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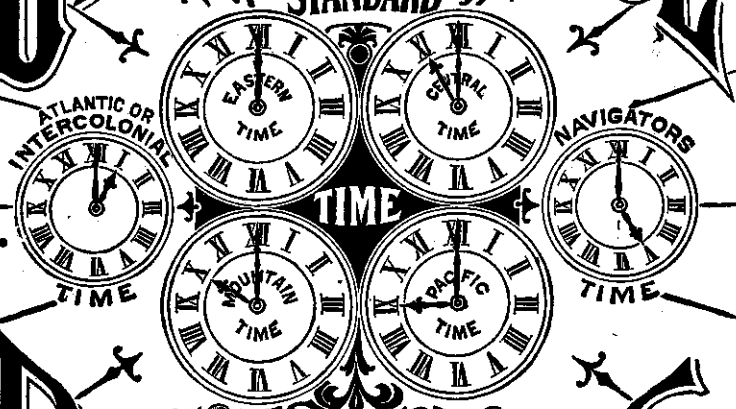

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THE OFFICIAL GUIDE

OF THE

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AND

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OF THE

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CANADA, MEXICO AND CUBA

ALSO TIME-TABLES OF RAILROADS IN CENTRAL AMERICA

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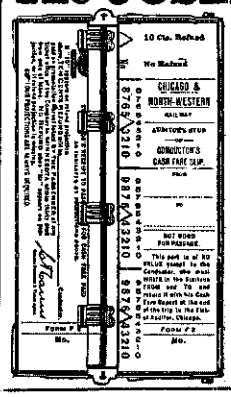

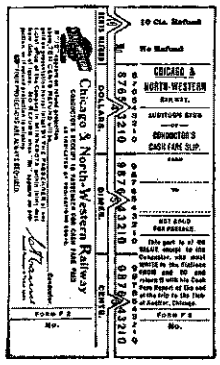

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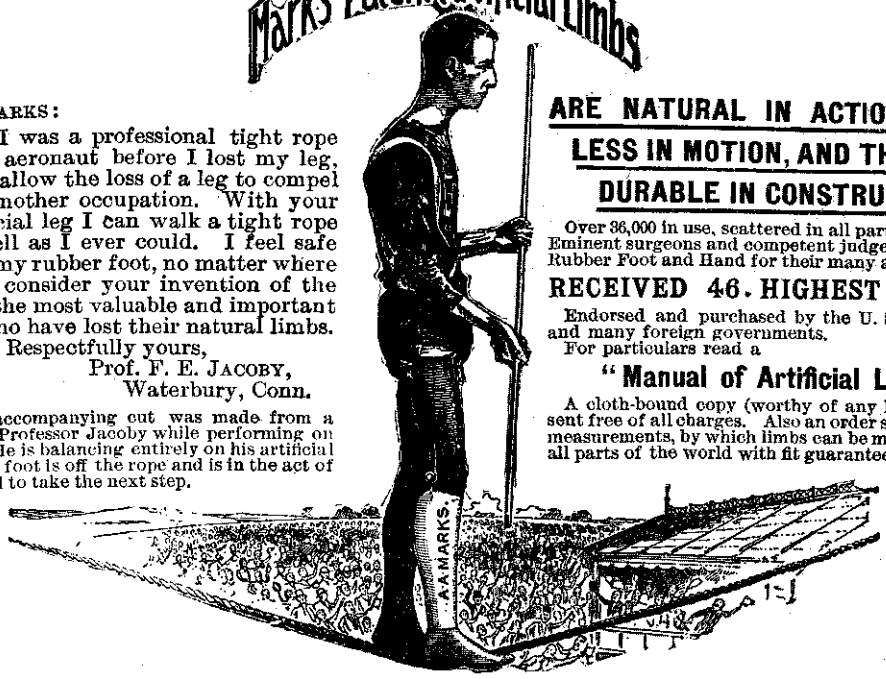

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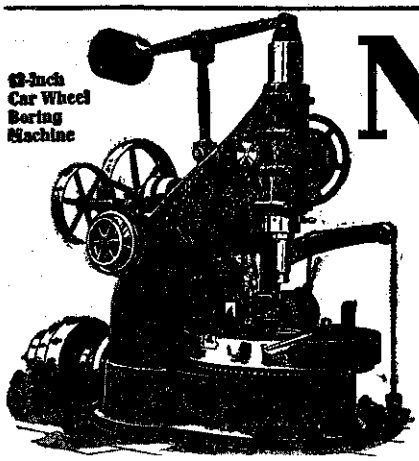

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Lve. **Paris** (*Nord Station*)	Mon.	1 50 p.m.
Lve. **Berlin** (*Schlesischer Bahnhof*)	Tue.	7 52 a.m.
Lve. **Warsaw** (*Brest*)	Tue.	8 30 p.m.
Lve. **Moscow** (*Koursk*), St. Petersburg time	Wed.	11 30 p.m.
Lve. **Irkoutsk**	Wed.	2 04 a.m.
Lve. **Kharbine**	Fri.	5 05 a.m.
Arr. **Vladivostock**	Sat.	4 20 a.m.
Lve. **Vladivostock**	Sun.	9 00 a.m.
Arr. **Tsuruga**	Tue.	5 00 a.m.
Lve. **Tsuruga**	Tue.	7 27 a.m.
Arr. **Yokohama**	Tue.	8 27 p.m.

WESTWARD—WINTER SCHEDULE.

Lve. **Yokohama**	Fri.	11 52 p.m.
Arr. **Tsuruga**	Sat.	3 00 p.m.
Lve. **Tsuruga**	Sat.	5 00 p.m.
Arr. **Vladivostock**	Mon.	11 00 a.m.
Lve. **Vladivostock**	Tues.	3 00 p.m.
Lve. **Kharbine**	Wed.	9 35 a.m.
Lve. **Irkoutsk**	Sat.	5 15 a.m.
Arr. **Moscow** (*Koursk*)	Fri.	7 10 a.m.
Lve. **Moscow** (*Brest*)	Fri.	9 45 a.m.
Lve. **Warsaw** (*V.V.*)	Sat.	12 22 noon
Lve. **Berlin** (*Friedrichstrasse Station*)	Sat.	10 59 p.m.
Arr. **Paris** (*Nord Station*)	Sun.	4 00 p.m.
Arr. **London** (*Charing Cross*)	Sun.	10 45 p.m.

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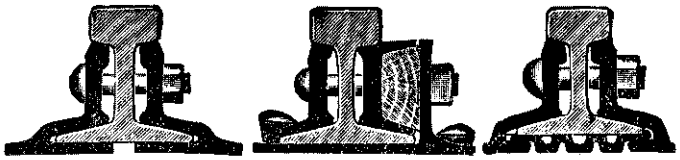

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GENERAL RAILWAY INFORMATION.

JANUARY, 1910.

PUBLISHERS' NOTICE.

ADDRESS ALL MAIL TO 24 PARK PLACE, NEW YORK.

Copy for the rearrangement of pages, or parts of pages, intended for insertion in THE OFFICIAL GUIDE, *should be delivered at this office on or before the* NINETEENTH *of the month preceding the date of issue.*

When such copy is received later than the NINETEENTH, *even when available, it cannot be inserted without seriously delaying the issue of* THE OFFICIAL GUIDE. *The prompt publication and delivery of* THE OFFICIAL GUIDE *is of great importance to many interests all over the country.*

By forwarding copy as above suggested much unnecessary delay can be avoided, and we earnestly ask the co-operation of all railway officials in accomplishing this result.

It is also very desirable that time-tables and circulars announcing changes in officers should be sent us on or before the NINETEENTH. *When this is not practicable, notice should be sent us* BY TELEGRAM *on that date of intended changes later in the month. The observance of this request will greatly facilitate the compilation and correction of both local and condensed time-tables.*

NOTICE.

Wherever the following signs are used on the time-table pages their meaning is as indicated below:

* Means that the train runs daily, Sunday included.
† That the train runs daily, except Sunday.
‡ Daily, except Saturday.
¶ Daily, except Monday.
§ Sunday only.
& Saturday only.
– – Trains do not stop.
‖ That the train stops for meals at the station opposite the time to which this mark is prefixed.

Where other signs are used their meaning is explained in foot notes on the same page.

The time is shown in two series of figures from 1 00 to 12 59. From 1 00 a.m. to 12 59 noon light-face type is used. From **1 00** p.m. to **12 59** night dark-face type is used. The suffixes a.m. and p.m. are not used in connection with time after 12 o'clock. From 12 00 midday to 12 59 the term "noon" is applied; from **12 00** midnight to **12 59** the term "night" is used.

In all cases, unless otherwise stated, the time given is leaving time.

RAILWAY CONVENTIONS, 1910.

January 18-19-20, 1910—Niagara Frontier Summer Rate Committee, Buffalo, N.Y.

January 20, 1910—Great Lakes and St. Lawrence River Rate Committee, Buffalo, N.Y.

January 20, 1910—International Water Lines Passenger Association, Buffalo, N.Y.

February 1, 1910—Bureau for the Safe Transportation of Explosives and Other Dangerous Articles, 24 Park Place, New York.

March 15-16-17, 1910—American Railway Engineering and Maintenance of Way Association, Chicago, Ill.

March 28, 1910—American Association of General Passenger and Ticket Agents, Havana, Cuba.

March 31, 1910—Eastern Association of Car Service Officers, Richmond, Va.

April 7-8, 1910—Southeastern Accounting Conference, Atlantic City, N.J.

May 10, 1910—American Railway Industrial Association.

May 18, 1910—American Railway Association, New York.

May 25-27, 1910—Association of Railway Claim Agents, Nashville, Tenn.

June 15, 1910—American Association of General Baggage Agents, Detroit, Mich.

June 21, 1910—Train Dispatchers' Association of America, Spokane, Wash.

June 29, 1910—Association of American Railway Accounting Officers, Colorado Springs, Colo.

EDITORIAL COMMENTS.

The Winter service of limited trains to Florida and southern resorts will take effect on January 3, 1910. Schedules of trains, both from the eastern and western cities of the north, as well as through car service, will be found upon the time-table pages of the southern lines and their connections.

Announcement is made that the special committee appointed at the Toledo meeting of the American Association of General Passenger and Ticket Agents, to determine the date and arrange the details for the fifty-fifth annual meeting of that association, has decided that the meeting will be held at Havana, Cuba, March 28, 1910.

An index of all local stations on the Pennsylvania Railroad, the Northern Central Railway and the West Jersey & Seashore Railroad, showing the time-table by number in which each station may be found, is published on pages 388 to 391 of this issue.

A new double-page map, showing the lines of the Canadian Pacific Railway across the continent from the Atlantic to the Pacific, will be found on pages 612-613 of this issue.

"Mexico" is the title of a new publication of the Missouri Pacific-Iron Mountain Route. It is splendidly illustrated, with several cuts on each page, showing characteristic scenes in Mexico, and text that in a concise form gives just the interesting bits of information and hints that a traveler needs on his journey. An examination of this book, with its views from life of the architecture, scenery, people and customs of Mexico will help to convince any one who has not seen it that there is no land in the world, except, perhaps, Japan, which is so individual and distinctive as our neighboring republic, nor which provides such an inexhaustible variety of entertainment for the tourist. Copies of this beautiful publication may be obtained at the various agencies of the company, or by addressing B. H. Payne, general passenger agent, St. Louis, Mo.

"Winter Outings on Summer Seas," published by the Peninsular & Occidental Steamship Company, is a dainty booklet which introduces the tourist to the foreign lands of the West Indies, through sunny Florida. It gives a description of the charms of Havana and Cuba, as well as Nassau. The illustrations are very fine, and the book constitutes a distinct temptation to Northern people to run away from ice and snow and revel in the sunshine and outdoor life which this region affords. The book also gives descriptions of the steamers, and information as to staterooms, etc. It may be obtained at the various agencies of the company, or by addressing Mr. Paul J. Saunders, traffic agent, at Jacksonville, Fla.

"California, the Golden State," is the title of a new publication of the Rock Island Lines, which is superbly illustrated, and gives concise descriptions of the leading resorts of the Pacific Coast, Los Angeles, Redlands, Avalon, Pasadena, Coronado, Santa Barbara, Monterey, the Yosemite, the Big Trees, and the vicinity of San Francisco. There are also some brief notes and pictures of Colorado points, which may be conveniently visited on the way across the continent by the Rock Island Lines. A list, giving rates of hotels, is a convenient feature. Copies of the book may be obtained at the various agencies of the Rock Island Lines, or by addressing Mr. L. M. Allen, passenger traffic manager, at Chicago.

"Cuba—A Winter Paradise," is a remarkably handsome folder, issued by the United Railways of Havana. It is written in an entertaining style and with discriminating judgment as to what will attract an intelligent tourist. The feature of the folder, however, is the illustrations, of which there are several on every page. They are finely executed, and include a great variety of views of the life, industries and scenery of the island. The folder shows that great advances in the transportation facilities and hotel accommodations have been made in Cuba in the last few years, and there can be no doubt of the future of the Queen of the Antilles as the great tropical Winter resort of the future. Copies of this folder, and other information in regard to Cuba, may be obtained at the New York agency of the United Railways of Havana, Room 210, No. 52 Broadway, New York, or by addressing General Passenger Agent Frank Roberts, Prado 61, Havana, Cuba.

AMERICAN ASSOCIATION OF GENERAL PASSENGER AND TICKET AGENTS.

BOSTON, MASS., *December* 15, 1909.

To Members—The special committee appointed to arrange the date and details of the Havana, Cuba, meeting of the American Association of General Passenger and Ticket Agents convened at Jacksonville, Fla., Friday, 10th inst., and decided that the fifty-fifth annual convention should be called to convene at Havana, Cuba, Monday, March 28, 1910. The above is furnished for your advance information, and I will issue formal call for meeting in due course. C. M. BURT, *Secretary*.

NIAGARA FRONTIER SUMMER RATE COMMITTEE.

OFFICE OF THE CHAIRMAN,
ALBANY, N. Y., *December* 24, 1909.

The annual meetings for compilation of Summer fares from Niagara Falls, Toronto, Montreal, Quebec, Detroit, Port Huron, etc., are hereby called to convene at the Lafayette Hotel, Buffalo, N.Y., Tuesday and Wednesday, January 18th and 19th, and Thursday, January 20, 1910. On the first two dates above mentioned, the rate representatives will meet and arrange all details as far as possible, their report to be submitted for approval to the general meeting, which will convene on the succeeding day, Thursday, January 20, 1910, and in view of the importance of the matters to be discussed, all interested lines are earnestly requested to be represented. Tuesday's and Wednesday's meetings will convene at 10 00 a.m., and Thursday's at 11 00 a.m., sharp.

JAS. MORRISON, *Secretary*. A. A. HEARD, *Chairman*.

THE GREAT LAKES AND ST. LAWRENCE RIVER RATE COMMITTEE.

OFFICE OF THE CHAIRMAN,
SARNIA, ONT., *December* 24, 1909.

The annual meeting for the arrangement of passenger fares in territory covered by the Great Lakes and St. Lawrence River Rate Committee is hereby called to convene at the Lafayette Hotel, Buffalo, N.Y., Thursday, January 20, 1910, immediately following adjournment of the Niagara Frontier Committee meeting. In view of the importance of matters to be discussed, it is hoped all interested lines will be authoritatively represented.

JAS. MORRISON, *Secretary*. C. H. NICHOLSON, *Chairman*.

The Pacific Coast Steamship Company, as in former years, makes early announcement of their Summer cruises to Alaska. For the season of 1910 they will operate seven cruises, instead of five, as in former years. Sailings to be as follows: Steamship *Spokane* from Seattle at 10 00 p.m., June 14th, 28th, July 12th, 26th, August 9th, sailing the following day from Victoria, B.C., at noon. Steamship *Queen* will leave Seattle at 8 00 p.m. July 12th and 26th, sailing the following day from Vancouver, B.C., at noon. These seven cruises will be practically identical. Each will be a fortnight in duration, traversing the same smooth waters of the "Inside Passage," and visiting the same glaciers, cities and scenic features of southeastern Alaska. A call will be made at both Victoria and Vancouver, B.C., thus affording visits to the two most interesting cities of the British Northwest. Other principal points visited are Metlakatla, where Father Duncan has his wonderful community of 1,000 civilized Indians; Ketchikan, where a salmon run may often be witnessed; Clarence Strait, where whales are frequently seen; Wrangell, historic Russian trading post; Sitka, former capital of Russian America; Glacier Bay and the world-famous Muir glacier, where, conditions permitting, passengers are landed and climb the glacier; Funter Bay salmon cannery, the largest in Alaska. Skagway, gateway to the Yukon gold fields; Taku glacier, continually discharging bergs from its mile-wide front; Davidson and Windom glaciers, big picturesque ice streams; Juneau, the capital city; Treadwell, one of the largest gold mines in the world; Lucky Fishing Banks, where passengers are afforded an opportunity to catch halibut and cod; and Old Kasaan, the interesting deserted Indian Totem-pole village. Service on the steamships *Spokane* and *Queen* Alaska cruises will be, as heretofore, the very best, as good or better than that of the finest limited trains, and is included in the cost of the cruise. Rates from Seattle, Victoria or Vancouver are $100 up, according to accommodations taken. Besides the cruises operated by this company, the regular steamer service from Seattle to Southeastern Alaska (1910) will be extended to include many "excursion" trips at popular rates. Further particulars may be obtained by addressing C. D. Dunann, general passenger agent, No. 112 Market Street, San Francisco, Cal.

The Railway Ticket Protective Bureau announces that under a final decree, entered December 2, 1909, in the case of the Southern Railway Company against R. L. Irwin and others, ticket scalpers, the Federal Court for the Southern District of Florida made permanent the injunction prohibiting the defendants from conducting the business of ticket scalping in that territory.

IMPORTANT NATIONAL PUBLIC MEETINGS, CONVENTIONS, Etc.

(Published by request of the American Association of General Passenger Agents.)

January 8-15, 1910—American Automobile Association, New York City.
January 10-15, 1910—American Golf Association of Advertising Interests, Pinehurst, N.C.
January 10-17, 1910—National League of Commission Merchants, Norfolk, Va.
January 17-20, 1910—National Civic Federation, Conference on Uniform Legislation, Washington, D.C.
February 3-8, 1910—Mardi Gras Celebration, Mobile, Ala.
February 3-8, 1910—Mardi Gras Celebration, Pensacola, Fla.
February 3-8, 1910—Mardi Gras Celebration, New Orleans, La.
April 9-30, 1910—National Bowling Association, Baltimore, Md.
April 12-13, 1910—Ancient Arabic Order Nobles of the Mystic Shrine, Imperial Council, New Orleans, La.
April 16-23, 1910—Daughters of the American Revolution, National Society, Washington, D.C.
May 31-June 4, 1910—Canadian Medical Association, Toronto, Ont.
May 31-June 4, 1910—Canadian Dental Association, Toronto, Ont.
July —, 1910—National Education Association, Boston, Mass.
July 7-10, 1910—B. Y. P. U. of America, International Convention, Saratoga Springs, N.Y.

In order to improve the conditions and methods of farming along its lines, the management of the Wabash Railroad has offered eighteen free scholarships to students attending the Winter course in the agricultural school at the University of Missouri. One of these scholarships is given for each county in Missouri through which the road runs, and the amount (fifty dollars) is sufficient to cover all expenses of the student in taking the course. The course aims to give the largest amount of practical instruction in the various departments of farming, cattle breeding, dairy work, etc., which is possible within the period, and the graduates have met with great success in practical work. The experiments conducted by the college have increased the corn yields in Southwest Missouri more than fifty per cent. per acre, and the wheat yields almost as much. Full particulars as to the terms of the scholarships may be obtained from Mr. J. D. McNamara, general passenger agent, Wabash Railroad, St. Louis, Mo., or from Dean F. B. Mumford, Columbia, Mo.

A newcomer in the field of transportation literature is "Agwi Steamship News," a monthly magazine published by the Atlantic, Gulf & West Indies Steamship Lines (Clyde Line, Mallory Line, Ward Line and New York & Porto Rico Steamship Company). It is a handsomely printed publication containing descriptions of the tropical and sub-tropical resorts about the Gulf of Mexico and the West Indies, and along the South Atlantic coast of the United States. The region of interesting tropical life and beautiful scenery is every year attracting a constantly growing list of travelers. The office of publication is at Pier 36, North River, New York, and copies of the publication may be obtained by addressing the editor.

The announcement of the opening of the forty-third season of the Hart Line steamers on the Ocklawaha River is made by the management. The season will open January 10, 1910, with steamers leaving Palatka on Mondays, Wednesdays and Fridays at 12 30 noon, and daily service will be resumed later in the season. The charms of this unusual trip need no advertisement; they are celebrated wherever travelers congregate. It is a unique experience, and its true beauties and the remarkable feats of navigation that are performed in traversing the sinuous course from Palatka to Silver Springs must be seen to appreciate their full beauties.

A handsome publication, entitled "Winter Time in Summer Land," has been issued by the general advertising department of the Louisville & Nashville Railroad. It describes the Gulf Coast, New Orleans, Mobile and Florida. The illustrations are remarkably fine, and the whole book, in its typographical make-up, is a most attractive product. The information given is condensed and pertinent, covering hotels, sports and all those points which a prospective tourist desires to post himself about. The cover is in a dainty design, and is a fine example of color printing. The same department has also published "Cuba, the Pearl of the Antilles, and the Gem of the Seas," a delightfully written and finely illustrated book, setting forth the attractions of our nearest neighbor in the West Indies. It shows not only the points of interest to the tourist, but touches upon the developments of industries which have made rapid strides in recent years. Copies of either of these publications may be obtained by addressing W. A. Russell, general passenger agent, Louisville, Ky., or W. B. Barry, advertising agent, Louisville, Ky.

PERSONAL.

Mr. CHARLES H. GATTIS, who has been appointed general passenger agent of the Georgia & Florida Railway, effective January 1, 1910, has been district passenger agent of the Seaboard Air Line Railway at Raleigh, N.C., for several years past. Mr. Gattis entered the service of the Seaboard Air Line Railway Company in 1891, in the office of the soliciting freight and passenger agent, at Raleigh, N.C., and has continued in the service of that company as stenographer, ticket clerk, depot ticket agent, city passenger agent and traveling passenger agent. He has an extensive acquaintance throughout the territory from which the road of whose passenger business he now has charge will derive a large traffic. From the Raleigh *News and Observer* we quote the following personal note:

"Personally Mr. Gattis will be sorely missed in Raleigh, for he is one of the younger men of the city who has always done his part in the work of building up the city and adding to its interests. As a major of the North Carolina National Guard, a position which he has occupied under Governor Glenn and Governor Kitchin, he has made many friends among the military of the State. He is a progressive and enterprising citizen, whose going is a distinct loss to Raleigh and the State."

Dr. CHARLES B. DUDLEY, chief chemist of the Pennsylvania Railroad, died at Altoona, Pa., on Tuesday night, December 21st. Dr. Dudley was born at Oxford, N.Y., on July 14, 1842. He was educated at the Oxford Academy and Yale University, and graduated from the Sheffield Scientific School of that college in 1874. After his graduation he became assistant to the professor of physics in the University of Pennsylvania at Philadelphia, which position he held for one year. He entered the service of the Pennsylvania Railroad as chemist in 1875. Dr. Dudley was elected president of the International Association for Testing Materials at its recent session at Copenhagen; he was also president of the American Society for Testing Materials, and president of the American Chemical Society, and was a member of a number of other organizations. He was actively engaged in the organization of the Bureau for the Safe Transportation of Explosives and Other Dangerous Articles, having been its president since its inception. He was also chairman of the Committee on the Safe Transportation of Explosives and Other Dangerous Articles of The American Railway Association, and rendered valuable service to the railroads of the country in that capacity. His personal character and genial manner endeared him to all his associates, while his high and varied mental attainments, combined with excellent powers of expression and great energy, distinguished him in every circle that was favored with his labors or his presence. The very large place that he occupied in a broad field of usefulness will be difficult to fill.

Mr. JOHN SEBASTIAN, who has been appointed third vice-president of the Chicago, Rock Island & Pacific Railway, has been the head of the passenger department of that company since 1889. His railway service began in 1869, in the passenger department of the Atchison, Topeka & Santa Fe Railway, in which he served in various capacities, including those of clerk in the general ticket office; chief clerk, general passenger and ticket agent's office, and traveling agent. In January, 1880, he entered the service of the Chicago, Rock Island & Pacific Railway as general southwestern passenger agent; in 1887 he became general ticket and passenger agent of the Chicago, Kansas and Nebraska Division, and in April, 1889, general passenger and ticket agent of that road. Since July, 1902, he has been passenger traffic manager, and included under his authority the other lines which have until recently been affiliated with the Rock Island System.

Mr. L. M. ALLEN, who has been appointed passenger traffic manager of the Chicago, Rock Island & Pacific Railway, entered the service of that company in 1881, in the car accounting department, and after a year in that and the freight department, he entered the passenger department in 1883, as ticket clerk. In 1888 he became ticket agent, and from 1893 until 1898 he was general agent of the passenger department at Davenport, Ia. On December 1, 1898, he was appointed assistant general passenger and ticket agent at Chicago, and in 1902 general passenger agent of the lines east of the Missouri River, and since May, 1903, he has been general passenger agent of the entire Rock Island System.

Mr. GEORGE H. LEE, who has been appointed general passenger agent of the Chicago, Rock Island & Pacific Railway at St. Louis, Mo., graduated from Hamilton College at Clinton, N.Y., in 1885, and entered railway service the same year in the accounting department of the Arkansas Valley Route at Little Rock, Ark. After an interval, during which he was engaged in commercial business, he was appointed city passenger and ticket agent of the Little Rock & Memphis Railroad, at Little Rock, in July, 1893. In 1898 he became city passenger and ticket agent of the St. Louis Southwestern Railway, at Dallas, Tex., and in 1899 chief clerk in the passenger department of the Choctaw, Oklahoma & Gulf Railroad, of which road he was appointed general passenger and ticket agent in July, 1900. With the acquisition of that road by the Rock Island System in 1904, he became general passenger agent of the Choctaw District, the position which he had held until his recent promotion.

Mr. WILLIAM J. LEAHY, who has been appointed general passenger agent of the Chicago, Rock Island & Pacific Railway at Chicago, has been first assistant general passenger agent of that road since October 1, 1905. He has had extensive service in both the east and west. He entered railway service in 1883, in the auditor's office of the Buffalo, New York & Philadelphia Railroad, at Buffalo, N.Y., and was afterwards with the West Shore Railroad as ticket agent at Niagara Falls, Syracuse and New York. In May, 1887, he was appointed traveling passenger agent of the Chicago, Rock Island & Pacific Railway in New York State, and in 1891, passenger agent of the Middle District, with headquarters at Philadelphia. In July, 1899, he became general eastern passenger agent at New York, and in 1901, assistant general passenger agent of that road and the St. Louis, Kansas City & Colorado Railroad at St. Louis.

Mr. J. W. BURDICK, who, for more than thirty years, has been in the service of the Delaware & Hudson Company, and for the past four years passenger traffic manager, has resigned to engage in other business. Mr. Burdick entered railway service in 1868 as telegraph operator for the Erie Railroad. He was appointed telegraph manager of the Atlantic & Great Western Railway at Waverly, in 1871, and at Newburgh in 1873. In April, 1878, he entered the service of the Delaware & Hudson Company as division clerk in the passenger department, and was rapidly promoted to the position of chief clerk, including the duties of superintendent of telegraph. He later became assistant general passenger and ticket agent, and in May, 1885, he was appointed general passenger and ticket agent. In February, 1905, he was made passenger traffic manager. Mr. Burdick was a pioneer in the development of the transportation facilities and the resorts of the Adirondack Mountains and Lake Champlain, and the books which his department issued were among the first important means of introducing this beautiful region to the notice of Summer visitors. He enjoys a wide acquaintance and friendship, both in and out of railroad service, throughout the United States.

Capt. C. H. NICHOLSON, who has been appointed manager of the steamship lines of the Grand Trunk Pacific Railway on the Pacific Coast, with headquarters at Vancouver, B.C., has been for a number of years the traffic manager of the Northern Navigation Company of Ontario, whose extensive traffic on the Great Lakes has been largely developed under his able management. In addition to his duties with his own lines, Captain Nicholson has also been chairman of the Great Lakes and St. Lawrence River Rate Committee.

Mobile, Citronelle and Bay Shore are described in an attractive little publication issued by the passenger department of the Mobile & Ohio Railroad. The situation of Mobile, at the head of its beautiful bay, with many opportunities for sport and a delightful climate, makes it especially attractive as a place of Winter resort. The city itself is one of the stately old cities of the South, in which the advances of modern progress have not been allowed to obscure the charm imparted to it by the good taste of its founders. There are several good hotels. Copies of the book may be obtained at the various agencies of the Mobile & Ohio Railroad, or by addressing John M. Beall, general passenger agent, St. Louis, Mo.

An interesting pamphlet published by the management of the Grand Trunk Railway System, entitled "Training Modern Mechanics," shows how that company, under its progressive management, is solving the great problem of supplying the increasing demand for skilled and trained mechanics. This has been done by the organization of a systematic course in practical technical schools, which are located at the important centers through the Grand Trunk System. The subjects taught include everything from simple arithmetic to higher mathematics, mechanics and mechanical drawing. The entire cost of these schools is borne by the company, which further encourages boys by offering prizes annually for competition. The pamphlet gives full details of the work, illustrations of the shops, drawing rooms, etc. Copies of this interesting publication may be obtained by addressing Mr. H. R. Charlton, general advertising agent, at Montreal, Que.

"The Crusade of United States Railway Interests in Canada," by Mr. John M. Copeland, traveling freight and passenger agent of the Chicago, Milwaukee & St. Paul Railway, at Toronto, is an entertaining story, full of humor and incident of the development of this important phase of railway traffic from 1868 to 1910. It originally appeared as an article in the *Busy Man's Magazine*, but it has been reprinted in pamphlet form, and will furnish an interesting half hour to many hundreds of the fraternity.

INTERSTATE COMMERCE COMMISSION.

Ann Arbor R. R.—In Metropolitan Paving Brick Company, and others against Ann Arbor Railroad Company and others (Case No. 1401); In Ohio Face Brick Manufacturers' Association against the Ann Arbor Railroad Company and others (Case No. 1528); In National Paving Brick Manufacturers' Association against the Baltimore & Ohio Railroad Company and others (Case No. 1530); and in the Stowe-Fuller Company against the Pennsylvania Company and others (Case No. 896), the Commission found that the Chicago-New York base rate to be applied on fire, building, and paving brick on shipments eastbound from Central Freight Association territory to Trunk Line territory should not exceed 21 cents per 100 pounds, and any charge in excess thereof is unreasonable, and an order to this effect was entered. The Commission decided, however, that under all the circumstances shown no order for reparation is warranted.

These cases involve the classification of fire, building, and paving brick when transported from points in Central Freight Association territory to points in Trunk Line territory. The reasonableness of the existing rates on the three kinds of brick from and to the points named were also in question.

The following order covering the cases named was entered:

No. 1401. Metropolitan Paving Brick Company; Mack Manufacturing Company; Malvern Clay Company; Big Four Clay Company; T. B. Townsend Brick & Contracting Company; C. P. Mayer Brick Company; and National Paving Brick Manufacturers' Association v. Ann Arbor Railroad Company; The Atchison, Topeka & Santa Fe Railway Company; The Baltimore & Ohio Railroad Company; Baltimore & Ohio Southwestern Railroad Company; Bessemer & Lake Erie Railroad Company; The Chicago & Alton Railroad Company; Chicago, Burlington & Quincy Railroad Company; Chicago & Eastern Illinois Railroad Company; Chicago, Indiana & Southern Railroad Company; Chicago, Indianapolis & Louisville Railway Company; Chicago Junction Railway Company; Chicago, Lake Shore & Eastern Railway Company; Chicago, Peoria & St. Louis Railway Company of Illinois; The Cincinnati, Hamilton & Dayton Railway Company, and Judson Harmon, receiver thereof; The Cincinnati, Lebanon & Northern Railway Company; The Cincinnati & Muskingum Valley Railroad Company; Cincinnati, Saginaw & Mackinaw Railroad Company; The Cleveland, Akron & Columbus Railway Company; The Cleveland, Cincinnati, Chicago & St. Louis Railway Company; Detroit & Toledo Shore Line Railroad Company; Detroit, Grand Haven & Milwaukee Railway Company; Detroit, Toledo & Ironton Railway Company; Erie Railroad Company; Elgin, Joliet & Eastern Railway Company; Evansville & Terre Haute Railroad Company; Grand Rapids & Indiana Railway Company; Grand Trunk Western Railway Company; The Hocking Valley Railway Company; Illinois Central Railroad Company; The Lake Erie, Alliance & Wheeling Railroad Company; The Lake Erie & Western Railroad Company; The Lake Shore & Michigan Southern Railway Company; Marietta, Columbus & Cleveland Railroad Company; Michigan Central Railroad Company; The New York, Chicago & St. Louis Railroad Company; The Northern Ohio Railway Company; Norfolk & Western Railway Company; The Toledo & Ohio Central Railway Company; The Kanawha & Michigan Railway Company; The Pennsylvania Railroad Company; Pennsylvania Company; Pere Marquette Railroad Company; The Pittsburg & Lake Erie Railroad Company; The Pittsburg, Cincinnati, Chicago & St. Louis Railway Company; Pittsburgh, Chartiers & Qoughiogheny Railway Company; The Pittsburgh, Lisbon & Western Railroad Company; The Southern Indiana Railway Company; Toledo, Peoria & Western Railway Company; Toledo, Saginaw & Muskegon Railway Company; Toledo, St. Louis & Western Railroad Company; Vandalia Railroad Company; The Wabash Railroad Company; The Wabash Pittsburgh Terminal Railway Company; The Wheeling & Lake Erie Railroad Company; The Zanesville & Western Railway Company; and Central Freight Association, and J. F. Tucker, chairman thereof.

No. 1528. Ohio Face Brick Manufactures' Association v. Ann Arbor Railroad Company; The Ashland & Western Railway Company; The Baltimore & Ohio Railroad Company; Baltimore & Ohio Southwestern Railroad Company; Bessemer & Lake Erie Railroad Company; Boston & Albany Railroad Company; Boston & Maine Railroad; Buffalo & Susquehanna Railway Company; Cleveland & Buffalo Transit Company; Canadian Lake Line; Central Railroad Company of New Jersey; Central Indiana Railway Company; Central Vermont Railway Company; The Chesapeake & Ohio Railway Company; Chicago & Eastern Illinois Railroad Company; Chicago, Indiana & Eastern Railway Company; Chicago, Peoria & St. Louis Railway Company of Illinois; The Cincinnati, Hamilton & Dayton Railway Company, and Judson Harmon, receiver thereof; The Cleveland, Cincinnati, Chicago & St. Louis Railway Company; Detroit & Cleveland Navigation Company; Detroit & Buffalo Steamboat Company; The Delaware, Lackawanna & Western Railroad Company; Detroit, Toledo & Ironton Railway Company, and George K. Lowell, B. S. Warren, and Thomas D. Rhodes, receivers thereof; Erie & Western Transportation Company; Erie Railroad Company; Evansville & Indianapolis Railroad Company; Evansville & Terre Haute Railroad Company; Grand Rapids & Indiana Railway Company; Grand Trunk Western Railway Company; The Hocking Valley Railway Company; The Lake Erie & Western Railroad Company; The Lake Shore & Michigan Southern Railway Company; Lehigh Valley Railroad Company; Mutual Transit Company; Maine Central Railroad Company; Marietta, Columbus & Cleveland Railroad Company; Michigan Central Railroad Company; Merchants Montreal Line; The New York Central & Hudson River Railroad Company; The New York, Chicago & St. Louis Railroad Company; New York, Ontario & Western Railway Company; Norfolk & Western Railway Company; The New York, New Haven & Hartford Railroad Company; The Pennsylvania Railroad Company; Pennsylvania Company; Pere Marquette Railroad Company; Philadelphia & Reading Railway Company; The Pittsburgh & Lake Erie Railroad Company; Rutland Railroad Company; Rutland Transit Company; Southern Railway Company; The Southern Indiana Railway Company; The Toledo & Ohio Central Railway Company; Toledo, Peoria & Western Railway Company; Toledo, St. Louis & Western Railroad Company; Vandalia Railroad Company; The Wabash Railroad Company; West Shore Railroad Company; The Wheeling & Lake Erie Railroad Company; and J. F. Tucker, agent, Central Freight Association.

No. 1530. National Paving Brick Manufacturers' Association v. The Baltimore & Ohio Railroad Company; Buffalo, Rochester & Pittsburgh Railway Company; Buffalo & Susquehanna Railway Company; Central Railroad Company of New Jersey; Central Railroad Company of Pennsylvania; The Cumberland Valley Railroad Company; The Delaware & Hudson Companp; The Delaware, Lackawanna & Western Railroad Company; Erie Railroad Company; Lehigh Valley Railroad Company; The New York Central & Hudson River Railroad Company; New York, Ontario & Western Railway Company; New York, Susquehanna & Western Railroad Company; The Pennsylvania Railroad Company; Philadelphia & Reading Railway Company; The Pittsburgh, Shawmut & Northern Railroad Company, and Frank Sullivan Smith, receiver thereof; Western Maryland Railroad Company, and B. F. Bush, receiver thereof; and Middle States Freight Association, and C. W. Bullen, chairman thereof.

No. 896. The Stowe-Fuller Company v. Pennsylvania Company; The Pennsylvania Railroad Company; and The Baltimore & Ohio Railroad Company.

These cases being at issue upon complaints and answers on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, made and filed a report containing its conclusions thereon, which said report is made a part hereof:

It is ordered, That said defendants be, and they are hereby, notified and required to cease and desist, on or before the 1st day of February, 1910, and for a period of not less than two years thereafter abstain, from charging, demanding, collecting, or receiving for the transportation of fire brick, building brick, and paving brick, in carloads, on shipments eastbound from Central Freight Association territory to Trunk Line territory the rates based upon the present Chicago-New York base rate, which rates have been found by this Commission to have been unreasonable.

It is further ordered, That said defendants be, and they are hereby, notified and required to establish and put in force, on or before the 1st day of February, 1910, and maintain in force thereafter during a period of not less than two years, and apply to the transportation of fire brick, building brick and paving brick, in carloads, on shipments eastbound from Central Freight Association territory to Trunk Line territory rates based upon a Chicago-New York base rate not exceeding 21 cents per 100 pounds, which rates have been found by the Commission to be reasonable maximum rates to be applied.

And it is further ordered, That said defendants be, and they ar ehereby, authorized to make effective upon three days' notice to the public and to the Interstate Commerce Commission, given in the manner required by law, the rates which said defendants are by this order required to establish and put in force on or before the 1st day of February, 1910, in which event the tariffs in which such rates are given must contain the notation that they are issued under the authority hereby granted, and must refer to the number of these cases.

Atchison, Topeka & Santa Fe Ry.—In White Brothers against Atchison, Topeka & Santa Fe Rail-

way and others, and ten other cases disposed of in the order entered, which cases are indicated by docket numbers 2356, 2357, 2358, 2359, 2360, 2364, 2365, 2366, 2367, and 2368, reparation denied and cases dismissed:

"Complainants asked for reparation on the ground that defendants' through rates on hard-wood lumber in carloads from points east of the Mississippi River to San Francisco were unreasonable because more than combinations of locals in effect; **Held,** That while the Commission has frequently declared that through rates between certain points should not exceed the combination of local rates between the same points, there is not sufficient evidence of record in these cases to warrant findings that the through rates charged were unreasonable. Reparation denied. **Burgess** v. **Transcontinental Freight Bureau,** 13 I. C. C. Rep., 668, distinguished."

Chicago, Milwaukee & St. Paul Ry.—In Van Brunt Manufacturing Company against Chicago, Milwaukee & St. Paul Railway Company (and Minneapolis, St. Paul & Sault Ste. Marie Railway Company, Great Northern Railway Company, and Northern Pacific Railway Company) the Commission awarded reparation of $339.04, and ordered reduction of rate.

Rate of 20 cents per 100 pounds on agricultural implements in carloads from Horicon Junction, Wis., to Minnesota Transfer, Minn., found unjust and unreasonable to the extent that it exceeded the rate of 17 cents per 100 pounds in effect prior and subsequent to dates on which shipments were made. Reparation awarded.

Chicago, St. Paul, Minneapolis & Omaha Ry.—In Minneapolis Threshing Machine Company against the Chicago, St. Paul Minneapolis & Omaha Railway Company (and Chicago & North Western Railway Company) the complaint was dismissed.

The complaint that the cancellation of joint traffic has resulted in unreasonable rates on threshing machines and engines from Hopkins, Minn., to local points on the lines of defendants, and that rates on agricultural implements from Hopkins to various points in states west and south are unreasonable, not being sustained by the evidence, is dismissed.

Colorado & Southern Ry.—In South Canon Coal Company against the Colorado & Southern Railway (and Chicago Rock Island & Pacific Railway Company), the commission dismissed the complaint, on the ground that a rate is not unreasonable simply because a lower rate is in effect via lines of other carriers.

"On January 22, 1909, complainant corporation shipped one carload of coal from its Big Four mine in Colorado to Pueblo, Colo., via the Colorado & Southern Railway. On January 25 complainant ordered this car reconsigned to Hutchison, Kans., via the Chicago, Rock Island & Pacific Railway. The rate of $3.60 per ton collected was the combination of $3 from the mine to Medora, Kans., plus 60 cents from Medora to Hutchinson. The distance from the mine to Hutchinson via this route is 749 miles.

The Colorado & Southern and the Denver & Rio Grande railways use the same track from the Big Four mine to Pueblo. There was in effect at the time this shipment moved a joint through rate of $3 per ton from the mine to Hutchinson via the Denver & Rio Grande and the Chicago, Rock Island & Pacific. There was also in effect a rate of $3 from the mine to Hutchinson via the Colorado & Southern and the Chicago, Rock Island & Pacific via Delhart, Tex., the distance over this route being 511 miles. Complainant sent this car to Pueblo, consigned to itself as a local shipment; and after securing an order from Hutchinson reconsigned it to that destination in accordance with the provisions of Colorado & Southern tariff.

"The only relief asked for is reparation in the sum of $19.25, being the difference between the rate assessed and the $3 rate which petitioner claims should have been applied. The higher rate was directly due to the routing specified by complainant. There is no evidence that the rate via the route over which the shipment moved was unreasonable, further than the inference that may be drawn from the fact that the Denver & Rio Grande and Rock Island have a rate of $3 from Big Four mine to Hutchison. Such inference is not sufficient to warrant finding that the rate via the route the shipment moved was unreasonable.

The complaint is dismissed."

Great Northern Ry.—In T. M. Partridge Lumber Company against the Great Northern Railway Company (and the Canadian Northern Railway Company) the Commission declared present rates on fence posts and poles from Beaudette and Warroad, Minn., to certain points in North Dakota unreasonable, prescribed reasonable rates for the future, and established through routes from Beaudette to such destination points.

Illinois Central R. R.—In Edward G. Davies against the Illinois Central Railroad Company the Commission found that the claim of the complainant that, under the opinion and order of the Commission (in Wholesale Fruit & Produce Association v. A., T. & S. F. Ry. Co., 14 I. C. C., Rep. 410) it is the duty of the defendant to make delivery of consolidated shipments to the various owners is not sustained, and dismissed the complaint.

Lehigh & Hudson River Ry.—In Males Company against the Lehigh & Hudson River Railway Company (and New York, Susquehanna & Western Railroad Company, the Commission dismissed the complaint.

Complainant purchased a locomotive from the Lehigh Valley Railroad under a contract of sale which provided that locomotive should be delivered by vendor at Easton, Pa., free of transportation charges. Delivery was made at Easton to the Lehigh & Hudson River Railway accompanied by a card bill showing consignment to Lake View, N. J., and specific routing. The rate charged is alleged to be unreasonable and reparation is claimed; **Held,** That the Lehigh Valley Railroad Company did not participate in any transportation charges on this shipment, and in tendering it to the Lehigh & Hudson at Easton the Lehigh Valley acted as agent for the purchaser and not as a carrier. Shipment was therefore not misrouted by a carrier. The locomotive is in possession of complainant, but it appears that the transportation charges thereon have not been paid. From the facts presented rate charged not found to be unreasonable or unlawful. But if it were found to be unreasonable no order of reparation would be entered, because complainant has not paid the lawful charges on shipment. Complaint dismissed.

Lehigh Valley R. R.—In Lautz Brothers & Company against the Lehigh Valley Railroad Company (and Delaware & Hudson Company) the Commission dismissed the complaint.

Class rates from Buffalo, N. Y., to certain points on the line of the Delaware & Hudson Company north of Whitehall, N. Y., were increased for the purpose of removing a discrimination which existed in favor of Buffalo as compared with points east thereof. Complaint alleges that to increase the rates was unreasonable. The rates are not complained of as unreasonable **per se.** These rates are blanketed over a considerable territory of origin and gain over a considerable territory or distribution; **Held,** That disruption of such grouping would be unwarranted. Complaint dismissed.

Louisville & Nashville R. R.—In New Orleans Board of Trade, Limited, against the Louisville & Nashville R. R.:

"1. Defendant advanced its rates on certain classes from New Orleans to Mobile and Pensacola, to make the sums of the locals equal the through rates from New Orleans to Montgomery, Selma, and Prattville via Mobile and Pensacola; **Held,** That the rates resulting from said advance were unjust and unreasonable.

"2. Former rates have been in effect, substantially unchanged, for over twenty years, and there was no evidence that they were not compensatory.

"3. Neither by comparison with other rates nor by any facts appearing are the advanced rates shown to be reasonable.

"4. The through rates from New Orleans via Mobile and Pensacola to Montgomery, Selma, and Prattville, on certain classes, held to be unreasonable and excessive, and reduced to the sum of the locals."

Missouri Pacific Ry.—In Baer Bros. Mercantile Company against the Missouri Pacific Railway Company (and Denver & Rio Grande Railroad Company), the Commission awarded reparation of $723.56, and also made an order directing the reduction of rate on beer. The Commission held:

"1. Rate of 45 cents per 100 pounds applied to the transportation of beer in carloads from Pueblo, Colo., to Leadville, Colo., which is part of a through transportation from St. Louis, Mo., to Leadville, Colo., is unreasonable. Such rate should not exceed 30 cents per 100 pounds. Reparation awarded.

"2. Complainant's application for establishment of through route and joint rate for the transportation of beer in carloads over defendant line from St. Louis, Mo., to Leadville, Colo., via Pueblo, denied, under the circumstances appearing of record."

New York, Chicago & St. Louis R. R.—In Contact Process Company against the New York, Chicago & St. Louis Railroad Company (and Toledo, St. Louis & Western Railroad Company, the Missouri Pacific Railway Company, and St. Louis & San Francisco Railroad Company) the Commission awarded reparation of $209.02, the report and finding being as follows:

In the absence of a published specific through rate between two points, the tariff indicating no specific way of making up a thorough rate, the lowest combination of local rates over the route of the movement is the lawful through charge. On the record it is therefore, **Held,** That the combination of three local rates between the points in question was the lawful rate to be collected and not the sum of two local rates which made higher. Reparation awarded.

Northern Pacific Ry.—In Olympia Brewing Company and Seattle Brewing & Malting Company against the Northern Pacific Railway Company (and Tonopah & Goldfield Railroad Company, the Southern Pacific Company, the Maricopa & Phoenix Railroad Company, and Nevada & California Railway Company), the Commission found that rental charge of $5 per car on shipments of beer from Olympia and Seattle, Wash., to points in California, Nevada, and Arizona, were unreasonable and unjustly discriminatory, and warranted reparation.

Omaha & Council Bluffs Ry. & Bridge Co.—In West End Improvement Club against the Omaha & Council Bluffs Railway & Bridge Company the Commission assumed jurisdiction and sustained the complaint.

Complaint alleges that the 10-cent fare from Council Bluffs to Omaha is unreasonable and that it is unjustly discriminatory, because defendants give longer rides for 5 cents on lines which do not cross the bridge. Defendants allege that they are street railways and not amendable to the terms of the act to regulate commerce, and that to reduce the fares as prayed for would result in a net loss from the operation of the properties; **Held,** That defendants are common carriers, engaged in the interstate transportation of persons, and therefore amenable to the terms and jurisdiction of the act; that the record does not disclose justification for making the reduction prayed for, but that it is unreasonable to charge more than 10 cents for a trip between any point on defendant's lines in Council Bluffs and any point on defendant's lines in Omaha.

Oregon Short Line R. R.—In Weber Club & Intermountain Fair Association against the Oregon Short Line Railroad Company and others the Commission dismissed the complaint. The Commission's report is in part as follows:

"1. The provisions of section 22 of the act do not entirely exempt the issuance of excursion tickets from the operation of the undue-discrimination provision of the act but the statute itself authorizes discrimination in permitting the issuance of excursion tickets, and it is only in cases where this privilege has been plainly abused that the Commission would be justified in interfering.

"2. Defendants make passenger rates of one fare for the round trip in the spring and fall of each year to Salt Lake City, Utah, from surrounding territory in order that persons may visit that city for the Mormon conferences and the Utah State Fair; but it issues passenger rates of only one and one-third the round trip fare for excursions to the intermountain Fair held in the fall of each year at Ogden, Utah. Complainants do not attack the reasonableness of the excursion rates to Ogden, but they complain that defendants unduly discriminate against Ogden; **Held,** That the Commission is not satisfied from the record that Salt Lake City has been given by these excursion rates a preference of such proportions as to be termed undue.

"3. The Commission suggests that defendants should establish a uniform passenger rate of one and a half cents per mile each way to all state and county fairs; but this is a matter upon which the Commission has no authority to make any requirement."

Pennsylvania R. R.—In Connolly-Fanning Company and others against the Pennsylvania Railroad Company (and the Baltimore & Ohio Railroad Company) the Commission dismissed the complaint, rates on barrel of Malaga grapes from seaboard points to Pittsburg, Pa., not having been shown to be unreasonable or unjust.

Texas & New Orleans R. R.—In Sauer-Whiteman Lumber Company against the Texas & New Orleans Railroad Company and others: "Shipper in following routing instruction in the tariff sent five carloads of lumber via a route over which there was no rate applicable except the class rate. The tariff being in error, the carriers' duty was to treat the shipments as though unrouted and to forward them via the junction making the lowest combination of rates. Reparation of $439.74 awarded."

In the Matter of Allowances for Transfer by Water at New York City.—The Commission, on December 14, made the following statement and order:

"Upon complaint having been made to the Commission that certain carriers subject to the act to regulate commerce are paying certain allowances for the transfer by water in and about the city of New York from the lines of such carriers to the consignees thereof and to the lines of such carriers from the consignors thereof, of shipments of property transported over the lines of such carriers under said act, it is hereby

"(1) Ordered, That a proceeding of investigation be and is hereby instituted, and that this proceeding be conducted with a view to making an order directing the defendants hereinafter named to cease and desists from the payment of such allowances insofar as the same may be found to be unlawful; (2) that the New York Central & Hudson River Railroad Company, Delaware, Lackawanna & Western Railroad Company, Lehigh Valley Railroad Company, Erie Railroad Company, Pennsylvania Railroad Company, Central Railroad Company of New Jersey, Philadelphia & Reading Railway Company, Baltimore & Ohio Railroad Company, Central Vermont Railway Company, Ocean Steamship Company of Savannah, Old Dominion Line, Mallory Steamship Company, Southern Pacific Company, Atlantic Steamship Lines, United States Transportation Company, Hudson Navigation Company (People's Line), and Clyde Steamship Company, be made defendants to such proceeding; (3) that said defendants be required to appear at such time and place as may be hereafter designated and to state fully all facts and circumstances touching the payment of such allowances, and also to show cause why the same should not be declared unlawful; (4) that a copy of this order be served upon each of the above named defendants."

In the Matter of Substitutions of Tonnage at Transit Points.—(No. 3002).—Complaint relative thereto having been received, it is hereby

Ordered, That an inquiry be, and the same is hereby instituted into the manner and method in which the several common carriers subject to the provisions of the Act of Congress approved February 4, 1887, entitled, "An Act to Regulate Commerce," and also to the Acts of Congress amendatory thereof and supplementary thereto, conduct and manage their respective businesses in the following respects, viz.: the rules and regulations provided by such carriers to prevent substitutions of tonnage at transit points (including milling-in-transit points), and the practical operation of such rules;

It is further ordered, That a hearing be held in this matter at the office of the Commission in Washington, D. C., on Monday, January 14, A. D. 1910, at 10 o'clock, and that further hearings be thereafter held at other cities in so far as the same may appear to be necessary.

It is Further Ordered, That a copy of this order be served upon each of the carriers subject to the Act to regulate commerce.

Notice to Carriers Subject to the Act to Regulate Commerce.—"In a number of cases it has come to the attention of the Commission that Carriers subject to the Act have failed to promptly comply with orders of the Commission through negligence or inadvertence. In each of these cases the Commission has received from the delinquent carriers excuses more or less satisfactory, to the general purport that the failure to comply was due to a misunderstanding or to the negligence of some employe.

"This is to remind carriers that orders of the Commission must be obeyed as written. If the time allowed by the Commission in the case of any given order is too short to enable carriers to publish new rates or regulations, an application for an extension of time with a showing of facts should be made.

"This is to notify carriers that in the future failures to comply with orders will be treated as intentional violations thereof, and all carriers legally liable therefor will be prosecuted for the penalties prescribed by the Act to Regulate Commerce."

Supplement No. 1 to Tariff Circular No. 17-A.—This supplement was issued on December 16, and is effective as noted in individual items:

Freight.—Interpretation of Rule 5. The words "point of origin or destination" as used in the third paragraph of subdivision (b) of Rule 5, Tariff Circular 17-A, are interpreted to include a junction point with a connecting or branch line, which is **directly intermediate to the base point** upon which the lowest combination makes and at which interchange is made.

Administrative Rulings. — (Adopted December 7, 1909.) Rule 61 of Tariff Circular 17-A and Rule 65 of Conference Rulings Bulletin 3 are cancelled, effective December 31, 1909. (See Rules 33 and 36, Conference Rulings Bulletin 3.) Existing tariffs must be promptly amended accordingly.

Amendment to Rule 66 (adopted December 7, 1909). Fourth paragraph of subdivision (a) of Rule 66 (page 88) is amended so that it will read:

The Commission believes it to be the duty of every carrier to incorporate in its tariff regulations a rule to the effect that when carrier can not promptly furnish car a capacity or dimensions desired by the shipper, and for its own convenience does provide a car of greater capacity or dimensions than that ordered, such car may be used on the basis of the minimum carload fixed in the tariffs for cars of the dimensions or capacity ordered by the shipper **provided the shipment could have been loaded into or upon a car of the capacity or size ordered;** and that if a car of smaller capacity than that ordered by the shipper is furnished, it may be used on the basis of actual weight when loaded to its full visible capacity, or that that portion of the shipment which can not be loaded into the smaller car will be taken in another car and the shipment treated as a whole on

the basis of the minimum fixed for the car ordered by the shipper; and that if the carrier is unable to furnish a car of large dimensions, ordered by shipper, it may furnish two smaller cars which may be used on the basis of the minimum fired for the car ordered; it being understood that shipper may not order a car of dimensions or capacity not provided for in the carrier's tariffs.

Amended Rule 72. Concurrences in Tariffs of Carriers in Adjacent Foreign Countries (adopted November 22, 1909.—Through rates and fares from points in the United States to points in foreign countries adjacent thereto and through rates and fares from points in adjacent foreign countries to points in the United States are a great convenience, and the Commission therefore desires to permit and encourage the publication and filing of such through rates and fares under lawful and proper conditions. Therefore, and until further order of the Commission:

A joint tariff naming rates or fares from a point in the United States to a point in Merico or in Canada; from a point in Mexico or in Canada to a point in the United States; from a point in Mexico through the United States to a point in Canada; from a point in Canada through the United States to a point in Mexico; from a point in Mexico through the United States to a point in Mexico; from a point in Canada through the United States to a point in Canada; from a point in the United States through Mexico or through Canada to a point in the United States, must be concurred in, in form prescribed in these regulations and without reservation by all lines that are parties to the through rates or fares and that participate in transportation thereunder; or, a statement of the divisions of the rates or fares accruing to the roads in the United States to or from the border must be incorporated in the tariff or be filed with the Commission together with and at the same time the tariff itself is filed.

The Interstate Commerce Commission, on December 16, announced that an indictment was returned on that day by the United States Grand Jury of the Eastern District of Kentucky against The Van Leunen Company, an Ohio corporation engaged in the hay and grain business at Cincinnati, Ohio, and at Covington, Kentucky. The Van Leunen Company is charged with making false report of weight on ten different shipments of hay from Covington to various points in the South. The initial carrier in each case was the Louisville & Nashville Railroad, some of the shipments going as far distant as Florida. By the misbilling freight rates of from 22 cents to 27 cents per hundred pounds were avoided upon from 2,000 to 10,000 lbs., in each of the cars named in the indictment.

This indictment followed an investigation by the Division of Prosecutions of the Commission and is one more step in the campaign which the Commission is making against the crime of misbilling. In the view of the Commission reduced rates gained by fraud upon the carriers are certainly not less criminal than reduced rates gained by rebating.

On December 18, the Commisison made the following statement:

"The National Association of Railway Commissioners has adopted the uniform demurrage code reported by its Committee on Car Service and Demurrage, and recommends that it be made generally applicable on both state and interstate traffic. The Interstate Commerce Commission, recognizing the great benefits to be derived from uniformity in car-service rules, is desirous of lending its influence to the movement. We, therefore, indorse the rules adopted by the national association, and recommend that they be made effective on interstate transportion throughout the country. This action is, of course, subject to the right and duty of the Commission to inquire into the legality or reasonableness of any rule or rules which may be made the subject of complaint."

The management of the Chicago, Union Pacific & North Western Line announces an attractive series of personally escorted tours to California during the coming season, visiting all of the principal resorts of California, with side trips to Yosemite Valley and Honolulu. Full particulars as to the cost and a detailed itinerary are given in a handsome little publication, which may be obtained by addressing Mr. S. A. Hutchison, manager tour department, 212 Clark Street, Chicago, Ill.

The Wabash Railroad Company has published a series of twelve colored postal cards, depicting scenes along their lines and the interiors of their handsome equipment.

The National Government has decided to name their military post in Yosemite Valley "Camp Yosemite," and the name of the private camp previously bearing that name has been changed to "Camp Lost Arrow."

RAILROAD BREVITIES.

The Following Changes in Time Came to Hand Too Late for Insertion in the Time-Table Forms.

Trains marked * run daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; § Sunday only; *k* Saturday only.

Central Vermont Ry.—Page 108.

Missisquoi Valley Branch.—Train No. 53 leaves St. Albans daily, except Sunday, 12 15 noon, instead of daily, except Tuesday and Sunday, at 12 25 noon, arriving Richford **2 08** p.m., instead of **2 36** p.m. Train No. 57, leaving St. Albans at **1 30** p.m., Tuesdays only, is abolished. Train No. 52 leaves Richford †**2 38** p.m., instead of †**3 30** p.m., arriving St. Albans **4 02** p.m., instead of **5 45** p.m. *January* 2, 1910.

Lehigh Valley R.R.—Page 345.

Auburn Division.—The following changes are effective December 25th: A new train leaves East Ithaca at †12 35 noon, arrives Cortland **1 15** p.m., connecting at Freeville with new train leaving Freeville †**1 00** p.m., arriving Auburn **2 00** p.m. New train leaves Cortland †11 30 a.m., arrives East Ithaca 12 10 noon. Train formerly leaving Auburn †8 05 a.m. now leaves †8 20 a.m., arrives Sayre same time as heretofore. Train formerly leaving North Fair Haven *7 20 a.m. now leaves *7 10 a.m., Auburn *9 10 a.m., arrives Sayre same time as heretofore. Train formerly leaving North Fair Haven †**3 10** p.m. now leaves †**3 45** p.m., Auburn **5 00** p.m., arrives Sayre **8 20** p.m. Train formerly leaving Auburn §**4 35** p.m. now leaves §**5 20** p.m., arrives Sayre **8 20** p.m. Train formerly leaving Sayre †**3 55** p.m. now leaves †**4 10** p.m., arrives Auburn **7 30** p.m. Train formerly leaving Auburn †**7 20** p.m. now leaves †**6 45** p.m., arrives North Fair Haven **6 55** p.m. Train formerly leaving Sayre §7 10 a.m. now leaves §8 40 a.m., arrives Auburn 11 35 a.m. Train formerly leaving Elmira †**3 20** p.m. now leaves †**3 40** p.m., arrives Canastota **8 50** p.m. Train formerly leaving Canastota †**3 20** p.m. now leaves †**3 40** p.m., arrives Elmira **8 50** p.m. A. & I. Branch train formerly leaving Ithaca *7 15 a.m. now leaves *7 30 a.m., arrives Auburn 9 10 a.m.

Manistee & North-eastern R.R.—Page 563.

Manistee River Branch.—New Train No. 53 leaves Buckley †**3 30** p.m., Walton **7 10** p.m., arrives Sigma **8 18** p.m. Train No. 50 leaves Sigma †5 45 a.m., Walton 6 53 a.m., instead of †**1 00** p.m., arrives Kaleva 8 45 a.m., instead of **3 30** p.m., Manistee 12 05 noon, instead of **6 27** p.m. New train leaves Walton †12 15 noon, Buckley **1 30** p.m., arrives Kaleva **3 42** p.m., Manistee **6 27** p.m. *December* 9, 1909.

St. Louis, Brownsville & Mexico Ry.—Page 819.

Trains Nos. 3 and 4 stop at Placedo at **2 25** p.m. and **1 50** p.m., respectively.

Toledo & Ohio Central Ry.—Page 541.

Train No. 28, formerly leaving Toledo week-days **4 50** p.m. and on Sundays at **6 30** p.m., now leaves at **4 50** p.m. daily, arriving Bucyrus **7 15** p.m. daily. Train No. 21, formerly leaving Bucyrus week-days 7 30 a.m. and Sundays 7 00 a.m., now leaves daily at 6 30 a.m., arriving Toledo 8 50 a.m. daily. *December* 26, 1909.

OFFICIAL CHANGES, APPOINTMENTS, ETC.

N.B.—The following notices are compiled from official circulars as received up to the latest date before going to press. The information relative to officials, etc., published herein, will occasionally be found to differ from that published at the head of the time-tables, and in such cases supersedes it.

Alabama Great Southern R.R.—E. T. Steele has been appointed freight traffic manager, with office at Birmingham, Ala., vice L. Sevier. L. Sevier has been appointed general agent at Birmingham; E. S. Morgan, commercial agent at Dallas, Tex., vice W. J. Tremaine.

Arkansas, Oklahoma & Western R.R.—Geo. D. Locke has been elected vice-president and general manager, with office at Rogers, Ark.; effective January 1, 1910.

Arkansas Southeastern Ry.—F. G. Rice has been appointed general freight and passenger agent, with office at Randolph, La., vice J. S. Burch, resigned; effective October 15, 1909.

Astoria & Columbia River R.R.—At a meeting of the board of directors, held December 7, 1909, George B. French was elected president, vice Francis B. Clarke, resigned.

Atchison, Topeka & Santa Fe Ry. System.—F. B. Houghton has been appointed freight traffic manager, with office at Chicago, Ill., vice James E. Gorman, resigned; effective December 10, 1909. L. N. Nelson has been appointed city passenger agent at Chicago, vice Cyrus Falconer; W. S. Burdick, general agent passenger department at Denver, Colo., vice J. P. Hall.

Atlanta, Birmingham & Atlantic R.R.—J. J. McCarty has been appointed traveling freight agent at Cincinnati, O., vice Chas. Patton.

Atlantic City R.R.—Agnew T. Dice has been appointed general manager, with office at Reading, Pa., and the office of general superintendent, previously held by him, has been abolished; effective January 1, 1910.

Baltimore & Ohio R.R.—Baltimore & Ohio Southwestern R.R.—H. D. Buckley, comptroller, died at his home in Forest Hill,

N.J., on November 25, 1909. Effective as of December 1, 1909, George W. Booth, previously assistant comptroller, was appointed comptroller, with office at Baltimore, Md.

Bellefonte Central R.R.—W. H. Crissman has been appointed auditor; effective December 20, 1909.

Boston & Maine R.R.—Amos S. Crane has been appointed freight traffic manager, with office at Boston, Mass., vice M. T. Donovan, deceased; effective December 1, 1909. The positions of assistant freight traffic manager and export freight traffic manager, previously held by Mr. Crane, were abolished.

Canadian Northern Ry.—D. T. Murphy has been appointed acting superintendent of the Duluth, Rainy Lake & Winnipeg Railway, with office at Virginia, Minn., vice M. A. Murphy, resigned; effective December 1, 1909.

Canadian Pacific Ry.—R. W. Burnett has been appointed general master car builder, vice W. E. Fowler.

Carolina, Clinchfield and Ohio Ry.—Carolina, Clinchfield and Ohio Ry. of South Carolina.—W. F. Steffens has resigned the office of engineer of bridges and buildings to accept service with another company, and that position has been abolished. Effective December 11, 1909, Ward Crosby was appointed principal assistant engineer, with office at Johnson City, Tenn. All communications formerly sent to the engineer of bridges and buildings should be sent to the principal assistant engineer.

Central R.R. of New Jersey.—C. E. Chambers has been appointed superintendent of motive power, with office at Jersey City, N.J.; effective January 1, 1910.

Chesapeake & Ohio Ry.—G. N. Hancock has been appointed passenger agent at Charleston, W.Va.

Chicago & Eastern Illinois R.R.—B. L. Winchell has been elected president; W. J. Jackson, vice-president and general manager; both with offices at Chicago, Ill. W. B. Biddle is vice-president, in charge of traffic, with office at Chicago. A. S. Greig has been elected vice-president and general purchasing agent, with office at Chicago. T. J. Powell has been appointed purchasing agent, with office at Chicago. J. W. Kelley has been appointed general agent at Milwaukee, Wis.; L. G. Lucia, division freight agent at Danville, Ill., vice J. W. Kelley.

Chicago, Burlington & Quincy R.R.—E. A. Sherman has been appointed depot passenger agent at Denver, Colo., vice E. P. O'Connell.

Chicago Great Western R.R.—Hiram J. Slifer has been appointed general manager. Frank L. Matthews has been appointed district passenger agent at Kansas City, Mo., vice George W. Lincoln, resigned to engage in other business; effective December 1, 1909.

Chicago, Indiana & Southern R.R.—B. B. Mitchell has been appointed assistant to vice-president, with office at Grand Central Station, New York, and the office of general freight traffic manager, previously held by him, has been abolished; effective January 1, 1910. Effective same date, Richard M. Huddleston was appointed general auditor, with office at Chicago, Ill.; George M. Glazier, auditor, with office at Cleveland, O., vice Richard M. Huddleston; James Webster and W. A. Terry, assistant freight traffic managers, with offices at Chicago.

Chicago, Indianapolis & Louisville Ry.—J. B. Lee has been appointed chief of tariff bureau, with office at Chicago, Ill. H. G. Alexander has been appointed district passenger agent at Indianapolis, Ind., vice F. E. Hine; Geo. B. Peterson, city passenger agent at Indianapolis, vice H. G. Alexander; C. C. Shimmer, city ticket agent at Indianapolis, vice C. J. Collins.

Chicago, Milwaukee & Puget Sound Ry.—The office of P. C. Hart, general superintendent, has been removed from Butte, Mont., to Seattle, Wash.

Chicago, Milwaukee & St. Paul Ry.—G. B. Wilser, commercial agent, has been transferred from Rapid City to Minneapolis, Minn., vice C. E. Mumford. L. E. Stanton has been appointed general agent at San Francisco, Cal., vice C. L. Canfield, deceased; effective December 1, 1909. H. W. Lawrence has been appointed contracting freight agent at San Francisco, Cal.

Chicago, Racine & Milwaukee Line.—J. C. Conley has been appointed general passenger agent, vice R. F. Church, resigned; effective January 1, 1910.

Chicago, Rock Island & El Paso Ry.—H. U. Mudge has been elected president; J. E. Gorman, first vice-president; F. O. Melcher, second vice-president; John Sebastian, third vice-president; Edward S. Moore, vice-president; Geo. H. Crosby, vice-president, secretary and treasurer; all with offices at Chicago, Ill.; Frank Nay has been appointed comptroller; W. H. Burns, general auditor, vice Frank Nay; both with offices at Chicago. L. M. Allen has been appointed passenger traffic manager, vice John Sebastian; W. J. Leahy, general passenger agent, vice L. M. Allen; J. A. Stewart, assistant general passenger agent, vice W. H. Leahy; all with offices at Chicago. G. S. Pentecost has been appointed assistant general passenger agent, with office at Kansas City, Mo., vice J. A. Stewart.

Chicago, Rock Island & Pacific Ry.—H. U. Mudge has been elected president; J. E. Gorman, first vice-president; F. O. Melcher, second vice-president; John Sebastian, third vice-president; Edward S. Moore, vice-president; Geo. H. Crosby, vice-president, secretary and treasurer; all with offices at Chicago, Ill.; G. T. Boggs, vice-president, assistant secretary and assistant treasurer; H. M. Sloan, vice-president and assistant to chairman executive committee; both with offices at New York. A. E. Sweet has been appointed assistant to the president, with office at Chicago, vice S. T. Fulton, resigned to engage in other business; effective December 7, 1909. Le Roy Kramer has been appointed assistant to vice-president, in charge of purchases and stores, with office at Chicago, vice T. J. Powell, resigned to accept another position; effective December 15, 1909. W. S. Tinsman has been appointed general manager; L. M. Allen, passenger traffic manager; W. J. Leahy, general passenger agent; all with offices at Chicago; Geo. H. Lee, general passenger agent, with office at St. Louis, Mo.; J. A. Stewart, first assistant general passenger agent, with office at Chicago; G. S. Pentecost, assistant general passenger agent, with office at Kansas City, Mo., W. M. Whitenton, manager Southern and Choctaw Districts, with office at El Reno, Okla.; C. W. Jones, general superintendent Central District, with office at Davenport, Kan.; J. B. Smalley, general superintendent Southwestern District, with office at Topeka, Kan.; T. H. Beacom, general superintendent Choctaw District, with office at Little Rock, Ark.; effective December 10, 1909. H. P. Greenough has been appointed superintendent Illinois Division, with office at Rock Island, Ill.; A. T. Abbott, superintendent Iowa Division, with office at Des Moines, Ia.; F. M. Patt, superintendent Colorado Division, with office at Colorado Springs, Colo.; A. B. Ramsdell, superintendent Chicago Terminal Division, with office at Chicago; F. J. Easley, superintendent Missouri Division, with office at Trenton, Mo.; A. B. Copley, superintendent Arkansas Division, with office at Little Rock; D. Coughlin, superintendent Indian Territory Division, with office at Haileyville, Okla.; effective December 15, 1909. C. B. Pratt has been appointed assistant to the general manager; effective December 22, 1909. F. Nay has been appointed comptroller; W. H. Burns, general auditor, vice F. Nay. H. M. Stone has been appointed district engineer Southwestern District, with office at Topeka; Roy Johnson, district engineer Northern District, with office at Cedar Rapids, Ia., vice H. M. Stone.

Cincinnati, Hamilton & Dayton Ry.—H. C. Dethridge has been appointed traveling freight agent at Pittsburg, Pa., vice H. K. Patriarche; H. G. Alexander, district passenger agent at Indianapolis, Ind., vice F. E. Hine; Geo. B. Peterson, city passenger agent at Indianapolis, vice H. G. Alexander.

Cincinnati Northern R.R.—B. B. Mitchell has been appointed assistant to vice-president, with office at Grand Central Station, New York, and the office of general freight traffic manager, previously held by him, has been abolished; effective January 1, 1910. Effective same date, Richard M. Huddleston was appointed general auditor; James Webster and W. A. Terry, assistant freight traffic managers; all with offices at Chicago, Ill.

Cleveland, Cincinnati, Chicago & St. Louis Ry.—B. B. Mitchell has been appointed assistant to vice-president, with office at Grand Central Station, New York, and the office of general freight traffic manager, previously held by him, has been abolished; effective January 1, 1910. Effective same date, Richard M. Huddleston was appointed general auditor; James Webster and W. A. Terry, assistant freight traffic managers; all with offices at Chicago, Ill. R. V. Swartsel has been appointed traveling freight agent at Dayton, O., vice T. P. Stabler, transferred; effective December 1, 1909.

Clyde S.S. Co.—Mallory S.S. Co.—W. P. Levis has been appointed general freight agent; A. W. Pye, general passenger agent; both with offices at Pier 36, North River, New York; effective December 1, 1909. Effective same date, Richard Halley was appointed freight claim agent, with office at Pier 45, North River, New York; G. O. Sheldon, New England agent at Boston, Mass.; J. A. Collins, port agent, with office at Lewis Wharf, Boston.

Delaware & Hudson Co.—The following circular has been issued:

ALBANY, N.Y., *December* 28, 1909.

Mr. J. W. Burdick, after more than thirty years of service, having resigned to engage in other business, the office of passenger traffic manager is abolished.

Mr. A. A. Heard, general passenger agent, will have charge of all passenger matters heretofore handled by Mr. Burdick; effective January 1, 1910. W. J. MULLIN, *General Traffic Manager.*

Denver & Rio Grande R.R.—The office of Charles H. Schlacks, vice-president, has been removed from Denver, Colo., to San

Francisco, Cal. J. W. Dean has been appointed general superintendent of the Colorado Lines, with office at Pueblo, Colo.; effective November 22, 1909. J. Fox is inspector of transportation of the Colorado Lines, with office at Pueblo. O. J. Ogg has been appointed superintendent Second and Third Divisions of the Colorado Lines, with office at Salida, Colo., vice R. R. Sutherland, resigned; E. B. Mitchell, superintendent Green River Division, with office at Helper, Utah, vice O. J. Ogg; effective December 6, 1909. J. T. Nedwideck has been appointed superintendent of the Rio Grande Junction Railway, with office at Grand Junction, Colo., vice J. H. Brinkerhoff, resigned; effective December 8, 1909.

Dunkirk, Allegheny Valley & Pittsburgh R.R.—Richard M. Huddleston has been appointed general auditor, with office at Chicago, Ill.; George M. Glazier, auditor, with office at Cleveland, O., vice Richard M. Huddleston; James Webster and W. A. Terry, assistant freight traffic managers, with offices at Chicago.

El Paso & Southwestern System.—Eugene Fox, previously assistant general freight and passenger agent, has been appointed general freight and passenger agent; Garnett King, assistant general freight and passenger agent, vice Eugene Fox, promoted; both with offices at El Paso, Tex. Richard Warren has been appointed general agent at El Paso.

Evansville & Terre Haute R.R.—Evansville & Indianapolis R.R.—B. L. Winchell has been elected president; B. A. Jackson, vice-president and general manager; both with offices at Chicago, Ill.; W. B. Biddle is vice-president, in charge of traffic, with office at Chicago. A. S. Greig has been elected vice-president and general purchasing agent, with office at Chicago. T. J. Powell has been appointed purchasing agent, with office at Chicago. J. W. Kelley has been appointed general agent at Milwaukee, Wis.; L. G. Lucia, division freight agent at Danville, Ill., vice J. W. Kelley.

Fort Worth & Rio Grande Ry.—St. Louis, San Francisco & Texas Ry.—Paris & Great Northern R.R.—B. L. Winchell has been elected president of these companies, with office at St. Louis, Mo.

Frisco System.—St. Louis & San Francisco R.R.—At a meeting of the board of directors, held December 1 and 2, 1909, B. L. Winchell was elected president; C. R. Gray, senior vice-president; A. S. Greig, vice-president and general purchasing agent; all with offices at St. Louis, Mo. W. T. Tyler, previously general superintendent Second District, has been appointed general superintendent First District, vice J. E. Hutchison, appointed general superintendent Second District; both with offices at Springfield, Mo. H. H. Brown has been appointed superintendent Central Division, with office at Fort Smith, Ark., vice Le Roy Kramer, resigned to accept service with another company; S. T. Cantrell, superintendent Kansas Division, with office at Neodesha, Kan., vice H. H. Brown. The Red River Division has been re-established, comprising the Creek, Sherman, Ardmore and Arkinda Subdivisions, and S. H. Charles appointed superintendent, with office at Francis, Okla. J. G. Lorton has been appointed superintendent Southeastern Division, with office at Birmingham, Ala., vice S. H. Charles, previously acting superintendent. Changes and appointments effective December 15, 1909. The following circular has been issued:

ST. LOUIS, MO., *December* 15, 1909.

Under contract of August 1, 1908, the United States Express Company will at 12 o'clock a.m. January 1, 1910, assume operation of express service on the following lines: St. Louis & San Francisco Railroad; Kansas City, Fort Scott & Memphis Railway; Kansas City, Memphis & Birmingham Railroad; Fort Worth & Rio Grande Railway; St. Louis, San Francisco & Texas Railway; Paris & Great Northern Railroad; Colorado Southern, New Orleans & Pacific Railroad; Beaumont, Sour Lake & Western Railway; Orange & Northwestern Railroad. B. L. WINCHELL, *President*.

Galveston, Harrisburg & San Antonio Ry.—R. H. Carmichael has been appointed general agent at Monterey, Mex., vice Chas. Eikel, resigned; effective December 1, 1909.

Georgia & Florida Ry.—T. B. Akridge has been appointed general freight agent; Chas. H. Gattis, general passenger agent; both with offices at Augusta, Ga.; effective January 1, 1910.

Gettysburg & Harrisburg Ry.—Agnew T. Dice has been appointed general manager, with office at Reading, Pa., and the office of general superintendent, previously held by him, has been abolished; effective January 1, 1910.

Gila Valley, Globe & Northern Ry.—Maricopa & Phœnix R.R.—Phœnix & Eastern R.R.—Arizona & Colorado R.R.—Arizona Eastern R.R.—Wm. Hood has been appointed chief engineer, with office at San Francisco, Cal.; effective December 13, 1909. L. H. Long has been appointed assistant chief engineer, with office at Tucson, Ariz.; effective December 14, 1909.

Grand Trunk Pacific Ry.—Capt. C. H. Nicholson has been appointed manager of this company's steamship lines on the Pacific Coast, with office at Vancouver, B.C.; effective December 1, 1909.

Grand Trunk Ry. System.—Grand Trunk Western Ry.—The following circular has been issued:

DETROIT, MICH., *December* 1, 1909.

The Pontiac, Oxford & Northern Railroad having passed under the control of this company, the jurisdiction of all officers of the respective departments of this company are hereby extended over that railway; effective December 1, 1909. CHAS. M. HAYS, *President*.

Great Northern Ry. Line.—E. T. Nichols has been elected vice-president and treasurer, with office at New York; Edward Sawyer, secretary and assistant secretary, with office at St. Paul, Minn. E. C. Leedy has been appointed general immigration agent, with offices at St. Paul, Minn., and Chicago, Ill., vice Max Bass, deceased; effective November 1, 1909.

Gulf & Interstate Ry. of Texas.—O. C. Van Zandt has been appointed acting assistant secretary, with office at Galveston, Tex.; effective November 15, 1909.

Illinois Central R.R.—T. H. Sullivan has been appointed superintendent Dubuque Division, with office at Dubuque, Ia., vice F. J. Bechely, resigned; effective December 27, 1909. P. A. Marr, traveling passenger agent, has been transferred from Cincinnati, O., to Cleveland, O. Frank R. Fisher has been appointed traveling passenger agent at Cincinnati, O., vice P. A. Marr.

Indiana Harbor Belt R.R.—B. B. Mitchell has been appointed assistant to vice-president, with office at Grand Central Station, New York, and the office of general freight traffic manager, previously held by him, has been abolished; effective January 1, 1910. Effective same date, Richard M. Huddleston was appointed general auditor, with office at Chicago, Ill.; George M. Glazier, auditor, with office at Cleveland, O., vice Richard M. Huddleston; James Webster and W. A. Terry, assistant freight traffic managers, with offices at Chicago.

International & Great Northern R.R.—S. E. Burkhead having resigned to accept service with another company, the position of assistant division superintendent Gulf Division has been abolished; effective December 15, 1909. Effective same date, W. E. Miller was appointed train master Gulf Division, with office at Palestine, Tex.

Kansas City, Mexico & Orient Ry. Co.—John F. Wallace has been elected vice-president to succeed George Crocker, deceased.

Kansas City Southern Ry.—B. W. Haughton has been appointed traveling freight agent at Dallas, Tex., vice T. V. Murray, Jr.

Kentucky Midland R.R.—In addition to his offices of secretary and chief engineer, M. M. Wheeler has been appointed treasurer.

Lake Erie, Alliance & Wheeling R.R.—B. B. Mitchell has been appointed assistant to vice-president, with office at Grand Central Station, New York, and the office of general freight traffic manager, previously held by him, has been abolished; effective January 1, 1910. Effective same date, Richard M. Huddleston was appointed general auditor, with office at Chicago, Ill.; George M. Glazier, auditor, with office at Cleveland, O., vice Richard M. Huddleston; James Webster and W. A. Terry, assistant freight traffic managers, with offices at Chicago.

Lake Erie & Western R.R.—B. B. Mitchell has been appointed assistant to vice-president, with office at Grand Central Station, New York, and the office of general freight traffic manager, previously held by him, has been abolished; effective January 1, 1910. Effective same date, Richard M. Huddleston was appointed general auditor; James Webster and W. A. Terry, assistant freight traffic managers; all with offices at Chicago, Ill.

Lake Shore & Michigan Southern Ry.—B. B. Mitchell has been appointed assistant to vice-president, with office at Grand Central Station, New York, and the office of general freight traffic manager, previously held by him, has been abolished; effective January 1, 1910. Effective same date, Richard M. Huddleston was appointed general auditor, with office at Chicago, Ill.; George M. Glazier, auditor, with office at Cleveland, O., vice Richard M. Huddleston. L. V. Porter has been appointed assistant auditor, with office at Cleveland, vice George M. Glazier. James Webster and W. A. Terry have been appointed assistant freight traffic managers, with offices at Chicago; effective January 1, 1910. R. O. Van Steuben has been appointed traveling freight agent at Buffalo, N.Y., vice Frank A. Curry.

Lehigh Valley R.R.—G. B. Minshull has been appointed superintendent car service, with office at South Bethlehem, Pa.; C. W. Kinney, superintendent transportation, vice R. W. Baxter, resigned; C. J. Shea, superintendent Auburn Division, vice C. W. Kinney; J. N. Haines, assistant superintendent Buffalo Division, vice C. J. Shea; effective January 1, 1910.

Louisville & Atlantic R.R.—See notice below, under title Louisville & Nashville R.R.

Louisville & Nashville R.R.—The following circular has been issued:

LOUISVILLE, KY., *December 17, 1909.*

Effective January 1, 1910, car records and accounts of the Louisville & Atlantic Railroad, heretofore kept by J. R. Bates, car accountant, at Richmond, Ky., will be kept by E. L. Hill, car accountant, at Louisville, Ky. Per diem and reclaim reports for Louisville & Atlantic equipment will be consolidated with reports for the Louisville & Nashville Railroad Company. CHAS. HAYDON, *Comptroller.*

F. C. Smith has been appointed general agent at Pittsburgh, Pa., vice T. R. Barlow, resigned; effective December 6, 1909. John A. Hosty has been appointed traveling freight agent at Cincinnati, O., vice F. C. Smith; F. Mulberry, soliciting agent at Cincinnati, vice John A. Hosty; M. C. Browning, traveling freight agent at Detroit, Mich., vice J. J. McCarty, resigned; effective December 1, 1909.

Mallory S.S. Co.—The office at New York, of E. G. Warfield, freight traffic manager, has been removed from No. 80 South Street to Pier 36, North River; effective December 1, 1909. See, also, notice above under joint title Clyde S.S. Co.—Mallory S.S. Co.

Merchants & Miners Transportation Co.—T. B. Woolsey has been appointed soliciting agent at New York; L. D. Jones, commercial agent at Jacksonville, Fla., vice T. B. Woolsey.

Michigan Central R.R.—B. B. Mitchell has been appointed assistant to vice-president, with office at Grand Central Station, New York, and the office of general freight traffic manager, previously held by him, has been abolished; effective January 1, 1910. Effective same date, Richard M. Huddleston was appointed general auditor; James Webster and W. A. Terry, assistant freight traffic managers; all with offices at Chicago, Ill.

Minneapolis, St. Paul & Sault Ste. Marie Ry.—A. A. Bell has been appointed freight auditor; A. A. Smith, ticket auditor; effective December 21, 1909.

Missouri, Kansas & Texas Ry. System.—In addition to his office of secretary, C. N. Whitehead has been elected treasurer. **Missouri, Kansas & Texas Ry. of Texas.**—W. S. Polhemus having voluntarily resigned, Geo. B. Johnson has been appointed superintendent of the joint track between Fort Worth and Whitesboro, Tex., with office at Fort Worth; effective December 1, 1909.

Missouri, Oklahoma & Gulf Ry.—J. T. Buckner has been appointed commercial agent at Denison, Tex.

Missouri Pacific System.—W. E. Brooks has been appointed superintendent Colorado Division, with office at Pueblo, Colo., vice H. G. Clark, resigned; J. M. Sommers, superintendent Joplin Division, with office at Nevada, Mo., vice W. E. Brooks; effective December 6, 1909.

Mobile & Ohio R.R.—J. J. Thomas, Jr., has been appointed superintendent of motive power and car equipment, with office at Mobile, Ala., vice G. S. McKee, resigned; effective December 1, 1909.

Montour R.R.—H. P. McCue has been appointed general superintendent, in charge of operating, transportation and traffic; effective December 1, 1909.

Nashville, Chattanooga & St. Louis Ry.—C. S. Love has been appointed traveling freight agent at Atlanta, Ga., vice A. C. Patterson; W. C. Bates, commercial agent at St. Louis, Mo., vice J. R. Chisman.

National Rys. of Mexico.—F. A. Lattig has been appointed terminal superintendent, with office at Tampico, Mex., vice C. E. Carson. **Mexican International R.R.**—J. H. Smith has been appointed superintendent Monclova Division, with office at Monclova, vice F. A. Lattig.

New Mexico Central R.R.—H. A. Coomer, previously acting superintendent, has been appointed general manager, with office at Santa Fe, N.M.; effective December 6, 1909.

New York & Cuba Mail S.S. Co.—Ward Line.—Geo. O. Sheldon has been appointed New England passenger agent at Boston, Mass., vice Wm. H. Eaves.

New York Central & Hudson River R.R.—B. B. Mitchell has been appointed assistant to vice-president, with office at Grand Central Station, New York, and the office of general freight traffic manager, previously held by him, has been abolished; effective January 1, 1910. Charles I. Johnson has been appointed chief of tariff bureau, vice A. C. Rudolf, assigned to other duties; effective January 1, 1910. The following circular has been issued:

NEW YORK *January 1, 1910.*

Mr. John B. Dutcher, general live stock agent, after 45 years' service with the company, is retired under the pension system, and the live stock department is abolished. Live stock and fresh meat traffic will in future be in charge of the general freight agents.

FRANCIS LA BAU, *Freight Traffic Manager.*

Miles Bronson has been appointed superintendent Mohawk Division, with office at Albany, N.Y., vice F. A. Harrington. Neil Mooney has been appointed general agent passenger department at Montreal, Que., vice G. Hartigan.

New York, Chicago & St. Louis R.R.—B. E. Morgan has been appointed general freight agent, with office at Cleveland, O., vice James Webster; effective January 1, 1910.

Norfolk & Western Ry.—H. F. Daniels has been appointed commercial agent at Memphis, Tenn., vice N. R. Prichard.

Northern Michigan Transportation Co.—J. C. Conley has been appointed general passenger agent, vice R. F. Church, resigned; effective January 1, 1910.

Northern Navigation Co. of Ontario.—C. H. Nicholson has resigned the position of traffic manager; effective December 6, 1909. The freight and passenger departments are in charge of H. H. Gildersleeve, manager, with office at Sarnia, Ont.

North Western Line.—Chicago & North Western Ry.—S. A. Trussell has been appointed traveling agent at New York, vice J. G. Bray.

Oregon & Washington R.R.—A full representation of the officers of this company will be found on page 717 of this issue. See also notice below, under title Union Pacific Railroad.

Oregon R.R. & Navigation Co.—R. B. Miller has been appointed traffic manager, with office at Portland, Ore.; W. E. Coman, general freight agent, vice R. B. Miller; F. W. Robinson, assistant general freight agent, vice W. D. Skinner; both with offices at Portland.

Ottawa & New York Ry.—B. B. Mitchell has been appointed assistant to vice-president, with office at Grand Central Station, New York, and the office of general freight traffic manager, previously held by him, has been abolished; effective January 1, 1910.

Panama R.R. Co.—J. A. Smith has been appointed general superintendent, with office at Colon.

Pennsylvania R.R.—Geo. H. Grone, previously assistant to the purchasing agent, has been appointed assistant purchasing agent.

Pennsylvania Lines West of Pittsburgh.—Pennsylvania Co.—Pittsburgh, Cincinnati, Chicago & St. Louis Ry.—John W. O'Neal has been appointed assistant auditor of freight receipts, vice William Parker, retired under pension regulations; effective January 1, 1910.

Perkiomen R.R.—Agnew T. Dice has been appointed general manager, with office at Reading, Pa., and the office of general superintendent, previously held by him, has been abolished; effective January 1, 1910.

Philadelphia & Reading Ry.—Agnew T. Dice has been appointed general manager, with office at Reading, Pa., and the office of general superintendent, previously held by him, has been abolished; effective January 1, 1910.

Philadelphia, Newtown & New York R.R.—Agnew T. Dice has been appointed general manager, with office at Reading, Pa., and the office of general superintendent, previously held by him, has been abolished; effective January 1, 1910.

Pittsburgh & Lake Erie R.R.—B. B. Mitchell has been appointed assistant to vice-president, with office at Grand Central Station, New York, and the office of general freight traffic manager, previously held by him, has been abolished; effective January 1, 1910. Effective same date, G. H. Ingalls was appointed freight traffic manager; W. J. Lynch, passenger traffic manager; James Webster and W. A. Terry, assistant freight traffic managers; all with offices at Chicago, Ill. J. B. Nessle has been appointed general freight agent, with office at Pittsburgh, Pa., vice W. A. Terry.

Pittsburgh & Moon Run R.R.—H. P. McCue has been appointed general superintendent, in charge of operating, transportation and traffic; effective December 1, 1909.

Pullman Co.—J. R. Shearin, agent, has been transferred from Asheville, N.C., to Augusta, Ga.

Queen & Crescent Route.—New Orleans & North-eastern R.R.—Alabama & Vicksburg Ry.—Vicksburg, Shreveport & Pacific Ry.—J. B. Bannon, previously assistant general freight agent, has been appointed general freight agent, with office at New Orleans, La. W. J. Tremaine, commercial agent, has been transferred from Dallas, Tex., to Cincinnati, O. E. S. Morgan has been appointed commercial agent at Dallas, vice W. J. Tremaine; L. R. Gardner, traveling freight agent at Dallas, vice E. S. Morgan; E. D. Rainwater, soliciting agent at Dallas, vice L. R. Gardner; E. J. Graham, soliciting freight agent at New Orleans, La., vice A. B. Collins.

Raritan River R.R.—Effective December 2, 1909, the traffic department, previously under the supervision of the superintendent,

was transferred to the supervision of George C. Chittick, with the title of auditor and traffic manager, with office at South Amboy, N.J.

Rio Grande Junction Ry.—J. T. Nedwideck has been appointed superintendent, with office at Grand Junction, Colo., vice J. H. Brinkerhoff, resigned; effective December 8, 1909.

Rio Grande Southern R.R.—John F. Enright has been appointed superintendent motive power and car departments, with office at Burnham shops, Denver, Colo.; effective December 1, 1909.

Rutland R.R.—B. B. Mitchell has been appointed assistant to vice-president, with office at Grand Central Station, New York, and the office of general freight traffic manager, previously held by him, has been abolished; effective January 1, 1910. C. Hartigan has been appointed general passenger agent, with office at Rutland, Vt., vice F. E. Barbour. Neil Mooney has been appointed general agent at Montreal, Que., vice C. Hartigan.

St. Johnsbury & Lake Champlain R.R.—T. A. Dugan has been appointed general freight agent, with office at Boston, Mass., vice M. T. Donovan, deceased; effective December 1, 1909.

St. Louis Southwestern R.R.—F. E. Rownd has been appointed traveling freight agent at Kansas City, Mo.

San Pedro, Los Angeles & Salt Lake R.R.—T. M. Sloan, previously assistant general freight agent, has been appointed general freight agent, with office at Los Angeles, Cal.; J. H. Manderfield, assistant general freight and passenger agent, with office at Salt Lake City; effective December 1, 1909. The office of district freight agent, previously held by Mr. Manderfield, has been abolished.

Seaboard Air Line Ry.—N. S. Meldrum has been elected president, with office at New York; C. H. Hix, vice-president and general manager, with office at Portsmouth, Va.; Chas. R. Capps, vice-president, in charge of traffic, with office at Norfolk, Va. L. G. Haas has been appointed assistant to president, with office at New York; R. B. Walker, previously acting auditor of disbursements, has been appointed auditor of disbursements.

Sierra Ry. of California.—C. N. Hamblin has been appointed auditor, vice T. A. Cheal.

Southern Ry.—W. L. Pierce has been appointed superintendent Richmond Division, with office at Richmond, Va., vice A. P. Cone. L. Sevier has been appointed general agent at Birmingham, Ala. Stanton Curtis has been appointed Northwestern passenger agent at Chicago, Ill., vice J. S. McCullough; R. W. Reese, city passenger and ticket agent at Rome, Ga., vice G. M. Almon; H. New, city passenger agent at St. Louis, Mo., vice A. C. Mathias; J. A. Edwards, city ticket agent at St. Louis, vice H. New; B. W. Schwartz, traveling freight agent at Philadelphia, Pa., vice F. W. Hancock.

Sparks Western Ry.—The offices of Jno. R. Barfield, president, and C. C. Gewin, secretary and treasurer, have been removed from Sparks, Ga., to Ellenton, Ga.

Spokane, Portland & Seattle Ry.—At a meeting of the board of directors, held December 8, 1909, George B. French was elected president, vice Francis B. Clarke, resigned.

Star Coal Lines.—The title of traffic manager has been discontinued and I. C. Thompson, previously general agent, has been appointed general passenger agent, with office at Detroit, Mich.; effective December 1, 1909.

Stony Creek R.R.—Agnew T. Dice has been appointed general manager, with office at Reading, Pa., and the office of general superintendent, previously held by him, has been abolished; effective January 1, 1910.

Texas & Pacific Ry.—W. S. Polhemus having voluntarily resigned, George B. Johnson has been appointed superintendent of the joint track between Fort Worth and Whitesboro, Tex., with headquarters at Fort Worth, Tex.; effective December 1, 1909. W. M. Lynch has been appointed assistant superintendent Avoyelles Division, with office at Bunkie, La., vice W. G. Mason; T. S. Mahoney, assistant superintendent Goldsboro District, Louisiana Division, with office at New Orleans, La., vice A. S. Wilson.

Trinity & Brazos Valley Ry.—G. A. Gandre, previously acting treasurer, has been appointed treasurer.

Ultima Thule, Arkadelphia & Mississipi Ry.—E. H. Pelton has been appointed general freight and passenger agent, with office at St. Louis, Mo., vice A. W. Standing.

Union Pacific R.R.—The following circular has been issued:

OMAHA, NEB., *December* 13, 1909.

To Connecting Lines:

On January 1, 1910, the Oregon & Washington Railroad will begin operating trains between Portland, Ore., and Seattle, Wash., and we shall appreciate through ticket representation as shown in Circular No. 147-1909 (being Supplement No. 1 to Circular No. 1-1909)—that is, via Union Pacific Railroad to Granger or Ogden, Oregon Short Line Railroad to Huntington, Oregon Railroad & Navigation Company to Portland, and Oregon & Washington Railroad to local points; and via Union Pacific Railroad to Denver, Denver & Rio Grande Railroad to Ogden (or Colorado Midland Railway to Grand Junction, Denver & Rio Grande Railroad to Ogden), thence as above; and via any line to Denver, Union Pacific Railroad to Granger or Ogden, thence as above. (Also via Junction City and Ellsworth, Kan., from territory from which these points are proper gateways.)

Short line fares from Missouri River gateways will be made effective at earliest possible date by supplement to Trans-Missouri Westbound Joint Passenger Tariff No. 56, and Union Pacific Railroad Joint Passenger Tariff B-No. 46, and connecting lines are urgently requested to arrange by reissue of, or supplement to, individual and other tariffs, for publication of through fares, the sale of through tickets, and through checking of baggage.

The Oregon & Washington Railroad will issue and forward at once concurrences Form PX 3, as required by the Interstate Commerce Commission, consecutive numbers being the same in every instance as shown on concurrences issued by the Oregon Railroad & Navigation Company.

E. L. LOMAX, *General Passenger Agent.*

The headquarters of the dining car and hotel department, including its accounting department, have been removed from Ogden, Utah, to Omaha, Neb. Chas. P. Ensign has been appointed passenger agent at Los Angeles, Cal., vice G. F. Herr, resigned.

Union Springs & Northern Ry.—Gordon P. Paine has been elected vice-president, with office at Baltimore, Md.; effective December 4, 1909.

Valdosta, Moultrie & Western R.R.—The officers of this company are as follows: Frank Roberts, president; W. B. Conoley, vice-president; A. F. Langford, general manager; W. L. Roberts, secretary and treasurer; G. C. Dougherty, auditor and traffic manager; E. K. Wilcox, general counsel; all with offices at Valdosta, Ga.

Vandalia R.R.—H. R. Griswold has been appointed assistant general freight agent; C. B. Sudborough, division freight agent, vice H. R. Griswold; both with offices at St. Louis, Mo.

Virginian Ry.—W. F. Hope has been appointed superintendent coal terminals, with office at Sewall's Point, Va., vice W. H. Stengel.

Wabash R.R.—S. Richardson, previously agent at Moulton, Ia., has been appointed commercial agent at Ottumwa, Ia., in charge of freight and passenger business; effective December 15, 1909.

Waterloo, Cedar Falls & Northern Ry.—The office of L. S. Cass, president, has been removed from St. Paul, Minn., to Waterloo, Ia.

West Shore R.R.—Charles I. Johnson has been appointed chief of tariff bureau, vice A. C. Rudolf, assigned to other duties; effective January 1, 1910. W. K. McCoy has been appointed division superintendent, with office at Weehawken, N.J., vice Miles Bronson.

York Harbor & Beach R.R.—T. A. Dugan has been appointed general freight agent, with office at Boston, Mass., vice M. T. Donovan, deceased; effective December 1, 1909.

EXTENSIONS OF OLD, OPENING OF NEW ROADS, CHANGE IN NAME OF ROADS, STATIONS, ETC.

Aberdeen & Rockfish Ry.—A new branch has been opened for business called the Wagram Branch, extending from Raeford, N.C., northward to Wagram, N.C., a distance of 12 miles.

Atchison, Topeka & Santa Fe Ry.—A new line of the Arkansas River Division, called the Lamar District, has been opened for business, extending from Lamar, Colo., to Kornman Junction, Colo., a distance of 5 miles. The name of the station on the Illinois Division, formerly called Gary, Ill., 19 miles west of Chicago, has been changed to Novak. The name of the station on the Rio Grande Division, formerly called Pato, N.M., 49 miles west of Vaughn, has been changed to Silio. The name of the station on the Colorado Division, formerly called Chico, Colo., 13 miles east of Pueblo, has been changed to Nyberg.

Atlantic Coast Line R.R.—The name of the station formerly called Bartow Junction, Fla., 15 miles north of Lakeland, has been changed to Chubb.

Carolina, Clinchfield and Ohio Ry.—Carolina, Clinchfield and Ohio Ry. of South Carolina.—The Clinchfield Route, under the name of Carolina, Clinchfield and Ohio Railway, has been extended southward from Bostic, N.C., to Harris, N.C. and the North Carolina-South Carolina State Line; and thence, under the name of Carolina, Clinchfield and Ohio Railway of South Carolina, to Spartanburg, S.C., a total distance of 30.5 miles.

Chicago, Rock Island & Gulf Ry.—The name of the station on the Graham Branch, formerly called Hess, Tex., 19 miles east of Graham, has been changed to Senate.

Detroit & Mackinac Ry.—The Hillman Division of this road has been opened for business, extending from Alpena, Mich., westward to Hillman, Mich., a distance of 25 miles.

East Tennessee & Western North Carolina R.R. — Effective December 27, 1909, the name of the station previously called Milligan, Tenn., was changed to Milligan College.

Gila Valley, Globe & Northern Ry.—A new branch of this road has been opened for business, extending from Globe, Ariz., southward to Miami, Ariz., a distance of 10 miles.

Great Northern Ry. Line.—The Bovey Line of the Mesabi Division has been extended from Nashwauk, Minn., westward to Gunn, Minn., a distance of 22 miles. It has been announced that, effective December 23, 1909, the line from Keremeos, B.C., to Princeton, B.C., a distance of 42 miles, would be open for freight traffic.

Houston & Texas Central R.R.—The name of the station on the First Division, formerly called Ashford, Tex., 19 miles north of Houston, has been changed to Satsuma.

Louisiana & Arkansas Ry.—The Shreveport District has been opened for business, extending from Minden, La., northward to Shreveport, La., a distance of 30 miles.

Minneapolis & Rainy River Ry.—Passenger service on this road has been extended from Bass Lake, Minn., to Stanley, Minn., a distance of 2 miles.

Missouri, Oklahoma & Gulf Ry.—The name of the station formerly called Coleman, Okla., has been changed to Steedman.

Mobile, Jackson & Kansas City R.R.—The New Orleans, Mobile & Chicago Railroad Company now operates the line formerly operated by the Mobile, Jackson & Kansas City Railroad Company; effective December 1, 1909.

New Orleans, Mobile & Chicago R.R.—See notice above under title Mobile, Jackson & Kansas City Railroad.

Northern Pacific Ry.—Effective December 3, 1909, passenger train service was established between Pasco and Lewiston Junction, connecting at Lewiston Junction with the Camas Prairie Railway train for Lewiston.

Oregon & Washington R.R.—It is announced that on January 1, 1910, the Oregon & Washington Railroad begins operating trains between Portland, Ore., and Seattle, Wash.

Roscoe, Snyder & Pacific Ry.—This road has been extended from Snyder, Tex., northward to Fluvanna, Tex., a distance of 19 miles.

St. Louis & San Francisco R.R.—The name of the station on the Ozark Division, formerly called Bonnerville, Ark., 14 miles south of Hoxie, has been changed to Bono.

San Antonio & Aransas Pass R.R.—The name of the station formerly called Westhoff, Tex., 25 miles west of Yoakum, has been changed to Buchel.

Southern Ry.—The Terminal station at Chattanooga, Tenn., has been opened for business, and is used by all trains of the Southern Railway into and out of Chattanooga; effective as of date December 1, 1909. The new Terminal station is located on Market Street, about one block south of the former Central passenger station, and is used jointly by the Southern Railway, Queen & Crescent Route and Central of Georgia Railway. There is no change in the transfer charge between the passenger stations in Chattanooga.

Spokane, Portland & Seattle Ry.—The name of the station on the Second District, formerly called Luzon, Wash., 60 miles west of Pasco, has been changed to Whitcomb.

Virginian Ry.—Train service on the Winding Gulf Branch has been extended from Patterson, W.Va., to Winding Gulf, W.Va., a distance of 3 miles.

West Coast Route.—Southern Pacific R.R. of Mexico.—The line formerly operated from Corral, Mex., to Tufanito, Mex., has been extended from Tufanito northward to La Dura, a distance of 19 miles.

West Shore R.R.—Effective January 1, 1910, the ferry service at New York will be operated between Desbrosses Street and Weehawken instead of to and from Cortlandt Street.

Wichita Valley Ry.—The name of the station formerly called Alluvia, Tex., 44.6 miles west of Stamford, has been changed to Peacock.

Yazoo & Mississippi Valley R.R.—The name of the station on the Wilson District of the New Orleans Division, formerly called Excelsior, La., has been changed to Timberton Junction; effective December 6, 1909, on which date a new station named Timberton, La., was established at the mill of the Excelsior Cypress Company, 1.5 miles east of Timberton Junction.

The work of the Railway Ticket Protective Bureau received further encouragement from the successful prosecution by the Galveston, Harrisburg & San Antonio Railway Company, under the direction of Mr. T. J. Anderson, general passenger agent, and Mr. G. S. Waid, superintendent, of a ticket scalping office in the city of Juarez, the Mexican city opposite El Paso. In the quarters of the scalper were found a number of tickets of various descriptions of fraudulency, and he was promptly arrested and fined one hundred dollars, Mexican currency, and notified that a second offense would result in doubling the fine.

Upon pages lxxxiii to ciii of this issue will be found the complete list of old and new names of railroads. During the other months of the year, except January, this list is published in abbreviated form, showing the changes that have occurred during the preceding ten years.

A handsome calendar, suggesting the sunshine and flowers of Texas, has been issued by the passenger department of the Texas & Pacific Railway. Its principal feature is the picture of a spirited cowboy roping a steer, an effective reminder throughout the year of the attractions of the Lone Star State.

A portrait of "The Undisputed Discoverer of the Totem Pole" is the New Year's greeting of the Pacific Coast Steamship Company, sent by C. D. Dunann, general passenger agent. From the appearance of the pole it seems to be glad that it was discovered.

MEETINGS OF RAILROAD CLUBS.

January 4, 1910—Canadian Railway Club, Montreal, Que.
January 10, 1910—Richmond Railroad Club, Richmond, Va.
January 11, 1910—New England Railroad Club, Boston, Mass.
January 11, 1910—Northwest Railway Club, St. Paul, Minn.
January 14, 1910—Central Railway Club, Buffalo, N.Y.
January 14, 1910—Iowa Railway Club, Des Moines, Ia.
January 14, 1910—St. Louis Railway Club, St. Louis, Mo.
January 18, 1910—Western Railway Club, Chicago, Ill.
January 20, 1910—Southern and Southwestern Railway Club, Atlanta, Ga.
January 21, 1910—New York Railroad Club, New York, N.Y.
January 22, 1910—Northern Railway Club, Duluth, Minn.
January 28, 1910—Railway Club of Pittsburg, Pittsburg, Pa.

POSITIONS WANTED.

WANTED—POSITION IN G. F. A. OR C. T. B. OFFICE BY man 33 years old; eleven years' experience; last five in G. F. A. office; prefer position in far or middle West. Address "V. M. V.,"
1 Care THE OFFICIAL GUIDE, 24 Park Place, New York.

WANTED—YOUNG MAN, 31 YEARS OF AGE, AT PRESENT assistant chief clerk in office of the president of a large railroad with over 2,800 miles of road, is, owing to the re-organization of officers and removal of the executive office to and in with the executive offices of other interests, open for a position after January 1st; have had considerable railroad experience, as chief rate clerk in various traffic departments, chief clerk, agent and cashier; passed examination as examiner of accounts, and for over four years was general manager of a large financing company; willing to accept a position at moderate salary, either inside or outside railroad work; married and strictly temperate; can give the very highest references as to character and ability, and furnish bond to any required amount. Address "N O W,"
1 Care THE OFFICIAL GUIDE, 24 Park Place, New York.

WANTED—POSITION BY YOUNG MARRIED MAN IN claim or rate department; familiar with freight solicitation, and competent to act as agency chief clerk; prefer the South; have had about fifteen years' experience, and can furnish best of references as to character and ability. Address "L. R. J.,"
12 Care THE OFFICIAL GUIDE, 24 Park Place, New York.

WANTED—POSITION IN PASSENGER DEPARTMENT OF railroad or steamship company by young man 22 years old, with three years' experience in railroad work; can furnish references. Address "Reliable,"
12 Care THE OFFICIAL GUIDE, 24 Park Place, New York.

WANTED—POSITION AS STENOGRAPHER, FOUR YEARS' experience in traffic department small road; best references; reason for change, advancement. Address "A. C. W.,"
12 Care THE OFFICIAL GUIDE, 24 Park Place, New York.

☞ For Additional Wants, see page lxxxii.

OFFICIAL LIST

OF NAMES OF

GENERAL TICKET, PASSENGER AGENTS

AND

OFFICERS CONNECTED WITH THE PASSENGER DEPARTMENT OF THE PRINCIPAL RAILWAYS

SHOWING THE

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Del. Lackawanna & Western R.R.	George A. Cullen, G. P. A.		A. D. Chambers, Treasurer	90 West Street, N.Y.
"		B. Young, Aud. F. & T. Acc'ts. ⊙		Scranton, Pa.
Denver & Rio Grande R.R.	S. K. Hooper, G. P. & T. Agt.	J. F. Howe, Aud. of P. Rcpts. ⊙	J. W. Gilluly, Treasurer	Denver, Colo.
Denver, Boulder & Western R.R.	L. R. Ford, Traffic Manager.	L. R. Ford, Auditor	W. B. Hayes, Treasurer	Boulder, Colo.
Deseronto Navigation Co. (Ltd.)	J. F. Chapman, G. F. & P. A.	Geo. W. Wright, Auditor ⊙	C. A. Millener, Treasurer	Deseronto, Ont.
Detroit & Charlevoix R.R.	Clark Haire, Gen. Manager	Clark Haire, Gen. Manager.	Clark Haire, Gen. Manager.	East Jordan, Mich.
Detroit & Cleveland Navigation Co.	L. G. Lewis, Gen. Pas. Agt.	R. G. Stoddard, Aud. Pas. Acc'ts. ⊙	B. C. Wilder, Gen. Auditor	Detroit, Mich.
Detroit & Mackinac Ry.	W. G. MacEdward, G. P. A.			Bay City, Mich.
"		G. M. Crocker, Auditor ⊙	G. M. Crocker, Auditor	Detroit, Mich.
Detroit, Toledo & Ironton Ry.	J. J. Kirby, Gen. Pas. Agt. ⊙	T. D. Hinchcliffe, Auditor	E. C. Davis, Cashier	Detroit, Mich.
Diamond Jo Line Steamers	Isaac P. Lusk, G. F. & P. A. ⊙	Isaac P. Lusk, G. F. & P. A.	A. L. Dawley, Cashier	St. Louis, Mo.
Dominion Transportation Co.	J. J. Cheeseman, Traffic Mgr.			Chicago, Ill.
"		C. E. Ainsworth, District Mgr	Cashier	Sault Ste. Marie, Mich.
Dry Fork R.R.	C. W. Mosser, Gen. Manager ⊙	C. W. Mosser, Gen. Manager.	*Remit to* C.W. Mosser, G. M.	Hendricks, W.Va.
"			*Pay by voucher.*	

⊙ Designates the officer in charge of Claims in the Passenger Department for Short Proportions, Erroneous Divisions, etc.

NAMES OF LINES.	NAME OF OFFICIALS IN CHARGE OF GENERAL TICKET AND PASSENGER DEPARTMENTS.	NAME OF OFFICIALS TO WHOM TICKET REPORTS SHOULD BE ADDRESSED.	NAME OF OFFICIALS TO WHOM REMITTANCES FOR BALANCES SHOULD BE MADE AND ON WHOM DRAFTS FOR BALANCES SHOULD BE DRAWN.	ADDRESS.
Duluth & Iron Range R.R.	H. Johnson, G. F. & P. A. ⊙	H. Johnson, Auditor	F. C. Marshall, Treasurer	Duluth, Minn.
Duluth, Missabe & Northern Ry.	J. B. Hanson, G. F. & P. A. ⊙	E. S. Kempton, Auditor	E. S. Kempton, Treasurer	Duluth, Minn.
Duluth, Rainy Lk. & Winnipeg Ry.	C. W. Cooper, Gen. Pas. Agt.			Winnipeg, Man.
"		Julius Sabotta, Local Aud. ⊙		Virginia, Minn.
"			L. W. Mitchell, Acting Treas.	Toronto, Ont.
Duluth, South Shore & Atl. Ry.	Mart Adson, Gen. Pas. Agt.			Duluth, Minn.
"		A. E. Delf, Auditor ⊙	E. W. Allen, Treasurer	Marquette, Mich.
Dunkirk, Alleg. Val. & Pitts. R.R.	J. W. Daly, Gen. Pas. Agent	F. A. Wyman Aud. Pas. Accts. ⊙	R. P. Ahrens, Local Treasurer	Cleveland, O.
East Broad Top R.R. & Coal Co.	C. D. Jones, Auditor	C. D. Jones, Auditor ⊙		Orbisonia, Pa.
"			S. J. Livingston, Treas.	5th & Chestnut Sts., Phila., Pa.
Eastern Ry. of New Mexico	J. Brinker, G. F. & P. Agent	A. E. Meyer, Auditor	J. N. Freeman, Treasurer	Amarillo, Tex.
Eastern Steamship Co.	C. C. Brown, Gen. Pas. Agt.	C. C. Brown, Gen. Pas. Agt.	R. A. Pepper, Asst. Treasurer.	Boston, Mass.
Elgin, Joliet & Eastern Ry.	F. E. Learned, Traffic Mgr. ⊙	F. E. Learned, Traffic Mgr.	W. K. Allen, Treasurer	Chicago, Ill.
El Paso & Southwestern System	A. N. Brown, Gen. Traf. Mgr.	A. L. Hawley, Gen. Auditor ⊙	J. S. Wright, General Cashier.	El Paso, Tex.
Erie & West. Trans. Co. (Anchor Line)	C. E. Markham, Gen. Pas. Agt. ⊙			Buffalo, N.Y.
"		J. F. Reynolds, Auditor		233 So. 4th St., Phila., Pa.
"			P. R. Perkins, Treasurer	26 So. 15th St., Phila., Pa.
Erie R.R.	R. H. Wallace, G. P. A. ⊙	F. A. Clark, Auditor of Traffic.	D. W. Bigoney, Treasurer	New York City.
Evansville & Terre Haute R.R.	D. H. Hillman, G. F. & P. Agt.	F. R. Austin, Auditor ⊙	G. S. Wright, Treasurer	Evansville, Ind.
Fall River Line (Steamers)	*See New England Nav. Co.*			
Favorite Line Steamers	T. K. Wilson, Gen. Manager	T. K. Wilson, Gen. Manager	Geo. C. Patten, Cashier	Tampa, Fla.
Fitzgerald, Ocilla & Broxton R.R.	H. C. McFadden, Prest. & G.M.	C. B. Gwyn, Auditor	C. B. Gwyn, Auditor	Fitzgerald, Ga.
Florence & Cripple Creek R.R.	F. C. Matthews, G. F. & P. A.	E. S. Hartwell, Auditor	J. R. Fusselman, Treasurer	Colorado Springs, Colo.
Florida East Coast Ry.	J. D. Rahner, Gen. Pas. Agt. ⊙	T. V. Pomar, Auditor	T. V. Pomar, Auditor	St. Augustine, Fla.
Florida Ry.	T. P. Alston, Traffic Manager	G. D. Long, Auditor ⊙	*Remit to* T. P. Alston, Treas.	Live Oak, Fla.
"			*Draw on* G. D. Long, Auditor.	Live Oak, Fla.
Fonda, Johnst. & Gloversv. R.R.	R. M. Colt, Gen. Pas. Agent ⊙	Geo. A. Harris, Gen. Auditor	L. K. Brown, Asst. Treasurer.	Gloversville, N.Y.
"			*Pay by voucher.*	
Fort Smith & Western R.R.	J. J. Gibson, G. F. & P. A. ⊙	H. B. Herendeen, Auditor	J. D. Phelps, Asst. Treasurer.	Fort Smith, Ark.
Fort Wayne, Cincin. & Lv. R.R.	C. L. Hilleary, Gen. Pas. Agt. ⊙	F. W. Ranney, Aud. Pas. Accts.	A. D. Thomas, Local Treas.	Indianapolis, Ind.
Fort Worth & Denver City Ry.	A. A. Glisson, Gen. Pas. Agt.	S. M. Hudson, Auditor ⊙	W. O. Hamilton, Treasurer	Fort Worth, Tex.
Fort Worth & Rio Grande Ry.	C. W. Strain, Gen. Pas. Agt.	E. B. Pierce, Auditor ⊙	L. O. Williams, Treasurer	Fort Worth, Tex.
Fulton Chain Ry	J. F. Fairlamb, Gen. Pas. Agt.	J. L. Ferris, Aud. Pas. Accts.	Karl A. Heine, Treasurer	New York.
Fulton Navigation Co.	J. F. Fairlamb, Gen. Pas. Agt.	J. L. Ferris, Aud. Pas. Accts.	Karl A. Heine, Treasurer	New York.
Galv. Harrisb. & San Antonio Ry.	T. J. Anderson, G. P. A.	F. J. Cox, Aud. Pas. Accts. ⊙	B. C. Cushman, Treasurer	Houston, Tex.
Galveston, Houston & Hend. R.R.	W. F. McClure, G. F. & P. A.	W. F. McClure, G. F. & P. A.	J. H. Hill, Treasurer	Galveston, Tex.
Georgetown & Western R.R.	R. C. Snipes, G. F. & P. A. ⊙	E. H. Duvall, Auditor	E. H. Duvall, Auditor	Georgetown, S.C.
Georgia R.R.	A. G. Jackson, G. F. & P. A. ⊙	A. G. Jackson, G. F. & P. A.	*Draw on* Carlton Hillyer, Aud.	Augusta, Ga.
"			*Remit to* W. S. Morris, Treas.	Augusta, Ga.
Georgia & Florida Ry.	Chas. H. Gattis, Gen. Pas. Agt.	W. H. Alexander, Auditor ⊙	W. H. Alexander, Auditor	Augusta, Ga.
Georgia Coast & Piedmont R.R.	F. S. L. Grundy, Auditor ⊙	F. S. L. Grundy, Auditor	F. S. L. Grundy, Cashier	Darien, Ga.
Georgia, Florida & Alabama Ry.	B. C. Prince, Traffic Manager.	J. F. Ingalls, Auditor ⊙	*Remit to* J. S. Russell, Treas.	Bainbridge, Ga.
"			*Draw on* J. S. Russell, Treas. *Through First Nat'l Bank.*	Bainbridge, Ga.
Georgia Southern & Florida Ry.	C. B. Rhodes, Gen. Pas. Agt. ⊙	W. F. Buchannon, Auditor	B. C. Smith, Treasurer	Macon, Ga.
Gettysburg & Harrisburg Ry.	George C. Shenton, Gen. Agt.			Carlisle, Pa.
"		L. Snowden, Aud. Pas. Traf. ⊙	H. E. Paisley, Treasurer	Philadelphia, Pa.
Gila Valley, Globe & Northern Ry.	R. S. Stubbs, Gen. Pas. Agent	J. C. Vinson, Auditor ⊙	*Draw on* J. C. Vinson, Aud.	Tucson, Ariz.
"			*Remit to* Chas. E. Walker, Treas.	Tucson, Ariz.
Goodrich Transit Co.	R. C. Davis, Gen. Pas. Agt. ⊙	W. S. Willard, Gen. Auditor	Goodrich Transit Co.	Chicago, Ill.
Graham & Morton Line	Harry Meyering, G. P & F. A.			Chicago, Ill.
"		J. S. Morton, Treasurer ⊙	J. S. Morton, Treasurer	Benton Harbor, Mich.
Grand Canyon Ry.	J. J. Byrne, Gen. Pas. Agt.	W. J. Healy, Auditor	G. Holterhoff, Jr., Treasurer	Los Angeles, Cal.
Grand Rapids & Indiana Ry.	C. L. Lockwood, G. P. A. ⊙	R. R. Metheany, Auditor	W. R. Shelby, Treasurer	Grand Rapids, Mich.
Grand Trunk Ry. System	W. E. Davis P. T. M.		*Pay by voucher*	Montreal, Que.
"	G. T. Bell, Asst. P. T. M.	Geo. B. Filgiano, Aud. Pas. Accts. ⊙	*Remit to* Frank Scott, Treas.	Montreal, Que.
"	Geo. W. Vaux, Gen. Pas. Agt.			Montreal, Que.
Grand Trunk Pacific Ry.	W. E. Davis, Pas. Traf. Mgr.			Montreal, Que.
"	G. T. Bell, Asst. P. T. M.			Montreal, Que.
"	W. P. Hinton, Gen. Pas. Agt.	J. G. Swalwell, Local Auditor.	*Draw on* J. G. Swalwell, Loc. Aud.	Winnipeg, Man.
"			*Remit to* W. LeB. Ross, Loc. Treas.	Winnipeg, Man.
Great Northern Ry. Line	S. J. Ellison, Gen. Pas. Agt.	C. W. Tilton, Aud. Pas. Rcts. ⊙	E. Sawyer, Treasurer	St. Paul, Minn.
Great Northern Steamship Co.	S. J. Ellison, Gen. Pas. Agt.			St. Paul, Minn.
"		A. M. Thomas, Auditor ⊙	A. M. Thomas, Auditor	Seattle, Wash.
Green Bay & Western R.R.	J. B. Call, G. F. & P. A.	J. C. Thurman, Gen. Auditor. ⊙	J. C. Thurman, Gen. Auditor.	Green Bay, Wis.
Greenwich & Johnsonville Ry.	A. A. Heard, G. P. A.	J. B. Brownell, Aud. of Rev.		Albany, N.Y.
"			Charles A. Walker, Treasurer.	32 Nassau St., N.Y.
Gulf & Interstate Ry. of Texas	J. P. Jones, V.-P. & G. M.	O. C. Van Zandt, Auditor ⊙	R. Waverley Smith, Treasurer.	Galveston, Tex.
Gulf & Ship Island R.R.	J. L. Hawley, G. F. & P. A. ⊙	E. L. Hall, Auditor	W. A. King, Asst. Treas.	Gulfport, Miss.
Gulf, Colorado & Santa Fe Ry.	W. S. Keenan, Gen. Pas. Agt.	D. E. Shuckhart, Auditor ⊙	A. C. Torbert, Treasurer	Galveston, Tex.
Halifax & Southwestern Ry.	P. Mooney, G. F. & P. Agt.			Halifax, N.S.
"		J. Brignell, Local Auditor		Bridgewater, N.S.
"			J. D. Morton, Gen. Auditor	Toronto, Ont.
Hocking Valley Ry.	W. H. Fisher, Gen. Pas. Agt. ⊙	Louis P. Ecker, Auditor	*Remit to* W. N. Cott, Treasurer	Columbus, O.
"			*Draw on* L. P. Ecker, Auditor	Columbus, O.
Hoosac Tunnel & Wilmington R.R.	H. E. Mann, Traffic Agent ⊙	H. E. Mann, Auditor	*Pay by voucher*	Wilmington, Vt.
"			*Remit to* J. W. Genaway, Treas.	Wilmington, Vt.
Houston & Brazos Valley Ry.	C. H. Robertson, Auditor	C. H. Robertson, Auditor	C. H. Robertson, Auditor	Velasco, Tex.
Houston & Texas Central R.R.	T. J. Anderson, Gen. Pas. Agt.	W. C. Parker, Auditor ⊙	C. B. Udell, Treasurer	Houston, Tex.
Houston, East & West Texas Ry.	T. J. Anderson, Gen. Pas. Agt.	W. C. Parker, Auditor ⊙	Eugene Dargan, Treasurer	Houston, Tex.
Hudson Navigation Co. Citizens Line—Peoples Line	J. H. Allaire, Gen. Pas. Agt.	R. L. Hornby, Auditor. *Separate reports required.*	Campbell Carrington, Treas. *Separate vouchers required.*	Pier 32, N.R., N.Y.
Hudson River Day Line	F. B. Hibbard, Gen. Pas. Agt. ⊙	F. B. Hibbard, Gen. Pas. Agt.	*Remit to* A. V. S. Olcott, Treas.	Desbrosses St. Pier, N.Y.
"			*Pay by voucher.*	
Huntingdon & Broad Top Mt. R.R.	C. M. Gage, Gen. Manager ⊙	*Include proportions in report to Pennsylvania R.R.*		Huntingdon, Pa.
Idaho & Washington Northern R.R.	Geo. J. Mohler, G. F. & P. A.			Spokane, Wash.
"		E. L. Kilbourne, Auditor ⊙	E. L. Kilbourne, Auditor	Spirit Lake, Idaho.
Idaho Northern Ry.	E. P. Shaw, Traffic Manager.	E. P. Shaw, Auditor	E. P. Shaw, Auditor	Nampa, Idaho.
Idaho Southern R.R.	F. C. Bush, Gen. Pas. Agt.			Gooding, Idaho.
"		J. H. Radcliffe, Auditor ⊙	J. H. Radcliffe, Auditor	Milner, Idaho.
Illinois Central R.R.	S. G. Hatch, Gen. Pas. Agt.	A. D. Joslin, Aud. Pas. Rcpts. ⊙	O. F. Nau, Local Treasurer	Chicago, Ill.
Illinois Southern Ry.	W. H. Ogborn, G. F. & P. A.	M. E. Keehan, Auditor	F. D. Kellogg, Treasurer	Chicago, Ill.
Indianapolis Southern R.R.	S. G. Hatch, Gen. Pas. Agt.	A. D. Joslin, Aud. Pas Rcpts. ⊙	O. F. Nau, Local Treasurer	Chicago, Ill.
Intercolonial Ry.	J. M. Lyons, Gen. P. & T. Agt.	W. H. Estano, Traf. Auditor. ⊙	*Remit to* S. L. Shannon, Treas.	Moncton, N.B.
"			*Pay by voucher.*	
International & Gt. Northern R.R.	D. J. Price, G. P. & T. Agent.	W. L. Maury, Auditor ⊙	A. R. Howard, Treasurer	Palestine, Tex.

⊙ Designates the officer in charge of Claims in the Passenger Department for Short Proportions, Erroneous Divisions, etc.

OFFICIAL LIST—PASSENGER DEPARTMENT—Continued.

NAMES OF LINES.	NAME OF OFFICIALS IN CHARGE OF GENERAL TICKET AND PASSENGER DEPARTMENTS.	NAME OF OFFICIALS TO WHOM TICKET REPORTS SHOULD BE ADDRESSED.	NAME OF OFFICIALS TO WHOM REMITTANCES FOR BALANCES SHOULD BE MADE AND ON WHOM DRAFTS FOR BALANCES SHOULD BE DRAWN.	ADDRESS.
International Ry. (Electric)	G. J. Eckhardt, Traffic Agent.	G. J. Eckhardt, Traffic Agent.	*Remit to* G. H. Whitwell, Asst.	Treas., Buffalo, N.Y.
"			*Pay by voucher.*	
Interoceanic Ry. of Mexico	J. C. McDonald, Gen. Pas. Agt.	F. E. Hayes, Aud. Pas. Repts.	C. Carral, Treasurer	Mexico City, Mex.
Iola & Northern R.R.	J. B. Call, G. F. & P. A.	J. C. Thurman, Gen. Auditor ⊙	J. C. Thurman, Gen. Auditor.	Green Bay, Wis.
Iowa Central Ry	R. J. McKay, G. P. A.			Chicago, Ill.
"		L. G. Scott, Auditor ⊙	W. W. Cole, Asst. Treasurer	Minneapolis, Minn.
Jamestown, Chaut. & Lk. Erie Ry.	G. M. Brush, General Agent.	G. M. Brush, General Agt. ⊙	G. M. Brush, General Agent.	Jamestown, N.Y.
Jonesboro, Lake City & East. R.R.	Doswell Brown, Gen. Pas. Agt. ⊙	Doswell Brown, Gen. Pas. Agt.	J. A. Caviezel, Gen. Auditor	Jonesboro, Ark.
Kanawha & Michigan Ry	W. H. Fisher, Gen. Pas. Agt.	L. P. Ecker, Auditor	*Remit to* W. N. Cott, Treasurer	Columbus, O.
"			*Draw on* L. P. Ecker, Auditor	Columbus, O.
Kan. City, Clinton & Spring. Ry.	E. J. Perry, Fht. & Pas. Agt.	E. M. Smith, Auditor	E. M. Smith, Treasurer	Springfield, Mo.
Kansas City, Mexico & Orient Ry.	H. C. Orr, Gen. Pas. Agt.	Neal S. Doran, Auditor ⊙	E. E. Holmes, Treasurer	Kansas City, Mo.
Kansas City Southern Ry.	S. G. Warner, G. P. & T. A. ⊙	P. E. Wooley, F. & P. Acct.	H. Visscher, Treasurer	Kansas City, Mo.
Kaslo & Slocan Ry	S. J. Ellison, Gen. Pas. Agt.			St. Paul, Minn.
"		W. H. Fortier, Auditor		Spokane, Wash.
Keesev. Aus. Chasm. & Lk. Ch. R.R.	A. R. Joy, Gen. Pas. Agent.	A. R. Joy, Gen. Pas. Agent.	A. R. Joy, Treasurer	Troy, N.Y.
"	L. Grant Palmer, T. Mgr. ⊙			Keeseville, N.Y.
Kewaunee, Green Bay & West. R.R.	J. B. Call, Gen. Fht. & Pas. Agt.	J. C. Thurman, Gen. Auditor ⊙	J. C. Thurman, Gen. Auditor.	Green Bay, Wis.
Keweenaw Central R.R	F. W. Taylor, Gen. Pas. Agt. ⊙	F. W. Taylor, Auditor	F. W. Taylor, Auditor	Hancock, Mich.
Kootenai Valley Ry	S. J. Ellison, Gen. Pas. Agt.	*Include in report to Great*	*Northern Ry.*	St. Paul, Minn.
Lackawanna & Wyoming Val. R.R.	W. L. Cairns, Asst. G. F. & P. A. ⊙	H. E. Yost, Auditor	E. D. Ames, Cashier	Scranton, Pa.
Lake Erie & Western R.R.	C. L. Hilleary, Gen. Pas. Agt.	F. W. Ranney, Aud. Pas. Accts.	A. D. Thomas, Local Treasurer	Indianapolis, Ind.
Lake Erie, Alliance & Wheel. R.R.	J. W. Daly, Gen. Pas. Agent.	F. A. Wyman, Aud. Pas. Accts. ⊙	R. P. Ahrens, Local Treasurer	Cleveland, O.
Lake George Steamboat Co.	*Include in report to D. &*	*H. Co. Draw and settle in sa*	*me draft as for D. & H. Co.*	
Lk. Ont. & Bay of Q. Stbt. Co., Ltd.	E. E. Horsey, Gen. Mgr. ⊙	E. E. Horsey, Gen. Mgr.	J. E. Clark, Sec'y & Treas.	Kingston, Ont.
Lake Shore & Mich. Southern Ry.	J. W. Daly, Gen. Pas. Agent.	F. A. Wyman, Aud. Pas. Accts. ⊙	R. P. Ahrens, Local Treasurer	Cleveland, O.
Lakeside & Marblehead R.R	W. M. Harsh, General Supt.	W. M. Harsh, General Supt. ⊙	*Remit to* W. M. Harsh, Gen. Supt.	Marblehead, O.
"			*Pay by voucher.*	
Lake Superior & Ishpeming Ry.	H. A. St. John, G. F. & P. Agt.	H. A. St. John, Auditor ⊙	G. F. St. John, Cashier	Marquette, Mich.
Las Vegas & Tonopah R.R.	E. W. Gillett, Traffic Mgr.	J. Q. Goss, Jr., Auditor ⊙	R. C. Rankin, Treasurer	Los Angeles, Cal.
Leavenworth & Topeka Ry	J. M. Connell, Pas. Agt.	A. L. Conrad, Auditor	E. L. Copeland, Treasurer	Topeka, Kan.
Leavenworth, Kan. & West. Ry.	*See Union Pacific R.R.*			
Lehigh & Hudson River Ry	H. G. Pierson, G. F. & P. A. ⊙	H. G. Pierson, G. F. & P. A	John Sayer, Treasurer	Warwick, N.Y.
Lehigh & New England R.R	T. J. Fretz, G. F. & P. A.		*Pay by voucher*	Bethlehem, Pa.
"		Edward Hughes, Auditor ⊙	*Remit to* H. F. Baker, Treas.	Philadelphia, Pa.
Lehigh Valley R.R.	C. S. Lee, Gen. Pas. Agent. ⊙			New York City.
"		R. S. Dousman, Aud. Traffic.	J. M. Baxter, Treasurer	Philadelphia, Pa.
Lexington & Eastern Ry	Chas. Scott, G. F. & P. Agt. ⊙	Geo. Copland, Auditor	Geo. Copland, Treasurer	Lexington, Ky.
Little Rock & Hot Spgs. West. R.R.	Geo. W. Housley, Gen. Pas. Agt.	H. P. Holt, Auditor ⊙	S. E. Dillon, Act. Local Treas.	Hot Springs, Ark.
Long Island R.R.	H. M. Smith, G. P. Agent ⊙	A. B. Bierck, Auditor		263 5th Ave., N.Y. City.
"			J. F. Fahnestock, Treasurer	Broad St. Sta., Phila., Pa.
Louisiana & Arkansas Ry.	B. S. Atkinson, G. F. & P. A.	F. S. Carroll, Auditor ⊙	J. A. Buchanan, Treasurer	Texarkana, Ark.
Louisiana & North West R.R.	S. S. Senne, Traffic Agent. ⊙	R. R. Joslin, Auditor		Homer, La.
"			Geo. W. Hunter, Treasurer	St. Louis, Mo.
Louisiana Western R.R.	J. H. R. Parsons, G. P. A.	*Include in report to Morga*	*n's Louisiana & Texas R.R.*	New Orleans, La.
Louisville & Nashville R.R.	W. A. Russell, G. P. A. ⊙	Geo. Becker, Auditor Receipts.	W. W. Thompson, Treasurer	Louisville, Ky.
Louisville, Henderson & St. L. Ry.	J. P. Gardner, G. F. & P. A. ⊙	G. H. Lamkin, Auditor	*Remit to* L. W. Botts, Treas.	Louisville, Ky.
"			*Draw on* G. H. Lamkin, Aud.	Louisville, Ky.
Mackinac Transportation Co	R. R. Metheany, Auditor	R. R. Metheany, Auditor	W. R. Shelby, Treasurer	Grand Rapids, Mich.
Macon & Birmingham Ry	C. B. Rhodes, G. P. A. ⊙	W. F. Buchannon, Auditor	B. C. Smith, Treasurer	Macon, Ga.
Maine Central R.R.	F. E. Boothby, Gen. Pas. Agt.	LeRoy F. Tobie, Aud. Pas. Accts. ⊙	Geo. W. York, Treasurer	Portland, Maine.
Mallory S.S. Co.	A. W. Pye, Gen. Pas. Agent. ⊙	A. W. Pye, Gen. Pas. Agent.	Robert Mallory, Asst. Treas.	80 South St., N.Y. City.
Mammoth Cave R.R.	L. P. Lacey, Gen. Pas. Agt.	L. P. Lacey, Gen. Pas. Agt. ⊙	L. P. Lacey, Gen. Pas. Agt.	Franklin, Ky.
Manchester & Oneida Ry.	E. E. Brewer, Traffic Mgr. ⊙	E. E. Brewer, Traffic Mgr.	E. E. Brewer, Traffic Mgr.	Manchester, Ia.
Maricopa & Phœnix R.R.	R. S. Stubbs, Gen. Pas. Agt.	J. C. Vinson, Auditor ⊙	*Draw on* J. C. Vinson, Aud.	Tucson, Ariz.
"			*Remit to* C. E. Walker, Treas.	Tucson, Ariz.
Marietta, Columbus & Cleve. R.R.	J. C. Riddell, Gen. Manager.	E. A. Epler, Auditor	E. A. Epler, Auditor	Marietta, O.
Marquette & Southeastern Ry.	H. A. St. John, G. F. & P. Agt.	H. A. St. John, Auditor ⊙	G. F. St. John, Cashier	Marquette, Mich.
Maryland Electric Rys	H. S. Arnold, G. T. & F. A.			Annapolis, Md.
"		J. Wilson Brown, President ⊙	J. Wilson Brown, President	Baltimore, Md.
Mary Powell Steamboat Co.	A. E. Anderson, Gen. Mgr. ⊙	W. Y. Hawley, Sec'y & Treas.	W. Y. Hawley, Sec'y & Treas.	Desbrosses St., N.Y.
Memphis, Paris & Gulf R.R.	Martin Walsh, Gen. Pas. Agt. ⊙	G. A. Campbell, Auditor	J. F. Price, Local Treasurer	Nashville, Ark.
Merchants & Miners Transp. Co	W. P. Turner, P. T. M. ⊙	O. B. Bidwell, Jr., Auditor	J. H. Robinette, Treasurer	Baltimore, Md.
Metropolitan S.S. Co.	O. H. Taylor, P. T. M			New York City.
"		G. W. Apsey, Comptroller	G. W. Apsey, Comptroller	Boston, Mass.
Mexican Ry.	C. F. Melick, G. F. & P. A.	C. F. Melick, G. F. & P. A.	*Pay by voucher*	City of Mexico, Mex.
"		*Remit to*	C. G. H. Gille, Chief Acc't.	City of Mexico, Mex.
Mexican International R.R	J. C. McDonald, G. P. A. ⊙	F. E. Hayes, Aud. Pas. Receipts.	*Remit to* J. M. Frazer, Treas.	City of Mexico, Mex.
"			*Draw on* J. M. Frazer, Treas.	Eagle Pass, Tex.
Michigan Central R.R.	O. W. Ruggles, G. P. Agt.			Chicago, Ill.
"		H. J. Broderick, Aud. Pas. Acc't. ⊙	*Drawn by* F. O. Waldo, Aud.	Detroit, Mich.
"			*Draw on* John E. Griffiths, Local Treasurer	Detroit, Mich.
Midland Terminal Ry	F. C. Matthews, G. F. & P. A.	E. S. Hartwell, Auditor ⊙	J. R. Fusselman, Treasurer	Colorado Springs, Colo.
Midland Valley R.R.	J. O. Hamilton, G. F. & P. A. ⊙	A. W. Lefeber, Auditor	A. W. Lefeber, Auditor	Muskogee, Okla.
Mineral Range R.R	Mart Adson, Gen. Pas. Agt.			Duluth, Minn.
"		A. E. Delf, Auditor ⊙	E. W. Allen, Treasurer	Marquette, Mich.
Minneapolis & St. Louis R.R	R. J. McKay, G. P. A.			Chicago, Ill.
"		L. G. Scott, Auditor ⊙	W. W. Cole, Asst. Treasurer	Minneapolis, Minn.
Minnesota & International Ry.	W. H. Gemmell, Gen. Mgr.	M. W. Downie, Auditor		Brainerd, Minn.
"			C. A. Clark, Treasurer	St. Paul, Minn.
Minn. St. Paul & S. Ste. Marie Ry.	W. R. Callaway, Gen. Pas. Agt.	A. A. Smith, Ticket Auditor ⊙	C. F. Clement, Treasurer	Minneapolis, Minn.
Mississippi Central R.R.	R. D. Reeves, Gen. Pas. Agt. ⊙	W. L. Greenhalgh, Auditor	T. A. Sowell, Cashier	Hattiesburg, Miss.
Miss. River & Bonne Terre Ry.	F. J. Thomure, Traf. Mgr. ⊙	George A. Nees, Auditor	G. S. Parsons, Treasurer	Bonne Terre, Mo.
Missouri & North Arkansas R.R.	C. D. Whitney, Traffic Mgr.	W. S. Roberts, Auditor	*Remit to* L. S. Patterson, Cashier.	Eureka Springs, Ark.
"			*Draw on* W. S. Roberts, Aud.	Eureka Springs, Ark.
Missouri, Kansas & Texas Ry	W. S. St. George, G. P. & T. A. ⊙	R. W. Maguire, Comptroller	Frank Johnson, Local Treas.	St. Louis, Mo.
Missouri, Kan. & Tex. Ry. of Texas	W. G. Crush, G. P. & T. A. ⊙	Wm. O'Connell, Auditor	R. P. Roach, Treasurer	Dallas, Tex.
Missouri Pacific Ry	C. L. Stone, Pas. Traf. Mgr.	S. B. Schuyler, Gen. Auditor.		St. Louis, Mo.
"	B. H. Payne Gen. Pas. Agent.	H. H. McIntyre, Aud. Pas. Repts. ⊙	F. M. Hickman, Local Treas.	St. Louis, Mo.
Mobile & Ohio R.R	Jno. M. Beall, Gen. Pas. Agt.			St. Louis, Mo.
"		W. S. Cooke, Auditor ⊙	Henry Tacon, Treasurer	Mobile, Ala.
Mobile, Jackson & Kan. City R.R.	*See New Orleans, Mobile &*	*Chicago R.R.*		
Monongahela R.R.	G. B. Obey, Superintendent ⊙	C. K. Elder, Auditor	*Pay by voucher*	Brownsville, Pa.
"		*Remit to*	T. H. B. McKnight, Treas.	Pittsburgh, Pa.

⊙ Designates the officer in charge of Claims in the Passenger Department for Short Proportions, Erroneous Divisions, etc.

OFFICIAL LIST—PASSENGER DEPARTMENT—Continued.

NAMES OF LINES.	NAME OF OFFICIALS IN CHARGE OF GENERAL TICKET AND PASSENGER DEPARTMENTS.	NAME OF OFFICIALS TO WHOM TICKET REPORTS SHOULD BE ADDRESSED.	NAME OF OFFICIALS TO WHOM REMITTANCES FOR BALANCES SHOULD BE MADE AND ON WHOM DRAFTS FOR BALANCES SHOULD BE DRAWN.	ADDRESS.
Montauk Steamboat Co.	H. M. Smith, Gen. Pas. Agt. ⊙	A. B. Bierck, Auditor.	F. E. Haff, Treasurer.	263 Fifth Ave., N.Y.
"			Care J. F. Fahnestock, Treas. L. I. R.R.	Broad St. Station, Philadelphia, Pa.
Montpelier & Wells River R.R.	C. D. Waters, G. F. & P. A.	A. W. Prescott, Auditor ⊙	A. W. Prescott, Cashier.	Montpelier, Vt.
Morgan's Louisiana & Texas R.R.	J. H. R. Parsons, G. P. A.	T. O. Edwards, Auditor ⊙	St. D. J. DeBlanc, Treasurer.	New Orleans, La.
Morgantown & Kingwood R.R.	Chas. F. Sutherland, G. P. A.	T. Frank Burk, Auditor ⊙	T. Frank Burk, Auditor.	Morgantown, W.Va.
Mount Washington Ry.	F. E. Brown, Gen. Pas. Agt. ⊙			Concord, N.H.
"		W. J. Hobbs, General Auditor	H. E. Fisher, Treasurer.	Boston, Mass.
Munising Ry.	H. A. St. John, G. F. & P. A. ⊙	H. A. St. John, Auditor.	G. F. St. John, Cashier.	Marquette, Mich.
Munson Steamship Line	Sinclair Graham, Gen. Pas. Agt.	Leonard Brooks, Auditor ⊙	Munson S.S. Line.	82-92 Beaver St., N.Y.
Muscatine North & South Ry.	G. B. Birch, G. F. & P. A.	Geo. Reeder, Auditor.	Geo. Reeder, Auditor.	Muscatine, Ia.
Nacozari R.R.	J. S. Williams, Jr., Manager. ⊙	G. P. Windsor, Cashier.		Nacozari, Mex.
"			*Draw on* G. P. Windsor, Cashier, care Bank of Douglas.	Douglas, Ariz.
Nashville, Chattanooga & St. L. Ry.	W. L. Danley, Gen. Pas. Agt. ⊙	C. W. Stevenson, Aud. Rcpts.	J. H. Ambrose, Treasurer.	Nashville, Tenn.
Natchez & Southern Ry.	C. B. Brownell, V.-P. & G. M. ⊙			Natchez, Miss.
"		S. B. Schuyler, Gen. Auditor.	F. M. Hickman, Treasurer.	St. Louis, Mo.
National Rys. of Mexico.	J. C McDonald, G. P. A. ⊙	F. E. Hayes, Aud. Pas. Rcpts.	*Remit to* J. M. Frazer, Treas	City of Mexico, Mex.
"			*Draw on* J. M. Frazer, Treas.	Laredo, Tex.
Nelson & Ft. Sheppard Ry.	*Include in report to Great*	*Northern Ry.*		
Nevada-California-Oregon Ry.	J. M. Crawley, Traffic Mgr. ⊙	F. R. Lewis, Auditor.	J. P. Pringle, Cashier.	Reno, Nev.
Nevada Northern Ry.	L. G. Cannon, Gen. Manager.	R. S. Durkee, Auditor ⊙	Herman Wise, Cashier.	East Ely, Nev.
New Bedford, M. V. & Nan. S.B.Co.	C. G. Whiton, Treasurer.	C. G. Whiton, Treasurer.	C. G. Whiton, Treasurer.	New Bedford, Mass.
New England Nav. Co.				
Bridgeport Line.				
Fall River Line.				
New Bedford Line.	A. B. Smith, Gen. Pas. Agt.			New Haven, Conn.
New Haven Line.	F. C. Coley, Asst. Gen. Pas. Agt.			New York City.
New London-Block Isl. Line.		H. W. Snow, Aud. Pas. Rcpts. ⊙	*Remit to* A. S. May, Treas.	New Haven, Conn.
Norwich Line.				
Providence Line.				
Providence-Block Island Line				
New Haven Line.	*See New England Nav. Co.*			
New Jersey & New York R.R.	*See Erie R.R., but report separately.*			
New Mexico Central R.R.	H. A. Coomer, Acting Supt.	E. R. Paul, Acting Auditor. ⊙	F. R. Bothwell, Cashier.	Santa Fe, N.M.
New Orleans & North Eastern R.R.	*See Queen & Crescent Route.*			
New Orleans & North-western R.R.	B. H. Payne, Gen. Pas. Agt. ⊙	S. B. Schuyler, Gen. Auditor.	F. M. Hickman, Treasurer.	St. Louis, Mo.
New Orleans Great North. R.R.	G. B. Auburtin, Asst. G. F. & P. A.		*Pay by voucher.*	New Orleans, La.
"		C. J. Wade, Auditor. ⊙	Remit to C. K. Mullings, Asst. T.	Bogalusa, La.
New Orl. Mobile & Chicago R.R.	W. L. O'Dwyer, Gen. Pas. Agt.	H. M. Hood, Auditor.	G. W. Crary, Treasurer.	Mobile, Ala.
Newport & Wick. R.R. and S.B. Line	*See N. Y. N. H. & H. R.R.*	*and New England Nav. Co.*		
New York & Cuba Mail S.S. Co.	Hy. E. Cabaud, Gen. Agent.	Hy. E. Cabaud, Gen. Agent. ⊙	W. D. Macy, Asst. Treas.	Pier 14, E.R., N.Y.
New York & Long Branch R.R.	Rufus Blodgett, Supt.	T. D. Maurer, Auditor.	*Pay by voucher.*	Long Branch, N.J.
"			*Remit to* G. O. Waterman, Treas.	143 Liberty St., N.Y.
New York & Ottawa Ry.	H. K. Gays, G. P. A.			Ottawa, Ont.
"		J. L. Ferris, Aud. Pas. Accts.	E. L. Rossiter, Treasurer.	New York City.
New York & Porto Rico S.S. Co.	M. Seckendorf, Gen. Pas. Agt.	M. Seckendorf, Gen. Pas. Agt.	W. C. Peek, Asst. Treasurer.	12 Broadway, N.Y.
N. Y. Central & Hud. River R.R.	J. F. Fairlamb, Gen. Pas. Agt.	J. L. Ferris, Aud. Pas. Accts. ⊙	E. L. Rossiter, Treasurer.	New York City.
New York, Chic. & St. Louis R.R.	B. F. Horner, Gen. Pas. Agt. ⊙	Henry V. Fountain, Auditor.	H. Hammersley, Local Treas.	Cleveland, O.
New York, N. Haven & Hart. R.R.	A. B. Smith, Gen. Pas. Agt.	H. W. Snow, Aud. Pas. Rcpts. ⊙	*Remit to* A. S. May, Treas.	New Haven, Conn.
New York, Ontario & Western Ry.	J. C. Anderson, Traffic Mgr. ⊙	H. A. Hughson, Traffic Acct.	*Remit to* R. D. Rickard, Treas.	56 Beaver St., N.Y.
"	Jas. R. Dunbar, Gen. Pas. Agt.		*Pay by voucher.*	56 Beaver St., N.Y.
New York, Phila. & Norfolk R.R.	R. B. Cooke, Traffic Mgr.			Norfolk, Va.
"		H. C. Carlile, Auditor. ⊙	H. C. Carlile, Auditor.	26 So. 15th St., Phila., Pa.
New York, Susq. & Western R.R.	R. H. Wallace, G. P. A. ⊙	F. A. Clark, Auditor of Traffic	D. W. Bigoney, Treasurer.	New York City.
New York Transfer Co.	F. K. Waller, Auditor.	F. K. Waller, Auditor.	W. H. Woolverton, Treasurer.	1354 Broadway N.Y.
"	S. W. F. Draper, Gen. Mgr. ⊙			1354 Broadway, N.Y.
Niagara Gorge R.R. (Electric).	B. L. Jones, General Manager	C. E. Candee, G. T. A. & Acct.	*Remit to* B. L. Jones, Treas.	Niagara Falls, N.Y.
"	C. E. Candee, G. T. A & Acct.		*Pay by voucher.*	Niagara Falls, N.Y.
Niagara Navigation Co. (Limited).	R. H. McBride, Pas. Agent.	R. H. McBride, Pas. Agent.	R. H. McBride, Treasurer.	Toronto, Can.
Norfolk & Southern Ry.	H. C. Hudgins, G.F. & P.A. ⊙	W. L. Bird, Auditor.	*Remit to* W. L. Bird, Aud.	Norfolk, Va.
"			*Draw on* M. Manly, Treas.	Norfolk, Va.
Norfolk & Washington Stbt. Co.	W. H. Callahan, Gen. Pas Agt.	J. G. Williams, Auditor. ⊙	*Remit to* O. S. Smith, Treas.	Washington, D.C.
"			*Pay by voucher.*	
Norfolk & Western Ry.	W. B. Bevill, Gen. Pas. Agt. ⊙	Walter Macdowell, Aud. Rcpts.	Jos. B. Lacy, Treasurer.	Roanoke, Va.
Northern Alabama Ry.	S. H. Hardwick, P. T. M.	A. H. Plant, Comptroller.	H. C. Ansley, Treasurer.	Washington, D.C.
"	H. F. Cary, G. P. A. ⊙			Washington, D.C.
Northern Central Ry.	James R. Wood, P. T. M.	A. J. Gillingham, Aud. Pas. Rcpts.	*See Pennsylvania R.R.*	Philadelphia, Pa.
"	Geo. W. Boyd, G. P. A. ⊙			Philadelphia, Pa.
Northern Michigan Transp. Co.	J. C. Conley, G. F. & P. A. ⊙	J. C. Conley, G. F. & P. Agt.	J. C. Conley, Treasurer.	Chicago, Ill.
Northern Nav. Co. of Ont. (Ltd.).	H. H. Gildersleeve, Manager.			Sarnia, Ont.
"		C. A. Macdonald, Compt'r. ⊙	C. E. Stephens, Treasurer.	Collingwood, Ont.
Northern Ohio Ry.	*See Lake Erie & Western R.R., but report separately.*			
Northern Pacific Ry.	A. M. Cleland, Gen. Pas. Agt.	Geo. Sherriff, Aud. Pas. Rcpts. ⊙	C. A. Clark, Treasurer.	St. Paul, Minn.
Northern S.S. Co.	W. M. Lowrie, Gen. Pas. Agt.			379 Broadway, N.Y.
"		F. C. Cruger, Manager ⊙	F. C. Cruger, Manager.	Buffalo, N.Y.
North-Western Line:		*Report ticket proportions to*	*C. & N.-W. Ry. Co. when route*	*over the system com-*
Chicago & North-Western Ry.		*mences with C. & N.-W.*	*Ry.; and to C. St. P. M. & O.*	*Ry. Co. when route*
Chic. St. Paul, Minn. & Om. Ry.		*commences with that road.*		
Northwestern Pacific R.R.	J. J. Geary, G. F. & P. A.	Thos. Mellersh, Comptroller.	J. B. Doyle, Cashier.	San Francisco, Cal.
Norwich Line.	*See New England Nav. Co.*			
Ocean Steamship Co. of Savannah		M. B. Nichols, Auditor Traffic	W. C. Askew, Treasurer.	Savannah, Ga.
"	J. C. Horton, P. T. M. ⊙			Pier 35, N.R., N.Y.
Oceanic Steamship Co.	L. F. Cockroft, G. P. Agt. ⊙	L. F. Cockroft, Gen. Pas. Agt.	J. D. Spreckels & Bros. Co., G.A.	San Francisco, Cal.
Ohio Electric Ry. Co.	W. S. Whitney, G. P. A.	M. W. Glover, Auditor.	F. A. Healy, Treasurer.	Cincinnati, O.
Oklahoma Central Ry.	B. M. Haile, Traffic Manager.	G. H. Parker, Auditor. ⊙	*Remit to* Treas. O. C. Ry. Co.	Purcell, Okla.
"			*Draw on* G. H. Parker, Aud.	Purcell, Okla.
Old Dominion Line.	J. J. Brown, Gen. Pas. Agt. ⊙	E. E. Palen, Auditor.	*Remit to* Downer Adams, Treas.	81-85 Beach St., N.Y.
"			*Pay by voucher.*	
Ontario Car Ferry Co., Ltd.	Geo. W. Vaux, G. P. A. (Northbound)	Geo. B. Filgiano, Aud. Pas. Rcpts. ⊙	Frank Scott, Treas. G. T. Ry.	Montreal, Can.
"	H. E. Huntington, Gen. Pas. Agent (Southbound).			Rochester, N.Y.
Orange & Northwestern R.R.	F. H. Golden, G. F. & P. A.	L. E. Stafford, Auditor. ⊙	L. E. Stafford, Auditor.	Orange, Tex.
Oregon & Eureka R.R.	H. L. Walden, G. F. & P. A.	H. Trinwith, Auditor.	G. W. Fenwick, Treasurer.	Eureka, Cal.
Oregon R.R. & Navigation Co.	Wm. McMurray, Gen. Pas. Agt.	Ralph Blaisdell, Auditor ⊙	*Remit to* R. Lea Barnes, Asst. Treas.	Portland, Ore.
"			*Draw on* Ralph Blaisdell, Aud.	Portland, Ore.
Oregon Short Line R.R.	D. E. Burley, Gen. Pas. Agt.	C. J. McNitt, Auditor. ⊙	C. H. Jenkinson, Asst. Treas.	Salt Lake City, Utah

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Orford Mountain Ry	A. C. Lytle, G. F. & P. A...⊙	A. C. Lytle, G. F. & P. A...⊙		Eastman, Que.
"			G. Stevens, Treasurer	Waterloo, Que.
Ottawa & New York Ry	H. K. Gays, Gen. Pas. Agt.			Ottawa, Ont.
"		J. L. Ferris, Aud. Pas. Accts.	E. L. Rossiter, Treasurer	New York City.
Pacific Coast Ry. }	C. D. Dunann, Gen. Pas. Agt.			San Francisco, Cal.
Pacific Coast S.S. Co. }		J. W. Smith, General Auditor.	O. H. Cline, Cashier	Seattle, Wash.
Pacific Mail Steamship Co	A. G. D. Kerrell, Gen. Pas. Agt.	H. E. A. Railton, Auditor..⊙	M. B. Wallach, Asst. Treas.	San Francisco, Cal.
Paragould South-eastern Ry	E. W. La Beaume, G. P. & T. A.⊙	S. C. Johnson, Gen. Auditor	G. K. Warner, Treasurer	St. Louis, Mo.
Pecos & Northern Texas Ry	J. Brinker, G. F. & P. A.	A. E. Meyer, Auditor.....⊙	J. N. Freeman, Treasurer	Amarillo, Tex.
Peninsular & Occidental S.S. Co.	Paul J. Saunders, Traf. Agt.⊙	Roy Rainey, Auditor	H. E. Osborne, Cashier	Jacksonville, Fla.
Pennsylvania Company	Samuel Moody, Gen. Pas. Agt.	C. S. Covert, Aud. Pas. Rcpts.	T. H. B. McKnight, Treas.	Pittsburgh, Pa.
Pennsylvania R.R.	James R. Wood, P. T. M.	A. J. Gillingham, Aud. Pas. Rcpts.	J. F. Fahnestock, Treasurer	Philadelphia, Pa.
"	Geo. W. Boyd, Gen. Pas. Agt.⊙			Philadelphia, Pa.
People's Line (Hudson River)	*See Hudson Navigation Co.*			
Peoria Ry. Terminal Co.	E. A. Burrill, General Manager	R. H. Hardin, Auditor.....⊙	E. A. Burrill, General Manager.	Peoria, Ill.
Peoria & Pekin Union Ry	H. K. Pinkney, President	H. K. Pinkney, President	J. F. Kiefer, Treasurer	Peoria, Ill.
Pere Marquette R.R.	H. F. Moeller, Gen. Pas. Agt.⊙	C. S. Sikes, Aud. Traf. Accts.	J. E. Howard, Treasurer	Detroit, Mich.
Perkiomen R.R.	Edson J. Weeks, G. P. Agt.⊙	L. Snowden, Aud. Pas. Traf.	H. E. Paisley, Treasurer	Philadelphia, Pa.
Philadelphia & Reading Ry	Edson J. Weeks, G. P. Agt.⊙	L. Snowden, Aud. Pas. Traf.	H. E. Paisley, Treasurer	Philadelphia, Pa.
Philada. Baltimore & Wash. R.R.	James R. Wood, P. T. Mgr.	A. J. Gillingham, Aud. Pas. Rcpts.	*See Pennsylvania R.R*	Philadelphia, Pa.
"	Geo. W. Boyd, Gen. Pas. Agt.⊙			Philadelphia, Pa.
Philada. Newtown & N.Y. R.R.	Edson J. Weeks, G. P. Agt.⊙	L. Snowden, Aud. Pas. Traf.	H. E. Paisley, Treasurer	Philadelphia, Pa.
Phœnix & Eastern R.R.	R. S. Stubbs, G. P. A.	R. S. Stubbs, G. P. A.	C. E. Walker, Treasurer	Tucson, Ariz.
"		J. C. Vinson, Auditor.....⊙		Tucson, Ariz.
Pierre, Rapid City & N.W. Ry.	*Include in report to C. & N. W. Ry. Co.*			
Pine Bluff & Western R.R.	Geo. W. Housley, G. P. Agt.	H. P. Holt, Auditor.....⊙	S. E. Dillon, Acting Treasurer	Hot Springs, Ark.
Pittsburgh & Lake Erie R.R.	L. A. Robison, Gen. P. Agt..⊙	H. M. Smith, Aud. Pas. Accts.	John G. Robinson, Treasurer	Pittsburgh, Pa.
Pitts. Char. & Youghiogheny. Ry.	R. T. Hill, Sec'y and Acct..⊙	R. T. Hill, Secretary and Acct.	T. H. B. McKnight, Treasurer	Pittsburgh, Pa.
Pitts. Cin. Chic. & St. Louis Ry.	*Include in report to Pennsylvania Company.*			
Pittsburg, Lisbon & Western R.R.	C. Z. Hughes, Traffic Mgr..⊙			Lisbon, O.
"		R. L. Porter, Auditor	J. G. Stidger, Cashier	Pittsburg, Pa.
Pittsburg, Shawmut & North. R.R	Joseph T. Odell, G. F. & P. A.	H. S. Hastings, Auditor....⊙	G. F. Kinsella, Cashier	St. Mary's, Pa.
Pitts. Summerville & Clarion R.R.	C. F. Heidrick, Prest.....⊙	C. F. Heidrick, Prest.	C. F. Heidrick, Prest.	Clarion, Pa.
Prince Edward Island Ry	W. T. Huggan, Acct. and Aud.	W. T. Huggan, Acct. and Aud.	*Remit to* W. T. Huggan, A. & A.	Charlottetown, P.E.I.
"			*Pay by voucher.*	
Pullman Company	H. P. Clements, Gen. Tk. Agt.⊙	G. H. Crockett, Ticket Auditor	L. S. Taylor, Treasurer	Chicago, Ill.
Quebec & Lake St. John Ry	Guy Tombs, G. F. & P. Agt.			Montreal, P.Q.
"		W. A. Kingsland, Auditor		Quebec, P.Q.
"			J. D. Morton, Gen. Auditor	Toronto, Ont.
Quebec Central Ry	E. O. Grundy, G. F. & P. Agt.⊙	T. J. Maguire, Accountant	W. S. Fry, Treasurer	Sherbrooke, P.Q.
Quebec, Montreal & Southern Ry.	D. I. Roberts, G. F. & P. A.			Montreal, P.Q.
"		J. B. Brownell, Aud. of Rev.	*Pay by voucher*	Albany, N.Y.
"			C. A. Walker, Treasurer	New York City.
Queen & Crescent Route—				
Alabama Great Southern R.R.	W. C. Rinearson, G. P. Agt.⊙	M. F. Molloy, Comptroller	Chas. Patton, Asst. Treasurer.	Cincinnati, O.
Cin. N. Orleans. & Tex. Pac. Ry.	W. C. Rinearson, G. P. Agt.⊙	M. F. Molloy, Comptroller	Chas. Patton, Treasurer	Cincinnati, O.
N. O. & N. E. R.R., A. & V. Ry., V. S. & P. Ry. }	Geo. H. Smith, Gen. Pas. Agt.⊙	H. H. LeRoy, Asst. Compt.	Henry W. Wenham, Treasurer	New Orleans, La.
Quincy, Omaha & Kansas City R.R	A. J. Bandy, Gen. F. & P. Agt.	W. S. Thompson, Auditor	W. P. Smith, Cashier	Kansas City, Mo.
Rapid City, Black Hills & West. R.R.	W. E. Moore, Gen. Manager.	F. E. Wilkin, Auditor	F. E. Wilkin, Auditor	Rapid City, S.D.
Raquette Lake Ry	J. F. Fairlamb, Gen. Pas. Agt	J. L. Ferris, Aud. Pas. Accts.	Karl A. Heine, Treasurer	New York.
Raquette Lake Transportation Co.	J. F. Fairlamb, Gen. Pas. Agt	J. L. Ferris, Aud. Pas. Accts.	Karl A. Heine, Treasurer	New York.
Reid Newfoundland Co	J. W. N. Johnstone, G. P. A.⊙	H. M'Neil, Auditor	H. D. Reid, Treasurer	St. John's, N.F.
Richelieu & Ontario Navigation Co	Thomas Henry, Traf. Mgr.	M. Cussen, Aud. Pas. Rcpts.⊙	J. A. Villeneuve, Treasurer	P.O Box 1169, Montreal, P.Q.
Richmond, Fredericks. & Pot. R.R.	W. P. Taylor, Traffic Manager.	J. E. Cox, Auditor.....⊙	W. D. Duke, Treasurer	Richmond, Va.
Rio Grande Southern R.R.	S. K. Hooper, G. P. & T. A.	F. C. Krauser, Auditor.....⊙	J. W. Gilluly, Treasurer	Denver, Colo.
Rockport, Langdon & Northern Ry.	W. E. Giermann, Gen. Mgr.	*Include in report to C. B. & Q. R.R.*		Rockport, Mo.
Rutland R.R.	F. E. Barbour, Gen. Pas. Agt.	M. H. Chamberlin, Auditor.⊙	*Pay by voucher*	Rutland, Vt.
"			*Remit to* E. L. Rossiter, Treas.	Grand Central Station, N.Y.
St. Johnsbury & Lake Champ. R.R	C. M. Burt, Gen. Pas. Agt..⊙	W. H. Young, Aud. Pas. Accts	H. E. Fisher, Asst. Treas.	Boston, Mass.
St. Joseph & Grand Island Ry.	S. E. Stohr, Gen. F. & P. Agt.	C. T. Schreiber, Act. Aud. & Cash.⊙	C. T. Schreiber, Act. Aud. & Cash.	St. Joseph, Mo.
St. Lawrence & Adirondack Ry.	J. F. Fairlamb, Gen. Pas. Agt	J. L. Ferris, Aud. Pas. Accts.	E. L. Rossiter, Treasurer	New York City.
St. Lawrence River Steamboat Co	H. B. Mills, Gen. Pas. Agt.			Clayton, N.Y.
"		Geo. Bawden, Treasurer....⊙	Geo. Bawden, Treasurer	Kingston, Ont.
St. Louis & Hannibal Ry.	H. M. Modisett, G. F. & P. Agt.	J. M. Worland, Auditor.....⊙	J. M. Worland, Auditor	Hannibal, Mo.
St. Louis & San Francisco R.R.	A. Hilton, Gen. Pas. Agent.	T. J. Heath, Aud. Tkt. Accts.⊙	F. H. Hamilton, Treasurer	St. Louis, Mo.
St. Louis, Brownsville & Mex. Ry.	Wm. Doherty, Traffic Mgr..⊙	O. H. Nance, Auditor	O. H. Nance, Treasurer	Kingsville, Tex.
St. Louis, El Reno & Western Ry.	J. J. Gibson, G. F. & P. A..⊙	H. B. Herendeen, Auditor	*St. L. El R. & West. Ry. Co.*	Ft. Smith, Ark.
St. Louis, Kansas City & Col. R.R.	Jno. Sebastian, P. T. M.	A. Hermany, Aud. Pas. Traf.	Geo. H. Crosby, Treasurer	Chicago, Ill.
St. Louis, San Francisco & Texas Ry.	C. W. Strain, Gen. Pas. Agt.	E. B. Pierce, Auditor.....⊙	L. O. Williams, Treasurer	Fort Worth, Tex.
St. Louis South-western Ry.	E. W. La Beaume, G. P. & T. A.⊙	S. C. Johnson, General Auditor	Geo. K. Warner, Treasurer	St. Louis, Mo.
St. Louis So. West. Ry. of Texas	J. F. Lehane, Gen. Pas. Agt.⊙	R. D. Cobb, Auditor	J. W. Hogan, Treasurer	Tyler, Tex.
St. Louis, Watkins & Gulf Ry.	D. Jacobs, G. F. & P. A.	W. E. Lee, Auditor.....⊙	P. E. Chavanne, Asst. Treas.	Lake Charles, La.
San Antonio & Aransas Pass Ry.	G. F Lupton, Gen. Pas. Agt.⊙	J. W. Terry, Auditor	E. C. Tarrant, Treasurer	San Antonio, Tex.
San Francisco & Portland S.S. Co.	A. G. D. Kerrell, Gen. Pas. Agt	H. E. A. Railton, Auditor	M. B. Wallach, Treasurer	San Francisco, Cal.
San Pedro, Los Ang. & Salt Lk. R.R	T. C. Peck, Gen. Pas. Agt.	H. I. Bettis, Auditor.....⊙	William H. Leete, Treasurer	Los Angeles, Cal.
Santa Fe, Prescott & Phœnix Ry.	Paul P. Hastings, G. F. & P. A	Geo. C. West, Auditor.....⊙	Wallace Fairbank, Sec'y & Treas.	Prescott, Ariz.
Seaboard Air Line Ry.	C. B. Ryan, Gen. Pas. Agent.⊙	T. H. Wright, Aud. Pas. Rcpts.	R. L. Nutt, Treasurer	Portsmouth, Va.
Sierra Ry. of California	S. H. Smith, Traffic Manager.	C. N. Hamblin, Auditor.....⊙	*Remit to* S. D. Freshman, Treas.	Jamestown, Cal.
"			*Pay by voucher*	
Silver Lake Ry.	L. S. Ward, Treasurer.....⊙	L. S. Ward, Treasurer	L. S. Ward, Treasurer	Rochester, N.Y.
Somerset Ry.	F. E. Boothby, Gen. Pas. Agt.	L. F. Tobie, Aud. Pas. Accts.⊙	Geo. W. York, Treasurer	Portland, Me.
Sonora Ry.	H. Lawton, G. F. & P. A.	J. C. Vinson, Auditor.....⊙	Chas. E. Walker, Cashier	Tucson, Ariz.
South Dakota Central Ry.	F. I. Cummins, Traffic Mgr.	A. E. Patterson, Auditor.....⊙	A. E. Patterson, Auditor	Sioux Falls, S.D.
Southern Indiana Ry.	H. P. Radley, G. F. & P. Agt.	D. M. Cameron, Aud. for Rec'r.	E. F. Young, Treas. for Rec'r.	Chicago, Ill.
Southern Kansas Ry. of Texas	J. Brinker, G. F. & P. A	A. E. Meyer, Auditor.....⊙	J. N. Freeman, Treasurer	Amarillo, Tex.
Southern Pacific Co. (Pacific System	Chas. S. Fee, P. T. M.	G. E. Bissonnet, Aud. Pas. Accts.⊙	C. H. Redington, Asst. Treas.	San Francisco, Cal.
Southern Pacific Co. (Atl. S.S. L.)—				
New York & New Orleans Service	L. H. Nutting, Gen. Pas. Agt.	W. C. Parker, Auditor.....⊙	A. K. Van Deventer, Treas.	New York City.
New Orleans & Havana Service	J. H. R. Parsons, Gen. Pas. Agt.			New Orleans, La.
"		W. C. Parker, Auditor.....⊙	A. K. Van Deventer, Asst. Treas.	New York City.
Southern Pacific R.R. Co. of Mexico	H. Lawton, G. F. & P. A.			Guaymas, Mex.
"		J. C. Vinson, Auditor.....⊙	*Remit to* C. E. Walker, Asst. Treas.	Tucson, Ariz.
"			*Draw on* J. C. Vinson, Auditor	Tucson, Ariz.

⊙ Designates the officer in charge of Claims in the Passenger Department for Short Proportions, Erroneous Divisions, etc.

NAMES OF LINES.	NAME OF OFFICIALS IN CHARGE OF GENERAL TICKET AND PASSENGER DEPARTMENTS.	NAME OF OFFICIALS TO WHOM TICKET REPORTS SHOULD BE ADDRESSED.	NAME OF OFFICIALS TO WHOM REMITTANCES FOR BALANCES SHOULD BE MADE AND ON WHOM DRAFTS FOR BALANCES SHOULD BE DRAWN.	ADDRESS.
Southern Ry.	S. H. Hardwick, P. T. M.	J. J. Wingfield, Aud. Pas. Acct.	H. C. Ansley, Treasurer	Washington, D.C.
"	H. F. Cary, Gen. Pas. Agt. ⊙			Washington, D.C.
Southern Ry. in Mississippi	Jno. M. Beall, Gen. Pas. Agt.			St. Louis, Mo.
"		W. S. Cooke, Auditor	Henry Tacon, Asst. Treas.	Mobile, Ala.
Spokane & Inland Empire R.R.	Waldo G. Paine, Traffic Mgr.	I. A. Pedersen, Aud. Rcpts. ⊙	H. B. Ferris, Treasurer	Spokane, Wash.
Spokane, Portland & Seattle Ry.	H. M. Adams, G. F. & P. A.	E. Askevold, Auditor ⊙	M. P. Martin, Asst. Treasurer.	Portland, Ore.
Staten Island Rapid Transit Ry.	Geo J. Brown, G. T. Agt. ⊙	Geo. J. Brown, Auditor	W. B. Foster, Asst. Treasurer.	New York City.
Stephenville, North & So. Tex. Ry.	W. G. Little, Traffic Manager.	W. G. Little, Auditor ⊙	W. S. Watson, Treasurer	Stephenville, Tex.
Stony Creek R.R.	Edson J. Weeks, Gen. Pas. Agt. ⊙	L. Snowden, Aud. Pas. Traf.	H. E. Paisley, Treasurer	Philadelphia, Pa.
Susquehanna & New York R.R.	P. M. Newman, Gen. Mgr.	J. M. Rhen, Gen. Auditor ⊙	J. M. Rhen, Chief Accountant.	Williamsport, Pa.
Tallassee & Montgomery Ry.	*See Atlanta & West Point*	*R.R., but report separately.*		
Temiskaming & North. Ont. Ry.	J. H. Black, Superintendent.	W. A. Griffin, Traffic Acct. ⊙	*Pay by voucher*	North Bay, Ont.
"			*Remit to* A. J. McGee, Treas.	Toronto, Ont.
Texas & New Orleans R.R.	Joseph Hellen, Gen. Pas. Agt.	F. J. Cox, Aud. Pas. Accts. ⊙	B. C. Cushman, Treasurer	Houston, Tex.
Texas & Pacific Ry.	E. P. Turner, Gen. P. & T. Agt. ⊙	R. Fenby, Auditor	Lewis S. Smith, Asst. Treasurer	Dallas, Tex.
Texas Central R.R.	W. F. McMillin, G. F. & P. A. ⊙	S. H. McCartney, Auditor	S. H. McCartney, Auditor	Waco, Tex.
Texas Mexican Ry.	C. M. Fish, G. F. & P. Agt. ⊙	R. L. Woodul, Auditor	J. F. Boniger, Treasurer	Laredo, Tex.
Texas Midland R.R.	F. B. McKay, G. F. & P. Agt. ⊙	T. E. Corley, Auditor	T. E. Corley, Auditor	Terrell, Tex.
Thousand Islands Steamboat Co.	H. B. Mills, Gen. Pas. Agt.			Clayton, N.Y.
"		Geo. Bawden, Treas. ⊙	Geo. Bawden, Treas.	Kingston, Ont.
Tidewater & Western R.R.	F. B. Grigg, G. F. & P. A. ⊙	R. W. Duffer, Auditor	G. M. Wilson, Treasurer	Richmond, Va.
Toledo & Ohio Central Ry.	Moulton Houk, Gen. Pas. Agt.	J. Landgraf, Jr., Auditor ⊙	L. D Kelley, Treasurer	Toledo, O.
Toledo & Western R.R.	C. T. Chapman, Traffic Mgr. ⊙	H. S. Swift, Auditor	H. S. Swift, Auditor	Toledo, O.
Toledo, Peoria & Western Ry.	G. W. Winters, G. P. Agent. ⊙	R. S. Hay, Auditor	F. L. Fox, Treasurer	Peoria, Ill.
Toledo, St. Louis & Western R.R.	R. J. McKay, Gen. Pas. Agt.	F. B. Smith, Aud. Pas. Accts. ⊙	H. E. R. Wood, Asst. Treas.	Chicago, Ill.
Tonopah & Goldfield R.R.	W. D. Forster, Traffic Mgr.	A. J. Lyon, Auditor ⊙	W. W. Charles, Asst. Treas.	Tonopah, Nev.
Tonopah & Tidewater R.R.	W. R. Alberger, Traffic Mgr.	B. W. Fernald, Auditor ⊙	C. R. Dudley, Cashier	Los Angeles, Cal.
Toronto, Hamilton & Buffalo Ry.	F. F. Backus, Gen. F. & P. Agt.			Hamilton, Ont.
"	H. J. Broderick, Ticket Acct ⊙	F. O. Waldo, Auditor	J. E. Griffiths, Local Treasurer	Detroit, Mich.
Toyo Kisen Kaisha (Oriental S.S. Co)	W. H. Avery, Asst. G. M. ⊙	W. H. Avery, Asst. G. M.	W. H. Avery, Asst. G. M.	San Francisco, Cal.
Trinity & Brazos Valley Ry.	W. C. Conner, Jr., G. F. & P. A.	L. H. Attwell, Jr., Sec'y & Aud.	G. A. Gandre, Treasurer	Houston, Tex.
Tuckerton R.R.	John C. Price, Supt. ⊙	John C. Price, Superintendent.		Tuckerton, N.J.
"			Richard Ashhurst, Treasurer.	Philadelphia, Pa.
Tuskegee R.R.	*See Atlanta & West Point*	*R.R., but report separately.*		
Ulster & Delaware R.R.	N. A. Sims, Gen. F. & P. Agt. ⊙	R. B. Jones, Auditor	H. S. Coykendall, Treasurer.	Kingston, N.Y.
Unadilla Valley Ry.	H. A. Brome, G. F. & P. Agt. ⊙	H. A. Brome, Gen. F. & P. Agt.	Wirt Howe, Treasurer	New York City.
Union Pacific R.R.	E. L. Lomax, Gen. Pas. Agent.	F. B. Southard, Aud. Pas. Acc. ⊙	W. H. Sanford, Loc. Treasurer	Omaha, Neb.
Union Transfer Co.	J. P. Murphy, Auditor ⊙	J. P. Murphy, Auditor	W. J. Crout, Treasurer	Philadelphia, Pa.
United Fruit Co.'s S.S. and Rys.	Geo. O. Somers, Gen. Traf. Mgr.			17 Battery Pl., N.Y.
"		M. J. Dempsey, A. G. T. M. ⊙	Cashier U. F. Co.	New Orleans, La.
"		F. Field, Manager ⊙	Cashier U. F. Co.	Boston, Mass.
"		B. De Montemar, D. T. A. ⊙	Cashier U. F. Co.	Pier 1, N.R., N.Y.
"		R. J. Watson, Manager ⊙	Cashier U. F. Co.	Philadelphia, Pa.
"		C. C. Buckman, Manager ⊙	Cashier U. F. Co.	Baltimore, Md.
"		T. W. White, D. T. A. ⊙	Cashier U. F. Co.	Mobile, Ala.
U. S. & Dominion Trans. Co.	J. J. Cheeseman, Traffic Mgr.	J. J. Cheeseman, Traffic Mgr.		Chicago, Ill.
"			J. Coventry, Div. Supt.	Duluth, Minn.
United Verde & Pacific Ry.	J. W. Sharp, Gen. F. & P. Agt.	J. W. Sharp, Auditor	*Remit to* J. W. Sharp, Aud.	Jerome, Ariz.
"			*Pay by voucher.*	
Vandalia R.R.	E. A. Ford, P. T. M.			Pittsburg, Pa.
"	J. M. Chesbrough, G. P. A. ⊙			St. Louis, Mo.
"		J. E. Merion, Auditor	R. B. Thompson, Asst. Treas.	Terre Haute, Ind.
Virginia & Southwestern Ry.	W. E. Allen, G. F. & P. Agt. ⊙	H. W. Oliver, Auditor	H. W. Oliver, Asst. Treas.	Bristol, Tenn.-Va.
Virginia Navigation Co.	J. J. Brown, Gen. Pas. Agt. ⊙	E. E. Palen, Auditor	*Remit to* Downer Adams, Treas.	81 Beach St., N.Y. City.
"			*Pay by voucher.*	
Virginian Ry.	S. M. Adsit G. F. & P. A.	F. C. Uhlman, Auditor ⊙	John J. Corell, Asst. Treas.	Norfolk, Va.
Wabash R.R.	J. D. McNamara, G. P. Agent.	S. J. Parks, Aud. Pas. Accts. ⊙	F. L. O'Leary, Treasurer	St. Louis, Mo.
Wabash, Chester & Western R.R.	W. S. Easton, Gen. F. & P. A. ⊙	C. E. Kingsbury, Auditor	C. B. Cole, Treasurer	Chester, Ill.
Wabash Pittsburgh Terminal Ry.	R. F. Kelley, Gen. Pas. Agt.			Cleveland, O.
"		F. B. Brown, Auditor ⊙	H. C. Moore, Treasurer	Pittsburg, Pa.
Wadley Southern Ry.	H. A. Jordan, Gen. Pas. Agt.			Swainsboro, Ga.
"		W. D. Beymer, Auditor ⊙	W. C. Askew, Treasurer	Savannah, Ga.
Wallkill Valley R.R.	J. F. Fairlamb, Gen. Pas. Agent	J. L. Ferris, Aud. Pas. Accts. ⊙	*Draw and settle in same draft as for N. Y. C. & H. R. R. R.*	New York City.
Washington, Balt. & Annap. El. Ry.	C. F. Gladfelter, Gen. Pas. Agt.	C. F. Gladfelter, Sec'y & Treas.	C. F. Gladfelter, Sec'y & Treas.	Baltimore, Md.
Washington County Ry.	F. E. Boothby, Gen. Pas. Agt	LeRoy F. Tobie, Aud. Pas. Accts. ⊙	George W. York, Treasurer	Portland, Me.
Washington Southern Ry.	W. P. Taylor, Traffic Mgr.	*Include in report to R. F. & P. R.R.*		Richmond, Va.
Waterloo, Cedar Falls & Nor. Ry.	C. M. Cheney, G. F. & P. A.	E. A. Boggs, Auditor ⊙	E. A. Boggs, Auditor	Waterloo, Ia.
Waynesburg & Washington R.R.	J. W. Renner, Auditor ⊙	J. W. Renner, Auditor	T. H. B. McKnight, Treasurer	Pittsburgh, Pa.
Western Allegheny R.R.	E. D. Comstock, Gen. Pas. Agt.	H. E. Bateman, Auditor	A. H. Eames, Treasurer	Pittsburg, Pa.
Western & Atlantic R.R.	C. E. Harman, Gen. Pas. Agt. ⊙			Atlanta, Ga.
"		C. W. Stevenson, Aud. Receipts.	J. H. Ambrose, Treasurer	Nashville, Tenn.
Western Maryland R.R.	F. M. Howell, G. P. & T. Agt.	Robt. Casson, General Aud. ⊙	J. T. M. Barnes, Treasurer	Baltimore, Md.
Western Ry. of Alabama	J. P. Billups, Gen. Pas. Agt. ⊙	W. H. Smith, Auditor	F. H. Hill, Treasurer	Atlanta, Ga.
West Jersey & Seashore R.R.	Jas. R. Wood, Pas. Traf. Mgr.	A. J. Gillingham, Aud. Pas. Rcts.	*See Pennsylvania R.R.*	Philadelphia, Pa.
"	Geo. W. Boyd, Gen. Pas. Agt. ⊙			Philadelphia, Pa.
West Shore R.R.	J. F. Fairlamb, Gen. Pas. Agt.	J. L. Ferris, Aud. Pas. Accts. ⊙	*Draw and settle in same draft as for N. Y. C. & H. R. R. R.*	New York City.
Wheeling & Lake Erie R.R.	R. F. Kelley, Gen. Pas. Agt.	R. L. Porter, Auditor	J. G. Stidger, Treasurer	Cleveland, O.
Wilkes-Barre & Hazleton Ry.	A. F. Harger, Supt. of Transp. ⊙	C. J. Kirschner, Comptroller	*Remit to* N. C. Yost, Treas.	Hazleton, Pa.
"			Draw on C. J. Kirschner, Compt'r.	Hazleton, Pa.
Williamsport & North Branch R.R.	B. Harvey Welch, Traf. Mgr. ⊙	C. E. Mosser, General Auditor	C. E. Mosser, General Auditor	Hughesville, Pa.
Wisconsin & Michigan Ry.	J. C. Fitzgerald, G. F. & P. A.	F. B. Huntington, Auditor ⊙	M. F. Schulze, Treasurer	Chicago, Ill.
Wisconsin & Northern R.R.	C. H. Hartley, Gen. Mgr. ⊙	C. H. Hartley, Gen. Mgr.	C. H. Hartley, Gen. Mgr.	Oshkosh, Wis.
Wyoming & North-Western Ry.	*Include in report to Chicago & North-Western Ry. Co.*			
Yazoo & Mississippi Valley R.R.	S. G. Hatch, Gen. Pas. Agt.	A. D. Joslin, Aud. Pas. Rcpts. ⊙	O. F. Nau, Local Treasurer	Chicago, Ill.
Zanesville & Western Ry.	Moulton Houk, Gen. Pas. Agt.	J. Landgraf, Jr., Auditor ⊙	*Remit to* L. D. Kelley, Treas.	Toledo, O.
"			*Draw on* J. Landgraf, Jr., Aud.	Toledo, O.

⊙ Designates the officer in charge of Claims in the Passenger Department for Short Proportions, Erroneous Divisions, etc.

The foregoing is the OFFICIAL LIST corrected and furnished exclusively for "THE OFFICIAL GUIDE."

N.B.—Notice of any change should be sent to—

C. M. BURT, Secretary American Association of General Passenger and Ticket Agents, care Boston & Maine R.R., Boston, Mass.
Or to W. F. ALLEN, MANAGER "THE OFFICIAL GUIDE," 24 Park Place, New York City.

LIST OF CAR DEMURRAGE BUREAUS.

ALABAMA DEMURRAGE AND STORAGE BUREAU.

W. A. Moody, Manager.
L. K. Plosser, Assistant Manager, Birmingham, Ala.

Alabama Great Southern R.R.	Illinois Central R.R.
Atlanta & Birm. Air Line Ry.	Louisville & Nashville R.R.
Atlanta, Birm. & Atlantic R.R.	Mobile & Ohio R.R.
Atlantic Coast Line R.R.	Mobile & Bay Shore R.R.
Birmingham & Atlantic R.R.	Nashville, Chatta. & St. Louis Ry.
Birmingham Belt R.R.	Northern Alabama Ry.
Central of Georgia Ry.	Seaboard Air Line Ry.
Chattanooga Southern R.R.	Southern Ry.
Frisco System.	Western Ry. of Alabama.

Territory covered—State of Alabama and Southern Ry., Columbus and Meridian, Miss.

BALTIMORE AND WASHINGTON CAR DEMURRAGE BUREAU.

A. L. Gardner, Manager, Baltimore, Md.

Baltimore & Ohio R.R.	Emmitsburg R.R.
Northern Central Ry.	Cumberland Valley R.R.
Philadelphia, Balt. & Wash. R.R.	Philadelphia & Reading Ry.
The Electric Express Co. (covering the Washington, Baltimore & Annapolis Electric Ry. Co).	Norfolk & Western Ry.
Western Maryland R.R.	Cumberland & Pennsylvania R.R.
Pennsylvania R.R.	George's Creek & Cumberland R.R.
Maryland Electric Railways Co.	Dry Fork R.R.
Maryland & Pennsylvania R.R.	West Virginia Northern R.R.
Stewartstown R.R.	West Virginia Midland R.R.
	Coal & Coke Ry.

Includes all stations on the above roads in the territory bounded as follows: On the north by the Susquehanna River from Marysville, Pa., to Wrightsville, Pa.; on the east by the Susquehanna River and Chesapeake Bay; on the south by the Potomac River, including the District of Columbia, and thence by a line southwest to Huntington, W.Va.; on the west by the Ohio River to Benwood, W.Va.; on the north by the Pennsylvania State line to a point opposite Rockwood, Pa., and thence by direct line to Marysville, Pa., the place of beginning.

Note.—Except stations on B. & O. R.R. west of Washington, D.C. and Relay, Md.

CANADIAN CAR SERVICE BUREAU.

Organized August 1, 1905.
J. E. Duval, Manager, Board of Trade Building, Montreal, Que.

Members.

Algoma Central & Hudson Bay Ry.	Maine Central R.R. (in Canada).
Bay of Quinte Ry.	Michigan Central R.R. (in Canada).
Boston & Maine R.R. (in Canada).	Montreal Terminal Ry.
Canadian Northern Ontario Ry.	New York Central & Hudson River R.R. (in Canada).
Canadian Northern Quebec Ry.	New York & Ottawa R.R. (in Canada).
Canadian Pac. Ry. Co. (Lines east of Port Arthur, Maine and Vermont).	Niagara, St. Cath. & Toronto Ry.
Central Ontario Ry.	Pere Marquette R.R. (in Canada).
Central Vermont Ry. (in Canada).	Quebec & Lake St. John Ry.
Chatham, Wallaceburg & Lk. Erie Ry.	Quebec Central R.R.
Galt, Preston & Hespeler Ry.	Quebec Ry. Light & Power Co.
Grand Trunk Ry. (in Canada, Maine and Vermont).	Temiscouata Ry.
Hull Electric Ry.	Temiskaming & No. Ontario Ry.
Intercolonial Ry.	Toronto, Hamilton & Buffalo Ry.
Kingston & Pembroke Ry.	Wabash R.R. (in Canada).

Territory embraced—All stations in Canada east of Port Arthur, Detroit and St. Clair Rivers.

CANADIAN CAR SERVICE BUREAU—WESTERN LINES.

H. R. Patriarche, Manager, 101 Bon Accord Bldg, Winnipeg, Manitoba.

Car Service Committee.

H. R. Patriarche, Chairman, 101 Bon Accord Bldg, Winnipeg, Manitoba.
D. C. Coleman, Supt. Car Service, C. P. Ry., Winnipeg, Manitoba.
J. McLellan, Supt. Terminals, C. P. Ry., Winnipeg, Manitoba.
J. P. Driscoll, Supt. Car Service, C. N. Ry., Winnipeg, Manitoba.
A. E. Warren, Superintendent, C. N. Ry., Winnipeg, Manitoba.
F. S. Elliott, Superintendent, G. N. Ry., Grand Forks, N.D.
C. E. Leverich, Superintendent, G. N. Ry., Minot, N.D.

Meetings—Third Wednesday each month.

Territory—C. P. Ry.—Port Arthur to Laggan and Crow's Nest and all branches. Canadian Northern Ry., Alberta Ry. & Irrigation Co., Great Northern Ry.

THE CENTRAL DEMURRAGE AND STORAGE BUREAU.

Organized October 1, 1889.
J. F. Roach, Manager, St. Louis, Mo.

Territory embraced—B. & O. S. W. Ry. Co., East St. Louis, Ill., and all switches and sidings in Illinois, within eight miles of East St. Louis; C. B. & Q. Ry. Co., in Missouri, all stations, St. Louis to Hannibal inclusive; Hannibal to Macon inclusive, and Old Monroe to Mexico inclusive. In Illinois—East St. Louis and all switches and sidings within eight miles of East St. Louis; C. R. I. & P. Ry., all stations and sidings on the St. Louis, Kansas City & Colorado Division, east of and including Versailles, Mo.; C. C. C. & St. L. Ry. Co., East St. Louis, Ill., and all switches and sidings in Illinois within eight miles of East St. Louis; Chicago & Alton Ry. Co., all stations and sidings in Missouri, on main line and branches, Higbee and east thereof; East St. Louis, Ill., and all switches and sidings within eight miles thereof; C. P. & St. L. Ry. Co. of Illinois, East St. Louis, Ill., and all switches and sidings in Illinois within eight miles of East St. Louis; East St. Louis Connecting Ry., East St. Louis, Ill., and all switches and sidings within eight miles of

THE CENTRAL DEMURRAGE AND STORAGE BUREAU—Continued.

East St. Louis; Illinois Central R.R. Co., East St. Louis, Ill., and all switches and sidings in Illinois within eight miles of East St. Louis; Illinois South. R.R., Ste. Genevieve, Mo.; Louisville and Nash. R.R. Co., St. Louis, Mo., East St. Louis, Ill., and all switches and sidings in Illinois within eight miles of East St. Louis; Mo. Pac. Ry. Co., all stations and sidings on main line in Missouri, St. Louis to Sedalia inclusive; J. C. B. L. Branch, Jefferson City to Boonville inclusive; all stations and sidings on Boonville Branch; all stations and sidings on Bagnell Branch; Mobile & Ohio R.R. Co., East St. Louis, Ill., and all switches and sidings in Illinois within eight miles of East St. Louis, Mo. Kan. & Tex. Ry. Co., all stations and sidings in Missouri, St. Louis to Sedalia inclusive; Hannibal to Boonville inclusive; Q. O. & K. C. Ry., Kirksville, Mo.; St. L. I. M. & S. Ry., in Missouri, all stations and sidings on main line and branches except Bird's Point, Mo.; in Illinois, East St. Louis to Bixby, Ill., inclusive; East St. Louis to Thebes, Ill., inclusive; St. L. & S. F. R.R., all stations and sidings in Missouri, St. Louis to Springfield inclusive; Springfield to Thayer inclusive; Chadwick Branch and all switches and sidings on branches north and east of Thayer and Springfield; St. L. Merch. Bridge Terml. Ry. Co., all stations and sidings in Missouri and Illinois; St. Louis Transfer Ry., all stations and sidings in Missouri; St. L. South-western Ry. Co., in Missouri, all stations and sidings on the main line and branches except Bird's Point, Mo.; St. L. M. & S. E. Ry. Co., all stations and sidings on the main line and branches in Missouri; Southern Ry. Co. East St. Louis, Ill., and all switches and sidings in Illinois within eight miles of East St. Louis; Terminal R.R. Assn. of St. Louis, all stations and sidings in the States of Missouri and Illinois; Vandalia R.R., East St. Louis, Ill., to Troy, Ill., inclusive; Wabash R.R., all stations and sidings in Missouri, St. Louis to Moberly inclusive; Moberly to Coatesville inclusive; Moberly to Hannibal inclusive; East St. Louis, Ill., and switches and sidings within eight miles of East St. Louis.

CENTRAL NEW YORK CAR DEMURRAGE BUREAU.

F. A. Kistler, Manager, Van Vechten Hall, 119 State St., Albany, N.Y.

Territory—The territory of the association is hereby defined as follows: Stations designated by the railroads, members of the association, in the central and eastern part of New York State and in the State of Vermont.

CHICAGO DEMURRAGE BUREAU.

C. W. Sanford, Manager, Western Union Building, Chicago, Ill.

Territory—All points within the area bounded by Lake Michigan on the east, Waukegan, Ill., on the north; thence following and including the line of the Elgin, Joliet & Eastern Ry. to and including Porter, Ind.; thence north to Lake Michigan on railroads named below:

Commodities Exempted.

Live Stock and Company Material.

Members of the Bureau.

Atchison, Topeka & Santa Fe Ry.	Chicago, Rock Island & Pacific Ry.
Baltimore & Ohio R.R.	Chicago Terminal Transfer R.R.
Chicago & Alton R.R.	Chicago, West Pullman & South. Ry.
Chicago & Erie R.R.	Elgin, Joliet & Eastern Ry.
Chicago & Eastern Illinois R.R.	Grand Trunk Ry.
Chicago & Northwestern Ry.	Illinois Central R.R.
Chicago & Western Indiana Ry. and the Belt Ry. of Chicago.	Illinois Northern Ry.
Chicago, Burlington & Quincy R.R.	Indiana Harbor Belt R.R.
Chicago, Cincinnati & Louisv. Ry.	Lake Shore & Michigan South. Ry.
Chicago Great Western Ry.	Michigan Central R.R.
Chicago, Indianapolis & Louisv. Ry.	Minneapolis, St. P. & Slt. Ste. M. Ry
Chicago, Indiana & Southern R.R.	Pere Marquette R.R.
Chicago Junction Ry.	Pittsburgh, Cincinnati, Chicago & St. Louis Ry.
Chicago, Lake Shore & Eastern Ry.	Pittsburgh, Ft. Wayne & Chicago Ry.
Chicago, Milwaukee & Gary Ry.	Wabash R.R.
Chicago, Milwaukee & St. Paul Ry.	

CINCINNATI CAR DEMURRAGE BUREAU.

O. G. Fetter, Manager, Room 11, Carew Building, Cincinnati, O.

Territory embraced—North of Ohio River to (not including) Celina, Delphos, Lima and Kenton; east to and including Urbana, Springfield, Washington C. H., Chillicothe, Hamden and Ironton to Belpre, O.; west to the Indiana line.

CLEVELAND CAR DEMURRAGE BUREAU.

W. M. Prall, Commissioner. E. J. Coyne, Manager.
306 Electric Building, Cleveland, O.

Akron & Barberton Belt R.R.	Lake Shore & Mich. Southern Ry.
Ashland & Western Ry.	Lake Erie, Alliance & Wheeling R.R.
Baltimore & Ohio R.R.	Northern Ohio Ry.
Cleveland, Akron & Columbus Ry.	Pennsylvania Co.
Cleve. Cin. Chic. & St. Louis Ry.	Wheeling & Lake Erie R.R.
Erie R.R.	

Territory.

Pennsylvania Co.—Cleveland & Pittsburgh Division—Cleveland to Limaville, inclusive. Tuscarawas Branch—Entire. Eastern Division—Maximo to Crestline, inclusive. Cleveland & Marietta Division—Canal Dover and Valley Junction. T. W. V. & O. Division—Louderville and Vernon. E. & A. Division—P. Y. & A. R.R.—Ashtabula Harbor to Bristolville, inclusive.

(*Continued on following page.*)

CLEVELAND CAR DEMURRAGE BUREAU—Continued.

Baltimore & Ohio R.R.—CLEVELAND DIVISION—C. T. & V. Dist.—Cleveland to Valley Junction, inclusive. CLEVELAND DIVISION—C. L. & W. Dist.—Cleveland to New Philadelphia, inclusive. NEW CASTLE DIVISION—Painesville to Chicago Junction, inclusive. NEWARK DIVISION—Plymouth to Lexington, inclusive.

Lake Shore & Michigan Southern Ry.—TOLEDO DIVISION—Collinwood to Collins inclusive. Sandusky Branch—Amherst to Ceylon, inclusive. EASTERN DIVISION—Nottingham to Conneaut, inclusive. Franklin Branch—Ashtabula Harbor to Simons, inclusive. Youngstown Branch—Williamsfield, Kinsman, Fowler, Tyrrell, Coalburg.

Erie R.R.—MAHONING DIVISION—Cleveland to Phalanx, inclusive. MEADVILLE DIVISION—Braceville to Kent, inclusive. CINCINNATI DIVISION—Tallmadge to Ontario, inclusive.

Cleveland, Cincinnati, Chicago & St. Louis Ry.—CLEVELAND DIVISION—Cleveland to Crestline, inclusive.

Wheeling & Lake Erie R.R.—EASTERN DIVISION—Cleveland to Fresno, inclusive. Carrollton Branch—Entire. TOLEDO DIVISION—New Cumberland to Hartland, inclusive.

Cleveland, Akron & Columbus Ry.—Hudson to Orrville, inclusive.

Akron & Barberton Belt R.R.—Entire.

Northern Ohio Ry.—Akron to Plymouth, inclusive.

Lake Erie, Alliance & Wheeling R.R.—Phalanx to North Benton and Minerva, inclusive.

Ashland & Western Ry.—Entire.

COLORADO DEMURRAGE BUREAU.

W. E. BACKENSTO, Commissioner, Union Depot, Room 2, Denver, Colo.

Atchison, Topeka & Santa Fe Ry.	Missouri Pacific Ry.
Chicago, Burlington & Quincy Ry.	New Mexico Central R.R.
Chicago, Rock Island & Pacific Ry.	Rio Grande Junction Ry.
Colorado & Southern Ry.	Rio Grande Western Ry.
Colorado Midland Ry.	Silverton R.R.
Denver & Rio Grande R.R.	Union Pacific R.R.
Denver, Northwestern & Pacific Ry.	

The territory of the Colorado Car Service Bureau is hereby defined, viz.: Denver and suburbs, Denver Union Stock Yards Burnham, Argo, and all other points, both common and local, reached by the various lines, members of this Bureau, within the borders of the State of Colorado, Cheyenne, Wyo., and such points in New Mexico touched by the Denver & Rio Grande R.R., and Santa Fe, N.M., on the Atchison, Topeka & Santa Fe Ry., all points in New Mexico reached by the Colorado & Southern Ry. and the New Mexico Central R.R.

COLUMBUS CAR DEMURRAGE BUREAU.

J. D. BERRY, Manager, Columbus, O.

Covers Columbus and all junction points within a radius of sixty miles, except Springfield, South Charleston, Urbana and Xenia, and includes Charleston, W.Va., and Kenova, W.Va., Point Pleasant and Galipollis O.

EAST TENNESSEE DEMURRAGE AND STORAGE BUREAU.

H. P. EAGAR, Manager, Chattanooga, Tenn.

Alabama Great Southern Ry.	Knoxville & Augusta R.R
Central of Georgia Ry.	Knoxville & Bristol Ry.
Chattanooga Belt Ry.	Louisville & Nashville R.R
Chattanooga Southern Ry.	Nashville, Chatta. & St. Louis Ry.
Cincin. New Orl. & Tex. Pac. Ry.	Southern Ry.
Harriman & Northeastern R.R.	Tellico Ry.

Territory—Alabama Great Southern R.R.—All stations in States of Tennessee and Georgia. Belt Ry. of Chattanooga—All stations in State of Tennessee. Central of Georgia Ry.—All stations in State of Tennessee. Chattanooga Southern R.R.—All stations in States of Tennessee and Georgia. Cincinnati, New Orleans & Texas Pacific Ry.—All stations in State of Tennessee. Harriman & Northeastern R.R.—All stations in State of Tennessee. Knoxville & Bristol R.R.—All stations in State of Tennessee. Knoxville & Augusta R.R.—All stations in State of Tennessee. Louisville & Nashville R.R.—All stations in State of Tennessee on Knoxville and Atlanta Divisions, and also Middlesborough, Ky., Jellico, Ky., and Middlesborough Belt Ry. Nashville, Chattanooga & St. Louis Ry.—All stations between and including Chattanooga, Tenn., and Chickamauga, Tenn. Southern Ry.—All stations in State of Tennessee on Knoxville and Coster Divisions, including Chattanooga, except Bristol, Tenn.; also Jellico and Middlesborough, Ky., and Middlesborough Belt Ry. and stations on Atlanta Division in State of Tennessee. Tellico Ry.—All stations in State of Tennessee.

ILLINOIS AND IOWA DEMURRAGE BUREAU.

ASHLEY J. ELLIOTT, Manager, Peoria, Ill.

Territory—The State of Illinois (except Chicago and its environs and East St. Louis) and the State of Iowa east of a meridian through Fort Dodge, together with a few stations in Missouri, described as follows: Beginning at the confluence of the Mississippi and Ohio Rivers, thence northeast and north by eastern boundary of Illinois to Elgin, Joliet & Eastern Ry., main line; thence west and north, following circle of Elgin, Joliet & Eastern Ry., not inclusive, to Lake Michigan; thence north to Illinois-Wisconsin State line; thence west on said State line to Mississippi River; thence north by said river to Iowa-Minnesota State line; thence west by Iowa-Minnesota State line to Huntington, Ia.; thence south on Minneapolis & St. Louis R.R. to Estherville, Ia., inclusive; thence southeast by Chicago, Rock Island & Pacific Ry. to Livermore, Ia., inclusive; thence south by Minneapolis & St. Louis R.R. to Des Moines, Ia., inclusive; thence southwest by a line through Winterest, Afton, Diagonal and Blockton, Ia., inclusive, to Iowa-Missouri State

ILLINOIS AND IOWA DEMURRAGE BUREAU—Continued.

line; thence east on Iowa-Missouri State line to Dean, Ia., including Cainsville Branch, Chicago, Burlington & Quincy R.R. in Missouri; thence southeast by Chicago, Burlington & Quincy R.R., K. & W. Division, Dean, Ia., to Alexandria, Mo., inclusive, together with Santa Fe stations east of Hurdland in Missouri; thence south by Chicago, Burlington & Quincy R.R., St. L. K. & N.W. Division, Alexandria, to Moody, Mo., inclusive; thence southeast by Mississippi River to Granite City, Ill., exclusive; thence east by direct line to Troy, Ill., exclusive; thence southwest by direct line to Bixby, Ill., exclusive; thence southeast by Mississippi River to Birds Point, Mo., Cairo, Ill., and East Cairo, Ky., inclusive, at point of beginning.

INDIANA CAR DEMURRAGE BUREAU.

L. H. MUMMERT, Manager, Indianapolis, Ind.

Territory—State of Indiana, except all stations in Indiana on N.Y. C. & St. L. and T. St. L. & W. Rys., and stations north and west of E. J. & E. Ry. which report to the Chicago Car Service Association.

INTERMOUNTAIN DEMURRAGE BUREAU.

C. H. GRIFFIN, Commissioner, Salt Lake City, Utah.

Territory—Bullfrog-Goldfield R.R.—All stations. Las Vegas & Tonopah R.R.—All stations. Nevada & California Ry.—All stations. Oregon Short Line R.R.—All stations, except those located in the State of Montana. Denver & Rio Grande R.R.—All stations west of, but not including Grand Junction, Colo. San Pedro, Los Angeles & Salt Lake R.R.—All stations east of Las Vegas, Nev. Southern Pacific Co.—All stations in Nevada and Utah east of and including Sparks, Nev. Tonopah & Goldfield R.R.—All stations. Union Pacific R.R.—All stations in the State of Utah.

LAKE SUPERIOR DEMURRAGE BUREAU.

JAMES KELLY, Manager, Duluth, Minn.

Territory—The cities of Duluth, Minn., and Superior and West Superior, Wis., and all points within a radius of thirty miles from Duluth, also Cloquet, Scanlon and Carlton, Minn.

LOUISVILLE CAR SERVICE ASSOCIATION.

J. C. LOOMIS, Joint Agent Car Service and Storage Department, Louisville, Ky.

Ashland Coal & Iron Ry.	Kentucky & Ind. Bridge & R.R.
Baltimore & Ohio Southwestern R.R.	Lexington & Eastern Ry.
Chesapeake & Ohio Ry.	Louisville & Atlantic R.R.
Chicago, Indianapolis & Louisv. Ry.	Louisville & Nashville R.R.
Cincinnati, New Orleans & Texas Pacific Ry.	Louisville, Henderson & St. L. Ry.
Cleveland, Cin. Chic. & St. L. Ry.	Nashville, Chattanooga & St. L. Ry.
Frankfort & Cincinnati Ry.	Pittsburgh, Cin. Chic. & St. L. Ry.
Illinois Central R.R.	Southern Ry.

Territory embraced: State of Kentucky.

MEMPHIS DEMURRAGE AND STORAGE BUREAU.

Organized January 1, 1890.

J. H. SULLIVAN, Manager, Memphis, Tenn.

Territory—Chicago, Rock Island & Pacific Ry.—Memphis, Tenn. Dyersburg Northern R.R.—All stations. Illinois Central R.R.—All stations, main line and branches, Pierce and McConnell, Tenn., to Duck Hill, Miss., inclusive. Birmingham Division—Corinth to Wamba Pit, Miss., inclusive. Louisville & Nashville R.R.—Memphis, Milan and Humboldt, Tenn. Mobile & Ohio R.R.—East Cairo, Ky., to Guys, Tenn., inclusive, except Union City, Tenn. Nashville, Chattanooga & St. Louis Ry.—Memphis and Martin, Tenn. St. Louis, Iron Mountain & Southern Ry.—Memphis, Tenn., and Columbus, Ky. St. Louis Southwestern Ry.—Memphis, Tenn. Southern Ry.—Memphis, Tenn., to Gravel Siding, Miss., inclusive. Union Ry.—Memphis, Yazoo & Mississippi Valley R.R.—All stations, main line and branches, Memphis, Tenn., to, but not including stations on the Southern Ry. in Mississippi; also Inverness, Isola, Belzoni, Silver City and Carter, Miss.

MICHIGAN CAR DEMURRAGE BUREAU.

E. S. MAXWELL, Manager, Detroit, Mich.

Ann Arbor R.R.	Grand Trunk Ry. System.
Canadian Pacific Ry.	Lake Shore & Mich. Southern Ry.
Cleve. Cincin. Chic. & St. Louis Ry.	Michigan Central R.R.
Cincinnati Northern R.R.	Pere Marquette R.R.
Detroit, Toledo & Ironton Ry.	Wabash R.R.
Detroit & Mackinac Ry.	

The territory of this Association covers all tracks within the switching limits of the following stations, situated in the Lower Peninsula of Michigan: Addison, Addison Junction, Adrian, Albion, Allen, Allegan, Alma, Alpena, Ann Arbor, Ashley, Bankers, Batavia, Battle Creek, Bay City, Belleville, Benton Harbor, Big Rapids, Blissfield, Bridgewater, Britton, Bronson, Brooklyn, Buchanan, Burr Oak, Byron Center, Cadmus, Carleton, Cassopolis, Cedar Springs, Cement City, Charlotte Cheboygan, Clare, Clarks Lake, Clayton, Clinton, Coldwater, Cone, Constantine, Corunna, Deerfield, Detroit, Devereaux, Dimondale, Dorr, Dundee, Durand, Eaton Rapids, Eau Claire, Ecorse, Ennis, Fairland, Farwell, Fayette, Ferrysburg, Findley, Flint, Flowerfield, Fort Gratiot, French Landing, Fuller, Gibralter, Grand Haven, Grand Junction, Grand Rapids, Greenville, Grosvenor, Hamburg, Hand, Hanover, Hartman, Hastings,

(*Continued on following page.*)

LIST OF CAR DEMURRAGE BUREAUS—Continued.

MICHIGAN CAR DEMURRAGE BUREAU—Continued.

Hillsdale, Hillsdale, Holloway, Holly, Homer, Hopkins, Horton, Howard City, Howell, Hudson, Ida, Ionia, Jackson, Jasper, Jerome, Jonesville, Kalamazoo, Kalkaska, Klinger Lake, Lansing, Lapeer, Lawton, Lenawee Junction, Litchfield, Lowell, Lyons, Manchester, Manitou Beach, Marshall, Midland, Milan, Monroe, Montgomery, Moore Park, Morenci, Moscow, Mosherville, Mount Pleasant, Muir, Munson, Muskegon, New Buffalo, Napoleon, Newport, Niles, North Adams, North Lansing, North Morenci, Northville, North Bay City, Norvell, Odgen, Onsted, Osseo, Otsego, Ottawa Lake, Otter Lake, Owosso, Paines, Palmyra, Petersburg, Petosky, Pittsfield Junction, Pittsford, Plainwell, Plymouth, Port Huron, Port Huron Tunnel, Prattville, Quincy, Rea, Reading, Reed City, Reese, Ridgeway, Riga, Rochester, Rockwood, Rollin, Romulus, Saginaw, Salem, Saline, Sand Creek, Schoolcraft, Sheridan, Somerset, Somerset Centre, Sodus, South Haven, South Lyon, Sparta, South Rockwood, Springport, Stony Creek, Strasburg, Sturgis, St. Joseph, Tecumseh, Tecumseh Junction, Three Rivers, Tipton, Thompsonville, Trenton, Vassar, Vernon, Vienna, Waldron, Wayne, West Detroit, West Bay City, Weston, Wheelerton, White Pigeon, Whittaker, Willis, Wixom, Woodstock, Wyandotte, Ypsilanti and Zilwaukee.

MINNEAPOLIS.—*See Northern Demurrage Bureau.*

MISSABE RANGE CAR SERVICE ASSOCIATION.

Organized January 4, 1901.
F. L. Klock, Manager, Virginia, Minn.

Members of the Association.

Great Northern Ry.	Duluth & Iron Range R.R.
Duluth, Missabe & Northern Ry.	

Territory Embraced—The Duluth & Iron Range R.R., except the city of Duluth; the Duluth, Missabe & Northern Ry., also that portion of the Great Northern Ry. which reaches the territory known as the Missabe Iron Range.

MISSOURI VALLEY DEMURRAGE AND STORAGE BUREAU.

Organized April 30, 1896.
J. H. Ashley, Manager, 503 Midland Building, 7th and Walnut Streets, Kansas City, Mo.

Atchison, Topeka & Santa Fe Ry.	Kansas South-western R.R.
Chicago & Alton R.R.	Leavenworth & Topeka Ry.
C. B. & Q. East of Mo. River.	Midland Valley Ry
C. B. & Q. West of Mo. River.	Missouri, Kansas & Texas Ry.
Chicago Great Western Ry.	Missouri, Oklahoma & Gulf Ry.
Chicago, Milwaukee & St. Paul Ry.	Missouri Pacific Ry.
Chicago, Rock Island & Pacific Ry.	Quincy, Omaha & Kansas City R.R.
Fort Smith & Western Ry.	St. Joseph & Grand Island Ry.
Gulf, Colorado & Santa Fe Ry.	St. Joseph Terminal R.R.
Iowa & St. Louis Ry.	St. Louis & San Francisco R.R.
Kansas City Belt Ry.	St. Louis, El Reno & Western Ry.
Kan. City, Clinton & Springfield Ry.	St. Louis, Iron Mountain & So. Ry.
Kansas City, Mexico & Orient Ry.	Union Pacific Ry.
Kansas City North-western R.R.	Wabash R.R.
Kansas City Southern Ry.	

Territory Embraced—Junction and common points in the State of Kansas and Oklahoma, State of Missouri west of but not including stations on line drawn through Kirksville, Macon, Moberly, Booneville, Sedalia and Springfield; also local stations in the same territory on the following roads: A. T. & S. F. Ry., C. & A. Ry., C. B. & Q. Ry. east and west of Missouri River, C. G. W. Ry., C. M. & St. P. Ry. (C. R. I. & P. Ry., except stations in Kansas); F. S. & W. R.R., G. C. & S. F. Ry., K. C. B. Ry., K. C. C. & S. Ry., K. C. M. & O. Ry., K. C. N. W. R.R., K. C. S. Ry., K. S. W. Ry., L. & T. Ry., M. K. & T. Ry., M. O. & G. Ry., Mid. Valley R.R., Mo. Pac. Ry., Q. O. & K. C. R.R., St. Jos. & G. I. Ry. (except stations in Kansas); St. Joseph Term. R.R., St. L. E. & W. Ry., St. L. & S. F. R.R., St. L. I. M. & S. Ry., Union Pacific Ry., Kansas City, Mo.; Wabash R.R.

MONTANA DEMURRAGE BUREAU.

R. H. Ingle, Commissioner, Butte, Mont.

Butte, Anaconda & Pacific Ry.	Montana R.R.
Chicago, Mil. & Puget Sound Ry.	Northern Pacific Ry.
Great Northern Ry.	Oregon Short Line R.R.

Territory—All stations and tracks within the State of Montana belonging to above named roads, with the exception of Chicago, Milwaukee & Puget Sound Ry., which includes Butte and all stations and tracks east within the State of Montana.

NASHVILLE DEMURRAGE AND STORAGE BUREAU.

Organized January 1, 1892.
E. B. Stevenson, Manager, Nashville, Tenn.

Members of the Association.

Louisville & Nashville R.R.	Nashville, Florence & Sheffield R.R.
Louisville & Nashville Term. Co.	Nashville Terminal Co.
Mobile & Ohio R.R.	Tennessee Central R.R.
Nashville, Chattanooga & St. L. Ry.	

Territory—Louisville & Nashville R.R.: Second Division—Mitchellville, Tenn., to Nashville Tenn., inclusive. C. & N. Division—Gallatin, Tenn., to Sugar Grove, Tenn., inclusive. Hartsville Branch—Hartsville Junction to Hartsville, Tenn., inclusive. Memphis Division—McKenzie, Tenn., to St. Bethlehem, Tenn., inclusive. Clarksville Mineral Branch—Clarksville, Tenn., to Pond, Tenn., inclusive. Henderson Division—Sadlers, Tenn., to Nashville, Tenn., inclusive. Nashville & Decatur Division—Nashville, Tenn., to Prospect, Tenn., inclusive. Louisville & Nashville Terminal Co.—All points. Nashville, Florence & Sheffield R.R.—Columbia, Tenn., to Iron City, Tenn., inclusive; also Napier Branch, T & A. Branch, Stillhouse Branch and West Point Branch, Swan Creek Branch. Mobile & Ohio R.R.—Union City, Tenn Nashville, Chattanooga & St. Louis Ry.—Nashville Division, including Centreville Branch. Chattanooga Division, except Chattanooga, and

NASHVILLE DEMURRAGE AND STORAGE BUREAU—Continued.

including Lebanon Branch, Shelbyville Branch, Tracy City Branch and Sequatchie Valley Branch. Huntsville Division, except Huntsville, Alabama City, Attalla and Gadsden, and including Columbia Branch, Huntsville Branch, Sparta Branch, Middle Tennessee and Alabama Branch and Ravenscroft Branch. Paducah & Memphis Division, except Paducah and Memphis, and including Perryville Branch. Nashville Terminal Co.—All points. Tennessee Central R.R.—All stations.

NEW YORK AND NEW JERSEY CAR DEMURRAGE BUREAU.

C. P. Curtis, Manager, 143 Liberty Street, New York.

Baltimore & Ohio R.R.	New York Cent. & Hud. River R.R.
Central R.R. of New Jersey.	New York & Long Branch R.R.
Delaware, Lack. & Western R.R.	New York, Ontario & Western Ry.
Erie R.R.	New Jersey & New York R.R.
Hoboken Manufacturers' R.R. Co.	Pennsylvania R.R. Co.
Lehigh & Hudson River Ry.	Philadelphia & Reading Ry.
Lehigh & New England R.R.	Rahway Valley R.R.
Lehigh Valley R.R.	Raritan River R.R.
Long Island R.R.	South Brooklyn Ry.
Morristown & Erie R.R.	Staten Island Rapid Transit Ry.
New York & Greenwood Lake R.R.	West Shore R.R.
New York, Susq. & Western R.R.	Wallkill Valley R.R.

The territory covered by this Association is as follows: All stations on Manhattan Island, Long Island, in New Jersey and on Staten Island, on all the railroads parties to the agreement, except stations on the line of and the territory south of Camden and Burlington County R.R. and the Philadelphia & Long Branch R.R., which extends from Camden to Seaside Park.

Note.—The Toms River and Barnegat Branch of the Central R.R. of New Jersey is included in this association, and the additional territory lying south of a line parallel with the Pennsylvania State Line from Susquehanna (including Deposit) to the Hudson River.

NORTH CAROLINA DEMURRAGE BUREAU.

R. M. Albright, Manager, Raleigh, N.C.

Albemarle Steam Navigation Co.	Norfolk & Southern Ry.
Atlantic Coast Line R.R.	Norfolk & Western Ry.
Carolina & North Western Ry.	Raleigh & Charleston R.R.
Carolina, Clinchfield & Ohio Ry.	Raleigh & Southport Ry.
Danville & Western Ry.	Seaboard Air Line Ry.
East Carolina Ry.	Southern Ry.

Territory—State of North Carolina.

NORTH-EASTERN PENNA. CAR DEMURRAGE BUREAU.

A. G. Thomason, Manager, Office, Traders Bank Building, Scranton, Pa.

Susquehanna & New York R.R.	Northampton & Bath R.R.
Bloomsburg & Sullivan R.R.	New York, Ontario & Western Ry.
Central R.R. of New Jersey.	Erie R.R.
Delaware, Lack. & Western R.R.	Pennsylvania R.R.
Delaware & Hudson Co.	Susq. Bloomsburg & Berwick R.R.
Philadelphia & Reading Ry.	Williamsport & North Branch R.R.
N.Y. Cent. & Hud. River—Pa. Div.	Lehigh & New England R.R.
Lehigh Valley R.R.	New York, Susq. & Western R.R.
	Lackawanna & Wyoming Val. R.R.

Territory covered by this Association: All that part of the State of Pennsylvania bounded on the north and east by the State line, and on the south and west by a line drawn from the Delaware River through Easton, Bethlehem, Allentown, Slatington, Mauch Chunk, Tamaqua, New Boston, Frackville Gordon, Kueass, Sunbury, Northumberland, Lewisburg, Milton, Williamsport to Fasset All stations on the line of the south and west boundaries report to the Philadelphia Car Demurrage Bureau, except Sunbury, Northumberland, Lewisburg, Milton and Williamport, which report to this Bureau.

THE NORTHERN DEMURRAGE BUREAU.

M. C. Shields, Manager.
Office—Room 16, Chamber of Commerce, Minneapolis, Minn.

Chicago & North-Western Ry.	Minn. St. Paul & Slt. Ste. Marie Ry.
Chicago, Burlington & Quincy Ry.	Minneapolis & St. Louis R.R.
Chicago Great Western Ry.	Minnesota & International Ry.
Chicago, Milwaukee & St. Paul Ry.	Minneapolis Eastern Ry.
Chicago, Milw. & Puget Sound Ry.	Minneapolis Western Ry.
Chicago, Rock Island & Pacific Ry.	Minnesota Transfer Ry.
Chic. St. Paul, Minn. & Omaha R.R.	Northern Pacific Ry.
Farmers Grain & Shipping Co.	Railway Transfer Co.
Great Northern Ry.	Stockyards Terminal Ry. Co.
Illinois Central R.R.	

Territory Embraced—All of the States of Minnesota, North and South Dakota east of Missouri River, except stations covered by the Lake Superior, Missabe Range and Black Hills Car Service Associations. Address—Minneapolis, Minn.

PACIFIC CAR SERVICE BUREAU.

E. E. Mote, Manager,
Room 7, Union Ferry Depot, San Francisco, Cal.

Amended rules and regulations effective June 16, 1902, and showing membership and jurisdiction corrected to November 13, 1906.

Southern Pacific Co. (Pacific System.)—All stations in California, except on the Nevada & California Ry.; all stations in Arizona and New Mexico; in Oregon south of and including Ashland; in Nevada west of but not including Sparks.

Atchison, Topeka & Santa Fe Ry.—Albuquerque and Deming, N.M.

Atchison, Topeka & Santa Fe Ry. (Coast Lines.)—All stations.

Boca & Loyalton R.R.—All stations.

El Paso & Southwestern System.—All stations in Arizona and New Mexico.

Santa Fe, Prescott & Phœnix Ry.—All stations.

(*Continued on following page.*)

LIST OF CAR DEMURRAGE BUREAUS—Continued.

PACIFIC CAR SERVICE BUREAU—Continued.

Sierra Ry. Co. of California.—All stations.

Maricopa & Phœnix & Salt River Valley R.R.—All stations.

McCloud River R.R.—All stations.

Sunset R.R.—All stations.

Pacific Electric Ry.—All stations.

Northwestern Pacific R.R. Co.—All stations except those on Oregon & Eureka R.R.

San Pedro, Los Angeles & Salt Lake R.R.—All stations in California and on the Los Angeles Division in Nevada from the California-Nevada line to and including Las Vegas, Nev.

Western Pacific Ry. Co.—All stations.

Gila Valley, Globe & Northern Ry.—All stations.

Arizona & Colorado R.R.—All stations.

Ocean Shore Ry. Co.—All stations.

S. F. O. & S. J. Ry. Co.—All stations.

Yosemite Valley R.R.—All stations.

Phœnix & Eastern R.R.—All stations.

Northern Electric Ry.—All stations.

Tonopah & Tidewater R.R.—All stations.

Central California Traction Co.—All stations.

California Ry.—All stations.

Los Angeles Pacific Co.—All stations.

Sunset Western Ry.—All stations.

PACIFIC NORTHWEST DEMURRAGE BUREAU.

Organized July 20, 1901.

F. R. Hanlon, Commissioner, Seattle, Wash

Astoria & Columbia River R.R.	Oregon Electric Ry. Co.
Bellingham Bay & British Col. R.R.	Oregon R.R. & Navigation Co.
Columbia & Puget Sound R.R.	Oregon Water Power & Ry. Co.
Commercial Dock Co.	Southern Pacific Co.
Great Northern Ry.	Spokane & Inland Empire R.R.
Great Southern Ry.	Spokane International Ry. Co.
Idaho & Washington North. R.R.	Spokane, Portland & Seattle Ry. Co.
Northern Pacific Ry.	

Territory Embraced—A. &. C. R. R.R.—All stations and blind sidings. B. B. & B. C. R.R.—All stations and blind sidings. C. & P. S. R.R.—At Seattle, Wash., and switching limits thereof. Commercial Dock Co.—At Tacoma, Wash. G. N. Ry.—All stations and blind sidings west of west State Line of Montana. G. S. Ry.—All stations and blind sidings. I. & W. N. R.R.—All stations and blind sidings. N. P. Ry.—All stations and blind sidings west of west State Line of Montana. Oregon Electric Ry. Co.—All stations and blind sidings. O. R.R. & N. Co.—All stations and blind sidings on rail lines. O. W. P. & Ry. Co.—All stations and blind sidings. S. & I. E. Ry.—All stations and blind sidings. S. I. Ry. Co.—All stations within States of Idaho and Washington. S. P. Co.—All stations on Oregon Lines north of, but not including Ashland. S. P. & S. Ry. Co.—All stations and blind sidings.

PHILADELPHIA CAR DEMURRAGE BUREAU.

Organized August 4, 1890.

J. E. Challenger, Manager, Land Title Building, Philadelphia, Pa.

Territory embraced:

Pennsylvania R.R.—Philadelphia Division—Main Line—Philadelphia to Harrisburg, via Mt. Joy and via Columbia. West Chester Branch—Frazer to West Chester, inclusive. Downington & Lancaster R.R.—Downington to Conestoga Junction, inclusive. Pomeroy & Newark R.R.—Pomeroy to Newark, inclusive. Trenton Cut-off—Ernest to West Morrisville, inclusive.

Schuylkill Division—Main Line—Fifty-second street to Pottsville, inclusive. Frazer Branch—Phœnixville to Frazer, inclusive.

Middle Division—Marysville to Blair Furnace, inclusive.

Petersburg Branch—Petersburg to Morrison's Cove Junction.

Hollidaysburg Branch—Morrison's Cove to Eldorado, inclusive.

Morrison's Cove Branch—From Morrison's Cove Junction to Henrietta, inclusive.

Tyrone Division—Lewisburg and Tyrone R.R.—L. & T. Scale to Scotia, inclusive. Bald Eagle Valley Branch—Vail to Flemington, inclusive. Tyrone and Clearfield Branch—Vail to Grampian, inclusive.

New York Division—Main Line—Mantua to Morrisville, inclusive. Philadelphia, Germantown & Chestnut Hill R.R.—Germantown Junction to Chestnut Hill, inclusive. Bustleton Branch—Holmesburg Junction to Bustleton, inclusive.

Amboy Division—Camden & Burlington County R.R. and Philadelphia & Long Branch R.R.—Camden to Seaside Park, inclusive. Mt. Holly, Lumberton & Medford R.R.—Mt. Holly to Medford, inclusive. Vincentown Branch—Ewansville to Vincentown, inclusive. Long Beach R.R.—Manahawken to Beach Haven, inclusive. Barnegat City Branch—Barnegat City Junction to Barnegat City, inclusive.

Philadelphia, Baltimore & Washington R.R.—Maryland Division—Philadelphia (Broad Street and Washington Avenue) to Perryville, inclusive; all stations between Columbia and Perryville. Newark and Delaware City Branch.

Delaware Division—All points.

Central Division—Philadelphia & Baltimore Central R.R.—Philadelphia (Thirty-first and Chestnut Streets) to West Chester, inclusive, and Wawa to Octoraro Junction, inclusive. Chester Creek R.R.—Wawa to Lamokin, inclusive.

West Jersey & Seashore R.R.—All points.

Philadelphia & Erie R.R.—Lewistown Division—Mifflin & Centre County Branch—Lewistown to Milroy, inclusive. Sunbury & Lewistown Branch—Maitland to Selinsgrove, inclusive. Sunbury Division—Pennsylvania Schuylkill Valley R.R.—St. Clair to New Boston Junction, inclusive.

Eastern Division—Lewisburg & Tyrone R.R.—Brook Park to Oak Hall, inclusive. Bald Eagle Valley R.R.—Lemont to Bellefonte, inclusive.

PHILADELPHIA CAR DEMURRAGE BUREAU—Continued.

Northern Central Ry.—Susquehanna Division—Rockville to Selinsgrove Junction, inclusive. Summit Branch R.R.—Woodside to Williamstown, inclusive.

Lancaster & Quarryville R.R.—All points.

Philadelphia & Reading Ry.—Philadelphia Division—Willow and Noble Streets to West Manayunk, inclusive. Camden (Linden Street) Richmond Branch—West Falls to Port Richmond, inclusive. Philadelphia & Chester Branch—Gray's Ferry to Marcus Hook, inclusive. Norristown Branch—Ninth and Master Streets to Bellevue, inclusive. Germantown and Chestnut Hill Branch—Tioga to Wayne Junction, inclusive. Bethlehem Branch—Second and Berks Streets to Tabor, inclusive. Reading Division—Gladwyne to Pottsville, inclusive. Chester Valley Branch—Shainline to Downingtown, inclusive. Pickering Valley Branch—Ironside to Byers, inclusive. Colebrookdale Branch—Glasgow to Barto, inclusive. Mine Hill & Schuylkill Haven Branch—Cressona to Head of Gordon Planes, inclusive. Frackville Branch—Mill Creek Junction to Frackville Junction, inclusive. Schuylkill Valley Branch—Cumbola to Newkirk, inclusive. Tremont Branch—West End Junction to Tremont Junction, inclusive. West Side and Muddy Branches. Schuylkill & Susquehanna Branch—Jefferson to Rockville, inclusive. Lebanon & Tremont Branch—West Lebanon to Brookside, inclusive. Lorberry, Mt. Eagle and Good Springs Branches. Little Schuylkill Branch—Molings to Zehners, inclusive. East Pennsylvania Branch—Bernhart to Emaus, inclusive. Allentown Branch—Hinterleiter to Kutztown, inclusive. Williams Valley R.R.—All stations. Shamokin Division—Little Schuylkill Branch—Tamaqua. Herndon Branch—Kneass and Herndon. Wilmington and Columbia Division—Wilmington to Reading and Warwick and St. Peters, inclusive. Montello to Columbia, inclusive. Schuylkill and Lehigh Branch—Laurel Dale to Best, inclusive. Mt. Hope Branch—Manheim to Mt. Hope, inclusive. Reading, Marietta & Hanover Branch—Marietta Junction to Chickies, inclusive. Lebanon Division—Lebanon Valley Branch—Sinking Spring to Harrisburg, inclusive. Steelton Branch—Hemlock Street to Steelton, inclusive. Middletown and Hummelstown Branch—Stoverdale to Middletown, inclusive. New York Division—Germantown & Chestnut Hill Branch—Fishers to Chestnut Hill, inclusive. Norristown Branch—Falls to Norristown, inclusive. Plymouth Branch—Mill Road to Whitemarsh, inclusive. Bethlehem Branch—Tabor Junction to Hellertown, inclusive. New York Branch—Jenkintown to Yardley, inclusive. Northeast Pennsylvania Branch—Hillside to New Hope, inclusive. Doylestown Branch—Colmar to Doylestown, inclusive.

Philadelphia & Frankford R.R.—Cedar Grove to Frankford, inclusive.

Atlantic City R.R. and Branches.

Catasauqua & Fogelsville R.R. and Branches.

Baltimore & Ohio R.R—Philadelphia Division—Philadelphia to Aiken and Marshallton to Landenburg, inclusive.

Cornwall & Lebanon R.R.—Conewaga to Lebanon, inclusive.

Perkiomen R.R.—Perkiomen Junction to Vera Cruz, inclusive.

Stony Creek R.R.—Lansdale to Norristown, inclusive.

Philadelphia, Newton & New York R.R.—Olney to Newton, inclusive.

Central R.R. of New Jersey—New Jersey Southern Division—Main Line—Whitings to Bayside, inclusive.

Cumberland & Maurice River R.R—Bridgeton to Long Beach, inclusive.

Lehigh & Susquehanna Division—Mauch Chunk to Easton, inclusive.

Central Division—Phillipsburg to Highbridge, inclusive.

Highbridge Branch.

Lehigh Valley R.R. Co.—Schuylkill & Lehigh Valley R.R.—Andreas to Blackwood, inclusive.

New Jersey & Lehigh Division—Mauch Chunk, Pa., to Phillipsburg, N.J., inclusive. Easton & Northern Branch.

Huntingdon & Broad Top Mountain R.R.—Main Line and Branches

Philadelphia Belt Line R.R.—All points.

Cornwall R.R.—All points.

Ironton R.R.—All points.

Rate: One dollar per car per day.

Commodities allowed Extra Time: An additional 48 hours will be allowed for sampling, inspecting and selling the following commodities, when sold subject to the rules of the Commercial Exchange of Philadelphia (but not otherwise) and taking track delivery within the limits of Philadelphia or Camden: Wheat, shelled and ear corn, oats, barley, malt, rye, mill-feed ceraline, maizone, malt sprouts, hay and straw; the same time will be allowed for sampling, inspecting and selling perishable fruits, vegetables and berries in packages or bulk, when sold subject to the rules of the Produce Exchange of Philadelphia and taking track delivery within the limits of Philadelphia or Camden. An additional 24 hours per car will be allowed when pig iron or scrap iron is analyzed before unloading. When under the rules of the carrier, to insure safety during carriage additional time is necessary to block or brace lading placed on two or more cars, an additional 24 hours will be allowed on each car. At points within the State of New Jersey such additional time will be allowed for loading or unloading car containing freight in Interstate traffic as may be necessary to comply with the State laws.

Commodities Exempted: Cars loaded with company material; cars loaded with live stock; private cars on private tracks; cars containing coal or coke shipped to a port for delivery direct to vessels or to be stored for shipment by vessels; empty cars for loading coal or ore at mines or mine sidings or coke at coke ovens; cars containing freight for port or coastwise movement.

(*Continued on following page.*)

LIST OF CAR DEMURRAGE BUREAUS—Continued.

PHILADELPHIA CAR DEMURRAGE BUREAU—Continued.

Members of the Bureau.

Baltimore & Ohio R.R.
Catasauqua & Fogelsville R.R.
Central R.R. of New Jersey.
Cornwall & Lebanon R.R.
Cornwall R.R.
Huntingdon & Broad Top Mt. R.R.
Ironton R.R.
Lancaster & Quarryville R.R.
Lehigh Valley R.R.
Northern Central Ry.
Perkiomen R.R.
Pennsylvania R.R.—
Philadelphia & Balt. Cent. R.R.
Philadelphia & Erie R.R.
Philadelphia, Balt. & Wash. R.R.
West Jersey & Seashore R.R.
Philadelphia & Reading—
Atlantic City R.R.
Philadelphia Belt Line R.R.
Phila. Newtown & New York R.R.
Schuylkill & Lehigh Valley R.R.
Stony Creek R.R.

PITTSBURGH CAR DEMURRAGE BUREAU.

Organized April 1, 1890.

W. M. PRALL, Commissioner, Pittsburgh, Pa.
J. E. THICKSTUN, Manager.

Territory embraced:

Pennsylvania R.R.—Entire Pittsburgh Division and branches. Cambria & Clearfield Division—Ebensburg Branch. Middle Division—Altoona only. Entire Conemaugh Division and branches. Entire Monongahela Division and branches. Allegheny Division—White Rock to Franklin, exclusive.

Baltimore & Ohio R.R.—Pittsburgh Division—Pittsburgh to Connellsville. Pittsburgh to Wheeling, Allegheny to Ellwood City and Butler Branch—Entire. Fayette County Branch—Entire. New Castle Division—New Castle to Leavittsburg. Connellsville Division—Connellsville to Fairmont, not including Fairmont. Connellsville and Rockwood, inclusive. Connellsville Division Confluence & Oakland R.R.—Entire. Ohio River Division—Wheeling only. Wheeling Division—Wheeling, Bellaire, Bridgeport, Martins Ferry, Barton and St. Clairsville W. D.—St. Clairsville N. D. Maynard, Fairpoint, Bannock, Flushing, Halloway. Cleveland Division—Piedmont to Midvale, inclusive. Pittsburgh Division—Pittsburgh, Junction Transfer.

Lake Shore & Michigan Southern Ry.—Sharon Branch Youngstown to Sharon, inclusive. Oil City Branch, Stoneboro. Franklin Division—Sharpsville & West Middlesex.

Pittsburgh & Lake Erie R.R.—Pittsburgh & Lake Erie Division—Pittsburgh to Youngstown, inclusive, and branches. Youghiogheny Division—Entire. Monongahela Division—Entire.

Pennsylvania Company.— Eastern Division — Pittsburgh, Fort Wayne & Chicago Ry.—Pittsburgh to Alliance, inclusive. P. Y. & A.—Fetterman to Warren, O., inclusive. E. & P.—New Castle to Erie, inclusive. W. N. Y. & P.—New Castle Branch—New Castle to Stoneboro, inclusive. C. & P.—Main Line—Yellow Creek to Homeworth, inclusive. C. & P.—River Division—Entire. P. O. V. & C. R.R.—Powhattan.

Pittsburgh, Cincinnati, Chicago & St. Louis Ry.—Pittsburgh Division—Pittsburgh to Port Washington, inclusive. Pittsburgh Division—New Cumberland Branch—New Cumberland Junction to Chester, inclusive. Chartiers Ry.—Entire. Pittsburgh, Wheeling and Kentucky R.R.—Entire.

Erie R.R.—Niles & Lisbon Branch—Niles to Lisbon, inclusive. Mahoning Division—Sharpsville to Leavittsburg, inclusive. New Castle Branch—Sharon to New Castle inclusive. S. L. Line—Shenango to Leavitsburg, inclusive.

Monongahela Connecting R.R.—Entire.

Pittsburgh, Chartiers & Youghiogheny R.R.—McKees Rocks to Federal, inclusive.

Wheeling & Lake Erie R.R.—East of Bowerston.

West Side Belt R.R.—Entire.

Wabash Pittsburg Terminal—Entire.

Bessemer & Lake Erie R.R.—Butler to Greenville and branches.

Wheeling Terminal Ry.—Entire.

Morgantown & Kingwood R.R.—Entire.

Sharpsville R.R.—Entire.

Pittsburgh, Lisbon & Western R.R.—Entire.

Monongahela R.R.—Entire.

Lake Erie, Alliance & Wheeling R.R.—Stations south of Alliance except Minerva.

Youngstown & Ohio River R.R.—Salem.

Buffalo, Rochester & Pittsburgh Ry.—All stations south of Dubois.

Members of the Association.

Baltimore & Ohio R.R.
Bessemer & Lake Erie R.R.
Buffalo, Rochester & Pittsburgh Ry.
Erie R.R.
Lake Shore & Mich. Southern Ry.
Monongahela Connecting R.R.
Morgantown & Kingwood R.R.
Pennsylvania Company.
Pennsylvania R.R.
Pittsburgh & Lake Erie R.R.
Pittsburgh, Chartiers & Yough. Ry.
Pitts. Cin. Chicago & St. Louis Ry.
Pittsburgh, Lisbon & Western R.R.
Sharpsville R.R.
Wheeling & Lake Erie R.R.
Wheeling Terminal Ry.
Monongahela Railroad—Entire.
Lake Erie, Alliance & Wheeling R.R.
Youngstown & Ohio River R.R.
West Side Belt R.R.
Wabash Pittsburg Terminal Ry.

ST. PAUL.—*See Northern Demurrage Bureau.*

SOUTHEASTERN DEMURRAGE BUREAU.

J. C. HASKELL, Manager, { Atlanta, Ga. / Columbia, S.C.

Territory—All points in the States of Georgia, Florida and South Carolina on the following roads:

Atlanta & West Point R.R.
Atlanta, Birm. & Atlantic R.R.
Atlanta & Birm. Air Line R.R.
Atlantic Coast Line R.R.
Albany & Northern Ry.
Augusta Southern R.R.
Augusta Belt Ry.
Blue Ridge R.R.
Brinson Ry.
Central of Georgia Ry.
Charleston & Western Carolina Ry.
Columbia, Newb. & Laurens R.R.
Carolina & North-western Ry.
Chesterfield & Lancaster R.R.
Charleston Terminal Co.
Fitzgerald, Ocilla & Broxton R.R.
Georgia R.R.
Georgia Southern & Florida Ry.
Georgia, Florida & Alabama Ry.
Georgia & Florida Ry. Lines.
Gainesville Midland Ry.
Georgia Northern Ry.
Georgetown & Western R.R.
Greenville & Knoxville R.R.
Hartwell Ry.
Louisville & Nashville R.R.
Lancaster & Chester Ry.
Macon & Birmingham Ry.
Macon, Dublin & Savannah R.R.
Milledgeville Ry.
Monroe R.R.
North-western R.R. of S.C.
Raleigh & Charleston R.R.
Southern Ry.
Seaboard Air Line Ry.
Sandersville R.R.
Savannah & Statesboro R.R.
South Georgia & West Coast Ry.
St. John's River Terminal Co.
Tampa Northern Ry.
Western & Atlantic R.R.
Wadley Southern Ry.
Wrightsville & Tennille R.R.
Louisville & Wadley R.R.

SOUTHERN DEMURRAGE AND STORAGE BUREAU.

Successor to the Southern Car Service Association and Louisiana Car Service Association.

Reorganized January 1, 1907.

GEO. R. RAINE, Mgr., Maison Blanche (Rooms 925, 927, 929, Ninth Floor), New Orleans, La.
R. L. JONES, Secretary, Maison Blanche (Rooms 925, 927, 929, Ninth Floor), New Orleans, La.

Lines for which this Association performs service:

Alabama & Vicksburg Ry.
Alabama Great Southern R.R.
Colorado Southern, New Orleans & Pacific R.R.
Farmerville & Southern R.R.
Houston & Shreveport R.R.
Illinois Central R.R.
Little Rock & Monroe Ry.
Louisiana & Pacific Ry.
Louisiana Ry. & Navigation Co.
Louisiana Western R.R.
Louisville & Nashville R.R.
Mississippi Central R.R.
Mobile & Ohio R.R.
Mobile, Jackson & Kansas City R.R.
Morgan's Louisiana & Texas R.R. & S.S. Co.
Natchez & Eastern Ry.
Natchez & Southern Ry.
Natchez & Western Ry.
New Orleans & Northeastern R.R.
New Orleans & Northwestern R.R.
New Orleans Great Northern R.R.
New Orleans Terminal Company.
St. Louis, Iron Mountain & Southern Ry.
St. Louis Southwestern Ry.
St. Louis, Watkins & Gulf Ry.
Southern Ry. in Mississippi.
Texas & Pacific Ry.
The Kansas City Southern Ry.
The Missouri, Kansas & Texas Ry. of Texas.
The Yazoo & Mississippi Val. R.R.
Tremont & Gulf R.R.
Vicksburg, Shreveport & Pacific Ry.

Territory—All stations and sidings on following named roads, unless otherwise indicated: Alabama & Vicksburg Ry.; Colorado Southern, New Orleans & Pacific R.R.; Farmerville & Southern R.R.; Houston & Shreveport R.R., in Louisiana; Illinois Central R.R., in Louisiana; in Mississippi, all stations and sidings on and south of the Southern Ry. in Mississippi, including all stations on the Aberdeen Branch; Little Rock & Monroe R.R., in Louisiana; Louisiana & Pacific Ry., Bon Ami, De Ridder, Fulton, Lake Charles and Longville, La.; Louisiana Ry. & Navigation Co.; Louisiana Western R.R., Lake Charles and West Lake, La.; Louisville & Nashville R.R., in Louisiana and Mississippi; Mississippi Central R.R.; Mobile & Ohio R.R.—All stations in Mississippi; Mobile, Jackson & Kansas City R.R., all junction stations in Alabama and Mississippi and all stations and sidings north of Laurel; Morgan's Louisiana & Texas R.R. & Steamship Company, all junction stations and sidings with Texas & Pacific Ry.; Natchez & Eastern Ry.; Natchez & Southern Ry., Natchez, Miss.; Natchez & Western Ry.; New Orleans & Northeastern R.R.; Alabama Great Southern R.R.—All stations in Mississippi; New Orleans & Northwestern R.R.; New Orleans Great Northern R.R., New Orleans and Slidell, La.; New Orleans Terminal Co., New Orleans and Port Chalmette, La.; St. Louis, Iron Mountain & Southern Ry., in Louisiana; St. Louis Southwestern Ry., in Louisiana; St. Louis, Watkins & Gulf Ry., Alexandria and Lake Charles, La.; Southern Ry. in Mississippi—All stations in Mississippi; Texas & Pacific Ry., all stations and sidings in Louisiana, excepting Texarkana District. The Kansas City Southern Ry. Lake Charles, Shreveport and West Lake, La.; The Yazoo & Mississippi Valley R.R., in Louisiana; in Mississippi, all stations, main line and branches, on and south of the Southern Ry. in Mississippi, including junction points with that railway; Tremont & Gulf R.R.; Vicksburg, Shreveport & Pacific Ry. Rules applying to New Orleans include all tracks within a radius of twelve miles of the custom house at New Orleans.

TEXAS DEMURRAGE AND STORAGE BUREAU.

M. SWEENEY, Manager, Houston, Tex.

Territory—All stations in the State of Texas situated on roads which are members of the Association. 11,916 miles.

LIST OF CAR DEMURRAGE BUREAUS—Continued.

TOLEDO CAR DEMURRAGE BUREAU.

H. M. ELLIOTT, Manager, 911-17 Nicholas Building, Toledo, O

Territory embraced: Ann Arbor R.R.—Toledo. Baltimore & Ohio R.R.—Attica to Hicksville, inclusive; Sandusky to Havana, inclusive. Cincinnati, Hamilton & Dayton Ry.—Toledo to Wapakoneta, Tontogany to North Baltimore, Mandale to Celina, Deshler to Findlay, inclusive. Cincinnati, Hamilton & Dayton Ry. (Findlay, Fort Wayne & Western Division)—Findlay to Baldwin, inclusive. Cincinnati Northern R.R.—Alvordton to Coldwater, inclusive. Cleveland, Cincinnati, Chicago & St. Louis Ry.—Sandusky to Kenton, inclusive; Carey to Findlay, inclusive, and Toledo, O. Detroit, Toledo & Ironton Ry.—Wauseon to Geyers, inclusive. Erie R.R.—DeCliff to Wren, inclusive. Hocking Valley Ry.—Toledo to Upper Sandusky, inclusive. Lake Erie & Western R.R.—Sandusky to Fort Recovery, inclusive. Lake Erie & Western R.R. (Northern Ohio Division)—North Auburn to Delphos, inclusive. Lake Shore & Michigan Southern Ry.—Huron to Edgerton, Norwalk to Millbury, Air Line Junction to Sylvania, inclusive. Manufacturers' Ry.—Entire. Michigan Central R.R.—Toledo, North Toledo, West Toledo and Wagon Works. Pennsylvania Co.—Toledo to New Washington, Sandusky to Bucyrus, inclusive Pittsburgh, Fort Wayne & Chicago R.R.—Robinson to Dixon, inclusive. Pere Marquette R.R.—Toledo. Toledo Terminal R.R. Co.—Entire. Toledo & Ohio Central Ry.—Toledo to Martel, Toledo to Kenton, Lewistown to St. Marys, inclusive. Wabash R.R.—Toledo to Antwerp, Toledo to Edon, Alvordton to Blakesly, inclusive. Wheeling & Lake Erie R.R.—Norwalk to Toledo, Norwalk to Huron, inclusive.

Members of the Bureau.

Ann Arbor R.R.
Baltimore & Ohio R.R.
Cincinnati, Hamilton & Dayton Ry.
Cincinnati Northern R.R.
Cleveland, Cin. Chic. & St. L. Ry.
Detroit, Toledo & Ironton Ry.
Erie R.R.
Hocking Valley Ry.
Lake Erie & Western R.R.
Lake Shore & Michigan South. Ry.
Manufacturers' Ry.
Michigan Central R.R.
Pennsylvania Co.
Pere Marquette R.R.
Pittsburgh, Ft. Wayne & Chicago Ry.
Toledo & Ohio Central R.R.
Toledo Terminal Railroad Co.
Wabash R.R.
Wheeling & Lake Erie R.R.

VIRGINIA AND WEST VIRGINIA DEMURRAGE BUREAU.

R. A. TAYLOR, Manager, Richmond, Va.

Territory embraced: State of Virginia, stations on the Norfolk & Western Ry. in West Virginia, except Shenandoah Division; all stations on Chesapeake & Ohio Ry. east of Big Sandy River; all stations on New York, Philadelphia & Norfolk R.R.; all stations on Virginia & Southwestern R.R.; also at Central City, W.Va., Ceredo, W.Va., Huntington, W.Va., Kellogg, W.Va., Kenova, W.Va., Point Pleasant, W.Va., Williamstown, W.Va., on Baltimore & Ohio R.R.

VIRGINIA AND WEST VIRGINIA DEMURRAGE BUREAU.—Continued.

Members of the Association.

Atlantic Coast Line.
Baltimore & Ohio R.R.
Chesapeake & Ohio R.R.
Cumberland Valley R.R.
Danville & Western Ry.
Elizabeth River R.R.
Louisville & Nashville R.R.
New York, Phila. & Norfolk R.R.
Norfolk & Ports. Belt Line R.R.
Norfolk & Southern Ry.
Norfolk & Western Ry.
Richmond, Fred. & Potomac R.R.
Seaboard Air Line.
Southern Ry.
Virginia & Southwestern Ry.
Washington-Southern Ry.
Virginian Railway Co.

WESTERN DEMURRAGE BUREAU.

I. R. VAN TUYL, Manager, Nebraska National Bank Bldg, Omaha, Neb.

Atchison, Topeka & Santa Fe Ry., Superior, Neb.; C. B. & Q. Ry., all stations west of and including Creston, all stations north of the Missouri State Line west of Diagonal, all competitive points in Nebraska; C. G. & W. Ry., all stations in Iowa west of Fort Dodge, also Omaha and South Omaha, Neb. C. M. & St P. Ry., all stations in Iowa west of Waukee, Perry and Emmettsburg, also Omaha and South Omaha, Neb.; all stations on Black Hills Division, Chamberlin to Rapid City; C. & N. W. Ry., all stations in Iowa west of Ogden, Dayton and Dakota City, and all stations in Nebraska and Wyoming and all stations in South Dakota west of Missouri River; C. R. I. & Pac. Ry., all stations in Nebraska; C. St. P. M. & O. Ry., all stations in Iowa and Nebraska; Great North. Ry., all stations in Iowa; Ill. Cent. R.R., all stations in Iowa west of Fort Dodge, also Omaha and South Omaha, Neb.; K. C. N. W. R.R., all stations in Nebraska; M. & St. L. R.R., all stations on Des Moines Division between Valley Junction and Spencer, and on the Southwestern Division, all stations south of Estherville; Mo. Pac. Ry., all stations in Nebraska; O. B. & T. Ry., Omaha, Neb.; Pierre, Rapid City & N. W., all stations; Union Pac. R.R., all common points in Nebraska; St. J. & G. I. Ry., all common points in Nebraska; Wabash R.R., all stations in Iowa northwest of and including Blanchard, also Omaha and South Omaha, Neb.

WESTERN NEW YORK CAR DEMURRAGE ASSOCIATION.

C. W. BRADLEY, Manager, 1064 Ellicott Square, Buffalo, N.Y.

Territory—Western New York and Northwestern Pennsylvania.

WISCONSIN DEMURRAGE BUREAU.

JAMES O. KLAPP, Manager, Rooms 303-305, Colby & Abbot Building, Milwaukee, Wis.

Abbotsford & North-eastern R.R.
Ahnapee & Western Ry.
Chicago & North Western Ry.
Chicago, Burlington & Quincy Ry.
Chicago, Milwaukee & St. Paul Ry.
Chic. St. P. Minneap. & Omaha Ry.
Copper Range R.R.
Duluth, South Shore & Atlantic Ry.
Escanaba & Lake Superior R.R.
Grand Trunk Ry.
Green Bay & Western R.R.
Illinois Central R.R.
Keweenaw Central R.R.
Kewaunee, Green Bay & West. R.R.
Mineral Range R.R.
Minn. St. Paul & Slt. Ste. Marie Ry.
Northern Pacific Ry.
Wisconsin & Michigan Ry.

The territory of this Bureau shall cover all stations in the State of Wisconsin, and the upper peninsula of Michigan, reached by the roads of members of this Bureau, except stations covered by any other Demurrage Bureau.

LIST OF RAILWAY ASSOCIATIONS, THEIR OFFICERS, ETC.

N.B.—Car Demurrage Associations are included in a separate list.—See Table of Contents, page ii.

AMERICAN ASSOCIATION OF DEMURRAGE OFFICERS,

FORMERLY

National Association of Car Service Managers.

M. C. SHIELDS, President, Minneapolis, Minn.
J. F. ROACH, Vice-President, St. Louis, Mo.
A. G. THOMASON, Secretary, Scranton, Pa.
Next meeting will be held at Niagara Falls, Ont., ——, 1910.

AMERICAN ASSOCIATION OF DINING CAR SUPERINTENDENTS.

J. H. SEAL, President, Lehigh Valley R.R., Easton, Pa.
W. A. COOPER, Vice-President, Canadian Pacific Ry., Montreal, Can.
F. M. DOW, Secretary and Treasurer, Illinois Central R.R., Chicago, Ill.

Executive Committee.

B. S. HARVEY, Chairman, Harvey System, Chicago, Ill.
F. J. MOORE, N. Y. C. & St. L. Ry., Cleveland, O.
C. H. JENNINGS, Cotton Belt Route, Texarkana, Tex.
Next meeting at ——————.

AMERICAN ASSOCIATION OF FREIGHT TRAFFIC OFFICERS.

President—ROBERT C. WRIGHT, G. F. A., Pennsylvania R.R., Philadelphia, Pa.
1st Vice-President—T. W. GALLEHER, G. F. A., Baltimore & Ohio R.R., Baltimore, Md.
2d Vice-President—W. B. GROSECLOSE, G. F. A., M. K. & T. Ry., St. Louis, Mo.
3d Vice-President—CHAS. R. CAPPS, G. F. A., S. A. L. Ry., Norfolk, Va.
4th Vice-President—GEO. H. CROSBY, F. T. M., C. B. & Q. R.R., Chicago, Ill.
Secretary-Treasurer—J. F. AUCH, G. F. A., Phila. & Reading Ry., 623 Reading Terminal, Philadelphia, Pa.

Executive Committee.

P. J. FLYNN, F. T. M., D. L. & W. R.R., New York, N. Y.
C. C. CAMERON, G. F. A., Illinois Central R.R., Chicago, Ill.
C. S. HOSKINS, F. T. M., M. & M. T. Co., Baltimore, Md.
C. J. BRISTER, G. F. A., C. C. C. & St. L. Ry., Cincinnati, O.
D. M. GOODWYN, G. F. A., L. & N. R.R., Louisville, Ky.
CHAS. S. FAY, G. F. A., Southern Pacific Co., New Orleans, La.
E. D. HOTCHKISS, G. F. A., C. & O. Ry., Richmond Va.
F. C. REILLY, G. F. A., C. & E. I. R.R., Chicago, Ill.
PAUL WADSWORTH, F. T. M., D. & H. Co., Albany, N.Y.
LINCOLN GREEN, F. T. M., Southern Ry., Washington, D.C.
Next meeting New Orleans, La., November 11 and 12, 1910.

AMERICAN ASSOCIATION OF GENERAL BAGGAGE AGENTS.

GEO. H. BOWER, President, Parsons, Kan. (M. K. & T. Ry.).
E. C. ENSIGN, Vice-President, New York (Erie R.R.).
J. E. QUICK, Secretary and Treasurer, Toronto, Ont. (Grand Trunk Ry.).

Executive Committee.

F. H. JONES, Chairman, Texarkana, Tex. (St. Louis Southwestern Ry.).
W. M. SKINNER, Albany, N.Y. (New York Central & H. R. R.R.).
JOHN DEWITT, Chicago, Ill. (C. B. & Q. Ry.).
Next meeting at Detroit, Mich., June 15, 1910.

AMERICAN ASSOCIATION OF GENERAL PASSENGER AND TICKET AGENTS.

S. G. HATCH, President, Chicago, Ill.
SAMUEL MOODY, Vice-President, Pittsburgh, Pa.
C. M. BURT, Secretary, Boston, Mass.

Executive Committee.

O. P. MCCARTY, Cincinnati, O.
J. C. HAILE, Savannah, Ga.
H. J. RHEIN, Cincinnati, O.
GEO. A. CULLEN, New York.
C. F. BIELMAN, Detroit, Mich.
L. M. ALLEN, Chicago, Ill.
W. S. KEENAN, Galveston, Tex.

Standing Committees.

Central Passenger Association Territory: C. S. CRANE, O. P. MCCARTY, B. F. HORNER.
New England Passenger Association Territory: J. W. HANLEY, C. C. BROWN, F. E. BOOTHBY.
Trans-continental Passenger Association Territory: J. J. BYRNE, J. M. CONNELL, S. K. HOOPER.
Trunk Line Association Territory: C. S. LEE, W. C. HOPE, R. H. WALLACE.
Southeastern Passenger Association Territory: T. C. WHITE, W. L. DANLEY, GEO. H. SMITH.
Southwestern Passenger Bureau Territory: GEO. H. LEE, W. S. ST. GEORGE, C. L. STONE.
Western Passenger Association Territory: JNO. FRANCIS, GEO. J. CHARLTON, C. A. CAIRNS.
Eastern Canadian Passenger Association Territory: F. F. BACKUS, THOS. HENRY, WM. STITT.
Water Lines: W. F. HERMAN, W. H. CALLAHAN, R. C. DAVIS.
Next regular meeting will be held at Havana, Cuba, March 28, 1910.

AMERICAN ASSOCIATION OF LOCAL FREIGHT AGENTS' ASSOCIATIONS.

President—C. A. WITZEL, B. & O. R.R., Cleveland, O.
Secretary—G. W. DENNISON, Penna. Co. and H. V. Ry., Toledo, O.
Treasurer—C. E. FISH, B. & O. S.W. R.R., Cincinnati, O.
The twenty-third annual convention will be held at Mobile, Ala.

AMERICAN ASSOCIATION OF PASSENGER AGENTS.

President—GEORGE W. ANDREWS, Pacific Coast Steamship Co., Seattle, Wash.
Vice-President—CHARLES W. HUMPHREY, Chicago & Eastern Illinois R.R., St. Paul, Minn.
Secretary and Treasurer—GORDON G. NOBLE, Lehigh Valley R.R., 900 Chestnut St., Philadelphia, Pa.

Executive Committee.

F. H. TRISTRAM, Chairman, Wabash R.R., Chicago, Ill.
A. M. HALL, Missouri, Kansas & Texas Ry., Dallas, Tex.
C. O. JACKSON, Frisco Lines, Oklahoma City, Okla.
S. W. MANNING, Santa Fe System, Boston, Mass.
R. T. G. MATTHEWS, Missouri Pacific Ry., Kansas City, Mo.
Next convention at Dallas, Tex., in 1910.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.

The American Association of Railroad Superintendents is composed of twelve divisions: Cincinnati, Indianapolis, Columbus, Toledo, Peoria, St. Louis, Kansas City, Louisville, Detroit Denver, Omaha and Memphis.
President—J. A. SOMERVILLE, Supt. Terminals, Missouri Pacific Ry., Kansas City, Mo.
1st Vice-President—BRENT ARNOLD, Supt., Louisville & Nashville R.R., Cincinnati, O.
2d Vice-President—S. M. RUSSELL, Supt., Toledo, Peoria & Western Ry., Peoria, Ill.
Secretary-Treasurer—O. G. FETTER, Room 11, Carew Building, Cincinnati, O.
Regular meetings will be held on the third Friday in March and September.
Next meeting will be held in Chicago.

AMERICAN ASSOCIATION OF RAILWAY SURGEONS.

President—J. R. HOLLOWBUSH, M.D., Rock Island, Ill.
Secretary and Treasurer—H. B. JENNINGS, M.D., Council Bluffs, Ia.
Editor—LOUIS J. MITCHELL, M.D., Chicago, Ill.
Chairman Executive Board—D. S. FAIRCHILD, M.D., Clinton, Ia.
Next meeting will be held at ——————.

THE AMERICAN RAILROAD EMPLOYES AND INVESTORS' ASSOCIATION.

233 Railway Exchange, Chicago, Ill.
P. H. MORRISSEY, President.
W. R. MORRISON, Treasurer.
C. D. KELLOGG, Secretary.
Next meeting at ——————.

THE AMERICAN RAILWAY ASSOCIATION.

F. A. DELANO, President, Chicago, Ill.
DANIEL WILLARD, 1st Vice-President, Chicago, Ill.
W. G. BESLER, 2d Vice-President, New York.
W. F. ALLEN, Gen. Sec'y and Treasurer, 24 Park Place, New York.
J. E. FAIRBANKS, Assistant General Secretary and Assistant Treasurer, 24 Park Place, New York.

Executive Committee.

F. A. DELANO, President, Wabash R.R., (President), Chicago, Ill.
Term expires May, 1910.

DANIEL WILLARD, Second Vice-President, Chicago, Burlington & Quincy R.R., (First Vice-President), Chicago, Ill.
Term expires May, 1910.

W. G. BESLER, Vice-President and General Manager, Central R.R. of New Jersey, (Second Vice-President), New York City.
Term expires May, 1911.

C. R. GRAY, Senior Vice-Prest., St. Louis & San Fran. R.R., St. Louis, Mo.
I. G. RAWN, President, Chicago, Indianapolis & Louisv. Ry., Chicago, Ill.
Terms expire May, 1910.

J. KRUTTSCHNITT, Director of Maintenance and Operation, Union and Southern Pacific Systems, Chicago, Ill.
H. U. MUDGE, President, Chicago, Rock Island & Pac. Ry., Chicago, Ill.
Terms expire May, 1911.

G. L. PECK, General Manager, Pennsylvania Lines West of Pittsburgh, Pittsburgh, Pa.
T. E. CLARKE, General Superintendent, Delaware, Lackawanna & Western R.R., Scranton, Pa.
Terms expire May, 1912.

(*Continued on following page.*)

THE AMERICAN RAILWAY ASSOCIATION.—Continued.

Executive Committee.—Continued.

EX-PRESIDENTS.—MEMBERS OF EXECUTIVE COMMITTEE.

L. F. LOREE, President, Delaware & Hudson Co.
A. W. SULLIVAN, General Manager, Missouri Pacific Ry.
STUYVESANT FISH, Director, Yazoo & Mississippi Valley R.R.
W. C. BROWN, President, New York Central Lines.

Committee on Nominations.

——————, Chairman.

BENJ. MCKEEN, General Manager, Vandalia R.R., St. Louis, Mo.
F. O. MELCHER, General Manager, Chicago, Rock Island & Pacific Ry., Chicago, Ill.
CHAS. A. WICKERSHAM, President and General Manager, Western Ry. of Alabama, Atlanta, Ga.

Terms expire May, 1910.

C. W. KOUNS, General Manager Western Lines, Atchison, Topeka & Santa Fe Ry., Amarillo, Tex.
C. W. HUNTINGTON, General Superintendent, Central R.R. of New Jersey, Jersey City, N.J.

Terms expire November, 1910.

Commission on the Interchange of Freight Cars.

JAMES MCCREA, Chairman.

JAMES MCCREA, President, Pennsylvania R.R., Philadelphia, Pa.
LUCIUS TUTTLE, President, Boston & Maine R.R., Boston, Mass
W. W. FINLEY, President, Southern Ry., Washington, D.C.
HOWARD ELLIOTT, President, Northern Pacific Ry., St. Paul, Minn.
J. KRUTTSCHNITT, Director of Maintenance and Operation, Union and Southern Pacific Systems, Chicago, Ill.

Special Committee on Relations with Interstate Commerce Commission.

F. A. DELANO, Chairman.

F. A. DELANO, President, Wabash R.R. (President, The American Railway Association), Chicago, Ill.
W. C. BROWN, President, New York Central Lines, New York City.
SAMUEL REA, Second Vice-President, Penna. R.R., Philadelphia, Pa.
DANIEL WILLARD, Second Vice-President, Chicago, Burlington & Quincy R.R., Chicago, Ill.
ROBERT MATHER, General Counsel, Chicago & Alton R.R., New York City.

Committee on Transportation.

F. C. RICE, Chairman.

F. B. HARRIMAN, General Manager, Illinois Central R.R., Chicago, Ill.
W. H. BRIMSON, General Superintendent, Baltimore & Ohio Southwestern R.R., Cincinnati, O.
J. P. BRADFIELD, Assistant General Manager, New York Central & Hudson River R.R., Buffalo, N.Y.

Terms expire May, 1910.

R. H. AISHTON, General Manager, Lines East of Missouri River, Chicago & North Western Ry., Chicago, Ill.
F. C. RICE, General Inspector of Transportation, Chicago, Burlington & Quincy R.R., Chicago, Ill.
W. G. VAN VLECK, Second Vice-President and Manager, Galveston, Harrisburg & San Antonio Ry., Houston, Tex.

Terms expire May, 1911.

M. S. CONNORS, General Superintendent Hocking Valley Ry., Columbus, O.
A. M. SCHOYER, General Superintendent, Northwest System, Pennsylvania Lines West of Pittsburgh Pittsburgh, Pa.
C. E. LEE, General Superintendent, Boston & Maine R.R., Boston, Mass.

Terms expire May, 1912.

Committee on Maintenance.

J. W. KENDRICK, Chairman.

A. T. DICE, General Superintendent, Phila. & Reading Ry., Reading, Pa.
E. C. CARTER, Chief Engineer, Chicago & No. West. Ry., Chicago, Ill.
J. B. BERRY, Chief Engineer, Chic. Rock Island & Pac. Ry., Chicago, Ill.

Terms expire May, 1910.

F. H. CLARK, General Superintendent of Motive Power, Chicago, Burlington & Quincy R.R., Chicago, Ill.
C. E. DOYLE, Vice-President and General Manager, Chesapeake & Ohio Ry., Richmond, Va.
WM. GARSTANG, Superintendent Motive Power, Cleveland, Cincinnati, Chicago & St. Louis Ry., Indianapolis, Ind.

Terms expire May, 1911.

J. W. KENDRICK, Vice-President, Atchison, Topeka & Santa Fe Ry., Chicago, Ill.
J. J. TURNER, Second Vice-President, Pennsylvania Lines West of Pittsburgh, Pittsburgh, Pa.
C. S. CHURCHILL Chief Engineer, Norfolk & Western Ry., Roanoke, Va.

Terms expire May, 1912.

Committee on Relations Between Railroads.

ARTHUR HALE, General Agent, The American Railway Association, Chairman.

E. W. MCKENNA, Vice-President, Chicago, Milwaukee & St. Paul Ry., Chicago, Ill.
W. G. BIERD, General Manager, Minneapolis & St. Louis R.R., Minneapolis, Minn.
W. L. PARK, General Superintendent, Union Pacific R.R., Omaha, Neb.

Terms expire May, 1910.

THE AMERICAN RAILWAY ASSOCIATION.—Continued.

Committee on Relations Between Railroads.—Continued.

M. TRUMP, General Superintendent, Transportation, Pennsylvania R.R., Philadelphia, Pa.
C. H. ACKERT, Vice-President and General Manager, Southern Ry., Washington, D.C.
W. G. BROWNLEE, General Transportation Manager, Grand Trunk Ry., Montreal, Que.

Terms expire May, 1911.

HENRY MILLER, Vice-President and General Manager, Wabash R.R., St. Louis, Mo.
H. J. MERRICK, Superintendent Freight Transportation, Lake Shore & Michigan Southern Ry., Cleveland, O.
J. M. WARNER, General Manager, Chicago & Western Indiana R.R., Chicago, Ill.

Terms expire May, 1912.

Committee on the Safe Transportation of Explosives and Other Dangerous Articles.

C. B. DUDLEY, Chairman.

THEO. VOORHEES, Vice-President, Phila. & Read. Ry., Philadelphia, Pa.
O. S. KEITH, Superintendent of Transportation, Illinois Central R.R., Chicago, Ill.
S. E. COTTER, General Superintendent, Wabash R.R., St. Louis, Mo.

Terms expire November, 1910.

W. C. NIXON, Vice-President and General Manager, St. Louis & San Francisco R.R., St. Louis, Mo.
E. H. FITZHUGH, Third Vice-President, Grand Trunk Ry., Montreal, Que. (One vacancy.)

Terms expire November, 1911.

C. B. DUDLEY, Chemist, Pennsylvania R.R., Altoona, Pa.
W. B. SCOTT, Assistant Director of Maintenance and Operation, Union and Southern Pacific Systems, Chicago, Ill.
N. D. MAHER, Second Vice-President and General Manager, Norfolk & Western Ry., Roanoke, Va.

Terms expire November, 1912.

Committee on Electrical Working.

GEORGE GIBBS, Chairman.

C. S. SIMS, Second Vice-President and General Manager, Delaware & Hudson Co., Albany, N.Y.
L. C. FRITCH, Chief Engineer, Chicago Great Western R.R., Chicago, Ill.

Terms expire November, 1910.

GEO. GIBBS, Chief Engineer of Electric Traction, Long Island R.R. New York City.
E. H. MCHENRY, Vice-President, New York, New Haven & Hartford R.R., New Haven, Conn.

Terms expire November, 1911.

J. C. STUART, Vice-President, Erie R.R., New York City.
J. F. DEEMS, General Superintendent of Motive Power, Rolling Stock and Machinery, New York Central Lines, New York City.
J. D. ISAACS, Consulting Engineer, Union and Southern Pacific Systems, Chicago, Ill.

Terms expire November, 1912.

Special Committee on Conference on Car Demurrage Rules.

ARTHUR HALE, Chairman.

ARTHUR HALE, General Agent, The American Railway Association, New York City and Chicago.
CLYDE BROWN, General Solicitor, N.Y. Central Lines, New York City.
E. B. BOYD, Assistant to Vice-President, Mo. Pac. Ry., Chicago, Ill.

The next regular meeting will be held at New York City, Wednesday, May 18, 1910.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.

President—J. S. LEMOND, Southern Ry., Charlotte, N.C.
First Vice-President—H. RETTINGHOUSE, C. & N. W. Ry., Boone, Ia.
Second Vice-President—F. E. SCHALL, L. V. R.R., South Bethlehem, Pa.
Third Vice-President—A. E. KILLAM, Intercolonial Ry., Moncton, N.B.
Fourth Vice-President—J. N. PENWELL, L. E. & W. R.R., Tipton, Ind.
Secretary—C. A. LICHTY, C. & N. W. Ry., Chicago, Ill.
Treasurer—J. P. CANTY, B. & M. R.R., Fitchburg, Mass.

Annual convention will be held at Fort Worth, Tex., October 18, 1910.

AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION.

President—WM. MCNAB, Grand Trunk Ry. System, Montreal, Can.
First Vice-President—L. C. FRITCH, Illinois Central R.R., Chicago, Ill.
Second Vice-President—W. C. CUSHING, Penna. Lines, Pittsburg, Pa.
Treasurer—C. F. LOWETH, Chic. Mil. & St. Paul Ry., Chicago, Ill.
Secretary—E. H. FRITCH, 962-3 Monadnock, Chicago, Ill.

Past Presidents.

GEORGE W. KITTREDGE, C.E., N. Y. C. & H. R. R.R., New York, N.Y.
HUNTER MCDONALD, C. E., N. C. & St. L. Ry., Nashville, Tenn.
HOWARD G. KELLEY, C. E., Grand Trunk Ry. System, Montreal, Can.
A. W. JOHNSTON, G. M., N. Y. C. & St. L. Ry., Cleveland, O.

(*Continued on following page.*)

AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION.—Continued.

Directors.

W. G. Besler, C. R.R. of N. J., New York, N.Y.—*Term expires March*, 1910.
J. P. Snow, B. & M. R.R., Boston, Mass.—*Term expires March*, 1910.
Chas. S. Churchill, N. & W. Ry., Roanoke, Va.—*Term expires March*, 1911.
Edwin F. Wendt, Pittsburgh & Lake Erie R.R., Pittsburgh, Pa.—*Term expires March*, 1911.
A. H. Rudd, Penna. R.R., Philadelphia, Pa.—*Term expires March*, 1912.
A. W. Thompson, B. & O. R.R., Baltimore, Md.—*Term expires March*, 1912.

Next annual meeting will be held at Congress Hotel and Annex, Chicago, Ill., March 15, 16 and 17, 1910.

AMERICAN RAILWAY INDUSTRIAL ASSOCIATION.

President—R. E. Wilson, Trav. Indus. Agt., Santa Fe Ry., Chicago, Ill.
Vice-President—C. J. Hupp, Industrial Agent Mich. Cent. Ry., Detroit, Mich.
Secretary—Guy L. Stewart, Indus. and Agl. Agt., St. Louis S. W. Ry., St. Louis, Mo.
Treasurer—L. L. Lawrence, Mgr. Industrial and Immigration Dept. M. J. & K. C. Ry., Laurel, Miss.

Next annual meeting will be held May 10, 1910.

AMERICAN RAILWAY MASTER MECHANICS' ASSOCIATION.

Officers for 1909–1910.

President—G. W. Wildin, M. S., N. Y. N. H. & H. R.R., New Haven, Conn.
1st Vice-President—C. E. Fuller, S. M. P. & M., Union Pacific R.R., Omaha, Neb.
2d Vice-President—H. T. Bentley, A. S. M. P., Chicago & North Western Ry., Chicago, Ill.
3d Vice-President—D. F. Crawford, G. S. M. P., Penna. Lines West, Pittsburgh, Pa.
Treasurer—Angus Sinclair, New York City.
Secretary—Jos. W. Taylor, 390 Old Colony Building, Chicago, Ill.

Executive Members.

a D. R. MacBain, A. S. M. P., N. Y. C. & H. R. R.R., Albany, N.Y.
a J. F. Walsh, S. M. P., Chesapeake & Ohio Ry., Richmond, Va.
a C. A. Seley, M. E., C. R. I. & P. Ry., Chicago, Ill.
b F. M. Whyte, C. M. E., New York Central Lines, New York City.
b T. Rumney, M. S., Erie R.R., New York City.
b T. H. Curtis, S. M., L. & N. R.R., Louisville, Ky.

a Term expires June, 1911. *b* Term expires June, 1910.

COMMITTEES SELECTED FOR THE 1910 CONVENTION.

STANDING COMMITTEES.

Mechanical Stokers.

Chairman—T. Rumney, M. S., Erie R.R., New York City.
E. D. Nelson, Engineer Tests, Penna. R.R., Altoona, Pa.
C. E. Gossett, M. M., Iowa Central Ry., Marshalltown, Ia.
J. A. Carney, S. S., C. B. & Q. R.R., West Burlington, Ia.
Geo. Hodgins, 114 Liberty St., New York City.

SPECIAL COMMITTEES.

1.—Revision of Standards.

Chairman—W. H. V. Rosing, M. E., Mo. Pac. Ry., St. Louis, Mo.
T. W. Demarest, S. M. P., Penna. Lines, Fort Wayne, Ind.
F. M. Gilbert, M. E., N. Y. C. & H. R. R.R., New York City.
J. D. Harris, G. S. M. P., Baltimore & Ohio R.R., Baltimore, Md.
H. T. Bentley, A. S. M. P., C. & N. W. Ry., Chicago, Ill.

2.—Motive Power Development.

Chairman—Robt. Quayle, S. M. P., C. & N. W. Ry., Chicago, Ill.
C. E. Fuller, S. M. P., Union Pacific R.R., Omaha, Neb.
R. N. Durborow, S. M. P., Penna. R.R., Altoona, Pa.
Angus Sinclair, 114 Liberty Street, New York City.
J. G. Neuffer, S. M., Ill. Cent. R.R., Chicago, Ill.
G. W. Wildin, M. S., N. Y. N. H. & H. R.R., New Haven, Conn.
C. H. Quereau, N. Y. C. & H. R. R.R., New York City.

3.—Superheaters.

Chairman—L. R. Johnson, A. S. M. P., Can. Pac. Ry., Montreal, Can.
F. F. Gaines, S. M. P., Central of Georgia R.R., Savannah, Ga.
R. D. Hawkins, M. E., Great Northern Ry., St. Paul, Minn.
H. W. Jacobs, A. S. M. P., A. T. & S. F. Ry., Topeka, Kan.
W. J. Tollerton, A. G. S. M. P., C. R. I. & P. Ry., Chicago, Ill.

4.—Widening Gauge on Curves.

Chairman—F. M. Whyte, C. M. E., N. Y. C. Lines, New York City.
W. H. Lewis, S. M. P., N. & W. R.R., Roanoke, Va.
F. C. Cleaver, S. M. P., Rutland R.R., Rutland, Vt.

5.—Steel Tires.

Chairman—A. Stewart, G. S. M. P., Southern Ry., Washington, D.C.
A. S. Vogt, M. E., Penna. R.R., Altoona, Pa.
Wm. Moir, M. S., Nor. Pac. Ry., St. Paul, Minn.
E. D. Bronner, S. M. P., Mich. Cent. R.R., Detroit, Mich.
H. D. Taylor, S. M. P., P. & R. Ry., Reading, Pa.

AMERICAN RAILWAY MASTER MECHANICS' ASSOCIATION.—Continued.

6.—Safety Appliances.

Chairman—C. A. Seley, M. E., C. R. I. & P. Ry., Chicago, Ill.
T. H. Curtis, S. M., L. & N. R.R., Louisville, Ky.
C. B. Young, M. E., C. B. & Q. R.R., Chicago, Ill.
Le Grand Parish, S. M. P., L. S. & M. S. Ry., Cleveland, Ohio.
Henry Bartlett, S. M. P., Boston & Maine R.R., Boston, Mass.

7.—Lumber Specifications.

Chairman—R. E. Smith, G. S. M. P., A. C. L. R.R., Wilmington, N.C.
J. F. De Vov, M. E., C. M. & St. P. Ry., Milwaukee, Wis.
T. W. Demarest, S. M. P., Penna. Lines, Ft. Wayne, Ind.

8.—Train Brake and Signal Equipment.

Chairman—A. J. Cota, M. M., C. B. & Q. R.R., Chicago, Ill.
F. H. Scheffer, S. M., N. C. & St. L. R.R., Nashville, Tenn.
R. K. Reading, S. M. P., Penna. R.R., Buffalo, N.Y.
E. W. Pratt, A. S. M. P., C. & N. W. Ry., Chicago, Ill.
R. B. Kendig, M. E., L. S. & M. S. Ry., Cleveland, Ohio.
T. L. Burton, G. I., P. & R. R.R., Jersey City, N.J.
B. P. Flory, S. M. P., N. Y. O. & W. Ry., Middletown, N.Y.

9.—Locomotive and Shop Operating Costs.

Chairman—H. H. Vaughan, Asst. to V.-P., Can. Pac. Ry., Montreal.
Le Grand Parish, S. M. P., L. S. & M. S. Ry., Cleveland, Ohio.
W. C. A. Henry, S. M. P., Penna. Lines, Columbus, Ohio.
G. W. Seidel, S. S., C. R. I. & P. Ry., Silvis, Ill.
M. J. McCarthy, S. S., C. C. C. & St. L. Ry., Indianapolis, Ind.

10.—Consolidation.

D. F. Crawford, G. S. M. P., Penna. Lines, Pittsburgh, Pa.
H. H. Vaughan, Asst. to V.-P., Can. Pac. Ry., Montreal, Canada.
G. W. Wildin, M. S., N. Y. N. H. & H. R.R., New Haven, Conn.

11.—Arrangements.

G. W. Wildin, M. S., N. Y. N. H. & H. R.R., New Haven, Conn.

12.—Design, Construction and Inspection of Locomotive Boilers.

Chairman—T. H. Curtis, S. M., L. & N. R.R., Louisville, Ky.
D. R. MacBain, A. S. M. P., N. Y. C. & H. R. R.R., W. Albany, N.Y
A. E. Manchester, S. M. P., C. M. & St. P. Ry., W. Milwaukee, Wis.
A. W. Gibbs, G. S. M. P., Penna. R.R., Altoona, Pa.
W. H. V. Rosing, M. E., Mo. Pac. Ry., St. Louis, Mo.
W. E. Symons, S. M. P., C. G. W. Ry., St. Paul, Minn.
G. H. Emerson, S. M. P., Great Northern Ry., St. Paul, Minn.

INDIVIDUAL PAPERS.

"Fuel Economies," by W. C. Hayes, S. L. O., Erie R.R., New York City.

Annual convention at ——————.

ASSOCIATED RAILWAYS OF VIRGINIA AND THE CAROLINAS.

W. H. Fitzgerald, Commissioner, Richmond, Va.

Atlantic Coast Line R.R.
Charleston & Western Carolina Ry.
Norfolk & Southern Ry.
Seaboard Air Line Ry.
Southern Ry.

ASSOCIATION OF AMERICAN RAILWAY ACCOUNTING OFFICERS.

President—C. F. Krebs, Comptroller Illinois Central R.R., Chicago, Ill.
1st Vice-President—W. E. Bailey, General Auditor Atchison, Topeka & Santa Fe Ry., Chicago, Ill.
2d Vice-President—Larz A. Jones, Vice-President and Comptroller New Orleans & North-eastern R.R., New Orleans, La.
Secretary—C. G. Phillips, 143 Dearborn Street, Chicago, Ill.

Executive Committee.

Terms Expire 1910.

H. J. Stirling, Auditor Union Pacific R.R., Omaha, Neb.
G. N. Wilson, General Auditor Lehigh Valley R.R., Philadelphia, Pa.
M. P. Blauvelt, Comptroller Erie R.R., New York, N.Y.
W. J. Healy, Auditor Atchison, Topeka & Santa Fe Ry. Coast Lines, Los Angeles, Cal.

Terms Expire 1911.

J. G. Drew, Comptroller Great Northern Ry., St. Paul, Minn.
E. A. Stockton, Assistant Comptroller Pennsylvania R.R., Broad Street Station, Philadelphia, Pa.
M. F. Molloy, Comptroller C. N. O. & T. P. Ry., Cincinnati, O.
R. A. White, Auditor New York Central & Hudson River R.R., Grand Central Station, New York, N.Y.

Annual meeting at Colorado Springs, Colo., June 29, 1910.

THE ASSOCIATION OF LAKE LINES.

Fred E. Signer, Commissioner, 916 Chamber of Commerce Building, Buffalo, N.Y.

Western Transit Co.
Union Steamboat Line.
Erie & Western Transportation Co.
Lackawanna Transportation Line.
Lehigh Valley Transportation Co.
Mutual Transit Co.
Cleveland & Buffalo Transit Co.
Detroit & Cleveland Navigation Co.
Canada Atlantic Transit Co.
Rutland Transit Co.
Port Huron & Duluth Steamship Co.
Baltimore & Ohio, Lake Line.

ASSOCIATION OF PASSENGER STEAMBOAT LINES.

President—G. A. WHITE, A. G. M., Hudson River Day Line, New York, N.Y.
Secretary and Treasurer—W. F. HERMAN, G. P. A., C. & B. T. Co., Cleveland, O.

Executive Committee.

T. F. NEWMAN, G. M., C. & B. T. Co., Cleveland, O.
J. C. EVANS, W. M., Erie & Western Transit Co., Buffalo, N.Y.
C. J. SMITH, G. M., Rich. & Ont. Nav. Co., Montreal, Quebec.
H. L. JOYCE, Mgr. Marine Dept., Cent. R.R. of N.J., New York, N.Y.
F. C. REYNOLDS, T. M., Pere Marquette Line Steamers, Milwaukee, Wis.
B. W. PARKER, G. M., White Star Line, Detroit, Mich.
H. W. THORP, G. M., Goodrich Transportation Co., Chicago, Ill.

Annual meeting at ————.

ASSOCIATION OF RAILWAY CLAIM AGENTS.

CHRIS. HOEPPNER, President, Asst. General Claim Agent Missouri Pacific Ry., St. Louis, Mo.

Vice-Presidents.

C. W. EGAN, Claim Agent Baltimore & Ohio R.R., Baltimore, Md.
J. H. MATHER, Gen. Claim Agent Chicago, Rock Island & Pacific Ry., Chicago, Ill.
N. S. DUNLOP, Claim Adjuster Canadian Pacific Ry., Montreal, Canada.
A. F. MCCONNELL, Claim Agt. Nashville, Chattanooga & St. Louis Ry., Nashville, Tenn.
D. H. KIMBALL, General Claim Agent Great Northern Ry. Lines, St. Paul, Minn.

Secretary and Treasurer.

E. H. HEMUS, Claim Adjuster Atchison, Topeka & Santa Fe Ry., Topeka, Kan.

Next meeting will be held at Nashville, Tenn., May 25, 26, 27, 1910.

ASSOCIATION OF RAILWAY TELEGRAPH SUPERINTENDENTS.

J. L. DAVIS, President, Chicago, Ill.
J. T. DYER, 1st Vice-President, Los Angeles, Cal.
G. A. CELLAR, 2d Vice-President, Pittsburgh, Pa.
P. W. DREW, Secretary and Treasurer, Soo Line, Chicago, Ill.

Annual meeting at Los Angeles, Cal., May, 1910.

ASSOCIATION OF TRANSPORTATION AND CAR ACCOUNTING OFFICERS.

C. C. RILEY, President, Kansas City, Mo.
M. B. CASEY, 1st Vice-President, Scranton, Pa.
G. W. TAYLOR, 2d Vice-President, Washington, D.C.
G. P. CONARD, Secretary, 24 Park Place, New York.
F. M. LUCE, Treasurer, Chicago, Ill.

Next meeting at ————.

BUFFALO FREIGHT COMMITTEE.

Rooms 912-916 Chamber of Commerce Building, Buffalo, N.Y.

EDWARD T. JOHNSON, Chairman, 612 Brisbane Bldg, Buffalo, N.Y.
J. H. LIMBERGER, Secretary, 516 Prudential Bldg, Buffalo, N.Y.

Buffalo & Susquehanna Ry.	Lehigh Valley R.R.
Buffalo, Rochester & Pittsburgh Ry.	Michigan Central R.R.
Cleveland & Buffalo Transit Co.	New York Cent. & Hud. River R.R.
Delaware, Lack. & Western R.R.	New York, Chicago & St. Louis R.R.
Erie R.R.	Pennsylvania R.R.
Grand Trunk Ry. System.	Pere Marquette System.
Lake Shore & Michigan Southern Ry.	West Shore R.R.

BUFFALO JOINT WEIGHING AND INSPECTION BUREAU.

J. H. LIMBERGER, Joint Chief Inspector, Prudential Building, corner Pearl and Church Streets, Buffalo, N.Y.

BUREAU FOR THE SAFE TRANSPORTATION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES.

24 Park Place, New York City.

Dr. C. B. DUDLEY, President.
N. D. MAHER, Vice-President.
W. F. ALLEN, Secretary and Treasurer.
Col. B. W. DUNN, Chief Inspector.

Executive Committee.

C. B. DUDLEY, Chemist, Pennsylvania R.R.
N. D. MAHER, 2d Vice-President and General Manager, N. & W. Ry.
O. S. KEITH, Superintendent of Transportation, Illinois Central R.R.
THEO. VOORHEES, Vice-President, Philadelphia & Reading Ry.
E. H. FITZHUGH, 3d Vice-President, Grand Trunk Ry.
W. B. SCOTT, Assistant Director Maintenance and Operation, Union and Southern Pacific Systems.
W. C. NIXON, Vice-President and General Manager, St. Louis & San Francisco R.R.
S. E. COTTER, General Superintendent, Wabash R.R.
One vacancy.

Communications concerning the transportation of explosives should be addressed to Col. B. W. Dunn, Chief Inspector.

Annual meeting will be held at 24 Park Place, New York, February 1, 1910.

CANADIAN FREIGHT ASSOCIATION.

Officers of the Association.

J. J. MOSSMAN, President, Buffalo, N.Y.
M. H. BROWN, 1st Vice-President, Toronto, Ont.
C. A. HAYES, 2d Vice-President, Montreal, Que.
T. MARSHALL, Secretary-Treasurer, Toronto, Ont.

Classification Committee.

T. MARSHALL, Secretary, Toronto, Ont.

Inspection Committee.

T. MARSHALL, Chairman, Toronto, Ont.

Executive Committee and Audit Board.

W. B. BULLING, Montreal, Que. C. A. HAYES, Montreal, Que.
F. F. BACKUS, Hamilton, Ont.

Advisory Committee.

W. R. MACINNES. G. C. RANSOM. JOHN PULLEN.

Companies Represented.

Algoma Central Ry.	Michigan Central R.R.
Bay of Quinte Ry.	Montreal Transportation Co.
Boston & Maine R.R.	New York Cent. & Hud. River R.R.
Canadian Lake Line.	Niagara, St. Cath. & Toronto Ry.
Canadian Northern Ry.	Northern Navigation Co.
Canadian Northern Ontario Ry.	Ontario & Quebec Navigation Co.
Canadian Northern Quebec Ry.	Orford Mountain Ry.
Canadian Pacific Ry.	Ottawa & New York Ry.
Central Ontario Ry.	Pere Marquette R.R.
Central Vermont Ry.	Quebec & Lake St. John Ry.
Dominion Atlantic Ry.	Quebec Central Ry.
Grand Trunk Ry. System.	Quebec, Montreal & Southern Ry.
Great Northern Ry.	Reid-Newfoundland Ry.
Halifax & Southwestern Ry.	Richelieu & Ontario Navigation Co.
Intercolonial Ry.	Rutland R.R.
Irondale, Bancroft & Ottawa Ry.	Sydney & Louisburg Ry.
Kingston & Pembroke Ry.	Temiscouata Ry.
Maine Central R.R.	Temiskaming & No. Ontario Ry.
Marquette & Bessemer Dock & Navigation Co.	Toronto, Hamilton & Buffalo Ry.
Merchants' Line Steamers.	Wabash R.R.

Regular meetings at Montreal the second Thursday after the first Monday in January, April, July and October.

CANADIAN FREIGHT ASSOCIATION—WESTERN LINES.

W. C. BOWLES, President, Vancouver, B.C.
GEO. STEPHEN, Vice-President, Winnipeg, Manitoba.
H. R. PATRIARCHE, Manager and Secretary-Treasurer, Winnipeg, Manitoba.

Executive Committee and Audit Board.

W. B. LANIGAN, Winnipeg, Man. | GEORGE H. SHAW, Winnipeg, Man.

Freight Inspection Committee.

R. E. LARMOUR, Winnipeg, Man. | GEO. STEPHEN, Winnipeg, Man.

Regular meetings at Winnipeg first Monday of February, May, September and November at 2 30 p.m. Territory, Port Arthur to Laggan and Crows Nest.

Companies Represented.

Canadian Pacific Ry.	Canadian Northern Ry.
Alberta Ry. & Irrigation Co.	

CENTRAL AND WESTERN ASSOCIATION OF CAR SERVICE OFFICERS.

J. W. NOWERS, President (A. T. & S. F. Ry.).
J. A. WAGNER, Vice-President (Des M. U. Ry.).
W. E. BEECHAM, Secretary (C. M. & St. P. Ry.), Chicago, Ill.
F. M. LUCE, Treasurer (Chicago & North-western Ry.), Chicago, Ill.

Executive Committee.

H. J. MERRICK.—*Term expires* 1910.
E. M. STANTON.—*Term expires* 1911.
J. M. O'DAY.—*Term expires* 1912

Next meeting will be held at ————.

CENTRAL FREIGHT ASSOCIATION.

1063 The Rookery, Chicago, Ill.
J. F. TUCKER, Chairman.
EUGENE MORRIS, Secretary.
PAUL P. RAINER, Chief Inspector.

From Buffalo, N.Y., via the Grand Trunk Railway, through Niagara Falls, Hamilton, Harrisburg, Woodstock and London, Ont., to Port Huron, Mich.; thence along the west bank of Lake Huron to Mackinaw City, Mich.; thence, via the east, south and west banks of Lake Michigan to the Illinois-Wisconsin State line; thence west, via the Illinois-Wisconsin State line to the west bank of the Mississippi River; thence south along and including the west bank of the Mississippi River to and including St. Louis and Carondelet, Mo.; thence, via the east bank of the Mississippi River (including Cape Girardeau, Mo.), to Cairo, Ill.; from Cairo, via the north bank of the Ohio River, including Paducah, Henderson, Owensboro, Louisville, Ludlow, Covington, Newport, Dayton and Maysville, Ky., to Ashland, Ky., thence, via south bank of the Ohio River, to Guyandotte, W.Va.; thence southeastwardly, via the Chesapeake and Ohio Ry., to Gauley, W.Va.; thence north, via the Kanawha and Michigan Ry., to Point Pleasant, W.Va.; thence along the east bank of the Ohio River (including Parkersburg, W.Va.) to Moundsville, W.Va.; thence, via the Baltimore & Ohio R.R., through Wheeling, W.Va., Washington, Pittsburgh, Allegheny, Callery Junction and Butler, Pa., to Foxburg; thence, via the Chautauqua Division of the Pennsylvania R.R., through Oil City and Warren to Salamanca; thence, via the Erie R.R., through Dayton to Buffalo; also including Milwaukee and junctions taking Milwaukee rates; also Algoma, Green Bay, Kewaunee, Manitowoc and Marinette, Wis.; Menominee, Mich.; Oconto, Peshtigo and Sturgeon Bay, Wis.

CENTRAL GENERAL BAGGAGE AGENTS' ASSOCIATION.

R. R. Bentley, G.B.A., Penna. Lines, Chairman, Pittsburgh, Pa.
H. P. Dearing, G.B.A., Mich. Cent. R.R., Secretary, Chicago, Ill.

Executive Committee.

S. H. Overholt, G.B.A., Wabash R.R., St. Louis, Mo., Chairman.
J. B. Calkins, G.B.A., C. C. C. & St. Louis Ry., Cleveland, O.
F. J. Moore, G.B.A., N. Y. C. & St. Louis Ry., Cleveland, O.

CENTRAL PASSENGER ASSOCIATION.

Tribune Building, Chicago, Ill.

F. C. Donald, Commissioner. | C. A. Fox, Secretary.

The Central Passenger Association embraces the territory bounded as follows: Cairo, Ill., thence Ohio River to Evansville, thence the Louisville, Henderson & St. Louis Ry. to Louisville, thence the C. & O. Ry., Louisville to Kenova, thence the Ohio River Division of the B. & O. R.R., Kenova to Wheeling, thence the B. & O. R.R. to Washington, Pa., thence P. C. C. & St. L. Ry. to Pittsburg, thence Penna. R.R. to Mosgrove, Pa., thence B. R. & P. Ry. to Du Bois, thence Penna. R.R. to Johnsonburg, thence B. R. & P. Ry. to Buffalo, thence the Niagara River; that portion of Ontario reached by the lines of the Michigan Central R.R., Pere Marquette R.R. and Wabash R.R.; the Lower Peninsula of Michigan; the line of the C. R. I. & P. Ry., Chicago to Peoria, Ill., thence the T. P. & W. Ry., Peoria to Burlington, thence the Mississippi River to Cairo, Ill.

CENTRAL RAILWAY CLEARING HOUSE.

E. F. Haubold, Manager.
Offices—Brisbane Building, Buffalo, N.Y.

New York Cent. & Hud. Riv. R.R. and West Shore R.R.
St. Lawrence & Adirondack Ry.
Lake Shore & Michigan Southern Ry.
Michigan Central R.R.
Boston & Albany R.R.
Cleveland, Cincinnati, Chicago & St. Louis Ry.
Dunkirk, Alleg. Val. & Pitts. R.R.
New York, Chicago & St. L. R.R.
Pittsburgh & Lake Erie R.R.
Lake Erie & Western R.R.
Northern Ohio Ry.
Cincinnati Northern R.R.
Chicago, Indiana & Southern R.R.
Toronto Hamilton & Buffalo Ry.
Jamestown, Chautauqua & Lake Erie Ry.
Indiana Harbor Belt R.R.

CHICAGO AND OHIO RIVER COMMITTEE.

C. E. Fulton, Secretary, Room 1027 The Rookery, Chicago, Ill.

Balt. & Ohio Southwestern R.R.
Chicago & Alton R.R.
Chicago & Eastern Illinois R.R.
Chicago & Erie R.R.
Chicago, Cin. & Louisville R.R.
Chicago, Indiana & Southern R.R.
Chicago, Indianapolis & Louisv. Ry.
Chicago Southern Ry.
Cincinnati, Hamilton & Dayton Ry.
Cleveland, Cin. Chic. & St. L. Ry.
Evansville & Terre Haute R.R.
Lake Erie & Western R.R.
Illinois Central R.R.
Pittsburgh, Cin. Chic. & St. L. Ry.
Southern Ry. (St. Louis & Louisville Lines).
Vandalia R.R.
Wabash R.R.

CHICAGO CLAIM CONFERENCE.

Edward E. Wright, Chairman, Penna. Co., Pittsburgh, Pa.
F. L. Comstock, Secretary, So. Haven Line Steamers, Chicago, Ill.

Atchison, Topeka & Santa Fe Ry.
Chicago & Alton Ry.
Chicago & Eastern Illinois R.R.
Chicago & Erie R.R.
Chicago & North Western Ry. Co.
Chicago & Western Indiana R.R. and The Belt Ry. Co. of Chicago.
Chicago, Burlington & Quincy Ry.
Chicago Great Western Ry.
Chicago, Indianapolis & Louisv. Ry
Chicago, Milwaukee & St. Paul Ry.
Chicago, Rock Island & Pacific Ry.
Chicago, St. Paul, Minneapolis & Omaha Ry.
Chicago Terminal Transfer R.R.
Chicago Junction Ry.
Cincinnati, Hamilton & Dayton and Pere Marquette System.
Cleveland, Cin. Chicago & St L. Ry.
Chicago & South Haven S.S. Co.
Goodrich Transit Co.
Graham & Morton Transp. Co.
Grand Trunk Ry. System.
Illinois Central R.R.
Indiana Harbor Belt R. R.
Lake Shore & Michigan Southern Ry.
Michigan Central R.R.
Minn. St. Paul & Slt. Ste. Marie Ry.
New York, Chicago & St. Louis R.R.
Pennsylvania Co.
Pere Marquette R.R.
Pitts. Cin. Chicago & St. Louis Ry.
Soo Line.
Star Union Line.
Wabash R.R.

Regular meetings second Tuesday in February, April, June, August, October and December.

CHICAGO FREIGHT COMMITTEE.

L. A. Lowrey, Secretary, 1043 The Rookery, Chicago, Ill.

Baltimore & Ohio R.R.
Chicago & Eastern Illinois R.R.
Chicago, Cincinnati & Louisv. R.R.
Chicago, Indianapolis & Louisv. Ry.
Chicago, Indiana & Southern Ry.
Cleveland, Cin. Chic. & St. Louis Ry.
Erie R.R.
Grand Trunk Ry. System.
Lake Shore & Michigan Southern Ry.
Michigan Central R.R.
New York, Chicago & St. Louis R.R.
Pere Marquette R.R.
Pittsburgh, Cin. Chic. & St. Louis Ry.
Pittsburg, Ft. Wayne & Chicago Ry.
Wabash R.R.

CHICAGO RAILROAD ASSOCIATION.

Passenger Department.

427 La Salle Street Station, Chicago, Ill.

C. R. Davidson, Chairman, Chicago, Ill.
J. H. Colley, Secretary and Treasurer, 427 La Salle St. Station, Chicago, Ill.
H. T. Miles, J. E. Reilly, E. H. Batchelder, } *Executive Committee.*

CHICAGO RAILROAD ASSOCIATION—Continued.

Atchison, Topeka & Santa Fe Ry.
Baltimore & Ohio R.R.
Chicago & Alton Ry.
Chicago & Eastern Illinois R.R.
Chicago & Erie R.R.
Chicago & North-Western Ry. Co.
Chicago, Burlington & Quincy R.R.
Chicago Great Western Ry.
Chicago, Indiana & Southern R.R.
Chicago, Indianapolis & Louisv. Ry.
Chicago, Milwaukee & St. Paul Ry.
Chicago, Rock Island & Pacific Ry.
Cleveland, Cin. Chic. & St. Louis Ry.
Goodrich Transit Co.
Graham-Morton Line.
Grand Trunk Ry. System.
Illinois Central R.R.
Lake Shore & Michigan Southern Ry.
Michigan Central R.R.
New York, Chicago & St. Louis R.R.
Northern Michigan Transp. Co.
Northern Steamship Co.
Penna. Lines West of Pittsburgh.
Pere Marquette R.R.
Soo Line.
Wabash R.R. Co.

CINCINNATI FREIGHT COMMITTEE.

O. G. Fetter, Secretary and Chairman, Room 10, Carew Building, Cincinnati, O.

Baltimore & Ohio Southwestern R.R.
Chesapeake & Ohio Ry.
Chicago, Cincinnati & Louisv. R.R.
Cincinnati, Hamilton & Dayton Ry.
Cincinnati, Lebanon & North. Ry.
Cincinnati, New Orleans & Texas Pacific Ry.
Cincinnati Northern R.R.
Cleveland, Cincinnati, Chicago & St. Louis Ry.
Erie R.R.
Louisville & Nashville R.R.
Norfolk & Western Ry.
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.

CLEVELAND-LORAIN FREIGHT COMMITTEE.

H. F. Lowry, Chairman, Cleveland, O.
W. Maier, Secretary, Cleveland, O.

Baltimore & Ohio R. R.
Cleveland & Buffalo Transit Co.
Cleveland, Cin. Chic. & St. Louis Ry.
Detroit & Cleveland Navigation Co.
Erie R.R.
Lake Shore & Michigan Southern Ry.
New York, Chicago & St. Louis R.R.
Pennsylvania Co.
Wheeling & Lake Erie R.R.

CLEVELAND PASSENGER COMMITTEE.

M. G. Carrel, Chairman, Cleveland, O.
S. M. Brown, Secretary, Cleveland, O.

Baltimore & Ohio R.R.
Cleveland, Akron & Columbus Ry.
Cleveland, Cin. Chic. & St. Louis Ry.
Lake Shore & Michigan Southern Ry.
New York, Chicago & St. Louis R.R.
Penna. Co. (Cleve. & Pitts. R.R.)
Wheeling & Lake Erie R.R.

COLORADO TERMINAL LINES PASSENGER ASSOCIATION.

N. Underhill, Chairman and Secretary, Denver, Colo.

Atchison, Topeka & Santa Fe Ry.
Chicago, Burlington & Quincy R.R.
Chicago, Rock Island & Pacific Ry.
Colorado & North-western Ry.
Colorado & Southern Ry.
Colorado Midland Ry.
Colorado Springs & Cripple Creek District Ry.
Denver & Rio Grande R.R.
Florence & Cripple Creek R.R.
Midland Terminal Ry.
Missouri Pacific Ry.
Union Pacific R.R.

COLORADO-UTAH FREIGHT BUREAU.

C. H. Griffin, Agent, Room 3, Central Block, Salt Lake City, Utah.

Atchison, Topeka & Santa Fe Sys.
Colorado Midland Ry.
Colorado & Southern Ry.
Denver & Rio Grande R.R. Co.
Oregon Short Line R.R.
San Pedro, Los Angeles & Salt Lake R.R. Co.
Union Pacific R.R. Co.

COLUMBUS FREIGHT COMMITTEE.

H. B. Dunham, Chairman, Columbus, O.
Ira W. Morris, Secretary, Columbus, O.

Baltimore & Ohio R.R.
Baltimore & Ohio Southwestern R.R.
Cleveland, Akron & Columbus Ry.
Cleveland, Cin. Chic. & St. Louis Ry.
Hocking Valley Ry.
Norfolk & Western Ry.
Ohio Central Lines.
Pennsylvania Co.
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.

COLUMBUS PASSENGER COMMITTEE.

L. B. Freeman, Chairman, Columbus, O.
W. E. Joyce, Secretary, Columbus, O.

Baltimore & Ohio R.R.
Baltimore & Ohio Southwestern R.R.
Cleveland, Akron & Columbus Ry.
Cleve. Cin. Chicago & St. Louis Ry.
Hocking Valley Ry.
Ohio Central Lines.
Pennsylvania Lines.

COMMITTEE ON UNIFORM CLASSIFICATION.

Room 1008 Merchants Loan and Trust Bldg, 135 Adams St., Chicago, Ill.
R. N. Collyer, Chairman.

Members.

G. R. Browder, R. N. Collyer, R. C. Fyfe, Geo. H. Kelland, D. W. Longstreet, F. W. Meadows, W. R. Powe, F. W. Smith, Elmer H. Wood

LIST OF RAILWAY ASSOCIATIONS, THEIR OFFICERS, ETC.—Continued.

DAYTON FREIGHT COMMITTEE.

GEO. DIEFENBACH, Chairman, Dayton, O.
F. S. HOLMES, Secretary, Dayton, O.

Cincinnati, Hamilton & Dayton Ry.
Cleve. Cin. Chicago & St. Louis Ry.
Erie R.R.
Dayton & Union R.R.
Pitts. Cin. Chicago & St. Louis Ry.

DETROIT FREIGHT COMMITTEE.

C. J. HUPP, Chairman, Detroit, Mich.
M. T. STILING, Secretary, Detroit, Mich.

Canadian Pacific Ry.
Detroit & Cleveland Navigation Co.
Detroit & Toledo Shore Line R.R.
Detroit, Toledo & Ironton Ry.
Grand Trunk Ry. System.
Lake Shore & Michigan South. Ry.
Michigan Central R.R.
Pere Marquette R.R.
Wabash R.R

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.

President—G. W. TAYLOR, Southern Ry., Washington, D.C.
Vice-President—G. H. ALEXANDER, N. Y. C. & H. R. R.R., New York.
Secretary and Treasurer—F. E. HIGBIE, Central R.R. of New Jersey, Jersey City, N.J.

Executive Committee.

A. F. CURRIER, N. Y. N. H. & H. R.R., New Haven, Conn.
F. A. GASCOIGNE, Canadian Pacific Ry., Montreal, Que.
R. L. SPROWL, Southern Ry., Washington, D.C.

Next regular meeting will be held at Richmond, Va., March 31, 1910.

EASTERN CANADIAN PASSENGER ASSOCIATION.

Chairman—J. W. HANLEY, General Passenger Agent, Central Vermont Ry., St. Albans, Vt.
Secretary—G. H. WEBSTER, 54 Beaver Hall Hill, Montreal, Que.

Executive Committee.

G. T. BELL, A. P. T. M. Grand Trunk Ry. System, Montreal, Que.
WM. STITT, G. P. A. Canadian Pacific Ry. (Eastern Lines), Montreal, Que.
GUY TOMBS, General Freight and Passenger Agent Canadian Northern Quebec Ry., Montreal, Que.

The Eastern Canadian Passenger Association embraces the territory in Canada east of and including Port Arthur, Sault Ste. Marie and the St. Clair and Detroit Rivers.

EASTERN RAILROAD ASSOCIATION.

Office—614 F Street, N. W., Washington, D.C.

THEODORE N. ELY, President, Philadelphia, Pa.
GEORGE L. POTTER, Vice-President, Baltimore, Md.
ROBERT J. FISHER, General Counsel, Washington, D.C.
JOHN J. HARROWER, Secretary-Treasurer, Washington, D.C.
DONALD G. STUART, Asst. Sec'y and Treas., Washington, D.C.
EDWARD H. KEMPER, Auditor, Washington, D.C.

Executive Committee.

THEODORE N. ELY, Pennsylvania R.R. Co.
JAMES J. TURNER, Pennsylvania Company.
WILLIAM G. BESLER, Central R.R. Co. of New Jersey.
JOHN F. DEEMS, New York Central & Hudson River R.R. Co.
FAIRFAX HARRISON, Southern Ry. Co.
FAYETTE S. CURTIS, New York, New Haven & Hartford R.R. Co.
GEORGE L. POTTER, Baltimore & Ohio R.R. Co.
W. W. ATTERBURY, Philadelphia, Baltimore & Washington R.R. Co.
WILLIAM A. GARRETT, Seaboard Air Line Ry. Co.

FREIGHT CLAIM ASSOCIATION.

President—J. S. TUSTIN, Freight Claim Agent, Missouri Pacific Ry., St. Louis, Mo.
First Vice-President—W. J. HEALY, Auditor, A. T. & S. F. Ry.—Coast Lines, Los Angeles, Cal.
Second Vice-President—W. L. STANLEY, General Claim Agent, Seaboard Air Line Ry., Portsmouth, Va.
Secretary and Treasurer—WARREN P. TAYLOR, Traffic Manager, Rich. Fred. & Pot. R.R. and Wash. South. Ry., Richmond, Va.

Committee on Constitution and By-Laws.

R. L. CALKINS, Chairman, F. C. A., N.Y. C. & H. R. R.R., New York, N.Y.

Committee on Loss and Damage Rules.

R. C. RICHARDS, Chairman, G. C. A., C. & N. W. Ry., Chicago, Ill.

Committee on Overcharge Rules.

THOS. EEDSON, Chairman, F. C. A., Michigan Cent. R.R., Detroit, Mich.

Committee on Car Sealing Devices.

C. TUCKER, Chairman, F. C. A., Denv. & Rio Grande R.R., Denver, Colo.

Committee on Uniform Blanks.

E. E. WRIGHT, Chairman, F. C. A., Pennsylvania Lines, Pittsburgh Pa.

Committee on Methods and Topics.

J. F. SEGER, Chairman, F. C. A., Louisv. & Nashv. R.R., Louisville, Ky.

FREIGHT CLAIM ASSOCIATION.—Continued.

Arbitration Committee.

GEO. C. ARNOLD, Chairman, G. C. A., Lehigh Val. R.R., Philadelphia, Pa.
A. A. MARTIN, F. C. A., G. H. & S. A. Ry., Houston, Tex.
A. A. HAYES, Freight Auditor, A. T. & S. F. Ry., Topeka, Kan.

Special Arbitration Committee No. 1.

W. B. MCKINSTRY, Chairman, F. C. A., Cent. of Ga. Ry., Savannah, Ga.
H. F. BIDWELL, F. C. A., Boston & Maine R.R., Boston, Mass.
W. O. BUNGER, F. C. A., C. R. I. & P. Ry., Chicago, Ill.

Special Arbitration Committee No. 2.

J. L. EVSMANS, Chairman, G. F. A., C. V. R.R., Chambersburg, Pa.
J. M. EEDSON, F. C. A., N.Y. Cent. Fast Freight Lines, Buffalo, N.Y.
OWEN CAMERON, F. C. A., Intercolonial Railway, Moncton, N.B.

Appeal Committee.

J. J. HOOPER, Chairman, F. C. A., Southern Ry., Washington, D.C.
JOHN NICHOL, F. C. A., Old Dominion Steamship Co., Norfolk, Va.
THEO. F. LIPS, F. C. A., Merch. & Miners Transp. Co., Baltimore, Md.
J. A. CRAIG, F. C. A., Georgia Southern & Florida Ry., Macon, Ga.
A. B. THOMPSON, F. C. A., Del. Lack. & Western R.R., Scranton, Pa.

Nineteenth annual session will be held at ——————, Cal., June 15, 1910.

GENERAL MANAGERS' ASSOCIATION OF CHICAGO.

B. THOMAS, Chairman, Chicago, Ill.
J. W. KENDRICK, Chairman of Executive Committee.
H. DREMING, Secretary and Treasurer.

Atchison, Topeka & Santa Fe Ry.
Baltimore & Ohio R.R.
Chicago & Alton Ry.
Chicago & Erie R.R.
Chicago & Eastern Illinois R.R.
Chicago & Western Indiana R.R. and The Belt Ry. of Chicago.
Chicago & North-Western Ry.
Chicago, Burlington & Quincy Ry.
Chicago Great Western Ry.
Chicago, Indianapolis & Louisv. Ry.
Chicago, Indiana & Southern R.R.
Chicago Junction Ry.
Chicago, Lake Shore & Eastern Ry.
Chicago, Milwaukee & St. Paul Ry.
Chicago, Rock Island & Pacific Ry.
Chicago Terminal Transfer R.R.
Grand Trunk Ry. System.
Illinois Central R.R.
Indiana Harbor R.R.
Lake Shore & Michigan South. Ry.
Michigan Central R.R.
New York, Chicago & St. Louis R.R.
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.
Pittsburgh, Ft. Wayne & Chicago Ry.
Soo Line.
Wabash R.R.

GENERAL MANAGERS' ASSOCIATION OF NEW YORK.

W. G. BESLER, Chairman, New York City.
G. H. CAMPBELL, Vice-Chairman, New York City.
W. F. ALLEN, Secretary, New York City.

GENERAL MANAGERS' ASSOCIATION OF THE SOUTHEAST.

CHAS. A. WICKERSHAM, Chairman, Atlanta, Ga.
MOULTRIE HITT, Secretary, Atlanta, Ga.

Executive Committee.

Atlantic Coast Line R.R.
Central of Georgia Ry.
Nashville, Chat. & St. Louis Ry.
Seaboard Air Line Ry.
Southern Ry.

Membership.

Alabama Great Southern R.R.
Alabama & Vicksburg Ry.
Atlanta, Birm. & Atlantic R.R.
Atlanta & West Point R.R.
Atlantic Coast Line R.R.
Carolina & Northwestern Ry.
Carolina, Clinchfield & Ohio Ry.
Central of Georgia Ry.
Charleston & Western Carolina Ry.
Cin. New Orleans & Texas Pac. Ry.
Florida East Coast Ry.
Georgia & Florida Ry.
Georgia, Florida & Alabama Ry.
Georgia R.R.
Georgia Southern & Florida R.R.
Gulf & Ship Island R.R
Gulf Line Ry.
Illinois Central R.R.
Louisville & Nashville R.R.
Macon, Dublin & Savannah R.R.
Morgan's La. & Texas R.R.
Mississippi Central R.R.
Mobile & Ohio R.R.
Nashville, Chat. & St. Louis Ry.
New Orleans Great Northern R.R.
New Orleans & Northeastern R.R.
New Orleans, Mobile & Chic. R.R.
Norfolk & Southern Ry.
St. Louis & San Francisco R.R.
Seaboard Air Line Ry.
Southern Ry.
South Georgia & West Coast Ry.
Tennessee Central R.R.
Vicksburg, Shreveport & Pac. Ry.
Virginia & Southwestern Ry.
Western Ry. of Alabama.
Wrightsville & Tennille R.R.
Yazoo & Mississippi Valley Ry.

GENERAL MANAGERS' ASSOCIATION OF TEXAS.

CHAS. HAMILTON, President, Texas Central R.R., Waco, Tex.
D. B. KEELER, V.-Prest., Ft. W. & Denver City Ry., Fort Worth, Tex.
JAS. B. GILMER, Secretary, Waco, Tex.
HON. JOS. D. SAYERS, Counsel.

Executive Committee.

THORNWELL FAY, Vice-President and General Manager, Houston & Texas Central R.R., Houston, Tex.
F. G. PETTIBONE, Vice-President and General Manager, Gulf, Colorado & Santa Fe Ry., Galveston, Tex.
L. S. THORNE, V.-Prest and G. M., Texas & Pacific Ry., Dallas, Tex.
THOS. J. FREEMAN, Receiver, International & Great Northern R.R., Houston, Tex.
J. W. ROBINS, Vice-President and General Superintendent, Chicago, Rock Island & Gulf Ry., Fort Worth, Tex.

Regular meetings on the first Thursday in February, April, June, August and October.

LIST OF RAILWAY ASSOCIATIONS, THEIR OFFICERS, ETC.—Continued.

GENERAL SUPERINTENDENTS' ASSOCIATION OF CHICAGO.

E. F. POTTER, President, Minneapolis, Minn.
S. W. BROWN, Vice-President, Detroit, Mich.
H. D. JUDSON, Secretary and Treasurer, Chicago, Ill.

Atchison, Topeka & Santa Fe Ry.
Baltimore & Ohio R.R.
Chicago & Alton R.R.
Chicago & Eastern Illinois R.R.
Chicago & Illinois Western R.R.
Chicago & North-Western Ry.
Chicago & Western Indiana R.R. and the Belt Ry. of Chicago.
Chicago, Burlington & Quincy R.R.
Chicago, Cincinnati & Louisv. R.R.
Chicago Great Western Ry.
Chicago, Indianapolis & Louisv. Ry.
Chicago Junction Ry.
Chicago, Milwaukee & St. Paul Ry.
Chicago, Rock Island & Pacific Ry.
Chicago Short Line Ry.
Chicago Terminal Transfer R.R.
Elgin, Joliet & Eastern Ry.
Erie R.R.
Illinois Central R.R.
Illinois Northern Ry.
Indiana Harbor Belt R.R.
Lake Shore & Michigan Southern Ry.
Michigan Central R.R.
Minneapolis, St. Paul & Sault Ste. Marie Ry.
New York, Chicago & St. Louis R.R.
Pere Marquette R.R.
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.
Pittsburg, Ft. Wayne & Chicago Ry.
Wabash R.R.

GREAT LAKES AND ST. LAWRENCE RIVER RATE COMMITTEE.

Chairman—C. H. NICHOLSON, Traffic Manager, Northern Navigation Co. of Ontario, Sarnia, Ont.
Secretary—JAS. MORRISON, Chief Rate Clerk, Passenger Department, Canadian Pacific Ry., Montreal, Que.

Algoma Central S.S. Line.
Anchor Line (E. & W. Transp. Co.)
Arnold Transit Co.
Canadian Pacific Ry.
Chicago, Racine & Milwaukee Line.
Cleveland & Buffalo Transit Co.
Detroit & Buffalo S.B. Co.
Detroit & Cleveland Nav. Co.
Dunkley-Williams Co. (South Haven Line).
Goodrich Transit Co.
Graham & Morton Trans. Co.
Grand Trunk Ry. System.
Green Bay Transportation Co.
Huntsville & Lake of Bays Line.
Lake Ont. & Bay of Quinte S. B. Co.
Maganetawan River & Lakes S. B. Line.
Merchants Montreal Line.
Muskoka Navigation Co.
Niagara Gorge R.R.
Niagara Navigation Co.
Niagara, St. Catharines & Toronto Ry. & Navigation Co.
Northern Michigan Transp. Co.
Northern Nav. Co. of Ontario.
Northern S.S. Co.
Ontario & Quebec Navigation Co.
Ottawa River Navigation Co.
Pere Marquette Line Steamers.
Richelieu & Ontario Navigation Co.
Rideau Lakes Navigation Co.
St. Lawrence River Steamboat Co.
Temagami S. B. & Hotel Co.
Temiskaming Nav. Co. (Ltd.)
Thousand Island Steamboat Co.
Turbine S.S. Co.
United States & Dom. Transp. Co.
White Star Line.

Next meeting to be held at Buffalo, N.Y., January 20, 1910.

THE GULF FOREIGN FREIGHT COMMITTEE.

W. H. HOSMER, Chairman.
Office—339 Railway Exchange Building, Chicago, Ill.

Atchison, Topeka & Santa Fe Ry.
Atlantic & Mexican Gulf S.S. Co.
Atlantic Coast Line R.R.
Chicago & Alton R.R.
Chicago & Eastern Illinois R.R.
Chicago, Burlington & Quincy R.R.
Chicago, Cincinnati & Louisv. R.R.
Chicago, Indiana & Southern R.R.
Chicago, Indianapolis & Louisv. Ry.
Chicago, Rock Island & Pacific Ry.
Cleve. Cincin. Chic. & St. Louis Ry.
Colorado & Southern Ry.
Colorado Midland Ry.
Colorado So. New Orl. & Pac. R.R.
Denver & Rio Grande R.R.
Florida East Coast Ry.
Hubbard-Zemurray S.S. Co.
Illinois Central R.R.
International & Great Northern R.R.
Kansas City Southern Ry.
Louisiana Ry. & Navigation Co.
Louisville & Nashville R.R.
Markley Miller & Co.
Missouri, Kansas & Texas Ry.
Missouri Pacific Ry.
Mobile & Ohio R.R.
Morgan Line Steamers.
Morgan's Louisiana & Texas R.R. & S.S. Co.
Munson Steamship Line.
New Orleans & North-Eastern R.R.
New York & Porto Rico S.S. Co.
Pitts. Cincin. Chic. & St. Louis Ry.
Queen & Crescent Route.
St. Louis & San Francisco R.R.
Seaboard Air Line Ry.
Southern Ry.
Texas & Pacific Ry.
Trinity & Brazos Valley Ry.
Union Pacific R.R.
United Fruit Co's Steamship Lines.
United States Shipping Co.
United Steamship Co.
Ward Line.
Wolvin Line.

ILLINOIS FREIGHT COMMITTEE.

W. H. HOSMER, Chairman.
Office—339 Railway Exchange Building, Chicago, Ill.

Atchison, Topeka & Santa Fe Ry.
Chicago & Alton R.R.
Chicago & Eastern Illinois R.R.
Chicago & North Western Ry.
Chicago, Burlington & Quincy R.R.
Chicago Great Western Ry.
Chicago, Indiana & Southern R.R.
Chicago, Milwaukee & Gary Ry.
Chicago, Milwaukee & St. Paul Ry.
Chicago, Peoria & St. Louis Ry.
Chicago, Rock Island & Pacific Ry.
Chicago Southern Ry.
Cleve. Cincin. Chic. & St. Louis Ry.
Elgin, Joliet & Eastern Ry.
Illinois Central R.R.
Illinois Southern Ry.
Iowa Central Ry.
Lake Erie & Western R.R.
Lake Shore & Michigan South. Ry.
Louisville & Nashville R.R.
Michigan Central R.R.
St. Louis, Iron Mount. & South. Ry.
Southern Ry.
Vandalia R.R.
Wabash R.R.

INDIANAPOLIS FREIGHT COMMITTEE.

FORD WOODS, Chairman, F. J. BARR, Secretary, } 600 Board of Trade Building, Indianapolis, Ind.

Chicago, Indianapolis & Louisv. Ry.
Cincinnati, Hamilton & Dayton Ry.
Cleveland, Cin. Chic. & St. Louis Ry.
Erie R.R.
Indianapolis Southern R.R.
Lake Erie & Western R.R.
Pennsylvania Lines.
Vandalia R.R.

INDIANAPOLIS LOCAL FREIGHT AGENTS' ASSOCIATION.

E. F. GRAHAM, President, R. D. COUCH, Vice-President, F. J. BARR, Sec'y and Treas., } 600 Board of Trade Building, Indianapolis, Ind.

Chicago, Indianapolis & Louisv. Ry.
Cincinnati, Hamilton & Dayton Ry.
Cleve. Cincin. Chic. & St. Louis Ry.
Indianapolis Southern R.R.
Lake Erie & Western R.R.
Pennsylvania Lines.
Vandalia R.R.

INTERNATIONAL ASSOCIATION OF TICKET AGENTS.

President—W. B. PETERS, B. & O. R.R., McKeesport, Pa.
1st Vice-President—W. E. SMITH, C. & N. W. Ry., Geneva, Ill.
2d Vice-President—J. H. STERLING, P. & L. E. R.R., Pittsburg, Pa.
3d Vice-President—D. VAN METER, C. B. & Q. R.R., Macomb, Ill.
Secretary—J. O. FRAZEE, Philadelphia, Pa.
Treasurer—ELLWOOD RAMSEY, Philadelphia, Pa.
Auditor—W. S. SMITH, Bainbridge, Pa.

Executive Committee.

R. L. APPLEBY, P. B. & W. R.R., Wilmington, Del.
W. R. O'NEAL, Plant System, Orlando, Fla.
E. R. MARIS, B. & M. R. R.R., New Castle, Wyo.
R. J. CULLITON, Buffalo, N.Y.
W. R. MCGEEHON, Youngstown, O.

Advisory Board of Ex-Presidents.

W. B. CONARD, Philadelphia, Pa.
CHARLES VAN CAMPEN, Rochester, Minn.
F. S. MONTGOMERY, Vincennes, Ind.
E. N. BLOOD, Buffalo, N.Y.
W. F. HAMBRIGHT, Lancaster, Pa.
L. C. BOYLE, Viroqua, Wis.
S. H. WALLACE, Philadelphia, Pa.

Annual convention at ———.

INTERNATIONAL MASTER BOILER MAKERS' ASSOCIATION.

President—A. E. BROWN, L. & N. R.R., Louisville, Ky.
1st Vice-President—A. N. LUCAS, C. M. & St. P. R.R., Milwaukee, Wis.
2d Vice-President—CHARLES P. PATRICK, G. S., The Bigelow Co., New Haven, Conn.
3d Vice-President—HENRY L. WRATTEN, Supt. Boiler Dept., Freeman & Sons Mfg. Co., Racine, Wis.
4th Vice-President—THOMAS W. LOWE, Winnipeg, Man.
5th Vice-President—GEO. W. BENNETT, N.Y. C. & H. R. R.R., Albany, N.Y.
Secretary—HARRY D. VOUGHT, 95 Liberty Street, New York City.
Treasurer—FRANK GRAY, 806 N. Madison Street, Bloomington, Ill.

Executive Board.

J. T. GOODWIN, Chairman, American Loco. Co., Richmond, Va.
H. J. RAPP, I. C. R.R., Waterloo, Ia.
J. A. DOARNBERGER, N. & W. R.R., Roanoke, Va.
C. J. MURRAY, Erie R.R., Meadville, Pa.
M. O'CONNOR, C. & N. W. R.R., Missouri Valley, Ia.
JAMES H. FAHEY, Racine, Wis.
W. H. LAUGHRIDGE, Hocking Valley R.R., Columbus, O.
JAMES CROMBIE, Hamilton, Ont.
B. F. SARVER, Penna. R.R., Fort Wayne, Ind.

Next annual convention will be held at Cincinnati, O.

INTERNATIONAL RAILWAY FUEL ASSOCIATION.

President—EUGENE MCAULIFFE, Rock Island-Frisco Lines, Chicago, Ill.
1st Vice-President—W. C. HAYES, Erie R.R., New York, N.Y.
2d Vice-President—J. H. HIBBEN, M. K. & T. Ry., Parsons, Kan.
Secretary—D. B. SEBASTIAN, C. & E. I. R.R. and E. & T. H. R.R., 327 La Salle Station, Chicago, Ill.
Treasurer—J. MCMANAMY, Pere Marquette R.R., Grand Rapids, Mich.

Executive Committee.

T. E. ADAMS, S. L. S. W. Ry., Pine Bluff, Ark.
RAFFE EMERSON, Lehigh Valley R.R., South Bethlehem, Pa.
T. P. EDGAR, C. H. & D. Ry., Lima, O.
DAVID MEADOWS, Mich. Cent. R.R., St. Thomas, Ont.
GEO. M. CARPENTER, N. C. & St. L. Ry., Nashville, Tenn.
J. W. HARDY, C. R. I. & P. Ry., Chicago, Ill.

Annual convention will be held at Chicago, Ill., May, 1910.

INTERNATIONAL RAILWAY GENERAL FOREMAN'S ASSOCIATION.

President—T. H. OGDEN, Santa Fe Ry., Dodge City, Kan.
1st Vice-President—C. H. VOGES, Big Four Route, Bellefontaine, O.
2d Vice-President—T. F. GRIFFIN, Big Four Route, Indianapolis, Ind.
3d Vice-President—WM. HALL, C. & N. W. Ry., Escanaba, Mich.
4th Vice-President—J. A. BOYDEN, Erie R.R., Cleveland, O.
Chairman of Executive Committee—H. D. KELLEY, C. & N. W. Ry., Chicago, Ill.
Secretary-Treasurer—L. H. BRYAN, Two Harbors, Minn.

Annual convention at Cincinnati, O.

INTERNATIONAL WATER LINES PASSENGER ASSOCIATION.

President—C. F. BIELMAN, Detroit, Mich.
Vice-President—W. M. LOWRIE, New York, N.Y.
Secretary—M. R. NELSON, 379 Broadway, New York.

Executive Committee.

A. A. HEARD, Albany, N.Y.
L. G. LEWIS, Detroit, Mich.
R. C. DAVIS, Chicago, Ill.

Auditing Committee.

C. H. NICHOLSON, Sarnia, Ont.
J. H. ALLAIRE, New York, N.Y.
H. FOSTER CHAFFEE, Toronto, Ont.

Algoma Central S.S. Line.
Anchor Line (E. & W. T. Co.)
Arnold Transit Co.
Ashley-Dustin Steamers.
Canadian Pacific Ry. S.S. Line.
Champlain Transportation Co. & Lake George S.B. Co.
Chicago, Racine & Milwaukee Line.
Crosby Transportation Co.
Detroit & Cleveland Nav. Co.
Diamond Jo Line Steamers.
Goodrich Transit Co.
Graham & Morton Transp. Co.
Hudson River Day Line.
Hudson Navigation Co.
Huntsville, Lake of Bays & Lake Simcoe Navigation Co.
Lake Ont. & Bay of Quinte S.B. Co. (Ltd.).
Maine S.S. Co.
Merchants Montreal Line.
Montauk Steamboat Co. (Ltd.).
Muskoka Lakes Nav. & Hotel Co.
Niagara & St. Catherines Nav. Co.
Niagara Navigation Co.
Northern Michigan Transp. Co.
Northern Navigation Co.
Northern S.S. Co.
Ontario & Quebec Nav. Co.
Ottawa River Navigation Co.
Parry Sound Yachting Fleet.
Pere Marquette Line Steamers (M. S. T. Co.)
Richelieu & Ontario Nav. Co.
Rideau Lakes Navigation Co.
Star Cole Line.
So. Pac. Co. (Atlantic S.S. Lines).
St. Louis & Tennessee Riv. Packet Co.
Temagami Steamboat Co. (Ltd.).
Tennessee River Navigation Co.
United Fruit Co's S.S. Lines.
United States & Dom. Transp. Co.
White Star Line.

The next annual meeting will be held at Lafayette Hotel, Buffalo, N.Y., January 20, 1910.

JOINT TRACK ASSOCIATION—COLORADO AND SOUTHERN—DENVER AND RIO GRANDE.

N. UNDERHILL, Commissioner, Denver, Colo.

Colorado & Southern Ry.
Denver & Rio Grande R.R.

LOCAL UTAH FREIGHT BUREAU.

C. H. GRIFFIN, Chairman, Room 3, Central Block, Salt Lake City, Utah.

Denver & Rio Grande R.R.
Oregon Short Line R.R.
San Pedro, Los Angeles & Salt Lake R.R.

LOUISVILLE FREIGHT COMMITTEE.

FRANK G. MAUS, Chairman, Louisville, Ky.
S. E. MULLINGS, Secretary, Louisville, Ky.

Baltimore & Ohio Southwestern R.R.
Chesapeake & Ohio Ry.
Chicago, Indianap. & Louisv. Ry.
Cleveland, Cincinnati, Chicago & St. Louis Ry.
Illinois Central R.R.
Louisville & Nashville R.R.
Louisville, Henderson & St. L.
Pittsburgh, Cincin. Chic. & St. L.
Southern Ry.

MASTER CAR BUILDERS' ASSOCIATION.

Officers for 1909-1910.

President—F. H. CLARK, G. S. M. P., C. B. & Q. R.R., Chicago, Ill.
1st Vice-President—T. H. CURTIS, S. M., L. & N. R.R., Louisville, Ky.
2d Vice-President—LE GRAND PARISH, S. M. P., L. S. & M. S. Ry., Cleveland, O.
3d Vice-President—A. STEWART, G. S. M. P., Southern Ry., Washington, D.C.
Treasurer—JOHN KIRBY, Adrian, Mich.
Secretary—JOS. W. TAYLOR, 390 Old Colony Building, Chicago, Ill.

Executive Members.

a. D. F. CRAWFORD, G. S. M. P., Pennsylvania Lines, Pittsburgh, Pa.
a. F. W. BRAZIER, S. R. S., N. Y. C. & H. R. R.R., New York.
a. C. A. SCHROYER, S. C. D., Chic. & N. W. Ry., Chicago, Ill.
b. J. D. HARRIS, G. S. M. P., Baltimore & Ohio R.R., Baltimore, Md.
b. C. E. FULLER, S. M. P., Union Pacific R.R., Omaha, Neb.
b. H. D. TAYLOR, S. M. P., Philadelphia & Reading R.R., Reading, Pa.

a. Term of office expires June, 1911. *b.* Term of office expires June, 1910.

STANDING COMMITTEES.

Arbitration.

Chairman—J. J. HENNESSEY, M. C. B., Chicago, Milwaukee & St. Paul Ry., West Milwaukee, Wis.
J. E. BUKER, A. S. M., Illinois Central R.R., Chicago, Ill.
E. D. BRONNER, S. M. P., Michigan Central R.R., Detroit, Mich.
T. W. DEMAREST, S. M. P., Pennsylvania Lines, Ft. Wayne, Ind.
W. A. NETTLETON, G. S. M. P., Rock Island Lines, Chicago, Ill.

Standards and Recommended Practice.

R. L. KLEINE, Chief Car Inspector, Penna. R.R., Altoona, Pa.
JOHN HAIR, S. M. P., B. & O. S. W. R.R., Cincinnati, Ohio.
T. M. RAMSDELL, M. C. B., C. & O. Ry., Richmond, Va.
W. E. DUNHAM, M. M., Chicago & North West. Ry., Winona, Minn.
T. H. GOODNOW, M. C. B., L. S. & M. S. Ry., Chicago, Ill.

Train Brake and Signal Equipment.

Chairman—A. J. COTA, M. M., C. B. & Q. R.R., Chicago, Ill.
F. H. SCHEFFER, S. M. P., N. C. & St. L. Ry., Nashville, Tenn.
R. K. READING, S. M. P., Pennsylvania R.R., Buffalo, N.Y.
E. W. PRATT, M. M., Chic. & N. W. Ry., Missouri Valley, Ia.
R. B. KENDIG, M. E., Lake Shore & Mich. South. Ry., Cleveland, O.
T. L. BURTON, Gen. Inspector, C. R.R. of N. J., Jersey City, N.J.
B. P. FLORY, S. M. P., N. Y. O. & W. Ry, Middletown, N.Y.

MASTER CAR BUILDERS' ASSOCIATION.—Continued.

Brake Shoe Tests.

Chairman—W. F. M. GOSS, University of Illinois, Urbana, Ill.
J. R. ONDERDONK, E. of T., Baltimore & Ohio R.R., Baltimore, Md.
WM. MCINTOSH, S. M. P., Central R.R. of N. J., Jersey City, N.J.

Coupler and Draft Equipment.

Chairman—R. N. DURBOROW, S. M. P., Pennsylvania R.R. Altoona, Pa.
G. W. WILDIN, M. S., N. Y. N. H. & H. R.R., New Haven, Conn.
F. W. BRAZIER, S. R. S., N. Y. C. & H. R. R.R., New York, N.Y.
T. H. CURTIS, S. M., L. & N. R.R., Louisville, Ky.
F. H. STARK, S. R. S., Pittsburg Coal Co., Coraopolis, Pa.
THOS. ROOPE, S. M. P., Chic. Burl. & Quincy R.R., Lincoln, Neb.
W. E. SYMONS, S. M. P., Chicago Great Western R.R., St. Paul, Minn.

Rules for Loading Materials.

Chairman—A. KEARNEY, A. S. M. P., N. & W. Ry., Roanoke, Va.
C. E. FULLER, S. M. P., Union Pacific R.R., Omaha, Neb.
A. STEWART, G. S. M. P., Southern Ry., Washington, D.C.
WM. MOIR, M. S., Northern Pacific Ry., St. Paul, Minn.
J. S. LENTZ, M. C. B., Lehigh Valley R.R., South Bethlehem, Pa.
W. F. KRISEL, JR., A. M. E., Pennsylvania R.R., Altoona, Pa.
L. H. TURNER, S. M. P., Pitts. & Lk. Erie R.R., Pittsburgh, Pa.

Car Wheels.

Chairman—WM. GARSTANG, S. M. P., C. C. C. & St. L. Ry., Indianapolis, Ind.
W. C. A. HENRY, S. M. P., Pennsylvania Lines, Columbus, O.
A. E. MANCHESTER, S. M. P., C. M. & St. P. Ry., W. Milwaukee, Wis.
R. W. BURNETT, A. M. C. B., Can. Pac. Ry., Montreal, Can.
R. L. ETTENGER, C. M. E., Southern Ry., Washington, D.C.
A. KEARNEY, A. S. M. P., N. & W. Ry., Roanoke, Va.
O. C. CROMWELL, M. E., Baltimore & Ohio R.R., Baltimore, Md.

Safety Appliances.

Chairman—C. A. SELBY, M. E., C. R. I. & P. Ry., Chicago, Ill.
A. LA MAR, G. C. I., Pennsylvania Lines, Ft. Wayne, Ind.
T. H. CURTIS, S. M., Louisville & Nashville R.R., Louisville, Ky.
C. B. YOUNG, M. E., Chic. Burl. & Quincy R.R., Chicago, Ill.
LE GRAND PARISH, S. M. P., L. S. & M. S. Ry., Cleveland, O.
H. BARTLETT, G. S. M. P., Boston & Maine R.R., Boston, Mass.
T. M. RAMSDELL, M. C. B., Chesp. & Ohio Ry., Richmond, Va.

SPECIAL COMMITTEES.

1.—Freight Car Trucks.

Chairman—A. STEWART, G. S. M. P., Southern Ry., Washington, D.C.
J. J. TATUM, S. F. C. D., B. & O. R.R., Baltimore, Md.
A. S. VOGT, M. E., Pennsylvania R.R., Altoona, Pa.
J. F. DE VOY, M. E., C. M. & St. P. Ry., West Milwaukee, Wis.
G. A. HANCOCK, G. S. M. P., St. L. & S. F. R.R., Springfield, Mo.

2.—Splicing Underframes.

Chairman—R. E. SMITH, G. S. M. P., A. C. L. R.R., Wilmington, N.C.
W. F. BENTLEY, M. C. B., B. & O. R.R., Baltimore, Md.
H. L. TRIMYER, G. F. C. D., S. A. L. Ry., Portsmouth, Va.
I. S. DOWNING, M. C. B., L. S. & M. S. Ry., Collinwood, O.
F. A. TORREY, S. M. P., C. B. & Q. R.R., Chicago, Ill.

3.—Painting Steel Cars.

Chairman—G. E. CARSON, M. C. B., N. Y. C. & H. R. R. R., West Albany, N. Y.
T. RUMNEY, M. S., Erie R.R., New York, N.Y.
G. A. SCHMOLL, S. M. P., B. & O. R.R., Wheeling, W.Va.
J. M. SHACKFORD, C. D., D. L. & W. R.R., Scranton, Pa.
J. T. WALLIS, S. M. P., Pennsylvania R.R., Williamsport, Pa.

4.—Car Framing, Roof and Doors.

W. F. BENTLEY, M. C. B., Baltimore & Ohio R.R., Baltimore, Md.
J. A. MCRAE, M. E., Michigan Central R.R., Detroit, Mich.
R. S. MILLER, G. F. C. D., N. Y. C. & St. L. R.R., Cleveland, Ohio.
C. F. THIELE, G. C. I., Pennsylvania Lines, Columbus, Ohio.
G. W. LILLIE, S. C. D., St. L. & S. F. R.R., Springfield, Mo.

5.—Tank Cars.

Chairman—A. W. GIBBS, G. S. M. P., Pennsylvania R.R., Altoona, Pa.
C. M. BLOXHAM, M. C. B., Union Tank Line, New York, N.Y.
J. W. FOGG, M. M., Chic. Ter. Trans. R.R., East Chicago, Ind.
WM. MCINTOSH, S. M. P., Central R.R. of N. J., Jersey City, N.J.
S. K. DICKERSON, A. S. M. P., L. S. & M. S. Ry., Cleveland, O.

6.—Train Pipe and Connections for Steam Heat.

Chairman—C. A. SCHROYER, S. C. D., C. & N. W. Ry., Chicago, Ill.
H. E. PASSMORE, M. M., T. & O. C. Ry., Kenton, O.
T. H. RUSSUM, S. P. C. D., B. & O. R.R., Baltimore, Md.
I. S. DOWNING, M. C. B., L. S. & M. S. Ry., Collingwood, O.
J. J. EWING, M. E., C. & O. Ry., Richmond, Va.

7.—Classes of Cars.

JAS. MILLIKEN, S. M. P., P. B. & W. Ry., Wilmington, Del.
J. N. MOWERY, M. E., Lehigh Valley R.R., South Bethlehem, Pa.
F. M. WHYTE, C. M. E., N. Y. Central Lines, New York, N.Y.

8.—Salt Water Drippings from Refrigerator Cars.

Chairman—M. K. BARNUM, Asst. to V.-P., C. B. & Q. R.R., Chicago, Ill.
G. W. LILLIE, S. C. D., St. L. & S. F. R.R., Springfield, Mo.
W. E. SHARP, M. C. B., Armour & Co., Chicago, Ill.
E. W. PRATT, M. M., C. & N. W. Ry., Missouri Valley, Ia.
P. MAHER, S. M. P., C. & A. Ry., Bloomington, Ill.
D. C. ROSS, M. C. B., Michigan Central R.R., Detroit, Mich.
W. C. ARP, S. M. P., Vandalia R.R., Terre Haute, Ind.

9.—Mounting Pressures for Various Wheels and Axles.

E. D. NELSON, Engineer Tests, Pennsylvania R.R., Altoona, Pa.
A. FORSYTH, S. S., Chicago, Burlington & Quincy R.R., Aurora, Ill.
W. T. GORRELL, M. C. B., Phila. & Reading R.R., Reading, Pa.
J. F. WALSH, S. M. P., Chesapeake & Ohio Ry., Richmond, Va.
W. P. RICHARDSON, M. E., Pitts. & Lake Erie R.R., Pittsburgh, Pa.

(Continued on following page.)

LIST OF RAILWAY ASSOCIATIONS, THEIR OFFICERS, ETC.—Continued.

MASTER CAR BUILDERS' ASSOCIATION—Continued.

10.—Springs for Freight Car Trucks.

F. M. Gilbert, M. E., N. Y. C. & H. R. R.R., New York City.
W. F. Keisel, Jr., A. M. E., Pennsylvania R.R., Altoona, Pa.
M. H. Wickhorst, Engineer Tests, C. B. & Q. R.R., Aurora, Ill.
T. A. Lawes, M. M., Southern Indiana R.R., Bedford, Ind.
H. C. May, M. M., Louisville & Nashville R.R., Louisville, Ky.

11.—Train Lighting and Equipment.

T. R. Cook, A. E. M. P., Penna. Lines West, Fort Wayne, Ind.
Carl Brandt, Electrical Engineer, L. S. & M. S. Ry., Cleveland, O.
Ward Barnum, Electrical Engineer, L. & N. R.R., Louisville, Ky.
J. H. Davis, Electrical Engineer, B. & O. R.R., Baltimore, Md.

12.—Lumber Specifications.

G. N. Dow, C. M. I., L. S. & M. S. Ry., Cleveland, O.
G. H. Gilman, M. C. B., Northern Pacific Ry., St. Paul, Minn.
R. W. Burnett, M. C. B., Canadian Pacific Ry., Montreal, Can.

13.—Consolidation.

F. H. Clark, G. S. M. P., C. B. & Q. R.R., Chicago, Ill.
W. A. Nettleton, G. S. M. P., C. R. I. & P. Ry., Chicago, Ill.
C. A. Schroyer, S. C. D., C. & N. W. Ry., Chicago, Ill.

14.—Arrangements.

F. H. Clark, G. S. M. P., C. B. & Q. Ry., Chicago, Ill.

15.—Nominations.

J. S. Lentz, M. C. B., Lehigh Valley R.R., South Bethlehem, Pa.
J. F. Deems, G. S. M. P., N. Y. Central Lines, New York, N.Y.
W. H. Lewis, S. M. P., Norfolk & Western Ry., Roanoke, Va.
A. W. Gibbs, G. S. M. P., Pennsylvania R.R., Altoona, Pa.
J. E. Buker, S. C. D., Illinois Central Ry., Chicago, Ill.

Annual convention at ——————.

MEMPHIS ASSOCIATION OF RAILWAY SUPERINTENDENTS.

J. L. Lancaster, President, Memphis Tenn.
J. H. Sullivan, Secretary, Memphis, Tenn.

Bluff City Belt Line.
Chicago, Rock Island & Pacific Ry.
Illinois Central R.R.
Kansas City, Memphis & Birm. R.R.
Louisville & Nashville R.R.
Nashville, Chattanooga & St. L. Ry.
St. Louis & San Francisco R.R.
St. Louis, Iron Mountain & So. Ry.
St. Louis South-western Ry.
Southern Ry.
Union Railway.
Yazoo & Mississippi Valley R.R.

MICHIGAN FREIGHT COMMITTEE.

C. J. Hupp, Chairman, Detroit, Mich.
M. T. Stiling, Secretary, Detroit, Mich.

Ann Arbor R.R.
Boyne City, Gaylord & Alpena R.R.
Canadian Pacific Ry.
Chicago, Kalamazoo & Saginaw Ry.
Cleve. Cin. Chic. & St. Louis Ry.
Cincinnati Northern R.R.
Detroit & Charlevoix R.R.
Detroit & Cleveland Nav. Co.
Detroit & Mackinac Ry.
Detroit & Toledo Shore Line R.R.
Detroit, Toledo & Ironton Ry.
Grand Rapids & Indiana Ry.
Grand Trunk Ry. System.
Kalamazoo, Lake Shore & Chic. Ry
Lake Shore & Michigan South. Ry.
Manistee & Grand Rapids R.R.
Manistee & North-eastern R.R.
Michigan Central R.R.
Pere Marquette R.R.
Pontiac, Oxford & Northern R.R.
Wabash R.R.

MICHIGAN PASSENGER ASSOCIATION.

Room 53, Campau Building, Detroit, Mich.
James Houston, Chairman.

Ann Arbor R.R.
Detroit & Mackinac Ry.
Grand Rapids & Indiana Ry.
Grand Trunk Ry. System.
Lake Shore & Michigan Southern Ry.
Michigan Central R.R.
Pere Marquette R.R.
Pontiac, Oxford & Northern R.R.

MICHIGAN STATE INTERCHANGEABLE MILEAGE TICKET BUREAU.

James Houston, Joint Agent, Room 54, Campau Bldg, Detroit, Mich.

Executive Committee.

W. H. Underwood. Geo. W. Vaux. H. F. Moeller.

Ann Arbor R.R.
Detroit, Toledo & Ironton Ry.
Detroit & Mackinac Ry.
Grand Rapids & Indiana Ry.
Grand Trunk Ry. System.
Lake Shore & Michigan South. Ry.
Manistee & Grand Rapids R.R.
Michigan Central R.R.
Pere Marquette R.R.
Wabash R.R.

MIDDLE STATES FREIGHT ASSOCIATION.

Office—143 Liberty Street, New York.
C. W. Bullen, Chairman.
Jas. Bloomingdale, Secretary.

Allegheny Valley Ry.
Atlantic City R.R.
Baltimore & Ohio R.R.
Baltimore & Philadelphia R.R.
Baltimore & Philadelphia Steamboat Co.
Bangor & Portland Ry.
Bath & Hammondsport R.R.
Beech Creek R.R.
Bloomsburg & Sullivan R.R.
Buffalo & Susquehanna R.R.
Buffalo, Rochester & Pittsburgh Ry.
Catasauqua & Fogelsville R.R.
Central R.R. of New Jersey.
Central R.R. of Pennsylvania.
Clyde Steamship Co.
Cornwall & Lebanon R.R.
Cumberland Valley R.R.
Delaware & Hudson Co.
Delaware, Lackawanna & West.R.R.
Elmira, Cortland & Northern R.R.
Erie R.R.
Fall Brook Ry.
Lehigh Valley R.R.
Lehigh & Hudson River Ry.
Lehigh & New England R.R.
Long Island R.R.
Maryland & Pennsylvania R.R.
New York Cent.& Hudson Riv. R.R.
New York, Ontario & Western Ry.

MIDDLE STATES FREIGHT ASSOCIATION—Continued.

New York, Phila. & Norfolk R.R.
New York, Susquehanna & Western R.R.
New York & Baltimore Transportation Line.
Pennsylvania R.R.
Philadelphia & Reading Ry.
Pittsb., Shawmut & Northern R.R.
Richmond, Fred. & Potomac R.R.
Rome, Watertown & Ogdens R.R.
Staten Island Rapid Transit Ry.
Susquehanna & New York R.R.
Susquehanna, Bloomsburg & Berwick R.R.
Western Maryland R.R.
Western N.Y. & Pennsylvania R.R.
West Jersey & Seashore R.R.
West Shore R.R.
Williamsport & North Branch R.R.

MILWAUKEE FREIGHT COMMITTEE.

E. F. Blomeyer, Chairman, Milwaukee, Wis.
A. E. Halderman, Secretary, Milwaukee, Wis.

Chicago & North-Western Ry.
Chicago, Milwaukee & St. Paul Ry.
Chicago, Racine, Milwaukee Line.
Crosby Transportation Co.
Goodrich Transit Co.
Grand Trunk Ry.
Joint Rate Inspection Bureau.
Pere-Marquette Line Steamers.
Pere Marquette R.R.
Soo Line.

MINNEAPOLIS TERMINAL FREIGHT COMMITTEE.

P. S. Burghart, Chairman, Minneapolis, Minn.
C. A. Canning, Secretary, Minneapolis, Minn.

Chicago, Burlington & Quincy R.R.
Chicago Great Western Ry.
Chicago, Milwaukee & St. Paul Ry.
Chicago, Rock Island & Pacific Ry.
Chic. St. Paul, Minn. & Omaha Ry.
Great Northern Ry. Line.
Minneapolis & St. Louis Ry.
Minneapolis, St. Paul & Sault Ste. Marie Ry.
Northern Pacific Ry.

Regular meetings first Thursday after the first Monday of each month at 12 30 noon.

MISSISSIPPI VALLEY FREIGHT ASSOCIATION.

Room 1027 The Rookery, Chicago, Ill.
C. E. Fulton, Chairman.

Chicago & Alton R.R.
Chicago & Eastern Illinois R.R.
Chicago & Erie R.R.
Chicago, Burlington & Quincy R.R.
Chicago, Indiana & Southern R.R.
Chicago, Indianapolis & Louisv. Ry.
Chicago Southern Ry.
Illinois Central R.R.
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.
Wabash R.R.

NATIONAL ASSOCIATION OF RAILWAY AGENTS.

President—W. H. Mills, Lake Shore & Mich. South. Ry., Norwalk, O.
1st Vice-President—C. C. Goss, St. L. I. M. & So. Ry., Little Rock, Ark.
2d Vice-President—J. W. Cousins, I. C Ry., New Orleans, La.
3d Vice-President—J. E. Van Deusen, Erie R.R., Gowanda, N.Y.
Secretary—W. M. Drury, L. S. & M. S. Ry., Coldwater, Mich.
Treasurer—J. E. Gray, P. C. C. & St. L. Ry., Cambridge City, Ind.

Executive Committee.

E. E. Flack, Chairman, Agent Vandalia Line, Effingham, Ill.
M. O. Travis, Agent Southern Ry., Oakman, Ala.
A. N. Dietz, Ticket Agent B. & O. Ry., Cleveland, O.
J. B. Ross, Agent C. C. C. & St. Louis Ry., Marion, Ind.
B. F. Wilson, Agent C. & A. Ry., Jefferson City, Mo.
F. E. White, Agent Frisco System, Thayer, Mo.
C. Morrison, Agent Erie R.R., Akron, O.

Fourteenth convention meeting will be held at ——————.

NATIONAL ASSOCIATION OF RAILWAY COMMISSIONERS.

Martin S. Decker, New York, President.
R. Hudson Burr, Florida, First Vice-President.
Chas. F. Staples, Minnesota, Second Vice-President.
William H. Connolly, Washington, D.C., Secretary.
William Kilpatrick, Illinois, Assistant Secretary.

Next convention at Washington, D.C., November 16, 1909.

NEW ENGLAND ASSOCIATION OF GENERAL BAGGAGE AGENTS.

W. M. Skinner, President (B. & A. R.R.), Albany, N.Y.
Geo. E. Byram, Secretary and Treasurer (Boston & Maine R.R.), Room 7, North Union Station, Boston, Mass.

Executive Committee.

H. H. Towle (M. C. R.R.), Portland, Me.
J. W. Hanley (C. V. R.R.), St. Albans, Vt.
J. C. Apps (C. P. R.R.), Montreal, P.Q.

Meetings are held on the second Thursday in April, July and October. Annual meeting, second Thursday in January.

NEW ENGLAND ASSOCIATION OF RAILROAD SUPERINTENDENTS.

President—Chas. E. Lee, Gen. Supt. Boston & Maine R.R., Boston, Mass.
Vice-President—J. A. Droege, Supt. N. Y. N. H. & H. R.R., Providence, R.I.
Secretary-Treasurer—E. H. Morse, Passenger Train Master, N.Y. N. H. & H. R.R., Boston, Mass.

NEW ENGLAND FREIGHT ASSOCIATION.

W. F. Berry, Chairman, Boston, Mass.
Geo. E. Dudley, Secretary, Boston, Mass.

New York, New Hav. & Hart. R.R.
Boston & Albany R.R.
Boston & Maine R.R.
Maine Central R.R.
Central Vermont Ry.
Delaware & Hudson Co.
Bangor & Aroostook R.R.
Merchants and Miners Transp. Co.
Montpelier & Wells River R.R.

NEW ENGLAND PASSENGER ASSOCIATION.

N. E. Weeks, Chairman, Boston, Mass.
Geo. H. Watson, Secretary, Boston, Mass.

Boston & Albany R.R.—N. Y. C. & H. R. R.R. Lessee.
Boston & Maine R.R.
Canadian Pacific Ry.
Central Vermont Ry.
Eastern S.S. Co.
Grand Trunk Ry.
Maine Central R.R.
Metropolitan S.S. Co.
New York, New Haven & Hartford R.R.
Quebec Central Ry.
Rutland R.R.

Territory in the United States east of the New York Central & Hudson River R.R. and a line drawn from Albany north through the Hudson River and Lake Champlain to, but not including Rouse's Point, N.Y.

NEW ORLEANS TARIFF COMMITTEE.

W. P. Emerson, Chairman, Rooms 504–505 Perrin Bldg, New Orleans, La.

Colorado Southern, New Orleans & Pacific R.R.
Illinois Central R.R.
Louisiana Ry. & Nav. Co.
Louisville & Nashville R.R.
Mobile & Ohio R.R.
Morgan's La. & Tex. R.R. & S.S. Co.
New Orleans & Northeastern R.R.
New Orleans Great Northern R.R.
Texas & Pacific Ry.
The Yazoo & Mississippi Valley R.R.

NEW YORK CLAIM CONFERENCE.

R. L. Calkins, Chairman, New York.
Donald Wilson, Secretary, 263 Fifth Ave., New York, N. Y.

Atlantic Coast Line R.R.
Baltimore & Ohio R.R.
Baltimore Steam Packet Co.
Central R.R. of New Jersey.
Chesapeake Steamship Co.
Clyde Line.
Delaware & Hudson Co.
Delaware, Lackawanna & West. R.R.
Erie R.R.
Erie & Western Transp. Co.
Grand Trunk Ry. System.
Hartford & New York Transp. Co.
Hudson Navigation Co.
Lehigh Valley R.R.
Long Island R.R.
Mallory Lines.
Merchants & Miners Transp. Co.
Metropolitan S.S. Co.
N. Y. & Baltimore Transp. Line.
N. Y. Cent. & Hudson River R.R.
N. Y. N. H. & Hartford R.R.
New York, Ontario & Western Ry.
Old Dominion Steamship Co.
Pennsylvania R.R.
Philadelphia & Reading Ry.
Seaboard Air Line Ry.
Southern Ry.
Staten Island Rapid Transit Co.
Union Line.
Western Maryland R.R.

NIAGARA FRONTIER SUMMER RATE COMMITTEE.

A. A. Heard, Gen. Passenger Agt., D. & H. Co., Chairman, Albany, N.Y
Jas. Morrison, Chief Rate Clerk Pas. Dept., Canadian Pacific Ry., Secretary, Montreal, Que.

Algoma Central S.S. Line.
Atlantic City R.R.
Bangor & Aroostook R.R.
Bay of Quinte Ry.
Boston & Maine R.R.
Bras D'Or S.B. Co.
Canadian Northern Ontario Ry.
Canadian Northern Quebec Ry.
Canadian Pacific Ry.
Central R.R. of New Jersey.
Central Vermont Ry.
Champlain Transportation Co.
Charlottetown S. N. Co.
Coburn S.B. Co.
Damariscotta S.B. Co.
Delaware & Hudson Co.
Delaware, Lackawanna & West. R.R.
Deseronto Nav. Co. (Ltd.)
Detroit & Buffalo S.B. Co.
Dominion Atlantic Ry. & S.S. Co.
Eastern S.S. Co.
Frontier S.B. Co.
Grand Trunk Ry. System.
Halifax & Southwestern Ry.
Hudson Navigation Co. (Citizens and Peoples Lines).
Hudson River Day Line.
Huntsville & Lake of Bays Line.
Intercolonial Ry.
International Ry.
Kingston & Pembroke Ry.
Lake George S.B. Co.
Lake Ont. & Bay of Quinte S.B. Co.
Lehigh Valley R.R.
Maganetawan River & Lakes S.B. Line.
Maine Central R.R.
Metropolitan S.S. Co.
Michigan Central R.R.
Montpelier & Wells River R.R.
Muskoka Navigation Co.
New England Navigation Co.
New York & Ottawa R.R.
N. Y. Central & Hudson River R.R.
New York, New Haven & Hartford R.R.
Niagara Gorge R.R.
Niagara Navigation Co.
Northern Nav. Co. of Ont.
Northern S.S. Co.
Ottawa & New York Ry.
Ottawa River Navigation Co.
Parry Sound Yachting Fleet.
Pennsylvania R.R.
Philadelphia & Reading Ry.
Plant Line (C. A & P. S.S. Co.).
Prince Edward Island Ry.
Quebec & Lake St. John Ry.
Quebec Central Ry.
Quebec, Montreal & Southern Ry.
Quebec Ry. Light & Power Co.
Reid-Newfoundland Co.
Richelieu & Ontario Nav. Co.
Rideau Lakes Navigation Co.
Rutland R.R.
St. Lawrence River S.B. Co.
Temagami Navigation Co.
Temagami S.B. & Hotel Co.
Temiscouata Ry.
Temiskaming & North. Ontario Ry.
Temiskaming Nav. Co.
Thousand Islands Ry.
Thousand Island S.B. Co.
Toronto, Hamilton & Buffalo Ry.
Ulster & Delaware R.R.
Wabash R.R.
Washington County Ry.
West Shore R.R.

Next meeting to be held at Buffalo, N. Y., January 18–19–20, 1910.

NORTHERN COMMITTEE (FREIGHT).

Geo. P. Lyman, Chairman.
A. O. Wilson, Secretary.
Office—108 East 5th Street, St. Paul, Minn.

Chicago, Milwaukee & St. Paul Ry.
Chic. St. P. Minneap. & Omaha Ry.
Great Northern Ry.
Northern Pacific Ry.
Minneapolis & St. Louis R.R.
Illinois Central R.R.
Chicago Great Western Ry.
Chicago, Burlington & Quincy R.R.
Minneap. St. P. & Sault Ste. Marie Ry.
Chicago, Rock Island & Pacific Ry.

OFFICIAL CLASSIFICATION COMMITTEE.

F. S. Holbrook, Chairman, 143 Liberty Street, N.Y.
O. F. Lovenberg, Secretary, 143 Liberty Street, N.Y.

E. P. Bates, G. F. A. Pennsylvania R.R.
W. S. Kallman, 2d, A. F. T. M., New York Central & Hudson River R.R.
Henry Adams, G. F. A. Erie R.R.
P. J. Flynn, F. T. M. Delaware, Lackawanna & Western R.R.
C. A. Blood, F. T. M. Lehigh Valley R.R.
T. W. Galleher, G. F. A. Baltimore & Ohio R.R.
A. E. Billings, D. F. A. Lake Shore & Michigan Southern Ry.
J. E. Williams, C. of T. B. Pere Marquette R.R.
Jas. P. Orr, A. F. T. M. Pennsylvania Company.
C. L. Thomas, G. T. M. Cincinnati, Hamilton & Dayton Ry.
C. H. Stinson, G. F. A. Wabash R.R.
James Webster, G. F. A. N. Y. C. & St. L. R.R.
H. M. Biscoe, G. F. A. Boston & Albany R.R.
M. T. Donovan, F. T. M. Boston & Maine R.R.
L. H. Kentfield, G. F. A. New York, New Haven & Hartford R.R.

OHIO COAL TRAFFIC ASSOCIATION.

Hudson Fitch, Chairman, Toledo, O.
A. D. Smith, Secretary, Columbus, O.

Baltimore & Ohio R.R.
Cincinnati, Hamilton & Dayton Ry
Cleveland, Lorain & Wheeling Ry.
Detroit, Toledo & Ironton Ry.
Hocking Valley Ry.
Kanawha & Michigan Ry. in Ohio.
Lake Shore & Michigan Southern Ry., operating the Lake Erie, Alliance & Wheeling Ry.
Marietta, Columbus & Cleveland R.R.
Pennsylvania Co., operating the Tol. Walhonding Valley & Ohio R.R.
Toledo & Ohio Central Ry.
Wabash Pittsburg Terminal Ry. in Ohio.
Wheeling & Lake Erie R.R.
Zanesville & Western Ry.

PEORIA AND PEKIN FREIGHT COMMITTEE.

Frank M. Cole, Chairman.
Offices—Room 39, Chamber of Commerce Building, Peoria, Ill.

Cleve. Cin. Chicago & St. Louis Ry.
Chicago & Alton Ry.
Chicago, Burl. & Quincy Ry. Co.
Chicago, Peoria & St. Louis Ry.
Chicago, Rock Island & Pacific Ry.
Chicago & North-Western Ry.
Illinois Central R.R.
Iowa Central Ry.
Lake Erie & Western R.R.
Toledo, Peoria & Western Ry.
Vandalia Railroad Co.

PITTSBURGH FREIGHT COMMITTEE.

S. L. Seymour, Chairman, Pittsburgh, Pa.
C. E. E. Childers, Secretary, Room 624, Lewis Building, Pittsburgh, Pa.

Baltimore & Ohio R.R. (Pitts. Div.)
Baltimore & Ohio R.R. (P. & W. Div.)
Bessemer & Lake Erie R.R.
Buffalo, Rochester & Pittsburgh Ry.
Erie R.R.
Lake Shore & Mich. Southern Ry.
Pennsylvania Co.
Pennsylvania R.R. (P. R.R. Div.)
Pennsylvania R.R. (B. & A.V. Div.)
Pittsburgh & Lake Erie R.R.
Pittsburgh, Cin. Chic. & St. L. Ry.
The Wabash Pittsburgh Term. Ry.

PITTSBURGH PASSENGER COMMITTEE OF THE CENTRAL PASSENGER ASSOCIATION.

W. E. Kletty, Secretary,
Room 322, P. & L. E. R.R. Terminal Building, Pittsburgh, Pa.

Baltimore & Ohio R.R.
Bessemer & Lake Erie R.R.
Buffalo, Rochester & Pittsburgh Ry.
Penna. Lines West of Pittsburgh.
Pennsylvania R.R.
Penna. R.R. (B. & A. V. Div.)
Pittsburgh & Lake Erie R.R.
Wabash Pittsburg Terminal Ry. Co.

THE RAILROAD AGENTS' ASSOCIATION OF NEW ENGLAND.

President—G. A. Jones, N. Y. N. H. & H R.R., Middleboro, Mass.
Vice-President—E. J. Powers, B. & M. R.R., Manchester, N.H.
Secretary—E. O. Brigham, N. Y. N. H. & H. R.R., Marlboro, Mass.
Treasurer—G. W. Hunt, B. & M. R.R., Concord, Mass.

Executive Committee.

A. H. Porter, Boston Terminal Co., Boston, Mass.
C. W. Morgan, N. Y. C. F. F. Lines, Boston, Mass.
E. C. Jewett, N. Y. N. H. & H. R.R., Putnam, Conn.
E. H. Boynton, C. V. R. & G. T. R. Sys., Boston, Mass.
C. A. Chandler, B. & M. R.R., Salem, Mass.

Next annual meeting at ————.

RAILROAD REFRIGERATOR SERVICE ASSOCIATION.

Secretary and Treasurer—E. F. McPike, 1 Park Row, Chicago, Ill.

Executive Committee.

C. M. Secrist, General Manager, Pacific Fruit Express Co., Chicago, Ill.
Geo. B. Horr, Assistant General Western Agent, New York Central Fast Freight Lines, Chicago, Ill.
H. A. Huber, Supt. Refrigerator Service, C. R. I. & P. Ry., Chicago, Ill.
J. S. Leeds, Manager, Santa Fe Refrigerator Despatch Co., Chicago, Ill.
F. Meinhardt, New York Dispatch Refrigerator Line, Chicago, Ill.
————, Canadian Pacific Ry.
E. F. McPike, Refrigerator Service Agent, Illinois Central R.R., Chicago, Ill.

Regular meetings second Wednesday in January, April, July and October.

LIST OF RAILWAY ASSOCIATIONS, THEIR OFFICERS, ETC.—Continued.

RAILWAY ASSOCIATION OF SPECIAL AGENTS AND POLICE OF THE UNITED STATES AND CANADA.

President—H. H. GERMAIN, Special Agent A. T. & S. Fe Ry., Topeka, Kan.
1st Vice-President—M. B. EARLE, Special Agent Southern Ry., Charlotte, N.C.
2d Vice-President—J. J. LANDERS, Special Agent New York Cent. Ry., Utica, N.Y.
3d Vice-President—C. H. DAWSON, Special Agent Burlington Route, Aurora, Ill.
Secretary and Treasurer—W. C. PANNELL, Special Agent Chesapeake Steamship Co., Baltimore, Md.

Next meeting will be held at Los Angeles, Cal.

RAILWAY SIGNAL ASSOCIATION.

President—L. R. CLAUSEN, C. M. & St. P. Ry., Chicago, Ill.
Vice-President—H. S. BALLIET, Grand Central Station, New York.
Vice-President—C. E. DENNEY, L. S. & M. S. Ry., Cleveland, O.
Secretary-Treasurer—C. C. ROSENBERG, Con. Sig. Eng., Bethlehem Pa.

Executive Committee.

A. H. RUDD, P. R.R., Philadelphia, Pa.
J. A. PEABODY, C. & N. W. Ry., Chicago, Ill.
C. H. MORRISON, N. Y. N. H. & H. R.R., New Haven, Conn.
C. C. ANTHONY, P. R.R., Philadelphia, Pa.
J. C. YOUNG, U. P. R.R., Omaha, Neb.
Also the officers of the Association.

Stated meetings on the Monday before the third Tuesday in March and the second Tuesday in May.

Annual meeting at ——————.

RAILWAY STOREKEEPERS' ASSOCIATION.

President—D. A. WILLIAMS, B. & O. R.R., Baltimore, Md.
1st Vice-President—J. H. WATERMAN, C. B. & Q. R.R., Lincoln, Neb.
2d Vice-President—W. F. JONES, N. Y. C. & St. L. R.R., New York, N.Y.
Secretary and Treasurer—J. P. MURPHY, Box "C," Collinwood, O.

Executive Committee.

D. A. WILLIAMS, G. S. K., B. & O. R.R., Baltimore, Md.
J. H. WATERMAN, S. K., C. B. & Q. R.R., Lincoln, Neb.
H. A. ANDERSON, Special Agent, Penna. R.R., Philadelphia, Pa.
H. S. BURR, Superintendent of Stores, Erie R.R., New York, N.Y.
J. W. FOYLE, T. S. K., M. K. & T. Ry., Parsons, Kan.
T. W. FLANNAGAN, G. S. K., M. St. P. & S. S. M. Ry., Minneapolis, Minn.
F. A. BUSHNELL, G. S. K., Great Northern Ry., St. Paul, Minn.

Next meeting will be held at ——————.

ROADMASTERS AND MAINTENANCE OF WAY ASSOCIATION OF AMERICA.

President—A. E. HANSEN, C. & N. W. Ry., Green Bay, Wis.
1st Vice-President—I. SWEENEY, C. & E. I. Ry., Danville, Ill.
2d Vice-President—W. A. BRANDT, C. & N. W. Ry., Clintonville, Wis.
Sec'y and Treas.—WALTER E. EMERY, P. & P. U. Ry., Peoria, Ill.

Executive Committee.

A. E. MUSCHOTT, C. R. I. & P. Ry., Joliet, Ill.
T. THOMPSON, A. T. & S. F. Ry., Joliet, Ill.
C. MUSCHOTT, Pere Marquette, Muskegon, Mich.
B. A. WEST, A. T. & S. F. Ry., Pueblo, Colo.

Annual meeting at ——————.

ST. LOUIS ASSOCIATION OF GENERAL PASSENGER AGENTS.

J. E. DAVENPORT, President. F. D. GILDERSLEEVE, Vice-President.
J. W. HARVILLE, Secretary, 1114 Liggett Building, St. Louis, Mo.

Baltimore & Ohio Southwestern R.R.
Burlington Route.
Chicago & Alton R.R.
Chicago & Eastern Illinois R.R.
Chic. Peoria & St. Lo. Ry. Co. of Ill.
Cleveland, Cin. Chic. & St. Louis Ry.
Chicago, Rock Island & Pacific Ry.
Illinois Central R.R.
Louisville & Nashville R.R.
Louisville, Henderson & St. Louis Ry.
Missouri, Kansas & Texas Ry.
Missouri Pacific Ry.
Mobile & Ohio R.R.
St. Louis & San Francisco Ry.
St. Louis, Iron Mountain & So. Ry.
St. Louis South-western Ry.
Southern Ry.
Terminal R.R.
Toledo, St. Louis & Western R.R.
Vandalia Line.
Wabash R.R.

ST. LOUIS-CINCINNATI-LOUISVILLE FREIGHT COMMITTEE.

WM. CAMERON, Secretary, 909-910 Century Bldg, St. Louis, Mo.

Baltimore & Ohio Southwestern R.R.
Chicago & Eastern Illinois R.R.
Chicago, Indianapolis & Louisv. Ry.
Chicago, Peoria & St. Louis Ry.
Cleveland, Cin. Chic. & St. Louis Ry.
Cincinnati, Hamilton & Dayton Ry
Illinois Central R.R.
Louisville & Evansville Packet Co.
Louisville, Henderson & St. Louis Ry.
Pitts. Cin. Chicago & St. Louis Ry.
Southern Ry. (St. Louis-Louisville Lines).
Vandalia R.R.

ST. LOUIS COAL TRAFFIC BUREAU.

WM. CAMERON, Secretary, 909-910 Century Bldg, St. Louis, Mo.

Baltimore & Ohio Southwestern R.R.
Chicago & Eastern Ill. R.R.
Cleveland, Cin. Chic. & St. Louis Ry.
East St. Louis & Suburban Ry.
Illinois Central R.R.
Litchfield & Madison Ry.
Louisville & Nashville R.R.
Mobile & Ohio R.R.
St. Louis & Belleville Electric Ry.
St. Louis & O'Fallon Ry.
St. Louis, Iron Mountain & Southern Ry. (Illinois Division).
St. Louis, Troy & Eastern R.R.
Southern Ry. (St. Louis-Louisville Lines).
Vandalia R.R.
Wabash R.R.

ST. LOUIS EASTBOUND FREIGHT COMMITTEE.

WM. CAMERON, Secretary, 909-910 Century Bldg, St. Louis, Mo.

Baltimore & Ohio Southwestern R.R.
Chicago & Alton Ry.
Chicago, Peoria & St. Louis Ry.
Chicago & Eastern Illinois R.R.
Cleveland, Cin. Chic. & St. Louis Ry.
Columbia Transfer Co.
Illinois Central R.R.
Louisville, Henderson & St. Louis Ry.
St. Louis Transfer Co.
Southern Ry. (St. Louis-Louisville Lines).
Terminal R.R. Assn. of St. Louis.
Toledo, St. Louis & Western R.R.
Vandalia R.R.
Wabash R.R.

ST. PAUL AND MINNEAPOLIS RATE ASSOCIATION.

J. B. METCALF, O. J. STICH, } Joint Secretaries, St. Paul, Minn.

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Chicago Great Western Ry.
Chicago, Milwaukee & St. Paul Ry.
Chicago, Rock Island & Pacific Ry.
Chicago, St. Paul, Minn. & Omaha Ry.
Great Northern Ry.
Minneapolis & St. Louis R.R.
Minn. St. Paul & Sault Ste. Marie Ry.
Northern Pacific Ry.

SANDUSKY FREIGHT COMMITTEE.

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Baltimore & Ohio R.R.
Cleveland, Cin. Chic. & St. Louis Ry.
Lake Erie & Western R.R.
Lake Shore & Michigan Southern Ry.
Pennsylvania Co.

THE SOCIETY OF RAILWAY FINANCIAL OFFICERS.

President—T. H. B. MCKNIGHT, Treas. Pennsylvania Lines West. Pittsburgh, Pa.
1st Vice-Prest.—GEO. H. CROSBY, Sec'y and Treas. C. R. I. & P. Ry. Co., Chicago, Ill.
2d Vice-Prest.—E. L. ROSSITER, Treas. New York Central Lines, New York City.
Sec'y and Treas.—C. NYQUIST, Room 1006 LaSalle St. Sta., Chicago, Ill.

Executive Committee.

Term Expires 1909.

H. C. ANSLEY, Treasurer Southern Ry. Co., Washington, D.C
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E. L. COPELAND, Sec'y and Treas. A. T. & S. F. Ry. Co., Topeka, Kan.
F. H. HAMILTON, Sec'y and Treas. St. L. & S. F. R.R. Co., St. Louis, Mo.
E. L. ROSSITER, Treas. N.Y. Cent. & Hud. River R.R. Co., New York City.

Term Expires 1910.

GEO. H. CROSBY, Sec'y and Treas. C. R. I. & P. Ry. Co., Chicago, Ill.
T. H. B. MCKNIGHT, Treasurer Pennsylvania Co., Pittsburg, Pa.
FRANK SCOTT, Treasurer Grand Trunk Ry. System, Montreal, P.Q.
J. F. TITUS, Asst. to Prest. Illinois Central R.R. Co., Chicago, Ill.

Next meeting will be held at ——————.

SOUTHEASTERN ACCOUNTING CONFERENCE.

Chairman—H. H. LAUGHTON, Auditor, Southern Ry., Washington, D.C.
Secretary—M. B. NICHOLS, Aud. of Traf., Cent. of Ga. Ry., Savannah, Ga.

STANDING COMMITTEES.

Committee on Freight Accounts.

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GEORGE BECKER, Aud. of Receipts, L. & N. R.R., Louisville, Ky.
W. H. SMITH, Auditor, A. & W. P. R.R., Atlanta, Ga.
O. B. BIDWELL, Jr., Auditor, M. & M. T. Co., Baltimore, Md.
E. T. JONES, Auditor Revenue, Southern Ry., Washington, D.C.

Committee on Disbursement Accounts.

Chairman—C. H. BANKS, Aud. of Disb., Cent. of Ga. Ry., Savannah, Ga.
J. H. MCEWEN, Aud. Disb., Nash. Chatt. & St. L. Ry., Nashville, Tenn.
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G. B. RERVES, C. C. to Aud. Disb., L. & N. R.R., Louisville, Ky.

Committee on Government Accounts.

Chairman—J. E. COX, Auditor, R. F. & P. Ry. and Washington Southern Ry., Richmond, Va.
T. W. ROBY, Comptroller, S. A. L. Ry., Portsmouth, Va.
C. B. HAYES, Comptroller, M. & O. R.R., Mobile, Ala.
M. F. MOLLOY, Comptroller, C. N. O. & T. P. Ry., Cincinnati, O.
CARLTON HILLYER, Auditor, Georgia R.R., Augusta, Ga.
J. H. SURRATT, Auditor, Baltimore Steam Packet Co., Baltimore, Md.
O. D. JAMES, Aud. F. R., Chesapeake & Ohio Ry., Richmond, Va.

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T. H. WRIGHT, Aud. Pas. Accts., S. A. L. Ry., Portsmouth, Va.
R. K. SLAUGHTER, Aud., Chesapeake Steamship Co., Baltimore, Md.
G. S. LEGRAND, Aud. Pas. Rcpts., A. C. L. R.R., Wilmington, N.C.

Committee on Car and Miscellaneous Accounts.

Chairman—C. W. STEVENSON, Auditor Receipts, Nashville, Chattanooga & St. Louis Ry., Nashville, Tenn.
M. T. LANIGAN, Auditor, W. & T. R.R., Tennille, Ga.
J. L. HAMAR, Auditor, Atlanta, Birm. & Atlantic Ry., Atlanta, Ga.
H. M. HOOD, Auditor, M. J. & K. C. Ry., Mobile, Ala.
E. E. PALEN, Auditor, Old Dominion Steamship Co., New York City.

Next meeting will be held at Atlantic City, N.J., April 7-8, 1910.

THE SOUTHEASTERN CLAIM CONFERENCE.

W. L. STANLEY, Chairman, Portsmouth, Va.
F. E. WINBURN, Secretary, Atlanta, Ga.

Alabama & Vicksburg Ry.
Alabama Great Southern R.R.
Atlanta & West Point R.R.
Atlanta, Birmingham & Atlantic R.R.
Atlantic Coast Line R.R.
Augusta Southern Ry.
Baltimore Steam Packet Co.
Blue Ridge Ry.
Brunswick Steamship Co.
Caldwell & Northern R.R. Co.
Carolina & Northwestern Ry. Co.
Carolina, Clinchfield and Ohio Ry.
Central of Georgia Ry. Co.
Charleston & West Carolina Ry.
Chattanooga Southern R.R.
Chattahoochee Valley Ry.
Chesapeake Steamship Co.
Cin. New Orleans & Tex. Pac. Ry.
Clyde Line.
Fitzgerald, Ocilla & Broxton R.R.
Florida Central R.R.
Gainesville Midland Ry.
Georgia, Florida & Alabama Ry.
Georgia R.R.
Georgia & Florida Ry. System.
Georgia Northern Ry.
Georgia Southern & Florida Ry.
Gulf & Ship Island R.R.
Illinois Central R.R.
Louisiana Western R.R.
Louisville & Nashville R.R.
Louisville & Wadley Ry.
Macon & Birmingham Ry
Macon, Dublin & Savannah Ry.
Merchants & Miners Transp. Co.
Mobile & Ohio R.R.
Mobile, Jackson & Kansas City R.R.
Morgan's La. & Tex. R.R. & S.S. Co.
Nashville, Chatt. & St. Louis Ry.
New Orleans & Northeastern R.R.
New Orleans Great Northern R.R.
Norfolk & Southern Ry.
Norfolk & Western Ry.
Old Dominion Steamship Co.
St. Louis & San Francisco Ry.
Seaboard Air Line Ry.
Southern Ry.
Tampa & Jacksonville Ry.
Tennessee Central R.R.
Union Springs & Northern Ry.
Vicksburg, Shreveport & Pacific Ry.
Wadley Southern Ry.
Western Ry. of Alabama.
Yazoo & Mississippi Valley R.R.

SOUTHEASTERN FREIGHT ASSOCIATION.

E. H. HINTON, Chairman, Atlanta, Ga.
W. L. MCGILL, Secretary, Atlanta, Ga.
W. H. HALSEY, Assistant Secretary, Atlanta, Ga.

Albany & Northern Ry.
Atlanta & St. Andrews Bay Ry.
Atlanta & West Point R.R.
Atlanta, Birm. & Atlantic R.R.
Atlantic Coast Line R.R.
Baltimore Steam Packet Co.
Brunswick Steamship Co.
Carolina, Clinchfield and Ohio Ry.
Central of Georgia Ry.
Charleston & West Carolina Ry.
Chesapeake Steamship Co.
Clyde Steamship Co.
Col. Newberry & Laurens R.R.
Fitzgerald, Ocilla & Broxton R.R.
Florida East Coast Ry.
Gainesville Midland Ry.
Georgia R.R.
Georgia, Florida & Alabama Ry.
Georgia Northern Ry.
Georgia Southern & Florida Ry.
Gulf Line Ry.
Louisville & Nashville R.R.
Macon & Birmingham Ry.
Macon, Dublin & Savannah R.R.
Merchants & Miners Transp. Co.
Norfolk & Southern Ry.
Norfolk & Western Ry.
Ocean Steamship Co. of Savannah.
Old Dominion Steamship Co.
Seaboard Air Line Ry.
Southern Ry.
Virginia & Southwestern Ry.
Western & Atlantic R.R.
Western Ry. of Alabama.
Wrightsville & Tennille R.R.

SOUTHEASTERN MISSISSIPPI VALLEY ASSOCIATION.

M. P. WASHBURN, Chairman. | W. R. RAMSEY, Secretary.
Second and Main Streets, Louisville, Ky.

Alabama Great Southern R.R.
Alabama & Vicksburg Ry.
Cincinnati, N. O. & T. P. Ry.
Gulf & Ship Island R.R.
Illinois Central R.R.
Illinois Central R.R., Louisv. Div.
Louisville & Nashville R.R.
Mobile & Ohio R.R.
Nashville, Chatt. & St. Louis Ry.
New Orleans & North-eastern R.R.
St. Louis & San Francisco R.R.
Southern Ry.
Southern Ry. in Mississippi.
Tennessee Central R.R.
Yazoo & Mississippi Valley R.R.

SOUTHEASTERN PASSENGER ASSOCIATION.

Equitable Building, Atlanta, Ga.

JOSEPH RICHARDSON, Chairman. | W. H. HOWARD, JR., Secretary.

Alabama Great Southern R.R.
Alabama & Vicksburg Ry.
Apalachicola Northern R.R.
Atlanta, Birming. & Atlantic R.R.
Atlantic Coast Line R.R.
Blue Ridge Ry.
Carolina & North-western Ry.
Carolina, Clinchfield and Ohio Ry.
Central of Georgia Ry.
Charleston & Western Carolina Ry.
Cincin. New Orleans & Tex. Pac. Ry.
Florida East Coast Ry.
Georgia & Florida Ry.
Georgia R.R.
Georgia, Florida & Alabama Ry.
Georgia Northern Ry.
Georgia Southern & Florida Ry.
Gulf & Ship Island R.R.
Gulf Line Ry.
Illinois Central R.R.
Louisville & Nashville R.R.
Louisville, Henderson & St. L. Ry.
Macon & Birmingham Ry.
Macon, Dublin & Savannah R.R.
Mississippi Central R.R.
Mobile & Ohio R.R.
Nashville, Chatt. & St. Louis Ry.
New Orleans Great Northern R.R.
New Orleans & North-eastern R.R.
Norfolk & Southern Ry.
Norfolk & Western Ry.
Richmond, Fred. & Potomac R.R.
St. Louis & San Francisco R.R. (East of Mississippi River).
Seaboard Air Line Ry.
Southern Ry.
Southern Ry. Co. in Mississippi.
Tennessee Central R.R.
Virginia & Southwestern Ry.
Washington Southern Ry.
Western & Atlantic R.R.
West Point Route (A. & W. P. R.R. and W. Ry. of Ala.).
Wrightsville & Tennille R.R.
Yazoo & Mississippi Valley R.R.

Also the Baltimore & Ohio Southwestern R.R., covering business from Cincinnati to points south of Louisville in territory of Southeastern Association.

The Articles of Association relate to all passenger traffic within the territory lying south of the Ohio and Potomac and east of the Mississippi Rivers in which two or more members of the Association may be interested and which has its origin or destination within said territory.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS.

President—F. J. PARHAM (Col. Newb. & Laur. R.R.), Columbia, S.C.
Vice-President—E. C. TOMLINSON, Cin. New Orl. & Tex. Pac. Ry.), Cincinnati, O.
Secretary and Treasurer—J. H. O'DONNELL (N. O. Gt. North. R.R.), Bogalusa, La.

Executive Committee.

J. M. DALY, Car Accountant, Illinois Central R.R., Chicago, Ill.
C. F. GROVES, Car Accountant, C. of Ga. Ry., Savannah, Ga.
J. T. MANEY, Car Accountant, N. C. & St. L. Ry., Nashville, Tenn.

The next regular meeting will be held at ————.

SOUTHERN CLASSIFICATION COMMITTEE.

W. R. POWE, Chairman, 914-915 Grant Building, Atlanta, Ga.

Alabama Great Southern R.R.
Alabama & Vicksburg Ry.
Albany & Northern Ry.
Atlanta & West Point R.R.
Atlanta, Birmingham & Atlantic R.R.
Atlantic Coast Line R.R.
Baltimore Steam Packet Co.
Brunswick Steamship Co.
Central of Georgia Ry.
Charleston & Western Carolina Ry.
Chesapeake Steamship Co.
Cincin. New Orleans & Tex. Pac. Ry.
Clyde Steamship Co.
Columbia, Newberry & Laurens R.R.
Florida East Coast Ry.
Frankfort & Cincinnati Ry.
Georgia R.R.
Georgia Southern & Florida Ry.
Illinois Central R.R.
Louisville & Nashville R.R.
Macon & Birmingham Ry.
Macon, Dublin & Savannah R.R.
Mallory Steamship Co.
Merchants & Miners Transp. Co.
Mobile & Ohio R.R.
Nashville, Chatt. & St. Louis Ry.
New Orleans & North-eastern R.R.
Norfolk & Southern R.R.
Norfolk & Western Ry.
Ocean Steamship Co.
Old Dominion Steamship Co.
Richmond, Fredericksburg & Potomac R.R.
St. Louis & San Francisco R.R. Co.
Seaboard Air Line Ry.
Southern Ry.
Southern Ry. in Mississippi.
Virginia & Southwestern Ry.
Washington Southern Ry.
Western & Atlantic R.R.
Western Railway of Alabama.
Wrightsville & Tennille R.R.
Yazoo & Mississippi Valley R.R.

SOUTHERN FREIGHT ASSOCIATION.

A. D. HALL, Chairman, 1619 Wright Building, St. Louis, Mo.

Columbia Transfer Co.
Illinois Central R.R.
Louisville & Nashville R.R.
Mobile & Ohio R.R.
St. Louis, Iron Mt. & Southern Ry.
Southern Ry.
St. Louis Transfer Co.

THE SOUTHERN IRON COMMITTEE.

W. A. MOODY, Agent.
Office—1916½ Morris Avenue, Birmingham, Ala.

Alabama Great Southern R.R.
Atlanta, Birmingham & Atlantic R.R.
Central of Georgia Ry.
Cincin. New Orl. & Texas Pac. Ry.
Illinois Central R.R.
Louisville & Nashville R.R.
Mobile & Ohio R.R.
Nashville, Chattanooga & St. L. Ry.
Seaboard Air Line Ry.
Southern Ry.
St. Louis & San Francisco R.R.
Western & Atlantic R.R.

SOUTHERN WEIGHING AND INSPECTION BUREAU.

H. W. WOOLF, Manager, Atlanta, Ga.

Executive Committee.

C. R. CAPPS, Freight Traffic Manager, Seaboard Air Line Ry.
W. A. WINBURN, Second Vice-President Central of Georgia Ry.
A. R. SMITH, Third Vice-President Louisville & Nashville R.R.
J. S. B. THOMPSON, Assistant to the President Southern Ry.
J. T. HARAHAN, President Illinois Central R.R.
W. H. PLEASANTS, V. P. & G. M. Ocean Steamship Co.
J. C. WHITNEY, President Merchants & Miners Transportation Co.
H. F. SMITH, Chairman, V.-Prest. and T. M. Nash. Chatt. & St. L. Ry.

Alabama Great Southern R.R.
Alabama & Vicksburg Ry.
Albany & Northern Ry.
Atlanta & West Point R.R.
Atlanta & Birminghan Air Line Ry.
Atlanta, Birmingham & Atlantic R.R.
Atlantic Coast Line R.R
Augusta Southern R.R.
Baltimore & Ohio R.R. (In Va.)
Baltimore Steam Packet Co.
Birmingham & Atlantic R.R.
Birmingham Southern R.R.
Blue Ridge Ry.
Brinson Ry.
Brunswick Steamship Co.
Carolina & Northwestern Ry.
Carolina, Clinchfield & Ohio Ry.
Central of Georgia Ry.
Charleston & Western Carolina Ry.
Chattanooga Southern R.R.
Chesapeake Western Ry.
Chesapeake Steamship Co.
Col. Newberry & Laurens R.R.
Cincinnati, New Orl & Tex. Pac. Ry.
Clyde Steamship Co. (Phila. Line.)
Clyde Steamship Co. (New York, Boston & Providence Lines).
Cumberland R.R.
Danville & Western Ry.
Dyersburg Northern Ry.
Fitzgerald, Ocilla & Broxton R.R.
Florida Central R.R.
Frankfort & Cincinnati Ry.
Garbut & Donovan Short Line Ry.
Georgia R.R.
Georgia Coast & Piedmont R.R.
Georgia Southern & Florida Ry.
Georgia Northern Ry
Georgia & Florida R.R.
Georgia, Florida & Alabama Ry.
Greenville & Knoxville R.R.
Greenville Southern Ry.
Gulf & Ship Island R.R.
Gulf Line Ry.
Illinois Central R.R.
Interstate R.R.
Kentucky Highlands R.R.
Lancaster & Chester Ry.
Lexington & Eastern Ry.
Little River R.R.

(*Continued on following page.*)

LIST OF RAILWAY ASSOCIATIONS, THEIR OFFICERS, ETC.—Continued.

SOUTHERN WEIGHING AND INSPECTION BUREAU.—Continued.

Louisville & Atlantic R.R.
Louisville & Nashville R.R
Lawrenceville Branch R.R.
Louisville & Wadley R.R.
Macon & Birmingham Ry.
Macon, Dublin & Savannah R.R.
Mallory Steamship Co.
Merchants & Miners Transp. Co.
Mississippi Central R.R.
Mobile & Ohio R.R.
Mobile, Jackson & Kan. City R.R.
Nashville, Chatt. & St. Louis Ry.
Natchez, Columbia & Mobile R.R.
New Orleans & Northeastern R.R.
New Orleans Great Northern R.R.
New Orl. Natalbany & Natchez R.R.
Norfolk & Southern R.R.
Norfolk & Western Ry.
Northern Alabama Ry.
Ocean Steamship Co. of Savannah
Old Dominion Steamship Co.
Raleigh & Charleston R.R.
Rich. Fred. & Potomac R.R.
St. Louis & San Francisco R.R. (Memphis and Birmingham Line.)
Sandersville R.R.
Sardis & Delta R.R.
Seaboard Air Line Ry.
Southern Ry.
Southern Ry. in Mississippi.
Standard & Hernando R.R.
Statenville Ry.
Sumter & Choctaw Ry.
Tampa Northern Ry.
Tennessee Ry.
Tennessee Central R.R.
Virginia & Southwestern Ry.
Wadley Southern Ry.
Washington Southern Ry.
Western Railway of Alabama.
Wrightsville & Tennille R.R.
Yazoo & Mississippi Valley R.R.

SOUTHWESTERN CLERGY BUREAU.
SOUTHWESTERN PASSENGER MILEAGE BUREAU.

Offices—11th Floor, Liggett Bldg, Eighth and Chestnut Sts., St. Louis, Mo.
J. E. HANNEGAN, Joint Agent.

SOUTHWESTERN PASSENGER ASSOCIATION.

J. E. HANNEGAN, Chairman, 11th Floor Liggett Building, Eighth and Chestnut Streets, St. Louis, Mo
J. W. HARVILLE, Secretary, 11th Floor, Liggett Building, Eighth and Chestnut Streets, St. Louis, Mo.

The territory of the Southwestern Passenger Association includes that portion of the State of Missouri south of the line of the Missouri Pacific Ry. St. Louis to Labadie and the St. L. K. C. & C. R.R. to Kansas City; that portion of the State of Kansas on and east of the St. L. & S. F. R.R. (old K. C. F. S. & M. Division), Olathe, Paola, Fort Scott, Cherokee and Baxter to Galena, Kansas; that portion of Louisiana west of the Mississippi River; the States of Arkansas, Oklahoma and Texas.

SOUTHWESTERN TARIFF COMMITTEE.

F. A. LELAND, Chairman.
Century Building, St. Louis, Mo.

Arkansas, Louisiana & Gulf Ry.
Atchison, Topeka & Santa Fe Ry.
Chicago, Rock Island & Pacific Ry.
Colorado & Southern Ry.
Colo. South. New Orl. & Pac. Ry.
El Paso & Southwestern R.R.
Ft. Smith & Western R.R.
Houston & Shreveport R.R.
Kansas City, Mexico & Orient Ry.
Kansas City Southern Ry.
Louisiana & Arkansas Ry.
Louisiana & Northwest R.R.
Louisiana Ry. & Nav. Co.
Mallory Steamship Co.
Midland Valley R.R.
Missouri & North Arkansas R.R.
Missouri, Kansas & Texas Ry.
Missouri, Oklahoma & Gulf Ry.
Missouri Pacific Ry.
Morgan's Louisiana & Texas R.R.
Opelousas, Gulf & Northeastern Ry.
St. Louis & San Francisco R.R.
St. Louis, Iron Mountain & Southern Ry.
St. Louis South-western Ry.
St. Louis, Watkins & Gulf Ry.
San Antonio & Aransas Pass Ry.
Southern Pacific Co. (Atlantic Steamship Lines.)
Stephenville, North & South Tex. Ry.
Texas & New Orleans R.R.
Texas & Pacific Ry.
Vicksburg, Shreveport & Pacific Ry.
Wichita Falls & Northwestern Ry.

SPRINGFIELD (OHIO) FREIGHT COMMITTEE.

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Cleveland, Cincinnati, Chicago & St. Louis Ry.
Detroit, Toledo & Ironton Ry.
Erie Ry.
Pittsburg, Cincinnati, Chicago & St. Louis Ry.

TEXAS CLAIM CONFERENCE.

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H. LUCAS, Vice-President, Fort Worth, Tex.
FRED E. JONES, Secretary-Treasurer, San Antonio, Tex.

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S. P. STAHR, Dallas, Tex.
R C HANCOCK, Tyler, Tex.

Appeal Committee.

J. CHRISTENSEN, Chairman, Dallas, Tex.
S. T. DE MILT, Galveston, Tex.
C. P. DOWLIN, Fort Worth, Tex.

Beaumont, Sour Lake & West. Ry.
Col. So. New Orleans & Pac. R.R.
Chicago, Rock Island & Gulf Ry.
Eastern Texas R.R.
El Paso & So. West. R.R. of Texas.
Ft. Worth & Denver City Ry.
Ft. Worth & Rio Grande Ry.
Gal. Harrisburg & San Antonio Ry.
Gal. Houston & Henderson R.R.
Gulf, Colorado & Santa Fe Ry.
Gulf & Interstate Ry. of Texas.
Houston, East & West Texas Ry.
Houston & Shreveport R.R.
Houston & Texas Central R.R.
International & Gt. Northern R.R.
Mallory Steamship Co.
Mo. Kan. & Tex. Ry. Co. of Tex.
Pecos & Northern Texas Ry.
St. Louis, Brownsville & Mexico Ry.
St. Louis, San Fran. & Tex. Ry.
St. L. Southwestern Ry. Co. of Tex.
San Antonio & Aransas Pass Ry.
Southern Kansas Ry. Co. of Texas.
Sugarland Ry.
Texas Central R.R.
Texas City Steamship Co.
Texas City Terminal Co.
Texas Mexican Ry.
Texas Midland R.R.
Texas Southern Ry.

TEXAS CLAIM CONFERENCE.—Continued.

Texas & Gulf Ry.
Texas & New Orleans Ry.
Texas & Pacific Ry.
Timpson & Northwestern Ry.
Trinity & Brazos Valley Ry.
Weatherford, Mineral Wells & Northwestern Ry.
Wolvin Line.

TOLEDO FREIGHT COMMITTEE.

HUDSON FITCH, Chairman.
J. M. STRENBERG, Secretary, Toledo, O.

Ann Arbor R.R.
Cincinnati, Hamilton & Dayton Ry.
Cleve. Cin. Chicago & St. Louis Ry.
Detroit & Cleveland Navigation Co.
Detroit & Toledo Shore Line R.R.
Grand Trunk Ry.
Hocking Valley Ry.
Lake Shore & Mich. Southern Ry.
Michigan Central R.R.
Ohio Central Lines.
Pennsylvania Co.
Pere Marquette System.
Toledo, St. Louis & Western R.R.
Wabash R.R.
Wheeling & Lake Erie R.R.

TOLEDO PASSENGER COMMITTEE.

MOULTON HOUK, Chairman, Toledo, O.
C. C. KILBURY, Secretary, Toledo, O.

Ann Arbor R.R.
Cincinnati, Hamilton & Dayton Ry.
Cleveland, Cincinnati, Chicago & St. Louis Ry.
Hocking Valley Ry.
Lake Shore & Michigan South. Ry.
Michigan Central R.R.
Ohio Central Lines.
Pennsylvania Lines.
Pere Marquette R.R.
Toledo, St. Louis & Western R.R.
Wabash R.R.
Wheeling & Lake Erie R.R.

TRAIN DISPATCHERS' ASSOCIATION OF AMERICA.

President—T. D. DELLMIN, L. S. & M. S. Ry., Youngstown, O.
Vice-President—F. C. DOW, C. B. & Q. Ry., Sheridan, Wyo.
Sec'y-Treas. and Editor—J. F. MACKIE, C. R. I. & P. Ry., Chicago, Ill.
Railway Address—Room 925 La Salle Street Station, Chicago, Ill.

Executive Committee.

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S. H. BROWN, U. P. Ry., Evanston, Wyo.

Next convention will be held at Spokane, Wash., June 21, 1910.

TRANS-CONTINENTAL FREIGHT BUREAU.

R. H. COUNTISS, Agent, 443 Railway Exchange, Cor. Jackson Boulevard and Michigan Avenue, Chicago, Ill.
J. W. SHEEHAN, Superintendent of Weighing and Inspection Department, 333 Pacific Building, San Francisco, Cal.

Atchison, Topeka & Santa Fe Ry. System.
Canadian Pacific Ry.
Chicago, Burlington & Quincy R.R.
Chicago, Rock Island & Gulf Ry.
Chicago, Rock Island & Pacific Ry.
Colorado & Southern Ry.
Colorado Midland Ry.
Denver & Rio Grande R.R.
El Paso & Southwestern System (Eastern Division).
Galveston, Harrisburg & San Antonio Ry.
Great Northern Ry.
Louisiana Western R.R.
Minn. St. Paul & S. Ste. Marie Ry.
Missouri, Kansas & Texas Ry.
Missouri Pacific Ry.
Morgan's Louisiana & Texas R.R. and S.S. Co.
Northern Pacific Ry.
Oregon & California R.R.
Oregon R.R. & Navigation Co.
Oregon Short Line R.R.
St. Louis & San Francisco R.R.
St. Louis, Iron Mountain & So. Ry.
San Pedro, Los Aug. & Salt Lk. R.R.
Southern Pacific Co. (Pac. System).
Spokane, Portland & Seattle Ry.
Texas & New Orleans R.R.
Texas & Pacific Ry.
Union Pacific R.R.
Western Pacific Ry.

TRANS-CONTINENTAL PASSENGER ASSOCIATION.

Offices—Fourth floor, Railway Exchange, Michigan Avenue and Jackson Boulevard, Chicago.
J. CHARLTON, Chairman.
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Atchison, Topeka & Santa Fe Ry.
Atchison, Topeka & Santa Fe Ry.—Coast Lines.
Cananea, Yaqui River & Pacific R.R.
Canadian Pacific Ry.
Chicago & Alton R.R.
Chicago & Eastern Illinois R.R.
Chicago & North-Western Ry.
Chicago, Burlington & Quincy R.R.:
Lines east of Missouri River.
Lines west of Missouri River.
Chicago Great Western Ry.
Chicago, Milwaukee & St. Paul Ry.
Chicago, Rock Island & El Paso Ry.
Chicago, Rock Island & Gulf Ry.
Chicago, Rock Island & Pacific Ry.
Chicago, Rock Island & Pacific Ry. (Choctaw District).
Chicago, St. Paul, Minneapolis & Omaha Ry.
Colorado & Southern Ry.
Colorado Midland Ry.
Denver & Rio Grande R.R.
El Paso & Southwestern System.
Fort Worth & Denver City Ry.
Galveston, Harrisb. & San Ant. Ry.
Gila Valley, Globe & Northern Ry.
Great Northern Ry.
Gulf, Colorado & Santa Fe Ry.
Houston, East & West Texas Ry.
Houston & Texas Central R.R.
Illinois Central R.R.
Iowa Central Ry.
Louisiana Western R.R.
Maricopa & Phœnix R.R.
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Minneapolis & St. Louis R.R.
Missouri, Kansas & Texas System.
Missouri Pacific Ry.
Morgan's La. & Tex. R.R. & S.S. Co.
Northern Pacific Ry.
Oregon Railroad & Navigation Co.
Oregon Short Line R.R.
Phœnix & Eastern R.R.
St. Louis & San Francisco R.R.
St. Louis, Iron Mountain & So. Ry.
Santa Fe, Prescott & Phœnix Ry.
San Francisco & Portland S.S. Co.
San Pedro, Los Angeles & Salt Lake R.R.
Sonora Ry.
Southern Pacific Co.—Pacific Svs.
Southern Pacific Co.—Oregon Lines.
Spokane, Portland & Seattle Ry.
Texas & New Orleans R.R.
Texas & Pacific Ry.
Union Pacific R.R.
Wabash R.R.

TRANS-CONTINENTAL SCRIP BUREAU

H. G. THOMPSON, Agent, Flood Building, San Francisco, Cal.

Atchison, Topeka & Santa Fe Ry. (West of and including the line Denver to El Paso.)
Atchison, Topeka & Santa Fe Ry. —Coast Lines.
Bullfrog Goldfield R.R.
Colorado Midland Ry.
Colorado & Southern Ry. (Sixela to Denver and Denver to Leadville, inclusive.)
Denver & Rio Grande R.R.
Las Vegas & Tonopah R.R.
Nevada Northern R.R.
Oregon R.R. & Navigation Co.
Oregon Short Line R.R.
San Pedro, Los Angeles & Salt Lake R.R.
Santa Fe, Prescott & Phoenix Ry. Co.
Southern Pacific Co. (Pacific Sys.)
Tonopah & Goldfield R.R.
Tonopah & Tidewater R.R.
Union Pacific R.R. (West of and including the line Cheyenne to Denver.)

Territory—The Bureau territory is west of and including the rail line of the Atchison, Topeka & Santa Fe Ry. from Deming and El Paso through Trinidad, La Junta, Pueblo, Colorado Springs and Denver, and thence the Union Pacific R.R. Denver to Cheyenne.

TRANS-MISSOURI FREIGHT BUREAU.

W. A. POTEET, Chairman, 617 Shukert Building, Kansas City, Mo.

Atchison, Topeka & Santa Fe Ry.
Chicago, Burlington & Quincy R.R. (lines east of the Missouri River).
Chicago, Burlington & Quincy R.R. (lines west of the Missouri River).
Chicago & North-Western Ry.
Chicago, Rock Island & Pacific Ry.
Colorado & Southern Ry.
Colorado Midland Ry.
Denver & Rio Grande R.R.
Kansas City Southern Ry.
Missouri, Kansas & Texas Ry.
Missouri Pacific Ry.
Oregon Short Line R.R.
St. Joseph & Grand Island Ry.
St. Louis & San Francisco R.R.
San Pedro, Los Angeles & Salt Lake R.R.
Union Pacific R.R.

TRANS-MISSOURI MILEAGE BUREAU.

(OF THE WESTERN PASSENGER ASSOCIATION.)

EBEN E. MACLEOD, Joint Agent, Fourth Floor, Railway Exchange, Michigan Avenue and Jackson Boulevard, Chicago, Ill.

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Vice-President—E. M. GRAHAM, Agent, Norfolk & Western Ry., Norfolk, Va.

Secretary and Treasurer—A. R. SYDNOR, General Agent, Chesapeake & Ohio Ry., Norfolk, Va.

Atlantic Coast Line R.R.
Baltimore Steam Packet Co.
Chesapeake & Ohio Ry.
Clyde Steamship Co.
Merchants & Miners Transportation Co.
Norfolk & Western Ry.
Norfolk & Washington Steamboat Co.
New York, Philadelphia & Norfolk R.R.
Norfolk & Southern Ry.
Old Dominion Steamship Co.
Southern Ry.
Seaboard Air Line Ry.
Virginian Ry.

TRUNK LINE ASSOCIATION.

General Offices—143 Liberty Street, New York.

C. C. MCCAIN, Chairman.
C. W. BULLEN, Vice-Chairman (Freight Department).
C. L. HUNTER, Vice-Chairman (Passenger Department).
H. C. BLYE, General Agent.
JAS. BLOOMINGDALE, Secretary (Freight Department).

Baltimore & Ohio R.R.
Buffalo, Rochester & Pittsburgh Ry.
Central R.R. of New Jersey.
Chesapeake & Ohio Ry.
Delaware & Hudson Co.
Delaware, Lackawanna & West. R.R.
Erie R.R.
Grand Trunk Ry.
Lehigh Valley R.R.
New York Cent. & Hud. River R.R.
New York, Ontario & Western Ry.
Pennsylvania R.R.
Philadelphia & Reading Ry.
West Shore R.R.
Western Maryland R.R.

The territory of the Trunk Line Association includes the territory west of New England, traversed by the companies represented in the committee, and east of and including Suspension Bridge, Niagara Falls, Tonawanda, Black Rock, Buffalo, East Buffalo, Buffalo Junction, Dunkirk, Salamanca, Erie, Pittsburgh, Bellaire, Wheeling, Parkersburg and Charleston, W. Va.

TRUNK LINE ASSOCIATION FREIGHT INSPECTION BUREAU.

(At Trunk Lines Western Termini.)

General Offices—Prudential Bldg, cor. Pearl & Church Sts., Buffalo, N.Y.

J. H. LIMBERGER, Chief Inspector, Prudential Bldg, Buffalo, N.Y.
C. E. E. CHILDERS, Joint Agent, 614 Lewis Bldg, Pittsburgh, Pa.

TRUNK LINES MILEAGE TICKET BUREAU.

143 Liberty Street (Room 106), New York.

———, Commissioner.
C. L. HUNTER, Secretary.
E. P. BURRITT, Cashier.

Baltimore & Ohio R.R.
Buffalo & Susquehanna Ry.
Chesapeake & Ohio Ry.
Delaware, Lackawanna & West. R.R.
Erie R.R.
Lehigh Valley R.R.
Pennsylvania R.R.

UTAH FREIGHT BUREAU.

N. UNDERHILL, Commissioner, Denver, Colo.

Atchison, Topeka & Santa Fe Ry.
Chicago, Burlington & Quincy R.R.
Chicago, Rock Island & Pacific Ry.
Colorado & Southern Ry.
Denver & Rio Grande R.R.
Missouri Pacific Ry.
Union Pacific R.R.

VIRGINIA CLAIM CONFERENCE.

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R. KEMP SLAUGHTER, Secretary and Treasurer, Baltimore, Md.

Albemarle Steam Navigation Co.
Atlantic Coast Line R.R.
Baltimore, Chesapeake & Atlantic Ry.
Baltimore Steam Packet Co.
Carolina, Clinchfield & Ohio Ry.
Chesapeake Steamship Co.
Clyde Line.
Chesapeake & Ohio Ry.
Danville & Western Ry.
Maryland, Delaware & Virginia Ry.
Merchants & Miners Transp. Co.
Newport News & Old Point Ry. & Electric Co.
New York, Phila. & Norfolk R.R.
Norfolk & Southern R.R.
Norfolk & Washington, D.C., Stb. Co.
Norfolk & Western Ry.
Old Dominion Steamship Co.
Pennsylvania R.R.
Richm. Fred'ksb'g & Potomac R.R.
Seaboard Air Line Ry.
Southern Ry.
Virginia & Southwestern Ry.
Virginia Steam Navigation Co.
Virginian Ry.
Western Maryland R.R.

VIRGINIA FREIGHT TRAFFIC ASSOCIATION.

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J. H. DRAKE, Vice-President, Richmond, Va.
ORLO B. JAMES, Secretary, Richmond, Va.

Rail Lines.

Atlantic Coast Line R.R. Co.
Baltimore & Ohio R.R. (Valley, Va., Branch.)
Chesapeake & Ohio Ry.
New York, Phila. & Norfolk R.R.
Norfolk & Ports. Belt Line R.R.
Norfolk & Southern R.R.
Norfolk & Western Ry.
Richmond, Fred. & Potomac R.R. and Washington Southern Ry.
Seaboard Air Line Ry.
Southern Ry.
Virginia & Southwestern Ry. Co.
Virginian Ry.

Water Lines.

Baltimore Steam Packet Co.
Chesapeake Steamship Co.
Clyde Steamship Co.
Merchants & Miners Transp. Co.
Norfolk & Washington Stbt. Co.
Old Dominion Steamship Co.

VIRGINIA LINES TARIFF BUREAU.

Advisory Committee.

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RANDALL CLIFTON. DE LOS THOMAS. R. C. MOORE.
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JOHN A. RYAN, Agent, Richmond, Va.

Atlantic Coast Line R.R.
Baltimore & Ohio R.R.
Baltimore Steam Packet Co.
Charleston & Western Carolina Ry.
Chesapeake Steamship Co.
Clyde Steamship Co. (Phila.-Norfolk Route.)
Cumberland Valley R.R.
Merchants and Miners Transportation Co. (Norfolk Route.)
New York, Phila. & Norfolk R.R.
Norfolk & Southern Ry.
Norfolk & Western Ry.
Old Dominion Steamship Co.
Pennsylvania R.R.
Philadelphia & Reading Ry.
Richmond, Fredericksburg & Potomac R.R.
Seaboard Air Line Ry.
Southern Ry.

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JOHN DEWITT, Secretary, C. B. & Q. R.R., Chicago, Ill.

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Great Northern Building, Chicago, Ill.

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R. H. LORD, Secretary.

Atchison, Topeka & Santa Fe Ry.
Atchison, Topeka & Santa Fe Ry. —Coast Lines.
Chicago & Alton Ry.
Chicago & Eastern Illinois Ry.
Chicago & North-Western Ry.
Chicago, Burlington & Quincy R.R.: Lines west of Missouri River.
Chicago, Burlington & Quincy R.R.: Lines in Illinois, Iowa, Wisconsin and Minnesota.
Chicago, Burlington & Quincy R.R.: Lines in Missouri.
Chicago Great Western Ry.
Chicago, Indiana & Southern R.R.
Chicago, Milwaukee & Gary Ry.

(*Continued on following page.*)

THE WESTERN CLASSIFICATION COMMITTEE.—Continued.

Chicago, Milwaukee & Puget Sound Ry.
Chicago, Milwaukee & St. Paul Ry.
Chicago, Racine & Milwaukee Line.
Chicago, Rock Island & Gulf Ry.
Chicago, Rock Island & Pacific Ry.
Chic. St. Paul, Minn. & Omaha Ry.
Colorado & Southern Ry.
Colorado Midland R.R.
Copper Range R.R.
Denver & Rio Grande R.R.
Duluth & Iron Range R.R.
Duluth, South Shore & Atlantic Ry.
El Paso & Southwestern System.
Fort Worth & Denver City Ry.
Goodrich Transit Co.
Great Northern Ry. Line.
Green Bay & Western R.R.
Gulf, Colorado & Santa Fe Ry.
Illinois Central R.R.
International & Great North. R.R.
Iowa Central Ry.
Kan. City, Clinton & Springfield Ry.
Kansas City, Mexico & Orient Ry.
Kansas City Southern Ry.
Louisiana & Arkansas Ry.
Minneapolis & St. Louis R.R.
Minneapolis, St. P. & Slt. Ste. M. Ry.
Mississippi River & Bonne Terre Ry.
Missouri & North Arkansas R.R.
Missouri, Kansas & Texas Ry.
Missouri, Kan. & Tex. Ry. of Texas.
Missouri Pacific Ry.
Morgan's Louisiana & Texas R.R. & S.S. Co.—Louisiana Western R.R.
Northern Pacific Ry.
Oregon R.R. & Navigation Co.
Oregon Short Line R.R.
Quincy, Omaha & Kansas City R.R.
Rio Grande Western Ry.
St. Joseph & Grand Island Ry.
St. Louis & Hannibal Ry.
St. Louis & San Francisco R.R.
St. Louis, Rocky Mount. & Pac. Ry.
St. Louis, San Francisco & Tex. Ry.
St. Louis South-western Ry.
St. Louis South-west. Ry. of Texas.
St. Paul & Des Moines R.R.
San Antonio & Aransas Pass Ry.
San Pedro, Los Angeles & Salt Lake R.R.
Santa Fe, Prescott & Phœnix Ry.
South. Pacific Co.—Pacific System.
Southern Pacific Lines—in Oregon.
Sunset-Central Lines.
Texas & Pacific Ry.
Trinity & Brazos Valley Ry.
Union Pacific R.R.
United Verde & Pacific Ry.
Wabash R.R.

WESTERN PASSENGER ASSOCIATION.

Fourth Floor, Railway Exchange Building, Michigan Avenue and Jackson Boulevard, Chicago, Ill.

EBEN E. MACLEOD, Chairman.
T. THOMPSON, Secretary.
E. F. BURNETT, General Agent, 1 Broadway, New York.

Atchison, Topeka & Santa Fe Ry.
Chicago & Alton R.R.
Chicago & Eastern Illinois R.R.
Chicago & North-Western Ry.
Chicago, Burlington & Quincy R.R.:
Lines east of Missouri River.
Lines west of Missouri River.
Chicago Great Western Ry.
Chicago, Milwaukee & St. Paul Ry.
Chicago, Peoria & St. Louis Ry.
Chicago, Rock Island & Pacific Ry.
Chicago, St. P. Minn. & Omaha Ry.
Copper Range R.R.
Denver & Rio Grande R.R.
Illinois Central R.R.
Iowa Central Ry.
Kansas City Southern Ry.
Minneapolis & St. Louis R.R.
Minneapolis, St. Paul & Sault Ste. Marie Ry.
Missouri Pacific Ry.
St. Louis & San Francisco R.R.
Union Pacific R.R.
Wabash R.R.
Wisconsin & Northern R.R.

WESTERN PENNSYLVANIA AND EASTERN OHIO RAILWAY TRAFFIC ASSOCIATION.

D. T. MCCABE, Chairman. C. E. E. CHILDERS, Secretary.
Offices—614 Lewis Building, Pittsburgh, Pa.

Baltimore & Ohio R.R.
Erie R.R.
Lake Shore & Michigan South. Ry.
Pennsylvania R.R.
Penna. Lines West of Pittsburgh.
Pittsburgh & Lake Erie R.R.
Wheeling & Lake Erie R.R.

WESTERN RAILROAD ASSOCIATION.

ALBERT J. EARLING, President, Chicago, Ill.
GEORGE S. PAYSON, General Counsel and Treasurer, Chicago, Ill.
EDWARD P. AMORY, Secretary, Chicago, Ill.

WESTERN RAILWAY INSPECTION BUREAU.

F. O. BECKER, Superintendent,
1504 Great Northern Building, Chicago, Ill.

Atchison, Topeka & Santa Fe Ry.
Beaumont, Sour Lake & Western Ry.
Butte, Anaconda & Pacific Ry.
Chicago & Alton Ry.
Chicago & North-Western Ry.
Chicago, Burlington & Quincy R.R.
Chicago Great Western Ry.
Chicago, Milwaukee & Gary Ry.
Chicago, Mil. & Puget Sound Ry.
Chicago, Milwaukee & St. Paul Ry.
Chicago, Peoria & St. Louis Ry.
Chicago, Rock Island & Pacific Ry.
Chicago, St. P. Minn. & Omaha Ry.
Colorado & Southern Ry.
Colorado Midland R.R.
Colorado Southern, New Orleans & Pacific Ry.
Denver & Rio Grande R.R.
Denver, Northwestern & Pacific Ry.
Duluth & Iron Range R.R.
Duluth, Missabe & Northern Ry.
Duluth, South Shore & Atl. Ry.
Florence & Cripple Creek R.R.
Ft. Dodge, Des Moines & South. R.R.
Fort Smith & Western R.R.
Fort Worth & Denver City Ry.
Goorich Transit Co. (Milwaukee).
Great Northern Ry.
Gulf, Colorado & Santa Fe Ry
Houston & Shreveport R.R.
Houston & Texas Central R.R.
Houston, East & West Texas Ry.
Illinois Central R.R.
International & Gt. Northern R.R.
Iowa Central Ry.
Kansas City Southern Ry.

WESTERN RAILWAY INSPECTION BUREAU.—Continued.

Kansas South-western R.R.
Louisiana Ry. & Navigation Co.
Midland Terminal Ry.
Midland Valley R.R.
Minneapolis & St. Louis R.R.
Minneapolis, St. P. & Slt. Ste. M. Ry
Minnesota Transfer Ry. Co.
Missouri, Kansas & Texas Ry.
Missouri, Kansas & Tex. Ry. of Tex.
Missouri, Oklahoma & Gulf Ry.
Missouri Pacific Ry.
Morgan's Louisiana & Texas R.R.
Muscatine North & South R.R.
Northern Pacific Ry.
Oregon Short Line R.R.
Quincy, Omaha & Kansas City R.R.
St. Joseph & Grand Island Ry.
St. Louis & San Francisco R.R.
St. Louis, Iron Mt. & Southern Ry.
St. Louis South-western Ry.
St. Louis South-western Ry. of Tex.
San Antonio & Aransas Pass Ry.
San Pedro, Los Angeles & Salt Lake R.R.
Southern Pacific Co. (Atlantic Sys.)
Texas & New Orleans R.R.
Texas & Pacific Ry.
Texas Central R.R.
Trinity & Brazos Valley Ry.
Union Pacific R.R.
Vicksburg, Shreveport & Pacific Ry.
Wabash R.R.

WESTERN RAILWAY WEIGHING ASSOCIATION.

F. O. BECKER, Superintendent.
1504 Great Northern Building, Chicago, Ill.

Atchison, Topeka & Santa Fe Ry.
Beaumont, Sour Lake & West. Ry.
Butte, Anaconda & Pacific Ry.
Calumet & Southeastern Ry.
Chicago & Alton R.R.
Chicago & North Western Ry.
Chicago, Burlington & Quincy R.R.
Chicago Great Western Ry.
Chicago Junction Ry.
Chicago, Milwaukee & Gary Ry.
Chicago, Mil. & Puget Sound Ry.
Chicago, Milwaukee & St. Paul Ry.
Chicago, Rock Island & Pacific Ry.
Chicago, St. P. Minn. & Omaha Ry.
Chicago, West Pullman & South. Ry.
Colorado & Southern Ry.
Colorado Midland R.R.
Colorado Southern, New Orleans & Pacific Ry.
Denver & Rio Grande R.R.
Denver, Northwestern & Pacific Ry.
Duluth & Iron Range R.R.
Duluth, Missabe & Northern Ry.
Duluth, South Shore & Atlantic Ry.
Elgin, Joliet & Eastern Ry.
Escanaba & Lake Superior Ry.
Florence & Cripple Creek R.R.
Ft. Dodge, Des Moines & South. R.R.
Great Northern Ry.
Illinois Central R.R.
Illinois Northern Ry.
Iowa Central Ry.
Jonesboro, Lake City & Eastern R.R.
Kansas City Southern Ry.
Louisiana Ry. & Navigation Co.
Louisiana Western R.R.
Marinette, Tomahawk & West. Ry.
Midland Terminal Ry.
Midland Valley R.R.
Minneapolis & St. Louis R.R.
Minn. St. Paul & Sault Ste. Marie Ry.
Minnesota Transfer Ry. Co.
Missouri, Kansas & Texas Ry.
Missouri, Oklahoma & Gulf Ry.
Missouri Pacific Ry.
Morgan's Louisiana & Texas R.R.
Muscatine, North & South R.R.
Northern Pacific Ry.
Oregon Short Line R.R.
Quincy, Omaha & Kansas City R.R.
St. Joseph & Grand Island Ry.
St. Louis & San Francisco R.R.
St. Louis, El Reno & Western Ry.
St. Louis, Iron Mt. & Southern Ry.
St. Paul & Des Moines R.R.
San Pedro, Los Angeles & Salt Lake R.R.
Stanley, Merrill & Phillips Ry.
Texas & New Orleans R.R.
Texas & Pacific Ry.
Texas Central R.R.
Trinity & Brazos Valley Ry.
Union Pacific R.R.
Vicksburg, Shreveport & Pacific Ry.
Wabash R.R.
Wichita Valley Ry.

WESTERN TRUNK LINE COMMITTEE.

W. H. HOSMER, Chairman.
Office—339 Railway Exchange Building, Chicago, Ill.

Atchison, Topeka & Santa Fe Ry.
Chicago & Alton R.R.
Chicago & North-Western Ry.
Chicago, Burlington & Quincy R.R.
Chicago Great Western Ry.
Chicago, Indiana & Southern R.R.
Chicago, Milwaukee & Gary Ry.
Chicago, Milwaukee & St. Paul Ry
Chicago, Peoria & St. Louis Ry.
Chicago, Rock Island & Pacific Ry
Chicago, St. P. Minn. & Omaha Ry.
Elgin, Joliet & Eastern Ry.
Ft. Dodge, Des Moines & So. R.R.
Illinois Central R.R.
Iowa Central Ry.
Kansas City Southern Ry.
Minneapolis & St. Louis R.R.
Minneapolis, St. Paul & Sault Ste. Marie Ry. (Chicago Division.)
Missouri, Kansas & Texas Ry.
Missouri Pacific Ry.
Quincy, Omaha & Kan. City R.R.
Iowa & St. Louis Ry.
St. Louis & San Francisco R.R.
Wabash R.R.

WHEELING FREIGHT COMMITTEE.

D. G. GRAY, Chairman.
H. P. GARDNER, Secretary.
Office—1310 Commonwealth Building, Pittsburg, Pa.

Baltimore & Ohio R.R.
Pennsylvania Company.
Pittsburgh, Cincinnati, Chicago & St. Louis Ry.
Wheeling & Lake Erie Ry.
Wheeling Terminal Ry.

ZANESVILLE FREIGHT COMMITTEE.

T. S. TRAINER, Chairman, Zanesville, O.
J. A. HUNTER, Secretary, Zanesville, O.

Baltimore & Ohio R.R.
Ohio River & Western Ry.
Cincinnati & Muskingum Valley R.R.
Cleveland, Akron & Columbus Ry.
Wheeling & Lake Erie R.R.
Zanesville & Western Ry.

TABLE SHOWING

Mileage, Express Company and Telegraph Company

IN OPERATION ON EACH RAILROAD.

COMPILED FROM OFFICIAL INFORMATION FURNISHED BY THE OPERATING OR TRAFFIC DEPARTMENT OF EACH ROAD.

N.B.—This Table shows the Total Mileage of Railroads exclusive of sidings and double track, and includes in some cases the mileage of branch lines not operated for passenger traffic and not appearing on the time-table pages of The Guide.

ABBREVIATIONS USED IN THESE PAGES.

Express Companies.—Ad., Adams. Am., American. B. A., British America. Can., Canadian. C. N., Canadian Northern. Con., Continental. Dom., Dominion. E. T., Eastern Texas. Globe, Globe. G. N., Great Northern. Hid., Hidalgo. Int., Interoceanic. Loc., Local, or operated by R.R. Co. L.I., Long Island. Mar., Maritime. Mer., Merchants. Mex., Mexican. Mex. Nat., Mexican National. Nat., National. N. F., Newfoundland. N.Y. & B. D., New York & Boston Despatch. Nor., Northern. N. P., Northern Pacific. Pac., Pacific. Sth., Southern. U. S., United States. West., Western. W. F., Wells Fargo. W. J., West Jersey.

Telegraph or Telephone Companies.—A.A., Anglo-American Telegraph Co. C.N., Canadian Northern Telegraph Co. C.P., Canadian Pacific Telegraph Co. Cont., Continental Telegraph Co. Fed., Federal Telegraph System. G.N.W., Great North-Western. Int.O., International Ocean. Loc., Local. Mich., Michigan Telegraph Co. Mtn., Mountain Telegraph Co. N.A., North American Telegraph Co. N.E., New England Telephone and Telegraph Co. Nor., Northern Telegraph Co. P.S., Pacific States Telephone and Telegraph Co. P. R. & P., Philadelphia, Reading & Pottsville Telegraph Co. Post., Postal Cable. S.E., Southeastern Telegraph Co. S.W., Southwestern Telegraph Co. W.U., Western Union. ⊙ Telephone.

	Miles.	Express Co.	Teleg. Co.
Abbotsford & No. East.	15	Nat.	W.U.
Aberdeen & Ashboro...	95	Sth.	W.U.
Aberdeen & Rockfish....	54	Sth.	⊙
Abilene & Southern	55	W.F.	Post.
Addyston & Ohio River.	7		
Adirondack & St. Lawr.	4	Am.	⊙
Ahnapee & Western.....	34	U.S.	W.U.
Akron & Barberton Belt	22		
Alabama & Miss.....	21		Loc.
Alabama & Tombigbee..	28	Sth.	W.U.
Alabama & Vicksburg..	142	Sth.	W.U.
Alabama Central	7	Sth.	⊙
Alabama Gt. Southern..	309	Sth.	W.U.
(Includes trackage rights 19 miles.)			
Alabama, Tenn. & North	38	Sth.	Loc.
Albany Southern.....	36	Am.	
(Trackage rights over 1 mile not included.)			
Albany & Northern.....	35	Sth.	W.U.
Alberta	113	Loc.	Loc.
Albia & Centerville.....	25	Ad.	W.U.
Alcolu.....	25		⊙
Alexander & Eastern...	17	U.S.	W.U.
Algoma Cent.& Hud. Bay	106		Loc.
Allegheny & South Side.	5		⊙
(Trackage rights over 3½ miles not included.)			
Altoona & Beech Creek.	16		
American of Porto Rico.	202	Loc.	⊙
Ann Arbor.....	292	Pac.	W.U.
(Trackage rights 9 miles not included.)			
Anderson & Saline River	36		
Apalachicola Northern.	80	Sth.	Loc.
Arcadia & Bersey River.	21	Am.	⊙
Arcata & Mad River.....	21	W.F.	
Argentine Central.....	16		
Arizona & Colorado	35	W.F.	W.U.
Arizona & New Mexico.	108	W.F.	Post.
Arizona Southern	20	W.F.	Loc.
Arkansas & Gulf.....	17	Loc.	⊙
Arkansas & Louisiana...	26	Loc.	Loc.
Arkansas Central.....	42	Pac.	W.U.
(Trackage rights over 4 miles not included.)			
Arkansas Eastern.....	6		
Arkansas, La. & Gulf...	62	W.F.	Post.
Arkansas Midland.....	47	Pac.	W.U.
Arkansas, Okla. & West.	30		⊙
Arkansas Southeastern..	57	Loc.	Loc.
Arkansas South-western.	33	Pac.	W.U.
Arkansas Western.....	32	W.F.	⊙
Asherton & Gulf.....	32	Pac.	⊙
Ashland & Western.....	25	Ad.	⊙
Ashland Coal & Iron....	22	Ad.	W.U.
Ashland, Odanah & Mar.	28		
(Trackage rights 1½ miles not included.)			
Astoria & Col. River....	84	Nor.	W.U.
(Trackage rights over 39 miles not included.)			
Atch. Top. & S. Fe Sys.:			
Atch. T. & S. Fe..5564			
(Includes trackage rights 42 miles.)			
Atch. T. & S. Fe Coast Lines.....1895			
(Includes trackage rights 67 miles.)			
East. of New Mex. 434		W.F.	W.U.
Gulf, Colo. & S. Fe. 1518			
(Includes trackage rights 39 miles.)			
Santa Fe, Presc. & P 257			
So. Kan. of Tex... 125			
Texas & Gulf..... 96			
(Includes trackage rights 6-10 mile.)			
Total, —	9889		
Ad. & St. Andrews Bay.	82	Sth.	W.U.
Atlanta & West Point...	87	Sth.	W.U.
Atlanta, Birm. & Atlantic	619	Sth.	W.U. Post.
(Trackage rights over 22 miles not included.)			
Atlantic & Lake Superior	100	Can.	
Atlantic & Western.....	10		⊙
Atlantic City	167	U.S.	P.R.&R.
Atlantic Coast Line.....	4181	Sth.	W.U.
(Trackage rights over 64 miles not included.)			
Atlantic, Northern & So.	17	U.S.	
Atlantic, Quebec & West.	20	Loc.	⊙
Augusta & Florida.....	48		
Augusta & Summerville	4		⊙
(All joint track.)			
Augusta Southern.....	83	Sth.	W.U.
(Includes trackage rights 4-10 miles.)			
Aurora & DeKalb Line.	30		
Au Sable & No. Western.	67	Loc.	⊙
Baltimore & Ohio.....	3474	U.S.	W.U.
(Includes trackage rights 91 miles.)			
Balt. & Ohio So. West...	986	U.S.	W.U.
(Includes trackage rights 6 miles.)			
Baltimore & Sparrows Pt.	5	Ad.	
Balt. Chesapeake & Atl.	88	Ad.	W.U.
Bangor & Aroostook....	528	Am.	W.U.
Bare Rock.....	3		Nor.
Barnegat.....	9	Ad.	
Barre.....	27		
Bartlett-Florence.....	5		
Bath & Hammondsport..	10	W.F.	W.U.
Bayfield Transfer.....	16		Loc.
Bay of Quinte.....	87	Can. Dom.	N.A.
(Trackage rights over 19 miles not included.)			
Bay Point & Clayton...	10		
Bay Terminal.....	2		
Bearden & Ouachita Riv.	14		
Beaumont & Gt. North.	33	Pac.	W.U.
Beaumont, Sour Lake & Western.....	83	U.S.	W.U.
(Trackage rights 54 miles not included.)			
Beaumont Wharf & Term	4		
Beaver Dam.....	9		W.U.
Beaver, Penrose & No..	6	Globe.	W.U.
Bedford & Wallner.....	3		
Bedford Stone.....	3		
Belington & Northern ..	6		
Bellefonte Central.....	27	Am.	Loc.
(Trackage rights over 6-10 m. not included.)			
Bell, Bay & British Col..	50	West.	Post.
Belt Ry. of Chattanooga.	27		
(Trackage rights over 3 miles not included.)			
Bennettsville & Cheraw.	34	Sth.	⊙
Benton & Fairfield.....	4		
Benwood & Wheel. Con.	14		W.U. Post.
Berkeley.....	20		
Bernice & N.W	26		
Bessemer & Lake Erie..	209	W.F.	W.U.
(Includes trackage rights 20½ miles.)			
Big Falls.....	21		
Big Level & Kittrua....	13	W.F.	W.U.
Big Sandy & Cumberland	18		
Birmingham & Atlantic.	23	Sth.	Loc.
Birmingham & Gulf....	16		
Birmingham Southern..	31		⊙
Black Lick & Yellow Ck.	10		
Blaney & Southern.....	15		
Bloomsburg & Sullivan..	29	U.S.	Loc.
Blue Ridge....	44	Sth.	W.U.
Blytheville, Burdette & Miss. River.....	36		
Blytheville, Leachville & Arkansas Southern ...	37		
Boca & Loyalton.....	45	W.F.	⊙
Bodcaw Valley.....	22		
Book Cliff.....	12		
Boston & Albany.....	392	Am.	W.U. N.E.
Boston & Maine: 2233			
Operates as Agents:			
Sullivan Co... 26			
Vermont Val.. 24		Am. Nat.	W.U.
York Har. & B. 21			
51			
Total for System,—	2294		
(Trackage rights over 10 miles and 46 miles electric street railway not included.)			
Boston, Rev. Beh. & Lynn	15		
Bostwick.....	6		⊙
Bowden Lithia Springs..	3	Sth.	
Boyne City, Gaylord & Alpena	93	Ad.	⊙
Bradford & West Penn..	8		
Branchville & Bowman .	12		Loc.
Brandon & West Rutland.	5		
(Trackage rights over 2 miles not included.)			
Bridgton & Saco River..	21	Am.	W.U.
Brimstone.....	8		W.U.
Brinkley, Helena & Indian Bay.....	23		
Brinson	72	Sth.	
(Trackage rights over 4 miles not included.)			
Bristol.....	7	Loc.	
Brock, Westport & N.W.	45	Can. Dom.	G.N.W.
Brookhaven & Pearl Riv.	23	Am.	⊙
Brooksville.....	10	Ad.	⊙
Brownstone & Middletown.....	3		
Bruce Mines & Algoma.	17		C.P.
Bucksport & Elk River.	9		
Buffalo & Susquehanna..	355	Am.	W.U.
(Includes trackage rights 21 miles.)			
Buffalo, Attica & Arcade.	26	Am.	W.U.
(Trackage rights over 2 miles not included.)			

MILEAGE, EXPRESS COMPANY AND TELEGRAPH COMPANY—Continued.

	Miles.	Express Co.	Teleg. Co.
Buffalo Creek	7		⊙
(Includes trackage rights 1¼ miles.)			
Buffalo, Roch. & Pittsb.	568	Am.	W.U
(Includes trackage rights 127 miles.)			
Bullfrog Goldfield	82	W.F.	W.U.
(Trackage rights over 1 mile not included.)			
Burr's Ferry, Brownsdel & Chester	10	W.F.	
Bush Terminal	2		
(Includes trackage rights 1-10 mile.)			
Butler County	24		
(Trackage rights over 9 miles not included.)			
Butte, Anaconda & Pac.	72	Pac. Nor. G.N.	W.U.
Butte County	32	W F.	Loc.
Cache Valley	10		
Cadiz	10	Am.	
Caddo & Choctaw	6		
Cairo & Kanawha	18	Loc.	⊙
Caldwell & Northern	24		W.U.
Calumet, Hammond & Southeastern	7		
Campbells Creek	13		⊙
Canadian Northern	3143	C.N.	C.N.
Canadian North. Ontario	306	C.N.	C.N.
(Includes trackage rights 2 miles.)			
Canadian North. Quebec	261	C.N.	G.N.W.
(Trackage rights over 1 mile not included.)			
Canadian Pacific	10,178	Dom.	C.P.
(Includes trackage rights 94 miles.)			
Caney River	25		⊙
Cape Breton	31	Can.	⊙
Caraquet	88		G.N.W.
Carillon & Grenville	13	Loc.	G.N.W.
Caro Northern	17	W.F.	⊙
Carolina & North-west	110	Sth.	W.U.
(Includes trackage rights 9 miles.)			
Carolina & Western	10		
Carolina, Clinchfield & O.	243	Sth.	W.U.
Carrollton & Worthville	10	Ad	
Cassville & Western	5	W.F.	W.U.
Catskill & Tannersville	6		⊙
Catskill Mountain	20	Am.	
(Includes Cairo R.R. 4 ms.)			
Cedar Rap. & Iowa City	28	Am.	⊙
Central Indiana	127	U.S.	W.U
(Includes trackage rights 9 miles.)			
Central New England	294	Ad. Am.	W.U.
(Includes trackage rights 3½ miles.)			
Central of Arkansas	14		
Central of Georgia	1916	Sth.	W.U.
(Includes trackage rights 3 miles.)			
Central of New Jersey	591	U.S.	W.U.
(Trackage rights over 19 miles and track operated jointly over 38 miles not included.)			
Central of Oregon	18	Loc. Pac.	W.U.
Central of Pennsylvania	31	Am.	
Central Ontario	140	Can. Dom.	N.A.
(Trackage rights over 10 miles not included.)			
Central Vermont	586	Am. Can. Nat.	W.U.
(Includes trackage rights 50 miles.)			
Champlain Transp. Co.	.....	Nat.	
Charleston & W. Car.	341	Sth.	W.U.
(Includes trackage rights 1 mile.)			
Charlotte Harbor & No.	53		Post.
Charlotte, Monroe & Columbia	18		⊙
Chattahoochee Valley	34		⊙
Chattanooga Southern	99	Sth.	W.U.
(Includes trackage rights 5 miles.)			
Chautauqua Tract. Co.	34	Am.	⊙
Chesapeake & Ohio	1703	Ad.	W.U.
(Trackage rights over 200 miles not included.)			
Chesapeake Beach	32	Ad.	Post.
(Trackage rights over 4 miles not included.)			
Chesapeake Western	41	Ad.	W.U.
(Includes trackage rights 3-10 miles.)			
Chesterfield & Lancaster	35	Sth.	⊙
Chester, Perryville & Ste. Genevieve:			
Chest. P. & Ste. G. 20			
Cape Gir. & Chest. 44		Loc.	⊙
Saline Valley 25			
Total, —	89		
Chestnut Ridge	10	Loc.	⊙
Chicago & Alton	981	Nat. Am.	Post. W.U.
(Trackage rights over 17 miles not included.)			
Chicago & Calumet Riv.	2		
Chicago & East. Illinois.	966	U.S.	W.U.
(Includes trackage rights 146 miles.)			
Chicago & Illinois Mid.	24	U.S.	⊙
(Trackage rights over ½ mile not included.)			
Chicago & Illinois West.	17		Loc.
(Includes trackage rights 3½ miles.)			
Chicago & Lk. Superior.	3	Am.	W.U.
Chic. & N. W. System			
Chicago & N.W. 7638			
(Includes trackage rights 42 miles.)			
Chic. St. P. M. & O. 1739			
(Includes trackage rights 66 miles.)		Am.	W.U.
Pierre, Rapid City & Northwestern 165			
Wyoming & N.W. 148			
Total, —	9690		
Chic. & Wabash Valley	37		
Chicago & West Ind.	50	Am.	W.U.
Chic. Anamosa & Nor.	20	U.S.	Loc.
(Includes trackage rights 4-10 mile.)			
Chicago, Burl. & Quincy.	8948	Ad.	W.U. N.A.
(Includes trackage rights 215 miles.)			
Chic. Cincin. & Louisv.	285	Pac.	W.U.
(Includes trackage rights 20 miles.)			
Chicago Great Western	1468	W.F.	Post.
(Includes trackage rights 88 miles.)			
Chicago Heights Term.	38		
Chic. Ind. & Southern	353	Am.	W.U.
(Includes trackage rights 28 miles.)			
Chic. Ind. & Louisville	578	Am.	W.U.
(Trackage rights over 38 miles not included.)			
Chicago Junction	153		
(Trackage rights 50 miles not included.)			
Chicago, Kalamazoo & Saginaw	56	Am.	
Chic. Memphis & Gulf	28	Am.	⊙
(Trackage rights over 3 miles not included.)			
Chicago, Mil. & Gary	125	Am.	Post.
(Includes trackage rights 22 miles.)			
Chicago, Milwaukee & Puget Sound	1574	W.F.	Cont.
(Includes trackage rights 320 miles.)			
Chicago, Mil. & St. Paul	7481	W.F.	W.U.
(Includes trackage rights 215 miles.)			
Chicago, Peoria & St. L.	235	W.F.	W.U.
(Trackage rights over 20 miles not included.)			
Chicago, Peoria & West.	4		
Chicago River & Ind.	50		
Chic. Rock Isl. & El Paso	111	U.S.	W.U.
Chicago, Rock Isl. & Gulf	530	W.F. U.S.	W.U.
(Includes trackage rights 85 miles.)			
Chicago, Rock Isl. & Pac.	7393	U.S. W.F.	W.U. Post.
(Includes trackage rights 612 miles.)			
Chic. St. P. Minn. & Om.	1739	Am.	W.U.
(Includes trackage rights 66 miles.)			
Chicago Short Line	1		
(Trackage rights over 10½ miles not included.)			
Chicago Southern	114		Loc.
Chic. Term. Transfer	101	Nat.	W.U.
(Includes trackage rights 17 miles.)			
Chicago Union Transfer	98		
(Trackage rights over 2 miles not included.)			
Chic. West Pullman & So	6		
Chihuahua Mineral	15		⊙
Choctaw, Newcastle & Western	3		
Cin. & Muskingum Val.	149	Ad.	W.U.
Cincinnati & Westwood.	6		
Cincin. Bluffton & Chic.	52	U.S.	
Cin. Flemingsburg & S.E.	7	Ad.	⊙
Cin. Georgetown & Ports.	63	Loc.	⊙
(Trackage rights 6 miles not included.)			
Cin. Ham. & Dayton	1035	U.S.	W.U.
(Includes trackage rights 62 miles.)			
Cin. Lebanon & North	45	Ad.	W.U.
Cin. New Orl. & Tex. Pac.	338	Sth.	W.U.
(Includes trackage rights 2 miles.)			
Cincinnati Northern	205	Am.	W.U.
(Trackage rights over 39 miles not included.)			
Clarendon & Pittsford	16		
(Trackage rights over 1½ miles not included.)			
Cleveland, Akron & Col.	194	Ad.	W.U.
(Includes trackage rights 17 miles.)			
Cleve. Cin. Ch. & St. L.			
C.C.C. & St. L. 1848			
(Trackage rights 135 m. not included.)			
Peoria & East. 338		Am.	W.U.
(Trackage rights 13 m. not included.)			
Total, —	2186		
Coahuila & Zacatecas	104	Loc.	Loc.
Coahuila Coal	25	Mex	⊙
Coal & Coke	191	Ad.	W.U.
(Includes trackage rights 8 miles.)			
Coal Belt	20		W.U.
Coal River	64	Ad.	⊙
Colfax Northern	13		
(Trackage rights over 1 mile not included.)			
Colorado & Southeast	16		
(Trackage rights over 14 miles not included.)			
Colorado & Southern	1084	W.F.	W.U.
(Trackage rights over 165 miles not included.)			
Colorado & Wyoming	53	W.F.	Mtn.
(Trackage rights over 2 miles not included.)			
Colorado Eastern	17		
Colorado Midland	338	W.F.	W.U.
(Includes track operated jointly 62 miles and trackage rights over 15 miles.)			
Colo. So. New Orl. & Pac.	160	U.S.	W.U.
(Trackage rights over 85 miles not included.)			
Colo. Spgs & Crip. Ck. Dist.	74	W.F.	W.U.
Columbia & Puget Sd.	57	Nor.	W.U.
Col. Newb. & Laurens	75	Sth.	W.U.
Columbus & Southern	25	Ad.	⊙
Colusa & Lake	22	W.F.	⊙
Congress Con. Mine Co's.	4		
Conway Coast & West	31	Sth.	W.U.
Copper Range	118	W.F.	W.U.
(Trackage rights over 19 miles not included.)			
Cornwall	12	U.S.	Loc.
(Trackage rights over 6 miles not included.)			
Cornwall & Lebanon	26	Ad.	Loc.
Corvallis & Eastern	140	W F.	W.U.
Coudersport & Pt. Al.	43	Am.	Loc.
Cranberry Lake	6	Am.	⊙
Cripple Creek Central	131		
Crittenden	19		
Crooked Creek	18	Am.	⊙
Crystal River	20		Mtn.
Crystal Riv. & San Juan	7		
(Trackage rights over 3½ miles not included.)			
Cumberland	32	Can. Dom.	W.U.
Cumberland & Penna.	53	U.S.	Loc.
(Includes trackage rights ½ mile.)			
Cumberland Valley	162	Ad.	Post

	Miles.	Express Co.	Teleg. Co.
Dansville & Mt. Morris.	15	W. W.	W.U.
Danville & Western.....	78	Sth.	W.U
(Trackage rights over 5 miles not included.)			
Dardanelle, Ola & South.	15	W.F.	
Dardanelle & Russellv...	5	Loc.	
Davenport, R. I. & N.W.	42	Ad. W.F.	
(Trackage rights over 2 miles not included.)			
Dayton & Union.....	32	Am. U.S.	W.U.
(Trackage rights over 15 miles not included.)			
Dayton, Lebanon & Cin.	26	U.S.	W.U
Deering Southwestern...	8		
Delaware & Eastern....	50	Nat.	W.U.
Delaware & Hudson	828	Nat.	W.U.
(Trackage rights over 63 miles not included.)			
Del. Lack. & Western...	957	U.S.	W.U.
(Trackage rights over 15 miles not included.)			
Delaware Riv. & Union.	3		⊙
Delaware Valley.....	13	Loc.	W.U
Delhi, Baskin & S. W...	12	Loc.	⊙
Delray Connecting	16	Am.	Post.
Denison & Pacific Sub...	8	Pac.	W.U.
Denver & Rio Grande:			
Denver & Rio Gd. 2598		Globe. W.F.	W.U.
Rio Grande South. 180			
Total, ——	2778		
(Includes trackage rights 69 miles.)			
Denver, Boulder & West.	53	W.F.	W.U.
Denver, N.W. & Pac...	214	Ad.	W.U.
Depue & Northern.....	2		
De Queen & Eastern....	27		⊙
Desague Valle de Mex..	23		Loc.
(Trackage rights over 11 miles not included.)			
Des Moines Union.....	5		W.U. Post.
Des Moines Western....	5		W.U.
Detroit & Charlevoix...	52	Am.	Loc.
Detroit & Mackinac.....	263	Am.	W.U.
(Includes trackage rights 2 miles.)			
Det. & Tol. Shore Line.	47		Loc.
(Trackage rights over 42 miles not included.)			
Detroit, Tol. & Ironton..	438	Am.	W.U.
(Includes trackage rights 45 miles.)			
Diamond & Caldor.....	34		
Dominion Atlantic.....	275	Mar.	W.U.
(Trackage rights over 14 miles not included.)			
Donora Southern.....	4		
Douglas, Augusta & Gulf	97		
Dover & South Bound..	25	Loc.	⊙
Drummond & S. W	21		
Dry Fork.....	37	Ad.	⊙
(Includes trackage rights 2 miles.)			
Duluth & Iron Range...	169	U.S.	Loc.
(Includes trackage rights 1 mile.)			
Duluth & Northeastern.	55		
Duluth & No. Minnesota	55	Loc.	⊙
Duluth, Missabe & No..	275	Am.	W.U.
(Includes trackage rights 2 miles.)			
Duluth, Rainy Lk. & Win.	93	Am.	⊙
(Trackage rights over 5 miles not included.)			
Duluth, So. Shore & Atl.	594	West.	W.U.
(Includes trackage rights 7 miles.)			
Dunbar & Wausaukee..	14		⊙
Dunk. Al. Val. & Pitts..	30	Am.	W.U.
Durango Central	21		Loc.
Durham & Charlotte....	41		Loc.
Durham & Southern....	61	Sth.	Post.
(Includes trackage rights 2 miles.)			
Durham & So. Carolina.	28		⊙
(Trackage rights over 3 miles not included.)			
Eagles Mere.....	10	U.S.	
East Berlin	7	Ad.	
East Broad Top.....	50	Ad.	Post.
East Carolina	38	Sth.	W.U.
(Trackage rights over 1 mile not included.)			
Eastern Kentucky	36	Ad.	Loc.
Eastern of New Mexico.	434	W.F.	W.U.
Eastern Texas.....	30	Pac.	W.U.

	Miles.	Express Co.	Teleg. Co.
E. Jersey R. R. & Ter. Co.	1		
East Jordan & Southern	19	Am.	⊙
East Tenn. & West. N.C.	34		W.U.
Edgemoor & Manetta...	3	Sth.	W.U.
El Dorado & Bastrop....	44		W.U.
Eldorado & Wesson.....	10	Loc.	⊙
Eldorado, Marion & S.W.	6		
(Trackage rights over 1 mile not included.)			
Elgin & Havelock	28	Dom.	
Elgin, Joliet & Eastern..	214	U.S.	Post.
(Trackage rights over — miles not included.)			
Elkhart & Western	12		
Ellaville, Westlake & Jen	30	Sth.	W.U.
Elmira & Eastern.....	24		⊙
El Oro Mining	40	Mex. Nat.	Loc.
El Paso & S.W. System.	843	W.F.	Post.
(Trackage rights over 59 ms. not included.)			
El Paso Southern.....	½		⊙
Elwood, And. & Lapelle.	5		
Emmittsburg.....	7	Ad.	W.U.
Emporium & Rich Valley	14		
Erie & Michigan.....	12	Am.	W.U.
(Includes trackage rights 8 miles.)			
Erie Lines.			
Erie 1869			
Chicago & Erie... 250		W.F.	W.U.
N. J. & N.Y..... 38			
N.Y.S.& W 235			
Total, ——	2392		
(Trackage rights over 114 ms. not included.)			
Erie Traction Co.....	24	Am.	
(Trackage rights over 2½ miles not included.)			
Escambia.....	30		⊙
Escanaba & Lake Sup..	142	W.F.	⊙
Esquimalt & Nanaimo ..	78	Dom.	C.P.
Etna & Montrose	2		
Eureka & Palisade.....	88	W.F.	W.U.
Evansville & Indianapolis	146	W.F.	W.U.
Evansville & Terre H...	164	W.F.	W.U.
(Includes trackage rights 4 miles.)			
Evans. Sub. & Newburgh	25		
Fairchild & North-east..	38	Am.	
Farmers Grain & Shipping Co's.....	66	Loc.	Loc.
Farmerville & Southern.	28		W.U.
(Includes trackage rights 6 miles.)			
Ferdinand.....	8		
Fernwood & Gulf.....	21	Am.	
Fitzgerald, Ocilla & Broxton.....	40	Sth.	Post.
Flint River & Northeast.	25	Sth.	⊙
Florence & Cripple Creek	55	Globe.	W.U.
Florida.....	65	Sth.	W.U.
Florida & Georgia.....	30		
Florida Central.....	48		
(Includes trackage rights 1 mile.)			
Florida East Coast.....	583	Sth.	W.U.
(Includes trackage rights 7 miles.)			
Flovilla & Indian Springs	3		
Fonda, Johnstown & Gloversville.....	84	Am.	Post. W.U. ⊙
Ft. Dodge, Des Moines & S	165	Am.	⊙
(Trackage rights over 4½ miles not included.)			
Ft. Erie Ferry.....	5		
Ft. Smith & Western ...	217	Am.	W.U.
(Includes trackage rights 20 miles.)			
Ft. Smith, Subiaco & East.	6		
Ft. Worth & Denver City	454	W.F.	W.U.
Ft. Worth & Rio Grande	196	U.S.	W.U.
Ft. Worth Belt.....	16		
Fordyce & Princeton...	23		⊙
Fourche River Valley & Indian Ter.....	14		⊙
Frankfort & Cincinnati..	40	Ad.	Post.
(Trackage rights over 1 mile not included.)			
Franklin & Abbeville...	27		
Fulton Chain.....	2		⊙
Gainesville Midland....	74	Sth.	⊙
(Includes trackage rights 2 miles.)			

	Miles.	Express Co.	Teleg. Co.
Galesburg & Gt. Eastern	10		⊙
(Trackage rights over ½ mile not included.)			
Galt, Preston & Hesp...	21	Dom.	
(Trackage rights ½ mile not included.)			
Galveston, Hous. & Hen.	50	Am. Pac.	W.U.
(Includes trackage rights 3½ miles.)			
Garbutt & Don. Short Line	14		
Genesee & Wyoming....	18	U.S.	W.U.
George's Creek & Cumb.	33	Ad.	
George's Valley	9	Am.	⊙
Georgetown & Western.	36	Sth.	W.U.
Georgia.....	303	Sth.	W.U.
(Trackage rights over 4 miles not included.)			
Georgia & Florida.....	284	Sth.	Loc.
(Includes trackage rights 1 mile.)			
Ga. Coast & Piedmont..	84	Sth.	Post.
Georgia, Florida & Ala..	194	Sth.	W.U.
(Includes trackage rights 7 miles.)			
Georgia Northern	68	Sth.	W.U.
(Trackage rights over ½ mile not included.)			
Georgia Southern & Fla.	395	Sth.	W.U.
(Includes trackage rights 3 miles.)			
Gettysburg & Harrisb...	31	U.S.	P.R.&P.
Gideon & North Island.	12		
Gila Val. Globe & North.	125	W.F.	W.U.
Glenfield & Western....	18		
Glenn Springs.....	10		⊙
(Trackage rights over 6 miles not included.)			
Gould Southwestern....	20		
Grafton & Upton.....	19	Ad.	N.E.
Grand Canyon	66	W.F.	Post.
(Trackage rights over ½ mile not included.)			
Grand Rapids & Ind....	592	Ad.	W.U.
(Includes trackage rights 7 miles.)			
Grand Rapids, Grand Haven & Muskegon..	41	Am.	
(Trackage rights 6 miles not included.)			
Gd. Rap. Holland & Chic.	42	Am. U.S.	
(Trackage rights over 2 miles not included.)			
Grand Trunk Pacific...	982	Can.	Loc.
Grand Trunk System.			
Grand Trunk.....3929			
Cin. Sag. & Mac... 53			
Det. G. Hav. & Mil. 190			
Gd. Trunk West... 331		Can. Nat.	G.N.W. W.U.
Pontiac, Oxf. & No. 100			
Tol. Sag. & Musk. 96			
Trackage rights.. 46			
Total, ——	4745		
(Includes trackage rights 46 miles.)			
Granite City & East St. Louis Terminal.....	7		⊙
Great Northern:			
Great Northern...6536			
(Includes trackage rights 102 miles.)			
Kootenai Valley.. 26			
Midland of Man. 92			
Bran. Sas. & H. Bay 70			
Crows Nest So.... 74		G.N.	W.U. G.N.W.
Bellington & Nel. 15			
Nelson & Ft. Shep. 55			
Red Mountain ... 10			
Van. Vict. & East. 178			
New Westm. So.. 24			
Leased C. P. R... 5			
Total, ——	7089		
Great Southern.....	30	Pac.	
Great Western.....	57	W.F.	⊙
Green Bay & W. Sys.:			
Ahnapee & West.. 34			
Green Bay & W.. 225		U.S.	W.U.
Iola & Northern. 5			
Kewau. G. B. & W. 37			
Total, ——	301		
(Trackage rights over 23 miles not included.)			
Greenville & Knoxville.	20		
(Trackage rights over 1 2-10 miles not included.)			
Greenwich & Johnsonv..	31	Nat.	⊙
Groveton, Lufkin & No..	22	W.F.	⊙
(Trackage rights over 14 miles not included.)			

MILEAGE, EXPRESS COMPANY AND TELEGRAPH COMPANY—Continued.

	Miles.	Express Co.	Teleg. Co.
Gulf & Inter-State.....	71	W.F.	⊙
(Trackage rights over 2½ miles not included.)			
Gulf & Sabine River....	16	W.F.	W.U.
Gulf & Ship Island.....	307	Sth.	W.U.
(Includes trackage rights 1 mile.)			
Gulf, Colo. & Santa Fe.	1518	W.F.	W.U.
(Trackage rights over 39 miles not included.			
Gulf Line.....	77	Sth.	W.U.
(Includes trackage rights 3 3-10 miles.			
Gulf, Texas & Western.	40		
Gurdon & Fort Smith..	40	Pac.	W.U.
Halifax & Southwestern	371	Loc.	Loc.
(Includes trackage rights 2 miles.)			
Hampton & Branchville	26		
Hannibal Connecting..	5	Ad. Am Pac.	W.U.
Harbor Springs	23		⊙
Hardwick & Woodbury.	11		
Harriman & North-east.	20		
(Includes trackage rights 1 mile.)			
Hartwell.....	10	Sth.	W.U.
Haynesv. & Montgomery	9		
Hazelhurst & So. East..	14	Am.	⊙
(Trackage rights 10 miles not included.)			
Hearne & Brazos Valley.	19		
Hecla & Torch Lake....	7		
Hetch-Hetchy & Yosemite Valley.....	35		
Hickory Valley.....	27		⊙
Hillsboro & Northeast..	5		⊙
Hoboken Shore.....	3		
Hocking Valley.....	341	Am. Ad.	W.U.
(Trackage rights over 9 miles not included.)			
Holston Valley.....	13		
Holton Interurban	11	W.F.	W.U.
Hoosac Tunnel & Wil...	25	Loc.	W.U.
Hornos.....	54	Loc.	Loc.
Houston & Brazos Valley	20	Pac.	W.U.
Houston & Shreveport..	40	W.F.	W.U.
Houston & Tex. Central.	789	W.F.	W.U.
Houston, E. & W. Texas.	191	W.F.	W.U.
Houston, Fostoria & No.	23		⊙
Hudson & Manhattan..	6		
Hunter's Run & Slate B.	9	U.S.	P.R.&P.
Hunt. & Broad Top Mtn.	70	Ad.	Loc.
Huntsville & Lk. of Bays	1	Can.	⊙
Idaho & Wash. North..	124	West.	Post.
(Includes trackage rights 22 miles.)			
Idaho Northern *R.R.*....	28	Pac.	⊙
(Trackage rights over 18 miles not included.)			
Idaho Northern *Ry.*....	57	Pac.	⊙
(Trackage rights over 1 mile not included.)			
Idaho Southern	24	Pac.	
Illinois Central.....	4577	Am.	Post. W.U.
(Includes trackage rights 180 miles.)			
Illinois Northern.....	26		
Illinois Southern.....	137	Am.	Post.
(Includes trackage rights 2 miles.)			
Illinois Terminal	18	Pac.	W.U.
(Includes trackage rights 1½ miles.)			
Illinois Valley Belt.....	3		W.U.
Ilwaco	28	Pac.	⊙
Imperial Valley	10		Loc.
Independence & Monmouth.....	3	W.F.	
(Trackage rights over 17 miles not included.)			
Indiana Harbor Belt....	106	Am.	W.U.
(Includes trackage rights 64 miles.)			
Indiana Northern.....	1		
Indianapolis Southern..	179	Am.	W.U.
Indianapolis Union.....	15		W.U.

	Miles.	Express Co.	Teleg. Co.
Intercolonial.....	1449	Can. Dom.	W.U. G.N.W.
(Includes trackage rights 40 miles.)			
Inter-Mountain	12		
Internat. & Gt. North...	1106	Pac.	W.U.
(Trackage rights over 53½ miles not included.)			
International.....	217	W.F.	
Trackage rights over 3 miles not included.)			
Interoceanic of Mexico..	1221	Int.	Loc.
Interstate.....	19	Ad.	W.U.
Inter-Urban.....	72	W.F.	
Inverness	61	Can.	
Iowa & Ill. (Electric)....	33	Am.	
(Trackage rights over 4 miles not included.)			
Iowa & St. Louis.....	52	Ad.	W.U.
Iowa Central:			
Iowa Central..... 558			
Albia & Centreville 25		Ad.	W.U.
Total, ——	583		
(Includes trackage rights 19 miles.)			
Irondale, Ban. & Ottawa.	48		⊙
Iron Mountain.....	11		
Ironton.....	12		⊙
(Trackage rights over ¼ mile not included.)			
Island Creek.....	5	Ad.	W.U.
Ivoryd. & Millcreek Val.	2		
Ixtlahuaca.....	30		⊙
Jackson.....	5	Am	⊙
Jacksonville Terminal..	26	Sth.	W.U.
Jalapa & Cordoba.....	19	Loc.	⊙
Jamaica Government....	185		
Jamestown, Chautauqua & Lake Erie.....	39	Am.	W.U.
(Includes trackage rights 1 mile.)			
Jersey Shore & Antes Fort.....	5	Ad.	⊙
John. City, Bakersv. & S.	12		
Johnstown & Stony Ck..	1		Post.
Jones, Lake City & East.	65	Loc.	Loc.
Kalamazoo, Lake Shore & Chicago	59	Am.	W.U.
Kanawha & Coal River.	13		
Kanawha & Michigan ..	158	U.S.	W.U.
(Trackage rights over 17 miles not included.)			
Kanona & Prattsburgh..	11	W.F.	W.U.
Kansas City Belt.....	10		W.U.
Kanawha & West Va....	39	Ad.	⊙
Kanawha Central.....	5		
Kane & Elk.....	15		⊙
K. C. Clin. & Springfield.	155	Ad.	W.U.
Kan. City, Mex. & Orient	490	Am.	W.U.
(Includes trackage rights 13 miles.)			
K.C.Mex.& Orient of Tex	250	Am.	W.U.
Kansas City Southern...	833	W.F.	W.U.
(Includes trackage rights 11 miles.)			
Kansas Southern & Gulf	9	Pac.	⊙
(Trackage rights 1 mile not included.)			
Kansas Southwestern...	61	W.F.	W.U.
(Includes trackage rights 1½ miles.)			
Kaslo & Slocan.....	32		C.P.
Keese, Aus. Ch. & Lk. Ch.	6	Nat.	W.U.
Kelly's Creek	10		
Kelly's Creek & N.W..	5		
Kennebec Central.....	5	Am.	
Kent Northern	27	Can.	G. N.W.
Kentucky & Ind. Bridge	15		
Kentucky & Tennessee.	8		
Kentucky Midland.....	11		
Kentucky Northern.....	8		⊙
Kentwood & Eastern....	49	Am.	
Kentwood, Greensburg & Southwestern.....	25		⊙
Kewaunee, Gr. B. & W..	37	U.S.	W.U.
Keweenaw Central.....	41		
(Trackage rights over 2 miles not included.)			

	Miles.	Express Co.	Teleg. Co.
Kingston & Pembroke...	104	Dom.	G.N.W. C. P.
Kinston & Snow Hill...	13		⊙
(Trackage rights over 2 miles not included.)			
Kishacoquillas Valley...	10	Ad.	W.U.
(Includes trackage rights 3-10 mile.)			
Klamath Lake.....	24	W.F.	Loc.
Kushequa Route:			
Mead Run 3			
Kushequa 24		Am.	⊙
Mt. J., K. & R.... 4			
Smethport 7			
Total, ——	38		
Lack. & Wyoming Valley	23	Ad	
La Crosse & S. E.....	40	W.F.	⊙
(Trackage rights over 2 miles not included.)			
Lake Champ. & Moriah.	8		⊙
Lake Charles & Northern	45	W.F.	Loc.
(Trackage rights over 20 miles not included.)			
Lk. Charles Ry. & Nav. Co.	25		
Lake Erie & Western....	886	Am.	W.U.
(Includes trackage rights 14 miles.)			
Lake Erie, Alliance & Wh	88	Am.	W.U.
Lake Keuka Nav. Co...	.....	U.S. W.F. Am.	
Lake Shore & Mich. So.	1575	Am.	W.U.
(Trackage rights over 88 miles not included.)			
Lake Shore Electric.....	180	Loc.	Loc.
Lakeside & Marblehead.	7	U.S.	W.U.
Lake Sup. & Ishpem....	28	Am.	
(Includes trackage rights 3 miles.)			
Lake Sup. Term. & Trans.	20		
Lake Tahoe.....	19	W.F.	W.U.
Lake Terminal	51		Post.
Lancaster & Chester....	29	Sth.	W.U.
Lancaster, Oxford & So.	28	Ad.	⊙
(Trackage rights over ½ mile not included.)			
Laona & Northern.....	18		
Lara. Hahn's Pk. & Pac..	40	Pac.	⊙
La Salle & Bureau Co..	6		
Las Vegas & Tonopah..	197	W.F.	W.U.
Laurel	16		
Laurel & Tallah. West..	19		
(Trackage rights over 41 miles not included.)			
Lawrenceville	10		⊙
Leavenworth & Topeka.	47	W.F.	W.U.
(Trackage rights over 10 miles not included.)			
Leavenworth Terminal Ry. & Bridge Co	2		W.U.
Leetonia	23		⊙
Lehigh & Hudson River.	99	W.F.	W.U.
(Includes trackage rights 24 miles.)			
Lehigh & New England.	170	U.S. W.F.	W.U.
(Includes trackage rights 35 miles.)			
Lehigh & Oxford.....	5		
Lehigh Valley.....	1394	U.S.	W.U.
(Trackage rights over 47 miles not included.)			
Lexington & Eastern....	94	Ad.	Loc.
(Includes trackage rights 1 mile.)			
Liberty White.....	51	Am.	⊙
Licking River	32		⊙
Ligonier Valley.....	76	Ad.	Loc.
Linville River.....	13		⊙
Litchfield & Madison...	46		W.U.
(Trackage rights over 3 miles not included.)			
Little Falls & Dolgeville	14	Am.	⊙
Little Kanawha.....	30	Ad	⊙
Little River.....	26		⊙
Little River Valley.....	15		
Little Rk. & Hot Spgs. W.	31	Pac.	Post.
Little Rock & Monroe..	45		
(Includes trackage rights 1 mile.)			
Little Rock, Maumelle & Western	11		⊙
Live Oak, Perry & Gulf.	63	Sth.	W.U.
Long Island.....	392	L.I.	W.U.
Lorama	9	U.S.	Loc.
Loring & Western	25		

	Miles.	Express Co.	Teleg. Co.
Los Angeles & Redondo.	35		
Los Ang. & San D. Beach	18		W.U.
Los Angeles Pacific.....	214	W.F.	Post.
(Trackage rights over 1 mile not included.)			
Lotbiniere & Megantic..	30		
Louisiana.....	29		
Louisiana & Arkansas..	231	Sth.	Post.
(Includes trackage rights 8 miles.)			
Louisiana & N.W.....	121	Sth.	Loc.
Louisiana & Pacific.....	78	Loc.	Loc.
(Includes trackage rights 43 miles.)			
Louisiana & Pine Bluff..	40		⊙
(Trackage rights over 110 miles not included.)			
Louisiana Central	76		⊙
Louisiana Ry. & Nav. Co.	342	W.F.	W.U.
(Trackage rights over 8 miles not included.)			
Louisiana Southern.....	46		
Louisville & Atlantic...	104	Ad.	W.U
Louisville & Nashville..	4398	Ad. Sth.	W.U
(Includes trackage rights 221 miles.)			
Louisville & Wadley....	10	Sth.	
(Trackage rights over 1 mile not included.)			
Louisv. Hend. & St. L..	200	Ad.	W.U.
(Includes trackage rights 18 miles.)			
Louisv. N. Alb. & Cory.	8	Loc.	⊙
Lowville & Beaver River	12	Am.	⊙
Ludington & Northern..	7		
McCloud River.....	79	W.F.	W.U.
McKeesport Connect...	18		Post.
McKeesport Terminal..	1		
Macomb & West. Illinois	27		
Macon & Birmingham..	105	Sth.	
(Includes trackage rights 8 miles.)			
Macon, Dublin & Sav...	93	Sth.	W.U.
Macoupin County.....	24		Loc.
Madison Southern.....	6		
Maine Central.....	932	Am.	W.U.
(Trackage rights ¼ mile not included.)			
Mammoth Cave.....	9		⊙
Mana. & L. B. Trans. Co.:			
Barnegat..... 9		Ad.	⊙
Phila. & B. H.... 12			
Total, ——	21		
Manchester & Oneida ..	8	W.F.	Post
Manns Creek.....	9		
Manistee & Gd. Rapids.	72	Ad.	Loc.
Manistee & No. East.	167	Am.	Post
(Includes trackage rights 1 mile.)			
Manistee & Repton.....	20		⊙
(Trackage rights over 2½ miles not included.)			
Manistique.....	54		⊙
Manistique & Lake Supr	53	U.S.	
Maniton & Pike's Peak..	9		W.U
Mansfield Ry. & Trans. Co	16		
Manufacturers' (St. L)..	21		
Manufacturers' Junc...	2		
(Trackage rights 24 miles not included.)			
Mapimi	15		⊙
Marcellus & Otisco Lake	9	Loc.	
Maricopa & Phœnix	43	W.F.	W.U.
Marietta, Colum. & Clev.	45	U.S.	W.U
(Trackage rights over 3 miles not included.)			
Marinette, Tom. & W...	45	Am.	⊙
Marion & Rye Valley...	18		⊙
Mar. Coal, Ry. & Power Co	15	Can. Dom.	⊙
Marquette & So. East..	56	Am.	⊙
Marshall & East Texas..	83	Am.	W.U.
(Trackage rights over 1 mile not included.)			
Martindale & Ouachita R.	18		
Maryland & Penna.....	83	Ad.	W.U.
Maryland, Del. & Va...	77	Ad.	Loc.
(Trackage rights over 5 miles not included.)			
Maryland Electric.....	30	U.S.	W.U.
(Includes trackage rights 5 miles.)			
Mary Lee.....	7		

	Miles.	Express Co.	Teleg. Co.
Mason City & Clear Lake	12		
Massena Terminal.....	2		
Matchuala.....	12		
Mattoon	30		⊙
Mauch Chunk, Summit Hill & Switchback....	18		
Memphis, Paris & Gulf.	106	W.F.	Loc.
Mercer Valley.....	3		
Mesabe Southern.....	28		⊙
Mexican.....	360	Loc.	Fed.
Mexican International..	895	W.F.	Loc.
Mexican Mineral	14		⊙
Mex. Nat. Const. Co....	15		
Mexican Northern.....	81	W.F.	⊙
Mexican Pacific	92	Loc.	Loc.
Mexican Southern.....	293	Loc.	Loc.
Mexico Northwestern...	370	Mex.	Loc.
Mexico Tramways.....	138	Loc.	Loc.
Michigan Central.....	1792	Am.	W.U.
(Includes trackage rights 61 miles.)			
Middleb. & Schohatie...	6	Nat.	⊙
Midland Terminal.....	30	W.F.	Post
Midland Valley.....	324	W.F.	W.U.
(Includes trackage rights 25 miles.)			
Mill Creek & Little River	11		
Millen & South-western.	53	Loc.	⊙
Milltown Air Line.....	10	Loc.	Loc.
Mill Val. & Mt. T. Scenic	11		
Mineral Point & North..	26	W.F.	
(Trackage rights over 4 miles not included.)			
Mineral Range.....	122	West.	W.U.
(Trackage rights over 4 miles not included.)			
Minneapolis & Rainy Riv	86		⊙
(Includes trackage rights 33 miles.)			
Minneapolis & St. Louis.	1027	Am.	W.U
(Includes trackage rights 29 miles.)			
Minneapolis Eastern....	1		
Minneapolis, Red Lake & Manitoba.....	34		⊙
Minn. St. P. & Slt. Ste. M.	3525	West.	Loc.
(Includes trackage rights 80 miles.)			
Minneapolis Western...	7		
Minn. & North Wis....	70		⊙
Minnesota Transfer....	82		W.U.
Mississippi, Arkansas & Western.....	22		⊙
Mississippi Central.....	164	Sth.	W.U.
Mississippi Eastern	27		
Miss. Hill City & West..	19	Loc.	
(Trackage rights over 7 miles not included.)			
Miss. Riv. & Bonne T..	59	Pac.	W.U.
Miss. Riv. Ham. & West.	51	Pac.	W.U.
Mississippi Valley.....	18		
Mo. & Ill. Bdge. & Belt.	3	Ad.	
Missouri & Louisiana...	28		Loc.
(Trackage rights over 23 miles not included.)			
Missouri & N. Arkansas	337	W.F.	W.U.
(Trackage rights over 28½ m. not included.)			
Mo. Kan. & Tex. System.	2839	Am.	W.U.
(Trackage rights over 243 miles not included.)			
Missouri, Okla. & Gulf.	112	Pac.	W.U.
Missouri Pacific.....	6491	Pac.	W.U.
(Includes trackage rights 191 miles.)			
Missouri Southern.....	76		⊙
Mobile & Ohio.....	925	Sth.	W.U.
(Trackage rights over 189 miles not included.)			
Moncton & Buctouche..	32	Can.	
Monocacy Valley.....	4		
Monongahela	66	Ad.	
(Includes trackage rights 2 miles.)			
Monongahela Connect..	44		
Monson	7	Am.	Post.
Montana	155	W.F.	Cont.
Montana Western.....	20		
Montana, Wyo. & South.	31		
Monte Ne.....	4		⊙
(Trackage rights over ½ mile not included.)			
Montour.....	13	Am.	W.U.
Montpelier & Wells Riv.	45	Am.	W.U.
Morehead & North Fork.	24	Ad.	⊙
Morenci Southern.....	18	W.F.	Post.
Morgantown & Kingwood	48	U.S.	W.U.
Mor. Fernie & Michel..	13		
Morristown & Erie	11	W.F.	⊙
Moscow, Camden & San Augustine.....	7		

	Miles.	Express Co.	Teleg. Co.
Moshassuck Valley	2		
Mountain Central	12		⊙
Mt. Airy & Eastern.....	19		⊙
Mt. Hope Mineral.....	4		
Mt. Washington.....	3		W.U.
Muncie & Western	3		
Munising.....	76	Am.	W.U.
Muscatine North & So..	29	Ad.	Post.
Nacogdoches & S. E....	13		⊙
Nacozari.....	77	Loc.	Loc.
Nantucket Central.....	9	N.Y.&B.D.	S.E.
Napierville Junction....	27	Dom.	Loc.
Narragansett Pier	9	Ad.	W.U.
Nashv. Chat. & St. Louis	1230	Sth.	W.U.
(Includes mileage of Western & Atlantic, 136 miles. Also 6 miles not operated not included.)			
Natchez & Southern....	2	Pac.	W.U.
Natchez & Western	16		
(Trackage rights over 9 miles not included.)			
Natchez, Col. & Mobile..	29		⊙
(Trackage rights over ½ mile not included.)			
Natchez, Urania & Rus.	16	Pac.	
National of Mexico:			
Nat. of Mexico...5415		Mex. Nat.	
Interocean. of Mex. 1221		Int.	Loc.
Mex. Internat.... 895		W.F.	
Total, ——	7531		
Nelson & Albemarle....	18		⊙
(Trackage rights 6 miles not included).			
Nevada-Cal.-Oregon ...	224	W.F.	Loc.
Nevada Central.....	93	W.F.	W.U.
Nevada County N. G...	23	W.F.	W.U.
Nevada Northern.....	166	W.F.	Loc.
Newark & Marion.....	9	Loc.	Loc.
(Trackage rights over 1 mile not included.)			
N. Bruns. & Pr. Ed. Isl..	38	Dom.	A.A
New Bruns. Coal & Ry. Co.	67	Can.	⊙
New Brunswick Southern	83	Dom.	W.U.
Newburgh & So. Shore..	48		
New Haven & Dunbar..	6		
New Jersey & N. York..	38	W.F.	
New Jersey & Penna....	27	U.S.	⊙
New Jersey, Ind. & Ill..	12		⊙
New Mexico Central...	116	W.F.	W.U.
New Orleans & No. E...	202	Sth.	W.U.
New Orleans & No. W..	115	Pac.	W.U.
New Orleans Great North	234	Sth.	W.U.
(Trackage rights over 41 miles not included.)			
New Orleans, Mobile & Chicago.....	401	Sth.	Post.
(Includes trackage rights 1-10 mile.)			
New Orl. Natal. & Nat..	23		
New Orleans Southern.	60	Sth.	⊙
New Orleans Terminal.	26		Post.
Newport & Sherm. Val..	28	Ad.	Loc.
New Riv. Hol. & West.	13		
N.Y. & Long Branch ...	38	Ad. U.S.	W.U.
N.Y. & Ottawa.....	128	Am.	G.N.W.
(Includes trackage rights 2 miles.)			
New York & Penna.....	57	W.F.	⊙
N.Y. Auburn & Lansing.	35	Am.	
(Trackage rights over 2 miles not included.)			
N.Y. Cent. & H. Riv. 3195			
(Includes trackage rights 262 miles.)			
N.Y. & Ottawa... 128			
(Includes trackage rights 2 miles.)		Am. Nat.	W.U. G.N.W.
Boston & Albany. 392			
St. Law. & Adiron. 65			
(Includes trackage rights 9 miles.)			
Total, ——	3780		
N.Y. Chic. & St. Louis ..	523	Nat.	W.U.
(Includes trackage rights 10½ miles.)			
N.Y. Dock Co.....	3		
N.Y. New Hav. & Hart.	2003	Ad.	W.U.
(Trackage rights over 44 miles not included.)			
N.Y. Ontario & Western	546	Ad.	W.U.
(Includes trackage rights 53 miles.)			

MILEAGE, EXPRESS COMPANY AND TELEGRAPH COMPANY—Continued.

	Miles.	Express Co.	Teleg. Co.
N.Y. Phila. & Norfolk..	112	Ad.	Post.
N.Y. Susq. & Western..	232	W.F.	W.U.
(Trackage rights over 3 miles not included.)			
Niagara Gorge.....	14	Am.	⊙
(Trackage rights over 1 mile not included.)			
Niagara Junction	5		
Niagara, St. Cath. & Tor.	50	Dom.	Loc.
Norf. & Ports. Belt Line	9		
Norfolk & Southern.....	592	Sth.	W.U. Post.
(Includes trackage rights 3 miles.)			
Norfolk & Western	1942	Sth.	W.U.
(Includes trackage rights 38 miles.)			
North & South Carolina	39	Sth.	
Northampton & Bath...	7		W.U.
Northampton & Hertf...	9	Sth.	⊙
Northern Alabama.....	113	Sth.	W.U
Northern Dakota.....	20		
Northern Liberties	½		
Northern Ohio Traction & Light Co.....	180	Loc.	
(Trackage rights over 7 miles not included.)			
Northern Pacific.....	5698	Nor.	W.U.
(Includes trackage rights 59 miles.)			
North Louisiana & Gulf..	15		⊙
North Shore (N. B.).....	14		
North Shore (Pa.).....	6		W.U.
Northwestern Coal.....	8		
Northwestern Pacific...	408	W.F.	W.U.
North Yakima & Valley.	14		
Norwood & St. Lawrence	20	Am.	
Nova Scotia Steel & Coal Co's	13	Can. Loc.	W. U.
Oaxaca & Ejutla.....	46	Loc.	⊙
Oberlin & La Grange...	4		
Ocean Shore.....	54	W.F.	Post.
Ocilla Southern.....	17		
Ohio & Kentucky.....	26	Ad.	Post.
(Trackage rights over 1 mile not included.)			
Ohio Electric...	40	U.S.	
Ohio River & Columbus	24	Ad.	W.U
Ohio River & Western..	111	Ad.	W.U.
(Trackage rights over 1 mile not included.)			
Oklahoma Central.....	133	Am.	W.U.
(Includes trackage rights 1 mile.)			
Oklahoma, Kansas & Missouri Inter-Urban.	5		⊙
Old River & Kissatchie.	26		
Omaha Bridge & Term.	2		
(Trackage rights 8 miles not included.)			
Ontonagon.....	7		⊙
(Trackage rights over 7 miles not included.)			
Opelousas, Gulf & N. E.	57	Pac.	W.U.
Orange & Northwestern	62	U.S.	W.U.
Ore. R.R. & Nav. Co...	1327	Pac.	W.U.
Oregon & Eureka	38	W.F.	⊙
Oregon & Southeastern.	20		⊙
Oregon Electric	69	W.F.	Post.
Oregon Short Line.....	2509	Pac.	W.U
(Includes trackage rights 11 miles.)			
Oregon, Wash. & Idaho.	72		
Orford Mountain.....	55	Dom.	⊙
Oshawa.....	8	Can.	G.N.W
Ons.....	1		
Otsego & Herkimer.....	67	U.S.	⊙
(Includes trackage rights 1 mile.)			
Ouachita Valley.....	28		
Overton County.....	20	Loc.	⊙
(Includes trackage rights ½ mile.)			
Pacific & Eastern.....	11		
Pacific & Idaho North..	76	Pac.	Loc.
Pacific Coast.....	97	W.F.	W.U.
Pacific Electric.....	551	W.F.	Post.
Pajaro Valley Consol...	42	W.F.	
Panama....	50	Loc.	Loc.
Pan-American.....	310	W.F.	Loc.

	Miles.	Express Co.	Teleg. Co.
Paragould & Memphis..	20		
(Trackage rights over 1½ miles not included.)			
Paragould Southeastern	37	Loc.	W.U.
(Trackage rights over 3-5 mile not included.)			
Paris & Great Northern.	17	U.S.	W.U.
Parral & Durango.....	65		⊙
(Includes trackage rights 2 miles.)			
Payette Valley	13		⊙
Peach River Lines.....	56		
(Trackage rights over 8 miles not included.)			
Pemberton & Highlst...	25	Ad.	Post.
(Trackage rights over 2 miles not included.)			
Pencoyd & Philadelphia.	3		
Peninsular.....	34		
Pennsylvania Railroad:			
East. Penna. Div. 1230			
West. Penna. Div. 691			
New Jersey Div.. 449			
Phila. Term. Div. 49			
Erie Division..... 605		Ad.	Post.
Buf. & Al. Vy. Div. 783			
Phil. Balt. & Wash 694			
No. Central..... 461			
W. J. & Seashore.. 337			
Total, ——	5299		
Trackage rights over 184 miles not included.)			
Pennsylvania Lines West of Pittsburgh:			
Northwest Sys....1345		Ad.	W.U.
Southwest Sys....1420			
Total, ——	2765		
(Includes track operated jointly 33 miles.)			
Pensacola, Ala. & Tenn.	23	Sth.	⊙
People's.....	4		
Peoria & Pekin Union ..	20	Am. U.S. W.F.	W.U.
Peoria Ry. Terminal....	11	Loc.	Loc.
Includes trackage rights 2½ miles.)			
Pere Marquette.....	2362	U.S.	W.U.
(Includes trackage rights 256 miles.)			
Perkiomen	38	U.S.	P.R.&P.
Perla Northern.....	20		
Phila. & Beach Haven..	12	Ad.	Post.
Phila. & Reading Sys:			
Phila. & Read.....1099			
Atlantic City..... 187			
Cape May, Del. Bay & S. Pt.... 8			
Catasaq. & Fogelsv. 31			
Gettysb. & Har.. 31		U.S.	P.R.&P.
Perkiomen 38			
Phil. New. & N.Y. 82			
Reading & Col... 59			
Schuy. Creek..... 70			
Williams Valley.. 11			
Total, ——	1476		
(Trackage rights over 22 miles not included.)			
Pittsburg [illegible] N.Y.	22	U.S.	P.R.&P.
Phillipsburg Ry. & Quarry Co.....	7	Am. Dom.	⊙
Philipsburg & Susq. Val.	15	Am.	
(Trackage rights over ½ mile not included.)			
Phillips & Kingsley ...	50	Am.	Loc.
Phoenix & Eastern.....	95	W.F.	W.U.
Pickens.....	5		⊙
Piedmont.....	21		
Pierre, Rap. City & No. W.	165	Am.	W.U.
Pine Bluff & Western ..	44	Pac.	W.U.
(Trackage rights over 1 2-5 miles not included.)			
Pine Bluff Ark. River...	24		W.U.
(Trackage rights over 8 miles not included.)			
Pittsburg Ry. Co's.....	7		⊙
Pittsburg & Lake Erie..	191	Am.	W.U.
Pittsburg & Moon Run.	5	Loc.	W.U.
Pittsburg, Allegheny & McKee's Rocks.....	25		
Pittsburgh & Ohio Val..	2		
Pittsburgh, Chartiers & Youghiogheny	20	Am.	
(Trackage rights over 4 miles not included.)			
Pitts. Lisbon & West....	25	Ad.	W.U.
Pittsb. Shawm. & Nor..	238	Ad. U.S.	W.U.
(Includes trackage rights 21 miles.)			

	Miles.	Express Co.	Teleg. Co.
Pitts. Summerv. & Clar.	22	Ad.	⊙
Pittsburg, Westmoreland & Somerset.....	26	Ad.	⊙
Placerville & Lk. Tahoe.	8		
Pohatcong.....	2		
Poplar Bluff & Dan River	15		
Port Huron Southern...	4		
Portland Ry., Light & Power Co.....	99		
Poteau Valley.....	8		⊙
Potomac, Fred. & Pied..	38		⊙
Potosi & Rio Verde.....	40		⊙
(Trackage rights over 5 miles not included.)			
Potosi Central.....	10		⊙
Prescott & North-west..	102	W.F.	⊙
Presc. Reader & Fordyce.	6	Pac.	W.U.
Prince Edward Island ..	268		A.A.
Puget Sound Electric...	187		
Quanah, Acme & Pacific	38		⊙
(Trackage rights 5 2-5 miles not included.)			
Quebec & Lake St. John.	286	C.N.	G.N.W.
Québec Central.....	227	Am.	G.N.W.
(Includes trackage rights 5 miles.)			
Quebec Ry., Light & Power Co's Ry.....	30	Loc.	G.N.W.
Quebec, Montreal & So.	192	Dom. Can.	C.P. G.N.W.
Queen & Crescent Sys.:			
Ala. & Vicksburg.. 142			
Ala. Gt. Southern. 309			
(Includes trackage rights 19 miles.)			
Cin. N.O. & Tex. P. 338		Sth.	W.U.
(Includes trackage rights 2 miles.)			
New Orl. & N. E.. 202			
Vicks. Shre. & Pac. 171			
Total, ——	1162		
Quincy, Omaha & K. C.	257	Ad.	W.U.
(Trackage rights over 8 miles not included.)			
Rahway Valley.....	10	U.S.	W.U.
Raleigh & Charleston...	43	Sth.	W.U.
Raleigh & Southport...	61	Am.	W.U.
(Trackage rights over 3 miles not included.)			
Randolph & Cumberland	19	Sth.	⊙
Rapid.....	28	U.S.	
Rapid Cy. Blk. Hills & W	32	Am.	⊙
(Trackage rights over 1 3-10 miles not included.)			
Raquette Lake.....	19	Am.	G.N.W
Raritan River.....	22	U.S.	W.U.
Red River & Gulf.....	22		Loc.
Red River Valley	14		
Red Springs & Rowmore	12		⊙
Register & Glenville....	39		
Reid Newfoundland Co.	635	N.F.	Post. A.A.
Reynolds & Falls Creek.	26	Am.	W.U.
Richmond Belt.....	5		
Rich. Fred. & Potomac..	83	Ad.	W.U.
Rio Grande.....	23		
Rio Grande & Eagle P..	27		⊙
Rio Gr. & Pagosa Spgs..	6		⊙
Rio Grande junction ...	62	Globe. W.F.	W.U.
Rio Grande Southern....	130	Globe.	W.U.
Roanoke River.....	12		
Roaring Fork	8	Ad.	⊙
Rock Island Southern...	19	W.F.	
Rockp. Langd. & North.	6	Ad.	W.U.
Rogue River Valley.....	6	W.F.	
Roosevelt & Western ...	9		
Roscoe, Snyder & Pacific.	50	Pac.	⊙
Rural Valley.....	8	Am.	W.U.
Rutland.....	415	Am. Nat.	G.N.W. W.U.
(Trackage rights over 53 miles not included.)			
St. Aug. & South Beach..	5		
St. Clair Terminal.....	8		Loc.
St. Johnsb. & Lk. Cham.	125	Am.	Loc.

	Miles.	Express Co.	Teleg. Co.
St. Johns River Term..	6		W.U.
St. Joseph & Gd. Island.	268	W F.	W.U.
(Trackage rights over 51 miles not included.)			
St. Joseph Terminal....	10		
St. Joseph Valley....	43		
St. Joseph Val. Trac. Co.	46		
St. Louis & Hannibal....	104	Pac.	W.U.
St. Louis & San Francisco	4731	U.S.	W.U.
(Includes trackage rights 4 miles.)			
St. L. Brownsville & Mex.	411	W.F.	W.U
(Trackage rights over 45 miles not included.)			
St. L. El Reno & West..	42	Am.	W.U
St. Louis, Kennett & S.E.	33	Pac.	
St. L. Merch. Bridge Term	8	Ad. Am. Pac. U.S.	W.U
St. L. Rocky Mt. & Pac..	106	W.F.	Post.
St. L. San Fran. & Tex..	135	U.S.	W.U
(Includes trackage rights 49 miles.)			
St. Louis So. W. System..	1327	Pac	W.U.
(Trackage rights over 142 miles not included.)			
St. Louis, Troy & East.	19		
St. Louis, Wat. & Gulf ..	100	Pac.	⊙
St. Marthis.....	30	Can	⊙
St. Marys & Kingsland..	11		
St. Paul & Des Moines..	121	Am.	W.U.
Saginaw & Ouachita Riv.	25		
Salem, F. C. & Western .	27	W.F.	⊙
(Trackage rights over 37 miles not included.)			
Salem, Winona & South.	19		⊙
(Trackage rights over 2½ miles not included.)			
Saline River.....	25		⊙
(Trackage rights over 5 miles not included.)			
Salisbury & Albert.....	50	Can.	W.U
Salt Lake & Los Angeles	15		⊙
Salt Lake & Mercur.....	12	W.F.	W.U.
Salt Lake & Ogden.....	35		⊙
San Ant. & Aran. Pass..	723	W.F.	W.U
(Trackage rights 4 miles not included.)			
Sandersville.....	5	Sth.	
San Diego & Cuyamaca.	26	W.F.	W.U.
San Diego Southern....	48	W.F.	W.U.
(Trackage rights over 1½ miles not included.)			
San Francisco, Oakland & San Jose Cons.....	30		
Sandy River & Rangeley Lakes.....	105	Am.	W.U
San Juan Pacific.... } San Juan Southern... }	10	W.F.	P.S.
San Marcos & Huajuapam de Leon.....	54		
S. Pedro, L. A. & Salt L.	979	W.F.	W.U.
(Trackage rights over 120 miles not included.)			
Santa Fe, Pres. & Phœ..	364	W.F.	W.U.
Santa Fe, Raton & East.	14		
Saratoga & Encampment	45	Loc.	⊙
Sardis & Delta.....	14		
Savannah & Statesboro .	33	Sth.	⊙
(Trackage rights over 22 miles not included.			
Schoharie Valley.....	5	Nat.	⊙
Seaboard Air Line Sys..	2987	Sth.	W.U
(Includes trackage rights 23 miles.)			
Sebasticook & Mooseh..	15	Am.	⊙
Seneca Lk. Stm. Nav. Co.	.....	Am.	
Sharpsville.....	18	Ad.	
Sheffield & Tionesta....	34	Loc.	⊙
Shelby County.....	10	Ad.	
Shreve. Alex. & S.W. Sys.: Louisiana & Pac... 78 Sib. Lk. Bist. & So.. 28 Wood. & La. Cent. 24 Total, —	130	Loc.	Loc. Post
Shreveport, Houston & Gulf	9	Pac.	⊙
(Trackage rights over 1½ miles not included.)			
Sib. Lake Bist. & South.	28	Loc.	Post.
Sierra of California.....	76	W.F.	Loc.
Silver Lake.....	7	Am.	W.U
Silver Peak.....	18	W.F.	W.U.
Silverton.....	17		⊙
Silverton, Glad. & North.	7		W.U.
Silverton Northern.....	15		⊙
Skaneateles.....	5	Am.	W.U

	Miles.	Express Co.	Teleg. Co.
Smithonia & Dunlap....	7		
Somerset.....	94	Am.	Post.
Sonora.....	271	W.F.	Fed. Loc.
South Brooklyn.....	11	Am.	
South Buffalo.....	6		⊙
South Dakota Central ..	103	Am.	W.U
(Trackage rights over 1 mile not included.)			
Southern.....	7050	Sth.	W.U
(Includes trackage rights 470 miles.)			
Southern Indiana.....	206	Am.	W.U.
Southern Ry. & Nav. Co.	1½		
Southern Ry. in Miss...	28x	Sth.	W.U
South. Kan. Ry. of Tex..	125	W.F.	W.U.
Southern Pacific Sys.: Pacific System	6112	W.F.	W.U.
(Includes trackage rights 37 miles.)			
Sunset Central Lines (Includes.)	3368	W.F.	W.U
Gal. Har. & S.A....1339			
(Includes trackage rights 6 miles.)			
Iberia & Vermil... 16			
Louisiana West... 198			
Morg. La. & Tex... 351			
(Includes trackage rights 24 miles.)			
Tex. & New Orl.. 444			
Houst. & Tex. C.. 789			
Houst. E. & W. Tex. 191			
Houst. & Shreve.. 40			
Southern Pacific of Mex.	715	W.F.	Fed. Loc.
(Includes trackage rights 6 miles.)			
Southern Pine System..	117		⊙
South Georgia & West Coast.....	77	Sth.	⊙
South Manchester.....	2	Ad.	W.U.
Southwestern of Texas .	20	Am.	⊙
Sparks Western	10		
Spokane & British Col..	60	West.	
Spokane & Inland Empire	169	G.N.	Post.
Spokane International..	141	West.	Loc.
Spokane, Portland & Seattle.....	273	Nor.	W.U.
(Includes trackage rights 4 miles.)			
Stanley, Merrill & Phil..	49	Nat.	⊙
(Trackage rights over 6 miles not included.)			
Staten Island Rap. Tr..	24	U.S.	W.U
Stephenv. N. & S. Tex..	43	W.F.	
(Trackage rights over 1 1-10 miles not included.)			
Sterling Mountain.....	8		
Stewartstown.....	7	Am.	⊙
Stony Creek.....	10	U.S.	P.R.&P
Strasburg	5	Ad.	
Strouds Crk. & Muddlety.	12		
Sugarland.....	15		
Sumpter Valley	64	Pac.	⊙
Sumter & Choctaw	12		
Superior & Western Ont.	7		
Surry, Sus. & Southamp.	28		
Susquehanna & Buffalo.	2		
Susquehanna & Eagles Mere	20		
Susquehanna & N. Y....	60	Ad.	Post.
(Trackage rights over 22 miles not included.)			
Susquehanna, Bloomsburg & Berwick.....	42	Ad.	Loc.
Susquehanna River & W.	74	Ad.	⊙
Sydney & Louisburg....	54	Can.	C.P.
Sylvania & Girard.....	13	Sou.	⊙
Tabor & Northern.....	9	Ad.	Loc.
(Trackage rights over 2 miles not included.)			
Tacoma Eastern.....	92	Pac.	Cont.
Talbotton	7	Sth.	W.U.
Tallassee & Montg.....	6		W.U.
Talluiah Falls.....	58	Sth.	Loc.
Tama & Toledo Electric.	3	W.F.	
Tampa & Jacksonville..	48	Sth.	W.U.
(Trackage rights over 1 mile not included.)			
Tampa Northern.....	62	Sth.	⊙
(Trackage rights over 2 miles not included.)			
Tavares & Gulf.....	44	Sth.	⊙
(Trackage rights over 4 miles not included.)			

	Miles.	Express Co.	Teleg. Co.
Tehuantepec National..	208	W.F.	Loc.
Tellico.....	24		⊙
Temiscouata.....	113	Can.	W.U. G.N.W.
Temiskaming & No. Ont.	264	Dom.	Loc.
Tennessee.....	40		⊙
Tenn. & Cumb. River...	15		W.U.
Tenn. & No. Carolina..	21		
Tennessee Central.....	291	Am. Sth.	W.U.
Term. R.R. Ass'n of St. L.	4	All	W.U. Post.
Texas & Gulf.....	96	W.F.	⊙
(Trackage rights over 6-10 mile not included.)			
Texas & Pacific.....	1885	Pac.	W.U.
(Includes trackage rights 92 miles.)			
Texas, Arkansas & La..	8	W.F.	⊙
Texas Central.....	268	W.F.	W.U.
Texas City Terminal ...	6	Am.	W.U.
Texas Midland.....	125	W.F.	W.U.
(Includes trackage rights 14 miles.)			
Texas Short Line.....	9	Am.	⊙
Texas Southeastern.....	29	Pac.	⊙
Texas State	18		Loc.
Thompson Run	4		
Thornton & Alexandria.	23		⊙
Thousand Islands.....	6	Can.	G.N.W.
Tidewater & Western...	92	Sth.	Post.
Tionesta Valley.....	90	Ad.	⊙
Toledo & Ohio Central..	394	U.S.	W.U.
(Trackage rights over 46 miles not included.)			
Toledo & Western.....	81	U.S.	Post.
Toledo, Angola & West.	10		
Toledo, Peoria & West .	248	Ad.	W.U.
(Includes trackage rights 17 miles.)			
Toledo Southeastern ...	1		
Toledo Terminal	34		
Toledo, St. Louis & West.	450	Nat.	W.U.
Toluca & San Juan.....	15	Loc.	
Toluca & Tenango.....	19	Loc.	
Toluca, Marq. & North.	31	W.F.	Post.
Tombigbee Valley	62	Sth.	⊙
Tonopah & Goldfield...	107	W.F.	W.U.
(Includes trackage rights 9 miles.)			
Tonopah & Tidewater Co: Bullfrog Goldfield.173 Ton. & Tidew. R.R. 82 Total, —	255	W.F.	Post. W.U.
(Includes trackage rights 1 mile.)			
Toronto, Ham. & Buffalo	92	Am. Dom.	C.P.
(Includes trackage rights 4 miles.)			
Torres, Prietas & Represo	33	W.F.	Loc.
Tremont & Gulf.....	99	W.F.	⊙
Trinity & Brazos Valley	455	Am.	W.U.
(Includes trackage rights 152 miles.)			
Trinity Valley & North	10		
Trinity Valley Southern	6	Pac.	⊙
Troy Union.....	5	Am. Nat.	W.U.
Tuckerton.....	23	Ad.	Post.
(Trackage rights over 20 miles not included.)			
Tuscarora Valley	27		⊙
Tuskegee	6	Sth.	W.U.
Twin Buttes	27		Loc.
Uintah.....	55	W.F.	Loc.
Ulster & Delaware.....	129	Nat.	W.U.
Ultima Thule, Arkadelphia & Mississippi....	25	Loc.	
Umatilla Valley	29	U.S.	Loc.
Union (Memphis)	19		
(Includes 1½ miles operated jointly.)			
Union (Pittsburgh).....	31		
Union & Glenn Springs.	20		
Union Freight.....	2		
Union Pacific.....	3384	Pac.	W.U.
(Includes trackage rights 21 miles.)			
Union Springs & North.	8		
Union Terminal.....	12		
United R.Rs. of Yucatan	501	Loc.	Loc.
United Verde & Pacific .	38	Loc.	Loc.
Ursina & North Fork...	5		

MILEAGE, EXPRESS COMPANY AND TELEGRAPH COMPANY—Continued.

	Miles.	Express Co.	Teleg. Co.
Valdosta Southern	28		⊙
Valley	10	Am.	⊙
Valley Connecting	1		
Vandalia	827	Ad.	W.U.
(Includes trackage rights 21 miles.)			
Veracruz	44	Mex.	Loc.
Veracruz & Isthmus	266	Mex.	
Versailles & Sedalia	6		
Vicksb. Shreve. & Pac.	171	Sth.	W.U.
Victoria & Sidney	17		
Victoria, Fisher & West.	41		
Virginia-Carolina	32		W.U.
Virginia & Carolina So.	27		
Virginia & Kentucky	4	Loc.	
(Trackage rights over 6-10 mile not included.)			
Virginia & So. Western.	163	Am.	W.U.
(Includes trackage rights 23 miles.)			
Virginia & Truckee	68	W.F.	W.U.
Virginia Air Line	35		
Virginian	472	Ad.	W.U.
(Includes trackage rights 2 miles.)			
Virginia Southern	12		
Wabash	2515	Pac.	W.U.
(Includes trackage rights 474 miles.)			
Wabash, Chest. & West.	65	Am.	W.U.
Wabash-Pitts. Term.	64	Pac.	W.U.
Wadley Southern	90	Sth.	
Warren & Corsicana Pac.	28		
Warren & Ouachita Val.	16	W.F.	⊙
Warren, Johnsville & Saline River	16		
Warrenton	3		W.U.
Washburn & No. West.	95		⊙
Wash. Alex. & Mt. Vernon	19		
Wash. & Vandemere	39	Sth.	W.U.
(Trackage rights over 1 mile not included.)			
Wash. Balt. & Annapolis	89	Ad	

	Miles.	Express Co.	Teleg. Co.
Washington County	139	Ac.	W. U.
Wash. Fred. & Gettysb.	18	Ad.	
Wash. Idaho & Montana.	48	Loc.	⊙
Wash. Pot. & Chesapeake	21	Ad.	⊙
Washington Run	4	U.S.	
Washington Southern	32	Ad.	W.U.
(Trackage rights 3½ miles not included.)			
Washington Terminal	2		
Waterloo, C. F. & N.	65	W.F.	Post.
Waukegan & Miss. Valley	10		
Waupaca-Green Bay	10	U.S.	
Waynesburg & Wash	28	Ad.	⊙
(Trackage rights 8-10 mile not included.)			
Weather. Min. W. & N. W.	43	Pac.	W.U
Wellington & Powellsville	22	Sth.	⊙
Western Allegheny	44	W.F.	Loc.
Western & Atlantic	156	Sth.	W.U.
Western Maryland	543	Ad.	W.U
(Includes trackage rights 3 miles.)			
Western Ohio	112	Pac.	⊙
Western of Alabama	138	Sth.	W.U
(Includes trackage rights 4 miles.)			
Western of Mexico	38		
West Range	7		
West Side Belt	22	Pac.	W.U.
West Virginia & Southern	6		
West Virginia Midland	35	Loc.	⊙
West. Va. Northern	10	U.S.	⊙
Wharton & Northern	21		⊙
Wheeling & Lake Erie	442	Pac.	W.U
Wheeling Terminal	10	Pac.	W.U
White Deer & Loganton	24	U.S.	
White Pass & Yukon Route	111	Loc.	Loc.
White River	19		
Wichita Falls Route	107	Am.	⊙
(Includes trackage rights 4 miles.)			
Wichita Valley	256	W.F	W.U.
Wiggins Ferry (R.Rs.)	13		
Wilkes-Barre & Eastern.	65	W.F.	W.U.
Wilkes-Barre & Hazleton	31		
Williamsport & Nor. Br.	46	U.S.	⊙
(Trackage rights over 29 miles not included.)			
Williams Valley	11	U.S.	P.R.&P.

	Miles.	Express Co.	Teleg. Co.
Williams. Green & St. L.	35		⊙
(Trackage rights over 14 miles not included.)			
Winfield	8	Ad.	⊙
(Trackage rights over 4 miles not included.)			
Winifrede	7		⊙
Wiscasset, Wat. & Farm.	57	Am	N.E.
Wisconsin & Michigan	128	Am.	W.U.
(Trackage rights over 8½ miles not included.)			
Wisconsin & Northern	43		
Wisconsin, Ruby & So.	5		
Wise Terminal Co.	6		W.U.
(Trackage rights over ½ mile not included.)			
Wood River Branch	6	Loc.	⊙
Woodstock	14	Am.	N.E.
Woodward & La. Central	24	Loc.	Loc.
Woodward Iron Co.	15		
Wrightsville & Tennille.	105	Sth.	W.U.
(Includes trackage rights ½ mile.)			
Wyandotte & So. Eastern	20		
Wyoming & Missouri Riv.	18	Am.	⊙
Wyoming & N. W.	148	Am.	W.U.
Yazoo & Miss. Valley	1371	Am.	W.U. Post.
(Includes trackage rights 1 mile.)			
Yosemite Valley	78	W.F.	P. S.
Youngstown & Ohio Riv.	37	W.F.	W.U.
Youngstown & Southern	25	W.F.	
Yreka	8	W.F.	⊙
Zanesville & Western	87	W F	W.U.
(Includes trackage rights 2 miles.)			
Zitacuaro & Joconusco	16		⊙
Zwolle & Eastern	19		

NUMBERS ASSIGNED TO TRANSPORTATION LINES.

In Accordance with recommendations of Joint Committee of General Passenger and Ticket Agents and Accounting Officers.

Roads marked * are using numbers; roads marked † intend doing so with next issue of tickets.

6 Abbotsf. & N. E
9 Aberdeen & Ashe
4 Aberd. & Rk. Fish
1238 Acme, Red River & Northern
7 Adirond. & St. Law
367 Ahnapee & Western
1158 Ala. & Miss
1010 Ala. & Tombigbee
588 Ala. & Vicksburg
11 Alabama Central
737 Ala. Gt. Southern
1196 Ala. Tenn. & North
2 Alamo. & Sacra. Mt
448 Albany & Hudson
34 Albany & North
1197 Albemarle S. N. Co
344 Alberta
1198 Alcolu
1031 Alexander & East
5 Algoma Central & Hudson Bay
16 Anna. Wash. & Balt
912 Ann Arbor
1199 Apalachicola No
25 Arcadia & Bet. Riv
27 Arcata & Mad Riv
1200 Argentine Central
1201 Arizona & Colorado
17 Ariz. & New Mex
22 Arizona Southern
19 Ark. & Louisiana
12 Arkansas Central
1232 Ark. La. & Gulf
20 Arkansas Midland
14 Ark. Okla. & West
21 Ark. Riv. Pkt. Co
1073 Arkansas So. East
23 Arkansas Southern
859 Ark. South-western
13 Arkansas Western
10 Arnold Line Stmrs
1017 Ashland & Western
33 Ash. Coal & Iron
36 Ashl. Odan. & Mar
37 Ashley & Dus. Str. L
39 Astoria & Col. Riv
24 Atch. Top. & S. F
29 Atch. Top. & S. F Coast Lines
38 Atlanta & St. And. B
26 Atlanta & W. Point
956 Atl. Birmingham & Atlantic
30 Atl. & L. Superior
28 Atl. & N. Carolina
1202 Atlantic & Western
31 Atlantic City
32 Atlantic Coast Line
8 Atlantic, No. & So.
1239 Atlantic, Quebec & Western
555 Augusta & Florida
1070 Augusta Southern
35 Au Sable & N. W

Balt. & Ohio
46 Balt. & Ohio S. W
47 Balt. & Phil. Stbt. Co
44 Balt. Chesa. & Atl
50 Bang. & Aroostook
51 Bang. & Portland†
61 Bare Rock
58 Barnegat
53 Barre
1203 Barry Transp. Co
54 Bath. & Ham's'port
49 Bayfield Transfer
55 Bay Line
56 Bay of Quinte*

1133 Bearden and Ouachita River
59 Beaumont & Gt. No
1185 Beaumont, Sour Lake & Western
62 Bedford Stone
96 Bellefonte Central
40 Bel. Bay & Br Col
63 Bennettsville & Che
65 Berkeley
715 Bessemer & L. E
217 Big Four Route
67 Big Level & Kinzua
68 Birm. & Atlantic
919 Birmingham & Gulf
93 Birmingham South
1155 Blaney & Southern
75 Bloomsb. & Sull
81 Blue Ridge
1127 Boca & Loyalton
1072 Bodcaw Valley
1000 Book Cliff
78 Boston & Albany
80 Boston & Maine
82 Bost. R. B. & Lynn
77 Bostwick
83 Bowden Lithia Springs
84 Boyne City, Gaylord & Alpena
89 Bridg. & Saco Riv
88 Brinson
103 Bristol
667 British Yukon
91 Brock. W. & N. W
90 Brookh. & Pearl Riv
102 Brooksville
105 Brownstone & Mid
94 Buffalo & Niagara Falls Electric
849 Buffalo & Susq
106 Buff. At. & Arc
85 Buff. Brad. & Kane
97 Buff. Roch & Pitts*
109 Bullfrog Goldfield
184 Burlington Route
99 Burr's Fer. Brownsdel & Chester
92 Butte, An. & Pac
101 Butler County
104 Butte County

71 Cache Valley
113 Caddo & Choctaw
1156 Cadiz
122 Cairo
123 Cairo & Kanawha
121 Caldwell & No
493 Canadian Northern
111 Canadian No. Ont
115 Canadian No. Que
125 Canadian Pacific
1087 Cananea, Yaqui River & Pacific
132 Cane Belt
1190 Cape Breton
615 Cape Charles Route
129 Caraquet
130 Carillon & Grenv
167 Car. & Northwest†
155 Carolina, Clinchfield & Ohio
118 Caro Northern
119 Carrollton & Worth
1065 Carrollton S. Line
136 Carthage

138 Casco Bay & Harpswell Lines
139 Cassville & Western
120 Catskill & Tanners
140 Catskill Mountain
117 Central Indiana
143 Central New Eng
141 Central of Arkansas
145 Central of Georgia
147 Central of N. J
142 Central of Oregon
148 Central of Penna
144 Central Ontario
150 Central Vermont
153 Champ. Transp. Co
726 Charles. & W. Car*
133 Charlotte Har. & N
1186 Charlotte, Monroe & Columbia
157 Chattahoochee Val
162 Chatt. Southern†
169 Chesap'ke & Ohio
172 Chesapeake Beach
48 Chesapeake S. S. Co
173 Chesapeake West
163 Chesterfield & Lanc
178 Ches. Perryville & Ste. Genevieve
1118 Chestnut Ridge
149 Chicago, Anamosa & Northern
170 Chicago & Alton
171 Chic. & East Ill
247 Chicago & Erie
683 Chicago & Ill. Mid
187 Chicago & Ill. West
175 Chic. & Lake Sup
177 Chic. & No. West
180 Chic. & Wab. Val
184 Chic. Burl. & Quin
1052 Chic. Cin. & Louisv
193 Chic. Gt. Western
185 Chic. Ind. & East
488 Chic. Ind. & Louisv
188 Chicago, Ind. & So
189 Chic. Kal. & Sag
210 Chic. Lk. S. & East*
1176 Chic. Milw. & Gary
191 Chic. Milw. & St. P
410 Chic. Peoria & St. L
190 Chic. Rk. Isl. & El P
192 Chic. R. I. & Pacific†
198 Chic. R. I. & Gulf
194 Chic. St. P. M. & O
176 Chic. Term. Transf
179 Chihuahua & Pac
1177 Chihuahua Mineral
686 Cin. & Musk. Val
116 Cin. & Westwood
203 Cin. Bluffton & Chic
199 Cin. Flem. & S. E
200 Cin. G'town & P
201 Cin. Ham. & Day
393 Cin. Ind. & West
205 Cin. Leb. & Nor
742 Cin. N. O. & T. Pac
204 Cin. Northern
209 Cin. Sag. & Mack
213 Citizens' S'boat Co
211 Clarendon & Pittsfd
214 Clev. Akron. & Col
249 Clev. & Buf. Transit
217 Clev. Cin. Chi. & S. L
218 Clyde Line
230 Coahuila & Zaca
233 Coahuila Coal
159 Coal & Coke
219 Coal River
401 Colfax Northern
229 Colo. & No. West
240 Colo. & Southern
1088 Colorado & Wyo
267 Colorado Eastern
221 Colorado Midland
1240 Colo. South. New Orleans & Pac
1012 Colo. Spgs. & Cripple Creek District
223 Columbia & P. S

250 Col. New. & Laurens
228 Columbia South
561 Columbus & So†
251 Colusa & Lake
231 Coos Bay, Rose. & E
1032 Copper Range
1205 Cordoba & Huatus
234 Cornwall
235 Cornwall & Leb
660 Corvallis & East
236 Cotton Belt Route
237 Coudersp. & P. Alleg
1135 Cranberry Lake
1206 Cranberry Tr. Co
953 Crooked Creek
253 Crystal River
1233 Crystal River & San Juan
243 Cumberland
244 Cumb. Route†
245 Cumb. & Penna
246 Cumberland Valley

255 Dansville & Mt. M
254 Danv. & Western
256 Dard. & Russellv
259 Darien & Western
269 Davenport, Rock Island & N. W
257 Dawson
225 Dayton & Union
270 Dayton, Leb. & Cin
260 De Bary Line
263 Delaware & East
261 Delaware & Hud
262 Del. Lack. & West
1080 Delaware Valley
276 Delhi, Baskin & S. W
265 Denison & Pac. Sub
266 Denv. & Rio Grande
1178 Denv. N. W. & Pac
1137 De Queen & East
1179 Desague Valle de Mexico
268 Deseronto Nav. Co*
271 Det. & Buf. Stbt. Co
1084 Det. & Charlevoix
272 Det. & Clev. Nav. Co
273 Det. & Mackinac*
275 Det. G. H. & Mil
456 Detroit, Toledo & Ironton
277 Diam. Jo Line Strs
274 Diamond & Caldor
278 Dixie Route
279 Dominion Atlantic
1076 Douglas, Augusta & Gulf
282 Dover & So. Bound
258 Dry Fork
280 Dul. & Iron Range
1191 Dul. & No. Minn
319 Dul. Missabe & No
283 Dul. S. Sh. & Atl
1169 Duluth, Rainy Lake & Winnipeg
284 Dunb. & Wausaukee
284 Dunk. A. V. & Pitts*
286 Dunkley Will. Co
1128 Durango Central
345 Durham & Charl
126 Durham & South
287 Dyersburg North

291 East Broad Top
1021 East Carolina
293 Eastern Kentucky
79 Eastern S. S. Co
1130 Eastern Texas
1094 East Jordan & So
297 E. Tenn. & W. N. C
1171 El Dorado & Bast
300 Eldorado, Marion & Southwestern
303 Elgin & Havelock
302 Elgin, Joliet & E
310 Ellav. Westl. & Jen
292 El Oro Min. & Ry. Co
298 El Paso & N. E. R. R
294 El Paso & N. E. Ry
301 El Paso & Rk. Isl
306 El Paso & S. W. RR
321 Empor. & Rich. Val
305 Erie
312 Erie & Michigan
468 Erie & West. Tr. Co
316 Escanaba & Lk. Sup
296 Esquimalt & Nan
308 Eureka & Palisade
311 Evansv. & Ind
313 Evansv. & T. H
304 Evans. Sub. & New

186 Fairchild & N. E
652 Fall Riv. Line Strs
1140 Farmers Grain & Shipping Co
328 Farmerville & So
330 Fernwood & Gulf
331 Fitzgerald, Ocilla & Broxton
1170 Flint River & N. E
323 Flor. & Cripple Cr
996 Florida
1241 Florida Central
411 Florida East Coast*
1104 Florida West Shore
405 Flov. & Ind. Spgs
333 Fonda, Johns. & G
332 Fort Dodge, Des Moines & South
1092 Ft. Smith Western
334 Ft. W. Cin. & Louis
341 Ft. W. & Denv. City
336 Ft. Worth & Rio G
335 Fourche River Valley & Indian Ter
443 Frankfort & Cin
337 Fulton Chain
340 Fulton Nav. Co

357 Gainesv. Midland
1008 Galesb. & G. E
1207 Galt, Prest. & Hesp.
1208 Galv. Beaum. & N. E
1209 Galv. Har. & S. A
347 Galv. Hous. & Hen
1182 Garbutt & Donovan Short Line
358 Genesee & Wyom

349 George's Creek & C
352 George's Valley
350 Georgetown & West
351 Georgia
232 Ga. Coast & Piedm
354 Georgia, Fla. & Ala
348 Georgia Northern
355 Ga. So. & Fla
997 Gila Val. Gl. & No
361 Glenn Springs
343 Golden Circle
356 Goodrich Line
1210 Grafton & Upton
1036 Grand Canyon
359 Grand Rap. & Ind
362 Grand Trunk
368 Grand Trunk Pac
363 Grand Trunk West
1211 Great Gorge Route
364 Great No. Line
1212 Gt. North. S. S. Co
1183 Great Western
367 Green Bay & West
1213 Greenv. & Knoxv
369 Greenwich & Johns
339 Gulf & Inters. of Tex
366 Gulf & Sabine
365 Gulf & Ship Island
368 Gulf, Beau. & K. C
406 Gulf Line
129 Gulf Shore
371 Gunpowder Valley

636 Halifax & S. W
372 Hamp. & Branchv
1107 Harbor Springs
315 Hardwick & Woodb
395 Harriman & N. E†
376 Hartwell
1013 Haw. Neb. & Sup
398 Hazlehurst & S. E
380 Hearne & Braz. Val
1001 Hecla & Torch Lake
1002 Hickory Valley
377 Hidalgo & No. East
1147 Hillsboro & No. East
226 Hocking Valley*
1024 Holly River & Add
322 Holston Valley
1192 Holton Interurban
378 Hoosac Tun. & W*
1180 Hornos
932 Houst. & Brazos Val
844 Houston & Shreve
381 Houst. & Tex. Cen
382 Houst. E. & W. Tex
383 Hudson & Manhattan
386 Hud. Riv. Day Line
387 Hunter's Run & Slate Belt†
384 H. & B. T. M'tain

1226 Idaho & Wash. No
391 Idaho Northern
389 Illinois Central
152 Illinois Southern
1009 Illinois Terminal
412 Ilwaco
385 Independence & Monmouth

NUMBERS ASSIGNED TO TRANSPORTATION LINES—Continued

Roads marked * are using numbers; roads marked † intend doing so with next issue of tickets.

390 In. L. Strs. St. J. Riv
392 Ind. Ill. & Iowa
394 Indianapolis South
72 Inman Pkt. Co
500 Interborough R.T
396 Intercolonial
288 Inter-Mountain*
397 Intern. & Great No
399 Internat. S.S. Co
422 Interstate
403 Inter-Urban
393 Iowa & St. Louis
400 Iowa Central
402 Irondale, B. & O*
418 Iron Mountain
404 Ironton
408 Island Creek
419 Jackson
427 Jalapa & Cordoba
104 Jamest'n & Chaut
414 Jones, Lk. City & E
415 Kalamazoo, Lake Shore & Chicago
421 Kanawha & C. Riv
909 Kanawha & Mich
420 Kanawha & W. Va
424 Kane & Elk
423 Kanona & Pratts
407 K. City & Beatrice
429 K. C. Clin. & Spgfd
425 Kansas City, Mexico & Orient
431 K. C. Southern
435 Kansas Southern & Gulf
804 Kansas So. West
426 Kaslo & Slocan
438 Keesev. A. C. & L. C
445 Kelly's Creek
1025 Kennebec Central
416 Kennebec Stbt. Co
439 Kent Northern
440 Ky. & Ind. Br. Co
1163 Kentucky & Tenn
428 Kentucky Northern
430 Kentucky Valley
432 Kentwood & East
434 Kentwood, Greensburg & Southwest
1131 Kettle Valley
367 Kewaunee, Green Bay & Western
436 Keweenaw Central
449 Kingston & Pemb
454 Kinston & Snow Hill
441 Kishacoquillas Val
1159 Klamath Lake
447 Knoxv. & Augusta
557 Knoxv. & Bristol
450 Kootenay Ry. & Navigation Co
455 Kymul. & Coosa Riv
459 Lack. & Wyo. Val
460 La Crosse & S. E
458 Lake Champ. & Mor
461 Lake Erie & West
462 Lake Erie, Alliance & Wheeling
464 Lk. Keuka Nav. Co
465 L. O. & E. of O.S. Co
466 L. Shore & Mich. S
467 Lakeside & Marble
135 Lake Sup. & Ishp
1046 Lake Tahoe
166 Lanc. & Chester
470 Lanc. Oxford & So
463 Laramie, Hahn's Peak & Pacific
469 Las Vegas & Tono
471 Laurel
442 Lawrencev. Branch
563 Leaven. & Topeka
473 Lehigh & Hud. Riv
689 Lehigh & New Eng
475 Lehigh Valley*
444 Lexington & East
1174 Liberty White
457 Licking River
476 Ligonier Valley
474 Linville River
409 Litchfield & Mad
477 Little F. & Dolgev
508 Little Kanawha
478 Little Rock & Hot Springs Western
1175 Little River
1101 Little River Valley
484 Little Rk. & Monroe
472 L. Oak, Pet. & Gulf
479 Long Island
1108 Lorama
17 Lordsb. & Hachita
487 Los Angeles & San Diego Beach
451 Lotbiniere & Meg
437 Louisiana & Ark
481 Louisiana & N.W
489 Louisiana & Pine Bl
492 Louisiana Central
841 Louisiana Ry. & Nav. Co
595 Louisiana South
1214 Louisiana Western
774 Louisv. & Atlantic
482 Louisv. & Ev. Mail
483 Lousv. & Nashv
485 Louisv. & Wadley
491 Louisv. H. & St. L
489 Louis. N. A. & Coy
486 Lowv. & Beaver Riv
514 McCloud River
496 McK'pt Connect'g
502 Macomb & Western
511 Macon & Birming
494 Macon, Dub. & Sav
497 Maine Central
505 Maine S.S. Co
498 Mallory's S.S. Co
495 Mammoth Cave
509 Manch. & Oneida
512 Manistee & Gd. Rap
501 Manistee & N.E
1121 Manistee & Repton
503 Manistique
510 Manistique & North
586 Manton & Pikes Pk
1141 Mapimi
516 Marcel. & Otisco Lk
504 Maricopa & Phoenix
510 Marietta, Columbus & Cleveland
499 Marinette, T. & W
1215 Marion & Kye Val
128 Maritime Coal, Ry. & Power Co
1216 Marquette & S. E
897 Marshall & East Tex
507 Maryland & Penna
744 Md. Del. & Va
15 Maryland Electric
567 Mary Powell Sbt. Co
365 Mason & Oceana
535 Mason City & Cl. L
1217 Matehuala
1218 Mattoon
1004 Mch. Chunk, Sum. Hill & S. Back
1242 Memphis, Paris & Gulf
515 M. & M. Transp. Co*
748 Mesabe Southern
517 Mexican
518 Mexican Central
519 Mex. International
520 Mex. Interoceanic
1026 Mexican Mineral
536 Mexican Nat. Con
568 Mexican Northern
1219 Mexican Pacific
569 Mexican Southern
324 Mexico Tramways
523 Michigan Central*
524 Mid. & Schoharie
526 Midland Terminal
1220 Midland Valley
527 Millen & So. West
1154 Milltown Air Line
529 Mill V. & Mt. Tam S
532 Mineral Point & N
533 Mineral Range
1221 Minneap. & Rainy R
534 Minneap. & St. L*
537 M. St. P. & S. Ste. M
107 Minn. & Internat
1222 Minnesota & N. Wis
1102 Mississippi Central
523 Mississippi Eastern
539 Miss. Riv. & B. T
540 Miss. R. Ham. & W
1237 Mississippi Valley
1132 Missouri & La
309 Missouri & No. Ark
559 Missouri & N. W
541 Mo. Kan. & Tex
562 Mo. Okla. & Gulf
542 Missouri Pacific
538 Missouri Southern
545 Mobile & Ohio
544 Mob. Jack. & K. City
95 Moncton & Buct
488 Monon Route
1165 Monongahela
546 Monong. Connect'g
548 Monson
551 Montana
547 Monte Ne
553 Montour
554 Mont. & Wells Riv†
1105 Morenci Southern
552 Morgan's La. & Tex
1142 Morgantown & King
974 Morristown & Erie
1042 Moscow, Camden & San Augustine
558 Moshassuck Valley
550 Mountain Central
1115 Mt. Airy & Eastern
1047 Mt. Hope Mineral
639 Mt. Jew. Kin. & Rit
560 Mt. Washington
575 Munising
573 Muscatine N. & S
570 Nacogdoches & S.E
1075 Nacozari
571 Nantucket Central
580 Napierville Junc
574 Narragansett Pier
576 Nashv. & Knoxv
1056 Nashv. & Sparks
578 Nashv. C. & St. L
581 Natch. & V. Pkt. Co
583 Natch. Col. & Mob
582 Natch. & Western*
1067 Natchez, Urania & Ruston
521 National of Mexico
606 Nelson & Albemarle
586 Nevada-Cal.-Ore
585 Nevada Central
587 Nevada Co. Nar. G
607 Nevada Northern
611 Newark & Marion
506 N. B. M. V. & N. Strs
589 N. B. & Pr. Ed. Isl
146 N. Bruns. Coal & Ry
842 New Brunsw. So
579 Newburgh & S. Sh
592 N.H. Steamboat Co
593 N. J. & N. Y
616 N. J. Ind. & Ill
767 New Jersey & Penna
594 New Mex. & Ariz
1154 New Mexico Cent
588 N. O. & No. East
619 N. O. Natal. & Nat
596 New Orleans Ter
495 N.O. Great North
641 N. O. Southern
642 Newpt. & Sher. Val
598 N. & W. R.R. & Steamboat Line
1089 New River, Holston & Western
1033 Newton & N. W
609 N.Y. & C. M. S.S. Co
601 N. Y. & Gr. Lake
602 N.Y. & Long Branch
624 N. Y. & Ottawa
600 N. Y. & Penna
610 N.Y.C. & Hud. Riv*
612 N. Y. Chic. & St. L
613 N. Y. N. H. & H
614 N. Y. O. & West
615 N. Y. Phil. & Norf
617 N. Y. Susq. & West
623 Niagara Nav. Co
788 Niagara, St. C. & T
621 Norfolk & Southern
591 Norf. & Wash., D.C., Steamboat Co
620 Norfolk & Western
627 Northampt. & Bath
622 Northampt. & Hert
630 Northern Alabama
626 Northern Central
632 No. Nav. Co. (Ont)
628 Northern N. J
709 Northern Ohio
640 No. Ohio Traction & Light Co
629 Northern Pacific
666 Northern S.S. Co*
633 North La. & Gulf
1236 North Shore (N.B.)
634 North-western Line
686 North-western Ohio
631 Northwestern Pac
637 No. Yakima & Val
635 Norwich Line Stmrs
1116 Norwood & St. Law
638 Nova Scotia S. & C
1145 Oaxaca & Ejutla
1227 Ocean Shore
643 Ocean S.S. Co. of Sav
644 Ohio & Kentucky
1172 Ohio River & Coi
60 Ohio River & West
645 Oklahoma Central
613 Old Colony
653 Old Dom. S.S. Co
1044 Old River & Kissatchie
647 Oneonta & Mohawk Valley
646 Opelousas, G. & N.E
1096 Orange & N.W
1022 Oregon & Eureka
1160 Ore. & So. E
654 Oregon Electric
661 Ore. R.R. & Nav. Co
657 Oregon Short Line
665 Ore. Wash. & Idaho
662 Orford Mountain
1028 Oshawa
668 Otis
624 Ottawa & N.Y
663 Otta. Riv. Nav. Co
664 Ouachita Valley
656 Overton County
667 Pacific & Arctic
679 Pacific & Idaho No
674 Pacific Coast
675 Pac. Coast S.S. Co
1228 Pacific & Eastern
672 Pacific Mail S.S
1187 Pan-American
681 Paragould & Mem
1049 Parral & Durango
685 Payette Valley
688 Peach River & Gulf
684 Pecos Val. & No. E
670 Pember. & Hightst*
388 Peninsular
686 Pennsylvania Co
687 Pennsylvania R.R
691 Pensa. Ala. & Tenn
692 People's
693 Peop. L. Strs. (H.R.)†
695 Peoria & P. Union
682 Peoria Ry. Term
329 Pere Marquette
698 Perkiomen
701 Phila. & Reading
687 Phila. Balt. & Wash
702 Phila. Newt. & N.Y
3 Philipsburg R.R
690 Philipsburg Ry. & Quarry Co
569 Phillips & Range
696 Phœnix & Eastern
680 Pickens
721 Pine Bluff & West
705 Pittsburgh Rys
706 Pitts. & C. Pkt. Line*
707 Pitts. & Lake Erie
703 Pitts. & Moon Run
711 Pitts. Char. & Y
686 Pitts. C. C. & St. L
686 Pitts Ft. W. & Chic
713 Pitts. Lisbon & W
725 Pittsburg, Shawmut & Northern
714 Pitts. Sum. & Clarion
1079 Pitts. West. & Som
686 Pitts. Y. & Ash
718 Placerville & Lake Tahoe
716 Plant Line (S.S)
720 Pontiac, Oxford & N
724 Portland S.S. Co
655 Port Townsend So
722 Poteau Valley
737 Pot. Fred. & Pied
733 Potosi & Rio Verde
723 Potosi Central
603 Poughk. & Eastern
728 Prescott & No. West
730 Prescott, Reader & Fordyce
1207 Preston & Berlin
731 Prince Ed. Island
732 Prof. & Fran. Notch
872 Prov. Line Stmrs
738 Que. & L. St. John
739 Quebec Central
740 Quebec
925 Quebec, Mont. & So
741 Quebec S.S. Co
743 Quincy, Om. & K.C
604 Rahway Valley
137 Raleigh & Char'ton
777 Raleigh & Southp
746 Raleigh & Western*
747 Randolph & Cumb
1037 Raquette Lake
749 Raritan River
751 Red River & Gulf
1097 Red River, Texas & Southern
750 Red Springs & Bow
1122 Register & Glenv
599 Reid Newfoundlnd
752 Reynoldsv. & F. C
753 Rich. & Ont. N. Co
756 Richm. F. & Pot†
758 Rio Grande
759 Rio Grande & E. P
764 Rio Gr. S. M. & P
762 Rio Grande South†
768 Roaring Fork
1193 Rockdale
775 Rock. Lang. & No
769 Rockw. & Tenn. Riv
776 Rogue River Valley
1113 Rural Valley
773 Rutland
791 St. Johnsb. & L. C
784 St. Jos. & Gd. Island
1229 St. Joseph Valley
797 St. Louis & Han
799 St. L. & San Fran
780 St. L. & T. R. Pkt. Co
801 St. L. Brownsville & Mexico
800 St. L. El Reno & W
805 St. L. I. M. & So
1153 St. L. Kennett & S.E
806 St. L. K. C. & Colo
807 St. L. K. & South
809 St. L. M. B. Term
808 St. L. Rky. Mt. & Pac
236 St. Louis So. West
1059 St. L. Troy & East
417 St. L. W. & Gulf
360 St. Martins
781 St. Marys & Kingsl
1100 St. P. & Des Moines
650 Sag. & Ouachita Riv
1157 Salem, Falls City & Western
1098 Saline River
816 Salisbury & Harvey
823 Salt Lake & Los A
825 Salt Lake & Mercur
343 Salt Lake & Ogden
817 San Ant. & Aran. P
824 Sandersville
818 San Diego, C. & E
839 San D. Pac. B. & L. J
584 San Diego Southern
819 Sandy River & Rangeley Lakes
299 San F. & N.W
1234 San Juan Pacific
1146 San Marcos & Huaj. de Leon
480 San Pedro, Los Ang. & Salt Lake
893 S. Fe, Pres. & Ph*
813 Santa Fe, Raton & E
238 Savannah & Statesb
830 Schoharie Valley
832 Seaboard Air-Line
835 Sebasticook & M
837 Sharpsville
836 Sheffield & Tionesta
1038 Shreve. Alex. & S.W
838 Shreve. Houst. & G
840 Sierra, Madre & Pac
843 Sierra of California
853 Sierra Valley's
845 Silver Lake
1230 Silver Peak
847 Silverton
846 Silverton Northern
852 Skaneateles
854 Smithonia & Dun
855 Somerset
857 Sonora
537 "Soo Line"*
1124 South Buffalo
850 South Dakota Cent
754 Southern
861 Southern California
312 Southern Indiana
862 So. Pac. Co. Atl. Sys
863 So. Pac. Co. Pac. Sys†
865 South Georgia
881 South Manchester
1168 Spokane & Inland Empire

NUMBERS ASSIGNED TO TRANSPORTATION LINES—Continued.

Roads marked * are using numbers; roads marked † intend doing so with next issue of tickets.

856 Spokane Internat
883 Spok. Port. & Seattle
867 Star-Cole L. Stmrs†
869 Staten Island R. T
870 Sterling Mountain
871 Stewartstown
1166 Stanley, Merrill & Phillips
864 Stephenville North & South Texas
874 Stony Creek
875 Strasburg
876 Suffolk & Carolina
868 Sugarland
888 Sumpter Valley
878 Surry, Sussex & S
52 Susque. & New York
971 Susque. Bloomsb. & Berwick
699 Susq. Riv. & West
879 Sydney & Louisb
882 Sylvania & Girard

346 Tampa & Jacksonv*
895 Tampa Northern
892 Tavares & Gulf
1057 Tehuantepec Nat
577 Tellico
894 Temiscouata
905 Temiskaming & N. Ontario
1161 Tennessee
884 Tenn. & Cum. Riv
1103 Tenn. & N. C
896 Tennessee Central
802 Term. R.R. Assn. of St. Louis
900 Texark. & Ft. S
904 Texas & Gulf
901 Texas & New Orl
902 Texas & Pacific
1061 Texas S. E
913 Texas, Ark. & La
903 Texas Central
898 Texas City Term
922 Texas Midland
1134 Texas Short Line
911 Thornton & Alex
907 Thousand Islands*
914 Thousand Islands Steamboat Co
326 Tidewater & West
908 Tionesta Valley†
905 Toledo & Ohio Cent
1151 Toledo & Western
1223 Toledo, Angola & W
915 Tol. Peoria & West

916 Tol. Sag. & Musk
917 Tol. St. L. & West
1006 Toluca & San Juan
1007 Toluca & Tenango
918 Toluca, Marq. & No
833 Tombigbee Valley
930 Tonopah & Goldf
1224 Tonopah & Tidew
87 Tor. Ham. & Buf
1139 Torres, Prietas & Represo
1162 Tremont & Gulf
1167 Trin. & Brazos Val
941 Trinity Val. South
213 Troy Line Stmrs
920 Tuckerton
924 Tuscarora Valley
921 Tuskegee
1231 Twin Buttes

926 Uintah
927 Ulster & Delaware
1225 Ultima Thule, Arkadelphia & Miss
935 Unadilla Valley†
928 Union Pacific

1174 Union Springs & No
942 United Verde & Pac
929 Ursina & North York

1062 Valdosta South
933 Valley
934 Vandalia
938 Veracruz
936 Veracruz & Isthmus
588 Vicksb. S. & Pacific
1144 Victoria & Sidney
1150 Vic. Fisher & West
1095 Va. & Kentucky
937 Virginia & Truckee
858 Virginia & Southw
1063 Virginia-Carolina
940 Virginian

945 Wabash
946 Wab. Chest. & West
944 Wabash Pitts. Term
947 Wadley Southern
948 Wallkill Valley
1035 Warren & Corsicana Pacific
949 Warren & Ouach. V
659 Wash. & Col. River

986 Wash. & Vandem
950 Wash. Alex. & Mt. V
958 Wash. Idaho & Mont
955 Wash. Poto. & Ches
954 Washington County
1043 Washington Run
1090 Waterloo, C. F. & N
951 Waynesb. & Wash
952 W. M. W. & N. W
959 Wellington & Pow
865 West Coast
977 Western Allegheny
961 Western & Atlantic
957 Western Maryland
960 Western of Ala
848 Western of Mexico
687 West Jer. & Seashore
1111 West Range
962 West Shore
964 West Side Belt
963 West Virginia Mid
923 W. Va. Northern†
556 Wharton & North
966 Wheeling & Lk. Erie
990 Wheeling Terminal
1235 White Deer & Loganton
1126 White River
968 White Water
967 Wichita Falls & N. W
342 Wichita Valley
970 Wiggins Ferry Co
972 Williamsp. & N. B.†
983 Williams Valley

975 Wil. Greenv. & St. L
973 Wilmington & Nor
1112 Winfield
980 Winifrede
979 Wiscasset, Waterv. & Farm
943 Wisconsin & Mich
981 Wisconsin & North
982 Wisconsin Central
969 Wise Terminal
984 Wood River Branch
985 Woodstock
1152 Woodw'th & LaCent
987 Wrightsville & T†
978 Wyandotte & S. E
992 Wyo. & Mo. River

490 Yazoo & Miss. Val
976 Yellow River
993 Yellowstone Park
991 York Harb. & Beach
994 Yosemite Valley
995 Youngst. & Ohio R
1195 Youngstown & So
1003 Yreka

227 Zanesville & West
1039 Zim. Leesv. & S. W
1005 Zitacuaro & Joco

890 Tabor & Northern
1093 Tacoma Eastern
891 Talbotton
889 Tallassee & Mont
76 Tallulah Falls

OFFICIAL LIST
—OF—
JOINT PASSENGER TARIFFS
—AND—
NAMES OF COMPILERS.

Name of Tariff	Compiler.	Title	Address.	
Akron, Mansfield and Canton, Ohio Joint Passenger Tariff	C. C. Bliss	Secretary	B. & O. R.R.	Chicago, Ill.
Arkansas-Louisiana Joint Passenger Tariff Arkansas and Louisiana Joint Summer Tourist Tariff Arkansas and Louisiana Joint Winter Tourist Tariff	H. H. Butler	Agent	G.P.O., Room 210, Mo.Pac.Ry.	St. Louis, Mo.
Around The World Tariff	J. Charlton	Agent	Room 407, Ry. Exchange	Chicago, Ill.
Binghamton, N.Y., Elmira, N.Y., Goshen, N.Y., Hornell, N.Y., Newark, N.J., and Scranton, Pa., Joint Westbound Passenger Tariff	E. D. Sanford	Secretary	Care Pas. Dept., D.L.&W.R.R.	New York, N.Y.
Buffalo and Suspension Bridge Tariff	J. E. Reilly	Secretary.	Care Grand Trunk Ry.	Chicago, Ill.
Canadian Tariff, A—To Western Points, via Detroit or Port Huron	John Simpson	Compiler	G. P. Dept., Gd. Trunk Ry.	Montreal, Can.
Canadian Tariff, AA—Passenger rates to Western Points	Jas. Morrison	Compiler	G. P. Dept., Can. Pac. Ry.	Montreal, Can.
Canadian Tariff, C—To Western Points, via Sault Ste. Marie	Jas. Morrison	Compiler	G. P. Dept., Can. Pac. Ry.	Montreal, Can.
Canadian Tariff, D—To North Michigan and Wisconsin Points and to St. Paul, Minneapolis, Duluth, Sioux City and beyond, via Mackinaw City, Chicago and Grand Haven or Ludington	John Simpson	Compiler	G. P. Dept., Gd. Trunk Ry.	Montreal, Can.
Canadian Tariff, E—To Northwest and Pacific Coast, via Port Arthur	Jas. Morrison	Compiler	G. P. Dept., Can. Pac. Ry.	Montreal, Can.
Canadian Tariff, F—Second-class fares to points in Dakota, Minnesota and Montana, via Winnipeg and Gretna	Jas. Morrison	Compiler	G. P. Dept., Can. Pac. Ry.	Montreal, Can.
Canadian Tariff, G—To Montreal, Quebec, Halifax, St. John, in connection with European steamship business.	F. W. Lee	Compiler	G. P. Dept., Can. Pac. Ry.	Montreal, Can.
Central Passenger Association: Extension Rate Sheet, Summer Tourist Tariff, Winter Tourist Tariff	F. C. Donald	Agent	Central Passenger Ass'n	Tribune Building, Chicago, Ill.
Chicago Passenger Fares	J. H. Colley	Agent	Room 427, La Salle St. Sta.	Chicago, Ill.
Cincinnati Joint Rate Sheet	Geo. W. Ingels	Agent	G.P. Dept., Big Four Route.	Cincinnati, O.
Cleveland Through Rates	C. W. Fuller	Secretary	613 Rockefeller Building	Cleveland, O.
Colorado-Utah Joint Rate Sheet	R. Shakeshaft	Agent	G. P. O., A. T. & S. F. Ry.	Topeka, Kan.
Columbus, Newark and Zanesville Rate Sheet	W. E. Joyce	Secretary	678 Spahr Building	Columbus, O.
Council Bluffs, Omaha and Sioux City Through Rates	R. Thomson	Agent	Room 265, 215 Jackson Boulevard.	Chicago, Ill.
Des Moines, Ottumwa, Marshalltown, Cedar Rapids and Dubuque Rate Sheet	H. T. Miles	Agent	G. P. O., C. R. I. & P. Ry.	Chicago, Ill.
Eastern Illinois Rate Sheet (Kankakee, Gilman, Watseka, Hoopeston, Champaign and Tuscola)	E. H. Batchelder	Agent	G. P. O., C. & E. I. R.R.	Chicago, Ill.
Eastern Kansas Rate Sheet	Glenn W. Hutchinson	Compiler	Care P. T. Dept., Frisco Sys.	St. Louis, Mo.
Evansville, Ind., Through Rates	C. D. Clarke	Agent	Room 303, L. & N. Building.	Louisville, Ky.
Illinois Rate Sheet (Danville, Decatur, Springfield, Jacksonville and Litchfield)	L. A. Blatterman	Agent	1024 Lincoln Trust Bldg.	St. Louis, Mo.
Illinois Rate Sheet, Central (Bloomington, Chenoa, Streator and Joliet)	C. R. Davidson	Agent	909 Ry. Exchange Bldg.	Chicago, Ill.
Indiana Rate Sheet (Terre Haute, Greencastle, Crawfordsville, Lafayette and Logansport)	W. Q. Ingamells	Secretary	520 Century Building	St. Louis, Mo.
Indianapolis Through Rates	Chas. M. Woodman	Secretary	G. P. O., Chic. Ind. & L. Ry.	Chicago, Ill.
International Water Lines—Passenger Fares	M. R. Nelson	Secretary	379 Broadway	New York.
Kansas City, Mo., Through Rates	B. F. Bowes	Agent	Room 1025, Frisco Building.	St. Louis, Mo.
Kansas-Oklahoma Winter Tourist Joint Passenger Tariff	L. M. Hutchinson	Agent	Frisco System	St. Louis, Mo.
Kansas Joint Passenger Tariff	R. Shakeshaft H. H. Butler	Agents	G. P. O., A. T. & S. F. Ry. Room 210, Mo. Pac. Ry.	Topeka, Kan. St. Louis, Mo.
Lake Superior Rate Sheet (Duluth, Minn., The Superiors, Ashland and Hurley, Wis., Ironwood and Bessemer, Mich.)	J. B. Metcalfe A. J. Dickinson	Agents	Care G. P. Dept., G. N. Ry.	St. Paul, Minn.
Lima, Dayton and Springfield, O., Joint Tariff	A. W. Foelliger	Secretary	82 Carew Building	Cincinnati, O.
Louisiana Joint Holiday Excursion Tariff Louisiana Joint Passenger Tariff Louisiana Joint Summer Excursion Passenger Tariff	J. E. Hannegan	Agent	1112 Liggett Building	St. Louis, Mo.
Louisville Through Rates	C. R. Kelly	Agent	Room 303, L. & N. Building.	Louisville, Ky.
Memphis Rate Sheet	J. E. Hannegan	Agent	1112 Liggett Building	St. Louis, Mo.
Michigan Rate Book	James Houston	Agent	Room 53, Campau Bldg.	Detroit, Mich.
Milwaukee Through Rates	W. E. Cooper	Agent	Room 1241, Ry. Exchange Bldg.	Chicago, Ill.
Mississippi River Rate Sheet (Hannibal, Quincy, Keokuk and Burlington)	T. G. Rochm	Compiler	1608 Liggett Bldg.	St. Louis, Mo.
Missouri-Illinois Rate Sheet	C. M. Cootes	Agent	1544 Pierce Building	St. Louis, Mo.
Missouri River Rate Sheet (Leavenworth, Atchison and St. Joseph—Eastbound)	H. V. P. Taylor	Agent	1024 Lincoln Trust Bldg.	St. Louis, Mo.
Montana Rate Sheet	G. E. Morrison J. B. Durham	Agents	Pas. Dept., Mo. Pac. Ry.	St. Paul, Minn.
Nebraska Rate Sheet	A. L. Roberts	Agent	Room 55, U.S. National Bank Bldg.	Omaha, Neb.
Nevada Rate Sheet	F. S. Howard H. V. Richmond	Agents	G. P. O., Las Vegas & Tonopah R.R.	Los Angeles, Cal.
New England Passenger Association Territory: Joint Tariff—*a* Summer Tourist Fares; *b* One-Way Fares; *c* Extension Tariff; *d* Colonist Fares; *e* Winter Tourist Fares; *f* All-Year Tourist Fares and Summer Tourist Fares from Boston and New York	P. H. Gallaher	Agent	67 Federal Street	Boston, Mass.
New Orleans Through Rates	Joseph Richardson	Agent	729 Equitable Building	Atlanta, Ga.
Niagara Frontier Summer Rates	Jas. Morrison	Secretary	P. T. Dept., Can. Pac. Ry.	Montreal, Can.
Northern Kansas Rate Sheet	H. T. Miles	Agent	G. P. O., C. R. I. & P. Ry.	Chicago, Ill.
Oklahoma Joint Passenger Tariff	H. L. Denis	Agent	G. P. O., C. R. I. & P. Ry.	Little Rock, Ark.
Oklahoma Summer Tourist Joint Passenger Tariff	L. M. Hutchinson	Agent	G. P. O., St. L. & S. F. R.R.	St. Louis, Mo.
Peoria, Rock Island, Davenport and Galesburg Rate Sheet	H. O'Conner	Agent	G. P. Dept., T. P. & W. Ry.	Peoria, Ill.

OFFICIAL LIST OF JOINT PASSENGER TARIFFS AND NAMES OF COMPILERS.—Continued.

Name of Tariff.	Compiler.	Title.	Address.	
Pittsburgh, New Castle, Wheeling, Marietta and Parkersburg Rate Sheet	T. C. Seidener	Secretary	710 Union Station	Pittsburgh, Pa.
Rio Grande Rate Sheet (Albuquerque and Deming, N.M.; El Paso, Tex., and Phœnix, Ariz.)	Nat. A. Black	Agent	G. P. O., A. T. & S. F. Ry.	Topeka, Kan.
St. Louis Joint Passenger Tariff	J. E. Hannegan	Agent	1112 Liggett Building	St. Louis, Mo.
St. Paul and Minneapolis Through Rates	J. E. Metcalfe A. J. McCarthy	Agents	Care G. P. Dept., C. St. P. M. & O. Ry.	St. Paul, Minn.
Southeastern Passenger Tariffs: A—Nashville, Chattanooga, Decatur, Huntsville, Stevenson, Florence and Attalla. B—Savannah, Augusta, Macon, Columbus, Brunswick, Waycross, Albany and Dublin. C—Jacksonville, Palatka, Lake City, Ocala, Tampa and Key West. D—Bristol, Morristown, Middlesboro, Jellico, Harriman Junction, Knoxville and Athens. E—Athens, Atlanta, Marietta, Rome, Dalton, Anniston and Griffin. F—Tallahassee, Valdosta, Fitzgerald, Thomasville, Americus, Cordele and Tifton. G—Birmingham, Montgomery, Selma, Mobile, Pensacola, Bainbridge and Opelika. H—Holly Springs, Corinth, Tupelo, Aberdeen, West Point, Winona and Greenville, Miss. I—Harriston, Vicksburg, Edwards, Jackson, Meridian, Tuscaloosa, Hattiesburg, Gulfport and Slidell. J—Charleston, Columbia, Sumter, Orangeburg, Denmark, Beaufort and Port Royal, S.C. K—Lexington and Junction City, Ky. L—Paducah, Martin, Rives, Humbolt, Jackson and McKenzie. O—Proportional fares from Knights Key, Fla., New Orleans, La., and Port Tampa, Fla., applicable in connection with through rates of fare from Havana, Cuba. P—Proportional fares from principal points in the Southeast to the ports, applicable in connection with one way and round trip fares to destinations in Central America, China, Cuba, New Providence (Bahamas), and Porto Rico. Also Extension, Summer Tourist, Winter Tourist and All-Year Tourist Tariffs.	Joseph Richardson	Agent	729 Equitable Building	Atlanta, Ga.
Southwestern Joint Colonist Passenger Tariff				
Southwestern Joint Holiday Excursion Tariff				
Southwestern Joint Homeseekers' Tariff "A"				
Southwestern Joint Homeseekers' Tariff "B"				
Texas All-Year Tourist Passenger Tariff	J. E. Hannegan	Agent	1112 Liggett Building	St. Louis, Mo.
Texas and Louisiana Joint Colonist Passenger Tariff				
Texas Joint Holiday Excursion Tariff				
Texas Joint Passenger Tariff				
Texas Joint Passenger Tariff—Interstate Party Fares				
Texas Joint Summer Excursion Passenger Tariff				
Trans-Missouri All Year Tourist Rate Sheet	W. K. Cundiff	Agent	G. P. Dept., U. P. System	Omaha, Neb.
Trans-Missouri Summer and Winter Tourist Rate Sheets	A. L. Roberts	Agent	Room 55, U. S. National Bank Bldg.	Omaha, Neb.
Trans-Missouri Westbound Rate Sheet	W. K. Cundiff	Agent	G. P. Dept., U. P. System	Omaha, Neb.
Trunk Line Territory:—				
New York Tariff				
Extension Tariff				
Immigrant Tariff (New York, Philadelphia, Baltimore and Boston)				
Net Cash Military Tariff (New York, Philadelphia, Baltimore and Washington)	C. L. Hunter	Agent	143 Liberty St.	New York City.
Domestic Trans-Pacific Tariff from New York, Philadelphia, Baltimore and Washington				
Virginia Passenger Tariff				
Virginia All-Year Tourist Tariff	W. P. Lipscomb	Agent	Assoc. Rys. of Va. and The Car.	Richmond, Va.
Virginia-Carolina All-Year Tourist Tariff				
Virginia-Carolina Passenger Tariff "A"				
Virginia-Carolina Passenger Tariff "B"				
Virginia-Carolina Passenger Tariff "C"				
Virginia Winter Tourist Tariff	W. H. Fitzgerald	Agent	Assoc. Rys. of Va. and The Car.	Richmond, Va.
Virginia Summer Tourist Tariff				
Virginia-Carolina Winter Tourist Tariff				
Virginia-Carolina Summer Tourist Tariff				
Western Missouri Joint Passenger Tariff	H. H. Butler	Agent	Room 210, Mo. Pac. Bldg.	St. Louis, Mo.
Western Passenger Association Tariffs: A—All-Year Tourist Rates. B—Summer and Winter Tourist Rates. C—Military Rates to San Francisco. D—Military Rates to the Northwest. E—Military Rates in Eastern Committee Territory. F—Eastbound Steamship Rates to Atlantic and St. Lawrence River Ports	Eben E. MacLeod	Agent	Western Passenger Ass'n	Chicago, Ill.

TRAFFIC CLUBS.

THE TRAFFIC CLUB OF CHICAGO.

President—OSCAR F. BELL, Traffic Manager, Crane Co.
1st Vice-President—FRED. ZIMMERMAN, A. G. F. A., Mich. Cent. R.R.
2d Vice-President—J. CHARLES MADDISON, Traffic Manager, Montgomery Ward & Co.
3d Vice-President—W. H. JOHNSON. General Western Agent Anchor Line, Pennsylvania R.R.
Treasurer—JOHN H. GRACE, General Agent, Great Northern Ry.
Secretary—JOHN T. STOCKTON, President, Joseph Stockton Transfer Co.

THE TRAFFIC AND TRANSPORTATION ASSOCIATION OF LOUISVILLE.

President—J. B. FORD, A. F. T. M., Southern Ry.
Vice-President—F. N. HARTWELL, H. Verhoeff & Co.
Vice-President—M. L. AKERS, D. F. A., Chesapeake & Ohio Ry.
Vice-President—W. H. NEWMAN, D. F. A., C. I. & L. Ry.
Secretary—W. E. CHAMBERS, Chief Clerk, G. F. O., L. H. & St. L. Ry.
Treasurer—W. T. VANDENBURGH, Commercial Agent, S. A. L. Ry.

THE TRAFFIC CLUB OF NEW YORK.

President—CHARLES F. MOORE, Editor-in-Chief, *Freight Shippers' Forum.*
Vice-Presidents—F. E. HERRIMAN, Coal Traffic Manager, New York Central Lines.
I. ISSELHARDT, Traffic Manager, National Biscuit Co.
GEO. O. SOMERS, Gen. Traffic Mgr., United Fruit Co.
F. E. STODDARD, Traffic Manager, R. R. A. Co. and U. M. C. Co.
H. C. BURNETT, Gen. Freight Agt., Lehigh Valley R.R.
Treasurer—F. C. EARLE, Traffic Manager, Manhattan Navigation Co., 143 Liberty St., New York.
Secretary—C. A. SWOPE, Eastern Freight Agent, L. & N. R. R., 290 Broadway, New York.
Assistant Secretary—H. L. DERBY, Traffic Mgr., The Casein Mfg. Co., 11 Pine Street, New York.

Meeting held at Hotel Astor last Tuesday of each month, excepting June, July and August.

THE TRAFFIC CLUB OF PHILADELPHIA.

President—WM. A. SPROULL, Cambria Steel Company.
Vice-Presidents—EDWARD KNIGHT, Biddle Hardware Co.
F. A. BEDFORD, American Bridge Co. of New York.
J. F. AUCH, Philadelphia & Reading Ry. Co.
GEORGE J. LINCOLN, Chicago, Mil. & St. Paul Ry.
EDWIN F. SELLERS, Harrison Bros. & Co., Inc.
Secretary—HENRY C. TRUMBOWER, John Wyeth & Brother.
Treasurer—H. S. BONNER, Haines, Jones & Cadbury Co.

Meetings of the club are held on the second Monday of each month (June, July and August excepted), at the Hotel Walton, Broad and Locust Streets, Philadelphia.

The business address is Room 300, Reformed Church Building, 15th and Race Streets.

THE TRAFFIC CLUB OF PITTSBURGH.

President—C. S. BELSTERLING, Traffic Manager, American Bridge Co.
1st Vice-President—J. E. WELLER, D. F. A., P. C. C. & St. L. R.R.
2d Vice-President—A. G. YOUNG, T. M., American Sheet & Tin Plate Co.
Secretary—T. J. WALTERS, C. F. A., B. & O. R.R.
Treasurer—W. V. TAPFNER, G. A., C. B. & Q. R.R.
Bessemer Building, Pittsburgh, Pa.

THE TRAFFIC CLUB OF ST. LOUIS.

President—GEO. W. SIMMONS, Vice-President Simmons Hardware Co.
Vice-Presidents—C. HAILE, Vice-Prest. and Traffic Mgr., M. K. & T. R.R.
EDW. DEVOY, Prest. Devoy & Feuerborn Coal & Coke Co.
C. R. GRAY, 2d Vice-President, Frisco System.
FORREST FERGUSON, Prest. Ferguson-McKinney D. G. Co.
J. M. JOHNSON, Vice-President, Missouri Pacific Railway Co.
Secretary and Treasurer—A. F. VERSEN, Secretary Freight Bureau, Business Men's League.
614 Bank of Commerce Building, St. Louis, Mo.

TRANSPORTATION CLUB OF INDIANAPOLIS.

President—WARREN H. SIMMONS, Manager, Bemis Indianapolis Bag Co.
1st Vice-President—L. J. BLAKER, Commercial Agent, N.Y.C.F.F. Lines.
2d Vice-President—H. C. SHEPARD, D. F. A., P. C. C. & St. L. Ry.
3d Vice-President—C. C. HANCH, Treasurer, Nordyke Marmon Co.
Secretary and Treasurer—J. M. BRAFFORD, Grain Dealer, Board of Trade, 614 Board of Trade, Indianapolis, Ind.

WANTS—Continued from page xxxviii.

WANTED—POSITION AS AUDITOR, ASSISTANT AUDITOR, auditor of disbursements, or any executive position; by married man, with twenty-one years' practical railroad experience in various departments; sixteen years in the accounting department; several years auditor and cashier of eastern and western railroads; thoroughly familiar with modern and interstate accounting, as well as executive work; can furnish very best references as to character and ability.
Address "H. K. C.,"
12 Care THE OFFICIAL GUIDE, 24 Park Place, New York.

WANTED—POSITION BY MAN 45 YEARS OF AGE, AS traveling freight or passenger agent, or a position that would ultimately lead to either of the above; position in auditor's office, in direct line of promotion to traveling auditor would be considered; have had twenty years' experience as joint freight and ticket agent with one of the best trunk lines in New York State; can furnish best of references; object of desiring change advancement with some company which appreciates efficiency and an ambition to please. Address "Riley,"
11 Care THE OFFICIAL GUIDE, 24 Park Place, New York.

WANTED—POSITION IN REAL ESTATE AND TAX DEPARTMENT by man of experience, capable of taking full charge; would consider minor position, with good prospects; middle west preferred.
Address "L. L. R.,"
11 Care THE OFFICIAL GUIDE, 24 Park Place, New York.

WANTED—YOUNG MARRIED MAN, EMPLOYED AS train dispatcher on a busy line, desires position as chief dispatcher, train master, division superintendent or assistant; seventeen years in present location; able stenographer, and capable of handling correspondence without dictation; health and habits good; best of references.
Address "Trainmaster,"
11 Care THE OFFICIAL GUIDE, 24 Park Place, New York.

WANTED—POSITION AS AUDITOR OF STEAM ROAD, by man with fifteen years' experience in that capacity; Ar references; married; middle aged. Address "G. R. R.,"
11 Care THE OFFICIAL GUIDE, 24 Park Place, New York.

LIST OF OLD AND NEW NAMES OF ROADS.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Abbeville & Waycross	Seaboard Air Line.
Abbeville Southern	Atlantic Coast Line.
Acme, Red River & Northern	Quanah, Acme & Pacific.
Addison	Rutland.
Addison & Northern Pennsylvania	Buffalo & Susquehanna.
Addison & Pennsylvania	Buffalo & Susquehanna.
Addison & Susquehanna	Buffalo & Susquehanna.
Addison County	Central Vermont.
Aberdeen & West End	Aberdeen & Asheboro.
Adirondack	Delaware & Hudson.
Adirondack & St. Lawrence	New York Central & Hudson River.
Agricultural Branch	New York, New Haven & Hartford.
Akron & Chicago Junction	Baltimore & Ohio.
Alabama & Chattanooga	Alabama Great Southern.
Alabama & Florida	Louisville & Nashville.
Alabama & Florida of Florida	Louisville & Nashville.
Alabama & Mississippi River	Southern.
Alabama & Tennessee River	Southern.
Alabama Central	Southern.
Alabama Midland	Atlantic Coast Line.
Alabama Mineral	Louisville & Nashville.
Alabama Northern	Atlanta, Birmingham & Atlantic.
Albany & Hudson	Albany Southern.
Albany & Schenectady	New York Central & Hudson River.
Albany & Susquehanna	Delaware & Hudson.
Albany & Vermont	Delaware & Hudson.
Albany & West Stockbridge	New York Central & Hudson River.
Albany, Florida & Northern	Albany & Northern.
Albany Northern	Delaware & Hudson.
Albany, Vermont & Canada	Delaware & Hudson.
Albemarle & Pantego	Norfolk & Southern.
Albemarle & Raleigh	Atlantic Coast Line.
Albert	Salisbury & Harvey.
Alberta Ry. & Coal Co.	Alberta Ry. & Irrigation Co.
Albert Southern	Abandoned.
Albia & Centerville	Iowa Central.
Albia, Knoxville & Des Moines	Chicago, Burlington & Quincy.
Alexander & Rich Mountain	Alexander & Eastern.
Alexandria & Fredericksburg	Philadelphia, Baltimore & Wash.
Alexandria & Washington	Philadelphia, Baltimore & Wash.
Alexandria, Junction City & Shreve.	Arkansas Southern.
Alexandria, Loudon & Hampshire	Southern.
Algoma Central	Algoma Central & Hudson Bay.
Allegan & Lake Shore	Abandoned.
Allegan & South-eastern	Michigan Central.
Allegany Central	Pittsburg, Shawmut & Northern.
Alleghany & Kinzua	Not in operation.
Allegheny & Bald Eagle	Pennsylvania.
Allegheny, Kennerdell & Clintonv.	Abandoned.
Allegheny Portage	Pennsylvania.
Allegheny Valley	Pennsylvania.
Allentown	Philadelphia & Reading.
Alliance & Lake Erie	Lake Erie, Alliance & Wheeling.
Alliance & Northern	Lake Erie, Alliance & Wheeling.
Alliance, Niles & Ashtabula	Pennsylvania Company.
Alloway & Quinton	West Jersey & Seashore.
Alpena & Northern	Detroit & Mackinac.
Altadena	San Pedro, Los Angeles & Salt Lake.
Alton & St. Louis	Chicago & Alton.
Alton & Sangamon	Chicago & Alton.
Altoona & Philipsburg	Philipsburg *R.R.*
Altoona & Philipsburg Connecting	Philipsburg *R.R.*
Amboy Lansing & Traverse Bay	Lake Shore & Michigan Southern. Michigan Central.
American Central	Chicago, Burlington & Quincy.
American Fork	Abandoned.
American Midland	Cincinnati, Hamilton & Dayton.
Americus, Preston & Lumpkin	Seaboard Air Line.
Ames & College	Operated by electricity.
Amherst & Belchertown	Central Vermont.
Amherst, Belchertown & Palmer	Central Vermont.
Anderson, Lebanon & St. Louis	Chicago & South-eastern (Ind.)
Androscoggin	Maine Central.
Androscoggin & Kennebec	Maine Central.
Anglesea	West Jersey & Seashore.
Annapolis & Baltimore Short Line	Maryland Electric.
Annapolis & Elk Ridge	Annapolis, Washington & Baltimore.
Anniston & Atlantic	Louisville & Nashville.
Anniston & Cincinnati	Louisville & Nashville.
Appomattox	Norfolk & Western.
Arcadia, Gulf Coast & Lakeland	Rails taken up.
Arizona & New Mexico	Southern Pacific.
Arizona & South-eastern	El Paso & Southwestern.
Arizona & Utah	Santa Fe.
Arizona Mineral Belt	Central Arizona. (Logging road.)
Arkansas & Choctaw	St. Louis & San Francisco.
Arkansas & Oklahoma	St. Louis & San Francisco.
Arkansas & Western Rail*road*	Arkansas & Western Rail*way*
Arkansas Central	Arkansas Midland.
Arkansas, Louisiana & Southern	Louisiana & Arkansas.
Arkansas Southern	Chicago, Rock Island & Pacific.
Arkansas Valley	Abandoned.
Arkansas Valley & Western	St. Louis & San Francisco.
Arkansas Western	Kansas City Southern.
Aroostook	Canadian Pacific.
Ashburnham	Boston & Maine.
Asheville & Craggy Mountain	Operated by electricity.
Asheville & Spartanburg	Southern.
Ashland & Western Rail*road*	Ashland & Western Rail*way*.
Ashland & Wooster	Ashland & Western.
Ashland, Siskiwit & Iron River	Abandoned.
Ashley River	Atlantic Coast Line.
Ashuelot	Boston & Maine.
Ashtabula & New Lisbon	Pennsylvania Company.
Ashtabula & Pittsburg	Pennsylvania Company.
Ashtabula, Youngstown & Pittsburg	Pennsylvania Company.
Atchison & Nebraska	Chicago, Burlington & Quincy.
Atchison & Topeka	Atchison, Topeka & Santa Fe.
Atchison, Colorado & Pacific	Union Pacific.
Atchison, Republican Valley & Pac.	Union Pacific.
Atchison, Solomon Valley & Denver	Union Pacific.
Atchison, Topeka & Santa Fe R.R.	Atchison, Topeka & Santa Fe Ry.
Athol & Enfield	New York Central & Hudson River.
Atlanta & Birmingham Air Line	Seaboard Air Line.
Atlanta & Charlotte Air Line	Southern.
Atlanta & Florida	Southern.
Atlanta & La Grange	Atlanta & West Point.
Atlanta & Richmond Air Line	Southern.
Atlanta, Knoxville & Northern	Louisville & Nashville.
Atlantic & Audubon	Chicago, Rock Island & Pacific.
Atlantic & Birmingham	Atlanta, Birmingham & Atlantic.
Atlantic & Danville	Southern.
Atlantic & Great Western	Erie.
Atlantic & Gulf	Atlantic Coast Line.
Atlantic & Lake Erie	Toledo & Ohio Central.
Atlantic & North Carolina	Norfolk & Southern.
Atlantic & Pacific	Santa Fe Pacific.
Atlantic & Pacific (Mo. and Ind. Ter.)	St. Louis & San Francisco.
Atlantic & St. Lawrence	Grand Trunk.
Atlantic & Western	Florida East Coast.
Atlantic & Yadkin—	
South and east of Sanford	Atlantic Coast Line.
West and north of Sanford	Southern.
Atlantic Coast Line of So. Carolina	Atlantic Coast Line
Atlantic Coast Line of Virginia	Atlantic Coast Line.
Atlantic Coast, St. John's & Indian River	Atlantic Coast Line.
Atlantic, Gulf & West India Transit.	Seaboard Air Line.
Atlantic Highlands	Central of New Jersey.
Atlantic, Mississippi & Ohio	Norfolk & Western.
Atlantic, Suwannee River & Gulf	Seaboard Air Line.
Atlantic, Tennessee & Ohio	Southern.
Atlantic, Valdosta & Western	Georgia Southern & Florida.
Attica & Allegheny	Buffalo, Attica & Arcade.
Attica & Arcade	Buffalo, Attica & Arcade.
Attica & Buffalo	New York Central & Hudson River.
Attica & Freedom	Buffalo, Attica & Arcade.
Attica, Covington & Southern	Wabash.
Attleboro Branch	New York, New Haven & Hartford.
Auburn & Ithaca	Lehigh Valley.
Auburn & Rochester	New York Central & Hudson River.
Auburn & Syracuse	New York Central & Hudson River.
Augusta & Knoxville	Charleston & Western Carolina.
Augusta & Savannah	Central of Georgia.
Augusta & South-eastern	Chicago, Rock Island & Pacific.
Augusta & Waynesboro	Central of Georgia.
Aurora Extension	Chicago, Burlington & Quincy.
Austin & North-western	Houston & Texas Central.
Avoca, Harlan & Northern	Chicago, Rock Island & Pacific.
Avoca, Macedonia & South-western	Chicago, Rock Island & Pacific.
Avon, Geneseo & Mt. Morris	Erie.
Avoyelles	Texas & Pacific.
Bachman Valley	Western Maryland.
Baie des Chaleurs	Atlantic & Lake Superior.
Bainbridge Northern	Abandoned.
Bald Eagle Valley	Pennsylvania.
Baltimore & Annapolis Short Line	Maryland Electric.
Baltimore & Cumberland Valley	Western Maryland.
Baltimore & Delta	Maryland & Pennsylvania.
Baltimore & Delaware Bay	Philadelphia, Baltimore & Wash.
Baltimore & Eastern Shore	Baltimore, Chesapeake & Atlantic.
Baltimore & Hanover	Western Maryland.
Baltimore & Harrisburg	Western Maryland.
Baltimore & Lehigh	Maryland & Pennsylvania.
Baltimore & Ohio & Chicago	Baltimore & Ohio.
Baltimore & Ohio Short Line	Baltimore & Ohio.
Baltimore & Ohio South-western Ry.	Baltimore & Ohio Southwestern R.R.
Baltimore & Philadelphia	Baltimore & Ohio.
Baltimore & Port Deposit	Philadelphia, Baltimore & Wash.
Baltimore & Potomac	Philadelphia, Baltimore & Wash.
Baltimore & Susquehanna	Northern Central.
Baltimore & Washington	Baltimore & Ohio.
Baltimore, Carroll & Frederick	Western Maryland.
Baltimore, Philadelphia & New York	Philadelphia & Reading.
Baltimore, Pittsburg & Chicago	Baltimore & Ohio.
Baltimore, Pittsburg & Continental	Chicago & Erie.
Baltimore Short Line	Baltimore & Ohio Southwestern.
Bangor & Katahdin Iron Works	Bangor & Aroostook.
Bangor & Piscataquis	Bangor & Aroostook.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Bangor & Portland	Delaware, Lackawanna & Western.
Bangor, Oldtown & Milford	Maine Central.
Barclay	Susquehanna & New York
Barnwell	Southern.
Barre & Western	Boston & Maine.
Barre & Worcester	Boston & Maine.
Barren County	Louisville & Nashville.
Batesville & Brinkley	Chicago, Rock Island & Pacific.
Battle Creek & Sturgis—	
Battle Creek to Findlay	Michigan Central.
Findlay to Goshen	Lake Shore & Michigan Southern.
Battle Mountain & Lewis	Rails taken up.
Bay & Coast	Southern Pacific.
Bay City & Eas Saginaw	Pere Marquette.
Bay de Noquet & Marquette	Duluth, South Shore & Atlantic.
Bay Ridge & Annapolis	Baltimore & Ohio.
Bay View, Little Trav. & Mackinaw	Grand Rapids & Indiana.
Bear Creek	Bessemer & Lake Erie.
Bear Lake & Eastern	Tracks taken up.
Beattyville & Cumberland Gap	Louisville & Atlantic.
Beaver & Ellwood	Pittsburgh & Lake Erie.
Beaver Meadow	Lehigh Valley.
Bedford	Huntingdon & Broad Top Mountain.
Bedford & Bloomfield	Chicago, Indianapolis & Louisville.
Bedford & Bridgeport	Pennsylvania.
Bedford Belt	Southern Indiana.
Bedford, Springville, Owensburg & Bloomfield	Chicago, Indianapolis & Louisville.
Beech Creek	New York Central & Hudson River.
Beech Creek, Clearfield & Southwest	New York Central & Hudson River.
Beersville Coal & Ry. Co.	North Shore (N.B.)
Belfast & Moosehead Lake	Maine Central.
Belington & Beaver Creek	Western Maryland.
Bellaire & St. Clairsville	Baltimore & Ohio.
Bellaire & South-western	Ohio River & Western.
Bellaire, Beaver Valley & Shawnee	Baltimore & Ohio.
Bellaire, Zanesville & Cincinnati	Ohio River & Western.
Bellefontaine	Cleve. Cincin. Chicago & St. Louis.
Bellefontaine & Indiana	Cleve. Cincin. Chicago & St. Louis.
Bellefonte & Buffalo Run	Bellefonte Central.
Bellefonte & Snow Shoe	Pennsylvania.
Belleville & Carondelet	Illinois Central.
Belleville & Eldorado	Illinois Central.
Belleville & Illinoistown	Illinois Central.
Belleville & Southern Illinois	Illinois Central.
Bellingham Bay & Eastern	Northern Pacific.
Bell's Gap	Pennsylvania.
Beloit & Madison	Chicago & North-Western.
Belpre & Cincinnati	Baltimore & Ohio South-western.
Belvidere Delaware	Pennsylvania (U. R.Rs. of N. J.)
Bennington & Glastenbury	Not operated.
Bennington & Rutland	Rutland.
Bentonville	St. Louis & San Francisco.
Berks & Chester	Philadelphia & Reading.
Berks & Lehigh	Philadelphia & Reading.
Berks County	Philadelphia & Reading.
Berkshire	New York, New Haven & Hartford.
Berlin (Pa.)	Baltimore & Ohio.
Berlin Branch (Conn.)	New York, New Haven & Hartford.
Berlin Branch (Pa.)	East Berlin.
Berwick's Bay & Texas	Southern Pacific.
Bessemer & South-western	Private Road.
Big Stony	Norfolk & Western.
Billerica & Bedford	Abandoned.
Bingham Canon & Camp Floyd	Denver & Rio Grande.
Birmingham & Tennessee	Northern Alabama.
Birmingham Mineral	Louisville & Nashville.
Birmingham, Selma & New Orleans	Louisville & Nashville.
Birmingham, Sheffield & Tenn. Riv.	Northern Alabama.
Birmingham Southern	Woodstock & Blocton.
Woodstock to Blocton	*Operated by* Alabama Great Southern.
Bishopville	Atlantic Coast Line.
Bismarck, Washburn & Great Falls	Minn. St. Paul & Sault Ste. Marie.
Black & Cache River	Cache Valley.
Black Diamond	Abandoned.
Black Hills & Ft. Pierre	Chicago, Burlington & Quincy.
Black River	Detroit & Mackinac.
Black River & Morristown	New York Central & Hudson River.
Black River & St. Lawrence	Abandoned.
Black River & Utica	New York Central & Hudson River.
Blackville, Alston & Newberry	Southern.
Blackwell, Enid & Southwestern	Frisco System.
Blackwell, Enid & Texas	Frisco System.
Blairstown	New York, Susquehanna & Western.
Bloomfield	Illinois Central.
Bloomington & Ohio River	Wabash.
Blossburg & Corning	New York Central & Hudson River.
Blue Island	Illinois Central.
Blue Ridge (Va.)	Chesapeake & Ohio.
Blue Ridge & Atlantic	Tallulah Falls.
Blue Spring, Orange City & Atlantic	Florida East Coast.
Bluffton, Kokomo & South-western	Toledo, St. Louis & Western.
Boise, Nampa & Owyhee	Idaho Northern.
Boone County & Booneville	Wabash.
Boone County & Jefferson City	Wabash.
Boone, Rock City & Northwestern	Newton & Northwestern.
Boonville, St. Louis & Southern	Missouri Pacific.
Boston & Albany	New York Central & Hudson River.
Boston & Albany of Ga	Georgia Northern.
Boston & Lowell	Boston & Maine.
Boston & New York Air Line	New York, New Haven & Hartford.
Boston & New York Central	New York, New Haven & Hartford.
Boston & Portland	Boston & Maine.
Boston & Providence	New York, New Haven & Hartford.
Boston & Worcester	New York Central & Hudson River.
Boston, Barre & Gardner	Boston & Maine.
Boston, Clinton & Fitchburg	New York, New Haven & Hartford.
Boston, Clinton, Fitchburg & New Bedford	New York, New Haven & Hartford.
Boston, Concord & Montreal	Boston & Maine.
Boston, Concord, Montreal & White Mountains	Boston & Maine.
Boston, Hartford & Erie	New York, New Haven & Hartford.
Boston, Hartford & Erie Extension	New York, New Haven & Hartford.
Boston, Hoosac Tunnel & Western	Boston & Maine.
Boston, Lowell & Nashua	Boston & Maine.
Boston, Norwich & New London	New York, New Haven & Hartford.
Boston, Winthrop & Point Shirley	Boston, Revere Beach & Lynn.
Boston, Winthrop & Shore	Boston, Revere Beach & Lynn.
Bowling Green	Cincinnati, Hamilton & Dayton.
Bowling Green & Toledo	Cincinnati, Hamilton & Dayton.
Bowman Creek	Kanawha & Michigan.
Boyle & Sunflower	Yazoo & Mississippi Valley.
Boyne City & South Eastern	Boyne City, Gaylord & Alpena.
Bradford	Pennsylvania.
Bradford & Corydon	Not in operation.
Bradford & Kinzua	Pennsylvania.
Bradford & State Line	Buffalo, Rochester & Pittsburgh.
Bradford, Bordell & Kinzua	Big Level & Kinzua.
Bradford, Bordell & Smethport	Big Level & Kinzua.
Bradford, Eldred & Cuba	Rails taken up.
Bradshaw Mountain	Santa Fe, Prescott & Phœnix.
Brainerd & Northern Minnesota	Minnesota & International.
Brantford, Norfolk & Port Burwell	Grand Trunk.
Brantford, Waterloo & Lake Erie	Toronto, Hamilton & Buffalo.
Brattleboro & Fitchburg	Boston & Maine.
Brattleboro & Whitehall	Central Vermont.
Breakwater & Frankfort	Philadelphia Baltimore & Wash
Breckinridge Company	Not operated for passenger traffic.
Brewton & Pineora	Central of Georgia.
Briarfield, Blocton & Birmingham	Southern.
Bridgeton & Port Norris	Central of New Jersey.
Brigantine Beach	Phila. & Brigantine (abandoned).
Brighthope	Farmville & Powhatan.
Brinkley & Cotton Plant	Chicago, Rock Island & Pacific.
Brinkley, Helena & Indian Bay	Arkansas Midland.
Bristol, Elizabethton & No. Carolina	Virginia & South-western.
Broad Sound Pier & Point Shirley	Boston, Revere Beach & Lynn.
Brockville & Ottawa	Canadian Pacific.
Brockville, Westport & S. Ste. Marie	Brockville, Westport & Northwestern.
Brookline & Pepperell	Boston & Maine.
Brooklyn & Montauk	Long Island.
Brooksville & Hudson	Abandoned.
Brookville	Abandoned.
Brownsville	Pennsylvania.
Brownsville & Nodaway Valley	Chicago, Burlington & Quincy.
Brownville, Fort Kearney & Pacific	Chicago, Burlington & Quincy.
Broxton, Hazlehurst & Savannah	Fitzgerald, Ocilla & Broxton.
Brunswick & Albany	Atlantic Coast Line.
Brunswick & Birmingham	Atlanta, Birmingham & Atlantic.
Brunswick & Chillicothe	Wabash.
Brunswick & Florida	Atlantic Coast Line.
Brunswick & Western	Atlantic Coast Line.
Buckley & Douglas	Abandoned.
Bucksport & Bangor	Maine Central.
Buctouche & Moncton	Moncton & Buctouche.
Buena Vista & Ellaville	Central of Georgia.
Buffalo & Allegheny	Pennsylvania.
Buffalo & Allegheny Valley	Pennsylvania.
Buffalo & Black Rock	Abandoned.
Buffalo & Conhocton Valley	Erie.
Buffalo & Erie	Lake Shore & Michigan Southern.
Buffalo & Geneva	Lehigh Valley.
Buffalo & Jamestown	Erie.
Buffalo & Lake Huron	Grand Trunk.
Buffalo & Lockport	New York Central & Hudson River.
Buffalo & Mississippi	Lake Shore & Michigan Southern.
Buffalo & New York City	Erie.
Buffalo & Niagara Falls	New York Central & Hudson River.
Buffalo & Oil Creek	Pennsylvania.
Buffalo & Rochester	Erie. New York Central & Hudson River.
Buffalo & St. Mary's	Pittsburg, Shawmut & Northern.
Buffalo & South-western	Erie.
Buffalo & Susquehanna Railroad	Buffalo & Susquehanna Railway.
Buffalo & State Line	Lake Shore & Michigan Southern.
Buffalo & Washington	Pennsylvania.
Buffalo Bayou, Brazos & Colorado	Galveston, Harrisburg & San Antonio.
Buffalo, Bradford & Kane—	
Mt. Jewett to Kane	Big Level & Kinzua.
Mt. Jewett to Bradford	Abandoned.
Buffalo, Bradford & Pittsburg	Erie.
Buffalo Branch	Erie.
Buffalo, Chautauqua Lake & Pittsb.	Pennsylvania.
Buffalo, Corning & New York	Erie.
Buffalo, Corry & Pittsburg	Pennsylvania.
Buffalo Creek	Erie. Lehigh Valley.
Buffalo Lehigh	West Shore.
Buffalo, New York & Erie	Erie.
Buffalo, New York & Philadelphia	Pennsylvania.
Buffalo, Pittsburg & Western	Pennsylvania.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Buffalo Run, Bellefonte & Bald Eagle.	Bellefonte Central.
Buffalo, St. Mary's & South-western.	Pittsburg, Shawmut & Northern.
Buffalo Valley	Baltimore & Ohio.
Burlingame & North-western	Atchison, Topeka & Santa Fe.
Burlington & Colorado	Chicago, Burlington & Quincy.
Burlington & Lamoille Valley	Central Vermont.
Burlington & Missouri River (Ia.)	Chicago, Burlington & Quincy.
Burlington & Missouri River (Neb.)	Chicago, Burlington & Quincy.
Burlington & Mount Holly	Pennsylvania
Burlington & North-western	Chicago, Burlington & Quincy.
Burlington & South-western (Ia.)	Chicago, Burlington & Quincy.
Burlington & South-western (Mo.)	Chicago, Burlington & Quincy.
Burlington & Western	Chicago, Burlington & Quincy.
Burlington, Cedar Rapids & Minn.	Chicago, Rock Island & Pacific.
Burlington, Cedar Rapids & North.	Chicago, Rock Island & Pacific.
Burlington County	Pennsylvania.
Bustleton	Pennsylvania.
Bytown & Prescott	Canadian Pacific.
Cadillac & North-eastern	Private logging road.
Cady Mills Branch	Not operated.
Cairo & Fulton	St Louis, Iron Mountain & Southern.
Cairo & Kanawha Valley	Cairo & Kanawha.
Cairo & St. Louis	Mobile & Ohio.
Cairo & Vincennes	Cleve. Cincin. Chicago & St. Louis.
Cairo, Arkansas & Texas	St. Louis, Iron Mountain & Southern.
Cairo, Vincennes & Chicago	Cleve. Cincin. Chicago & St. Louis.
Calais	Washington County.
Calais & Baring	Washington County.
Caledonia & Mississippi	Chicago, Milwaukee & St. Paul.
Caledonia, Mississippi & Western	Chicago, Milwaukee & St. Paul.
California & Nevada	Not operated.
California & Oregon	Southern Pacific.
California Central	Southern California.
California Eastern	Santa Fe.
California Midland	Santa Fe.
California North Eastern	Southern Pacific.
California Northern	Southern Pacific.
California Northwestern	Northwestern Pacific.
California Pacific	Southern Pacific.
California Southern	Southern California.
Calumet & Blue Island	Chicago, Lake Shore & Eastern.
Calumet & Chicago	Chicago, Rock Island & Pacific.
Calumet River	Pennsylvania Company.
Calvert, Waco & Brazos Valley	International & Great Northern.
Cambria & Clearfield	Pennsylvania.
Cambridge & Seaford	Philadelphia, Baltimore & Wash.
Camden & Alexandria	St. Louis, Iron Mountain & Southern.
Camden & Amboy	Pennsylvania.
Camden & Atlantic	West Jersey & Seashore.
Camden & Burlington Counties	Pennsylvania.
Camden County	Atlantic City.
Camden, Gloucester & Mt. Ephraim	Atlantic City.
Cameron & Kansas City	Hannibal & St. Joseph.
Cammal & Black Forest	Abandoned.
Campbell & St. Francis Valley	St. Louis, Kennett & Southeastern.
Canada & St. Louis	Lake Shore & Michigan Southern.
Canada Air Line	Grand Trunk.
Canada Atlantic	Grand Trunk.
Canada Central	Canadian Pacific.
Canada Coals & Ry. Co	Maritime Coal, Ry. & Power Co.
Canada Eastern	Intercolonial.
Canada Junction	Abandoned.
Canada Southern	Michigan Central.
Canajoharie & Catskill	Abandoned.
Canal Railroad (Conn.)	New York, New Haven & Hartford.
Canal Railroad (N.Y.)	Lehigh Valley.
Canandaigua & Corning	Northern Central.
Canandaigua & Elmira	Northern Central.
Canandaigua & Niagara Falls	New York Central & Hudson River.
Cananea Consolidated Copper Cos.	Southern Pacific of Mexico.
Cananea Consolidated Copper Cos. Ry.—Temosachic-Madera Branch	Sierra Madre & Pacific.
Cananea, Yaqui River & Pacific	Southern Pacific of Mexico.
Canastota Northern	Lehigh Valley.
Cane Belt	Gulf, Colorado & Santa Fe.
Canton, Aberdeen & Nashville	Illinois Central.
Canton & Jackson	Illinois Central.
Canton & Waynesburg	Wheeling & Lake Erie.
Cape Breton	Intercolonial.
Cape Cod	New York, New Haven & Hartford.
Cape Cod Central	New York, New Haven & Hartford.
Cape Fear & Northern	Durham & Southern.
Cape Fear & Yadkin Valley—	
South and east of Sanford	Atlantic Coast Line.
West and north of Sanford	Southern.
Cape Girardeau	St. Louis & San Francisco.
Cape Girardeau & State Line	St. Louis & San Francisco
Cape Girardeau, Bloomfield & South.	St. Louis & San Francisco.
Cape Girardeau South-western	St. Louis & San Francisco.
Cape May & Millville	West Jersey & Seashore.
Cape May & Sewell's Point	Cape May, Del. Bay & Sewell's Pt.
Cape May, Del. Bay & Sewell's Pt.	Operated by electricity.
Carbon Cut-Off	Union Pacific.
Carbondale & Shawneetown	Illinois Central.
Cardwell & Big Lake	Paragould & Memphis.
Carolina & Cumberland Gap	Southern.
Carolina Central	Seaboard Air Line.
Carolina, Cumb. Gap & Chicago	Southern.
Carolina, Knoxville & Western	Not operated.
Carolina Midland	Southern.
Carolina Northern	Raleigh & Charleston.
Carolina Valley	Piedmont.
Carrabelle, Tallahassee & Georgia	Georgia, Florida & Alabama.
Carroll County	Wheeling & Lake Erie.
Carrollton Short Line	Alabama, Tennessee & Northern.
Carrolltown & Oneida	Wheeling & Lake Erie.
Carson & Colorado	Southern Pacific.
Carson & Tahoe	Abandoned.
Cartersville & Van Wert	Seaboard Air Line.
Carthage	Randolph & Cumberland.
Carthage & Adirondack	New York Central & Hudson River.
Carthage & Burlington	Chicago, Burlington & Quincy.
Carthage, Watertown & Sackett's Har.	New York Central & Hudson River.
Castleton & West Stockbridge	New York Central & Hudson River.
Catasauqua & Fogelsville	Philadelphia & Reading.
Catawissa	Philadelphia & Reading.
Catawissa, Williamsport & Erie	Philadelphia & Reading.
Catonville Short Line	Philadelphia, Baltimore & Wash.
Cayuga	Lehigh Valley.
Cayuga & Susquehanna	Delaware, Lackawanna & Western.
Cayuga Lake	Lehigh Valley.
Cayuga Southern	Lehigh Valley.
Cazenovia & Canastota	Lehigh Valley.
Cazenovia & DeRuyter	Lehigh Valley.
Cazenovia, Canastota & DeRuyter	Lehigh Valley.
Cedar Falls & Minnesota	Illinois Central.
Cedar Rapids & Chicago	Illinois Central.
Cedar Rapids & Clinton	Chicago, Rock Island & Pacific.
Cedar Rapids & Missouri River	Chicago & North-Western.
Cedar Rapids & St. Paul	Chicago, Rock Island & Pacific.
Cedar Rapids, Garner & Northwest.	Chicago, Rock Island & Pacific.
Cedar Rapids, Iowa Falls & N.W.	Chicago, Rock Island & Pacific.
Celina, Van Wert & State Line	Cincinnati Northern.
Central (L. I.)	Long Island.
Central (N. B.)	New Brunswick Coal & Ry. Co.
Central (Nova Scotia)	Halifax & Southwestern.
Central & Montgomery	Gulf, Colorado & Santa Fe.
Central Arizona	Logging road.
Central Branch Union Pacific	Missouri Pacific.
Central Extension	Long Island.
Centralia & Chester	Illinois Southern.
Central Iowa	Iowa Central.
Central Massachusetts	Boston & Maine.
Central Military Tract	Chicago, Burlington & Quincy.
Central Mississippi	Illinois Central.
Central Montgomery	Gulf, Colorado & Santa Fe.
Central New England & Western	Central New England
Central New York & Western	Pittsburg, Shawmut & Northern.
Central of Minnesota	Chicago Milwaukee & St. Paul
Central of New Brunswick	New Brunswick Coal & Ry. Co.
Central Ohio	Baltimore & Ohio.
Central Pennsylvania & Western	Susq. Bloomsburg & Berwick.
Central Pacific	Southern Pacific.
Central Railroad of Georgia	Central of Georgia Ry.
Central Railroad of Iowa	Iowa Central.
Central Railroad of South Carolina	Atlantic Coast Line.
Central Southern	Louisville & Nashville.
Central Texas & Northwestern	Houston & Texas Central.
Central Vermont Railroad	Central Vermont Railway.
Centreville, Moravia & Albia	Iowa Central.
Chagrin Falls & Southern	Wheeling & Lake Erie.
Chambersburg & Gettysburg	Abandoned.
Chambersburg & Greencastle & Hag	Cumberland Valley.
Chambersburg & Hagerstown	Cumberland Valley.
Champaign & Monticello	Illinois Central.
Champaign, Havana & Western	Illinois Central.
Champlain & Connecticut	Central Vermont.
Champlain & St. Lawrence	Grand Trunk.
Chariton, Des Moines & Southern	Chicago, Burlington & Quincy.
Charles River	New York, New Haven & Hartford.
Charles River Branch	New York, New Haven & Hartford.
Charleston & Gauley	Kanawha & Michigan.
Charleston & Hamburg	Southern.
Charleston & Savannah	Atlantic Coast Line.
Charleston & Sutton	Coal & Coke.
Charleston, Cincinnati & Chicago	South & Western.
Charleston, Clendennin & Sutton	Coal & Coke.
Charleston, Neogo & St. Louis	Toledo, St. Louis & Western.
Charleston, Sumter & Northern	Atlantic Coast Line.
Charlestown	Boston & Maine.
Charlotte & South Carolina	Southern.
Charlotte, Columbus & Augusta	Southern.
Charlottesburg & Green Lake	Morris County.
Charlottesville & Rapidan	Southern.
Chartiers	Pennsylvania Company.
Chartiers Connecting	Pennsylvania Company.
Chartiers Valley	Pennsylvania Company.
Chateaugay	Delaware & Hudson.
Chateaugay & Northern	Canadian Northern Quebec.
Chatfield	Chicago & North-Western.
Chatham	Seaboard Air Line.
Chatham (Quebec)	Quebec Southern.
Chatham & Lebanon Valley	Rutland.
Chattanooga & Durham	Central of Georgia.
Chattanooga & Lookout Mountain	Abandoned.
Chattanooga, Rome & Columbus	Central of Georgia.
Chattanooga, Rome & Southern	Central of Georgia.
Chattaroi	Chesapeake & Ohio.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Chautauqua Lake	Jamestown, Chautauqua & Lake Erie.
Cheat Valley	Morgantown & Kingwood
Chelsea Beach	Boston & Maine.
Chemung	Northern Central.
Cheraw & Chester	Lancaster & Chester.
Cheraw & Darlington	Atlantic Coast Line.
Cheraw & Salisbury	Atlantic Coast Line
Cherokee	Seaboard Air Line.
Cherokee & Dakota	Illinois Central.
Cherry Grove	Tionesta Valley.
Cherry Run	Pennsylvania.
Cherry Valley, Sharon & Albany	Delaware & Hudson.
Chesapeake & Nashville	Louisville & Nashville.
Chesapeake & Western	Chesapeake Western.
Chesapeake, Ohio & South-western	Illinois Central.
Cheshire	Boston & Maine.
Chester (N. J.)	Delaware, Lackawanna & Western.
Chester & Delaware River	Philadelphia & Reading.
Chester & Iron Mountain	Wabash, Chester & Western.
Chester & Kaskaskia	Wabash, Chester & Western.
Chester & Lenoir	Carolina & North-western.
Chester & Tamaroa	Wabash, Chester & Western.
Chester Creek	Philadelphia, Baltimore & Wash.
Chester, Perry, Ste. Gen. & Farm	Chester, Perryville & Ste. Genevieve.
Chester Valley	Philadelphia & Reading.
Chestnut Hill	Philadelphia & Reading.
Cheyenne & Burlington	Chicago, Burlington & Quincy.
Chicago & Atlantic	Chicago & Erie.
Chicago & Atlantic Extension	Chicago & Erie.
Chicago & Aurora	Chicago, Burlington & Quincy.
Chicago & Calumet Terminal	Chicago Terminal Transfer.
Chicago & Canada Southern	Abandoned.
Chicago & Cincinnati	Pitts. Cincin. Chicago & St. Louis.
Chicago & Block Coal	Chicago & Eastern Illinois.
Chicago & Dakota	Chicago & North-Western.
Chicago & Evanston	Chicago, Milwaukee & St. Paul.
Chicago & Grand Trunk	Grand Trunk Western.
Chicago & Great Eastern	Pitts. Cincin. Chicago & St. Louis.
Chicago & Great Southern	Chicago & Eastern Illinois.
Chicago & Great Western	Chicago Terminal Transfer.
Chicago & Illinois River	Chicago & Alton.
Chicago & Illinois Southern	Illinois Central.
Chicago & Indiana Coal	Chicago & Eastern Illinois.
Chicago & Indianapolis Air Line	Chicago, Indianapolis & Louisville.
Chicago & Iowa	Chicago, Burlington & Quincy.
Chicago & Kenosha	Chicago, Lake Shore & Eastern.
Chicago & Lake Huron	Grand Trunk Western.
Chicago & Lake Superior	Chicago, Milwaukee & St. Paul.
Chicago & Michigan Lake Shore	Pere Marquette.
Chicago & Milwaukee	Chicago & North-Western.
Chicago & Mississippi	Chicago & Alton.
Chicago & Nashville	Chicago & Eastern Illinois.
Chicago & North-eastern	Grand Trunk Western.
Chicago & Northern Pacific	Chicago Terminal Transfer.
Chicago & Ohio River	Illinois Central.
Chicago & Pacific	Chicago Milwaukee & St. Paul.
Chicago & Paducah	Wabash.
Chicago & Plainfield	Atchison, Topeka & Santa Fe.
Chicago & Rock Island	Chicago, Rock Island & Pacific.
Chicago & Rock River	Chicago, Burlington & Quincy.
Chicago & St. Louis	Atchison, Topeka & Santa Fe.
Chicago & South-eastern (Ill.)	Chicago, Lake Shore & Eastern.
Chicago & Southeastern (Ind.)	Central Indiana.
Chicago & Southern	Grand Trunk Western
Chicago & South-western	Chicago, Rock Island & Pacific.
Chicago & Springfield	Illinois Central.
Chicago & State Line	Grand Trunk Western.
Chicago & State Line Extension	Grand Trunk Western.
Chicago & Strawn	Wabash.
Chicago & Superior	Chicago, Milwaukee & St. Paul.
Chicago & Texas	Illinois Central.
Chicago & Tomah	Chicago & North-Western.
Chicago & Western	Abandoned.
Chicago & West Michigan	Pere Marquette.
Chicago, Belleville, Cascade & West	Chicago, Milwaukee & St. Paul.
Chicago, Blue Island & Indiana	Grand Trunk Western.
Chicago, Burlington & Kansas City	Chicago, Burlington & Quincy.
Chicago, Burlington & Northern	Chicago, Burlington & Quincy.
Chicago, Burlington & Pacific	Iowa Central.
Chicago Central	Chicago Terminal Transfer.
Chicago, Cincinnati & Louisville (La Porte, Ind., to Peru, Ind.)	Lake Erie & Western.
Chicago, Clinton & Dubuque	Chicago, Milwaukee & St. Paul.
Chicago, Clinton & Western	Chicago, Rock Island & Pacific.
Chicago, Clinton, Dubuque & Minn.	Chicago, Milwaukee & St. Paul.
Chicago, Continental & Baltimore	Chicago & Erie.
Chicago, Danville & Vincennes	Chicago & Eastern Illinois.
Chicago, Decorah & Minnesota	Chicago, Rock Island & Pacific.
Chicago, Detroit & Canada Grand Trunk Junction	Grand Trunk.
Chicago, Dubuque & Minnesota	Chicago, Milwaukee & St. Paul.
Chicago, Evanston & Lake Superior	Chicago, Milwaukee & St. Paul.
Chicago, Fairchild & Eau Claire	Fairchild & North-eastern.
Chicago, Ft. Madison & Des Moines	Chicago, Burlington & Quincy.
Chicago, Greenville & Southern	Jacksonville & St. Louis.
Chicago, Hammond & Western	Chicago Junction.
Chicago, Havana & Western	Illinois Central.
Chicago, Indiana & Eastern	Pennsylvania L nes.
Chicago, Iowa & Dakota	Chicago & North-Western.
Chicago, Iowa & Nebraska	Chicago & North-Western.
Chicago, Kansas & Nebraska	Chicago, Rock Island & Pacific.
Chicago, Kansas & Western	Atchison, Topeka & Santa Fe.
Chicago, Kansas City & Texas	Quincy, Omaha & Kansas City.
Chicago, Lake Shore & Eastern	Elgin, Joliet & Eastern.
Chicago, Madison & Northern	Illinois Central.
Chicago, Milwaukee & North-west	Chicago & North-Western.
Chicago, Milwaukee & St. Paul of Montana	Chicago, Milwaukee & Puget Sound.
Chicago, Milwaukee & St. Paul of South Dakota	Chicago, Milwaukee & Puget Sound.
Chicago, Milwaukee, Cassville & Montana	Chicago, Milwaukee & St. Paul.
Chicago, Nebraska & Kansas	Chicago, Burlington & Quincy.
Chicago, Paducah & Memphis	Chicago & Eastern Illinois.
Chicago, Pekin & South-western	Atchison, Topeka & Santa Fe.
Chicago, Peoria & St. Louis (Litchfield to Bridge Junction)	Litchfield & Madison.
Chicago, Peru & Cincinnati	Lake Erie & Western.
Chicago, Plainfield & Pekin	Atchison, Topeka & Santa Fe.
Chicago, Rock Island & Mexico	Chicago, Rock Island & Gulf.
Chicago, Rock Island & Texas	Chicago, Rock Island & Gulf.
Chicago, Saginaw & Canada	Pere Marquette.
Chicago, St. Louis & New Orleans	Illinois Central.
Chicago, St. Louis & Pittsburgh	Pitts. Cincin. Chicago & St. Louis.
Chicago, St. Louis & Western	Atchison, Topeka & Santa Fe.
Chicago, St. Paul & Fond du Lac	Chicago & North-Western.
Chicago, St. Paul & Kansas City	Chicago Great Western.
Chicago, St. Paul & Minneapolis	Chicago, St. Paul, Minn. & Omaha.
Chicago, Santa Fe & California	Atchison, Topeka & Santa Fe.
Chicago Southern	Southern Indiana.
Chicago Short Line (Ohio)	Ashland & Western.
Chicago, Texas & Mexican Central	Gulf, Colorado & Santa Fe.
Chicago, Wisconsin & Canada	Chicago & North-Western.
Chickamauga & Durham	Central of Georgia
Chihuahua & Pacific	Mexico Northwestern.
Chillicothe & Brunswick	Wabash.
Chino Valley	Operation discontinued.
Chippewa Falls & Northern	Chicago, St. Paul, Minn. & Omaha.
Chippewa Falls & Western	Wisconsin Central.
Chippewa River & Menominee	Abandoned.
Chippewa Valley & Superior	Chicago, Milwaukee & St. Paul.
Choctaw & Memphis	Chicago, Rock Island & Pacific.
Choctaw Coal & Railway	Chicago, Rock Island & Pacific.
Choctaw Northern	Chicago, Rock Island & Pacific.
Choctaw, Oklahoma & Gulf	Chicago, Rock Island & Pacific.
Choctaw, Oklahoma & Texas	Chicago, Rock Island & Gulf.
Chowan & Southern	Atlantic Coast Line.
Cincinnati & Baltimore	Baltimore & Ohio Southwestern.
Cincinnati & Chicago Air Line	Pitts. Cincin. Chicago & St. Louis.
Cincinnati & Dayton	Cincinnati, Hamilton & Dayton.
Cincinnati & Eastern	Norfolk & Western.
Cincinnati & Fayetteville	Rails taken up.
Cincinnati & Fort Wayne	Grand Rapids & Indiana.
Cincinnati & Georgia	Southern.
Cincinnati & Green River	Rails taken up.
Cincinnati & Hamilton	Cincinnati, Hamilton & Dayton.
Cincinnati & Indiana	Cleve. Cincin. Chicago & St. Louis.
Cincinnati & Indianapolis Junction	Cincinnati, Hamilton & Dayton.
Cincinnati & Indiana Western	Chicago, Cincinnati & Louisville.
Cincinnati & Kentucky Southern	Rails taken up.
Cincinnati & Martinsville	Cleve. Cincin. Chicago & St. Louis.
Cincinnati & Northern	Cincinnati, Lebanon & Northern.
Cincinnati & Portsmouth	Cincinnati, Georgetown & Ports.
Cincinnati & Richmond	Pitts. Cincin. Chicago & St. Louis.
Cincinnati & South-eastern	Covington, Flemingsburg & Ashland.
Cincinnati & Southern Ohio River	Cleve. Cincin. Chicago & St. Louis.
Cincinnati & South-western	Southern.
Cincinnati & Springfield	Cleve. Cincin. Chicago & St. Louis.
Cincinnati & Terre Haute	Evansville & Terre Haute.
Cincinnati & White Water Valley	Cleve. Cincin. Chicago & St. Louis.
Cincinnati & Zanesville	Cincinnati & Muskingum Valley.
Cincinnati, Atlantic & Columbus	Not operated.
Cincinnati, Columbus & Hock. Val.	Rails taken up.
Cincinnati, Cumb. Gap & Charleston	Southern.
Cincinnati, Dayton & Chicago	Cincinnati, Hamilton & Dayton.
Cincinnati, Dayton & Eastern	Cleve. Cincin. Chicago & St. Louis.
Cincinnati, Dayton & Ironton	Cincinnati, Hamilton & Dayton.
Cincinnati, Fayetteville, Hillsborough & Huntingdon	Rails taken up.
Cincinnati, Green River & Nashville	Rails taken up.
Cincinnati, Hamilton & Indianapolis	Cincinnati, Hamilton & Dayton.
Cincinnati, Hocking Valley & Huntington	Rails taken up.
Cincinnati, Indiana & Western	Chicago, Cincinnati & Louisville.
Cincinnati, Indianapolis & Western	Cincinnati, Hamilton & Dayton.
Cincinnati, Indianapolis, St. Louis & Chicago	Cleve. Cincin. Chicago & St. Louis.
Cincinnati, Jackson & Mackinaw	Cincinnati Northern.
Cincinnati, Lafayette & Chicago	Cleve. Cincin. Chicago & St. Louis.
Cincinnati, Lexington & East Tenn.	Cincin. New Orleans & Texas Pac.
Cincinnati, Logansport & Chicago	Pitts Cincin. Chicago & St. Louis.
Cincinnati, New Rich. & Ohio Riv.	Not operated.
Cincinnati Northern Railway	Cincinnati, Lebanon & Northern.
Cincinnati Northwestern	Operated by electricity.
Cincinnati, Peru & Chicago	Lake Erie & Western.
Cincinnati, Portsmouth & Virginia	Norfolk & Western.
Cincinnati, Richmond & Chicago	Pitts. Cincin. Chicago & St. Louis.
Cincinnati, Richmond & Fort Wayne	Grand Rapids & Indiana.
Cincinnati, Richmond & Muncie	Chicago, Cincinnati & Louisville.
Cincinnati, Rockport & South-west	Southern.
Cincinnati, Saginaw & Mackinaw	Grand Trunk.
Cincinnati, Sandusky & Cleveland	Cleve. Cincin. Chicago & St. Louis.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Cincinnati, Selma & Mobile	Southern.
Cincinnati South-eastern	Covington, Flemingsburg & Ashland.
Cincinnati Southern	Cincinnati, New Orl. & Texas Pac.
Cincinnati, Van Wert & Michigan	Cincinnati Northern.
Cincinnati, Wabash & Michigan	Cleve. Cincin. Chicago & St. Louis.
Cincinnati, Washington & Baltimore	Baltimore & Ohio Southwestern.
Cincinnati, Wheeling & New York	Baltimore & Ohio.
Cincinnati, Wilmington & Zanesville	Cincinnati & Muskingum Valley.
Cintina	National of Mexico.
City Point	Norfolk & Western.
Clarinda & St. Louis	Not operated.
Clarinda, College Spgs. & Southwest	Chicago, Burlington & Quincy.
Clarion River	Pittsburg, Shawmut & Northern.
Clarksburg, Weston & Glenville	Baltimore & Ohio.
Clarksburg Weston & Midland	Baltimore & Ohio.
Clarksville & North Carolina	Southern.
Clayton & Theresa	New York Central & Hudson River.
Clearfield & Jefferson	Pennsylvania.
Clearfield Southern	New York Central & Hudson River.
Clendennin & Spencer	Abandoned.
Cleveland & Canton	Wheeling & Lake Erie.
Cleveland & Chattanooga	Southern.
Cleveland & Mahoning	Erie.
Cleveland & Mahoning Valley	Erie.
Cleveland & Marietta	Pennsylvania Company.
Cleveland & Pittsburgh	Pennsylvania Company.
Cleveland & Toledo	Lake Shore & Michigan Southern.
Cleveland & Western	Northern Ohio.
Cleveland, Canton & Southern	Wheeling & Lake Erie.
Cleveland, Canton, Coshocton & Straitsville	Wheeling & Lake Erie.
Cleveland, Chagrin Falls & Northern	Wheeling & Lake Erie.
Cleveland, Chagrin Falls & Southern	Wheeling & Lake Erie.
Cleveland, Columbus & Cincinnati	Cleve. Cincin. Chicago & St. Louis.
Cleveland, Columbus, Cincinnati & Indianapolis	Cleve. Cincin. Chicago & St. Louis.
Cleveland, Delphos & St. Louis	Northern Ohio.
Cleveland, Indiana & St. Louis	Central Indiana.
Cleveland, Loram & Wheeling	Baltimore & Ohio.
Cleveland, Mt. Vernon & Columbus	Cleveland, Akron & Columbus.
Cleveland, Mt. Vernon & Delaware	Cleveland, Akron & Columbus.
Cleveland, Painesville & Ashtabula (Cleveland to Erie)	Lake Shore & Michigan Southern.
Cleveland, Painesville & Ashtabula (Cleveland to Euclid)	New York, Chicago & St. Louis.
Cleveland, St. Louis & Kansas City	Missouri, Kansas & Texas.
Cleveland Terminal & Valley	Baltimore & Ohio.
Cleveland, Tuscarora Valley & Wheeling	Baltimore & Ohio.
Cleveland, Wooster & Muskingum Valley	Baltimore & Ohio.
Cleveland, Youngstown & Pittsburg	Lake Erie, Alliance & Wheeling.
Cleveland, Zanesville & Cincinnati	Cleveland, Akron & Columbus.
Clifton & Lordsburg	Southern Pacific.
Clifton & Southern Pacific	Southern Pacific.
Clinton & Dubuque	Chicago, Milwaukee & St. Paul.
Clinton & Port Corwell	Abandoned.
Clinton & Port Hudson	Yazoo & Mississippi Valley.
Clinton & Springfield	Illinois Central.
Clinton & Vicksburg	Alabama & Vicksburg.
Clinton & Warsaw	Atlantic Coast Line.
Clinton, Bloomington & Southeast	Illinois Central.
Clove Branch	Central New England.
Cloverdale & Ukiah	California North-western.
Clover Hill	Farmville & Powhatan.
Coal Creek & New River	Southern.
Coal River & Western	Coal River.
Coast Ry. of Nova Scotia	Halifax & Southwestern.
Coahuila & Pacific	Mexican Central.
Cobourg & Peterboro	Grand Trunk
Cobourg, Blairton & Marmora	Grand Trunk.
Cobourg, Peterboro & Marmora	Grand Trunk.
Cocheco	Boston & Maine.
Cœur d'Alene	Northern Pacific.
Cœur d'Alene & Spokane	Spokane & Inland Empire.
Colchester	New York, New Haven & Hartford.
Colebrookdale	Philadelphia & Reading.
Colebrook Valley	Cornwall & Lebanon.
College Hill	Cincinnati North-western (Electric).
Collins & Reidsville	Georgia Coast & Piedmont.
Colorado & New Mexico	Atchison, Topeka & Santa Fe.
Colorado & Northwestern	Denver, Boulder & Western.
Colorado Central	Colorado & Southern.
Colorado Central & Pacific	Colorado & Southern.
Columbia	Pennsylvania.
Columbia & Augusta	Southern.
Columbia & Greenville	Southern.
Columbia & Kootenay	Canadian Pacific.
Columbia & Palouse	Oregon R.R. & Navigation Co.
Columbia & Port Deposit	Pennsylvania.
Columbia & Western	Canadian Pacific.
Columbia, Lumberton & Gulf	Gulf & Ship Island.
Columbia, Marietta & Portsmouth	Pennsylvania.
Columbia River & Northern	Spokane, Portland & Seattle.
Columbia River & Oregon	Oregon R.R. & Navigation Co.
Columbia, Shawnee & Hocking	Zanesville & Western.
Columbia Southern	Oregon R.R. & Navigation Co.
Columbus & Cincinnati Midland	Baltimore & Ohio.
Columbus & Eastern	Zanesville & Western.
Columbus & Gallipolis	Hocking Valley.
Columbus & Hocking Valley	Hocking Valley.
Columbus & Indiana Central	Pitts. Cincin. Chicago & St. Louis.
Columbus & Indianapolis	Pitts. Cincin. Chicago & St. Louis.
Columbus & Lake Erie	Baltimore & Ohio.
Columbus & Maysville	Norfolk & Western.
Columbus & Rome	Central of Georgia.
Columbus & Shelbyville	Pitts. Cincin. Chicago & St. Louis.
Columbus & Sunday Creek Valley	Toledo & Ohio Central.
Columbus & Toledo	Hocking Valley.
Columbus & Western	Central of Georgia.
Columbus & Xenia	Pitts. Cincin. Chicago & St. Louis.
Columbus, Chicago & Indianapolis Central	Pitts. Cincin. Chicago & St. Louis.
Columbus, Fayette & Decatur	Southern.
Columbus, Findlay & Northern	Cincinnati, Hamilton & Dayton.
Columbus, Hocking Valley & Toledo	Hocking Valley.
Columbus, Hope & Greensburg	Cleve. Cincin. Chicago & St. Louis.
Columbus, Kinkora & Springfield	Pennsylvania.
Columbus, Lancaster & Wellston	Columbus & Southern.
Columbus Northwestern	Toledo & Ohio Central.
Columbus, Piqua & Indiana	Pitts. Cincin. Chicago & St. Louis.
Columbus, Sandusky & Hocking—	
North of Columbus	Pennsylvania Company.
South of Columbus	Zanesville & Western.
Columbus, Shawnee & Hocking	Pennsylvania Co.
Columbus, Springfield & Cincinnati	Cleve. Cincin. Chicago & St. Louis.
Columbus Southern	Seaboard Air Line.
Columbus, Tiffin & Ohio	Pennsylvania Company.
Columbus, Tiffin & Toledo	Pennsylvania Company.
Columbus, Washington & Cincinnati	Abandoned.
Columbus, Wellston & Southern	Columbus & Southern.
Colusa	Colusa & Lake.
Concord	Boston & Maine.
Concord, Claremont & Contoocook	Boston & Maine.
Concord & Claremont	Boston & Maine.
Concord & Montreal	Boston & Maine.
Concord & Portsmouth	Boston & Maine.
Conesus Lake	Erie.
Congress Gold Co.'s	Congress Consolidated Mines Co.
Connecticut & Passumpsic Rivers	Boston & Maine.
Connecticut Central	New York, New Haven & Hartford.
Connecticut River	Boston & Maine.
Connecticut Valley	New York, New Haven & Hartford.
Connecticut Valley & Springfield	New York, New Haven & Hartford.
Connecticut Western	Central New England.
Connecting Railway	Pennsylvania.
Connersville & New Castle Junction	Ft. Wayne, Cincinnati & Louisville.
Connotton Northern	Wheeling & Lake Erie.
Connotton Valley	Wheeling & Lake Erie.
Connotton Valley & Straitsville	Wheeling & Lake Erie.
Conquista Coal	Coahuila Coal.
Constable's Hook	Central of New Jersey.
Contoocook River	Boston & Maine.
Contoocook Valley	Boston & Maine.
Conway & Seashore	Atlantic Coast Line.
Conway Coast & Western	Atlantic Coast Line.
Conway-Seasnore	Atlantic Coast Line.
Cooperstown & Charlotte Valley	Delaware & Hudson.
Cooperstown & Susquehanna Valley	Delaware & Hudson.
Cordoba & Huatusco	Mexican.
Coosa Valley	Private Lumber Road.
Coos Bay, Roseburg & Eastern	Southern Pacific.
Corning & Blossburg	New York Central & Hudson River.
Corning, Cowanesque & Antrim	New York Central & Hudson River.
Cornwall & Mt. Hope	Cornwall.
Cornwallis Valley	Dominion Atlantic.
Coronado	San Diego Southern.
Corpus Christi, San Diego & Rio Grande	National of Mexico.
Corry & State Line	Pennsylvania.
Coshocton & Southern	Wheeling & Lake Erie.
Cotton Belt & Northern	Abandoned.
Cotton Plant	Chicago, Rock Island & Pacific.
Council Bluffs & St. Joseph	Chicago, Burlington & Quincy.
Council Bluffs & St. Louis	Wabash.
Council Grove, Osage City & Ottawa	Missouri Pacific.
Covington & Cincinnati Elevated	Chesapeake & Ohio.
Covington & Lexington	Louisville & Nashville.
Covington & Macon	Central of Georgia.
Covington & Ohio	Chesapeake & Ohio.
Covington, Columbus & Black Hills	Chicago, St. Paul, Minn. & Omaha.
Covington, Flemingsburg & Ashland	Cincinnati, Flemingsburg & S. E.
Covington, Flemingsb. & Pound Gap	Cincinnati, Flemingsburg & S. E.
Cowanesque Valley	New York Central & Hudson River.
Cowley, Sumner & Fort Smith	Atchison, Topeka & Santa Fe.
Craig Mineral	Chesapeake & Ohio.
Cranberry	Pennsylvania.
Crawfordsville & Wabash	Chicago, Indianapolis & Louisville.
Credit Valley	Canadian Pacific.
Cresson & Irvona	Pennsylvania.
Cresson, Clearfield County & New York Short Route	Pennsylvania.
Cripple Creek District (Electric)	Colo. Spgs. & Cripple Creek District.
Crown Point Iron Co.'s R.R.	Not operated.
Crystal	Frisco System.
Crystal City	Frisco System.
Cumberland & Maurice River	Central of New Jersey.
Cumberland & Ohio	Louisville & Nashville.
Cumberland & Piedmont	Cumberland & Pennsylvania.
Cumberland River & Tennessee	Louisville & Nashville.
Cumberland Valley & Martinsburg	Cumberland Valley.
Current River	Frisco System.
Cuyler & Woodburn	Savannah & Statesboro.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Daguscahonda	Erie.
Daguscahonda & Elk	Erie.
Dakota Central	Chicago & North-Western.
Dakota Southern	Chicago, Milwaukee & St. Paul.
Dallas & Wichita	Missouri, Kansas & Texas.
Danbury & Norwalk	New York, New Haven & Hartford.
Dannemora	Delaware & Hudson.
Dansville & Mt. Morris—	
Avon to Mt. Morris	Erie.
Danvers	Boston & Maine.
Danvers & Georgetown	Boston & Maine.
Danville & Grape Creek	Chicago & Eastern Illinois.
Danville & La Grange	Abandoned.
Danville & New River	Danville & Western.
Danville & Pottsville	Northern Central.
Danville & South-western	Cleve. Cincin. Chicago & St. Louis.
Danville, Hazleton & Wilkes-Barre	Pennsylvania.
Danville, Mocksville & Southwestern	Danville & Western.
Danville, Olney & Ohio River	Illinois Central.
Danville, Urbana, Bloomington & Pekin	Cleve. Cincin. Chicago & St. Louis.
D'Arbonne Valley	Abandoned.
Darien & Western	Georgia Coast & Piedmont.
Dauphin & Susquehanna	Philadelphia & Reading.
Davenport & North-western	Chicago, Milwaukee & St. Paul.
Davenport & St. Paul	Chicago, Milwaukee & St. Paul.
Davenport, Iowa & Dakota	Chicago, Rock Island & Pacific.
Dayton & Chicago	Cincinnati, Hamilton & Dayton.
Dayton & Ironton	Cincinnati, Hamilton & Dayton.
Dayton & Michigan	Cincinnati, Hamilton & Dayton.
Dayton & Northern	Cincinnati, Hamilton & Dayton.
Dayton & South-eastern	Cincinnati, Hamilton & Dayton.
Dayton & Toledo	Cincinnati, Hamilton & Dayton.
Dayton & Western	Pitts. Cincin. Chicago & St. Louis.
Dayton & Xenia	Pitts. Cincin. Chicago & St. Louis.
Dayton, Covington & Toledo	Cincinnati, Hamilton & Dayton.
Dayton, Ft. Wayne & Chicago—	
Dayton to Ironton	Cincinnati, Hamilton & Dayton.
Dayton to Delphos	
Dayton, Lebanon & Cincinnati *R.R.*	Dayton, Leb. & Cin. R.R. & Ter. Co.
Dayton, Xenia & Belpre	Pitts. Cincin. Chicago & St. Louis.
Deadwood Central	Chicago, Burlington & Quincy.
Decatur & East St. Louis	Wabash.
Decatur & Montgomery	Louisville & Nashville.
Decatur & Ohio	Cincinnati, Hamilton & Dayton.
Decatur & State Line	Chicago, Rock Island & Pacific.
Decatur, Mattoon & Southern	Illinois Central.
Decatur, Sullivan & Mattoon	Illinois Central.
Deckerville, Osceola & Northern	Frisco System.
Deepwater	Virginian.
Deerfield River	Hoosac Tunnel & Wilmington.
Deerfield Valley	Hoosac Tunnel & Wilmington.
De Kalb & Great Western	Chicago Great Western.
De Land & St. John's River	Atlantic Coast Line.
Delaware	Philadelphia, Baltimore & Wash.
Delaware & Bound Brook	Philadelphia & Reading.
Delaware & Chesapeake	Philadelphia, Baltimore & Wash.
Delaware & Eastern Rail*road*	Delaware & Eastern Rail*way*.
Delaware & Otsego	Ulster & Delaware.
Delaware & Pennsylvania	Philadelphia, Baltimore & Wash.
Delaware & Pennsylvania State Line	Philadelphia & Reading.
Delaware & Western	Delaware, Lackawanna & Western.
Delaware, Lehigh, Schuylkill & Susquehanna	Lehigh Valley.
Delaware, Maryland & Virginia	Philadelphia, Baltimore & Wash.
Delaware River	West Jersey & Seashore.
Delaware River & Lancaster	Not operated.
Delaware River & Slatington	Lehigh & New England.
Delaware Shore	West Jersey & Seashore.
Delaware, Susquehanna & Schuylkill	Lehigh Valley.
Delaware Valley Rail*road*	Delaware Valley Rail*way*.
Delaware Western	Baltimore & Ohio.
Delphos & Kokomo	Toledo, St. Louis & Western.
Delphos, Bluffton & Frankfort	Toledo, St. Louis & Western.
Denison & Pacific	Missouri, Kansas & Texas.
Denison & South-eastern	Missouri, Kansas & Texas.
Denison & Washita Valley	Missouri, Kansas & Texas.
Dent & Phelps	Atchison, Topeka & Santa Fe.
Denver & Boulder Valley	Union Pacific.
Denver & Inter-Mountain	Inter-Mountain.
Denver & New Orleans	Colorado & Southern.
Denver & Rio Grande Western	Rio Grande Western.
Denver & Santa Fe	Atchison, Topeka & Santa Fe.
Denver & Scranton	Colorado Eastern.
Denver & Southwestern	Cripple Creek Central.
Denver, Enid & Gulf	Atchison, Topeka & Santa Fe.
Denver, Lakewood & Golden	Inter-Mountain.
Denver, Leadville & Gunnison	Colorado & Southern.
Denver, Marshall & Boulder	Colorado & Southern.
Denver, Memphis & Atlantic	Missouri Pacific.
Denver Pacific	Union Pacific.
Denver, South Park & Pacific	Colorado & Southern.
Denver, Texas & Fort Worth	Colorado & Southern.
Denver, Texas & Gulf	Colorado & Southern.
Denver, Utah & Pacific	Chicago, Burlington & Quincy.
Denver, Western & Pacific	Union Pacific.
Des Arc & Northern	Chicago, Rock Island & Pacific.
Des Moines, Adel & Western	Chicago, Milwaukee & St. Paul.
Des Moines & Fort Dodge	Minneapolis & St. Louis.
Des Moines & Kansas City	Chicago, Burlington & Quincy.
Des Moines & Knoxville	Chicago, Burlington & Quincy.
Des Moines & Minneapolis	Chicago & North-Western.
Des Moines & Minnesota	Chicago & North-Western.
Des Moines & Northern	Chicago, Milwaukee & St. Paul.
Des Moines & North-western	Chicago, Milwaukee & St. Paul.
Des Moines, Indianola & Missouri	Chicago, Rock Island & Pacific.
Des Moines, Iowa Falls & Northern	St. Paul & Des Moines.
Des Moines, Northern & Western	Chicago, Milwaukee & St. Paul.
Des Moines North-western	Chicago, Milwaukee & St. Paul.
Des Moines, Osceola & Southern	Chicago, Burlington & Quincy.
Des Moines Valley	Chicago, Rock Island & Pacific.
Des Moines, Winterset & South-w.	Chicago, Rock Island & Pacific.
De Sota & Pleasant Hill	Atchison, Topeka & Santa Fe.
Detroit & Bay City	Michigan Central.
Detroit & Butler	Wabash.
Detroit & Howell	Pere Marquette.
Detroit & Lima Northern	Detroit, Toledo & Ironton.
Detroit & Milwaukee	Detroit, Grand Haven & Milwaukee.
Detroit & Pontiac	Detroit, Grand Haven & Milwaukee.
Detroit & River St. Clair	Rapid.
Detroit & St. Joseph	Michigan Central.
Detroit & State Line	Michigan Central.
Detroit, Bay City & Alpena	Detroit & Mackinac.
Detroit, Butler & St. Louis	Wabash.
Detroit, Eel River & Illinois	Wabash.
Detroit, Grand Rapids & Western	Pere Marquette.
Detroit, Hillsdale & Indiana	Lake Shore & Michigan Southern.
Detroit, Hillsdale & South-western	Lake Shore & Michigan Southern.
Detroit, Howell & Lansing	Pere Marquette.
Detroit, Lansing & Lake Michigan	Pere Marquette.
Detroit, Lansing & Northern	Pere Marquette.
Detroit, Mackinac & Marquette	Duluth, South Shore & Atlantic.
Detroit, Monroe & Toledo	Lake Shore & Michigan Southern.
Detroit, Saginaw & Bay City	Michigan Central.
Detroit Southern	Detroit, Toledo & Ironton.
Detroit, State Line & Wabash	Wabash.
Detroit, Toledo & Milwaukee—	
Dundee to Homer	Lake Shore & Michigan Southern.
Homer to Allegan	Michigan Central.
Dexter & Newport	Maine Central.
Diamond Valley	Abandoned.
Dighton & Somerset	New York, New Haven & Hartford.
Dillsburg & Mechanicsville	Cumberland Valley.
Dixon & Quincy	Chicago, Burlington & Quincy.
Dixon, Peoria & Hannibal	Chicago, Burlington & Quincy.
Dixon, Rockford & Kenosha	Chicago & North-Western.
Dixon, Rockford & State Line	Chicago & North-Western.
Dodge City, Montezuma & Trinidad	Not operated.
Dooly Southern	Abandoned.
Dorchester & Delaware	Philadelphia, Baltimore & Wash.
Dorchester & Milton	New York, New Haven & Hartford.
Dover & Statesboro	Central of Georgia.
Dover & Winnipiseogee	Boston & Maine.
Downingtown & Lancaster	Pennsylvania.
Drummond & Phillipsburg	Northern Pacific.
Drummond County	Intercolonial.
Dublin & Southwestern	Wrightsville & Tennille.
Dublin & Wrightsville	Wrightsville & Tennille.
Dubuque & Dakota	Chicago Great Western.
Dubuque & Minnesota	Chicago, Milwaukee & St. Paul
Dubuque & North-western	Chicago Great Western.
Dubuque & Pacific	Illinois Central.
Dubuque & Sioux City	Illinois Central.
Dubuque, Bellevue & Mississippi	Chicago, Milwaukee & St. Paul.
Dubuque, Marion & Western	Chicago, Milwaukee & St. Paul.
Dubuque South-western	Chicago, Milwaukee & St. Paul.
Dubuque Western	Chicago, Milwaukee & St. Paul.
Duck River Valley	Nashville, Chattanooga & St. Louis.
Duluth & Winnipeg	Great Northern.
Duluth, Crookston & Northern	Northern Pacific.
Duluth, Missabe & Western	Abandoned.
Duluth, Mississippi Riv. & Northern	Great Northern.
Duluth, Rainy Lake & Winnipeg	Canadian Northern.
Duluth, Red Wing & Southern	Chicago Great Western.
Duluth, Superior & Michigan	Duluth, South Shore & Atlantic.
Duluth, Superior & Western	Great Northern.
Duluth, Virginia & Rainy Lake	Duluth, Rainy Lake & Winnipeg.
Duluth, Watertown & Pacific	Great Northern.
Dunkirk, Chautauqua Lake & Pittsb.	Pennsylvania.
Dunkirk, Warren & Pittsburg	Dunkirk, Allegheny Valley & Pitts.
Durham & Northern	Seaboard Air Line.
Dutchess & Columbia	Central New England.
Dutchess County	Central New England.
Duxbury & Cohassett	New York, New Haven & Hartford.
Dyersburg Northern	Chicago, Memphis & Gulf.
Eagles Mere	Williamsport & North Branch.
East Alabama	Central of Georgia.
East Alabama & Cincinnati	Central of Georgia.
East & West	Seaboard Air Line.
East & West of Alabama	Seaboard Air Line.
East Brandywine & Waynesburg	Pennsylvania.
Eastern (Mass.)	Boston & Maine.
Eastern & Western	Northern Ohio.
Eastern Extension	Intercolonial.
East Junction, Broad Sound Pier & Port Shirley	Boston, Revere Beach & Lynn.
Eastern Junction	Boston, Revere Beach & Lynn.
Eastern Maine	Maine Central.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Eastern Minnesota	Great Northern.
Eastern of Alabama	Atlanta, Birmingham & Atlantic.
Eastern of New Hampshire	Boston & Maine.
Eastern of New Mexico	Atchison, Topeka & Santa Fe.
Eastern Ohio	Baltimore & Ohio.
Eastern Shore	New York, Philadelphia & Norfolk.
East Florida	Atlantic Coast Line.
East Florida & Atlantic	Seaboard Air Line.
East Line & Red River	Missouri, Kansas & Texas.
East Louisiana	New Orleans Great Northern.
East Mahanoy	Philadelphia & Reading.
Easton & Amboy	Lehigh Valley.
Easton & Northern	Lehigh Valley.
East Pennsylvania	Philadelphia & Reading.
East St. Louis & Carondelet	Terminal R.R. Ass'n of St. Louis.
East Tennessee & Georgia	Southern.
East Tennessee & Virginia	Southern.
East Tennessee, Virginia & Georgia	Southern.
East Texas	Southern Pacific.
Eaton & Hamilton	Cincinnati, Hamilton & Dayton.
Ebensburg & Cresson	Pennsylvania.
Echo & Park City	Union Pacific.
Edgefield & Kentucky	Louisville & Nashville.
Edgewater	Lehigh Valley.
Eel River	Wabash.
Eel River & Eureka	Santa Fe.
Egypt of North Carolina	Operation discontinued.
Elberton Air Line	Southern.
Eldora	Iowa Central.
Electric City & Illinois	St. Louis Merchants Bridge Terminal.
Elgin	Elgin & Havelock.
Elgin & State Line	Chicago & North-Western.
Elgin, Petitcodiac & Havelock	Elgin & Havelock.
Elizabeth City & Norfolk	Norfolk & Southern.
Elizabethtown & Paducah	Illinois Central.
Elizabethtown & Somerville	Central of New Jersey.
Elizabethtown, Lexington & Big Sandy	Chesapeake & Ohio.
Elk & Chautauqua	Atchison, Topeka & Santa Fe.
Elkhart & Western	Lake Shore & Michigan Southern.
Ellsworth, McPherson, Newton & South-eastern	Missouri Pacific.
Elmira & Lake Ontario	Northern Central.
Elmira & Williamsport	Northern Central.
Elmira, Cortland & Northern	Lehigh Valley.
Elmira, Jefferson & Canandaigua	Northern Central.
Elmira State Line	Erie.
Elyria & Black River	Baltimore & Ohio.
Emlenton, Shippenville & Clarion	Baltimore & Ohio.
Empire & Dublin	Wrightsville & Tennille.
Emporia & Gulf	Operation discontinued.
Engelside	Pennsylvania.
Englewood Connecting	Pennsylvania Company.
Enterprise	Philadelphia & Reading.
Erie Railway	Erie Railroad.
Erie & Central New York	Delaware, Lackawanna & Western.
Erie & Genesee Valley	Erie.
Erie & Huron	Lake Erie & Detroit River.
Erie & Kalamazoo	Lake Shore & Michigan Southern.
Erie & Louisville	Lake Erie & Western.
Erie & New York City	Erie.
Erie & Niagara	Michigan Central.
Erie & North-east	Lake Shore & Michigan Southern.
Erie & Pittsburg	Pennsylvania Company.
Erie & Wyoming Valley	Erie.
Escanaba, Iron Mountain & Western	Chicago & North-Western.
Essex	Boston & Maine.
Essex County	St. Johnsbury & Lake Champlain.
Etowah & Deaton's	Rails taken up.
Eureka & Klamath River	Oregon & Eureka.
Eureka Springs	Missouri & North Arkansas.
European & North American—	
In United States	Maine Central.
East of St. John	Intercolonial.
West of St. John	Canadian Pacific.
Eustis	Sandy River & Rangeley Lakes.
Eutawville	Atlantic Coast Line.
Evansville & Crawfordsville	Evansville & Terre Haute.
Evansville & Illinois	Evansville & Terre Haute.
Evansville & Indianapolis	Evansville & Terre Haute.
Evansville & New Harmony	Illinois Central.
Evansville & Peoria	Illinois Central.
Evansville & Richmond	Southern Indiana.
Evansville, Henderson & Nashville	Louisville & Nashville.
Evansville, Owensboro & Nashville	Louisville & Nashville.
Evansville, Rockport & Eastern	Southern.
Evansville, Terre Haute & Chicago	Chicago & Eastern Illinois.
Evansville, Washington & Brazil	Evansville & Terre Haute.
Evansville, Wash'n & Worthington	Evansville & Terre Haute.
Everett & Monte Cristo	Northern Pacific.
Excelsior Springs	Wabash.
Extension	Chicago, Burlington & Quincy.
Fairbury, Pontiac & North-western	Wabash.
Fairfield County	New York, New Haven & Hartford.
Fairhaven & Southern	Great Northern.
Fairhaven Branch	New York, New Haven & Hartford.
Fairland, Franklin & Martinsville	Cleve. Cincin. Chicago & St. Louis.
Fairmont, Morgantown & Pittsburgh	Baltimore & Ohio.
Fall Brook	New York Central & Hudson River.
Fall Brook Coal	New York Central & Hudson River.
Fall River	New York, New Haven & Hartford.
Fall River, Warren & Providence	New York, New Haven & Hartford.
Fargo & Southern	Chicago, Milwaukee & St. Paul.
Fargo & South-western	Northern Pacific.
Farmers	Pennsylvania.
Farmington Valley	New York, New Haven & Hartford.
Farmville & Powhatan	Tidewater & Western.
Far Rockaway Branch	Long Island.
Fayette County	Baltimore & Ohio.
Fayetteville & Florence	Atlantic Coast Line.
Fayetteville & Little Rock	St. Louis & San Francisco.
Federal Creek	Marietta, Columbus & Cleveland.
Federal District	Mexico Tramways Co.
Felton & Pescadero	Southern Pacific.
Fernandina & Jacksonville	Seaboard Air Line.
Findlay, Fort Wayne & Western	Cincinnati, Hamilton & Dayton.
First Division St. Paul & Pacific	Great Northern.
Fitchburg	Boston & Maine.
Fitchburg & Worcester	New York, New Haven & Hartford.
Fitzgerald, Ocmulgee & Red Bluff	Garbutt Bros. Tram.
Flemington	Pennsylvania (U. R.Rs. of N.J.)
Flint & Holly	Pere Marquette.
Flint & Pere Marquette	Pere Marquette.
Flint River & Gulf	Gulf Line.
Florence	Atlantic Coast Line.
Florence, Eldorado & Walnut Valley	Atchison, Topeka & Santa Fe.
Florida	Seaboard Air Line.
Florida & Alabama	Louisville & Nashville.
Florida & Northern	Seaboard Air Line.
Florida, Atlantic & Gulf Central	Seaboard Air Line.
Florida Central	Seaboard Air Line.
Florida Central & Peninsular	Seaboard Air Line.
Florida Central & Western	Seaboard Air Line.
Florida Midland	Atlantic Coast Line.
Florida Peninsular & Jacksonville	Seaboard Air Line.
Florida Railway & Navigation Co.	Seaboard Air Line.
Florida Southern	Atlantic Coast Line.
Florida Transit	Seaboard Air Line.
Florida Transit & Peninsular	Seaboard Air Line.
Florida West Shore	Seaboard Air Line.
Flushing	Long Island.
Flushing & North Side	Long Island.
Flushing, North Shore & Central	Long Island.
Folsom & Placerville	Southern Pacific.
Fond du Lac, Amboy & Peoria	Chicago, Milwaukee & St. Paul.
Forest City & Gettysburg	Not operated.
Forest City & Sioux City	Not operated.
Fort Bragg & Southeastern	Northwestern Pacific.
Fort Dodge & Fort Ridgely	Minneapolis & St. Louis.
Fort Erie	Michigan Central.
Fort Leavenworth	Chicago, Rock Island & Pacific.
Fort Madison & North-western	Chicago, Burlington & Quincy.
Fort Scott Central	Missouri Pacific.
Fort Scott, Humboldt & Western	Missouri Pacific.
Fort Scott, South-eastern & Memphis	Frisco System.
Fort Scott, Wichita & Western	Missouri Pacific.
Fort Smith & Southern	St. Louis & San Francisco.
Fort Smith & Van Buren Bridge Co.	St. Louis & San Francisco.
Fort Wayne & Chicago	Pittsburgh, Fort Wayne & Chicago.
Fort Wayne & Jackson	Lake Shore & Michigan Southern.
Fort Wayne, Jackson & Saginaw	Lake Shore & Michigan Southern.
Fort Wayne, Muncie & Cincinnati	Fort Wayne, Cincinnati & Louisville.
Fort Wayne, Terre Haute & South-western	Central Indiana.
Fort Worth & New Orleans	Houston & Texas Central.
Fountain Head	Abandoned.
Foxburg, Kane & Bradford	Baltimore & Ohio.
Foxburg, St. Petersburg & Clarion	Baltimore & Ohio.
Fox Lake	Chicago, Milwaukee & St. Paul.
Fox River Valley	Chicago & North-Western.
Framingham & Lowell	New York, New Haven & Hartford.
Frankford & Holmesburg	Pennsylvania (U. R.Rs. of N.J.)
Frankfort & Kokomo	Toledo, St. Louis & Western.
Frankfort & South-eastern	Ann Arbor.
Frankfort & State Line	Toledo, St. Louis & Western.
Frankfort, St. Louis & Toledo	Toledo, St. Louis & Western.
Franklin	Cumberland Valley.
Franklin & Bristol	Boston & Maine.
Franklin & Megantic	Sandy River & Rangeley Lakes.
Franklin & Ohio River	Baltimore & Ohio Southwestern.
Franklin & Pittsylvania	Southern.
Franklin & Warren	Erie.
Frederick & Pennsylvania Line	Pennsylvania.
Fredericksburg & Gordonville	Potomac, Fredericksburg & Piedmont.
Fredericksburg, Orange & Charlottesville	Potomac, Fredericksburg & Piedmont.
Fredericton	Canadian Pacific.
Freehold & Jamesburg Agricultural	Pennsylvania (U. R.Rs. of N.J.)
Freehold & New York	Central of New Jersey.
Fremont & Indiana	Lake Erie & Western.
Fremont, Elkhorn & Missouri Valley	Chicago & North-Western.
Fremont, Lima & Union	Lake Erie & Western.
Friendship	Pittsburg, Shawmut & Northern.
Fulton & Guerneville	California North-western.
Fulton & Oswego	New York Central & Hudson River.
Fulton County Extension	Chicago, Burlington & Quincy.
Fulton County Narrow Gauge	Chicago, Burlington & Quincy.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Gadsden & Attalla Union	Alabama City, Gadsden & Attalla. (Electric.)
Gainesville & Gulf	Tampa & Jacksonville.
Gainesville, Jefferson & Southern—	
Gainesville to Monroe	Gainesville Midland.
Monroe to Social Circle	Georgia.
Gainesville, Rocky Point & Micanopy	Gainesville & Gulf.
Galena & Chicago Union	Chicago & North-Western.
Galena & Illinois River	Pitts. Cincin. Chicago & St. Louis.
Galena & Southern Wisconsin	Chicago & North-Western.
Galena & Wisconsin	Chicago & North-Western.
Galesburg, Etherley & Eastern	Not operated.
Galeton, South Branch & Germania	Abandoned.
Gallipolis, McArthur & Columbus	Hocking Valley.
Galt & Guelph	Grand Trunk.
Galveston & Red River	Houston & Texas Central.
Galveston & Western	Galveston, Harrisburg & San Ant.
Galveston, Brazos & Colorado	National of Mexico.
Galveston, Houston & Junction	Galveston, Houston & Henderson.
Galveston, Houston & Northern	Galveston, Harrisburg & San Ant.
Galveston, La Porte & Houston	Galveston, Harrisburg & San Ant.
Galveston, Sabine & St. Louis	Texas & Gulf.
Gardner, Coal City & Northern	Elgin, Joliet & Eastern.
Garfield & Cherry Grove	Tionesta Valley.
Genesee & Oakland	Pere Marquette.
Genesee & Wyoming Valley	Genesee & Wyoming.
Genesee Valley Canal	Pennsylvania.
Geneva & Ithaca	Lehigh Valley.
Geneva & Lyons	New York Central & Hudson River.
Geneva & Sayre	Lehigh Valley.
Geneva & Van Ettenville	Lehigh Valley.
Geneva, Hornellsville & Pine Creek	Northern Central.
Geneva, Ithaca & Athens	Lehigh Valley.
Geneva, Ithaca & Sayre	Lehigh Valley.
George's Creek	Cumberland & Pennsylvania.
Georgetown	International & Great Northern.
Georgetown & Lanes	Georgetown & Western.
Georgia & Alabama	Seaboard Air Line.
Georgia, Carolina & Northern	Seaboard Air Line.
Georgia Eastern	Logging Road.
Georgia Midland	Southern.
Georgia Midland & Gulf	Southern.
Georgian Bay & Wellington	Grand Trunk.
Georgia Pacific	Southern.
Georgia Pine	Georgia, Florida & Alabama.
Georgia Southern (1880)—	
Dalton, Ga., to Ala. State Line	Southern.
Georgia Western	Southern.
Gettysburg	Western Maryland.
Gettysburg & Harrisburg—	
Except as shown below	Philadelphia & Reading.
Pine Grove Furnace to Hunter's Run	Hunter's Run & Slate Belt.
Gilman, Clinton & Springfield	Illinois Central.
Glade Creek & Raleigh	Operation suspended.
Gladeville	Virginia & Kentucky.
Glasgow	Louisville & Nashville.
Glassboro	Atlantic City.
Glencoe, Pinconning & Lake Shore	Michigan Central.
Glendon & Gulf	Durham & Charlotte.
Glen's Falls	Delaware & Hudson.
Gloversville & Northville	Fonda, Johnstown & Gloversville.
Goldfield	Tonopah & Goldfield.
Good Spring	Philadelphia & Reading.
Goodwater & Birmingham	Central of Georgia.
Goshen & Deckertown	Erie.
Gouverneur & Oswegatchie	New York Central & Hudson River.
Grafton & Greenbrier	Baltimore & Ohio.
Grafton Center	Grafton & Upton.
Grand Gulf & Port Gibson	Yazoo & Mississippi Valley.
Grand Haven	Pere Marquette.
Grand Island & Marysville	St. Joseph & Grand Island.
Grand Island & Northern Wyoming	Chicago, Burlington & Quincy.
Grand Island & St. Paul	Union Pacific.
Grand Junction	Grand Trunk.
Grand Junction	New York Central & Hudson River.
Grand Rapids & Fort Wayne	Grand Rapids & Indiana.
Grand Rapids & Holland	Pere Marquette.
Grand Rapids & Lake Shore	Pere Marquette.
Grand Rapids & Mackinaw	Grand Rapids & Indiana.
Grand Rapids & Southern	Grand Rapids & Indiana.
Grand Rapids, Belding & Saginaw	Pere Marquette.
Grand Rapids, Indiana & Mackinaw	Grand Rapids & Indiana.
Grand Rapids, Lansing & Detroit	Pere Marquette.
Grand Rapids, Newaygo & Lake Shore	Pere Marquette.
Grand Rapids, Wabash & Cincinnati	Cleve. Cincin. Chicago & St. Louis.
Grand River Valley	Michigan Central.
Grand Southern	New Brunswick Southern.
Grand Tower & Cape Girardeau	Illinois Central.
Grand Tower & Carbondale	Illinois Central.
Grand Trunk & Indiana	Grand Trunk.
Grand Trunk, Georgian Bay & Lake Erie	Grand Trunk.
Grand Trunk of Michigan	Grand Trunk.
Gravity (Pa.)	Delaware & Hudson.
Gray's Run	Susquehanna & New York.
Grayville & Mattoon	Illinois Central.
Great Eastern (Can.)	Quebec Southern.
Great Falls & Canada	Great Northern.
Great Falls & Conway	Boston & Maine.
Great Falls & South Berwick	Boston & Maine.
Great Northern (Can.)	Canadian Northern Quebec.
Great North-west Central	Canadian Pacific.
Great Salt Lake & Hot Springs	Salt Lake & Ogden.
Great Valley & Bradford	Buffalo, Rochester & Pittsburgh.
Great Western (Ill.)	Wabash.
Great Western of Canada	Grand Trunk.
Green Bay & Lake Pepin	Green Bay & Western.
Green Bay & Minnesota	Green Bay & Western.
Green Bay, Milwaukee & Chicago	Chicago & North-Western.
Green Bay, Steven's Point & North	Green Bay & Western.
Green Bay, Winona & St. Paul	Green Bay & Western.
Greenbrier & New River	Chesapeake & Ohio.
Green Cove & Midland	South-western (Fla.) Not operated.
Green Cove Springs & Melrose	South-western (Fla.) Not operated.
Greene	Delaware, Lackawanna & Western.
Greenfield & Northern	Frisco System.
Green Pond, Walterboro & Branchville	Atlantic Coast Line.
Green Ridge	Not operated for passenger traffic.
Green River & Northern	Northern Pacific.
Greenville & Columbia	Southern.
Greenville & Laurens	Charleston & Western Carolina.
Greenville & Miami	Cleve. Cincin. Chicago & St. Louis.
Greenville & Roanoke	Atlantic Coast Line.
Greenville, Columbus & Birmingham	Southern.
Greenwood, Anderson & Western	Southern.
Greenwood, Laurens & Spartanburg	Charleston & Western Carolina.
Grenada, Houston & Eastern	Vicksburg & Nashville (abandoned).
Grinnell & Montezuma	Iowa Central.
Gulf & Brazos Valley	Abandoned.
Gulf & Chicago	Mobile, Jackson & Kansas City.
Gulf & Ship Island (Northern Div.)	Mobile, Jackson & Kansas City.
Gulf, Beaumont & Kansas City	Gulf, Colorado & Santa Fe.
Gulf, Western Texas & Pacific	Galveston, Harrisb. & San Antonio.
Guthrie & Western—	
Guthrie to Cashion	Atchison, Topeka & Santa Fe.
Cashion to Kingfisher	Chicago, Rock Island & Pacific.
Hackensack	New Jersey & New York.
Hackensack & Lodi	New York, Susquehanna & Western.
Hackensack & New York	New Jersey & New York.
Haines, Hamilton & Kingston	Hamilton & Kingston. Not operated.
Halifax & Cape Breton	Intercolonial.
Halifax & Scotland Neck	Atlantic Coast Line.
Halifax & Yarmouth	Halifax & Southwestern.
Hamilton & Kingston	Not operated.
Hamilton & Lake Erie	Grand Trunk.
Hamilton & North-western	Grand Trunk.
Hamilton & Toronto	Grand Trunk.
Hamilton, Lacon & Eastern	Chicago & Alton.
Hampshire & Hampden	New York, New Haven & Hartford.
Hampton & St. Martins	St. Martins.
Hancock & Calumet	Mineral Range.
Hannibal & Central Missouri	Missouri, Kansas & Texas.
Hannibal & Naples	Wabash.
Hannibal & St. Joseph	Chicago, Burlington & Quincy.
Hanover & York	Pennsylvania.
Hanover Branch (Mass.)	New York, New Haven & Hartford.
Hanover Branch (Pa.)	Western Maryland.
Hanover Junction & Susquehanna	Philadelphia & Reading.
Hanover Junction, Hanover & Gettysburg	Western Maryland.
Harlem Extension	Rutland.
Harlem River & Port Chester	New York, New Haven & Hartford.
Harper & Western	Atchison, Topeka & Santa Fe.
Harriman Coal & Iron	Harriman & North-eastern.
Harrisburg & Potomac	Philadelphia & Reading.
Harrisburg, Portsmouth, Mt. Joy & Lancaster	Pennsylvania.
Harrison Branch R.R.	Cleve. Cincin. Chicago & St. Louis.
Hartford & Connecticut Valley	New York, New Haven & Hartford.
Hartford & Connecticut Western	Central New England.
Hartford & New Haven	New York, New Haven & Hartford.
Hartford & Providence	New York, New Haven & Hartford.
Hartford & Springfield	New York, New Haven & Hartford.
Hartford, Providence & Fishkill	New York, New Haven & Hartford.
Hartsville	Atlantic Coast Line.
Harvey Branch Ry	Albert Southern. Abandoned.
Harvey County	Atchison, Topeka & Santa Fe.
Hastings & Avoca	Chicago, Burlington & Quincy.
Hastings & Dakota	Chicago, Milwaukee & St. Paul.
Hastings & Grand Island	St. Joseph & Grand Island.
Hastings & Stillwater	Chicago, Milwaukee & St. Paul.
Hastings, Mason City, Lincoln & East	Cleve. Cincin. Chicago & St. Louis.
Havana, Mason City, Lincoln & East	Illinois Central.
Havana, Rantoul & Eastern	Illinois Central.
Hawkinsville & Florida Southern	Gulf Line.
Hawthorne, Nebagamon & Superior	Abandoned.
Hawley Branch	Erie.
Hayt's Corners, Ovid & Willard	Lehigh Valley.
Hazleton	Lehigh Valley.
Helena & Jefferson County	Northern Pacific.
Helena & Little Rock	Arkansas Midland.
Helena & Northern	Northern Pacific.
Helena & Red Mountain	Northern Pacific.
Helena, Boulder Valley & Butte	Northern Pacific.
Hempfield	Baltimore & Ohio.
Hempstead & Rockaway	Long Island.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Henderson & Overton	International & Great Northern.
Hendersonville & Brevard	Southern.
Henrico	Abandoned.
Hereford	Maine Central.
Herkimer, Newport & Poland	New York Central & Hudson River
Hickman & Obion	Nashville, Chattanooga & St. Louis.
Hicksville & Cold Spring	Long Island.
Hidalgo	National of Mexico.
Hidalgo & Northeastern	National of Mexico.
High Bridge	Central of New Jersey.
High Point, Randleman, Ashboro & Southern	Southern.
Hillsboro	Norfolk & Western.
Hillsboro & Cincinnati	Baltimore & Ohio Southwestern.
Hiwasse	Southern.
Hoboken Manufacturers'	Hoboken Shore.
Hoboken R.R. Warehouse & S.S. Connecting Co	Hoboken Shore.
Hocking Coal & Railroad	Hocking Valley.
Hodgenville & Elizabethtown	Illinois Central.
Holliday's Cove	Pitts. Cincin. Chicago & St. Louis.
Hollins, Heflin & Sylacauga	Lumber road.
Holly River	West Virginia Midland.
Holly River & Addison	West Virginia Midland.
Holly Springs & Mobile	Frisco System.
Holly, Wayne & Monroe	Pere Marquette.
Holyoke & Westfield	New York, New Haven & Hartford.
Hoosac Tunnel & Saratoga	Boston & Maine.
Hopkinton	New York, New Haven & Hartford.
Hopkinton, Milford & Woonsocket	New York, New Haven & Hartford.
Hot Springs	Chicago, Rock Island & Pacific.
Houck's Missouri & Arkansas	Frisco System.
Houghton & L'Anse	Duluth, South Shore & Atlantic.
Houghton & Ontonagon	Duluth, South Shore & Atlantic.
Houlton Branch	Canadian Pacific.
Housatonic	New York, New Haven & Hartford.
Houston & Great Northern	International & Great Northern.
Houston, Cent. Arkansas & North	St. Louis, Iron Mountain & Southern.
Houston Tap & Brazoria	International & Great Northern.
Howell & Lansing	Pere Marquette.
Hoxie, Pocahontas & Northern	Frisco System.
Hudson & Berkshire	New York Central & Hudson River.
Hudson & Boston	New York Central & Hudson River.
Hudson & Chatham	New York Central & Hudson River.
Hudson & Oxford	Baltimore & Ohio.
Hudson & River Falls	Chicago, St. Paul, Minn. & Omaha.
Hudson River (N.Y.)	New York Central & Hudson River.
Hudson River (Ark.)	Shreveport, Alexandria & Southwest.
Humeston & Shenandoah	Chicago, Burlington & Quincy.
Hunter's Point & South Side	Long Island.
Huntingdon & Broad Top	Huntingdon & Broad Top Mountain.
Huntington & Big Sandy	Baltimore & Ohio.
Hutchinson & Southern	Atchison, Topeka & Santa Fe.
Hutchinson, Oklahoma & Gulf	Atchison, Topeka & Santa Fe.
Idaho Central	Oregon Short Line.
Illinois & St. Louis	Southern.
Illinois & Southern Iowa	Wabash.
Illinois & Wisconsin	Chicago & North-Western.
Illinois Farmers	Chicago, Peoria & St. Louis.
Illinois Grand Trunk	Chicago Burlington & Quincy.
Illinois, Iowa & Minnesota	Chicago, Milwaukee & Gary.
Illinois Midland	Vandalia.
Illinois River	Wabash.
Illinois South-eastern	Baltimore & Ohio Southwestern.
Indiana	Grand Trunk Western.
Indiana	Chicago & Eastern Illinois.
Indiana, Alabama & Texas	Louisville & Nashville.
Indiana & Illinois Central	Cincinnati, Hamilton & Dayton.
Indiana & Illinois Southern	Illinois Central.
Indiana & Lake Michigan	Chicago, Indiana & Southern.
Indiana Block Coal	Chicago & Eastern Illinois.
Indiana, Bloomington & Western	Cleve. Cincin. Chicago & St. Louis.
Indiana Central	Pitts. Cincin. Chicago & St. Louis.
Indiana, Columbus & Eastern Traction Co	Ohio Electric.
Indiana, Decatur & Western	Cincinnati, Hamilton & Dayton.
Indiana Harbor	Indiana Harbor Belt.
Indiana Harbor (Osborn to Danville)	Chicago, Indiana & Southern.
Indiana, Illinois & Iowa	Chicago, Indiana & Southern.
Indiana North & South	Chicago & Eastern Illinois.
Indiana Northern & Southern	Chicago & Eastern Illinois.
Indiana Southern	Ft. Wayne, Cincinnati & Louisville. Baltimore & Ohio Southwest.
Indianola	Abandoned.
Indianapolis & Bellefontaine	Cleve. Cincin. Chicago & St. Louis.
Indianapolis & Cincinnati	Cleve. Cincin. Chicago & St. Louis.
Indianapolis & Evansville	Evansville & Terre Haute.
Indianapolis & Madison	Pitts. Cincin. Chicago & St. Louis.
Indianapolis & Ohio State Line	Cleve. Cincin. Chicago & St. Louis.
Indianapolis & St. Louis	Cleve. Cincin. Chicago & St. Louis.
Indianapolis & Sandusky	Lake Erie & Western.
Indianapolis & Vincennes	Vandalia.
Indianapolis, Bloomington & Western	Cleve. Cincin. Chicago & St. Louis.
Indianapolis, Cincinnati & Lafayette	Cleve. Cincin. Chicago & St. Louis.
Indianapolis, Crawfordville & Danville	Cleve. Cincin. Chicago & St. Louis.
Indianapolis, Decatur & Springfield	Cincinnati, Hamilton & Dayton.
Indianapolis, Decatur & Western	Cincinnati, Hamilton & Dayton.
Indianapolis, Delphi & Chicago	Chicago, Indianapolis & Louisville.
Indianapolis, La Porte & Mich. City	Lake Erie & Western.
Indianapolis, Peru & Chicago	Lake Erie & Western.
Indianapolis, Pittsburg & Cleveland	Cleve. Cincin. Chicago & St. Louis.
Indian Springs & Flovilla	Flovilla & Indian Springs.
Ingalls, White Rapids & Northern	Not operated for passenger traffic.
International (Can.)	Canadian Pacific.
International (Me.)	Canadian Pacific.
International (Tex.)	International & Great Northern.
Iola & Northern	Green Bay & Western.
Ionia & Lansing	Pere Marquette.
Ionia, Stanton & Northern	Pere Marquette.
Iowa & South-western	Chicago & North-Western.
Iowa Central & Western	Iowa Central.
Iowa City & Western	Chicago, Rock Island & Pacific.
Iowa Eastern	Chicago, Milwaukee & St. Paul.
Iowa Falls & Sioux City	Illinois Central.
Iowa Midland	Chicago & North-Western.
Iowa Northern	Colfax Northern.
Iowa River	Iowa Central.
Iowa Southern	Chicago, Burlington & Quincy.
Iowa Southern & Missouri Northern	Chicago, Rock Island & Pacific. Chicago & North-Western.
Iowa South-western	Chicago & North-Western.
Iron	Detroit, Toledo & Ironton.
Iron Belt	*Operated by* Georgia Iron & Coal Co.
Iron Mountain	Duluth, South Shore & Atlantic.
Iron Mountain & Helena	St. Louis & San Francisco. St. Louis, Iron Mountain & Southern.
Iron Mountain, Chester & Eastern	Wabash, Chester & Western.
Iron Range & Huron Bay	Not operated.
Island Heights	Pennsylvania.
Ithaca & Alma	Ann Arbor.
Ithaca & Athens	Lehigh Valley.
Ithaca & Cortland	Lehigh Valley.
Ithaca & Owego	Delaware, Lackawanna & Western.
Ithaca, Auburn & Western	Not operated.
Ixtlahuaca, Mani & Nijini	Ixtlahuaca.
Jackson, Lansing & Saginaw	Michigan Central.
Jacksonville & Atlantic	Florida East Coast.
Jacksonville & Pablo Beach	Florida East Coast.
Jacksonville & St. Louis	Chicago, Burlington & Quincy.
Jacksonville & Southwestern	Atlantic Coast Line.
Jacksonville Belt	Seaboard Air Line.
Jacksonville, Louisville & St. Louis	Chicago, Burlington & Quincy.
Jacksonville, Mayport & Pablo	Abandoned.
Jacksonville North-western & South-eastern	Chicago, Peoria & St. Louis.
Jacksonville, Pensacola & Mobile	Seaboard Air Line.
Jacksonville, St. Augustine & Halifax River	Florida East Coast.
Jacksonville, St. Augustine & Indian River	Florida East Coast.
Jacksonville South-eastern	Chicago, Peoria & St. Louis. Chicago, Burlington & Quincy.
Jacksonville, Tampa & Key West— Except Titusville to Enterprise Junction	Atlantic Coast Line.
Titusville to Enterprise Junction	Florida East Coast.
James Bay	Canadian Northern Ontario.
James River Valley	Northern Pacific.
Jamestown & Chautauqua	Jamestown, Chautauqua & Lake Erie.
Jamestown & Franklin	Lake Shore & Michigan Southern.
Jamestown & Lake Erie	Jamestown, Chautauqua & Lake Erie.
Jamestown & Northern	Northern Pacific.
Jamesville & Washington	Not operated.
Jefferson	Erie.
Jeffersonville	Pitts. Cincin. Chicago & St. Louis.
Jeffersonville, Madison & Indianap	Pitts. Cincin. Chicago & St. Louis.
Jellico, Bird Eye & Northern	Louisville & Nashville.
Jersey City & Albany	West Shore.
Jersey City & Western	Lehigh Valley.
Jersey City Newark & Western	Lehigh Valley.
Jersey City Terminal	Lehigh Valley.
Jersey Shore, Pine Creek & Buffalo	New York Central & Hudson River.
Joggins	Maritime Coal Ry. & Power Co.
Johnsonburg	Pennsylvania.
Joliet & Blue Island	Chicago. Lake Shore & Eastern.
Joliet & Chicago	Chicago & Alton.
Joliet & Northern Indiana	Michigan Central.
Joliet, Aurora & Northern	Elgin, Joliet & Eastern.
Joliet, Rockford & Northern	Chicago, Burlington & Quincy.
Jones' Lake	Erie (Wyoming Division).
Joplin	St. Louis & San Francisco.
Junction (Buffalo)	New York Central & Hudson River.
Junction (Ill.)	Chicago & North-Western.
Junction (Ind.)	Cincinnati, Hamilton & Dayton.
Junction (Ohio)	Lake Shore & Michigan Southern.
Junction (Pa.)	Pennsylvania.
Junction & Breakwater	Philadelphia, Baltimore & Wash.
Junction City & Fort Kearney	Union Pacific.
Jupiter & Lake Worth	Not operated.
Kaaterskill	Ulster & Delaware.
Kalamazoo, Allegan & Grand Rapids	Lake Shore & Michigan Southern.
Kalamazoo & Schoolcraft	Lake Shore & Michigan Southern.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Kalamazoo & South Haven	Michigan Central.
Kalamazoo & White Pigeon	Lake Shore & Michigan Southern.
Kanawha	Chesapeake & Ohio.
Kanawha & Northern	Abandoned.
Kanawha & Ohio	Kanawha & Michigan.
Kankakee & Seneca	Cleve. Cincin. Chicago & St. Louis.
Kankakee & South-western	Illinois Central.
Kankakee & Western	Illinois Central.
Kanopolis & Kansas Central	Missouri Pacific.
Kansas & Arkansas Valley	St. Louis, Iron Mountain & Southern.
Kansas & Colorado (Colo.)	Atchison, Topeka & Santa Fe.
Kansas & Colorado (Kan.)	Missouri Pacific.
Kansas & Colorado Pacific	Missouri Pacific.
Kansas & Gulf Short Line	St. Louis South-western.
Kansas & Missouri	Frisco System.
Kansas & Nebraska	St. Joseph & Grand Island.
Kansas & Southern	Kansas Southern & Gulf.
Kansas Central	Leavenworth, Kansas & Western.
Kansas City & Atlantic	Quincy, Omaha & Kansas City.
Kansas City & Beatrice	Missouri Pacific.
Kansas City & Cameron	Chicago, Burlington & Quincy.
Kansas City & Eastern	Missouri Pacific.
Kansas City & Emporia	Atchison, Topeka & Santa Fe.
Kansas City & Independence Air Line	Suburban.
Kansas City & Northern Connecting	Quincy, Omaha & Kansas City.
Kansas City & Olathe	Atchison, Topeka & Santa Fe.
Kansas City & Omaha	Chicago, Burlington & Quincy.
Kansas City & Pacific	Missouri, Kansas & Texas.
Kansas City & Santa Fe	Atchison, Topeka & Santa Fe.
Kansas City & South-eastern	St. Louis & San Francisco.
Kansas City & Southern	St. Louis & San Francisco.
Kansas City & South-western Railroad	St. Louis & San Francisco.
Kansas City & South-western Railway	Missouri Pacific.
Kansas City, Burlington & Santa Fe	Atchison, Topeka & Santa Fe.
Kansas City, El Dorado & Southern	Missouri, Kansas & Texas.
Kansas City, Emporia & Southern	Atchison, Topeka & Santa Fe.
Kan. City, Excelsior Spgs. & North	Wabash.
Kansas City, Fort Scott & Gulf	Frisco System.
Kansas City, Fort Scott & Memphis	Frisco System.
Kansas City, Fort Scott & Springfield	Frisco System.
Kansas City, Fort Smith & Southern	Kansas City Southern.
Kansas City, Lawrence & Southern	Atchison, Topeka & Santa Fe.
Kansas City, Lawrence & So. Kansas	Atchison, Topeka & Santa Fe.
Kansas City, Lawrence & Wichita	Union Pacific.
Kansas City, Memphis & Birmingham	Frisco System.
Kansas City, Memphis & Mobile	St. Louis & San Francisco.
Kansas City, Nevada & Ft. Smith	Kansas City Southern.
Kansas City North-western	Missouri Pacific.
Kansas City, Osceola & Southerh	St. Louis & San Francisco.
Kansas City, Pittsburg & Gulf	Kansas City Southern.
Kansas City, St. Joseph & Burlington	Chicago, Burlington & Quincy.
Kansas City, St. Joseph & Council Bluffs	Chicago, Burlington & Quincy.
Kansas City, Shreveport & Gulf	Kansas City Southern.
Kansas City, Springfield & Memphis	Frisco System.
Kansas City, Texarkana & Gulf	Kansas City Southern.
Kansas City, Topeka & Western	Atchison, Topeka & Santa Fe.
Kansas City, Watkins & Gulf	St. Louis, Watkins & Gulf.
Kansas City, Wyandotte & North-western	Missouri Pacific.
Kansas Midland Railroad	Atchison, Topeka & Santa Fe.
Kansas Midland Railway	St. Louis & San Francisco.
Kansas, Nebraska & Dakota	Missouri Pacific.
Kansas, Oklahoma & Texas	Atchison, Topeka & Santa Fe.
Kansas Pacific	Union Pacific.
Kansas Southern	Atchison, Topeka & Santa Fe.
Kansas South-western	Missouri Pacific.
Karns City & Butler	Baltimore & Ohio.
Kearney & Black Hills	Union Pacific.
Kendall & Eldred	Pennsylvania.
Kennebec & Portland	Maine Central.
Kennebunk & Kennebunkport	Boston & Maine.
Kenosha & Beloit	Chicago & North-Western.
Kenosha & Rockford	Chicago & North-Western.
Kenosha & State Line	Chicago & North-Western.
Kenosha, Rockford & Rock Island	Chicago & North-Western.
Kensington & Tacony	Pennsylvania (U. R. Rs. of N. J.)
Kent County	Philadelphia, Baltimore & Wash.
Kentucky & South Atlantic	Chesapeake & Ohio.
Kentucky Central	Louisville & Nashville.
Kentucky Midland	Frankfort & Cincinnati.
Kentucky Union	Lexington & Eastern.
Kentucky Valley	Illinois Central.
Kentucky Western	Illinois Central.
Keokuk & Des Moines	Chicago, Rock Island & Pacific.
Keokuk & Kansas City	Wabash.
Keokuk & North-western	Chicago, Burlington & Quincy.
Keokuk & St. Paul	Chicago, Burlington & Quincy.
Keokuk & Western	Chicago, Burlington & Quincy.
Keokuk, Fort Des Moines & Minnesota	Chicago, Rock Island & Pacific.
Keokuk, Iowa City & Minnesota	Chicago, Burlington & Quincy
Keosauqua & South-western	Chicago, Rock Island & Pacific.
Kersey	Pittsburg, Shawmut & Northern
Ketner & Kay Fork	Abandoned.
Ketner, Elbon & Shawmut	Operated for freight only.
Ketner, St. Mary's & Shawmut	Operated for freight only.
Kettle River Valley	Spokane & British Columbia.
Kickapoo Valley & Northern	Chicago, Milwaukee & St. Paul.
Kildare & Linden	Abandoned.
Kilkenny Lumber	Boston & Maine.
Kinderhook & Hudson	Albany & Hudson.
Kingman, Pratt & Western	Atchison, Topeka & Santa Fe.
King's Mountain	Carolina & North-Western.
Kingston & Adelphi	Rails taken up.
Kingston & Central Mississippi	Mobile, Jackson & Kansas City.
Kingston, Napanee & Western	Bay of Quinte.
Kinzua	Pennsylvania.
Kinzua & Hemlock	Valley.
Kinzua & Tiona	Abandoned.
Knox & Lincoln	Maine Central.
Knoxville & Augusta	Southern.
Knoxville & Charleston	Southern.
Knoxville & Kentucky	Southern.
Knoxville & New River	Not operated.
Knoxville & Ohio	Southern.
Knoxville, Cumberland Gap & Louisville	Southern.
Knoxville, La Follette & Jellico	Louisville & Nashville.
Knoxville Southern	Louisville & Nashville.
Kokomo & Marion	Toledo, St. Louis & Western.
Kymulga & Coosa River	Abandoned.
Lackawanna & Bloomsburg	Delaware, Lackawanna & Western.
Lackawanna & Montrose	Delaware, Lackawanna & Western.
Lackawanna & Pittsburg	Pittsburg, Shawmut & Northern.
Lackawanna & South-western	Pittsburg, Shawmut & Northern.
Lackawanna & Susquehanna	Delaware & Hudson.
Lackawanna & Western	Delaware, Lackawanna & Western.
Laclede & Creve Cœur Lake	Missouri Pacific.
La Crosse & Milwaukee	Chicago, Milwaukee & St. Paul.
La Crosse, Trempeleau & Prescott	Chicago & North-Western.
Lafayette	Abandoned.
Lafayette & Indianapolis	Cleve. Cincin. Chicago & St. Louis.
Lafayette, Bloomington & Miss.	Lake Erie & Western.
Lafayette, Bloomington & Muncie	Lake Erie & Western.
Lafayette, Muncie & Bloomington	Lake Erie & Western.
Lake & River	Ashland & Western.
Lake Champlain & St. Lawrence	Canadian Pacific.
Lake Champlain & St. Lawrence Jn.	Canadian Pacific.
Lake Erie, Alliance & Southern	Lake Erie, Alliance & Wheeling.
Lake Erie & Detroit River	Pere Marquette.
Lake Erie & Louisville	Lake Erie & Western.
Lake Erie & Mississippi	Lake Erie & Western.
Lake Erie & Pacific	Lake Erie & Western.
Lake Erie, Essex & Detroit River	Pere Marquette.
Lake Erie, Evansville & South-western	Southern.
Lake Erie, Wabash & St. Louis	Wabash.
Lake George	Delaware & Hudson.
Lake Hopatcong	Central of New Jersey.
Lake Manitoba	Canadian Northern.
Lake Ontario	New York Central & Hudson River
Lake Ontario & Hudson River	Delaware & Hudson.
Lake Ontario Shore	New York Central & Hudson River.
Lake Ontario Southern	Northern Central.
Lake Shore (N.H.)	Boston & Maine.
Lake Shore (Pa. and O.)	Lake Shore & Michigan Southern.
Lake Shore & Tuscarawas Valley	Baltimore & Ohio.
Lake Shore & West Michigan	Pere Marquette.
Lake Superior & Mississippi	Northern Pacific.
Lake Superior & South-western	Great Northern.
Lake Tahoe	Abandoned.
Lake View & Collamer	New York, Chicago & St. Louis.
Lancaster	New York, New Haven & Hartford.
Lancaster & Reading Narrow Gauge	Pennsylvania.
Lancaster & Hamden	Columbus & Southern.
Lansing, Alma, Mt. Pleasant & Northern	Ann Arbor.
La Porte, Houston & Northern	Galveston, Harrisburg & San Antonio
Laramie, North Park & Pacific	Union Pacific.
L'Assomption	Not operated.
Laurel Fork & Sand Hill	Rails taken up.
Laurens	Columbia, Newberry & Laurens.
Lawrence	Pennsylvania Company.
Lawrence & Carbondale	Union Pacific.
Lawrence & Emporia	Union Pacific.
Lawrence & Galveston	Atchison, Topeka & Santa Fe.
Lawrence & South-western	Atchison, Topeka & Santa Fe.
Lawrence & Topeka	Atchison, Topeka & Santa Fe.
Lawrenceburg & Mississippi	Cleve. Cincin. Chicago & St. Louis.
Lawrenceburg & Upper Mississippi	Cleve. Cincin. Chicago & St. Louis.
Lawrence, Emporia & South-western	Missouri Pacific.
Lawrenceville & St. Francisville	Cleve. Cincin. Chicago & St. Louis
Lawrenceville Branch	Lawrenceville.
Leamington & St. Clair	Michigan Central.
Leavenworth & Olathe	Missouri Pacific.
Leavenworth & St. Joseph	Chicago Great Western.
Leavenworth, Atchison & North-western	Missouri Pacific.
Leavenworth, Kansas & Western	Union Pacific.
Leavenworth, Lawrence & Fort Gibson	Atchison, Topeka & Santa Fe.
Leavenworth, Lawrence & Galveston	Atchison, Topeka & Santa Fe.
Leavenworth, Northern & Southern	Atchison, Topeka & Santa Fe.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Leavenworth, Topeka & Southern	Atchison, Topeka & Santa Fe
Leavenworth, Topeka & South-west.	Leavenworth & Topeka.
Lebanon & Pine Grove	Philadelphia & Reading.
Lebanon & Tremont	Philadelphia & Reading.
Lebanon Springs	Rutland.
Lebanon Valley	Philadelphia & Reading.
Leeds & Farmington	Maine Central.
Leesburg & Indian River	Seaboard Air Line.
Lehigh & Delaware	Lehigh & New England.
Lehigh & Lackawanna	Lehigh & New England.
Lehigh & Luzerne	Lehigh Valley.
Lehigh & Mahanoy	Lehigh Valley.
Lehigh & New York	Lehigh Valley.
Lehigh & Pavilion	Operated for freight only.
Lehigh & Susquehanna	Central of New Jersey.
Lehigh Valley Terminal	Lehigh Valley.
Leon, Mt. Ayr & South-western	Chicago, Burlington & Quincy.
L'Epiphanie & L'Assomption	L'Assomption. Not operated.
LeRoy & Caney Valley Air Line	Missouri Pacific.
Levis & Kennebec	Quebec Central.
Lewisburg & Buffalo Valley	Abandoned.
Lewisburg & Tyrone	Pennsylvania.
Lewisburg Centre & Spruce Creek	Pennsylvania.
Lewiston (Ill.)	Chicago, Burlington & Quincy.
Lewiston (N.Y.)	New York Central & Hudson River.
Lewy's Island	Washington County.
Lexington & Arlington	Boston & Maine.
Lexington & Big Sandy	Ashland Coal & Iron.
Lexington & Danville	Cincin. New Orleans & Texas Pac.
Lexington & Frankfort	Louisville & Nashville.
Lexington & Ohio	Louisville & Nashville.
Lexington & St. Louis	Missouri Pacific.
Lexington & Southern	Missouri Pacific.
Lexington & South Kentucky	Cincin. New Orleans & Texas Pac.
Lexington & West Cambridge	Boston & Maine.
Liberty & Vienna—	
Liberty to Vienna	Erie.
Youngstown to Gerard	Pennsylvania Company.
Lick Creek & Lake Erie	Carolina, Clinchfield & Ohio.
Licking Valley	Licking River.
Liggitt's Gap	Delaware, Lackawanna & Western.
Lima Northern	Detroit, Toledo & Ironton.
Lincoln & Colorado	Union Pacific.
Lincoln & North-western	Chicago, Burlington & Quincy
Lincoln Park & Charlotte	Buffalo, Rochester & Pittsburgh.
Lindsay, Bobcaygeon & Pontypool	Canadian Pacific.
Lisbon, Necedah & Lake Superior	Chicago, Milwaukee & St. Paul.
Litchfield, Carrollton & Western	Chicago & Alton.
Little Book Cliff	Book Cliff.
Little Falls & Dakota	Northern Pacific.
Little Miami	Pitts. Cincin. Chicago & St. Louis.
Little Miami, Columbus & Xenia	Pitts. Cincin. Chicago & St. Louis.
Little River Valley & Arkansas	St. Louis South-western.
Little Rock & Fort Smith	St. Louis, Iron Mountain & Southern.
Little Rock & Helena	Arkansas Midland.
Little Rock & Memphis	Chicago, Rock Island & Pacific.
Little Rock & Texas	St. Louis & San Francisco.
Little Rock Junction	St. Louis, Iron Mountain & Southern
Little Rock, Miss. River & Texas	St. Louis, Iron Mountain & Southern.
Little Rock, Pine Bluff & New Orleans	St. Louis, Iron Mountain & Southern.
Little Schuylkill	Philadelphia & Reading.
Little Schuylkill & Susquehanna	Philadelphia & Reading.
Littlestown	Pennsylvania.
Live Oak & Gulf	Florida.
Live Oak & Rowland's Bluff	Atlantic Coast Line.
Live Oak, Luraville & Deadman's Bay	Florida.
Live Oak, Tampa & Charlotte Harbor	Atlantic Coast Line.
Lockport & Niagara Falls	New York Central & Hudson River.
Lodi Branch	New York, Susquehanna & Western.
Logansport & Pacific	Pitts. Cincin. Chicago & St. Louis.
Logansport & Toledo	Vandalia.
Logansport, Crawfordsville & South-western	Vandalia.
Logansport, Peoria & Burlington	Pitts. Cincin. Chicago & St. Louis.
London & Gore	Grand Trunk.
London & Port Stanley	Pere Marquette.
London, Huron & Bruce	Grand Trunk.
Long Beach (Cal.)	Southern Pacific.
Long Beach (N.J.)	Barnegat. Philadelphia & Beach Haven.
Long Beach (N.Y.)	Long Island.
Long Beach, Whittier & Los Angeles	Southern Pacific.
Long-Bell System	Shreveport, Alexandria & Southwest.
Long Branch & Barnegat Bay	New York & Long Branch.
Long Branch & Sea Girt	New York & Long Branch.
Long Branch & Sea Shore	Central of New Jersey.
Long Island City & Flushing	Long Island.
Long Valley	Central of New Jersey.
Longview & Sabine Valley	Texas & Gulf.
Longwood Valley	Philadelphia & Reading.
Lonia Prieta	Southern Pacific.
Lorain & West Virginia	Wheeling & Lake Erie.
Lorberry Creek	Philadelphia & Reading.
Los Angeles & Glendale	San Pedro, Los Angeles & Salt Lake.
Los Angeles & Independence	Southern Pacific.
Los Angeles & Redondo	Operated by electricity.
Los Angeles & San Diego	Southern Pacific.
Los Angeles & San Gabriel Valley	Southern California.
Los Angeles & San Pedro	Southern Pacific.
Los Angeles, Pasadena & Glendale	San Pedro, Los Angeles & Salt Lake.
Los Angeles Terminal	San Pedro, Los Angeles & Salt Lake.
Louisa	Chesapeake & Ohio.
Louisburg	Seaboard Air Line.
Louisiana & Arkansas Railroad	Louisiana & Arkansas Railway.
Louisiana & Missouri River	Chicago & Alton.
Louisiana, Arkansas & Missouri	Tracks taken up.
Louisiana North & South	Louisiana & Northwest.
Louisiana Pacific	Shreveport, Alexandria & Southwest.
Louisville & Frankfort	Louisville & Nashville.
Louisville & Nashville and Great Southern	Louisville & Nashville.
Louisville & St. Louis	Not operated.
Louisville, Cincinnati & Charleston	Southern.
Louisville, Cincinnati & Dayton	Cincinnati, Hamilton & Dayton.
Louisville, Cincinnati & Lexington	Louisville & Nashville.
Louisville, Evansville & St. Louis Consolidated	Southern.
Louisville, Hardinsburg & Western	Louisville, Henderson & St. Louis.
Louisville, Harrodsburg & Virginia	Southern.
Louisville, Harrod's Crk. & Westport	Louisville & Nashville.
Louisville, New Albany & Chicago	Chicago, Indianapolis & Louisville.
Louisville, New Albany & St. Louis	Southern.
Louisville, New Orleans & Mississippi Valley	Yazoo & Mississippi Valley.
Louisville, New Orleans & Texas	Yazoo & Mississippi Valley.
Louisville, Paducah & South-western	Illinois Central.
Louisville, St. Louis & Texas	Louisville, Henderson & St. Louis.
Louisville Southern	Southern.
Lowell & Andover	Boston & Maine.
Lowell & Framingham	New York, New Haven & Hartford.
Lowell & Hastings	Pere Marquette.
Lowell & Lawrence	Boston & Maine.
Lowell & Nashua	Boston & Maine.
Lower Laurentian	Canadian Northern Quebec.
Loyalsock	Lehigh Valley.
Lykens Valley	Northern Central.
Lynchburg & Durham	Norfolk & Western.
McCauley's Mountain	Abandoned.
McCauley's Mountain & Black Creek	Abandoned.
McComb, Deshler & Toledo	Cincinnati, Hamilton & Dayton.
McGregor & Missouri River	Chicago, Milwaukee & St. Paul.
McGregor & Sioux City	Chicago, Milwaukee & St. Paul.
McGregor & Western	Chicago, Milwaukee & St. Paul.
McKean & Buffalo	Pennsylvania.
McKeesport & Belle Vernon	Pittsburgh & Lake Erie.
McKeesport & Bessemer	Pennsylvania.
McMinnville & Manchester	Nashville, Chattanooga & St. Louis.
McPherson, Texas & Gulf	Atchison, Topeka & Santa Fe.
Mackinaw & Marquette	Duluth, South Shore & Atlantic.
Macon & Atlantic	Central of Georgia.
Macon & Augusta	Georgia.
Macon & Brunswick	Southern.
Macon & Northern	Central of Georgia.
Macon & Western	Central of Georgia.
Macon, Dublin & Savannah Railway	Macon, Dublin & Savannah Railroad.
Madison & Beloit	Chicago & North-Western.
Madison & Indianapolis	Pitts. Cincin. Chicago & St. Louis.
Madison & La Crosse	Chicago, Milwaukee & St. Paul.
Madison & Portage	Chicago, Milwaukee & St. Paul.
Madison & Prairie du Chien	Chicago, Milwaukee & St. Paul.
Madison, Fond du Lac & Michigan	Chicago, Milwaukee & St. Paul.
Madison, Illinois & St. Louis	St. Louis Merchants Bridge Terminal.
Mad River & Lake Erie	Cleve. Cincin. Chicago & St. Louis.
Mahoning Coal	Lake Shore & Michigan Southern.
Mahoning Valley	Buffalo, Rochester & Pittsburgh.
Mahanoy & Broad Mountain	Philadelphia & Reading.
Mahanoy & Shamokin	Philadelphia & Reading.
Mahanoy Valley	Philadelphia & Reading.
Mahopac Falls	New York Central & Hudson River.
Maine, New Hampshire & Mass	Boston & Maine
Malone & St. Lawrence	New York Central & Hudson River.
Manassas Gap	Southern.
Manchester	New York, New Haven & Hartford.
Manchester & Augusta	Atlantic Coast Line.
Manchester & Keene	Boston & Maine.
Manchester & Lawrence	Boston & Maine.
Manchester & North Weare	Boston & Maine.
Manhattan, Alma & Burlingame	Atchison, Topeka & Santa Fe.
Manhattan & Blue Valley	Union Pacific.
Manistee	Pere Marquette.
Manistique & Northern	Manistique & Lake Superior.
Manistique & Northwestern	Manistique & Lake Superior.
Manistique, Marquette & Northern	Manistique & Lake Superior.
Manitoba & North-western	Canadian Pacific.
Manitowoc & Mississippi	Wisconsin Central.
Manitowoc, Green Bay & N.W	Chicago & North-Western.
Mansfield & Framingham	New York, New Haven & Hartford.
Mansfield & New Haven	Baltimore & Ohio.
Mansfield & Sandusky City	Baltimore & Ohio.
Mansfield, Coldwater & Lake Michigan (Mich.)	Cincinnati Northern.
Mansfield, Coldwater & Lake Michigan (Ohio)	Pennsylvania Company.
Manufacturers (Toledo)	Pennsylvania Co.
Maple River	Chicago & North-Western.
Marginal	Pennsylvania Company.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Maricopa & Phœnix & Salt Riv. Val.	Maricopa & Phœnix.
Marietta & Cincinnati	Baltimore & Ohio Southwestern.
Marietta & Cincinnati (Old Line)	Marietta, Columbus & Cleveland.
Marietta & North Georgia	Louisville & Nashville.
Marietta & Pittsburg	Pennsylvania Company.
Marietta, Columbus & Northern	Marietta, Columbus & Cleveland.
Marietta, Hocking & Northern	Rails taken up.
Marietta Mineral	Marietta, Columbus & Cleveland.
Marietta, Pittsburg & Cleveland	Pennsylvania Company.
Marin & Napa	California North-western.
Marin, Napa & Sonoma Valley	California North-western.
Marion	Southern.
Marion & Alabama River	Southern.
Marion & Cahaba	Southern.
Marion & McPherson	Atchison, Topeka & Santa Fe.
Marion & Missinewa Valley	Pitts. Cincin. Chicago & St. Louis.
Marion & Ottawa	Toledo, St. Louis & Western.
Marquette & Ontonagon	Duluth, South Shore & Atlantic.
Marquette & State Line	Chicago & North-Western.
Marquette & Western	Duluth, South Shore & Atlantic.
Marquette, Houghton & Ontonagon	Duluth, South Shore & Atlantic.
Marshall, Paris & Northwestern	Texas Southern.
Marshall, Timpson & Sabine Pass	Texas & Gulf.
Marshalltown & Dakota	Newton & Northwestern.
Marshfield & Southeastern	Wisconsin Central.
Martinsburg & Potomac	Cumberland Valley.
Marthsville & Franklin	Cleve. Cincin. Chicago & St. Louis.
Maryland & Delaware	Philadelphia, Baltimore & Wash.
Maryland Central	Baltimore & Lehigh.
Maryland Mining	Cumberland & Pennsylvania.
Marysville	Southern Pacific.
Marysville & Blue Valley	Union Pacific.
Marysville, Palmetto & Roseport	St. Joseph & Grand Island.
Mason & Oceana	Operation discontinued.
Mason City & Ft. Dodge	Chicago Great Western.
Mason City & Minnesota	Chicago, Milwaukee & St. Paul.
Massachusetts Central	Boston & Maine.
Massawippi Valley	Boston & Maine.
Massillon & Cleveland	Pennsylvania Company.
Maurice River	West Jersey & Seashore.
Maxton, Alma & Rowland	Abandoned.
May's Landing & Egg Harbor	West Jersey & Seashore.
Maysville & Big Sandy	Chesapeake & Ohio.
Maysville & Lexington	Louisville & Nashville.
Maysville Extension	Jamestown, Chautauqua & Lk. Erie.
Meadville	Bessemer & Lake Erie.
Meadville & Linesville	Bessemer & Lake Erie.
Mechanicsville & Fort Edward	Boston & Maine.
Mecosta	Abandoned.
Meherrin Valley	Rails taken up.
Memphis & Charleston	Southern.
Memphis & Little Rock	Chicago, Rock Island & Pacific.
Memphis & Ohio	Louisville & Nashville.
Memphis & St. Louis	Frisco System.
Memphis & Vicksburg	Yazoo & Mississippi Valley.
Memphis, Birmingham & Atlantic	Frisco System.
Memphis, Carthage & North-western	St. Louis & San Francisco.
Memphis, Clarksville & Louisville	Louisville & Nashville.
Memphis, El Paso & Pacific	Texas & Pacific.
Memphis, Helena & Louisiana	St. Louis, Iron Mountain & Southern.
Memphis, Holly Springs & Mobile	Frisco System.
Memphis, Holly Springs & Selma	Frisco System.
Memphis, Holly Springs, Okolona & Selma	Frisco System.
Memphis, Kansas & Colorado	Frisco System.
Memphis, Paducah & Northern	Illinois Central.
Memphis, Selma & Brunswick	Frisco System.
Menominee	Chicago, St. Paul, Minn. & Omaha.
Menominee River	Chicago & North-Western.
Mercer & Somerset	Abandoned.
Meriden & Cromwell	New York, New Haven & Hartford.
Meriden & Waterbury	New York, New Haven & Hartford.
Meriden, Brookhaven & Natchez	Illinois Central.
Meriden, Waterbury & Conn. River	New York, New Haven & Hartford.
Merrimack & Connecticut Rivers	Boston & Maine.
Mexican Central	National of Mexico.
Mexican National	National of Mexico.
Mexican Union	Mexican Central.
Mexico, Cuernavaca & Pacific	Mexican Central.
Miami Valley	Cincinnati, Lebanon & Northern.
Michigan	Grand Trunk Western.
Michigan Air Line (Ill.)	Chicago & Canton Southern (abandoned).
Michigan Air Line Railroad	Michigan Central.
Michigan Air Line Railway	Grand Trunk.
Michigan & Ohio—	
Dundee to Homer	Lake Shore & Michigan Southern.
Homer to Allegan	Michigan Central.
Michigan City & Indianapolis	Lake Erie & Western.
Michigan Lake Shore	Pere Marquette.
Michigan Midland	Michigan Central.
Michigan Midland & Canada	Michigan Central.
Michigan Southern	Lake Shore & Michigan Southern.
Michigan Southern & No. Indiana	Lake Shore & Michigan Southern.
Michoacan & Pacific	National of Mexico.
Middle & East Tennessee Central	Chesapeake & Nashville.
Middleboro & Taunton	New York, New Haven & Hartford.
Middleborough	New York, New Haven & Hartford.
Middle Georgia & Atlantic	Central of Georgia.
Middlesex Central	Boston & Maine.
Middlesex Valley	Lehigh Valley.
Middle Tennessee & Alabama	Nashville, Chattanooga & St. Louis.
Middletown	New York, New Haven & Hartford.
Middletown & Cincinnati	Cincinnati, Lebanon & Northern.
Middletown & Crawford	Erie.
Middletown, Unionville & Water Gap	New York, Susquehanna & Western.
Midland (Ind.)	Chicago & South-eastern (Ind.)
Midland (Mass.)	New York, New Haven & Hartford.
Midland North Carolina	Atlantic Coast Line.
Midland of Canada	Grand Trunk.
Midland of New Jersey	New York, Susquehanna & Western.
Midland Railway Limited (Can.)	Dominion Atlantic.
Midland Pacific	Chicago, Burlington & Quincy.
Midville, Swainsboro & Red Bluff	Augusta & Florida.
Mifflin & Centre County	Pennsylvania.
Milbury & Southbridge	New York Central & Hudson River.
Milford & Woonsocket	New York, New Haven & Hartford.
Milford, Franklin & Providence	New York, New Haven & Hartford.
Mill Creek & Mine Hill	Philadelphia & Reading.
Milledgeville & Eatonton	Central of Georgia.
Milledgeville & Gordon	Central of Georgia.
Millen & Southern	Millen & South-western.
Millstone & New Brunswick	Pennsylvania (U. R.Rs. of N. J.)
Millville & Glassboro	West Jersey & Seashore.
Milton & Sutherlin	Not operated.
Milwaukee & Berlin	Chicago, Milwaukee & St. Paul.
Milwaukee & Chicago	Chicago & North-Western.
Milwaukee & Horicon	Chicago, Milwaukee & St. Paul.
Milwaukee & Lake Winnebago	Wisconsin Central.
Milwaukee & Madison	Chicago & North-Western.
Milwaukee & Mississippi	Chicago, Milwaukee & St. Paul.
Milwaukee & Northern	Chicago, Milwaukee & St. Paul.
Milwaukee & Prairie du Chien	Chicago, Milwaukee & St. Paul.
Milwaukee & St. Paul	Chicago, Milwaukee & St. Paul.
Milwaukee & Superior	Chicago, Milwaukee & St. Paul.
Milwaukee & Watertown	Chicago, Milwaukee & St. Paul.
Milwaukee & Waukesha	Chicago, Milwaukee & St. Paul.
Milwaukee & Western	Chicago, Milwaukee & St. Paul.
Milwaukee, Bay View & Chicago	Chicago, Lake Shore & Eastern.
Milwaukee, Benton Harbor & Columbus	Pere Marquette.
Milwaukee Cement	Chicago, Milwaukee & St. Paul.
Milwaukee, Chicago, Cassville & Montana	Chicago, Milwaukee & St. Paul.
Milwaukee, Dexterville & Northern	Chicago, Milwaukee & St. Paul.
Milwaukee, Fond du Lac & Green Bay	Chicago, Milwaukee & St. Paul.
Milwaukee, Lake Shore & Western	Chicago & North-Western.
Milwaukee, Menominee Falls & Western	Chicago, Milwaukee & St. Paul.
Milwaukee, Waukesha & Mississippi	Chicago, Milwaukee & St. Paul.
Minden	Louisiana & Arkansas.
Mine Hill	Philadelphia & Reading.
Mine Hill & East Mahanoy	Philadelphia & Reading.
Mine Hill & Schuylkill Haven	Philadelphia & Reading.
Mineral (Ohio)	Hocking Valley.
Mineral (Pa.)	Pennsylvania.
Mineral Point	Chicago, Milwaukee & St. Paul.
Mineral Range & L'Anse	Duluth, South Shore & Atlantic.
Minneapolis & Cedar Valley	Chicago, Milwaukee & St. Paul.
Minneapolis & Duluth	Minneapolis & St. Louis.
Minneapolis & North-western	Great Northern.
Minneapolis & St. Cloud	Great Northern.
Minneapolis & St. Croix	Minneap. St. Paul & Sault Ste. Marie.
Minneapolis & St. Louis (Cannon Valley Division)	Chicago Great Western.
Minneapolis, Sault Ste. Marie & Atlantic	Minneap. St. Paul & Sault Ste. Marie.
Minneapolis Union	Great Northern.
Minnesota & Iowa Southern	Minneapolis & St. Louis.
Minnesota & North-western	Chicago, Milwaukee & St. Paul.
Minnesota & North-western (of Ill.)	Chicago Great Western.
Minnesota & Pacific (1874)	Chicago, Milwaukee & St. Paul.
Minnesota & Pacific (1879)	Great Northern.
Minnesota & Wisconsin	Chicago, St. Paul, Minn. & Omaha.
Minnesota Central Railroad	Chicago, Milwaukee & St. Paul.
Minnesota Central Railway	Minneapolis & St. Louis.
Minnesota Midland	Chicago, Milwaukee & St. Paul.
Minnesota, New Ulm & South-west	Minneapolis & St. Louis.
Minnesota Northern	Northern Pacific.
Minnesota, St. Croix & Wisconsin	Wisconsin Central.
Minnesota Valley Railroad	Chicago, St. Paul, Minn. & Omaha.
Minnesota Valley Railway	Chicago & North-Western.
Missisquoi & Black River Valley	Canadian Pacific.
Missisquoi & Clyde	Canadian Pacific.
Missisquoi & Clyde Rivers	Canadian Pacific.
Missisquoi Valley	Central Vermont.
Mississippi	Chicago, Milwaukee & St. Paul.
Mississippi & Missouri	Chicago, Rock Island & Pacific.
Mississippi & Tennessee	Illinois Central.
Mississippi & Wabash	Wabash
Mississippi Central	Illinois Central.
Mississippi Central & Tennessee	Illinois Central.
Mississippi, Gainesville & Tuscaloosa	Mobile & Ohio.
Mississippi, Ouachita & Red River	St. Louis, Iron Mountain & Southern.
Mississippi River	Illinois Central.
Mississippi River & North-western	Logging road.
Mississippi, Terre Aux Bœufs & Lake	New Orleans Terminal Co.
Mississippi Valley	Chicago, Burlington & Quincy.
Mississippi Valley & Ship Island	Vazoo & Mississippi Valley.
Mississippi Valley & Western	Chicago, Burlington & Quincy.
Missoula & Bitter Root Valley	Northern Pacific.
Missouri & Western	St. Louis & San Francisco.

OLD NAME	NEW NAME OR NAME OF OPERATING COMPANY.
Missouri, Iowa & Nebraska	Chicago, Burlington & Quincy.
Missouri, Kansas & Eastern	Missouri, Kansas & Texas.
Missouri Midland	Missouri, Kansas & Texas.
Missouri River	Missouri Pacific.
Missouri River & Northwestern	Rapid City, Black Hills & Western.
Missouri River, Fort Scott & Gulf	Frisco System.
Missouri Valley	Chicago, Burlington & Quincy.
Mobile & Alabama Grand Trunk	Southern.
Mobile & Bay Shore	Mobile & Ohio.
Mobile & Birmingham	Southern.
Mobile & Girard	Central of Georgia.
Mobile & Great Northern	Louisville & Nashville.
Mobile & Montgomery	Louisville & Nashville.
Mobile & North-western	Yazoo & Mississippi Valley.
Mobile & West Alabama	Southern.
Mobile & Western	Operation suspended.
Mobile, Jacks n & Kansas City	New Orleans, Mobile & Chicago.
Mohawk & Adirondack	New York Central & Hudson River.
Mohawk & Hudson	New York Central & Hudson River.
Mohawk & Malone	New York Central & Hudson River.
Mohawk Valley	New York Central & Hudson River.
Moline & South-eastern	Abandoned.
Monadnock	Boston & Maine.
Monocacy Valley	Western Maryland.
Monongahela River	Baltimore & Ohio.
Monongahela Valley	Pennsylvania.
Monroe	Central of Georgia.
Monroeville & Sandusky City	Baltimore & Ohio.
Mont Alto	Cumberland Valley.
Montana Central	Great Northern.
Montana Union	Northern Pacific.
Montclair	Erie.
Montclair & Greenwood Lake	Erie.
Monte Cristo	Northern Pacific.
Monterey	Southern Pacific.
Monterey & Mexican Gulf	Nati nal Rys. of Mexico.
Monterey & Salinas Valley	Southern Pacific.
Montfort & Gatineau Colonization	Canadian Northern Quebec.
Montfort Colonization	Canadian Northern Quebec.
Montgomery & Erie	Erie.
Montgomery & Eufaula	Central of Georgia.
Montgomery & Florida	Atlantic Coast Line.
Montgomery & Prattville	Louisville & Nashville.
Montgomery & West Point	Western of Alabama.
Montgomery Southern	Atlantic Coast Line.
Monticello	Cleve. Cincin. Chicago & St. Louis.
Montpelier & St. Johnsbury	St. Johnsbury & Lake Champlain.
Montpelier & White River	Central Vermont.
Montreal & Atlantic	Canadian Pacific.
Montreal & Champlain	Grand Trunk.
Montreal & Ottawa	Canadian Pacific.
Montreal & Plattsburg	Delaware & Hudson.
Montreal & Province Line Ry	Central Vermont.
Montreal & Sorel	Quebec, Montreal & Southern.
Montreal & Vermont Junction	Central Vermont.
Montreal, Portland & Boston	Central Vermont.
Montrose	Lehigh Valley.
Moore County	Rails taken up.
Moorhead & Barnesville	Great Northern.
Morris & Essex	Delaware, Lackawanna & Western.
Morris County	Wharton & Northern.
Morristown & Cumberland Gap	Knoxville & Bristol.
Moshannon	Pennsylvania.
Moshannon & Clearfield	Pennsylvania.
Moss Point & Pascagoula	*Operated as Street Railway.*
Moulton & Albia	Chicago, Burlington & Quincy.
Mound City	Illinois Central.
Mountain Link	Philadelphia & Reading.
Mount Carbon	Philadelphia & Reading.
Mount Carbon & Port Carbon	Philadelphia & Reading.
Mount Carbon Coal	Illinois Central.
Mount Gilead Short Line	Cleve. Cincin. Chicago & St. Louis.
Mount Holly, Lumberton & Medford	Pennsylvania (U. R.Rs. of N.J.)
Mt. Jewett, Clermont & Northern	Pittsburg, Shawmut & Northern.
Mount Jewett & Smethport	Pittsburg, Shawmut & Northern.
Mount McGregor	Saratoga & Mt. McGregor. (Not operated.)
Mount Pleasant & Broad Ford	Baltimore & Ohio.
Mount Savage	Cumberland & Pennsylvania.
Mount Savage Iron Co.'s	Cumberland & Pennsylvania.
Mount Sterling	Chesapeake & Ohio.
Mount Tom & Easthampton	Boston & Maine.
Muncy Creek	Williamsport & North Branch.
Muscatine & Oak	Chicago, Rock Island & Pacific.
Muscatine & Tipton	Chicago, Rock Island & Pacific.
Muscogee	Central of Georgia.
Muskegon, Grand Rapids & Indiana	Grand Rapids & Indiana.
Muskegon River & Rose Lake	Abandoned.
Muskingum County	Ohio River & Western.
Muskogee Union	Missouri, Oklahoma & Gulf.
Muskrat & Clam River	Abandoned.
Nantasket Beach	New York, New Haven & Hartford.
Nanticoke	Central of New Jersey.
Nantucket	Not operated.
Nanuet & New City	New Jersey & New York.
Napanee, Tamworth & Quebec	Bay of Quinte.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Nashua, Acton & Boston	Boston & Maine.
Nashua & Lowell	Boston & Maine.
Nashua & Rochester	Boston & Maine.
Nashville & Chattanooga	Nashville, Chattanooga & St. Louis.
Nashville & Decatur	Louisville & Nashville.
Nashville & Florence	Louisville & Nashville.
Nashville & Knoxville	Southern.
Nashville & Memphis	Louisville & Nashville.
Nashville & North-western	Nashville, Chattanooga & St. Louis.
Nashville & Sparks	Douglas, Augusta & Gulf.
Nashville & Tellico	Tellico.
Nashville, Chattanooga & St. Louis (St. Louis Division)	Louisville & Nashville.
Nashville, Florence & Sheffield	Louisville & Nashville.
Nashville, Tellico & Charleston	Tellico.
Natchez & Eastern	Mississippi Central.
Natchez & Hamburg	Illinois Central.
Natchez, Brookhaven & Meridian	Illinois Central.
Natchez, Jackson & Columbus	Yazoo & Mississippi Valley.
Natchez, Red River & Texas	Natchez & Western.
Natchitoches	Texas & Pacific.
Natchitoches & Red River Valley	Texas & Pacific.
National City & Otay	San Diego Southern.
National of Tehuantepec	Tehuantepec National.
Naugatuck	New York, New Haven & Hartford.
Nebraska	Chicago, Burlington & Quincy.
Nebraska & Colorado	Chicago, Burlington & Quincy.
Nebraska & Lake Superior	Northern Pacific.
Nebraska & Western	Great Northern.
Nebraska City, Sidney & North-eastern	Chicago, Burlington & Quincy.
Nebraska, Topeka, Iola & Memphis	Atchison, Topeka & Santa Fe.
Neosho Valley	Missouri, Kansas & Texas.
Neosho Valley & Holden	Missouri, Kansas & Texas.
Nescopec	Pennsylvania.
Nesquehoning Valley	Central of New Jersey.
Nevada & Minden	Missouri Pacific.
Nevada & Oregon	Nevada-California-Oregon.
Nevada Pacific	Oregon Short Line.
Nevada Southern	Santa Fe.
New Albany & Salem	Chicago, Indianapolis & Louisville.
New Albany Belt & Terminal	Kentucky & Indiana Bridge.
Newark	Lehigh Valley.
Newark & Bloomfield	Delaware, Lackawanna & Western.
Newark & Delaware City	Philadelphia, Baltimore & Wash.
Newark & Elizabeth	Central of New Jersey.
Newark & Hudson	Erie.
Newark & New York	Central of New Jersey.
Newark & Passaic	Lehigh Valley.
Newark & Roselle	Lehigh Valley.
Newark, Somerset & Straitsville	Baltimore & Ohio.
New Bedford	New York, New Haven & Hartford.
New Bedford & Old Colony	New York, New Haven & Hartford.
New Bedford & Taunton	New York, New Haven & Hartford.
New Brighton & New Castle	Pennsylvania Company.
New Britain & Middletown	New York, New Haven & Hartford.
New Brunswick	Canadian Pacific.
New Brunswick & Canada	Canadian Pacific.
Newburg & New York	Erie.
Newburg, Dutchess & Connecticut	Central New England.
Newburyport	Boston & Maine.
Newburyport City	Boston & Maine.
New Canaan	New York, New Haven & Hartford.
New Castle	Abandoned.
New Castle & Beaver Valley	Pennsylvania Company.
New Castle & Franklin	Pennsylvania.
New Castle & Frenchtown	Philadelphia, Baltimore & Wash.
New Castle & Oil City	Pennsylvania.
New Castle & Rushville	Ft. Wayne, Cincinnati & Louisville.
New Castle & Wilmington	Philadelphia, Baltimore & Wash.
New Castle, Plain Grove & Butler	Pennsylvania.
New Egypt & Farmingdale	New York & Long Branch.
New England	New York, New Haven & Hartford.
Newfoundland	Reid Newfoundland Co.
New Hampshire Central	Boston & Maine.
New Haven & Derby	New York, New Haven & Hartford.
New Haven & New London	New York, New Haven & Hartford.
New Haven & Northampton	New York, New Haven & Hartford.
New Haven, Hartford & Springfield	New York, New Haven & Hartford.
New Haven, Middletown & Willimantic	New York, New Haven & Hartford.
New Haven, New London & Stonington	New York, New Haven & Hartford.
New Jersey	Pennsylvania (U. R.Rs. of N.J.)
New Jersey & New York	Erie.
New Jersey, Hudson & Delaware	New York, Susquehanna & Western.
New Jersey Junction	West Shore.
New Jersey Midland	New York, Susquehanna & Western.
New Jersey Southern	Central of New Jersey.
New Jersey Terminal	Central of New Jersey.
New Jersey Western	New York, Susquehanna & Western.
New Jersey West Line	Delaware, Lackawanna & Western.
New Lisbon	Erie.
New London Northern	Central Vermont.
New London, Willimantic & Palmer	Central Vermont.
New Mexican	Atchison, Topeka & Santa Fe.
New Mexico & Southern Pacific	Atchison, Topeka & Santa Fe.
New Orange Four Junction	Rahway Valley.
New Orleans & Gulf	New Orleans Terminal Co.
New Orleans & Mississippi Valley	Yazoo & Mississippi Valley.
New Orleans & Mobile	Louisville & Nashville.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
New Orleans & North western Railway	New Orleans & North-western Railroad.
New Orleans & Ohio	Illinois Central.
New Orleans & Selma	Louisville & Nashville.
New Orleans & Southern	Louisiana Southern.
New Orleans & Texas	Southern Pacific.
New Orleans & Western	New Orleans Terminal Co.
New Orleans, Baton Rouge, Vicksburg & Memphis	Yazoo & Mississippi Valley.
New Orleans Belt & Terminal Co	New Orleans Terminal Co.
New Orleans, Ft. Jackson & Grand Isle	New Orleans Southern.
New Orleans, Jackson & Great Northern	Illinois Central.
New Orleans, Jackson & Northern	Illinois Central.
New Orleans, Mobile & Chattanooga	Louisville & Nashville.
New Orleans, Mobile & Texas	Louisville & Nashville. Southern Pacific. Texas & Pacific.
New Orleans, Natchez & Fort Scott	New Orleans & North-western.
New Orleans, Opelousas & Great Western	Southern Pacific.
New Orleans Pacific	Texas & Pacific.
New Orleans, St. Louis & Chicago	Illinois Central.
New Orleans, Spanish Fort & Lake	New Orleans Great Northern.
New Portage	Pennsylvania.
Newport & Richford	*Owned by* Boston & Maine. *Operated by* Canadian Pacific.
Newport & Wickford	New York, New Haven & Hartford.
Newport News & Miss. Valley—	
Eastern Division	Chesapeake & Ohio.
Western Division	Illinois Central.
New River	Norfolk & Western.
Newry	Pennsylvania.
New Sharon Coal Valley & Eastern	Iowa Central.
Newton & Monroe	Chicago, Rock Island & Pacific.
Newton & Northwestern	Fort Dodge, Des Moines & Southern.
Newtown & Flushing	Long Island.
New Westminster & Southern	Great Northern.
New York & Boston	New York, New Haven & Hartford.
New York & Boston (Mass. and R.I.)	New York, New Haven & Hartford.
New York & Boston (N.Y.)	New York Central & Hudson River.
New York & Canada	Delaware & Hudson.
New York & Erie	Erie.
New York & Flushing	Long Island.
New York & Fort Lee	Erie.
New York & Greenwood Lake	Erie.
New York & Hempstead	Long Island.
New York & Hempstead Plains	Long Island.
New York & Harlem	New York Central & Hudson River.
New York & Hartford	New York, New Haven & Hartford
New York & Long Beach	Long Island.
New York & Mahopac	New York Central & Hudson River.
New York & Massachusetts	Central New England.
New York & New England	New York, New Haven & Hartford.
New York & New Haven	New York, New Haven & Hartford.
New York & New Orange	Railway Valley.
New York & Norfolk	New York, Philadelphia & Norfolk.
New York & Northern	New York Central & Hudson River.
New York & North Pennsylvania	Buffalo & Susquehanna.
New York & Oswego Midland	New York, Ontario & Western.
New York & Pennsylvania Railroad	New York & Pennsylvania Railway.
New York & Pittsburgh Air Line	Philipsburg *R.R.*
New York & Pittsburgh Central	Philipsburg *R.R.*
New York & Putnam	New York Central & Hudson River.
New York & Rockaway Beach	Long Island.
New York & Stonington	New York, New Haven & Hartford.
New York Bay	Pennsylvania (U. R.Rs. of N.J.)
New York, Boston & Montreal	New York Central & Hudson River.
New York, Boston & Northern	New York Central & Hudson River.
New York Central	New York Central & Hudson River.
New York City & Northern	New York Central & Hudson River.
New York, Housatonic & Northern	New York, New Haven & Hartford.
New York, Kingston & Syracuse	Ulster & Delaware.
New York, Lackawanna & Western	Delaware, Lackawanna & Western.
New York, Lake Erie & Western	Erie.
New York, Mahoning & Western	Cincinnati, Hamilton & Dayton.
New York, Pennsylvania & Ohio	Erie.
New York, Pittsburg & Chicago	Pittsburgh, Lisbon & Western.
New York, Providence & Boston	New York, New Haven & Hartford.
New York, Rutland & Montreal	Rutland.
New York, Westchester & Putnam	New York Central & Hudson River.
New York West Shore & Buffalo	West Shore.
Niagara Bridge & Canandaigua	New York Central & Hudson River.
Niagara Falls & Lake Ontario	Abandoned.
Niagara Falls & Lewiston	Niagara Gorge.
Niagara Falls Branch Railroad	New York Central & Hudson River.
Niles & New Lisbon	Erie.
Niles & South Bend	Michigan Central.
Noble Lake & Southern	Abandoned.
Nodaway Valley	Chicago, Burlington & Quincy.
Norfolk, Albemarle & Atlantic	Norfolk & Southern.
Norfolk & Carolina	Atlantic Coast Line.
Norfolk & Petersburg	Norfolk & Western.
Norfolk & Southern Railroad	Norfolk & Southern Railway.
Norfolk & Virginia Beach	Norfolk & Southern.
Norfolk County	New York, New Haven & Hartford.
Norfolk Southern	Norfolk & Southern.
Norfolk, Virginia Beach & Southern	Norfolk & Southern.
Norfolk, Willoughby Spit & Old Point	Norfolk & Ocean View (Electric).
Norristown & Allentown	Philadelphia & Reading.
Norristown & Freemansburg	Philadelphia & Reading.
North & South	Illinois Central. Chicago & Alton.
North & South Georgia	Central of Georgia.
North Bend & Kettle Creek	Abandoned.
North Branch Canal	Lehigh Valley.
North Brookfield	New York Central & Hudson River.
North Carolina	Southern.
North Carolina Midland	Southern.
North-east & South-west (Ala.)	Alabama Great Southern.
North-eastern Georgia	Tallulah Falls.
North-eastern of Georgia	Southern.
North-eastern of South Carolina	Atlantic Coast Line.
North-east Pennsylvania	Philadelphia & Reading.
Northern Adirondack	New York & Ottawa.
Northern & North-western	Grand Trunk.
Northern & Western	Intercolonial.
Northern California	Southern Pacific.
Northern (Can.)	Grand Trunk.
Northern Central (Mich.)	Lake Shore & Michigan Southern.
Northern Cross	Chicago, Burlington & Quincy.
Northern Extension	Grand Trunk.
Northern Illinois	Chicago, Milwaukee & St. Paul.
Northern Indiana	Lake Shore & Michigan Southern.
Northern Indiana & Chicago	Lake Shore & Michigan Southern.
Northern Liberties & Penn Township	Philadelphia & Reading.
Northern Nebraska	Chicago & North-Western.
Northern (N.H.)	Boston & Maine.
Northern New York	New York & Ottawa.
Northern of New Jersey. *Operated by*	Erie.
Northern of New York	Central Vermont.
Northern Ogdensburg	Central Vermont.
Northern Pacific & Cascade	Northern Pacific.
Northern Pacific & Manitoba	Canadian Northern.
Northern Pacific & Puget Sound Shore	Northern Pacific.
Northern Pacific, Fergus & Black Hills	Northern Pacific.
Northern Railway	Southern Pacific.
North Galveston, Houston & Kansas City	Gal. Harrisburg & San Antonio.
North Grey	Grand Trunk.
North Lebanon	Cornwall.
North Louisiana & Texas	Vicksburg, Shreveport & Pacific.
North Missouri	Wabash.
North New Jersey	New York, Susquehanna & Western.
North Pacific Coast	Northwestern Pacific.
North Pacific, La Moure & Missouri River	Northern Pacific.
North Pennsylvania	Philadelphia & Reading.
North River	West Shore.
North Shore (Cal.)	Northwestern Pacific.
North Shore (Can.)	Canadian Pacific.
North Shore (L. I.)	Long Island.
North-west & Florida	Atlantic Coast Line.
North-western (Can.)	Grand Trunk.
North-western (Pa.)	Pennsylvania.
North-western (Va.)	Baltimore & Ohio.
North-western Grand Trunk	Grand Trunk Western.
North-western North Carolina	Southern.
North-western (S.C.)	Atlantic Coast Line.
North-western Ohio	Pennsylvania Company.
North-western Union	Chicago & North-Western.
North Wisconsin	Chicago, St. Paul, Minn. & Omaha.
Norwich & Worcester	New York, New Haven & Hartford.
Norwood & Montreal	New York Central & Hudson River.
Nottingham	Abandoned.
Nova Scotia	Intercolonial.
Nova Scotia Central	Halifax & Southwestern.
Nyack & Northern	Erie.
Oakdale & Cumberland Mountain	Southern.
Oakland & Township	Southern Pacific.
Oakley & Colby	Union Pacific.
Ocean City	West Jersey & Seashore.
Ocean View	Wilmington Sea Coast (Electric).
Ocilla & Irwinville	Atlanta, Birmingham & Atlantic.
Ocilla & Valdosta	Fitzgerald, Ocilla & Broxton.
Ocilla, Pinebloom & Valdosta	Douglas, Augusta & Gulf.
Ocilla & Worth	Atlanta, Birmingham & Atlantic.
Oconee & Western	Wrightsville & Tennille.
Oconto & South-western	Chicago, Milwaukee & St. Paul.
Offerman & Western	Atlanta, Birmingham & Atlantic.
Ogden & Syracuse	Oregon Short Line.
Ogdensburg	Rutland.
Ogdensburg & Lake Champlain	Rutland.
Ogdensburg & Morristown	New York Central & Hudson River.
Ogemaw & North-western	Operation suspended.
Ogle & Carroll County	Chicago, Burlington & Quincy.
Ohio & Baltimore Short Line	Baltimore & Ohio.
Ohio & Big Sandy	Chesapeake & Ohio.
Ohio & Indiana	Pittsburgh, Fort Wayne & Chicago.
Ohio & Indianapolis (1872)	Cincinnati, Hamilton & Dayton.
Ohio & Indianapolis (1866)	Pitts. Cincin. Chicago & St. Louis.
Ohio & Indiana State Line	Cleve. Cincin. Chicago & St. Louis.
Ohio & Little Kanawha	Baltimore & Ohio.
Ohio & Mississippi	Baltimore & Ohio Southwestern.
Ohio & North-western	Norfolk & Western.
Ohio & Pennsylvania	Pittsburgh, Fort Wayne & Chicago.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Ohio & Toledo	Wheeling & Lake Erie.
Ohio & West Virginia	Hocking Valley.
Ohio Central	Toledo & Ohio Central.
Ohio Central (River Division)	Kanawha & Michigan.
Ohio Connecting	Pennsylvania Company.
Ohio, Indiana & Missouri	Cincinnati, Hamilton & Dayton.
Ohio, Indiana & Pacific	Cleve. Cincin. Chicago & St. Louis.
Ohio, Indiana & Western	Cleve. Cincin. Chicago & St. Louis
Ohio, Kentucky & Virginia	South & Western.
Ohio River	Baltimore & Ohio.
Ohio River & Charleston	South & Western.
Ohio River & Charleston (Carolinas Division)	Southern.
Ohio River & Charleston of Kentucky	Chesapeake & Ohio.
Ohio River & Lake Erie	Lake Erie, Alliance & Wheeling.
Ohio River Junction	North Shore.
Ohio Southern	Detroit, Toledo & Ironton.
Ohio Valley	Illinois Central.
Oil City & Chicago	Pennsylvania.
Oil City & Pithole	Abandoned.
Oil City & Ridgeway	Abandoned—rails taken up.
Oil Creek	Pennsylvania.
Oil Creek & Allegheny River	Pennsylvania.
Oklahoma City & Western	St. Louis & San Francisco.
Old Colony	New York, New Haven & Hartford.
Old Colony & Fall River	New York, New Haven & Hartford.
Old Colony & Newport	New York New Haven & Hartford.
Old Orchard Beach	Boston & Maine.
Old Orchard Junction	Abandoned.
Old Town & Lincoln	Maine Central.
Olean	Pittsburg, Shawmut & Northern.
Olean & Salamanca	Pennsylvania.
Olean Bradford & Warren	Pennsylvania.
Olean, Oswayo & Eastern	New York & Pennsylvania.
Olympia & Chehalis Valley	Northern Pacific.
Olympia & Tenino	Northern Pacific.
Omaha & Northern Nebraska	Chicago, St. Paul, Minn. & Omaha.
Omaha & North Platte	Chicago, Burlington & Quincy.
Omaha & North-western	Chicago, St. Paul, Minn. & Omaha.
Omaha & Republican Valley	Union Pacific.
Omaha & St. Louis	Wabash.
Omaha & South-western	Chicago, Burlington & Quincy.
Omaha Belt	Missouri Pacific.
Omaha, Blanchard and Duluth & St. Croix	Washburn & Northwestern.
Omaha, Dodge City & Southern	Dodge City, Montezuma & Trinidad. Not operated.
Omaha, Hutchinson & Gulf	Atchison, Topeka & Santa Fe.
Omaha, Kansas City & Eastern	Quincy, Omaha & Kansas City.
Omaha, Niobrara & Black Hills	Union Pacific.
Omaha Southern	Missouri Pacific.
Ontario & Quebec	Canadian Pacific.
Ontario, Belmont & Northern	Central Ontario.
Ontario, Carbondale & Scranton	New York, Ontario & Western
Ontario, Simcoe & Huron	Grand Trunk.
Ontario Southern	Northern Central.
Ontonagon & Brule River	Chicago Milwaukee & St. Paul.
Ontonagon & State Line	Chicago & North-Western.
Opelika & Talladega	Central of Georgia.
Orange, Alexandria & Manassas	Southern.
Orange & Alexandria	Southern.
Orange Belt	Atlantic Coast Line.
Orange County	Lehigh & Hudson River.
Orangeville & Lehigh	Susq. Bloomsburg & Berwick.
Oregon & California	Southern Pacific.
Oregon & Washington Territory	Northern Pacific.
Oregon Central	Southern Pacific.
Oregon Central & Eastern	Corvallis & Eastern.
Oregonian	Southern Pacific.
Oregon Improvement Co	Pacific Coast Co.
Oregon Pacific	Corvallis & Eastern.
Oregon Short Line & Utah Northern	Oregon Short Line.
Oregon Short Line (South and West of Salt Lake City)	San Pedro, Los Angeles & Salt Lake.
Oregon Water Power & Ry Co	Portland Ry. Light & Power Co.
Orion & Minersville	Chicago, Burlington & Quincy.
Orlando & Winter Park	Seaboard Air Line.
Osage Valley & Southern Kansas	Missouri Pacific.
Osceola & Lake Jesup	Seaboard Air Line.
Oshkosh & Mississippi	Chicago, Milwaukee & St. Paul.
Oswego & Rome	New York Central & Hudson River.
Oswego & Syracuse	Delaware, Lackawanna & Western.
Ottawa & Burlington	Atchison, Topeka & Santa Fe.
Ottawa & Gatineau	Canadian Pacific.
Ottawa & Gatineau Valley	Canadian Pacific.
Ottawa & New York	*Operated as* New York & Ottawa.
Ottawa & Prescott	Canadian Pacific.
Ottawa, Arnprior & Parry Sound	Canada Atlantic.
Ottawa Northern & Western	Canadian Pacific.
Ottawa, Oswego & Fox River Valley	Chicago, Burlington & Quincy
Ottumwa & Kirkville	Not operated.
Ottumwa, Cedar Falls & St. Paul	Chicago & North-Western.
Ouachita River	Saginaw & Ouachita River.
Owasco River	Industrial Road.
Owensboro & Nashville	Louisville & Nashville.
Owensboro & Russellville	Louisville & Nashville.
Owensboro, Falls of Rough & Green River	Illinois Central.
Oxford & Clarksville	Southern.
Oxford & Henderson	Southern.
Ozark & Cherokee Central	St. Louis & San Francisco.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Pacific (Neb.)	Missouri Pacific.
Pacific & Great Eastern	Operation suspended.
Pacific of Missouri	Missouri Pacific. St. Louis & San Francisco.
Paducah & Elizabethtown	Illinois Central.
Paducah & Gulf	Illinois Central.
Paducah & Memphis	Illinois Central.
Paducah & Tennessee	Nashville, Chattanooga & St. Louis.
Paducah, Tennessee & Alabama	Nashville, Chattanooga & St. Louis
Painesville & Youngstown	Baltimore & Ohio.
Painesville, Canton & Bridgeport	Wheeling & Lake Erie.
Paint River	Chicago & North-Western.
Pajaro & Santa Cruz	Southern Pacific.
Palatka & Indian River	Atlantic Coast Line.
Palmer & Michiasport	Whitneyville & Michiasport. Abandoned.
Palmer Lines in Missouri and Ark.	Butler County.
Palmetto	Seaboard Air Line.
Pamlico, Oriental & Western	Norfolk & Southern.
Pana, Springfield & North-western	Baltimore & Ohio Southwestern.
Pan Handle	Pitts. Cincin. Chicago & St. Louis.
Paragould & Buffalo Island	Paragould South-eastern.
Paris & Danville	Cleve. Cincin. Chicago & St. Louis.
Paris & Decatur	Vandalia.
Paris & Great Northern	St. Louis & San Francisco.
Paris, Marshall & Sabine Pass	Texas Southern.
Parker & Karns City	Baltimore & Ohio.
Parry Sound Colonization	Canada Atlantic.
Parsons & Pacific	Missouri, Kansas & Texas.
Pasadena	San Pedro, Los Angeles & Salt Lake.
Passaic & Delaware	Delaware, Lackawanna & Western.
Passumpsic	Boston & Maine.
Paterson & Hudson River	Erie.
Paterson & Newark	Erie.
Paterson & Ramapo	Erie.
Paterson, Newark & New York	Erie.
Patten & Sherman	Bangor & Aroostook.
Paulding & Cecil	Cincinnati Northern.
Pawnee	Chicago & Illinois Midland.
Paw Paw	Pere Marquette.
Pawtucket Valley	New York, New Haven & Hartford.
Peach Bottom (Eastern Division)	Lancaster, Oxford & Southern.
Peach Bottom (Middle Division)	Maryland & Pennsylvania.
Pearl & Leaf River	Mississippi Central.
Pecos & Northern Texas	Santa Fe.
Pecos River	Santa Fe.
Pecos Valley	Santa Fe.
Pecos Valley & Northeastern	Eastern New Mexico.
Pekin, Lincoln & Decatur	Illinois Central.
Pemberton & New York	Pennsylvania (U. R. Rs. of N. J.)
Pemberton & Sea Shore	Pennsylvania.
Pembroke Southern	Grand Trunk.
Pemigewassett Valley	Boston & Maine.
Peninsula (Fla.)	Seaboard Air Line
Peninsula (Ind.)	Grand Trunk Western.
Peninsula (Md.)	New York, Philadelphia & Norfolk.
Peninsular (Lower Michigan)	Grand Trunk Western.
Peninsular (Upper Michigan)	Chicago & North-Western.
Penn Haven & White Haven	Lehigh Valley.
Pennsboro & Harrisville	Lorama.
Pennsylvania & Delaware	Philadelphia, Baltimore & Wash.
Pennsylvania & Erie (Earley Branch)	Erie.
Pennsylvania & New York Canal	Lehigh Valley.
Pennsylvania & Northwestern	Pennsylvania.
Pennsylvania Central	Pennsylvania.
Pennsylvania Eastern	Operation suspended.
Pennsylvania in Maryland	George's Creek & Cumberland.
Pennsylvania Midland	New York, Susquehanna & Western.
Pennsylvania, Poughkeepsie & Boston	Lehigh & New England.
Pennsylvania Schuylkill Valley	Pennsylvania.
Pennsylvania, Slatington & New Eng.	Lehigh & New England.
Penn Yan & New York	New York Central & Hudson River.
Penobscot	Maine Central.
Penobscot & Kennebec	Maine Central.
Penobscot Shore Line	Maine Central.
Pensacola	Louisville & Nashville.
Pensacola & Atlantic	Louisville & Nashville.
Pensacola & Georgia	Seaboard Air Line.
Pensacola & Louisville	Louisville & Nashville.
Pensacola & Perdido	Pensacola, Alabama & Tennessee.
Pennsboro & Harrisville (Ritchie Co.)	Lorama.
Peoria & Bureau Valley	Chicago, Rock Island & Pacific.
Peoria & Burlington	Chicago Burlington & Quincy.
Peoria & Eastern	Cleve. Cincin. Chicago & St. Louis.
Peoria & Farmington	Iowa Central.
Peoria & Hannibal	Chicago, Burlington & Quincy.
Peoria & Oquawka	Chicago, Burlington & Quincy.
Peoria & Pekin Terminal	Peoria Ry. Terminal Co.
Peoria & Rock Island	Chicago, Rock Island & Pacific.
Peoria & Springfield	Peoria & Pekin Union.
Peoria, Decatur & Evansville	Illinois Central.
Peoria, Pekin & Jacksonville	Chicago, Peoria & St. Louis.
Perry	Buffalo, Rochester & Pittsburgh.
Perry County	Susquehanna River & Western.
Perth Amboy & Woodbridge	Pennsylvania (U. R. Rs. of N. J.)
Peru & Indianapolis	Lake Erie & Western.
Peterboro	Boston & Maine
Peterboro & Hillsboro	Boston & Maine.
Peterboro & Shirley	Boston & Maine.
Petersburg	Atlantic Coast Line.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Petitcodiac & Elgin	Elgin & Havelock.
Philadelphia & Atlantic City	Atlantic City.
Philadelphia & Baltimore Central	Philadelphia, Baltimore & Wash.
Philadelphia & Brigantine	Abandoned.
Philadelphia & Chester Valley	Philadelphia & Reading.
Philadelphia & Columbia	Pennsylvania.
Philadelphia & Delaware County	Philadelphia, Baltimore & Wash.
Philadelphia & Erie	Pennsylvania.
Philadelphia & Long Branch	Pennsylvania.
Philadelphia & Sunbury	Northern Central.
Philadelphia & Trenton	Pennsylvania (U. R.Rs. of N.J.)
Philadelphia, Germantown & Chestnut Hill	Pennsylvania (U. R.Rs. of N.J.)
Philadelphia, Germantown & Norristown	Philadelphia & Reading.
Philadelphia, Harrisburg & Pittsburg	Philadelphia & Reading.
Philadelphia, Marlton & Medford	West Jersey & Seashore.
Philadelphia, Newtown & New York	Philadelphia & Reading.
Philadelphia, Reading & New England	Central New England.
Philadelphia, Wilming. & Baltimore	Philadelphia, Baltimore & Wash.
Phillips & Rangeley	Sandy River & Rangeley Lakes.
Philipsburg Railroad	Philipsburg & Susquehanna Valley.
Philipsburg Railway	Philipsburg Ry. & Quarry Co.
Phœnix	Buffalo & Susquehanna.
Pickering Valley	Philadelphia & Reading.
Piedmont	Southern.
Piedmont & Cumberland	Western Maryland.
Pike's Peak	Manitou & Pike's Peak.
Pinconning	Michigan Central.
Pine Bluff & Eastern	Pine Bluff Arkansas River.
Pine Bluff & Swan Lake	Pine Bluff Arkansas River.
Pine Bluff, Monroe & New Orleans	St. Louis South-western.
Pine Creek	New York Central & Hudson River.
Pine Grove & Lebanon	Philadelphia & Reading.
Pinehurst	Operation discontinued.
Pine River Valley & Stevens' Point	Chicago, Milwaukee & St. Paul.
Pithole Valley	Abandoned.
Pittsboro	Seaboard Air Line.
Pittsburg, Akron & Western	Northern Ohio.
Pittsburg & Castle Shannon	Pittsburg.
Pittsburg & Columbus	St. Louis & San Francisco.
Pittsburg & Connellsville	Baltimore & Ohio.
Pittsburg & State Line	Buffalo, Rochester & Pittsburgh.
Pittsburg & Steubenville	Pitts. Cincin. Chicago & St. Louis.
Pittsburg & Western	Baltimore & Ohio.
Pittsburg, Bessemer & Lake Erie	Bessemer & Lake Erie.
Pittsburg, Bradford & Buffalo	Baltimore & Ohio.
Pittsburg, Castle Shannon & Washington	Baltimore & Ohio.
Pittsburg, Cleveland & Toledo	Baltimore & Ohio.
Pittsburg, Columbus & Cincinnati	Pitts. Cincin. Chicago & St. Louis.
Pittsburg, Kittaning & Warren	Pennsylvania.
Pittsburg McKeesport & Youghiogheny	Pittsburgh & Lake Erie.
Pittsburg, Mount Vernon, Columbus & London	Cleveland, Akron & Columbus.
Pittsburg, New Castle & Lake Erie	Baltimore & Ohio.
Pittsburg, Painesville & Fairport	Baltimore & Ohio
Pittsburg, Shenango & Lake Erie	Bessemer & Lake Erie.
Pittsburg Southern	Baltimore & Ohio.
Pittsburg, Titusville & Buffalo	Pennsylvania.
Pittsburg, Virginia & Charleston	Pennsylvania.
Pittsburg, Washington & Baltimore	Baltimore & Ohio.
Pittsburg, Wheeling & Kentucky	Pennsylvania Company.
Pittsburgh & Northwest	Baltimore & Ohio.
Pittsburgh, Cincinnati & St. Louis	Pitts. Cincin. Chicago & St. Louis.
Pittsburgh East & West	Baltimore & Ohio.
Pittsburgh, Fort Wayne & Chicago	Pennsylvania Company.
Pittsburgh, Johnstown, Ebensburg & Eastern	Phillipsburg R.R.
Pittsburgh, Lake Erie & Western	Baltimore & Ohio.
Pittsburgh, Lisbon & Western (Salem to Washingtonville)	Youngstown & Ohio River.
Pittsburgh, Marion & Chicago	Pittsburgh, Lisbon & Western.
Pittsburgh, Maysville & Cincinnati	Baltimore & Ohio.
Pittsburgh, Mount Vernon & Springfield	Cleveland, Akron & Columbus.
Pittsburgh, Ohio Valley & Cincinnati	Pennsylvania Company.
Pittsburgh, Youngstown & Ashtabula	Pennsylvania Company.
Pittsfield & North Adams	New York Central & Hudson River.
Placerville & Sacramento Valley	Southern Pacific.
Plainview	Chicago & North-Western.
Plant System	Atlantic Coast Line.
Platte County	Chicago, Burlington & Quincy.
Plattsburgh & Dannemora	Delaware & Hudson.
Plattsburgh & Montreal	Delaware & Hudson.
Pleasant Hill & De Soto	Kansas City, Clinton & Springfield.
Pleasantville & Ocean City	West Jersey & Seashore.
Plymouth	Philadelphia & Reading.
Plymouth & Vineyard Sound	New York, New Haven & Hartford.
Plymouth, Kankakee & Pacific	Chicago, Indiana & Southern.
Pomeroy & Newark	Pennsylvania.
Pomeroy & State Line	Pennsylvania.
Pontchartrain	Louisville & Nashville.
Pontiac, Oxford & Northern	Grand Trunk Western.
Pontiac Pacific Junction	Canadian Pacific.
Portage	Oregon R.R. & Navigation Co.
Portage & Superior	Wisconsin Central.
Portage, Stevens Point & Superior	Wisconsin Central.
Portage, Winnebago & Lake Superior	Wisconsin Central.
Port Arthur, Duluth & Western	Canadian Northern.
Port Clinton	Lake Shore & Michigan Southern.
Port Dickinson & Chenango River	Not operated.
Port Dover & Lake Huron	Grand Trunk.
Port Edward, Centralia & Northern	Wisconsin Central.
Porter's Creek & Gauley	Abandoned.
Port Hope, Lindsay & Beavertown	Grand Trunk.
Port Huron & Lake Michigan	Grand Trunk Western.
Port Huron & Milwaukee	Grand Trunk Western.
Port Huron & North-western	Pere Marquette.
Port Jervis, Monticello & New York	New York, Ontario & Western.
Port Jervis, Monticello & Summitville	New York, Ontario & Western.
Port Kennedy	Philadelphia & Reading.
Portland & Kennebec	Maine Central.
Portland & Ogdensburg	Maine Central.
Portland & Ogdensburg (Vt. Div.)	St. Johnsbury & Lake Champlain.
Portland & Oxford Central	Maine Central.
Portland & Rochester	Boston & Maine.
Portland & Rumford Falls	Maine Central.
Portland & Seattle	Spokane Portland & Seattle.
Portland & Southeastern	Mississippi Valley.
Portland & Willamette Valley	Southern Pacific.
Portland & Yamhill	Southern Pacific.
Portland, Saco & Portsmouth	Boston & Maine.
Portland, Vancouver & Yakima	Northern Pacific.
Port Royal	Charleston & Western Carolina.
Port Royal & Augusta	Charleston & Western Carolina.
Port Royal & Western Carolina	Charleston & Western Carolina.
Portsmouth & Concord	Boston & Maine.
Portsmouth & Dover	Boston & Maine.
Portsmouth & Roanoke	Seaboard Air Line.
Portsmouth & Tygart Valley	Private road.
Portsmouth, Great Falls & Conway	Boston & Maine.
Portsmouth, Newmarket & Concord	Boston & Maine.
Portsmouth, Newmarket & Exeter	Boston & Maine
Port Townsend Southern	Northern Pacific.
Port Whitby & Port Perry	Grand Trunk.
Potomac Valley	Western Maryland.
Potsdam & Watertown	New York Central & Hudson River.
Pottstown & Mahanoy	Pennsylvania.
Poughkeepsie & Eastern	Central New England.
Poughkeepsie, Hartford & Boston	Central New England.
Powells Valley	Southern.
Powellton & Pocahontas	Chesapeake & Ohio.
Prescott & Arizona Central	Not operated.
Prescott & Eastern	Santa Fe, Prescott & Phœnix.
Prince Edward County	Central Ontario.
Providence & Bristol	New York, New Haven & Hartford.
Providence & Plainfield	New York, New Haven & Hartford.
Providence & Springfield	New York, New Haven & Hartford.
Providence & Worcester	New York, New Haven & Hartford.
Providence, Warren & Bristol	New York, New Haven & Hartford.
Providence, Webster & Springfield	New York Central & Hudson River.
Pueblo & Arkansas Valley	Atchison, Topeka & Santa Fe.
Pueblo & Salt Lake	Atchison, Topeka & Santa Fe.
Puget Sound & Grays Harbor	Northern Pacific (in part).
Puget Sound Shore	Northern Pacific.
Puyallup Branch Ry	Northern Pacific.
Quakake	Lehigh Valley.
Quakertown & Eastern	Pennsylvania Eastern.
Quebec & St. Andrews	Canadian Pacific.
Quebec, Montmorency & Charlevoix	Quebec Ry. Light & Power Co.
Quebec, Montreal, Ottawa & Occidental	Canadian Pacific.
Quebec, New Brunswick & Nova Scotia	Canadian Northern Quebec.
Quebec Southern	Quebec, Montreal & Southern.
Queen Anne & Kent	Philadelphia, Baltimore & Wash.
Queen Anne's	Maryland, Delaware & Virginia.
Quincy, Alton & St. Louis	Chicago, Burlington & Quincy.
Quincy & Carthage	Chicago, Burlington & Quincy.
Quincy & Chicago	Chicago, Burlington & Quincy.
Quincy & Palmyra	Chicago, Burlington & Quincy.
Quincy & Toledo	Wabash.
Quincy & Warsaw	Chicago, Burlington & Quincy
Quincy, Carrollton & St. Louis	Chicago & Alton.
Quincy, Missouri & Pacific	Quincy, Omaha & Kansas City.
Rabun Gap	Southern.
Racine & Mississippi	Chicago, Milwaukee & St. Paul.
Racine & Southwestern	Abandoned.
Racine, Janesville & Mississippi	Chicago & North-Western.
Raleigh & Augusta Air Line	Seaboard Air Line.
Raleigh & Cape Fear	Raleigh & Southport.
Raleigh & Gaston	Seaboard Air Line.
Raleigh & Pamlico	Norfolk & Southern.
Raleigh & Western	Operation discontinued.
Ramona & San Bernardina	Southern Pacific.
Randolph & Bridgewater	New York, New Haven & Hartford.
Randsburg	Atchison, Topeka & Santa Fe.
Rantoul	Illinois Central.
Raritan & Delaware Bay	Philadelphia & Reading.
Ravenswood, Spencer & Glenville	Baltimore & Ohio.
Reading & Columbia	Philadelphia & Reading.
Reading & Lehigh	Philadelphia & Reading.
Reading & Pottsville	Pennsylvania.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Reading, Marietta & Hanover	Philadelphia & Reading.
Red Oak & Atlantic	Chicago, Burlington & Quincy.
Redondo Beach	A. T. & S. Fe (Coast Lines).
Red River & Lake of the Woods	Great Northern.
Red River & Manitoba	Great Northern.
Red River Valley	Great Northern.
Reidsville & Southeastern	Georgia Coast & Piedmont.
Reno, Pithole & Oil Creek	Abandoned.
Rensselaer & Saratoga	Delaware & Hudson.
Republican Valley (Kan.)	Missouri Pacific.
Republican Valley (Neb.)	Chicago, Burlington & Quincy.
Republican Valley & Kansas	Chicago, Burlington & Quincy.
Republic & Kettle River	Spokane & British Columbia.
Rew City & Eldred	Big Level & Kinzua.
Rhinebeck & Connecticut	Central New England.
Rhode Island & Massachusetts	New York, New Haven & Hartford.
Rhode Island Central	New York, New Haven & Hartford.
Rice Lake, Dallas & Menominee	Minneapolis, St. P. & Sault Ste. Marie
Rich Hill	Frisco System.
Richland & Petersburg	West Jersey & Seashore.
Richmond & Allegheny	Chesapeake & Ohio.
Richmond & Covington	Pitts. Cincin. Chicago & St. Louis.
Richmond & Danville	Southern.
Richmond & Mecklenburg	Southern.
Richmond & Miami	Pitts. Cincin. Chicago & St. Louis.
Richmond & Petersburg	Atlantic Coast Line.
Richmond & York River	Southern.
Richmond, Nicholasville, Irvine & Beattyville	Louisville & Atlantic.
Richmond, York River & Chesapeake	Southern.
Ridgefield Park	West Shore.
Ridgeway & Clearfield	Pennsylvania.
Rio Grande & El Paso	Atchison, Topeka & Santa Fe.
Rio Grande & Pecos	Rio Grande & Eagle Pass.
Rio Grande & Santa Fe	Denver & Rio Grande.
Rio Grande, Mexico & Pacific	Atchison, Topeka & Santa Fe.
Rio Grande, Pagosa & Northern	Denver & Rio Grande.
Rio Grande, Sierra Madre & Pacific	Mexico Northwestern.
Rio Grande Western	Denver & Rio Grande.
Ripley	Mobile, Jackson & Kansas City.
Ripley & Mill Creek Valley	Baltimore & Ohio.
Ripon & Wolf River	Chicago, Milwaukee & St. Paul.
River Falls	Chicago, St. Paul, Minn. & Omaha.
River Front	Pennsylvania (U. R.Rs. of N.J.)
Roanoke	Seaboard Air Line.
Roanoke & Southern	Norfolk & Western.
Roanoke & Tar River	Seaboard Air Line.
Roanoke Valley	Southern.
Roaring Creek & Belington	Coal & Coke.
Roaring Creek & Charleston	Coal & Coke.
Rochester & Charlotte	Buffalo, Rochester & Pittsburgh.
Rochester & Genesee Valley	Erie.
Rochester & Honeoye Valley	Lehigh Valley.
Rochester & Lake Beach	New York Central & Hudson River.
Rochester & Lake Ontario (1855)	New York Central & Hudson River.
Rochester & Lockport	New York Central & Hudson River.
Rochester & Northern Minnesota	Chicago & North-Western.
Rochester & Ontario Belt	New York Central & Hudson River
Rochester & Pine Creek	Silver Lake.
Rochester & Pittsburgh	Buffalo, Rochester & Pittsburgh.
Rochester & State Line	Buffalo, Rochester & Pittsburgh.
Rochester & Syracuse	New York Central & Hudson River.
Rochester & Western Minnesota	Chicago & North-Western.
Rochester, Beaver Falls & Western	Pennsylvania Company.
Rochester, Hornellsville & Lackawanna	Pittsburg, Shawmut & Northern.
Rochester, Lockport & Niagara Falls	New York Central & Hudson River.
Rochester, Nunda & Pennsylvania	Buffalo, Rochester & Pittsburgh.
Rochester Southern	Lehigh Valley
Rockaway	Long Island.
Rockaway Valley	New Jersey & Pennsylvania.
Rockbridge Alum & Goshen	Abandoned.
Rockbridge Alum Springs & Victoria & Western	Abandoned.
Rockdale	Abandoned.
Rockford & Northern	Chicago, Burlington & Quincy.
Rockford, Rock Island & St. Louis	Chicago, Burlington & Quincy.
Rock Island & La Salle	Chicago, Rock Island & Pacific.
Rock Island & Mercer County	Chicago, Rock Island & Pacific.
Rock Island & Peoria	Chicago, Rock Island & Pacific.
Rockland Central	West Shore.
Rockport & Northern Central	Southern.
Rock River	Chicago & North-Western.
Rock River Valley Union	Chicago & North-Western.
Rockville	New York, New Haven & Hartford.
Rockwood & Tennesee River	Switching Road.
Rocky Fork & Cooke City	Northern Pacific.
Rocky Hill	Pennsylvania (U. R.Rs. of N.J.)
Rocky Mountain (Mont.)	Northern Pacific.
Rocky River	New York, Chicago & St. Louis.
Rogersville & Jefferson	Southern.
Rolling Mill	Pennsylvania Company.
Rome & Carrollton	Central of Georgia.
Rome & Clinton	New York, Ontario & Western.
Rome & Decatur	Southern.
Rome, Watertown & Ogdensburg	New York Central & Hudson River.
Rondout & Oswego	Ulster & Delaware.
Rooks County	Missouri Pacific.
Roselle & South Plainfield	Lehigh Valley.
Roslyn & Huntington	Long Island.
Roswell	Southern.
Royal Land Co.'s Railroad	Potomac, Fredericksburg & Piedmont.
Rumford Falls & Buckfield	Maine Central.
Rumford Falls & Rangeley Lakes	Maine Central.
Rutland & Burlington	Rutland.
Rutland & Washington	Delaware & Hudson.
Rutland & Whitehall	Delaware & Hudson.
St. Augustine & Halifax River	Florida East Coast.
St. Augustine & North Beach	Operation discontinued.
St. Augustine & Palatka	Florida East Coast.
St. Augustine & South Beach	Operated by electricity.
St. Catharines & Niagara Central	Niagara, St. Catharines & Toronto.
St. Charles	Chicago & North-Western.
St. Clair (Ill.)	Southern.
St. Clair & Chicago Air Line	Grand Trunk.
St. Clair, Madison & St. Louis Belt	Missouri & Illinois Bridge & Belt.
St. Clair River, Pontiac & Jackson	Grand Trunk.
St. Clairsville	Baltimore & Ohio.
St. Clairsville & Northern	Baltimore & Ohio.
St. Cloud & Lake Traverse	Great Northern.
St. Cloud, Mankato & Austin	Great Northern.
St. Cloud Sugar Belt	Atlantic Coast Line.
St. Croix & Duluth	Logging Road.
St. Croix & Lake Superior	Chicago, St. Paul, Minn. & Omaha.
St. Croix & Penobscot	Washington County.
St. Francis & Megantic International	Canadian Pacific.
St. Joe	Abandoned.
St. Joe & Desloge	Mississippi River & Bonne Terre.
St. John & Maine	Canadian Pacific.
St. Johns	Florida East Coast.
St. Johns & Halifax River	Florida East Coast.
St. Johns & Lake Eustis	Atlantic Coast Line.
St. Joseph & Council Bluffs	Chicago, Burlington & Quincy.
St. Joseph & Denver City	St. Joseph & Grand Island.
St. Joseph & Des Moines	Chicago, Burlington & Quincy.
St. Joseph & Iowa	Chicago, Rock Island & Pacific.
St. Joseph & St. Louis	Atchison, Topeka & Santa Fe.
St. Joseph & Santa Fe	Atchison, Topeka & Santa Fe.
St. Joseph & Western	St. Joseph & Grand Island.
St. Joseph Lead	Mississippi River & Bonne Terre.
St. Joseph, St. Louis & Santa Fe	Atchison, Topeka & Santa Fe.
St. Joseph, South Bend & Southern	Michigan Central.
St. Joseph Valley	Pere Marquette.
St. Lawrence & Ottawa	Canadian Pacific.
St. Louis, Alton & Chicago	Chicago & Alton.
St. Louis, Alton & Rock Island	Chicago, Burlington & Quincy.
St. Louis, Alton & Springfield	Chicago, Peoria & St. Louis.
St. Louis Alton & Terre Haute—	
East St. Louis to Terre Haute	Cleve. Cincin. Chicago & St. Louis.
St. Louis to Paducah	Illinois Central.
St. Louis & Cairo	Mobile & Ohio.
St. Louis & Cedar Rapids	Wabash.
St. Louis & Central Illinois	Chicago, Peoria & St. Louis.
St. Louis & Chicago	Illinois Central.
St. Louis & Denver	Atchison, Topeka & Santa Fe.
St. Louis & Eastern	Illinois Central. Chicago & Alton.
St. Louis & Edwardsville	Wabash.
St. Louis & Emporia	Missouri Pacific.
St. Louis & Gulf	Frisco System.
St. Louis & Iron Mountain	St. Louis, Iron Mountain & Southern.
St. Louis & Memphis	St. Louis & San Francisco.
St. Louis & North Arkansas	Missouri & North Arkansas.
St. Louis & Paducah	Illinois Central.
St. Louis & Peoria	Illinois Central. Chicago & Alton.
St. Louis & St. Joseph	Atchison, Topeka & Santa Fe.
St. Louis & Santa Fe	Missouri, Kansas & Texas.
St. Louis & South-eastern	Louisville & Nashville.
St. Louis & Suburban	Electric Motor.
St. Louis, Arkansas & Texas	St. Louis South-western.
St. Louis, Avoyelles & South-western	Texas & Pacific.
St. Louis, Belleville & Southern Illinois	Illinois Central.
St. Louis, Cable & Western	St. Louis & Suburban (Electric Motor).
St. Louis, Cape Girardeau & Ft. Smith	Frisco System.
St. Louis, Caruthersville & Memphis	Frisco System.
St. Louis Central	Illinois Central.
St. Louis, Chicago & St. Paul	Chicago, Peoria & St. Louis.
St. Louis Coal	Illinois Central.
St Louis, Council Bluffs & Omaha	Wabash.
St. Louis, Creve Cœur & St. Charles	St. Louis & Suburban (Electric Motor).
St. Louis, Des Moines & Northern	Chicago, Milwaukee & St. Paul.
St. Louis, Fort Scott & Wichita	Missouri Pacific.
St. Louis, Jacksonville & Chicago	Chicago & Alton.
St. Louis, Hannibal & Keokuk	St. Louis & Hannibal.
St. Louis, Indianapolis & Eastern	Illinois Central.
St. Louis, Kansas City & Northern	Wabash.
St. Louis, Kansas & South-western	Kansas South-western.
St. Louis, Kennett & Southern	Frisco System.
St. Louis, Keokuk & North-western	Chicago, Burlington & Quincy.
St. Louis, Lawrence & Denver	Atchison, Topeka & Santa Fe.
St. Louis, Lawrence & Western	Atchison, Topeka & Santa Fe.
St. Louis, Memphis & South Eastern	Frisco System.
St. Louis, Mt. Carmel & New Albany	Southern.
St. Louis, Peoria & Northern—	
St. Louis to Springfield	Illinois Central.
Springfield to Peoria	Chicago & Alton.
St. Louis, Rock Island & Chicago	Chicago, Burlington & Quincy.
St. Louis, Salem & Little Rock	St. Louis & San Francisco.

LIST OF OLD AND NEW NAMES OF ROADS.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
St. Louis, San Francisco & New Orleans	Frisco System.
St. Louis Southern	Illinois Central.
St. Louis, Sturgis & Battle Creek	Michigan Central.
St. Louis Valley	St. Louis, Iron Mountain & Southern.
St. Louis, Vandalia & Terre Haute	Vandalia.
St. Louis, Wichita & Western	St. Louis & San Francisco.
St. Martin's & Upham	Central (N.B.)
St. Mary's & South-western	Pittsburg, Shawmut & Northern.
St. Mary's, Lake City & Gulf	Abandoned.
St. Mary's River	Alberta Ry. & Irrigation Co.
St. Paul & Chicago	Chicago, Milwaukee & St. Paul.
St. Paul & Duluth	Northern Pacific.
St. Paul & Northern Pacific	Northern Pacific
St. Paul & Pacific	Great Northern.
St. Paul & Sioux City	Chicago, St. Paul, Minn. & Omaha.
St. Paul & Stillwater	Northern Pacific.
St. Paul Eastern Grand Trunk	Chicago & North-Western.
St. Paul, Minneapolis & Manitoba	Great Northern.
St. Paul, Stillwater & Taylor Falls	Chicago, St. Paul, Minn. & Omaha.
St. Stephen's Branch	Canadian Pacific.
Sabine & East Texas	Texas & New Orleans.
Sabine & Galveston Bay	Southern Pacific.
Sabula, Ackley & Dakota	Chicago, Milwaukee & St. Paul.
Sac City & Wall Lake	Chicago & North-Western.
Sacketts Harbor & Elliot	Abandoned.
Sacramento & Placerville	Southern Pacific.
Sacramento Valley	Southern Pacific.
Saginaw & Clare County	Pere Marquette.
Saginaw & Mount Pleasant	Pere Marquette.
Saginaw & Western	Pere Marquette.
Saginaw Bay & North-western	Michigan Central.
Saginaw, Tuscola & Huron	Pere Marquette.
Saginaw Valley & St. Louis	Pere Marquette.
Salamanca & Jaral	National of Mexico.
Salem (N. J.)	West Jersey & Seashore.
Salem (Ohio)	Pittsburgh, Lisbon & Western.
Salem & Eastern	Abandoned.
Salem & Lowell	Boston & Maine.
Salina & South-western	Union Pacific.
Salineville Coal	Pennsylvania Company.
Salisbury	Baltimore & Ohio.
Salisbury & Harvey	Salisbury & Albert.
Salt Lake & Fort Douglas	Rio Grande Western.
Salt Lake & Eastern	Rio Grande Western.
Salt Lake & Western	Oregon Short Line.
San Antonio & Gulf	Galveston, Harrisburg & S. Antonio.
San Antonio & Gulf Shore	Galveston, Harrisburg & S. Antonio.
San Antonio & Mexican Gulf	Southern Pacific.
Sanborn, Cooperstown & Turtle Mtn	Northern Pacific.
Sandersville & Tennille	Southern.
San Diego, Cuyamaca & Eastern	San Diego & Cuyamaca.
San Diego, Pacific Beach & La Jolla	Los Angeles & San Diego Beach.
Sandusky & Cincinnati	Cleve. Cincin. Chicago & St. Louis.
Sandusky & Columbus Short Line	Pennsylvania Company.
Sandusky City & Indiana	Cleve. Cincin. Chicago & St. Louis.
Sandusky, Dayton & Cincinnati	Cleve. Cincin. Chicago & St. Louis.
Sandusky, Mansfield & Newark	Baltimore & Ohio.
Sandy River	Sandy River & Rangeley Lakes.
Sanford & Indian River	Atlantic Coast Line.
Sanford & St. Petersburg	Atlantic Coast Line.
San Francisco & North Pacific	Northwestern Pacific.
San Francisco & Northwestern	Northwestern Pacific.
San Francisco & San Joaquin Valley	Santa Fe.
San Francisco & San Jose	Southern Pacific.
San Francisco, Oakland & Alameda	Southern Pacific.
San Francisco, Oakland & San Jose	San Francisco, Oakland & San Jose Consolidated.
San Gabriel Valley Rapid Transit	Southern Pacific.
San Joaquin Valley	Southern Pacific.
San Luis Obispo & Santa Maria Valley	Pacific Coast.
San Pablo, Los Angeles & Utah	San Pedro, Los Angeles & Salt Lake.
San Pete Valley	Denver & Rio Grande.
Santa Ana & Newport	Southern Pacific.
Santa Clara & Pajaro Valley	Southern Pacific.
Santa Cruz	Southern Pacific.
Santa Cruz & Felton	Southern Pacific.
Santa Fe & Grand Canyon	Atchison, Topeka & Santa Fe.
Santa Fe Central	New Mexico Central.
Santa Fe Pacific	A. T. & S. F. (Coast Lines).
Santa Fe Southern	Denver & Rio Grande.
Santa Rosa & Carquinez	Southern Pacific.
Saranac & Lake Placid	Delaware & Hudson.
Saratoga & Hudson River	West Shore.
Saratoga & Mt. McGregor	Saratoga Northern. Not operated.
Saratoga & St. Lawrence	Not operated.
Saratoga & Schenectady	Delaware & Hudson.
Saratoga & Whitehall	Delaware & Hudson
Saratoga, Mt. McGregor & Lake George	Saratoga Northern. Not operated.
Saratoga Northern	Not operated.
Saskatchewan & Western	Canadian Pacific.
Saugus Branch	Boston & Maine.
Sault Ste. Marie & Marquette	Duluth, South Shore & Atlantic.
Sault Ste. Marie & North-western	Chicago, St. Paul, Minn. & Omaha.
Savannah, Albany & Gulf	Atlantic Coast Line.
Savannah, Americus & Montgomery	Seaboard Air Line.
Savannah & Albany	Atlantic Coast Line.
Savannah & Atlantic	Central of Georgia.
Savannah & Charleston	Atlantic Coast Line.
Savannah & Memphis	Central of Georgia.
Savannah & Western	Central of Georgia.
Savannah, Florida & Western	Atlantic Coast Line.
Savannah, Griffin & North Alabama	Central of Georgia.
Savannah Valley (Ga.)	Brinson.
Savannah Valley (S.C.)	Charleston and Western Carolina.
Schenectady & Duanesburg	Delaware & Hudson.
Schenectady & Mechanicsville	Delaware & Hudson.
Schenectady & Susquehanna	Delaware & Hudson.
Schenectady & Troy	New York Central & Hudson River.
Schuylerville & Upper Hudson	Boston & Maine.
Schuylkill & Lehigh	Philadelphia & Reading.
Schuylkill & Lehigh Valley	Lehigh Valley.
Schuylkill & Susquehanna	Philadelphia & Reading.
Schuylkill Valley	Philadelphia & Reading.
Scioto & Hocking Valley	Baltimore & Ohio Southwestern.
Scioto Valley	Norfolk & Western.
Scioto Valley & New England	Norfolk & Western.
Scotland & Mont Alto	Cumberland Valley.
Seaboard Ry. of Alabama	Tombigbee Valley.
Seaboard & Roanoke	Seaboard Air Line.
Searcy & Des Arc	Chicago, Rock Island & Pacific.
Searcy & West Point	Chicago, Rock Island & Pacific.
Seattle & International	Northern Pacific.
Seattle & Montana	Great Northern.
Seattle & Northern	Great Northern.
Seattle & Walla Walla	Columbia & Puget Sound.
Seattle Lake Shore & Eastern	Northern Pacific.
Sedalia, Warsaw & Southern	Missouri Pacific.
Sedalia, Warsaw & Southwestern	Missouri Pacific.
Seivern & Knoxville	Southern.
Selma & Greensboro	Southern.
Selma & Gulf	Louisville & Nashville.
Selma & Meridian	Southern.
Selma & Montgomery	Louisville & Nashville.
Selma, Marion & Memphis	Frisco System.
Selma, Rome & Dalton	Southern.
Shade Gap	East Broad Top R.R. & Coal Co.
Shamokin & Treverton	Philadelphia & Reading.
Shamokin Valley & Pottsville	Northern Central.
Sharon	Erie.
Shawnee & Muskingum River	Zanesville & Western.
Sheboygan & Fond du Lac	Chicago & North-Western.
Sheboygan & Mississippi	Chicago & North-Western.
Sheboygan & Western	Chicago & North-Western.
Sheffield & Birmingham	Northern Alabama.
Sheffield & Tuscumbia	Louisville & Nashville.
Shelby	Louisville & Nashville.
Shelby Iron Co.'s Railroad	Louisville & Nashville.
Shelbyville & Bloomfield	Louisville & Nashville.
Shelbyville, Bloomfield & Ohio	Louisville & Nashville.
Shell Beach	New Orleans Terminal Co.
Shenandoah Valley	Norfolk & Western.
Shenango & Allegheny	Bessemer & Lake Erie.
Shepaug	New York, New Haven & Hartford.
Shepaug, Litchfield & Northern	New York, New Haven & Hartford.
Shepaug Valley	New York, New Haven & Hartford.
Sherman, Shreveport & Southern	Missouri, Kansas & Texas.
Ship Island, Ripley & Kentucky	Mobile, Jackson & Kansas City.
Shore Line	New Brunswick Southern.
Short Creek & Joplin	Frisco System.
Shreveport & Houston	Houston & Shreveport.
Shreveport & Red River Valley	Louisiana Ry. & Navigation Co.
Shreveport, Jonesboro & Natchez	Tremont & Gulf.
Sibley, Lake Bisteneau & Southern	Shreveport, Alexandria & Southwest.
Sierra Madre & Pacific	Mexico Northwestern.
Silver City, Deming & Pacific	Atchison, Topeka & Santa Fe.
Silver Springs, Ocala & Gulf	Atlantic Coast Line.
Sinaloa & Durango	Western of Mexico.
Sinnemahoning & Portage	Pennsylvania.
Sinnemahoning Valley	Buffalo & Susquehanna.
Sioux City & Dakota	Chicago, Milwaukee & St. Paul.
Sioux City & Nebraska	Chicago, St. Paul, Minn. & Omaha.
Sioux City & Northern	Great Northern.
Sioux City & Pacific	Chicago & North-Western.
Sioux City & Pembina	Chicago, Milwaukee & St. Paul.
Sioux City & St. Paul	Chicago, St. Paul, Minn. & Omaha.
Sioux City & Western	Chicago, Burlington & Quincy.
Sioux City, O'Neill & Western	Great Northern.
Sioux Falls, Yankton & South-west	Great Northern.
Slate Ridge & Delta	Maryland & Pennsylvania.
Slate Run	Logging Road.
Smithtown & Port Jefferson	Long Island.
Sodus Bay & Southern	Northern Central.
Sodus Point & Southern	Northern Central.
Solomon	Union Pacific.
Somerset & Cambria	Baltimore & Ohio.
Somerset & Kennbec	Maine Central.
Somerset County	Abandoned.
Somerville & Easton	Central of New Jersey.
Sonoma & Santa Rosa	California North-Western.
Sonoma Valley	California North-Western.
South & North Alabama	Louisville & Nashville.
South & North Carolina	Atlantic Coast Line.
South & Western	Carolina, Clinchfield & Ohio.
South Atlantic & Ohio	Virginia & South-western.
South Bound	Seaboard Air Line.
South Branch (New Jersey)	Central R.R. of New Jersey.
South Branch (Pa.)	Abandoned.
Southbridge & Blackstone	New York, New Haven & Hartford.
South Carolina	Southern.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
South Carolina & Georgia	Southern.
South Carolina & Georgia Extension	Southern.
South Carolina Pacific	Atlantic Coast Line.
South Chicago	Illinois Central.
South Chicago & Southern	Pennsylvania Company.
South Chicago & Western Indiana	Chicago & Western Indiana.
South-east & St. Louis	Louisville & Nashville.
South-Eastern	Atlantic Coast Line.
South-eastern	Canadian Pacific.
South-eastern Counties Junction	Canadian Pacific.
South-eastern Michigan	Michigan Central.
Southern California	Atch Top. & Santa Fe (Coast Lines.)
Southern Central	Lehigh Valley.
Southern Hempstead Branch	Long Island.
Southern Kansas	Atchison, Topeka & Santa Fe.
Southern Maryland	Washington, Potomac & Chesapeake.
Southern Midland	New York, New Haven & Hartford.
Southern Minnesota	Chicago, Milwaukee & St. Paul.
Southern Mississippi	Alabama & Vicksburg.
Southern Missouri & Arkansas	Frisco System.
Southern of Long Island	Long Island.
Southern Pacific Branch	Southern Pacific.
Southern Pacific of Texas	Missouri Pacific.
Southern Pennsylvania	Cumberland Valley.
Southern Trans-continental	Missouri Pacific.
Southern Vermont	Boston & Maine.
South Florida	Atlantic Coast Line.
South Fork	Pennsylvania.
South Georgia	South Georgia & West Coast.
South Georgia & Florida	Atlantic Coast Line.
South Haven & Eastern	Pere Marquette.
South Jersey	Atlantic City.
South Mountain—	
Except as shown below	Philadelphia & Reading.
Pine Grove Furnace to Hunter's Run	Hunter's Run & Slate Belt.
South Pacific	St. Louis & San Francisco.
South Pacific Coast	Southern Pacific.
South Reading Branch	Boston & Maine.
South St. Paul Belt	Chicago, Rock Island & Pacific.
South Shore	New York, New Haven & Hartford.
South Shore (Quebec)	Quebec, Montreal & Southern.
South Side (L. I.)	Long Island.
South Side (Va.)	Norfolk & Western.
Southwark	Philadelphia, Baltimore & Wash.
Southwestern of Arizona	El Paso & Southwestern
Southwestern Arkansas & Indian Ter.	Arkansas South-western.
South-western (Fla.)	Not operated.
South-western (Ga.)	Central of Georgia.
South-west Pacific	St. Louis & San Francisco.
South-west Pennsylvania	Pennsylvania.
Sparks, Moultrie & Gulf	Abandoned.
Spartanburg & Asheville	Southern.
Spartanburg & Union	Southern.
Spartanburg, Union & Columbia	Southern.
Spencer	New York Central & Hudson River.
Spokane & Idaho	Northern Pacific.
Spokane & Inland	Spokane & Inland Empire.
Spokane & Palouse	Northern Pacific.
Springbrook	Philadelphia & Reading.
Springfield & Columbus	Cleve. Cincin. Chicago & St Louis.
Springfield & Illinois South-eastern	Baltimore & Ohio Southwestern.
Springfield & Mansfield	Cleve. Cincin. Chicago & St. Louis.
Springfield & North-eastern	New York Central & Hudson River
Springfield & Northern	St. Louis & San Francisco.
Springfield & North-western	Chicago, Peoria & St. Louis.
Springfield & Southern	St. Louis & San Francisco.
Springfield & Western Missouri	Frisco System.
Springfield, Athol & North-eastern	New York Central & Hudson River.
Springfield Connecting	St. Louis & San Francisco.
Springfield, Effingham & South-eastern & Bloomfield	Illinois Central.
Springfield, Jackson & Pomeroy	Ohio Southern.
Springfield, Mt. Vernon & Pittsburg	Cleve. Cincin. Chicago & St. Louis.
Springfield Southern	Ohio Southern.
Springhill & Parsboro	Cumberland.
Springville & Sardinia	Rails taken up.
Spuyten Duyvil & Port Morris	New York Central & Hudson River.
Squankum & Freehold	Pennsylvania.
Stamford & New Canaan	New York, New Haven & Hartford.
Stanstead, Shefford & Chambly	Central Vermont.
Stanton & Northern	Pere Marquette.
Stanwood & Tipton	Chicago & North-Western.
State Line & Indiana City	Pennsylvania Company.
State Line & Sullivan	Lehigh Valley.
State Line & Union	Chicago & North-Western.
State Railroad (Ga.)	Western & Atlantic.
Statesville & Western	Southern.
State University	Southern.
Steubenville & Indiana	Pitts. Cincin. Chicago & St. Louis.
Stewart	Long Island.
Stillmore Air Line	Wadley Southern.
Stillwater & St. Paul	Northern Pacific.
Stockbridge & Pittsfield	New York, New Haven & Hartford.
Stockton & Copperolis	Southern Pacific.
Stockton & Visalia	Southern Pacific.
Stoneham Branch	Boston & Maine.
Stonington & Providence	New York, New Haven & Hartford.
Stony Brook	Boston & Maine.
Stony Clove & Catskill Mountain	Ulster & Delaware.
Stony Creek	Philadelphia & Reading.
Stoughton Branch	New York, New Haven & Hartford.
Strasburg & Harrisonburg	Baltimore & Ohio.
Stratford & Huron	Grand Trunk.
Sturgis, Goshen & St. Louis	Lake Shore & Michigan Southern.
Stuttgart & Arkansas River	St. Louis South-western.
Suffolk & Carolina	Norfolk & Southern.
Sugar River	Boston & Maine.
Sullivan	Boston & Maine.
Sullivan & Erie	Lehigh Valley.
Sullivan County	Boston & Maine.
Sulphur Springs	St. Louis & San Francisco.
Summit Branch	Pennsylvania.
Summit County	Union Pacific.
Sumner County	Atchison, Topeka & Santa Fe.
Sunbury & Erie	Pennsylvania.
Sunbury & Lewistown	Pennsylvania.
Sunbury, Hazleton & Wilkes-Barre	Pennsylvania.
Suncook Valley	Boston & Maine.
Sunset	Southern Pacific Co
Suspension Bridge & Erie Junction	Erie.
Susquehanna	Northern Central.
Susquehanna & Clearfield	Pennsylvania.
Susquehanna & South-western	New York Central & Hudson River.
Susquehanna, Gettysburg & Potomac	Western Maryland.
Sussex	Delaware, Lackawanna & Western.
Sussex Mine	Delaware. Lackawanna & Western.
Sussex Valley	New York, Susquehanna & Western.
Suwannee & San Pedro	Florida.
Swedesboro	West Jersey & Seashore.
Sycamore & Cortland	Chicago & North-Western.
Sycamore, Cortland & Chicago	Chicago & North-Western.
Sylvania	Sylvania & Girard.
Sylvania Central	Sylvania & Girard.
Syracuse & Baldwinsville	Delaware, Lackawanna & Western.
Syracuse & Chenango	West Shore.
Syracuse & Chenango Valley	West Shore.
Syracuse & Northern	New York Central & Hudson River.
Syracuse & Utica	New York Central & Hudson River.
Syracuse, Binghamton & New York	Delaware, Lackawanna & Western.
Syracuse, Chenango & New York	West Shore.
Syracuse, Geneva & Corning	New York Central & Hudson River.
Syracuse Junction	New York Central & Hudson River.
Syracuse Northern	New York Central & Hudson River.
Syracuse, Ontario & New York	West Shore.
Syracuse, Phœnix & Oswego	New York Central & Hudson River.
Tacoma & Columbia River	Abandoned.
Tacoma, Olympia & Chehalis Valley	Northern Pacific.
Tacoma, Orting & South-eastern	Northern Pacific.
Talladega & Coosa Valley	Birmingham & Atlantic.
Tallahassee	Seaboard Air Line.
Tampa Extension	Seaboard Air Line.
Taunton Branch	New York, New Haven & Hartford.
Tavares, Apopka & Gulf	Tavares & Gulf.
Tavares, Orlando & Atlantic	Seaboard Air Line.
Taylor, Bastrop & Houston	Missouri, Kansas & Texas.
Tebo & Neosho	Missouri, Kansas & Texas.
Tecumseh	Chicago, Rock Island & Pacific.
Tennessee & Alabama	Louisville & Nashville.
Tennessee & Alabama Central	Louisville & Nashville.
Tennessee & Coosa	Nashville, Chattanooga & St. Louis.
Tennessee & Ohio	Southern.
Tennessee & Pacific	Nashville, Chattanooga & St. Louis.
Tennessee & Sequatchee Valley	Tennessee Central.
Tennessee Midland	Nashville, Chattanooga & St. Louis.
Tennessee Northern	Southern.
Tennessee Southern	Yazoo & Mississippi Valley.
Terre Haute & Alton	Cleve. Cincin. Chicago & St. Louis.
Terre Haute & Indianapolis	Vandalia.
Terre Haute & Logansport	Vandalia.
Terre Haute & Peoria	Vandalia.
Terre Haute & Richmond	Vandalia.
Terre Haute & South-eastern	Evansville & Terre Haute.
Terre Haute & Vincennes	Evansville & Terre Haute.
Terre Haute, Paris & Decatur	Terre Haute & Indianapolis.
Texarkana & Shreveport	Texas & Pacific.
Texarkana, Shreveport & Natchez	Texas & Pacific.
Texas & Louisiana	St. Louis South-western of Texas.
Texas & St. Louis	St. Louis South-western.
Texas, Louisiana & Eastern	Gulf, Colorado & Santa Fe.
Texas Mexican	National of Mexico.
Texas, Mississippi River & North-western	Missouri Pacific.
Texas, Sabine Valley & Northwestern	Texas & Gulf
Texas, Santa Fe & Northern	Denver & Rio Grande.
Texas Southern	Marshall & East Texas.
Texas Trunk	Texas & New Orleans.
Texas Western	Operation suspended.
Thompson & Willimantic	New York, New Haven & Hartford.
Tidewater	Virginian.
Tifton & Moultrie	Abandoned.
Tifton & North-eastern	Atlanta, Birmingham & Atlantic.
Tifton, Thomasville & Gulf	Atlanta, Birmingham & Atlantic.
Tillsonburg, Lake Erie & Pacific	Canadian Pacific.
Tilton & Belmont	Boston & Maine.
Tioga	Erie.
Tioga & Elmira State Line	Erie.
Tipton	Pennsylvania.
Tivoli Hollow	New York Central & Hudson River.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Tlacotepec & Huajuapam de Leon	San Marcos & Huajuapam de Leon.
Toledo & Ann Arbor	Ann Arbor.
Toledo & Illinois	Wabash.
Toledo & Indianapolis	Toledo & Ohio Central.
Toledo & Milwaukee	Cincinnati Northern.
Toledo & North-western	Cincinnati North-western (Electric).
Toledo & Ohio Central Extension	Marietta, Columbus & Cleveland.
Toledo & South Haven	Pere Marquette.
Toledo & Wabash	Wabash.
Toledo & Woodville	Pennsylvania Company.
Toledo, Ann Arbor & Grand Trunk	Ann Arbor.
Toledo, Ann Arbor & North Michigan	Ann Arbor.
Toledo, Bowling Green & North Baltimore	Cincinnati, Hamilton & Dayton.
Toledo, Canada Southern & Detroit	Michigan Central.
Toledo, Cincinnati & St. Louis—	
Cincinnati Division	Dayton, Lebanon & Cincinnati.
Dayton Division	Cincinnati, Hamilton & Dayton.
South-eastern Division	Cincinnati, Hamilton & Dayton.
Toledo, Columbus & Cincinnati	Toledo & Ohio Central.
Toledo, Columbus & Southern	Toledo & Ohio Central.
Toledo, Delphos & Burlington	Toledo, St. Louis & Western.
Toledo, Findlay & Springfield	Cincinnati, Hamilton & Dayton.
Toledo, Logansport & Burlington	Pitts. Cincin. Chicago & St. Louis.
Toledo, Logansport & Pacific	Pitts. Cincin. Chicago & St. Louis.
Toledo, Norwalk & Cleveland	Lake Shore & Michigan Southern.
Toledo, Peoria & Warsaw	Toledo, Peoria & Western.
Toledo Ry. & Terminal Co	Toledo Terminal *R.R.*
Toledo, Saginaw & Mackinaw	Grand Trunk.
Toledo, Saginaw & Muskegon	Grand Trunk.
Toledo, St. Louis & Kansas City	Toledo, St. Louis & Western.
Toledo, Tiffin & Eastern	Pennsylvania Company.
Toledo, Wabash & Western	Wabash.
Toledo, Walhonding Valley & Ohio	Pennsylvania Company.
Toluca & Eastern	Toluca, Marquette & Northern.
Tomah & Lake Superior	Chicago, St. Paul, Minn. & Omaha.
Tombigbee & Northern	Tombigbee Valley.
Tonawanda	New York Central & Hudson River
Tonawanda Valley	Buffalo, Attica & Arcade.
Tonawanda Valley & Cuba	Buffalo, Attica & Arcade.
Tonawanda Valley Extension	Buffalo, Attica & Arcade.
Tonopah	Tonopah & Goldfield.
Toronto & Muskoka	Grand Trunk.
Toronto & Nipissing	Grand Trunk.
Toronto, Grey & Bruce	Canadian Pacific.
Transylvania	Southern.
Traverse City	Grand Rapids & Indiana.
Tredegar Branch	Seaboard Air Line.
Tresckow	Philadelphia & Reading.
Trinity & Sabine	Missouri, Kansas & Texas.
Trinity Valley	Trinity Valley Southern.
Tropical	Seaboard Air Line.
Troy & Bennington	Boston & Maine.
Troy & Boston	Boston & Maine.
Troy & Greenbush	New York Central & Hudson River.
Troy & Greenfield	Boston & Maine.
Troy & Tiptonville	Illinois Central.
Troy, Salem & Rutland	Delaware & Hudson.
Tunnelton, Kingwood & Fairchance	West Virginia Northern.
Turbotville & Williamsport	Susquehanna, Bloomsb. & Berwick.
Turtle Creek Valley	Pennsylvania.
Tuscaloosa Belt	Birmingham & Gulf.
Tyler South-eastern	St. Louis South-western of Texas.
Tyler Tap	St. Louis South-western.
Tyrone & Clearfield	Pennsylvania.
Tyrone & Lock Haven	Pennsylvania.
Union (Ind.)	Pennsylvania Company.
Union (Md.)	Northern Central.
Union (N.Y.)	Delaware, Lackawanna & Western.
Union & Logansport	Pitts. Cincin. Chicago & St. Louis.
Union & Titusville	Pennsylvania.
Union Canal R.R	Philadelphia & Reading.
Union Pacific, Denver & Gulf—	
Except Julesburg Division	Colorado & Southern.
Julesburg Division	Union Pacific.
Union Pacific—	
Eastern Division	Union Pacific.
Kansas Central R.R	Leavenworth, Kansas & Western.
Lincoln & Colorado	Union Pacific.
Southern Branch	Missouri, Kansas & Texas.
Union Point & White Plains	Georgia.
Uniontown & West Virginia	Pennsylvania.
United Counties	Quebec, Montreal & Southern.
United Railroads of New Jersey	Pennsylvania (U. R.Rs. of N.J.)
United Railroads of Washington	Northern Pacific.
United States & West Indies	Seaboard Air Line.
Upper Coos	Maine Central.
Upper Coos & Hereford	Maine Central.
Upson County	Central of Georgia.
Utah & Nevada	Oregon Short Line.
Utah & Northern	Oregon Short Line.
Utah & Pacific	Oregon Short Line.
Utah & Pleasant Valley	Rio Grande Western.
Utah & Western	Union Pacific.
Utah Central—	
Ogden to Frisco	Oregon Short Line.
Salt Lake to Park City	Rio Grande Western.
Utah Eastern	Oregon Short Line.
Utah Northern	Oregon Short Line.
Utah Northern & Oregon Short Line	Oregon Short Line.
Utah Southern	Oregon Short Line.
Utica & Black River	New York Central & Hudson River.
Utica & Schenectady	New York Central & Hudson River.
Utica, Chenango & Susquehanna Valley	Delaware, Lackawanna & Western.
Utica, Clinton & Binghamton	New York, Ontario & Western.
Utica, Ithaca & Elmira	Lehigh Valley.
Vaca Valley	Southern Pacific.
Vaca Valley & Clear Lake	Southern Pacific.
Valley (N.Y.)	Delaware, Lackawanna & Western.
Valley (O.)	Baltimore & Ohio.
Valley (Va.)	Baltimore & Ohio.
Valley Stream	Long Island.
Vanegas, Cedral & Matehuala	National of Mexico.
Vanegas, Cedral & Rio Verde	National of Mexico.
Velasco, Brazos & Northern	Houston & Brazos Valley.
Velasco Terminal	Houston & Brazos Valley.
Venice & Carondelet Belt	Southern.
Vera Cruz & Pacific	Vera Cruz & Isthmus.
Vermont & Canada	Central Vermont.
Vermont & Massachusetts	Boston & Maine.
Vermont & Province Line	Grand Trunk.
Vermont Central	Central Vermont.
Vermont Southern	Boston & Maine.
Vermont Valley	Boston & Maine.
Vernon, Greensburgh & Rushville	Cleve. Cincin. Chicago & St. Louis.
Vicksburg & Brunswick	Central of Georgia.
Vicksburg & Jackson	Alabama & Vicksburg.
Vicksburg & Meridian	Alabama & Vicksburg.
Vicksburg & Nashville	Abandoned.
Vicksburg, Shreveport & Pacific Rail*road*	Vicksburg, Shreveport & Pacific Rail*way*.
Vicksburg, Shreveport & Texas	Vicksburg, Shreveport & Pacific.
Victoria	Grand Trunk.
Victoria & Western	Abandoned.
Victoria Terminal & Sidney	Victoria & Sidney.
Victoria Terminal Ry. & Ferry Co.	Vancouver, Victoria & Eastern Ry.
Victoria, Westminster & Yukon Ry.	Vancouver, Victoria & Eastern Ry.
Vidalia & Lake Concordia	Natchez, Red River & Texas.
Vidalia & Western	Natchez, Red River & Texas.
Vincentown	Pennsylvania (U. R.Rs. of N.J.)
Vineland	Central of New Jersey.
Virginia & Carolina Coast	Norfolk & Southern.
Virginia & North Carolina	Southern.
Virginia & Tennessee	Norfolk & Western.
Virginia & Truckee Rail*road*	Virginia & Truckee Rail*way*.
Virginia Central	Chesapeake & Ohio.
Virginia Air Line	Chesapeake & Ohio.
Virginia Midland	Southern.
Visalia & Tulare	Abandoned.
Wabash & Western	Wabash.
Wabash Eastern	Wabash.
Wabash Rail*road* (1851–1853)	Evansville & Terre Haute.
Wabash, St. Louis & Pacific	Wabash.
Wabash, St. Louis & Pacific—Jerseyville Branch	Chicago, Peoria & St. Louis.
Wabash Valley	Wabash.
Wabash Western	Wabash.
Waco & North-western	Houston & Texas Central.
Wadley & Mt. Vernon	Wadley Southern.
Wadley & Mt. Vernon Extension	Douglas, Augusta & Gulf.
Walden's Ridge	Southern.
Walhonding Valley	Pennsylvania Company.
Walla Walla & Columbia River	Oregon R.R. & Navigation Co.
Wallkill Valley	West Shore.
Walterboro & Western	Atlantic Coast Line.
Walton	Georgia.
Wampum & State Line	Pittsburgh, Lisbon & Western.
Ware River	New York Central & Hudson River.
Waretown	Central of New Jersey.
Warren	Delaware, Lackawanna & Western.
Warren & Farnsworth	Tionesta Valley.
Warren & Farnsworth Valley	Tionesta Valley.
Warren & Franklin	Pennsylvania.
Warren & Venango	Dunkirk, Allegheny Valley & Pitts.
Warwick	New York, New Haven & Hartford.
Warwick & Oakland Beach	New York, New Haven & Hartford.
Warwick Valley	Lehigh & Hudson River.
Wasatch & Jordan Valley	Rio Grande Western.
Washburn, Bayfield & Iron River	Northern Pacific.
Washington, Alexandria & Georgetown	Philadelphia, Baltimore & Wash.
Washington & Columbia River	Northern Pacific.
Washington & Hope	Arkansas & Louisiana.
Washington & Ohio	Southern.
Washington & Oregon	Northern Pacific.
Washington & Plymouth	Norfolk & Southern.
Washington & Potomac	Washington, Potomac & Chesapeake.
Washington & Western	Southern.
Washington Branch	Baltimore & Ohio.
Washington City, Virginia Midland & Great Southern	Southern.

OLD NAME.	NEW NAME OR NAME OF OPERATING COMPANY.
Washington County (Maryland)	Baltimore & Ohio.
Washington County Railroad (Me.)	Washington County Railway.
Washington, Ohio & Western	Southern.
Washington Ry. & Navigation Co.	Northern Pacific.
Washington Southern (Wash.)	Peninsular.
Watchung	Erie.
Water Gap	New York, Susquehanna & Western.
Waterloo & Cedar Falls Rapid Transit	Waterloo, Cedar Falls & Northern.
Waterloo & Magog	Canadian Pacific.
Watertown & Madison	Chicago, Milwaukee & St. Paul.
Watertown & Waterbury	New York, New Haven & Hartford (Western District).
Watertown & Rome	New York Central & Hudson River.
Waterville & Washington	Missouri Pacific.
Waukegan & South-western	Elgin, Joliet & Eastern.
Waukon & Mississippi	Chicago, Milwaukee & St. Paul.
Waverly & State Line	Lehigh Valley.
Waverly Short Line	Chicago, Rock Island & Pacific.
Wawayanda	Lehigh & Hudson River.
Waxahachie Tap	Houston & Texas Central.
Waycross Air Line	Atlanta, Birmingham & Atlantic.
Waycross & Florida	Atlantic Coast Line.
Waynesburg & Canton	Wheeling & Lake Erie.
Webster City & South-western	Crooked Creek.
Welland	Grand Trunk.
Wellington, Grey & Bruce	Grand Trunk
Wellsboro & Lawrenceville	New York Central & Hudson River.
Wellston & Jackson Belt	Hocking Valley.
Wellsville, Coudersport & Pine Creek	Buffalo & Susquehanna.
West Amesbury Branch	Boston & Maine.
West & East	Illinois Central.
West Beaumont Wharf & Terminal	Beaumont Wharf & Terminal.
West Branch & Moorestown	Abandoned.
West Chester	Pennsylvania.
West Chester & Philadelphia	Philadelphia, Baltimore & Wash.
West End Narrow Gauge	St. Louis & Suburban (Elec. Motor).
Westerly Granite	New York, New Haven & Hartford.
Western	New York Central & Hudson River.
Western Coalfields	Atlantic Coast Line.
Western Counties	Dominion Atlantic.
Western Iowa	Chicago, Burlington & Quincy.
Western Minnesota	Great Northern.
Western New York & Pennsylvania	Pennsylvania.
Western North Carolina	Southern.
Western of Florida	South-western (Fla). Not operated.
Western of Massachusetts	Boston & Albany.
Western of Minnesota	Northern Pacific.
Western of North Carolina	Atlantic Coast Line.
Western Oregon	Southern Pacific.
Western Pacific	Southern Pacific.
Western Union	Chicago, Milwaukee & St. Paul.
Western Vermont	Rutland.
West Feliciana	Yazoo & Mississippi Valley
Westfield & Chautauqua	Jamestown, Chautauqua & Lake Erie.
West Jersey	West Jersey & Seashore.
West Jersey & Atlantic	West Jersey & Seashore.
Weston & Buckhannon	Baltimore & Ohio.
Weston & West Folk	Baltimore & Ohio.
West Pennsylvania	Pennsylvania.
West Reading	Philadelphia & Reading.
West River	Central Vermont.
West Side & Mendocino	Southern Pacific.
West Side & Yonkers	New York Central & Hudson River.
West Side Connecting	Lehigh Valley.
West Stockbridge	New York, New Haven & Hartford.
West Troy & Green Island	Delaware & Hudson.
West Virginia & Pittsburgh	Baltimore & Ohio.
West Virginia Central & Pittsburg	Western Maryland.
West Wisconsin	Chicago, St. Paul, Minn. & Omaha.
Wharton Valley	New York, Ontario & Western.
Wheeling & Elm Grove	Electric.
Wheeling & Cincinnati	Baltimore & Ohio.
Wheeling & Lake Erie Railway	Wheeling & Lake Erie Railroad.
Wheeling Bridge & Terminal	Wheeling Terminal.
Wheeling, Pittsburg & Baltimore	Baltimore & Ohio.
Whippany River	Morristown & Erie.
Whitby & Port Perry Extension	Grand Trunk.
Whitby, Port Perry & Lindsay	Grand Trunk.
White & Black River Valley	Chicago, Rock Island & Pacific.
Whitecastle & Lake Natchez	Logging Road.
Whitehall & Plattsburgh	Delaware & Hudson.
White Mountains (N.H.)	Boston & Maine.
White Oak	Chesapeake & Ohio.
White River (Ark.)	St. Louis, Iron Mt. & Southern.
White River (Mich.)	Pere Marquette.
White River Valley	White River (Vt.).
White Water	Cleve. Cincin. Chicago & St. Louis.
White Water Valley	Cleve. Cincin. Chicago & St. Louis.
Whitfield & Jefferson	Boston & Maine.
Whitman & Weston	Oregon R.R. & Navigation Co.
Whitneyville & Machiasport	Not operated.
Wichita & Colorado	Missouri Pacific.
Wichita & South-western	Atchison, Topeka & Santa Fe.
Wichita & Western	Atchison, Topeka & Santa Fe.
Wichita Falls	Missouri, Kansas & Texas.
Wichita Falls & Oklahoma	Wichita Valley.
Wicomico & Pocomoke	Baltimore, Chesapeake & Atlantic.
Wilkes-Barre & Eastern	New York, Susquehanna & Western.
Wilkes-Barre & Harvey's Lake	Lehigh Valley.
Wilkes-Barre & Northern	Wilkes-Barre, Dallas & Harvey's Lake (Electric).
Wilkes-Barre & Western	Susquehanna, Bloomsburg & Berwick.
Wilkes-Barre, Dallas & Harvey's Lk.	Operated by electricity.
Williamsport & Elmira	Northern Central.
Williamston & Tarboro	Atlantic Coast Line.
Williamstown	Atlantic City.
Williamstown & Delaware River	Atlantic City.
Williamsville, Greenville & N. E.	Williamsville, Greenville & St. Louis.
Willmar & Sioux Falls	Great Northern.
Wills Valley	Alabama Great Southern.
Wilmington & Brandywine	Philadelphia & Reading.
Wilmington & Charlotte	Seaboard Air Line.
Wilmington & Conway	Atlantic Coast Line.
Wilmington & Manchester	Atlantic Coast Line.
Wilmington & Northern	Philadelphia & Reading.
Wilmington & Newbern	Atlantic Coast Line.
Wilmington & Reading	Philadelphia & Reading.
Wilmington & Susquehanna	Philadelphia, Baltimore & Wash.
Wilmington & Weldon	Atlantic Coast Line.
Wilmington & Western	Baltimore & Ohio.
Wilmington, Chadbourn & Conway	Atlantic Coast Line.
Wilmington, Charlotte & Rutherford	Seaboard Air Line.
Wilmington, Columbia & Augusta	Atlantic Coast Line.
Wilmington, Newbern & Norfolk	Atlantic Coast Line.
Wilmington, Onslow & East Carolina	Atlantic Coast Line.
Wilton	Boston & Maine.
Winchendon	Boston & Maine.
Winchester & Alabama	Nashville, Chattanooga & St. Louis.
Winchester & Beattyville	Louisville & Atlantic.
Winchester & Potomac	Baltimore & Ohio.
Winchester & Strasburg	Baltimore & Ohio.
Windsor & Annapolis	Dominion Atlantic.
Windsor Beach & Ontario	New York Central & Hudson River.
Winona & St. Paul	Chicago & North-Western.
Winona & St. Peter	Chicago & North-Western.
Winona & South-western	Chicago Great Western.
Winona & Western	Chicago Great Western.
Winona, Mankato & New Ulm	Chicago & North-Western.
Winslow & Petersburg	West Jersey & Seashore.
Winston & Bone Valley	Atlantic Coast Line.
Winters & Ukiah	Southern Pacific.
Wiscasset & Quebec	Wiscasset, Waterville & Farmington.
Wisconsin & Chippewa	Marinette, Tomahawk & Western.
Wisconsin & Minnesota	Wisconsin Central.
Wisconsin & Superior	Chicago & North-Western.
Wisconsin Central	Minneapolis, St Paul & Slt. Ste. Marie.
Wisconsin, Iowa & Nebraska	Chicago Great Western.
Wisconsin, Minnesota & Pacific	Chicago Great Western.
Wisconsin, Pittsville & Superior	Chicago, Milwaukee & St. Paul.
Wisconsin, Sault Ste. Marie & Marquette	Duluth, South Shore & Atlantic.
Wisconsin Union	Chicago, Milwaukee & St. Paul.
Wisconsin Valley	Chicago, Milwaukee & St. Paul.
Wisconsin Western	Chicago, Milwaukee & St. Paul.
Wolf & Wisconsin Rivers	Chicago & North-Western.
Wolfborough	Boston & Maine.
Woodland, Capay & Clear Lake	Southern Pacific.
Woodstock	Canadian Pacific.
Woodstown & Swedesboro	West Jersey & Seashore.
Woonasquatucket	New York, New Haven & Hartford.
Worcester	Philadelphia, Baltimore & Wash.
Worcester & Nashua	Boston & Maine.
Worcester & Shrewsbury	Operated by electricity.
Worcester & Somerset	New York, Philadelphia & Norfolk.
Worcester, Nashua & Rochester	Boston & Maine.
Worthington & Sioux Falls	Chicago, St. Paul, Minn. & Omaha.
Wrightsville, York & Gettysburg	Pennsylvania.
Wyandotte, Kansas City & Missouri	Missouri Pacific.
Wyandotte, Kansas City & Northwestern	Missouri Pacific.
Wynesburg & Canton	Wheeling & Lake Erie.
Wyoming & Missouri	Wyoming & Missouri River.
Wyoming Central	Chicago & North-Western.
Wyoming Western	Oregon Short Line.
Yadkin	Southern.
Yakima & Pacific Coast	Northern Pacific.
Yarmouth & Annapolis	Dominion Atlantic.
Yazoo & Mississippi Valley— Parsons to Jackson, Miss. / Tchula to Durant, Miss.	Illinois Central.
Yazoo Delta	Yazoo & Mississippi Valley.
Yellow River	Louisville & Nashville.
Yellowstone Park	Montana, Wyoming & Southern.
York & Cumberland (Me.)	Boston & Maine.
York & Cumberland (Pa.)	Northern Central.
York & Maryland Line	Northern Central.
York & Peach Bottom	Maryland & Pennsylvania.
York Southern	Maryland & Pennsylvania.
Youghiogheny	Pennsylvania.
Youngstown & Connotton Valley	Wheeling & Lake Erie.
Yuba	Southern Pacific.
Zanesville & Ohio River	Baltimore & Ohio.
Zanesville Terminal	Zanesville & Western.
Zealand Valley	Boston & Maine.
Zerbe Valley	Philadelphia & Reading.
Zimmerman, Leesv. & Southwestern	Logging Road.

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FEBRUARY						
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MARCH						
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JUNE						
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RAILROAD CLUBS.

CANADIAN RAILWAY CLUB.

JAS. POWELL, Secretary, P. O. Box 7, St. Lambert, Montreal, Que.

Regular Meetings—First Tuesday in each month, except June, July and August, at 8 00 p m. Windsor Hotel Montreal, Que.

CENTRAL RAILWAY CLUB.

HARRY D. VOUGHT, Secretary, 95 Liberty Street, New York City.

Regular Meetings—Second Friday in January, March, May, September and November, at 2 00 p.m. Rooms of Transportation Club, Buffalo, N.Y.

IOWA RAILWAY CLUB.

W. B. HARRISON, Secretary, Union Station Des Moines, Ia.

Regular Meetings—Second Friday of each month, July and August excepted. Union Station, Des Moines, Ia.

NEW ENGLAND RAILROAD CLUB.

GEORGE H. FRAZIER, Secretary, 10 Oliver Street, Boston, Mass.

Regular Meetings—Second Tuesday, March, April, May, October, November, December, January and February. Boston, Mass.

NEW YORK RAILROAD CLUB.

HARRY D. VOUGHT, Secretary, 95 Liberty Street, New York City.

Regular Meetings—Third Friday in September, October, November, December, January, February, March, April and May, in Building of Engineering Societies, 29 West 39th Street, New York City.

NORTHERN RAILWAY CLUB.

C. L. KENNEDY, Secretary, 401 West Superior St., Duluth, Minn.

Regular Meetings—Fourth Saturday of each month.

NORTH-WEST RAILWAY CLUB.

T. W. FLANNAGAN, Secretary, "Soo Line" Shops, Minneapolis, Minn.

Regular Meetings—First Tuesday after the second Monday in each month, except June, July and August, alternately in St. Paul and Minneapolis.

PACIFIC COAST RAILWAY CLUB.

C. C. BORTON, Secretary, West Oakland, Cal.

Meetings suspended until further notice.

RAILWAY CLUB OF PITTSBURG.

J. D. CONWAY, Sec'y, General Offices, P. & L. E. R.R., Pittsburgh, Pa.

Regular Meetings—Fourth Friday of each month, except June, July and August.

RICHMOND RAILROAD CLUB.

F. O. ROBINSON, Sec'y, Room 16, 8th and Main Streets, Richmond, Va.

Regular Meetings—Second Monday in each month, except June, July and August, at 8 00 p.m.

ST. LOUIS RAILWAY CLUB.

B. W. FRAUENTHAL, Secretary, Union Station, St. Louis, Mo.

Regular Meetings—Second Friday of each month, except June, July and August.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB.

A. J. MERRILL, Secretary, 218 Prudential Building, Atlanta, Ga.

Regular Meetings—Third Thursday of November, January, April and August, at Piedmont Hotel, Atlanta, Ga.

WESTERN RAILWAY CLUB.

M. K. BARNUM, President, C. B. & Q. R.R., Chicago, Ill.
P. H. PECK, Treasurer, C. & W. I. R.R., Chicago, Ill.
JOS. W. TAYLOR, Secretary, 390 Old Colony Building, Chicago, Ill.

Regular Meetings—Third Tuesday of each month, except June, July and August.

·1910·

JULY						
S	M	T	W	T	F	S
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AUGUST						
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SEPTEMBER						
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OCTOBER						
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NOVEMBER						
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DECEMBER						
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25	26	27	28	29	30	31
..	..	..	..	..	..	..

GENERAL RAILWAY MAP

OF THE

UNITED STATES

AND POSSESSIONS

CANADA, MEXICO AND CENTRAL AMERICA

ENGRAVED EXPRESSLY FOR THE

OFFICIAL RAILWAY GUIDE

THIS MAP IN ONE SHEET

Size, 55 x 38 inches; printed in Two Colors and

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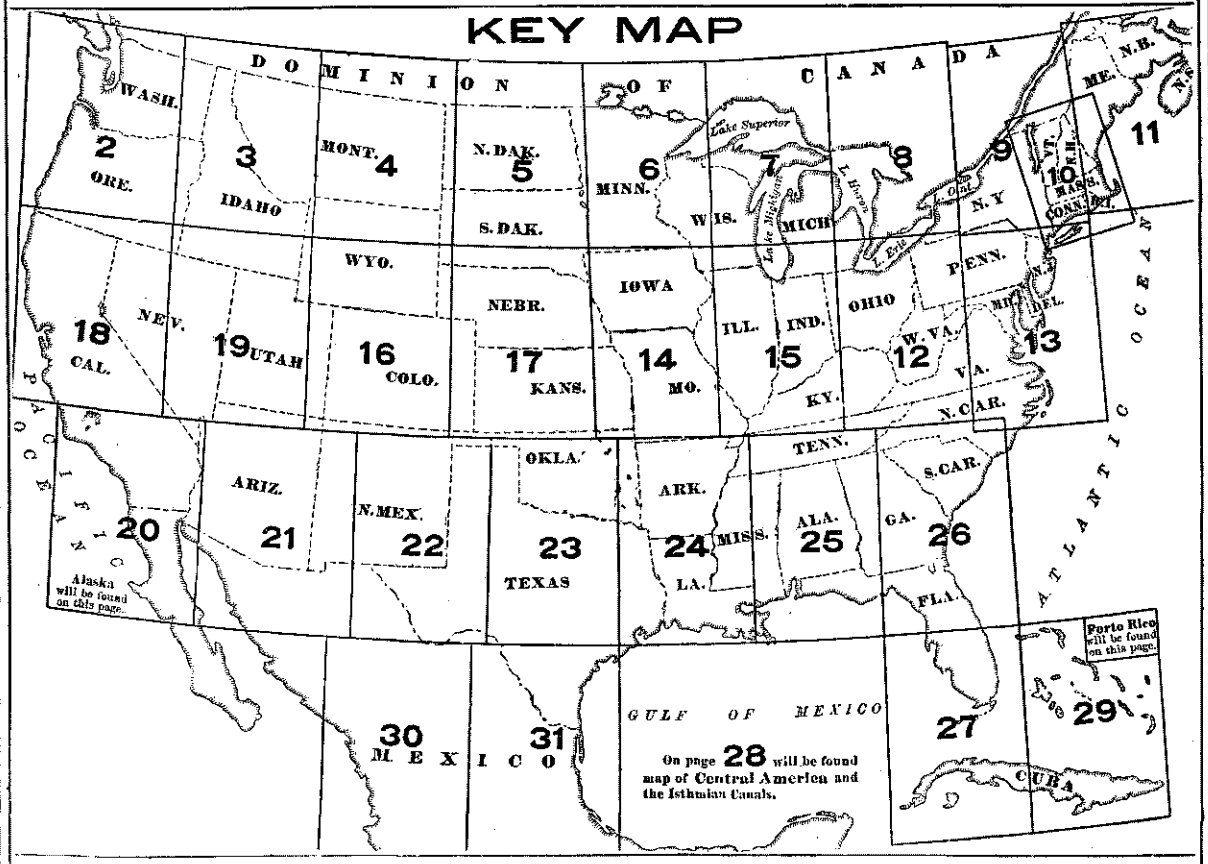
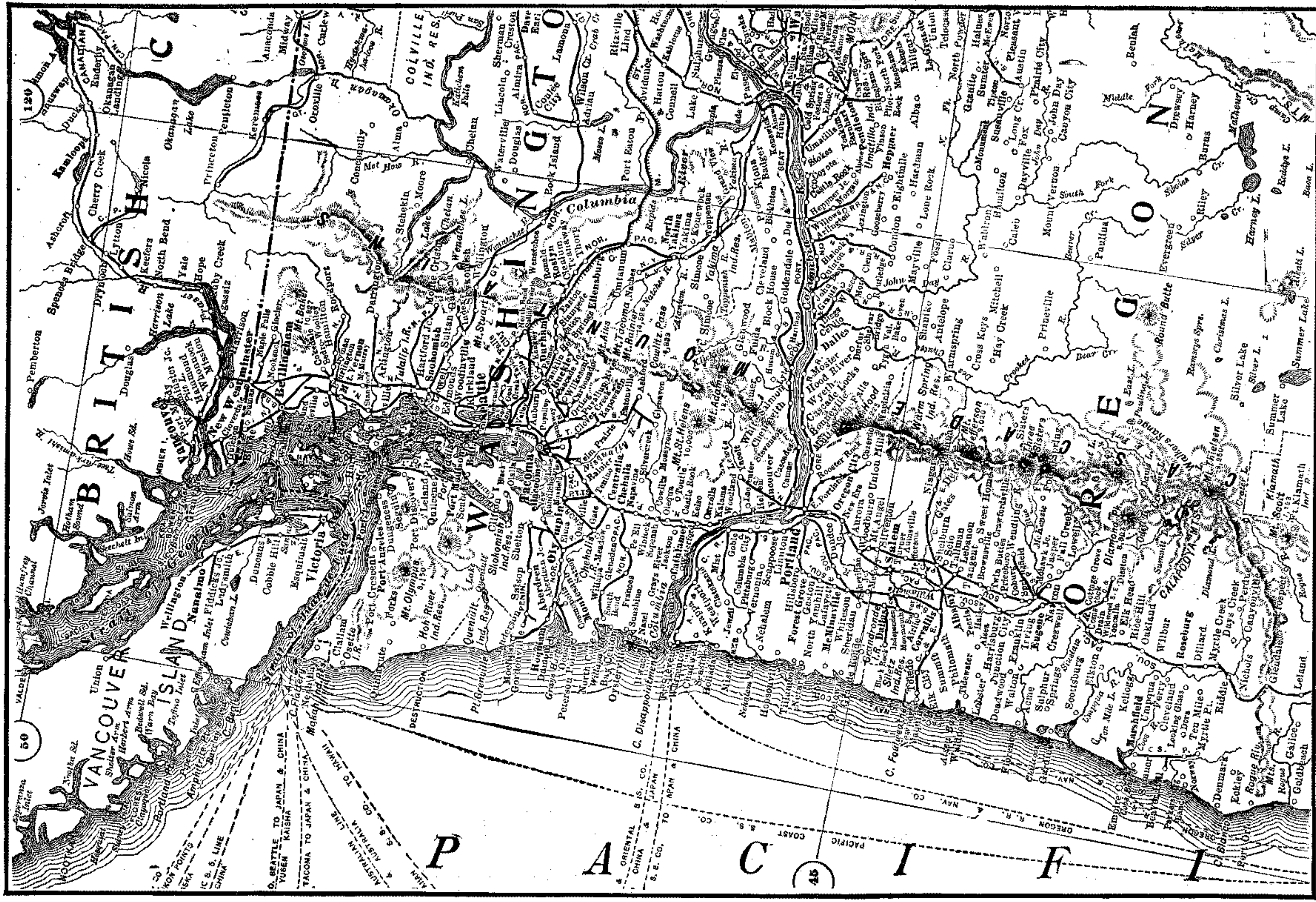


The Number in the Center of each Section on the above Key Map indicates the Page on which that Section will be found. The Blocks, or Sections, overlap slightly on all edges of contact.

Page 10 contains an enlarged Scale Map of New England.

CONNECTS WITH SECTION ON MAP PAGE 3



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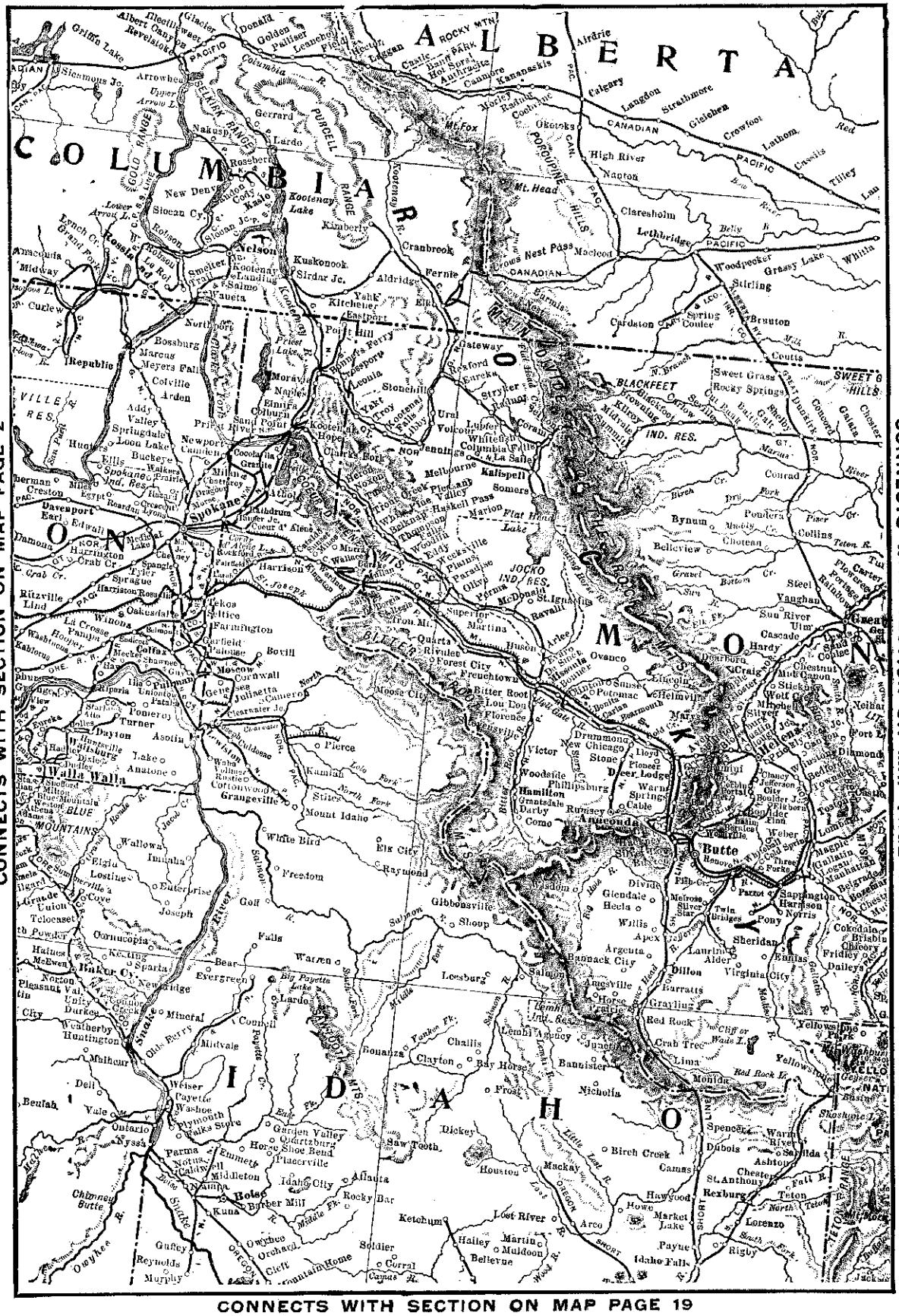

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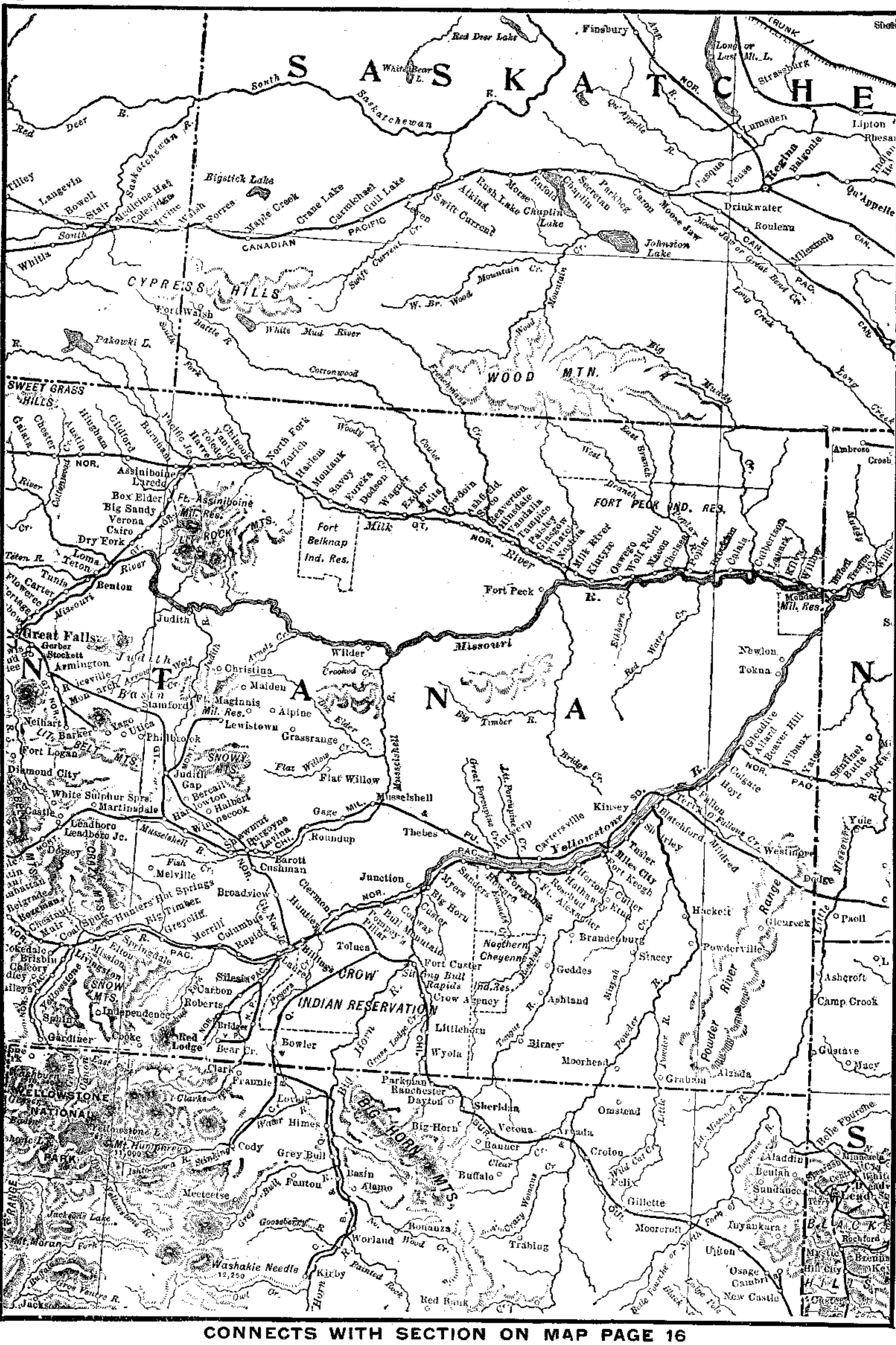

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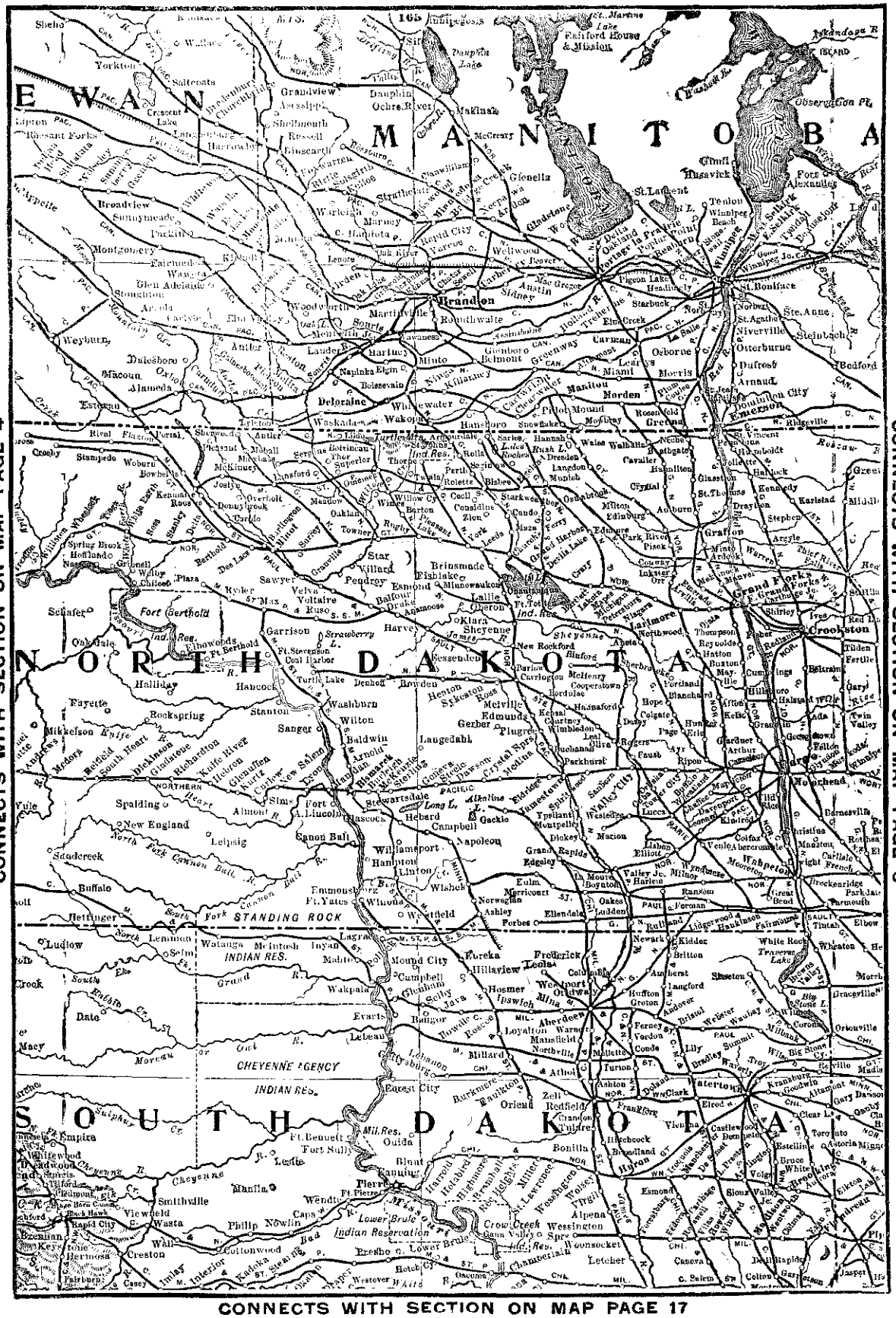

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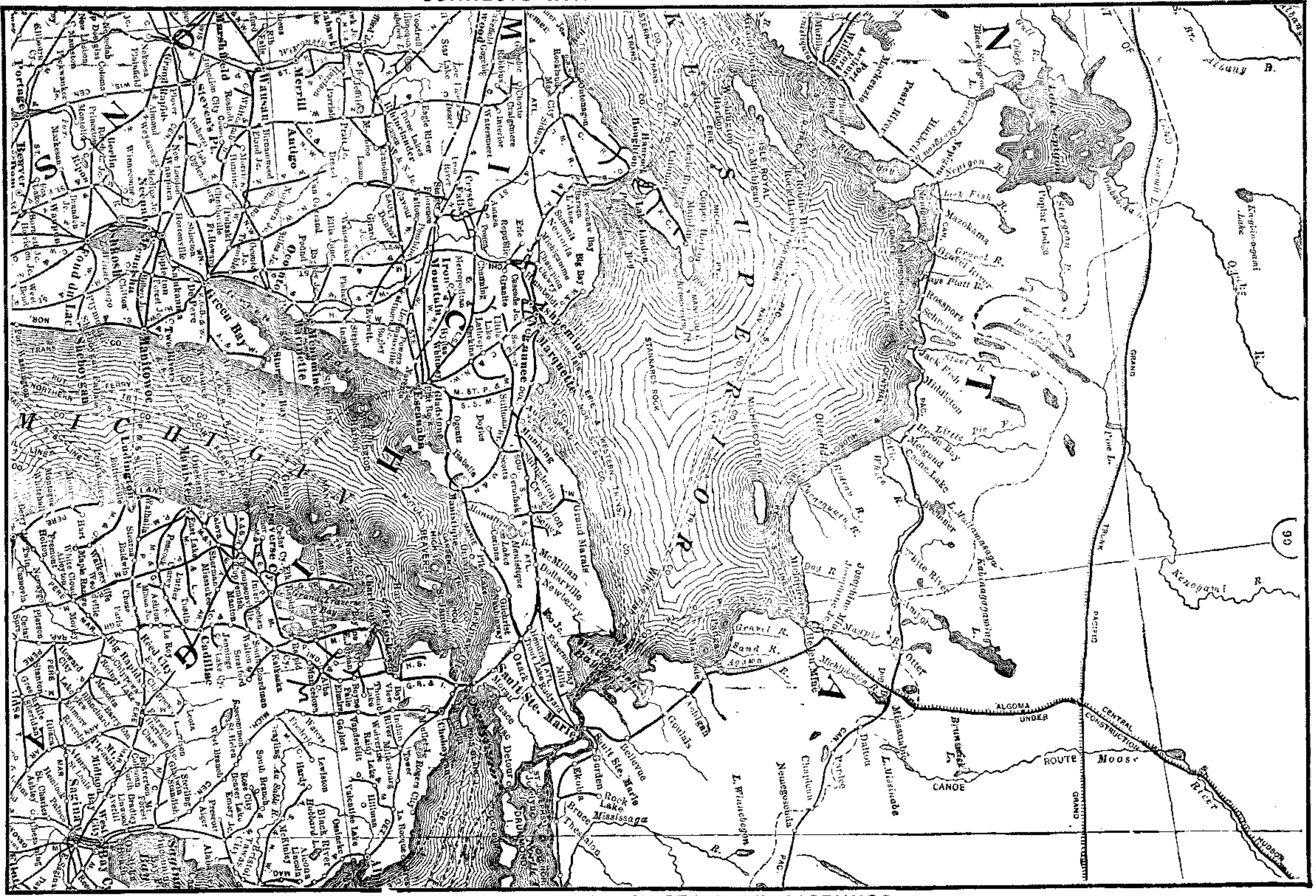
CONNECTS WITH SECTION ON MAP PAGE 6



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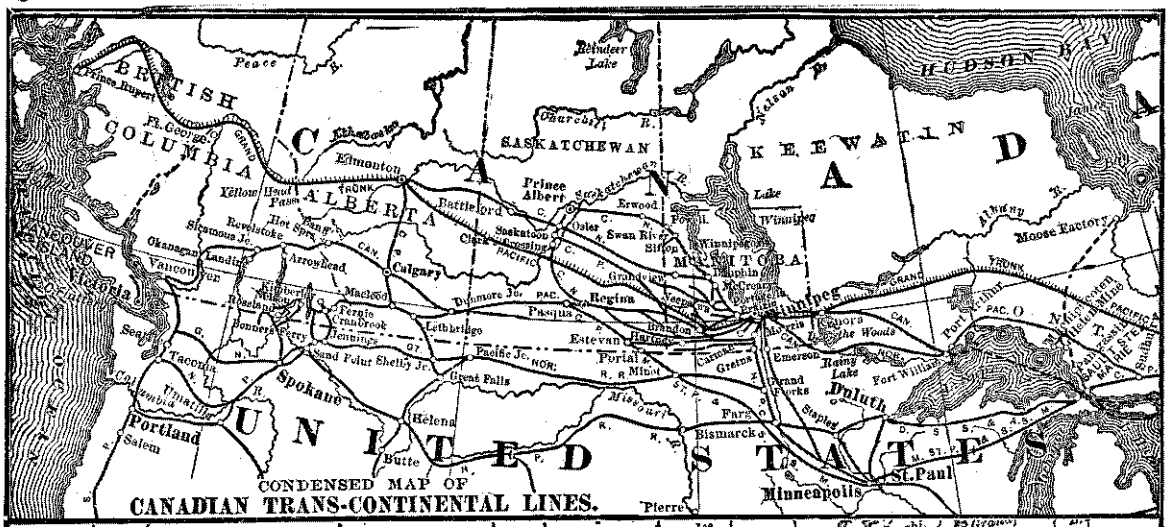


CONDENSED MAP OF
CANADIAN TRANS-CONTINENTAL LINES.

CONNECTS WITH SECTION ON MAP PAGE 7

CONNECTS WITH SECTION ON MAP PAGE 9

CONNECTS WITH SECTION ON MAP PAGE 12

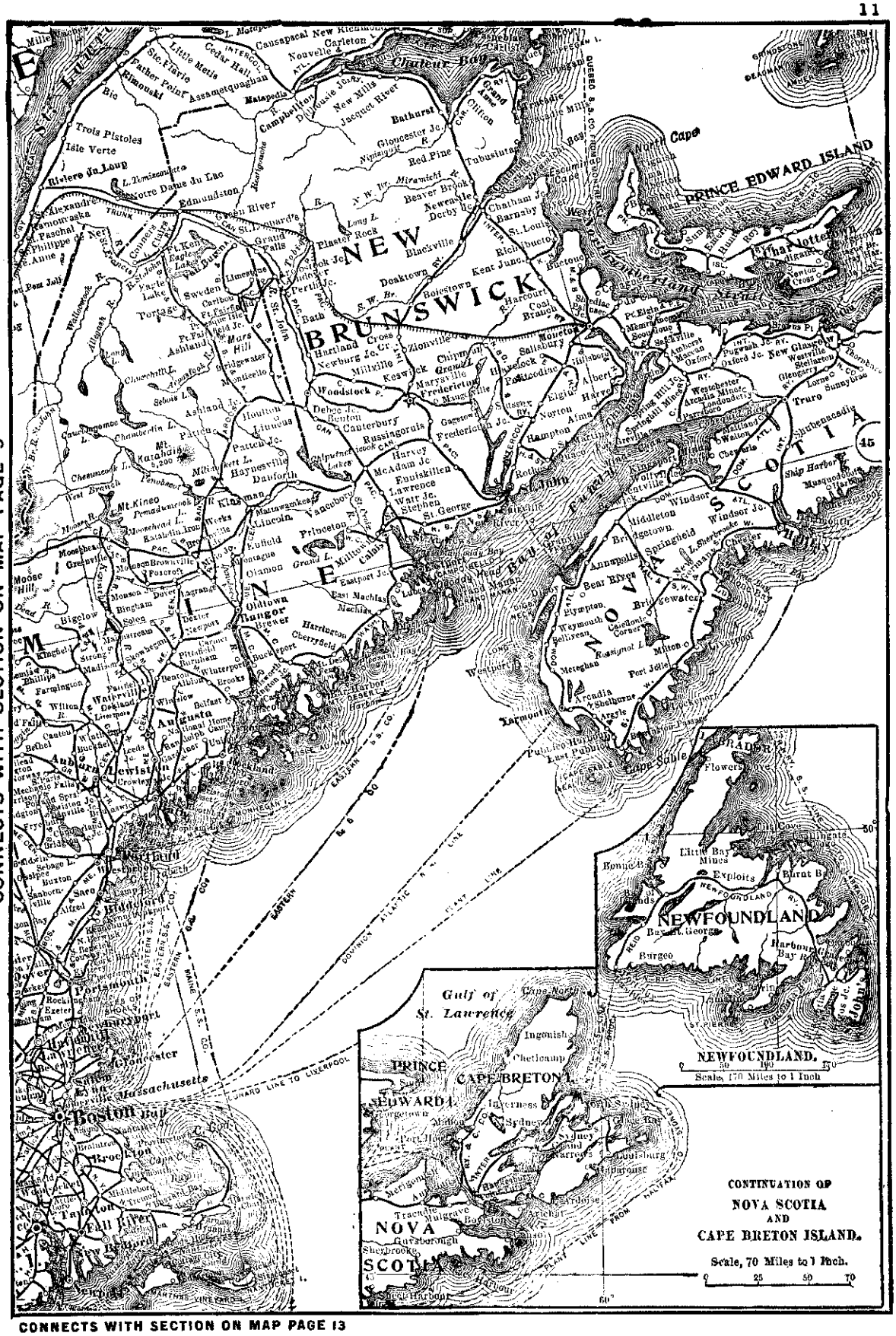
CONNECTS WITH SECTION ON MAP PAGE 8

CONNECTS WITH SECTION ON MAP PAGE 13

CONNECTS WITH SECTION ON MAP PAGE 11

Enlarged Scale Map of the
NEW ENGLAND STATES.
Population is indicated by the townmarks, thus:
Places with over 100,000
Places with 25,000 to 100,000
Places with 5,000 to 25,000
Smaller Places
Capitals are indicated by a Star
SCALE OF STATUTE MILES
0 10 20 30 40 50
A T L A N T I C O C E A N
C A N A D A
N E W Y O R K
V E R M O N T
N E W H A M P S H I R E
M A I N E
M A S S A C H U S E T T S
C O N N.
RHODE ID.
LONG ISLAND
Boston
Providence
Worcester
Hartford
Portland
Montreal
Sherbrooke
Burlington
Albany
Springfield
New Haven
New York
TO EUROPE
DOMINION ATLANTIC S.S. LINE
PLANT LINE
METROPOLITAN LINE
BOSTON & PHILADELPHIA S.S. CO.
MERCHANTS & MINERS TRANS. CO.
M.-N., ENG.

CONNECTS WITH SECTION ON MAP PAGE 9



CONNECTS WITH SECTION ON MAP PAGE 13

CONNECTS WITH SECTION ON MAP PAGE 8

CONNECTS WITH SECTION ON MAP PAGE 15

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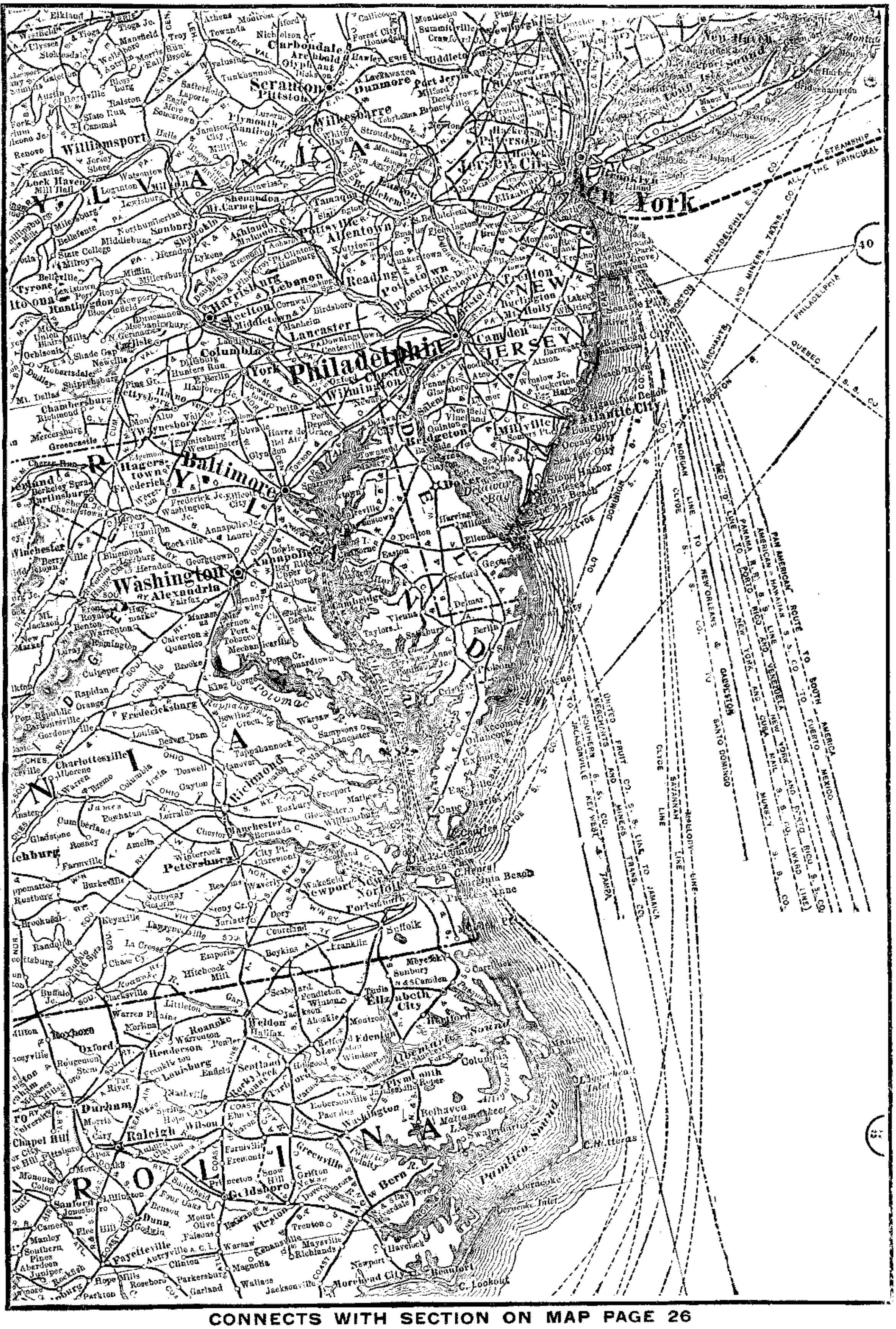

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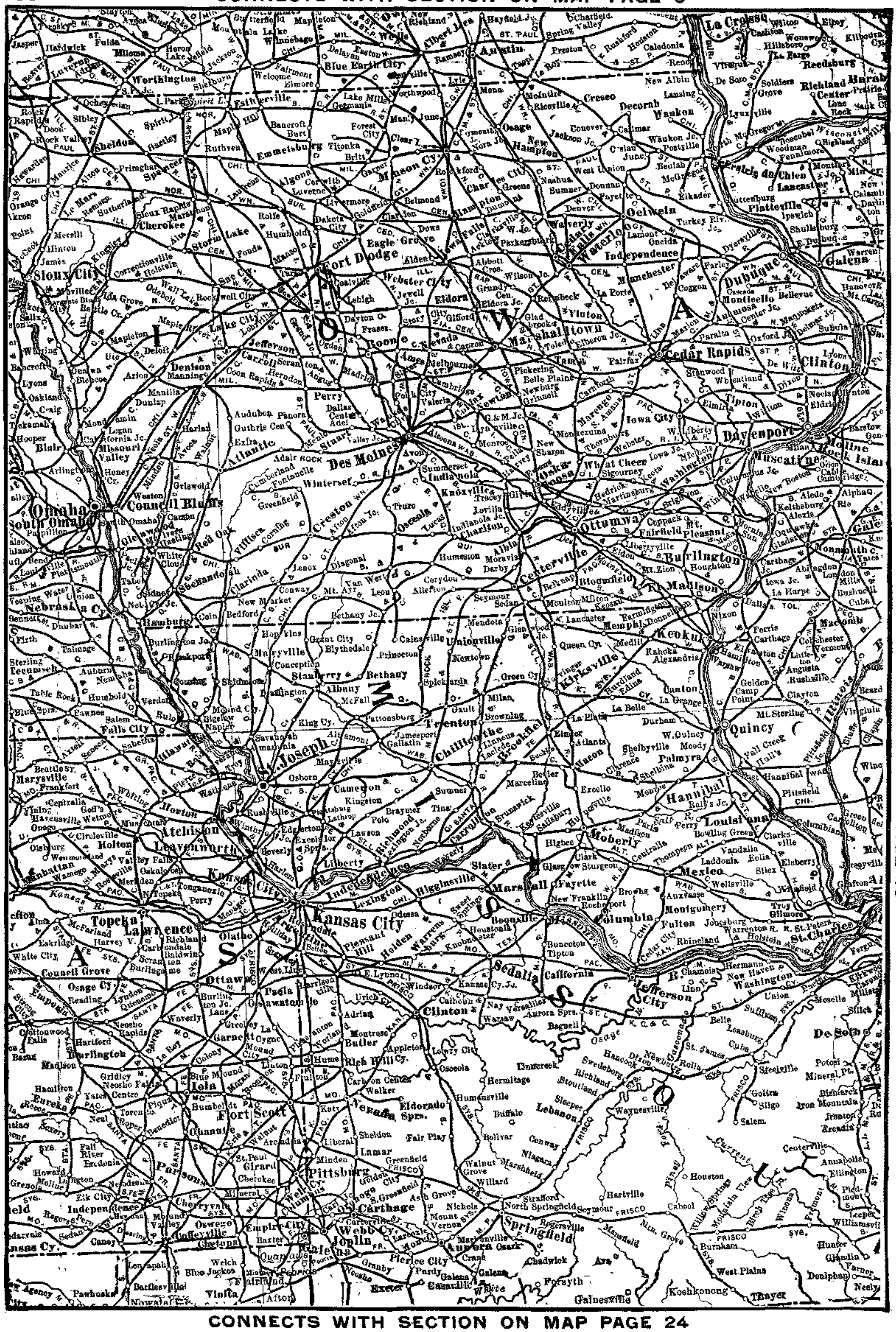

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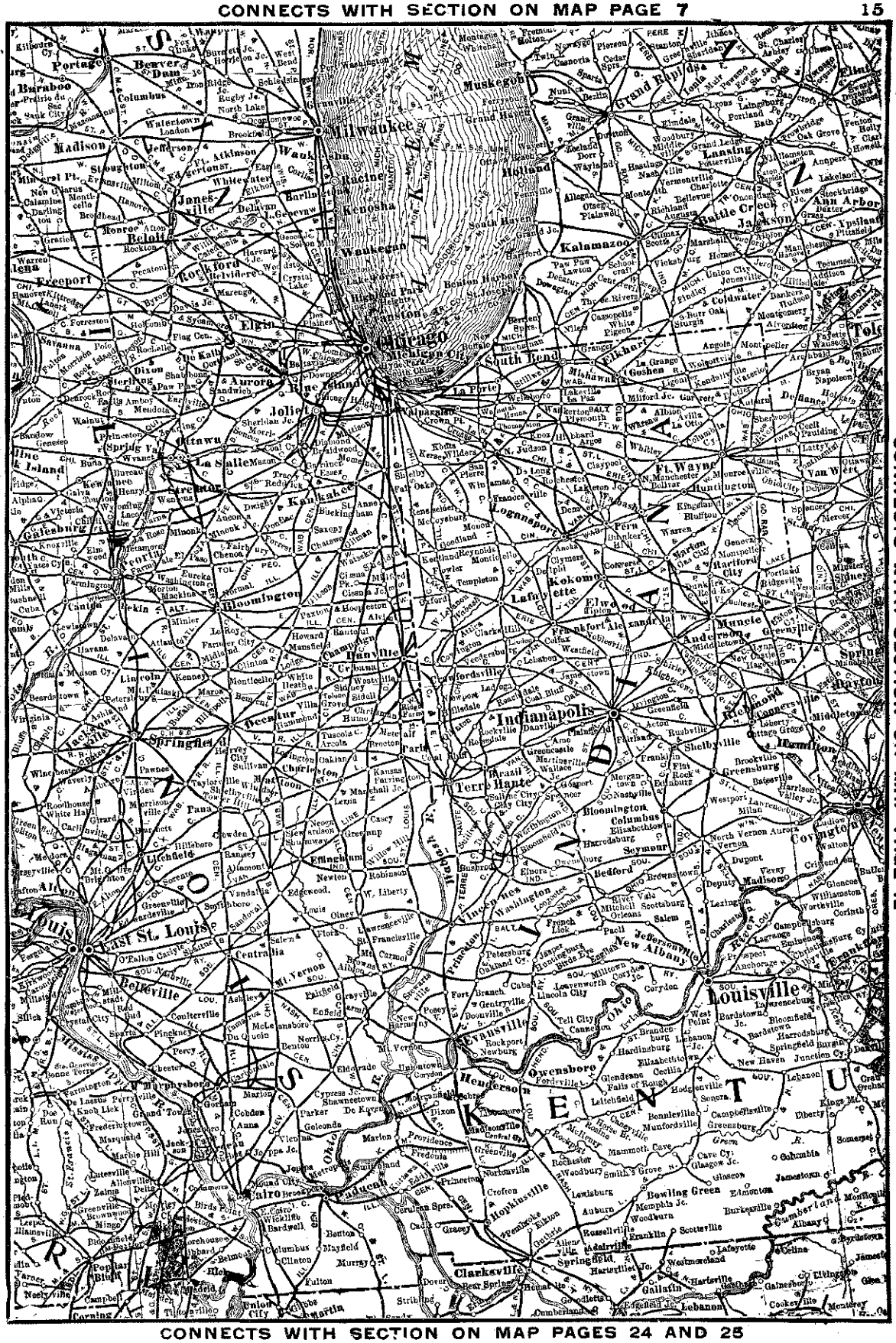

CONNECTS WITH SECTION ON MAP PAGE 12

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CONNECTS WITH SECTION ON MAP PAGE 4

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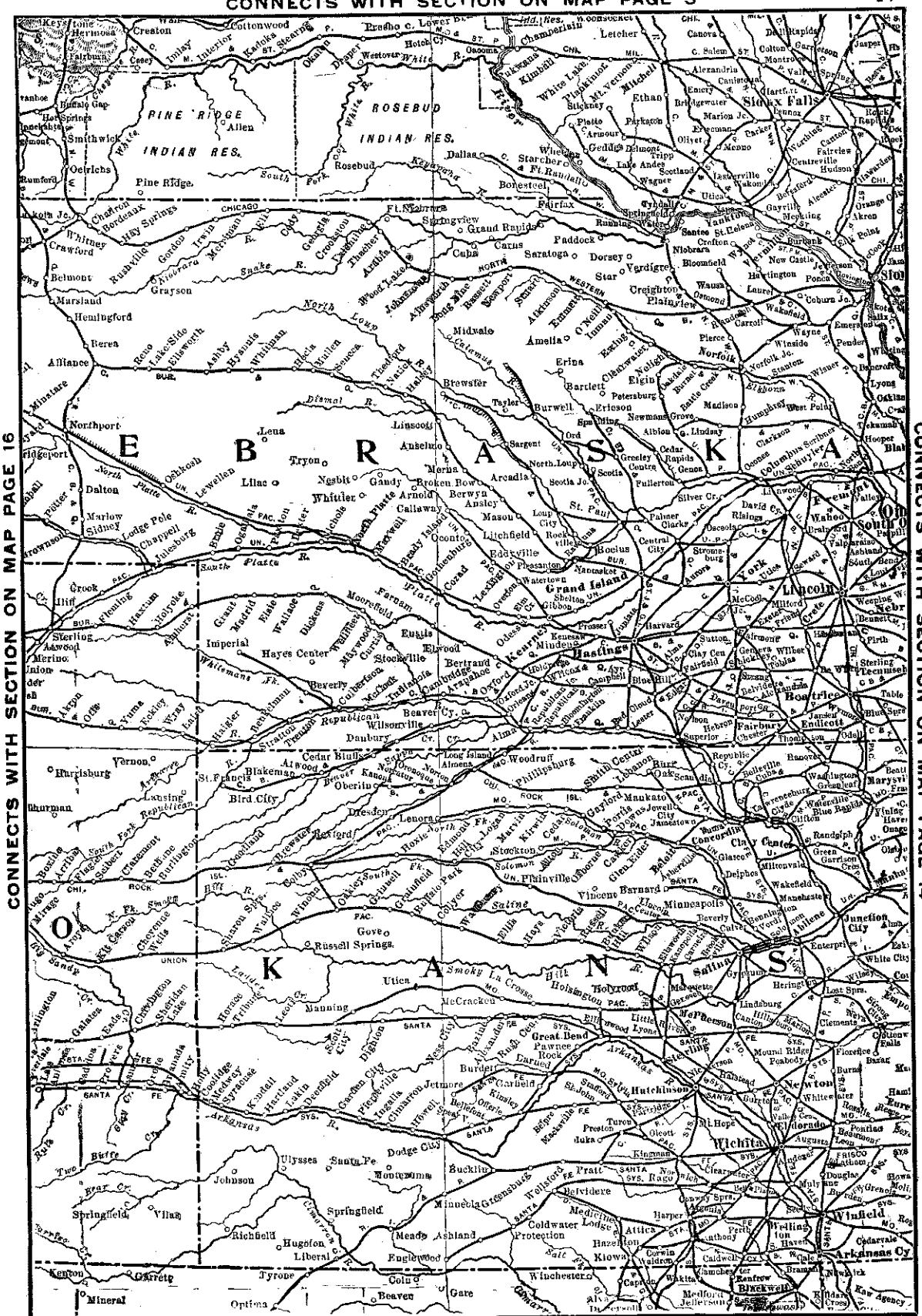
CONNECTS WITH SECTION ON MAP PAGE 16



CONNECTS WITH SECTION ON MAP PAGE 14

CONNECTS WITH SECTION ON MAP PAGES 22 AND 23

CONNECTS WITH SECTION ON MAP PAGE 19

CONNECTS WITH SECTION ON MAP PAGE 2

CONNECTS WITH SECTION ON MAP PAGE 20

CONNECTS WITH SECTION ON MAP PAGE 18

CONNECTS WITH SECTION ON MAP PAGE 16

CONNECTS WITH SECTION ON MAP PAGE 21

Los Angeles
San Diego
Bakersfield
San Bernardino
Riverside
Santa Barbara
Santa Barbara Channel
SANTA BARBARA ISLANDS
SANTA CATALINA
SAN CLEMENTE
SAN NICHOLAS
MOHAVE DESERT
COLORADO DESERT
Salton L.
Colorado River Ind. Res.
Yuma Ind. Res.
Rio Nuevo
Tia Juana
Ensenada
Coronado
Mt. Pinos
Mt. San Bernardino
Mt. San Jacinto
Mt. Whitney
Death Valley
Pacific Ocean
Southern Pacific
Santa Fe
Los Angeles & Pacific

(120)

(115)

ARCTIC OCEAN
ASIA
East Cape
Kotzebue
C. Prince of Wales
Nome
C. Nome
Norton Sound
C. Romanzof
Nulato
Fort Yukon
Arctic Circle
Rampart
Fairbanks
Dawson
Klondike Gold Fields
Forty Mile
Rocky Mountains
Great Bear Lake
Fort McPherson
Fort Norman
Romanzof Mts.
Mt. McKinley (Densmore)
Mt. Wrangell
Mt. Logan
Mt. St. Elias
Mt. Fairweather
Copper Center
Valdez
Cordova
Juneau
Sitka
Kodiak
Bristol Bay
BERING SEA
GULF OF ALASKA
ALEUTIAN ISLANDS
PACIFIC OCEAN
CANADA
White Horse
Dawson
Scale of Miles.

ALASKA.

Western portion of ALEUTIAN ISLANDS.

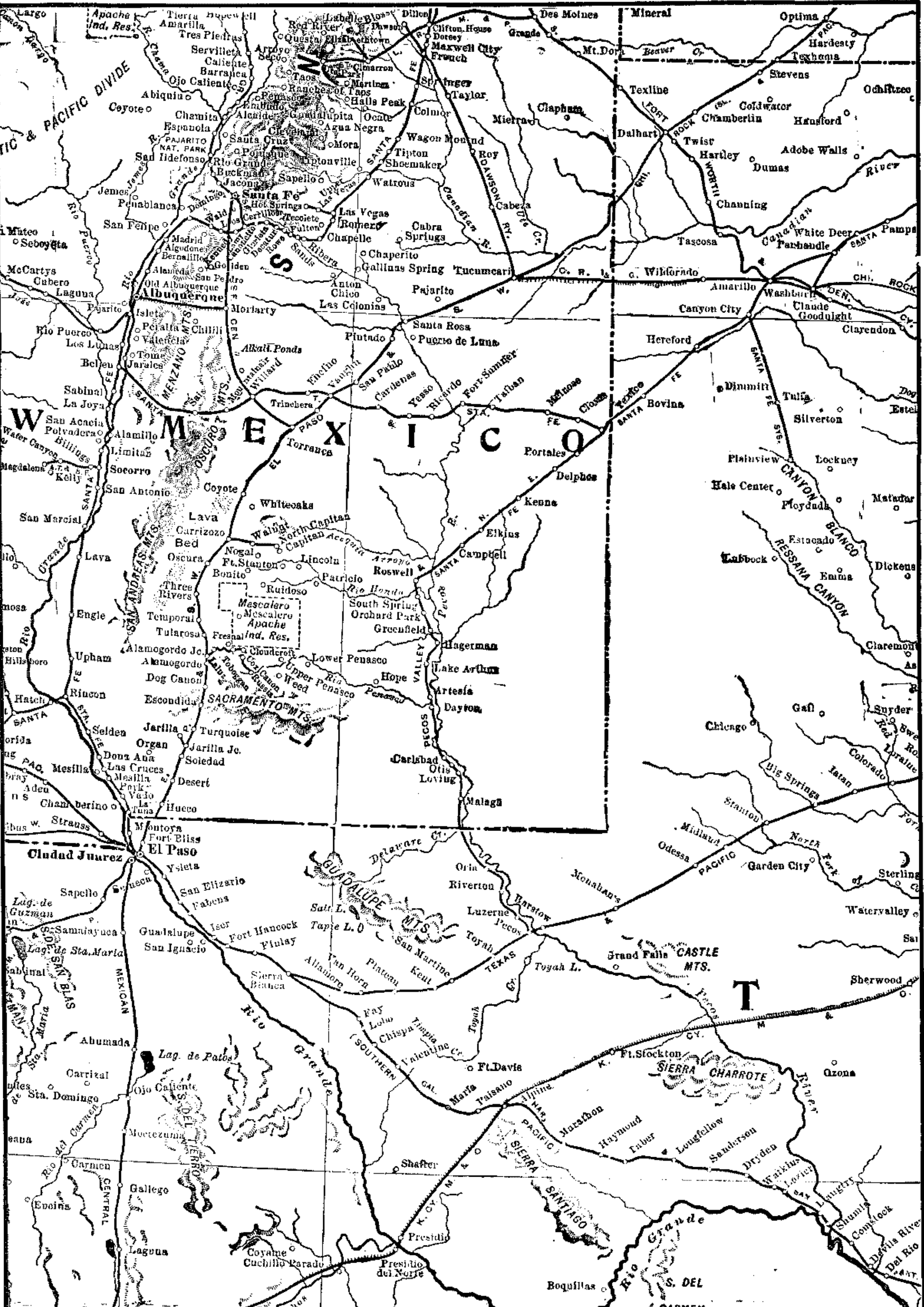
CONNECTS WITH SECTION ON MAP PAGE 20

CONNECTS WITH SECTION ON MAP PAGES 19 AND 16

CONNECTS WITH SECTION ON MAP PAGE 22

CONNECTS WITH SECTION ON MAP PAGES 16 AND 17

CONNECTS WITH SECTION ON MAP PAGE 21



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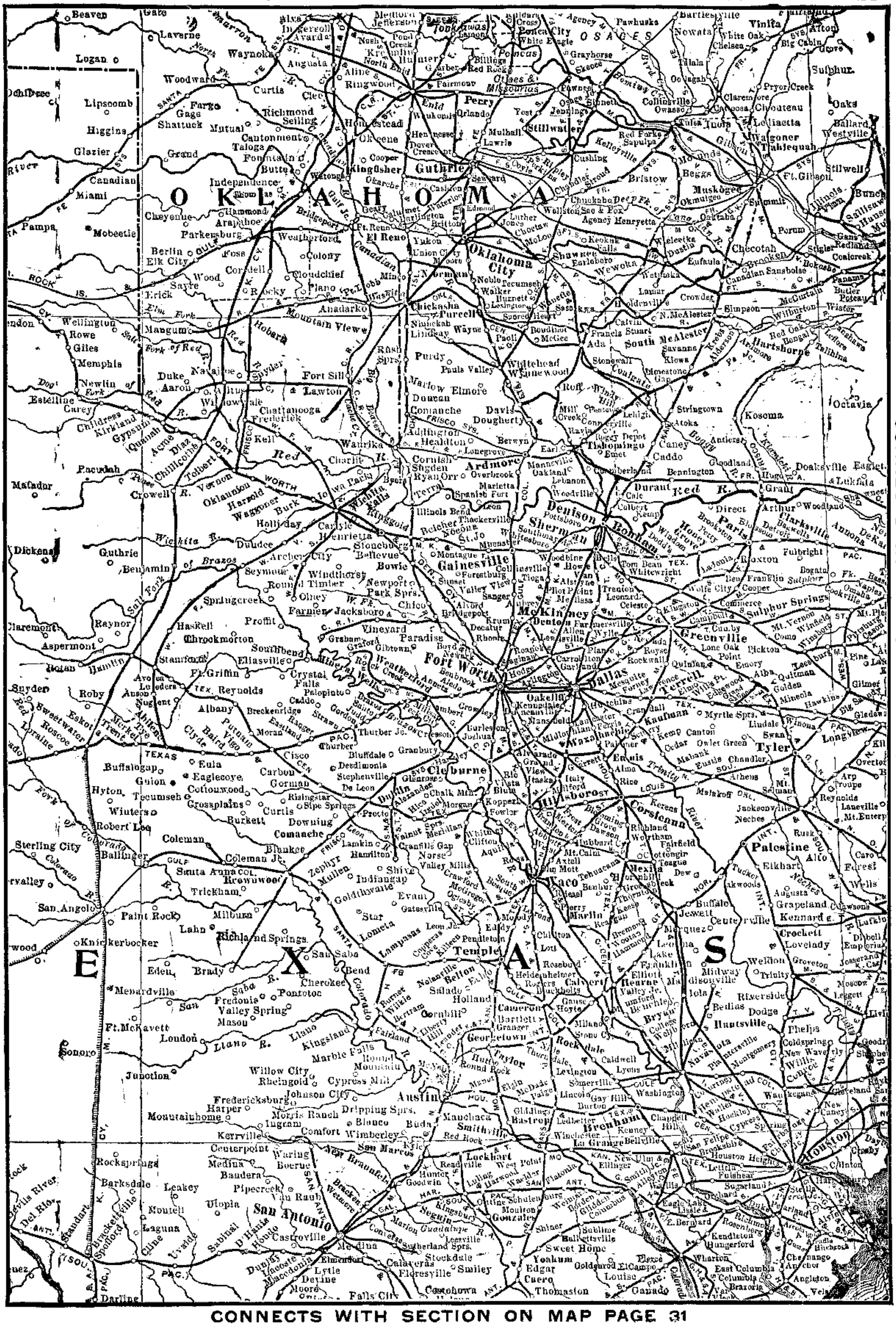

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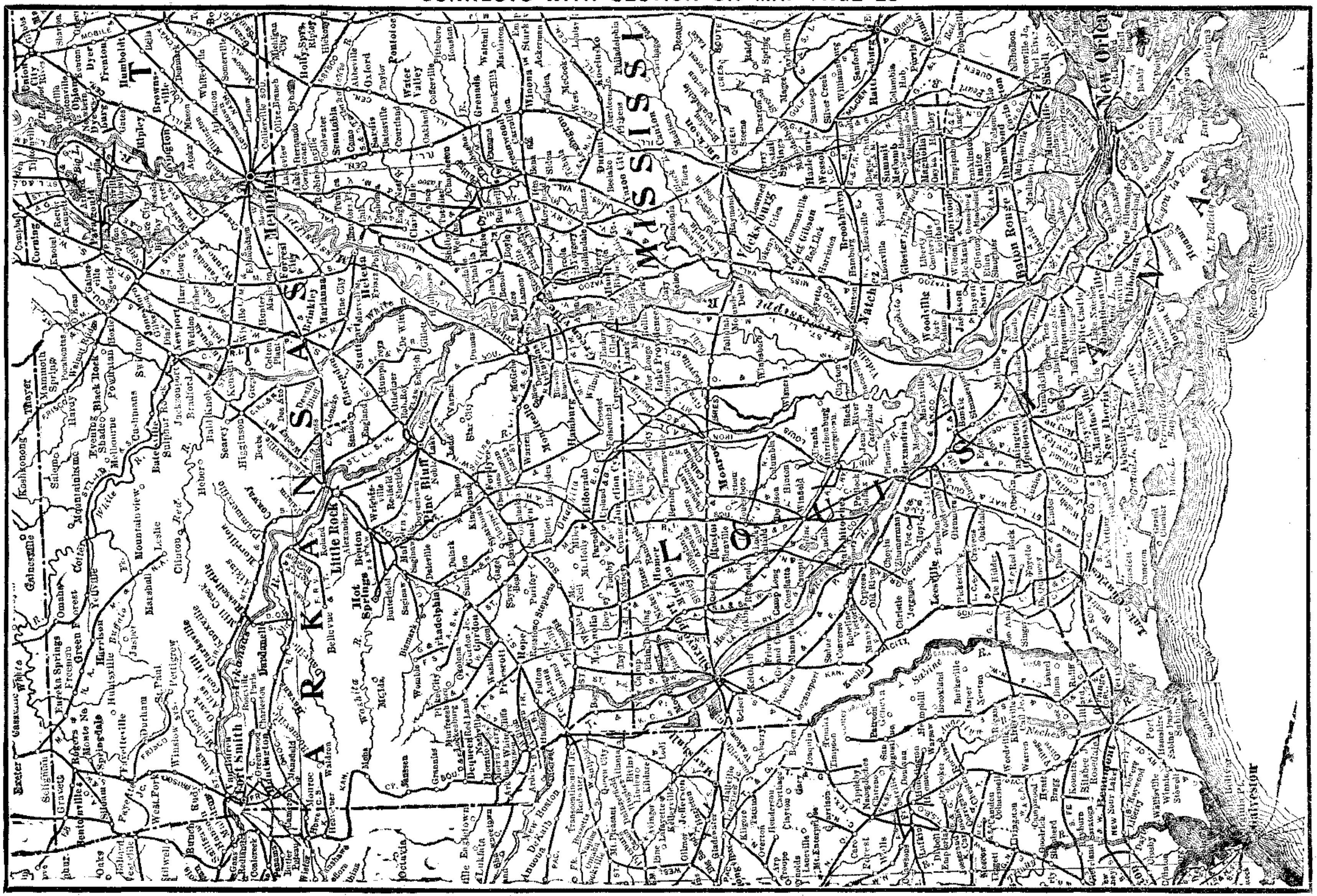

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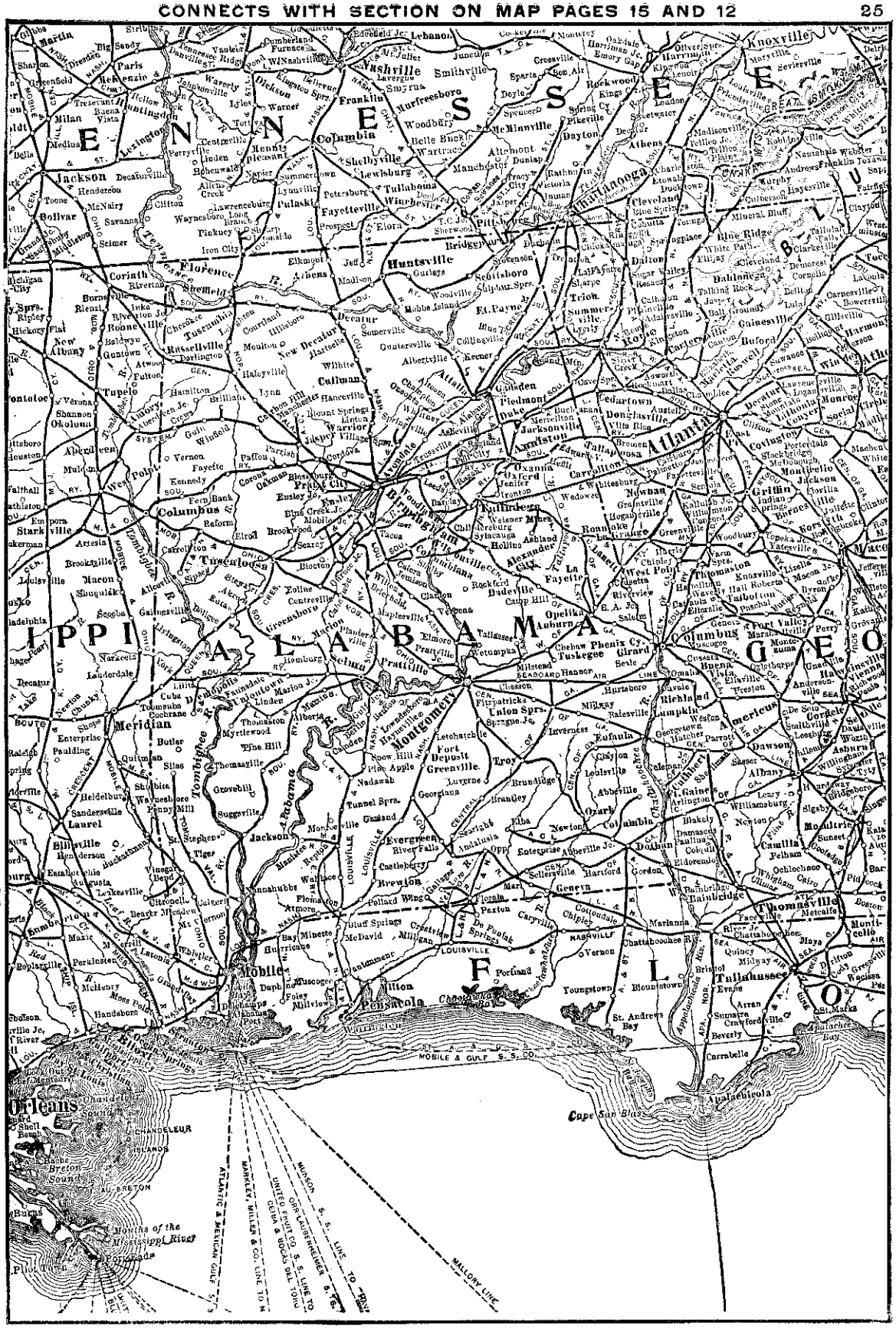

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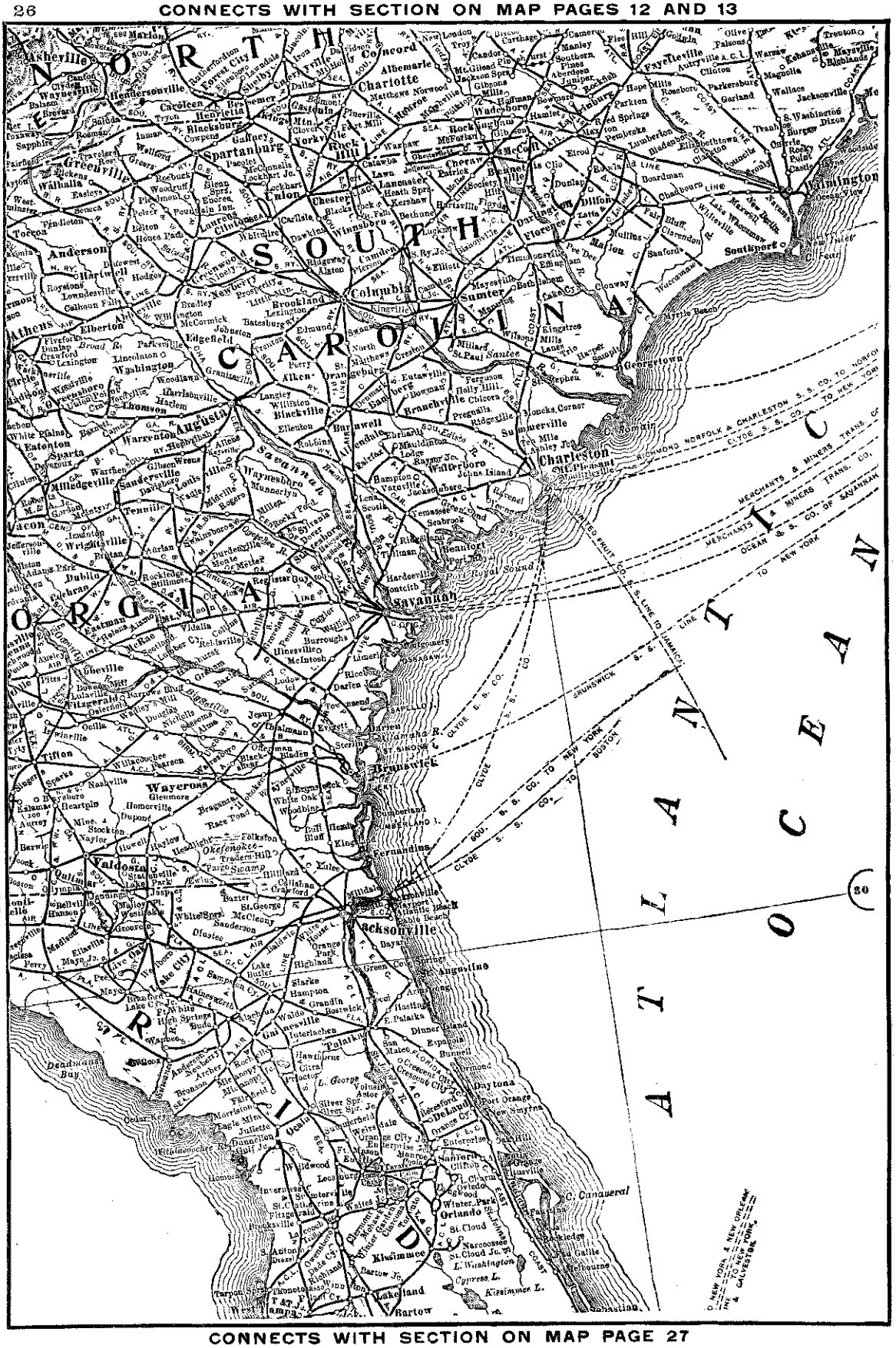

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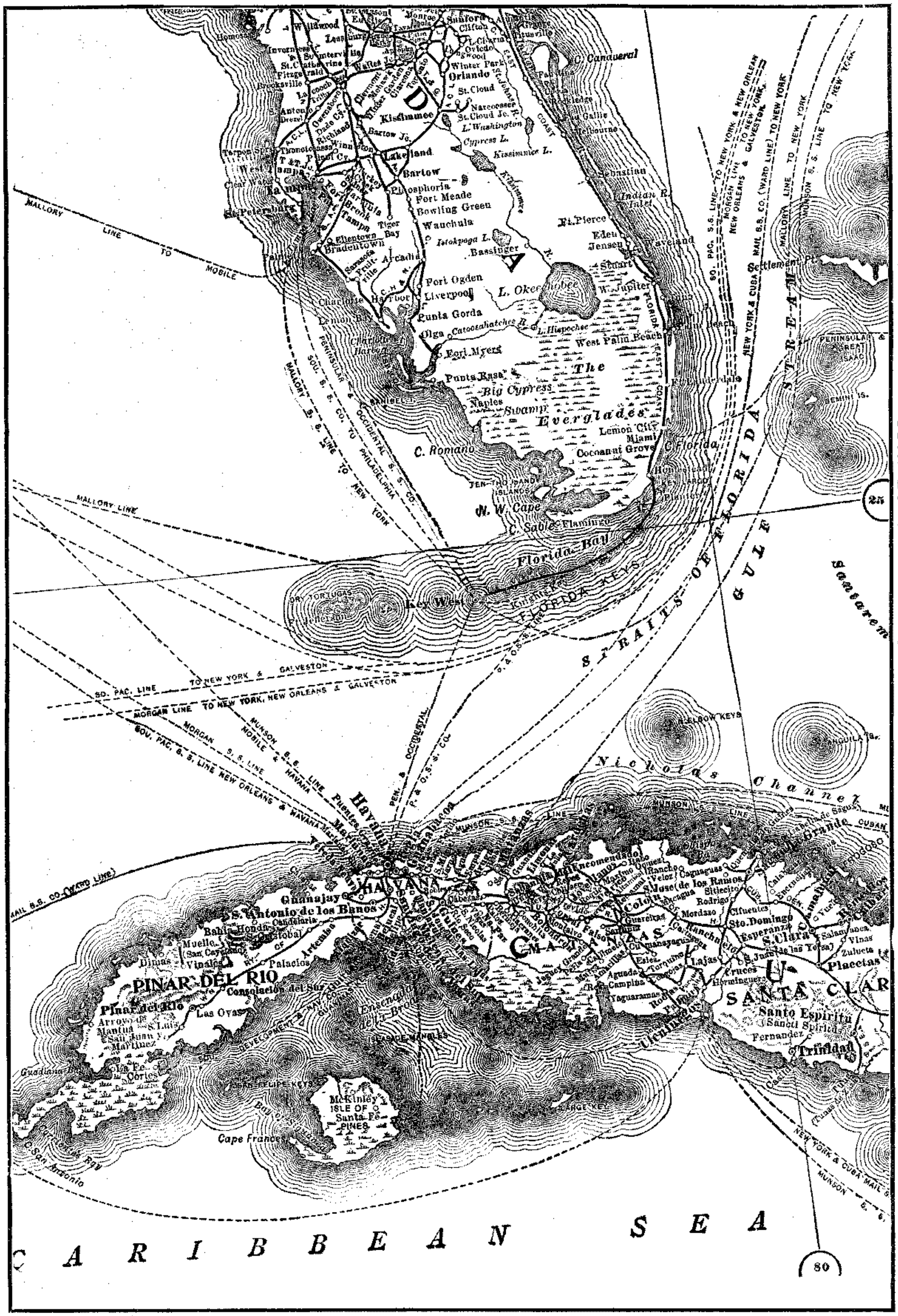

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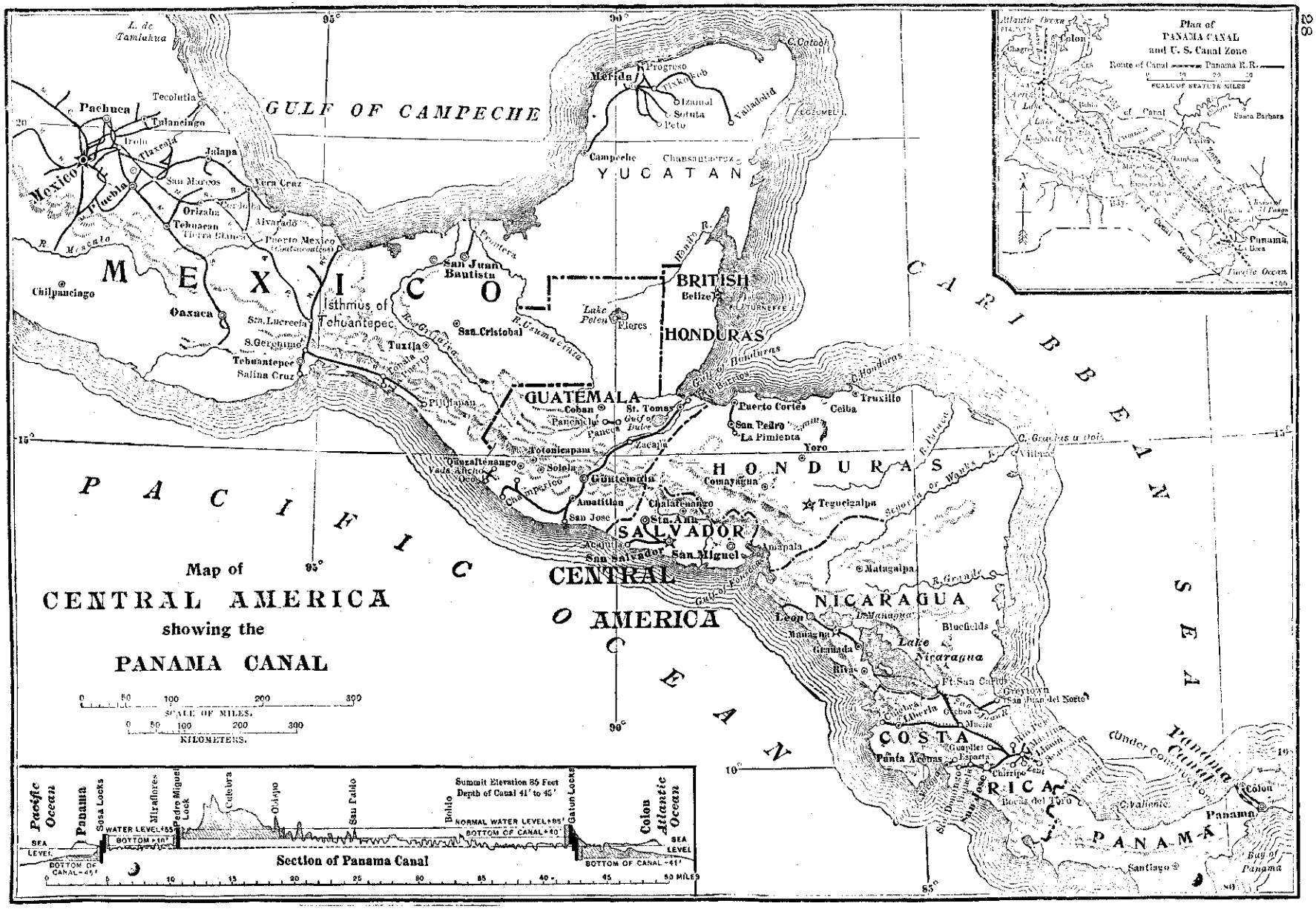
Map of
CENTRAL AMERICA
showing the
PANAMA CANAL
SCALE OF MILES.
KILOMETERS.
GULF OF CAMPECHE
YUCATAN
MEXICO
BRITISH HONDURAS
GUATEMALA
HONDURAS
SALVADOR
NICARAGUA
COSTA RICA
PANAMA
CENTRAL AMERICA
PACIFIC OCEAN
CARIBBEAN SEA
Mexico
Puebla
Pachuca
Tulancingo
Tecolutla
Jalapa
Vera Cruz
Orizaba
Tehuacan
Tierra Blanca
Alvarado
Puerto Mexico
Chilpancingo
Oaxaca
Sta. Lucrecia
S. Geronimo
Tehuantepec
Salina Cruz
Isthmus of Tehuantepec
Tuxtla
San Juan Bautista
San Cristobal
Frontera
Mérida
Progreso
Izamal
Sotuta
Peto
Valladolid
Campeche
Chansantuerez
Belize
Flores
Lake Peten
Puerto Cortes
San Pedro
La Pimienta
Ceiba
Truxillo
Yoro
Tegucigalpa
Comayagua
Coban
St. Tomas
Pancajchi
Pancua
Zacapa
Quezaltenango
Vada Alcalde
Solola
Guatemala
Pajapan
Totonicapan
Amatitlan
San Jose
Chalatenango
Sta. Ana
Acajutla
San Salvador
San Miguel
Amapala
Matagalpa
Leon
Managua
Granada
Rivas
Lake Nicaragua
Bluefields
Ft. San Carlos
Greytown
San Juan del Norte
Cartago
Alajuela
Ochoa
Muelle
Punta Arenas
Guapiles
Esparta
Chirripo
Bocas del Toro
Panama
Colon
Santiago
Bay of Panama
Panama Canal
(Under Construction)
Summit Elevation 85 Feet
Depth of Canal 41' to 45'
Pacific Ocean
Panama
Sosa Locks
Miraflores
Pedro Miguel Lock
Culebra
Obispo
San Pablo
Bohio
Gatun Locks
Colon
Atlantic Ocean
WATER LEVEL 55'
BOTTOM 10'
NORMAL WATER LEVEL 85'
BOTTOM OF CANAL 40'
SEA LEVEL
BOTTOM OF CANAL 45'
BOTTOM OF CANAL 41'
Section of Panama Canal
MILES
Plan of
PANAMA CANAL
and U. S. Canal Zone
Route of Canal
Panama R. R.
SCALE OF STATUTE MILES
Atlantic Ocean
Pacific Ocean
Colon
Panama
Santa Barbara

CONNECTS WITH SECTION ON MAP PAGE 27

CONNECTS WITH SECTION ON MAP PAGE 31

CONNECTS WITH SECTION ON MAP PAGE 30

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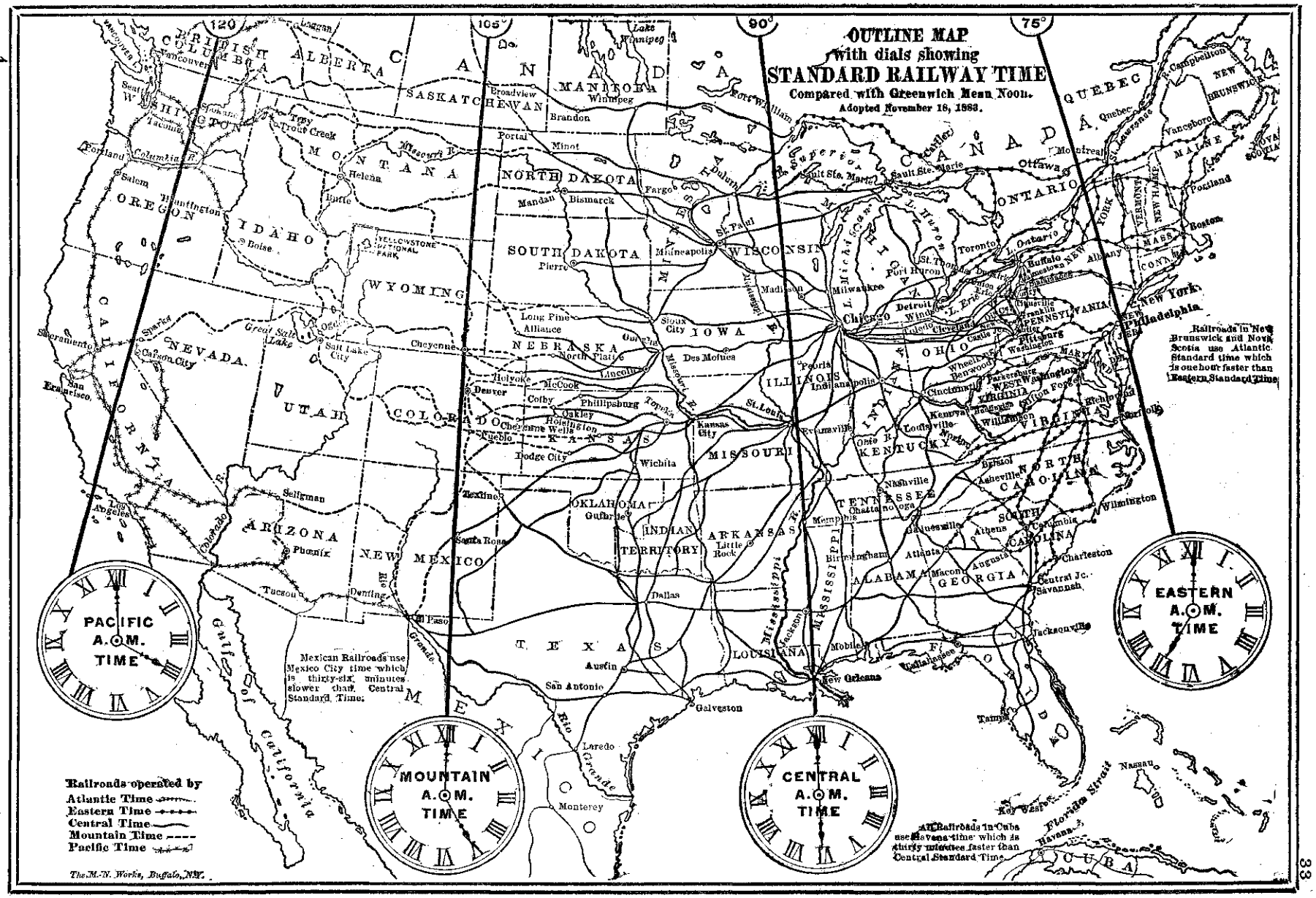
THE MANUAL for 1908, the first edition to contain a complete Industrial Section, was very favorably received by the financial community. It is proposed to continue this feature in the 1909 edition and to improve upon the work so that Poor's Manual will be as supreme an authority on industrial investments as it always has been in the field of railroads.

POOR'S RAILROAD MANUAL CO., Publishers, P. H. CAREY, Managing Editor, **68 William Street, New York**


OUTLINE MAP
with dials showing
STANDARD RAILWAY TIME
Compared with Greenwich Mean Noon.
Adopted November 18, 1883.
120°
105°
90°
75°
PACIFIC A.⊙M. TIME
MOUNTAIN A.⊙M. TIME
CENTRAL A.⊙M. TIME
EASTERN A.⊙M. TIME
Railroads in New Brunswick and Nova Scotia use Atlantic Standard time which is one hour faster than Eastern Standard Time.
Mexican Railroads use Mexico City time which is thirty-six minutes slower than Central Standard Time.
All Railroads in Cuba use Havana time which is thirty minutes faster than Central Standard Time.
Railroads operated by
Atlantic Time
Eastern Time
Central Time
Mountain Time
Pacific Time
The M.-N. Works, Buffalo, N.Y.
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
CANADA
QUEBEC
ONTARIO
NEW BRUNSWICK
NOVA SCOTIA
MAINE
WASHINGTON
OREGON
IDAHO
MONTANA
WYOMING
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
NEVADA
UTAH
COLORADO
KANSAS
CALIFORNIA
ARIZONA
NEW MEXICO
OKLAHOMA
INDIAN TERRITORY
TEXAS
MEXICO
MINNESOTA
IOWA
MISSOURI
ARKANSAS
LOUISIANA
WISCONSIN
ILLINOIS
MICHIGAN
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
WEST VIRGINIA
PENNSYLVANIA
NEW YORK
VERMONT
NEW HAMPSHIRE
MASS.
CONN.
NEW JERSEY
CUBA
Portland
Salem
Helena
Butte
Boise
Pierre
Bismarck
Fargo
Minot
Portal
Brandon
Winnipeg
Lake Winnipeg
Fort William
Sault Ste. Marie
Ottawa
Montreal
Quebec
Toronto
Lake Ontario
Lake Erie
Lake Huron
Lake Michigan
Lake Superior
St. Paul
Minneapolis
Milwaukee
Chicago
Detroit
Buffalo
Albany
Boston
New York
Philadelphia
Pittsburg
Cincinnati
Louisville
Indianapolis
Peoria
St. Louis
Kansas City
Omaha
Des Moines
Sioux City
Denver
Cheyenne
Salt Lake City
Great Salt Lake
Sacramento
San Francisco
Los Angeles
Phoenix
Tucson
Santa Fe
El Paso
Dallas
Austin
San Antonio
Galveston
Laredo
Monterey
Wichita
Topeka
Nashville
Memphis
Atlanta
Savannah
Charleston
Wilmington
Jacksonville
Tampa
Mobile
New Orleans
Havana
Nassau
Key West
Gulf of California
Gulf of Mexico
Florida Strait
Rio Grande
Mississippi R.
Missouri R.
Columbia R.
Colorado R.
Ohio R.
St. Lawrence R.
YELLOWSTONE NATIONAL PARK

DIVIDING POINTS

STANDARD TIME SECTIONS

For Map, see preceding page.

BETWEEN CENTRAL AND MOUNTAIN SECTIONS.

ALLIANCE, NEB.
(*Mountain time is used locally.*)
Central time—Chicago, Burlington & Quincy. Lines west of the Missouri River (East of Alliance).
Mountain time—Chicago, Burlington & Quincy. Lines west of the Missouri River (West of Alliance).

ARCOLA, SASKATCHEWAN.
Central time—Canadian Pacific (East of Arcola).
Mountain time—Canadian Pacific (West of Arcola).

BROADVIEW, SASKATCHEWAN.
(*Central time is used locally.*)
Central time—Canadian Pac. (East of Broadview).
Mountain time—Can. Pac. (West of Broadview).

CHAMBERLAIN, S.D.
Central time—Chicago, Milwaukee & St. Paul (East of Chamberlain).
Mountain time—Chicago, Milwaukee & St. Paul (West of Chamberlain).

CLOVIS, N.M.
Central time—Santa Fe Route (East of Clovis).
Mountain time—Santa Fe Route (West and South of Clovis).

DODGE CITY, KAN.
(*The city uses Central time.*)
Central time—Atchison, Topeka & Santa Fe (East of Dodge City).
Chicago, Rock Island & Pacific.
Mountain time—Atchison, Topeka & Santa Fe (West of Dodge City).

ELLIS, KAN.
(*Central time is used locally.*)
Central time—Union Pacific, Kansas Div. (East of Ellis).
Mountain time—Union Pacific, Colorado Div. (West of Ellis).

EL PASO, TEX.
(*See also Rio Grande, Tex.*)
(*Mountain time is used locally.*)
Central time—Galveston, Harrisburg & San Ant. Texas & Pacific.
Mountain time—Atchison, Topeka & Santa Fe. El Paso & North-eastern.
City of Mexico time—Mexican Central.

HOISINGTON, KAN.
(*Central time is used locally.*)
Central time—Missouri Pacific (East of Hoisington).
Mountain time—Missouri Pacific (West of Hoisington).

HUDSON BAY JUNCTION, SASK.
Central time—Canadian Northern (East of Hudson Bay Junction).
Mountain time—Canadian Northern (West of Hudson Bay Junction).

KAMSACK, SASKATCHEWAN.
Central time—Canadian Northern (East of Kamsack).
Mountain time—Canadian Northern (West of Kamsack).

KIPLING, SASKATCHEWAN.
Central time—Canadian Northern (East of Kipling).
Mountain time—Canadian Northern (West of Kipling).

LONG PINE, NEB.
(*Central time is used locally.*
Central time—Chicago & North Western (East of Long Pine).
Mountain time—Chicago & North Western (West of Long Pine).

MANDAN, N.D.
(*Mountain time is used locally.*)
Central time—North. Pacific (East of Mandan).
Mountain time—North. Pacific (West of Mandan).

McCOOK, NEB.
(*Central time is used locally.*)
Central time—Chicago, Burlington & Quincy. Lines west of the Missouri River (East of McCook).
Mountain time—Chicago, Burlington & Quincy. Lines west of the Missouri River (West of McCook).

MELVILLE, SASKATCHEWAN.
Central time—Grand Trunk Pacific (East of Melville).
Mountain time—Grand Trunk Pacific (West of Melville).

MOBRIDGE, S.D.
Central time—Chicago, Milwaukee & St. Paul.
Mountain time—Chicago, Milwaukee & Puget Sound.

NEUDORF, SASKATCHEWAN.
Central time—Canadian Pacific (East of Neudorf).
Mountain time—Canadian Pacific (West of Neudorf).

NORTH PLATTE, NEB.
(*Central time is used locally.*)
Central time—Union Pac. (East of No. Platte).
Mountain time—Union Pac. (West of No. Platte).

PIERRE, S.D.
(*Central time is used locally.*)
Central time—Chicago & North Western (East of Pierre).
Mountain time—Pierre, Rapid City & North Western (West of Pierre).

PORTAL, N.D.
(*Central time is used locally.*)
Central time—Minn. St. Paul & Sault Ste. Marie.
Mountain time—Canadian Pacific.

PHILLIPSBURG, KAN.
(*Central time is used locally.*)
Central time—Chicago, Rock Island & Pacific (East of Phillipsburg).
Mountain time—Chicago, Rock Island & Pacific (West of Phillipsburg).

PLAINVILLE, KAN.
Central time—Union Pacific, Oakley Branch (East of Plainville).
Mountain time—Union Pacific, Oakley Branch (West of Plainville).

RIO GRANDE, TEX.
(*Three miles west of El Paso, Tex., which also see.*)
Central time—Galveston, Harrisburg & San Antonio.
Pacific time—Southern Pacific.

SIXELA, TEX.
Central time—Fort Worth & Denver City.
Mountain time—Colorado & Southern.

STERLING, COLO.
(*Central time is used locally.*)
Central time—Chicago, Burlington & Quincy. Lines west of the Missouri River (East of Sterling).
Mountain time—Chicago, Burlington & Quincy. Lines west of the Missouri River (West of Sterling).

TUCUMCARI, N.M.
Central time—Chicago, Rk. Island & El Paso Ry.
Mountain time—El Paso & Southwestern Ry.

WILLISTON, N.D.
(*Central time is used locally.*)
Central time—Gt. Northern (East of Williston)
Mountain time—Great Northern (West of Williston).

BETWEEN MOUNTAIN AND PACIFIC SECTIONS.

AVERY, IDAHO.
Mountain Time—Chicago, Milwaukee & Puget Sound (East of Avery).
Pacific time—Chicago, Milwaukee & Puget Sound (West of Avery).

CALIENTE, NEV.
Mountain time—San Pedro, Los Angeles & Salt Lake (East of Caliente).
Pacific time—San Pedro, Los Angeles & Salt Lake (West of Caliente).

DEMING, N.M.
(*Mountain time is used locally.*)
Mountain time—Atchison, Topeka & Santa Fe. El Paso & Southwestern.
Pacific time—Southern Pacific.

FIELD, B.C.
(*Pacific time is used locally.*)
Mountain time—Can. Pacific (East of Field).
Pacific time—Can. Pacific (West of Field).

HUNTINGTON, ORE.
(*Pacific time is used locally.*)
Mountain time—Oregon Short Line.
Pacific time—Oregon R.R. & Navigation Co.

MOUND HOUSE, NEV.
Mountain time—Southern Pacific.
Pacific time—Virginia & Truckee.

PARADISE, MONT.
(*Pacific time is used locally.*)
Mountain time—Northern Pacific (East of Paradise).
Pacific time—Northern Pacific (West of Paradise).

PHŒNIX, ARIZ
Mountain time—S. F. P. & P. (North of Phoenix).
Pacific time—Mar. & Phœnix (South of Phenix).

RIO GRANDE, TEX.
(*Three miles west of El Paso, Tex.*)
Central time—Galveston, Harrisburg & San Antonio.
Pacific time—Southern Pacific.

SELIGMAN, ARIZ.
(*Mountain time is used locally.*)
Mountain time—Santa Fe Route (East of Seligman).
Pacific time—Santa Fe Route (West of Seligman).

SPARKS, NEV
(*Mountain time is used locally.*)
Mountain time—South. Pacific (East of Sparks).
Pacific time—South. Pacific (West of Sparks).

TONOPAH JUNCTION, NEV.
Mountain time—Southern Pacific.
Pacific time—Tonopah & Goldfield.

TROY, MONT.
(*Mountain time is used locally.*)
Mountain time—Great Northern (East of Troy).
Pacific time—Great Northern (West of Troy).

BETWEEN ATLANTIC OR INTERCOLONIAL AND EASTERN SECTIONS.

CAMPBELLTON, N.S.
(*Atlantic time is used locally.*)
Atlantic time—Intercolonial Ry. (East of Campbellton).
Eastern time—Intercolonial Ry. (West of Campbellton).

VANCEBORO, ME.
(*Eastern time is used locally.*)
Atlantic time—Canadian Pacific Ry. (East of Vanceboro).
Eastern time—Canadian Pacific Ry. (West of Vanceboro).
Maine Central Ry.

Continued on following page.

DIVIDING POINTS, STANDARD TIME SECTIONS—Continued.

BETWEEN EASTERN AND CENTRAL SECTIONS.

ASHEVILLE, N.C.
(*Eastern time is used locally.*)
Eastern time—Southern (except Asheville and Morristown Line).
Central time—Southern (Asheville and Morristown Line).

ATHENS, GA.
(*The city uses Eastern time.*)
Eastern time—Southern.
Seaboard Air Line.
Central time—Georgia.
Central of Georgia.

ATLANTA, GA.
(*The city uses Central time.*)
Eastern time—Seaboard Air Line (East of Atlanta).
Southern, Main Line (East of Atlanta).
Central time—Atlanta & West Point.
Central of Georgia.
Georgia.
Seaboard Air Line (West of Atlanta).
Southern (West and South of Atlanta).
Western & Atlantic.

AUGUSTA, GA.
(*The city uses Eastern time.*)
Eastern time—Atlantic Coast Line.
Charleston & Western Carolina.
Southern.
Central time—Central of Georgia.
Georgia.

BENWOOD, W.VA.
(*Eastern time is used locally.*)
Eastern time—Balt. & Ohio (East of Benwood).
Central time—Balt. & Ohio (West of Benwood).

BRISTOL, TENN.
(*Eastern time is used locally.*)
Eastern time—Norfolk & Western.
Virginia & South-western.
Central time—Southern.

BUFFALO, N.Y.
(*The city uses Eastern time.*)
Eastern time—Buffalo, Rochester & Pittsburgh.
Delaware, Lackawanna & Western.
Erie.
Grand Trunk.
Lehigh Valley.
Michigan Central.
New York Central & Hudson River.
Pennsylvania.
Wabash.
West Shore.
Central time—Lake Shore & Michigan Southern.
New York, Chicago & St. Louis.

CENTRAL JUNCTION, GA.
(*Eight miles north of Savannah, Ga.*)
Eastern time—Atlantic Coast Line (North of Junction).
Central time—Atlantic Coast Line (South of Junction).

COLUMBIA, S.C.
(*Eastern time is used locally.*)
Eastern time—Atlantic Coast Line.
Columbia, Newberry & Laurens.
Seaboard Air Line (North of Columbia).
Southern.
Central time—Seaboard Air Line (South of Columbia).

CORRY, PA
(*Eastern time is used locally.*)
Eastern time—Pennsylvania.
Central time—Erie.

DETROIT, MICH.
(*Central time is used locally.*)
Eastern time—Canadian Pacific.
Grand Trunk (in Canada).
Michigan Central (East of Detroit).
Pere Marquette (in Canada).
Wabash (in Canada)
Central time—Grand Trunk (in Michigan).
Lake Shore & Michigan Southern.
Michigan Central (West of Detroit).
Pere Marquette (in Michigan).
Wabash (in Michigan).

DUNKIRK, N.Y.
(*The city uses Eastern time.*)
Eastern time—Erie.
Pennsylvania.
Central time—Dunkirk, Allegheny Val. & Pitts.
Lake Shore & Michigan Southern.
New York Chicago & St. Louis.

ERIE, PA.
(*The city uses Eastern time.*)
Eastern time—Pennsylvania (P. & E. Div.)
Bessemer & Lake Erie.
Central time—Pennsylvania Co.
Lake Shore & Michigan Southern.
New York, Chicago & St. Louis.

FORT WILLIAM, ONT.
(*Central time is used locally.*)
Eastern time—Canadian Pacific (East of Fort William).
Central time—Canadian Pacific (West of Fort William).
Grand Trunk Pacific.

FRANKLIN, PA.
(*Eastern time is used locally.*)
Eastern time—Pennsylvania.
Central time—Erie.
Lake Shore & Michigan Southern.

GAINESVILLE, GA.
(*The city uses mean local time.*)
Eastern time—Southern
Central time—Georgia.

HOLLOWAY, O.
Eastern time—Cleveland, Lorain & Wheeling (East of Holloway).
Central time—Cleveland, Lorain & Wheeling (West of Holloway).

HUNTINGTON, W.VA.
(*Eastern time is used locally.*)
Eastern time—Baltimore & Ohio.
Chesapeake & Ohio (East of Huntington)
Central time—Chesapeake & Ohio (West of Huntington).

JAMESTOWN, N.Y.
(*Eastern time is used locally.*)
Eastern time—Erie (B. & S. W. Div.)
Jamestown & Chautauqua.
Central time—Erie (Main Line).

KENOVA, W.VA.
(*Central time is used locally.*)
Eastern time—Baltimore & Ohio.
Central time—Chesapeake & Ohio.
Norfolk & Western.

NEW CASTLE JUNCTION, PA.
Eastern time—Baltimore & Ohio (East of New Castle Junction).
Central time—Baltimore & Ohio (West of New Castle Junction).

NORTON, VA.
Eastern time—Norfolk & Western.
Central time—Louisville & Nashville.

OIL CITY, PA.
(*Eastern time is used locally.*)
Eastern time—Pennsylvania.
Central time—Erie.
Lake Shore & Michigan Southern.

PARKERSBURG, W.VA.
(*The city uses Eastern time.*)
Eastern time—Baltimore & Ohio.
Central time—Baltimore & Ohio Southwestern.

PITTSBURG, PA.
(*The city uses Eastern time.*)
Eastern time—Baltimore & Ohio.
Buffalo, Rochester & Pittsburgh.
Pennsylvania.
Pittsburgh Rys.
Central time—Pennsylvania Co.
Pittsburgh & Lake Erie.
Pittsburgh, Cincinnati, Chicago & St. Louis.
Wabash Pittsburg Terminal.

PORT HURON, MICH.
(*The city uses Central time.*)
Eastern time—Grand Trunk (in Canada).
Pere Marquette (in Canada).
Central time—Grand Trunk (in Michigan).
Pere Marquette (in Michigan).

SALAMANCA, N.Y.
(*Eastern time is used locally.*)
Eastern time—Buffalo, Rochester & Pittsburgh.
Erie (East of Salamanca).
Pennsylvania.
Central time—Erie (West of Salamanca).

SARNIA, ONT.
(*See Port Huron.*)
(*The city uses Eastern time.*)

SAULT STE. MARIE, MICH.
(*Central time is used locally.*)
Central time—Duluth, South Shore & Atlantic.
Minneapolis, St. Paul & Sault Ste. Marie.

SAULT STE. MARIE, ONT.
(*Eastern time is used locally.*)
Eastern time—Algoma Central & Hudson Bay.
Canadian Pacific.

TITUSVILLE, PA.
(*Eastern time is used locally.*)
Eastern time—Pennsylvania.
Central time—Dunkirk, Allegheny Valley & Pittsburgh R.R.

UNION CITY, PA.
(*Eastern time is used locally.*)
Eastern time—Pennsylvania.
Central time—Erie.

WALKERVILLE, ONT.
(*See Detroit.*)

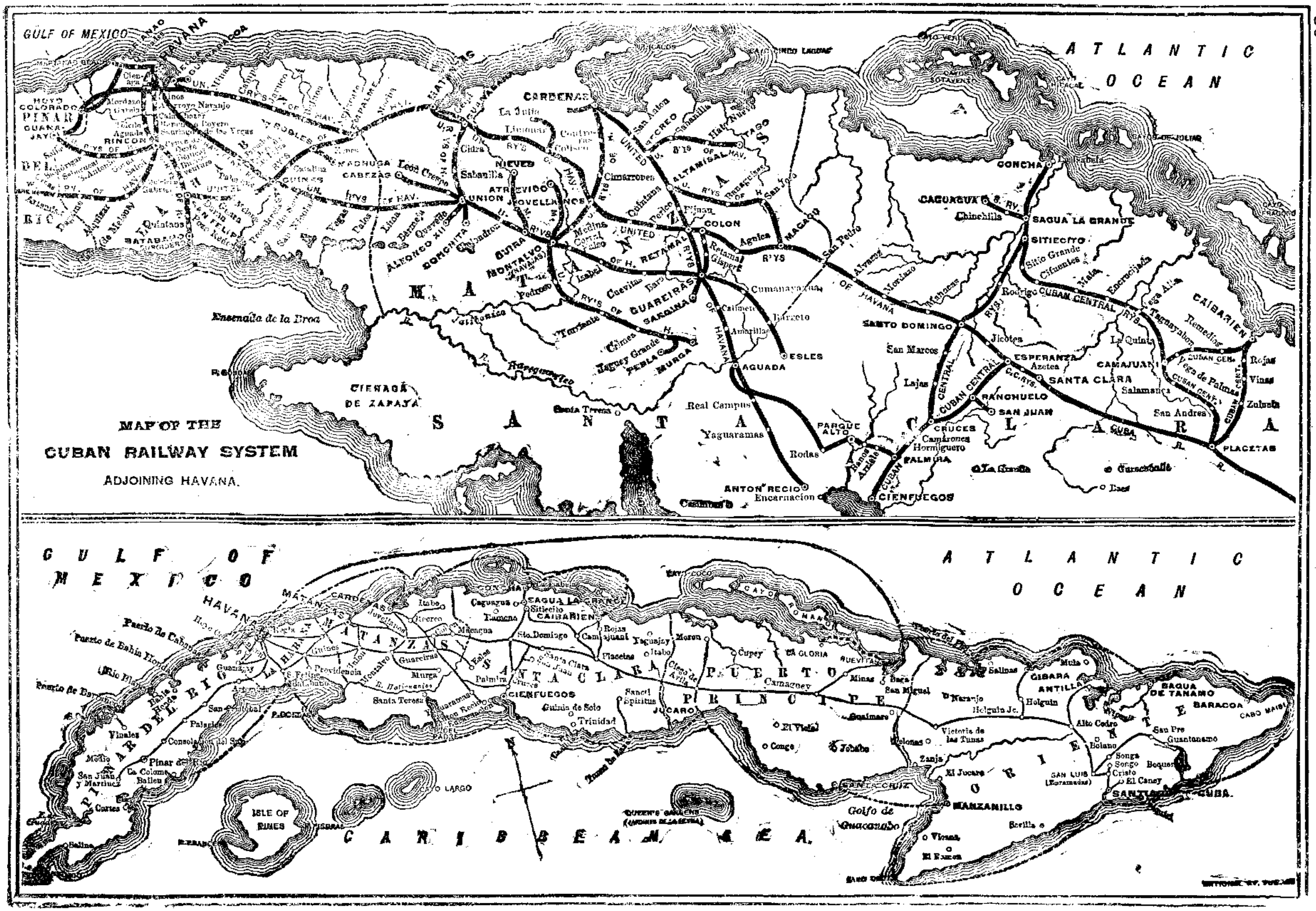
WASHINGTON, (Washington Co.), PA.
(*The city uses Eastern time.*)
Eastern time—Baltimore & Ohio.
Central time—Pennsylvania Co.
Pittsburgh, Cincinnati, Chicago & St. Louis
Waynesburg & Washington.

WESTFIELD, N.Y.
Eastern time—Jamestown, Chautauqua & Lake Erie.
Central time—Lake Shore & Michigan Southern.
New York, Chicago & St. Louis.

WHEELING, W.VA.
(*The city uses Eastern time.*)
Eastern time—Baltimore & Ohio.
Cleveland Lorain & Wheeling.
Central time—Pittsburgh, Cincinnati, Chicago & St. Louis.
Wheeling & Lake Erie.

WILLIAMSON, W.VA.
(*Central time is used locally.*)
Eastern time—Norfolk & Western (East of Williamson.)
Central time—Norfolk & Western (West of Williamson.)

WINDSOR, ONT.
(*See Detroit.*)


MAP OF THE
CUBAN RAILWAY SYSTEM
ADJOINING HAVANA.
GULF OF MEXICO
HAVANA
ATLANTIC
OCEAN
CARDENAS
MATANZAS
CIENAGA
DE ZAPATA
SANTA CLARA
CIENFUEGOS
SAGUA LA GRANDE
CAIBARIEN
PLACETAS
SANTO DOMINGO
ESPERANZA
COLON
UNION
AGUADA
ESLES
CONCHA
PINAR
RINCON
BATABANO
GULF OF MEXICO
ATLANTIC
OCEAN
PUERTO PRINCIPE
PINAR DEL RIO
ORIENTE
ISLE OF PINES
CAYO LARGO
CARIBBEAN SEA.
Golfo de Guacanabo
MANZANILLO
SANTIAGO DE CUBA.
BARACOA
GIBARA
Holguin
Victoria de las Tunas
Camaguey
Trinidad
Sancti Spiritus
JUCARO
Moron
Cienfuegos

UNITED RAILWAYS OF HAVANA.

ROBERT M. ORR, General Manager, Havana, Cuba.
GEORGE A. MORSON, Asst. to General Manager, "

VALENTIN BLANCO, Acting Traffic Supt., Havana, Cuba.
FRANK ROBERTS, General Passenger Agent, "
T. P. MASON, Accountant, "

REGLA MAIN LINE.

13	7	3	1	Mis	*September*, 1909.	2	8	14	4
P M	A M	A M	.....	0	lve..... **Havana**.....arr.	.....	A M	P M	P M
*3 30	*6 30	*7 00	P M	....	" ..... Luz Ferry ..... "	A M	8 53	5 25	9 25
.....	.....	.....	*9 00	....	" .....Villanueva..... "	7 06	.....	.....	.....
4 00	6 55	7 32	– –	....	" ..... Regla ..... "	– –	8 31	5 05	9 08
4 22	7 16	– –	– –	10	" ..... Minas ..... "	– –	8 11	4 48	f –
4 34	7 27	– –	– –	14	" ...Campo Florido... "	– –	7 57	4 35	f –
4 46	7 36	– –	– –	18	" .....San Miguel..... "	– –	7 42	4 25	f –
5 02	7 51	– –	– –	24	" ..... Jaruco ..... "	– –	7 22	4 09	f –
5 13	8 01	– –	– –	29	" ..... Bainoa..... "	– –	7 07	3 56	f –
5 31	8 16	– –	– –	36	" .....Aguacate..... "	– –	6 50	3 41	f –
b5 39	8 23	b8 45	– –	40	arr..... **Empalme**.....lve.	– –	b6 41	b3 34	b7 52
5 45	.....	9 00	.....	40	lve..... **Empalme**.....arr.	.....	7 27	3 22	6 34
6 08	.....	9 23	.....	59	" ..... Robles..... "	.....	6 04	2 59	5 11
6 24	.....	9 40	.....	63	arr..... **Madruga**.....lve.	.....	*5 45	*2 40	*4 55
5 41	8 25	8 47	– –	40	lve..... **Empalme**.....arr.	– –	6 39	3 32	7 50
5 52	8 34	– –	– –	44	" ..... Mocha..... "	– –	6 25	3 23	f –
6 15	8 55	‖9 14	11 33	54	arr..... **Matanzas**.....lve.	4 41	6 00	*3 00	‖7 21
6 30	A M	9 39	11 38	54	lve..... **Matanzas**.....arr.	4 36	5 50	P M	6 58
6 47	.....	9 56	11 55	62	" .....Guanabana..... "	4 20	5 35	.....	6 43
7 06	.....	10 15	– –	70	" .....Limonar..... "	– –	5 16	.....	6 24
7 24	.....	10 33	– –	78	" ..... Coliseo..... "	– –	4 59	.....	6 07
7 50	.....	c1059	c1 00	89	arr..... **Jovellanos**.....lve.	c3 10	*4 30	.....	c5 40
9 00	.....	12 01	1 52	106	arr..... **Cardenas**.....lve.	*2 10	A M	.....	*4 50
P M	.....	11 00	1 10	89	lve..... **Jovellanos**.....arr.	3 00	.....	.....	5 30
.....	.....	12 05	2 02	109	" ..... **Colon**..... "	2 04	.....	.....	4 38
.....	.....	2 20	4 21	154	arr.. **Santo Domingo** .lve.	12 00	.....	.....	2 21
.....	.....	e3 53	.....	175	arr..... **Sagua**.....lve.	.....	.....	.....	e1 00
.....	.....	e4 50	h9 17	195	arr..... **Cienfuegos**.....lve.	h345	.....	.....	e1145
.....	.....	e7 03	.....	234	arr..... **Caibarien**.....lve.	.....	.....	.....	e6 35
.....	.....	2 30	4 24	154	lve.. **Santo Domingo**..arr.	11 58	.....	.....	2 11
.....	.....	3 12	5 07	167	" ..... Esperanza..... "	– –	.....	.....	1 32
.....	.....	3 32	5 30	176	arr.... **Santa Clara** ...lve.	11 00	.....	.....	1 10
.....	.....	.....	.....	....	(*Cuba R.R.*)	.....	.....	.....	.....
.....	.....	3 50	5 50	176	lve..... **Santa Clara** ...arr.	10 50	.....	.....	12 55
.....	.....	4 46	6 45	199	arr..... Placetas Sur..... "	10 00	.....	.....	12 05
.....	.....	‖5 55	7 55	230	arr...**Zaza del Medio**‡.lve.	8 45	.....	.....	‖10 50
.....	.....	8 15	8 50	234	arr.. **Sancti Spiritus**.lve.	*5 45	.....	.....	*9 30
.....	.....	8 20	8 05	....	lve...**Zaza del Medio**..arr.	8 40	.....	.....	10 25
.....	.....	8 00	‖9 45	272	arr..... Ciego Avila .....lve.	‖7 00	.....	.....	8 45
.....	.....	8 05	10 10	272	lve..... Ciego Avila ....arr.	6 35	.....	.....	8 40
.....	.....	10 15	12 20	336	arr..... Camaguey.....lve.	4 25	.....	.....	*6 30
.....	.....	P M	12 40	336	lve..... Camaguey.....art.	4 10	.....	.....	A M
.....	.....	.....	3 40	410	lve..... Las Tunas,.....lve.	1 05	.....	.....	.....
.....	.....	.....	5 05	455	arr..... **Cacocum**⊙...lve.	*1135	.....	.....	.....
.....	.....	.....	8 15	....	arr..... **Holguin**.....lve.	*1030	.....	.....	.....
.....	.....	.....	‖6 30	484	lve..... **Alto Cedro**▣..lve.	‖1040	.....	.....	‖ Meals.
.....	.....	.....	8 30	....	arr..... **Antilla**.....lve.	*8 00	.....	.....	.....
.....	.....	.....	7 55	513	lve..... **San Luis**.....lve.	8 55	.....	.....	.....
.....	.....	.....	9 00	532	arr..... **Santiago**.....lve.	*8 00	.....	.....	.....
.....	.....	.....	P M	....		A M	.....	.....	.....

Trains Nos. 1 and 2 carry Sleeping Cars between Havana and Santiago de Cuba.

VILLANUEVA MAIN LINE.

15	11	9	5	Mis	*April*, 1909.	6	10	12	16
P M	P M	A M	A M	....	.....	A M	A M	P M	P M
*5 50	*2 50	*8 45	*5 40	0	lve..... **Villanueva**.....arr.	7 27	10 16	4 22	7 20
6 10	3 11	9 04	6 01	4	" ..... Cienaga ..... "	7 10	9 59	4 05	7 02
n642	n339	9 36	n629	14	arr..... **Rincon**.....lve.	n636	n928	3 31	n832
6 50	3 50	9 40	6 45	14	lve..... **Rincon**.....arr.	6 19	9 16	3 29	6 16
7 06	4 06	9 57	7 01	23	arr.....San Antonio....lve.	6 03	*9 00	3 12	*8 00
7 10	P M	10 00	A M	23	lve.....San Antonio....arr.	5 59	A M	3 09	P M
7 39	.....	10 31	.....	36	arr..... **Guanajay**.....lve.	*5 30	.....	*2 40	.....
6 45	3 41	A M	6 32	14	lve..... **Rincon**.....arr.	6 32	9 25	P M	6 30
6 55	3 52	═══	6 40	18	" ..... Bejucal..... "	6 23	9 16	═══	6 21
7 11	4 08	.....	6 56	25	" ..... Quivican..... "	6 07	8 59	....	6 04
7 17	g4 14	.....	g7 02	27	arr..... **San Felipe**.....lve.	5 58	g8 50	.....	g5 57
7 20	4 26	.....	7 15	27	lve..... **San Felipe**.....arr.	5 55	8 40	.....	5 40
7 45	4 50	.....	7 40	36	arr..... **Batabano** ....lve.	*5 30	*8 15	.....	*6 15
P M	4 16	.....	7 05	27	lve..... **San Felipe**....arr.	A M	8 45	.....	5 49
.....	4 27	.....	7 13	30	" ..... Duran..... "	.....	8 38	.....	5 41
.....	4 36	.....	7 22	33	" ..... Guara ..... "	.....	8 29	.....	5 32
.....	4 45	.....	7 31	38	" .....Melena..... "	.....	8 20	.....	5 23
.....	4 56	.....	7 41	42	" ..... Palenque..... "	.....	8 07	.....	5 11
.....	b5 03	.....	b7 47	45	arr..... **Guines**.....lve.	.....	b7 57	.....	b5 05
.....	5 30	.....	7 55	45	lve..... **Guines**.....arr.	.....	7 40	.....	4 52
.....	5 56	.....	8 13	51	" ..... Catalina..... "	.....	7 19	.....	4 28
.....	6 19	.....	8 27	59	" ..... **Robles** ..... "	.....	7 03	.....	4 03
.....	.....	.....	8 44	64	arr..... **Empalme**.....lve.	.....	*6 42	.....	*3 35
.....	6 29	33	8 30	59	lve..... **Robles**.....lve.	.....	6 56	34	3 51
.....	6 40	P M	8 41	63	arr..... **Madruga**.....lve.	.....	*6 45	A M	*3 40
.....	5 08	*2 00	7 52	45	lve..... **Guines**.....arr.	.....	7 52	11 00	4 59
.....	5 19	2 11	8 04	50	" ..... Rio Seco..... "	.....	7 41	10 50	4 49
.....	5 29	2 21	8 15	53	" .... San Nicolas .... "	.....	7 31	10 41	4 40
.....	5 44	2 38	8 32	60	" ..... Vegas ..... "	.....	7 14	10 26	4 25
.....	5 58	2 48	8 47	64	" .....Palos..... "	.....	7 01	10 15	4 14
.....	6 19	3 12	9 10	72	" ..... Bermeja..... "	.....	6 38	9 54	3 53
.....	6 31	3 24	o0 23	78	lve..... **Union**.....arr.	.....	6 23	9 40	3 38
.....	7 08	.....	10 15	81	arr.....**Alfonso XII**.....lve.	.....	*5 45	.....	.....
.....	P M	4 08	10 06	93	arr.....Navajas.....lve.	.....	A M	9 00	2 58
.....	.....	5 52	11 52	126	" .....**Colon**..... "	.....	.....	7 20	*1 18
.....	.....	7 28	A M	159	arr.....**Cardenas**.....lve.	.....	.....	*5 45	P M
.....	.....	P M	.....	.....	.....	.....	.....	A M	.....

Additional Trains—Leaves Villanueva *a*9 30 p.m., arrives Batabano 11 18 p.m. Ret'g. leaves Batabano *d*12 20 noon, arrives Villanueva 2 08 p.m.

* Daily; *a* Wednesdays and Saturdays only; *b* change cars for or from Madruga; *c* change cars to and from Cardenas; *d* Thursdays and Sundays only; *e* change cars at Santo Domingo to and from Sagua, Cienfuegos and Caibarien; *f* stops on signal; *g* change cars at San Felipe to and from Batabano; *h* via Santa Clara; change cars there; *n* change cars at Rincon to and from San Antonio and Guanajay; *o* change cars for Alfonso XII. ‡ Change cars to and from Sancti Spiritus. ⊙ Change cars at Cacocum to and from Holguin. ▣ Change cars at Alto Cedro to and from Antilla.

STANDARD OF TIME—All railroads in Cuba use *Havana time*, which is 30 minutes faster than *Central Standard time*.

HAVANA CENTRAL RAILROAD COMPANY.

W. E. OGILVIE, President, 52 Broadway, New York City.
H. BELLEFEUILLE, Sec'y and Treas., " "
M. L. DIAZ, Vice-President, Egido 2, Havana, Cuba.
R. M. ORR, General Manager, " "

V. BLANCO, Traffic Supt., Villanueva Station, Havana, Cuba.
H. L. ASHLEY, Commercial Agent, Egido 2, "
FRANK ROBERTS, Gen. Pas. Agt., Prado 61, "

GUINES LINE.

27	25	23	21	19	17	15	13	Mis	*January*, 1909.	14	16	18	20	22	24	26	28
P M	P M	P M	P M	Noon	A M	A M	A M	....	LEAVE [ARRIVE	A M	A M	A M	Noon	P M	P M	P M	P M
*8 00	*6 57	*3 13	*2 00	*1200	*8 47	*6 22	*5 25	0	....**Havana** (*Arsenal*)....	7 22	9 47	11 03	12 58	4 00	6 57	7 53	8 23
8 08	6 06	3 22	2 09	12 09	8 56	6 31	5 34	2	..... Lyano.....	7 14	9 39	10 55	12 50	3 52	6 49	7 45	9 15
8 15	6 12	3 29	2 15	12 15	9 02	6 37	5 40	4	..... Lucero.....	7 08	9 33	10 49	12 44	3 44	6 43	7 36	9 09
8 23	6 20	3 37	2 23	12 23	9 10	6 45	5 48	7	..... San Francisco	7 00	9 25	10 41	12 36	3 36	6 35	7 28	9 01
8 30	6 27	3 44	2 30	12 30	9 17	6 52	5 55	10	.....Cotorro	6 53	9 18	10 34	12 29	3 29	6 28	7 21	8 54
8 36	6 32	3 49	2 35	12 35	9 22	6 57	6 00	12	..... Loma de Tierra	6 48	9 13	10 29	12 24	3 24	6 23	7 16	8 49
8 42	6 38	3 56	2 42	12 42	9 29	7 04	6 07	14	..... Cuarto Caminos	6 41	9 06	10 22	12 17	3 17	6 16	7 09	8 42
8 50	6 47	4 04	2 50	12 50	9 37	7 12	6 15	17	..... Jamaica.....	6 33	8 58	10 14	12 09	3 08	6 08	7 01	8 34
8 57	6 55	4 12	3 00	12 58	9 45	7 20	6 23	20	.....San Jose.....	6 26	8 51	10 07	12 02	3 02	6 01	6 54	8 27
9 06	7 04	4 21	3 08	1 07	9 55	7 29	6 32	23	..... Ganuza	6 14	8 40	9 56	11 51	2 50	5 50	6 43	8 16
9 12	7 10	4 27	3 16	1 13	10 01	7 35	6 38	25	..... Carmen	6 08	8 34	9 49	11 45	2 44	5 44	6 37	8 10
9 16	7 14	4 31	3 19	1 17	10 05	7 39	6 42	26	..... Coca.....	6 04	8 30	9 45	11 41	2 40	5 40	6 33	8 06
9 24	7 22	4 39	3 27	1 25	10 13	7 47	6 50	29	.....Millian	5 56	8 22	9 37	11 33	2 32	5 32	6 25	7 58
9 30	7 28	4 44	3 33	1 31	10 19	7 53	6 56	32	arr.....**Guines**.....lve.	*5 50	*8 15	*9 31	*1126	*2 26	*5 25	*6 18	*7 51
P M	P M	4 50	3 36	1 34	10 22	7 55	A M	32	lve.....**Guines**.....arr.	A M	A M	9 10	11 00	2 10	4 50	6 00	P M
.....	.....	6 00	3 46	1 44	10 32	8 03	.....	35	.....**Providencia**.....	.....	.....	*9 00	*1050	*2 00	*4 40	*5 50	.....
.....	.....	P M	P M	P M	A M	A M	.....	....	ARRIVE] [LEAVE	.....	.....	A M	A M	P M	P M	P M	.....

GUANAJAY LINE.

No. 11	No. 9	No. 7	No. 5	No. 3	No. 1	Mis	*January*, 1909.	No. 2	No. 4	No. 6	No. 8	No. 10	No. 12
*7 30 P M	*5 30 P M	*2 40 P M	*1128 A M	*8 30 A M	*5 40 A M	0	lve..**Havana** (*Arsenal*).arr.	7 16 A M	10 06 A M	1 04 P M	3 36 P M	7 06 P M	9 06 P M
7 39 "	5 38 "	2 49 "	11 37 "	8 39 "	5 49 "	8	.....Luyano.....	7 08 "	9 58 "	12 56 Noon	3 28 "	6 58 "	8 58 "
7 46 "	5 46 "	2 56 "	11 44 "	3 46 "	5 56 "	5	.....Vibora	7 01 "	9 51 "	12 49 "	3 21 "	6 51 "	8 51 "
7 68 "	5 58 "	3 08 "	11 56 "	8 58 "	6 08 "	9	.....Marianao.....	6 49 "	9 39 "	12 37 "	3 09 "	6 39 "	8 39 "
8 01 "	6 01 "	3 12 "	11 59 A M	9 01 "	6 11 "	10	.....La Lisa.....	6 46 "	9 36 "	12 34 "	3 06 "	6 36 "	8 36 "
8 10 "	6 10 "	3 21 "	12 08 Noon	9 10 "	6 20 "	13	..... Arroyo Arenas	6 37 "	9 27 "	12 25 "	2 57 "	6 27 "	8 27 "
8 18 "	6 18 "	3 29 "	12 17 "	9 19 "	6 29 "	15	..... Punta Brava	6 29 "	9 19 "	12 17 "	2 49 "	6 19 "	8 19 "
8 25 "	6 25 "	3 35 "	12 23 "	9 25 "	6 35 "	17	.....Macasta.....	6 22 "	9 12 "	12 10 "	2 42 "	6 12 "	8 12 "
8 32 "	6 32 "	3 42 "	12 30 "	9 32 "	6 42 "	20	..... Hoyo Colorado	6 15 "	9 05 "	12 03 Noon	2 35 "	6 05 "	8 05 "
8 42 "	6 42 "	3 52 "	12 40 "	9 42 "	6 52 "	24	.....Caimito.....	6 05 "	8 55 "	11 53 A M	2 25 "	5 55 "	7 55 "
8 48 "	6 48 "	3 58 "	12 44 "	9 46 "	6 56 "	25	.....Guayabal.....	6 01 "	8 51 "	11 49 "	2 21 "	5 51 "	7 51 "
8 54 "	6 54 "	4 04 "	12 52 Noon	9 54 "	7 04 "	28	.....Nazareno.....	5 53 "	8 43 "	11 41 "	2 13 "	5 43 "	7 43 "
8 04 P M	7 04 P M	4 14 P M	1 02 P M	10 04 A M	7 14 A M	31	arr.....**Guanajay**.....lve.	*5 42 A M	*8 32 A M	*1130 A M	*2 02 P M	*5 32 P M	*7 32 P M

THE CUBA RAILROAD.

D. A. GALDOS, Manager, Camaguey (Puerto Principe), Cuba.
H. B. SNIDER, Supt. of Transp., " " "
F. ROSADO, Traffic Agent, " " "

J. M. GALDOS, Land Commissioner, Camaguey (Puerto Principe), Cuba

NEW YORK OFFICE—170 Broadway.

Pas'nger.	No. 1	Ms	Kilos.	April 1, 1909.	No. 2	Pas'nger.
....	....	...	...	(*United Rys. of Havana.*)	....	....
*7 00 A M	*6 00 P M	0	0	lv. Havana (Villanueva Sta.) ar.	7 06 A M	9 08 P M
9 24 "	11 33 "	63	100	arr.... **Matanzas** ...lve.	4 41 "	7 21 "
9 39 A M	11 38 P M	63	100	lve.... **Matanzas** ...arr.	4 36 A M	8 58 P M
10 59 A M	1 00 A M	97	155	arr.... **Jovellanos**...lve.	3 10 A M	5 40 P M
11 09 A M	1 10 "	97	155	lve....**Jovellanos**...arr.	3 00 "	5 30 "
12 02 Noon	2 02 "	116	186	lve......**Colon**........	2 04 A M	4 38 "
2 20 P M	4 21 "	161	259	lve. **Santo Domingo**....	12 00 Night	2 11 "
3 52 P M	5 30 A M	184	296	arr... **Santa Clara**...lve.	11 00 P M	1 10 P M
....	....	...	...	(*The Cuba Railroad.*)	....	....
*3 50 P M	*5 50 A M	184	296	lve...**Santa Clara**...arr.	10 50 P M	12 55 Noon
4 10 "	6 10 "	195	313	.......Manajanabo.......	10 30 "	12 35 "
4 20 "	6 20 "	199	320	.........Falcon.........	10 20 "	12 25 "
4 40 "	6 45 "	206	332	.....Placetas del Sur.....	10 00 "	12 05 Noon
4 55 "	6 55 "	211	341	.........Maximo.........	9 45 "	11 50 A M
5 10 "	7 10 "	217	351	........Calabazas........	9 30 "	11 35 "
5 30 "	7 30 "	227	365	.......Cabaiguan.......	9 10 "	11 15 "
5 55 P M	7 55 A M	238	382	....**Zaza del Medio**....	8 45 P M	10 50 A M
*5 45 P M	*7 00 A M	0	0	lve. **Sancti-Spiritus**. arr.	9 15 P M	11 40 A M
6 00 "	7 20 "	5	7	.........Tuinucu.........	9 00 "	11 20 "
6 15 P M	7 35 A M	8	12	arr. **Zaza del Medio**. lve.	*8 45 P M	*11 00 A M
6 20 P M	*8 05 A M	238	382	....**Zaza del Medio**....	8 40 P M	10 25 A M
7 00 "	8 45 "	253	406	........Jatibonico........	8 00 "	9 45 "
7 30 "	9 15 "	263	425	.........Majagua.........	7 30 "	9 15 "
7 40 "	9 25 "	269	433	........Guayacanes........	7 20 "	9 05 "
8 00 "	9 45 "	280	450	arr. ‖**Ciego de Avila**..lve.	7 00 "	8 45 "
8 00 "	10 10 "	280	450	lve..**Ciego de Avila**..arr.	6 35 "	8 45 "
8 35 "	10 40 "	295	475	.........Gaspar.........	6 05 "	8 10 "
9 00 "	11 05 "	308	496	........Salvador........	6 40 "	7 45 "
9 15 "	11 20 "	316	509	........Cespedes........	5 25 "	7 30 "
9 25 "	11 30 "	321	516	.........Florida.........	5 15 "	7 20 "
9 50 "	11 55 A M	332	533	........Algarrobo........	4 50 "	6 55 "
10 15 P M	12 20 Noon	343	552	arr... **Camaguey** ...lve. (*Puerto Principe.*)	*4 25 P M	*6 30 A M

BRANCH.—From Cristo to Ponupo.

Sleeping and Observation Cars on all Through Trains between Havana and Santiago.

81			1	Ms	Kilos.	April 1, 1909.	2			82
....			Noon	...	...	LEAVE] [ARRIVE	P M			....
....			*12 40	343	552	.**Camaguey** (Puerto Principe).	4 10			....
....			1 25	358	575	.........Ignacio.........	3 26			....
....			2 05	373	600	.........Hatuey.........	2 45			....
....			3 15	407	654	.........Bartle.........	1 35			....
....			3 40	418	672	......‖**Las Tunas**......	1 05			....
....			3 53	424	682	.........Calixto.........	12 50			....
....			4 28	434	698	..........Mir..........	12 15			....
....			5 05	463	744	arr.... **Cacocum**....lve.	11 35			....
....			6 15	...	762	arr......**Holguin**.....lve.	*10 30			....
....			*4 00	...	762	lve.....**Holguin**.....arr.	12 20			....
....			5 06	463	744	lve.... **Cacocum**....arr.	11 35			....
....			5 23	472	759	.........Estrada.........	11 15			....
A M			6 00	491	790	.......**Alto Cedro**.......	10 40			P M
*11 00	....	5	6 30	0	0	lve... **Alto Cedro**....arr.	10 00	6	....	8 00
1 00	....	A M	6 50	32	5	arr..**Antilla** (Nipe Bay). lve.	*8 00	P M	....	*4 00
P M	103	*6 10	– –	521	838	........San Luis........	– –	6 15	102	P M
....	P M	6 12	7 56	520	838	...San Luis Junction...	8 55	6 10	A M	....
....	*2 45	....	....	530	854	lve.....**La Maya**....arr.	....	....	10 00	....
....	– –	– –	– –	528	851	..**Sabanilla Junction**..	– –	– –	– –	....
....	3 32	6 45	8 25	530	853	..........Cristo..........	8 30	5 36	9 12	....
....	4 10	7 20	9 00	540	869	........**Santiago**........	*8 00	*5 00	*8 30	....
....	P M	A M	P M	...	...	ARRIVE] [LEAVE	A M	P M	A M	....

STANDARD OF TIME—All railroads in Cuba use *Havana Time*, which is 30 minutes faster than *Central Standard Time.*

PALMA SORIANO.—Train leaves Palma Soriano *10 00 a.m., arrives Cristo 11 15 a.m., Santiago 11 45 a.m. Returning, leaves Santiago *3 00 p.m., arrives Cristo 3 32 p.m., Palma Soriano 5 00 p.m. Leaves Palma Soriano *6 00 p.m., arrives San Luis Junction 6 50 p.m. Returning, leaves San Luis *9 00 a.m., arrives Palma Soriano 9 40 a.m.

Trains marked * run daily. ‖ Meals.

Connections.—At Santa Clara—With Cuban Central Ry. and United Rys. of Habana, for points south, west and north. **At Ciego de Avila**—With Jucaro & San Fernando R.R. At **Camaguey** (Puerto Principe)—With Puerto Principe & Nuevitas Ry., for Nuevitas on the north coast. At Holguin—With Gibara & Holguin Ry. for Gibara on north coast. At Santiago—Steamship lines to Jamaica, Nassau, New York, etc.

THE CUBAN CENTRAL RAILWAYS

(LIMITED.)

JOSEPH WHITE TODD, Chairman of Board, London, England.
JAS. CAMPBELL, Secretary, "
HARRY USHER, General Manager, Sagua La Grande, Cuba.
DONALD CAMERON, Traffic Manager, "
T. E. KEYWORTH, Locomotive and Car Supt., Sagua La Grande, Cuba.
W. H. DAVIS, Chief Engineer, "
E. M. ROSHER, Resident Engineer, "
L. J. BUCKLEY & CO., Purch. Agts., 257 Broadway, New York

CONCHA, CRUCES, SANTA CLARA AND CIENFUEGOS.

5	3	1	7	Mls	April 1, 1909.	2	6	4	8
....	....	A M	....	....	lve.... **Concha** ...arr.	....	....	P M	....
....	P M	*6 00	....	0	(*Isabela de Sagua.*)	A M	....	4 48	....
....	*1 00	7 00	....	10	........**Sagua**........	11 39	....	4 10	....
....	1 14	7 14	....	14	.......**Sitiecito**.......	11 27	....	3 41	....
....	2 04	8 05	....	31	.. **Santo Domingo**[1] .	10 30	....	2 36	....
P M	3 28	9 08	A M	49	arr.... **Cruces** ....lve.	9 25	A M	1 05	P M
*2 15	....	....	*6 50	0	lve..**Santa Clara**[2] arr.	....	10 45	....	6 14
2 40	....	....	7 15	9	.....**Esperanza**[3]....	....	10 22	....	5 51
2 59	....	....	7 34	15	.....**Ranchuelo**.....	....	10 03	....	5 32
3 28	....	....	8 03	24	arr....**Cruces**....lve.	....	9 32	....	5 00
3 53	3 35	9 17	8 06	49	lve.....**Cruces**....arr.	9 16	9 03	12 59	4 57
– –	4 22	10 02	8 49	60	........**Palmira**.......	8 43	– –	12 18	4 19
....	4 50	10 30	9 17	68	.....**Cienfuegos**.....	*8 05	....	*11 45	*3 45
....	P M	A M	A M	....	ARRIVE] [LEAVE	A M	....	A M	P M
– –	....	....	....	60	lve.... **Palmira** ...arr.	....	– –	....	....
5 47	....	....	....	80	........**Rodas**.......	....	7 21	....	....
7 00	....	....	....	97	........**Aguada**.......	....	*6 10	....	....
P M	....	....	....	....	ARRIVE] [LEAVE	....	A M	....	....

Connections.—[1] and [2] With United Rys. of Havana. [3] With Cuba R.R.

CONCHA, CAMAJUANI, CAIBARIEN AND PLACETAS.

....	9	10	12	Mls	April 1, 1909.	10	9	15	....
....	P M	....	....	....	lve.... **Concha** ...arr.	A M	....	....	....
....	*2 00	....	....	0	(*Isabela de Sagua.*)	11 16	....	....	....
....	3 10	....	....	10	........**Segua**........	10 40	....	....	....
....	3 40	....	....	14	.......**Sitiecito**.......	10 10	....	....	....
....	4 27	....	....	30	.........**Mata**.........	9 15	....	....	....
....	5 02	....	A M	41	.......Vega Alta.......	8 41	....	P M	....
....	5 38	....	*8 06	50	.....**Camajuani**.....	8 03	....	5 28	....
....	7 03	....	9 13	69	arr... **Caibarien** ..lve.	*6 35	....	*4 20	....
....	5 50	A M	A M	50	lve...**Camajuani**..arr.	7 53	P M	P M	....
....	9 25	*6 15	....	64	.......**Placetas**......	7 10	10 10	....	....
....	9 40	6 55	....	67	.**Placetas del Sur**..	*6 55	*9 40	....	....
....	P M	A M	....	....	ARRIVE] [LEAVE	A M	P M	....	....

Trains marked * run daily.

SAN JUAN BRANCH.—**Ranchuelo** to San Juan (5 miles).

CAIBARIEN TO PLACETAS.—Narrow gauge 3 feet (22 miles).

CAGUAGUAS BRANCH (Gauge 2 ft 6 in.)—**Sagua La Grande** to Chinhilla and Caguaguas (10 miles.)

CALABAZAR BRANCH.—**Mata** to Calabazar (4 miles).

THE WESTERN RAILWAY OF HAVANA, LIMITED.

(F. C. Oeste.)

J. W. TODD, Chairman, London, England.
GEO. STEVEN, Secretary, London, England.
E. H. PEARSON, General Manager, Havana, Cuba.
THOS. JOHNSTON, Accountant, Havana, Cuba.
H. DRAIN, Traffic Superintendent, Havana, Cuba.
R. H. P. MIERS, Resident Eng'r, Havana, Cuba.
J. G. MAYNE, Locomotive Superintendent, Havana, Cuba.

WESTBOUND.					Mls	October 10, 1909.	EASTBOUND.				
13	11	9	5	1			2	4	10	8	14
P M	P M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M	P M
*7 00	*5 35	*2 00	*9 05	*7 00	0	**Havana** (Cristina)	7 30	11 35	4 05	6 34	10 20
7 16	5 51	2 16	9 21	7 16	5	......Pinos......	7 17	11 23	3 52	6 22	10 08
7 25	6 00	2 25	9 30	7 25	8	...A. Naranjo...	7 10	11 16	3 45	6 16	10 00
7 31	6 07	2 32	9 37	7 32	9	... Calabazar ...	7 04	11 10	3 39	6 09	9 55
7 38	6 14	2 39	9 45	7 39	10	... R. Boyeros ...	6 57	11 02	3 31	6 01	9 48
7 45	6 22	2 45	9 53	7 46	13	.... Santiago	6 51	10 56	3 25	5 55	9 39
7 49	6 27	2 50	9 58	7 51	14	.... **Rincon**	6 45	10 51	3 19	5 50	*9 33
P M	6 41	3 04	10 13	8 05	20	..... Salud	6 31	10 37	3 05	5 37	P M
....	6 52	3 16	10 25	8 16	25	.....Gabriel.....	6 19	10 25	2 51	5 25	
....	7 01	3 28	10 34	8 26	28	..... Guira	6 10	10 16	2 42	5 16	....
....	7 12	3 38	10 45	8 38	33	.... Alquizar	5 57	10 01	2 27	5 01	....
....	7 24	3 50	10 57	8 49	38	.... Dagame	5 46	9 50	2 16	4 49	....
....	7 32	3 58	11 05	8 57	41	..... Canas	5 38	9 42	2 08	4 41	....
....	7 40	4 08	11 13	9 09	45	.... Artemisa	*5 30	9 34	*2 00	4 33	....
....	P M	4 19	A M	9 20	50	.... Mangas	A M	9 21	P M	4 20	....
		4 26		9 27	52	.... P. Brava	....	9 12		4 11	....
	....	4 39	....	9 40	58	... Candelaria ...	....	9 00	....	3 59	....
	....	4 53	....	9 54	64	.. S. Cristobal ..	....	8 47	....	3 45	....
	....	5 06	....	10 [illegible]7	69	... Taco-Taco ...	....	8 33	....	3 31	....
	....	5 24	....	10 25	79	.... Palacios	....	8 14	....	3 12	....
	....	5 35	....	10 34	84	... Paso Real ...	....	8 04	....	3 02	....
	....	5 51	....	10 [illegible]	91	... Herradura ...	....	7 46	....	2 44	....
	....	6 04	....	11 03	97	.. Consolacion ..	....	7 35	....	2 32	....
	....	6 13	3	11 12	101	.... P. Golpe	....	7 23	....	2 22	12
	....	6 22	A M	11 2[illegible]	104	...... Ovas	....	7 14	....	2 14	P M
	....	6 40	*7 00	11 40	111	..Pinar del Rio..	....	7 00	....	2 00	6 00
	....	6 55	7 29	11 55	117	.... Rio Feo	....	6 42	....	1 42	5 37
	7	7 06	7 50	12 06	121	.... San Luis	....	6 32	6	1 32	5 17
	Noon	7 15	8 03	12 15	125	arr. **San Juan** lve.	....	*6 20	Noon	*1 20	4 55
....	*12 20	P M	8 13	Noon	125	lve. **San Juan**. arr.	....	A M	12 00	P M	– –
....	– –	....	– –	....	130	.. Boca Galafre..	....	....	– –	....	– –
....	12 36	....	8 43	....	131	.....Galafre.....	....	....	11 46	....	4 20
....	12 54	....	9 13	....	137	..... Sabalo	....	....	11 28	....	3 50
....	1 14	....	9 50	....	145	.... Mendoza	....	....	11 07	....	3 12
....	1 20	....	9 57	....	147	.....**Guane**.....	....	....	*11 00	....	*3 00
....	P M	....	A M	....	....	ARRIVE] [LEAVE	..	....	A M	....	P M

Trains marked * run daily.

Connection.—Rincon—With United Railways of Havana.

JUCARO & SAN FERNANDO RAILROAD.

MARIBONA & WARREN, Proprietors, Ciego de Avila, Cuba.

From Jucaro to **Ciego de Avila**[1] (17 miles) and San Fernando (43 miles)

Connection.—[1] With Cuba R.R.

Cuban Railroads continued on page 40.

Munson Steamship Line

82 BEAVER STREET, NEW YORK

THE BEST WAY ··· ALL THE WAY

TO CUBA

New York-Cuba Service

GENERAL OFFICE—82 BEAVER STREET, NEW YORK.

SAILINGS SUBJECT TO CHANGE WITHOUT NOTICE.

STEAMERS	New York	Nipe	Nuevitas	Nipe	Banes	Gibara	Puerto Padre	Nuevitas	Nipe	New York
	SAIL	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	ARRIVE	LEAVE	LEAVE	ARRIVE
CURITYBA	Dec. 29	.....	Jan. 3	Jan. 5	.....	Jan. 8	.....	Jan. 13	Jan. 14	Jan. 19
OLINDA	Jan. 12	Jan. 17	Jan. 19	.....	.....	Jan. 22	Jan. 25	Jan. 27	Jan. 28	Feb. 2
CURITYBA	Jan. 26	.....	Jan. 31	Feb. 2	.....	Feb. 5	.....	Feb. 10	Feb. 11	Feb. 16

Steamers sail every other Wednesday from Pier 9, E.R., foot Old Slip, at 12 00 noon.

SAILINGS FOR FREIGHT ONLY FROM NEW YORK.

PALOMA ..... Matanzas, Cardenas, Sagua, Caibarien ..... January 5

CUBANA ..... Caibarien, Matanzas, Cardenas, Sagua ..... January 19

Steamers will stop at Manati, Barlay, Sama, Banes and Sagua de Tanamo, if sufficient inducement offers.

Mobile-Cuba Service

SAILINGS FOR FREIGHT ONLY FROM MOBILE.

S.S. TIMES ..... Havana, Caibarien, Santiago ..... January 7

A STEAMER ..... Cienfuegos, Manzanillo ..... January 12

S.S. TRAFALGAR ..... Havana, Matanzas, Cardenas ..... January 14

S S. MATHILDE ..... Havana, Guantanamo, Santiago ..... January 21

S.S. TIMES ..... Havana, Matanzas, Cardenas, Sagua ..... January 28

Steamers will touch at other Cuban ports if sufficient cargo offers.
Above Sailings and Steamers subject to change without notice.

La Gloria Compania de Transportes

(LA GLORIA TRANSPORTATION CO.)

LEWIS F. WILSON, President, 32 Broadway, New York City.
CHARLES E. HALL, Manager, La Gloria, Cuba.

NUEVITAS[1] TO LA GLORIA

(50 MILES).

Sailings from NUEVITAS Tuesdays, Thursdays and Saturdays, arriving La Gloria the same evening, returning Mondays, Wednesdays and Fridays.

Connections.—[1] With Munson Steamship Line and Puerto Principe & Nuevitas Ry. *January*, 1909.

PUERTO PRINCIPE & NUEVITAS RAILWAY.

RAMON BOZA, General Manager, Camaguey, Cuba.

From **Camaguey**[1] to Dios Marias (11.01 miles), Minas (21.1 miles), Aguada Josefina (22.3 miles), Lugareno (29.8 miles) and **Nuevitas** (45.6 miles). Branch to Central Redencion.

Connection.—[1] With Cuba R.R.

GIBARA & HOLGUIN RAILWAY.

FRANCISCO FRANQUEZ, General Manager, Gibara, Cuba.

Gibara to Cantimplora, Auras, Aguas-Claras and **Holguin**[1].

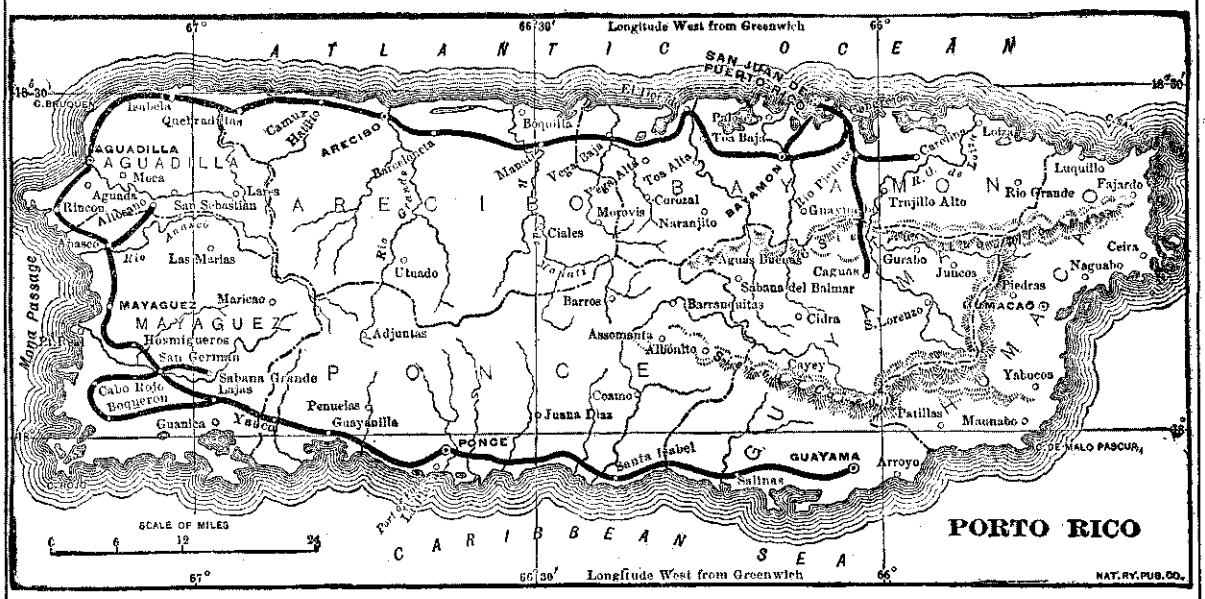
Connection.—[1] With stage to Cacocum, connecting with Cuba R.R.

CUBA EASTERN RAILROAD.

F. S. CAULA, Traffic Agent, Guantanamo, Cuba.

Train leaves San Luis *8 45 a.m., arriving La Maya (17 miles) 10 00 a.m., Guantanamo (53 miles) 12 35 noon. Leaves Guantanamo *6 00 a.m., arriving Boqueron (70 miles) 7 20 a.m. Returning, leaves Boqueron *9 40 a.m., Guantanamo 11 24 a.m., La Maya 1 50 p.m., arriving San Luis 3 00 p.m. * Daily. *August* 9, 1908.

RAILROADS IN PORTO RICO.



AMERICAN RAILROAD COMPANY OF PORTO RICO.

J. B. MERIER, Manager, San Juan, Porto Rico. | G. VILLARD, Traffic Manager, San Juan, Porto Rico.

STANDARD—*Intercolonial time* (1 hour faster than *Eastern time*).

Trains marked * run daily.

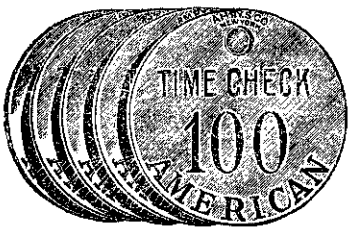
19	17	3	1	15	25	5	Kilos.	*May* 15, 1909.	18	4	20	2	26	16	6
		P M	A M					LEAVE [ARRIVE		A M		P M			
		*7 15	*7 15				0	**San Juan Ciudad**		9 00		4 50			
		8 10	8 12				20	Bayamon		8 12		4 02			
		8 43	8 36				33	Dorado		7 44		3 34			
		10 31	10 09				82	Cambalache		6 08		1 58			
		10 48	10 25				87	lve. **Arecibo Ciudad** arr		*5 50		1 26			
		11 15	10 45				98	Hatillo		1 45		1 21			
		11 23	10 50				100	Camuy		1 37		1 16			
		1 20	12 43				142	Aguadilla Puente		11 46		11 24			
		1 37	12 56				148	Coloso		11 31		11 07			
	P M	P M	2 15	1 24	A M	A M	164	Rincon	A M	11 02		10 38	P M	P M	P M
	*6 45	*5 40	3 15	2 18	*8 20	*5 55	189	Mayaguez Ciudad	11 55	*10 15		9 42	5 28	6 35	10 10
	7 09	4 07	A M	2 35	A M	8 50	6 20	198	Hormigueros	11 24	P M	A M	9 25	4 58	8 09	9 60
	7 24	4 27		2 46	*9 16	9 25	6 32	204	Filial Amor	11 06		9 10	9 14	4 28	5 54	9 38
		4 41		2 56	9 37		6 44	209	**San German**	10 45			9 03		5 37	9 26
		5 06			10 04			218	arr. **Sabana Grande** lve.	*10 15					*5 15	
	7 42	P M			A M	9 46		209	Cabo Rojo	A M		8 47		4 04	P M	
	8 10					10 19		220	Boqueron			8 10		3 30		
	8 45			3 18		11 05	7 05	219	**Lajas**			*7 30	8 30	2 52		8 56
	P M			4 04		12 18	7 52	243	Yauco			A M	7 54	1 36		8 07
				5 05		1 50	9 00	278	**Ponce**				*6 50	*12 00		*7 00
				P M		P M	A M	ARRIVE] [LEAVE					A M	Noon		P M

SAN JUAN AND CAROLINA LINE.—San Juan Ciudad to Santurce, Martin Pena, Rio Piedras and Carolina (22 kilometres).

LIST OF GENERAL BAGGAGE AGENTS.

For officer in charge of General Baggage Department of roads not shown below, see official in charge of General Passenger Office in Official List—Passenger and Ticket Department.

Name of Road.	Officers in Charge.
Arnold Transit Co.	A. L. Graves, G. B. A., Mackinac Island, Mich.
Atchison, Topeka & Santa Fe.	P. Walsh, G. B. A., Topeka, Kan.
Atlantic City	H. W. Souders, G. B. A., Philadelphia, Pa.
Baltimore & Ohio	John P. Dugan, G. B. A., Baltimore, Md.
Baltimore & Ohio Southwest.	W. O. Johnson, G. B. A., Cincinnati, O.
Boston & Albany	W. M. Skinner, G. B. A., Albany, N. Y.
Boston & Maine and Leased lines.	C. J. Wiggin, G. B. A., Boston, Mass.
Canadian Pacific	J. O. Apps, G. B. A., Montreal, P.Q.
Central of New Jersey	F. B. Greenawalt, G. B. A., foot of Liberty St., N.Y.
Chesapeake & Ohio	Chas. Lorraine, G. B. A., Richmond, Va.
Chicago & North-Western	H. G. Graves, G. B. A., Chicago, Ill.
Chicago & Western Indiana	J. J. Carroll, G. B. A., Chicago, Ill.
Chic. Burlington & Quincy	John DeWitt, G. B. A., Chicago, Ill. Fred Reno, C. C. G. B. O., Lincoln, Neb.
Chicago Great Western	E. R. Reynolds, G. B. A., Chicago, Ill.
Chicago, Milw. & St. Paul	W. D. Carrick, G. B. A., Milwaukee, Wis.
C. M. & St. P. Ry. of Mont. C. M. & St. P. Ry. of S.D	W. D. Carrick, G. B. A., Milwaukee, Wis.
Chicago, Rock Isl. & El Paso.	Geo. F. Lee, G. B. A., Chicago, Ill.
Chicago, Rock Island & Pac.	Geo. F. Lee, G. B. A., Chicago, Ill.
Chicago, St. P. Minn. & Om.	E. F. Woode, G. B. A., St. Paul, Minn.
Cin. Hamilton & Dayton	H. W. Griffen, G. B. A., Cincinnati, O.
Cleve. Cin. Chic. & St. Louis	J. B. Calkins, G. B. A., Cleveland, O.
Colorado & Southern	C. L. Kenney, G. B. A., Denver, Colo.
Delaware & Hudson	C. E. Durkee, G. B. A., Albany, N.Y.
Del. Lackawanna & Western.	G. E. Zippel, G. B. A., Hoboken, N.J.
Denver & Rio Grande	A. H. Lee, G. B. A., Denver, Colo.
Detroit, Grand Haven & Milw.	J. E. Quick, G. B. A., Toronto, Ont.
Dunkirk, Alleg. Val. & Pitts.	J. T. Burrows, G. B. A., Cleveland, O.
Erie	———, G. B. A., New York.
Fall River Line	G. A. Morton, G. B. A., New Haven, Conn.
Galveston, Harrisb. & San Ant.	W. W. Monroe, G. B. A., Houston, Tex.
Grand Trunk	J. E. Quick, G. B. A., Toronto, Ont.
Grand Trunk Western	J. E. Quick, G. B. A., Toronto, Ont.
Great Northern	S. A. Smart, G. B. A., St. Paul, Minn.
Gulf, Colorado & Santa Fe	R. S. Gordon, G. B. A., Galveston, Tex.
Hoosac Tunnel & Wilm'gton.	F. E. Davis, G. B. A., Wilmington, Vt.
Houston & Texas Central	W. W. Monroe, G. B. A., Houston, Tex.
Hudson Navigation Co.	H. McConvell, G. B. A., New York.
Hudson River Day Line	C. B. Orcutt, G. B. A., Desbrosses St., N.Y.
Illinois Central	John A. Osborn, G. B. A., Chicago, Ill.
Indianapolis Southern	John A. Osborn, G. B. A., Chicago, Ill.
Inland Empire System	Waldo G. Paine, G. B. A., Spokane, Wash.
Intercolonial	G. C. Allen, G. B. A., Moncton, N.B.
Lake Shore & Mich. Southern.	J. T. Burrows, G. B. A., Cleveland, O.
Lehigh Valley	Geo. W. Hay, G. B. A., So. Bethlehem, Pa.
Long Island	G. F. Chichester, G. B. A., L. I. City, N.Y.
Louisiana Western	W. W. Monroe, G. B. A., Houston, Tex.
Louisville & Nashville	W. P. Hines, G. B. A., Louisville, Ky.
Maine Central	H. H. Towle, G. B. A., Portland, Me.
Mexican	E. G. Wuerpel, G. B. A., Mexico City, Mex.
Michigan Central	H. P. Dearing, G. B. A., Chicago, Ill.
Missouri, Kansas & Texas	Geo. H. Bower, G. B. A., Parsons, Kan.
Missouri Pacific	Benton Quick, G. B. A., St. Louis, Mo.
Morgan's Louisiana & Tex.	W. W. Monroe, G. B. A., Houston, Tex.
Nashville, Chatt. & St. Louis.	W. S. Andrews, G. B. A., Nashville, Tenn.
National Rys. of Mexico	E. Casas, L., G. B. A., Mexico City, Mex.
New England Nav. Co.	G. A. Morton, G. B. A., New Haven, Conn.
New York & Ottawa	W. M. Skinner, G. B. A., Albany, N. Y.
New York Cent. & Hud. Riv.	W. M. Skinner, G. B. A., Albany, N.Y.
New York, Chic. & St. Louis.	F. J. Moore, G. B. A., Cleveland, O.
New York, New Hav. & Hart.	G. A. Morton, G. B. A., New Haven, Conn.
New York, Ontario & West.	W. M. Tiel, G. B. A., Middletown, N.Y.
New York, Susq. & Western.	E. C. Ensign, G. B. A., New York City.
Niagara Navigation Co.	W. B. Hines, G. B. A., Toronto, Ont.
Northern Central	F. J. McWade, G. B. A., Philadelphia, Pa.
Northern Pacific	W. H. Lowe, G. B. A., St. Paul, Minn.
Oregon R.R. & Nav. Co.	P. J. Collins, G. B. A., Portland, Ore.
Oregon Short Line	Geo. L. Alley, G. B. A., Salt Lake City, Utah.
Pennsylvania Company	R. R. Bentley, G. B. A., Pittsburgh, Pa.
Pennsylvania R.R.	F. J. McWade, G. B. A., Philadelphia, Pa.
Pere Marquette	A. E. Plumer, G. B. A., Detroit, Mich.
Perkiomen	H. W. Souders, G. B. A., Philadelphia, Pa.
Philadelphia & Reading	H. W. Souders, G. B. A., Philadelphia, Pa.
Philadelphia, Balt. & Wash.	F. J. McWade, G. B. A., Philadelphia, Pa.
Philada., Newtown & N. Y.	H. W. Souders, G. B. A., Philadelphia, Pa.
Prince Edward Island	G. C. Allen, G. B. A., Moncton, N.B.
Rio Grande Southern	A. H. Lee, G. B. A., Denver, Colo.
Rutland	W. M. Skinner, G. B. A., Albany, N.Y.
St. Johnsbury & Lake Champ.	C. J. Wiggin, G. B. A., Boston, Mass.
St. Louis & San Francisco	W. M. Dyer, G. B. A., Springfield, Mo.
St. Louis, Kan. City & Colo.	Geo. F. Lee, G. B. A., Chicago, Ill.
St. Louis South-western	F. H. Jones, G. B. A., Texarkana, Tex.
San Antonio & Aransas Pass.	I. N. Turner, G. B. A., San Antonio, Tex.
San Pedro, Los. Ang. & S. Lake.	T. C. Davison, G. B. A., Los Angeles, Cal.
Somerset	H. H. Towle, G. B. A., Portland, Me.
So. Pacific (Atl. S.S. Lines.) " (Atlantic Sys.) " (N.O. & Hav. S.S. Line.)	W. W. Monroe, G. B. A., Houston, Tex.
" (Pacific System.)	E. B. Carson, G. B. A., San Francisco, Cal.
" (Lines in Oregon.)	P. J. Collins, G. B. A., Portland, Ore.
Terminal R.R. Ass'n of St. L.	D. O'Toole, G. B. A., St. Louis, Mo.
Texas & Pacific	H. P. Hughes, G. B. A., Dallas, Tex.
Union Pacific	A. Traynor, G. B. A., Council Bluffs, Ia.
Vandalia	R. R. Bentley, G. B. A., Pittsburgh, Pa.
Virginia & Truckee	E. B. Yerington, G. B. A., Carson City, Nev.
Wabash	S. H. Overholt, G. B. A., St. Louis, Mo.
Washington County	H. H. Towle, G. B. A., Portland, Me.
West Shore	W. M. Skinner, G. B. A., N. Y. C. & H. R. R. R., Albany, N.Y.
Yazoo & Mississippi Valley	John A. Osborn, G. B. A., Chicago, Ill.



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TIME CHECKS

No other system has proved so simple, so inexpensive to install and so satisfactory in operation as The Time Check System.

Our pamphlet "Time Checks and Their Use" is well worth the three minutes necessary for a reading.

AMERICAN RAILWAY SUPPLY CO.
24 Park Place, New York

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SHOWING OFFICIAL TITLES AND ADDRESSES, AND NAMES AND ADDRESSES OF MEMBERS AND SECRETARIES.

(This list also includes the State Boards and Officers to whom Railroad Companies are required to make Annual Reports.)

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JNO. A. LUSK, Guntersville, Ala.
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Phœnix, Ariz.

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W. P. MCNAIR, Secretary, Phœnix, Ariz.
E. S. DE PASS, Rate Clerk, "

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Little Rock, Ark.

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WM. A. FALCONER, Commissioner.
R. P. ALLEN, Commissioner.
W. E. FLOYD, Secretary.
S. COLBURN, Assistant Secretary.
G. W. SWAIM, Rate Clerk.

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Room 10, Ferry Building, San Francisco, Cal.

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THEO. SUMMERLAND, 3d Dist., Los Angeles, Cal.
WALTER D. WAGNER, Sec'y, San Francisco, Cal.
E. S. BLASDEL, Assistant Secretary, "

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Ottawa, Ont.

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D'ARCY SCOTT, Assistant Chief Commissioner.
HON. M. E. BERNIER, Deputy Chief Commissioner.
JAMES MILLS, Commissioner.
S. J. MCLEAN, Commissioner.
A. D. CARTWRIGHT, Secretary.
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JAS. HARDWELL, Chief Traffic Officer.
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E. A. PRIMEAU, Assistant Secretary.
E. C. LALONDE, Inspector of Accidents.
JAS. OGILVIE, Inspector of Railway Equipment and Safety Appliances.

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Denver, Colo.

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D. H. STALEY.
WORTH L. SEELY, Secretary.
JOHN W. FLINTHAM, Clerk.

DELAWARE.—*No reports required.*

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C. M. CANDLER, "
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CAMPBELL WALLACE, Secretary, "

IDAHO.

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JAMES SCULLY, Commissioner, "
SAMUEL H. KELLEY, Secretary, "
JAMES BICE, Inspecting Engineer, "
R. R. DARWIN, Chief Rate Inspector, "

MINNESOTA—RAILROAD AND WAREHOUSE COMMISSIONERS.

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IRA B. MILLS, Chairman, St. Paul, Minn.
CHAS. F. STAPLES, "
CHAS. E. ELMQUIST, "
A. C. CLAUSEN, Secretary, "
THOMAS YAPP, Assistant Secretary, "

MISSISSIPPI RAILROAD COMMISSION.

Jackson, Miss.

F. M. LEE, President.
JNO. A. WEBB, W. R. SCOTT, } Commissioners.
T. R. MAXWELL, Secretary.

MISSOURI—RAILROAD AND WAREHOUSE COMMISSION.

Jefferson City, Mo.

F. A. WIGHTMAN, Chairman, Jefferson City, Mo.
H. R. OGLESBY, Commissioner, "
JOHN A. KNOTT, Commissioner, "
T. M. BRADBURY, Secretary, "

RAILROAD COMMISSION OF MONTANA.

Helena, Mont.

E. A. MORLEY, Chairman.
B. T. STANTON, Commissioner.
DAN. BOYLE, Commissioner.
R. F. MCLAREN, Secretary.

NEBRASKA STATE RAILWAY COMMISSION.

Capitol Building, Lincoln, Neb.

H. T. CLARKE, JR., Chairman.
H. J. WINNETT.
W. H. COWGILL.
CLARK PERKINS, Secretary.

NEVADA.

H. F. BARTINE, Chairman, Carson City, Nev.
HENRY THURTELL, Commissioner, "
J. F. SHAUGHNESSY, Commissioner, "
E. H. WALKER, Secretary, "

RAILROAD COMMISSIONS—Continued.

NEW HAMPSHIRE RAILROAD COMMISSION.

Concord, N.H.

HENRY M. PUTNEY, Chairman, Manchester, N.H.
ARTHUR G. WHITTEMORE, Clerk, Dover, N.H.
GEORGE E. BALES, Wilton, N.H.

NEW JERSEY RAILROAD COMMISSION.

FRANK H. SOMMER, President, Newark, N.J.
THOMAS J. HILLERY, Boonton, N.J.
ROBERT WILLIAMS, Paterson, N.J.
ALFRED N. BARBER, Secretary, Trenton, N.J.

NEW YORK.

NEW YORK PUBLIC SERVICE COMMISSIONS.

First District—(Greater New York).
New York, N.Y.
WILLIAM R. WILLCOX, Chairman.
WILLIAM MCCARROLL.
EDWARD M. BASSETT.
MILO R. MALTBIE.
JOHN E. EUSTIS.
T. H. WHITNEY, Secretary.
GEO. S. COLEMAN, Counsel.

Second District—(All of State outside Greater New York).
Albany, N.Y.
FRANK W. STEVENS, Chairman.
THOMAS M. OSBORNE.
MARTIN S. DECKER.
JAMES E. SAGUE.
JOHN B. OLMSTED.
J. S. KENNEDY, Secretary.

NORTH CAROLINA CORPORATION COMMISSION.

Raleigh, N.C.

FRANKLIN MCNEILL, Chairman, Raleigh, N.C.
SAM. L. ROGERS, »
B. F. AYCOCK, »
H. C. BROWN, Secretary, »
E. G. RIDDICK, Stenographer, »

NORTH DAKOTA—COMMISSIONERS OF RAILROADS.

Bismarck, N.D.

W. H. STUTSMAN, President, Mandan, N.D.
O. P. N. ANDERSON, Starkweather, N.D.
W. H. MANN, New Salem, N.D.
THOMAS HALL, Secretary, Bismarck, N.D.

RAILROAD COMMISSION OF OHIO.

Offices—Capitol Savings and Trust Building, Columbus, O.

O. H. HUGHES, Chairman.
O. P. GOTHLIN, Commissioner.

RAILROAD COMMISSION OF OHIO—*Continued.*

J. C. SULLIVAN, Commissioner.
C. A. RADCLIFFE, Secretary.
D. S. ARCHER, Expert.
E. H. HANNA, Statistician.
D. F. JOHNSON, Inspector Automatic Couplers, Etc.
O. F. MCJUNKIN, Inspector.
J. B. DUGAN, Inspector.
JOHN HUSSEY, Inspector.

CORPORATION COMMISSION OF OKLAHOMA.

Guthrie, Okla.

J. E. LOVE, Chairman, Guthrie, Okla.
A. P. WATSON, Commissioner, »
J. J. MCALESTER, Commissioner, »
E. C. PATTON, Secretary, »

RAILROAD COMMISSION OF OREGON.

THOMAS K. CAMPBELL, Chairman, Salem, Ore.
OSWALD WEST, »
CLYDE B. AITCHISON, »
GEORGE O. GOODALL, Secretary, »

PENNSYLVANIA STATE RAILROAD COMMISSION.

Harrisburg, Pa.

Hon. NATHANIEL EWING, Chairman.
Hon. JOHN Y. BOYD, } Commissioners.
Hon. CHARLES N. MANN, }
WILLIAM H. ALLEN, Attorney.
JOHN P. DOHONEY, Marshal.
HARRY S. CALVERT, Secretary.

RHODE ISLAND RAILROAD COMMISSION.

Room 121, State House, Providence, R.I.

J.P. BURLINGAME, Commissioner, Providence, R.I.
DAVID J. WHITE, Deputy, East Greenwich, R.I.

SOUTH CAROLINA RAILROAD COMMISSION.

JOHN H. EARLE, Chairman, Greenville, S.C.
J. M. SULLIVAN, Anderson, S.C.
B. L. CAUGHMAN, Columbia, S.C.
T. B. LUMPKIN, Secretary, »
MISS NELL BROOKS, Stenographer, »

SOUTH DAKOTA—RAILROAD COMMISSIONERS.

Sioux Falls, S.D.

W. G. SMITH, Sturgis, S.D.
GEORGE RICE, Flandreau, S.D.
F. C. ROBINSON, Groton, S.D.
WM. H. STANLEY, Secretary, Sioux Falls, S.D.

STATE CORPORATION COMMISSION—VIRGINIA.

Richmond, Va.

ROBERT R. PRENTIS, Chairman, Richmond, Va. } Commissioners.
JOSEPH E. WILLARD, »
WM. F. RHEA, »
R. T. WILSON, Clerk, Richmond, Va.

TENNESSEE—RAILROAD COMMISSIONERS.

Nashville, Tenn.

B. A. ENLOE, Chairman.
FRANK AVENT, Commissioner.
H. H. HANNAH, Commissioner.
CHAS. H. LOVE, Secretary.

RAILROAD COMMISSION OF TEXAS.

Austin, Tex.

ALLISON MAYFIELD, Chairman, Austin, Tex.
O. B. COLQUITT, »
WILLIAM D. WILLIAMS »
E. R. MCLEAN, Secretary, »

VERMONT—PUBLIC SERVICE COMMISSION.

Montpelier, Vt. (P. O. Newport, Vt.).

JOHN W. REDMOND, Chairman, Newport, Vt.
ELI H. PORTER, Wilmington, Vt.
S. HOLLISTER JACKSON, Barre, Vt.
RUFUS W. SPEAR, Clerk, Newport, Vt.

WASHINGTON.

H. A. FAIRCHILD, Chairman, Olympia, Wash.
JOHN C. LAWRENCE, »
JESSE S. JONES, »
FRANK M. DALLAM, JR., Secretary, »
O. O. CALDERHEAD, Statistician, »

WEST VIRGINIA.

Charleston, W.Va.

T. C. TOWNSEND, State Tax Commissioner.

RAILROAD COMMISSION OF WISCONSIN.

Madison, Wis.

B. H. MEYER, Madison, Wis.
HALFORD ERICKSON, »
JOHN H. ROEMER, »
J. M. WINTERBOTHAM, Secretary, »

WYOMING—BOARD OF EQUALIZATION.

EDWARD GILLETTE, President, Cheyenne, Wyo.
LE ROY GRANT, Secretary, »
WILLIAM R. SCHNITGER, Member, »
JOHN SCHUNEMAN, Clerk, »

NATIONAL ASSOCIATION OF RAILWAY COMMISSIONERS.

President—MARTIN S. DECKER, Albany, N.Y.
First Vice-President—R. HUDSON BURR, Tallahassee, Fla. | *Secretary*—WM. H. CONNOLLY, Interstate Commerce Commission, Washington, D.C.
Second Vice-President—CHAS. F. STAPLES, St Paul, Minn. | *Assistant Secretary*—WILLIAM KILPATRICK, Springfield, Ill.

TIME-TABLES

—AND—

LISTS OF OFFICERS

—OF—

Railroads and Steamboat Lines

REGISTER & GLENNVILLE RAILWAY.

W. C. PERKINS, President and General Manager, Hagan, Ga.

Trains leave **Register**[1] §7 50, †7 50 a.m., *5 35 p.m., **Hagan**[2] (18 miles), **Claxton**[3] (19 miles), arriving **Glennville**[4] (39 miles) §10 25, †11 10 a.m., 8 45 p.m. Returning, leave Glennville †5 00, §5 20 a.m., †2 00, §2 55 p.m., arriving Register 7 35, 7 40 a.m., 5 10, 5 30 p.m. *September* 20, 1908.

Connections.—[1] With Central of Georgia Ry. [2] and [3] With Seaboard Air Line Ry. [4] With Georgia Coast & Piedmont R.R.

DIAMOND & CALDOR RAILWAY.

W. I. WILSON, General Manager, Oakland, Cal.

Train leaves **Diamond Springs**[1] †7 15 a.m., arriving Caldor (34 miles) 11 15 a.m. Returning, leaves Caldor †1 15 p.m., arriving Diamond Springs 5 15 p.m. *February*, 1908.

† Daily, except Sunday. *Pacific time.*

Connection.—[1] With Southern Pacific Co.

GALESBURG & GREAT EASTERN RAILROAD.

A. J. HARMS, Gen. Supt., 32 East Berteau Avenue, Chicago, Ill.

Trains leave **Wataga**[1] †9 45 a.m., †4 50 p.m. for Victoria (10 miles), arriving at **Etherly** (12 miles) 12 00 noon, 6 00 p.m. Returning, leave Etherly †8 00 a.m., †2 30 p.m., arriving Wataga 9 06 a.m., 4 00 p.m.

† Daily, except Sunday. *Central time.* *March*, 1908.

Connection.—[1] With Chicago, Burlington & Quincy Ry.

ALABAMA CENTRAL RAILWAY.

ALBERT F. WILSON, Prest. and Gen. Manager, Montgomery, Ala.

Trains leave **Booth**[1] †11 40 a.m., †6 42 p.m., arriving Autaugaville (8½ miles) 12 20 noon, 6 20 p.m. Returning, leave Autaugaville †10 00 a.m., †4 30 p.m., arriving Booth 10 40 a.m., 5 10 p.m. *April*, 1909.

† Daily, except Sunday. *Central time.*

Connection.—[1] With Mobile & Ohio R.R.

EAST JORDAN & SOUTHERN RAILROAD.

E. J. CROSSMAN, Traffic Manager, East Jordan, Mich.

Trains leave **East Jordan**[1] (South Arm) †8 15 a.m., †2 15 p.m., for Mt. Bliss, Wards, Chestonia, Hitchcock, Wolcott, arriving at **Bellaire**[2] (19 miles) 9 20 a.m., 3 20 p.m. Returning, leave Bellaire †10 00 a.m., †3 45 p.m., arriving at East Jordan 11 00 a.m., 4 45 p.m. *September* 26, 1909.

Connections.—[1] With Detroit & Charlevoix R.R. [2] With Pere Marquette R.R. † Daily, except Sunday. *Central time.*

NEW RIVER, HOLSTON & WESTERN RAILROAD.

F. E. BASTIAN, Manager, Narrows, Va.

Trains leave **Narrows**[1] *a*7 45 a.m., †1 15 p.m., arriving **Day** (12.7 miles) 8 03 a.m., 2 07 p.m. Returning, leave Day *a*8 35 a.m., †2 40 p.m., arriving Narrows 9 25 a.m., 3 55 p.m. *November* 16, 1908.

† Daily, except Sunday; *a* Monday and Saturday only.

Connection.—[1] With Norfolk & Western Ry. *Eastern time.*

MACOMB & WESTERN ILLINOIS RAILWAY.

F. H. MAPES, President, Macomb, Ill.

Trains leave **Macomb**[1] †9 00 a.m., †4 00 p.m., arriving Littleton (26 miles) 10 30 a.m., 5 30 p.m. Returning, leave Littleton †7 00 a.m., †12 00 noon, arrive Macomb 8 30 a.m., 1 30 p.m. *July*, 1909.

† Daily, except Sunday. *Central time.*

Connection.—[1] With Chicago, Burlington & Quincy Ry.

SOUTHWESTERN RAILWAY COMPANY.

A. C. PARKS, General Superintendent, Henrietta, Tex.

Train leaves **Henrietta**[1] †3 45 p.m., arrives Scotland (20 miles) 4 45 p.m. Returning, leaves Scotland †9 45 a.m., arrives Henrietta 10 45 a.m.

† Daily, except Sunday. *September*, 1909.

Connections.—[1] With Missouri, Kansas & Texas Ry. and Fort Worth & Denver City Ry. *Central time.*

SPOKANE & BRITISH COLUMBIA RAILWAY.

O. E. FISHER, General Freight and Passenger Agent, Republic, Wash.

Train leaves **Grand Forks**[1] †7 30 a.m., arriving Republic (40 miles) 10 30 a.m. Returning, leaves Republic †10 45 a.m., arriving Grand Forks 1 45 p.m. Leaves Grand Forks *a*2 30 p.m., arriving Lynch Creek (18.5 miles) 3 45 p.m. Returning, leaves Lynch Creek *a*4 00 p.m., arriving Grand Forks 5 15 p.m. *March*, 1909.

† Daily, except Sunday; *a* Tuesday and Friday.

Connection.—[1] With Canadian Pacific Ry. *Pacific time.*

CENTRAL RAILWAY OF ARKANSAS.

F. J. AUSTIN, General Freight and Passenger Agent, Plainview, Ark.

Trains leave Plainview for **Ola**[1] (6.71 miles) †7 00, †9 45 a.m., †4 00 p.m. Returning, leave Ola for Plainview †7 40, †11 05 a.m., †5 05 p.m.

Seven miles additional operated for freight service only.

† Daily, except Sunday. *June*, 1908.

Connections.—[1] With Chicago, Rock Island & Pacific Ry. and Dardanelle, Ola & Southern R.R. *Central time.*

PENSACOLA, ALABAMA & TENNESSEE RAILROAD.

ELWOOD MCLAUGHLIN, General Manager, Pensacola, Fla.

Train leaves **Pensacola**[1] †11 30 a.m. for Millview (10 miles), arriving Muscogee (26 miles) 1 00 p.m. Returning, leaves Muscogee †2 00 p.m., arriving Pensacola 4 00 p.m. Leaves Pensacola †9 00 a.m., arrives Millview 9 30 a.m. Leaves Millview †10 00 a.m., arrives Pensacola 10 30 a.m.

† Daily, except Sunday. *Central time.* *March*, 1908.

Connection.—[1] With Louisville & Nashville R.R.

LEHIGH & OXFORD RAILWAY.

(Private Road.)

From **Buttzville**,[1] N.J., to Fellows (5 miles). Operated for freight.

Connection.—[1] With Lehigh & Hudson River Ry. *March*, 1908.

CHICAGO JUNCTION RAILWAY COMPANY

EASTERN AND WESTERN TRUNK LINE CONNECTION

GENERAL OFFICERS

J. A. SPOOR,	President,	First National Bank Bldg,	Chicago, Ill.
R. FITZGERALD,	Vice-President and Gen. Superintendent,	U. S. Yards,	"
H. E. PORONTO,	Secretary and Purchasing Agent,	First National Bank Bldg,	"
R. B. THOMSON,	Treasurer,	U. S. Yards,	"
H. B. COIT,	Assistant Treasurer,	"	"
C. C. CHACE,	Auditor,	"	"
W. J. O'BRIEN,	Superintendent,	"	"
L. H. EVANS,	Chief Engineer,	"	"
H. G. EARL,	Superintendent Car Service,	"	"
JAS. FITZMORRIS,	Master Mechanic,	"	"

Total Mileage operated—145 Miles.

Engines—45. Gondolas—80, 40,000 capacity; 246, 80,000 capacity.

Report Mileage and Per Diem to H. G. EARL, Supt. Car Service.

Send Car Repair Bills to JAS. FITZMORRIS, Master Mechanic.

This Company provides Direct Connection between all Trunk Lines, Boat and Lake Carriers entering Chicago for the Interchange of Traffic, and furnishes Switching Service to the largest Industrial Section in the West.

All through rates or combination of rates via Chicago provide for our earnings.

The Company maintains a high standard of service in the handling of shipments to and from the industries located on its lines, and, in addition, furnishes to its patrons the same basis of rates as applied to Chicago proper.

The territory covered by this railway offers superior sites for the location of industries of every description.

Firms, individuals and corporations contemplating the location of business enterprises are invited to correspond with Mr. H. E. PORONTO, Agent Industrial Department, 1305 First National Bank Building, Chicago.

Maps and full information concerning available property will be promptly furnished.

Chicago Terminal Transfer Railroad Company

JOHN N. FAITHORN, Receiver.

GENERAL OFFICES—GRAND CENTRAL PASSENGER STATION, CHICAGO, ILL.

J. N. FAITHORN, President and General Manager,	Chicago, Ill.	E. N. LAYFIELD, Chief Engineer,	Chicago, Ill.
F. B. HUNTINGTON, Comptroller,	"	JESSE B. BARTON, General Attorney,	"
W. T. WISNER, 2d, Secretary and Asst. Treasurer,	New York.	C. E. PETERSON, Car Accountant,	"
H. H. HALL, Treasurer and Assistant Secretary,	Chicago, Ill.	R. McDONALD, Roadmaster,	"
J. L. NICHOLS, Superintendent,	"	J. W. FOGG, Master Mechanic,	"
G. W. TAGGART, Acting Gen. Fht. and Passenger Agt.,	"	A. NEWMAN, Industrial Agent,	"

Chicago Terminal Transfer Railroad

—Belt Line connecting with EVERY RAILROAD entering CHICAGO, thus furnishing a route for ALL THROUGH FREIGHT.

—Owning the Grand Central Passenger Station—one of the most complete passenger stations in Chicago; also extensive yards and sidings located in the heart of the city, and furnishing passenger and freight terminals to the Baltimore & Ohio R.R., Chicago Great Western Ry. and Pere Marquette R.R.

—Handling cars between ALL Railroads and BETWEEN Industries and Railroads.

—Operating 289 miles of tracks in Chicago and vicinity, upon which are located the leading Industries, Manufacturing Plants, Elevators and Warehouses.

Suburban passenger service is furnished between Grand Central Passenger Station and Chicago Heights. All trains stop at Edgemoor, Morgan Park, Mount Hope, Mount Greenwood and Mount Olivet Cemeteries. Blue Island and Chicago Heights.

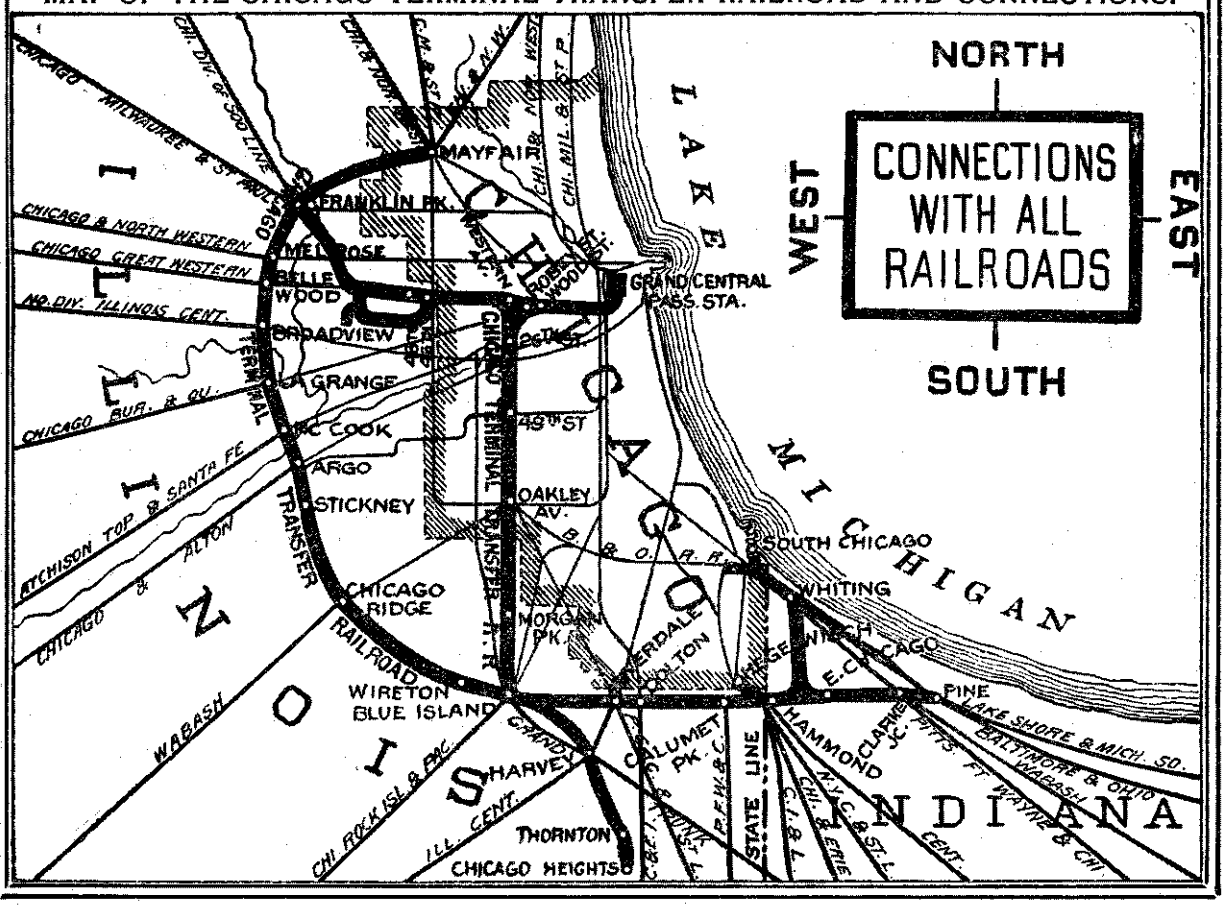
Trains leave Chicago daily, except Sunday, 5 15, 10 45 a.m., 4 30, 6 20 p.m.

Sunday Trains—1 20, 7 31 p.m.

Trains leave Chicago Heights for Chicago daily, except Sunday, 6 00, 7 00 a.m., 4 00, 6 15 p.m.

Sunday Trains—9 30 a.m., 5 00 p.m. *Central time.*

MAP OF THE CHICAGO TERMINAL TRANSFER RAILROAD AND CONNECTIONS.



Hannibal Connecting R.R.

General Offices—Hannibal, Missouri.

J. ROGERS MAXWELL, President, 30 Broad Street, New York.
A. DE NAVARRO, Vice-President, " "
L. ANDERSON, Secretary, Hannibal, Mo.
J. R. MAXWELL, Jr., Asst. Sec'y, 30 Broad Street, New York.
L. ANDERSON, Treasurer, Hannibal, Mo.
J. R. MAXWELL, Jr., Asst. Treas., 30 Broad Street, New York.
GEO. A. MAHAN, General Counsel, Hannibal, Mo.
W. C. AVERILL, Auditor, "
J. F. SMITH, Assistant Auditor, 30 Broad Street, New York.
W. A. SMITH, Superintendent, Ilasco, Mo.
D. B. PIERSON, Manager, Hannibal, Mo.
D. B. PIERSON, Gen. Freight and Pas. Agent, Ilasco, Mo.
W. H. DUTCHER, Purchasing Agent, 30 Broad Street, New York.

Total mileage, standard gauge, 5 miles.

Connects with Chicago, Burlington & Quincy Ry., at Ilasco, Mo., which is a telegraph station.

March, 1908.

Granite City & East St. Louis Terminal Railroad Company.

J. C. DAVIS, President, 1622 Com'l Nat'l Bank Bldg, Chicago, Ill.
F. R. PATTERSON, Sec'y and Treas., 1622 Com'l Nat'l Bank Bldg, Chicago, Ill.
H. F. PRINCE, Traf. Mgr., 1648 Com'l Nat'l Bank Bldg, Chicago, Ill.
A. BENTLEY, Auditor, 1647 Com'l Nat'l Bank Bldg, Chicago, Ill.
A. WALCHER, General Manager, Granite City, Ill.

This Company owns and operates eight miles of standard gauge single track, and performs switching and other service.

DIRECT CONNECTION WITH

Chicago & Alton R.R. at Granite City, Ill.
Cleve. Cincin. Chicago & St. Louis Ry. at Granite City, Ill.
Chicago, Peoria & St. Louis Ry. of Illinois at Granite City, Ill.
St. Louis Merchants Bridge Term. Ry. Co. at Granite City, Ill.
Terminal R.R. Association of St. Louis at East St. Louis Ill.
Venice & Carondolet Belt (Southern Ry.) at East St. Louis, Ill.

Also connects via St. Louis Merchants Bridge Terminal Ry. Co., Terminal R.R. Association of St. Louis and via Southern Ry. Co. (Venice & Carondolet Belt Ry. Co.), with all other roads diverging from East St. Louis, Granite City, Ill., and St. Louis, Mo. *July*, 1909.

DAVENPORT, ROCK ISLAND & NORTHWESTERN RAILWAY.

W. J. UNDERWOOD, President, Chicago, Ill.
M. J. YOUNG, Secretary, Davenport, Ia.
H. W. WEISS, Assistant Secretary, Chicago, Ill.
O. B. GRANT, General Manager, Davenport, Ia.
J. H. ELLS, Auditor and Assistant Treasurer, "

The trains of the Chicago, Burlington & Quincy R.R. and the Chicago, Milwaukee & St. Paul Ry. operate over the tracks of this Company.

For time-tables and service, see their respective cards.

September 12, 1909.

Indianapolis Union Railway Co.

OPERATING

UNION PASSENGER STATION, UNION TRACKS, INDIANAPOLIS BELT RAILROAD.

GENERAL OFFICERS

JOSEPH WOOD, President, Pittsburgh, Pa.
C. E. SCHAFF, Vice-President, Chicago, Ill.
W. T. CANNON, Sec'y, Treas. & Pur. Agt., Indianapolis, Ind.
E. T. KENNAN, Auditor, "
A. A. ZION, Superintendent, "

General Offices—Union Station, Indianapolis, Ind.

Line owned, 0.93 miles; line leased (Indianapolis belt), 14.29 miles; total miles operated, 15.22. Locomotives, 19.

This is a Co-operative Terminal Road, providing terminal facilities and doing a switching business for the roads entering Indianapolis *February*, 1909.

PENCOYD & PHILADELPHIA RAILROAD COMPANY

AUGUST ZIESING, President, Frick Bldg, Pittsburg, Pa.
WM. H. CONNELL, Treasurer, " "
C. S. BELSTERLING, Traffic Manager, " "
F. B. THOMPSON, Auditor, " "
CHAS. MAJOR, Vice-President and Gen. Mgr., Pencoyd, Pa.
RICHMOND F. BALL, Secretary, Frick Bldg, Pittsburgh, Pa.

This road runs from Pencoyd, Pa., across the Schuylkill River, to Philadelphia, Pa. Performs a general switching and railroad service between the railroads named below and industries and towns located upon its lines.

MILEAGE: Main Line 1 15 miles. Branch .70 mile. Sidings 1.50 miles. Total 3.35 miles.

Connections.—At Pencoyd, Pa.—With Pennsylvania R.R., and Philadelphia & Reading Ry. *March*, 1908.

Manufacturers' Railway Co.

A. A. BUSCH, Chairman of Board.
G. F. MOORE, Prest. & Gen. Mgr.
ADOLPHUS BUSCH, Vice-Prest.
O. H. RASSFELD, Sec'y & Treas.
F. J. DEGLER, Auditor.
R. MUEHLBERG, Traffic Mgr.
J. J. BAULCH, Superintendent.
S. J. SULLIVAN, Roadmaster.

General Offices—South Side Bank Building, St. Louis, Mo.

Busch Station,
Morrisdale,
Steckerville,
Interstate Sand Co. Switch,
Dorcas Crossing,
Dewey,
Manufacturers' Ry. Co. Depot,
Arsenal Crossing.

Owning and operating a railway at St. Louis, Mo., connecting with the St. Louis, Iron Mountain & Southern Ry., Missouri Pacific Ry., St. Louis Transfer Ry. and all railroads terminating at St. Louis, Mo., and East St. Louis, Ill.

Trackage, 21 miles. *July*, 1909.

New Orleans Terminal Co.

(PORT CHALMETTE TERMINALS.)

D. D. CURRAN, President, New Orleans, La.
R. D. LANKFORD, Vice-President, 80 Broadway, New York, N.Y.
W. C. NIXON, Vice-President, Frisco Building, St. Louis, Mo.
I. T. PRESTON, Secretary, New Orleans, La.
C. E. A. McCARTHY, Assistant Secretary, 80 Broadway, New York, N.Y.
C. W. HILLARD, Treasurer, 71 Broadway, "
R. J. PALLE, Assistant Treasurer, New Orleans, La.
LARZ A. JONES, Auditor, "
J. S. POWELL, Assistant Auditor, "
R. B. FOWLER, General Manager, "
JAS. STOCKTON, Master Mechanic, "
F. G. JONAH, Terminal Engineer, "

GENERAL OFFICES:

Terminal Station, Canal and Basin Streets, New Orleans, La.

NOTE.—Remittances should be made to and drafts drawn on R. J. Palle, Assistant Treasurer, New Orleans, La.

THE NEW ORLEANS TERMINAL COMPANY represents the consolidated terminal interests in New Orleans of the Frisco System and Southern Ry.

Operates the present export terminals at Port Chalmette, including one 500,000 bushel grain elevator, with city freight sheds located within a half mile of the business district; and has magnificent new export terminals in course of construction at cost of $4,000,000.

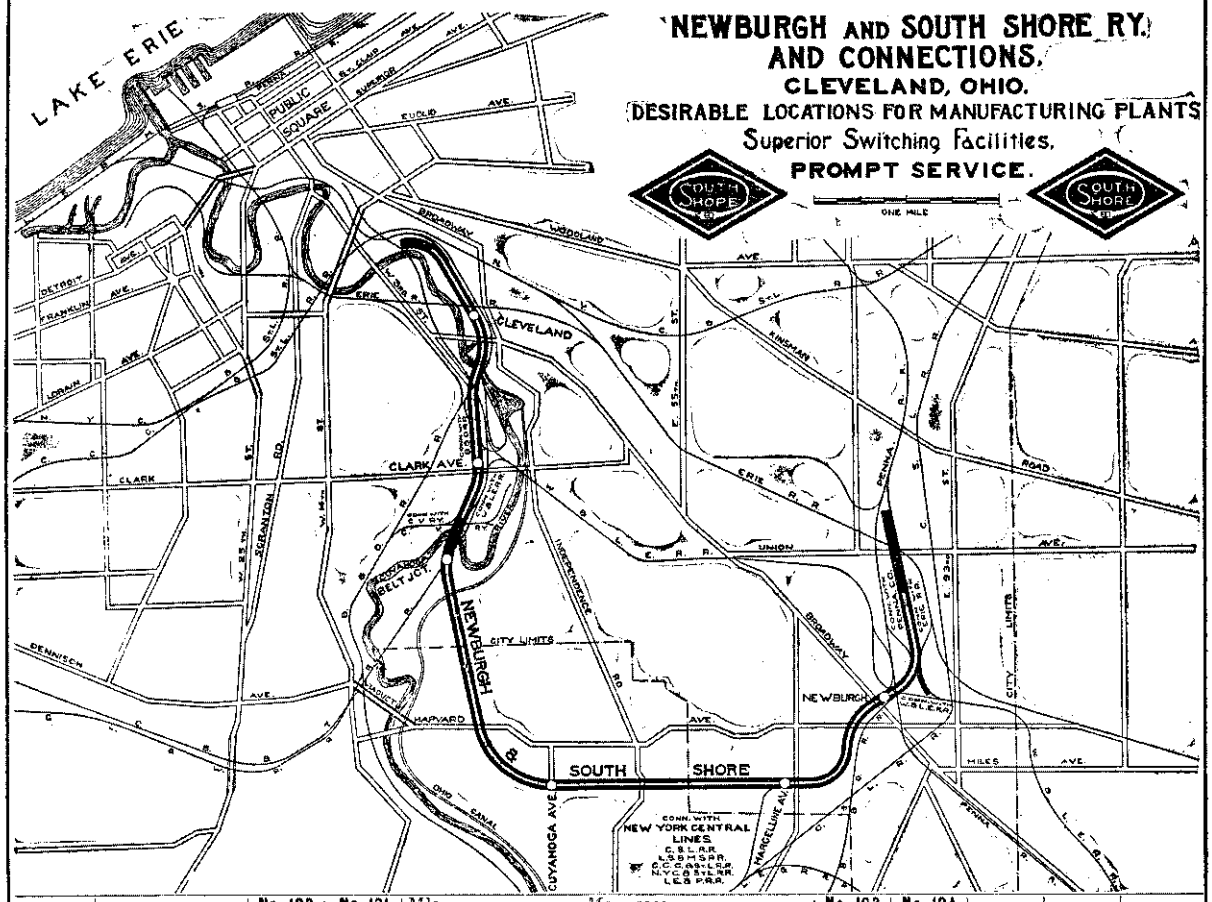
Connections with all lines entering the city.

February, 1909.

Newburgh & South Shore Railway Company

WILLIAM P. PALMER, President.
A. S. CHISHOLM, Vice-President.
A. F. ALLEN, Secretary, Chicago, Ill.
F. A. HILLIARD, Treasurer and Assistant Secretary.
C. A. VOGT, General Auditor.
J. A. COAKLEY, General Freight Agent.
J. N. FLEMING, Purchasing Agent.
C. A. GALLAGHER, General Superintendent, Newburgh, O.
H. L. SCHULER, Chief Engineer.
A. H. STEWART, Engineer Maintenance of Way.
H. R. THOMSON, Master Mechanic.

General Offices—Western Reserve Building, Cleveland, O.



		No. 103	No. 101	Mls	*May*, 1909.		No. 102	No. 104			
					LEAVE]	[ARRIVE					
		†4 40 P M	†6 11 A M	0	**Newburgh** (*Broadway*)		6 50 A M	6 22 P M			
		4 42 "	6 13 "	1.5	**Marcelline Avenue**		6 48 "	6 19 "			
		4 46 "	6 18 "	3.1	**Cuyahoga Avenue**		6 44 "	6 14 "			
		4 50 "	6 21 "	4.6	**Double Track Junction**		6 40 "	5 10 "			
		4 52 "	6 23 "		**Clark Avenue**		6 38 "	5 08 "			
		4 55 P M	6 26 A M	6.3	**Cleveland** (*Jefferson Avenue*)		†6 34 A M	†5 04 P M			
					ARRIVE]	[LEAVE					

Trains marked † run daily, except Sunday. STANDARD—*Central time.*

The Newburgh & South Shore Railway Company has 45 miles of tracks and transfers freight cars between the different railway lines, industries and warehouses in and about Cleveland, O. Its tracks extend from the forwarding and receiving docks on the Cuyahoga River in Cleveland to the manufacturing district of Newburgh, O., connecting with all railways entering these cities. Industries located on the line of the Newburgh & South Shore Railway are afforded unequaled switching facilities and the great advantage of connecting with all Cleveland railroads. This advantage, which enables shippers to avail themselves of competitive rates, can hardly be overestimated, and as the Newburgh & South Shore Railway handles business between all connecting lines, there is an abundant supply of cars for shipments of all kinds.

Parties contemplating the establishment of industries, warehouses, etc., in the vicinity of Cleveland, are invited to communicate with the General Freight Agent, or General Superintendent, who will promptly furnish them with full information in regard to desirable locations, switching rates, car supply, etc.

CONNECTIONS.

Pennsylvania Lines—C. & P. Ry., C. A. & C. Ry. **Baltimore & Ohio System**—C. T. & V. R.R., C. L. & W. Ry. **New York Central Lines**—L. S. & M. S. Ry., C. C. C. & St. L. Ry., N. Y. C. & St. L. R.R., L. E. & P. Ry., C. S. L. Ry. **Wabash System**—W. & L. E. R.R., C. B. & T. R.R. **Erie System**—Mahoning Division. **Cuyahoga Valley Ry.**

Bedford & Wallner Railroad Co.

HARRY S. NEW, President, Indianapolis, Ind.
HUGH J. McGOWAN, Vice-President, "
GEO. C. HITT, Secretary-Treasurer and General Manager, 814 Traction-Terminal Building, Indianapolis, Ind.
MICHAEL WALLNER, Superintendent, Bedford, Ind.
S. H. FLETCHER, General Freight Agent, Central Union Depot, Cincinnati, O.

This railroad runs from Wallner, Ind., to Bedford, Ind., connecting with the Baltimore & Ohio Southwestern R.R. at Bedford, Ind.

Distance, 5 miles. Standard gauge.

The principal business of this road is hauling stone from Wallner and adjacent quarries. *April*, 1908.

Union Terminal Railway Co.

St. Joseph, Mo.

JOHN DONOVAN, President and Treasurer, St. Joseph, Mo.
S. S. BROWN, Vice-President, "
JOHN DOLMAN, Secretary, "
L. D. W. VAN VLIET, General Manager, "

This Company operates an independent terminal railroad, has direct connection with all lines entering St. Joseph, and does a general switching and interchange business. Can furnish unexcelled terminal facilities for railroads, and most desirable sites for industrial concerns. Mileage, 12 miles. *July*, 1909.

Sumter & Choctaw Railway

E. F. ALLISON, President and General Manager, Bellamy, Ala.
M. C. RUMLEY, Treasurer, "
F. B. WISE, Superintendent. "

9	7	5	3	Mls	*August* 1, 1909.	4	6	8	12
P M	P M	A M	.....	....	LEAVE] [ARRIVE	A M	P M	P M	.....
*8 15	*1 45	*8 00	.....	0	.....Lilita[1].....⊙	7 30	1 12	*6 02	.....
8 27	*1 57	8 12	.....	3	..... Bellamy .....⊙	7 18	1 00	*5 50	.....
8 39	§2 09	8 24	A M	8	..... Scotom Hill	7 05	12 48	§5 38	P M
8 58	§2 30	8 44	*5 50	12	..... Whitefield	6 44	*12 28	§5 17	9 40
9 19	P M	A M	6 10	16	... Persimmon Grove .⊙	*6 24	Noon	P M	*9 20
P M	.....	.....	A M	....	ARRIVE] [LEAVE	A M	.....	.....	P M

* Daily; § Sunday only. ⊙ Telephone stations. *Central time.*

Connection.—[1] With Southern Railway.

LORING & WESTERN RAILWAY COMPANY

INCORPORATED

W. C. BOWMAN, Prest. and Gen. Mgr., Kansas City, Mo.
B. C. BOWMAN, First Vice-Prest., Minneapolis, Minn.
S. H. BOWMAN, Second Vice-President, "
GEO. E. HICKS, Sec'y and Traffic Mgr., Kansas City, Mo.
B. M. MUSSER, Superintendent, Loring, La

Extends from LORING, La., to BLUE LAKE, La. Operated for freight service only. 25 miles operated.

Connection.—At Loring, La.—With Kansas City Southern Ry. Co. *March*, 1908.

South Brooklyn Railway Co.

FREIGHT DEPARTMENT

General Offices—85 Clinton St., Brooklyn, N.Y.

D. H. VALENTINE . . . . . President.
J. F. CALDERWOOD . Vice-President and Gen. Manager.
C. D. MENEELY . . . . . Secretary and Treasurer.
HOWARD ABEL . . . . . Comptroller.
A. R. PIPER . . . . . General Freight Agent.

FREIGHT STATIONS

Bath Beach (Ulmer Park).....Brooklyn, N.Y.
Bedford ..... "
Bushwick ..... "
Coney Island ..... "
East New York..... "
Fortieth Street..... "
Gravesend..... "
Greenwood ..... "
Kensington..... "
Thirty-ninth Street and Third Avenue... "

FREIGHT PIERS

Foot Sixty-third Street.....Brooklyn, N.Y.
Foot Meserole Street and Newtown Creek. "

CONNECTIONS

AT BUSH DOCKS, BROOKLYN, N.Y.

RAILROADS

Baltimore & Ohio R.R.
Bush Terminal R.R.
Central R.R. of New Jersey.
Delaware, Lackawanna & Western R.R.
Erie R.R.
Lehigh Valley R.R.
New York Central & Hudson River R.R.
New York, Ontario & Western Ry.
New York, New Haven & Hartford R.R.
Pennsylvania Lines.
Staten Island Rapid Transit Ry.
West Shore R.R.

STEAMSHIP AND STEAMBOAT LINES

All lines connecting with Bush Docks.

AT PARKVILLE, L.I.

Long Island R.R. and its connections.

MILEAGE, 19.519

Manufacturers Junction Ry.

E. M. BARTON, President.
A. D. WHEELER, Vice-President.
R. E. McEWEN, Secretary and Treasurer.
A. L. SALT, General Manager.
J. C. McDONNELL, Traffic Manager.
G. C. HINCKLEY, Superintendent.
W. F. BANCKER, Purchasing Agent.

General Offices—259 South Clinton Street, Chicago, Ill.

This road extends from Sixteenth Street, Chicago, to Thirty-fourth Street (Illinois Central tracks), Chicago—one and one-quarter miles, and is operated for freight service only.

Makes direct connections with the Belt Ry. and Chicago Terminal Transfer R.R. for all lines, and interchanges direct with the Illinois Central, Wisconsin Central, Chicago, Burlington & Quincy and Chicago & Illinois Western R.Rs. at **Hawthorne, Ill.** *September*, 1908.

Bush Terminal Railroad Co.

Operating line 28th Street, Second Avenue, to 63d Street, First Avenue,

BOROUGH OF BROOKLYN, NEW YORK CITY.

IRVING T. BUSH, President, New York City.
JOSEPH A. NASH, Vice-Prest. & Traf. Mgr., »
H. W. GREENE, Secretary, »
HERBERT BOUGHTON, Treasurer, »
W. I. BATTY, Agent, South Brooklyn.

STATIONS—28th Street, 36th Street, 53d Street and 63d Street, South Brooklyn, New York.

Bush Terminal Company.

Piers and Warehouses, 40th to 51st Streets, South Brooklyn.

BROOKLYN TERMINAL FOR

Baltimore & Ohio R.R. Co.
Central R.R. of N. J.
Del. Lack. & Western R.R.
Erie R.R. Co.
Lehigh Valley R.R. Co.
N. Y. C. & H. R. R.R. Co.
New York, Ontario & West. R.R. Co.
Pennsylvania R.R. Co.
*West Shore R.R. Co.

FREIGHT FOR SOUTH BROOKLYN AND BAY RIDGE.

Export and Import Freight for Steamship Lines Docking.

GENERAL OFFICE—100 Broad St., New York City.
FREIGHT STATION—40th St. and 2d Ave., South Brooklyn, N.Y.

March, 1908.

The Huntsville, Lake of Bays and Lake Simcoe Navigation Co., Ltd.

and THE HUNTSVILLE AND LAKE OF BAYS RAILWAY CO.

CHAS. O. SHAW, President.
H. FOSTER CHAFFEE, Vice-President.
SILAS H. JACOBS, General Manager.
W. J. MOORE, Asst. Gen. Mgr. and Sec'y.
J. McNEE, Treasurer.

Head Office: Huntsville, Ontario, Muskoka.

Tourists Steamers *Algonquin*, *Iroquois*, *Mohawk*, *Ramona*, *Empress Victoria*, *Joe*, *Phoenix*.

Steamers *Algonquin*, *Iroquois*, *Mohawk* and *Ramona* are lighted throughout by electricity and each carrying powerful searchlight.

Daily service from May 1st to November 20th between Huntsville, Portage, Lake of Bays and Dorset.

Connections.—At Huntsville, with G. T. Ry. System. **See Folder.**

For passenger and freight rates and general information, address

THE HUNTSVILLE, LAKE OF BAYS AND LAKE SIMCOE NAVIGATION COMPANY, Ltd., Huntsville, Ont.

March, 1909.

El Dorado & Wesson Railway.

C. V. EDGAR, President, Boulder, Colo.
A. B. BANKS, Vice-President, Fordyce, Ark.
G. W. NIEHUSS, Secretary and Treasurer, Wesson, Ark.
C. H. NEWELL, General Manager, »
J. B. BAKIN, G. F. & P. A. and Auditor, »
H. H. NIEHUSS, Surgeon, »

.....	No. 1	Mls.	*January* 1, 1908.	No. 2	.....
.....	.....	.....	LEAVE] [ARRIVE	.....	.....
.....	*4 00 P M	0	.....El Dorado.....	11 00 A M	.....
.....	4 40 »	6.00	.....Kinard Siding.....	10 20 »	.....
.....	5 00 P M	10.19	.....Wesson.....	*10 00 A M	.....
.....	.....	.....	ARRIVE] [LEAVE	.....	.....

Trains marked * run daily.

STANDARD—*Central time.*

CONNECTIONS.

At El Dorado—With Chicago, Rock Island & Pacific Ry., St. Louis, Iron Mountain & Southern Ry. and El Dorado & Bastrop Ry.

Union Railroad Co.

J. H. REED, President, Pittsburg, Pa.
D. M. CLEMSON, Vice-President, »
WM. J. POST, Secretary and Auditor, »
G. W. KEPLER, Treasurer, »
G. E. CAMPBELL, Gen. Freight Agent, »
F. R. McFEATTERS, Supt., Port Perry, Pa.
E. J. RANDALL, Eng'r Maint. of Way, »
E. B. WHITE, Roadmaster, »

General Offices: Carnegie Building, Pittsburg, Pa.

This Railroad extends from **North Bessemer, Pa.** (near the south end of Bessemer & Lake Erie R.R. Bridge across the Allegheny River, the Union operating under lease that portion of the Bessemer & Lake Erie R.R. from **North Bessemer, Pa.**, to **East Pittsburg, Pa.**), to **Bessemer, Pa.**; thence cross the Monongahela River; thence north to **Homestead, Pa.**, and **Rankin, Pa.**, and south to **Cochran, Pa.**, and **Mifflin, Pa.** Performs a general switching and railroad service between the railroads named below and industries and towns located upon its lines.

List of Stations and Sidings.

Distance.		
0....	NORTH BESSEMER.....	On line of B. & L. E., operated by Union Railroad under lease.
1.95....	Universal.....	
3.02....	Gascola.....	
5.05....	Oak Hill.....	
6.25....	Newtown.....	
7.23....	Turtle Creek.....	
7 64....	EAST PITTSBURG.....	On Main Line Union Railroad.
8.20....	BESSEMER.....	
9.07....	Monongahela Junction.....	
9.81....	DUQUESNE (COCHRAN).....	
11.22....	MUNHALL.....	
11.95....	Rankin.....	
13.22....	HOMESTEAD.....	
11.12....	Mifflin Mines No. 1.....	On Line of Monongahela Southern Railroad, operated by Union Railroad under lease.
11.59....	Mifflin Mines No. 2.....	
13.41....	Best's Siding.....	
14.59....	River Coal Siding.....	
16.05....	Mifflin.....	

Mileage.—Main Line, 24.93 miles; Branch Lines, 6.09 miles; Sidings and Yards, 90.43 miles. Total, 121.45 miles.

Connections.—At North Bessemer, Pa., with Bessemer & Lake Erie R.R. At East Pittsburg, Pa., with Pennsylvania R.R. At Bessemer, Pa., with Pennsylvania R.R., Baltimore & Ohio R.R. and Pittsburg & Lake Erie R.R. At Port Perry Transfer, Pa., with Baltimore & Ohio R.R. At Munhall, Pa., with Pennsylvania R.R. At Cochran, Pa., with Pennsylvania R.R. At Homestead, Pa., with Pittsburgh & Lake Erie R.R. and Penna. R.R. At Mifflin, Pa., with Wabash System (W. S. B. Division).

August, 1907.

Chicago River & Indiana Railroad Co.

General Offices—1303 First National Bank Building Chicago, Ill.

HIRAM T. GILBERT, President, Chicago, Ill.
FRANK DONNELLY, Vice-President and Treasurer, »
O. LEVINE, Assistant Treasurer, »
FRED HORTON, Auditor, »
T. P. CONVEY, Car Accountant, »
DEXTER L. PHIPPS, General Superintendent, »
O. L. FERGUSON, General Freight Agent, »

Furnishes terminal facilities to the Santa Fe Elevator, Nessen Warehousing Company, Lamkey Coal Company, New City Coal Company and American Brick Company. Connects with the following railroads:

CONNECTIONS

A. T. & S. F. Ry.....Corwith
B. & O. R.R.....U. S. Yards
Belt Ry.....U. S. Yards
C. C. & L. R.R.....U. S. Yards
C. & A. Ry.....Brighton Park
C. & E. I. R.R.....37th Street, U. S. Yards
C. & N. W. Ry.....Wood Street, Chicago
C. B. & Q. R.R.....Western Avenue, Chicago
C. G. W. Ry.....U. S. Yards
C. I. & L. Ry.....U. S. Yards
C. J. Ry.....U. S. Yards
C. M. & St. P. Ry.....U. S. Yards
C. R. I. & P. Ry.....U. S. Yards
C. T. T. Ry.....U. S. Yards
C. C. C. & St. L. Ry.....U. S. Yards
C. I. & S. Ry.....U. S. Yards
C. & I. W. R.R.....U. S. Yards
C. L. S. & E. Ry.....U. S. Yards
Erie R.R.....51st Street, Chicago
G. T. Ry.....Elsdon
I. C. R.R.....U. S. Yards and Ashland Avenue
I. H. B. R.R.....U. S. Yards
L. S. & M. S. Ry.....Englewood
M. C. R.R.....Loomis Street, Chicago
N. Y. C. & St. L. Ry.....43d Street, Chicago
P. Ft. W. & C. Ry.....55th Street, Chicago
P. C. C. & St. L. Ry.....59th Street, Chicago
P. M. Ry.....Brighton Park
Wabash R.R.....U. S. Yards
W. C. Ry.....U. S. Yards

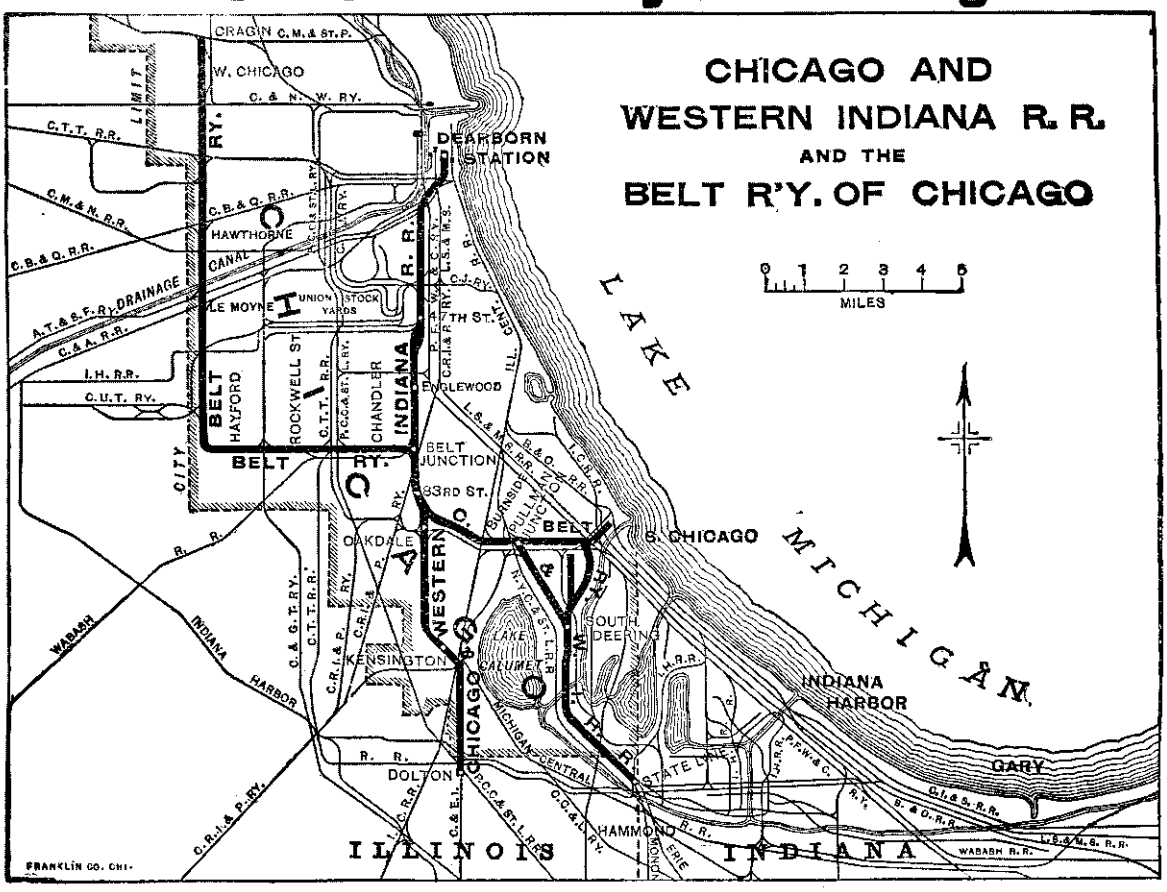
Milage, 50 miles.

March, 1909.

Chicago & Western Indiana Railroad

— AND —

The Belt Railway of Chicago



WILLIAM J. HENLEY, President and Gen. Counsel.
J. M. WARNER, General Manager.
M. J. CLARK, Secretary and Auditor.
M. J. MURPHY, Asst. Secretary and Asst. Auditor.
JOHN E. MURPHY, Treasurer.
FRANK A. SPINK, Traffic Manager.

EDWARD H. LEE, Chief Engineer.
E. F. JONES, Master Mechanic.
JOHN J. CARROLL, General Baggage Agent.
C. C. NASH, Purchasing Agent.
R. W. STEVENS, Superintendent.

General Offices—Dearborn Station, Chicago, Ill.

THE CHICAGO & WESTERN INDIANA RAILROAD furnishes **PASSENGER TERMINAL FACILITIES** at **DEARBORN STATION (POLK** and **DEARBORN STREETS)** for the following roads:

ATCHISON, TOPEKA & SANTA FE RAILWAY
CHICAGO, INDIANAPOLIS & LOUISVILLE RAILWAY
ERIE RAILROAD
GRAND TRUNK RAILWAY
WABASH RAILROAD

Also operates **SUBURBAN SERVICE** between Dearborn Station and Dolton, Illinois.

Dearborn Station, being the terminal of roads running East, West and South, is particularly advantageous for passengers en route through Chicago. For time of arrival and departure of trains from Dearborn Station see Time-tables of the individual roads.

THE BELT RAILWAY COMPANY OF CHICAGO handles an exclusively freight business, being a medium of interchange between all the railroads reaching Chicago. Connecting with practically all the lines at their terminal yards, and having the shortest mileage, ample track and yard facilities and abundant motive power, it affords the best and quickest interchange service to be had in the Chicago territory.

The Belt Railway also offers unexcelled advantages for the location of industries, large or small, which require railroad facilities, being absolutely independent, and connecting with all roads, also with water routes, via South Chicago, it affords opportunities of competitive routes and lowest rates at all times.

Information as to industrial sites and further particulars as to service, rates, etc., can be had by addressing the

November 14, 1909. **TRAFFIC MANAGER.**

ILLINOIS NORTHERN RY.

GENERAL OFFICES
237 Michigan Avenue, Chicago

JOHN C. FETZER, President.

F. B. MONTGOMERY, Vice-President and General Manager.

C. T. BRADFORD, Treasurer.

A. G. HUCKIN, Secretary, Auditor and Gen Fht. Agt.

1 2 McCORMICK STATION.
3 THIRTY-THIRD ST.
4 CORWITH.
5 BRIGHTON PARK.
6 ELSDON.

1 C. B. & Q. R.R. / Chicago Junction Ry. / C. & N. W. Ry.
2 P. C. C. & St. L. Ry. / P. Ft. W. & C. Ry. / C. M. & St. Paul Ry.
3 Illinois Central Ry. / Soo Line. / Big 4. / Chic. & Ill. West Ry.
4 A. T. & S. F. Ry.
5 Chicago & Alton R.R.
6 Grand Trunk System. / Chicago Junction Ry. / Chic. Union Trans. Ry. / Indiana Harbor R.R.

Handles Interchange Carload Traffic Between

Atchison, Topeka & Santa Fe Ry.
Chicago, Burlington & Quincy R.R.
Chicago & Alton R.R.
Chicago Union Transfer Ry.
Grand Trunk Ry.
Indiana Harbor Belt R.R.
Pittsburg, Cincinnati, Chicago & St. Louis Ry.
Soo Line.

L. C. L. TRAFFIC handled at McCormick Station and delivered in cars to all Chicago Railroads.

CAR LOADS of Merchandise may be consigned to Agent, McCormick Station, for distribution to all Chicago Railroads.

TEAM TRACKS available at **26th STREET** and **WESTERN AVENUE.**

Report Car Records and Per Diem to M. J. KELLEY, Superintendent and Agent, McCormick Station.

Choice Locations and Desirable Facilities
For
Manufacturing and Business Enterprises
THE CHICAGO RIVER AND DRAINAGE CANAL
OFFER ABUNDANT WATER FACILITIES
CHICAGO RATES APPLY TO ALL INDUSTRIES ON THIS LINE
For information regarding Locations, address
JOHN C. FETZER, Prest.

July, 1909.

Bernice & Northwestern Ry. Co.

G. W. JAMES, President, Bernice, La.
M. L. FLEISHEL, Vice-President, St. Louis, Mo.
U. S. MUSICK, Traffic Manager, "
A. H. WACKER, Auditor, Bernice, La.
General Offices—Bernice, La.
St. Louis Offices—Fullerton Bldg.

Extends from **Bernice** to Busby (3 miles), to Weldon (5 miles), to Thurman (10 miles), to Summerfield (14 miles).

DUBACH DIVISION.

Extends from **Dubach** to Dubach Junction (1 mile), to Cunningham (7 miles). *January*, 1909.

Connections.—At Bernice—With Chicago, Rock Island & Pacific Ry. At Dubach—With Chicago, Rock Island & Pacific Ry.

OPERATED FOR FREIGHT SERVICE ONLY.

Chicago, West Pullman & Southern Railway Company.

F. B. MONTGOMERY, President.
C. T. BRADFORD, Vice-President and Treasurer.
A. G. HUCKIN, Secretary, General Freight Agent and Auditor.
H. B. UTLEY, Purchasing Agent.
General Offices—Chicago, Ill.

Owning and operating a railway at West Pullman, Ill., connecting with Chicago, Rock Island & Pacific Ry., Illinois Central R.R., Cleveland, Cincinnati, Chicago & St. Louis Ry., and Pittsburgh, Cincinnati, Chicago & St. Louis Ry. *April* 21, 1909.

Mississippi, Yazoo & Sunflower River Transportation Co.

GEO. T. HOUSTON, President, Chicago, Ill.
FRANK B. HOUSTON, Vice-President, "
J. C SHUCK, Secretary and Treasurer, Vicksburg, Miss.
W. H. HARRIS, General Manager, "
G. M. WAITE, Traffic Manager, Chicago, Ill.
J. M. WILLIAMS, General Superintendent, Vicksburg, Miss.
DABNEY & DABNEY, Counselors, "

General Office—826 Tribune Building, Chicago, Ill.

Operating a line of Steamers and Barges on the Mississippi, Yazoo and Sunflower Rivers.

Connecting with Yazoo & Miss. Valley R.R., Alabama & Vicksburg and Vicksb. Shreve. & Pacific Rys., at Vicksburg, Miss. *November*, 1909.

Mount Hope Mineral Railroad

J. S. STILLMAN, Secretary and Treasurer.
General Offices—Catasauqua, Pa.

Trains leave **Wharton** †8 45, †11 45 a.m. for Richards (2 miles), Teabo (3 miles), Mount Hope (5.6 miles).

Trains leave **Mount Hope** for Teabo, Richards and Wharton †9 15 a.m., †2 00 p.m.

† Daily, except Sunday. *Eastern time.*

CONNECTIONS.—At Wharton with Delaware, Lackawanna & Western R.R. and Central R.R. of New Jersey.

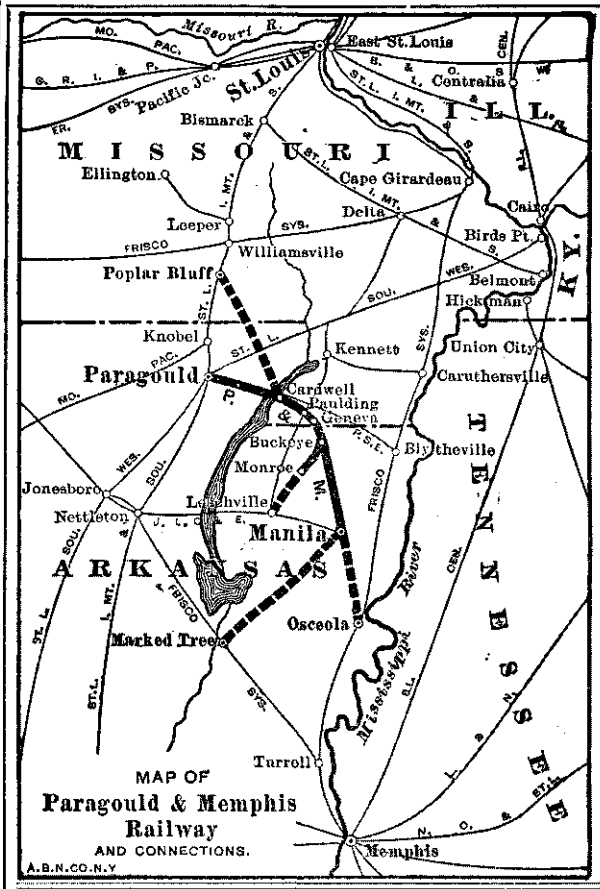
March, 1907.

Mill Creek & Little River Ry. & Navigation Co.

JOHN PENNINGTON, President, Manistee, La.
M. L. FLEISHEL, Vice-President, St. Louis, Mo.
U. S. MUSICK, Traffic Manager, "
W. A. MURRAY, Auditor, Manistee, La.

Extends from Bryants Spur on St. Louis, Iron Mountain & Southern Ry. to Manistee, La. (4 miles), to Little River Junction (6 miles), to Little River Landing (11 miles). *March*, 1909.

OPERATED FOR FREIGHT SERVICE ONLY.



Paragould & Memphis Railroad Company

JNO. W. VAIL, President, Cardwell, Mo.
S. N. VAIL, First Vice-President, "
JNO. W. VAIL, General Manager, "
S. N. VAIL, Assistant General Manager, "
DAN. R. VAIL, Secretary and Treasurer, Decatur, Ind.
C. A. MERRYMAN, General Auditor, Cardwell, Mo.
C. A. MERRYMAN, Traffic Manager, "

Operating and constructing 118 miles in timber and lumber districts of Southern Missouri and Northern Arkansas.

Connections.—With Frisco R.R., St. Louis Southwestern R.R., Jonesboro, Lake City & Eastern R.R.

General Offices—Cardwell, Mo.

August, 1909.

BLYTHEVILLE, BURDETTE & MISSISSIPPI RIVER RY.

General Offices—Tennessee Trust Building, Memphis, Tenn.

F. W. GILCHRIST, President, Alpena, Mich.
W. A. GILCHRIST, Vice-President and Gen. Mgr., Memphis, Tenn.
M. B. COOPER, Secretary and Treasurer, "
W. H. GREBLE, Traffic Manager, "
W. A. BOOKER, Superintendent, Burdette, Ark.

Extends from Burdette Junction,[1] Ark., to Woolverton, Ark.

Operated on irregular schedule for freight traffic only.

Under construction from WOOLVERTON, ARK., to BLYTHEVILLE, ARK.

Mileage: In operation, 36 miles; under construction, 10 miles. *November*, 1909.

Connection.—[1] With St. Louis & San Francisco R.R.

Elmina & Eastern Transportation Co.

THOMAS S. FOSTER, President, Houston, Texas.
BENJAMIN B. FOSTER, Vice-President, Kansas City, Mo.
M. L. WOMACK, Jr., Vice-President, Houston, Texas.
J. W. HOBBS, Treas. and Gen. Manager, Elmina, Texas.
G. E. DAVISON, Sec'y, Aud. and Traf. Mgr., "
W. H. RUTLAND, Assistant Traffic Manager, Kansas City, Mo.
F. P. KRONING, Asst. Sec'y and Asst. Treas., Elmina, Texas.

This road extends from **Elmina,[1] Texas,** to Clint, Texas, a distance of 24 miles.

OPERATED FOR FREIGHT SERVICE ONLY.

Connection.—[1] With International & Great Northern Railway.

March, 1909.

Wyandotte & Southeastern Railway

J. C. HAMLEN, President, Portland, Me.
G. M. THOMAS, General Manager, Little Rock, Ark.
J. K. HAMLEN, General Freight Agent, "

From **Wyandotte,[1]** Ark., to East Wyandotte, Ark. (5 miles), **Lenham,[2]** Ark. (10 miles), and **Gorham,** Ark. (20 miles). Operated for freight and passengers. Irregular schedule. *March*, 1908.

Connections.—[1] With St. Louis, Iron Mountain & Southern Ry. [2] With Chicago, Rock Island & Pacific Ry. *Central time.*

The Lake Terminal Railroad Co.

W. B. SCHILLER, President, Pittsburgh, Pa.
MAX M. SUPPES, Vice-President, Lorain, Ohio.
JNO. D. CULBERTSON, Sec'y and Treas., Pittsburgh, Pa.
B. C. MOISE, Auditor, "
J. F. TOWNSEND, Traffic Manager, "
GEO. N. RILEY, Superintendent of Machinery, "
G. M. FERGUSON, Superintendent, Lorain, Ohio.
B. B. CARGO, Supt. Motive Power, "
W. W. MORTIMER, Car Accountant, "
General Offices—Frick Building, Pittsburgh, Pa.

Performs switching service between the various railroads entering Lorain and South Lorain, Ohio, and furnishes terminal facilities to the Blast Furnaces, Steel Works, Rolling Mills, Tube Works of the National Tube Co., the Sheffield Land & Improvement Co., the Lake Shore Electric Ry. Co., the Brown-Cochran Co. and the South Lorain Coal & Supply Co., located on its tracks.

Freight Connections.—With Baltimore & Ohio R.R. Co., Lake Shore & Michigan Southern Ry., New York, Chicago & St. Louis R.R., Wheeling & Lake Erie R.R.

Mileage.—Miles of road operated, 53.

Freight Equipment.—Locomotives, 17; Cars, 440. *August*, 1909.

Terminal Railroad Association of St. Louis,

OPERATING ST. LOUIS BRIDGE AND UNION STATION, ST. LOUIS AND EAST ST. LOUIS TERMINALS.

JULIUS S. WALSH, Chairman of the Board of Directors, St. Louis, Mo.
W. S. McCHESNEY, Jr., President and General Manager, "
F. K. ANDERSON, Asst. to President "
C. A. VINNEDGE, Sec'y and Aud., "
H. D. HEUER, Asst. Auditor, "
FRED. C. DAAB, Treasurer, "
M. F. WATTS, General Counsel, "
J. L. PENNEY, Traffic Manager, "
L. L. BURLINGAME, Gen. Supt., St. Louis, Mo.
J. J. COAKLEY, Superintendent, "
H. J. PFEIFER, Eng. M. of W., "
J. E. WILLIAMS, Jr., Purch. Agent, "
A. S. JOHNSON, Freight Agent, "
V. W. FISHER, Gen. Pas'ger Agent, "
WM. BAWDEN, Master Mechanic, "
W. T. AYLESBURY, Car Accountant, "
F. E. BENTLEY, Supt. of Telegraph, "

The connecting Freight and Passenger Line between the Missouri Pacific; Missouri Kansas & Texas and St. L. Iron Mt. & So. Rys.; Frisco System; St. L. Kansas City & Colo. R.R.; Chicago, Burlington & Quincy Ry. and Wabash R.R. in **St. Louis** and the C. C. C. & St. L.; Chicago & Alton; Chicago, Burl. & Quincy; Chicago, Peoria & St. Louis; Louisville & Nashville; Southern; Mobile & Ohio; Baltimore & Ohio Southwestern; Illinois Central; Toledo, St. Louis & Western; Vandalia Line; Wabash; Chicago & Eastern Illinois R.R.; St. L. Troy & Eastern; St. Louis & Belleville Electric; St. L. Val. and St. L. & O'Fallon R.Rs. in **East St. Louis.** Mileage, 4 miles. *December* 5, 1909.

All passenger trains to and from the East use the Bridge and Union Station.

St. Louis Merchants Bridge Terminal Ry. Co.

OPERATING

MADISON, ILLINOIS & ST. LOUIS RAILWAY, AND MERCHANTS BRIDGE.

_____, President.
C. K. D. WALSH, Vice-President.
C. A. VINNEDGE, Auditor.
H. D. HEUER, Sec'y and Asst. Auditor.
F. C. DAAB, Treasurer.
L. L. BURLINGAME, General Supt.
J. J. COAKLEY, Superintendent.
H. J. PFEIFER, Engineer Maint. of Way.
J. E. WILLIAMS, Jr., Purchasing Agent.
V. W. FISHER, Gen. Passenger Agent.
A. S. JOHNSON, Freight Agent.
WM. BAWDEN, Master Mechanic.
W. T. AYLESBURY, Car Accountant.
F. E. BENTLEY, Supt. of Telegraph.
J. L. PENNEY, Traffic Manager.

GENERAL OFFICES—UNION STATION, ST. LOUIS, MO.

Maintains extensive Terminals in St. Louis, Mo. Also performs a Transfer Service between connecting railways in St. Louis, Mo., and connecting railways in Madison, Granite City, Venice, Brooklyn and East St. Louis, Ill. Mileage, 8 miles. *December* 5, 1909.

PASSENGER SERVICE between St. Louis, Madison and Granite City. Seven trains each way daily.

Chicago Union Transfer Railway

H. H. PORTER, Jr., President.
L. T. JAMME, Vice-President.
GEORGE F. PORTER, Secretary and Treasurer.
J. A. LOZIER, Auditor.
General Offices—1730 Tribune Building, Chicago, Ill.

This company operates a switching road. It has direct connections with Atchison, Topeka & Santa Fe Ry., Grand Trunk Railway System, Illinois Northern Railway, Belt Railway of Chicago, Chicago Terminal Transfer R.R., Indiana Harbor Belt R.R.

Operates 98.44 miles. *August*, 1909.

INTERSTATE CAR TRANSFER COMPANY.

General Offices—Union Station, St. Louis, Mo.

W. K. KAVANAUGH, President.
FELIX E. ANDERSON, Vice-President.
C. A. VINNEDGE, Secretary and Auditor.
J. E. GATHRIGHT, Asst. Secretary and Asst. Auditor.
FRED. C. DAAB, Treasurer.
GEO. HENDRICKS, Assistant Treasurer.
CHAS. BURLINGAME, Superintendent.
H. J. PFEIFER, Engineer Maintenance of Way.
WM. BAWDEN, Master Mechanic.
W. T. AYLESBURY, Car Accountant.
L. W. PUTNAM, Commercial Agent.
J. E. WILLIAMS, Jr., Purchasing Agent.
GEO. HOFFMAN, Superintendent River Dept.

Car Transfer, connecting all Railroads terminating at East St. Louis, Ill., with all Railroads terminating at St. Louis, Mo. Carload freight only. *December* 5, 1909.

TROY UNION RAILROAD.

F. A. HARRINGTON, Secretary-Treasurer and Manager, Albany, N.Y.
Terminal road (5 miles), located at Troy, N.Y. Connects with all diverging roads. *March*, 1908.

NORTH SHORE RAILROAD.

W. A. PARK, President and General Manager, Rochester, Pa.
Extends from **Conway**[1] to Wallace City (5 miles). Operated for freight and passenger service. *November*, 1908.
Connection.—1 With Pennsylvania Co.

McKEESPORT TERMINAL RAILROAD.

S. M. COOPER, Superintendent, McKeesport, Pa.
Terminal switching road (1 mile) at McKeesport. Connects with Pennsylvania and Baltimore & Ohio R.Rs. *March*, 1908.

AUGUSTA & SUMMERVILLE RAILROAD.

CARLTON HILLYER, Auditor, Augusta, Ga.
Switching road at Augusta, Ga.
Connections with all roads entering Augusta. *June* 8, 1909.

St. Louis, Mo. WIGGINS FERRY CO. E. St. Louis, Ill.

—OPERATING

Wiggins Wagon Ferries: Wiggins Car Transfer (Mileage 13 Miles); St. Louis Transfer Ry. (Mileage 7 Miles); East St. Louis Connecting Ry. (Mileage 4 Miles).

W. K. KAVANAUGH, President and Gen. Mgr.
E. B. PRYOR, Vice-President.
C. A. VINNEDGE, Secretary and Auditor.
J. E. GATHRIGHT, Asst. Sec'y & Asst. Auditor.
FRED C. DAAB, Treasurer.
GEORGE HENDRICKS, Asst. Treasurer.
CHAS. BURLINGAME, Superintendent.
H. J. PFEIFER, Eng'r Maintenance of Way.
WM. BAWDEN, Master Mechanic.
W. T. AYLESBURY, Car Accountant.
L. W. PUTNAM, Commercial Agent.
J. E. WILLIAMS, Jr., Purchasing Agt.
GEO. HOFFMAN, Supt. River Dept.
G. S. BROOKS, Roadmaster.

General Offices—Union Station, St. Louis Mo.

FERRY ROUTES.—Carr Street, seven-minute crossings; Spruce Street, six-minute crossings.

CAR TRANSFER.—Prompt service in transferring cars across the River, between Connecting Railroads, Freight Yards, Industries and Elevators, *East St. Louis*, and Connecting Railroads, Industries, Freight Yards and Elevators, *St. Louis*. Twenty-minute crossings.

LIGHTERAGE.—Between Connecting Railroads, Industries, etc., St. Louis and East St. Louis, and in the harbor of St. Louis all Mississippi, Missouri, Illinois and Tennessee River Boats and Barges.

SWITCHING.—The lines operated in East St. Louis perform switching service between all Connecting Railroads, Industries and Elevators in East St. Louis. The lines operated in St. Louis perform switching service between all Connecting Railroads, Industries, etc., in St. Louis.

CONNECTING RAILROADS in EAST ST. LOUIS are: Toledo, St. Louis & Western (Clover Leaf); Wabash; Chicago, Burlington & Quincy; Chicago & Alton; Baltimore & Ohio Southwestern; Vandalia; Louisville & Nashville; Mobile & Ohio; Cleveland, Cincinnati, Chicago & St. Louis (Big Four); Southern; Chicago, Peoria & St. Louis; Terminal Railroad Association (Eads Bridge); Merchants Terminal; National Stock Yards; Illinois Central; St. Louis, Troy & Eastern and Illinois Division, St. Louis, Iron Mountain & Southern.

CONNECTING RAILROADS in ST. LOUIS are: Missouri, Kansas & Texas; Wabash (West); Chicago, Burlington & Quincy; Missouri Pacific; St. Louis, Iron Mountain & Southern; St. Louis & San Francisco; Merchants Terminal; St. Louis, Kansas City & Colorado (Rock Island). *December* 5, 1909.

CALLAHAN LINE.

J. W. CALLAHAN, President and Gen. Manager, Bainbridge, Ga.
J. B. MAYES, Vice-President, "
G. B. TOOLE, Secretary and Treasurer, "
E. L. MAGRUDER, Assistant Manager, "

Steamers *Ruth No. 2 John W. Callahan* and *Hales* equipped with Electric Lights and Hot and Cold Baths, plying between

Bainbridge and Apalachicola

Stopping at Blountstown, Fla., Bristol, Fla., Iola, Fla. Estiffanuiga, Fla., and Weiwahitchka, Fla.

275 MILES.

Leaving Bainbridge every Sunday and Thursday at 10 00 a.m.; leaving River Junction, Fla., every Sunday and Thursday at 4 50 p.m., or on arrival of the train from Jacksonville; arriving Apalachicola Monday and Friday at 8 00 a.m. Leave Apalachicola Monday and Friday at 12 00 noon, arriving Bainbridge Tuesday and Saturday at 6 50 p.m.

Connections.—At Bainbridge—With the Georgia, Florida & Alabama Ry. and the Atlantic Coast Line R.R. At Chattahoochee—With the Atlantic Coast Line R.R. and the Seaboard Air Line Ry. and the Louisville & Nashville R.R. At Apalachicola—With the steamships to and from Pensacola, Mobile and New Orleans. *March*, 1909.

Delaware River & Union Railroad Co.

J. N. PEW . . . . . President.
FRANK CROSS . . . . . Secretary and Treasurer.
W. W. McFARLAND . . . . . General Manager.

General Offices—Real Estate Trust Building, Philadelphia, Pa.

This road owns and operates 200 tank cars and 15 flat cars, and has the use of pier on the Delaware River at Marcus Hook, Pa., with unequalled facilities for docking the largest ocean vessels.

Tracks extend the full length of pier.

Freight received from and delivered to all points, via steamers and connecting lines.

Correspondence solicited. Information on application.

Mileage, 3 Miles. *February*, 1909.

Pittsburgh, Allegheny & McKee's Rocks R.R.

F. N. HOFFSTOT, President, Pittsburgh, Pa.
J. W. FRIEND, Vice-President, "
J. V. MAHER, General Agent, "
J. B. RIDER, General Manager, McKee's Rocks, Pa.
W. A. CHAMBERLAIN, Auditor, Pittsburgh, Pa.
F. P. VAN HORNE, Secretary and Treasurer, "
A. P. BOWEN, Purchasing Agent, McKee's Rocks, Pa.
H. E. GRAHAM, Supt. and Gen. Fht. Agt., "

Extends from McKee's Rocks, Pa., to North McKee's Rocks, Pa., and Preston, Pa.

This Company owns and operates **25 miles**, single track, and performs **GENERAL SWITCHING SERVICE**, connecting with

Pittsburgh, Ft. Wayne & Chicago Ry.; Buffalo, Rochester & Pittsburgh Ry. and **Baltimore & Ohio R.R.** at Pittsburgh, N.S., and with

Pittsburgh & Lake Erie R.R., and **Wabash Pittsburg Terminal Ry.** at McKee's Rocks, Pa., and with

Pittsburgh, Chartiers & Youghiogheny Ry. at North McKee's Rocks, Pa. *July*, 1909.

Galt, Preston & Hespeler Ry.

AND

Preston & Berlin Ry.

MARTIN N. TODD, President.
M. KIRKWOOD, Superintendent.
C. J. WHITNEY, Gen. Fht. and Pas. Agt.
W. H. LUTZ, Secretary-Treasurer.

General Office: Galt, Ontario.

OPERATED BY STEAM AND ELECTRICITY.
FREIGHT AND PASSENGER SERVICE.

TIME-TABLE.—Half-hourly service between Galt, Preston and Hespeler—first trip 7 05 a.m., last trip 10 10 p.m. Hourly service between Galt and Berlin—first trip 7 05 a.m., last trip 10 10 p.m.

Mileage—Galt to Preston, 4 miles; Preston to Hespeler, 3 miles; Preston to Berlin, 9 miles; Berlin to Waterloo (freight only), 4 miles.

This road also handles standard freight equipment and carries freight in original cars to all points on its lines.

Connections.—At Galt—With all trains of Canadian Pacific Ry.

For Freight and Passenger Rates, apply to agents of the Canadian Pacific Ry. or connecting lines. *March*, 1908.

THE MONONGAHELA CONNECTING RAILROAD.

B. F. JONES, Jr., President.
W. W. WILLOCK, Vice-President and General Manager.
W. C. MORELAND, Secretary and Treasurer.
JOHN L. MOORE, Asst. Sec'y, Asst. Treas., Aud. & Pur. Agt.
H. S. KIEHL, Asst. to President.
F. A. OGDEN, Gen. Freight Agt.
F. McCUNE, Gen. Supt.
O. G. FERGUSON, Supt. of Transp. and Car Service.
P. L. COX, Roadmaster.
F. M. McNULTY, Supt. of Mot. Power and Rolling Stock.

General Offices—Pittsburgh, Pa.

Total Miles of Line operated, 44.25.

Freight Equipment: Locomotives, 30; Cars, 641.

This road connects with the Pittsburg & Lake Erie R.R. at 25th Street, 32d Street and 34th Street; with the Baltimore & Ohio R.R. at Laughlin and Marion Junctions, and with the Pennsylvania R.R. and Pennsylvania Co. Lines at Ormsby Junction, performing Switching Service between said roads, and through them with all roads entering Pittsburg and Allegheny; and also furnishes switching facilities to various mills, furnaces and other industries located on its lines on the north and south sides of the Monongahela River. *September*, 1908.

LOUISIANA RAILWAY CO.

J. M. BERNARDIN, President, Texarkana, Ark.
T. H. GARRETT, Vice-President, St. Louis, Mo.
E. E. FITZGERALD, Secretary and Treasurer, Minden, La.
V. M. MASON, Auditor, Gen. Fht. Agt. and Gen. Supt., Selma, La.

Extends from Grant, La., to Selma, Tully and Harrell, La.

25 MILES.

CONNECTIONS.

At Grant—With Louisiana & Arkansas Ry. Co.
At Selma—With St. Louis Iron Mountain & Southern Ry.

April, 1907.

Operated for freight service only.

Kentucky & Indiana Bridge & Railroad Co.

—OPERATING—

KENTUCKY & INDIANA BRIDGE, LOUISVILLE BELT LINE, NEW ALBANY & PORTLAND FERRY CO.

C. L. HARRIS, President, St. Louis, Mo.
W. H. McDOEL, Vice-President, Chicago, Ill.
W. M. MITCHELL, Manager and Chief Engineer, Louisville, Ky.
HOWARD W. HEAZLITT, Sec'y & Treas., Louisville, Ky.
ALEX. P. HUMPHREY, Gen. Counsel, Louisville, Ky.
T. H. HAYDEN, Train Master, "
JOHN NEWHOUSE, Master Mechanic, Louisville, Ky.
JOHN J. McKENZIE, Road Supervisor, Louisville, Ky

General Offices—29th and High Streets, Louisville, Ky.

This Company has excellent terminal facilities in and about Louisville, Ky., and New Albany, Ind.; track connections with all the large industries in both cities. Performs a Freight Transfer, connecting the Southern Ry., Chic. Ind. & L. Ry. and B. & O. S. W. R.R. at New Albany; with the Illinois Cent. R.R., Southern Ry., L. H. & St. L. Ry., C. & O., C. C. C. & St. L. and L. & N. R.R. at Louisville. The Southern Ry. and B. & O. S. W. R.R. enter Louisville over the tracks of this Company.

Mileage, 15 miles. *November*, 1909.

Chicago & Calumet River Railroad Company

F. N. HOFFSTOT, President, 24 Broad St., New York City.
J. W. FRIEND, Vice-Prest., Farmers Bank Bldg, Pittsburgh, Pa.
A. R. SHERIFF, Secretary, The Rookery, Chicago, Ill.
E. P. VAN HORNE, Treasurer, Farmers Bank Bldg, Pittsburgh, Pa.
W. A. CHAMBERLAIN, Auditor, " "
W. K. STUART, Assistant Auditor, Hegewisch, Ill.
NATHANIEL BOARD, General Freight Agent, "
A. P. BOWEN, Purchasing Agent, Old Colony Bldg, Chicago, Ill.
J. F. MacENULTY, General Superintendent, " "

This Company operates **11½ miles**, single track and sidings, and performs **GENERAL SWITCHING SERVICE**, connecting at Hegewisch and Burnham, Ill., with the following lines:

Chicago & Western Indiana R.R., Belt Ry. of Chicago, Chicago Terminal Transfer R.R., Chicago, Indianapolis & Louisville Ry., Erie R.R., New York, Chicago & St. Louis R.R., Wabash R.R., Pittsburgh, Ft. Wayne & Chicago Ry., Pittsburgh, Chicago, Cincinnati & St. Louis Ry., Indiana Harbor Ry., Elgin, Joliet & Eastern Ry. and Illinois Central R.R. *September*, 1909.

The Toledo Terminal Railroad Co.

STOCK OWNED BY

Cincinnati, Hamilton & Dayton Ry.
Grand Trunk Western Ry.
Lake Shore & Michigan Southern Ry.
Michigan Central R.R.
Pennsylvania Company.
Pere Marquette R.R.
Toledo, St. Louis & Western R.R.

H. B. LEDYARD, President, Detroit, Mich.
WM. COTTER, Vice-President, "
J. L. CRAMER, Secretary and Auditor, "
J. E. GRIFFITHS, Treasurer, "
CHAS. B. CUNNINGHAM, General Counsel, Toledo, O.
THOMAS B. FOGG, General Manager, "
JOS. F. FARRELL, Purchasing Agent, Detroit, Mich.
FRANK M. CRAMER, Traffic Agent, Toledo, O.
CHAS. L. ACKER, Master Mechanic, "
LESLIE C. REDDISH, Car Accountant, "
H. A. HASKELL, Roadmaster, "
A. D. PERKINS, Agent, "

This Company has a Belt Line entirely around the City of Toledo, Ohio, and direct track connections with all railroads. It performs an interchange transfer service for car load freight between all of the railroads and furnishes trackage and freight and passenger facilities for several roads. Its tracks reach a large number of industries, which are thus afforded the advantage of direct connection with every Toledo railroad.

Total mileage operated, 34 miles.

All Cincinnati, Hamilton & Dayton Ry. passenger trains use T. T. R.R. Co. tracks and Terminal Station.

CONNECTIONS.

Ann Arbor R.R.—At Hallett, O.; Buckeye St., Toledo, O.
Cincinnati, Hamilton & Dayton Ry.—Bates, O.; Shoemaker, O.
Detroit & Toledo Shore Line R.R.—Boulevard, O.
Detroit, Monroe & Toledo Short Line Ry.—Stickney, O.
Hocking Valley Ry.—Walbridge, O.
Lake Shore & Michigan Southern Ry.—Nasby, O.; Vickers, O.
Michigan Central R.R.—North Toledo, O.
Pennsylvania Company—Walbridge, O.
Pere Marquette R.R.—Boulevard, O.; Ottawa River, O.; Hallett, O.
Toledo & Indiana Ry.—Vulcan, O.
Toledo & Ohio Central Ry.—Hickox, O.; Stanley, O.
Toledo & Western Ry.—Fitch, O.
Toledo, Angola & Western Ry.—Vulcan, O.
Toledo, Port Clinton & Lakeside Ry.—Starr Ave., Toledo, O.
Toledo, St. Louis & Western R.R.—Copeland, O.
Toledo Urban & Interurban Ry.—Kerper, O.
Wabash R.R.—Gould, O.; Hallett, O.
Wheeling & Lake Erie R.R.—Ironville, O.; Craig, O.

July, 1909.

ZWOLLE & EASTERN RAILWAY COMPANY.

(INCORPORATED)

J. W. FERGUSON, President, 611-13 Long Building, Kansas City, Mo.
Suite 1707-1717 Wright Building, St. Louis, Mo.
N. P. SANDERSON, Vice-President, Texarkana, Ark.
J. P. TOWERY, Treasurer and General Manager, Zwolle, La.
THOS. C. WHITMARSH, General Freight Agent, Suite 1707-1717 Wright Building, St. Louis, Mo.
J. D. FERGUSON, Traveling Freight Agent, "
J. W. REYNOLDS, General Superintendent, Zwolle, La.

THIS ROAD EXTENDS FROM

Beck, La.. to Blue Lake, La.

A DISTANCE OF 19 MILES.

March, 1909.

Delray Connecting Railroad Co.

F. R. HAZARD, President, Syracuse, N.Y.
A. H. GREEN, Jr., Vice-President, Detroit, Mich.
E. E. CLAPP, Superintendent, "
J. D. SANDERS, Secretary, "
JAMES MACLAURY, Treasurer, "
A. D. ALLIBONE, Auditor, Syracuse, N.Y.

General Offices—Detroit, Mich.

Operating a Terminal Railroad in the Manufacturing District of Delray and Ecorse, Mich., connecting with the Michigan Central, Wabash, Pere Marquette R.Rs., Detroit, Toledo & Ironton Ry. and Detroit & Toledo Shore Line R.R.

Miles of road operated, 16; of which 8 are owned and 18 leased

April, 1908.

TRINITY VALLEY & NORTHERN RAILWAY.

L. FOUTS, President and General Manager.
ALF. BENNETT, Vice-President.
W. P. COTTINGHAM, Secretary and Treasurer.
R. B. EDGAR, General Freight and Passenger Agent.
J. J. BALDERACH, Auditor.
A. J. WISE, Chief Engineer.

General Offices—Dayton, Tex.

	No. 2	Ms.	*June* 15, 1909.	No. 1		
	†4 45 P M	0	lve.....Dayton[1]....arr.	8 30 A M		
	4 55 "	1	.....Ladd.....	8 20 "		
	5 15 "	5	.....Fullerton[2].....	8 00 "		
	5 30 P M	10	arr.....Fouts.....lve.	†7 45 A M		

† Daily, except Sunday. STANDARD—*Central time.*

Connections.—[1] Dayton, Tex.—With the T. & N. O. R.R. Co. [2] Fullerton, Tex.—With the Beaumont, Sour Lake & Western R.R. Co.

Southern Railway & Navigation Co.

General Offices—Pullman Building, Chicago, Ill.

D. K. JEFFRIS, President.
MARVIN HUGHITT, JR., Vice-Prest.
F. M. BROWN, Secretary.
F. J. JEFFRIS, Treasurer.
J. C. ULRICH, General Superintendent.

Operating Terminal Ry. at Chicago. Line of Steamboats and Barges on Ohio and Tennessee Rivers.

CONNECTIONS.

At Cairo and Brookport, Ill.—With I. C. Ry. At Cairo, Ill.—With C. C. C. & St. L. Ry. and M. & O. Ry. At Evansville, Ind., Danville, Tenn., Sheffield, Florence and Decatur, Ala.—With L. & N. Ry. At Joppa, Ill. and Evansville, Ind.—With C. & E. I. Ry. At Paducah, Ky., Johnsonville, Tenn., Guntersville and Hobbs Island, Ala.—With N. C. & St. L. Ry. At Decatur, Florence and Sheffield, Ala.—With Southern Ry. *September*, 1908.

Missouri & Illinois Bridge & Belt Railroad Co.

Operating ALTON BRIDGE.

HENRY MILLER, President, St. Louis, Mo.
B. McKEEN, Vice-President, "
W. F. BENDER, Secretary, "
F. H. HAMILTON, Treasurer, "
O. A. CUNNINGHAM, Chief Engineer, "
W. T. LOUDON, Superintendent, Alton, Ill.

This Company owns and operates a double-track steel railway bridge across the Mississippi River, between the cities of Alton, Ill., and West Alton, Mo.

It provides extensive terminal facilities in the above named cities, and direct connection with the following railroads:

At Alton, Ill.—Illinois Terminal R.R., Chic. Burl. & Quincy Ry., Cleve. Cin. Chic. & St. L. Ry., Chic. & Alt. Ry., Chic. Peo. & St. L. Ry.
At West Alton, Mo.—Burlington Route, Mo. Kan. & Tex. Ry.

Mileage, 3 miles.

Passenger trains leave Alton for West Alton and return *8 00 a.m., *1 00 p.m., †5 50 p.m. *June*, 1908.

* Daily; † daily, except Sunday. *Central time.*

Waukegan & Mississippi Valley RAILWAY.

J. S. KEEFE, President. Commercial National Bank Building, Chicago, Ill.
A. F. ALLEN, Secretary, " "
C. A. VOGT, Auditor, Western Reserve Bldg, Cleveland, O.
E. W. GREEN, General Freight Agent, Commercial National Bank Building, Chicago, Ill.
E. W. DONAHOE, Purchasing Agent, "
JAY WALDECK, Superintendent, Waukegan, Ill.

Operating ten miles of tracks at Waukegan, Ill., for Freight and Switching business exclusively, and connecting with the Chicago & North-western and Elgin, Joliet & Eastern Railway Companies. *May*, 1907.

CHICAGO & ILLINOIS WESTERN RAILROAD

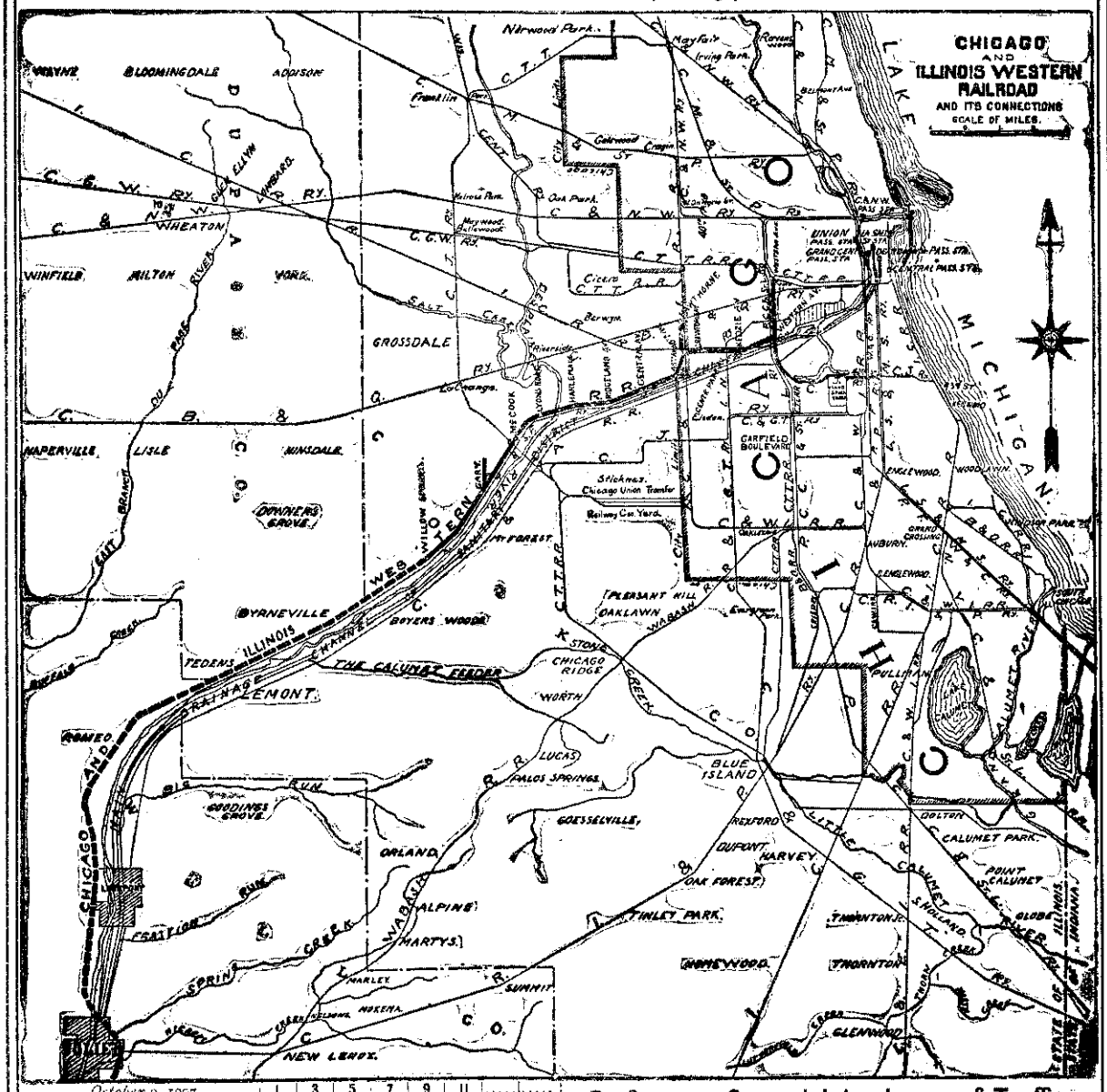
GENERAL OFFICERS.

W. E. PHILLIPS, President and Gen. Mgr.
T. P. PHILLIPS, Vice-President.
H. S. MARTIN, Secretary.

H. BATES, General Superintendent.
W. B. CLARK, Traffic Manager.
E. J. CADY, Auditor.

A. V. KONSBERG, Purchasing Agent.
O. P. CHAMBERLAIN, Chief Engineer.

General Offices—184 LaSalle Street, Chicago, Ill.



October 9, 1907.	1	3	5	7	9	11		
Chicago (C. B. & Q.) ..... lve.	A M	†7 45	†8 40	†1201	P M	†4 10	....	....
Hawthorne ..... lve.	†6 25	†8 10	†1020	†1 06	†2 45	†5 10	....	....
McCook	6 40	8 25	10 35	1 20	3 00	5 25	....	....
Gary	6 45	8 30	10 40	1 25	3 05	5 30	....	....
Willow Springs	A M	8 45	A M	P M	P M	5 50	....	....
ARRIVE	....	A M	....	....	....	P M	....	....

(Central time.)	2	4	6	8	10	12		
Willow Springs ..... lve.	A M	†9 00	A M	P M	P M	†6 00	....	....
Gary	†7 00	9 15	†1110	†2 00	†3 30	6 15	....	....
McCook	7 05	9 20	11 15	2 05	3 35	6 20	....	....
Hawthorne ..... arr.	7 20	9 35	11 30	2 20	3 50	6 35	....	....
Chicago (C. B. & Q.)	8 07	10 55	1 45	P M	4 20	7 42	....	....
ARRIVE	A M	A M	P M	....	P M	P M	....	....

†Daily, except Sunday.

Mileage Operated 17
Under Construction .... 37 } **54 Miles.**

Performs a General Interchange of Traffic.

CONNECTIONS.

Atchison, Topeka & Santa Fe Ry	McCook, Ill.
Belt Railway Co. of Chicago	Hawthorne, Ill.
Baltimore & Ohio R.R	Chicago, Ill.
Chicago, Burlington & Quincy Ry	Hawthorne, Ill.
Chicago & North-Western Ry	Chicago, Ill.
Chicago Junction Ry	McCook and Chicago, Ill.
Chicago Terminal Transfer R.R	Chicago, Ill.
Chicago, Rock Island & Pacific Ry	Chicago, Ill.
Illinois Central R.R	Hawthorne, Ill.
Illinois Northern Ry	Chicago, Ill.
Indiana Harbor R.R	McCook, Ill.
Lake Shore & Michigan Southern Ry	Chicago, Ill.
New York, Chicago & St. Louis R.R	Chicago, Ill.
Pittsburgh, Cincinnati, Chicago & St. Louis Ry	Chicago, Ill.
Pittsburgh, Fort Wayne & Chicago R.R	Chicago, Ill.
Pere Marquette R.R	Chicago, Ill.
Wisconsin Central Ry	Hawthorne, Ill.

Pittsburgh & Ohio Valley Ry. Co.

J. H. REED, President, Pittsburgh, Pa.
D. M. CLEMSON, Vice-President, "
WM. J. POST, Secretary and Auditor, "
G. W. KEPLER, Treasurer, "
GEO. E. CAMPBELL, General Freight Agent, "

Performs a General FREIGHT SERVICE at Allegheny, Pa., and Neville Island, Pa.

CONNECTIONS.

At Allegheny, Pa.—With Pittsburgh, Fort Wayne & Chicago Ry. and Baltimore & Ohio R.R. At Neville Island, Pa. (Fleming Park)—With Pittsburgh & Lake Erie R.R., Pittsburgh, Chartiers & Youghiogheny Ry. and (through P. C. & Y. Ry.) with Pennsylvania System.

Mileage, 13 miles. *November*, 1908.

Des Moines Union Railway Co.

—FURNISHING—

TERMINAL FACILITIES FOR RAILWAYS ENTERING DES MOINES.

F. C. HUBBELL, President.
H. D. THOMPSON, Vice-President and Treasurer.
F. M. HUBBELL, Secretary.
J. A. WAGNER, Superintendent.
E. G. MITCHELL, Auditor.
A. DALLAS, Master Mechanic.

General Offices—Des Moines, Iowa.

Furnishing terminal facilities at present for the Chicago, Milwaukee & St. Paul Ry.; Wabash R.R.; Chicago, Burlington & Quincy R.R.; Chicago Great Western Ry., St. Paul & Des Moines R.R., and the Minneapolis & St. Louis R.R. The only railroad having direct connection with all other railroads entering Des Moines, and is located nearest the business portion of the city. Does a switching business to and from the principal manufacturing and business interests of the city.

Mileage—4 miles main track, 2 miles second track, 12 miles industry and side tracks. *March*, 1909.

Saint Clair Terminal Railroad

J. H. REED, President.
D. M. CLEMSON, Vice-President.
G. W. KEPLER, Treasurer.
WM. J. POST, Sec'y and Auditor.
G. E. CAMPBELL, Gen. Freight Agt.
H. J. DAVIS, Supt., Clairton, Pa.

General Offices:
Carnegie Building,
Pittsburgh, Pa.

This road connects with the Pennsylvania Railroad at Clairton, Pa., and the Pittsburgh & Lake Erie Railroad at Wylie, Pa., and performs switching service for mills, furnaces, etc., on its line. Mileage, 7.16 miles.

CONNECTIONS.

Pennsylvania R.R. ..... Clairton, Pa.
Pittsburgh & Lake Erie R.R. ..... Wylie, Pa.
West Side Belt R.R. ..... Clairton, Pa.

March, 1908.

ALLEGHENY AND SOUTH SIDE RAILWAY.

JOHN C. OLIVER, President.
HENRY B. LUPTON, Vice-President.
R. THEOPHILUS, Treasurer.
GEO. T. BAILEY, Secretary.
JOHN JENKINS, Assistant Secretary
T. B. FOLEY, Traffic Manager.
CHAS. E. BLACK, Purchasing Agent.
F. M. TURNER, General Superintendent.
General Offices—Pittsburgh, Pa.

This road forms a connecting freight line and furnishes switching facilities to the mills, furnaces and other industries located in Pittsburgh on the south side of the Monongahela River.

Connections.—At Pittsburgh—With Pittsburgh & Lake Erie and its connections, Lake Shore & Michigan Southern Ry., Erie R.R., Baltimore & Ohio R.R., Pittsburgh & Lake Erie R.R., Pennsylvania R.R., Pennsylvania Co. Lines.

Mileage, 5 miles. *March*, 1908.

Bedford Stone Railway Co.

GEORGE H. WORTHINGTON, President, Cleveland, O.
C. W. WALTERS, Vice-President and General Manager, 317 to 320 Monadnock Building, Chicago, Ill.
E. A. MERRITT, Secretary and Treasurer, Cleveland, O.
J. J. PATRIDGE, Assistant Treasurer, 317 to 320 Monadnock Building, Chicago, Ill.
J. G. RAY, Gen. Freight Agent, Union Depot, Cincinnati, O.

.....	.....	11 00 A M	lve.. **Stonington**..arr.	11 56 A M	.....	.....
.....	.....	11 08 A M	lve. **Lawrenceport** arr.	11 42 A M	.....	.....
.....	.....	11 15 A M	arr... **Riverdale**...lve.	11 35 A M	.....	.....

Connects with the Baltimore & Ohio Southwestern Railroad at Rivervale. STANDARD—*Central time.*

Length of road, 3 miles. *March*, 1908.

Wheeling Terminal Ry Co.

E. B. TAYLOR, President, Pittsburgh, Pa.
JOSEPH WOOD, Vice-President, "
S. B. LIGGETT, Secretary, "
S. H. CHURCH, Assistant Secretary, "
T. H. B. McKNIGHT, Treasurer,
ROBT. R. REED, Assistant Treasurer, "
JNO. W. RENNER, Auditor, "
H. O. HUKILL, Purchasing Agent, "
A. L. MORGAN, Superintendent, Wheeling, W.Va.

Furnishes terminal facilities in Wheeling for the Pennsylvania Co. (C. & P. R.R.) and the Wheeling & Lake Erie Ry. Also reaches the important iron and steel industries in Wheeling and Benwood, W.Va. Has connections and does transfer business with the following railroads: In Wheeling, W.Va.—Pittsburgh, Cincinnati, Chicago & St. Louis Ry. and Baltimore & Ohio R.R. In Martin's Ferry, O.—Pennsylvania Co. (C. & P. R.R.), Wheeling & Lake Erie Ry. and Cleveland, Lorain & Wheeling Division of Baltimore & Ohio R.R.

All passenger trains of the Wheeling & Lake Erie Ry. use this terminal.

Mileage, 10 miles. *March*, 1908.

Bay Terminal Railroad Co.

GENERAL OFFICERS.

J. N. PEW, President.
ARTHUR E. PEW, Secretary and Treasurer.
ROBT. C. PEW, General Manager.
General Offices—Toledo, Ohio.

This Company owns and operates 217 oil tank cars, 1 locomotive and a single track railroad having track connections with various manufacturing establishments in the vicinity of Toledo, Ohio, and connecting with the Lake Shore & Michigan Southern Ry. at Rockwell Junction; also connects with the W. & L. E. R.R. at Navarre Avenue Junction in the City of Toledo.

Mileage, 2 miles. *March*, 1908.

Madison Southern Railway.

J. W. WEST, President.
W. J. KELLY, Vice-President and General Manager.
S. W. BOWEN, Vice-President and Traffic Manager.
C. P. KELLY, Secretary and Treasurer.
J. H. BURROUGHS, Auditor.
W. HALE, Chief Engineer.
General Offices—Jacksonville, Fla.

EXTENDS FROM

MADISON[1], FLA., TO WACO, FLA.

A DISTANCE OF 6.7 MILES.

OPERATED FOR FREIGHT SERVICE ONLY.

Standard Gauge.

Connections.—[1] With Seaboard Air Line Ry. and Georgia & Florida Ry. *December*, 1909.

East Jersey Railroad & Terminal Co.

R. D. BENSON, ... President.
E. H. SHELLEY, Vice-President and General Manager.
GEO. L. WEBB, ... Secretary.
G. A. KEENEY, ... Treasurer.
J. E. MORSE, . . General Supt. and Gen. Fht. Agt.
C. R. NORMAN, Manager Lighterage Department.

New York Office—No. 11 Broadway, New York.

This road connects at East 22d Street, Bayonne, N.J., with the Central Railroad Co. of New Jersey. Performs switching service for various factories on its line and a general lighterage service for export and domestic deliveries to steamers and docks in New York harbor. *May*, 1909.

Bayonne & New Haven Transportation Co.

LeROY CLARK, President and Treasurer.
GEORGE B. WILSON, Secretary and Assistant Treasurer.
C. W. MANDELL, General Freight Agent.

GENERAL OFFICES—114 LIBERTY STREET, NEW YORK.

This Company operates a boat line service, for freight traffic only, between BAYONNE, N.J., NEW YORK CITY and NEW HAVEN, CONN. *September*, 1908.

Muncie & Western Railroad.

F. C. BALL, President.
L. A. CLARK, General Manager.
M. L. HAGEMAN, Auditor.
F. R. BURT, General Agent.

GENERAL OFFICES: MUNCIE, IND

Operating a Terminal road in the manufacturing district of Muncie, connecting with all roads.

Total mileage operated..... 4 miles.

March, 1908.

Oberlin & La Grange R.R. Co.

GEORGE H. WORTHINGTON, President, Cleveland, O.
———, Vice-President, »
E. A. MERRITT, Secretary and Treasurer, »
C. W. McCORMICK, Asst. Secretary and Treasurer, »
G. C. OSBORN, Gen. Freight Agent, Chicago, Ill.

THIS RAILWAY RUNS FROM

Nickel Plate, Ohio, to Oberlin, Ohio,

Connecting with the L. S. & M. S. Ry. (5 Miles).

The principal business is hauling stone from the Nickel Plate quarries *February*, 1907.

New York Dock Co.

BROOKLYN TERMINALS FOR

Baltimore & Ohio R.R.
Central R.R. of N.J.
Delaware, Lackawanna & Western R.R.
Erie Railroad Co.
Lehigh Valley Railroad.
New York Central & Hudson River R.R.
New York, Ontario & West. R.R.
West Shore Railroad.

ORDER SHIPMENTS

FULTON TERMINAL, car load only, for section north of Atlantic Avenue.

BALTIC TERMINAL, car load and less car load—Baltic and Columbia Streets.

ATLANTIC TERMINAL, car load only, for South Brooklyn Section.

NEW YORK OFFICE: 10 Bridge Street.

BROOKLYN OFFICE: Baltic and Columbia Streets.

Operates 3 miles of track. *September*, 1908.

Ludington Transportation Company.

M. F. BUTTERS, President.
J. S. STEARNS, Vice-President.
J. C. POST, Secretary and Treasurer.
W. T. CULVER, Traffic Manager.
E. E. BE LAU, Auditor.

GENERAL OFFICES—WELLS BUILDING, MILWAUKEE, WIS.

During the season of navigation the steamers of this line will leave **Ludington** or **Manistee, Mich.**, Mondays, Wednesdays and Fridays, and returning, will leave **Milwaukee, Wis.**, and **Waukegan Ill.**, Tuesdays, Thursdays and Saturdays.

Schedule of sailings subject to change without notice.

March, 1909.

Depue & Northern Railroad Company

DAVID B. JONES, President, 1104 Marquette Bldg, Chicago.
WALTER D. MAIN, Secretary and Treasurer, »
T. F. HASSETT, Traffic Manager, »
M. F. CHASE, Superintendent, Depue, Ill.

This road is operated for freight traffic between NASSAU, ILL., DEPUE, ILL., and HOWE, ILL.

CONNECTIONS.

At Depue, Ill.—With Chicago, Rock Island & Pacific Ry.

At Howe, Ill.—With Chicago, Milwaukee & St. Paul Ry. and Chicago, Indiana & Southern R.R. *March*, 1908.

Lake Charles Railway & Navigation Co.

W. P. WEBER . . . . . President.
GEO. M. KING . . Vice-President and Treasurer.
D. M. KELLY . . . . . General Manager.
E. E. GIBSON . . . . . Traffic Manager.
W. D. HOOVER . . . . . Auditor.

General Offices—Lake Charles, La.

STATIONS. *March*, 1909.	Mls
Kinder[1] (*Under construction.*)	0
Edna[2] (*Under construction.*)	5
Baggetts	9
Kelly Junction	16
Moore	17
Bayou Serpent	22
Hecker (*Boat*)	25
Goss Ferry »	35
Lake Charles[3] »	45

OPERATED FOR FREIGHT TRAFFIC ONLY

CONNECTIONS.

[1] With Colorado Southern, New Orleans & Pacific R.R.
[2] With St. Louis, Watkins & Gulf Ry.
[3] With Southern Pacific Co., Kansas City Southern Ry., St. Louis, Watkins & Gulf Ry., Louisiana & Pacific Ry.

ILLINOIS VALLEY BELT RAILROAD.

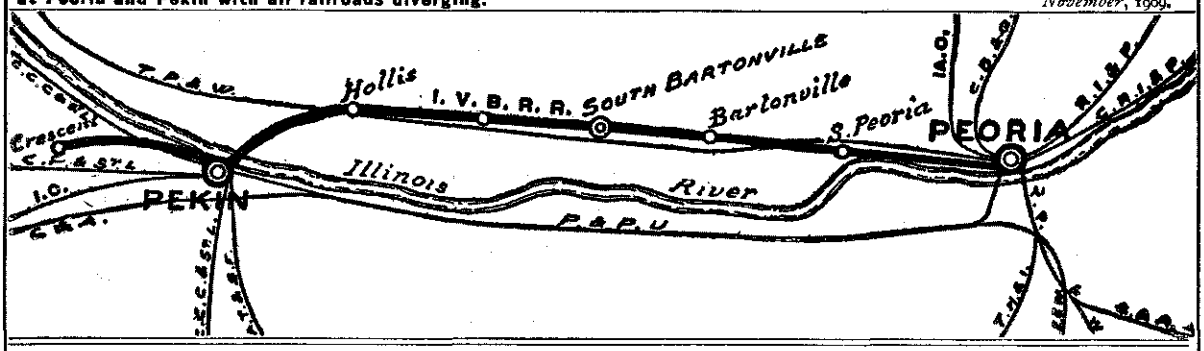
E. B. ASHCRAFT, President.
E. M. CAMPBELL, Vice-President and Gen. Mgr.

W. A. DAY, Secretary and Treasurer.
F. S. RYAN, Car Service Agent.

GENERAL OFFICES—
1816 HEYWORTH BUILDING, CHICAGO, ILL.

This road performs Freight Service between Peoria, Ill., and Pekin, Ill., and intermediate points (11 miles), connecting at Peoria and Pekin with all railroads diverging.

November, 1909.



McKEESPORT CONNECTING R.R.

WM. B. SCHILLER, President, Pittsburg, Pa.
EDW. WORCESTER, Vice-President, "
TAYLOR ALLDERDICE, Gen. Manager, "
JNO. D. CULBERTSON, Sec'y and Treas., "
B. C. MOISE, Asst. Sec'y and Asst. Treas., "
J. F. TOWNSEND, Traffic Manager, "
I. T. LOHR, Car Accountant, McKeesport, Pa.
GEO. N. RILEY, Supt. Motive Power, Pittsburgh, Pa.
J. A. BEATTIE, Superintendent, McKeesport, Pa.

GENERAL OFFICES:
Frick Building, Pittsburg, Pa.
National Building, McKeesport, Pa.

Performs Switching Service between the various railroads entering McKeesport, Pa., and furnishes terminal facilities to the Blast Furnaces, Steel Works, Rolling Mills and Tube Works of the National Tube Co., W. D. Wood plant of the American Sheet & Tin Plate Co., plant of the Keystone Sand & Supply Co., and plant of Bessemer Contracting & Ballast Co., located on its tracks.

MILEAGE: Miles of road operated, 18.

FREIGHT EQUIPMENT: Locomotives, 16; Cars, 260.

Freight Connections.—At McKeesport, Pa.—With Baltimore & Ohio R.R., Penna. R.R., Pittsburgh & Lake Erie R.R. *May*, 1909.

BENWOOD & WHEELING CONNECTING RY.

WM. B. SCHILLER, President, Pittsburg, Pa.
TAYLOR ALLDERDICE, Vice-Prest., "
JNO. D. CULBERTSON, Sec'y and Treas., "
B. C. MOISE, Asst. Sec'y and Asst. Treas., "
J. F. TOWNSEND, Traffic Manager, "
THOS. A. BEATTIE, Manager, Wheeling, W.Va.
GEO. MATHIOT, Car Accountant, "

GENERAL OFFICES:
Frick Building, Pittsburg, Pa.
Riverside Building, Wheeling, W.Va.

Performs Switching Service between the various railroads entering Benwood, W.Va., and furnishes terminal facilities to the Blast Furnaces, Steel Works, Rolling Mills and Pipe Mills of the National Tube Co., Coke Works of the Semet-Solvay Co., and industries located on the East bank of the Ohio River. Mileage, 13.67 miles. Locomotives, 8.

Freight Connections.—At Benwood, W.Va.—With Baltimore & Ohio R.R., Pittsburgh, Cincinnati, Chicago & St. Louis Ry., and Wheeling Terminal Ry. *November*, 1909.

The Brimstone Railroad & Canal Company.

J. TONIETTE, President, Sulphur Mines, La.
J. L. HENNING, Vice-President, "
S. W. MAXWELL, Secretary, "
HENRY WHITON, Gen. Manager, 82 Beaver St., New York.
J. R. GORDON, Traffic Manager, " "

General Offices—Sulphur Mines, La.

This Company Owns and Operates 8 Miles of Track

Extending from Sulphur Mines, La., to Brimstone Junction and Lockport Junction.

Connecting with the Kansas City Southern Ry. at Lockport Junction, and the Morgan's Louisiana & Texas R.R. & S.S. Co., Louisiana Western R.R. at Brimstone Junction, La. Also Terminal Docks at Sabine Pass, Tex.

Operated for Freight Traffic only.

Canal (under construction) 16 miles, to Sabine River.

Report car mileage to Traffic Manager.

November, 1909.

St. Johns River Terminal Co.

General Offices—Jacksonville, Fla.

JOHN B. MUNSON, President, Macon, Ga.
FAIRFAX HARRISON, Vice-President, Washington, D.C.
R. D. LANKFORD, Vice-President, 30 Church St., New York.
C. E. A. McCARTHY, Secretary, " "
F. S. WYNN, Assistant Secretary, Washington, D.C.
H. C. ANSLEY, Treasurer, "
A. H. PLANT, Comptroller, "
W. F. BUCHANNON, Auditor, Macon, Ga.
O. M. GRADY, Superintendent, "
W. P. HOPPER, Purchasing Agent, "
W. H. BEEKS, Car Accountant, "

Terminal Freight Road in and Around Jacksonville.

MAIN LINE—Main Street to Grand Crossing.. 6.39
Branches, Spurs and Sidings.....10.97
Total.....17.36

All remittances should be made to, and all drafts drawn on the Treasurer, at Washington, D.C., for authorized accounts.

Address all correspondence pertaining to the accounts to the Comptroller at Washington, D.C. *April*, 1909.

Newark Bay Short Line.

C. B. ZABRISKIE, President, 100 William St., New York.
DEWITT VAN BUSKIRK, Vice-Prest. and Treas., 100 William St., New York.
G. I. HUGHES, Secretary and Traffic Mgr., 100 William St., New York.

Steamers F. G. BOURNE, EDWARD CLARK and DOUGLAS ALEXANDER, daily, except Sunday (freight only) between

Elizabethport, N.J. (Singer's Wharf)

AND

Pier 50, N.R., New York.

Leaving Singer's Wharf 6 30 a.m. and Pier 50, N.R., 1 00 p.m.

March, 1909. W. L. BODINE, Jr., Agent, Pier 50, N.R.

GRAFTON & UPTON RAILROAD

E. P. USHER, President, Grafton, Mass.

LEVI W. MOORE, Treas. and Gen. Manager, Milford, Mass.

Passenger Department Operated by Electricity Freight by Steam.

From **Milford** to Hopedale, Upton, West Upton, Grafton and **North Grafton** (19.12 miles); all stations being Boston billing points.

CONNECTIONS.—At **Milford**—With New York, New Haven & Hartford R.R. At **North Grafton**—With Boston & Albany R.R.

March, 1908.

Addyston & Ohio River R.R.

GEO. B. HAYES, President.
E. C. FULLER, Vice-President.
B. F. HAUGHTON, Treasurer.
RALPH M. SHAW, Secretary.
*D. P. HOPKINS, General Manager and Auditor, Addyston, O.
*In charge of all Accounts and the Purchasing of Supplies.

GENERAL OFFICES—71 BROADWAY, NEW YORK.

FREIGHT TRAINS connect daily at ADDYSTON, O., with Baltimore & Ohio Southwestern R.R. for St. Louis and points West and Southwest, and with Cleveland, Cincinnati, Chicago & St. Louis R.R. for points North, Northeast and East; also at ADDYSTON WHARF (8 miles) with Ohio River steamers for all points on Ohio, Tennessee, Kentucky and Mississippi Rivers.

April, 1907.

Rapid Railroad Co.

(Formerly THE DETROIT & RIVER ST. CLAIR RAILWAY.)

F. W. BROOKS, General Manager.
IRWIN FULLERTON, Auditor.
GEO. W. PARKER, General Freight Agent.
ALLEN F. EDWARDS, Purchasing Agent.
EDWARD H. IVES, Car Accountant.

General Offices—12 Woodward Ave., Detroit, Mich.

Extends from Chesterfield to New Baltimore, Anchorville, Fair Haven, Algonac and Marine City

(28 Miles).

OPERATED FOR FREIGHT SERVICE ONLY.

Connection.—At Chesterfield—With Grand Trunk Ry. System.

September, 1908.

Anderson & Saline River Railroad Co.

J. F. RUTHERFORD, President, Pine Bluff, Ark.
R. L. RUTHERFORD, Vice-President, »
B. A. ERWIN, Freight Traffic Manager, »
W. A. CLAY, General Freight Agent, »
S. F. VAULX, Secretary and Treasurer, »
H. T. OLCOTT, Superintendent, »
J. S. CHICK, Chief Engineer, »

EXTENDS FROM

CLIO, ARK., TO MILLERSVILLE, ARK.

(36 Miles).

Also 17 miles of branches.
Operated on irregular schedules, for freight traffic only.
Total mileage, 53 miles. Standard gauge track.

Connection.—With the St. L. S. W. Ry. at Clio, Ark. *August*, 1909.

St. Louis, Troy & Eastern R.R.

General Offices—Stock Exchange Building, St. Louis, Mo.
EDWIN H. CONRADES, Prest. and Gen. Mgr. and Pur. Agent.
EDMUND C. DONK, Vice-President.
W. F. GOULD, Secretary, Treasurer and Auditor.
GEO. C. BOGUE, Assistant Secretary and Treasurer.
W. C. JOHNSTON, General Freight Agent.
L. J. KEIFLEIN, Superintendent and Master Mechanic.
BAXTER L. BROWN, Chief Engineer.
F. J. REINKE, Assistant Engineer.

OPERATED FOR FREIGHT TRAFFIC ONLY.

MAIN LINE.—East St. Louis, Ill.—To Horseshoe Lake (6 miles), Elm Slough (7 miles), Sand Cut (11 miles), Donkville (13 miles), Maryville (16 miles), **Troy, Ill.** (19 miles).
BRANCHES.—Edwardsville, Ill., to **Formosa Junction, Ill.** (7 miles). Donkville Branch (1 mile).
CONNECTIONS.—East St. Louis, Ill.—With National Stock Yards, Wiggins Ferry Co., St. Louis Merchants Bridge Terminal Ry., Terminal R.R. Association, Southern Ry. and all diverging lines. **Edwardsville, Ill.**—With Toledo, St. Louis & Western R.R., Illinois Terminal R.R., Litchfield & Madison R.R., Wabash R.R. and C. C. C. and St. L. R.R. **Formosa Jn., Ill.**—With Vandalia R.R.

Havana Line.

St. John, Boston & Cuba S.S. Co.

General Offices:

Rooms 221-222 Board of Trade Building, Boston, Mass.

J. MONZON, President.
C. W. BIRTWELL, Treasurer.
E. H. DOWNING, Traffic Manager.

Operating monthly Freight Service from the Mystic Wharf Terminal of Boston & Maine Railroad, via St. John, N.B., to Havana, Cuba.

December, 1909.

Brandon & West Rutland Railway

CHAS. N. FOWLER, Jr., President, Fowler, Vt.
G. W. JONES, Superintendent and Gen. Freight Agt., »

Extends from

Fowler, Vt.,[1] to Florence Junction[2] and Florentine, Vt.

Operated for freight only.

Connections.—[1] With Rutland R.R. [2] With Clarendon & Pittsford R.R.

December, 1909.

Richmond Belt Railway

R. J. WOODS, General Agent,
1207 First National Bank Bldg, San Francisco, Cal.

Terminal Freight Railway from Richmond to Winehaven, Point San Pablo, Point Orient and Brick Yards. Total, 5.2 miles.

Connections.—At Richmond, Cal.—With Atchison, Topeka & Santa Fe Ry., and Southern Pacific Co.

July, 1909.

The Washington Terminal COMPANY.

O. G. MURRAY, President,	Baltimore, Md.
H. L. BOND, Jr., Vice-President,	"
SAMUEL REA, Vice-President,	Philadelphia, Pa.
C. W. WOOLFORD, Secretary,	Baltimore, Md.
J. V. McNEAL, Treasurer,	"
C. W. RHODES, Assistant Treasurer,	"
GEO. E. HAMILTON, General Counsel,	Washington, D.C.
D. S. NEWHALL, Purchasing Agent,	Philadelphia, Pa.
S. W. PORCHER, Assistant Purchasing Agent,	"
J. J. EKIN, Auditor and Supt. Relief Dept.,	Washington, D.C.
A. M. KEPPEL, Superintendent,	"
W. J. FITTALL, General Baggage Agent,	"
W. J. WILSON, Train Master,	"
C. M. HARRIS, Master Mechanic,	"
A. C. SHAND, Chief Engineer,	Philadelphia, Pa.
A. M. KINSMAN, Chief Engineer,	Baltimore, Md.
J. D. McCUBBIN, Jr., Real Estate Agent,	"
C. H. SPENCER, Engineer,	Washington, D.C.
C. S. HERITAGE, Supervisor,	"
C. G. McCAULLEY, Signal Supervisor,	"
W. M. CARDWELL, Master Carpenter,	"

General Offices—Union Station, Washington, D.C.

The Washington Terminal Company provides terminal facilities for passenger trains to and from Washington, D.C., of

The Baltimore & Ohio Railroad Company.
The Chesapeake & Ohio Railway Company.
Philadelphia, Baltimore & Washington Railroad Company.
Southern Railway Company and Washington Southern Railway Company.

Total Mileage, 52.59 Miles. *September*, 1909.

YOUNGSTOWN & SOUTHERN RAILWAY.

S. J. DILL, 2d Vice-President and Gen. Mgr., Youngstown, Ohio.

Trains leave Youngstown †5 30, *6 30, *7 30, *8 30, *9 30, *10 30, *11 30 a.m., *12 30 noon, *1 30, *2 30, *3 30, *4 30, *5 30, *6 30, *7 30, *9 30, *11 30 p.m. for **Columbiana**[1] (16 miles), arriving **Leetonia**[2] (— miles) 6 25, 7 25, 8 25, 9 25, 10 25, 11 25 a.m., 12 25 noon, 1 25, 2 25, 3 25, 4 25, 5 25, 6 25, 8 25, 7 25, 8 25, 10 25 p.m., 12 25 night. Leave Leetonia †5 15, *6 30, *7 30, *8 30, *9 30, *10 30, *11 30 a.m., *12 30 noon, *1 30, *2 30, *3 30, *4 30, *5 30, *6 30, *7 30, *9 30, *11 30 p.m., arriving Youngstown 6 10, 7 25, 8 25, 9 25, 10 25, 11 25 a.m., 12 25 noon, 1 25, 2 25, 3 25, 4 25, 5 25, 6 25, 7 25, 8 25, 10 25 p.m., 12 25 night. *December* 21, 1907.

* Daily; † daily, except Sunday. STANDARD—*Central time.*

Connections.—[1] With Penna. Lines West of Pittsburgh. [2] With Youngstown & Ohio River R.R.

PHILIPSBURG & SUSQUEHANNA VALLEY RAILROAD.

J. O. KEKD, General Superintendent, Philipsburg, Pa.

Trains leave **Philipsburg**[1] †5 32, †7 22, §9 30, ‡11 00 a.m., §2 00, †2 30, †4 52 p.m. for Osceola, **Houtzdale**,[2] **Ramey**[3] (13.3 miles), arriving Fernwood (15.9 miles) 6 25, 8 15, 10 30 a.m., 12 00 noon, 3 00, 3 30, 5 47 p.m. Returning, leave Fernwood *8 19 a.m., §12 40 noon, †1 00, †3 42, *5 50 p.m., arriving Philipsburg 9 14 a.m., 1 35, 2 00, 4 37, 6 45 p.m. Leave Philipsburg *8 10 p.m., arriving Ramey 8 55 p.m. Leave Ramey †6 30 a.m., §12 50 noon, arriving Philipsburg 7 10 a.m., 1 35 p.m.

November, 1909.

* Daily; † daily, except Sunday; § Sunday only. *Eastern time.*

Connections.—[1] With N. Y. C. & H. R. R.R. and Penna. R.R. [2], [3] and [4] With Penna. R.R.

PITTSBURGH RAILWAYS COMPANY.

(*Lessee of Pittsburgh & Castle Shannon Railroad*).

E. J. REAMER, Superintendent, Pittsburgh, Pa.

Trains leave **Pittsburgh**[1] for **Castle Shannon**[2] and Arlington (7 ms.) †6 05, †7 05, §7 50, †8 35, *10 00, *11 30 a.m., §1 00, †1 45, §2 00, §3 00, †3 35, §4 00, §5 00, †6 10, †6 55, §6 00, †8 50, §7 00, †8 08, *9 30 p.m. Leave Pittsburgh for Castle Shannon (5 miles) †7 50 a.m., §11 00, †11 40 p.m. Leave Arlington for Pittsburgh †5 20, †6 00, *7 00, †7 50, *9 15, *10 45 a.m., §12 15 noon, *1 00, §2 00, †2 40, §3 00, §4 00, †4 20, §5 00, †5 05, †5 50, §6 00, †7 15, §8 00, †8 45, *10 45 p.m. Running time, 35 minutes. *April*, 1908.

* Daily; † daily, except Sunday; § Sunday only. *Eastern time.*

Connections.—[1] With railroads diverging. [2] With West Side Belt R.R

MANNS CREEK RAILROAD.

H. FIRMSTONE, President, Longdale, Va.

Private road extending from **Sewell** on the Chesapeake & Ohio Ry. to Clifftop (9 miles), connecting various coal mines and industries.

April, 1908.

CHICAGO SHORT LINE RAILWAY COMPANY

F. C. WRIGHT, President, Carew Building, Cincinnati, O.
E. L. BILLINGSLEA, Vice-President.
SAMUEL A. KENNEDY, Vice-President, South Chicago, Ill.
A. O. SONNE, Secretary and Treasurer.
J. FRED. SHEEHY, General Superintendent, South Chicago, Ill.

GENERAL OFFICES:
1515 Corn Exchange Bank Building, Chicago, Ill.

Connecting the South Chicago District with the Baltimore & Ohio R.R., Chicago, Rock Island & Pacific Ry., Lake Shore & Michigan Southern Ry., Elgin Joliet & Eastern Ry., The Belt Ry., Chicago Terminal Transfer R.R., Indiana Harbor Belt R.R., Illinois Central R.R., and handles through business to the following roads:

Atchison, Topeka & Santa Fe Ry.
Chicago & Alton R.R.
Chicago & Eastern Illinois R.R.
Chicago & Erie R.R.
Chicago, Burlington & Quincy R.R.
Chicago, Great Western Ry.
Chicago, Milwaukee & St. Paul Ry.
Chicago & North Western Ry.
Minneapolis, St. Paul & Sault Ste. Marie Ry.
Chicago, Indiana & Southern R.R.
Chicago, Indianapolis & Louisville Ry.
Chicago, Cincinnati & Louisville R.R.
Pere Marquette R.R.
Lake Michigan Car Ferry Transportation Co. (Wisconsin & Michigan Ry.)
Wabash R.R.
Chicago & Illinois Western R.R.
Chicago Union Transfer Ry.

17.8 Miles of Track.

July 12, 1909.

BRIDGTON & SACO RIVER RAILROAD.

W. F. PERRY, President. | J. A. BENNETT, Gen. Mgr. & G.F. & T. A.
P. P. BURNHAM, Treasurer. | M. M. CASWELLS, Purchasing Agent.

General Offices—Bridgton, Me.

Trains leave **Harrison**[1] †3 25 a.m., †5 15 p.m., arriving Bridgton (5 miles) 8 45 a.m., 5 35 p.m., **Bridgton Junction**[2] (21 miles) 9 52 a.m., 6 39 p.m. Returning, leave Bridgton Junction †10 38 a.m., †7 35 p.m., arriving Bridgton 11 32 a.m., 8 27 p.m., Harrison 11 57 a.m., 8 52 p.m.

† Daily, except Sunday. *Eastern time.* *December* 20, 1909.

Connections.—[1] With stage for Waterford. [2] With Maine Cent. R.R.

OAXACA & EJUTLA RAILROAD.

RICARDO RICOY, Traffic Manager, Oaxaca, Mex.

Trains leave Oaxaca *8 00 a.m., *a*3 50 p.m. for Coyotepec (8 miles), Luis Garcia Teruel (15 miles), **Ocotlan**[1] (24 miles), San Martin de los Cansecos (34 miles), arriving Ejutla (43 miles) 11 30 a.m., 7 00 p.m. Returning, leave Ejutla *5 00, *b*5 00 p.m., arriving Oaxaca 8 30, 8 30 p.m. Leaves Oaxaca for Ocotlan *c*6 30 a.m. Leaves Ocotlan for Oaxaca *c*7 01 p.m. *January* 1, 1905.

* Daily; *a* Wednesday only; *b* Thursday only; *c* Friday only

Connection.—[1] With Mex. Southern R.R. *City of Mexico time.*

ARCATA & MAD RIVER RAILROAD (Narrow Gauge).

V. ZARUBA, Manager, Arcata, Cal.

Leave **Arcata**[1] §9 40, †9 40 a.m., §4 10, †4 10, *k*7 30 p.m. for Blue Lake (10 miles), arriving at Korbel (12 miles) §10 20, †11 15 a.m., §4 55, †5 25, *k*8 15 p.m. Returning, leave Korbel †7 00, §7 20 a.m., †2 50, §3 10, *k*6 30 p.m., arriving Arcata †8 05, §8 05 a.m., †3 40, §3 55, *k*7 15 p.m.

November 24, 1907.

† Daily, except Sunday; § Sunday only; *k* Saturday only.

Connection.—[1] With stages for coast points and Santa Fe Route for Eureka. *Pacific time.*

LAONA & NORTHERN RAILWAY.

W. W. MCCULLOCH, Auditor, Marshfield, Wis.

Extends from Laona, Wis., to **Laona Junction**[1], **Wis.** (18 miles). Operated for freight and passenger service. *July*, 1909.

Connection.—[1] With Minneapolis, St. Paul & Sault Ste. Marie Ry.

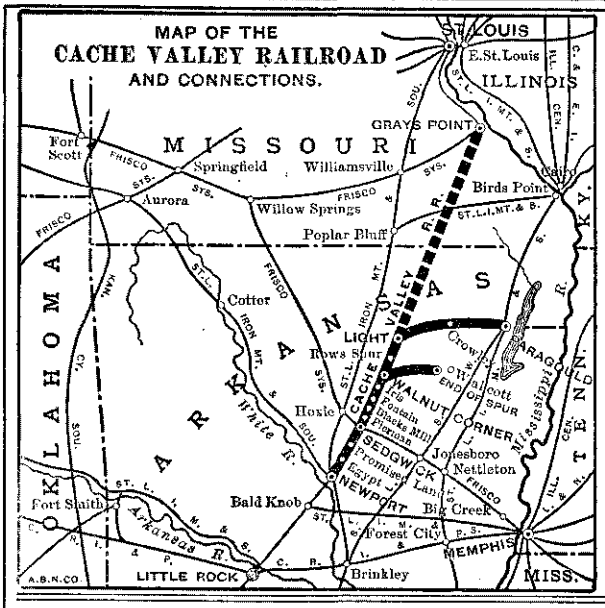
THE FERDINAND RAILWAY CO.

C. E. MCGUIRE, G. F. and P. A., Huntingburg, Ind.

Trains leave **Huntingburg**[1] *9 30 a.m., *8 00 p.m., arriving Ferdinand (8 miles) 10 10 a.m., 8 40 p.m. Leave Ferdinand *7 00 a.m., *6 30 p.m., arriving Huntingburg 7 40 a.m., 7 10 p.m. *April* 1, 1909.

* Daily. STANDARD *Central time.*

Connection.—[1] With Southern Ry.



CACHE VALLEY RAILROAD CO.

J. D. GOLDMAN, President, St. Louis, Mo.
A. BERTIG, 1st Vice-President, Paragould, Ark.
H. A. CULVER, 2d Vice-President, Walnut Ridge, Ark.
S. C. DOWELL, Treasurer, "
G. W. L. BROWN, Secretary, Sedgwick, Ark.
MORRIS M. COHN, General Solicitor, Little Rock, Ark.
W. E. BELOATE, Assistant General Attorney, Walnut Ridge, Ark.

OPERATING DEPARTMENT.

G. W. L. BROWN, Assistant President and General Manager.
W. W. RAINS, Superintendent Motive Power.
——— NICHOLS, Master Mechanic.
T. H. O'CONNOR, Roadmaster.
General Operating Offices—Sedgwick, Ark.

Operating and constructing 75 miles in timber and lumber districts of northeastern Arkansas.

Chartered and proposed to Mississippi River 100 miles further northeast.

No. 4	No. 2	Mls	*December*, 1909.	No. 1	No. 3
*1 00 P M	*7 45 A M	0	lve..... **Sedgwick**[1].....arr.	10 45 A M	3 30 P M
1 05 "	7 50 "	1.1	..... River Side	10 40 "	3 20 "
1 15 "	8 00 "	2.6	.....Blacks	10 30 "	3 10 "
1 20 "	8 05 "	3.3	.....Fontain.....	10 25 "	3 05 "
1 30 "	8 15 "	5.3	..... Iris.....	10 15 "	2 56 "
1 40 "	8 25 "	7.3	..... Walnut Corner	10 00 "	2 45 "
2 00 P M	8 45 A M	11.8	arr..... **Light**.....lve.	*9 45 A M	*2 30 P M

Trains marked * run daily. STANDARD—*Central time.*

Connection.—[1] With Frisco System.

VALDOSTA, MOULTRIE & WESTERN RAILROAD.

FRANK ROBERTS, Prest., Valdosta, Ga.
W. B. CONOLEY, Vice-Prest., "
A. F. LANGFORD, Gen. Mgr., "
W. L. ROBERTS, Sec'y & Treas., "
G. C. DOUGHERTY, Aud. & Traf. Mgr., Valdosta, Ga.
E. K. WILCOX, Gen. Counsel, "
General Offices—Valdosta, Ga.

Trains marked * run daily. □ Under construction Berlin to Moultrie. Will be completed on or about January 15, 1910.

No. 1	Mls	*December* 21, 1909.	Mls	No. 2
.....	....	(*Central time.*)	....	.....
*4 30 P M	0	lve.... **Valdosta**[1]...arr.	41	8 30 A M
4 51 "	5	..... Troupeville	36	8 07 "
5 03 "	8	..... Cates	33	7 54 "
5 12 "	10	.....Golden	31	7 46 "
5 21 "	12	.....Tillman	29	7 38 "
5 42 "	17	.....**Morven**[2]	24	7 16 "
6 04 "	22	..... Scruggs	19	6 55 "
6 25 "	27	.....Ford.....	14	6 35 "
6 30 P M	28	.....Berlin	13	*6 30 A M
□	33	..... Weldon	8	□
□	37	..... Evelyn	4	□
□	41	.....**Moultrie**[3].....	0	□
.....		ARRIVE] [LEAVE	....	.....

Connections.—[1] With Atlantic Coast Line, Georgia & Florida and Georgia Southern & Florida Rys. [2] With South Georgia Ry. [3] With Atlanta, Birmingham & Atlantic R.R. and Georgia Northern Ry.

NORTH LOUISIANA & GULF RAILROAD CO.

J. M. BROWN, President, Hodge, La.
J. S. HUNT, Vice-President, "
J. B. BAKER, Secretary, "
B. F THOMPSON, Treasurer, "
O. E. HODGE, General Manager, "
G. F. THOMAS, Traffic Manager, Ruston, La.
C. A. BOWMAN, General Freight and Pas. Agent, Hodge, La.
J. M. McCARTY, Auditor, "

No. 3	No. 1	Mls	*November*, 1909.	No. 2	No. 4	....
.....	.....	....	LEAVE} [ARRIVE	.....	.....	....
†1100 A M	†6 00 A M	0	.....**Hodge**[1].....	10 15 A M	4 15 P M	....
11 45 A M	6 45 "	10	.....Danville.....	9 30 "	3 30 "	....
12 15 Noon	7 15 A M	15	.....**Shady**.....	†9 00 A M	†3 00 P M	....
.....	.....	....	ARRIVE] [LEAVE	.....	.....	....

† Daily, except Sunday.

Connection.—[1] With Chicago, Rock Island & Pacific Ry.

EVANSVILLE SUBURBAN & NEWBURGH RAILWAY.

GUS. MUHLHAUSEN, Manager. Evansville, Ind.

Boonville Line.—Trains leave Evansville for Boonville (18 miles) †6 00, *7 00 a.m. and hourly to *11 00 a.m., *1 00 p.m. and hourly to *7 00 p.m. and *9 00, *11 15 p.m. Returning, leave Boonville †6 00, *7 00 a.m. and hourly to *11 00 a.m., *1 00 p.m. and hourly to *8 00 p.m. and *10 00 p.m. Running time about 50 minutes.

Newburgh Line.—Trains leave **Evansville**[1] for Newburgh (10.3 miles) †5 45, *7 00 a.m. and hourly to *11 00 a.m., *1 00 p.m. and hourly to *7 00 p.m. and *11 00 p.m. Returning, leave Newburgh †6 15, *7 35, *9 10 a.m. and hourly to 12 10 noon, *2 10 p.m. and hourly to 8 10 p.m. and 10 10 p.m. Running time about 35 minutes.

* Daily; † daily, except Sunday; ‡ Sunday only. *January* 6, 1908.

Connection.—[1] With railroads diverging. *Central time.*

ABERDEEN & ASHEBORO RAILWAY.

J. R. PAGE, Vice-President and General Manager, Biscoe, N.C.

Train leaves **Aberdeen**[1] ♂ †8 40 a.m. for **Pinehurst** (6 miles), **Biscoe** ♂ (30 miles), **Star**[2] (33 miles), arriving **Asheboro**[3] ♂ (57 miles) 11 15 a.m. Returning, leaves Asheboro †3 55 p.m., arriving Aberdeen 6 40 p.m. Leaves Aberdeen *9 45 a.m., Pinehurst †10 02 a.m., arriving Biscoe †11 27 a.m. Leaves Biscoe †7 30 a.m., Pinehurst *8 55 a.m., arriving Aberdeen *9 11 a.m. Leave Aberdeen for Pinehurst *6 20 a.m., *7 30, *10 35 p.m. Returning, leave Pinehurst *5 50 a.m., *7 00, *8 50 p.m., arriving Aberdeen 6 05 a.m., 7 15, 10 05 p.m.

Carthage Branch.—Leave **Pinehurst** †9 10 a.m., †8 30 p.m., arriving **Carthage**[4] (13 miles) 10 00 a.m., 7 20 p.m. Returning, leave Carthage †7 50 a.m., †5 25 p.m., arriving Pinehurst 8 40 a.m., 6 15 p.m.

Troy Branch.—Leave **Biscoe** †11 30 a.m., †5 05 p.m., arriving Mount Gilead ♂ (22 miles) 12 45 noon, 6 20 p.m. Returning, leave Mount Gilead †6 10 a.m., †3 40 p.m., arriving Biscoe 7 25 a.m., 4 56 p.m. *Nov.* 22, 1908.

NOTE.—Trains between Aberdeen and Pinehurst run during Pinehurst season only, and make connection every day in the week with all Seaboard Air Line trains. *Eastern time.*

* Daily; † daily, except Sunday. ♂ Telegraph stations.

Connections.—[1] With Seaboard Air Line Ry. and Aberdeen & Rockfish R.R. [2] With Durham & Charlotte R.R. [3] With Southern Ry. [4] With Durham & Charlotte and Randolph & Cumberland R.Rs.

DESAGUE VALLE DE MEXICO RAILROAD.

FROILAN ALVAREZ DEL CASTILLO, Gen. Mgr., City of Mexico, Mexico.

Train leaves **Gran Canal**[1] *8 40 a.m., arriving Zumpango (19 miles) 9 50 a.m. Returning, leaves Zumpango *4 15 p.m. Leaves Gran Canal *5 25 p.m., arriving Tajo de Tequixquiac (24 miles) 7 40 p.m. Returning, leaves Tajo de Tequixquiac *6 00 a.m., arriving Gran Canal 8 10 a.m.

Trains marked * run daily. *March*, 1908.

Connection.—[1] With National Rys. of Mexico.

NEW HAVEN & DUNBAR RAILROAD.

STUART B. MARSHALL, General Manager, Dunbar, Pa.

From **Dunbar**[1] to Hill Farm (1.2 miles) and to Upper Dam (3.8 miles). Operated for freight only. *March*, 1908.

Connections.—[1] With Baltimore & Ohio and Pennsylvania R.Rs.

RED RIVER VALLEY RAILROAD.

J. W. MCCAUSEY, President, Detroit, Mich.

Extends from **Rothwell**[1], Ky., to McCausey and Apperson (14 miles). Operation irregular. *March*, 1908.

Connection.—[1] With Chesapeake & Ohio Ry.

POHATCONG RAILROAD COMPANY.

W. S. MALLORY, Vice-President, Stewartsville, N.J.

Extends from Quarry to Oxford Furnace (2 miles). Operated for freight and passenger service on irregular schedule. *March*, 1908.

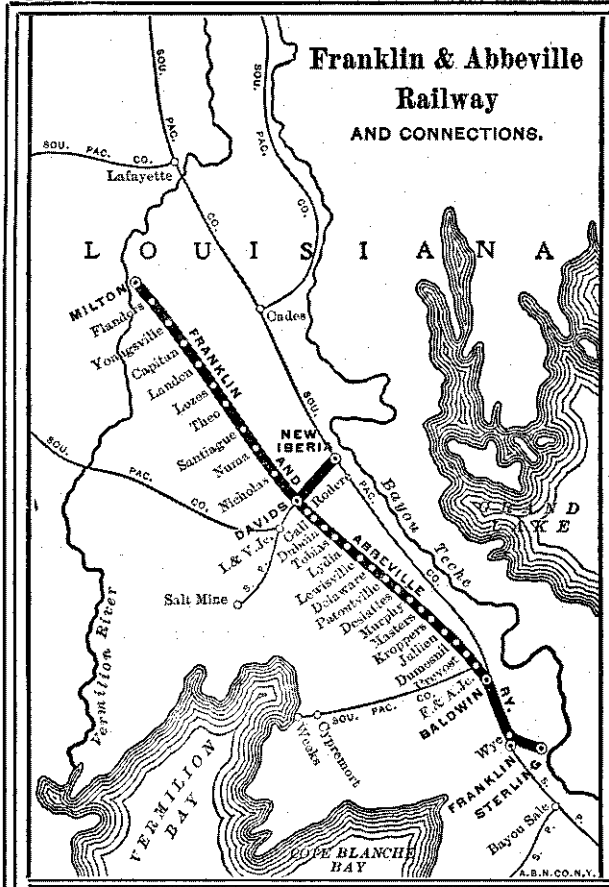
Connections.—With Delaware, Lackawanna & Western R.R. at a point near Oxford, N.J.

SUSQUEHANNA & BUFFALO RAILROAD.

GEO. L. MILLER, Vice-President and General Manager, Bitumen, Pa.

Operated for coal traffic only from **Cooks Run**[1], Pa., to Foot-of-Plane, with branch to No. 2 Plane. Mileage, 4 miles. *June*, 1907.

Connection.—[1] With Erie Division Pennsylvania R.R.



FRANKLIN & ABBEVILLE RAILWAY CO.

FRANK B. WILLIAMS, President, Patterson, La.
CHARLES GODCHAUX, Vice-President, New Orleans, La.
JULES GODCHAUX, General Manager, "
FERDINAND E LARUE, Auditor, "
C. D KEMPER, General Superintendent, Franklin, La.
A. G. LOBDELL, Gen. Freight and Passenger Agent, "
PAUL FERRIOT, Master Mechanic, "
W. Y. KEMPER, Chief Engineer, "

No. 1	Mls.	*December*, 1909.	No. 2
		LEAVE] [ARRIVE	
*7 00 A M	0	**Sterling**	6 35 P M
7 15 A M	2.02	Sterling Wye	6 20 P M
7 40 A M	3.02	lve. **Franklin**[1] arr.	5 00 P M
7 59 "	5.18	**Baldwin**[2]	4 39 "
8 14 A M	7.54	arr. **F. & A. Junc**[3] lve.	4 51 P M
8 20 A M	7.54	lve. **F. & A. Junc** arr.	4 30 P M
8 24 "	8.23	Prevost	4 27 "
8 30 "	9.34	Dumesnil	4 22 "
8 35 "	10.62	Jullien	4 13 "
8 43 "	12.76	Kroppers	4 03 "
8 50 "	14.22	Masters	3 55 "
8 54 "	14.56	Murphy	3 52 "
9 00 "	15.74	Deslattes	3 42 "
9 06 "	17.03	Patoutville	3 35 "
9 11 "	18.32	Delaware	3 29 "
9 15 "	18.79	Lewisville	3 24 "
9 26 "	21.24	Lydia	3 13 "
9 29 "	22.14	Tobias	3 10 "
9 39 "	22.83	Duboin	3 06 "
9 47 "	24.80	Gall	2 55 "
9 57 "	26.98	Rodere	2 46 "
10 03 A M	28.23	**Davids**[4]	2 40 P M
10 05 A M	28.23	**Davids**	2 39 P M
10 20 A M	32.89	arr. **New Iberia**[5] lve.	*2 20 P M
		New Iberia	
		Davids	
		Davids	
See Note ◀		Nicholas	See Note ▶
		Numa	
		Santiague	
		Theo	
		Lozes	
		Landen	
		Capitan	
		Youngsville	
		Flanders	
		Milton	

Trains marked * run daily. ▲ Line from Davids to Milton now under construction; to be in operation about March 1, 1910.

Connections.—[1], [2], [3], [4] and [5] With Morgan's Louisiana & Texas R.R.

SAN JUAN PACIFIC RAILWAY.
SAN JUAN SOUTHERN RAILWAY.

FRANK L. BROWN, President, San Francisco, Cal.

Trains leave San Juan Junction *8 30, *11 25 a.m., *4 40 p.m., arriving **Chittenden**[1] (10 miles) 9 05, 11 56 a.m., 5 10 p.m. Returning, leave Chittenden *9 20 a.m., *1 00, *8 00 p.m., arriving San Juan Junction 9 45 a.m., 1 25, 6 25 p.m.

Branch.—San Juan to Underwood (15 miles). Operated on irregular schedule. * Daily. *December*, 1909.

Connection.—[1] With Southern Pacific Co. *Pacific time.*

LOWVILLE & BEAVER RIVER RAILROAD.

G. A. BLACKMON, General Superintendent, Lowville, N.Y.

Trains leave **Lowville**[1] for New Bremen (4 miles), Beaver Falls (9 miles) and Croghan (12 miles) †9 33 a.m., †4 37, †7 22, §8 37 p.m., arriving Croghan 10 03 a.m., 5 04, 7 49, 9 04 p.m. Returning, leave Croghan *8 00 a.m., †1 40, †6 10 p.m., arriving Lowville 8 27 a.m., 2 10, 6 37 p.m. *September* 27, 1908.

* Daily; † daily, except Sunday; § Sunday only. *Eastern time.*

Connection.—[1] With New York Central & Hudson River R.R.

PAYETTE VALLEY RAILROAD.

H. E. DUNN, Vice-President and General Manager, Payette, Idaho.

Trains leave **Payette**[1] †7 00 a.m., †4 00 p.m., arrive New Plymouth (13 miles) 8 00 a.m., 4 56 p.m. Returning, leave New Plymouth †8 05 a.m., †5 10 p.m., arrive Payette 9 05 a.m., 5 20 p.m. *March*, 1908.

† Daily, except Sunday. *Mountain time.*

Connection.—[1] With Oregon Short Line R.R.

HAMPTON & BRANCHVILLE RAILROAD.

W. C. MAULDIN, President, Hampton C.H., S.C.

From **Hampton**[1] to Crocketville (4 miles), Miley (7 miles), Moselle (10 miles), Ashton (13 miles), Mauldins Junction (16 miles), Padgetts (20 miles) and Smoaks (26 miles). Trains run on irregular schedule.

Connections.—[1] With Charleston & Western Carolina Ry. and Atlantic Coast Line R.R. *Eastern time.* *February*, 1909.

MANAHAWKEN & LONG BEACH TRANSPORTATION CO.

(*Operating Barnegat R.R.*)

J. V. JONES, Superintendent, Barnegat City, N.J.

From **Barnegat City Junction**[1] to Surf City, Harvey Cedars, High Point, Club House and Barnegat City (9 miles).

For time-table, see Tuckerton R.R.

Connections.—[1] With Tuckerton and Phila. & Beach Haven R.Rs.

SALEM, WINONA & SOUTHERN RAILROAD.

J. B. WHITE, Presiden tand General Manager, Kansas City, Mo.
WM. S. McKINNEY, Secretary and Treasurer, "
C. C. SHEPPARD, General Superintendent, Grandin, Mo.
J. D. RIDDELL, Traffic Manager, Kansas City, Mo.

No. 1	Mls.	*December* 11, 1909.	Mls	No. 4
		LEAVE] [ARRIVE		
*6 30 A M	0	**Horse Hollow**	21.5	4 15 P M
7 00 "	5.8	West Eminence	15.7	3 55 "
7 15 "	9.3	Delaware	12.2	3 45 "
7 30 "	14.0	Buckhart	7.5	3 30 "
7 50 "	18.0	Doubling Spur	3.5	3 16 "
7 55 "	19.0	**Winona Junction**	2.5	3 10 "
8 10 A M	21.5	**Winona**	0	*3 00 P M
		ARRIVE] [LEAVE		

Trains marked * run daily. STANDARD—*Central time.*

CONNECTION.

At **Winona**—With Frisco System.

THE TWIN BUTTES RAILROAD COMPANY.

WM. MCDERMOTT, General Manager, Twin Buttes, Ariz.

Train leaves **Tucson**[1] *10 00 a.m., arriving Twin Buttes (27 miles) 11 30 a.m. Returning, leaves Twin Buttes *2 00 p.m., arriving Tucson 3 15 p.m. * Daily. *December*, 1909.

Connection.—[1] With Southern Pacific Ry. *Pacific time.*

FLORIDA & GEORGIA RAILWAY.

B. F. CAMP, Vice-President and General Manager, White Springs, Fla.

Extends from Thaggard, Fla., to **White Springs**[1] (22 miles) and **Welborn**[2] (30 miles). Operated for freight service only.

Connections.—[1] With Georgia Southern & Florida Ry. [2] With Seaboard Air Line Ry. *December*, 1909.

EL ORO MINING AND RAILWAY COMPANY.

R. M. RAYMOND, Resident Director, Mexico City, Mex.

Train leaves **Tultenango**[1] *2 00 p.m., arrives Yondese (30 miles) 5 50 p.m. Returning, leaves Yondese *6 40 a.m., arrives Palizada 7 20 a.m. Leaves Palizada 7 30 a.m., arrives Tultenango 12 40 noon.

* Daily. *City of Mexico time.* *November*, 1909.

Connection.—[1] With National Rys. of Mexico.

CAROLINA, CLINCHFIELD AND OHIO RAILWAY

AND

CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF SOUTH CAROLINA.

"Clinchfield Route."

MARK W. POTTER, Chairman of the Board, 24 Broad St., New York.
GEO. L. CARTER, President, Johnson City, Tenn.
J. J. CAMPION, Vice-Prest. and Traffic Mgr., "
M. J. CAPLES, Vice-Prest. and Gen. Mgr., "
I. McQUILKIN, Comptroller, "
J. C. STONE, Treasurer, "
JNO. A. MUSE, Auditor of Disbursements, "

J. NORMENT POWELL, General Counsel, Johnson City, Tenn.
W. A. STARRITT, Purchasing Agent and Claim Agent, "
WARD CROSBY, Principal Assistant Engineer, "
L. H. PHETTEPLACE, Superintendent, Erwin, Tenn.
H. F. STALEY, Master Mechanic, "
L. L. McINTYRE, Car Service Agent, "
GENERAL OFFICES—JOHNSON CITY, TENN.

TRAFFIC REPRESENTATIVES.

J. J. CAMPION, Vice-President and Traffic Manager, Johnson City, Tenn.

Charlotte, N.C.—702 Realty Building—
J. I. SABISTON, Commercial Agent.
J. T. RYAN, Traveling Freight Agent.

Cincinnati, O.—1431 Union Trust Building—
I. P. BLANTON, General Western Agent.

Johnson City, Tenn.—
C. T. MANDEL, Traveling Fht. & Pas. Agent.
R. F. BREWER, Industrial Agent.

Louisville, Ky.—701 Lincoln Trust Building—
SPENCER EAKIN, Commercial Agent.

Pittsburg, Pa.—603 Bessemer Building—
R. D. T. HOLLOWELL, Commercial Agent.

Carolina, Clinchfield and Ohio Railway of South Carolina.

Spartanburg, S.C.—109 North Church St.—
THEODORE DEHON, JR., Div. Fht. & Pas. Agt.
E. F. ELWELL, Traveling Freight Agent.
G. J. MITCHELL, Soliciting Freight Agent.

NEW SHORT ROUTE AND IMPROVED TRAIN SERVICE

BETWEEN

Dante, St. Paul and Speers Ferry, Va., Johnson City, Tenn., Marion, N.C., and Spartanburg, S.C.

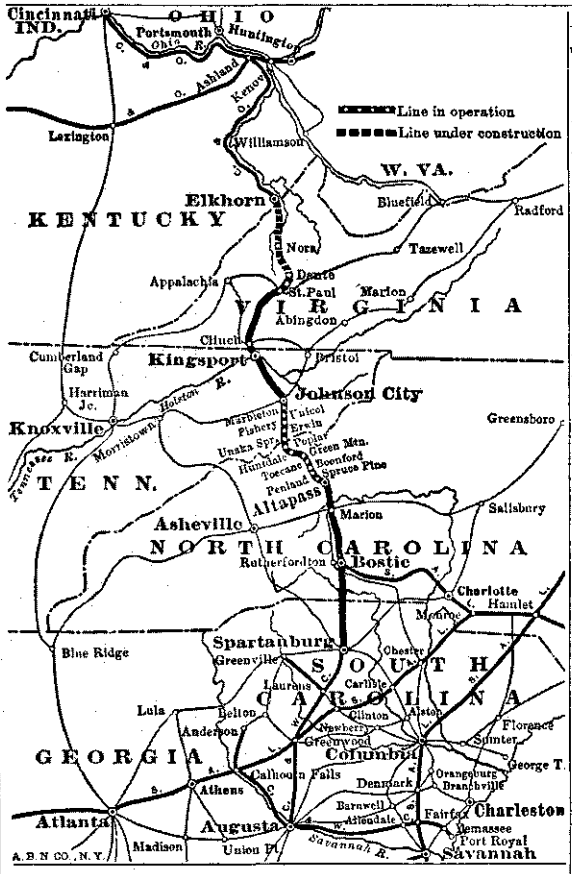
VIA

CAROLINA, CLINCHFIELD AND OHIO RAILWAY

AND

CAROLINA, CLINCHFIELD AND OHIO RAILWAY OF SOUTH CAROLINA.

"Clinchfield Route."



* Daily.
⊙ Telephone stations.
▲ Line between Elkhorn City and Dante is under construction.
STANDARD—*Eastern time.*

CONNECTIONS.

[1] With Norfolk & Western Ry.
[2] With Virginia & Southwestern Ry.
[3] With East Tennessee & West. North Carolina R.R. and South. Ry.
[4] With Southern Ry.
[5] With Seaboard Air Line Ry.
[6] With Charleston & Western Carolina Ry., Glenn Springs R.R. and Southern Ry.

15	13	5	3	Mls.	*December 11, 1909.*	Mls.	2	4	14	16
P M	P M	P M	A M	0	lve..Elkhorn City▲.arr.	283.1	Noon	P M	P M	P M
*4 55	*2 45	*2 10	*8 10	41.0	.....Dante.....⊙	242.1	12 35	10 30	4 10	8 20
5 10	3 00	2 25	8 25	44.5	.....Hamlin.....	238.6	12 10	10 14	3 50	6 00
5 25	3 15	2 38	8 3[illegible]	48.5	.....St. Paul[1].....⊙	234.6	12 01	9 57	*3 40	*5 50
P M	P M	2 58	8 57	55.5	.....Shannon.....	227.6	11 35	9 37	P M	P M
.....	.....	3 16	9 12	63.0	.....Dungannon.....⊙	220.1	11 19	9 19	.....	.....
.....	.....	3 27	9 23	67.5	.....Wood.....	215.6	11 07	9 08	.....	.....
.....	.....	3 36	9 31	70.9	.....Fort Blackmore...⊙	212.2	10 58	8 59	.....	.....
.....	.....	3 45	9 40	74.8	.....Starnes.....	208.3	10 48	8 48	.....	.....
.....	.....	3 51	9 46	77.4	.....Hill.....	205.7	10 42	8 43	.....	.....
.....	.....	4 05	10 00	83.3	.....Clinch.....	19[illegible].8	10 28	8 28	.....	.....
.....	.....	4 18	10 21	86.1	.....Speer's Ferry[2]..⊙	196.0	10 21	8 20	.....	.....
.....	.....	4 22	10 26	87.7	.....Kermit.....⊙	195.4	9 56	8 14	.....	.....
.....	.....	4 33	10 38	92.8	.....Cameron.....⊙	190.3	9 42	8 02	.....	.....
.....	.....	4 46	10 54	99.2	.....Kingsport.....⊙	183.9	9 25	7 48	.....	.....
.....	.....	4 57	11 06	103.8	.....Pactolus.....	179.3	9 12	7 36	.....	.....
.....	.....	5 09	11 21	109.6	.....Fordtown.....⊙	173.5	8 56	7 21	.....	.....
.....	.....	5 18	11 31	113.6	.....Gray.....	168.5	8 45	7 12	.....	.....
.....	.....	5 29	11 42	118.2	.....Boone.....	164.9	8 32	7 01	.....	.....
.....	.....	5 55	12 07	126.4	.....Johnson City[3]..⊙	156.7	8 00	6 35	.....	.....
.....	.....	.....	.....	128.6	.....Carnegie.....	155.0	.....	.....	.....	.....
.....	.....	5 55	12 07	126.4	.....Johnson City.....	156.7	8 00	6 35	.....	.....
.....	.....	6 15	12 20	129.8	.....Okolona.....	153.3	7 40	6 15	.....	.....
.....	.....	6 17	12 22	131.8	.....Quarry.....	151.3	7 38	6 13	.....	.....
.....	.....	6 20	12 25	133.3	.....Marbleton.....	149.8	7 35	6 09	.....	.....
.....	.....	6 28	12 33	136.7	.....Unicoi.....⊙	146.4	7 27	6 01	.....	.....
.....	.....	6 34	12 40	140.1	.....Fishery.....	143.0	7 20	5 54	.....	.....
.....	.....	6 40	12 50	142.1	.....Erwin.....⊙	141.0	*7 15	5 48	.....	.....
.....	.....	P M	12 55	144.1	.....Loves.....⊙	139.0	A M	5 43	.....	.....
.....	.....	.....	1 00	145.5	.....Chestoa.....	137.6	.....	5 38	.....	.....
.....	.....	.....	1 03	146.1	.....Unaka Springs.....	137.0	.....	5 37	.....	.....
.....	.....	.....	1 10	149.4	.....Lost Cove.....	133.7	.....	5 30	.....	.....
.....	.....	.....	1 14	150.2	.....Cane Bottom.....⊙	132.9	.....	5 27	.....	.....
.....	.....	.....	1 28	154.6	.....Poplar.....	128.5	.....	5 14	.....	.....
.....	.....	.....	1 36	157.2	.....Peterson.....	125.9	.....	5 06	.....	.....
.....	.....	.....	1 42	159.0	.....Huntdale.....⊙	124.1	.....	5 01	.....	.....
.....	.....	.....	1 50	160.7	.....Relief.....	122.4	.....	4 53	.....	.....
.....	.....	.....	2 00	166.2	.....Green Mountain...⊙	116.9	.....	4 44	.....	.....
.....	.....	.....	2 10	170.2	.....Forbes.....	112.9	.....	4 34	.....	.....
.....	.....	.....	2 17	172.5	.....Toecane.....⊙	110.6	.....	4 28	.....	.....
.....	.....	.....	2 35	178.6	.....Galax.....	104.5	.....	4 12	.....	.....
.....	.....	.....	2 44	181.1	.....Boonford.....⊙	102.0	.....	4 03	.....	.....
.....	.....	.....	2 51	183.5	.....Philipps.....	99.4	.....	3 56	.....	.....
.....	.....	.....	2 57	185.6	.....Penland.....	97.5	.....	3 49	.....	.....
.....	.....	.....	3 07	189.1	.....Spruce Pine.....⊙	94.0	.....	3 38	.....	.....
.....	.....	.....	3 17	193.0	.....Altapass.....⊙	90.1	.....	3 29	.....	.....
.....	.....	.....	3 28	196.4	.....Mt. Mitchell.....	86.7	.....	3 18	.....	.....
.....	.....	.....	3 45	209.8	.....Linville Falls.....	73.3	.....	3 01	.....	.....
.....	.....	.....	4 09	211.5	.....Avery.....	71.6	.....	2 31	.....	.....
.....	.....	.....	4 22	216.1	.....Sevier.....	67.0	.....	2 18	.....	.....
.....	.....	.....	4 34	220.7	.....Hankins.....	62.4	.....	2 06	.....	.....
.....	.....	.....	4 39	224.2	.....Marion[4].....⊙	58.9	.....	2 01	.....	.....
.....	.....	.....	4 59	232.6	.....Fero.....	50.5	.....	1 41	.....	.....
.....	.....	.....	5 12	238.3	.....Thermal.....	45.8	.....	1 28	.....	.....
.....	.....	.....	5 40	250.6	.....Bostic Yard.....⊙	32.5	.....	1 00	.....	.....
.....	.....	.....	5 45	252.6	.....Bostic[5].....⊙	30.5	.....	12 55	.....	.....
.....	.....	.....	5 55	254.5	.....Forest.....	28.6	.....	12 47	.....	.....
.....	.....	.....	6 01	.....	.....Harris.....	.....	.....	12 42	.....	.....
.....	.....	.....	.....	.....	(*C. C. & O. Ry. of S. C.*)	.....	.....	...	.....	.....
.....	.....	.....	6 38	267.6	.....Chesnee.....	15.5	.....	12 12	.....	.....
.....	.....	.....	6 51	272.4	.....Mayo.....	10.7	.....	11 59	.....	.....
.....	.....	.....	7 06	278.0	.....Padgett.....	4.7	.....	11 46	.....	.....
.....	.....	.....	7 10	280.2	.....Lawson.....	2.9	.....	11 40	.....	.....
.....	.....	.....	7 22	283.1	.....Spartanburg[6].....	0	.....	*11 30	.....	.....
.....	.....	.....	P M	.....	ARRIVE	LEAVE	.....	A M	.....	.....

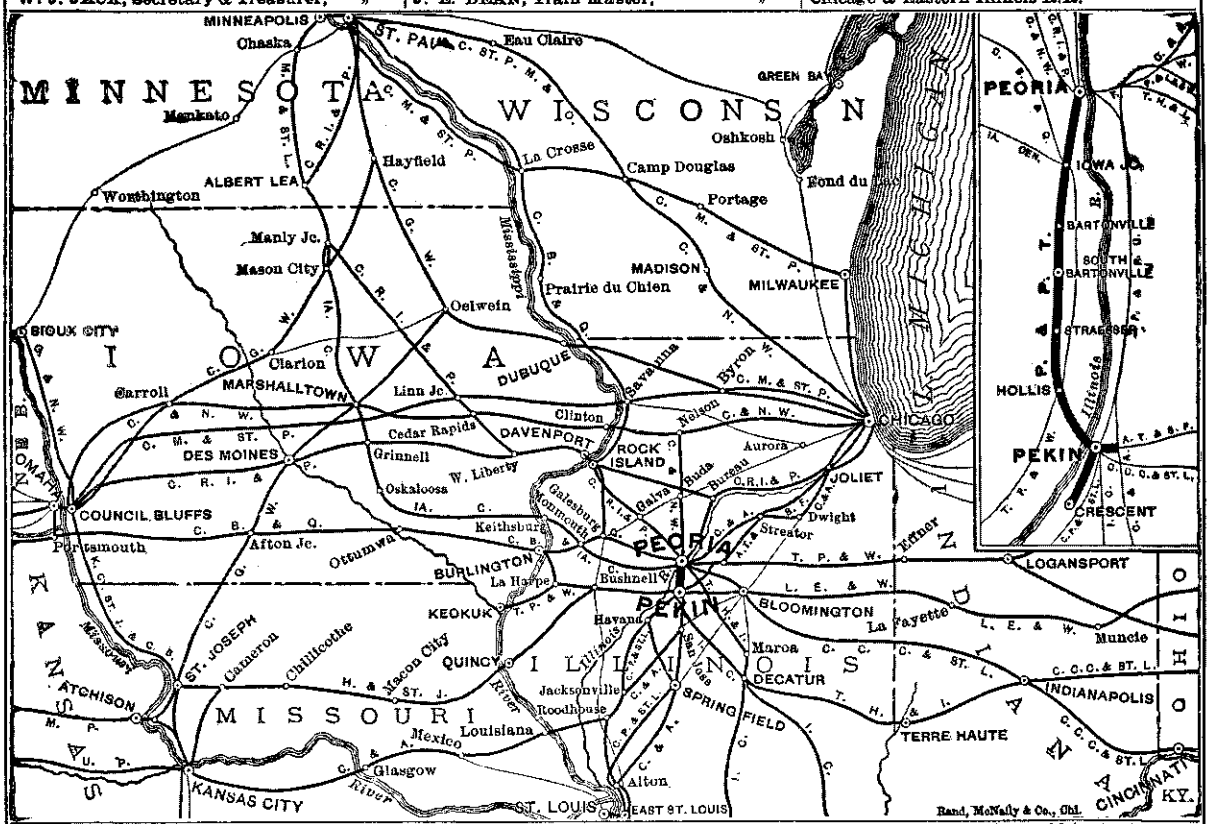
Additional Train—Leaves Dante *8 25 a.m., arrives St. Paul 8 55 a.m.
Returning, leaves St. Paul *9 00 a.m., arrives Dante 9 30 a.m.

PEORIA RAILWAY TERMINAL COMPANY.

W. T. IRWIN, President, Peoria, Ill.
T. A. GRIER, Vice-President, "
E. A. BURRILL, Vice-Prest. & Gen. Mgr., "
W. J. JACK, Secretary & Treasurer, "

E. H. HARDIN, Auditor, Peoria, Ill.
G. P. PARADIS, Engr. Maint. of Way, "
E. S. WALKER, Master Mechanic, "
JAMES EAGAN, Roadmaster, "
J. E. DEAN, Train Master, "

TENANT LINES.
C. C. C. & St. L. Ry. (Passenger), Pekin.
Atchison, Topeka & Santa Fe Ry. (Freight).
Illinois Valley Belt Ry.
Chicago & Eastern Illinois R.R.



SOUTHWARD.	Mls	75	77	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37	39
[LEAVE	....	.....	.....	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M
Peoria[1] ..... ♂	0	.....	.....	†6 15	*6 45	*7 15	*7 45	*8 15	*8 45	*9 15	*9 45	*10 15	*10 45	*11 15	*11 45	*12 15	*1 45	*1 15	*1 45	*2 15	*2 45	*3 15
Western Avenue[2] ..	2.3	.....	.....	6 33	7 03	7 33	8 03	8 33	9 03	9 33	10 03	10 33	11 03	11 33	12 03	12 33	1 03	1 33	2 03	2 33	3 03	3 33
Iowa Junction[4] .. ♂	3.2	.....	.....	6 36	7 06	7 36	8 06	8 36	9 06	9 36	10 06	10 36	11 06	11 36	12 06	12 36	1 06	1 36	2 06	2 36	3 06	3 36
Bartonville	4.2	A M	A M	6 38	7 08	7 38	8 08	8 38	9 08	9 38	10 08	10 38	11 08	11 38	12 08	12 38	1 08	1 38	2 08	2 38	3 08	3 38
South Bartonville .. ♂	6.0	†4 35	†5 35	6 42	7 12	7 42	8 12	8 42	9 12	9 42	10 12	10 42	11 12	11 42	12 12	12 42	1 12	1 42	2 12	2 42	3 12	3 42
Straesser	7.0	4 41	5 41	6 46	7 16	7 46	8 16	8 46	9 16	9 46	10 16	10 46	11 16	11 46	12 16	12 46	1 16	1 46	2 16	2 46	3 16	3 46
Sholls	7.6	4 42	5 42	6 47	7 17	7 47	8 17	8 47	9 17	9 47	10 17	10 47	11 17	11 47	12 17	12 47	1 17	1 47	2 17	2 47	3 17	3 47
Hollis ..... ♂	9.1	4 47	5 47	6 52	7 22	7 52	8 22	8 52	9 22	9 52	10 22	10 52	11 22	11 52	12 22	12 52	1 22	1 52	2 22	2 52	3 22	3 52
Pekin[4] ..... ♂	11.3	4 55	5 55	7 00	7 30	8 00	8 30	9 00	9 30	10 00	10 30	11 00	11 30	12 00	12 30	1 00	1 30	2 00	2 30	3 00	3 30	4 00
[ARRIVE	....	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M

(*Central time.*)	Mls	41	43	45	47	49	51	53	55	57	59	61	63	65	67	69	71	73	79	.....	.....	.....
[LEAVE	....	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	.....	P M	.....	.....	.....	.....
Peoria[1] ..... ♂	0	*3 45	*4 15	*4 45	*5 15	*5 45	*6 15	*6 45	*7 15	*7 45	*8 15	*8 45	*9 15	*9 46	*10 15	*10 45	P M	*11 15	.....	.....	.....	.....
Western Avenue[2] ..	2.3	4 03	4 33	5 03	5 33	6 03	6 33	7 03	7 33	8 03	8 33	9 03	9 33	10 03	10 33	11 03	*11 30	11 33	.....	.....	.....	.....
Iowa Junction[3] .. ♂	3.2	4 06	4 36	5 06	5 36	6 06	6 36	7 06	7 36	8 06	8 36	9 06	9 36	10 06	10 36	11 06	11 33	11 36	.....	.....	.....	.....
Bartonville	4.2	4 08	4 38	5 08	5 38	6 08	6 38	7 08	7 38	8 08	8 38	9 08	9 38	10 08	10 38	11 08	11 35	11 38	A M	.....	.....	.....
South Bartonville .. ♂	6.0	4 12	4 42	5 12	5 42	6 12	6 42	7 12	7 42	8 12	8 42	9 12	9 42	10 12	10 42	11 12	11 39	11 42	6 35	.....	.....	.....
Straesser	7.0	4 16	4 46	5 18	5 46	6 16	6 46	7 16	7 46	8 16	8 46	9 16	9 46	10 16	10 46	11 16	P M	11 46	6 41	.....	.....	.....
Sholls	7.6	4 17	4 47	5 17	5 47	6 17	6 47	7 17	7 47	8 17	8 47	9 17	9 47	10 17	10 47	11 17	.....	11 47	6 42	.....	.....	.....
Hollis ..... ♂	9.1	4 22	4 52	5 22	5 52	6 22	6 52	7 22	7 52	8 22	8 52	9 22	9 52	10 22	10 52	11 22	.....	11 52	6 47	.....	.....	.....
Pekin[4] ..... ♂	11.3	4 30	5 00	5 30	6 00	6 30	7 00	7 30	8 00	8 30	9 00	9 30	10 00	10 30	11 00	11 30	.....	12 00	6 55	.....	.....	.....
[ARRIVE	....	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	.....	Night	A M	.....	.....	.....

NORTHWARD.	Mls	76	80	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42
[LEAVE	....	A M	....	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M
Pekin[4] ..... ♂	0	†5 00	.....	*7 00	*7 30	*8 00	*8 30	*9 00	*9 30	*10 00	*10 30	*11 00	*11 30	*12 00	*12 30	*1 00	*1 30	*2 00	*2 30	*3 00	*3 30	*4 00
Hollis ..... ♂	2.2	5 10	.....	7 08	7 38	8 08	8 38	9 08	9 38	10 08	10 38	11 08	11 38	12 08	12 38	1 08	1 38	2 08	2 38	3 08	3 38	4 08
Sholls	3.7	5 12	.....	7 13	7 43	8 13	8 43	9 13	9 43	10 13	10 43	11 13	11 43	12 13	12 43	1 13	1 43	2 13	2 43	3 13	3 43	4 13
Straesser	4.1	5 14	A M	7 14	7 44	8 14	8 44	9 14	9 44	10 14	10 44	11 14	11 44	12 14	12 44	1 14	1 44	2 14	2 44	3 14	3 44	4 14
South Bartonville .. ♂	5.3	5 15	†5 45	7 18	7 48	8 18	8 48	9 18	9 48	10 18	10 48	11 18	11 48	12 18	12 48	1 18	1 48	2 18	2 48	3 18	3 48	4 18
Bartonville	6.4	5 22	5 52	7 22	7 52	8 22	8 52	9 22	9 52	10 22	10 52	11 22	11 52	12 22	12 52	1 22	1 52	2 22	2 52	3 22	3 52	4 22
Iowa Junction[3] .. ♂	7.4	5 24	5 54	7 24	7 54	8 24	8 54	9 24	9 54	10 24	10 54	11 24	11 54	12 24	12 54	1 24	1 54	2 24	2 54	3 24	3 54	4 24
Western Avenue[2] ..	9.0	5 27	5 57	7 27	7 57	8 27	8 57	9 27	9 57	10 27	10 57	11 27	11 57	12 27	12 57	1 27	1 57	2 27	2 57	3 27	3 57	4 27
Peoria[1] ..... ♂	11.3	5 45	6 15	7 45	8 15	8 45	9 15	9 45	10 15	10 45	11 15	11 45	12 15	12 45	1 15	1 45	2 15	2 45	3 15	3 45	4 15	4 45
[ARRIVE	....	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M

(*Central time.*)	Mls	44	46	48	50	52	54	56	58	60	62	64	66	68	70	72	74	82	84	.....
[LEAVE	....	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	.....	.....	.....
Pekin[4] ..... ♂	0	*4 30	*5 00	*5 30	*6 00	*6 30	*7 00	*7 30	*8 00	*8 30	*9 00	*9 30	*10 00	*10 30	*11 00	*11 30	*12 00	.....	.....	.....
Hollis ..... ♂	2.2	4 38	5 08	5 38	6 08	6 38	7 08	7 38	8 08	8 38	9 08	9 38	10 08	10 38	11 08	11 38	12 08	.....	.....	.....
Sholls	3.7	4 43	5 13	5 43	6 13	6 43	7 13	7 43	8 13	8 43	9 13	9 43	10 13	10 43	11 13	11 43	12 13	.....	.....	.....
Straesser	4.1	4 44	5 14	5 44	6 14	6 44	7 14	7 44	8 14	8 44	9 14	9 44	10 14	10 44	11 14	11 44	12 14	A M	A M	.....
South Bartonville .. ♂	5.3	4 48	5 18	5 48	6 18	6 48	7 18	7 48	8 18	8 48	9 18	9 48	10 18	10 48	11 18	11 48	12 15	6 15	6 45	.....
Bartonville	6.4	4 52	5 22	5 52	6 22	6 52	7 22	7 52	8 22	8 52	9 22	9 52	10 22	10 52	11 22	P M	Night	6 22	6 52	.....
Iowa Junction[3] .. ♂	7.4	4 54	5 24	5 54	6 24	6 54	7 24	7 54	8 24	8 54	9 24	9 54	10 24	10 54	11 24	.....	.....	6 24	6 54	.....
Western Avenue[2] ..	9.0	4 57	5 27	5 57	6 27	6 57	7 27	7 57	8 27	8 57	9 27	9 57	10 27	10 57	11 27	.....	.....	6 27	6 57	.....
Peoria[1] ..... ♂	11.3	5 15	5 45	6 15	6 45	7 15	7 45	8 15	8 45	9 15	9 45	10 15	10 45	11 15	11 45	.....	.....	6 45	7 15	.....
[ARRIVE	....	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	.....	.....	A M	A M	.....

Connections.—[1] With Chicago & Alton Ry.; Chicago, Peoria & St. Louis Ry.; Illinois Central R.R., Toledo, Peoria & Western Ry.; Cleveland, Cincinnati, Chicago & St. Louis Ry.; Lake Erie & Western R.R.; Chicago, Rock Island & Pacific Ry., and Vandalia Line. [2] With Chicago & North-Western Ry.; Chicago, Burlington & Quincy Ry.; Iowa Central Ry.; Chicago, Rock Island & Pacific Ry. [3] With Cleveland, Cincinnati, Chicago & St. Louis Ry.; Atchison, Topeka & Santa Fe Ry.; Chicago, Peoria & St. Louis Ry.; Illinois Central R.R., and Chicago & Alton Ry.

* Daily. † Daily, except Sunday. ♂ Telegraph stations.

JAMESTOWN, CHAUTAUQUA & LAKE ERIE RAILWAY.

JOS. B. MAYER, President, Rooms 1101 and 1102, Trust Company of America Building, New York, N.Y.
J. C. CALISCH, Vice-President, 538 Brisbane Building, Buffalo, N.Y.
M. C. BRUSH, General Manager, 538 Brisbane Bldg, Buffalo, N.Y
G. M. BRUSH, General Agent, Jamestown, N.Y.
D. F. PARISH, Superintendent, "
M. J. BINKLEY, General Auditor, 535 Brisbane Bldg, Buffalo, N.Y.

No. 6	No. 4	No. 2	Mls	*November* 14, 1909.	No. 1	No. 3	No 5
				LEAVE] [ARRIVE			
*5 45 P M	*2 00 P M	*8 05 A M	0	+.... **Jamestown** ..... ♁	7 50 A M	11 20 A M	5 25 P M
f –	f –	f –	2.1	..... Clifton	f –	f –	f –
5 51 "	– –	– –	3.1	..... Bonita.....	7 44 "	– –	– –
f –	f –	f –	3 8	..... Fluvanna	f –	f –	f –
5 55 "	2 10 "	8 15 "	5.0	.....Greenhurst.....	7 40 "	11 10 "	5 15 "
f –	f –	f –	5.4	..... Griffiths	f –	f –	f –
f –	f –	f –	6.0	.....Driftwood.....	f –	f –	f –
f –	f –	f –	6.8	..... Belleview	f –	f –	f –
f –	f –	f –	8.0	.....Colburns.....	f –	f –	f –
f –	f –	f –	9.0	..... Phillips Mills	f –	f –	f –
6 10 "	2 25 "	8 30 "	10.5	+.....Bemus Point..... ♁	7 25 "	10 55 "	5 00 "
f –	f –	f –	11.5	..... Bay View	f –	f –	f –
f –	f –	f –	12.5	..... Giffords	f –	f –	f –
f –	f –	f –	13.5	..... Warners	f –	f –	f –
6 20 "	2 35 "	8 40 "	14.4	..... Maple Springs	7 13 "	10 43 "	4 51 "
f –	f –	f –	15.0	..... Midway Park	f –	f –	f –
f –	f –	f –	15.8	.....Starr Farm	f –	f –	f –
6 27 "	2 42 "	8 47 "	17.4	+..... Dewittville ..... ♁	7 05 "	10 35 "	4 44 "
6 29 "	2 44 "	8 49 "	18.4	+.. Point Chautauqua .. ♁	7 03 "	10 33 "	4 42 "
f –	f –	f –	19.6	..... Wooglin	f –	f –	f –
f –	f –	f –	20.5	..... Hartfield	f –	f –	f –
– –	– –	– –	22.0	....Penna. R.R. Junc... ♁	– –	– –	– –
– –	2 56 "	–•–	....	arr.{+..**Mayville**....{ive	– –	– –	– –
– –	2 58 "	– –	....	lve.{...(*P. R.R. Sta.*)..{arr.	– –	– –	– –
– –	– –	– –	....	... Penna. R.R. Junc .. ♁	– –	– –	– –
6 37 "	3 03 "	8 56 "	22.2	.. **Mayville** (*Chaut. St.*) ♁	6 55 "	10 25 "	4 33 "
6 47 "	3 13 "	9 06 "	26.7	..... Glenewen	6 45 "	10 15 "	4 23 "
6 53 "	3 19 "	9 12 "	28.5	..... Nixon	6 38 "	10 08 "	4 15 "
6 58 "	3 24 "	9 18 "	31.5	.. **Westfield** (*Main St.*) ♁	6 32 "	10 02 "	4 07 "
7 00 P M	3 27 P M	9 20 A M	32.2	arr...+**Westfield** ♁...ive.	*6 30 A M	*10 00 A M	*4 05 P M
				arr..... **Buffalo**.....lve.			
				Via Pennsylvania R.R.			
8 50 P M	5 45 P M			..*Via L. S. & M. S. Ry*...		7 30 A M	1 45 P M
				Via N.Y.C. & St. L. R.R.		7 10 A M	1 50 P M

Chautauqua Branch.—Mayville to Chautauqua (3 miles). Operated for freight service only.

* Daily; *f* stops to leave, and, if flagged, to take passengers + Coupon stations; ♁ Telegraph stations.

CONNECTIONS.—**Jamestown**—With Erie R.R., Dunkirk, Allegheny Valley & Pittsburgh R.R. (by Electric Car from Falconer); Warren-Jamestown Street Ry. **Point Chautauqua**—With Chautauqua Steamboat Co. for all points on Lake. **Mayville**—With Pennsylvania R.R. **Westfield** (Main Street)—With Buffalo & Lake Erie Traction Co. **Westfield**—With Lake Shore & Michigan Southern Ry. and New York, Chicago & St. Louis R.R.

STANDARD—*Eastern time.*

SEBASTICOOK & MOOSEHEAD RAILROAD.

RUFUS BURNS, General Manager, Pittsfield, Me.

Trains leave **Pittsfield**[1] †9 10 a.m., †5 05 p.m. for Hartland (8 miles), arriving Mainstream (15 miles), 11 00 a.m., 6 55 p.m. Returning, leave Mainstream †6 35 a.m., †2 15 p.m., arriving at Pittsfield 7 25 a.m., 3 40 p.m.

† Daily, except Sunday. *October* 5, 1908.

Connection.—[1] With Maine Central R.R. *Eastern time.*

ROGUE RIVER VALLEY RAILWAY.

W. H. BARNUM, Vice-President and Treasurer, Jacksonville, Ore.

Trains leave Jacksonville *9 00 a.m., *3 30 p.m., arrive **Medford**[1] (6 miles) 9 20 a.m., 3 50 p.m. Returning, leave Medford *10 45 a.m., *5 55 p.m., arrive Jacksonville 11 05 a.m., 6 15 p.m. *March* 1, 1908.

Trains marked * run daily. *Pacific time.*

Connection.—[1] With Southern Pacific Co.

TRINITY VALLEY SOUTHERN RAILROAD.

A. C. FORD, President, Houston, Tex.

Trains leave Oakhurst *8 30 a.m., *12 30 noon, arriving at **Dodge**[1] (6½ miles) 9 30 a.m., 1 30 p.m. Returning, leave **Dodge** *10 05 a.m., *2 00 p.m., arriving at Oakhurst 11 00 a.m., 3 00 p.m. *August*, 1909.

* Daily.

Connection.—[1] With International & Great Northern Ry.

MOREHEAD & NORTH FORK RAILROAD.

W. B. TOWNSEND, Jr., Superintendent, Clearfield, Ky.

Trains leave **Morehead**[1] †6 50 a.m. for Clearfield (1.5 miles), Lick Fork (7.3 miles), Paragon (10.5 miles), Bucket (— miles), Wrigley (22 miles), arriving Redwine (25 miles) 8 23 a.m. Leaves Morehead §9 30 a.m., arrives Wrigley 10 51 a.m. Leave Morehead §12 30 noon, †6 05 p.m., arrive Clearfield 12 35 noon, 6 10 p.m. Returning, leaves Redwine †8 30 a.m., arrives Wrigley 8 38 a.m. Leave Wrigley §11 00 a.m., †4 50 p.m., arrive Morehead 12 26 noon, 6 00 p.m. Leave Clearfield †6 40, §9 20 a.m., arrive Morehead 6 45, 9 25 a.m. *May* 18, 1909.

† Daily, except Sunday; § Sunday only. *Central time.*

Connection.—[1] With Chesapeake & Ohio Ry.

MONTANA WESTERN RAILWAY.

J. MCCAMBRIDGE, Superintendent, Valier, Mont.

Leave **Conrad**[1] for Old Camp (11.4 miles) and Valier (19.8 miles) *1 30, *7 40 p.m. Returning, leave Valier *9 30 a.m., *4 00 p.m., arriving Conrad 11 30 a.m., 6 50 p.m. *October* 10, 1909.

* Daily. STANDARD—*Mountain time.*

Connection.—[1] With Great Northern Ry.

Buffalo & Lake Erie Traction Co.

(Electric.)

General Offices Clinton and Ellicott, Buffalo, N.Y.

JOS. B. MAYER, President, 37 Wall Street, N.Y.
J. C. CALISCH, Vice-President, Buffalo, N.Y.
M. C. BRUSH, General Manager, "
M. J. BINKLEY Auditor "

Operates Fast, Comfortable Limited Service.

BUFFALO AND FREDONIA.

Mls.	STATIONS.	Time.
....	**Buffalo**.....	.....
0	Lafayette Square....	0 min.
4.4	Lackawanna	22 "
9.5	Athol Springs	34 "
12.1	Wanakah	39 "
15.6	North Evans.....	44 "
21.7	Angola	55 "
26.0	Barnham.....	1 hr. 3 min.
28.2	Irving	1 " 7 "
31.8	Silver Creek	1 " 16 "
37.2	Sheridan	1 " 21 "
43.2	Dunkirk	1 " 32 "
46.2	**Fredonia**	1 " 53 "

Leave **Buffalo for Fredonia,** every hour, *7 00 a.m. to *9 00 p.m., and at *11 30 p.m.

Leave **Fredonia for Buffalo,** every hour, *5 56 a.m. to *8 56 p.m., and at *10 56 p.m.

FREDONIA AND WESTFIELD.

Mls.	STATIONS.	Time.
0	**Fredonia**	0 min.
4.1	Amber on	14 "
6.7	Brocton	22 "
8.1	Portland	30 "
11.5	West Portland	40 "
15.1	**Westfield**.....	50 "

Leave **Fredonia for Westfield** *4 45 a.m. and every hour, *5 35 a.m. to *11 35 p.m.

Leave **Westfield for Fredonia,** every hour, *5 30 a.m. to *12 0 night.

WESTFIELD AND ERIE

Mls.	STATIONS.	Time.
0	**Westfield**	0 min.
4.4	Forsythe.....	15 "
7.9	Ripley	25 "
15.4	North East.....	52 "
20.6	Mooreheadville	1 hr. 14 min.
23.5	Harbor Creek	1 " 22 "
27.1	Wesleyville	1 " 35 "
32.0	**Erie**.....	2 " 0 "

Leave **Westfield for Erie** †6 30, *7 30 a.m. and every hour to *10 30 p.m. (for Harbor Creek *11 30 p.m.). Leave North East for Erie †5 30, *6 30 a.m.

Leave **Erie for Westfield** †5 30 *6 30 a.m. and every hour to 9 30 p.m.; for North East *10 30, *11 30 p.m. Leave Harbor Creek for Westfield †5 07 a.m.

* Daily; † daily, except Sunday. STANDARD—*Central time.*

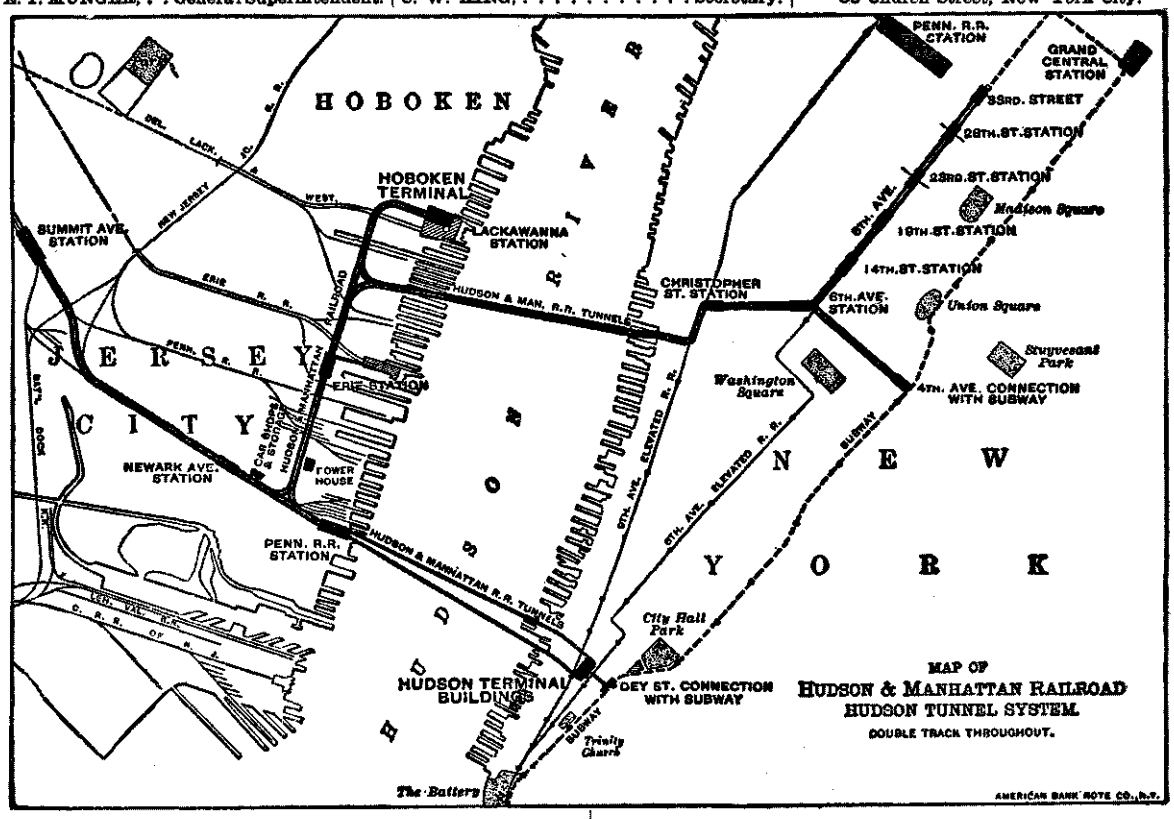
Connections.—At Buffalo, Dunkirk, Fredonia and Erie for all points in New York, Pennsylvania and Ohio; also with local lines.

Illustrated folder mailed on request.

Hudson & Manhattan Railroad Co.

HUDSON TUNNEL SYSTEM.

W. G. McADOO, ... President.
W. C. FISK, ... Vice-President.
E. T. MUNGER, . . General Superintendent.
O. T. BOYD, . . General Passenger Agent.
F. W. WALZ, ... Assistant Treasurer.
C. W. KING, ... Secretary.
T. P. ARTAUD, ... Purchasing Agent.
EXECUTIVE OFFICES:
30 Church Street, New York City.



RUNNING TIME

Between HUDSON TERMINAL and

Jersey City (Pennsylvania Railroad Station)	3 Minutes.
Erie Station	6 "
Hoboken	10 "
Twenty-third Street and Sixth Avenue	17 "

Between JERSEY CITY (Penna. R.R. Station) and

Hudson Terminal	3 Minutes.
Erie Station	3 "
Hoboken	7 "
Twenty-third Street and Sixth Avenue	14 "

Between ERIE STATION and

Pennsylvania Railroad Station	3 Minutes.
Hudson Terminal	6 "
Hoboken	4 "
Twenty-third Street and Sixth Avenue	11 "

Between HOBOKEN and

Erie Station	4 Minutes.
Pennsylvania Railroad Station	7 "
Hudson Terminal	10 "
Twenty-third Street and Sixth Avenue	12 "

Between TWENTY-THIRD ST. AND SIXTH AVE. and

Erie Station	11 Minutes.
Hoboken	12 "
Pennsylvania Railroad Station	14 "
Hudson Terminal	17 "

All trains to and from Twenty-third Street stop also at Nineteenth Street and Sixth Avenue, Fourteenth Street and Sixth Avenue, Ninth Street and Sixth Avenue and Christopher Street Stations.

CONNECTIONS.

At **Hudson Terminal**—With Sixth and Ninth Avenue Elevated, with Broadway surface line (one block), and with the Subway (one block to Fulton Street Station).

At **Jersey City (Penna. R.R. Station)**—With Pennsylvania R.R., Lehigh Valley R.R. and New York, Susquehanna & Western R.R. and all street car lines.

At **Jersey City (Erie R.R. Station)**—With Erie R.R. and street car lines.

At **Hoboken**—With Lackawanna R.R. and all street car lines.

At **Twenty-third Street and Sixth Avenue**—With Sixth Avenue Elevated and surface cars on Twenty-third St. and Sixth Ave.

At **Fourteenth Street and Sixth Avenue**—With Sixth Avenue Elevated and surface cars on Fourteenth Street and Sixth Avenue.

At **Christopher Street**—With Ninth Avenue Elevated and surface cars on Christopher Street and Greenwich Street.

SCHEDULE OF TUNNEL TRAINS

Tunnel Trains run between all stations at least EVERY THREE MINUTES during the morning and afternoon rush hours, and EVERY FIVE MINUTES during the balance of the day and night.

Between the Erie Railroad and the Pennsylvania Railroad Stations in Jersey City and the Hudson Terminal, Church and Cortlandt Streets, New York, tunnel trains run every 1½ minutes during the rush hours and every 2½ minutes during the balance of the day and night.

From 1 00 a.m. to 5 00 a.m. tunnel trains run every 30 minutes.

RUSH HOURS

From 6 40 a.m. to 9 20 a.m. and from 4 40 p.m. to 6 40 p.m. constitute rush hours, during which hours the train service is greatly increased.

GRAND CENTRAL STATION

18 Minutes from **Hudson Terminal Building**, via Fulton Street Subway station and Subway express trains.

20 Minutes from **Hoboken** to **Grand Central Station**, via the Tunnel Station at Fourteenth Street, New York, the Fourteenth Street surface cars to Fourth Avenue, thence Fourth Avenue surface cars or a Subway express.

STEAMSHIP LINES

One of the main entrances to the **Hoboken Tunnel Station** is at the head of River Street, within a short distance of, and on a direct line with, the piers of the **Hamburg-American, North German Lloyd** and **Holland-American** steamship lines. The Christopher Street station is near the docks of the Cunard, White Star and Clyde lines.

EQUIPMENT.—Steel fireproof cars—operated by electricity.

PUBLIC TELEPHONE FACILITIES.—Booths and operators available at Twenty-third Street and Sixth Avenue, at the Hudson Terminal Station and at the Hoboken Station for both incoming and outgoing passengers.

PARCEL CHECK ROOMS.—Packages and hand baggage may be checked at the Parcel Room at the Hudson Terminal, on the Fulton Street end of Concourse, and at the Twenty-third Street station, east side of Sixth Avenue.

COMPLAINTS.—Passengers are earnestly requested to report any incivility or inattention on the part of employees, and thus aid the management in making the service as nearly perfect as possible.

PLANT LINE

POPULAR SEA ROUTE BETWEEN THE

United States and Nova Scotia, Cape Breton and Prince Edward Island, Newfoundland.

CANADA ATLANTIC & PLANT STEAMSHIP COMPANY (Limited).

THE ONLY DIRECT SERVICE

—BETWEEN—

Boston, Halifax, Hawkesbury and Charlottetown

DECEMBER SCHEDULE—1909.

Eastbound.	S.S. A. W. Perry		
Lve. **Boston**	Sat. 12 00 Noon		
Arr. **Halifax**	Sun. 5 00 P M		
Lve. **Halifax**			
Arr. **Hawkesbury**			
Arr. **Charlottetown**			
Westbound.	S.S. A. W. Perry		
Lve. **Charlottetown**			
Lve. **Hawkesbury**			
Arr. **Halifax**			
Lve. **Halifax**	Wed. 8 00 A M		
Arr. **Boston**	Thu. Noon		

MAIN OFFICE:
COMMERCIAL WHARF, BOSTON, MASS.

NO CHANGES OR TRANSFERS.

All sailings from COMMERCIAL WHARF, Boston.

Reached by Washington St. and Atlantic Ave. surface cars and Atlantic Ave. elevated to State St. Station.

Eastern time; one hour added gives *Atlantic time*, used in Halifax.

CONNECTIONS.—At Halifax—With Intercolonial Ry., Dominion Atlantic Ry. and Coastal steamers, S.S. Senlac for Lunenburg and Liverpool, S.S. Strathcona for Isaacs Harbor, Goldboro, Canso and intermediate ports, also with steamers for St. Johns, N.F.

A. W. PERRY, President and General Manager, Boston, Mass.

H. L. CHIPMAN, Eastern Manager, Halifax, N.S.
E. C. VERNER, Auditor and Accountant. Boston, Mass.
F. W. BEDELL, Agent, Boston, Mass.
R. H. HUMPHREY, Agent, Plant Wharf, Halifax, N.S.

IRONDALE, BANCROFT & OTTAWA RAILWAY.

L. B. HOWLAND, General Manager, Irondale, Ont.

Train leaves Bancroft †11 00 a.m., arriving at **Kinmount Junction**[1] (50 miles) 2 45 p.m. Returning, leaves Kinmount Junction †3 15 p.m., arriving at Bancroft 6 35 p.m. *April*, 1908.

† Daily, except Sunday. *Eastern time.*

Connection.—[1] With Grand Trunk Ry.

ATLANTIC, QUEBEC & WESTERN RAILWAY.

F. C. BOUVIER, Superintendent, New Carlisle, P.Q.

Train leaves **New Carlisle**[1] †3 55 p.m., arriving at Port Daniel (22.25 miles) 5 10 p.m. Returning, leaves Port Daniel †7 10 a.m., arriving at New Carlisle 8 30 a.m. *September* 27, 1909.

† Daily, except Sunday. *Eastern time.*

Connection.—[1] With Atlantic & Lake Superior Ry.

CALUMET, HAMMOND & SOUTHEASTERN RAILROAD.

J. J. ARMSTRONG, Traffic Manager, Marquette Building, Chicago, Ill.

Terminal and connecting road at South Chicago, Ill. Mileage, 5¼ miles. *March*, 1908.

Connections.—Chicago & Western Indiana Ry. and New York, Chicago & St. Louis R.R.

MONTE NE RAILWAY.

W. H. HARVEY, President and General Manager, Monte Ne, Ark.

Extends from Monte Ne to **Lowell**[1] (5 miles). During Summer season trains connect with all Frisco passenger trains at Lowell during day time. *March*, 1908.

Connection.—[1] With St. Louis & San Francisco R.R.

REID NEWFOUNDLAND COMPANY.

	5	7	1	Mls	*April*, 1909.		2	6	8
		A M	P M		LEAVE	ARRIVE	Noon		P M
		†8 45	*6 00	0	+ .... **St. John's** .... ♂		12 00		8 15
		9 23	6 23	7	..... Donovan's		11 45		8 55
		9 21	6 30	9	..... Irvine ..... ♂		11 40		8 48
		9 38	6 42	13	+ ..... Topsail ..... ♂		11 28		8 32
		10 02	7 00	19	+ .... Kelligrew's .... ♂		11 10		8 07
		10 40	7 30	30	+ .... Holyrood .... ♂		10 40		7 30
		11 06	7 60	36	+ .... Avondale .... ♂		10 21		7 10
	P M	11 35	8 16	42	+ **Brigus Junction** ♂		10 07	A M	6 55
	a810	12 15	b8 00	55	+ .. **Whitbourne** .. ♂		*9 20	9 05	6 00
	9 35	12 40	8 20	63	.. Placentia Junction ..		8 53	8 45	†5 30
	11 10	Noon	10 30	87	..... Rantem		7 55	7 15	P M
	11 23		10 40	91	..... La Manche		7 44	6 58	
	11 50		11 00	99	..... Arnold's Cove .... ♂		7 25	6 30	
	12 06		11 14	103	... Come-by-Chance		7 12	6 14	
	12 52		11 60	116	.... Northern Bight		6 35	5 32	
	e1 55		12 40	131	+ .. **Clarenville** .. ♂		5 55	4 40	
	2 02		12 45	133	.... Shoal Harbor		5 39	4 23	
	2 45		a123	144	.... Thorburn Lake		5 05	3 45	
	3 10		1 48	151	+ **Port Blandford** ♂		4 35	3 20	
	3 50		2 33	165	..... Terra Nova .... ♂		3 45	2 25	
	4 58		3 22	181	.... Alexander Bay		2 45	c1 28	
	5 35		3 50	190	+ ..... Gambo ..... ♂		2 15	12 55	
	6 25		4 35	204	+ ..... Benton ..... ♂		d1 25	12 01	
	8 00		6 02	230	+ ..... Glenwood ..... ♂		11 55	10 20	
	8 55		6 45	245	+ **Notre Dame Jn** ♂		11 20	9 30	
	9 45		7 13	254	+ ... Norris Arm ... ♂		10 45	8 50	
	10 40		8 00	267	+ .. Bishop's Falls .. ♂		10 10	7 55	
	12 05		9 10	294	.... Badger Brook .. ♂		8 48	8 16	
	12 55		9 50	310	+ .. Millertown Junc. ♂		8 07	5 25	
	1 47		10 35	325	..... Quarry ..... ♂		7 25	4 35	
	3 55		12 18	357	..... Howley ..... ♂		5 46	2 50	
	4 16		12 34	363	..... Grand Lake .... ♂		5 30	2 10	
	6 20		2 20	402	+ .. Bay of Islands .. ♂		3 45	12 05	
	8 40		2 36	406	+ ... Birchy Cove ... ♂		3 23	11 32	
	8 03		3 40	425	..... Howards .... ♂		2 22	10 02	
	8 20		3 57	428	.... Spruce Brook		2 07	9 45	
	8 56		4 20	437	.... Harry's Brook		1 45	9 12	
	9 60		4 55	451	..... Stephenville		1 07	8 20	
	10 20		5 15	458	..... St. George's ... ♂		12 45	7 50	
	12 10		6 53	486	..... Crabbs ..... ♂		11 07	6 00	
	1 50		8 16	511	.... South Branch		9 40	4 20	
	2 48		9 05	526	+ ... Little River ... ♂		8 52	3 20	
	c4 00		a1000	546	+ . **Port-Aux-Basques** . ♂		c8 00	e2 10	
	A M		P M	633	ar.. **North Sydney** lv.		A M	A M	

* Daily; † daily, except Sunday; *a* Monday, Wednesday and Friday; *b* Sunday, Tuesday and Thursday; *c* Sunday, Wednesday and Friday; *d* Monday, Thursday and Saturday; *e* Tuesday, Thursday and Saturday; *g* Tuesday, Wednesday and Friday.

STANDARD—*Newfoundland local time*, which is 30 minutes faster than *Intercolonial time.*

♂ + Coupon stations; ♂ Telegraph stations.

"S.S BRUCE"—PORT-AUX-BASQUES AND NORTH SYDNEY.

Mon. Wed. Fri.	10 30 P M	lv.. **Port-Aux-Basques** .. ar.	6 30 A M	Wed. Fri. Sun.
Tue. Thu. Sat.	5 30 A M	ar.. **North Sydney** .. lv.	11 30 P M	Tue. Thu. Sat.

W. D. REID, Prest. & Gen. Mgr.
H. D. REID, Vice-Prest. & Asst. Gen. Mgr.
R. G. REID, Director and Gen. Supt.
G. H. MASSEY, Director and Chief Engineer.
General Offices—St. John's, Newfoundland.

J. W. N. JOHNSTONE, Gen. Pas. Agt.
E. W. TAYLOR, Gen. Fht. Agent.
H. M'NIEL, Auditor.
H. CRAWFORD, Purchasing Agent.
F. RIOUX, Superintendent.

Cable Address: "REID," St. Johns, Newfoundland.

BRIGUS BRANCH.

15	No. 9		No. 7		M	*April*, 1909.	16	No. 10		No. 8	
.....	d8 20	P M	†11 40	A M	0	lve.. **Brigus Jn** ♂ arr.	.....	9 55	A M	8 35	P M
.....	8 50	"	12 19	Noon	11	..... Brigus ..... ♂	.....	9 30	"	6 08	"
.....	9 10	"	12 43	Noon	17	.... Clark's Beach	.....	9 10	"	5 45	"
.....	9 30	"	1 08	P M	22	..... Bay Roberts ... ♂	.....	8 52	"	5 25	"
P M	9 36	"	1 15	"	24	.... Spaniard's Bay	A M	8 42	"	5 15	"
g10 10	9 43	"	1 24	"	27	..... Tilton ..... ♂	8 10	8 32	"	5 05	"
10 35	10 10	"	1 55	"	33	.... Harbor Grace .. ♂	7 48	8 08	"	4 40	"
10 50	10 25	P M	2 15	P M	39	arr.. **Carbonear** ♂ lve.	g7 30	d7 50	A M	†4 15	P M

PLACENTIA BRANCH.

	No. 3	Mls	*April*, 1909.	No. 4
.....	†1220 Noon	0	lve..... **Whitbourne** ♂ ... arr.	6 50 P M
.....	1 45 P M	27	arr..... **Placentia** ♂ .... lve.	†4 30 P M

No. 21	No. 17	Mls	**BURNT BAY BRANCH.**	No. 18	No. 20
c11 30 P M	a6 55 A M	0	lve.. **Notre Dame Junc.** arr.	6 30 A M	10 40 P M
11 55 P M	7 20 A M	9	arr..... **Lewisport** ..... lve.	a6 00 A M	c10 10 P M

	No. 15	Mls	**BROAD COVE BRANCH.**	No. 16
.....	g9 00 P M	0	lve..... **Whitbourne** ♂ ... arr.	9 10 A M
.....	9 30 "	9	..... Broad Cove ..... ♂	8 46 "
.....	10 10 "	23	..... Tilton ..... ♂	8 10 "
.....	10 50 P M	35	arr..... **Carbonear** ♂ ... lve.	g7 30 A M

CONNECTIONS.

At **North Sydney** with the Intercolonial Ry. and via this line with the Canadian Pacific, Grand Trunk, Dominion Atlantic, Maine Central, Boston & Maine and all railway lines in Canada and the United States; also with the Canada and Plant Steamship Co., via Halifax.

Trains connect at **Lewisport** with steamer for Twillingate, Fogo, Tilt Cove, Pilleys Island and all points in Notre Dame Bay.

At **Placentia** for all parts of Placentia Bay, Burin Fortune, St. Lawrence, Lamaline, Fortune and Grand Bank, at **Port Blandford** with steamers for all points in Bonavista Bay and at **Clarenville** with steamers for all points in Trinity Bay. Navigation on Notre Dame, Bonavista and Trinity Bays closes on Dec. 31st each year and reopens again on May 1st.

At **St. John's** with steamers for all points along the south and north coast and Labrador. At **St. John's** with all the steamers for London and Liverpool, Eng., and all European points, thus enabling tourists and travelers to reach all points in Newfoundland and Labrador.

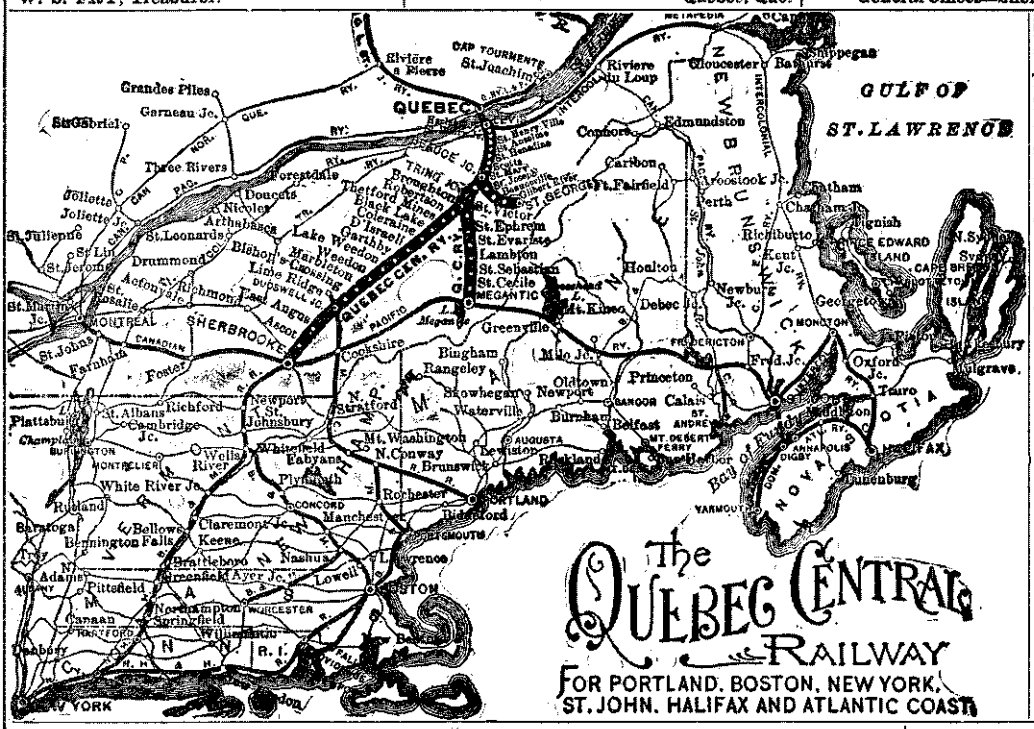
QUEBEC CENTRAL RAILWAY.

J. H. WALSH, General Manager.
A. STEELE, General Superintendent.
E. O. GRUNDY, Gen. Fht. and Pas. Agent.
W. S. FRY, Treasurer.

T. J. MAGUIRE, Accountant.
T. P. STREETER, Trainmaster.
F. S. STOCKING, City Pas. & Tkt. Agt., Quebec, Que.

P. R. NEILL, Traveling Passenger Agt., Room 80, North Station, Boston, Mass.

General Offices—Sherbrooke, P.Q.



Connections.—1 With Boston & Maine R.R. for Boston, New York, White Mountains, south and west. With Grand Trunk Ry. for Portland, Montreal and points east and west. With Canadian Pacific Ry. for points west. 2 With Intercolonial Ry. for points east of Quebec. 3 With Canadian Pacific Ry. for Three Rivers, St. Leon Springs, Montreal and points west. With steamers for Saguenay River, St. Lawrence, Gulf ports and Montreal, and with steamships for all European ports. 4 With Maine Central R.R. for Fabyans and Portland. 5 With Canadian Pacific Ry. for St. Johns, N.B., Halifax, N.S., and all points in the Lower Provinces.

QUEBEC TO BOSTON, NEW YORK AND PORTLAND.

October 4, 1909.	Ms	2	4	12	16	.....
[LEAVE	...	A M	P M	....	....	....
Quebec[3] (*Ferry*).....+	...	†7 30	†2 30	....	....	....
Levis.....+	0	8 00	2 50	....	....	....
Harlaka Junction[2]....	5	8 11	3 02	....	....	....
St. Henry Junction....+	11	8 21	3 12	....	....	....
St. Henry Village.....+	14	8 28	3 19	....	....	....
St. Anselme.....+	21	8 44	3 40	....	....	....
St. Henedine.....+	26	8 56	3 52	....	....	....
St. Mary.....+	37	9 21	4 17	....	....	....
Beauce Junction...arr.	43	9 34	4 30	A M	....	....
Beauce Junction...lve.	43	†11 30	4 35	†7 50	....	....
St. Joseph.....+	48	11 45	4 50	8 20	....	....
Beauceville .....+	58	12 15	5 15	8 50	....	....
St. George +.....arr.	67	12 40	5 40	9 15	P M	....
Beauce Junction +lve.	43	9 35	4 33	A M	¶8 00	....
Tring Junction.....+	55	10 02	5 07	....	9 20	....
Broughton.....+	65	10 23	5 32	....	10 06	....
Robertson.....+	71	10 36	5 44	....	10 25	....
Thetford Mines.....+	76	10 49	5 55	....	11 00	....
Black Lake.....+	80	10 58	6 04	....	11 20	....
Coleraine.....+	86	11 10	6 18	....	11 45	....
D'Israeli.....+	91	11 20	6 28	....	12 10	....
Garthby.....+	96	11 30	6 38	....	12 35	....
Lake Weedon.....+	102	11 40	6 47	....	12 55	....
Weedon.....+	107	11 50	6 57	....	1 15	....
Marbleton.....+	116	12 08	7 15	....	1 45	....
Bishops Crossing.....+	118	12 10	7 17	....	1 48	....
Dudswell Junc[4] +..arr.	119	12 12	7 20	....	1 50	....
Dudswell Junc‖....lve.	119	12 24	7 40	....	2 30	....
East Angus.....+	127	12 41	8 00	....	3 00	....
Newington.....	142	1 13	8 38	....	3 55	....
Sherbrooke[1] +.....arr.	143	1 15	8 40	....	4 00	....
Tring Junction.....lve.	55	†12 20	†6 25	....	A M	....
St. Victor.....	66	12 40	5 50	....	....	....
St. Ephrem.....	72	1 10	6 05	....	....	....
St. Evariste	79	1 40	6 25	....	....	....
Lambton	87	2 20	6 50	....	....	....
St. Sebastian.....	96	3 00	7 10	....	....	....
St. Cecile.....	105	3 35	7 35	....	....	....
Megantic[5].....arr.	115	4 00	8 00	....	A M	....
Sherbrooke (B. & M.) lve.	...	....	9 15	....	†4 55	....
Newport .. » arr.	...	....	10 55	....	6 30	....
Boston .... » arr.	...	....	7 30	....	4 40	....
Springfield » arr.	...	....	7 15	....	3 55	....
New York (N.Y.N.H.&H.) arr.	...	....	11 27	....	8 00	....
Dudswell Jn. (*M.C.*) lve.	...	12 20	A M	....	P M	....
Fabyans... » lve.	...	4 50	....	....	....	....
Portland .. » arr.	...	8 00	....	....	....	....
.....	...	P M	....	....	....	....

PORTLAND, NEW YORK AND BOSTON TO QUEBEC.

STATIONS.	Mls	3	1	15	23	.....
Portland (Maine Cent.) lve.	....	....	A M	....	....	....
Fabyans.. » lve.	....	....	12 15	....	....	....
Dudswell Jn. » arr.	....	P M	5 00	....	....	....
New York (N.Y.N.H.&H.) lve.	....	4 00	....	....	....	....
Springfield..(B. & M.) lve.	....	8 20	A M	....	....	....
Boston..... » lve.	....	8 30	3 00	....	....	....
Newport... » lve.	....	5 25	1 10	....	....	....
Sherbrooke » arr.	....	7 15	2 45	....	A M	....
Megantic[5].....	0	†6 30	....	....	†7 45	....
St. Cecile.....	10	6 55	....	....	8 15	....
St. Sebastian.....	19	7 20	....	....	9 00	....
Lambton.....	28	7 45	....	....	9 4	....
St. Evariste	36	8 14	....	....	10 20	....
St. Ephrem.....	43	8 40	....	....	11 00	....
St. Victor.....	49	9 05	....	....	11 30	....
Tring Junction.....arr.	60	9 50	P M	P M	12 20	....
Sherbrooke[1].....lve.	0	†7 30	†4 00	†6 40	Noon	...
Newington.....	1	—	—	—		....
East Angus.....	16	8 10	4 39	8 00	....	....
Dudswell Junc‖....arr.	24	8 30	4 58	8 30	....	....
Dudswell Junc[4].....lve.	24	8 45	5 10	8 50	....	....
Bishops Crossing.....	25	8 48	5 12	8 55	....	....
Marbleton.....	27	8 53	5 15	8 40	....	....
Weedon.....	36	9 15	5 33	9 15	....	....
Lake Weedon.....	41	9 25	5 43	9 30	....	....
Garthby.....	47	9 36	5 53	9 45	....	....
D'Israeli	52	9 47	6 05	10 30	....	....
Coleraine.....	57	10 00	6 18	10 50	....	....
Black Lake.....	63	10 14	6 32	11 20	....	....
Thetford Mines.....	67	10 24	6 40	1 35	....	....
Robertson.....	72	10 36	6 50	1 50	....	....
Broughton.....	78	10 48	7 03	2 10	....	....
Tring Junction.....	88	11 10	7 25	3 10	13	....
Beauce Junction...arr.	100	11 27	7 41	3 35	P M	....
St. George.....lve.	124	†9 35	†6 10	†7 00	†1 10	....
Beauceville.....	115	10 10	6 35	7 40	1 40	....
St. Joseph.....	105	10 35	7 05	8 20	2 30	....
Beauce Junction...arr.	100	10 50	7 20	8 50	2 50	....
Beauce Junction...lve.	100	11 30	7 45	A M	P M	....
St. Mary.....	106	11 43	7 53	....	....	....
St. Henedine.....	117	12 06	8 16	....	....	....
St. Anselme.....	122	12 18	8 28	....	....	....
St. Henry Village.....	129	12 30	8 43	....	....	....
St. Henry Junction.....	132	12 37	8 50	....	....	....
Harlaka Junction[2]....	138	12 49	9 02	....	....	....
Levis[1].....arr.	143	1 00	9 15	....	....	....
Quebec[3].....	....	15	9 30	....	....	....
[ARRIVE	....	P M	P M	....	....	....

Restaurants at Dudswell Junction and Levis, where ample time is allowed for meals.

EXPLANATION OF SIGNS.

† Daily, except Sunday.
¶ Daily, except Monday.
‖ Meals.
+ Coupon stations.
STANDARD—*Eastern time.*

Stop-over Checks obtained on through tickets by application to conductor.

Southbound.

Train No. 4.

Through Coaches Quebec to Boston, connecting at Sherbrooke with Pullman Car for Boston. Pullman Car Quebec to Springfield connecting with Parlor Car for New York.

Northbound.

Train No. 3.

Through Coaches Boston to Quebec and Pullman Car Boston to Sherbrooke daily, except Saturday, connecting with Pullman Car for Quebec. Parlor Car New York to Springfield, connecting at Springfield with Pullman Car for Quebec daily, except Sunday, the car leaving Springfield on Saturdays does not run beyond Newport on Sunday morning.

Quebec Steamship Company

(LIMITED)

NEW YORK to BERMUDA and the WEST INDIES

The A-1 Twin-Screw Steel Steamships "OCEANA," 8000 Tons, and "BERMUDIAN," 5530 Tons, with all modern and up-to-date improvements, are intended to sail from

NEW YORK FOR BERMUDA

From Pier 47, North River, at 10 00 a.m., every alternate Wednesday and Saturday.

New York for St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Dominica, Martinique, ST. LUCIA, BARBADOS AND DEMERARA.

The A-1 Iron Steamships "GUIANA" (New), 3700 Tons, "PARIMA," 3000 Tons, "KORONA," 3000 Tons and "MANOA" (cargo steamer), 3000 Tons. Sailings from Pier 47, North River, at 2 00 p.m., Thursdays, January 13th, 27th and February 10th and 24th, and every alternate Thursday thereafter.

CONNECTIONS BY STEAMER WITH OTHER WEST INDIA ISLANDS AND VENEZUELA.

Summer Service.—During season of navigation steamer sails from Montreal and Quebec for Father Point, Gaspe, Mal Bay, Perce, Grand River, Summerside, P.E.I., Charlottetown, P.E.I., and Pictou, N.S.

TICKETS FOR SALE at Thomas Cook & Son's Offices: 245 Broadway, 649 Madison Avenue and 1200 Broadway, New York; 828 Chestnut Street, Philadelphia; 332 Washington Street, Boston, and 234 South Clark Street, Chicago.

A. E. OUTERBRIDGE & CO., Agents,
29 BROADWAY, NEW YORK.

ARTHUR AHERN, Secretary,
QUEBEC, CANADA.

LAKE ONTARIO & BAY OF QUINTE STEAMBOAT CO., LIMITED.

H. H. GILDERSLEEVE, President. E. E. HORSEY, General Manager. General Offices—Kingston, Canada.

ROCHESTER, N.Y., TO BAY OF QUINTE AND 1000 ISLANDS.

Discontinued for season.

Eastbound.		*Westbound.*	
Lv. **Charlotte** ..... **N.Y.** (*Port of Rochester.*)		Lv. **Alexandria Bay** .... **N.Y.**	
Lv. **Brighton** ..... **Ont.**		» **Rockport** ..... **Ont.**	
» **Canal Bridge** (*Trenton*)		Lv. **Gananoque** ..... »	
» **Belleville** ..... **Ont.**		Ar. **Kingston** ..... »	
» **Deseronto** ..... »		Lv. **Kingston** ..... »	
» **Picton** ..... »		» **Stella** ..... »	
» **Glenora** ..... »		» **Bath** ..... »	
» **Glen Island** ..... »		» **Conway** ..... »	
» **Allisons** ..... »		» **Cressy** ..... »	
» **Cressy** ..... »		» **Allisons** ..... »	
» **Conway** ..... »		» **Glen Island** ..... »	
» **Bath** ..... »		» **Glenora** ..... »	
Lv. **Stella** ..... »		» **Picton** ..... »	
Ar **Kingston** ..... »		» **Deseronto** ..... »	
Lv. **Kingston** ..... »		» **Belleville** ..... »	
Ar. **Alexandria Bay** .... **N.Y.**		» **Canal Bridge** (*Trenton*)	
» **Rockport** ..... **Ont.**		Lv. **Brighton** ..... **Ont.**	
Ar. **Gananoque** ..... »		Ar. **Charlotte** ..... **N.Y.** (*Port of Rochester.*)	

ROCHESTER, N.Y., TO COBOURG AND PORT HOPE, ONT.

Discontinued for season.

Northbound.				*Southbound.*		
			lve.... **Charlotte, N.Y** ....arr. (*Port of Rochester.*)			
			arr..... **Cobourg, Ont** .....lve.			
			arr.... **Port Hope, Ont** ....lve.			

LOCAL BAY OF QUINTE ROUTE.

Discontinued for season.

Westbound.				*Eastbound.*	
		lve..... **Kingston** ....arr.			
		» ..... **Stella** ..... lve.			
		» ..... **Bath** ..... »			
		» ..... **Emerald** ..... »			
		» ..... **Conway** ..... »			
		» ..... **Cressy** ..... »			
		» ..... **Adolphustown** . »			
		» ..... **Glenora** ..... »			
		» ... **Glen Island** ... »			
		» ..... **Picton** ..... »			
		» .... **Deseronto** ... »			
		» .... **Northport** .... »			
		arr.... **Belleville** ....lve.			

CONNECTIONS.

At Charlotte, N.Y. (Port of Rochester)—With New York Central & Hudson River Railroad.

At Port Hope and Cobourg, Ont.—With Grand Trunk Railway East, West and North, including Kawartha Lakes.

At Picton, Ont.—With stage for Sand Banks and Central Ontario Railway.

At Kingston, Ont.—With Grand Trunk Railway and Canadian Pacific Railway.

At Gananoque, Ont.—With Thousand Island Steamboat Company for American Thousand Island points.

CHARLOTTE, MONROE & COLUMBIA RAILROAD

LORAN A. KERR, President and Superintendent, McBee, S.C.

Train leaves **McBee**[1] †9 00 a.m., arriving Jefferson (18 miles) 10 20 a.m. Returning, leaves Jefferson †3 15 p.m., arriving McBee 4 35 p.m.
† Daily, except Sunday. *Eastern time.* *May* 6, 1909.

Connection.—[1] With Seaboard Air Line Ry.

PICKENS RAILROAD.

J. T. TAYLOR, General Manager, Pickens, S.C.

Trains leave Pickens †6 50, †11 30 a.m., arriving **Easley**[1] (6 miles) 7 20 a.m., 12 00 noon. Returning, leave Easley †8 00 a.m., †4 45 p.m., arriving Pickens 8 30 a.m., 5 15 p.m. *May* 5, 1907.

Connection.—[1] With Southern Ry. † Daily, except Sunday.

IVORYDALE & MILLCREEK VALLEY RAILWAY.

R. P. BUCHANAN, President and General Manager Cincinnati, O.

This road connects the tracks of the Cincinnati, Hamilton & Dayton Ry. and Cincinnati Connecting Belt Ry. at Ivorydale with those of the Cleveland, Cincinnati, Chicago & St. Louis Ry. and the Baltimore & Ohio Southwestern R.R. Total length of track 7.3 miles. Business entirely freight. *March*, 1908.

DES MOINES WESTERN RAILWAY COMPANY.

C. H. HUBSTON, Superintendent, Des Moines, Ia.

This road is operated as a terminal road, furnishing terminal facilities for the D. M. I. F. & N. Ry., and has track connection with the C. M. & St. P. Ry., D. M. U. Ry., C. G. W. Ry., Wabash R.R., C. R. I. & P. Ry. and C. B. & Q. Ry. Mileage, 4½ miles. For freight and passenger business. *March*, 1908.

General Offices:
TORONTO, CANADA.

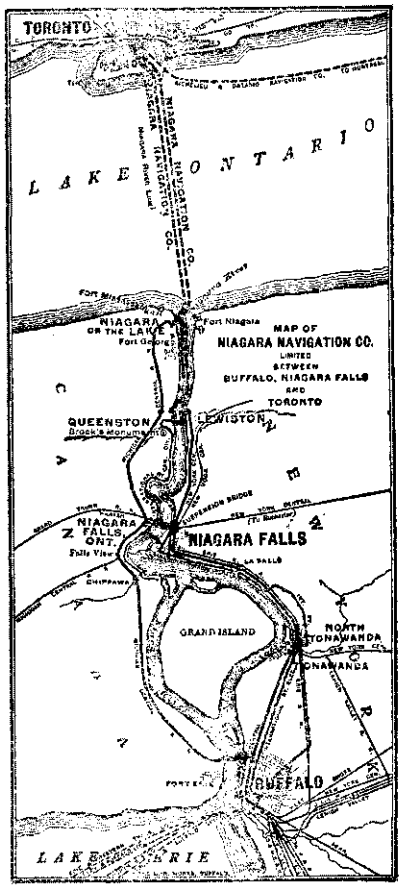
E. B. OSLER, M.P., . President.
B. W. FOLGER, Gen. Manager.
R. H. McBRIDE, . . Treasurer.
J. M. SULLIVAN, . Secretary.
S. J. MURPHY, Trav. Pas. Agt.

Connecting

Buffalo Niagara Falls Toronto

Six Trips Daily, except Sunday

STEAMBOAT EXPRESS SERVICE



CONNECTIONS.

At **Lewiston, N.Y.**—With N. Y. C. & H. R. R.R., Niagara Gorge R.R. (Electric), to and from Niagara Falls, Suspension Bridge, Buffalo, etc.
At **Queenston, Can.**—With International Ry. Co. (Electric) to and from Niagara Falls, Suspension Bridge, Buffalo, etc.
At **Niagara-on-the-Lake, Can.**—With Michigan Central R.R. for Buffalo, Niagara Falls, Suspension Bridge, etc.
At **Toronto, Can.**—With Canadian Pacific Ry., Grand Trunk Ry. System, Canadian Northern R.R. and Richelieu & Ontario Navigation Co. steamers.

WRITE FOR FREE ILLUSTRATED BOOKLET.

Tickets at offices of all Rail Lines.

CASCO BAY & HARPSWELL LINES.

E. B. WINSLOW, President. | C. W. T. GODING, Treasurer and General Mgr.
SETH L. LARRABEE, Vice-President. | General Offices, Portland, Me.

PASSENGER AND FREIGHT SERVICE PORTLAND, ME., TO THE FOLLOWING LANDINGS IN CASCO BAY

Peak's Island.
Forest City Landing.
Trefethen's Landing.
■Evergreen Landing.
■Cushing's Island.
Little Diamond Isl.
Great Diamond Isl.
Cliff Island.
South Harpswell.
■Littlejohn's Island.
■Mere Point.

Long Island.
Ponce's Landing.
Doughty's Landing.
■Cleave's Landing.
Little Chebeague Isl.
Orr's Island.
■Cousin's Island.
■Birch Island.

Great Chebeague Isl.
Central Landing.
■Eastern Landing.
■Sunset Landing.
Western Landing.
Bailey's Island.
Mackerel Cove.
York's Landing.
■Bustin's Island.
■South Freeport.
■Harpswell Center.

Connecting at Portland with Grand Trunk Ry., Boston & Maine and Maine Central R.Rs., Maine Steamship Co., Eastern Steamship Co. and Portland & Boothbay Steamboat Co.

■ Service to these points during Summer season only.

Write for folder giving full information relative to rates, schedule, hotels, etc. C. W. T. GODING, Treas & Gen. Mgr.

December, 1909.

NORTH SHORE RAILWAY CO., LTD. (NEW BRUNSWICK).

HUGO VON HAGEN, President. | JAS. MARVIN SEELEY, Treasurer.
ISAAC PURDY, Vice-Prest. and Sec'y. | M. F. KEITH, General Manager.
Offices—Moncton, N.B., and New York City, Terminal Building.

	35	37	Mls	*December* 1908.	Mls	38	36	
	A M	A M		*(Atlantic time.)*		P M	P M	Connection.—[1] With Intercolonial Ry. † Daily, except Sunday.
	†10 35	†6 00	0	lve. **Moncton**.....(*I. C. R.R.*) arr.	31	8 00	2 30	
	10 52	6 32	8	lve. **Berry's Mills**. » arr.	23	7 29	2 15	
	11 17	7 15	16	lve. **Canaan**..... » arr.	12	6 38	2 05	
	11 35	7 47	28	lve. **Coal Branch**.. » arr.	3	6 02	1 50	
	11 42	8 0	31	arr. **Adamsville**... » lve.	0	5 47	1 22	
	P M	A M		*(North Shore.)*		P M	A M	
	†1 30	†8 40	0	lve. ..... **Adamsville**[1] ..... arr.	10	4 10	11 40	
	1 50	9 00	4	..... Caribou Springs	6	4 00	11 25	
	2 05	9 10	7	..... **Hogan Junction**	3	3 46	11 15	
	2 15	9 20	9	..... Beersville	1	3 35	11 05	
	2 23	9 28	10	arr. ..... **Imperial** ..... lve.	0	3 25	10 55	
	2 10	9 15	7	lve. ..... **Hogan Junction** .... arr.	4	3 50	11 10	
	2 25	9 25	8	..... Burnley	3	3 40	10 55	
	2 32	9 33	9	..... Purdys	2	3 32	10 43	
	2 40	9 45	10	..... Mt. Carlyle	1	3 25	10 30	
	2 50	9 55	11	..... **Coalville**	0	†3 15	†10 20	
	P M	A M		ARRIVE] [LEAVE		P M	A M	

Under construction to Richibucto Bay.

SUPERIOR & WESTERN ONTARIO RAILWAY AND NEW ONTARIO TRANSPORTATION CO.

ALEXANDER McDOUGALL, Prest. | JAS. J. WHALEN, 2d Vice-President.
M. J. O'BRIEN, Vice-President. | JOHN A. WHALEN, Gen. Manager.
General Offices—Ft. William, Ont.

	Pas'nger.	Mls	*October*, 1909.	Pas'nger.		
			LEAVE] [ARRIVE			
	6 00 P M	0	**Western Ontario Jn**[1]	7 30 A M		
	6 30 P M	7.2	..... **O'Brien**	7 00 A M		
			(Via Steamers.)			
	7 00 A M	7.2	..... **O'Brien**	5 00 P M		
	9 00 »	35.0	..... Coveney	3 00 »		
	10 00 A M	49.0	..... Trappers	2 00 P M		
	12 00 Noon	69.0	.... **North East Bay** ...	12 00 Noon		
			ARRIVE] [LEAVE			

STANDARD—*Central time.*

Connection.—[1] With Grand Trunk Pacific Ry.

Grand Rapids, Holland & Chicago Ry. (Electric)

STRATHEARN HENDRIE, Gen. Mgr. and Treas., Detroit, Mich.
T. W. GORMAN, Auditor, "
CHAS. A. FLOYD, Gen. Pas. and Fht. Agt., Grand Rapids, Mich.
JOHN BUSBY, Supt. and Purchasing Agent, Holland, Mich.

Passenger train hourly in each direction. Freight express trains make five trips each way daily. Chicago boat train leaves Grand Rapids 8 00 p.m.

Connection.—At Holland—With Graham & Morton Transportation Co. steamers.

STATIONS AND MILEAGE.

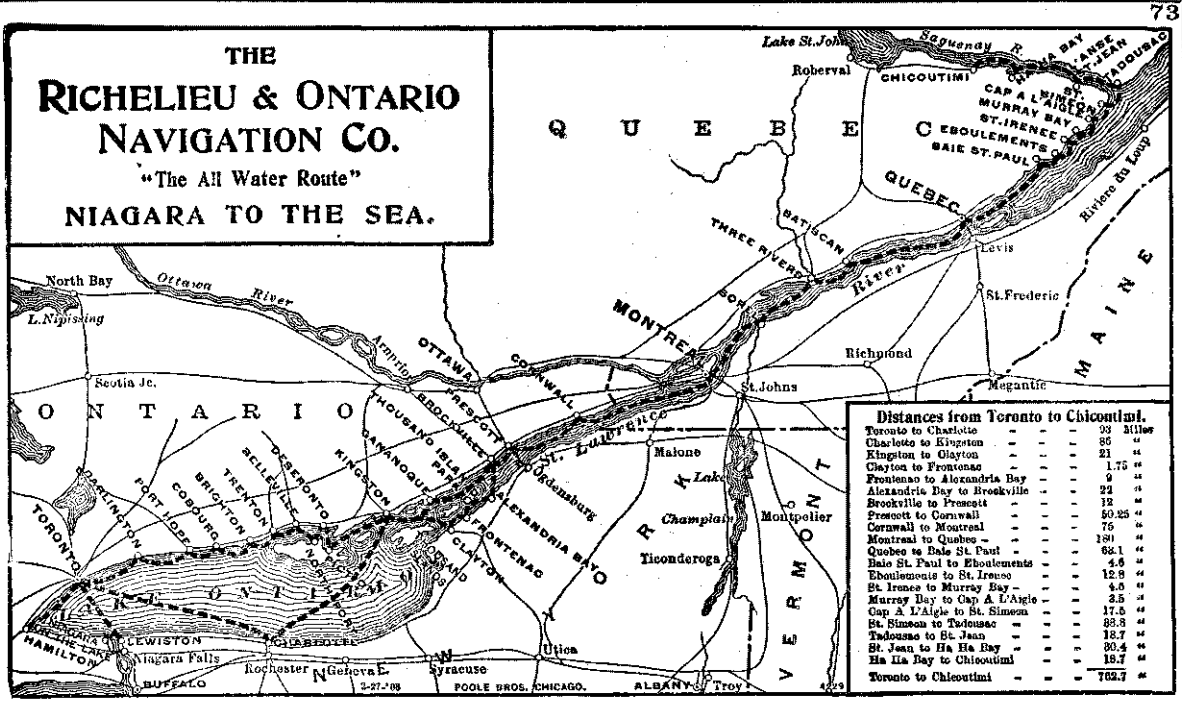
Grand Rapids	.0	Vriesland	17.9
Grandville	7.5	Zeeland	23.6
Jenison	8.5	Holland	29.8
Jamestown	11.4	Macatawa Park	34.0
Forest Grove	15.4	Saugatuck	42.5

American Express. *October*, 1909.

THE RICHELIEU & ONTARIO NAVIGATION CO.

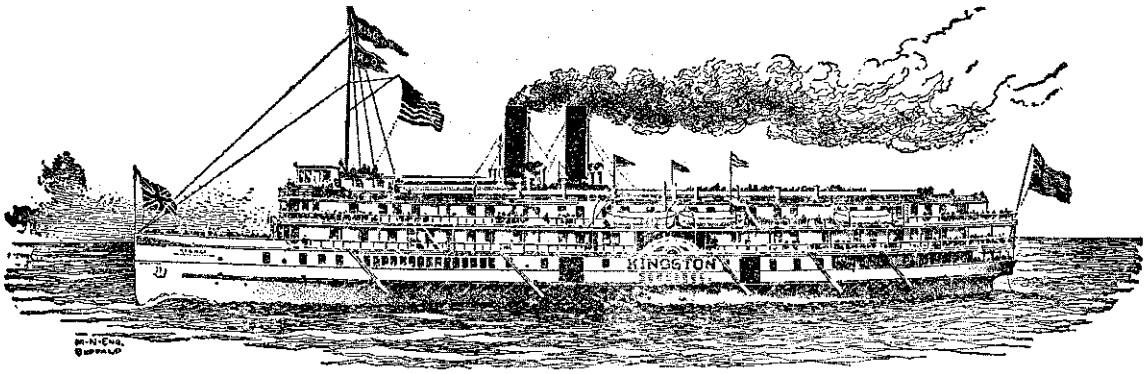
"The All Water Route"

NIAGARA TO THE SEA.

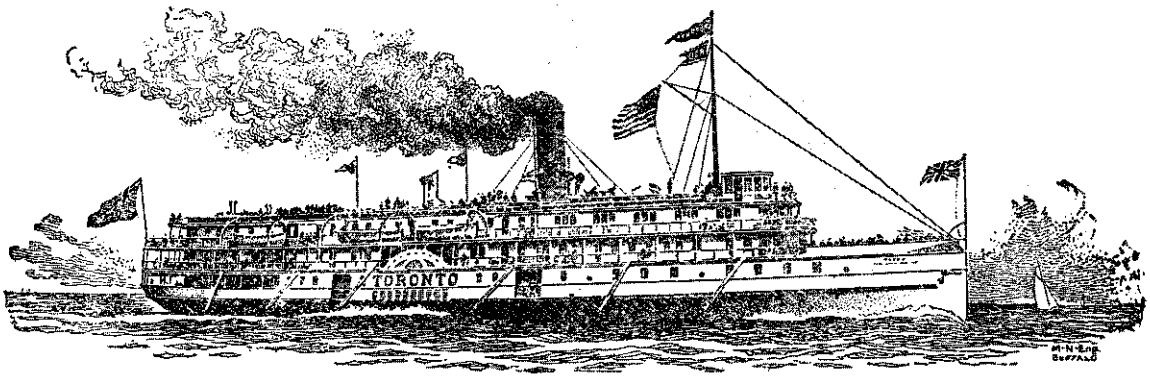


Distances from Toronto to Chicoutimi.

Toronto to Charlotte	93	Miles
Charlotte to Kingston	86	"
Kingston to Clayton	21	"
Clayton to Frontenac	1.75	"
Frontenac to Alexandria Bay	9	"
Alexandria Bay to Brockville	22	"
Brockville to Prescott	12	"
Prescott to Cornwall	50.25	"
Cornwall to Montreal	75	"
Montreal to Quebec	180	"
Quebec to Baie St. Paul	63.1	"
Baie St. Paul to Eboulements	4.6	"
Eboulements to St. Irenee	12.8	"
St. Irenee to Murray Bay	4.5	"
Murray Bay to Cap A L'Aigle	3.5	"
Cap A L'Aigle to St. Simeon	17.5	"
St. Simeon to Tadousac	33.8	"
Tadousac to St. Jean	18.7	"
St. Jean to Ha Ha Bay	30.4	"
Ha Ha Bay to Chicoutimi	18.7	"
Toronto to Chicoutimi	762.7	"



STEAMER "KINGSTON."—TORONTO-MONTREAL LINE.—Season June 1st to September 30th.



STEAMER "TORONTO."—TORONTO-MONTREAL LINE.

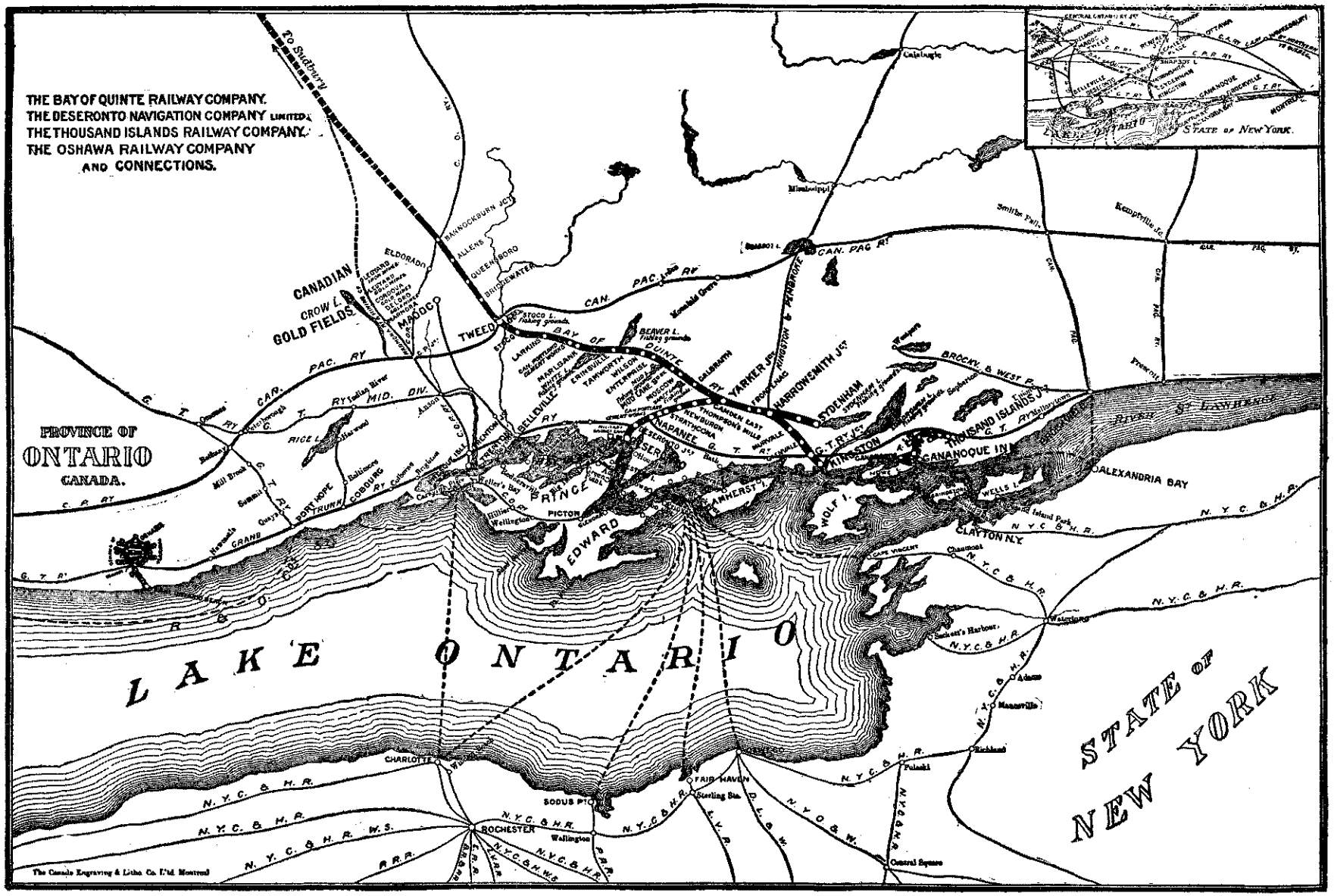
The regular line Steamers of this Company will be placed in service the latter part of April, 1910.

For particulars regarding sailing list, write to the Traffic Manager.

RODOLPHE FORGET, President.
C. J. SMITH, General Manager.
F. PERCY SMITH, Secretary.
GILBERT JOHNSTON, Mechanical Superintendent.
J. V. O'DONAHOE, Manager's Assistant.
J. A. VILLENEUVE, Comptroller and Treasurer.
M. CUSSEN, Auditor Freight and Passenger Receipts.

THOMAS HENRY, Traffic Manager, Montreal, Can.
H. FOSTER CHAFFEE, Asst. Gen. Passenger Agt., Toronto, Ont.
R. McEWEN, General Baggage Agent, Montreal, Can.
W. F. CLONEY, District Passenger Agent, Rochester, N.Y.
J. W. CANVIN, District Passenger Agent, Alexandria Bay, N.Y.
JOSEPH F. DOLAN, City Passenger Agent, Montreal, Can.
M. P. CONNOLLY, General Agent, Quebec, Can.

General Offices—MONTREAL, CANADA.


THE BAY OF QUINTE RAILWAY COMPANY.
THE DESERONTO NAVIGATION COMPANY LIMITED.
THE THOUSAND ISLANDS RAILWAY COMPANY.
THE OSHAWA RAILWAY COMPANY
AND CONNECTIONS.
PROVINCE OF
ONTARIO
CANADA.
LAKE ONTARIO
STATE OF NEW YORK
CANADIAN GOLD FIELDS
CROW L.
MADOC
TWEEDSMUIR
BAY OF QUINTE
PRINCE EDWARD
PICTON
BELLEVILLE
TRENTON
NAPANEE
YARKER JCT
HARROWSMITH JCT
STONEHAM
KINGSTON
GANANOQUE
THOUSAND ISLANDS JCT
ALEXANDRIA BAY
CLAYTON N.Y.
WOLF I.
AMHERST I.
CAN. PAC. RY
G. T. RY
N. Y. C. & H. R.
CHARLOTTE
ROCHESTER
SODUS PT.
FAIR HAVEN
Sterling Sta.
Fulaski
Richland
Adams
Mannsville
Watertown
Cape Vincent
Chaumont
Sackett's Harbour
Central Square
Wellington
Campbellford
Trenton
Belleville
Napanee
Kingston
Gananoque
Brockville
Prescott
Smiths Falls
Kemptville Jc.
Mississippi
Calabogie
Renfrew
Pembroke
Mattawa
Sudbury
Bancroft
Madoc
Tweed
Marmora
Stirling
Frankford
Trenton
Colborne
Port Hope
Cobourg
Port Dalhousie
Grimsby
Hamilton
Toronto
Oshawa
Whitby
Bracebridge
Huntsville
Parry Sound
Rice L.
Stoco L.
Beaver L.
Wolf I.
Wells I.
Island Park
Cape Vincent
The Canada Engraving & Litho. Co. Ltd. Montreal

THE BAY OF QUINTE RAILWAY COMPANY.

E. WALTER RATHBUN, President and Gen. Mgr.
C. A. MILLENER, Secretary-Treasurer.
GEO. W. WRIGHT, Auditor.
H. B. SHERWOOD, Superintendent.
J. F. CHAPMAN, General Freight & Passenger Agent.
J. W. EVANS, Engineer.
C. H. BOND, United States Agent, Oswego, N.Y.
GENERAL OFFICES—DESERONTO, ONT.

KINGSTON TO BANNOCKBURN JUNCTION.

December 1, 1909.	Mls	Pas'nger.	Pas'nger.	Pas'nger.	.....
Lve. **Montreal** (*Gd. Tk. Ry.*) +	....	.....	9 45 A M	.....	.....
Lve. **Kingston**[1] ..... +	0	.....	†4 00 P M	.....	.....
" Kingston Junction .... +	2	.....	4 10 "	.....	.....
" Glenvale □ ..... +	10	.....	– –	.....	.....
" Murvale □ ..... +	14	.....	– –	.....	.....
Arr. **Harrowsmith**[2] ..... +	19	.....	4 55 P M	.....	.....
Arr. Sydenham ..... +	24	†8 10 A M	6 10 P M	.....	.....
Sydenham Lake Fishing Grounds.					
Lve. **Harrowsmith** ..... +	19	†8 20 A M	4 55 P M	.....	.....
Arr. Yarker ..... +	26	8 45 "	5 20 "	.....	.....
Lve. Yarker	26	9 00 "	5 35 "	†12 55 Noon	.....
Varty Lake Fishing Grounds.					
" Moscow ..... +	30	9 20 "	5 48 "	1 07 P M	.....
Mudlake Fishing Grounds.					
" Enterprise ..... +	35	9 35 "	6 03 "	1 20 "	.....
" Tamworth ..... +	41	10 00 "	6 20 "	1 40 P M	.....
" Erinsville ..... +	44	10 10 "	6 30 "	.....	.....
Beaver Lake Fishing Grounds.					
White Lake Fishing Grounds.					
" Marlbank ..... +	48	10 25 "	6 45 "	.....	.....
Canadian Portland Cement Works.					
" Larkins ..... +	54	10 45 "	7 05 "	.....	.....
" Stoco ..... +	58	11 00 "	7 20 "	.....	.....
Stoco Lake Fishing Grounds.					
" **Tweed**[3] ..... +	61	11 30 A M	7 35 P M	.....	.....
" Actinolite ..... +	67	11 50 A M	.....	.....	.....
" Queensboro ..... +	73	12 05 Noon	.....	.....	.....
" Allans ..... +	78	12 20 "	.....	.....	.....
Arr. **Bannockburn Junc.** +	81	12 40 Noon	.....	.....	.....
Arr. **Toronto** (Can. Pac. Ry.) .. +	....	6 55 P M	7 35 A M	.....	.....

BANNOCKBURN JUNC. TO KINGSTON.

STATIONS	Mls	Pas'nger.	Pas'nger.	Pas'nger.
Lve. **Toronto** ... (*Can. Pac. Ry.*)	....	10 00 P M	.....	9 00 A M
Lve. **Montreal** "	....	10 00 P M	.....	8 45 A M
Lve. **Bannockburn Junc.** ..	0	.....	.....	†1 40 P M
" Allans	3	.....	.....	1 50 "
" Queensboro	8	.....	.....	2 05 "
" Actinolite	14	.....	.....	2 25 "
" **Tweed**	20	†6 50 A M	.....	3 05 "
Stoco Lake Fishing Grounds.				
" Stoco	23	7 00 "	.....	3 15 "
" Larkins	27	7 15 "	.....	3 30 "
Canadian Portland Cement Works.				
" Marlbank	33	7 35 "	.....	3 45 "
White Lake Fishing Grounds.				
Beaver Lake Fishing Grounds.				
" Erinsville	37	7 50 "	.....	3 55 "
" Tamworth	40	8 05 "	†2 10 P M	4 15 "
" Enterprise	46	8 25 "	2 30 "	4 35 "
Mudlake Fishing Grounds.				
" Moscow	51	8 37 "	2 42 "	4 47 "
Varty Lake Fishing Grounds.				
Arr. Yarker	55	8 48 "	3 00 P M	5 00 "
Lve. Yarker	55	8 55 "	.....	5 25 "
Arr. **Harrowsmith**	62	9 10 A M	.....	5 45 P M
Sydenham Lake Fishing Grounds.				
Lve. Sydenham	67	8 10 A M	.....	6 10 P M
Lve. **Harrowsmith**	62	9 10 A M	.....	.....
" Murvale □	67	– –	.....	.....
" Glenvale □	71	– –	.....	.....
" Kingston Junction	79	9 50 "	.....	.....
Arr. **Kingston**	81	10 00 A M	.....	.....
Arr. **Montreal** (*Gd. Tk. Ry.*)	....	6 00 P M	.....	.....

† Daily, except Sunday. + Coupon stations.

Connections.—[1] With Grand Trunk Ry. and all steamers on the St. Lawrence. [2] With Canadian Pacific Ry., east and west, and stage lines north. [3] With Kingston & Pembroke Ry. for points north Deseronto Navigation Co. (Limited) for Bay of Quinte points. [4] With Grand Trunk Ry., east and west, and with steamers of the

STANDARD—*Eastern time.*

DESERONTO TO YARKER AND BANNOCKBURN JUNCTION.

December 1, 1909.	Mls	Pas'nger.	Pas'nger.	Pas'nger.	.....
Lve. **Montreal** (*Gd. Tk. Ry.*)	....	7 30 P M	.....	9 45 A M	.....
Lve. **Toronto** ... "	....	10 15 P M	7 15 A M	9 00 A M	.....
Lve. **Belleville** "	....	7 00 A M	11 10 A M	12 06 Noon	.....
Lve. **Deseronto** ..... +	0	†7 00 A M	†11 20 A M	†3 45 P M	.....
" **Napanee**[4] ..... +	9	7 50 "	12 00 Noon	4 25 "	.....
" Strathcona ..... +	15	8 05 "	12 15 "	4 40 "	.....
Canadian Portland Cement Works.					
" Newburgh ..... +	17	8 15 "	12 25 "	4 50 "	.....
" Camden East ..... +	19	8 30 "	12 35 "	5 00 "	.....
Arr. Yarker ..... +	23	8 45 "	12 50 "	5 13 "	.....
Lve. Yarker	23	9 00 "	12 55 Noon	5 35 "	.....
Varty Lake Fishing Grounds.					
" Moscow ..... +	27	9 20 "	1 07 P M	5 48 "	.....
Mudlake Fishing Grounds.					
" Enterprise ..... +	32	9 35 "	1 20 "	6 03 "	.....
" Tamworth ..... +	38	10 00 "	1 40 P M	6 20 "	.....
" Erinsville ..... +	41	10 10 "	.....	6 30 "	.....
Beaver Lake Fishing Grounds.					
White Lake Fishing Grounds.					
" Marlbank ..... +	45	10 25 "	.....	6 45 "	.....
Canadian Portland Cement Works.					
" Larkins ..... +	51	10 45 "	.....	7 05 "	.....
" Stoco ..... +	55	11 00 "	.....	7 20 "	.....
Stoco Lake Fishing Grounds.					
" **Tweed** ..... +	58	11 30 "	.....	7 35 P M	.....
" Actinolite ..... +	64	11 50 A M	.....	.....	.....
" Queensboro ..... +	69	12 05 Noon	.....	.....	.....
" Allans ..... +	73	12 20 "	.....	.....	.....
Arr. **Bannockburn Junc.** +	78	12 40 Noon	.....	.....	.....
Arr. **Toronto** (*Can. Pac. Ry.*)	....	6 55 P M	.....	7 35 A M	.....

BANNOCKBURN JUNC. TO YARKER AND DESERONTO.

STATIONS.	Mls	Pas'nger.	Pas'nger.	Pas'nger.
Lve. **Toronto** ... (*Can. Pac. Ry.*)	....	10 00 P M	.....	9 00 A M
Lve. **Montreal** "	....	10 00 P M	.....	8 45 A M
Lve. **Bannockburn Junc.** ..	0	.....	.....	†1 40 P M
" Allans	5	.....	.....	1 50 "
" Queensboro	9	.....	.....	2 05 "
" Acrinolite	14	.....	.....	2 25 "
" **Tweed**	20	†6 50 A M	.....	3 05 "
Stoco Lake Fishing Grounds				
" Stoco	23	7 00 "	.....	3 15 "
" Larkins	27	7 15 "	.....	3 30 "
Canadian Portland Cement Works.				
" Marlbank	33	7 35 "	.....	3 45
White Lake Fishing Grounds.				
Beaver Lake Fishing Grounds.				
" Erinsville	37	7 50 "	.....	3 55 "
" Tamworth	40	8 05 "	†2 10 P M	4 15 "
" Enterprise	46	8 25 "	2 30 "	4 35 "
Mudlake Fishing Grounds.				
" Moscow	51	8 37 "	2 42 "	4 47 "
Varty Lake Fishing Grounds.				
Arr. Yarker	55	8 48 "	3 00 "	5 00 "
Lve. Yarker	55	9 10 "	3 02 "	5 25 "
" Camden East	59	9 24 "	3 15 "	5 38 "
" Newburgh	61	9 33 "	3 25 "	5 48 "
Canadian Portland Cement Works.				
" Strathcona	63	9 43 "	3 35 "	5 58 "
" **Napanee**	69	10 30 "	4 30 "	6 35 "
Arr. **Deseronto**	78	10 50 A M	4 50 P M	6 55 P M
Arr. **Toronto** ... (*Gd. Tk. Ry.*)	....	3 35 P M	8 45 P M	6 00 A M
Arr. **Montreal** "	....	6 00 P M	7 40 A M	7 40 A M

KINGSTON TO NAPANEE AND DESERONTO.

December 1, 1909.	Mls	Pas'nger.	Pas'nger.	Pas'nger.	.....
Lve. **Montreal** (*Gd. Tk. Ry.*)	....	.....	.....	9 45 A M	.....
Lve. **Kingston** ..... +	0	.....	.....	†4 00 P M	.....
" Kingston Junction .... +	2	.....	.....	4 10 "	.....
" Glenvale □ ..... +	10	.....	.....	– –	.....
" Murvale □ ..... +	14	.....	.....	– –	.....
Arr. **Harrowsmith** ..... +	19	.....	.....	4 55 P M	.....
Lve. Sydenham ..... +	23	†8 10 A M	.....	.....	.....
Sydenham Lake Fishing Grounds.					
Lve. **Harrowsmith**	19	8 20 A M	.....	4 55 P M	.....
" Frontenac ..... +	22	– –	.....	– –	.....
Arr. Yarker ..... +	26	8 45 "	.....	5 20 "	.....
Lve. Yarker	26	9 10 "	†3 02 P M	5 25 "	.....
" Camden East ..... +	30	9 24 "	3 15 "	5 38 "	.....
" Newburgh ..... +	32	9 33 "	3 25 "	5 48 "	.....
Canadian Portland Cement Works.					
" Strathcona ..... +	34	9 43 "	3 35 "	5 58 "	.....
Arr. **Napanee** ..... +	40	9 58 "	3 50 "	6 15 "	.....
Arr. **Deseronto** ..... +	49	10 50 A M	4 50 P M	6 55 P M	.....
Arr. **Toronto** ... (*Gd. Tk. Ry.*)	....	3 35 P M	.....	6 00 A M	.....
Arr. **Montreal** "	....	6 00 P M	.....	7 40 A M	.....

DESERONTO TO NAPANEE AND KINGSTON.

STATIONS.	Mls	Pas'nger.	Pas'nger.	Pas'nger.
Lve. **Toronto** ... (*Gd. Tk. Ry.*)	....	10 15 P M	7 15 A M	9 00 A M
Lve. **Deseronto**	0	†7 00 A M	†11 20 A M	†3 45 P M
" **Napanee**	9	7 50 "	12 00 Noon	4 25 "
" Strathcona	15	8 05 "	12 15 "	4 40 "
Canadian Portland Cement Works.				
" Newburgh	17	8 15 "	12 25 "	4 50 "
" Camden East	19	8 30 "	12 35 "	5 00 "
Arr. Yarker	23	8 45 "	12 50 Noon	5 13 "
Lve. Yarker	23	8 55 "	.....	5 25 "
" Frontenac	27	– –	.....	– –
Arr. **Harrowsmith**	30	9 10 A M	.....	5 45 P M
Sydenham Lake Fishing Grounds.				
Arr. Sydenham	34	.....	.....	6 10 P M
Lve. **Harrowsmith**	30	9 10 A M		
" Murvale □	35	– –		
" Glenvale □	39	– –		
" Kingston Junction	47	9 50 "		
Arr. **Kingston**	49	10 00 A M		
Arr. **Ottawa** (*Can. Pac. Ry.*)	....	5 00 P M		
Arr. **Montreal** (*Gd. Tk. Ry.*)	....	8 00 P M		

□ Flag stations. Trains stopped when signaled to leave from Bay of Quinte Ry. stations only.

Stage Connections.—Newburg for Centreville; Yarker for Petworth, Moscow for Desmond. Stages also leave Deseronto for Picton at 8 00 a.m. and 2 00 p.m. during Winter season.

THE BAY OF QUINTE RAILWAY COMPANY.

LOCAL TRAINS BETWEEN DESERONTO AND DESERONTO JUNCTION.

December 1, 1909.	Ltd.	Pas.	Pas.	Pas.	Pas.	Pas.	Ltd.	Pas.	Pas.	Pas.	Pas.
	A M	A M	A M	A M	A M	Noon	P M	P M	P M	Night	Night
Deseronto ..... lve.	†7 00	†7 15	†9 50	†11 20	†11 20	†12 20	†3 45	†6 10	†7 40	*12 40	*12 40
New Deseronto Junc } arr.	7 20	7 35	10 10	11 40	11 40	12 40	4 05	6 30	8 00	1 05	1 05
Napanee ..... }											
.....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	A M	A M
Connecting with G. T. Ry. trains for		East	West	East	West	West	West	East	West	East	West

(*Eastern time.*)	Pas.	Pas.	Ltd.	Pas.	Ltd.	Pas.	Pas.	Pas.	Ltd.	Pas.	Pas.
	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M
Napanee } lve.	*2 15	*2 15	†6 35	†7 50	†10 30	†11 50	†1 25	†1 25	†4 30	†6 50	†8 15
New Deseronto Junc }											
Deseronto ..... arr.	2 35	2 35	6 55	8 10	10 50	12 10	1 45	1 45	4 50	7 10	8 35
.....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M
Connecting with G. T. Ry. trains from	West	East	.....	West	East	West	West	East	East	West	East

† Daily, except Sunday.
¶ Daily, except Monday.
m Mon. only.
Connecting at Deseronto with steamer for Bay of Quinte and Lake Ontario points and steamers for Picton during season of navigation.

STEAM RAILWAY TRANSFERS BETWEEN DESERONTO AND PICTON.

Steamers *Brockville* and *Reindeer*.
Conveying Passengers and Mails during Summer.

Dec. 1, 1909.				
Deseronto	LEAVE	A M †7 00	P M †1 40	P M †6 15
Picton		8 30	3 00	6 30
	ARRIVE	A M	P M	P M
(*Eastern time.*) **Picton**	LEAVE	A M †7 00	P M †4 00	P M †9 30
Deseronto		8 15	6 30	11 15
	ARRIVE	A M	P M	P M

Connecting East and West with Grand Trunk Ry. trains.

THE THOUSAND ISLANDS RAILWAY COMPANY.

E. Walter Rathbun, Prest. and Gen. Mgr.
C. A. Millener, Secretary-Treasurer.

Geo. W. Wright, Auditor.
J. F. Chapman, Gen. Fht. & Pas. Agent.

General Offices—
Deseronto, Ont.

RAILWAY WHARF, GANANOQUE, TO THOUSAND ISLANDS JUNCTION.

	1	19	17	15	13	11	9	5 & 7	3	*May* 1, 1909.	4	6 & 8	10	12	14	16	18	20	2
	P M	P M	P M	P M	Noon	Noon	A M	A M	A M	LEAVE / ARRIVE	A M	A M	Noon	P M	P M	P M	P M	P M	Night
	*11 55	†7 40	†8 05	*2 35	*12 55	*12 45	†8 20	*2 00		**Gananoque** (Ry. Wharf) +	3 05	9 30	12 40	2 20	2 20	3 25	7 20	8 40	12 45
	11 40	7 45	6 10	2 40	1 00	1 00	11 50	8 25	2 05	**King Street**	3 00	9 25	– –	2 15	2 15	3 20	7 10	8 35	12 40
	– –	– –	– –	– –	– –	– –	– –	8 35	– –	□ Cemetery	– –	9 20	– –	– –	– –	3 15	– –	– –	– –
	– –	7 55	6 20	– –	– –	– –	– –	8 40	– –	□ Cheeseboro	– –	9 15	– –	– –	– –	3 10	6 55	8 20	– –
	– –	– –	– –	– –	– –	– –	– –	– –	– –	□ Haymarket	– –	– –	– –	– –	– –	– –	– –	– –	– –
	12 00	8 05	6 45	3 00	1 20	1 20	12 10	8 45	2 30	**Thousand Islands Junc**	*2 40	†9 10	*12 20	*1 55	*1 55	†3 05	†6 50	†8 15	*12 20
	Night	P M	P M	P M	P M	P M	Noon	A M	A M	ARRIVE / LEAVE	A M	A M	Noon	P M	P M	P M	P M	P M	Night

* Daily; † daily, except Sunday. □ Flag stations. Trains stopped when signalled. + Coupon stations. *Eastern time.*
Steamboat connection for Thousand Islands points. Baggage checked to all points direct, passengers securing tickets in advance.

CONNECTIONS—At Thousand Islands Junction—With Grand Trunk Ry. System for all points East and West. At Railway Wharf, Gananoque—With ferry steamers for Clayton, where sharp connection is made with New York Central & Hudson River R.R., and with steamers for all points around the Thousand Islands, Alexandria Bay, N.Y., Thousand Islands Park, N.Y., Fine View, N.Y., Round Island, N.Y.

THE DESERONTO NAVIGATION COMPANY (Ltd.).

E. Walter Rathbun, Prest. and Gen. Mgr.
C. A. Millener, Secretary-Treasurer.

Geo. W. Wright, Auditor.
W. Barclay McMurrich, Solicitor.

J. F. Chapman, Gen. Fht. & Pas. Agt.
General Offices—Deseronto, Ont.

GANANOQUE, CLAYTON AND THOUSAND ISLANDS.

Service discontinued for season of 1909.

November 16, 1909.

lve. ..... **Gananoque** ..... arr.
lve. ..... **Clayton** ..... arr.
..... Frontenac
..... Murray Isle
..... Grenells
..... Thousand Island Park
..... Fine View Park
..... St. Lawrence Park
..... Point Vivian
..... Edgewood Park
..... Alexandria Bay
..... Rockport
arr. ..... **Gananoque** ..... lve.

Connections.—At Gananoque—With Thousand Islands Ry. At Clayton—With Rome, Watertown & Ogdensburg Division. New York Central and Hudson River R.R. and Thousand Islands Steamboat Co.

THE OSHAWA RAILWAY COMPANY.

E. Walter Rathbun, Prest. and Gen. Mgr.
C. A. Millener, Secretary-Treasurer.

Geo. W. Wright, Auditor.
J. F. Chapman, Gen. Fht. & Pas. Agent.

General Offices—
Deseronto, Ont.

BETWEEN OSHAWA AND THE GRAND TRUNK RAILWAY TRAINS AT OSHAWA JUNCTION.

	Mail.	Mail.	Pas.	Pas.	Mail.	Pas.	Mail.	Pas.	Mail.	*July* 1, 1909.	Mail.	Pas.	Mail.	Pas.	Pas.	Mail.	Pas.	Mail.	Mail.
	P M	P M	P M	P M	P M	A M	A M	A M	A M	LEAVE / ARRIVE	A M	A M	A M	A M	P M	P M	P M	P M	P M
	*9 00	†7 30	†5 45	†2 30	†1 30	*9 35	†8 10	†7 40	*4 [illegible]	**Prospect Park** (North Oshawa)	5 15	8 30	9 15	10 20	2 30	3 25	6 50	8 25	9 55
	9 15	7 45	6 00	2 45	1 40	9 35	8 20	7 50	4 35	+ **Oshawa** (*O. Ry.*)	5 05	8 25	9 10	10 10	2 25	3 15	6 40	8 20	9 50
	9 25	7 55	6 15	3 00	1 50	9 45	8 30	8 00	4 45	**Oshawa Junc** (*G. T. Ry.*)	*4 55	†8 15	†8 55	*9 57	†2 10	†3 10	†6 30	†8 10	*8 40
	P M	P M	P M	P M	P M	A M	A M	A M	A M	ARRIVE / LEAVE	A M	A M	A M	A M	P M	P M	P M	P M	P M
	East	West	East	West	West	East	East	West	West	Connecting with G. T. Ry.	East	East	West	West	East	West	West	East	West

BASE LINE, CEDAR DALE AND LAKE ONTARIO TRAINS.—From Oshawa to Base Line, Cedar Dale and Lake Ontario.

	LEAVE	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Prospect Park (North Oshawa)		†5 40	†6 45	a7 15	†10 20	†11 10	†12 00	†12 55	†1 15	†2 05	†3 00	†3 30	†3 50	†4 50	†6 05	†6 50	†6 55	a7 45	†8 25	†8 35	†9 25	†10 05			
Oshawa (*O. Ry.*)		5 45	6 50	7 20	10 25	11 15	12 05	1 00	1 20	2 10	3 05	3 35	3 55	4 55	6 10	6 55	7 00	7 50	8 30	8 40	9 30	10 10			
Base Line		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –			
Cedar Dale		– –	– –	– –	– –	– –	– –	1 10	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	8 40	– –	– –	– –			
Lake Ontario		6 15	7 10	7 40	10 45	11 35	12 30	P M	1 40	2 30	3 25	4 00	4 20	5 15	6 30	P M	7 20	8 10	P M	8 00	9 50	10 30			
	ARRIVE	A M	A M	A M	A M	A M	Noon		P M	P M	P M	P M	P M	P M	P M		P M	P M		P M	P M	P M			

From Lake Ontario, Cedar Dale and Base Line to Oshawa.

	LEAVE	A M	A M	A M	A M	Noon		P M	P M	P M	P M	P M	P M	P M		P M	P M		P M	P M	P M				& Tuesdays and Fridays.
Lake Ontario		†6 20	†7 10	†10 54	†11 35	†12 30	P M	†1 40	†2 35	†3 25	†4 05	†4 20	†5 15	†6 30	P M	†7 20	a8 10	P M	†9 00	†9 50	†10 30				
Cedar Dale		– –	– –	– –	– –	– –	†1 10	– –	– –	– –	– –	– –	– –	– –	†7 05	– –	– –	†8 40	– –	– –	– –				
Base Line		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –				
Oshawa (*O. Ry.*)		6 40	7 30	11 05	11 55	12 50	1 20	2 00	2 55	3 45	4 30	4 40	5 40	6 50	7 15	7 40	8 30	8 50	9 20	10 10	10 50				
Prospect Park (North Oshawa)		6 45	7 40	11 10	12 00	12 58	1 25	2 05	3 00	3 50	4 35	4 45	5 45	6 55	7 20	7 45	8 35	8 55	9 25	10 15	10 55				
	ARRIVE	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M				

Operated by electric system. Specials can be arranged for on application at Railway Office, corner Simcoe and Athol Streets.
A baggage van will meet all Grand Trunk Ry. trains, leaving the Oshawa Railway station ten minutes before the passenger train. For this service moderate charges will be made. † Daily, except Sunday; ¶ daily, except Monday; *k* Saturday only. + Coupon stations. *Eastern time.*

STAR-COLE LINE STEAMERS

A. R. LEE, General Manager, Detroit, Mich.
I. C. THOMPSON, General Passenger Agent, "

CHARLES B. LEE, Traveling Passenger Agent, Detroit, Mich.
General Offices—Detroit, Mich.

Discontinued for Season of 1909.

GEORGIAN BAY ROUTE

Between Cleveland, O., and Sault Ste. Marie, Mich.

Through Lake Erie, Detroit and St. Clair Rivers, Lake Huron, the famous North Channel, and the charming scenery of the 30,000 Islands of Georgian Bay.

NORTHBOUND.		STATIONS.	SOUTHBOUND.	
12 45 Noon	Monday.	lve.....**Cleveland**.....arr.	Sunday.	5 00 A M
10 00 P M	"	lve.....**Toledo**.....arr.	Saturday.	5 30 P M
8 00 A M	Tuesday.	lve.....**Detroit**.....arr.	"	12 00 Noon
2 00 P M	"	lve....**Port Huron**....arr.	"	5 00 A M
9 00 P M	"	lve.....**Goderich**.....lve.	Friday.	12 00 Night
12 45 Night	"	lve.....**Kincardine**....lve.	"	8 00 P M
1 00 P M	Wednesday.	lve.....**Killarney**.....lve.	"	8 00 A M
— —		lve....**Manitowaning**.....lve.		— —
4 00 P M	Wednesday.	lve...**Little Current**..lve.	Friday.	5 00 A M
6 00 A M	Thursday.	arr..**Sault Ste. Marie**.lve.	Thursday.	4 00 P M

Steamer will land at Bruce Mines, Hilton and Richards Landing with northbound passengers.

ROUND TRIP FARE, INCLUDING MEALS AND BERTHS.
From Cleveland, $28.00; from Toledo, $25.00; from Detroit, $23.00.

1,000 ISLAND ROUTE

Lake Ontario and St. Lawrence River by daylight, passing through the world-famed Thousand Islands "at the gloaming," the finest hour for river scenery, is one of the most charming water trips in America.

International Railway Co. cars leave Buffalo and Niagara Falls every half hour for Olcott Beach, N.Y.

• Leave Olcott Beach Sunday 5 00 p.m., Tues. and Thurs. 11 45 p.m.

Monday, Wednesday and Friday.		Tuesday, Thursday and Saturday.	
Lv. **Olcott Beach**....•	*See above.*	Lv. **Alexandria Bay**....	6 00 A M
Lv. **Rochester**. (*N.Y.C.*)	8 30 A M	" **Thousand Island Park**.	6 40 "
Lv. **Charlotte** (N. Y. C. Wharf)	9 00 A M	" **Round Island** (on signal)	7 00 "
" **Sodus Point** (N.C. Wharf	11 45 A M	" **Clayton**	7 15 "
" North Fair Haven (L.V. Whf.)	1 15 P M	" **Cape Vincent**.....	8 30 A M
" **Oswego**	3 00 "	" **Oswego**	12 15 Noon
" **Cape Vincent**.....	6 30 "	" **North Fair Haven**.	1 40 P M
" **Clayton**.....	7 45 "	" **Sodus Point**.....	3 10 "
" **Round Island**.....	7 55 "	Ar..**Charlotte** (N. Y. C. Wharf)	6 00 "
" **Thousand Island Park**.	8 15 "	Ar..**Olcott Beach**.....	*a*11 00 P M
Ar..**Alexandria Bay**....	8 00 P M	.....	.....

a Saturday Trip to Olcott Beach omitted, but steamer leaves Charlotte at 9 00 a.m. Sunday, arrives Olcott Beach 2 00 p.m.

CONNECTIONS.—1,000 Island Route—At Olcott Beach with International Railway from Buffalo and Niagara Falls. At Charlotte and Rochester with all lines diverging. At Sodus Point with Northern Central Ry. At North Fair Haven with Lehigh Valley R.R. At Oswego with all lines diverging. At Clayton and Alexandria Bay with Rich. & Ont. Nav. Co. steamers for Brockville, Prescott and Montreal, and ferry for Westminster Park, Murray Hill and Grenell Island.

DOMINION ATLANTIC RAILWAY AND STEAMSHIP SERVICE.—"Land of Evangeline" Route.

97	9	95	93	19	Ms	*October* 18, 1909.	96	94	98	96	1
P M		A M	●A M			LEAVE [ARRIVE	A M	P M	P M		
†3 35		†7 35	†7 05		0	+ .. **Halifax**....	9 15	4 52	6 42		
4 04		8 04	8 45		14	+ **Windsor Jn.**	8 45	4 10	6 13		
5 35		9 19	10 55		46	+ .. Windsor....	7 26	1 55	4 54		
6 27		10 07	12 30		64	+ .. Wolfville....	6 35	12 15	4 03		
6 45		10 32	1 46		71	+ . **Kentville** ‖..	†6 20	11 40	3 47		
P M		11 47	4 25	A M	102	+ **Middleton** ‖..	A M	8 45	2 25	P M	
		A M	12 54	6 25	†7 45	130	+ **Annapolis** ..		†6 30	1 14	5 15 P M
		†9 30	2 05	P M	9 00	150	+ ... **Digby** ‖....		A M	12 18	†4 00 8 20
		11 20	3 03		A M	172	+ . Weymouth...			11 19	P M 7 07
		12 23	3 51			187	+ . Meteghan...			10 37	6 12
		2 15	5 00			217	+ **Yarmouth** ..			†8 30	†4 10
		P M	P M			ARRIVE] [LEAVE				A M	P M

P. GIFKINS, General Manager, Kentville, N.S.
R. L. CAMPBELL, Secretary, "
WM. FRASER, Traffic Superintendent, "
F. G. J. COMEAU, General Freight Agent, Halifax, N.S.
R. U. PARKER, Act. Gen. Passenger Agt., Kentville, N.S.
J. F. MASTERS, New England Superintendent,
228 Washington Street and Long Wharf, Boston, Mass.
G. A. PARKER, Auditor, Kentville, N.S.

CORNWALLIS VALLEY BRANCH.

17	13	11		*October* 18, 1909.	18	12	14
P M	P M	A M		LEAVE] [ARRIVE	A M	A M	P M
‡6 45	†4 00	†11 00	0	.... **Kentville**	6 30	9 00	2 50
6 53	4 10	11 10	3	... Mill Village ...	6 21	8 50	2 42
6 58	4 18	11 18	5	.... Centerville....	6 16	8 41	2 34
7 05	4 26	11 26	7	.. Sheffield Mills ..	6 11	8 31	2 25
7 10	4 34	11 34	9	. Hillaton (Canard).	6 05	8 23	2 18
7 15	4 44	11 44	11	..... Canning.....	6 00	8 15	2 10
7 25	4 55	11 55	14	.... **Kingsport**	*k*5 50	†8 05	†2 00
P M	P M	A M		ARRIVE] [LEAVE	A M	A M	P M

Connections.—At Halifax with trains of the Intercolonial Railway. At Truro with trains of the Intercolonial Ry. At Windsor with Midland Div. At Kentville with trains of the Cornwallis Valley Branch. At Middleton with the Halifax & Southwestern Ry. At Digby with steamship *Yarmouth* for St. John, and at Yarmouth Wednesday and Saturday with steamer *Boston* for Boston.

Trains and steamers run on *Atlantic Standard time.*

Steamers from Boston leave on *Eastern Standard time.*

MIDLAND DIVISION.

2	4	6	Ms.	*October* 18, 1909.	1	5	3
P M	A M	A M		LEAVE] [ARRIVE	A M	P M	P M
†5 35	†7 30	†6 45	0	.... **Windsor**	9 07	3 45	5 33
6 49	7 44	7 10	6	.....Brooklyn.....	8 52	3 20	5 18
6 58	7 54	7 25	10	..Scotch Village..	8 42	3 06	5 09
6 18	8 17	8 22	19	....Clarksville....	8 17	2 34	4 49
6 33	8 33	8 52	27	... Kennetcook ...	8 00	2 03	4 33
7 03	9 04	9 52	40	. South Maitland .	7 30	1 00	4 02
7 27	9 31	10 35	51	.....Clifton.....	7 05	12 21	3 36
7 42	9 47	11 00	58	..... **Truro**	†6 50	†12 00	†3 20
P M	A M	A M		ARRIVE] [LEAVE	A M	Noon	P M

Steamers leave Long Wharf, Boston, 1 00 p.m. for Yarmouth Tuesday and Friday only. Returning, leave Yarmouth for Boston Wednesday and Saturday only on arrival of express train from Halifax.

Steamship *Prince Rupert* leaves St. John, N.B., for Digby daily, except Sunday, 7 45 a.m., arrives Digby 10 45 a.m. Returning, leaves Digby about 1 55 p.m., or on arrival of express trains, arriving at St. John 5 00 p.m.

Steamship *Prince Albert* makes daily (except Sunday) trips between Parrsboro and Wolfville, calling at Kingsport in both directions.

† Daily, except Sunday; *k* Saturday only. • From Richmond.
‖ Meals. + Coupon stations.

QUEBEC RAILWAY, LIGHT & POWER CO'S RAILWAY.

EDW. A. EVANS, General Manager, Quebec, Que.

From **Quebec**[1] to Montmorency Falls (6 miles), Ste. Anne (21 miles), Beaupre (23 miles), St. Joachim (25 miles): Trains run about every half hour between Quebec and Montmorency Falls, commencing at 5 30 a.m. from Quebec, and last train from Montmorency Falls leaves at 11 30 p.m. Leave Quebec for Ste. Anne ‖7 00, †7 30, §7 45, †9 30, ‖10 00 a.m., *1 45, ‖2 15, †4 15, †5 15, *6 15, ‖10 45 p.m. Returning, leave Ste. Anne †5 30, *6 00, †7 30, †9 30, ‖10 30, §11 00, †11 30 a.m., ‖12 00 noon, *4 15, ‖5 00, ‖9 30 p.m. Leave Quebec for St. Joachim †9 30 a.m., *1 45, †5 15 p.m. Leave St. Joachim for Quebec †7 15, †11 15 a.m., *4 00 p.m.

September 20, 1909.

* Daily; † daily, except Sunday; ‖ Sunday only.

Connections.—[1] With railroads diverging. *Eastern time.*

ALBERTA RAILWAY & IRRIGATION CO.

E. T. GALT, President, Lethbridge, Alberta.
K. R. B. WODEHOUSE, Vice-President, London, England.
P. L. NAISMITH, General Manager, Lethbridge, Alberta.
J. E. LETHBRIDGE, Auditor, "

No. 362	No. 2	Mls.	*February* 28, 1909.	No. 361	No. 1
*a*8 40 P M	†8 30 A M	0	lve...**Lethbridge**..arr.	1 30 P M	5 55 P M
8 48 "	8 38 "	1.5	...Montana Junction...	1 25 P M	5 47 "
9 35 P M	9 25 A M	19.0	arr....**Stirling**....lve.	12 40 Noon	5 00 P M
.....	10 05 A M	26.0	lve.... Raymond....arr.	.....	4 40 P M
.....	10 50 "	37.0	.....Magrath	.....	4 00 "
.....	11 25 "	48.0	....**Spring Coulee**....	.....	3 20 "
.....	11 50 A M	57.0	..... Raley.....	.....	2 45 "
.....	12 20 Noon	66.0	arr.....Cardston.....lve.	.....	†2 15 P M
9 40 P M	.....	19.0	lve.....**Stirling**....arr.	12 35 Noon	.....
10 10 "	.....	28.0	.....New Dayton.....	12 10 Noon	.....
10 55 "	.....	42.0	..... Warner.....	11 35 A M	.....
11 35 P M	.....	53.0	.....Milk River.....	11 05 "	.....
12 15 Night	.....	66.0	arr. {**Sweet Grass** (**Coutts**)} lve.	*b*10 25 A M	.....

† Daily, except Sunday; *a* Monday, Wednesday and Friday; *b* Tuesday, Thursday and Saturday. STANDARD—*Mountain time.*

Connections.—At Lethbridge—With Canadian Pacific Ry. for Kootenay points via the Crow's Nest Pass Branch and for all places east and west on the Main Line. At Sweet Grass (Coutts)—With Great Northern Ry. Line.

ATLANTIC & LAKE SUPERIOR RAILWAY.

CHAS. R. SCOLES, General Manager, New Carlisle, P.Q.

Train leaves **Metapedia**[1] †8 30 a.m., arriving at New Carlisle (98 miles) 1 52 p.m. Returning, leaves New Carlisle †11 50 a.m., arriving at Metapedia 4 50 p.m. † Daily, except Sunday. *July* 6, 1908.

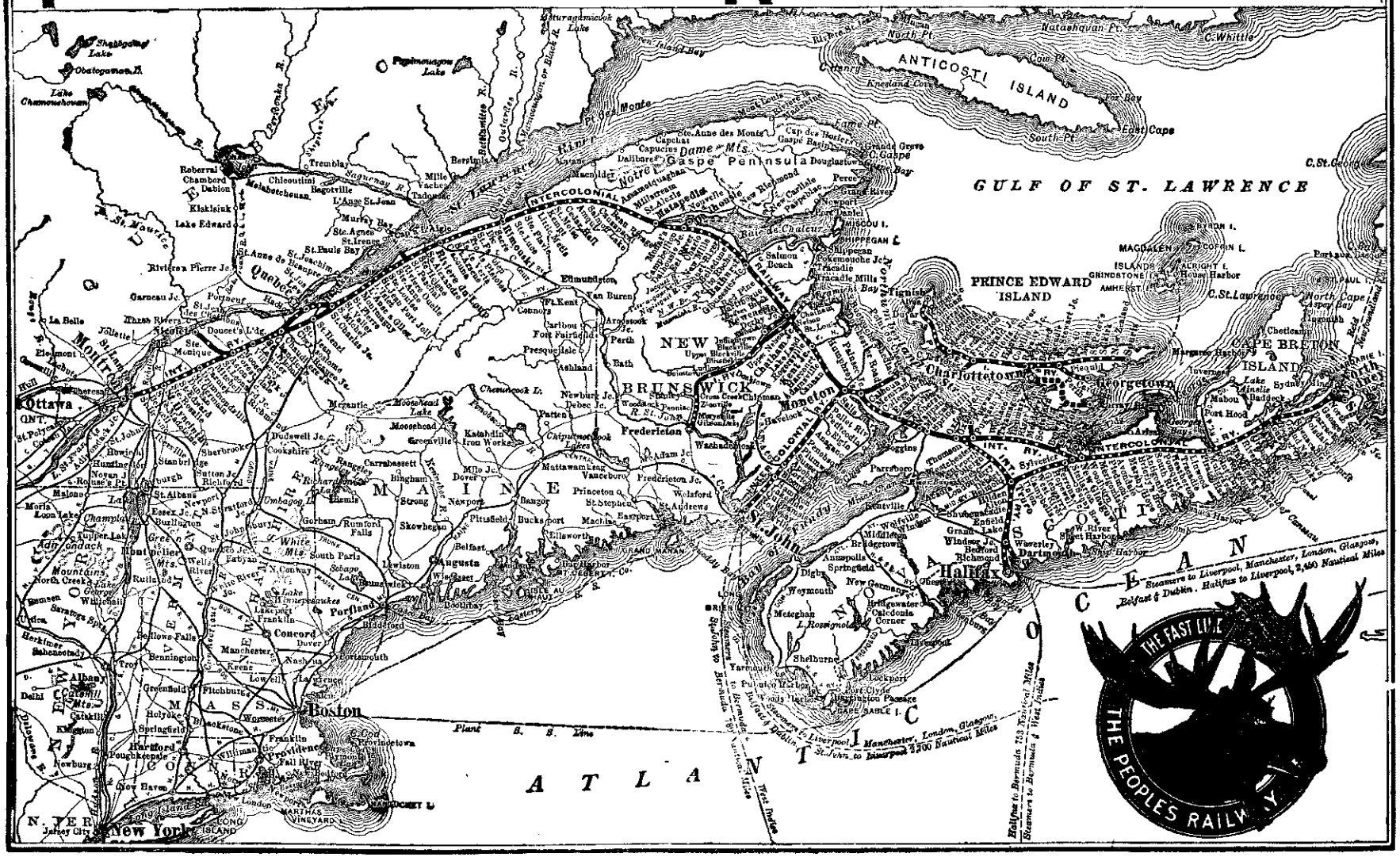
Connection.—[1] With Intercolonial Ry. *Eastern time.*

DRUMMOND & SOUTHWESTERN RAILWAY.

F. H. DRUMMOND, General Manager, Drummond, Wis.

Logging road, connecting at Drummond with Chicago, St. Paul, Minneapolis & Omaha Ry. (21.10 miles). *April*, 1908.

INTERCOLONIAL RY. and PRINCE EDWARD ISLAND RY. OF CANADA



INTERCOLONIAL RAILWAY

The 24-hour system of time is used on this road.

Hon. GEORGE P. GRAHAM,
Minister of Railways and Canals, Ottawa, Ont.

GOVERNMENT RAILWAYS MANAGING BOARD.

M. J. BUTLER, C. M. G.-C. E., Chairman, Deputy Minister of Railways and Canals, Ottawa, Ont.
D. POTTINGER, I. S. O., Moncton, N.B.
E. TIFFIN, General Traffic Manager, Moncton, N.B.
F. P. BRADY, General Superintendent, Moncton, N.B.

L. K. JONES, I. S. O., Secretary Railways and Canals, Ottawa, Ont.
S. L. SHANNON, Comptroller and Treasurer, Moncton, N.B.
D. A. STORY, General Freight Agent, "
JNO. M. LYONS, Gen. Pas. and Ticket Agent, "
W. B. MACKENZIE, Chief Engineer, "
G. R. JOUGHINS, Supt. of Motive Power, "
T. C. BURPEE, Eng. Maintenance of Way and Works, "
W. F. TAYLOR, General Storekeeper, "
W. N. RIPPEY, Superintendent Car Service, "
J. T. HALLISEY, Supt. Halifax & St. John District, Truro, N.S.
EVAN PRICE, Supt. Moncton & Ste. Flavie Dist., Campbellton, N.B.
Y. C. CAMPBELL, Supt. S. O. & T. Dist., New Glasgow, N.S.
W. A. DUBE, Supt. Montreal and Ste. Flavie Dist., Levis, P.Q.
R. E. PERRY, Asst. Gen. Freight Agent, Montreal, P.Q.
W. H. ESTANO, Traffic Auditor, Moncton, N.B.
C. F. BURNS, Auditor of Disbursements, "
H. H. SCHAEFER, Division Freight Agent, St. John, N.B.
E. S. SMILEY, Division Freight Agent, Halifax, N.S.
OWEN CAMERON, Freight Claim Agent, Moncton, N.B.
H. H. MELANSON, Asst. Gen. Pas. Agent, "
H. A. PRICE, Asst. Gen. Passenger Agent, Montreal, P.Q.
J. B. LAMBKIN, Asst. Gen. Passenger Agent, Halifax, N.S.
L. B. ARCHIBALD, Supt. Parlor, Sleep. & Dining Cars, Halifax, N.S.
J. CAMPBELL, Car Accountant, Moncton, N.B.
GEO. C. ALLEN, General Baggage Agent, "
N. WEATHERSTON, Agent, 51 King Street, East, King Edward Hotel Block, Toronto, Ont.

UNITED STATES AGENCIES.

BOSTON, 306 Washington Street, R. W. CHIPMAN.
NEW YORK, 31 West 30th Street, GEO. E. MARSTERS.
CHICAGO, 240 Clark Street, cor. Jackson Boulevard, J. H. BURGIS.
CHICAGO, 217 Royal Ins. Bldg, J. A. BOAK, Fht. Agt.

HALIFAX, PICTOU MULGRAVE AND SYDNEY.

105	17	19	Mls	October 17, 1909.	18	20	104	102
	†17 00	†7 00	....	ve. **Halifax** (Atl. time) arr.	11 35	19 20		
	†20 30	†9 30	0	ve....+ **Truro**......arr.	9 05	16 35		
	20 42	9 40	5	........Valley........	8 55	16 25		
	20 53	9 50	9	........Union........	8 45	16 15		
	21 03	9 59	13	+......Riversdale.......	8 37	16 07		
	21 19	10 16	21	+.....West River.......	8 20	15 51		
	21 35	10 32	29	........Glengarry........	8 03	15 33		
	21 48	10 47	35	+......Hopewell........	7 48	15 18		
	21 25	10 50	....	..........Eureka........	7 45	15 15		
	21 53	10 52	38	....Feronna Junction....	7 43	15 13		
	22 00	11 00	41	arr....**Stellarton**...lve.	7 35	15 05		
	22 50	12 00	55	arr......**Pictou**.....lve.	6 45	14 05		
	18 45	10 10	55	lve......**Pictou**.....arr.	8 30	16 15		
	22 10	11 10	41	lve..+ **Stellarton**...arr.	7 30	14 55		
	22 20	11 20	43	+...**New Glasgow**.....	7 25	14 50		
	22 47	11 45	53	....West Merigomish....	6 54	14 19		
	22 56	11 54	57	+.....Merigomish.......	6 45	14 10		
	23 09	12 06	62	........Piedmont........	6 33	13 50		
	23 19	12 15	65	+.....Avondale........	6 23	13 49		
	— —	12 20	67	.....Barney's River.....	— —	13 44		
	23 46	12 40	75	.......James River.......	5 58	13 25		
	24 10	13 01	85	+.....Antigonish.......	5 34	13 01		
	— —	13 14	89	.......South River.......	— —	12 45		
	— —	13 26	95	+.......Pomquet........	— —	12 37		
	24 39	13 32	97	+......Heatherton.......	5 03	12 31		
	— —	13 39	99	......Bayfield Road......	— —	12 25		
	24 58	13 54	105	+.......Tracadie.......	4 43	12 12		
	— —	14 05	109	........Linwood........	— —	12 01		
	1 19	14 18	113	+.Harbour au Bouche...	4 21	11 51	....	....
	1 45	14 45	122	arr..+ **Mulgrave**....lve	3 55	11 25		
†4 00	2 40	15 30	122	lve.+ **Point Tupper**.arr.	3 00	10 35	15 45	24 00
4 06	— —	15 34	124	...Inverness Junction....	— —	10 30	15 40	23 52
4 26	— —	15 51	130	+...MacIntyre's Lake....	— —	10 18	15 00	23 30
4 52	— —	16 05	136	+...West Bay Road......	2 30	10 02	14 33	23 05
5 22	3 27	16 20	144	+.....River Denys......	2 13	9 45	14 04	22 35
5 50	3 44	16 38	151	+......Orangedale......	1 56	9 29	13 34	22 07
6 28	— —	17 06	162	...McKinnon's Harbor...	— —	9 04	12 47	21 29
6 45	4 20	17 19	167.7	+..........Iona........	1 20	8 52	12 26	21 08
6 51	4 26	17 40	168.4	+..**Grand Narrows**.....	1 14	8 46	12 20	21 02
7 32	— —	17 59	177	+.......Shenacadie.......	— —	8 27	11 20	20 20
8 32	5 05	18 20	186	..........Boisdale.......	24 35	8 08	10 40	19 56
9 15	— —	18 48	197	......George's River......	— —	7 44	9 46	19 14
9 30	5 40	19 00	201	arr. **North Sydney Jn** lve.	24 00	7 35	9 30	19 00
10 05	5 55	19 15	205	arr.. **North Sidney**.lve.	23 45	7 15	8 55	18 45
10 30	6 10	19 30	208	arr.. **Sidney Mines**..lve.	23 30	6 55	8 20	....
8 55	....	18 45	205	lve.. **North Sidney**.arr.	....	8 00	10 05	19 15
9 45	5 40	19 05	201	lve. **North Sydney Jn** arr.	24 00	7 30	9 15	18 50
10 30	6 10	19 35	213	arr...+ **Sydney**.....lve.	†23 30	†7 00	†8 30	†18 00

Trains lve. Hopewell †6 15, †7 20, †18 30, arr. New Glasgow 6 38, 8 05, 19 45. Lv. New Glasgow †6 50, †18 00, ar. Hopewell 7 15, 18 25.

m Stops to leave from or take for Ste. Flavie, Rimouski and west and points east and to take for or leave from Matapedia, Campbellton and east.

þ Stops Sunday to take for Riviere du Loup and east.

PICTOU LANDING BRANCH.

				Mls					
....	†16 45	†7 40	†6 30	0	lv.+ **Stellarton**..ar.	7 00	10 55	18 10	....
....	16 50	8 05	6 38	2	+.**New Glasgow**..	6 50	10 45	18 00	....
....	16 55	8 10	6 42	3	.......Trenton.......	†6 45	9 15	17 55	....
....	17 15	8 30	....	10	ar. **Pictou L'd'g**.lv.	....	†8 55	†17 35	....

* Daily; † daily, except Sunday; ‡ daily, except Saturday; § Sunday only; ¶ daily, except Monday.

MONTREAL, QUEBEC, HALIFAX AND ST. JOHN.

160	48	146	34	34	Mls	October 17, 1909.	33	33	47	151	145
....	....	†16 00	k12 00	‡12 00	0	lve..+ **Montreal**....arr.	¶18 30	‡18 30	....	22 15	10 15
....	....	16 18	— —	— —	7	.......St. Lambert.......	18 10	18 10	....	21 55	9 55
....	....	16 25	— —	— —	10	........St. Hubert........	— —	— —	....	g —	9 47
....	....	17 02	— —	— —	28	+....Ste. Madeleine......	— —	— —	....	g —	9 10
....	....	17 17	13 14	13 14	36	+...**St. Hyacinthe**.....	17 10	17 10	....	20 55	8 55
....	....	17 25	13 20	13 20	38	......**St. Rosalie**......	17 05	17 05	....	20 50	8 50
....	....	18 23	14 10	14 10	65	+..**Drummondville**....	16 11	16 11	....	19 48	7 57
....	....	19 00	r —	r —	84	**St. Leonard Junction**	r —	r —	....	19 05	†7 20
....	....		16 55	16 55	154	.......**Chaudiere**.......	13 17	13 17	....	16 55	
....	....	....	— —	— —	155	...Chaudiere Junction...	13 15	13 15	....	16 53	....
....	....	....	— —	— —	162	.......Pointe Levis.......	— —	— —	....	16 23	....
....	....	....	17 25	17 25	163	arr.......**Levis**......lve.	12 50	12 50	....	16 20	....
....	....	....	....	....	....	arr.+ **Quebec** { Via } lve.	....	....	....	....	....
....	....	150	....	....	....	lve...**Quebec** {Ferry} arr.	....	....	....	....	45
....	a16 20	†8 20	17 40	17 40	163	lve....+ **Levis**......arr.	12 40	12 40	5 50	16 10	9 45
....	16 33	8 31	17 53	— —	168	+..Harlaka Junction....	— —	p12 29	5 32	15 59	9 34
....	16 55	8 50	18 15	18 15	177	+.St. Charles Junction...	12 10	12 10	5 05	15 40	9 15
....	17 16	9 09	18 33	— —	187	+......St. Valier.......	— —	p11 53	4 25	15 20	8 54
....	17 27	9 19	18 43	— —	192	+.....St. Francois.......	— —	p11 42	4 00	15 09	8 41
....	17 35	9 26	18 49	— —	195	+......St. Pierre........	— —	p11 35	3 45	15 03	8 34
....	17 46	9 36	18 59	18 59	200	+.....Montmagny.......	11 25	11 25	3 25	14 51	8 23
....	18 00	9 48	19 11	— —	207	+....Cap St. Ignace.....	— —	p11 13	3 00	14 39	8 12
	18 14	10 02	19 23	19 23	213	+.......L'Islet.........	11 02	11 02	2 30	14 26	7 57
	18 33	10 18	19 39	þ19 39	222	+..St. Jean Port Joli....	d10 47	10 47	2 00	14 09	7 41
	18 51	10 33	19 53	— —	229	+.....Ste. Louise.......	— —	p10 33	1 30	13 53	7 25
	19 08	10 51	20 07	20 07	237	+......Ste. Anne........	10 20	10 20	1 05	13 38	7 10
	19 21	11 07	20 18	— —	243	+ **Riviere Ouelle Junc.**	10 08	10 08	24 40	13 24	6 57
	19 30	11 16	20 26	— —	247	+.St. Phillippe de Neri...	— —	p10 02	24 25	13 15	6 50
	19 42	11 30	20 36	20 36	252	+......St. Paschal.......	9 51	9 51	24 00	13 02	6 37
	19 55	11 46	20 47	— —	258	+.....Ste. Helene.......	— —	p9 40	23 40	12 50	6 27
	20 12	12 07	21 02	þ21 05	266	+....St. Alexandre......	9 24	9 24	23 10	12 35	6 11
	20 40	12 55	21 35	21 35	278	+. **Riviere du Loup**...	9 00	9 00	22 30	12 10	†5 45
	....	13 08	21 45	ħ21 45	283	+.......Cacouna.......	c8 37	8 37	21 05	11 40	....
	....	13 14	21 50	ħ21 50	285	+......Ste. Arsene......	8 31	8 31	20 55	11 35	....
	....	13 33	22 06	22 06	294	+.......Isle Verte.......	8 12	8 12	20 20	11 18	....
	....	13 59	22 28	22 28	305	+....Trois Pistoles......	7 50	7 50	19 30	10 55	....
	....	14 20	22 46	ħ22 46	313	+.......St. Simon.......	c7 35	7 35	19 00	10 37	....
	....	14 42	23 08	23 08	323	+.......St. Fabien......	7 17	7 17	18 30	10 16	....
	....	15 05	23 25	23 25	333	+..........Bic..........	6 55	6 55	17 50	9 53	....
....	42	15 30	23 45	23 45	343	+.......**Rimouski**.......	6 35	6 35	17 15	9 34	41
....	†6 00	16 25	24 20	24 30	361	+......Ste. Flavie.......	6 05	‡6 05	†16 15	9 00	16 00
....	7 05	16 52		24 55	370	+......Little Metis......	5 40			8 33	15 15
....	9 50	17 53		m1 50	397	+.......Cedar Hall......	m4 47			7 33	12 25
....	14 18	19 57		m3 26	448	........St. Alexis.......	m3 04			5 40	8 18
....	15 20	20 09		3 37	453	+.......**Matapedia**......	2 53			5 29	7 55
....	16 30	20 40		4 05	...	ar.(*Eastern Time*)lv.	¶2 25			†5 00	†6 30
		40	36		466	+ **Campbellton**...		39		35	
....	58	*19 00	†7 10	†5 15	...	lv.(*Atlantic Time*)ar.	‡3 15	*11 50	71	†8 15	161
†18 00	†11 25	19 30	7 30	5 31	475	..**Dalhousie Junction**..	2 59	11 13	7 25	17 56	19 20
18 20	11 45	†19 55	8 00	5 55	482	arr..+ **Dalhousie**...lve.	¶2 35	†10 50	†7 05	†17 30	†19 00
	....	20 43	8 06	05 57	491	........New Mills........	02 33	10 08		17 21	....
....	....	21 40	8 22	06 13	501	+....Jacquet River......	02 17	9 27	....	16 59	....
60	....	22 38	9 08	06 42	518	......Petite Rocher......	01 47	8 10	Mix.	16 20	
Mix.	....	23 14	9 33	7 00	529	+......Bathurst.........	1 29	7 25	59	15 55	
†16 00	....	2 20	11 05	8 20	573	+.....**Newcastle**.......	24 10	4 20	10 55	14 15	
16 15	....	2 35	11 13	— —	577	....**Derby Junction**....	— —	3 36	10 40	14 01	
17 20	....	....	....	....	590	.......Indiantown.......	....	....	9 34	....	
17 50	....	....	....	....	599	arr....**Blackville**....lve.	....	....	†9 05	....	
		3 00	11 18	8 32	579	+ **Chatham Junction**..	23 51	3 26	..	13 55	
		....	11 50	9 15	591	arr...+ **Chatham**....lve.	†23 13	....	....	†13 15	
		....	....	13 20	687	arr.+ **Fredericton**..lve.	†18 30	....	....	†5 45	
		....	....	†18 30	....	lve.. **Fredericton**..arr.	13 20	....	....	....	
		....	†10 35	†7 55	....	lve.... **Chatham**....arr.	24 31	....	....	14 30	
		3 00	11 18	8 32	579	..**Chatham Junction**..	23 51	3 26	....	13 55	
		5 13	12 50	9 33	615	+......**Harcourt**.......	22 54	1 08	....	12 30	
		7 30	14 10	10 40	651	arr.....**Moncton**....lve.	21 50	*22 40	....	10 45	
		....	14 25	10 55	651	lve..+ **Moncton**....arr.	21 30	21 30	....	10 20	
			17 20	14 00	740	arr...+ **St. John**....lve.	†18 30	†18 30	....	†7 00	
				10 55	651	lve......**Moncton**....arr.	21 35				
				11 10	659	...**Painsec Junction**...	21 20				
				h11 24	670	+....Memramcook......	20 51				
				11 50	678	+.....Dorchester........	20 35				
				12 13	689	+......Sackville........	20 10				
				12 33	699	+.......Amherst........	19 40				
				12 51	709	+.......**Maccan**........	19 30				
				13 10	716	.**Spring Hill Junction**.	19 10				
				13 36	729	+.**Oxford Junction**...	18 41				
				— —	742	.......Westchester.......	18 15				
				14 39	758	+....Londonderry.......	17 43				
				15 30	775	........**Truro**..........	17 10				....
				16 07	797	......Shubenacadie......	16 18				....
				16 50	823	+ **Windsor Junction**...	15 36				....
				†17 15	837	arr....+ **Halifax**.....lve.	†15 10				....

ħ Stops to leave from Levis and west and take for Ste. Flavie and east.

g Stops to leave from St. Hyacinthe, Ste. Rosalie and east and to take for Montreal; *h* stops to leave from or take for Spring Hill Jn. and east and to take for or leave from Moncton and west; *k* Saturday only.

p Stops to leave from Riviere du Loup and east and to take for Levis and west.

\+ Coupon stations.

o Stops to take or leave for or from Moncton and east or Levis and west; *r* stops to leave from or take for Montreal, and to take for or leave from Levis and east. ‡ Monday only.

Additional Train—Leaves Dalhousie Junction for Dalhousie §3 05. Leaves Dalhousie for Dalhousie Junction ‡5 05.

Riviere Ouelle Branch.—Train leaves **Riviere Ouelle Junction** †11 15 for Riviere Ouelle Wharf (6 miles). Returning, leaves Riviere Ouelle Wharf †9 30.

a Daily, except Saturday and Sunday; *c* stops, except on Mondays, to leave from Ste. Flavie and east and to take for Levis and west; *d* stops, except on Mondays, to leave from Riviere du Loup and east and to take for Levis and west.

THROUGH CAR SERVICE.—**Nos. 33 and 34**—Dining and Sleeping and Colonist Sleeping Cars between Montreal and Halifax. Sleeper Moncton and St. John. Sleeper Montreal to St. John.

THE TYLER TUBE & PIPE CO. WASHINGTON, PA. 26 Cortlandt St., New York. Old Colony Bldg, Chicago **BOILER TUBES** Guaranteed to Pass A. R. M. M. Specifications GEO. E. MOLLESON, Manager R.R. Dept.. NEW YORK

INTERCOLONIAL RAILWAY

The 24-hour system of time is used on this road.

STANDARD—*Atlantic time.*

HALIFAX AND ST. JOHN.

9	17	13	33	15	25	19-1	Mls.	*October 17, 1909.*	10	18	34	2-20	14	26
‡2045	†1700	†1315	†1510	.....	†8 00	†7 00	0	lv. + **Halifax**..ar.	†8 55	11 35	17 15	19 20	8 45	22 00
— —	17 03	13 18	— —	.....	— —	— —	1	... Richmond ...	— —	11 33	— —	— —	8 42	— —
20 54	17 09	13 28	— —	.....	— —	7 09	4	.. Rockingham ..	— —	11 25	— —	19 10	8 32	— —
21 04	17 23	13 40	— —	.....	— —	7 19	9	+ .. Bedford	8 36	11 17	— —	19 00	8 18	— —
— —	17 33	13 50	— —	.....	— —	7 27	12	... Lake View...	— —	11 08	— —	— —	8 08	— —
21 15	17 39	13 55	15 36	....	8 26	7 30	14	+ **Windsor Junc.**	8 26	11 05	16 50	18 47	8 04	21 36
— —	17 55	14 17	— —	.....	— —	7 45	22	... Wellington...	— —	10 51	— —	18 29	7 45	— —
— —	17 59	14 22	— —	.....	— —	7 49	23	.. Grand Lake ..	— —	10 48	— —	18 25	7 40	— —
— —	18 03	14 27	— —	.....	— —	7 52	24	.... Oakfield	— —	10 45	— —	18 23	7 37	— —
21 39	18 15	14 36	— —	.....	— —	8 00	28	+ ... Enfield.....	8 00	10 36	— —	18 15	7 29	— —
21 43	18 20	14 44	— —	.....	— —	8 07	30	+ ... Elmsdale...	7 55	10 30	— —	18 08	7 22	— —
21 55	18 37	15 02	— —	.....	— —	8 20	37	.... Milford	7 43	10 17	— —	17 55	7 06	— —
22 06	18 44	15 13	16 18	.....	9 09	8 30	40	+ **Shubenacadie**..	7 36	10 09	16 07	17 46	6 56	20 51
22 13	18 54	15 27	16 26	.....	9 16	8 40	45	+ . Stewiacke ...	7 27	10 00	16 00	17 35	6 45	20 44
— —	19 04	15 51	— —	.....	— —	8 50	49	..... Alton	— —	9 50	— —	17 24	6 33	— —
22 28	19 16	16 06	— —	.....	— —	9 01	54	+ . Brookfield ...	— —	9 43	— —	17 14	6 20	— —
— —	19 26	16 17	— —	.....	— —	9 10	57	..... Hilden.....	— —	9 36	— —	17 08	6 10	— —
22 55	19 35	16 30	17 10	†1805	9 55	9 25	62	+ ... **Truro**	6 55	†9 25	15 30	16 55	†6 00	20 15
— —	.....	.....	— —	18 35	— —	9 42	70	.... Belmont	6 21	.....	— —	16 02	.....	— —
23 27	.....	.....	17 43	19 25	10 30	10 04	79	+ **Londonderry**	6 03	.....	14 39	15 40	.....	19 25
23 51	.....	.....	18 07	20 20	— —	10 31	91	+ . Wentworth ..	5 38	.....	— —	15 11	.....	— —
23 59	.....	.....	18 15	20 37	— —	10 42	96	+ . Westchester ..	5 30	.....	— —	15 03	.....	— —
24 15	.....	.....	— —	21 13	— —	11 01	104	... Thomson ...	5 13	.....	— —	14 40	.....	— —
24 23	.....	.....	18 41	21 30	11 31	11 10	108	+ **Oxford Junc.**	5 04	.....	13 36	14 30	.....	18 20
— —	**83**	.....	— —	21 56	— —	11 25	115	.. Salt Springs ..	— —	.....	— —	14 15	**84**	— —
24 49	†7 45	.....	19 10	22 55	11 58	11 40	121	+ **Springhill Jn**	4 40	.....	13 10	14 00	21 00	17 58
— —	7 58	.....	— —	23 13	— —	11 53	127	..... Athol	4 29	.....	— —	13 48	20 46	— —
1 08	8 07	.....	19 30	23 25	12 16	12 01	130	+ . **Maccan** ...	4 19	.....	12 51	13 39	20 35	17 40
1 15	8 15	.....	— —	23 36	— —	12 10	134	.... Nappan	4 12	.....	— —	13 29	20 27	17 32
1 23	8 25	.....	19 49	23 50	12 33	●1549	138	+ . **Amherst** ...	4 03	.....	12 33	13 20	20 17	17 22
— —	8 39	.....	— —	.....	— —	15 56	144	..... Aulac	— —	.....	— —	12 45	20 02	— —
1 42	8 50	.....	20 10	.....	12 52	16 08	148	+ .. Sackville.....	3 42	.....	12 13	12 34	19 52	17 02
2 07	9 15	.....	20 35	.....	13 18	16 38	160	+ . Dorchester ...	3 22	.....	11 50	12 09	19 23	16 38
— —	9 22	.....	— —	.....	— —	16 45	162	Upper Dorchester	— —	.....	— —	12 02	19 15	— —
2 22	9 32	.....	20 51	.....	13 34	16 58	167	+ Memramcook..	3 08	.....	h1134	11 51	19 05	h1624
— —	9 49	.....	— —	.....	— —	17 18	174	.Meadow Brook ..	— —	.....	— —	11 33	18 45	— —
— —	10 00	.....	21 20	.....	13 58	17 30	179	. **Painsec Junc.**	2 45	.....	11 10	11 23	18 33	15 59
3 00	10 15	.....	21 35	**133**	14 15	17 50	186	ar. { + **Moncton** { lv.	2 30	**134**	†1055	11 05	†1815	15 45
3 10	.....	.....	.....	†1055	14 25	18 05	186	lv. } { ar.	2 20	21 30	.....	10 20	.....	15 35
3 37	.....	.....	.....	11 20	14 52	18 34	199	+ . Salisbury ...	1 55	21 04	.....	9 51	.....	15 10
— —	.....	.....	.....	11 30	— —	18 45	204	.. River Glade ..	— —	20 54	.....	9 41	.....	— —
3 57	.....	.....	.....	11 40	15 10	18 55	209	+ **Petitcodiac**.	1 38	20 44	.....	9 30	.....	14 50
4 08	.....	.....	.....	11 50	— —	19 07	215	... Anagance ...	1 26	20 33	.....	9 18	.....	— —
4 28	.....	.....	.....	12 10	— —	19 27	224	.. Penobsquis...	1 09	20 14	.....	8 58	.....	— —
— —	.....	.....	7	12 17	— —	19 35	229	.. Plumweseep ..	— —	20 06	**8**	8 48	.....	— —
4 44	.....	.....	†7 00	12 24	15 55	19 41	232	+ ... Sussex	24 55	20 00	19 10	8 42	.....	14 10
4 52	.....	.....	7 12	12 34	16 03	19 52	236	... Apohaqui ...	24 47	19 52	19 00	8 32	.....	14 01
5 05	.....	.....	7 28	12 47	16 15	20 07	243	..... Norton.....	24 34	19 37	18 43	8 18	.....	13 50
5 14	.....	.....	7 40	12 57	— —	20 19	248	.... Bloomfield ...	24 26	— —	18 30	8 07	.....	— —
— —	**135**	.....	7 44	13 00	— —	20 23	249	... Passekeag ...	24 23	— —	18 27	8 04	**136**	— —
5 25	†6 45	.....	7 55	13 08	16 36	20 33	253	+ . **Hampton** ...	24 15	19 15	18 15	7 55	14 20	13 30
5 28	6 49	.....	7 59	13 11	— —	20 36	255	.... Lakeside	24 12	19 13	18 11	7 50	14 14	— —
5 36	6 59	.....	8 10	13 20	— —	20 44	259	. Nauwigewauk .	24 05	19 05	18 01	7 44	14 03	— —
— —	7 02	.....	8 14	13 23	— —	20 47	260	..... Jubilee.....	24 03	19 03	17 58	7 42	13 59	— —
5 47	7 14	.....	8 25	13 39	— —	20 58	263	.... Quispamsis...	23 58	18 56	17 50	7 33	13 48	— —
5 54	7 25	.....	8 34	13 38	17 02	21 06	267	+ .. Rothesay.....	23 50	18 5	17 40	7 25	13 38	13 01
— —	7 28	.....	8 38	13 42	— —	21 09	268	... Riverside ...	23 47	18 46	17 37	7 22	13 34	— —
6 01	7 34	.....	8 44	13 48	— —	21 13	270	... Torryburn ..	23 43	18 42	17 32	7 16	13 30	— —
6 04	7 38	.....	8 47	13 54	— —	21 16	271	... Brookville ...	23 40	18 39	17 29	7 12	13 26	— —
6 07	7 42	.....	8 51	13 54	— —	21 20	272	.. Cold Brook ..	23 37	18 36	17 25	7 08	13 23	— —
6 15	7 50	.....	9 00	14 00	17 20	21 30	275	ar. + **St. John**. lv.	†2330	†1830	†1715	17 00	†1315	†1240

THROUGH CAR SERVICE.—**Nos. 9 and 10**—Sleeping Car Halifax and St. John. **Nos. 33 and 34**—Sleeping and Dining Cars Halifax and Moncton. **Nos. 133 and 134**—Sleeping Car Moncton and St. John. **Nos. 19 and 20**—Sleeping Car between Halifax and Truro. **Nos. 25 and 26**—Sleeping Car St. John and Halifax. Dining Car St. John and Truro. **Nos. 17 and 18**—Sleeping Car Halifax and Truro. **No. 20**—Dining Car Truro to Halifax.

DARTMOUTH BRANCH.

.....	.....	.....	†1650	†1220	†6 50	0	lve. + **Dartmouth** arr.	8 45	14 55	19 45	.....	.....	.....
.....	.....	.....	17 23	12 52	7 18	11	+ ..... Waverly.....	8 15	14 22	19 15	.....	.....	.....
.....	.....	.....	17 30	13 00	7 25	13	arr.. **Windsor Jn**. lve.	†8 05	†4 15	†1905	.....	.....	.....

POINT DU CHENE BRANCH.

.....	.....	†1645	†1315	†7 50	†5 00	0	lv. + **Point du Chene**. ar.	12 10	16 25	19 10	22 50	.....	.....
.....	.....	17 00	13 20	8 05	6 00	2	+ ..... Shediac.....	12 04	16 20	19 05	22 45	.....	.....
.....	.....	17 13	13 35	8 17	6 12	6	..... Scoudouc.....	11 52	16 10	18 52	22 35	.....	.....
.....	.....	17 30	13 58	8 30	6 25	11	. **Painsec Junction**.	11 35	16 00	18 35	22 20	.....	.....
.....	.....	17 50	14 15	8 45	6 45	19	arr. + **Moncton** .. lve.	†1120	†1545	†1815	†2200	.....	.....

ST. CHARLES BRANCH.

		LEAVE	ARRIVE		
†1655	0	+ **St. Charles Junc** ..		6 00	....
17 45	13	. St. Jean Chrysostome.		5 10	....
18 00	17	arr. **Chaudiere Jn**. lve.		†5 00	....

NICOLET BRANCH.

		LEAVE	ARRIVE		
†1905	0	. **St. Leonard Junction** .		7 20	....
19 25	8	+ ... Ste. Monique.....		7 02	....
19 40	15	arr.. + **Nicolet** ... lve.		†6 45	....

PICTOU BRANCH.

.....	.....	†2145	†1450	†1045	†7 25	0	lve.. **New Glasgow**.. arr.	7 50	11 15	.....	19 45	.....	.....
.....	.....	22 10	15 10	11 15	7 45	2	..... **Stellarton**.....	7 40	11 10	14 50	19 40	.....	.....
.....	.....	22 18	15 35	11 25	7 55	5	+ ..... Westville	7 20	10 45	14 40	19 25	.....	.....
.....	.....	22 32	15 52	11 40	8 10	10	..... Sylvester	7 05	10 30	14 25	19 06	.....	.....
.....	.....	22 45	16 10	11 54	8 25	14	..... Brown's Point....	6 51	10 15	14 10	18 51	.....	.....
.....	.....	22 50	16 15	12 00	8 30	16	arr.. + **Pictou**.... lve.	†6 45	†10 10	†1405	†1845	.....	.....

‡ Daily, except Sat.; *b* Mon., Wed. and Fri.; *c* Tues., Thur. and Sat.; *h* stops to leave from or to take for Springhill Junc. and points east and to take for or to leave from Moncton and west. ● Arrives Amherst 12 20. + Coupon stations.

OXFORD AND PUGWASH.

.....	.....	†4 40	0	lv. + **Oxford Junc**..ar.	11 15	.....	.....
.....	.....	14 47	3	+ ..... Oxford.....	11 09	.....	.....
.....	.....	15 06	11	..... Conn's Mills.....	10 50	.....	.....
.....	.....	15 16	15	arr. + **Pugwash Junc**. lve.	10 40	.....	.....
.....	.....	15 28	21	arr. } + **Pugwash**. { lve.	10 30	.....	.....
.....	.....	15 28	21	lve. } { arr.	10 30	.....	.....
.....	.....	15 44	15	lve. **Pugwash Junc** arr.	10 15	.....	.....
.....	.....	16 05	23	+ ..... Wallace	10 00	.....	.....
.....	.....	16 40	35	+ .. Tatamagouche....	9 35	.....	.....
.....	.....	16 57	42	+ ..... Denmark.....	9 20	.....	.....
.....	.....	17 10	47	+ .... River John.....	9 09	.....	.....
.....	.....	17 30	55	+ ... Meadowville.....	8 53	.....	.....
.....	.....	17 43	60	+ ..... Scotsburn.....	8 42	.....	.....
.....	.....	18 00	67	..... Brown's Point.....	8 25	.....	.....
.....	.....	18 05	69	arr.. + **Pictou**.... lve.	†8 20	.....	.....

FREDERICTON SECTION.

317	301	303	Mls	*October 17, 1909.*	302	304	330
†6 15	†1830	†5 45	0	lve. + **Fredericton**.. arr.	13 20	18 50	21 55
6 20	18 33	5 49	1	+ ..... Gibson.....	13 17	18 45	21 50
6 30	18 39	6 02	3	+ .... Marysville.....	13 13	18 15	†2140
.....	19 30	7 44	26	..... Cross Creek	12 14	16 35	.....
.....	20 29	9 10	48	+ .... Boiestown	11 17	15 00	.....
.....	21 10	10 35	64	+ .... Doaktown	10 35	13 50	.....
305	22 10	12 05	88	+ .... Blackville	9 33	11 55	**308**
†8 40	23 10	14 15	108	. **Chatham Junction**.	8 40	10 30	11 10
9 30	23 47	15 05	120	+ .... Chatham	7 55	9 15	10 35
9 45	24 00	15 25	125	arr. + **Loggieville**. lve.	†7 35	†8 40	†1005

Additional Trains—Leave Fredericton for Marysville †11 15, †16 20, †18 40, †21 20. Ret'g, lve. Marysville †8 00, †13 30, †18 05, †19 00. Lve. Chatham Junc. for Chatham †11 20, †14 00, †24 00; for Loggieville †24 00. Ret'g, lve. Chatham †7 00, †13 15; Loggieville †23 00.

PRINCE EDWARD ISLAND RAILWAY.

M. J. BUTLER, C. E., Deputy Minister of Ry. and Canals, Ottawa, Ont.
L. K. JONES, Secretary Railways and Canals, "
D. POTTINGER, General Manager, Moncton, N.B.
E. TIFFIN, General Traffic Manager, "
G. A. SHARP, Superintendent, Charlottetown, P.E.I.
W. T. HUGGAN, Accountant and Auditor, "

7	3	1	Mls.	*October 11, 1909.*	8	4	2
P M	P M	A M	.....	(*Atlantic time.*)	A M	A M	P M
*c*435	†3 00	†7 45	0	lv. **Charlottetown**. ar.	9 30	11 40	9 00
5 00	3 18	8 00	5.3	.. **Royalty Junction**..	9 10	11 24	8 46
5 19	3 33	8 12	9.9	..... Milton.....	8 53	11 11	8 32
5 34	3 46	8 21	13.4	..... Colville.....	8 41	10 59	8 22
6 02	4 09	8 38	19.9	..... Hunter River.....	8 10	10 38	8 05
6 22	4 26	8 50	24.4	..... Fredericton.....	7 50	10 24	7 52
6 40	4 40	9 01	28.6	..... Bradalbane.....	7 31	10 11	7 41
6 50	4 48	9 06	31 0	.. **Emerald Junction**..	*c*720	10 04	7 38
8 30	8 30	.....	42.6	arr. **Cape Traverse**. lve.	*c*625	†6 25	.....
P M	5 01	9 15	34.4	..... Freetown	A M	9 53	7 28
....	5 23	9 30	39.9	..... Kensington.....	....	9 33	7 12
....	5 55	9 50	48.2	arr. } .. Summerside.. { lve.	....	9 00	6 50
....	7 00	11 25	48.2	lve. } { arr.	....	8 45	4 50
....	10 00	4 05	116.1	..... **Tignish**	....	†5 45	†1215
....	P M	P M	.....	ARRIVE] [LEAVE	....	A M	Noon

Train leaves Emerald Junction *b*7 20 a.m., arrives Summerside 8 30 a.m. Returning, leaves Summerside *b*2 15 p.m., arrives Emerald Junction 3 25 p.m.

CHARLOTTETOWN, SOURIS AND GEORGETOWN.

No. 11-15		A M	Ms.	*October 11, 1909.*	No. 12-16		P M
†3 30	P M	†6 45	0	lv. **Charlottetown**. ar.	9 15	A M	5 20
3 40	»	6 59	4.0	..... Sherwood	9 04	»	5 05
3 45	»	7 04	5.3	.. **Royalty Junction**..	9 00	»	5 00
3 54	»	7 19	9.0	..... York	8 50	»	4 42
4 06	»	7 38	13.6	..... Bedford	8 38	»	4 24
4 15	»	7 49	16.5	..... Tracadie	8 31	»	4 15
4 30	P M	8 15	22.0	.. **Mt. Stewart Junc**..	8 15	A M	3 45
5 17	P M	9 20	38.6	..... St. Peter's.....	7 29	A M	2 32
5 60	»	10 08	50.0	..... Bear River.....	6 57	»	1 47
5 57	»	10 19	52.4	..... New Zealand	6 50	»	1 39
6 20	P M	10 50	60.0	..... **Souris**	†6 30	A M	†1 10
4 55	P M	8 52	31.3	..... St. Teresa	7 40	A M	3 01
5 07	»	9 09	35.9	..... Perth	7 28	»	2 45
5 13	»	9 25	40.2	..... Cardigan	7 16	»	2 28
5 22	P M	9 30	41.4	arr. **Montague Jn**. lve.	†7 13	A M	2 24
5 40	P M	9 54	47.6	arr... **Montague**... lve.	†6 54	A M	.....
6 15	P M	10 35	46.2	arr.. **Georgetown** . lve.	†6 20	A M	†2 05

MURRAY HARBOR BRANCH.

	No. 19		Ms.	*October 11, 1909.*	No. 20		
.....	†3 10	P M	0	lv. **Charlottetown**.. ar.	10 05	A M	.....
.....	3 41	»	7.4	..... Hazelbrook	9 34	»	.....
.....	4 50	»	16.6	..... Vernon River.....	8 26	»	.....
.....	6 04	»	36.3	..... Wood Island	7 12	»	.....
.....	6 30	»	43.7	..... Murray River.....	6 45	»	.....
.....	6 45	P M	47.8	ar. **Murray Harbor**. lv.	†6 30	A M	.....

DETROIT & TOLEDO
Shore Line Railroad.

T. P. SHONTS, President, Chicago, Ill.
E. H. FITZHUGH, Vice-President, Montreal, P.Q.
G. W. ALEXANDER, Treasurer and Secretary, Detroit, Mich.
J. P. MAIN, Superintendent & Traffic Manager, "
L. F. LANG, Auditor, "

This road is operated for Freight Traffic between

DETROIT AND TOLEDO

and is owned jointly by the Grand Trunk Ry. System and the Toledo, St. Louis & Western R.R. (Clover Leaf Route).

The following are the intermediate stations and mileage:

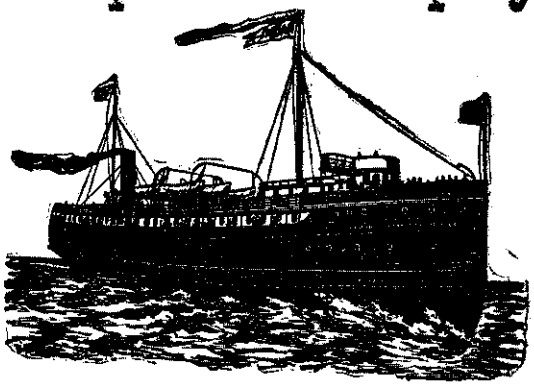
Detroit	0	South Rockwood	28.8
Milwaukee Junction	4.1	Chapman	30.3
West Detroit	8.7	Newport	33.7
Cicottes	10.7	Warner	39.4
Delray	11.2	Monroe	41.4
River Rouge	11.8	La Salle	46.1
Ecorse	15.4	Vienna	51.1
Wyandotte	17.7	Lang	56.8
Sibley	20.5	Boulevard	58.2
Trenton Junction	21.5	Manhattan Junction	58.8
Trenton	22.2	Copeland	72.3
Slocum	23.1	M. C. Junc	75.8
Rockwood	28.1	Toledo	78.0

The Detroit & Toledo Shore Line R.R. also operates under a lease 11 2.10 miles of the Detroit, Toledo & Ironton R.R. from Trenton Junction to Delray, reaching the manufacturing industries intermediate along the Detroit River front.

CONNECTIONS.

Detroit—With Grand Trunk Ry., Michigan Central R.R., Wabash R.R., Lake Sh. & Mich. South. Ry., Pere Marquette R.R., Can. Pac. Ry.
Delray—With Wabash and Pere Marquette R.Rs.
Ecorse—With Lake Shore & Michigan Southern Ry.
Monroe—With Michigan Central R.R.
Sibley—With Lake Shore & Michigan Southern Ry.
Trenton Junction—With Detroit, Toledo & Ironton R.R.
Toledo—With Ann Arbor R.R., Pennsylvania Co., Toledo Terminal R.R., Toledo, St. Louis & Western R.R., Wheeling & Lake Erie R.R., Lake Shore & Michigan Southern Ry., Michigan Central R.R., Hocking Valley Ry., Toledo & Ohio Central Ry., Wabash R.R., Cincinnati, Hamilton & Dayton Ry. and all roads running into Toledo.
Wyandotte—With Michigan Central R.R. *October*, 1909.

CROSBY
Transportation Company.



GRAND HAVEN ROUTE.
Milwaukee, Grand Haven and Muskegon.

Steamers "NYACK" and "MANISTEE."

Shortest and most Direct Trans-Lake Line between the

EAST, WEST AND NORTHWEST.

.....	*9 00 P M	lve..... **Milwaukee**.....	arr.	6 00 A M	.....
.....	*5 00 A M	arr..... **Grand Haven**.....	lve.	10 20 P M	.....
.....	7 30 A M	arr..... **Muskegon**.....	lve.	*5 00 P M	.....

* Daily. *May*, 1909.

Direct Connections with Fast Mail and Express Trains for all points in the East and West.

E. G. CROSBY, General Manager, Milwaukee, Wis.
F. F. WALSH, General Passenger Agent, Milwaukee, Wis.

TEMISKAMING & NORTHERN ONTARIO RAILWAY.
(ONTARIO GOVERNMENT RAILWAY.)

J. L. ENGLEHART, Chairman, Toronto, Ont.
DENIS MURPHY, Commissioner, Ottawa, Ont.
FREDERICK DANE, Commissioner, Toronto, Ont.
A. J. McGEE, Secretary-Treasurer, Toronto, Ont.
J. H. BLACK, Superintendent, North Bay, Ont.
W. D. CUNNEYWORTH, Freight and Passenger Agent. North Bay, Ont.
A. J. PARR, Assistant Freight and Passenger Agent, North Bay, Ont.
W. A. GRIFFIN, Traffic Accountant, North Bay, Ont.
W. A. GRAHAM, Storekeeper, North Bay, Ont.

CHARLTON BRANCH.

October 17, 1909.	Ms.	No. 23	
[LEAVE	....	.....	.....
Englehart	0	†1 35 P M	.....
Englehart Junction	1	1 37 "	.....
Dack	5	1 55 "	.....
Charlton	8	2 05 P M	.....
[ARRIVE	....	.....	.....

STATIONS.	No. 24		
[LEAVE	.....	.....	.....
Charlton	†2 30 P M	.....	.....
Dack	2 40 "	.....	.....
Englehart Junction	2 58 "	.....	.....
Englehart	3 00 P M	.....	.....
[ARRIVE	.....	.....	.....

11	9	7	1	47	5	3	Ms	*October* 17, 1909.	4	6	8	2	10	46	12
....	....	....	A M	A M	....	....	....	LEAVE] [ARRIVE	....	....	....	P M	....	P M	....
....	....	....	*10 15	*7 45	....	....	0	.... **North Bay**‖.. ♂	....	....	....	6 20	....	10 40	....
....	....	....	10 22	— —	....	....	1	.. North Bay Junc. ♂	....	....	....	6 12	....	— —	....
....	....	....	10 27	— —	....	....	3	.....Trout Mills.....	....	....	....	6 06	....	— —	....
....	....	....	10 44	— —	....	....	8	.....Feronia.....	....	....	....	5 55	....	— —	....
....	....	....	10 59	— —	....	....	14	..... Widdifield ... ♂	....	....	....	5 45	....	— —	....
....	....	....	11 12	— —	....	....	18	.....Mulock.....	....	....	....	5 35	....	— —	....
....	....	....	11 36	9 03	....	....	27	.....Tomiko..... ♂	....	....	....	5 18	....	9 40	....
....	....	....	11 45	— —	....	....	32	.....Jocko.....	....	....	....	5 06	....	— —	....
....	....	....	11 49	— —	....	....	34	..... Riddle.....	....	....	....	5 02	....	— —	....
....	....	....	11 55	— —	....	....	38	.....Osborne.....	....	....	....	4 54	....	— —	....
....	....	....	12 01	— —	....	....	40	.....Diver..... ♂	....	....	....	4 49	....	— —	....
....	....	....	12 15	— —	....	....	48	..... Bushnell.....	....	....	....	4 34	....	— —	....
....	....	....	12 30	— —	....	....	56	.....Redwater.... ♂	....	....	....	4 18	....	— —	....
....	....	....	12 44	— —	....	....	64	..... Doherty	....	....	....	4 05	....	— —	....
....	....	....	12 58	10 14	....	....	72	arr. **Temagami** ♂ lve.	....	....	....	3 48	....	8 20	....
....	....	....	1 23	10 24	....	....	72	lve. **Temagami** ‖ arr.	....	....	....	3 38	....	8 20	....
....	....	....	1 28	— —	....	....	75	.....Grey.....	....	....	....	3 35	....	— —	....
....	....	....	1 44	— —	....	....	83	.....Rib Lake.... ♂	....	....	....	3 15	....	— —	....
P M	....	....	1 55	— —	A M	....	90	..... Johnson	....	A M	....	3 03	....	— —	P M
†8 35	....	....	2 10	11 05	†10 30	....	94	.....Latchford ... ♂	....	9 30	....	2 53	....	7 35	8 17
8 44	....	....	2 19	11 14	10 39	....	99	..... Gillies	....	9 20	....	2 37	....	7 22	8 08
8 48	P M	P M	2 22	— —	10 41	A M	100	.....Cassidy.....	A M	9 18	P M	2 35	P M	— —	8 08
9 00	†630	†226	2 43	11 34	10 55	†7 05	103	..... Cobalt ..... ♂	6 45	9 10	2 00	2 28	5 50	7 13	7 58
9 10	6 40	2 36	2 53	11 44	11 05	7 15	105	....North Cobalt....	6 35	8 55	1 50	2 19	5 40	6 59	7 45
9 30	6 52	2 45	3 03	11 54	11 15	7 25	108	.....Haileybury... ♂	6 26	8 46	1 41	2 02	5 31	6 52	7 36
9 44	7 02	2 55	3 17	12 07	11 25	7 35	113	... New Liskeard . ♂	6 10	†8 30	†1 25	1 46	†5 15	6 35	†7 20
9 58	P M	P M	3 29	12 19	A M	A M	119	.....Uno Park	5 54	A M	P M	1 29	P M	6 19	P M
10 12	....	....	3 42	12 32	....	....	125	.....Thornloe.....	5 42	....	....	1 17	....	6 07	....
10 22	....	....	3 52	12 42	....	....	129	.....Earlton.....	5 34	....	....	1 09	....	5 59	....
10 35	....	....	4 05	12 55	....	....	135	.....Heaslip.....	5 20	....	....	12 55	....	5 45	....
10 45	....	....	4 35	1 05	....	....	138	.... **Englehart**‖.....	†5 10	....	....	12 45	....	*5 35	....
P M	....	....	4 50	P M	....	....	146	.....Krugerdorf.....	A M	....	....	12 05	....	P M	....
....	....	....	5 20	....	....	....	160	.....Dane..... ♂	....	....	....	11 40	....	....	....
....	....	....	5 36	....	....	....	168	..... Kenogami	....	....	....	11 22	....	....	....
....	....	....	5 51	....	....	....	176	.....Sesikinika.....	....	....	....	11 08	....	....	....
....	....	....	6 04	....	....	....	182	.....Bourkes.....	....	....	....	10 54	....	....	....
....	....	....	6 29	....	....	....	195	.....Ramore.....	....	....	....	10 28	....	....	....
....	....	....	6 46	....	....	....	203	.....Belleek.....	....	....	....	10 10	....	....	....
....	....	....	6 55	....	....	....	205	.....Matheson.... ♂	....	....	....	10 03	....	....	....
....	....	....	7 17	....	....	....	215	.....Nushka	....	....	....	9 37	....	....	....
....	....	....	7 23	....	....	....	218	..... Monteith	....	....	....	9 30	....	....	....
....	....	....	7 43	....	....	....	225	....Iroquois Falls ..	....	....	....	9 10	....	....	....
....	....	....	8 13	....	....	....	237	.....Holland.....	....	....	....	8 38	....	....	....
....	....	....	8 40	....	....	....	248	..... Wicklow.....	....	....	....	8 10	....	....	....
....	....	....	8 50	....	....	....	252	.....**Cochrane**.....	....	....	....	*8 00	....	....	....
....	....	....	P M	....	....	....	....	ARRIVE] [LEAVE	....	....	....	A M	....	....	....

EXPLANATION OF SIGNS.

Trains marked * run daily.
† Daily, except Sunday.
‖ Meals.
♂ Telegraph stations.
STANDARD—*Eastern time.*

CONNECTIONS.

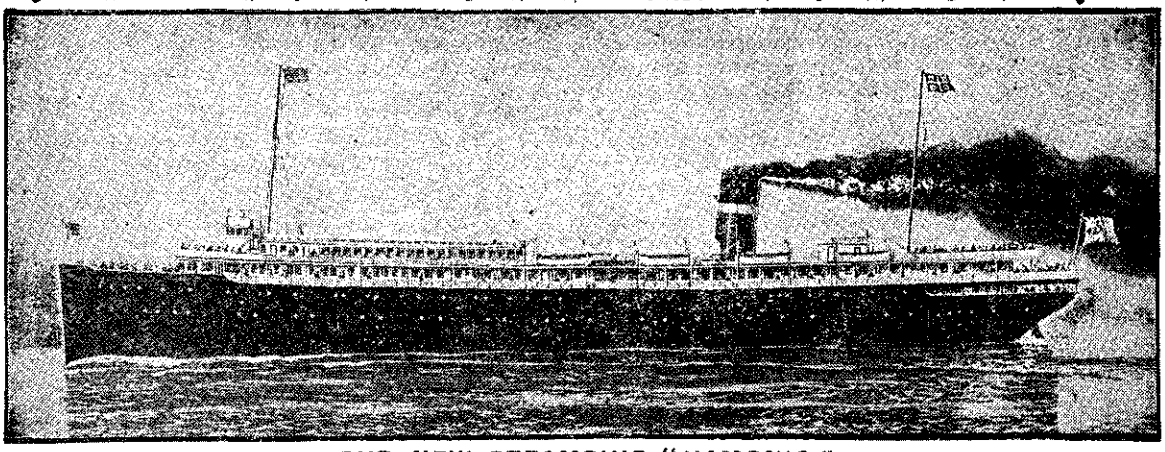
At North Bay—With Canadian Pacific Ry. and Grand Trunk Ry.

The Northern Navigation Co. of Ontario

(LIMITED)

GRAND TRUNK ROUTE

W. J. SHEPPARD, President, Waubaushene, Ont. | H. H. GILDERSLEEVE, Manager, Sarnia, Ont.
C. E. STEPHENS, Sec'y-Treas., Collingwood, Ont. | C. A. MACDONALD, Comptroller, Collingwood, Ont.



OUR NEW STEAMSHIP "HAMONIC."

LAKE SUPERIOR DIVISION.

Service discontinued until the opening of navigation, 1910.

lve. **Sarnia** (*Eastern time*) ..... arr.
lve. **S.S. Marie, Ont.** (*East. time*). lve.
arr. **Port Arthur, Ont.** (*East. time*). lve.
lve. **Fort William, Ont.** (*East. time*). lve.
arr. **Duluth, Minn.** (*Central time*). lve.

Service discontinued until the opening of navigation, 1910.

MIDLAND-PENETANG-PARRY SOUND DIVISION.

Operated during Summer season between Midland, Penetang, Honey Harbor, Minnecog, Go Home Bay, Wahwahtaysee, Copper Head, Sans Souci, Rose Point, Parry Harbor and Parry Sound.

GEORGIAN BAY AND MACKINAC DIVISION.

Operated during season of navigation between Collingwood, Meaford, Owen Sound, Wikwemikong, Killarney, Manitowaning, Sheguindah, Little Current, Kagawong, Gore Bay, Spanish Mills, Cutler, John Island, Spragge, Algoma Mills, Blind River, Thessalon, Bruce Mines, Hilton, Kensington, Port Finlay, Richards Landing and Sault Ste. Marie.

Service discontinued until opening of navigation, 1910.

TAVARES & GULF RAILROAD.

W. M. BRITTAIN, Vice-President and General Manager, Tavares, Fla.

Main Line.—Train leaves **Tavares**[1] †6 00 a.m. for **Astatula**[2] (8 miles), Wait's Junction (23 miles), arriving **Winter Garden**[3] (32 miles) 8 30 a.m. Leaves Winter Garden †6 00 p.m., arriving Tavares 8 40 p.m. Leaves Tavares §9 00 p.m., arriving Wait's Junction 10 10 p.m. Leaves Wait's Junction §4 50 a.m., arriving Tavares 6 00 a.m. Leaves Wait's Junction †5 00 p.m., arriving Winter Garden 5 36 p.m. Leaves Winter Garden †8 40 a.m., arriving Wait's Junction 9 15 a.m.

Clermont Division.—Trains leave Wait's Junction †9 15 a.m., §10 10 p.m., arriving Clermont (7 miles) 9 45 a.m., 10 30 p.m. Leave Clermont §4 30 a.m., †4 50 p.m., arriving Wait's Junction 4 50 a.m., 6 00 p.m.

† Daily, except Sunday; § Sunday only. *November*, 1909.

Connections.—[1] With Seaboard Air Line Ry. and Atlantic Coast Line R.R. [2] With steamers on Lake Harris. [3] With Atlantic Coast Line R.R. *Central time.*

KALAMAZOO, LAKE SHORE & CHICAGO RAILWAY.

GEO. L. CRAIG, Vice-President and Traffic Manager, Kalamazoo, Mich.

Main Line.—Trains leave **Kalamazoo**[1] †7 55 a.m., †3 00 p.m., for **Lawton**[2] (17 miles), Paw Paw (22 miles), **Hartford**[3] (38 miles), arriving **South Haven**[4] (55 miles) 10 15 a.m., 6 15 p.m. Leave South Haven †8 30 a.m., †12 50 noon, arriving Kalamazoo 11 05 a.m., 4 40 p.m. Leaves Kalamazoo †6 00 p.m., arriving Paw Paw 7 00 p.m. Leaves Paw Paw †6 10 a.m., arriving Kalamazoo 7 05 a.m.

Paw Paw Lake Branch.—South Haven to Toquin and Paw Paw Lake (17 miles). Operated only during Summer season. *Nov.*, 1909.

† Daily, except Sunday. *Central time.*

Connections.—[1] With Chicago, Kalamazoo & Saginaw Ry., Grand Rapids & Indiana Ry., Lake Shore & Michigan Southern Ry., Michigan Central R.R. [2] With Michigan Central R.R. [3] With Pere Marquette R.R. [4] With Chicago-South Haven Line.

FRANKFORT & CINCINNATI RAILWAY.

GEO. B. HARPER, President and General Superintendent, Frankfort, Ky.

Trains leave **Frankfort**[1] †6 30 a.m., †2 00 p.m., arriving **Georgetown**[2] (23 miles) 7 22 a.m., 2 47 p.m., **Paris**[3] (41 miles) 8 04 a.m., 3 25 p.m. Returning, leave Paris †9 28 a.m., †5 52 p.m., Georgetown †10 12 a.m., 16 32 p.m., arriving Frankfort 11 03 a.m., 7 23 p.m. *November*, 1909.

† Daily, except Sunday. *Central time.*

Connections.—[1] With Louisville & Nashville R.R. [2] With Queen & Crescent Route and Southern Ry. [3] With Kentucky Central Division Louisville & Nashville R.R.

FORT SMITH, SUBIACO & EASTERN RAILROAD.

HENRY STROUP, General Manager, Paris, Ark.

Trains leave **Paris**[1] †7 30 a.m., †6 55 p.m., arrive Subiaco (6 miles) 7 55 a.m., 7 20 p.m. Returning, leave Subiaco †8 00 a.m., †7 25 p.m., arrive Paris 8 25 a.m., 7 50 p.m. *November* 7, 1909.

† Daily, except Sunday. *Central time.*

Connection.—[1] With Arkansas Central R.R.

ELDORADO, MARION & SOUTHWESTERN RAILROAD.

P. R. COLP, General Manager, Marion, Ill.

Trains leave **Marion**[1] †6 30 a.m., †1 00 p.m., arriving Pittsburg (7 miles) 7 00 a.m., 1 30 p.m. Returning, leave Pittsburg †7 40 a.m., †4 20 p.m., arriving Marion 8 10 a.m., 4 50 p.m. *November*, 1909.

† Daily, except Sunday. *Central time.*

Connections.—[1] With Illinois Central and Chicago & Eastern Illinois R.Rs. and St. Louis, Iron Mountain & Southern Ry.

ROOSEVELT & WESTERN RAILROAD.

J. P. SCHUH, President, Cairo, Ill.

Extends from **Roosevelt,**[1] **La.,** to Mason, La., a distance of 9 miles. At present operated for freight traffic only. *November*, 1909.

Connection.—[1] With St. L. Iron Mt. & So. Ry. *Central time.*

ATLANTIC & WESTERN RAILROAD.

H. P. EDWARDS, General Superintendent, Sanford, N.C.

Trains leave **Sanford**[1] for Jonesboro and Broadway (12 miles) †7 20 a.m., †2 30 p.m., arrive Broadway 8 02 a.m., 3 15 p.m. Leave Broadway †8 20 a.m., †4 15 p.m. arrive Sanford 9 02 a.m. 5 00 p.m.

† Daily, except Sunday. *January*, 1909.

Connections.—[1] With Seaboard Air Line Ry., Atlantic Coast Line R.R. and Southern Ry. *Eastern time.*

SARATOGA & ENCAMPMENT RAILWAY COMPANY.

FRANK ANDERSON, JR., Traffic Manager, Saratoga, Wyo.

Train leaves **Walcott**[1] *11 30 a.m. for Saratoga (24 miles), arriving Encampment (45 miles) 2 45 p.m. Returning, leaves Encampment *8 00 a.m., arriving Walcott 10 30 a.m. *Daily. *November*, 1909.

Connection.—[1] With Union Pacific R.R. *Mountain time.*

HOUSTON, FOSTORIA & NORTHERN RAILROAD COMPANY.

W. H. RUTLAND, Western Traffic Manager, Kansas City, Mo.

Operated for freight service only between **Midline**[1], **Fostoria**[2] (5 miles) and Cold Springs (23 miles). *November*, 1909.

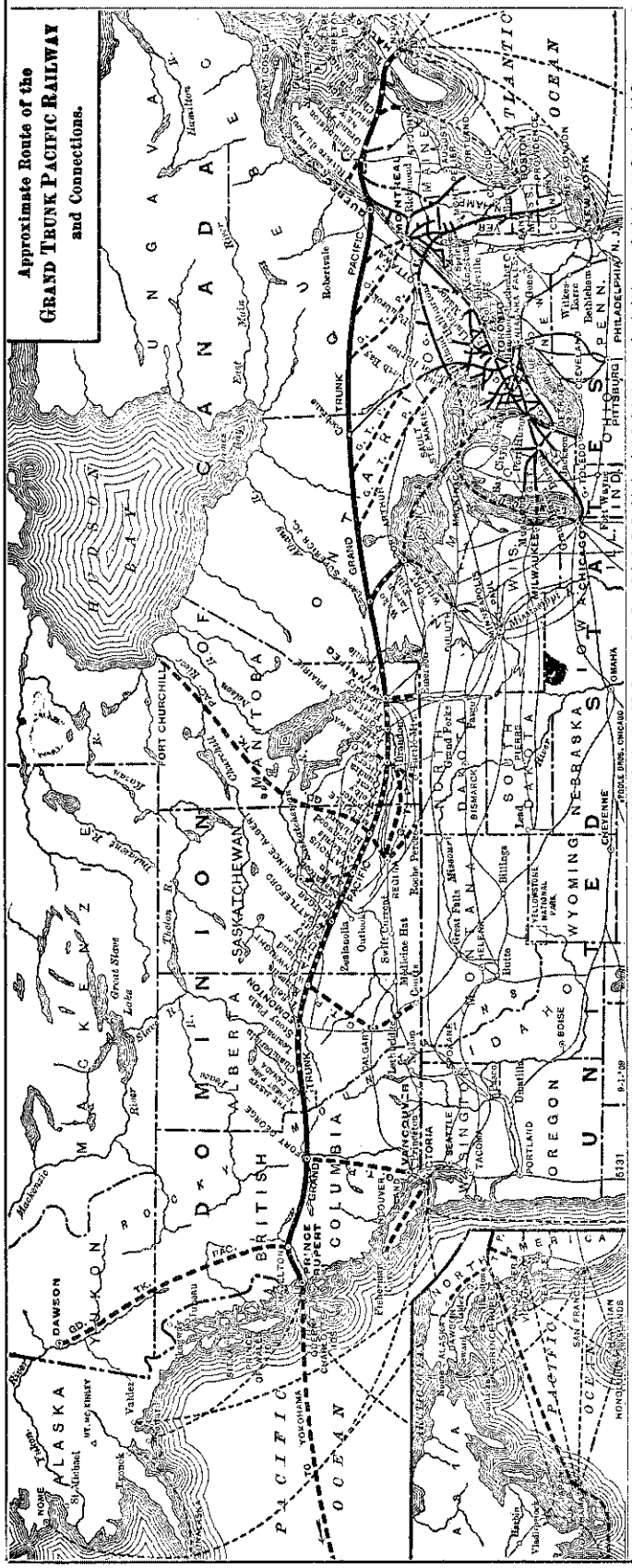
Connections.—[1] With Houston, East & West Texas Ry. and Peach River & Gulf Ry. [2] With Gulf, Colorado & Santa Fe Ry.

GRAND TRUNK RAILWAY LINES

MILEAGE

Grand Trunk Railway of Canada		3,949
Grand Trunk Western Railway		336
Detroit, Grand Haven & Milwaukee Railway		191
Toledo, Saginaw & Muskegon Railway		116
Cincinnati, Saginaw & Mackinaw Railroad		53
Pontiac, Oxford and Northern R.R.		100
Central Vermont Railway		612
Detroit & Toledo Shore Line Railroad (Owned jointly with T. St. L. & W. R.R.)		78
Grand Trunk Pacific Railway (contemplated.) (3,873 Miles in Course of Construction.	Main Line	3,560
	Branches	4,988
Total Miles		13,983

GRAND TRUNK PACIFIC RAILWAY



The New Trans-Continental Line

GENERAL OFFICES—MONTREAL, QUE.

EXECUTIVE.

CHAS. M. HAYS, President, Montreal, Que.
E. J. CHAMBERLIN, Vice-Prest. and Gen. Mgr., Winnipeg, Man.
WILLIAM WAINWRIGHT, 2d Vice-Prest., Montreal, Que.
M. M. REYNOLDS, 3d Vice-President, "
GEO. W. CAYE, Asst. to V.-P. & G. M., Winnipeg, Man.
HENRY PHILIPS, Secretary, Montreal, Que.

LEGAL.

W. H. BIGGAR, Solicitor, Montreal, Que.
D'ARCY TATE, Assistant Solicitor, Winnipeg, Man.
C. H. MANSUR, Assistant Solicitor, "

FINANCIAL AND ACCOUNTING.

M. M. REYNOLDS, 3d Vice-President, Montreal, Que.
FRANK SCOTT, Treasurer, "
W. LeB. ROSS, Local Treas. & Paymaster, Winnipeg, Man.
W. H. ARDLEY, General Auditor, Montreal, Que.
J. G. SWALWELL, Local Auditor, Winnipeg, Man.

CONSTRUCTION AND TRANSPORTATION.

E. J. CHAMBERLIN, V.-P. and G. M., Winnipeg, Man.
B. B. KELLIHER, Chief Engineer, "
H. A. WOODS, Assistant Chief Engineer, Montreal, Que.
GEO. W. CAYE, Purchasing Agent, Winnipeg, Man.
GEO. A. McNICHOLL, Pac. Coast Pur. Agt., Vancouver, B.C.
H. H. BREWER, General Superintendent, Winnipeg, Man.
W. C. C. MEHAN, Superintendent, Melville, Sask.
A. A. TISDALE, Superintendent, Westfort, Ont.
A. B. SMITH, Manager of Telegraphs, Winnipeg, Man.
T. P. WHITE, Car Service Agent, "
GEO. W. ROBB, Master Mechanic, Rivers, Man.
G. U. RYLEY, Land Commissioner, Winnipeg, Man.
J. ALEX. HUTCHISON, Chief Medical Officer, Montreal, Que.
J. M. LENEY, Division Surgeon, Winnipeg, Man.
GUY C. DUNN, Division Engineer, "
W. E. MANN, Division Engineer, Edmonton, Alta.
C. C. VAN ARSDOL, Div. Engineer, Prince Rupert, B.C.

Capt. C. H. NICHOLSON, Manager Steamship Lines on Pacific Coast, Vancouver, B.C.

FREIGHT TRAFFIC.

JNO. W. LOUD, Freight Traffic Manager, Montreal, Que.
J. E DALRYMPLE, Asst. Fht. Traf. Mgr., Winnipeg, Man.
W. J. HUNTER, Div. Fht. Agt., 260 Portage Ave., "
P. J. BEDSON, Traveling Freight Agent, Melville, Sask.

PASSENGER TRAFFIC.

W. E. DAVIS, Passenger Traffic Manager, Montreal, Que.
G. T. BELL, Assistant Passenger Traffic Manager, "
W. P. HINTON, Gen. Passenger Agent, Winnipeg, Man.
H. R. CHARLTON, Gen. Advertising Agt., Montreal, Que.
J. E. QUICK, General Baggage Agent, Toronto, Ont.
A. E. DUFF, District Passenger Agent, 260 Portage Ave., Winnipeg, Man.
R. C. W. LETT, Trav. Pas. and Colonization Agt., "

CONTEMPLATED MILEAGE:

Moncton to Winnipeg	1,805	miles.
Winnipeg to Prince Rupert	1,755	"
Lake Superior Branch	188	"
Other Branches (approximately)	4,800	"
Total	8,548	miles.

MEMORANDUM.

The Grand Trunk Pacific Railway, incorporated by an Act of Parliament of Canada in 1903, is now in operation between Fort William, Ont., and Lake Superior Junction, Ont., a distance of 188.8 miles, and from Winnipeg, Man., to Edmonton, Alberta, 792.9 miles. The railway will be completed between Fort William, Ont., and Edmonton, Alberta, 1,243 miles of continuous line, by the end of the year. The road-bed from Edmonton westerly, 123 miles, is nearing completion, and it is expected this portion will also be in operation by that time.

The line from Prince Rupert, B.C., easterly to Copper River, B.C., a distance of 100 miles, is nearing completion, and an additional 140 miles east from there are under construction.

The Eastern Division from Moncton, N.B., to Winnipeg, Man., is all under contract.

The maximum gradient is 4-10 of 1 per cent. per mile with easy curvature, bringing the line to a higher standard than any trans-continental railway so far constructed. It will be a shorter route by several hundred miles than any now existing between Europe and the Orient.

It is opening up a new country, and the development along those sections already completed is very gratifying to the company, not only in the way of farming, but in the growth of the eighty odd town sites which have been placed on the market by the company.

Branch lines are under construction as follows:

From Melville, Sask., to Yorkton, Sask.

From Melville, Sask., to Regina, Sask., with an extension from Regina to Moose Jaw to follow.

From Tofield, Alberta, to Calgary, Alberta, with a projected extension later on to Coutts, on the boundary between the United States and Canada, and another to the Crows Nest Pass Coal Fields, in British Columbia.

From a point near the McLeod River on the Main Line west of Edmonton, in Alberta, to the Coal Fields.

Fleets of modern steamships will be established by the company for ocean navigation on both the Atlantic and the Pacific.

GRAND TRUNK PACIFIC RAILWAY

November 22, 1909.	Mls.	No. 1	31	33
(Central time.)			A M	
Winnipeg, Man. ♁ lve.	0	a2 00 P M	b8 20	
West Winnipeg	14.4	2 31 "	9 20	
Beaudry	17.6	2 37 "	9 50	
Cabot ♁	22.3	2 46 "	10 10	
Elie	30.5	3 02 "	10 44	
Fortier	37.1	3 16 "	11 10	
Gervais	44.3	3 30 "	11 40	
Portage la Prairie ‖ ♁	54.3	3 50 "	12 30	
Arona	59.8	4 01 "	12 45	
Barr	63.4	4 08 "	1 00	
Caye	71.0	4 23 "	1 30	
Deer	77.1	4 35 "	1 58	
Exira	84.5	4 50 "	2 25	
Firdale ♁	91.5	5 06 "	3 00	
Gregg	99.7	5 22 "	3 35	
Harte	106.8	5 36 "	4 00	
Ingelow ♁	113.2	5 50 "	4 25	
Justice	121.7	6 08 "	4 55	
Knox	129.4	6 23 "	5 20	
Levine	136.0	6 38 "	5 45	A M
Rivers, Man ‖ ♁ lve.	142.2	7 05 "	6 00	a7 00
Myra	147.9	7 20 "	P M	7 20
Norman	152.0	7 29 "		7 40
Oakner	158.4	7 43 "		8 10
Pope ♁	164.9	7 58 "		8 40
Arrow River	173.0	8 15 "		9 15
Miniota	179.2	8 29 "		9 42
Uno ♁	186.2	8 45 "		10 15
Treat	193.3	9 00 "		10 50
Lazare ‖ ♁	203.8	9 24 "		11 40
Victor	208.8	9 35 "		12 10
Welby, Sask	217.1	9 55 "		12 55
Spy Hill ♁	224.7	10 12 "		1 30
Gerald	231.3	10 27 "		1 55
Cut Arm	233.[illegible]	10 32 "		2 05
Yarbo	238.0	10 42 "		2 25
Zeneta	244.1	10 57 "		2 50
Atwater ♁	251.6	11 15 "		3 25
Bangor	257.3	11 27 "		3 50
Waldron	265.3	11 46 P M		4 20
Cana	271.5	12 01 Night		4 45
Melville, Sask ‖ . ♁ arr.	279.3	12 20 Night	35	5 15
(Mountain time.)			A M	P M
Melville, Sask. . ♁ lve.	279.3	a11 30 P M	b6 00	
Birmingham	286.2	11 48 P M	6 35	
Fenwood ♁	291.9	12 04 Night	7 10	
Goodeve	298.4	12 22 "	7 45	
Hubbard	307.8	12 47 Night	8 25	
Ituna	314.0	b1 03 A M	9 00	
Jasmin	321.4	1 23 "	9 40	
Kelliher ♁	326.1	1 35 "	10 20	
Leross	331.8	1 50 "	10 45	
Mostyn	337.5	2 06 "	11 15	
Touchwood	345.0	2 25 "	11 50	
Punnichy ‖ ♁	351.7	2 43 "	12 40	
Quinton	357.0	2 55 "	1 10	
Raymore	362.3	3 07 "	1 45	
Semans ♁	372.7	3 28 "	2 40	
Tate	376.6	3 40 "	3 10	
Nokomis ♁	385.6	4 00 "	4 00	
Undora	393.2	4 20 "	4 45	37
Venn	400.0	4 35 "	5 15	A M
Watrous, Sask ‖ ♁ lve.	408.4	5 15 "	6 00	a8 00
Young	422.3	5 52 "	P M	9 00
Zelma	431.1	6 15 "		9 35
Allan ♁	438.1	6 33 "		10 05
Bradwell	446.8	6 55 "		10 35
Clavet	453.6	7 13 "		11 05
Duro	460.5	7 30 "		11 30
South Saskatoon ‖ . ♁	468.6	7 45 "		12 50
Farley	474.7	8 05 "		1 15
Grandora	481.9	8 20 "		1 40
Hawoods	486.4	8 32 "		2 00
Asquith	491.8	8 45 "		2 30
Juniata	496.8	8 56 "		2 65
Kinley	501.2	9 06 "		3 25
Leney	507.2	9 20 "		3 55
Mead	515.2	9 38 "	39	4 35
Neola	519.7	9 48 "	A M	4 55
Biggar ‖ ♁	526.7	10 15 "	b7 00	5 30
Oban	535.1	10 35 "	7 30	P M
Palo	542.6	10 51 "	7 55	
Landis	549.4	11 07 "	8 35	
Coblenz	556.7	11 23 "	9 10	
Reford	563.3	11 37 "	9 35	
Scott, Sask. ♁ lve.	569.4	11 50 A M	10 20	
Tako	577.8	12 10 Noon	10 50	
Unity ‖	584.6	12 25 "	11 25	
Vera	595.1	12 48 Noon	12 01	
Winter	604.1	1 10 P M	12 30	
Yonker	610.2	1 26 "	12 55	
Zumbro	617.6	1 40 "	1 40	
Artland	623.3	1 54 "	2 10	
Butze, Alta	629.9	2 08 "	2 35	
Chauvin	634.6	2 16 "	3 00	
Dunn	643.5	2 37 "	3 40	
Edgerton	647.5	2 47 "	4 05	
Heath	654.5	3 03 "	4 50	
Greenshields	662.1	3 20 "	5 30	
Wainwright ‖ ♁	666.8	b3 30 P M	6 00	
[ARRIVE			P M	

Table A. (Mountain time.)	Mls.	No. 2	40	38
Wainwright, Alta. lve.	0	a1 56 P M	a7 00	
Greenshields	4.7	2 05 "	7 20	
Heath	12.3	2 22 "	7 50	
Edgerton	19.3	2 38 "	8 20	
Dunn	23.3	2 47 "	8 35	
Chauvin	32.2	3 10 "	9 20	
Butze	36.9	3 18 "	9 35	
Artland, Sask	43.5	3 33 "	10 05	
Zumbro	49.2	3 46 "	10 30	
Yonker	56.6	4 00 "	11 00	
Winter	62.7	4 17 "	11 30	
Vera	71.7	4 37 "	12 05	
Unity ‖	82.2	5 02 "	1 10	
Tako	89.0	5 17 "	1 35	
Scott, Sask. lve.	97.4	5 35 "	2 30	
Reford	103.5	5 50 "	2 55	
Coblenz	110.1	6 05 "	3 25	
Landis	117.4	6 22 "	4 05	
Palo	124.2	6 37 "	4 30	
Oban	131.7	6 53 "	5 05	A M
Biggar ‖	140.1	7 30 "	6 00	b8 15
Neola	147.1	7 47 "	P M	8 40
Mead	151.6	7 57 "		8 55
Leney	159.6	8 15 "		9 20
Kinley	165.6	8 29 "		9 50
Juniata	170.6	8 38 "		10 10
Asquith	175.0	8 50 "		10 30
Hawoods	180.4	9 02 "		10 50
Grandora	184.9	9 13 "		11 10
Farley	192.1	9 28 "		11 35
South Saskatoon	202.2	9 47 "		12 35
Duro	206.3	10 01 "		1 00
Clavet	213.2	10 16 "		1 30
Bradwell	222.2	10 32 "		2 05
Allan	228.7	10 50 "		2 45
Zelma	235.7	11 07 "	36	3 15
Young	244.5	11 27 P M	A M	4 00
Watrous, Sask ‖ . lve.	258.4	12 05 Night	a6 00	5 00
Venn	266.8	12 24 "	6 30	P M
Undora	273.7	12 38 "	7 00	
Nokomis	281.2	a1 55 Night	7 45	
Tate	290.2	b1 15 A M	8 40	
Semans	295.1	1 27 "	9 15	
Raymore	304.5	1 47 "	10 05	
Quinton	309.8	1 58 "	10 30	
Punnichy ‖	315.1	2 10 "	11 15	
Touchwood	321.8	2 25 "	11 45	
Mostyn	329.4	2 43 "	12 15	
Leross	335.[illegible]	2 55 "	12 35	
Kelliher	34[illegible].7	3 10 "	1 05	
Jasmin	345.4	3 20 "	1 30	
Ituna	352.8	3 38 "	2 05	
Hubbard	359.0	3 52 "	2 30	
Goodeve	368.4	4 15 "	3 05	
Fenwood	375.4	4 30 "	3 30	
Birmingham	380.6	4 43 "	3 50	
Melville ‖ arr.	387.5	5 00 A M	4 15	34
(Central time.)			P M	A M
Melville, Sask. lve.	387.5	6 15 A M		b7 00
Cana	395.3	6 33 "		7 25
Waldron	401.5	6 47 "		7 50
Bangor	409.5	7 06 "		8 20
Atwater	414.9	7 20 "		8 45
Zeneta	422.7	7 38 "		9 15
Yarbo	428.8	7 52 "		9 45
Cut Arm	433.1	8 02 "		10 05
Gerald	435.5	8 08 "		10 15
Spy Hill	442.1	8 23 "		10 45
Welby	449.7	8 40 "		11 20
Victor, Man	458.0	9 00 "		11 50
Lazare	463.0	9 13 "		12 15
Treat	47[illegible].5	9 37 "		1 05
Uno	480.0	9 53 "		1 45
Miniota	487.6	10 10 "		2 18
Arrow River	493.8	10 25 "		2 48
Pope	501.9	10 43 "		3 30
Oakner	508.5	10 57 "		4 00
Norman	514.8	11 12 "	32	4 30
Myra	519.9	11 22 "	A M	4 50
Rivers, Man lve.	524.6	11 45 "	a6 30	5 15
Levine	529.0	11 57 A M	6 50	P M
Knox	537.4	12 12 Noon	7 15	
Justice	545.1	12 27 "	7 40	
Ingelow	553.6	12 45 "	8 15	
Harte	560.0	12 58 Noon	8 40	
Gregg	567.1	1 12 P M	9 05	
Firdale	575.2	1 28 "	9 35	
Exira	582.3	1 42 "	10 00	
Deer	586.7	1 58 "	10 25	
Caye	595.8	2 10 "	10 45	
Barr	603.4	2 26 "	11 10	
Arona	607.0	2 33 "	11 20	
Portage la Prairie ‖	612.5	2 46 "	11 40	
Gervais	622.5	3 03 "	12 15	
Fortier	629.7	3 17 "	12 45	
Elie	636.3	3 32 "	1 15	
Cabot	644.5	3 48 "	1 50	
Beaudry	649.2	3 58 "	2 15	
West Winnipeg	652.4	4 04 "	2 31	
Winnipeg, Man. arr.	666.8	b4 35 P M	3 30	
[ARRIVE			P M	

WAINWRIGHT AND EDMONTON.

41	Mls.	November 22, 1909.	42
A M		(Mountain time.)	P M
a8 00	0	lve. . **Wainwright** . arr.	6 00
8 25	5.6	. . . . . Fabyan	5 30
8 50	11.0	. . . . . Hawkins	5 00
9 30	17.1	. . . . . Irma	4 30
10 15	24.9	. . . . . Jarrow	3 46
10 45	31.3	. . . . . Kinsella	3 05
11 10	36.3	. . . . . Phillips	2 45
11 45	43.8	. . . . . Viking	2 10
12 10	50.5	. . . . . Nestor	1 40
12 35	56.2	. . . . . Bruce	1 15
1 10	65.0	. . . . . Holden ‖	12 40
1 30	69.5	. . . . . Poe	12 20
1 55	74.3	. . . . . Ryley	12 01
2 20	80.4	. . . . . Shonts	11 35
2 50	85.6	. . . . . Tofield	11 15
3 45	97.4	. . . . . Deville	10 25
4 10	103.4	. . . . . Uncas	10 00
4 55	109.3	. . . . . Ardrossan	9 30
5 15	118.3	. . . . . Clover Bar	8 45
6 00	126.1	. . . . . **Edmonton**	b8 00
P M		[ARRIVE] [LEAVE	A M

FORT WILLIAM BRANCH.

1	Miles	November 22, 1909.	2
		(Central time.)	
A M	0	lve. **Fort William** ♁ arr.	P M
d8 00	2.7	. . . . . **Westfort** . . . . ♁	5 30
8 50	15.9	. . . . . Baird	4 40
9 20	21.6	. . . . . Crest	4 15
9 40	29.1	. . . . . Dona . . . . . ♁	3 55
10 10	35.5	. . . . . Ellis	3 35
10 40	41.5	. . . . . Flett	3 15
11 10	48.4	. . . . . Griff	2 50
11 30	53.8	. . . . . Horne	2 30
11 55	59.6	. . . . . Dexter . . . . . ♁	2 10
12 15	65.0	. . . . . Linko	1 50
12 40	70.5	. . . . . James	1 30
1 05	78.1	. . . . . Kelly	1 05
1 33	85.1	. . . . . Larson	12 45
1 50	90.9	. . . . . Mack	12 10
2 30	102.3	. . . . . Knowlton	11 35
3 30	110.0	. . . . . Oscar ‖ . . . . . ♁	11 10
3 50	117.0	. . . . . Petry	10 20
4 15	124.7	. . . . . Quorn	10 00
4 35	134.8	. . . . . Reba	9 40
6 00	137.2	. . . . . Sowden	9 15
5 20	141.8	. . . . . Tannin	8 55
5 50	148.0	. . . . . Unaka	8 30
6 10	154.4	. . . . . Valora	8 10
6 20	156.2	. . . . . W. O. Junction	8 00
6 55	163.0	. . . . . Wako . . . . . ♁	7 40
7 25	169.3	. . . . . Hunt	7 20
7 40	173.5	. . . . . Yonde	7 00
8 05	180.8	. . . . . Zarn	6 40
8 30	187.9	. . . . . Alcona	6 15
8 45	191.5	**Lake Superior Junc.**	c6 00
P M		[ARRIVE] [LEAVE	A M

EXPLANATION OF SIGNS.

a Monday, Wednesday and Friday.
b Tuesday, Thursday and Saturday.
c Wednesday and Saturday.
d Tuesday and Friday.
‖ Meals.
♁ Telegraph stations.

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Winnipeg—With Canadian Northern Ry. and Canadian Pacific Ry.

Portage la Prairie—With Canadian Northern Ry., Canadian Pacific Ry. and Great Northern Ry.

Nokomis—With Canadian Pacific Ry.

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L. Wennabigun
Woman R.
Turnbull
Haileybury
Ramsey
Biscotasing
Cartier
Sudbury
Markstay
Sault Ste. Marie
Echo Bay
Bruce
Thessalon
Dean Lake
Spanish
Stanley
Collins Inlet
Grand Marais
Newberry
Rexford
Soo Jc.
Seney
Republic
Helena
Engadine
Rudyard
Trout L.
Campbell
Metropolitan
Gladstone
Shaffer
Powers
Cheboygan
Petoskey
Black L.
Indian Riv.
Gaylord
Valentine L.
Frederic
Lewiston
Grayling
Kalkaska
Traverse Cy.
Twin L.
Luzerne
Walton
Houghton L.
Rose Cy.
Lake Cy.
Cadillac
Emery Jc.
Harrison
Gladwin
Alger
Milton Jc.
Baldwin
Clare
Midland
Union V.
Bad Axe
Palm
Caro
Vassar
Reese
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WIARTON
SOUTHAMPTON
KINCARDINE
Paisley
Cargill
Nottawa
Duntroon
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GUELPH
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TAVISTOCK JC.
WOODSTOCK
GEORGETOWN
Fruitport
MILWAUKEE
Allegan
Monteith
S. Haven
Kalamazoo
Niles
N. Buffalo
Hanover
Smith Creek
Lenox
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TRUNK
GRAND
WELLAND JC.
Steuben V.
Alvordton
Montpelier
Kendall V.
Plymouth
Warsaw
Auburn
Napoleon
Millbury
TOLEDO
Fremont
Clyde
Norwalk
Elyria
Bedford
Ashtabula
Painesville
Warren
Meadville
Matteson
Crown Point
Le Grosse
Shelby
N. Judson
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Columbia Cy.
Defiance
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De Long
St. Anne
Denver
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Latty
Leipsic
Findlay
Tiffin
Attica
Wellington
Akron
Ravenna
Youngstown
New Castle
Monon
Logansport
Wabash
Kingsland
Delphos
Sterling
Alliance
Shelton
Bluffton
Ohio City
Lima
Carey
Mansfield
Orrville
Clinton
Leetonia
Butler
Hoopeston
Delphi
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Forrest
Bucyrus
Loudonville
Massillon
Canton
Minerva
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Beaver
Rochester
La Fayette
Kokomo
Marion
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Celina
Kenton
Galion
Killbuck
Canal Dover
Mineral Point
Frankfort
Hartford Cy.
Bellefontaine
Edison
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Bowerston
Wheeling Jc.
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Tipton
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Belpre
Volcano
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CINCINNATI
Hillsboro
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GRAND TRUNK RAILWAY SYSTEM

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No. 6-2—(Leaving Chicago 10 30 p.m. daily). Pullman Sleeping Cars Chicago to Hamilton and Buffalo, Chicago to Toronto and Toronto to Montreal. Dining Car Durand to Hamilton and Niagara Falls. Through Coaches Chicago to Montreal, Chicago to Hamilton and Buffalo, London to Toronto, daily, except Sunday, Toronto to Montreal.

No. 2-8—(Leaving Detroit 10 45 a.m. daily). Parlor Library Cafe Car Detroit to Toronto, via London and Hamilton. Pullman Sleeping Car Toronto to Montreal. Through Coach Detroit to Toronto, Detroit to London and Hamilton, Toronto to Montreal.

No. 16-2—(Leaving Detroit 2 45 p.m. daily). Pullman Sleeping Cars Detroit to Montreal and Toronto to Montreal. Parlor Library Cafe Car Detroit to Toronto, Montreal to Boston. Pullman Parlor Car Montreal to Springfield, daily, except Sunday. Through Coaches Detroit to Toronto, Toronto to Montreal, Montreal to Boston, Montreal to Springfield.

No. 8—(Leaving Chicago 11 05 a.m. daily). Pullman Sleeping Car Chicago to New York, via Detroit and Port Huron. Dining Cars Chicago to Port Huron and Geneva to Easton. Buffet Library Parlor Car Durand to Detroit, except Sunday. Through Coaches Chicago to New York and Chicago to Port Huron.

No. 4—(Leaving Chicago 3 45 p.m. daily). Pullman Sleeping Cars Chicago to New York, Chicago to Buffalo and Detroit to Suspension Bridge and Buffalo. Pullman Parlor Car Buffalo to Philadelphia. Dining Car Chicago to Durand and Buffalo to New York. Through Coaches Chicago to New York, Chicago to Buffalo, Buffalo to Philadelphia.

No. 6—(Leaving Chicago 10 30 p.m. daily). Pullman Sleeping Cars Chicago to Detroit, via Durand, Chicago to Buffalo and Chicago to Hamilton and Toronto. Dining Car Durand to Niagara Falls. Through Coach Chicago to Buffalo, Chicago to Detroit, Windsor to Hamilton, daily, except Sunday.

No. 2—(Leaving Detroit 10 45 a.m. daily). Pullman Sleeping Car Toronto and Hamilton to New York. Parlor Library Cafe Car Port Huron to Hamilton. Dining Car Mauch Chunk to New York. Through Coaches Detroit to London, Suspension Bridge and Buffalo, Buffalo to New York.

No. 46—(Leaving London 9 00 a.m., except Sunday). Parlor Library Cafe Car and Through Coach London to Toronto.

No. 21-14—(Leaving Toronto 4 30 p.m. daily). Parlor Library Buffet Car and Through Coaches Toronto to Buffalo.

No. 9-2—(Leaving Toronto 8 10 p.m. daily). Pullman Sleeping Cars Toronto to New York and Buffalo to New York and Philadelphia. Parlor Library Cafe Car Toronto to Buffalo. Through Coaches Toronto to Buffalo and Buffalo to New York.

No. 7-8—(Leaving Toronto 11 20 p.m. daily). Pullman Sleeping Car and Through Coach Buffalo to New York. Dining Car Geneva to Easton.

No. 4—Leaving Toronto 9 00 a.m. daily). Pullman Parlor Cars and Through Coach Toronto to Montreal. Parlor Library Cafe Car Toronto to Montreal.

No. 8—(Leaving Toronto 8 30 p.m. daily). Pullman Sleeping Car Toronto to Montreal. Through Coaches Toronto to Montreal.

No. 2—(Leaving Toronto 10 15 p.m. daily). Pullman Sleeping Cars Toronto to Montreal. Through Coach Toronto to Montreal.

No. 2—(Leaving Montreal 8 00 a.m. daily). Parlor Library Cafe Car and Through Coach Montreal to Portland. Through Coach Levis to Montreal.

No. 4—(Leaving Montreal 8 15 p.m. daily). Pullman Sleeping Cars Montreal to Portland and Montreal to Levis (Quebec). Through Coaches Montreal to Portland.

No. 36-6—(Leaving Goderich 7 10 a.m., except Sunday). Parlor Car Goderich to Toronto.

No. 38-2—(Leaving Goderich 2 40 p.m., except Sunday). Buffet Library Parlor Car and Through Coach Goderich to Toronto (except Sunday from Goderich and daily from Stratford).

WEST AND NORTHBOUND.

No. 5—(Leaving Boston 9 00 a.m., except Sunday). Pullman Parlor Car and Through Coach Boston to Montreal.

No. 3-1—(Leaving Boston 11 30 a.m. daily). Pullman Sleeping Car Boston to Montreal and Chicago, via Hamilton; Montreal to Detroit, via Windsor and Montreal to Toronto. Parlor Cafe Car Boston to Montreal. Pullman Tourist Sleeping Car Boston to Chicago Mondays, Wednesdays and Fridays from Boston and Montreal, via Hamilton. Parlor Library Cafe Car Toronto to London and Detroit, via Hamilton. Parlor Library Cafe Car Toronto to London and Detroit, via Hamilton and Windsor. Dining Car Port Huron to Chicago. Through Coach Boston to Montreal, Springfield to Montreal, Sunday only, Montreal to Port Huron, via Hamilton, Montreal to Chicago, Toronto to Chicago, Toronto to Detroit, Port Huron to Chicago.

No. 1-15-5—(Leaving Boston 7 30 p.m. and Portland 7 00 p.m. daily). Pullman Sleeping Cars Boston to Montreal, Springfield to Montreal and Montreal to Chicago, via Hamilton and Port Huron, and Buffalo and London to Chicago and Toronto to Chicago. Parlor Library Cafe Car Montreal to Detroit. Buffet Library Parlor Car Toronto to London. Through Coaches Boston to Montreal and Springfield to Montreal.

No. 7—(Leaving New York week-days 9 40 a.m., Sundays 9 25 a.m.). Pullman Sleeping Cars New York to Chicago and Buffalo to Chicago and Detroit. Dining Car Durand to Chicago. Through Coaches New York and Buffalo to Chicago.

No. 3—(Leaving New York 5 55 p.m. daily). Pullman Sleeping Cars New York to Buffalo and Chicago; Philadelphia to Buffalo, and New York to Hamilton and Toronto. Dining Car Niagara Falls to Chicago. Through Coach Port Huron to Chicago and New York to Buffalo and Chicago.

No. 5—(Leaving New York 7 55 p.m. daily). Pullman Sleeping Car Buffalo and Suspension Bridge to Chicago. Parlor Library Cafe Car Buffalo to Hamilton and Toronto. Through Coaches Buffalo and Suspension Bridge to Chicago and London to Detroit.

No. 3-8—(Leaving New York 5 55 p.m. daily). Pullman Sleeping Cars New York to Buffalo, Philadelphia to Buffalo and New York to Toronto. Dining Car Niagara Falls to Hamilton and Chicago. Through Coaches New York to Buffalo and Philadelphia to Buffalo.

No. 9-10—(Leaving New York 7 55 p.m. daily). Parlor Library Cafe Car Buffalo to Toronto. Through Coach Buffalo to Toronto.

No. 5-14—(Leaving Buffalo 1 00 p.m. daily). Parlor Library Cafe Car Buffalo to Toronto. Through Coach Buffalo to Toronto.

No. 1—(Leaving Montreal 9 00 a.m. daily). Pullman Parlor Car Montreal to Toronto and Chicago. Parlor Library Cafe Car and Through Coach Montreal to Toronto.

No. 5—(Leaving Montreal 7 30 p.m. daily). Pullman Sleeping Car Montreal to Toronto. Through Coach Montreal to Toronto.

No. 3—(Leaving Montreal 10 30 p.m. daily). Pullman Sleeping Cars and Through Coaches Montreal to Toronto.

No. 3—(Leaving Portland 8 00 a.m. daily). Parlor Library Cafe Car Portland to Montreal. Through Coaches Portland to Montreal and Levis to Montreal.

No. 1—(Leaving Portland 7 00 p.m. daily). Pullman Sleeping Car Portland to Montreal. Pullman Drawing-room Sleeping Car Levis (Quebec) to Montreal, daily, except Sunday. Through Coaches Portland to Montreal, Island Pond and Levis to Montreal.

No. 1—(Leaving Toronto 7 00 a.m., except Sunday). Buffet Library Parlor Car and Through Coach Toronto to Goderich.

No. 9-39—(Leaving Toronto 7 00 p.m., except Sunday). Parlor Car Toronto to Goderich. Through Coach Toronto to Stratford.

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CONDENSED THROUGH TIME-TABLES.

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*10 30 P M	*3 02 P M	lve.....Chicago....arr.	7 42 A M	9 25 P M	9 25 P M
3 50 A M	8 05 P M	» ..Battle Creek..lve.	2 25 A M	4 35 P M	4 35 P M
5 00 A M	9 13 P M	» .....Lansing.... »	1 10 A M	3 25 P M	3 25 P M
5 55 A M	10 02 P M	lve.....Durand..... »	12 15 Night	2 38 P M	2 38 P M
8 25 A M	12 15 Night	arr....Port Huron... »	Runs via Detroit.	*12 40 Noon	*12 40 Noon
4 20 P M	4 30 A M	arr..Stratford(East.time) »		10 00 A M	10 00 A M
7 45 P M	7 40 A M	ar.Toronto(Via Stratford) lv.		†7 00 A M	†7 00 A M
*11 40 A M	*3 43 A M	lve.....London.....lve.	8 18 P M	11 43 A M	11 43 A M
2 30 P M	†6 50 A M	lve....Hamilton....lve.	5 45 P M	9 05 A M	9 05 A M
3 30 P M	8 25 A M	ar.Toronto(Via Hamilton) lv.	*4 40 P M	8 00 A M	8 00 A M
*10 15 P M	*9 00 A M	lve.....Toronto....arr.	4 30 P M	7 30 A M	6 00 A M
1 40 A M	12 16 Noon	lve....Belleville...lve.	1 50 P M	4 25 A M	2 14 A M
3 17 A M	1 40 P M	arr.....Kingston.... »	12 25 Noon	2 41 A M	12 33 Night
— —	1 59 P M	lv.Thousand Islands Jn »	— —	— —	12 08 Night
4 15 A M	2 45 P M	» ....Brockville.... »	11 41 A M	1 50 A M	11 20 P M
4 34 A M	3 03 P M	lve.....Prescott..... »	11 20 A M	a —	10 53 P M
7 40 A M	6 00 P M	arr.....Montreal....lve.	*9 00 A M	*10 30 P M	*7 30 P M
*8 00 A M	8 15 P M	lve.....Montreal....arr.	*7 00 A M	*7 00 P M	.....
†2 22 P M	*7 52 A M	ar..Quebec(Pt. Levi).lv.	†6 00 P M	*12 00 Noon	.....
*11 32 A M	12 01 Noon	lve...Sherbrooke..lve.	2 39 A M	3 00 P M	.....
1 46 P M	2 24 A M	» North Stratford »	12 02 Night	12 38 Noon	.....
2 12 P M	2 52 A M	» ....Groveton.... »	11 37 P M	12 15 Noon	.....
3 13 P M	4 00 A M	lve.....Gorham..... »	10 25 P M	11 17 A M	.....
6 30 P M	7 30 A M	arr.....Portland....lve.	*7 00 P M	*8 00 A M	.....

CHICAGO AND BOSTON, VIA MONTREAL.

Montreal Express.	Atlantic Express.	STATIONS. (Central time.)	Express.	Express.	Express.
*3 02 P M	*10 30 P M	lv.Chicago.(G. T. Ry.) ar.	9 26 P M	9 25 P M	7 42 A M
12 15 Night	8 25 A M	ar.Port Huron.. » lv.	12 40 Noon	12 40 Noon	9 40 P M
*9 00 A M	10 15 P M	lv.Toronto(Eastern time) lv.	8 00 A M	8 00 A M	4 40 P M
*8 10 P M	8 31 A M	lv.Montreal(G.T.Ry.) lv.	10 30 P M	10 30 P M	9 00 A M
9 00 P M	9 15 A M	lv.St. Johns.... » lv.	7 50 P M	9 20 P M	6 37 A M
10 32 P M	10 32 A M	ar.St. Albans (C. V. Ry.) lv.	6 35 P M	8 10 P M	5 20 A M
3 10 A M	2 20 P M	ar.White Riv. Jn (B.&M.) lv.	1 45 P M	4 30 P M	12 40 Night
5 30 A M	4 59 P M	ar.Concord..... » lv.	11 08 A M	1 35 P M	9 50 P M
6 55 A M	6 01 P M	ar.Nashua..... » lv.	10 05 A M	12 33 Noon	8 37 P M
7 19 A M	6 27 P M	ar.Lowell..... » lv.	9 41 A M	12 09 Noon	8 10 P M
8 05 A M	7 10 P M	ar.Boston....(B.&M.) lv.	†9 00 A M	*11 30 A M	*7 30 P M

MILWAUKEE, GRAND RAPIDS, SAGINAW VALLEY, DETROIT AND PORT HURON.

	Exp.	Exp.	Exp.	Exp.	(Central time.)	Exp.	Exp.	Mail	Exp.
					LEAVE [ARRIVE				
					Milwaukee..(Steamer)				
			A M					P M	
	P M	P M	†7 45	A M	Grand Haven (D.&M. Div.)	A M	P M	7 10	P M
	*6 50	†2 20	9 00	†6 15	Grand Rapids »	10 25	1 00	5 56	9 10
	7 57	3 32	10 05	7 28	Ionia..... »	9 08	11 41	4 38	7 57
	9 25	5 03	11 33	8 55	Owosso..... »	7 35	10 11	3 01	6 30
	9 50	5 30	12 00	9 25	Durand ...(D.&M.Div.)	*7 10	9 45	2 40	6 05
	P M	7 20		11 00	Saginaw (C.S.&M. Div.)	A M	8 05		4 08
		8 00		11 30	Bay City (C.S.&M. Div.)		†7 30		†5 30
	12 15	8 40	3 00	12 20	Port Huron.(G.T.W.Div.)	*5 00	†6 50	†11 15	†3 40
	Night	7 30	2 20	12 05	Detroit...(D.&M.Div.)	A M	†7 00	†11 45	†3 15
		P M	P M	Noon	ARRIVE [LEAVE		A M	A M	P M

TORONTO, NIAGARA FALLS AND BUFFALO, VIA HAMILTON.

	Exp.	Exp.	Exp.	Exp.	Exp.	(Eastern time.)	Exp.	Exp.	Exp.	Exp.
	P M	P M	Noon	A M	A M	LEAVE [ARRIVE	A M	A M	P M	P M
	*6 10	*4 32	*12 15	*9 00	†8 00	....Toronto....	10 05	11 45	4 45	8 55
	7 20	5 37	2 20	10 05	9 05	...Hamilton...	9 00	10 45	3 40	8 55
	8 30	6 38	3 40	11 08	10 35	..Niagara Falls.	7 45	9 40	2 23	7 45
	9 50	7 50	5 05	12 20	12 20	.....Buffalo.....	*5 35	*8 15	*1 00	*6 25
	P M	P M	P M	Noon	Noon	ARRIVE [LEAVE	A M	A M	P M	P M

SAGINAW VALLEY, PORT HURON AND DETROIT.

				Mail	(Central time.)	Exp.	Exp.		
			P M	A M	LEAVE [ARRIVE	A M	P M		
			†3 30	†7 30	Bay City (C. S. & M. Div.)	11 30	9 00		
			4 08	8 05	Saginaw (C. S. & M. Div.)	11 00	7 25		
			6 00	9 40	lv.Durand (G.T.W.Div.) ar.	9 30	6 30		
			8 35	10 16	...Flint..... » ...	8 50	4 57		
			7 19	10 56	...Lapeer..... » ...	8 08	4 16		
			8 40	12 20	...Port Huron » ...	†6 50	†2 55		
			7 30	12 05	Detroit....(D. & M. Div.)	†7 00	†3 15		
			P M	Noon	ARRIVE [LEAVE	A M	P M		

DETROIT, TORONTO AND MONTREAL.

	Exp.	Exp.	Exp.	(Central time.)	Exp.	Exp.	Exp.	Exp.
	A M	P M	A M	LEAVE [ARRIVE		A M		P M
	*10 45	*10 30	*10 45	Detroit (Via Port Huron)		*7 15		†8 35
	A M	P M	P M	(Central time.)	P M	A M	P M	P M
	*1110	†8 05	*2 45	lv..Detroit (Via Windsor). ar.	*1 45	†9 50	*10 20	*10 20
	*4 20	*4 30	†6 10	ar. Stratford (East. time). lv.		*2 20		†4 30
	*7 45	*7 40	†10 00	ar.Toronto (Via Stratford). lv.		*1 00		†1 00
	*4 25	*3 43	*6 53	lv..... London .....lv.	*11 35	†6 35	*8 10	*8 10
	*7 05	†6 50	*8 06	lv..... Hamilton .....lv.	*9 05	*1 17	*5 45	*3 45
	*8 15	†8 25	*10 06	ar.Toronto (Via Hamilton).lv.	*8 00	*11 20	*4 40	*2 00
	*7 02	*8 00	*7 40	.....Montreal.....	*10 30	P M	*9 00	P M
	A M	P M	A M	ARRIVE [LEAVE	P M		A M	

CHICAGO, NIAGARA FALLS, NEW YORK AND PHILADELPHIA, VIA LEHIGH VALLEY.

	Exp.	Exp.	Leh. Exp.	Det. Exp.	STATIONS. (Central time.)	Exp	Buf. Exp.	Leh. Exp.	Pac. Exp.	
			P M	A M		P M	P M	P M	A M	
	A M	*10 30	*3 45	*11 05	lv.Chicago (G. T. Ry.) ar.	2 30	2 30	8 55	7 42	
	†7 00	3 50	8 45	5 50	lv.Battle Creek.. » ar.	9 00	9 00	4 05	2 20	
	8 27	5 00	9 50	4 52	lv.Lansing.... » ar.	7 50	7 50	2 58	1 10	
	9 40	5 55	10 35	6 35	lv.Durand..(G.T.Ry.) ar.	7 03	7 03	*2 15	12 02	
		8 30		7 30	ar.Detroit.(G.T.Ry.) lv.			†11 45	*10 00	
	10 16	6 30	11 05	— —	lv.Flint....(G.T.Ry.) ar.	6 30	6 30	1 47	11 32	
	†12 20	8 25	12 46	9 25	ar.Port Huron » ar.	4 45	4 45	12 05	9 26	
	*4 25	11 40	3 43	12 14	lv.London(E.time) » ar.	3 45	3 45	11 12	6 30	
	6 50	2 08	5 50	2 21	ar.Hamilton(G.T.Ry.) ar.	1 12	1 12	8 45	3 29	
	P M	P M	A M	A M	.....	A M	A M	P M	P M	
	*6 10	*12 15	*11 20	*11 20	lv.Toronto (G. T. Ry.) ar.	8 25	8 25	10 05	4 46	
	8 50	4 05	7 45	4 12	lv.Niagara Falls (L. V.) ar.	11 38	11 38	7 10	1 53	
	9 50	5 05	8 59	.....	ar.Buffalo .....lv.	10 35	10 35	5 35	1 00	
	1 02	10 30	10 50	6 57	ar.Geneva.....(L. V.) lv.	5 23	7 25	3 55	5 31	
	.....	11 39	12 17	8 10	ar.Ithaca..... » lv.	.....	6 14	.....	.....	
	5 01	3 04	3 02	11 32	ar.Wilkes-Barre. » lv.	1 07	2 55	11 46	1 23	
	6 49	4 56	4 55	1 28	ar.Mauch Chunk. » lv.	11 23	1 19	10 01	11 38	
	7 39	5 48	5 30	2 27	ar.Bethlehem (L. V.) lv.	10 22	12 16	8 48	10 36	
	9 33	7 32	7 31	4 09	ar.Philadelphia (P.&R.) lv.	8 30	*10 00	6 30	8 46	
	10 15	8 30	8 45	5 15	ar.New York (L. V.) lv.	*7 40	*9 40	*5 55	*7 55	
	A M	A M	P M	P M	(West 23d Street)	A M	A M	P M	P M	

CHICAGO AND SAGINAW VALLEY.

	Pas.	Mail	Exp.	Exp.	(Central time.)	Exp.	Exp.	Pas.	Pas.	
			P M	A M	LEAVE [ARRIVE	P M	A M	Noon	P M	
	P M	A M	*9 45	*11 40	Bay City..(Via Flint)	†9 12	*8 05	†12 25	5 05	
	†3 30	†7 30			Bay City (Via Durand)	†8 00		†11 30		
			*10 15	*12 15	Saginaw..(Via Flint)	†8 40	*7 25	†11 50	†4 30	
	†4 08	†8 05			Saginaw.(Via Durand)	†7 25		†11 00		
	†4 57	†8 50	11 32	1 47	.....Flint.....	†7 15	6 30	10 16	12 58	
	6 00	9 40	12 15	2 13	.....Durand.....	*5 35	5 45	9 30	12 00	
	7 08	10 47	1 10	2 58	.....Lansing.....	4 52	5 00	8 27	11 00	
	8 25	12 05	2 20	4 03	....Battle Creek.....	3 50	3 50	†7 00	9 35	
	P M	2 40	4 38	6 05	.....South Bend.....	1 51	1 34	A M	†7 00	
		6 30	7 42	8 55	.....Chicago.....	*11 05	*10 30		A M	
		P M	A M	P M	ARRIVE [LEAVE	A M	P M			

CHICAGO, DETROIT AND MOUNT CLEMENS.

	Exp.	Exp.	Exp.	STATIONS. (Central time.)	Exp.	Exp.	Exp.	
	A M		P M		A M	P M	P M	
	*11 05		*10 30	lve.....Chicago.....arr.	7 42	8 55	6 30	
	1 51	A M	1 34	.....South Bend.....	4 38	6 05	2 40	
	3 50	†7 00	3 50	.....Battle Creek.....	2 20	4 03	12 15	
	4 52	8 27	5 00	.....Lansing.....	1 10	2 58	10 47	
	6 40	9 40	6 00	.....Durand.....	12 15	*2 13	9 40	
	7 30	11 25	8 30	arr.....Detroit.....lve.	*10 00	†11 45	†7 00	
	7 40	†4 20	*10 45	lve.....Detroit .....arr.	8 35	8 41	A M	
	8 29	5 07	11 32	.....Mount Clemens.....	†7 43	†9 40		
	P M	P M	A M	ARRIVE [LEAVE	P M	A M		

CHICAGO, DETROIT, TORONTO, MONTREAL, PORTLAND, OLD ORCHARD AND HALIFAX, VIA PORT HURON.

	Exp.	Exp.	Exp.	(Central time.)	Exp.	Exp.	Exp.	Exp.
		P M	P M	LEAVE [ARRIVE	A M	P M	P M	A M
	A M	*3 02	*10 30	.....Chicago.....	*7 42	9 25	9 25	*7 42
	†7 00	8 05	3 50	lve.....Battle Creek.....arr.	2 20	4 30	4 30	2 20
	8 27	9 13	5 00	lve.....Lansing.....arr.	1 10	3 25	3 25	1 10
	9 40	10 02	5 55	lve.....Durand.....arr.	12 02	2 38	2 38	12 02
	*10 45	*10 30	*10 45	lve. Detroit (via Pt. Huron) arr.				
	*2 45		*11 10	lve. Detroit (via Windsor). arr.	*10 20	*1 45	*1 45	*10 20
	*12 25	*12 30	*12 25	lve.....Port Huron.....arr.	†8 25	12 25	12 25	†9 25
	4 30	4 40	4 30	lve. Stratford (East. time). lve.	7 20	10 00		
	*7 45	*7 40	*7 45	arr. Toronto (via Stratford) lve.	†3 40	†7 00		
	*6 53	*3 43	*4 26	lve.....London.....arr.	6 30	11 12	11 28	8 00
	*9 05	†8 00	*7 05	lve.....Hamilton.....lve.	3 46	8 50	9 05	5 46
	*10 06	†8 25	*8 15	arr. Toronto (via Hamilton) lve.	*2 00	†6 20	*8 00	*4 40
	*10 15	*9 00	*8 30	lve.....Toronto.....arr.	P M	6 00	*7 30	4 30
	3 17	1 40	2 17	arr.....Kingston.....lve.		12 25	2 41	12 25
	— —	1 59	2 35	lve...Thousand Islands Junc..arr.		12 08	— —	— —
	*7 40	6 00	7 01	arr.....Montreal.....lve.		*7 30	*10 30	*9 00
	A M	P M	A M	.....		P M	P M	A M
	*1200		*8 15	lve....Montreal (J. C.)....arr.		6 30		
	5 25		1 45	arr.....Levis.....lve.		*12 50		
	†12 55		8 17	arr.....Little Metis.....lve.		5 40		
	†2 00		10 40	arr.....St. John.....lve.		†8 30		
	†5 15		1 30	arr.....Halifax (J. C.).....lve.		†3 10	P M	
	*8 00	*8 16	*8 00	lve.....Montreal.....arr.		P M	*7 00	*7 00
	†2 22	*7 52	†2 22	arr....Quebec (Pt. Levi)....lve			*12 00	†6 00
	1 46	2 24	1 46	arr....North Stratford...arr.			12 38	12 02
	2 12	2 52	2 12	arr.....Groveton.....lve.			12 15	11 37
	2 58	3 45	2 58	arr.....Berlin.....lve.			11 31	10 40
	*6 30	7 30	*8 30	arr.....Portland.....lve.			*8 00	*7 00
	P M	9 10	P M	....Old Orchard (B. & M.).....			A M	†4 17
		A M		ARRIVE [LEAVE				P M

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; *a* stops to leave from Montreal and beyond and to take for Toronto and beyond.

For Sleeping and Parlor Car Arrangements, see page 89.

GRAND TRUNK RAILWAY SYSTEM.

MONTREAL AND BOSTON, VIA CENTRAL VERMONT LINE.

Exp.	Exp.	(Eastern time.)	Exp.	Exp.	Exp.
P M	A M	LEAVE [ARRIVE	P M	P M	A M
*8 10	*8 31	**Montreal**...(*Gr. Tk.*)	8 40	10 10	7 25
9 00	9 15	**St. Johns**..(*Cent. Vt.*)	7 60	8 20	6 37
10 32	10 32	**St. Albans**.. »	6 35	8 10	5 20
3 10	2 20	**White River Jn**(*B.& M.*)	1 45	4 30	12 40
5 50	4 59	**Concord**.... »	11 03	1 35	9 50
6 55	9 01	**Nashua**..... »	10 05	12 33	8 37
7 19	6 27	**Lowell**..... »	9 41	12 09	8 10
8 05	7 10	**Boston**..... »	†9 00	*1130	*7 30
A M	P M	ARRIVE] [LEAVE	A M	A M	P M

Express from Montreal 8 31 a.m. Parlor Cafe Car Montreal to Boston, and Pullman Parlor Car Montreal to Springfield daily, except Sunday, via Grand Trunk, Central Vermont Line and B. & M. R.R.

Express from Montreal 8 10 p.m. Pullman Sleeping Car Chicago through Montreal to Boston daily, via Grand Trunk and Central Vermont Line. Pullman Sleeping Car Montreal to Springfield daily.

Express from Boston 9 00 a.m. Pullman Parlor Car Boston to Montreal.

Express from Boston 11 30 a.m. Pullman Sleeping Car Boston to Montreal and Chicago.

Express from Boston 7 30 p.m. Pullman Sleeping Car Boston to Montreal. Pullman Sleeping Car Springfield to Montreal daily.

1—MONTREAL, MOOER'S JUNCTION AND MASSENA SPRINGS.

174	54	52	Mls.	December 6, 1909.	51	55	171	175
	P M	A M		(Eastern time.)	A M	P M		
	†4 20	†7 25	0	lve..‖ **Montreal**[56] ♂ arr.	8 50	5 10		
	4 25	7 30	1.51	..... St. Henri .... ♂	8 41	5 03		
	4 32	7 35	3.00	...Point St. Charles. ♂	8 35	4 57		
	4 40	7 45	6.16	...**St. Lambert**[56]. ♂	8 28	4 50		
	4 52	7 58	11.96	..**Brosseau's Junc**[47] ♂	8 16	4 40		
	4 58	8 08	14.30	..... Laprairie .... ♂	8 08	4 30		
	5 09	8 19	19.88	.....St. Constant.... ♂	7 54	4 18		
	5 20	8 27	23.38	ar.**St. Isidore Jn** ♂ lv.	7 45	4 10		
	5 25	8 30	23.38	lv.**St. Isidore Jn**..ar.	7 35	3 50		
	5 33	8 40	27.00	...Cote Ste. Therese...	7 27	3 38		
	5 40	9 00	29.78	.....St. Remi..... ♂	7 20	3 25		
	5 49	9 15	33.47	.....St. Michel.....	7 11	2 45		
	5 58	9 30	37.20	.....Sherrington.....	7 02	2 35		
A M	6 08	9 50	40.18	.....Barrington.....	6 54	2 22	A M	P M
†1020	6 15	10 15	44.67	.... Hemmingford .. ♂	†645	†2 10	10 10	6 50
10 35	6 30	A M	50.53	arr. **Mooer's Jn**[56] ♂ lve.	A M	P M	†9 55	†6 35
A M	6 20	8 27	23.38	lv..**St. Isidore Jn**.ar.	7 45	4 10	A M	P M
	6 28	8 35	27.39	.....St. Isidore.....	7 31	3 58		
	6 34	8 40	30.41	....Ste. Philomene....	7 24	3 50		
	6 41	8 46	33.66	..**Ste. Martine Junc**[2] ♂	7 17	3 43		
	6 54	8 57	38.86	.....**Howick**[51].... ♂	7 04	3 30		
	6 56	8 59	39.86	.. Howick Junction ..	6 58	3 26		
	6 07	9 07	43.66	.....Bryson's.....	6 51	3 18		
	6 15	9 16	47.32	..... Ormstown.... ♂	6 43	3 10		
	6 25	9 26	52.16	..... Dewittville	6 33	2 58		
	6 37	9 36	56.74	.....Huntingdon.... ♂	6 24	2 48		
	6 50	9 48	62.38	.....Carr's.....	6 12	2 36		
	6 56	9 53	64.44	.....White's.....	6 08	2 30		
	7 07	10 03	69.29	..... Ste. Agnes.....	5 59	2 21		
	7 20	10 15	74.20	... Fort Covington . ♂	†550	2 12		
	P M	10 26	79.70	.....Bombay..... ♂	A M	1 58		
		10 42	87.20	..... Helena ..... ♂		1 45		
		11 00	95.70	**Massena Springs** ♂		†1 30		
		A M		ARRIVE] [LEAVE		P M		

2—Beauharnois Branch.—Train leaves **Ste. Martine Junction**[1] *g* 11 50 a.m., arrives Beauharnois (6 miles) 12 30 noon. Leaves Beauharnois *g* 12 40 noon, arrives **Ste. Martine Junction** 1 20 p.m.

Baggage from Canada to the United States may, for convenience, be examined, passed Customs and checked to destination at Montreal, Toronto, Stratford or London, and likewise baggage for Canada may be passed Customs and checked to destination at the Dearborn Street Station, Chicago. Baggage to and from United States points passing through Canada is bonded while in transit and not examined by the Customs officials. The frontier Customs examination stations are Island Pond, Fort Covington, Suspension Bridge, Niagara Falls, Detroit and Port Huron.

3—PORT DOVER AND HAMILTON.

43	41	Mls.	December 6, 1909.	42	44
P M	A M	....	(Eastern time.)	A M	P M
†5 00	†7 15	0	lv. **Port Dover**[29] ♂ ar.	10 45	3 00
5 25	7 45	9.00	.....[4]**Jarvis**[26] ... ♂	10 25	7 40
5 30	7 50	11.50	.....Garnett.....	10 15	7 07
5 37	7 57	14.50	.....Hagersville.... ♂	10 10	7 00
5 41	8 00	16.25	.....Ballsville	10 05	6 55
5 55	8 15	24.00	ar. } Caledonia[81] ♂ { lv.	9 52	6 40
5 55	8 15	24.00	lv. }	ar.	9 52	6 40
6 05	8 23	29.00	.....Glanford	9 42	6 29
6 18	8 33	34.50	.....Rymal.....	9 33	6 18
6 35	8 48	40.25	.....*King Street* .. ♂	9 15	6 00
6 45	8 55	42.07	.....*Stuart Street*... ♂	†9 05	†5 50
P M	A M		arr..‖ **Hamilton**[58] lve.	A M	P M

Mixed Trains—Leave Caledonia †9 25 a.m., †7 25 p.m., arrive Hamilton 10 30 a.m., 8 25 p.m.

4—JARVIS AND PORT ROWAN.

63	61	Mls.	December 6, 1909.	62	64
P M	A M	31.25	lve..‖ **Hamilton**[58] arr.	A M	P M
†5 50	†9 05	.....	.....*Stuart Street*....	8 55	6 45
6 00	9 15	.....	.....*King Street*.....	8 48	6 35
†7 40	†10 30	0	lve...[8]**Jarvis**[25]..arr.	7 40	5 18
7 50	10 45	6.02	.....Renton.....	7 30	5 07
8 05	11 00	10.57	.**Simcoe**[25], [29] (Loop L.) ♂	7 20	4 57
8 05	11 05	11.67	Loop Line Junction ♂	6 50	3 25
8 30	11 35	13.42	**Simcoe** (G.B.& L.R.) ♂	6 35	3 00
8 40	11 50	18.93	.....Vittoria..... ♂	6 20	2 45
8 50	12 01	22.63	.....Walsh.....	6 10	2 32
8 55	12 10	24.76	.....Forestville.....	6 02	2 22
9 02	12 17	27.26	.....St. Williams... ♂	5 55	2 12
9 10	12 30	30.76	arr.. **Port Rowan** ♂ lve.	†5 45	†2 00
P M	1000		(Eastern time.)	A M	P M

* Daily; † daily, except Sunday; *c* Sunday night train leaves at 12 03 night; *g* Monday, Wednesday and Friday.

‖ Meals. ♂ Telegraph stations.

TORONTO, NEW YORK AND PHILADELPHIA, VIA NIAGARA FALLS AND LEHIGH VALLEY RAILROAD.

Exp.	Exp.	Exp.	(Eastern time.)	Exp.	Exp.
P M	P M	P M	LEAVE [ARRIVE	A M	A M
*6 10	*4 32	*1120	.....**Toronto**.....	10 05	11 45
7 20	5 37	2 27	.....**Hamilton**..arr.	8 45	10 40
8 30	6 36	3 40	**Niagara Falls**(*G. T. R.*)	7 45	9 40
10 40	8 00	.....	**Buffalo**..(*L. V. R.R.*)	5 35	8 15
1 02	10 30	6 57	**Geneva** .... »	3 55	5 31
.....	11 38	8 10	**Ithaca** ..... »	.....	.....
5 01	3 04	11 32	**Wilkes-Barre** »	11 46	1 25
6 49	4 56	1 28	**Mauch Chunk** »	10 01	11 38
7 39	5 48	2 27	**Bethlehem** »	8 48	10 36
9 33	7 32	4 09	**Philadelphia** (P.& R. Ry.)	*6 30	*8 40
10 15	8 30	5 15	**New York**(*L. V. R.R.*)	*5 55	*7 55
A M	A M	P M	arr.*West 23d Street* lve.	P M	P M

MONTREAL AND NEW YORK, VIA DELAWARE & HUDSON CO.

No. 210	No. 206	202	(Eastern time.)	No. 203	No. 209	201
		A M	LEAVE [ARRIVE			P M
*7 40 P M	†1055 A M	†8 45	**Montreal**.....(*G. T.*)	8 20 P M	7 15 A M	3 20
7 55 P M	11 10 A M	9 00	**St. Lambert**.... »	8 03 P M	6 56 A M	3 02
8 28 P M	11 41 A M	9 35	**St. Johns**..... »	7 31 P M	6 25 A M	2 32
9 10 P M	12 20 Noon	10 20	**Rouses Point**...(*D. & H.*)	6 45 P M	5 40 A M	1 45
9 55 P M	1 00 P M	11 10	**Plattsburg**... »	6 00 P M	5 00 A M	1 00
.....	.....	.....	**Hotel Champlain** »	.....	.....	.....
1 50 A M	5 25 P M	3 05	**Saratoga**..... »	1 40 P M	12 50 Night	8 15
2 55 A M	6 35 P M	4 15	**Troy**..... »	12 25 Noon	11 40 P M	7 00
3 30 A M	6 40 P M	4 20	**Albany**..... »	12 25 Noon	11 00 P M	†7 00
7 20 A M	10 08 P M	8 33	**New York**..... »	†8 45 A M	*6 55 P M	c1230
.....	.....	P M	ARRIVE] [LEAVE	.....	.....	Night

No. 201—Pullman Parlor Car Albany to Montreal. Cafe Car Albany to Saratoga Springs.

No. 202—Parlor Car Montreal to New York. Cafe Car Montreal to Albany.

No. 206—Pullman Parlor Car Montreal to Albany.

No. 203—Pullman Parlor Car New York to Montreal. Cafe Car Albany to Montreal.

No. 210—Pullman Sleeping Car Montreal to Albany and New York.

No. 209—Sleeping Car New York to Montreal. Sleeping Car Albany to Montreal.

QUEBEC AND BOSTON, VIA PORTLAND.

Express.	Express.	(Eastern time.)	Express.	Express.
†6 30 A M	†6 00 P M	lve.....**Quebec**.....arr.	7 52 A M	†11 22 P M
†7 00 A M	†6 40 P M	lve...**Point Levi**...arr	7 40 A M	†11 00 P M
*1050 A M	*11 10 P M	.....**Richmond**.....	4 00 A M	7 45 P M
11 32 A M	12 01 Night	.....**Sherbrooke**.....	2 39 A M	3 00 P M
1 46 P M	2 24 A M	...**North Stratford**...	12 02 Night	12 38 Noon
2 12 P M	2 52 A M	.....**Groveton**.....	11 37 P M	12 15 Noon
3 13 P M	4 00 A M	.....**Gorham**.....	10 25 P M	11 17 A M
5 21 P M	6 25 A M	..**Danville Junction**..	8 03 P M	9 00 A M
6 30 P M	7 30 A M	arr....**Portland**....lve.	*7 00 P M	*8 00 A M
.....	9 10 A M	ar. **Old Orchard** (B.&M.).lv.	4 17 P M	.....
.....	12 05 Noon	arr..**Boston** (B.&M.).lve.	*1 15 P M	.....

5—HAMILTON AND SOUTHAMPTON.

45	19	43	17	Miles.	December 6, 1909.	44	18	20	22
P M	P M	A M	A M	.....	(Eastern time.)	A M	Noon	P M	P M
†7 10	†3 33	†9 05	†7 55	.....	lve.... **Hamilton**[58] ♂ arr.	7 45	12 40	5 26	7 36
†8 30	†4 05	†11 15	†9 10	.....	lv.[12], [31] **Brantford**[37], [56] ♂ ar.	7 25	12 40	4 25	7 26
†8 50	†4 30	†12 10	†9 30	0	lve.‖ **Harrisburg**[13] ♂ arr.	6 45	11 59	4 00	6 55
9 03	4 40	12 30	9 42	6.18	.....Branchton..... ♂	6 32	11 44	3 45	6 42
9 19	4 55	1 15	9 57	11.83	arr.....[56]**Galt**[34] ♂ ... lve.	6 20	11 29	3 35	6 30
9 19	4 55	1 15	9 57	11.83	lve.....[56]**Galt**[34]..... arr.	6 20	11 29	3 35	6 30
9 28	5 05	1 40	10 07	15.80	.....Preston..... ♂	6 10	11 18	3 22	6 20
9 36	5 15	2 00	10 16	19.26	..... Hespeler ..... ♂	6 02	11 10	3 16	6 13
— —	— —	— —	10 26	24.16	.....Gourock.....	— —	— —	3 06	— —
9 55	5 30	2 25	10 35	26.86	arr..**Guelph Junc**[6] ♂ lve.	5 48	10 55	3 00	6 00
10 05	5 45	2 35	10 43	27.85	arr..**Guelph City**[6] ♂ lve.	†5 40	10 30	2 50	5 45
P M	6 05	P M	10 55	27.85	lve..**Guelph City**[6]..arr.	A M	10 05	2 50	5 40
	— —		— —	26.86	lve..**Guelph Junc**[6]..arr.		— —	2 44	— —
	6 17		11 08	30.96	.....Marden.....		9 50	2 34	5 27
	6 34		11 29	40.39	.....Elora..... ♂		9 36	2 20	5 11
	6 42		11 40	43.01	.....Fergus..... ♂		9 29	2 13	5 06
	6 55		11 50	49.10	.....Alma..... ♂		9 16	1 59	4 53
	7 07		12 01	54.66	.....Goldstone..... ♂		9 03	1 47	4 40
	7 18		12 09	58.25	.....Drayton..... ♂		8 55	1 38	4 32
21	7 26		12 18	62.40	.....Moorefield..... ♂		8 47	1 28	4 24
A M	7 40		12 35	69.44	arr..‖[44]**Palmerston**[29] ♂ lve.		8 33	1 15	4 10
†9 15	8 05		1 02	69.44	lve..[44]**Palmerston**[29]..arr.		7 55	12 20	4 00
9 25	8 15		1 14	75.09	arr..[56]**Harriston**[29] ♂ lve.		7 40	12 09	3 47
9 25	8 15		1 14	75.09	lve..[56]**Harriston**[29]..arr.		7 40	12 09	3 47
9 33	8 21		1 22	79.18	.....Fulton's.....		7 32	12 01	3 35
9 39	8 27		1 28	81.77	.....Clifford..... ♂		7 26	11 55	3 28
9 55	8 42		1 43	90.57	.....Mildmay..... ♂		7 11	11 37	3 12
10 10	8 57		1 58	96.39	.....Walkerton..... ♂		6 59	11 25	3 00
10 20	9 07		2 04	101.27	.....Dunkeld		6 46	11 10	2 47
10 26	9 13		2 09	103.80	.....Cargill ..... ♂		6 40	11 04	2 42
10 30	9 17		2 12	105.13	.....Pinkerton.....		6 36	11 01	2 38
10 47	9 33		2 27	111.46	.....Paisley..... ♂		6 24	10 47	2 27
11 03	9 46		2 42	118.77	.....Turner's		6 10	10 29	2 12
11 17	10 00		2 55	124.36	.....Port Elgin..... ♂		6 00	10 12	2 00
11 30	10 10		3 10	128.38	.....**Southampton**... ♂		†5 50	†1000	†1 50
A M	P M		P M		ARRIVE [LEAVE		A M	A M	P M

For Sleeping and Parlor Car Arrangements, see page 89.

GRAND TRUNK RAILWAY SYSTEM.

6 CHICAGO, PORT HURON, TORONTO, MONTREAL AND PORTLAND.

*Daily; † daily, except Sunday; a stops to leave passengers from points beyond Port Huron; b stops Sundays to take passengers for Chicago or beyond; c stops to take or leave passengers for or from Chicago; d will stop on signal to let off passengers from Detroit, Port Huron and east of Port Huron and to take on passengers for Chicago and beyond; e stops Saturdays only.

4	66 and 10	8	2	6	10	26	12	14	Miles.	December 6, 1909.	7	3	1	25	5	9	11	13	65	9	18	17
P M		A M		P M	A M	P M		P M		*(Central time.)*	P M	P M	P M	A M	A M					P M		
*3 45		*11 05		*10 30	†8 32	*3 50		*3 02	0	lve.......‖Chicago[56] ♁...arr.	2 30	8 55	9 25	9 42	7 42					6 30		
3 58		11 18		10 43	8 45	4 03		3 15	4.60	47th Street ♁	2 16	8 41	9 11	9 28	7 28					6 16		
– –		n –		– –	9 26	4 47		– –	19.69	Blue Island ♁	n –	– –	– –	8 35	– –					5 24		
– –		n –		– –	9 33	4 54		– –	23.20	Harvey	n –	– –	– –	8 28	– –					5 14		
– –		– –		– –	10 01	5 20		– –	36.09	Griffith[58] ♁	– –	– –	– –	8 00	– –					4 50		
5 22		12 40		12 18	10 47	6 15		4 44	55.85	Valparaiso[56] ♁	12 40	7 15	7 45	*6 45	5 55					4 15		
– –		– –		– –	11 01	P M		– –	63.92	Haskells[56] ♁	– –	– –	– –	A M	– –					3 57		
– –		– –		– –	11 12			– –	70.18	Union Mills ♁	– –	– –	– –		– –					3 44		
– –		– –		– –	11 15			– –	71.10	Wellsboro[56] ♁	– –	– –	– –		– –					3 42		
– –		– –		– –	11 23			– –	75.08	Kingsbury ♁	– –	– –	– –		– –					3 33		
5 58		1 18		12 56	11 33			5 22	80.21	Stillwell[56] ♁	11 54	6 39	7 09		5 16					3 23		
– –		– –		– –	11 41		A M	– –	84.53	Mill Creek ♁	– –	– –	– –		– –			P M		3 13		
6 31		1 51		1 34	12 14		†7 00	5 55	100.49	South Bend[56] ♁	11 17	8 05	6 35		4 38			7 40		2 40		
– –		– –		– –	12 20		7 08	– –	104.07	Mishawaka ♁	– –	– –	– –		– –			7 32		2 32		
6 49		– –		– –	12 32		7 18	– –	110.91	Granger[56] ♁	– –	– –	– –		– –			7 20		2 21		
– –		– –		– –	12 39		7 24	– –	114.00	Edwardsburg ♁	c –	– –	– –		– –			7 12		2 14		
7 10		2 25		2 15	12 55		7 39	6 35	122.69	Cassopolis[56] ♁	10 40	5 31	5 58		3 58			6 56		2 00		
– –		– –		– –	1 13		7 57	– –	131.48	Wakelee ♁	– –	– –	– –		– –			6 38		1 41		
7 33		– –		– –	1 23		8 07	– –	136.02	Marcellus ♁	10 16	– –	b –		– –			6 31		1 33		
– –		– –		– –	1 44		8 26	– –	146.80	Schoolcraft[56] ♁	9 58	– –	– –		– –			6 13		1 13		
8 01		3 07		– –	1 56		8 36	7 20	152.26	Vicksburg[56] ♁	9 47	4 48	5 15		3 07			6 03		1 02		
– –		– –		– –	2 05		8 46	– –	157.22	Pavilion ♁	– –	– –	– –		– –			5 53		12 51		
– –		– –		– –	2 23		9 02	– –	164.99	Climax ♁	c –	– –	– –	‖	– –			5 40		12 37		
– –		– –	A M	– –	2 31		9 10	– –	169.16	Renton	– –	– –	– –	P M	– –			5 34		12 30		
8 45		3 50	†7 00	3 50	2 55		9 35	8 05	175.86	‖Battle Creek[56] ♁	9 05	4 08	4 35	8 25	2 25			6 20		12 15		
– –		– –	7 03	– –	2 58		9 38	– –	177.39	Nichols ♁	– –	– –	– –	8 18	– –			5 10		12 01		
– –		– –	7 11	– –	3 08		9 46	– –	182.52	Penfield ♁	– –	– –	– –	8 11	– –			5 02		11 53		
– –		– –	7 24	– –	3 18		9 58	– –	189.22	Bellevue ♁	8 39	– –	– –	8 01	– –			4 52		11 43		
– –		c –	7 35	– –	3 27		10 08	– –	194.35	Olivet ♁	d –	– –	– –	7 52	– –			4 42		11 34		
9 24		4 27	7 50	4 30	3 41		10 23	8 45	202.44	Charlotte[56] ♁	8 19	3 26	3 53	7 38	1 40			4 28		11 20		
– –		– –	8 02	– –	3 52		10 35	– –	208.73	Potterville ♁	– –	– –	– –	7 27	– –			4 17		11 09		
9 50		4 52	8 27	5 00	4 16		11 00	9 13	220.94	Lansing[56] ♁	7 50	2 58	3 25	7 05	1 10			3 54		10 47		
– –		– –	8 35	– –	4 23		11 07	– –	223.53	Trowbridge[56] ♁	– –	– –	– –	6 58	– –			3 46		10 30		
– –		– –	8 45	– –	4 34		11 17	– –	229.08	Haslett ♁	– –	– –	– –	6 50	– –			3 37		10 30		
– –		– –	8 56	– –	4 45		11 28	– –	235.73	Shaftsburg ♁	– –	– –	– –	6 39	– –			3 26		10 18		
– –		– –	9 05	– –	4 55		11 37	– –	240.04	Perry ♁	– –	– –	– –	6 30	– –			3 16		10 00		
– –		– –	9 12	– –	5 02		11 43	– –	242.42	Morrice ♁	– –	– –	– –	6 24	– –			3 10		10 03		
– –		– –	9 22	– –	5 14		11 52	– –	248.50	Bancroft ♁	– –	– –	– –	6 12	– –			2 58		9 52		
10 35		5 35	9 30	5 45	5 25		12 00	10 02	253.30	arr......[18]Durand[20, 56] ♁ lve.	*7 03	*2 13	*2 38	6 00	12 15			2 48		9 40		
		7 55	12 05	8 30	7 30		2 20		320.40	arr. ‖Detroit[56] (D. & M. Div.) lve.		†11 45	†11 45	†3 15	*10 00			†11 45		†7 00		
10 35		P M	9 40	5 55	6 00		12 20	10 02	253.30	lve.....‖[18]Durand[20, 56]...arr.	7 03	2 13	2 38	5 30	12 02			2 00		9 30		
– –			9 47	– –	6 07		12 30	– –	257.24	Duffield ♁	– –	– –	– –	5 23	– –			1 52		9 18		
– –			9 55	– –	6 15		12 37	– –	261.49	Swartz Creek ♁	– –	– –	– –	5 15	– –			1 44		9 10		
– –			10 01	– –	6 20		12 43	– –	264.07	Otterburn ♁	– –	– –	– –	5 09	– –			1 38		9 04		
11 05			10 16	6 30	6 35		12 58	10 35	270.24	Flint[35] ♁	6 30	1 47	2 12	4 57	11 32			1 23		8 50		
– –			10 27	– –	6 48		1 10	– –	275.23	Belsay ♁	– –	– –	– –	4 42	– –			1 10		8 35		
– –			10 43	– –	7 04		1 27	– –	283.26	Elba ♁	– –	– –	– –	4 27	– –			12 52		8 20		
11 40			10 56	7 07	7 19		1 41	11 10	290.16	Lapeer[56] ♁	5 57	1 16	1 41	4 16	10 55			12 38		8 08		
– –			11 10	– –	7 32		1 55	– –	297.28	Attica ♁	– –	– –	– –	4 03	– –			12 23		7 55		
– –			11 19	7 28	7 42		2 04	– –	301.98	Imlay City[56] ♁	– –	– –	– –	3 54	10 33			12 13		7 46		
– –			11 33	7 42	7 55		2 18	– –	309.35	Capac ♁	– –	– –	– –	3 41	10 20			12 01		7 33		
– –			11 48	7 58	8 12		2 33	– –	317.94	Emmett ♁	– –	– –	– –	3 26	10 06			11 46		7 18		
12 45		P M	12 20	8 25	8 40		3 00	12 15	335.75	arr...‖[18]Port Huron[24, 56] ♁ lve.	*5 00	*12 15	*12 40	†2 55	*9 40		P M	†11 15		†6 50		A M
*10 30		*7 40	*10 45		P M		P M	*10 30	0	lve. ‖Detroit[56] (Via Pt. Huron) arr.			2 10	†6 00	†8 35		†2 10	A M		A M		*7 15
12 10		9 20	12 25					12 10	57.02	arr... ‖[18]Port Huron[24, 56]..lve.			†12 35	†4 05	†6 50		†12 35					*5 30
		P M								lve. Detroit[56] (Via Windsor) arr.				P M								
*12 30			*12 25					*12 30		lv. ‖Port Huron (Via Stratford) ar.	†9 25		†12 25	*2 30	†8 25							*4 45
*12 55		9 30	*12 50	*8 35				Night		lv...Port Huron (Via London)..ar.	P M	*12 05	†12 25	P M	*9 25		†11 05					A M
Night		P M	Noon	A M						*(Central time.)*		Noon	Noon		P M		Noon					
		72	2		8	62	6	4		December 6, 1909.	7		1	9	5							
		P M	P M				A M	A M		*(Eastern time.)*	P M		P M	P M	P M		A M					A M
		†4 40	*1 45				†6 00	*1 55	338.84	lv. Sarnia[56] (*Tunnel Sta.*) ♁ ar.	8 55		1 10	3 16	7 10		11 00					5 30
		4 55	1 57				6 11	– –	345.10	Blackwell ♁	8 40			3 02	6 57		10 50					
		5 05	2 04				6 16	– –	348.79	Perch	– –			2 51	6 51		10 43					
		5 18	2 12				6 23	– –	353.43	Camlachie ♁	9 25			2 45	6 43		10 32					
		5 44	2 27				6 40	2 36	363.19	Forrest ♁	9 05			2 27	6 26		10 15					
		6 10	2 41				6 59	– –	371.50	Thedford ♁	8 48			2 08	6 10		9 59					
		6 35	2 56				7 15	a –	380.07	Parkhill ♁	8 30			1 53	5 55		9 43					
		7 00	3 10				7 31	3 22	387.58	Ailsa Craig ♁	8 15			1 39	5 42		9 30					
		– –	– –				– –	– –	392.59	Lucan Crossing[49] ▣					5 30		9 20					
64		7 25	3 25				7 48		394.64	Lucan ♁	8 02			1 21	5 20		9 10			67		
P M	P M	7 50	3 35		A M	A M	8 00		400.60	arr. Granton ♁ lve.	7 50			1 09	5 06	P M	8 59		P M	P M		
†2 45	†4 55		†2 45		†6 00	†10 26	†6 00		432.61	lve.....‖[56]London[27].....arr.	11 25		11 15		6 45	11 25	11 15		1 33	6 45		3 25
3 40	5 50	8 10	*3 55		6 52	11 15	8 20	4 10	409.99	St. Mary's Junction[37] ♁	7 38		10 20	12 51	4 50	10 30	8 41		12 38	5 50		2 37
3 50	6 00	8 20	4 05		7 00	11 25	8 30	– –	414.07	St. Paul's	7 29		10 10	12 40	4 40	– –	8 30		12 28	5 35		– –
4 05	6 10	8 35	4 20		7 10	11 40	8 40	4 30	420.05	arr. ‖[29]Stratford ♁[31]	7 20		10 00	12 28	4 30	10 15	†8 15		†12 18	†6 25		2 20
P M	6 45	P M	4 30		7 20	A M	8 50	4 40	420.05	lve.	7 10		9 55	12 13	4 20	10 10	A M		Noon	P M		2 10
	6 55		4 42				9 02	– –	426.65	Shakespeare ♁	6 55			12 01	4 08							– –
	7 10		4 52		7 43		9 15	– –	433.72	New Hamburg ♁	6 40		9 30	11 48	3 56	9 43						– –
	7 15		4 58		7 50		9 25	– –	436.16	Baden ♁	6 35		– –	11 42	3 51	9 38						– –
	7 22		5 05		– –		9 34	– –	439.57	Petersburg ♁	6 28		– –	11 35	3 43							– –
	7 45		5 20		8 12		9 54	5 28	446.05	Berlin[34] ♁	6 15		9 08	11 20	3 30	9 18						1 20
	7 53		5 28		– –	18	10 05	– –	450.32	Bresiau ♁	6 00		– –	11 05	3 15	– –						– –
	– –		5 43		– –	A M	10 22	– –	459.01	Guelph Junction[5] ♁	5 45		– –	10 50	2 58	– –					P M	– –
	8 15		5 55		8 38	†10 15	10 48	5 54	460.00	Guelph[5] ♁	5 40		8 38	10 40	2 50	8 48					6 55	12 50
	8 34		6 10		8 50	– –	11 02	– –	467.36	Rockwood ♁	5 25		– –	10 28	2 35	8 34					– –	– –
	8 45		6 24		9 00	10 39	11 14	6 22	473.04	Acton West ♁	5 14		8 17	10 17	2 25	8 23					6 32	12 27
	8 57		6 40		9 12	10 52	11 29	6 37	479.30	Georgetown[18] ♁	4 57		8 01	10 00	2 08	8 05					6 16	12 08
	9 01		6 45		9 17	– –	11 36	– –	481.70	Norval ♁	4 46		– –	9 43	2 03	– –					– –	– –
	9 13		6 58		9 30	11 07	11 47	6 52	487.28	Brampton ♁	4 34		7 47	9 30	1 52	7 51					5 02	11 50
	9 23		7 08		– –	– –	11 57	7 03	493.27	Malton ♁	4 21		– –	9 12	1 41	e –					– –	– –
	9 33		7 18		9 48	– –	12 08	7 14	499.98	Weston ♁	4 08		7 27	9 00	1 30	7 30					– –	11 30
	9 40		7 22		9 55	11 30	12 15	7 20	503.54	West Toronto ♁	4 00		7 20	8 50	1 20	7 22					4 35	11 20
	9 50		7 32		10 05	11 40	12 25	7 30	506.11	North Parkdale Junction ♁	3 50		7 10	8 40	1 10	7 10					4 25	11 10
	10 00		7 45		10 15	11 50	12 35	7 40	508.39	‖Toronto[56] ♁	†3 40		†7 00	*8 30	†1 00	†7 00					†4 15	*11 00
	P M		P M		A M	A M	Noon	A M		ARRIVE ... LEAVE	P M		A M	A M	P M	P M					P M	P M

n Stops to take or leave passengers for or from Battle Creek and east thereof. ‖ Meals. ♁ Telegraph stations.

NOTE.—The Through Connection of Train No. 4 from Port Huron to Toronto is via Stratford, and of Train No. 6 is via London.

Via Wyoming.

▣ No tickets sold at, or baggage checked at, to, from or via Lucan Crossing; stops are made there only for passengers for or from Main Line trains.

For Index of Stations of Grand Trunk System, see pages 89 to 91.

GRAND TRUNK RAILWAY SYSTEM.

7—CHICAGO, PORT HURON, TORONTO, MONTREAL AND PORTLAND.

24	28	2	46	6	8	30	4	Miles.	December 6, 1909.	15	7	1	....	1	....	....	5	21	11
	A M	Noon		A M	P M	P M	Night		LEAVE] [ARRIVE	P M	A M	Noon		Noon			P M		
	†10 05	*12 50		*8 35	*9 30	†3 05	*12 55	335.75	Port Huron (Central time)	9 25	4 45	*12 25		*12 25			9 25		Noon
A M	11 20	*2 10	A M	*9 55	*10 45	†4 25	*2 10	338.84	Sarnia (Eastern time)	10 10	5 30	1 10		1 10			10 10		12 50
†7 30	2 05	*4 25	†9 00	*11 40	*12 14	†6 53	*3 43	397.77	lve. London arr.	8 00	3 45	11 28		11 28			6 30		10 56
†10 25	5 26	*6 50	†11 10	*2 08	*2 21	†9 00	*5 50	477.44	arr. Hamilton arr.	5 40	12 40	9 00		9 00			3 25		7 40
†11 45	7 00	*8 15	†12 15	*3 30	A M	†10 05	h8 25	516.15	arr. Toronto lve.	*4 40	*11 20	*8 00		*8 00			*2 00		*6 20
A M	P M	*11 10	Noon	A M		*2 45	†6 05	0	lve. Detroit (Via Windsor) arr.	10 20	†9 50	1 45		1 45			10 20		A M
		4 25		*11 40		*6 53	*12 14	111.29	lve. London arr.	8 00	*3 45	11 28		11 28			6 30	P M	
		*6 50		*2 08		*9 00	*2 21	190.96	lve. Hamilton arr.	5 40	12 40	9 00		9 00			3 25	5 32	
		*8 16		*3 30		*10 05	h8 25	229.67	arr. Toronto lve.	*4 40	*11 20	*8 00		*8 00			*2 00	*4 32	

	14	8	12	14	6	2	4	Miles.	(Eastern time.)	1	7	5	13	3	11	13	P M	P M
		P M	P M	P M	A M	P M	A M		LEAVE] [ARRIVE	P M	P M	A M	A M	A M	P M			
		*8 30	†1 50	†6 10	*7 15	*10 15	*9 00	508.39	Toronto[66] δ	4 30	9 45	6 00	9 40	7 30	3 35			
		— —	— —	— —	— —	— —	— —	509.31	Don	International Limited.	—	— —	— —	— —	— —			
		— —	2 04	5 24	7 29	— —	— —	510.78	Riverdale		9 32	— —	9 27	— —	3 22			
		— —	2 10	5 30	— —	— —	— —	512.77	Lindenhurst		9 26	5 42	9 21	— —	3 16			
		— —	2 14	5 34	7 38	— —	m —	513.83	York δ		9 22	5 38	9 17	— —	3 12			
		8 57	2 20	5 40	7 44	— —	m —	517.42	Scarboro Junction[53] δ		9 13	5 31	9 09	— —	3 04			
		— —	2 31	5 53	7 55	— —	m —	524.83	Port Union δ		8 52	— —	8 50	— —	2 44			
		a —	2 35	5 56	7 58	— —	m —	526.46	Rosebank		8 47	5 10	8 46	— —	2 40			
		— —	2 40	6 00	8 02	— —	m —	529.12	Dunbarton		8 40	— —	8 40	— —	2 35			
		— —	2 43	6 04	8 05	— —	m —	530.96	Pickering δ		8 35	— —	8 36	— —	2 30			
		9 28	2 57	6 18	8 15	— —	m s	537.47	Whitby Junction[21] δ		8 20	4 52	8 23	— —	2 17			
		9 40	3 08	6 29	8 27	— —	10 02	541.92	Oshawa Junction[56] δ		8 08	4 44	8 09	— —	2 08			
		*9 55	†3 15	†6 40	*9 10		*10 10	544.17	arr. Oshawa lve.		*7 45		†7 50		†1 40			
		*9 15	†2 45	†6 00	*8 20		*9 35	544.17	lve. (Via Oshawa Ry.) arr.		*8 20		†8 25		†2 26			
		— —	3 21	6 40	8 36	— —	m —	548.08	lve. Darlington δ arr.	— —	7 53	— —	7 53	— —	1 55			
		8 58	3 31	6 49	8 44	— —	10 18	551.63	Bowmanville δ	— —	7 44	4 22	7 43	— —	1 48			
		— —	3 39	6 58	8 53	— —	m —	556.05	Newcastle δ	— —	7 33	— —	7 31	— —	1 37			
		— —	3 54	7 12	9 09	— —	m —	563.93	Newtonville δ	— —	7 17	— —	7 15	— —	1 22			
		10 39	4 12	7 30	9 25	12 04	10 49	571.59	arr. Port Hope[53] δ lve.	2 53	7 02	3 44	6 59	5 39	1 07			
			†5 35					602.54	arr. [41, 14] Peterboro[53, 56] lve.						†11 45			
		10 55	4 27	7 45	9 43	12 21	11 01	578.31	arr. Cobourg δ lve.	2 43	6 47	3 29	6 43	5 28	12 52			
		10 55	4 27	7 45	9 43	12 21	11 01	578.31	lve. arr.	2 43	6 27	3 29	6 43	5 2[illegible]	12 32			
		d —	4 40	7 57	9 59	— —	m —	586.27	Grafton δ	— —	6 14	— —	6 25	— —	12 18			
		11 22	4 58	8 10	10 10	— —	m —	592.85	Colborne δ	— —	6 02	3 03	6 15	— —	12 05			
		11 39	5 09	8 25	10 25	— —	m —	600.45	Brighton δ	— —	5 48	2 52	6 03	— —	11 51			
		12 01	5 25	8 45	10 43	— —	11 51	609.58	Trenton δ	— —	5 32	2 34	5 48	— —	11 36			
	A M	12 25	5 46	9 10	11 05	1 35	12 11	621.75	arr. Belleville[41] δ lve.	1 50	5 10	2 14	†5 30	4 25	11 15	P M		
	†7 00	12 30	5 55	P M	11 10	1 40	12 16	621.75	lve. arr.	1 47	5 03	2 06	A M	4 20	11 10	8 50		
	7 12	— —	6 08		11 22	— —	m —	628.87	Shannonville δ	— —	4 48	— —		— —	10 55	8 35		
	7 23	— —	6 18		11 33	— —	m —	635.38	Marysville δ	— —	*4 38	— —		— —	10 43	8 25		
	†8 10	*2 30	†7 10		†12 35	*2 30	†1 45	652.49	arr. Deseronto lve.	†12 45	†3 45	*12 45			†9 50	†7 40		
	†7 15	*12 45	†6 10		†11 30	*12 45	†11 30		lve. (Via B. of Q. Ry.) arr.	†1 45	†4 50	*2 30			†10 5	†8 56		
	7 40	*1 11	6 38		11 49	*2 15	*12 46	643.49	lve. Napanee[56] δ lve.	1 17	4 25	1 26		— —	10 29	8 11		
	7 49	— —	6 47		11 58	— —	m —	648.63	lve. Fredericksburg arr.	— —	4 11	— —		— —	10 16	7 57		
	7 59	— —	6 57		12 08	— —	m —	654.34	Ernestown δ	— —	4 02	— —		— —	10 06	7 48		
	8 12	— —	7 08		12 22	— —	m —	661.96	Collins' Bay δ	— —	3 50	— —		— —	9 51	7 36		
	8 35	2 00	7 20		12 35	2 59	1 27	669.37	arr. Kingston Junc[8] δ lve.	12 42	3 38	12 42		3 04	9 35	7 23		
	†8 50	*2 17	†7 58		*12 57	*3 17	*1 40	671.62	arr. Kingston[8] δ lve.	*12 25	*3 17	*12 25		*2 41	†10 15	†7 00		
	†8 15	*1 40	†7 00		*12 25	*2 41	*1 08	671.62	lve. arr.	*12 57	*3 51	*12 57		*3 17	†9 47	†7 38		
	8 35	2 00	7 40		12 45	2 59	1 27	669.37	lve. Kingston Junction[8] arr.	12 42	3 38	12 42		3 04	9 30	7 23		
	8 43	— —	7 52		12 53	— —	m —	673.59	Rideau	— —	3 23	— —		— —	9 20	7 10		
	9 09	2 35	8 14		1 18	— —	1 59	688.48	arr. Thousand Island Jn[56] δ lve.	12 16	3 04	12 08		— —	8 53	6 47		
	†9 30	*3 05	†8 40		*2 20		*2 20	694.48	arr. Gananoque lve.	*11 45	*2 35	*11 55			†8 20	†6 05		
	†8 20	*2 00	†7 40		*12 50		*12 50		lve. (Via T. I. Ry.) arr.	*12 45	*3 25	*12 45			†9 30	†7 20		
	9 23	— —	8 27		1 34	— —	m —	695.87	lve. Lansdowne δ arr.	— —	2 51	11 53		— —	8 38	6 35		
	9 37	3 02	8 39		1 50	— —	m —	704.14	Mallorytown δ	— —	2 38	11 41		— —	8 23	6 22		
	9 52	— —	8 52		2 06	— —	m —	712.62	Lyn δ	— —	2 22	n —		— —	8 08	6 08		
	10 00	3 25	9 00		*2 20	4 10	*2 40	716.79	arr. Brockville[56] lve.	11 41	*2 15	11 20		1 50	†8 00	†6 00		
	A M		P M	12	†5 00	*9 57		790.79	arr. Ottawa[56] lve.		†10 45	*6 46	11		A M	P M		
				A M	P M	A M		790.79	lve. (Via C. P. Ry.) arr.		A M	P M	P M					
		3 30		†6 20	*2 55	4 15	*2 45	716.79	lve. Brockville[56] δ arr.	11 38	2 10	11 15	8 35	1 45				
		— —		6 29	3 05	— —	— —	721.37	Maitland δ	— —	1 58	— —	8 23	— —				
		3 48		6 40	3 17	4 34	3 03	728.56	Prescott[56] δ	11 20	1 44	10 53	8 11	b i				
		i —		6 54	3 32	— —	— —	737.65	Cardinal δ	— —	1 25	10 36	7 58	— —				
		4 09		7 03	3 43	— —	— —	743.15	Iroquois δ	— —	1 15	10 25	7 45	— —				
		4 19		7 15	3 55	— —	3 32	749.83	Morrisburg δ	— —	1 04	10 13	7 33	— —				
		— —		7 25	4 09	— —	— —	758.20	Aultsville δ	— —	12 50	— —	7 19	— —				
		— —		7 33	4 14	— —	— —	760.69	Farran's Point	— —	12 45	— —	7 14	— —				
		— —		7 41	4 22	— —	— —	765.12	Wales δ	— —	12 38	— —	7 06	— —				
		— —		7 51	4 32	— —	— —	769.93	Mille Roches δ	— —	12 29	— —	6 57	— —				
		— —		7 57	4 39	— —	v —	773.30	Cornwall Junction[66] δ	— —	12 23	— —	6 50	— —				
		5 03		8 05	4 50	5 45	4 10	774.77	Cornwall[56] δ	10 23	12 20	9 32	6 47	12 13				
		— —		8 18	5 04	— —	— —	782.75	Summerstown δ	— —	11 49	— —	6 28	— —				
		5 22		8 29	5 15	— —	— —	788.47	Lancaster δ	— —	11 40	9 10	6 17	— —				
		— —		8 39	5 25	— —	— —	793.83	Bainsville δ	— —	11 31	— —	6 06	— —				
		s —		8 50	5 35	— —	— —	799.02	River Beaudette δ	— —	11 22	n —	5 56	— —				
		— —		8 57	g —	— —	— —	802.56	arr. St. Zotique lve.	— —	s —	— —	5 49	— —				

26	24	22	2	46	6	8	30	4	Miles.		15	7	1		1	21	25	27
P M	P M	A M			11 45	11 16	11 45	†7 10	883.01	arr. Ottawa[56] lve.		*8 30	*4 40	†3 15	*4 40	A M	P M	P M
*4 40	†3 16	*8 30				†4 40			883.01	lve. Ottawa[56] arr.		A M	P M	P M	P M	11 45	7 10	11 16
6 55	5 30	10 50	5 48		9 10	5 53	6 30	4 50	804.58	lve. Coteau Junc[51] δ arr.	— —	11 13	8 42	6 45	c —	9 20	4 47	9 56
— —	— —	— —	— —		9 18	6 00	— —	— —	807.70	Riviere Rouge	— —	11 05	— —	5 34	— —	— —	— —	— —
— —	— —	— —	— —		9 26	6 07	— —	— —	811.14	St. Dominique δ	— —	10 58	— —	5 27	— —	— —	— —	— —
— —	— —	— —	— —		9 33	6 11	— —	— —	813.20	Cedars	— —	10 53	— —	5 23	— —	— —	— —	— —
—	e —	e —	6 09		9 45	6 20	— —	5 10	817.98	Vaudreuil δ	— —	10 45	8 19	5 15	— —	e s	4 28	— —
— —	— —	— —	6 5.		10 36	7 12	— —	— —	840.92	St. Henri δ	— —	9 56	7 35	4 28	— —	— —	— —	— —
7 55	6 30	11 45	7 01		10 45	7 20	7 40	6 00	842.43	Montreal[56] δ	*9 00	*9 45	*7 30	†4 21	*10 30	*8 30	†3 55	*8 00
P M	P M	A M	A M		A M	P M	A M	P M		ARRIVE [LEAVE	A M	A M	P M	P M	P M	A M	P M	P M
P M						P M	A M	P M		(Via C. V. and B. & M. R.Rs.)	A M				P M			
*8 10						†8 10	*8 31	*6 10	0	lve. Montreal arr.	7 25				10 10			
8 05						8 05	7 10	8 05	334.00	Boston	*7 30				*11 30			
A M						A M	P M	A M		ARRIVE] [LEAVE	P M				A M			

NOTE—Nos. 6, 7, 11, 12 and 76 will stop on signal at Moulinette between Wales and Mille Roches.

* Daily; † daily, except Sunday; a stops to leave passengers from Toronto; b stops to let off passengers from Montreal or beyond; c stops for passengers from Ottawa Division points for Toronto and beyond; d stops for passengers from North of Port Hope and from Toronto and beyond; e stops to take for or leave from Ottawa and beyond; g stops on Monday and Thursday for Montreal passengers; h arrives Toronto 10 05 a.m. on Sundays; i stops to leave from or to take for Toronto or beyond; m stops for passengers holding tickets from west of North Parkdale on Main Line to Sarnia, via Stratford, also from points west of Sarnia; n stops to let off passengers from Montreal; s stops on Sunday; v stops for passengers to points on New York & Ottawa Ry. Meals. δ Telegraph stations.

8—KINGSTON AND KINGSTON JUNCTION.

December 6, 1909.	Mls	28	22	44	52	32	24	38	42	36
[LEAVE		A M	A M	A M	A M	Noon	P M	P M	P M	Night
Kingston[56] δ	0	*1 40	*2 41	†8 15	†9 15	*12 25	*1 08	*3 17	†7 00	*12 25
Kingston Junction[7] δ	2.25	1 52	2 53	8 27	9 27	12 37	1 20	3 29	7 12	12 37
[ARRIVE		A M	A M	A M	A M	Noon	P M	P M	P M	Night

(Eastern time.)	M's	39	23	57	41	21	35	27	43	25
[LEAVE		A M	A M	A M	A M	Noon	P M	P M	P M	Night
Kingston Junction[7]	0	*2 05	*3 05	†8 38	†9 35	*12 45	*1 28	*3 39	†7 28	*12 45
Kingston[56]	2.25	2 17	3 17	8 50	9 47	12 57	1 40	3 51	7 38	12 57
[ARRIVE		A M	A M	A M	A M	Noon	P M	P M	P M	Night

For Sleeping and Parlor Car Arrangements, see page 89

GRAND TRUNK RAILWAY SYSTEM.

9—CHICAGO, PORT HURON, TORONTO, MONTREAL AND PORTLAND.

8	146	74	34	152	6	10	4	2	Miles.	December 6, 1909.	3	1	5	7	145	33	153	9
P M	P M		Noon	A M	P M		P M	A M		(Eastern time.)	P M	A M	P M	A M	A M	P M	P M	
†5 20	†4 00		*12 01	†7 40	†4 16		*8 15	*8 00	842.43	lve......‖Montreal[56] ♁..arr.	7 00	7 00	1 10	8 45	10 15	6 31	10 15	
5 25	4 05		— —	— —	4 21		— —	8 05	843.94	..........St. Henri........♁	6 53	6 48	1 02	8 38	10 08	— —	— —	
5 32	4 10		— —	— —	4 26		— —	— —	845.43	........Point St. Charles....♁	6 47	6 41	12 54	8 32	— —	— —	— —	
5 40	4 18		— —	7 58	4 34		8 33	8 18	848.59	........St. Lambert[56]....♁	6 40	6 33	12 47	8 25	9 55	6 10	8 55	
5 48	4 25		— —	8 05	4 40		s —	8 24	852.47	..........St. Hubert........♁	6 30	6 22	12 38	8 17	9 47	— —	d g	
5 56	4 33		— —	8 13	4 49		e —	8 31	856.58	..........St. Bruno........♁	6 21	s —	12 29	8 09	9 39	— —	d g	
6 02	4 39		— —	8 19	4 56		s —	8 37	859.59	..........St. Bazile..........	6 14	s —	12 22	8 02	9 33	— —	d g	
6 08	4 46		d g	8 26	5 04		8 59	8 45	863.55	............Belœil..........♁	6 04	5 55	12 13	7 54	9 26	d g	d g	
6 10	— —		— —	— —	— —		— —	— —	863.93	.......Otterburn Park.......	— —	— —	— —	7 52	— —	— —	d g	
6 12	4 49		d g	8 28	5 07		9 02	8 48	864.66	..........St. Hilaire........♁	6 00	5 51	12 10	7 51	9 23	d g	d g	
6 14	4 51		— —	— —	— —		— —	— —	865.43	......St. Hilaire East.......	— —	— —	— —	7 49	9 21	— —	d g	
6 25	5 02		— —	8 38	5 22		— —	9 01	870.59	........Ste. Madeleine......♁	5 44	5 37	11 59	7 39	9 10	— —	d g	
6 40	5 17		1 14	8 53	5 37		9 30	9 15	878.10	........St. Hyacinthe......♁	5 28	5 21	11 43	†7 25	8 55	5 10	8 55	
P M	5 25		1 20	9 00	5 43		— —	9 21	880.44	........Ste. Rosalie[56]....♁	5 18	5 14	11 35	A M	†8 50	*5 05	†8 50	
	P M		P M	A M	5 53		— —	— —	885.04	.... Britannia Mills ......♁	s —	— —	11 26		A M	P M	P M	
					5 58		— —	9 35	887.34	..........St. Liboire........♁	5 04	4 59	11 20					
					6 06		9 53	9 40	890.43	............Upton ....♁	4 57	4 53	11 14					
					6 20		10 10	9 50	896.83	..........Actonvale.........♁	4 45	4 37	11 02					
					6 36		— —	10 06	904.43	............Danby.............	4 33	4 20	10 48					
					6 46		10 35	10 16	908.59	........South Durham......♁	4 26	4 10	10 39					
					6 52		— —	10 22	911.58	............Lisgar...........♁	4 20	s —	10 33					
					7 00		— —	— —	914.18	............Gore..............	— —	s —	10 27					
					7 15		10 55	10 40	918.89	arr.....‖Richmond[32] ♁..lve.	*4 05	*3 45	†10 15					
					†11 00		*7 40	†2 10	1014.43	arr........Levis[32]......lve.	*12 30	†6 40	†7 00					
					†11 30	Noon	*7 52	†2 22	1016.39	arr.....[56]Quebec[32]......lve.	*12 00	†6 00	†6 30					P M
					†12 00	†12 00	†6 00	†6 30		lve.....[56]Quebec[32]......arr.	11 30	*7 52	†2 22					11 30
					†12 30	†12 30	†6 40	†7 00		lve........Levis[32]......arr.	†11 00	*7 40	†2 10					11 00
					†7 30	†4 10	*11 10	*10 50	918.89	lve.....‖Richmond[32]...arr.	3 55	3 30	10 05					7 30
					7 37	4 17	— —	— —	923.26	............Corris.............	— —	— —	9 52					7 12
					7 48	4 28	11 31	11 05	929.14	........Windsor Mills......♁	3 28	3 07	9 40					7 03
					7 54	4 35	— —	— —	932.68	.... Titus..............	— —	— —	9 33					6 57
					8 02	4 42	11 46	11 17	936.91	........Bromptonville......♁	3 13	2 53	9 26					6 50
					8 15	4 55	12 01	11 32	943.53	........Sherbrooke[56]....♁	3 00	2 39	9 15					6 35
					8 22	5 02	12 09	11 40	946.55	........Lennoxville[56]....♁	2 50	2 32	9 05					6 24
					8 36	5 15	12 25	11 54	953.55	.........Waterville.........♁	2 36	2 17	8 52					6 11
					8 41	5 22	— —	12 02	956.84	.... Compton ....♁	2 30	2 12	8 45					6 05
					8 46	5 27	— —	— —	959.62	.... Hillhurst...........	— —	— —	8 40					6 00
					9 00	5 40	12 51	12 20	964.98	.........Coaticooke.........♁	2 16	1 55	8 30					†5 50
					9 10	P M	— —	12 30	970.04	..........Dixville............	2 00	— —	8 20					P M
					9 20		1 17	12 42	974.54	.........Norton Mills.......♁	1 51	1 17	8 13					
			6		9 40		— —	— —	983.81	.... Summit...........	— —	— —	7 57	73			5	
		A M	A M		9 55		1 45	1 15	990.17	arr....‖Island Pond ♁...lve.	1 20	12 45	†7 45	P M			P M	
		†6 45	†6 25		P M		1 55	1 20	990.17	lve.....Island Pond.....arr.	1 10	12 35	A M	2 30			7 30	
		7 00	6 34				— —	— —	994.50	.........East Brighton.........	— —	— —		2 00			7 18	
		7 20	6 40				— —	— —	997.68	..........Wenlock ....♁	— —	— —		1 33			7 12	
		7 50	6 54				2 24	1 46	1005.20	......North Stratford[56]..♁	12 38	12 02		12 38			6 58	
		8 30	7 01				— —	— —	1008.00	..........Beatties............	— —	— —		12 01			6 49	
		8 45	7 08				— —	— —	1013.35	.......Stratford Hollow.....♁	12 24	— —		11 35			6 40	
		9 30	7 17				2 52	2 12	1017.59	..........Groveton[56]......♁	12 15	11 37		11 15			6 30	
		9 50	7 27				— —	— —	1023.36	...........Stark.............	12 02	— —		10 45			6 17	
		10 30	7 31				3 08	2 26	1025.43	...........Percy...........♁	11 58	11 22		10 30			6 12	
		10 40	7 37				— —	— —	1028.21	..........Crystal	— —	— —		9 55			6 05	
		11 00	7 42				— —	2 35	1030.43	.... West Milan.......♁	11 49	— —		9 40			6 00	
		11 40	7 53				— —	— —	1036.15	.... Copperville........♁	— —	— —		9 25			5 48	
		12 45	8 05				3 45	2 58	1041.85	.........Berlin, N.H[56].....♁	11 31	10 40		9 10			5 37	
		1 15	8 20				4 00	3 13	1048.28	.........‖Gorham[56] ......♁	11 17	10 25		†8 20			6 20	
		P M	8 30				— —	3 23	1053.94	.........Shelburne.........♁	11 02	10 11		A M			5 04	
			8 40				4 24	3 34	1059.67	........., Gilead...........♁	10 53	9 59					4 51	
			8 51				4 35	3 45	1065.73	.........West Bethel.......♁	10 42	9 46					4 35	
			9 01				4 46	3 52	1069.76	.... Bethel ....♁	10 35	9 37					4 27	
			9 11				— —	4 00	1074.42	.... Locke's Mills ......♁	10 26	9 26					4 18	
			9 20				5 05	4 08	1077.96	........Bryant's Pond......♁	10 18	9 18					4 08	
			9 32				5 18	4 19	1084.10	..........West Paris........♁	10 06	9 04					3 51	
			9 50				5 36	4 36	1092.48	........South Paris[11]....♁	9 50	8 47					3 36	
			10 01				5 50	4 48	1098.92	.... Oxford ....♁	9 36	8 33					3 16	
			10 14				— —	— —	1103.22	.....P. & R. F. Crossing.....	— —	— —					3 04	
			10 20				6 05	4 58	1103.49	......Mechanic Falls[56]..♁	9 25	8 22					3 02	
			10 29				6 12	5 07	1107.80	.... Empire Road	9 16	8 13					2 50	
			10 36				6 20	5 16	1109.09	arr...Lewiston Junc[10] ♁ lve.	9 10	8 08					2 45	
			10 55				6 40	6 35	1115.40	arr. ...[10]Lewiston[56] ♁ lve.	*8 50	*7 45					†2 25	
			†10 15				*6 00	*4 55	1115.40	lve. ...[10]Lewiston[56] ♁ arr.	9 30	8 25					3 05	
			10 36				6 20	5 16	1109.99	lve. Lewiston Junction[10] arr.	9 10	8 08					2 45	
			10 43				6 25	5 21	1112.21	.... Danville Junction[56]. ♁	9 00	8 03					2 38	
			10 52				6 37	5 30	1117.06	.......New Gloucester.....♁	8 50	7 52					2 27	
			11 00				6 45	5 39	1121.27	...........Pownal..........♁	8 43	7 45					2 17	
			11 06				6 52	5 46	1124.42	.......North Yarmouth.....♁	8 37	7 37					2 08	
			11 13				6 59	5 54	1127.85	....Yarmouth Junction[56] ♁	8 31	7 30					2 00	
			11 15				7 02	5 56	1128.44	..........Yarmouth.........♁	8 29	7 26					1 57	
			11 20				7 08	— —	1130.84	.........Cumberland........♁	8 24	7 20					1 51	
			11 27				7 15	6 10	1134.22	..........Falmouth ....♁	8 18	7 13					1 44	
			11 35				— —	— —	1138.00	..........Deering............	— —	— —					1 37	
			11 37				7 25	6 20	1138.49	Portland and Rochester Jn[56] ♁	8 10	7 05					1 36	
			11 45				7 30	6 30	1139.68	‖Portland[56] (G. T. Station) ♁	*8 00	*7 00					†1 30	
			A M				A M	P M		ARRIVE] [LEAVE	A M	P M					P M	
			A M				A M			(Via B. & M. R.R.)	A M						P M	
			†11 43				7 35		1138.49	lve..Port. and Roch. Jn.arr.	8 06						1 26	
			11 53				7 45		1140.97	arr. Portland (Union Sta.) lve.	†7 58						†1 16	
			†12 05				*8 50		0	lve. Portland (Union Sta.) arr.	A M	4 40					12 20	
			12 24				9 10		11.00	arr......Old Orchard........		4 17					11 57	
			3 15				12 05		115.00	arr.........Boston........lve.		*1 15					†8 45	
			P M				Noon			(Western Division.)		P M					A M	
			†12 15				†9 00		0	lve. Portland (Union Sta.) arr.		4 30					12 15	
			3 30				12 10		115.00	arr........Boston........lve.		†1 00					†9 00	
			P M				Noon			(Eastern Division.)		P M					A M	

s Stops Sunday only. ‖ Meals. ♁ Telegraph stations.

10—LEWISTON AND LEWISTON JUNCTION.

42	32	46	36	44	34	Ms.	December 6, 1909.	45	38	47	35	48	31
P M	P M	P M	A M	A M	A M	....	(Eastern time.)	A M	A M	A M	P M	P M	P M
*7 45	*4 55	†2 25	†10 15	*8 50	*6 00	0	lv..Lewiston[56] ♁ ar.	6 40	9 30	10 55	3 05	5 35	8 25
7 48	4 58	2 28	10 17	8 52	6 02	.36	.........Auburn.........	6 35	9 25	10 50	3 00	5 30	8 20
7 55	5 05	2 36	10 24	8 59	6 09	3.72	........Littlefield........	6 28	9 18	10 43	2 53	5 23	8 15
8 00	5 10	2 40	10 30	9 05	6 15	5.50	Lewiston Junc.[9] ♁	*6 25	*9 15	†10 40	†2 50	*5 20	*8 10
P M	P M	P M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	P M	P M	P M

11—NORWAY AND SOUTH PARIS.

52	66	64	54	Mls	December 6, 1909.	65	53	55	63
P M	P M	A M	A M	....	(Eastern time).	A M	A M	P M	P M
*4 25	†3 25	*9 40	*5 25	0	lve. Norway.arr.	5 45	10 00	3 45	4 45
4 30	3 30	9 45	5 30	1.50	..South Paris[9].	*5 40	*9 55	†3 40	*4 40
P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M

☞ * Daily; † daily, except Sunday; ‡ daily, except Saturday; *a* stops on signal Saturday; *d* stops to receive or leave passengers for or from Montreal; *e* stops Saturday and Sunday; *g* stops to leave or take passengers from or for St. Hyacinthe and points east of Ste. Rosalie Junction.

For Index of Stations of Grand Trunk System, see pages 89 to 91.

GRAND TRUNK RAILWAY SYSTEM.

13—CHICAGO, PORT HURON, DETROIT AND NIAGARA FALLS.

12	10					2		6	14	4	8	Miles.	December 6, 1909.	3	1	5	7	13	5	11			9	
	A M							P M	P M	P M	A M		(Central time.)	P M	P M	A M	P M		A M				P M	
	†8 32							*10 30	*3 02	*3 45	*11 05	0	lv. Chicago[56] (G.T.W. Div.) ar.	*8 55	9 25	7 42	2 30		7 42				6 30	
	5 25							5 45	10 02	10 35	6 35	253.30	arr. [20] Durand[6, 18] lve.	2 13	2 38	12 15	7 03	A M	12 15	P M			9 40	
Noon	9 05					A M		8 30			7 35	320.40	arr. [18, 56] Detroit[24, 15] lv.	†11 45	†11 45	*10 00		11 45	*10 00	†4 45			†7 00	
†12 20	8 00					†9 40		5 55	10 02	10 35		253.30	lve. [20] Durand[6, 18] arr.	2 13	2 38	12 02	7 03	2 00	12 02	5 30			9 30	
3 00	8 40					†12 20		8 25	12 15	12 45		335.75	ar. [6, 24] Port Huron[56] lv.	*12 15	*12 40	*9 40	*5 00	†11 15	*9 40	†2 55			†6 50	

30	P M		160	158	150	2	28	6	Night	4	8		(Central time.)	3	1	5	7	27	5	29	155	159	A M	163
P M						Noon	A M	A M		Night	P M		LEAVE] [ARRIVE	Noon	Noon	P M	A M	A M	P M	P M				
†3 05						*12 50	†10 05	*8 35		*12 55	*9 30	335.75	‖ [6, 24] Port Huron[56]	*12 05	*12 25	*9 25	*4 45	†8 55	*9 25	†2 50				
													(Eastern time.)											
†4 25						*2 10	†11 20	*9 55		*2 10	*10 45	338.84	Sarnia[56] (Tunnel Sta.) ♁	12 50	1 10	10 10	5 30	9 30	10 10	3 35				
4 37			P M	P M	A M	2 24	11 34	– –		– –	– –	346.58	Mandaumin ♁	– –	– –	– –	– –	9 14	– –	3 20	A M	P M		P M
4 52			†3 20	†2 11	†6 21	2 37	11 45	10 19		– –	– –	352.46	Wyoming[16] ♁	12 28	12 50	9 48	– –	9 05	9 48	3 10	10 50	3 59		7 25
5 20			P M	P M		†4 15	1 05	†10 35				358.20	arr. Petrolia[16] ♁ lve.	†11 25	†11 25	†9 25		†8 45	†9 25	†1 55	A M	P M		P M
†4 35			†2 30	†1 55	†6 05	†1 55	†11 25	†9 55				358.20	lve. Petrolia[16] arr.	†1 05	†1 05	†10 05		9 25	†10 05	4 15	11 25	4 15		7 45
4 58			3 30	2 17	6 27	2 44	11 51	– –		– –	– –	356.17	Wanstead ♁	– –	– –	– –	– –	8 57	– –	2 58	10 40	3 53		7 15
5 08			3 45	2 25	6 35	2 52	11 58	– –		– –	– –	360.23	Kingscourt Junc[25] ♁	– –	– –	– –	– –	8 51	– –	2 52	†10 30	†3 45		†7 05
5 16			P M	P M	A M	3 00	12 06	d –		– –	– –	364.48	Watford ♁	– –	– –	8 22	– –	8 44	8 22	2 45	A M	P M		P M
5 30						3 12	12 18	– –		– –	– –	371.49	Kerwood ♁	– –	– –	g –	– –	8 30	g –	2 30				
5 48						3 28	12 32	10 59		3 06	c –	377.71	Strathroy ♁	11 49	12 16	8 58	4 28	8 18	8 58	2 18				
6 05						3 50	12 50	– –		– –	– –	387.72	Komoka[15] ♁	11 33	– –	8 38	– –	7 59	8 36	1 58				
6 25						*4 10	1 10	11 30		3 38	12 09	397.77	‖ London[56] ♁	*11 18	*11 43	*8 18	*3 55	†7 40	*8 18	†1 40				
P M						P M	P M	A M		A M	Night		ARRIVE] [LEAVE	A M	A M	P M	A M	A M	P M	P M				

16	58 and 22	44 and 10	24	42-14	20	2	12	6	46	4	8		(Eastern time.)	3	1	5	7	43	41-15	11	25	9 and 47	81	17
P M			A M			P M	P M	A M	A M	A M	Night		LEAVE] [ARRIVE	A M	A M	P M	A M		P M	A M	P M			
*8 53			†7 30			*4 25	†2 05	*11 40	†9 00	*3 43	*12 14	397.77	‖ London[56] ♁	11 12	11 28	6 30	3 45		8 00	10 56	10 10			
– –			7 50			4 42	2 25	– –	– –	– –	– –	407.42	Dorchester ♁	– –	– –	6 09	– –		– –	10 37	9 48			
7 21			8 09			4 56	2 44	12 12	9 29	4 11	12 42	416.86	Ingersoll ♁	10 43	11 01	6 51	3 16		7 30	10 22	9 32			
– –			8 18			– –	2 53	– –	– –	– –	– –	421.41	Beachville ♁	– –	– –	– –	– –		– –	10 12	9 21			
7 38			8 35			5 13	3 04	12 32	9 45	4 28	12 59	426.30	Woodstock[29] ♁	10 29	10 47	5 30	3 02		7 18	10 03	9 12			
– –		A M	8 57			– –	3 29	– –	– –	– –	– –	438.01	Princeton ♁	– –	– –	– –	– –	P M	– –	9 39	8 45			
– –		†6 30	9 08			– –	3 40	– –	– –	– –	– –		Paris Junc. ♁	– –	– –	– –	– –	3 20	– –	9 25	8 30			
– –		6 33	9 10			5 43	3 44	1 08	10 14	a –	– –	445.06	Paris[81]	9 59	10 13	4 54	2 29	3 17	– –	9 22	8 27			
8 19		6 53	9 30			6 00	4 00	1 24	10 29	5 10	1 41	452.86	ar. [6, 37] Brantford[31, 66] ♁ lv.	*9 45	10 00	4 36	2 13	3 01	6 37	9 05	8 10		A M	
			†9 08				†3 40					0	lve. Paris Junc.[81] arr.							9 03	9 20		9 03	
			9 23				3 59					7.88	St. George							8 51	8 02		8 51	
	P M		9 27				4 05					9.77	arr. Harrisburg[5] ♁ lve.							8 47	7 57		8 47	A M
8 19	†4 05	6 53	9 30			6 00	4 36	1 24	10 29	5 10	1 41	0	lve. [6, 37] Brantford[31, 56] ar.	†7 25	10 00	†4 25	2 13	3 01	6 37	9 05	8 10			8 00
– –	4 25	– –	– –			– –	– –	– –	– –	– –	– –	5.18	arr. Harrisburg[5] lve.	†7 05	– –	†4 05	– –	– –		– –	– –			– –
				Noon								7.37	arr. St. George ♁ lve.			†3 59						P M		
– –	†8 57	– –	9 27	†12 02		– –	4 12	– –	– –	– –	– –	9.77	lve. Harrisburg[5] arr.	– –	– –	– –	– –	– –	International Limited.	8 47	7 57	4 12	8 47	– –
– –	– –	7 11	9 33	12 08		– –	4 20	– –	– –	– –	– –	13.01	arr. Lynden lve.	– –	– –	– –	– –	– –		8 40	7 50	4 05	†8 40	– –
– –	– –	7 11	9 50	12 08		– –	4 50	– –	– –	– –	– –	461.58	Lynden ♁	– –	– –	– –	– –	2 39		8 38	7 48	4 05	A M	– –
– –	– –	7 20	10 00	12 16		– –	5 00	– –	– –	– –	– –	465.97	Copetown ♁	– –	– –	– –	– –	2 29		8 28	7 38	–		– –
– –	– –	7 30	10 10	12 26		6 35	6 10	– –	– –	– –	– –	470.89	Dundas ♁	– –	– –	4 00	– –	2 14		8 13	7 25	3 47		– –
9 00	7 35	7 45	10 25	12 40		6 50	5 26	2 08	11 10	5 50	2 21	477.44	arr. ‖ Hamilton[56] ♁ lve.	*8 50	*9 05	*3 45	1 17	†1 55	*5 45	7 55	7 10	†3 33	19	†7 05
10 05	9 55	8 50	11 45	†3 30	A M	8 15	7 00	3 30	12 15	b8 25	b8 25	516.15	arr. ‖ Toronto[56] lve.	†6 20	*8 00	*2 00	*11 20	†12 15	*4 40	†6 20	†6 10	†2 00	P M	A M
P M	P M	*9 00	†9 00	*4 32	†8 00	*6 10	†4 40	*12 15	Noon	A M	*11 20	516.15	lve. Toronto[56] arr.	*10 05	A M	*4 45	P M	Noon	3 30	8 50	8 15	11 45	9 55	
		*10 05	†11 20	*5 37	†9 05	*7 20	†5 45	*2 20		*5 57	*2 27	477.44	lve. Hamilton[56] arr.	8 45		3 29	1 12		1 45	7 20	6 30	10 40	8 50	
		– –	11 33	– –		– –	5 55	– –		– –	– –	483.80	Stoney Creek ♁	– –		– –	– –		1 35	7 09	6 17	– –	– –	
		– –	11 41	– –	9 24	– –	6 04	– –		– –	– –	489.10	Winona ♁	– –		– –	– –		1 27	6 59	6 06	– –	– –	
		– –	11 50	– –	9 34	– –	6 13	– –		– –	– –	493.94	Grimsby ♁	– –		– –	– –		1 19	6 50	5 56	– –	– –	
		– –	11 58	– –	9 42	– –	6 21	– –		– –	– –	498.10	Beamsville ♁	– –		– –	– –		1 09	6 42	5 44	– –	– –	
		– –	12 08	– –	9 53	– –	6 31	– –		– –	– –	503.90	Jordan ♁	– –		– –	– –		12 59	6 32	5 32	– –	– –	
		10 45	12 18	6 15	10 05	8 03	6 41	3 09		6 46	3 12	509.53	St. Catharines[30] ♁	8 05		2 47	12 30		12 49	6 23	5 20	10 00	8 07	
		10 49	12 25	6 19	10 13	8 08	6 50	3 15		6 52	– –	511.60	Merritton[30] ♁	8 00		2 40	12 25		12 42	6 17	5 12	9 55	8 02	
		11 08	12 45	6 38	10 35	8 30	7 10	3 40		7 20	3 40	520.85	‖ Niagara Falls[56] ♁	7 45		2 23	12 10		12 25	6 00	4 56	9 40	7 46	
		11 15	12 55	6 45	10 45	8 40	7 20	3 50		7 30	3 50	521.33	‖ Suspension Bridge[56]	*7 30		*2 05	*12 01		*12 15	†5 50	†4 46	*9 25	*7 36	
		A M	Noon	P M	A M	P M	P M	P M		A M	A M		ARRIVE] [LEAVE	A M		P M	Night		Noon	A M	P M	A M	P M	
		A M		P M		P M		P M		A M			(Via Lehigh Val. R.R.)	A M		P M	P M					A M	P M	
		*11 20		*6 51		*8 43		*4 00		*7 40		0	lv. Susp. Bridge (N.Y.C.) ar.	7 20		2 00	11 45					9 20	7 30	
		12 20		7 50		8 50		6 05		8 59		35.10	arr. Buffalo lve.	*5 35		*1 00	*10 35					*8 15	*8 25	
		A M	P M	P M	A M	P M	P M	P M		A M	A M		(Via N.Y.C.&H.R.R.R.)	A M		P M	P M		Noon		P M	A M	P M	
		*11 40	†1 03	*7 15	†11 40	*9 20	†7 50	*4 05		*7 53	*5 50	0	lve. Suspension Bridge arr.	7 25		1 50	11 00		12 10		4 20	9 00	7 15	
		12 35	2 00	8 10	12 35	10 15	8 50	5 00		8 50	6 40	23.84	arr. Buffalo (N.Y.C. Station) lve.	*6 30		*12 55	*10 10		*11 15		†3 25	*8 00	*6 15	

g Stops on signal on Saturday. ‖ Meals. ♁ Telegraph stations.

14—PETERBORO AND LAKEFIELD.

39	37	Mls.	December 6, 1909.	38	38
Noon	A M		LVE.] (East. time.) [ARR.	A M	P M
†12 20	†8 35	0	[56] Peterboro[41, 48] ♁	†10 00	5 15
12 34	8 50	1.50	Auburn Mills	9 45	5 00
12 39	8 55	3.40	Nassau Mills	9 40	4 55
12 55	9 05	9.24	Lakefield ♁	†9 30	†4 40
Noon	A M		ARRIVE] [LEAVE	A M	P M

* Daily; † daily, except Sunday; a stops to leave from west of Port Huron; b arrives 10 05 a.m. on Sunday; c stops to leave from Detroit and points west of Port Huron; d stops week-days to take for Toronto, Niagara Falls or east, on Sunday to take for points where train stops.

74	28	16	22	12	Miles.	15—(Central time.)	21	23	11	15	73
			P M			LEAVE] [ARRIVE	P M				
			*10 30		0	Chicago (G. T. System)	8 55				
			8 30		320.40	arr. Detroit lve.	11 45				
	P M	P M	A M			(Central time.)	A M	P M		P M	
A M	†8 05	*2 45	*11 10	A M	0	lve. ‖ Detroit[56] arr.	9 50	1 45	P M	10 20	P M
†7 30	†7 35	*4 15	*12 40	†7 00	1.26	Windsor (East. time) ♁	10 15	2 20	5 45	10 45	5 00
7 35	7 40	– –	12 45	7 05	2.60	Walkerville[56]	10 07	2 15	5 37	– –	4 50
7 55	7 50	– –	12 55	7 15	9.31	Tecumseh ♁	9 55	– –	5 24	– –	4 30
8 10	8 00	– –	1 03	7 25	14.45	Puce	9 44	– –	5 14	– –	4 07
8 25	8 07	– –	1 10	7 32	18.46	Belle River ♁	9 36	– –	5 06	– –	3 55
8 40	8 17	– –	1 19	7 42	23.46	St. Clair	9 25	– –	4 55	– –	3 40
8 50	8 24	– –	1 25	7 49	27.27	Stoney Point ♁	9 17	– –	4 47	– –	3 30
9 05	8 35	– –	1 34	8 00	33.78	Jeannette's Creek ♁	9 05	– –	4 35	– –	3 10
9 40	9 03	5 18	2 00	8 25	46.88	arr. Chatham[56] ♁ lve.	8 38	1 10	4 08	9 42	2 30
12 40	9 03	5 18	2 00	8 25	46.88	lve. Chatham[56] arr.	8 38	1 10	4 08	9 42	12 25
12 45	9 06	– –	2 05	8 28	47.72	Chatham Junction	8 31	– –	4 01	– –	12 20
1 05	9 19	– –	2 17	8 39	55.91	Northwood ♁	8 19	– –	3 49	– –	11 55
1 40	9 31	– –	2 28	8 51	61.92	Thamesville ♁	8 07	12 46	3 37	– –	11 40
2 20	9 45	– –	2 39	9 05	69.47	Bothwell ♁	7 52	12 36	3 22	– –	11 05
3 00	9 56	– –	2 48	9 15	74.64	Newbury ♁	7 42	– –	3 12	– –	10 40
3 15	10 10	8 05	3 00	9 27	80.84	Glencoe[25] ♁	7 30	12 21	3 00	8 52	†10 15
P M	10 18	– –	3 10	9 36	85.53	Appin ♁	7 21	– –	2 51	– –	A M
	10 28	– –	3 20	9 46	90.52	Longwood ♁	7 12	– –	2 42	– –	
	10 38	– –	3 32	9 56	96.50	Mount Brydges ♁	7 01	– –	2 31	– –	
	10 48	– –	3 42	10 05	101.24	Komoka[13] ♁	6 53	– –	2 23	– –	
	11 05	6 50	4 00	10 25	111.29	‖ London[56] ♁	†6 35	*11 35	†2 05	*8 10	
	P M	P M	P M	A M		ARRIVE] [LEAVE	A M	A M	P M	P M	

For New York, Philadelphia and Boston, see Condensed Time pages.

16—PETROLIA AND WYOMING.

Dec. 6, 1909.	Mls.	150	152	154	156	158	160	162	164
(Central time.)		A M	A M	A M	A M	P M	P M	P M	P M
Petrolia ♁ lve.	0	†6 05	†8 45	†9 55	†11 25	†1 55	†2 30	†4 35	†9 25
Twelfth Line	1.68	6 10	8 50	10 00	11 30	2 00	2 40	4 40	9 30
Wyoming[13] ♁	5.74	6 20	9 00	10 10	11 40	2 10	2 55	4 50	9 40
[ARRIVE		A M	A M	A M	A M	P M	P M	P M	P M

STATIONS.	Mls.	151	153	155	157	159	161	163	165
[LEAVE		A M	A M	A M	Noon	P M	P M	P M	P M
Wyoming[13]	0	†9 10	†10 20	†11 05	†12 50	†4 00	†6 05	†7 25	†9 50
Twelfth Line	4.06	9 20	10 30	11 18	1 00	4 10	6 15	7 37	10 00
Petrolia	5.74	9 25	10 35	11 25	1 05	4 15	6 20	7 45	10 06
[ARRIVE		A M	A M	A M	P M	P M	P M	P M	P M

☞ For Sleeping and Parlor Car Arrangements, see page 89

GRAND TRUNK RAILWAY SYSTEM.

18—DETROIT AND MILWAUKEE DIVISION.

For Index of Stations of Grand Trunk System, see pages 89 to 91.

15	11	13	19	17	Miles.	December 6, 1909.	16	12	22	8	18	14
P M	P M	A M	A M			(Central time.)	A M	Noon	P M	P M	P M	
*10 00	†3 15	†11 45	†7 00		0	lve.......‖Detroit[56] ♁...arr.	8 30	12 05	2 20	7 30	8 30	
10 09	3 24	11 54	7 09		1.70	.......Gratiot Avenue...... ♁	8 21	11 56	2 11	7 21	8 21	
10 20	3 35	12 05	7 20		4.20	.... Milwaukee Junction .. ♁	8 10	11 45	2 03	7 13	8 13	
– –	3 48	12 16	7 35		13.00	..........Royal Oak....... ♁	7 52	11 27	– –	– –	7 53	
–	3 57	12 25	7 45		18.40	.... Birmingham ...... ♁	7 45	11 20	– –	– –	7 46	
10 58	4 20	12 45	8 10		26.30	..........Pontiac[22,56]... ♁	7 20	11 05	1 21	6 38	7 31	
– –	4 29	12 53	8 20		31.20	.......Drayton Plains...... ♁	7 07	10 49	– –	– –	7 15	
– –	4 33	12 58	8 25		33.40	..........Waterford........ ♁	7 02	10 44	– –	– –	7 10	
– –	4 38	1 06	8 30		35.30	..........Clarkston......... ♁	6 58	10 40	– –	– –	7 05	
– –	4 48	1 17	8 41		41.50	..........Davisburg......... ♁	6 47	10 29	– –	–	6 53	
11 28	4 58	1 27	8 52		46.60	arr. }.......Holly[56] ♁... {lve.	6 37	10 18	12 50	6 12	6 42	
11 28	4 58	1 27	8 52		46.60	lve. } {arr.	6 37	10 18	12 50	6 12	6 42	
11 37	5 08	1 35	9 00		50.80	............Fenton......... ♁	6 28	10 09	12 42	– –	6 32	
– –	5 17	1 43	9 10		55.40	............Linden......... ♁	6 19	10 00	– –	– –	6 22	
– –	5 30	1 55	9 22		62.70	............Gaines......... ♁	6 08	9 48	– –	– –	6 10	
12 01	5 40	2 05	9 35		67.10	arr....6,20Durand[56]... ♁ lve.	*6 00	9 40	12 20	*5 40	6 00	
*7 42		†8 55	†8 30		320.40	ar. Chicago 6(G. T. W. Div.) lv.	*10 30			*11 05		
A M	†8 00		†11 30		120.07	ar. Bay City 20(C. S. & M. Div.) lv.	P M	†7 30		†3 30	†3 30	
	†3 30		†7 30	A M	120.07	lv. Bay City... " ar.		†11 30		P M	†8 00	P M
	6 05	2 40	9 45	*7 10	67.10	lve...‖6,20Durand[56] ♁...arr.		9 25	12 00		5 30	9 50
	6 12	2 47	9 52	7 17	70.20	............Vernon.......... ♁		9 15	– –		5 22	9 40
	6 22	2 58	10 03	7 28	75.50	...........Corunna......... ♁		9 03	11 40		5 10	9 29
	6 30	3 01	10 11	7 35	78.80	...........Owosso.......... ♁		8 56	11 33		5 03	9 23
	6 35	3 06	10 16	7 38	79.30	arr. }‖[56]Owosso Junc[23] ♁ {lve.		8 50	11 27		4 56	9 18
	6 35	3 08	10 16	7 38	79.30	lve. } {arr.		8 50	11 27		4 56	9 18
	6 44	3 17	10 25	7 48	84.40	............Burton............		8 39	– –		4 44	– –
	6 51	3 27	10 35	7 55	88.90	.............Ovid........... ♁		8 32	11 06		4 37	9 02
	6 57	3 34	10 41	8 01	91.60	.........Shepardsville...... ♁		8 26	– –		4 31	8 56
	7 10	3 47	10 52	8 15	98.10	..........St. Johns........ ♁		8 15	10 52		4 20	8 45
	7 25	4 05	11 10	8 32	107.50	............Fowler.......... ♁		8 00	10 35		4 05	8 29
	7 36	4 16	11 20	8 44	112.80	...........Pewamo......... ♁		7 50	10 25		3 54	8 19
	7 45	4 24	11 28	8 55	117.80	............Muir.......... ♁		7 39	10 16		3 43	8 09
	7 57	4 38	11 41	9 08	124.10	...........Ionia[56]........ ♁		7 28	10 05		3 32	7 57
	8 14	4 55	11 58	9 24	132.50	...........Saranac........ ♁		7 08	9 49		3 13	7 39
	8 25	5 09	12 12	9 38	139.40	............Lowell......... ♁		6 55	9 38		3 00	7 28
	a8 40	5 24	12 28	9 54	148.10	.... Ada .... ♁		6 38	9 23		2 44	7 14
	8 58	5 43	12 48	10 13	157.50	.......Grand Rapids .... ♁		6 22	9 08		2 28	6 58
	9 10	5 55	1 00	10 25	159.70	arr. }..Grand Rapids.. {lve.		†6 15	9 00		†2 20	*6 50
	P M	6 05	P M	A M	159.70	lve. }...*Bridge Street*... {arr.		A M	8 50		P M	P M
		6 14			161.90	............Fuller.......... ♁			8 39			
		6 28			169.60	............Berlin.......... ♁			8 26			
		6 37			175.60	.... Coopersville .... ♁			8 16			
		6 43			178.50	...........Dennison.........			8 10			
		6 51			182.90	............Nunica.......... ♁			8 03			
		– –			188.30	.....Cemetery Crossing......			– –			
		7 01			189.30	.... Spring Lake .... ♁			7 53			
		7 04			190.10	.........Ferrysburg[56].... ♁			7 50			
		7 10			192.00	ar...‖Grand Haven[56] ♁..lv.			†7 45			
		10 20			192.00	lve...Grand Haven (*Str.*)..arr.			5 00			
		¶6 30			277.00	........Milwaukee........			‡9 00			
		●9 15				lve...Grand Haven (*Str.*)..arr.			●5 00			
		■6 00			277.00	.... Chicago (*Steamer*)			7 45			
		A M				ARRIVE LEAVE			▲PM			

♁ Telegraph stations. ‖ Meal stations.

20—CINCINNATI, SAGINAW AND MACKINAW DIVISION.

A. W. Wright, Prest., Saginaw, Mich.

December 6, 1909.	Miles.	84	86
(Central time.)			
Oa-at-ka Beach.lve.			
Wenona Beach			
Banks		A M	P M
Bay City[56] ♁	0	†7 30	†3 30
Salzburg	1.52	7 34	3 34
Melbourne	6.59	7 43	3 43
McClure's	8.33	7 47	3 47
Zilwaukee	9.43	7 50	3 50
Carrollton	11.18	7 55	3 56
Mershon's	12.36	7 57	3 57
Genesee Avenue ♁	13.04	7 59	3 59
Saginaw[56] ♁	13.74	8 05	4 06
Orville	20.13	8 19	4 18
Fosters	23.35	8 25	4 25
Burt ♁	27.62	8 33	4 34
Montrose ♁	31.96	8 41	4 42
Brent Creek ♁	35.92	8 48	4 50
Flushing ♁	40.20	8 59	5 03
Lennon ♁	46.77	9 12	5 16
Durand[6,18,56]‖ ♁	52.97	9 25	5 30
ARRIVE		A M	P M
Chicago	306.27	6 30	7 42
ARRIVE		P M	A M
Detroit	120.07	12 05	7 30
ARRIVE		Noon	P M

STATIONS. (Central time.)	Miles.	83	85
		A M	P M
Detroit‖ lve.	67.10	†7 00	†3 15
LEAVE		P M	A M
Chicago‖	253.30	†10 30	†11 05
LEAVE		A M	P M
Durand[6,18,56]‖	0	†9 40	†6 00
Lennon	6.20	9 52	6 12
Flushing	12.77	10 04	6 25
Brent Creek	17.05	10 13	6 34
Montrose	21.01	10 20	6 42
Burt	25.35	10 29	6 52
Fosters	29.62	10 37	7 01
Orville	32.84	10 43	7 07
Saginaw[56]	39.23	11 00	7 25
Genesee Avenue	39.93	11 03	7 28
Mershon's	40.61	11 04	7 30
Carrollton	41.79	11 06	7 32
Zilwaukee	43.54	11 09	7 35
McClure's	44.64	11 12	7 38
Melbourne	46.38	11 15	7 42
Salzburg	51.45	11 26	7 53
Bay City[56]	52.97	11 30	8 00
Banks		A M	P M
Wenona Beach			
Oa-at-ka Beach			
ARRIVE			

Nos. 18 and 19—Parlor Buffet Car and Through Coach Detroit and Grand Rapids, except Sunday. **Nos. 11 and 12**—Parlor Buffet Car and Through Coach Detroit to Grand Rapids. **Nos. 13 and 22**—Through Coach Detroit to Grand Haven. **No. 15—International Limited**—Has Pullman Sleeping Car Detroit to Chicago. **No. 8—Detroit and New York Express**—Pullman Sleeping Car and Through Coach Chicago to New York, via Detroit and Port Huron. Dining Car Chicago to Port Huron, via Durand and Detroit, daily. Buffet Parlor Car Durand to Detroit, except Sunday. **No. 16**—Has Pullman Sleeper Chicago to Detroit daily. Through Coach Chicago to Detroit.

21—WHITBY JUNCTION AND MANILLA JUNCTION.

Eastern time.

56	54	52	Mls.	December 6, 1909.	51	53	55
P M	P M	A M		LEAVE / ARRIVE	A M	P M	P M
†6 30	†4 00	†8 25	0	Whitby Junction[7] ♁	8 05	1 25	3 15
6 40	4 15	8 30	1.03	........Whitby......... ♁	7 58	1 15	3 05
6 55	4 40	8 41	7.20	.........Brooklin........ ♁	7 46	12 55	2 50
7 07	5 00	8 48	10.94	.........Myrtle..........	7 38	12 40	2 25
7 15	5 10	8 55	14.05	........High Point........	7 32	12 30	2 15
7 22	5 17	9 00	15.85	........Manchester.......	7 29	12 20	2 00
7 27	5 24	9 04	18.17	........Prince Albert......	7 24	12 07	1 50
7 33	5 55	9 11	19.60	arr. }.Port Perry ♁ {lve.	7 20	11 55	1 40
7 33	5 55	9 11	19.60	lve. } {arr.	7 20	11 55	1 40
7 52	6 20	9 28	26.94	........Seagrave.........	7 00	10 45	12 58
7 57	6 30	9 33	28.86	.........Sonya..........	6 55	10 35	12 48
8 10	6 45	9 42	33.35	Manilla Junction[53] ♁	†6 46	†10 25	†12 38
P M	P M	A M		ARRIVE / LEAVE	A M	A M	Noon

22—JACKSON AND LENOX.

30	44	28	Miles.	December 6, 1909.	27	43	29
P M		A M		(Central time.)	A M		P M
†3 30		†8 00	0	lv....Jackson[56] ♁.ar.	11 25		10 00
3 35		8 04	1.30	.M. C. R.R. Crossing.	11 20		9 50
3 47		8 15	7.60	.... Roots........	11 10		9 37
3 53		8 21	10.50	...... Henrietta	11 01		9 31
3 59		8 27	12.90	.... Munith ..... ♁	10 54		9 25
4 10		8 39	18.20	..... Stockbridge... ♁	10 42		9 13
4 20		8 50	23.40	.......Gregory...... ♁	10 29		9 01
4 27		8 57	27.10	...... Anderson.......	10 20		8 52
4 35		9 04	31.00	...... Pinckney .... ♁	10 11		8 43
4 45		9 12	35.40	......Lakeland..... ♁	10 03		8 34
4 55		9 18	38.40	arr. } Hamburg[56] ♁ {lve.	9 57		8 27
4 55		9 18	38.40	lve. } {arr.	9 57		8 27
5 08		9 30	44.00	.......Rushton.......	9 44		8 14
5 16		9 37	46.90	.... South Lyon[56] ♁	9 37		8 07
5 24		9 45	50.90	.....New Hudson... ♁	9 25		7 57
5 35		9 55	56.00	.......Wixom[56]... ♁	9 12		7 45
5 42		10 01	58.60	.....Walled Lake... ♁	9 02		7 38
5 57	□	10 18	66.30	.... Orchard Lake.. ♁	8 43	□	7 23
6 15	P M	10 30	70.50	arr...[18]Pontiac[56] ♁ lve.	†8 30	A M	7 10
P M	†2 00	10 35	70.50	lve.....Pontiac....arr.	A M	10 00	7 00
	2 15	10 45	74.00	..........Amy.........		9 30	6 43
	2 40	10 55	79.40	......Rochester.... ♁		9 10	6 33
	2 45	10 58	80.40	..Bay City Crossing ♁		8 35	6 30
	3 05	11 10	85.70	.....Washington... ♁		8 15	6 19
	3 45	11 22	91.50	........Romeo.. ... ♁		7 55	6 07
	4 30	11 34	98.40	.......Armada..... ♁		7 25	5 54
	– –	11 47	104.60	......Richmond......		– –	5 42
	5 00	11 50	105.60	..... [56]Lenox [24]... ♁		†7 00	†6 40
	P M	A M		ARRIVE LEAVE		A M	P M

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; *a* stops to leave passengers only. ● Tuesday, Thursday and Saturday. ■ Wednesday, Friday and Sunday. ▲ Monday, Wednesday and Friday. □ Time shown at Pontiac is yard time.

23—TOLEDO, SAGINAW & MUSKEGON DIV.

Chas. M. Hays, President, Montreal, Que.

82	72	Miles.	December 6, 1909.	71	81
A M	A M		(Central time.)	P M	P M
†7 00	†5 30	0	lve..Muskegon[56] ♁ arr.	4 30	7 30
7 04	5 35	1.26	.... Jefferson Street	4 20	7 28
7 25	5 58	11.73	.... Halls	3 52	7 05
7 31	6 08	14.40	.... Moorland	3 46	6 59
7 36	6 17	16.75	.....Hines Crossing.....	3 36	6 53
7 40	6 27	18.64	.... Slocum .... ♁	3 30	6 48
7 46	6 40	21.38	.......Harrisburg.......	3 15	6 42
7 56	6 55	26.28	.........Gooding....... ♁	3 08	6 31
8 04	7 15	30.47	.........Sparta[56]..... ♁	2 40	6 23
8 13	– –	34.56	..........Reeds..........	2 22	6 14
8 25	8 00	39.57	...Cedar Springs[56]. ♁	2 05	6 04
8 32	8 15	43.32	........Sheffield........	1 47	5 56
8 36	8 25	45.07	..........Evans..........	1 40	5 51
8 41	8 41	47.07	.........Harvard....... ♁	1 34	5 46
8 47	9 10	50.31	......Lincoln Lake......	1 20	5 39
8 59	12 00	55.57	arr. }..Greenville[56] ♁ {lve.	1 00	5 28
8 59	12 00	55.57	lve. } {arr.	12 00	5 28
9 05	12 12	58.11	......Eureka Place......	11 30	5 18
9 10	12 25	60.82	.........Millers..........	11 15	5 13
9 19	12 50	65.23	.......Sheridan[56]... ♁	11 00	5 04
9 30	1 10	71.00	......Vickeryville.... ♁	9 55	4 52
9 35	1 30	73.50	.... Butternut..... ♁	9 35	4 47
9 45	2 10	77.01	......Carson City.... ♁	9 05	4 40
10 01	2 40	83.92	.......Middleton..... ♁	8 30	4 24
10 06	2 50	85.45	.... Perrinton ..... ♁	8 10	4 19
10 16	3 10	89.40	.... Pompei ...... ♁	7 45	4 08
10 23	3 25	91.45	.... Ola	7 25	4 02
10 35	3 50	95.91	.........Ashley....... ♁	7 10	3 50
11 15	5 00	116.41	..‖[56]Owosso Junc[18]. ♁	†6 15	†3 10
12 00	P M	128.61	.......‖Durand........	A M	†2 40
Noon			ARRIVE LEAVE		P M

GRAND TRUNK RAILWAY SYSTEM.

24—DETROIT AND PORT HURON.

4	8	10	2	6	Mls.	December 6, 1909.	7	1	3	9	5
P M	P M	P M	A M	A M	.....	(Central time.)	A M	A M	P M	P M	P M
*10 50	*7 40	†4 20	*10 45	†7 50	0	lve....‖Detroit[56] ♁ arr.	7 15	9 40	2 10	8 00	8 35
10 39	7 49	4 29	10 54	7 59	1.70	....Gratiot Avenue.. ♁	7 05	9 31	2 01	6 51	8 26
— —	—	— —	— —	— —	3.30	..Lake Shore Junction ♁	a —	— —	— —	— —	— —
10 50	8 00	4 40	11 03	8 10	4.20	..Milwaukee Junction ♁	6 55	9 17	1 53	6 43	8 18
— —	— —	— —	— —	— —	7.94	.....Mount Olivet.....	a —	9 05	— —	6 30	— —
— —	— —	5 00	— —	8 30	16.09	.........Fraser....... ♁	6 30	8 52	— —	6 17	— —
11 18	8 29	6 07	11 32	8 40	21.59	.....Mount Clemens.. ♁	6 21	8 40	1 23	6 07	7 43
— —	— —	5 16	— —	8 48	26.22	......Chesterfield.... ♁	a	8 32	— —	4 57	— —
— —	— —	5 26	— —	8 56	31.83	......New Haven.... ♁	6 06	8 23	— —	4 48	7 26
11 42	8 53	5 37	11 57	9 08	37.54	......[56]Lenox[22].... ♁	5 58	8 15	1 02	4 39	7 18
.....	.....	†5 45	.....	†9 50	0	lve....[56]Lenox[22]...arr.	....	8 45	.....	4 25	....
.....	.....	6 25	.....	10 30	14.72	arr. St. Clair (M.C.).lve.	....	†8 05	.....	†3 46	....
— —	— —	5 56	— —	9 26	49.20	.....Smith's Creek... ♁	a —	7 55	— —	4 20	7 04
12 10	9 20	6 10	12 25	9 40	57.02	.‖6, 18 Port Huron[56]. ♁	*5 30	†7 40	*12 35	†4 06	†6 50
Night	P M	P M	Noon	A M	.....	ARRIVE] [LEAVE	A M	A M	Noon	P M	P M

25—PONTIAC, OXFORD & NORTHERN RAILROAD.

....	....	7	3	1	Mls	December 6, 1909.	4	2	8	....	....
....	....	.....	P M	A M	....	LEAVE] [ARRIVE	Noon	P M	A M	....	....
....	....	A M	†3 15	†7 00	....	.Detroit (Grand Trunk).	12 05	8 30	8 30	....	....
....	....	†5 20	†5 00	†8 20	0	lve..+Pontiac....arr.	10 55	7 15	7 00	....	....
....	....	6 00	5 35	8 55	14	+.....Oxford.......	10 28	6 30	†6 15	....	....
....	....	A M	5 50	9 12	21	+.....Leonard.......	10 08	5 50	A M	....	....
....	....	.....	6 05	9 26	27	.......Dryden.......	9 51	5 30	.....	....	....
....	....	.....	6 20	9 38	33	+....Imlay City.....	9 38	5 15	.....	....	....
....	....	.....	6 40	9 58	43	.....King's Mills.....	9 14	4 50	.....	....	....
....	....	.....	6 55	10 12	48	+...North Branch.....	9 00	4 36	.....	....	....
....	....	.....	7 10	10 32	55	+.....Clifford.......	8 43	4 20	.....	....	....
....	....	.....	7 26	10 50	62	+.....Kingston.......	8 28	4 04	.....	....	....
....	....	.....	7 43	11 07	69	........Deford.......	8 12	3 44	.....	....	....
....	....	.....	7 58	11 25	74	+.....Cass City......	7 58	3 29	.....	....	....
....	....	.....	8 13	11 40	80	+.....Gagetown.......	7 43	3 13	.....	....	....
....	....	.....	8 25	11 55	85	......Owendale......	7 35	3 02	.....	....	....
....	....	.....	8 43	12 15	92	+.....Pigeon.......	7 15	2 45	.....	....	....
....	....	.....	9 00	12 45	100	+....Caseville......	†7 00	†2 30	.....	....	....
....	....	.....	P M	Noon	....	ARRIVE] [LEAVE	A M	P M	.....	....	....

26—BUFFALO, ST. THOMAS, GLENCOE AND KINGSCOURT JUNCTION.

71	23	21	Miles	December 6, 1909.	22	24	72	42	....
.....	P M	A M	.....	..(Exchange Street)..	P M	P M	.....	.....	....
.....	†4 50	†7 00	0	lve....Buffalo[56] .arr.	1 15	9 10	.....	.....	....
.....	6 03	7 10	4.07	....Black Rock[26]..	1 00	8 56	.....	.....	....
A M	6 18	7 25	4.93	....Bridgeburg[26]..	12 48	8 43	P M	.....	....
†7 15	.....	.....	1.40	Fort Erie[56] (L. L. Sta.)	.....	.....	5 30	.....	....
7 35	Via B. & G. Branch.	Via B. & G. Branch.	8.08	.....Stevensville... ♁	Via Caledonia.	Via B. & G. Branch.	6 05	.....	....
7 50			14.64	......Brookfield......			4 40	.....	....
8 00			17.37	ar. [56]Welland lv.			4 30	.....	....
8 25			17.37	lv. Junction[30] ♁ ar.			3 50	.....	....
8 35			20.58	....Feeder Siding....			3 40	.....	....
8 45			24.55	......Marshville... ♁			3 30	.....	....
— —			.....	..Overholt's Siding..			— —	.....	....
9 05			32.19	......Moulton..... ♁			2 50	.....	....
9 10			34.09	........Diltz........			2 40	.....	....
9 30			40.25	....Darling Road.. ♁			2 25	.....	....
9 40	6 55	8 50	42.13	ar. Canfield Jn[31] ♁ lv.		7 03	2 10	A M	....
11 06	7 03	9 10	42.13	lv. Canfield Jn ar.		6 35	2 10	8 30	....
11 30	7 15	9 25	48.38	.......Cayuga..... ♁		6 22	1 50	8 15	....
11 35	7 20	9 31	51.44	.....Decewsville.....		6 16	1 10	8 05	....
11 45	7 24	9 37	53.75	...Nelles' Corners. ♁		6 11	12 55	8 00	....
12 15	7 37	9 50	62.02	arr. [4]Jarvis[3] ♁ lve.	7 45	6 58	12 15	†7 45	....
12 15	7 40	10 30	62.02	lve. Jarvis arr.	7 40	6 18	12 15	A M	....
12 30	7 50	10 45	68.04	.......Renton..... ♁	7 30	6 07	11 35	.....	....
1 00	8 05	11 00	72.59	ar. [4]Simcoe[29] ♁ lv.	7 20	4 57	11 00	.....	....
1 00	8 05	11 00	72.59	lv. Simcoe ar.	7 20	4 57	11 15	.....	....
1 26	8 20	11 15	77.15	........Nixon..... ♁	7 05	4 41	10 00	.....	....
2 20	8 35	11 35	82.32	........Delhi...... ♁	6 52	4 30	9 45	.....	....
2 46	8 50	11 55	89.21	......Courtland.... ♁	6 42	4 17	9 05	.....	....
3 29	9 00	12 10	93.05	...[56]Tillsonburg[37] ♁	6 33	4 06	8 50	.....	....
3 33	9 05	12 25	95.40	ar. Tillsonburg lv.	6 30	3 55	8 40	.....	....
3 33	9 05	12 25	95.40	lv. Junction[37] ♁ ar.	6 30	3 55	8 40	.....	....
3 48	9 15	12 33	99.70	.......Corinth..... ♁	6 10	3 48	8 25	.....	....
4 37	9 30	12 46	107.79	.......Aylmer...... ♁	6 05	3 36	8 05	.....	....
6 05	9 39	12 54	112.94	.....New Sarum... ♁	5 55	3 26	7 35	.....	....
— —	— —	— —	.....	..C. P. R. Crossing..	— —	— —	— —	.....	....
6 25	9 50	1 05	118.37	....St. Thomas[56] ♁	†5 45	†3 15	†7 20	.....	....
P M	P M	P M	.....	ARRIVE] [LEAVE	A M	P M	A M	.....	....

....	....	163	49	73	Miles	STATIONS.	150	48	158	74	160
....	....	.....	P M	A M	.....	LEAVE] [ARRIVE	.....	A M	.....	P M	....
....	....	.....	†1 30	†7 45	118.37	....St. Thomas[56] ♁	.....	10 45	.....	6 00	....
....	....	.....	1 45	8 00	122.85	........Paynes...... ♁	.....	10 32	.....	6 45	....
....	....	.....	1 50	8 02	123.83	..M. C. R. Crossing..	.....	10 30	.....	6 40	....
....	....	.....	2 00	8 10	126.96	.........Bairds.......	.....	10 23	.....	6 33	....
....	....	.....	2 22	8 20	130.63	......Lawrence..... ♁	.....	10 15	.....	6 25	....
....	....	.....	2 27	8 25	132.83	....Thames River....	.....	10 10	.....	5 20	....
....	....	.....	2 31	8 30	134.86	.....Middlemiss... ♁	.....	10 00	.....	5 15	....
....	....	.....	2 43	8 45	140.40	.........Ekfrid...... ♁	.....	9 48	.....	5 00	....
....	....	P M	2 55	9 00	146.05	arr. Glencoe[25] ♁ lve.	A M	†9 35	P M	†4 45	P M
....	....	†6 00	3 10	9 00	146.05	lve. Glencoe arr.	7 15	A M	3 00	P M	5 15
....	....	6 25	3 19	9 15	152.10	.Ferguson's Crossing.	7 05	.....	2 51	.....	4 55
....	....	6 40	3 25	10 00	156.85	arr. Alvinston ♁ lve.	6 55	.....	2 43	.....	4 40
....	....	6 40	3 25	10 00	156.85	lve. Alvinston arr.	6 55	.....	2 43	.....	4 40
....	....	6 58	3 37	10 20	164.04	.....Southerville.....	6 41	.....	2 31	.....	3 55
....	....	7 05	3 45	10 30	167.05	..Kingscourt Jn[18] ♁	†6 35	.....	†2 25	.....	†3 45
....	....	P M	P M	12 50	188.44	.[56]Sarnia Tunnel...	A M	.....	†11 20	.....	P M
....	....	.....	.....	Noon	.....	ARRIVE] [LEAVE	.....	.....	A M	.....	....

26a—Dummy car service between **Black Rock**,[26] N.Y., and **Bridgeburg**,[26] Ont., over the International Bridge, leaving each side about every forty minutes, daily, except Sunday, first trip leaving Bridgeburg †7 00 a.m.; last trip from Black Rock †6 20 p.m., or on arrival of last Belt Line train.

27—TORONTO AND LONDON, VIA STRATFORD.

6	67	65	63	17	Mls.	December 6, 1909.	8	62	64	66
P M	P M	A M	A M	P M	.....	(Eastern time.)	A M	.....	P M	P M
*7 00	†1 00	†8 30	†7 00	*11 00	38.34	lve.‖Toronto[56] arr.	10 15	A M	7 45	10 00
†10 15	†5 25	†12 18	†10 00	*2 20	0	‖6, 25 Stratford[31] ♁	7 10	11 40	4 05	6 10
— —	5 35	12 28	10 10	— —	5.08	......St. Paul's.. ♁	7 00	11 25	3 50	6 00
10 30	5 50	12 38	10 20	2 37	10.06	.St. Mary's Jn[6] ♁	6 52	11 15	3 40	5 50
10 35	5 54	12 42	10 25	2 40	11.06	.... St. Mary's	6 48	11 11	3 36	5 45
10 45	6 04	12 52	10 37	— —	16.86	......Kelly's......	6 34	11 00	3 22	5 32
10 55	6 15	1 05	10 50	— —	21.90	....Thorndale... ♁	6 24	10 50	3 12	5 23
— —	6 20	1 10	10 54	— —	24.66	......Wyton......	6 19	10 45	3 05	5 15
— —	6 25	1 14	10 58	— —	26.86	.....Fairfield.....	6 15	10 41	3 00	5 10
11 15	6 33	1 21	11 05	— —	29.58	....Pottersburg....	6 10	10 36	2 55	5 05
11 18	6 38	1 26	11 08	— —	30.76	...London East. ♁	6 06	10 32	2 51	5 01
11 25	6 45	1 33	11 15	3 25	32.68	....‖London[56].. ♁	†6 00	†10 26	†2 45	†4 55
P M	P M	P M	A M	A M	.....	ARRIVE] [LEAVE	W V	A M	P M	P M

28—TORONTO AND HAMILTON.

7	9	25	15	21	5	43	13	1	11	Miles	December 6, 1909.
.....	.....	.....	A M	.....	.....	.....	P M	P M	P M	.....	LEAVE] [ARRIVE
.....	.....	.....	*9 00	.....	.....	.....	*10 30	*10 30	†7 30	333.00	......‖Montreal......
P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	.....	LVE.] Eastern time. [ARR.
*11 20	*6 10	†5 30	*4 40	*4 32	*2 00	*12 15	*9 00	*8 00	†6 20	0	..‖Toronto[56] (Union Sta.) ♁
— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	0.90	..Bathurst Street Junc ♁
11 27	6 17	5 37	— —	4 39	2 07	12 22	9 07	8 07	6 27	2.62	.....South Parkdale... ♁
— —	— —	5 41	— —	— —	— —	12 26	— —	— —	6 31	4.51	........Swansea...... ♁
11 34	— —	5 45	— —	— —	2 15	12 31	— —	— —	6 36	6.45	........Mimico...... ♁
— —	— —	— —	International Limited.	— —	— —	— —	— —	— —	— —	7.19	.....New Toronto.....
— —	— —	— —		— —	— —	— —	— —	— —	— —	8.80	......Long Branch......
— —	— —	— —		— —	— —	— —	— —	— —	— —	10.75	......Rifle Ranges......
11 48	— —	5 55		— —	2 30	12 43	— —	— —	6 48	12.87	.......Port Credit..... ♁
11 50	— —	5 59		— —	2 35	12 47	— —	— —	6 52	14.82	.......Lorne Park.......
11 54	— —	6 03		— —	2 39	12 52	— —	— —	6 55	15.89	.......Clarkson's..... ♁
12 05	— —	6 14		— —	2 49	1 05	— —	— —	7 05	21.14	........Oakville...... ♁
— —	— —	6 23	— —	— —	2 57	1 15	— —	— —	7 14	25.38	.........Bronte....... ♁
12 26	— —	6 36	— —	— —	3 10	1 28	— —	— —	7 25	31.72	..Burlington Junc[42] ♁
— —	— —	6 44	— —	— —	3 16	1 36	— —	— —	7 30	34.43	.......Waterdown..... ♁
12 40	7 10	6 55	5 40	5 32	3 25	1 45	10 00	9 00	7 40	38.71	.....Stuart Street......
Night	P M	P M	P M	P M	P M	P M	A M	A M	A M	.....	arr...Hamilton[56] ♁ lve.
*3 40	*8 30	.....	†7 10	*6 38	.....	*3 40	*11 08	†10 35	.....	82.22	arr..Niagara Falls.lve.
3 50	8 40	.....	7 20	8 45	.....	3 50	11 15	10 45	.....	82.60	» Suspension Bridge »
.....	9 50	.....	.....	7 50	.....	6 05	12 20	.....	.....	.....	» ..Buffalo (L.V.).. »
.....	.....	.....	.....	P M	.....	P M	Noon	.....	.....	113.31	» Buffalo (Erie R.R.). »
*6 40	10 15	.....	8 50	8 10	.....	6 00	*12 35	12 35	.....	111.44	arr.Buffalo (N.Y.C.) lve.
*3 45	†10 10	†10 10	*8 00	P M	*6 30	P M	Noon	*11 28	†10 56	114.62	arr.....London.....lve.
†9 50	P M	P M	*10 20	.....	P M	.....	.....	*1 45	A M	225.56	arr.....Detroit.....lve.
*4 45	.....	.....	*9 25	.....	9 25	.....	.....	*12 25	.....	.....	arr...Port Huron..lve.
*2 30	.....	.....	*7 42	.....	7 42	.....	.....	*8 25	.....	.....	.......Chicago.......
P M	.....	.....	A M	.....	A M	.....	.....	P M	.....	.....	ARRIVE] [LEAVE

December 6, 1909.	4	44	8	10	46	24½	6	14	12	2	18	16
LEAVE] [ARRIVE	P M	P M	.....	.....	.....	.....	.....	.....	A M	A M	A M	A M
......‖Montreal......	6 00	8 00	.....	.....	.....	.....	.....	.....	†7 01	*7 01	*7 40	*7 40
LVE.] Eastern time. [ARR.	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M
..‖Toronto[56] (Union Sta.) ♁	8 25	8 50	10 05	11 45	12 15	1 00	3 30	4 45	7 00	8 15	9 55	10 06
..Bathurst Street Junc ♁	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
.....South Parkdale... ♁	8 16	8 43	9 57	11 38	12 08	12 50	3 23	4 37	6 52	8 07	9 48	9 58
........Swansea...... ♁	8 11	— —	— —	— —	— —	12 44	— —	— —	— —	— —	— —	— —
........Mimico...... ♁	8 06	— —	— —	— —	— —	12 40	— —	— —	6 41	— —	— —	— —
.....New Toronto.....	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
......Long Branch......	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
......Rifle Ranges......	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	Eastern Flyer.
.......Port Credit..... ♁	7 51	— —	9 40	— —	— —	12 26	— —	4 20	6 28	7 49	— —	
.......Lorne Park.......	7 47	— —	— —	— —	— —	12 22	— —	— —	6 24	— —	— —	
.......Clarkson's..... ♁	7 44	— —	— —	— —	— —	12 19	— —	— —	6 22	s —	— —	
........Oakville...... ♁	7 35	8 17	9 27	— —	— —	12 07	— —	4 07	6 12	7 34	— —	— —
.........Bronte....... ♁	7 26	— —	— —	— —	— —	11 58	— —	— —	6 04	— —	— —	— —
..Burlington Junc[42] ♁	7 13	— —	— —	— —	— —	11 45	— —	— —	5 52	s —	— —	— —
.......Waterdown..... ♁	7 08	— —	— —	— —	— —	11 39	— —	— —	5 45	— —	— —	— —
.....Stuart Street......	†7 00	†7 50	*9 00	*10 45	†11 15	†11 30	*2 30	*3 40	†5 35	*7 05	*8 55	*9 05
arr...Hamilton[56] ♁ lve.	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M
arr..Niagara Falls.lve.	.....	6 00	7 45	9 40	.....	.....	12 25	2 23	.....	4 55	7 45	.....
» Suspension Bridge »	.....	†5 50	*7 30	*9 25	.....	.....	*12 15	*2 05	.....	†4 45	*7 35	.....
» ..Buffalo (L.V.).. »	.....	A M	*5 35	*8 15	.....	.....	Noon	P M	.....	P M	*6 25	.....
» Buffalo (Erie R.R.). »	.....	.....	A M	A M	.....	.....	A M	*1 00	.....	P M	.....	.....
arr.Buffalo (N.Y.C.) lve.	.....	.....	*6 30	*8 00	.....	.....	*11 15	*12 55	.....	†3 25	*6 15	.....
arr.....London.....lve.	*3 43	.....	A M	†7 30	†9 00	†9 00	*11 40	Noon	†2 05	*4 25	P M	*6 53
arr.....Detroit.....lve.	†6 05	.....	.....	A M	A M	A M	A M	.....	P M	*11 10	.....	*2 45
arr...Port Huron..lve.	12 55	.....	.....	.....	.....	.....	8 35	.....	.....	*12 50	.....	P M
.......Chicago.......	*3 45	.....	.....	.....	.....	.....	*10 30	.....	.....	Noon	.....	.....
ARRIVE] [LEAVE	P M	.....	.....	.....	.....	.....	P M	.....	.....	.....	.....	.....

No. 21—Parlor-Library-Cafe Car and Through Coach Toronto to Buffalo.

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No. 10—Parlor-Library-Cafe Car and Through Coach Buffalo to Toronto.

No. 14—Parlor-Library-Cafe Car and Through Coach Buffalo to Toronto.

No. 18—Parlor-Library-Buffet Car and Through Coach Buffalo to Toronto.

Trains marked * run daily; † daily, except Sunday. + Coupon stations; ♁ Telegraph stations.

For Equipment of Through Trains, see page 89.

STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. CHICAGO. ST. LOUIS.

GRAND TRUNK RAILWAY SYSTEM.

29—WIARTON, OWEN SOUND AND PORT DOVER, VIA STRATFORD.

64	62	60	58	Miles.	December 6, 1909.	63	65	61	59	....
P M	P M	A M	A M	......	(*Eastern time.*)	P M	P M	A M	A M	....
†8 15	†1 00	†10 00	†5 30	0	lve......**Wiarton** ♁...arr.	3 35	10 40	11 30	7 05	....
8 27	1 10	10 15	5 40	4.73	........Clavering........	3 22	10 28	11 20	6 50	....
8 37	1 17	10 30	5 48	7.84	........Hepworth...... ♁	3 12	10 20	11 10	6 40	....
8 50	1 25	10 45	5 55	10.25	.**Park Head Junction** ♁	†3 05	†10 15	†11 00	†6 20	....
P M	P M	A M	A M	......	ARRIVE] [LEAVE	P M	P M	A M	A M	....

....	8	48	6	Miles.	STATIONS.	49	7	5	....	....
....	P M	....	A M	......	LEAVE] [ARRIVE	P M	P M	A M	....	....
....	†1 00	....	†5 30	0	......**Owen Sound**.... ♁	3 35	10 40	11 20	....	....
....	1 02	....	5 32	1.07	........Brookholm........	3 30	10 36	– –	....	....
....	1 07	....	– –	4.07	........Ben Allen........	3 21	10 28	11 12	....	....
....	1 10	....	5 41	5.60	........Murphys........	3 18	10 24	– –	....	....
....	1 17	....	5 48	9.80	......Shallow Lake.... ♁	3 10	10 16	11 02	....	....
....	1 32	....	6 02	12.40	arr. ‖**Park Head Jn** ♁ lve.	3 05	10 11	10 53	....	....
....	1 32	....	6 02	12.40	lve. .**Park Head Jn**..arr.	3 05	10 11	10 55	....	....
....	1 40	....	6 10	16.96	........Allenford...... ♁	2 50	9 55	10 41	....	....
....	1 52	....	6 22	22.01	..........Tara........ ♁	2 40	9 44	10 29	....	....
....	2 02	....	6 32	27.61	........Dobbinton........	2 30	9 32	– –	....	....
....	2 14	....	6 44	34.78	........Chesley........ ♁	2 14	9 16	10 02	....	....
....	2 25	....	6 55	39.27	........Elmwood...... ♁	1 58	9 05	9 50	....	....
....	2 39	....	7 09	45.57	........Hanover...... ♁	1 46	8 52	9 37	....	....
....	2 55	....	7 24	51.87	........Neustadt...... ♁	1 31	8 37	9 22	....	....
....	3 04	....	7 33	55.83	..........Ayton........ ♁	1 22	8 28	9 13	....	....
....	3 10	....	7 38	58.03	........Alsfeldt........	1 16	8 20	– –	....	....
....	3 16	....	7 43	60.64	..........Drew..........	1 11	8 14	– –	....	....
....	3 30	....	7 55	65.61	arr. .[56]**Harriston**[5] ♁ .lve.	1 02	8 05	8 52	....	....
....	3 30	....	7 55	65.61	lve. .[56]**Harriston**[5]...arr.	1 02	8 05	8 52	....	....
....	3 45	Noon	8 10	71.26	ar. .‖[44]**Palmerston**[5, 38] ♁ lv.	12 50	7 55	8 40	....	....
....	4 05	†12 40	8 40	71.26	lve. .[44]**Palmerston**[5, 38].arr.	11 50	7 40	8 30	....	....
....	4 15	12 50	8 50	76.97	......Gowanstown...... ♁	11 39	7 27	8 16	....	....
....	4 23	1 00	8 58	80.09	arr.....**Listowel**[38] ♁ .lve.	11 31	7 20	8 09	....	....
....	4 23	1 00	8 58	80.09	lve.....**Listowel**[38]...arr.	11 31	7 20	8 09	....	....
....	4 32	1 09	9 07	84.90	........Britton........	11 20	7 07	7 56	....	....
....	4 39	1 17	9 14	88.82	........Peffer's........	11 12	7 01	7 50	....	....
....	4 45	1 23	9 20	91.57	........Newton...... ♁	11 06	6 56	7 45	....	....
....	4 51	1 31	9 26	94.05	........Milverton...... ♁	10 58	6 49	7 39	....	....
....	4 57	1 37	9 32	96.88	........Brunner........	10 50	6 42	7 32	....	....
....	– –	1 46	9 40	101.74	........Gad's Hill........	10 42	6 35	– –	....	....
....	5 20	2 00	9 55	108.92	......‖[6]**Stratford**[31].... ♁	†10 30	†6 25	†7 15	....	....
....	P M	P M	A M	......	ARRIVE] [LEAVE	A M	P M	A M	....	....

....	....	48	50	Miles.	STATIONS.	49	51	....	....	....
....	....	P M	A M	......	LEAVE] [ARRIVE	A M	P M	....	....	....
....	....	†4 25	†10 15	108.92	......[6]**Stratford**[31].... ♁	9 25	8 20	....	....	....
....	....	4 35	10 27	115.71	....**Tavistock Junc**[31] ♁	9 10	8 07	....	....	....
....	....	4 40	10 30	116.34	Tavistock (*G. B. & L. E.*)	9 07	6 06	....	....	....
....	....	4 51	10 40	122.24	..........Hickson..........	8 55	5 53	....	....	....
....	....	5 03	10 55	129.78	....C. P. R. Junction....	8 40	5 40	....	....	....
....	....	5 08	11 00	131.11	arr...**Woodstock**[13] ♁ lve.	8 35	5 35	....	....	....
....	....	5 45	11 05	131.11	lve....**Woodstock**[13].arr.	8 35	4 50	....	....	....
....	....	5 58	11 17	135.81	..........Currie..........	8 17	4 37	....	....	....
....	....	6 10	11 30	140.31	........Burgessville........	8 05	4 27	....	....	....
....	....	6 18	11 40	143.91	........**Norwich**[47].... ♁	7 55	4 20	....	....	....
....	....	6 25	11 50	144.88	.**Norwich Junction**[37] ♁	7 50	4 17	....	....	....
....	....	6 32	11 57	147.83	........Otterville...... ♁	7 43	4 09	....	....	....
....	....	6 42	12 07	151.49	........Hawtrey........	7 35	4 03	....	....	....
....	....	6 46	12 11	152.89	........La Salette...... ♁	7 32	4 00	....	....	....
....	....	6 51	12 16	154.81	......Brandy Creek......	7 28	3 56	....	....	....
....	....	6 58	12 23	157.81	........Ellaton........	7 22	3 50	....	....	....
....	....	7 15	12 40	163.81	........[4]**Simcoe**[25].... ♁	7 10	3 40	....	....	....
....	....	7 25	12 50	167.01	........Lynn Valley........	7 00	3 25	....	....	....
....	....	7 36	1 00	171.31	........**Port Dover**[8].... ♁	†6 50	†3 15	....	....	....
....	....	P M	P M	......	ARRIVE] [LEAVE	A M	P M	....	....	....

30—BUFFALO, NIAGARA FALLS AND PORT DALHOUSIE.

59	57	55	53	51	Mls.	December 6, 1909.	52	54	56	58	60
....	....	....	....	....	....	(*Eastern time.*)	....	....	....	....	....
P M	P M	....	A M	A M	....	LEAVE] [ARRIVE	A M	....	A M	P M	P M
†8 00	†1 10	....	†8 00	†6 00	0	..**Port Dalhousie**. ♁	7 15	....	11 10	6 45	7 10
8 06	1 40	A M	8 30	6 08	3.08	ar.**St. Catharines**[18] ♁ lv.	7 03	A M	11 00	5 35	7 00
8 06	1 40	†9 16	8 30	6 08	3.08	lve.**St. Catharines**[18] arr.	7 03	9 15	11 00	5 35	7 00
8 12	1 50	9 21	8 38	6 11	5.52	arr **Merritton**[13] ♁ lve.	6 55	9 10	10 50	5 25	6 56
8 19	3 15	10 49	10 13	6 52	....	lve..**Merritton**[13] arr.	6 17	8 00	9 55	5 12	....
8 38	3 40	11 08	10 35	7 20	0	..‖**Niagara Falls**[13]..	6 00	7 45	9 40	4 55	....
6 45	3 50	11 15	10 45	7 30	0.38	..**Suspension Bridge**[13].	†5 50	7 30	9 25	4 45	....
7 50	5 05	12 20	12 20	8 59	26.38	....**Buffalo** (*L. V.*)....	A M	†5 35	†8 15	†1 00	....
8 10	5 00	12 35	12 35	8 50	26.38	ar.**Buffalo** (*N.Y.C.*) lv.	....	†6 30	†8 00	†3 25	....
6 52	3 20	Noon	10 50	6 54	5.52	lve..**Merritton**[13] arr.	6 10	9 10	A M	5 10	6 50
7 02	3 30	....	11 00	7 04	7.36	........Thorold...... ♁	6 03	9 00	....	5 00	6 43
7 12	3 40	....	11 10	7 14	10.96	........Allanburg........	5 50	8 51	....	4 44	6 34
7 17	3 55	....	11 15	7 19	13.35	....Port Robinson.. ♁	5 42	8 46	....	4 38	6 29
7 25	4 15	....	11 25	7 27	17.22	........Welland...... ♁	5 34	8 34	....	4 20	6 21
7 33	4 30	....	11 33	7 34	20.17	..**Welland Junc**[25] ♁	5 26	8 23	....	4 08	6 13
7 40	4 45	....	11 40	7 40	23.55	....Humberstone....	5 18	8 13	....	3 49	6 06
7 45	4 50	....	11 45	7 45	24.62	ar.**Port Colborne**[31] ♁ lv.	†5 15	†8 10	....	†3 45	†6 03
8 55	P M	....	1 00	A M	....	....**Black Rock**....	A M	7 10	....	P M	5 03
8 10	....	....	1 15	....	....	.**Buffalo** (Exchange St.).	....	†7 00	....	....	†4 50
P M	....	....	P M	....	....	ARRIVE] [LEAVE	....	A M	....	....	P M

ONTARIO CAR FERRY CO., LIMITED.

W. H. Smith, Manager, 95 McGill Street, Montreal, Que.
Via S.S. Ontario and B. R. & P. Ry.

Lv. **Cobourg** (Ont.)........	*b*3 30 P M	Lv. **Rochester** (N.Y.) (B. R. & P.)	*b*8 45 A M
Ar. **Genesee Docks** (Charlotte, N.Y.)....	8 00 P M	Lv. **Genesee Docks** (Charlotte, N.Y.)....	9 15 A M
Ar. **Rochester** (N.Y.) (B. R. & P.)	8 30 P M	Ar. **Cobourg** (Ont.)........	2 15 P M

b Monday, Wednesday, Thursday and Saturday.

For Index of Stations of Grand Trunk System, see pages 89 to 91.

31—BUFFALO AND GODERICH.

....	....	39	37	Miles.	December 6, 1909.	36	38	....
....	....	P M	A M	......	LVE.] *Eastern time.* [ARR.	P M	P M	....
....	....	†4 50	†7 00	4.07	**Buffalo**[56] (*Exchange St.*)	1 15	9 10	....
....	....	5 03	7 10	0	......(*Black Rock*).... ♁	1 00	8 55	....
....	....	5 18	7 25	1.08	........Bridgeburg........	12 48	8 43	....
....	....	....	....	1.95	**Fort Erie**[56] (*B.&G.Sta.*) ♁	....	....	....
....	....	5 21	7 27	2.13	..........Amigari..........	12 43	8 38	....
....	....	5 34	7 40	7.62	......Windmill Point......	12 28	8 25	....
....	....	5 40	7 45	10.12	........Ridgeway...... ♁	12 21	8 18	....
....	....	– –	– –	12.25	........Point Abino........	– –	– –	....
....	....	5 48	7 55	14.07	..........Sherks..........	12 13	8 11	....
....	....	– –	– –	18.21	..........Lorraine..........	– –	– –	....
....	....	6 00	8 05	19.93	....**Port Colborne**[30]. ♁	12 02	8 00	....
....	....	6 10	8 14	26.02	........Wainfleet........	11 46	7 45	....
....	....	6 18	8 23	30.60	........Lowbanks........	11 36	7 35	....
....	....	6 23	8 29	33.02	........Stromness........	11 31	7 29	....
....	....	6 33	8 40	38.83	........Dunnville...... ♁	11 21	7 18	....
....	....	6 55	8 50	46.79	..**Canfield Junction**[25] ♁	11 06	7 03	....
....	....	9 50	1 05	123.03	arr...**St. Thomas**...lve.	†5 45	†3 15	....
....	....	7 00	8 53	47.78	..........Canfield...... ♁	11 03	7 00	....
....	....	7 08	9 00	51.90	..........Cook's..........	10 53	6 53	....
....	....	7 11	9 03	53.24	..........Seneca..........	10 50	6 51	....
....	....	7 30	9 15	59.58	........**Caledonia**[3].... ♁	10 40	6 40	....
....	....	8 25	10 30	75.83	arr....‖**Hamilton**[56]..lve.	9 05	†5 50	....
....	....	7 42	9 25	66.07	........Middleport........	10 24	6 20	....
....	....	7 48	9 30	68.51	........Onondaga...... ♁	10 20	6 15	....
....	....	8 00	9 37	73.00	........Cainsville........	10 11	6 06	....
....	....	8 05	9 50	70.43	arr.[18, 37] **Brantford**[5, 56] ♁ lv.	10 05	6 00	....
....	....	8 25	10 05	76.43	lve.[18, 37] **Brantford**[5, 56] .arr.	10 00	6 45	....
....	....	8 42	10 27	84.23	..........**Paris**[13] ♁........	9 45	6 30	....
....	....	8 45	10 23	......	......**Paris Junc**[13].....	9 43	6 28	....
....	....	8 55	10 32	89.77	........Richwood........	9 33	6 18	....
....	....	9 02	10 38	92.68	..........Drumbo...... ♁	9 29	5 16	....
....	....	9 12	10 50	98.28	..........Bright...... ♁	9 18	5 05	....
....	....	9 26	11 05	107.98	Tavistock (*B. & G. Sta.*) ♁	9 03	4 50	....
....	....	– –	– –	108.56	....**Tavistock Junc**[29] ♁	– –	– –	....
....	....	9 45	11 25	115.65	......‖[6]**Stratford**[29].... ♁	†8 50	†4 35	....
....	....	P M	A M	......	ARRIVE] [LEAVE	A M	P M	....

7	39	1	37	Miles.	(*Eastern time.*)	36	38	10	....
P M	P M	A M	A M	......	LEAVE] [ARRIVE	Noon	P M	P M	....
†1 00	†7 00	†7 00	†8 30	......	......‖**Toronto**......	12 35	7 45	10 00	....
†6 25	†10 20	†10 00	†12 20	115.65	....‖[6]**Stratford**[29]. ♁	8 40	4 15	8 20	....
6 37	10 32	10 09	12 31	120.68	......Sebringville......	8 30	4 04	6 09	....
6 55	10 47	10 22	12 45	128.72	......Mitchell.... ♁	8 16	3 48	5 55	....
6 03	10 57	10 30	12 55	133.70	........Dublin...... ♁	8 05	3 38	5 44	....
6 18	11 12	10 45	1 10	140.26	........Seaforth...... ♁	7 52	3 25	5 32	....
6 32	11 28	11 00	1 25	148.53	arr...**Clinton**[49] ♁ lve.	7 35	3 07	5 15	....
6 40	11 28	11 07	1 25	148.53	lve...**Clinton**[49]..arr.	7 35	3 07	5 15	....
– –	– –	– –	– –	149.16	...Clinton Junction..	– –	– –	– –	....
6 46	11 38	11 16	1 35	152.25	......Holmesville......	7 26	2 57	5 08	....
7 05	11 55	11 35	1 50	161.30	......**Goderich**... ♁	†7 10	†2 40	†4 50	....
P M	P M	A M	P M	......	ARRIVE] [LEAVE	A M	P M	P M	....

32—MONTREAL, LEVIS AND QUEBEC.

....	1	3	5	Miles.	December 6, 1909.	4	2	6	....
....	P M	Noon	A M	......	LEAVE] [ARRIVE	A M	P M	P M	....
....	†6 00	*12 00	†6 30	1.00	.**Quebec**[56] (*Ferry*).	7 52	2 22	11 22	....
....	P M	Noon	A M	......	LEAVE] [ARRIVE	A M	P M	P M	....
....	†6 40	*12 30	†7 00	0	........**Levis**........	7 40	2 10	11 00	....
....	6 45	12 35	7 05	0.96	....**Point Levi**[56] ♁	7 35	2 05	10 55	....
....	7 02	12 50	7 20	8.02	..Chaudiere Curve ♁	7 20	1 44	10 40	....
....	7 06	– –	7 22	8.72	.**Chaudiere Jn**[56] ♁	7 10	1 42	10 37	....
....	7 11	12 54	7 25	9.32	......Chaudiere.... ♁	7 05	1 40	10 34	....
....	7 39	1 18	7 47	20.79	......St. Agapit.... ♁	6 39	1 18	10 11	....
....	7 58	1 34	8 03	29.15	....Methot's Mills.. ♁	6 22	1 00	9 55	....
....	8 17	1 50	8 18	36.99	......**Lyster**[68].. ♁	6 05	12 44	9 40	....
....	8 28	1 59	8 26	41.60	......St. Julie.... ♁	5 55	12 34	9 30	....
....	8 46	2 16	8 38	49.75	......Plessisville.... ♁	5 39	12 18	9 15	....
....	9 03	2 28	8 50	55.75	......Stanfold.... ♁	5 27	12 07	9 03	....
....	9 25	2 46	9 06	64.55	..**Victoriaville**[47] ♁	5 08	11 52	8 45	....
....	†8 30	Noon	....	99.89	arr. **Doucet's** lve.	A M	....	†12 01	....
....	A M	†12 01	....	99.89	lve. **Landing**[47] arr.	†8 27	....	Noon	....
....	9 42	*3 02	9 20	75.52	......Warwick.... ♁	4 49	11 36	8 28	....
....	9 59	3 17	9 35	80.54	......Kingsey.... ♁	4 32	11 22	8 13	....
....	10 08	3 26	9 43	84.47	......Danville.... ♁	4 23	11 15	8 05	....
....	– –	– –	9 53	89.68	........St. Cyr........	– –	– –	7 55	....
....	10 40	3 50	10 10	96.50	.‖**Richmond**[9] ♁ lve.	*4 00	†10 55	†7 45	....
....	†7 00	7 00	1 10	172.96	....‖**Montreal**[56]...	*8 15	†8 00	†4 15	....
....	A M	P M	P M	......	ARRIVE] [LEAVE	P M	A M	P M	....

33—HALIBURTON AND LINDSAY.

....	42	32	Mls.	December 6, 1909.	43	33	....
....	....	A M	......	(*Eastern time.*)	....	P M	....
....	....	†6 00	0	lve. **Haliburton** ♁ arr.	....	6 10	....
....	....	6 05	2.51	........Gould's........	....	6 05	....
....	....	6 10	9.20	........Donald........	....	5 55	....
....	....	6 20	8.63	........Lochlin........	....	5 25	....
....	P M	6 35	12.87	........Gelert...... ♁	P M	5 10	....
....	†3 15	6 55	19.95	..**Kinmount Junc**[56]	3 00	4 45	....
....	3 35	7 10	22.25	arr. **Kinmount** ♁ lve.	2 45	4 35	....
....	3 35	7 10	22.25	lve. **Kinmount** arr.	2 15	4 35	....
....	4 10	7 30	31.11	......Burnt River......	1 50	4 10	....
....	4 35	7 45	36.65	..........Fell's..........	1 05	3 50	....
....	5 15	8 05	41.75	.....Fenelon Falls... ♁	12 50	3 35	....
....	5 27	8 15	44.70	..........Halls..........	11 35	3 10	....
....	5 40	8 25	48.46	........Cameron........	11 25	3 00	....
....	6 10	8 50	55.75	.... [36]**Lindsay**[63]	†11 00	†2 40	....
....	P M	A M	....	ARRIVE] [LEAVE	A M	P M	....

* Daily; † daily, except Sunday; ‡ daily, except Monday; *&* Saturday only; *m* Monday only; ‡ Meals. ♁ Telegraph stations.

GRAND TRUNK RAILWAY SYSTEM.

37—BRANTFORD AND TILLSONBURG.

63	67	61	65	Mls.	December 6, 1909.	62	66	64	68
					(Eastern time.)				
					LEAVE] [ARRIVE				
P M		A M			....‖ **Hamilton**[56]..	A M		P M	
†3 45		†9 05			Stuart St. Station.	10 25		6 50	
†6 20		†10 45		0	**Brantford**[5, 15] (B. & G.)	9 00		5 20	
6 25		10 50		0.02	**Brantford**[5, 18] (B.&T.) ♁	8 50		5 15	
6 29		10 54		1.87	.. West Brantford ..	8 46		5 10	
6 36		11 02		5.39	... Pleasant Ridge ..	8 36		4 59	
6 42		11 08		7.71	... Mount Vernon...	8 30		4 53	
6 48		11 14		10.39	...... Burford.... ♁	8 23		4 46	
6 57		11 22		14.34	...... Harley .... ♁	8 13		4 38	
6 03		11 28		17.29	..... Hatchley	8 06		4 32	
6 10		11 35		19.49	... New Durham ...	8 00		4 27	
6 15		11 40		21.49	.... **Norwich**[29].. ♁	7 55		4 23	
6 25		11 50		23.21	... **Norwich Jn**[29] ♁	7 50		4 17	
6 30		11 54		25.17	. Middletown Line .	7 41		4 13	
6 38		12 01		28.13	.... Springford .. ♁	7 35		4 09	
6 50	P M	12 15	A M	33.83	ar.. **Tillsonburg**[25] ♁ lv.	7 20	Noon	4 00	P M
8 50	†3 30	12 15	†6 15	33.83	lv.. **Tillsonburg**[26]. ar.	6 40	12 40	4 00	9 10
9 00	3 40	12 20	6 25	35.71	.. **Tillsonburg Jn**[26] ♁	†6 35	†12 30	†3 55	†9 05
9 50	5 25	1 05	A M	58.68	... **St. Thomas**[25].	†5 45	Noon	†3 15	P M
P M	P M	P M			ARRIVE] [LEAVE	A M		P M	

36—COBOCONK AND LINDSAY.

30	Mls.	December 6, 1909.	31	27
A M		(Eastern time.)	P M	
†7 10	0	lve. **Coboconk** ♁ arr.	9 50	
7 30	5.55	.. Corson's Siding ..	9 35	
7 50	8.52	... Victoria Road . ♁	9 20	
8 15	11.20	..... Kirkfield	8 50	
8 20	12.32	... Portage Road ...	8 30	
8 35	16.20	.... Eldon	8 22	
8 30	20.38	...... Argyle	8 12	
9 00	22.47	ar. **Lorneville** lv.	8 05	Noon
9 20	22.47	lv. **Junc**[53] ♁ ar.	7 25	12 50
9 32	26.49	..... Grass Hill.....	7 10	12 40
9 45	31.78	..... Cambray	6 55	12 28
— —	.....	. Victoria Junction .	— —	— —
10 10	37.64	... [58] **Lindsay**[53] . ♁	†6 30	†12 05
A M		ARRIVE] LEAVE	P M	Noon

‖ Meals. ♁ Telegraph stations.

35—BEETON AND COLLINGWOOD.

31	29	Mls.	December 6, 1909.	28	30
			(Eastern time.)		
P M	A M		LEAVE] [ARRIVE	A M	P M
†5 35	†9 35	0	...... **Beeton**[43].. ♁	8 30	6 15
6 43	9 43	4.28	... Thompsonville...	8 20	6 03
6 50	10 00	6.50	..... Alliston ..... ♁	8 15	5 55
7 02	10 15	11.10	...... Everett	8 00	5 30
7 08	10 25	13.85	.... Tioga	7 50	5 20
7 16	10 40	17.05	.... Lisle ...... ♁	7 40	5 10
7 23	10 50	20.25	..... Glencairn......	7 30	5 00
7 28	11 00	22.85	...... Avening	7 22	4 52
7 35	11 20	25.05	..... Creemore.... ♁	7 15	4 45
7 45	11 45	29.35	.... Glen Huron....	7 00	4 25
7 53	12 05	33.15	..... Duntroon ... ♁	6 45	4 16
8 06	12 25	37.85	...... Nottawa......	6 30	4 00
— —	— —	40.85	... Lake Junction ...	6 18	3 50
8 20	12 45	41.50	.. **Collingwood**[54] ♁	†6 10	†3 45
P M	Noon		ARRIVE] [LEAVE	A M	P M

38—PALMERSTON AND KINCARDINE.

35	27	23	Miles.	December 6, 1909.	20	22	36
P M	Noon	A M		(Eastern time.)	A M	Noon	P M
†8 00	†12 50	†9 50	0	lv. ‖ [44] **Palmerston**[5] ♁ ar.	8 00	12 30	4 00
8 12	1 00	10 02	5.71	..... Gowanstown... ♁	7 48	— —	3 49
8 22	1 10	10 10	8.83	ar. **Listowel**[23] ♁ lv.	7 42	12 05	3 42
8 22	1 10	10 10	8.83	lv. **Listowel**[23] ♁ ar.	7 42	12 05	3 42
8 34	1 21	10 25	14.80	.... Atwood ...... ♁	7 30	11 53	3 30
8 42	1 28	10 35	18.85	.... Henfryn	7 21	11 43	3 20
8 49	1 34	10 42	21.87	.... Ethel	7 15	11 37	3 13
8 59	1 44	10 55	27.43	.... Brussels..... ♁	7 05	11 25	3 02
9 12	1 56	11 10	34.25	.... Bluevale.......	6 53	11 10	2 49
†4 50	.....	†8 20	†10.17	lve... ‖ **London**[63].. arr.	10 00	.....	6 10
9 17	2 01	11 16	37.28	ar.. **Wingham Jn**[49] lv.	6 48	11 03	2 45
9 24	2 08	11 20	38.44	ar. [56] **Wingham**[49] ♁ lv.	6 45	11 00	2 40
9 24	2 08	11 59	38.44	lv. [56] **Wingham**[49] ♁ ar.	6 33	11 00	2 40
9 36	2 20	12 11	4[illegible].30	..... Whitechurch	6 17	10 43	2 20
9 50	2 35	12 25	50.05	.... Lucknow..... ♁	6 03	10 30	2 03
10 07	2 53	12 42	58.00	.... Ripley...... ♁	5 47	10 15	1 45
10 25	3 10	1 00	66.54	..... **Kincardine**... ♁	†5 30	†10 00	†1 30
P M	P M	P M		ARRIVE] [LEAVE	A M	A M	P M

39—MADOC AND BELLEVILLE.

18	14	Mls.	December 6, 1909.	15	17
P M	A M		(Eastern time.)	P M	P M
†3 30	†7 15	0	lve.... **Madoc** ♁ ..arr.	1 50	7 50
3 40	7 25	2.81	..... Moira Lake	1 38	7 41
3 53	7 38	5.91	...... Crookston	1 25	7 30
4 00	7 45	8.16	.... Ivanhoe	1 16	7 24
4 16	8 00	12.92	.. West Huntingdon ..	1 00	7 08
4 25	8 10	14.86	arr. **Madoc Jn**[41] ♁ lve.	†12 54	†7 01
5 00	9 15	27.11	..... **Belleville** ... ♁	†12 10	†6 30
P M	A M		ARRIVE] [LEAVE	Noon	P M

40—BETWEEN MONTREAL AND ST. PAUL.

460	458	456	454	452	450	Mls	December 6, 1909.	451	453	455	457	459	461
P M	P M	Noon	A M	A M	A M		(Eastern time.)	A M	A M	A M	P M	P M	P M
†6 21	†6 16	†12 15	†7 45	†6 21	†5 41	0	lve. .... **Montreal**[56] ♁ ...arr.	6 16	6 55	8 30	1 20	5 50	6 55
6 26	6 21	12 20	7 50	6 26	5 46	1.51	.... St. Henri .... ♁	6 11	6 47	8 25	1 15	5 44	6 50
6 35	6 30	12 30	8 00	6 35	5 55	2.91	.... **St. Paul**	†6 00	†6 40	†8 15	†1 05	†5 35	†6 40
P M	P M	Noon	A M	A M	A M		ARRIVE] [LEAVE	A M	A M	A M	P M	P M	P M

41—PETERBORO AND BELLEVILLE.

16	14	12	10	Mls.	December 6, 1909.	9	11	15	17
					(Eastern time.)				
		P M	A M		LEAVE] [ARRIVE	A M	P M		
		†1 40	†8 30	0	..... [56] **Peterboro**[14, 63]. ♁	8 10	8 55		
		2 00	8 50	6.30	.... Drummonds	7 49	8 34		
		2 09	8 59	9.63	.... Keene .... ♁	7 40	8 25		
		2 20	9 10	13.06	.... Blezard's.........	7 25	8 13		
		2 28	9 18	16.46	.... Birdsail's.........	7 20	8 05		
		2 40	9 30	22.20	.... Hastings .... ♁	7 06	7 51		
		3 06	9 56	32.54	.... Campbellford..... ♁	6 40	7 23		
		3 26	10 15	39.95	.... Hoard's	6 19	7 01		
		3 34	10 22	43.69	.. **Anson** (C. O. Ry. Crossing)..	6 09	6 50		
		3 41	10 27	45.86	.... Stirling .... ♁	6 03	6 45		
		3 54	10 38	51.05	.... **Madoc Junc**[39]... ♁	5 51	6 31		
					ARRIVE] [LEAVE				
P M	A M	7 50	1 00	65.91	arr....... **Madoc**[39] ♁ .. lve.	.....	†3 30	P M	P M
†3 30	†7 15			65.91	lve....... **Madoc**[39] .... arr.	.....	.....	1 50	7 50
4 26	8 11	3 55	10 39	51.05	lve.... **Madoc Junc**[39]. arr.	5 50	6 30	12 53	7 00
4 30	8 18	3 59	10 43	52.82	.... Holloway.........	— —	6 26	12 48	6 56
4 42	8 40	4 08	10 52	50.93	.... Foxboro	5 36	6 16	12 32	6 46
4 52	9 00	4 18	11 03	60.62	.... Corbyville	5 27	6 07	12 20	6 37
6 00	9 15	4 25	11 10	63.30	.... **Belleville**[7] ...... ♁	†5 20	†6 00	†12 10	†6 30
P M	A M	P M	A M		ARRIVE] [LEAVE	A M	P M	Noon	P M

42—VICTORIAVILLE, DOUCET'S LANDING AND THREE RIVERS.

No. 21	Mls.	December 6, 1909.	Mls.	No. 22
		LEAVE] [ARRIVE		
†6 00 A M	0	..... **Victoriaville**[82] ♁	35.34	2 30 P M
6 15 "	3.71	..... Walker's Cut.......	31.63	2 05 "
6 45 "	10.71	.... Bulstrode.......	24.63	1 25 P M
7 08 "	16.25	.... Aston Junction.....	19.09	12 55 Noon
7 14 "	17.84	.... Aston....... ♁	17.50	12 45 "
7 45 "	25.09	...... St. Celestin......	10.25	12 25 "
8 04 "	30.46	...... St. Gregoire......	4.88	12 10 "
8 30 A M	35.34	. **Doucet's Landing** ♁	1.36	†12 01 Noon
9 00 A M	36.71	. **Three Rivers** (*Ferry*).	0	†11 16 A M
		ARRIVE] [LEAVE		

34—HARRISBURG, GALT AND ELMIRA.

61	59	57	55	53	Mls.	December 6, 1909.	60	52	54	56	58
	P M		A M			(Eastern time.)	A M	P M			
	†8 30		†9 50			lve. [5] **Harrisburg**[5] arr.	11 59	4 00			
	8 55		9 57		5.30	**Galt** (W.G.& B. Sta.)	11 20	3 35			
	†9 06		†10 20			**Galt** (W.G.& B. Sta.)	9 40	3 40			
	9 15		10 3[illegible]	A M		**Galt** (G.& E. Sta.)	9 30	3 50			P M
	†5 30		†10 35	†7 20	0	[54] **Galt**[5] (G.& E. Sta.) ♁	9 20	3 20			9 50
	5 40		10 45	7 30	4.08	.... Blair........	9 05	3 10			9 40
	5 46		10 50	7 35	6.03	.... Doon....... ♁	8 55	3 05			9 35
	5 52		10 57	7 41	8.84	..... German Mills.....	8 45	2 59			9 30
P M	6 05	P M	11 07	A M	12.50	..... **Berlin**[4] ♁ lve.	8 30	2 50	P M	P M	†9 20
†9 15	6 29	†3 40	11 20	†7 50	12.50	..... **Berlin**[4] .. arr.	8 10	2 35	6 10	7 45	P M
9 24	6 29	3 50	11 40	8 00	14.55	.... Waterloo ..... ♁	8 00	2 30	†5 00	7 36	
9 34	6 36	P M	11 50	8 10	18.54	...... Heidelberg......	7 48	2 10	P M	7 26	
9 38	6 40		11 55	8 30	21.54	.... St. Jacobs..... ♁	7 44	2 05		7 23	
9 48	6 50		12 05	8 40	24.54	.... **Elmira**..... ♁	†7 35	†1 50		†7 16	
P M	P M		Noon	A M		ARRIVE] [LEAVE	A M	P M		P M	

† Daily, except Sunday. STANDARD—*Eastern time.*

43—HAMILTON AND ALLANDALE.

55	53	Mls.	December 6, 1909.	34	58
P M	A M		LEAVE] [ARRIVE	A M	P M
†4 05	†7 10		.... **Hamilton**[56] ♁	11 15	9 15
			.... Stuart Street		
4 20	7 25	5.10	.. **Burlington Jn**[56] ♁	10 56	9 03
4 30	7 35	12.51	.... Tansley	10 46	8 48
4 35	7 39	14.44	.... Ashgrove	10 37	8 44
4 45	7 51	20.70	.... Milton	10 25	8 32
4 53	7 56	23.80	...... Milneburn	10 14	8 22
5 03	8 08	29.70	...... Stewarttown	10 05	8 11
†4 15	†7 00	30.00	lve... **Toronto**[63] ... arr.	11 50	10 00
5 15	8 16	32.37	..... Georgetown[2] ♁	10 00	8 05
5 20	8 20	32.[illegible]	......	9 58	8 00
5 33	8 32	37.60	..... Terra Cotta	9 41	7 39
5 38	8 37	40.38	...... Cheltenham ..... ♁	9 36	7 32
5 46	8 42	43.05	... **Inglewood Jn**[50] ♁	9 32	7 25
— —	— —	47.[illegible]	... **Cardwell Jn**[50] ♁		
5 57	8 54	49.45	...... Caledon East	9 21	7 13
6 09	9 08	55.06	...... Palgrave	9 08	6 57
6 20	9 20	61.10	...... Tottenham	8 57	6 46
6 35	9 20	66.39	...... **Beeton**[35] ...... ♁	8 47	6 30
6 55	9 48	75.27	...... Cookstown	8 26	6 09
7 07	10 00	81.76	...... Thornton	8 15	6 58
7 20	10 09	86.09	.... Vine	8 04	6 48
7 35	10 20	91.07	. [34] **Allandale**[60, 64] ♁	†7 56	†6 40
P M	A M		ARRIVE] [LEAVE	A M	P M

44—DURHAM AND PALMERSTON.

56	52	Mls.	December 6, 1909.	51	53	55
P M	A M		(Eastern time.)	A M	P M	P M
†2 50	†7 10	0	lv. **Durham**[55] ♁ ar.	10 30	1 50	8 55
2 55	7 25	5.83	...... Varney	10 22	1 42	8 46
3 12	7 42	8.90	..... Holstein ..... ♁	10 08	1 28	8 32
3 26	7 56	15.18	... Mount Forest ♁	9 45	1 15	8 19
3 37	8 07	20.90	.... Minto	9 10	1 00	8 05
3 50	8 20	26.72	[6, 29] Palmerston[38] ♁	†9 00	†12 50	†7 55
P M	A M		ARRIVE] [LEAVE	A M	Noon	P M

k Saturday only; *m* Monday only.

45—TORONTO AND JACKSON'S POINT.

23	48	Mls.	December 6, 1909.	25	47
P M	A M		(Eastern time.)	A M	P M
†5 00	†7 50	28.74	lve... ‖ **Toronto**.. arr.	10 25	9 20
6 30	9 30	0	[59] **Stouffville Jn** ♁	9 00	6 00
6 45	9 55	5.89	..... Ballantrae. ...	8 46	5 36
6 50	10 05	8.57	...... Vivian	8 39	5 25
7 00	10 40	11.68	... Mount Albert. ♁	8 30	5 10
7 15	11 00	19.04	.... Brown Hill....	8 13	4 50
7 50	11 30	25.22	...... Sutton .... ♁	†8 00	†4 10
P M	A M	26.91	**Jackson's Point**.	A M	P M
			ARRIVE] [LEAVE		

GRAND TRUNK RAILWAY SYSTEM.

46—TORONTO AND NORTH BAY.

47	67	65	61	Miles	December 6, 1909.	46	62	....	64	68
P M	P M	P M	A M	.....	(*Eastern time.*)	A M	A M	....	P M	P M
*10 20	†5 45	†1 30	†8 05	0	lv. ‖**Toronto**[58] ♁.ar.	7 30	10 10	....	3 10	7 55
10 30	5 55	1 40	8 15	2.2	...North Parkdale. ♁	7 20	10 00	....	3 00	7 45
–	6 02	– –	8 22	4.6	.....Davenport... ♁	7 10	9 50	....		7 36
– –	6 08	– –	v –	7.5	.....Downsview.....	– –	9 44	....	– –	v –
– –	6 20	– –	8 40	14.0	..... **Concord**[56]. ♁	–	9 33	....	– –	7 14
– –	6 30	– –	8 50	18.0	.......Maple..... ♁	6 44	9 25	....	– –	7 06
– –	6 40	– –	9 00	22.4	........King...... ♁	6 36	9 17	....	– –	6 58
11 36	6 55	2 37	9 13	29.7	...... Aurora ..... ♁	6 23	9 00	....	2 03	6 40
11 45	7 05	2 47	9 23	34.0	.....Newmarket... ♁	6 13	8 50	....	1 58	6 30
–	7 11	– –	9 31	37.6	..Holland Landing..	– –	8 40	....	– –	6 22
12 01	7 18	3 00	9 40	41.2	......Bradford.... ♁	5 58	8 34	....	1 43	6 16
– –	7 32	–	9 53	48.7	.......Gilford.......	– –	8 20	....	– –	6 02
– –	7 40	– –	10 00	51.6	.......Lefroy..... ♁	– –	8 15	....	– –	5 57
– –	7 51	– –	10 11	57.2	......Craigvale......	– –	8 05	....	– –	5 46
12 40	8 05	3 40	10 25	62.7	ar.‖[48,50]Allandale[54] ♁ lv	*5 20	†7 55	....	†1 05	†5 35
Night	9 20	5 30	11 50	94.1	arr. Collingwood..lve.	A M	6 30	....	11 50	4 10
.....	10 20	7 00	12 55	115.2	arr. .**Meaford**[60].lve.	.....	†5 30	....	†10 00	†3 10
.....	9 45	P M	12 10	101.5	arr.**Penetang**[54].lve.	.....	†6 00	....	A M	†3 20
12 50	8 20	3 50	10 40	64.0	.......**Barrie**[50,54] ♁	*5 10	†7 42	....	†12 45	*5 15
Night	P M	P M	A M	......	ARRIVE] [LEAVE	A M	A M	....	Noon	P M

47	67	65	61	Miles	STATIONS.	46	62	44	64	68
Night	P M	P M	A M	......	LEAVE] [ARRIVE	A M	A M	A M	Noon	P M
*12 45	†8 15	†3 46	†10 35	62.7	[48,50]**Allandale**[54]. ♁	5 15	7 45	9 45	12 50	5 20
12 50	8 20	3 50	10 40	64.0	......**Barrie**[50,54]. ♁	5 10	7 42	9 35	12 45	5 15
– –	8 30	– –	10 52	69.5	.... Gowan	– –	7 30	9 18	– –	5 03
– –	8 37	– –	11 00	74.1	..........Oro........	– –	7 22	9 05	– s	4 55
– –	8 46	4 12	11 10	77.7	.... Hawkestone .. ♁	– –	7 15	8 55	12 15	4 48
1 30	9 08	4 28	11 35	86.0	arr.. **Orillia**[68] ♁lve.	4 30	†7 01	8 30	11 52	4 25
1 30	P M	4 28	11 35	86.0	lve.. **Orillia**[68]..arr.	4 30	A M	8 10	11 52	4 20
1 37	.....	4 36	11 52	88.2	... Atherley Junc . ♁	4 23	.....	8 00	11 45	4 13
– –	.....	– –	11 59	92.5	.... Rama	– –	.....	7 48	– –	4 05
– –	.....	4 45	12 03	93.5	......Longford.... ♁	– –	.....	7 42	11 35	3 57
– –	.....	4 55	12 12	98.5	......Washago.......	– –	.....	7 30	– –	3 49
– –	.....	4 57	12 17	100.1	.......Severn ..... ♁	4 03	.....	7 25	11 25	3 45
– –	.....	– –	12 29	105.9	......Kilworthy.......	–	.....	7 10	– –	3 33
2 17	.....	5 20	12 45	111.4	ar. ‖**Gravenhurst** ♁.lv.	3 40	.....	†6 50	11 03	3 20
.....	.....	.....	12 53	112.4	arr.} **Muskoka** {lve.	.....	.....	A M	.....	.....
.....	.....	.....	12 55	.....	lve.} **Wharf** ♁ {arr.	.....	.....	.....	.....	.....
2 25	.....	5 30	1 05	111.4	lv. **Gravenhurst**.ar.	3 35	.....	.....	10 58	3 10
2 50	.....	5 51	1 28	121.6	.... Bracebridge .. ♁	3 10	.....	.....	10 37	2 47
– –	.....	– –	1 38	126.4	.....Falkenburg.....	– –	.....	.....	10 27	2 37
– –	.....	6 15	1 55	135.1	......Utterson.... ♁	2 45	.....	.....	10 12	2 22
3 40	.....	6 40	2 25	145.9	.....Huntsville... ♁	2 20	.....	.....	9 50	2 00
– –	.....	7 00	2 43	155.4	.......Novar..... ♁	– –	.....	.....	9 32	1 42
4 15	.....	7 15	2 56	161.0	...**Scotia Junc**[51] ♁	1 46	.....	.....	9 15	1 30
– –	.....	7 20	3 03	162.9	......Emsdale.... ♁	– –	.....	.....	9 10	1 09
– –	.....	–	3 13	166.6	.... Katrine.......	– –	.....	.....	– –	1 00
4 42	.....	7 37	3 24	170.9	.... Burk's Falls.. ♁	1 22	.....	.....	8 56	12 52
5 10	.....	7 57	3 48	182.6	.....Sundridge ... ♁	12 58	.....	.....	8 35	12 18
5 30	.....	8 10	4 00	188.4	.....South River... ♁	12 45	.....	.....	8 23	12 15
6 00	.....	8 38	4 27	199.6	.....Trout Creek... ♁	12 10	.....	.....	7 58	11 40
6 20	.....	8 55	4 45	207.1	......Powassan.... ♁	11 50	.....	.....	7 41	11 20
6 55	.....	9 22	5 15	219.1	......Callander.... ♁	11 20	.....	.....	7 15	10 50
7 06	.....	9 32	5 26	222.8	...Nipissing Junc. ♁	11 11	.....	.....	7 05	10 40
7 20	.....	9 45	5 40	226.9	....‖**North Bay**[58] ♁	*11 00	.....	.....	†6 55	†10 30
A M	.....	P M	P M	......	ARRIVE] [LEAVE	P M	.....	.....	A M	A M

No. 61—Parlor Car Toronto to Gravenhurst. Through Coaches Toronto to Collingwood and Toronto to Gravenhurst.

No. 47—Pullman Sleeping Cars Toronto to Temagami and Englehart. Pullman Sleeping Cars Toronto to North Bay. Through Coaches Toronto to Temagami and Englehart.

No. 65—Parlor-Library Car and Through Coach Toronto to North Bay.

No. 67—Parlor-Library-Cafe Buffet Car Toronto to Midland.

No. 64—Parlor-Library Car and Through Coach North Bay and Gravenhurst to Toronto.

No. 46—Pullman Sleeping Cars and Through Coach Englehart to Toronto. Pullman Sleeping Car North Bay to Toronto.

No. 68—Parlor Car and Through Coach Gravenhurst to Toronto.

No. 62—Parlor-Library Buffet Car Midland to Toronto.

48—NEW YORK, BOSTON AND OTTAWA.

29-21	STATIONS.	26-30
*6 55 P M	lve....**New York** ...arr.	7 20 A M
....	(*Grand Cent. Depot.*)	....
11 00 P M	lve......**Albany** .....arr.	5 45 A M
*7 30 P M	lve..**Boston** (B. & M.).arr.	8 05 A M
7 15 P M	lve..**Boston** (Fitch. Div.).arr.	7 00 A M
*5 50 A M	lve...[51]**Noyan Jn**[56] .arr.	8 45 P M
8 50 A M	arr...[51]**Valleyfield**[56]..lve.	7 14 P M
10 06 A M	arr....**Alexandria** ...lve.	6 11 P M
11 45 A M	arr...[51]**Ottawa**[56]...lve.	*4 40 P M

SLEEPING AND PARLOR CARS.

Nos. 29 and 21—Through Pullman Buffet Sleeping Car New York to Ottawa, via N. Y. C. & H. R. R.R. and Rutland R.R.

Nos. 26 and 30—Pullman Buffet Sleeping Car Ottawa to New York, via Noyan Junction, Rutland R.R. and N. Y. C. & H. R. R.R.

CANADA ATLANTIC TRANSIT CO.

Operated by the Grand Trunk Railway System.

W. H. SMITH, Manager.
Canadian Express Building, Montreal.

LAKE AND RAIL. **BONDED LINE**

This Company operates during the season of navigation between Chicago, Milwaukee, Port Arthur, Fort William and Depot Harbor (Parry Sound) the following steel steamers: *Arthur Orr*, 4,800 tons capacity; *George N. Orr*, 4,200 tons capacity; *Kearsarge*, 4,500 tons capacity; *Ottawa*, 3,500 tons capacity.

Short Lake and Rail Route between Montreal, New York, Boston and New England points, and all points in the West and Northwest.

47—MONTREAL TO ST. JOHNS AND ROUSES POINT.

Dec. 6, 1909.	Mls.	2	202	206	10	56	4	210	6
(*Eastern time.*)	.....	A M	A M	A M	P M	P M	P M	P M	P M
Montreal[56]‖ lv.	0	*8 31	†8 45	†10 55	†1 35	†4 50	†5 30	*7 40	*8 10
St. Henri.........	1.51	8 36	8 50	11 00	1 40	4 55	5 35	7 45	8 15
Point St. Charles	3.00	a –	8 56	a –	1 46	5 01	a –	– –	a –
St. Lambert[56].	6.16	8 49	9 05	11 13	1 55	5 10	5 50	7 58	8 28
Brosseau Jn.[1].	11.96	d –	9 15	– –	2 05	5 20	5 57	– –	– –
Lacadie.........	20.18	– –	9 25	– –	2 17	5 30	6 10	– –	– –
St. Johns[56,60]‖	27.00	9 17	9 35	11 41	2 30	5 44	6 22	8 28	9 00
Grande Ligne ...	33.46	A M	9 46	– –	P M	5 55	P M	– –	P M
Girard	35.90	....	9 51	– –	....	6 00	....	– –	....
Stottsville.......	39.52	....	9 58	– –	....	6 08	....	– –	....
Lacolle[61]	44.22	....	10 05	12 06	....	6 18	....	8 55	....
Rouses Point[56,70]	50.00	....	10 15	12 15	....	6 30	....	9 05	....
{ARRIVE	.....	....	A M	Noon	....	P M	....	P M	....

ROUSES POINT AND ST. JOHNS TO MONTREAL.

STATIONS.	209	1	53	9	201	203	5	3
{LEAVE	A M	.....	A M	.....	P M	P M	.....	.....
Rouses Point[56,70].	*5 45	.....	†6 55	.....	†1 50	†6 03	.....	.....
Lacolle[61].......	5 55	.....	7 04	.....	2 00	7 01	.....	.....
Stottsville........	s –	.....	7 12	.....	2 10	7 11	.....	.....
Girard	s –	.....	7 19	.....	2 17	– –	.....	.....
Grande Ligne....	s –	A M	7 25	P M	2 22	7 21	P M	P M
St. Johns[56,60]‖.	6 25	*6 37	7 39	†1 20	2 32	7 31	†7 50	*9 20
Lacadie	– –	s –	7 51	1 30	2 42	– –	7 58	– –
Brosseau Jn.[1]..	– –	s –	b –	1 42	2 52	– –	8 08	– –
St. Lambert[56]..	6 56	7 06	8 14	1 55	3 02	8 01	8 20	9 52
Point St. Charles (West)	– –	a –	8 22	2 02	3 09	a –	– –	– –
St. Henri.........	– –	7 20	8 28	2 08	3 14	8 14	8 33	– –
Montreal[56]‖....	7 15	7 25	8 37	2 15	3 20	8 20	8 40	10 10
ARRIVE	A M	A M	A M	P M	P M	P M	P M	P M

⊙ Tickets will not be sold to or from Lucan Crossing. Trains stop there only for passengers for or from Main Line trains between Toronto and Port Huron, but baggage will not be checked from, to or via Lucan Crossing.

For Index of Stations of Grand Trunk System, see pages 89 to 91.

49—LONDON AND WINGHAM.

No. 33	No. 31	Mls.	*December* 6, 1909.	No. 32	No. 34
†4 50 P M	†8 30 A M	0	lve...‖**London**[56] ♁arr.	10 00 A M	6 10 P M
5 00 „	8 39 „	4.17	......Hyde Park.... ♁	9 52 „	6 00 „
5 07 „	8 50 „	7.70	........Ettrick........	9 44 „	5 54 „
5 15 „	9 00 „	11.24	.......Ilderton.......	9 36 „	5 48 „
5 25 „	9 10 „	15.50	.......Denfield...... ♁	9 27 „	5 37 „
5 30 „	9 20 „	18.71	⊙**Lucan Crossing**¶.	9 20 „	5 30 „
5 34 „	9 25 „	20.44	......Clandeboye......	9 13 „	5 26 „
5 43 „	9 40 „	26.32	.......Centralia..... ♁	9 00 „	5 15 „
5 54 „	9 53 „	31.14	........Exeter...... ♁	8 48 „	5 05 „
6 05 „	10 08 „	36.95	........Hensall ..... ♁	8 32 „	4 52 „
6 11 „	10 16 „	39.27	........Kippen...... ♁	8 23 „	4 47 „
6 19 „	10 30 „	43.27	.......Brucefield.......	8 12 „	4 39 „
6 32 P M	10 45 A M	49.54	..**Clinton Junction**..	7 55 A M	4 28 P M
6 35 P M	10 50 A M	50.17	arr....**Clinton**[51] ♁lve.	7 50 A M	4 23 P M
6 35 P M	11 00 A M	50.17	lve...**Clinton**[51]..arr.	7 33 A M	4 23 P M
6 40 P M	11 04 A M	49.54	..**Clinton Junction**..	7 29 A M	4 18 P M
6 52 „	11 18 „	56.80	....Londesborough.. ♁	7 16 „	4 04 „
7 00 „	11 27 „	60.83	.........Blyth....... ♁	7 08 „	3 56 „
7 13 „	11 40 „	67.31	........Belgrave..... ♁	6 54 „	3 44 „
7 25 „	11 50 „	72.00	...**Wingham Junc**[54].	6 43 „	3 33 „
7 36 P M	11 54 A M	74.25	ar.[58]**Wingham**[58] ♁.lv.	†6 40 A M	†3 30 P M

50—BARRIE AND PENETANG.

27	23	Mls	*December* 6, 1909.	22	26
P M	A M	....	(*Eastern time.*)	A M	P M
†7 59	†10 15	1.3	lve..**Barrie**[46,54]. ♁ arr.	7 50	5 35
†8 25	†10 35	0	‖[48,46]**Allandale**[54]. ♁	7 25	5 08
8 35	10 40	5.5	...**Colwell Junc**[54]. ♁	7 15	4 54
g8 48	– –	11.5	........Budd's.........	g7 02	–
8 54	10 55	13.3	...... Minessing......	6 59	4 34
8 58	11 04	16.8	.......Hendrie.........	6 51	4 24
9 03	11 12	19.2	......Phelpston	6 45	4 18
9 13	11 27	24.0	.... Elmvale..... ♁	6 35	4 00
9 17	11 32	26.0	........Saurin.........	6 29	3 49
9 24	11 43	29.3	.......Wyevale..... ♁	6 22	3 42
9 31	11 52	33.5	.....Perkinsfield......	6 12	3 33
9 45	12 10	38.8	......**Penetang**.... ♁	†6 00	†3 20
P M	Noon	38.0	arr. Penetang Wharf.lve.	A M	P M

* Daily; † daily, except Sunday; a stops to take or leave passengers for or from St. Johns and beyond; b stops to leave passengers; d Stops to take passengers from Train No. 51 for New England points; g stops Saturday only; h stops to take passengers for beyond St. Lambert; s stops Sunday; v stops on Wednesdays only.

‖ Meals.

♁ Telegraph stations.

STANDARD—*Eastern time.*

GRAND TRUNK RAILWAY SYSTEM.

51—OTTAWA DIVISION.

25	55	51	27	29-21	Mls.	December 6, 1909.	22	26-30	24	68	11
				A M		(Eastern time.)		P M			
				*6 50	0	lv. 70 Swanton 66 ar.		*9 16			
				7 03	6.66	..Alburgh Junction		9 02			
				7 06	8.11	.. Alburgh Springs		8 57			
				7 20	14.23	... Noyan Junc 56		8 45			
				7 25	16.50	.. Lacolle Junc 56		8 35			
				7 28	17.62	+ ...Lacolle 47		8 30			
				7 35	21.44	+ ...Henrysburg		8 23			
				7 46	27.87	+ ...Barrington		8 10			
				8 07	38.08	+ .....Aubrey		7 52			
				8 20	43.38	+ ..Howick Junc.		7 41			
				8 32	49.11	+ .....St. Louis		7 30			
P M			P M	8 44	55.36	.....Cecile Junc 56	A M	7 19	P M		
*4 20			*6 10	8 50	57.8	+ .. Valleyfield 56	11 35	7 14	6 00		
†4 50			8 55	9 25	63.24	+ . Coteau Junc 7	10 50	7 00	6 30		
— —			9 04	9 32	67.33	+ ..St. Polycarpe	10 40	6 46	d —		
— —			i s	9 37	69.66	+ St. Polycarpe Jn 56	10 36	6 40	d —		
— —			9 18	9 45	74.48	+ ...Ste. Justine	10 28	6 32	d		
5 18			i s	9 54	79.03	ar. Glen Robertson lv.	*10 20	8 24	4 57		
5 20				†10 20	0	lve. Glen Robertson arr.	9 40		4 50		
5 37				10 37	7.00	+ ... Dalkeith	9 23		4 33		
5 53				10 53	13.60	+ . Vankleek Hill	9 06		4 17		
6 10				11 10	21.00	ar. + Hawkesbury lv.	†8 50		†4 00		
5 18			i s	*9 54	79.03	lv. + Glen Robertson ar.	10 20	6 24	4 57		
5 30			9 40	10 06	86.50	+ ... Alexandria	10 06	6 11	4 43		
5 42			i s	10 18	93.15	+ ... Greenfield	9 50	5 58	— —		
5 50			10 00	10 27	97.87	+ .... Maxville	9 41	5 50	4 21		
6 00			i s	10 37	103.81	+ .. Moose Creek	9 30	5 40	—		
6 13			i s	10 49	111.02	....Casselman	9 18	5 27	4 00		
6 28			i s	11 04	119.37	arr. So. Indian lve.	9 06	*5 15	— —		Noon
†3 55				†10 05	0	lv. + Rockland ar.		6 05			12 25
4 12				10 15	4.10	+ .Clarence Creek		5 55			12 08
4 30				10 25	8.60	+ ... Hammond		5 45			11 50
4 42				10 32	11.30	......Cheney		5 37			11 32
5 05				10 45	16.40	ar. South Indian lv.		†5 25			†11 15
6 26			i s	*11 04	119.37	lv South Indian ar.	9 06	5 15	— —		A M
6 34			i s	11 13	124.26	+ ...... Vars	8 58	5 07	— —		
6 45			i s	11 24	130.46	+ Carlsbad Springs	8 48	4 58	— —		54
7 10	P M	A M	11 15	*11 45	141.87	ar. + Ottawa 56 lv.	*8 30	*4 40	†3 15		P M
P M	†5 00	†8 35	P M	†11 55	141.87	lv. (Central Depot) ar.	A M	†4 25	11 05		7 60
						Ottawa, Chaudiere Falls.		— —	—		
	5 17	8 52		e —	151.17	....Graham Bay		— —	10 43		7 29
	5 26	9 00		e —	156.27	....South March		— —	10 35		7 21
	5 37	9 10		12 32	162.27	+ ......Carp		3 45	10 25		7 11
	5 50	9 25		12 48	170.67	+ .... Kinburn		3 30	10 09		6 56
	5 59	9 35		12 57	175.27	+ .... Galetta		3 21	10 00		6 48
	6 08	9 50		1 06	180.27	+ ... Arnprior 56		3 09	9 50		6 39
	6 24	10 03		1 21	187.97	+ .... Glasgow		2 54	9 35		6 24
	6 32	10 09		e —	191.77	.... Goshen		—	9 28		6 16
	6 44	10 20		1 37	196.67	+ ... Renfrew 56		2 38	9 20		6 07
	6 46	10 23		e —	197.77	.... Renfrew Junc 56		—	9 17		6 03
	6 56	10 32		1 50	202.87	..... Admaston		2 25	9 08		6 55
	7 06	10 42		2 00	208.57	+ .... Douglas		2 14	8 58		5 45
	7 12	10 48		2 08	211.57	...... Caldwell		2 08	8 52		5 38
	7 25	11 00		2 22	218.87	+ .... Eganville		1 57	8 40		5 26
	7 40	11 15		2 37	226.77	ar. + Golden Lake lv.		1 41	8 25		5 10
	†7 40	†11 15		†2 40	0	lv. Golden Lake ar.		1 40	8 25		5 10
	7 59	11 34		2 59	9.90	.... Wotto		1 20	8 05		4 50
	8 08	11 43		3 08	14.60	......Locksley		1 12	7 57		4 42
	8 20	11 55		3 20	20.90	ar. + Pembroke 56 lv.		†1 00	†7 45		†4 30
	8 05	11 45		2 52	235.67	+ .....Killaloe		1 26	7 48		4 28
	8 25	12 20		3 10	243.97	+ ......Wilno		1 10	7 23		3 55
	8 45	12 46	69	3 20	250.47	+ ... Barrys Bay		12 59	7 05		†3 30
	9 40	Noon	A M	4 00	272.07	ar. + Madawaska lv.		12 19	†6 00	P M	P M
	P M		†4 30	4 10	272.07	lv ...Madawaska ar.		11 59	A M	11 25	
			4 41	4 17	275.17	.... Egan Estate		11 52		11 15	
			5 20	4 43	287.27	+ .... Whitney		11 29		10 45	
			5 53	5 05	297.97	..... Rock Lake		11 09		10 17	
			6 30	6 28	309.87	+ .Algonquin Park		10 46		9 39	
			6 55	5 47	317.87	.....Canoe Lake		10 31		9 15	
			7 14	6 01	323.97	+ ...Brule Lake		10 19		8 67	
			7 38	6 20	332.07	+ ...Rainy Lake		10 02		8 30	
			8 08	6 40	341.87	....Ravensworth		9 43		8 02	
			8 32	6 56	349.07	+ .... Kearney		9 28		7 38	
			8 50	7 10	354.47	ar. + ‡Scotia Jn 46 lv.		†9 15	68	†7 20	
			†3 10	†7 30	420.37	ar.... Toronto....lv.		‡10 20	A M	†1 30	
			‡10 28	†[illegible] 30	420.37	lv.... Toronto ...ar.		†3 10	7 30	P M	
				†9 45	515.47	ar.. North Bay ..lv.		†6 55	P M	†10 30	
			†6 55	†10 30	515.47	lv.. North Bay ..ar.		A M	9 45	A M	
			†9 25	†7 20	354.47	lv... Scotia Jn ..ar.		9 10	6 40		
			10 00	7 42	365.47	+ ... Sprucedale		8 45	6 00		
			10 09	7 50	368.47	.....White Hall		8 38	5 48		
			10 20	7 58	371.97	..... Bear Lake		8 31	5 38		
			10 36	8 10	377.47	.... Seguin Falls		8 19	5 16		
			10 55	8 25	383.87	+ ....Edgington		8 06	4 63		
			11 05	8 32	386.97	+ .. Maple Lake		7 59	4 40		
			11 36	8 53	396.07	....Otter Lake		7 37	4 05		
			11 42	9 00	398.57	.James Bay Junction.		7 32	3 55		
			⊙	9 30	402.57	Parry Sound (C.N.O. Ry.)		7 10			
			11 53	9 11	402.17	.....Rose Point		7 25	3 43		
			12 05	†9 20	405.67	...Depot Harbor.		†7 15	†3 30		
			Noon	P M		ARRIVE] [LEAVE		A M	P M		

* Daily; † daily, except Sunday; ‡ daily, except Saturday; c stops to let off from Toronto and points west thereof; d stops to leave from Hawkesbury Branch; e stops to take for Madawaska and points west; i stops to let off passengers from points west of Coteau Junction on Eastern Division; s stops Sundays.
‡ Meals. + Coupon stations; ♁ Telegraph stations.

⊙ Connection made by steamer between Rose Point and Parry Sound.

Through Car Service between Toronto, Port Hope and Midland.

No. 19—Parlor Car Peterboro and Lindsay to Toronto. Through Coach Peterboro to Toronto. **No. 18**—Parlor Car Toronto to Lindsay and Peterboro. Through Coach Toronto to Peterboro.

52—MONTREAL AND OTTAWA.

27	25	21	Mls.	STATIONS.	22	24	26
P M	P M	A M			A M	P M	P M
*8 00	†3 55	*8 30	0	lve...Montreal 56 arr.	11 45	6 30	7 55
				.Bonaventure Depot.			
8 55	4 50	9 25	37.9	.Coteau Junction 7	10 50	5 30	6 55
....	5 05	9 45	....	arr. Valleyfield 56 lve.	*10 20	†5 10	*6 10
9 40	5 30	10 06	61.2	.... Alexandria	10 06	4 43	6 11
11 15	7 10	11 45	116.5	arr.... Ottawa 56 .lve.	*8 30	†3 15	*4 40
P M	P M	A M		(Central Depot.)	A M	P M	P M

Nos. 21, 22, 24, 25, 26 and 27—Parlor Cars between Ottawa and Montreal.

53—TORONTO, PORT HOPE AND MIDLAND.

54-34	18	24	22	Miles.	December 6, 1909.	19	21	26	23
	P M	P M	A M		LEAVE] [ARRIVE	A M	Noon	P M	P M
	†7 05	†6 00	†7 50	0	.....‡Toronto 66	10 25	12 10	6 45	9 20
	—	—	—		........Don	—	—	—	—
	7 19	6 14	8 04	2.45	.......Riverdale	10 12	11 57	5 32	9 07
	—	—	—	4.07	....Golf Grounds	—	—	—	—
	—	6 23	8 13	5.50	........York	—	11 48	5 22	8 58
	7 35	6 32	8 22	9.00	.Scarboro Junc 7	9 57	11 42	5 15	8 52
	—	5 42	8 32	13.75	......Agincourt	9 47	11 32	4 55	8 43
	—	5 50	8 39	16.74	.......Millikins	—	11 26	4 45	—
	—	5 57	8 45	19.73	......Unionville	9 35	11 20	4 35	8 32
	8 01	6 07	8 55	22.44	.......Markham	9 28	11 14	4 25	8 27
	8 14	6 25	9 13	28.74	ar Stouffville Jn 48	9 13	11 00	4 00	8 14
		7 30	11 30	53.96	arr. .. Sutton 45 lve.	†8 00			†4 10
	8 14	6 25	9 13	28.74	lv. Stouffville Jn 48	9 13	11 00	4 00	8 14
	—	6 42	9 27	34.35	.....Goodwood	—	10 43	3 40	8 00
	8 44	7 02	9 45	39.97	......Uxbridge	8 41	10 27	3 15	7 42
	8 59	7 20	10 00	49.83	arr. ‡Blackwater Jn.	—	10 10	†2 40	7 25
	8 59	7 35	10 10	49.83	lve. Blackwater Jn.	—	9 57	P M	7 10
P M	9 08	7 46	10 20	56.04	ar. Manilla Jn 21 lv	8 16	9 45		6 55
†6 55	9 08	7 48	10 20	56.04	lv. Manilla Jn 21 ar	8 16	9 45	...	6 55
7 10	c8 17	7 56	10 30	60.98	.......Mariposa		9 35		6 44
— —	—	8 03	10 38	64.96	.......Ops	—	9 27	55	6 38
7 35	9 29	8 10	10 48	68.63	ar. 33 Lindsay 36 lv.	7 55	9 20	P M	6 28
†6 00	9 32	8 15	10 53	68.63	lv. 33 Lindsay 36 ..ar.	7 50	9 15	2 05	6 25
6 12	—	8 25	11 02	73.78	.......Reaboro	—	9 05	1 48	6 11
6 22	9 48	8 31	11 08	77.41	Omemee Junc 56	7 35	8 58	1 35	6 04
		8 47	11 24	85.32	.......Rests		8 43		5 48
	10 15	9 00	11 45	91.52	.14 Peterboro 41	†7 10	8 30		5 35
	P M	9 20	11 59	99.20	......Fraserville	A M	8 10		5 17
		9 35	12 12	104.55	arr. Millbrook lve.		8 00		5 05
6 30				0	lve. Omemee Jn arr.			1 15	
—				.09	..Omemee (Old Road)			— —	
6 50				4.04	..Franklin (Old Road)			12 57	
0 57				6.77	..Brunswick (Old Road)			12 50	
7 05				8.56	.Bethany (Old Road)			12 43	
7 25				15.12	arr. Millbrook lve.			†12 20	
8 00		8 35	12 12	104.55	lve.. Millbrook .arr.		8 00	11 35	5 05
8 10		9 45	12 22	108.39	........Carmel		7 50	11 20	4 54
8 20		9 55	12 32	112.92	..... Garden Hill		7 40	11 05	4 42
8 27		—	12 35	114.19	......Perrytown		—	—	4 38
8 35		—	12 40	116.79	.......Quay's		—	10 50	4 31
8 50		10 10	12 50	121.97	.... Port Hope 7		7 20	10 25	4 20
8 55		10 15	12 55	122.47	Port Hope Junc		†7 15	†10 20	†4 15
A M		P M	Noon		ARRIVE] [LEAVE		A M	A M	P M

5-67	3	Miles.	STATIONS.	62-2	28	4
P M	A M		LEAVE] [ARRIVE	A M	P M	P M
†7 30	†10 15	0	Blackwater Junction	9 45	2 35	8 50
7 35	10 23	2.07	.......Sunderland	9 38	2 25	8 40
7 47	10 34	7.89	......Cannington	9 24	1 55	8 23
7 56	10 43	12.02	.......Woodville	9 13	1 20	6 11
8 01	10 48	13.72	ar.. Lorneville Jn 36 lv.	9 07	†1 10	6 05
8 03	10 51	13.72	lv.. Lorneville Jn 36 .ar.	9 02	P M	5 58
8 20	11 00	21.05	.......Beaverton	8 44		5 40
8 28	11 18	25.52	.....Gamebridge	8 32		5 27
8 36	11 28	28.94	.......Brechin	8 24		5 17
8 45	11 35	32.11	......Schepeler	8 15		5 07
8 56	11 45	36.38	......Uptergrove	8 06		4 55
9 03	11 52	37.90	.. Atherley Junction	8 00		4 50
9 08	12 01	40.40	arr....Orillia 46 lve.	7 50		4 40
9 10	12 01	40.40	lve.....Orillia 46 ....arr.	7 00		4 20
— —	12 12	44.39	.....Silver Creek	6 45		4 10
9 30	12 21	48.31	.........Ubthoff	6 38		4 01
9 36	12 29	51.20	........Foxmead	6 33		3 54
—	12 33	52.73	.........Tait	—		3 50
9 47	12 39	55.96	........Coldwater	6 25		3 45
9 52	12 44	58.03	........Fesserton	6 20		3 38
10 00	12 50	60.17	.....Waubaushene	6 16		3 32
10 04	12 55	62.47	......Sturgeon Bay	6 11		3 25
10 12	1 01	64.91	......Victoria Harbor	6 05		3 17
—	1 10	70.92	.........Old Fort	—		3 08
10 30	1 20	73.52	.........Midland	†5 50		†3 00
P M	P M		ARRIVE] [LEAVE	A M		P M

Additional Trains—Leave Lindsay †6 20 a.m., †12 01 noon arriving Manilla Junction 6 45 a.m., 12 35 noon. Leaves Manilla Junc. †8 15 p.m., arrives Lindsay 8 45 p.m. Leaves Lindsay †7 10 a.m., arrives Peterboro 8 15 a.m. Leaves Peterboro †9 10 p.m., arrives Lindsay 10 10 p.m.

54 BARRIE AND MEAFORD.

55	43	53	Mls.	December 6, 1909.	54	42	58
P M	P M	A M		(Eastern time.)	A M	P M	P M
†7 50	†3 35	†10 27	1.3	lve.... 46 Barrie 60 ..arr.	7 50	1 05	6 35
†8 15	†3 50	†10 40	0	lv‡ 46 Allandale 60 ar	7 40	12 55	6 20
8 24	4 00	10 49	5.5	.......Colwell 56	7 26	12 43	6 08
8 35	4 13	11 00	10.3	........Angus	7 16	12 30	4 59
8 46	4 30	11 10	15.2	......New Lowell	7 04	12 19	4 47
9 05	5 05	11 25	22.8	........Stayner	6 50	12 05	4 30
9 20	5 30	11 50	31.4	ar Collingwood 56 lv	6 30	11 50	4 10
9 25	5 45	12 01	31.4	lv Collingwood 56 ..ar	6 25	11 25	4 00
9 40	6 00	12 16	37.0	......Craigleith	6 10	11 00	3 41
9 57	6 30	12 34	43.8	......Thornbury	5 55	10 40	3 27
10 20	7 00	12 55	52.5	.... Meaford	†5 30	†10 00	†3 10
P M	P M	Noon		ARRIVE] [LEAVE	A M	A M	P M

GRAND TRUNK RAILWAY SYSTEM.

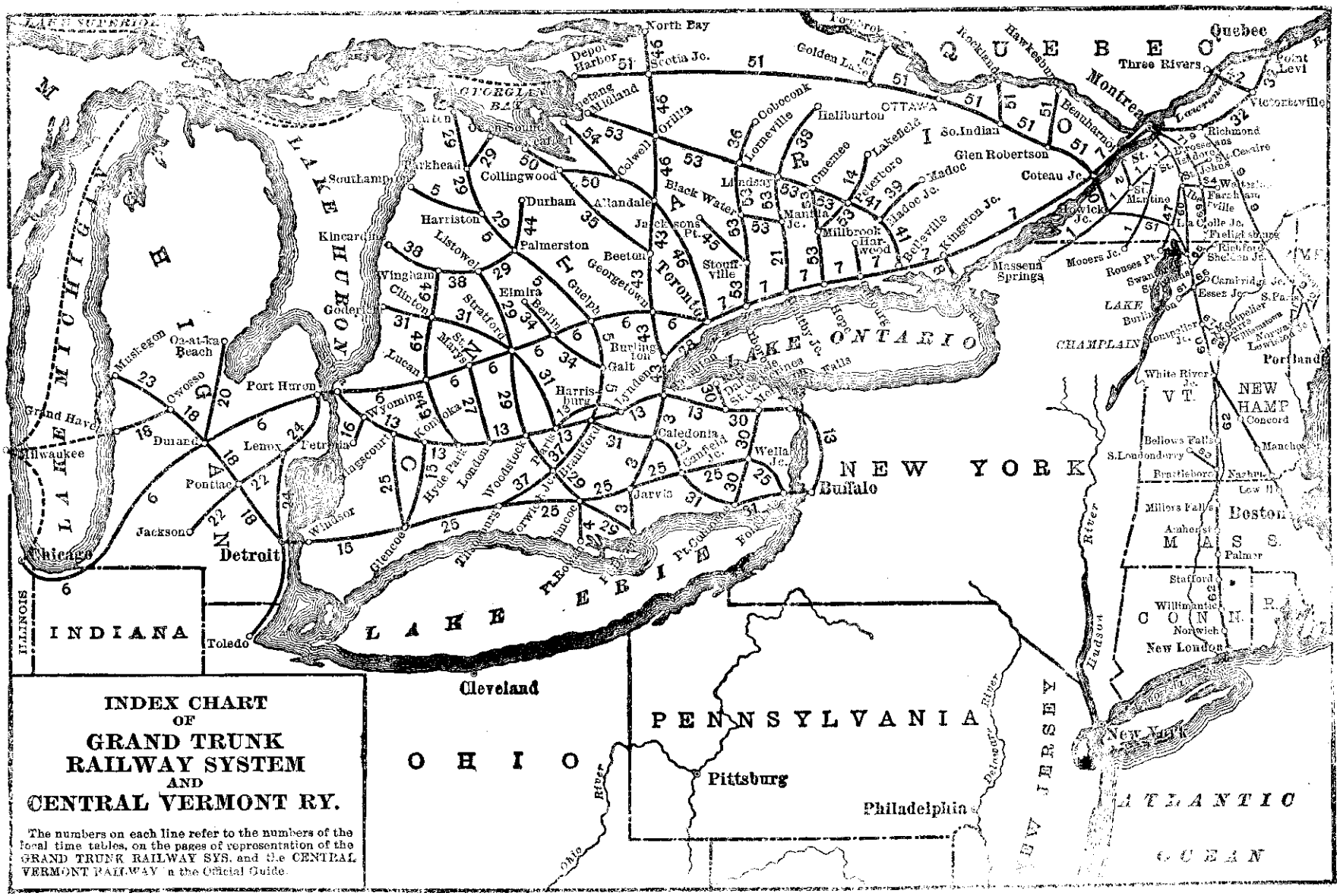
RAIL CONNECTIONS—56.

Actonvale, Que.—With Canadian Pacific Ry. (*t*).
Arnprior, Ont.—With Canadian Pacific Ry. (*t*).
Ashley, Mich.—With Ann Arbor R.R. (*u*).
Battle Creek, Mich.—With Michigan Central R.R. (*t*).
Bay City, Mich.—With Michigan Central R.R. (*t*); Pere Marquette R.R. (*t*) and Detroit & Mackinac R.R. (*t*).
Berlin, N.H.—With Boston & Maine R.R. (*t*).
Brantford, Ont.—With Toronto, Hamilton & Buffalo Ry. (*t*).
Brockville, Ont.—With Brock. West. & No. W. Ry. (*t*) and Can. Pac. Ry. (*u*).
Buffalo, N.Y.—Tables 25, 30, 1.—With railroads diverging.
Cardwell Junction, Ont.—With Canadian Pacific Ry. (*u*).
Cassopolis, Mich.—With Michigan Central R.R. (*t*).
Cecile Junction, Que.—With New York Central & Hudson River R.R. (*u*).
Cedar Springs, Mich.—With Grand Rapids & Indiana Ry. (*t*).
Charlotte, Mich.—With Michigan Central R.R. (*t*).
Chatham, Ont.—With Pere Marquette R.R. (L. E. & D. R. Ry.) (*t*).
Chatham Junc., Ont.—With Pere Marquette R.R. (L. E. & D. R. Ry.) (*u*).
Chicago, Ill.—With all lines west, northwest and southwest.
Cornwall Junction, Ont.—With New York & Ottawa R.R. (*u*).
Danville Junction, Me.—With Maine Central R.R. (*u*).
Detroit, Mich.—Tables 6, 15, 18, 24.—With railroads diverging.
Durand, Mich.—With Ann Arbor R.R. (*u*).
Ferrysburg, Mich.—With Pere Marquette R.R. (*u*).
Flint, Mich.—With Pere Marquette R.R. (*t*).
Fuller, Mich.—With Grand Rapids & Ind. Ry. and Pere Marq. R.R. (*u*).
Galt, Ont.—With Galt, Preston & Hespeler Elec. Ry.; Can. Pacific Ry. (*t*).
Gorham, N.H.—With Boston & Maine R.R. (*t*).
Grand Haven, Mich.—With Pere Marquette R.R. (*t*).
Grand Rapids, Mich.—With Pere Marquette R.R. (*t*), M. C. R.R. (*t*), G. R. & I. Ry. (*t*), L. S. & M. S. Ry. (*t*).
Granger, Ind.—With Cleveland, Cincinnati, Chicago & St. L. Ry. (*u*).
Griffith, Ind.—With Erie (*t*), E. J. & E. (*t*), M. C. R.R. (*u*).
Greenville, Mich.—With Pere Marquette R.R. (*t*).
Groveton, N.H.—With Boston & Maine R.R. (*u*).
Hagersville, Ont.—With Michigan Central R.R. (*u*).
Hamburg, Mich.—With Ann Arbor R.R. (*t*).
Hamilton, Ont.—Tables 3, 13, 28, 43.—With T. H. & B. Ry. (*t*).
Harriston, Ont.—With Canadian Pacific Ry. (*t*).
Harvey, Ill.—With Illinois Central R.R. (*t*).
Haskells, Ind.—With Chicago, Indianapolis & Louisville Ry. (*u*).
Hawkesbury, Ont.—With Canadian Northern Quebec Ry. (*t*).
Helena, N.Y.—With New York & Ottawa R.R. (*u*).
Holly, Mich.—With Pere Marquette R.R. (*u*).
Huntington (N.Y.C. Jn.), Que.—With N. Y. C. & H. R. R.R. (*u*).
Inglewood, Ont.—With Canadian Pacific Ry. (*u*).
Ionia, Mich.—With Pere Marquette R.R. (*t*).
Jackson, Mich.—With C. N. R.R. (*t*); L. S. & M. S. Ry. (*t*); M. C. R.R. (*t*).
James Bay Junction, Ont.—With C. N. O. (*u*).
Kinmount Junction, Ont.—With Irondale, Bancroft & Ottawa Ry. (*u*).
Kingsbury, Ind.—With Wabash R.R. (*t*).
Kingston, Ont.—With Kingston & Pembroke Ry. (*t*), B. of Q. Ry. (*t*).
Lacolle Junction, Que.—With D. & H. Ry. (*u*).
Lakeland, Mich.—With Ann Arbor R.R. (*u*).
Lansing, Mich.—With Pere Marquette R.R. (*t*); Lake Shore & Michigan Southern Ry. (*t*) and Michigan Central R.R. (*t*).
Lapeer, Mich.—With Michigan Central R.R. (*u*).
Lennoxville, Que.—With Can. Pacific Ry. (*u*); B. & Me. R.R. (*t*) (*u*).
Lenox, Mich.—With Michigan Central R.R. (*u*).
Levis, Que.—With Intercolonial Ry. (*u*); Quebec Central Ry.
Lewiston, Me.—With Maine Central R.R. (*t*), P. & R. F. Ry. (*t*).
London, Ont.—Tables 13, 15, 27, 53.—With Pere Marquette R.R (L. E. & D. R Ry.) (*u*); Michigan Central R.R. (*t*); Canadian Pacific Ry. (*t*).
Lowell, Mich.—With Pere Marquette R.R. (*t*).
Lyn, Ont.—With Brockville, Westport & North-western Ry. (*t*).
Lyster, Que.—With Lotbiniere & Megantic Ry. (*u*).
Massena Springs, N. Y.—With N.Y.C. & H.R.R.R. (R.W. & O. Div.) (*u*).
Maynard, Ind.—With P. C. C. & St. L. (*t*), C. I. & L. R.R. (*t*).
Mechanic Falls, Me.—With Portland & Rumford Falls Ry. (*u*).
Milton, Ont.—With Canadian Pacific Ry. (*t*).
Milwaukee Junction, Mich.—With Michigan Central R.R. (*u*).
Mishawaka, Ind.—With L. S. & M. S. R.R. (*t*).
Montreal, Que.—Tables 1, 7, 9, 32, 51, 54, 60, 71.—With Can. Pac. Ry. (*t*) and lines diverging; Intercolonial Ry. (*u*); Central Vermont Ry. and Delaware & Hudson Ry. (*u*).
Muir, Mich.—With Pere Marquette R.R. (Lyons Station) (*t*).
Muskegon, Mich.—With Pere Marq. R.R. (*t*) and G. R. & I. Ry. (*t*).
Napanee, Ont.—With Bay of Quinte Ry. (*u*).
Niagara Falls, Ont.—With Erie R.R. (*u*).
Nichols Yard, Mich.—With Michigan Central R.R. (*u*).
Nokomis, Sask.—With Canadian Pacific Ry. (*t*).
North Bay, Ont.—With Can. Pac. Ry. (*u*) and Tem. & No. Ont. Ry. (*u*).
North Stratford, N.H.—With Maine Central R.R. (*t*).
Noyan Junction, Que.—With Rutland R.R. (*u*).
Oshawa Junction, Ont.—With Oshawa Ry. (*u*).
Ottawa, Ont.—With Canadian Pacific Ry. (*t*); Ottawa & N. Y. Ry. (*u*).
Owosso, Mich.—With M. C. R.R. (*t*); A. A. R.R. (*t*).
Owosso Junc., Mich.—With Mich. Cent. R.R. (*u*); Ann Arbor R.R. (*u*).
Pavilion, Mich.—With C. K. & S. Ry. (*t*).
Pembroke, Ont.—With Canadian Pacific Ry. (*t*).
Peterboro, Ont.—With Canadian Pacific Ry. (*t*).
Portage la Prairie, Man.—With Canadian Northern Ry. (*t*); Canadian Pacific Ry. (*t*); Great Northern Ry. (*u*).
Port Huron, Mich.—With Pere Marquette R.R. (*u*).
Portland, Me.—With Boston & Maine and Maine Central R.Rs. (*u*).
Portland and Rochester Junction, Me.—With Boston & Maine R.R. (*u*).
Prescott, Ont.—With Canadian Pacific Ry. (*t*).
Quebec, Que.—With Q. & L. St. John Ry. (*t*); Q. Ry. L. & P. Co. (*t*).
Renfrew, Ont.—With K. & P. Ry. (*t*).
Renfrew Junction, Ont.—With Canadian Pacific Ry. (*u*).
Rochester, Mich.—With Michigan Central R.R. (*t*).
Rouses Point, N.Y.—With Rut. R.R. (*u*); D. & H. Co. (*u*); C. N. Ry. (*u*).
St. Hyacinthe, Que.—With Intercolonial Ry. (*u*); Q. M. & S. Ry. (*t*).
St. Johns, Que.—With Central Vermont Ry. (*u*).
St. Lambert, Que.—Tables 1, 9, 47, 71.—C.V. Ry. (*u*); Q. M. & S. Ry. (*u*).
St. Polycarpe Junction, Que.—With Canadian Pacific Ry. (*u*).
Ste. Rosalie, Que.—With Canadian Pacific Ry. (*t*); Intercolonial Ry. (*u*).
St. Thomas, Ont.—With Pere Marq. R.R. (*u*); Mich. Cent. R.R. (*t*).
Saginaw, Mich.—With Mich. Cent. R.R. (*t*); Pere Marquette R.R. (*t*).
Sarnia Tunnel, Ont.—With Pere Marquette R.R. (L.E. & D.R. Ry.) (*t*).
Sherbrooke, Que.—With Boston & Maine R.R. (*u*); Quebec Central Ry. (*u*) and Canadian Pacific Ry. (*t*).
Sheridan, Mich.—With Pere Marquette R.R. (*t*).
Schoolcraft, Mich.—With Lake Shore & Michigan Southern Ry. (*t*).
South Bend, Ind.—With Lake Shore & Mich. Southern Ry. (*t*); Mich. Cent. R.R. (*t*); Vandalia Line (*t*) and Indiana, Illinois & Iowa R.R. (*t*).
South Lyon, Mich.—With Pere Marquette R.R. (*u*).
Sparta, Mich.—With Pere Marquette R.R. (*t*).
Stillwell, Ind.—With Lake Erie & Western R.R. (*u*).
Suspension Bridge, N.Y.—With Lehigh Valley R.R. (*u*); New York Central & Hudson River R.R. (*u*) and West Shore R.R. (*u*).
Swanton, Vt.—With Central Vermont Ry. (*u*).
Thornton Junction, Ill.—With Chicago & Eastern Illinois R.R.
Thousand Islands Junction, Ont.—With Thousand Islands Ry. (*u*).
Tillsonburg, Ont.—With Canadian Pacific Ry. (*t*).
Toronto, Ont.—Tables 6, 7, 28, 46, 48.—With Canadian Pacific Ry. (*u*).
Trenton, Ont.—With Central Ontario Ry. (*u*).
Trowbridge, Mich.—With Pere Marquette R.R. (*u*).
Valleyfield, Que.—With New York Central & Hudson River R.R. (*t*).
Valparaiso, Ind.—With Pennsylvania Lines (*t*); N.Y.C. & St. L. R.R. (*t*).
Vaudreuil, Que.—With Canadian Pacific Ry. (*t*).
Vicksburg, Mich.—With Grand Rapids & Indiana Ry. (*u*).
Walkerville, Ont.—With Pere Marquette R.R. (L. E. & D. R. Ry.) (*u*).
Welland, Ont.—With Michigan Central R.R. (*t*); T. H. & B. Ry. (*t*).
Wellsboro, Ind.—With Balt. & Ohio R.R. (*u*) and Pere Marq. R.R. (*u*).
West Detroit, Mich.—With L. S. & Mich. So. Ry. (*t*); M. C. R.R. (*t*).
Wingham, Ont.—With Canadian Pacific Ry. (*t*).
Winnipeg, Man.—With Canadian North. Ry. (*u*); Canadian Pac. Ry. (*t*).
Wixom, Mich.—With Pere Marquette R.R. (*u*).
Yarmouth Junction, Me.—With Maine Central R.R. (*u*).

STEAMER AND STEAMSHIP CONNECTIONS.

Barrys Bay, Ont.—With steamer for Combermere, Madawaska Points.
Beloeil, Que.—With Steamer "St. Antoine" (*t*).
Bracebridge, Ont.—With Muskoka Navigation Co. (*t*).
Brockville, Ont.—With Richelieu & Ontario Navigation Co's Steamers (*t*) and ferry for Morristown N.Y. (*t*).
Buffalo, N.Y.—With Cleveland & Buffalo Transit Co. (*t*); Detroit & Cleve. Nav. Co (*t*); N. S. S. Co. (*t*); E. & W. T. Co. (*t*).
Burk's Falls, Ont.—With Maganetawan Riv. & Lakes Steamboat Co. (*t*).
Coburg, Ont.—With Ont. Car Ferry for Charlotte, Rochester, N.Y., etc. (*t*).
Collingwood, Ont.—With Northern Navigation Co. Lt'd (*u*).
Cornwall, Ont.—With Richelieu & Ontario Navigation Co. (*t*).
Detroit, Mich.—With Detroit & Cleveland Navigation Co. (*t*); Erie & Western Transportation Co. (*t*); N. S.S. Co. (*t*); White Star Line (*t*); Ferry to Windsor, Ont.; Algoma S.S. Line (*t*).
Doucet's Landing, Que.—With ferry for Three Rivers (*t*).
Gananoque, Ont.—With Deseronto Navigation Co. (*u*).
Goderich, Ont.—With Algoma Central S.S. Line (*t*).
Grand Haven, Mich.—With Crosby Tr. Co. (*u*) and Goodrich Tr. Co. (*u*); Grand Trunk-Milwaukee Car Ferry Co. (*u*).
Gravenhurst, Ont.—With Muskoka Nav. Co. (*u*). See Muskoka Wharf.
Hamilton, Ont.—With Hamilton S. B. Co. (*t*); Turbine S.S. Co. (*t*).
Huntsville, Ont.—With Huntsv. Lk. of Bays & Lk. Simcoe Nav. Co. (*u*).
Kincardine, Ont.—With Al. Cent. S.S. Line (*t*); Northern Nav. Co. (*t*).
Kingston, Ont.—With Richelieu & Ontario Navigation Co. (*u*); Thousand Islands and St. Lawrence River Steamboat Co. (*t*).
Lachine, Que.—With Ottawa River Navigation Co. (*u*), for Montreal, via Lachine Rapids and ferry to Caughnawaga.
Lakefield, Ont.—With steamers for Stony Lake. (*t*).
Levis, Que.—With Ocean S.S. for Europe; R. & O. Nav. & Ferry to Que. (*u*).
Lindsay, Ont.—With Trent Valley Navigation Co. (*t*).
Meaford, Ont.—With Northern Nav. Co. of Ontario Ltd. (*t*).
Midland, Ont.—Nor. Nav. Co. of Ont., Ltd. (*u*); Osborne & Ferrier Co. (*t*).
Montreal, Que.—With ocean steamships for Europe (*t*); Richelieu & Ontario Nav. Co. (*t*); Black Diamond Line (*t*) and Quebec S.S. Co. (*t*).
Muskegon, Mich.—With Goodrich Tr. Co. (*t*) and Crosby Tr. Co. (*t*).
Muskoka Wharf, Ont.—With Muskoka Navigation Co. (*u*).
Owen Sound, Ont.—With Northern Nav. Co. of Ont., Limited (*t*).
Parry Sound, Ont.—With Northern Navigation Co. (*u*).
Pembroke, Ont.—With Pembroke Navigation Co. (*t*).
Penetang, Ont.—With Northern Navigation Co. of Ont., Limited (*u*).
Port Hope, Ont.—With Lk. Ont. & Bay of Qu. Stb. Co. (*t*), for Roch., N.Y.
Port Huron, Mich.—With Det. & Cleve. Nav. Co. (*t*); White Star Line (*t*).
Portland, Me.—With steamers for Boston, New York, St. John, N.B., etc., and ocean steamships for Europe (*t*).
Prescott, Ont.—With Rich. & Ont. Nav. Co. (*t*); ferry to Ogdens., N.Y. (*t*).
Quebec, Que.—With ferry to Levis (*u*); Richelieu & Ontario Navigation Co.; Quebec Steamship Co. and ocean steamships for Europe (*t*).
Ste. Anne de Bellevue, Que.—With Ottawa River Navigation Co. for Ottawa River points and for Montreal, via Lachine Rapids (*t*).
Sarnia Tunnel, Ont.—With Northern Nav. Co. of Ontario, Limited (*t*); Algoma Central S.S. Line (*t*); ferry to Port Huron; White Star Line (*t*).
Southampton, Ont.—With Algoma Central S.S. Line (*t*).
Toronto, Ont.—With Richelieu & Ontario Navigation Co. (*t*); Niagara River Line (*t*); Ham'n S. B. Co. (*t*); Turbine S.S. Co. (*t*).
Windsor, Ont.—With ferry for Detroit (*u*); Northern Nav. Co. of Ont. Limited (*u*); Algoma Central S.S. Line (*t*).

(*t*) Transfer necessary to connecting line.
(*u*) If after railway connection means Union Depot; if after a steamer connection means that connecting train runs to wharf alongside of steamer.


INDEX CHART
OF
GRAND TRUNK
RAILWAY SYSTEM
AND
CENTRAL VERMONT RY.
The numbers on each line refer to the numbers of the local time tables, on the pages of representation of the GRAND TRUNK RAILWAY SYS. and the CENTRAL VERMONT RAILWAY in the Official Guide.
LAKE MICHIGAN
LAKE HURON
LAKE ONTARIO
LAKE ERIE
QUEBEC
NEW YORK
PENNSYLVANIA
OHIO
INDIANA
ILLINOIS
VT.
NEW HAMP.
MASS.
CONN.
ATLANTIC OCEAN
North Bay
Quebec
Montreal
Three Rivers
Ottawa
Toronto
Buffalo
Detroit
Chicago
Milwaukee
Toledo
Cleveland
Pittsburg
Philadelphia
New York
Boston
Portland
Grand Trunk
Central Vermont

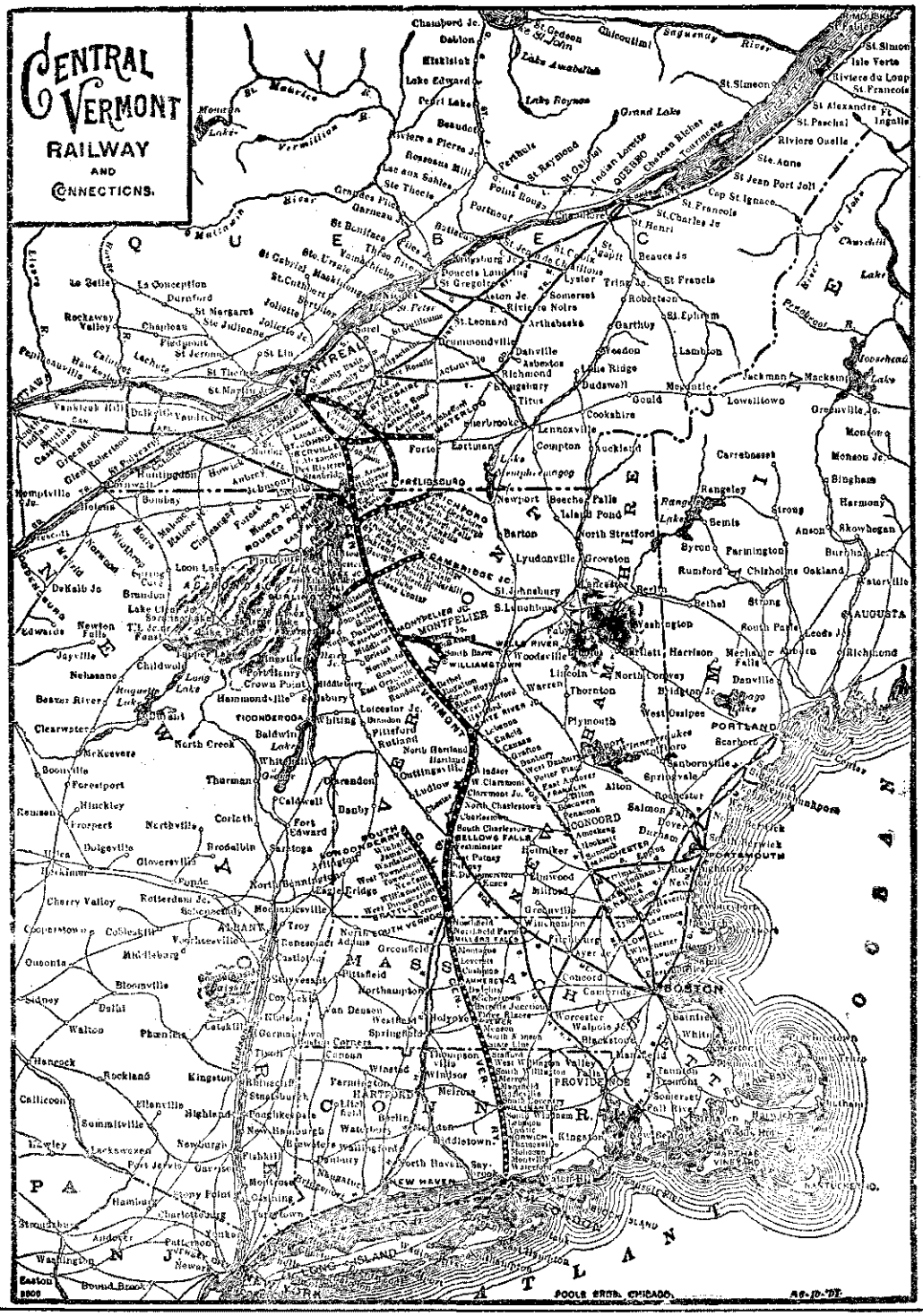
CENTRAL VERMONT RAILWAY.

GENERAL OFFICERS.

CHAS. M. HAYS, President, Montreal, Que.
E. H. FITZHUGH, Vice-President, "
G. C. JONES, General Manager, St. Albans, Vt.
C. W. WITTERS, Attorney, "
W. H. CHAFFEE, Treasurer and Clerk, "
W. G. CRABBE, Auditor, "
J. W. HANLEY, Gen. Passenger Agent, "
JNO. W. LOUD, Fht. Traf. Mgr., Montreal, Que.
C. E. DEWEY, Gen. Fht. Agent, St. Albans, Vt.
J. B. LAURIE, Pur. Agt. & Gen. Storekeeper, "
M. MAGIFF, Supt. Tel. & Car Accountant, "
T. MCHATTIE Supt. Motive Power and Car Dept., "

C. E. SOULE, Supt. Northern Div., St. Albans, Vt.
W. E. COSTELLO, Supt. Southern Div., and Supt. Central Vermont Transportation Co., New London, Conn.
W. P. ELROD, Gen. Roadmaster, St. Albans, Vt.
J. M. MORRISON, Engineer and Supt. of Structures, "
J. ALEX. HUTCHISON, Chief Surgeon, "
A. C. STONEGRAVE, Canadian Fht. & Pas. Agt. 130 St. James St., Montreal, Que.
E. H. BOYNTON, New England Pas. Agent, 256 Washington St., Boston, Mass.

A. W. ECCLESTONE, Southern Pas. Agent, 385 Broadway, New York.
H. M. BAKER, Commercial Agent, 82 Wall St., New York.
J. E. BERRY, Traveling Freight Agent, 110 State St., Boston, Mass.
C. A. SHARRON, Traveling Freight Agent, 130 St. James St., Montreal, Que.
J. M. SHEA, Traveling Passenger Agent, 256 Washington Street, Boston, Mass.
S. S. ROONEY, Traveling Passenger Agent, St. Albans, Vt.



For Explanation of Numbers of Tables and Stations, see Index of Stations, pages 89 to 91 and Index Chart, page 105.

61—BURLINGTON AND ESSEX JUNCTION.

24	28	32	80	16	22	12	20	72	18	14	Ms	October 16, 1909.	11	27	19	9	25	71	15	31	23	21	13
A M	P M	P M	P M	P M	A M	A M	A M	A M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	A M
‡10 31	*11 25	†8 35	*7 12	†5 20	*11 20	†10 40	†10 35	†8 45	†7 46	*4 30	0	+....Essex Junction[60]..♁	4 20	7 35	7 40	10 30	11 15	12 45	4 52	5 15	7 05	11 20	10 20
– –	v –	– –	v	v –	– –	–	– –	– –	v –	v –	2	......Fort Ethan Allen......	– –	v –	– –	v –	– –	–	– –	– –	– –	– –	– –
10 45	11 37	8 45	7 22	5 31	11 37	10 53	10 47	9 05	7 56	4 50	5	+........Winooski.........♁	4 10	7 20	7 25	10 20	11 01	12 30	4 38	5 00	6 50	11 05	10 06
10 52	11 45	8 50	7 30	5 46	11 45	10 57	10 52	9 15	8 05	5 00	8	+....[66]Burlington[75]....♁	*4 05	†7 15	†7 20	†10 15	*10 57	†12 20	†4 33	†4 55	*6 45	*11 00	‡10 01
A M	P M	P M	P M	P M	A M	A M	A M	A M	A M	A M	...	ARRIVE] [LEAVE	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	A M

60—NORTHERN DIVISION.

Southbound, Read Down.—**MAIN LINE.—Montreal and White River Jn.**—*Northbound, Read Up.*

14	6	4	10	2	8	Ms.	*October* 16, 1909.	9	5	3	1	13
	P M	P M	P M	A M			LEAVE] [ARRIVE	P M	P M	P M	A M	
	*8 10	†6 30	†1 35	*8 31		0	**Montreal**[66]..(*Gd. Trunk*)	2 00	†8 40	*10 10	*7 25	
	*9 05	†6 25	†12 35	*9 17		27	lv.+[67]**St. Johns**[66],[75] ♁.ar.	1 15	7 50	9 20	6 35	
	9 07	6 27	2 37	9 20		28	......[64]**Iberville**[76]....♁	1 08	7 46	a –	6 31	
	f9 28	6 41	2 51	b9 33		36	.......St. Alexander.....♁	12 55	7 36	a9 05	6 18	
	f9 41	6 53	3 02	b9 44		43	.......Des Rivieres......♁	12 42	7 26	a8 55	6 06	
	f s	6 58	3 10	b u		46	+.....**Stanbridge**[76]...♁	12 36	7 21	a ●	6 01	
	f s	7 10	3 23	b s		52	.......St. Armand.......♁	12 23	7 10	8 40	5 49	
	f10 08	7 21	3 33	b –		57	+...Highgate Springs...♁	12 11	6 59	a –	5 40	
	10 17	7 30	3 39	10 17		61	+.....East Swanton.....♁	12 03	6 51	8 25	5 33	
P M	10 32	7 45	3 58	10 32	A M	70	arr....‖**St. Albans**[65]..lve.	11 45	6 35	8 10	5 20	A M
‡6 25	10 42	P M	4 05	10 39	†7 00	70	lve...+**St. Albans** ♁..arr.	11 37	6 25	8 00	5 06	11 30
6 34	f10 53		4 16	b10 48	7 10	75	.........Oakland........♁	11 20	6 09	a –	h4 58	11 16
6 42	f11 00		4 23	b10 54	7 18	80	.........Georgia........♁	11 08	6 57	a7 38	h4 50	11 07
6 50	f11 06		4 30	b y	7 25	83	+........Milton.........♁	10 59	5 49	a x	4 42	10 59
7 00	f11 17		4 44	b11 12	7 36	90	........Colchester.......♁	10 42	5 31	a7 20	h4 30	10 40
7 12	11 25		4 58	11 20	7 45	94	ar.‖[66]**Essex Junc**[61] ♁..lv.	10 35	5 20	7 12	4 23	10 31
7 30	11 45		5 46	11 45	8 05	102	arr. } +[61]**Burlington**[75] ♁ {lve.	10 15	4 55	6 45	4 05	10 01
6 45	11 00		4 35	10 57	7 15	102	lve. } {arr.	10 57	5 46	7 30	5 00	10 52
7 12	11 25		4 58	11 20	7 45	94	lve..+**Essex Junc**[61].arr.	10 35	6 20	7 12	4 23	10 31
7 20	f11 33		5 11	b11 31	7 55	98	.........Williston........♁	10 21	5 11	a7 05	h4 10	10 19
7 32	11 42		5 24	b11 40	8 06	104	+......Richmond.......♁	10 07	4 58	a6 58	3 58	10 07
7 38	f11 47		5 32	b11 44	8 12	106	........Jonesville.......♁	10 01	4 50	a –	h3 51	10 01
7 44	f11 52		5 38	b11 48	8 19	110	.........Bolton.........♁	9 52	4 43	a6 49	h3 45	9 56
8 01	12 05		5 54	11 59	8 40	116	+......Waterbury.......♁	9 35	4 25	6 36	3 29	9 41
8 12	f12 20		6 05	b12 10	8 50	121	........Middlesex.......♁	9 22	4 13	a6 28	h3 18	9 30
8 22	12 35		6 20	12 24	9 01	126	arr. **Montpelier Jn**[67] ♁ lve.	9 05	4 00	6 20	3 08	9 23
8 25	12 46		6 30	12 35	9 08	127	arr. } ..+**Montpelier**[75] ♁ {lve.	8 00	3 40	6 05	2 45	9 20
8 28	12 15		6 05	12 10	9 13	127	lve. } {arr.	8 52	4 15	6 30	3 15	9 13
8 31	12 36		6 20	12 24	9 18	126	lve.. **Montpelier Jn** .arr.	8 47	4 00	6 20	3 08	9 15
8 55	1 02		6 38	12 44	9 40	136	+......Northfield.......♁	8 27	3 40	6 02	2 47	9 00
8 15	f1 25		6 53	b1 02	9 55	143	.........Roxbury........♁	8 11	3 25	a5 50	h2 33	8 45
9 29	f1 36		7 05	b1 11	10 05	148	......East Granville......	7 56	3 14	a –	h2 20	8 32
9 35	f1 42		7 11	b1 16	10 13	151	.........Braintree........♁	7 48	3 07	a5 34	h2 12	8 26
9 48	1 55		7 23	1 26	10 28	157	+.......Randolph.......♁	7 35	2 56	5 24	1 55	8 15
10 05	2 10		7 37	1 37	10 45	164	+.......**Bethel**[75].......♁	7 19	2 41	5 12	1 38	8 01
10 15	f –		7 48	b	10 54	169	.........Royalton........♁	7 07	2 30	a –	h –	7 49
10 20	2 32		7 52	1 49	10 58	171	+....South Royalton.....♁	7 03	2 25	4 59	1 20	7 45
10 30	f2 44		8 02	b1 58	11 10	176	..........Sharon.........♁	6 52	2 18	a4 50	h1 09	7 35
10 44	f2 54		8 14	b2 05	11 20	182	.......West Hartford.....♁	6 41	2 05	a4 42	h12 57	7 25
10 57	– –		8 25	– –	11 26	188	..........Hartford........♁	6 30	1 50	– –	– –	7 15
11 00	3 10		8 30	2 20	11 35	190	‖.[63]**White River Junc**[76].	†6 25	†1 45	*4 30	*12 40	‡7 10
P M	A M		P M	P M	A M		ARRIVE] [LEAVE	A M	P M	P M	Night	A M
	*8 05			7 10	4 40		ar. **Boston** (*Via Lowell*) lv.		†9 00	*11 30	*7 30	
	*7 15			8 10	3 55		arr.... **Springfield** ...lve.		†9 10	12 45	8 20	
	11 27			9 35	8 00		........**New York**........		A M	*9 15	*4 00	
	A M			P M	P M		ARRIVE] [LEAVE			A M	P M	

62—SOUTHERN DIVISION.

Southbound, Read Down.—**MAIN LINE.—White River Junction and New London.**—*Northbound, Read Up.*

314	40	42	22	18	4	6	26	2	Ms	*October* 16, 1909.	5	3	1	41	11	49	21	19	303
P M	P M	P M	A M	A M	A M	A M	A M	P M		LEAVE] [ARRIVE	P M	P M	Night	A M	P M	Night	P M	P M	A M
‡6 30	†6 30	*2 30	†11 45	†6 40	†6 40	*3 30	*3 30	†2 30	0	+.[60]**White River Jn**[76].♁	1 30	4 20	12 25	11 00	1 30	12 25	4 20	8 06	10 30
6 40	6 40	– –	11 54	6 50	6 50	d –	d –	– –	5	.........Evarts.........♁	1 20	t –	g –	10 50	1 20	g –	t –	7 52	10 20
6 47	6 47	– –	12 03	6 58	6 58	d –	d –	– –	10	.........Hartland.......♁	1 11	t –	g –	10 41	1 11	g –	t –	7 43	10 11
6 56	6 56	2 53	12 13	7 08	7 08	3 57	3 57	2 53	14	arr......**Windsor** ♁...lve.	1 03	3 55	11 57	10 33	1 03	11 57	3 55	7 35	10 03
7 00	6 58	2 55	12 18	7 13	7 13	4 00	4 00	2 56	14	lve....+**Windsor**.....arr.	1 00	3 52	11 55	10 30	1 00	11 55	3 52	7 33	10 01
7 16	7 15	3 10	12 40	7 35	7 35	4 14	4 14	3 10	22	....Claremont Junction..♁	12 40	3 37	11 41	10 11	12 40	11 41	3 37	7 15	9 45
7 32	7 33	3 26	12 56	8 00	8 0	4 31	4 31	3 26	32	........Charlestown.....♁	12 20	3 23	11 24	9 54	12 20	11 24	3 23	6 56	9 29
7 47	7 46	3 38	1 08	8 13	8 13	4 43	4 43	3 38	40	arr..‖**Bellows Falls**[75].lve.	12 08	3 39	11 10	9 40	12 08	11 10	3 09	6 40	9 14
7 47	7 49	3 40	1 16	8 20	8 20	4 48	4 48	3 40	40	lve...**Bellows Falls** ♁ arr.	11 55	3 07	11 06	9 37	11 55	11 06	3 07	6 28	9 10
8 27	8 32	▲1 20	2 02	9 13	9 13	5 26	5 26	▲4 20	64	arr.+**Brattleboro**[68] ♁ lve.	11 10	2 30	10 25	8 53	11 10	10 25	2 30	6 41	8 33
8 34	8 34	4 20	2 07	9 20	†10 10	†7 25	5 28	†4 05	64	lve....**Brattleboro**...arr.	10 00	2 07	8 00	8 50	11 05	10 23	2 27	6 38	8 32
8 43	8 43		2 17	9 30	10 20	7 35	p –	4 15	69	..........Vernon........♁	9 50	1 56	7 50	8 40	– –	n –	– –	6 28	8 21
8 54	8 54	4 40	2 27	9 40	10 35	7 45	5 48	4 40	74	+....**South Vernon**[75]..♁	9 40	1 47	7 40	†8 30	†10 45	*10 03	*2 07	†5 18	‡8 12
P M	P M	P M	P M	A M	10 43	7 52	A M	4 44	76	+....Northfield, Mass....♁	9 30	1 41	7 35	A M	A M	P M	P M	P M	A M
					10 55	8 08		4 55	82	.....Northfield Farms.....	9 13	1 30	7 23						
					11 35	8 18		5 02	85	+....**Miller's Falls**[75]..♁	9 05	1 25	7 15						
					11 43	8 24		5 10	88	.........Montague.........	8 45	i –	6 42						
					11 52	8 33		5 21	94	.........Leverett.......♁	8 33	i –	6 30						
					12 04	8 38		5 26	97	.........Cushman.........	8 21	i –	6 23						
					12 10	8 44		5 35	100	+.........Amherst.......♁	8 15	12 53	6 18						
					12 22	8 55		5 44	104	..........Dwight..........	8 01	i –	6 04						
					12 33	9 05		5 55	109	.........Belchertown.....♁	7 52	12 33	5 55						
					– –	9 14		6 07	115	.....**Barrett's Junc**[75].♁	7 39	i –	5 44						
					12 50	9 18	8	6 12	117	+.....Three Rivers.....♁	7 35	i –	5 40		7				
					12 55	9 25	A M	6 15	120	arr......**Palmer**[75]....lve.	7 30	12 10	5 35		P M				
					1 25	9 55	†7 30	6 45	120	lve....+**Palmer** ♁....arr.	7 15	12 01	5 25		7 50				
					1 35	10 07	7 38	6 54	124	+........Monson.........♁	7 05	11 51	5 15		7 37				
					1 38	10 09	–	r –	125	........South Monson......	– –	– –	5 13		– –				
					1 47	10 20	– –	7 06	129	.........State Line.......♁	6 52	–	5 06		7 24				
					2 02	10 35	8 05	7 21	135	+.........Stafford........♁	6 40	11 28	4 50		7 10				
					2 15	10 50	8 16	7 31	141	.....West Willington....♁	6 26	11 15	4 36		7 00				
					2 25	11 00	8 27	7 41	145	..........Merrow..........	6 18	i –	4 27		6 51				
				12	2 29	11 04	8 30	7 45	146	.........Mansfield.......♁	6 15	11 04	4 23	13	6 43				
				P M	2 38	11 11	8 40	7 55	150	.......South Coventry....♁	6 06	10 55	4 15	A M	6 40				
				†6 10	2 50	11 23	8 55	8 05	155	+.....**Willimantic**[75]...♁	5 55	10 45	4 05	8 55	6 30				
				6 20	2 59	11 26	9 02	8 13	159	.......South Windham....♁	5 46	10 35	3 55	8 43	6 20				
				6 30	3 03	11 32	9 10	r –	162	.........Lebanon........♁	5 34	e i	3 46	8 35	6 10				
				6 41	3 14	11 45	9 19	r –	168	..........Yantic.........♁	5 23	i –	3 33	8 18	5 59				
				6 57	3 25	11 56	9 32	8 40	172	+.........**Norwich**.......♁	5 15	10 10	3 25	8 10	5 50				
				– –	– –	– –	– –	r –	173	........Thamesville.......	– –	– –	– –	– –	– –				
				7 10	3 40	12 11	– –	r	179	.........Montville.......♁	5 00	– –	3 07	7 52	6 32				
				– –	– –	– –	– –	r –	182	.........Waterford........	– –	– –	– –	– –	– –				
				7 25	3 55	12 25	10 05	9 10	185	+...‖**New London**[75]...♁	†4 45	†9 40	†2 55	†7 40	†5 20				
				P M	P M	Noon	A M	P M		ARRIVE] [LEAVE	A M	A M	P M	A M	P M				
								‡7 00		arr......**New York**.....lve.	■6 00	■5 00		■6 00					
								A M		(*Norwich Line.*)	P M	P M		P M					

* Daily; † daily, except Sunday; ¶ daily, except Monday; ‡ Sunday only; *a* stops to leave passengers holding tickets from points beyond New Haven, Conn., via Springfield or New York (via New London and Palmer); *b* stops to leave passengers holding tickets from Iberville and points beyond and from points beyond Rouses Point; *c* stops to leave passengers from beyond St. Albans or south of Burlington, or to take for Bellows Falls and points beyond; *e* stops to take for points where No. 3 stops north of Willimantic; *f* stops to leave passengers from Montreal, Ottawa Division points, and points beyond Rouses Point, or to take for White River Junction and beyond, via White River Junction; *g* stops to leave passengers from points beyond Bellows Falls, or to take passengers for points beyond St. Albans; *h* stops to leave passengers from beyond Concord or Bellows Falls, or to take passengers holding tickets to Rouses Point, St. Johns, Swanton and beyond; *i* stops to leave passengers from New London or to take for Brattleboro and points beyond, also to leave passengers at points north of Palmer from connecting lines; *n* stops to leave passengers from points south of South Vernon; *p* stops to take passengers for Greenfield or points beyond; *r* stops to leave passengers from points north of Palmer or to take passengers for New London or points beyond, also to leave passengers from connecting lines; *s* regular stops Sunday only; *t* stops to leave passengers from New York or beyond or to take for Montreal and points beyond; *u* stops to take passengers holding tickets to stations where No. 2 stops and points south of White River Junction.

‡ Daily, except Saturday; *d* stops to leave passengers holding tickets from beyond St. Albans or from south of Burlington on Rutland R. R., or to take passengers holding tickets for Bellows Falls or points beyond; *k* Saturday only; *v* stops to take or leave passengers; *x* stops to leave passengers holding through tickets from Boston, Worcester and beyond (via White River Junction only); *y* stops to take passengers holding through tickets to Worcester, Boston, Springfield and beyond (via White River Junction only). ■ Daily, except Saturday and Sunday. ♣ Stops Sunday only to take passengers for St. Johns or beyond. ▲ Connection made at South Vernon. ‖ Dining station and lunch counter.

\+ Coupon stations.

♁ Telegraph stations.

STANDARD—*Eastern time.*

For Parlor and Sleeping Car Service, see page 108.

THROUGH CAR SERVICE.

See Northern Division Trains on preceding page.

SOUTHBOUND.

No. 2—"New England States Limited."—Solid Vestibule Express Train.—Daily. Coaches and Parlor Cafe Car Montreal to Boston, via Concord, without change. Coach daily and Parlor Car except Sunday Montreal to Bellows Falls and Bellows Falls to Boston.

No. 3—Night Express-Mail Train.—Pullman Sleeping Car Chicago to Boston, via Grand Trunk Ry., daily without change. Coaches and Pullman Sleeping Car Montreal to Boston, via Concord, daily without change.

No. 8—Mail-Express Train.—Coaches St. Albans to Boston, via Concord. Buffet Parlor Car White River Junction to Boston.

NORTHBOUND.

No. 1—Night Express-Mail Train.—Coaches and Pullman Sleeping Car Boston to Montreal daily, via White River Junction, without change.

No. 5—Mail-Express Train.—Coaches and Pullman Buffet Parlor Car Boston to Montreal without change.

No. 3—"New England States Limited."—Solid Vestibule Express Train.—Daily. Pullman Sleeping Car Boston to Chicago, via Grand Trunk Ry. Coaches and Parlor Cafe Car (meals served a la carte) Boston to Montreal without change.

TOURIST CAR SERVICE.—Boston-Chicago.

Tourist Sleepers leave Boston (B. & M. R.R. 11 30 a.m. Mondays, Wednesdays and Fridays, via Central Vermont and Grand Trunk Rys., arriving Chicago 8 25 p.m. Tuesdays, Thursdays and Saturdays. Eastbound cars leave Chicago (G. T. Ry.) 3.02 p.m. Wednesdays, Thursdays and Saturdays, arriving Boston 8 05 a.m. Fridays, Saturdays and Mondays.

For Explanation of Numbers of Tables and Stations, see Index of Stations, pages 89 to 91 and Index Chart, page 105.

63—BRATTLEBORO AND SOUTH LONDONDERRY.

52	50	Mls	October 16, 1909.	53	51
Noon	A M		LEAVE / ARRIVE	A M	P M
†12 07	†8 00	0	+ South Londonderry ♁	11 30	7 45
12 25	8 12	4	Winhall	11 00	7 30
12 50	8 29	9	Jamaica ♁	10 17	7 10
1 16	8 41	13	Wardsboro	9 45	7 00
1 21	8 45	14	West Townshend	9 35	6 55
1 50	9 00	19	Townshend	9 00	6 40
2 50	9 12	23	+ Newfane ♁	8 40	6 25
3 10	9 22	26	Williamsville	8 20	6 15
3 26	9 30	29	West Dummerston	8 10	6 05
4 00	9 50	35	+ Brattleboro[63] ♁	†7 45	†6 45
P M	A M		ARRIVE / LEAVE	A M	P M

65—MISSISQUOI VALLEY BRANCH.

55	53	51	Mls	December, 1909.	50	52
P M	Noon	A M		LEAVE / ARRIVE	A M	P M
†6 30	†12 15	†6 20	0	+ St. Albans[60] ♁	10 30	4 02
6 41	12 32	6 38	5	Green's Corners	10 19	3 47
6 51	12 42	6 50	9	Sheldon Springs	10 06	3 34
6 58	12 47	6 56	10	+ Sheldon Junc[75] ♁	10 03	3 29
7 04	12 55	7 05	13	North Sheldon[75]	9 50	3 19
7 08	1 03	7 12	15	South Franklin	9 44	3 13
7 18	1 18	7 35	18	+ Enosburgh Falls ♁	9 35	3 04
7 25	1 31	7 50	21	North Enosburgh	9 25	2 55
7 34	1 47	8 10	24	East Berkshire[76] ♁	9 15	2 46
7 46	2 06	8 35	28	+ Richford[75] ♁	†9 05	†2 36
P M	P M	A M		ARRIVE / LEAVE	A M	P M

64—ST. ALBANS AND WATERLOO, VIA ST. JOHNS.

No. 2	46	Mls.	October 16, 1909.	Mls	No. 1	3	47
	A M		LEAVE / ARRIVE				P M
†1145 A M	†5 20		St. Albans ♁	86	10 32 A M		7 45
†4 65 P M	†9 25	0	lve. + St. Johns ♁ arr	43	9 02 A M		4 30
5 01 "	9 27	1	+ Iberville[60] ♁	42	8 58 "		4 24
— —	— —	5	Mt. Johnson	38	— —		— —
5 23 "	9 46	7	Versailles	36	8 37 "		4 01
5 37 "	9 52	10	St. Brigide	33	8 25 "		P M 3 45
6 37 "	10 35	14	+ 59 Farnham[71] ♁	29	8 10 "		3 14 †3 30
6 50 "	10 54	21	Angeline	22	7 25 "		2 59 P M
7 07 "	11 14	29	+ Granby ♁	14	7 05 "		2 38
7 25 "	11 34	37	West Shefford	6	6 45 "		2 16
7 40 P M	11 50	43	+ Waterloo[75] ♁	0	†6 30 A M		†2 01
	A M		ARRIVE / LEAVE				P M

66—BURLINGTON AND LAMOILLE VALLEY BRANCH.

32	20	72	Mls	October 16, 1909.	Mls	10	71	31
A M	A M	A M		LEAVE / ARRIVE		A M	P M	P M
†7 15	†9 30	†5 20	0	+ Cambridge Jn[76] ♁	33	9 09	4 45	6 50
7 20	9 33	5 25	1	Jeffersonville	32	9 04	4 35	6 40
7 28	9 40	5 38	3	+ Cambridge ♁	30	8 56	4 16	6 32
7 48	9 58	6 13	10	North Underhill	23	8 37	3 26	6 12
8 00	10 08	6 35	14	+ Underhill ♁	19	8 26	2 56	6 01
8 12	10 18	6 55	18	Jericho	15	8 16	2 25	5 50
8 24	10 26	7 15	22	Essex Center	11	8 06	1 55	5 40
8 35	10 35	7 30	25	arr. Essex Jn[60] ♁ lve.	8	7 56	1 30	5 25
8 35	10 35	7 46	25	lve. + Essex Junc. arr.	8	7 40	12 45	5 15
8 45	10 47	7 56	30	+ Winooski ♁	3	7 25	12 30	5 00
8 50	10 52	8 05	33	+ Burlington[60] ♁	0	†7 20	†12 20	†4 55
P M	A M	A M		ARRIVE / LEAVE		A M	Noon	P M

67—MONTPELIER JUNCTION, MONTPELIER AND BARRE.

74	80	70	66	58	68	56	52	78	60	Mls.	October 16, 1909.	51	69	79	65	57	59	81	67	71
P M	Noon	A M	Night	P M	P M	Noon	A M	A M	A M		LEAVE / ARRIVE	A M	A M	A M	Noon	P M	P M	Night	A M	P M
§8 22	§12 29	§9 15	*1240	*6 22	†4 05	†12 20	†9 01	†8 47	*3 10	0	Montpelier Junc[60] ♁	2 55	9 01	9 18	12 20	3 50	6 10	12 20	9 23	8 31
8 25	12 35	9 18	12 46	6 30	4 15	12 35	9 08	8 52	3 15	2	arr. + Montpelier ♁ lve.	2 45	8 55	†9 13	12 10	3 40	6 05	12 15	9 20	8 28
8 30	12 35	9 25	12 46	6 30	4 15	12 35	9 20	A M	3 15	2	lve. Montpelier[76] arr.	2 45	8 45	A M	12 10	3 40	6 05	12 15	9 25	8 15
8 50	12 55	9 50	1 05	6 50	4 40	12 55	9 43		3 35	8	+ Barre[68]	*2 15	†8 23		*11 55	†5 05	*5 46	*1 55	§8 50	§8 00
P M	Noon	A M	A M	P M	P M	Noon	A M		A M		ARRIVE / LEAVE	A M	A M		A M	P M	P M	P M	A M	P M

68—WILLIAMSTOWN BRANCH.

65	57	69	Mls	October 16, 1909.	64	56	68
P M	P M	A M		LEAVE / ARRIVE	A M	P M	P M
†5 15	†2 30	†7 40	0	+ Williamstown ♁	4 40	1 30	5 05
5 27	2 45	7 55	5	South Barre	4 20	1 10	4 55
5 45	3 05	8 23	8	+ Barre[67] ♁	†4 00	†12 55	†4 40
P M	P M	A M		ARRIVE / LEAVE	A M	Noon	P M

69—FARNHAM AND FRELIGHSBURG.

48	Mls	October 16, 1909.	45
P M		LEAVE / ARRIVE	A M
†6 40	0	Farnham[71] ♁	7 40
6 58	6	Durocher	7 18
7 05	8	Stone	7 04
7 13	10	Riceburg	6 49
7 17	12	Stanbridge East ♁	6 35
7 40	18	Freighsburg ♁	†6 20
P M		ARRIVE / LEAVE	A M

70—ST. ALBANS AND ROUSES POINT.

15	35	11	Mls	October 16, 1909.	12	38	10
P M	A M	A M		LEAVE / ARRIVE	A M	P M	P M
†6 45	†7 10	†5 10	0	+ St. Albans ♁	10 25	4 30	9 60
6 55	7 30	5 20	6	Swanton Jn[60]	10 08	4 00	8 35
7 05	8 55	5 28	9	+ 51, 66 Swanton[75] ♁	9 59	2 20	9 27
7 17	9 15	5 40	15	West Swanton	9 44	1 40	9 17
7 22	9 40	5 44	16	East Alburgh ♁	9 40	1 35	9 13
7 31	10 00	5 52	20	+ Alburgh ♁	9 30	12 50	9 02
7 50	11 30	6 05	24	+ Rouses Pt[47, 58, 76] ♁	†9 15	†12 30	†8 45
P M	A M	A M		ARRIVE / LEAVE	A M	Noon	P M

Stop-over Checks will be issued on regular first-class unlimited tickets good for thirty days.

71—MONTREAL AND WATERLOO, VIA MARIEVILLE.

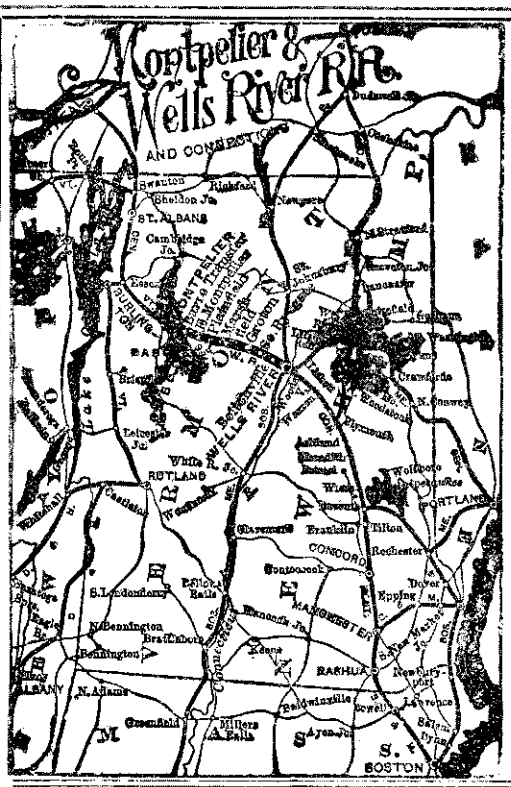
6	2	4	Mls	October 16, 1909.	5	1	3
P M	P M	A M		LEAVE / ARRIVE	A M	A M	P M
†5 25	†4 55	†8 50	0	Montreal[56] (G.T. Ry.) ♁	7 50	9 30	5 11
†6 47	†6 15	†9 12	7	St. Lambert[56] ♁	7 30	9 09	4 50
7 07	5 35	9 40	10	Chambly Basin	7 00	8 42	4 15
7 10	5 40	9 45	20	Chambly Canton ♁	6 52	8 37	4 10
7 18	5 45	9 48	21	Richelieu	6 46	8 33	4 05
7 32	6 00	10 00	25	+ Marieville ♁	6 32	8 22	3 53
7 53			30	Rougemont[75]	6 12		
8 10			34	+ St. Cesaire ♁	†6 00		
P M					A M		
8 08	10 10		29	St. Angele[75]	8 10	3 41	
8 16	10 19		32	St. Brigide Road		8 02	3 32
8 37	10 35		39	+ 59 Farnham[64] ♁		7 45	3 14
7 07	11 12		54	Granby		7 05	2 38
7 26	11 34		62	West Shefford		6 45	2 16
7 40	11 50		68	Waterloo		†6 30	†2 01
P M	A M			ARRIVE / LEAVE		A M	P M

Free Side-Trip to Burlington, Vt.—On all tickets of any road's issue reading to or from Bellows Falls, Vt., Concord, N.H., and all points beyond, to or from Essex Junction and all points north and east thereof, in either direction, passengers will be supplied, on application to conductor, with free side-trip tickets, Essex Junction to Burlington and return.

75—CONNECTIONS.

Barrett's Junction.—With Boston & Albany R.R.
Bellows Falls.—With Boston & Maine R.R. and Rutland R.R.
Bethel.—With White River R.R.
Burlington.—With Rutland R.R. and Lake Champlain steamers.
Cambridge Junction.—With St. Johnsbury & Lake Champ. R.R.
East Berkshire.—With stage for Montgomery Centre.
Iberville.—With Can. Pac. and Quebec, Montreal & So. R.Rs.
Miller's Falls.—With Boston & Maine R.R.
Montpelier.—With Montpelier & Wells River R.R.
New London.—With New York, New Haven & Hartford R.R.
North Sheldon.—With stages for Franklin.
Palmer.—With Boston & Albany R.R.
Richford.—With Canadian Pacific Ry.
Rougemont.—With Quebec, Montreal & Southern Ry.
Rouses Point.—With D. & H., G. T. and Rutland R.Rs.
St. Angele.—With Quebec, Montreal & Southern Ry.
St. Johns.—With Grand Trunk Ry.
Sheldon Junction.—With St. Johnsbury & Lake Champlain R.R.
South Vernon.—With Boston & Maine R.R.
Stanbridge.—With Canadian Pacific Ry.
Swanton.—With St. Johnsbury & Lake Champ. R.R. and G. T. Ry.
Waterloo.—With Canadian Pacific Ry.
White River Junc.—With B. & M. R.R. and Woodstock R.R.
Willimantic.—With New York, New Haven & Hartford R.R.

* Daily; † daily, except Sunday. + Coupon stations; ♁ Telegraph stations. STANDARD—*Eastern time.*



MONTPELIER & WELLS RIVER RAILROAD.

ALVIN F. SORTWELL, President.
F. S. ANABLE, General Auditor, 53 State Street, Boston, Mass.
W. A. STOWELL, General Manager.
F. W. STANYAN, Gen. Supt. and Treas.
A. W. PRESCOTT, Auditor and Cashier.
C. D. WATERS, Gen. Fht. & Pas. Agent.
General Offices—Montpelier, Vt.

7	5	3	Mls	October 4, 1909. (Eastern time.)	2	4	8
P M	Noon	A M			A M	A M	P M
†3 05	†1225	†7 25	0	lve....+**Barre**.....arr.	10 19	11 58	5 23
4 10	1 10	8 00	5.0	lve+**Montpelier**[1]..arr.	10 11	11 31	5 15
4 33	1 25	8 15	12.0	.....Fairmont.....	9 47	11 17	4 57
4 48	1 34	8 24	15.6	+.....Plainfield.....	9 34	11 09	4 48
5 12	1 49	8 39	21.5	+.....Marshfield.....	9 09	10 54	4 33
5 22	1 57	8 47	24.8	.....Lanesboro.....	8 47	10 45	4 25
5 37	2 07	8 57	29.9	.....Lakeside.....	8 15	10 33	4 14
5 42	2 10	9 00	31.0	.....Rickers.....	8 12	10 31	4 11
5 57	2 19	9 09	34.4	.....Groton.....	7 59	10 23	4 03
6 08	2 26	9 16	37.7	+...South Ryegate.....	7 47	10 15	3 55
6 15	2 32	9 22	40.4	.....Boltonville.....	7 30	10 08	3 48
6 28	2 40	9 30	44.2	.....**Wells River**[2].....	†7 15	10 00	3 40
P M	3 05	10 05	45.0	.....**Woodsville**[3].....	A M	†9 28	†3 05
	P M	A M		ARRIVE | LEAVE		A M	P M
	4 25	11 55		ar.**Plymouth** (B.&M.R.R.) lv.		8 03	1 47
	6 10	2 20		ar.**Concord** " lv.		5 55	12 00
	6 43	2 58		ar.**Manchester** " lv.		†5 00	11 27
	7 09	3 29		ar.**Nashua Jn.** " lv.		A M	11 01
	7 35	3 55		ar.**Lowell** " lv.			10 38
	8 20	4 40		ar.**Boston** " lv.			†1000
	P M	P M					A M

Barre Division.—Leave Montpelier for Barre and intermediate stations daily, except Sunday, at 6 30, 9 50, 11 35 a.m., 2 25, 3 40, 5 00 p.m. Returning, leave Barre at 7 25, 10 35 a.m., 12 25 noon, 3 05, 4 10, 5 30 p.m.

Established and Favorite Route between Saratoga, Lake Champlain, Adirondacks and White Mountains. Also the most direct route between Ogdensburg, Montreal, White Mountains, Portland and Old Orchard.

Solid Through Trains with Pullman Parlor Cars between Burlington, Vt., and Fabyan's, N.H., during the summer season.

† Daily, except Sunday.
+ Coupon stations.

Connections.—[1] With Central Vermont Ry. [2] With Boston & Maine R.R. [3] With White Mountains Division Boston & Maine R.R.

SALEM, WINONA & SOUTHERN RAILROAD.

J. B. WHITE, Prest. & Gen. Mgr., 1111 R. A. Long Bldg, Kansas City, Mo.

Trains leave Angeline, Mo., †6 00, *6 30 a.m., †12 45 noon, arrive **Winona**,[1] Mo. (21.5 miles), 7 50, 8 10 a.m., 2 30 p.m. Returning, leave Winona †9 50 a.m., *3 00, †3 10 p.m., arriving Angeline 11 20 a.m., 4 15, 4 30 p.m.

* Daily, † daily, except Sunday. *September* 1, 1908.

Connection.—[1] With St. Louis & San Francisco R.R.

RANDOLPH & CUMBERLAND RAILROAD.

P. K. KENNEDY, Superintendent, Carthage, N.C.

Leaves Carthage †7 50 a.m., arrives **Cameron**[1] (10 miles) 8 30 a.m. Leaves Cameron †8 50 a.m., arrives **Hallison**[2] (18 miles) 10 05 a.m. Returning, leaves Hallison †12 20 noon, arrives Cameron 7 30 p.m. Leaves Cameron †7 50 p.m., arrives Carthage 8 40 p.m. *Jan.* 6, 1908.

Connections.—[1] With Seaboard Air Line Ry. [2] With Durham & Charlotte R.R. † Daily, except Sunday. *Eastern time.*

CINCINNATI, GEORGETOWN & PORTSMOUTH RAILROAD.

(*Operated for Passenger Traffic by Electricity, for Freight by Steam.*)

E.W. WHITE, Gen. Mgr. and Gen. Fht. & Pas. Agt., Cincinnati, O.

From **Cincinnati**[1] to **Highland Park** (15 miles), **Bethel** (29 miles), North Feesburg (36 miles), **Georgetown**[2] (42 miles) and Russellville (49 miles).

Branches—Highland Park to Batavia; Bethel to Felicity.

Connections.—[1] With railroads diverging. [2] With Ohio River & Columbus Ry.

NEWPORT & SHERMAN'S VALLEY RAILROAD.

D. GRING, President and General Manager, Newport, Pa.

Trains leave **Newport**[1] †9 10 a.m., †5 20 p.m., arrive **Bloomfield Junction**[2] (8 miles) 9 45 a.m., 5 56 p.m., New Germantown (29 miles) 11 00 a.m., 7 20 p.m. Returning, leave New Germantown †6 00 a.m., †12 50 noon, Bloomfield Junction †7 10 a.m., †2 00 p.m., arrive Newport 7 40 a.m., 2 30 p.m. † Daily, except Sunday. *May* 25, 1908.

Connections.—[1] With Pennsylvania R.R. [2] With Susquehanna River & Western R.R. *Eastern time.*

PHILADELPHIA & BEACH HAVEN RAILROAD.

From **Manahawken**[1] to **Barnegat City Junction**[2] and Beach Haven (12 miles).

For time-table, see Tuckerton R.R.

Connections.—[1] With Tuckerton R.R. [2] With Tuckerton and Barnegat R.Rs. *Eastern time.*

CAMPBELL'S CREEK RAILROAD COMPANY.

W. V. RENSFORD, Superintendent, Dana, W.Va.

Extends from **Dana**, W.Va., to **Putney**, W.Va. (14 miles).

Connection.—At **Dana**, W.Va., with the Kanawha & Michigan Ry. *November*, 1907.

CHICAGO, KALAMAZOO & SAGINAW RAILWAY.

H. B. LEDYARD, Prest., Detroit, Mich.
JAMES H. DEWING, Vice-President and Gen. Mgr., Kalamazoo, Mich.
F. O. WALDO, Sec'y, Detroit, Mich.
J. E. GRIFFITH, Treas., "
L. SERGEANT, Supt. and Purch. Agent, Kalamazoo, Mich.
W. E. OSBORN, Auditor, Kalamazoo, Mich.
S. G. GREUSEL, Gen. Freight and Pas. Agent, Kalamazoo, Mich.
M. J. SIMONS, Fht. Claim Agt., Kalamazoo, Mich.
M. E. MCMARTIN, Car Acct., "

9	7	3	1	Mls	August 31, 1908. (Central time.)	2	4	8	10
P M	A M							A M	P M
†5 40	†1110			0	lve....**Pavilion**[1]...arr.			10 40	5 25
5 45	11 15			2.5	.....Pomeroy.....			10 35	5 20
5 50	11 20			4.3	.....Kealey.....			10 30	5 15
6 05	11 35	P M	A M	11.1	ar.} +**Kalamazoo**[2] {lv.	A M	P M	h10 15	†5 00
P M	A M	†2 30	†6 20	11.1	lv.} {ar.	10 02	6 10	A M	P M
		2 38	6 28	16.1	.....East Cooper.....	9 52	6 02		
		2 50	6 38	20.8	.**Richland Junction**[3]	9 42	5 53		
		2 55	6 45	23.1	.....Cressey.....	9 36	5 48		
		3 01	6 50	25.6	.....Milo.....	9 31	5 43		
		3 10	7 00	29.2	+.....Delton.....	9 25	5 33		
		3 19	7 10	32.4	.....Cloverdale.....	9 17	5 25		
		3 29	7 21	36.1	.....Shultz.....	9 05	5 12		
		3 45	7 33	42.2	+...**Hastings**[4].....	8 50	4 55		
		4 00	7 48	47.9	.....Coats Grove.....	8 30	4 40		
		4 04	7 52	52.3	.....Woodland.....	8 25	4 35		
		4 14	8 03	56.0	+....**Woodbury**[5].....	†8 20	†4 30		
		P M	A M		ARRIVE | LEAVE	A M	P M		

† Daily, except Sunday. + Coupon stations

Connections.—[1] With Grand Trunk Ry. System. [2] With Michigan Central R.R., Lake Shore & Michigan Southern Ry. and Grand Rapids & Indiana Ry. [3] With Michigan Central R.R. [4] With Michigan Central R.R. [5] With Pere Marquette R.R.

WASHINGTON, POTOMAC & CHESAPEAKE RAILROAD.

W. W. EARLY, General Manager, Brandywine, Md.

Train leaves **Brandywine**[1] †9 40 a.m., arriving at Mechanicsville (21 miles) 11 45 a.m. Returning, leaves Mechanicsville †1 00 p.m., arriving at Brandywine 3 00 p.m. *March*, 1908.

† Daily, except Sunday. *Eastern time.*

Connection.—[1] With Philadelphia, Baltimore & Washington R.R.

MONSON RAILROAD.

H. E. MORRILL, Superintendent and Ticket Agent, Monson, Me.

Trains leave **Monson Junction**[1] †6 12, †9 49 a.m., †4 37, †7 09 p.m., arriving at Monson (6 miles) 7 00, 10 15 a.m., 5 00, 7 30 p.m. Returning, leave Monson †5 45, †8 50 a.m., †4 00, †6 40 p.m., arriving at Monson Junction 6 05, 9 10 a.m., 4 20, 9 00 p.m. *October* 4, 1909.

† Daily, except Sunday. *Eastern time.*

Connection.—[1] With Bangor & Aroostook R.R.

NORTHERN LIBERTIES RAILWAY.

W. O. DAVIS, General Freight Agent, Pittsburg, Pa.

Terminal switching road at Pittsburg (1½ miles), connecting with all diverging railroads. Operated for freight service only. *March*, 1908.

PINTSCH GAS In use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

MARY POWELL STEAMBOAT CO.

E. E. OLCOTT, President. W. Y. HAWLEY, Secretary and Treasurer.

A. E. ANDERSON, General Manager, Desbrosses Street, New York.

THE HUDSON HIGHLANDS "AT THE GLOAMING," THE FINEST HOUR FOR MOUNTAIN AND RIVER SCENERY.

MORNING AND AFTERNOON CONCERTS.

Tickets sold at the offices of the Pennsylvania R.R., Central R.R. of New Jersey, New York & Long Branch R.R., Philadelphia & Reading Ry. and Baltimore & Ohio R.R., and baggage checked through to all points on the route of the "Mary Powell."

SERVICE DISCONTINUED FOR THE SEASON, 1909.

GOING NORTH.

WILL LEAVE NEW YORK FROM

Desbrosses Street Pier.....
Foot West Forty-Second Street.....
West 129th Street.....

DUE TO ARRIVE AT

Highland Falls.....
West Point.....
Cornwall.....
Newburgh.....
New Hamburgh.....
Milton.....
Poughkeepsie.....
Kingston (Rondout).....

GOING SOUTH.

LEAVES

Kingston (Rondout).....
Poughkeepsie.....
Milton.....
New Hamburgh.....
Newburgh.....
Cornwall.....
West Point.....
Highland Falls.....

ARRIVING AT

Foot West 129th Street.....
Foot West Forty-Second Street.....
Desbrosses Street Pier.....

DAILY EXCURSIONS to WEST POINT, Returning by Steamer, West Shore or Hudson River R.R.

CONNECTIONS made at WEST POINT or CORNWALL with the West Shore R.R., at POUGHKEEPSIE with evening train on New York Central & Hudson River R.R. for the West, and at RONDOUT with morning train on Ulster & Delaware R.R., for all points in the CATSKILLS.

MEALS SERVED AT ALL HOURS, A LA CARTE. TABLE D'HOTE DINNER, 75 CENTS.

The Hudson River Day Line Excursion Tickets will be accepted for passage on Steamer Mary Powell. For morning boat see Hudson River Day Line Time-table.

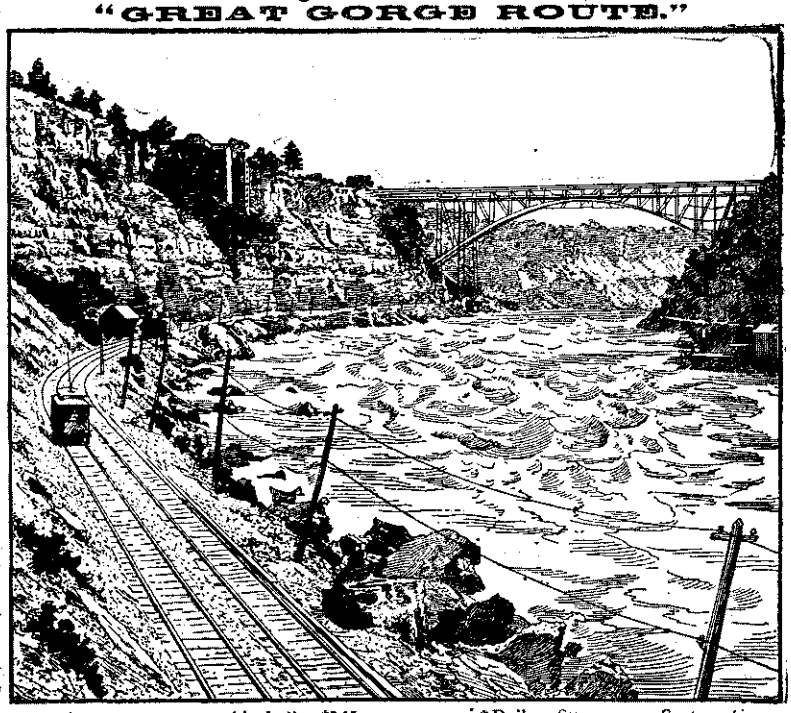
October, 1909.

Niagara Gorge R.R. and Lewiston & Youngstown Frontier Ry. (Electric)

"GREAT GORGE ROUTE."

JOS. T. JONES, President.
HERBERT P. BISSELL, Vice-President.
BERT L. JONES, Treasurer and Gen. Mgr.
JOHN EDBAUER, Trav. Pas. Agt.,
604 Ellicott Sq., Buffalo, N.Y.

General Offices—88 West Falls Street, Niagara Falls, N.Y.



Most Magnificent Scenic Route in the World. Running Through Niagara's Wonderful Gorge.

Views of the magnificent Whirlpool Rapids, only less wonderful than the Falls. Passing the Whirlpool, Devil's Hole, Devil's Hole Rapids, and connecting at Lewiston with steamers for Toronto, and electric cars for Old Fort Niagara. Through the Gorge and along the water's edge the entire distance. Wonderful Caves, Rapids, Battle Grounds and Historic Points.

Through Express Cars between Niagara Falls and Youngstown, Fort Niagara Beach, without change at Lewiston.

Baggage Cars will leave Niagara Falls, Lewiston and Youngstown, connecting at Lewiston Dock with all Toronto Steamers of the Niagara Navigation Co.

In Effect October 18, 1909.—*Subject to change.*

Leave **Niagara Falls** for **Lewiston**—*7 30, *8 15, *9 15, *9 50, *10 15, *11 20 a.m., *12 10, *12 15 noon, *1 15, *2 15, *2 30, *3 15, *4 15, *5 00, *5 15, *6 20, *7 20, *9 15 p.m.; for **Youngstown** *7 30, *9 50 a.m., *12 10 noon, *2 30, *5 00, *6 20, *7 20, *9 15 p.m.; also leaves Lewiston for Youngstown *7 00 a.m.

Leave **Lewiston** for **Niagara Falls**—*6 55, *7 55, *9 10, *10 00, *11 00, *11 30 a.m., *12 00 noon, *1 00, *1 40, *2 00, *3 00, *4 00, *4 10, *5 00, *6 00, *6 40, *8 40 p.m.

Leave **Youngstown** for **Niagara Falls**—*6 30, *7 30, *8 40, *11 00 a.m., *1 15, *3 40, *6 10, *8 05 p.m.

Belt Line Cars leave Niagara Falls every hour from *8 15 a.m. to and including *5 15 p.m. *Daily. STANDARD—*Eastern time.*

CONNECTIONS.—Niagara Falls—With New York Central & Hudson River R.R., Erie R.R., West Shore R.R., Lehigh Valley R.R., Michigan Central R.R., Rome, Watertown & Ogdensburg Division New York Central & Hudson River R.R. and International Ry. (Electric). **Suspension Bridge (Niagara Falls Station A)**—With Grand Trunk Ry., New York Central & Hudson River R.R., Rome, Watertown & Ogdensburg Division New York Central & Hudson River R.R., Michigan Central R.R. and Wabash R.R. **Lewiston**—With Niagara Navigation Company's steamers for Canadian ports.

THE WABASH RAILROAD CO.

GENERAL OFFICES:
Wabash Building, Corner Seventh and Chestnut Streets, St. Louis, Mo.

EXECUTIVE DEPARTMENT.

EDWARD T. JEFFERY, Chairman of the Board, New York City.
F. A. DELANO, President, Western Union Building, Chicago, Ill.

EDGAR T. WELLES, Vice-President, New York City.
WELLS H. BLODGETT, Vice-President and General Counsel, St. Louis, Mo.
E. B. PRYOR, Vice-President, "
HENRY MILLER, Vice-President and General Manager, St. Louis, Mo.
J. C. OTTESON, Sec'y and Asst. Treas., New York City.
GEO. G. YEOMANS, Assistant to President, Western Union Building, Chicago, Ill.

LEGAL DEPARTMENT.

Col. WELLS H. BLODGETT, Vice-President and General Counsel, St. Louis, Mo.

J. L. MINNIS, General Solicitor, St. Louis, Mo.
N. S. BROWN, Assistant Attorney, St. Louis, Mo.
B. C. WINSTON, Assistant Attorney, "

TREASURY AND ACCOUNTING

E. B. PRYOR, Vice-President, St. Louis, Mo.

F. L. O'LEARY, Treasurer, St. Louis, Mo.
W. H. MILLER, Paymaster, "
G. E. FRANCISCO, Paymaster, "
T. J. TOBIN, Auditor, St. Louis, Mo.
R. E. BERGER, Auditor Freight Accounts, "
S. J. PARKS, Auditor Passenger Accounts, "
C. H. NEWTON, Freight Claim Agent, "

OPERATING.

HENRY MILLER, Vice-President and General Manager, St. Louis, Mo.

S. E. COTTER, General Superintendent, St. Louis, Mo.
D. I. FORSYTH, Superintendent of Transportation, "
F. P. GIBBS, Act'g Gen. Car Accountant, Collins St. Sta., "
J. J. SIM, Supt. Detroit and Buffalo Divisions, Detroit, Mich.
J. C. SULLIVAN, Superintendent Peru Division, Peru, Ind.
L. J. FERRITOR, Superintendent Decatur Division, Decatur, Ill.
C. E. BROWN, Superintendent Springfield Division, Springfield, Ill.
J. E. STUMPF, Superintendent Moberly Division, Moberly, Mo.
H. W. BALLOU, Superintendent of Terminals, Chicago, Ill.
J. E. TAUSSIG, Superintendent Terminals, St. Louis, Mo.
E. F. NEEDHAM, Supt. of Locomotive and Car Dept., Springfield, Ill.
A. O. CUNNINGHAM, Chief Engineer, St. Louis, Mo.
G. C. KINSMAN, Superintendent of Telegraph, Decatur, Ill.
T. J. FRIER, Purchasing and Supply Agent, St. Louis, Mo.

TRAFFIC.

W. C. MAXWELL, General Traffic Manager, Wabash Building, St. Louis, Mo.

FREIGHT.

C. H. STINSON, General Freight Agent, St. Louis, Mo.
E. R. NEWMAN, Assistant General Freight Agent, Chicago, Ill.
W. H. WYLIE, Assistant General Freight Agent, St. Louis, Mo.
H. G. HOLDEN, Assistant General Freight Agt., "
H. E. WATTS, Assistant General Freight Agent, "
J. D. LUND, Assistant General Freight Agent, Kansas City, Mo.
F. G. FRIESSER, Foreign Freight Agt., 169 Jackson Boulevard, Chicago, Ill.

PASSENGER.

J. D. McNAMARA, General Passenger Agent, St. Louis, Mo.
C. S. CRANE, General Foreign Passenger Agent, "
H. V. P. TAYLOR, Assistant General Passenger Agt., "
F. H. TRISTRAM, Assistant General Passenger Agent, Chicago, Ill.
S. H. OVERHOLT, General Baggage Agent, St. Louis, Mo.
G. M. HART, Superintendent Commissary, "
G. B. LINDSAY, General Agent Mail Service, "

GENERAL AND TRAVELING AGENTS—PASSENGER AND FREIGHT.

Albany, N.Y.—198 Hudson Avenue—
JAS. GASS, New York State Passenger Agent.
Alton, Ill.—J. B. HAYES, Commercial Agent.
Atlanta, Ga.—Kimball House—
GEORGE L. WORD, General Southern Agent.
EGBERT BLAIR, Trav. Fht. & Pas. Agent.
S. J. BROWN, Soliciting Passenger Agent.
Boston, Mass.—176 Washington Street—
J. D. MCBRATH, New England Pas. Agent.
J. E. BARRY, New England Tourist Agent.
A. A. YONGE, New England Freight Agent.
C. L. WILDER, Traveling Freight Agent.
Buffalo, N.Y.—946 Ellicott Square—
GEO. D. MAXFIELD, Gen. Agt. Pas. Dept.
JNO. MALONEY, Station Passenger Agent.
J. J. MOSSMAN, General Agent.
W. N. PRICE, District Freight Agent.
Chicago, Ill.—311 Marquette Building—
F. H. TRISTRAM, Asst. Gen. Passenger Agent.
J. HALDERMAN, Traveling Passenger Agent.
H. L. PURDY, Passenger Agent.
R. S. GREENWOOD, Michigan Passenger Agent.
N. C. KEERAN, City Ticket Agt., 109 Adams St.
GEO. H. ROBERTSON, City Pas. Agt., 109 Adams St.
H. W. CHANDLER, Traveling Freight Agent.
M. A. GRASSE, Depot Pas. Agt., Dearborn Sta.
Cincinnati, Ohio—Carew Building—
ED. SWIFT, District Passenger Agent.
GEO. A. RUMP, Commercial Freight Agent.
G. M. WAGNER, Traveling Freight Agent.
Council Bluffs, Ia.—R. H. MORTON, C.F. & P.A.
J. W. MAYNARD, City Tkt. Agt., Union Depot.
Dallas, Texas—395 Main Street—
W. F. CONNER, Southwestern Passenger Agent.
C. M. BROWN, Commercial Agent
SIDNEY KING, Traveling Freight Agent.
Danville, Ill.—C. C. LANDERS, Div. Fht. & Pas. Agt.
Denver, Colo.—
R. W. OWENS, General Agent, 836 17th Street.
J. B. MUCKLE, Traveling Passenger Agent.
G. P. FRENCH, Traveling Freight Agent.
Des Moines, Iowa—512 Walnut Street—
WILLIAM CLAPPER, Div. Fht. & Pas. Agt.
GEO. B. CHAPMAN, Trav. Fht. and Pas. Agt.
R. C. CROWLEY, Passenger and Ticket Agent.
Detroit, Mich.—9 Fort Street, West—
A. F. WOLFSCHLAGER, Pas. and Ticket Agent.
E. H. B. CULL, Div. Fht. Agt., Majestic Bldg.
W. M. FERGUSON, Traveling Freight Agent.
Fort Wayne, Ind.—W. H. SHOREY, P. & T.A.
Hannibal, Mo.—EARLE LIND, Com'l Agent.
Indianapolis, Ind.—412 Traction Terminal Bldg.—
R. G. THOMPSON, District Passenger Agent.
T. S. NORTH, Commercial Agent.
Kansas City, Mo.—903 Main Street—
JOHN J. SHINE, Western Passenger Agent.
L. F. MCFARLAND, Passenger Agent.
F. D. HAMMER, Traveling Passenger Agent.
W. E. CREAMER, Traveling Freight Agent.
J. M. HARDY, Depot Passenger Agent.
Keokuk, Ia.—J. H. COLE, Commercial Agent.
Liverpool, Eng.—21 and 23 Water Street—
RAMSDEN & CO., General European Agents.
Los Angeles, Cal.—531 South Spring Street—
R. C. CLINE, General Agent.
J. E. HOLTON, Trav. Fht. and Pas. Agent.
Memphis, Tenn.—LEE PESCIA, Com'l Agent.
Mexico City, Mex.—Avenida Cinco de Mayo No. 1A—
H. C. DINKINS, General Agent.
J. S. CAMPBELL, Traveling Freight Agent.
F. G. SAVAGE, Traveling Freight Agent.
A. N. MAGNON, Traveling Passenger Agent.
Milwaukee, Wis.—114 Wisconsin Street—
T. P. SCOTT, General Agent.
WALTER S. TURNBULL, Passenger Agent.
G. S. SMITH, Traveling Freight Agent.
J. B. WENDELL, Traveling Freight Agent.
Minneapolis, Minn.—R. P. MCCUNE, Com'l Agt.
Moberly, Mo.—W. A. HOPKINS, D. F. & P. A.
W. B. JENNINGS, Trav. Freight and Pas. Agt.
Monterey, Mex.—H. E. FRY, Com'l Agent.
New York—387 Broadway—
H. B. MCCLELLAN, General Eastern Agent.
A. S. DUNBAR, Eastern Passenger Agent.
J. B. DINNING, New Jersey Fht. & Pas. Agt.
C. H. LATTA, Trav. Freight and Pas. Agent.
Omaha, Neb.—1601 Farnam Street—
H. C. SHIELDS, Gen. Agent Pas. Dept.
GEO. M. ENTRIKIN, Division Freight Agent.
M. B. LEHR, Traveling Freight Agent.
Ottumwa, Ia.—S. RICHARDSON, Com'l Agent.
Peoria, Ill.—218-219 Woolner Building—
JAMES GOURAN, Commercial Agent.
Pittsburg, Pa.—317 Fifth Avenue—
R. E. LAWRENCE, General Agent.
CHAS. HAMILTON, Traveling Passenger Agt.
G. N. THOMAS, Traveling Freight Agent.
Portland, Ore.—402 Commercial Club Bldg—
W. D. STUBBS, General Agent.
C. A. PETTIBONE, Trav. Fht. and Pas. Agent.
Quincy, Ill.—Sixth and York Streets—
GEO. C. OSBORN, Div. Fht. and Pas. Agent.
THOS. JOHN, JR., Trav. Fht. and Pas. Agent.
Salt Lake City, Utah—
J. L. YUNDT, Commercial Agent.
San Francisco, Cal.—241 Monadnock Bldg.—
Z. T. GEORGE, General Agent.
J. B. KENT, Traveling Freight and Pas. Agt.
St. Joseph, Mo.—515 Francis Street—
GEORGE A. MCFARLAND, General Agent.
St. Paul, Minn.—376 Robert Street—
G. J. LOVELL, Northwestern Passenger Agent.
St. Louis, Mo.—Eighth and Olive Streets—
H. M. DRESSELL, Gen. Agent Pas. Dept.
W. M. FITZGERALD, City Passenger Agent.
W. M. STINDE, City Ticket Agent.
B. W. FRAUENTHAL, Ticket Agt., Union Station.
W. D. WOOD, Trav. Pas. Agt., 1024 Wabash Bldg.
B. H. COYLE, Com'l Agent, 324 Pierce Bldg.
W. A. BRIDGMAN, Traveling Freight Agent.
St. Thomas, Ont.—J. A. RICHARDSON, D.P.A.
T. L. COCHRANE, Traveling Freight Agent.
Seattle, Wash.—418 Alaska Building—
W. D. STUBBS, General Agent.
F. H. WEGENER, Trav. Fht. and Pas. Agent.
Springfield, Ill. R. C. FLEMING, Pas. and Tkt. Agt.
W. L. BOWLUS, Division Freight Agent.
J. E. SUNDERLAND, Traveling Freight Agent.
Sydney, Australia—
V. A. SPROUL, Australian Passenger Agent.
Toledo, Ohio—307 Madison Street—
P. E. DOMBAUGH, Passenger and Ticket Agent.
WM. A. SPROTT, Division Freight Agent.
R. V. MILLER, Traveling Freight Agent.
Toronto, Can.—63 Yonge Street—Traders Bank Building—
J. A. RICHARDSON, District Passenger Agent.

MILEAGE OPERATED.

Buffalo Division	276.6 miles.	Decatur Division	458.9 miles.
Detroit Division	295.0 "	Springfield Division	265.4 "
Peru Division	360.0 "	Moberly Division	858.7 "
Total			2,514.6 miles.

THE WABASH RAILROAD CO.

CONDENSED TIME OF THROUGH TRAINS.

20	4-14	12	10	14	28-18	2	2	12	4	4	6	6	Mls	STATIONS.	1	7	15	3	9	9	17	13-3	11
				P M	P M	A M		P M	P M					LEAVE / ARRIVE	A M	A M		P M		P M			
				*11 30	*5 00	*9 30		*1 20	*8 00				0	Kansas City	7 00	7 31		5 34		9 15			
				1 08	6 40	11 30		3 28	11 00				66	Carrollton	4 20	5 23		3 19		7 23			
				*6 30				*7 3						lve. Omaha arr.	9 25			11 15					
				8 46				7 45						lve. Council Bluffs arr.	9 05			10 55					
				1 50	7 20	12 09		4 20	11 42				90	lve. Brunswick arr.	2 15	4 46		2 35		6 48			
				3 00	8 22	1 20		5 37	1 00				120	arr. Moberly lve.	1 12	3 45		1 20		5 55			
						6 40			7 00					arr. Ottumwa lve.	A M	*7 30		8 10		P M			
						6 00		10 16	5 25					arr. Albia lve.		10 45		8 50					
						8 25			8 00					Des Moines		*8 10		6 30					
						7 35		8 10	†6 58					Minneapolis		8 40		A M					
P M						8 10		8 50	7 40					arr. St. Paul lve.		†8 00		A M		A M			
*7 15				†8 00		A M								lve. St. Paul arr	†7 40			8 10		8 50			
8 00				8 40		A M								Minneapolis	†6 58			7 35		8 10			
				*8 10		6 30								Des Moines	8 00			8 25					
6 00				10 45		8 50								lve. Albia arr.	5 25			6 00		10 15			
				7 30		8 10								lve. Ottumwa arr.	7 00			6 40					
10 00				3 10		1 30		5 46	1 20				129	lve. Moberly arr.	1 05	3 35		1 10		5 45			
10 38				3 52		2 08		6 33	2 16				153	Centralia	12 27	2 52		12 30		5 14			
11 03				4 15		2 30		6 59	2 52				166	Mexico	12 04	2 30		12 06		4 51			
2 15	A M	P M	P M	7 39		6 28	P M	10 50	7 00	A M		A M	277	arr. St. Louis lve.	*9 01	*11 31	P M	*6 04	P M	*2 00	A M	A M	P M
P M	*8 30	*9 17	*1 30	A M	*11 32	P M	*8 30	P M	A M	*8 30		*4 30	0	lve. St. Louis arr.	8 16	P M	5 40	7 33	2 29	P M	8 04	7 32	8 04
	9 55	11 01	3 00		12 59		10 00			9 55		6 23	52	Litchfield	6 49		4 07	5 43	12 50		6 21	5 43	6 17
	10 36	12 00	3 42		1 46		10 45			10 36		7 25	84	Taylorville	6 04		3 11	4 44	12 06		5 30	4 44	5 35
	11 15	12 45	4 20		2 30		11 25			11 15		8 25	113	arr. Decatur lve.	5 26		2 26	4 00	11 25		4 40	4 00	4 58
			P M		8 30									lve. Moberly arr.					5 35				
	5 00	6 00			9 20		*5 00			*5 00				lve. Quincy arr			9 05	10 55	4 40		10 55		
	6 00	6 56			10 36		5 56			*6 00				lve. Hannibal arr.			8 10	10 00	3 35		10 00		
		4 30					4 30			†4 40				lve. Keokuk arr.			†9 35	11 05			11 05		
	8 28	8 48			12 34		8 48			*8 28				lve. Jacksonville arr.			5 13	7 06	1 29		7 06		
	9 50	10 06			1 34		10 05			9 50				Springfield arr.			3 55	5 50	12 30		5 50		
	11 00	11 10			2 30		11 10			11 00				arr. Decatur lve.			2 45	*4 45	11 30		4 45		
	11 25	12 55			2 45								112	lve. Decatur arr.			2 20				4 25	3 15	4 53
	1 55	3 55			5 10								193	Forrest			11 58				2 20	12 30	2 40
	4 59	7 00			7 59								286	arr. Chicago lve.			*9 00				*11 40	*8 17	*12 04
	P M	A M			2 40		11 30			11 20		8 30	112	lve. Decatur arr.	5 20		A M	3 50	11 20		P M	P M	Noon
					4 23		1 23			1 08		10 57	186	Danville	3 45			2 03	9 34				
					5 37		2 41			2 20		12 32	233	La Fayette	2 23			12 35	8 12				
					6 30		3 42			3 10		1 50	270	Logansport	1 25			11 30	7 13				
					8 17		5 35			4 46		4 00	342	arr. Ft. Wayne lve.	11 43			9 30	5 18				
					11 50		5 45			6 05			342	lve. Ft. Wayne arr.	A M			9 00					
					1 20		7 06			6 39			385	Defiance	⊙			7 22					
					5 00		8 45			8 15			436	Toledo	8 00			*5 45					
					P M		A M			P M				ARRIVE / LEAVE	A M			P M					
							P M							ARRIVE / LEAVE				A M					
							6 05						686	Pittsburg	A M			5 50					
					8 00		5 50			4 51		4 05	342	lve. Ft. Wayne arr.	11 38			9 20	5 12				
				12-2	8 48	12-2	6 48		14	— —		5 12	373	Butler	— —	1-11	3	8 17	4 29	9	5		
				P M	9 15	P M	7 25		Noon	6 05	P M	5 40	391	arr. Montpelier lve.	10 35	P M	P M	*7 50	4 05	A M	A M		
				*11 00		*11 00			*1206		*3 30		0	lve. Chicago arr.		4 55	9 45			9 50	7 15		
				11 18		11 18			12 24		3 48		7	Englewood		4 38	9 26			9 31	6 57		
				3 25		3 25			4 02		7 23		135	Wolcottville		12 35	6 00			5 40	2 50		
				4 35		4 35			5 00		8 35		175	arr. Montpelier lve.		11 35	5 00			4 35	1 40		
				5 15		5 15			5 45			5 45	175	lve. Montpelier arr.		9 45					1 15		
				6 00		6 00			6 30			6 30	200	Wauseon		9 00					12 31		
				7 00		7 00			7 30			7 30	237	arr. Toledo lve.		8 00					11 30		
				P M		P M								ARRIVE / LEAVE							P M		
				6 05		6 05							483	Pittsburg							3 00		
				4 40	9 35	4 40	7 30		5 05	6 10	8 40	8 40	391	lve. Montpelier arr.	10 30	11 30	4 55	7 45	4 00	4 00	1 35		
				5 55	10 32	5 55	8 23		6 25	7 09	9 40	9 40	429	Adrian	9 10	10 32	3 55	6 25	3 10	3 10	12 40		
				7 30	11 50	7 30	10 00		7 55	8 40	11 20	11 20	488	Detroit (*Central time.*)	7 45	9 00	2 25	5 00	1 30	1 30	*11 00		
				A M	A M	A M	A M		P M	P M	P M	P M		ARRIVE / LEAVE	A M	A M	P M	P M	A M	A M	P M		
				A M		Noon	Noon		Night	Night	Night	Night		(*Canadian Pacific.*)			P M	P M		A M	P M		
				†8 00		12 45	12 45		12 05	12 05	12 05	12 05	0	lv. Detroit (*Cent. time.*) ar.			2 10	2 10		1 25	9 55		
				3 50		9 20	9 20		8 30	8 30	8 30	8 30	231	arr. Toronto lve.			8 00	8 00		*7 20	†4 00		
				P M		7 35	7 35		7 06	7 06	7 05	7 05	564	Montreal			10 00	10 00		8 45	P M		
						A M	A M		P M	P M	P M	P M		ARRIVE / LEAVE			P M	P M		A M			
					Noon	A M	A M		P M	P M	P M	P M		LEAVE (*Wabash.*) ARRIVE	A M	A M	P M	P M	A M	A M			
					12 01	10 10	10 10		9 00	9 00	11 30	11 30	488	Detroit (*Central time.*)	7 40	7 40	1 35	1 35	2 00	2 00			
					2 00	12 00	12 00		10 50	10 50	1 20	1 20	489	Windsor (*Eastern time.*)	7 50	7 50	1 45	1 45	2 10	2 10			
					4 30	2 50	2 50		1 35	1 35	3 50	3 50	596	St. Thomas	5 15	5 15	11 25	11 25	11 50	11 50			
											6 50	6 50	715	arr. Niagara Falls, Ont.									
						Via	Black	Rock			7 05	7 05	715	Suspension Bridge					Via	Black	Rock		
											7 25	7 25	718	Niagara Falls, N.Y.									
					8 00	7 00	7 00		5 14	5 14	8 00	8 00	747	Buffalo	*1 50	*1 50	*8 15	*8 15	*8 30	8 30			
					P M	P M	P M		A M	A M	A M	A M		ARRIVE / LEAVE	A M	A M	A M	A M	P M	P M			
						8 00	8 00		5 00	5 00	8 10	8 10	1170	arr. New York lve.	2 00	2 00	5 40	7 40					
						A M	A M		P M	P M	P M	P M		(*West Shore R.R.*)	P M	P M	P M	P M					
					7 45	7 45	7 45				7 25	7 25	1152	arr. New York lve.				8 45	10 00	10 00			
					A M	A M	A M				P M	P M		(*D. L. & W. R.R.*)				P M	A M	A M			
											10 15	10 15	1218	arr. New York lve.			5 40						
											P M	P M		(*N. Y. O. & W. Ry.*)			P M						
						10 00	10 00		8 55	8 55			1221	arr. Boston	12 30	12 30	y6 19	y6 19					
						A M	A M		P M	P M				(*Boston & Maine R.R.*)	Noon	Noon	P M	P M					
													1240	arr. Boston lve.					4 20				
														(*Boston & Albany R.R.*)					A M				

* Daily; † daily, except Sunday; y Sunday leaves 4 00 p.m. ⊙ Via Wauseon.

N.B.—All trains between Buffalo and Windsor are run on *Eastern Standard time*; west of Windsor all trains are run on *Central Standard time*.

THE WABASH RAILROAD CO.

THROUGH CAR SERVICE.

No. 4—From St. Louis—Continental Limited.
Standard Sleeping Cars St. Louis to New York, connecting en route with Sleeper for Boston.
Coach St. Louis to Detroit.
Tourist Sleeping Car Mon., Thurs. and Sat. Montpelier to Boston.
Coach Montpelier to Buffalo and New York; coach connection from St. Louis. Coach Fort Wayne to Toledo.
Chair Car and Coach connection from Quincy and Hannibal.
Cafe Observation Car on the Wabash, serving breakfast, luncheon and supper a la carte. Dining Car on the W. S., serving breakfast and luncheon, and on the B. & M., serving luncheon.

No. 2—From St. Louis.
Standard Sleeping Cars St. Louis to Buffalo and New York.
Drawing-room Sleeping Car St. Louis to Buffalo, connecting en route with Through Sleeper for Boston.
Chair Car and Coach St. Louis to Buffalo.
Buffet Broiler Sleeping Car St. Louis to Toledo.
Coach Fort Wayne to Toledo.
Standard Sleeping Car, Cafe Parlor Car, Chair Car and Coach Toledo to Pittsburg.
Coach connection from Hannibal, Quincy and Keokuk.
Sleeping Car connection for Toronto and Montreal.
Dining Car on the Wabash, serving breakfast and luncheon a la carte.

No. 6—From St. Louis—Mail and Express.
Coach St. Louis to Toledo.

No. 28-18—From Kansas City and St. Louis.
Standard Sleeping Car Kansas City to Detroit.
Chair Car Kansas City to Buffalo.
Drawing-room Sleeper (ready for occupancy 9 40 p.m.) St. Louis to New York (via D. L. & W.).
Sleeper from Kansas City connects en route with Drawing-room Sleeping Car from St. Louis.
Chair Car St. Louis to Decatur, Decatur to Buffalo.
Cafe Observation Car, serving supper from Kansas City.
Dining Car, serving breakfast and luncheon east of Decatur, service a la carte.

No. 14—From Chicago—Continental Limited.
Standard Sleeping Car and Coach Chicago to New York.
Drawing-room Sleeping Car Chicago to Boston.
Tourist Sleeper Monday, Thursday and Saturday Chicago to Boston.
Coach Chicago to Buffalo.
Dining Car on Wabash, serving luncheon and supper a la carte. Dining Car on the West Shore, serving breakfast and luncheon. Cafe Dining Car on Boston & Maine, serving luncheon.

No. 12-2—From Chicago.
Drawing-room Sleeping Car Chicago to Boston, connecting en route with Sleeper for New York.
Compartment Sleeping Car, Chair Car and Coach Chicago to Detroit.
Standard Sleeping Car and Chair Car Chicago to Toledo and Pittsburg.
Cafe Parlor Car and Coach Toledo to Pittsburg.
Chair Car Detroit to Buffalo.
Standard Sleeping Car Chicago to Toronto and Montreal, leaves Detroit 12 45 noon.
Standard Sleeping Car and Coach Chicago to Toronto (leaves Detroit 8 00 a.m. daily, except Sunday).
Dining Car, serving luncheon east of Detroit.
Cafe Dining Car on the West Shore, serving supper.

No. 6—From Chicago.
Buffet Sleeping Car and Chair Car Chicago to New York, via N. Y. O. & W.
Standard Sleeping Car, Chair Car and Coach Chicago to Buffalo.
Standard Sleeping Car and Coach Chicago to Toronto and Montreal.
Dining Car, serving supper a la carte.

No. 10—From St. Louis—Banner Limited.
Library Parlor Observation Car, Chair Car and Smoking Car. Dining Car, serving luncheon and supper, service a la carte, St. Louis to Chicago. Coach connection from Keokuk.

No. 12—From St. Louis.
Observation Buffet Drawing-room Sleeping Car (electric berth lights), Chair Car and Coach St. Louis to Chicago.
Standard Sleeping Car Quincy to Chicago.
Coach connection from Quincy, Hannibal and Keokuk.

No. 18—From St. Louis.
Standard Sleeping Cars (electric berth lights), Chair Cars, Smoking Car and Cafe Car, serving midnight luncheon and breakfast, St. Louis to Chicago.
Drawing room Sleeping Car (electric lighted) San Antonio to Chicago.
(For New York service on this train, see No. 28-18 above.)

No. 4-14—From St. Louis.
Buffet Observation Parlor Car and Chair Car St. Louis to Chicago.
Coach St. Louis to Decatur, Decatur to Chicago.
Coach connection from Quincy and Hannibal.

No. 14—From Kansas City—Midnight Limited.
Buffet Observation Sleeping Cars (electric berth lights) and Chair Cars Kansas City to St. Louis.

No. 14—From Omaha and Des Moines—St. Louis Limited.
Buffet Broiler Sleeping Car (electric berth lights), Chair Car and Coach Omaha to St. Louis.
Standard Sleeping Car and Chair Car Des Moines to St. Louis.

No. 20—From St. Paul—North Star Limited.
Standard Sleepers (electric berth lights) and Chair Cars St. Paul to St. Louis. Dining Car, serving breakfast and luncheon a la carte.

No. 12—From Kansas City.
Buffet Parlor Car and Coaches Kansas City to St. Louis.

No. 4—From Kansas City.
Drawing-room Sleeping Car (electric berth lights), Chair Car and Coach Kansas City to St. Louis.
Drawing-room Sleeping Car Salt Lake City and Denver to St. Louis.
Standard Sleeping Car Kansas City to Des Moines.
Coaches Des Moines and Albia to St. Paul.

No. 2—From Kansas City—St. Louis-Colorado Limited.
Observation Sleeping Car (electric berth lights) Cheyenne and Denver to St. Louis.
Drawing-room Sleeping Car (electric berth lights) Los Angeles to St. Louis, via S. P. L. A. & S. L., Salt Lake City and Denver.
Chair Car (electric lighted) Cheyenne and Denver to St. Louis.
All meals served on Dining Cars.

No. 9—From St. Louis—St Louis-Colorado Limited.
Observation Sleeping Car (electric berth lights) St. Louis to Denver and Portland.
Drawing-room Sleeping Car (electric berth lights) St. Louis to Los Angeles, via Denver, Salt Lake and S. P. L. A. & S. L., connecting en route with Sleeper for San Francisco.
Chair Car St. Louis to Denver and Cheyenne. Dining Car service.

No. 2—From Kansas City.
Observation Drawing-room Sleeping Cars and Chair Car Kansas City to St. Louis (from Los Angeles and Portland).
Coach connection Moberly to Des Moines.
Sleeping Car and Chair Car Des Moines to St. Paul.
Coach connection from Des Moines for St. Louis.

No. 1—From Buffalo—Continental Limited (for St. Louis).
Standard Sleeping Car New York to St. Louis.
Drawing room Sleeping Car from Boston, connecting en route with Through Sleeper for St. Louis.
Coach Detroit to St. Louis. Coach Buffalo to Detroit.
Coach connection from Toledo.
Cafe Dining Coach on West Shore, serving supper, and Cafe Dining Car on Boston & Maine, serving luncheon and supper.
Dining Car on the Wabash (breakfast, luncheon and supper a la carte).

No. 1-11—From Buffalo—Continental Limited (for Chicago).
Standard Sleeping Car and Coach New York to Chicago.
Standard Sleeping Car Boston to Chicago.
Tourist Sleeping Car Mon., Wed. and Fri., Boston to Chicago.
Coach Buffalo to Chicago. Coach connection from Toledo.
Cafe Dining Coach on West Shore, serving supper, and Cafe Dining Car on Boston & Maine, serving luncheon and supper.
Dining Car on the Wabash, serving breakfast and luncheon.

No. 3—From Buffalo.
Standard Sleeping Car New York to St. Louis. Drawing-room Sleeping Car Boston to Detroit, connecting en route with Sleeper for St. Louis.
Standard Sleeping Car, Chair Car and Coach Buffalo to St. Louis.
Buffet Sleeping Car and Chair Car New York to Chicago, via N. Y. O. & W. (via Suspension Bridge).
Coach Pittsburg to Pittsburg Junction. Coach Detroit to Chicago.
Cafe Parlor Car and Coach Pittsburg Junction to Toledo.
Buffet Broiler Sleeping Car Toledo to St. Louis.
Standard Sleeping Car Montreal to Chicago.
Coach connection for Quincy, Hannibal and Keokuk.
Dining Car, serving breakfast, luncheon and supper a la carte.

No. 9—From Buffalo.
Drawing-room Sleeping Car New York to St. Louis, via D. L. & W.
Standard Sleeping Car, Chair Car and Coach Buffalo to St. Louis.
Standard Sleeping Car and Chair Car Buffalo to Chicago.
Standard Sleeping Car Detroit to Kansas City, via Hannibal.
Coach Decatur to Hannibal; Hannibal to Moberly. Chair Car and Coach Moberly to Kansas City.
Coach connection for Hannibal and Quincy.
Dining Car, serving breakfast and luncheon a la carte.
Standard Sleeping Car and Coach Montreal to Chicago.

No. 5—From Detroit.
Compartment Sleeping Cars (ready for occupancy 9 00 p.m.), Chair Car and Coach Detroit to Chicago.
Standard Sleeping Car and Coach Toronto to Chicago.
Standard Sleeping Car and Chair Car Pittsburg and Toledo to Chicago.

No. 17—From Chicago.
Standard Sleeping Cars (electric berth lights), Chair Car, Smoking Car and Cafe Car (midnight luncheon and breakfast) Chicago to St. Louis.
Drawing room Sleeping Car (electric lighted) Chicago to San Antonio.
Standard Sleeping Car Chicago to Quincy.
Coach connection for Keokuk and Quincy.

No. 13-3—From Chicago.
Observation Buffet Drawing-room Sleeping Car (electric berth lights), Chair Car and Coach Chicago to St. Louis.

No. 11—From Chicago—Banner Limited.
Library Parlor Observation Car, Chair Car, Coach and Dining Car, serving luncheon and supper, service a la carte, Chicago to St. Louis.
Coach connection for Quincy.

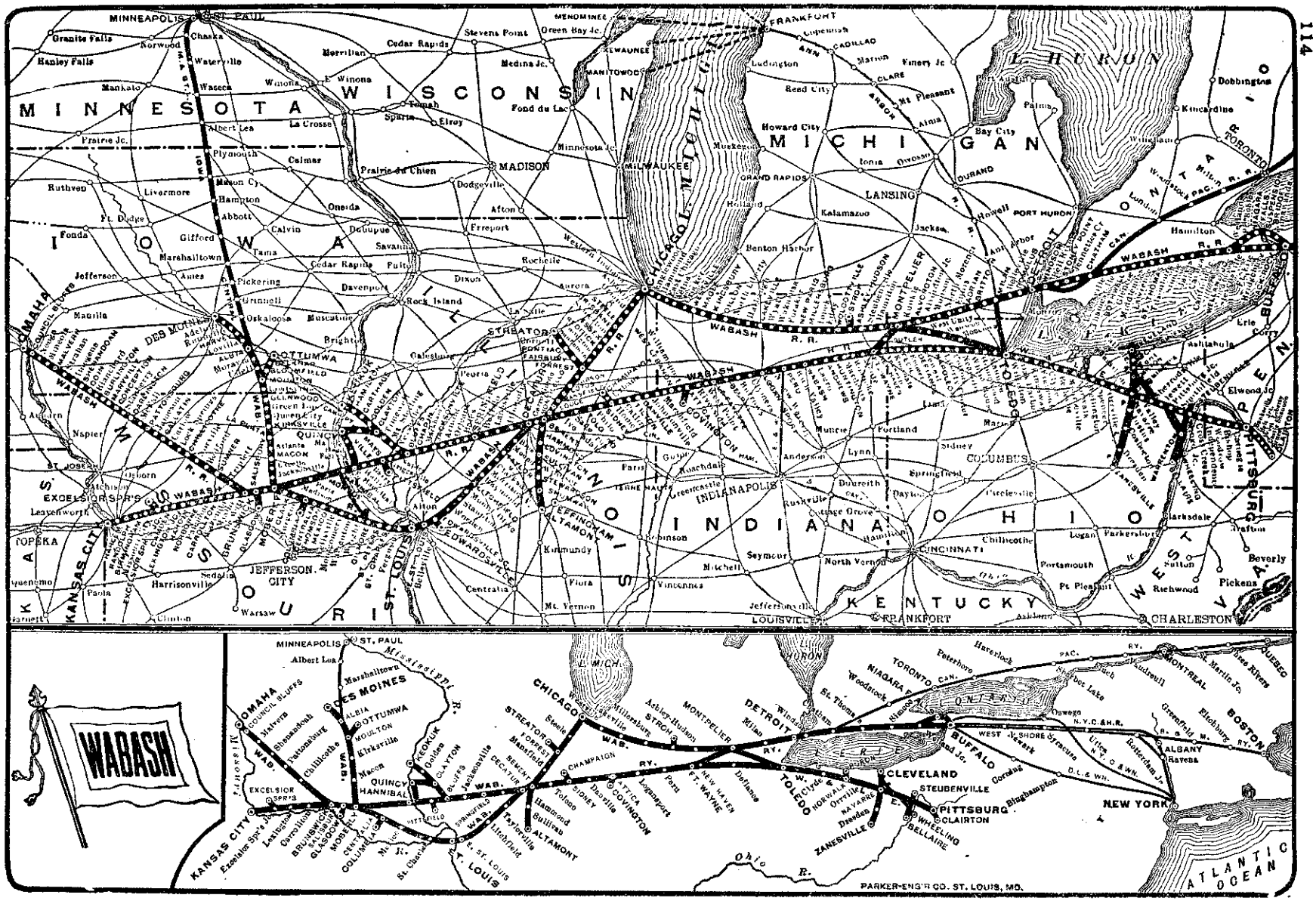
No. 15—From Chicago.
Buffet Observation Parlor Car, Chair Car and Coach Chicago to St. Louis.

No. 7—From St. Louis.
Buffet Observation Sleeping Cars (electric berth lights), Chair Car and Coach St. Louis to Kansas City.
Drawing room Sleeping Car St. Louis to Salt Lake, connecting en route with Sleeper for San Francisco.
Coach St. Paul to Des Moines, Des Moines to Moberly.
Standard Sleeping Car Des Moines to Kansas City.

No. 3—From St. Louis.
Buffet Parlor Car, Chair Car and Coach St. Louis to Kansas City.
Cafe Observation Car, luncheon a la carte, Wellsville to Moberly.
Coach connection for Des Moines and from Des Moines for Kansas City.
Standard Sleeping Car and Chair Car Des Moines to St. Paul.

No. 9-19—From St. Louis—North Star Limited.
Standard Sleeping Cars (electric berth lights), Chair Cars and Dining Car, serving supper a la carte, St. Louis to St. Paul.

No. 1—From St. Louis.
Buffet Broiler Sleeping Car (electric berth lights), Chair Car and Coach St. Louis to Omaha.
Standard Sleeping Car and Chair Car St. Louis to Kansas City.
Standard Sleeping Car St. Louis to Des Moines.
Coach connection for St. Paul.


MINNESOTA
WISCONSIN
MICHIGAN
IOWA
ILLINOIS
INDIANA
OHIO
KENTUCKY
KANSAS
MISSOURI
ONTARIO
WEST VIRGINIA
L. HURON
L. MICHIGAN
MINNEAPOLIS
ST. PAUL
MADISON
MILWAUKEE
CHICAGO
LANSING
DETROIT
TOLEDO
COLUMBUS
INDIANAPOLIS
CINCINNATI
LOUISVILLE
FRANKFORT
CHARLESTON
PITTSBURG
TORONTO
OMAHA
DES MOINES
KANSAS CITY
ST. LOUIS
JEFFERSON CITY
TOPEKA
STREATOR
QUINCY
ALTAMONT
EFFINGHAM
EDWARDSVILLE
WABASH R.R.
C. & N.W. R.R.
C. B. & Q. R.R.
C. R. I. & P. R.R.
C. & E. I. R.R.
C. & A. R.R.
C. & O. R.R.
C. & G. T. R.R.
D. & M. R.R.
D. G. H. & M. R.R.
D. & T. S. L. R.R.
G. T. R.R.
L. S. & M. S. R.R.
M. C. R.R.
M. & St. L. R.R.
N. Y. C. & H. R.R.
P. C. C. & St. L. R.R.
P. & L. E. R.R.
P. & P. R.R.
P. & R. R.R.
P. & W. R.R.
P. C. & C. R.R.
P. F. W. & C. R.R.
P. M. R.R.
R. & O. R.R.
R. & S. R.R.
S. & A. R.R.
S. & T. R.R.
T. & O. C. R.R.
T. & P. R.R.
T. & S. L. R.R.
U. P. R.R.
W. & L. E. R.R.
W. & S. R.R.
W. & W. R.R.
Y. & M. V. R.R.
Y. & S. R.R.
Ohio R.
Mississippi R.
L. Michigan
L. Huron
L. Erie
L. Ontario
ATLANTIC OCEAN
WABASH
MINNEAPOLIS
ST. PAUL
Albert Lea
Marshalltown
DES MOINES
OTTUMWA
KEOKUK
QUINCY
HANNIBAL
OMAHA
COUNCIL BLUFFS
KANSAS CITY
EXCELSIOR SPRS
ST. LOUIS
STREATOR
CHICAGO
ALTAMONT
DETROIT
TOLEDO
CLEVELAND
STEUBENVILLE
PITTSBURG
CLAIRTON
WHEELING
BELLAIRE
ZANESVILLE
BUFFALO
NIAGARA F.
TORONTO
MONTREAL
QUEBEC
BOSTON
ALBANY
NEW YORK
ATLANTIC OCEAN
PARKER-ENG'R CO. ST. LOUIS, MO.

THE WABASH RAILROAD CO.

ST. LOUIS, DETROIT, BUFFALO, NEW YORK AND BOSTON.

50	30	18-28	2	4	6	Mls.	November 7, 1909.	5	3	9	1	51	31
....	....	P M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M	....	....
....	....	*11 32	*8 30	*8 30	*4 30	0	+ St. Louis ♁	1 45	7 33	2 20	8 15	....	....
....	....	— —	— —	— —	g4 40	....	Wash. Ave., St. Louis.	— —	d7 22	— —	— —	....	....
....	....	□	□	□	4 48	3.2	East St. Louis. ♁	□	□	1 59	□	....	....
....	....	— —	r9 14	9 12	5 28	21.3	Edwardsville Jn. ♁	— —	— —	1 29	7 28	....	....
....	....	— —	— —	— —	5 49	32.6	Worden ♁	— —	— —	— —	— —	....	....
....	....	— —	— —	s9 42	6 10	44.2	Mount Olive ♁	— —	— —	— —	— —	....	....
....	....	12 59	10 00	9 55	6 25	52.3	Litchfield ♁	12 16	5 43	12 50	6 49	....	....
....	....	— —	— —	— —	7 12	79.4	Clarksdale ♁	— —	— —	— —	— —	....	....
....	....	1 46	10 46	10 36	7 25	84.8	Taylorville ♁	11 27	4 44	12 06	6 04	....	....
P M	....	2 30	11 25	11 15	8 25	113.2	arr. + Decatur lve.	10 50	4 00	11 25	5 25	A M	....
†4 00	....	2 40	11 30	11 20	8 30	113.2	lve. Decatur ♁ arr.	10 45	3 50	11 20	5 20	10 45	....
4 13	....	— —	— —	Continental Limited	8 45	121.0	Oakley	— —	— —	— —	Continental Limited.	10 27	....
4 21	....	— —	— —		8 53	125.1	+ Cerro Gordo ♁	— —	— —	— —		10 18	....
4 29	Noon	— —	— —		9 01	129.4	Milmine	— —	— —	— —		10 09	P M
4 59	†12 05	— —	12 03		9 12	133.4	+ Bement ♁	10 15	3 10	— —		10 00	4 15
5 07	12 20	— —	— —		9 25	140.2	Ivesdale ♁	— —	— —	— —		9 47	4 00
5 18	12 32	— —	— —		9 37	146.3	Sadorus ♁	— —	— —	— —		9 37	3 51
5 27	12 42	— —	12 28	12 13	9 48	150.8	+ Tolono ♁	9 53	2 47	s10 27	4 28	9 28	3 42
5 37	12 52	— —	— —	— —	9 59	156.6	Philo ♁	— —	— —	— —	— —	9 18	3 32
5 47	1 02	— —	— —	12 27	10 12	161.2	+ Sidney ♁	— —	— —	t10 12	4 14	9 09	3 23
5 58	1 15	— —	— —	— —	10 22	167.3	+ Homer ♁	— —	— —	— —	— —	8 59	3 11
6 08	1 28	— —	— —	— —	10 32	174.1	Fairmount ♁	— —	— —	— —	— —	8 48	2 59
6 20	1 40	— —	— —	— —	10 42	181.0	Catlin ♁	— —	— —	— —	— —	8 37	2 48
6 30	1 50	— —	— —	— —	10 50	184.9	+ Tilton ♁	— —	— —	— —	— —	8 30	2 40
6 36	2 00	4 23	1 23	1 08	10 57	187.1	+ Danville ♁	9 04	2 03	9 34	3 58	8 22	†2 30
6 53	P M	— —	— —	— —	11 15	194.5	State Line ♁	— —	— —	— —	— —	8 02	P M
6 58		— —	— —	— —	11 20	197.4	Johnsonville	— —	— —	— —	— —	7 55	
7 03	....	— —	— —	— —	11 25	199.9	Marshfield	— —	— —	— —	— —	7 48	....
7 09	....	— —	— —	— —	11 32	203.8	+ West Lebanon. ♁	— —	1 23	— —	— —	7 38	....
7 17	....	4 56	— —	— —	11 41	209.0	+ Williamsport ♁	8 30	1 13	— —	— —	7 27	....
7 24	....	5 03	2 05	1 46	11 49	211.9	arr. + Attica ♁ lve	8 23	1 06	8 43	2 56	7 18	....
....	....	(By	Stag	e.)	....	....	Mudlavia-Indiana Spgs.	....	....	....	(By	Stag	e.)
7 33	....	— —	— —	—	11 58	216.5	Riverside	See Note ⊙.	— —	— —	— —	7 08	....
7 44	....	— —	— —	— —	12 10	223.4	West Point ♁		— —	— —	— —	6 53	....
7 48	....	— —	— —	— —	12 14	225.9	Wea		— —	— —	— —	6 48	....
7 52	....	— —	— —	— —	12 19	228.5	Shadeland		— —	— —	— —	6 43	....
8 10	....	5 37	2 41	2 20	12 32	233.3	+ Lafayette ♁	7 54	12 35	8 12	2 23	†6 30	....
P M	....	— —	— —	—	12 56	244.9	Colburn	— —	— —	— —	— —	A M	....
	....	6 00	3 07	2 42	1 06	250.1	+ Delphi ♁	7 28	12 02	7 42	1 55		....
....	....	— —	— —	— —	1 19	256.6	Rockfield ♁	— —	— —	— —	— —	....	....
....	....	— —	— —	— —	1 27	260.9	Burrows	— —	— —	— —	— —	....	....
....	....	— —	— —	— —	1 37	264.4	Clymers ♁	— —	— —	— —	— —	....	....
....	....	6 30	3 42	3 10	1 50	270.3	+ Logansport ♁	7 00	11 30	7 13	1 26	....	....
....	....	— —	— —	—	2 06	279.5	New Waverly ♁	— —	11 18	— —	— —	....	....
....	....	6 55	4 10	3 35	2 20	286.2	+ Peru ♁	6 38	11 05	6 47	1 03	....	....
....	....	— —	— —	— —	2 35	294.5	+ Rich Valley ♁	— —		— —	— —	....	....
....	....	7 16	4 32	3 55	2 47	299.9	+ Wabash ♁	6 13	10 38	6 22	12 40	....	....
....	....	— —	— —	— —	2 56	305.5	Lagro ♁	— —	— —	— —	— —	....	....
....	....	— —	— —	— —	3 07	312.5	+ Andrews ♁	— —	10 16	— —	— —	....	....
....	....	7 40	4 59	4 18	3 20	318.3	+ Huntington ♁	5 48	10 06	5 55	12 15	....	11
....	....	—	— —	— —	3 35	327.1	Roanoke ♁	— —	d9 51	— —	— —	....	A M
....	....	8 17	5 50	4 51	4 05	342.3	+ Fort Wayne. ♁	*5 20	9 30	5 18	11 43	....	11 20
....	....	— —	6 04	— —	4 17	348.3	New Haven ♁	P M	9 07	— —	— —	....	11 05
....	....	— —	6 11	— —	4 25	352.0	Thurman		8 59	— —	— —	....	10 59
....	....	— —	6 21	— —	4 39	358.4	Grabill ♁	....	8 47	— —	— —	....	10 50
....	....	— —	6 29	— —	4 51	363.6	Spencerville ♁	....	8 35	— —	— —	....	10 37
....	....	— —	6 34	— —	4 57	365.7	St. Joe ♁	....	8 30	— —	— —	....	10 32
....	....	9 03	6 48	— —	5 12	373.9	Butler ♁	....	8 17	4 20	— —	....	10 19
....	....	— —	6 57	— —	5 19	378.5	Artic	....	8 09	— —	— —	....	10 10
....	....	— —	7 10	— —	5 27	384.0	Blakesley ♁	....	8 01	— —	— —	....	10 03
....	....	9 30	7 25	6 05	5 40	391.4	arr. + Montpelier. lve.	....	7 50	4 05	10 35	....	*9 50
....	....	9 35	7 30	6 10	8 40	391.4	lve. Montpelier ♁ arr.	....	7 45	4 00	10 30	....	A M
....	....	— —	e —	— —	— —	402.7	Alvordton ♁	....	7 18	— —	10 00	....	....
52	50	— —	— —	— —	— —	415.2	North Morenci. ♁	53	6 55	— —	9 34	51	....
P M	A M	— —	— —	— —	— —	418.2	Ennis ♁	P M	6 48	— —	9 28	A M	....
*5 40	*8 35	10 32	8 23	7 09	9 40	429.6	+ Adrian ♁	5 30	6 25	3 10	9 10	8 23	....
5 55	8 45	— —	— —	— —	—	435.9	Holloway ♁	5 10	— —	— —	— —	8 05	....
6 07	8 55	— —	— —	— —	— —	441.5	Britton ♁	4 58	— —	— —	— —	7 56	....
6 24	9 20	11 03	— —	— —	10 13	451.1	+ Milan ♁	4 41	— —	— —	— —	7 34	....
6 34	9 33	—	— —	— —	— —	456.9	Whittaker ♁	4 31	— —	— —	— —	7 22	....
6 48	9 53	— —	— —	— —	— —	464.6	Belleville ♁	4 18	— —	— —	— —	7 05	....
7 00	10 10	— —	— —	— —	— —	469.4	Romulus ♁	4 07	— —	— —	— —	6 55	....
7 28	10 35	— —	— —	— —	— —	484.2	Delray	3 40	— —	— —	— —	6 22	....
7 40	10 45	12 01	10 00	8 40	11 20	488.0	arr. + Detroit ♁ lve.	*3 30	6 00	1 30	7 45	*6 10	....
P M	A M	12 10	10 10	9 00	11 30	488.0	lve. Detroit arr.	P M	1 35	2 00	7 40	A M	....
....	....	2 00	12 00	10 50	1 20	489.0	Windsor ♁	⊙ Train No. 5 does not carry baggage between Toledo and St. Louis.	1 45	2 10	7 50	....	....
....	....	3 00	1 05	11 57	2 20	534.6	Chatham ♁		12 45	1 10	6 42	....	....
....	....	3 47	1 58	— —	3 08	568.6	Glencoe ♁		12 01	— —	5 55	....	....
....	....	4 30	2 50	1 35	3 50	596.3	St. Thomas ♁		11 25	11 50	5 15	....	....
....	....	5 30	4 13	2 44	4 57	642.1	Simcoe ♁		10 20	10 47	4 00	....	....
....	....	6 44	5 40	— —	6 13	....	+ Welland Junc. ♁		9 15	— —	— —	....	....
....	....	7 20	6 20	4 59	....	719.6	+ Black Rock ♁		8 45	9 05	2 03	....	....
....	....	8 00	7 00	5 14	8 00	741.3	arr. + Buffalo ♁ lve.		*8 15	*8 30	*1 50	....	....
....	....	P M	P M	A M	A M	....	(D. L. & W. R.R.)		A M	P M	A M	....	....
....	....	7 45	7 45	....	7 25	1152.0	ar. New York (Christop'r St.) lv.		8 45	10 00	....	....	....
....	....	7 45	7 45	....	7 30	1152.0	ar. New York (Barclay St.) lv.		8 45	10 00	....	....	....
....	....	7 50	7 50	....	7 30	1152.0	ar. New York (W. 23d St.) lv.		8 45	10 00	....	....	....
....	....	A M	A M	....	P M	....	(West Shore R.R.)		P M	A M	....	....	....
....	....	....	8 00	5 00	8 10	1170.0	ar. New York (W. 42d St.) lv.		7 55	....	2 15	....	....
....	....	....	8 30	5 10	8 30	1170.0	ar. New York (Desbrosses St.) lv.		7 40	....	2 00	....	....
....	....	....	A M	P M	P M	....	(N. Y. C. & H. R. R.R.)		P M	....	P M	....	....
....	....	....	A M	P M	....	....	(Boston & Maine R.R.)		P M	....	Noon	....	....
....	....	....	10 00	6 55	....	1221.0	Boston		y6 19	....	12 30	....	....
....	....	....	A M	P M	....	....	ARRIVE] [LEAVE		P M	...	Noon	....	....

STANDARD—*Central time* West of Detroit; *Eastern time* East of Detroit.

ST. LOUIS, FORT WAYNE AND TOLEDO.
(Via Defiance.)

14	18	12	Mls	November 7, 1909.	21	5	13
A M	P M	P M	....	LEAVE] [ARRIVE	P M	A M	A M
*8 30	*11 32	*8 30	....	St. Louis	8 15	1 45	7 33
P M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	P M
*5 05	*11 50	*5 45	0	+ Fort Wayne ♁	10 40	5 15	9 00
6 23	12 05	5 56	5.9	New Haven ♁	10 23	— —	8 48
6 40	12 23	6 13	15.8	Woodburn ♁	10 02	— —	8 27
6 53	12 35	6 25	22.9	Antwerp ♁	9 50	4 41	8 12
6 08	12 50	6 38	30.6	Cecil ♁	9 36	— —	7 56
6 32	1 12	7 00	43.0	Defiance Junction	9 18	4 16	7 31
6 39	1 20	7 06	43.7	+ Defiance ♁	9 05	4 10	7 22
6 50	1 30	7 16	48.9	Jewell	8 53	— —	7 10
7 10	1 51	7 35	58.5	+ Napoleon ♁	8 34	3 47	6 47
7 22	2 03	7 48	65.4	Liberty Centre ♁	8 20	— —	6 35
7 43	2 25	8 12	77.2	White House ♁	7 53	— —	6 16
8 16	3 00	8 45	94.5	+ Toledo ♁	*7 20	*3 00	*5 45
P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M

MONTPELIER AND TOLEDO.

....	6	22	Mls	November 7, 1909.	1	15	....
....	A M	....	....	LEAVE] [ARRIVE	P M	....	....
....	*4 30	....	....	St. Louis	8 15	....	....
....	Noon	P M	....	LEAVE] [ARRIVE	P M	A M	....
....	*12 06	*11 00	....	Chicago	4 55	7 15	....
....	P M	A M	....	LEAVE] [ARRIVE	A M	A M	....
....	*5 45	*5 15	0	Montpelier ♁	9 45	1 15	....
....	5 59	5 29	9.2	West Unity ♁	9 28	12 58	....
....	6 18	5 48	18.9	Eckley	9 10	— —	....
....	6 30	6 00	24.5	Wauseon ♁	9 00	12 31	....
....	6 43	6 13	31.9	Delta	8 48	— —	....
....	6 51	6 21	36.0	Brailey	8 41	— —	....
....	7 07	6 36	45.5	Monclova	8 26	11 57	....
....	7 14	6 43	49.5	Maumee ♁	8 18	11 49	....
....	7 30	7 00	58.2	Toledo ♁	*8 00	*11 30	....
....	P M	A M	....	ARRIVE] [LEAVE	A M	P M	....

ATTICA AND COVINGTON.

37	35	Mls	November 7, 1909.	34	36	....
P M	A M	....	LEAVE] [ARRIVE	Noon	P M	....
†3 50	†8 15	0	+ Attica ♁	12 59	6 00	....
4 15	8 40	7.2	Fountain	12 25	5 25	....
4 30	8 55	11.1	Nebekers	12 15	5 15	....
4 45	9 00	12.3	Shelby's	12 10	5 10	....
4 50	9 15	14.8	+ Covington ♁	†11 59	†5 00	....
P M	A M	....	ARRIVE] [LEAVE	A M	P M	....

BEMENT AND ALTAMONT.

....	31	71	Ms	November 7, 1909.	30	70	....
....	P M	....	...	LEAVE] [ARRIVE	A M	....	....
....	†2 30	....	0	Danville	10 57	....	....
....	3 23	....	26	Sidney	10 12	....	....
....	4 15	....	54	arr. Bement lve.	9 12	....	....
....	P M	....	...	LEAVE] [ARRIVE	Noon	....	....
....	†2 40	....	0	Springfield	12 30	....	....
....	4 00	....	39	lve. Decatur arr.	10 45	....	....
....	4 40	....	59	arr. Bement lve.	10 00	....	....
....	P M	A M	...	LEAVE] [ARRIVE	A M	P M	....
....	†5 00	†7 45	0	Bement ♁	9 00	6 00	....
....	5 11	8 05	4	Voorhies	8 48	5 11	....
....	5 21	8 38	9	Hammond	8 38	4 48	....
....	5 35	9 00	15	Lovington	8 23	4 25	....
....	5 45	9 15	19	Cushman	8 13	4 10	....
....	5 55	9 53	23	Sullivan ♁	8 03	3 55	....
....	6 10	10 15	29	Bruce	7 46	3 25	....
....	6 25	10 40	35	Windsor ♁	7 31	3 10	....
....	6 40	11 05	41	Strasburg	7 16	2 50	....
....	6 49	11 20	44	Herborn	7 07	2 35	....
....	6 57	11 30	47	Stewardson	7 00	2 25	....
....	7 12	11 55	53	Shumway ♁	6 45	2 05	....
....	7 27	12 15	58	Blue Point	6 25	1 25	....
....	7 40	1 00	63	Altamont ♁	†6 15	†1 10	....
....	P M	P M	...	ARRIVE] [LEAVE	A M	P M	....

CHAMPAIGN BRANCH.

37	35	33	31	Mls	Nov. 7, 1909.	30	32	34	36
P M	Noon	A M	A M	...	LVE.] [ARR.	A M	A M	Noon	P M
†5 50	†12 30	†10 15	†8 10	0	Sidney ♁	8 00	10 00	12 20	3 15
6 02	12 42	10 27	8 22	3.4	Deers	7 44	9 49	12 09	3 04
6 11	12 51	10 36	8 31	6.3	Mira	7 35	9 40	12 00	2 55
6 21	1 01	10 51	8 50	9.5	+ Urbana ♁	7 25	9 30	11 50	2 45
6 30	1 10	11 00	9 00	11.7	+ Champaign. ♁	†6 55	†9 20	†11 40	†2 35
P M	P M	A M	A M	....	ARR.] [LVE.	A M	A M	A M	P M

Trains marked * run daily; † daily, except Sunday.

d Stops to leave passengers; *e* stops to leave from west of Montpelier; *g* stops to take passengers; *r* stops to take for Fort Wayne or beyond; *s* stops on Sunday; *t* does not stop Sunday; *y* Sunday leaves 4 00 p.m.

□ Runs via Merchants Bridge.

+ Coupon stations; ♁ Telegraph stations.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | Over 160 railroads use the SAFETY systems of ..... Steam Heat

THE WABASH RAILROAD CO.

CHICAGO, DETROIT, BUFFALO, NEW YORK AND BOSTON.

54	12-2	6	14	Mls.	November 7, 1909.	1-11	3	5	8	55
.....	P M	P M	Noon	.....	LEAVE [ARRIVE	P M	P M	A M	A M	....
.....	*1100	*330	*1206	0	.....Chicago.....♂	4 55	9 45	7 15	9 50	....
.....	11 13	3 43	12 19	4.6	Forty-seventh Street♂	4 41	9 31	7 01	9 36	....
.....	11 16	3 46	12 24	6.6	.....Englewood.....♂	4 36	9 26	6 57	9 31	....
.....	11 48	4 17	12 52	20.5	.....Hammond.....♂	4 07	8 57	6 27	9 00	....
.....	11 56	c423	12 56	22.1	.....East Chicago...♂	4 00	- -	6 21	8 56	....
.....	12 10	4 37	1 16	30.6	.....Gary.....♂	3 40	8 38	6 07	8 42	....
.....	12 17	- -	1 20	33.1	.....Aetna.....♂	3 38	- -	6 00	- -	...
.....	12 35	- -		41.7	.....Crocker.....♂	3 20	- -	- -	8 18	...
.....	1 00	- -	1 53	55.0	+....Westville.....♂	2 55	- -	5 17	7 55	...
P M	- -	- -	2 10	64.8	.....Kingsbury.....♂	2 37	- -	- -	7 37	A M
†3 10	1 45	5 52	2 40	79.2	+..North Liberty...♂	2 10	7 30	4 30	7 10	1115
3 25	2 00	- -	s -	87.3	.....Lakeville.....♂	s -	- -	- -	s -	1100
3 37	- -	- -	s -	93.0	.....Wyatt.....	s -	- -	- -	s -	1050
3 52	2 23	- -	s -	100.8	+....Wakarusa.....♂	s -	- -	3 50	s -	1032
4 10	q -	- -	q s	110.7	+..New Paris.....♂	s v	- -	- -	s v	1020
4 17	- -	- -	s -	114.1	.....Benton.....♂	s -	- -	- -	s -	1003
4 25	- -	- -	s -	118.1	....Millersburg...♂	s -	- -	- -	s -	9 55
4 40	3 10	- -	s -	126.1	.....Topeka.....♂	s -	- -	v3 10	s -	9 40
5 00	3 25	7 23	4 02	135.3	+..Wolcottville...♂	1235	6 00	2 50	5 40	9 21
5 12	- -	- -	s -	140.3	....South Milford..♂	s -	- -	- -	s -	9 10
5 23	- -	- -	s -	145.7	.....Helmer.....♂	s -	- -	- -	s -	9 00
5 35	3 50	- -	s -	150.7	...Ashley-Hudson ♂	s -	- -	2 20	s -	8 48
5 45	3 55	- -	s -	153.4	.....Steubenville.....♂	s -	- -	- -	s -	8 42
5 58	4 05	- -	s -	158.9	.....Hamilton.....♂	s -	- -	- -	s -	8 30
6 13	4 17	- -	s -	166.8	.....Edon.....♂	s -	- -	- -	s -	8 15
6 30	4 35	8 36	5 00	175.2	ar.+Montpelier♂ lv.	1135	5 00	1 40	4 35	†800
P M	7 00	....	7 30	.....	arr.....Toledo ...lve.	*800	....	*1130	.....	A M
.....	4 40	8 40	5 05	175.2	lve...Montpelier.arr.	1130	4 55	1 35	4 00	....
.....	5 00	- -	5 27	186.4	.....Alvordton.....♂	- -	- -	- -	- -	....
.....	5 12	- -	5 40	192.6	.....Munson.....♂	- -	- -	- -	- -	....
.....	5 24	- -	5 52	198.9	....North Morenci..♂	- -	- -	- -	- -	....
.....	5 30	- -	5 58	201.9	.....Ennis.....♂	- -	- -	- -	- -	....
.....	5 40	- -	6 08	206.5	.....Sand Creek.....♂	- -	- -	- -	- -	....
.....	5 55	8 40	6 25	213.3	.....Adrian.....♂	1032	3 55	12 40	3 10	....
.....	- -	- -	- -	217.4	.....Raisin Center.....	- -	- -	- -	- -	....
.....	- -	- -	- -	219.7	.....Holloway .....♂	- -	- -	- -	- -	....
.....	- -	- -	- -	225.2	.....Britton.....♂	- -	- -	- -	- -	....
.....	- -	- -	- -	230.0	.....Cone.....♂	- -	- -	- -	- -	....
.....	b 28	1013	- -	234.8	.....Milan.....♂	- -	- -	12 05	- -	....
.....	- -	- -	- -	240.6	.....Whitaker.....♂	- -	- -	- -	- -	....
.....	- -	- -	- -	243.4	.....Willis.....♂	- -	- -	- -	- -	....
.....	- -	- -	- -	248.5	.....Belleville .....♂	- -	- -	11 40	- -	....
.....	- -	- -	- -	250.6	...French Landing...	- -	- -	- -	- -	....
.....	- -	- -	- -	253.1	.....Romulus.....♂	- -	- -	11 32	- -	....
.....	- -	- -	- -	259.7	.....Hand.....	- -	- -	- -	- -	....
.....	- -	- -	- -	267.9	.....Delray.....♂	- -	- -	- -	- -	....
.....	7 30	1120	7 55	272.1	arr.....Detroit....lve.	9 00	2 25	*1100	1 30	....
.....	10 10	1130	8 00	272.1	lve.Detroit (C. T.)arr.	7 40	1 35	P M	2 00	....
.....	12 09	1 20	10 50	273.1	+.Windsor (E. T.)...	7 50	1 45	.....	2 10	....
.....	1 05	2 20	11 57	318.7	+....Chatham.....	6 42	12 45	.....	1 10	....
.....	1 27	- -	- -	333.7	.....Thamesville ...♂	- -		.....	- -	....
.....	1 38	- -	- -	341.2	.....Bothwell .....♂	- -	- -	.....	- -	....
.....	1 58	3 08	- -	352.6	+....Glencoe.....♂	5 55	12 01	.....	- -	....
.....	2 22	- -	- -	368.0	.....Lawrence .....♂	- -	- -	.....	- -	....
.....	2 45	3 45	1 30	380.3	arr.+St. Thomas.lve.	5 15	11 25	.....	11 50	....
.....	2 50	3 50	1 35	380.3	lve.St. Thomas♂arr.	5 10	11 20	.....	11 45	....
.....	3 08	- -	Cont.	390.9	+.....Aylmer.....♂	Lim.	11 03	.....	- -	....
.....	3 29	- -		405.1	+...Tilsonburg...♂		10 47	.....	- -	....
.....	3 49	- -		416.4	.....Delhi.....♂		10 33	.....	- -	....
.....	4 13	4 57	2 44	426.1	+.....Simcoe.....♂	4 00	10 20	.....	10 47	....
.....	4 30	- -	- -	436.7	.....Jarvis .....♂	- -	- -	.....	- -	....
.....	4 50	5 30	- -	450.3	.....Cayuga.....♂	- -	- -	.....	- -	....
.....	5 40	6 13	- -	481.7	....Welland Junc..♂	- -	9 15	.....	- -	....
.....	....	6 50	Lim.	.....	+.Niagara Falls Ont...	Cont.	- -	.....	.....	....
.....	....	7 05		.....	ar.+Suspens. Bridge.lv.		†8 40	.....	.....	....
.....	....	7 25		.....	+Niagara Falls, N.Y...		- -	.....	.....	....
.....	□	7 40	□	.....	...North Tonawanda.♂	□	- -	.....	□	....
.....	7 00	8 00	.....	525.0	+...Buffalo (Wab.)..♂	.....	*8 15	.....	*8 30	....
.....	P M	A M	5 14	.....	ar.Buffalo(N.Y.C.).lv.	*150	A M	.....	P M	....
.....	7 45	7 25	A M	936.0	ar.{New (Ch.& B.Sts.) / York(W. 23d St.)}lv.	A M	8 46	.....	*1000	....
.....	7 50	7 30	.....		(D.L. & W.R.R.)	.....	*8 46	.....	*1000	....
.....	A M	P M	.....	.....		.....	P M	.....	A M	....
.....	.....	1000	.....	990.0	ar.{New (W. 42d St.) / York(Desb. St.)}lv.	.....	6 00	.....	.....	....
.....	.....	1015	.....		(N. Y. O. & W. Ry.)	.....	*5 49	.....	.....	....
.....	....	P M	.....	.....		.....	P M	.....	.....	....
.....	8 00	8 10	5 00	954.0	ar.{New (W. 42d St.) / York(Desb. St.)}lv.	2 15	5 55	.....	.....	....
.....	8 30	8 30	5 10		(West Shore R.R.)	2 00	5 40	.....	.....	....
.....	A M	P M	P M	.....		P M	P M	.....	.....	....
.....	10 00	....	8 55	1006.0	arr.....Boston....lve.	1230	z6 19	.....	.....	....
.....	A M	....	P M	.....	(Boston & Maine R.R.)	Noon	P M	.....	.....	....

s Stops Sundays only; y connecting train takes passengers for Detroit and points west; z Sunday leaves 4 00 p.m. □ Runs via Black Rock.

v stops to leave from Chicago or to take for Detroit and Toledo; r stops to take for Chicago; d stops to leave from Detroit, Toledo and points east, or take for Chicago.

HELMER BRANCH.

36	34	32	Mls	November 7, 1909.	31	33	35
P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M
*5 30	*2 00	*9 05	0	.....Helmer.....♂	8 50	1 50	5 10
5 50	2 20	9 25	5	.....Stroh.....♂	*8 30	*1 30	*4 50
P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M

N.B.—All trains between Buffalo and Windsor are run on *Eastern Standard time*; west of Windsor all trains are run on *Central Standard time*.

* Daily; † daily, except Sunday; h stops to leave passengers from west of Mount Sterling and to take passengers for east or north of Bement; c stops to take passengers for Detroit, Toledo and points east; d stops to leave from north or east of Bement or to take for west of Mount Sterling.

KANSAS CITY, KEOKUK, QUINCY, HANNIBAL AND EAST.

50	2	4	28	Mls.	December 5, 1909.	9	3	15	51	38
....	.....	.....	P M	.....	LEAVE] [ARRIVE	P M	.....	.....	.....	.....
....	.....	.....	*5 00	0	.....Kansas City...♂	9 15	.....	.....	.....	.....
....	.....	.....	8 30	128.4	+.....Moberly.....♂	5 55	.....	.....	.....	.....
....	.....	.....	9 14	154.5	.....Paris.....♂	4 54	.....	.....	.....	.....
....	.....	.....	9 52	176.1	.....Monroe.....♂	4 18	.....	.....	.....	.....
....	P M	A M	10 30	198.4	arr..+Hannibal♂..lve.	3 40	A M	P M	....	P M
....	*5 00	*5 00	*9 20	0	lve...+Quincy♂...arr.	4 40	10 55	9 05	....	11 45
....	5 15	5 15	8 34	7.1	.....Marble Head.....	4 26	10 36	8 47	....	11 26
....	5 20	5 20	8 46	10.0	.....Bluff Hall.....	4 20	10 30	8 40	....	11 15
....	5 28	5 25	8 55	12.9	.....Fall Creek	4 15	10 25	8 35	....	11 05
....	5 50	h5 44	10 50	18.8	arr..+Hannibal♂..lve.	3 55	10 05	8 15	P M	*1045
†130	5 55	6 00	10 35	198.4	lve..+Hannibal♂..arr.	3 35	10 00	8 10	1 00	P M
1 40	6 05	6 09	h1043	200.0	.....East Hannibal...♂	- -	9 50	8 00	1244	.....
1 43	- -	6 11	h1044	200.7	.....Shepherd	- -	- -	7 57	1241	.....
1 56	6 18	6 21	h1054	208.4	.....Hulls.....♂	- -	9 36	7 45	1229	.....
2 07	6 30	6 30	h1059	211.2	.....Kinderhook.....♂	- -	9 30	7 36	1222	.....
2 20	6 45	6 43	h1109	217.7	.....Barry.....♂	- -	9 19	7 25	1209	.....
2 27	6 55	6 50	h1 15	221.5	.....Hadley	- -	9 10	7 16	1200	.....
2 40	7 07	7 00	h1124	225.5	.....Baylis ....♂	- -	9 00	7 07	1152	.....
2 49	7 16	7 07	h1129	229.4	.....New Salem ..♂	- -	8 52	6 62	1143	.....
2 57	7 24	7 14	h1133	232.0	arr...Maysville♂..lve.	- -	8 45	6 44	1135	.....
3 15	7 45	7 30	.....	238.1	arr.{..Pittsfield..}lve.	.....	8 20	6 25	1115	....s
2 35	7 00	6 54	.....	238.1	lve.{ }arr.	.....	9 05	7 00	1155	.....
2 57	7 24	7 14	h1133	232.0	lve...Maysville♂..arr.	- -	8 45	6 44	1135	.....
3 04	7 33	7 22	h1137	235.4	+.....Griggsville.....♂	- -	8 36	6 39	1129	.....
3 15	7 44	7 31	h1145	240.3	.....Valley City ....♂	- -	8 21	6 25	1117	.....
3 26	7 57	7 45	h1155	244.8	....Naples.....	- -	8 08	6 13	1106	.....
3 35	8 10	*7 50	12 04	248.7	arr....+Bluffs♂...lve.	- -	7 57	*605	1058	.....
....	*4 30	†4 40	.....	0	lve...+Keokuk♂..arr.	.....	11 05	†935	....	.....
....	4 40	4 50	.....	1.3	.....Hamilton .....♂	.....	10 55	9 23	....	.....
....	4 53	5 03	.....	7.8	.....Elvaston.....♂	.....	10 40	9 07	....	.....
....	5 05	5 15	.....	12.2	+.....Carthage.....♂	.....	10 30	8 52	....	.....
....	5 17	5 27	.....	18.3	.....Bentley.....	.....	10 18	8 38	....	.....
....	5 28	5 37	.....	22.2	.....Denver .....♂	.....	10 09	8 28	....	.....
....	5 40	5 49	.....	26.9	.....Bowen.....♂	.....	9 59	8 17	....	.....
....	5 52	6 01	.....	32.7	.....Chatton.....	.....	9 47	8 05	....	.....
....	6 01	6 09	.....	35.6	.....Golden .....♂	.....	9 41	7 56	....	.....
....	6 10	6 17	.....	38.5	.....Blacks.....	.....	9 34	7 49	....	.....
....	6 20	6 27	.....	42.3	arr...+Clayton♂..lve.	.....	*9 25	7 38	....	.....
....	†605	.....	.....	0	lve...+Quincy♂..arr.	.....	†1035	....	....	.....
....	6 00	.....	.....	32.0	+....Camp Point....♂	.....	9 40	....	....	.....
....	†620	.....	.....	27.7	arr...+Clayton♂..lve.	.....	†9 25	....	....	.....
....	*6 26	6 28	.....	42.3	lve...+Clayton♂..arr.	.....	9 20	7 38	....	.....
....	6 34	6 38	.....	47.2	.....Timewell	.....	9 10	7 26	....	.....
....	6 45	6 49	.....	53.2	+..Mount Sterling ..♂	.....	8 59	7 15	....	.....
....	6 52	6 55	.....	55.8	.....Hersman.....	.....	8 53	7 06	....	.....
....	6 58	7 01	.....	59.1	.....Gilbirds.....	.....	8 46	6 58	....	.....
....	7 05	7 08	.....	62.2	.....Versailles.....♂	.....	8 39	6 45	....	.....
....	7 15	7 17	.....	65.8	.....Perry Springs.....	.....	8 31	6 33	....	.....
....	7 28	7 27	.....	69.8	.....Meredosia .....♂	.....	8 22	6 20	....	.....
....	7 40	†7 40	.....	75.8	arr....+Bluffs♂...lve.	.....	8 10	†605	....	.....
3 35	8 10	*7 50	12 04	248.7	lve....+Bluffs♂...arr.	- -	‖7 38	†545	1058	.....
3 42	b8 18	7 57	h1209	252.0	.....Neely's.....	- -	d7 31	5 38	1048	.....
3 48	b8 24	8 03	h1215	254.6	.....Morgan.....	- -	d7 26	- -	1042	.....
3 51	8 27	8 06	12 17	256.2	+.....Chapin .....♂	- -	7 23	5 30	1039	.....
4 02	b8 35	8 16	h1225	261.1	.....Markham.....	- -	d7 14	5 21	1029	.....
4 15	8 48	8 28	12 34	266.2	+...Jacksonville...♂	1 29	7 06	5 13	1020	.....
4 20	b8 60	8 33	h1236	266.9	..Jacksonville Junction..	- -	d6 59	5 04	1012	.....
4 28	b8 67	8 41	h1242	271.1	.....Arnold.....♂	- -	d6 54	4 68	1004	.....
4 36	b9 02	8 48	h1247	274.6	.....Orleans.....	- -	d6 47	4 52	9 57	.....
4 46	b9 06	8 53	h1250	276.7	.....Alexander .....♂	- -	d6 40	4 46	9 52	.....
4 54	b9 12	9 00	h1256	280.9	.....Island Grove.....	- -	d6 34	4 40	9 44	.....
5 00	9 22	9 07	h1 00	283.5	.....Berlin .....♂	- -	6 29	4 35	9 38	.....
5 11	b9 29	9 14	h1 05	286.8	.....Bates.....♂	- -	d6 23	4 28	9 30	.....
5 19	b9 34	9 21	h1 11	291.1	.....Curran .....♂	- -	d6 15	4 21	9 21	.....
5 25	b9 39	9 27	h1 15	294.0	.....Sanger.....	- -	d6 06	4 16	9 10	.....
5 32	b9 46	- -	h1 22	297.8	.....Iles.....	- -	d6 02	- -	9 04	.....
5 45	10 05	9 50	1 34	300.1	+....Springfield ...♂	12 30	5 50	3 55	†350	.....
P M	b10 15	10 02	h1 45	306.8	.....Riverton .....♂	- -	d5 34	3 38	A M	.....
....	b10 23	10 08	h1 51	311.3	.....Dawson.....♂	- -	d5 28	3 31	....	.....
....	b10 28	10 13	h1 55	314.2	.....Buffalo .....♂	- -	d5 24	3 26	....	.....
....	b10 33	10 18	h1 59	317.4	.....Lanesville .....♂	- -	d5 19	3 19	....	.....
....	b10 42	10 26	h2 06	323.1	+.....Illiopolis .....♂	- -	5 10	3 10	....	.....
....	b10 48	10 32	h2 11	326.9	.....Niantic.....♂	- -	d5 03	3 03	....	.....
....	b10 56	10 40	h2 17	331.4	.....Harristown .....♂	- -	d4 57	2 57	....	.....
....	b11 00	- -	h2 21	334.4	.....Wyckles.....	- -	d4 53	- -	....	.....
....	11 10	11 00	2 30	338.7	arr...+Decatur♂..lve.	*1130	*4 45	*245	....	.....
....	7 00	4 59	.....	511.9	arr...+Chicago ...lve.	A M	*11 40	*900	....	.....
....	8 45	8 15	3 00	662.3	arr....+Toledo.....lve.	.....	*5 45	A M	....	.....
....	6 05	P M	P M	962.6	ar.Pittsburg (C.time).lv.	.....	*5 50	....	....	.....
....	10 00	8 40	12 01	713.9	+.....Detroit.....♂	*1 30	*5 00	....	....	.....
....	A M	P M	Noon	.....	ARRIVE] [LEAVE	A M	P M	....	....	.....
....	7 00	5 14	8 00	966.0	.....Buffalo.....♂	*8 30	*8 15	....	....	.....
....	P M	A M	P M	.....	ARRIVE] [LEAVE	P M	A M	....	....	.....
....	7 45	.....	7 45	1377.0	ar.{New (Christoph St.)}lv.	*100	*8 45	....	....	.....
....	7 45	.....	7 50	1377.0	ar.{York (Barclay St.)}lv.	*1000	*8 45	....	....	.....
....	A M	.....	A M	.....	(D. L. & W. R.R.)	A M	P M	....	....	.....
....	8 00	5 00	.....	1395.0	ar.{New (West 42d St.)}lv.	.....	5 55	....	....	.....
....	8 30	5 10	.....	1395.0	ar.{York (DeshrossesSt.)}lv.	.....	6 40	....	....	.....
....	A M	P M	.....	.....	(West Shore R.R.)	.....	P M	....	....	.....
....	.....	8 55	.....	1447.0	ar..Boston (B. & M.).lv.	.....	.....	....	....	.....
....	.....	P M	10 30	.....	ar..Boston (B. & A.).lv.	5 00	.....	....	....	.....
....	.....	.....	A M	.....	.....	A M	.....	....	....	.....

h Stops to leave passengers from west of Moberly.

Additional Train—Leaves Quincy *2 50 p.m., arrives Hannibal 3 35 p.m.

o + Coupon stations. Telegraph stations.

THE WABASH RAILROAD CO.

ST. LOUIS AND KANSAS CITY—DENVER, SALT LAKE, PORTLAND, LOS ANGELES AND SAN FRANCISCO.

61	7	1	51	9	3	13	Mls.	*December* 5, 1909.	14	50	20	2	12	28	4
.....	P M	P M	P M	P M	A M	A M	.....	LEAVE] [ARRIVE	A M	A M	P M	P M	P M	....	A M
.....	*11 31	*8 01	*5 15	*2 00	*9 04	*7 45	0	+....**St. Louis**....♂	7 39	11 45	2 15	5 28	10 50	....	7 00
.....	11 39	8 07	5 23	– –	9 11	7 52	2.2	.....Vandeventer....♂	a –	11 30	2 02	– –	10 37	....	6 42
.....	11 48	9 16	5 29	2 13	9 21	8 01	5.6	...Delmar-Rosedale...	7 21	11 21	1 56	5 08	10 30	....	6 31
.....	– –	– –	5 44	– –	– –	8 11	8.8	......Glen Echo......	a –	11 10	– –	– –	– –	....	6 22
.....	11 59	– –	5 53	– –	9 35	8 18	12.1	.......Ferguson.....♂	a –	11 00	1 42	– –	10 17	....	6 11
.....	– –	– –	5 57	– –	– –	8 22	13.9	.....Kinloch Park.....	a –	10 56	– –	– –	– –	....	– –
.....	– –	– –	6 02	– –	– –	8 27	16.2	.......Bridgeton.....♂	a –	10 49	▲ –	– –	– –	....	6 03
.....	– –	– –	6 10	– –	– –	8 33	19.7	........Bonfils........	a –	10 38	– –	– –	– –	....	– –
.....	12 24	9 53	6 18	2 48	9 57	8 43	23.0	+...**St. Charles**...♂	6 48	10 33	1 25	4 57	9 53	....	5 48
.....	– –	– –	6 27	– –	– –	8 50	26.5	......Elm Point......	a –	10 22	– –	– –	– –	....	– –
.....	– –	– –	6 37	– –	– –	8 58	31.6	......**St. Peter's**...♂	a –	10 11	– –	– –	9 33	....	5 28
.....	– –	– –	6 46	– –	– –	9 06	36.1	........O'Fallon.....♂	a –	9 59	– –	s –	9 26	....	5 21
.....	– –	– –	7 00	– –	– –	9 15	41.8	.......**Gilmore**....♂	a –	9 40	– –	– –	9 14	....	– –
.....	– –	– –	7 06	– –	– –	9 25	44.3	+.....Wentzville.....♂	a –	9 25	– –	– –	9 09	....	5 08
.....	– –	– –	7 19	– –	– –	9 35	50.1	........Foristell......♂	a –	9 10	– –	– –	8 59	....	– –
.....	– –	– –	7 25	– –	– –	9 41	53.6	.........Wright.......♂	a –	9 00	– –	– –	8 52	....	4 50
.....	– –	v –	7 38	– –	– –	9 55	59.7	.......Truesdale.....♂	a –	8 46	– –	– –	8 41	....	4 38
.....	– –	– –	7 40	– –	– –	9 57	60.7	+.....Warrenton......	a –	8 41	12 28	– –	8 37	....	– –
.....	– –	– –	7 49	– –	– –	10 01	65.4	......Pendleton.....♂	a –	8 34	– –	– –	8 29	....	– –
.....	– –	– –	7 57	– –	– –	10 15	69.0	.......Jonesburg.....♂	a –	8 25	– –	– –	8 19	....	4 15
.....	– –	– –	8 08	– –	– –	10 24	74.5	.......High Hill.....♂	a –	8 15	– –	– –	8 08	....	– –
.....	– –	– –	8 20	– –	– –	10 32	78.5	.....New Florence...♂	a –	8 07	– –	– –	7 59	....	▲ –
.....	v –	11 26	8 36	– –	11 26	10 40	84.0	+....Montgomery....♂	5 02	7 58	11 50	3 12	7 49	....	3 44
.....	v –	– –	8 52	– –	11 37	10 54	91.6	+ .....Wellsville.....♂	a –	7 42	11 37	2 58	7 54	....	3 28
.....	– –	– –	9 01	– –	– –	11 04	96.3	.....Martinsburg....♂	a –	7 30	– –	– –	7 21	....	3 17
.....	– –	– –	9 14	– –	– –	11 15	103.0	......Benton City....♂	a –	7 17	– –	– –	7 11	....	– –
.....	2 30	12 04	9 29	4 51	12 06	11 33	109.8	+......**Mexico**.....♂	4 15	7 05	11 03	2 30	6 59	....	2 52
.....	– –	– –	9 41	– –	– –	11 43	115.4	......**Thompson**....♂	a –	6 52	– –	– –	6 45	....	– –
.....	2 52	†12 27	9 59	5 14	12 30	11 58	123.9	+....**Centralia**....♂	3 52	6 37	10 38	2 08	6 33	....	2 16
.....	– –	– –	10 15	– –	– –	12 12	131.7	.......Sturgeon.....♂	a –	6 22	10 24	– –	6 20	....	1 55
.....	– –	– –	10 25	– –	– –	12 21	136.5	........**Clark**......♂	a –	6 12	– –	– –	6 10	....	– –
.....	– –	– –	10 35	– –	– –	12 33	142.0	.........Renick......♂	a –	6 01	– –	– –	5 58	....	– –
A M	3 35	1 05	10 55	5 45	1 10	12 45	147.8	arr..+**Moberly** ♂ .lve.	3 10	*5 50	*10 00	1 30	5 45	P M	1 20
*6 00	3 45	1 12	P M	5 55	1 20	Noon	147.8	lve....**Moberly**...arr.	3 00	A M	A M	1 20	5 37	8 22	1 00
6 13	– –	1 23		– –	1 33	....	154.6	.......Huntsville.....♂	b –	.....	.....	1 04	5 23	– –	12 41
– –	– –	– –	....	– –	– –	....	158.6	...Randolph Springs...	– –	.....	.....	– –	– –	– –	– –
6 25	– –	– –	....	– –	e s	....	161.3	........Clifton.......♂	– –	.....	.....	s –	5 12	– –	– –
6 38	– –	1 42	....	– –	1 57	....	168.6	+.....**Salisbury**....♂	b –	.....	.....	12 42	4 59	– –	12 17
6 50	– –	– –	....	– –	2 09	....	175.8	.......Keytesville....♂	b –	.....	.....	12 28	4 44	– –	12 02
6 58	– –	– –	....	– –	– –	....	179.7	.........Dalton......♂	– –	.....	.....	– –	4 35	– –	– –
7 13	4 46	y3 30	....	6 48	2 35	....	186.8	+....**Brunswick**....♂	1 50	.....	.....	12 09	4 20	7 20	11 42
7 25	–	3 44	....	– –	s –	....	193.2	........DeWitt.......♂	– –	.....	.....	s –	4 00	– –	– –
7 34	– –	3 53	....	– –	s –	....	197.0	+.......Miami.......♂	– –	.....	.....	s –	3 52	– –	– –
7 45	– –	4 05	....	– –	s –		203.5	.......Wakenda.....♂	– –	.....	.....	s –	3 40	– –	s –
7 58	5 23	4 20	....	7 23	3 18	....	210.5	+....**Carrollton**....♂	1 08	.....	.....	11 30	3 28	6 40	11 00
8 09	– –	4 33	....	– –	– –	....	210.6	.......Palemon.......	– –	.....	.....	– –	3 14	– –	– –
8 17	– –	4 41	....	– –	3 37	....	220.5	+....**Norborne**....♂	– –	.....	.....	11 12	3 07	– –	10 41
8 33	– –	4 58	....	– –	3 51	....	229.1	+......**Hardin**.....♂	– –	.....	.....	10 57	2 51	– –	10 27
8 44	– –	5 11	....	– –	4 04	....	235.2	+..**Lexington Jn.**..♂	– –	.....	.....	10 46	2 39	– –	10 18
8 54	– –	5 21	....	– –	– –	....	240.8	........**Camden**.....♂	– –	.....	.....	–	2 27	– –	– –
9 00	– –	5 28	....	– –	– –	....	243.1	........Fleming........	– –	.....	.....	– –	2 21	– –	– –
9 08	– –	5 35	....	– –	s –	....	246.4	.........Orrick......♂	– –	.....	.....	– –	2 15	– –	9 53
9 20	– –	5 49	....	– –	4 35	....	252.9	! **Excelsior Springs Jn**♂	– –	.....	.....	10 15	2 04	– –	– –
9 25	–	5 54	....	– –	– –	....	255.8	.....Missouri City...♂	– –	.....	.....	– –	1 59	– –	– –
9 40	– –	– –	...	– –	– –	...	261.8	.....South Liberty.....	– –	.....	.....	– –	– –	– –	– –
9 52	– –	6 21	....	– –	–	....	266.8	.....**Birmingham**..♂	– –	.....	.....	– –	– –	– –	– –
9 58	– –	– –	....	– –	– –	....	269.4	.......**Randolph**....♂	– –			– –	– –	– –	– –
10 08	– –	– –	....	– –	– –	....	274.9	.........**Harlem**......♂	– –			– –	– –	– –	– –
10 25	7 31	7 00	....	8 15	6 34	....	276.5	+.. **Kansas City**..♂	*11 30	...	.....	*9 30	*1 20	*5 00	*9 00
A M	A M	A M	....	P M	P M	....	....	ARRIVE] [LEAVE	P M	...	.....	A M	P M	P M	P M
.....	A M	.....	.....	Night	P M	.....	....	(*Union Pacific.*)	P M	.....	.....	A M	.....	.....	
.....	11 50	.....	.....	12 05	7 35	.....	....	arr.... **Topeka**....lve.	2 20	.....	.....	6 50	.....	.....	
.....	6 30	.....	.....	4 20	12 05	.....	....	arr.... **Denver**....lve.	7 45	...	.....	12 40	.....	.....	
.....	10 50	.....	.....	10 55	9 20	.....	....	arr...**Cheyenne**..lve.	4 00	.....	.....	8 35	.....	.....	
.....	A M	.....	.....	P M	P M	.....	.....	(*O. S. L.*)	P M	.....	.....	A M	.....	.....	
.....	7 45	.....	.....	7 55	5 05	.....	.....	arr.**Salt Lake City**lve.	8 05	.....	.....	1 00	.....	.....	
.....	A M	.....	.....	P M	P M	.....	.....	(*O. R. & N.*)	P M	.....	.....	P M	.....	.....	
....	8 00	....	...	8 00	8 00	.....	.....	arr... **Portland**...lve.	6 35	.....	.....	10 00	.....	.....	
.....	A M	..	.....	P M	A M	.....	.....	(*S. P. L. A. & S. L.*)	P M	.....	.....	A M	.....	.....	
.....	10 00	.....	.....	8 00	8 00	.....	.....	arr. **Los Angeles**.lve.	2 00	.....	.....	10 00	.....	.....	
.....	A M	....	.....	P M	P M	.....	.....	(*Southern Pacific.*)	P M	.....	.....	A M	.....	.....	
.....	7 05	.....	.....	8 00	8 00	.....	.....	arr. **Los Angeles**.lve.	8 00	.....	.....	6 00	.....	.....	
.....	2 48	...	.....	7 28	7 28	.....	.....	arr.**San Francisco**lve.	9 00	.....	.....	10 40	.....	.....	
.....	P M	.....	.....	P M	P M	.....	.....	.....	A M	.....	.....	A M	.....	.....	

ST. LOUIS AND HANNIBAL.

61	13	Mls.	STATIONS.	50	2	.....
P M	A M	....	LEAVE] [ARRIVE	A M	P M	.....
†5 15	†7 45	0	.........**St. Louis**.........	11 45	10 50	.....
6 18	8 43	23.3	lve....**St. Charles**...lve.	10 33	9 53	.....
7 00	9 15	42.1	arr......**Gilmore**.....lve.	9 40	9 14	.....
.....	.....	.....	(*St. L. & H.*)	.....	.....	.....
10 55	2 15	127.7	.........**Hannibal**.........	†5 50	†11 00	.....
P M	P M	.....	ARRIVE] [LEAVE	A M	A M	.....

STANDARD—*Central time.*

EXCELSIOR SPRINGS BRANCH.

.....	.....	.....	40	38	36	34	32	30	80	Ms	*December* 5, 1909.	81	31	33	35	37	39	41	...	.....	.....
.....	.....	.....	P M	P M	.....	P M	A M	.....	.....	...	LEAVE] [ARRIVE	A M	A M	A M	P M	.....	P M	P M	.....	.....	.....
.....	.....	.....	‡9 20	*5 55	P M	*1 20	*9 05	A M	A M	...	......**Kansas City**......	7 00	8 40	10 25	2 45	P M	5 34	8 46	.....	.....	.....
.....	.....	.....	10 10	6 45	†4 40	2 10	9 55	*9 30	¶6 00	0	..**Excelsior Spgs. Jn.**..	5 45	7 49	9 14	1 50	2 00	4 30	7 55	.....	.....	.....
.....	.....	.....	10 14	6 49	4 44	2 14	9 58	9 34	6 03	0.6	......Cooley Lake......	5 41	7 45	9 09	1 46	1 56	4 26	7 51	.....	.....	.....
.....	.....	.....	10 17	6 52	4 48	2 17	10 02	9 30	6 08	1.8	.... Miltondale	5 38	7 42	9 05	1 43	1 53	4 23	7 48	.....	.....	.....
.....	.....	.....	10 30	7 05	5 06	2 30	10 15	9 55	6 25	8.5	..**Excelsior Springs**..	¶5 25	*7 30	*8 50	†1 30	*1 40	*4 10	‡7 35	.....	.....	.....
.....	.....	..	P M	P M	P M	P M	A M	A M	A M	...	ARRIVE] [LEAVE	A M	A M	A M	P M	P M	P M	P M	.....	....	

COLUMBIA AND CENTRALIA.

...	38	34	32	30	Ms.	*December* 5, 1909.	31	33	35	37
.....	P M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	P M
...	*9 00	*3 30	*1 25	*9 40	0	....**Columbia**..♂	8 00	1 20	3 00	10 50
.....	9 09	3 41	1 33	9 51	3.9	.. ..Persinger.....	7 49	1 08	2 50	10 34
.....	9 11	3 43	1 34	9 53	5.0	..... Switzler.....	7 45	1 04	2 48	10 32
...	9 13	3 46	1 36	9 55	6.3	.... Stephen's	7 40	1 01	2 45	10 30
.....	9 16	3 50	1 38	9 58	7.8	.....Brown's.....	7 33	12 59	2 42	10 27
.....	9 28	4 05	1 48	10 10	13.0	.... Hallsville	7 10	12 49	2 30	10 16
.....	9 45	4 40	2 05	10 30	21.7	... **Centralia**..♂	*6 40	*12 34	*2 15	*10 00
.....	P M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	Noon	P M	P M

PITTSFIELD BRANCH.

December 5, 1909.	Ms	30	32	34	36	36	38
[LEAVE	...	A M	A M	A M	P M	P M	P M
Pittsfield.....♂	0	*6 54	*8 20	†11 15	†2 35	*6 25	*7 00
Maysville.....♂	6.1	7 09	8 35	11 30	2 50	6 40	7 15
[ARRIVE	...	A M	A M	A M	P M	P M	P M

STATIONS.	Mls.	31	33	35	37	39	41
[LEAVE	.....	A M	A M	A M	P M	P M	P M
Maysville	0	*7 15	*8 50	†11 40	†3 00	*6 45	*7 30
Pittsfield	6.1	7 30	9 05	11 55	3 15	7 00	7 45
[ARRIVE	.....	A M	A M	A M	P M	P M	P M

CHICAGO AND SAN ANTONIO.

Via Wabash, Iron Mountain, Texas & Pacific and International & Great Northern.

.....	.....	No. 11	No. 15	No. 43	No. 17	Mls.	STATIONS.	No. 18	No. 12	No. 10	No. 4	.....	.....
.....	.....	12 04 Noon	9 00 A M	9 17 P M	11 40 P M	0	lve........**Chicago**........arr.	7 59 A M	7 00 A M	8 30 P M	4 59 P M	.....	.....
.....	.....	8 04 P M	5 40 P M	7 33 A M	8 04 A M	286	arr........**St. Louis**.......lve.	11 32 P M	9 17 P M	1 30 P M	8 30 A M	.....	.....
.....	.....	9 00 P M	8 30 P M	9 05 A M	9 05 A M	286	lve.......**St. Louis**.......arr.	7 26 P M	7 58 P M	7 27 A M	7 16 A M	.....	.....
.....	.....	7 50 A M	7 20 A M	7 50 P M	7 50 P M	635	arr......**Little Rock**.....lve.	8 35 A M	9 00 A M	8 20 P M	7 45 P M	.....	.....
.....	.....	10 05 A M	10 05 A M	10 15 P M	10 15 P M	683	.........**Hot Springs**.........	6 30 A M	6 30 A M	.....	5 30 P M	.....	.....
.....	.....	.....	7 20 P M	7 55 A M	7 55 A M	994	...........**Dallas**...........	8 30 P M	8 30 P M	8 35 A M	.....	.....	.....
.....	.....	.....	8 35 P M	9 15 A M	9 15 A M	1024	.........**Fort Worth**.........	7 15 P M	7 15 P M	7 30 A M	.....	.....	.....
.....	.....	.....	5 30 A M	2 55 P M	2 55 P M	1102	..........**Houston**..........	3 40 P M	3 40 P M	.....	.....	.....	.....
.....	.....	.....	7 45 A M	6 35 P M	6 35 P M	1151	..........**Galveston**..........	2 00 P M	2 00 P M	.....	.....	.....	.....
.....	.....	.....	6 45 A M	6 45 P M	6 45 P M	1210	arr.....**San Antonio**.....lve.	1 25 P M	1 25 P M	7 45 P M	.....	.....	.....
.....	...	.....	8 00 P M	.....	.....	2165	arr. ...**Mexico City**.....lve.	7 30 P M	7 30 P M	.....	.....	.....	.....

For Through Equipment between Chicago and San Antonio, see Trains 17 from Chicago and 18 from St. Louis, page 113.

* Daily; † daily, except Sunday; § Sunday only; ¶ daily, except Monday; *a* stops to leave from points on Moberly and Des Moines Line; *b* stops to leave from Brunswick and Omaha Line; *e* stops week-days to take for points on Brunswick and Omaha Line; *s* stops Sunday only; *v* stops to leave from St. Louis; *y* arrives Brunswick 2 15 a.m. ▲ Stops to take passengers for St. Louis. ! Meals. + Coupon stations; ♂ Telegraph stations.

THE WABASH RAILROAD CO.

ST. LOUIS, BRUNSWICK AND OMAHA.

51	1	3	Mls.	December 5, 1909.	12	14	50
	P M	A M		LEAVE / ARRIVE	P M	A M	
	*9 01	*9 04	0	+ ..... St. Louis	10 50	7 39	
	1 12	1 20	147.8	lve. ... Moberly ... arr.	5 40	3 00	
	A M	P M		LEAVE / ARRIVE	P M	A M	
	*2 20	*2 38	186.8	+ .. Brunswick .... ♂	4 10	1 38	
	— —	2 52	194.1	..... Triplett ..... ♂	3 54	1 26	
	— —	3 00	198.0	..... Whitham ..... ♂	3 45	— —	
	2 47	3 12	205.5	..... Sumner ..... ♂	3 33	1 10	
	— —	3 23	210.9	.... Fountain Grove	3 23	— —	
	— —	3 31	214.6	..... Bedford	3 10	— —	
	— —	3 41	219.8	..... Norville	3 00	— —	
	3 16	3 51	225.0	+ ... Chillicothe .... ♂	2 50	12 36	
	— —	4 07	233.8	..... Sampsel	2 34	— —	
	— —	4 16	238.1	..... Lock Springs	2 24	12 18	
	— —	4 25	241.9	..... Carlow	2 16	— —	
	3 54	4 41	250.2	+ ..... Gallatin ..... ♂	2 02	11 58	
	— —	4 55	256.9	+ ..... Jameson ..... ♂	1 48	11 43	
	4 20	5 12	266.4	+ .. Pattonsburg .. ♂	1 32	11 28	
	— —	5 26	273.5	+ ..... McFall ..... ♂	1 17	11 13	
	— —	5 37	279.0	..... Whitten	1 04	— —	
	— —	5 47	282.5	+ ..... Evona	12 54	10 55	
	4 56	5 56	285.9	+ ... Darlington ... ♂	12 46	10 49	
A M	— —	6 01	287.8	..... McCurry	12 40	— —	P M
†5 45	5 15	6 20	294.3	+ ..... Stanberry ..... ♂	‖12 30	10 35	8 45
6 00	— —	6 35	302.8	..... Clyde	12 00	— —	8 25
6 05	5 34	8 40	304.1	+ .. Conception ... ♂	11 54	10 12	8 18
6 17	— —	6 52	309.9	..... Bedison	11 40	— —	9 00
6 34	6 00	7 11	318.1	+ .... Maryville .... ♂	11 26	9 47	8 43
6 47	— —	7 24	324.4	..... Wilcox	11 09	— —	8 24
7 21	6 24	7 36	331.3	+ .. Burlington Jn .. ♂	10 56	9 20	8 09
7 06	— —	7 41	333.5	..... Dawsonville	10 47	— —	7 59
7 14	s6 34	7 48	337.4	+ ..... Elmo ..... ♂	10 41	s9 09	7 48
7 29	s6 47	8 02	344.7	+ .... Blanchard .... ♂	10 25	s8 55	7 35
7 42	6 53	8 13	350.1	+ ..... Coin ..... ♂	10 15	8 45	7 23
7 56	— —	8 30	357.6	..... Bingham	10 00	— —	7 09
8 09	7 23	8 47	362.6	+ ... Shenandoah .. ♂	9 50	8 20	6 58
8 18	— —	8 57	367.3	..... Summit	9 36	— —	6 44
8 28	s7 38	9 08	371.5	..... Imogene ..... ♂	9 26	ds757	6 34
8 33	— —	9 16	373.7	..... Solomon	9 20	— —	6 27
8 41	— —	9 26	378.3	..... Strahan	9 14	— —	6 17
8 50	— —	9 34	381.0	..... White Cloud	9 06	— —	6 10
8 59	8 03	9 46	385.1	+ ..... Malvern ..... ♂	8 59	7 30	6 00
9 13	s8 15	10 02	393.1	..... Silver City ..... ♂	8 39	ds718	5 44
9 25	s8 23	10 13	397.4	..... Mineola ..... ♂	8 23	ds709	5 34
9 40	— —	10 24	402.2	..... Dumfries	8 08	— —	5 24
9 55	— —	10 36	406.3	..... Neoga	7 57	— —	5 13
10 05	— —	10 45	408.9	..... East Switch ..... ♂	7 50	—	5 05
10 15	9 00	10 55	410.8	+ .. Council Bluffs .. ♂	7 45	6 45	†5 00
A M	9 25	11 15	413.6	+ ..... Omaha	*7 30	*6 30	P M
	A M	P M		ARRIVE / LEAVE	A M	P M	

GLASGOW AND SALISBURY.

34	32	30	Mls	December 5, 1909.	31	33	35
P M	A M	A M		LEAVE / ARRIVE	A M	A M	P M
*4 00	†11 47	*8 45	0	+ ..... Glasgow ..... ♂	8 10	11 37	3 00
4 06	11 54	8 50	8.2	..... Lewis Mill	8 05	11 25	2 55
4 17	12 08	9 03	6.3	.... Forest Green .... ♂	7 54	11 12	2 45
4 27	12 18	9 14	9.6	..... Shannondale	7 45	11 02	2 35
4 45	12 35	9 30	15.1	+ .... Salisbury .... ♂	*7 30	†10 35	*2 20
P M	Noon	A M		ARRIVE / LEAVE	A M	A M	P M

*Daily; † daily, except Sunday; *b* stops to leave passengers; *c* stops to leave passengers from St. Louis and Kansas City; *d* stops week-days to leave passengers from points west of Omaha; *e* stops to take passengers for Des Moines and points beyond; *s* stops Sunday only.

‖ Meals. + Coupon stations: ♂ Telegraph stations. *Central time.*

ST. LOUIS, KANSAS CITY, DES MOINES, ST. PAUL.

51	9-19	3	1	Mls.	December 5, 1909.	20	2	50	14
	P M	A M	P M		LEAVE / ARRIVE	P M	P M		A M
	*2 00	*9 04	*9 01	0	+ ... St. Louis	2 15	6 28		7 39
	6 45	1 10	1 05	147.8	arr.. + Moberly ... lve.	10 00	1 30		3 10
	P M	A M	P M		LEAVE / ARRIVE	P M	P M		A M
	*1 20	*9 30	*9 00	0	+ .... Kansas City	5 34	5 34		7 31
A M	6 37	1 20	1 00	128.4	arr.. + Moberly ... lve.	1 20	1 20	P M	3 45
†6 25	*5 57	*1 45	*1 20	147.8	lve... Moberly .. ♂ arr.	9 55	1 05	8 00	2 45
6 38	*b* —	1 57	*c* —	154.4	..... Cairo	9 43	12 50	7 45	— —
6 50	*b* —	2 07	*c* —	159.8	..... Jacksonville	9 33	12 40	7 33	— —
6 59	*b* —	2 14	*c* —	162.9	..... Excello	9 27	12 33	7 25	— —
7 17	6 42	2 29	1 58	170.4	+ ..... Macon ..... ♂	9 13	12 18	7 08	1 58
7 31	— —	2 40	*c*	176.1	..... Axtell	— —	12 02	6 54	— —
7 45	7 05	2 52	*c* —	182.2	..... Atlanta ..... ♂	8 50	11 51	6 42	— —
7 54	—	3 00	*c* —	185.7	..... Love Lake	— —	11 44	6 35	— —
8 05	7 23	3 12	2 37	190.9	+ ..... La Plata ..... ♂	8 34	11 33	6 24	1 20
8 23	—	3 23	*c* —	100.6	..... Millard	—	11 22	6 10	— —
8 40	7 50	3 40	3 05	204.8	+ .... Kirksville .... ♂	8 08	11 06	6 54	12 54
8 59	—	3 58	*c* —	212.6	..... Sublette	— —	10 50	6 37	— —
9 08	8 13	4 02	*c* —	215.7	..... Green Top ..... ♂	7 47	10 44	6 30	— —
9 20	8 23	4 12	*c* —	220.0	+ .... Queen City .... ♂	7 38	10 34	5 20	— —
9 32	—	4 22	*c* —	224.5	..... Julesburg	—	10 24	6 10	— —
9 43	8 42	4 32	*c* —	229.0	+ ..... Glenwood ..... ♂	7 20	10 14	5 00	— —
9 46	8 44	4 35	*c e*	230.1	+ .. Glenwood Jn .. ♂	7 17	10 12	4 58	12 08
10 01	—	4 48	*c* —	235.3	..... Coatsville ..... ♂	— —	10 01	4 48	— —
10 17	9 15	5 05	4 25	243.6	arr. + Moulton ♂ . lve.	*6 50	9 45	4 30	11 40
10 17	....	5 15	5 00	243.6	lve. + Moulton ♂ . arr.	.....	9 35	4 30	9 30
10 38	....	5 34	5 24	250.3	..... West Grove	.....	9 11	4 03	9 02
— —	....	—	— —	257.3	.. C. B. & K. C. Junc.	.....	— —	— —	— —
10 53	....	5 50	5 50	257.8	+ ... Bloomfield ... ♂	.....	8 56	3 48	8 40
11 05	....	6 03	6 10	263.0	+ ..... Belknap ..... ♂	.....	8 44	3 35	8 20
11 17	....	6 16	6 30	268.9	..... Carbon	.....	8 31	3 22	8 00
11 40	....	8 40	7 00	278.6	arr. + Ottumwa ... lve.	.....	*8 10	†3 00	*7 30
A M	9 15	5 05	4 25	243.6	lve. + Moulton ♂ . arr.	6 50	9 45	P M	11 40
.....	— —	5 17	4 40	250.6	+ ..... Udell	— —	9 30	.....	11 26
.....	— —	5 27	— —	256.1	..... Hiattsville	—	9 20	.....	— —
.....	9 48	5 37	5 00	260.3	+ ..... Moravia ..... ♂	6 19	9 10	.....	11 07
.....	— —	5 49	— —	266.7	..... Selection	— —	8 59	.....	— —
.....	10 15	6 00	5 25	271.4	+ ..... Albia ..... ♂	*6 00	8 50	.....	10 45
.....	P M	6 19	5 47	281.4	..... Lovilla ..... ♂	A M	8 30	.....	10 22
.....	....	6 24	5 52	283.7	+ ..... Hamilton	.....	8 25	.....	10 17
.....	....	6 29	5 58	286.3	+ ..... Bussey ..... ♂	.....	8 20	.....	10 11
.....	....	6 40	6 10	291.6	..... Tracy ..... ♂	.....	8 09	.....	10 00
.....	....	6 48	6 20	295.2	..... Harvey ..... ♂	.....	8 01	.....	9 51
.....	....	6 58	6 31	300.2	..... Howell	.....	7 50	.....	9 40
.....	....	7 08	6 42	305.1	..... Fifield	.....	7 40	.....	9 30
.....	....	7 14	6 49	308.1	..... Cordova ..... ♂	.....	7 34	.....	9 24
.....	....	7 22	6 59	311.8	..... Dunreath	.....	7 26	.....	9 15
.....	....	7 33	7 13	317.3	..... Percy ..... ♂	.....	7 13	.....	9 03
.....	....	7 46	7 25	323.7	..... Runnell's ..... ♂	.....	7 01	.....	8 50
.....	....	7 56	7 34	328.1	..... Adelphi	.....	6 54	.....	8 38
.....	....	8 20	7 55	339.1	.... East Des Moines ...	.....	6 35	.....	8 15
.....	....	8 25	8 00	339.6	+ ... Des Moines ... ♂	.....	*6 30	.....	*8 10
.....	....	P M	A M		ARRIVE / LEAVE	.....	A M	.....	P M
.....	....	P M	A M		(Via Ia. Cent. and M. & St. L.)	.....	.....	.....	P M
.....	....	*8 05	†8 15		lve.. Des Moines . arr.	.....	.....	.....	7 25
.....	....	12 20	11 25		arr... Ft. Dodge .. lve.	.....	.....	.....	4 05
.....	P M	4 10	3 15		arr... Albert Lea .. lve.	A M	.....	.....	†12 30
.....	10 20	A M	6 05		lve..... Albia ..... arr.	5 35	.....	.....	9 50
.....	11 00	.....	6 55		arr... Oskaloosa .. lve.	4 40	.....	.....	8 30
.....	12 45	.....	8 55		ar. Marshalltown . lv.	3 05	.....	.....	6 50
.....	3 25	.....	1 40		arr.. Mason City .. lve.	12 25	.....	.....	2 00
.....	4 45	A M	3 06		arr... Albert Lea .. lve.	11 25	.....	.....	12 30
.....	4 55	4 38	†325		lve... Albert Lea .. arr.	11 00	.....	.....	12 10
.....	8 10	7 35	†658		arr. Minneapolis . lve.	8 00	.....	.....	8 40
.....	8 50	8 10	†740		arr.... St. Paul ... lve.	*7 15	.....	.....	†8 00
.....	A M	A M	P M						A M

TOURIST SLEEPING CARS.

CHICAGO TO BOSTON.	Time.	Days.	Route.
Lve. Chicago	12 06 Noon	Mon., Thurs. & Sat.	*Wabash.*
" Montpelier	6 05 P M	" " "	"
Lve. Detroit	7 55 P M	" " "	"
Arr.. Buffalo	5 14 A M	Tues., Friday & Sun.	*Wabash.*
Lve. Buffalo	5 30 A M	" " "	*W. Shore*
Arr.. Rochester	7 15 A M	" " "	"
" Albany	4 25 P M	" " "	"
" Rotterdam Junction	12 08 Noon	" " "	*W. Shore*
Arr.. Boston	6 55 P M	Tues., Friday & Sun.	*B. & M.*

BOSTON TO CHICAGO.	Time.	Days.	Route.
Lve. Boston	12 30 Noon	Mon., Wed. & Friday.	*B. & M.*
Arr.. Rotterdam Junction	7 25 P M	" " "	*B. & M.*
Lve. Albany	5 20 P M	" " "	*W. Shore*
" Rochester	12 02 Night	" " "	"
Arr.. Buffalo	1 43 A M	Tues., Thurs. & Sat.	*W. Shore*
Lve. Buffalo	1 50 A M	" " "	*Wabash.*
Lve. Detroit	9 00 A M	" " "	"
" Montpelier	11 35 A M	" " "	"
Arr. Chicago	4 55 P M	Tues., Thurs. & Sat.	*Wabash.*

ST. LOUIS TO LOS ANGELES.	Time.	Example.	Route.
Lve. St. Louis (*Union Station*)	11 31 P M	Sunday.	*Wabash*
" Moberly	3 45 A M	Monday.	"
Arr.. Kansas City	7 31 A M	Monday.	*Wabash*
Lve. Kansas City (*Central time*)	11 30 A M	Monday.	A. T. & S. F.
Arr.. La Junta (*Mountain time*)	5 00 A M	Tuesday	"
Arr.. Albuquerque	7 45 P M	Tuesday.	A. T. & S. F.
Arr.. Barstow (*Pacific time*)	2 05 A M	Thursday.	A. T. & S. F.
" San Bernardino	5 45 A M	"	"
Arr.. Los Angeles	8 30 A M	Thursday.	A. T. & S. F.

Car will leave St. Louis on the following dates: January 11, 15, 19, 23, 27, 31; February 4, 8, 12, 16, 20, 24, 28.

LOS ANGELES TO ST. LOUIS.	Time.	Example.	Route.
Lve. Los Angeles	8 00 P M	Sunday.	A. T. & S. F.
" San Bernardino	10 30 P M	Sunday.	"
Lve. Barstow (*Pacific time*)	2 20 A M	Monday.	A. T. & S. F.
Lve. Albuquerque	8 25 A M	Tuesday.	A. T. & S. F.
Lve. La Junta (*Mountain time*)	10 40 P M	Tuesday.	"
Arr.. Kansas City (*Central time*)	4 50 P M	Wednesday.	A. T. & S. F.
Lve. Kansas City	9 00 P M	Wednesday.	*Wabash*
" Moberly	1 20 A M	Thursday.	"
Arr.. St. Louis (*Union Station*)	7 00 A M	Thursday.	*Wabash*

Car will leave Los Angeles for St. Louis on the following dates: January 10, 12, 16, 20, 24, 28; February 1, 5, 9, 13, 17, 21, 25.

THE WABASH RAILROAD CO.

CHICAGO AND ST. LOUIS.

43	41	39	37	35	33	31	◆ 51	17	13-3	11	15	Mls.	November 7, 1909.	50	4-14	10	12	18	30	32	34	36	38	40	42
P M	P M	P M	P M	P M	A M	A M	P M	P M	P M	Noon	A M	....	LEAVE] [ARRIVE	A M	P M	P M	A M	A M	A M	A M	Noon	P M	P M	P M	P M
k11 45	*8 20	a5 25	†2 45	*1 15	*9 45	†6 00	*4 30	*11 40	*8 17	*12 04	*9 00	0	+ Chicago ♂	9 55	4 59	9 30	7 00	7 59	7 27	8 30	12 45	4 10	5 45	7 50	8 40
11 58	6 33	5 38	2 58	1 28	9 58	6 13	4 45	11 53	8 30	12 17	9 13	4.6	+ Forty-seventh Street ♂	9 41	4 46	9 16	6 46	7 45	7 13	8 16	12 31	3 56	5 31	7 36	8 26
12 03	6 39	5 43	3 03	1 33	10 03	6 18	4 48	11 58	8 35	12 22	9 18	6.6	+ Englewood ♂	9 20	4 40	9 11	6 41	7 40	7 08	8 11	12 26	3 51	5 26	7 31	8 21
12 06	6 43	5 46	3 06	1 36	10 06	6 21	—	—	—	—	—	8.0	Western Indiana Jn ♂	—	—	—	—	—	7 04	8 07	12 22	3 47	5 22	7 27	8 17
12 13	6 53	5 56	3 16	1 47	10 17	6 28	4 58	—	—	—	—	10.8	Landers ♂	9 07	4 28	—	—	—	6 56	7 57	12 12	3 37	5 12	7 17	8 08
12 18	6 57	6 01	3 21	1 52	10 22	6 33	5 03	—	—	—	—	12.2	Ashburn ♂	9 03	4 24	—	—	—	6 52	7 53	12 08	3 33	5 08	7 13	8 05
12 24	7 03	6 07	3 27	1 58	10 28	6 39	5 09	—	8 57	—	—	14.8	Oak Lawn	8 58	l —	—	n —	—	6 46	7 47	12 02	3 27	5 02	7 07	8 00
12 29	7 08	6 12	3 32	2 03	10 33	6 44	5 14	—	10 02	—	—	16.4	Chicago Ridge ♂	8 53	l —	—	—	—	6 41	7 42	11 57	3 22	4 57	7 02	7 56
12 32	7 12	6 17	3 37	2 07	10 37	6 47	5 17	—	—	—	—	17.8	Worth	8 48	l —	—	—	—	6 37	7 37	11 52	3 17	4 52	6 57	7 51
12 36	7 17	6 21	3 42	2 12	10 42	6 51	5 23	—	—	—	—	19.7	Palos Springs	8 42	—	—	—	—	6 31	7 31	11 46	3 11	4 46	6 51	7 46
12 39	7 20	6 24	3 45	2 15	10 45	6 54	5 26	—	—	—	—	20.4	Palos Park	8 39	—	—	—	—	6 28	7 28	11 43	3 08	4 43	6 48	7 43
12 50	7 30	6 35	4 02	2 25	10 55	7 06	5 34	—	10 18	—	9 49	23.5	Orland ♂	8 32	l —	—	—	—	†6 20	†7 20	*11 35	†3 00	*4 35	a8 40	t7 35
Night	P M	P M	P M	P M	A M	A M	5 42	—	—	—	9 54	26.8	Alpine	8 24	3 56	—	—	—	A M	A M	A M	P M	P M	P M	P M
				....			5 52	—	—	—	10 00	30.4	Marley ♂	8 13	3 50	—	q —	—		....					....
....	....	....	....		....	....	6 02	—	—	—	—	33.9	Steele ♂	7 51	—	—	—	—	....	....	....	....	....	....	
....	....	....	....		....	....	6 05	—	—	—	—	34.9	Brisbane ♂	7 48	—	—	—	—	....	....	....	....	....	....	
....	....	....	....		....	....	6 17	12 59	10 52	1 18	10 18	39.9	+ Manhattan ♂	7 36	3 31	8 08	5 33	f —	....	....	....	....	....	....	
....	....	....	....		....	....	6 33	—	—	—	10 29	47.3	Symerton ♂	7 22	3 19	—	—	—	....	....	....	....	....	....	
....	....	....	....		....	....	6 42	—	—	—	10 36	51.4	North Ritchie ♂	7 15	3 12	—	—	—	....	....	....	....	....	....	
....		....	....		....	....	6 47	—	—	—	10 40	53.2	Ritchie ♂	7 11	3 07	—	—	—	....	....	....	....	....	....	
....	....	....	....		....	....	6 53	—	m —	—	10 45	54.5	Custer Park	7 08	3 03	n —	o —	—	....	....	....	....	....	....	
....	....	....	....		....	....	6 55	—	—	—	—	55.3	Horse Creek	—	—	—	—	—	....	....	....	....	....	....	
....	....	....	....		....	....	7 05	—	11 25	—	10 54	60.1	Essex ♂	7 00	2 55	—	—	—	....	....	....	....	....	....	
....	....	....	....		....	....	7 25	—	—	—	11 04	66.3	Reddick ♂	6 50	2 46	—	—	—	....	....	....	....	....	....	
....	....	....	....		....	....	7 33	—	—	—	11 11	70.3	Cardiff ♂	6 43	2 39	—	—	—	....	....	....	....	....	....	
....	....	....	....		....	....	7 38	—	—	—	11 16	72.5	Campus ♂	6 38	2 34	—	—	—	....	....	....	....	....	....	
....	....	....	....		....	....	7 47	—	—	—	11 25	76.9	Emington ♂	6 29	2 26	—	—	—	....	....	....	....	....	....	
....	....	....	....		....	....	7 57	—	12 05	2 16	11 35	82.7	+ Saunemin ♂	6 19	2 16	7 02	4 15	—	....	....	....	....	....	....	
....	....	....	....		....	....	8 06	—	—	—	11 44	87.7	Wing ♂	6 10	2 05	—	—	—	....	....	....	....	....	....	
....	....	....	....		....	....	8 16	2 15	12 25	2 35	11 53	92.7	arr. + Forrest ♂ lve.	*6 00	1 55	6 45	3 55	5 10	....	....	....	....	....	....	
....	....	....	....		....	....	P M	2 20	12 30	2 40	11 58	92.7	lve. Forrest arr.	A M	1 50	6 40	3 50	5 05	....	....	....	....	....	....	
....	....	....	....		....	....	....	—	j —	—	12 10	99.7	Strawn ♂	....	1 37	—	b —	—	....	....	....	....	....	....	
....	....	....	....		....	....	....	—	12 55	3 00	12 19	104.3	+ Sibley ♂	....	1 29	6 17	3 24	—	....	....	....	....	....	....	
....	....	....	....		....	....	....	—	—	—	12 28	109.2	Garber	....	1 20	—	—	—	....	....	....	....	....	....	
Toledo train.	....	....	....		....	Detroit train.	....	2 51	1 11	3 14	12 35	112.4	+ Gibson ♂		1 14	6 04	3 08	4 29	Detroit train.	....	....	....	....	....	
	....	....	....		....		....	—	1 26	3 26	12 48	120.5	Foosland ♂		1 00	5 49	2 42	—		....	....	....	....	....	
	....	....	....		....		....	—	—	—	12 55	123.7	Lotus ♂		12 55	—	—	—		....	....	....	....	....	
	....	....	....		....		....	—	—	—	12 59	125.4	Osman ♂		12 52	—	—	—		....	....	....	....	....	
	....	....	....		....		....	—	—	—	1 03	127.6	Blue Ridge		12 48	—	—	—		....	....	....	....	....	
	....	Detroit train.	....		....		....	—	1 47	3 45	1 10	131.5	+ Mansfield ♂		12 40	5 32	2 22	3 59		....	Detroit train.	....	....	....	
	....		....		....			—	—	—	1 18	136.4	Galesville		12 32	—	—	—		....		....	....	....	
5	51		....		....	3		—	2 06	—	1 23	139.6	Lodge ♂		12 26	—	2 06	—	6	....		50	....	2	
P M	A M		....		....	A M		3 37	2 18	4 05	1 33	145.3	Monticello ♂		12 17	5 10	1 54	3 37	A M	....		P M	....	Night	
*10 15	*10 00		....		....	*3 10		3 50	2 35	4 19	1 46	152.6	Bemont ♂		12 03	4 56	1 37	3 20	9 12	....		4 40	....	12 03	
—	10 09		....		....	—		—	—	—	1 53	156.6	Milmine		11 54	—	—	—	9 01	....		4 29	....	—	
—	10 18		....		....	—		—	2 53	—	2 00	160.9	Cerro Gordo ♂		11 47	—	c —	—	8 53	....		4 21	....	—	
—	10 27	1	9		51	—		—	—	—	2 06	165.0	Oakley		11 40	—	—	—	8 45	....	4	4 13	50	—	
10 45	10 45	P M	A M		A M	3 50		4 25	3 15	4 53	2 20	172.8	arr. Decatur ♂ lve.		11 25	4 25	12 55	2 45	8 30	....	A M	†4 00	P M	11 30	
10 50	A M	*5 25	*11 25		*6 40	4 00		4 40	4 00	4 58	2 25	172.8	lve. Decatur arr.		11 15	4 20	12 45	2 30	8 25	....	11 15	P M	9 00	11 25	
—	....	—	—		6 55	—		—	—		2 39	181.1	Boody ♂		—	—	—	—	8 08	....	—	....	8 44	—	
—	....	—	—		7 05	—		—	—	—	2 48	187.0	+ Blue Mound ♂		—	—	—	—	7 56	....	—	....	8 30	—	
—	....	—	—		7 15	—		—	—	—	2 56	192.5	Stonington ♂		—	—	—	—	7 45	....	—	....	8 20	—	
—	....	—	—		7 21	—		—	—	—	3 02	196.4	Willeys		—	—	—	—	7 35	....	—	....	8 10	—	
11 27	....	8 04	12 06		7 32	4 44		5 30	4 44	5 35	3 11	201.2	+ Taylorville ♂		10 36	3 42	12 00	1 46	7 25	....	10 36	....	8 00	10 45	
—	....	—	—		7 42	—		—	—	—	3 20	206.6	Clarksdale		—	—	—	—	7 12	....	—	....	7 46	—	
—	....	—	—		7 49	—		—	—	—	3 29	209.6	Palmer ♂		—	—	—	—	7 07	....	—	....	7 40	—	
—	....	—	—		7 58	—		p —	—	—	3 34	213.4	Morrisonville ♂		—	—	11 32	—	7 01	....	—	....	7 33	—	
—	....	—	—		8 09	—		—	—	—	3 43	219.4	Harvel ♂		—	—	—	—	6 49	....	—	....	7 22	—	
—	....	—	—		8 16	—		—	—	—	3 49	222.7	Raymond ♂		—	—	—	—	6 42	....	—	....	7 16	—	
—	....	—	—		8 26	—		—	—	—	3 57	228.0	Honey Bend		—	—	—	—	6 34	....	—	....	7 04	—	
12 16	....	6 49	12 50		8 39	5 43		6 21	5 43	6 17	4 07	233.7	+ Litchfield ♂		9 55	3 00	11 01	12 59	6 25	....	9 55	....	6 53	10 00	
—	....		—		8 55	—		p —	—	w —	4 18	241.8	+ Mt. Olive ♂		s9 42	2 47	10 46	—	6 10	....	s9 42	....	6 38	—	
—	....	—	—		9 08	—		p —	—	—	4 27	247.5	+ Staunton ♂		s9 34	2 38	10 35	—	5 59	....	s9 34	....	6 23	—	
—	....	—	—		9 27	—		p —	—	—	4 36	253.4	Worden ♂		—	—	10 24	—	5 49	....	—	....	6 08	—	
—	....	—	—		9 33	—		—	—	—	4 42	257.7	Carpenter ♂		—	—	—	—	5 40	....	—	....	5 52	—	
—	....	7 28	1 29		9 45	—		v7 12	—	7 06	4 52	264.7	Edwardsville Jn. ♂		9 12	2 15	10 05	—	5 28		9 12	....	5 40	r9 14	
....	....	....	1 55		9 52	....		7 17	....	....	5 46	266.3	arr. Edwardsville lve.		*8 55	*1 15	....	....	....	....	*8 55	....	....	....	
....	....	9 37	2 35		10 50	....		7 55	....	8 03	6 25		arr. Alton lve.		*8 15	*12 30	....	....	A M	....	*8 15	....	*4 20	*8 30	
....	...	....	*1 03		*8 55	....		A M	...		P M	266.3	lve. Edwardsville arr.		9 52	Noon	....	....	7 17	....	9 52	....	5 46	P M	
....	....	*6 35	*12 30		*8 15	....		....	....	*4 20	....	....	lve. Alton arr.		10 50	....	....	....	7 55	....	10 50	....	6 25	....	
—	....	7 28	1 29		9 45	—		—	—	7 06	4 52	264.7	Edwardsville Jn ♂		9 12	2 15	10 05	—	5 28	....	9 12	....	5 40	—	
—	....	—	—		9 55	—	....	—	—	—	4 58	268.3	Poag ♂		—	—	—	—	5 18	....	—	....	5 29	—	
—	....	—	—		10 04	—	....	—	—	—	5 03	272.2	Mitchell ♂		—	—	—	—	5 12	....	—	....	5 22	—	
—	....	—	—		10 10	—	....	—	—	—	5 07	274.7	Nameoki ♂		—	—	—	—	5 08	....	—	....	5 17	—	
—	....	—	—		10 17	—	....	j —	—	—	5 12	277.7	Granite City ♂		h8 55	e1 57	9 47	—	5 03	....	h8 55	....	5 12	h8 57	
□	....	□	—		10 22	□	....	□	□	□	□	280.0	Venice		□	□	—	□	—	....	□	....	5 07	□	
....	....	....	1 59		10 34	....		....	....	....	....	282.8	+ East St. Louis ♂		....	....	9 55	....	4 48	....	....	....	4 54	....	
—	....	—	—		d10 44	d7 22	....	d7 54	d7 22	d7 43	d5 30	....	Wash. Ave., St. Louis		....	g1 40	—	....	g4 40	....	....	....	g4 44	....	
1 45	....	8 15	2 28		10 54	7 33	....	8 04	7 33	8 04	6 40	286.0	St. Louis ♂	....	*8 30	*1 30	*9 17	*11 32	*4 30	....	*8 30	....	*4 34	*8 30	
A M	....	P M	P M		A M	A M	....	A M	A M	P M	P M	....	ARRIVE] [LEAVE	....	A M	P M	P M	P M	A M	....	A M	....	P M	P M	

h Stops to take passengers for Danville and points east; j stops to leave from Chicago; k Saturday only; l stops to leave from stations south of Orland; q stops Monday, Wednesday and Saturday to take for Chicago; r stops to receive for Fort Wayne and beyond.

t Stops Saturday and Sunday. + Coupon stations; ♂ Telegraph stations. STANDARD—Central time.

v Stops to leave from north or east of Decatur; w stops Sunday to take for St. Louis. ◆ No. 51 Saturdays leaves Chicago 5 25 p.m.

m Stops Saturday to leave passengers from Chicago; n stops Sunday to take for Chicago; o stops Monday to take for Chicago; p stops to take passengers for St. Louis or to leave from Decatur or points north or east; s stops Sundays. □ Runs via Merchants Bridge.

ST. LOUIS AND EDWARDSVILLE.

38	34	32	28	24	20	M	November 7, 1909.	21	25	29	33	35	39
....	....	P M	P M	A M	....	..	LEAVE] [ARRIVE	....	A M	P M	....	P M	....
....	....	*4 34	*1 30	*8 30	....	0	St. Louis	....	10 54	2 20	....	8 04	....
P M	P M	5 40	2 15	9 12	A M	21	arr. Edwardsville Junc. lve.	A M	9 45	1 29	P M	7 06	P M
*9 13	*7 28	*5 40	*2 15	*9 45	*7 12	21	lve. Edwardsville Junc. arr.	6 45	9 08	1 25	5 35	7 00	9 06
9 20	7 35	5 45	2 20	9 50	7 17	23	Edwardsville	*6 40	*9 03	*1 20	*5 30	*6 55	*9 01
P M	P M	P M	P M	A M	A M	..	ARRIVE] [LEAVE	A M	A M	P M	P M	P M	P M

Trains marked * run daily; † daily, except Sunday; § Sunday only; a daily, except Saturday and Sunday; b stops to take passengers for Forrest or Chicago; c stops to leave passengers from St. Louis and to take for Chicago; d stops to leave passengers; e stops to take passengers for north of Decatur; f stops to take for Chicago; g stops to receive passengers.

FORREST AND STREATOR.

32	80	72	Mls	Nov. 7, 1909.	81	73	39
P M	A M	A M	....	LVE.] [ARR	A M	P M	P M
†2 40	†7 00	†6 30	0	+ Forrest ♂	11 35	4 15	6 35
2 50	7 10	6 55	5.5	+ Fairbury ♂	11 25	3 50	6 25
3 08	7 28	7 28	10.9	Lodemia	11 07	3 08	6 07
3 13	7 33	7 35	12.8	McDowell	11 02	2 43	6 02
3 23	7 43	8 10	16.8	+ Pontiac ♂	10 52	2 20	5 52
3 35	7 55	8 30	21.3	Rowe	10 40	1 55	5 40
3 48	8 08	8 55	26.3	Cornell ♂	10 27	1 35	5 27
3 59	8 19	9 20	31.2	Manville	10 16	1 10	5 16
4 15	8 35	10 00	37.0	+ Streator ♂	†10 00	†12 45	†5 00
P M	A M	A M	....	ARR.] [LVE.	A M	Noon	P M

THE WHEELING & LAKE ERIE RAILROAD.

B. A. WORTHINGTON, Receiver.

GENERAL OFFICES--CLEVELAND, O.

SQUIRE, SANDERS & DEMPSEY, General Counsel, Cleveland, O.
R. L. PORTER, Auditor, "
J. G. STIDGER, Treasurer, "
H. T. DOUGLAS, Jr., Chief Engineer, "
G. L. POLLOCK, Purchasing Agent, "
C. C. NEEDHAM, Tax Commissioner, Canton, O.
J. G. CODE, Superintendent Toledo Division, "
C. W. COE, Superintendent Cleveland Division, "
A. P. TITUS, Assistant Superintendent, "
F. P. BARR, Superintendent Car Service, Cleveland, O.
J. E. O'HEARNE, Master Mechanic, Norwalk, O.
C. S. MORSE, Master Car Builder, Ironville, O.
E. B. COOLIDGE, General Freight Agent, Cleveland, O.
H. J. BOOTH, General Coal and Ore Agent, "
R. F. KELLEY, General Passenger Agent, "
EDWARD BRIGGS, General Agent, "
C. W. HENRY, General Agent Wheeling, W. Va.
O. C. CONLEE, Commercial Agent, Detroit, Mich.
H. S. BRADLEY, General Agent, Canton, O.
J. C. WILLIAMS, Commercial Agent, Cleveland, O.
CHARLES HAMILTON, Trav. Passenger Agent, Pittsburgh, Pa.
T. J. McROBERTS, City Pass. and Ticket Agent, Cleveland, O.
T. I. WOODRING, Commissary, Canton, O.

WHEELING & LAKE ERIE RAILROAD COMPANY.

CORPORATE OFFICERS.

MYRON T. HERRICK, Chairman of the Board, Cleveland, O.

EDWIN GOULD, President, New York City.
B. A. WORTHINGTON, First Vice-President, Cleveland, O.
ALVIN W. KRECH, Vice-President, New York City.
H. B. HENSON, Secretary and Treasurer, "

TOLEDO, WHEELING AND PITTSBURGH.

22	32	6	2	Mls	October 10, 1909.	3	5	35	25
			P M		LEAVE] [ARRIVE	A M			
			*8 30		..St. Louis (Wabash R.R.).	7 33	A M		
			*11 00		lv. Chicago (Wabash R.R.) ar.	-	7 15		
		P M	A M		LEAVE] [ARRIVE	P M	P M		
		*1 30	*9 00	0	...Toledo (Union Depot). ♁	3 15	11 20		
		1 50	9 23	9	Booth	2 52	-		
		1 55	9 28	12	Curtice ♁	2 47	- -		
		1 58	9 32	14	Williston ♁	2 43	- -		
		2 05	9 40	17	Trowbridge ♁	2 37	- -		
		2 12	9 48	21	Limestone ♁	2 30	- -		
		2 20	10 00	26	Oak Harbor ♁	2 20	10 26		
		2 32	10 12	32	Kingsway ♁	2 09	- -		
		2 43	10 23	38	Fremont ♁	1 59	10 06		
		3 00	10 40	46	Clyde ♁	1 44	9 53		
		3 13	10 55	53	Bellevue ♁	1 30	9 40		
		3 29	11 11	61	Monroeville ♁	1 11	-		
		3 40	11 22	65	Norwalk ♁	12 59	9 17		
		3 54	11 39	72	Hartland ♁	12 45	- -		
		4 01	11 45	76	Clarksfield ♁	12 38	- -		
		4 13	12 01	82	Brighton ♁	12 25	- -		
		4 23	12 15	87	Wellington ♁	12 15	8 36		
		4 35	12 29	94	Spencer ♁	12 01	8 23		
		4 50	12 47	101	Lodi ♁	11 45	8 09		
		5 06	1 02	109	Creston ♁	11 30	7 55		
		5 23	1 18	117	Smithville ♁	11 13	7 38		
		5 36	1 31	123	Orrville ♁	11 01	7 25	35	25
	A M	6 15	2 03	135	Brewster	10 30	6 55	P M	
	*8 00	*4 00	*8 00		lve......Cleveland......arr.	12 45	9 45	9 45	
	*9 38	6 55	*9 38		lve......Canton......arr.	10 5	7 52	7 52	
	10 25	6 45	2 20	145	◆ Harmon ♁	10 20	6 45	7 06	
	10 40	7 02	2 35	152	Bolivar ♁	9 50	6 16	- -	
	10 46	7 10	2 43	155	Zoar ♁	9 43	6 07	s -	
	10 53	7 19	2 54	159	Valley Junction ♁	9 38	6 00	- -	
	10 57	7 23	2 59	160	Somerdale ♁	9 35	5 57	-	
	11 05	7 31	3 07	163	New Cumberland ♁	9 28	5 50	-	
	11 15	7 42	3 18	169	Sherrodsville ♁	9 17	5 39	- -	
	11 23	7 50	3 27	172	Leesville	9 10	5 31	- -	
22	11 28	7 55	3 32	175	Bowerston ♁	9 05	5 28	- -	
P M	11 40	8 07	3 44	181	Scio ♁	8 55	5 13	- -	P M
*5 25	11 49	8 18	3 55	186	Jewett ♁	8 45	6 02	5 53	4 40
5 35	11 56	8 25	4 05	190	...Pittsburg Junction ♁	8 23	4 55	- -	4 30
5 50	12 08	8 37		194	Unionvale	8 09		- -	4 16
6 00	12 20	8 49		199	Adena ♁	7 57		- -	4 05
6 18	12 40	9 06		206	Dillonvale ♁	7 35		5 10	3 50
6 35	1 00	9 25		212	⊙ Warrenton ♁	7 15			3 30
6 50	1 15	9 40		219	Martins Ferry	6 55		4 40	3 10
7 05	1 25	9 50		222	arr Wheeling (Cent. time) ♁ lve.	*6 45		*4 30	*3 00
P M	P M	P M	4 05	190	..Pittsburg Junc. (W. P. T.)..	8 10	4 56	P M	P M
			8 05	250	...Pittsburgh (W. P. T.) ..	*5 50	*3 00		
			P M		ARRIVE] [LEAVE	A M	P M		

No. 2—Pullman Sleeper and Chair Car Chicago to Pittsburgh. Cafe Parlor Car Toledo to Wheeling. No. 6—Cafe Parlor Car Toledo to Pittsburgh.

No. 3—Pullman Sleeper Toledo to St. Louis. Cafe Parlor Car Wheeling to Toledo. No. 5—Pullman Sleeper and Chair Car Pittsburgh to Chicago. Cafe Parlor Car Pittsburgh to Toledo.

CLEVELAND AND ZANESVILLE.

30	34	36	32	8	Ms.	October 10, 1909.	37	31	33	7	35
P M	P M	A M	A M	A M		LEAVE] [ARRIVE	A M	A M	Noon	P M	P M
*5 50	*4 00	*11 20	*8 00	*7 00	0	.....Cleveland.. ♁	8 10	10 00	12 45	7 25	9 45
6 02	- -	11 38	- -	- -	4	.... Broadway.....	7 55	d -	a -	- -	a -
6 06	- -	11 43	- -	7 17	5	..... Newburg	7 45	d -	a -	- -	a -
6 10	- -	11 48	8 18	7 22	6	...Miles Avenue. ♁	7 38	9 45	12 30	7 08	8 26
6 21	- -	12 02	- -	7 3.	12	.....Bedford ... ♁	7 17	d -	a -	6 58	a -
6 31	4 35	12 15	- -	7 43	16	.Falls Junction ♁	7 05	9 30	12 15	6 50	a -
6 42	4 41	12 27	- -	7 5.	20	.....Twinsburg... ♁	6 50	9 23	12 07	6 42	a -
6 50	-	12 39	- -	7 58	24	.......Moran...... ♁	6 37	d -	a -	6 35	a -
7 03	5 00	1 20	8 55	8 12	32	.......Kent...... ♁	*6 10	9 07	11 45	6 20	8 45
7 10	- -	P M	- -	8 19	36	.....Brimfield ... ♁	A M	- -	11 36	6 13	a -
7 19	- -		- -	8 30	40	.....Mogadore... ♁		8 48	11 27	6 05	a -
7 32	5 28		- -	8 45	46	...Congress Lake...		8 35	11 15	5 52	8 16
7 35	- -		- -	8 5.	47	..... Hartville ... ♁		8 31	a -	6 48	a -
7 45	- -		- -	9 00	53	.. Middle Branch ♁		8 22	11 02	5 38	a -
8 00	5 55		9 38	9 15	60	......Canton.... ♁		*8 10	10 50	5 23	7 52
P M	6 25		10 07	9 40		.......Navarre......		A M	10 21	4 48	7 21
	6 45		10 15	9 55	73	arr ◆Harmon ♁ lve.			10 15	4 40	7 15
	9 50		1 25			arr..Wheeling.lve.			*6 45		*4 30
	P M		6 05			arr..Pittsburg lve.			*5 5.		*3 00
	6 49		P M	10 00	75	........Justus.... ♁			9 45	4 35	P M
	6 58			10 09	79	.... Beach City .. ♁			9 35	4 27	
	7 10			10 20	84	......Dundee.... ♁			9 23	4 15	
	7 17			10 27	87	.... Barr ..... ♁			9 15	4 07	
	7 26			10 35	91	....Sugar Creek.. ♁			9 07	3 58	
	7 40			10 46	97	.......Baltic..... ♁			8 55	3 46	
	8 00			11 05	105	.......Fresno..... ♁			8 33	3 25	
	8 23			11 25	114	....Coshocton.. ♁			8 15	3 05	
	8 57			11 56	130	.......Dresden.... ♁			7 43	2 33	
	9 12			12 10	136	........Ellis ..... ♁			7 30	2 20	
	9 30			12 25	144	.....Zanesville.. ♁			*7 15	*2 05	
	P M			Noon		ARRIVE] [LEAVE			A M	P M	

♁ Telegraph stations.

No. 34—Cafe Parlor Car Cleveland to Zanesville. No. 32—Cafe Parlor Car Cleveland to Wheeling. No. 33—Cafe Parlor Car Zanesville to Cleveland. No. 35—Cafe Parlor Car Wheeling to Cleveland. Nos. 7 and 8—Cafe Parlor Car Zanesville to Cleveland.

⊙ Warrenton—Junction Toledo and Ohio River Divisions.

◆ Harmon — Junction Toledo and Cleveland Divisions.

CANTON AND SHERRODSVILLE.

134	132	Mls	October 10, 1909.	31	33
P M	A M		LEAVE] [ARRIVE	A M	P M
*6 30	*9 55	0	........Canton ...... ♁	8 10	4 00
6 47	10 10	5.4	........Osnaburg...... ♁	7 49	3 40
7 01	10 23	11.3	.......Robertsville.....	7 36	3 27
7 13	10 35	16.3	....Minerva Junction.. ♁	7 25	3 15
7 25	10 43	19.0	........Minerva...... ♁	7 15	3 05
7 36	10 54	27.0	.........Oneida....... ♁	7 04	2 56
7 47	11 04	21.6	........Hibbetts.........	6 54	2 45
7 57	11 18	27.1	.......Carrollton...... ♁	6 43	2 34
8 10	11 29	32.4	..........Scott...........	6 33	2 22
8 17	11 40	35.3	........Dell Roy...... ♁	6 27	2 15
8 35	11 55	42.7	... Sherrodsville ... ♁	*6 10	*2 00
P M	A M		ARRIVE] [LEAVE	A M	P M

a Stops to leave passengers from stations east of Canton; d stops to leave passengers from east of Kent; s stops Sunday. STANDARD—Central time.

ORRVILLE AND BREWSTER.

222	218	214	212	210	Ms	October 10, 1909.	209	211	213	217	221
		P M				LEAVE] [ARRIVE			P M		
P M	P M	*1 35	A M	A M	0	..... Orrville	A M	A M	1 15	P M	P M
*8 10	*5 00	1 50	*11 15	*8 50	7	Dalton	8 45	11 05	1 05	4 55	8 00
8 31	5 20	2 12	11 35	9 15	16	.... Massillon	8 25	10 45	12 45	4 35	7 40
8 35	5 25	2 15	11 38	9 20	17	.....Columbia.....	8 18	10 42	12 40	4 31	7 36
9 00	5 55	2 40	12 01	9 50	25	.... Brewster	*7 50	*9 55	*12 15	*4 05	*6 30
P M	P M	P M	Noon	A M		ARRIVE [LEAVE	A M	A M	Noon	P M	P M

WHEELING AND STEUBENVILLE.

No. 106	No. 104	No. 102	Mls.	October 10, 1909.	No. 101	No. 103	No. 105
				LEAVE] [ARRIVE			
*4 00 P M		*7 45 A M	0	...Wheeling (Eastern time). ♁		2 25 P M	8 05 P M
*3 00 P M		*6 45 A M	0	...Wheeling (Central time)...		1 25 P M	7 05 P M
3 10 P M		6 55 A M	4	......Martins Ferry.......		1 15 P M	6 50 P M
*6 40 P M	*1 05 P M	*7 20 A M	11	lve...⊙ Warrenton ♁...arr.	7 10 A M	12 55 Noon	3 20 P M
8 57 P M	1 22 P M	7 34 A M	18	..........Brilliant........ ♁	6 49 A M	12 35 Noon	3 02 P M
				..........Mingo.......... ♁			
7 07 P M	1 35 P M	7 55 A M	21	.......Mingo Junction.......	6 37 A M	12 22 Noon	2 50 P M
7 15 P M	1 45 P M	8 05 A M	24	arr.... Steubenville ♁ . lve.	*6 30 A M	*12 15 Noon	*2 45 P M
				arr..... Pittsburgh ....lve.			

* Daily; † daily, except Sunday; ‡ Sunday only.

Quarry Branch.—From Kipton Quarry to Independent Stone Co. (6 miles).

FOR MAP, SEE OPPOSITE PAGE.

HURON JUNCTION AND HURON.

No. 185	Mls	October 10, 1909.	No. 184
†6 25 A M	0	lve...Huron Junc ♁ arr.	4 45 P M
6 35 "	4	.... Milan .... ♁	4 20 "
7 05 A M	13	arr......Huron .....lve.	†4 00 P M

LORAIN & WEST VIRGINIA RAILROAD.

Operated for freight service only from Lake Junction to Lorain (25.5 miles).

CHAGRIN FALLS BRANCH.

Leave Falls Junction *7 40, *9 45 a.m., *12 25 noon, *4 40 p.m., arrive Chagrin Falls (8 m.) 8 05, 10 10 a.m., 12 50 noon, 5 05 p.m. Leave Chagrin Falls *6 30, *8 55, *11 35 a.m., *3 50 p.m., arrive Falls Junction 7 00, 9 25 a.m., 12 05 noon, 4 20 p.m.

THE WABASH PITTSBURG TERMINAL RAILWAY CO.

WEST SIDE BELT RAILROAD.

H. W. McMASTER, F. H. SKELDING, Receivers.

General Offices: Pittsburg, Pa.

H. W. McMASTER, General Manager, Pittsburg, Pa.
F. B. BROWN, Auditor, "
H. C. MOORE, Treasurer, "
W. F. PURDY, Chief Engineer, "
C. O. DAMBACH, Train Master, "

H. F. GREWE, Gen. Foreman Mech. Department, Rook, Pa.
S. P. WOODSIDE, General Freight Agent, Pittsburg, Pa.
R. F. KELLEY, General Passenger Agent, Cleveland, O.
CHARLES HAMILTON, Traveling Passenger Agent, Pittsburg, Pa.
T. I. WOODRING, Commissary, Canton, O.

THE WABASH PITTSBURG TERMINAL RAILWAY COMPANY. **WEST SIDE BELT RAILROAD COMPANY.**

CORPORATE OFFICERS.

GEORGE J. GOULD, Chairman of the Board, New York City.
F. A. DELANO, President, Chicago, Ill.
B. A. WORTHINGTON, First Vice-President, Cleveland, O.
H. B. HENSON, Secretary and Treasurer, New York City

WABASH PITTSBURG TERMINAL RAILWAY CO.

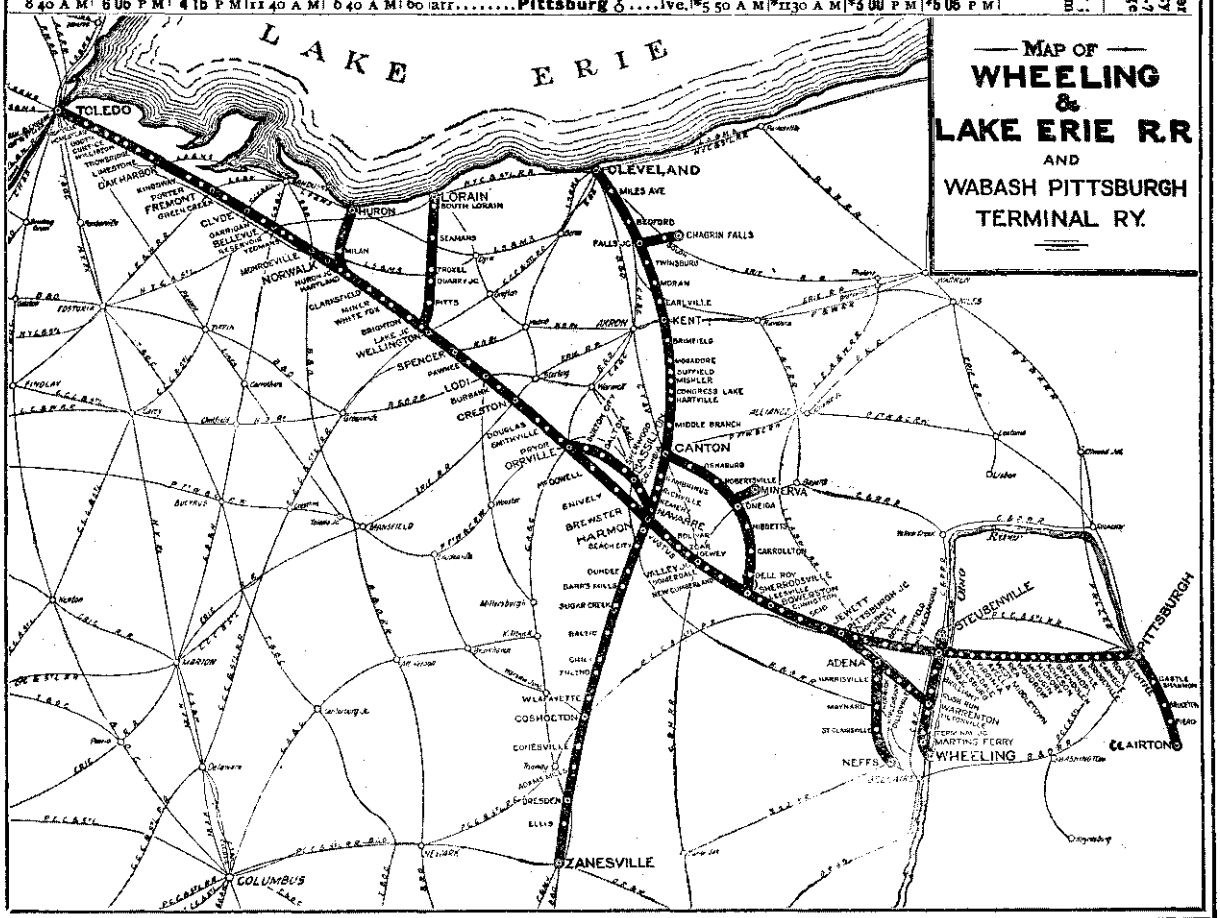
No. 18	No. 2	No. 28	No. 4	No. 18	Ms	*June* 20, 1909.	No. 3	No. 27	No. 5	No. 29
.....	9 30 A M	.....	.....	.....	...	lve..... **Kansas City** .....arr.	5 34 P M	.....	.....	.....
.....	8 30 P M	.....	.....	.....	...	lve..... **St. Louis** .....arr.	7 33 A M	.....	2 20 P M	.....
.....	11 00 P M	.....	.....	.....	...	lve..... **Chicago** .....arr.	.....	.....	7 15 A M	.....
.....	*9 00 A M	.....	.....	.....	...	lve..**Toledo** (*W. & L. E.*)..arr.	3 15 P M	.....	11 20 P M	.....
.....	*4 05 P M	.....	*9 20 A M	.....	0	lv.**Pittsburg Jn** ♁ (Dent. time.) ar.	8 10 A M	.....	4 55 P M	.....
.....	4 11 "	.....	9 25 "	.....	3	.....Hopedale .....♁	8 00 "	.....	4 48 "	.....
.....	4 15 "	.....	9 29 "	.....	5	.....Parlett	7 52 "	.....	4 44 "	.....
.....	4 28 "	.....	9 40 "	.....	12	.....Smithfield.....♁	7 37 "	.....	4 33 "	.....
.....	4 35 P M	.....	9 46 A M	.....	15	arr..... New Alexandria ....lve.	7 25 A M	.....	4 23 P M	.....
.....	.....	.....	.....	.....	...	lve.....**Wheeling**.....arr.	.....	.....	.....	.....
.....	4 45 P M	*2 50 P M	9 55 A M	.....	20	lve..... **Mingo** ♁ .....arr.	7 15 A M	1 05 P M	4 15 P M	.....
.....	4 48 "	2 53 "	9 57 "	.....	21	.....Wellsburg, W.Va.....	7 12 "	1 02 P M	4 13 "	.....
.....	4 55 "	2 43 "	10 05 "	.....	25	.....Virginia.....♁	7 02 "	12 50 Noon	4 00 "	.....
$7 00 A M	5 03 "	2 55 "	10 15 "	†5 00 A M	29	.....Avella.....♁	6 55 "	12 39 "	3 53 "	6 25 P M
7 05 "	– –	3 00 "	10 18 "	5 05 "	31	.....West Middletown.....	6 51 "	12 35 "	– –	6 20 "
7 15 "	– –	3 07 "	10 28 "	5 15 "	35	..... Woodrow	6 43 "	12 25 "	– –	6 10 "
7 30 "	5 18 "	3 15 "	10 38 "	5 30 "	38	.....Hickory.....♁	6 37 "	12 15 "	3 38 "	6 03 "
7 45 "	♁ –	3 30 "	10 50 "	5 45 "	43	..... Gwendolen .....♁	6 28 "	12 05 Noon	– –	5 50 "
7 58 "	– –	3 38 "	11 00 "	5 58 "	47	.....Derby.....	– –	– –	– –	5 40 "
8 10 "	5 40 "	3 48 "	11 12 "	6 13 "	51	..... Bridgeville .....♁	6 13 "	11 53 A M	a –	5 33 "
8 21 "	♁ –	3 55 "	11 21 "	6 21 "	54	..... Carnegie .....♁	6 05 "	11 45 "	– –	5 23 "
8 25 "	5 50 "	3 57 "	11 25 "	6 25 "	55	..... Rook .....♁	6 03 "	11 43 "	– –	5 20 "
8 32 "	– –	4 08 "	11 32 "	6 32 "	57	.....Greentree.....♁	– –	– –	– –	5 15 "
8 40 A M	6 06 P M	4 15 P M	11 40 A M	6 40 A M	60	arr.....**Pittsburg** ♁ ....lve.	*5 50 A M	*11 30 A M	*3 00 P M	*5 05 P M

WEST SIDE BELT RAILROAD.—Operated for freight service only from Pittsburg to West Liberty (8.3 miles), Castle Shannon (6.5 miles), Smithburg (7.7 miles), Longview (8.5 miles), Bruceton (11.6 miles), Large (17.3 miles), and Clairton (20 miles).

* Daily; † daily, except Sunday; ♁ Sunday only; a stops to take for west of Mingo; b stops to leave from west of Mingo.

+ Coupon stations; ♁ Telegraph stations.

STANDARD—*Central time.*



WESTERN MARYLAND RAILROAD.

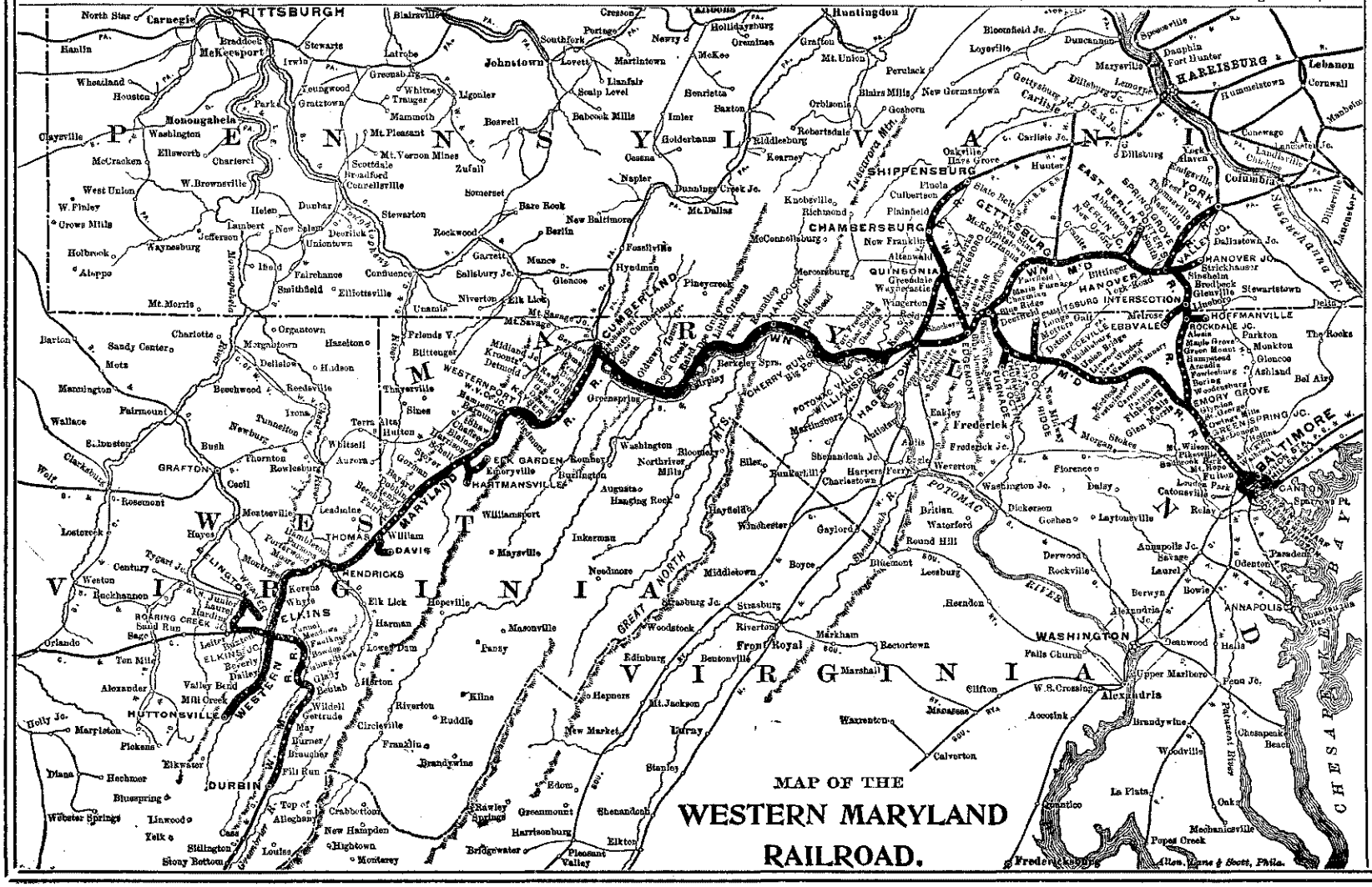
General Offices—Baltimore, Md.

B. F. Bush, Receiver, Baltimore, Md.
Alex. Robertson, Vice-Prest. & Gen. Mgr., Baltimore, Md.
J. T. M. Barnes, Treasurer, "
Robert Jones, Assistant Treasurer, "
J. T. Hendricks, Freight Traffic Manager, Baltimore, Md.
Thos. G. Smiley, General Freight Agt., "

W. A. Cox, Assistant General Freight Agent, Baltimore, Md.
F. M. Howell, Gen. Pas. & Ticket Agt., "
H. R. Pratt, Chief Engineer, "
Robert Casson, General Auditor, "
Jno. F. Shea, Freight Auditor, "
H. M. Burgan, Purchasing Agent, "
J. W. Smith, Superintendent Car Service, "

Austin Gallagher, Industrial Commissioner, Baltimore, Md.
W. T. Hunter, General Agent, "
H. B. Henson, Comptroller, 120 Broadway, N.Y.
L. F. Timmerman, Secretary, " "
Lawrence Greer, Gen. Counsel, " "
C. A. Steiner, Superintendent W. Va. Div., Cumberland, Md.

D. C. Hershiser, Train Master W. Va. Div., Cumberland, Md.
J. A. Shepherd, Superintendent Maryland Div., Hagerstown, Md.
R. C. Evans, Superintendent Motive Power, Hagerstown, Md.
F. L. Brendel, Train Master Maryland Div., Hagerstown, Md.



WESTERN MARYLAND RAILROAD—Continued.

MAIN LINE.

2d 19	127	19	47	5	45	87	17	3	13	43	1	Mls	September 26, 1909.	18	48	20	6	46	14	4	44	2	126	142
P M	Night	P M	Noon	A M	A M	....	A M	Night	Night	Night	P M	....	LVE.] *Eastern time.* [ARR.	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	A M
k5 55	12 10	1 25	12 55	10 55	9 55	....	8 25	12 10	12 10	12 10	8 25	....	........**New York**........	1 15	1 15	1 15	3 15	5 00	8 15	11 30	1 00	1 00	2 03	3 53
8 25	7 20	a3 55	3 20	1 25	a12 21	....	11 06	6 35	a3 35	a3 35	12 15	....	.......**Philadelphia**.......	10 15	10 40	11 01	1 00	2 20	a5 58	8 40	10 05	10 05	a11 53	11 55
P M	A M	P M	P M	P M	P M	....	P M	A M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	A M	A M	A M	P M	P M	P M	P M	A M	P M
k11 30	§9 45	†6 15	†5 30	*4 15	†2 45	....	*2 15	*8 57	†7 50	†7 00	*4 10	0	+**Baltimore**[1] (*Hillen Sta*) ♁	7 20	8 25	8 45	10 25	11 59	3 05	*6 45	6 45	7 20	8 50	8 50
11 35	9 50	6 20	5 35	4 20	2 50	....	2 20	9 02	7 55	7 05	4 15	1	+**Baltimore**[2] (*Union Dep*) ♁	7 15	8 18	8 40	10 20	11 54	3 00	6 40	6 40	7 15	8 45	8 45
11 38	9 53	6 23	5 38	– –	2 54	....	2 23	– –	7 58	7 08	4 18	2	+**Baltimore** (*Penna. Ave*)..	7 09	8 13	8 37	– –	11 48	2 55	5 35	6 34	–	8 40	8 40
11 41	9 56	6 26	5 41	4 25	2 56	....	2 26	9 08	8 01	7 11	4 21	3	+**Baltimore** (*Fulton Sta*) ♁	7 06	8 03	8 34	10 13	11 46	2 53	5 33	6 32	7 08	8 30	8 38
11 44	10 05	6 29	5 45	4 29	2 59	....	2 35	9 12	8 04	7 15	4 24	4	.........Walbrook........ ♁	6 57	7 59	8 26	10 09	11 42	2 48	5 29	6 28	7 05	8 24	8 35
12 00	10 21	6 45	6 02	– –	d –	....	2 54	– –	8 24	d –	– –	10	...... Sudbrook Park .... ♁	6 38	7 43	8 13	s –	11 25	2 32	5 14	6 15	s –	8 05	8 19
12 27	10 48	7 12	6 30	4 55	3 33	....	3 26	s9 39	8 48	7 52	j4 51	19.5	+.......**Glyndon**[3]...... ♁	6 08	†7 17	7 57	9 40	†11 02	2 09	4 52	†5 52	6 37	7 37	§7 57
1 05	11 30	7 50	P M	5 20	P M	....	4 15	10 02	9 30	A M	5 20	34	+.....Westminster...... ♁	5 12	A M	7 12	9 15	A M	1 35	4 15	P M	6 10	6 47	P M
1 24	11 48	8 09	....	5 34	═══	....	4 45	s10 14	9 47	═══	5 33	41	+.....New Windsor...... ♁	4 52	....	6 45	9 02	....	1 15	3 55	═══	5 53	6 15	....
1 35	11 59	8 20	....	5 45	4 06	....	5 00	s10 20	9 58	4 02	5 40	45	+.....Union Bridge...... ♁	†4 40	....	†6 30	8 53	....	1 05	*3 46	....	5 45	§6 00	....
A M	A M	P M	....	5 55	P M	....	P M	10 27	10 05	A M	5 47	49	........**Bruceville**[4]...... ♁	A M	....	A M	8 45	....	12 56	†3 37	....	5 36	A M	....
....	....	....	....	6 05	†3 30	....	....	10 34	10 17	†8 40	5 54	54	+.....**Rocky Ridge**[5].... ♁	....	....	....	*8 33	....	12 42	3 28	....	*5 25	....	....
....	....	....	....	†6 40	4 00	....	....	†11 05	....	9 10	....	....	arr. + **Emmittsburg** ♁ .lve.	....	....	....	†8 00	....	†9 45	†2 50	....	†4 50	....	....
....	....	....	....	*6 19	P M	....	....	*10 45	10 30	A M	6 05	59	+.......Thurmont........ ♁	....	....	....	8 22	....	†12 30	3 15	....	5 15	....	....
....	....	....	....	6 45	....	....	....	11 12	A M	....	6 30	69	+.......Blue Ridge....... ♁	....	....	....	8 00	....	Noon	2 50	....	4 55	....	....
....	....	....	....	6 50	....	....	....	11 17	....	....	6 33	70	+.......**Highfield**....... ♁	....	....	....	7 57	....	....	2 47	....	4 52	....	....
....	....	....	....	– –	....	....	....	– –	....	....	– –	70.5	....Buena Vista Spring.. ♁	....	....	....	– –	....	....	– –	....	– –	....	....
....	....	....	....	– –	....	....	....	– –	....	....	6 37	71	+........Pen-Mar........ ♁	....	....	....	– –	....	....	2 38	88	– –	....	....
....	....	....	....	– –	....	P M	....	– –	....	....	– –	72	.......Blue Mountain..... ♁	....	....	....	– –	....	....	– –	P M	– –	....	....
....	....	....	....	7 01	....	*4 35	....	11 32	....	....	6 45	75	.........**Edgemont**[6]...... ♁	....	....	....	7 40	....	....	2 30	6 55	4 35	....	....
....	....	....	....	7 10	....	4 41	....	11 37	....	....	6 51	78	+.......Smithsburg....... ♁	....	....	....	7 32	....	....	2 21	6 49	4 25	....	....
....	....	....	....	7 30		5 05	....	*11 55	....	....	*7 17	87	arr. + **Hagerstown**[10] ♁ lve.	....	....	....	*7 10	....	....	2 00	*6 25	*4 05	....	....
....	....	....	....	7 40	....	P M	....	†12 01	....	....	†7 40	87	lve...**Hagerstown**....arr.	....	....	....	7 00	....	....	11 15	P M	†3 55	....	....
....	....	....	....	7 55	....	....	....	12 15	....	....	7 52	93	.... Williamsport ..... ♁	....	....	....	6 45	....	....	11 01	....	3 40	....	....
....	....	....	....	8 10		....	....	12 27	....	....	8 07	99	........Clear Spring...... ♁	....	....	....	6 29	....	....	10 46	....	3 25	....	....
....	....	....	....	8 20	....	....	....	12 36	....	....	8 17	105	.... Big Pool........ ♁	....	....	....	6 17	....	....	10 35	....	3 14	....	....
....	....	....	....	– –	....	....	....	– –	....	....	8 21	106	........**Cherry Run**...... ♁	....	....	....	– –	....	....	10 31	....	– –	....	....
....	....	....	....	8 45	....	....	....	12 55	....	....	8 50	116	.... Hancock .... ♁	....	....	....	*5 55	....	....	10 08	....	2 55	....	....
....	....	....	....	P M	....	....	....	– –	....	....	9 09	127	.... Pearre .... ♁	....	....	....	A M	....	....	9 47	....	– –	....	....
....	....	....	....	....	....	....	....	– –	....	....	9 30	137	....Baird.......... ♁	....	....	....	....	....	....	9 30	....	– –	....	....
....	....	....	....			....	....	1 52	....	....	9 57	151	.... Oldtown .... ♁	....	....	....	....	....	....	9 03	....	1 52	....	....
....	....	....	....	....	....	....	....	†2 25	....	....	†10 30	167	.......**Cumberland**..... ♁	....	....	....	....	....	....	†8 35	....	†1 20	....	....
....	....	....	....	....	....	....	....	P M	....	....	A M	....	ARRIVE] [LEAVE	....	....	....	....	....	....	A M	....	P M	....	....

BALTIMORE & CUMBERLAND VALLEY RAILROAD.

299	No. 87	No. 85	No. 83	No. 81	Ms	September 26, 1909.	296	80	No. 82	No. 84	No. 88	....
P M	....	....	....	....	...	LEAVE] [ARRIVE	A M	....	....	....	....	....
†1 15	....	....	....	*6 15 A M	0	......**Shippensburg**[9] ... ♁	9 00	A M	....	....	8 30 P M	....
2 05	*3 30 P M	†1 15 P M	†10 20 A M	6 40 A M	12	......**Chambersburg**[8] .. ♁	7 50	8 45	12 30 Noon	3 20 P M	8 00 P M	....
2 25	3 42 P M	1 27 P M	10 32 A M	6 52 A M	17	.......**New Franklin**...... ♁	....	8 32	12 17 Noon	3 08 P M	7 47 P M	....
■	4 09 P M	1 54 P M	10 59 A M	7 16 A M	27	.... **Waynesboro'**[7] ... ♁	■	8 04	11 55 A M	2 47 P M	7 23 P M	....
....	4 30 P M	2 15 P M	11 20 A M	7 35 A M	34	arr......**Edgemont**[6] ♁ ..lve.	....	7 45	11 35 A M	2 30 P M	7 05 P M	....
3 40	5 05 P M	....	11 55 A M	....	46	arr.....**Hagerstown**....lve.	†6 00	*7 10	....	†2 00 P M	*6 25 P M	....
P M	7 20 P M	5 45 P M	....	10 25 A M	109	.........**Baltimore**.........	A M	*4 10	*8 57 A M	....	*4 15 P M	....
....	....	....	....	....	...	arr...(*Hillen Station*)...lve.	.	A M	....	....	....	....

BALTIMORE AND HARRISBURG DIVISION.

174	158	142	No. 44	No. 46	50	No. 48	Mls.	*November* 22, 1909.	No. 43	51	No. 45	No. 47	173	157
....	....	P M	....	....	....	....	....	LEAVE] [ARRIVE	....	....	....	....	....	....
....	....	§4 05	†2 00 P M	†7 10 A M	....	....	....	+ .. **Hagerstown**....	11 55 A M	....	7 30 P M	....	....	....
....	....	P M	....	....	....	....	....	LEAVE] [ARRIVE	....	....	....	....	....	....
....	....	§4 55	†2 47 P M	†7 57 A M	....	....	0	...... **Highfield**......	11 10 A M	....	6 46 P M	....	....	....
....	....	6 21	3 12 "	8 22 "	....	....	10.9	.... Fairfield	10 38 "	....	6 15 "	....	....	....
P M	....	5 31	3 23 "	8 32 "	....	....	15.0	...... Orrtanna	10 27 "	....	6 02 "	....	A M	....
§5 40	....	5 50	3 42 "	8 52 "	....	....	22.5	+ .. **Gettysburg**[13]...	10 08 "	....	5 45 "	....	10 35	....
5 52	....	6 02	3 53 "	9 03 "	....	....	28.1	...... Gulden's	9 55 "	....	5 31 "	....	10 21	....
6 03	....	6 13	4 04 "	9 13 "	....	....	32.9	+ ...New Oxford.....	9 45 "	....	5 20 "	....	10 10	....
6 06	....	6 16	4 08 P M	9 16 A M	....	....	34.5	arr. **Berlin Junc**. lve.	9 41 A M	....	5 16 P M	....	10 06	....
....	....	....	†3 30 P M	†8 40 A M	....	....	....	lve.. **East Berlin**. arr.	10 15 A M	....	5 50 P M	....	....	....
....	....	....	3 45 P M	8 55 A M	....	....	....	.....Abbottstown.....	10 00 A M	....	5 36 P M	....	....	....
6 06	A M	6 16	4 08 P M	9 16 A M	A M	....	34.5	lve. **Berlin Junc**. arr.	9 41 A M	Noon	5 16 P M	....	10 05	Noon
6 20	§5 35	6 30	4 22 "	9 30 "	†10 00	†5 20 A M	39.1	+ .... **Hanover**[12]	9 30 "	12 01	5 05 "	8 15 P M	9 55	12 40
6 29	5 43	6 39	4 31 "	9 39 "	10 09	5 28 "	42.4	........Smith's........	9 15 "	11 51	4 55 "	8 05 "	9 45	12 31
6 35	5 48	6 45	4 40 P M	9 45 A M	10 15	5 33 A M	44.4	......**Porter's**.......	9 10 A M	11 46	4 50 P M	8 00 P M	§9 40	12 26
P M	– –	– –	....	– –	10 20	– –	45.8	..**Valley Junction**..	– –	11 40	– –	– –	A M	– –
....	....	....	....	....	10 30	....	47.7	........Codorus.......	....	11 20	....	....	....	....
....	....	....	....	....	10 36	....	48.7	.....Cold Spring......	....	11 13	....	....	....	....
....	....	....	....	....	10 55	....	51.8	arr. **Hanover Junc**[11] lve.	....	†11 00	....	....	....	....
....	6 08	6 59	4 54 P M	9 59 A M	A M	5 53 A M	49.9	......Brodbeck	8 53 A M	A M	4 31 P M	7 41 P M	....	12 07
....	6 12	7 01	4 57 "	10 02 "	....	5 57 "	50.9	...... Glenville	8 50 "	....	4 28 "	7 37 "	....	12 01
....	6 20	7 06	5 02 "	10 07 "	....	6 05 "	52.9	.... Summit.......	8 45 "	....	4 24 "	7 31 "	....	11 55
....	6 25	7 03	5 06 "	10 11 "	....	6 10 "	54.6	...... Lineboro	8 41 "	....	4 20 "	7 24 "	....	11 51
....	6 35	7 17	5 13 "	10 19 "	....	6 20 "	57.0	........Alesia........	8 33 "	....	4 13 "	7 16 "	....	11 43
....	6 40	7 21	5 17 "	10 23 "	....	6 25 "	59.5	.... Millers	8 29 "	....	4 09 "	7 11 "	....	11 37
....	6 45	7 25	5 21 "	10 27 "	....	6 30 "	61.1	.... Maple Grove	8 25 "	....	4 05 "	7 06 "	....	11 33
....	6 51	7 29	5 24 "	10 30 "	....	6 36 "	62.5	.... Green Mount	8 22 "	....	4 02 "	7 02 "	....	11 29
....	6 57	7 33	5 29 "	10 35 "	....	6 42 "	64.3	..... Hampstead	8 17 "	....	3 57 "	6 56 "	....	11 22
....	7 05	7 39	5 35 "	10 42 "	....	6 50 "	67.3	.... Arcadia.......	8 11 "	....	3 51 "	6 51 "	....	11 15
....	7 10	7 43	5 38 "	10 46 "	....	6 55 "	68.8	.....Fowblesburg.....	8 07 "	....	3 48 "	6 46 "	....	11 10
....	7 13	7 46	5 41 "	10 50 "	....	6 58 "	69.9	.... Boring	8 04 "	....	3 45 "	6 42 "	....	11 05
....	7 19	7 50	5 45 "	10 55 "	....	7 04 "	71.9	.... Woodensburg	7 59 "	....	3 40 "	6 37 "	....	11 00
....	7 37	7 57	5 52 P M	11 02 A M	....	7 17 A M	73.7	......**Glyndon**[3].....	†7 52 A M	....	†3 33 P M	†6 30 P M	....	§10 48
....	A M	P M	....	....	....	....	....	ARRIVE] [LEAVE	....	....	....	....	....	A M
....	8 50	8 50	6 45 P M	11 59 A M	....	8 25 A M	93.6	arr. + **Baltimore**. lve.	†7 00 A M	....	†2 45 P M	†5 30 P M	....	§9 45
....	A M	P M	....	....	....	....	....	(Via West. Maryland R.R.)	....	....	....	....	....	A M

EASTERN EXTENSION.

175	173	No. 65	No. 63	53	No. 61	Mls	*Nov.* 22, 1909.	No. 60	No. 62	52	No. 64	No. 172	174
P M	A M	....	....	A M	....	....	LEAVE] [ARRIVE	....	....	P M	....	....	P M
§7 45	§9 00	†6 10 P M	†4 05 P M	†10 45	†8 25 A M	....	......**York**......	8 05 A M	10 25 A M	2 35	5 30 P M	8 40 A M	7 25
7 48	9 03	6 13 "	4 08 "	10 48	8 28 "	0	...**West York**...	8 00 "	10 20 "	2 30	5 25 "	8 35 "	7 20
8 14	9 29	6 39 "	4 30 "	11 13	8 54 "	10.8	..Spring Grove..	7 36 "	9 55 "	2 04	5 00 "	8 11 "	6 55
8 17	9 32	6 42 "	4 33 "	11 17	8 57 "	12.0	....**Menges**....	7 33 "	9 51 "	2 01	4 56 "	8 08 "	6 51
8 25	9 40	6 50 "	4 40 "	11 25	9 05 "	15.0	arr. **Porter's**. lve.	7 27 "	9 45 "	1 55	4 50 "	8 02 "	6 45
8 30	9 45	6 56 "	4 55 "	11 30	9 15 "	17.0	.....Smith's.....	7 22 "	9 39 "	1 49	4 31 "	7 57 "	6 29
8 40	9 55	7 05 P M	5 05 "	11 40	9 25 "	20.3	arr. **Hanover** lve.	†7 15 A M	9 30 "	1 40	4 22 "	§7 50 A M	6 20
P M	10 35	....	6 45 P M	12 20	10 08 A M	....	..**Gettysburg**..	....	†8 52 A M	†1 00	3 42 "	....	§5 40
....	A M	....	....	Noon	....	....	...**Pen Mar**....	....	....	P M	†2 38 P M	....	P M
....	....	....	....	....	....	....	ARRIVE] [LEAVE	....	....	....	....	....	....

Altenwald Cut-Off.—Train leaves Hagerstown †6 00 a.m. for Waynecastle, Quinsonia, Altenwald, arrives Chambersburg (23 miles) 7 50 a.m. Returning, leaves Chambersburg †2 05 p.m., arrives Hagerstown 3 40 p.m.

Trains marked * run daily; † daily, except Sunday; § Sunday only; *a* time is for West Philadelphia; *d* stops to take for B. & H. Division points; *j* stops to take for or leave from west of Union Bridge; *k* Saturday only; *s* stops Sunday only. ■ Via Altenwald cut-off.
+ Coupon stations; ♁ Telegraph stations.

STANDARD—*Eastern time.*

WEST VIRGINIA DIVISION.

Belington & Northern Division.—Extends from Belington to Wilmoths Ford (5 miles). Not operated at present.

43	41	3	1	Mls	September 26, 1909.	Mls	2	4	42	44
		A M			(Eastern time.)		P M			
		†8 57	A M		lv...Baltimore...ar.	297	†7 20	P M		
		*3 00	*7 00	0	lv.Cumberland[14] ♂ ar.	137	12 45	7 50		
		— —	7 06	2	.....Knobmount.....	135	12 33	7 43		
		3 17	7 14	6	.....Seymour.....	131	12 25	7 34		
		3 23	7 21	9	.....Potomac.....	128	12 18	7 26		
		— —	7 23	10	.....Frost.....	127	12 15	7 24		
		3 28	7 27	13	.....Rawlings..... ♂	124	12 10	7 18		
		— —	7 34	16	.....Black Oak.....	121	— —	— —		
		3 40	7 39	18	.....Dawson.....	119	11 58	7 06		
		3 50	7 50	22	.....Keyser[16]..... ♂	115	11 47	6 58		
		4 05	8 05	28	....Westernport[18] ♂	109	11 34	6 45		
					(Piedmont)					
		4 12	8 07	28	.....Luke.....	109	11 31	6 42		
		4 15	8 09	29	W. V. C. Junction[17] ♂	108	11 29	6 38		
		— —	8 22	33	..... Warnocks.....	104	11 18	6 28		
		4 30	8 27	35	.....Barnum..... ♂	102	11 13	6 23		
		4 38	8 35	38	.....Shaw ..... ♂	99	11 06	6 16		
		4 48	8 46	42	.....Chaffee.....	95	10 56	6 07		
		4 55	8 55	46	.....Blaine..... ♂	91	10 48	5 59		
		5 04	9 00	47	.....Harrison..... ♂	90	10 43	5 55		
		5 19	9 13	52	.....Schell ..... ♂	85	10 30	5 42		
		5 38	9 28	57	.....Stoyer.....	80	10 16	5 28		
		5 44	9 35	60	.....Gorman..... ♂	77	10 11	5 21		
		5 50	9 42	62	.....Bayard..... ♂	75	10 05	5 15		
		5 59	9 54	66	.....Dobbin..... ♂	71	9 54	5 05		
		6 03	9 58	68	.....Henry..... ♂	69	9 48	5 01		
		— —	10 04	70	.....Wilsonia.....	67	9 43	4 56		
		6 22	10 19	75	.....Fairfax..... ♂	62	9 32	4 45		
		6 40	10 32	78	.....Thomas..... ♂	59	9 20	4 30		
		6 45	10 37	80	.....Douglas..... ♂	57	9 13	4 25		
		7 11	11 01	88	.....Hendricks[18] .. ♂	49	8 40	3 50		
		7 15	11 04	89	.....Hambleton.... ♂	48	8 37	3 47		
		7 23	11 10	91	.....Parsons..... ♂	46	8 30	3 40		
		7 29	11 16	94	.....Porterwood.....	43	8 24	3 33		
		7 50	11 35	102	.....Montrose..... ♂	35	8 05	3 15		
		7 58	11 44	106	.....Kerens.....	31	7 56	3 06		
		— —	11 48	108	.....Whyte.....	29	7 52	3 02		
		8 06	11 51	109	.....Gilman.....	28	7 48	2 58		
		8 15	11 59	113	arr.....Elkins ♂...lve.	24	*7 40	*2 50		
P M	A M	5 00	A M	288	arr..Charleston..lve.		A M	*6 30	A M	P M
*2 20	*6 30	P M		113	lve.....Elkins.....arr.	24		A M	11 50	8 05
2 27	6 33			114	....Elkins Junction....	23			11 47	9 02
2 36	6 35			115	.....Buxton.....	22			11 45	9 00
2 42	6 47			120	..Roaring Creek Junc..	17			11 33	8 50
2 46	6 51			121	.....Harding.....	16			11 29	8 46
2 53	6 58			124	..... Laurel.....	13			11 22	8 40
2 59	7 04		7 4	127	.....Junior.....	10	7 1		11 15	8 34
3 02	7 07		A M	128	.....Dartmoor.....	9	A M		11 11	8 30
*3 10	*7 15		†9 30	131	.....Belington.....	6	9 00		*1105	*8 25
†4 35	†7 50		10 00	137	..... Weaver.....	0	†8 30		†10 25	†5 30
P M	A M		A M		ARRIVE] [LEAVE		A M		A M	P M

DAVIS BRANCH.

37	35	33	31	Mls	September 26, 1909.	Mls	32	34	36	38
P M	P M	A M	A M		LEAVE] [ARRIVE		A M	A M	P M	P M
*6 45	*4 45	*10 40	*9 25	0	.....Thomas	6	8 55	10 25	4 15	6 15
6 55	4 55	10 55	9 35	3	.....Child.....	3	8 45	10 15	4 05	6 05
— —	— —	— —	— —	4	.....Pendleton.....	2	— —	— —	— —	— —
7 10	5 05	11 05	9 45	6	.....Davis.....	0	*8 30	*10 05	*3 50	*5 50
P M	P M	A M	A M		ARRIVE] [LEAVE		A M	A M	P M	P M

HUTTONSVILLE BRANCH.

No. 63	No. 81	Mls	September 26, 1909.	Mls	No. 62	No. 64
†9 15 P M	†1215 Noon	0	lve.....Elkins.....arr.	18	2 10 P M	10 40 P M
9 20 »	12 20 »	1	.....Elkins Junction.....	17	2 05 »	10 35 »
9 25 »	12 24 »	3	.....Arnold Hill	15	2 00 »	10 30 »
9 31 »	12 32 »	7	.....Beverly.....	11	1 54 »	10 24 »
9 44 »	12 46 »	13	.....Valley Bend.....	5	1 40 »	10 10 »
9 55 P M	12 55 Noon	18	arr...Huttonsville..lve.	0	*1 30 P M	†1000 P M

DURBIN BRANCH.

No. 1	No. 53	Mls	September 26, 1909.	Mls	No. 4	No. 52
†1210 Noon	†8 00 A M	0	lve.....Elkins.....arr.	47	2 40 P M	6 35 P M
12 34 »	8 31 »	10	..... Bowden	37	2 17 »	6 05 »
12 43 Noon	8 42 »	15	.....Woodrow.....	32	2 07 »	5 54 »
1 10 P M	9 13 »	23	..... Glady	22	1 40 »	5 27 »
1 26 »	9 29 »	31	.....Wildell.....	16	1 20 »	5 11 »
1 48 »	9 53 »	40	.....Burner.....	7	1 00 P M	4 49 »
2 10 P M	10 15 A M	47	arr..... Durbin[19]...lve.	0	†1240 Noon	†4 30 P M

Elk Garden Branch.—Lve. Harrison †9 10 a.m., †6 00 p.m., arr. Elk Garden (7 miles) 9 50 a.m. 6 40 p.m. Lve. Elk Garden †8 10 a.m., †4 15 p.m., arr. Harrison 8 50 a.m., 4 55 p.m.

GEORGE'S CREEK & CUMBERLAND RAILROAD.

LAWRENCE GREER, President, New York.
ALEXANDER ROBERTSON, General Manager, Baltimore, Md.

Trains leave **Cumberland**[14] †7 00 a.m., †1 00 p.m. for Vale Summit (12 miles), Midland Junction (16 miles), arriving at Lonaconing (19 miles) 8 10 a.m., 2 15 p.m. Returning, leave Lonaconing †10 15 a.m., †4 45 p.m., arriving at Cumberland 11 30 a.m., 6 00 p.m. *February*, 1907.

* Daily; † daily, except Sunday. ♂ Telegraph stations.

Connections.—[1] With Balt. & Ohio R.R. [2] With Phila. Balt. & Wash. R.R. and Northern Cent. Ry. [3] With Balt. & Harrisburg Div. [4] With Frederick Div. Penna. R.R. [5] With Emmittsburg R.R. [6] With Balt. & Cumb. Valley Branch. [7] With Cumberland Valley R.R. [8] With Cumb. Valley R.R. [9] With Phila. & Read. Ry. [10] With Norfolk & Western Ry.; Cumb. Valley R.R. and Washington County Branch Balt. & Ohio R.R. [11] With Northern Cent. Ry. [12] With Frederick Div. Penna. R.R. [13] With Phila. & Read. Ry. [14] With Pennsylvania; Baltimore & Ohio; Cumberland & Pennsylvania; George's Creek & Cumberland R.R. [15] With Baltimore & Ohio R.R. [16] With Cumberland & Pennsylvania R.R. [17] With Baltimore & Ohio R.R. [18] With Dry Fork R.R. [19] With Chesapeake & Ohio R.R.

DRY FORK RAILROAD.

R. F. WHITMER, President, 208 Girard Bldg, Philadelphia, Pa.
HENRY H. KINGSTON, Vice-Prest., The North American Bldg, Phila., Pa.
JNO. J. COLLIER, Sec'y & Treas., The North American Bldg, Phila., Pa.
ALLAN HUNTER, Asst. Sec'y & Asst. Treas., The North American Bldg, Phila., Pa.
C. W. MOSSER, General Manager, Hendricks, W.Va.
F. E. MOWER, Aud., »
R. S. DAYTON, Supervisor, »

†Daily, except Sunday. STANDARD—Eastern time.

13	11	Mls.	October 1, 1907.	12	14
P M	A M		LEAVE] [ARRIVE	Noon	P M
†405	†9 00	0	....Hendricks[1].....	12 50	7 15
4 15	9 10	3.7	.....Red Run.....	12 40	7 05
4 21	9 16	6.0	.....Rich Ford.....	12 34	6 59
4 28	9 23	8.3	.....Elk Lick.....	12 27	6 52
4 33	9 28	9.9	.....Gladwin.....	12 22	6 47
4 43	9 38	13.0	.... Jenningston.....	12 12	6 37
4 55	9 50	17.0	..Red Creek Junc..	12 00	6 25
		22.0	arr..Lanesville..lve.		
5 08	10 03	21.1	.....Harman	11 47	6 12
5 26	10 20	26.4	.....Job.....	11 30	5 55
5 34	10 29	29.5	.....Armentrout.....	11 21	5 46
5 38	10 33	30.7	.....Whitmer.....	11 17	5 42
5 40	10 35	31.3	.....Horton.....	†1115	†540
P M	A M		ARRIVE] [LEAVE	A M	P M

Connection.—[1] With Western Maryland R.R.

WASHINGTON, FREDERICK & GETTYSBURG RAILWAY.

FRANKLIN B. SMITH, President. | C. C. WATERS, Secretary.
OSCAR B. COBLENTZ, Treasurer. | G. W. MARTIN, General Manager.
General Offices—Frederick, Md.

9	7	5	3	1	Mls	September 26, 1909.	2	4	6	8	10
P M	P M	P M	A M	A M		(Eastern time.)	A M	A M	P M	P M	P M
k7 30	†6 25	†2 46	†8 40	†6 15	0	lve. Thurmont[1] ⊙ arr.	8 00	10 10	2 25	5 10	†10 10
7 43	6 37	2 57	8 53	6 29	3.6	..... Catoctin..... ⊙	7 49	9 54	2 12	4 57	9 57
7 48	6 41	3 01	8 56	6 34	5.7	.... Creagerstown .. ⊙	7 43	9 48	2 07	4 52	9 52
7 52	6 47	3 07	9 02	6 40	7.1	.... Lewistown .... ⊙	7 38	9 42	2 02	4 47	9 47
7 56	6 50	3 10	9 04	6 42	7.7	..... Lake View	7 35	9 37	1 57	4 42	9 42
7 57	6 52	3 12	9 07	6 46	8.4	.... Mountain Dale ...	7 33	9 34	1 55	4 40	9 40
8 01	6 55	3 15	9 11	6 48	9.1	.... Locust Grove	7 31	9 31	1 53	4 38	9 38
8 05	6 57	3 17	9 13	6 54	10.0	..... Bethel	7 2	9 28	1 51	4 36	9 36
8 06	7 00	3 20	9 15	6 57	11.3	..... Charlesville.....	7 25	9 24	1 47	4 32	9 32
8 08	7 03	3 23	9 19	7 00	12.3	.... Yellow Springs . ⊙	7 21	9 19	1 43	4 28	9 28
8 10	7 05	3 26	9 21	7 03	12.8	... Indian Springs ...	7 19	9 16	1 41	4 26	9 26
8 14	7 07	3 27	9 25	7 06	14.3	... Rocky Springs .. ⊙	7 15	9 12	1 37	4 22	9 22
8 18	7 09	3 29	9 28	7 10	15.3	..... Montevue ... ⊙	7 10	9 10	1 35	4 20	9 20
8 25	7 15	3 35	9 35	7 15	17.3	.... Frederick[2]	†705	†905	†150	†415	k915
P M	P M	P M	A M	A M		ARRIVE] [LEAVE	A M	A M	P M	P M	P M

Sunday Trains—Leave Thurmont 10 50 a.m., 2 50, 6 25 p.m., for Frederick. Returning, leave Frederick 7 05 a.m., 1 30, 4 15 p.m.
† Daily, except Sunday; *k* Saturday only. ⊙ Telephone stations.
Connections.—[1] With West Md. R.R. [2] With No. Cent. Ry. and B. & O. R.R.

BOSTON, REVERE BEACH & LYNN RAILROAD.

JOHN A. FENNO, Superintendent, Boston, Mass.

Daily trains between **Boston**, Beachmont and Lynn (9½ miles) run at frequent intervals during the day and evening.

Circuit Line.—From Boston and Orient Heights for Highlands Ocean Spray, Shirley, Winthrop Centre, Ingalls, Pleasant Street. Returning to Boston via Orient Heights. Daily trains run in either direction over above line at frequent intervals during the day and evening.
Eastern time. *September* 23, 1909.

ADIRONDACK & ST. LAWRENCE RAILROAD.

H. F. TIMERMAN, Superintendent, Hermon, N.Y.

Leave **DeKalb Junction**[1] for Stellaville and Hermon (4 miles) †9 35 a.m., *11 40 a.m., †4 05, †7 20 p.m. Returning, leave Hermon †9 10, §10 00, †10 55 a.m., †3 35, †6 55 p.m. Running time, 15 minutes. *Sept.* 26, 1909.

* Daily; † daily, except Sunday; § Sunday only. *Eastern time.*

Connection.—[1] With New York Central & Hudson River R.R.

COLUMBUS & SOUTHERN RAILWAY.

I. F. ANDERSON, General Superintendent, Laurelville, O.

Trains leave **Wyandot Junction**[1] †10 30 a.m., †3 00 p.m., arriving South Bloomingville (34 miles) 11 50 a.m., 4 30 p.m. Returning, leave South Bloomingville †6 00 a.m., †1 00 p.m., arriving Lancaster Junction 7 45 a.m., 2 45 p.m.

† Daily, except Sunday. *Central time* *March*, 1908.

Connection.—[1] With Cincinnati & Muskingum Valley Ry.

MAPIMI RAILWAY.

KUNO B. HEBERLEIN, General Manager, Mapimi, Durango, Mex.

Trains leave **Bermejillo**[1] *8 15 a.m., *1 15 p.m., arriving Mapimi (15 miles) 9 45 a.m., 2 45 p.m. Leave Mapimi *5 00, *10 45 a.m., *8 00 p.m., arriving Bermejillo 6 30 a.m., 12 15 noon, 9 30 p.m.

* Daily. *City of Mexico time.* *March*, 1908.

Connection.—[1] With Mexican Central Ry. and Mexican International R.R.

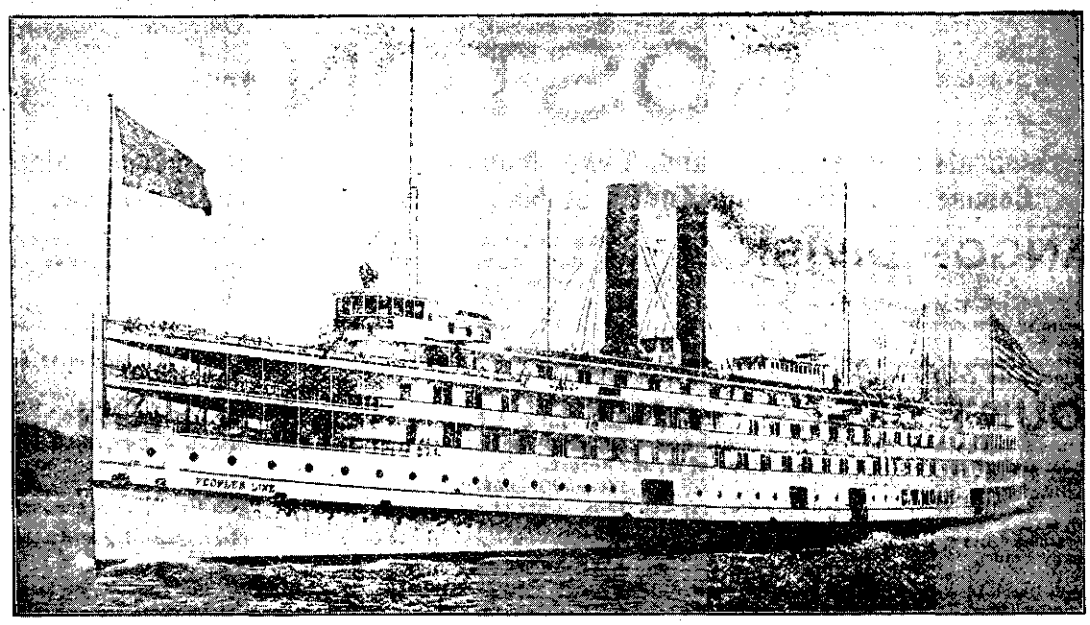
HUDSON NAVIGATION COMPANY

C. W. MORSE, President, Pier 32, N.R., New York, N.Y.

E. F. MURRAY, Vice-President, Pier 32, N.R., New York, N.Y.
N. H. CAMPBELL, Asst. to President, " "
CAMPBELL CARRINGTON, Secretary and Treasurer, Pier 32, N.R., New York, N.Y.
PAUL A. ROCHESTER, Fht. Traffic Mgr., " "

J. H. ALLAIRE, Gen. Pas. Agt., Pier 32, N.R., New York, N.Y.
D. H. WATKINS, District Passenger Agent, Albany, N.Y.
R. L. HORNBY, Auditor, Pier 32, N.R., New York, N.Y.
GEO. W. GIBSON, Trav. Freight and Passenger Agt., Troy, N.Y.
E. E. HILTON, Traveling Freight Agent, Montreal, Que.

Service discontinued Season 1909. Will resume in March, 1910.



STEAMER "C. W. MORSE" OF THE PEOPLES LINE

PEOPLES LINE · ·

Between

New York and Albany

MAGNIFICENT STEAMERS

C.W.Morse and Adirondack

DAILY SERVICE, SUNDAYS EXCEPTED.

Leave NEW YORK, Pier 32, North River, foot of Canal Street, daily, Sundays excepted, at 6 00 p.m.; due Albany 6 00 a.m.

Leave ALBANY, daily, Sundays excepted, at 8 00 p.m., or on arrival of trains from points North, East and West, due New York 7 00 a.m.

CITIZENS LINE · ·

Between

New York and Troy

New Palatial Steamers

Trojan and Rensselaer

DAILY SERVICE, SATURDAYS EXCEPTED.

Leave NEW YORK, Pier 46, North River, foot of West 10th St., daily, Saturdays excepted, at 6 00 p.m.; due Troy 6 00 a.m. Steamers leaving New York Sundays stop at Albany Monday mornings.

Leave TROY, daily, Saturdays excepted, at 7 30 p.m., or on arrival of trains from North and East, due New York 7 00 a.m. Sunday steamers touch at Albany.

THE LARGEST AND FINEST FLEET OF RIVER STEAMERS IN THE WORLD.
Splendid Accommodations. Meals a la Carte. Club Breakfasts

Tickets reading via the New York Central & Hudson River or West Shore Railroads, between New York and Albany or Troy, are accepted on the Peoples or Citizens Line steamers without extra charge. Northbound passengers should have rail tickets exchanged at the Wharf Ticket Offices in New York, or at the Purser's Office on steamer; Southbound passengers at the New York Central & Hudson River or West Shore Railroad station at Albany or Troy.

Direct Connection is made at Albany or Troy with the Delaware & Hudson, New York Central & Hudson River, Boston & Albany, Rutland and Boston & Maine Railways for all points North, East and West.

Tickets via the Peoples Line and Citizens Line are on sale at all principal Railroad and Steamboat Ticket offices throughout the United States, Canada and Mexico.

Powerful Searchlights on all Steamers showing Points of Interest on the Historic Hudson

EASTERN STEAMSHIP CO.

CALVIN AUSTIN, President, Boston, Mass.
JOSIAH W. HAYDEN, Treasurer, "
R. A. PEPPER, Secretary and Assistant Treasurer, "
F. A. JONES, Assistant to President, "
C. C. BROWN, General Passenger Agent, "
C. R. LEWIS, General Freight Agent, Boston, Mass.
H. L. NEVENS, Purchasing Agent, "
F. E. HATHORNE, Chief Engineer, "
F. S. SHERMAN, Superintendent, Rockland, Me.
L. R. THOMPSON, Trav. Fht. and Pas'ger Agent, St. John, N.B.

General Offices—Foster's Wharf, Boston, Mass.

Reduced Winter Fares are in Effect to all Points

The Direct, Reliable and Popular Business and Pleasure Route

BETWEEN BOSTON AND

The celebrated Seashore, Island, Lake, Mountain and Interior Resorts, also the Commercial Cities and Towns of Maine and the Maritime Provinces

BANGOR DIVISION

TO AND FROM ROCKLAND, CAMDEN, BELFAST, CASTINE, ISLESBORO, SEARSPORT, BUCKSPORT, BANGOR, and all points on Penobscot Bay and River.

New Triple Screw Turbine Steel Steamer *Belfast*.

Leave Foster's Wharf, Boston, Tuesdays and Fridays at **5 00** p.m. for Rockland, Camden, Belfast, Searsport, Bucksport and Winterport.

Returning.—Steamer leaves Winterport 10 30 a.m., Bucksport **1 15** p.m., Mondays and Thursdays for Rockland, Boston and intermediate landings.

During the close of navigation at Bangor, steamer runs between Boston and Winterport only. Connection is made at Bucksport with the Maine Central R.R. for and from Bangor.

MOUNT DESERT AND BLUE HILL DIVISION

Reaching all of the celebrated Towns and Resorts in PENOBSCOT BAY, EGGEMOGGIN BEACH and FRENCHMAN'S BAY, including BAR HARBOR and other landings on the Island of Mount Desert.

Steamer *Boothbay*.

Leave Rockland Wednesdays and Saturdays 5 15 a.m. (or on arrival of steamer from Boston) for North Haven, Stonington, Southwest Harbor, Manset, Northeast Harbor, Seal Harbor and Bar Harbor.

Returning.—Leave Bar Harbor 10 00 a.m. Mondays and Thursdays for Rockland and intermediate landings, connecting at Rockland with steamer for Boston.

Steamer *Catherine*.

Leave Rockland Wednesdays and Saturdays 5 15 a.m. (or on arrival of steamer from Boston) for Dark Harbor, South Brooksville, Sargentville, Deer Isle, Sedgwick, Brooklin, South Blue Hill and Blue Hill.

Returning.—Leave Blue Hill 9 00 a.m. Mondays and Thursdays for Rockland and intermediate landings, connecting at Rockland with steamer for Boston.

Service between Rockland and Dirigo, Eggemoggin and Herricks Landing has been discontinued for the season.

PORTLAND AND ROCKLAND DIVISION

Steamer *Monhegan* leaves Rockland 6 00 a.m., Boothbay Harbor 12 00 noon Mondays and Thursdays for Portland and intermediate landings, due Portland about **4 00** p.m.

Returning.—Leaves Portland (Franklin Wharf), 7 00 a.m. Tuesdays and Fridays, Boothbay Harbor 10 20 a.m. for New Harbor, Round Pond, Friendship, Port Clyde (Tenants Harbor, tide permitting) and Rockland, due Rockland about **4 30** p.m.

PORTLAND DIVISION

The Reliable Commercial and Tourist Route between BOSTON AND PORTLAND

Triple Screw Turbine Steel Steamer *Camden* and Steel Steamer *Governor Dingley*.

Leave Boston, Union Wharf, at **7 00** p.m. week-days for Portland.

Returning.—Leave Franklin Wharf, Portland, at **7 00** p.m. week-days for Boston.

Connection is made at Portland with the Casco Bay & Harpswell Lines, Grand Trunk Ry., Maine Central R.R. and Boston & Maine R.R. for all points.

INTERNATIONAL DIVISION

The Pioneer Route between BOSTON, PORTLAND, EASTPORT, LUBEC and ST. JOHN, N.B. With connections for CALAIS, CAMPOBELLO and all points in Eastern Maine and the Maritime Provinces.

Coastwise Service, via Portland and Eastport. Delightful Day Trip between Boston and Portland.

Steel Steamship *Calvin Austin*.

EASTWARD.—Mondays: Leave Union Wharf, Boston, at 9 00 a.m., due Portland about **4 00** p.m.; leave Portland (Franklin Wharf), at **5 00** p.m. for Eastport, Lubec and St. John. Steamer is due to arrive at Eastport about 8 00 a.m. and St. John about **3 00** p.m. the following day.

WESTWARD.—Thursdays: Leave St. John at 8 00 a.m., Eastport **1 30** p.m., Lubec **2 30** p.m., for Portland and Boston. Steamer is due to arrive at Portland about 5 00 a.m. and at Boston about **3 00** p.m. the following day.

KENNEBEC DIVISION

TO AND FROM THE FAMOUS SEASHORE RESORTS AND ISLAND SUMMER HOMES OF CENTRAL MAINE

Service between Boston and Bath, Gardiner, Augusta and intermediate landings has been DISCONTINUED for the season. This service is operated from about April 15th to about November 10th.

BOOTHBAY DIVISION

Between BATH and WESTPORT, WESTPORT JUNC., RIGGSVILLE, SOUTHPORT, SAWYER'S ISLAND, FIVE ISLANDS and BOOTHBAY HARBOR.

Steamer *Island Belle*.

Boothbay Harbor and Bath Effective until the close of navigation at Bath.—Leave Boothbay Harbor at 7 15 a.m. for Bath, landing at Southport, ‡Riggsville, Westport Junction and ‡Westport, via Five Islands, Mondays, Wednesdays and Fridays; via Sawyers Island, Tuesdays, Thursdays and Saturdays.

Returning.—Leave Bath **2 45** p.m. for Boothbay Harbor, landing at ‡Westport, Westport Junction, ‡Riggsville and Southport, via Five Islands, Mondays, Wednesdays and Fridays; via Sawyers Island, Tuesdays, Thursdays and Saturdays.

Boothbay Harbor and Wiscasset Effective during the close of Navigation at Bath.—Leave Boothbay Harbor week-days 7 15 a.m. and **1 00** p.m., for Wiscasset and intermediate landings.

Returning.—Leave Wiscasset week-days 9 35 a.m. and **3 25** p.m. for Boothbay Harbor and intermediate landings.

‡Stops on signal to take passengers and on notice to Purser to leave passengers.

THE ABOVE SAILINGS SUBJECT TO CHANGE WITHOUT NOTICE

METROPOLITAN STEAMSHIP CO.

All-the-Way-by-Water Direct between

NEW YORK and BOSTON

Via Long Island Sound, Block Island Sound, Vineyard Sound, Nantucket Sound and the Atlantic Ocean

NEW EXPRESS TRIPLE-SCREW TURBINE STEEL STEAMSHIPS

YALE AND HARVARD

Equipped with every Modern Device to Insure the Safety, Comfort and Convenience of Passengers

Passenger Service Discontinued for the Season of 1909

THE FOLLOWING METROPOLITAN LINE STEAMERS ARE ENGAGED EXCLUSIVELY IN FREIGHT SERVICE AND ARE OPERATED ALL THE YEAR ROUND

H. M. Whitney **James S. Whitney** **H. F. Dimock** **Herman Winter**

Low Rates. Unrivaled Despatch. Careful Handling. Ample Terminal Facilities. All Rates Include Marine Insurance
Bonded to Carry both Appraised and Unappraised Merchandise. Through Freight Rates and Bills of Lading between all points

From New York—Steamers leave Pier 58, North River, near foot of West 14th Street.
From Boston—Leave India Wharf.

During the season of passenger service, tickets via the Metropolitan Line are on sale at all principal ticket offices throughout the United States, Canada and Mexico.

O. H. TAYLOR, Pass'r Traffic Mgr.,
R. McGREGOR, Gen'l Supt.,
G. W. STERLING, Fht. Traf. Mgr.,
JOHN ROSENGRANTZ, Agent,
} Offices, 407 West 14th Street, New York City.

G. W. APSEY, Comptroller and General Auditor,
W. H. BLASDALE, Agent,
} India Wharf, Boston, Mass.

Merchants & Planters Steamboat Co.

FREIGHT AND PASSENGER LINE

L. N. SMITH, President, Columbus, Ga.
R. HOWARD, General Manager, "
J. M. BIVINS, Secretary and Treasurer, "

STEAMERS

"W. C. BRADLEY," "QUEEN CITY,"
"THREE STATES," "FORT GAINES"

Equipped with Electric Lights and every convenience, plying between Columbus, Ga., and Apalachicola, Fla. Stopping at—

FLORENCE, GA.	PORT JACKSON, FLA.
EUFAULA, ALA.	CHATTAHOOCHEE, FLA.
FORT GAINES, GA.	OCHEESE, FLA.
COLUMBIA, ALA.	BRISTOL, FLA.
GORDON, ALA.	BLOUNTSTOWN, FLA.
ALAGA, ALA.	ESTIFFANULGA, FLA.
NEALS LANDING, FLA.	IOLA, FLA.
STEAM MILL, GA.	IDLEWOOD, FLA.
HAYWOODS, FLA.	DEAD LAKES, FLA.

And intermediate points, 360 miles.

Leaving Columbus, Ga., every Tuesday and Saturday. Steamer **"Three States"** at 8 00 a.m., Eufaula 8 00 p.m., Fort Gaines 11 00 p.m., Columbia Wednesdays and Sundays 7 00 a.m., Alaga 10 00 a.m., River Junction, Fla., 4 30 p.m., or on arrival of train from Jacksonville, arriving Apalachicola Thursdays and Mondays 9 00 a.m. Leave Apalachicola Mondays and Thursdays 4 00 p.m., arriving Columbus, Ga., Wednesday and Sunday nights. Steamer **"Bradley"** leaves Columbus, Ga., every Wednesday at 8 00 a.m., Eufaula, Ala., 8 00 p.m., Fort Gaines, Ga., 11 00 p.m., Columbia, Ala., Thursdays 7 00 a.m., Alaga 10 00 a.m., River Junction, Fla., 4 00 p.m., or on arrival of train from Jacksonville, arriving Apalachicola Fridays at 9 00 a.m. Leave Apalachicola Fridays at 4 00 p.m., arriving Columbus Monday nights.

Schedule will be made as near as practical, weather and river conditions permitting.

Connections.—At **Columbus**—With Southern Ry., Central of Georgia Ry., Seaboard Air Line Ry. At **Eufaula, Fort Gaines** and **Columbia**—With Central of Georgia Ry. At **Alaga**—With Atlantic Coast Line Ry. At **River Junction**—With Seaboard Air Line Ry., Atlantic Coast Line Ry., Louisville & Nashville Ry., and Apalachicola Northern R.R. At **Apalachicola**—With steamships to and from Pensacola, Mobile and New Orleans.

Route Freight and Tickets in connection with **MERCHANTS & PLANTERS STEAMBOAT COMPANY,** at either **Columbus, Eufaula, Fort Gaines, Columbia, Alaga** or **River Junction.**

INDEPENDENT STEAMSHIP COMPANY

C. J. LEHMAN, President and Gen. Manager, Los Angeles, Cal.
WM. BAYLY, Jr., Secretary, "
FRANK SCHAFER, General Freight Agent, "

AGENCIES.

248 South Spring Street, Los Angeles, Cal.
E. J. EDWARDS, Traveling Freight Agent.
GEO. H. HERALD, City Passenger Agent.
H. E. PIERSON, Traveling Passenger Agent.

Howard Street Wharf, Pier No. 3, San Francisco, Cal.
T. G. WALTON, District Freight Agent.
G. A. RUPLE, Traveling Freight Agent.
O. B. ENGLEHART, City Passenger Agent, 643A Market Street.

Crescent Wharf, East San Pedro, Cal.
R. H. MOCK, Agent.
E. A. MILLS, City Passenger Agent.

DIRECT SERVICE BETWEEN

SAN FRANCISCO
AND
EAST SAN PEDRO
(PORT OF LOS ANGELES)

CONNECTIONS.

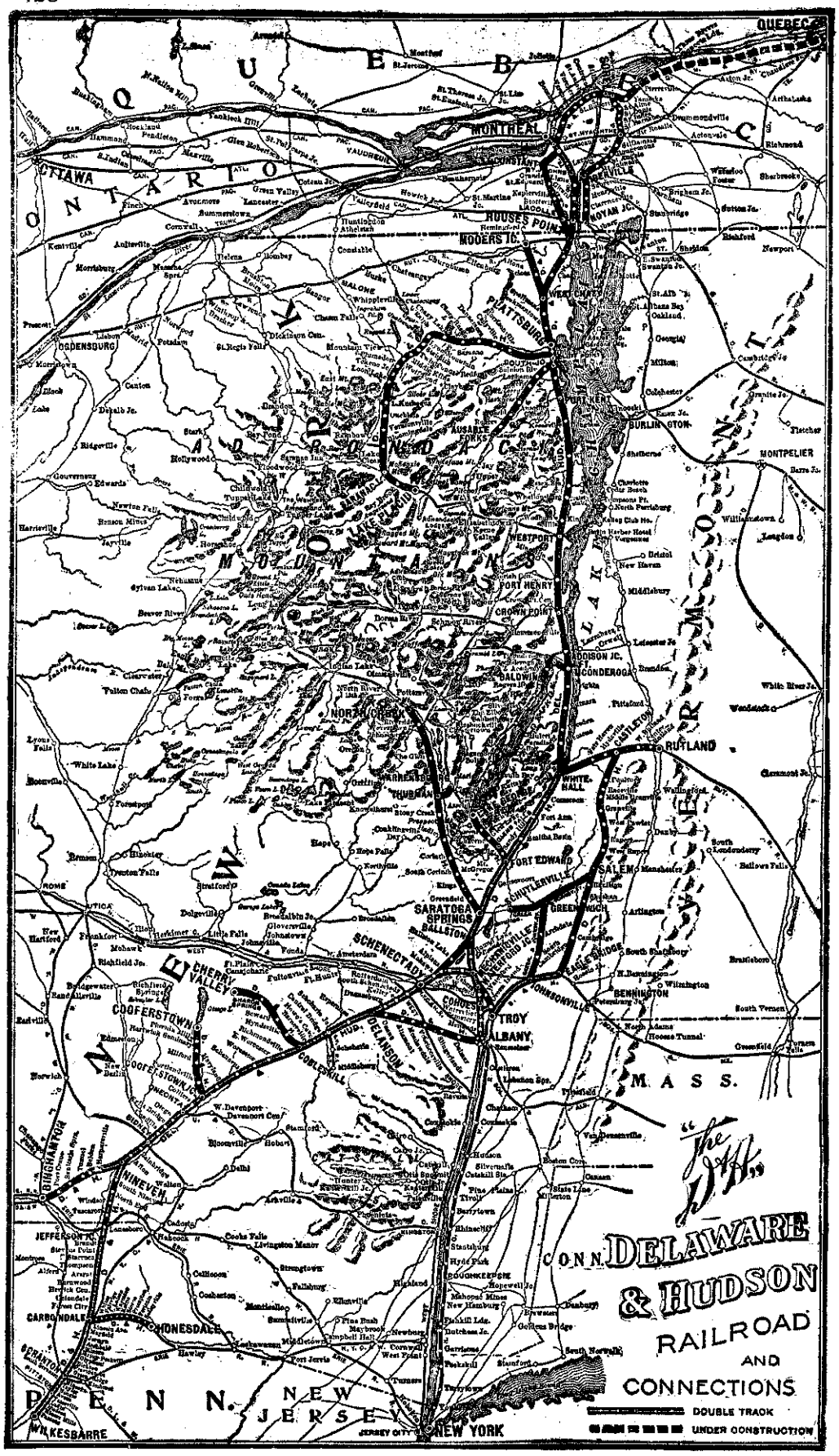
At **San Francisco** for Eureka, Gray's Harbor, Portland, Seattle and all Pacific Coast Points.

At **East San Pedro** with the San Pedro, Los Angeles & Salt Lake R.R., for Los Angeles and all Southern California and Eastern Points.

SAILINGS

From San Francisco and East San Pedro every fifth or sixth day. Excellent passenger accommodations. Low freight rates. Prompt deliveries.

Right is reserved to change steamers or sailing dates.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MONTPELIER
WESTPORT
FORT HENRY
CROWN POINT
ADIRONDACKS
MOUNTAINS
LAKE CHAMPLAIN
VERMONT
RUTLAND
WHITE HALL
FORT EDWARD
SALEM
SARATOGA SPRINGS
BALLSTON
SCHENECTADY
TROY
ALBANY
COHOES
CHERRY VALLEY
COOPERSTOWN
COBLESKILL
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BENNINGTON
"The D.&H."
CONN. DELAWARE & HUDSON RAILROAD AND CONNECTIONS
DOUBLE TRACK
UNDER CONSTRUCTION

THE DELAWARE & HUDSON COMPANY

"The D&H"

32 Nassau Street, New York City.
The Delaware & Hudson Co. Building, Albany, N.Y.

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SLEEPING CARS.

From New York to Montreal (Buffet)—Train No. 9.
From New York to Saratoga Springs—Train No. 1.
From Albany to Montreal—Train No. 9. Ready for occupancy at 10 00 p.m.
From Montreal to Albany—Train No. 10. Passengers may remain until 7 00 a.m.
From Montreal to New York (Buffet)—Train No 10.
From Saratoga Springs to New York (except Sunday)—Train No. 10. Ready for occupancy at 10 00 p.m.

PARLOR CARS.

From New York to Montreal—Train No. 3.
From Montreal to New York—Train No. 2.

CAFE CARS.

From Albany to Saratoga Springs—Train No. 1.
From Albany to Montreal—Train No. 3.
From Montreal to Albany—Train No. 2.
From Saratoga Springs to Albany—Train No. 32.

SUSQUEHANNA DIVISION.

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From Albany to Binghamton—Train Nos. 8 and 38.
From Binghamton to Albany—Train Nos. 7 and 37.

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From Boston to Chicago, via B. & M., D. & H. and Erie—Train No. 12.
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PULLMAN TOURIST SLEEPING CARS.

From Albany to Chicago every Wednesday—Train No. 8.
From Chicago to Boston, via B. & M. R.R., leaving Chicago Mondays, Binghamton Tuesdays—Train No. 7.

The Shortest, Quickest and Best Line between NEW YORK AND MONTREAL.

PINTSCH GAS In use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys.

SAFETY CAR HEATING & LIGHTING CO.
NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

"The D&H"

THE DELAWARE & HUDSON COMPANY.

THE LEADING TOURISTS' LINE OF AMERICA.

SARATOGA AND CHAMPLAIN DIVISIONS.

November 21, 1909.	Ms	71	1	87	91	11	307	3	153	81	83	13	45	311	47	9	73
[LEAVE												A M					
Chicago ..... (*Erie*)			A M			A M		A M				11 00					
Chicago.. (*Mich. Central*)			9 05			9 05		10 30				5 00					
Chicago .. (*L. S. & M. S.*)			10 15			10 15		1 40				5 30					
Cleveland (*L. S. & M. S.*)			6 10			6 10		10 25				1 50					
Chicago.... (*Nickel Plate*)			9 40			9 40		10 35									
Cleveland.. (*Nickel Plate*)			8 30			8 30		8 30									
[LEAVE			P M			P M		A M				A M			P M		
Buffalo. (*N. Y. C. & H. R.*)			10 15			10 15		4 10				7 45			1 00		
Niagara Falls (*N. Y. C. & H. R.*)			9 25			9 25						6 25			11 45		
[LEAVE			P M			P M		A M				A M			P M	P M	
Boston..... (*B. & A.*)			*11 15			*11 15		†4 20				*1000			†1 25	*4 50	
Boston..... (*B. & M.*)								†4 40								*4 00	
New York.... (*Night Line*)																	
New York..... (*Day Line*)												A M			P M	P M	
New York W. 42d St. (W. S.) lv.			Night			Night		A M				†1130			†2 15	†5 55	
New York (*N. Y. C. & H. R.*)			‖1230			‖1230		†8 45				*1240			†3 35	*6 55	
Albany[1] + ... ♁ lve.	0		†7 00			*8 30		†1225				*4 45			†7 25	*11 00	
Watervliet + ... ♁	7		7 10			⊡		12 36				4 56			7 36	– –	
Cohoes + ... ♁	9		7 17			9 04		12 42				5 02			7 42	11 47	
Mechanicville[13] + ... ♁	20		7 34			9 23		1 00				5 19			8 00	12 05	
Round Lake + ... ♁	26		7 45			9 34		*d* –	P M			5 30			8 10	12 16	
Ballston Spa[14] + ... ♁	32		7 58			9 47		1 23	†1 13			5 43			8 23	12 30	
Saratoga Springs[15] + .. ♁ arr.	39		8 10			10 00	Noon	1 35	1 25			5 55	P M	P M	8 35	12 45	
Troy[12] + ... ♁ lve.	0		†7 00			*8 55	†1205	†1225	P M			§4 40	†5 00	†6 20	P M	*11 40	
Green Island + ...	1		7 03			8 58	12 10	12 28				4 45	5 03	6 25		– –	
Waterford + ... ♁	5		⊙			⊙	⊙	12 38				⊙	5 12	⊙		⊙	
Mechanicville[13] + ... ♁	13		7 34			9 23	12 40	12 54				5 19	5 26	6 55		12 05	
Round Lake + ... ♁	20		7 45			9 34	Noon	1 05				5 30	5 37	P M		12 16	
Ballston Spa[14] + ... ♁	26		7 58			9 47		1 18				5 43	5 48			12 30	
Saratoga Springs[15] + .. ♁ arr.	33		8 10			10 00		1 30				5 55	6 00			12 45	
Schenectady[2] + ... ♁ lve	0							†1245									
Ballston Lake ..... ♁	8							12 59									
Ballston Spa + ... ♁	15							1 13									
Saratoga Springs + ♁ arr.	22	A M						1 25									
Saratoga Springs + ♁ lve.	39	†6 05	8 15			10 05		1 40				6 05	6 10			12 50	
Gansevoort + ... ♁	50	6 20	8 30			10 20	77	1 55				6 20	6 25			– –	
Fort Edward[16] + ... ♁ arr.	56	6 30	8 45	A M		10 32	Noon	2 06		P M	P M	6 33	6 34			1 18	A M
Fort Edward ..... ♁ lve.	56	6 32	8 55	†7 35		10 35	†1210	2 08		*2 46	†5 05	6 35	6 35				§8 55
Sandy Hill + ... ♁	58	6 40	9 02	7 42		10 42	12 17	2 14		2 52	5 12	6 42	6 42				9 02
Glen's Falls + ...	61	6 55	9 10	7 50		10 50	12 25	2 22		3 00	5 20	6 50	6 50				9 10
Lake George Station arr.	70	A M	A M	A M		A M	Noon	P M		P M	P M	7 15	7 15				A M
Fort Edward + ... ♁ lve.	56		8 45			10 32		2 08				6 33	P M			1 18	
Smith's Basin + ... ♁	63		9 00			10 47		2 20				6 47				– –	
Fort Ann + ... ♁	67		9 09			10 53		2 27				6 53				– –	
Comstock's + ... ♁	71		9 15			11 00		2 33				7 00				– –	
Whitehall[17] + ... ♁ arr.	78		9 30			11 15		2 45				*7 15				1 55	
Whitehall ..... ♁ lve.	78		9 35			11 25		2 55				†7 25					
Fair Haven ..... ♁	86		9 50	51		11 40		3 10				7 40	55				
Hydeville + ... ♁	88		9 54	A M		11 44		3 14	105			7 44	P M				
Castleton + ... ♁	91		10 00	*1052		11 50		3 20	P M			7 50	*7 55				
West Rutland + ... ♁	98		10 12	11 04		12 02		3 34	†5 56			8 02	8 07				
Centre Rutland	100		10 16	11 08		12 06		3 38	6 00			8 06	8 11				
Rutland[18] + ... ♁	102		10 20	11 12		12 10		3 42	6 05			8 10	8 15				
Burlington, Vt. (*Rut. R.R.*) ar.			1 00	A M		4 30		6 40	P M			10 45	P M				
Whitehall ..... ♁ lve.	78		9 35			P M		2 55				7 20				2 00	
Clemons + ... ♁	85		9 51					3 08				7 34				– –	
Dresden ..... ♁	88		9 56					3 14			93	7 40				*a* –	
Putnam + ... ♁	93		10 06					3 28				7 50				– –	
Wrights + ...	98		10 15					3 35				7 59				– –	
Fort Ticonderoga ..... ♁	100		10 23					3 42				8 05				– –	
Addison Junction + ... ♁	102		10 30					3 47				8 10				*a* –	
Crown Point + ... ♁	110		10 44					4 00				8 23				*a* –	
Port Henry + ... ♁	117		11 00					4 15				8 38				3 05	
Westport[19] + ... ♁	128		11 26					4 34				8 59				3 30	
Wadhams ..... ♁	131		11 32					4 39				9 04				*a* –	
Whallonsburg + ... ♁	134		11 39					4 45				9 11				*a* –	
Essex ..... ♁	138		11 45					4 51				9 17				*a* –	
Willsborough + ... ♁	143		11 58					5 01				9 27				*a* –	
Port Kent[20] + ... ♁ arr.	155		12 21					5 26				9 50				4 17	
Ausable Chasm (K.A.C. & L.C.) ar.			12 37		A M			5 41			P M	10 39					
Bluff Point + ... ♁	165		– –		†– –			– –			†– –	– –				– –	
Cliff Haven	166		– –		– –			– –			– –	– –				– –	
Plattsburg[21] + ... ♁ arr.	168		12 45		8 38			5 55			4 45	†1020				4 45	
Saranac Lake								8 40			P M	P M				11 17	
Paul Smith's ..... (*Stage*)																	
Lake Placid								9 00								11 35	
Bookmantown + ... lve.	172		1 08		9 00			6 08								– –	
West Chazy + ... ♁	177		1 17		9 13			6 17								5 12	
Chazy + ... ♁	184		1 29		A M			6 29								5 25	
Cooperville + ... ♁	187		1 35					6 35								*a* –	
Rouses Point[22] + ... ♁ arr.	191		1 45					6 45								5 40	
Ottawa.. (*Gd. Trunk Ry.*)																11 45	
St. Johns ♁ (*Gd. Tk. Ry.*)	218		2 32					7 31								6 25	
Montreal[24] ♁ (*Gd. Tk. Ry.*)	241		3 20					8 20								7 15	
[ARRIVE			P M					P M								A M	

Leaves Ausable Forks †7 50 a.m. — Arr. Moores Jn. 9 50 a.m.

Leaves Ausable Forks †3 45 p.m.

a Stops to leave passengers from Troy, Albany and points south; *b* on Sunday night leaves New York 12 03 night; *d* stops to leave passengers from Albany and Cohoes.

Eastern time.

* Daily; † daily, except Sunday; § Sunday only. ⊙ Via Cohoes. ⊡ Via N. Y. C. & H. R. + Coupon stations; ♁ Telegraph stations.

SPECIAL WINTER SERVICE

TO

Lake George and Glen's Falls

Trains due Glen's Falls at

A.M.	A.M.	NOON
9 10	10 50	12 25
P.M.	**P.M.**	**P.M.**
2 22	3 00	5 20

Make connection with electric cars of Hudson Valley for Lake George.

Train 47, due Saratoga Springs 8 35 p.m., makes direct connection with electric cars of Hudson Valley for Glen's Falls.

Through Tickets via Delaware & Hudson are honored through.

THE DELAWARE & HUDSON COMPANY.

THE LEADING TOURISTS' LINE OF AMERICA.

"The D&H."

SARATOGA AND CHAMPLAIN DIVISIONS.

November 21, 1909.	Ms	30	302	12	100	72	90	54	16	80	2	38	92	310	6	94	314	10	14	18	96
LEAVE											A M				A M			P M			
Montreal...(Grand Trunk Ry.)											†8 45		Lvs. Mooers Jn. †10 40 a.m.		†10 55			*7 40			
St. Johns...(Grand Trunk Ry.)											9 35				11 41			8 28			
Ottawa.....(Grand Trunk Ry.)															Noon			*4 40			
Rouses Point.........lve.	0										†10 20				†12 20			*9 10			
Cooperville	4										10 28				12 27			– –			
Chazy	8										10 35		A M		12 33			9 26			
West Chazy	15										10 47		†11 12		12 44			9 39			
Beekmantown	20										10 56		11 25		12 52			– –			
Lake Placid											†8 00							*2 50			
Paul Smith's......(*Stage*)																					
Saranac Lake							A M		A M		8 20					P M		3 10			
Plattsburg...........lve.	24						†6 55		†8 20		11 10		11 35		1 05	†1 45		10 00			
Cliff Haven	26						– –		– –		– –		A M		– –	– –		– –			
Bluff Point	27						– –		– –		– –				– –	– –		– –			
Ausable Chasm.(K.A.C.&L.C.)lve.							A M		†8 20		†11 05				†1 05	P M		†9 25			
Port Kent	37						Arr. Ausable Forks †7 40 a.m.		8 45		11 33				1 29	Arr. Ausable Forks †2 50 p.m.		*10 24			
Willsborough	49								9 10		11 58				1 53			10 48			
Essex	54								9 19		12 05				2 01			10 54			
Whallonsburg	57								9 25		12 10				2 07			– –			
Wadhams	61								9 30		12 16				2 13			– –			
Westport	64								9 37		12 24				2 20			11 13			
Port Henry	75								9 58		12 45				2 40			11 34			
Crown Point	82								10 15		1 00				2 52			11 47			
Addison Junction	90								10 30		1 14				3 05			12 00			
Fort Ticonderoga	92								10 35		1 19				3 12			– –			
Wrights	94								10 39		– –				3 16			– –			
Putnam	99								10 48		– –				3 28			– –			
Dresden	104								10 58		– –				3 38			s –			
Clemons	107								11 03		– –				3 43			– –			
Whitehall.............arr.	114								11 20		2 00				4 00	56		12 45			
Burlington, Vt.(*Rut. R.R.*)lve.				A M	A M			A M			†8 20				†11 55	P M				P M	
Rutland	0			†6 00	†6 30			*8 20	†10 30		†1 15				†3 25	*3 45				§1 05	
Centre Rutland	2			6 04	6 35			8 24	10 34		1 19				3 29	3 49				1 09	
West Rutland	4			6 09	6 40			8 29	10 39		1 24				3 34	3 54				1 14	
Castleton	11			6 20	A M			8 40	10 52		1 35				3 45	4 05				1 25	
Hydeville	14			6 25				A M	10 57		1 40				3 50	P M				1 30	
Fair Haven	16			6 29					11 01		1 44				3 54					1 34	
Whitehall.............arr.	24			6 45					11 18		2 00				4 10				A M	1 50	
Whitehall.............lve.	114			†6 50					†11 25		2 05				4 15			12 50	§8 05	1 56	
Comstock's	121			7 02					11 36		2 15				4 27			g –	8 17	2 07	
Fort Ann	124			7 08					11 42		– –				4 33			– –	8 23	2 13	
Smith's Basin	128			7 16	32				11 49		– –				4 41			– –	8 31	2 21	
Fort Edward..........arr.	136			7 31	A M			76	12 05		2 40				5 00	86		1 23	8 50	2 40	
Lake George Station.lve.	0			A M	†8 50	A M		A M	A M	P M	P M				P M	P M			§8 10	P M	P M
Glen's Falls	10			†7 15	9 10	†8 30		*10 10	†11 45	†1 45	†2 24				†4 35	†6 05			8 30	§2 24	§6 10
Sandy Hill	13			7 22	9 18	8 37		10 18	11 53	1 53	2 31				4 42	6 15			8 37	2 31	6 17
Fort Edward..........arr.	15			7 29	9 25	8 45		10 25	12 00	2 00	2 38				4 50	6 25			8 45	2 39	6 25
Fort Edward..........lve.	136			7 31	†9 26	A M		A M	12 05	P M	2 40				5 00	6 26		1 23	8 50	2 40	P M
Gansevoort	142			7 41	9 36				12 15		– –				n –	6 36		–	9 00	2 50	
Saratoga Springs....arr	153			7 56	9 51				12 30		3 05				5 25	6 50		1 50	9 15	3 05	
Saratoga Springs....lve.	153		Leaves Cohoes †6 35 a.m.			306 Leaves Cohoes †10 50 a.m.					3 0			Leaves Cohoes †4 55 p.m.		P M					
Ballston Spa	160										3 17										
Ballston Lake	167										3 29										
Schenectady..........arr.	175	A M									3 42	P M				312 Leaves Cohoes †6 25 p.m.					
Saratoga Springs....lve.	153	†7 10		8 00					12 35		P M	†3 15						1 55	9 20	3 10	
Ballston Spa	160	7 21		8 12					12 47			3 27						2 06	9 32	3 22	
Round Lake	166	7 31		8 23					12 58			3 38					P M	2 18	9 43	3 33	
Mechanicville	172	7 45		8 33					1 18			3 48					†7 15	2 28	9 53	3 43	
Waterford	180	8 05	A M	⊙		A M			1 33			4 05		P M		P M	⊙	⊙	⊙	⊙	
Green Island	185	8 10	†6 44	8 58		†10 56			1 42			4 13	154	†5 10		†6 32	7 43	– –	10 17	4 22	
Troy..................arr.	185	8 15	6 50	9 01		11 00			1 45			4 15	P M	5 15		6 35	7 50	2 55	10 20	4 25	
Saratoga Springs....lve.	153	†7 10	A M	8 00	9 56	A M			12 35		3 10	P M	†3 07	P M	5 30	P M	P M	1 55	9 20	3 10	
Ballston Spa	159	7 21		8 12	10 08				12 47		3 22		3 17		5 42			2 06	9 32	3 22	
Round Lake	166	7 31		8 23	10 19				12 58		3 33		P M	310	5 53			2 18	9 43	3 33	
Mechanicville	172	7 41		8 33	10 29				1 08		3 43			P M	6 03			2 28	9 53	3 43	
Cohoes	182	7 59		8 51	10 47				1 26		4 01			†4 55	6 22			2 44	10 1[illegible]	4 01	
Watervliet	185	8 05		8 58	10 53				1 32		– –			5 09	6 28			–	[•]	4 07	
Albany	191	8 20		9 25	11 05				1 45		4 20			5 26	6 40			3 30	10 45	4 20	
ARRIVE		A M		A M	A M				P M		P M			P M	P M			A M	A M	P M	
New York (N. Y. C. & H. R. R.R.)		1 48		1 48	3 45				5 40		8 33				10 08			7 20	3 45	7 45	
New York W. 42d St. (W.S.R.R.) arr.		P M		2 45	5 00				7 50		10 45				P M			A M	5 00	10 45	
New York (*Day Line Strs*).				P M	P M				P M		P M								P M	P M	
New York(*Night Line Strs.*)																					
Boston....(*B. & M. R.R.*)				3 45					8 30												
Boston....(*B. & A. R.R.*)				4 40	6 05				8 30		12 15							10 40	6 05	12 15	
ARRIVE				P M	P M				P M		Night							A M	P M	Night	
Niagara Falls (N. Y. C. & H. R. R.R.)					6 20				11 59										6 20		
Buffalo.....(N. Y. C. & H. R. R.R.)					5 15				10 50		1 10				3 20				5 15	1 10	
ARRIVE					P M				P M		A M				A M				P M	A M	
Cleveland...(*Nickel Plate*)									6 18						11 19						
Chicago.....(*Nickel Plate*)					P M				6 31		A M				9 20				P M	A M	
Cleveland....(L. S. & M. S. Ry.)					10 40				4 20		4 20				7 10				10 40	4 20	
Chicago......(L. S. & M. S. Ry.)					7 30				12 50		12 50				4 00				7 30	12 50	
Chicago...(Mich. Central R.R.)					8 10				2 55		P M				3 30				8 10	Noon	
Chicago...(*Erie R.R.*)arr.					A M				P M		5 34				P M				A M	5 34	

g Stops to take passengers for Troy, Albany and points south; n stops to leave passengers from north of Fort Edward; s stops Sunday only. STANDARD—*Eastern time.*

Albany and Troy Belt Line Trains.—Leave Albany for Troy †6 00, *6 25, †7 01, †7 30, *8 00, *8 30, *9 00, *9 30, †9 35, *10 00, *11 00, *11 30 a.m., *12 00, *12 30 noon, *1 00, *1 30, *2 00, *2 10, *2 30, †2 55, *3 00, *3 30, *4 05, *4 30, *4 55, *5 30, *6 05, *6 30, *7 00, †7 20, *7 30, *8 00, *9 00, *10 00, *10 30, *11 00, †11 01, †11 30 p.m. Returning, leave Troy for Albany *3 15, *5 20, †6 30, †7 00, †7 01, †7 30, †7 40, *8 30, *9 00, †9 05, *9 30, *10 00, §10 25, *11 20, *11 30, †11 40 a.m., *12 00, *12 30 noon, *1 00, *1 30, *1 50, *2 00, *2 30, *3 00, *3 30, †3 35, §3 50, *4 00, *5 01, *5 30, *6 05, *6 30, *7 00, *7 30, *8 00, *9 30, *10 00, *10 30, *10 55, †11 00, †11 30 p.m. Running time, 25 minutes.

* Daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only. [•] Via New York Central R.R. ⊙ Via Cohoes.

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling

"The D&H" THE DELAWARE & HUDSON COMPANY.

Renewal of Pullman Service between Boston, Troy, Albany and the West.

SUSQUEHANNA DIVISION.

38	44	28	12	26	24	8	6	22	4	2	Mls	November 21, 1909.	15	19	21	3	5	7	23	27	9	11	37
....	P M	....	A M	....	A M	A M	....	....	....	P M	....	LEAVE | ARRIVE	P M	....	....	....	P M	....	....	....	....	A M	....
....	7 40	....	†10 55	....	†8 45	†8 45	....	....	....	7 40	....	Montreal (Grand Trunk Ry.)	3 20	....	....	....	8 20	....	....	....	....	7 15	....
....	8 28	....	11 41	....	9 35	9 35	....	....	....	8 28	....	St. Johns (Grand Trunk Ry.)	2 32	....	....	....	7 31	....	....	....	....	6 25	....
....	4 40	....	....	....	....	....	....	....	....	*4 40	....	lv. Ottawa (G. T. Trunk Ry.) ar.	....	....	....	....	....	....	....	....	....	11 45	....
A M	P M	P M	P M	....	....	A M	A M	....	P M	P M	....	LEAVE | ARRIVE	P M	....	....	P M	P M	P M	....	....	A M	A M	P M
10 00	11 15	1 25	4 50	....	....	10 00	8 30	....	11 15	11 15	....	Boston (B. & A. R.R.)	2 45	....	....	4 40	8 39	8 30	....	....	6 15	6 15	8 30
12 35	2 30	4 15	7 25	....	....	12 35	11 20	....	2 30	2 30	....	Springfield (B. & A. R.R.)	10 50	....	....	1 55	5 50	6 50	....	....	3 20	3 20	5 50
8 10	....	....	6 17	....	....	6 30	9 10	....	....	....	....	Springfield (B. & M. R.R.)	12 38	....	....	2 04	6 10	6 10	....	....	....	....	....
A M	P M	P M	P M	....	....	A M	A M	....	P M	P M	....	LEAVE | ARRIVE	P M	....	....	P M	P M	P M	....	....	A M	A M	....
9 30	1 20	....	4 00	....	....	9 30	6 40	....	11 28	1 29	....	Boston (B. & M. R.R.)	3 05	....	....	3 46	8 30	8 30	....	....	¶7 00	¶7 00	....
....	P M	....	....	....	P M	A M	....	....	....	P M	....	LEAVE | ARRIVE	....	....	....	....	P M	....	....	....	....	A M	....
....	2 50	....	....	....	†8 00	†8 00	....	....	....	*2 50	....	Lake Placid (D. & H.)	....	....	....	....	9 00	....	....	....	....	11 35	....
....	3 10	P M	P M	....	8 20	8 20	A M	A M	....	3 10	....	Saranac Lake (D. & H.)	Noon	....	....	....	8 40	P M	....	....	....	11 17	....
....	10 05	†1 05	†1 05	....	11 10	11 10	†8 20	†8 20	....	10 00	....	Plattsburg (Champ. Div. D. & H.)	12 45	....	....	....	5 55	10 20	....	....	....	4 45	....
P M	....	P M	P M	....	P M	P M	A M	A M	A M	....	....	LEAVE | ARRIVE	A M	Noon	....	....	P M	P M	....	....	....	....	P M
1 05	....	†3 25	†3 25	....	†1 15	11 15	†10 30	†10 30	†6 00	....	....	Rutland (Sar. Div. D. & H.)	10 20	12 10	....	....	3 42	8 10	....	....	....	....	8 15
....	A M	....	....	....	....	....	....	....	....	A M	....	Lake George Station (D. & H.)	....	....	....	....	....	7 15	....	....	....	Night	7 15
3 10	1 55	5 30	6 30	....	3 10	3 10	12 35	12 35	8 00	1 55	....	Saratoga Springs (D. & H.)	8 10	10 00	....	....	1 35	5 55	....	....	....	12 45	6 55
P M	A M	P M	P M	P M	P M	P M	P M	P M	A M	A M	....	(Eastern time.)	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M
§4 00	§7 00	‡8 00	‡10 00	‡5 30	‡4 00	‡4 00	‡3 00	‡1 50	‡9 30	‡7 01	....	lve. Troy arr.	7 25	8 25	9 25	9 55	12 15	2 26	2 25	6 27	7 25	11 15	3 25
4 30	8 30	8 45	11 55	6 10	6 06	4 30	3 30	2 15	10 00	7 30	0	lve. + Albany[1] ♂ ar.	6 45	7 45	8 50	9 20	12 15	2 00	1 40	5 40	6 50	10 50	2 30
— —	8 45	9 00	11 49	6 28	5 21	— —	3 45	2 33	10 14	7 46	6	Delmar	6 28	7 27	8 14	9 05	12 01	— —	1 22	5 28	— —	10 35	2 13
— —	8 48	9 03	11 52	6 33	5 26	— —	3 48	2 56	10 18	7 49	8	Slingerlands ♂	6 24	7 24	8 11	9 02	11 58	— —	1 19	5 25	— —	10 33	2 10
— —	8 50	9 11	12 01	6 41	5 33	— —	3 57	2 45	10 27	8 00	11	Voorheesville[1] ♂	6 21	7 19	8 00	8 55	11 51	— —	1 11	5 16	— —	10 28	2 02
— —	9 01	9 17	b —	6 47	5 38	— —	4 02	2 51	— —	8 05	14	Meadowdale ♂	6 15	7 10	7 50	— —	11 46	— —	1 05	5 10	— —	— —	— —
5 02	9 07	9 25	12 15	6 55	5 45	— —	4 12	2 57	10 38	8 11	18	+ Altamont ♂	‡6 10	‡7 05	‡7 45	8 43	11 42	— —	‡1 00	‡5 05	b —	10 15	1 50
— —	9 25	P M	12 32	P M	— —	— —	4 31	P M	10 59	8 31	27	arr. + Delanson[2] ♂ lve.	....	A M	A M	8 25	11 30	— —	....	P M	5 58	10 00	1 31
....	....	....	....	....	‡6 27	....	‡1 10	....	‡9 25	....	0	lve. + Mechanicville ♂ arr.	7 30	....	....	11 25	....	....	4 50	....	....	....	....
....	....	....	....	....	6 38	....	1 40	1 54	9 37	....	5	Ushers	7 18	....	....	11 05	....	....	4 40	1 53	....	....	....
....	....	....	....	....	6 43	....	2 00	P M	9 42	....	8	Elnora	7 12	....	....	10 49	....	....	4 35	Noon	....	....	....
....	....	....	....	....	6 53	....	2 12	‡3 36	9 54	A M	14	Alplaus	6 58	....	....	10 12	Noon	....	4 21	12 52	P M	....	....
....	....	....	....	....	8 05	....	3 45	3 42	10 10	‡7 05	18	+ Schenectady[5] ♂	6 50	....	....	9 25	2 10	....	‡4 15	‡12 45	6 45	....	....
....	....	....	....	....	6 16	....	3 53	P M	10 18	7 15	21	South Schenectady	6 35	....	....	9 12	12 01	....	P M	Noon	6 35	....	....
....	....	....	....	....	6 22	....	4 01	....	10 26	7 25	25	Kelley's	6 28	....	....	8 50	11 53	....	....	....	6 26	....	....
....	....	....	....	....	6 31	....	4 09	....	10 34	7 35	29	Duanesburgh	6 21	....	....	8 47	11 47	....	....	....	6 19	....	....
....	....	....	....	....	6 40	....	4 20	....	10 45	7 55	32	arr. + Delanson ♂ lve.	‡6 15	....	....	8 35	‡11 40	....	....	....	6 10	....	....
— —	9 25	....	12 32	..	P M	— —	4 31	....	10 50	8 31	27	lve. + Delanson ♂ arr.	A M	....	..	8 25	11 30	— —	....	....	5 58	10 00	1 31
— —	9 33		b —	....		— —	4 39	....	— —	8 39	31	Esperance	....	....	....	8 10	11 20	— —	....	....	5 47	—	1 21
— —	— —	....	— —	....	....	5 32	4 47	....	11 13	8 47	36	Schoharie Junction[4]	....	....	....	8 00	11 10	— —	....	....	5 39	—	— —
— —	9 42	....	b —	....	....	— —	4 50	....	11 17	8 50	37	+ Central Bridge ♂	....	....	....	7 56	11 04	— —	....	....	5 36	9 43	1 11
— —	9 48	102	b —	....	....	— —	4 58	....	c —	8 57	40	+ Howe's Cave ♂	....	....	....	7 49	10 58	— —	....	....	5 30	9 37	1 04
5 53	9 58	P M	1 05	....	....	5 53	5 11	....	11 33	9 08	45	arr. + Cobleskill[6] ♂ lve.	....	....	....	7 37	10 50	12 44	....	....	5 20	9 30	12 56
....	....	§1 00	....	....	....	6 00	....	....	1 00	9 15	45	lve. + Cobleskill ♂ arr.	....	....	....	7 20	....	12 30	....	....	5 00	....	12 30
....	....	1 20	....	....	....	6 12	....	....	1 20	9 35	50	+ Hyndsville ♂	....	....	....	7 03	....	12 10	....	....	4 43	....	12 10
....	....	1 23	....	....	....	6 22	....	....	1 33	9 55	54	+ Seward ♂	....	....	....	6 55	....	11 50	....	....	4 35	....	11 50
....	....	1 55	....	....	....	6 35	....	....	1 55	10 15	59	Sharon Springs ♂	....	....	....	6 45	....	11 30	....	....	4 25	....	11 30
....	....	2 30	....	....	....	7 00	....	....	2 30	10 45	68	arr. + Cherry Valley ♂ lve.	....	....	....	†6 25	....	†11 00	....	....	†4 05	....	§11 00
5 53	9 58	P M	1 05	....	....	5 53	5 11	....	‡11 33	9 08	45	lve. Cobleskill ♂ arr.	....	....	....	7 37	10 50	12 44	....	....	5 20	9 30	12 56
— —	10 09		b —	....	....	— —	5 25	....	11 44	9 19	50	+ Richmondville[6] ♂	....	....	....	7 20	10 40	— —	....	....	5 05	9 19	12 44
— —	10 22	....	b —	....	....	— —	5 39	....	11 58	9 33	57	+ East Worcester ♂	....	....	....	7 09	10 28	— —	....	....	4 53	9 07	12 34
6 23	10 30	....	1 36	....	....	— —	5 47	....	12 06	9 41	62	+ Worcester ♂	....	....	....	7 00	10 20	— —	....	....	4 44	8 58	12 26
8 28	10 38	....	1 44	....	....	— —	5 56	....	12 14	9 50	67	+ Schenevus[7] ♂	....	....	....	6 50	10 12	— —	....	....	4 35	8 50	12 18
— —	10 44	....	b —	....	....	— —	6 04	....	c —	9 57	71	+ Maryland ♂	....	....	....	6 42	10 05	— —	....	....	4 27	8 44	12 11
— —	— —	....	— —	....	....	— —	6 15	....	— —	— —	76	+ Cooperstown Junction[8] ♂	....	....	....	— —	— —	— —	....	....	— —	— —	— —
6 46	10 55	..	— —	....	18	8 46	8 18	....	12 30	10 10	77	+ Collier's ♂	....	....	....	6 30	9 55	— —	....	....	4 18	8 35	12 00
6 56	11 05	....	2 15	....	A M	6 55	8 30	....	12 41	10 20	82	arr. + Oneonta ♂ lve.	....	....	....	6 20	9 45	11 50	....	....	4 10	8 25	11 50
7 00	11 15	....	2 25	....	†8 25	7 00	8 46	....	12 51	10 30	82	lve. + Oneonta ♂ arr.	....	....	....	6 15	9 40	11 45	....	....	4 05	8 16	11 45
7 13	11 27	....	b —	....	8 38	d —	8 58	....	1 05	10 44	90	+ Otego ♂	....	....	....	5 59	9 25	11 31	....	....	3 52	8 01	11 31
7 20	11 35	....	b —	....	8 45	d —	7 05	....	c —	10 52	95	+ Well's Bridge	....	....	....	5 51	9 18	g —	....	....	3 44	7 55	11 24
7 28	11 43	....	b —	....	8 53	d —	7 13	....	1 17	11 02	99	+ Unadilla ♂	....	....	....	5 41	9 10	11 17	....	....	3 36	7 47	11 17
7 38	11 51	18	2 59	....	9 05	7 35	7 40	....	1 26	11 12	104	+ Sidney[9] ♂	....	....	....	5 31	9 00	11 08	17	....	3 28	7 40	11 08
7 48	12 01	P M	b —	....	9 15	— —	7 49	....	1 36	11 23	109	+ Bainbridge ♂	....	....	....	5 20	8 48	10 57	A M	....	3 18	7 26	10 57
7 58	12 11	*3 05	b —	....	9 25	— —	7 58	....	1 46	11 34	115	+ Afton ♂	....	....	....	5 10	8 38	10 47	11 40	....	3 08	7 13	10 47
8 09	12 20	3 15	3 25	....	9 35	7 68	8 09	....	1 57	11 46	119	+ Nineveh[10] ♂	....	....	....	5 00	8 30	10 40	11 00	....	3 00	7 03	10 40
8 12	12 24	3 24	3 30	....	9 39	— —	8 12	....	2 00	11 51	121	+ Harpursville	....	....	....	4 57	8 27	— —	10 52	....	2 56	6 48	— —
8 25	12 38	3 40	b —	....	10 02	— —	8 25	....	— —	12 06	128	+ Tunnel ♂	....	....	....	4 46	8 16	— —	10 36	....	— —	6 37	— —
8 35	12 48	3 55	b —	....	10 15	— —	8 35	....	— —	12 17	133	+ Sanitaria Springs	....	....	....	4 36	8 06	— —	10 20	....	— —	6 24	— —
8 43	12 54	4 03	b —	....	10 25	— —	8 43	....	— —	12 24	136	+ Port Crane ♂	....	....	....	4 30	8 00	— —	10 01	....	— —	6 16	— —
8 00	1 10	4 20	4 30	....	10 40	8 46	9 00	....	2 40	12 40	143	+ Binghamton[11] ♂	....	....	....	†4 15	†7 50	†1000	*9 50	....	†2 15	*6 05	§1000
P M	P M	P M	A M	....	A M	P M	P M	....	P M	Noon	....	ARRIVE | LEAVE	....	....	....	A M	A M	A M	A M	....	P M	P M	A M
....	12 25	....	....	....	....	8 20	....	....	2 05	....	....	lv. Nineveh (Pa. Div. D. & H.) ar.	....	....	....	....	....	10 35	....	....	....	6 50	....
....	3 15	....	....	....	....	11 07	....	....	4 27	....	....	ar. Scranton (Pa. Div. D. & H.) lv.	....	....	....	....	....	7 55	....	....	....	5 50	....
....	4 05	....	....	....	....	11 55	....	....	5 17	....	....	ar. Wilkes-Barre (Pa. Div. D. & H.) lv.	....	....	....	....	P M	7 10	....	....	Noon	3 00	....
10 33	4 10	....	8 30	....	....	10 33	....	....	4 10	....	....	ar. Elmira (Erie R.R.) lv.	....	....	....	....	10 17	8 37	....	....	12 13	P M	8 37
12 00	5 36	....	10 15	....	....	12 00	....	....	5 36	....	....	ar. Hornell (Erie R.R.) lv.	....	....	....	....	8 15	7 11	....	....	10 52	....	7 11
Night	8 00	....	1 15	....	....	Night	....	....	8 00	....	....	Buffalo (Erie R.R.)	....	....	....	....	*4 00	A M	....	....	8 30	....	A M
A M	P M	....	P M	....	....	A M	....	....	P M	....	....	ARRIVE | LEAVE	....	....	....	....	P M	Night	....	....	A M	....	Night
3 56	....	....	4 40	....	....	3 56	....	....	....	....	....	ar. Meadville (Erie R.R.) lv.	....	....	....	....	1 15	12 55	....	....	....	....	12 55
8 55	....	....	8 35	....	....	8 55	....	....	....	....	....	Cleveland (Erie R.R.)	....	....	....	....	P M	8 45	....	....	....	....	8 45
A M	....	....	P M	....	....	A M	....	....	....	....	....	ARRIVE | LEAVE	....	....	....	....	P M	P M	....	....	....	....	P M
5 34	....	....	8 13	....	....	5 34	....	....	....	....	....	Chicago (Erie R.R.)	....	....	....	....	‡1058	11 00	....	....	....	....	11 00
P M	....	....	A M	....	....	P M	....	....	....	....	....	ARRIVE | LEAVE	....	....	....	....	P M	A M	....	....	....	....	A M
2 50	....	....	7 20	....	....	2 50	....	....	....	....	....	Cincinnati (Erie R.R.)	....	....	....	....	....	2 00	....	....	....	....	2 00
P M	....	....	A M	....	....	P M	....	....	....	....	....	ARRIVE | LEAVE	....	....	....	....	....	P M	....	....	....	....	P M

Additional Trains—Leave Altamont §9 20 a.m., §6 30, ‡7 15 p.m., arriving at Albany 9 55 a.m., 7 10, 7 50 p.m. Leave Albany †12 05 noon, §1 05, §8 45 p.m., arriving at Altamont 12 45 noon, 1 50, 10 25 p.m.

* Daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only; *b* stops only to leave passengers; *c* stops to leave passengers from Albany and Schenectady; *d* stops to leave passengers from Albany; *e* daily, except Friday; *g* stops to leave passengers from south of Nineveh.

\+ Coupon stations; ♂ Telegraph stations.

THE DELAWARE & HUDSON COMPANY.

PENNSYLVANIA DIVISION.

The Shortest and Only Direct Route between the Anthracite Coal Fields and Boston.

"The D&H."

October 3, 1909.	Mls	1	7	3	5	9	13	15	11	17	19	21	23	25	27	35	37	39	41
(P. & R. and L. V. R.Rs.)	....	....	A M	....	....	....	....	A M	A M	....	Noon	....	....	P M	....	A M	....	Noon	....
Philadelphia...lve.	....	....	2 15	....	....	....	....	8 30	1000	....	12 30	....	....	5 00	P M	2 15	....	12 30	....
Philada. (*P. R.R.*)	....	....	....	....	....	....	A M	A M	†910	....	....	....	Noon	4 10	4 10	....	....	....	....
Philada. (*D. L. & W.*)	....	....	....	....	....	....	7 02	*c*8 43	....	....	....	....	12 13	3 33	....	....	....	....	....
[LEAVE	....	....	A M	....	....	....	....	A M	A M	....	Noon	....	....	P M	....	A M	....	Noon	....
N. Y. W. 23d St. (*L. V.*)	....	A M	2 00	....	A M	....	A M	*a*7 50	*d*950	....	12 00	....	P M	4 10	....	2 00	A M	12 00	P M
N. Y. (*D. L. & W.*)	....	2 00	....	....	3 00	....	8 00	10 00	....	....	....	....	1 40	4 00	....	2 00	3 00	....	1 40
[LEAVE	....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M
Wilkes-Barre.....	0	†5 45	†7 10	†8 00	*9 15	†1115	†1230	*1 30	*300	†4 10	†4 40	†5 35	†8 45	†8 50	*1040	§7 25	§1100	§5 00	§7 30
Yatesville.....	7	6 00	- -	8 15	- -	11 30	12 45	- -	-	4 25	4 56	5 50	- -	9 45	10 55	7 40	11 15	5 15	7 45
Pittston.....	9	6 04	7 27	8 19	9 34	11 34	12 49	1 48	3 19	4 29	5 00	5 54	7 04	9 49	10 58	7 44	11 19	5 19	7 49
Avoca	11	6 09	7 32	8 24	9 38	11 38	12 53	1 53	3 24	4 34	5 04	5 58	7 08	9 53	11 04	7 49	11 24	5 24	7 55
Moosic	13	6 13	7 36	8 28	9 42	11 42	12 57	1 57	3 28	4 38	5 08	6 02	7 12	9 57	11 08	7 53	11 28	5 28	7 57
Minooka.....	16	6 19	7 42	8 34	9 48	11 48	1 03	2 03	3 34	4 44	5 14	6 08	7 18	10 03	11 14	7 59	11 34	5 34	8 03
Scranton[28]+ ....arr.	19	6 30	7 51	8 46	9 59	12 00	1 14	2 13	3 45	4 55	5 25	6 20	7 30	10 14	11 27	8 10	11 45	5 46	8 15
Scranton ♂ .....lve.	19	6 35	7 55	8 50	10 05	12 05	1 18	2 18	3 50	5 00	5 30	6 25	7 35	10 19	11 32	8 15	11 50	5 50	8 20
Green Ridge+	20½	6 39	7 59	8 54	10 09	12 09	1 23	2 22	3 54	5 04	5 35	6 28	7 39	10 23	11 36	8 19	11 54	5 54	8 24
Providence+..... ♂	21	6 42	8 01	8 57	10 12	12 12	1 26	2 25	3 57	5 07	5 38	6 32	7 42	10 26	11 39	8 22	11 57	5 57	8 27
Dickson+.....	23	6 46	8 05	9 01	10 16	12 16	1 30	2 29	4 01	5 11	5 45	6 36	7 48	10 30	11 43	8 26	12 01	6 02	8 31
Olyphant+ ..... ♂	25	6 51	8 10	9 05	10 21	12 21	1 35	2 34	4 05	5 15	5 50	6 41	7 50	10 35	11 47	8 31	12 06	6 06	8 36
Jessup (Peckville)+ ♂	26	6 55	8 14	9 09	10 25	12 25	1 40	2 38	4 09	5 19	5 55	6 45	7 55	10 40	11 51	8 35	12 10	6 09	8 40
Winton+	28	6 58	- -	9 12	- -	12 28	1 43	2 42	- -	5 22	- -	6 48	7 58	10 43	11 54	8 38	12 13	6 12	8 43
Archbald + ... ♂	29	7 02	8 20	9 16	10 32	12 32	1 47	2 48	4 16	5 26	6 02	6 52	8 02	10 47	11 58	8 42	12 16	6 16	8 47
Jermyn+ ..... ♂	31	7 07	8 24	9 21	10 37	12 37	1 52	2 51	4 21	5 31	6 07	6 57	8 07	10 52	12 04	8 47	12 21	6 20	8 52
Carbondale[27]+ .. ♂	35	7 15	8 35	9 30	10 45	12 45	2 00	3 00	4 30	5 40	6 15	7 05	8 15	11 00	12 12	8 55	12 30	8 27	9 00
[ARRIVE	....	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	Noon	P M	P M

STATIONS.	2	8	10	12	14	16	18	20	22	4	24	26	28	6	38	44	40	46	48
[LEAVE	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	P M	P M
Carbondale.....	†5 55	†7 00	†8 10	†9 00	*1000	*1130	*1 00	†1 40	†2 40	†3 55	†4 50	†5 45	†7 10	†1030	§8 35	§2 40	§5 50	§8 35	§1000
Jermyn.....	6 03	7 07	8 18	9 08	10 08	11 38	1 08	1 47	2 48	- -	4 58	5 53	7 17	10 38	8 43	2 48	5 59	8 43	10 08
Archbald	6 07	7 11	8 22	9 12	10 12	11 42	1 12	1 51	2 52	4 05	5 02	5 57	7 21	10 42	8 47	2 52	6 04	8 48	10 13
Winton	6 10	- -	8 25	- -	10 15	- -	1 15	- -	2 54	- -	5 05	6 00	7 24	- -	8 50	2 54	6 07	8 51	10 16
Jessup (Peckville).....	6 14	7 16	8 28	9 18	10 18	11 48	1 18	1 58	2 57	4 11	5 08	6 03	7 27	10 49	8 53	2 57	6 10	8 54	10 19
Olyphant.....	6 18	7 21	8 32	9 22	10 22	11 52	1 22	2 00	3 01	4 15	5 12	6 07	7 31	10 53	8 57	3 01	6 14	8 58	10 23
Dickson.....	6 22	7 25	8 35	9 26	10 25	11 55	1 25	2 03	3 05	- -	5 15	6 10	7 34	10 58	9 00	3 05	6 17	9 01	10 26
Providence.....	6 26	7 29	8 39	9 30	10 29	11 59	1 29	2 07	3 09	- -	5 19	6 14	7 38	11 00	9 04	3 09	6 21	9 05	10 30
Green Ridge.....	6 29	7 32	8 42	9 33	10 32	12 02	1 32	2 10	3 12	4 23	5 22	6 17	7 41	11 03	9 07	3 12	6 24	9 08	10 33
Scranton.....arr.	6 32	7 35	8 45	9 37	10 35	12 05	1 35	2 13	3 15	4 27	5 25	6 20	7 45	11 07	9 10	3 15	6 28	9 12	10 37
Scranton.....lve.	6 36	7 40	8 51	9 42	10 40	12 10	1 40	2 18	3 20	4 32	5 30	6 25	7 50	11 10	9 15	3 20	6 32	9 17	10 40
Minooka.....	6 47	7 51	9 05	- -	10 51	12 21	1 51	- -	3 31	4 44	5 40	6 37	8 02	11 21	9 26	3 31	6 46	9 30	10 55
Moosic	6 52	7 56	9 11	9 56	10 56	12 26	1 56	2 32	3 38	4 49	5 45	6 43	8 08	11 26	9 31	3 38	6 51	9 36	10 58
Avoca	6 56	8 00	9 15	10 00	11 00	12 30	2 00	2 36	3 40	4 53	5 48	6 47	8 12	11 30	9 35	3 40	6 55	9 40	11 02
Pittston.....	7 01	8 05	9 19	10 05	11 05	12 35	2 05	2 40	3 45	4 58	5 54	6 53	8 18	11 35	9 40	3 45	7 00	9 45	11 07
Yatesville.....	7 04	8 08	9 23	- -	11 08	- -	2 07	- -	3 48	- -	5 57	6 57	8 22	†1138	9 43	3 48	7 03	9 48	11 10
Wilkes-Barre.....	7 20	8 25	9 40	10 20	11 25	12 55	2 25	2 56	4 05	5 17	6 15	7 15	8 40	11 55	10 00	4 05	7 20	1005	11 26
[ARRIVE	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	P M	P M
New York (*D. L. & W.*)	....	12 30	....	3 50	....	†5 05	....	....	7 25	....	....	....	....	6 45	3 50	7 25	....	....	6 45
New York (*L. V.*).....	....	1 25	....	P M	5 13	P M	....	8 38	8 08	....	....	....	....	8 23	P M	9 23	....	....	8 23
[ARRIVE	....	P M	....	P M	P M	....	....	P M	P M	....	....	....	....	A M	....	P M	....	....	A M
Philadelphia (*D. L. & W.*).	....	12 55	....	3 55	....	†6 00	....	....	9 05	....	....	....	....	....	....	9 05	....	....	....
Philadelphia (*P. R.R.*).....	12 50	Noon	....	P M	....	....	P M	....	9 30	....	....	....	....	....	....	9 40	....	....	....
Philadelphia.....arr.	Noon	12 40	....	....	4 08	....	....	7 31	8 20	....	....	....	....	7 32	....	8 20	....	7 32	....
(*P. & R. and L. V. R.Rs.*)	....	Noon	....	....	P M	....	....	P M	P M	....	....	....	....	A M	....	P M	....	A M	....

WILKES-BARRE, NINEVEH AND TROY.

....	....	11	7	71	M	*December* 17, 1909.	72	4	8	44	....
....	....	P M	A M	....	..	LEAVE] [ARRIVE	....	P M	P M	P M	....
....	....	*300	†710	....	0	..**Wilkes-Barre**..	....	6 17	1155	4 05	....
....	....	3 50	7 55	....	10	lve.**Scranton**.arr.	....	4 27	1107	3 15	....
....	....	4 35	8 40	....	35	lv+**Carbondale** ♂ ar	....	3 50	1025	2 30	....
....	....	*b* -	9 19	....	55	.....Ararat.....	....	3 14	*b* -	1 45	....
....	....	6 08	9 53	A M	73	+..Lanesboro	A M	2 41	8 59	1 07	....
....	....	6 22	1009	*9 45	81	+...Windsor.... ♂	9 30	2 28	8 41	12 49	....
....	....	6 28	1016	- -	85	+..East Windsor. ♂	9 22	2 19	8 34	12 42	....
....	....	6 40	1026	- -	89	+.Centre Village. ♂	9 10	2 11	8 26	12 32	....
....	....	6 60	1035	10 15	93	+..**Nineveh**[26]. ♂	*900	†205	†820	§1225	....
....	....	P M	A M	A M	..	ARRIVE] [LEAVE	A M	P M	P M	Noon	....
....	....	1060	2 00	....	..	.....**Albany**.....	....	1000	4 30	§8 30	....
....	....	1115	2 26	....	..	.....**Troy**.....	....	9 30	4 00	§7 00	....
....	....	P M	P M	....	..	ARRIVE] [LEAVE	....	A M	P M	A M	....

RUTLAND AND WASHINGTON BRANCH.

....	54	58	54	100	Ms	*November* 21, 1909.	51	105	55	51	....
....	A M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	A M	....
....	§8 20	*345	†8 20	†6 30	0	+ ...**Rutland**[9] .. ♂	11 12	6 05	8 15	11 12	....
....	8 24	3 49	8 24	6 35	2	+ Centre Rutland ♂	11 08	8 00	8 11	11 08	....
....	8 29	3 54	8 29	6 40	4	+. West Rutland . ♂	11 04	†555	8 07	11 04	....
....	8 40	4 05	8 40	A M	11	+..**Castleton** .. ♂	10 52	P M	7 55	10 52	....
....	8 55	4 21	8 55	....	19	+ ....Poultney ... ♂	10 28	....	7 38	10 28	....
....	9 10	4 34	9 10	....	25	+. Middle Granville . ♂	10 13	....	7 23	10 13	....
....	9 16	4 39	9 16	....	27	+ ... Granville ... ♂	10 08	....	7 18	10 08	....
....	9 26	4 46	9 26	....	31	+ .. West Pawlet.. ♂	10 00	....	7 10	10 00	....
....	9 45	4 59	9 45	....	36	+ .... Rupert .... ♂	9 45	....	6 58	9 45	....
....	10 00	5 14	10 00	....	45	+ ..... Salem..... ♂	9 29	....	6 42	9 29	....
....	10 12	5 28	10 12	....	52	+ .... Shushan.... ♂	9 14	....	6 28	9 15	....
....	10 20	5 37	10 20	....	57	+ ...Cambridge... ♂	9 05	....	6 19	9 05	....
....	10 35	5 60	10 35	....	63	ar+ Eagle Bridge[26] ♂ lv	†8 53	....	*805	§8 53	....
....	11 20	7 00	11 20	....	..	arr.....**Troy**....lve.	8 10	....	5 20	8 10	....
....	11 40	7 25	11 40	....	..	.....**Albany**.....	7 30	....	4 65	6 25	....
....	A M	P M	A M	....	..	ARRIVE] [LEAVE	A M	....	P M	A M	....

HONESDALE BRANCH.

October 3, 1909.	Mls	82	84	86	102	106	....
[LEAVE	....	A M	P M	P M	A M	P M	....
Carbondale... ♂	0	†8 45	†2 05	†6 20	§9 05	§5 40	....
Lincoln Avenue...	4	8 55	2 15	6 30	9 15	5 60	....
Whites.....	6	8 59	2 19	6 34	9 19	5 54	....
Farview..... ♂	11	9 18	2 37	6 52	9 36	6 11	....
Waymart..... ♂	18	9 32	2 52	7 07	9 51	6 26	....
Keene.....	21	9 37	2 57	7 13	9 57	6 32	....
Prompton.....	24	9 43	3 03	7 20	10 04	6 38	....
Seelyville	26	9 50	3 10	7 27	10 11	6 48	....
Honesdale.... ♂	27	9 55	3 15	7 31	10 15	6 50	....
[ARRIVE	....	A M	P M	P M	A M	P M	....

STATIONS.	Mls	81	83	85	101	105	....
[LEAVE	....	A M	Noon	P M	A M	P M	....
Honesdale	0	†6 55	†1225	†4 30	§10 05	§7 15	....
Seelyville	1	6 58	12 39	4 34	11 00	7 19	....
Prompton.....	3	7 05	12 36	4 41	11 10	7 26	....
Keene.....	5	7 12	12 43	4 48	11 23	7 32	....
Waymart.....	9	7 17	12 49	4 54	11 29	7 39	....
Farview.....	16	7 33	1 05	5 08	11 44	7 54	....
Whites.....	21	7 50	1 21	5 24	12 03	8 13	....
Lincoln Avenue..	23	7 54	1 25	5 30	12 07	8 17	....
Carbondale.....	27	8 05	1 35	5 40	12 17	8 27	....
[ARRIVE	....	A M	P M	P M	Noon	P M	....

* Daily; † daily, except Sunday; § Sunday only; *a* on Sunday leaves 7 45 a.m.; *b* stops to take or leave passengers for or from Lanesboro and points north of Lanesboro; *c* on Sunday leaves 7 48 a.m.; *d* on Sunday leaves 9 45 a.m.; *f* stops to leave passengers only.

+ Coupon stations; ♂ Telegraph stations.

STANDARD—*Eastern time.*

AUSABLE BRANCH.

94	90	Ms	*Nov.* 21, 1909.	91	93
P M	A M	....	LEAVE] [ARRIVE	A M	P M
†1 45	†6 55	0	..**Plattsburg**..	8 38	4 45
2 03	7 06	6	..Salmon River..	8 25	4 24
2 11	7 11	9	.Lapham's Mills.	8 20	4 18
2 18	7 15	11	..... Peru.... ♂	8 15	4 12
2 27	7 24	15	....Harkness....	8 07	4 04
2 34	7 29	18	.....Arnold.....	8 01	3 58
2 50	7 40	24	..**Ausable Forks** ♂	†7 50	†3 45
P M	A M	....	ARRIVE] [LEAVE	A M	P M

MOOER'S BRANCH.

91	Ms	*Nov.* 21, 1909.	92
A M	....	LEAVE] [ARRIVE	A M
†8 50	0	..**Plattsburg**..	11 35
9 00	4	. Beekmantown .	11 25
9 13	9	.. West Chazy ..	11 12
- -	....	..Canada Junc. ♂	- -
9 30	15	..... Sciota	10 57
9 50	21	..**Mooer's Jn.**[32] ♂	†1040
A M	....	ARRIVE] [LEAVE	A M

"The D&H."

THE DELAWARE & HUDSON COMPANY.

Trains marked * run daily.
† Daily, except Sunday.
§ Sunday only.
+ Coupon stations.
ȣ Telegraph stations.

CHATEAUGAY BRANCH.

Pas.	No. 338	No. 334	M	November 21, 1909.	No. 331	No. 335	Pas.
....	.....	.....	..	(Via N. Y. C. & H. R. R.R.)	.....	.....	.....
....	†8 45 A M	*6 55 P M	..	lve.. **New York** ..arr.	8 33 P M	7 20 A M	.....
....	.....	.....	..	(Via D. & H. Co.)	.....	.....	.....
....	†1225 Noon	*1100 P M	..	lve.... **Albany** ...arr.	4 20 P M	3 30 A M	.....
....	†1225 Noon	*1140 P M	..	lve..... **Troy** .....arr.	4 15 P M	2 55 A M	.....
....	†8 05 P M	*8 40 A M	0	lve. + **Plattsburg** ȣ .arr.	10 55 A M	5 45 P M	....
....	– –	– –	..	.....Cliff Haven	– –	– –	....
....	– –	– –	3	+ ...**Bluff Point**... ȣ	– –	– –	....
....	8 24 "	9 00 "	10	.....Morrisonville ... ȣ	10 35 "	5 25 "	....
....	6 32 "	9 08 "	11	.....**Cadyville**[36].. ȣ	10 27 "	5 17 "	....
....	6 49 "	9 25 "	20	+ ... Dannemora ... ȣ	10 14 "	5 04 "	.....
....	6 58 "	9 34 "	24	.....**Russia**..... ȣ	10 04 "	4 54 "	.....
....	7 10 "	9 50 "	30	.....**Chazy Lake**.. ȣ	9 50 "	4 40 "	.....
....	7 23 "	10 04 "	36	+ **Lyon Mountain** ȣ	9 38 "	4 28 "	.....
....	7 31 "	10 12 "	40	.....Standish .... ȣ	9 30 "	4 20 "	....
....	7 35 "	10 16 "	42	.....Twin Ponds.....	9 25 "	4 15 "	....
....	7 45 "	10 27 "	47	.....Wolf Pond.....	9 15 "	4 05 "	.....
....	7 52 "	10 34 "	50	..... Plumadore.....	9 08 "	3 58 "	.....
....	– –	10 38 "	52	.. Tekene Junction...	9 03 "	3 53 "	.....
....	8 02 "	10 42 "	55	+ ...**Loon Lake**[37]. ȣ	8 59 "	3 49 "	.....
....	8 10 "	10 50 "	58	... Lake Kushaqua...	8 50 "	3 40 "	.....
....	8 15 "	10 55 "	61	.....Onchiota.....	8 44 "	3 34 "	.....
....	8 22 "	11 01 "	64	.....Vermontville.....	8 38 "	3 28 "	.....
A M	8 27 "	11 06 "	69	...**Bloomingdale**. ȣ	8 33 "	3 23 "	P M
*700	8 40 "	11 17 "	73	+..**Saranac Lake**. ȣ	8 20 "	3 10 "	10 15
7 06	8 48 "	11 25 "	78	.....Ray Brook.....	8 09 "	2 59 "	10 09
7 15	9 00 P M	11 35 A M	83	+..**Lake Placid**.. ȣ	†8 00 A M	*2 50 P M	*1000
A M	.....	.....		ARRIVE]	[LEAVE	.....	P M

LAKE GEORGE BRANCH.

....	213	211	207	205	M	Nov. 21, 1909.	202	206	212	214	....	....
....	P M	P M	P M	A M	..	LEAVE] [ARRIVE	A M	P M	P M	P M	....	....
....	†806	†342	†1 18	†1035	0	**Fort Ticonderoga.**	10 15	1 16	3 05	8 00	....	....
....	8 10	3 47	1 26	10 40	2	..**Ticonderoga**..	†1010	†1 10	†300	†755	....	....
....	P M	P M	P M	A M	5	....**Baldwin**....	A M	P M	P M	P M	....	....
....	....	....	....	....	..	ARRIVE] [LEAVE	....	....	....	....	....	....

ADIRONDACK BRANCH.

No. 413	No. 411	Mls	November 21, 1909.	No. 414	No. 406	.....
.....	.....	....	(Eastern time.)	.....	.....	.....
†6 15 P M	†1015 A M	0	lv. + **Saratoga Spgs**[18] ȣ ar.	9 45 A M	5 20 P M	.....
6 28 "	10 28 "	7	.....Greenfield.....	9 32 "	5 07 "	.....
6 35 "	10 35 "	10	.....King's..... ȣ	9 25 "	5 00 "	.....
6 42 "	10 42 "	13	+ ....South Corinth.... ȣ	9 18 "	4 53 "	.....
6 50 "	10 50 "	17	+ .....**Corinth**[30].... ȣ	9 10 "	4 45 "	.....
7 01 "	11 01 "	22	+ ..... **Hadley**[31].... ȣ	9 00 "	4 35 "	.....
7 19 "	11 19 "	30	+ ... **Stony Creek**[32]. ȣ	8 43 "	4 18 "	....
7 30 "	11 30 "	36	+ .....**Thurman**[33].... ȣ	8 31 "	4 06 "	.....
7 47 "	11 47 "	44	.....The Glen..... ȣ	8 13 "	3 48 "	.....
7 58 "	11 58 A M	50	+ .....**Riverside**[34]... ȣ	8 01 "	3 38 "	.....
8 15 P M	12 15 Noon	58	+ .. **North Creek**[35] . ȣ	†7 45 A M	†3 20 P M	.....
.....	....	....	ARRIVE] [LEAVE	.....	.....	.....

Connections.—[1] With Boston & Albany; West Shore and New York Central & Hudson River R.Rs.; Junction of Susquehanna and Saratoga Divisions. [1½] With West Shore R.R. [2] With Schenectady & Duanesburg Branch. [3] With New York Central & Hudson River R.R.; Junction of Susquehanna and Saratoga Divisions. [4] With Middleburg & Schoharie and Schoharie Valley R.Rs. [5] With branch to Sharon Springs and Cherry Valley. [6] With stages for Summit, Jefferson, Stamford and Hobart. [7] With stages for Fergusonville, Davenport and Bloomville. [8] Junction Main Line Susquehanna Division and Cooperstown Branch. [9] With New York, Ontario & Western Ry. [10] With Penna. Division. [11] With Del. Lack. & Western and Erie R.Rs [12] With New York Central & Hudson River and Boston & Maine R.Rs. [13] With Boston & Maine R.R. [14] Junction of Saratoga and Schenectady Divs. [15] With Adirondack Branch. [16] With Glens Falls Branch. [17] Junction of Saratoga and Champlain Divs. [18] With Rutland R.R.; Junction of Eagle Bridge Branch. [19] With stages for Elizabethtown, North Elba, Lake Placid, Adirondack Mountains, etc. [20] With stages for Ausable Chasm and Keeseville. [21] With Ausable Branch and Chateaugay Branch to Saranac Lake, Lake Placid and Adirondack Mountains. [22] With Rutland R.R. [23] With Grand Trunk Ry.; Central Vermont Ry. and Rutland R.R. [24] With railroads diverging. [25] With Boston & Maine R.R. [26] With Susquehanna Division. [27] With Jefferson Branch Erie R.R. [28] With railroads diverging. [29] With Erie R.R. [30] With stages for Corinth and Palmer Falls. [31] With stages for Lake Luzerne, Conklingville and the Sacandaga Valley. [32] With stages for Creek Centre and West Stony Creek (Harrisburg). [33] With stages for Warrensburgh. [34] With stages for Chester, Pottersville, Schroon Lake, Brant Lake, Elbow (Horicon), Weavertown and Johnsburg. [35] With stages for Minerva, Aiden-Lair, Newcomb, Long Lake, North River, Indian River, Cedar River and Blue Mountain Lake. [36] With stages for Moffitsville, Redford, Saranac and Clayburg. [37] With New York Central & Hudson River R.R.

COOPERSTOWN BRANCH.

.....	No. 220	No. 210	No. 208	No. 204	No. 202	Mls.	October 3, 1909.	No. 203	No. 205	No. 209	No. 211	No. 219	No. 221
.....	§9 40 A M	*5 45 P M	†3 25 P M	†1130 A M	†8 30 A M	0	lve.. **Cooperstown**..arr.	8 55 A M	11 00 A M	6 15 P M	7 30 P M	12 55 Noon	8 00 P M
.....	9 46 "	6 50 "	3 31 "	11 40 A M	8 35 "	2	.....Phoenix Mills.....	8 35 "	10 48 "	5 08 "	7 24 "	12 46 "	7 50 "
.....	10 05 "	6 00 "	3 44 "	12 05 Noon	8 46 "	8	.....Milford.....	8 05 "	10 35 "	4 48 "	7 13 "	12 28 "	7 33 "
.....	10 18 "	6 11 "	3 54 "	12 25 "	8 56 "	12	..... Portlandville.....	7 35 "	10 22 "	4 38 "	7 01 "	12 17 "	7 21 "
.....	10 28 "	6 21 "	4 02 "	– –	9 08 "	.....	..**Cooperstown Junc**...	7 15 "	10 11 "	4 26 "	6 51 "	12 07 "	7 11 "
.....	10 30 "	6 24 "	4 04 "	12 45 Noon	9 11 "	17	.....Collier's.....	7 12 "	10 10 "	4 25 "	6 50 "	12 06 Noon	7 10 "
.....	10 40 A M	6 36 P M	4 15 P M	1 00 P M	9 25 A M	22	arr.....**Oneonta** ....lve.	†7 00 A M	†9 55 A M	†4 15 P M	†6 30 P M	§1156 A M	§7 00 P M

QUEBEC, MONTREAL & SOUTHERN RAILWAY COMPANY.

L. F. LOREE, President, New York.
C. S. SIMS, Vice-President, Albany, N.Y.
W. H. WILLIAMS, 2d Vice-President, New York.
C. A. WALKER, Treasurer, "
C. H. BOOTH, Assistant Treasurer, "
W. H. DAVIES, Comptroller, "
E. W. PORTER, Asst. Comptroller, "
D. I. ROBERTS, Gen. Mgr. & G. F. & P. A., Montreal, Que.

C. E. MCKIM, Gen. Supt. Transportation, Albany, N.Y.
J. H. MANNING, Supt. Motive Power, "
GEO. H. BURGESS, Consulting Engineer, "
F. D. ANTHONY, Chief Engineer, Montreal, Que.
J. B. BROWNELL, Aud. of Revenue, Albany, N.Y.
A. J. GIES, Auditor of Disbursements, "
L. J. BEIQUE, Secretary, Montreal, Que.

J. WHITE SPRONG, Purchasing Agent, Albany, N.Y.
G. A. KELLAR, Supt. Car Service, "
W. J. MULLIN, Gen. Traffic Mgr., "
N. J. FERGUSON, Traveling Freight and Passenger Agent, Montreal, Que.
C. W. NASH, Freight Claim Agent, Albany, N.Y.
A. C. WEST, Master Mechanic, Sorel, Que.

SOUTHERN DIVISION.

.....	58	164	60	Mls	November 14, 1909.	59	165	61	.....	.....
.....	P M	....	A M	....	LEAVE] [ARRIVE	A M	....	P M	.....	.....
.....	†3 35	.....	†6 10	0	+ .....**Sorel**[1]..... ȣ	10 25	.....	7 20	.....	.....
.....	3 47	.....	6 25	5.0	.. Bellevue Junction..	10 13	.....	7 05	.....	.....
.....	3 54	.....	6 37	8.3	+ ....St. Robert.... ȣ	10 06	.....	6 48	.....	.....
.....	4 06	.....	6 53	13.3	+ .....St. Aimé..... ȣ	9 55	.....	6 32	.....	.....
.....	4 17	.....	7 07	17.8	+ .....St. Louis..... ȣ	9 44	.....	6 18	.....	.....
.....	4 32	.....	7 26	23.6	+ .....St. Judes..... ȣ	9 30	.....	5 59	.....	.....
.....	4 42	.....	7 40	27.8	+ ....St. Barnabé.... ȣ	9 20	.....	5 45	.....	.....
.....	5 02	.....	8 07	35.0	¬ St. Hyacinthe Junc..	9 05	.....	5 18	.....	.....
.....	5 05	.....	8 10	36.0	ar. + **St. Hyacinthe**[2]..lv.	9 00	.....	5 15	.....	.....
.....	5 45	.....	10 00	36.0	lve..**St. Hyacinthe** ȣ arr.	8 35	.....	3 15	.....	.....
.....	5 07	.....	10 30	44.0	+ ....St. Damase.... ȣ	8 17	.....	2 47	.....	.....
.....	6 29	.....	11 00	51.3	+ ...**Rougemont**[3].. ȣ	7 58	.....	2 20	.....	.....
.....	6 38	.....	11 20	55.5	+ .. **Ste. Angele**[4].. ȣ	7 48	.....	2 00	.....	.....
.....	6 51	.....	11 48	61.0	¬ ...Mt. Johnson.... ȣ	7 35	.....	1 42	.....	.....
.....	7 00	A M	12 00	65.4	ar..**Iberville Jn**[5] ȣ lv.	†7 25	P M	†1 30	.....	.....
...	*8 05	†9 40	Noon	65.4	lve..**Iberville Jn**..arr.	6 30	8 05	P M	.....	.....
.....	8 18	9 53	.....	72.6	+ .....Sabrevois..... ȣ	6 17	8 51	.....	.....	.....
.....	8 27	10 02	.....	77.8	+ ....Henryville..... ȣ	6 08	8 40	.....	.....	.....
.....	8 39	10 13	.....	84.3	+ ....Clarenceville.... ȣ	5 56	8 27	.....	.....	.....
.....	8 45	10 20	.....	88.0	+ **Noyan Junction**[6] ȣ	*5 50	†8 20	.....	.....	.....
.....	P M	A M	.....	....	ARRIVE] [LEAVE	A M	P M	.....	.....	.....

* Daily; † daily, except Sunday; § Sunday only. + Coupon stations; ȣ Telegraph stations. STANDARD—*Eastern time.*

Connections.—[1] With Richelieu & Ontario Nav. Co. [2] With Grand Trunk and Intercolonial Rys. [3] With Central Vermont Ry. [4] With Central Vermont Ry. [5] With Canadian Pacific Ry. and Central Vermont Ry. [6] With Rutland R.R. and Grand Trunk Ry. [7] With Grand Trunk Ry.

SHORE LINE DIVISION.

8	10	6	2	4	Mls	November 14, 1909.	1	5	3	7
A M	....	P M	P M	A M	....	(Bonaventure Station.)	A M	A M	P M	P M
§8 00	.....	†6 10	†4 50	†8 20	0	lve. + **Montreal** ȣ .arr.	9 30	6 30	7 35	7 00
8 25	.....	6 32	5 08	8 42	6.2	+ .. **St. Lambert**[1] . ȣ	9 15	6 10	7 15	6 40
8 37	.....	6 47	5 20	9 00	9.1	+ .....Longueuil..... ȣ	9 00	†5 55	5 55	6 25
8 46	.....	P M	5 32	9 17	14.7	+ ... Boucherville... ȣ	8 49	A M	5 32	6 14
8 56	.....	....	5 43	9 32	19.0	+ .....Varennes..... ȣ	8 39	═══	5 05	6 01
9 12	.....	....	5 58	9 52	27.4	+ .....Vercheres .... ȣ	8 23	.....	4 38	5 47
9 30	.....	....	6 15	10 22	35.6	+ ... Contrecœur.... ȣ	8 07	.....	4 10	5 29
9 41	.....	....	6 25	10 35	40.1	+ .....St. Roch..... ȣ	7 57	9	3 56	5 18
10 15	Noon	....	6 56	11 00	50.7	arr.... + **Sorel**[1] ȣ..lve.	7 35	A M	†3 25	4 55
10 15	†1220	....	6 56	A M	50.7	lve..... **Sorel** ....arr.	7 35	10 40	P M	4 55
10 17	12 50	....	7 15	.....	60.7	+ .....Vamaska..... ȣ	7 05	10 10	.....	4 23
10 50	1 05	....	7 50	.....	67.0	+ **St. Francois-du-Lac** ȣ	6 50	9 47	.....	4 10
10 45	1 20	....	7 33	.....	67.8	+ ... **Pierreville**... ȣ	6 47	9 40	.....	4 05
11 28	3 10	....	8 00	.....	82.3	.....Nicolet.....	†6 20	8 37	.....	§3 30
A M	5 20	....	P M	.....	116.2	.....**Fortierville**.....	A M	†6 00	.....	P M
....	P M	.....	....	.....	....	ARRIVE] [LEAVE	.....	A M	.....	.....

NAPIERVILLE JUNCTION RAILWAY COMPANY.

(*Officers same as Q. M. & So. Ry.*)

.....	No. 51	Mls.	November 14, 1909.	Mls.	No. 50	.....
.....	†6 00 A M	0	lv. **Rouses Point**[1] ȣ ar.	28.3	6 35 P M	.....
.....	– –	1.1	.Rouses Point Junction.	27.2	– –	.....
.....	6 15 "	6.0	..... **Lacolle**[2]..... ȣ	22.3	6 20 "	.....
.....	6 35 "	13.4	..... Napierville .... ȣ	14.9	5 56 "	.....
.....	6 55 "	19.3	.....St. Edouard..... ȣ	9.0	5 33 "	.....
.....	7 10 "	24.3	.....La Tortue.....	4.0	5 18 "	.....
.....	7 30 A M	28.3	lar..**St. Constant Jn**[3] ȣ lv.	0	†5 05 P M	.....

Connections.—[1] With D. & H. Co. [2] With G. T. Ry. [3] With C. P. Ry.

LAKES CHAMPLAIN AND GEORGE. "THE HISTORIC GATEWAY."

Champlain Transportation Co.—Lake George Steamboat Co.

Steamers "VERMONT," "TICONDEROGA," "CHATEAUGAY," "SAGAMORE," "HORICON" and "MOHICAN,"
In connection with trains of the Delaware & Hudson form a through line of passenger steamers between New York and Montreal, via Lake George and Lake Champlain.

Service discontinued for the season.

SERVICE DISCONTINUED FOR WINTER.

Local Service on Lake Champlain will be resumed in 1910 as soon as ice permits, usually about April 15th; on Lake George local service commences May 2d.

Through Line Steamers on both lakes May 30th and complete Summer schedule in operation about June 26th.

Time tables, illustrated guide books and all information regarding hotels, boarding houses and cottage sites, can be obtained by addressing the Passenger Department.

LAKE GEORGE DIVISION.

lve.... **Lake George** ....arr.
..... **Assembly Point** .....
..... **Cleverdale** .....
..... **Rockhurst** .....
..... **Trout Pavillion**.....
..... **Kattskill** .....
..... **Marion** .....
..... **Pilot Knob** .....
..... **Bolton**.....
..... **Sagamore**.....
..... **Pearl Point**.....
..... **Paradise Bay**.....
..... **Hulett's**.....
.... **Sabbath Day Point**....
..... **Uncas**.....
..... **Silver Bay**.....
..... **Glen Eyrie**.....
..... **Hague**.....
..... **Roger's Rock**.....
arr..... **Baldwin**.....lve.

LAKE CHAMPLAIN DIV.

lve.. **Fort Ticonderoga** .arr.
..... **Larabee's**.....
..... **Port Henry**.....
..... **Westport**.....
..... **Basin Harbor**.....
.... **Thompson's Point**....
..... **Cedar Beach**.....
..... **Essex**.....
arr..... **Burlington** .....lve.
lve..... **Burlington** .....arr.
..... **Port Kent**.....
..... **Valcour** .....
..... **Bluff Point** .....
..... **Cliff Haven** .....
arr..... **Plattsburg** .....lve.
lve..... **Plattsburg** .....arr.
..... **Gordon's** .....
..... **Adam's** .....
..... **St. Albans Bay** .....
ARRIVE] [LEAVE

L. F. LOREE, President, 32 Nassau Street, New York, N.Y.
C. S. SIMS, Vice-Prest., Albany, N.Y.
W. H. WILLIAMS, 2d Vice-Prest., 32 Nassau St., New York, N.Y.
D. A. LOOMIS, General Manager, Burlington, Vt.
W. J. MULLIN, General Traffic Mgr., Albany, N.Y.
A. A. HEARD, Gen. Pas. Agent, Albany, N.Y.

RAIL AND STAGE CONNECTIONS.

At **Lake George, Baldwin and Fort Ticonderoga**—With trains of Delaware & Hudson R.Rs. to and from Saratoga, Schenectady, Troy, Albany, New York and the West.

At **Westport**—With stages for Elizabethtown and steamer to and from Vergennes.

At **Burlington**—With Central Vermont and Rutland R.Rs. for Eastern and Southern and White Mountain points.

At **Port Kent**—With Delaware & Hudson R.R., all points, also with Keeseville, Ausable Chasm & Lake Champlain R.R. for Ausable Chasm and Keeseville.

At **Plattsburg**—With Delaware & Hudson R.R. for Rouse's Point, Montreal, Loon Lake, Paul Smith's, Saranac Lake and Lake Placid.

At **St. Albans Bay**—With Electric Road to and from Swanton and St. Albans, Vt.

GREENWICH & JOHNSONVILLE RAILWAY.

J. C. BLANDY, Prest., Greenwich, N.Y.
C. S. SIMS, Vice-Prest., Albany, N.Y.
W. H. WILLIAMS, 2d V.-P., New York, N.Y.
F. M. OLYPHANT, Secretary, 32 Nassau St., New York, N.Y.
C. A. WALKER, Treas., " "
HORACE COTTRELL, Asst. Sec'y and Asst. Treas., Greenwich, N.Y.
H. VANKIRK, Attorney, "
J. H. McDANIELS, Gen. Supt., And., G. Str. and G. P. A., Greenwich, N.Y.

Connections.—With Boston & Maine R.R. & Schuylerville Electric R.R.

5	3	1	Ms	*November 29, 1909.*	2	4	6	
P M	Noon	A M		LEAVE] [ARRIVE	A M	P M	P M	
†5 00	†12 25	†7 45	0	.. **Greenwich**[2]...	9 21	3 39	8 17	
5 07	12 32	7 52	3	.....Easton.....	9 14	3 32	8 10	
5 11	12 36	7 56	5	.....Archdale.....	9 10	3 28	8 08	
5 15	12 40	8 00	6	....Vly Summit....	9 06	3 24	8 02	
5 20	12 45	8 05	8	.West Cambridge.	9 01	3 19	5 57	
5 26	12 50	8 10	9	.South Cambridge.	8 56	3 14	5 52	
5 26	12 51	8 11	10	.....Lees.....	8 55	3 13	5 51	
5 35	1 00	8 20	14	...**Johnsonville**[1]..	†8 46	†3 04	†5 42	
P M	P M	A M		ARRIVE] [LEAVE	A M	P M	P M	

† Daily, except Sunday. *Eastern time.*

		10	8	Ms	**SALEM BRANCH.**	7	9		
		P M	A M		LEAVE] [ARRIVE	A M	P M		
		†4 55	†9 00	0	.....**Greenwich**.....	10 25	6 58		
		5 01	9 06	2	.....Center Falls.....	10 19	6 52		
		5 06	9 11	5	..... Battenville.....	10 14	6 47		
		5 12	9 17	8	.....East Greenwich.....	10 08	6 41		
		5 16	9 21	10	...**Salem Junction**...	†10 04	†6 37		
		P M	A M		ARRIVE] [LEAVE	A M	P M		

KEESEVILLE, AUSABLE CHASM & LAKE CHAMPLAIN R.R.

(Operated by Electric Third Rail.)

J. A. POWERS, Prest. and Gen. Mgr.
K. J. SEVERANCE, Vice-President.
THOMAS O'CONNOR, Secretary.
A. R. JOY, Acting Treasurer and General Passenger Agent.
L. GRANT PALMER, Traffic Manager.
General Offices—Keeseville, N.Y.

October 14, 1909.	Ms	3	5	7	9	13	15	17	19		
LEAVE]	...	A M	A M	A M	A M	P M	P M	P M	P M		
Keeseville .....+	0	a7 15	†8 15	†9 15	†11 00	†1 05	†5 00	†4 55	†9 20		
Ausable Chasm ....+	4	7 20	8 20	9 20	11 05	1 10	5 05	5 00	9 25		
Port Kent[1]	6	7 35	8 25	9 35	11 20	1 25	5 20	5 15	9 40		
ARRIVE]	...	A M	A M	A M	A M	P M	P M	P M	P M		

(Eastern time.)	Ms	4	6	8	12	14	16	18	20		
LEAVE]	...	A M	A M	A M	Noon	P M	P M	P M	P M		
Port Kent[1]	0	a7 45	†8 45	†9 45	†12 21	†1 30	†3 35	†5 26	†10 24		
Ausable Chasm	2	8 00	9 00	10 00	12 37	1 45	3 50	5 41	10 39		
Keeseville	6	8 05	9 05	10 05	12 42	1 50	3 55	5 46	10 44		
ARRIVE]	...	A M	A M	A M	Noon	P M	P M	P M	P M		

† Daily, except Sunday; § Sunday only; *a* Monday, Tuesday, Wednesday and Saturday only. + Coupon stations.

Connections.—[1] With Delaware & Hudson Co. and Champlain Transportation Co.

KANONA & PRATTSBURGH RAILWAY.

BRAYTON IVES, President, 49 Wall Street, New York.
JACOB C. KLINCK, Treasurer, 49 Wall Street, New York.
JACOB C. KLINCK, Sec'y & Mgr., 49 Wall Street New York.
E. WHEELER, Superintendent, Prattsburgh, N.Y.

5	3	1	Ms	*May 2, 1909.*	Ms	2	4	6	
P M	A M	A M		LEAVE] [ARRIVE		A M	P M	P M	
†5 45	†11 30	†8 40	0	.... **Prattsburgh**[1]. ♂	11.4	10 50	3 56	8 30	
5 53	11 38	8 48	2.4	.....Bean's Station.....	9.0	10 43	3 49	8 19	
5 57	11 41	8 52	4.0	.....Stickney's.....	7.4	10 38	3 41	8 15	
6 01	11 45	8 56	5.4	..... Dinehart's	6.0	10 33	3 36	8 11	
6 04	11 48	9 00	6.2	.....Renohan's.....	5.2	10 29	3 33	8 08	
6 08	11 52	9 04	7.0	..... Wheeler ..... ♂	4.4	10 24	3 30	8 05	
6 14	11 56	9 06	8.5	.....Marshal's.....	2.9	10 19	3 24	8 03	
6 17	12 00	9 09	9.4	.....Jordan's.....	2.0	10 15	3 22	8 00	
6 25	12 08	9 15	11.4	..... **Kanona**[1]..... ♂	0	†10 07	†3 15	†7 55	
P M	Noon	A M		ARRIVE] [LEAVE		A M	P M	P M	

† Daily, except Sunday. ♂ Telegraph stations. *Eastern time.*

Connections.—[1] With stage for Italy, Branchport and Penn Yan at 7 30 a.m.; also with stage for Pulteney and Gibson's Landing at 9 45 a.m. [2] With Erie R.R. and Delaware, Lackawanna & Western R.R.

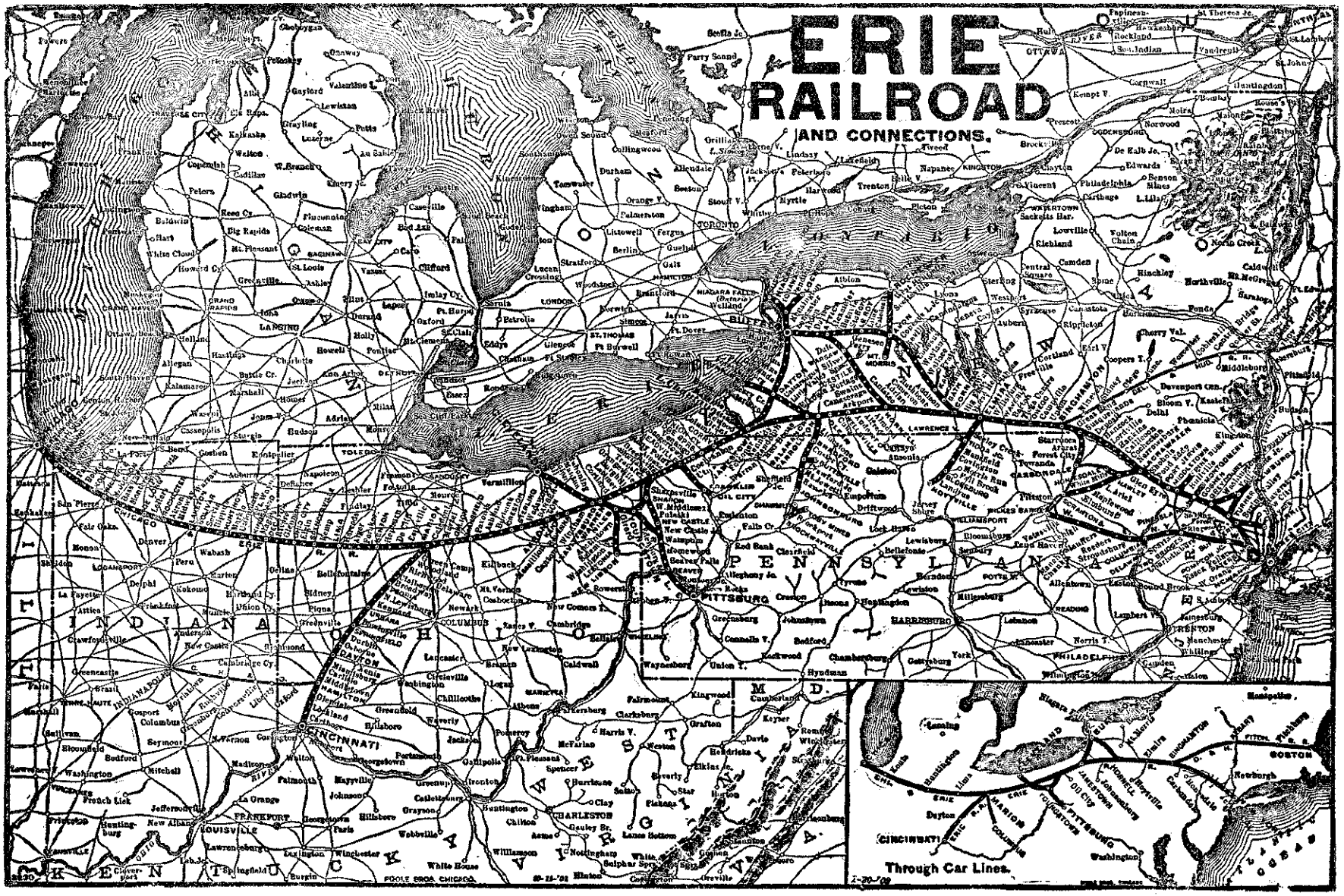
COUDERSPORT & PORT ALLEGANY RAILROAD.

JAS. L. KNOX, President, Coudersport, Pa.
B. A. McCLURE, Gen. Fht. and Pas. Agt. and Gen. Supt., Coudersport, Pa.

5	3	1	7	Ms	*May 30, 1909.*	6	8	2	10	4
P M		A M			LEAVE] [ARRIVE	A M		P M		
†2 30		†7 00		0	+ ..... **Ulysses**[1].... ♂	6 45		†1 35		
2 58		7 28		7	+. **Newfield Junc**[2] ♂	6 27		1 16		
3 03		7 33		9	.....Gold.....	6 17		1 02		
3 10		7 37		10	.....Raymond.....	6 12		12 57		
3 24		7 50		16	.....Colesburg	5 57		12 42		
3 46	P M	†8 07	A M	23	arr. + Coudersport..lve.	†5 40	A M	†12 25	P M	P M
4 30	†120	*8 12	†6 30	23	lve.. Coudersport ♂ .arr.	A M	9 45	*12 17	3 15	7 52
4 40	1 30	8 21	6 40	23	+..... Mina..... ♂		9 33	12 05	3 03	7 40
4 50	1 40	8 31	6 50	32	+..... Roulette ..... ♂		9 23	11 55	2 53	7 30
4 57	1 47	8 37	6 57	35	..... Burtville		9 11	11 47	2 41	7 22
5 10	2 00	*8 50	7 10	40	+.. **Port Allegany**[3] ♂		†9 00	*11 37	†2 33	†7 12
P M	P M	A M	A M		ARRIVE] [LEAVE		A M	A M	P M	P M
8 05		11 50			..**Emporium Junc**...		8 05		1 40	4 30
7 45	6 05	12 25			..... **Buffalo**		A M	9 00	P M	3 45
P M	P M	Noon			ARRIVE] [LEAVE			A M		P M

Trains marked * run daily; † daily, except Sunday. + Coupon stations; ♂ Telegraph stations. *Eastern time.*

Connections.—[1] With N. Y. C. & H. R. R.R. [2] With Buffalo & Susquehanna R.R. [3] With Pennsylvania R.R.


ERIE
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COLUMBUS
PITTSBURG
HARRISBURG
PHILADELPHIA
BOSTON
INDIANAPOLIS
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FRANKFORT
CHARLESTON
POOLE BROS. CHICAGO.

ERIE RAILROAD COMPANY

NEW JERSEY & NEW YORK RAILROAD COMPANY. CHICAGO & ERIE RAILROAD COMPANY.

GENERAL OFFICES.

Fulton Building, Hudson Terminal, 50 Church St., Corner Fulton, New York.

One Block from Fulton St. Subway Station and Cortlandt St. "L" Stations. Telephone, 8480 Cortlandt.

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C. W. COLBY, Gen Pac. Coast Agt., Flood Bldg, San Francisco, Cal.
W. A. NELSON, Com'l Agt., Erie Despatch, Railway Exchange, Chicago.
L. H. GELLER Commercial Agent, Garfield Bldg, Cleveland, O.
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J. W. ADAMS, Gen. Northwest Agt., 385 Robert St., St. Paul, Minn.
F. A. JACOBS, Agent, 510 Nicollet Avenue, Minneapolis, Minn.
E. H. FUNK, Agent, 385 Robert Street, St. Paul, Minn.
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E. M. KAIN, Division Freight Agent, Erie Station, Elmira, N.Y.
C. C. McC RD, Div. Fht. Agt., Chamber of Commerce Bldg, Rochester, N.Y.
C. W. CLARKE, Div. Fht. Agt., Chamber of Commerce Bldg, Buffalo, N.Y.
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G. C. CORMANY, General Agent, Arcade Building, Dayton, O.
W. R. CROW, Gen. Mgr. Erie Despatch, 541 Ry. Exchange, Chicago.
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D. G. MELLOR, Gen. European Agt., 29 Cannon St., London, Eng.
W. R. HUNTINGTON, Foreign Agt., 51 Broadway, New York.

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H. C HOLABIRD, Assistant General Passenger Agent, Chicago.
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F. S. HOWARD, Division Passenger Agent, Elmira, N.Y.
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O. W. JORDAN, New England Pas. Agt., 196 Washington St., Boston, Mass.
E. B. JONES, Traveling Passenger Agent, "
——————, General Baggage Agent, New York.
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J. W. ADAMS, Gen. Northwest. Agt., 510 Nicollet Ave., Minneapolis, Minn.
J. W. ADAMS, Gen. Northwest. Agt., 385 Robert St., St. Paul, Minn.
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F. PRIEST, Traveling Passenger Agent, Buffalo, N.Y.
J. A. DOLAN, Gen. Agt., 210 Railway Exchange, Denver, Colo.
E. R. PORCH, Trav. Pas. Agent, 555 Railway Exchange, Chicago.
L. B. SMITH, Traveling Passenger Agent, Kansas City, Mo.
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H. D. HENVIS, Trav. Pas. Agent, Alaska Bldg, Seattle, Wash.
WELLS, FARGO & CO. EXPRESS, General European Agents.
Cable Address: "GEPAERIE," New York.

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A. J. STONE, Gen. Supt. Erie Division, "
H. O. DUNKLE, Gen. Supt. Ohio Div. and C. & E. R.R., Cleveland.
G. W. KIRTLEY, Superintendent of Car Service, New York.
G. B. OWEN, Engineer Maintenance of Way, Jersey City, N.J.
J. BURKE, Engineer Maintenance of Way, Cleveland.
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W. SCHLAFGE, Mechanical Supt., Jersey City, N. J.
E. A. WESCOTT, Supt. of Car Department, Meadville, Pa.
THOS. TRACY, Asst. Supt. of Car Department, "
E. I. DODDS, Asst. Supt. of Car Department, "
DAVID H. WILSON, Jr., Electrical Engineer, "
ANGUS SINCLAIR, Inspector Technical Education, 114 Liberty St., New York.
J. M. BARRETT, Superintendent of Terminals, Jersey City, N.J.
G. W. GOULD, Supt. of Employment Bureau, "
H. S. BURR, Superintendent of Stores, New York.
E. P. GRIFFITH, Superintendent Telegraph, Jersey City.
T. C. CLIFFORD, Superintendent Dining Cars, "
A. J. GRYMES, Superintendent Marine Dept., "
CHAS. R. STEWART, Asst. Supt. Marine Dept., "
A. C. ELSTON, Supt. } N. Y. Div., Greenwood Lake Div., N. R.R.
M. ROACH, Asst. Supt. } of N.J. and N.J. & N.Y. R.R., Jersey City.
E. I. BOWEN, Supt. Delaware and Jefferson Divs., Susquehanna, Pa.
R. S. PARSONS, Supt. Susquehanna & Tioga Divs., Hornell, N.Y.
C. P. ECKELS, Supt. Wyoming Division, Dunmore, Pa.
JOHN B. DICKSON, Supt. Rochester Division, Rochester, N.Y.
C. A. BRUNN, Superintendent Buffalo Division, Buffalo, N.Y.
THEO. MACKRELL, Supt. Allegh. & Bradf. Divs., Salamanca, N.Y.
E. W. BATCHELDER, Supt. Meadville Division, Meadville, Pa.
C. A. ALLEN, Superintendent Cincinnati Division, Galion, O.
F. J. MOSER, Supt. Mahoning Division, Youngstown, O.
E. C. ALLEN, Supt. Chicago and Lima Divs., Huntington, Ind.

STETSON, JENNINGS & RUSSELL, General Counsel. 15 Broad Street. New York.

LEGAL, CLAIM, LAND AND TAX DEPARTMENTS.

G. F. BROWNELL, Vice-Prest. and General Solicitor, New York.
W. O. JOHNSON, General Counsel C. & E. R.R., Chicago.
GEO. N. ORCUTT, General Attorney, New York
H. A. TAYLOR, Assistant General Solicitor, "
GEO. H. MINOR, Assistant General Solicitor, "
JOHN W. DIXON, Assistant General Solicitor, "
H. M. ANDREWS Assistant to General Solicitor, New York.
HARRISON WILLIAMS, General Land and Tax Agent, "
G. H. PALMER, Assistant General Land and Tax Agent, "
J. A. MINOR, Assistant General Land and Tax Agent "
H. M. MERRIHEW, Land and Tax Agent, Cleveland, O.
H. W ANDRUS Claim Agent New York.

ACCOUNTING, TREASURY AND PURCHASING DEPARTMENTS.

G. A. RICHARDSON, Vice-President, New York.
M. P. BLAUVELT, Comptroller, "
C. P. CRAWFORD, Auditor, "
D. W. BIGONEY, Treasurer, "
W. E. BANCKER, Assistant Treasurer, "
F. A. CLARK, Auditor of Traffic, New York.
C. D. WARD, Assistant Auditor of Traffic, "
J. G. LIVENGOOD, Auditor of Disbursements, "
H. C. BARLOW, Freight Claim Agent, "
W. R. COLLINS, Purchasing Agent, "

ENGINEERING DEPARTMENT.

FRANCIS LEE STUART, Chief Engineer, New York.
C. W. BUCHHOLZ, Consulting Engineer, "
CHARLES H. MOORE, Engineer of Grade Crossings, "
H. H. ALTHOUSE, Assistant Engineer, "
C. K. CONARD, Assistant Engineer, New York.
F. A. HOWARD, Asst. Engineer Bridges and Buildings, "
J. E. GREINER, Consulting Bridge Engineer, Continental Building, Baltimore, Md.

INDUSTRIAL DEPARTMENT.

LUIS JACKSON, Industrial Commissioner, New York.

ERIE RAILROAD

THROUGH TRAINS.

WESTWARD.

New York and Boston to Chicago, Cincinnati and Cleveland.

Eastern time east of Salamanca and *Central time* west thereof.

Miles	December 21, 1909. (*Eastern time.*)	No. 3 Vestib'd Limited.	No. 5 Cleveland Express.	No. 1-101 Day Express.	No. 47 Pacific Express.	No. 9 Express.
0	New (23d Street)..lve.	*2 40 P M	*6 30 P M	*3 55 A M	*1200 Night	*7 55 P M
	York (Chambers St.) "	2 45 P M	6 35 P M	9 00 A M	12 00 Night	8 00 P M
1	Jersey City.....lve.	3 00 P M	6 50 P M	9 15 A M	12 20 Night	8 15 P M
...	Boston (B. & M.) lve.	*9 40 A M	.....	†11 29 P M	†4 00 P M	.....
...	Troy (*D. & H.*)..lve.	4 00 P M	.....	†9 30 A M	†11 00 P M	.....
...	Albany " ..lve.	*4 30 P M	.....	10 00 A M	11 35 P M	.....
...	Boston (N.Y.N.H.& H.) lv.	†8 00 A M	.....	.....	.....	.....
...	Hartford " lve.	11 07 A M	.....	.....	.....	.....
...	Goshen△.....lve.	*a* –	8 27 P M	– –	2 10 A M	– –
216	Binghamton△.. "	*9 10 P M	12 38 Night	2 50 P M	7 10 A M	1 53 A M
238	Owego△..... "	9 39 P M	*w* –	3 19 P M	7 39 A M	– –
257	Waverly△..... "	10 04 P M	*w* –	3 44 P M	8 04 A M	– –
274	Elmira△.....lve.	10 33 P M	2 00 A M	4 10 P M	8 30 A M	3 15 A M
292	Corning△.....arr.	10 59 P M	2 27 A M	4 37 P M	9 00 A M	– –
303	Addison△.....lve.	*i* –	– –	4 54 P M	9 20 A M	– –
333	Hornell△.....arr.	12 00 Night	3 30 A M	5 36 P M	10 15 A M	4 45 A M
425	Buffalo.....arr.	.....	.....	8 00 P M	*1 15 P M	7 20 A M
444	Niagara Falls N.Y△ "	.....	.....	8 07 P M	†2 03 P M	8 35 A M
445	Suspension Bridge "	.....	.....	9 18 P M	†2 17 P M	8 45 A M
446	Niagara Falls, Ont.arr.	.....	.....	9 25 P M	†2 22 P M	*8 50 A M
335	Hornell△.....lve.	*1205 Night	*3 35 A M	*5 50 P M	*1025 A M	.....
359	Wellsville△.... "	12 55 Night	4 25 A M	6 45 P M	11 40 A M	.....
396	Olean△..... "	1 53 A M	5 25 A M	8 14 P M	1 05 P M	.....
409	Carrolton.....lve.	– –	– –	8 44 P M	1 38 P M	.....
420	Bradford.....lve.	.....	.....	*7 45 P M	*1255 Noon	.....
409	Carrolton.....lve.	– –	– –	*8 44 P M	1 36 P M	.....
414	Salamanca△(E.T.)lve.	1 25 A M	5 05 A M	*8 10 P M	1 05 P M	.....
448	Jamestown△ .arr.	2 18 A M	6 10 A M	9 10 P M	2 30 P M	.....
444	Niagara Falls,N.Y.(E.T.)lv.	*6 43 P M	.....	.....	*11 28 A M	.....
425	Buffalo .....lve.	*8 15 P M	.....	.....	*1 00 P M	.....
448	Jamestown (C.time) lve.	*2 18 A M	6 10 A M	.....	*2 40 P M	.....
453	Lakewood△..... "	– –	– –	.....	– –	.....
474	Corry △..... "	3 00 A M	7 01 A M	.....	3 31 P M	.....
502	Cambridge Spgs.△ "	*d* –	7 47 A M	.....	4 15 P M	.....
510	Saegertown△..lve.	– –	8 04 A M	.....	4 30 P M	.....
516	Meadville△....arr.	3 56 A M	8 16 A M	.....	4 40 P M	.....
552	Oil City.....arr.	*1010 A M	*1010 A M	.....	†6 20 P M	.....
516	Meadville.....lve.	*4 01 A M	*8 23 A M	.....	*4 47 P M	.....
572	Youngstown△..arr.	5 35 A M	9 58 A M	.....	6 30 P M	No. 15
572	Youngstown...lve.	5 40 A M	10 05 A M	.....	6 35 P M	*9 35 A M
587	Warren .....lve.	6 04 A M	10 31 A M	.....	– –	10 02 A M
589	Leavittsburg△ arr.	– –	10 38 A M	.....	– –	10 07 A M
639	Cleveland.....arr.	8 55 A M	11 55 A M	.....	8 35 P M	.....
589	Leavittsburg..lve.	– –	▲	.....	– –	10 20 A M
610	Ravenna△..... "	6 44 A M	.....	.....	7 49 P M	11 03 A M
616	Kent△..... "	7 01 A M	.....	.....	8 07 P M	11 20 A M
627	Akron△..... "	7 19 A M	.....	.....	8 27 P M	11 45 A M
693	Mansfield△.... "	9 12 A M	.....	.....	11 03 P M	2 11 P M
709	Galion△.....lve.	9 40 A M	.....	.....	11 40 P M	2 47 P M
720	Marion△.....arr.	10 15 A M	.....	.....	12 22 Night	*3 30 P M
778	Urbana△.....lve.	11 56 A M	.....	.....	2 32 A M	*6 47 P M
792	Springfield..... "	11 55 A M	.....	.....	2 40 A M	6 45 P M
813	Dayton△.....lve.	12 56 Noon	.....	.....	4 00 A M	7 05 P M
843	Cincinnati.....arr.	2 50 P M	.....	.....	7 20 A M	*8 40 P M
729	Marion.....lve.	10 25 A M	.....	.....	12 32 Night	†4 40 P M
755	Kenton△..... "	11 06 A M	.....	.....	1 14 A M	5 33 P M
782	Lima△..... "	11 36 A M	.....	.....	1 58 A M	†6 40 P M
826	Decatur△.....lve.	12 47 Noon	.....	.....	3 18 A M	z6 15 P M
857	Huntington△..arr.	1 50 P M	.....	.....	4 10 A M	z7 03 P M
979	Hammond.....arr.	4 45 P M	.....	.....	7 25 A M	– –
993	Englewood.....arr.	5 15 P M	.....	.....	7 54 A M	– –
998	Chicago.....arr.	5 34 P M	.....	.....	8 12 A M	z1050 P M

EASTWARD.

Chicago, Cincinnati and Cleveland to New York and Boston.

Central time west of Salamanca and *Eastern time* east thereof.

December 21, 1909. (*Central time.*)	No. 4 Vestib'd Limited.	No. 14 Express.	No 8 Atlantic Express.	No. 12 Night Express.	No. 6 New York Special.	No. 16
Chicago (Dearborn Sta.)lv	*1100 A M	.....	*9 30 P M	*1058 P M	.....	.....
Hammond.....lve.	11 50 A M	.....	10 19 P M	11 49 P M	.....	.....
Huntington△....ve.	2 55 P M	.....	1 40 A M	3 15 A M	.....	.....
Decatur△..... "	3 38 P M	.....	2 27 A M	4 05 A M	.....	.....
Lima△..... "	4 44 P M	.....	3 43 A M	5 25 A M	.....	.....
Kenton△.....lve.	5 28 P M	.....	4 30 A M	6 04 A M	.....	.....
Marion.....arr.	6 12 P M	.....	5 18 A M	6 50 A M	.....	A M
Cincinnati.....lve.	*2 00 P M	*7 40 P M	.....	.....	.....	*8 15
Dayton△..... "	3 35 P M	9 15 P M	.....	.....	.....	9 55
Springfield..... "	3 40 P M	9 53 P M	.....	.....	.....	10 00
Urbana△.....lve.	4 36 P M	10 19 P M	.....	.....	.....	11 01
Marion△.....lve.	*6 20 P M	*12 01 Night	5 23 A M	7 00 A M	.....	*1253
Galion△..... "	6 54 P M	12 34 Night	6 00 A M	7 35 A M	.....	1 35
Mansfield△..... "	7 24 P M	1 05 A M	6 32 A M	8 09 A M	.....	2 05
Akron△..... "	8 20 P M	3 05 A M	8 50 A M	10 06 A M	.....	4 30
Kent△..... "	9 45 P M	3 30 A M	9 18 A M	10 30 A M	.....	5 00
Ravenna△..... "	9 58 P M	– –	9 32 A M	– –	.....	5 12
Leavittsburg△.arr.	–	–	10 03 A M	11 15 A M	.....	5 53
Cleveland.....lve.	*8 45 P M	*2 30 A M	*8 10 A M	.....	*1 00 P M	.....
Leavittsburg..lve.	–	– –	10 03 A M	11 20 A M	▲	5 53
Warren△.....lve.	10 36 P M	4 21 A M	10 09 A M	– –	*2 14 P M	6 00
Youngstown△..arr.	11 03 P M	4 50 A M	10 38 A M	– –	2 39 P M	6 30
Youngstown...lve.	11 08 P M	5 02 A M	10 43 A M	– –	2 47 P M	P M
Meadville△....arr.	12 50 Night	6 40 A M	12 31 Noon	1 05 P M	4 25 P M	
Oil City.....arr.	.....	*1010 A M	†2 05 P M	.....	†6 20 P M	.....
Meadville.....lve.	12 55 Night	*6 45 A M	*1236 Noon	1 15 P M	*4 31 P M	.....
Saegertown△.. "	– –	– –	12 48 Noon	– –	4 42 P M	.....
Cambridge Spgs.△ "	*m* –	7 12 A M	1 03 P M	1 40 P M	4 57 P M	.....
Corry△..... "	2 07 A M	7 58 A M	1 53 P M	2 30 P M	5 38 P M	.....
Lakewood△....lve.	– –	– –	– –	– –	– –	No. 2
Jamestown△...arr.	2 54 A M	8 46 A M	2 55 P M	3 26 P M	*6 55 P M	Day
Buffalo (East.time) arr.	*9 45 A M	*1240 Noon	.....	.....	.....	Exp.
Niagara Falls, N.Y.arr.	†2 03 P M	†2 03 P M	.....	.....	.....	A M
Jamestown (C.time) lve.	*2 54 A M	.....	2 55 P M	3 26 P M	*8 55 P M	*4 50
Salamanca △(E.T.) lve.	4 55 A M	.....	5 03 P M	5 35 P M	*8 35 P M	7 00
Carrolton .....arr.	– –	.....	5 13 P M	– –	– –	7 10
Bradford.....arr.	.....	.....	*5 45 P M	.....	*9 20 P M	7 45
Carrolton.....lve.	– –	.....	5 13	– –	–	7 10
Olean△..... "	5 25 A M	.....	5 34	No. 48	6 08 P M	9 08 P M	7 37
Wellsville△.....lve.	6 19 A M	.....	6 50	7 19 P M	10 10 P M	9 00
Hornell△.....arr.	7 05 A M	.....	7 45	8 05 P M	10 57 P M	10 10
Niagara Falls, Ont.lve.	.....	.....	.....	*1125	*9 30 P M	*7 00
Suspension Bridge "	.....	.....	.....	1130	9 35 P M	7 05
Niagara Falls, N.Y△ "	.....	.....	.....	1138	9 43 P M	7 11
Buffalo.....lve.	.....	.....	.....	4 00	*8 50 P M	8 30
Hornell△.....lve.	7 11 A M	.....	8 15	*800	11 06 P M	*1052
Addison△.....arr.	7 54 A M	.....	9 05	8 50	*n* –	11 32
Corning△.....lve.	8 12 A M	.....	9 38	9 10	12 05 Night	11 48
Elmira△..... "	8 37 A M	.....	10 17	9 40	12 34 Night	12 13
Waverly△..... "	9 01 A M	.....	10 45	1014	*r* –	12 37
Owego △..... "	9 26 A M	.....	11 15	1050	– –	1 02
Binghamton△.lve	10 00 A M	.....	12 05	1143	2 03 A M	1 32
Goshen△.....arr.	– –	.....	5 27	– –	6 33 A M	5 42
Hartford (N.Y.N.H.&H.)ar	.....	.....	2 47	.....	.....	.....
Boston " arr.	.....	.....	P M	.....	.....	.....
Albany (*D.&H.*).arr.	*2 00 P M	.....	†9 20	†920	.....	†6 50
Troy " ..arr.	*2 26 P M	.....	†9 55	†955	.....	†7 25
Boston (B. & M.). arr.	*8 30 P M	.....	†3 45	†345	.....	†7 00
Jersey City.....arr.	3 55 P M	.....	*7 25	*704	8 15 A M	*7 18
New (Chambers St.) "	4 12 P M	.....	*7 38	*715	8 29 A M	*7 27
York (23d Street)..arr.	*4 15 P M	.....	*7 45	*7 10	*8 30 A M	*7 35
.....	.....	.....	A M	A M	.....	P M

* Daily; † daily, except Sunday; *a* stops week-days only to take for Binghamton and points west; *b* stops to take passengers; *c* stops to leave from New York and to take for Youngstown and points west; *d* stops to leave passengers from Hornell and east and Monday to take passengers; *i* stops to take for Chicago and Cincinnati; *m* stops to leave passengers from Akron or west, Cleveland, P. & L. E. R.R. and to take for New York and points on D. & H. R.R., via Binghamton; *n* stops to leave passengers from Buffalo; *r* stops to leave passengers for points west of Salamanca or Buffalo; *w* stops to take or leave from New York and to take or leave for Hornell and west; z stops daily, except Monday, to leave passengers taking Train No. 15 east of Marion. ▲ For schedule between Cleveland and Leavittsburg, see page 155.

STOP-OVER REGULATIONS.

The Erie Railroad grants stop-overs on one-way first-class and certain forms of round trip and excursion tickets from or via points west of and including Buffalo, N.Y., and Jamestown, N.Y., reading to or via points east of and including Hornell, N.Y., at any two intermediate stations indicated thus △ in time schedules, not to exceed ten (10 days, and vice versa.

The above are in addition to stop-overs at Jamestown, N.Y., or Lakewood, N.Y. (Chautauqua Lake), Cambridge Springs, Pa., and Saegertown, Pa., Buffalo, N.Y., and Niagara Falls, N.Y.

Circular outlining these arrangements will be furnished on application to any Erie representative.

ERIE RAILROAD

PULLMAN EQUIPMENT.

WESTWARD.

No. 1—Every Day.—From New York to Buffalo—Smoking Car, Day Car, Pullman Observation Parlor Car and Cafe Dining Car. A Solid Vestibuled Train through from New York.

No. 3—Every Day.—From New York to Chicago—A Solid Vestibuled Train with Smoking and Day Cars and Pullman Drawing-room Sleeping Cars. From Boston, via Albany—Every Wednesday, a Pullman Vestibuled Tourist Sleeping Car. Every Day.—From New York to Cincinnati—Pullman Observation Sleeping Car. Meals in Dining Car.

No. 5—Every Day.—From New York to Cleveland—A Solid Vestibuled Train with Pullman Drawing-room Sleeping Car, Day Cars and Cafe Car, serving meals a la carte. To Oil City—Pullman Drawing-room Sleeping Car from New York. To Meadville en route to Chicago (on Train 9 from Meadville)—Pullman Drawing-room Sleeping Car. From Jamestown to Pittsburgh—Pullman Parlor Car.

No. 9—Every Day.—From New York to Buffalo—Pullman Drawing-room Sleeping Car, Reclining Chair Car with Smoking Room (which car passengers may use without extra charge).

No. 47—Every Day.—From New York to Chicago. To Binghamton—Pullman Drawing-room Sleeping Car (passengers may remain therein until 8 00 a.m.). To Hornell—Pullman Drawing-room Sleeping Car. To Chicago—Pullman Drawing-room Sleeping Car, Day Car and Smoking Car (Sleepers open for occupancy 9 30 p.m. at Jersey City.) Daily, except Mondays, from Binghamton to Chicago—Pullman Drawing-room Sleeping Car (brought from Boston, via Albany). On Mondays this car runs from Jamestown to Chicago. Jamestown to Cincinnati, en route from Buffalo—Pullman Drawing-room Sleeping Car and Day Car. From Columbus to Chicago (brought to Marion, via Hocking Valley Ry.).—Pullman Drawing-room Sleeping Car. Meals in Dining Car.

New York and Newburgh—Parlor Car Service. Westward on No. 31, except Sundays and holidays. Eastward on No. 32, except Sundays and holidays. Westward on No. 37, except Saturdays, Sundays and holidays. Eastward, No. 42, except Sundays and holidays. Westward on No. 91 Saturdays. Buffet Smoking Car—Westward, No. 91 (Saturdays only).

New York and Middletown—Buffet Smoking Car Service. Westward on No. 31, except Saturdays, Sundays and holidays. Eastward on No. 32 daily, except Sundays, Mondays and holidays. Westward on No. 39, except Sundays and holidays. Eastward on No. 40, except Sundays and holidays.

EASTWARD.

No. 2—Every Day.—From Buffalo to New York—Smoking Car, Day Car, Pullman Observation Parlor Car and Cafe Dining Car from Buffalo. Solid Vestibuled Train.

No. 4—Every Day.—From Chicago to New York—A Solid Vestibuled Train with Smoking and Day Cars and Pullman Drawing-room Sleeping Car. Pullman Observation-room Sleeper from Cincinnati to New York. To Boston—Every Monday, Pullman Vestibuled Tourist Sleeping Car from Chicago, via Albany. Meals in Dining Car.

No. 6—Every Day.—From Cleveland and Oil City to New York—A Solid Vestibuled Train from Cleveland with Smoking Car, Day Cars, Pullman D. R. Sleeping Car and Cafe Car, serving meals a la carte. From Buffalo—Pullman Drawing-room Sleeping Car, Reclining Chair Car, with Smoking Room (seats free). Pullman Drawing-room Sleeping Car from Oil City, Pa. From Pittsburgh to Jamestown—Pullman Parlor Car.

No. 8—Every Day.—From Chicago to New York—A Solid Vestibuled Train with Smoking Car, Day Cars and Pullman Drawing-room Sleeper (on Train 48 from Hornell). From Chicago to Columbus (via Marion & Hocking Valley Ry.)—Pullman Drawing-room Sleeping Car. Meals in Dining Car.

No. 12-8—Every Day.—From Chicago to Hornell—Through Pullman Drawing-room Sleeping Car from Chicago to Boston, daily, except Fridays (on Train 8 from Hornell), via Binghamton and Albany. Fridays only, this car runs from Chicago to Jamestown—Sleeper at Chicago open for occupancy at 9 30 p.m. Day Coach from Chicago to Hornell, daily, thence to New York on Train 8.

No. 14—Every Day.—From Cincinnati to Buffalo—Pullman Drawing-room Sleeping Car and Day Car (on Train 114 from Jamestown).

No. 48—Every Day.—Hornell to New York—A Solid Vestibuled Train with Pullman Drawing-room Sleeping Car, Day Coach and Smoking Car. Pullman Drawing room Sleeping Car Binghamton to New York. Sleeper at Binghamton open for occupancy at 8 00 p.m. (passengers may remain in Sleepers at Jersey City until 8 00 a.m.).

New York and Honesdale—Pullman Parlor Car daily, except Sunday. Westward on No. 29. Eastward on No. 30.

Cleveland and Pittsburgh Short Line—For equipment of through trains see notice below schedule on page 131.

CONNECTIONS.

Addison, N.Y.—With Buffalo & Susquehanna.
Akron, O.—With Cleve. Akron & Col.; Balt. & Ohio and North. Ohio.
Attica, N.Y.—With Attica Branch and Buffalo, Attica & Arcade.
Avon, N.Y.—With Attica Branch and Mount Morris Branch.
Bath, N.Y.—With Bath & Hammondsport.
Binghamton, N.Y.—With Del. & Hud and Del. Lack. & Western.
Bolivar, Ind.—With Cleveland, Cincinnati, Chicago & St. Louis.
Braceville, O.—With Lake Erie, Alliance & Wheeling.
Campbell Hall, N.Y.—With New York, Ontario & Western; Central New England; Lehigh & New England and Wallkill Valley Branch N. Y. C. & H. R.
Canisteo, N.Y.—With New York & Pennsylvania.
Carbondale, Pa.—With Delaware & Hudson and N. Y. O. & W.
Carrollton, N.Y.—With Bradford Division and Buff. Roch. & Pitts.
Corning, N.Y.—With Rochester Division; Delaware, Lackawanna & Western and New York Central & Hudson River.
Corry, Pa.—With Pennsylvania.
Creston, O.—With Wheeling & Lake Erie and Baltimore & Ohio.
Crown Point, Ind.—With Pittsburgh, Cincinnati, Chicago & St. Louis.
Dayton, N.Y.—Junction B. & S. W. Division and Dunkirk Branch.
Dayton, O.—With Cleveland, Cincinnati, Chicago & St. Louis; C. H. & D.; Dayton & Union and Pittsburgh, Cincinnati, Chicago & St. Louis.
Decatur, Ind.—With Toledo, St. L. & Western and Grand Rapids & Ind.
De Long, Ind.—With Vandalia Line.
Dunkirk, N.Y.—With Dunkirk, Alleg. Val. & Pitts.; Lake Shore & Michigan Southern; New York Chicago & St. Louis and Pennsylvania.
Durbin, O.—With Cleveland, Cincinnati, Chicago & St. Louis.
Elmira, N.Y.—With Tioga Division Lehigh Valley; Northern Central and Delaware, Lackawanna & Western.
Falconer, N.Y.—With Dunkirk, Allegheny Valley & Pitts.
Friendship, N.Y.—With Pittsburg, Shawmut & Northern.
Galion, O.—With Cleveland, Cincinnati, Chicago & St. Louis.
Goshen, N.Y.—With Montgomery Branch, Pine Island Branch and Lehigh & New England.
Greycourt, N.Y.—With Newburgh Branch and Lehigh & Hudson River.
Griffith, Ind.—With Grand Trunk; Mich. Cent. and Elgin, Joliet & East.
Hammond, Ind.—With Chicago, Indianapolis & Louisville; Mich. Cent.; Wabash; Pennsylvania Co. and New York, Chicago & St. Louis.
Hancock, N.Y.—With New York, Ontario & Western.
Honesdale, Pa.—With Delaware & Hudson.
Hornell, N.Y.—With Buffalo Division and Pitts. Shawmut & Northern.
Huntington, Ind.—With Wabash.
Jamestown, N.Y.—With Jamestown, Chautauqua & Lake Erie and Chautauqua Traction Co.
Johnsonburg, Pa.—With Buffalo, Rochester & Pitts. and Pennsylvania.
Kanona, N.Y.—With Kanona and Prattsburgh.
Kent, O.—With Wheeling & Lake Erie and Baltimore & Ohio.
Kenton, O.—With Cleve. Cin. Chic. & St. L. and Ohio Central Lines.
Kingsland, Ind.—With Fort Wayne, Cincinnati & Louisville.
Kouts, Ind.—With Pittsburgh, Cincinnati, Chicago & St. Louis.
Lackawaxen, Pa.—With Branch to Hawley and Honesdale.
Lawrenceville, Pa.—With New York Central & Hudson River.
Leavittsburg, O.—With Mahoning Division for Cleveland and B. & O.
Leetonia, O.—With Pennsylvania Company.
Le Roy, N.Y.—With Buffalo, Rochester & Pittsburgh.
Lima, O.—With C. H. & D.; L. E. & W.; Penna. Co. and D. T. & I.
Lisbon, O.—With Pittsburgh, Lisbon & Western.
Mansfield, O.—With Pennsylvania Co. and Baltimore & Ohio.
Marion, O.—With Cleveland, Cincinnati, Chicago & St. Louis; Hocking Valley and Pittsburgh, Cincinnati, Chicago & St. Louis.
Martel, O.—With Cleve. Cin. Chic. & St. L. and Ohio Central Lines.
Meadville, Pa.—With Branch to Oil City and Franklin and B. & L. E.
Middletown, N.Y.—With Middletown & Crawford Branch; New York, Ontario & Western and New York, Susquehanna & Western.
Montgomery, N.Y.—With Wallkill Valley Branch N. Y. C. & H. R. R.R.
Mt. Morris, N.Y.—With Dansville & Mt. Morris.
Newark, N.J.—With Pennsylvania; L.V.; Cent. of N. J. and D. L. & W.
Newburgh, N.Y.—With N. Y. N. H. & H. and West Shore.
Newton, Ind.—With Vandalia.
Niles, O.—With Pennsylvania and Baltimore & Ohio.
North Judson, Ind.—With Chic. Ind. & So. and P. C. C. & St. Louis.
Ohio City, O.—With Toledo, St. Louis & Western and Cincinnati North.
Oil City, Pa.—With Penna. Co.; Lake Shore & Mich. South. and Penna.
Olean, N.Y.—With Pennsylvania and Pittsburg, Shawmut & Northern.
Owego, N.Y.—With Del. Lack. & Western and Lehigh Valley.
Paterson, N.J.—With Newark Branch D. L. & W. and N. Y. S. & W.
Peoria, O.—Ohio Central Lines.
Phalanx, O.—With Lake Erie, Alliance & Wheeling.
Port Jervis, N.Y.—With New York, Ontario & Western.
Ravenna, O.—With Baltimore & Ohio and Pennsylvania.
Rochester, Ind.—With Lake Erie & Western.
Salamanca, N.Y.—With Buffalo, Rochester & Pittsburgh and Penna.
Sharon, Pa.—With New Castle Branch; Penna. Co. and L. S. & M. S.
Shenango, Pa.—With Mahoning Div.; B. & L. E. and Penna. Co.
Silver Springs, N.Y.—With Silver Lake and Buffalo, Rochester & Pitts.
Solon, O.—With Wheeling & Lake Erie.
Spencerville, O.—With Cincinnati, Hamilton & Dayton.
Springfield, O.—With Cleveland, Cincinnati, Chicago & St. Louis; Pittsburgh, Cincinnati, Chicago & St. Louis and Detroit Southern.
Sterling, O.—With Baltimore & Ohio.
Suffern, N.Y.—With Piermont Branch.
Suspension Bridge, N.Y.—With Grand Trunk; Michigan Central; New York Central & Hudson River; Lehigh Valley and Wabash.
Susquehanna, Pa.—With Jefferson Division to Carbondale.
Turner, N.Y.—With Newburgh Short Cut.
Urbana, O.—With C. C. C. & St. L. and P. C. C. & St. L.
Washingtonville, O.—With Pittsburgh, Lisbon & Western.
Waverly, N.Y.—With Del. Lack. & Western and Lehigh Valley.
Wellsville, N.Y.—With Buffalo & Susquehanna.
West Hawley, Pa.—With Wyoming Division.
Wilders, Ind.—With Chicago, Ind. & Louisv. and Chic. & East. Ill.
Youngstown, O.—With Lake Shore & Michigan Southern Baltimore & Ohio; Pennsylvania Co. and Pittsburgh & Lake Erie.

ERIE RAILROAD

NEW YORK-BUFFALO-CLEVELAND-CINCINNATI AND CHICAGO LINE.

NEW YORK TO PORT JERVIS.

December 21, 1909.	Ms	17	19	21	1	15	53	23	91	93	25	55	3	29	57	31	33	35	59	37	61	39	63	65	5	41	67	69	71	47	51	701	715	721	713	705	717	727	731	708	737
(Eastern time.)			⊡					◈							□	□	□		□	□	□	□	□	□							●										
New York+ δ .lve.		A M	A M	A M	A M	A M	A M	A M	Noon	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	Night	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M
23d Street....+		*255	*355	†7 10	*855	†9 10	†9 10	†10 40	‡12 40	‡12 40	‡12 55	†1 40	*2 40	†2 55	†3 10	†3 53	†3 53	†4 25	†4 25	‡4 38	†4 53	†5 22	†5 22	‖5 37	*6 30	†8 30	†7 40	†9 25	†10 25	*12 00	*12 25	§7 25	§9 10	§9 25	§10 25	§12 35	§1 10	§2 55	§5 25	§7 40	§11 25
Chambers St..+	0	3 30	4 00	7 08	9 00	9 10	9 20	10 45	12 50	12 50	1 00	1 45	2 45	5 00	3 15	4 00	4 00	4 30	4 50	4 40	5 00	5 28	5 28	5 50	6 35	8 35	7 45	8 30	10 30	12 00	12 30	7 30	9 15	9 30	10 30	12 42	1 15	3 00	5 30	7 45	11 30
Jersey City+..δ	1	3 45	4 30	7 30	9 15	9 30	9 35	11 04	1 04	1 07	1 15	2 07	3 00	3 15	3 29	4 14	4 17	4 45	4 52	5 02	5 14	5 42	5 45	8 07	8 50	8 53	7 59	9 47	10 44	12 20	12 45	7 44	9 3	9 44	10 44	12 56	1 30	3 14	5 44	7 59	11 44
Rutherford	10	—	—	7 51	—	—	—	11 21	Via Bergen Co. R.R. Saturday only.	—	1 32	2 26	—	—	3 46	Via Bergen Co. R.R.	—	—	5 11	Via Bergen Co. R.R.	—	Via Bergen Co. R.R.	—	Via Bergen Co. R.R.	—	7 10	8 16	10 02	11 02	—	1 02	8 03	—	10 01	11 07	1 12	1 47	3 31	6 01	8 16	12 01
Carlton Hill	11	—	—	7 55	—	—	—	—		1 27	—	2 29	—	—	3 50		—	—	5 15		—		—		—	7 14	8 20	—	11 06	—	1 06	8 07	—	10 05	—	—	—	3 35	6 05	—	—
Passaic Park	12	—	—	7 37	—	—	—	—		1 30	—	2 31	—	—	3 52		—	—	5 18		—		—		—	7 16	8 22	—	11 08	—	1 09	8 10	—	10 7	—	—	1 53	3 38	6 08	8 21	12 07
Prospect Street	13	—	—	—	—	—	—	—		—	—	2 34	—	—	3 55		—	—	5 21		—		—		—	—	8 25	—	11 11	—	1 12	—	—	10 10	—	—	—	3 41	6 11	—	—
Passaic+.....δ	13	—	—	8 01	—	b —	9 57	11 20		1 35	1 41	2 38	—	—	3 58		—	—	5 25		5 38		c —		—	7 20	8 28	10 09	11 14	a —	1 15	8 14	9 51	10 13	11 09	1 22	1 57	3 44	6 14	8 28	12 12
Harrison Street	13	—	—	—	—	—	—	—		—	—	2 41	—	—	—		—	—	5 27		—		—		—	—	8 31	—	11 17	—	1 17	—	—	1 16	—	—	—	3 46	6 16	—	—
Clifton	14	—	—	8 04	—	—	—	—		—	—	2 44	—	—	4 02		—	—	5 30		—		—		—	—	8 34	—	11 20	—	1 20	8 17	—	10 19	—	—	2 00	3 49	6 19	8 30	12 17
Lake View	15	—	—	8 07	—	—	—	—		—	—	2 48	—	—	—		—	—	5 34		—		c —		—	—	8 37	—	11 24	—	1 23	8 21	—	10 22	—	—	—	3 53	—	8 34	—
Paterson+.....δ	17	4 22	5 08	8 14	a —	b —	10 08	11 40		1 45	1 53	2 55	3 28	‖3 43	4 10		4 46	5 15	5 40		5 45		8 16		j —	7 30	8 43	10 17	11 30	a —	1 29	8 26	10 00	10 27	11 19	1 31	2 07	4 00	6 28	8 40	12 27
River Street	18	—	—	8 17	—	—	—	10 12		—	1 58	2 58	—	—	4 13		—	—	—		5 48		6 20		—	7 33	8 46	—	11 33	—	1 33	8 29	—	10 30	—	1 34	2 10	4 03	6 31	8 44	12 31
Hawthorne	19	—	—	8 20	—	—	—	10 16		1 50	—	3 01	—	—	4 16		—	—	—		—		6 23		—	7 37	8 49	—	11 36	—	1 36	8 32	—	10 34	—	—	2 13	4 06	6 34	8 47	12 34
Ferndale.....δ	21	—	—	—	—	—	—	—		—	—	—	—	—	—		—	—	—		—		—		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ridgewood	22	—	—	8 27	—	—	10 25	11 50	1 34	—	2 05	3 11	—	—	4 23	—	4 55	—	5 52	5 35	5 56	—	6 33	6 43	—	7 42	8 58	10 26	11 44	—	1 45	8 40	10 09	10 43	11 31	1 42	2 20	4 14	6 42	8 55	12 42
Hohokus	23	—	—	8 30	—	—	10 29	—	—	1 58	—	3 15	—	—	4 27	—	4 58	—	—	—	6 00	—	6 37	6 47	—	—	9 01	—	11 47	—	1 48	8 44	—	10 46	—	1 46	2 23	4 18	6 46	8 58	12 48
Waldwick	25	—	—	8 34	—	—	10 33	11 56	—	2 03	2 11	3 18	—	—	4 32	—	5 02	—	5 58	—	6 04	—	6 42	6 52	—	7 48	9 05	—	11 51	—	*1 52	8 49	—	10 51	11 39	1 50	2 27	4 22	6 50	9 04	12 51
Allendale	26	—	5 45	8 38	—	—	10 38	12 00	—	2 07	2 15	3 24	—	—	4 37	—	5 06	—	6 02	—	6 08	—	6 47	6 56	—	7 52	9 09	10 34	11 56	—	¶1 54	8 53	—	10 56	11 44	1 55	2 32	4 26	6 55	9 10	12 55
Ramsey	28	—	5 53	8 43	—	—	10 43	12 05	—	2 12	2 19	3 29	—	—	4 42	—	5 10	—	6 07	—	6 13	—	6 52	7 01	—	7 57	9 14	10 39	12 00	—	¶2 03	8 57	—	11 01	11 48	2 00	2 37	4 31	7 00	9 15	1 00
Mahwah	31	—	5 59	8 48	—	—	10 48	12 10	1 50	—	2 24	3 34	—	—	4 47	—	5 15	—	6 12	—	6 18	—	6 57	7 06	—	8 02	9 19	10 44	12 05	—	¶2 08	9 02	m —	11 06	11 53	2 05	2 42	4 38	7 05	9 20	1 05
Suffern	39	—	6 11	8 54	—	—	10 52	12 16	1 55	2 18	2 26	3 37	—	—	4 50	—	5 18	—	6 15	5 55	6 22	5 52	7 00	7 10	—	8 06	9 23	10 47	12 10	—	¶2 11	9 07	10 26	11 10	11 58	2 10	2 47	4 40	7 08	9 25	1 08
Hillburn	33	—	6 15	8 56	—	—	A M	12 18	—	P M	2 30	P M	—	—	P M	—	5 20	—	P M	—	P M	5 34	P M	P M	—	v —	P M	—	Night	—	¶2 17	9 09	—	A M	12 00	2 12	2 49	P M	P M	9 27	A M
Ramapo	34	—	6 19	9 00	—	—	....	12 21	—	....	2 33	....	—	—	....	—	5 23	—	....	n —	....	5 37	....	....	—	v —	....	—	....	—	¶2 20	9 12	—	....	12 03	2 15	2 52	....	....	9 30	....
Sterlington	35	—	—	9 03	—	—	....	12 23	e —	....	2 36	....	—	—	....	v —	5 25	—	....	n —	....	—	....	....	—	v —	....	—	....	—	¶2 23	9 14	—	....	—	2 18	2 55	....	....	—	....
Sloatsburg	36	—	6 23	9 06	—	—	....	12 25	—	....	2 39	....	—	—	....	—	5 27	—	....	6 03	....	5 42	....	....	—	v —	....	—	....	—	¶2 26	9 17	—	....	12 07	2 21	3 02	....	....	9 36	....
Tuxedo+	39	—	6 38	9 15	—	10 33	....	12 34	2 10	....	2 49	....	a v	—	....	5 14	5 36	5 50	....	6 12	....	5 50	....	....	—	8 24	....	10 57	....	—	¶2 33	9 25	10 37	....	12 15	2 29	3 10	....	....	9 45	....
Southfields	42	—	6 49	9 23	—	—	....	12 42	2 20	....	2 56	....	—	—	....	5 22	5 44	—	....	6 20	....	6 57	....	....	—	8 32	....	P M	....	—	¶2 41	9 33	—	....	12 22	2 37	3 18	....	....	9 51	....
Arden	45	—	6 56	9 28	—	—	....	12 46	2 25	....	3 00	....	—	—	....	5 27	5 49	—	....	6 25	....	7 03	....	....	—	8 37	....	....	....	—	¶2 46	9 37	—	....	12 27	2 42	3 23	....	....	9 56	....
Turner	48	—	7 14	9 34	—	10 52	....	12 54	P M	....	3 08	....	—	—	....	—	5 53	6 06	....	P M	....	7 09	....	8 08	....	8 45	....	....	....	—	¶2 51	9 44	10 54	....	12 33	2 48	P M	....	....	10 05	....
Monroe	50	—	7 25	9 42	—	10 56	....	12 59	....	....	3 12	....	—	—	....	5 38	P M	6 11	....	....	....	7 14	....	....	—	8 50	....	....	....	—	A M	9 50	10 59	....	Noon	2 52	....	....	....	10 16	....
Oxford	53	—	7 32	9 48	—	—	....	1 04	....	....	3 17	....	—	—	....	—	....	6 18	....	....	....	7 19	....	....	—	—	....	....	....	—	....	9 55	—	....	....	2 57	....	....	....	10 18	....
Greycourt	55	6 04	7 49	9 55	—	11 05	....	1 14	....	....	3 25	....	4 27	4 46	....	—	....	6 26	....	....	....	7 27	....	....	—	8 58	....	....	....	—	....	10 03	11 09	....	....	3 05	....	....	....	10 25	....
Chester	56	—	7 55	9 58	—	—	....	1 17	....	....	3 28	....	—	—	....	5 49	....	6 30	....	....	....	7 30	....	....	—	9 02	....	....	....	—	....	10 06	—	....	....	3 08	....	....	....	10 26	....
Goshen+△	60	6 15	8 08	10 06	—	11 15	....	1 26	....	....	3 37	....	‖4 37	4 56	....	5 59	....	6 40	....	....	....	7 39	....	8 27	....	9 11	....	....	....	2 10	....	10 15	11 19	....	....	3 18	....	....	....	10 36	....
New Hampton	64	6 24	A M	10 13	—	—	....	1 33	....	....	3 44	....	—	—	....	—	....	6 49	....	....	....	7 48	....	....	—	—	....	....	....	—	....	10 23	—	....	....	3 26	....	....	....	10 42	....
Mein St. Middletown	67	—	....	10 18	—	—	....	1 38	....	....	3 50	....	—	—	....	—	....	6 56	....	....	....	—	....	....	—	—	....	....	....	—	....	10 28	—	....	....	3 31	....	....	....	—	....
Middletown+△	68	6 45	....	10 23	a —	11 27	....	1 46	....	....	3 55	....	a —	5 12	....	6 11	....	7 01	....	....	....	7 56	....	8 39	....	9 24	....	....	....	2 20	....	10 33	11 33	....	....	3 35	....	....	....	10 52	....
Howell's	71	7 00	....	10 31	—	A M	....	1 56	....	....	4 04	....	—	—	....	P M	....	7 11	....	....	....	P M	....	....	—	P M	....	....	....	—	....	10 42	—	....	....	P M	....	....	....	11 02	....
Otisville	76	7 22	....	10 40	—	—	....	2 06	....	....	4 14	....	—	5 31	....	....	....	7 21	....	....	....	....	....	....	—	....	....	....	....	—	....	10 51	m —	....	....	....	....	....	....	11 11	....
Guymard	81	7 39	....	10 46	—	—	....	2 15	....	....	4 24	....	—	—	....	....	....	7 31	....	....	....	....	....	....	—	....	....	....	....	—	....	11 01	—	....	....	....	....	....	....	11 20	....
Port Jervis+△δ	89	7 57	....	11 02	11 22	....	....	2 30	....	....	4 38	....	5 27	5 51	....	....	....	7 46	....	....	....	....	....	9 15	....	....	....	....	....	3 11	....	11 16	12 13	....	....	....	....	....	....	11 34	....
{ARRIVE	....	A M	....	A M	A M	....	....	P M	....	....	P M	....	P M	P M	....	....	....	P M	....	....	....	....	....	P M	....	....	....	....	....	A M	....	A M	Noon	....	....	....	....	....	....	P M	....
Chicago.....arr.	99‡	....	....	....	....	....	....	....	....	....	....	....	5 34	....	....	....	....	....	....	....	....	....	....	10 30	....	....	....	....	....	8 13	....	....	....	....	....	....	....	....	....	....	....
(Central time.)													P M											P M						A M											

Local Trains—Leave 23d Street ▲4 55, §6 30 p.m., Chambers Street ▲5 00, §6 30, §6 45 p.m., arrive Suffern 6 42, 8 20 p.m. Leave 23d Street for Passaic, Paterson and Waldwick §3 50, *3 55, †5 40, y†9 10, †9 55, §11 25, †11 40, §11 55 a.m., k1 25, §1 55, k2 55, §4 25, □†5 37, k5 52, □y†6 08, †7 10, §8 25, †8 40, §9 25, §10 25, †11 35 p.m. Leave Chambers St. *4 00, †5 45, y†9 20, †10 10, §11 30, †11 45 a.m., §12 00 noon, k1 30, §2 00, k3 00, §4 30, □†5 50, k6 00, □y†8 10, †7 10, §8 30, †8 45, §9 30, §10 30, †11 40 p.m. For Glen Rock—Leave 23d Street k5 22, †6 08 p.m. Leave Chambers Street k5 28, †6 10 p.m. For Ferndale—Leaves 23d Street †2 10 p.m. Leaves Chambers Street †2 15 p.m. For Hawthorne—Leave 23d Street †3 53, □k4 53 p.m., Chambers Street †4 08, □k5 00 p.m. For Paterson—Leave 23d Street k2 55, †4 25, □†5 07, k5 22, †6 08 p.m. Leave Chambers Street k3 00, †4 30, □†5 10, k5 28, †6 10 p.m. For other trains to Ferndale, Hawthorne and Waldwick, see Newark Branch. **NOTE △—See Stop-over Arrangement, page 138.**

* Daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only; a stops to take for Binghamton and points west; b stops to take for Tuxedo and points beyond; c stops Saturday; e stops to leave from New York; k daily, except Saturday and Sunday; i stops to take for Binghamton and beyond, and at other periods to take for Port Jervis and points beyond; j stops to take for Newburgh, Middletown and points beyond; k Saturday only; l regular stop daily, except Saturday and Sunday; Saturday to take for Greycourt and points beyond; m stops to leave from New York and Paterson; n stops to leave from New York or Jersey City; t does not stop Sunday; v stops to leave passengers; y via Bergen County R.R. (does not run to Passaic or Paterson). □ Will not run on holidays. ◈ No. 23 will not run west of Turner on holidays. ▲ Runs only on holidays. ● No. 51 on Saturday night runs to Turner, Sunday night runs to Waldwick, other nights to Suffern. ⊡ On Sunday Train No. 19 leaves 23d Street 3 50 a.m.

+ Coupon stations; δ Telegraph stations.

ERIE RAILROAD

CHICAGO-CINCINNATI-CLEVELAND-BUFFALO AND NEW YORK LINE.

PORT JERVIS TO NEW YORK.

Sept. 26, 1909.	102	50	52	104	48	8	54	38	6	40	56	34	38	44	32	58	42	60	30	62	22	4	64	66	24	2	14	70	26	72	712	702	726	716	730	704	706	734	710
(Central time.)						P M																A M					P M												
Chicago.....lve.						*8 30							□				□					*11 00					*4 00												
(Eastern time.)					A M	A M			A M				A M	A M			A M		A M			P M			P M	P M	P M		P M			A M				P M			P M
Port Jervis △lve.					*4 10	*4 35			*5 40				†6 15	⊙6 20			†7 40		†10 28			*1 34			†3 20	*4 54	*8 56		†7 10			§7 21				§3 20			§7 28
Guymard					— —	— —		From Newburgh.	— —				6 30	6 36			7 54		— —			— —			3 38	— —	— —		7 23			7 36				5 35			— —
Otisville					— —	— —			— —	□			6 42	6 48	□		8 04		10 54			— —			3 47	— —	— —		7 34			7 47				5 46			7 52
Howell's					— —	— —			— —	A M			6 49	6 55	A M		8 10		11 02		Noon	— —			3 54	— —	— —		7 45			7 55				5 53	P M		8 00
Middletown△					— —	5 17			e s	†6 26			6 58	7 04	†7 18		8 21		11 10		†12 57	2 10			4 06	5 31	— —		7 57			S 05				4 02	§4 35		8 09
Main Street					— —	— —			— —	6 28			7 00	7 06	— —		8 23		— —		12 59	— —			— —	— —	— —		— —			8 08				4 06	— —		— —
New Hampton					— —	— —			— —	6 33			7 05	7 11	— —		8 28		— —		1 04	— —			4 12	— —	— —		8 07			8 13				4 10	4 42		— —
Goshen △					— —	5 27			6 33	6 41			7 13	7 19	7 28		8 38		11 23		1 12	— —			4 19	5 42	— —		8 17			8 21				4 18	4 55		8 20
Chester					— —	— —			— —	6 50			7 20	7 26	— —		8 45		— —		1 20	— —			4 28	— —	— —		8 24			8 30				4 28	5 03		8 27
Greycourt					— —	— —			— —	6 55			7 26	7 32	— —		8 53		11 38		1 24	— —			4 36	— —	— —		8 31			8 35				4 30	5 08		8 32
Oxford					— —	— —			— —	6 59			— —	— —	— —		— —		— —		1 29	— —			4 41	— —	— —		— —			8 40				4 36	5 14		— —
Monroe					— —	— —		□	— —	7 08		A M	7 38	7 44	7 47		9 04		— —		1 36	— —			4 49	— —	— —		8 40		A M	8 48		Noon		4 46	5 19		8 44
Turner					— —	— —		A M	h —	7 13		†7 20	7 45	7 51	— —		9 14		11 51		1 44	— —			4 58	— —	— —		8 53		§8 03	8 54		§12 57		4 50	5 24		8 51
Arden					— —	— —		†6 36	— —	— —		7 26	— —	7 55	8 01		— —		— —		1 49	— —			5 03	— —	— —		— —			8 07		9 00		1 02			4 55	5 29		— —
Southfields					— —	— —		6 42	— —	— —		7 31	— —	— —	8 06		b —		— —		1 53	— —			5 08	— —	— —		— —			8 12		9 05		1 07			4 59	5 34		— —
Tuxedo					— —	s6 01		6 49	— —	7 28		7 38	— —	8 04	8 15		9 29		12 03		2 01	2 52			5 17	6 15	— —		8 08			8 20		9 12		1 15			5 08	5 42		9 06
Sloatsburg					— —	— —		6 53	— —	— —		7 42	— —	8 09	— —		9 33		— —		2 06	— —			5 22	— —	— —		8 12			8 26		9 20		1 21			5 15	5 48		— —
Sterlington					— —	— —		6 56	— —	— —		— —	— —	— —	8 20		— —		— —		2 08	— —			5 24	— —	— —		— —			8 29		9 23		1 24			5 18	— —		— —
Ramapo		□			— —	— —		□	6 59	— —	□	7 47	— —	8 13	— —		— —		— —		2 11	— —			5 27	— —	— —		— —			8 32		9 26		1 26			5 21	5 53		— —
Hillburn		A M	A M		— —	— —		A M	7 02	— —	— —	A M	7 50	— —	— —		A M	— —	A M	— —	Noon	2 14	— —	P M	5 30	— —	— —	P M	— —	P M	8 35	9 20	Noon		1 29	P M	5 24	5 56	P M	— —
Suffern		†5 14	†5 37		— —	— —		†6 20	7 05	— —	7 39	†7 25	7 54	8 06	8 16	— —	†8 35	9 40	†10 34	— —	†12 21	2 17	— —	†3 07	†4 45	5 33	— —	— —	†7 42	9 20	*11 09	8 38	9 32	§12 27		1 32	§4 33	5 27	5 59	§7 24	8 17
Mahwah		5 17	5 40		— —	— —		6 23	7 08	— —	— —	7 28	7 57	— —	— —	— —	8 38	— —	10 38	— —	12 24	2 20	— —	3 10	4 48	5 37	— —	— —	7 52	— —	11 12	8 41	9 35	12 31		1 56	4 36	5 30	8 03	7 28	— —
Ramsey	□	5 23	5 46	□	— —	— —		6 29	7 14	— —	— —	7 33	8 02	— —	— —	— —	8 43	— —	10 44	— —	12 29	2 26	— —	3 18	4 53	5 43	— —	— —	7 58	9 27	11 17	8 46	9 41	12 36		1 41	4 41	5 36	6 08	7 33	— —
Allendale	A M	5 27	5 50	A M	— —	— —		6 33	7 18	— —	— —	7 37	8 06	— —	— —	— —	8 47	— —	10 48	— —	12 33	2 30	— —	3 20	4 58	5 47	— —	— —	8 02	9 31	11 21	8 50	9 45	12 40		1 45	4 45	5 40	6 12	7 38	— —
Waldwick	†4 54	5 33	5 56	†6 14	— —	— —		6 40	7 25	— —	— —	7 44	8 13	— —	— —	— —	8 54	— —	10 53	— —	12 38	2 34	— —	3 25	5 02	5 51	— —	— —	8 06	9 35	11 24	8 56	9 51	12 47		1 51	4 52	5 47	6 18	7 44	9 30
Hohokus	4 57	— —	5 59	6 17	— —	— —		6 43	— —	— —	— —	7 47	8 16	— —	— —	— —	8 57	— —	10 56	— —	12 41	2 37	— —	3 28	5 05	— —	— —	— —	8 09	— —	11 27	8 59	9 55	12 50		1 54	—	5 50	6 21	7 47	— —
Ridgewood	5 02	5 39	6 02	6 20	— —	— —		6 47	7 30	e —	— —	7 51	8 19	8 23	8 31	— —	9 00	— —	11 00	— —	12 45	2 40	— —	3 29	5 08	5 56	— —	— —	8 12	9 41	11 30	9 02	9 58	12 53		1 57	4 58	5 54	6 24	7 51	9 36
Ferndale	— —	— —	♭ —	— —	— —	— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Hawthorne	5 06	5 45	6 09	6 27	— —	— —	Via Bergen County R.R.		Via Bergen County R.R.	Via Bergen County R.R.	7 59	Via Bergen County R.R.	— —	— —	Via Bergen County R.R.	— —	— —	11 07	— —	12 52	— —	— —	— —	3 37	5 16	6 03	— —	Via Bergen County R.R.	— —	— —	11 38	9 09	10 07	1 01	2 06	5 07	— —	— —	7 59	— —
River Street	5 09	5 48	6 12	6 30	— —	— —					8 03		— —	— —		9 08	— —	11 11	— —	12 55	— —	— —	— —	3 40	5 20	— —	— —		8 20	— —	11 41	9 12	10 10	1 04	2 08	5 10	— —	— —	8 03	— —
Paterson	5 14	5 53	6 16	6 35	a —	n —					8 08		8 35	8 41		9 12	10 03	11 15	c —	1 00	2 49	d —	3 44	5 25	6 10	§6 47			8 27	9 54	11 45	9 16	10 15	1 08	2 13	5 15	6 05	6 35	8 08	9 47
Lake View	5 18	5 58	6 22	6 41	— —	— —					— —		— —	— —		— —	— —	11 19	— —	1 04	— —	— —	3 48	— —	— —	— —			— —	— —	11 49	9 20	— —	1 14	2 19	— —	— —	— —	8 12	— —
Clifton	5 21	6 01	6 25	6 44	— —	— —					— —		— —	— —		9 18	— —	11 23	— —	1 07	— —	— —	3 51	5 31	— —	— —			— —	— —	11 52	9 24	10 21	1 18	2 23	5 21	— —	— —	8 16	— —
Harrison Street	5 24	6 04	6 28	— —	— —	— —					— —		— —	— —		9 21	— —	11 25	— —	1 09	— —	— —	3 54	— —	— —	— —			— —	— —	11 54	— —	— —	1 21	— —	5 24	— —	— —	8 19	— —
Passaic	5 27	6 07	6 31	6 49	— —	— —					8 17		8 45	8 50		9 24	— —	11 29	c —	1 12	2 58	— —	3 57	5 36	6 20	— —			8 36	10 02	11 56	9 29	10 26	1 24	2 28	5 26	6 16	— —	8 22	9 57
Prospect Street	5 30	6 09	6 33	6 52	— —	— —					8 19		— —	— —		9 27	— —	11 31	— —	1 14	— —	— —	3 59	5 38	— —	— —			8 38	— —	11 58	— —	— —	1 26	— —	5 28	— —	— —	8 25	— —
Passaic Park	5 33	6 11	6 35	6 55	— —	— —					— —		— —	— —		9 30	— —	11 33	— —	1 17	— —	— —	4 01	5 41	— —	— —			8 40	— —	12 00	9 33	10 30	1 29	2 32	5 31	— —	— —	8 29	— —
Carlton Hill	5 35	6 14	6 37	6 58	— —	— —					— —		— —	8 54		9 33	— —	11 35	— —	1 20	— —	— —	4 04	5 44	— —	— —			8 42	— —	12 02	— —	— —	1 32	2 35	5 34	— —	— —	8 30	— —
Rutherford	5 39	6 18	6 41	7 02	— —	— —	7 14		— —	— —	— —	8 43	— —	— —		9 38	— —	11 39	— —	1 24	3 06	— —	4 08	5 48	6 28	— —			8 46	10 09	12 06	9 38	10 37	1 36	2 39	5 39	6 22	— —	8 36	10 06
Jersey City	5 56	6 36	7 00	7 19	7 04	7 25	7 31	8 03	8 15	8 26	8 41	9 01	9 07	9 12	9 11	9 56	10 31	11 56	1 11	1 41	3 22	3 55	4 24	6 08	6 45	7 16	9 10		9 03	10 26	12 23	9 56	10 56	1 54	2 56	5 56	6 40	7 07	8 52	10 22
Chambers Street	6 07	6 47	7 14	7 32	27 14	7 44	7 44	8 14	r8 30	8 42	8 52	9 13	9 22	9 22	9 22	10 07	10 42	12 07	1 22	1 52	3 35	4 12	4 42	6 22	7 02	7 27	9 22		9 22	10 37	12 37	10 07	11 07	2 07	3 07	6 07	6 52	7 27	9 07	10 37
23d Street	6 15	7 00	7 30	7 45	27 30	7 45	8 00	8 30	r8 30	8 50	9 00	9 30	9 30	9 30	9 30	10 15	10 50	12 15	1 30	2 00	3 43	4 15	4 45	6 30	7 15	7 35	9 30		9 30	10 45	12 45	10 15	11 15	2 15	3 16	6 16	7 00	7 35	9 15	10 45
New York.....arr	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M		P M	P M	Night	A M	A M	P M	P M	P M	P M	P M	P M	P M

Local Trains—Leave Waldwick for New York §6 15, †6 45, †7 08, □†7 17, †7 36, §7 52, ⊙8 04, □†8 20, §9 27, †9 55, §11 23 a.m., †12 00 noon, †1 50, §3 50, †4 02, †6 11, †6 50, §6 51, §7 20, §8 51, †10 05 p.m. Leaves Glen Rock □†7 10 a.m., Hawthorne □†7 16 a.m., arrives Chambers Street 8 14 a.m., 23d Street 8 30 a.m. Leaves Paterson †7 58 p.m., arrives Chambers Street 8 37 p.m., 23d Street 8 45 p.m. For additional trains Ferndale, Waldwick and Hawthorne to New York, see Newark Branch.

Additional Sunday Train—Leaves Suffern 6 45 a.m., arriving Chambers Street 8 22 a.m., West 23d Street 8 30 a.m.

*Daily; †daily, except Sunday; §Sunday only; *a* stops to leave passengers for Paterson and Newark from Binghamton and points beyond; *b* stops to take passengers for New York; *c* stops to leave passengers; *d* stops to leave passengers from Binghamton and points beyond; *e* stops to leave passengers from Hornell and points west; *h* stops to leave passengers for Newburgh from Binghamton and points beyond; *i* stops to leave passengers for Paterson, Passaic and Newark from Lackawaxen and points west; *n* stops to leave passengers for Paterson, Passaic and Newark; *o* stops to leave passengers for Paterson and Newark from points west of Port Jervis; *r* on Sunday arrives New York, Chambers Street, 8 37 a.m., 23d Street 8 45 a.m.; *s* stops Sunday only; *z* Sunday arrives Chambers Street 7 23 a.m., 23d Street 7 45 a.m.

⊙ Runs only on holidays. Trains marked □ do not run on holidays. ♭ Stops on holidays to take passengers.

NOTE △—See Stop-over Arrangement, page 138.

THE JANNEY "X" COUPLER THE McCONWAY & TORLEY CO. PITTSBURGH, PA.

ERIE RAILROAD

New York-Buffalo-Cleveland-Cincinnati and Chicago Line.

NEW YORK TO SALAMANCA.

THROUGH TRAINS. | LOCAL TRAINS.

October 15, 1909.	Ms	1	3	5	9	47	17	115	35	19	29
(Eastern time.)	...	A M	P M	P M	P M	Night	A M	A M	.....	.....	P M
New York { 23d Street. lve.	0	*8 55	*2 40	*6 30	*7 55	*12 00	*2 55	†8 55	.....	.....	†2 55
New York { Chambers St.	0	9 00	2 46	6 36	8 00	12 00	3 30	9 00	.....	.....	3 00
[LEAVE	...	A M	P M	P M	P M	A M	A M	A M	.....	.....	P M
Port Jervis△..+	89	*11 27	*5 32	*9 20	*10 35	*3 18	*8 05	†11 40	.....	.....	†8 00
Sparrowbush	91	– –	– –	– –	– –	– –	– –	11 46	.....	.....	8 06
Pond Eddy	100	– –	– –	– –	– –	– –	8 29	12 02	.....	.....	8 24
Parker's Glen	104	– –	– –	– –	– –	– –	8 39	12 10	.....	.....	8 33
Shohola	107	s –	– –	– –	– –	– –	8 50	12 20	.....	.....	8 42
Lackawaxen△+	111	12 00	h y	– –	– –	3 58	9 00	12 28	.....	.....	7 03
Westcolang Park	115	– –	– –	– –	– –	– –	– –	Noon	.....	.....	7 08
Mast Hope	117	– –	– –	– –	– –	– –	9 10	═══	.....	.....	7 13
Narrowsburg△	123	n –	– –	– –	– –	– –	9 30	.....	.....	.....	7 24
Cochecton△	131	n –	– –	– –	– –	– –	10 04	.....	.....	.....	7 42
Callicoon△.....+	137	12 42	6 49	10 28	– –	4 39	10 30	.....	.....	.....	7 56
Hankins	143	– –	– –	– –	– –	– –	10 55	.....	.....	.....	8 11
Long Eddy	148	– –	– –	– –	– –	– –	11 10	.....	.....	.....	8 20
Lordville	154	– –	– –	– –	– –	– –	11 30	.....	.....	.....	8 31
Stockport	160	– –	– –	– –	– –	– –	11 50	.....	.....	.....	8 39
Hancock△.....+	164	1 21	7 31	– –	– –	5 26	12 06	.....	.....	.....	8 52
Deposit△.....+	177	1 41	7 54	– –	– –	5 48	12 50	.....	.....	.....	9 20
Oquaga	181	– –	– –	– –	– –	– –	1 00	.....	.....	.....	9 28
Gulf Summit	185	– –	– –	– –	– –	– –	1 10	25	.....	.....	9 38
Susquehanna△ arr.	103	2 13	8 30	12 00	1 15	6 22	*1 30	A M	A M	P M	8 55
Susquehanna+ lve.	103	2 17	8 37	12 05	1 20	6 30	†1 35	*6 50	*10 45	*6 15	10 00
Hickory Grove	197	– –	– –	– –	– –	– –	1 43	6 57	10 52	6 23	– –
Great Bend....+	201	– –	– –	– –	– –	– –	1 51	7 06	11 00	6 33	10 15
Kirkwood	207	– –	– –	– –	– –	– –	2 01	7 17	11 10	6 44	10 26
Langdon	209	– –	– –	– –	– –	– –	2 09	7 23	11 16	6 51	– –
Binghamton△+	216	2 50	9 10	12 38	1 53	7 10	2 20	7 39	11 30	7 12	10 40
Lestershire.....+	218	– –	– –	– –	– –	– –	P M	7 46	11 36	7 19	P M
Hooper	222	– –	– –	– –	– –	– –	– –	– –	– –	– –	═══
Endicott	223	– –	– –	– –	– –	d –	.....	7 55	11 44	7 28	.....
Union.....+	224	– –	– –	– –	– –	– –	.....	7 59	11 48	7 32	.....
Campville	231	– –	– –	– –	– –	– –	.....	8 11	12 00	7 46	.....
Hiawatha	234	– –	– –	– –	– –	– –	.....	8 19	12 07	7 53	.....
Owego△.....+	238	3 19	9 39	d q	– –	7 39	.....	8 29	12 16	8 03	.....
Tioga Center	243	– –	– –	– –	– –	– –	.....	8 39	12 26	8 15	.....
Smithboro	247	– –	– –	– –	– –	– –	.....	8 48	12 34	8 24	.....
Barton	250	– –	– –	– –	– –	– –	.....	8 54	12 40	8 31	.....
Waverly△.....+	257	3 44	10 04	d q	– –	8 04	.....	9 06	12 52	8 45	.....
Chemung	261	– –	– –	– –	– –	– –	.....	9 15	1 02	8 57	.....
Wellsburg	267	– –	– –	– –	– –	– –	.....	9 25	1 12	9 09	.....
Henry St. (Elmira)	273	– –	– –	– –	– –	– –	.....	9 35	1 22	9 20	.....
Elmira△.....+	274	4 10	10 33	2 00	3 15	8 30	.....	9 45	1 30	9 30	.....
Horse Heads	279	– –	– –	– –	– –	– –	.....	9 56	1 39	9 41	.....
Big Flats	284	– –	– –	– –	– –	– –	.....	10 06	1 47	9 52	.....
East Corning	287	– –	– –	– –	– –	– –	.....	10 16	1 54	9 59	.....
Corning△.....+	292	4 37	10 59	2 27	– –	9 00	.....	10 30	2 08	10 15	.....
Painted Post	294	– –	– –	– –	– –	– –	.....	10 37	2 13	10 20	.....
Erwins	297	– –	– –	– –	– –	– –	.....	10 45	2 23	10 28	.....
Addison△.....+	303	4 54	•	– –	– –	9 20	.....	10 55	2 35	10 41	.....
Rathbone	308	– –	– –	– –	– –	– –	.....	11 05	2 48	10 52	.....
Cameron Mills	313	– –	– –	– –	– –	– –	.....	11 15	2 57	11 03	.....
Cameron	316	– –	– –	– –	– –	– –	.....	11 21	3 05	11 10	.....
Adrian	324	– –	– –	– –	– –	– –	.....	11 33	3 20	11 26	.....
Canisteo.....+	329	– –	– –	– –	– –	10 05	.....	11 42	3 30	11 35	.....
Hornell△..+ arr.	333	5 36	12 00	3 30	4 45	10 15	.....	11 50	3 42	11 46	.....
Buffalo△	425	*8 00	.....	.....	*7 20	*1 15	A M	P M	P M	P M	29
[ARRIVE	...	P M	.....	.....	A M	P M	.....	.....	.....	.....	A M
Hornell△..+ lve.	333	*5 50	*12 05	*3 35	.....	*10 25	.....	.....	.....	.....	*8 00
Almond	338	6 03	– –	– –	.....	10 40	.....	.....	.....	.....	8 13
Alfred.....+	342	8 14	– –	– –	.....	10 54	.....	.....	.....	.....	8 23
Andover	350	6 31	– –	– –	.....	11 20	.....	.....	.....	.....	8 39
Wellsville△...+	359	6 46	12 55	4 25	.....	11 40	.....	.....	.....	.....	8 54
Scio	363	6 54	– –	– –	.....	11 50	.....	.....	.....	.....	9 04
Belmont.....+	367	7 09	– –	e –	.....	12 04	.....	.....	.....	.....	9 13
Belvidere	370	7 16	– –	– –	.....	– –	.....	.....	.....	.....	9 19
Friendship△....+	375	7 28	– –	– –	.....	12 21	.....	.....	.....	.....	9 31
Cuba△.....+	384	7 43	– –	i –	.....	12 40	.....	.....	.....	.....	9 51
Hinsdale	391	7 57	– –	– –	.....	12 52	.....	.....	.....	.....	10 05
Olean△.....+	396	8 14	1 53	5 25	.....	1 05	.....	.....	.....	.....	10 20
Allegany.....+	400	8 26	– –	– –	.....	1 14	.....	.....	.....	.....	10 28
Carrollton.....+	409	8 44	– –	– –	.....	1 38	.....	.....	.....	.....	10 47
Kill Buck	412	– –	– –	– –	.....	– –	.....	.....	.....	.....	– –
Salamanca△ arr.	414	8 00	2 20	5 58	.....	1 55	.....	.....	.....	.....	11 00
(Eastern time.)	...	P M	A M	A M	.....	P M	.....	.....	.....	.....	A M
(Central time.)	...	.....	.....	A M	.....	P M	.....	.....	.....	.....	.....
Dunkirk.....arr.	461	.....	A M	*8 54	.....	*6 15	.....	.....	.....	.....	†1 15
Cleveland ...arr.	639	.....	*8 55	*11 55	.....	*8 35	.....	.....	.....	.....	P M
Cincinnati...arr.	873	.....	*2 50	A M	.....	*7 20	.....	.....	.....	.....	.....
Chicago	999	.....	*6 34	.....	.....	*8 13	.....	.....	.....	.....	.....
[ARRIVE	...	.....	P M	.....	.....	A M	.....	.....	.....	.....	.....

For additional trains between Painted Post and Elmira see Rochester Division.

SALAMANCA TO NEW YORK.

THROUGH TRAINS. | LOCAL.

October 15, 1909.	4	102 and 2	48	8	12	8	20 and 46	30	28	.....	.....
(Cent. time) [LVE.	A M	.....	.....	P M	P M	.....	.....	.....	.....	.....	.....
Chicago	*11 00	.....	.....	*9 30	*10 58	.....	.....	.....	.....	.....	.....
Cincinnati ..lve.	*2 00	.....	.....	A M	.....	P M	.....	.....	.....	.....	.....
Cleveland ...lve.	*8 45	.....	.....	*8 10	.....	*1 00	.....	.....	A M	.....	.....
Dunkirk	P M	.....	.....	.....	.....	*6 10	.....	.....	*8 55	.....	.....
[LEAVE	.....	.....	.....	.....	.....	P M	.....	.....	.....	.....	.....
(Eastern time.)	A M	A M	.....	P M	P M	P M	.....	.....	Noon	.....	.....
Salamanca△ lve.	*4 55	*7 00	.....	*5 03	*5 35	*8 35	.....	.....	*12 40	.....	.....
Kill Buck	– –	7 04	.....	– –	– –	– –	.....	.....	– –	.....	.....
Carrollton	– –	7 10	.....	5 13	– –	– –	.....	.....	12 55	.....	.....
Allegany	– –	7 28	.....	– –	5 59	– –	.....	.....	1 14	.....	.....
Olean△	5 25	7 37	.....	5 34	6 09	9 06	.....	.....	1 22	.....	.....
Hinsdale	– –	7 50	.....	– –	6 18	– –	.....	.....	1 31	.....	.....
Cuba△	– –	8 05	.....	5 58	– –	– –	.....	.....	1 44	.....	.....
Friendship△	– –	8 23	.....	6 16	– –	– –	.....	.....	2 01	.....	.....
Belvidere	– –	8 31	.....	– –	– –	– –	.....	.....	2 12	.....	.....
Belmont	– –	8 39	.....	6 32	– –	c –	.....	.....	2 22	.....	.....
Scio	– –	8 50	.....	– –	– –	– –	.....	.....	2 33	.....	.....
Wellsville△	6 19	9 00	.....	6 50	7 19	10 10	.....	.....	2 43	.....	.....
Andover	– –	9 20	.....	7 06	– –	– –	.....	.....	2 58	.....	.....
Alfred	– –	9 41	.....	– –	7 48	– –	.....	.....	3 14	.....	.....
Almond	– –	9 52	.....	– –	– –	– –	.....	.....	3 21	.....	.....
Hornell△.....arr.	7 05	10 10	.....	7 45	8 05	10 57	.....	.....	3 30	.....	.....
[LEAVE	.....	A M	P M	.....	P M	P M	.....	.....	.....	.....	.....
Buffalo△	.....	*8 30	*400	.....	═══	*8 30	A M	.....	.....	.....	.....
Hornell△.....lve.	7 11	*10 52	*800	8 15	.....	*11 05	*5 05	.....	3 40	.....	.....
Canisteo	– –	11 00	8 10	– –	.....	– –	5 14	.....	3 49	.....	.....
Adrian	– –	– –	– –	– –	.....	– –	5 24	.....	3 59	.....	.....
Cameron	– –	– –	– –	– –	.....	– –	5 30	.....	4 14	.....	.....
Cameron Mills	– –	– –	– –	– –	.....	– –	5 45	.....	4 21	.....	.....
Rathbone	– –	– –	– –	– –	.....	– –	5 55	.....	4 32	.....	.....
Addison△	7 54	11 32	8 50	9 05	.....	v –	6 05	.....	4 43	.....	.....
Erwins	– –	– –	– –	– –	.....	– –	6 15	.....	4 54	.....	.....
Painted Post	– –	– –	– –	– –	.....	– –	6 23	.....	5 03	.....	.....
Corning△	8 12	11 48	9 10	9 38	.....	12 05	6 33	.....	5 13	.....	.....
East Corning	– –	– –	– –	– –	.....	– –	6 41	.....	5 22	.....	.....
Big Flats	– –	– –	– –	– –	.....	– –	6 48	.....	5 30	.....	.....
Horse Heads	– –	– –	– –	– –	.....	– –	6 58	.....	5 41	.....	.....
Elmira△	8 37	12 13	9 40	10 17	.....	12 34	7 08	.....	6 00	.....	.....
Henry Street	– –	– –	– –	– –	.....	– –	7 11	.....	6 04	.....	.....
Wellsburg	– –	– –	– –	– –	.....	– –	7 22	.....	6 16	.....	.....
Chemung	– –	– –	– –	– –	.....	– –	7 33	.....	6 28	.....	.....
Waverly△	9 01	12 37	1014	10 45	.....	v x	7 43	.....	6 39	.....	.....
Barton	– –	– –	– –	– –	.....	– –	7 57	.....	6 53	.....	.....
Smithboro	– –	– –	– –	– –	.....	– –	8 04	.....	7 00	.....	.....
Tioga Center	– –	– –	– –	– –	.....	– –	8 12	.....	7 09	.....	.....
Owego△	9 26	1 02	1050	11 15	.....	– –	8 23	.....	7 20	.....	.....
Hiawatha	– –	– –	– –	– –	.....	– –	8 31	.....	7 28	.....	.....
Campville	– –	– –	– –	– –	.....	– –	8 39	.....	7 38	.....	.....
Union	– –	– –	– –	– –	.....	– –	8 51	.....	7 48	.....	.....
Endicott	– –	– –	– –	– –	.....	– –	8 55	.....	7 52	.....	.....
Hooper	– –	– –	– –	– –	1 22	– –	8 58	.....	– –	.....	.....
Lestershire	– –	– –	– –	– –	P M	– –	9 04	A M	8 01	.....	.....
Binghamton△	10 00	1 52	1143	12 05	†3 05	2 03	9 11	†600	8 11	.....	.....
Langdon	– –	– –	– –	– –	3 17	– –	9 29	– –	8 24	.....	.....
Kirkwood	– –	– –	– –	– –	3 23	– –	9 36	– –	8 30	.....	.....
Great Bend	– –	– –	– –	– –	3 33	– –	9 52	6 23	8 41	.....	.....
Hickory Grove	– –	– –	– –	– –	3 42	– –	10 11	– –	8 51	.....	.....
Susquehanna△.arr.	10 35	2 02	1228	12 43	3 50	2 38	10 23	6 38	9 00	.....	.....
Susquehanna...lve.	10 40	2 06	1235	12 48	P M	2 43	*11 45	6 43	P M	.....	.....
Gulf Summit	– –	– –	– –	– –	.....	– –	12 09	7 02	.....	.....	.....
Oquaga	– –	– –	– –	– –	.....	– –	12 21	– –	.....	.....	.....
Deposit△	11 15	2 38	1 16	1 30	.....	– –	12 46	7 18	.....	.....	.....
Hancock△	11 34	2 56	1 41	1 55	.....	– –	1 14	7 39	.....	.....	.....
Stockport	– –	– –	– –	– –	.....	– –	1 24	7 46	.....	.....	.....
Lordville	– –	– –	– –	– –	.....	– –	1 37	7 56	.....	.....	.....
Long Eddy	– –	– –	– –	– –	.....	– –	1 49	8 09	.....	.....	.....
Hankins	– –	– –	– –	– –	.....	– –	2 08	8 17	.....	.....	.....
Callicoon△	z –	3 37	2 33	2 51	.....	– –	2 21	8 33	.....	.....	.....
Cochecton△	– –	– –	– –	– –	.....	– –	2 48	8 43	.....	.....	.....
Narrowsburg△	– –	– –	– –	– –	.....	– –	3 22	8 58	.....	.....	.....
Mast Hope	– –	– –	– –	– –	.....	– –	3 36	9 09	.....	.....	.....
Westcolang Park	– –	– –	– –	– –	.....	– –	– –	9 14	.....	.....	.....
Lackawaxen△	l –	4 13	– –	3 44	.....	– –	3 50	9 32	.....	.....	.....
Shohola	– –	– –	– –	– –	.....	– –	4 33	9 41	.....	.....	.....
Parker's Glen	– –	– –	– –	– –	.....	– –	4 40	9 49	.....	.....	.....
Pond Eddy	– –	– –	– –	– –	.....	– –	4 48	9 57	.....	.....	.....
Sparrowbush	– –	– –	– –	– –	.....	– –	– –	10 16	.....	.....	.....
Port Jervis△....	1 20	4 43	4 05	4 30	.....	5 35	5 08	10 22	.....	.....	.....
[ARRIVE	P M	P M	A M	A M	.....	A M	P M	A M	.....	.....	.....
Chambers St.	4 12	7 27	7 14	7 44	.....	8 30	.....	1 22	.....	.....	.....
23d Street	4 16	7 36	7 30	7 45	.....	8 30	.....	1 30	.....	.....	.....
New York....arr.	P M	P M	A M	A M	.....	A M	.....	P M	.....	.....	.....

n Stops to leave from New York, Paterson and Port Jervis; g stops to take for Hornell and west; s stops Sunday; v stops to leave from Buffalo; x stops to let off passengers from points west of Salamanca; y stops on Sunday to leave passengers; z stops to take for New York.

*Daily; †daily, except Sunday; ¶ daily, except Monday; § Sunday only; c stops to leave Buffalo, Pittsburgh and Cleveland passengers; d stops to leave from New York; e stops Monday, Wednesday and Friday to take for Buffalo, Cleveland and west of Marion; h stops to take for Binghamton and west; i stops Tuesday, Thursday and Saturday to take for Buffalo, Cleveland and west of Marion; k Saturday only; l stops to let off from Binghamton and points west, destined to points on Wyoming Division. • Stops to take passengers for Chicago and Cincinnati. + Coupon stations.

NOTE △—See Stop-over Arrangement, page 138.

ERIE RAILROAD

New York-Cleveland-Cincinnati and Chicago Line.

SALAMANCA TO MARION, O.

THROUGH TRAINS. | LOCAL TRAINS.

December 21, 1909.	Ms	3	5	47	101	7	37			
(Eastern time.)	...	P M	P M	Night						
New York (Chambers St.) lve.	0	*2 40	*6 50	*1200						
Salamanca △ arr.	414	2 20	5 58	1 55						
(Eastern time.)	...	A M	A M	P M			Mix.			
(Central time.)	...	A M	A M	P M	P M		A M			
Salamanca + △ ... ♂ lve.	414	*1 25	*5 05	*1 05	*8 10		*6 30			
Red House ♂	422	— —	— —	— —	8 24		7 00			
Steamburg ♂	426	— —	— —	1 42	8 32		7 28			
Randolph + ♂	432	— —	5 38	1 56	8 42		7 55			
Kennedy ♂	439	— —	— —	— —	8 54		8 20			
Falconer ♂	444	— —	— —	— —	♂ —		8 50			
Jamestown △ ... ♂ arr.	447	2 18	6 10	2 30	9 10		9 10			
(Chautauqua Lake).	...				P M	Noon	A M			
Jamestown + △ ... lve.	447	2 18	6 10	2 40	═══	†1200	═══			
Lakewood (Chaut. Lake). + △ ♂	453	— —	— —	— —		12 12				
Ashville ♂	455	— —	— —	— —		12 18				
Watt's Flats ♂	459	— —	— —	— —		12 25				
Niobe	462	— —	— —	— —		12 31				
Bear Lake ♂	465	— —	— —	— —		12 40				
Columbus ♂	472	— —	— —	— —		12 52				
Corry + △ ♂ arr.	475	3 00	7 01	3 31		1 00				
Corry lve.	475	3 00	7 01	3 31		1 05				
Concord ♂	480	— —	— —	— —		1 15				
Union City + △ ♂	487	— —	7 19	3 49		1 27				
Mill Village ♂	493	— —	— —	— —		1 38				
Miller's ♂	499	— —	— —	— —		1 48				
Cambridge Springs + △ ♂	503	m —	7 47	4 15		1 54				
Venango ♂	506	— —	— —	— —		2 02				
Saegertown + △ ♂	511	— —	8 04	4 30		2 11				
Meadville + △ arr.	517	3 56	8 16	4 40		2 25				
Meadville ♂ lve.	517	4 01	8 23	4 47		2 30				
Geneva ♂	524	— —	— —	— —		2 46				
Stony Point	530	— —	— —	— —		2 54				
Atlantic ♂	535	— —	— —	— —		3 03	45			
Amasa	539	— —	— —	— —		— —	A M			
Greenville + △ ♂	543	4 42	9 05	5 33		3 18	†6 08			
Shenango + ♂	545	— —	— —	— —		3 24	6 15			
Transfer ♂	549	— —	— —	— —		3 31	6 23			
Sharpsville +	556	— —	— —	— —		3 43	— —			
Sharon + △ (Mahoning Div.)	559	5 09	9 33	6 04		3 49		Via Cortland.		
Hubbard (Mahoning Div.)	565	— —	— —	— —	15	4 00				
Youngstown △ ... arr. (Mahoning Div.)	573	5 35	9 58	6 30	A M	4 16				
Youngstown + ... lve. (Mahoning Div.)	573	5 40	10 05	6 35	*9 35	4 21				
Girard (Mahoning Div.)	577	— —	— —	— —	9 45	4 29				
Niles + △ (Mahoning Div.)	581	a —	10 22	6 52	9 53	4 36	— —			
Warren + △ (Mahoning Div.)	587	6 04	10 31	7 03	10 00	4 45	— —			
Leavittsburg + △ ... ♂ arr. (Mahoning Div.)	590	— —	10 38	— —	10 07	5 05	7 20			
Cleveland + ♂	639	*8 55	*1155	*8 35	*1155	*8 35	8 55			
[ARRIVE	...	A M	A M	P M	A M	P M	A M			
Leavittsburg △ ... lve.	590	— —		— —	*1020	†5 05				
Braceville ♂	594	— —		— —	— —	5 13				
Windham ♂	599	— —		— —	10 38	5 22				
Freedom ♂	604	— —		— —	10 50	5 34				
Ravenna + △ ♂	610	6 44		7 49	11 03	5 46				
Kent + △ ♂	617	7 01		8 07	11 20	6 05				
Tallmadge ♂	622	— —		— —	11 32	6 15				
Akron + △ ♂	627	7 19		8 27	11 45	6 25				
Barberton + ♂	634	7 32		8 42	12 02	P M				
Sherman ♂	636	— —		— —	— —					
Silver Creek ♂	639	— —		— —	— —					
Wadsworth + △ ♂	641	— —		9 00	12 21					
Rittman ♂	645	— —		—	12 29					
Sterling + △ ♂	649	— —		8 20	12 37					
Creston + △ ♂	652	— —		9 30	12 46					
Burbank ♂	657	— —		— —	12 56					
West Salem + ♂	664	— —		— —	1 09					
Polk ♂	670	— —		— —	1 20					
Nankin ♂	673	— —		— —	1 25					
Ashland + △ ♂	677	8 41		10 27	1 36					
Pavonia ♂	686	— —		— —	1 52					
Mansfield + △ ♂	694	9 12		11 03	2 11					
Ontario ♂	701	— —		— —	2 27					
Galion + △ ♂	709	9 40		11 40	2 47					
Martel ♂	717	— —		— —	3 00					
Caledonia ♂	721	— —		— —	3 08					
Marion + △ ♂	730	10 15		12 22	3 30					
[ARRIVE	...	A M		Night	P M					
Cincinnati	873	2 50		7 20	8 40					
[ARRIVE	...	P M		A M	P M					
Chicago	999	5 34		8 13	10 50					
[ARRIVE	...	P M		A M	P M					

Stops to take passengers for points east of Jamestown and to let off from west of Leavittsburg, when connection is not made with No. 22 at that point; m stops to leave passengers from Hornell and points east, and on Mondays to take passengers.

MARION, O., TO SALAMANCA.

THROUGH TRAINS. | LOCAL TRAINS.

STATIONS.	4	14	8	12	6	16	10	46	48	28
[LEAVE	A M		P M	P M						
Chicago	*1100		*9 50	*1058						
[LEAVE	P M	P M				A M				
Cincinnati	*2 00	*7 40				*7 30				
[LEAVE	P M	Night	A M	A M		Noon				
Marion △	*6 20	*12 01	*5 23	*7 00		*1253				
Caledonia	— —	— —	— —	— —		1 08				
Martel	— —	— —	— —	— —		1 16				
Galion △	6 54	12 34	6 00	7 35		1 35				
Ontario	— —	— —	— —	— —		1 51				
Mansfield △	7 24	1 05	6 32	8 09		2 05				
Pavonia	— —	— —	— —	— —		2 23				
Ashland △	7 53	— —	7 07	8 41		2 40				
Nankin	— —	— —	— —	— —		2 48				
Polk	— —	— —	— —	— —		2 54				
West Salem	— —	— —	7 30	— —		3 08				
Burbank	— —	— —	7 42	— —		3 18				
Creston △	g —	— —	7 52	— —		3 30				
Sterling △	— —	— —	8 00	— —		3 39				
Rittman	— —	— —	8 07	— —		3 48				
Wadsworth △	— —	— —	8 16	— —		3 55				
Silver Creek	— —	— —	— —	— —		4 00				
Sherman	— —	— —	— —	— —		— —				
Barberton	9 03	— —	8 31	— —		4 12		Noon		
Akron △	9 20	3 05	8 50	10 06		4 30		†1215		
Tallmadge	— —	— —	— —	— —		4 43		12 25		
Kent △	9 45	3 30	9 18	10 30		5 00		12 40		
Ravenna △	9 58	— —	9 32	— —		5 12		12 55		
Freedom	— —	— —	— —	— —		5 24		1 11		
Windham	— —	— —	— —	— —		5 36		1 26		
Braceville	— —	— —	— —	— —		5 45		1 37		
Leavittsburg △ ... arr.	— —	— —	10 03	11 15		5 53		1 45		
[LEAVE	P M	A M	A M		P M				P M	P M
Cleveland	*8 45	*2 30	*8 10		*1 00				†3 00	*5 30
Leavittsburg ... lve. (Mahoning Div.)	— —	— —	10 03	11 20	— —	5 53		1 45	†5 10	7 18
Warren △ (Mahoning Div.)	10 36	4 21	10 09	— —	2 14	6 00		1 53	5 17	7 26
Niles △ (Mahoning Div.)	10 45	— —	10 20	— —	2 24	6 10		2 02		7 36
Girard (Mahoning Div.)	— —	— —	j —	— —	— —	6 19		2 10		7 43
Youngstown △ . arr. (Mahoning Div.)	11 03	4 50	10 38	— —	2 38	6 30	A M	2 30	Via Cortland.	7 55
Youngstown ... lve. (Mahoning Div.)	11 09	5 02	10 43	— —	2 47	P M	†6 00	P M		8 03
Hubbard (Mahoning Div.)	— —	— —	— —	— —	— —		6 14			8 20
Sharon △ (Mahoning Div.)	11 35	— —	11 11	— —	3 13		6 26			8 32
Sharpsville (Mahoning Div.)	— —	— —	11 19	— —	— —		6 33			P M
Transfer	— —	— —	— —	— —	— —		6 46		6 07	
Shenango	— —	5 54	11 41	12 15	3 40		6 54		6 16	
Greenville △	12 07	— —	11 47	— —	3 45		6 59		6 22	
Amasa	— —	— —	— —	— —	— —		— —		P M	
Atlantic	— —	— —	— —	— —	— —		7 13			
Stony Point	— —	— —	— —	— —	— —		7 22			
Geneva	— —	— —	— —	— —	— —		7 31			
Meadville △ ... arr.	12 50	6 40	12 31	1 05	4 25		7 44			
Meadville ... lve.	12 55	6 45	12 36	1 15	4 31		7 50			
Saegertown △	— —	— —	12 48	— —	4 43		8 04			
Venango	— —	— —	— —	— —	— —		8 19			
Cambridge Spgs △	h —	7 12	1 03	1 40	4 57		8 26			
Miller's	— —	— —	— —	— —	— —		8 33			
Mill Village	— —	— —	— —	— —	— —		8 47			
Union City △	— —	— —	1 27	— —	5 21		9 08			
Concord	— —	— —	— —	— —	— —		9 19			
Corry △ ... arr.	2 07	7 58	1 53	2 30	5 38		9 30			
Corry ... lve.	2 07	7 58	1 53	2 30	5 42		9 30			
Columbus	— —	— —	— —	2 37	— —		9 37			
Bear Lake	— —	— —	— —	2 50	— —		9 50			
Niobe	— —	— —	— —	— —	— —		9 57			
Watt's Flats	— —	— —	— —	— —	— —		10 03			
Ashville	— —	— —	— —	— —	— —		10 13			
Lakewood (Chaut. Lake) △	— —	— —	— —	— —	— —		10 19			
Jamestown △ ... arr.	2 54	8 46	2 55	3 28	6 35	102	10 30			
(Chautauqua Lake).		A M				A M	A M			
Jamestown △ ... lve.	*2 54		*2 55	*3 26	*6 35	*4 50				
Falconer	— —		— —	— —	— —	4 56				
Kennedy	— —		3 12	— —	— —	5 05				
Randolph	— —		3 25	3 55	— —	5 16				
Steamburg	— —		— —	4 08	— —	— —				
Red House	— —		— —	— —	— —	— —				
Salamanca △ ... arr.	3 50		3 58	4 30	7 30	5 50				
(Central time.)	A M		P M	P M	P M	A M				
(Eastern time.)	A M		P M		P M					
Salamanca △ ... lve.	4 55		6 03		8 35					
New York (Ch'bers St.)	4 12		7 35		8 25					
York (23d St.) ... arr.	*4 16		*7 45		*8 30					
(Eastern time.)	P M		A M		A M					

* Daily; † daily, except Sunday; ‡ Sunday only; a stops to leave passengers from points east of Hornell and to take passengers for Ashland and points west; b stops to leave passengers; g stops to leave from Marion and points west and to take for Youngstown and points east; h stops to leave passengers from Akron and points west, from Cleveland and from points on P. & L. E. R.R. and to take passengers for New York and points on D. & H. R.R., via Binghamton. ● Daily, except Sundays and holidays. + Coupon stations; ♂ Telegraph stations.

NOTE △—See Stop-over Arrangement, page 138.

ERIE RAILROAD

New York and Chicago Line.

MARION, O., TO CHICAGO.

December 21, 1909.	Mls	3	47	15	13	25	23	21		
		THROUGH TRAINS.				**LOCAL TRAINS.**				
[LEAVE			P M							
Hocking Valley Ry. **Pomeroy**.(Cent. time)			†2 40							
Middleport			2 46							
Gallipolis		A M	3 16							
Jackson........lve.		*5 00	P M	A M						
Wellston		5 27	†4 30	†11 10						
Hamden		5 34	4 36	11 15						
McArthur		5 52	4 55	11 36						
Athens.........lve.		*5 50	*4 55	†11 45						
Nelsonville		6 25	6 30	12 15						
Logan		7 00	6 10	12 50						
Lancaster		7 38	8 43	1 27				A M		
Columbus......lve.		*9 00	*11 00	†3 06				†5 45		
Delaware		9 30	11 44	3 43				6 25		
Marion........arr.		10 15	12 20	4 20				7 00		
(*Central time.*)		A M	Night	P M	P M			A M		
Marion + △......lve.	0	*10 25	*12 32	†4 40	4 00			†7 10		
De Cliff ☿	11	— —	— —	6 00	— —			7 29		
Hepburn ☿	18	— —	— —	6 14	— —			7 40		
Kenton + △ ☿	25	11 00	1 14	6 33	— —			7 55		
Foraker ☿	32	— —	— —	5 50	—			8 07		
McGuffey	35	— —	— —	5 58	— —			8 12		
Alger + ☿	39	— —	— —	6 06	— —			8 18		
Harrod's + ☿	43	— —	— —	6 16	—			8 25		
Westminster ☿	46	— —	— —	6 25	— —			8 31		
Lima + △ ☿	52	11 36	1 58	6 40	— —			8 42		
Kemp ☿	59	— —	— —	P M	— —			8 53		
Spencerville + ☿	65	12 01	2 25		— —			9 07		
Elgin ☿	72	— —	— —		— —			9 18		
Ohio City + △ ☿	80	12 22	2 52		— —			9 32		
Wren ☿	88	— —	— —		— —			9 50		
Rivare	91	— —	— —		— —			9 58		
Decatur + △ ☿	96	12 47	3 18		a8 15			10 10		
Preble ☿	101	— —	— —		— —			10 19		
Tocsin ☿	106	— —	— —		— —			10 30		
Kingsland ☿	110	— —	— —		— —			10 37		
Uniondale ☿	113	— —	— —		— —			10 43		
Markle ☿	118	— —	— —		— —		A M	10 53		
Huntington + △ ☿	127	1 36	4 15		a7 03		*6 25	11 10		
Bippus ☿	135	— —	— —		— —		6 39	A M		
Servia ☿	142	— —	— —		— —		6 50			
Bolivar ☿	145	— —	— —		— —		6 55			
Laketon ☿	147	— —	— —		— —		7 01			
Akron ☿	158	— —	— —		— —	A M	7 21			
Rochester + △ ☿	169	2 36	5 20		— —	*4 30	7 43			
Leiter's ☿	178	— —	— —		— —	4 47	8 00			
De Long ☿	180	— —	— —		— —	4 52	8 03			
Monterey ☿	184	— —	— —		— —	5 00	8 10			
Ora ☿	187	— —	— —		—	5 08	8 17			
Bass Lake Junction ☿	191	— —	— —		— —	5 35	8 24			
North Judson + △ ☿	200	— —	— —		— —	6 10	8 45			
Wilder's ☿	207	— —	— —		— —	6 25	— —			
Kouts ☿	214	— —	— —		— —	6 40	— —			
Boone Grove ☿	221	— —	— —		— —	6 59	— —			
Palmer ☿	226	— —	— —		— —	7 20	— —			
Crown Point + △ ☿	233	4 20	6 52		— —	7 50	9 35			
Griffith ☿	240	— —	— —		— —	8 13	— —			
Highlands ☿	244	— —	— —		— —	8 18	— —			
Hammond + ☿	249	4 45	7 22		— —	8 30	10 00			
Englewood + (63d St.)	263	5 15	7 54		— —	9 05	10 30			
Forty-seventh Street	265	5 20	7 59		— —	9 21	10 41			
Archer Avenue (22d St.)	268	— —	— —		— —	— —	— —			
Chicago + ☿	269	5 34	8 13		a10 50	9 35	10 55			
[ARRIVE		P M	A M		P M	A M	A M			

CHICAGO TO MARION, O.

December 21, 1909.	Mls	4	8	12	22	26	16			
		THROUGH TRAINS.			**LOCAL TRAINS.**					
(*Central time.*)		A M	P M	P M	A M	P M				
Chicago (*C. & E.*) lve.	0	*11 00	*9 30	*10 58	*7 15	*4 45				
Archer Avenue (22d St.)	1	— —	— —	— —	— —	— —				
Forty-seventh Street	4	11 13	9 43	11 11	7 28	4 58				
Englewood (*63d Street*)	6	11 18	9 48	11 16	7 33	5 03				
Hammond	20	11 50	10 19	11 49	8 10	5 45				
Highlands	25	— —	— —	— —	8 24	5 59				
Griffith	29	— —	— —	— —	8 30	6 05				
Crown Point △	36	12 17	10 47	12 19	8 45	6 25				
Palmer	43	— —	— —	— —	8 59	6 41				
Boone Grove	48	— —	— —	— —	9 15	7 06				
Kouts	55	— —	— —	— —	9 27	7 18				
Wilder's	62	— —	— —	— —	9 42	7 30				
North Judson △	69	— —	— —	— —	9 55	7 47				
Bass Lake Junction	78	— —	— —	— —	10 30	8 32				
Ora	82	— —	— —	— —	10 37	8 38				
Monterey	85	— —	— —	— —	10 44	8 45				
De Long	89	— —	— —	— —	10 52	8 55				
Leiter's	91	— —	— —	— —	10 56	8 58				
Rochester △	100	1 50	12 30	2 05	11 14	9 16				
Akron	111	— —	— —	— —	11 35	P M				
Laketon	122	— —	— —	— —	12 00					
Bolivar	124	— —	— —	— —	12 05					
Servia	127	— —	— —	— —	12 10					
Bippus	134	— —	— —	— —	12 21					
Huntington △	142	2 55	1 40	3 15	†12 45					
Markle	151	— —	— —	— —	1 00					
Uniondale	156	— —	— —	— —	1 12					
Kingsland	159	— —	— —	— —	1 18					
Tocsin	163	— —	— —	— —	1 26					
Preble	168	— —	— —	— —	1 37					
Decatur △	173	3 38	2 27	4 05	1 48					
Rivare	176	— —	— —	— —	1 58					
Wren	181	— —	— —	— —	2 08					
Ohio City △	189	4 01	2 52	4 35	2 24					
Elgin	197	— —	— —	—	2 38					
Spencerville	204	4 24	3 17	5 00	2 55					
Kemp	210	— —	— —	— —	3 11		A M			
Lima △	217	4 44	3 43	5 25	3 25		†10 40			
Westminster	223	— —	— —	— —	3 40		10 53			
Harrod's	226	— —	— —	— —	3 47		11 05			
Alger	230	— —	— —	5 47	3 56		11 17			
McGuffey	234	— —	— —	— —	4 05		11 25			
Foraker	237	— —	— —	— —	4 11		11 31			
Kenton △	244	5 28	4 30	6 03	4 23		11 45			
Hepburn	251	— —	— —	— —	4 45		12 02			
De Cliff	258	— —	— —	—	5 00		12 16			
Marion △	269	6 12	5 18	6 50	†5 20		12 40			
[ARRIVE		P M	A M	A M	P M		Noon			
Hocking Valley Ry. **Marion**........lve.		*7 15	*5 45	*7 20			1 35			
Delaware		7 51	6 25	8 03			2 10			
Columbus......arr.		8 30	7 10	8 45			2 50			
Lancaster		P M	*8 46	*12 58			4 28			
Logan			9 18	1 35			5 00			
Nelsonville			10 00	P M			5 46			
Athens.........arr.			10 30				6 15			
McArthur			†10 27				6 11			
Hamden			10 46				6 35			
Wellston			10 51				6 45			
Jackson........arr.			A M				7 15			
Gallipolis			†12 10				7 50			
Middleport			12 40				8 20			
Pomeroy.(Cent. time)			12 45				8 25			
[ARRIVE			Noon				P M			

NEW YORK-CLEVELAND LINE.

47	5	3	May 2, 1909.	18-14	22-8	6	4-44
			(*Eastern time.*)				
Night	P M	P M	lve...**New York**..arr.	P M	A M	A M	P M
*12 00	*6 35	*2 45	...*Chambers Street*...	9 22	7 35	8 25	4 12
7 10	12 38	9 10	lv. △**Binghamton**.ar.	3 30	11 43	2 03	9 55
8 30	2 00	10 33	△**Elmira**	2 15	10 17	12 34	8 37
10 15	3 30	12 00	arr.. △**Hornell**	1 00	8 15	11 05	7 11
1 05	5 25	1 53	△**Olean**	11 13	5 34	9 08	5 25
1 55	5 58	2 20	arr. △**Salamanca**. lve.	10 46	5 03	8 35	4 55
6 04	9 33	5 09	△**Sharon** (*Cent. time*)	— —	11 11	3 13	11 36
6 30	9 58	5 35	△**Youngstown**	5 02	10 43	2 47	11 08
6 52	10 22	7 16	△**Niles**	4 13	10 20	2 24	10 45
7 03	10 31	7 26	△**Warren**	4 04	10 09	2 14	10 36
7 38	*g* —	7 50	**Garrettsville**	3 33	9 23	— —	9 51
— —	— —	8 02	**Mantua**	3 23	9 12	— —	9 41
8 35	11 55	8 55	**Cleveland**	*2 30	*8 10	*1 00	*8 46
P M	A M	A M	ARRIVE] [LEAVE	A M	A M	P M	P M

NOTE. See Stop-over Arrangement, page 138.

NEW CASTLE BRANCH.

162	Mls	May 2, 1909.	169
		(*Central time.*)	
A M	0	lve.....△**Sharon** +....arr.	A M
†11 30	1	Ferrona	10 30
11 35	2	State Street	10 23
12 02	7	West Middlesex	9 58
12 20	12	Pulaski	9 40
1 00	25	**New Castle**	†9 00
P M		ARRIVE] [LEAVE	A M

Trains marked * run daily; † daily, except Sunday; *a* Train No. 13 stops at points designated *a* to leave passengers taking Train 15 between Youngstown and Marion, inclusive; *c* runs daily, except Monday, and day following legal holidays; *g* stops to leave passengers from Lakewood and points east and from points west of Akron.

+ Coupon stations; ☿ Telegraph stations.

ERIE RAILROAD

Cleveland and Pittsburgh Short Line.

VIA ERIE RAILROAD AND PITTSBURGH & LAKE ERIE RAILROAD.

44-4	28	30	18	20	26	6	8	22	24	14	18	Ms	*June 21, 1909.*		21	29	3	27	17	15	5	43	23	47	19	25
P M	P M	P M	.....	P M	P M	P M	.....	A M	A M	.....	A M	...	*(Central time.)*		A M	A M	A M	A M	A M	.....	A M	P M	P M	P M	P M	P M
*8 46	*5 30	*5 15	.....	*3 00	*1 30	*1 00	.....	*8 10	*8 00	.....	*2 30	0	lve. + . Cleveland . ♁ arr.	Erie R.R.	2 15	7 55	8 55	8 55	10 30	.....	11 55	4 00	6 35	8 35	8 35	10 50
8 54	5 39	5 24	.....	3 09	1 39	1 09	.....	8 20	8 09	.....	2 39	3	+ . Willson Avenue . ♁		2 03	7 35	8 46	8 46	10 21	.....	11 45	3 51	6 23	8 28	8 28	10 21
- -	- -	- -	.....	- -	- -	- -	.....	8 26	- -	.....	- -	6	..... Newburg ..... ♁		- -	7 23	- -	- -	- -	.....	- -	- -	- -	- -	- -	- -
- -	5 55	- -	.....	- -	- -	- -	.....	8 37	- -	.....	- -	11	....North Randall.. ♁		- -	7 15	- -	- -	- -	.....	- -	- -	6 08	- -	- -	- -
9 18	6 04	- -	.....	- -	- -	- -	.....	8 46	- -	.....	- -	16	.....**Solon**..... ♁		- -	6 53	3 23	8 23	- -	.....	- -	- -	5 59	- -	- -	- -
- -	6 15	- -	.....	- -	- -	- -	.....	8 55	- -	.....	- -	21	.... Geauga Lake .. ♁		- -	6 28	- -	- -	- -	.....	- -	- -	c -	- -	- -	- -
9 31	6 19	-	.....	- -	- -	- -	.....	9 00	- -	.....	- -	24	.....Aurora ..... ♁		- -	6 19	8 11	8 11	- -	.....	- -	- -	5 48	- -	- -	- -
9 41	6 31	- -	.....	- -	- -	- -	.....	9 12	- -	.....	3 23	30	.....Mantua ..... ♁		- -	5 58	8 02	8 02	9 46	.....	- -	- -	5 36	- -	- -	- -
- -	6 40	- -	.....	- -	- -	- -	.....	9 18	- -	.....	- -	35	.....Hiram..... ♁		- -	5 49	- -	- -	- -	.....	- -	- -	- -	- -	- -	- -
9 51	6 48	8 13	.....	3 58	- -	- -	.....	9 23	- -	.....	3 33	37	+ .. **Garrettsville** .. ♁		- -	5 43	7 50	7 50	9 35	.....	f -	3 07	5 24	7 38	7 38	- -
- -	6 56	- -	.....	- -	- -	- -	.....	9 29	- -	.....	- -	41	.....Mahoning..... ♁		- -	5 33	n -	n -	- -	.....	- -	- -	- -	- -	- -	- -
- -	7 08	- -	.....	- -	- -	- -	.....	9 39	- -	.....	- -	46	.....**Phalanx**..... ♁		- -	5 22	s7 37	s7 37	- -	.....	- -	2 56	5 10	- -	- -	- -
10 12	7 18	-	P M	4 15	- -	- -	A M	9 48	- -	.....	3 50	50	ar. △ **Leavittsburg** ♁ lv.		- -	5 15	- -	7 31	- -	A M	10 38	- -	5 00	- -	- -	- -
10 12	7 18	- -	*5 53	4 18	- -	- -	*10 03	9 48	- -	A M	3 58	52	lve. + **Leavittsburg** .. arr.		-	5 15	- -	7 31	-	10 07	10 38	- -	5 00	- -	- -	- -
10 19	7 25	6 34	6 00	4 25	2 45	2 14	10 09	9 53	9 15	*4 21	4 04	53	+ ... △ **Warren**..... ♁		12 50	5 03	6 04	7 26	9 12	10 02	10 31	2 44	4 54	7 05	7 17	8 13
10 28	7 35	6 43	6 10	4 34	2 54	2 24	10 20	10 03	9 23	- -	4 13	58	+ .... △ **Niles**..... ♁		12 41	4 53	b -	7 16	9 04	9 53	10 22	2 35	4 45	6 52	7 08	9 04
10 36	7 43	- -	6 19	4 41	- -	- -	e -	10 11	- -	- -	- -	62	+ ..... Girard..... ♁		- -	4 45	- -	7 09	- -	9 45	- -	- -	m -	- -	- -	- -
10 45	7 55	7 00	6 30	4 50	3 10	2 39	10 38	10 20	9 38	4 50	4 30	67	ar.. △ **Youngstown** ♁ .. lv.		12 25	*4 35	*5 40	*7 00	8 50	*9 35	*10 05	2 20	4 30	*6 35	6 52	8 50
P M	8 00	7 05	P M	4 55	3 15	3 15	A M	10 25	9 42	A M	4 35	67	lve. **Youngstown** arr.		12 20	A M	A M	A M	8 45	A M	9 55	2 15	4 25	P M	6 47	8 47
.....	8 52	7 40	.....	5 32	3 53	3 59	.....	11 06	10 20	.....	5 34	89	arr. **New Castle** ♁ lve.		11 38	.....	.....	.....	8 05	.....	9 16	1 26	3 50	.....	6 05	8 08
.....	.....	.....	.....	.....	.....	.....	.....	..	.....	.....	.....	98	arr. **Ellwood City** lve.		.....	.....	.....	.....	.....	.....	8 56	.....	3 16	.....	.....	.....
.....	9 01	- -	.....	5 46	4 01	4 01	.....	11 20	10 31	.....	- -	102	.....**Beaver Falls**.. ♁		11 27	.....	.....	.....	7 56	.....	9 00	1 17	3 17	.....	5 55	7 58
.....	9 04	7 50	.....	5 48	4 03	4 03	.....	11 22	10 33	.....	5 37	103	.....**Brighton**.....		11 23	.....	.....	.....	7 53	.....	8 57	1 13	3 14	.....	5 52	7 53
.....	9 10	7 56	.....	5 53	4 09	4 09	.....	11 23	10 39	.....	5 42	107	.....**Beaver**..... ♁		11 18	.....	.....	.....	7 48	.....	8 50	1 08	3 09	.....	5 47	7 48
.....	9 55	8 30	.....	6 30	4 45	4 45	.....	12 05	11 15	.....	6 30	135	.....**Pittsburgh** .. ♁		*10 50	.....	.....	.....	*7 15	.	*8 15	*12 35	*2 30	.....	*5 15	*7 15
.....	P M	P M	.....	P M	P M	P M	....	Noon	A M	.....	A M	...	ARRIVE]	[LEAVE	P M	.....	.....	.....	A M	.....	A M	Noon	P M	.....	P M	P M

NOTE.—Tickets should read via Erie R.R. between Cleveland and Youngstown, and via Pittsburgh & Lake Erie R.R. between Youngstown and Pittsburgh. Through Sleeping Car Chicago to Pittsburgh, via Lake Shore to Cleveland, thence Erie and Pittsburgh & Lake Erie to Pittsburgh on Trains Nos. 18 and 25. Sleeping Cars Detroit, Toledo, Cleveland and Pittsburgh on Trains Nos. 18 and 21. Observation Parlor Cars on Trains Nos. 24, 26, 17 and 43 Parlor Cars on Trains Nos. 20 (Buffet), 22, 30, 23 (Buffet), 19 and 25. Cafe Cars on Trains Nos. 22, 24, 30, 43 and 19.

CINCINNATI LINE.

.....	.....	15	47	3	Ms	*December 21, 1909.*	16	4	14	.....	.....	.....
.....	.....	.....	Night	P M	....	lve... **New York** .. arr.	.....	P M	.....	.....	.....	.....
.....	.....	.....	†12 00	*2 40	...	... *West 23d Street* ...	.....	*4 15	.....	.....	.....	.....
.....	.....	.....	12 00	2 45	0	... *Chambers Street* ...	.....	4 12	.....	.....	.....	.....
.....	.....	.....	P M	A M	....	*(Central time.)*	.....	A M	A M	.....	.....	.....
.....	.....	.....	*2 40	*2 18	448	lv. △ **Jamestown** . ar.	.....	2 54	8 46	.....	.....	.....
.....	.....	.....	- -	- -	453	..... **Lakewood**	.....	- -	- -	.....	.....	.....
.....	.....	A M	4 47	4 01	516	... △ **Meadville**	P M	12 60	6 40	.....	.....	.....
.....	.....	*9 35	6 35	5 40	572	.. △ **Youngstown**	6 30	11 03	4 50	.....	.....	.....
.....	.....	11 03	7 49	6 44	610	.... △ **Ravenna**	6 12	9 58	- -	.....	.....	.....
.....	.....	11 45	8 27	7 19	627	..... △ **Akron**	4 30	9 20	3 05	.....	.....	.....
.....	.....	2 11	11 03	9 12	694	... △ **Mansfield**	2 06	7 24	1 05	.....	.....	.....
.....	.....	4 13	12 45	10 27	730	lve. + △ **Marion** ♁ arr.	‖12 38	6 05	11 45	.....	.....	.....
.....	.....	4 20	12 59	10 36	735	.....Green Camp... ♁	12 26	5 54	- -	.....	.....	.....
.....	.....	4 27	1 07	- -	740	.....Woodland.... ♁	12 18	- -	- -	.....	.....	.....
.....	.....	4 36	1 17	10 51	744	+ .... Richwood .... ♁	12 10	5 37	11 17	.....	.....	.....
.....	.....	4 43	1 25	10 58	748	.....Claiborne .... ♁	12 01	- -	- -	.....	.....	.....
.....	.....	4 52	1 35	11 06	753	.....Broadway.... ♁	11 53	5 20	- -	.....	.....	.....
.....	.....	4 58	1 42	11 12	755	.....Peoria..... ♁	11 47	5 14	- -	.....	.....	.....
.....	.....	5 08	1 50	- -	759	.....Pottersburg... ♁	11 39	- -	- -	.....	.....	.....
.....	.....	5 18	2 00	11 30	764	+. North Lewisburg. ♁	11 30	5 01	10 43	.....	.....	.....
.....	.....	5 29	2 12	11 39	768	.....Mingo.....	11 18	4 52	- -	.....	.....	.....
.....	.....	- -	- -	- -	771	.....Kennard..... ♁	11 12	- -	- -	.....	.....	.....
.....	.....	5 38	2 24	- -	774	.....Kings Creek... ♁	11 08	- -	- -	.....	.....	.....
.....	.....	5 47	2 32	11 56	778	+ ... △ **Urbana** .... ♁	11 01	4 36	10 19	.....	.....	.....
.....	.....	5 58	2 45	- -	784	..... Bowlusville... ♁	10 50	- -	- -	.....	.....	.....
.....	.....	6 45	3 10	12 22	792	ar. + **Springfield** ♁ lv.	10 00	3 40	9 53	.....	.....	.....
.....	.....	6 20	3 10	12 22	794	..... △ **Durbin** ..... ♁	10 34	4 09	9 52	.....	.....	.....
.....	.....	- -	3 16	- -	797	..... Enon	10 26	- -	- -	.....	.....	.....
.....	.....	6 36	3 29	- -	803	+ ..... Osborne..... ♁	10 16	- -	- -	.....	.....	.....
.....	.....	7 00	4 00	12 56	814	arr. + △ **Dayton** ♁ lve.	9 55	3 35	9 15	.....	.....	.....
.....	.....	8 40	7 20	2 50	873	+ ... **Cincinnati** ... ♁	*7 30	*2 00	*7 40	.....	.....	.....
.....	.....	P M	A M	P M	....	ARRIVE]	A M	P M	P M	.....	.....	.....

MONTGOMERY BRANCH.

128	107	115	791	117	105	M	*September 26, 1909.*	142	780	102	110	126	792	....
P M	.....	A M	A M	A M	....	..	lv. **New York** (E.T.) ar.	A M	P M	P M	....	P M	P M	....
†3 00	A M	*9 10	h3 30	a3 30	A M	0	*Chambers Street.*	10 42	1 22	7 02	P M	8 37	7 27	....
†5 00	†11 40	*11 27	7 20	a7 15	*6 45	66	lve. △ **Goshen**. arr.	8 30	9 53	4 17	4 30	6 08	4 50	....
5 05	- -	11 36	7 25	7 20	- -	63	..... Kipp's	8 24	9 45	4 08	- -	6 00	4 30	....
5 10	- -	11 47	7 30	7 25	- -	66	. **Campbell Hall** .	8 18	9 38	3 56	- -	5 53	4 27	....
5 13	11 55	11 50	7 32	7 27	7 00	66	Campbell Hall Jn.	8 15	9 34	3 48	†4 15	5 49	4 22	....
5 18	A M	11 57	7 36	7 31	A M	68	... Neely Town ...	8 12	9 30	3 42	P M	5 45	4 17	....
5 21	.....	12 01	7 41	7 36	....	69	... Beaver Dam ...	- -	- -	3 33	....	- -	4 04	....
5 28	.....	12 07	7 45	7 40	....	71	. **Montgomery** .	a8 06	h9 20	†3 30	....	†6 38	g4 00	....
P M	.....	Noon	A M	A M	....	..	ARRIVE]	A M	A M	P M	....	P M	P M	....

NILES AND LISBON BRANCH.

.....	120	38	Ms	*May 2, 1909.*	Ms	117	37	.....
.....	P M	A M	....	*(Central time.)*	....	A M	P M	.....
.....	†4 50	†7 00	0	lve.. + △ **Niles**. ♁ arr.	34	8 47	4 00	.....
.....	4 59	- -	4	....Mineral Ridge.. ♁	30	8 37	3 50	.....
.....	5 06	7 31	7	.....Austintown... ♁	27	8 28	3 30	.....
.....	5 19	8 15	12	.....Canfield..... ♁	22	8 15	3 05	.....
.....	5 24	8 30	15	.....Loveland.....	19	8 08	2 38	.....
.....	5 28	8 40	16	.....Calla.....	18	8 04	2 32	.....
.....	5 33	8 50	28	.....Greenford.....	16	7 58	2 20	.....
.....	5 40	- -	21	...**Washingtonville**. ♁	13	7 50	2 05	.....
.....	6 00	.....	28	arr.... **Salem** .... lve.	..	†7 00	.....	.....
.....	5 46	9 30	23	.....**Leetonia**... ♁	11	7 45	1 45	.....
.....	5 53	- -	25	...Franklin Square...	9	7 36	- -	.....
.....	6 15	10 20	34	+ ..... **Lisbon**..... ♁	0	†7 15	†1 45	.....
.....	P M	A M	....	ARRIVE]	[LEAVE	....	A M	Noon

OIL CITY AND FRANKLIN BRANCH.

.....	147	113	105	Ms	*May 2, 1909.*	110	108	108	.....
.....	P M	Noon	A M	...	*(Central time.)*	A M	Noon	P M	.....
.....	†4 55	†12 45	*8 45	0	lv. △ **Meadville** ♁ ar.	7 35	12 15	4 11	.....
.....	5 09	12 58	8 58	6	.....Shaw's.... ♁	7 21	12 02	c -	.....
.....	5 20	1 09	9 09	11	....Cochranton.. ♁	7 10	11 53	3 50	.....
.....	5 29	1 17	9 17	15	.....Carlton	6 59	11 43	3 39	.....
.....	5 38	1 28	9 26	19	+ .... Utica .... ♁	6 50	11 35	3 30	.....
.....	5 50	1 37	9 38	24	... Sugar Creek...	6 39	11 25	3 17	.....
.....	8 02	1 47	9 50	28	+ ... Franklin... ♁	6 33	11 17	3 08	.....
.....	8 13	1 58	10 02	33	..... Reno ..... ♁	6 21	11 06	- -	.....
.....	8 20	2 05	10 10	36	+ ... **Oil City**... ♁	†6 15	†11 00	*2 50	.....
.....	P M	P M	A M	...	ARRIVE]	[LEAVE	A M	A M	P M

SHENANGO TO LEAVITTSBURG LINE, VIA CORTLAND.

.....	.....	45	Ms	*May 2, 1909.*	Ms	48	.....	.....
.....	.....	A M	....	*(Central time.)*	....	P M	.....	.....
.....	.....	†6 15	0	lve. + **Shenango** ♁ arr.	34	6 15	.....	.....
.....	.....	6 23	4	.....**Transfer**..... ♁	30	6 07	.....	.....
.....	.....	6 36	11	.....Orangeville..... ♁	23	5 55	.....	.....
.....	.....	6 42	14	.....Burghill..... ♁	20	5 49	.....	.....
.....	.....	6 48	16	..... Latimer ..... ♁	18	5 43	.....	.....
.....	.....	6 53	19	.....Johnsons..... ♁	15	5 37	.....	.....
.....	.....	7 00	23	.....Cortland..... ♁	11	5 31	.....	.....
.....	.....	7 13	31	+ ... △ **Warren**..... ♁	3	5 17	.....	.....
.....	.....	7 20	34	+ △ **Leavittsburg**.. ♁	0	†5 10	.....	.....
.....	.....	A M	....	ARRIVE]	[LEAVE	....	P M	.....

+ Coupon stations: ♁ Telegraph stations.

Trains marked * run daily; † daily, except Sunday; g Sunday only; *a* daily, except Sundays and Holidays; *b* stops to leave passengers from points east of Hornell and to take passengers for Ashland and points west; *c* stops Sundays to take on passengers; *h* Holidays only; *f* stops to leave passengers from Lakewood and points east, and from points west of Akron; *m* stops to let off passengers from Pittsburgh & Lake Erie connection; *n* stops to leave passengers from Youngstown; *e* stops to take passengers for points east of Jamestown and to leave from west of Leavittsburg; *p* stops Saturdays; *s* stops Sunday.

NOTE △—See stop-over Arrangement, page 138.

ERIE RAILROAD

New York, Hornell, Buffalo and Niagara Falls.

NORTH TONAWANDA AND LOCKPORT LINE.

(Operated by electricity.)

North Tonawanda to Martinsville, Hoffman, Pendleton Centre, Hodgeville and Lockport (12 miles). Electric cars to and from Lockport and intermediate points will connect with all Niagara Falls Branch trains at North Tonawanda.

			30	28	6	26	148	22	2	20	Mls.	*May 2, 1909.*	9	21	23	25	47	27	1
			A M		P M		A M	A M	A M			LEAVE] [ARRIVE			P M		P M	P M	P M
			‖7 00		*6 30		*1125	†1125	*7 00		27	**Niagara Falls, Ont.**	8 50		†2 22		†2 22	9 25	9 25
			7 05		6 35		11 30	11 30	7 05		26	+ .**Suspension Bdge.** ♂	8 45		†2 17		†2 17	9 18	9 18
			7 11	P M	6 45	P M	11 38	11 38	7 11	A M	25	**Niagara Falls, N.Y.**	8 35	A M	†2 03	Noon	†2 05	9 07	9 07
			‖9 00	†11 30	*8 30	*6 05	*4 00	†2 20	*8 30	†7 05	0	lve..+ **Buffalo** ♂ .arr.	7 20	8 08	*9 35	12 45	*1 15	7 45	8 00
			9 09	11 38	— —	6 15	4 10	2 30	— —	7 15	3	+.. East Buffalo... ♂	— —	7 59	9 22	12 35	*1 05	7 35	— —
			— —	— —	— —	6 23	— —	— —	— —	— —	8	....Cheektowaga....	— —	7 48	— —	12 26	— —	— —	— —
			9 20	12 07	— —	6 27	4 21	2 42	— —	7 27	10	.....Depew..... ♂	— —	7 45	9 07	12 23	— —	7 21	— —
			9 23	12 12	— —	8 32	4 25	2 45	— —	7 30	11	.....Lancaster.....	— —	7 43	9 04	12 20	12 52	7 18	— —
			9 31	12 24	— —	6 41	4 33	2 54	— —	7 37	15	.....Town Line... ♂	— —	7 35	8 57	12 13	— —	7 10	— —
			9 36	12 30	— —	6 46	4 38	3 01	— —	7 42	17	.....Marilla.....	— —	7 30	8 51	12 08	— —	7 04	— —
			9 41	12 39	— —	6 52	4 46	3 08	— —	7 48	20	.....Alden.....	— —	7 24	8 41	12 02	12 38	6 56	— —
			9 51	12 57	— —	7 02	4 57	3 22	— —	7 58	26	.....Darien.....	— —	7 14	8 28	11 52	— —	6 44	— —
			10 06	1 15	9 20	7 20	5 18	3 40	9 17	8 16	32	+.. △**Attica** ..... ♂	6 33	†7 00	8 08	†1140	12 19	6 32	7 14
			10 19	A M	— —	7 34	5 31	P M	— —	8 29	39	.....Linden..... ♂	— —	A M	7 47	A M	— —	6 09	— —
			10 39	....	9 50	7 53	5 52		9 44	8 48	49	+.....**Warsaw**..... ♂	6 06	.....	7 28		11 52	5 49	6 49
			10 48	....	— —	8 01	6 00		— —	8 56	53	.....Rock Glen.....	— —	.....	7 19		— —	5 38	— —
			10 55	....	*c* —	8 08	6 10	To Avon.	9 55	9 03	56	..**Silver Springs** ♂	5 52	.....	7 12	From Avon.	11 39	5 32	6 36
			11 02	....	10 07	8 15	6 16		— —	9 10	59	+...△Castile..... ♂	— —	.....	7 05		11 32	5 25	*x* —
			11 11	....	— —	8 25	6 27		— —	9 19	63	+.. △Portage..... ♂	— —	.....	6 55		11 24	5 15	6 23
			11 20	....	— —	8 33	6 35		— —	9 27	67	.....Hunt's..... ♂	— —	.....	6 47		— —	5 06	— —
			11 25	....	— —	8 38	6 41		— —	9 32	69	+.....Dalton.....	— —	.....	6 43		11 13	5 01	— —
			11 36	....	— —	8 51	6 53		— —	9 45	76	.....Swains..... ♂	— —	.....	6 31		— —	4 49	— —
			11 47	....	— —	9 02	7 04		— —	9 56	80	.....Canaseraga.....	— —	.....	6 22		10 52	4 40	*y* —
			11 54	....	— —	9 09	7 10		— —	10 03	85	.....Burns..... ♂	— —	.....	6 15		— —	4 31	— —
			12 00	....	— —	9 16	7 18		— —	10 10	87	.....Arkport.....	— —	.....	6 10		10 40	4 25	— —
			12 10	....	10 55	9 30	7 30		10 45	10 20	93	+.. △**Hornell**..... ♂	*4 55	.....	*6 00		*1030	*4 15	*5 43
			Noon		P M	P M	P M		A M	A M		ARRIVE] [LEAVE	A M		A M		A M	P M	P M
					8 25				7 27			..*Chambers Street*..	8 00				12 00		9 00
					‖8 30				7 35			*Twenty-third Street*	*7 55				*‖1200		*8 55
					A M				P M		425	arr..**New York**..lve.	P M				Night		A M

NIAGARA FALLS BRANCH.

111	101	247	109	Ms	*June 20, 1909.*	102	248	106
	A M	Night	P M		lv..**New York**..ar.	P M		A M
	*8 55	‖1200	*7 55		....*23d Street*....	7 35		8 30
	9 00	12 00	8 00		..*Chambers Street.*	7 27		8 25
	8 00	♦1 15	7 20		ar...**Buffalo**..lv.	8 30		8 30
A M	P M	P M	A M		(*Eastern time.*)	A M	Noon	P M
‖10 00	*8 10	†1 05	*7 35	0	lv..+ **Buffalo** ♂.ar.	8 00	12 35	7 40
10 08	8 20	1 15	7 45	3	+ **East Buffalo** ♂	*e* —	*e* —	
10 12	8 25	1 20	7 51	5	.Walden Avenue.	7 45	12 20	7 25
10 16	8 30	1 25	— —	7	....Kensington....	7 42	12 14	7 21
10 18	8 33	1 27	7 57	8	...Main Street...	7 40	12 11	7 19
10 29	8 46	1 42	8 12	14	+ **No. Tonawanda** ♂	7 30	11 58	7 08
— —	— —	— —	— —	15	.... Gratwick.....	— —	— —	— —
10 42	8 57	1 53	8 24	20	.... **La Salle**.. ♂	7 20	11 47	6 52
10 54	9 07	2 03	8 35	25	**Niagara Falls, N.Y.**	7 11	11 38	6 43
11 02	9 18	2 17	8 45	26	**Suspension Bdge** ♂	7 05	11 30	6 35
11 05	9 25	2 22	8 50	27	**Niagara Falls, Ont.**	*700	*1125	*630
A M	P M	P M	A M		ARRIVE] [LEAVE	A M	A M	P M

JEFFERSON DIVISION.

122	4	130	Ms	*Dec. 17, 1909.*	7	103	128
P M		A M		LEAVE] [ARRIVE	A M	P M	P M
*3 55		†9 20	0	+ △**Susquehanna** ♂	10 00	7 55	8 05
4 00		9 25	2	....Lanesboro.. ♂	*9 55	7 48	8 00
— —		A M	4	..**Jefferson Junc** ♂	— —	— —	— —
4 08			5	.....Brandt.... ♂	9 47	7 41	7 52
4 11		P M	6	..Stevens' Point..	9 45	7 37	7 49
4 24	†2 59		11	.....Starrucca.. ♂	9 36	7 28	7 37
4 33	3 04		15	+..Thompson.. ♂	9 28	7 16	7 27
4 45	3 14		19	.....Ararat.... ♂	9 19	7 06	7 18
4 52	— —		23	....Burnwood.. ♂	9 12	6 58	7 08
5 00	3 26		26	..Herrick Centre ♂	9 06	6 51	7 01
5 05	3 30		28	....Uniondale.. ♂	9 02	6 48	6 56
5 19	3 38		33	....Forest City . ♂	8 52	6 36	6 46
5 35	3 50		40	+..**Carbondale**.. ♂	‖8 40	†6 20	‖6 30
P M	P M			ARRIVE] [LEAVE	A M	P M	P M

+ Coupon stations; ♂ Telegraph stations.

NEWARK BRANCH.

May 2, 1909.	Mls	303	307	311	313	333	315	317	319	323	325	327	329	331	301	781	763	765	767	769	771	331
New York ♂.....lve.	....	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	A M	P M	P M	P M	P M	P M
23d Street.....	....	a455	†625	‖9 25	†1125	k1255	†140	†310	a408	†607	a557	†6 08	†7 10	†9 40	‖1200	‖7 55	‖1125	‖1 40	‖425	‖6 10	‖8 10	‖9 40
Chambers Street...	0	5 15	6 40	9 30	11 30	1 10	1 45	3 30	4 20	6 28	6 00	6 20	7 20	10 00	12 15	8 15	11 30	1 45	4 30	6 15	8 15	10 00
Jersey City..... ♂	1	5 40	6 57	9 44	11 47	1 24	2 04	3 48	4 37	5 36	6 10	6 40	7 38	10 14	12 27	8 29	11 47	2 05	4 52	6 35	8 32	10 14
Newark + ... ♂	9	6 08	7 15	10 11	12 10	1 46	2 26	4 02	5 00	6 03	6 35	7 02	8 01	10 38	12 48	8 47	12 08	2 25	5 12	7 01	8 52	10 38
Nutley.....	14	6 24	7 34	10 27	12 26	2 02	2 41	4 18	5 16	6 10	6 51	7 17	8 16	10 55	1 05	9 05	12 28	2 43	5 30	7 17	9 08	10 55
Paterson ..... ♂	21	6 43	7 57	10 49	12 47	2 23	3 04	4 38	5 36	6 40	7 12	7 35	8 40	11 14	1 24	9 24	12 48	3 03	5 50	7 36	9 27	11 14
Ferndale ..... ♂	24	6 57	8 07	11 00	— —	P M	3 16	4 48	5 43	8 48	P M	P M	8 49	11 20	— —	9 34	12 58	3 10	— —	— —	— —	11 20
Waldwick..... ♂	28	A M	8 19	11 13	1 04	....	3 28	P M	P M	P M	....	....	P M	11 32	1 41	A M	Noon	3 22	6 12	7 60	9 44	11 32
[ARRIVE	....	....	A M	A M	P M	....	P M	....	....	....	....	....	....	P M	A M	....	....	P M	P M	P M	P M	P M

STATIONS.	300	304	308	310	312	314	318	320	322	324	328	330	332	334	762	764	766	768	770	772	774	334
[LEAVE	A M	A M	....	....	....	A M	A M	Noon	P M	P M	....	P M	P M	P M	A M	A M	A M	....	P M	P M	P M	P M
Waldwick.....	a511	a619	A M	A M	A M	†8 40	†1059	†1246	†2 43	†4 23	P M	†6 12	†8 50	†10 13	‖7 01	‖8 13	‖1009	P M	‖2 53	‖6 08	‖8 50	‖10 13
Ferndale	— —	6 28	†6 58	a725	†8 02	8 50	— —	12 57	— —	4 54	†6 09	— —	9 00	10 24	— —	— —	10 20	‖1 21	— —	— —	— —	10 24
Paterson.....	5 30	6 39	7 08	7 47	8 14	9 00	11 18	1 06	3 04	4 44	6 20	8 33	9 12	10 30	7 17	8 34	10 34	1 31	3 17	6 25	9 08	10 30
Nutley	5 49	6 57	7 26	7 58	8 30	9 18	11 35	1 21	3 22	5 02	6 42	8 51	9 28	10 47	7 36	8 52	10 52	1 50	3 35	6 43	9 31	10 47
Newark.....	6 05	7 14	7 43	8 14	8 46	9 34	11 53	1 38	3 40	5 27	7 07	9 06	9 46	11 09	7 52	9 08	11 08	2 07	3 51	6 59	9 49	11 09
Jersey City.....	6 26	7 34	8 03	8 33	9 03	9 54	12 11	1 56	3 58	5 46	7 26	9 26	10 07	11 30	8 11	9 26	11 26	2 26	4 09	7 19	10 09	11 30
Chambers St......	6 37	7 45	8 14	8 42	9 14	10 07	12 22	2 07	4 12	6 02	7 42	9 38	10 22	11 47	8 22	9 37	11 37	2 37	4 22	7 37	10 22	11 47
23d Street.....	6 45	8 00	8 30	9 00	9 30	10 15	12 30	2 16	4 30	6 15	7 46	9 45	10 45	11 55	8 30	9 45	11 45	2 46	4 30	7 45	10 46	11 55
New York.....arr.	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	P M	P M	P M	P M	P M

NEWBURGH BRANCH, VIA GREYCOURT.

787	187	185	193	163	181	Ms	*September 20, 1909.*	182	164	194	168	168	790	792
P M	P M	P M	Noon	A M	A M		(*Eastern time.*)	A M	Noon	P M	P M	P M	Noon	P M
‖555	†613	†3 23	a1220	*9 00	a620	0	lv.+ **Newburgh**..ar.	8 33	12 32	2 13	5 38	7 26	12 07	8 27
4 00	6 18	3 28	— —	9 05	6 24	2	..West Newburgh...	8 28	12 27	2 08	5 34	7 22	12 02	8 22
4 05	6 23	3 34	12 28	9 10	6 29	3	....New Windsor....	8 23	12 23	2 03	5 29	7 17	11 57	8 17
4 10	6 28	3 40	12 33	9 15	6 34	5	Vail's Gate Junction	8 17	12 18	1 58	5 24	7 12	11 52	8 12
4 13	6 31	3 42	12 35	9 18	6 37	6	.....Vail's Gate.....	8 14	12 15	1 56	5 21	7 09	11 48	8 08
4 22	6 40	3 51	12 44	9 26	6 45	9	...Salisbury Mills...	8 06	12 06	1 50	5 12	6 58	11 39	8 00
4 32	6 48	3 58	12 51	9 33	6 54	12	...Washingtonville...	7 58	11 59	1 42	5 05	6 51	11 32	5 53
4 47	8 03	4 02	12 55	9 38	6 58	14	..Blooming Grove..	7 48	11 53	1 36	4 59	6 45	11 27	5 48
5 55	6 10	4 09	1 02	9 45	7 05	16	.....Craigville.....	7 41	11 46	1 30	4 52	6 38	11 20	5 41
6 00	6 18	4 14	1 10	9 50	7 10	19	.... **Greycourt**.....	a735	†1140	a125	†4 47	†634	‖1114	‖555
P M	P M	P M	P M	A M	A M		ARRIVE] [LEAVE	A M	A M	P M	P M	P M	A M	P M

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ‖ Sunday only; *a* daily, except Sunday and holidays; *c* stops to leave from Buffalo and to take for Elmira and points east; *e* stops to leave passengers; *k* Saturday only; *x* stops to leave passengers from east of Hornell; *y* stops to leave passengers from Addison and points east.

♦ Passengers for Niagara Falls will transfer at East Buffalo.

STANDARD—*Eastern time.*

NOTE △—See Stop-over Arrangement, page 138.

ERIE RAILROAD

BRADFORD DIVISION.

201	127	125	107	105	Ms	*May* 2, 1909.	104	114	118	128	106
P M	....	....	A M	A M	....	LEAVE] [ARRIVE	A M	A M	....	....	P M
*940	P M	P M	*1055	*710	....	..△**Salamanca**+..	5 45	10 35	P M	P M	8 20
8 50	*520	*1 40	11 05	7 20	0	lve+**Carrollton**ȣarr.	5 35	10 25	1 25	5 05	8 10
8 01	— —	1 51	— —	— —	4	....Irvine Mills....	— —	10 13	— —	— —	— —
8 05	5 33	1 55	11 18	7 33	7	+...Limestone...ȣ	5 22	10 08	1 08	4 52	7 67
8 11	— —	2 01	— —	— —	9	..... Tuna.....	— —	10 02	1 03	— —	— —
8 15	5 40	2 05	11 26	7 41	11	+..East Bradford.ȣ	5 13	9 58	12 59	4 44	7 48
8 20	5 46	2 10	11 30	7 45	12	arr.**Bradford**ȣlve.	*510	*9 55	*1255	*440	*745
P M	P M	P M	A M	A M	12	lve.+**Bradford**arr.	A M	A M	Noon	P M	P M
....	....	....	....	....	15	.....De Golia.....	....	....	....	....	....
....	....	....	....	....	16	.... Custer City..ȣ	....	....	....	....	....
....	....	....	....	....	17	..Howard Junction..	....	....	....	....	....
....	....	....	....	....	18	.....Lewis Run...ȣ	....	....	....	....	....
....	....	....	....	....	20	.... Big Shanty...ȣ	....	....	....	....	....
....	....	....	....	....	24	...**Crawford Jn.**ȣ	....	....	....	....	....
....	....	....	....	....	26	.....**Alton**.....ȣ	....	....	....	....	....
....	....	....	....	....		ARRIVE] [LEAVE	....	....	....	....	....
....	....	....	....	....	26	.....Riderville.....	....	....	....	....	....
....	....	....	....	....	28	...Kinzua Viaduct...	....	....	....	....	....
....	....	....	....	....	30	.....Fraleys.....	....	....	....	....	....
....	....	....	....	....	33	....**Mt. Jewett**....	....	....	....	....	....
....	....	....	....	....	36	.....Freeman....ȣ	....	....	....	....	....
....	....	....	....	....	39	..... Hutchins ...ȣ	....	....	....	....	....
....	....	....	....	....	43	..... Midmont	....	....	....	....	....
....	....	....	....	....	44	.....Rasselas....ȣ	....	....	....	....	....
....	....	....	....	....	49	.....Ketner.....ȣ	....	....	....	....	....
....	....	....	....	....	53	..**Clarion Junc.**ȣ	....	....	....	....	....
....	....	....	....	....	54	.**Johnsonburgh**ȣ	....	....	....	....	....
....	....	....	....	....		ARRIVE] [LEAVE	....	....	....	....	....

TIOGA DIVISION.

....	101	105	147	103	Ms	*May* 2, 1909.	102	124	148	126	....
....	P M	....	A M	....	....	LEAVE] [ARRIVE	A M	....	P M	....	....
....	*4 45	....	†9 40	....	0	+..△**Elmira**....ȣ	9 30	....	4 56	....	....
....	4 49	....	9 43	....	1	.Henry St. (Elmira).	9 27	....	4 53	....	....
....	4 56	....	9 52	....	4	...S. L. Junction.ȣ	....	....	....	....	....
....	5 05	....	10 01	....	7	.....Pine City.....	9 11	....	4 38	....	....
....	5 10	....	10 06	....	9	....Seeley Creek..ȣ	9 06	....	4 33	....	....
....	5 18	....	10 14	....	12	+... Millerton ...ȣ	8 56	....	4 25	....	....
....	5 25	....	10 21	....	15	.... Trowbridge	8 49	....	4 18	....	....
....	5 32	....	10 28	....	18	..Jackson Summitȣ	8 35	....	4 12	....	....
....	5 45	....	10 41	....	24	....**Tioga Junc.**..ȣ	8 18	....	3 55	....	....
....	6 00	....	10 56	....	27	+..**Lawrenceville**..ȣ	8 04	....	3 43	....	....
....	6 08	....	11 04	....	24	....**Tioga Junc.**..ȣ	7 57	....	3 36	....	....
....	— —	....	— —	....	25	..... Mitchell.....	— —	....	— —	....	....
....	6 17	....	11 13	....	27	+.....Tioga.....ȣ	7 48	....	3 28	....	....
....	6 24	....	11 20	....	30	.....Mill Creek.....	7 41	....	3 21	....	....
....	6 31	Noon	11 27	....	33	....Lamb's Creek....	7 34	Noon	3 14	....	....
....	6 40	†1210	11 36	....	36	+....Mansfield....ȣ	7 22	12 05	3 08	....	....
....	6 48	12 20	11 42	....	38	+..Canoe Camp....	7 16	11 59	3 01	....	....
....	6 53	12 35	11 49	....	41	+...Covington...ȣ	7 09	11 49	2 54	....	....
....	7 02	12 55	11 58	....	46	+..**Blossburg**..ȣ	*7 00	11 00	2 45	....	....
....	P M	....	12 50	A M	49	arr.**Morris Run** lve.	†6 40	....	†1 15	P M	....
....	....	1 55	12 20	†6 50	46	....**Blossburg**..ȣ	A M	9 50	2 40	2 55	....
....	....	2 15	12 35	7 10	50	+.....Arnot.....ȣ	....	9 35	2 32	†2 37	....
....	....	P M	12 52	7 34	55	.....Landrus....ȣ	....	9 05	2 15	P M	....
....	....	....	1 08	7 55	60	.....Morris.....	....	8 43	1 59	....	....
....	....	....	1 09	8 00	61	.... **Hoytville**.....	....	†8 35	†1 55	....	....
....	....	....	P M	A M	....	ARRIVE] [LEAVE	....	A M	P M	....	....

ROCHESTER DIVISION.

247	101	129	147	113	Ms	*December* 1, 1909.	102	114	148	202
Night	A M	....	Night	P M	....	lve.....**New York**...arr.	P M	A M	P M	P M
12 00	*855	....	12 00	*630	....	..... 23*d Street*	7 35	9 30	7 30	7 35
12 00	9 00	....	12 00	6 35	....	.... *Chambers Street*	7 27	9 22	7 15	7 27
A M	P M	P M	A M	P M	....	LEAVE] [ARRIVE	A M	P M	P M	Noon
§8 35	*510	†145	†8 30	....	0	..... △**Elmira**	1053	1 56	9 31	1203
8 45	5 20	1 55	— —	....	5	.....Horse Heads.....	1043	1 47	9 21	1153
8 55	5 29	2 04	— —	A M	10	.....Big Flats.....	1032	1 36	9 09	1142
9 15	5 51	2 21	9 10	*505	18	+....△**Corning**.....ȣ	1016	1 21	8 53	1126
9 21	5 58	2 26	9 16	5 11	19	.....Painted Post.....ȣ	1010	1 15	8 48	1120
9 28	6 05	2 34	9 23	— —	23	+..... Cooper's.....ȣ	1003	1 07	8 40	1113
9 33	6 10	2 40	9 28	— —	26	.....Curtis.....	9 58	1 01	8 34	1107
9 37	6 14	2 44	9 32	— —	27	+..... Campbell.....ȣ	9 54	12 57	8 29	1103
9 48	6 24	2 54	9 44	— —	32	+.....Savona.....ȣ	9 44	12 48	8 20	1054
10 03	6 38	3 07	9 57	5 46	38	+.....△**Bath**.....ȣ	9 32	12 34	8 07	1040
11 05	8 35	3 35	10 25	....	....	arr.+**Hammondsport**..lve.	†850	†1100	*550	§915
§9 15	*550	†200	†8 50	....	....	lve.**Hammondsport**arr.	10 25	1 10	8 36	1105
10 12	6 44	3 15	10 05	5 54	42	+.....**Kanona**.....	9 24	12 26	7 54	1032
10 24	6 52	3 23	10 12	6 01	46	+..... Avoca .....ȣ	9 17	12 18	7 46	1024
10 30	6 58	3 30	10 18	6 07	48	+.....Wallace.....ȣ	9 12	12 12	7 40	1018
10 40	7 08	3 40	10 28	6 16	53	+..... Cohocton.....ȣ	9 03	12 02	7 30	1008
10 49	7 20	3 49	10 37	6 25	58	+.....Atlanta.....ȣ	8 55	11 53	7 20	9 59
11 00	7 32	4 01	10 50	6 38	64	+.....**Wayland**.....ȣ	8 44	11 42	7 08	9 47
11 10	7 42	4 11	11 01	6 48	68	+.... Springwater.....ȣ	8 34	11 32	6 58	9 38
11 16	7 49	4 18	11 07	6 54	71	.....Websters.....	8 28	11 25	6 46	9 31
11 24	7 58	4 26	11 17	7 02	75	..... Conesus .....ȣ	8 21	11 17	6 37	9 23
11 40	8 14	4 42	11 33	7 19	82	+.....Livonia.....ȣ	8 05	11 01	6 17	9 08
11 46	8 20	4 47	11 39	7 25	85	.....South Lima.....	7 59	10 54	6 09	9 02
— —	— —	4 52	— —	7 35	87	..**Conesus Lake Junc.**..	7 55	— —	6 01	8 57
12 05	8 42	5 09	12 00	7 52	94	arr.....△**Avon**ȣ....lve.	7 40	10 33	5 44	8 41
12 10	8 50	5 20	12 06	8 00	94	lve.....+**Avon**.....arr.	7 36	10 20	5 38	8 38
12 19	*g* —	5 30	12 15	*g* —	98	....Golah	7 28	10 10	5 30	8 28
12 24	9 02	5 35	12 20	*g* —	101	.....Industry ..... ȣ	7 21	10 04	5 25	8 20
12 32	*g* —	5 42	12 27	*g* —	104	.....West Henrietta...ȣ	7 16	— —	5 15	— —
— —	*g* —	*b* —	— —	*g* —	108	..... Mortimer.....	*b* —	— —	— —	— —
12 50	9 25	6 00	12 45	8 45	113	+..△**Rochester**....ȣ	†700	†9 40	*500	§800
Noon	P M	P M	Noon	A M	....	ARRIVE] [LEAVE	A M	A M	P M	A M

ATTICA BRANCH.

127	303	125	301	123	Ms	*May* 2, 1909.	120	300	122	302	126
P M	A M	A M	A M	....	....	LEAVE] [ARRIVE	A M	Noon	P M	P M	P M
†4 10	†1115	†9 40	†7 00	A M	0	+△**Rochester**..ȣ	11 10	12 45	8 00	8 00	9 25
5 15	12 30	10 28	8 30	†6 30	19	lve.+△**Avon**ȣ..arr.	10 25	12 50	5 00	7 05	8 40
5 30	12 46	10 41	8 46	6 42	26	+....Caledonia....ȣ	10 15	12 35	4 46	6 48	8 24
5 48	1 06	10 56	9 10	6 58	33	+.... **Le Roy**.....ȣ	10 00	12 16	4 32	6 31	8 10
5 54	1 17	11 06	9 22	7 06	38	.....Stafford.....	9 51	11 06	4 22	6 20	8 00
6 06	1 30	11 17	9 40	7 18	43	+.....Batavia.....ȣ	9 40	10 53	4 09	6 08	7 48
6 21	1 50	11 31	9 53	7 33	51	.....Alexander....ȣ	9 25	10 37	3 52	5 48	7 32
6 28	2 00	11 38	10 00	7 45	54	arr.+△**Attica**ȣlve.	9 18	10 30	3 46	5 40	7 25
7 45	P M	12 45	A M	9 35	85	+.... **Buffalo**.....ȣ	†7 05	†8 30	†2 20	†4 00	†6 05
P M	....	Noon	....	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M	P M

Sunday Trains—Leaves Attica 7 30 a.m., arrives Alexander 7 37 a.m. Leaves Alexander 7 45 a.m., arrives Attica 7 55 a.m., Buffalo 9 35 a.m.

MT. MORRIS BRANCH.

19	13	11	9	117	3	Ms.	*May* 2, 1909.	8	12	14	16	118
P M	P M	Noon	A M	A M	A M	....	LEAVE] [ARRIVE	A M	Noon	P M	P M	P M
*840	†240	*1240	*1000	†825	*740	0	...**Mt. Morris**.ȣ	9 30	12 35	3 30	5 30	5 42
8 55	2 55	12 55	10 13	8 36	7 53	7	.....Geneseo....ȣ	9 15	12 20	3 15	5 15	5 30
7 18	3 18	1 18	10 32	8 52	8 18	15	...△**Avon**.....ȣ	8 52	12 00	2 52	4 52	5 10
8 00	4 00	2 00	11 10	9 25	9 00	34	.△**Rochester**.ȣ	†810	*1115	*210	*410	†440
P M	P M	P M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M	P M

Additional Trains—Leave Mt. Morris for Rochester †6 40, §8 40 a.m., §4 40, †9 40 p.m. Leave Rochester for Mt. Morris §7 10, §9 10 a.m., †6 10, *8 10, †11 00 p.m. Leave Mt. Morris for Avon †9 40 a.m., †4 15 p.m. Leave Avon for Mt. Morris †7 52, †10 35 a.m., †5 52 p.m.

CONESUS LAKE BRANCH.

Trains leave Avon †6 50 a.m., †5 30 p.m., arrives Lakeville (Conesus Lake) 7 15 a.m., 6 05 p.m. Returning, leave Lakeville (Conesus Lake) †7 25 a.m., †6 10 p.m., arrive Avon 8 15 a.m., 6 35 p.m.

October 1, 1909.

BERGEN COUNTY RAILROAD.

135	115	199	M	*May* 2, 1909.	54	34	198
P M	A M	....	..	lve..**New York**..arr.	A M	A M	....
*a*820	†920	....	0	...*Chambers Street*....	7 42	9 14	1
8 32	9 38	....	1	....**Jersey City**.....	7 31	9 01	....
8 51	9 55	A M	10	....**Rutherford**.....	7 14	8 43	P M
8 58	1001	†6 05	13	.....Garfield.....	7 06	8 36	5 50
— —	— —	6 25	14	. **Dundee** (*Branch*).	— —	— —	†5 15
7 03	— —	A M	14	.... Plauderville	7 01	— —	P M
7 09	1009	....	17	....Warren Point.....	6 55	8 28	....
7 12	1012	....	18	..... Fair Lawn	6 52	8 25	....
— —	— —	....	20	..... Glen Rock	— —	— —	....
7 18	1028	....	21	.... **Ridgewood**.....	*a*647	†8 19	....
P M	A M	....	..	ARRIVE] [LEAVE	A M	A M	....

PIERMONT BRANCH.

285	283	829	279	277	275	271	M	*September* 26, 1909.	690	812	286	270	272	274	276	278
P M	A M	P M	P M	A M	A M	....	..	lve.**New York**.arr.	A M	A M	A M	Noon	P M	P M	A M	P M
§810	§840	†652	†310	*c*1025	†655	....	..	.... 23*d Street*	*c*830	8 50	9 47	*c*1215	6 00	*c*816	10 15	8 00
8 15	8 45	6 00	3 20	10 30	7 08	....	..	..*Chambers Street*.	8 22	8 32	9 42	12 07	5 52	8 07	10 07	7 52
§817	§954	....	†540	....	†826	....	0	lve..**Sparkill**ȣarr.	....	....	8 08	....	4 34	....	8 44	6 28
8 21	1000	....	5 46	....	8 29	....	2	...Orangeburgh....	....	....	8 02	....	4 29	....	8 38	6 25
8 25	1003	....	5 48	....	8 32	....	3	.....Blauvelt.....	....	....	7 59	....	4 28	....	8 34	6 22
e —	*e* —	P M	5 57	Noon	*e* —	A M	7	Nanuet Crossingȣ	A M	A M	7 50	A M	4 17	P M	8 24	*e* —
8 42	1032	†740	6 07	†1122	9 00	†627	10	..**Spring Valley**ȣ	6 39	7 10	7 43	10 15	4 02	7 13	8 14	6 04
8 46	1037	7 45	6 12	12 27	9 05	6 32	11	.....Monsey.....	6 33	7 05	7 38	10 11	3 57	7 08	8 09	6 48
8 50	1042	7 50	6 17	12 32	9 10	6 37	13	.... Tallman's ..ȣ	6 25	7 00	7 33	1006	3 52	7 03	8 03	6 43
9 00	1052	7 56	6 25	12 40	9 18	6 45	17	..... **Suffern** ...ȣ	*h*617	*h*652	†725	†9 57	†344	†855	§7 55	§535
P M	A M	P M	P M	Noon	A M	A M	..	ARRIVE] [LEAVE	A M	A M	A M	A M	P M	P M	A M	P M

* Daily; † daily, except Sunday; § Sunday only; *a* daily, except Sunday and holidays; *b* stops to take passengers; *c* via New Jersey & New York R.R.; *e* stop is made at Nanuet; *g* stops to leave passengers from points east of Avon; *h* holidays only; *k* Saturday only.

+ Coupon stations; ȣ Telegraph stations.

STANDARD—*Eastern time.*

NOTE △—See Stop-over Arrangement, page 138.

THE JANNEY "X" COUPLER THE McCONWAY & TORLEY CO. PITTSBURGH, PA.

ERIE RAILROAD

NEWBURGH & NEW YORK RAILROAD.

784	782	160	158	154	788	190	150	148	M	September 26, 1909.	149	781	151	153	786	155	157	783	789
P M	A M	P M	P M	P M	Noon	Noon	A M	A M	..	lve..+ New York ♁ .arr.	A M	A M	A M	A M	P M	P M	P M	A M	P M
§110	§9 10	*755	x438	a563	h255	k12 40	†9 10	a3 55	0	Twenty-third Street.	8 30	9 30	9 30	10 50	3 43	7 15	10 45	10 15	7 35
1 15	9 15	8 00	4 40	4 00	1 00	12 50	9 10	4 00	0	...Chambers Street...	8 14	9 13	9 22	10 42	3 35	7 02	10 37	10 07	7 27
--	10 55	9 23	--	--	3 09	--	10 55	7 20	48	lve... Turner ♁ ..arr.	--	7 15	--	9 02	1 35	4 45	8 00	8 00	5 20
8 30	11 09	9 33	8 35	5 39	3 21	2 35	11 08	7 29	49	....Central Valley.. ♁	6 26	7 03	7 44	8 52	1 23	4 34	7 47	7 48	5 09
8 34	11 13	9 36	8 38	5 43	3 24	2 38	11 12	7 40	50	...Highland Mills.. ♁	6 22	7 00	7 40	8 46	1 20	4 30	7 42	7 45	5 05
8 38	11 24	9 41	8 43	5 49	3 28	2 44	11 17	7 47	52	.....Woodbury.... ♁	6 16	6 55	7 32	8 41	1 10	4 20	7 35	7 40	4 55
8 44	11 29	9 44	8 48	--	3 34	2 51	11 23	7 54	34	...Houghton Farm...	6 09	6 48	--	8 34	1 03	4 14	--	7 33	4 50
8 47	11 33	9 47	8 50	5 57	3 37	2 55	11 26	7 58	55	....Mountainville.. ♁	6 06	6 45	7 22	8 31	1 00	4 11	7 24	7 30	4 46
8 52	11 37	9 51	8 55	6 01	3 42	3 00	11 30	8 04	57	.....Enderlin.....	6 00	6 39	7 17	8 26	12 54	4 05	7 18	7 24	4 41
8 57	11 42	9 57	7 01	6 08	3 47	3 05	11 35	8 11	59	...Vail's Gate Junc. ♁	5 56	6 35	7 13	8 22	12 50	4 01	7 14	7 20	4 37
4 02	11 47	1002	7 05	6 10	3 52	3 09	11 40	8 16	61	....New Windsor.. ♁	5 51	6 29	7 07	8 16	12 44	3 56	7 07	7 15	4 31
4 07	11 52	1007	7 10	6 15	3 57	3 13	11 44	8 21	62	...West Newburgh...	5 46	6 24	e --	8 11	12 39	3 51	7 02	7 10	4 28
4 12	11 57	1012	7 14	6 20	4 02	3 18	11 49	8 26	64	+....Newburgh... ♁	a542	h619	a657	a806	h1235	a348	*6 57	§706	§421
P M	A M	P M	P M	P M	P M	P M	P M	A M	..	ARRIVE] [LEAVE	A M	A M	A M	A M	Noon	P M	P M	A M	P M

† Daily, except Sunday; § Sunday only; a daily, except Sunday and holidays; b stops to take passengers for points west of Wanaque-Midvale; c discontinued west of Wanaque-Midvale after Oct. 30th; e stops to take passengers; h holidays only; k Saturday only; n stops holidays only; v daily, except Saturday and Sunday; x daily, except Saturday, Sunday and holidays.

+ Coupon stations; ♁ Telegraph stations.

STANDARD—*Eastern time.*

GREENWOOD LAKE DIVISION.

Sept. 26, 1909.	507	509	511	513	581	c565	517	519	577	523	525	529	585	531	535	537	539	541	543	545	501	503	547	549	555	557
New York.....lve.	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	A M	P M	P M
23d Street.....	†6 55	†8 55	†10 10	†10 55	h1225	k1 10	†1 40	†2 40	k3 25	†3 53	a4 08	†4 53	a5 07	b5 22	v5 22	a5 52	†6 08	†6 55	†7 55	†9 25	†10 25	†11 35	†12 25	§8 40	§10 25	§8 30	§8 10
Chambers Street	7 08	9 00	10 18	11 05	12 40	1 20	1 45	2 46	3 30	4 08	4 20	5 00	5 20	5 38	5 38	6 00	6 20	7 00	8 00	9 30	10 30	11 40	12 30	8 45	10 30	6 35	8 15
Jersey City.....	7 24	9 22	10 32	11 25	12 54	1 37	2 00	3 03	3 47	4 26	4 40	5 17	5 38	5 52	5 52	6 17	6 37	7 17	8 18	9 44	10 50	11 57	12 48	9 00	10 47	6 53	8 33
Arlington.....	7 38	9 36	10 46	11 39	1 08	--	2 14	3 17	4 01	n	4 54	--	--	--	--	8 31	6 51	7 31	8 32	9 58	11 04	12 11	1 02	9 14	--	7 07	8 47
North Newark....	7 42	9 40	10 51	11 43	1 12	b1 53	2 19	3 22	4 04	4 42	4 59	5 34	--	6 08	6 08	6 35	6 57	7 38	8 36	10 04	11 08	12 16	1 07	9 18	11 03	7 12	8 52
Forest Hill (Orange Jn.).	7 48	9 43	10 53	11 46	1 14	--	2 22	3 24	4 07	n	5 01	--	--	--	--	6 38	7 01	7 38	8 39	10 07	11 10	12 22	1 09	9 20	11 06	7 14	8 54
Bloomfield.....	7 53	9 49	11 00	11 54	1 21	2 00	2 30	3 30	4 15	n	5 10	--	5 59	6 18	6 18	6 46	7 07	7 45	8 45	10 15	11 17	12 29	1 15	9 27	11 15	7 21	1001
Montclair	8 01	9 55	11 06	12 01	1 27	2 09	2 36	3 36	4 21	4 52	5 17	5 45	6 06	6 24	6 26	6 52	7 13	7 51	8 52	10 21	11 23	12 34	1 24	9 34	11 22	7 27	1008
Montclair Heights.	8 11	10 04	11 17	12 12	1 38	2 21	2 45	3 46	4 30	n	5 28	--	6 18	6 35	6 37	7 03	7 23	8 03	9 03	10 32	11 32	12 43	1 34	9 45	11 34	7 41	1020
Great Notch.....	8 16	10 09	11 22	12 17	1 43	2 26	2 50	3 50	4 35	5 08	5 33	5 59	6 24	6 40	6 42	7 08	7 28	8 09	9 08	10 37	11 37	12 48	1 39	9 50	11 40	7 49	1025
Little Falls.....	8 21	10 14	A M	12 22	1 48	2 31	2 55	3 55	P M	5 12	5 38	6 04	6 29	P M	6 47	7 13	7 33	8 18	9 13	P M	11 42	12 53	A M	9 56	11 46	7 54	1030
Pompton.....	8 44	10 34	.....	12 43	P M	2 54	P M	4 17	.....	5 32	P M	6 23	6 55	.....	P M	7 34	P M	8 38	P M	.....	P M	1 13	.....	10 20	12 08	8 14	1053
Wanaque Midvale.	8 55	10 46	.....	12 53	.....	3 06	.....	4 30	.....	5 40	.....	6 33	7 06	.....	.....	7 45	.....	8 48	.....	.....	.....	1 23	.....	10 30	12 20	8 24	1105
Sterling Forest.arr.	A M	11 20	.....	Noon	.....	3 38	.....	P M	.....	6 10	.....	P M	P M	.....	.....	P M	.....	P M	.....	.....	.....	A M	.....	11 05	Noon	P M	1140
Greenwood Lake.arr.	.....	A M	.....	.....	.....	P M	.....	.....	.....	P M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	A M	.....	.....	P M

STATIONS.	M	500	502	504	506	508	510	512	514	516	518	522	524	526	532	580	534	536	538	540	542	544	546	550	552	554	556	....
Greenwood Lake.lve.	0	....	....	....	....	....	....	....	....	....	A M	....	....	....	....	....	P M	....	....	....	....	....	....	....	....	P M	....	....
Sterling Forest.lve.	4	....	A M	....	A M	....	....	A M	....	A M	†7 45	A M	....	P M	....	....	†4 00	P M	P M	....	....	A M	A M	....	P M	§6 01	P M	....
Wanaque-Midvale.	17	....	†5 27	....	§6 18	....	....	†7 15	....	†7 33	8 14	†9 30	....	†1 32	....	....	4 50	†5 47	†7 48	....	....	§6 52	§8 13	....	§5 30	5 35	§8 55	....
Pompton..... ♁	20	A M	5 36	A M	6 28	A M	....	7 24	....	7 42	8 22	9 40	....	1 42	P M	....	4 38	5 56	7 56	P M	....	7 02	8 22	P M	5 38	5 44	9 03	....
Little Falls..... ♁	29	†5 01	5 57	†6 30	6 53	a7 14	A M	7 44	A M	8 02	8 38	9 59	Noon	2 03	†4 02	P M	4 56	6 23	8 14	†9 46	P M	7 26	8 45	§2 28	4 01	6 09	9 24	....
Great Notch.....	31	5 06	6 02	6 36	6 58	7 19	a7 40	7 50	†8 12	8 20	8 48	10 06	†1 22	2 08	4 07	k4 45	5 02	6 33	8 22	9 53	†11 10	7 31	8 51	2 34	4 07	6 17	9 29	....
Montclair Hghts. ♁	33	5 11	6 07	6 41	7 03	--	7 45	n	--	8 24	8 52	10 11	12 27	2 13	4 12	--	5 09	6 38	8 28	9 58	11 15	7 36	8 56	2 39	4 12	6 22	9 34	....
Montclair +..... ♁	36	5 20	6 18	6 51	7 13	7 31	7 56	8 04	8 27	8 37	9 02	10 21	12 36	2 23	4 21	4 54	5 20	6 48	8 35	10 07	11 24	7 46	9 06	2 49	4 22	6 34	9 46	....
Bloomfield.....	37	5 25	6 23	6 55	7 18	7 36	--	8 09	8 31	8 41	--	10 26	12 41	2 28	4 26	--	5 26	6 52	8 39	10 13	11 29	7 52	9 12	2 54	4 27	6 40	9 51	....
Forest Hill (Orange Jn.) ♁	39	5 32	6 32	7 04	--	7 48	--	--	--	8 49	--	10 34	12 47	2 35	4 34	5 01	5 38	7 00	8 46	10 20	11 34	8 00	9 20	3 01	4 35	6 48	9 59	....
North Newark..... ♁	40	5 34	6 34	7 07	7 23	7 50	--	8 14	--	8 51	9 10	10 36	12 49	2 37	4 36	5 03	5 40	7 03	8 49	10 22	11 36	8 02	9 22	3 04	4 37	6 50	1001	....
Arlington..... ♁	41	5 39	6 39	7 12	--	7 56	--	--	--	8 55	--	10 41	12 54	2 42	4 40	5 09	5 44	7 08	8 53	10 28	11 42	8 07	9 27	3 09	4 42	6 55	1006	....
Jersey City.....	48	5 54	6 54	7 27	7 39	8 10	8 17	8 31	8 51	9 09	9 26	10 56	1 08	2 55	4 54	5 22	5 58	7 22	9 06	10 40	11 56	8 22	9 41	3 23	4 56	7 10	1020	....
Chambers Street	49	6 07	7 07	7 44	7 52	8 22	8 32	8 42	9 01	9 22	9 40	11 10	1 22	3 07	5 12	5 31	6 12	7 32	9 22	10 52	12 07	8 37	9 52	3 37	5 07	7 22	1037	....
23d Street.....	49	6 15	7 15	7 45	8 00	8 30	8 50	8 50	9 15	9 30	9 47	11 15	1 50	3 15	5 13	5 45	6 30	7 45	9 30	11 15	12 15	8 45	10 00	3 45	5 15	7 30	1045	....
New York....arr.	..	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	Night	A M	A M	P M	P M	P M	P M	....

Additional Trains—Leave 23d Street x5 22, x5 37 p.m., Chambers Street x5 38, x5 50 p.m., arriving Great Notch 6 40, 6 48 p.m. Leave 23d Street §12 35 noon, k3 25, §10 55 p.m., Chambers Street §12 42 noon, k3 30, §11 00 p.m., arriving Little Falls 1 59, 4 35 p.m., 12 09 night. Leave Little Falls §11 27 a.m., arrive Chambers Street 12 37 noon, 23d Street 12 45 noon. Leaves 23d Street §4 25 p.m., Chambers Street §4 30 p.m., arriving Wanaque-Midvale 6 20 p.m.

CALDWELL BRANCH.—Trains 507, 509, 511 (563 Saturday only), 519, 523, 525, (529 except Sundays and holidays), (585 Saturdays only, and Dec. 25, 1909, and Jan. 1, 1910), (531 holidays, except Dec. 25, 1909, and Jan. 1, 1910), (533 except Saturdays, Sundays and holidays), (535 Saturdays only), 539, 543, 503 (547, 549, 555 and 557 Sundays) connect at **Great Notch** for Overbrook (2 miles), Verona (3 miles), Caldwell (4.6 miles) and Essex Fells (5.1 miles). Trains 507, 511, 519, 523 (529 Saturdays only, except December 25, 1909, and January 1, 1910), and 533 connect at Essex Fells with M. & E. R.R. for Morristown. Returning, trains leave Morristown for New York a6 38, †7 54, †11 28 a.m., †3 20, †4 50, †6 15 p.m. Leave Essex Fells for New York a6 38, a7 20, †7 53, †8 29, §8 28, †9 42, §11 10 a.m., †12 04 noon, †4 32, †5 54, §5 55, †7 47, §9 08, †10 54 p.m.

ORANGE BRANCH.—Leave New York (23d Street) a6 55, †8 55, †10 55 a.m., k1 40, †3 25, k3 53, a4 08, †4 53, a5 37, †6 08, †6 55, †7 55, †9 25, †11 35 p.m., §8 40, §10 10 a.m., §12 35 noon, §1 55, §4 25, §8 30, §7 55, §9 10, §10 25 p.m.; Chambers Street a7 08, †9 00, †11 05 a.m., k1 45, †3 30, k4 08, a4 20, †5 10, a5 38, †6 20, †7 00, †8 00, †9 30, †11 40 p.m., §8 45, §10 15 a.m., §12 42 noon, §2 00, §4 30, §6 35, §8 00, §9 15, §10 30 p.m., arriving at West Orange (14 miles) a8 27, †10 02 a.m., †12 06 noon, k2 41, †4 25, k5 08, a5 23, †6 04, a6 41, †7 22, †8 00, †9 01, †10 29 p.m., †12 41 night, §9 43, §11 14 a.m., §1 48, §3 01, §5 30, §7 35, §9 03, §10 18, §11 30 p.m. Returning, leave West Orange for New York †6 07, †6 43, a7 15, a7 25, †8 06, †8 20, †10 18 a.m., †12 23 noon, †4 35, †6 30, †8 14, †9 38, †11 13 p.m., §8 15, §8 56, §10 14, §11 38 a.m., §2 35, §4 13, §6 16, §9 15 p.m.

NORTHERN RAILROAD OF NEW JERSEY.

May 30, 1909.	M	203	205	207	211	213	265	217	269	221	223	225	273	231	233	237	239	241	243	247	201	249	251	253	255	257	259	261	263
New York lv.	..	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	A M	Noon	P M	P M	P M	P M	P M
23d Street..	..	a540	†6 55	†8 55	†10 10	†11 25	h1 25	k1 15	2 50	3 50	3 50	4 50	5 10	5 28	5 38	6 10	6 10	6 50	8 15	10 30	12 15	8 30	9 30	12 42	2 00	4 00	7 00	8 15	10 30
Chambers St	0	5 45	7 02	9 10	10 18	11 30	12 45	1 15	2 50	3 50	3 50	4 50	5 10	5 28	5 38	6 10	6 10	6 50	8 15	10 30	12 15	8 30	9 30	12 42	2 00	4 00	7 00	8 15	10 30
Jersey City	1	6 08	7 16	9 26	10 29	11 44	12 57	1 34	2 45	3 44	4 07	4 59	5 22	5 39	5 55	6 22	6 22	7 04	8 32	10 47	12 30	8 44	9 50	1 02	2 15	4 14	7 14	8 28	10 52
Englewood.	15	6 44	7 55	1001	1052	12 22	1 23	2 10	3 22	4 09	4 42	--	5 58	6 04	6 24	6 48	7 01	7 40	9 06	11 21	1 03	9 20	1024	1 34	2 50	4 49	7 47	8 04	11 28
Sparkill.....	25	7 13	8 24	1028	1120	12 50	1 54	2 38	3 51	4 38	5 11	5 38	6 26	6 28	6 53	7 09	7 29	8 08	9 34	11 51	1 38	9 48	1054	2 02	3 18	5 21	8 16	8 33	11 57
Piermont..	26	7 17	8 29	1033	1125	12 55	1 59	2 43	3 55	4 40	5 16	5 43	6 30	6 32	6 58	7 15	7 33	8 13	9 39	11 56	1 43	9 52	1058	2 06	3 22	5 25	8 20	8 38	12 02
Nyack.....	29	7 28	8 44	1043	1135	1 05	2 11	2 53	4 05	4 50	5 28	5 53	6 40	6 43	7 08	7 28	7 46	8 23	9 49	12 06	1 53	1003	1109	2 16	3 33	5 35	8 30	9 49	12 12
[ARRIVE	..	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	A M	P M	P M	P M	P M	P M	Night

STATIONS. [LEAVE	200	202	204	206	208	214	284	216	220	290	222	226	228	230	232	236	238	244	246	248	250	252	254	256	258	264
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Noon	P M	P M	P M	P M
Nyack.....	†4 52	a5 52	†6 16	a6 30	†6 52	a7 33	h7 41	a8 01	a8 30	a8 30	†9 23	†11 41	†1 32	k3 03	†3 28	†4 56	†5 56	†7 34	†10 20	§7 09	§8 38	§12 10	§2 25	§4 52	§6 18	§9 07
Piermont.....	5 02	6 03	6 26	6 40	7 02	7 44	7 51	8 11	8 40	8 40	9 33	11 51	1 42	3 13	3 40	5 06	6 06	7 44	10 30	7 19	8 48	12 20	2 38	5 02	6 28	9 17
Sparkill.....	5 06	6 07	6 30	6 44	7 06	7 48	7 55	8 18	8 45	8 45	9 37	11 56	1 47	3 18	3 44	5 10	6 11	7 49	10 35	7 23	8 52	12 25	2 40	5 08	6 32	9 21
Englewood.....	5 34	6 35	6 54	7 12	7 34	--	8 23	--	9 05	9 05	10 04	12 22	2 15	3 42	4 11	5 38	6 39	8 21	11 01	7 50	9 18	12 51	3 07	5 33	7 01	9 50
Jersey City.....	6 08	7 11	7 27	7 49	8 08	8 26	8 48	8 56	9 28	9 40	10 41	12 59	2 49	4 07	4 48	6 11	7 09	8 56	11 36	8 26	9 54	1 26	3 41	6 08	7 36	10 28
Chambers Street	6 20	7 25	7 32	8 02	8 22	8 42	9 03	9 13	9 40	9 52	10 52	1 10	3 07	4 22	5 00	6 22	7 27	9 07	11 47	8 37	10 07	1 37	3 52	6 22	7 52	10 37
23d Street.....	6 30	7 30	7 45	8 15	8 30	8 50	9 15	9 15	9 47	10 00	11 00	1 30	3 16	4 30	5 13	6 30	7 35	9 15	11 55	8 45	10 15	1 45	4 00	6 30	8 00	10 45
New York....arr.	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

Additional Trains—Leaves New York (23d Street) x4 38 p.m., Chambers Street x4 50 p.m., arrives Englewood 5 32 p.m., Sparkill 6 09 p.m. Leave New York for Englewood x4 38, a5 22 p.m. Leaves Nyack §7 57 p.m., Sparkill §7 51 p.m., Englewood §8 18 p.m., arrives New York (Chambers Street) 9 07 p.m., 23d Street 9 15 p.m. Leave Englewood for New York a7 58, a8 39 a.m., x7 45 p.m. Leaves Sparkill for New York a7 55 a.m.

ERIE RAILROAD

BUFFALO AND JAMESTOWN.

103	111	135	147	107	Ms	May 2, 1909.	100	104	114	108	108	....
P M	....	...	A M	A M	...	LEAVE] [ARRIVE	....	P M	P M	P M	....	....
*643	....	....	*1158	*711	...	Niagara Falls N.Y.	....	†2 03	†2 03	9 07	....	....
P M	P M	P M	P M	A M	...	(*Eastern time.*)	A M	A M	Noon	P M	P M	....
*815	†600	*430	*1 00	*815	0	lv. + **Buffalo** ♁ ar.	8 05	9 41	12 40	7 00	1025	....
8 33	6 18	4 50	– –	8 34	7	.... Blasdell... ♁	7 46	9 27	– –	6 45	1004	....
– –	– –	– –	– –	– –	9	.... Big Tree	– –	– –	– –	– –	– –	....
– –	– –	– –	– –	– –	11	...Abbott Road...	– –	– –	– –	– –	– –	....
8 46	6 30	5 04	1 31	8 49	14	....Hamburgh.. ♁	7 37	9 17	12 11	6 30	9 54	....
– –	6 33	5 07	– –	s –	14	...Water Valley ...	7 28	– –	– –	s –	s –	...
v s	6 38	5 12	– –	8 55	17	...Eden Valley...	7 23	9 08	– –	6 20	s –	....
8 56	6 45	5 18	1 41	9 03	19	...Eden Center. ♁	7 16	9 03	12 01	6 14	9 43	....
9 04	6 55	5 27	1 49	9 11	23	..North Collins ♁	7 08	8 53	11 54	6 03	9 34	....
– –	7 02	5 35	– –	9 18	27	....Lawton's... ♁	6 59	8 46	– –	5 53	s –	....
9 19	7 09	5 45	2 00	9 25	30	.....Collins ... ♁	6 53	8 40	11 42	5 45	9 19	....
9 27	7 17	5 53	2 09	9 32	34	....Gowanda... ♁	6 45	8 31	11 35	5 38	9 12	....
9 44	7 35	6 14	– –	9 54	38	...△**Dayton**... ♁	†630	8 19	– –	5 25	s –	....
s –	P M	6 19	–	9 59	40	... Markham's....	A M	8 00	– –	5 11	8 59	....
9 55	....	6 27	2 32	1006	43	..South Dayton ♁	....	7 59	11 17	5 05	8 48	....
1005	....	6 38	2 42	1016	48	..Cherry Creek ♁	....	7 47	11 08	4 56	8 39	....
v –	....	6 48	2 51	1025	53	..Conewango....	....	7 35	10 59	4 45	6 30	....
c –	....	7 03	3 05	1038	61	.... Kennedy . ♁	....	7 17	10 46	4 30	8 17	....
c –	....	7 13	3 15	1048	66	....**Falconer**	....	7 07	10 37	4 21	8 07	....
1045	....	7 20	3 19	1055	70	+ △**Jamestown.** ♁	....	*7 00	*1030	*415	*800	....
P M	....	P M	P M	A M	...	ARRIVE] [LEAVE	....	A M	A M	P M	P M	....
2 50	....	....	7 20	....	...	ar. **Cincinnati.** lv.	....	*2 00	*7 40	....	....	....
P M	....	....	A M	....	...	(*Central time.*)	....	P M	P M	....	....	....
5 34	....	....	8 13	....	...	arr. **Chicago.** lve.	....	*1100	....	*930	....	....
P M	....	....	A M	....	...	(*Central time.*)	....	A M	....	P M	....	....

SCRANTON LINE.

....	....	....	129	107	Ms	September 26, 1909.	130	104	....	....	....
....	....	....	P M	....	...	(*Eastern time.*)	P M	P M	....	....	....
....	....	....	†2 55	....	...	lve. **New York.** arr.	1 22	7 27	....	....	....
....	....	....	3 23	....	...	.... **Newburgh**....	12 32	9 42	....	....	....
....	....	....	4 56	....	...	....△**Goshen**.....	11 23	5 42	....	....	....
....	....	....	5 12	....	...	.△**Middletown**...	11 10	5 33	....	....	....
....	....	....	6 00	....	...	.△**Port Jervis**...	10 22	4 49	....	....	....
....	....	....	7 03	A M	...	.△**Lackawaxen**..	†9 32	*3 18	....	....	....
....	....	....	†7 49	†9 12	0	lv. **West Hawley** ♁ ar.	8 43	3 10	....	....	....
....	....	....	8 05	9 28	6	..... Hoadley's	8 26	2 53	....	....	....
....	....	....	8 10	9 33	8	.... Clemo	8 21	2 48	....	....	....
....	....	....	8 20	9 43	14	.....Gravity......	8 11	2 36	....	....	....
....	....	....	8 32	9 53	15	..**Lake Ariel**....	8 03	2 23	....	....	....
....	....	....	8 45	10 06	18	....Maplewood	7 51	2 11	....	....	....
....	....	....	8 51	10 12	21	........Saco	7 44	2 04	....	....	....
....	....	....	8 54	10 15	23	....Wimmer's... ♁	7 41	2 01	....	....	....
....	....	....	9 05	10 26	27	.....Elmhurst.... ♁	7 29	1 49	....	....	....
....	....	....	9 14	10 35	30	.....Nay Aug......	7 20	1 40	....	....	....
....	....	....	9 24	10 44	33	....Dunmore ... ♁	7 11	1 31	....	....	....
....	....	....	9 30	10 50	35	....**Scranton** .. ♁	†7 05	†1 25	....	....	....
....	....	....	P M	A M	...	ARRIVE] [LEAVE	A M	P M	....	....	....

MIDDLETOWN AND CRAWFORD BRANCH.

October 31, 1909.	Mls	115	135	795	799	....	....	....	....
New York..........lve.	....	A M	P M	A M	....	....	....	....	....
Chambers Street........	....	†9 10	†4 30	‡9 15	P M	....	....	....	....
Middletown + △ .....lve.	0	11 30	6 50	11 38	§6 00	....	....	....	....
Main Street............	....	11 35	6 58	11 43	6 05	....	....	....	....
Circleville	6	12 05	7 10	12 03	6 20	....	....	....	....
Bullville	8	12 17	7 16	12 15	6 26	....	....	....	....
Thompson Ridge	11	12 37	7 22	12 35	6 32	....	....	....	....
Van Keurens.............	13	12 42	7 27	12 40	6 37	....	....	....	....
Pine Bush ....arr.	14	12 45	7 30	12 43	6 40	....	....	....	....
(*Eastern time.*)	....	Noon	P M	Noon	P M	....	....	....	....

STATIONS.	142	138	126	796	....	....	....	....	....
[LEAVE	A M	A M	P M	A M	....	....	....	....	....
Pine Bush..............	‡7 23	h1000	*4 05	‡7 32	....	....	....	....	....
Van Keurens..............	7 26	10 03	4 08	7 35	....	....	....	....	....
Thompson Ridge..........	7 33	10 10	4 18	7 40	....	....	....	....	....
Bullville	7 43	10 27	4 32	7 46	....	....	....	....	....
Circleville	8 05	10 47	4 52	7 52	....	....	....	....	....
Main Street	8 18	11 00	5 05	8 05	....	....	....	....	....
Middletown△..............	8 25	11 05	5 10	8 10	....	....	....	....	....
Chambers Street........	10 42	1 22	7 27	11 07	....	....	....	....	....
New York ....arr.	A M	P M	P M	A M	....	....	....	....	....

HONESDALE BRANCH.

103	129	205	115	Mls	September 26, 1909.	130	102	204	....	....
P M	P M	....	A M	....	lve... **New York**..arr.	P M	P M	....	....	....
‡2 45	†3 00	....	†9 00	....	...*Chambers Street*...	1 22	7 27	....	....	....
P M	P M	....	Noon	....	lve...(Eastern time)...arr.	A M	P M	....	....	....
‡6 11	†7 06	....	†12 35	0	+ △**Lackawaxen**.. ♁	9 24	3 53	....	....	....
6 19	7 16	....	12 44	5	......Rowlands.... ♁	9 16	3 45	....	....	....
6 27	7 23	....	12 52	8	......Glen Eyre.... ♁	9 08	3 37	....	....	....
9 35	7 32	....	1 00	12	......Kimbles......	8 59	3 28	....	....	....
6 43	7 42	P M	1 10	16	+ ....Hawley.... ♁	8 51	3 20	P M	....	....
6 49	7 48	k525	1 20	16	...**West Hawley**....	8 49	3 18	7 30	....	....
6 57	7 56	3 33	1 28	20	.....White Mills... ♁	8 37	3 00	7 22	....	....
7 06	8 05	3 42	1 37	24	+..East Honesdale....	8 28	2 51	7 15	....	....
7 09	8 08	3 45	1 40	25	+...**Honesdale**... ♁	†8 25	*2 48	k710	....	....
P M	P M	P M	P M	....	ARRIVE] [LEAVE	A M	P M	P M	....	....

PINE ISLAND BRANCH.

29	715	115	27	Mls	September 26, 1909.	28	30	120	....	....
P M	A M	A M	A M	....	lve. + **New York** ♁ arr.	A M	....	P M	....	....
†4 30	b9 10	a9 10	†4 00	....	.. *Chambers Street* ..	10 42	P M	7 27	....	....
6 45	11 25	11 25	8 50	0	lve + △**Goshen** ♁ .arr.	8 27	5 40	5 15	....	....
6 53	11 41	11 35	9 00	4	.....Orange Farm.....	8 18	– –	4 48	....	....
7 00	11 51	11 42	9 06	6	.......Florida ..... ♁	8 13	†5 25	4 43	....	....
7 08	12 02	11 48	9 14	9	.......Big Island......	8 04	P M	4 33	....	....
7 18	12 10	12 00	A M	12	ar.. **Pine Island** ♁ lv.	†7 56	....	*4 15	....	....
P M	Noon	Noon	....	....	(*Eastern time.*)	A M	....	P M	....	....
8 00	....	....	10 00	24	arr.... **Sussex** ...lve.	†7 15	†3 50	....	....	....
P M	....	....	A M	....	(*L. & N. E. R.R.*)	A M	P M	....	....	....

Trains marked * run daily; † daily, except Sunday; ‡ Sunday only; *a* daily, except Sunday and holidays; *b* Sunday and holidays; *c* stops to let off passengers; *d* daily, except Sunday and Monday; *h* holidays only; *k* Saturday only; *s* stops Sunday only; *v* stops to leave from Buffalo.

NOTE △—See stop-over arrangement on page 138.

SALAMANCA AND DUNKIRK BRANCH.

....	125	29	105	Mls	May 2, 1909.	120	126	106	....	....
....	Night	....	P M	....	lve... **New York**...arr.	....	P M	A M	....	....
....	*1200	A M	*6 35	....	.. *Chambers Street* ..	....	9 22	8 25	....	....
....	*1045	†8 00	*3 35	....	lve. + △**Hornell**...arr.	A M	12 55	10 57	....	....
....	4 15	11 30	6 57	0	lve. △**Salamanca**.arr.	9 03	10 37	7 20	....	....
....	4 22	11 37	7 02	2	...West Salamanca...	8 58	10 32	7 12	....	....
....	4 38	11 51	7 14	9	+...Little Valley.....	8 47	10 21	6 57	....	....
....	4 59	12 06	7 36	16	.....Cattaraugus.....	8 32	10 08	6 35	....	....
....	5 26	12 26	8 04	25	.....△**Dayton**.......	8 15	9 53	6 14	....	....
....	7 00	....	9 45	....	arr.... **Buffalo** ....lve.	....	*8 15	*4 30	....	....
....	5 31	12 32	8 17	28	......Perrysburg......	7 52	9 40	5 57	....	....
....	5 43	12 47	8 29	35	.....Smith's Mills.....	7 37	9 23	5 45	....	....
....	5 54	12 55	8 37	39	......Forestville......	7 29	9 14	5 32	....	....
....	6 04	1 03	8 44	45	.......Sheridan.......	7 20	9 06	5 22	....	....
....	6 15	1 15	8 54	47	+.... **Dunkirk**	†7 10	*8 55	*5 10	....	....
....	P M	P M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	....	....

+ Coupon stations; ♁ Telegraph stations.

BATH & HAMMONDSPORT RAILROAD.

F. D. UNDERWOOD, Prest., New York.
G. A. RICHARDSON, V.-P., "
M. P. BLAUVELT, Gen. Aud., "
DAVID BOSMAN, Secretary, "
J. E. PACKER, Asst. Sec'y, "
G. W. BIGONEY, Treas., "

W. B. BANCKER, Asst. Treas., New York.
J. C. STUART, Gen. Mgr., "
R. H. WALLACE, Gen. Pas. Agt., "
HENRY ADAMS, Gen. Frt. Agt., "
CHARLES P. UTLEY, Gen. Agent, Hammondsport, N.Y.

10	8	6	4	2	Ms	September 20, 1909.	1	3	5	7
P M	P M	Noon	A M	A M	....	LEAVE] [ARRIVE	A M	A M	A M	P M
*8 10	†3 10	†1235	†1000	†8 00	0	........**Bath**[1]........	7 45	9 20	11 50	2 35
8 14	3 14	12 39	10 04	8 04	2	...Washington Street...	7 39	9 15	11 44	2 24
8 17	3 17	12 42	10 07	8 07	3	.....County House.....	7 36	9 12	11 41	2 20
8 21	3 21	12 45	10 10	8 10	4	..N.Y.S. Fish Hatchery..	7 31	9 07	11 36	2 15
8 22	3 22	12 46	10 11	8 11	5	......Cold Springs......	7 28	9 04	11 33	2 13
8 23	3 23	12 47	10 12	8 12	6	.......Hermitage.......	7 26	9 01	11 31	2 11
8 26	3 26	12 50	10 15	8 15	7	.....Pleasant Valley.....	7 23	8 58	11 28	2 08
8 28	3 28	12 52	10 17	8 17	8	........Rheims.........	7 21	8 56	11 26	2 06
8 35	3 35	1 00	10 25	8 25	10	....**Hammondsport**[2]...	†7 15	†8 50	†1120	†200
P M	P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	P M

Additional Trains—Leave Bath ‡10 40 a.m., arrive Hammondsport 11 05 a.m. Returning, leave Hammondsport ‡9 15 a.m., *5 50 p.m., arriving Bath 9 45 a.m., 6 20 p.m.

* Daily; † daily, except Sunday; ‡ Sunday only. *Eastern time.*

Connections.—[1] With Erie and Delaware, Lackawanna & Western R.Rs. [2] With Lake Keuka Navigation Co.

LAKE KEUKA NAVIGATION COMPANY.

F. D. UNDERWOOD, President, New York.
G. A. RICHARDSON, Vice-Prest., New York.
DAVID BOSMAN, Secretary, "
D. W. BIGONEY, Treasurer, "

J. C. STUART, Gen. Manager, New York.
R. H. WALLACE, Gen. Pas. Agt., "
HENRY ADAMS, Gen. Frt. Agt., "
C. P. UTLEY, General Agent, Hammondsport, N.Y.

....	No. 4	No. 2	Ms	September 20, 1909.	No. 1	No. 3	....
....	....	....	...	(*Eastern time.*)	....	....	....
....	†1 30 P M	†7 00 A M	0	lve.. **Penn Yan**[1]..arr.	10 30 A M	6 00 P M	....
....	c –	c –	...	.......Dunnings......	c –	c –	....
....	3 30 "	8 50 "	12	.......Keuka.......	8 20 "	2 50 "	....
....	3 50 "	9 15 "	13	......Pulteney.....	8 05 "	2 30 "	....
....	4 10 "	9 30 "	14	......Gibson's......	7 55 "	2 10 "	....
....	4 30 "	9 45 "	16	....Grove Springs....	7 45 "	1 50 "	....
....	4 50 "	10 00 "	18	......Urbana.......	7 30 "	1 30 "	....
....	5 20 P M	10 30 A M	22	**Hammondsport**[2]	†7 00 A M	†1 00 P M	....
....	....	....	...	ARRIVE] [LEAVE	....	....	....

† Daily, except Sunday; *c* stops on signal.

Connections.—[1] With Northern Central Ry. and New York Central & Hudson River R.R. [2] With Bath & Hammondsport R.R.

NEW JERSEY & NEW YORK RAILROAD.

(For Officers, see Erie Railroad, page 137.)

TRAINS FROM NEW YORK.

September, 1909.	M	605	607	609	613	675	677	617	619	621	695	623	625
[LEAVE	..	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M
New 23d Street	..	†6 55	†8 55	†10 25	†12 25	k1 25	k2 10	†3 10	†4 25	z5 07	y5 07	z5 07	z5 22
York Chambers St.	..	7 08	9 00	10 30	12 30	1 30	2 15	3 20	4 40	5 20	5 20	5 20	5 38
Jersey City[1]	0	7 21	9 18	10 48	12 47	1 44	2 38	3 37	4 52	5 32	5 32	5 32	5 48
Carlstadt ♁	9	7 41	9 36	11 06	1 05	2 02	2 56	3 55	— —	— —	5 50	5 52	6 08
Woodridge	10	7 44	9 39	11 09	1 08	2 05	2 59	3 58	— —	— —	5 53	5 55	6 11
Hasbrouck Heights ♁	11	7 47	9 42	11 11	1 10	2 08	3 02	4 01	5 16	— —	5 56	5 58	6 14
Williams Avenue	13	— —	9 44	11 14	1 12	2 11	— —	— —	— —	— —	5 59	— —	6 17
Hackensack[2] Essex St. ♁	13	7 52	9 46	11 17	1 15	2 14	— —	4 05	5 20	— —	6 02	6 02	6 20
Hackensack[2] Central Av. ♁	14	7 55	9 49	11 21	1 18	2 17	3 07	4 08	5 22	— —	6 05	6 05	6 23
Hackensack[2] Anderson St ♁	14	7 58	9 52	11 23	1 20	2 19	— —	4 10	5 25	6 00	6 08	6 08	6 26
Hackensack[2] Fairmount Av.	15	8 01	9 54	11 25	1 22	2 21	3 10	4 12	— —	— —	6 11	6 11	6 28
North Hackensack ♁	15	8 04	9 57	11 28	1 25	2 24	3 13	4 16	5 29	— —	6 14	6 14	6 32
River Edge ♁	17	8 07	10 01	11 32	1 28	2 28	3 17	4 19	5 33	— —	6 18	6 18	6 36
New Milford ♁	18	8 10	10 04	11 35	1 32	2 31	— —	4 21	— —	— —	6 21	6 21	6 39
Oradell ♁	19	8 13	10 07	11 38	1 35	2 34	3 22	4 24	5 37	6 09	6 24	6 23	6 42
Etna ♁	20	8 17	10 11	11 42	1 39	2 38	— —	4 28	— —	— —	6 28	6 27	6 46
Westwood ♁	21	8 20	10 14	11 45	1 42	2 41	3 27	4 31	5 43	6 14	6 31	6 30	6 49
Hillsdale ♁	22	8 27	10 17	11 48	1 46	2 45	3 29	4 36	5 46	6 19	6 35	6 33	6 52
Hillsdale Manor	23	8 30	10 19	11 51	1 49	P M	3 32	4 38	— —	6 22	6 38	P M	— —
Woodcliff Lake ♁	23	8 33	10 22	11 54	1 52	....	3 35	4 40	— —	6 24	6 41		— —
Park Ridge ♁	24	8 37	10 25	11 57	1 56	....	3 38	4 44	5 54	6 27	6 44	....	6 58
Montvale	25	8 40	10 28	11 59	1 58	....	3 40	4 47	5 56	6 30	6 47	8 01	— —
Pearl River ♁	26	8 44	10 32	12 02	2 01	....	3 43	4 51	6 00	6 34	6 50	A M	7 04
Nanuet[3] ♁	29	8 52	10 38	12 06	2 07	....	3 49	4 59	6 08	6 40	6 58	a6 47	7 09
Bardonia	30	8 57	10 43	....	k2 13	....	....	5 06	6 13	6 50	....	6 52	....
Germonds	31	8 59	10 45	....	k2 15	....	....	5 07	6 15	6 52	....	6 54	....
New City arr.	32	9 03	10 49	....	k2 19	....	....	5 11	6 19	6 56	....	6 58	....
Spring Valley[4] ♁	31	9 00	10 50	12 22	2 16	....	3 56	5 06	6 17	6 48	7 04	A M	7 15
Union	32	A M	10 54	Noon	P M	....	P M	P M	6 24	P M	P M	....	P M
New Hempstead	34	....	10 58	....	....	....	....	....	6 28	....	....	....	....
Summit Park	34	....	11 01	....	....	....	....	....	6 30	....	....	....	....
Pomona	35	....	11 05	....	....	....	....	....	6 34	....	....	....	....
Mount Ivy	36	....	11 09	....	....	....	....	....	6 39	....	....	....	....
Thiells ♁	38	....	11 14	....	....	....	....	....	6 44	....	....	....	....
West Haverstraw ♁	40	....	11 20	....	....	....	....	....	6 50	....	....	....	....
Haverstraw ♁	42	....	11 25	....	....	....	....	....	6 55	....	....	....	....
[ARRIVE	..	....	A M	....	....	....	....	....	P M	....	....	....	....

September, 1909.	M	691	629	693	631	633	635	637	601	639	641	643	645	647	649
[LEAVE	..	P M	P M	P M	P M	P M	P M	P M	Night	A M	A M	P M	P M	P M	P M
New 23d Street	..	y5 52	z5 52	k6 08	z6 30	†7 10	a8 20	†9 25	†12 00	§8 40	§11 25	§1 40	§6 10	§8 10	§9 55
York Chambers St.	..	6 00	6 10	6 23	6 36	7 20	8 30	9 45	12 15	8 45	11 45	1 45	6 15	8 16	10 16
Jersey City[1]	0	6 14	6 25	6 44	6 56	7 33	8 47	10 00	12 33	9 03	11 50	2 00	6 29	8 35	10 29
Carlstadt ♁	9	6 32	— —	7 02	7 14	7 51	9 05	10 18	12 51	9 21	12 17	2 18	6 47	8 53	10 47
Woodridge	10	6 35	— —	7 05	7 17	7 53	9 07	10 20	12 54	9 24	12 20	2 21	6 50	8 56	10 50
Hasbrouck Heights ♁	11	6 38	— —	7 08	7 20	7 56	9 10	10 22	12 57	9 27	12 23	2 24	6 53	8 59	10 53
Williams Avenue	13	— —	— —	7 10	7 22	— —	9 12	10 24	12 59	9 29	12 25	— —	6 56	9 02	10 56
Hackensack[2] Essex St. ♁	13	6 42	— —	7 13	7 25	8 00	9 15	10 27	1 02	9 32	12 28	2 29	6 58	9 05	10 58
Hackensack[2] Central Av. ♁	14	6 44	6 50	7 16	7 28	8 03	9 17	10 29	1 04	9 34	12 31	2 31	7 00	9 07	11 00
Hackensack[2] Anderson St ♁	14	6 46	6 53	7 18	7 30	8 05	9 19	10 31	1 07	9 36	12 34	2 33	7 02	9 09	11 02
Hackensack[2] Fairmount Av.	15	6 49	— —	7 21	7 33	8 07	9 21	10 33	1 10	9 38	12 37	2 35	7 04	9 11	11 05
North Hackensack ♁	15	6 52	— —	7 24	7 36	8 10	9 24	10 36	1 13	9 41	12 40	2 38	7 06	9 14	11 08
River Edge ♁	17	6 56	6 59	7 28	7 40	8 13	9 29	10 39	1 16	9 45	12 43	2 42	7 10	9 18	11 12
New Milford ♁	18	6 58	— —	7 31	7 42	8 15	9 30	10 42	1 19	9 48	12 45	2 45	7 12	9 22	11 15
Oradell ♁	19	7 01	7 03	7 34	7 46	8 18	9 33	10 45	1 22	9 50	12 48	2 47	7 15	9 25	11 17
Etna ♁	20	7 05	— —	7 38	7 49	8 22	9 38	10 48	1 26	9 55	12 53	2 52	7 20	9 28	11 22
Westwood ♁	21	7 08	7 09	7 41	7 53	8 25	9 41	10 52	1 29	9 58	12 56	2 56	7 23	9 32	11 25
Hillsdale ♁	22	7 13	7 14	7 44	7 58	8 28	9 44	10 54	1 31	10 04	1 00	3 02	7 28	9 36	11 30
Hillsdale Manor	23	7 15	7 17	P M	8 00	8 31	9 46	11 00	1 34	10 08	1 03	3 05	7 31	9 39	11 34
Woodcliff Lake ♁	23	7 18	7 19		8 02	8 33	9 49	11 03	1 37	10 10	1 06	3 07	7 34	9 41	11 36
Park Ridge ♁	24	7 21	7 22	....	8 06	8 35	9 52	11 05	1 40	10 13	1 09	3 10	7 36	9 44	11 39
Montvale	25	7 24	7 26	8 43	8 08	8 38	9 54	11 08	1 43	10 15	1 12	3 12	7 38	9 46	11 41
Pearl River ♁	26	7 28	7 28	P M	8 11	8 41	9 57	11 11	1 46	10 19	1 16	3 16	7 41	9 49	11 45
Nanuet[3] ♁	29	7 34	7 34	§4 35	8 16	8 47	10 02	11 16	1 52	10 24	1 21	3 22	7 46	9 54	11 51
Bardonia	30	k7 43	....	4 40	8 21	....	....	....	....	10 30	....	3 27	7 52	....	....
Germonds	31	7 45	....	4 42	8 23	....	....	....	....	10 32	....	3 29	7 54	....	....
New City arr.	32	7 49	....	4 46	8 27	....	....	....	....	10 36	....	3 33	7 58	....	....
Spring Valley[4] ♁	31	7 40	7 40	P M	8 23	8 56	10 08	11 24	1 58	10 30	1 28	P M	8 42	10 00	11 58
Union	32	P M	P M	....	P M	P M	P M	P M	A M	10 35	P M	....	P M	P M	P M
New Hempstead	34	....	....	....	....	....	....	....	....	10 39	....	....	....	....	....
Summit Park	34	....	....	....	....	....	....	....	....	10 42	....	....	....	....	....
Pomona	35	....	....	....	....	....	....	....	....	10 47	....	....	....	....	....
Mount Ivy	36	....	....	....	....	....	....	....	....	10 52	....	....	....	....	....
Thiells ♁	38	....	....	....	....	....	....	....	....	10 58	....	....	....	....	....
West Haverstraw ♁	40	....	....	....	....	....	....	....	....	11 05	....	....	....	....	....
Haverstraw ♁	42	....	....	....	....	....	....	....	....	11 10	....	....	....	....	....
[ARRIVE	..	....	....	....	....	....	....	....	....	A M	....	....	....	....	....

Additional Train—Leaves New York (23d Street) z5 37 p.m., (Chambers Street) z5 50 p.m., Jersey City z6 07 p.m., arriving Hillsdale 7 01 p.m.

TRAINS TO NEW YORK.

STATION.	Mls	602	604	606	608	690	610	612	614	616	618	622	624
[LEAVE	....	....	....	....	....	....	....	....	A M	....	....	....	....
Haverstraw	0	....	....	....	....	....	....	....	†6 30	....	....	....	....
West Haverstraw	2	....	....	....	....	....	....	....	6 45	....	....	....	....
Thiells	4	....	....	....	....	....	....	....	6 54	....	....	....	....
Mount Ivy	6	....	....	....	....	....	....	....	7 01	....	....	....	....
Pomona	7	....	....	....	....	....	....	....	7 05	....	....	....	....
Summit Park	8	....	....	....	....	....	....	....	7 10	....	....	....	....
New Hempstead	9	....	....	....	....	....	....	....	7 13	....	....	....	....
Union	11	A M	A M	A M	....	A M	A M	A M	7 17	....	A M	A M	Noon
Spring Valley[4]	12	†4 45	†5 32	†5 54	....	c6 39	a6 46	a7 10	7 26	....	†7 43	†10 15	†12 04
New City lve.	0	....	....	....	....	....	a6 31	....	†7 19	....	....	†10 12	†11 57
Germonds	1	....	....	....	....	....	6 35	....	7 23	....	....	10 16	12 01
Bardonia	2	....	....	....	....	....	6 37	....	7 25	....	....	10 18	12 03
Nanuet[3]	14	4 51	5 38	6 00	....	6 47	6 52	7 16	7 32	....	8 09	10 24	12 10
Pearl River	16	4 58	5 43	6 05	....	6 52	6 57	7 21	h —	....	8 14	10 29	12 15
Montvale	18	5 01	5 46	6 08	....	6 55	7 00	— —	7 40	....	8 17	10 37	12 18
Park Ridge	18	5 03	5 48	6 10	....	6 58	7 02	7 26	h	....	8 19	10 39	12 20
Woodcliff Lake	19	5 05	5 51	6 12	....	7 01	7 05	— —	7 44	....	8 21	10 42	12 23
Hillsdale Manor	20	— —	— —	6 14	A M	7 03	7 07	— —	— —	A M	8 23	10 45	— —
Hillsdale	20	5 10	5 55	6 17	a6 44	7 07	7 10	7 33	h —	a7 53	8 26	10 48	12 27
Westwood	21	5 14	6 01	6 21	6 47	7 13	7 15	— —	7 49	7 56	8 29	10 51	12 29
Etna	22	5 17	6 04	6 24	6 50	7 16	7 18	— —	— —	7 59	8 32	10 54	12 32
Oradell	24	5 21	6 07	6 28	6 54	7 20	7 22	— —	7 55	8 03	8 36	10 58	12 36
New Milford	24	5 23	6 10	6 30	6 56	7 22	7 24	— —	h —	8 05	8 38	11 01	12 38
River Edge	25	5 25	6 13	6 32	6 59	7 25	7 27	7 46	h —	8 07	8 41	11 04	12 41
North Hackensack	27	5 29	6 17	6 36	7 03	7 29	7 31	7 49	h —	8 10	8 44	11 08	12 45
Hackensack[2] Fairmount Av.	28	5 32	6 20	6 39	7 06	7 32	7 34	— —	h —	8 13	8 47	11 11	12 47
Hackensack[2] Anderson St.	28	5 34	6 23	6 41	7 08	7 35	7 37	— —	8 02	8 15	8 49	11 14	12 49
Hackensack[2] Central Av.	29	5 36	6 25	6 43	7 10	7 38	7 39	— —	h —	8 17	8 52	11 17	12 52
Hackensack[2] Essex St.	29	5 38	6 28	6 45	7 12	7 41	7 41	7 54	h —	8 19	8 54	11 19	12 54
Williams Avenue	30	— —	— —	6 48	— —	7 44	7 44	— —	— —	8 22	— —	11 22	— —
Hasbrouck Heights	31	5 42	6 32	6 51	7 17	7 47	7 47	7 59	h —	8 24	8 59	11 25	12 58
Woodridge	32	5 45	6 35	6 54	7 20	7 50	7 50	— —	h —	8 27	9 02	11 28	1 01
Carlstadt	33	5 48	6 38	6 57	7 23	7 53	7 53	— —	h —	8 30	9 05	11 31	1 03
Jersey City[1]	42	6 06	6 56	7 15	7 41	8 11	8 11	8 22	8 29	8 48	9 44	11 40	1 22
New Chambers St.	43	6 19	7 07	7 25	7 52	8 22	8 22	8 32	8 42	9 01	9 40	12 07	1 37
York 23d Street	....	6 30	7 15	7 45	8 00	8 30	8 30	8 50	8 50	9 15	9 47	12 15	1 45
[ARRIVE	....	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M

STATION.	Mls	628	630	632	810	636	638	642	644	646	648	650	652	....
[LEAVE	....	....	P M	....	....	....	....	....	....	....	....	P M	....	....
Haverstraw	0	....	†3 31	....	....	....	....	....	....	....	....	§5 15	....	....
West Haverstraw	2	....	3 36	....	....	....	....	....	....	....	....	5 20	....	....
Thiells	4	....	3 44	....	....	....	....	....	....	....	....	5 28	....	....
Mount Ivy	6	....	3 49	....	....	....	....	....	....	....	....	5 34	....	....
Pomona	7	....	3 53	....	....	....	....	....	....	....	....	5 38	....	....
Summit Park	8	....	3 58	....	....	....	....	....	....	....	....	5 42	....	....
New Hempstead	9	....	3 58	....	....	....	....	....	....	....	....	5 45	....	....
Union	11	P M	4 03	P M	....	P M	P M	A M	A M	....	P M	5 50	P M	....
Spring Valley[4]	12	†2 43	4 09	†6 34	P M	†7 22	†10 13	§6 48	§8 21	A M	§4 20	5 57	§8 00	....
New City lve.	0	....	†4 02	5 28	z6 30	7 20	....	....	§8 15	§11 51	4 20	5 49	....	....
Germonds	1	....	4 06	5 32	6 34	7 24	....	....	8 19	11 55	4 24	5 53	....	....
Bardonia	2	....	4 08	5 34	— —	7 26	....	....	8 21	11 57	4 26	5 55	....	....
Nanuet[3]	14	2 49	4 15	5 40	6 40	7 32	10 19	6 55	8 28	12 02	4 31	6 04	8 08	....
Pearl River	16	2 54	4 21	5 45	P M	7 37	10 24	7 01	8 34	12 08	4 37	6 11	8 12	....
Montvale	18	2 57	4 24	5 47	....	7 40	10 27	7 05	8 38	12 12	4 41	6 15	8 14	....
Park Ridge	18	3 00	4 26	5 50	....	7 42	10 29	7 07	8 40	12 14	4 43	6 18	8 16	....
Woodcliff Lake	19	3 03	4 29	5 56	....	7 44	10 31	7 10	8 43	12 17	4 46	6 21	8 19	....
Hillsdale Manor	20	3 05	4 31	— —	....	7 46	10 33	7 13	8 46	12 20	4 49	6 24	8 21	....
Hillsdale	20	3 08	4 37	6 00	....	7 49	10 35	7 20	8 49	12 24	4 52	6 28	8 24	....
Westwood	21	3 10	4 40	6 03	....	7 54	10 37	7 23	8 56	12 27	4 59	6 35	8 29	....
Etna	22	3 13	4 43	— —	....	7 57	10 40	7 26	8 59	12 30	5 02	6 38	8 32	....
Oradell	24	3 16	4 47	6 08	....	8 01	10 44	7 30	9 03	12 34	5 06	6 42	8 36	....
New Milford	24	3 18	4 50	6 11	....	8 03	10 47	7 32	9 05	12 36	5 09	6 45	8 38	....
River Edge	25	3 21	4 53	6 14	....	8 05	10 50	7 35	9 08	12 39	5 12	6 48	8 42	....
North Hackensack	27	3 24	4 56	6 18	....	8 08	10 54	7 39	9 12	12 43	5 16	6 52	8 46	....
Hackensack[2] Fairmount Av.	28	3 26	4 59	6 21	....	8 11	10 57	7 42	9 15	12 46	5 19	6 55	8 49	....
Hackensack[2] Anderson St.	28	3 28	5 01	6 23	....	8 14	10 59	7 44	9 17	12 48	5 21	6 58	8 51	....
Hackensack[2] Central Av.	29	3 31	5 04	6 25	....	8 17	11 02	7 46	9 19	12 50	5 23	7 02	8 53	....
Hackensack[2] Essex St.	29	3 33	5 07	6 27	....	8 19	11 04	7 48	9 21	12 52	5 25	7 05	8 55	....
Williams Avenue	30	— —	5 10	6 29	....	8 22	11 07	7 51	9 24	12 55	— —	7 08	8 58	....
Hasbrouck Heights	31	3 37	5 13	6 32	....	8 24	11 09	7 54	9 27	12 58	6 30	7 11	9 02	....
Woodridge	32	3 40	5 16	6 35	....	8 27	11 12	7 57	9 30	1 01	6 33	7 14	9 05	....
Carlstadt	33	3 43	5 19	6 38	....	8 30	11 15	8 00	9 33	1 04	6 36	7 18	9 08	....
Jersey City[1]	42	4 01	5 37	6 59	....	8 48	11 33	8 19	9 58	1 25	6 54	7 39	9 26	....
New Chambers St.	43	4 12	5 52	7 12	....	9 07	11 47	8 37	10 07	1 37	6 07	7 52	9 37	....
York 23d Street	....	4 30	6 00	7 15	....	9 15	11 55	8 45	10 15	1 45	6 15	8 00	9 46	....
[ARRIVE	....	P M	P M	P M	....	P M	P M	A M	A M	P M	P M	P M	P M	....

EXPLANATION OF SIGNS.

† Daily, except Sunday; § Sunday only; *a* daily, except Sunday and holidays; *c* holidays only; *z* daily, except Saturday and Sunday; *h* stops on holidays only; *k* Saturday only; *y* runs Saturday and holidays only; *z* daily, except Saturday, Sunday and holidays.

♁ Telegraph stations.

STANDARD—*Eastern time.*

CONNECTIONS.

[1] With railroads diverging. [3] With Lodi Branch New York, Susquehanna & Western R.R. [2] and [4] With Piermont Branch Erie R.R.

NEW YORK, SUSQUEHANNA & WESTERN R.R.

F. D. UNDERWOOD, President.
G. F. BROWNELL, Vice-Prest. and Gen. Solicitor.

G. A. RICHARDSON, Vice-President.
M. P. BLAUVELT, Comptroller.
D. W. BIGONEY, Treasurer.

DAVID BOSMAN, Secretary.
J. E. PACKER, Assistant Secretary.
M. E. JOHNS, Superintendent.

(For other Officers, see Erie Railroad, page 137.)

315	303	307	31	23	19	17	7	5	515	Ψ13	11	3	51	Ms	*September 11, 1909.*	10	12	14	18	2	4	56	20	22	822	600	102-6
Noon	A M	A M	Night	P M	P M	P M	P M	P M	Noon	A M	A M	A M	....	0	lv..**New York**¹ ♂ar.	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M
§12 25	§8 25	§7 55	†12 10	†7 25	†5 55	†4 55	†4 10	†3 40	k12 55	†11 55	†9 55	†8 40	A M	...	..*West 23d Street*..	7 00	7 30	8 00	9 00	9 20	10 30	11 00	3 00	a8 15	6 15	8 00	8 40
12 45	8 30	8 15	12 16	7 30	6 00	6 10	4 10	3 40	1 10	12 10	10 10	8 50	a5 30	...	..*Desbrosses Street*..	6 53	7 23	7 53	8 53	9 23	10 23	10 53	2 43	6 03	6 03	7 53	8 23
12 45	8 30	8 15	12 16	7 30	6 00	6 10	4 20	3 50	1 10	12 10	10 10	8 50	5 30	...	..*Cortlandt Street*..	6 53	7 23	7 53	8 53	9 23	10 23	10 53	2 43	6 03	6 03	7 53	8 23
1 00	8 46	8 30	12 29	7 46	6 15	5 25	4 34	4 04	1 25	12 24	10 25	9 04	5 45	1	....**Jersey City**..♂	6 40	7 11	7 41	8 37	9 07	10 08	10 36	2 31	5 50	5 50	7 59	8 10
– –	9 01	–	b	8 00	d	– –	– –	– –	– –	12 39	10 40	– –	6 00	8	....New Durham..♂	6 23	6 55	– –	– –	– –	– –	– –	2 13	5 33		– –	– –
– –	9 10	◈	12 51	8 10	d	– –	– –	– –	– –	12 45	10 48	– –	6 08	12	....Little Ferry..♂	6 14	6 42	– –	– –	– –	– –	10 14	2 05	5 24		– –	– –
1 24	9 12	– –	12 53	8 12	6 38	– –	– –	– –	1 49	12 51	10 50	– –	6 10	13	..Ridgefield Park ♂	6 12	6 40	7 17	8 14	d –	– –	10 12	2 01	5 22	5 28	– –	7 50
1 30	9 20	8 55	12 58	8 18	6 46	– –	5 00	– –	1 55	12 58	10 57	i –	6 17	15	....Hackensack..♂	6 06	6 33	7 11	8 07	8 43	9 44	10 06	1 55	5 16	5 23	7 14	7 46
1 34	9 26	– –	1 04	8 23	6 52	– –	5 04	– –	– –	1 03	11 03	– –	6 22	17	.....Maywood...♂	6 01	6 27	7 06	– –	8 38	– –	10 01	1 49	5 10	5 19	– –	– –
– –	9 29	– –	1 06	8 25	6 55	– –	– –	– –	– –	1 05	11 05	– –	6 24	17	...Rochelle Park.♂	5 59	6 25	7 03	8 00	d –	– –	9 59	1 46	5 07	5 17	– –	– –
1 43	9 41	9 08	1 17	8 37	7 05	6 01	5 14	4 40	2 09	1 16	11 15	9 41	6 36	22	.Paterson (*B'way*)♂	5 49	6 14	6 52	7 32	8 29	9 31	9 51	1 35	4 56	5 10	7 01	7 33
....	9 45	....	1 21	8 40	....	....	....	....	....	1 21	11 20	....	6 40	23	arr.**Paterson City**lve.	....	....	6 47	....	....	....	9 48	1 32	4 53	5 07	....	7 30
– –	9 54	– –	1 29	8 48	7 08	– –	– –	– –	– –	1 28	11 28	– –	6 48	23	..... Riverside...♂	5 46	6 11	6 47	– –	– –	– –	– –	1 21	4 40	– –	– –	– –
– –	9 57	– –	1 32	8 51	7 11	– –	– –	– –	– –	1 31	11 30	– –	6 50	24	.... Hawthorne....	5 43	6 08	6 44	7 44	– –	– –	– –	1 18	4 37	– –	– –	– –
1 50	10 04	– –	1 36	8 54	7 16	– –	e –	– –	2 16	1 37	11 35	9 46	6 58	25	..North Paterson ♂	†5 41	6 06	6 42	– –	– –	– –	9 38	1 15	4 35	4 57	– –	7 16
1 54	10 08	– –	1 40	8 57	7 20	6 09	– –	– –	2 20	1 41	11 39	9 49	7 01	26	....Midland Park..♂	5 37	6 00	6 38	7 39	8 16	– –	9 34	1 11	4 31	4 53	– –	7 11
1 57	10 12	– –	1 44	9 01	7 25	6 12	5 25	– –	2 24	1 45	11 43	9 53	7 04	28	....Wortendyke..♂	5 34	5 57	6 35	7 36	8 12	– –	9 31	1 07	4 27	4 49	– –	7 07
2 01	10 16	9 24	1 48	9 05	7 29	6 16	5 23	4 51	2 28	1 49	11 46	9 57	7 07	29	......Wyckoff....♂	5 31	5 53	6 31	7 33	8 09	– –	9 28	1 03	4 24	4 44	– –	7 04
2 04	10 20	– –	1 52	9 08	7 33	6 20	5 32	– –	2 32	1 53	11 49	10 01	7 11	31	.....Campgaw....♂	5 28	5 50	6 27	7 29	†8 05	– –	9 24	12 59	4 20	4 40	– –	7 00
2 07	10 23	– –	1 55	9 12	7 36	6 23	–	c –	2 35	1 56	11 52	10 04	7 14	32	....Crystal Lake....	5 25	5 47	6 23	7 26	– –	– –	9 21	12 56	4 17	4 37	– –	6 56
2 11	10 27	9 33	2 00	9 16	7 40	6 26	5 39	5 00	2 39	1 59	11 57	10 08	7 23	33	......Oakland....♂	5 22	5 44	6 20	7 23	7 59	– –	9 18	12 53	4 14	4 34	– –	6 53
2 17	10 34	9 40	2 06	9 23	7 47	6 33	5 46	5 00	2 45	2 05	12 04	10 14	7 30	36	..Pompton (Lakes)♂	5 15	5 38	6 14	7 16	7 53	– –	9 12	12 46	4 06	4 27	– –	6 47
2 19	10 36	– –	2 08	9 25	7 49	6 35	5 47	5 08	2 47	2 07	12 06	10 16	7 32	37	+.**Pompton Junc**²♂	5 13	5 35	6 12	7 14	7 51	– –	9 10	12 44	4 03	4 25	– –	6 45
2 22	10 39	– –	2 11	9 28	7 52	–	– –	d –	– –	2 10	12 09	– –	7 35	38	...Bloomingdale...	5 10	5 32	6 09	– –	–	– –	9 07	12 41	4 03	4 22	– –	– –
2 26	10 44	9 48	¶2 15	9 33	7 57	6 40	5 55	5 14	2 55	2 15	12 14	10 23	7 42	39	.......Butler.....♂	a5 08	a5 30	†6 07	a7 09	7 47	8 58	†9 05	†12 39	a4 00	4 19	– –	6 40
P M	11 01	10 03	A M	P M	P M	P M	6 09	5 26	3 10	z2 26	Noon	10 36	A M	45	...Charlotteburgh.♂	A M	A M	■A M	A M	7 35	8 45	A M	Noon	3 27	4 08	6 15	6 28
	11 07	10 09				....	6 15	5 32	3 16	z2 34		10 44		46	...Newfoundland ♂		....			7 31	8 41	....	....	k3 20	4 02	6 07	6 23
369	11 13	10 14				....	6 20	5 37	P M	z2 39	....	10 49	....	48	.....Oak Ridge...♂	302	....	....	....	7 26	8 36	....	....	P M	3 56	6 02	6 15
A M	11 20	10 21				....	6 27	5 44	....	z2 47	....	10 56	....	52	.....Stockholm...♂	P M	....	....	....	7 20	8 30	....	....		3 49	5 58	6 04
§8 00	11 33	10 31				....	6 36	5 52	....	z2 55	....	11 10	....	55	..**Beaver Lake.**♂	5 55	....	....	....	7 14	†8 23	....	....	....	z3 42	5 50	5 56
– –	11 39	10 36				....	P M	5 58	....	P M	....	11 20	....	58	.South Ogdensburg.	5 42	....	....	....	7 06	A M	....	....	....	P M	5 32	6 20
8 25	11 46	10 43				....	....	6 06	....		....	11 28	....	61	.......Sparta.....♂	5 35	....	....	....	7 00	....	....	....	....	....	z6 26	6 13
8 47	11 52	10 48				....	....	6 12	....	....	....	11 36	....	64	..Sparta Junction♂	5 14	....	....	....	6 52	....	....	....	....	....	P M	4 58
9 20	12 05	10 59				....	....	6 22	....	....	....	11 49	....	70	......Halsey.....♂	4 54	....	....	....	6 39	....	....	....	....	....	....	4 38
9 33	12 13	11 07				....	....	6 30	....	....	....	11 57	....	72	.... Swartswood..♂	4 46	....	....	....	6 32	....	....	....	....			4 21
9 52	12 21	11 15				....	....	6 39	....	121	105	12 05	....	77	.....Stillwater....♂	4 25	....	108	122	6 24	....	....	....	....			4 01
10 15	12 30	11 23				....	....	6 48	....	P M	A M	12 14	....	81	.....Marksboro....♂	4 04	....	P M	P M	6 17	....	....	....	....			3 37
10 20	12 40	11 30				....	....	6 55	....	†4 35	†9 15	12 24	....	84	.....Blairstown....♂	3 56	....	1 05	7 24	6 10	....	....	....	....			3 29
A M	12 50	A M				....	....	7 03	...	4 41	9 21	12 34	....	88	........Vails........	3 42	....	12 55	7 15	6 02	....			....			3 13
....	12 59	....				....	....	7 09	....	4 47	9 27	12 43	....	90	.... Hainesburg ..♂	3 29	....	12 48	7 09	5 56	....			....			3 00
....	....	....				....	....	....	....	5 05	9 44	....	....	95	.....**Delaware**...♂	....	....	†12 25	†6 56	....				....			....
....	1 08	....				....	7 16	....		P M	A M	12 53	....	93	......Columbia....♂	3 17	....	Noon	P M	5 51				....			2 48
....	1 18	....				....	7 24	....	....	....	....	1 02	201	96	......Dunnfield....♂	3 09	....	....	....	5 45				200			2 40
....	1 25	....				....	7 31	....	....	....	....	1 09	A M	99	..Delaware Water Gap♂	3 02	....	....	....	5 38				P M			2 33
....	1 35	....				....	7 38	....	....	....	....	1 19	†7 00	102	..**Stroudsburg**⁵♂	z2 55	....	....	....	†5 30				5 52			†2 26
....	P M	....				....	P M	....		....	....	P M	7 03	103	....**Shops**...♂	P M	....	....	....	A M				5 45			P M
													7 28	109	..**Bartonville**..	....	....	....	....	....				5 26			....
													7 43	112	...**Reeders**...	....	....	....	....	....				5 10			....
													8 08	116	.**Tannersville.**	....	....	....	....	....				4 50			....
													9 20	129	.**Pocono Lake.**	....	....	....	....	....				3 50			....
													9 50	130	....**Clifton**....	....	....	....	....	....				3 [illegible]5			....
													11 20	161	..**Yatesville**..	....	....	....	....	....				1 20			....
													11 35	...	....**Plains**....	....	....	....	....	....				†12 52			....
													A M	107	**Wilkes-Barre**	....	....	....	....	....				Noon			....
													....	...	ARRIVE¹ LEAVE	....	....	....	....	....	....	....	....	....	....	....	....

Connections.—¹ With railroads diverging. ² With Greenwood Lake Division Erie R.R. ³ With Sussex R.R. (Delaware, Lackawanna & Western). ⁴ With Erie R.R. ⁵ With Wilkes-Barre & Eastern R.R.

Ψ Will not run west of Wortendyke on Saturdays.

Bartonville to Wilkes-Barre: W.-B.&E.R.R.

• Leaves 11 minutes earlier on holidays.

Holiday Trains—Leave New York (West 23d Street) z7 40 a.m., arrive Sparta 10 42 a.m. Leave Butler z6 51 a.m., arrive New York 9 00 a.m.

■ On Saturday runs from Wortendyke. ◈ Last trip October 10th.

+ Coupon stations; ♂ Telegraph stations. STANDARD—*Eastern time.*

Additional Sunday Trains—Leave New York (West 23d Street) for Butler §9 55 a.m., §6 55 p.m. Returning, leave Butler §7 50, §11 53 a.m., §5 07, §7 40 p.m. Leave Beaver Lake §6 01 p.m., arriving New York 8 45 p.m. Leave Wortendyke §10 42 p.m., arriving New York 12 20 night. Leave Blairstown ◈§4 45 p.m., arriving New York (West 23d Street) 8 15 p.m.

z Holidays only. ▲ Runs to Wortendyke. ⊙ Runs from Wortendyke. ⊛ Runs from Wyckoff.

347	49	47	21	45	55	41	39	37	35	53	33	LOCAL TRAINS.	30	16	32	34	52	36	38	40	648	42	44	58	48	342
P M	P M	P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	lve...**New York**..arr.	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	Night	P M
§7 55	†9 55	†8 25	a6 25	a5 25	a4 55	a4 25	†3 10	†2 10	h12 40	†8 10	a6 25	...*West 23d Street*...	6 45	8 30	8 45	9 30	10 15	12 00	1 15	4 00	5 00	6 45	7 30	10 00	12 20	4 30
8 15	10 00	8 30	6 30	5 40	5 10	4 40	3 20	2 20	12 50	8 20	6 30	..*Desbrosses Street*...	6 33	8 23	8 33	9 13	10 03	11 53	1 03	3 53	4 43	6 33	7 23	9 53	12 33	4 23
8 15	10 00	8 30	6 30	5 40	5 10	4 40	3 20	2 20	12 50	8 20	6 30	...*Cortlandt Street*...	6 33	8 23	8 33	9 13	10 03	11 53	1 03	3 53	4 43	6 33	7 23	9 53	12 33	4 23
8 30	10 16	8 42	6 43	5 56	5 25	4 53	3 34	2 37	1 04	8 34	6 46	....**Jersey City**..♂	6 21	8 09	8 19	8 59	9 46	11 42	12 49	3 38	4 31	5 18	7 07	9 37	12 00	4 08
– –	10 30	8 56	6 57	6 05	e –	5 07	3 47	2 49	1 18	8 48	7 00	.....Homestead ...♂	6 07	7 53	– –	8 46	– –	11 28	12 36	3 24	4 16	5 04	6 53	– –	11 46	3 54
– –	10 32	8 58	6 59	6 11	e –	5 09	3 49	2 51	– –	8 50	7 02	.... New Durham ..♂	– –	– –	– –	8 43	– –	11 25	– –	– –	4 13	5 01	6 50	9 20	11 44	3 52
– –	10 41	9 07	7 09	6 20	e –	5 19	3 57	3 00	1 29	9 00	7 10	..... Little Ferry ...♂	5 57	7 42	7 58	8 34	9 24	11 15	12 26	3 14	4 04	4 51	6 40	9 12	11 34	3 43
8 52	10 43	9 10	7 11	6 27	5 51	5 22	3 59	3 02	1 31	9 02	7 12	...Ridgefield Park..♂	5 55	7 40	7 55	8 32	9 22	11 13	12 24	3 12	4 02	4 49	6 38	9 09	11 32	3 41
8 58	10 50	9 17	7 18	6 29	5 58	5 29	4 06	3 09	1 38	9 10	7 19	.....Hackensack....♂	5 49	7 34	7 48	8 25	9 15	11 07	12 18	3 07	3 55	4 43	6 32	9 04	11 26	3 35
9 03	10 55	9 22	7 24	6 35	6 04	5 34	4 11	3 15	1 44	9 15	7 24	......Maywood ....♂	5 44	7 28	7 42	8 18	9 09	11 01	12 12	3 01	3 49	4 38	6 26	8 59	11 20	3 28
9 06	10 57	9 24	7 27	6 37	6 08	5 37	4 14	3 17	1 46	9 17	7 27	....Rochelle Park..♂	5 42	7 26	– –	8 15	9 06	10 58	12 10	2 59	3 46	4 35	6 23	8 57	11 18	3 26
– –	11 04	9 30	7 33	6 43	6 12	5 43	4 20	3 23	1 52	9 23	7 33	....**Dundee Lake**....	5 36	7 20	– –	8 08	– –	10 52	12 04	– –	3 40	4 29	6 17	8 51	11 12	3 20
– –	11 07	9 32	7 36	6 46	6 15	5 46	4 22	3 25	1 54	9 25	– –	...Vreeland Avenue.♂	– –	– –	7 34	8 06	– –	10 50	12 02	2 52	3 38	4 26	6 15	8 48	11 09	3 17
9 13	11 10	9 36	7 39	6 50	6 18	5 49	4 26	3 28	1 57	9 28	7 37	...Paterson (*B'way*)♂	5 32	7 15	7 31	8 03	8 58	10 47	11 59	2 50	3 35	4 23	6 12	8 45	11 06	3 14
9 17	11 15	9 39	7 44	....	6 35	5 54	4 30	3 33	2 01	9 32	7 44	arr.**Paterson City**♂lve.	5 30	7 12	....	8 01	8 55	10 44	11 56	2 47	3 32	4 20	6 09	8 42	11 03	3 11
9 25	11 21	9 47	7 52	6 53	6 44	6 03	4 45	3 40	2 09	9 46	7 53	......Riverside.....♂	5 22	7 08	7 26	7 54	8 45	10 36	11 45	2 39	3 23	4 13	5 54	8 35	10 55	3 03
9 28	11 24	9 49	7 55	6 56	6 47	6 11	4 48	3 42	2 12	9 49	7 56	.....Hawthorne......	5 19	7 00	7 23	7 49	8 42	10 33	11 42	2 36	3 20	4 10	5 51	8 32	10 52	3 00
9 32	11 28	9 54	8 01	7 00	6 50	6 15	4 51	3 45	2 16	9 54	8 00	..**North Paterson**♂	a5 17	a6 58	a7 21	a7 47	a8 39	§10 30	†11 40	a2 34	n3 18	a4 08	a5 48	†8 30	†10 50	§2 57
▲	P M	▲	▲	P M	P M	P M	▲	P M	P M	A M	A M	ARRIVE¹ LEAVE	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	⊙	P M	⊙	P M

303	301	7	515	3	1	Ms	MIDDLETOWN DIV.	[illegible]	8	6	508
A M	....	P M	Noon	A M	....	0	lve...**New York**..arr.	A M	....	P M	P M
§8 25	....	†4 10	k12 55	†8 40	....	..	....*West 23d Street*....	10 [illegible]	....	9 40	8 45
8 30	A M	4 10	1 10	8 50	A M	..	*Cort. and Des. Streets*	10 23	....	9 23	8 33
§11 33	§7 00	†6 37	3 38	†11 10	†7 13	55	....**Beaver Lake**....	8 23	....	5 58	6 01
11 43	7 10	6 49	3 47	11 22	7 21	[illegible]	.....**Ogdensburg**...♂	8 1[illegible]	....	5 37	5 36
11 51	7 20	6 56	3 55	11 29	7 32	[illegible]	¹.**Franklin Junc**³.♂	8 02	.	5 27	5 26
11 57	7 30	7 02	4 01	11 35	7 56	64	......Hamburgh.....♂	7 56	P M	5 21	5 19
12 06	7 50	7 13	4 11	11 46	8 13	68	........Sussex.......♂	7 47	4 50	5 10	5 09
12 14	8 05	7 22	4 20	11 55	8 30	72	......Quarryville......	7 39	4 20	5 01	5 01
12 22	8 22	7 31	4 28	12 04	8 50	76	......Unionville....♂	7 32	3 58	4 54	4 53
12 29	8 36	7 36	4 34	12 11	9 02	79	......West Town....♂	7 26	3 50	4 48	4 46
12 35	8 50	7 44	4 42	12 17	9 12	81	...... Johnson's....♂	7 20	3 42	4 42	4 40
12 40	9 06	7 49	4 47	12 22	9 25	84	.......Slate Hill.....♂	7 15	3 30	4 37	4 35
12 50	9 23	8 00	4 57	12 33	9 40	89	+..**Middletown**⁴.♂	†7 03	*3 10	†4 26	§4 25
Noon	A M	P M	P M	Noon	A M	..	ARRIVE¹ LEAVE	A M	P M	P M	P M

Additional Trains—Leave New York (West 23d St.) for North Paterson k1 25, z1 55, §4 25, z4 55, a5 25, §8 55, §10 25 p.m. Returning, leave North Paterson §6 58 a.m., §4 40 p.m.

HACKENSACK & LODI RAILROAD.

Trains leave Hackensack a6 45, †9 13 a.m., a6 50, z6 53 p.m., arriving Lodi (2 miles) 6 55, 9 28 a.m., 7 00, 7 04 p.m. Leave Lodi a6 20, †7 20 a.m., 12 02 noon, †6 10 p.m., arr. Hackensack 6 30, 7 30 a.m., 12 12 noon, 6 20 p.m.

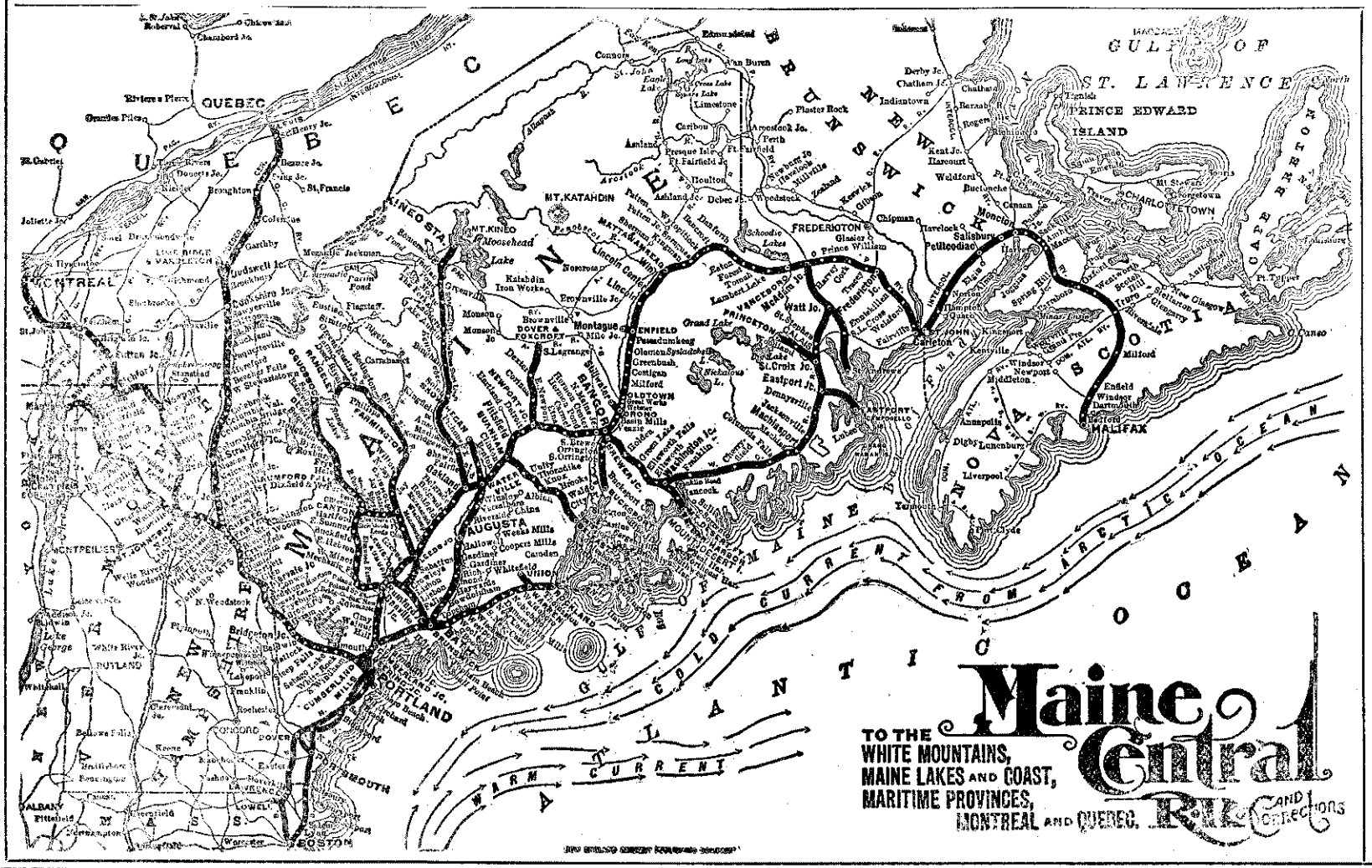
Eastern time. *September* 11, 1909.

* Daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only; a daily, except Sunday and holidays; b stops only to leave New York passengers; c stops to leave from New York and Paterson only; d stops holidays; e stops Saturdays; g daily, except holidays; h daily, except Saturday, Sunday and holidays; i stops daily, except Sunday and holidays, on signal to take for Midland Park and points west; k Saturday only; n Saturdays and holidays only; r stops to take for Paterson and N.Y.

MAINE CENTRAL RAILROAD.

Through the Front Dooryard of our Country.

LUCIUS TUTTLE, President,	Portland, Me.	GEO. W. YORK, Treasurer,	Portland, Me.	M. F. DUNN, Supt. Eastern Division,	Bangor, Me.
MORRIS McDONALD, Vice-Prest. & Gen. Mgr.,	"	F. E. BOOTHBY, General Passenger Agent,	"	E. L. LOVEJOY, Supt. Rangeley Div.,	Rumford Falls, Me.
GEO. S. HOBBS, 2d Vice-Prest. and Comptroller,	"	HOLMAN D. WALDRON, Asst. Gen. Pas. Agt.,	"	T. P. SHAW, Paymaster,	Portland, Me.
ARTHUR P. FOSS, Auditor of Disbursements,	"	W. E. SANDERSON, Gen. Freight Agent,	"	CHAS. D. BARROWS, Purchasing Agent,	"
LeROY F. TOBIE, Auditor of Pas. Accts.,	"	F. E. SANBORN, Supt. Portland Division,	"	THEO. L. DUNN, Chief Engineer,	"
WM. G. KEATING, Auditor Freight Accounts,	"	G. E. BLACK, Supt. Mountain Division,	"	P. M. HAMMETT, Supt. Motive Power,	"



MAINE CENTRAL RAILROAD.

New City Ticket Office—171 Broadway, New York.

A Downtown Office has been established by the Maine Central R.R. at No. 171 Broadway, N.Y. City.

BETWEEN PORTLAND, BANGOR, BAR HARBOR AND ST. JOHN, VIA AUGUSTA.

325	71	25	19	11	29	3-29	1	95-61 and 83	127	Mls.	November 24, 1909.	44	64	18	4	102	94	84-90 and 112	2	8	332	334
	P M	P M	A M	A M	A M	A M	....		P M	....	(Eastern time.)	Noon	P M	P M	P M	P M	....		A M	A M	P M	P M
....	*7 00	†11 15	†9 00	*9 00	†8 00	†6 00	....		*10 00	....	lve... **Boston**. arr.	12 05	3 30	8 00	9 05	9 05	....		5 30	†8 25	3 30	9 00
A M	P M	P M	Noon	Noon	A M	A M	A M	....	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M	P M	....	P M	Night	A M	A M	P M
§6 55	*10 35	†5 05	†12 55	*12 40	†11 10	†10 00	†7 00	....	*1 20	0	+ .. **Portland** ...	8 45	11 50	4 50	5 20	5 40	....	9 30	12 50	§4 50	11 55	5 30
7 00	— —	5 10	1 00	— —	— —	10 05	7 05	....	— —	3.0	.... Woodford's	c8 41	11 46	4 46	5 16	— —	....	c9 26	c12 46	— —	11 51	5 26
7 05	10 46	5 15	1 05	— —	— —	10 10	7 10	....	— —	4.1	... **Deering Junc**. ...	8 38	11 42	4 43	5 12	5 34	....	9 22	12 42	4 44	11 47	5 22
7 11	— —	w5 22	1 11	— —	— —	10 16	7 16	....	— —	8.0	.. West Falmouth	c8 31	— —	— —	c5 04	— —	....	— —	— —	— —	11 36	5 14
7 17	— —	5 28	1 17	— —	—	10 21	7 22	....	— —	11.0	Cumberland Junc.	c8 25	c11 27	— —	a4 58	— —	....	9 08	— —	— —	11 31	5 08
7 37	11 10	5 37	1 25	— —	Runs via Danville Junction.	10 31	7 32	....	— —	15.0	... **Yarmouth Junc**	8 19	11 18	Runs via Danville Junction.	4 50	5 17	....	9 01	12 21	4 27	11 24	5 00
7 47	11 20	5 47	1 34	s1 12		10 41	7 42	....	— —	20.0	..... Freeport....	8 10	11 10		4 40	— —	....	8 51	12 11	— —	11 15	4 51
8 08	11 35	6 01	1 50	1 30		10 55	7 55	....	2 10	29.1	arr. **Brunswick**. lve.	7 55	10 55		4 25	4 55	....	8 35	11 55	4 05	11 00	4 36
8 30	12 15	6 30	2 20	a2 20		11 20	8 2[illegible]	....	....	....	arr. } .. **Bath** .. { lve.	†7 20	†10 20		†4 00	†4 00	....	†5 35	*11 15	....	§10 30	....
§7 40	*11 15	†6 35	....	*1 00		†10 20	†7 20	....	....	....	lve. } ... { arr.	8 21	11 20		5 20	5 20	....	P M	12 15	....	11 25	....
8 08	11 45	6 08	2 00	1 30		11 00	8 04	....	2 10	29.1	lv. + **Brunswick** ar.	7 46	10 42		4 17	4 55	....	8 30	11 45	4 05	11 00	4 36
— —	— —	6 12	2 05	— —		11 03	8 06	....	— —	30.4	..... Topsham	7 41	— —		4 15	— —	....	— —	— —		— —	— —
8 23	c12 04	6 26	2 18	— —		11 15	8 17	....	— —	36.8	... Bowdoinham ...	7 30	10 31		4 02	— —	....	8 14	11 33	— —	10 42	4 21
8 30	— —	6 33	2 25	— —		11 23	8 24	....	— —	40.4	..... Harward's	7 22	d10 24		3 56	— —	....	8 07	— —	— —	10 34	4 14
8 37	12 19	6 43	2 32	s1 55		11 31	8 42	A M	— —	44.5	..... Richmond	7 15	10 18		3 47	— —	P M	8 01	11 21	— —	10 27	4 08
8 50	v12 31	6 57	2 46	— —		11 44	8 44	†5 40	— —	51.8	.. Lawrence Mills	7 00	10 03		3 30	— —	5 35	7 43	c11 07	— —	10 13	3 56
9 00	12 40	7 07	2 56	2 17		11 52	8 54	5 43	2 53	55.9	+ ... Gardiner	6 52	9 55		3 21	4 11	5 26	7 34	10 59	3 24	10 05	3 47
9 09	12 49	7 16	3 06	2 26		12 00	9 00	5 50	— —	60.2	.... Hallowell	6 42	9 45		3 11	4 02	5 16	7 24	10 50	— —	9 55	3 38
9 17	12 59	7 51	3 15	2 34		12 08	9 08	6 03	3 00	62.5	+ ... **Augusta** ...	6 36	9 40		3 06	3 56	5 10	7 18	10 43	3 11	9 49	3 33
9 32	— —	7 44	3 40	— —		12 20	9 20	6 20	— —	70.0	..... Riverside	6 20	9 25		2 47	— —	4 53	6 53	— —	— —	9 34	3 17
9 40	— —	7 51	3 50	— —		12 30	9 30	6 30	— —	73.8	.... Vassalboro	6 13	9 17		2 35	— —	4 45	6 45	— —	— —	9 25	3 10
9 50	— —	8 01	4 00	— —		12 40	9 40	6 40	— —	80.1	..... Winslow	6 04	9 07		2 25	— —	4 35	6 35	— —	— —	9 15	3 00
9 55	1 30	8 05	4 05	3 05	1 35	12 45	9 45	6 45	3 40	81.7	arr. } + **Water-** { lve.	†6 00	9 02	2 17	2 20	3 22	†4 30	6 30	10 15	2 40	9 10	2 50
10 00	1 40	P M	4 15	3 15	1 40	1 40	9 50	6 55	3 47	81.7	lve. } **ville** { arr.	A M	8 5[illegible]	2 12	2 12	3 15	P M	6 22	10 00	2 33	9 02	2 40
10 06	— —	....	4 22	— —	— —	— —	9 56	7 0[illegible]	— —	84.5	... West Benton...	....	8 48	— —	— —	— —		6 16	9 54	— —	8 56	— —
10 15	1 58	....	4 33	— —	— —	— —	10 05	7 1[illegible]	— —	90.2	...... Clinton	....	8 39	1 54	1 54	— —		6 07	9 44	— —	8 47	2 26
10 25	2 10	....	4 45	— —	2 03	2 03	10 15	7 24	4 12	95.[illegible]	..... **Burnham**	....	8 [illegible]	1 40	1 40	— —		5 57	9 34	— —	8 37	— —
10 39	2 45	....	4 55	3 48	2 14	2 14	10 28	7 35	4 25	102.[illegible]	.... **Pittsfield**	....	8 15	1 27	1 27	— —		5 45	9 19	— —	8 24	2 04
10 45	— —	....	5 05	— —	— —	— —	10 35	7 4[illegible]	— —	106.8	..... Detroit	....	8 06	— —	— —	— —		5 37	9 10	— —	8 15	— —
10 53	2 43	....	5 17	4 03	2 25	2 25	10 44	8 00	4 4[illegible]	109.[illegible]	... **Newport Junc** ...	....	8 00	1 14	1 14	— —		5 32	9 05	— —	8 10	1 51
10 58	— —	....	5 23	— —	— —	— —	10 49	8 05	— —	112.2	.... East Newport...	....	7 5[illegible]	— —	— —	— —		5 19	8 52	— —	8 01	— —
11 07	— —	....	5 33	— —	— —	— —	10 59	8 15	— —	118.[illegible]	.... Etna	....	7 41	— —	— —	— —		5 09	8 43	— —	7 54	— —
11 14	— —	....	5 40	— —	— —	— —	11 07	8 2[illegible]	— —	121.8	...... Carmel	....	7 33	— —	— —	— —		4 59	8 35	— —	7 45	— —
11 27	— —	....	5 54	— —	— —	— —	11 22	8 3[illegible]	— —	130.0	... Hermon Centre	....	7 18	— —	— —	— —		4 44	8 18	— —	7 30	— —
11 29	3 17	....	5 58	4 37	3 03	3 03	11 24	8 42	5 18	131.3	Northern Maine Junc.	....	7 15	h12 37	h12 37	2 02		4 40	8 15	1 05	7 27	— —
11 40	3 30	....	6 10	4 50	3 15	3 15	11 35	8 55	5 30	137.0	ar. + **Bangor** lv.	....	†7 00	†12 25	†12 25	†1 45		†4 25	*8 00	†12 45	§7 15	§1 00
A M	....		....	†5 00	†3 24	P M	A M	†10 30	†6 00	137.0	lve... **Bangor**.. arr.	....	A M	12 15	Noon	1 10	....	P M	7 05	11 59	A M	P M
....	....		....	5 26	3 49	....	....	10 37	6 29	147.5	...... Holden	....	....	11 50	....	h12 46	....	....	6 39	11 34	....	....
....	....		....	6 08	4 28	....	....	11 47	7 13	160.[illegible]	+ .... Ellsworth	....	....	11 07	....	12 05	....	....	5 55	10 52	....	....
....	....		....	6 14	4 34	....	....	11 57	7 19	168.[illegible]	**Washington Jn**	....	....	11 00	....	h11 57	....	....	5 47	10 45	....	....
....	....	....	....	....	6 35	....	....	....	9 43	....	arr.. **Machias**. lve.	....	....	8 40	....	....	....	....	....	8 20	....	....
....	....	....	....	....	8 20	....	....	....	11 40	....	arr... **Calais**.. lve	....	....	†7 00	....	....	....	....	....	†6 15	....	....
....	....	....	....	....	8 25	....	....	....	11 50	....	arr.. **Eastport**. lve.	....	....	†6 45	....	....	....	....	....	†6 15	....	....
....	....	....	....	6 30	P M	....	....	12 15	7 41	175.7	..... Hancock	....	....	A M	A M	11 40	....	....	6 30	10 15	....	....
....	....	....	....	6 40	....	....	....	12 25	7 50	179.2	+ **Mt. Desert Ferry**..	....	....	....	7 30	11 30	....	....	6 20	†10 05	....	....
....	....	....	....	....	....	....	....	....	8 15	....	ar + **Sullivan** (Boat) lv.	....	....	....	....	....	....	....	4 50	P M	....	....
....	....	....	....	....	....	....	....	....	8 50	....	ar + **Sorrento** » lv.	....	....	....	....	....	....	....	4 10	....	....	....
....	....	....	....	7 35	....	....	....	1 20	9 25	....	ar. + **Bar Harbor** » lv.	....	....	....	†6 00	†10 30	....	....	†3 30	....	....	....
....	....	....	....	P M	....	....	....	P M	A M	....	ar. **Seal Harbor** » lv.	....	....	....	A M	A M	....	....	P M	....	....	....
....	....	....	....	....	....	....	....	....	....	....	**No'east Harbor** »	....	....	....	....	....	....	....	....	....	....	....
411	....	407	....	409	....	405	403	401	93	....	... **S. W. Harbor** »	402	92	404	....	....	406	408	96	....	410	412
P M	....	P M	....	P M	....	P M	A M	A M	A M	....	ar... **Manset** » lv.	A M	A M	A M	....	....	P M	P M	P M	....	P M	P M
†11 10	†3 50	†2 30	†6 20	†5 30	†3 25	†1 15	†11 40	†9 00	†7 30	137.0	lve. + **Bangor** arr.	6 50	9 35	11 00	....	1 15	2 00	3 10	6 20	12 30	4 10	7 30
— —	— —	2 35	6 25	5 35	— —	1 20	11 45	9 04	7 35	139.0	..... Mt. Hope.....	6 44	9 29	10 54	....	— —	1 54	3 04	6 14	— —	4 04	7 24
11 18	— —	2 38	6 28	5 38	— —	1 23	11 48	9 08	7 38	140.3	...... Veazie	6 42	9 27	10 52	....	— —	1 52	3 02	6 12	a12 22	4 02	7 22
11 28	4 05	2 48	6 38	5 48	3 40	1 33	11 58	9 17	7 48	145.0	...... Orono	6 32	9 18	10 42	....	12 59	1 42	2 52	6 02	12 14	3 52	7 12
11 37	— —	2 57	6 46	5 56	— —	1 41	12 06	9 26	7 56	148.0	.... Great Works	6 24	9 00	10 34	....	— —	1 34	2 44	5 54	— —	3 44	7 04
11 40	4 14	3 00	6 50	6 00	3 49	1 45	12 10	9 30	8 00	149.[illegible]	..... Oldtown	†6 20	9 05	†10 30	....	12 50	†1 30	†2 40	5 50	12 05	†3 40	†7 00
P M	— —	P M	6 54	P M	— —	P M	Noon	A M	8 04	150.0	...... Milford	A M	8 58	A M	....	— —	P M	P M	5 46	— —	P M	P M
....	x4 25	....	7 04	....	— —	....	....	....	8 13	155.0	..... Costigan	....	8 48	....	....	12 37	....	....	5 37	a11 52	....	....
....	x4 32	....	7 12	....	— —	....	....	....	8 20	159.6	.... Greenbush	....	8 [illegible]8	....	....	12 28	....	....	5 28	a11 44	....	....
....	x4 39	....	7 20	....	— —	....	....	....	8 30	163.3	...... Olamon	....	8 30	....	....	12 21	....	....	5 21	a11 38	....	....
....	x4 47	....	7 29	....	x4 17	....	....	....	8 39	167.4	.. Passadumkeag..	....	8 20	....	....	12 13	....	....	5 12	a11 30	....	....
....	4 55	....	7 38	....	4 26	....	....	....	8 48	172.0	...... Enfield	....	8 11	....	....	12 04	....	....	5 03	11 22	....	....
....	5 12	....	7 55	....	4 45	....	....	9	9 05	181.4	...... Lincoln	....	7 53	....	10	11 47	....	....	4 45	11 05	....	....
....	5 30	....	8 15	....	5 07	....	....	A M	9 25	192.2	.... Winn	....	7 31	....	P M	11 27	....	....	4 20	10 44	....	....
....	5 37	....	8 20	....	5 08	....	....	6 38	9 30	194.7	.. Mattawamkeag	....	†7 25	....	9 17	11 21	....	....	†4 15	10 32	....	....
....	5 55	....	P M	....	5 26	....	....	e6 52	A M	200.0	..... Kingman	....	A M	....	e9 03	11 05	....	....	P M	10 22	....	....
....	6 20	....	....	....	5 48	....	....	e7 12	....	215.3	..... Bancroft	....	....	....	e8 43	10 39	....	....	....	9 56	....	....
....	6 30	....	....	....	6 06	....	....	7 27	....	224.6	..... Danforth	....	....	....	8 28	10 23	....	....	....	9 40	....	....
....	6 49	....	....	....	6 15	....	....	e7 33	....	22[illegible].6	.... Eaton	....	....	....	e8 16	10 11	....	....	....	9 29	....	....
....	6 5[illegible]	....	....	....	6 24	....	....	e7 41	....	234.2	.... Forest	....	....	....	e8 05	10 02	....	....	....	9 21	....	....
....	7 30	....	....	....	6 50	....	....	8 0[illegible]	....	250.7	+ . **Vanceboro**	....	....	....	*7 42	†9 30	....	....	....	†8 50	....	....
....	A M	....	....	....	P M	....	....	A M	....	....	ARRIVE] [LEAVE	....	....	....	P M	A M	....	....	....	P M	....	....
....	A M	....	....	....	P M	....	....	A M	....	....	LVE.] Atl. time. [ARR.	....	....	....	P M	A M	....	....	....	P M	....	....
....	8 35	....	....	....	8 00	....	....	8 3[illegible]	....	250.7	+ . **Vanceboro**. .	....	....	....	8 37	10 15	....	....	....	8 37	....	....
....	12 05	....	....	....	10 50	....	....	12 05	....	304.0	..... **Houlton**	....	....	....	6 30	7 00	....	....	....	6 30	....	....
....	12 05	....	....	....	10 57	....	....	12 05	....	307.0	... **Woodstock** .	....	....	....	5 35	6 45	....	....	....	5 33	....	....
....	3 57	....	....	....	....	....	....	3 57	....	360.0	.. **Fort Fairfield**	....	....	....	2 08	....	....	....	....	2 03	....	....
....	5 05	....	....	....	....	....	....	5 05	....	360.0	ar. . Presque Isle lv.	....	....	....	12 50	....	....	....	....	12 50	....	....
....	11 40	....	....	....	11 20	....	....	11 30	....	340.0	..... **St. John**.....	....	....	....	5 50	6 45	....	....	....	6 40	....	....
....	A M	....	....	....	P M	....	....	A M	....	....	ARRIVE] [LEAVE	....	....	....	P M	A M	....	....	....	P M	....	....
....	12 40	....	....	....	11 30	....	....	12 40	....	....	lve .. **St. John** arr.	....	....	....	....	6 15	....	....	....	5 20	....	....
....	10 00	....	....	....	8 55	....	....	10 00	....	....	...... **Halifax**	....	....	....	....	8 45	....	....	....	8 00	....	....
....	P M	....	....	....	A M	....	....	P M	....	....	ARRIVE] [LEAVE	....	....	....	....	P M	....	....	....	A M	....	....

*Daily; †daily, except Sunday; ¶daily, except Monday; §Sunday only; *a* stops to leave passengers from east of Mattawamkeag; *c* stops to leave passengers; *d* stops to leave from east of Waterville; *e* stops only to take on or let off passengers to or from points on Canadian Pacific Ry.; *h* stops to leave passengers from east of Washington Junction; *v* stops to leave passengers holding tickets for B. & A. R.R.; *o* on Sunday arrives 1 55 p.m.; *s* stops Sunday only; *w* stops to take passengers; *x* stops to take for east of Mattawamkeag, or to leave from Bangor and points west; *y* stops Saturday and Sunday.
‡ Meals. + Coupon stations; ♂ Telegraph stations.

Additional Trains—Leave Lawrence Mills for Augusta †6 20 a.m., †12 40 noon, †5 40 p.m. Returning, leave Augusta †7 40 a.m., †1 25, †6 15 p.m. Leave Northern Maine Junction for Bangor †7 18, †8 37 a.m., †1 58, †6 55, †11 43 p.m. Returning, leave Bangor †3 05, †7 05, †8 25 a.m., †2 50, †4 20 p.m.

PULLMAN SERVICE.—Nos. 20 and 102, Parlor Car between Boston and St. John; Nos. 11, 16 (332 and 334 Sunday only) and No. 64, Parlor Car Boston and Bangor; No. 71, Sleeping Cars Boston to Caribou and St. John, except Saturday; No. 127, Sleeping Car Boston to Bangor daily, and to Calais, except Saturday; No. 2, Sleeping Car Bangor to Boston daily, and from Greenville daily, except Sunday; No. 8, Sleeping Car St. John, Caribou, Bangor and Calais to Boston; Nos. 19 and 72, Parlor Car between Boston and Rockland; Nos. 15 and 12, Parlor Car between Boston and Lewiston; Nos. 25 and 14, Parlor Car between Boston and Waterville; No. 4, Parlor Car Rockland to Boston; No. 1, Parlor Car Portland to Bangor; Nos. 20 and 16, Dining Car between Boston and Waterville.

MAINE CENTRAL RAILROAD.

WHITE MOUNTAINS LINE.

168	158	154	Mls.	October 4, 1909.	151	155	163
P M	P M	A M		LEAVE] [ARRIVE	A M	A M	P M
†6 05	†1 20	†8 50	0	+ ... Portland[1] ♁	8 15	11 45	8 00
6 15	1 30	9 00	6	+ Cumberland Mills ♁	8 07	11 37	7 52
6 26	1 41	9 11	11	...South Windham ♁	7 56	11 27	7 42
6 45	1 56	9 26	17	....Sebago Lake ♁	7 40	11 13	7 30
7 00	2 10	9 40	25	....Steep Falls ♁	7 23	10 59	7 16
7 31	2 37	10 06	37	.Bridgton Junc[12] ♁	6 56	10 35	6 49
7 46	2 53	10 20	43	.... Brownfield ♁	6 41	10 18	6 34
7 59	3 05	10 33	50	+ ....Fryeburg ♁	6 30	10 06	6 23
8 09	3 16	10 42	55	...Conway Centre ♁	6 19	9 55	6 12
8 22	3 30	10 55	60	+ .North Conway ♁	6 07	9 43	6 00
8 27	3 35	11 00	62	+ ...Intervale[13] ♁	6 02	9 38	5 55
8 34	3 42	11 07	65	+ ..Glen (Jackson) ♁	5 55	9 31	5 48
8 46	3 56	11 17	71	.......Bartlett	†5 45	9 21	5 38
P M	4 40	12 05	85	+ ....Crawford's ♁	A M	8 44	5 02
	4 47	12 12	89	+ . Bretton Woods		8 34	4 52
	4 50	12 15	90	ar. + Fabyans[14] ♁ lv.		8 32	4 50
	4 59	12 40	94	.. Twin Mountain ♁		8 22	4 38
	5 12	1 03	100	Quebec Junction ♁		8 10	4 25
	5 23	1 16	105	...... Baileys		7 58	4 09
	5 38	1 31	112	.....Lancaster		†7 45	†3 55
	P M	1 12	104	+ ...Whitefield[15] ♁		A M	4 12
		1 20	107	.. Scott's Junc[16] ♁			4 05
		1 25	110	+ .. Lunenburg[17] ♁			†4 00
		P M		ARRIVE] [LEAVE			P M
		2 20	133	...St. Johnsbury			2 55
		9 50	231	.Burlington (C. V.)			7 20
		P M		ARRIVE] [LEAVE			A M
		9 10	286	ar. Montreal (C.P.) lv.			9 00

BETWEEN PORTLAND AND WATERVILLE, VIA LEWISTON.

15	67	13	29	7	5	Mls.	October 4, 1909.	12	56	14	20	18	24
P M		A M	A M				LEAVE] [ARRIVE	Noon	P M	P M	P M	P M	P M
†1 15		†9 00	†8 00				.... Boston	12 05	3 15	3 15	6 55	8 00	9 05
P M	P M	Noon	A M	A M	A M		LEAVE] [ARRIVE	A M	A M	A M	P M	P M	P M
†5 10	†1 50	†12 50	†11 10	†8 40	†6 55	0	+ ... Portland[1] ♁	8 35	10 10	11 55	3 25	4 50	6 30
5 15	1 55	12 55	—	8 44	7 00	2.0	.... Woodford's ♁	8 31	10 06	c11 51	3 21	4 46	6 28
5 20	2 05	1 03	—	8 49	7 05	4.1	...Deering Junc[2] ♁	8 28	10 03	11 47	3 18	4 43	5 22
5 27	w2 11	w1 10	—	8 55	7 11	8.0	..West Falmouth ♁	8 18	9 56	11 36	—	—	5 13
5 34	2 17	1 16	—	9 02	7 17	11.0	..Cumberland Junc ♁	8 12	9 51	11 30	—	—	5 09
5 42	2 25	1 26	—	9 10	7 25	14.4	.... Walnut Hill ♁	8 05	9 45	m11 25	—	—	5 03
5 51	2 33	1 35	—	9 19	7 34	19.9	........Gray ♁	7 54	9 36	m11 16	—	—	4 54
6 00	2 41	1 43	—	9 27	7 43	24.5	...New Gloucester ♁	7 43	9 27	m11 08	—	—	4 46
6 13	2 57	1 56	12 03	9 38	7 55	29.3	+ Danville Junc[3] ♁	7 32	9 16	10 59	2 41	4 06	4 37
—	—	2 07	—	—	8 05	31.5	....Rumford Junc[11]	—	—	10 52	—	—	4 30
6 26	3 08	2 15	12 14	9 50	8 12	34.9	+ .....Auburn ♁	7 19	9 04	10 41	2 31	3 53	4 21
6 40	3 14	2 25	12 20	9 57	8 17	35.7	+ ....Lewiston ♁	7 15	8 57	10 37	2 27	3 49	4 17
6 54	3 26	2 38	—	10 09	8 30	43.2	.........Greene ♁	6 58	8 40	m10 24	2 13	—	4 04
7 00	3 31	2 45	—	10 15	8 38	46.4	....Leeds Junc ♁	6 52	†8 35	10 19	2 08	3 31	†3 58
7 05	P M	2 52	—	A M	8 44	49.3	.....Monmouth ♁	6 45	A M	10 07	1 58	3 20	P M
7 17		3 12	j12 50		8 55	55.3	+ ....Winthrop ♁	6 36		9 56	1 48	3 10	
7 23		3 18	—		9 00	59.0	..... Maranacook ♁	6 30		9 49	1 43	—	
7 28	1 39	3 23	—		9 05	61.0	.....Readfield ♁	6 26	1 24	9 45	1 38	3 01	
7 42	A M	3 36	j1 10		9 16	68.9	.......Belgrade ♁	6 13	A M	9 33	1 26	2 48	
8 02	†8 35	3 53	1 24		9 32	77.8	+ ...Oakland[5] ♁	5 57	8 25	9 15	1 05	2 32	
8 10	8 45	4 05	1 33		9 40	83.9	+ ..Waterville ♁	†5 45	†8 10	†9 00	†12 55	†12 17	
P M	A M	P M	P M		A M		ARRIVE] [LEAVE	A M	A M	A M	Noon	P M	

ROCKLAND BRANCH.

321	77	57	47	Ms.	October 4, 1909.	50	58	72	320
A M	P M	P M	A M		LEAVE] [ARRIVE	A M	A M	P M	A M
§8 12	†6 10	†2 00	†8 03	0	+ .. Brunswick ♁	7 40	10 38	4 17	10 50
8 30	6 30	2 20	8 21	8.7	arr. ... + Bath ♁ ..lve.	7 20	10 20	4 00	10 30
▼	6 30	2 20	8 21	8.7	lve. ..... Bath ....arr.	7 20	10 20	4 00	▼
9 15	7 00	2 50	8 50	9.5	.... Woolwich ♁	6 50	9 50	3 30	8 50
9 35	7 20	3 20	9 15	19.9	+ ..... Wiscasset ♁	6 30	9 30	3 02	8 28
9 42	7 27	3 27	9 22	22.7	..South Newcastle ♁	—	9 22	2 56	8 19
9 52	7 37	3 37	9 34	26.9	+ Newcastle-Damariscotta	6 16	9 12	2 48	8 06
9 57	7 42	3 42	9 39	28.8	.Damariscotta Mills ♁	6 12	9 07	2 43	8 00
10 19	8 05	4 03	10 00	38.4	..... Waldoboro ♁	5 53	8 44	2 22	7 40
10 35	8 21	4 20	10 15	45.1	...... Warren ♁	—	8 28	2 07	7 27
10 48	8 34	4 35	10 30	52.3	+ ... Thomaston ♁	5 25	8 10	1 50	7 10
11 00	8 45	4 45	10 40	56.5	+ ... Rockland ♁	†5 15	†8 00	†1 40	§7 00
A M	P M	P M	A M		ARRIVE] [LEAVE	A M	A M	P M	A M

▼ Passengers provide their own ferriage Woolwich to Bath.

k Saturday only; *m* stops to leave passengers from east of Waterville and from Rangeley Division; *w* stops to take passengers. *Eastern time.*

BELFAST BRANCH.

135	133	131	Mls	October 4, 1909.	132	134	136
P M	A M	A M		LEAVE] [ARRIVE	A M	P M	P M
†4 15	†9 50	†6 55		...Waterville...	8 54	2 12	6 22
4 50	10 20	8 35	0	.Burnham Jn. ♁	8 15	1 30	4 36
5 09	10 45	8 54	8	......Unity ♁	7 53	1 08	4 13
5 17	11 00	9 02	11	... Thorndike ♁	7 45	1 00	4 05
5 40	11 30	9 25	20	..... Brooks ♁	7 27	12 42	3 47
6 05	11 55	9 50	33	+ .. Belfast ♁	†7 00	†12 15	†3 20
P M	A M	A M		ARRIVE] [LEAVE	A M	Noon	P M

DEXTER BRANCH.

85	87	81	Ms	October 4, 1909	82	88	90
P M	P M	A M		LEAVE] [ARRIVE	A M	P M	P M
†5 34	†2 30	†8 00	0	.Newport Junc.	7 45	1 05	5 08
5 46	2 46	8 15	7	.....Corinna.....	7 30	12 49	4 47
6 08	3 08	8 34	15	..... Dexter	7 12	12 31	4 32
6 35	3 36	9 05	30	Dover (*Foxcroft*)	†6 45	†12 05	†4 05
8 00	P M	10 40		Greenville (B.&A.)	†5 25	Noon	P M
P M		A M		ARRIVE] [LEAVE	A M		

SKOWHEGAN BRANCH.

329	417	13	139	141	M	October 4, 1909.	418	14	140	142	328
A M	P M	P M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M	P M	P M
§10 00	†8 15	†4 10	†9 55	†6 00	0	+ ..Waterville ♁	5 45	8 45	1 30	4 25	2 38
10 25	8 21	4 16	10 00	6 25	3	..... Fairfield ♁	5 37	8 40	1 24	4 18	2 33
10 45	8 28	4 23	10 07	6 40	6	..... Shawmut ♁	5 30	8 30	1 17	3 50	2 26
11 00	8 36	4 30	10 14	6 50	10	.. Goodwill Farm ..	5 23	8 23	1 09	3 19	2 19
11 35	8 55	4 50	10 35	7 25	18	+ .Skowhegan ♁	†5 05	†8 05	†12 50	†2 50	§2 00
A M	P M	P M	A M	A M		ARRIVE] [LEAVE	A M	A M	Noon	P M	P M

QUEBEC LINE.

158	180	224	228	Ms	October 4, 1909.	155	237	161	225
P M		A M			LEAVE] [ARRIVE	A M			P M
†1 20	P M	†8 50		0	+ ......Portland[1] ♁	11 45		Noon	8 00
†5 12	†4 35	†11 05		0	lve... Quebec Junc ♁ arr.	8 10		12 50	4 20
5 23	4 45	1 16	A M	5	+ ...... Baileys ♁	7 58		12 39	4 09
6 10	5 00	1 31	†8 00	12	+ ......Lancaster ♁	7 45		†12 25	3 55
7 00	P M	2 12	10 10	33	+ . North Stratford Jn[4] ♁	6 55		Noon	3 07
7 30		2 42	11 35	46	+ ......Colebrook ♁	6 25			2 38
7 47		3 00	12 10	54	+ ..West Stewartstown ♁	6 06			2 20
7 50		3 04	12 15	55	arr.. Beecher Falls ♁ lve.	†6 00	P M		2 15
P M		3 10	Noon	55	lve.. Beecher Falls ..arr.	A M	1 00		2 07
		3 28		64	......Paquetteville ♁		12 30	# Monday only.	1 50
		3 50		74	..........St. Malo ♁		11 55		1 28
		4 18		85	.......Sawyerville ♁		10 55		1 03
		4 34		91	+ ..Cookshire Junc[19] ♁		10 00		12 48
		5 00		104	+ ..Dudswell Junc[18] ♁		8 35		12 20
		5 20		106	..Lime Ridge & Marbleton ♁		†7 30		†12 01
		P M			ARRIVE] [LEAVE		A M		Noon
		9 30			.Quebec (*Que. Cent. Ry.*)				†7 30
		P M			ARRIVE] [LEAVE				A M

FARMINGTON BRANCH.

61	125	67	7	Mls	October 4, 1909	56	24	70	126
		P M	A M		LEAVE] [ARRIVE	A M	P M		
		†1 50	†8 40		...... Portland[1]	10 10	5 30		
P M	A M	3 14	9 57		lve... Lewiston ♁ .arr.	8 57	4 17	A M	P M
†2 03	†8 35			0	lve..Crowleys Jn.arr.			10 05	4 35
2 30	9 25	3 35	10 25	11	.....Leeds Junc ♁	8 30	3 52	†9 40	†3 55
P M	A M	3 48	10 39	18	..... Centraltown ♁	8 14	3 37	A M	P M
		4 01	10 51	23	.......Strickland's ♁	8 01	3 24		
		4 19	11 08	31	....Livermore Falls ♁	7 46	3 08		
		4 36	11 24	36	........North Jay ♁	7 30	2 56		
		4 46	11 32	40	.... Wilton ♁	7 23	2 43		
		5 05	11 50	47	+ ...Farmington[8] ♁	†7 05	†2 25		
		P M	A M		ARRIVE] [LEAVE	A M	P M		

+ Coupon stations; ♁ Telegraph stations.

Steamer "PEMAQUID."

Between Rockland and Mt. Desert Ferry, via Fox Island Thoroughfare and Eggemoggin Reach.

Leaves Rockland 6 00 a.m., Thursday only, for North Haven, Stonington, Manset, Southwest Harbor, Northeast Harbor, Seal Harbor, Bar Harbor, arriving Mt. Desert Ferry 1 00 p.m. Returning, leaves Mt. Desert Ferry 5 15 a.m., Wednesdays only, for same landings, arriving Rockland 11 40 a.m. On Tuesdays and Saturdays steamer leaves Rockland 6 00 a.m. for Dark Harbor (Islesboro), Castine, Sargentville, Deer Isle, Sedgwick, Brooklin, Manset, Southwest Harbor, Northeast Harbor, Seal Harbor, Bar Harbor and Mt. Desert Ferry. Returning, leaves Mt. Desert Ferry Mondays 5 15 a.m., Fridays 4 45 a.m., for same landings, arriving Rockland 12 20 noon and 1 00 p.m., respectively. *October* 4, 1909.

BRUNSWICK AND LEWISTON.

351	349	79	73	17	65	63	55	Mls	October 4, 1909.	54	62	66	18	74	80	346	348
A M	A M	P M	P M	P M	P M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M	P M	P M	P M	A M	A M
§11 05	§8 15	*11 56	†6 12	†5 00	*1 30	†11 00	†8 05	0	...... Brunswick	7 40	10 40	1 20	4 45	6 56	11 30	8 00	10 50
11 21	8 31	12 11	6 28	6 16	1 46	11 15	8 20	8.9	...... Little River ♁	7 23	10 25	1 03	4 29	5 36	11 14	7 44	10 34
11 28	8 38	12 18	6 35	6 28	1 53	11 23	8 28	11.6	.... Lisbon ♁	7 16	10 18	12 56	4 22	5 28	11 07	7 37	10 27
11 34	8 44	12 24	6 41	6 35	1 59	11 29	8 34	14.7	.Crowley's Junction ♁	7 10	10 12	12 50	4 15	5 20	11 00	7 30	10 20
11 45	8 55	12 36	6 52	6 45	2 10	11 40	8 45	19.4	.... Lewiston ♁	†7 00	†10 00	*12 40	†4 05	†6 10	*10 50	§7 20	§10 10
A M	A M	Night	P M	P M	P M	A M	A M		ARRIVE] [LEAVE	A M	A M	Noon	P M	P M	P M	A M	A M

BUCKSPORT BRANCH.

Leave Bucksport §6 00, †9 00 a.m., †3 00, †6 00 p.m., arrive Bangor (19 miles) 6 50, 9 50 a.m., 4 10, 6 50 p.m. Leave Bangor †6 50, †11 50 a.m., †4 55, *k*6 50 p.m., arriving at Bucksport 7 45 a.m., 1 00, 5 45, 7 45 p.m.

* Daily; † daily, except Sunday; § Sunday only; *c* stops to leave passengers; *f* stops to leave passengers from Portland and points west.

CONNECTIONS.—[1] With Boston & Maine R.R. and White Mountains Line. [2] With Boston & Maine R.R. [3] With Grand Trunk Ry. and stages for Poland Springs. [4] With Grand Trunk Ry. [5] With Somerset R.R. [6] With Sebasticook & Moosehead R.R. [7] With Bucksport and Mt. Desert Branches. [8] With Sandy River & Rangeley Lakes R.R. [9] With Bangor & Aroostook R.R. [10] With New Brunswick Division Canadian Pacific Ry. [11] With Rangeley Division. [12] With Bridgton & Saco River R.R. [13] With Boston & Maine R.R. [14] With Boston & Maine R.R. and White Mountains Line. [15] With Boston & Maine R.R. [16] With Boston & Maine R.R. [17] With St. Johnsbury & Lake Champlain R.R. [18] With Quebec Central Ry. [19] With Canadian Pacific Ry. [20] With Washington County Ry.

MAINE CENTRAL RAILROAD—Continued.

RANGELEY DIVISION.

		9-33	5	Ms.	*October* 4, 1909.	30-10	14		
					lv. **New York** (Gd. Cent. Depot) ar.				
					(Via Worcester and Rochester.)				
		A M			lve...(Boston & Maine R. R.)...arr.	P M	P M		
		†8 45			..**Boston** (Western Division..	3 15	9 25		
		†9 00			..**Boston** (Eastern Division ..	3 30	9 05		
		Noon	A M		lve...(Maine Central R.R.)...arr.	A M	P M		
		†12 50	†6 55		.. **Portland** (Union Station) ..	11 55	5 30		
		1 03	7 05		...**Deering Junction**	11 47	5 22		
		1 16	7 17		..**Cumberland Junction**.	11 30	5 09		
		2 01	8 00		arr. **Rumford Junction**. lve.	10 52	4 30		
		†1 45	†7 45	0	lve. **Lewiston** (Upper Station). arr.	11 10	4 50		
		1 50	7 50	.08	lve.....**Auburn**.....arr.	11 05	4 45		
		12 07	†8 07	4.4	lve....**Rumford Junc**...arr.	10 45	4 26		
		2 15	8 15	8.5	.....Elmwood Farm.....	10 37	4 17		
		2 19	8 19	10.3	...Poland Springs Station ..	10 33	4 13		
		2 25	8 25	12.4	.....Poland.....	10 28	4 09		
		2 34	8 34	16.0	.....**Mechanic Falls**.....	10 19	4 00		
		2 43	8 43	20.3	.....West Minot.....	10 09	3 50		
		2 51	8 51	24.7	.....East Hebron.....	10 00	3 41		
		3 02	9 02	29.2	.....Buckfield.....	9 52	3 33		
		3 10	9 11	34.0	.....East Sumner.....	9 41	3 22		
		3 17	9 16	36.0	.....Hartford.....	9 36	3 17		
		3 30	9 30	41.1	.....**Canton**.....	9 26	3 06		
		3 35	9 35	42.7	.....Gilbertville.....	9 20	3 00		
		3 44	9 44	47.4	.....Howards.....	9 11	2 51		
		3 48	9 48	49.2	.....Peru.....	9 07	2 47		
		3 56	9 56	52.6	.. Dixfield and West Peru ..	8 59	2 39		
		4 05	10 05	56.9	arr...**Rumford Falls**..lve.	8 50	†2 30		
		4 15	A M	59.9	lve...**Rumford Falls**..arr.	8 40	P M		
		4 34		64.1	.....Frye.....	8 22			
		4 43		67.8	.....Roxbury.....	8 14			
		4 52		72.3	.....Byron.....	8 05			
		5 01		76.3	.....Houghton.....	7 56			
		5 19		82.4	.....Summit.....	7 40			
		5 29		85.2	.....**Bemis**.....	7 32			
		– –		91.7	.....**South Rangeley**.....	–			
		5 50		94.2	.....**Oquossoc**.....	†7 10			
		P M			ARRIVE] [LEAVE	A M			
					LEAVE] (*Steamer.*) [ARRIVE				
					.....**South Rangeley**.....				
		23	21		.....**Rangeley**.....	20	22		
		P M	A M		ARRIVE] [LEAVE	A M	P M		
		†3 40	†9 35	0	lve.....**Canton**.....arr.	9 15	3 25		
		3 55	9 50	3.4	.....Meadowview.....	9 00	3 17		
		4 01	9 56	6.5	.....Rileys.....	9 00	3 11		
		4 06	10 01	8.6	.....Jay Bridge.....	8 55	3 07		
		4 11	10 05	10.6	.....Chisholm.....	8 50	3 03		
		4 15	10 10	11.0	.....**Livermore**.....	†8 45	†3 00		
		P M	A M		ARRIVE] [LEAVE	A M	P M		

† Daily, except Sunday.

CONNECTIONS.

At **Mechanic Falls** with Grand Trunk Ry. At **Bemis** with Capt. Barker's steamers for Upper Dam (connecting for Middle Dam and all points through to Errol Dam), the Birches and the Barker. At **South Rangeley** with Rangeley Lakes Steamboat Co. for Rangeley. At **Oquossoc** with teams for Mountain View, Bald Mountain, the Barker, Haines Landing, connecting with steamers for all points on Mooselucmaguntic and Cupsuptic Lakes. At **Carrabasset, Bigelow and Greene's Farm** with stages to Eustis, Flagstaff and all Dead River region points. At **Rangeley** with buckboard for Loon Lake, Kennebago Lake and with Seven Ponds, and with Rangeley Lakes Steamboat Co. for Mountain View. At **Rangeley Outlet** with stages and steamers for all points in the Rangeley Lakes region.

WASHINGTON COUNTY RAILWAY.

LUCIUS TUTTLE, Prest., Portland, Me.
MORRIS MCDONALD, V.-Prest., »
GEORGE S. HOBBS, 2d V.-P. & Compt., »
GEORGE W. YORK, Treasurer, »
ARTHUR P. FOSS, Aud. of Disb., »
F. E. BOOTHBY, Gen. Pas. Agt., »
H. D. WALDRON, Asst. G. P. A., »

W. K. SANDERSON, Gen. Fht. Agt., Portland, Me.
THEO. L. DUNN, Chief Engineer, Portland, Me.
J. ASNAULT, Supt., Calais, Me.
G. W. MILLER, Commercial Agt., Calais, Me.

(*For Map, see Maine Central R.R.*).

	15	3	1	Mls.	*October* 4, 1909.	2	4	12	32	
		A M	P M		LVE] (*East. time*) [ARR.	P M	A M			
		8 00	10 00		**Boston** (*B.&M.R.R.*)	9 05	8 25			
		11 10	1 20		**Portland** (*M.C.R.R.*	4 50	4 50			
		3 24	6 00		**Bangor**.... »	12 15	11 59			
		10 40			**Bar Harbor** »	1 10				
		P M	A M		(*Wash. County Ry.*)	A M	P M			
		†4 36	†7 25	0	lv. **Washington Jn.**[1] ♁ ar.	10 55	10 35			
		4 54	7 44	9.3	.....Franklin..... ♁	10 36	10 16			
		5 23	8 17	24.5	.....Unionville.... ♁	10 08	9 42			
		5 36	8 31	28.9	.....Cherryfield ... ♁	9 55	9 31			
		5 48	8 45	34.7	..... Harrington ... ♁	9 39	9 14			
		5 56	8 54	38.5	..... Columbia .... ♁	9 30	9 05			
		6 04	9 02	41.6	.. Columbia Falls.. ♁	9 22	8 57			
		6 12	9 13	45.8	..... Jonesboro.... ♁	9 13	8 46			
		6 25	9 29	53.4	.....Whitneyville ... ♁	8 59	8 30			
		6 35	9 43	57.2	.....**Machias**.... ♁	8 49	8 20			
		6 46	9 56	61.6	...**East Machias**. ♁	8 37	8 07			
		– –	– –	63.0	.....Gardners.....	– –	– –			
		7 13	10 28	74.9	..... Marion ..... ♁	8 08	7 35			
		7 25	10 39	79.2	.....Dennysville... ♁	7 58	7 25			
	P M	7 39	10 53	85.9	arr. **Ayer's Junc** ♁ lve.	7 44	7 09	A M	P M	
	†7 42	†7 52	†11 08	85.9	lve. **Ayer's Junc**. arr.	7 40	6 57	10 52	1 35	
	7 52	8 02	11 18	89.4	.....**Pembroke**... ♁	7 30	6 48	10 43	1 25	
	8 06	8 16	11 32	94.6	.....**Perry**..... ♁	7 09	6 34	10 29	1 06	
	8 13	8 23	11 39	97.0	....Pleasant Point....	6 59	6 27	10 22	12 54	
	8 25	8 35	11 50	101.6	.....**Eastport**[2].... ♂	†6 45	†6 15	†10 10	†12 40	
	P M	P M	A M		ARRIVE] [LEAVE	A M	P M	A M	Noon	
		7 44	†11 02	85.9	lve. **Ayer's Junc**. arr.	7 40	6 58			
		7 51	11 09	89.0	..... Charlotte.....	7 32	6 50			
		8 09	11 28	98.6	...**St. Croix Junc**...	7 12	6 29			
		8 12	11 32	99.9	.....Milltown..... ♂	7 08	6 23			
		8 20	11 40	103.0	..... **Calais**[3] .... ♁	†7 00	†6 15			
		P M	A M		ARRIVE] [LEAVE	A M	P M			

Princeton Branch.—Leave **Calais** for **St. Croix Junc.** (4 miles), Baring (6 miles), Woodland (12 miles), Baileyville (18 miles), and **Princeton** (22 miles) †11 00 a.m.; for Woodland †6 15 a.m., †1 50 p.m. Returning leave Princeton †5 10 p.m. Leave Woodland †9 30 a.m., †5 10 p.m.

Pullman Buffet Sleeping Cars on Trains Nos. 1 and 4 between **Boston** and **Calais**.

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; ♁ Sunday only: *a* on Sunday leaves 5 45 a.m.

CONNECTIONS.

[1] With Maine Central R.R.
[2] With steamers for St. Andrews, Lubec, North Lubec and Campobello, N.B.
[3] With transfer for Canadian Pacific and New Brunswick Southern Rys. at St. Stephen for St. John, N.B., connecting with Intercolonial and Dominion Atlantic Rys.; with steamers for St. Andrews, N.B.

SOMERSET RAILWAY COMPANY.—KINEO SHORT LINE.

	No. 13	No. 153	M	*October* 4, 1909.	No. 12	No. 16
				LEAVE] [ARRIVE		
	†12 50 Noon	†6 55 A M		..... **Portland**.....	11 55 A M	4 50 P M
				LEAVE] [ARRIVE		
	†4 05 P M	†9 35 A M	0	.....**Oakland**[1].... ♁	8 25 A M	2 22 P M
	4 19 »	9 47 »	8	..... Hoxies	8 12 »	2 11 »
	4 24 »	– –	11	..... Bangs.....	8 06 »	– –
	4 30 »	9 57 »	13	..... Norridgewock... ♁	8 01 »	2 02 »
	4 46 »	10 13 »	21	.....Madison..... ♁	7 46 »	1 48 »
	4 48 »	– –	22	..... Ansen..... ♁	7 43 »	– –
	5 00 »	10 24 »	25	.....North Anson.... ♁	7 34 »	1 37 »
	5 10 »	10 35 »	31	.....Embden.....	7 23 »	1 27 »
	5 17 »	– –	34	.....Carratunk.....	7 16 »	– –
	5 20 P M	10 42 »	45	.....Solon..... ♁	7 15 A M	1 19 »
	– –	11 03 A M	40	...**Austin Junction**...	– –	1 06 P M
	5 35 P M	10 59 A M	41	arr....**Bingham** ♁ ..lve.	†6 55 A M	1 02 P M
		– –	41	...Bingham Heights. ♁		– –
		11 25 A M	48	.....Deadwater..... ♁		12 37 Noon
		11 41 »	57	..... Baker's.....		12 17 »
		11 50 A M	60	..... Mosquito..... ♁		12 09 Noon
		12 06 Noon	65	.....Lake Moxie.... ♁		11 58 A M
		12 15 »	70	..... Forsythe		11 48 »
		12 22 »	74	.....Moore's.....		11 40 »
		12 29 »	75	.....Indian Pond...		11 34 »
		12 40 »	81	.....Marrs.....		11 24 »
		12 55 Noon	84	....**Somerset Junc**[2] ♁		11 10 »
		1 10 P M	91	....**Kineo Station**[3]. ♁		†10 50 A M
				. **Mt. Kineo House** ..		
				ARRIVE] [LEAVE		

LUCIUS TUTTLE, President, Portland, Me.
MORRIS McDONALD, Vice-President, »
GEO. S. HOBBS, 2d Vice-Prest. and Compt., »
F. E. BOOTHBY, Gen. Pas. Agent, »
H. D. WALDRON, Asst. Gen Pas. Agt., »
W. K. SANDERSON, Gen. Freight Agent, »
GEO. W. YORK, Treasurer, »
ARTHUR P. FOSS, Auditor of Disbursements, »
GEO. H. FOSTER, Superintendent, Oakland, Me.

* Daily; † daily, except Sunday; ‡ daily, except Saturday; *a* stops to leave from or take for south of Deadwater. ♁ Telegraph stations. *Eastern time.*

RAIL AND STEAMER CONNECTIONS.

[1] With Maine Central R.R.
[2] With Canadian Pacific Ry.
[3] With Coburn Steamboat Company for all points on Moosehead Lake.

STAGE CONNECTIONS.

At **Norridgewock**—For Skowhegan, Smithfield and Mercer.
At **Madison**—With Somerset Traction Co.
At **Anson**—For Sawyers Mills.
At **North Anson**—For North and West New Portland, Dead River, Flagstaff and Eustis.
At **Bingham**—For Forks, Carrying Place, Carratunk, Mayfield, Kingsbury and Abbot.

STOP-OVER CHECKS NOT ISSUED.

BOSTON & MAINE SYSTEM.

LUCIUS TUTTLE, President, Boston, Mass.
WILLIAM F. BERRY, 2d Vice-Prest. and G. T. M., "
FRANK BARR, 3d Vice-Prest. and Gen. Mgr., "
WILLIAM J. HOBBS, 4th Vice-Prest. and Gen. Auditor, "
STUART H. McINTOSH, Assistant Gen. Auditor, "
W. H. ALLEN, Auditor Freight Accounts, "
W. H. YOUNG, Auditor Passenger Accounts, "
WM. T. RODDEN, Auditor of Disbursements, "
H. F. BIDWELL, Freight Claim Agent, "
HERBERT E. FISHER, Treasurer, "
EDGAR J. RICH, General Solicitor, "
DANA J. FLANDERS, Passenger Traffic Manager, "
CHARLES M. BURT, General Passenger Agent, "
GEORGE E. STURTEVANT, Asst. Gen. Pas. Agent, "
GEORGE W. STORER, Asst. Gen. Passenger Agent, "
FRANK E. BROWN, Asst. Gen. Passenger Agent, Concord, N.H.
ADELBERT C. VARNAM, New England Pas. Agt., Boston, Mass.
W. L. PRATT, Western Passenger Agent, Troy, N.Y.
WILLIAM H. SHEPHERD, District Pas. Agt., Springfield, Mass.
E. L. WELLS, District Passenger Agent, Lyndonville, Vt.
FRANK D. GOURLEY, District Passenger Agent, Boston, Mass.
C. F. GOURLEY, District Passenger Agent, "
CHARLES A. WAITE, General Agent, Worcester, Mass.
JOHN B. LEPIRE, Canadian Passenger Agent, "
ARMAND LALONDE, Canadian Fht. and Pas. Agt., Montreal, P.Q.
CHARLES J. WIGGIN, General Baggage Agent, Boston, Mass.
GEORGE E. BYRAM, Assistant General Baggage Agent, "
RAMSDEN & CO., European Passenger Agents,
21 and 23 Water St., Liverpool, England.

AMOS S. CRANE, Freight Traffic Manager, Boston, Mass.
THOMAS A. DUGAN, General Freight Agent, "
GEO. H. EATON, Assistant General Freight Agent, "
F. S. DAVIS, Assistant General Freight Agent, Troy, N.Y.
W. T. LA MOURE, Foreign Freight Agent,
101 Chamber of Commerce, Boston, Mass.
GEORGE E. DUDLEY, Gen. Agent., 294 Washington St., "

CHARLES E. LEE, General Superintendent, Boston, Mass.
GEO. H. FOLGER, Asst. General Superintendent, "
G. L. R. FRENCH, Supt. Terminal Division, "
WILLIAM MERRITT, Superintendent Western Division, "
WINSLOW T. PERKINS, Superintendent Eastern Div., "
HENRY C. ROBINSON, Supt. Southern Division, "
ALBERT S. CHEEVER, Superintendent Fitchburg Div., "
J. D. TYTER, Asst. Supt. Fitchburg Div., North Adams, Mass.
WILLIAM R. MOONEY, Supt. W. N. & P. Div., Nashua, N.H.
WILLIAM F. RAY, Superintendent Concord Div., Concord, N.H.
GEORGE E. CUMMINGS, Supt. White Mts. Div., Woodsville, N.H.
HARLEY E. FOLSOM, Supt. Conn. & Pass'c Div., Lyndonville, Vt.
WILLIS H. FORD, Asst. Supt. Conn. & Pass'c Div., Springfield, Mass.
FRED. A. HORTTER, Superintendent Car Service, Boston, Mass.
CHARLES N. CHEVALIER, Purchasing Agent, "
HENRY BARTLETT, Gen. Supt. Mechanical Depts., "
CHAS. H. WIGGIN, Superintendent Motive Power, "
J. W. MARDEN, Superintendent Car Department, "
J. P. SNOW, Chief Engineer, "

THROUGH CAR SERVICE.

FITCHBURG DIVISION.

FROM BOSTON—WEEK-DAYS.

No. 9—Coach to Troy.
No. 25—Coach to Albany.
No. 27—Coaches North Adams to Troy and Johnsonville to Saratoga.
No. 47—Coaches to Greenfield.
No. 515—Coach to Burlington, via Rutland R.R.
No. 5—Buffet Parlor Car and Coaches to Albany. Tourist Car to Chicago Wednesdays, via D. & H. and Erie R.Rs.
No. 517—Parlor Car to Montreal, via Rutland R.R. Coach to Rutland, via Rutland R.R. Dining Car to Bellows Falls.
No. 1—Sleeping Cars to Chicago, via West Shore and Wabash R.Rs. Dining Car and Coaches to Rotterdam Junction. Tourist Car to Chicago Mondays, Wednesdays and Fridays, via West Shore and Wabash R.Rs. Tourist Car to Chicago Tuesdays, Thursdays and Saturdays, via West Shore and N. Y. C. & St. L. R.Rs.
No. 7—Parlor Car and Coach to Troy.
No. 23—Coaches to Greenfield, Mass.
No. 513—Coach to Rutland, via Rutland R.R.
No. 3—Sleeping Car to Chicago, via West Shore and New York, Chicago & St. Louis R.Rs. Dining Car to Greenfield. Coaches to Rotterdam Junction. Sleeping Car to Chicago, via D. & H. and Erie R.Rs.
No. 33—Coaches North Adams to Troy and Johnsonville to Saratoga.
No. 65—Coach to Greenville.
No. 505—Sleeping Car to Montreal, via Rutland R.R. Coach to Rutland, via Rutland R.R.
No. 11—Sleeping Car to Albany (open 9.30 p.m.). Coach to Albany.
No. 21—Sleeping Car to Chicago, via West Shore and Wabash R.Rs. Dining Car to Greenfield. Coaches to Rotterdam Junction.

FROM BOSTON—SUNDAYS.

No. 571—Coach to Bellows Falls.
No. 157—Buffet Parlor Car and Coaches to Albany.
No. 1—Sleeping Cars to Chicago, via West Shore and Wabash R.Rs. Dining Car and Coaches to Rotterdam Junction.
No. 3—Sleeping Cars to Chicago, via West Shore and N. Y. C. & St. L. R.Rs., and via West Shore and Wabash R.Rs. Dining Car to Greenfield. Coaches to Rotterdam Junction.
No. 573—Sleeping Car to Montreal, via Rutland R.R. Coach to Rutland, via Rutland R.R.

TO BOSTON—WEEK-DAYS.

No. 6—Dining Car from Greenfield. Sleeping Cars from Chicago, via Wabash and West Shore R.Rs.
No. 520—(Mondays only) Sleeping Car from Montreal. Coach from Rutland, via Rutland R.R.
No. 20—Sleeping Car from Troy (open 9.30 p.m.). Coaches from Troy. Sleeping Car from Montreal, via Rutland R.R. Coach from Rutland, via Rutland R.R.
No. 22—Coaches from Greenfield.
No. 56—Coaches from Greenville and Milford.
No. 522—Through Coaches from Bellows Falls.
No. 14—Coach from Rotterdam Junction.
No. 8—Coach from Troy, N.Y., and Saratoga to Johnsonville.
No. 12—Parlor Car from Albany. Dining Car from Greenfield. Coaches from Albany. Sleeping Car from Chicago, via Erie and D. & H. R.Rs.
No. 4—Sleeping Car from Chicago, via Wabash and West Shore R.Rs. Sleeping Car from Chicago, via New York, Chicago & St. Louis and West Shore R.Rs. Tourist Car from Chicago, arriving Boston Tuesdays, Fridays and Sundays, via Wabash and West Shore R.Rs., and arriving Boston Tuesdays, Thursdays and Saturdays, via New York, Chicago & St. Louis and West Shore R.Rs. Dining Car and Coaches from Rotterdam Junction.
No. 514—Coaches from Rutland, via Rutland R.R.
No. 518—Coach from Burlington, via Rutland R.R.
No. 502—Parlor Car from Montreal, via Rutland R.R. Coach from Rutland, via Rutland R.R. Dining Car from Bellows Falls.
No. 2—Buffet Parlor Car and Coaches from Albany. Tourist Car from Chicago, via Erie and D. & H. R.Rs., arriving Boston Tuesdays.
No. 10—Coach from Albany.

TO BOSTON—SUNDAYS.

No. 6—Dining Car from Greenfield. Sleeping Cars from Chicago, via Wabash and West Shore R.Rs.
No. 20 and 520—Sleeping Car from Montreal, via Rutland R.R. Coach from Rutland, via Rutland R.R. (Car on No. 20 from Fitchburg).
No. 4—Sleeping Car from Chicago, via Wabash and West Shore R.Rs. Sleeping Car from Chicago, via N. Y. C. & St. L. and West Shore R.Rs. Dining Car and Coaches from Rotterdam Junction. Tourist Car from Chicago, via Wabash and West Shore R.Rs.
No. 556—Through Coaches from Bellows Falls.
No. 550—Coaches from Bellows Falls.
No. 2—Buffet Parlor Car and Coaches from Albany.
No. 176—Coaches from Troy.

SOUTHERN DIVISION.

FROM BOSTON—WEEK-DAYS.

No. 5—Coach Boston to Concord, N.H.
No. 25—Coach to Keene and Concord, N.H.
No. 33—Buffet Parlor Car and Coach to Montreal, via C. V. and G. T. Rys. Parlor Car Boston to Plymouth. Coach Boston to Lyndonville, via White River Junction.
No. 41—Sleeping Car to Montreal, St. Paul and Minneapolis, via C. P. Ry. and Soo Line. Tourist Car to Vancouver Wednesdays, via C. P. Ry. Dining Car and Coaches to Montreal, via C. P. Ry. Parlor Car to Plymouth.
No. 55—Sleeping Car to Chicago, via C. V. and G. T. Rys. Cafe Parlor Car and Coaches to Montreal, via C. V. and G. T. Rys. Tourist Car to Chicago Mondays, Wednesdays and Fridays, via C. V. and G. T. Rys.
No. 61—Coach to Concord and Wilton.
No. 71—Parlor Car to Plymouth. Coaches to Bellows Falls and Wells River.
No. 93—Coach to South Vernon Junction and White River Junction.
No. 117—Parlor Car to Plymouth. Coach to Plymouth and Wilton.
No. 171—Sleeping Car and Coaches to Montreal, via C. V. and G. T. Rys.
No. 133—Coach to Concord, N.H., and Nashua.
No. 177—Sleeping Car and Coaches to Montreal, via C. P. Ry. Sleeping Car to Levis (Quebec), via Plymouth, except Saturdays until January 24th, inclusive. Beginning January 25th will run to Sherbrooke only. Coach to Levis (Quebec), via Plymouth, except Saturdays.
No. 103—Coaches Boston to Nashua.
No. 191—Coaches Boston to Nashua.
No. 193—Coaches Boston to Manchester.
No. 195—Coaches Boston to Concord.

FROM BOSTON—SUNDAYS.

No. 41—Sleeping Car to Montreal, St. Paul and Minneapolis, via C. P. Ry. and Soo Line. Dining Car and Coaches to Montreal, via C. P. Ry. Parlor Car to Plymouth.
No. 55—Sleeping Car to Chicago, via C. V. and G. T. Rys. Cafe Parlor Car and Coaches to Montreal, via C. V. and G. T. Rys.
No. 171—Sleeping Car and Coaches to Montreal, via C. V. and G. T. Rys.
No. 177—Sleeping Car and Coaches to Montreal, via C. P. Ry. Sleeping Car to Sherbrooke, via Plymouth. Coach to Levis (Quebec), via Plymouth.
No. 707—Coach Boston to Concord.
No. 725—Coach Boston to Concord.
No. 745—Coaches to Concord and Hillsboro.

BOSTON & MAINE SYSTEM.

THROUGH CAR SERVICE—Continued.

SOUTHERN DIVISION—Continued.

TO BOSTON—WEEK-DAYS.

No. 30—Sleeping Car and Coaches from Montreal, via C. P. Ry. Sleeping Car from Levis (Quebec) to Boston, via Plymouth (arriving except Mondays) until January 25th, inclusive. Beginning January 26th will run from Sherbrooke only. Coach Levis (Quebec) to Boston, via Plymouth, except Mondays.

No. 34—Sleeping Car from Chicago and Montreal, via G. T. and C. V. Rys. Tourist Car from Chicago, via G. T. and C. V. Rys., arrives Boston Mondays, Fridays and Saturdays. Coaches from Montreal, via G. T. and C.V. Rys.

No. 38—Coaches from Concord and Nashua.

No. 64—Coaches from Concord and Plymouth.

No. 74—Coaches from Concord and South Vernon Junction.

No. 94—Parlor Car from Plymouth. Coaches from Woodsville, White River Junction and Bellows Falls.

No. 102—Coaches from Concord.

No. 124—Coaches from Wilton and Concord, N.H.

No. 134—Buffet Parlor Car from White River Junction. Parlor Car Plymouth to Boston. Coaches from St. Albans and Groveton. Coach from Lyndonville, via White River Junction.

No. 164—Coaches from Concord, N.H., and Keene.

No. 174—Cafe Parlor Car from Montreal, via G. T. and C. V. Rys. Coaches from Montreal and Concord.

No. 184—Sleeping Car from Minneapolis, via Soo Line and C. P. Ry. Dining Car and Coaches from Montreal. Parlor Car from Plymouth. Tourist Car from Vancouver, via C. P. Ry., arriving Tuesdays.

No. 54—Coaches from Nashua.

No. 60—Coaches from Wilton and Nashua.

No. 192—Parlor Car from Plymouth. Coaches from Woodsville and White River Junction.

TO BOSTON—SUNDAYS.

No. 30—Sleeping Car and Coaches from Montreal, via C. P. Ry. Sleeping Car from Sherbrooke, via Plymouth. Coach from Levis (Quebec), via Plymouth.

No. 34—Sleeping Car from Chicago, via G. T. and C. V. Rys. Sleeping Car and Coaches from Montreal, via G. T. and C. V. Rys.

No. 720—Coaches from Hillsboro and Concord.

Nos. 740 and 760—Coaches from Concord.

No. 174—Cafe Parlor Car and Coaches from Montreal, via G. T. and C. V. Rys.

No. 184—Sleeping Car from Minneapolis, via Soo Line and C. P. Ry. Dining Car and Coaches from Montreal. Parlor Car from Plymouth.

No. 704—Coaches from Nashua

EASTERN DIVISION.

FROM BOSTON—WEEK-DAYS.

No. 9—Coaches to Portland. Coach to Rockland and Intervale.

No. 11—Buffet Parlor Car to Rockland and Bangor. Parlor Car to Bangor.

No. 29—Coach to Portsmouth

No. 25—Parlor Car to Portland. Parlor Car to Intervale. Coaches to Intervale, Waterville and Rockland.

No. 57—Coach to Wolfeboro.

No. 71—Parlor Car to Portland. Sleeping Car, Coach and Colonist Car to St. John (except Saturday). Buffet Sleeping Car to Caribou (except Saturday). Coach to Bangor.

Nos. 19, 75 and 95—Coach to Portsmouth.

No. 117—Coach to Amesbury.

No. 127—Buffet Sleeping Car to Calais (except Saturday). Sleeping Car and Coach to Bangor. Sleeping Car to Greenville (except Saturday), until November 12th, inclusive.

FROM BOSTON—SUNDAYS.

No. 11—Buffet Parlor Car and Coach to Bangor.

No. 71—Parlor Car to Portland. Sleeping Car, Coach and Colonist Car to St. John. Buffet Sleeping Car to Caribou. Coach to Bangor.

No. 127—Buffet Sleeping Car to Calais. Sleeping Car to Greenville, until November 7th, inclusive. Sleeping Car and Coach to Bangor.

TO BOSTON—WEEK-DAYS.

No. 2—Sleeping Car and Coach from Bangor. Sleeping Car from Greenville (except Monday) until November 13th, inclusive.

Nos. 18 and 28—Coaches from Portsmouth.

No. 44—Parlor Car from Portland. Coaches from Portland, Waterville and Rockland.

No. 48—Coach from Wolfeboro.

No. 52—Coach from Amesbury.

No. 64—Buffet Parlor Car and Coach from Bangor. Coaches from Rockland and Portland. Parlor Car from Portland.

No. 94—Coach from Portsmouth.

No. 98—Parlor Cars from Intervale, Bangor and Portland. Coaches from Bangor, Intervale and Portland. Dining Car from Waterville.

No. 102—Buffet Parlor Car, Second-class Car and Coach from St. John. Buffet Parlor Car from Rockland. Parlor Car and Coach from Bangor.

No. 804—Coaches from Intervale.

TO BOSTON—SUNDAYS.

No. 2—Sleeping Car and Coach from Bangor. Sleeping Car from Greenville until November 14th, inclusive.

No. 64—Buffet Parlor Car and Coach from Bangor. Parlor Car and Coach from Portland. Coach from Rockland.

WESTERN DIVISION.

FROM BOSTON—WEEK-DAYS.

No. 1—Coach to Dover.

No. 3—Coach to Portland.

No. 5—Parlor Car, Coach and Second-class Car to St. John. Dining Car to Waterville. Parlor Car to Portland.

No. 7—Coach to Dover.

No. 19—Parlor Car to Portland. Coach to Skowhegan.

No. 15—Parlor Car and Coach to Lewiston. Buffet Parlor Car to Waterville.

Nos. 39 and 61—Coach to North Berwick.

No. 51—Coach to Portland.

No. 75—Parlor Cars and Coach to Portland.

No. 21—Parlor Car and Coach to Portland.

FROM BOSTON—SUNDAYS.

No. 15—Parlor Car to Portland. Coach to Portland.

No. 21—Parlor Car to Portland. Coach to Portland.

No. 61—Coach to North Berwick.

No. 705—Coach to North Berwick.

No. 707—Parlor Car and Coach to Portland.

TO BOSTON—WEEK-DAYS.

No. 8—Except Monday. Buffet Sleeping Car from Calais and Caribou. Sleeping Car, Coach and Colonist Car from St. John.

No. 36—Coach from North Berwick.

No. 10—Parlor Car from Portland. Coach from Portland.

No. 54—Coach from North Berwick.

No. 12—Parlor Car and Coach from Portland and Lewiston.

No. 14—Buffet Parlor Car from Waterville. Coach from Skowhegan.

No. 16—Parlor Car from Portland. Coach from Portland.

No. 508—Parlor Car and Coaches from Portland.

No. 174—Coaches from Portland.

No. 90—Coaches from Dover.

TO BOSTON—SUNDAYS.

No. 8—Buffet Sleeping Car from Calais and Caribou. Sleeping Car, Colonist Car and Coach from St. John.

No. 12—Parlor Car from Portland. Coach from Portland.

No. 702—Coaches from North Berwick.

No. 724—Coaches from North Berwick.

No. 732—Parlor Car and Coaches from Portland.

No. 14—Parlor Car and Coaches from Portland.

No. 744—Parlor Car and Coach from Bangor. Coaches from Portland.

No. 748—Coaches from Portland.

CONNECTICUT & PASSUMPSIC DIVISION.

FROM SPRINGFIELD.

No. 3—Coach Bellows Falls to Boston via Concord.

No. 11—Coach to Montreal, via C. V. and G. T. Rys. Coaches to Sherbrooke, and Boston to Lyndonville.

No. 21—Parlor Car to White River Junction (except Sunday). Coach to Lyndonville (except Sunday). Coach to Montreal, via C. V. and G. T. Rys., Sunday only.

No. 33—Coaches to White River Junction.

No. 41—Dining Car, daily, Boston to Montreal. Sleeping Car, daily, Boston to Minneapolis, via C. P. Ry. and Soo Line. Tourist Car Boston to Vancouver, via C. P. Ry., Wednesdays. Coach Boston to Montreal, daily.

No. 49 (No. 149 Sundays)—Sleeping Car and Coach, daily, Sundays included, to Montreal, via C. V. and G. T. Rys. Sleeping Car Springfield to Levis (Quebec), daily, except Sunday (Saturday's car runs only to Newport, Vt.). Sleeping Car and Coach Boston to Montreal, daily, via C. P. Ry. Sleeping Car Boston to Sherbrooke, except Saturday, and Sherbrooke to Levis (Quebec), except Sunday. Coach Boston to Levis (Quebec), except Saturday. (Cars run on No. 177 Boston to Newport, Vt.) Coach Springfield to Sherbrooke, daily, except Sunday.

No. 177—Sleeping Car Boston to Sherbrooke, except Saturday, and Sherbrooke to Levis (Quebec) except Sunday. Coach Boston to Levis (Quebec), except Saturday. (Cars run on No. 49 from Newport.) Sleeping Car Boston to Montreal, daily.

No. 303—Sleeping Car New York to White River Junction. Coach Springfield to White River Junction.

FOR SPRINGFIELD.

No. 4—Sleeping Car and Coach Montreal to Springfield, daily, via G. T. and C. V. Rys. Sleeping Car Levis (Quebec) to Springfield, except Sunday. Sleeping Car Sherbrooke to Boston, except Sunday. Coach Sherbrooke to Springfield, except Sunday. Coach Levis (Quebec) to Boston, except Sunday. (Cars run on No. 30 Newport, Vt., to Boston.)

No. 18—Coach from White River Junction.

No. 28—Coach Boston to Bellows Falls, via Concord.

No. 30—Sleeping Car and Coaches Montreal to Boston, daily, via C. P. Ry. Sleeping Car Sherbrooke to Boston, via Q. C. Ry., daily, except Sunday. Coach Levis (Quebec) to Boston, daily, except Sunday. (Cars run on No. 4 to Newport, Vt.)

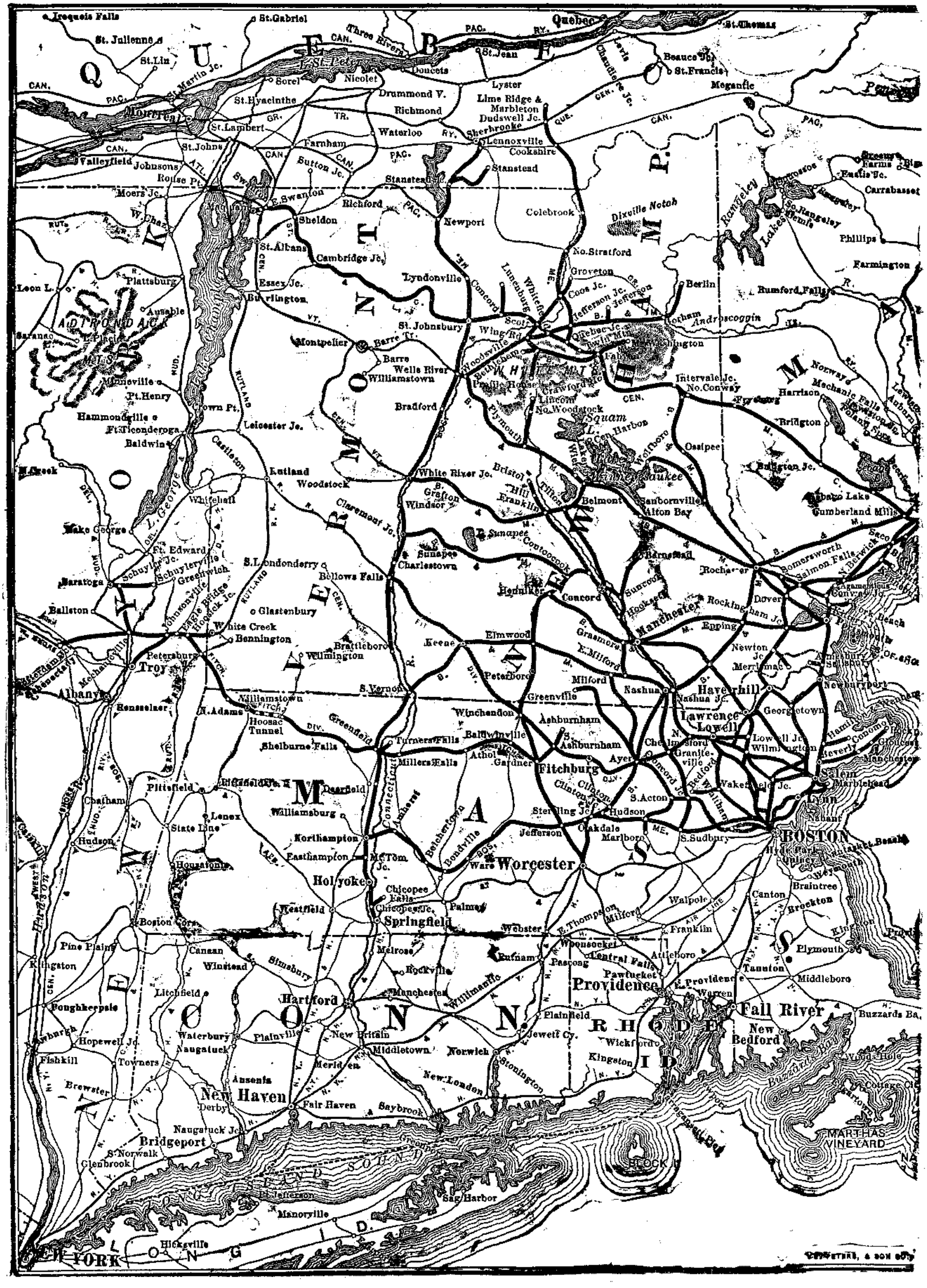
No. 32—Coaches from Sherbrooke.

No. 42—Parlor Car from Montreal, via G. T. and C. V. Rys., daily, except Sunday. Coach from Lyndonville, daily, except Sunday. Coach from Montreal, via G. T. and C. V. Rys., daily, Sundays included.

No. 184—Dining Car, daily, Montreal to Boston. Sleeping Car, daily, Minneapolis to Boston, via Soo Line and C. P. Ry. Tourist Car Vancouver to Boston, arriving Tuesday. Coach Montreal to Boston.

No. 314—Sleeping Car White River Junction to New York. Coach from White River Junction.

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.
PINTSCH GAS
Steam Heat: Straight Port Steam Coupling


Quebec
Three Rivers
Montreal
St. Hyacinthe
St. Lambert
St. Johns
Sherbrooke
Lennoxville
Richmond
Drummond V.
Sorel
Nicolet
Lyster
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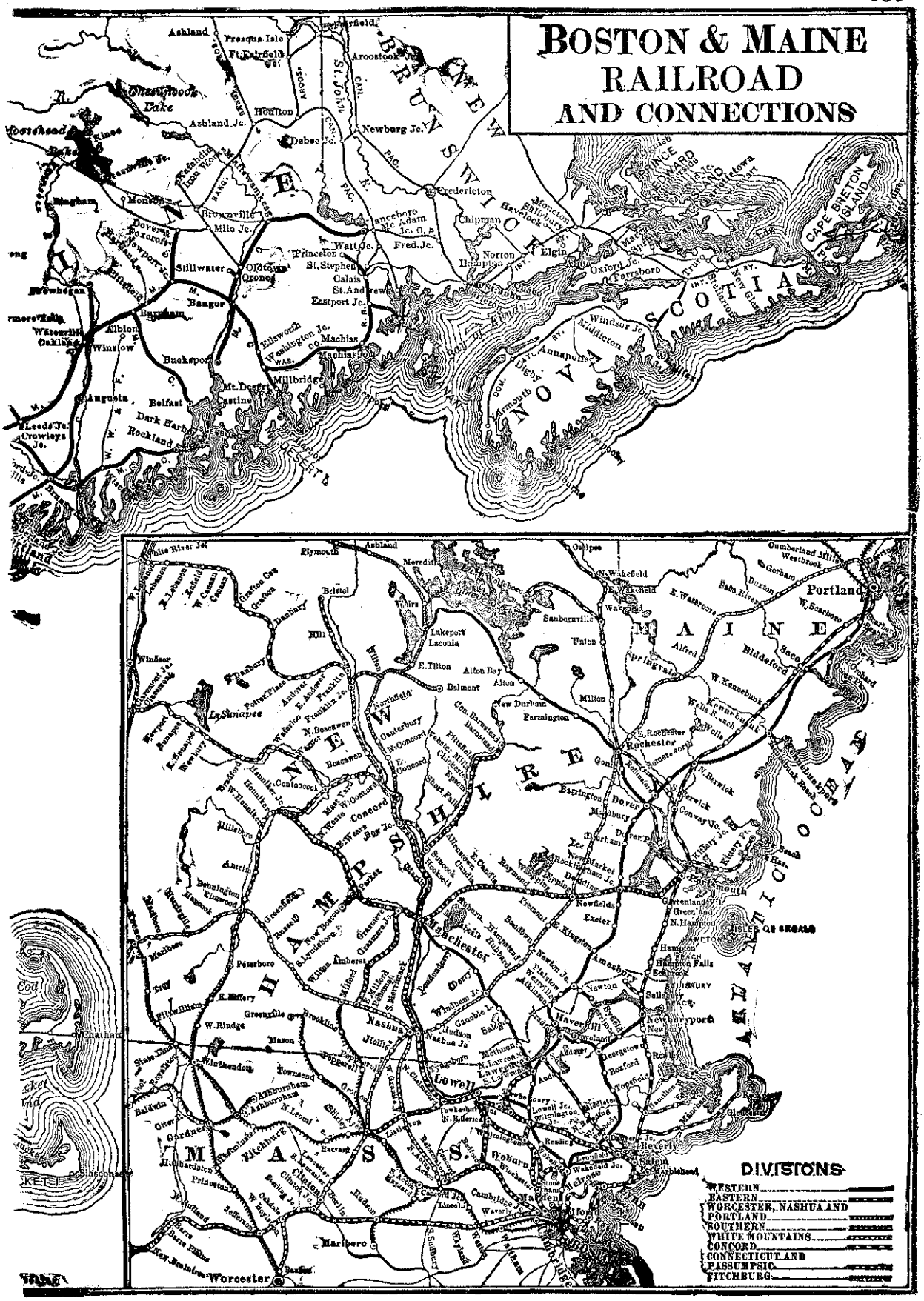
Baldwin
Glens Falls
Connecticut
Hudson
Long Island Sound
Newport
Narragansett Bay
Woods Hole
Nantucket

BOSTON & MAINE RAILROAD AND CONNECTIONS



BOSTON MAINE Railroad

BOSTON & MAINE SYSTEM.

INDEX OF STATIONS.

+ Indicates coupon stations. ✪ Station is on St. Johnsbury & Lake Champlain Railroad. ✠ Station is on York Harbor & Beach Railroad. * Station is located on the branch indicated, but is not shown in the table.

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+Wing Road, N.H. 37, 67
*Winnisquam, N.H. ...37
*Winona, N.H. 37
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+Woburn, Mass. ...22, 24
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+⊙Wolcott, Vt. 73
+Wolfeboro, N.H. ...60
*+Wolfeboro Falls, N.H. 60
*Woodburys, Mass. ...58
*+Woodfords, Me. ...68
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+Woodsville, N.H. 37, 67
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+York Beach, Me. ..74
+York Harbor, Me. 74

+Zoar, Mass. 6

BOSTON AND MAINE RAILROAD

BOSTON & MAINE SYSTEM.

CONDENSED TIME-TABLE

BETWEEN BOSTON AND THE WEST, VIA ROTTERDAM JUNCTION AND BUFFALO OR NIAGARA FALLS, AND VIA TROY, BINGHAMTON AND SALAMANCA.

Table 1.

No. 157	No. 21	No. 3	No. 1	No. 5	STATIONS.	No. 14	No. 6	No. 12	No. 4	No. 2	No. 20
§9 30 A M	†8 19 P M	*4 00 P M	*12 30 Noon	†9 30 A M	lve. **Boston.** (*Fitch. Div. Bost. & Me*) arr.	12 30 Noon	10 00 A M	5 45 P M	6 55 P M	6 30 P M	¶7 00 A M
— —	— —	— —	— —	— —	lve. **Cambridge** ..... " arr.	— —	9 51 A M	5 36 P M	6 45 P M	6 22 P M	d6 44 A M
— —	— —	— —	— —	— —	lve. **Waltham** ..... " arr.	12 10 Noon	— —	d5 25 P M	— —	6 10 P M	d6 31 A M
— —	— —	— —	— —	— —	lve. **Concord Junction** ..... " arr.	— —	— —	— —	— —	— —	d6 09 A M
10 17 A M	— —	— —	— —	— —	lve. **South Acton** ..... " arr.	11 42 A M	— —	— —	— —	— —	d6 04 A M
10 36 A M	7 18 P M	5 05 P M	1 30 P M	10 26 A M	lve. **Ayer** ..... " arr.	11 23 A M	9 00 A M	2 49 P M	5 53 P M	7 32 P M	5 46 A M
11 03 A M	7 45 P M	5 32 P M	1 58 P M	10 53 A M	lve. **Fitchburg** ..... " arr.	10 55 A M	8 38 A M	2 28 P M	5 28 P M	7 07 P M	5 06 A M
11 30 A M	— —	— —	— —	— —	lve. **South Ashburnham** ..... " arr.	10 35 A M	— —	— —	— —	s —	d4 42 A M
§8 20 A M	†7 16 P M	a3 25 P M	†1 37 P M	†8 10 A M	lve. **Worcester** ..... (*Boston & Maine*) arr.	11 46 A M	§9 00 A M	3 08 P M	f7 36 P M	†7 36 P M	e6 27 A M
11 41 A M	8 18 P M	6 19 P M	*2 41 P M	11 32 A M	lve. **Gardner** ..... (*Boston & Maine*) arr.	10 21 A M	8 05 A M	1 57 P M	4 55 P M	6 41 P M	4 25 A M
11 52 A M	— —	— —	s —	11 41 A M	lve. **Baldwinville** ..... " arr.	10 07 A M	— —	1 46 P M	— —	s —	i4 14 A M
12 19 Noon	8 46 P M	6 48 P M	3 14 P M	12 01 Noon	lve. **Athol** ..... " arr.	9 43 A M	7 33 A M	1 21 P M	4 14 P M	6 06 P M	3 36 A M
12 42 Noon	— —	7 14 P M	s —	12 27 Noon	lve. **Millers Falls** ..... " arr.	9 05 A M	— —	— —	— —	s —	d2 59 A M
.....	†8 20 P M	†6 15 P M	†2 30 P M	†10 30 A M	lve. **Springfield** ..... (*Boston & Maine*) arr.	11 35 A M	8 10 A M	2 07 P M	4 55 P M	6 10 P M	†4 10 A M
.....	8 37 P M	6 33 P M	2 46 P M	10 46 A M	lve. **Holyoke** ..... " arr.	11 21 A M	7 53 A M	1 48 P M	4 36 P M	5 56 P M	— —
.....	8 56 P M	6 52 P M	3 02 P M	11 04 A M	lve. **Northampton** ..... " arr.	11 05 A M	7 35 A M	1 30 P M	4 17 P M	5 41 P M	†3 38 A M
1 04 P M	8 33 P M	7 38 P M	*4 00 P M	12 55 Noon	lve. **Greenfield** ..... (*Boston & Maine*) arr.	8 36 A M	6 40 A M	12 25 Noon	3 27 P M	5 05 P M	2 30 A M
1 32 P M	9 56 P M	8 07 P M	4 27 P M	1 18 P M	lve. **Shelburne Falls** ..... " arr.	8 11 A M	6 19 A M	12 06 Noon	3 07 P M	4 41 P M	2 09 A M
2 22 P M	10 42 P M	9 10 P M	6 17 P M	2 05 P M	lve. **North Adams** ..... " arr.	7 24 A M	5 39 A M	11 22 A M	2 27 P M	4 00 P M	1 27 A M
2 30 P M	10 50 P M	9 18 P M	6 26 P M	2 13 P M	lve. **Williamstown** ..... " arr.	7 10 A M	5 25 A M	11 14 A M	2 14 P M	3 48 P M	1 13 A M
b2 46 P M	— —	— —	s —	— —	lve. **Petersburg Junction** ..... " arr.	— —	— —	10 56 A M	— —	— —	c —
— —	— —	— —	— —	2 40 P M	lve. **Hoosick Junction** ..... " arr.	— —	— —	— —	— —	— —	— —
b2 59 P M	— —	h9 54 P M	— —	2 45 P M	lve. **Eagle Bridge** ..... " arr.	6 29 A M	— —	10 39 A M	1 31 P M	3 15 P M	c —
3 10 P M	11 30 P M	10 13 P M	6 05 P M	2 58 P M	lve. **Johnsonville** ..... " arr.	6 13 A M	4 32 A M	10 27 A M	— —	3 03 P M	12 14 Night
.....	11 52 P M	10 35 P M	6 31 P M	.....	lve. **Mechanicville** ..... " arr.	5 45 A M	4 07 A M	.....	12 52 Noon	.....	.....
.....	12 30 Night	11 15 P M	7 10 P M	.....	arr. **Rotterdam Junction** ..... " lve.	†5 00 A M	*3 30 A M	.....	*12 15 Noon	.....	.....
8 45 P M	.....	10 50 P M	6 45 P M	3 30 P M	arr. **Troy** ..... (*Boston & Maine*) lve.	.....	.....	10 00 A M	.....	2 30 P M	11 55 P M
4 06 P M	.....	11 15 P M	7 25 P M	3 55 P M	arr. **Albany** ..... " lve.	.....	.....	†9 35 A M	.....	*2 10 P M	*11 01 P M
.....	1 09 A M	11 30 P M	7 25 P M	.....	lve **Rotterdam Junc.** ..... (*W. Shore*) arr.	.....	3 11 A M	.....	12 08 Noon	.....	.....
.....	3 41 A M	g12 25 A M	8 58 P M	.....	arr. **Utica** ..... " lve.	.....	g1 40 A M	.....	10 27 A M	.....	.....
.....	4 06 A M	2 55 A M	10 15 P M	.....	arr. **Syracuse** ..... " lve.	.....	12 20 Night	.....	9 00 A M	.....	.....
.....	5 54 A M	4 51 A M	11 59 P M	.....	arr. **Rochester** ..... " lve.	.....	10 38 P M	.....	7 10 A M	.....	.....
.....	7 40 A M	6 35 A M	1 43 A M	.....	arr. **Buffalo** ..... " lve.	.....	9 00 P M	.....	*5 25 A M	.....	.....
.....	8 55 A M	7 30 A M	.....	.....	arr **Niagara Falls** ..... " lve.	.....	8 00 P M	.....	.....	.....	.....
.....	12 50 Noon	6 10 A M	1 10 A M	.....	lve. **Buffalo** ..... (*N. Y. Chic. & St. Louis*) arr.	.....	3 05 P M	.....	2 15 A M	.....	.....
.....	7 25 P M	11 19 A M	6 18 A M	.....	arr. **Cleveland** ..... " lve.	.....	8 36 A M	.....	8 30 P M	.....	.....
.....	7 40 A M	9 20 P M	5 31 P M	.....	a r. **Chicago** ..... " lve	.....	9 40 P M	.....	*10 35 A M	.....	.....
.....	7 20 A M	7 40 P M	4 25 P M	.....	arr. **Cincinnati** ..... (*Cin. Ham. & Day.*) ve.	.....	9 50 P M	.....	8 15 A M	.....	.....
.....	6 40 A M	7 25 P M	1 55 P M	.....	arr. **Cincinnati** ..... (*C. C. C. & St. L.*) lve.	.....	9 30 P M	.....	8 30 A M	.....	.....
.....	8 15 A M	8 15 A M	1 50 A M	.....	lve. **Buffalo** ..... (*Wabash*) arr.	.....	7 00 P M	.....	5 14 A M	.....	.....
.....	1 35 P M	1 35 P M	7 40 A M	.....	arr. **Detroit** ..... " lve.	.....	10 10 A M	.....	8 00 P M	.....	.....
.....	9 45 P M	9 45 P M	4 65 P M	.....	arr. **Chicago** ..... " lve.	.....	11 00 P M	.....	*12 00 Noon	.....	.....
.....	7 33 A M	7 33 A M	8 15 P M	.....	arr. **St. Louis** ..... " lve.	.....	8 30 P M	.....	*8 30 A M	.....	.....
4 30 P M	.....	†11 35 P M	.....	4 30 P M	lve. **Albany** ..... (*Delaware & Hudson*) arr.	.....	.....	9 20 A M	.....	2 00 P M	10 50 P M
8 45 P M	.....	4 30 A M	.....	8 45 P M	arr. **Binghamton** ..... (*Erie*) lve.	.....	.....	4 15 A M	.....	10 00 A M	*8 05 P M
3 56 A M	.....	4 40 P M	.....	3 56 A M	arr. **Meadville** ..... " lve.	.....	.....	11 15 P M	.....	12 55 Night	.....
5 54 P M	.....	8 13 A M	.....	5 54 P M	arr. **Chicago** ..... " lve.	.....	.....	10 58 P M	.....	11 00 A M	.....
2 60 P M	.....	7 20 A M	.....	2 50 P M	arr. **Cincinnati** ..... " lve.	.....	.....	.....	.....	*2 00 P M	.....

CONDENSED TIME-TABLE BETWEEN BOSTON and POINTS EAST, via MAINE CENTRAL R.R. and GRAND TRUNK RY.

Table 2.

.....	No. 21	No. 15	No. 19	No. 5	*October 4, 1909.*	.....	No. 8	No. 12	No. 14		.....	No. 174	No. 744
.....	.....	.....	.....	.....	(*Western Division.*)	.....	.....	.....	.....		.....	.....	.....
.....	*6 00 P M	*1 15 P M	†8 45 A M	†8 00 A M	lve. **Boston** ..... arr.	.....	8 25 A M	12 05 Noon	3 15 P M		.....	9 25 P M	9 05 P M
.....	9 05 P M	4 40 P M	12 20 Noon	11 00 A M	arr. **Portland** ..... lve.	.....	¶5 10 A M	*8 30 A M	*12 05 Noon		.....	†6 15 P M	§8 00 P M
No. 127	**No. 71**	**No. 25**	**No. 11**	.....	.....	**No. 2**	.....	**No. 44**	**64**	**64**	**No. 98**	**No. 102**	.....
.....	.....	.....	.....	.....	(*Eastern Division.*)	.....	.....	.....	P M	P M	.....	.....	.....
*10 00 P M	*7 00 P M	†1 00 P M	*9 00 A M	.....	lve. **Boston** ..... arr.	5 30 A M	.....	12 10 Noon	3 30	3 30	8 00 P M	9 05 P M	.....
1 10 A M	10 20 P M	4 30 P M	12 15 Noon	.....	arr. **Portland** ..... lve.	*1 30 A M	.....	†9 00 A M	*12 15	*1 15	†6 00 P M	†6 00 P M	.....
*1 20 A M	*10 35 P M	†5 05 P M	*12 40 Noon	†11 10 A M	lve. **Portland** ..... (*Me. Cent.*) arr.	12 50 Night	‡4 50 A M	8 45 A M	11 50	11 55	4 50 P M	5 40 P M	5 30 P M
.....	12 35 Night	6 52 P M	2 10 P M	12 14 Noon	arr. **Lewiston** ..... " lve	10 50 P M	.....	7 00 A M	10 37	10 10	3 49 P M	4 17 P M	.....
3 09 A M	12 49 Night	7 31 P M	2 34 P M	.....	arr. **Augusta** ..... " lve.	10 43 P M	3 11 A M	6 36 A M	9 40	9 49	.....	3 55 P M	3 33 P M
3 40 A M	1 32 A M	8 05 P M	3 05 P M	1 35 P M	arr **Waterville** ..... " lve.	10 10 P M	2 40 A M	6 00 A M	9 02	9 10	2 17 P M	3 22 P M	2 50 P M
5 30 A M	3 30 A M	.....	*4 50 P M	3 16 P M	arr. **Bangor** ..... " lve.	*8 00 P M	†‡1 45 Night	.....	†7 00	§7 15	†1225 Noon	1 46 P M	§1 00 P M
9 25 A M	.....	.....	†7 35 P M	.....	arr. **Bar Harbor** ..... " lve.	†3 30 P M	.....	.....	A M	A M	.....	†10 30 A M	.....
.....	†3 50 A M	.....	.....	†3 25 P M	lve. **Bangor** ..... (*Me. Cent.*) arr.	.....	12 30 Night	.....	.....	.....	.....	1 15 P M	.....
.....	11 40 A M	.....	.....	11 20 P M	arr. **St. John** ..... (*Can. Pac.*) lve.	.....	6 40 P M	.....	.....	.....	.....	†6 45 A M	.....
.....	10 00 P M	.....	.....	8 55 A M	arr. **Halifax** (*Intercolonial*) lve.	.....	†8 00 A M	.....	.....	.....	.....	‡8 45 P M	.....
†8 50 A M	.....	†6 05 P M	†1 20 P M	.....	lve. **Portland** ..... (*Me. Cent.*) arr.	8 00 P M	.....	8 15 A M	11 45 A M		.....	.....	.....
10 55 A M	.....	8 22 P M	3 30 P M	.....	arr. **North Conway** ..... " lve.	6 00 P M	.....	6 07 A M	9 43 A M		.....	.....	.....
11 07 A M	.....	8 34 P M	3 42 P M	.....	arr. **Glen** ..... " lve.	5 48 P M	.....	†5 45 A M	9 31 A M		.....	.....	.....
12 05 Noon	.....	.....	4 40 P M	.....	arr. **Crawford's** ..... " lve.	5 02 P M	.....	.....	8 44 A M		.....	.....	.....
12 15 Noon	.....	.....	4 50 P M	.....	arr. **Fabyan** ..... " lve.	†4 50 P M	.....	.....	†8 32 A M		.....	.....	.....
*8 00 A M	.....	*7 00 P M	†1 30 P M	.....	lve. **Portland** (*Gd. Trunk*) arr.	6 30 P M	.....	7 30 A M	11 45 A M		.....	.....	.....
9 30 A M	.....	8 25 P M	3 05 P M	.....	arr. **Lewiston** ..... " lve.	4 55 P M	.....	6 00 A M	10 15 A M		.....	.....	.....
10 18 A M	.....	9 18 P M	4 08 P M	.....	arr. **Bryant's Pond** ..... " lve.	4 08 P M	.....	5 05 A M	9 20 A M		.....	.....	.....
11 31 A M	.....	10 40 P M	5 57 P M	.....	arr. **Berlin** ..... " lve.	2 58 P M	.....	3 45 A M	†8 05 A M		.....	.....	.....
7 00 P M	.....	7 00 A M	.....	.....	arr. **Montreal** ..... " lve.	*8 00 A M	.....	*8 15 P M	.....		.....	.....	.....
†11 00 P M	.....	7 40 A M	.....	.....	arr. **Quebec** (Levis) ..... " lve.	†7 00 A M	.....	†6 40 P M	.....		.....	.....	.....

* Daily; † daily, except Sunday; ‡ daily, except Saturday; § daily, except Monday; ¶ Sunday only; *a* on Sunday leaves 5 15 p.m.; *b* stops to leave passengers from east of North Adams; *c* stops to leave passengers; *d* stops to leave passengers from Troy and points west; *e* arrives Sunday at 10 00 a.m.; *g* South Utica; *h* stops to leave passengers from Boston; *i* stops to leave from Troy, Rotterdam Junction and points west; *j* on Sunday leaves 4 50 p.m.; *s* stops Sundays only to take or leave passengers; *t* Sunday arrives 7 18 p.m.

BOSTON & MAINE SYSTEM.

BOSTON AND MAINE RAILROAD.

CONDENSED TIME-TABLE BETWEEN BOSTON AND THE WEST, VIA MONTREAL AND GRAND TRUNK RY.

			No. 171	No. 55	No. 83	Table 3.	No. 8	No. 174				
			*7 30 P M	*11 30 A M	9 00 A M	lve. Boston (South. Div.).(B. & M.) arr.	*8 05 A M	*7 10 P M				
			6 00 P M		8 30 A M	lve. Boston (West. Div.)... " arr.	8 21 A M	6 00 P M				
			†4 18 P M		7 03 A M	lve. Salem.....(B. & M.) arr.	8 42 A M					
			‖6 58 P M	‖10 50 A M	9 23 A M	lve. Lawrence.....(B. & M.) arr.	‖8 30 A M	6 33 P M				
			*8 10 P M	*12 00 Noon	9 41 A M	lve. Lowell.....(B. & M.) arr.	7 19 A M	6 27 P M				
			‖6 25 P M	†9 35 A M	8 00 A M	lve. Worcester.....(B. & M.) arr.	9 13 A M	†9 06 P M				
			*8 37 P M	*12 33 Noon	10 05 A M	lve. Nashua Junction...(B. & M.) lve.	6 55 A M	6 01 P M				
			*9 06 P M	1 00 P M	10 31 A M	lve. Manchester..... " lve.	6 27 A M	5 36 P M				
			*9 50 P M	1 35 P M	11 08 A M	lve. Concord..... " lve.	6 00 A M	5 08 P M				
			12 20 Night	4 10 P M	1 30 P M	arr. White River Junc.... " lve.	3 35 A M	2 40 P M				
			12 40 Night	4 30 P M	1 45 P M	lve. White River Junc..(Cent. Vt.) arr.	3 10 A M	2 20 P M				
			5 06 A M	8 00 P M	6 25 P M	arr. St. Albans..... " lve.	10 42 P M	10 39 A M				
			6 35 A M	9 20 P M	7 50 P M	arr. St. Johns..... " lve.	9 05 P M	9 17 A M				
			*7 25 A M	10 10 P M	8 40 P M	arr. Montreal.....(Grand Trunk) lve.	*8 10 P M	*8 31 A M				
			*9 00 A M	10 50 P M	10 50 P M	lve. Montreal.....(Grand Trunk) arr.	6 00 P M	7 40 A M				
			11 45 A M			arr. Ottawa.....(Grand Trunk) lve.	4 40 P M					
			11 20 A M	1 19 A M	1 19 A M	arr. Prescott.....(Grand Trunk) lve.	3 05 P M	4 34 A M				
			12 57 Noon	3 17 A M	3 17 A M	arr. Kingston.....(Grand Trunk) lve.	1 08 P M	2 41 A M				
			4 30 P M	7 30 A M	7 30 A M	arr. Toronto.....(Grand Trunk) lve.	9 00 A M	10 16 P M				
			4 40 P M	8 00 A M	8 00 A M	lve. Toronto.....(Grand Trunk) arr.	8 25 A M	10 05 P M				
			5 40 P M	9 00 A M	9 00 A M	arr. Hamilton.....(Grand Trunk) lve.	7 00 A M	9 05 P M				
			10 20 P M	1 45 P M	1 45 P M	arr. Detroit.....(Grand Trunk) lve.	10 30 P M	2 45 P M				
			9 25 P M	12 25 Noon	12 25 Noon	arr. Port Huron....(Grand Trunk) lve.	12 55 Night	12 50 Noon				
			7 42 A M	9 25 P M	8 25 P M	arr. Chicago.....(Grand Trunk) lve.	3 45 P M	10 30 P M				
			7 15 A M	9 45 P M	9 45 P M	arr. Chicago.....(Wabash) lve.		11 00 P M				
			8 10 A M	9 10 P M	9 10 P M	arr. Chicago....(Michigan Central) lve.	10 30 A M	12 05 Night				

CONDENSED TIME-TABLE BETWEEN BOSTON AND THE WEST, VIA MONTREAL AND CANADIAN PACIFIC RY.

No. 177	No. 177	No. 41	No. 41	No. 41 ▲	Table 4.	No. 30	No. 184 ▲	No. 184	No. 184
*8 30 P M	*8 30 P M	*10 00 A M	*10 00 A M	*10 00 A M Mon	lve. Boston (South. Div.)..(B. & M.) arr.	*7 30 A M	*8 20 P M Wed	*8 20 P M	*8 20 P M
6 36 P M	6 36 P M	9 25 A M	9 25 A M	9 25 A M Mon	lve. Boston (West. Div.)... " arr.	7 55 A M			
†4 18 P M	†4 18 P M	†7 03 A M	†7 03 A M	†7 03 A M Mon	lve. Salem.....(B. & M.) arr.	†8 42 A M			
‖6 58 P M	‖6 58 P M	9 23 A M	9 23 A M	9 23 A M Mon	lve. Lawrence.....(B. & M.) arr.	7 14 A M			
9 10 P M	9 10 P M	10 38 A M	10 39 A M	10 38 A M Mon	lve. Lowell.....(B. & M.) arr.	6 47 A M	7 33 P M Wed	7 33 P M	7 33 P M
‖6 25 P M	‖6 25 P M	‖9 35 A M	‖9 35 A M	‖9 35 A M Mon	lve. Worcester.....(B. & M., arr.	9 13 A M	†9 08 P M Wed	†9 06 P M	†9 06 P M
9 5 P M	9 36 P M	11 01 A M	11 01 A M	11 01 A M Mon	lve. Nashua Junction...(B. & M.) arr.	6 21 A M	7 09 P M Wed	7 09 P M	7 09 P M
10 06 P M	10 06 P M	11 27 A M	11 27 A M	11 27 A M "	lve. Manchester..... " arr.	5 49 A M	6 43 P M "	6 43 P M	6 43 P M
10 45 P M	10 45 P M	12 00 Noon	12 00 Noon	12 00 Noon "	lve. Concord..... " lve.	5 22 A M	6 16 P M "	6 16 P M	6 16 P M
2 10 A M	2 10 A M	5 13 P M	5 13 P M	5 13 P M "	arr. White River..... " lve.	1 55 A M	2 58 P M "	2 58 P M	2 58 P M
3 00 A M	3 00 A M	5 53 P M	5 53 P M	5 53 P M "	arr. St. Johnsbury..... " lve.	1 15 A M	2 20 P M "	2 20 P M	2 20 P M
4 42 A M	4 42 A M	6 23 P M	6 23 P M	6 23 P M Mon	arr. Newport..... " lve.	11 35 P M	12 50 Noon Wed	12 50 Noon	12 50 Noon
8 20 A M	8 20 A M	9 10 P M	9 10 P M	9 10 P M Mon	arr. Montreal...(Canadian Pacific) lve.	*7 45 P M	*9 00 A M Wed	*9 00 A M	*9 00 A M
8 45 A M	10 10 A M	10 00 P M	10 30 P M	6 50 P M Mon	lve. Montreal..... " arr.	7 05 P M	8 00 A M Wed	8 25 A M	7 35 A M
.....	† 40 P M	.....	1 50 A M	1 10 A M Tue	arr. Ottawa.....(Canadian Pacific) lve.	3 10 P M	4 35 A M Wed	5 00 A M	.....
3 45 P M	.....	.....	.....	.....	arr. Kingston ..(Canadian Pacific) lve.	12 01 Noon	.....	.....	.....
6 55 P M	.....	7 35 A M	.....	.....	arr. Toronto....(Canadian Pacific) lve.	9 02 A M	.....	.....	10 00 P M
2 25 A M	.....	3 10 P M	.....	.....	arr. Detroit.....(Canadian Pacific) lve.	12 05 Night	.....	.....	1 45 P M
9 50 A M	.....	9 45 P M	.....	.....	arr. Chicago.....(Wabash) lve.	3 30 P M	.....	.....	11 00 P M
2 20 P M	.....	7 33 A M	.....	.....	arr. St. Louis.....(Wabash) lve.	8 30 A M	.....	.....	8 30 P M
.....	.....	.....	.....	9 00 A M Tue	arr. North Bay.....(Can. Pac.) lve.	.....	8 30 P M Tue	.....	.....
.....	.....	.....	.....	5 35 P M Tue	arr. Sault Ste. Marie...(Can. Pac.) lve.	.....	12 20 Noon Tue	.....	.....
.....	.....	.....	.....	10 30 A M Wed	arr. Duluth.....(D. S. S. & A.) lve.	.....	5 00 P M Mon	.....	.....
.....	.....	.....	.....	8 45 A M Wed	arr. St. Paul...(M. St. P. & S. S. M.) lve.	.....	7 20 P M Mon	.....	.....
.....	.....	.....	.....	9 30 A M Wed	arr. Minneapolis(M. St. P. & S. S. M.) lve.	.....	6 35 P M " ▲	.....	.....
.....	.....	.....	.....	12 20 Noon Sat	arr. Vancouver.....(Can. Pac.) lve	.....	3 15 P M Fri	.....	.....

NOTE.—▲ Time given is for westbound trains leaving Boston and eastbound trains leaving Minneapolis, St. Paul and Duluth Monday. Trains leaving on other or later days in the week would, of course, be correspondingly later at points beyond.

CONDENSED TIME-TABLE BETWEEN BOSTON AND MONTREAL AND OGDENSBURG, VIA RUTLAND RAILROAD.

No. 573	No. 505	No. 513	No. 517	No. 515	Table 5.	No. 520	No. 518	No. 502
‖7 45 P M	†7 15 P M	†2 45 P M	†11 00 A M	†8 15 A M	lve. Boston (Fitch. Div.)...(Boston & Maine) arr.	7 00 A M	5 45 P M	7 40 P M
- -	- -	g 253 P M	- -	- -	lve. Cambridge..... " arr.	r 6 44 A M	5 35 P M	7 31 P M
- -	- -	- -	- -	- -	lve. Waltham..... " arr.	r -	5 24 P M	7 18 P M
8 22 P M	7 51 P M	- -	- -	- -	lve. Concord..... " arr.	r -	5 02 P M	6 57 P M
8 35 P M	8 02 P M	3 21 P M	11 40 A M	- -	lve. South Acton..... " arr.	r -	4 51 P M	- -
8 58 P M	8 20 P M	3 45 P M	12 00 Noon	9 14 A M	lve. Ayer..... " arr.	5 46 A M	4 29 P M	6 32 P M
9 53 P M	8 48 P M	4 12 P M	12 23 Noon	9 39 A M	lve. Fitchburg..... " arr.	5 00 A M	3 58 P M	6 07 P M
5 15 P M	7 18 P M	3 25 P M	11 45 A M	8 10 A M	lve. Worcester.....(Boston & Maine) arr.	†6 27 A M	4 55 P M	7 36 P M
6 20 P M	8 18 P M	4 30 P M	12 45 Noon	9 25 A M	lve. Gardner..... " arr.	†5 06 A M	3 41 P M	6 14 P M
10 18 P M	9 33 P M	4 58 P M	1 07 P M	10 22 A M	lve. Winchendon.....(Boston & Maine) arr.	4 11 A M	3 12 P M	5 34 P M
11 03 P M	10 18 P M	5 46 P M	1 48 P M	11 11 A M	lve. Keene..... " arr.	3 23 A M	2 17 P M	4 42 P M
11 50 P M	11 00 P M	6 30 P M	2 35 P M	11 55 A M	arr. Bellows Falls..... " lve.	2 30 A M	1 25 P M	3 50 P M
11 50 P M	11 30 P M	6 40 P M	3 10 P M	12 05 Noon	lve. Bellows Falls.....(Rutland) arr.	2 25 A M	1 05 P M	3 40 P M
2 10 A M	2 10 A M	8 45 P M	4 50 P M	2 15 P M	lve. Rutland..... " arr.	12 10 Night	10 45 A M	1 40 P M
3 25 A M	3 25 A M	10 06 P M	6 05 P M	3 50 P M	lve. Vergennes..... " arr.	5 -	9 01 A M	12 31 Noon
4 00 A M	4 00 A M	10 45 P M	6 40 P M	4 30 P M	arr. Burlington..... " lve.	10 20 P M	‖8 20 A M	‖11 55 A M
4 10 A M	4 10 A M	.....	6 50 P M	.....	lve. Burlington.....(Rutland) arr.	10 10 P M	.....	11 45 A M
6 40 A M	6 40 A M	.....	9 08 P M	.....	lve. St. Johns..... " arr.	7 55 P M	.....	9 38 A M
7 30 A M	7 30 A M	.....	9 55 P M	.....	arr. Montreal..... " lve.	*7 10 P M	.....	‖8 50 A M
4 10 A M	†4 10 A M	.....	6 50 P M	.....	lve. Burlington.....(Rutland) arr.	10 10 P M	.....	11 45 A M
6 05 A M	6 05 A M	.....	8 26 P M	.....	arr. Rouse's Point..... " arr.	8 30 P M	.....	10 15 A M
8 50 A M	8 50 A M	.....	10 34 P M	.....	arr. Malone..... " arr.	6 05 P M	.....	8 16 A M
10 05 A M	10 00 A M	.....	11 43 P M	.....	arr. Norwood..... " arr.	4 20 P M	.....	7 02 A M
11 00 A M	10 55 A M	.....	12 35 Night	.....	arr. Ogdensburg..... " lve.	‡3 25 P M	.....	‖6 10 A M

* Daily; † daily, except Sunday; ‖ Sunday only; g stops to take for Bellows Falls and north; r stops to leave passengers making continuous passage from Bellows Falls or points beyond; s stops Sunday only; w Sunday leaves 8 48 p.m.; v Sunday arrives 8 12 a.m. ‡ Sunday leaves 9 15 a.m. ‖ Sunday leaves 5 19 p.m. ‖ Sunday leaves 6 37 a.m.

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling

Table 6.

BOSTON & MAINE SYSTEM.

FITCHBURG DIVISION—LOCAL TRAINS—MAIN LINE.

October 4, 1909.

Mls.	Station	85	57	51	155	11	21	23	3	1	33	7	5	47	9	25	827	27	31
	LEAVE]		A M			P M	P M	P M	P M	Noon		A M	A M	A M	A M	A M			
0	+....Boston....♁		§9 30			†11 28	†6 19	†5 09	*4 00	*12 30		†11 30	†9 30	†8 59	†6 40	†4 40			
4	+....Cambridge....♁		– –			– –	– –	– –	– –	– –		11 39	– –	9 08	– –	– –			
7	.......Belmont.......		– –			– –	– –	– –	– –	– –		– –	– –	– –	– –	– –			
10	+....Waltham....♁		– –			– –	– –	– –	– –	– –		11 51	– –	9 19	7 00	5 00			
14	....Kendal Green....		– –			– –	– –	– –	– –	– –		– –	– –	9 29	– –	– –			
17	.......Lincoln.....♁		– –			– –	– –	– –	– –	– –		d –	– –	9 39	7 16	– –			
21	+.....Concord.....♁		– –			c12 11	– –	– –	s4 37	– –		12 08	– –	9 47	7 22	5 17			
22	+.Concord Junc.♁		– –			– –	– –	– –	– –	– –		12 12	– –	9 51	7 26	– –			
26	+..South Acton..♁		10 17			12 24	– –	– –	– –	– –		12 20	– –	9 58	7 36	5 28			
27	+...West Acton...♁		– –			c12 28	– –	– –	– –	– –		12 25	– –	10 02	7 40	5 32			
36	+.......Ayer.......♁		10 36			12 47	7 18	6 10	5 05	1 30		‖12 54	10 26	10 31	‖8 08	5 54			
46	+North Leominster♁		– –			1 06	– –	6 28	– –	– –		1 12	– –	10 50	8 29	6 14			
50	+...Fitchburg...♁		11 03			1 21	7 43	6 43	5 32	1 56		1 25	10 53	11 01	8 45	6 30			
52	....West Fitchburg..♁		p11 09			1 28	– –	6 48	– –	– –		1 31	– –	11 07	8 51	6 36			
56	+...Westminster...♁		p11 18			1 40	– –	6 57	– –	– –		1 39	– –	11 16	9 00	6 45			
60	+.So. Ashburnham.♁		11 30			1 56	– –	7 10	– –	– –		1 51	– –	11 30	9 12	6 58			
65	arr.+ Gardner.♁lve.		11 41			2 10	8 16	7 21	6 16	2 38		2 00	11 29	11 43	9 24	7 09			
	lv.+ Worcester♁ar.		§8 20				†7 16	†6 15	b5 26	†1 37		†11 45			†8 10				
65	lve..+Gardner...arr.		11 41			2 10	8 18	7 26	6 19	*2 41		2 03	11 32	11 43	9 24	7 14			
71	+..Baldwinville..♁		11 52			2 20	– –	7 37	– –	s –		2 14	11 41	11 53	9 36	7 26			
76	+....Royalston....♁		12 00			2 28	– –	7 45	– –	– –		2 22	– –	12 00	9 45	7 34			
82	+......Athol......♁		12 12			2 40	8 46	7 57	6 48	3 14		2 34	12 01	12 12	9 57	7 46			
87	+......Orange......♁		12 20			2 48	8 54	8 04	6 56	3 21		2 42	12 08	12 19	10 05	7 54			
98	+.Miller's Falls.♁		12 42			3 09	– –	8 28	7 14	s –		3 04	12 27	12 40	10 26	8 16			
100	....Lake Pleasant....		12 45			– –	– –	8 31	– –	– –		3 07	– –	12 43	10 29	8 20			
104	....East Deerfield..♁		12 54		A M	3 22	– –	8 40	– –	– –		3 16	– –	12 52	10 38	8 29			
106	+...Greenfield...♁		1 04		§6 23	3 40	9 33	8 45	7 38	4 00		3 27	12 55	12 57	10 48	8 42			
111	....West Deerfield....		1 15		– –	– –	– –	P M	– –	– –		3 38	– –	Noon	10 57	8 51			
119	+.Shelburne Falls.♁		1 32		– –	4 10	9 56		8 07	4 27		3 54	1 18		11 13	9 09			
122	+....Buckland....♁		1 38		– –	– –	– –		– –	– –		4 00	– –		11 19	9 15			
128	+....Charlemont...♁		1 49		– –	4 28	– –		8 27	– –		4 11	– –		11 30	9 26			
131	+.......Zoar.......♁		1 55		– –	4 37	– –	35	– –	– –		4 17	– –		11 36	9 32			
136	+Hoosac Tunnel♁	P M	2 04	P M	– –	4 48	– –	P M	8 48	– –	P M	4 27	– –		11 45	9 42		A M	A M
143	lv.+North Adams♁.ar.	§8 50	2 22	§1 40	8 45	5 10	10 42	†8 50	9 10	5 17	†4 50	4 46	2 06		12 02	10 00		†7 40	†6 50
145	......Greylock......	– –	– –	1 44	8 48	– –	– –	– –	– –	– –	– –	– –	– –		– –	10 03		– –	6 53
146	+....Blackinton....♁	8 55	– –	1 46	8 50	– –	– –	8 55	– –	– –	4 55	– –	– –		12 09	10 05		– –	6 55
148	+..Williamstown..♁	8 59	2 30	1 50	8 54	5 18	10 50	8 59	9 19	5 26	4 58	4 53	2 13		12 14	10 09		7 49	6 59
153	+......Pownal......♁	9 06	f2 38	1 58	9 00	5 25	– –	9 06	– –	– –	5 04	– –	– –		12 22	10 15		– –	7 05
156	+..North Pownal..♁	9 11	f2 40	2 03	9 04	5 30	– –	9 11	– –	– –	5 09	– –	– –		12 27	10 20		– –	7 09
160	+..Petersburgh Jn..♁	9 20	f2 46	2 10	9 11	5 35	– –	9 20	– –	s –	5 18	– –	– –		12 34	10 26		– –	7 14
162	+.....Hoosick.....♁	9 25	f2 48	2 13	9 14	5 38	– –	9 25	– –	– –	5 22	– –	– –		12 37	10 29		8 06	7 17
165	+..Hoosick Falls..♁	9 32	2 53	2 19	9 21	5 44	– –	9 32	9 46	5 50	5 30	5 19	2 36		12 43	10 35	A M	8 12	7 24
166	+Hoosick Junc..♁	9 36	– –	2 23	9 25	– –	– –	9 36	– –	– –	5 42	c5 22	2 40		12 53	10 39	†8 21	8 16	7 28
170	+.Eagle Bridge.♁	9 42	f2 59	2 27	9 30	5 51	– –	9 42	d9 54	– –	5 47	– –	2 46	865	12 59	10 43	8 29	– –	7 32
172	+.●East Buskirk..♁	9 47	f3 02	2 31	9 34	5 55	– –	9 47	– –	– –	5 50	– –	– –	P M	1 03	10 47	8 33	– –	7 36
177	+.Johnsonville.♁	10 15	3 10	2 41	9 42	6 03	11 30	10 15	10 05	6 05	6 12	5 37	2 58	†3 42	1 13	10 55	8 44	8 31	7 46
179	+...Valley Falls...♁	10 20	f3 15	2 45	9 46	6 07		10 20	10 20	6 16	6 16	– –	– –	3 46	1 18	10 59	8 49	– –	7 50
180	+East Schaghticoke♁	10 23	f3 19	2 49	9 49	6 10		10 23	10 23	6 19	6 19	– –	– –	3 50	1 22	11 02	8 53	– –	7 54
184	+.......Melrose.....♁	10 31	f3 27	2 58	9 56	6 20		10 31	10 31	6 25	6 25	– –	– –	3 57	1 29	11 11	9 02	– –	8 05
189	+..Lansingburgh..♁	c10 41	f3 37	3 07	10 06	6 32		c10 41	c10 41	6 36	6 36	– –	– –	– –	– –	11 22	9 12	– –	8 17
191	arr...+Troy♁...lve.	10 50	3 46	3 15	10 15	6 40		10 50	10 50	6 45	6 45	6 05	3 30	4 10	1 45	11 30	9 20	8 55	8 25
	arr....Albany...lve.	11 15	4 05	3 55	11 00	¶7 20		11 15	11 16	7 25	7 25	6 55	3 56	5 25	2 10	12 00	9 55	9 25	8 55
	(*Union Station.*)	P M	P M	P M	A M	A M		P M	P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M
177	+..Johnsonville..♁									†6 09	6 20						8 50	8 50	
179	..West Valley Falls♁									– –	6 27						8 56	8 56	
181	+..Schaghticoke..♁									– –	6 31						8 59	8 59	
185	......Reynolds......♁									– –	6 38						9 09	9 09	
208	+.Saratoga Springs.♁									†7 50	7 50						10 25	10 25	
	ARRIVE]									P M	P M						A M	A M	
177	lve.Johnsonville arr.						11 30		10 13	*6 09	6 20						8 50	8 50	
190	+.Mechanicville.♁						11 52		10 35	6 31	6 50						9 20	9 20	
212	+.Rotterdam Jn.♁						12 30		11 16	7 10	P M						A M	A M	
	ARRIVE]						Night		P M	P M									

Mls.	Station	22	6	14	8	12	4	24	2	10	26	30	32	520	20	152	176	154
	[ARRIVE	A M	A M	Noon	P M	P M	P M		P M	P M				A M	A M		P M	
0	+....Boston....♁	9 35	10 00	12 30	3 05	3 45	5 55		8 30	10 20				7 00	¶7 00		6 05	
4	+....Cambridge....♁	– –	9 51	– –	2 55	3 36	5 46		8 22	10 11				x6 44	n –		5 52	
7	.......Belmont.......	– –	– –	– –	– –	– –	– –		– –	– –				x6 38	n6 38		5 43	
10	+....Waltham....♁	– –	– –	12 10	2 45	l3 25	– –		8 10	10 00				x6 31	n6 31		5 32	
14	....Kendal Green....	– –	– –	– –	– –	– –	– –		– –	9 50				x –	n –		5 19	
17	.......Lincoln.....♁	– –	– –	– –	– –	– –	– –		– –	9 43				x6 19	n6 19		5 10	
21	+.....Concord.....♁	8 56	– –	11 51	2 25	– –	m6 19		l –	9 36				x6 12	n6 12		5 02	
22	+.Concord Junc.♁	– –	– –	– –	2 21	– –	– –		– –	9 32				x6 09	n6 09		4 57	
26	+..South Acton..♁	– –	– –	11 42	2 15	– –	– –		– –	9 26				x6 04	n6 04		4 50	
27	+...West Acton...♁	– –	– –	– –	2 11	– –	– –		– –	9 22				x6 02	n6 02		4 43	
36	+.......Ayer.......♁	8 30	9 00	11 23	1 57	2 49	5 33		7 32	9 07				5 46	5 46		4 26	
46	+North Leominster♁	8 12	– –	11 06	1 40	– –	– –	P M	– –	8 50				x5 28	n5 28		4 08	
50	+...Fitchburg...♁	8 05	8 38	10 58	1 32	2 28	5 27	6 52	7 10	8 42				h5 25	5 20		4 00	
52	....West Fitchburg..♁	7 52	– –	c –	1 20	– –	– –	6 47	– –	8 36				A M	o5 00		3 50	
56	+...Westminster...♁	7 46	– –	10 43	1 13	– –	– –	6 39	– –	8 28					o4 52		3 43	
60	+.So. Ashburnham.♁	7 39	– –	10 35	1 06	– –	– –	6 30	s –	8 17					o4 42		3 34	
65	arr.+ Gardner.♁lve.	7 29	*8 08	10 26	12 54	1 58	4 57	6 20	*6 41	8 07					4 31		3 24	
	lv.+ Worcester♁ar.	8 45	§10 00	11 26	3 03	3 09	t7 36	7 36	†7 36						□6 27			
65	lve..+Gardner...arr.	7 24	8 05	10 21	12 54	1 57	4 55	6 20	6 41	8 04					4 25		3 18	
71	+..Baldwinville..♁	7 12	– –	10 07	12 30	1 46	– –	6 06	s6 29	7 55					m4 14		3 05	
76	+....Royalston....♁	7 03	– –	9 57	12 28	– –	– –	5 57	– –	7 43					m4 04		2 54	
82	+......Athol......♁	6 50	7 33	9 43	12 12	1 21	4 18	5 46	6 05	7 27					3 36		2 40	
87	+......Orange......♁	6 41	7 24	9 32	12 00	1 11	4 07	5 34	5 54	7 16					3 26		2 29	
98	+.Miller's Falls.♁	6 19	– –	9 05	11 33	– –	– –	5 12	s5 30	6 51					o2 59		2 06	
100	....Lake Pleasant....	6 15	– –	8 59	11 27	– –	– –	5 05	– –	6 45					o –		2 00	
104	....East Deerfield..♁	6 06	– –	8 50	11 18	– –	– –	4 56	– –	6 36					o2 47		1 51	
106	+...Greenfield...♁	†6 00	6 48	‖8 45	‖11 12	12 33	3 32	†4 50	5 15	‖6 30					2 42		1 46	
111	....West Deerfield....	A M	– –	8 28	– –	– –	– –	P M	– –	6 06					o2 21		1 27	
119	+.Shelburne Falls.♁		6 19	8 11	10 33	12 06	3 07		4 41	5 49					2 09		1 10	
122	+....Buckland....♁		– –	8 04	– –	– –	– –		– –	5 42					o2 02		1 03	
128	+....Charlemont...♁		– –	7 54	10 15	11 51	– –		4 25	5 31					1 53		12 53	
131	+.......Zoar.......♁		– –	7 46	10 08	– –	– –	34	– –	5 25					o1 48		12 46	
136	+Hoosac Tunnel♁		– –	7 38	10 00	11 39	– –	P M	4 13	5 15	P M	P M	P M		o1 42	A M	12 38	
143	lv.+North Adams♁.ar.		5 39	7 24	9 45	11 25	2 27	2 10	4 00	5 00	6 00	7 00	8 30		1 27	10 25	12 24	
145	......Greylock......		– –	7 17	– –	– –	– –	2 07	– –	– –	– –	6 56	– –		– –	10 21	12 20	
146	+....Blackinton....♁		– –	7 14	9 33	– –	– –	2 05	– –	4 53	– –	6 53	8 26		– –	10 18	12 18	
148	+..Williamstown..♁		5 25	7 10	9 30	11 14	2 14	2 01	3 46	4 50	5 53	6 48	8 21		1 13	10 14	12 15	
153	+......Pownal......♁		– –	7 00	9 21	– –	– –	1 52	– –	4 44	– –	6 38	8 13		c1 03	10 02	12 06	
156	+..North Pownal..♁		– –	6 56	9 15	– –	– –	1 47	– –	4 39	– –	6 32	8 08		c –	9 56	12 02	
160	+..Petersburgh Jn..♁		– –	– –	9 07	10 56	– –	1 40	– –	4 32	5 36	6 24	8 01		c –	9 47	11 57	
162	+.....Hoosick.....♁	36	– –	c6 45	9 02	– –	– –	1 35	– –	4 28	5 33	6 19	7 57	852	c –	9 43	[illegible]	
165	+..Hoosick Falls..♁	A M	4 56	6 39	8 56	10 49	1 45	1 29	3 23	4 22	5 28	6 12	7 51	Night	12 40	9 36	[illegible]	
166	+Hoosick Junc..♁	7 58	– –	– –	– –	– –	– –	◆a	– –	◆	– –	6 06	– –	12 15	– –		[illegible]	
170	+.Eagle Bridge.♁	7 48	– –	6 29	8 41	10 39	1 31	1 19	3 15	4 11	5 20	5 53	7 43	– –	c –	9 25	[illegible]	
172	+.●East Buskirk..♁	7 44	– –	– –	8 32	– –	– –	1 15	– –	4 06	– –	5 49	7 39	– –	c –	9 20	[illegible]	P M
177	+.Johnsonville.♁	7 35	4 32	6 15	8 23	10 27	– –	1 06	3 03	3 57	5 08	5 40	7 31	s –	12 14	9 09	11 27	5 20
179	+...Valley Falls...♁	7 29			8 14	– –		12 59	– –	3 50	– –	5 32	7 26	– –	c –	9 02	11 21	5 15
180	+East Schaghticoke♁	7 25			8 10	– –		12 55	– –	3 47	– –	5 27	7 23	– –	c –	8 58	11 17	5 11
184	+.......Melrose.....♁	7 18			8 03	– –		12 48	– –	3 40	4 55	5 19	7 16	– –	c –	8 48	11 10	5 04
189	+..Lansingburgh..♁	7 08			7 53	– –		12 38	– –	3 30	– –	5 09	7 07	– –	– –	8 38	10 59	4 54
191	arr...+Troy♁...lve.	7 00			7 45	10 00		12 30	2 30	3 22	4 40	5 00	7 00	11 30	11 35	8 30	10 50	4 45
	arr....Albany...lve.	†6 25			†7 01	†9 35		†12 00	*2 10	†2 55	†4 05	†4 30	*6 30	*11 00	†11 00	§8 00	§9 30	§4 05
	(*Union Station.*)	A M			A M	A M		Noon	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M
177	+..Johnsonville..♁				8 17		– –					5 36						
179	..West Valley Falls♁				8 10							5 30						
181	+..Schaghticoke..♁				8 06							5 26						
185	......Reynolds......♁				7 54							5 18						
208	+.Saratoga Springs.♁				†6 50							†4 10						
	[LEAVE				A M							P M						
177	lve.Johnsonville arr.		4 32	6 13	8 17		– –					5 36						
190	+.Mechanicville.♁		4 07	5 45	†7 44		12 52					†5 03						
212	+.Rotterdam Jn.♁		*3 30	†5 00	A M		*12 15					P M						
	[LEAVE		A M	A M			Noon											

*Daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only; *a* stops to take passengers from Bennington Branch Train No. 853; *b* Sunday leaves 5 15 p.m.; *c* stops to leave; *d* stops to leave from Boston; *f* to leave from east of North Adams; *h* Monday only; *j* stops to leave from Greenfield or west; *l* stops to leave from Baldwinville and west, Winchendon and north; *m* stops to leave from Troy, Rotterdam Junction and points west; *n* stops to leave from Troy or west, or from Bellows Falls or north; *o* stops to leave from Troy or west; *p* stops to take passengers; *s* stops Sunday; *t* Sunday arrives 7 18 p.m.; *x* stops to leave from Bellows Falls or north. ◆ Stops at Hoosick Junction Crossover. □ Sunday arrives 10 00 a.m. ● East Buskirk and Buskirk stations are in the same town about one-half mile apart; passengers westbound take trains at East Buskirk, eastbound at Buskirk. ‖ Meals. + Coupon stations; ♁ Telegraph stations. *Eastern time.*

Table 7—LOCAL TRAINS BOSTON AND FITCHBURG, VIA MAIN LINE.

Additional Trains between Boston and Ayer, see page 168.

Dec. 26, 1909.	Ms	39	37	515	45	47	51	517	53	55	57	59
[LEAVE	...	A M	A M	A M	A M	A M	A M	A M	Noon	PM	P M	P M
Boston...+	0	†6 17	†7 50	†8 15	†8 31	†8 59	†9 59	†11 00	†12 34	†1 13	†2 00	†2 14
Union Square	3	6 24	- -	- -	8 38	- -	10 06	- -	- -	- -	2 07	- -
Somerville....	3	6 26	- -	- -	8 40	- -	10 09	- -	- -	- -	2 09	- -
Cambridge. +	4	6 28	7 59	- -	8 42	9 08	10 11	- -	12 41	1 23	2 12	a2 24
W. Cambridge	5	6 31	- -	- -	8 45	- -	10 14	- -	- -	- -	2 15	- -
Hill Crossing.	6	6 34	- -	- -	8 48	- -	10 17	- -	12 46	- -	2 18	- -
Belmont......	7	6 37	- -	- -	8 51	- -	10 20	- -	12 49	1 29	2 21	- -
Waverley.....	8	6 40	- -	- -	8 54	- -	10 23	- -	12 52	1 32	2 24	- -
Clematis Brk.	9	6 43	- -	- -	8 57	- -	10 26	- -	12 55	- -	2 27	- -
Beaver Brook	10	6 46	- -	- -	9 00	- -	10 29	- -	12 58	d1 36	2 30	- -
Waltham. +	10	6 49	8 10	- -	9 02	9 19	10 32	- -	1 01	1 39	2 32	2 36
Riverview....	11	6 52	- -	- -	A M	9 21	10 34	- -	1 03	- -	P M	- -
Roberts......	12	6 54	- -	- -	....	9 24	10 37	- -	1 06	- -	....	- -
Stony Brook..	13	6 56	- -	- -	....	9 26	10 39	- -	1 08	1 44	....	2 41
Kendal Green	14	6 59	- -	- -	...	9 29	10 42	- -	1 11	1 47	....	2 44
Hastings.....	14	7 01	- -	- -	....	9 31	c10 44	- -	1 13	- -	....	2 46
Silver Hill...	15	7 04	- -	- -	....	9 34	10 47	- -	1 16	c1 50	....	2 49
Lincoln......	17	7 09	8 22	- -	....	9 39	10 52	- -	1 22	1 56	....	2 55
Baker Bridge.	18	7 12	8 24	- -	....	9 42	10 55	- -	1 26	- -	....	2 58
Concord....+	21	7 16	8 29	- -	....	9 47	10 59	- -	1 29	2 02	....	3 02
Concord Jn. +	22	7 20	8 33	- -	....	9 51	11 03	- -	1 33	2 06	....	3 06
So. Acton +	26	7 27	8 42	- -	....	9 58	11 10	11 40	1 40	2 13	....	3 13
West Acton +	27	A M	- -	- -	....	10 02	A M	- -	P M	PM	....	3 17
Boxboro	29	....	- -	- -	....	10 06	....	- -	....	....	....	3 21
Littleton.....	32	....	b8 52	- -	....	10 11	....	- -	....	....	....	3 26
Ayer......+	36	....	9 02	9 14	....	10 31	....	12 00	....	....	....	3 35
Shirley.....+	40	....	9 08	- -	....	10 37	....	- -	....	....	....	3 42
Lunenburg....	43	....	- -	- -	....	10 42	....	- -	....	....	....	3 48
N. Leominster. +	46	....	9 19	- -	....	10 50	....	- -	....	....	....	3 55
Fitchburg...+	50	....	9 27	9 39	....	10 58	....	12 20	....	....	....	4 05
[ARRIVE	...	....	A M	A M	....	A M	....	Noon	....	....	....	P M

Dec. 26, 1909.	513	61	63	65	69	67	71	273	75	79	83	85	87	505
[LEAVE	P M	P M	P M	P M	P M	P M	PM	P M	P M	P M	P M	P M	P M	P M
Boston...+	†2 45	†3 00	†4 04	†4 29	†4 59	†5 14	†5 15	†5 34	†5 39	†5 59	†6 00	†6 20	†6 43	†7 15
Union Square	- -	3 07	- -	4 36	- -	- -	5 23	- -	5 46	- -	6 08	6 27	6 50	- -
Somerville....	- -	3 09	- -	4 38	- -	- -	5 25	- -	5 49	- -	6 10	6 28	6 52	- -
Cambridge. +	f2 53	3 12	4 13	4 40	5 09	d5 23	5 28	- -	5 52	- -	6 12	6 31	6 54	- -
W. Cambridge	- -	3 15	- -	- -	- -	- -	5 31	- -	5 55	- -	6 15	6 34	6 57	- -
Hill Crossing.	- -	3 18	- -	4 46	- -	- -	5 34	- -	5 58	- -	- -	6 37	7 00	- -
Belmont......	- -	3 21	4 20	4 49	5 15	- -	5 37	- -	6 02	- -	- -	6 40	7 03	- -
Waverley.....	- -	3 24	- -	4 52	5 18	- -	5 40	- -	6 05	- -	- -	6 43	7 06	- -
Clematis Brk.	- -	3 27	- -	- -	- -	- -	5 43	- -	6 08	- -	6 24	6 46	7 09	- -
Beaver Brook	- -	3 30	- -	4 57	- -	- -	5 46	- -	6 11	- -	6 27	6 49	7 12	- -
Waltham. +	- -	3 33	4 27	5 00	5 25	- -	5 48	5 54	6 13	6 18	6 30	6 51	7 15	- -
Riverview....	- -	3 36	- -	5 03	P M	- -	PM	- -	P M	- -	6 32	6 53	7 17	- -
Roberts......	- -	3 39	- -	5 06	....	- -	....	- -	....	- -	6 35	6 56	7 20	- -
Stony Brook..	- -	P M	4 32	5 08	....	- -	....	6 00	....	6 23	P M	P M	7 22	- -
Kendal Green	- -	....	4 35	5 11	....	- -	....	6 03	....	6 25	....	....	7 25	- -
Hastings.....	- -	....	c4 37	5 13	....	- -	....	6 05	....	6 27	....	....	7 27	- -
Silver Hill...	- -		c4 40	5 16	....	- -	....	6 08	....	6 30	....	....	7 30	- -
Lincoln......	- -		4 46	5 21		5 44	....	6 15	....	6 35	....		7 36	7 46
Baker Bridge.	- -		c4 49	5 24		- -	....	6 18	....	- -	....		7 38	- -
Concord....+	3 21		4 54	5 29		5 50	....	6 23	....	6 40	....		7 42	7 51
Concord Jn. +	- -		4 58	5 34		5 54	....	6 28	....	6 44	....		7 46	7 55
So. Acton +	- -		5 05	5 41		6 01	....	6 36	....	6 51	....		7 52	8 02
West Acton +	- -		P M	5 45		6 06	....	P M	....	6 55	....		7 56	- -
Boxboro	- -		....	5 49		e6 09	....	....	....	- -	....		8 00	- -
Littleton.....	- -		....	5 54		6 15	....	....	....	7 03	....		8 06	- -
Ayer......+	3 46		....	6 01		6 25	....	....	....	7 20	....		8 13	8 20
Shirley.....+	- -		....	P M	....	6 31	....	....	....	7 26	....		P M	8 26
Lunenburg....	- -		....	....	....	6 36	....	....	....	- -	....		....	- -
N. Leominster. +	- -		....	....	....	6 42	....	....	....	7 37	....		....	8 36
Fitchburg...+	4 08	....	....	....	....	6 50	....	....	....	7 45	....	....	....	8 44
[ARRIVE	P M	....	....	....	....	P M	....	....	....	P M	....	....	....	P M

Dec. 26, 1909.	89	93	95	11	97	571	159	861	161	189	285	287	195	573	171	169
[LEAVE	P M	P M	P M	P M	P M	A M	A M	PM	P M	P M	P M	PM	P M	P M	P M	P M
Boston...+	†7 49	†9 30	†10 31	†11 29	†11 32	§8 58	§11 00	§1 10	§2 00	§2 30	§5 00	§7 10	§7 30	§7 45	§9 50	§8 44
Union Square	7 56	9 37	10 37	- -	- -	9 04	11 07	- -	2 08	2 37	5 08	7 17	7 37	- -	- -	9 52
Somerville....	7 58	9 40	10 40	- -	- -	9 06	11 09	- -	2 10	2 39	5 10	7 20	7 39	- -	- -	9 55
Cambridge. +	8 00	9 43	10 42	- -	11 42	9 08	11 11	1 21	2 12	2 41	5 13	7 23	7 41	- -	- -	9 58
W. Cambridge	8 03	9 46	10 45	- -	11 45	9 11	11 14	- -	2 15	2 44	5 16	7 26	7 44	- -	- -	10 01
Hill Crossing.	8 06	9 49	10 48	- -	11 48	9 14	11 17	1 27	2 18	- -	5 19	7 29	- -	- -	- -	10 04
Belmont......	8 09	9 52	10 51	- -	11 51	9 17	11 20	1 30	2 21	- -	5 22	7 32	- -	- -	- -	10 07
Waverley.....	8 12	9 55	10 54	- -	11 54	9 20	11 23	1 33	2 24	- -	5 25	7 35	- -	- -	- -	10 10
Clematis Brk.	8 15	9 58	10 57	- -	11 57	9 23	11 26	1 36	2 27	- -	5 28	7 38	- -	- -	- -	10 13
Beaver Brook	8 18	10 01	11 00	- -	12 00	9 26	11 29	1 39	2 30	- -	5 31	7 41	- -	- -	- -	10 16
Waltham. +	8 20	10 04	11 02	- -	12 03	9 28	11 31	1 42	2 32	3 08	5 33	7 44	8 09	- -	- -	10 18
Riverview....	8 22	10 07	11 05	- -	12 05	9 31	11 34	1 45	2 35	3 11	5 36	7 47	8 12	- -	- -	10 21
Roberts......	8 24	10 10	11 08	- -	12 08	9 34	11 37	1 48	2 38	3 13	5 39	7 50	8 14	- -	- -	10 24
Stony Brook..	8 26	10 12	k11 10	- -	12 10	9 36	11 39	1 51	2 40	3 15	5 41	7 52	8 16	- -	- -	10 26
Kendal Green	8 28	10 15	11 13	- -	12 13	9 39	11 42	1 54	2 43	3 18	5 44	7 55	8 19	- -	- -	10 29
Hastings.....	8 30	10 17	11 15	- -	12 15	9 41	11 43	1 56	2 44	3 18	5 46	7 57	8 21	- -	- -	10 31
Silver Hill...	8 33	10 20	11 18	- -	12 18	9 44	11 46	2 00	2 47	3 22	5 49	8 00	8 24	- -	- -	10 33
Lincoln......	8 38	10 26	11 23	- -	12 24	9 49	11 51	2 07	2 52	3 27	5 54	8 04	8 28	- -	10 00	10 38
Baker Bridge.	8 41	10 29	11 26	- -	12 27	9 52	11 54	2 10	2 54	3 29	5 56	8 07	8 30	- -	- -	10 41
Concord....+	8 45	10 34	11 31	c12 11	12 32	9 58	11 59	2 18	2 59	3 34	6 01	8 12	8 35	8 22	10 02	[illegible]
Concord Jn. +	8 49	10 39	k11 36	- -	12 37	10 02	12 03	2 26	3 04	3 39	6 05	8 16	8 39	8 26	[illegible]	10 50
So. Acton +	P M	10 45	P M	12 24	12 45	10 08	12 10	2 36	3 10	3 45	6 12	8 23	P M	8 36	[illegible]	[illegible]
West Acton +	....	P M	....	c -	Night	10 12	Noon	2 47	3 14	P M	P M	PM	....	8 39	[illegible]	P M
Boxboro	....	....	....	e -	....	10 16	....	- -	3 18	....	....	....	....	- -	e -	....
Littleton.....	....	....	....	c -	....	10 21	....	3 01	3 22		....	....	....	8 48	10 30	....
Ayer......+	....	....	....	12 47	....	10 41	....	3 10	3 32		....	....	....	8 58	10 39	....
Shirley.....+	....	....	....	12 54	....	10 47	....	PM	3 39		....	....	....	9 06	10 46	....
Lunenburg....	....	....	....	- -	....	10 52	....	....	3 44		....	....	....	9 11	- -	....
N. Leominster. +	....	....	....	1 06	....	10 59	....	....	3 51		....	....	....	9 18	10 57	....
Fitchburg...+	....	....	....	1 15	....	11 06	....	....	4 00		....	....	....	9 28	11 05	....
[ARRIVE	....	....	....	A M	....	A M	....	....	P M		....	....	....	P M	P M	....

† Daily, except Sunday; § Sunday only.
b Stops to take for Cheshire Branch.
+ Coupon stations; ♁ Telegraph stations.
o Stops Saturday only.

STATIONS.	40	42	44	46	48	50	52	54	56	58	16
[LEAVE	....	....	....	....	....	A M	....	A M	....	....	A M
Fitchburg...♁	....	....	....	....	....	†6 40	....	†7 30	....	....	†8 46
No. Leominster ♁	....	....	....	....	....	6 47	....	7 37	....	....	8 54
Lunenburg	....	....	....	....	....	6 53	....	7 43	....	....	- -
Shirley..........	....	....	A M		....	6 57	....	7 47	A M	....	9 04
Ayer..........	....	....	†6 25		....	7 05	....	7 55	†8 10	....	9 16
Littleton ......♁	....	....	6 34		....	7 13	....	8 03	8 18	....	9 24
Boxboro.........	....	....	m -		....	7 17	....	- -	8 21	....	- -
West Acton....♁	A M	....	6 43		....	7 21	A M	- -	8 27	....	9 31
South Acton ♁	†5 40	....	6 48		....	7 25	†7 45	8 14	8 31	....	9 35
Concord Jn.. ♁	5 45	....	6 55		....	7 31	7 51	- -	8 37	....	9 41
Concord.......♁	5 49	....	6 59		....	7 35	7 55	8 24	8 41	....	9 45
Baker Bridge....	5 54	....	7 04	....	....	7 40	- -	- -	- -	....	9 51
Lincoln ....♁	5 57	....	7 07	....	....	7 43	8 03	8 31	8 48	....	9 54
Silver Hill.......	6 01	....	7 11	....	....	7 46	- -	- -	8 51	....	9 58
Hastings	6 04	....	7 14	....	....	7 48	- -	- -	- -	....	10 01
Kendal Green....	6 06	....	7 16	....	....	7 50	8 09	- -	8 54	....	10 03
Stony Brook.....	6 09	A M	7 19	A M	....	7 53	8 12	- -	8 57	....	10 06
Roberts ....♁	6 11	†6 59	7 21	†7 25	....	- -	- -	- -	9 00	....	10 09
Riverview.......	6 13	7 01	7 23	7 27	A M	7 57	- -	- -	9 03	A M	10 12
Waltham ....♁	6 15	7 04	7 26	7 30	†7 50	8 00	8 18	- -	9 05	†9 21	10 15
Beaver Brook....	6 17	7 06	- -	7 32	7 52	- -	8 20	- -	- -	9 22	- -
Clematis Brook..	6 20	7 09	- -	7 35	7 55	- -	- -	- -	- -	9 25	- -
Waverley......♁	6 23	7 12	- -	7 38	7 58	8 05	8 24	- -	- -	9 28	10 21
Belmont	6 26	7 15	- -	7 41	8 01	8 08	8 27	- -	- -	9 31	10 24
Hill Crossing....	6 29	7 18	- -	7 44	8 04	- -	- -	- -	- -	9 34	- -
W. Cambridge. ♁	6 32	7 21	- -	7 47	8 07	- -	- -	- -	- -	9 37	- -
Cambridge.....♁	6 34	7 24	- -	7 50	8 10	8 15	8 34	8 50	- -	9 40	10 30
Somerville	6 36	7 27	- -	7 53	8 12	- -	- -	- -	- -	9 43	- -
Union Square . ♁	6 38	7 30	- -	7 56	8 14	- -	- -	- -	- -	9 46	- -
Boston......♁	6 45	7 38	7 49	8 03	8 21	8 25	8 45	9 00	9 25	9 53	10 40
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M

m Stops to take passengers.

STATIONS.	60	514	62	64	66	68	70	518	72	74	78	88	80	502	82	90	84
[LEAVE	....	A M	....	Noon	....	....	P M	P M	....	....	....	....	P M	P M	....	....	....
Fitchburg...♁	....	†10 40	....	†12 15	....	....	†3 05	†4 03	....	....	....	....	†5 38	†6 10	....	....	....
No. Leominster ♁	....	- -	....	12 24	....	....	3 13	4 11	....	....	....	....	5 48	- -	....	....	....
Lunenburg	....	- -	....	12 30	....	....	3 18	- -	....	....	....	....	5 51	- -	....	....	....
Shirley..........	....	- -	....	12 35	....	....	3 23	4 21	....	....	....	....	5 57	- -	....	....	....
Ayer..........	....	11 02	....	12 49	....	....	3 35	4 29	....	....	....	....	6 11	6 32	....	....	....
Littleton ......♁	....	- -	....	12 57	....	....	3 43	- -	....	....	....	....	6 20	- -	....	....	....
Boxboro.........	....	- -	....	1 01	....	....	3 47	- -	....	....	....	....	6 24	- -	....	....	....
West Acton....♁	A M	- -	Noon	1 05	P M	P M	3 51	- -	....	P M	....	....	6 28	- -	....	....	....
South Acton ♁	†10 47	- -	†12 17	1 09	†1 53	†3 08	3 55	4 51	....	†5 35	....	....	6 34	- -	P M	....	....
Concord Jn.. ♁	10 53	- -	12 23	1 15	1 59	3 14	4 01	- -	....	5 41	....	....	6 40	- -	†9 00	....	....
Concord.......♁	10 57	- -	12 27	1 19	2 03	3 18	4 05	5 02	....	5 45	....	....	6 44	6 57	9 04	....	....
Baker Bridge....	11 02	- -	12 32	c1 23	2 08	3 22	4 10	- -	....	5 50	....	....	6 48	- -	9 09	....	....
Lincoln ....♁	11 05	- -	12 35	1 26	2 11	3 25	4 13	5 11	....	5 53	....	....	6 52	- -	9 12	....	....
Silver Hill.......	11 09	- -	12 39	- -	2 15	3 28	4 16	- -	....	5 57	....	....	6 56	- -	9 15	....	....
Hastings	11 12	- -	12 41	- -	2 17	3 31	4 19	- -	....	6 00	....	....	6 59	- -	9 17	....	....
Kendal Green....	11 13	- -	12 43	1 31	2 19	3 33	4 21	- -	....	6 02	....	....	7 01	- -	9 19	....	....
Stony Brook.....	11 16	- -	12 46	1 33	2 22	3 36	4 23	- -	....	6 04	....	P M	7 03	- -	9 21	....	....
Roberts ....♁	11 18	- -	12 48	- -	2 24	3 38	4 25	- -	....	6 06	....	k6 50	7 05	- -	9 23	....	....
Riverview.......	11 21	- -	12 51	- -	2 27	3 40	4 27	- -	P M	6 09	P M	6 52	7 07	- -	9 26	P M	P M
Waltham ....♁	11 24	- -	12 53	1 38	2 30	3 43	4 30	5 24	†5 41	6 13	†6 50	6 55	7 10	7 18	9 29	k10 05	†10 13
Beaver Brook....	11 26	- -	12 55	- -	2 32	3 45	4 31	- -	- -	6 15	6 52	6 57	- -	- -	9 31	- -	10 14
Clematis Brook..	11 29	- -	12 57	- -	2 35	3 48	4 34	- -	5 45	6 18	6 55	7 00	- -	- -	9 34	- -	10 17
Waverley......♁	11 32	- -	1 00	1 43	2 38	3 51	4 37	- -	5 48	6 21	6 58	7 03	7 16	- -	9 37	- -	10 20
Belmont	11 35	- -	1 03	1 46	2 41	3 54	4 40	- -	5 51	6 24	7 01	7 06	7 19	- -	9 40	- -	10 23
Hill Crossing....	11 38	- -	1 06	- -	2 44	3 57	4 43	- -	5 54	6 27	7 04	7 09	- -	- -	9 43	- -	10 26
W. Cambridge. ♁	11 42	- -	- -	- -	- -	4 00	4 46	- -	- -	6 30	7 07	7 12	- -	- -	9 46	- -	10 30
Cambridge.....♁	11 45	- -	1 10	1 52	2 49	4 03	4 49	5 35	5 59	6 33	7 10	7 15	7 26	7 31	9 49	10 18	10 33
Somerville	11 47	- -	- -	- -	- -	4 05	4 51	- -	6 01	6 36	7 12	7 17	- -	- -	9 51	- -	10 35
Union Square . ♁	11 49	- -	- -	- -	- -	4 07	4 54	- -	6 03	6 39	7 15	7 18	- -	- -	9 53	- -	10 38
Boston......♁	11 56	12 00	1 19	2 00	2 58	4 14	5 00	5 45	6 10	6 46	7 22	7 25	7 35	7 40	10 00	10 25	10 44
[ARRIVE	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

STATIONS.	86	158	258	160	558	162	164	192	176	284	550	172
[LEAVE	....	....	....	A M	A M	....	....	....	P M	....	P M	....
Fitchburg...♁	....	....	....	§7 35	§9 14	....	....	....	§4 00	....	§6 25	....
No. Leominster ♁	....	....	....	7 43	9 22	....	....	....	4 08	....	- -	....
Lunenburg	....	....	....	7 49	- -	....	....	....	4 14	....	- -	....
Shirley..........	....	....	....	7 56	9 31	....	....	....	4 18	....	- -	....
Ayer..........	....	....	....	8 05	9 38	....	....	....	4 26	....	6 47	....
Littleton ......♁	....	....	....	8 14	9 47	....	....	....	4 34	....	- -	....
Boxboro.........	....	....	....	8 18	- -	....	....	....	4 38	....	- -	....
West Acton....♁	P M	....	A M	8 23	9 55	A M	Noon	P M	4 43	P M	- -	....
South Acton ♁	†11 00	....	§7 41	8 29	9 59	§11 30	§12 34	§3 55	4 50	§6 35	- -	P M
Concord Jn.. ♁	11 06	....	7 47	8 35	10 05	11 36	12 40	4 01	4 57	6 41	- -	§8 50
Concord.......♁	11 10	....	7 51	8 39	10 09	11 40	12 44	4 05	5 02	6 45	7 12	8 54
Baker Bridge....	11 15	....	7 55	8 43	- -	11 44	12 49	4 09	5 07	6 50	- -	8 59
Lincoln ....♁	11 18	....	7 58	8 46	10 16	11 47	12 52	4 12	5 10	6 53	- -	9 02
Silver Hill.......	11 22	....	8 02	8 49	- -	11 51	12 56	4 16	5 14	6 57	- -	9 06
Hastings	11 24	....	8 05	8 51	- -	11 54	12 59	4 19	5 17	7 00	- -	9 09
Kendal Green....	11 26	....	8 07	8 53	- -	11 56	1 01	4 21	5 19	7 01	- -	9 10
Stony Brook.....	11 29	A M	8 09	8 56	- -	11 58	1 03	4 23	5 22	7 04	- -	9 13
Roberts ....♁	11 31	§7 20	8 11	8 58	- -	12 00	1 06	4 25	5 25	7 06	- -	9 15
Riverview.......	11 33	7 22	8 13	9 01	- -	12 02	1 08	4 27	5 28	7 08	- -	9 17
Waltham ....♁	11 35	7 26	8 16	9 05	10 28	12 06	1 11	4 30	5 32	7 11	7 31	9 20
Beaver Brook....	11 37	7 27	- -	9 07	- -	12 07	1 12	- -	5 34	7 12	- -	9 22
Clematis Brook..	11 40	7 30	- -	9 10	- -	12 10	1 16	- -	5 37	7 16	- -	9 25
Waverley......♁	11 43	7 32	- -	9 13	- -	12 13	1 18	- -	5 40	7 18	- -	9 28
Belmont	11 46	7 35	- -	9 16	- -	12 16	1 21	- -	5 43	7 21	- -	9 31
Hill Crossing....	11 49	7 37	- -	9 19	- -	12 18	1 23	- -	5 46	7 24	- -	9 34
W. Cambridge. ♁	11 52	7 40	8 37	9 23	- -	12 21	1 26	4 53	5 49	7 27	- -	9 37
Cambridge.....♁	11 55	7 43	8 40	9 26	10 41	12 24	1 29	4 56	5 52	7 30	7 46	9 40
Somerville	11 57	7 45	8 42	9 28	- -	12 26	1 31	4 58	5 55	7 32	- -	9 42
Union Square . ♁	11 59	7 47	8 44	9 31	- -	12 28	1 33	5 00	5 58	7 34	- -	9 44
Boston......♁	12 05	7 55	8 50	9 37	10 50	12 36	1 40	5 06	6 05	7 40	7 55	9 50
[ARRIVE	Night	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M

Trains leave Boston †7 00 a.m., k8 25 p.m., arrive Waltham 7 32 a.m., 8 50 p.m.; leave Boston §6 30 a.m., §4 02, §8 15, k11 19 p.m., arrive Roberts 7 06 a.m., 4 39, 8 53, 11 48 p.m.; leave Roberts §2 25, §5 00, §11 15 p.m., arrive Boston 3 00, 5 36, 11 50 p.m.

Additional Trains between Boston and Waltham and Roberts, see following page.

a Stops to take for Lincoln and west; c stops to leave passengers; d stops to take for Ayer and west; e stops to leave from Boston; f stops to take for Bellows Falls and north; k Saturday only.

BOSTON AND MAINE RAILROAD

BOSTON AND MAINE RAILROAD.

BOSTON & MAINE SYSTEM.

FITCHBURG DIVISION.

Table 8—FROM AND TO BOSTON, WALTHAM AND ROBERTS, VIA WATERTOWN BRANCH.

October 4, 1909.	Mls	101	103	105	107	109	111	113	115	117	119	121	123	125	127	129	131	133	135	137	139	193	195	197	199
[LEAVE	....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	Noon	P M	P M	P M	P M
Boston+.....♂	0	†6 04	†7 05	†8 37	†9 35	†11 03	†12 05	†1 25	†4 14	†5 02	†5 25	†5 49	†6 08	†6 34	†7 20	†8 25	†10 15	†11 20	‖8 45	‖10 00	‖12 35	‖2 30	‖5 15	‖7 30	‖9 30	‖10 15
Union Square..♂	3	6 11	7 11	8 44	9 42	11 08	12 12	1 32	4 21	5 10	— —	— —	6 15	6 41	7 28	8 32	10 22	11 27	8 52	10 07	12 42	2 37	5 22	7 37	9 37	10 22
Somerville.....	3	6 14	7 13	8 46	9 45	11 10	12 14	1 34	4 23	5 12	— —	— —	6 17	6 45	7 31	8 34	10 24	11 29	8 54	10 09	12 45	2 39	5 24	7 39	9 39	10 24
Cambridge+...♂	4	6 17	7 15	8 48	9 47	11 12	12 16	1 36	4 26	5 15	5 34	5 58	6 19	6 46	7 34	8 36	10 26	11 32	8 56	10 12	12 47	2 41	5 27	7 41	9 41	10 28
W. Cambridge.♂	5	6 20	7 18	8 51	9 50	11 15	12 19	1 39	4 29	5 18	— —	6 01	6 22	6 49	7 37	8 39	10 29	11 35	8 59	10 15	12 50	2 44	5 30	7 44	9 44	10 29
Fresh Pond.....	5	6 22	7 20	8 53	9 52	11 18	12 21	1 41	4 32	5 20	— —	8 04	8 24	6 52	7 40	8 42	10 31	11 37	9 01	10 17	12 52	2 46	5 32	7 47	9 46	10 31
Mount Auburn...	6	6 24	7 23	8 55	9 54	11 21	12 23	1 43	4 35	5 22	5 39	6 08	6 26	6 54	7 42	8 45	10 34	11 40	9 04	10 20	12 54	2 48	5 35	7 50	9 49	10 34
East Watertown .	7	6 26	7 26	8 57	9 56	11 23	12 25	1 46	4 37	5 24	— —	8 08	6 28	6 58	7 44	8 47	10 36	11 42	9 06	10 22	12 56	2 51	5 37	7 52	8 51	10 38
Union Market. ♂	7	6 29	7 28	9 00	9 59	11 26	12 28	1 48	4 40	5 27	— —	8 11	6 30	6 59	7 47	8 50	10 39	11 45	9 09	10 24	12 59	2 54	5 38	7 55	8 54	10 39
Watertown .... ♂	8	6 32	7 31	9 03	10 02	11 29	12 31	1 51	4 43	5 30	5 44	8 14	6 33	7 02	7 50	8 53	10 42	11 48	9 12	10 27	1 02	2 57	5 42	7 58	8 57	10 42
Bemis	10	6 36	7 35	9 08	10 06	11 32	12 35	1 55	4 47	5 34	5 48	8 18	8 37	7 06	7 55	8 57	10 45	11 52	9 15	10 30	1 05	3 00	5 46	8 01	9 00	10 45
Bleachery	10	6 39	7 38	9 11	10 09	11 35	12 38	1 58	4 50	5 37	5 51	8 21	8 40	7 10	7 58	9 00	10 48	11 55	9 18	10 33	1 08	3 03	5 48	8 04	9 03	10 48
Newton Street ...	10	6 41	7 40	9 13	10 11	11 37	12 40	2 02	4 52	5 42	5 54	8 23	6 42	7 12	8 00	9 02	10 50	11 57	9 20	10 35	1 10	3 05	5 50	8 06	9 05	10 50
Waltham+...♂	10	6 44	7 42	9 16	10 13	11 42	12 44	2 05	4 55	5 45	5 57	8 26	6 45	7 14	8 03	9 05	10 53	12 00	9 23	10 38	1 13	3 08	5 52	8 09	9 08	10 53
Riverview	11	6 47	A M	A M	A M	11 45	Noon	2 08	P M	5 48	6 00	P M	6 48	P M	P M	9 08	10 56	12 03	9 26	10 41	1 16	3 11	5 55	8 12	9 11	10 56
Roberts.....♂	12	6 50	.. ..	.....	.....	11 47	....	2 10	.....	5 50	6 03	.....	6 51	.....	.....	9 11	10 59	12 06	9 29	10 43	1 18	3 13	5 57	8 14	9 13	10 58
[ARRIVE	....	A M	.....	.....	.....	A M	.....	P M	....	P M	P M	.....	P M	.....	.....	P M	P M	Night	A M	A M	P M	P M	P M	P M	P M	P M

STATIONS.	100	102	104	106	108	110	114	116	118	120	122	124	126	128	130	142	132	134	136	138	140	258	188	188	194	196
[LEAVE	A M	A M	A M	A M	.....	A M	.....	A M	.....	.....	Noon	.....	.....	P M	P M	.....	.....	.....	.....	P M	P M	A M	A M	Noon	P M	P M
Roberts.....	†5 10	†5 48	†6 35	†7 03	.....	†8 01	.....	†8 40	.....	.....	†12 18	.....	.....	†4 04	†4 58	.....	.....	.....	.....	†8 30	†10 10	‖8 11	‖10 00	‖12 30	‖8 07	‖7 30
Riverview.	5 12	5 51	6 38	7 06	A M	8 03	A M	8 42	A M	A M	12 21	Noon	P M	4 06	4 59	P M	P M	P M	P M	8 32	10 13	8 13	10 02	12 32	6 09	7 32
Waltham.....	5 14	5 54	6 42	7 10	†7 40	8 06	†8 14	8 45	†10 17	†11 30	12 25	†12 58	†3 04	4 08	5 02	†5 26	†8 15	†7 11	†7 40	8 35	10 16	8 16	10 06	12 35	6 12	7 36
Newton Street ...	5 16	5 55	6 43	7 11	7 42	8 08	8 16	8 46	10 18	11 32	12 26	1 00	3 05	4 11	5 03	5 28	8 17	7 13	7 41	8 36	10 18	8 17	10 07	12 37	6 14	7 37
Bleachery	5 18	5 57	6 45	7 13	7 44	8 10	8 18	8 48	10 20	11 33	12 28	1 02	3 07	4 13	5 35	5 30	8 19	7 15	7 43	8 36	10 18	8 19	10 09	12 39	6 18	7 39
Bemis	5 21	6 00	6 48	7 16	7 46	8 12	8 20	8 51	10 23	11 35	12 31	1 05	3 10	4 18	5 08	5 33	8 22	7 18	7 46	8 41	10 21	8 21	10 12	12 42	6 19	7 42
Watertown.....	5 25	6 04	6 52	7 20	7 50	8 18	8 23	8 55	10 27	11 39	12 34	1 10	3 14	4 20	5 12	5 37	8 28	7 22	7 50	8 45	10 25	8 25	10 16	12 46	6 23	7 46
Union Market ...	5 28	6 07	6 55	7 23	7 53	— —	8 26	8 58	10 30	11 42	12 37	1 15	3 17	4 23	5 15	5 40	8 29	7 25	7 53	8 48	10 28	8 28	10 18	12 48	6 25	7 48
East Watertown..	5 30	6 09	6 58	7 25	7 55	— —	8 28	9 00	10 32	11 44	12 39	1 15	3 19	4 25	5 17	5 42	8 31	7 27	7 55	8 51	10 30	8 30	10 21	12 51	6 28	7 51
Mount Auburn...	5 32	6 11	7 00	7 27	7 57	— —	8 30	9 02	10 34	11 46	12 41	1 17	3 21	4 27	5 19	5 44	8 33	7 29	7 57	8 53	10 32	8 32	10 23	12 53	6 30	7 53
Fresh Pond.....	5 34	6 13	7 02	7 29	— —	— —	8 32	9 04	10 36	11 48	12 43	1 19	3 23	4 29	5 21	5 46	8 35	7 31	7 59	8 56	10 34	8 34	10 25	12 55	6 32	7 56
West Cambridge .	5 36	6 15	7 05	— —	— —	— —	8 35	9 07	10 39	11 51	12 46	1 22	3 26	4 32	5 24	5 49	8 37	7 34	8 02	8 58	10 37	8 37	10 28	12 58	6 35	7 58
Cambridge.....	5 30	6 18	7 08	7 34	8 02	— —	8 38	9 10	10 42	11 54	12 49	1 25	3 29	4 35	5 27	5 52	8 40	7 37	8 05	9 01	10 40	8 40	10 31	1 01	6 38	8 01
Somerville.....	5 41	6 20	7 10	— —	— —	— —	8 43	9 12	10 44	11 56	12 51	1 27	3 31	4 37	5 30	5 54	8 42	7 39	8 07	9 03	10 42	8 42	10 33	1 03	6 40	8 03
Union Square....	5 44	6 22	7 13	— —	— —	— —	8 43	9 14	10 46	11 58	12 53	1 29	3 33	4 40	5 32	5 56	8 44	7 41	8 09	9 05	10 44	8 44	10 35	1 05	6 42	8 05
Boston.....	5 50	6 30	7 20	7 44	8 11	8 34	8 49	9 21	10 52	12 04	1 00	1 36	3 40	4 47	5 38	6 03	8 51	7 48	8 18	9 12	10 51	8 50	10 42	1 12	6 48	8 12
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M

Additional Sunday Train—Leaves Roberts ‖4 25, ‖8 30 p.m., stopping at all intermediate stations and arriving at Boston 5 96, 10 12 p.m.

NOTE.—For additional trains between Boston, Waltham and Roberts, see preceding page.

Table 9—MARLBORO AND HUDSON BRANCH.

October 4, 1909.

....	P M	P M	Noon	A M	A M	....	P M	P M	A M	A M	A M	Mls	LEAVE	ARRIVE	A M	A M	Noon	P M	.....	P M	P M	A M	P M	P M	P M	....
....	‖5 58	‖4 20	‖12 00	‖7 45	‖7 15	....	†4 20	†1 20	†11 10	†9 02	†7 45	†6 15	0	+..Marlboro..♂	8 31	9 21	12 54	4 05	.....	7 10	8 34	10 47	3 46	5 26	8 44	9 05	....
....	6 07	4 27	12 08	7 57	7 23	....	4 28	1 28	11 18	9 11	7 52	6 22	4	+..Hudson...♂	8 21	9 11	12 44	3 54	.....	7 00	8 24	10 37	3 34	5 16	8 34	8 55	....
....	6 11	4 32	12 14	8 03	7 28	....	4 33	1 33	11 23	9 16	7 57	6 28	6	...Gleasondale...	8 15	9 04	12 35	3 45	.....	6 55	8 19	10 32	3 29	5 12	8 29	8 50	....
....	6 13	4 35	12 18	8 07	7 30	P M	4 37	1 37	11 25	9 19	8 00	6 33	8	...Lake Boon ...	8 11	9 00	12 35	3 37	P M	6 51	8 16	10 28	3 25	5 09	8 25	8 47	....
....	6 20	4 41	12 23	8 17	7 35	†5 25	4 42	1 42	11 32	9 25	8 06	6 40	11	+..Maynard ..♂	8 06	8 55	12 30	3 29	6 08	6 45	8 10	10 23	3 20	5 05	8 20	8 42	....
....	6 25	4 46	12 29	8 24	7 40	6 30	4 47	1 47	11 37	9 30	8 11	6 45	13	+..So. Acton..♂	7 55	8 50	12 24	3 16	6 03	6 36	8 06	10 18	3 15	‖5 00	8 14	8 37	....
....	7 40	6 05	1 40	9 37	8 50	7 35	6 45	2 58	12 30	10 40	9 00	7 49	....	+...Boston ..♂	†6 40	†7 50	†12 30	†2 14	†5 14	†5 34	†7 15	‖9 30	‖2 50	P M	‖5 00	‖7 10	....
....	P M	P M	P M	A M	A M	P M	P M	P M	Noon	A M	A M	A M	...	ARRIVE	[LEAVE	A M	A M	A M	P M	P M	P M	P M	P M	....	P M	P M	....

NOTE.—For additional trains between Marlboro and Boston, see page 170.

Table 10—MECHANICVILLE, SARATOGA AND SCHUYLERVILLE BRANCHES.

....	.....	.....	.....	.....	933	958	948	927	928	918	Ms	October 4, 1909.	908	917	937	947	930	967	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	P M	.....	.....	A M	.....	.....	...	LEAVE ARRIVE	A M	.....	.....	.....	P M	.....	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	†7 00	.....	.....	†9 23	.....	.....	0	+..Mechanicville..♂	7 40	.....	.....	.....	5 00	.....	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	7 13	.....	.....	9 40	.....	.....	4	.....Stillwater	7 30	.....	.....	.....	4 50	.....	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	7 24	.....	.....	9 51	.....	.....	9	..... Wayville .....♂	7 19	.....	.....	.....	4 39	.....	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	7 30	.....	.....	9 54	.....	.....	11	.....Cedar Bluffs.....	7 12	.....	.....	.....	4 32	.....	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	7 40	.....	.....	10 12	.....	.....	15	.Schuyler Junction.	7 00	.....	.....	.....	4 24	.....	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	7 50	P M	P M	10 25	.....	A M	19	ar +Saratoga Spg's.♂ lv.	†6 50	A M	A M	Noon	†4 10	P M	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	†8 05	†6 05	†2 30	†10 45	A M	†8 40	0	lve. Saratoga Springs. arr.	6 35	8 25	10 25	12 32	3 55	5 40	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	8 15	6 18	2 40	11 00	†10 15	8 53	5	.Schuyler Junction.	6 22	8 12	10 12	12 22	3 48	5 27	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	8 30	6 35	2 57	11 17	10 31	9 10	12	..... Victory Mills	6 05	7 55	9 45	12 05	3 29	5 10	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	8 35	6 40	3 02	11 22	10 40	9 15	13	+..Schuylerville..♂	†6 00	†7 50	†9 40	†12 00	†3 24	†5 05	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	P M	P M	P M	A M	A M	A M	...	ARRIVE [LEAVE	A M	A M	A M	Noon	P M	P M	.....	.....	.....	.....	.....

* Stops Sunday only.
+ Coupon stations.
♂ Telegraph stations.
STANDARD—*Eastern time.*

Table 11—BENNINGTON BRANCH.

....	No. 852	830	No. 810	No. 864	No. 812	No. 856	M	October 4, 1909.	No. 851	No. 827	No. 853	No. 835	No. 807	No. 857	....
....	.....	P M	.....	.....	.....	.....	..	LEAVE ARRIVE	.....	.....	.....	.....	.....	.....	....
....	*‖3 30 P M	†5 00	†3 22 P M	†2 05 P M	†7 35 A M	*7 35 A M	0	+.....Troy!'	2 50 A M	9 20 A M	1 45 P M	4 10 P M	6 45 P M	9 10 P M	....
....	a —	5 40	3 57 P M	2 32 "	— —	— —	17	+....Johnsonville.....	a 22 A M	8 44 A M	1 13 P M	3 42 P M	6 12 P M	8 34 P M	....
....	.....	4 50	.....	.....	7 40 A M	7 40 A M	..	lve. + North Adams..arr.	.....	9 45 A M	2 10 P M	.....	7 00 P M	.....	....
....	12 16 Night	8 15	4 30 P M	2 52 P M	8 26 A M	8 21 A M	27	+...Hoosick Junc...♂	— —	8 14 A M	12 48 Noon	— —	5 40 P M	— —	....
....	— —	8 17	4 32 "	2 54 "	8 28 "	8 23 "	28	+....North Hoosick ...♂	— —	8 12 "	12 46 "	a 3 25 P M	5 38 "	— —	....
....	— —	8 21	4 35 "	— —	8 31 "	8 25 "	30	+.....Walloomsac.....	— —	8 09 "	12 42 "	— —	5 34 "	— —	....
....	— —	8 26	4 40 "	— —	8 36 "	— —	32	..... White Creek.....	— —	8 04 "	— —	— —	5 30 "	— —	....
....	12 30 "	8 30	4 45 "	3 05 "	8 41 "	8 33 "	..	No. Bennington. ♂ (Rut. R.R.)	1 30 A M	8 00 "	12 35 "	3 15 "	6 25 "	8 06 P M	....
....	12 46 Night	8 45	5 00 P M	3 25 P M	8 55 A M	8 55 A M	..	Bennington .... "	*1 30 A M	†7 45 A M	†1 15 Noon	†2 60 P M	†5 10 P M	*7 45 P M	....
....	.....	P M	.....	.....	.....	.....	..	ARRIVE [LEAVE	.....	.....	.....	.....	.....	.....	....

Table 12—MILFORD BRANCH.

October 4, 1909.	M	301	317	333	....
[LEAVE	..	A M	A M	P M	....
Boston.....♂	..	†8 15	†11 30	†5 09	....
Ayer.....	0	9 13	12 42	6 10	....
Pepperell.....♂	9	9 32	1 02	6 29	....
North Pepperell..	12	9 36	1 13	6 33	....
Brookline .....♂	17	9 47	1 28	8 45	....
North Brookline .	19	9 52	1 31	6 52	....
Milford .....♂	25	10 05	1 43	7 06	....
[ARRIVE	..	A M	P M	P M	....

STATIONS.	300	314	318	....
[LEAVE	A M	A M	P M	....
Milford .....+	†6 55	†10 25	†3 25	....
North Brookline..	7 07	10 37	3 37	....
Brookline	7 12	10 42	3 47	....
North Pepperell.	7 25	10 55	4 00	....
Pepperell.....	7 30	11 00	4 05	....
Ayer+.....arr.	7 50	11 19	4 25	....
Boston.....+	9 00	12 30	5 45	....
[ARRIVE	A M	Noon	P M	....

* Daily; † daily, except Sunday; ‖ Sunday only; *a* stops only to take passengers.

Table 13—ASHBURNHAM BRANCH.

October 4, 1909.	Ms.	425	409	415	417	407	413	423	427
[LEAVE	....	A M	A M	A M	A M	P M	P M	P M	P M
So. Ashburnham ♂	0	†7 09	†9 15	†10 08	†10 42	†2 00	†4 45	†6 05	†7 13
Ashburnham...	3	7 16	9 22	10 16	10 50	2 08	4 52	6 12	7 20
[ARRIVE	....	A M	A M	A M	A M	P M	P M	P M	P M

STATIONS.	400	422	404	414	408	426	402	428
[LEAVE	A M	A M	A M	A M	Noon	P M	P M	P M
Ashburnham.....+	†6 27	†7 23	†9 40	†10 25	†12 55	†3 25	†5 33	†6 [illegible]
So. Ashburnham+	6 34	7 30	9 48	10 32	1 05	3 32	5 40	7 00
[ARRIVE	A M	A M	A M	A M	P M	P M	P M	P M

BOSTON & MAINE SYSTEM.

FITCHBURG DIVISION.

Table 14—CHESHIRE BRANCH.

573	671	505	513	517	515	521	Mls	October 4, 1909.	520	522	514	518	502	556	550
P M	§ A M	P M	P M	A M	A M	† A M	....	[LEAVE] [ARRIVE	A M	A M	Noon	P M	P M	A M	P M
§7 45	b9 30	†7 15	†2 45	†11 00	†8 15	b4 40	....	+.....**Boston**......♁	7 00	9 35	12 00	6 45	7 40	10 50	7 55
8 33	11 10	8 49	4 12	12 23	9 39	7 20	0	lve. + **Fitchburg** ♁ .arr.	5 00	7 50	10 37	3 58	6 07	9 11	6 21
8 38	11 16	- -	- -	- -	- -	b6 36	3	....West Fitchburg....	c -	b7 52	10 32	v -	- -	9 06	6 16
8 46	11 25	- -	- -	- -	- -	b6 45	6	+....Westminster....♁	c -	b7 46	- -	3 45	- -	9 00	6 07
10 00	11 39	8 14	4 39	z -	10 03	7 44	11	+**So. Ashburnham** ♁	4 35	7 32	10 19	3 36	5 49	8 51	5 56
10 08	11 46	8 21	4 46	- -	10 12	7 51	15	+.....Naukeag.....♁	c -	7 25	10 12	3 28	- -	8 44	5 48
10 16	11 54	8 33	4 58	1 07	10 22	7 58	19	+...**Winchendon**..♁	4 16	7 18	10 04	3 17	5 34	8 37	5 40
10 21	11 59	8 38	5 04	- -	10 28	8 03	22	......State Line.....♁	c -	7 06	9 54	3 06	- -	8 25	5 31
10 31	12 09	8 47	5 15	1 20	10 38	8 12	27	+....Fitzwilliam.....♁	c -	6 57	9 44	2 55	5 15	8 15	5 22
10 41	12 19	8 56	5 25	1 28	10 48	8 21	32	+.......Troy ....♁	3 46	6 46	9 34	2 43	5 05	8 04	5 12
10 48	12 28	10 05	5 33	1 37	10 56	8 28	36	+.......Webb.......♁	3 36	6 36	9 24	2 33	4 56	7 55	5 02
11 03	12 49	10 18	5 46	1 48	11 11	8 42	42	+......**Keene**......♁	3 23	6 21	9 10	2 17	4 42	7 40	4 48
11 21	12 59	10 36	6 03	- -	11 28	9 07	51	+......Gilboa ......♁	c -	6 01	8 51	1 55	- -	7 22	4 29
11 27	1 06	10 41	6 09	v2 15	11 34	9 13	54	+...Westmoreland...♁	c -	5 53	8 43	1 48	- -	7 13	4 21
11 38	1 15	10 51	6 20	2 26	11 45	9 25	60	+......Walpole......♁	c -	5 35	8 30	1 36	3 59	6 56	4 10
11 45	1 20	10 56	6 25	- -	- -	9 31	63	......Cold River	c -	5 28	8 23	1 30	- -	6 49	4 04
11 50	1 25	11 00	6 30	2 35	11 55	9 35	64	+..**Bellows Falls**..♁	*2 30	†5 25	†8 20	†1 25	†3 50	§6 45	§4 00
P M	P M	P M	P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	P M	P M	A M	P M

* Daily: b connection made at South Ashburnham; c stops to leave from Bellows Falls and north.

Table 15—PETERBORO BRANCH.

October 4, 1909.	Ms	A M	A M	P M	P M	.....
Winchendon ♁ lve.	0	†6 43	†10 24	†6 03	†7 58	.....
West Rindge...♁	6	6 58	10 36	6 13	8 03	.....
East Jaffrey....♁	10	7 03	10 42	6 20	8 10	.....
Hadley..........	12	7 08	10 48	6 27	8 15	.....
Drury...........	14	7 13	10 52	6 30	8 18	.....
Noone...........	15	7 17	10 55	6 33	8 21	.....
Peterboro...♁	16	7 23	11 00	6 36	8 25	.....
[ARRIVE	...	A M	A M	P M	P M	.....

[LEAVE	A M	A M	P M	P M	A M	.....
Peterboro..+	†6 30	†9 20	†2 40	†6 06	§7 50	.....
Noone.........	6 33	9 23	2 43	6 09	7 53	.....
Drury	6 36	9 26	2 46	6 12	7 56	.....
Hadley.........	6 40	9 30	2 50	6 17	8 00	.....
East Jaffrey..+	6 47	9 36	2 56	6 22	8 08	.....
West Rindge.+	6 58	9 43	3 04	6 29	8 18	.....
Winchendon..+	7 13	9 55	3 15	6 40	8 35	.....
[ARRIVE	A M	A M	P M	P M	A M	.....

Train lvs. Winchendon §9 50 a.m., §6 45 p.m., arr. Peterboro 10 25 a.m. 7 21 p.m. Lvs. Peterboro §6 00 p.m., arr. Winchendon 6 36 p.m.

Table 16—WORCESTER BRANCH.

608	605	625	613	601	617	611	M	December 13, 1909.	620	614	624	612	618	602
P M	P M	P M	P M	P M	A M	A M	..	LEAVE] [ARRIVE	A M	A M	A M	P M	P M	P M
§6 15	†7 16	†6 15	†3 25	†1 37	†11 45	†8 10	0	+..**Worcester**..♁	6 27	8 45	11 46	3 09	4 55	7 38
6 18	7 20	6 19	3 29	1 41	11 49	8 14	3	+Lincoln Square ..	6 23	8 41	11 42	3 05	4 51	7 32
- -	- -	6 24	3 34	- -	11 53	8 19	3	......Barber ....♁	6 17	8 35	11 36	2 59	4 45	7 26
6 28	7 31	6 28	3 38	- -	11 57	8 23	5	..North Worcester..	6 13	8 31	11 33	2 56	4 42	7 23
6 32	- -	6 32	3 42	- -	12 00	8 28	7	......Chaffin	6 09	8 28	11 29	2 52	4 38	- -
6 35	- -	6 35	3 45	- -	12 03	8 32	8	......Dawson......	6 06	8 24	11 26	2 49	4 34	- -
6 38	7 38	6 38	3 49	1 57	12 06	8 36	9	+....Holden....♁	6 03	8 21	11 23	2 46	4 32	7 15
6 41	7 42	6 41	3 51	1 59	12 08	8 39	10	+...Jefferson......	5 59	8 1[illegible]	11 20	2 43	4 28	7 13
6 50	7 48	6 50	4 00	- -	12 17	8 48	14	......Brooks......	5 47	8 10	11 12	2 35	4 19	7 06
6 57	7 55	7 00	4 10	2 11	12 24	8 57	16	+..**Princeton**..♁	5 38	8 03	11 06	2 27	4 10	7 00
8 06	8 03	7 10	4 17	2 20	12 32	9 07	21	+.Hubbardston..♁	5 28	7 55	10 58	2 20	3 58	6 52
6 20	8 18	7 26	4 30	2 39	12 45	9 25	27	+...**Gardner**...♁	5 18	7 45	10 47	2 08	3 48	6 42
6 25	8 24	7 28	4 34	2 42	12 48	9 28	28	+...Heywood...♁	5 07	7 3[illegible]	10 41	1 51	3 37	6 10
6 40	8 45	7 46	4 50	3 00	1 04	9 45	36	+ **Winchendon** ♁	†4 45	†7 20	†10 25	†1 35	†3 20	†5 55
P M	P M	P M	P M	P M	P M	A M	..	ARRIVE] [LEAVE	A M	A M	A M	P M	P M	P M

Additional Trains—Leave Worcester §8 20 a.m., arriving at Winchendon 9 45 a.m. Leave Winchendon §8 40 a.m., §5 45 p.m., arriving at Worcester 10 00 a.m., 7 18 p.m.

+ Coupon stations; ♁ Telegraph stations.

Table 17—GREENVILLE BRANCH. *October* 4, 1909.

P M	P M	Noon	A M	M	LEAVE] [ARRIVE	A M	P M	P M	A M
§2 00	†6 08	†12 30	†8 15	..	+....**Boston**....♁	9 00	2 00	7 36	9 37
3 36	6 15	1 32	9 18	0	lve..+**Ayer** ♁ .arr.	7 45	12 40	6 46	7 50
3 43	6 23	1 40	9 26	4	+..West Groton....	7 35	12 30	6 36	7 40
3 53	6 33	1 50	9 36	9	.Townsend Harbor.	7 25	12 21	6 26	7 28
3 58	6 38	1 55	9 41	10	+...Townsend...♁	7 20	12 17	6 22	7 24
4 02	6 42	1 59	9 45	12	..West Townsend..	7 15	12 11	6 15	7 18
4 11	6 52	2 09	9 55	17	.......Mason.......	7 06	12 01	6 06	7 06
4 19	6 59	2 16	10 02	20	.......Pratt.......	6 59	11 54	4 58	7 00
4 30	7 10	2 27	10 13	24	ar. +**Greenville** ♁ lv.	†6 50	†11 45	†4 50	§6 50

TURNER'S FALLS BRANCH.

700	Ms	Table 18.	709
A M	...	LEAVE] [ARRIVE	P M
†6 30	0	+...**Greenfield**..♁	5 25
6 39	3	...Montague City ...	5 17
6 43	5	+.**Turner's Falls**.♁	†5 02
A M	...	ARRIVE] [LEAVE	P M

† Daily, except Sunday; § Sunday only; d stops to leave or to take passengers for Lowell; f stops to take passengers; k Saturday only; v stops to leave passengers; z stops to take passengers for or leave from Boston. ⊙ Runs to Lowell. ▲ Runs from Lowell.

Table 19—SOUTHERN DIVISION.—LEXINGTON BRANCH.

Nov. 1, 1909.	M	3	9	23	31	47	53	65	75	83	91	101	107	115	121
[LEAVE	..	A M	A M	A M	A M	A M	A M	Noon	P M	PM	P M	P M	P M	PM	P M
Boston+....♁	0	†6 27	†6 49	†7 46	†8 51	†10 21	†11 21	†12 21	k1 25	†1 51	†2 51	†3 51	†4 21	†4 51	†5 04
East Cambridge	3	f6 32	f6 54	- -	f8 56	f10 26	11 26	f12 26	- -	f1 56	f2 56	- -	f4 26	- -	5 09
Prospect Hill...	3	6 34	6 56	7 53	8 58	10 28	11 28	12 28	- -	1 58	2 57	3 57	4 28	- -	5 12
Winter Hill+.♁	3	6 36	6 59	7 56	9 01	10 30	11 30	12 29	- -	2 00	2 59	- -	4 30	- -	5 14
Somerville Jn ♁	3	6 38	7 01	- -	9 03	10 32	11 32	12 31	- -	2 02	3 01	3 59	4 33	- -	5 16
Somerv. Highl'ds.+	4	6 40	7 03	- -	9 05	10 34	11 34	12 33	- -	2 04	3 03	- -	4 35	- -	5 18
W. Somerville+.♁	4	6 42	7 05	8 00	9 07	10 36	11 35	12 34	- -	2 06	3 04	4 02	4 37	- -	5 20
N.Cambridge Jn.+♁	5	6 43	7 07	- -	9 09	10 38	11 37	12 36	- -	2 08	3 06	4 04	4 38	- -	5 22
Lake Street.....	6	- -	- -	- -	9 11	10 40	11 39	12 38	- -	2 10	3 08	- -	4 40	- -	5 26
Arlington+...♁	7	6 48	7 13	8 06	9 14	10 43	11 41	12 40	1 40	2 12	3 10	4 09	4 42	5 05	5 29
Brattle+.......	8	6 51	A M	A M	9 16	10 45	11 43	12 42	- -	2 15	3 12	- -	4 45	-	P M
Arlington Heights ♁	9	6 54	....	....	9 19	10 48	11 46	12 45	1 45	2 17	3 15	4 14	4 49	5 10	....
East Lexington.	9	6 57	....	....	9 21	10 50	11 48	12 48	1 48	2 20	3 18	4 17	4 52	- -	....
Pierce's Bridge.	10	6 58	....	....	9 23	- -	11 50	12 50	1 50	2 22	3 20	- -	4 55	- -	....
Munroe........	11	v7 00	....	....	9 24	10 53	11 51	12 51	1 53	2 23	3 21	4 20	4 57	5 14	....
Lexington+..♁	12	7 03	....	....	9 27	10 56	11 54	12 54	1 56	2 26	3 24	4 23	5 00	5 17	....
North Lexington	13	7 06	....	....	9 30	11 00	A M	Noon	P M	2 30	- -	4 27	P M	v5 21	....
Bedford+...♁	15	7 11	....	....	9 35	11 05	....	....	....	2 35	3 31	4 34	....	5 26	....
Shady Hill.....	16	A M	....	....	9 38	A M	....	....	....	2 37	P M	P M	....	5 28	....
West Bedford...	17	....	....	....	9 41	⊙	....	....	....	2 39	....	⊙	....	5 31	....
Concord, Mass.+.♁	19	....	....	....	9 46	....		....	....	2 44	....	....	....	5 35	....
Reformatory Sta+♁	22	....	....	....	9 51	....	....	....	....	2 49	....	....	....	5 40	....
[ARRIVE	..	....	....	....	A M	....	....	....	....	PM	....	....	....	PM	....

Nov. 1, 1909.	127	129	135	141	143	147	153	159	167	181	187	197	721	755
[LEAVE	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Noon	P M
Boston+....♁	†5 21	†5 23	†5 31	†5 51	†5 55	†6 04	†6 21	†6 35	†7 05	†9 21	†10 22	†11 31	§12 50	§6 00
East Cambridge	- -	- -	- -	- -	- -	6 09	- -	6 40	f7 09	9 26	- -	- -	12 55	6 05
Prospect Hill...	- -	5 30	- -	- -	- -	6 11	- -	6 42	7 11	- -	10 27	- -	12 57	6 07
Winter Hill+.♁	- -	- -	5 38	- -	6 03	6 14	- -	6 45	7 13	9 29	10 29	11 37	12 58	6 09
Somerville Jn ♁	- -	5 33	- -	- -	- -	6 17	- -	6 47	7 15	9 31	10 31	11 39	1 00	6 11
Somerv. Highl'ds.+	- -	- -	5 44	- -	- -	6 20	- -	6 50	7 18	9 33	10 33	11 41	1 02	6 13
W. Somerville+.♁	- -	5 36	- -	- -	6 07	6 23	- -	6 52	7 20	9 34	10 35	11 42	1 03	6 15
N.Cambridge Jn.+♁	- -	5 38	- -	- -	6 09	6 25	- -	6 54	7 22	9 36	10 37	11 44	1 05	6 17
Lake Street.....	- -	5 41	- -	- -	6 12	6 28	- -	6 57	7 24	9 39	- -	v11 47	1 07	6 20
Arlington+...♁	5 36	5 43	5 50	6 07	6 16	6 31	6 37	7 00	7 27	9 41	10 41	11 50	1 10	6 23
Brattle+.......	- -	P M	5 54	6 11	P M	P M	6 39	P M	7 29	v9 44	v10 44	v11 52	1 12	6 25
Arlington Heights ♁	- -	....	5 57	6 14	....	....	6 42	....	7 32	9 46	10 46	11 54	1 15	6 28
East Lexington.	- -	....	6 00	6 17	....	....	6 45	....	7 35	v9 48	- -	v11 57	1 18	6 31
Pierce's Bridge.	- -	....	6 02	6 20	....	....	6 47	....	v7 37	v9 50	v10 50	v11 58	1 20	6 33
Munroe........	5 45	....	6 04	6 22	....	....	6 49	....	v7 39	v9 52	v10 51	v11 59	1 21	6 35
Lexington+..♁	5 47	....	6 07	6 25	....	....	6 52	....	7 42	9 54	10 54	12 02	1 24	6 38
North Lexington	5 51	....	P M	d6 29	....	....	6 56	....	7 46	P M	P M	v12 06	1 28	6 42
Bedford+...♁	5 56	....	....	6 36	....	....	7 01	....	7 50	....	....	12 10	1 33	6 47
Shady Hill.....	P M	....	....	P M	....	....	v7 04	....	P M	....	....	Night	1 35	6 49
West Bedford...	⊙	....	....	⊙	....	....	7 07	....	....	....	....	....	1 37	6 52
Concord, Mass.+.♁	....	....	....	....	....	....	7 12	....	....	....	....	....	1 42	6 56
Reformatory Sta+♁	....	....	....	....		....	7 18	....	....	....	....	....	1 47	7 01
[ARRIVE	....	....	....	....		....	P M	....	....	....	....	....	P M	P M

STATIONS.	2	8	14	18	22	26	32	40	46	48	62	72	98	110
[LEAVE	....	....	....	A M	....	....	....	....	....	....	A M	....	....	Noon
Reformatory Station	....	....	....	†6 32	....	....	....	....	....	....	†8 05	....	....	†12 37
Concord, Mass..	....	....	....	6 36	....	....	....	....	....	....	8 09	....	....	12 41
West Bedford...	....	....	....	6 40	....	....	▲	....	....	....	8 14	▲	....	12 45
Shady Hill.....	....	A M	....	6 43	....	....	A M	....	....	A M	- -	A M	....	12 48
Bedford.......	....	†5 48	....	6 46	....	....	†7 15	....	....	†7 45	8 22	†9 38	....	12 51
North Lexington	A M	5 52	A M	6 50	....	....	7 19	....	....	7 49	f8 26	9 42	Noon	12 54
Lexington......	†5 45	5 57	†6 27	6 55	....	....	7 24	....	....	7 55	8 31	9 46	†12 05	12 59
Munroe.........	f5 47	5 59	f6 29	f6 57	....	....	f7 26	....	....	7 57	8 33	9 48	f12 07	1 01
Pierce's Bridge..	5 48	6 00	f6 30	f6 58	....	....	7 28	....	....	f7 58	- -	9 49	f12 08	1 02
East Lexington.	f5 50	6 03	6 33	7 00		....	7 30	....	....	8 00	- -	9 51	12 10	1 04
Arlington Heights..	5 52	6 06	6 36	7 03	....	....	7 33	....	....	8 03	8 37	9 53	12 12	1 06
Brattle.........	5 54	6 09	6 39	7 06	A M	A M	7 35	A M	A M	8 05	- -	9 55	12 14	1 08
Arlington.......	5 56	6 12	6 42	7 09	†7 12	†7 26	7 38	†7 47	†8 02	8 08	8 41	9 57	12 16	1 10
Lake Street....	5 58	6 15	6 45	- -	7 15	7 29	- -	7 49	- -	- -	- -	9 59	12 18	1 12
N. Cambridge Jn	6 01	6 18	6 48	- -	7 18	7 32	- -	7 52	8 06	- -	- -	10 02	12 21	1 14
West Somerville	6 02	6 20	6 50	- -	7 20	7 34	- -	7 55	8 08	- -	- -	10 04	12 22	1 16
Somerville Highl'ds	6 04	6 22	6 52	- -	7 22	7 36	- -	7 57	8 10	- -	- -	10 06	12 24	1 18
Somerville Junc	6 06	6 24	6 54	- -	7 24	- -	- -	7 59	- -	- -	- -	10 08	12 26	1 20
Winter Hill....	6 07	6 26	6 56	- -	7 26	- -	- -	8 01	- -	- -	- -	- -	12 27	1 21
Prospect Hill...	6 09	6 28	6 58	- -	7 28	- -	- -	8 03	- -	- -	- -	- -	12 29	1 23
East Cambridge	6 11	6 31	7 01	- -	7 31	- -	- -	8 05	- -	- -	- -	v10 12	12 31	1 25
Boston........	6 15	6 35	7 05	7 22	7 35	7 45	7 53	8 09	8 10	8 23	8 55	10 16	12 35	1 29
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M

STATIONS.	114	118	130	144	150	156	160	170	172	178	182	194	708	748
[LEAVE	....	....	....	P M	....	....	....	....	....	....	....	....	A M	P M
Reformatory Station	....	....	....	†4 18	....	....	....	....	....	....	....	....	§8 35	§4 05
Concord, Mass..	....	....	....	4 23	....	....	....	....	....	....	....	....	8 40	4 10
West Bedford...	....	....	....	4 27	....	....	....	....	▲	....	....	....	8 44	4 14
Shady Hill.....	....	....	P M	4 29	....	....	....	....	P M	....	P M	....	8 46	4 16
Bedford.......	....	....	†3 57	4 34	....	....	....	....	†6 36	....	†8 07	....	8 50	4 20
North Lexington	P M	P M	4 01	4 38	PM	....	....	....	- -	....	f8 11	P M	8 54	4 24
Lexington......	†2 05	k2 35	4 05	4 42	†5 10	....	....	....	6 44	....	8 15	†10 05	8 58	4 28
Munroe.........	f2 07	- -	f4 07	f4 43	f5 12	....	....	....	6 46	....	8 17	f10 07	9 00	4 30
Pierce's Bridge..	f2 08	- -	- -	- -	f5 13	....	....	....	6 48	....	8 18	10 08	9 02	4 32
East Lexington.	2 10	2 43	4 09	- -	5 15	....	....	....	6 50	....	8 19	10 09	9 04	4 34
Arlington Heights..	2 12	2 45	4 11	4 48	5 17	....	....	....	6 53	....	8 21	10 11	9 06	4 36
Brattle.........	2 14	- -	- -	4 50	5 19	P M	P M	P M	6 56	P M	8 23	10 13	9 08	4 38
Arlington.......	2 16	2 48	4 15	4 52	5 22	†6 45	†6 14	†6 41	6 59	†7 14	8 26	10 16	9 11	4 41
Lake Street....	2 18	- -	- -	- -	5 24	6 48	- -	6 43	- -	7 17	- -	10 18	9 13	4 43
N. Cambridge Jn	2 21	- -	4 19	- -	5 26	6 52	- -	6 47	7 04	- -	8 30	10 20	9 16	4 46
West Somerville	2 22	2 54	4 21	4 58	5 28	6 54	6 20	6 49	7 06	7 22	8 32	10 22	9 17	4 47
Somerville Highl'ds	2 24	- -	4 23	- -	5 30	6 56	6 22	- -	7 08	- -	8 34	10 24	9 19	4 49
Somerville Junc	2 26	- -	4 25	6 01	5 32	6 59	- -	- -	7 10	7 27	8 36	10 26	9 21	4 51
Winter Hill....	2 27	- -	4 27	- -	5 34	7 01	- -	6 54	- -	7 29	8 37	10 27	9 22	4 52
Prospect Hill...	2 29	- -	4 29	6 04	5 36	7 03	- -	6 56	- -	7 31	8 39	10 29	9 24	4 54
East Cambridge	2 31	- -	v4 31	- -	- -	- -	- -	6 59	v7 15	v7 33	v8 41	v10 31	9 26	4 58
Boston........	2 35	3 05	4 35	6 10	5 42	7 10	6 32	7 02	7 18	7 37	8 45	10 35	9 30	5 00
[ARRIVE	P M	P M	P M	P M	PM	P M	P M	P M	P M	P M	P M	P M	A M	P M

Additional Trains—Leave Boston †6 44, †7 21, †7 29 a.m., arrive Arlington 7 02, 7 39, 7 47 a.m. Leave Arlington †8 19 a.m., †8 27 p.m., arrive Boston 8 41 a.m., 8 45 p.m.

Table 22—SOUTHERN DIVISION.—LOCAL TRAINS BETWEEN BOSTON, WOBURN, LAWRENCE AND LOWELL.

October 4, 1909.	M	11	17	27	43	49	57	63	81	85	95	99	105	113	123	137
(*Eastern time.*)	..	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M
Boston +....lve.	0	†7 00	†7 25	†7 58	†9 20	†10 44	†11 35	†12 00	†1 17	†2 00	†3 06	†3 44	†4 14	†4 44	†5 14	†5 44
East Cambridge...	3	f7 05	– –	f7 57	– –	– –	f11 39	– –	f1 22	y2 04	– –	f3 49	– –	– –	– –	– –
Winter Hill.....+	3	7 09	7 33	– –	9 27	– –	11 43	– –	1 26	– –	– –	3 52	– –	– –	– –	– –
Somerville Junc...	3	7 11	– –	– –	– –	– –	11 45	– –	1 28	– –	– –	– –	– –	– –	– –	– –
North Somerville..	4	7 13	7 36	8 03	9 31	– –	11 47	– –	1 30	– –	– –	3 55	– –	– –	– –	– –
Tufts College.....	5	7 15	7 38	8 04	9 32	– –	11 49	– –	1 32	– –	3 14	3 56	– –	– –	– –	– –
Medford Hillside..	5	7 17	7 40	– –	9 34	– –	11 51	– –	1 34	– –	– –	3 57	– –	– –	– –	– –
West Medford...+	6	7 19	7 43	8 08	9 36	10 55	11 54	12 10	1 37	2 12	3 18	4 03	4 28	4 55	5 26	5 57
Wedgemere........	8	7 24	7 48	8 12	9 40	10 59	11 59	12 17	1 46	2 16	3 20	4 08	4 30	6 02	5 30	6 01
Winchester...+	8	7 26	7 50	8 14	9 42	11 01	12 01	12 19	1 47	2 18	3 22	4 10	4 32	6 04	5 33	6 03
Cross Street.......	9	7 29	7 53	– –	9 45	11 03	....	12 22	1 50	2 21	3 25	4 13	4 35	5 08	5 37	6 07
Woburn Highlands	10	7 31	7 56	– –	9 47	11 05	....	12 24	1 52	2 24	3 27	4 15	4 38	5 10	5 40	6 10
Woburn........+	10	7 34	7 59	8 20	9 50	11 08	....	12 27	1 55	2 27	3 29	4 18	4 42	5 13	5 44	6 13
North Woburn..+	13	A M	8 05	8 26	9 56	A M	....	Noon	P M	2 34	3 35	P M	4 48	5 20	5 52	6 20
Winchester Highlands.	9	7 33	....	....	....	....	12 04	....	....	....	....	....	....	....	....	....
Montvale........+	10	7 35	....	....	....	....	12 06	....	....	....	....	....	....	....	....	....
Walnut Hill ....+	11	A M	– –	– –	– –	....	Noon	....	....	– –	– –	....	– –	– –	– –	– –
Mishawum	12	....	– –	– –	– –	....	....	....	....	– –	– –	....	– –	– –	– –	– –
Wilmington ..+	16	....	8 12	8 32	10 02	....	....	....	....	2 40	3 41	....	4 54	5 28	5 59	6 26
Salem Junction ...	21	....	A M	....	10 15	....	....	....	....	....	P M	....	5 08	P M	P M	P M
Haggett	23	....	....	....	10 21	....	....	....	....	....	....	....	5 15	....	....	....
South Lawrence..+	26	....	....	....	10 28	....	....	....	....	....	....	....	5 25	....	....	....
Lawrence+ ..arr.	27	....	....	....	10 33	....	....	....	....	....	....	....	5 30	....	....	....
Tewksbury Junc...	22	....	....	....	A M	....	....	....	....	....	....	....	5 15	....	....	....
Tewksbury Centre..+	23	....	....	....	....	....	....	....	....	....	....	....	5 18	....	....	....
East Billerica......	20	....	....	8 40	....	....	....	....	....	2 48	....	....	– –	....	....	....
North Billerica..+	22	....	....	8 45	....	....	....	....	....	2 54	....	....	– –	....	....	....
Lowell.... ....+	26	....	....	8 55	....	....	....	....	....	3 04	....	....	5 30	....	....	....
{ARRIVE	..	....	....	A M	....	....	....	....	....	P M	....	....	P M	....	....	....

October 4, 1909.	139	149	151	153	173	179	189	191	195	713	719	735	739	787	771	777	773
(*Eastern time.*)	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	Noon	P M	P M	P M	P M	P M	P M
Boston +....lve.	†5 46	†6 14	†6 16	*6 44	†7 49	†9 09	†10 30	†11 17	†11 20	§11 00	§12 40	§2 00	§4 15	§7 35	§9 00	§10 14	§10 29
East Cambridge...	5 51	– –	f6 21	6 49	7 54	f9 14	f10 35	– –	– –	f11 05	f12 45	f2 05	4 20	7 40	– –	– –	10 34
Winter Hill.....+	5 56	– –	6 26	6 52	7 59	– –	– –	– –	– –	11 09	12 49	2 08	4 24	7 44	8 07	– –	10 38
Somerville Junc...	5 58	– –	6 28	– –	8 01	f9 18	f10 39	– –	– –	11 11	12 51	2 10	4 26	7 47	– –	– –	10 40
North Somerville..	6 01	– –	6 31	6 56	8 04	9 20	10 40	– –	– –	11 13	12 53	2 12	4 29	7 49	– –	– –	10 42
Tufts College.....	6 04	– –	6 33	6 58	8 06	9 21	10 41	– –	– –	11 15	12 55	2 14	4 29	7 51	9 12	– –	– –
Medford Hillside..	6 06	– –	6 35	7 00	8 08	9 23	10 43	– –	– –	11 18	12 57	2 16	4 31	7 53	9 14	– –	– –
West Medford...+	6 09	6 28	6 37	7 03	8 11	9 26	10 45	– –	– –	11 20	1 00	2 19	4 34	7 56	9 16	– –	10 48
Wedgemere........	– –	6 31	– –	7 08	8 16	9 30	10 50	– –	11 35	11 24	1 04	2 23	4 38	8 01	– –	– –	10 52
Winchester...+	6 15	6 33	6 42	7 10	8 18	9 32	10 52	– –	11 37	11 26	1 06	2 25	4 40	8 03	8 21	– –	10 54
Cross Street.......	6 19	6 36	....	7 13	8 21	9 35	– –	....	11 41	11 29	1 09	2 28	4 43	8 07	9 24	....	10 57
Woburn Highlands	6 21	6 38	....	7 15	8 24	9 38	10 56	....	11 43	11 31	1 11	2 30	4 45	8 09	– –	....	10 59
Woburn........+	6 24	6 42	....	7 18	8 27	9 40	10 59	....	11 46	11 34	1 14	2 33	4 48	8 12	9 27	....	11 02
North Woburn..+	P M	6 49	....	7 24	P M	P M	11 05	....	11 52	A M	P M	2 39	P M	8 18	9 32	....	11 08
Winchester Highlands.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Montvale........+	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Walnut Hill ....+	....	– –	6 48	– –	....	....	– –	– –	– –	....	....	– –	....	– –	– –	– –	– –
Mishawum	....	– –	6 51	– –	....	....	– –	– –	– –	....	....	– –	....	– –	– –	– –	– –
Wilmington ..+	....	6 56	6 58	7 30	....	....	11 11	– –	v –	....	....	2 45	....	8 24	8 38	– –	11 14
Salem Junction ...	....	7 10	P M	P M	....	....	....	....	....	....	....	P M	....	P M	....	....	....
Haggett	....	7 16	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
South Lawrence..+	....	7 25	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Lawrence+ ..arr.	....	7 30	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Tewksbury Junc...	....	7 14	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Tewksbury Centre..+	....	7 16	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
East Billerica......	....	– –	....	....	....	....	v –	– –	v –	....	....	....	....	....	v9 45	– –	v11 22
North Billerica..+	....	– –	....	....	....	....	11 24	– –	v –	....	....	....	....	....	9 52	– –	11 27
Lowell.... ....+	....	7 30	....	....	....	....	11 34	11 55	12 18	....	....	....	....	....	10 02	10 52	11 35
{ARRIVE	....	P M	....	....	....	....	P M	P M	Night	....	....	....	....	....	P M	P M	P M

STATIONS	4	8	12	16	24	28	44	52	58	68	80	84
{LEAVE	....	....	A M	....	A M	....	....	....	A M	....	....	A M
Lowell........♁	....	....	†5 46	....	†6 27	....	....	....	†7 31	....	....	†10 45
North Billerica..♁	....	....	5 54	....	– –	....	....	....	– –	....	....	10 53
East Billerica...♁	....	....	5 59	....	– –	....	....	....	– –	....	....	10 58
Tewksbury Centre	....	....	....	....	6 39	....	....	....	7 43	....	....	....
Tewksbury Junc..	....	....	....	....	6 41	....	....	....	7 46	....	....	....
Lawrence♁..lve.	....	....	....	....	†6 26	....	....	....	†7 30	....	....	....
South Lawrence..♁	....	....	....	....	6 30	....	....	....	7 34	....	....	....
Haggett	....	....	....	....	6 38	....	....	....	7 41	....	....	....
Salem Junction..♁	....	....	....	A M	– –	A M	A M	....	7 53	....	A M	....
Wilmington ..♁	....	....	6 07	†6 31	6 57	†7 09	†7 42	....	8 05	....	†10 11	11 05
Mishawum.........	....	....	6 14	– –	– –	7 16	7 49	....	– –	....	– –	– –
Walnut Hill.....♁	....	A M	6 17	– –	– –	7 19	7 52	A M	– –	....	– –	– –
Montvale........♁	....	†6 10	†6 18	....	....	– –	7 54	†8 07	....	....	....	– –
Winchester Highlands	....	6 12	– –	....	....	– –	7 56	8 09	....	....	....	– –
North Woburn..♁	A M	....	6 06	6 37	7 06	....	....	....	8 15	A M	10 16	11 11
Woburn ....♁	†5 55	....	6 14	6 44	7 13	....	....	....	8 21	†8 55	10 21	11 17
Woburn Highlands	5 57	....	6 16	6 46	7 15	....	....	....	8 23	8 57	10 23	11 19
Cross Street.......	5 59	....	6 18	6 48	7 17	....	....	....	8 25	8 59	10 24	11 22
Winchester...♁	6 02	6 15	6 27	6 52	7 21	7 25	7 59	8 12	8 28	9 02	10 27	11 25
Wedgemere......♁	6 04	6 17	– –	6 54	7 23	– –	8 01	8 14	8 30	9 04	10 29	– –
West Medford..♁	6 08	6 21	6 33	6 59	7 28	7 31	– –	– –	8 34	9 09	10 34	11 29
Medford Hillside..	6 10	6 24	– –	7 02	7 30	7 33	– –	– –	8 37	9 11	10 36	– –
Tufts College.....	6 12	– –	– –	7 04	– –	7 35	– –	– –	– –	– –	10 38	– –
North Somerville..	6 14	6 27	– –	7 06	– –	7 37	– –	– –	– –	– –	10 40	– –
Somerville Junc.♁	6 17	– –	6 40	7 09	– –	7 40	– –	– –	– –	– –	10 42	– –
Winter Hill........	6 19	6 30	– –	7 11	– –	7 42	– –	– –	– –	– –	10 44	– –
East Cambridge...	6 24	6 35	6 45	7 15	– –	7 46	– –	– –	8 45	9 17	10 48	– –
Boston........♁	6 28	6 40	6 50	7 20	7 41	7 50	8 16	8 30	8 50	9 21	10 52	11 40
ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M

STATIONS	108	116	126	136	146	148	154	176	190	192	198	704	710	726	728	738	764	782	778
{LEAVE	....	....	P M	....	....	P M	....	....	....	P M	....	A M	A M	A M	....	....	....	....	....
Lowell........♁	....	....	†2 41	....	....	†4 28	....	....	....	†9 50	....	§7 55	§8 48	§10 30	....	....	....	....	....
North Billerica..♁	....	....	2 49	....	....	4 37	....	....	....	– –	....	– –	8 56	10 38	....	....	....	....	....
East Billerica...♁	....	....	2 53	....	....	4 42	....	....	....	– –	....	– –	9 01	10 43	....	....	....	....	....
Tewksbury Centre	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Tewksbury Junc..	....	....	....	....	....	....	P M	....	....	....	....	....	....	....	....	....	....	....	....
Lawrence♁..lve.	....	....	....	....	....	....	†4 53	....	....	....	....	....	....	....	....	....	....	....	....
South Lawrence..♁	....	....	....	....	....	....	4 58	....	....	....	....	....	....	....	....	....	....	....	....
Haggett	....	....	....	....	....	....	5 06	....	....	....	....	....	....	....	....	....	....	....	....
Salem Junction..♁	....	....	....	P M	....	....	5 13	P M	....	....	....	....	....	....	....	....	P M	....	P M
Wilmington ..♁	....	....	3 00	†4 10	....	4 49	5 25	†6 46	....	– –	....	– –	9 11	10 50	....	....	§3 00	....	§8 51
Mishawum.........	....	....	– –	– –	....	– –	– –	– –	....	– –	....	– –	– –	– –	....	....	– –	....	– –
Walnut Hill.....♁	Noon	....	– –	– –	P M	– –	– –	– –	....	– –	....	– –	– –	– –	....	....	– –	....	– –
Montvale........♁	†12 49	....	....	....	†4 48	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Winchester Highlands	12 51	....	....	....	4 50	....	....	....	....	....	....	....	....	....	....	....	....	....	....
North Woburn..♁	– –	P M	3 05	4 16	....	4 55	5 31	6 53	P M	....	P M	....	9 17	10 55	Noon	P M	3 06	P M	8 57
Woburn ....♁	12 48	†2 04	3 11	4 22	....	5 02	5 37	6 59	†9 26	....	†10 28	....	9 23	11 01	§12 05	§2 00	3 12	§5 46	9 05
Woburn Highlands	12 50	2 06	3 13	4 24	....	5 04	5 39	7 02	9 28	....	10 28	....	9 25	11 03	12 07	2 02	3 14	5 48	9 07
Cross Street.......	12 52	2 08	3 16	4 26	....	– –	5 41	7 04	9 30	....	10 30	....	9 27	11 05	12 09	2 04	3 16	5 50	9 10
Winchester...♁	12 58	2 13	3 18	4 29	4 53	5 08	5 44	7 07	9 33	v –	10 33	– –	9 30	11 08	12 12	2 07	3 19	5 53	9 14
Wedgemere......♁	1 00	– –	– –	– –	4 55	– –	– –	7 09	9 35	– –	– –	– –	9 32	11 10	12 14	2 09	3 21	5 55	9 16
West Medford..♁	1 04	– –	– –	4 34	4 59	5 13	5 49	7 14	9 39	– –	10 38	– –	9 37	11 14	12 18	2 13	3 25	5 59	9 20
Medford Hillside..	– –	– –	– –	– –	5 01	– –	– –	7 16	9 41	– –	– –	– –	– –	11 17	12 21	2 15	3 27	6 01	9 23
Tufts College.....	1 06	– –	– –	– –	5 03	– –	– –	7 18	9 43	– –	– –	– –	– –	11 19	12 23	2 17	3 29	6 03	9 25
North Somerville..	1 08	– –	– –	– –	5 05	– –	– –	7 20	v9 44	– –	– –	– –	– –	11 20	12 24	2 19	3 31	6 05	9 27
Somerville Junc.♁	1 11	– –	– –	– –	– –	5 19	– –	– –	9 46	– –	– –	– –	– –	11 23	12 27	2 22	3 33	6 08	9 30
Winter Hill........	– –	– –	– –	– –	5 08	– –	5 58	7 23	9 48	– –	– –	– –	– –	11 25	12 29	2 24	3 35	6 10	9 32
East Cambridge...	v1 16	– –	– –	– –	5 12	5 25	6 02	– –	v9 51	– –	– –	– –	9 45	11 29	12 33	2 28	3 39	6 14	9 36
Boston........♁	1 20	2 30	3 33	4 46	5 16	5 30	6 06	7 30	9 55	10 30	10 50	8 35	9 49	11 33	12 37	2 32	3 43	6 18	9 40
ARRIVE	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	Noon	P M	P M	P M	P M

Additional Trains—Lve. Boston †7 37 a.m., †5 16 p.m., arr. West Medford 7 57 a.m., 5 38 p.m. Lve. Boston †6 25 a.m., A1 05, †5 03 p.m., arr. Woburn 6 50 a.m., 1 30, 5 26 p.m. Lve. Woburn †7 50 a.m., A1 54 p.m., arr. Boston 8 12 a.m., 2 16 p.m. Lve. Wilmington †6 00 a.m., arr. Winchester 6 23 a.m. Lve. West Medford †8 07 a.m., †6 05 p.m., arr. Boston 8 27 a.m., 6 27 p.m.

LOWELL TRAINS, VIA LEXINGTON BRANCH. Table 20.

141	127	101	47	Ms	*October* 4, 1909.	82	72	172	
P M	P M	P M	A M	...	[LEAVE] [ARRIVE	A M	A M	P M	....
†5 51	†5 21	†3 51	†10 21	0	+...**Boston**......	7 53	10 16	7 19	....
6 38	5 56	4 34	11 05	15	+...**Bedford**	7 15	9 38	6 36	....
6 40	6 01	4 38	11 10	17	..Bedford Springs..	7 10	9 32	6 30	....
6 48	6 08	4 47	11 17	21	+...Billerica......	6 59	9 22	6 22	....
6 55	6 14	4 53	11 25	23	+North Billerica...	6 52	9 15	6 18	....
7 05	6 25	5 02	11 34	26	+.....**Lowell**......	†6 44	†9 07	†6 10	....
P M	P M	P M	A M	...	[ARRIVE] [LEAVE	A M	A M	P M	....

Table 21—STONY BROOK BRANCH.

791	411	101	47	403	Ms	*October* 4, 1909.	410	72	126	418	792		
P M	P M	P M	A M	A M	...	[LEAVE] [ARRIVE	A M	A M	P M	P M	A M	....	....
§1 00	†5 00	†3 51	†10 21	....	...	+...**Boston**......	8 35	10 16	2 30	8 20	10 15	....	....
2 16	5 42	5 13	11 55	†7 05	0	+...**Lowell**......	7 30	9 05	1 27	6 57	9 00	....	....
2 25	5 49	5 19	12 02	7 11	3	+N. Chelmsford..	7 23	8 55	1 20	6 50	8 50	....	....
2 28	5 54	5 23	12 07	7 18	6	+W. Chelmsford..	7 18	8 51	1 16	6 48	8 45	....	....
2 36	6 00	5 30	12 13	7 26	8	...Westford......	7 12	8 44	1 10	6 40	8 40	....	....
2 40	6 04	5 35	12 17	7 31	10	+. Graniteville...	7 09	8 39	1 05	6 36	8 35	....	....
2 45	6 08	5 40	12 20	7 37	11	+.Forge Village...	7 06	8 34	1 02	6 33	8 30	....	....
3 00	6 20	5 55	12 33	7 50	17	+.....**Ayer**......	†6 55	†8 19	†12 50	†6 20	§8 15	....	....
P M	P M	P M	Noon	A M	...	[ARRIVE] [LEAVE	A M	A M	Noon	P M	A M	....	....

Table 23—Boston and Lowell Trains, Via Western Division.—Leave Boston for Lowell †7 30, §8 00, †9 24, †10 55, †11 50 a.m., §12 00 noon, *2 14, *3 30, †4 58, §5 20, †6 03, †6 35, §8 40, †9 55 p.m. Returning, leave Lowell †6 46, †8 04, §8 20, †9 50, †10 50 a.m., †12 05, §12 10 noon, †3 10, §3 50, †4 25, †5 06, §5 45, †7 00, §8 50, †9 35 p.m.

For additional trains between Boston and Lowell, see following page. For additional trains to Winchester and Montvale, see Stoneham Branch, following page. For additional trains between Boston and Ayer, see page 165. For explanation of signs, see next page. STANDARD—*Eastern time.*

BOSTON & MAINE SYSTEM.

BOSTON AND MAINE RAILROAD.

Table 24—SOUTHERN DIVISION.—TRAINS BETWEEN BOSTON AND CONCORD.

For Additional Local Trains, see preceding page.

October 4, 1909.	Mls	301	5	25	33	41	47	55	61	71	93	101	103	117	127	133	141	171	177	191	195	707	725	745	777
[LEAVE	....	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	P M
Boston+ ♂	0	†3 00	†6 14	†8 15	†9 00	*10 00	†10 21	*11 30	†12 00	†1 08	†3 00	†3 51	†4 00	†5 00	†5 21	†5 38	†5 51	*7 30	*8 30	†11 17	†11 20	§9 00	§1 00	§5 00	§10 14
East Cambridge	3	....	– –	– –	– –	– –	f10 26	– –	– –	– –	– –	....	– –	– –	....	– –	....	– –	– –	– –	– –	– –	a1 05	– –	– –
West Medford +	6	....	6 28	– –	– –	– –	....	– –	12 10	– –	– –	....	– –	– –	....	– –	....	– –	– –	– –	– –	9 13	1 12	5 14	– –
Winchester + ♂	8	....	6 34	8 30	– –	– –	Via Lexington Branch.	– –	12 17	– –	– –	Via Lexington Branch.	– –	– –	Via Lexington Branch.	– –	Via Lexington Branch.	– –	– –	– –	11 37	9 19	1 17	5 20	– –
Woburn + ♂	10	....	– –	– –	– –	– –		– –	– –	– –	– –		– –	– –		– –		– –	– –	– –	11 48	9 27	– –	5 28	– –
Montvale + ♂	10	Via Western Division.	v6 38	– –	– –	– –		– –	– –	– –	– –		– –	– –		– –		– –	– –	– –	– –	– –	f1 21	– –	– –
Walnut Hill + ♂	11		6 40	– –	– –	– –		– –	12 23	– –	– –		– –	– –		5 58		– –	– –	– –	– –	– –	1 25	– –	– –
Mishawum	12		6 42	– –	– –	– –		– –	12 26	– –	– –		– –	– –		– –		– –	– –	– –	– –	– –	z –	– –	– –
South Wilmington ♂	13		6 44	z8 39	– –	– –		– –	z –	– –	– –		– –	– –		– –		– –	– –	– –	– –	– –	– –	– –	– –
Wilmington + ♂	16		6 49	– –	– –	– –		– –	12 33	– –	– –		– –	– –		– –		– –	– –	– –	v11 58	9 38	1 32	5 41	– –
East Billerica ♂	20		6 57	– –	– –	– –	....	– –	12 41	– –	– –	....	– –	– –	....	8 14	....	– –	– –	– –	v12 04	9 45	1 41	5 48	– –
North Billerica + ♂	22		7 03	z8 53	– –	– –	11 25	– –	12 46	– –	– –	4 53	– –	– –	6 14	– –	....	– –	– –	– –	v12 08	9 51	1 47	5 53	– –
Lowell+ ♂	26		7 17	9 04	9 41	10 38	11 55	12 09	1 00	1 59	3 40	5 13	4 39	5 40	6 23	6 30	6 55	8 10	9 10	11 55	12 18	10 02	2 00	6 06	10 52
N. Chelmsford + ♂	29		7 23	– –	– –	– –	12 02	– –	1 07	– –	3 46	5 19	– –	– –	P M	6 38	7 05	– –	– –	– –	12 26	10 09	2 07	6 12	10 59
Tyngsboro + ♂	33		7 29	– –	– –	– –	Noon	– –	1 14	– –	3 53	P M	– –	– –	....	6 43	P M	– –	– –	– –	12 31	10 15	2 14	6 18	11 05
South Nashua	36		7 35	– –	– –	– –	....	– –	1 20	– –	z –	....	– –	– –	....	6 49	....	– –	– –	– –	12 35	– –	2 20	– –	– –
Nashua Junc ♂ arr.	40	....	7 42	9 28	10 02	10 58	....	12 30	1 28	2 00	4 10	....	5 02	6 06	....	6 56	....	8 32	9 32	12 17	12 42	10 27	2 27	6 31	11 18
Nashua+ ♂ arr.	40	....	....	9 36	....	....	....	....	1 34	....	4 19	....	5 07	6 09	....	7 04	....	....	....	12 22	....	....	....	6 36	11 23
Nashua Junc+ lve.	40	....	7 47	9 33	10 05	11 01	....	12 33	1 32	2 04	4 15	....	P M	6 08	....	7 02	....	8 37	9 36	Night	12 45	10 30	2 30	6 34	P M
Thornton's Ferry ♂	46	....	7 56	9 43	– –	– –	....	– –	1 41	– –	4 25	....	....	– –	....	7 12	....	– –	– –	....	– –	10 38	2 41	6 44	....
Merrimack ♂	47	....	8 00	9 47	– –	– –	....	– –	1 44	– –	4 28	....	....	– –	....	7 16	....	– –	– –	....	– –	10 40	2 44	6 47	....
Reed's Ferry ♂	49	....	8 04	9 51	– –	– –	....	– –	1 47	– –	4 32	....	....	– –	....	7 19	....	– –	– –	....	– –	10 42	2 49	6 50	....
Goff's Falls ♂	53	....	8 14	10 00	– –	– –	....	– –	1 56	– –	4 42	....	....	– –	....	7 27	....	– –	– –	....	– –	– –	2 57	6 57	....
Manchester+ ♂	57	5 00	8 25	10 16	10 31	11 27	....	1 00	2 08	2 52	4 56	....	....	6 33	....	7 40	....	9 06	10 06	....	¶1 11	10 56	3 07	7 06	....
Amoskeag	58	5 03	8 29	– –	– –	– –	....	– –	2 12	– –	– –	....	....	p6 36	....	7 44	....	– –	– –	....	– –	– –	3 11	7 09	....
Martin ♂	62	– –	8 35	– –	– –	– –	....	– –	2 18	– –	f5 05	....	....	– –	....	7 50	....	– –	– –	....	– –	– –	3 18	7 16	....
Hooksett+ ♂	66	5 17	8 42	– –	– –	– –	....	– –	2 27	– –	5 13	....	....	– –	....	7 56	....	– –	– –	....	– –	– –	3 26	7 25	....
Suncook + ♂	68	5 25	8 48	– –	– –	– –	....	– –	2 33	– –	– –	....	....	– –	....	8 04	....	– –	– –	....	– –	– –	3 33	7 32	....
Robinson	70	– –	– –	– –	– –	– –	....	– –	– –	– –	5 20	....	....	– –	....	– –	....	– –	– –	....	– –	– –	– –	– –	....
Concord+ ♂	75	5 40	9 03	10 44	11 00	11 53	....	1 28	2 49	3 01	5 30	....	....	7 00	....	8 20	....	9 40	10 35	....	§1 40	11 24	3 47	7 46	....
[ARRIVE	....	A M	A M	A M	A M	A M	....	P M	P M	P M	P M	....	....	P M	....	P M	....	P M	P M	....	A M	A M	P M	P M	....

STATIONS.	30	38	34	300	80	64	74	94	102	124	134	164	174	184	192	704	720	740	760	174
[LEAVE	A M	A M	A M	A M	....	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	....	A M	P M	P M	P M
Concord	*5 22	†5 30	*6 00	†6 52	....	†7 35	†7 48	†10 15	†10 25	†12 01	†2 30	†3 30	†5 08	*6 16	†8 25	....	§7 23	§1 00	§3 40	§5 08
Robinson	– –	– –	– –	7 00	....	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	....	– –	– –	– –	– –
Suncook	– –		– –	– –	....	– –	8 03	– –	10 39	12 15	– –	3 45	– –	– –	– –	....	7 36	– –	– –	– –
Hooksett	– –	5 44	– –	7 07	....	– –	8 09	– –	10 45	12 21	– –	3 52	5 22	– –	– –	....	7 42	– –	3 54	– –
Martin	– –	5 50	– –	7 14	....	– –	8 15	– –	10 52	12 28	– –	3 59	– –	– –	– –	....	7 49	– –	4 00	– –
Amoskeag	– –	5 55	– –	7 19	....	7 59	8 21	– –	10 59	v –	– –	4 04	– –	– –	– –	....	7 56	– –	– –	– –
Manchester	5 52	6 00	6 29	7 23	....	8 07	8 29	10 45	11 05	12 39	3 02	4 11	5 37	6 45	8 53	....	8 06	1 50	4 10	5 37
Goff's Falls	– –	6 07	– –	A M	....	– –	8 36	– –	11 13	12 46	– –	4 18	– –	– –	– –	....	8 14	– –	4 16	– –
Reed's Ferry	– –	6 14	– –		....	– –	8 45	– –	11 21	12 54	– –	4 27	– –	– –	– –	....	8 22	– –	4 24	– –
Merrimack	– –	6 18	– –	....	....	– –	8 49	– –	11 24	12 57	– –	4 31	– –	– –	– –	....	8 26	– –	4 27	– –
Thornton's Ferry	– –	6 21	– –	54	....	– –	8 53	– –	11 27	1 01	– –	4 34	– –	– –	– –	....	8 28	– –	4 30	– –
Nashua Junction arr.	6 21	6 29	6 55	A M	A M	8 29	9 03	11 11	11 37	1 11	3 29	4 43	6 01	7 09	9 23	A M	8 37	1 57	4 42	6 01
Nashua lve.	....	†6 24	....	†7 18	†8 19	†8 19	†9 03	....	....	†1 10	....	†4 42	....	....	....	§7 28	§8 46	....	....	....
Nashua Junction lve.	6 24	6 32	6 58	7 22	8 25	8 33	9 07	11 14	11 40	1 14	3 33	4 46	6 04	7 12	9 26	7 32	8 49	2 00	4 44	8 04
South Nashua	– –	6 41	– –	– –	– –	– –	9 18	– –	11 49	– –	– –	4 57	– –	– –	– –	– –	– –	– –	– –	– –
Tyngsboro	– –	6 47	– –	– –	– –	– –	9 23	– –	11 56	1 30	– –	5 04	– –	– –	– –	– –	9 03	2 11	4 57	– –
North Chelmsford	– –	6 53	– –	– –	– –	– –	9 28	– –	12 03	1 37	– –	5 11	– –	– –	– –	– –	9 10	2 17	5 02	– –
Lowell	6 49	7 01	7 22	7 44	8 48	8 56	9 36	11 38	12 12	1 46	3 57	5 20	6 28	7 36	8 50	7 55	9 20	2 25	5 10	6 28
North Billerica	– –	– –	– –	– –	– –	– –	9 44	– –	f12 19	– –	– –	– –	– –	– –	– –	– –	i –	2 34	5 19	– –
East Billerica	– –	7 17	– –	– –	– –	– –	9 48	– –	– –	– –	– –	5 33	– –	– –	– –	– –	i –	2 39	5 25	– –
Wilmington	– –	– –	– –	– –	– –	– –	– –	– –	12 28	– –	– –	d5 40	– –	– –	– –	– –	i –	2 46	5 31	– –
South Wilmington	– –	– –	– –	– –	– –	– –	– –	– –	12 33	– –	– –	f5 45	– –	– –	– –	– –	– –	– –	– –	– –
Mishawum	– –	– –	– –	– –	– –	– –	– –	– –	12 36	– –	– –	5 47	– –	– –	– –	– –	9 47	– –	– –	– –
Walnut Hill	– –	– –	– –	– –	– –	– –	10 02	– –	12 39	– –	– –	5 50	– –	– –	– –	– –	9 50	– –	– –	– –
Montvale	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	v –	– –	– –	– –
Woburn	– –	7 37	– –	8 13	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
Winchester	s7 14	7 43	s7 49	– –	– –	– –	10 08	– –	i –	2 13	– –	5 57	o6 55	o8 04	v10 15	– –	9 55	3 02	5 44	v6 55
West Medford	– –	7 48	– –	– –	– –	– –	– –	– –	– –	– –	– –	8 02	– –	– –	– –	– –	10 01	– –	– –	– –
East Cambridge	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
Boston	7 30	8 00	8 05	8 35	9 25	9 35	10 24	12 20	1 00	2 30	4 40	6 15	7 10	8 20	10 30	8 35	10 15	3 19	8 00	7 10
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M

Table 25—STONEHAM BRANCH—Southern Division.—Leave Boston †7 00, †8 34, †10 04, †11 34 a.m., †1 17, †2 25, †3 44, †4 44, †5 28, †5 59, †8 29, †7 14, †9 35 †11 55 p.m.; Sundays §10 05 a.m., §1 35, §5 30, §6 30, §9 30 p.m. for Winter Hill, Winchester, +Montvale, Farm Hill, arriving +Stoneham (12.5 miles) 7 45, 9 13, 10 44 a.m., 12 16 noon, 1 59, 3 08, 4 22, 6 17, 6 08, 6 37, 7 04, 7 54, 10 15 p.m., 12 34 night; Sundays 10 44 a.m., 2 14, 6 11, 7 11, 10 07 p.m. Returning, leave Stoneham †6 00, †6 50, †7 20, †7 59, †8 23, †9 45, †11 40 a.m., †12 40 noon, †3 15, †4 40, †5 24, †8 13, †8 20, †10 40 p.m.; Sundays §8 45 a.m., §12 30 noon, §4 00, §6 47, §8 20 p.m., arriving Boston 6 40, 7 25, 7 56, 8 30, 9 03, 10 20 a.m., 12 15 noon, 1 20, 3 51, 5 16, 6 00, 6 49, 8 56, 11 17 p.m.; Sundays 9 18 a.m., 1 06, 4 35, 7 25, 8 59 p.m.

Table 26—LOWELL AND LAWRENCE AND SALEM.

416	414	410	408	Mls.	October 4, 1909.	401	405	411	447
P M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	Noon	P M	P M
†5 28	†1 30	†7 31	†6 27	0	+.....**Lowell**.... ♂	8 10	12 40	5 30	7 30
5 32	f1 34	f7 35	f6 31	3	......Bleachery.... ♂	8 06	v12 36	5 26	7 28
5 37	1 40	7 40	6 35	4	......Wamesit.... ♂	7 59	12 30	5 21	7 20
5 41	1 44	7 43	6 39	6	+.Tewksbury Centre. ♂	7 55	12 26	5 18	7 16
5 45	1 46	7 51	6 41	7	**Tewksbury Junc** ♂	7 51	12 23	5 15	7 14
.....	.....	.....	6 48	9	......Haggett......	7 41	.....	5 08	8 56
.....	.....	.....	6 52	11	....West Andover....	7 38	.....	5 02	8 54
.....	.....	.....	6 56	13	+.**So. Lawrence.** ♂	7 34	.....	4 58	8 50
.....	.....	.....	7 01	14	+...**Lawrence**... ♂	†7 30	.....	†4 53	†8 45
.....	.....	.....	A M	.....	ARRIVE] [LEAVE	A M	.....	P M	P M
5 48	1 50	8 01	.....	8	.......**Burtt**.......	7 45	12 18	5 00	♂ + Coupon stations. Telegraph stations.
5 52	1 54	8 04	.....	10	Wilmington Junction	7 42	12 15	4 57	
6 00	2 00	8 12	.....	13	....Meadowview....	7 33	12 08	4 47	
6 03	2 02	8 16	.....	14	+.North Reading. ♂	7 30	12 05	4 44	
6 08	2 08	8 20	.....	17	..South Middleton ♂	7 25	12 00	4 38	
6 13	2 12	8 24	.....	19	....Phelps' Mills....	7 20	11 56	4 33	
6 16	2 15	8 26	.....	20	....West Peabody.. ♂	7 18	11 53	4 31	
6 20	2 19	8 30	.....	22	.......Proctor.......	7 12	11 45	4 27	
6 25	2 23	8 34	.....	23	+....Peabody..... ♂	7 09	11 41	4 24	
6 28	2 28	8 36	.....	25	.....Carltonville.....	7 06	11 38	4 21	
6 32	2 32	8 42	.....	25	+.....**Salem**..... ♂	†7 03	†11 35	†4 18	
P M	P M	A M	.....	.....	ARRIVE] [LEAVE	A M	A M	P M	

Table 27—SOUTHERN DIVISION—PORTSMOUTH BRANCH.

376	372	370	Mls.	October 4, 1909.	373	375	377
P M	A M	A M	.....	(*Eastern time.*)	A M	P M	P M
†4 20	†11 10	†8 34	0	lv.+**Manchester** ♂ ar.	10 12	2 06	7 00
4 28	11 15	8 39	3	....East Manchester....	10 06	2 00	6 53
4 32	11 20	8 44	5	......Massabesic.... ♂	10 00	1 54	6 47
4 38	11 26	8 50	8	........Auburn...... ♂	9 55	1 48	6 40
4 46	11 34	8 58	12	........Candia....... ♂	9 48	1 41	6 32
4 50	11 38	9 02	14	......East Candia.... ♂	9 42	1 35	6 27
4 59	11 46	9 10	18	+.....Raymond..... ♂	9 34	1 27	6 20
5 06	11 52	9 16	20	.....West Epping.....	9 28	1 21	6 14
5 15	11 58	9 23	23	+......**Epping**...... ♂	9 23	1 16	6 09
5 21	12 03	9 30	26	.... Hedding..... ♂	9 14	1 10	6 03
5 55	12 17	9 47	31	+**Rockingham Jn.** ♂	9 06	1 02	5 54
5 58	12 21	9 52	34	.......Stratham..... ♂	8 47	12 55	5 40
6 02	12 24	9 55	36	.... Bayside........	8 44	12 52	5 37
6 08	12 29	10 01	37	...Greenland Village. ♂	8 39	12 48	5 33
6 16	12 37	10 09	41	+ ...**Portsmouth**... ♂	†8 30	†12 40	†5 26
P M	Noon	A M	.....	ARRIVE] [LEAVE	A M	Noon	P M

* Daily; † daily, except Sunday; § Sunday only; *a* stops to take for north of Montvale; *d* stops to leave from Lowell or north of Lowell; *f* stops to take passengers; *i* stops to leave from north of Lowell; *n* stops Saturday only; *o* stops to leave from Nashua and north thereof; *p* stops to leave from south of Nashua; *s* stops on Sunday; *v* stops to leave passengers; *y* stops to take for Woburn or points north; *z* stops to leave from Boston.

BOSTON AND MAINE RAILROAD.

BOSTON & MAINE SYSTEM.

Table 28—SUNCOOK VALLEY BRANCH.—SOUTHERN DIV.

388	386	384	380 M	October 4, 1909.	381	385	387	389
P M	A M	P M	A M	LEAVE / ARRIVE	Noon	P M	Noon	P M
§4 12	§6 15	†12	†6 16	0 **Centre Barnstead** ♂	12 03	6 52	12 30	8 51
4 16	6 20	1 25	6 21	3 .....Barnstead..... ♂	11 58	6 48	12 25	8 45
4 22	6 31	1 32	6 37	5 +.....**Pittsfield**..... ♂	11 51	6 40	12 18	8 38
4 33	6 44	1 45	6 50	10 ..... Chichester	11 38	6 18	12 05	8 19
4 38	6 50	1 51	6 56	12 ..... Epsom..... ♂	11 32	6 11	11 59	8 12
4 48	7 03	2 05	7 10	19 .....Allenstown..... ♂	11 19	5 54	11 46	7 55
5 04	7 23	2 20	7 27	23 +.....Suncook..... ♂	11 04	5 40	11 31	7 40
5 11	7 30	2 26	7 34	25 +.....**Nooksett**..... ♂	10 54	5 30	11 21	7 32
5 29	7 48	2 40	7 52	34 + ..**Manchester**.. ♂	†10 38	†5 10	§10 05	§7 14
P M	A M	P M	A M	ARRIVE / LEAVE	A M	P M	A M	P M

+ Coupon stations; ♂ Telegraph stations.

Table 29—MANCHESTER AND MILFORD BR.—SOUTHERN DIV.

No. 903	No. 901	M	October 4, 1909.	No. 902	No. 904
†2 50 P M	†7 50 A M	0	lv. + **Manchester** ♂ ar.	9 55 A M	8 00 P M
2 56 "	7 54 "	3	...West Manchester...	9 50 "	6 56 "
3 04 "	8 00 "	5	...**Grasmere Junc.** ♂	9 44 "	6 48 "
3 09 "	8 03 "	5	.....Tirrell Hill.....	9 40 "	6 41 "
3 21 "	8 11 "	5	.....Bedford ..... ♂	9 32 "	6 30 "
3 59 "	8 29 "	15	.....Amherst..... ♂	9 12 "	6 02 "
4 06 "	8 37 "	19	.....East Milford.....	9 04 "	4 48 "
4 09 P M	8 38 A M	20	arr.. + **Milford**.... lve.	†9 00 A M	†4 45 P M
4 56 P M	10 58 A M	41	arr. + **Elmwood**... lve.	7 54 A M	3 26 P M
5 55 P M	11 17 A M	49	arr. + **Peterboro**.. lvr.	7 25 A M	3 06 P M
6 04 P M	12 01 Noon	52	arr. + **Hillsboro**.. lve.	7 15 A M	2 50 P M
6 37 P M	12 01 Noon	65	arr... + **Keene**.... lve.	†6 55 A M	†2 25 P M

Table 30—CENTRAL MASSACHUSETTS.

747	727	709	705	559	556	547	539	531	527	515	Mls	October 4, 1909.	510	514	522	526	546	552	558	712	732	770	772
P M	P M	A M	A M	P M	P M	P M	P M	P M	A M	A M		LEAVE / ARRIVE	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M
§5 20	§1 15	§9 10	§8 05	†6 02	†5 41	†4 55	†3 57	†1 40	†11 40	†8 09	0	+ .....**Boston**..... ♂	8 45	9 09	10 10	10 57	3 57	4 54	6 40	10 02	2 11	8 25	8 52
†5 31	†1 33	9 30	8 15	†6 13	— —	— —	†4 07	†1 49	11 51	†8 20	5	+.**No. Cambridge Jn.** ♂	†8 33	— —	9 53	10 48	— —	v4 44	v8 29	v9 46	2 00	8 14	8 38
— —	1 38	— —	— —	8 17	— —	— —	— —	— —	11 56	—	6	+.....Belmont.....	v8 27	— —	— —	— —	— —	— —	— —	— —	v1 55	— —	v8 32
— —	1 41	— —	— —	8 20	— —	— —	— —	— —	11 58	— —	7	+.....Waverly..... ♂	v8 25	— —	— —	— —	— —	— —	— —	— —	v1 53	— —	v8 29
5 41	1 49	9 45	8 24	6 28	— —	— —	4 17	1 58	12 03	8 35	10	+.....Waltham..... ♂	8 19	— —	9 42	10 37	3 57	4 54	8 17	9 33	1 49	8 05	8 24
5 45	1 51	9 48	—	6 30	— —	— —	— —	a2 00	12 05	— —	11	Waltham Highlands.	8 15	— —	— —	— —	— —	4 32	— —	— —	1 44	— —	8 21
5 49	1 57	9 54	8 30	6 40	— —	— —	4 27	2 05	12 11	8 46	14	+.....Weston..... ♂	8 10	— —	9 33	10 30	— —	4 27	— —	— —	1 38	— —	8 15
5 56	2 06	10 02	8 37	6 47	— —	— —	4 34	2 12	12 20	8 53	17	+.....Wayland..... ♂	8 01	— —	9 25	10 23	— —	4 17	— —	9 19	1 30	— —	8 08
6 02	2 14	10 08	8 42	6 53	†6 26	— —	4 39	2 17	12 29	9 00	20	+..South Sudbury.. ♂	7 54	— —	9 17	10 16	— —	4 11	v6 01	9 12	1 23	— —	8 00
6 13	2 25	10 18	— —	v7 03	— —	— —	— —	— —	12 48	9 15	26	+....Gleasondale.....	7 44	— —	— —	— —	— —	— —	— —	— —	1 11	— —	7 48
6 19	2 58	10 24	8 50	7 09	6 38	6 47	4 53	2 30	12 44	9 21	28	+.....**Hudson**..... ♂	7 39	8 24	9 03	10 03	3 09	3 56	5 47	8 59	1 06	7 31	7 43
6 27	2 41	10 32	9 00	7 18	6 45	x6 54	5 01	2 37	12 53	9 28	32	+.....Berlin..... ♂	7 31	— —	8 52	— —	3 01	3 48	5 37	8 48	12 58	v7 22	7 36
— —	2 50	— —	9 15	— —	6 54	— —	5 11	2 47	— —	9 38	37	arr. **Clinton Jn** ♂ lve.	— —	— —	8 40	9 40	2 52	— —	5 29	8 37	— —	7 12	— —
8 39	....	10 44	....	7 51	7 07	6 06	5 57	3 01	1 07	9 45	39	+ . . .**Clinton**..... ♂	†7 20	8 00	8 32	9 35	2 47	3 35	5 15	8 30	§12 40	....	§7 25
P M	....	A M	....	P M	7 13	6 11	5 43	3 06	1 13	9 50	42	arr. + **Lancaster** ♂ lve	A M	†8 02	†8 24	†9 26	†2 28	†3 26	†6 07	§8 22	Noon	....	P M
....	2 51	....	9 16	....	6 54	P M	5 12	2 48	P M	9 41	37	lve.. **Clinton Jn** .. arr.	....	A M	8 30	9 47	2 51	P M	5 26	8 34	....	7 10	....
....	3 00	....	9 26	....	7 03	....	5 22	2 57	....	9 50	42	arr.. + **Oakdale** ♂ lve.	....	....	8 25	9 37	2 41	....	5 18	8 25	....	7 01	....
....	4 48	....	A M	....	7 30	....	5 52	5 52	....	10 15	52	arr. + **Worcester**. lve.	....	....	8 00	9 06	....	....	4 52	6 37	....	5 18	....
....	....	....	P M	....	§6 37	....	4 52	2 30	....	9 06	52	lve.. **Worcester**.. arr.	....	....	9 13	10 15	....	....	6 52	9 12	....	....	....
....	3 04	....	9 28	....	7 07	....	5 30	3 00	....	9 52	42	lve....**Oakdale**.... arr.	....	....	8 19	9 35	2 39	....	5 12	8 23	....	6 58	....
....	3 15	....	9 38	....	7 17	....	5 42	— —	....	10 03	46	+ ....Quinapoxet.....	....	....	8 10	— —	§2 30	....	5 02	8 14	....	6 49	....
....	....	....	....	....	....	....	....	....	....	....	....	.....Brooks.....	....	....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....	....	....	.....Princeton.....	....	....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....	....	....	....Hubbardstown....	....	....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	....	....	....	arr.. + **Gardner**... lve.	....	....	....	....	....	....	....	....	....	....	....
....	3 21	....	9 45	....	7 24	....	5 48	3 17	....	10 10	49	+ ..... Jefferson..... ♂	....	....	8 05	9 23	2 26	....	4 57	8 09	....	8 44	....
....	3 28	....	9 51	....	7 32	....	5 56	3 25	....	10 18	52	....Muschopauge.....	....	....	7 58	9 17	2 18	....	4 51	8 01	....	8 37	....
....	3 37	....	9 58	....	7 37	....	6 02	3 32	....	10 25	54	+ .....Rutland..... ♂	....	....	7 50	9 11	2 13	....	4 44	7 55	....	8 30	....
....	3 44	....	10 02	....	7 41	....	6 06	3 35	....	10 29	56	+..West Rutland.. ♂	....	....	7 43	— —	2 08	....	4 38	7 48	....	8 24	....
....	3 52	....	10 09	....	7 47	....	6 15	3 42	....	10 36	60	+ ....Coldbrook..... ♂	....	....	7 33	n8 59	2 00	....	4 30	7 38	....	8 17	....
....	3 58	....	10 13	....	7 51	....	6 19	3 46	....	10 40	62	+ .....Barre..... ♂	....	....	7 27	8 55	1 56	....	4 26	7 31	....	8 12	....
....	4 02	....	10 17	....	7 54	....	6 23	3 56	....	10 45	64	+ ...Barre Plains... ♂	....	....	7 21	w8 51	1 52	....	4 21	7 24	....	8 08	....
....	4 08	....	10 21	....	7 58	....	8 28	3 55	....	10 50	66	+ ...Wheelwright... ♂	....	....	7 15	— —	1 48	....	4 17	7 17	....	8 04	....
....	4 14	....	10 24	....	h7 58	....	6 34	— —	503	10 52	67	+ ..New Braintree.. ♂	....	....	7 12	— —	w146	5 08	4 14	7 14	....	8 00	....
....	4 22	....	10 31	....	8 06	....	6 42	4 07	A M	10 59	71	+ ....Gilbertville.... ♂	....	....	7 03	8 40	1 38	P M	4 07	7 03	....	5 53	....
....	4 31	....	10 38	....	8 14	....	6 51	4 17	†7 23	11 07	75	+ .....**Ware**..... ♂	....	....	6 53	8 32	1 31	6 44	3 57	6 55	....	5 45	....
....	4 45	....	10 50	....	8 26	....	7 03	4 29	7 34	11 19	83	+ .....Bondsville..... ♂	....	....	6 36	8 19	1 19	6 33	3 46	6 38	....	5 32	....
....	4 52	....	10 58	....	8 33	....	7 11	4 38	7 42	11 27	88	+ ...Belchertown.....	....	....	6 23	8 10	1 11	6 24	3 36	6 27	....	5 23	....
....	5 12	....	11 15	....	8 47	....	7 30	4 51	8 04	11 42	97	+ .....Amherst..... ♂	....	....	6 04	7 54	12 54	6 08	3 18	6 00	....	5 00	....
....	5 18	....	11 21	....	h8 54	....	v7 37	— —	8 12	11 49	102	+ .....Hadley..... ♂	....	....	5 56	w7 46	12 46	6 01	3 11	6 01	....	4 51	....
....	5 27	....	11 27	....	9 00	....	7 44	5 04	8 18	11 56	105	+ ..**Northampton**.. ♂	....	....	†5 50	†7 40	†12 40	†6 55	†3 05	§5 55	....	§4 45	....
....	P M	....	A M	....	P M	....	P M	P M	A M	A M	....	ARRIVE / LEAVE	....	....	A M	A M	Noon	P M	P M	A M	....	P M	....

Table 31—CENTRAL MASSACHUSETTS.—BOSTON AND MARLBORO TRAINS.

563	597	563	551	543	535	511	Mls	October 4, 1909.	502	508	518	538	542	562	716
P M	P M	P M	P M	P M	P M	A M		LEAVE / ARRIVE	A M	A M	A M	P M	P M	P M	A M
§7 11	†4 15	†6 33	†5 12	†4 36	†2 43	†7 34	0	+ .....**Boston**..... ♂	7 10	7 38	9 46	1 15	3 44	7 06	10 11
7 22	§4 25	6 44	5 25	§4 46	2 53	7 45	5	+**North Cambridge Jn** ♂	6 59	v7 28	9 32	1 04	v3 33	v6 57	9 59
— —	— —	6 52	— —	— —	— —	7 50	6	+ .....Belmont.....	6 54	— —	9 26	— —	— —	— —	v9 54
— —	— —	6 55	— —	— —	— —	7 53	7	+ .....Waverly..... ♂	6 51	7 22	9 22	12 57	3 28	— —	v9 52
7 31	11 34	7 01	6 34	4 64	3 03	7 59	10	+ .....Waltham..... ♂	6 45	7 17	9 18	12 52	3 22	6 47	9 46
7 35	11 36	7 04	6 37	4 56	3 06	8 01	11	. Waltham Highlands.	6 43	7 15	9 16	12 50	3 20	6 45	9 42
7 41	11 42	7 10	5 43	5 01	3 14	8 10	14	+ .....Weston..... ♂	6 38	7 09	9 11	12 44	3 14	6 40	9 37
7 49	11 50	7 18	6 62	5 08	3 24	8 20	17	+ .....Wayland..... ♂	†6 30	7 01	†9 02	12 36	3 05	6 32	9 20
7 54	v11 54	P M	5 56	5 13	3 28	A M	19	.....East Sudbury.....	A M	6 57	A M	12 32	3 01	6 28	— —
8 00	11 57	....	6 01	5 15	3 31	....	20	+ ..South Sudbury.. ♂	....	6 54	....	12 29	2 58	6 22	9 24
8 12	x12 06	....	6 19	5 26	3 41	....	26	+ ..**Gleasondale**.....	....	6 44	....	12 19	2 49	6 08	9 13
8 18	12 15	....	6 26	5 32	3 47	....	28	+ . . .**Hudson**..... ♂	....	6 38	..	12 13	2 43	6 03	9 07
8 30	12 25	....	6 36	5 46	3 57	....	31	arr. + **Marlboro** ♂ lve.	....	†6 30	....	†12 05	†2 35	†5 55	§9 00
P M	Night	....	P M	P M	P M	....		(*Fitchburg Division.*)	....	A M	....	Noon	P M	P M	A M

† Daily, except Sunday; § Sunday only; *a* stops Saturday only; *f* stops to take passengers; *h* stops to let off passengers from Oakdale or stations east; *n* stops to take passengers for Boston; *v* stops to leave passengers; *w* stops to take passengers for Jefferson or Oakdale and points east; *x* stops to take passengers for Oakdale and west thereof; *z* stops to leave passengers from Boston.

STANDARD—*Eastern time.*

Table 32—BRISTOL BRANCH.—CONCORD DIVISION.

19	17	15	Mls	October 4, 1909.	16	18	20
P M	P M	A M		LEAVE / ARRIVE	A M	P M	P M
†5 40	†5 10	†12 08	....	+ .....**Concord**..... ♂	9 58	2 02	8 13
6 27	5 50	11 47	0	lve.. + **Franklin** ♂ .. arr.	8 58	1 23	6 13
6 42	4 05	12 02	8	+ .....Hill..... ♂	8 43	1 08	5 58
6 50	4 13	x1 10	11	..... Profile Falls	8 35	1 00	5 50
6 55	4 18	†2 15	12	+ .....**Bristol**..... ♂	†8 30	†1 55	†5 45
P M	P M	Noon	....	ARRIVE / LEAVE	A M	Noon	P M

Table 33—FRANKLIN & TILTON BRANCH.—Concord Div.—

Leave Franklin Junction †6 27, †9 20, †9 56 a.m., †8 18 p.m., arrive + Franklin Falls (2 miles) 6 33, 9 25, 10 00 a.m., 8 23 p.m., + Tilton (5 miles) 6 44, 9 33, 11 33 a.m., 8 31 p.m. Returning, leave Tilton †6 41, †8 50, †9 38 a.m., †6 02 p.m., arrive Franklin Junction 6 55, 9 11, 9 51 a.m., 8 15 p.m. Leave Franklin Falls †3 30, †7 39 p.m., arrive Tilton 3 40, 7 49 p.m. Returning leaves Tilton †1 45 p.m., arrives Franklin Falls 1 53 p.m.

Table 34—NORTH WEARE AND NEW BOSTON BRANCHES.

740	338	332	330	Mls	October 4, 1909.	333	335	337	341
A M	P M	A M			(*Eastern time.*)		Noon	P M	P M
§6 13	†1 03	†6 10	....	....	lve. + **Hillsboro**.. arr.	....	12 13	6 28	4 38
§6 30	†1 20	†6 28	....	0	+ ....**Henniker**..... ♂	....	11 56	6 12	4 21
6 55	1 36	6 52	....	7	.....North Weare..... ♂	....	11 38	5 53	4 02
7 05	1 42	7 02	....	10	.....East Weare..... ♂	....	11 30	5 46	3 55
7 20	1 53	7 17	A M	15	.....Riverdale..... ♂	A M	11 20	5 35	3 44
....	†1 30	....	†7 00	0	lve. **New Boston**. arr.	11 36	11 36	5 50	....
....	1 50	....	7 12	6	arr..... **Parker**..... lve.	11 19	11 19	5 35	....
7 23	1 58	7 20	7 12	16	..... **Parker**..... ♂	10 55	11 10	5 31	3 40
7 28	2 03	7 25	7 15	18	.....Goffstown..... ♂	10 52	11 11	5 26	3 35
7 38	2 16	7 35	— —	21	.....Grasmere..... ♂	— —	11 04	5 17	3 27
7 47	2 15	7 44	— —	25	...West Manchester...	— —	10 54	5 09	3 18
7 53	2 25	7 50	7 30	26	+ ..**Manchester**.. ♂	†10 35	†10 50	†5 05	§3 15
A M	P M	A M	A M	....	ARRIVE / LEAVE	A M	A M	P M	P M

BOSTON & MAINE SYSTEM.

Table 35—CONCORD DIVISION.—HILLSBORO BRANCH.

Sun.	Pas.	Pas.	Pas.	Pas.	M	October 4, 1909.	Pas.	Pas.	Pas.	Pas.	Sun.
.....	P M	.....	A M	.....	..	LEAVE] [ARRIVE	Noon	.....	P M	.....	P M
.....	†1 00	.....	†6 14	.....	..	+....Boston....♁	12 20	.....	7 10	.....	8 20
A M	P M	.....	A M	.....	..	LEAVE] [ARRIVE	A M	.....	P M	.....	P M
§4 57	†3 15	.....	†9 15	.....	0	+...Concord...♁	9 15	.....	4 58	.....	6 00
5 25	3 42	.....	9 45	.....	12	+.Contoocook.♁	8 50	.....	4 32	.....	5 35
5 32	3 49	.....	9 52	.....	15	..West Hopkinton..	8 43	.....	4 25	.....	5 27
5 46	4 02	.....	10 06	.....	20	+...Henniker...♁	8 32	.....	4 14	.....	5 17
5 50	4 09	P M	10 11	A M	22	+...Emerson.....	8 27	Noon	4 09	P M	5 12
6 15	4 23	†2 50	10 25	†7 15	27	+..Hillsboro..♁	8 17	12 01	3 57	6 04	5 00
6 33	4 37	3 04	10 39	7 29	34	+....Antrim....♁	8 03	11 46	3 40	5 50	4 37
6 38	4 42	3 09	10 44	7 34	36	+..Bennington..♁	7 58	11 41	3 32	5 45	4 31
6 44	4 48	3 16	10 50	7 40	38	ar. +Elmwood ♁ lv.	7 53	11 36	3 25	5 40	4 26
7 05	5 06	3 45	11 17	8 15	45	ar. +Peterboro ♁ .lv.	7 25	†11 20	3 05	†5 10	§4 10
A M	6 37	P M	12 01	A M	..	+....Keene....♁	†6 55	A M	†2 25	P M	P M
.....	P M	.....	Noon	.....	..	ARRIVE] [LEAVE	A M	.....	P M	.....	.....

Additional Trains—Lvs. Hillsboro §7 05 a.m., arr. Elmwood 7.30 a.m. Lvs. Peterboro for Elmwood †6 25, §6 20 a.m., §7 25 p.m. Lv. Elmwood for Peterboro §3 50, †5 40, §7 55 p.m. Lv. Elmwood for Hillsboro §7 55 p.m.

Table 36—PEMIGEWASSET VALLEY BR.—WHITE MTS. DIV.

.....	107	105	103	Ms	October 4, 1909.	102	104	106	.....	.....
.....	P M	P M	A M	...	LEAVE] [ARRIVE	A M	A M	P M	.....	.....
.....	†5 20	†1 56	†8 15	0	+....Plymouth....♁	7 45	11 35	4 10	.....	.....
.....	5 25	2 00	8 20	3	...Livermore Falls....	7 39	11 29	4 04	.....	.....
.....	5 37	2 12	8 32	8	+.....Campton.....♁	7 26	11 16	3 51	.....	.....
.....	5 44	2 19	8 39	11	.......Thornton.......	7 18	11 08	3 43	.....	.....
.....	5 51	2 26	8 46	14	+..West Thornton..♁	7 11	11 01	3 36	.....	.....
.....	5 58	2 33	8 53	17	......Woodstock....♁	7 03	10 53	3 28	.....	.....
.....	6 10	2 45	9 05	21	+..North Woodstock..♁	6 55	10 45	3 20	.....	.....
.....	6 13	2 48	9 08	22	........Lincoln.......	†6 50	†9 10	†2 50	.....	.....
.....	P M	P M	A M	...	ARRIVE] [LEAVE	A M	A M	P M	.....	.....

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; § Sunday only: *a* stops to leave from Nashua and south; *b* stops to leave from south of Concord and to take for west of Newport; *m* Monday only: *n* stops Saturdays; *s* stops Sunday only; *x* stops Sunday only to take for Concord and points south; *y* stops to take for Nashua and south or to leave from west of Newport.

Table 37—WHITE MOUNTAINS DIVISION.

.....	.....	17	177	117	71	115	101	41	33	301	Mls	October 4, 1909.	30	100	64	84	134	184	192	116	764	.....	.....	.....
			P M	P M	P M	P M		A M	A M	A M		(Eastern time.)	A M		A M	Noon	P M	P M	P M		P M			
			*8 30	†5 00	†1 00	†3 00		*10 00	†9 00	†3 00	0	lve....+Boston♁....arr.	7 30		9 35	12 20	4 40	8 20	10 30		3 19			
			8 10	5 40	1 39	3 40		10 38	9 41	❩	26	lve....+Lowell♁....arr.	6 47		8 56	11 36	3 55	7 33	9 47		2 23			
			8 36	6 08	2 04	4 15		11 01	10 05		40	lve +Nashua Junc. ♁arr.	6 21	A M	8 25	11 11	3 29	7 09	9 23	....	1 57			
			10 06	6 33	2 32	4 56	A M	11 27	10 31	5 00	57	lve.+Manchester♁.arr.	5 40	m7 22	8 03	10 43	2 59	6 43	8 52	P M	1 29			
			10 45	7 05	3 10	6 12	†6 31	12 00	11 05	5 55	75	lve....+Concord♁...arr.	5 15	†6 45	7 30	10 00	2 20	6 10	8 15	6 25	12 45			
			n –	– –	3 15	6 17	6 38	– –	11 10	– –	78	+.....East Concord.....♁	– –	†6 40	– –	9 54	2 14	– –	8 09	†6 19	12 38			
			– –	– –	3 30	P M	A M	–	11 25	– –	85	+.....Canterbury......♁	– –	A M	– –	9 40	1 58	– –	7 54	P M	12 20			
			11 20	7 50	3 48			12 32	11 45	6 46	94	+........Tilton........♁	y7 41		6 41	9 25	1 42	5 45	7 38		12 04			
			11 37	8 11	4 08			12 48	12 05	7 07	103	+.......Laconia.......♁	y7 22		6 20	9 05	1 21	5 27	7 18		11 47			
			11 43	8 17	4 13			12 53	12 10	7 13	104	+.......Lakeport.......♁	4 18		6 15	9 00	1 15	s6 22	7 13		11 42			
			– –	8 27	4 23			– –	12 20	7 23	109	+........Weir's........♁	– –		6 05	8 49	1 04	– –	7 02		11 32			
			a –	8 36	4 32			1 09	12 29	7 31	113	+.......Meredith.......♁	– –		5 57	8 40	12 50	s 06	6 53		11 23			
			b –	8 53	4 50			1 24	12 53	7 47	121	+........Ashland........♁	– –		5 41	8 22	12 28	s 50	6 32		11 06			
			12 24	9 06	‖5 00			‖1 32	‖1 05	‖7 58	127	arr...+Plymouth♁..lve.	3 35		†5 30	8 10	12 15	4 40	6 20		10 55			
			12 32	P M	5 10			1 47	1 20	8 03	127	lve....Plymouth....arr.	3 30		A M	‖7 55	‖11 55	‖4 25	‖6 09		‖10 48			
			– –		5 25			– –	1 35	8 18	134	+........Rumney........♁	– –			7 40	11 39	– –	5 57		10 34			
			a1258		5 42			– –	1 50	8 34	142	+.......Wentworth.......♁	– –			7 25	11 23	– –	5 42		10 20			
			– –		5 51			– –	2 00	8 42	146	+........Warren........♁	y3 03			7 19	11 15	x3 58	5 33		10 14			
			– –		6 13			– –	2 24	9 01	155	+......Oliverian......♁	– –			6 58	10 49	– –	5 12		9 53			
			– –		6 17			– –	2 28	9 04	157	...........Pike.........♁	– –			6 53	10 42	– –	5 07		9 47			
			– –		6 22			– –	2 35	9 10	160	+....Haverhill, N.H....♁	– –			6 48	10 32	– –	5 01		9 40			
			– –		6 27			– –	2 42	9 17	164	+.....Blackmount.....♁	– –			6 40	10 20	– –	4 52		9 31			
			– –		– –			– –	– –	– –		. White Mountains Trans.	– –			– –	– –	– –	– –		– –			
			2 00		6 40			3 05	2 55	9 33	168	arr..+Woodsville♁ .lve.	*2 10			†6 30	10 05	*3 05	†4 40		§9 20			
								†5 15		11 31		arr... Montpelier...lve.				A M	†8 00	†1 10	P M		A M			
								P M		A M		(M. & W. R. R.R.)					A M	P M						
			2 10		6 43			3 13	3 18	9 35	169	arr.+Wells River...lve.	1 55				9 55	2 53						
			3 00		7 35			3 53	4 22	10 45	190	+...St. Johnsbury.....	1 15				8 52	2 20						
			4 42		P M			5 23	8 20	12 35	234	+......Newport........	11 35				†6 50	12 50						
			8 20					9 10	P M	Noon		Montreal.(Can. Pac. Ry.)	*7 45				A M	*9 00						
			A M					P M				ARRIVE] [LEAVE	P M					A M						
		A M			†8 55			†3 30	†3 30	9 52	169	lve..+Wells River♁.arr.	12 20				9 37	P M						
		§9 15			7 00			3 40	3 40	10 00	168	lve..+Woodsville♁..arr.	12 15				9 35	2 50						
		9 30			7 11			3 51	3 51	10 11	173	+.........Bath.........♁	12 00				9 20	2 41						
		9 50			7 25			4 04	4 04	10 23	179	+........Lisbon........♁	11 45				9 09	2 31						
		10 28			7 47			4 30	4 30	10 50	189	+.......Littleton.......♁	11 17				8 45	2 12						
		10 48			8 00			4 48	4 48	11 09	195	arr..+Wing Road♁..lve.	11 00				8 31	1 59						
								5 00	5 00	11 10	195	lve..+Wing Road....arr.					8 25	1 55						
								5 15	5 15	11 25	199	+. Bethlehem Junc.♁					8 08	1 45						
								5 32	5 32	11 42	204	+...Twin Mountain...♁					7 50	1 33						
								5 47	5 47	11 57	208	..White Mountain House..					7 32	1 22						
								5 50	5 50	12 00	208	+.......Fabyan.......♁					†7 30	†1 20						
								P M	P M	Noon	208	ar.+Bretton Woods..lv.					A M	P M						
		10 48			8 00			4 48	4 48	11 09	195	lve..+Wing Road♁..arr.	11 00				8 31	1 59						
		11 10		61	– –			5 00	5 00	11 23	200	+..Whitefield Junc..♁	– –	62			8 18	1 47						
		11 20		A M	8 25			5 07	5 07	11 30	203	..........Scott........♁	10 26	P M			8 08	1 20						
		11 50		†6 40	6 45			5 33	5 33	11 51	211	+......Lancaster......♁	†10 00	6 55			7 45	12 59						
		A M		6 54	P M			5 50	5 50	12 06	217	.....Northumberland...♁	P M	6 40			7 25	12 43						
				7 03				6 00	6 00	12 15	221	arr.+Groveton♁....lve.		†6 30			†7 15	†12 35						
				A M	– –			5 02	5 02	11 25	200	lv.Whitefield Junc.♁ar.	– –	P M			8 10	1 44						
					8 12			5 05	5 05	11 28	200	arr....+Whitefield♁...lve.	†10 42				8 08	1 42						
					P M			5 24	5 24	11 42	208	arr.+Cherry Mountain♁lve.	P M				7 50	1 26						
											211	arr...+Jefferson♁..lve.												
								6 01	6 01	12 15	224	+.......Gorham.......♁					7 13	12 52						
								6 15	6 15	12 25	229	+........Berlin........♁					†7 00	†12 42						
								P M	P M	Noon		ARRIVE] [LEAVE					A M	A M						

Table 38—PROFILE & FRANCONIA NOTCH RAILROAD—PROFILE DIVISION.

(*Service discontinued for season.*)

.....	.....	.....	.....	.....	.....	Mls	October 4, 1909.	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	....	LEAVE] [ARRIVE	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	0	+Bethlehem Junction♁	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	10	+....Profile House....♁	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	....	ARRIVE] [LEAVE	.....	.....	.....	.....	.....	.....

Table 39—BETHLEHEM AND MAPLEWOOD DIVISION.

.....	.....	.....	.....	.....	.....	Mls	October 4, 1909.	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	....	LEAVE] [ARRIVE	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	0	+......Bethlehem.......	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	2	+.....Maplewood.......	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	4	+Bethlehem Junction♁	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	....	ARRIVE] [LEAVE	.....	.....	.....	.....	.....	.....

Table 39a.
TILTON AND BELMONT BRANCH.

85	81	Mls	October 4, 1909.	80	86
P M	A M	....	LEAVE] [ARRIVE	Noon	P M
†1 00	†3 00	....	+......Boston......♁	12 20	8 20
3 10	5 55	....	lve..+.Concord♁ ..arr	10 00	6 10
†3 55	†6 51	0	lve....+Tilton♁....arr.	8 30	5 15
4 07	7 04	4	.... Gardiner's Grove	8 15	5 03
4 17	7 13	7	+......Belmont......♁	†8 05	†4 55
P M	A M	....	ARRIVE] [LEAVE	A M	P M

❩ Runs via Western Division between Boston and Manchester.

+ Coupon stations; ♁ Telegraph stations.

STANDARD— *Eastern time.*

BOSTON & MAINE SYSTEM.

BOSTON AND MAINE RAILROAD.

Table 40—EASTERN DIVISION.—BOSTON AND PORTLAND.

335	317	303	117	127	71	103	95	91	75	57	53	25	29	11	19	9	1	Ms	October 28, 1909.	2	18	28	38	48	52	44	804	74	64	86	94	98	102	124	306	*310	340	350
P M	P M	A M		P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M		LEAVE / ARRIVE	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M
§8 30	§1 15	§8 20	†11 15	*1000	*700	†540	†6 00	†5 35	†4 56	†3 30	†1 40	†1 00	†1010	*9 00	†847	†730	†551	...	+ .... Boston .... ♁	5 30	8 15	9 05	9 46	10 10	11 00	12 10	12 35	3 08	3 30	4 58	8 45	8 00	9 06	11 51	9 55	11 40	7 06	8 55
— —	1 21	8 25	— —	— —	— —	— —	— —	— —	— —	— —	1 46	— —	10 16	— —	— —	7 36	5 56	3	+ East Somerville ♁	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	4 52	— —	— —	— —	— —	9 50	— —	7 00	— —
— —	1 29	8 33	— —	— —	— —	6 52	— —	— —	— —	— —	1 54	— —	10 25	— —	— —	7 42	6 04	5	+ .... Chelsea .... ♁	— —	— —	— —	9 37	— —	10 50	— —	— —	— —	4 48	— —	— —	11 40	9 43	— —	6 53	8 44
— —	1 35	8 37	— —	— —	— —	— —	— —	— —	— —	— —	1 58	— —	10 29	— —	— —	— —	6 08	7	+ .... Revere .... ♁	— —	— —	— —	— —	— —	— —	— —	— —	— —	4 57	— —	— —	— —	— —	— —	— —	— —	— —
— —	1 41	8 44	— —	— —	— —	— —	— —	— —	— —	— —	2 05	— —	10 37	— —	— —	— —	6 17	11	.... West Lynn .... ♁	— —	— —	— —	— —	— —	— —	— —	— —	— —	5 00	— —	— —	— —	— —	— —	— —	— —	— —
6 50	1 45	8 48	11 34	— —	— —	7 03	6 19	5 54	— —	3 48	2 09	1 21	10 41	9 23	9 07	7 57	6 21	12	+ ..... Lynn ..... ♁	4 58	7 57	— —	9 26	9 52	10 40	11 51	12 16	2 48	3 10	4 28	6 28	7 40	8 45	11 30	9 33	11 21	6 42	8 34
— —	1 47	8 50	— —	— —	— —	— —	— —	5 57	— —	— —	2 11	— —	— —	— —	— —	— —	6 23	12	.... East Lynn	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	6 38	— —
— —	1 50	8 53	— —	— —	— —	— —	— —	6 00	— —	— —	2 14	— —	10 46	— —	— —	— —	6 26	13	+ .Swampscott ♁	— —	— —	— —	9 22	— —	10 36	— —	— —	— —	4 21	— —	— —	— —	— —	9 28	— —	6 36	8 30
7 05	1 57	9 01	11 43	— —	— —	7 12	6 29	6 07	— —	3 59	2 21	1 31	10 54	9 34	9 17	8 10	6 47	17	+ .... Salem .... ♁	4 45	7 47	8 40	9 15	9 41	10 28	11 41	12 06	2 39	2 58	4 14	6 18	7 29	8 34	11 20	9 20	11 11	6 28	8 23
7 08	2 03	9 07	11 48	— —	— —	7 17	6 35	6 13	— —	4 05	2 27	— —	11 00	— —	9 22	8 16	6 52	19	+ ... Beverly ... ♁	— —	7 40	— —	9 10	9 35	10 22	— —	— —	2 33	— —	4 08	6 12	— —	— —	11 14	9 15	11 05	6 21	8 17
7 11	2 08	9 11	11 53	— —	— —	7 22	6 40	6 18	— —	4 10	2 32	— —	11 05	— —	9 27	8 21	6 57	21	...North Beverly. ♁	— —	7 34	— —	9 05	9 29	10 15	— —	— —	2 28	— —	4 02	6 07	— —	— —	11 09	9 10	11 00	6 15	8 11
7 15	2 12	9 15	11 57	— —	— —	7 26	6 44	6 23	5 32	4 15	2 38	— —	11 10	— —	9 32	8 26	7 02	23	+ Hamilton & Wenham ♁	— —	7 30	8 27	9 00	9 25	10 10	— —	— —	2 24	— —	3 58	6 02	— —	— —	11 05	9 06	10 56	5 10	8 06
7 25	2 21	9 24	12 05	— —	— —	7 34	6 53	6 32	5 41	4 25	2 46	— —	11 20	— —	9 40	8 36	7 11	28	+ .... Ipswich .... ♁	4 20	7 20	8 17	8 50	9 16	10 01	— —	11 47	2 16	— —	3 48	6 53	— —	§8 13	10 56	8 56	10 47	6 00	7 56
7 31	2 27	9 30	12 12	— —	— —	7 40	6 59	6 39	5 47	— —	2 51	— —	11 26	— —	— —	8 42	7 17	32	+ .... Rowley .... ♁	— —	7 14	— —	8 44	— —	9 54	— —	— —	— —	— —	3 41	5 48	— —	— —	— —	8 48	— —	5 52	7 48
7 44	2 37	9 45	12 22	— —	8 05	7 50	7 12	6 48	5 59	4 42	3 00	2 05	11 37	10 09	9 55	8 58	7 27	38	+ Newburyport ♁	4 01	7 05	8 03	†8 34	9 02	9 45	11 10	11 33	†200	2 25	†331	5 37	6 57	7 59	†1040	8 38	10 33	5 41	7 37
7 49	2 42	9 49	12 26	— —	— —	P M	— —	P M	6 05	— —	P M	— —	V1141	— —	— —	9 02	A M	41	+ ....Salisbury ... ♁	— —	— —	— —	A M	8 55	†940	— —	b1128	P M	— —	P M	b6 32	— —	— —	P M	8 33	— —	5 35	7 30
7 55	2 48	9 56	Night	— —	— —	....	7 21	.....	6 10	4 50	.....	b2 14	11 47	— —	— —	9 09	....	44	+ ....Seabrook.... ♁	— —	6 51	7 52	.....	8 48	A M	— —	11 22	.....	— —	.....	5 26	— —	— —	.....	8 27	— —	5 28	— —
7 59	— —	10 00	.....	— —	— —	....	7 24	.....	6 13	4 53	.....	b2 17	11 51	— —	— —	9 13	....	46	+.Hampton Falls.. ♁	— —	6 47	7 48	.....	8 45	.....	— —	b r	.....	— —	.....	5 22	— —	— —	.....	8 23	— —	5 24	— —
8 04	2 55	10 05	.....	— —	— —	....	7 28	.....	6 18	4 58	.....	2 22	11 55	— —	1009	9 19	....	48	+ ....Hampton.... ♁	— —	6 43	7 44	.....	8 40	.....	— —	11 14	.....	— —	.....	5 18	— —	— —	.....	8 19	10 18	5 21	7 20
8 10	3 01	10 11	.....	— —	— —	....	7 33	.....	6 23	5 05	.....	2 28	12 00	— —	1014	9 25	....	50	+ North Hampton ♁	— —	6 38	7 39	.....	8 35	.....	— —	11 09	.....	— —	.....	5 13	— —	— —	.....	8 14	10 13	5 16	7 15
8 15	3 06	10 17	.....	— —	— —	....	— —	.....	6 29	5 11	.....	— —	12 05	— —	— —	9 31	....	53	+ ...Greenland... ♁	— —	— —	7 34	.....	8 30	.....	— —	11 04	.....	— —	.....	5 08	— —	— —	.....	8 09	— —	5 10	7 09
8 25	3 15	10 27	.....	11 45	8 50	....	7 46	.....	6 39	5 30	.....	2 51	12 15	10 48	1026	9 55	....	58	+ .Portsmouth. ♁	3 25	†6 25	†7 25	.....	8 20	.....	10 40	10 55	.....	1 52	.....	†5 00	6 27	7 26	.....	§8 00	§1000	§5 00	§7 00
P M	P M	A M	.....	— —	— —	....	P M	.....	P M	5 34	.....	e2 55	Noon	— —	A M	1000	....	59	+ ..Kittery Junc. ♁	— —	A M	A M	.....	8 08	.....	10 28	10 41	.....	1 38	.....	P M	6 16	7 14	.....	A M	A M	P M	P M
....	....	....	.....	— —	— —	....	.....	.....	.....	5 42	.....	e3 04	.....	— —	....	1010	....	65	+ .....Eliot..... ♁	— —	.....	.....	.....	8 00	.....	— —	10 30	.....	b1 30	.....	.....	6 07	— —	.....	.....	.....	.....	.....
....	....	....	.....	— —	— —	....	.....	.....	.....	5 50	.....	v3 11	.....	— —	....	1020	....	70	+ ....Jewett.... ♁	— —	.....	.....	.....	†7 53	.....	b1012	†1022	.....	— —	.....	.....	— —	— —	.....	.....	.....	.....	.....
....	....	....	.....	— —	— —	....	.....	.....	.....	P M	.....	3 15	.....	— —	....	1024	....	73	+ ..Agamenticus.. ♁	— —	.....	.....	.....	A M	.....	10 09	A M	.....	— —	.....	.....	— —	— —	.....	.....	.....	.....	.....
....	....	....	.....	— —	— —	....	.....	.....	.....	.....	.....	3 25	.....	s1120	....	1034	....	78	+.North Berwick. ♁	— —	.....	.....	.....	.....	.....	10 02	.....	.....	1 14	.....	.....	— —	— —	.....	.....	.....	.....	.....
....	....	....	.....	— —	— —	....	.....	.....	.....	.....	.....	3 35	.....	— —	....	1044	....	84	+ .....Wells..... ♁	— —	.....	.....	.....	.....	.....	9 52	.....	.....	— —	.....	.....	— —	— —	.....	.....	.....	.....	.....
....	....	....	.....	— —	— —	....	.....	.....	.....	.....	.....	3 47	.....	— —	....	1056	....	90	+.W. Kennebunk. ♁	— —	.....	.....	.....	.....	.....	9 42	.....	.....	12 55	.....	.....	— —	— —	.....	.....	.....	.....	.....
k Saturday only;				— —	9 50	....	* Daily; † daily, except					4 00	.....	11 50	....	1110	....	100	+ ....Biddeford... ♁	2 06									12 40	.....	.....	5 24	— —	.....	.....	.....	.....
s stops on Sunday;				— —	— —	....	Sunday; § Sunday only;					4 04	.....	— —	....	1113	....	100	+.....Saco..... ♁	— —	NOTE.—For																
v stops to take				— —	— —	....	b stops to leave; e stops					— —	.....	— —	....	1121	....	106	+.West Scarboro...	— —	additional trains																
passengers. ⊙ Via				— —	— —	....	to take for east of Jewett;					— —	.....	— —	....	1126	....	109	+ ... Oak Hill ... ♁	— —	between Boston																
Saugus Branch.				1 10	1020	....	g stops to leave from					4 30	.....	12 15	....	1140	....	115	ar. + Portland ♁ .lv.	*1 30	and Portland, see																
Eastern time.				A M	P M	....	Portland or east of there.					P M	.....	Noon	....	A M	....	....	(Union Station.)	A M	page 173.																

▲ Runs to and from Newburyport.

r Stops to take passengers for Newburyport or west of there.

+ Coupon stations; ♁ Telegraph stations.

Table 41. LOCAL TRAINS.

	M	7	17	15	27	31	33	37	39	43	45	49	59	61	63	65	73	77	81	85	83	159	89	523	101	105	107	109	111	115	119	121	313	319	323	329	339	343	345
	..	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	P M	P M	P M	P M
Boston ♁ .....lve.	0	†709	†8c4	†817	†9 35	k950	†1045	†1110	†1155	†1230	*1240	k1 15	†215	†2 50	†2 48	†320	†4 00	†4 02	†452	†444	†5 00	†5 11	†5 50	†5 31	†6 20	†7 10	†7 48	†8 35	†9 15	†1020	†1124	†1127	§1145	§2 15	§3 00	§5 15	§8 15	§3 45	§1030
East Somerville + ♁	3	7 15	8 09	— —	— —	— —	— —	11 15	12 01	— —	— —	— —	— —	— —	2 54	— —	— —	4 08	4 37	— —	— —	— —	— —	5 37	— —	— —	7 55	— —	9 21	10 26	— —	11 33	11 50	— —	3 06	6 20	8 21	— —	10 36
Chelsea + ... ♁	5	7 24	⊙	8 27	— —	— —	10 55	11 24	12 09	— —	s —	— —	— —	— —	3 02	— —	— —	4 16	4 45	— —	— —	5 23	— —	— —	6 31	7 20	8 01	— —	9 29	10 35	— —	11 42	11 58	2 24	3 15	5 29	8 30	— —	10 48
Revere + ... ♁	7	7 30	— —	— —	— —	— —	— —	11 28	12 13	— —	— —	— —	— —	— —	3 07	— —	— —	4 20	— —	— —	— —	5 27	— —	⊙	— —	— —	8 05	— —	9 33	— —	— —	11 45	12 02	— —	— —	6 33	8 34	— —	10 50
West Lynn ..... ♁	11	7 38	— —	— —	— —	— —	— —	11 35	12 20	— —	— —	— —	— —	— —	3 14	— —	— —	4 28	4 55	— —	— —	5 34	— —	6 09	6 41	— —	8 12	— —	9 40	10 47	— —	11 52	12 09	— —	3 26	6 40	8 42	— —	10 58
Lynn + ... ♁	12	7 42	8 46	8 39	9 54	10 09	11 07	11 38	12 24	12 50	12 59	1 34	— —	2 49	3 18	3 38	4 19	4 31	4 58	5 03	5 19	5 38	— —	6 12	6 45	7 32	8 15	8 54	9 44	10 52	— —	11 56	12 13	2 35	3 29	6 44	8 46	10 04	11 02
East Lynn	12	7 45	8 48	— —	— —	— —	— —	11 40	12 26	— —	— —	— —	— —	— —	3 20	— —	— —	— —	— —	— —	— —	— —	— —	6 15	6 47	— —	8 17	— —	9 47	10 55	— —	11 58	12 15	— —	3 31	6 48	8 48	— —	11 04
Swampscott + .. ♁	13	7 48	8 50	— —	— —	— —	— —	11 43	12 29	— —	— —	1 38	— —	— —	3 22	— —	4 23	4 34	— —	— —	— —	— —	— —	6 18	6 50	7 37	8 20	— —	9 50	10 58	— —	12 00	12 18	— —	3 34	6 49	8 51	— —	11 07
Salem + ... ♁	17	7 55	8 58	8 49	10 03	10 18	11 17	11 50	12 37	1 00	1 09	1 45	2 42	2 59	3 29	3 49	4 30	4 44	5 07	5 13	5 29	5 48	5 58	6 24	6 58	7 44	8 28	9 04	8 58	11 05	11 51	12 07	12 25	2 44	3 41	6 57	8 53	10 14	11 16
Beverly + ... ♁	19	8 00	A M	8 54	10 08	10 23	11 23	11 56	Noon	1 05	1 16	1 50	2 48	3 04	P M	3 55	P M	4 50	5 12	5 18	5 35	P M	6 04	P M	7 04	7 49	8 33	9 10	10 03	11 10	11 56	Night	12 31	2 50	3 47	6 05	9 05	10 20	11 21
North Beverly ..... ♁	21	A M	....	A M	A M	A M	A M	12 01	.....	1 10	P M	P M	P M	P M	.....	P M	.....	P M	P M	5 25	P M	.....	P M	.....	P M	P M	P M	9 15	P M	P M	P M	.....	12 36	3 00	3 52	P M	P M	P M	P M
Hamilton and Wenham ♁	23	.....	.....	.....	.....	.....	.....	12 06	.....	1 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 27	.....	.....	.....	.....	.....	.....	.....	9 20	.....	.....	.....	.....	12 40	3 05	3 56	.....	.....	.....	.....
[ARRIVE		.....	.....	.....	.....	.....	.....	Noon	▲	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	P M	.....	.....	.....	.....	.....	.....	.....	▲	.....	.....	.....	.....	Noon	P M	P M	.....	.....	.....	.....

[LEAVE	4	8	10	12	14	18	20	26	36	38	42	54	56	60	66	72	78	80	82	88	90	98	108	112	114	116	118	120	122	302	308	316	318	322	324	334	342	352	354	356	358
Hamilton and Wenham ...	....	....	....	▲	....	....	....	A M	▲	....	....	....	....	Noon	....	....	....	....	....	....	....	....	P M	....	▲	....	....	....	....	....	....	....	Noon	....	P M	P M	....	....	....	....	....
				†659				†812		†900				†1230									†627		†7 45								§1258		§340	§543					
North Beverly..	A M	....	A M	7 03	....	A M	A M	8 16	A M	9 05	....	A M	A M	12 34	P M	P M	P M	P M	....	P M	....	....	6 31	P M	7 49	....	P M	P M	P M	A M	A M	Noon	1 02	P M	3 44	5 52	P M	P M	P M	P M
Beverly	†554	A M	†646	7 09	A M	†733	†750	8 21	†900	9 10	A M	†1055	†1153	12 40	†1102	†155	k321	†327	P M	†4 38	P M	†540	6 36	†7 02	7 54	P M	†825	†8 49	†1029	§853	§1040	§1229	1 07	§247	3 49	5 57	§702	§838	§910	§9 42	§1008
Salem	6 00	†630	6 52	7 15	†729	7 39	7 56	8 26	9 05	9 15	†9 58	11 01	11 59	12 46	1 07	2 02	3 27	3 53	†568	4 43	†5 07	5 46	6 41	7 08	7 59	†8 53	9 30	9 55	10 34	8 58	10 45	12 35	1 13	2 53	3 55	6 03	7 08	8 44	9 16	9 48	10 13
Swampscott.	6 07	6 37	— —	7 22	— —	7 40	— —	— —	— —	9 22	— —	— —	— —	12 53	1 13	2 12	— —	— —	— —	— —	— —	5 53	6 48	7 15	8 06	8 58	— —	10 02	— —	— —	— —	— —	1 20	2 59	4 02	6 10	— —	— —	— —	8 55	— —
East Lynn	6 09	6 39	— —	— —	— —	7 48	— —	— —	— —	— —	— —	— —	— —	b1255	— —	— —	— —	— —	— —	— —	— —	5 55	— —	— —	8 08	— —	— —	10 04	— —	— —	— —	1 22	— —	4 04	6 12	— —	— —	— —	8 57	— —
Lynn	6 11	6 42	7 02	7 26	7 39	7 51	8 07	8 35	9 14	9 26	— —	11 11	12 08	12 59	1 17	2 18	3 37	3 43	4 08	4 52	5 17	6 00	6 53	7 19	8 11	9 03	9 39	10 06	10 43	9 07	10 53	12 46	1 25	3 03	4 07	6 15	7 17	8 53	9 27	10 00	10 24
West Lynn	6 14	6 45	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 02	— —	— —	— —	— —	— —	— —	— —	— —	6 56	— —	— —	9 06	— —	10 09	— —	— —	— —	— —	1 28	— —	4 10	6 18	— —	— —	— —	10 03	— —
Revere	6 22	6 53	— —	— —	7 48	— —	— —	— —	— —	— —	— —	— —	— —	1 09	— —	— —	— —	— —	— —	— —	— —	— —	7 03	— —	— —	9 11	— —	10 16	— —	— —	— —	— —	1 36	— —	4 17	6 25	— —	— —	— —	— —	— —
Chelsea	6 26	6 57	— —	7 36	7 52	— —	— —	— —	— —	9 37	— —	— —	12 20	1 15	— —	— —	— —	— —	4 19	— —	5 50	6 11	7 07	7 28	8 22	9 15	— —	10 20	— —	— —	11 03	— —	1 40	— —	4 21	6 29	7 27	9 04	— —	10 14	10 34
East Somerville	6 33	7 05	— —	— —	8 00	— —	— —	— —	— —	— —	— —	— —	— —	1 23	— —	— —	— —	— —	— —	— —	— —	6 18	7 13	— —	8 30	9 23	— —	10 28	— —	— —	— —	— —	1 49	— —	4 29	6 37	— —	— —	— —	10 22	— —
Boston	6 40	7 10	7 20	7 50	8 05	8 10	8 25	8 52	9 32	9 46	10 22	11 30	12 30	1 30	1 35	2 37	3 55	4 00	4 30	5 10	5 43	6 24	7 20	7 40	8 35	9 28	9 57	10 33	11 00	9 25	11 13	1 05	1 55	3 21	4 35	6 42	7 37	9 15	9 45	10 27	10 45
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M

Additional Trains—Leave Boston for Swampscott †6 30, †8 18 a.m., †5 05, †5 25, †6 04 p.m.; for Salem §10 20 a.m., †6 07 p.m.; for Lynn †1 22 a.m., †5 39 p.m.; for Beverly §8 15, §9 45, §10 45 a.m., §3 45, §4 30, §6 00, §6 10, §7 10, §9 00 p.m. Leave Beverly for Lynn †6 20 p.m.; for Boston §7 53, §11 44 a.m., §1 50, §4 40, §5 18, §7 32 p.m. Leave Salem for Boston †6 22, †8 01, †8 50 a.m., k12 32 noon. Leave Swampscott for Boston †7 02, †8 17, †11 20 a.m. Leave Lynn for Boston †9 46 a.m., †2 00, †5 46 p.m. Leave Lynn for Beverly †6 25 a.m. Leave Lynn for Hamilton and Wenham †8 15 a.m.

Table 44—WESTERN DIVISION—BOSTON AND PORTLAND.

743	707	705	103	95	21	61	75	51	365	15	39	19	5	7	607	3	121	1	Ms	October 11, 1909.	36	8	602	10	54	12	52	14	508	16	90	146	174	702	724	732	748	744	748
PM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	....	AM	...	lve..+Boston ♁..arr.	AM	AM	AM	AM	AM	Noon	PM	PM	PM	PM	PM	....	AM	PM	PM	....	PM	PM
§1015	§9 15	§800	†1125	†9 35	*600	*614	†400	†330	†214	*1 15	†1150	†8 45	†800	†7 30	†700	†600	....	†300	0	....Union Station....	8 00	8 25	8 55	10 15	10 50	12 05	2 00	3 15	4 45	6 55	8 00	....	9 25	9 20	4 40	6 30	....	8 00	10 02
10 45	- -	8 33	11 48	9 57	....	- -	- -	3 52	2 37	- -	12 16	- -	- -	7 57	7 29	6 29	....	- -	13	+.....Reading.....♁	- -	- -	- -	- -	10 31	- -	1 40	- -	- -	7 34	....	- -	8 57	4 13	- -	....	- -	9 34
....	8 20	8 20	k1155	†9 35	■528	†506	†340	†340	†230	▽1205	†1205	†8 35	....	d7 31	†646	r627	....	....	26	lve...+Lowell ♁..arr.	r810	....	8 52	10 17	11 52	....	....	3 58	5 12	8 56	7 46	....	9 31	9 08	4 41	....	....	....	9 42
- -	- -	8 47	u1200	10 12	- -	- -	- -	4 06	2 52	- -	12 31	- -	- -	8 11	7 43	- -	....	- -	20	..Lowell Junction ♁	- -	- -	8 27	- -	10 18	- -	- -	- -	- -	7 20	....	- -	8 42	- -	- -	....	- -	9 20
11 04	- -	8 55	12 07	10 20	- -	5 48	- -	4 14	3 00	- -	12 40	- -	- -	8 19	7 51	6 49	....	- -	23	+.....Andover.....♁	7 26	- -	8 21	- -	10 11	- -	1 26	- -	- -	7 11	....	- -	8 32	5 53	- -	....	- -	9 12
11 04	9 46	8 54	12 05	10 20	6 33	5 47	4 30	4 14	3 02	1 48	12 40	9 16	....	8 19	7 50	6 50	....	....	27	lv. +No. Reading ♁ ar.	7 26	....	8 30	9 44	10 12	11 32	1 24	2 42	4 11	6 21	7 09	....	8 51	8 28	3 50	5 53	....	8 28	9 09
11 11	9 55	9 03	12 14	10 27	6 40	5 56	4 40	4 22	3 09	1 57	12 50	9 28	- -	8 27	7 59	6 58	....	3 54	26	+..South Lawrence..♁	7 17	e740	8 15	9 36	10 02	11 26	1 17	2 38	4 05	6 15	6 58	....	8 46	8 19	3 44	5 54	....	8 22	9 03
11 15	- -	9 07	12 19	10 31	- -	6 00	- -	4 26	3 13	- -	12 56	- -	- -	8 31	8 03	7 02	....	- -	28	+.North Andover.♁	7 13	- -	8 10	- -	9 58	- -	1 13	- -	- -	- -	6 53	....	- -	8 15	3 40	- -	....	- -	6 59
11 26	- -	9 17	12 28	10 40	- -	6 10	- -	4 38	3 23	- -	1 07	- -	- -	8 39	8 13	7 12	....	- -	33	+....Bradford.....♁	7 02	- -	8 02	- -	9 50	- -	1 04	- -	- -	- -	6 43	....	- -	8 07	3 30	- -	....	- -	6 50
11 27	10 08	9 20	12 30	10 42	6 54	6 14	4 53	4 41	3 25	2 11	1 14	9 43	8 53	8 43	8 20	7 15	....	4 08	33	+....Haverhill.....♁	7 00	e726	8 00	9 25	9 48	11 15	1 02	2 25	3 54	6 04	6 41	....	8 35	8 05	3 28	5 41	....	8 11	8 48
PM	- -	9 30	Night	PM	- -	6 24	- -	4 52	PM	- -	1 25	- -	- -	8 53	8 29	7 24	....	- -	38	+....Westville.....♁	6 48	- -	7 46	- -	9 38	- -	12 51	- -	- -	- -	6 28	....	- -	7 55	3 17	- -	....	- -	8 36
....	- -	9 32	....	....	- -	6 27	- -	4 55	....	- -	1 28	- -	- -	8 56	8 31	7 27	....	- -	39	+.....Plaistow.....♁	6 45	- -	7 44	- -	9 36	- -	12 48	- -	- -	- -	6 26	....	- -	7 53	3 15	- -	....	- -	8 33
....	- -	9 37	....	....	- -	6 32	- -	5 07	....	- -	1 34	- -	- -	9 07	8 36	7 32	....	- -	41	+..Newton Junc..♁	6 40	- -	7 39	- -	9 31	- -	12 43	- -	- -	- -	6 20	....	- -	7 48	3 10	- -	....	- -	8 28
....	....	....	....	....	....	†845	....	....	....	....	1 53	....	....	....	....	8 10	....	....	46	arr. +Merrimac..lve.	....	....	†715	....	....	....	†125	....	....	....	†555	....	....	....	....	....	....	....	....
....	- -	9 47	....	....	- -	*842	- -	5 17	....	- -	1 43	- -	- -	9 16	8 46	7 42	....	- -	46	+.East Kingston.♁	6 31	- -	7 30	- -	9 22	- -	12 34	- -	- -	- -	6 11	....	- -	7 40	3 01	- -	....	- -	8 19
....	10 33	9 55	....	....	7 18	6 50	5 17	5 25	....	2 36	1 52	10 09	- -	9 24	8 54	7 50	....	4 36	51	+.....Exeter.....♁	6 23	- -	7 22	9 01	9 14	10 50	12 25	1 59	3 30	5 39	6 02	....	8 05	7 31	2 53	5 16	....	7 46	8 10
6 37	- -	10 05	....	....	- -	7 00	- -	5 47	6 17	- -	2 03	- -	- -	9 43	9 06	8 00	....	4 45	56	+.Rockingham Jn.♁	6 11	6 52	7 11	- -	9 05	f10 39	12 15	- -	- -	- -	5 52	....	- -	7 21	2 43	- -	....	- -	8 00
A M	- -	10 10	....	....	- -	7 04	- -	5 52	P M	- -	2 08	a	- -	9 48	9 11	8 04	A M	- -	58	+..Newmarket...♁	6 06	- -	7 06	- -	8 58	- -	12 06	- -	3 19	- -	5 44	P M	u751	7 16	2 38	- -	P M	- -	7 55
§1118	11 01	10 32	....	....	7 47	7 26	5 46	6 14	†313	3 06	2 31	10 44	- -	10 07	9 31	8 27	†610	5 04	68	+.....Dover.....♁	5 47	e626	6 47	8 34	8 38	10 20	11 46	1 31	3 00	5 11	†520	7 00	7 36	6 57	2 18	4 48	7 00	7 17	§735
11 25	- -	10 39	....	....	- -	7 38	- -	6 22	3 20	- -	2 38	- -	- -	A M	9 38	8 34	6 17	A M	70	arr. +Rollinsford.lve.	5 40	- -	6 40	8 27	8 32	- -	11 37	- -	- -	5 01	P M	6 53	- -	6 50	2 10	- -	6 54	- -	P M
11 31	....	....	....	....	....	7 41	....	6 32	3 27	....	....	....	....	....	9 45	8 43	7 09	....	73	ar. +Somersworth.♁ lv.	5 32	....	6 10	8 18	8 18	....	†1130	....	....	†450	....	6 45	....	....	§200	....	§645	....	....
A M	....	9 55	....	....	....	7 22	....	6 10	P M	....	2 28	....	....	....	A M	8 18	6 10	....	73	lve..Somersworth..arr.	5 52	....	7 09	8 43	8 43	....	A M	....	....	5 10	....	7 03	....	2 20	....	7 03	....	....
....	- -	10 39	....	....	- -	7 53	- -	6 22	....	- -	2 38	- -	- -	....	....	8 34	6 17	....	70	lve..Rollinsford ♁ arr.	5 40	- -	6 40	8 27	8 32	- -	....	- -	- -	5 01	....	6 53	- -	6 50	2 10	- -	6 54	- -	....
....	- -	10 43	....	....	- -	7 57	- -	6 26	....	- -	2 43	a10 54	- -	....	....	8 38	6 21	....	72	+..Salmon Falls..♁	5 36	- -	†636	- -	8 28	- -	....	- -	2 48	4 57	....	6 49	- -	6 46	2 06	- -	6 49	- -	....
....	11 21	10 55	....	....	8 05	7 48	- -	6 38	....	3 26	2 55	11 06	1001	1 35	....	8 49	6 33	....	78	+.North Berwick.♁	†525	- -	A M	8 14	†817	10 02	1 32	1 13	2 38	4 47	....	6 38	- -	§635	§155	- -	6 38	- -	....
....	11 33	A M	....	....	- -	P M	a813	6 50	....	3 38	P M	11 18	- -	P M	....	9 00	6 45	....	85	+...Wells Beach...♁	A M	- -	....	8 00	A M	9 48	A M	- -	- -	4 34	....	6 15	- -	A M	P M	- -	6 24	k851	....
....	12 42	....	....	....	8 23	....	6 22	7 00	....	3 48	....	11 28	- -	†1 20	....	9 08	6 55	....	90	+...Kennebunk...♁	....	- -	....	7 50	....	9 38	10 52	12 53	2 18	4 24	....	6 03	7 01	....	....	4 14	6 14	6 43	....
....	11 57	....	....	....	8 37	....	6 37	7 16	....	4 04	....	11 45	- -	1 37	....	9 23	7 12	....	100	+.....Biddeford.....♁	....	- -	....	7 35	....	9 21	10 36	12 37	2 02	4 09	....	5 48	6 44	....	....	3 59	5 59	6 27	....
....	12 00	....	....	....	8 39	....	6 40	7 19	....	4 08	....	11 48	- -	1 39	....	9 26	7 15	....	100	+.....Saco.....♁	....	- -	....	7 31	....	9 18	10 33	12 33	1 59	4 06	....	5 43	- -	....	....	- -	5 56	- -	....
....	12 08	....	....	....	8 47	....	6 48	7 27	....	4 17	....	11 57	1042	1 49	....	9 34	7 25	....	104	+..Old Orchard..♁	....	- -	....	7 23	....	9 10	10 24	12 24	1 51	3 58	....	5 34	6 34	....	....	- -	5 48	6 18	....
....	12 13	....	....	....	- -	....	b652	7 32	....	4 22	....	12 02	- -	1 54	....	9 39	7 31	....	107	+....Pine Point....♁	....	- -	....	7 18	....	gs	10 19	s	- -	3 52	....	5 28	- -	....	....	- -	5 45	- -	....
....	12 18	....	....	....	- -	....	b657	7 37	....	4 27	....	12 07	- -	1 59	....	9 43	7 36	....	109	+..Scarboro Beach..♁	....	- -	....	7 13	....	gs	10 14	s	1 42	3 47	....	5 23	- -	....	....	- -	5 38	- -	....
....	12 30	....	....	....	9 05	....	7 10	7 50	....	4 40	....	12 20	1100	2 13	....	9 55	7 50	....	....	+...Union Station.....	....	....	§510	....	†700	*8 50	†1000	*1205	†130	†335	....	†510	†615	....	....	§335	§525	§6 00	....
....	Noon	....	....	....	P M	....	P M	P M	....	P M	....	Noon	A M	P M	....	A M	A M	....	115	arr...Portland ♁..lve.	....	A M	....	A M	....	A M	A M	Noon	P M	P M	....	P M	P M	....	....	P M	P M	P M	....

Additional Trains are run between Portland and Biddeford, Saco and Old Orchard, and between Dover, Rollingsford and Somersworth during Summer months.

Table 45—MANCHESTER AND LAWRENCE BRANCH.

Sun.	Sun.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Ms	October 4, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.	Sun	Sun.
Noon	A M	P M	P M	P M	P M	Noon	A M	A M	A M	...	LEAVE [ARRIVE	A M	A M	P M	P M	P M	P M	P M	A M	P M	P M	P M
§200	§8 00	k1126	*6 00	†4 59	†2 50	†1225	†830	†600	†3 00	...	+...Boston...♁	9 45	1 10	5 34	6 09	6 00	10 38	9 20	4 40	6 30	8 44	
1 01	9 15	12 25	6 46	5 54	3 42	1 16	9 23	7 26	4 04	0	+North Lawrence♁	7 14	9 01	12 09	4 09	5 14	6 53	9 34	8 12	3 04	5 41	7 41
1 06	9 20	e1229	6 51	5 59	3 47	1 21	9 28	7 30	- -	3	+...Methuen...♁	7 08	8 56	12 05	4 03	5 08	6 28	9 29	8 08	2 59	5 35	7 35
1 09	9 23	- -	6 53	6 02	- -	1 24	9 31	7 33	- -	3	Hampshire Road♁	7 05	- -	12 02	- -	5 05	6 25	- -	8 05	- -	5 32	- -
1 16	9 30	12 37	7 00	6 08	3 55	1 31	9 38	7 40	- -	7	+..Salem, N.H..♁	7 00	8 49	11 57	3 57	5 00	6 20	9 22	7 59	2 51	5 26	7 27
1 21	9 35	e1241	7 05	6 13	4 00	1 37	9 43	7 45	- -	9	+.Canobie Lake.♁	6 55	- -	11 52	3 50	4 56	6 16	9 17	7 54	2 46	5 21	7 22
1 29	9 43	e1249	7 12	6 22	4 09	1 50	9 51	7 52	- -	12	+Windham Junc♁	6 49	8 40	11 46	3 44	4 50	6 09	9 11	7 48	2 40	5 15	7 16
1 38	9 50	12 55	7 18	6 29	4 16	2 02	9 58	7 59	4 32	15	+.....Derry.....♁	6 39	8 33	11 39	3 34	4 43	6 02	9 04	7 37	2 32	5 07	7 07
1 42	9 56	- -	es	6 35	- -	2 08	10 04	8 05	- -	18	+.....Wilson.....♁	6 33	- -	11 32	3 27	4 36	5 56	e8 53	7 31	2 26	5 01	7 01
1 46	10 00	e1203	7 27	6 39	e4 32	2 12	10 08	8 09	- -	20	+..Londonderry..♁	6 29	8 23	11 28	3 23	4 32	5 52	8 50	7 27	2 22	4 57	6 57
1 58	10 12	1 13	7 38	6 51	4 44	2 24	10 20	8 23	4 50	26	+ Manchester ♁	†618	†812	†1115	†3 12	†4 20	†540	†8 38	‡7 15	‡2 10	§445	§6 45
PM	A M	A M	P M	P M	P M	P M	A M	A M	A M	...	ARRIVE] [LEAVE	A M	A M	A M	P M	P M	P M	P M	A M	P M	P M	P M

Table 46—LAKE SHORE BRANCH.

Sun.	Sun.	Pas.	Pas.	Pas.	Ms	October 4, 1909.	Pas.	Pas.	Pas.	Sun.
....	....	P M	Noon	A M	....	LEAVE [ARRIVE	....	P M	P M	....
....	P M	†3 05	†1248	†8 10	....	+....Laconia....♁	A M	1 21	5 17	A M
....	§5 15	3 10	1 20	8 15	0	+....Lakeport...♁	10 36	12 47	5 10	10 22
....	5 21	3 16	1 26	8 21	3	.....Lily Pond.....	10 30	12 41	5 04	10 16
....	5 24	3 19	1 29	8 24	4	.....Gilford.....	10 27	12 38	5 01	10 13
....	5 27	3 22	1 32	8 27	5	.....Glendale.....	10 24	12 35	4 68	10 10
....	5 28	3 24	1 34	8 29	6	...Belknap Point...	10 22	12 33	4 56	10 08
....	5 33	3 28	1 38	8 33	7	..Lake Shore Park♁	10 18	12 29	4 52	10 04
....	5 40	3 34	1 44	8 39	10	....Spring Haven....	10 13	12 24	4 47	9 59
....	5 44	3 38	1 48	8 43	11	.....West Alton...♁	10 09	12 20	4 43	9 55
....	5 50	3 44	1 54	8 49	14	....Mount Major....	10 02	12 12	4 35	9 47
....	5 57	3 51	2 01	8 56	16	.....Loon Cove.....	9 56	12 05	4 28	9 40
....	6 02	3 56	2 06	9 01	18	+...Alton Bay...♁	†9 51	†1200	†4 22	§9 35
....	P M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	Noon	P M	A M

Table 47—WESTERN DIVISION.—KENNEBUNK AND KENNEBUNKPORT TRAINS.

....	....	....	673	669	665	663	659	655	M	October 4, 1909.	652	654	660	664	668	670	....	....	....
....	....	....	P M	P M	P M	A M	A M	A M	..	LEAVE] [ARRIVE	A M	A M	A M	Noon	P M	P M	....	....	....
....	....	....	†7 05	†430	†100	†1135	†942	†820	0	+..Kennebunk....	7 43	9 03	11 23	12 48	3 33	6 00	....	....	....
....	....	....	7 11	4 36	1 06	11 41	9 48	8 27	3	.....Parsons.....	7 37	8 57	11 17	12 42	3 27	5 53	....	....	....
....	....	....	7 13	4 38	1 08	11 43	9 50	8 30	3	+Kennebunk Beach..	7 35	8 55	11 15	12 40	3 25	5 50	....	....	....
....	....	....	7 15	4 40	1 10	11 45	9 52	8 33	4	....Grove Station....	7 33	8 53	11 13	12 38	3 23	5 48	....	....	....
....	....	....	7 18	4 43	1 13	11 48	9 55	8 36	5	+Kennebunkport..	†730	†850	†1110	†1235	†320	†545	....	....	....
....	....	....	P M	P M	P M	A M	A M	A M	..	ARRIVE] [LEAVE	A M	A M	A M	Noon	P M	P M	....	....	....

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; § Sunday only; *a* stops to leave Boston passengers; *b* stops to leave from Lowell, Lawrence, Boston or Haverhill; *d* via Wilmington Junction; *e* stops to leave passengers only; *g* stops week-days to leave from east of Portland or to take for west of Biddeford; *k* stops to take for Haverhill, Lawrence, Lowell or Boston; *k* Saturday only; *r* via Southern Division; *s* stops Sunday only; *t* does not stop Sunday; *u* stops Saturday only; *v* Sunday leaves 12 10 noon. ■ Week-days, via Wilmington Junction, Sunday leaves 5 45 p.m. + Coupon stations; ♁ Telegraph stations.

PINTSCH GAS In use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

BOSTON AND MAINE RAILROAD.

BOSTON & MAINE SYSTEM.

Table 48—WESTERN DIVISION.—LOCAL TRAINS BETWEEN BOSTON, LOWELL, NORTH LAWRENCE AND HAVERHILL.

759	753	723	719	711	89	85	81	369	67	411	367	409	107	407	361	359	33	355	M	December 6, 1909.	32	300	44	46	354	58	404	84	362	364	408	86	102	774	708	712	716	728	734	752
PM	P M	P M	P M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	..	LEAVE / ARRIVE	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M	P M	P M
§840	§705	§330	§214	§1030	†805	†705	†635	†603	†532	†459	†430	†250	k120	†1225	†1055	†924	†915	†700	0	+.... Boston.... ♁	7 36	7 55	8 53	9 25	1006	11 55	1 10	2 36	4 14	5 34	6 09	10 38	11 23	1015	11 10	1 15	2 25	5 00	7 00	11 27
- -	7 15	3 40	2 25	10 40	8 16	7 16	6 45	- -	- -	- -	- -	- -	- -	- -	- -	9 32	- -	7 10	5	+.... Malden .... ♁	- -	7 45	- -	9 14	- -	11 45	- -	2 28	4 04	5 24	- -	10 28	11 13	1006	11 00	1 05	2 16	4 51	6 50	11 18
- -	7 19	3 44	2 29	10 44	8 21	7 20	6 50	- -	- -	- -	- -	- -	- -	- -	- -	9 42	- -	7 14	7	..... Wyoming .... ♁	- -	7 41	- -	9 09	- -	11 41	- -	2 22	- -	5 20	- -	10 23	11 08	1002	10 56	1 00	2 12	4 47	6 46	11 14
- -	7 21	3 48	2 31	10 46	8 23	7 23	6 52	- -	- -	- -	- -	- -	- -	- -	- -	9 44	- -	7 16	7	+.... Melrose .... ♁	- -	7 39	- -	9 07	- -	11 39	- -	2 20	- -	5 18	- -	10 21	11 07	1000	10 54	12 58	2 10	4 45	6 44	11 12
- -	7 24	3 49	2 34	10 49	8 28	7 26	6 55	- -	- -	- -	- -	- -	- -	- -	- -	9 49	- -	7 18	8	+.Melrose Highlands. ♁	- -	7 30	- -	9 05	- -	11 36	- -	2 17	- -	5 16	- -	10 19	11 05	9 57	10 52	12 56	2 08	4 43	6 42	11 10
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	9 52	- -	- -	10	+.Wakefield Junc. ♁	- -	- -	- -	8 59	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
8 57	7 29	3 54	2 40	10 54	8 32	7 32	7 01	6 21	5 52	5 18	- -	3 06	1 38	- -	11 12	9 54	- -	7 24	10	+.... Wakefield .... ♁	7 17	7 31	- -	8 57	- -	11 31	12 53	2 12	3 54	5 11	5 51	10 14	11 00	9 52	10 47	12 51	2 03	4 38	6 37	11 05
9 02	7 34	3 59	2 45	10 58	8 37	7 37	7 06	6 26	5 57	5 20	- -	3 13	1 43	- -	11 16	9 59	- -	7 29	13	+.... Reading .... ♁	7 13	7 26	- -	8 53	- -	11 26	12 48	2 07	3 50	5 05	5 47	10 10	10 56	9 48	10 43	12 47	1 58	4 34	6 32	11 01
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	13	.Reading Highlands.	- -	7 20	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
9 08	7 42	4 06	2 53	11 06	8 44	7 44	7 14	6 33	6 04	5 27	- -	- -	1 50	- -	11 24	1007	- -	7 36	17	+.North Wilmington. ♁	7 05	7 14	- -	8 44	- -	11 18	12 40	1 59	3 43	4 58	5 40	10 02	e1049	9 47	10 35	12 38	1 50	4 26	6 24	e1054
- -	7 45	4 09	2 58	11 09	- -	- -	- -	- -	6 07	- -	- -	- -	- -	- -	11 27	1010	- -	7 40	18	.Wilmington Junc. ♁	- -	7 11	- -	- -	- -	- -	- -	a1 58	3 40	4 54	- -	- -	- -	- -	- -	12 35	- -	6 21	- -
9 15	- -	4 13	3 00	- -	- -	- -	7 22	8 40	- -	5 33	- -	- -	- -	- -	11 31	1014	- -	7 43	20	Lowell Junction ♁	6 58	7 07	8 27	- -	- -	11 11	12 33	- -	3 36	4 51	5 34	9 56	- -	- -	- -	12 32	- -	4 20	6 17	- -
9 42	....	4 41	3 23	....	....	....	7 45	7 03	....	5 56	....	....	....	....	11 52	1039	....	....	26	arr. +Lowell ♁ .lve.	....	†646	†804	....	....	†1050	†1205	....	†310	†425	†506	†9 35	....	....	....	§1210	....	§350	§645	....
9 18	7 50	4 16	3 03	11 14	8 50	7 52	7 25	6 43	6 12	5 36	- -	- -	1 57	- -	11 34	1017	- -	7 46	21	+....Ballardvale.....	6 55	A M	- -	8 37	- -	11 08	12 30	1 51	3 32	4 47	5 31	9 53	10 42	9 34	10 28	12 29	1 45	4 17	6 14	10 47
9 23	7 55	4 21	3 08	11 19	8 55	7 57	7 30	6 48	6 17	5 40	5 03	3 28	2 02	12 59	11 39	1022	- -	7 51	23	+....Andover..... ♁	6 50	....	8 21	8 32	9 35	11 04	12 25	1 46	3 27	4 42	5 26	8 48	10 38	9 29	10 24	12 24	1 39	4 13	6 09	10 43
9 31	8 02	4 28	3 15	11 26	8 03	8 02	7 36	6 53	6 22	5 45	5 10	3 33	2 10	1 05	11 47	1030	9 55	7 56	26	+.South Lawrence. ♁	6 44	....	8 15	8 26	9 29	10 58	12 19	1 40	3 21	4 36	5 20	8 42	10 32	9 23	10 18	12 18	1 33	4 07	6 03	10 37
9 38	8 05	4 32	3 50	11 32	9 07	8 08	7 40	6 58	6 30	5 51	5 15	3 39	2 14	1 11	11 52	1035	9 58	8 02	27	North Lawrence ♁	†640	....	†808	†819	†916	†1050	†1213	†136	†315	†430	†514	†9 36	†1028	§916	§1010	§1210	§125	§401	§547	§1028
9 35	8 08	4 32	3 19	11 30	9 07	8 11	P M	7 01	P M	P M	5 14	P M	P M	P M	11 51	1034	- -	8 03	28	+.North Andover. ♁	A M	....	8 10	8 21	9 24	10 52	12 07	P M	3 16	4 30	5 08	9 36	P M	9 17	10 12	12 12	1 27	4 02	5 57	10 31
9 46	8 16	4 42	3 29	11 40	9 16	8 20	....	7 11	....	....	5 24	....	....	....	12 01	1044	- -	8 13	33	+....Bradford.... ♁	....	....	8 02	- -	- -	10 42	11 57	....	3 06	4 20	4 59	8 27	....	9 07	10 02	12 02	1 17	3 52	6 47	10 22
9 47	8 18	4 44	3 31	11 42	9 18	8 22	....	7 13	....	....	5 29	....	....	....	12 03	1046	10 08	8 15	33	+....Haverhill.... ♁	....	....	†800	†810	†915	†1040	†1155	....	†304	†418	†457	†8 25	....	§905	§1000	§1200	§115	§350	§645	§1020
PM	P M	P M	P M	A M	P M	P M	....	P M	....	....	P M	....	....	....	Noon	A M	A M	A M	..	ARRIVE / LEAVE	....	....	A M	A M	A M	A M	A M	....	P M	P M	P M	P M	....	A M	A M	Noon	P M	P M	P M	P M

Additional Trains—Leave Boston †8 30, †10 30 a.m., §12 00 noon, §5 20 p.m., arrive South Lawrence 9 13, 11 10 a.m., 12 56 noon, 6 27 p.m., North Lawrence 9 20, 11 14 a.m., 1 01, 6 31 p.m. Leave North Lawrence †6 00, †7 14, §7 16, †9 01 a.m., k3 30, †6 48, §7 41 p.m., South Lawrence †6 04, †7 24, §7 20, †9 07 a.m., k3 34, †6 52, §7 48 p.m., arrive Boston †6 50, §8 20, †8 21, †9 45 a.m., k4 22, †7 35, §8 44 p.m.

NOTE.—For additional trains between Boston and Haverhill, see page 175. For additional trains between Boston and Lowell, see page 168.

Table 49—TRAINS BETWEEN NEWBURYPORT, HAVERHILL AND LOWELL.

Sun.	Sun	Sun	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	December 6, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun	Sun.	Sun
....	....	....	....	....	P M	P M	....	....	....	P M	....	A M	....	....	....	....	A M	A M	LEAVE / ARRIVE	△	A M	....	....	....	△	....	P M	P M	P M	....	....	P M	....	....	....	....	....	....	....
....	....	....	P M	P M	†548	†548	....	....	P M	†226	P M	†1100	....	....	A M	A M	†728	†610	+.Newburyport. ♁	A M	8 52	A M	....	....	1 45	P M	4 10	6 20	8 20	....	....	7 59	....	....	....	....	....	....	....
....	....	....	†744	†7 44	6 08	6 08	....	....	†357	2 44	†132	11 22	....	....	†8 41	†8 41	7 38	6 30	+.Georgetown. ♁	7 30	8 35	9 52	....	11 13	....	1 28	2 38	3 54	6 04	6 04	....	....	7 45	....	....	....	....	....	....	....
....	....	....	7 50	7 50	6 14	6 14	....	....	4 03	2 50	1 38	11 28	....	....	8 47	8 47	7 44	6 36	+....Groveland .... ♁	7 23	8 27	9 44	....	11 06	....	1 17	2 29	3 40	5 51	5 51	....	....	7 28	....	....	....	....	....	....	....
....	....	....	7 58	7 59	6 24	6 24	....	....	4 12	2 59	1 48	11 37	....	....	8 56	8 56	7 53	6 46	+....Bradford .... ♁	7 15	8 19	9 35	....	10 58	....	1 09	2 21	3 31	5 41	5 41	....	....	7 20	....	....	....	....	....	....	....
P M	P M	A M	8 02	8 02	6 27	6 27	P M	P M	4 15	3 02	1 51	11 40	A M	A M	8 59	8 59	7 56	6 49	arr. +Haverhill.lve.	7 12	8 16	9 32	A M	10 55	Noon	1 06	2 18	3 28	5 38	5 38	P M	P M	7 17	P M	P M	Night	A M	P M	P M	P M
§5 45	§350	§805	8 25	8 35	6 41	6 28	†804	†457	4 18	3 04	2 25	11 55	†1040	†9 48	9 25	9 15	8 00	7 00	lve..Haverhill ♁ arr.	7 15	8 15	8 43	9 40	10 46	12 03	1 09	2 08	3 25	4 38	5 28	6 14	6 51	7 13	8 22	1042	12 30	9 20	2 08	9 47
5 47	3 52	8 07	9 27	- -	6 43	- -	- -	4 59	4 20	3 06	- -	11 57	10 42	9 50	- -	- -	8 02	7 02	+....Bradford.... ♁	7 12	8 13	8 39	- -	10 44	12 01	1 07	- -	3 23	4 36	5 24	8 10	- -	7 11	8 20	1040	12 28	9 17	- -	9 45
5 57	4 02	8 15	9 36	- -	6 53	6 39	- -	5 08	4 30	3 16	- -	12 07	10 52	9 58	- -	9 24	8 10	7 13	+.North Andover. ♁	7 02	8 03	8 31	- -	10 34	11 52	12 56	- -	3 13	4 26	5 14	8 00	- -	7 01	8 11	1031	12 19	9 07	- -	9 35
6 03	4 07	8 19	9 42	8 46	6 58	6 45	6 15	5 14	4 38	3 21	2 38	12 13	10 58	10 02	9 36	9 29	8 15	7 17	ar +So. Lawrence ♁ lv.	6 58	7 59	8 27	9 28	10 30	11 47	12 50	1 57	3 09	4 22	5 10	5 58	6 40	6 56	8 07	1027	12 14	9 03	1 57	9 31
6 46	4 12	8 20	9 46	8 51	7 09	6 49	6 21	5 18	4 43	3 26	2 42	12 17	11 02	10 12	9 44	9 44	8 18	7 26	arr No. Lawrence ♁ lve.	6 50	7 50	8 19	9 16	10 22	11 40	12 40	1 48	3 02	4 14	5 04	5 47	6 10	6 10	7 56	1020	12 05	8 54	1 48	9 23
5 47	4 01	8 15	9 36	8 54	6 58	6 45	6 25	5 14	4 30	3 15	P M	12 13	10 50	†1000	9 40	9 16	8 08	7 14	lve. No. Lawrence. arr.	7 02	8 02	8 30	9 12	10 35	11 52	12 52	1 11	3 13	4 26	5 15	5 51	6 30	5 58	7 40	1032	12 18	9 15	1 01	9 36
6 03	4 07	8 25	9 42	9 05	7 04	6 50	6 29	5 20	4 38	3 21	....	12 19	10 58	10 05	9 45	9 29	8 15	7 24	lve. So Lawrence. arr.	6 54	7 56	8 24	9 08	10 30	11 47	12 45	1 05	3 09	4 18	5 10	5 45	8 22	6 53	7 36	1027	12 14	9 00	12 52	8 31
6 09	4 13	8 32	9 48	- -	7 11	- -	6 35	5 26	4 42	3 27	....	12 25	11 04	10 11	9 51	9 35	8 21	7 30	+....Andover.... ♁	6 49	7 51	8 19	9 01	10 22	11 39	12 40	†1259	3 00	4 14	†605	5 40	8 17	6 48	7 30	1020	12 07	8 55	12 46	9 23
6 14	4 17	8 37	8 53	- -	7 16	- -	6 39	5 31	4 47	3 32	....	12 30	11 08	10 15	9 56	A M	b -	7 35	+.. Ballardvale	6 44	7 46	8 14	8 56	10 17	11 34	12 34	Noon	2 55	4 08	P M	5 36	6 12	6 43	7 26	e -	e -	8 50	12 41	9 18
6 17	4 21	8 48	1014	- -	7 25	....	- -	5 36	4 53	3 38	....	12 34	11 32	10 20	- -	.....	8 32	....	Lowell Junction ♁	- -	7 43	8 11	- -	10 14	11 31	12 31	.....	2 52	4 06	....	5 33	- -	6 40	7 22	1012	12 00	8 47	12 38	9 15
6 23	4 26	8 53	e -	- -	7 30	▲	- -	5 41	4 58	3 43	....	12 39	11 37	10 25	10 03	.....	8 37	▲	+....Tewksbury.....	▲	7 01	- -	8 49	10 04	11 04	12 19	.....	2 44	3 54	....	5 20	▲	6 28	7 14	e949	e -	8 34	12 24	e -
6 29	4 31	8 58	e -	- -	7 35	....	- -	5 46	5 02	3 48	....	12 44	11 42	10 30	10 08	.....	8 42	....	.....Wamesit..... ♁	....	6 56	7 40	8 44	9 59	10 59	12 14	.....	2 39	3 49	....	5 15	....	6 23	7 09	9 44	e -	8 29	12 19	8 59
6 30	4 35	9 02	e -	- -	7 39	....	- -	5 50	5 06	3 52	....	12 48	11 46	10 33	10 12	.....	8 46	....	.....Wigginville .. ♁	....	6 52	a736	a841	9 56	10 56	12 11	.....	2 36	3 46	....	5 12	....	6 20	7 06	9 41	e -	8 26	12 16	8 56
6 38	4 41	9 08	1053	9 31	7 45	7 30	6 56	5 56	5 12	3 58	....	12 54	11 52	10 39	10 17	.....	8 52	8 10	+.... Lowell .... ♁	†627	†646	†731	†835	†9 50	†1050	†1205	.....	†230	†340	....	†506	†528	†614	†700	†955	k1135	§820	§1210	§850
P M	P M	A M	P M	P M	P M	P M	P M	P M	P M	P M	..	Noon	A M	A M	A M	....	A M	A M	ARRIVE / LEAVE	A M	A M	A M	A M	A M	A M	Noon	.....	P M	P M	....	P M	P M	P M	P M	P M	P M	A M	Noon	P M

Additional Trains—Leave Lowell §2 35, §3 50, §5 45 p.m., North Lawrence §3 05, §4 20, §6 32 p.m., arrive Haverhill 3 31, 4 44, 6 51 p.m. Leave Haverhill §12 00 noon, §8 48 p.m., arrive North Lawrence 12 22 noon, 9 09 p.m., Lowell 1 00, 9 42 p.m.

Table 50—MEDFORD BRANCH—Western Division.—Leave +Boston for +Medford (5.2 miles) †6 25, †6 52, †7 24, †7 54, †8 20, †9 34, †10 50 a.m., †12 00, †12 42 noon, †1 47, †2 47, †4 23, †5 04, †5 24, †5 50, †6 14, †8 50, †7 51, †9 05, †10 10, †11 30 p.m. Leave Medford for Boston †6 06, †6 27, †6 53, †7 25, †7 53, †8 20, †9 07, †10 07, †11 58 a.m., †12 47 noon, †1 20, †2 13, †3 50, †5 01, †5 28, †6 50, †6 25, †7 15, †8 20, †9 40, †11 00 p.m. Running time 16 minutes.

Table 51—WEST AMESBURY BRANCH—Western Division.—Leave +Newton Junction †7 45 a.m., †1 40, †4 42 †6 52 p.m. for +Newton, arriving +Merrimac (5 miles) 8 10 a.m., 1 55, 4 55, 6 45 p.m. Returning, leave Merrimac †7 15 a.m., †12 25 noon, †2 20 p.m., arriving Newton Junction 7 28 a.m., 12 38 noon, 6 15 p.m. Leaves Merrimac †2 20 p.m., arrives Newton 2 28 p.m.

Table 52—ORCHARD BEACH BR.—Western Div.—+Old Orchard to Ocean Park, Bay View House and Camp Ellis (4 miles). Operated during Summer months.

Table 53—TRAINS BETWEEN BOSTON AND SALEM.

....	....	283	281	289	287	283	281	Ms	October 4, 1909.	280	282	284	286	288	290	292	....
....	....	P M	P M	P M	A M	A M	A M	...	LEAVE / ARRIVE	A M	A M	A M	A M	P M	P M	P M	....
....	....	†6 54	†4 04	†3 10	†1100	†7 42	†6 00	0	+.... Boston.... ♁	7 12	8 31	9 52	11 10	2 09	5 48	7 32	....
....	....	- -	4 15	3 24	11 12	7 55	6 10	5	+.....Malden..... ♁	6 59	8 21	9 42	10 59	1 58	5 38	7 21	....
....	....	6 50	4 21	3 32	11 19	8 02	6 15	7	+.....Melrose..... ♁	6 51	8 15	9 36	10 52	1 53	5 32	7 14	....
....	....	6 54	4 24	3 35	11 22	8 05	6 17	8	+Melrose Highlands	6 48	8 13	9 34	10 50	1 50	5 29	7 12	....
....	....	6 59	4 29	3 41	11 28	8 11	6 43	10	+.Wakefield Jn. ♁	6 42	8 07	9 30	10 44	1 46	5 25	7 06	....
....	....	8 07	4 37	3 48	11 35	8 18	6 49	12	.....Montrose.....	6 32	7 57	9 21	10 34	1 39	5 17	6 57	....
....	....	6 12	4 41	3 54	11 40	8 22	6 53	14	.....Lynnfield..... ♁	6 28	7 53	9 17	10 30	1 35	5 13	6 53	....
....	....	6 20	4 50	4 02	11 48	8 30	7 01	17	+.....Peabody ..... ♁	6 19	7 45	9 08	10 22	1 27	5 05	6 45	....
....	....	6 28	4 58	4 10	11 55	8 37	7 08	17	+..... Salem..... ♁	†6 12	†7 38	†9 01	†1015	†1 20	†4 58	†6 37	....
....	....	P M	P M	P M	A M	A M	A M	...	ARRIVE / LEAVE	A M	A M	A M	A M	P M	P M	P M	....

△ Connection for Georgetown and Newburyport made at Bradford. + Coupon stations. ♁ Telegraph stations.

† Daily, except Sunday; § Sunday only; a stops to take passengers; b stops Saturday only; e stops to leave passengers: k Saturday only. ▲ Via Southern Division. STANDARD—*Eastern time.*

BOSTON & MAINE SYSTEM.

BOSTON AND MAINE RAILROAD

Table 54—WESTERN DIVISION.—BOSTON AND NEWBURYPORT AND HAVERHILL, VIA DANVERS.

269	267	265	263	261	259	257	255	251	Mls	*October* 4, 1909.	250	252	254	258	260	262	264	266	268
P M	P M	P M	P M	P M	P M	Noon	A M	A M	....	LEAVE] [ARRIVE	A M	A M	A M	A M	Noon	P M	P M	....	P M
k11 20	†8 35	†6 20	†5 30	†4 55	†2 45	†12 10	†10 15	†7 11	0	+.....**Boston**....♁	7 44	8 12	8 41	11 10	12 36	3 55	7 16	....	10 54
– –	8 47	6 33	– –	– –	– –	12 20	10 29	7 23	5	+.....Malden.....♁	7 34	8 02	– –	10 59	12 25	3 46	7 07	....	10 43
– –	8 52	6 38	– –	– –	– –	12 25	10 34	7 27	7	.......Wyoming....♁	7 30	7 57	– –	10 54	12 20	3 42	– –	....	10 39
– –	8 54	6 41	– –	– –	– –	12 27	10 36	7 29	7	+..... Melrose .....♁	7 28	7 55	– –	10 52	12 18	3 40	– –	....	10 37
– –	8 57	6 44	– –	– –	– –	12 29	10 3.	7 32	8	+. Melrose Highlands . ♁	7 25	7 52	– –	10 50	12 16	3 38	– –	....	10 35
11 37	9 03	6 50	5 46	5 11	3 01	12 35	10 48	7 38	10	+.**Wakefield Jn.**♁	7 20	7 46	8 23	10 44	12 10	3 34	6 58	....	10 29
11 39	9 06	6 56	5 51	5 13	3 04	12 38	10 51	7 42	10	...Wakefield Centre♁	7 14	7 40	8 20	10 40	12 05	3 30	6 55	....	10 25
a11 45	9 13	7 02	5 57	5 20	3 10	12 44	10 57	7 48	13	... Lynnfield Centre♁	7 08	7 34	8 14	10 34	11 59	3 24	6 49	....	10 19
a11 50	9 19	7 08	6 03	5 26	3 18	12 50	11 03	7 54	16	.....West Peabody.. ♁	7 02	7 28	8 08	10 28	11 53	3 18	6 43	....	10 13
a11 58	9 28	7 16	6 12	5 36	3 25	12 59	11 12	8 05	19	...**Danvers Junc.**♁	6 53	7 19	8 00	10 19	11 44	3 08	6 34	P M	10 04
12 01	9 30	7 19	6 16	5 38	3 29	1 02	11 14	8 08	19	+......Danvers.....♁	6 52	†7 18	7 58	10 17	11 43	3 07	6 32	7 13	†10 32
a12 11	P M	7 29	6 29	5 48	3 39	1 13	A M	8 19	23	+....Topsfield.....♁	6 41	A M	7 48	10 06	11 32	2 56	6 20	7 03	P M
a12 16	....	7 35	6 35	5 54	3 45	1 19	....	8 25	28	+.....Boxford......♁	6 35	....	7 42	10 00	11 26	2 50	6 14	6 58	....
12 24	....	7 43	6 44	6 04	3 54	1 28	....	8 35	31	+..**Georgetown**..♁	6 27	....	7 34	9 52	11 18	2 42	6 06	†6 50	....
Night	....	7 59	P M	6 20	4 10	1 45	....	8 52	38	ar.+**Newburyport**♁ lv.	†6 10	....	†7 18	....	†11 00	†2 26	†5 48	P M	....
12 29	....	7 44	....	6 08	3 57	1 32	...	8 41	31	lve..**Georgetown**..arr.	6 22	....	7 30	9 52	11 13	2 36	5 58	....	....
12 42	....	8 02	....	6 27	4 15	1 51	....	8 59	38	+...**Haverhill**....♁	†6 05	....	†7 12	†9 32	†10 55	†2 18	†5 38	....	....
Night	....	P M	....	P M	P M	P M	....	A M	....	ARR'VE] [LEAVE	A M	....	A M		A M	P M	P M	....	....

NOTE.—For additional trains between Boston and Haverhill, see page 174.

Table 55—EASTERN DIVISION.—PORTSMOUTH AND DOVER BRANCH.

593	637	635	593	591	589	587	585	581	M	*October* 4, 1909.	580	584	586	588	590	592	636	640	592
P M	A M	A M	P M	P M	P M	Noon	A M	A M	..	LEAVE] [ARRIVE	A M	A M	P M	P M	P M	P M	A M	P M	P M
§8 52	§10 50	§8 25	†8 52	†5 22	†2 42	†12 20	†9 46	†5 55	0	+.. **Portsmouth** ..♁	7 15	10 52	1 35	4 50	7 10	9 53	7 55	1 35	9 53
8 59	10 57	8 32	8 59	5 29	2 50	12 28	9 54	6 02	5	......Newington......	7 05	10 44	1 26	4 41	7 01	– –	7 45	1 26	– –
9 01	10 59	8 34	9 01	5 31	2 52	12 30	9 56	6 05	5	+....Dover Point......	7 03	10 41	1 23	4 38	6 58	9 42	7 43	1 23	9 42
9 06	11 06	8 41	9 06	5 38	2 58	12 36	10 02	6 12	8	.......Cushing........	6 58	10 36	1 18	4 33	6 53	9 36	7 38	1 18	9 36
9 09	11 09	8 44	9 09	5 41	3 01	12 39	10 05	6 15	10	+......Sawyer......♁	6 54	10 31	1 14	4 29	6 49	9 34	7 34	1 14	9 34
9 14	11 15	8 50	9 14	5 48	3 08	12 44	10 12	6 20	11	+......**Dover**........	†6 50	†10 25	†1 10	†4 25	†6 45	†9 30	§7 30	§1 10	§9 30
P M	A M	A M	P M	P M	P M	Noon	A M	A M	..	ARRIVE] [LEAVE	A M	A M	P M	P M	P M	P M	A M	P M	P M

Table 56—EASTERN DIVISION.—SWAMPSCOTT BRANCH.

391	387	385	383	381	379	375	371	369	365	361	M	*October* 28, 1909.	360	364	366	368	372	374	376	378	380	384	388
P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	..	LEAVE] [ARRIVE	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M
†11 15	†7 48	†6 04	†5 23	†6 05	†4 00	†2 30	k12 40	†11 22	†8 18	†6 30	..	+.....**Boston**.....♁	7 35	8 40	9 00	10 03	11 51	1 30	2 28	4 30	5 45	7 40	11 00
11 41	8 23	6 29	5 46	5 28	4 26	2 57	1 07	11 46	8 55	7 05	0	+..**Swampscott**..♁	7 02	8 17	–	9 41	11 20	12 48	1 49	3 58	5 05	7 09	10 31
11 45	8 27	6 33	5 50	5 32	4 30	3 01	1 11	11 51	8 59	7 09	3	....Phillips Beach....	6 57	8 11	8 36	9 36	11 15	12 43	1 44	3 53	5 00	7 05	10 26
11 47	8 30	6 36	5 53	5 35	4 33	3 04	1 13	11 54	9 02	7 11	3	......Beach Bluff......	6 54	8 09	8 33	9 33	11 12	12 40	1 41	3 50	4 57	7 00	10 23
11 49	8 32	6 38	5 56	5 38	4 36	3 06	1 15	11 56	9 04	7 13	3	.......Clifton	6 52	8 06	8 30	9 31	11 10	12 38	1 39	3 48	4 56	6 59	10 21
11 52	8 35	6 41	5 59	5 41	4 39	3 09	1 18	11 59	9 07	7 16	4	......Devereaux......	6 49	8 03	8 28	9 28	11 07	12 35	1 36	3 45	4 52	6 55	10 18
11 56	8 39	6 45	6 02	5 45	4 45	3 12	1 22	12 03	9 11	7 20	5	+.. **Marblehead** ..♁	†6 46	†8 00	†8 25	†9 26	†11 04	†12 33	k1 34	†3 43	†4 50	†6 52	†10 16
P M	P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	..	ARRIVE] [LEAVE	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M

Table 57—EASTERN DIVISION.—GLOUCESTER BRANCH.

119	111	105	101	89	83	79	65	59	45	33	27	15	7	M	*October* 4, 1909.	10	20	26	36	56	66	72	80	86	98	112	118	122
P M	P M	P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	..	LEAVE] [ARRIVE	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M
†11 24	†9 15	†7 10	†6 20	†6 30	†5 00	†4 30	†3 20	†2 15	†12 40	†10 45	†9 35	†8 17	†7 00	..	+...**Boston**...♁	7 20	8 25	8 46	9 32	12 30	1 36	2 37	4 00	6 10	6 24	7 40	9 57	11 00
11 56	10 03	7 49	7 04	6 04	5 35	– –	3 55	2 48	1 15	11 23	10 08	8 54	8 00	0	+..**Beverly**..♁	6 46	7 50	– –	9 00	11 53	1 02	1 55	3 27	4 38	6 40	7 02	9 25	10 28
12 00	10 07	7 52	7 07	6 08	5 38	6 02	3 59	2 52	1 18	11 26	10 11	8 57	8 04	3	...Montserrat...	6 38	7 43	8 14	8 55	11 48	12 57	1 49	3 21	4 33	6 33	6 57	9 20	10 24
12 05	10 12	7 57	7 11	6 13	5 43	6 06	4 04	2 56	1 22	11 31	10 15	9 01	8 08	4	.....Pride's...♁	6 34	7 38	8 10	8 50	11 43	12 52	1 45	3 16	4 29	6 29	6 53	9 16	10 20
12 08	10 15	8 00	7 13	6 16	5 46	6 08	4 07	.59	1 24	11 34	10 18	9 06	8 12	4	+.Beverly Farms.♁	6 31	7 34	8 06	8 46	11 40	12 49	1 41	3 13	4 26	6 26	6 50	9 13	10 17
12 11	10 19	8 04	7 17	6 20	5 49	6 12	4 10	3 02	1 28	11 37	10 22	9 09	8 16	6	+W.Manchester	6 27	7 30	8 02	8 42	11 36	12 46	1 38	3 09	4 22	6 22	6 47	9 09	10 13
12 14	10 23	8 07	7 21	6 23	5 54	6 17	4 14	3 08	1 32	11 42	10 26	9 13	8 21	7	+.Manchester.♁	6 24	7 27	7 59	8 39	11 33	12 43	1 35	3 16	4 19	5 19	6 44	9 06	10 10
12 19	10 28	8 12	7 26	6 28	5 59	6 22	4 19	3 13	1 37	11 48	10 31	9 18	8 26	9	+..Magnolia..♁	6 19	7 22	7 54	8 35	11 28	12 38	1 30	3 01	4 15	5 14	6 39	9 02	10 05
12 25	10 32	8 16	7 30	a6 32	6 03	6 26	4 23	3 18	1 41	11 52	10 35	9 23	8 31	11	..W.Gloucester..	6 15	7 17	y7 49	8 29	11 23	12 33	1 26	2 56	4 10	5 08	6 34	8 58	10 01
12 30	10 38	8 21	7 36	6 37	6 12	6 33	4 28	3 27	1 47	12 02	10 42	9 32	8 38	13	+.Gloucester.♁	6 11	7 12	7 44	8 25	11 19	12 20	1 20	2 51	4 06	5 04	6 29	8 54	9 57
12 38	10 45	8 29	7 44	6 46	6 20	6 41	4 37	3 36	1 55	12 10	10 50	9 40	8 45	17	+.**Rockport**.♁	†6 03	†7 04	†7 36	†8 17	†11 11	†12 21	†1 09	†2 40	†3 58	†4 54	†6 22	†8 46	†9 49
Night	P M	P M	P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	..	ARRIVE] [LEAVE	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M

Week-day Trains, making all stops—Leaves Boston 5 51 a.m., arrives Rockport 7 32 a.m. Leave Rockport 9 12, 10 12 a.m., arrive Boston 10.22, 11 30 a.m.

Sunday Trains, making all stops—Leave Boston 8 15, 9 45 a.m., 12 40 noon, **2 15**, **4 30**, **6 00**, **7 10**, **9 45** p.m., arrive Rockport 9 30, 11 16 a.m., **1 55**, **3 30**, **5 45**, **7 17** **8 35**, **11 05** p.m. Leave Rockport 7 10, 8 11, 9 58 a.m., **1 08**, **2 05**, **4 35**. **6 19**, **7 54**, **9 24** p.m., arrive Boston 8 43, 9 25, 11 13 a.m., **2 23**, **3 21**, **5 50**, **7 37**, **9 15**, **10 45** p.m.

Table 57a—EASTERN DIVISION.—BOSTON AND SALEM, DANVERS AND LOWELL, VIA SOUTH LAWRENCE.

121	161	99	59	157	155	63	153	39	151	17	145	143	M	*October* 4, 1909.	8	14	22	34	150	148	154	152	156	82	90	160	162	116
P M	P M	P M	P M	P M	P M	P M	PM	A M	A M	A M	AM	....	..	LEAVE] [ARRIVE	A M	A M	A M	A M	AM	A M	Noon	PM	PM	P M	P M	P M	P M	P M
†11 27	†7 10	†6 07	†6 11	†4 44	†4 00	†2 48	†2 15	†11 55	†10 45	†8 04	†5 51	....	..	+.....**Boston**....♁	7 10	8 05	8 36	9 20	0 46	11 30	12 35	2 57	4 00	4 30	5 43	8 45	7 40	9 28
11 56	7 52	6 37	5 38	5 03	4 18	3 18	– –	12 24	11 07	8 46	6 21	A M	..	+......**Lynn**......♁	6 42	7 39	8 11	9 02	9 26	11 11	12 16	2 18	3 43	4 08	5 17	8 28	7 19	9 03
12 07	7 46	6 47	5 50	5 18	4 35	3 29	2 47	12 37	11 25	8 58	6 55	†5 55	0	lve...+**Salem**♁ .arr.	6 30	7 29	8 01	8 48	9 10	10 44	12 03	1 57	3 29	3 58	5 07	8 01	6 57	8 53
12 13	7 52	6 53	5 56	5 25	4 41	3 36	2 53	12 44	11 31	9 06	7 02	6 01	3	+.....Peabody..♁	6 23	7 23	7 54	8 41	9 04	10 37	11 56	1 51	3 22	3 51	5 00	6 54	6 50	8 47
12 20	8 00	7 02	6 06	5 31	4 50	3 43	3 02	12 53	11 40	9 15	7 13	6 15	5	+.....Danvers.....♁	†6 15	7 13	†7 46	8 32	8 55	†10 27	†11 47	1 42	†3 14	†3 44	4 52	†6 45	6 39	†8 40
Night	P M	P M	6 13	P M	4 58	3 50	PM	Noon	11 49	A M	7 20	6 20	7	+....Hathorne....♁	A M	7 03	A M	8 23	8 47	A M	A M	1 34	PM	P M	4 41	P M	6 31	P M
....	....	....	6 25	....	5 04	3 56	....	....	11 55	....	7 25	6 26	10	+....Middleton....♁	....	†6 58	....	8 17	8 41	....	....	1 28	....	....	†4 35	....	6 25	....
....	....	....	6 48	....	5 26	P M	....	....	12 18	....	7 45	A M	20	arr.+**N. Andover**♁ lve.	....	A M	....	7 52	8 22	....	....	1 07	....	....	P M	....	6 04	....
....	....	....	6 55	....	5 32	....	....	....	12 24	....	7 52	....	22	ar..+**S. Lawrence**♁ lv.	....	....	....	....	....	....	....	....	....	....	....	....	....	....
....	....	....	7 00	....	5 36	....	....	....	12 28	....	7 56	....	22	+. **North Lawrence** .♁	....	....	....	†7 45	†8 15	....	....	†1 00	....	....	....	....	†6 57	....
....	....	....	P M	....	P M	....	....	....	Noon	....	AM	....	..	ARRIVE] [LEAVE	....	....	....	A M	AM	....	....	PM	....	....	....	....	P M	....

Table 58—ESSEX BRANCH.—Eastern Division.—Leave +**Hamilton** and **Wenham** for +Essex and +Conomo (6.2 miles) †8 30 a.m., †4 20, †6 45 p.m., arrive Conomo 9 00 a.m., 4 40, 7 05 p.m. Returning, leave Conomo †7 05, †11 55 a.m., †5 28 p.m., arrive Hamilton and Wenham 7 25 a.m., 12 25 noon, 5 58 p.m.

Table 59—MARBLEHEAD BRANCH.—Eastern Division.—Leave +**Marblehead** †6 35, †7 35, †8 23, †9 06, †10 16 a.m., †12 24 noon, †1 49, †3 17, †4 55, †5 35, †6 33, *k*7 42 p.m., arrive +**Salem** (3.7 miles) 6 45, 7 45, 8 33, 9 15, 10 26 a.m., 12 34 noon, 1 59, 3 27, 5 05, 5 45, 6 43, 7 52 p.m. Leave **Salem** †7 00, †8 01, †8 40, †9 35, †10 57 a.m., †1 04, †2 22, †4 08, †5 15, †6 08, †7 15, *k*10 10 p.m., arrive **Marblehead** 7 12, 8 11, 9 00, 9 45, 11 07 a.m., 1 16, 2 32, 4 16, 5 25, 6 18, 7 25, 10 20 p.m.

† Daily, except Sunday; § Sunday only; *a* stops to leave passengers; *k* Saturday only.
+Coupon stations; ♁ Telegraph stations.

STANDARD—*Eastern time.*

BOSTON & MAINE RAILROAD

BOSTON & MAINE SYSTEM.

Table 60—EASTERN AND WESTERN DIVISIONS.

TRAINS BETWEEN BOSTON, LAKEPORT, WOLFEBORO AND THE WHITE MOUNTAINS.

Sun.	Sun.	Pas.	Exp	Pas.	Pas.	Pas.	Mls	*December* 6, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.
		P M	P M		A M			(*Via Eastern Div.*)	A M		Noon			P M		
		†3 30	†1 00		†7 30			lve..+**Boston**...arr.	10 10		12 35			8 00		
		3 49	1 21		7 57			+......**Lynn**.......	9 52		12 16			7 40		
		3 59	1 31		8 10			+.....**Salem**......	9 41		12 06			7 29		
		4 42	2 05		9 02			+.**Newburyport**...	9 02		11 33			6 57		
		5 30	2 51		9 55			+..**Portsmouth**....	8 13		10 46			6 20		
		5 54	3 20		10 30		0	lve..+**Jewett** ♁.arr.	7 53		10 16			5 54		
		6 00	3 25		10 36		3	+.South Berwick.♁	7 48		10 10			5 48		
		6 03	3 28	A M	10 39	A M	3	+..Salmon Falls..♁	7 45	A M	10 07		P M	5 45		
		6 14	3 38	†7 40	10 50	†8 50	6	+.**Somersworth**.♁	7 38	8 12	9 59		6 07	5 37		
		6 26	3 49	7 52	11 02	9 02	13	+...**Rochester**...♁	†7 26	†8 00	†9 45		†5 55	†5 23		
		P M	P M	A M	A M	A M		ARRIVE] [LEAVE	A M	A M	A M		P M	P M		
P M		P M		P M	A M	A M		(*Via Western Div.*)	A M		Noon	P M	P M		Noon	P M
§6 00		†4 00		†1 15	†8 45	†6 00		lve..+**Boston**...arr.	10 15		12 05	4 45	8 00		12 05	9 00
5 45		3 40		12 05	8 04	6 27		+.....**Lowell**.......	10 39		12 54	5 12	7 45		1 00	9 42
6 40		4 40		1 57	9 28	6 58		+**South Lawrence**	9 36		11 26	4 05	7 04		11 26	8 22
6 54		4 53		2 11	9 43	7 15		+...**Haverhill**......	9 25		11 15	3 54	6 41		11 15	8 11
7 19		5 17		2 36	10 09	7 50		+.....**Exeter**.......	9 01		10 50	3 30	6 02		10 50	7 46
7 44		5 42		3 01	10 39	8 23		arr...+**Dover**....lve.	8 34		10 20	3 00	5 20		10 20	7 17
P M	A M	P M		P M	A M	A M		LEAVE] [ARRIVE	A M		A M	P M	P M		A M	P M
§7 50	§8 30	†6 00		†3 15	†10 46	†8 45	0	+......**Dover**.....♁	7 48		10 05	2 47	4 56		8 00	7 05
7 59	8 39	6 09		3 24	10 55	8 54	5	.......Cocheco.......	7 39		9 56	- -	4 47		7 51	6 55
8 02	8 42	6 12		3 27	10 58	8 57	6	.......Pickering......	7 36		9 53	- -	4 44		7 48	6 51
8 06	8 46	6 17		3 32	11 03	9 01	8	+......Gonic......♁	7 32		9 49	- -	4 40		7 44	6 47
8 10	8 50	6 21		3 36	11 07	9 05	10	ar.+**Rochester** ♁lv.	7 28		9 45	2 42	4 36		7 40	6 43
8 13	8 53	6 28		3 40	11 17	9 09	10	lve..**Rochester**.arr.	7 24		9 39	2 42	4 36		7 40	6 41
8 29	9 09	6 44		3 55	11 33	9 25	18	+...Farmington...♁	7 11		9 26	2 28	4 22		7 26	6 28
8 41	9 22	6 57		4 09	11 47	9 38	23	+..New Durham..♁	7 00		9 15	2 19	4 11		7 15	6 16
8 47	9 28	7 03		4 15	11 53	9 44	27	+......Alton......♁	6 54		9 09	2 13	4 04		7 09	6 10
8 50	9 32	7 08		4 19	11 57	9 48	28	+...**Alton Bay**...♁	†6 50		†9 05	†2 09	†4 00		§7 05	§6 06
P M	A M	P M		P M	A M	A M		+**Wolfeboro** (Steamer)..	A M		A M	P M	P M		A M	P M
								+......**Weirs**.. "								
								Centre Harbor "								
		6 30	3 52		11 20		13	lve.**Rochester** ♁arr.	7 22		9 33			5 20		
		6 39	4 01		11 29		18	+.....Hayes.....♁	7 14		9 25			5 12		
		6 47	4 07		11 37		21	+......Milton.....♁	7 08		9 19			5 06		
		6 59	4 18		11 49		26	+......Union.....♁	6 57		9 08			4 54		
		7 07	4 26		11 58		31	ar.+**Sanbornville**..lv.	6 48		8 59			4 44		
		7 35	5 05		12 28		43	ar.+**Wolfeboro** ♁lv.	†6 15		†8 26			†4 00		
		P M	4 38		12 08		31	lv...**Sanbornville** ♁ar.	A M		8 51			4 34		
			4 40		12 12		32	+....Wakefield......			8 48			4 30		
			4 47		12 20		36	+...Burleyville...♁			8 41			4 23		
			4 53		12 26		39	+....Mathews......			8 34			4 17		
			5 02		12 35		44	+.....Ossipee.....♁			8 26			4 08		
			5 11		12 44		49	+.Mountainview.♁			8 17			3 59		
			5 20		12 56		55	+..Mt. Whittier..♁			8 05			3 47		
			5 28		1 05		60	+....Madison....♁			7 56			3 37		
			5 41		1 17		67	+.....Conway.....♁			7 44			3 25		
			5 51		1 25		72	+**North Conway** ♁			7 34			3 15		
			5 55		1 29		74	+...**Intervale**...♁			†7 28			†3 10		
			P M		P M			ARRIVE] [LEAVE			A M			P M		
			P M		P M			(*Maine Cent. R.R.*)			A M			A M		
			8 34		3 42			arr.**Glen Station**lve.			5 55			9 31		
			8 45		3 55			arr...**Bartlett**..lve.			†5 45			9 21		
			P M		4 40			arr..**Crawford's**.lve.			A M			8 44		
					4 47			arr.**Bretton Woods**lve.						8 34		
					4 50			arr....**Fabyan**...lve.						8 32		
								(*Mt. Wash. Ry.*)								
								arr.**Mt. Washington**lve.								
					4 59			arr.**Twin Mountain**lve.						8 22		
								arr..**Bethlehem Jn.**lve.								
								arr..**Profile House**.lve.								
								arr.**Maplewood**.lve.								
								arr..**Bethlehem**.lve.								
								arr..**Whitefield**.lve.								
					P M			(*Maine Cent. R.R.*)						A M		
					5 23			arr...**Bailey's**..lve.						7 58		
					5 38			arr..**Lancaster**.lve.						†7 45		
					P M			arr..**Lunenburg**.lve.						A M		
								arr.**St. Johnsbury**.lve.								
								arr...**Newport**..lve.								
								(*Can. Pac. Ry.*)								
								arr...**Montreal**..lve.								
								(*Que. Cent. Ry.*)								
								......**Quebec**......								
								ARRIVE] [LEAVE								

Table 62—SALISBURY BRANCH.—EASTERN DIVISION.

[LEAVE	Ms	A M	A M	A M	A M	A M	P M	P M	P M	P M	Night
Newburyport+.♁	0	†6 20	†8 05	†9 05	†9 58	†11 42	†1 50	†4 45	†8 08	†7 17	†12 22
Salisbury+.......♁	3	6 24	8 10	9 10	10 03	11 47	1 55	4 50	8 08	7 22	12 26
Amesbury+....♁	5	6 33	8 18	9 18	10 11	11 55	2 03	4 58	8 16	7 30	12 35
[ARRIVE	...	A M	A M	A M	A M	A M	P M	P M	P M	P M	Night

[LEAVE	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M
Amesbury........	†6 45	†7 39	†8 37	†9 33	†10 42	†11 07	†1 22	†3 15	†5 19	†8 35
Salisbury...........	6 53	7 47	8 45	9 40	10 50	11 15	1 30	3 21	5 27	8 41
Newburyport.....	6 58	7 52	8 50	9 45	10 55	11 20	1 36	3 26	5 32	8 46
[ARRIVE	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M

Table 61—EASTERN DIVISION—BOSTON AND LYNN, VIA SAUGUS BRANCH.

October 4, 1909.	Ms.	505	507	17	509	511	513	515	517	519	521	523	525	527	529	533	535	537	539	541
LEAVE] [ARRIVE	....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
+.**Boston**.♁	0	†5 57	†7 04	†8 04	†9 05	†11 51	†12 55	†2 00	†3 32	†4 47	†5 20	†5 31	†5 46	†5 56	†6 10	†6 32	†7 24	†8 40	†10 04	†11 32
+**E. Somerville**.♁	3	6 02	7 09	8 09	9 11	11 56	1 00	2 06	3 37	4 53	- -	5 37	- -	6 00	6 16	6 38	7 30	8 46	10 09	11 38
West Everett ♁	4	6 07	7 15	8 15	9 18	12 02	1 06	2 11	3 43	4 59	- -	5 43	- -	6 05	6 22	6 43	7 35	8 51	10 14	11 43
...Bell Rock.♁	5	6 09	7 17	8 17	9 20	12 04	1 08	2 13	3 45	5 01	- -	5 45	- -	6 08	6 24	6 45	7 37	8 53	10 16	11 45
+..Malden..♁	5	6 11	7 19	8 19	9 22	12 06	1 10	2 15	3 47	5 03	5 31	5 48	5 57	6 10	6 27	6 47	7 39	8 55	10 18	11 47
...Faulkner.♁	6	6 13	7 21	8 21	9 24	12 08	1 12	2 17	3 49	5 05	5 33	- -	5 59	- -	6 30	6 49	7 41	8 57	10 20	11 49
..Maplewood ♁	6	6 15	7 23	8 23	9 26	12 10	1 14	2 19	3 51	5 07	5 35	- -	6 02	- -	6 32	6 51	7 43	8 59	10 22	11 51
...Broadway.♁	7	6 17	7 24	8 24	9 28	12 12	1 16	2 22	3 53	5 09	5 37	- -	6 04	- -	6 34	6 53	7 45	9 01	10 24	11 53
....Linden..♁	8	6 19	7 26	8 26	9 30	12 14	1 18	2 24	3 56	5 11	5 39	- -	6 06	- -	6 37	6 55	7 47	9 03	10 26	11 55
.Franklin Park.	8	6 22	7 29	8 28	9 32	12 16	1 21	2 27	3 58	5 13	5 42	- -	6 09	- -	6 40	6 57	7 49	9 05	10 28	11 57
..Cliftondale ♁	9	6 24	7 31	8 30	9 34	12 18	1 23	2 29	4 00	5 15	5 44	5 55	6 11	6 17	6 42	6 59	7 51	9 07	10 30	11 59
+..Saugus..♁	10	6 28	7 35	8 34	9 38	12 22	1 27	2 33	4 04	5 19	P M	5 59	6 14	6 21	6 46	7 03	7 55	9 11	10 34	12 03
..East Saugus..	11	6 31	7 38	8 37	9 41	12 25	1 30	2 38	4 06	5 22	....	6 02	6 17	6 24	6 49	7 06	7 58	9 13	10 36	12 06
..**Lynn Common** ♁	12	6 36	7 42	8 41	9 45	12 29	1 35	2 40	4 10	5 28	....	6 08	6 21	6 28	6 53	7 10	8 02	9 17	10 40	12 10
+...**Lynn**...♁	12	6 44	7 48	8 46	9 50	12 34	1 40	2 46	4 15	5 31	....	6 12	6 27	6 33	6 58	7 16	8 07	9 23	10 45	12 15
ARRIVE] [LEAVE	....	A M	A M	A M	A M	Noon	P M	P M	P M	P M	....	P M	P M	P M	P M	P M	P M	P M	P M	Night

October 4, 1909.	500	502	504	506	508	510	512	514	518	520	522	524	526	528	530	534	536	538
LEAVE] [ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M
+.**Boston**.♁	6 00	6 35	6 56	7 25	7 42	8 18	8 43	9 40	11 08	1 15	2 24	3 43	5 29	6 28	6 58	8 08	9 16	10 50
+**E. Somerville**.♁	5 55	6 29	6 51	7 19	- -	8 13	- -	9 34	11 03	1 10	2 18	- -	5 23	6 22	6 51	8 05	9 10	10 45
West Everett ♁	5 49	6 23	6 45	7 13	7 32	8 07	8 33	9 28	10 57	1 04	2 12	3 33	5 16	6 16	6 45	7 57	9 04	10 40
...Bell Rock.♁	5 47	6 20	6 43	7 11	7 29	8 05	8 31	9 26	10 55	1 02	2 10	3 31	5 15	6 14	6 43	7 55	9 02	10 38
+..Malden..♁	5 45	6 18	6 41	7 09	7 27	8 03	8 29	9 24	10 53	1 00	2 08	3 29	5 13	6 12	6 41	7 53	9 00	10 36
...Faulkner.♁	5 43	6 16	6 39	7 07	7 24	8 00	8 27	9 22	10 51	12 57	2 06	3 27	5 11	6 10	6 39	7 51	8 58	10 34
..Maplewood ♁	5 41	6 14	6 37	7 05	7 22	7 58	8 25	9 20	10 49	12 55	2 04	3 25	5 09	6 08	6 37	7 49	8 56	10 32
...Broadway.♁	5 39	6 12	6 35	7 03	7 20	7 56	8 23	9 18	10 47	12 53	2 02	3 23	5 07	6 06	6 35	7 47	8 54	10 30
....Linden..♁	5 37	6 10	6 33	7 00	7 18	7 54	8 20	9 16	10 45	12 51	1 59	3 21	5 05	6 04	6 32	7 45	8 52	10 28
.Franklin Park.	5 35	6 08	6 31	6 58	7 15	7 52	8 18	9 14	10 43	12 49	1 57	3 19	5 03	6 02	6 30	7 43	8 50	10 26
..Cliftondale ♁	5 33	6 06	6 29	6 56	7 13	7 50	8 16	9 12	10 41	12 47	1 55	3 17	5 01	†6 00	6 28	7 41	8 48	10 24
+..Saugus..♁	5 29	6 02	6 25	6 52	7 09	7 46	8 12	9 07	10 37	12 43	1 51	3 13	4 57	P M	6 23	7 38	8 44	10 20
..East Saugus..	5 27	5 59	6 22	6 49	7 06	7 43	8 09	9 04	10 35	12 40	1 48	3 11	4 54	....	6 19	7 35	8 42	10 18
..**Lynn Common** ♁	5 24	5 55	6 18	6 44	7 03	7 39	8 04	9 00	10 31	12 36	1 44	3 07	4 50	....	6 14	7 31	8 38	10 14
+...**Lynn**...♁	†5 20	†5 51	†6 14	†6 33	†6 58	†7 35	†8 01	†8 56	†10 26	†12 32	†1 40	†3 05	†4 45	....	†6 07	†7 27	†8 34	†10 10
ARRIVE] [LEAVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	....	P M	P M	P M	P M

† Daily, except Sunday; § Sunday only. + Coupon stations; ♁ Telegraph stations.

BOSTON & MAINE SYSTEM.

BOSTON and MAINE RAILROAD

Table 63—WORCESTER, NASHUA AND PORTLAND DIVISION.

Sun	Sun	51	45	37	27	21	15	9	7	5	Mls	October 11, 1909.	2	8	12	16	22	34	42	48	56	Sun	Sun
P M	A M	P M	P M	P M	A M	A M	A M	A M	A M	A M		LEAVE} {ARRIVE	A M	A M	A M	A M	P M	P M	P M	P M	P M	A M	P M
§5 18	§6 37	†8 25	†4 52	†2 30	†11 42	†9 35	†9 06	†8 00	a6 38	†6 35	0	+ Worcester (Union Sta.) ♂	6 22	9 13	10 15	10 44	2 08	5 52	6 18	7 30	9 08	9 12	4 48
5 23	6 41	8 23	4 56	2 34	11 46	9 39	9 10	8 04	6 42	6 39	3	+ Worcester (Lincoln Sq.) ♂	6 18	9 09	10 11	10 40	2 04	5 48	6 12	7 26	9 02	9 08	4 44
5 28	6 46	8 34	5 01	— —	11 52	— —	9 15	— —	6 47	†6 44	3	.....Barber ♂	6 12	— —	— —	10 34	1 58	5 42	§6 06	— —	— —	9 02	4 38
5 44	7 02	8 51	5 21	2 52	12 07	9 55	9 30	8 21	A M	6 59	11	+.....Oakdale.....♂	5 55	8 49	9 32	10 19	1 43	5 29	P M	7 06	8 44	8 45	4 21
....	....	8 14	8 51	4 17	....	....	11 07	....	....	....	....	arr.} {lve.	....	6 53	8 32	8 32	....	3 57	....	....	....	6 55	....
....	....	....	3 57	1 31	....	8 32	....	6 53	....	....	....	lve.} ....+ Ware .....{arr.	....	....	11 07	....	4 17	6 51	....	8 14	....	....	....
....	....	9 00	7 44	5 04	....	....	11 56	....	....	....	....	arr.} {lve.	....	5 50	7 40	7 40	....	3 06	....	....	....	5 55	....
....	....	....	3 06	1 240	....	7 40	....	5 50	....	....	....	lve.} + Northampton {arr.	....	....	11 56	....	6 04	7 44	....	9 00	....	....	....
5 48	7 07	8 55	5 26	2 57	12 11	— —	9 34	— —	....	7 04	12	+..Sterling Junction. ♂	5 51	8 44	— —	10 15	1 39	— —	....	6 57	— —	8 41	4 17
5 58	7 22	7 07	5 37	3 08	12 21	10 07	9 45	8 34	....	7 19	17	+.....Clinton.....♂	5 42	8 32	9 35	10 05	1 28	5 15	....	6 46	8 32	8 30	4 06
6 01	7 25	7 10	5 40	3 11	12 24	— —	h9 48	— —	....	7 22	19	+.....Prescott.....♂	5 36	8 27	— —	v1000	1 21	— —	....	6 41	— —	8 25	4 00
6 04	7 29	7 13	5 43	3 14	12 27	— —	9 50	— —	....	7 26	20	+.....Lancaster.....♂	5 33	8 24	m928	†9 58	1 18	m507	....	8 37	§8 25	8 22	3 57
6 16	7 48	7 24	5 56	3 28	12 39	— —	A M	— —	....	7 45	26	.....Harvard .....♂	5 22	8 11	— —	A M	1 05	— —	....	6 22	d —	8 10	3 44
6 21	7 53	7 29	6 01	3 31	12 44	10 23	....	8 50	....	7 50	28	arr.} {lve. ....+ Ayer ♂ ....{arr.	5 17	8 06	9 13	═══	12 59	4 52	....	6 14	8 08	8 05	3 37
6 26	8 05	7 35	6 14	3 36	12 55	10 26	....	8 55	....	8 06	28	lve.} {arr.	5 15	7 51	9 08	....	12 37	4 47	....	6 03	8 07	7 53	3 23
6 33	8 12	7 42	6 22	3 42	1 02	10 33	....	— —	....	8 14	32	+.....Groton.....♂	5 08	7 44	9 01	Mix	12 30	— —	....	5 56	8 00	7 46	3 18
6 41	8 20	7 50	6 30	3 50	1 10	10 41	....	9 09	....	8 22	37	+.....Pepperell.....♂	5 00	7 33	8 52	800	12 20	4 33	....	5 47	7 52	7 34	3 07
6 57	8 36	8 09	6 46	4 05	1 25	10 54	....	9 23	....	8 39	46	+ Nashua {Main Street..	4 45	7 09	8 37	A M	12 03	4 18	....	5 27	7 35	7 09	2 47
7 01	8 40	8 12	6 49	4 08	1 28	10 57	....	9 26	....	8 42		{Nashua Jn. ♂	†4 42	†7 05	†8 34	8 52	12 00	4 16	....	†5 24	†7 32	§7 05	§2 43
9 05	A M	9 05	7 35	4 50	2 03	11 25	....	10 09	....	A M	....	arr..+ Manchester...lve.	A M	6 29	8 07	....	11 05	3 02	....	4 11	6 45	6 29	1 30
9 40	....	9 40	8 20	5 30	2 48	11 53	....	10 44	....	═══	....	arr....+ Concord .....lve.	....	†6 00	†7 35	....	†10 25	†2 30	....	†3 50	†6 16	§6 00	§1 00
P M	....	P M	P M	4 22	P M	A M	....	9 42	....	....	49	+.....Hudson.....	....	A M	A M	8 38	11 28	3 56	....	P M	P M	A M	P M
....	....	....	....	4 31	═══	....	....	9 50	....	....	53	+.....Anderson.....♂	....	....	═══	8 27	11 21	3 50	....	....	....	....	....
....	....	....	....	4 40	....	....	....	9 59	....	....	57	+. Windham Junction. ♂	....	....	....	8 15	11 13	3 42	....	....	....	....	....
....	....	....	....	4 47	....	....	....	10 06	....	....	61	+.....Hubbard.....	....	....	....	7 59	11 04	3 34	....	....	....	....	....
....	....	....	....	4 51	....	....	....	10 10	....	....	63	+.....Hampstead.....♂	....	....	....	7 51	11 00	3 30	....	....	....	....	....
....	....	....	....	5 04	....	....	....	10 24	....	....	70	+.....Fremont.....♂	....	....	....	7 27	10 46	3 18	....	....	....	....	....
....	....	....	....	5 15	....	....	....	10 34	....	....	74	+.....Epping.....♂	....	....	....	7 11	10 36	3 06	....	....	....	....	....
....	....	....	....	5 38	....	....	....	10 58	....	....	88	+.....Barrington.....♂	....	....	....	6 31	10 09	2 42	....	....	....	....	....
....	....	....	....	5 45	3 5	....	....	11 05	3	....	93	+....West Rochester.....♂	....	....	10	6 19	10 01	2 35	....	4 8	....	....	....
....	....	....	....	5 52	P M	....	....	11 10	A M	....	95	arr...+ Rochester ♂..lve.	....	....	A M	†6 12	9 56	2 30	....	P M	....	....	....
....	....	....	....	5 55	†4 00	....	....	11 16	†6 31	....	95	lve.....Rochester....arr.	....	....	9 02	A M	9 34	2 28	....	7 26	....	....	....
....	....	....	....	....	4 06	....	....	11 22	6 37	....	98	+.....East Rochester.....♂	....	....	....	....	9 28	2 20	....	7 19	....	....	....
....	....	....	....	....	4 18	....	....	11 34	6 50	....	104	+.....Eastwood.....♂	....	....	....	....	9 16	2 09	....	7 08	....	....	....
....	....	....	....	....	4 33	....	....	11 48	7 03	....	111	+Sanford and Springvale.♂	....	....	....	....	9 02	1 57	....	6 56	....	....	....
....	....	....	....	....	4 40	....	....	11 55	7 11	....	115	+.....Alfred.....♂	....	....	....	....	8 52	1 47	....	6 46	....	....	....
....	....	....	....	....	4 48	....	....	12 03	7 19	....	119	+.....Waterboro.....♂	....	....	....	....	8 44	1 40	....	6 39	....	....	....
....	....	....	....	....	4 54	....	....	12 09	7 25	....	123	+.....Wescott.....♂	....	....	....	....	8 37	1 34	....	6 33	....	....	....
....	....	....	....	....	5 02	....	....	12 17	7 34	....	127	+.....Bradbury.....♂	....	....	....	....	8 27	1 24	....	6 23	....	....	....
....	....	....	....	....	5 08	....	....	12 24	7 42	....	129	+.....Bar Mills.....♂	....	....	....	....	8 22	1 18	....	6 18	5 2	....	....
....	....	....	....	....	5 15	....	....	12 29	7 48	A M	132	+.....Buxton.....	....	....	....	....	8 15	1 14	....	6 11	P M	....	....
....	....	....	....	....	5 22	....	....	12 38	8 00	†6 14	137	+.....Gorham.....♂	....	....	....	....	8 05	1 06	....	6 02	6 46	....	....
....	....	....	....	....	5 29	....	....	12 45	8 10	6 22	141	+.....Westbrook.....♂	....	....	....	....	7 51	12 55	....	5 52	6 38	....	....
....	....	....	....	....	5 32	....	....	12 49	8 13	6 25	142	+..Cumberland Mills..♂	....	....	....	....	7 47	12 51	....	5 49	6 35	....	....
....	....	....	....	....	5 40	....	....	12 58	8 19	6 32	144	+..Deering Junction..♂	....	....	....	....	7 41	12 43	....	5 42	6 28	....	....
....	....	....	....	§7 50	5 49	....	....	1 06	8 27	6 40	147	+.Portland (Preble St.).♂	....	....	§7 00	....	†7 32	†12 31	....	†5 52	†6 19	....	....
....	....	....	....	P M	P M	....	....	P M	A M	A M	....	ARRIVE} {LEAVE	....	....	†A M	....	A M	Noon	....	P M	P M	....	....

EXPLANATION OF SIGNS.

a Daily, except Sunday and legal holidays; *b* daily, except Saturday, Sunday and legal holidays; *d* stops to leave passengers from north of Nashua; *e* stops for passengers for points between Contoocook and Claremont Junction, not including Contoocook; *g* arrives and leaves Union Station, Portland; *h* stops to leave passengers; *m* stops to take passengers for Central Massachusetts Div. or for Worcester and beyond; *n* stops to leave passengers from west of Contoocook; *v* stops to take passengers.

Table 64—BOSTON, NASHUA AND KEENE—W. N. & P. DIVISION.

Sun.	Sun.	Pas.	Pas.	Pas.	Pas.	Pas.	Mix.	Ms	October 4, 1909. (Eastern time.)	Pas.	Pas.	Pas.	Pas.	Mix.	Pas.	Sun.	Sun.
P M	A M	P M	P M	Noon	Noon	A M	....	....		A M	....	A M	P M	P M	P M	A M	A M
§5 00	§11 30	†5 00	†3 00	†12 00	†12 00	†8 15	A M	0	lve...+ Boston ♂..arr.	9 35	A M	10 24	2 50	7 10	8 15	10 15	10 15
6 31	2 03	6 06	4 14	1 43	1 31	9 33	†6 25	40	+ Nashua Junction ♂	8 22	8 36	9 06	1 13	5 32	4 45	8 35	8 49
6 36	2 08	6 11	4 19	1 46	1 38	9 39	6 30	40	+..... Nashua .....♂	8 19	8 33	9 03	1 10	5 28	4 42	8 31	8 46
6 52	2 22	6 27	4 36	2 01	1 54	9 57	6 55	49	+.....Ponemah .....♂	8 01	8 17	8 47	12 51	5 04	4 22	8 12	8 28
6 58	— —	6 31	4 40	— —	1 58	10 01	7 00	50	..... East Milford	7 57	— —	8 43	12 47	4 59	4 18	— —	8 24
7 01	2 32	6 36	4 46	2 11	2 04	10 06	7 10	51	+.....Milford .....♂	7 54	8 09	8 40	12 44	4 55	4 15	8 04	8 21
7 12	2 43	6 46	4 56	2 22	2 14	10 19	7 58	56	+..... Wilton .....♂	†7 44	7 54	8 30	†12 34	4 10	4 04	7 50	8 11
7 24	3 03	P M	5 08	2 42	P M	10 31	8 22	60	+.South Lyndeboro..♂	A M	7 38	8 22	Noon	3 38	3 55	7 33	8 02
7 40	3 54	.....	5 26	3 12	.....	10 48	9 02	67	+.....Greenfield.....♂	.....	7 13	8 09	.....	3 15	3 41	7 08	7 42
7 50	3 44	.....	5 36	3 22	.....	10 58	9 20	72	arr..+ Elmwood ♂..lve.	.....	†7 00	7 54	.....	2 44	3 25	6 55	†7 36
8 18	4 55	.....	6 04	3 57	.....	12 01	.....	83	arr..+ Hillsboro ♂.lve.	.....	A M	†7 15	.....	.....	†2 50	§6 15	§7 05
P M	P M	.....	5 48	P M	.....	11 12	9 57	75	+.....Hancock.....♂	.....	.....	7 45	.....	2 21	3 15	A M	A M
.....	.....	.....	6 08	.....	.....	11 32	10 33	83	+.....Harrisville.....♂	.....	.....	7 29	.....	1 43	2 59	.....	.....
.....	.....	.....	6 24	.....	.....	11 47	11 08	86	+..... Marlboro.....♂	.....	.....	7 11	.....	1 00	2 41	.....	.....
.....	.....	.....	6 37	.....	.....	12 01	11 33	92	+.....Keene.....♂	.....	.....	†6 55	.....	†12 25	†2 25	.....	.....
.....	.....	.....	P M	.....	.....	Noon	A M	...	ARRIVE} {LEAVE	.....	.....	A M	.....	Noon	P M	.....	.....

NOTE.—For additional trains between Boston and Keene, see page 171.

Table 65—ACTON BRANCH.
Worcester, Nashua and Portland Div.

261	251	Mls	October 4, 1909.	200	252
P M	A M	....	LEAVE} {ARRIVE	A M	P M
†5 14	†7 50	....	+.....Boston.....♂	8 45	6 48
5 54	8 33	0	ar.} {lv. +. Concord Jn. ♂ {lv.	7 51	5 41
5 57	8 50		lv.} {ar.	7 49	4 55
6 01	8 55	3	.....Acton.....	7 45	4 49
6 06	9 07	5	+....North Acton.....♂	7 41	4 42
6 13	9 23	9	+...East Littleton...♂	7 34	4 22
6 17	9 29	11	+....Pine Ridge.....	7 30	4 07
6 19	9 30	12	+. West Graniteville. ♂	7 27	4 05
6 26	9 51	16	.....East Groton.....	7 20	3 42
6 31	10 04	18	+.....Dunstable.....♂	7 15	3 32
6 41	10 22	24	+ Nashua (Otterson St.)..	7 05	3 10
6 46	10 27	25	+ Nashua Junction ♂	†7 00	†3 05
P M	A M	....	ARRIVE} {LEAVE	A M	P M

† Daily, except Sunday.
§ Sunday only.
+ Coupon stations; ♂ Telegraph stations.
STANDARD—*Eastern time.*

Table 66—CONCORD DIVISION.—CLAREMONT BRANCH.

725	409	407	405	403	Mls	October 4, 1909.	402	404	406	408	740	....	....
A M	P M	P M	....	A M	....	LEAVE} {ARRIVE	A M	Noon	....	P M	P M	....	....
§11 30	†3 00	†1 00	....	†6 14	....	+.... Boston ....♂	9 35	12 20	....	8 20	3 19	....	....
§3 35	†7 06	†3 05	....	†1009	0	lve..+ Concord ♂..arr.	7 34	10 09	....	6 08	12 28	....	....
4 05	7 16	3 15	....	10 19	4	+.... Garrison ....♂	7 25	10 00	....	5 57	12 19	....	....
4 13	7 23	e3 23	....	10 27	8	+...Mast Yard...♂	7 17	n952	....	5 49	12 11	....	....
4 22	7 33	3 32	....	10 36	12	+. Contoocook . ♂	7 08	9 43	....	5 40	12 02	....	....
4 38	7 49	3 48	....	10 52	19	+.....Warner.....♂	6 51	9 27	....	5 25	11 45	....	....
4 43	7 54	3 53	....	10 57	21	.....Waterloo.....♂	6 46	9 21	....	5 17	11 39	....	....
4 48	7 59	3 58	....	11 02	23	+..... Roby	6 42	9 16	....	5 12	11 34	....	....
5 01	8 11	4 10	....	11 15	28	+.... Bradford ...♂	6 33	9 05	....	5 01	11 23	....	....
5 19	8 28	4 28	....	11 33	34	+....Newbury.....♂	6 20	8 50	....	4 48	11 09	....	....
5 21	8 31	4 30	....	11 35	35	...Lake Sunapee....	6 17	8 47	....	4 45	11 06	....	....
5 28	8 38	4 39	....	11 42	37	+... Edgemont	6 11	8 41	....	4 39	11 01	....	....
5 38	8 48	4 51	....	11 52	40	...Sunapee Depot. ♂	6 01	8 31	....	4 28	10 51	....	....
5 47	8 57	5 00	P M	12 01	43	+....Newport.....♂	5 52	8 20	P M	4 17	10 40	....	....
6 21	9 27	5 30	†3 00	12 30	55	+.... Claremont ...♂	5 27	7 47	1 07	3 50	10 07	....	....
6 28	9 32	5 35	3 06	12 35	57	+. Claremont Junc. ♂	†5 20	†7 40	†1 00	†3 41	§10 00	....	....
P M	P M	P M	P M	Noon	....	ARRIVE} {LEAVE	A M	A M	P M	P M	A M	....	....

Stage Connections (daily) at Bradford for New London and Sutton; at Newport for Washington, Grantham and South Ackworth; at Hillsboro for Washington and East Washington.

BOSTON AND MAINE RAILROAD.

BOSTON & MAINE SYSTEM.

Table 67—CONCORD AND CONNECTICUT AND PASSUMPSIC DIVISIONS.

111	701	177	171	117	93	17	55	33	41	9	5	301	Mls	October 4, 1909.	30	6	64	94	18	134	174	184	192	94	188
		P M	P M	P M	P M	P M	A M	A M	A M		A M	●A M		LEAVE] [ARRIVE	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M
		*8 30	*7 30	†5 00	†3 00	†1 00	*1130	†9 00	*1000		†6 14	†3 00	0	+.....Boston.....♂	*7 30	*8 05	9 35	12 20	4 40	4 40	7 10	8 20	10 30	8 18	7 10
		†4 18	†4 18	4 18	....	11 35	.....	7 03	†7 03		.....	.....	....	lve..+Salem ♂..arr.	†8 42	†8 42	.....	2 32	6 32	6 32	.....	.....	.....	.....	.....
		x658	x658	4 50	3 42	1 14	z1050	9 23	z9 23		7 26	4 04	....	lv.+Lawrence♂.ar.	v7 14	v8 30	9 01	12 09	4 09	4 08	6 33	x834	.....	3 04	7 41
		*9 10	*8 10	5 40	3 40	1 38	12 09	9 41	10 38		7 17	.....	26	lve..+Lowell ♂..arr.	6 47	7 19	8 56	11 36	5 55	5 55	8 27	7 33	9 47	2 23	8 27
		—	—	—	3 53	—	—	—	—		7 29	.....	33	+.... Tyngsboro ...♂	—	—	—	—	—	—	—	—	—	2 11	—
		9 32	8 32	6 05	4 10	2 00	12 30	10 02	10 58		7 42	.....	40	ar..+Nashua Jn♂lv.	6 24	6 58	8 33	11 14	5 33	5 33	6 04	7 12	9 26	2 00	8 04
		9 38	8 37	6 08	4 16	2 04	12 33	10 05	11 01		7 47	.....	40	lve.+Nashua Jn.arr.	6 21	6 55	8 29	11 11	5 29	3 29	6 01	7 09	9 23	1 57	8 01
		10 08	8 06	6 33	4 56	2 32	1 00	10 31	11 27		8 25	†5 00	57	+..Manchester..♂	5 49	6 27	8 03	10 43	2 59	2 59	5 38	6 43	8 52	1 29	5 36
	A M	10 35	9 40	7 00	5 30	3 01	1 28	11 00	11 53		9 03	5 40	75	arr.+Concord...lve.	5 22	6 00	7 35	10 15	2 30	2 30	5 08	6 16	8 26	1 00	5 08
	z4 30	*1045	*9 50	†7 05	†5 40	†3 10	*1 35	†1108	*1200		†9 20	†5 55	75	lv.+Concord♂ ar.	5 15	5 50	7 30	9 58	2 02	2 25	4 52	6 10	8 13	9 58	5 03
	4 41	.....	10 02	z7 16	5 52	3 22	1 47	11 19	.....		9 31	6 06	82	+....Penacook..♂	.....	— —	7 18	9 46	1 50	n218	4 47	.....	8 01	9 46	4 52
	4 47	.....	— —	z7 21	5 58	3 28	— —	11 25	.....		9 37	6 12	85	+....Boscawen..♂	.....	— —	7 12	9 40	1 41	n208	— —	.....	7 56	9 40	4 47
	5 05	.....	— —	P M	6 16	— —	— —	— —	.....		9 53	6 26	92	..Franklin Junc♂	.....	— —	†6 55	9 20	— —	— —	— —	.....	— —	9 20	— —
	5 18	.....	10 29	.....	6 23	3 46	2 14	11 43	.....		9 59	A M	94	+....Franklin..♂	.....	5 18	A M	9 15	†1 24	1 47	4 27	.....	7 33	9 15	4 30
	5 22	.....	s —	.....	6 40	P M	2 32	y1157	.....		10 12	.....	100	+.... Halcyon ..♂	.....	5 06	.....	9 03	P M	1 34	d4 16	.....	7 20	9 03	4 16
	5 44	.....	10 59	.....	6 54	.....	2 46	12 10	.....		10 25	.....	106	+...Potter Place.♂	.....	4 56	.....	8 50	.....	1 20	4 04	.....	7 06	8 50	4 08
	5 47	.....	— —	.....	6 58	.....	— —	— —	.....		10 29	.....	107	+..... Gale ....♂	.....	d454	.....	8 45	.....	— —	— —	.....	7 00	8 45	4 02
	5 59	.....	— —	.....	7 13	.....	3 05	y1227	.....		10 42	.....	114	+.....Danbury...♂	.....	d445	.....	8 32	.....	1 08	d3 51	.....	6 46	8 32	3 51
	6 07	.....	— —	.....	7 26	.....	3 11	y1235	.....		10 51	.....	119	+.....Grafton...♂	.....	z437	.....	8 22	.....	12 57	d3 43	.....	6 36	8 22	3 43
	6 25	.....	11 41	.....	7 45	.....	3 31	12 53	.....		11 07	.....	127	+.....Canaan...♂	.....	4 24	.....	8 02	.....	12 41	3 30	.....	6 21	8 02	3 28
	6 39	.....	11 55	.....	8 02	.....	3 46	1 06	.....		11 21	.....	134	+.....Enfield...♂	.....	4 04	.....	7 42	.....	12 25	3 09	.....	6 05	7 42	3 08
	6 51	.....	12 08	.....	8 18	.....	3 58	1 19	.....		11 34	.....	140	+.....Lebanon ..♂	.....	3 49	.....	7 25	.....	12 10	2 54	.....	5 48	7 25	2 50
	6 59	.....	—	.....	8 27	.....	4 07	— —	.....		11 42	.....	144	+..West Lebanon♂	.....	— —	.....	7 13	.....	11 58	— —	.....	5 38	7 13	2 38
	7 02	.....	12 20	.....	8 30	.....	4 10	1 30	.....		11 45	.....	145	ar.WhiteRiverJn♂lv.	.....	*3 35	.....	†7 10	.....	†1155	†2 40	.....	†5 35	z7 10	z2 35
	A M		Night		.....	.....	P M	P M			A M		....	(Cent. Vermont Ry.)		A M	.....	.....	.....	A M	P M		P M	A M	P M
			12 40		.....	.....	4 30	1 45					....	lv.+White River Jn.ar.		3 10	.....	.....	.....	11 35	2 20				2 23
			5 06		.....	.....	8 00	6 25					....	.....St. Albans.....		10 42	.....	.....	.....	†7 00	10 39		.....	.....	10 39
					.....	.....							....	(Grand Trunk Ry.)			.....	.....	.....	A M	.....		.....	.....	.....
			*7 25	6	.....	.....	10 10	8 40					....	..... Montreal		*8 10	.....	.....	.....	.....	†8 31		14	....	z8 31
			A M	A M			P M	P M			A M		....	ARRIVE] [LEAVE		P M							P M		A M
			†1250	†6 08	†8 57	.....	†4 40	†1 46			†8 10		145	lv.WhiteRiverJn♂ar.		*3 03		6 38	.....	11 30	2 10		8 35	.....	
			— —	6 13	8 44	.....	4 44	1 49			8 14	.....	148	+..... Wilder .. ♂		— —	.....	6 34	.....	11 25	2 05		8 31	.....	
			1 00	6 21	8 50	.....	4 50	1 56			8 20	.....	150	+.Norwich-Hanover.♂		2 54	.....	†6 28	.....	11 13	1 53		8 25	.....	
			— —	A M	P M	.....	5 00	2 07			8 30	.....	155	+..Pompanoosuc♂		— —	.....	A M	.....	11 06	1 43		8 13	.....	
			— —			.....	5 09	2 17			8 39	.....	160	+.... Thetford ..♂		— —	.....		.....	10 55	1 34		8 02	.....	
			— —			.....	5 14	2 23			8 44	.....	162	+... Northboro .♂		— —	.....		.....	10 49	1 28		7 57	.....	
			— —			.....	5 19	2 28			8 49	.....	164	+.....Ely.....♂		— —	.....		.....	10 44	1 24		7 52	.....	
			r1 30			.....	5 26	2 35			8 55	.....	167	+.....Fairlee ...♂		— —	.....		.....	10 37	1 19		7 45	.....	
			1 42			.....	5 42	2 51			9 11	.....	174	+.... Bradford ..♂		2 13	.....		.....	10 19	1 04		7 25	.....	
			— —			.....	5 52	2 58			9 22	.....	178	+.....Conicut...♂		— —	.....		.....	10 09	12 56		7 13	.....	
		A M	— —			.....	6 00	3 05	P M		9 30	.....	A M	181	+....Newbury..♂	A M	— —	.....	.....	10 01	12 50	P M	7 05	.....	
		*2 18	2 28			.....	6 50	3 30	*3 12		9 52	.....	†9 52	186	+..Wells River♂	1 55	1 47	.....	.....	9 50	12 40	2 53	6 55	.....	
		— —	2 46			.....	7 06	3 48	— —		10 12	.....	10 12	194	+....McIndoes..♂	1 38	— —	.....	.....	9 23	12 19	— —	6 30	.....	
		— —	2 52			.....	7 12	3 54	— —		10 19	.....	10 19	196	+.....Barnet ...♂	1 33	— —	.....	.....	9 15	12 13	— —	6 22	.....	
		— —	— —			.....	7 17	4 01	— —		10 25	.....	10 25	199	+.....Inwood.....	— —	— —	.....	.....	9 08	12 08	— —	6 18	.....	
		— —	— —			.....	7 26	4 11	— —		10 35	.....	10 35	203	+.. Passumpsic. ♂	— —	— —	.....	.....	8 59	12 01	— —	6 07	.....	
		3 00	3 14			.....	7 35	4 22	3 53		10 45	.....	10 45	206	+St.Johnsbury♂	1 15	1 00	.....	.....	8 52	11 55	2 20	5 00	.....	
		— —	— —			.....	7 52	4 41	— —		11 03	.....	11 03	214	+.....Lyndon.....	— —	— —	.....	.....	8 29	11 38	— —	4 38	.....	
		3 24	3 37			.....	7 55	4 50	4 13		11 12	.....	11 12	215	+...Lyndonville.♂	12 53	12 40	.....	.....	8 25	†1135	2 01	4 36	.....	
		— —	3 55			.....	P M	5 16	e4 29		11 30	.....	11 30	222	+...West Burke.♂	12 37	— —	.....	.....	8 04	A M	— —	4 15	.....	
		— —	— —			.....	.....	5 22	— —		11 37	.....	11 37	225	+.....Sutton .....♂	— —	— —	.....	.....	7 56	.....	— —	4 08	.....	
		— —	— —			.....	.....	5 39	— —		11 53	.....	11 53	231	+..Willoughby..♂	— —	— —	.....	.....	7 40	.....	— —	3 51	.....	
		e4 15	4 30			.....	.....	5 49	4 59		12 03	.....	12 03	235	+..... Barton ...♂	12 10	11 56	.....	.....	7 29	.....	1 21	3 37	.....	
		— —	4 42			.....	.....	6 00	5 09		12 15	.....	12 15	241	+.....Orleans...♂	11 54	— —	.....	.....	7 13	.....	1 06	3 20	.....	
		— —	— —			.....	.....	6 10	— —		12 25	.....	12 25	245	+.... Coventry..♂	— —	— —	.....	.....	7 01	.....	— —	3 10	.....	
		*4 42	‖5 00			.....	.....	6 20	5 25		‖1235	.....	‖235	250	ar.+Newport♂lv.	*1135	†1125	.....	.....	†6 50	.....	*1250	†4 00	.....	
		A M			53				9 10					(Can. Pac. Ry.)		P M				A M			A M	P M	
	105	*8 20		103	A M									arr..Montreal..lve.		*7 45			106				*9 00		100	108
P M	Noon	†5 25	†5 25	A M	z5 30			6 45	P M		1 10		1 19	250	lve..Newport..arr.		10 55	10 55		P M			‖6 30		12 30		A M	P M
†1040	†1219	5 38	5 38	†6 18	5 53			7 00			1 25		1 26	256	+.Beebe Junc.♂		10 38	10 38		1 19			6 16		12 17		5 32	8 58
10 52	12 31	5 54	5 54	6 30				7 17			1 39		1 39	260	ar..+Stanstead♂lv.		†1020	†1020		†1 07			†6 00		†1200		†5 20	†8 44
P M	Noon	6 00	6 00	A M	6 05			7 14			1 39		1 39	260	+..Smith's Mills♂		10 28	10 28		P M			6 04		12 07		A M	P M
		6 13	6 13		6 18			7 23			1 48		1 48	264	.....Boynton		10 18	10 18					5 53		11 58			
		6 23	6 23		6 33			7 33			1 58		1 58	269	+...Ayers Cliff .♂		10 08	10 08					5 43		11 47			
		6 43	6 43		7 00			7 52			2 17		2 17	278	+..North Hatley♂		9 46	9 46					5 23		11 28			
		6 55	6 55		7 16			8 05			2 28		2 28	282	+.... Capleton ..♂		9 33	9 33					5 12		11 17			
		7 07	7 07		7 32			8 13			2 38		2 38	287	+...Lennoxville.♂		9 22	9 22					5 02		11 07			
		7 15	7 15		7 40			8 20			2 46		2 45	290	+..Sherbrooke♂		†9 15	†9 15					†4 55		†11 00			
		A M	A M		A M			P M			P M		P M	....	ARRIVE] [LEAVE		P M	P M					A M		A M			
													P M		(Que. Cent. Ry.)													
		1 15	1 15				P M		P M		9 30		9 30	....	arr...Quebec...lve.		†2 30	†2 30					A M					
		P M	P M				†6 55	†5 30	†3 30		†9 52		†9 52	....	lve.Wells River.arr.		12 20	12 20							9 37		P M	
							7 00	5 40	3 40		10 00		10 00	168	lve. Woodsville.arr.		12 15	12 15							9 35		2 50	
							7 47	4 30	4 30		10 50		10 50	189	.....Littleton.....		11 17	11 17							8 45		2 12	
							8 00	4 48	4 48		11 09		11 09	195	arr..Wing Road.lve.		11 00	11 00							8 31		1 58	
							P M	5 15	5 15		11 25		11 25	199	arr.Bethlehem Jn.lve.										8 08		1 45	
														203	.....Bethlehem....													
														209	ar.Profile House.lv.													
								5 32	5 32		11 42		11 42	204	..Twin Mountain..								7 50		1 33			
								5 50	5 50		12 00		12 00	208	arr....Fabyan....lve.								†7 30		†1 20			
								P M	P M		Noon		Noon	208	arr.Bretton Woods lve.								A M		P M			
							8 12	5 05	5 05		11 28		11 28	200	arr..Whitefield.lve.		†1042	†1042					†8 08		†1 42			
							P M	P M	P M		A M		A M	211	arr...Jefferson..lve.		P M	P M					A M		P M			
							8 45	6 33	6 33		11 51		11 51	211	.....Lancaster.....		†1000	†1000					7 45		12 59			
							P M	6 00	6 00		12 15		12 15	221	.....Groveton.....		P M	P M					†7 15		†1235			
								P M	P M		Noon		Noon	....	ARRIVE] [LEAVE								A M		Noon			

Via White Mountains Division. | Via White Mountains Division. | Via White Mountains Division. | Via White Mountains Division. | Via White Mountains Division. | Via White Mountains Division.

Concord Division. | Connecticut and Passumpsic Division.

Arr. Tilton 7 45 p.m.

* Daily; † daily, except Sunday; ¶ daily, except Monday; ‡ Sunday only. c daily, except Saturday and Sunday; d stops to leave passengers from north of St. Albans and Newport; e stops to leave passengers from Concord and south; i on Sunday leaves 9 15 a.m.; n stops to leave passengers from north of Franklin; r stops to leave passengers from New York; u Sunday leaves 8 46 p.m.; v Sunday arrives 8 12 a.m.; x Sunday arrives 7 41 p.m.; y stops to leave from Portsmouth and Lawrence Branches, W. N. and P. Division, and from Southern Division south of Nashua; z stops to leave from south of Concord. ● Runs via Western Division Boston to Manchester.

‖ Meals. + Coupon stations. ♂ Telegraph stations.

STANDARD—*Eastern time.*

BOSTON & MAINE SYSTEM.

BOSTON AND MAINE RAILROAD

Table 68—CONNECTICUT AND PASSUMPSIC DIVISION.

305	303	301	49	43	33	23	21	15	11	5	41	Ms	October 4, 1909.	4	8	18	22	32	38	42	48	40	302	310	314
	P M	P M	P M		Noon	A M	A M	A M					(N. Y. N. H. & H. R.R.)	A M		P M	P M	P M		P M	A M	A M	P M	P M	A M
	‖1100	‖1100	*4 00		†1200	†9 15	*9 15	†4 49					lve. + New York ♁ arr.	11 27		3 15	5 56	8 00		9 56	6 25	6 25	2 20	9 56	6 25
	11 58	11 58	– –		– –	– –	– –	s1012	5 57				+ ....Stamford.... ♁	10 31		– –	– –	7 04		8 38	5 05	5 23	1 11	8 39	5 23
	12 10	12 10	– –		– –	10 23	10 23	6 15					+.South Norwalk. ♁	10 20		– –	– –	6 50		– –	12 53	5 08	12 56	– –	5 08
	12 32	12 32	– –		– –	10 43	10 43	6 50	A M	A M	A M		+ ....Bridgeport.... ♁	10 00		1 48	4 13	6 29		8 11	12 30	4 45	12 30	8 11	4 45
	1 10	1 10	5 44		1 47	11 13	11 13	7 45	†6 35	†4 05	†4 05		+ ....New Haven.... ♁	9 30		1 19	3 45	5 57		7 45	11 24	4 10	11 53	7 45	4 10
	1 47	1 47	6 09		2 12	11 37	11 37	8 29	7 19	4 34	4 34		+ .....Meriden .... ♁	9 02		12 52	3 22	5 30		7 22	10 42	3 44	11 22	7 22	3 44
	2 28	2 28	6 38		2 38	12 06	12 06	9 09	8 00	5 50	5 50		+ .....Hartford ♁ arr.	8 30		12 18	2 52	4 45		6 54	9 54	3 09	10 46	6 54	3 09
A M	3 20	3 20	7 11	P M	3 10	12 38	12 38	10 00	8 52	6 40	6 40		arr..Springfield ♁ lve.	7 50	A M	11 47	2 21	4 02	P M	6 22	9 10	2 35	10 05	6 22	2 35
§8 10	§6 30	§3 45	*8 20	†6 17	†5 30	†1 00	*1245	†1030	†9 10	†7 15	†6 50	0	lve + Springfield ♁ arr	*7 15	8 10	11 33	12 38	3 56	5 17	6 10	8 47	10 25	9 59	6 02	10 15
8 14	– –	– –	– –	8 21	– –	1 04	– –	10 33	– –	7 19	6 54	3	+ ....Brightwood.... ♁	– –	8 06	– –	– –	– –	5 12	– –	– –	– –	9 54	5 57	– –
8 18	6 38	3 52	§8 26	6 25	– –	1 09	– –	10 37	– –	7 23	6 58	4	+.Chicopee Junc. ♁	– –	8 02	11 26	12 31	– –	5 08	– –	8 40	10 18	9 51	5 54	– –
8 23	6 44	§3 57	– –	6 31	– –	1 15	– –	– –	– –	7 29	– –	7	+ ....Willimansett.....	– –	7 56	– –	– –	– –	– –	– –	– –	– –	9 45	5 48	– –
8 27	6 52	4 02	8 37	6 35	5 46	1 22	12 58	10 46	9 26	7 35	7 09	8	+ .....Holyoke..... ♁	7 02	7 53	11 15	12 22	3 42	5 00	5 56	8 32	10 10	9 43	5 45	10 00
8 37	– –	§4 11	– –	– –	– –	1 30	– –	– –	– –	– –	– –	13	+ ...Smith's Ferry.....	– –	7 42	– –	– –	– –	– –	– –	– –	– –	9 33	5 35	9 50
8 41	7 05	4 15	– –	6 41	5 57	1 35	– –	10 58	– –	7 48	7 21	15	+.Mount Tom Jn..♁	– –	7 39	11 05	12 06	– –	4 44	– –	– –	– –	9 29	5 32	– –
				6 58	4 08	1 51		11 18		7 57		19	ar. + Easthampton (Br.) ♁ lv.		7 47	10 45	11 53		4 30						
8 47	7 12	4 21	8 56	6 55	4 04	1 42	1 13	11 04	9 44	7 55	7 28	18	+ ..Northampton..♁	6 45	7 35	11 01	12 02	3 26	4 40	5 41	8 17	9 55	9 25	5 28	9 46
8 55	– –	§4 29	– –	7 00	4 11	1 49	– –	11 11	– –	8 02	– –	21	+ .....Hatfield..... ♁	– –	7 24	– –	11 52	– –	– –	– –	8 09	– –	9 15	5 18	– –
9 01	– –	§4 35	– –	7 06	4 16	1 55	s1 21	11 16	– –	8 00	– –	24	+ ..North Hatfield.. ♁	– –	7 18	– –	11 46	– –	– –	– –	8 03	– –	9 09	5 11	– –
9 06	– –	§4 39	– –	7 10	4 21	1 59	– –	11 20	– –	8 14	– –	27	+ .....Whately.....	– –	7 14	– –	11 41	– –	– –	– –	7 59	§8 40	9 04	5 06	– –
9 13	– –	4 44	9 14	7 15	4 26	2 05	s1 26	11 25	– –	8 22	7 45	29	+ ..South Deerfield.. ♁	‖6 28	7 10	10 42	11 37	– –	4 15	– –	7 55	8 37	9 00	5 01	9 27
9 21	– –	4 52	– –	7 23	4 34	2 13	– –	11 33	– –	8 33	– –	33	+ .....Deerfield..... ♁	– –	7 02	§10 34	11 22	– –	– –	– –	7 47	– –	8 52	4 52	– –
9 28	7 41	5 02	9 29	7 30	4 41	2 20	1 37	11 40	10 12	8 40	7 58	37	arr. + Greenfield .. lve.	6 16	‖6 55	10 28	11 15	2 58	4 00	5 15	†7 40	8 24	8 45	4 45	9 15
9 31	7 45	5 02	9 35	P M	4 45	2 24	1 39	A M	10 18	8 52	8 03	37	lve. . Greenfield ♁ arr.	6 13	A M	10 22	11 10	2 55	3 53	5 13	P M	9 22	8 45	4 40	9 15
9 44	7 59	§5 15	9 49		5 02	2 43	s1 52		– –	9 05	8 16	43	+ ....Bernardston..... ♁	‖6 02		10 05	10 58	– –	3 40	– –	═══	9 10	8 32	4 28	9 02
9 50	– –	§5 22	9 56		5 08	2 50	s1 58		– –	9 12	8 22	47	+ ....Mt. Hermon.....	5 50		9 55	10 50	– –	3 32	– –		9 03	8 26	4 21	– –
9 57	8 11	5 30	10 02		5 15	2 57	2 35		10 43	9 20	8 28	50	+ ..South Vernon Jn..♁	5 50		9 48	†10 43	2 30	†3 25	4 48		8 56	§8 20	§4 15	8 49
A M	3 12	A M	10 03		5 18	P M	2 07		10 45	9 40	8 30		lve. South Vernon Jn. arr.	5 48		9 4	10 35	2 27	P M	4 40		8 54	A M	P M	8 47
	8 32		10 23		5 38		2 27		11 05	10 00	8 50		arr. . Brattleboro. lve.	‖5 28		9 20	‖10 10	2 07		4 20		8 34			8 34
	8 33		10 26		5 41		2 30		11 10	A M	8 55	0	+ ...Brattleboro.. ♁	5 26		9 13	A M	2 02		4 20		8 32			8 27
	8 40		– –		5 51		–		– –		9 04	5	+ ...Dummerston.....	– –		9 04		1 53		– –		8 23			8 18
	8 47		10 42		6 00		2 45		11 27		9 12	9	+ .....Putney..... ♁	‖5 11		8 55		1 46		4 05		8 16			8 12
	– –		– –		6 07		– –		–		9 17	12	+ ....East Putney.... ♁	– –		8 40		1 37		– –		8 09			– –
	9 04		§1059		6 21		– –		11 48		9 30	25	+ ....Westminster.... ♁	– –		8 28		1 24		– –		7 58			7 53
	9 10		11 06		6 28		3 07		11 55		9 37	24	arr. + Bellows Falls ♁ lve.	4 45		8 20		1 16		3 40		7 43			7 47
			A M		P M		P M		P M	3			(Rutland R.R.)	Night		A M		A M		P M	28	P M			
			1 50		6 30		4 45		2 05	A M			arr. . . . Rutland ♁ . . lve.	12 30		‖6 05		11 00		§205	P M	†3 35			
	9 14		11 10		6 40		3 09		12 08	†6 50	9 40	24	lve. + Bellows Falls ♁ arr.	4 43		8 13		1 08		3 38	6 15	7 46			7 47
	9 29		11 24		6 56		3 23		12 24	7 05	9 54	32	+ ....Charlestown.... ♁	4 31		8 03		12 56		3 26	6 00	7 33			7 32
	– –		– –		7 06		– –		12 37	7 15	10 08	37	+ North Charlestown ♁	– –		7 46		12 47		– –	5 50	7 24			7 23
	9 45		11 41		7 16		3 37		12 40	7 25	10 11	42	+ ..Claremont Jn..♁	4 24		7 35		12 40		3 10	†5 40	7 16			7 16
	10 01		11 55		7 33		3 52		1 00	A M	10 30	50	+ .....Windsor..... ♁	4 00		7 13		12 18		2 56	P M	6 68			7 00
	10 30		12 25		8 05		4 20		1 30		11 00		ar. + White River Jn ♁ lv.	*3 30		†6 40		‖1145		*2 30		†6 30			§6 30
	A M		Night		P M		P M		P M		A M		(Central Vermont Ry.)	A M		A M		A M		P M		P M			P M
			12 40				4 30		1 45				lv. + White River Jn ♁ ar.	3 10				11 35		2 20					
			3 15				6 30		4 15				+ ....Montpelier... ♁	12 10				9 13		12 10					
			3 29				6 36		4 25				+ ....Waterbury.... ♁	12 05				8 40		11 59					
			4 23				7 12		5 20				+ .Essex Junction. ♁	11 25				7 45		11 20					
			5 00				7 30		5 46				+ ...Burlington.... ♁	11 00				7 15		10 57					
			5 06				8 00		6 25				+ ...St. Albans.... ♁	10 42				†7 00		10 39					
			A M				P M		P M				(Rutland R.R.)	P M				A M		A M					
			10 55						12 35				+ ...Ogdensburg... ♁	3 25											
			A M				P M		Night				(Grand Trunk Ry.)	P M											
			6 35				9 20		7 60				+ .....St. Johns.... ♁	9 05						9 17					
			7 25				10 10		8 40				arr. + Montreal ♁ lve.	*8 10						*8 31					
			g1250				†4 40		†1 45			0	+ ..White River Jn ♁ arr.	‖3 03				11 30		2 10					
			p2 10				6 10		3 15			41	arr. + Well's River ♁ lve.	1 47				9 50		†1240					
							6 55		3 30			41	lve. + Well's River ♁ arr.	12 15				9 37		Noon					
							7 47		4 30			62	arr. . + Littleton.... ♁	11 17				8 45							
							8 12		5 05			74	+ ....Whitefield.... ♁	10 42				8 08							
							8 45		6 33			84	+ ....Lancaster .... ♁	†1000				7 45							
							P M		6 15			72	+ Bethlehem Junc ♁	P M				8 08							
												82	+ ..Profile House.. ♁												
									5 32			77	+ .Twin Mountain. ♁												
									5 50			82	+ .....Fabyan..... ♁					†7 30							
									P M			82	.. Bretton Woods ..					A M							
													ar. + Crawford House ♁ lv.												
			2 18				6 50		3 30			41	lve. + Well's River ♁ arr.	1 40				9 42		12 35					
			3 00				7 35		4 22			62	arr. + St. Johnsbury .. ♁	1 00				8 52		†1155					
							P M						(Canadian Pacific Ry.)							A M					
			4 42						5 23			106	+ .....Newport..... ♁	‖11 25				†6 50							
			p8 20						9 10				+ .....Montreal..... ♁	7 45											
			A M						P M				(Boston & Maine R.R.)												
			p7 15						8 20			146	+ ...Sherbrooke... ♁	9 15				†4 55							
			A M						P M				(Quebec Central Ry.)					A M							
			p1 15										+ .....Quebec..... ♁	†2 30											
			P M										ARRIVE	P M											

Additional Trains—Leave Springfield †2 30, †5 10 p.m., arrive Greenfield 3 40, 6 28 p.m. Leave Greenfield †12 50 noon, †4 30 p.m., arrive Springfield 2 04, 5 44 p.m.

☞ **For additional Local Trains between Springfield and Northampton and intermediate stations, see following page.**

Stop-over Checks issued on unlimited tickets for all trains and stations on application to conductors.

Table 69—EASTHAMPTON BRANCH.

October 4, 1909.	Ms	201	203	205	207	209	211	213	215	217	.....	STATIONS.	202	204	206	208	210	212	214	216	218	.....
LEAVE	...	A M	A M	A M	Noon	P M	P M	P M	P M	P M	.....	LEAVE	A M	A M	A M	A M	P M	P M	P M	P M	P M	.....
Mount Tom Jn..+ ♁	0	†7 49	†8 35	†1110	†1227	†1 41	†4 00	†6 02	†6 50	†6 59	.....	Easthampton....+	†7 27	†8 20	†10 45	†1153	†1 23	†2 22	†4 30	†5 30	†6 36	.....
Easthampton..+ ♁	4	7 57	8 43	11 18	12 37	1 51	4 08	5 10	6 58	6 58	.....	Mount Tom Jn....+	7 35	8 28	10 53	12 03	1 31	2 30	4 38	5 38	6 44	.....
ARRIVE	...	A M	A M	A M	Noon	P M	P M	P M	P M	P M	.....	ARRIVE	A M	A M	A M	Noon	P M	P M	P M	P M	P M	.....

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; § Sunday only; *a* on Sunday leaves 10 50 a.m.; *b* stops to leave passengers from White River Junction or points north; *c* stops to leave passengers only; *d* stops to take passengers for Springfield or to leave passengers from north of South Vernon Junction; *g* daily, except Saturday and Sunday; *o* regular stop Monday, other days makes *b* stop; *p* daily, except Sunday and Monday; *s* stops Sunday only. + Coupon stations: ♁ Telegraph stations.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. Over 160 railroads use the SAFETY systems of ..... Steam Heat

BOSTON AND MAINE RAILROAD

BOSTON & MAINE SYSTEM.

Table 70—CONNECTICUT AND PASSUMPSIC DIVISION.

LOCAL TRAINS BETWEEN SPRINGFIELD, HOLYOKE AND NORTHAMPTON.—For through trains see preceding page.

October 4, 1909. (*Eastern time.*)	Mls	1	7	9	13	17	19	25	27	31	37	35	45	47	51	53	55	Sun.	Sun.	Sun.	Sun.	Sun.
		A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M
Springfield + ... ♂ lve.	0	†6 00	†8 00	†8 30	†9 45	†1115	†1155	†1 30	†2 00	†3 00	†4 30	†5 46	†6 50	†7 30	†9 20	†1030	†11 15	‖9 30	‖1135	‖3 30	‖6 45	‖1030
Brightwood + ...	3	6 04	8 04	– –	9 49	11 19	h1158	1 34	2 04	– –	4 34	n5 49	– –	7 34	– –	– –	– –	9 34	11 39	3 34	6 49	– –
Chicopee Junction + ♂	4	6 08	8 08	8 37	9 53	11 23	12 02	1 38	2 08	3 07	4 38	5 53	6 57	7 38	9 27	10 37	11 22	9 38	11 43	3 38	6 53	10 37
Willimansett + ...	7	6 15	8 14	8 43	9 59	– –	12 08	– –	2 14	3 13	4 44	5 59	7 03	7 44	a8 33	10 43	11 28	9 43	11 48	3 43	6 58	10 43
Holyoke + ...	8	6 19	8 18	8 46	10 02	11 31	12 13	1 48	2 18	3 17	4 48	6 03	7 08	7 48	8 37	10 47	11 32	9 47	11 52	3 47	7 02	10 47
Smith's Ferry + ...	13	6 28	8 27	A M	A M	A M	12 22	– –	– –	3 26	4 57	6 12	– –	a7 57	a8 46	10 56	11 41	9 57	12 02	3 57	7 12	a1056
Mount Tom Junc + ... ♂	15	6 32	8 31	.....	.....	.....	12 26	2 02	2 31	3 30	6 01	6 16	7 21	8 01	8 50	a1059	11 46	10 01	12 06	4 01	7 16	11 00
Easthampton (Br.) + ♂ ar.	19	.....	8 43	.....	.....	.....	12 37	.....	.....	4 08	5 10	6 58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northampton + ... ♂	18	6 35	8 35	.....	.....	.....	12 30	2 06	2 35	3 34	5 05	6 20	7 25	8 05	9 54	11 03	11 49	10 05	12 10	4 05	7 20	11 04
ARRIVE		A M	A M				Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	Noon	P M	P M	P M

STATIONS.	2	6	10	12	14	16	20	24	30	34	44	46	50	52	54	56	Sun.	Sun.	Sun.	Sun.	Sun.
LEAVE	A M	A M	A M	.....	A M	.....	.....	Noon	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	P M	P M
Northampton	†6 00	†6 55	†8 25	.....	†9 30	.....	.....	†1250	†2 30	†3 50	†5 46	†7 15	†8 46	†9 15	†1045	†11 20	‖1045	‖1 30	‖4 30	‖8 25	‖11 20
Easthampton (Br.) .. lve.	.....	.....	8 20	.....	.....	.....	.....	.....	2 22	.....	5 30	6 38	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mount Tom Junction ..	6 04	6 59	8 29	.....	9 34	.....	.....	12 53	2 34	3 54	5 50	7 19	8 49	9 19	10 49	11 24	10 49	1 34	4 34	8 29	11 24
Smith's Ferry	6 07	7 02	8 32	A M	9 37	A M	A M	12 56	2 38	3 57	5 53	7 22	8 52	9 22	10 52	11 27	10 53	1 38	4 38	8 33	– –
Holyoke	6 18	7 13	8 43	†9 10	9 48	†1030	†1142	1 07	2 48	4 08	6 04	7 35	9 03	9 33	11 03	11 38	11 03	1 48	4 48	8 43	11 38
Willimansett	6 21	7 16	– –	9 13	9 51	10 33	11 45	1 10	2 51	4 11	6 07	7 38	9 06	9 36	11 06	11 41	11 05	1 50	4 50	8 45	11 41
Chicopee Junction	6 28	7 22	8 52	9 19	9 57	10 39	11 51	1 18	2 57	4 17	6 13	7 44	9 13	9 43	11 13	11 47	11 11	1 56	4 56	8 51	11 47
Brightwood	6 32	7 25	– –	– –	10 00	10 42	11 54	1 20	3 00	4 20	6 16	– –	e9 15	e8 45	e11 16	e11 49	11 14	1 59	4 59	8 54	e11 49
Springfield	6 37	7 30	9 00	9 26	10 05	10 47	11 59	1 25	3 05	4 25	8 21	7 52	9 20	9 50	11 20	11 54	11 19	2 04	5 04	8 59	11 54
ARRIVE	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	P M

Table 71—ASHUELOT BRANCH.

	Sun.	65	63	61	Ms	*October* 4, 1909.	62	64	66	68	Sun.
	A M	P M	A M	A M		LEAVE ARRIVE	A M	P M	P M	P M	P M
	‖1000	†5 20	†10 48	†6 00	0	+ **So. Vernon Jn.**	9 30	3 15	7 35	8 58	4 12
	10 10	5 30	10 57	6 10	5	+ ... Hinsdale	9 19	3 04	7 24	8 48	4 01
	10 18	5 38	11 04	6 18	9	+ ... Ashuelot	9 11	2 56	7 16	8 41	3 53
	10 23	5 43	11 09	6 23	11	+ ... Winchester	9 06	2 51	7 11	8 38	3 47
	10 33	5 53	11 18	6 33	16	+ ... Westport	8 56	2 41	7 01	8 28	3 36
	10 38	5 58	11 23	6 38	19	+ West Swanzey ..	8 50	2 35	6 56	8 20	3 30
	10 50	6 10	11 35	6 50	24	+ .... **Keene**	†8 40	†2 25	‖6 45	‖8 10	‖3 20
	A M	P M	A M	A M		ARRIVE LEAVE	A M	P M	P M	P M	P M

Table 72—CHICOPEE FALLS BRANCH.

	155	151	Ms	*October* 4, 1909.	152	158
	P M	A M		LEAVE ARRIVE	A M	P M
	†5 40	†6 25	0	+ . **Springfield** . ♂	7 30	0 37
	5 44	6 29	3	+ .. Brightwood	7 25	‖6 32
	5 55	6 33	4	+ . **Chicopee Junc.** ♂	6 53	6 29
	5 58	6 36	4	+ Chicopee Center.	6 50	6 26
	6 04	6 42	6	+ . **Chicopee Falls** ..	†6 43	†6 20
	P M	A M		ARRIVE LEAVE	A M	P M

+ Coupon stations; ♂ Telegraph stations.

† Daily, except Sunday; ‖ Sunday only; *a* stops to leave passengers; *b* daily, except Saturday and Sunday; *e* stops to leave passengers from north of Chicopee Junction; *h* stops Saturday only; *k* Saturday only; *n* does not stop Saturday.

ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD.

H. E. Folsom, President & Supt., Lyndonville, Vt.
H. N. Turner, Vice-President, St. Johnsbury, Vt.
F. C. Mayo, Asst. Supt., »
G. W. Cree, Sec'y and Treas., Lyndonville, Vt.
H. E. Fisher, Asst. Treasurer, Boston, Mass.
W. F. Berry, Gen. Traf. Mgr., Boston, Mass.
D. J. Flanders, P. T. M. »
Chas. M. Burt, G. P. A., »
T. A. Dugan, G. F. A., »
Wm. J. Hobbs, Gen. Aud., »
W. H. Young, Aud. Pas. Acct., »
W. H. Allen, Aud. Fht. Acct., »
H. Bartlett, Supt. Mot. Pow., »

Table 73.

	41	55	7	Ms	*October* 4, 1909.	80	184	54	6
	A M				(*Eastern time.*)		P M		
	8 50				lve... **Portland** .. arr.		8 00		
	Noon				LEAVE ARRIVE		P M		
	1215				..... **Fabyan**		4 50		
	1 20	A M			..... **Scotts**	A M	4 05	P M	
	†130	†7 00		0	lve. **Lunenburg** ♂ arr.	11 40	3 50	5 58	
	1 38	7 15		5	+ ... East Concord	11 17	3 39	5 41	
	1 45	7 27		8	+ .. **Miles Pond**	11 05	3 33	5 31	
	1 53	7 42		11	+ .. North Concord .. ♂	10 50	3 24	5 17	
	2 02	7 57		15	+ .... **Concord** .... ♂	10 36	3 16	5 01	
	2 10	8 13		18	+ East St. Johnsbury ♂	10 20	3 06	4 48	
	2 20	8 30	A M	23	arr. + **St. Johnsbury** lve.	†1000	2 55	†4 30	P M
	4 25	A M	†645	23	lve. **St. Johnsbury** ♂ arr.	A M	11 45	P M	9 30
	4 55		7 15	34	+ ..... Danville ..... ♂		11 20		8 06
	5 03		7 23	37	+ .. West Danville .. ♂		11 11		8 58
	5 13		7 35	42	+ ..... **Walden** ..... ♂		11 00		8 48
	5 31		7 53	50	+ .. **Greensboro** .. ♂		10 43		8 31
	5 38		8 02	54	+ .. East Hardwick .. ♂		10 33		8 23
	5 49		8 11	57	+ ..... Hardwick .... ♂		10 23		8 13
	6 02		8 25	64	+ .... **Wolcott** .... ♂		10 09		8 00
	‖627		8 41	71	+ ... **Morrisville** ... ♂		9 53		‖745
	6 34		8 48	74	+ ... **Hyde Park** ... ♂		9 46		7 23
	6 44		8 58	79	+ ..... Johnson ..... ♂		9 36		7 13
	6 59		9 14	87	+ **Cambridge Junc** ♂		9 20		6 57
	P M		A M		(*Central Vermont*)		A M		P M
	8 50		10 52		arr. **Burlington** .. lve.		†7 20		†455
	7 02		9 16	87	.. **Cambridge Junc** ..		9 14		6 20
	7 11		9 26	91	– ..... Fletcher ..... ♂		9 03		6 10
	7 22		9 37	97	+ ... East Fairfield ... ♂		8 49		5 58
	7 31		9 46	101	+ ..... Fairfield ..... ♂		8 38		5 48
	7 45		10 05	107	+ . **Sheldon Junc** . ♂		8 23		5 33
	7 52		10 12	110	+ .. East Highgate .. ♂		8 17		5 26
	8 00		10 21	113	+ .... Highgate .... ♂		8 09		5 16
	8 08		10 30	117	+ .. East Swanton .. ♂		8 00		5 05
	8 14		10 35	118	+ .... **Swanton** .... ♂		†755		†500
	P M		A M	120	..... **Maquam**		A M		P M
					arr. **Plattsburgh** lve.				

Coupon stations; Telegraph stations. + ♂

† Daily, except Sunday. ‖ Meals.

Stage Connections.—At Walden, for Cabot. At Greensboro, for Craftsbury. At Wolcott, for North Wolcott and Albany. At Morrisville, for Stowe. At Hyde Park, for North Hyde Park and Lowell.

YORK HARBOR & BEACH RAILROAD.

Lucius Tuttle, Prest., Boston, Mass.
William F. Berry, Gen. Traf. Mgr., »
H. E. Fisher, Treas., »
William J. Hobbs, Aud., »
J. P. Snow, Chief Eng., Boston, Mass.
W. T. Perkins, Supt., »
T. A. Dugan, G. F. A., »
Chas. M. Burt, Gen. Pas. Agt., »

Table 74.

Service discontinued until April 10, 1910.

	Mls	*December* 27, 1909.
		LEAVE ARRIVE
		+ ..... **Boston** ..... ♂
		lve. + **Portsmouth** ♂ . arr.
	0	... Kittery Junction ...
	1	+ . Kittery Navy Yard .
	3	+ .. Kittery Point ... ♂
	7	..... Seabury .....
	9	+ ... York Harbor ... ♂
	10	..... Long Beach .... ♂
	11	+ ... **York Beach** ... ♂
		ARRIVE LEAVE

† Daily, except Sunday.
+ Coupon stations; ♂ Telegraph stations.
Standard—*Eastern time.*

MOUNT WASHINGTON RAILWAY.

Frank E. Brown, General Passenger Agent, Concord, N.H.

Train leaves **Fabyan**[1] †9 25 a.m., for Bretton Woods, arrives Summit Mt. Washington 11 20 a.m. Returning, leaves Summit Mt. Washington †1 45 p.m., arrives Fabyan 3 25 p.m. *June* 28, 1909.

Standard—*Eastern time.*

Connections.—[1] With Boston & Maine and Maine Central R.Rs.

BLOOMSBURG & SULLIVAN RAILROAD.

W. C. Snyder, Superintendent, Bloomsburg, Pa.

Trains leave **Bloomsburg**[1] for **Paper Mill**,[2] Benton and Jamison City (29 miles) †6 00, *9 00 a.m., †2 37, *6 15 p.m., arriving Jamison City 9 15, 10 18 a.m., 3 55, 7 45 p.m. Returning, leave Jamison City †5 50, ‖7 00, †10 48, †11 30 a.m., *4 36 p.m., arriving Bloomsburg 7 20, 8 30 a.m., 12 10 noon, 2 15, 8 00 p.m.

* Daily; † daily, except Sunday; ‖ Sunday only. *March*, 1908.

Connections.—[1] With Del. Lack. & Western R.R. and Phila. & Reading Ry. [2] With Susq. Bloomsb. & Berwick R.R. *Eastern time.*

MOUNT AIRY & EASTERN RAILWAY.

S. A. White, Superintendent, Mount Airy, N.C.

Train leaves **Mount Airy**[1] †8 30 a.m., arrives Danube (19 miles) 11 15 a.m. Leaves Danube †12 40 noon, arrives Mt. Airy 4 40 p.m.

Connection.—[1] With Southern Ry. *March*, 1908.

The Hartford & New York TRANSPORTATION CO.

C. C. GOODRICH, Vice-President, Hartford, Conn.
E. L. SMITH, Assistant Treasurer, "
R. J. NOBLE, General Manager, New York City.
GEO. C. HILLS, Gen. Fht. and Pas. Agt., "

New York Offices, Piers 19 and 20, E.R.
Providence, South Water St., Point St. Bridge
Boston, 214 Washington Street
Hartford, Ct., Foot of State Street

Providence–Joy Line

MODERN STEEL SCREW STEAMERS

"Tennessee" and "Georgia"

Leave New Pier 19, East River, New York, daily, except Sunday, at 5 00 p.m.

Connecting at Providence with Trains

To and from Boston

— AND ALL —

New England Points

Returning from Providence, South Water St. Pier, near Point St. Bridge, daily, except Sunday, at 7 00 p.m.

Hartford Line

Until Close of Navigation Twin-screw Steel Steamers

"Hartford" and "Middletown"

Leave New Pier 19, East River, New York, at 5 00 p.m., and foot of State Street, Hartford, Conn., at 4 00 p.m., daily, except Sunday.

6 00 P M	lve.	New York	arr. 6 00 A M
12 00 Night	arr.	Saybrook[1]	lve. 9 30 P M
12 45 Night	"	Lyme[2]	" 9 10 "
1 15 A M	"	Essex	" 8 45 "
d1 30 "	"	Hamburgh	" d8 30 "
2 00 "	"	Deep River	" 8 15 "
2 20 "	"	Hadlyme	" 8 00 "
2 45 "	"	East Haddam	" 7 45 "
3 30 "	"	Rock Landing	" 7 15 "
4 00 "	"	Middle Haddam	" 6 45 "
4 45 "	"	Middletown[3]	" 6 00 "
6 00 "	"	South Glastonbury	" 5 00 "
6 30 "	"	Glastonbury	" 4 30 "
7 00 A M	arr.	Hartford[4]	lve. 4 00 P M

d Stops for freight and passengers Wednesdays and Saturdays only.

Connections.—[1] With Valley Branch Hartford Division New York, New Haven & Hartford R.R. [2] With New London Division New York, New Haven & Hartford R.R. [3] With Air Line Division New York, New Haven & Hartford R.R. and New Britain & Berlin Branches. [4] With Hartford and Highland Divisions New York, New Haven & Hartford R.R., Central New England Ry. and Trolley lines for Unionville, Farmington, Windsor, Springfield, Holyoke, Manchester, New Britain and other points.

The Maine Steamship Co. Portland Line

C. C. GOODRICH, President, Hartford, Conn.
R. I. BUSH, Jr., Assistant Treasurer, New York City.
R. J. NOBLE, General Manager, "
GEORGE C. HILLS, Gen. Fht. and Pas. Agt., "

New York Offices—Piers 19 and 20, E.R.

STEAMSHIPS

"North Star" and "Manhattan."

From New York		From Portland	
Tuesday	5 00 P M	Tuesday	6 00 P M
Thursday	5 00 P M	Thursday	6 00 P M
Saturday	5 00 P M	Saturday	6 00 P M

PASSENGER AND FREIGHT SERVICE UNSURPASSED

The Most Direct Route

To and From

ALL POINTS IN MAINE

Portland, Me., Office, Franklin Wharf

Norwich & New York Propeller Co.

Chelsea Line

Freight and Passenger Service

BETWEEN

NEW YORK, NORWICH, NEW LONDON and MONTVILLE, (Conn.), direct,

CONNECTING FOR

Westerly, R.I., Noank, Mystic and Stonington, Conn.

Steamer *Chelsea* leaves New York, New Pier 22, E.R., foot of Rooseveit St., 5 00 p.m., Mondays, Wednesdays and Fridays, for New London and Norwich. Returning, leaves Norwich 5 00 p.m., New London 7 00 p.m., Tuesdays, Thursdays and Sundays, for New York.
Freight received at pier daily until 6 00 p.m.

Special Service on Cotton for Falls Switch and Greenville, Conn.

Trolley Connections.—At Norwich—For Versailles, Baltic, Willimantic and Westerly, R.I. At New London—For Ocean Beach, Pequot, Niantic and Crescent Beach, Conn.

M. R. O'LOUGHLIN, President, Pier 22, East River, New York.
F. S. JEROME, Vice-President, " "
A. P. BROWNING, Treas. and Gen. Mgr., " "

March, 1909.

HAYNEVILLE & MONTGOMERY RAILROAD.

G. E. McGehee, Vice-President and General Manager, Hayneville, Ala.

Operated for passenger and freight traffic between **Tyson**[1], Ala., and Hayneville, Ala. (9 miles). *June*, 1907.

Connection.—[1] With Louisville & Nashville Ry.

BELINGTON & NORTHERN RAILROAD.

S. D. Brady, Superintendent and Chief Engineer, Parkersburg, W.Va.

Extends from **Belington**[1], W.Va., to Wilmouths Ford, W.Va., a distance of 5.5 miles. Operated on an irregular schedule for freight in carloads only. *November*, 1909.

Connections.—[1] With Western Maryland R.R., B. & C. R.R. and Coal & Coke Ry.

POTOSI CENTRAL RAILROAD.

J. G. Creveling, Jr., Vice-President and General Manager, Charcas, S.L.P., Mexico.

Train leaves **Charcas** *11 00 a.m., arrives **Los Charcos**[1] (9 miles) 12 00 noon. Leaves Los Charcos *12 15 noon, arrives Charcas 1 30 p.m.
Trains marked * run daily. *March*, 1908.

Connection.—[1] With National Rys. of Mexico.

Bangor & Aroostook Railroad
AND CONNECTIONS
MAINE
QUEBEC
NEW BRUNSWICK
NEW HAMPSHIRE
ATLANTIC OCEAN
BANGOR
OLDTOWN
S. LACKAWANNA
ORONO
MILO JC.
BROOKTON
ARGOOSTOOK
GREENVILLE
ASHLAND JC.
FT. KENT
FT. FAIRFIELD JC.
HOULTON
VAN BUREN
CARIBOU
LIMESTONE
FT. FAIRFIELD
MAPLETON
ASHLAND
PATTEN
SHERMAN
MOOSEHEAD LAKE
AUGUSTA
PORTLAND
BOSTON
PORTSMOUTH
QUEBEC
ST. FRANCIS
GRAND ISLE
PROPOSED
RAND AVERY SUPPLY CO., BOSTON.

BANGOR & AROOSTOOK RAILROAD.

F. W. CRAM, President, Bangor, Me.
PERCY R. TODD, Vice-President, »
EDWARD STETSON, Treasurer, »
LUCIEN C. EVERETT, General Auditor, »
W. A. DANFORTH, Cashier, »
W. M. BROWN, General Superintendent, »
W. R. HALLETT, Superintendent, »
J. B. McMANN, Superintendent, Houlton, Me
CHARLES CALKIN, Terminal Agent, Kidders Point Dock, Me.

M. BURPEE, Chief Engineer, Houlton, Me.
GEO. M. HOUGHTON, Passenger Traffic Manager, Bangor, Me.
G. F. SNOW, Special Agent, Houlton, Me.
GEO. E. WICKS, General Freight Agent, Bangor, Me.
F. A. MORRISON, Traveling Auditor, »
F. S. AIKEN, Freight Claim Agent, »
E. A. NUTTING, Car Accountant, »
H. MONTGOMERY, Supt. Motive Power and Equipment, Milo Junction, Me.

123	143	141	7	3	1	Ms	December 6, 1909.	2	122	4	8	144	146
A M			A M	P M	P M		LEAVE [ARRIVE	P M	P M	A M	A M		
†9 00			†8 00	‡1000	†7 00		..Boston (B.& M.R.R.)	9 05	8 00	5 30	8 25		
12 40			11 10	1 20	10 35		..Portland (M.C.R.R.).	5 40	4 50	12 50	4 50		
4 20			2 50	7 05	3 05		..Bangor (M.C.R.R.)..	2 10	8 50	7 05	11 55		
P M			P M	A M	A M		LVE.] B. & A. R.R.) [ARR.	P M	A M	P M	P M		
†4 42			†3 07	†7 22	†3 22	0	Northern Maine Junction	1 52	8 34	6 48	11 35		
4 53			- -	7 33	- -	6	.....North Bangor.....	- -	8 22	6 37	- -		
4 59			- -	7 39	- -	9	..... .Glenburn	- -	8 16	6 32	- -		
5 12			- -	7 53	- -	16	.....Hudson	- -	8 04	6 20	- -		
5 22	P M		- -	8 03	- -	21	.....Bradford.....	- -	7 53	6 10	- -	P M	
5 30	†3 50		3 47	8 11	4 07	25	..South Lagrange..	1 12	7 46	6 03	10 47	1 05	
5 38	3 58		- -	8 20	- -	28	† .....Lagrange.....	- -	7 38	5 54	- -	12 57	
5 48	4 03	A M	- -	8 26	- -	31	.....Boyd Lake.....	- -	7 32	5 48	- -	12 50	P M
6 05	4 15	†730	- -	8 43	- -	36	... Milo Junction ...	- -	7 20	5 37	10 23	12 35	5 10
6 10	4 20	7 40	- -	8 49	- -	38	† ..... Milo.....	- -	7 10	5 27	10 17	12 20	5 05
6 20	4 30	9 05	- -	9 01	- -	42	+... Brownville	- -	†7 00	5 17	10 07	12 05	†4 50
P M	P M	9 30		9 30		46	.. Brownville Junc..		A M			11 35	P M
		9 55		9 55		55	ar. Katahdin I. Works lv.					†1035	
		A M		9 24		53	.....Schoodic.....			4 55	9 45	A M	
				9 32		57	..... Packards.....			4 47	- -		
			3 48		4 09	25	.South Lagrange..	1 09					
			4 06		- -	36	.....Medford	12 54					
			4 27		- -	49	.....Rand Cove.....	12 34					
			4 48	9 41	5 10	01	.....West Seboois.....	12 16		4 38	9 29		
			- -	9 48	- -	65	.....Ingalls.....	- -		4 30	- -		
			- -	9 54	- -	68	.....Perkins.....	- -		4 24	- -		
			- -	9 56	5 24	69	.....South Twin.....	- -		4 22	9 12		
			5 04	10 02	5 29	70	.....Norcross.....	12 00		4 18	9 09		
			5 19	10 20	5 45	75	+ .. Millinocket	11 48		4 06	8 56		
			- -	10 38	6 02	84	.....Grindstone.....	- -		3 45	8 35		
		183	- -	10 59	6 22	94	.....Davidson.....	- -		3 27	8 16	186	
		P M	- -	11 07	6 27	95	.....Stacyville.....	- -		3 23	8 12	P M	
		†325	6 07	11 18	6 37	99	arr..+ Sherman...lve.	11 00		3 14	8 03	5 55	
		3 45	6 30	11 50		106	arr.} ...Patten... {lve.	†1030		†2 45		†5 35	
		P M	†5 35	†1030			lve.} {arr.	11 50		3 45		P M	
			6 07	11 18	6 37	99	lve.... Sherman...arr.	11 00		3 14	8 03		
			-	11 29	6 49	105	.....Crystal.....	- -		3 00	7 50		
			6 29	11 42	7 02	110	+ ....Island Falls.....	10 37		2 48	7 38		
	205		- -	11 54	7 15	117	.....Dyer Brook.....	- -		2 35	7 25		206
	A M		- -	2 00	7 20	119	.....Oakfield	- -		2 29	7 19		Noon
	†1015		6 49	12 0	7 25	120	.Ashland Junction .	10 18		2 26	7 16		12 03
	10 27		- -	12 20	7 37	126	.....Ludlow.....	- -		2 12	7 05		11 51
	10 36		- -	12 29	7 46	130	.... New Limerick.....	- -		2 03	6 53		11 43
	10 50		7 30	12 50	8 05	136	+ .....Houlton.....	9 45		1 50	6 40		†1130
	A M		7 46	1 07	8 22	145	+ .....Littleton	9 24		1 27	6 18		A M
			7 54	1 17	8 31	149	.....Monticello	9 16		1 17	6 08		
			- -	1 28	8 41	154	.....Harvey's.....	- -		1 07	5 58		
			8 14	1 41	8 55	160	+ .... Bridgewater	8 55		12 56	5 47		
			8 21	1 50	9 04	164	+ .... Robinson's.....	8 47		12 46	5 37		
			8 29	1 59	9 13	167	+ Mars Hill and Blaine.	8 41		12 3-	5 30		
	225		8 37	2 09	9 23	172	.....Westfield	8 32		12 29	5 20	228	
	P M		8 48	2 21	9 34	176	ar. Ft. Fairfield Jn. lv.	8 23		12 19	5 11	P M	
	†5 25		8 50	2 23	9 35	176	lv. Ft. Fairfield Jn. ar.	8 15		12 15	5 05	3 35	
	5 50		9 00	2 33	9 45	180	+ .....Easton	8 07		12 05	4 57	3 27	
	6 00		9 06	2 40	9 51	183	..... Fairmount.....	8 00		11 45	4 50	3 20	
	6 15		9 11	2 45	9 56	186	.....Maple Grove.....	7 55		11 30	4 45	3 15	
	6 25		9 20	2 56	10 05	190	ar. + Fort Fairfield. lv.	†7 45		†1115	†4 35	†3 05	
	P M		8 46	2 21	9 34	176	lv. Ft. Fairfield Jn. ar.	8 23		12 19	5 11	P M	
			9 00	2 34	9 47	182	+ .. Presque Isle	8 11		12 05	4 57		
241			- -	2 48	10 03	190	.....Maysville.....	- -	242	11 46	4 40		244
A M			9 25	3 00	10 15	197	arr.. + Caribou ...lve.	7 45	A M	†1135	4 30		P M
†6 45			P M	3 05		197	lve.... Caribou ...arr.		10 15	A M			4 50
6 57				3 15		201	..... Grimes Mill		10 05				4 40
7 20				3 30		207	..... Goodrich		9 30				4 28
7 40				3 45		213	arr. + Limestone..lve.		†8 50				†4 15
A M				4 05	1 20	197	lve.. + Caribou ...arr.	7 35	A M		3 45		P M
				4 25	10 40	206	.....New Sweden	7 15			3 22		
				4 35	10 50	211	.....Jemtland.....	7 05			3 07		
				4 41	10 56	213	.....Stockholm.....	6 59			3 00		
				4 58	11 13	222	..... Canibas	6 41			2 38		
	Mix.			5 15	11 35	230	arr.. + Van Buren. lve.	†6 25	Mix.		2 15		
	P M			P M			ar. St. Leonard's (Ferry) lv.	A M	A M				
	†3 15				11 35	230	lve... Van Buren..arr.		7 10		2 15		
	3 40				11 41	233	.....Keegan.....		7 00		1 58		
	3 48				11 49	235	.....Violette		6 45		1 52		
	3 58				11 57	237	.....Parent		6 30		1 43		
	4 15				12 13	243	..... Maxime		6 10		1 28		
	4 25				12 2	245	.....Grand Isle.....		†6 00		†1 20		
	P M				Noon		ARRIVE] [LEAVE		A M		P M		

† Daily, except Sunday; ‡ daily, except Saturday. + Coupon stations.
STANDARD—*Eastern time.*

SOUTH LAGRANGE AND SEARSPORT.

	16	12	Ms	December 6, 1909.	11	15
		A M		LEAVE] [ARRIVE	A M	P M
		†7 46	0	...South Lagrange...	8 11	5 30
		7 53	4	..... Bradford.....	8 03	5 22
		8 04	9	.....Hudson.....	7 53	5 12
		8 16	16	.....Glenburn.....	7 39	4 59
	P M	8 22	19	.....North Bangor.....	7 33	4 53
	†4 20	†8 25		..Bangor (M.C.R.R.)..	7 30	4 50
	4 40	8 43	25	.Northern Maine Jn.	7 10	4 30
	4 52	8 55	29	.....Hampden.....	6 58	4 18
	5 01	9 05	33	.....Winterport.....	6 49	4 09
	5 09	9 13	37	.....Frankfort.....	6 41	4 01
	5 20	9 24	43	..... Prospect	6 29	3 49
	5 27	9 32	47	.....Sandy Point.....	6 22	3 42
	5 35	9 40	50	..... Stockton	6 15	3 35
	5 40	9 45	52	..Kidders Point Dock..	6 10	3 30
	5 45	9 50	55	.....Searsport.....	†6 05	†3 25
	P M	A M		ARRIVE] [LEAVE	A M	P M

MILO JUNCTION AND GREENVILLE.

123	121	Mls	December 6, 1909.	122	124
A M	P M		LEAVE] [ARRIVE	P M	A M
†9 00	‡1000		..... Boston (B. & M. R.R.)	8 00	5 30
12 40	1 20		lve...Portland (M.C.R.R.)...arr.	4 50	12 50
†4 20	†7 05		lve....Bangor (M. C. R.R.)...arr.	8 50	7 05
4 42	7 22	0	lve. Northern Maine Junc. arr.	8 34	6 48
6 05	8 43	36	lve..... Milo Junction.....arr.	7 16	5 30
6 18	8 54	42	..... South Sebec	7 04	5 19
6 25	9 03	47	.....East Dover.....	6 54	5 09
6 30	9 09	49	+ { Dover and } B. & A. St	6 48	5 03
6 35	9 14	50	+ { Foxcroft } M. C. St	6 44	4 59
6 44	9 23	54	..... Low's Bridge.....	6 35	4 50
6 49	9 28	56	+ .....Sangerville.....	6 30	4 45
6 54	9 33	57	+ ..... Guilford	6 26	4 41
7 03	9 42	61	..... Abbot Village	6 16	4 31
7 10	9 50	64	..... Monson Junction	6 08	4 23
7 35	10 15	70	arr..... Monson (M.R.R.) ...lve.	†5 40	†4 00
7 29	10 09	71	+ ..... Blanchard	5 50	4 05
7 49	10 29	78	+ ..... Shirley	5 30	3 45
8 05	10 45	85	arr.....+ Greenville.....lve.	†5 15	†3 30
P M	A M	105	arr.....Kineo .....lve.	A M	P M
			(*Steamer or Stage.*)		

ASHLAND JUNCTION AND FORT KENT.

	201	Ms	December 6, 1909.	202
	Noon		LEAVE] [ARRIVE	A M
	†1215	0	..Ashland Junction..	10 06
	12 21	2	.....Smyrna Mills	10 01
	12 28	5	.....Dudley	9 52
	12 34	8	..... Hillman.....	9 47
	12 50	15	.....Howe Brook.....	9 30
	12 59	19	.....St. Croix.....	9 21
	1 12	25	.....Griswold.....	9 06
	1 29	33	.....Masardis.....	8 49
	1 38	36	..... Squa Pan	8 4-
	1 51	43	+.....Ashland	8 27
	2 14	55	..... Portage	8 02
	2 30	63	.....Winchell.....	7 44
	2 48	77	.....Winterville.....	7 28
	3 01	78	..... Eagle Lake	7 15
	3 12	82	.....Wallagrass.....	7 04
	3 43	91	+.....Fort Kent.....	6 28
	3 52	97	....Fort Kent Village....	6 18
	4 00	101	.....Ledges.....	6 10
	4 05	103	.....Whelock.....	6 05
	4 15	108	.....St. John.....	5 56
	4 25	112	.....St. Francis.....	†5 45
	P M		ARRIVE] [LEAVE	A M

OLDTOWN AND SOUTH LAGRANGE.

103	111	101	Mls	December 6, 1909.	102	112	104
P M	A M	A M		LEAVE] [ARRIVE	A M	P M	P M
†3 05	†9 15	†7 25	0	.....Oldtown.....	8 45	2 00	6 40
3 16	9 40	7 36	5	.....Pea Cove.....	8 34	1 48	6 29
3 24	9 55	7 44	8	.....Alton.....	8 26	1 38	6 21
3 40	10 15	8 00	16	South Lagrange	†8 10	†1 20	†6 05
P M	A M	A M		ARRIVE] [LEAVE	A M	P M	P M

MILLINOCKET AND EAST MILLINOCKET.

Mixed Trains—Leave **Millinocket** †7 05 a.m., †12 01 noon, arriving East Millinocket (9 miles) 7 30 a.m., 12 30 noon. Leave East Millinocket †9 35 a.m., †3 15 p.m., arriving Millinocket 10 00 a.m., 3 45 p.m.

December 6, 1909.

THROUGH PULLMAN SERVICE.

Pullman Buffet Sleeping Cars between Boston and Greenville on Trains Nos. 121 and 124 and between Boston and Caribou on Trains Nos. 1 and 8. Dining Car between Bangor and Houlton on Trains Nos 3 and 4 and between Houlton and Bangor on Trains Nos. 2 and 7.

CONNECTIONS.

At Oldtown, Dover, Foxcroft and Northern Maine Junction—With Maine Central R.R.
At Greenville and Brownville junction—With Canadian Pacific Ry.
At Monson Junction—With Monson R.R.

FONDA, JOHNSTOWN & GLOVERSVILLE RAILROAD.

J. LEDLIE HERS, President and General Manager.
GEORGE M. PLACE, Sec'y & Treas.
W. H. COLLINS, Gen. Supt.

L. K. BROWN, Assistant Treasurer.
R. M. COLT, Gen. Passenger Agt.
GEO. A. HARRIS, General Auditor.
M. F. BUTTON, Gen. Freight Agent.

JOHN SIBBALD, Master Mechanic.
F. A. BAGG, Chief Engineer.
W. H. DAILEY, Supt. Steam Div.
C. BANKER, Supt. Electric Division.

J. C. NELLIS, Supt. Electric Div.

General Offices—Gloversville, N. Y.

SACANDAGA ROUTE
TO
SACANDAGA PARK
"THE GEM RESORT OF THE NORTH"
AND
Adirondack Mountain Resorts

INCLUDING
MORLEY'S, LAKE PLEASANT
SACANDAGA LAKE LAKE PISECO
SPRUCE LAKE HAMILTON LAKE
MASON LAKE JESSUP RIVER

This is the wildest, most picturesque and most easily accessible part of these famous mountains

Send for Illustrated Booklet of Sacandaga Park
FONDA, JOHNSTOWN & GLOVERSVILLE R.R.
GLOVERSVILLE, N.Y.

November 21, 1900.	Mls	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.	Sun.	Sun.
			Night					A M	A M		Noon	P M		P M		P M					
Lve. **New York**.....(*N. Y. C.*)			‡12 30					*8 45	*9 40		*12 50	*2 45		13 35		*6 00					
Lve. **Boston**.....(*B. & A.*)			*11 15					†4 20			*1000	*11 30		*1 00		*2 00					
Lve. **Boston**.....(*B. & M.*)			†11 28		A M			†4 40			*9 30			‡11 30		*12 30					
Lve. **Albany**.....(*N. Y. C.*)			*7 25		*9 15			*1 00	*1 55		*4 27	*5 45		*7 20		*10 00					
Arr. **Fonda**.....(*N. Y. C.*)			8 50	A M	10 52	A M		2 28	3 15	A M	6 51	6 50		8 36	P M	11 20					
Lve. **Buffalo**.....(*N. Y. C.*)		Night		*1 45		*4 10			*7 55	*1000					*3 20						
Lve. **Rochester**.... "		*1245		3 33		†6 00			9 45	11 35			P M		5 05						
Lve. **Syracuse**..... "		†2 30		6 20		9 15			11 45	1 14			*3 00		7 40						
Lve. **Utica**..... "		5 15		8 15		10 58			1 17	3 05			6 05		9 15						
Arr. **Fonda**..... "		6 42		10 06		12 32			3 00	4 52			8 06		10 50						
		A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M					
Lve. **Fonda**[1].....(*Elec. Div.*)	0	†6 46	*8 55	*10 11	*1057	‡12 36	*1 47	*2 32	*3 17	*5 00	*5 55	*6 55	*8 12	*8 40	*10 56	*11 23					
Lve. **Johnstown**[2].+ "	6.5	7 06	9 15	10 32	11 17	12 56	2 06	2 53	3 37	5 22	6 15	7 14	8 33	9 01	11 15	11 43					
Arr. **Gloversville**[3]+ "	10.0	7 20	9 20	10 46	11 30	1 09	2 19	3 07	3 50	5 34	6 29	7 28	8 47	9 15	11 29	11 57	A M	A M	P M	P M	
Lve. **Gloversville**(*Steam Div.*)	10.0	7 30	10 00	A M	A M	‡1 40	P M	†4 30	†4 35	P M	P M	P M	P M	P M	P M	P M	§9 40	§10 50	§5 30	§6 45	
Arr. Vail's Mills..(*Steam Div.*)	18.5	7 55						4 50									10 00		5 50		
Arr. **Broadalbin**.....+	19.7	8 00						4 55									10 05		5 55		
Lve. Mayfield.....	16.0	A M	10 15			2 02		P M	4 50								A M	11 05	P M	7 00	
Lve. **Cranberry Creek**[4].....	21.2		10 23			2 17			4 58									11 13		7 08	
Lve. Sacandaga Park.....+	25.2		10 31			2 29			5 06									11 21		7 16	
Arr. **Northville**[5].....+	26.2		10 35			2 34			5 10									11 25		7 20	
			A M			P M			P M									A M		P M	

STATIONS.	Mls	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.	Sun.	Sun.
			A M					Noon			P M						A M		P M	
Lve. **Northville**..(*Steam Div.*)	0		†6 45					†12 45			†3 30						§8 45		§4 45	
Arr. Sacandaga Park. "	1.0		6 49					†12 49			3 35						8 49		4 50	
Arr. Cranberry Creek. "	5.0		6 57					12 57			3 47						8 57		4 58	
Arr. Mayfield..... "	10.2		7 05	A M				1 05			4 00	P M					9 04	A M	5 05	P M
Lve. **Broadalbin** (*Steam Div.*)				†8 20								†5 05						§10 15		§6 05
Lve. Vail's Mills..... "	12.7			8 25								5 10						10 20		6 10
Arr. **Gloversville** *Steam Div.*	16.2	A M	†7 20	†8 50	A M	A M	Noon	†1 20	P M	P M	†4 15	†5 30	P M	P M	P M	P M	A M	§10 40	§5 20	§6 30
Lve. **Gloversville**.(*Elec. Div.*)	16.2	†5 58	*8 01	*9 23	*1007	‡11 43	*1250	*1 40	*2 14	*4 05	*5 05	*6 04	*7 28	*7 48	*10 02	*10 31	§9 18	A M	P M	P M
Arr. **Johnstown**.... "	19.7	6 17	8 20	9 42	10 26	12 03	1 08	2 00	2 34	4 24	5 26	6 24	7 48	8 08	10 22	10 50	A M			
Arr. **Fonda**..... "	26.2	6 35	8 40	10 02	10 45	12 24	1 28	2 20	2 53	4 44	5 45	6 44	8 07	8 27	10 40	11 10				
		A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M				
Lve. **Fonda**.....(*N. Y. C.*)			*8 50		*1052		*1 40	*2 28	*3 15		*5 51	*6 50		*8 36		*11 20				
Arr. **Utica**..... "			10 35		1 14		3 10	4 36	4 35		7 58	7 58		10 15		1 05				
Arr. **Syracuse**..... "			12 40		2 21		4 40	6 10	6 10		9 40	9 40		11 45		2 40				
Arr. **Rochester**.... "			2 34		3 51		6 17	8 17	8 17		11 22	11 22		1 32		4 30				
Arr. **Buffalo**..... "			4 20		5 15		8 05	10 00	10 00		1 10	1 10		3 20		6 20				
Lve. **Fonda**.....(*N. Y. C.*)		†6 42	P M	*1005	P M	†12 32	P M	P M	*3 00	*4 52	A M	A M	*8 15	A M	*1050	A M				
Arr. **Albany**..... "		7 55		11 40		1 55			4 35	6 20			9 55		12 10					
Arr. **Boston**.....(*B. & M.*)		†3 45		*8 30		*8 30			¶7 00	¶7 00			¶7 00		†3 05					
Arr. **Boston**.....(*B. & A.*)		†2 55		*6 05		*8 30			*12 15				*6 15		*7 00					
Arr. **New York**.....(*N. Y. C.*)		†11 34		*3 45		*5 40			8 33	11 08			*5 15		*5 45					
		A M		P M		P M			P M	P M			A M		A M					

* Daily; † daily, except Sunday; ‡ daily, except Monday; § Sunday only. + Coupon stations.
STANDARD—*Eastern time.*

CONNECTIONS.
[1] With N. Y. C. & H. R. R. R. [2] With Interurban Electric Division for Amsterdam, Schenectady, Albany, Troy, Saratoga, etc. [3] With stage for Canada Lake. [4] With stages for Fish House. [5] With stage for Wells, Lake Pleasant, Batchellerville, Huntsville, Day, Luzerne and Benson.

SPEED
SAFETY
COMFORT
LUXURY

THE SHORT LINE TO AND FROM ALBANY, TROY, SARATOGA, GLENS FALLS, NEW YORK AND BOSTON

Fast Limited Express Service

ELEGANT EQUIPMENT
PULLMAN PALACE ELECTRIC CARS

South and East

Leave **Gloversville** for Johnstown, Amsterdam and Schenectady daily 5 57, 7 27, 8 25 a.m., and every hour thereafter until 7 26 p.m., then 7 55, 8 55, 10 25 and 11 57 p m. Accommodation cars for Amsterdam 8 55 a.m., 3 55 p.m., and hourly until 8 55 p.m. Leave **Johnstown** for Amsterdam and Schenectady daily 6 15, 7 43 a.m., and every hour thereafter until 7 43 p.m., then 8 15, 9 15, 10 45 p.m., and 12 15 night. Accommodation cars for Amsterdam 9 16 a.m., 4 16 p.m., and hourly until 7 16 p.m. Leave **Amsterdam** for Schenectady daily 7 17 a.m., and every hour thereafter until 8 17 p.m., then 8 49, 9 49, 11 19 p.m., and 12 49 night. Accommodation cars 6 00, 6 55, 9 36 a.m., and every hour thereafter until 7 56 p.m.

West and North-Bound

Leave **Schenectady** for Amsterdam, Johnstown and Gloversville daily 7 07, 8 00 a.m., and every hour thereafter until 9 00 p.m., then 10 10, 11 15 p.m., 12 35 night. Accommodation cars for Amsterdam 2 00, 9 38, a.m., and every hour thereafter until 8 58 p.m.

Leave **Amsterdam** for Johnstown and Gloversville daily 7 01, 8 01, 8 51, 9 41 a.m., and every hour thereafter until 9 41 p.m., then 10 56 p.m., 12 00 night, and 1 20 a.m. Accommodation cars 6 00 p.m. and every hour thereafter until 8 00 p.m. Leave **Johnstown** for Gloversville daily 7 40, 8 37, 9 27, 9 40, 10 14, 10 32, 11 14, 11 17 a.m., 12 14, 12 56 noon, 1 14, 2 08, 2 14, 2 53, 3 14, 3 37, 4 14, 5 14, 5 22, 5 40, 6 14, 6 15, 6 40, 7 14, 7 45, 8 14, 8 33, 8 43, 9 01, 9 14, 10 18, 11 15, 11 35, 11 45 p.m., 12 39 night, 1 59 a.m. In addition to this there is thirty-minute local service between Johnstown and Gloversville.

Running Time.—Fast Limited Express Cars, between Gloversville and Schenectady, 1 hour and 24 minutes. Between Gloversville and Johnstown, 13 minutes; Johnstown and Amsterdam, 34 minutes; Amsterdam and Schenectady, 37 minutes.

Fare from Gloversville	Mileage	PRINCIPAL STATIONS
$0.00	.0	**Gloversville**
.10	4.24	**Johnstown**
.35	11.23	**Tribes Hill**
.40	13.53	**Akin**
.45	16.58	**Amsterdam**
.50	19.84	**Cranesville**
.55	23.28	**Hoffmans**
.60	28.01	**Wyatts**
.70	33.01	**Schenectady**

ATTENTION

The attention of the traveling public is called to the remarkably fast schedule of "The Short Line."

Close connections are made at Amsterdam and Schenectady with Fast Limited Trains to all points South, East, West and North.

Through tickets are sold to all points in the United States, Canada and Mexico, via rail and steamship lines.

Travel
"The Way of the Fast Flyers."

OTSEGO & HERKIMER RAILROAD COMPANY.

ONEONTA & MOHAWK VALLEY.

The Most Beautiful Scenic Route in Central New York.

W. BOARDMAN REED, President, 420 East 25th St., New York.
HERBERT T. JENNINGS, Vice-President and General Counsel, 206 Broadway, New York.
MISS L. M. WILSON, Treasurer, "
JOSEPH K. CHOATE, General Manager, Hartwick, N.Y.
W. C. AUSTIN, Auditor, "
C. O. WEIDMAN, Superintendent of Transportation, "

J. W. NUGENT, General Fht. and Pas. Agent, Hartwick, N.Y.
C. E. HOLMES, Asst. Gen. Freight and Passenger Agent, "
M. J. BOGARDUS, Purchasing Agent, "
M. J. BOGARDUS, Master Mechanic, "
C. S. STANTON, Electrical Engineer, "
H. T. HOLMES, Engineer Maintenance of Way, "
Telephone and Telegraph Address—Cooperstown, N.Y.

Dec. 1, 1901.	Miles	No. 50	No. 4	No. 6	No. 10	No. 14	No. 18	No. 22	No. 26	No. 28	No. 130	No. 32
(Via U. & M. V. Ry.)												
Utica.....lv.				*6 00 A M	*8 00 A M	*10 00 A M	*12 00 Noon	*2 00 P M	*4 00 P M	*5 00 P M		*7 00 P M
Herkimer..ar.				6 43 A M	8 43 A M	10 43 A M	12 43 Noon	2 43 P M	4 43 P M	5 43 P M		7 43 P M
(Via O. & M. V. R.R.)												
Herkimer..lv.				*6 51 A M	*8 51 A M	*10 51 A M	*12 51 Noon	*2 51 P M	*4 51 P M	*5 51 P M		*7 51 P M
Mohawk.....	0			7 02 "	9 02 "	11 02 "	1 00 P M	3 00 "	5 00 "	6 02 "		8 02 "
Henderson.....	7.72			7 28 "	9 28 "	11 28 "	1 28 "	3 28 "	5 28 "	6 28 "		8 28 "
Jordanville	10.10			7 34 "	9 34 "	11 34 "	1 34 "	3 34 "	5 34 "	6 34 "		8 34 "
Richfield Spa..	15.35			7 50 "	9 50 "	11 50 "	1 50 "	3 50 "	5 50 "	6 50 "		8 48 "
Lake House....	16.72			7 56 "	9 56 "	11 56 "	1 56 "	3 56 "	5 56 "	6 56 "		8 54 "
Walnut Grove..	17.78			7 58 "	9 58 "	11 58 A M	1 58 "	3 58 "	5 58 "	6 58 "		8 56 "
Schuyler Lake.	21.25			8 07 "	10 07 "	12 07 Noon	2 07 "	4 07 "	6 07 "	7 07 "		9 05 "
Oaksville.....	25.69			8 18 "	10 18 "	12 18 "	2 18 "	4 18 "	6 18 "	7 18 "		9 16 "
Fly Creek	26.89			8 21 "	10 21 "	12 21 "	2 21 "	4 21 "	6 21 "	7 21 "		9 18 "
Toddsville.....	29.51			8 27 "	10 27 "	12 27 "	2 27 "	4 27 "	6 27 "	7 27 "		9 23 "
Index.....	30.94			8 34 A M	10 34 A M	12 34 Noon	2 34 P M	4 34 P M	6 34 P M	7 34 P M	*8 15 P M	9 27 P M
Cooperstown.ar.	27.86			8 48 A M	10 48 A M	12 48 Noon	2 48 P M	4 48 P M	6 48 P M	7 43 P M		9 43 P M
Cooperstown.lv.	27.86			*8 13 A M	*10 13 A M	*12 13 Noon	*2 13 P M	*4 11 P M	*6 13 P M	*7 13 P M	*8 00 P M	*9 50 P M
Hartwick.....	36.83	*6 00 A M	*7 54 A M	8 55 A M	10 55 A M	12 55 Noon	2 55 P M	4 55 P M	6 55 P M	7 55 P M	8 31 P M	10 21 P M
South Hartwick	40.15	6 09 "	8 05 "	9 05 "	11 05 "	1 05 P M	3 05 "	5 05 "	7 05 "	8 05 "		
Mt. Vision.....	42.83	6 15 "	8 11 "	9 11 "	11 11 "	1 11 "	3 11 "	5 11 "	7 11 "	8 11 "		
Laurens	47.01	6 26 "	8 23 "	9 23 "	11 23 "	1 23 "	3 23 "	5 23 "	7 23 "	8 23 "		
West Oneonta..	51.28	6 36 "	8 33 "	9 33 "	11 33 "	1 33 "	3 33 "	5 33 "	7 33 "	8 33 "		
Oneonta.....	54.91	6 50 A M	8 48 A M	9 48 A M	11 48 A M	1 48 P M	3 48 P M	5 48 P M	7 48 P M	8 48 P M		

(*Eastern time.*)	No. 3	No. 103	No. 7	No. 11	No. 13	No. 17	No. 21	No. 25	No. 29	No. 33	No. 35
[LEAVE											
Oneonta			*7 15 A M	*9 15 A M	*10 15 A M	*12 15 Noon	*2 15 P M	*4 15 P M	*6 15 P M	*8 15 P M	*9 15 P M
West Oneonta...			7 30 "	9 30 "	10 30 "	12 30 "	2 30 "	4 30 "	6 30 "	8 30 "	9 30 "
Laurens			7 41 "	9 41 "	10 41 "	12 41 "	2 41 "	4 41 "	6 41 "	8 41 "	9 41 "
Mt. Vision.....			7 54 "	9 54 "	10 54 "	12 54 Noon	2 54 "	4 54 "	6 54 "	8 54 "	9 54 "
South Hartwick.			8 01 "	10 01 "	11 01 "	1 01 P M	3 01 "	5 01 "	7 01 "	9 01 "	10 01 "
Hartwick.....	*6 17 A M	*6 20 A M	8 14 A M	10 14 A M	11 14 A M	1 14 P M	3 14 P M	5 14 P M	7 14 P M	9 11 P M	10 11 P M
Cooperstown..ar.		6 50 A M	8 48 A M	10 48 A M	11 48 A M	1 43 P M	3 48 P M	5 48 P M	7 48 P M		
Cooperstown..lv.			*8 13 A M	*10 13 A M	*11 13 A M	*1 13 P M	*3 13 P M	*5 13 P M	*7 13 P M		
Index.....	6 33 A M	6 35 A M	8 32 A M	10 32 A M	11 32 A M	1 32 P M	3 32 P M	5 32 P M	7 32 P M		
Toddsville.....	6 38 "		8 37 "	10 37 "	11 37 "	1 37 "	3 37 "	5 37 "	7 37 "		
Fly Creek	6 45 "		8 44 "	10 44 "	11 44 "	1 44 "	3 44 "	5 44 "	7 44 "		
Oaksville.....	6 48 "		8 47 "	10 47 "	11 47 "	1 47 "	3 47 "	5 47 "	7 47 "		
Schuyler Lake..	7 00 "		8 59 "	10 59 "	11 59 A M	1 59 "	3 59 "	5 59 "	7 59 "		
Walnut Grove...	7 08 "		9 07 "	11 07 "	12 07 Noon	2 07 "	4 07 "	6 07 "	8 07 "		
Lake House.....	7 10 "		9 09 "	11 09 "	12 09 "	2 09 "	4 09 "	6 09 "	8 09 "		
Richfield Spa...	7 17 "		9 17 "	11 17 "	12 17 "	2 17 "	4 17 "	6 17 "	8 17 "		
Jordanville	7 34 "		9 34 "	11 34 "	12 34 "	2 34 "	4 34 "	6 34 "	8 34 "		
Henderson.....	7 40 "		9 40 "	11 40 A M	12 40 Noon	2 40 "	4 40 "	6 40 "	8 40 "		
Mohawk.....	8 06 "		10 06 "	12 06 Noon	1 06 P M	3 06 "	5 06 "	7 06 "	9 06 "		
Herkimer...ar.	8 15 A M		10 15 A M	12 15 Noon	1 15 P M	3 15 P M	5 15 P M	7 15 P M	9 15 P M		
(Via U. & M. V. Ry.)											
Herkimer...lv.	8 17 A M		10 17 A M	12 17 Noon	1 17 P M	3 17 P M	5 17 P M	7 17 P M	9 17 P M		
Utica.....	9 00 A M		11 00 A M	1 00 P M	2 00 P M	4 00 P M	6 00 P M	8 00 P M	10 00 P M		
[ARRIVE											

Through tickets and Pullman reservations in connection with New York Central Lines. Freight traffic handled by electric locomotives.

NOTE.—The Palace Chair Car "Otsego" is used on trains Nos. 55, 77, 99, 44, 66 and 88. An additional charge of 15 cents above regular transportation rates is made for passengers riding on these trains. Trains marked * run daily.

CONNECTIONS.—At **Herkimer, N.Y.**—With New York Central R.R. and Utica & Mohawk Valley Ry. At **Cooperstown, N.Y.**—With Otsego Lake Transit Co. At **Oneonta, N.Y.**—With Delaware & Hudson Co. and Ulster & Delaware R.R.

Shortest, Quickest and Best Route to Richfield Springs and Cooperstown.

NORWOOD & ST. LAWRENCE RAILROAD.

M. D. BENNETT, Superintendent, Norfolk, N.Y.

Trains leave **Norwood**[1] for Norfolk (4 miles), Raymondville (7 miles) and Morrisburg (20 miles) †7 00, †10 40 a.m., †3 05 p.m., arrive Morrisburg 8 40 a.m., 12 20 noon, 4 50 p.m. Leaves Norwood †8 10 p.m., arrives Raymondville 6 35 p.m. Returning, leave Morrisburg †7 45 a.m., †12 50 noon, †4 05 p.m., arriving Norwood 9 45 a.m., 2 40, 5 55 p.m. Leaves Norfolk †6 30 a.m., arrives Norwood 6 45 a.m. *September* 27, 1909.

† Daily, except Sunday. *Eastern time.*

Connections.—[1] With N. Y. Cent. & H. R. R.R. and Rutland R.R.

TABOR & NORTHERN RAILWAY.

ROBERT MCCLELLAND, President and Manager, Tabor, Ia.
R. S. MCCLELLAND, Traffic Manager, "

Trains leave Tabor †8 00 a.m., †3 30 p.m., arriving **Malvern**[1] (11 miles) 9 00 a.m., 4 30 p.m. Returning, leave Malvern †11 20 a.m., †6 00 p.m., arriving Tabor 12 05 noon, 6 45 p.m. *June* 24, 1907.

† Daily, except Sunday. *Central time.*

Connections.—[1] With Chic. Burl. & Quincy Ry. and Wabash R.R.

NORTHWESTERN COAL RAILWAY.

C. P. WHITE, General Manager, Superior, Wis.

Extends from **Allouez**[1] to **Itasca**[2], **Allouez Junction**[3] and Morrisett's Junction (8 miles). Operated for switching service. *April*, 1908.

Connections.—[1] With Northern Pacific Ry. and Great Northern Ry. [2] With Chicago, St. Paul, Minneapolis & Omaha Ry. [3] With Duluth, South Shore & Atlantic Ry.

SENECA STEAMBOAT COMPANY.

S. J. DILL, President, Elmira, N.Y.
F. D. HERRICK, Vice-President and Gen. Manager, "
H. M. BEARDSLEY, Secretary and Treasurer, "

North.	*August*, 1909.	*South.*
	LEAVE] [ARRIVE	
8 30 A M	.....**Elmira** (*Electric Cars*).....	7 30 P M
	(*Steamer.*)	
*10 05 A M	lve..... **Watkins**[1] .....arr.	5 45 P M
— —	.....Glenora.....	— —
11 00 "	.....Hector Point.....	4 55 "
11 50 A M	.....Willard-Ovid	4 00 "
1 15 P M	.....**Geneva**[2].....	*2 35 P M
	ARRIVE] [LEAVE	
2 08 P M	**Canandaigua**...(*Electric Cars.*)	1 48 P M
3 20 P M	**Rochester**..... " ..	12 30 Noon
	ARRIVE] [LEAVE	

* Daily. STANDARD—*Eastern time.*

CONNECTIONS.

[1] With Northern Central R.R., Lehigh Valley R.R., and New York Central & Hudson River R.R.
[2] With New York Central & Hudson River R.R. and Lehigh Valley R.R.

DONORA SOUTHERN RAILROAD.

L. K. KORNDORFF, General Freight Agent, Pittsburg, Pa.

Operated for freight traffic only between **Bamford**[1], Pa., and Baird, Pa. (4 miles). *November*, 1909.

Connection.—[1] With Pennsylvania R.R.

NEW YORK, AUBURN & LANSING RAILROAD.

ITHACA-AUBURN SHORT LINE.

A. H. FLINT, President, 15 Broad Street, New York, N.Y.
H. A. CLARKE, General Manager, Ithaca, N.Y.

(Operated by steam Auburn to South Lansing, and by electricity South Lansing to Ithaca).

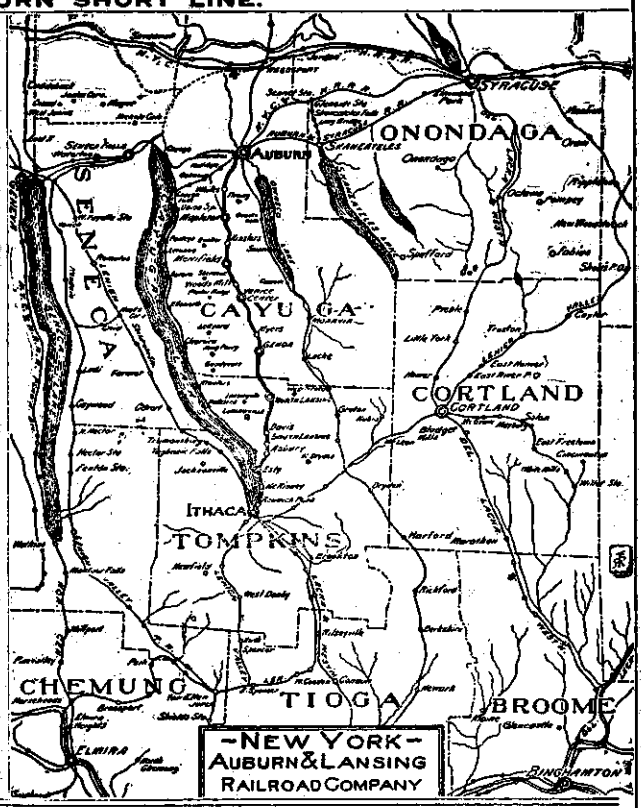
.....	27	23	21	Mls.	*November* 1, 1909.	22	24	28	.....
.....	P M	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	P M	.....
.....	*6 20	‡1 00	*8 20	0	.....**Auburn**[1].....	10 50	5 30	8 50	.....
.....	6 28	1 08	8 28	3.3	.....Whites.....	10 42	5 22	8 42	.....
.....	6 34	1 14	8 34	6.3	.....Mapleton.....	10 36	5 16	8 36	.....
.....	6 40	1 20	8 40	9.0	.....Kinsiers.....	10 30	5 10	8 30	.....
.....	6 44	1 24	8 44	10.8	.....Merrifield.....	10 26	5 06	8 26	.....
.....	6 49	1 29	8 49	13.2	.....Woods Mill.....	10 21	5 01	8 21	.....
.....	6 53	1 33	8 53	14.5	.....Venice Center....	10 17	2 57	8 17	.....
.....	7 00	1 4	9 00	18.2	.....Myers.....	10 10	2 50	8 10	....
.....	7 07	1 47	9 07	19.7	.....Genoa.....	10 03	2 43	8 03	....
.....	7 13	1 53	9 13	22.2	.....Sills Crossing.....	9 57	2 37	7 57	.....
.....	7 17	1 57	9 17	24.0	.....North Lansing....	9 53	2 33	7 53	.....
.....	7 20	2 00	9 20	25.0	.....Tarbel.....	9 50	2 30	7 50	.....
.....	7 27	2 07	9 27	28.2	.....Davis.....	9 41	2 23	7 43	.....
.....	7 30	2 10	9 30	29.1	arr. South Lansing.lve.	9 40	2 20	7 40	.....
.	7 35	2 15	9 35	29.1	lve. South Lansing.arr.	9 35	2 15	7 35	....
....	7 38	2 18	9 38	30.0	.....Asbury.....	9 31	2 11	7 31	.....
.....	7 44	2 24	9 44	32.0	.....Esty.....	9 22	2 02	7 22	.....
.....	7 47	2 27	9 47	33.2	.....McKinney.....	9 17	1 57	7 17	....
.....	7 51	2 31	9 51	34.3	.....Renwick.....	9 13	1 53	7 13	.....
.....	8 00	2 40	10 00	36.3	.....**Ithaca**[2].....	*9 05	*1 45	*7 05	.....
.....	P M	P M	A M	....	ARRIVE [LEAVE	A M	P M	P M	....

Additional Trains—Leave Ithaca †7 15, *11 00 a.m., *5 00 ℞8 30, ℞10 00 p.m., arrive Rogues Harbor 7 48, 11 33 a.m., 5 33, 9 03, 10 33 p.m. Returning, leave Rogues Harbor †7 48 *11 33 a.m., *5 33, ℞9 03, ℞10 33 p.m., arrive Ithaca 8 15 a.m., 12 00 noon 6 00, 9 30, 11 00 p.m.

Trains marked * run daily; † daily, except Sunday; ℞ Saturday only.

STANDARD—*Eastern time.*

Connections.—[1] With Lehigh Valley R.R. and New York Central & Hudson River R.R. [2] With Delaware, Lackawanna & Western R.R. and Lehigh Valley R.R.



Albany Southern Railroad Co.

OPERATED BY ELECTRICITY—THIRD RAIL.

R. H. SMITH, General Manager.
J. P. MALONRY, Train Master.
A. P. DREDS, Aud. and G.P. & F.A.

R. P. LEAVITT, Gen. Supt. Elec. and Mechanical Dept's.
General Offices—Albany, N. Y.

Sept. 18, 1909.	Mls.	Time between Stations.
Hudson[1].....	0	0 Mins.
Stottville.....	4.9	25 "
Stockport Center.	7.0	30 "
Rossman.....	8.4	35 "
Stuyvesant Falls..	10.3	40 "
Sunnyside.....	11.7	43 "
Kinderhook.....	13.9	47 "
Valatie.....	15.3	50 "
Niverville[2].....	17.3	55 "
Electric Park.....	19.2	60 "
North Chatham..	20.7	65 "
Nassau.....	23.9	72 "
Garrisons	27.8	80 "
East Schodack....	28.2	81 "
East Greenbush .	31.6	90 "
Elliotts.....	32.3	92 "
Clinton Heights..	34.4	97 "
Rensselaer[3] ...	36.1	101 "
Albany[4]	37.2	120 Mins.

Trains leave **Albany** (24 State Street, opposite Post Office), †5 00, *7 00, *8 00, *9 00, *10 00, *11 00 a.m., *12 00 noon *1 00 *2 00, *3 00, *4 00, *5 00, *6 00, *7 00, *8 00, *9 00, *10 00, †11 30 p.m.

Trains leave **Hudson** (N. Y. C. Passenger Station) †5 58, *6 56, *7 58, *9 30, *10 00, *11 00 a.m., *12 00 noon, *1 00, *2 00, *3 00, *3 58, *5 00, *6 00, *7 00, *8 00, *9 00, *10 00, †11 10 p.m.

* Daily; † daily, except Sunday.

Fast Train, "Hudson Limited," leaving Hudson 9 30 a.m., makes regular stop only at Rensselaer, but will stop on signal to leave passengers from Hudson or take on for Rensselaer and Albany at Stottville, Stockport Center, Rossman, St. yves.nt Falls, Sunnyside, Kinderhook, Valatie, Niverville, Electric Park, North Chatham, Nassau, Garrisons, East Schodack, East Greenbush, Elliotts and Clinton Heights.

On Sundays trains run hourly between Albany and Electric Park from 7 00 a.m. until 10 00 p.m. Trains leave Electric Park for Albany 7 52, 8 57, 10 10, 11 05 a.m., and then hourly until 11 00 p.m.

Connections.—[1] With N. Y. C. & H. R. R.R.; B. & A. R.R. and Steam boats on the Hudson River. [2] With B. & A. R.R. [3] With N. Y. C. & H. R R.R. [4] With railroads diverging. *Eastern time.*

THIS COMPANY OPERATES THE LARGEST AND BEST THIRD RAIL SYSTEM IN THE WORLD.

Runs freight trains daily by Electric Power. Handles steam-road freight cars of any size and capacity.

Track Connections for interchange of freight in car loads, and less than car loads with N. Y. C. & H. R. R.R. at Rensselaer and Hudson, N.Y.; with B. & A. R.R. at Niverville, Hudson Upper and Hudson, N.Y. Car load freight reaching Albany via D. & H. R.R., Erie Despatch, or West Shore R.R. is switched by N. Y. C. & H. R. R.R. Albany to Rensselaer L. C. L. shipments transferred. Regular interchange of freight daily with all Rail and Boat lines. Regular truckman always on hand.

Manhattan Navigation Co.

"Manhattan Line"

BETWEEN

New York and Albany Passenger and Freight Service

Connecting at New York and Albany with Rail and Water Lines diverging.

Steamers in service, "**Saratoga**" and "**Frank Jones.**" Accommodations, service and cuisine unsurpassed. Orchestra on each steamer during the season. Meals a la carte at popular prices. Cabin berths, 50c.; staterooms, $1.00 and upward.

$1.00 FARE. First-class in either direction $1.00

SERVICE DISCONTINUED FOR SEASON. WILL BE RESUMED WITH OPENING OF NAVIGATION MARCH, 1910.

Best of care and attention given to Horses, Carriages and Automobiles at reasonable rates.

C. LOUIS DUVAL, President. 143 Liberty Street, New York City.
JAMES W. FLEMING, Vice-President, Troy N.Y.
GEO. A. LINDSAY, Secretary, 143 Liberty St., New York City.
FRANK C. EARLE, Gen. Traf. Mgr., " "
PHILIP McKEON, Asst. Gen Traf. Mgr., " "
LEMUEL SMITH, Gen. Freight Agt., " "
H. C. McGUIRE, Gen. Pas. Agt., " "
GEO. T. RUSSELL, Traveling Freight Agent, Troy, N.Y.
C. H. SILLIMAN, General Agent, Albany and Troy, N.Y.

RIDEAU LAKES NAVIGATION CO. LIMITED.

OPERATING STEAMERS BETWEEN CLAYTON, KINGSTON AND OTTAWA

"THE FINEST TRIP ON THE CONTINENT."

A LAKE AND ISLAND PARADISE.

The Magnificent Palace Steamers

RIDEAU KING and RIDEAU QUEEN,

Lighted by Electricity, Steam Heated, Ventilated by Steam Fans, and equipped with all modern conveniences.

Steamers will run during the Season of Navigation as follows: From May 3d to June 28th and from September 1st to November 1st.—

Steamers run between Kingston and Ottawa.

KINGSTON, SMITH'S FALLS AND OTTAWA.

Steamers run in connection with the New York Central & Hudson River R.R. as follows:

LANDINGS OF STEAMERS DURING SEASON OF NAVIGATION.

Kingston, Kingston Mills, Washburn, Brewers Mills, Seeleys Bay, Jones Falls, Davis, Chafleys Locks, Newboro, Westport, Narrows, Portland, Garretts Rest, Angler's Inn, Rideau Ferry, **Smith's Falls,** Kilmarnock, Merrickville, Burritts Rapids, Beckees Landing, Lindsays Wharf, Manotic, **Ottawa.**

Connections—At Kingston with the Richelieu & Ontario Navigation Co. and Grand Trunk Ry. At Ottawa with Ottawa River Navigation Co., Canadian Pacific Ry., Grand Trunk Ry. and Ottawa & New York Ry.

This trip is without doubt one of the most enjoyable in Canada. The celebrated Rideau Lakes, noted for their grand scenery, are passed by daylight. They are each year visited by expert American anglers, who have found the Black Bass fishing the best of any of Canada's famous inland waters. Gray Trout and Muscalonge are also to be had.

——————, President, Kingston, Ont. | D. NOONAN, Vice-Prest. and Gen. Mgr., Kingston, Ont.

BROCKVILLE, WESTPORT & NORTH-WESTERN RY.

CANADIAN SOO LINE.

EDWARD R. THOMAS, President, 71 Broadway, N.Y.
JOHN GERKEN, Vice-President, 94 World Building, N.Y.
ORLANDO F. THOMAS, Treasurer, 71 Broadway, N.Y.

CARSTEN HEILSHORN, Sec'y and Mgr., 94 World Bldg, N.Y.
A. P. VAN TUYL, Asst. Sec'y and Treas., " "
W. J. CURLE, Superintendent, Brockville, Ont.

General Business Office—Room 94 World Building, New York City, N.Y. Principal Office—Brockville, Ont., Canada.

No. 3	No. 1	Mls	September 30, 1909.	No. 2	No. 4
.....	.....	....	LEAVE / ARRIVE	.....	.....
†3 45 P M	†9 45 A M	0	.....**Brockville**..... ♂	9 30 A M	5 35 P M
— —	— —	4	...Lyn Junction (*G. T. Ry.*) ..	— —	— —
4 00 "	10 15 "	5	...Lyn (*B. W. & N. W Ry.*). ♂	9 15 "	5 10 "
4 07 "	10 25 "	8	.....Seeley's.....	9 08 "	4 54 "
4 18 "	10 38 "	13	..... Forthton.....	8 57 "	4 43 "
4 23 "	10 44 "	15	.....Elbe	8 52 "	4 36 "
4 30 "	10 58 "	17	.....Athens..... ♂	8 45 "	4 30 "
4 46 "	11 18 "	24	.....Seperton.....	8 29 "	4 01 "
4 52 "	11 25 "	26	..... Lyndhurst.....	8 23 "	3 55 "
4 58 "	11 33 "	28	.....Delta..... ♂	8 17 "	3 46 "
5 12 "	11 52 A M	33	.....Elgin..... ♂	8 03 "	3 27 "
5 18 "	12 00 Noon	35	.....Forfar.....	7 57 "	3 17 "
5 23 "	12 08 "	37	.....Crosby.....	7 52 "	3 11 "
5 33 "	12 17 "	40	..... **Newboro**..... ♂	7 42 "	3 00 "
5 45 P M	12 35 Noon	45	..... **Westport**..... ♂	†7 30 A M	†2 45 P M
.....	.....	....	ARRIVE / LEAVE	.....	.....

Trains marked † run daily, except Sunday. ♂ Telegraph stations.

Connections.—At **Brockville** with New York Central & Hudson River R.R. by Ferry from Morristown, N.Y., or via Clayton, N.Y., thence by Richelieu & Ontario Navigation Co's steamers through the Thousand Islands to Brockville, Ont.; also with the Grand Trunk Ry. and Canadian Pacific Ry. Passengers via these roads may leave Niagara Falls, Hamilton, Toronto or Montreal in the forenoon and be on the Lakes on the evening of the same day. Connection is also made at Brockville with steamers of the Richelieu & Ontario Navigation Co., The American Line, Thousand Islands Steamboat Co., Merchants Line, Toronto and Montreal Steamboat Co. and St. Lawrence River steamers. At **Westport** and **Newboro** with the Rideau Lakes Navigation Co's steamers STANDARD—*Eastern time.*

Illustrated Guide to the picturesque Rideau, Beverly and Charleston Lakes and Black Bass and Salmon Trout Fishings, sent free on application to W. J. CURLE, Supt., Brockville, Ont.

Route to the Picturesque Rideau, Beverly and Charleston Lakes.

Canada's Celebrated Fishing Grounds.

THOUSAND ISLAND STEAMBOAT COMPANY.

(In Connection with New York Central & Hudson River R.R.)

HOWARD S. FOLGER, President and General Manager.
H. B. MILLS, General Passenger Agent.
GEORGE BAWDEN, Secretary and Treasurer.

General Offices—Kingston, Ont.

CLAYTON-ALEXANDRIA BAY ROUTE.

Service during Summer season.

				November, 1909.				
.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	lve.... **Alexandria Bay** ...arr.	.....	.....	.....	.....
.....	.....	.....	.....	..... Edgewood Park	.....	.....	.....	.....
.....	.....	.....	.....	.....Point Vivian.....	.....	.....	.....	.....
.....	.....	.....	.....	.....St. Lawrence Park.....	.....	.....	.....	.....
.....	.....	.....	.....	.....Fine View.....	.....	.....	.....	.....
.....	.....	.....	.....	.....Thousand Island Park.....	.....	.....	.....	.....
.....	.....	.....	.....	..... Grenell's	.....	.....	.....	.....
.....	.....	.....	.....	.....Murray Isle.....	.....	.....	.....	.....
.....	.....	.....	.....	.....Frontenac.....	.....	.....	.....	.....
.....	.....	.....	.....	arr.....**Clayton**.....lve.	.....	.....	.....	.....
.....	.....	.....	.....	(*N. Y. C. & H. R. R.R.*)	.....	.....	.....	.....

Service during Summer season.

ST. LAWRENCE RIVER STEAMBOAT COMPANY.

(In Connection with New York Central & Hudson River R.R.)

(*Officers same as Thousand Island Steamboat Co.*)

†2 00 P M	*a*5 00 A M	lve..... **Kingston**.....arr	12 55 Noon	6 15 P M
4 00 P M	7 00 A M	arr..... **Cape Vincent** .....lve.	†10 55 A M	*b*4 15 P M

† Daily, except Sunday; *a* Monday only *b* Saturday only.

BRANCHVILLE & BOWMAN RAILROAD.

J. L. SHILER, General Manager, Bowman, S.C.

Extends from **Branchville**[1], S.C., to Bowman, S.C., a distance of 12 miles. Operated for freight and passenger traffic. *March*, 1908.

Connection.—[1] With Southern Ry.

THE LAKESIDE & MARBLEHEAD RAILROAD

ONLY RAIL ROUTE TO

LAKESIDE, THE CHAUTAUQUA OF OHIO, AND MARBLEHEAD, THE GREAT LIME CENTER OF THE MIDDLE AND WESTERN STATES.

NORMAN KELLEY, President.
F. A. BECKWITH, Vice-President.
CALEB E. GOWEN, Gen. Manager.
G. B. WHEELER, Gen. Fht. Agent.

W. M. HARSH, General Supt., Marblehead, O.

General Offices—Cleveland, O.

....	5	3	1	Mls	November 23, 1908.	2	4	6	.....
....	P M	A M	A M	....	LEAVE / ARRIVE	A M	Noon	P M	.....
....	†4 45	†11 10	†7 35	0	+...**Marblehead**.....	8 40	12 15	6 30	.....
....	4 49	11 14	7 39	1	+....**Lakeside**[1].....	8 36	12 11	6 26	.....
....	4 57	11 22	7 47	5	.....Picolo	8 27	12 02	6 17	.....
....	5 01	11 26	7 51	6	..... Violet.....	8 23	11 58	6 13	.....
....	5 10	11 35	8 00	8	arr... **Danbury**[2]..lve.	†8 15	†11 50	†6 05	.....
....	8 23	12 04	.....	16	arr...**Sandusky**...lve.	7 58	.....	5 05	.....
....	8 45	Noon	9 25	48	arr.....**Toledo**.....lve.	.....	†10 30	†4 47	.....
....	5 00	1 50	A M	76	..... **Cleveland**	†6 00	A M	†3 20	....
....	P M	P M	.....	....	ARRIVE / LEAVE	A M	.....	P M	.....

† Daily, except Sunday. + Coupon stations.

Connections.—[1] With boat lines for islands, Detroit, Toledo, etc. [2] With Lake Shore & Michigan Southern Ry. *Central time.*

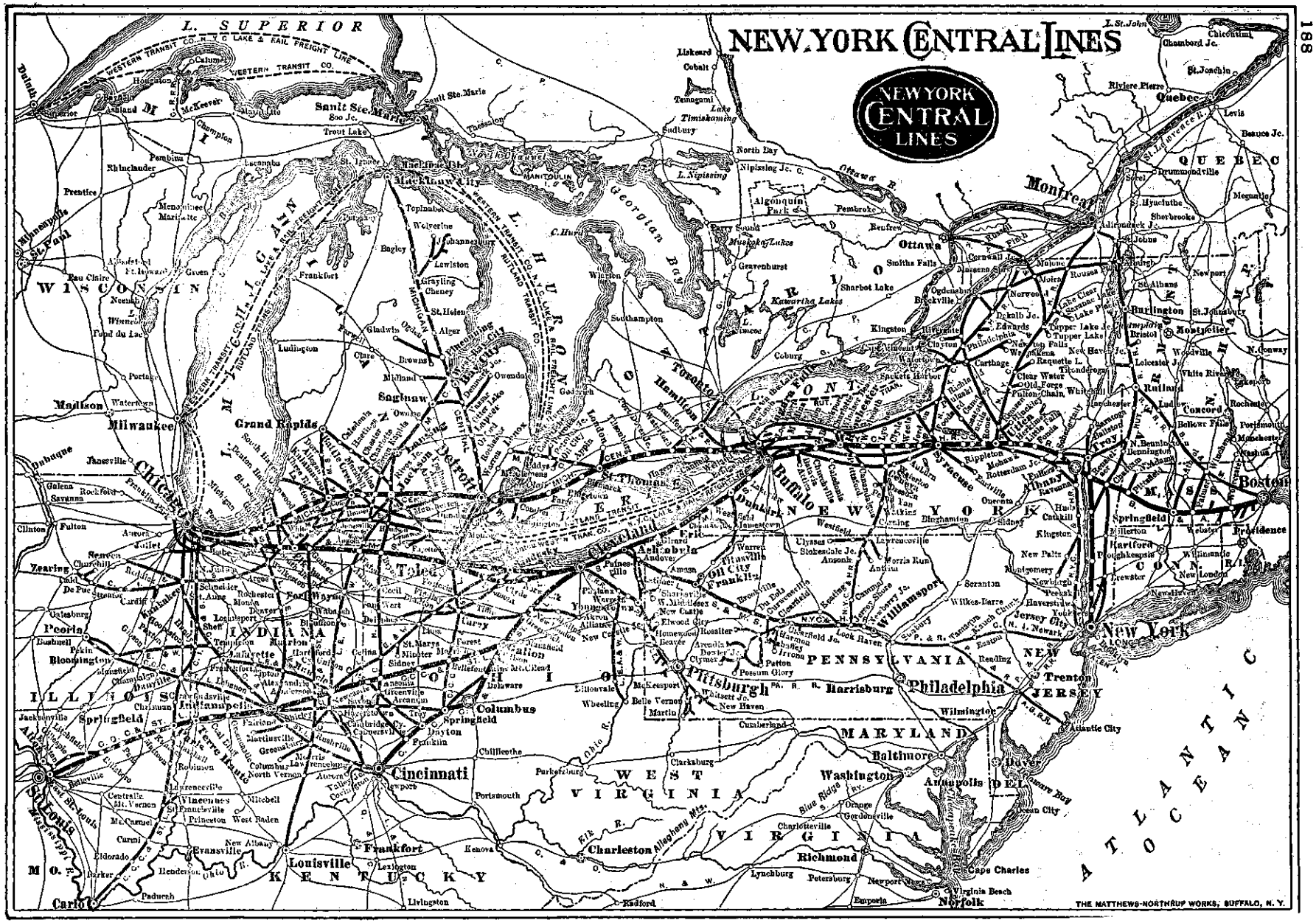
NEW BRUNSWICK SOUTHERN RAILWAY.

FRANK J. MCPARLAN, Superintendent, St. John, N.B.

Train leaves St. John, East, †7 50 a.m., **St. John, West**[1], †8 10 a.m., arriving St. Stephen (82 miles) 1 10 p.m. Returning, leaves St. Stephen †2 30 p.m., arriving St. John, West, 7 10 p.m. *February*, 1907.

† Daily, except Sunday. *Eastern time.*

Connections.—[1] With Intercolonial and Canadian Pacific Rys. and steamships for Boston and New York and for Nova Scotia points.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NEW YORK CENTRAL LINES
L. SUPERIOR
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L. ERIE
L. ONTARIO
L. St. John
WISCONSIN
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INDIANA
ILLINOIS
OHIO
PENNSYLVANIA
NEW YORK
VERMONT
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MASS.
CONN.
R.I.
NEW JERSEY
MARYLAND
WEST VIRGINIA
VIRGINIA
KENTUCKY
MO.
QUEBEC
ATLANTIC OCEAN
Duluth
Superior
Ashland
McKeever
Calumet
Sault Ste. Marie
Soo Jc.
Trout Lake
Pembina
Rhinelander
Prentice
Menominee
Marinette
Green Bay
Minneapolis
St. Paul
Eau Claire
Neenah
Oshkosh
Fond du Lac
Portage
Madison
Waterloo
Milwaukee
Janesville
Dubuque
Galena
Rockford
Savanna
Clinton
Fulton
Aurora
Joliet
Seneca
Yearing
De Kalb
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Marquette
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Frankfort
Lansing
Jackson
Kalamazoo
Battle Creek
Niagara Falls
Buffalo
Rochester
Syracuse
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Columbus
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Zanesville
Chillicothe
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Richmond
Lynchburg
Petersburg
Norfolk
Cape Charles
Virginia Beach
Baltimore
Washington
Annapolis
Wilmington
Atlantic City
Ottawa
Montreal
Quebec
Levis
Beauce Jc.
Sherbrooke
Burlington
Montpelier
St. Johnsbury
Concord
Portsmouth
Manchester
Rutland
Toronto
Hamilton
Niagara Falls
Sudbury
North Bay
Nipissing Jc.
Algonquin Park
Pembroke
Renfrew
Ottawa
Smiths Falls
Kingston
Belleville
Trenton
Coburg
Port Hope
Cobourg
Southampton
Wiarton
Owen Sound
Gravenhurst
Muskoka Lakes
Kawartha Lakes
Sharbot Lake
Brockville
Cornwall
Massena
Malone
Rouses
Norwood
Dekalb Jc.
Edwards
Tupper Lake Jc.
Tupper Lake
Saranac Lake
Lake Placid
Plattsburgh
Rouse's Point
Rutland
Bellows Falls
Lebanon
Hanover
Lancaster
Berlin
Portland
Bangor
Lewiston
Augusta
Rochester
Dover
Concord
Manchester
Nashua
Lowell
Worcester
Springfield
Hartford
New Haven
Bridgeport
Stamford
Greenwich
Port Chester
Mt. Vernon
Yonkers
Poughkeepsie
Kingston
Catskill
Albany
Troy
Schenectady
Saratoga
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Oneida
Syracuse
Auburn
Rochester
Buffalo
Niagara Falls
Dunkirk
Jamestown
Olean
Salamanca
Binghamton
Elmira
Corning
Hornellsville
Ithaca
Geneva
Canandaigua
Rochester
Batavia
Lockport
Niagara Falls
Suspension Bridge
Lewiston
Tonawanda
Buffalo
Dunkirk
Erie
Conneaut
Ashtabula
Cleveland
Akron
Canton
Massillon
Alliance
Youngstown
Warren
Meadville
Oil City
Franklin
Titusville
Bradford
Olean
Salamanca
Williamsport
Sunbury
Harrisburg
Lancaster
Reading
Pottsville
Scranton
Wilkes-Barre
Hazleton
Easton
Phillipsburg
Trenton
Philadelphia
Wilmington
Baltimore
Washington
Annapolis
Cumberland
Hagerstown
Frederick
Harpers Ferry
Martinsburg
Winchester
Charleston
Huntington
Parkersburg
Clarksburg
Wheeling
Steubenville
Pittsburgh
Allegheny
McKeesport
Connellsville
Uniontown
Cumberland
Altoona
Tyrone
Bellefonte
Lewistown
Harrisburg
Carlisle
Chambersburg
Gettysburg
Hanover
Frederick
Baltimore
Washington
Annapolis
Cape May
Atlantic City
Ocean City
Norfolk
Newport News
Richmond
Petersburg
Lynchburg
Roanoke
Bluefield
Charleston
Huntington
Parkersburg
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Wheeling
Pittsburgh
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Springfield
Dayton
Cincinnati
Chillicothe
Portsmouth
Ashland
Toledo
Sandusky
Lima
Fort Wayne
Kendallville
Elkhart
Goshen
Chicago
Michigan City
Gary
Hammond
East Chicago
Indianapolis
Terre Haute
Vincennes
Evansville
Louisville
Frankfort
Lexington
Paducah
Cairo
Carrollton
St. Louis
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Peoria
Bloomington
Chicago
Milwaukee
Madison
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Superior
Ashland
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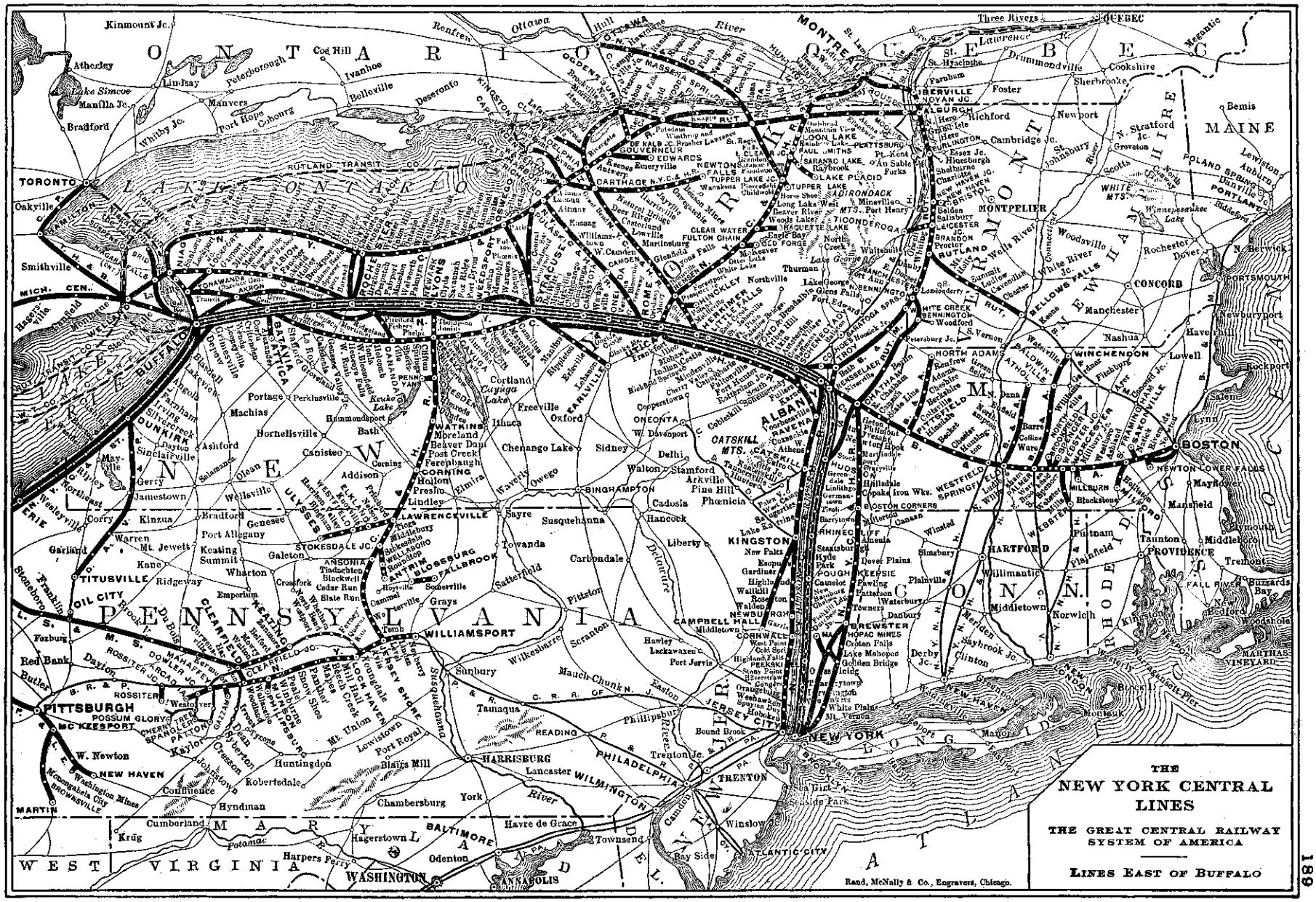
Montreal
Quebec
Boston
New York
Philadelphia
Baltimore
Washington
Norfolk
Cape Charles
Virginia Beach
Atlantic City
Ocean City
Cairo
THE MATTHEWS-NORTHRUP WORKS, BUFFALO, N. Y.


THE
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THE GREAT CENTRAL RAILWAY
SYSTEM OF AMERICA
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CONNECTICUT
PENNSYLVANIA
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MARYLAND
LAKE ONTARIO
LAKE ERIE
LONG ISLAND
ATLANTIC OCEAN
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ROCHESTER
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TICONDEROGA
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CATSKILL MTS.
WHITE MTS.
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POUGHKEEPSIE
KINGSTON
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"AMERICA'S GREATEST RAILROAD."

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THE SIX-TRACK TRUNK LINE OF AMERICA.

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MILEAGE.

	MILES
New York Central & Hudson River R.R. and Branches	3,198
Boston & Albany R.R. and Branches	392
Little Falls & Dolgeville R.R	14
St. Lawrence & Adirondack Ry. and Branches	65
Raquette Lake Ry	18
Fulton Chain Ry	2
Lake Shore & Michigan Southern Ry. and Branches	1,508
Dunkirk, Allegheny Valley & Pittsburgh R.R	90
Lake Erie, Alliance & Wheeling R.R	88
Michigan Central R.R. and Branches	1,746
Chicago, Kalamazoo & Saginaw Ry	55
Detroit & Charlevoix R.R	44
New York, Chicago & St. Louis R.R. and Branches	523
Pittsburgh & Lake Erie R.R. and Branches	191
Lake Erie & Western R.R. and Branches	886
Cleveland, Cincinnati, Chicago & St. Louis Ry. and Branches	2,334
Cincinnati Northern R.R	248
Indiana Harbor Belt	103
Chicago, Indiana & Southern	341
Toronto, Hamilton & Buffalo Ry. and Branches	84
New York & Ottawa R.R	126
Rutland R.R. and Branches	468
Grand total	12,524

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

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R. C. CAPLES, General Agent Traffic Department, New York.

NEW YORK CENTRAL DINING CAR SERVICE.

All meals served on the a la carte plan and compare favorably with the best hotels. The latest delicacies of the season always served.

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ST. LOUIS AND CINCINNATI SPECIAL.—Train No. 1 has Dining Car serving luncheon and dinner. Also Dining Cars on Big Four Route.

THE FAST MAIL.—Train No. 3 has Dining Car serving luncheon and dinner. Dining Cars on M. C. R.R. Cafe Dining Coach on L. S. & M. S. Ry.

DAY EXPRESS.—Train No. 5 has Cafe Dining Coach New York to Buffalo.

CHICAGO SPECIAL.—Train No. 9 has Cafe Dining Coach New York to Syracuse. Dining Cars on L. S. & M. S. Ry. and M. C. R.R.

THE SOUTHWESTERN LIMITED.—Train No. 11 has Dining Car, serving dinner. Also Dining Car on Big Four Route Anderson to St. Louis.

BOSTON AND CHICAGO SPECIAL.—Train No. 15 has Dining Car between Boston and Syracuse, serving luncheon and dinner. Has also Dining Car Toledo to Elkhart.

THE WOLVERINE.—Train No. 17 has Dining Car New York to Albany, Boston to Utica, and on M. C. R.R. St. Thomas to Chicago.

THE LAKE SHORE LIMITED.—Train No. 19 has Dining Car, serving dinner. Also Dining Car, serving all meals on L. S. & M. S. Ry.

BIG FOUR LIMITED.—Train No. 21 has Dining Car, serving dinner.

THE WESTERN EXPRESS.—Train No. 23 has Dining Car, serving dinner. Also Buffalo to Chicago, via L. S. & M. S. Ry., and Buffalo to Chicago, via M. C. R.R.

THE TWENTIETH CENTURY LIMITED.—Train No. 25 has Dining Car, serving all meals.

WESTERN NEW YORK EXPRESS.—Train No. 33 has Cafe Dining Coach Rochester to Buffalo.

THE SECOND EMPIRE.—Train No. 41 has Dining Car New York and Buffalo; Cleveland to St. Louis, and Columbus to Cincinnati.

FAST MAIL.—Train No. 45 has Cafe Dining Coach Albany to Buffalo.

EMPIRE STATE EXPRESS.—Train No. 51 has Cafe Dining Coach, serving meals between New York and Buffalo.

THE NORTHERN AND WESTERN EXPRESS.—Train No. 59 has Dining Car Syracuse to Buffalo.

MONTREAL EXPRESS.—Train No. 71 has Cafe Dining Coach New York to Troy.

EASTWARD.

NUMBER SIX.—Train No. 6 has Dining Car, serving breakfast. Also Chicago to Buffalo, via L. S. & M. S. Ry.

THE WOLVERINE.—Train No. 8 has Dining Car, serving breakfast. Also has Cafe Dining Coach Grand Rapids to Detroit, and Dining Car Chicago to Buffalo.

CHICAGO, NEW YORK AND BOSTON SPECIAL.—Train No. 10 has Dining Car, Chicago to Ashtabula, via L. S. & M. S. Ry.; Chicago to St. Thomas, via M. C. R.R., on New York Central serving breakfast and B. & A. R.R., serving luncheon.

EASTERN EXPRESS.—Train No. 14 has Cafe Dining Coach Buffalo to New York. Dining Car Chicago to Detroit, via M. C. R.R.

NEW YORK AND NEW ENGLAND EXPRESS.—Train No. 16 has Cafe Dining Coach, serving luncheon Albany to New York, also Dining Car Elkhart to Toledo, via L. S. & M. S. Ry.; St. Louis to Cleveland, via Big Four Route, and Syracuse to Springfield, via B. & A. R.R.

KNICKERBOCKER SPECIAL.—Train No. 18 has Dining Car, serving breakfast and luncheon. Also St. Louis to Anderson and Cincinnati to Columbus, via Big Four Route.

THE LAKE SHORE LIMITED.—Train No. 22 has Dining Car, serving breakfast and luncheon. Also Dining Car Chicago to Toledo, via L. S. & M. S. Ry., and Chicago to Kalamazoo, via M. C. R.R.

THE TWENTIETH CENTURY LIMITED.—Train No. 26 has Dining Car serving all meals.

NEW YORK CENTRAL LIMITED.—Train No. 2d 26 has Dining Car serving all meals.

THE NEW YORKER.—Train No. 40 has Dining Car Buffalo to New York.

BOSTON AND NEW YORK EXPRESS.—Train No. 42 has Cafe Dining Coach Buffalo to Albany.

EMPIRE STATE EXPRESS.—Train No. 50 has Cafe Dining Coach, serving meals between Buffalo and New York.

ADIRONDACK AND MONTREAL EXPRESS.—Train No. 54 has Cafe Dining Coach Albany to New York.

THE METROPOLITAN.—Train No. 58 has Dining Car Buffalo to New York.

Pintsch Gas
Steam Heat

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

Used on most of the Prominent Railways in Europe and the United States.

NEW YORK CENTRAL LINES

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

CONDENSED TIME-TABLE OF THROUGH TRAINS.

To the West.

December 21, 1909.
(Eastern time.)

	51 Emp. State Exp.	3 Fast Mail	5 Day Express.	1 St. L. and Cin. Spl.	No. 41 The 2d Empire.	9 Fast Mail	11 So. West. Lim.	No. 15 Boston and Chicago Special.	No. 25 The 20th Century Limited.	17 The Wolverine.	No. 19 The Lake Shore Limited.	23 Western Express.	No. 21 Big 4 Limited.	49 Boston & Buf. Spl.	7 Cleve. Lim.	No. 29 Buffalo Special.	87 Pac. Express	59 No. and West. Exp.	59-45 Chic. and St. L. Spl.
(N. Y. C. & H. R. R.R.)	A M	A M	A M	A M		Noon	P M			P M		P M			P M		P M	Night	Night
New York *(Gd. Cent. Sta.)* lve.	†8 30	*8 45	*9 40	*1030	*1240 Noon	*1250	*2 45		*3 50 P M	*430	*5 30 P M	*6 00	*6 30 P M		*8 00	*8 02 P M	*844	*1203	*1203
125th Street	— —	8 57	9 51	10 41	— —	1 02	— —		— —	4 41	5 42 P M	6 11	— —		— —	8 14 P M	9 56	— —	— —
(Boston & Albany R.R.)		A M		A M		A M	A M			P M		P M		P M			P M	P M	P M
Boston lve.		†4 20		†4 20	*1000 A M	*1000	*11 30	*11 30 A M	*1 00 P M	*200	*2 00 P M		*2 00 P M	*4 50		*4 50 P M	*755	*7 35	*11 15
(N. Y. C. & H. R. R.R.)	A M	Noon	P M	P M		P M	P M			P M		P M		P M	P M		A M	A M	A M
Albany lve.	†1128	*1210	*1 55	*1 50	*4 00 P M	*4 15	*5 39	*5 45 P M	*6 24 P M	*757	*8 55 P M	*1000	*9 55 P M	*1045	*1108	*11 40 P M	*200	*3 25	*6 50
Utica lve.	1 14	2 24	4 35	4 00	6 08 P M	6 24	*d*721	8 10 P M	*a*8 06 P M	1015	11 09 P M	1 05	11 55 P M	1 15	*d* —	1 58 A M	5 37	5 27	8 55
Syracuse lve.	2 21	3 46	6 10	5 20	7 23 P M	7 40	8 26	9 40 P M	9 11 P M	1145	12 30 Night	2 40	1 08 A M	2 50	2 40	3 25 A M	7 30	6 45	10 10
Rochester lve.	3 51	6 30	8 20	7 01	9 10 P M	9 20	9 50	11 25 P M	10 36 P M	1 35	2 15 A M	4 33	2 45 A M	4 43	*d* —	5 15 A M	9 50	8 15	11 50
Buffalo arr.	5 16	7 15	10 00	8 45	10 50 P M	11 05	— —	1 10 A M	— —	3 20	4 00 A M	6 20	4 23 A M	6 30	— —	7 00 A M	1225	10 00	1 20
Niagara Falls arr.	6 20	8 15	10 55	P M	11 59 P M	11 59				A M		7 20		7 42		8 27 A M	†145	11 20	2 20
(Eastern time.)	P M	P M	P M			P M						A M		A M			P M	A M	P M
(T.H.&B.Ry.) (East. time.)	P M									A M				A M			P M	A M	
Buffalo lve.	*6 00									†525	†5 25 A M			*7 55		*7 55 A M	*100	†1010	
Hamilton arr.	8 05									7 35	7 35 A M			9 55		9 55 A M	3 05	12 20	
Toronto arr.	9 10									8 40	5 40 A M			10 55		10 55 A M	4 15	1 25	
	P M									A M				A M			P M	P M	
(M. C. R.R.) (East. time.)		P M	P M		P M	P M				A M		A M		A M			P M	P M	P M
Buffalo lve.		*8 20	*1150		*1150	*1150				*325		*7 45		*7 45		*7 45 A M	*200	*2 00	*2 00
Detroit arr.		1 35	7 20		7 20	7 20				9 15		2 30		2 30		2 30 P M	9 45	9 45	8 45
Toledo..*(Cent. time.)* arr.			10 20		10 20	10 20				10 20				P M			1220	12 20	12 20
Jackson arr.		2 30	8 55		8 55	8 55				10 15		3 30		3 30		3 30 P M	1140	11 40	11 40
Grand Rapids arr.		6 30	1 00		1 00	1 00				1 00		†1045		†1045		†1045 P M			
Chicago arr.		8 10	2 55		2 55	2 55				3 50		*9 10		*9 10		*9 10 P M	7 30	7 30	7 30
		A M	P M		P M	P M				P M		P M		P M			A M	A M	A M
(L. S. & M. S. Ry.)		P M	Night	P M	P M	Night	Night					A M		A M			*N'b	Noon	Noon
Buffalo *(Central time)* lve.		*8 25	*1220	*7 55	*1020	*1220	*1270	— —	*1220 Night	— —		*3 10 A M	*6 30	*3 30 A M	*6 30	— — *6 30 A M	1245	*1225	*1225
Erie arr.		8 20	2 06	10 05	12 12	2 06	2 06	— —	2 06 A M	— —		*b* —	8 25	5 14 A M	8 25	6 55 8 25 A M	3 26	2 19	2 19
Cleveland arr.		10 40	4 20	12 40	2 35	4 20	4 20	1 30	4 20 A M	— —		7 10 A M	10 45	7 30 A M	10 45	9 00 10 45 A M	6 35	4 35	4 35
Toledo arr.		1 20	6 55	Night	A M	6 55	6 55	A M	6 55 A M	— —		9 55 A M	2 05	10 00 A M	2 05	A M 2 05 P M	1050	6 55	6 55
Elkhart arr.		4 35	10 05			10 05	10 05		10 05 A M	6 21 A M		1 10 P M	5 55	2 33 P M	5 55	5 55 P M	3 35	10 25	10 25
Chicago arr.		7 30	12 50			12 50	12 50		12 50 Noon	8 30 A M		4 00 P M	8 00	5 23 P M	8 00	8 00 P M	7 10	1 20	1 20
		A M	Noon			Noon	Noon						P M		P M		A M	A M	A M
(C. C. C. & St. L. Ry.)				A M	A M			A M							Noon		P M	P M	P M
Cleveland lve.				*1 40	*3 00			*1 40						*7 40 A M	*1230		*800	*5 00	*5 00
Columbus arr.				4 30	6 50			4 30						10 40 A M	3 55		3 55 P M	1 20	
Cincinnati arr.				7 27	10 45			7 27						1 55 P M	7 25		7 25 P M	6 40	
Indianapolis arr.				7 55	11 15			7 55						3 00 P M	P M			A M	12 10	12 10
St. Louis arr.				1 45	5 58			1 45						8 15 P M					7 30	7 30
				P M	P M			P M											A M	A M

To the North.

November 21, 1909.

	No. 51 Empire State Express.	No. 3 Fast Mail.	No. 5 Day Express.	No. 41 The Second Empire.	No. 71 Montreal Express.	No. 55 Adirondack and Montreal Express.	No. 33 Western New York Express.	No. 59 Northern and Western Express.	No. 73 Midnight Express.
(N. Y. C. & H. R. R.R.)									
New York lve.									
Grand Central Station.	†8 30 A M	†8 45 A M	*9 40 A M	*1240 Noon	*8 55 P M	*7 15 P M	*9 39 P M	*1203 Night	†1230 Night
125th Street	— —	8 57 A M	9 51 A M	— —	7 07 P M	7 27 P M	9 51 P M	— —	12 41 Night
Albany *(N. Y. C.)* lve.	11 28 A M					11 13 P M			
Utica (Adirondack Div.) lve.	1 20 P M					1 30 A M			
Fulton Chain arr.	3 20 P M					3 41 A M			
Tupper Lake arr.	5 25 P M					5 43 A M			
Ottawa *(N.Y.&O.Ry.)* arr.						†1100 A M			
Saranac Lake arr.	6 35 P M					6 53 A M			
Lake Placid arr.	9 00 P M					7 15 A M			
Montreal (Windsor St.) arr.	10 00 P M					10 20 A M			
Ottawa *(C. P. Ry.)* arr.	1 50 A M					†7 15 P M			
(Delaware & Hudson Co.)									
Albany lve.		†1225 Noon		*4 45 P M					*7 00 A M
Troy lve.		12 05 Noon			*1140 P M				7 00 A M
Saratoga Springs arr.		1 35 P M		*6 55 P M	12 45 Night				8 10 A M
Lake George arr.				*7 15 P M					
Plattsburgh arr.		5 55 P M		†1020 P M	4 45 A M				12 45 Noon
Montreal arr.		8 20 P M			7 15 A M				3 20 P M
(Rutland Line.)									
Albany lve.			†1 40 P M						
Troy lve.			2 05 P M	†5 00 P M	*1130 P M				*7 35 A M
Manchester arr.			3 47 P M	7 20 P M	1 12 A M				9 24 A M
Burlington arr.			6 40 P M	10 45 P M	4 00 A M				1 00 P M
Montreal (Windsor St.) arr.			9 55 P M		7 30 A M				
Ottawa *(G. T. Ry.)* arr.					11 45 A M				
(R. W. & O. Div.)									
Albany *(N. Y. C.)* lve.	†1128 A M		*1 55 P M	*4 00 P M			*1 28 A M	*3 25 A M	†6 50 A M
Utica *(N. Y. C.)* arr.	1 14 P M		4 30 P M	6 08 P M			3 50 A M	5 20 A M	8 52 A M
Utica *(R. W. & O.)* lve.	1 55 P M		†5 10 P M	§6 15 P M			†4 05 A M	*6 20 A M	†9 15 A M
Watertown arr.	5 40 P M		8 40 P M	9 40 P M			7 15 A M	10 15 A M	12 50 Noon
Clayton arr.	6 55 P M							11 00 A M	1 40 P M
Ogdensburg arr.	7 35 P M						8 30 A M	12 05 Noon	
Alexandria Bay (Steamer) arr.									
Utica *(N. Y. C.)* lve.	†1 35 P M			†6 12 P M				*6 00 A M	†9 00 A M
Rome *(R. W. & O.)* lve.	1 58 P M			6 35 P M				6 25 A M	9 23 A M
Watertown arr.	4 25 P M			9 30 P M				9 25 A M	12 01 Noon
Cape Vincent arr.	7 40 P M							10 50 A M	4 10 P M
Kingston arr.								†1255 Noon	

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; § Sunday only.
a Stops to take Chicago passengers; *b* stops to leave from B. & A. points; *d* stops for Cleveland and beyond.
‖ Meals.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

THROUGH PULLMAN CAR ARRANGEMENT TO THE WEST AND NORTH.

No. 1—ST. LOUIS AND CINCINNATI SPECIAL—Daily.—Sleeping Car New York to St. Louis and Cincinnati (handled Cleveland to St. Louis on No. 11). Parlor Car New York to Buffalo. Dining Cars serving all meals.

No. 3—FAST MAIL—Daily.—Parlor Car New York to Cleveland; New York to Montreal, via Delaware & Hudson R.R. daily, except Sunday. Sleeping Cars New York to Chicago, via Lake Shore & Michigan Southern Ry. and Michigan Central R.R.; Albany to Chicago, via L. S. & M. S. Ry. Sleeping Car Buffalo to Chicago, via Michigan Central R.R. Buffet Smoking and Library Car Buffalo to Chicago, via Michigan Central R.R. Dining Car Albany to Buffalo; Kalamazoo to Chicago, via Michigan Central R.R. Cafe Dining Coach Buffalo to Chicago, via Lake Shore & Michigan Southern Ry. An extra fare is charged on this train from New York to Chicago.

No. 5—DAY EXPRESS—Daily.—Sleeping Car New York to Chicago, via Lake Shore & Michigan Southern Ry., arriving Chicago on No. 15 at 12 50 noon. Parlor Car and Cafe Dining Coach New York to Buffalo. Parlor Car New York to Montreal, via Rutland R.R., daily, except Sunday.

No. 7—CLEVELAND LIMITED—Daily.—Observation Drawing-room Car. Sleeping Cars and Buffet Smoking and Library Car New York to Cleveland. Dining Car Buffalo to Cleveland.

No. 9—FAST MAIL—Daily.—Vestibuled Coaches and Smoking Car New York to Buffalo. Cafe Dining Coach New York to Syracuse. An extra fare is charged New York to Chicago. See Train No. 41 for Pullman equipment.

No. 11—SOUTHWESTERN LIMITED—Daily.—Observation, Buffet Smoking and Library Car and Sleeping Cars New York to St. Louis. Sleeping Car New York to Cincinnati. Dining Car Albany to Syracuse.

No. 15—CHICAGO AND ST. LOUIS SPECIAL—Daily.—Buffet Smoking and Library Car Boston to Chicago, via Lake Shore & Michigan Southern Ry. Sleeping Cars Boston and Albany to Chicago, via Lake Shore & Michigan Southern Ry. Sleeping Car Boston to Pittsburgh, via Pittsburgh & Lake Erie R.R. Parlor Car Boston to Buffalo. Dining Cars Boston to Syracuse and Toledo to Elkhart.

No. 17—THE WOLVERINE—Daily.—Buffet, Smoking and Library Car New York to Chicago. Sleeping Cars New York to Detroit, Grand Rapids, Bay City, via Saginaw and Chicago, via M. C. R.R. Parlor Car New York to Syracuse. Parlor Car Buffalo to Toronto, via T. H. & B. Line, except Sunday. Dining Car serving all meals. An extra fare is charged on this train from New York to Chicago. This train is run in two sections from Albany to Buffalo, and the second section, carrying passengers in Pullman Cars only, has the following equipment from Boston: Buffet Smoking and Library Car Boston to Buffalo. Sleeping Cars Boston to Chicago, via M. C. R.R. Tourist Sleeping Car Boston to Chicago, via M. C. R.R. daily, except Sunday. Sleeping Car Boston to Chicago, via L. S. & M. S Ry. (runs Buffalo to Chicago on Train No. 19). Sleeping Cars Boston to Cincinnati and Boston to St. Louis, via Big Four (run on Lake Shore No. 19, Buffalo to Cleveland). Dining Car serving all meals.

No. 19—THE LAKE SHORE LIMITED—Daily.—Buffet Smoking and Library Car, Private Compartment, Stateroom, Sleeping and Observation Car and Standard Sleeping Cars New York to Chicago. Sleeping Car New York to Toronto, daily, except Saturday, via T. H. & B. Line. Parlor Car New York to Troy, via Albany. Dining Car New York to Albany and Ashtabula to Chicago. No coach passengers carried. Passengers carried only for points beyond Buffalo and New York to Albany and Troy. Passengers on this train for Chicago or points west thereof are required to have, in addition to first-class passage ticket, an excess fare ticket.

No. 21—BIG FOUR LIMITED—Daily.—Dining Car New York to Albany. Observation Sleeping Car New York to Chicago, via L. S. & M. S. Ry. Sleeping Cars New York to Cincinnati and St. Louis. Cafe Dining Coach Buffalo to Chicago. Day Coach Buffalo to Chicago.

No. 23—WESTERN EXPRESS—Daily.—Buffet Smoking and Library Car New York to Buffalo; Buffalo to Chicago, via Michigan Central R.R. and Lake Shore & Michigan Southern Ry. Sleeping Cars New York to Chicago, via Lake Shore & Michigan Southern Ry. and Michigan Central R.R. Sleeping Cars New York to Buffalo, via Falls Road and Lockport. Parlor Car New York to Albany; Detroit to Chicago, via Michigan Central R.R. Dining Cars New York to Albany; Buffalo to Chicago, via Michigan Central R.R., and Buffalo to Chicago, via Lake Shore & Michigan Southern Ry.

No. 25—THE 20th CENTURY LIMITED—18 Hours New York to Chicago—Daily.—Combination Buffet Smoking and Library Car New York to Chicago. Private Compartment Stateroom, Sleeping and Observation Car and Standard Sleeping Cars New York to Chicago. Sleeping Car Boston to Chicago. Observation Parlor Car Boston to Albany Dining Cars serving all meals. This train carries passengers only for Elkhart, Chicago and points west of Chicago, and passengers are required to have an excess fare ticket in addition to the first-class passage ticket.

No. 29—BUFFALO AND TORONTO SPECIAL—Daily.—Buffet-Broiler Smoking and Library Car New York to Buffalo. Sleeping Cars New York to Buffalo; New York to Niagara Falls, via Buffalo; New York to Rochester, via Auburn Road; New York to Toronto, via Toronto, Hamilton & Buffalo Ry. Dining Car Buffalo to Toronto.

No. 33—WESTERN NEW YORK EXPRESS—Daily.—Sleeping Cars New York to Buffalo; New York to Rochester, via Main Line; New York to Oswego. Buffet Sleeping Car New York to Massena Springs (Saturday night's car from New York arrives Massena Springs 1 00 p.m., Sunday). Sleeping Car New York to Ogdensburg, via Carthage, daily. (Saturday night's car from New York arrives Ogdensburg 12 05 noon, Sunday). Cafe Dining Coach Rochester to Buffalo.

No. 37—PACIFIC EXPRESS—Daily.—Sleeping Car New York to Chicago, via Lake Shore & Michigan Southern Ry.; Boston to Buffalo. Sleeping Car Cleveland to Cincinnati, via Big Four; Cleveland to Chicago; Buffalo to Chicago, via Michigan Central R.R.; Detroit to Chicago, via Michigan Central R.R.

No. 41—THE SECOND EMPIRE—Daily.—Buffet-Smoking Car and Parlor Car New York to Buffalo. Sleeping Cars New York to Chicago, via L. S. & M. S. Ry. and M. C. R.R.; New York to Cincinnati and St. Louis, via Big Four Route; Boston to St. Louis, via Big Four Route. Parlor Cars New York to Troy, via Albany, daily; Boston to Albany, daily. Dining Cars serving all meals. On New York Central this train carries passengers in Pullman Cars only. Day Coach passengers take Train No. 9.

No. 45—CHICAGO AND ST. LOUIS SPECIAL—Daily.—Parlor Car and Cafe Dining Coach Albany to Buffalo. Sleeping Car Boston to Buffalo. For Chicago and St. Louis service on this train see No. 59.

No. 47—LOCAL EXPRESS—Daily.—Parlor Car New York to Albany.

No. 49—BOSTON AND BUFFALO SPECIAL—Daily.—Buffet Smoking and Library Car Boston to Buffalo. Sleeping Cars Boston to Buffalo; Albany to Buffalo; Watertown to Buffalo; Boston to Chicago, via Lake Shore & Michigan Southern Ry. and Michigan Central R.R. (from Buffalo on No. 23). Dining Car Boston to Pittsfield and Buffalo to Chicago.

No. 51—EMPIRE STATE EXPRESS—Daily, except Sunday.—Parlor Car and Cafe Dining Coach New York to Buffalo. Parlor Cars Utica to Montreal, via Adirondack Division; Utica to Watertown, via Rome and Richland, and Utica to Ogdensburg; Syracuse to Rochester, via Auburn Road, and Buffalo to Toronto, via Toronto, Hamilton & Buffalo Ry.

No. 55—ADIRONDACK AND MONTREAL EXPRESS—Daily.—Sleeping Cars New York to Montreal and Lake Placid; Buffalo to Montreal.

No. 59—NORTHERN AND WESTERN EXPRESS—Daily.—Sleeping Cars New York to Utica; New York to Syracuse; New York to Buffalo; New York to Watertown, via Carthage and via Rome and Richland. Sleeping Car New York to Chicago, via Michigan Central (runs from Albany to Buffalo on Train No. 45). Sleeping Car New York to St. Louis, via Big Four (runs from Albany to Buffalo on Train No. 45). Sleeping Cars New York to Albany and Saratoga Springs, Sundays only; New York to Burlington, Sundays only; Boston to Buffalo, daily; Montreal to Buffalo, daily. Sleeping Cars will be ready for occupancy at Grand Central Station from 10 00 p.m. Dining Car Syracuse to Buffalo.

No. 65—HUDSON RIVER SPECIAL—Daily.—Parlor Car New York to Albany.

No. 67—ALBANY AND TROY FLYER—Daily, except Sunday.—Buffet Broiler Parlor Car New York to Albany and Utica. Parlor Car New York to Troy.

No. 69—ALBANY EXPRESS—Daily.—Parlor Car New York to Albany, except Sunday.

No. 71—MONTREAL EXPRESS—Daily.—Sleeping Car New York to Montreal and Buffet-Broiler Sleeping Car New York to Ottawa, via Rutland Line. Sleeping Cars New York to Montreal, daily, via D. & H. R.R. Cafe Dining Coach New York to Troy.

No. 73—MIDNIGHT EXPRESS—Daily, except Sunday night.—Sleeping Car New York to Albany; New York to Saratoga Springs, except Saturday night; New York to Burlington. Sleeping Cars ready for occupancy in New York from 10 00 p.m.

No. 85—PEEKSKILL LOCAL—Parlor Car New York to Peekskill.

No. 99—POUGHKEEPSIE EXPRESS—Parlor Car New York to Poughkeepsie.

No. 201—ALBANY EXPRESS—Daily, except Sunday.—Parlor Car New York to Albany.

THE TYLER TUBE & PIPE CO. WASHINGTON, PA. 26 Cortlandt St., New York. Old Colony Bldg, Chicago. BOILER TUBES Guaranteed to Pass A. R. M. M. Specifications GEO. E. MOLLESON, Manager R.R. Dept., NEW YORK

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

CONDENSED TIME-TABLE OF THROUGH TRAINS.

From the West.

December 21, 1909.

	Nos. 10-12 Chicago and Boston Special.	10 Chicago & N.Y. Exp.	No. 16 N. Y. and New Eng Express.	58 The Metropolitan.	No. 22 The Lake Shore Limited.	18 Knicker-b'ker Spl.	14 Eastern Express.	40 The New Yorker.	56 Emp State Exp.	28 New York Express.	42 Boston & N.Y. Exp.	36 Atlantic Express.	30 Buffalo Special.	44 Clev. and N.Y. Spl.	4 Fast Mail.	No. 48 New England Special.	6 New York Limited.	8 The Wolverine.	No. 26 The 20th Century Limited.	2d 26 The N.Y. Cent. Lim.
(C. C. C. & St. L. Ry.)						P M									P M					A M
St. Louis ....lve.			*8 50 A M			*1 00									*11 55	*11 55 P M				*8 45
Indianapolis ....lve.			3 05 P M			6 55				P M					7 30	7 30 A M	Noon			2 20
Cincinnati ....lve.			†12 35 Noon			8 30				*9 30	A M				8 30	8 30 A M	*12 10			3 00
Columbus ....lve.			†4 20 P M			10 00				2 05	†7 20				11 50	11 50 A M	3 05			5 43
Cleveland ....arr.			9 45 P M			1 50				6 45	11 00				3 15	3 15 P M	6 00			8 40
						A M				A M	A M				P M		P M			P M
(L. S. & M. S. Ry.)		*A M		P M			P M			P M	A M	A M			A M		A M			
Chicago ....lve.	*10 30 A M	10 30	*1 40 P M	*1 40	*5 30 P M		*3 00			*10 50	*3 00	*3 00			*8 25	*8 25 A M	*10 15		*2 30 P M	
Elkhart ....lve.	1 25 P M	1 25	4 20 P M	4 20	8 15 P M		6 20			1 05	5 25	5 25			10 50	10 50 A M	12 40		4 25 P M	
Toledo ....lve.	4 45 P M	4 45	7 45 P M	7 45	11 15 P M	A M	10 50		A M	4 15	8 50	8 50		P M	1 45	1 45 P M	3 35		6 38 P M	P M
Cleveland ....lve.	7 40 P M	7 40	10 25 P M	10 25	1 50 A M	*2 10	1 25		*7 30	8 00	11 30	11 30		*3 00	4 20	3 25 P M	6 10		8 40 P M	*840
Erie ....lve.	8 47 P M	10 06	12 41 Night	12 41	— —	4 20	3 40		9 42	11 05	1 47	1 47		6 17	6 23	6 59 P M	8 13		— —	— —
Buffalo ....arr.	11 59 P M	12 25	2 55 A M	2 55	6 20 A M	6 30	6 05		11 45	2 00	3 55	3 56		7 25	8 20	7 50 P M	— —		— —	— —
		Night		A M		A M	A M		A M	P M	P M	P M		P M	P M		P M			
(M. C. R.R.) (Cent. time.)		*A M		P M			P M	P M			Night	Night							A M	
Chicago ....lve.	*10 30 A M	10 30	*10 30 A M	*5 00	*5 00 P M		*3 00	*5 00			*12 05	*12 05							*9 05	
Grand Rapids ....lve.				*5 35	*5 35 P M		*5 35	*5 35			11 15	†1 15							11 10	
Jackson ....lve.	4 05 P M	4 05	4 05 P M	10 08	*10 08 P M		*8 40	*10 08			6 05	6 05							2 00	
Toledo ....lve.	2 25 P M	2 25	2 25 P M				7 03				7 05	7 05								
Detroit (East. time) ....lve.	7 05 P M	7 05	7 05 P M	12 53	12 53 Night		11 45	12 53			9 10	9 10							4 40	
Buffalo ....arr.	1 00 A M	1 00	1 00 A M	7 08	7 08 A M		6 40	7 08			6 06	6 06							10 20	
(Eastern time.)		A M		A M			A M	A M			P M	P M							P M	
(T.H.& B.Ry.) (East. time.)									A M				P M	P M	P M				P M	
Toronto ....lve.									†9 30				†5 45	*5 20	*5 20	*5 20 P M			†7 10	
Hamilton ....lve.									10 30				4 50	6 20	6 20	6 20 P M			8 15	
Buffalo ....arr.									12 30				7 15	8 20	8 20	8 20 P M			10 10	
(Eastern time.)									Noon				P M	P M	P M				P M	
(N. Y. C. & H. R. R. R.)				A M		A M	A M	A M	A M	P M	P M	P M	P M	P M	P M		P M		P M	
Niagara Falls ....lve.		A M		*5 57	*6 25 A M	*6 25	*6 25	*8 37	†11 45	*2 25	*4 17	*6 00	*6 51	*7 25	*8 00	*8 45 P M	*....		*9 25	
Buffalo ....lve.	*1 15 A M	*1 45	*4 10 A M	*7 15	7 30 A M	*7 45	*7 35	10 00	†1 00	*3 20	*5 15	*7 15	8 00	8 40	*8 28	9 40 P M	— —		10 35	— —
Rochester ....arr.	3 00 A M	3 30	5 55 A M	8 53	9 05 A M	9 20	9 40	11 35	2 24	5 00	6 55	9 00	9 40	10 15	10 58	11 15 P M	12 42		12 10	— —
Syracuse ....arr.	5 00 A M	5 30	7 50 A M	10 40	10 50 A M	11 05	11 40	1 14	3 57	7 15	8 50	11 00	11 35	12 10	12 40	1 02 A M	2 21		1 52	— —
Utica ....lve.	6 45 A M	6 55	9 23 A M	11 54	12 06 Noon	12 21	1 12	2 25	6 02	8 10	9 58	12 04	1 10	1 30	1 55	2 20 A M	3 30		3 08	— —
Albany ....arr.	8 45 A M	9 20	11 50 A M	2 05	2 20 P M	2 30	4 35	4 25	6 57	12 10	12 45	2 55	3 30	3 50	4 05	4 35 A M	5 27		5 15	6 27 A M	6 27
		A M		P M		P M	P M	P M	P M	Night	Night	A M	A M	A M	A M		A M		A M		A M
(Boston & Albany R.R.)				P M		P M	Night	Night	A M		A M	A M	A M	A M	A M		P M				A M
Boston ....arr.	*2 55 P M		*8 05 P M	8 50	8 50 P M	8 30	12 15	12 15	6 15		7 00	9 15	10 40	10 40	10 40	10 40 A M	†2 45		11 50 A M	11 50
125th Street ....arr.		1 37	3 34 P M	5 29	5 37 P M	5 43	8 22	7 34	— —	5 33	5 33	— —	7 14	— —	7 44		— —		8 52	— —	— —
Grand Central Sta. arr.		1 48	3 45 P M	5 40	5 48 P M	5 55	8 33	7 45	10 08	5 45	5 45	7 03	7 26	7 50	7 55		9 11		9 03	9 30 A M	9 45
New York		P M		P M		P M	P M	P M	P M	A M	A M	A M	A M	A M	A M		A M		A M		A M

From the North.

November 21, 1909.

	No. 42 New York & Boston Express.	No. 36 Atlantic Express.	No. 62 Montreal Express.	No. 54 Adirondack and Montreal Express.	No. 18 N. Y. and New Eng Express.	No. 22 The Lake Shore Limited.	No. 56 The Metropolitan.	No. 18 Knicker-bocker Special.	No. 40 The New Yorker.	No. 14 Eastern Express.	No. 50 Empire State Express.
(R. W. & O. Division.)											
Kingston ....lve.	†2 00 P M	†2 00 P M						†7 10 A M			
Cape Vincent ....lve.	*5 00 P M	*5 00 P M									
Watertown ....lve.	6 25 P M	8 40 P M				†6 40 A M	†6 40 A M	9 10 A M			
Rome ....arr.	9 25 P M	▣				9 20 A M	9 20 A M	11 50 A M			
Utica ....arr.	9 45 P M	12 15 Night				9 45 A M	9 45 A M	12 12 Noon			
Alexandria Bay (Steamer) ....lve.							A M				
Ogdensburg ....lve.	*5 40 P M	†6 55 P M					†6 40 A M				
Clayton ....lve.	4 20 P M						†7 25	§7 10			12 01 Noon
Watertown ....lve.	5 10 P M	8 40 P M			†5 45 A M		†8 15	§8 15			12 55 Noon
Utica ....arr.	9 05 P M	12 15 Night			9 15 A M		11 40	11 40			4 15 P M
(Main Line.)											
Utica ....lve.	10 50 P M	12 50 Night			9 25 A M	12 00 Noon	11 54 A M		2 25 P M		5 02 P M
Albany ....arr.	12 45 Night	2 55 A M			11 50 A M	2 20 P M	2 06 P M		4 25 P M		6 57 P M
(Rutland Line.)											
Ottawa (G. T. Ry.) ....lve.			*4 40 P M								
Montreal (Windsor St.) ....lve.			*7 10 P M							†8 50 A M	
Burlington ....lve.			10 20 P M				†8 20 A M			11 55 A M	
Manchester ....lve.			1 12 A M				11 53 A M			2 37 P M	
Troy ....arr.			2 50 A M				1 45 P M			4 10 P M	
Albany ....arr.											
(Delaware & Hudson Co.)											
Montreal ....lve.			*7 40 P M						†8 45 A M		†10 55 A M
Plattsburgh ....lve.			10 00 P M		A M	A M †8 20 A M	†8 20 A M		11 10 A M		1 05 P M
Lake George ....lve.					§8 10	†8 50 8 50 A M	8 50 A M				
Saratoga Springs ....lve.			*1 55 A M		§9 20	†9 56 12 35 Noon	12 35 Noon		*3 10 P M		5 30 P M
Troy ....arr.			2 55 A M								
Albany ....arr.					10 45	11 05 1 45 P M	1 45 P M		4 20 P M		6 40 P M
(Adirondack Division.)											
Ottawa (C. P. Ry.) ....lve.				*3 10 P M							†4 35 A M
Montreal (Windsor St.) ....lve.				*7 30 P M							†8 05 A M
Lake Placid ....lve.				10 00 P M							8 00 A M
Saranac Lake ....lve.				11 15 P M							11 30 A M
Ottawa (N.Y.& O.Ry.) ....lve.				†4 35 P M							7 50 A M
Tupper Lake ....lve.				*1228 Night							12 42 Noon
Fulton Chain ....lve.				2 34 A M							2 43 P M
Utica ....arr.				4 10 A M							4 20 P M
Albany ....arr.				6 45 A M							6 57 P M
125th Street ....arr.	5 33 A M	— —	7 08 A M	10 08 A M	3 54 P M	5 37 P M	6 29 P M	5 43 P M	7 34 P M	8 22 P M	— —
Grand Central Sta. arr.	5 45 A M	7 03 A M	7 20 A M	10 20 A M	3 45 P M	5 48 P M	5 40 P M	5 55 P M	7 45 P M	8 33 P M	10 08 P M
New York											

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; § Sunday only. ▣ Via Carthage and Utica.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

THROUGH PULLMAN CAR ARRANGEMENT FROM THE WEST AND NORTH.

No. 2—DAY EXPRESS—Daily, except Sunday.—Parlor Car Albany to New York.

No. 4—FAST MAIL.—Sleeping Cars St. Louis and Cincinnati to New York, via Big Four Route (arriving Buffalo on Lake Shore Train No. 46). Sleeping Car Cleveland to New York. Sleeping Car Chicago to Boston, via L. S. & M. S. Ry., runs on N. Y. C. and B. & A. No 46. Dining Cars on Lake Shore and Big Four. Does not carry baggage on the New York Central: baggage arriving on Lake Shore Train No. 46 will be handled on New York Central Train No. 8. No day coach passengers carried east of Buffalo.

No. 6—Daily. Buffet Smoking and Library Car, Observation-Smoking Sleeping Car and Sleeping Car Chicago to New York, via Lake Shore & Michigan Southern Ry. Twelve-Section and Drawing-room Sleeping Car Cleveland to New York. Sleeping Car Cincinnati to New York. Dining Car Albany to New York; Chicago to Buffalo, via Lake Shore & Michigan Southern Ry. An extra fare is charged on this train from Chicago to New York.

No. 8—THE WOLVERINE—Daily.—Buffet Smoking and Library Car Chicago to New York, via Michigan Central R.R. Sleeping Car Chicago to New York, via Michigan Central R.R.; Bay City, via Saginaw to New York; Grand Rapids to New York; Detroit to New York; Buffalo to New York. Buffet Broiler Sleeping Car Toronto to New York, except Sunday, via Toronto, Hamilton & Buffalo Ry. Parlor Car Toronto to Buffalo, via T. H. & B. Line, except Sunday. Dining Car Chicago to Buffalo and Albany to New York. Cafe Dining Coach Grand Rapids to Detroit. An extra fare is charged on this train from Chicago to New York.

No. 10—CHICAGO AND NEW YORK SPECIAL—Daily.—Buffet-Smoking and Library Cars Chicago to Buffalo, via Lake Shore & Michigan Southern Ry. and Michigan Central R.R. Sleeping Car Chicago to New York, via Lake Shore & Michigan Southern Ry. and Michigan Central R.R., running through on Train No. 10. Also Chicago to New York, via Lake Shore & Michigan Southern Ry., running Chicago to Buffalo on Train No. 10, and Buffalo to New York on Train No. 10, leaving Buffalo 4 05 a.m., and arriving New York 3 46 p.m. Sleeping Car Chicago to New York, via Michigan Central R.R., running from Chicago to Buffalo on Train No. 10 and Buffalo to New York on Train No. 16, leaving Buffalo at 4 05 a.m., and arriving New York 3 45 p.m. Parlor Car Albany to New York. Dining Car Chicago to Ashtabula, via Lake Shore & Michigan Southern Ry., Chicago to St. Thomas, via Michigan Central R.R. Cafe Dining Coach Syracuse to Albany. For Boston Sleeping Car service see No. 10-12. An extra fare is charged on this train from Chicago to New York.

No. 10-12—CHICAGO AND BOSTON SPECIAL—Daily.—Sleeping Cars Chicago to Boston, via Lake Shore & Michigan Southern Ry. and Michigan Central R.R.; Toledo to Boston, via Lake Shore & Michigan Southern Ry.; Pittsburgh to Boston, via Pittsburgh & Lake Erie R.R. Buffet Smoking and Library Car Buffalo to Boston. Dining Cars serving all meals.

No. 14—EASTERN EXPRESS—Daily.—Sleeping Cars Chicago to New York, via Michigan Central R.R. and Lake Shore & Michigan Southern Ry. Sleeping Cars Chicago to Buffalo and Detroit to Buffalo, via Michigan Central R.R. Tourist Cars Chicago to Boston Tuesday, Wednesday and Thursday, via Michigan Central R.R. Dining Cars Chicago to Detroit, via Michigan Central R.R. Parlor Cars Montreal to New York, via Rutland R.R. and D. & H. R.R., daily, except Sunday. Cafe Dining Coach Buffalo to New York.

No. 16—NEW YORK AND NEW ENGLAND EXPRESS—Daily.—Buffet Smoking and Library Car Chicago to Boston. Sleeping Cars St. Louis to New York, via Big Four Route; Chicago to Boston, via Lake Shore & Michigan Southern Ry.; Chicago to New York, via Lake Shore, through on No. 16; Chicago to New York, via Lake Shore Buffalo to New York on Train No. 58); Chicago to New York, via Lake Shore (runs Chicago to Buffalo on No. 10); Chicago to New York, via Michigan Central R.R.; runs Chicago to Buffalo on Michigan Central No. 10. Dining Cars Elkhart to Toledo; St. Louis to Cleveland; Syracuse to Pittsfield and Albany to New York. Parlor Car Albany to New York Parlor Car Albany to Boston. An extra fare is charged on this train from Chicago to New York, via Lake Shore & Michigan Southern Ry. only.

No. 18—KNICKERBOCKER SPECIAL—Daily.—Sleeping Cars St. Louis and Cincinnati to New York; St. Louis to Buffalo. Parlor Car Watertown to New York, via Rome and Richland, except Sunday. Dining Car Buffalo to Albany and Pittsfield to Boston. Dining Cars St. Louis to Bellefontaine and Cincinnati to Columbus.

No. 22—THE LAKE SHORE LIMITED—Daily.—Buffet Smoking and Library Car, Private Compartment Stateroom, Sleeping and Observation Car and Standard Sleeping Cars Chicago to New York, via Lake Shore & Michigan Southern Ry. Sleeping Car Chicago to Boston, via Lake Shore & Michigan Southern Ry. Sleeping Car Chicago to New York, via Michigan Central R.R.; runs from Chicago to Buffalo on Michigan Central Train No. 4. Parlor Car Buffalo to New York. Dining Cars Chicago to Elkhart, via Lake Shore & Michigan Southern Ry.; Chicago to Kalamazoo, via Michigan Central R.R.; Buffalo to New York. An extra fare is charged on this train from Chicago to New York.

No. 26—THE 20th CENTURY LIMITED—18 Hours Chicago to New York—Daily.—One Combination Buffet, Smoking and Library Car; Private Compartment Stateroom, Observation Sleeping Car and Standard Sleeping Cars Chicago to New York and Boston; Observation Parlor Car Albany to Boston. Dining Car serving all meals. An extra fare is charged on this train.

2d No. 26—NEW YORK CENTRAL LIMITED—Daily—Observation Car, Buffet Smoking and Library Car and Sleeping Cars St. Louis to New York. Sleeping Cars Cincinnati to New York and St. Louis to Boston. Dining Cars serving all meals.

No. 28—NEW YORK EXPRESS—Daily.—Sleeping Cars Chicago to Cleveland, via Lake Shore; Cincinnati to Cleveland; Chicago to New York, via Lake Shore; Utica to New York; Albany to New York. Open for passengers at Albany 9 30 p.m. Passengers may remain in Sleeping Cars on arrival at New York until 7 00 a.m.

No. 30—BUFFALO SPECIAL—Daily.—Broiler-Buffet Smoking and Library Car Buffalo to New York. Sleeping Cars Niagara Falls to New York, via Buffalo; Buffalo to New York, via Falls Road and Lockport; Buffalo to New York; Buffalo to Montreal; Rochester to New York, via Main Line; Rochester to New York, via Auburn Road; Syracuse to New York; Oswego to New York.

No. 36—ATLANTIC EXPRESS—Daily.—Sleeping Cars Chicago to New York, and Chicago to Boston via Michigan Central; Buffalo to Boston; Massena Springs to New York. Sleeping Car Ogdensburg to New York, via Carthage; Watertown to New York, via Carthage, except Sunday; via Rome and Richland, Sundays only. Dining Car Jackson to Detroit, via Michigan Central. Tourist Sleeping Car Chicago to Boston, via Michigan Central R.R., leaving Chicago Saturday, Sunday and Monday nights.

No. 40—THE NEW YORKER—Daily.—Buffet-Smoking and Library Car and Parlor Car Buffalo to New York. Dining Car Buffalo to New York.

No. 42—BOSTON AND NEW YORK EXPRESS—Daily.—Sleeping Car Chicago to Boston, via Lake Shore & Michigan Southern Ry.; Chicago to Boston, via Michigan Central R.R., runs Chicago to Buffalo on No. 36; Buffalo to Boston; Rochester to Washington, daily. Cafe Dining Coach Chicago to Buffalo, via Lake Shore & Michigan Southern Ry.; Buffalo to Albany. Sleeping Car Utica to New York, Sundays only; runs from Albany on No. 28. Sleeping Car Watertown to New York, via Rome and Richland, daily.

No. 44—CLEVELAND AND NEW YORK EXPRESS—Daily.—Observation Drawing-room Car Cleveland to New York. Sleeping Cars Cleveland to New York; Toronto to New York, via Toronto, Hamilton & Buffalo Ry.; Buffalo to New York. Dining Cars Ashtabula to Buffalo and Toronto to Buffalo.

No. 46—NEW ENGLAND SPECIAL—Daily.—Sleeping Car St. Louis and Cincinnati to Boston, via Big Four; Cleveland to Boston; Niagara Falls to Boston; Buffalo to Albany; Buffalo to Watertown. Buffet Smoking Car Buffalo to Boston. Dining Car Indianapolis to Galion; Cincinnati to Cleveland, via Big Four; Ashtabula to Buffalo, via Lake Shore; Pittsfield to Boston, via Boston & Albany R.R. On the New York Central carries passengers in Pullman Cars only.

No. 50—EMPIRE STATE EXPRESS—Daily, except Sunday.—Parlor Car and Cafe Dining Coach Buffalo to New York. Parlor Car Montreal to Utica. Parlor Car Cleveland to Buffalo; Toronto to Buffalo, via Toronto, Hamilton & Buffalo Ry. This train will not stop beyond its schedule time to load baggage. When possible, baggage should be forwarded by a preceding train.

No. 54—ADIRONDACK AND MONTREAL EXPRESS—Daily.—Buffet Broiler Sleeping Car Montreal to New York. Sleeping Car Lake Placid to New York; Montreal to Buffalo (runs on No. 59 from Utica). Parlor Car Albany to New York. Cafe Dining Coach Albany to New York.

No. 58—THE METROPOLITAN—Daily.—Parlor Cars Buffalo to New York and Boston. Parlor Car Rochester to New York, via the Auburn Road, except Sunday; Ogdensburg to Utica, except Sunday; Troy to New York, via Albany. Sleeping Car Chicago to New York, via Lake Shore & Michigan Southern Ry.; runs Chicago to Buffalo on Train No. 16; Chicago to Boston, via Michigan Central R.R. (from Chicago on No. 4). Dining Car Buffalo to New York. An extra fare is charged on this train from Chicago to New York only.

No. 62—MONTREAL EXPRESS—Daily.—Sleeping Car Montreal to New York, daily; Saratoga Springs to New York, except Saturday night; Burlington to New York, except Saturday, via Rutland Line. Buffet Broiler Sleeping Car Ottawa to New York, via Rutland Line. Sleeping Cars Montreal to New York, daily.

No. 64—Sunday only.—Parlor Car Albany to New York.

No. 68—Daily, except Sunday.—Parlor Car Troy and Albany to New York. Buffet Broiler Parlor Car Utica to New York.

No. 70—Daily, except Sunday.—Parlor Car Troy to New York.

No. 74—Daily, except Sunday—Parlor Car Poughkeepsie to New York.

No. 78—Daily.—Parlor Car Albany to New York, Sunday only.

No. 94—POUGHKEEPSIE EXPRESS.—Parlor Car Poughkeepsie to New York.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

For Through Car Arrangement, see pages 193 and 195.

HUDSON DIVISION—Northbound Trains.

For Dining Car Arrangement, see page 191.

For "Belt Line" trains between Albany and Troy, see page 199.

December 21, 1909.	Miles	⊡83	45	51	3	5	1	47	⊡85	41	9	⊡57	⊡97	11	201	25	67	69	65	17	⊡99	19	⊡77	23	⊡89	21	⊡76	71	55	7	29	33	37	⊡79	⊡59	•73	⊡85
New York [LEAVE	.....	A M	A M	A M	A M	A M	A M	A M	*A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	Night	A M
Gd. Cent. Sta.+ ♁	0	†5 59	*7 53	†8 30	*8 45	*9 40	*10 30	*11 10	11 55	*12 40	*12 50	k1 04	†1 35	*2 45	†2 50	*3 30	†3 35	*3 39	*4 01	*4 30	†4 53	*5 30	*5 55	*6 00	*6 06	*6 30	†6 32	*6 55	*7 15	*8 00	*8 02	*9 39	*9 44	*11 27	*12 03	†12 30	‡9 45
125th Street+ ♁	4.17	6 10	g8 04	—	g8 57	g9 51	g10 41	g11 21	12 06	—	g1 02	1 15	1 46	—	—	—	—	g3 50	g4 12	g4 41	5 04	g5 42	6 06	g6 11	6 17	—	6 43	g7 07	g7 27	—	g8 14	g9 51	g9 56	11 38	—	12 41	9 56
138th Street+	4.95	6 13	g8 07					g11 24										g3 53																			
Spuyten Duyvil ♁	10.41	6 34							12 26			Saturday only.																								1 05	10 17
Yonkers+ ♁	14.49	6 41	8 33			s10 20	h11 07	11 50	12 39				2 12						4 38	n5 08			s6 31		s6 45		7 11		h7 58				10 24	12 03		1 19	10 25
Hastings-on-Hudson	18.70	6 50							12 48																6 50											1 28	
Dobb's Ferry+ ♁	20.00	6 53	8 42			Day Express.			12 51									s4 25							6 53											1 31	
Irvington	21.98	6 59							12 56								Albany and Troy Flyer.	4 29							6 58											1 38	
Tarrytown+ ♁	24.52	7 05	8 51					12 05	1 01			1 56	2 28					4 34					s6 50		7 03		7 27						10 38	12 20		1 46	10 40
Scarborough	28.73	7 14						i —	1 08	The Second Empire. All Pullman Cars.			2 34					4 42						Western Express.	7 09											1 55	
Ossining+ ♁	30.18	7 19	9 00		Fast Mail.	s10 41		12 15	1 12		Fast Mail.	2 03	2 39					4 47			5 52		s6 59		7 13		7 36		h8 24		p8 52	c	10 47	12 30		2 01	10 49
Croton-on-Hudson ♁	33.87	7 27	s9 05						1 19				2 45						Hudson River Special.		5 58				7 18											2 08	10 55
Oscawana	35.68	7 30							1 23				2 49												7 23								b —				10 58
Crugers	36.66	7 33	s9 09						1 28				2 52		Albany Express.	Twentieth Century Limited. Carries passengers via Lake Shore & Michigan Southern for Chicago and points west only. All Pullman Cars.									7 27			Montreal Express.					b —	b —	Northern and Western Express.		11 01
Montrose	38.11	7 37	s9 11						1 29				2 57									Lake Shore Limited. Carries passengers in Pullman Cars only to points beyond Buffalo and in Parlor Car only New York to Albany and Troy.			7 31							Western New York Express.	b —				11 06
Peekskill+ ♁	40.56	7 44	9 17			11 00	St. Louis and Cincinnati Special.	12 31	1 34			2 17	3 03					5 04	s5 09		6 09		7 16		7 38		7 52		8 41				11 07	12 47		2 25	11 12
Manitou	45.36	7 54	9 26					12 40	P M				3 12					5 16			6 18				P M												11 21
Garrison+ ♁	49.13	8 03	9 33					12 48				2 31	3 20					5 28	5 22		6 24		7 28				8 06		Adirondack and Montreal Express.	Cleveland Limited. All Pullman Cars. No local passengers.			11 18	12 58		b —	11 28
Cold Spring+ ♁	51.83	8 10	9 51					12 54				2 36	3 27				5 00	5 33			6 29		7 35				8 12						11 23	1 03		b —	11 34
Storm King	53.86	8 16	s9 54					12 57					3 31					5 37								Carries passengers for points beyond Buffalo only. Big Four Limited. Sleeping Cars only.											11 37
Dutchess Junc. ♁	56.53	8 21	9 59										3 36					5 42	5 32		6 38						i —										11 42
Fishkill Landing+ ♁	58.26	8 27	10 04	Empire State Express.		11 26		1 04				2 47	3 41	Southwestern Limited.			5 10	5 47		The Wolverine.	6 43		7 47				8 24		9 05				11 34	1 13		3 03	11 47
Chelsea	61.79	8 35	10 10					1 10					3 48					5 52			6 48						8 30										11 53
New Hamburg ♁	64.38	8 41	10 14					1 16	91			2 56	3 54					5 58	5 45		6 53		7 58				8 36				Buffalo and Toronto Special.			1 22			11 59
Camelot	67.51	8 48							A M				4 00								6 59						8 41										12 05
Poughkeepsie+ ♁	72.76	8 57	10 40		10 37	11 47		1 35	†6 25		2 43	3 10	4 10		4 39		5 29	6 15	5 58		7 08		8 31	8 16			8 50	8 59	9 29		10 02	11 45	11 58	1 35	1 55	3 40	12 15
Hyde Park ♁	78.52	A M	10 49					1 44	6 35			3 20	P M				5 38	6 23			P M		8 41				P M						d —	A M			Noon
Staatsburgh ♁	82.97	....	10 57					1 52	6 45			3 28					5 47	6 38					8 50										d —				....
Rhinecliff+ ♁	88.36		11 07			12 07		2 02	6 56	b2 51		3 37	▲ Runs to Peekskill, stopping at Oscawana, Crugers and Montrose.		5 02		5 57	6 48	6 20				9 00										12 24				
Barrytown+	93.97		11 17			b12 17		2 12	7 07			3 46					6 07	6 58					9 10		• Train No. 73 leaves on Saturday night but does not leave on Sunday night.								d —				
Tivoli+ ♁	98.27		11 25					2 22	7 17			3 55					6 16	7 08					9 19														
Germantown ♁	103.67		11 33					2 32	7 27			4 04						7 18					9 28										Pacific Express.				
Linlithgo	107.59		11 39					2 38	7 34									7 28																			STANDARD—*Eastern time.*
Greendale+ ♁	109.45		11 42					2 42	7 38			4 13						7 30	6 45				9 38														
Hudson+ ♁	113.74		11 52			12 48		2 52	7 49			4 19			5 30		6 39	7 40	6 54				9 45					10 00	10 21				e1 03			4 47	
Stockport ♁	117.99		12 00					3 00	7 59			4 27						7 48					P M													b —	
Newton Hook+ ♁	121.17		12 06					3 08	8 06			4 33						7 54																		b —	
Stuyvesant	123.56		12 11					3 11	8 11			4 38						7 59																		b —	
Schodack Landing	129.65		12 21					3 21	8 22			4 48						8 08																		b —	
Castleton+ ♁	133.57		12 28					3 28	8 29			4 55						8 14	7 22														1 27			5 30	
Rensselaer	141.63		12 43						8 45			5 07																									
Albany+ ♁ arr.	142.20	....	12 48	11 25	12 00	*1 35	1 45	3 45	8 50	3 57	4 07	5 10		5 36	6 08	6 21	7 15	8 30	7 35	7 48	....	8 50	....	9 45	....	9 50	....	....	11 00	11 05	11 36	1 23	1 45	....	3 15	5 50	....
Troy+ ♁	148.32		Noon	A M	Noon	†2 00	P M	P M	A M	4 25	P M	P M		P M	P M	P M	7 40	P M	P M	P M		9 25		P M		P M		11 00	P M	P M	P M	A M	A M		A M	¶6 50	
[ARRIVE						P M				P M							P M					P M						P M								A M	

* Daily; † daily, except Sunday; ‡ Sunday only; ¶ daily, except Monday; *a* stops to take for Poughkeepsie and beyond; *b* stops to leave from New York; *c* stops to take passengers for Utica and points north; *d* stops to leave passengers; *e* stops Monday only to leave New York passengers; *g* stops only to take for the north and west; *h* stops to take for Utica and points beyond; *i* stops Saturday only; *k* Saturday only; *n* stops to take for west of Buffalo, *p* stops to take for Syracuse and points west; *s* stops Sunday only. ⊡ From Lexington Avenue. + Coupon stations; ♁ Telegraph stations.

LOCAL TRAINS.	Miles	101	145	81	103	105	83	69	107	109	111	151	113	171	65	115	155	157	67	117	159	89	119	161	121	123	125	127	129	131	165	167	107	133	135	...
New York [LEAVE	.....	A M	A M	▲	A M	A M	A M	▲	P M	P M	P M	P M	P M	P M	▲	P M	P M	P M	▲	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	▲	P M	P M	....
Lex. Ave. Sta.+ ♁	0	†6 59	†7 52	†8 57	†9 50	*10 45	*11 55	k12 19	†1 14	*2 06	*2 56	*3 48	†4 10	†4 37	†4 55	†5 08	†5 15	†5 31	†5 38	†5 47	†5 50	*6 06	†6 15	†6 22	*6 39	*7 28	*8 38	*9 55	*10 45	*11 40	‡8 10	‡9 15	‡1 14	‡4 37	‡5 41	....
125th Street+ ♁	4.17	7 09	8 02	9 07	10 00	10 55	12 06	12 29	1 24	2 16	3 06	3 58	4 20	—	5 06	5 16	5 25	—	—	5 57	6 00	6 17	6 26	6 32	—	7 38	8 48	10 05	10 55	11 50	8 20	9 25	1 24	4 48	5 51	....
138th Street+	4.95	7 12	8 05	9 10	—	—	—	—	1 27	—	3 09	4 01	—	4 50	—	—	5 28	—	—	6 00	6 03	—	—	6 35	6 52	—	8 51	—	10 58	—	8 23	9 28	1 27	4 51	5 54	....
High Bridge	7.10	7 17	8 10	9 15	10 07	11 02	12 17	—	1 32	2 24	3 14	4 06	4 27	4 56	5 17	5 23	5 33	—	5 57	—	6 08	6 28	—	6 40	6 57	7 45	8 56	10 12	11 03	11 57	8 28	9 33	1 32	4 59	5 59	....
Morris Heights	8.06	7 19	8 12	9 17	10 09	11 04	—	—	1 34	2 26	3 16	4 08	4 29	4 58	—	—	5 35	—	—	—	6 10	—	—	6 42	6 59	7 47	8 58	10 14	11 05	11 58	8 30	9 36	1 34	5 02	6 01	....
King's Bridge	9.64	7 22	8 15	9 20	10 12	11 07	—	—	1 37	2 29	3 19	4 11	4 32	5 01	—	—	5 38	—	—	—	6 13	—	—	6 46	7 02	7 50	9 01	10 17	11 08	12 02	8 33	9 39	1 37	5 06	6 04	....
Spuyten Duyvil ♁	10.41	7 26	8 19	9 24	10 16	11 11	12 26	—	1 41	2 33	3 23	4 15	4 36	5 04	—	—	5 42	—	—	—	6 17	—	6 40	6 49	7 06	7 54	9 04	10 21	11 12	12 08	8 37	9 43	1 41	5 10	6 08	....
Riverdale ♁	12.16	7 29	8 22	9 27	10 19	11 14	12 30	—	1 44	2 36	3 26	4 18	4 39	5 07	—	5 32	5 45	—	—	—	6 20	—	—	6 52	7 09	7 57	9 07	10 24	11 15	12 09	8 40	9 46	1 44	5 14	6 11	....
Mt. St. Vincent	12.87	7 31	8 24	9 29	10 21	11 16	12 33	—	1 46	2 38	3 28	4 20	4 41	—	—	—	5 47	—	—	—	6 22	—	—	6 54	7 11	7 59	9 09	10 26	11 17	12 11	8 42	9 48	1 46	5 16	6 13	....
Ludlow	13.68	7 33	8 26	9 31	10 23	11 18	12 36	12 48	1 48	2 40	3 30	4 22	4 43	5 10	—	5 36	5 49	5 58	—	6 15	6 24	—	6 45	6 56	7 13	8 01	9 11	10 28	11 19	12 13	8 44	9 50	1 48	5 18	6 15	....
Yonkers+ ♁	14.49	7 37	8 28	9 34	10 27	11 22	12 39	12 52	1 52	2 44	3 34	4 24	4 47	5 13	—	5 40	5 51	6 01	—	6 20	6 26	s6 43	6 49	6 58	7 17	8 05	9 15	10 32	11 23	12 17	8 48	9 54	1 52	5 21	6 18	....
Glenwood	15.33	7 40	A M	9 37	10 30	11 25	12 42	12 55	1 56	2 47	3 37	P M	4 50	5 18	—	5 43	P M	P M	—	6 23	P M	—	6 53	P M	7 20	8 08	9 18	10 35	11 26	12 20	8 52	9 57	1 55	5 24	6 22	....
Hastings-on-Hudson	18.70	7 47	....	9 43	10 35	11 31	12 48	1 01	2 02	2 53	3 43	....	4 57	5 21	—	5 51	....	....	—	6 30	....	6 50	7 00	....	7 25	8 16	9 24	10 43	11 32	12 26	8 58	10 02	2 02	5 29	6 28	....
Dobb's Ferry+ ♁	20.00	7 50	....	9 46	10 38	11 34	12 51	1 04	2 05	2 56	3 46	....	5 00	5 24	5 43	5 54	....	....	—	6 33	....	6 53	7 03	....	7 28	8 18	9 27	10 46	11 35	12 29	9 01	10 05	2 05	5 32	6 32	....
Ardsley-on-Hudson	21.04	7 53	....	9 49	10 40	11 37	12 53	1 06	2 07	2 59	3 49	....	5 03	5 27	5 45	5 57	....	....	6 25	—	....	—	7 06	....	7 31	8 21	9 30	10 48	11 37	12 31	9 04	10 08	2 07	5 35	6 36	....
Irvington ♁	21.98	7 56	....	9 52	10 43	11 40	12 56	1 09	2 10	3 02	3 52	....	5 06	5 31	5 48	6 01	....	....	6 28	6 38	....	6 58	7 09	....	7 34	8 24	9 33	10 51	11 40	12 34	9 07	10 11	2 10	5 39	6 38	....
Tarrytown+ ♁	24.52	8 02	....	9 58	10 48	11 45	1 01	1 14	2 16	3 07	3 57	....	5 11	5 38	5 53	6 06	....	....	6 33	6 43	....	7 03	7 14	....	7 40	8 29	9 36	10 56	11 45	12 39	9 13	10 16	2 15	5 44	6 44	....
Scarborough	28.73	8 09	....	10 06	10 55	11 53	1 08	1 21	2 22	3 14	4 04	....	5 18	5 43	6 00	6 13	....	....	6 41	6 50	....	7 09	7 21	....	7 47	8 36	9 45	11 03	11 52	12 48	9 21	10 24	2 22	5 51	6 51	....
Ossining+ ♁	30.18	8 13	....	10 10	10 59	11 56	1 12	1 25	2 27	3 19	4 08	....	5 22	5 47	6 04	6 17	....	....	6 45	6 54	....	7 13	7 25	....	7 51	8 40	9 49	11 07	11 58	12 50	9 25	10 28	2 27	5 56	6 54	....
Croton-on-Hudson ♁ arr.	33.87	8 20	....	10 16	11 06	12 03	1 19	1 30	2 35	3 28	4 14	....	5 28	5 53	6 11	6 23	....	....	6 51	7 00	....	7 19	7 32	....	7 57	8 46	9 55	11 14	12 03	12 58	9 30	10 35	2 35	6 00	7 00	....

For "Belt Line" trains between Troy and Albany, see page 199.

HUDSON DIVISION.—Southbound Trains.

For Through Car Arrangement, see pages 193 and 195.

November 21, 1909.	28	38	62	30	44	4	106	92	8	6	94	26
Train	New York Express.	Atlantic Express.	Montreal Express.	Buffalo Special.	Cleveland and New York Express.	Fast Mail. Carries Sleeping Car passengers only.			The Wolverine.	New York Limited. Pullman Cars only.		Twentieth Century Limited.—Carries passengers from west of Buffalo via Lake Shore & Michigan Southern Ry. only. Pullman Cars only.
(Eastern time.) LVE.	....	....	A M	....	....	....	....	....	....	....	....	....
Troy+ δ	A M	A M	*3 00	A M	A M	A M	....	....	A M	A M	....	A M
Albany+ δ lve.	*1 40	*3 07	....	*3 35	*3 55	*4 15	....	....	*5 20	*5 30	....	*6 30
Rensselaer δ	–	–	–	–	–	–	....	....	–	–	....	–
Castleton+ δ	l –	–	–	–	–	–	....	....	–	–	....	–
Schodack Landing	–	–	–	–	–	–	....	....	–	–	....	
Stuyvesant δ	–	–		–	–	–	....	....		–	....	
Newton Hook+ δ	–	–		–	–		....	....		–	....	
Stockport δ	–	–		–	–		....	....		–	....	
Hudson+ δ	2 27	–		4 19	–		....	....		–	....	
Greendale.+ δ	–	–		–	–		....	....		–	....	
Linlithgo	–	–		–	–		....	....			....	
Germantown δ	–	–		–	–		....	....			....	
Tivoli δ	–	–		–	–	–	....	....			....	
Barrytown+	–	–		–	–	–	....	....			....	
Rhinecliff+ δ	–	–	–	–	–	–	....	....	–		....	
Staatsburg δ	–	–	–	–	–	–	....	....	–		....	
Hyde Park δ	–	–	–	–	–	–	....	A M	–		A M	
Poughkeepsie+ δ	3 32	l4 50	5 00	5 21	5 31	5 46	....	†6 05	6 50		†7 05	
Camelot	–	–	–	–	–	–	....	6 14	–		w7 13	
New Hamburg δ	–	–	–	–	–	–	....	6 21	–		7 19	
Chelsea		–	–	–			....	6 26	–		7 24	
Fishkill Landing+ δ		–	–	–			....	6 34	–		7 29	
Dutchess Junc. δ		–	–	–			....	6 39	–		v –	
Storm King			–				....	6 43	–		–	
Cold Spring+ δ			–				....	6 48	–		7 41	
Garrison+ δ			–				....	6 55	–		7 47	
Manitou δ			–				A M	7 03	–		–	
Peekskill+ δ			5 49				*6 36	7 13	–		8 00	
Montrose δ			–				–	–	–		–	
Crugers			–				–	–	–		–	
Oscawana			–				–	–	–		–	
Croton-on-Hudson δ	–		–	–			6 47	–	–	–	–	
Ossining+ δ	4 34	–	6 08	–			6 54	7 31	–	–	–	
Scarborough	–	–	–	–			6 58	–	–	–	8 17	
Tarrytown+ δ	–	–	–	–			7 06	7 40	–	–	8 24	
Irvington δ	–	–	–	–			7 12	–	–	–	–	
Dobb's Ferry+ δ	–	–	–	–			7 18	–	–	–	–	
Hastings-on-Hudson	–	–	–	–			7 21	–	–	–	–	
Yonkers+ δ	–	l6 19	6 39	–			7 31	–	–	–	–	
Spuyten Duyvil δ	–	–	–	–	–	–	s7 41	–	–	–	–	–
138th Street+	h5 30	h6 4	–	–	–	–	–	–	–	–	–	–
125th Street+ δ	h5 33	–	h7 08	h7 14	–	h7 44	7 54	8 20	h8 52	k9 00	9 04	–
Gd. Cent. Sta.+ δ	5 45	7 03	7 20	7 26	7 50	7 55	8 04	8 31	9 03	9 11	9 15	9 30
New York arr.	A M	A M	⊡	⊡	A M	⊡	⊡	⊡	⊡	⊡	⊡	A M

November 21, 1909.	74	54	66	68	10	16	72	18	88	56	58	22
Train		Adirondack and Montreal Express.		Mohawk Valley and N. Y. Express.				New York and New England Express.			The Metropolitan.	Lake Shore Limited. Pullman Cars only.
(Eastern time.) LVE.	....	....	A M	A M	....	A M	....	....	....	....	P M	....
Troy+ δ	....	A M	*5 20	†7 40	A M	†10 00	A M	Noon	....	Noon	*1 50	P M
Albany+ δ lve.	....	*6 50	5 50	8 05	*9 35	....	†10 45	*12 05	....	†12 30	2 15	*2 30
Rensselaer δ	....	–	5 53	–	–	–	10 48	–	....	12 33	–	–
Castleton+ δ	....		6 05	–	s9 50	–	11 01	–	....	12 46	–	–
Schodack Landing	....		6 10	–	–	–	11 08	–	....	12 53	–	–
Stuyvesant δ	....		6 19	–	–	–	11 18	–	....	1 03	–	–
Newton Hook+ δ	....		6 24	–	–	–	11 23		....	1 08	–	–
Stockport δ	....		6 29	–	–	–	11 29		....	1 14	–	–
Hudson+ δ	....		6 40	8 40	10 18	10 55	11 39		....	1 24	2 49	–
Greendale.+ δ	....		6 48	–	s10 24	11 03	11 48		....	1 33	–	–
Linlithgo	....		6 52	–	–	–	11 52		....	1 37	–	
Germantown δ	....		7 01	–	–	–	12 01		....	1 46	–	
Tivoli δ	....		7 11	8 59	–	–	12 11		....	1 56	–	
Barrytown+	....		7 20	9 07	–	–	12 20		....	2 05	–	
Rhinecliff+ δ	....		7 48	9 16	10 54	11 31	12 30	p1 13	....	2 16	3 25	
Staatsburg δ	....		7 51	9 25	–	–	12 40	–	....	2 26	–	
Hyde Park δ	A M	–	8 05	9 33	–	11 46	12 48	–	....	2 34	–	
Poughkeepsie+ δ	†8 05	8 25	8 30	9 45	11 27	12 05	1 09	1 37	....	*2 55	3 45	
Camelot	–	–	8 39	–	–	–	1 18	–	....	3 04	–	
New Hamburg δ	8 18		8 46	9 57	–	12 17	1 24	–	....	3 09	–	
Chelsea	–		8 51	–	–	–	1 30	–	....	3 15	–	
Fishkill Landing+ δ	8 28		8 58	10 05	11 47	12 26	1 37	s1 57	....	3 22	s4 04	
Dutchess Junc. δ	–		9 06	–	–	–	–	–	....	3 27	–	
Storm King	–	–	9 11		–	–	1 45		....	3 32	–	
Cold Spring+ δ	8 38	–	9 16		s11 56	12 36	1 50		....	3 37	–	
Garrison+ δ	8 45	–	9 23		s12 02	12 43	1 57		....	3 43	s4 15	
Manitou δ	–	–	9 30		–	–	2 08	–	P M	3 51	–	
Peekskill+ δ	8 59	s9 06	9 40		12 20	12 59	2 15	o2 24	†3 00	4 00	–	
Montrose δ	–	–	–		–	–	–		3 06	4 06		
Crugers	–	–	–		–	–	–		3 09	4 09		
Oscawana	–	–	–		–	–	–		3 11	4 12		
Croton-on-Hudson δ	–	–	–		–	–	–		3 18	4 17		
Ossining+ δ	–	d9 19	9 55		12 39	1 14	2 30		3 26	4 24		–
Scarborough	9 14	–	9 58		–	–	–		3 29	–		–
Tarrytown+ δ	–	–	10 05		12 51	1 23	2 39		3 37	4 33		–
Irvington δ	–	–	10 09		–	–	–		3 43	–		–
Dobb's Ferry+ δ	–	–	–		–	–	–		3 49	–		–
Hastings-on-Hudson	–	–	–		–	–	–		3 52	–		–
Yonkers+ δ	–	d9 41	10 21		1 10	1 41	2 55	–	4 01	4 52	–	–
Spuyten Duyvil δ	–	–	–		–	–	–	–	4 12	–	–	–
138th Street+	h9 59	–	h10 44		–	–	3 21	–	–	5 17	–	–
125th Street+ δ	h10 02	h10 08	h10 47	–	1 37	2 08	3 24	h3 34	4 31	5 20	h5 29	h5 37
Gd. Cent. Sta.+ δ	10 13	10 20	10 58	11 34	1 48	2 20	3 35	3 45	4 42	*5 31	5 40	5 48
New York arr.	⊡	A M	A M	A M	⊡	⊡	⊡	⊡	⊡	⊡	⊡	⊡

November 21, 1909.	18	2	126	40	14	78	50	60	34	166	64	98
Train	Knickerbocker Special.			The New Yorker.	Eastern Express.		Empire State Express.					
(Eastern time.) LVE.	....	....	....	....	P M	....	....	....	....	....	....	....
Troy+ δ	P M	P M	....	P M	†4 15	P M	P M	P M	P M	....	P M	P M
Albany+ δ lve.	*2 40	†3 05	....	*4 28	*4 45	*3 55	†7 00	†7 45	*11 45	....	§6 15	§7 45
Rensselaer δ	–	–	....	–	–	3 58	–	7 48	–	....	6 18	7 48
Castleton+ δ	–	–	....	–	5 00	4 10	–	8 01	12 00	....	6 31	8 01
Schodack Landing	–	–	....	–	–	4 18	–	8 07	–	....	6 37	8 07
Stuyvesant δ	–	–	....	–	–	4 25	–	8 17	–	....	6 47	8 17
Newton Hook+ δ	–	–	....	–	–	4 30	–	8 22	–	....	6 52	8 22
Stockport δ	–	–	....	–	–	4 36	–	8 28	–	....	6 58	8 28
Hudson+ δ	–	3 45	....	–	5 28	4 46	–	8 38	12 30	....	7 07	8 38
Greendale.+ δ	–	3 53	....	–	s5 34	4 55	–	8 47	–	....	7 16	8 47
Linlithgo	–	–	....	–	–	4 59	–	–	–	....	–	–
Germantown δ	–	–	....	–	–	5 08	–	8 58	–	....	7 27	8 58
Tivoli δ	–	4 09	....	–	–	5 28	–	9 08	–	....	7 37	9 08
Barrytown+	–	4 17	....	–	–	5 37	–	9 17	–	....	7 45	9 17
Rhinecliff+ δ	–	4 25	....	p –	6 02	5 46	–	9 28	–	....	7 56	9 28
Staatsburg δ	–	–	....	–	–	5 56	–	9 38	–	....	8 04	9 38
Hyde Park δ	–	4 40	....	–	–	6 04		9 46	–	....	8 12	9 46
Poughkeepsie+ δ	t4 04	4 55	....		6 28	6 33		10 05	1 36	....	8 30	10 05
Camelot	–	–	....		–	–		10 14	A M	....	–	10 14
New Hamburg δ	–	5 07	....		–	6 48		10 20	....	....	8 44	10 20
Chelsea	–	–	....		–	6 56		u10 25	....	....	–	–
Fishkill Landing+ δ	–	5 16	....		6 51	7 03		10 30	....	....	8 53	10 30
Dutchess Junc. δ	–	5 21	....		s6 54	7 08		10 34	....	....	8 59	10 34
Storm King		5 25	....		–	7 12		10 38	....	....	–	10 38
Cold Spring+ δ		5 29	....		–	7 17		10 43	....	....	9 09	10 44
Garrison+ δ		5 35	....		–	7 24		10 48	90	....	9 15	10 50
Manitou δ		–	P M		–	–	–	–	P M	P M	–	–
Peekskill+ δ		5 51	*6 00	–		7 38	–	11 06	*9 40	§3 20	9 30	11 06
Montrose δ		–	6 05	–		–	–	l –	9 45	3 26	–	l –
Crugers		–	6 08	–		–	–	l –	9 48	3 29	–	l –
Oscawana		–	6 11	–		–	–	l –	9 50	3 31	–	l –
Croton-on-Hudson δ		–	6 15	–		s7 49	–	11 20	9 54	3 38	–	l –
Ossining+ δ		6 07	6 23	–		7 55	–	11 26	10 00	3 45	–	11 26
Scarborough		–	6 27	–		–	–	11 29	10 03	3 49	–	–
Tarrytown+ δ		6 16	6 35	–		8 05	–	11 37	0 09	3 57	–	–
Irvington δ	–	–	6 40	–		–	–	11 42	10 14	4 02	–	–
Dobb's Ferry+ δ	–	–	6 45	–	–	–	–	11 49	10 19	4 06	–	–
Hastings-on-Hudson	–	–	6 49	–	–	–	–	11 52	10 22	4 12	–	
Yonkers+ δ	–	6 33	6 59	–	–	8 22	–	12 04	10 33	4 20	–	–
Spuyten Duyvil δ	–	–	7 09	–	–	–	–	12 19	10 45	4 31	–	–
138th Street+	–	–	7 22	–	–	–	–	12 36	11 01	4 49	–	–
125th Street+ δ	h5 43	h6 58	7 25	h7 34	h8 22	h8 48	–	12 39	11 04	4 52	10 33	12 17
Gd. Cent. Sta.+ δ	5 55	7 09	7 35	7 45	8 33	8 59	10 08	12 50	11 15	5 03	10 44	12 28
New York arr.	⊡	⊡	⊡	⊡	⊡	⊡	⊡	Night	P M	⊡	⊡	Night

* Daily; † daily, except Sunday; § Sunday only; *d* stops to leave passengers from Utica and points north; *h* stops to let off passengers from the west and north; *l* stops to leave passengers; *u* stops Saturday only; *o* stops to leave passengers from Albany and west; *p* stops to take passengers for New York; *s* stops Sunday only; *t* stops to leave passengers from west of Cleveland.

LOCAL TRAINS.	100	102	104	106	142	108	144	82	110	146	136
LEAVE	A M	A M	A M	A M	....	A M	....	▲	A M	....	A M
Croton-on-Hudson δ	†5 28	†5 50	†6 22	*6 47	....	†7 05	....	†7 34	†7 39	....	†8 14
Ossining+ δ	5 34	5 58	6 28	6 54	....	7 13	....	7 41	7 45	....	8 20
Scarborough	5 38	6 02	6 32	6 58	....	7 17	....	7 45	–	....	–
Tarrytown δ	5 44	6 08	6 41	7 06	....	7 26	....	7 53	7 57	....	8 29
Irvington δ	5 50	6 14	6 47	7 12	....	7 32	....	–	8 02	....	8 34
Ardsley-on-Hudson	–	–	–	7 15	....	7 35	....	–	8 05	....	8 37
Dobb's Ferry+ δ	5 54	6 18	6 51	7 18	....	7 38	....	–	8 08	....	8 40
Hastings-on-Hudson	5 57	6 21	6 54	7 21	....	7 42	....	–	8 12	....	8 43
Glenwood	6 03	6 27	7 02	7 28	A M	7 50	A M	–	8 20	A M	8 48
Yonkers δ	6 06	6 30	7 05	7 31	†7 42	7 53	†8 00	8 09	8 23	†8 29	8 51
Ludlow	6 09	6 33	7 08	7 34	7 44	–	8 02	–	–	8 31	–
Mt. St. Vincent	6 11	6 35	7 10	s7 36	7 46	–	8 04	–	–	8 33	–
Riverdale δ	6 13	6 36	7 12	s7 38	7 48	–	8 06	–	–	8 35	–
Spuyten Duyvil δ	6 16	6 41	7 15	s7 41	7 51	–	8 09	–	–	8 38	–
King's Bridge	6 19	6 44	7 18	s7 44	7 54	–	8 12	–	–	8 40	–
Morris Heights	6 22	6 47	7 21	s7 46	7 57	–	8 15	–	–	8 43	–
High Bridge	6 24	6 49	7 23	7 47	7 59	–	8 17	–	–	8 45	–
New York, 138th St.	6 29	–	7 27	–	8 04	–	–	–	–	–	–
" 125th Street+ δ	6 32	6 56	7 30	7 54	8 06	8 12	–	8 34	–	8 53	9 10
" Lex. Ave. Sta.+ δ ar.	6 43	7 07	7 41	8 04	8 17	8 23	8 34	8 45	8 52	9 04	9 21

LOCAL TRAINS.	148	84	112	86	114	118	120	88	122	124	126
LEAVE	....	▲	A M	▲	Noon	P M	P M	P M	P M	P M	P M
Croton-on-Hudson δ	....	†8 51	†10 04	†11 27	†12 16	*1 35	*2 46	†3 18	†3 49	*5 02	*6 15
Ossining+ δ	....	8 57	10 10	11 33	12 22	1 42	2 53	3 25	3 57	5 10	6 23
Scarborough	....	9 00	10 14	11 37	12 25	1 46	2 57	3 29	4 01	5 14	6 27
Tarrytown δ	....	9 07	10 21	11 44	12 32	1 54	3 06	3 37	4 09	5 23	6 35
Irvington δ	....	9 12	10 26	11 49	12 37	2 00	3 10	3 43	4 15	5 29	6 40
Ardsley-on-Hudson	....	9 14	10 28	11 52	12 39	2 03	3 12	3 46	4 18	5 32	6 42
Dobb's Ferry+ δ	....	9 17	10 31	11 55	12 42	2 06	3 15	3 49	4 21	5 35	6 45
Hastings-on-Hudson	....	9 20	10 35	11 58	12 45	2 09	3 18	3 52	4 24	5 39	6 49
Glenwood	A M	9 27	10 42	12 04	12 53	2 14	3 26	3 58	4 32	5 45	6 56
Yonkers δ	†9 11	9 30	10 46	12 07	12 57	2 17	3 29	4 01	4 35	5 48	6 59
Ludlow	9 13	9 33	10 49	12 11	1 00	2 20	3 32	4 04	4 38	5 51	7 02
Mt. St. Vincent	9 15	–	10 51	12 13	1 02	2 22	3 34	4 08	4 40	5 53	7 04
Riverdale δ	9 17	–	10 53	12 15	1 04	2 24	3 36	4 09	4 42	5 55	7 06
Spuyten Duyvil δ	9 20	–	10 56	12 18	1 07	2 27	3 39	4 12	4 45	5 58	7 09
King's Bridge	9 23	–	10 59	12 21	–	2 30	3 42	4 15	4 48	6 01	7 12
Morris Heights	9 26	–	11 02	12 24	–	2 33	3 45	4 18	4 51	6 04	7 16
High Bridge	9 28	9 49	11 04	12 26	1 14	2 35	3 47	4 23	4 53	6 06	7 17
New York, 138th St.	–	–	–	–	1 19	2 40	–	–	4 58	6 11	7 22
" 125th Street+ δ	–	h9 57	11 11	12 33	1 22	2 43	3 54	4 31	5 01	6 14	7 25
" Lex. Ave. Sta.+ δ ar.	9 45	10 08	11 22	12 44	1 33	2 54	4 05	4 42	5 12	6 25	7 35

LOCAL TRAINS.	128	130	132	90	156	184	86	138	160	168	134
LEAVE	P M	P M	P M	P M	A M	A M	A M	Noon	P M	....	P M
Croton-on-Hudson δ	*6 48	*7 34	*8 30	*9 54	§8 02	§9 25	§11 27	§12 45	§3 38	....	§11 35
Ossining+ δ	6 56	7 40	8 36	10 00	8 08	9 31	11 33	12 51	3 46	....	11 40
Scarborough	7 00	7 43	8 40	10 03	8 11	9 35	11 37	12 54	3 49	....	11 43
Tarrytown δ	7 07	7 51	8 48	10 09	8 18	9 42	11 44	1 01	3 57	....	11 50
Irvington δ	7 13	7 57	8 53	10 14	8 23	9 47	11 49	1 06	4 02	....	11 54
Ardsley-on-Hudson	7 15	7 59	8 55	10 16	8 25	9 49	11 52	1 08	4 04	....	11 56
Dobb's Ferry+ δ	7 18	8 02	8 58	10 19	8 28	9 52	11 55	1 11	4 06	....	11 59
Hastings-on-Hudson	7 21	8 05	9 01	10 22	8 32	9 55	11 58	1 14	4 12	....	12 02
Glenwood	7 30	8 11	9 07	10 30	8 40	10 04	12 04	1 22	4 17	P M	12 08
Yonkers δ	7 33	8 14	9 10	10 33	8 44	10 07	12 07	1 26	4 20	§5 24	12 11
Ludlow	7 36	8 17	9 13	10 36	8 47	10 10	12 11	1 29	4 23	5 26	12 14
Mt. St. Vincent	7 38	8 19	9 15	10 39	8 49	10 12	12 13	1 31	4 25	5 28	12 16
Riverdale δ	7 40	8 21	9 17	10 41	8 51	10 14	12 15	1 33	4 27	5 30	12 18
Spuyten Duyvil δ	7 43	8 24	9 20	10 45	8 54	10 17	12 18	1 36	4 31	5 33	12 21
King's Bridge	7 46	8 26	9 23	10 48	8 57	10 20	12 21	1 39	4 34	5 36	12 24
Morris Heights	7 49	8 29	9 26	10 51	9 00	10 23	12 24	1 42	4 37	5 39	12 27
High Bridge	7 51	8 31	9 28	10 55	9 02	10 25	12 26	1 44	4 42	5 41	12 29
New York, 138th St.	–	–	–	11 01	–	–	–	1 49	4 48	5 46	–
" 125th Street+ δ	7 58	8 38	9 35	11 04	9 09	10 32	12 33	1 52	4 52	5 49	12 36
" Lex. Ave. Sta.+ δ ar.	8 09	8 49	9 46	11 15	9 20	10 43	12 44	2 03	5 03	6 00	12 47

v Stops Monday only. ⊡ Arrives Lexington Avenue. ▲ Runs from Peekskill, stopping at Montrose, Crugers and Oscawana. +Coupon stations; δ Telegraph stations.

For Dining Car Arrangement, see page 191.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

For Through Car Arrangement, see pages 193 and 195.

TRAINS BETWEEN NEW YORK, ALBANY, BUFFALO AND NIAGARA FALLS.

November 21, 1909.	Miles.	33	79	67	37	59	65	1091	45	69	57	63	51	73	3	65	1	76	5	41	9	47	11	15	
[LEAVE					P M	Night			Night		Night		A M		A M	A M	A M		A M	Noon	Noon	A M	P M		
New York					*9 44	*1203			*1203		†1230		†8 30		*8 45	*7 53	*1030		*9 40	*1240	*1250	*1110	*2 45		
[LEAVE											A M					Noon			Noon			P M			
Troy											*7 10					*1230			*1230			†4 05			
Cohoes											7 20					12 41			12 41			4 16			
Schenectady											8 00					1 25			1 25			6 00			
[ARRIVE											A M					P M			P M			P M			
(*Eastern time.*)		A M			A M	A M			A M		A M	A M	A M		Noon	P M	P M		P M	P M	P M	P M	P M	P M	
Albany+....ō lve.	0	*1 28			*2 00	*3 25			*6 50		*7 25	*9 15	†1128		*1210	*1 00	*1 50		*1 55	*4 00	*4 15	*4 27	*5 39	*5 45	
West Albany	3.07	— —			— —				— —		— —	9 25	— —		— —	1 09	— —		— —	— —	— —	4 38	— —	— —	
Karner.....ō	8.11	— —			— —				— —		— —	9 35	— —		— —	1 19	— —		— —	— —	— —	4 48	— —	— —	
Carman	13.06				— —						— —	9 45	— —		— —	— —	— —		— —	— —	— —	4 54	— —	— —	
Schenectady+ ō	16.89				2 37				7 20		8 05	9 55	— —		12 44	1 35	2 21		2 31	— —	4 46	5 03		6 16	
Hoffman's	20.17				— —				— —		—	10 12	— —		— —	1 48	— —		— —	— —	— —	5 15			
Amsterdam +	32.76				3 05				— —		8 50	10 26	— —		— —	2 03	— —		2 56	— —	— —	5 27			
Akin	35.58				— —				— —		—	10 32	— —		— —	2 09	— —		— —	— —	— —	5 32			
Tribes Hill.....ō	38.33				— —				— —		8 39	10 39	— —		— —	2 15	— —		— —	— —	— —	5 38			
Fonda+.....ō	43.34				3 33				— —		8 50	10 52	— —		— —	2 28	— —		3 15	— —	— —	5 51		6 50	
Vosts	48.59				— —				— —		—	11 01	— —		— —	2 37	— —		— —	— —	— —	6 00		— —	
Spraker's	51.85				— —				— —		9 03	11 08	— —		— —	2 44	— —		— —	— —	— —	6 06		— —	
Palatine Bridge +	54.79				3 55				— —		9 11	11 16	— —		— —	2 50	— —		— —	— —	— —	6 14		— —	
Fort Plain+.....ō	57.57				4 04				— —		9 20	11 24	— —		— —	2 59	— —		— —	— —	— —	6 24		— —	
St. Johnsville +	63.78				— —				— —		9 30	11 35	— —		— —	3 18	— —		— —	— —	— —	6 33		— —	
East Creek	66.90				— —				— —		—	11 41	— —		— —	3 26	— —		— —	— —	— —	6 39		— —	
Little Falls+.....ō	73.53				4 34				— —		—	11 56	— —		— —	3 40	— —		3 57	— —	— —	6 51		— —	
Herkimer+.....ō	80.55	—			4 49				8 36		10 00	12 10	— —		— —	3 52	— —		4 10	— —	— —	7 15		— —	
Ilion +.....ō	83.03	— —			— —	— —			— —		10 09	12 17	— —		— —	4 00	— —		— —	— —	— —	7 22		— —	
Frankfort	85.13	— —			— —	— —			— —		—	12 24	— —		— —	4 06	— —		— —	— —	— —	— —		— —	
Utica ō .....arr.	94.59	3 50			5 10	5 20		A M	8 52		10 50	12 40	1 14		2 21	4 20	3 57		4 30	6 08	8 20	7 42	*c*7 21	7 58	
Utica+ .....lve.	94.59	3 55			5 30	5 27		†7 48	8 55		10 35	Noon	1 14		2 24	4 40	4 00		4 35	6 08	8 24	8 15	*c*7 21	8 10	
Whitesboro	98.46	—			— —	— —		— —	— —		—	—	— —		— —	4 49	— —		— —	— —	— —	8 24	— —	— —	
Oriskany.....ō	101.47	— —			— —	— —		— —	— —		— —	— —	— —		— —	4 55	— —		— —	— —	— —	— —	— —	— —	
Rome+.....ō	109.00	— —			5 54	— —		8 13	— —		11 00	— —	— —		— —	5 11	— —		4 59	— —	— —	8 33	— —	— —	
Greenway	113.70	— —			— —	— —		8 23	—		— —	— —	— —		— —	5 19	— —		— —	— —	— —	8 47	— —	— —	
Verona.....ō	117.34	— —			— —	— —		8 32	— —		11 12	— —	— —		— —	5 28	— —		— —	— —	— —	8 55	— —	— —	
Oneida+.....ō	121.79	— —			6 19	— —		8 43	— —		11 23	— —	— —		— —	5 38	— —		5 18	— —	— —	9 05	— —	8 51	
Wampsville	124.59	— —			— —	— —		— —	— —		— —	— —	— —		— —	5 45	— —		— —	— —	— —	— —	— —	— —	
Canastota+.....ō	126.91	— —			6 31	— —		8 54	— —		11 36	— —	— —		— —	5 52	— —		5 28	— —	— —	9 14	— —	— —	
Sullivan	130.70	— —			— —	— —		9 01	— —		— —	— —	— —		— —	6 00	— —		— —	— —	— —	9 23	— —	— —	
Chittenango+.....ō	133.07	— —			— —	— —		9 07	— —		— —	— —	— —		— —	6 08	— —		— —	— —	— —	9 28	— —	— —	
Kirkville	137.08	— —			— —	— —		9 14	— —		— —	— —	— —		— —	6 14	— —		— —	— —	— —	9 36	— —	— —	
Minoa	139.64	— —			— —	— —		9 20	— —		— —	— —	— —		— —	6 21	— —		— —	— —	— —	9 42	— —	— —	
East Syracuse.....ō	143.05	—			— —	— —		9 25	— —		— —	— —	— —		— —	6 29	— —		— —	— —	— —	9 49	— —	— —	
Syracuseō....arr.	147.71	5 15		A M	7 10	6 40		9 40	10 05	A M	12 20		2 18	P M	3 40	6 45	5 15	P M	6 05	7 20	7 35	10 05	8 23	9 36	
Syracuse+....lve.	147.71	5 20		*6 00	7 30	6 45		A M	10 10	†1020	12 40		2 21	*2 30	3 45	P M	5 20	*6 25	6 10	7 23	7 40	P M	8 26	9 40	
Belle Isle.....ō	158.66	— —		6 11	— —	— —			— —		— —		— —	2 41	— —		— —	5 37		— —	— —		— —	— —	
Warner's.....ō	161.69	— —		6 17	7 44	— —			— —		— —		— —	2 47	— —		— —	5 43		— —	— —		— —	— —	
Memphis.....ō	164.25	— —		6 23	— —	— —			— —		— —		— —	2 52	— —		— —	5 48		— —	— —		— —	— —	
Jordan+.....ō	166.40	— —		6 32	7 57	— —			— —		*s* 1 01		— —	3 01	— —		— —	5 58	6 35	— —	— —		— —	— —	
Weedsport+.....ō	173.75	— —		6 41	8 04	— —			— —		*s* 1 07		— —	3 08	— —		— —	6 06	6 42	— —	— —		— —	— —	
Port Byron+.....ō	177.14	— —		6 46	8 11	— —			— —		— —		— —	3 17	— —		— —	6 13	*a*	— —	— —		— —	— —	
Fox Ridge	180.55	— —		6 56	— —	— —			— —		— —		— —	3 24	— —		— —	6 18	— —	— —	— —		— —	— —	
Savannah.....ō	184.20	— —		7 05	8 23	— —			— —		— —		— —	3 32	— —		— —	6 26	*a*	— —	— —		— —	— —	
Clyde +.....ō	190.24	— —		7 15	8 34	— —			— —		1 28		— —	3 41	— —		— —	6 37	7 08	— —	— —		— —	— —	
Lock Berlin	194.28	— —		7 27	— —	— —			— —		— —		— —	3 49	— —		— —	6 44	— —	— —	— —		— —	— —	
Lyons+.....ō	197.33	6 18		7 44	8 46	— —			— —		1 41		— —	3 58	— —		— —	6 50	7 19	8 18	8 34		— —	— —	
Newark+.....ō	202.81	— —		7 54	8 57	— —			— —		1 51		— —	4 03	— —		— —	7 01	7 29	— —	— —		— —	— —	
East Palmyra	206.36	— —		8 01	— —	— —			— —		— —		— —	4 14	— —		— —	7 09	— —	— —	— —		— —	— —	
Palmyra+.....ō	210.25	— —		8 15	9 09	— —			— —		— —		— —	4 21	— —		— —	7 15	— —	— —	— —		— —	— —	
Walworth	213.56	— —		8 24	— —	— —			— —		— —		— —	4 29	— —		— —	7 25	— —	— —	— —		— —	— —	
Macedon	215.35	— —		8 36	— —	— —			— —		— —		— —	4 34	— —		— —	7 30	— —	— —	— —		— —	— —	
Wayneport	218.37	— —		8 45	— —	— —			— —		— —		— —	4 39	— —		— —	7 35	— —	— —	— —		— —	— —	
Fairport+.....ō	222.87	— —		8 55	— —	— —			— —	12 42	— —		— —	4 46	— —		— —	7 42	— —	— —	— —		— —	— —	
East Rochester	225.23	— —		9 00	— —	— —			— —	12 47	— —		— —	4 52	— —		— —	— —	— —	— —	— —		— —	— —	
Brighton.....ō	229.48	— —		9 15	— —	— —			— —		— —		— —	4 54	— —		— —	— —	— —	— —	— —		— —	— —	
Rochesterō..arr.	232.80	7 05	A M	9 25	9 45	8 22	A M		11 47	1 05	2 34		3 51	5 05	5 25		6 58	8 00	8 17	9 07	9 17		9 50	11 22	
Rochester+..lve.	232.80	7 08	*7 25	A M	9 50	8 25	†1100		11 50	1 15	2 37		3 61	5 55	5 30		7 01	P M	8 20	9 10	9 20		9 50	11 25	
Center Park	233.38	— —	7 27			— —	— —		— —	1 17	— —		— —	5 38	— —		— —		— —	— —	— —		— —	— —	
Cold Water.....ō	239.07	— —	7 38			— —	— —		— —	1 27	— —		— —	5 49	— —		— —		— —	— —	— —		— —	— —	
Chili.....ō	243.40	— —	7 44			— —	11 18		— —	1 35	— —		— —	5 57	— —		— —		— —	— —	— —		— —	— —	
Churchville.....ō	247.65	— —	7 54			— —	11 26		— —	1 44	— —		— —	6 07	— —		— —		— —	— —	— —		— —	— —	
Bergen.....ō	250.70	— —	8 00			— —	11 32		— —	1 50	— —		— —	6 14	— —		— —		— —	— —	— —		— —	— —	
West Bergen	254.15	— —	8 06	61		— —	— —		— —	1 57	— —		— —	6 21	— —		— —		— —	— —	— —		— —	— —	
Byron.....ō	257.61	— —	8 13	A M		— —	11 43		— —	2 03	— —		— —	6 28	— —		— —		— —	— —	— —		— —	— —	
Batavia+.....ō	264.17	8 00	8 30	*7 20		9 10	11 58		— —	2 20	3 27		— —	6 46	6 17		— —		9 08	9 58	10 07		— —	— —	
West Batavia	271.09	—	8 41	7 30		— —	— —		— —	2 31	— —		— —	6 56	— —		— —		— —	— —	— —		— —	— —	
Corfu	276.52	— —	8 50	7 44		— —	12 16		— —	2 40	— —		— —	7 04	— —		— —		— —	— —	— —		— —	— —	
Crittenden.....ō	280.88	— —	8 58	7 57		— —	— —		— —	2 48	— —		— —	7 10	— —		— —		— —	— —	— —		— —	— —	
Wende	283.87	— —	9 05	8 03		— —	— —		— —	2 55	— —		— —	7 16	— —		— —	7 1	— —	— —	— —		— —	— —	
Dellwood.....ō	285.66	— —	9 09	8 07		— —	— —		— —	3 00	— —		— —	7 20	— —		— —	F M	— —	— —	— —		— —	— —	
Lancaster.....ō	290.50	— —	9 19	8 17		— —	— —		— —	3 10	— —		— —	7 29	— —		— —	†5 05	— —	— —	— —		— —	— —	
Depew.....ō	291.79	— —	9 23	8 21		— —	12 35		— —	3 13	— —		— —	7 32	— —		— —	5 10	— —	— —	— —		— —	— —	
Forks.....ō	293.77	— —	9 28	— —		— —	— —		— —	3 17	— —		— —	7 36	— —		— —	— —	— —	— —	— —		— —	— —	
East Buffalo + .ō	297.85	— —	9 37	— —		— —	— —		— —	3 27	— —		— —	7 44	— —		— —	5 24	— —	— —	— —		— —	— —	
Buffalo+....ō arr.	301.18	8 50	9 50	8 45	12 25	10 00	12 55		1 20	3 40	4 20		5 15	8 00	7 16		8 46	5 35	10 00	10 50	11 05		— —	1 10	
Buffalo.....lve.		9 00	*10 25	9 00	†12 55	†10 25	1 30		1 30	4 05	4 45		5 25	8 15	7 25		9 00	8 15	10 10	11 15	11 15		P M	A M	
Niagara Falls		9 50	†11 20	9 50	†1 45	†11 20	2 20		2 20	4 55	5 35		6 20	9 05	8 15		9 48	7 08	10 55	11 58	11 58				
Suspension Bridge		9 55	†11 25	9 55	†1 50	†11 25	2 25		2 25	5 00	5 40		6 25	9 10	8 22		9 55	7 15	11 00	12 05	12 05				
[ARRIVE		A M	A M	A M	P M	A M	P M		P M	P M	P M		P M	P M	P M		P M	P M	P M	Night	Night				

* Daily; † daily, except Sunday; § Sunday only; *a* stops to leave from Utica and points east of there; *c* stops to take for Cleveland and beyond.
| Meals. + Coupon stations; ō Telegraph stations. STANDARD—*Eastern time.*

Trains between New York, Albany, Buffalo and Niagara Falls continued on following page.

Continued on following page.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

For Through Car Arrangement, see pages 193 and 195.

TRAINS BETWEEN NEW YORK, ALBANY, BUFFALO AND NIAGARA FALLS—Continued.

BUFFALO, BLACK ROCK, NIAGARA FALLS, SUSPENSION BRIDGE, LEWISTON AND TORONTO.

November 21, 1909.	Mls.	487	53	23	419	433	477	413	427	415	467	486	37	423	447	421	417	481	451	57	425	429	449	431	439	445	411
Buffalo ♁ ....lve.	....	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night
Exchange Street +	0	*6 30	*6 45	*7 45	*8 00	*9 00	*9 30	*10 25	*11 15	*12 20	†12 55	*1 30	*2 00	*2 20	*3 00	*3 25	*4 05	*4 10	*4 45	*5 25	*6 15	*7 25	*8 15	*9 00	*10 10	*11 15	†12 10
Terrace +	0.50	6 33	6 48	- -	8 03	9 03	9 33	10 28	11 18	12 23	12 58	1 33	- -	2 23	3 03	3 28	4 08	4 13	4 48	5 28	6 18	7 28	8 18	9 03	10 13	11 18	12 13
Ferry	3.26	6 40	6 55	- -	8 10	9 10	9 40	10 35	11 25	12 30	1 06	1 40	- -	2 30	3 10	3 35	4 15	4 20	4 55	5 35	6 25	7 36	8 26	9 10	10 20	11 25	12 20
Black Rock ♁	4.39	6 43	7 00	- -	8 14	9 13	9 43	10 38	11 28	12 33	1 08	1 43	- -	2 33	3 13	3 38	4 18	4 23	4 58	5 40	6 28	7 38	8 29	9 13	10 23	11 28	12 23
Tonawanda +	10 42	6 55	7 14	- -	8 27	9 23	9 53	10 50	11 40	12 45	1 21	1 54	- -	2 44	3 23	3 48	4 28	4 34	5 09	5 53	6 40	7 50	8 40	9 24	10 33	11 38	12 34
North Tonawanda + ♁	11.03	6 58	7 18	a8 11	8 30	9 27	9 56	10 53	11 44	12 50	1 25	1 58	a2 28	2 47	3 26	3 51	4 31	4 37	5 12	5 57	6 44	7 53	8 43	9 27	10 38	11 41	12 38
Gratwick	12.72	- -	- -	- -	8 34	9 31	- -	10 57	- -	- -	- -	2 02	- -	- -	- -	3 55	4 35	P M	- -	- -	- -	- -	- -	- -	- -	- -	- -
La Salle ♁	17.02	- -	- -	- -	8 41	- -	- -	11 05	11 52	- -	1 34	- -	- -	- -	- -	- -	4 42	....	- -	6 07	6 54	- -	- -	- -	- -	c11 48	c12 47
Echota	19.78	- -	7 33	- -	8 46	- -	- -	- -	11 59	- -	- -	- -	- -	- -	- -	- -	4 47	....	- -	- -	6 59	- -	- -	- -	- -	c11 54	c12 51
Niagara Falls + ♁	21.99	7 20	7 42	8 27	8 55	9 50	10 20	11 20	12 05	1 09	1 45	2 20	2 42	3 06	3 50	4 15	4 56	....	5 35	6 20	7 08	8 15	9 05	9 48	10 56	11 59	12 58
Suspension Bridge + ♁ ...arr.	23.80	7 25	7 47	8 32	9 00	9 55	10 27	11 25	12 10	1 15	1 50	2 25	2 47	3 10	3 55	4 20	5 00	....	5 40	6 25	7 16	8 22	9 10	9 55	11 00	12 05	1 05
Lewiston + ...arr.	29.18	7 50	A M	A M	A M	A M	A M	A M	Noon	1 35	P M	P M	P M	P M	P M	P M	5 20	....	P M	P M	P M	P M	P M	P M	P M	Night	A M
Niagara-on-the-Lake (*Boat*)	....	A M	....	....	....	....	....	....	....	P M	....	....	....	....	....	....	P M	....	....	....	....	....	....	....	....	....	....
Toronto (*Boat*)	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
[ARRIVE	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....

For additional trains between Buffalo and North Tonawanda, see Buffalo and Lockport Line.

Albany and Troy Local Trains—Leave Albany for Troy †6 00, *6 25, †7 01, †7 30, *8 00, *8 30, *9 00, *9 30, *10 00, *11 00, *11 30 a.m., *12 00, *12 30 noon, *1 00, *1 30, †1 40, *2 00, *2 30, *3 00, *3 30, *4 05, *4 30, *4 55, *5 30, *6 05, *6 30, *7 00, †7 20, *7 30, *8 00, *9 00, *10 00, *10 30, †11 01, †11 30 p.m. Leave Troy for Albany *5 20, †6 30, †7 01, †7 30, †7 40, *8 30, *9 00, †9 05, *9 30, ℓ10 25, *10 30, *11 00, *11 30 a.m., *12 00, *12 30 noon, *1 00, *1 30, *1 50, *2 00, *2 30, *3 00, *3 30, *4 00, †4 15, *5 01, *5 30, *6 05, *6 30, *7 00, *7 30, *8 00, *9 30, *10 00, *10 30, †11 00, †11 30 p.m. Running time, 25 minutes.

TROY AND SCHENECTADY BRANCH.

847	845	857	873	Mls.	*Nov. 21, 1909.*	848	810	858	868
P M	Noon	A M	A M	....	(*Union Station.*)	A M	A M	P M	P M
†4 05	*12 30	*7 10	†5 35	0	lve..+ **Troy** ♁..arr.	7 45	9 50	2 50	7 00
4 09	12 34	7 14	5 39	0.62	....Green Island.♁	7 40	9 45	2 45	6 53
4 16	12 41	7 20	5 46	3.63	......Cohoes....♁	7 35	9 40	2 40	6 48
4 23	12 48	7 27	5 53	5.91	.....Crescent....♁	7 27	9 34	2 34	6 41
4 28	12 53	7 31	5 58	7.46	.Dunsbach Ferry ♁	7 20	9 30	2 30	6 36
4 38	1 03	7 40	6 06	11.58	.....Niskayuna..♁	7 10	9 20	2 21	6 26
4 50	1 15	7 50	6 17	17.57	.... Aqueduct...♁	6 58	9 08	2 09	6 14
5 00	1 25	8 00	6 25	21.39	+**Schenectady** ♁	†6 50	*9 00	†2 00	*6 05
P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M

December 8, 1909.	25	67	77	17	19	21	23	49	55	7	29
	Twentieth Century Limited. All Pullman Cars. Carries passengers via L.S. & M.S. Ry. for Elkhart, Chicago and points west of Chicago only.			The Wolverine.	Lake Shore Limited. All Pullman Cars. Does not carry passengers for local points on the New York Central. Carries passengers for points west of Buffalo only.	Big Four Limited. Carries passengers for points beyond Buffalo only.	Western Express.	Boston and Buffalo Special.	Adirondack and Montreal Express.	Cleveland Limited. All Pullman Cars. No local passengers carried.	Buffalo and Toronto Special.
New York ....[LEAVE	P M *3 30	P M †3 35	....	P M *4 30	P M *5 30	P M *6 30	P M *6 00	....	P M *7 15	P M *8 00	P M *8 02
Troy ....[LEAVE	....	....	....	....	....	....	....	....	....	....	....
Cohoes	....	....	....	....	....	....	....	....	....	....	....
Schenectady ....[ARRIVE	....	....	....	....	....	....	....	....	....	....	....
(*Eastern time.*) **Albany** ....lve.	P M *8 24	P M *7 20	....	P M *7 57	P M *8 55	P M *9 55	P M *10 00	P M *10 45	P M *11 13	P M *11 08	P M *11 40
West Albany			....								
Karner			....								
Carman			....								
Schenectady		7 52	....	8 30	b9 28		10 38	11 22			12 15
Hoffman's			....								
Amsterdam		8 15	....				11 02				
Akin			....								
Tribes Hill		8 26	....								
Fonda		8 36	....				11 20				
Yosts			....								
Spraker's			....								
Palatine Bridge		8 52	....				11 39				
Fort Plain		9 01	....				11 48				
St. Johnsville		9 11	....				11 59				
East Creek			....								
Little Falls		9 27	....				12 18				
Herkimer		9 40	....				12 30				
Ilion		9 47	....								
Frankfort			....								
Utica ....arr.		10 05	....	10 12	11 35	11 52	12 52	1 11	1 23	c1 15	1 55
Utica ....lve.	≈8 06	P M	....	10 15	11 38	11 55	1 05	1 15	A M	c1 15	1 59
Whitesboro		....	....						....		
Oriskany		....	....						....		
Rome		....	....	g10 37			1 28		....		
Greenway		....	....						....		
Verona		....	....						....		
Oneida		....	....				1 48		....		
Wampsville		....	....						....		
Canastota		....	....						....		
Sullivan		....	....						....		
Chittenango		....	....						....		
Kirkville		....	....						....		
Minoa		....	....						....		
East Syracuse		....	....						....		
Syracuse ....arr.	9 08	....	....	11 40	12 25	1 05	2 35	2 45	....	2 40	3 20
Syracuse ....lve.	9 11	....	P M ‖11 06	11 46	12 30	1 08	2 40	2 50	....	2 43	3 25
Belle Isle		....	11 11						....		
Warner's		....	11 16						....		
Memphis		....	11 21						....		
Jordan		....	11 29						....		
Weedsport		....	11 37						....		
Port Byron		....	11 43						....		
Fox Ridge		....	11 49						....		
Savannah		....	11 55						....		
Clyde		....	12 04						....		
Lock Berlin		....	12 10						....		
Lyons		....	12 18						....		
Newark		....	12 26						....		
East Palmyra		....	12 31						....		
Palmyra		....	12 37						....		
Walworth		....	12 43						....		
Macedon		....	12 48						....		
Wayneport		....							....		
Fairport		....	12 59						....		
East Rochester		....	1 04						....		
Brighton		67							....		
Rochester ....arr.	10 38	P M	1 20	1 32	2 12	2 42	4 30	4 40	....	c4 24	5 12
Rochester ....lve.	10 36	*11 36	A M	1 35	2 15	2 45	4 33	4 43	....	c4 24	5 15
Center Park			....						....		
Cold Water		11 47	....						....		
Chili		11 55	....						....		
Churchville		12 03	....						....		
Bergen		12 09	....						....		
West Bergen		12 14	....						....		
Byron		12 20	....						....		
Batavia		12 35	....				5 20	5 35	....		5 06
West Batavia		Night	....						....		
Corfu		....	....						....		
Crittenden		....	....						....		
Wende		....	....						....		
Dellwood		....	....						....		
Lancaster		....	....						....		
Depew		....	....						....		
Forks		....	....						....		
East Buffalo		....	....						....		
Buffalo ....arr.	....	....	....	3 20	4 00	4 23	6 20	6 30	....		7 00
Buffalo ....lve.	....	....	....	A M	A M	A M	6 30	6 45	....	....	7 45
Niagara Falls	....	....	....	....	....	....	7 20	7 42	....	....	8 27
Suspension Bridge	....	....	....	....	....	....	7 25	7 47	....	....	8 32
[ARRIVE	....	....	....	....	....	....	A M	A M	....	....	A M

* Daily; † daily, except Sunday; ¶ daily, except Monday; ℓ Sunday only; a stops to take passengers for points west of Niagara Falls, Ont.; b stops to take for Toronto and for Cleveland and beyond; c stops to leave passengers from Buffalo; e stops to take passengers for Cleveland and beyond; g stops to leave passengers from New York or New England or to take passengers for points west of Buffalo; & Saturday only; ≈ stops to take passengers for Chicago. ‖ Meals. + Coupon stations; ♁ Telegraph stations. STANDARD—*Eastern time.*

NEW YORK CENTRAL LINES

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

For Through Car Arrangement, see pages 193 and 195.

TRAINS BETWEEN NIAGARA FALLS, BUFFALO, ALBANY AND NEW YORK.

December 21, 1909.	88	12	10	58	16	74	82	58	22	18	14	66	84	40	86	72	70	50	1092	28	72	42	76	38	30
[LEAVE								A M	A M	A M	A M		A M	A M			A M	A M		P M		P M	P M	P M	P M
Suspension Bridge								*5 50	*6 18	*6 18	*6 18		*6 18	*8 30			*10 45	†11 40		*2 20		*4 10	*4 10	*5 53	*8 45
Niagara Falls								5 57	6 25	6 25	6 25		6 25	8 37			10 50	11 45		2 25		4 17	4 17	6 00	6 51
Buffalo ....arr.		A M	A M			A M	A M	6 40	7 08	7 08	7 08		7 08	9 25			11 40	12 35		3 10		5 05	5 05	7 00	7 40
Buffalo....lve.		*1 15	*1 45		*4 10	†6 35	†5 35	*7 15	*7 30	*7 45	*7 55		*8 30	*1000			*11 50	†11 00		*3 20		*5 15	*5 20	*7 15	*8 00
East Buffalo						6 46	5 46						8 41				12 01						5 31		
Forks													8 49				12 08						5 38		
Depew						7 01	5 58						8 55				12 13						5 44		
Lancaster						7 05							8 59				12 16						5 47		
Dellwood						A M							9 09				12 25						5 57		
Wende							6 16						9 13				12 29						6 01		
Crittenden							6 23						9 19				12 35						6 07		
Corfu							6 32						9 28				12 44						6 17		
West Batavia													9 38				12 54						6 29		
Batavia		2 15					6 45	8 10			8 55		10 05	10 52			1 10			4 20		6 15	6 43	8 15	9 00
Byron							6 59						10 17				1 22						6 57		
West Bergen							7 06						10 23				1 28						7 04		
Bergen							7 14						10 30				1 35						7 11		
Churchville							7 21						10 36				1 41						7 17		
Chili							7 31						10 43				1 48						7 25		
Cold Water							7 39						10 51				1 58						7 33		
Center Park						2	7 50						11 02										7 43		
Rochester....arr.		3 00	3 30		5 55	A M	7 55	8 50	9 05	9 20	9 40	A M	11 05	11 32			*2 10	2 22		5 00	P M	6 55	7 45	9 00	9 40
Rochester....lve.		3 03	3 33		5 58	†6 00	A M	8 53	9 08	9 23	9 45	*9 55	A M	11 35			†2 30	2 24		5 05	*5 15	6 58	P M	8 05	9 46
Brighton													10 02				2 40				5 22				
East Rochester						6 15											2 47				5 29				
Fairport						6 21							10 10				2 52				5 34				
Wayneport																	3 01				5 42				
Macedon						6 33							10 22				3 09				5 48				
Walworth						6 38							10 26				3 15				5 53				
Palmyra						6 46							10 33				3 21				6 00				
East Palmyra						6 56							10 40				3 27				6 06				
Newark						7 04		9 29				10 26	10 48				3 34			5 52	6 14				
Lyons					6 49	7 17		9 39				10 36	10 59				3 47			6 03	6 28	7 47		9 48	
Lock Berlin																	3 53				6 33				10 34
Clyde						7 31						10 46	11 11				4 03			6 14	6 41				
Savannah						7 42							11 22				4 13				6 53				
Fox Ridge						7 49							11 28				4 20				6 59				
Port Byron						7 56							11 34				4 28				7 08				
Weedsport						8 03							11 41				4 36			6 38	7 13				
Jordan						8 12							12 03				4 44			6 45	7 23				
Memphis						8 22							12 13				4 54				7 34				
Warner's						8 28							12 19				5 00				7 40				
Belle Isle						8 35							12 26				5 07				7 48				
Syracuse....arr.	A M	5 00	5 30	A M	7 50	8 50		10 35	10 50	11 05	11 40	12 40		1 11		P M	5 20	3 54	P M	7 15	8 00	8 50		11 00	11 35
Syracuse....lve.	†2 30	5 05	5 35	*6 20	8 00	9 15		10 40	10 55	11 10	11 45	Noon		1 14		*3 00	P M	3 57	†5 00	7 40	P M	8 57		11 05	11 40
East Syracuse				6 35												3 15			5 15						
Minoa				6 41		9 35										3 21			5 21						
Kirkville				6 47												3 28									
Chittenango				6 53												3 33			5 33						
Sullivan				6 58												3 38			5 38						
Canastota	3 02			7 05		9 55						12 20				3 46			5 45	8 18		8 34			12 18
Wampsville				7 10												3 52									
Oneida	3 11			7 17		10 05						12 30				3 58			5 57	8 28					12 30
Verona				7 24		10 11										4 07			6 05						
Greenway				7 33		10 18										4 15			6 13						
Rome	3 26			7 43	9 00	10 27						12 51				4 23			6 23	8 48		9 58		12 04	
Oriskany				7 57												4 37			6 34						
Whitesboro				8 03												4 43			6 42						
Utica....arr.	3 50	6 25	6 55	8 10	9 23	10 53		11 51	12 06	12 21	1 12			2 23	P M	4 50		5 02	6 50	9 10		10 22		12 26	1 10
Utica....lve.	5 15	6 30	7 00	8 15	9 25	10 58		11 54	12 09	12 25	1 17			2 25	*3 05	6 05		5 02	P M	8 16		10 30		12 30	1 14
Frankfort				8 32											3 22	6 25									
Ilion	5 33			8 37		11 17									3 28	6 33				9 32					
Herkimer	5 39			8 44		11 23					1 38				3 34	6 41				9 39		10 50			
Little Falls	5 51		7 28	8 57		11 36					1 52				3 46	6 56				9 53					
East Creek				9 10											3 58	7 08									
St. Johnsville	6 06			9 17		11 54					2 05				4 05	7 17				10 08					
Fort Plain	6 16			9 27		12 04					2 27				4 17	7 29				10 19					
Palatine Bridge	6 23			9 37		12 11					2 38				4 25	7 38				10 27					
Spraker's				9 43		12 16									4 31	7 44									
Yosts	6 32			9 51											4 38	7 51									
Fonda	6 42			10 06		12 32					3 00				4 52	8 15				10 59					
Tribes Hill	6 52			10 16		12 42									5 02	8 25									
Akin				10 21												8 31									
Amsterdam	7 02		8 22	10 32		12 55					3 20				5 14	8 40				11 08					
Hoffman's	7 12			10 44											5 26	8 52									
Schenectady	7 26	8 12	8 46	11 04	11 16	1 23		1 35	*1 50	2 02	3 47			3 56	5 46	9 15				11 37		12 14		2 20	
Carman				11 10												9 25									
Karner				11 20											6 01	9 55									
West Albany				11 31											6 10	9 46									
Albany	7 55	8 45	9 20	11 40	11 50	1 55		2 05	2 20	2 30	4 35			4 25	6 20	9 55		6 57		12 10		12 45		2 55	3 30
[ARRIVE	A M	A M	A M	A M	A M	P M		P M	P M	P M	P M			P M	P M	P M		P M		Night		Night		A M	A M
[LEAVE			A M			P M		P M							P M										
Schenectady			*9 00			†2 00		†2 00							*8 05										
Cohoes			9 40			2 40		2 40							8 46										
Troy			9 50			2 50		2 50							7 00										
[ARRIVE			A M			P M		P M							P M										
New York	11 34		1 48	†5 31	3 45	7 08		*6 40	5 48	5 56	*8 33			*7 45	†1008			10 08		5 45		5 45		7 03	7 26
[ARRIVE	A M		P M	P M	P M	P M		P M	P M	P M	P M			P M	P M			P M		A M		A M		A M	A M

Mohawk Valley and New York Express. — Chicago and New York Special. — Chicago and Boston Special. — New York and New England Express. — The Metropolitan. — Lake Shore Limited. — Knickerbocker Special. — Only Pullman Cars. — Eastern Express. — The New Yorker. — Empire State Express. — New York Express. — Boston and New York Express. — Atlantic Express. — Buffalo Special.

Arrives Canajoharie 8 15 p.m., via West Shore R.R.

Trains marked * run daily; † daily, except Sunday; *r* stops to discharge passengers from points west of Buffalo; *s* stops Sunday; *t* section of Train No. 18 stops daily. STANDARD—*Eastern time.*

Trains between Niagara Falls, Buffalo, Albany and New York continued on following page.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

For Through Car Arrangements, see pages 193 and 195.

TRAINS BETWEEN NIAGARA FALLS, BUFFALO, ALBANY AND NEW YORK—Continued.

December 21, 1909.	44	4	46	8	6	54	26	....	....
	Cleveland and New York Express.	Fast Mail. Carries Sleeping Car passengers only.	New England Special. West of Albany carries Sleeping Car passengers only.	The Wolverine.	New York Limited. Pullman Cars only.	Adirondack and Montreal Express.	Twentieth Century Limited. No local passengers carried on this train. Only passengers holding tickets from points west of Buffalo issued by or via the L. S. & M. S. Ry. Only Pullman Cars		
[LEAVE	P M	P M	P M	P M	....	....	....	....	....
Suspension Bridge	*7 15	*7 50	*8 40	*8 20	....	....	....	....	....
Niagara Falls	7 25	8 00	8 45	8 25	....	....	....	....	....
Buffalo	8 10	8 50	9 30	10 15	P M	....	....	....	....
Buffalo lve.	*8 40	*9 28	*9 40	*10 35	* —	....	—	....	....
East Buffalo	—	—	—	—	—	....	—	....	....
Forks	—	—	—	—	—	....	—	....	....
Depew	—	—	—	—	—	....	—	....	....
Lancaster	—	—	—	—	—	....	—	....	....
Dellwood	—	—	—	—	—	....	—	....	....
Wende	—	—	—	—	—	....	—	....	....
Crittenden	—	—	—	—	—	....		....	....
Corfu	—	—	—	—	—	....		....	....
West Batavia	—	—	—	—	—	....		....	....
Batavia	—	—	10 35	11 30	—	....		....	....
Byron	—	—	—	—	—	....		....	....
West Bergen	—	—	—	—	—	....		....	....
Bergen	—	—	—	—	—	....		....	....
Churchville	—	—	—	—	—	....		....	....
Chili	—	—	—	—	—	....		....	....
Cold Water	—	—	—	—	—	....		....	....
Center Park	—	—	—	—	—	....		....	....
Rochester arr.	10 15	10 58	11 15	12 10	12 42	....		....	....
Rochester lve.	10 18	11 01	11 18	12 13	12 45	....		....	....
Brighton	—	—	—	—	—	....		....	....
East Rochester	—	—	—	—	—	....		....	....
Fairport	—	—	—	—	—	....		....	....
Wayneport	—	—	—	—	—	....		....	....
Macedon	—	—	—	—	—	....		....	....
Walworth	—	—	—	—	—	....		....	....
Palmyra	—	—	—	—	—	....		....	....
East Palmyra	—	—	—	—	—	....		....	....
Newark	—	—	—	—	—	....		....	....
Lyons	—	—	—	—	—	....		....	....
Lock Berlin	—	—	—	—	—	....		....	....
Clyde	—	—	—	—	—	....		....	....
Savannah	—	—	—	—	—	....		....	....
Fox Ridge	—	—	—	—	—	....		....	....
Port Byron	—	—	—	—	—	....		....	....
Weedsport	—	—	—	—	—	....		....	....
Jordan	—	—	—	—	—	....		....	....
Memphis	—	—	—	—	—	....		....	....
Warner's	—	—	—	—	—	....		....	....
Belle Isle	—	—	—	—	—	....		....	....
Syracuse arr.	12 10	12 40	1 00	1 52	2 21	....		....	....
Syracuse lve.	12 15	12 43	1 05	1 57	2 24	....		....	....
East Syracuse	—	—	—	—	—	....		....	....
Minoa	—	—	—	—	—	....		....	....
Kirkville	—	—	—	—	—	....		....	....
Chittenango	—	—	—	—	—	....		....	....
Sullivan	—	—	—	—	—	....		....	....
Canastota	—	—	—	—	—	....		....	....
Wampsville	—	—	—	—	—	....		....	....
Oneida	—	—	—	—	—	....		....	....
Verona	—	—	—	—	—	....		....	....
Greenway	—	—	—	—	—	....		....	....
Rome	—	—	—	—	—	....		....	....
Oriskany	—	—	—	—	—	....		....	....
Whitesboro	—	—	—	—	—	....		....	....
Utica arr.	1 30	1 55	2 20	3 08	3 30	A M		....	....
Utica lve.	1 35	1 59	2 23	3 10	3 31	*4 15		....	....
Frankfort	—	—	—	—	—	—		....	....
Ilion	—	—	—	—	—	—		....	....
Herkimer	—	—	—	—	—			....	....
Little Falls	—	—	—	—	—			....	....
East Creek	—	—	—	—	—			....	....
St. Johnsville	—	—	—	—	—			....	....
Fort Plain	—	—	—	—	—			....	....
Palatine Bridge	—	—	—	—	—			....	....
Spraker's	—	—	—	—	—			....	....
Yosts	—	—	—	—	—			....	....
Fonda	—	—	—	—	—		—	....	....
Tribes Hill	—	—	—	—	—	—	—	....	....
Akin	—	—	—	—	—	—	—	....	....
Amsterdam	—	—	—	—	—	—	—	....	....
Hoffman's	—	—	—	—	—	—	—	....	....
Schenectady	—	—	—	—	—	5 50	—	....	....
Carman	—	—	—	—	—	—	—	....	....
Karner	—	—	—	—	—	—	—	....	....
West Albany	—	—	—	—	—	—	—	....	....
Albany	3 50	4 05	4 35	5 15	5 27	6 45	6 27	....	....
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	....	....
[LEAVE	....	....	....	....	....	....	....	....	....
Schenectady	....	....	....	....	....	....	....	....	....
Cohoes	....	....	....	....	....	....	....	....	....
Troy	....	....	....	....	....	....	....	....	....
[ARRIVE	....	....	....	....	....	....	....	....	....
New York	7 50	7 55	....	9 03	9 11	10 20	9 30	....	....
[ARRIVE	A M	A M	....	A M	A M	A M	A M	....	....

TORONTO, LEWISTON, SUSPENSION BRIDGE, NIAGARA FALLS, BLACK ROCK AND BUFFALO.

November 21, 1909.	Mls.	14	414	4	412	468	482	52	426	416	450	462
[LEAVE	....	....	....	....	....	....	....	....	....	....	....	....
Toronto (*Boat*)	....	....	....	....	....	....	....	....	....	....	....	....
Niagara-on-the-Lake (*Boat*)	....	....	....	....	....	A M	....	....	....	....	....	....
Lewiston lve.	0	A M	A M	A M	A M	*8 10	....	A M	A M	A M	A M	Noon
Suspension Bridge lve.	5.38	*5 50	†6 10	*6 18	*7 30	8 30	....	*9 15	*10 05	*10 45	*11 40	†12 15
Niagara Falls	7.19	5 57	6 17	6 25	7 37	8 37	....	9 20	10 10	10 50	11 45	12 20
Echota	9.40	—	—	—	—	—	....	—	10 14	—	—	12 24
La Salle	12.16	—	—	—	7 45	—	....	—	10 19	—	—	12 29
Gratwick	16.46	—	—	—	—	—	A M	—	10 25	11 03	—	—
North Tonawanda	18.15	*a*6 13	6 34	*b*6 40	7 54	8 53	*9 00	9 37	10 31	11 08	12 02	12 38
Tonawanda	18.76	—	6 37	—	7 58	8 56	9 03	9 41	10 35	11 12	12 06	12 42
Black Rock	24.79	—	6 48	—	8 10	9 10	9 20	10 00	10 50	11 25	12 20	12 55
Ferry	25.92	—	6 51	—	8 13	9 13	9 23	10 03	10 53	11 28	12 23	12 58
Terrace	28.68	—	6 59	—	8 21	9 21	9 31	10 11	11 01	11 36	12 31	1 06
Exchange Street	29.18	6 40	7 03	7 08	8 25	9 25	9 35	10 15	11 05	11 40	12 35	1 10
Buffalo arr.	....	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M

November 21, 1909.	418	420	464	422	486	36	424	466	448	430	56	444	446	428	478	484	488	....	....
[LEAVE	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Toronto (*Boat*)	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Niagara-on-the-Lake (*Boat*)	....	....	P M	....	....	....	....	P M	....	....	....	....	....	....	....	....	....	....	....
Lewiston lve.	P M	P M	*2 00	P M	P M	P M	P M	*5 20	P M	P M	P M	P M	P M	P M	P M	P M	P M	....	....
Suspension Bridge lve.	*1 03	*1 53	2 20	*3 25	†4 05	*4 10	*4 57	5 40	*5 53	*6 40	*6 45	*7 15	*7 50	*8 40	*9 20	*10 05	*11 05	....	....
Niagara Falls	1 10	2 00	2 25	3 30	4 10	4 17	5 05	5 45	6 00	6 46	6 51	7 25	8 00	8 45	9 25	10 10	11 10	....	....
Echota	1 14	—	—	—	4 14	—	—	5 49	6 05	—	—	—	—	—	—	—	—	....	....
La Salle	—	2 08	—	—	—	—	—	5 54	6 08	—	6 59	—	—	—	—	—	—	....	....
Gratwick	1 24	2 14	—	3 45	4 24	—	5 19	—	—	—	—	—	—	—	—	—	—	....	....
North Tonawanda	1 31	2 20	2 40	3 51	4 31	*b*4 37	5 27	6 06	6 25	7 04	7 09	7 40	8 18	9 01	9 43	10 29	11 27	....	....
Tonawanda	1 34	2 23	2 43	3 55	4 34	—	5 31	6 09	6 29	7 08	7 13	7 43	8 22	9 04	9 47	10 33	11 30	....	....
Black Rock	1 45	2 35	2 55	4 05	4 45	—	5 45	6 19	6 45	7 20	7 26	7 55	8 35	9 15	10 00	10 45	11 40	....	....
Ferry	1 48	2 38	2 58	4 08	4 48	—	5 48	6 22	6 48	7 23	7 28	—	8 38	9 18	10 03	10 48	11 43	....	....
Terrace	1 56	2 46	3 06	4 16	4 56	—	5 56	6 30	6 56	7 31	7 36	8 06	8 46	9 26	10 11	10 58	11 51	....	....
Exchange Street	2 00	2 50	3 10	4 20	5 00	5 05	6 00	6 35	7 00	7 35	7 40	8 10	8 50	9 30	10 15	11 00	11 55	....	....
Buffalo arr.	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	....	....

For additional trains between North Tonawanda and Buffalo, see Buffalo and Lockport Line.

BUFFALO AND LOCKPORT TRAINS.

345	343	341	339	337	335	333	331	Mls.	*Nov.* 21, 1909.	332	334	336	338	340	342	344	346
P M	P M	P M	P M	P M	A M	A M	A M	....	lve. **Buffalo** arr.	A M	A M	A M	P M	P M	P M	P M	P M
†11 20	*8 10	*5 00	†2 50	*1 05	†10 55	*8 10	*5 35	0	+ . Exchange St. δ	8 15	8 55	11 30	1 20	5 50	8 00	9 25	†11 40
11 23	6 13	5 03	2 53	1 08	10 58	8 13	5 38	0.50	+ . . Terrace	8 11	8 51	11 26	1 16	5 46	7 56	9 21	—
11 30	6 20	5 10	3 00	1 15	11 05	8 20	5 45	3.26	. . . . Ferry	8 03	8 43	11 18	1 08	5 38	7 48	9 13	11 28
11 33	6 23	5 13	3 03	1 18	11 08	8 23	5 48	4.39	+ Black Rock δ	8 00	8 40	11 15	1 05	5 35	7 45	9 10	11 25
11 44	6 33	5 23	3 14	1 28	11 18	8 33	6 00	10.42	+ **Tonawanda**	7 48	8 27	11 03	12 53	5 23	7 33	8 58	11 14
11 49	6 37	5 27	3 18	1 32	11 22	8 37	6 04	11.03	**No. Tonawanda** δ	7 45	8 24	11 00	12 50	5 20	7 29	8 55	11 11
—	6 43	—	3 24	1 38	11 28	8 44	6 11	14.10	Sawyer's Creek	7 36	*s*8 15	10 51	12 43	5 11	7 21	8 47	11 03
11 59	6 47	5 37	3 29	1 42	11 32	8 48	6 15	15.89	. Beach Ridge. .	7 33	8 12	10 48	12 39	5 07	7 17	8 43	10 59
12 06	6 53	5 43	3 35	1 48	11 38	8 56	6 22	19.58	. . . Mapleton	7 26	8 04	10 41	12 33	5 00	7 10	8 37	10 51
12 15	7 00	5 50	3 43	1 56	11 45	9 05	6 29	22.22	**Lockport Junc** δ	7 20	7 57	10 35	12 27	4 53	7 03	8 31	10 45
12 22	7 05	5 55	3 48	2 01	11 50	9 10	6 37	25.09	+ **West Lockport**	7 13	7 50	10 27	12 21	4 45	6 54	8 24	10 38
12 25	7 11	6 00	3 53	2 07	11 53	9 15	6 45	25.64	+ **Lockport** δ	†7 10	*7 47	*10 25	†12 18	*4 45	†6 52	*8 20	*10 35
Night	P M	P M	P M	P M	A M	A M	A M	....	ARR.] [LVE.	A M	A M	A M	Noon	P M	P M	P M	P M

LITTLE FALLS & DOLGEVILLE RAILROAD.

CHARLES SULLIVAN, Superintendent, Dolgeville, N. Y.

Trains leave **Little Falls**[1] †10 15, §10 20 a.m., §2 45, †4 35, §7 35, †8 05 p.m., arriving Dolgeville (11 miles) 10 50, 10 55 a.m., 3 30, 5 20, 8 10, 8 40 p.m. Returning, leave Dolgeville *8 15 a.m., §11 15, †2 40, §6 15, †7 00 p.m., arriving Little Falls 8 50 a.m., 2 05, 3 15, 6 50, 7 35 p.m. Leave Dolgeville †7 35, §7 40, §11 00, †11 05 a.m., *5 20, §8 15 p.m. for Salisbury Center (2.4 miles). Returning, leave Salisbury Center †7 55, §8 00, †11 25, §11 40 a.m., †5 40, §6 00, §8 50 p.m., arrive Dolgeville 8 05, 8 10, 11 35, 11 50 a.m., 5 50, 6 10, 9 00 p.m. *August* 1, 1909.

Connection.—[1] With N. Y. C. & H. R. R. R.

* Daily; † daily, except Sunday; *a* stops to leave passengers from M. C. R.R. west of Niagara Falls, Ont., and to take for Rochester and stations east; *δ* stops to leave passengers from M. C. R.R. west of Niagara Falls, Ont.

STANDARD—*Eastern time.*

NEW YORK CENTRAL LINES

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

AUBURN ROAD.

13	11	9	7	5	3	1	Miles	*December* 21, 1909.	2	4	8	10	12	14	18
P M	A M	A M	Night	Night	Night	P M		LEAVE / ARRIVE	P M	P M	P M	P M	A M	A M	A M
†2 45	*8 45	†8 30	¶1230	*1203	*1203	*8 02		**New York**	5 40	5 40	7 45	10 08	5 45	5 45	7 03
†5 38	12 10	¶1128	†7 25	*6 50	*3 25	*11 40		**Albany**	1 55	2 05	4 25	6 57	12 10	12 46	2 55
†8 56	*4 50	†2 25	†1225	*1015	†7 15	*5 00	0	lve. **Syracuse** ♂ arr.	8 40	10 25	12 50	†3 25	*9 30	8 45	10 50
10 07	5 03	– –	– –	10 27	– –	–	5.26	Fairmount ♂	8 23	– –	12 37	– –	8 14	– –	– –
10 15	5 09	2 44	12 43	10 34	7 33	5 19	8.47	Camillus ♂	8 17	10 07	12 26	3 06	8 07	8 24	10 29
10 22	5 16	– –	– –	10 40	7 39	5 25	10.84	Martisco ♂	8 10	– –	12 19	– –	8 00	– –	– –
10 38	5 32	3 01	1 05	10 55	7 53	5 40	17.50	**Skaneateles Jn** ♂	7 53	9 49	12 05	2 47	5 48	8 03	10 07
11 00	5 55	3 17	1 24	11 15	8 11	6 04	26.06	+ **Auburn** ♂	7 33	9 33	11 47	2 31	5 26	7 45	9 50
11 14	6 10	– –	– –	11 30	8 24	– –	31.69	Relius ♂	7 17	– –	11 30	– –	5 08	– –	– –
11 24	6 20	3 38	1 47	11 40	8 33	6 27	36.85	+ **Cayuga** ♂	7 07	9 07	11 18	2 07	4 58	7 24	9 26
11 34	6 30	3 47	1 57	11 50	8 42	6 37	41.62	+ Seneca Falls ♂	6 55	8 57	11 08	1 57	4 48	7 15	9 16
11 42	6 38	3 54	2 05	11 58	8 50	6 45	44.85	Waterloo ♂	6 45	8 50	11 00	1 47	4 40	7 07	9 08
11 55	6 55	4 06	2 20	12 13	9 03	6 58	51.45	+ **Geneva** ♂	6 30	8 35	10 48	1 34	4 28	6 65	8 54
12 05	7 05	–	2 30	12 23	– –	7 08	56.27	Oaks Corners ♂	6 17	8 23	10 36	1 21	4 15	6 45	– –
12 11	7 13	4 21	2 37	12 30	9 20	7 16	59.37	+ Phelps ♂	6 11	8 16	10 30	1 14	4 06	6 39	8 35
–	7 18	4 25	2 42	12 35	9 24	7 21	60.98	Pneips Junction ♂	– –	8 12	10 26	– –	3 59	6 35	s8 30
12 21	7 25	4 31	2 49	12 43	9 31	7 30	63.67	+ Clifton Springs ♂	6 01	8 06	10 21	1 05	3 52	6 30	8 25
12 31	7 35	4 40	3 00	12 55	9 41	7 40	68.13	Shortsville ♂	5 52	7 56	10 12	12 55	3 42	6 21	8 14
12 39	7 43	– –	3 10	1 01	– –	7 48	70.88	Chapin ♂	5 46	7 48	10 06	– –	3 35	6 16	8 07
12 51	8 00	4 55	3 25	1 12	10 00	7 56	74.00	+ **Canandaigua** ♂	5 40	7 40	10 00	12 42	3 25	6 10	8 00
–	– –	– –	–	1 22	– –	–	78.65	Paddlefords ♂	– –	– –	– –	– –			
1 12	8 21	– –	3 43	1 33	10 17	8 10	83.94	+ Victor ♂	5 17	7 10	9 36	12 18	3 02	5 47	– –
1 20	8 28	– –	3 50	1 40	10 24	8 28	87.76	Fisher's ♂	5 00	7 00	9 29	12 10	2 54	5 41	– –
– –	– –	– –	4 01	1 52	10 36	– –	94.48	Pittsford ♂	4 58	6 48	9 18	11 58	– –	5 30	– –
1 45	8 50	5 40	4 10	2 02	10 45	8 50	99.09	Brighton ♂	4 48	6 38	9 08	11 48	2 34	5 18	7 12
1 55	9 00	5 50	4 20	2 10	10 55	9 00	102.42	+ **Rochester** ♂	†4 40	*6 30	*9 00	†11 40	*2 26	†5 10	*7 05
A M	P M	P M	P M	P M	A M	A M		ARRIVE / LEAVE	A M	A M	A M	A M	P M	P M	P M

No. 1—Sleeping Car New York to Rochester, via Auburn Road.

No. 2—Parlor Car Syracuse to New York.

No. 3—Sleeping Car New York to Syracuse.

No. 4—Parlor Car Rochester to New York, except Sunday, via Auburn Road.

Nos. 5 and 7—Sleeping Cars New York to Albany.

Nos. 8 and 10—Parlor Cars Syracuse to New York.

No. 9—Parlor Car New York to Syracuse and Syracuse to Rochester.

Nos. 12 and 14—Sleeping Cars Syracuse to New York.

Nos. 11 and 13—Parlor Cars New York to Syracuse.

No. 18—Sleeping Car Rochester to New York, via Auburn Road.

FALLS ROAD.

59	57	53	51	49	47	45	41	39	37	35	33	Miles	*November* 21, 1909.	32	38	40	42	48	52	50	54	70	74	72	30
Noon	A M	A M		A M		Night	Night		P M		P M		LEAVE / ARRIVE		P M		P M	P M	A M		A M	A M	A M		
†1250	*9 40	*8 45		†8 30		¶1230	*1203		*9 39		*8 02		**New York**	A M	5 40		7 45	10 08	5 45		5 45	7 03	7 26		
†11 30	*8 30	*6 10		†4 50		*2 45	†1020		*8 28		*5 45	0	lve. **Rochester** arr.	7 40	8 45		11 15	2 00	4 05		5 56	7 55	9 10		
11 45	– –	8 28		5 08		– –	10 36		– –		6 01	7.14	South Greece ♂	7 23	– –		– –	1 42	3 48		– –	– –	– –		
11 62	8 53	8 53		5 13		3 07	10 43		8 47		6 07	10.82	+ Spencerport ♂	7 17	8 17		10 49	1 35	3 41		5 28	7 32	8 45		
11 57	8 59	8 58		5 18		3 12	10 48		8 54		6 12	13.17	Adams Basin ♂	7 12	8 10		10 44	1 28	3 36		– –	7 27	– –		
12 07	9 08	6 48		5 28		3 21	10 57		9 00		6 22	17.76	+ Brockport ♂	7 04	8 01		10 35	1 20	3 28		5 13	7 18	8 30		
12 16	9 19	6 58		5 37		3 30	11 05		9 09		6 32	22.35	+ Holley ♂	6 56	7 51		10 25	1 10	3 18		5 03	7 08	8 20		
12 23	9 27	7 06		5 45		3 38	11 13		9 17		6 39	25.95	Fancher ♂	6 49	7 44		10 18	1 03	3 09		4 55	7 00	8 12		A M
12 32	9 37	7 17		5 55		3 48	11 22		9 27		6 50	31.30	+ Albion ♂	†6 42	7 35		10 09	12 53	2 59		4 46	6 51	8 03		†1 20
12 38	9 44	7 23		6 01		3 54	11 28		9 33		6 55	34.17	Eagle Harbor ♂	A M	7 29		10 02	12 45	2 52		4 39	6 44	– –		1 14
12 44	9 49	7 29		6 06		4 00	11 33		9 38		7 01	36.96	Knowlesville ♂		7 24		9 57	12 40	2 47		4 34	6 39	7 52		1 09
12 54	10 00	7 40		6 16		4 10	11 45		9 48		7 12	41.07	+ Medina ♂		7 17		9 48	12 29	2 38		4 26	6 30	7 43		12 59
1 03	10 09	7 50		6 25		4 18	11 55		9 58		7 21	45.55	Middleport ♂		7 07		9 38	12 17	2 28		4 13	6 20	7 32		12 49
1 14	10 20	8 02	P M	6 36		4 28	12 06		10 10		7 32	50.58	+ Gasport ♂		6 57		9 27	12 06	2 18		4 03	6 10	7 22	P M	12 37
1 25	10 35	8 20	*7 10	6 52		4 43	12 18		10 25		7 47	56.53	+ **Lockport** ♂	34	6 45		9 15	11 53	2 07		3 53	6 00	7 11	6 57	12 25
A M	10 38	8 24	7 13	6 54	P M	4 46	12 21	A M	10 27	A M	7 50	57.08	+ West Lockport	A M	6 37	A M	9 10	11 50	2 01	P M	3 48	5 55	7 06	6 55	12 22
	10 44	8 30	7 18	7 02	†4 53	4 52	12 27	*1035	10 34	†757	7 56	60.04	**Lockport Junc** ♂	6 29	6 30	9 02	9 05	11 45	1 58	3 40	3 43	5 50	7 00	6 50	12 15
			7 32		5 08				10 50		8 12		Sanborn ♂	6 14		8 47				3 24				6 34	
			7 50		5 27				11 08		8 29		75.60	+ **Suspension Bridge** ♂	5 57		8 30				3 04			6 15	
			8 00		5 33				11 15		8 40		77.41	ar. **Niagara Falls** lv.	†5 50		*8 20				†2 55			*6 05	
	11 14	8 58	P M	7 33	P M	5 23	12 52	A M	11 03	A M	8 27		**Tonawanda**	A M	6 00	A M	8 33	11 18	1 28	P M	3 14	5 23	6 33	P M	11 44
	11 40	9 25		8 00		5 50	1 20		11 30		8 55		**Buffalo**		*5 35		*8 10	†10 55	*1 05		†2 50	*5 00	*6 10		†11 20
	P M	P M		P M		P M	P M		A M		A M		ARRIVE / LEAVE		A M		A M	A M	P M		P M	P M	P M		P M

No. 33—Sleeping Car New York to Rochester.

No. 37—Sleeping Car New York to Buffalo via Lockport.

No. 41—Sleeping Car New York to Rochester.

Nos. 49, 53, 57 and 59—Parlor Cars New York to Rochester.

Nos. 38, 42 and 48—Parlor Cars Rochester to New York.

Nos. 52, 54 and 70—Sleeping Cars Rochester to New York.

No. 74—Sleeping Car Buffalo to New York via Lockport.

BATAVIA AND ATTICA BRANCH.

Nov. 21, 1909.	Mls.	101	103	105	107
LEAVE		A M	Noon	P M	P M
Batavia +	0	†9 15	†1205	†3 35	†6 35
Alexander	7.42	9 32	12 25	3 52	6 52
Attica +	10.36	9 40	12 35	4 00	7 00
ARRIVE		A M	Noon	P M	P M

STATIONS.	Mls.	102	104	106	108
LEAVE		A M	A M	P M	P M
Attica	0	†6 35	†1020	†2 30	†6 30
Alexander	2.94	6 43	10 28	2 40	5 38
Batavia	10.36	7 00	10 45	3 05	5 55
ARRIVE		A M	A M	P M	P M

STANDARD—*Eastern time.*

BATAVIA AND CANANDAIGUA.

68	64	60	Mls.	*Nov.* 21, 1909.	61	65	69
P M	A M	A M		LEAVE / ARRIVE	A M	A M	P M
†6 20	†10 55	†7 05	0	+ **Batavia** ♂	8 55	11 45	6 00
6 30	11 07	7 17	5.90	Stafford ♂	8 41	11 32	5 45
6 38	11 20	7 25	10.02	+ LeRoy ♂	8 31	11 20	5 34
6.51	11 34	7 39	17.14	+ Caledonia ♂	8 15	11 06	5 20
7 04	11 47	7 53	24.28	Golah	8 01	10 52	5 02
7 06	11 50	7 59	25.28	West Rush	7 59	10 50	4 58
7 18	12 02	8 12	31.53	+ Honeoye Falls ♂	7 45	10 39	4 48
7 24	12 08	8 18	34.62	West Bloomfield	7 39	10 32	4 42
7 30	12 13	8 25	37.64	Ionia ♂	7 32	10 26	4 36
7 38	12 22	8 35	40.29	Holcomb ♂	7 21	10 17	4 26
7 44	12 27	8 41	44.60	Wheeler's	7 16	10 12	4 21
7 65	12 38	8 55	50.30	+ **Canandaigua** ♂	†7 05	†10 02	†4 10
P M	Noon	A M		ARRIVE / LEAVE	A M	A M	P M

BATAVIA AND TONAWANDA.

66	96	Mls.	*November* 21, 1909.	63	97
P M			LEAVE / ARRIVE	A M	
*4 10	A M		+ **Buffalo** ♂	9 25	P M
*4 45	†1 35	0	lv. **No. Tonawanda** ♂ ar	8 52	3 30
4 57	8 55	5.81	Getzville ♂	8 37	3 10
5 05	9 10	9.35	Transit ♂	8 30	2 60
5 12	9 25	12.54	Clarence Centre ♂	8 21	2 59
5 19	9 35	14.08	East Clarence	8 15	2 24
5 29	9 53	19.49	Akron ♂	8 03	2 08
5 34	1000	20.60	Falkirk	8 00	2 01
5 39	1015	22.88	Pembroke ♂	7 55	1 56
5 57	1040	29.44	East Pembroke	7 34	1 35
6 10	1100	35.70	+ **Batavia** ♂	*7 20	†1 15
P M	A M		ARRIVE / LEAVE	A M	P M

ROCHESTER, CHARLOTTE AND ONTARIO BEACH.

Rochester to Charlotte (9.41 miles) and Ontario Beach (9.91 miles).

Service discontinued for season. *November* 21, 1909.

*Daily; †daily, except Sunday; ¶daily, except Monday; ‡Sunday only; *a* Saturday and Sunday only; *s* stops on Sunday. + Coupon stations; ♂ Telegraph stations.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

ADIRONDACK DIVISION.

THROUGH TRAINS BETWEEN NEW YORK AND MONTREAL.

New York and Adirondack Mountain Resorts.

STANDARD—*Eastern time.*

29	27	81	91	7	No. 1	No. 5	Mls.	*December 21, 1909.*	No. 2	80	Mix.	No. 4	22	24	26	20
								LEAVE / ARRIVE								
								Philadelphia								
					†8 30 A M	*7 15 P M		**New York**	10 08 P M			10 20 A M				
					‡11 15 P M	4 50 P M		**Boston**	6 15 A M			2 45 P M				
					†1128 A M	11 15 P M		**Albany**	6 57 P M			6 45 A M				
					†7 45 A M	*8 00 P M		lve. **Buffalo** arr.	10 00 P M			12 25 Noon				
		Mix.			9 23 A M	8 45 P M		**Rochester**	8 17 P M	Mix.		9 45 A M				
		A M			11 10 A M	11 40 P M		**Syracuse**	6 06 P M	P M		7 10 A M				
		†6 50			†1 20 P M	*1 30 A M	0	lve. **Utica** arr.	4 20 P M	2 30		4 10 A M				
		8 45			2 15 P M	2 25 A M	21.3	lve. **Remsen** ♂ arr.	3 42 P M	1 20		3 32 A M				
		8 55			2 22 "	– –	25.2	Honnedaga	3 35 "	1 10		– –				
		9 10			2 30 "	2 41 "	29.2	**Forestport** ♂	3 29 "	12 55		3 17 "				
		9 25			2 43 "	3 05 "	36.1	White Lake ♂	3 15 "	12 25		3 05 "				
		9 50			2 53 "	– –	41.2	Otter Lake	3 05 "	12 00		2 54 "				
		10 05			3 00 "	3 22 "	42.8	McKeever ♂	3 00 "	11 54		2 51 "				
		11 20			3 27 "	3 49 "	51.5	**Fulton Chain** ♂	2 43 "	11 20		2 34 "				
		11 50			3 43 "	4 01 "	57.7	**Clear Water** ♂	2 28 "	9 50		2 17 "				
		12 25			3 58 "	4 17 "	62.9	Big Moose ♂	2 16 "	9 20		2 07 "				
		12 32			*a* –	– –	67.1	Woods Lake	*b* –	9 05		– –				
		12 55			4 15 "	4 34 "	71.3	Beaver River ♂	1 54 "	8 50		1 44 "				
		1 05			*a* –	– –	75.1	Brandreth Lake ♂	*b* –	8 40		– –				
		1 36			4 33 "	4 53 "	81.4	Nehasane ♂	1 36 "	8 22		1 27 "				
		1 46			4 38 "	– –	84.5	Robinwood	1 31 "	8 12		– –				
		2 15			4 47 "	5 06 "	88.4	Long Lake, West	1 23 "	8 05		1 14 "				
		2 35			4 57 "	5 16 "	93.5	Horse Shoe ♂	1 15 P M	7 40		1 03 A M				
		2 55			5 10 "	5 28 "	100.4	Childwold ♂	12 58 Noon	7 07		12 45 Night				
		3 20 A M			5 16 "	5 34 "	102.8	Piercefield ♂	12 52 "	7 00 P M		12 39 "				
		3 40	†735		5 25 P M	5 43 A M	107.2	+ **Tupper Lake** ♂	12 42 Noon	†6 45	6 45	*1229 Night				
		P M				†1100 A M		arr. **Ottawa** (N. Y. & O.) lve.	†7 50 A M	A M		†4 35 P M				
			8 29		5 56 P M	*6 15 A M	122.2	+ **Saranac Inn** ♂	12 11 Noon		5 56	11 57 P M				
			8 35		6 03 P M	6 21 A M	125.3	arr. + **Lake Clear** ♂ lve.	12 05 Noon		†5 15	11 51 P M				
			A M		6 35 P M	6 53 A M	131.1	arr. + **Saranac Lake** lve.	†1130 A M		P M	*11 15 P M				
					9 00 P M	7 15 A M	140.4	arr. **Lake Placid** (D. & H.) lve.	†8 00 A M	6		*1000 P M				
					6 40 P M	6 40 A M	131.1	ar. Paul Smith's Hotel (P.S.Ry.) lv.	†1120 A M	P M						
					†8 30	†5 40 P M	*5 55 A M		lve. **Saranac Lake** arr.	12 30 Noon	5 26	12 15 Night				
					†8 50	6 10 P M	6 31 A M	125.3	lve. **Lake Clear** arr.	11 57 A M	5 00	11 41 P M				
					9 00	6 20 "	6 41 "	130.3	+ Gabriels ♂	11 48 "	4 53	11 31 "				
					9 05	6 25 "	6 45 "	132.8	Rainbow Lake	11 44 "	4 48	11 25 "				
					9 13	– –	6 50 "	136.2	Onchiota	– –	4 43	11 19 "				
					9 17	6 36 "	6 54 "	138.1	Lake Kushaqua	11 35 "	4 40	11 15 "				
					9 27	6 44 "	7 02 "	142.4	+ **Loon Lake** ♂	11 27 "	4 32	11 06 "				
					9 48	7 03 "	7 23 "	153.8	Mountain View ♂	11 05 "	4 09	10 42 "				
					9 54	7 10 "	7 30 "	156.4	Owl's Head (Ringville) ♂	10 59 "	4 02	10 35 "				
					10 00	7 16 "	7 36 "	159.1	Chasm Falls	– –	3 50	– –				
					10 11	7 23 "	7 43 "	162.9	Whippleville	– –	3 38	– –				
					10 18	7 35 "	7 58 "	166.9	+ **Malone** ♂	10 23 "	†3 30	9 59 "				
					A M	8 05 "	8 33 "	181.0	Athelstan ♂	9 43 "	P M	9 17 "				
		25	23		8 13 "	8 41 "	184.8	**Huntingdon** ♂	9 35 "			9 08 "				
P M	P M	Noon	A M		8 25 "	8 54 "	191.5	St. Stanislas ♂	9 23 "			8 51 "	A M	P M	P M	A M
§7 40	‡3 15	d12 45	†655		8 41 "	9 13 "	197.1	**Valleyfield** ♂	9 13 "			8 41 "	11 15	2 50	6 25	10 40
8 15	3 41	1 08	7 19		9 12 "	9 36 "	210.4	Beauharnois ♂	8 49 "			8 15 "	10 48	2 25	5 58	10 11
8 39	3 57	1 23	7 34		9 29 "	9 49 "	217.8	Chateauguay ♂	8 36 "			8 00 "	10 32	2 08	5 42	9 49
8 54	4 08	1 35	7 48		9 40 "	10 00 "	223.2	**Adirondack Junc.** ♂	*e* 8 25 "			*e* 7 50 "	10 20	1 55	5 30	9 35
9 15	4 30	1 55	8 10		10 00 P M	10 20 A M	231.9	arr. + **Montreal** lve.	†8 05 A M			*7 30 P M	d1000	‡135	‡510	‡915
P M	P M	P M	A M					(*Windsor Station.*)					A M	P M	P M	A M
					1 50 A M	†7 15 P M		arr. **Ottawa** (*C.P.Ry.*) lve.	†4 35 A M			*3 10 P M				

73	69	65	71	Ms.	HINCKLEY BRANCH. *November 21, 1909.*	68	64	66	70
P M	P M	P M	A M			A M	P M	P M	P M
†6 45	†3 52	†1 15	†8 13		LEAVE / ARRIVE				
6 52	4 04	1 22	8 20	0	**Prospect Jn.**	8 33	1 36	4 15	7 08
P M	P M	P M	A M	2.7	**Hinckley**	†8 21	†1 24	†4 05	†6 54
					LEAVE / ARRIVE	A M	P M	P M	P M

* Daily; † daily, except Sunday; ‡ daily, except Saturday; § Sunday only; *a* stops to leave passengers from Utica and beyond; *b* stops to take passengers for Utica and beyond; *c* Monday, Wednesday and Friday; *d* daily, except Saturday and Sunday; *e* Saturday only.
+ Coupon stations; ♂ Telegraph stations.

LOCAL TRAINS BETWEEN HERKIMER AND REMSEN.

61	17	63	15	Mls.	*November 21, 1909.*	14	72	16	48
A M	P M	Noon	A M		LEAVE / ARRIVE	A M	P M	P M	P M
§1100	†5 50	†1215	†7 15	0	**Herkimer** ♂	9 27	5 10	8 00	2 38
11 15	5 58	12 22	7 21	3.3	Kast Bridge	9 17	5 00	7 52	2 28
11 20	5 59	12 25	7 24	5.2	Countryman's	9 13	4 56	7 48	2 15
11 25	6 03	12 29	7 28	7.0	County Home	9 09	4 52	7 44	2 11
11 32	6 08	12 34	7 31	8.7	**Middleville** ♂	9 06	4 49	7 41	2 07
11 44	6 16	12 44	7 41	13.1	**Newport** ♂	8 57	4 40	7 32	1 57
11 55	6 23	12 53	7 48	16.5	**Poland** ♂	8 49	4 32	7 24	1 49
– –	6 31	1 01	7 58	20.5	Gravesville	8 42	4 25	7 17	1 39
12 20	6 40	1 10	8 07	23.7	**Trenton Chasm**	8 36	4 19	7 11	1 25
12 30	6 45	1 15	8 13	25.6	arr. **Prospect Junc** ♂ lve.	†8 33	4 15	†707	‡1 20
Noon	P M	1 45	A M	27.7	**Remsen** ♂	A M	†3 45	P M	P M
		P M			ARRIVE / LEAVE		P M		

Train No. 1—Parlor Car and Cafe Dining Coach New York to Utica and Utica to Montreal.

Train No. 5—Buffet Sleeping Car New York to Montreal. Sleeping Car New York to Lake Placid, except Sunday; Sunday's car from New York runs only to Saranac Lake.

Train No. 2—Parlor Car and Cafe Dining Coach Montreal to Utica and Utica to New York.

Train No. 4—Buffet Sleeping Car Montreal to New York. Sleeping Car Lake Placid to New York, except Saturday; on Saturday runs only from Saranac Lake.

RAQUETTE LAKE RAILWAY.

W. SEWARD WEBB, President, New York.
KARL A. HEINE, Treasurer, "

No. 251	Ms.	*November 21, 1909.*	Ms.	No. 252
		LEAVE / ARRIVE		
†8 30 A M		**New York** (Gd. Central Sta.)		10 08 P M
		LEAVE / ARRIVE		
11 28 A M		**Albany**		6 57 P M
		LEAVE / ARRIVE		
1 20 P M		**Utica**		4 20 P M
12 15 Noon		**Herkimer**		5 10 P M
3 27 P M		**Fulton Chain**		2 38 P M
		LEAVE / ARRIVE		
♂3 45 P M	0	**Clearwater** ♂	18.2	2 15 P M
3 57 "	2.5	Rondaxe	16.1	2 02 "
4 17 "	5.5	Minnowbrook	12.5	1 46 "
4 25 "	7.0	Fairview	11.0	1 36 "
4 31 "	8.1	Skensowane	10.0	1 30 "
4 37 "	9.1	**Eagle Bay** ♂	9.0	1 25 "
4 49 "	12.1	Uncas Road	5.9	1 10 P M
5 10 P M	18.1	**Raquette Lake** ♂	0	♂1250 Noon
		ARRIVE / LEAVE		

CONNECTIONS.

At **Clearwater**—With New York Central & Hudson River R.R., Adirondack Division.

At **Eagle Bay**—With Fulton Navigation Co's steamers for all points on Fulton Chain of Lakes.

At **Raquette Lake**—With steamers of the Raquette Lake Transportation Co. for points on Raquette, Eagle and Blue Mountain Lakes.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

R. W. & O. DIVISION.

UTICA LINE.

1007	71	79	75	67	63	59	Mls.	November 21, 1909.	58	60	66	72	74	76	1008
P M		P M	P M	A M	A M	A M		LEAVE] [ARRIVE	A M	A M		P M	P M	Night	A M
§6 15		†5 10	†1 55	†9 15	*6 20	†4 05	0	+ ..... Utica ..... ♂	9 15	11 40		4 15	9 05	12 15	11 40
6 38		5 33	2 18	9 40	6 45	- -	10.17	..... Stittville .... ♂	8 52	11 17		3 55	8 43	- -	11 17
6 44		5 40	2 25	9 46	6 50	- -	12.11	+ . Holland Patent . ♂	8 46	11 09		3 51	8 38	- -	11 09
6 55		5 48	2 35	9 56	7 00	- -	16.05	+ .... Barneveld .... ♂	8 41	11 02		3 45	8 30	- -	11 02
6 58		5 53	- -	10 00	- -	- -	17.37	... Trenton Falls ...	8 38	- -		3 42	8 27	- -	10 58
7 03		5 57	2 42	10 04	7 07	- -	18.33	+ .... Prospect .... ♂	8 35	10 55		3 40	8 25	- -	10 55
7 20		6 10	3 00	10 15	7 25	5 05	21.33	+ .... Remsen ... ♂	8 30	10 50		3 33	8 20	11 30	10 50
7 37		6 25	3 18	10 35	7 42	- -	28.63	+ .. Alder Creek .. ♂	8 08	10 35		3 15	8 00	- -	10 35
7 54		6 37	3 33	10 45	8 00	5 25	34.82	+ .... Boonville ... ♂	7 54	10 20		3 02	7 50	11 00	10 24
8 00		6 45	- -	10 52	8 05	- -	38.49	..... Denley	7 43	- -		2 53	7 42	- -	10 16
8 06		6 51	3 47	10 58	8 12	- -	42.05	+ .. Port Leyden .. ♂	7 37	10 05		2 45	7 32	- -	10 10
8 10		6 58	3 52	11 05	8 18	- -	44.80	+ ... Lyons Falls ... ♂	7 29	10 00		2 39	7 25	10 35	10 05
8 21		7 10	4 04	11 15	8 31	- -	51.54	+ .... Glenfield .... ♂	7 14	9 47		2 25	7 10	- -	9 51
8 27		7 17	- -	11 21	8 37	- -	54.47	.... Martinsburg	7 07	9 41		2 18	7 01	- -	9 45
8 35		7 30	4 25	11 34	8 50	6 06	58.71	+ .... Lowville .... ♂	7 00	9 35		2 10	6 52	10 05	9 38
8 45		7 43	4 39	11 46	9 03	- -	65.91	..... Castorland ... ♂	6 47	9 20		1 58	6 35	- -	9 21
8 52	P M	7 52	4 48	11 55	9 12	- -	70.39	..... Deer River ... ♂	6 39	9 12		1 50	6 25	- -	9 12
9 00	§3 20	8 00	5 00	12 03	9 25	6 30	74.30	ar. + Carthage ♂ . lv.	6 30	9 00		1 40	6 15	9 35	9 00
9 40		8 40	5 40	12 50	10 15	7 15	91.98	ar.. Watertown ♂ lv.	†5 45	†8 15	Mix.	†1255	*5 10	†8 40	§8 15
P M	3 35	P M	5 26	12 26	9 55	- -	83.82	.... Sterlingville .. ♂	A M	8 33	A M	1 10	5 45	- -	8 33
	3 40		15 35	‖12 25	10 05	6 55	87.18	arr. Phila., N. Y ♂ lve.		8 25	11 40	11 00	15 35	8 55	8 25
	4 10		6 15	1 08	10 40	7 08	92.57	..... Rivergate ... ♂		8 05	11 25	12 30	5 05	- -	8 00
			6 55	1 40	11 00		108.45	arr. + Clayton ♂ . lve.		†7 25		†1201			§7 25
	4 20		6 20	P M	10 45	7 13	95.07	+ .... Theresa .... ♂		7 57	11 15	Noon	4 57	8 13	A M
	4 46		6 28		10 58	7 21	101.21	+ .... Redwood .... ♂		7 47	10 58		4 46	7 58	
	5 10		6 50		11 18	7 43	112.96	+ ... Hammond ... ♂		7 25	10 33		4 25	7 35	
	5 22		7 00		11 28	7 52	118.32	..... Brier Hill ... ♂		7 12	10 15		4 14	7 25	
	5 35		7 15		11 38	8 05	123.72	+ . Morristown . ♂		7 00	10 05		4 02	7 16	
	6 00		7 35		12 05	8 30	134.39	+ . Ogdensburg . ♂		†6 40	*9 30		*3 40	†6 55	
			P M		Noon	A M		ARRIVE] [LEAVE		A M	A M		P M	P M	

CLAYTON LINE.

No. 47	No. 67	No. 45	Mls.	November 21, 1909.	No. 46	No. 72	No. 48	No. 1008
				LEAVE] [ARRIVE				
8 45 A M	12 30 Night	12 03 Night		..... New York	5 40 P M	10 08 P M	5 45 A M	
				LEAVE] [ARRIVE				
†1 55 P M	†9 15 A M	*6 20 A M		..... Utica	11 40 A M	4 15 P M	9 05 P M	
				(Via Main Line.)				
8 50 A M				lve. Suspension Bridge . arr.	5 40 P M	9 55 P M		
8 37 A M				lve.. Niagara Falls .. arr.	5 35 P M	9 48 P M		
10 00 A M	4 10 A M	*1 45 A M		lve..... Buffalo ..... arr.	4 20 P M	8 45 P M	3 20 A M	
11 35 A M	5 58 A M	3 33 A M		lve.... Rochester .... arr.	2 34 P M	6 58 P M	1 32 A M	
				(Via R. W. & O. Div.)				
†6 45 A M				lve..... Buffalo ..... arr.	7 40 P M			
7 42 A M				lve.. Niagara Falls .. arr.	6 51 P M			
8 03 A M				lve.. Suspension Bridge . arr.	6 36 P M			
†10 35 A M	†6 05 A M			lve.... Rochester .... arr.	3 45 P M	8 15 P M		
†1 30 P M	†9 05 A M	*6 20 A M		lve..... Syracuse ..... arr.	12 15 Noon	4 40 P M	9 30 P M	12 15 Noon
†1 50 P M	†9 25 A M	†6 35 A M		lve..... Oswego ..... arr.	11 55 A M	4 20 P M	9 10 P M	
*6 15 P M	†1 00 P M	*10 20 A M	0	lve... Philadelphia ♂ . arr.	8 05 A M	12 40 Noon	5 05 P M	8 20 A M
6 24 »	1 08 »	10 29 »	5.39	..... Rivergate ..... ♂	7 55 »	12 30 »	4 54 »	8 00 »
6 30 »	1 15 »	10 34 »	9.10	..... Strough's ..... ♂	7 49 »	12 24 »	4 48 »	7 44 »
6 34 »	1 18 »	10 39 »	10.99	..... Orleans Corners ... ♂	7 45 »	12 20 »	4 42 »	7 40 »
6 41 »	1 25 »	10 48 »	14.22	+ ..... Lafargeville ..... ♂	7 40 »	12 15 »	4 35 »	7 30 »
6 55 P M	1 40 P M	11 00 A M	21.27	arr... + Clayton ♂ ... lve.	†7 25 A M	†1201 Noon	*4 20 P M	§7 10 A M
				arr... Frontenac .. (Boat)				
				Thousand Island Park »				
				Alexandria Bay .. »				
				ARRIVE] [LEAVE				

Trains marked * run daily.
† Daily, except Sunday; § Sunday only.
‖ Meals. + Coupon stations; ♂ Telegraph stations.
STANDARD—*Eastern time.*

ROCHESTER LINE.—Connections for Eastern Points.

65	61	59	November 21, 1909.	68	64	62
P M	A M	A M	LEAVE] [ARRIVE	A M	P M	P M
†540	†10 35	†6 05	..... Rochester ..... ♂	9 35	3 45	8 15
5 42	10 37	6 07	..... Center Park	9 32	3 42	8 12
6 04	11 00	6 30	arr..... Charlotte ♂ .. lve.	9 10	3 20	7 50
6 04	11 00	6 30	lve..... Charlotte .... arr.	9 10	3 20	8 15
9 05	1 47	9 05	arr..... Oswego ..... lve.	†6 25	12 35	5 00
P M	1 50	9 25	lve..... Oswego ..... arr.	A M	11 55	4 20
	4 55	12 01	arr.... Watertown .... lve.		9 10	1 45
	7 40	4 10	arr... Cape Vincent .. lve.		7 10	11 50
	5 45	12 45	arr... Philadelphia .. lve.		8 25	1 00
	6 55	1 40	arr..... Clayton ..... lve.		7 25	12 01
	7 16		arr.... Morristown .... lve.		7 00	10 05
	7 35		arr.... Ogdensburg .... lve.		6 40	9 30
	8 15	3 03	arr..... Norwood ..... lve.		6 06	10 32
	8 45	3 35	... Massena Springs ...		†5 35	†10 00
	P M	P M	ARRIVE] [LEAVE		A M	A M
			..... Montreal			
			ARRIVE] [LEAVE			

ROCHESTER LINE.—Connections for Western Points.

56	54	Mls	November 21, 1909.	53	55
P M	A M		LEAVE] [ARRIVE	A M	P M
*315	†8 55	0	..... Rochester ... ♂	11 20	6 20
3 17	8 57	1.0	..... Center Park	11 17	6 17
3 40	9 20	9.4	arr.. Charlotte ♂ lve.	10 55	5 55
3 40	9 20		lve.. Charlotte .. arr.	10 55	5 55
6 35	12 20		arr. Susp. Bridge lve.	8 00	3 00
6 51	12 30		.... Niagara Falls	*7 42	†2 45
P M	Noon		ARRIVE] [LEAVE	A M	P M

OSWEGO AND ROME LINE.

43	41	49	47	Mls.	Nov. 21, 1909.	42	44	90	48
P M	P M	A M	A M		LEAVE] [ARRIVE	A M	Noon		P M
†6 12	‖1 35	†9 00	*600	0	..... Utica .... ♂	9 45	12 12	P M	9 45
6 36	1 58	9 23	6 25	14.40	+ .... Rome .... ♂	9 20	11 50	5 25	9 25
6 47	- -	9 35	- -	21.91	.... Humaston	9 02	- -	5 11	- -
6 52	- -	9 41	6 45	25.03	.... Blossvale .. ♂	8 55	- -	5 03	9 00
6 57	- -	9 46	6 52	27.58	.. McConnellsville . ♂	8 48	- -	4 58	8 55
7 05	2 27	9 55	7 00	32.33	+ .. Camden .. ♂	8 42	11 18	4 43	8 46
7 15	- -	10 03	7 11	37.22	... West Dale . ♂	8 33	- -	4 30	8 36
7 25	- -	10 12	7 21	42.09	.. Williamstown ♂	8 25	- -	4 15	8 25
7 30	- -	10 17	7 28	45.19	..... Kasoag ... ♂	8 18	- -	4 10	8 18
7 40	- -	10 27	7 38	50.89	+ .... Altmar ... ♂	8 09	- -	3 55	8 09
7 50	3 05	10 35	‖7 45	55.61	arr. + Richland lve.	8 00	10 40	3 40	8 00
8 10	3 20	10 50	†8 15	55.61	lve. Richland ♂ arr.	‖7 35	10 25	2 55	‖7 35
8 18	3 28	11 00	8 23	59.85	+ ... Pulaski ... ♂	7 25	10 15	2 45	7 25
8 25	3 35	11 09	8 29	63.23	.... Daysville .. ♂	7 18	10 07	2 34	7 15
8 35	3 43	11 20	8 37	68.38	+ ... Mexico ... ♂	7 10	9 59	2 25	7 07
8 42	3 52	11 28	8 45	73.09	... New Haven . ♂	7 03	9 52	2 16	7 00
8 48	4 00	11 35	8 50	77.63	..... Scriba ... ♂	6 57	9 46	2 10	6 54
9 10	4 20	11 55	9 12	85.13	+ .. Oswego .. ♂	†6 35	†9 25	‖1 50	†6 35
P M	P M	A M	A M		ARRIVE] [LEAVE	A M	A M	P M	P M

1094	1092	986	994	990	Mls.	EDWARDS BR.	Mls	991	995	997	1093	1096
P M	A M	P M	A M	A M		Nov. 21, 1909.		A M	P M	P M	A M	P M
§4 40	§8 45	†6 55	†9 10	†732	0	lv. Gouverneur. ar.	13.8	8 45	2 50	8 20	10 05	6 05
4 50	8 55	7 06	9 35	7 41	3.26	... Hailesboro ...	10.5	8 32	2 30	8 07	9 55	5 50
4 55	9 00	7 10	9 45	7 45	5.94	..... York	7.9	8 27	1 40	8 00	9 50	5 45
5 00	9 05	7 15	10 00	7 49	7.72	... Emeryville ...	6.1	8 23	1 35	7 55	9 45	5 40
5 03	9 08	7 20	10 15	7 52	8.88	..... Hyatt	4.9	8 20	1 10	7 50	9 40	5 36
5 08	9 13	7 25	10 45	7 57	11.32	.... Takeville	2.5	8 15	12 40	7 45	9 35	5 30
5 15	9 20	7 30	11 00	8 02	13.82	... Edwards ...	0	†8 10	†1205	†740	§9 30	§5 25
P M	A M	P M	A M	A M		ARRIVE] [LEAVE		A M	Noon	P M	A M	P M

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

R. W. & O. DIVISION.

SYRACUSE AND ROME LINES.

3	19	11	1	9	7	19	Mls.	November 21, 1909.	Mls.	2	4	20	10	12	606	8	6
P M		P M	P M	A M	A M			LEAVE] [ARRIVE		A M	Noon		A M	P M		P M	
*6 30		†2 20	†1 30	†9 05	*6 20		0	+......Syracuse......♁	160.9	9 30	12 15		11 45	4 40		9 30	
– –		– –	– –	– –	6 25		0.38	Syracuse (West Shore Station)		– –	– –		– –	– –		a9 28	
6 50		– –	1 50	9 25	6 40		7.26	........Woodard.......♁	153.7	9 11	11 55		– –	4 18		9 10	
7 04		– –	2 03	9 33	6 55		14.52	........Brewerton.......♁	146.4	8 56	11 39		– –	4 03		8 54	
7 11		– –	2 13	9 48	7 03		17.31	.....Central Square...♁	142.6	8 51	11 32		– –	3 55		8 47	
7 20		– –	2 20	9 55	7 10		21.00	..........Mallory........♁	139.9	8 44	11 24		– –	3 47		8 39	
7 24		– –	2 24	9 59	7 14		23.96	..........Hastings........♁	137.0	8 38	11 16		– –	3 42		8 35	
7 30		– –	2 30	10 07	7 21		26.18	...........Parish..........♁	134.7	8 32	11 10		– –	3 37		8 30	
7 38		– –	2 40	10 15	7 30		30.32	........Maple View.......♁	130.6	8 25	11 00		– –	3 30		8 21	
7 43		– –	2 47	10 20	7 35		32.99	.........Fernwood........♁	127.9	8 20	10 54		– –	3 26		8 19	
7 50		– –	2 57	10 28	7 45		37.49	+........Pulaski.........♁	123.4	8 13	10 46		– –	3 17		8 08	
8 00		3 25	3 10	10 37	‖7 55		41 73	arr....+Richland ♁...lve.	118.9	8 05	*10 39		10 32	3 09		8 00	Night
†6 12	P M	†1 35	†1 35	†9 00	*6 00		0	lve.........Utica ♁.....arr.		9 45	12 12	P M		P M		9 45	12 15
6 35	*2 30	1 58	1 58	9 23	6 25		14.40	lve........Rome ♁.....arr.	160.1	9 20	11 50	1 55		5 25		9 25	
6 52	2 55	– –	– –	9 41	6 45		25 03	.........Blossvale.......♁	149.4	8 55	– –	1 05		5 03		9 00	
6 57	3 00	– –	– –	9 46	6 52		27.58	......McConnellsville....♁	146.9	8 48	– –	1 00		4 58		8 55	
7 06	3 2	2 27	2 27	9 55	7 00		32.33	+.......Camden.......♁	142.1	8 42	11 18	12 50		4 43		8 45	
7 15	3 26	– –	– –	10 03	7 11		37.22	........West Dale ......♁	137 2	8 33	– –	12 30		4 30		8 35	
7 25	3 35	– –	– –	10 12	7 21		41.09	.......Williamstown.....♁	132.4	8 25	– –	12 15		4 15		8 25	Runs via Carthage.
7 30	3 40	– –	– –	10 17	7 28		45.19	...........Kasoag........♁	129.3	8 18	– –	12 07		4 10		8 18	
7 40	3 55	– –	– –	10 27	7 38		50.89	+........Altmar........♁	123.6	8 09	– –	11 55		3 55		8 09	
7 50	4 10	3 05	3 05	10 35	‖7 45		55.61	arr....+Richland ♁...lve.	118.9	8 00	†10 40	*11 25		3 40		8 00	
*8 15	4 25	3 30	3 38	10 50	8 15		41.73	lve......Richland.....arr.	118.9	‖7 45	10 15	A M	10 27	2 55		‖7 40	
8 25	d4 35	– –	3 48	11 00	8 25		47.09	+........Lacona........♁	113.8	7 35	10 05		– –	2 45		7 30	
8 35	d4 45	– –	3 58	11 10	8 34		51.82	+......Mannsville......♁	109.1	7 25	9 56		– –	2 33		7 20	
8 40	d4 55	– –	4 05	11 15	8 39		53.56	+...Pierrepont Manor...♁	107.4	7 20	9 52		– –	2 28		7 15	
8 52	d5 10	– –	4 20	11 25	8 50		59.22	+........Adams.........♁	101.7	7 10	9 43		– –	2 18		7 02	
9 03	d5 25	– –	4 30	11 35	9 00		63.02	+........Edison.........♁	97.9	7 02	9 35		– –	2 10		6 48	
9 30	5 50	4 25	4 55	12 01	9 25		72.99	arr...+Watertown ♁..lve.	87.9	†6 40	*9 10		9 40	1 45		6 25	
	†7 40	7 40	7 40		10 50	A M	97.69	arr. +Cape Vincent ♁ lve.		A M	†7 10		†7 10	†11 50		*6 00	
9 45	P M	P M	6 05	12 10	9 35	†7 35	72.99	lve....Watertown ♁..arr.	87.9		9 00		A M	1 35		6 07	9 20
9 58			6 19	12 23	9 47	7 47	77.98	.........Sanford's........♁	83.0		8 47			1 20		6 55	9 05
10 07			5 26	12 30	9 55	7 55	82.98	+........Evans.........♁	77.9		8 38			1 13		6 46	8 57
10 20	5		6 45	‖12 45	10 10	8 10	89.16	arr. +Philadelphia...lve.	71.2		8 25			1 00		6 25	8 45
	Mix.		6 55	1 40	11 00		111.03	arr......Clayton ♁....lve.			♭7 25			†12 01		*4 20	
	P M		7 35		12 05		136.97	arr....Ogdensburg ♁..lve.			†6 40			†9 30		*3 40	
10 25	‡3 50		6 10	1 05	10 25	8 20	89.76	lve....Philadelphia ♁ .arr.	71.2		8 10			‖12 30		5 15	8 25
10 37	4 00		6 20	1 15	10 35	8 30	95.86	+........Antwerp........♁	65.1		7 58			12 15		6 05	8 13
10 46	4 10		6 30	1 25	10 45	8 40	101.10	...........Keene's........♁	59.8		7 45			12 05		4 48	8 03
11 05	4 30		6 50	1 45	10 58	8 55	107.90	+.....Gouverneur.....♁	53.0		7 27			11 47		4 30	7 47
11 18	4 42	6 07	7 03	1 57	11 12	9 08	115.59	+.......Richville.......♁	45.3		7 15	6 02		11 37		4 19	7 37
11 30	5 00	P M	7 15	2 10	11 25	9 20	123.03	arr..+DeKalb Junc....lve.	37.8		7 02	A M		11 25	P M	4 05	7 25
		*4 10	7 25	2 15	11 35	9 35	123.03	lve....DeKalb Junc ♁ .arr.	18.9			9 15		11 10	1 55	3 50	
		4 22	7 37	2 27	11 47	9 47	129.15	......Renssalaer Falls....♁	12.1			9 00		10 55	1 40	3 35	
		4 30	7 45	2 35	11 55	9 55	134.80	+.......Heuvelton.......♁	7.1			8 47		10 42	1 27	3 22	
		4 45	8 00	2 50	12 10	10 10	141.94	+.....Ogdensburg.....♁	0			†8 35		†10 30	†1 15	*3 10	
		P M	P M	P M	Noon	A M		ARRIVE] [LEAVE				A M		A M	P M	P M	
11 30	5 00		7 25	2 15	11 30	9 30	123.03	lve....DeKalb Junc ♁ .arr.	37.8		7 02			11 20		3 55	7 25
11 45	5 15		7 38	2 30	11 45	9 50	131.19	+........Canton........♁	29.7		6 43			11 05		3 39	7 05
12 10	5 33		7 57	2 50	12 10	10 15	141.75	+.......Potsdam........♁	19.2		6 10			10 43		3 14	6 45
12 25	5 45		8 15	3 05	12 25	10 32	147.89	+.......Norwood.......♁	13.0		6 06			10 32		3 03	6 30
1 00	6 20		8 45	3 35	1 00	11 10	160.92	+..Massena Springs..♁	0		*5 35			†10 00		*2 30	†5 50
A M	P M		P M	P M	P M	A M		ARRIVE] [LEAVE			A M			A M		P M	P M

610	1090
P M	A M
8 50	10 00
6 37	9 40
6 27	9 27
†6 15	§9 15
P M	A M

(Trains 610 and 1090 run DeKalb Junc. to Ogdensburg only: DeKalb Junc., Renssalaer Falls, Heuvelton, Ogdensburg; the P M / A M line above them is printed at the DeKalb Junc. arr. row.)

‡ Stops to leave passengers; d stops to leave passengers from west of Richland. ♭ On Sunday leaves 7 10 a.m. ‖ Meals. +Coupon stations; ♁ Telegraph stations.

PHŒNIX LINE.—Syracuse and Oswego.

Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls.	November 21, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.
A M	A M		P M	P M	P M		LEAVE] [ARRIVE	P M	P M	A M	A M	A M	A M	P M
10 00	4 20		11 15	7 35	4 50		.........Boston.........	8 30	8 30	¶6 15	7 00	7 00	9 15	8 30
Noon	A M	A M	Night	P M	P M		LEAVE] [ARRIVE	P M	P M	P M	A M	A M	A M	P M
12 50	8 45	8 30	12 03	9 44	8 02		.......New York.......	5 55	5 55	10 08	5 45	5 45	7 03	5 55
4 15	12 10	11 28	6 50	2 00	11 40		lve......Albany......arr.	2 30	2 30	6 57	12 10	12 45	2 55	2 30
7 55	3 40	2 18	10 05	7 10	3 20		arr.... Syracuse ....lve.	11 05	11 05	3 54	7 15	8 50	11 00	11 05
315	303	351	301	337	335			302	318	350	328	342	336	708
P M	P M	P M	A M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M	P M	P M	P M	A M
*9 15	†6 25	†2 55	*10 55	*7 15	†4 50	0	........Syracuse......♁	8 55	10 15	3 20	6 00	8 05	10 35	10 35
– –	5 28	– –	– –	7 20	– –	0.38	Syracuse (West Shore Sta.)	8 52	– –	– –	a5 55	– –	a10 30	– –
9 35	5 45	3 07	11 15	7 35	5 10	7.25	........Woodard......♁	8 35	– –	3 00	5 40	7 45	10 15	10 15
9 46	5 53	– –	11 23	7 43	– –	13.21	....Three River Point....	8 26	– –	2 51	5 31	7 36	10 02	10 06
9 55	5 59	– –	11 30	7 50	5 25	15.23	.........Phœnix........♁	8 20	– –	2 45	6 25	7 30	9 55	10 00
10 10	6 15	3 31	11 45	8 05	5 40	24.25	Fulton (*Broadway*)...♁	8 05	9 39	2 30	5 10	7 15	9 40	9 45
10 13	6 18	3 34	11 48	8 10	5 45		Fulton (*O. & W. Sta.*)..	8 02	9 35	2 24	5 04	7 10	9 34	9 42
10 35	6 40	3 53	12 10	8 30	6 05	36.41	E. Oswego (*O.&W. Sta.*)	7 40	9 17	2 05	4 45	6 50	9 15	9 20
10 40	6 45	3 55	12 15	8 35	6 10	36.87	Oswego (*W. First St.*).♁	†7 35	†9 15	†2 00	*4 40	†6 45	*9 10	§9 15
P M	P M	P M	Noon	A M	A M		ARRIVE] [LEAVE	A M	A M	P M	P M	P M	P M	A M

CAPE VINCENT LINE.

806	804	802	Mls.	Nov. 21, 1909.	801	803	805
				LEAVE] [ARRIVE	P M		A M
				.Niagara Falls.	6 51		8 50
	A M			Suspension Bridge	6 35	P M	8 30
	†6 05	A M		lve. Rochester.arr.	3 45	8 15	
	†9 25	†6 35		lve..Oswego.arr.	11 55	4 20	9 10
	†9 05	*6 20		lve.Syracuse arr.	12 15	4 40	9 50
	†9 00	*6 00		lve...Utica..arr.	12 12	4 16	9 45
P M	P M	A M		LEAVE] [ARRIVE	A M	Noon	P M
†6 40	†3 15	*9 50	0	+ Watertown ♁	8 10	12 45	6 00
6 58	3 30	10 08	4.83	+. Brownville. ♁	7 51	12 32	6 41
7 06	3 38	10 16	8.64	....Limerick ..♁	7 43	12 23	5 33
7 16	3 47	10 25	13.53	+..Chaumont..♁	7 34	12 13	5 24
7 24	3 55	10 34	16.96	+.Three-mile-Bay.♁	7 25	12 05	5 15
7 32	4 02	10 41	20.31	....Rosiere....♁	7 18	11 58	5 08
7 40	4 10	10 50	24.70	+.Cape Vincent.♁	†7 10	†11 50	*6 00
P M	P M	12 55 Noon		ar..Kingston.lv. (*Steamer.*)	A M	A M	†2 00 P M

CARTHAGE AND ADIRONDACK BRANCH.

No. 43	No. 41	Mls.	November 21, 1909.	No. 42	No. 44
			LEAVE] [ARRIVE		
†6 10 P M	*9 35 A M	0	......Carthage....♁	8 20 A M	5 00 P M
6 32 "	10 05 "	9.83	....Natural Bridge..♁	7 54 "	4 39 "
6 50 "	10 25 "	17.75	... Lake Bonaparte ...	7 35 "	4 17 "
7 00 "	10 35 "	20.62	...... Harrisville....♁	7 30 "	4 10 "
7 20 "	11 00 "	28.80	........Jayville......♁	7 10 "	3 44 "
7 45 "	11 22 "	37.30	......Coffins Mills......	6 53 "	3 23 "
7 50 "	11 26 "	38.51	..... Oswegatchie ...♁	6 50 "	3 20 "
8 05 "	11 45 "	42.47	...Benson Mines...	6 40 "	3 10 "
8 15 P M	11 55 A M	45.75	arr..Newton Falls. ♁ lve.	†6 30 A M	*3 00 P M
8 40 P M	†12 20 Noon		arr...Wanakena..lve.	†6 00 A M	†2 30 P M
			(*Cranberry Lake R.R.*)		

* Daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only.

STANDARD—*Eastern time.*

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

R. W. & O. DIVISION.

NIAGARA FALLS LINE.

707	5	57	65	3	55	61	53	5	59	67	51	Miles	*November* 21, 1909.	6	52	66	54	64	56	12	62	58	68	704
P M		P M			P M		A M						LEAVE] [ARRIVE	A M	A M		P M		P M					A M
§5 25		†5 25			†1 30		*6 45	A M				0	.....**Buffalo**.... ♂	10 15	10 15		1 10		7 40					10 15
6 20		6 20			2 45		7 42	*6 45				21.99	...**Niagara Falls**. ♂	8 50	9 20		12 30		6 51					9 20
6 35		6 35			3 00		8 00	7 15				23.80	..**Suspension Bridge** ♂	8 30	9 05		12 20		6 35					9 10
6 45		6 45			3 08		8 08	*a* –				28.09	...**Lewiston Heights**. ♂	*b* –	8 52		12 07		6 23					9 00
6 52		6 52			3 18		8 15	*a* –				31.22	.....Model City... ♂	*b* –	8 42		11 59		6 15					8 53
7 02		7 02			3 28		8 27	*a* –				36.88	.... Ransomville .. ♂	*b* –	8 27		11 49		6 05					8 43
7 07		7 07			3 33		8 35	*a* –				39.47	..... Randall .... ♂	*b* –	8 21		11 44		5 57					8 35
7 13		7 13			3 42		8 43	*a* –				42.63	+.....Wilson..... ♂	*b* –	8 13		11 37		5 52					8 30
7 30		7 30			3 52		8 53	*a* –				48.57	+.....Burt..... ♂	*b* –	7 58		11 24		5 39					8 07
7 38		7 38			3 57		8 58	*a* –				51.72	+....Appleton.... ♂	*b* –	7 50		11 20		5 35					8 03
7 48		7 48			4 08		9 08	*a* –				56.67	+.....Barker..... ♂	*b* –	7 36		11 09		5 25					7 51
7 55		7 55			4 17		9 17	*a* –			A M	60.09	.....Millers..... ♂	*b* –	7 30		11 03		5 19		P M			7 45
8 00		8 05			4 22		9 22	*a* –			†6 40	6[illegible].02	+...Lyndonville... ♂	*b* –	†7 20		10 55		5 10		8 00			7 37
8 15		P M			4 35		9 35	*a* –			6 47	68.97	.....Ashwood.... ♂	*b* –	A M		10 40		4 56		7 47			7 28
8 23					4 41		9 40	*a* –			6 57	72.10	+....Waterport.... ♂	*b* –			10 36		4 52		7 42			7 18
8 30					4 46		9 46	*a* –			7 04	75.03	.....Carlton..... ♂	*b* –			10 30		4 46		7 35			7 12
8 38					4 55		9 53	*a* –			7 10	7[illegible].65	+.....Brice..... ♂	*b* –			10 24		4 40		7 28			7 06
8 46					5 02		10 00	*a* –			7 17	82.67	+....Kendall..... ♂	*b* –			10 14		4 30		7 18			6 59
8 54					5 10		10 08	*a* –			7 25	84.87	+....**Morton**.... ♂	*b* –			10 08		4 25		7 13			6 54
9 02					5 17		10 17	*a* –			7 35	89.16	+.....Hamlin..... ♂	*b* –			10 00		4 17		7 05			6 46
9 10					5 23		10 23	*a* –			7 40	92.07	.....Walker..... ♂	*b* –			9 53		4 11		7 00			6 41
9 14					5 27		10 27	*a* –			7 44	95.5[illegible]	+.....Hilton..... ♂	*b* –			9 47		4 05		6 51			6 35
9 23					5 37		10 35	*a* –			7 54	98.76	.....Greece..... ♂	*b* –			9 40		3 57		6 43			6 30
9 40					5 55		10 55	*a*			8 10	105.33	ar. +**Charlotte** ♂ lv.	*b* –			9 20		3 40		6 25			6 15
1005			P M		6 20	A M	11 20		A M		8 40	114.74	ar.. **Rochester** ♂ lv.			A M	†8 55	P M	*3 15		P M	†6 00		§5 50
P M			†6 40		P M	†10 35	A M		†6 05		A M	114.74	lve.. **Rochester**..arr.			9 35	A M	3 45	P M		815	P M		A M
			6 04			11 00		*a* –	6 30			105.33	lve.. **Charlotte** .arr.	*b* –		9 10		3 20			7 50			
			6 15			11 15		*a* –	6 4[illegible]			106.56	..**Windsor Beach**..	*b* –		8 57		3 05			7 33			
			6 25			11 25		*a* –	6 50			111.53	.... Forest Lawn	*b* –		8 47		2 55			7 20			
			6 35			11 35		*a* –	7 00			116.05	+.....Webster..... ♂	*b* –		8 39		2 48			7 12			
			6 41			11 40		*a* –	7 05			118.92	+...Union Hill.... ♂	*b* –		8 33		2 42			7 05			
			6 53			11 53		*a* –	7 16			123.53	+.....Ontario..... ♂	*b* –		8 22		2 35			6 53			
			7 03			12 03		*a* –	7 25			128.35	+...Williamson.... ♂	*b* –		8 13		2 25			6 46			
			7 17			12 13		*a* –	7 35			134.57	+.....Sodus..... ♂	*b* –		8 02		2 15			6 36			
			7 27			12 23		*a* –	7 48			137.58	....**Wallington**.. ♂	*b* –		7 48		2 03			6 23			
			7 44			12 38		*a* –	8 03			144.61	+.. North Rose .. ♂	*b* –		7 36		1 49			6 09			
			7 55			12 48		*a* –	8 12			149.22	+.....Wolcott..... ♂	*b* –		7 26		1 40			6 00			
			8 07			12 58		*a* –	8 22			154.99	+...Red Creek.... ♂	*b* –		7 14		1 29			5 50			
			8 18			1 08		*a* –	8 30			158.70	+....**Sterling**.... ♂	*b* –		7 02		1 17			5 38			
			8 27			1 15		*a* –	8 38			165.44	+....Hannibal.... ♂	*b* –		6 50		1 04			5 26			
			8 40		73	1 27		*a* –	8 50			171.01	.....Furniss..... ♂	*b* –	72	6 37		12 50			5 14			
			9 06		P M	1 47		11 55	9 05	A M		175.53	arr...**Oswego** ♂.lve.	*4 03	A M	†6 25		12 35			5 00		P M	
			P M		†6 35	1 50		A M	9 25	†6 35		175.53	lve. +**Oswego** ..arr.	A M	9 12	A M		11 55			4 20		8 10	
					6 54	2 10			9 46	6 57		183.03	+.....Scriba ..... ♂		8 50			11 35			4 00		8 48	
					7 00	2 16			9 52	7 03		180.57	+...New Haven.... ♂		8 45			11 28			3 52		8 42	
					7 07	2 25			9 59	7 10		191.28	+.....Mexico..... ♂		8 37			11 20			3 43		8 35	
		19			7 15	2 34	1	11	10 07	7 18		196.43	.....Daysville..... ♂		8 29	20	4	11 09	10		3 35	8	8 25	
		P M		P M	7 25	2 45	P M	P M	10 15	7 25		199.81	....Pulaski..... ♂		8 23	A M	A M	11 00	A M	P M	3 28	P M	8 18	
		*4 26		*8 15	†7 35	2 55	†3 38	†3 30	10 50	*8 15		204.05	+...**Richland**... ♂		§8 15	11 05	10 15	†10 50	10 27	2 56	†3 20	§7 40	§8 10	
		d4 35		8 25	P M	P M	3 48	– –	11 00	8 25		209.41	+.....Lacona..... ♂		7 35	– –	10 05	A M	– –	2 45	P M	7 30	P M	
		d4 45		8 35			3 58	– –	11 10	8 34		214.14	.....Mannsville.... ♂		7 25	– –	9 56		– –	2 33		7 20		
		d4 55		8 40			4 05	– –	11 15	8 39		215.88	..Pierrepont Manor		7 20	– –	9 52		– –	2 28		7 15		
		d5 10		8 52			4 20	– –	11 25	8 50	18	221.54	+.....Adams..... ♂		7 10	– –	9 43		– –	2 18		7 02	6	
		d5 25		9 03			4 30	– –	11 35	9 00	A M	225.34	.....Edison..... ♂		7 02	– –	9 35		– –	2 10		6 48	P M	
		5 50		9 30			4 55	4 25	12 01	9 25	†7 35	235.31	ar. **Watertown** ♂.lv.		†6 40	*9 20	9 10		†9 40	1 45		6 25	9 20	
		P M		9 58			5 19	P M	12 23	9 47	7 47	240.30	.....Sanford's.... ♂		A M	A M	8 47		A M	1 20		5 56	9 05	
				10 07			5 28		12 30	9 55	7 55	245.30	+.....Evans..... ♂				8 38			1 13		5 46	8 57	
	Mix.			10 20			5 45		§12 45	10 10	8 10	252.08	ar. + **Philadelphia** ♂.lv.				8 25			1 00		5 25	8 45	
	P M						6 56		1 40	11 00		273.35	arr...**Clayton**...lve.				*7 25			†12 01		*4 20		
	§3 50			10 25			6 10		1 06	10 25	8 20	252.08	lv. **Philadelphia**.ar.				8 10			§12 30		5 15	8 25	
	4 00			10 37			6 20		1 15	10 35	8 30	258.18	+.....Antwerp..... ♂				7 58			12 15		5 05	8 13	
	4 10			10 46			6 30		1 25	10 45	8 40	263.42	.....Keene's..... ♂				7 45			12 05		4 48	8 03	
	4 30			11 05			6 50		1 45	10 58	8 55	270.22	+..**Gouverneur**... ♂				7 27			11 47		4 30	7 47	
	4 42			11 18			7 03		1 57	11 12	9 08	277.91	.....Richville..... ♂				7 15			11 37		4 19	7 37	
	5 00			11 30			7 25		2 15	11 30	9 30	285.35	+.**De Kalb Junc**. ♂				7 02			11 25		4 05	7 25	
	5 15			11 45			7 38		2 30	11 45	9 50	293.51	+.....Canton..... ♂				6 43			11 05		3 39	7 05	
	5 33			12 10			7 57		2 50	12 10	10 15	304.10	+.... Potsdam .... ♂				6 19			10 43		3 14	6 45	
	5 45			12 25			8 15		3 03	12 25	10 32	310.21	+...**Norwood**.... ♂				6 06			10 32		3 03	6 30	
	6 20			1 00			8 45		3 35	1 00	11 10	323.24	+**Massena Springs**. ♂				*5 35			†10 00		*2 30	†5 50	
	P M			A M			P M		P M	P M	A M		ARRIVE] [LEAVE				A M			A M		P M	P M	
									6 05				.....**Malone**.....							8 50			6 50	
									6 30				..**Rouse's Point**..							6 05			5 45	
									P M				ARRIVE] [LEAVE							A M			P M	

CARTHAGE, WATERTOWN & SACKETS HARBOR LINE.

		1024	1022	1020	414	44	410	408	42	404	402	Mls.	*November* 21, 1909.	401	41	405	407	43	411	413	1029	1031		
		P M		A M	P M	P M		A M	A M		A M		LEAVE] [ARRIVE	A M	A M		P M	P M		Night		P M		
		§8 15		§6 20	†5 10	†1 55	P M	†9 15	†6 20		†4 05		.....**Utica**..... ♂	9 15	11 40	A M	[4 15	9 05		12 15		9 05		
		§8 05		§9 35	†8 05	*5 05	†4 00	†12 10	†9 35		†6 40	0	lv. +**Carthage** ♂ ar.	6 25	8 50	11 40	1 35	5 50		9 20		5 50		
		9 15		9 45	8 15	5 15	4 12	12 20	9 45		6 50	6.77	+...Great Bend... ♂	6 09	8 38	11 26	1 20	5 38		9 08		5 38		
		9 20		9 52	8 20	5 20	4 18	12 27	9 52		6 55	9.02	.....Felt's Mills... ♂	6 04	8 32	11 19	1 14	5 30		9 03		5 30		
		9 27		9 57	8 25	5 25	4 27	12 32	9 57		7 00	11.24	.....Black River... ♂	6 00	8 27	11 15	1 10	5 25		8 55		5 25		
		9 40	P M	10 15	8 40	5 40	4 40	12 50	10 15	A M	7 15	17.68	arr. + **Watertown** ♂ lve.	†5 45	*8 15	†11 00	†12 55	†5 10	P M	†8 40	A M	§5 10		
		P M	§3 45	10 20	P M	P M	5 00	Noon	10 20	*6 45	A M	17.68	lve. **Watertown**.arr.	A M	8 05	A M	12 50	P M	6 15	P M	11 40	5 00		
			4 15	10 50			5 30		10 50	7 15		29.69	+.**Sackets Harbor**. ♂		*7 35		†12 15		†5 45		§11 10	§4 30		
			P M	A M			P M		A M	A M			ARRIVE] [LEAVE		A M		Noon		P M		A M	P M		

Trains marked * run daily; † daily, except Sunday; § Sunday only; *a* stops to take on passengers holding tickets to New York, Ontario & Western Ry. points south of Central Square or to let off passengers holding through tickets from Grand Trunk Ry., Michigan Central or Wabash R.Rs.; *b* stops to take on passengers for points on the Grand Trunk Ry., Wabash or Michigan Central R.Rs. west of Suspension Bridge or leave passengers from New York, Ontario & Western Ry. points south of Central Square; *d* stops to leave passengers from west of Richmond; *s* stops Sunday. | Meals. + Coupon stations; ♂ Telegraph stations.

STANDARD—*Eastern time.*

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER R.R.—HARLEM DIV.

NEW YORK TO LAKE MAHOPAC, PAWLING, CHATHAM, PITTSFIELD AND NORTH ADAMS.

For local trains New York to White Plains and intermediate stations, see page 209.

November 21, 1909.	Mls.	1	3	5	7	9	11	133	15	17	37	19	21	23	25	27	29	31	101	309 Sun	43 Sun.	317 Sun.	45 Sun	47 Sun	49 Sun	51 Sun
New York .....lve.	.....	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	A M	A M	P M	P M	P M	P M
G. O. Sta. (Lexington Ave.)..	0	†551	†755	†8 54	†1110	‡107	‡209	†250	†323	†405	†440	†503	♭508	†520	†612	†653	†803	†1167	‡1259	§901	§9 34	§1150	§205	§336	§510	§656
125th Street.....	4.17	‡602	‡806	‡9 05	‡1121	‡118	‡220	‡301	‡334	‡416	‡450	‡513	‡520	— —	‡623	‡704	8 14	12 08	1 10	9 12	‡9 45	12 01	‡216	3 47	‡621	‡847
138th Street.....	4.95	‡605	‡809	— —	‡1124	‡121	‡223	‡304	— —	— —	‡453	‡516	— —	— —	— —	‡707	9 17	— —	1 13	9 15	— —	12 04	‡219	3 50	— —	‡850
Melrose (*E. 162d St.*)...	6.09	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 16	— —	— —	— —	— —	— —	— —	— —
Morrisania (*E. 168th St.*)	6.66	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 18	— —	— —	— —	— —	— —	— —	— —
Claremont Park (*E. 171st St.*)	7.24	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 20	— —	— —	— —	— —	— —	— —	— —
Tremont (*E. 177th St.*)..	7.82	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 22	— —	— —	— —	— —	— —	— —	— —
183d Street.....	8.46	— —	— —	— —	— —	Saturday only.	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Fordham (*E. 190th St.*).	8.88	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 25	— —	— —	— —	— —	— —	— —	— —
Botanical Garden	9.53	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 27	— —	— —	— —	— —	— —	— —	— —
Williams Bridge (E. 210th St.)	10.4	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 29	— —	— —	— —	— —	— —	— —	— —
Woodlawn (*E. 233d St.*).	11.77	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 32	— —	— —	— —	— —	4 02	— —	— —
Wakefield (*E. 242d St.*).	12.56	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 34	— —	— —	— —	— —	4 04	— —	— —
Mount Vernon.....	13.12	6 24	8 27	— —	— —	— —	— —	3 21	— —	— —	— —	— —	— —	— —	— —	7 24	8 36	12 28	1 41	— —	— —	*r* —	— —	4 10	— —	8 08
Bronxville.....	15.30	— —	8 32	— —	— —	— —	— —	3 26	— —	— —	— —	— —	— —	— —	— —	7 29	8 40	12 34	1 46	— —	— —	— —	— —	4 15	— —	8 13
Tuckahoe	16.04	— —	8 35	— —	— —	— —	— —	3 29	— —	— —	— —	— —	— —	— —	— —	7 32	8 43	12 36	1 48	— —	— —	— —	— —	4 17	— —	8 15
Crestwood.....	16.75	— —	— —	— —	— —	— —	— —	3 31	— —	— —	— —	— —	— —	— —	— —	7 34	8 48	12 38	*e* —	— —	— —	— —	— —	4 20	— —	— —
Scarsdale.....	18.96	— —	8 42	— —	— —	— —	— —	3 36	— —	— —	— —	— —	— —	— —	— —	7 38	8 50	12 42	1 55	— —	— —	— —	— —	4 24	— —	8 21
Hartsdale	20.62	— —	— —	— —	— —	— —	— —	3 40	— —	— —	— —	— —	— —	— —	— —	7 42	8 54	12 46	2 00	— —	— —	— —	— —	4 28	— —	8 25
White Plains.....	22.39	6 43	8 48	9 39	11 58	1 56	2 58	3 45	— —	4 50	5 24	5 47	5 56	6 08	6 58	7 47	1000	12 51	2 05	9 52	10 20	12 32	2 54	4 33	5 58	8 50
North White Plains	23.98	—	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Valhalla	25.42	6 49	8 54	— —	12 04	2 02	3 04	3 51	— —	4 56	5 30	— —	6 03	6 12	7 04	7 53	1008	12 57	2 15	9 58	— —	12 46	3 01	4 40	6 04	8 38
Kensico Cemetery.....	26.36	6 52	8 57	— —	12 07	*a* —	3 07	3 53	— —	*v*4 58	— —	— —	— —	— —	— —	— —	— —	— —	— —	1001	— —	12 49	3 04	4 43	— —	— —
Mt. Pleasant & Fairlawn Cem's	27.29	— —	8 59	— —	12 09	— —	3 10	3 55	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	1004	— —	12 52	3 07	4 46	— —	— —
Hawthorne.....	28.32	6 56	9 01	— —	12 12	2 08	3 13	3 57	— —	5 02	— —	— —	6 09	6 18	7 10	7 58	1012	1 02	2 21	1007	— —	12 55	3 11	4 49	6 09	8 44
Sherman Park.....	29.38	*e* —	*e* —	— —	12 15	2 11	*e* —	— —	— —	5 05	— —	— —	— —	*g* 21	7 13	8 02	1015	1 05	— —	1010	— —	12 58	3 14	4 52	— —	*e* —
Pleasantville.....	30.54	7 02	9 07	9 52	12 18	2 15	3 19	4 02	— —	5 08	5 39	— —	6 14	6 25	7 17	8 06	1019	1 09	2 27	1013	— —	1 02	3 17	4 56	6 14	8 51
Chappaqua.....	32.41	7 07	9 11	9 56	12 23	2 19	3 24	4 06	— —	5 13	5 43	— —	6 19	6 30	7 22	8 11	1024	1 14	2 32	1018	— —	1 07	3 22	5 01	6 19	8 56
Mount Kisco.....	36.65	7 16	9 19	10 03	12 31	2 27	3 34	4 14	— —	5 21	5 51	6 08	6 27	6 38	7 30	8 19	1032	1 22	2 40	1027	10 41	1 16	3 30	5 10	6 27	1005
Bedford.....	39.17	7 21	9 24	10 08	12 36	2 32	3 39	4 19	— —	5 26	5 56	— —	6 32	6 43	7 36	8 24	1037	1 27	2 45	1032	— —	1 21	3 35	5 15	6 32	1010
Katonah.....	41.12	7 26	9 29	10 12	12 41	2 37	3 44	4 23	— —	5 30	6 01	6 16	6 37	6 48	7 40	8 29	1042	1 32	2 50	1037	— —	1 26	3 40	5 20	6 37	1015
Golden's Bridge..arr.	43.54	7 32	9 34	— —	12 46	2 43	3 50	4 28	— —	5 36	— —	— —	6 42	6 54	7 46	8 34	1047	1 37	2 55	1043	10 53	1 32	3 45	5 26	6 42	1020
Golden's Bridge..lve.	43.54	....	9 35	....	12 50	....	3 52	P M	....	....	....	....	6 43	‖655	....	....	....	....	A M	1055	10 55	P M	....	....	6 45	....
Somer's Centre	46.77	....	9 45	....	1 00	....	4 01	....	....	....	....	....	6 53	‖705	....	....	....	....	....	1104	11 04	....	....	....	6 54	....
Lake Mahopac....arr.	50.77	....	‖1000	....	1 10	....	4 12	....	....	....	....	....	7 05	‖715	....	....	....	....	....	1115	11 15	....	....	P M	7 06	....
Lake Mahopac....lve.	.....	....	†7 35	....	12 10	....	†3 05	....	....	....	....	....	♭5 45	†5 45	....	....	....	....	....	A M	§8 20	....	....	§4 35	P M	....
Somer's Centre	.....	....	7 45	....	12 30	....	3 15	....	....	....	....	....	5 55	5 55	....	....	....	....	....	....	8 30	....	....	4 44	....	....
Golden's Bridge..arr.	.....	....	7 55	....	12 40	....	3 25	....	....	....	....	....	6 05	6 05	....	....	....	....	....	....	8 40	....	....	4 53	....	....
Golden's Bridge..lve.	43.54	7 32	9 34	— —	12 46	2 43	3 50	....	— —	5 36	— —	— —	6 42	6 54	7 45	8 34	1047	1 37	....	....	10 53	....	3 45	5 26	6 42	1020
Purdy's.....	46.16	7 37	9 39	— —	12 51	2 48	3 55	....	— —	5 41	— —	— —	6 47	6 59	7 50	8 38	1052	1 42	....	....	10 57	....	3 50	5 31	6 47	1025
Croton Falls.....	47.75	7 42	9 43	— —	12 56	2 52	4 00	....	— —	5 46	6 12	— —	6 51	7 04	7 55	8 43	1058	1 46	....	....	11 01	....	3 55	5 36	6 51	1029
Brewster.....	51.94	7 54	9 52	10 30	1 07	3 01	4 09	....	4 47	5 56	6 20	6 32	7 00	7 14	8 05	8 53	1105	‖1 55	....	....	11 11	....	4 03	5 45	7 00	1038
Dykeman's.....	54.73	8 01	9 59	— —	1 14	P M	4 15	....	— —	6 02	P M	— —	P M	7 21	P M	8 58	P M	A M	....	....	11 17	....	4 08	P M	7 06	1045
Towner's	57.91	8 07	1008	— —	1 19	....	4 21	....	— —	6 08	....	— —	....	7 27	....	9 05	....	....	....	....	11 23	....	4 14	....	7 11	1056
Patterson.....	60.22	8 15	1015	— —	1 24	....	4 26	....	— —	6 14	....	6 45	....	7 33	....	9 10	....	....	....	....	11 28	....	4 21	....	7 18	1055
Pawling.....	63.79	8 25	1022	10 50	1 34	....	4 33	....	5 06	6 22	....	7 00	....	7 40	....	9 18	....	....	....	....	11 42	....	4 30	....	7 33	1102
Wingdale	69.78	8 35	A M	11 00	1 44	....	P M	....	— —	P M	....	7 10	....	P M	....	P M	....	....	....	....	11 52	....	P M	....	7 43	P M
Dover Furnace.....	72.47	8 40	....	— —	1 49	....	....	....	— —	....	....	7 15	....	....	....	....	....	....	....	....	11 57	....	....	....	7 48	....
Dover Plains	76.67	8 49	....	11 11	1 58	....	....	....	5 24	....	....	7 21	....	....	....	....	....	....	....	....	12 06	....	....	....	7 56	....
Wassaic.....	81.38	8 58	....	11 20	2 08	....	....	....	— —	....	....	7 29	....	....	....	....	....	....	....	....	12 15	....	....	....	8 05	....
Amenia	84.64	9 06	....	11 27	2 16	....	....	....	5 38	....	....	7 36	....	....	....	....	....	....	....	....	12 21	....	....	....	8 11	....
Sharon Station	87.73	9 13	....	11 34	2 23	....	....	....	5 45	....	....	7 42	....	....	....	....	....	....	....	....	12 28	....	....	....	8 17	....
Coleman's.....	89.03	9 18	....	— —	2 26	....	....	....	— —	....	....	7 44	....	....	....	....	....	....	....	....	12 31	....	....	....	8 19	....
Millerton.....	92.73	9 28	....	11 44	2 35	....	....	....	5 56	....	....	7 52	....	....	....	....	....	....	....	....	12 39	....	....	....	8 27	....
Mount Riga.....	95.86	9 36	....	— —	2 42	....	....	....	— —	....	....	7 58	....	....	....	....	....	....	....	....	— —	....	....	....	8 35	....
Boston Corners.....	99.77	9 44	....	11 58	2 50	....	....	....	— —	....	....	8 07	....	....	....	....	....	....	....	....	12 54	....	....	....	8 42	....
Copake Iron Works.....	104.84	9 53	....	12 07	2 58	....	....	....	6 20	....	....	8 15	....	....	....	....	....	....	....	....	1 03	....	....	....	8 50	....
Hillsdale.....	108.89	1002	....	12 14	3 06	....	....	....	6 27	....	....	8 22	....	....	....	....	....	....	....	....	1 11	....	....	....	8 58	....
Craryville.....	111.70	1008	....	— —	3 12	....	....	....	— —	....	....	8 27	....	....	....	....	....	....	....	....	1 17	....	....	....	9 04	....
Martindale.....	115.49	1014	....	— —	3 20	....	....	....	— —	....	....	8 33	....	....	....	....	....	....	....	....	*e* —	....	....	....	9 10	....
Philmont.....	118.87	1020	....	12 30	3 28	....	....	....	6 41	....	....	8 39	....	....	....	....	....	....	....	....	1 29	....	....	....	9 16	....
Ghent.....	124.89	1030	....	— —	3 38	....	....	....	— —	....	....	8 48	....	....	....	....	....	....	....	....	*e* —	....	....	....	9 25	....
Chatham	127.53	1035	....	12 44	3 43	....	....	....	6 54	....	....	8 53	....	....	....	....	....	....	....	....	1 45	....	....	....	9 30	....
[ARRIVE	.....	A M	....	Noon	P M	....	....	....	P M	....	....	P M	....	....	....	....	....	....	....	....	P M	....	....	....	P M	....
Norfolk .....arr.	.....	....	....	1 05	4 38	....	....	....	7 09	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
(*Cent. New England.*)	.....	....	....	P M	P M	....	....	....	P M	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Chatham.....lve.	.....	11 15	....	12 46	....	....	....	....	7 00	....	....	8 58	....	....	....	....	....	....	....	....	1 50	....	....	....	....	....
East Chatham	.....	— —	....	*c*12 56	....	....	....	....	*c*7 10	....	....	9 10	....	....	....	....	....	....	....	....	*c*2 00	....	....	....	....	....
Canaan.....	.....	11 36	....	*c*1 05	....	....	....	....	*c*7 19	....	....	9 21	....	....	....	....	....	....	....	....	*c*2 09	....	....	....	....	....
State Line.....	.....	— —	....	*c*1 14	....	....	....	....	*c*7 27	....	....	9 32	....	....	....	....	....	....	....	....	*c*2 17	....	....	....	....	....
Richmond Furnace..	.....	— —	....	*c*1 18	....	....	....	....	*c*7 30	....	....	9 37	....	....	....	....	....	....	....	....	*c*2 21	....	....	....	....	....
Richmond.....	.....	— —	....	*c*1 20	....	....	....	....	*c*7 32	....	....	9 39	....	....	....	....	....	....	....	....	*c*2 25	....	....	....	....	....
Pittsfield.....	.....	1206	....	1 32	....	....	....	....	7 46	....	....	9 55	....	....	....	....	....	....	....	....	2 37	....	....	....	....	....
Berkshire	.....	Noon	....	1 46	....	....	....	....	*c*800	....	....	P M	....	....	....	....	....	....	....	....	5 28	....	....	....	....	....
Cheshire	.....	....	....	1 57	....	....	....	....	8 08	....	....	....	....	....	....	....	....	....	....	....	5 38	....	....	....	....	....
Adams.....	.....	....	....	2 07	....	....	....	....	8 19	....	....	....	....	....	....	....	....	....	....	....	5 50	....	....	....	....	....
North Adams.....arr.	.....	....	....	2 17	....	....	....	....	8 30	....	....	....	....	....	....	....	....	....	....	....	6 00	....	....	....	....	....
(*Boston & Albany.*)	.....	....	....	P M	....	....	....	....	P M	....	....	....	....	....	....	....	....	....	....	....	P M	....	....	....	....	....
Chatham.....lve.	.....	1050	....	2 12	....	....	....	....	1006	....	....	....	....	....	....	....	....	....	....	....	3 08	....	....	....	....	....
Albany.....arr.	.....	1140	....	2 50	....	....	....	....	1040	....	....	....	....	....	....	....	....	....	....	....	3 45	....	....	....	....	....
(*Boston & Albany.*)	.....	A M	....	P M	....	....	....	....	P M	....	....	....	....	....	....	....	....	....	....	....	P M	....	....	....	....	....

† Daily, except Sunday; § Sunday only; *a* stops to leave passengers from New York; *c* stops to leave passengers holding tickets from Harlem Division; *e* stops to leave passengers; *k* Saturday only; *r* stops to take funeral parties for Kensico, Mt. Pleasant and Fairlawn Cemeteries; *t* stops only to receive passengers; *v* stops on signal to receive passengers and to leave from New York. ♭ Daily, except Saturday and Sunday. ‖ Meals.

PULLMAN PARLOR CAR SERVICE.

No. 5—NORTH ADAMS SPECIAL.—Buffet Smoking and Parlor Car New York to North Adams. **No. 15—PITTSFIELD AND NORTH ADAMS SPECIAL.**—Buffet Smoking Car and Parlor Car New York to North Adams. **No. 19—CHATHAM LOCAL.**—Parlor Car New York to Pawling. **No. 37—BREWSTER LOCAL.**—Parlor Car New York to Brewster. **No. 43—PITTSFIELD EXPRESS.**—(Sunday only).—Buffet Smoking Car and Parlor Car New York to Pittsfield.

STANDARD—*Eastern time.*

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER R.R.—HARLEM DIV.

NORTH ADAMS, PITTSFIELD, CHATHAM AND PAWLING TO NEW YORK.

For local trains White Plains to New York, see page 209.

December 21, 1909.	104	2	4	6	8	10	12	14	32	16	18	20	152	22	24	26	28	42 Sun.	44 Sun.	318 Sun.	46 Sun.	328 Sun.	48 Sun.	50 Sun.
(*Boston & Albany.*)								A M				A M		P M									P M	
Albany.....lve								†6 55				†11 30		†2 00									§2 40	
Chatham.....arr.								7 48				12 15		2 52									3 24	
(*Boston & Albany.*)								A M				A M		P M									P M	
North Adams.....lve.								†6 30				†9 00		†1 35									§3 00	
Adams								6 43				9 13		1 48									3 13	
Cheshire								6 57				9 26		c1 55									3 27	
Berkshire								7 05				9 32		c2 05									3 34	
Pittsfield								7 25				9 55		2 18									4 47	
Richmond								g7 15				10 11		c2 30									c5 02	
Richmond Furnace								g7 18				10 14		c —									c5 04	
State Line								g7 22				10 18		c2 34									c5 07	
Canaan								g7 31				10 28		c2 40									c5 15	
East Chatham								g7 40				10 37		c2 46									c5 22	
Chatham.....arr.								8 02				10 56		2 56									5 32	
(*Central New England.*)								A M				Noon				P M								
Norfolk.....lve.								†7 51				†12 42				†3 57								
[LEAVE							A M	A M				Noon		P M		P M		A M					P M	
Chatham							†6 00	†8 09				†12 40		†3 00		†4 50		§6 00					§5 40	
Ghent							6 05	— —				12 45		— —		4 55		6 05					— —	
Philmont							6 15	8 22				12 55		3 13		5 05		6 15					5 53	
Martindale							6 23	— —				1 03		— —		5 12		6 22					— —	
Craryville							6 30	— —				1 09		— —		5 18		6 29					— —	
Hillsdale							6 37	8 38				1 15		3 30		5 24		6 36					6 11	
Copake Iron Works							6 45	8 45				1 21		3 36		5 31		6 44					6 18	
Boston Corners							6 54	8 53				1 30		3 44		5 39		6 52					6 26	
Mount Riga							7 02	— —				1 38		— —		5 46		7 00					— —	
Millerton							7 10	9 12				1 45		3 58		5 56		7 08					6 40	
Coleman's							7 17	— —				1 52		— —		6 03		7 14					— —	
Sharon Station							7 20	9 20				1 55		4 05		6 06		7 17					6 48	
Amenia							7 26	9 25				2 01		4 11		6 12		7 23					6 54	
Wassaic							7 32	— —				2 08		4 16		6 17		7 29					7 00	
Dover Plains							7 43	9 38				2 19		4 25		6 26		7 39					7 10	
Dover Furnace							7 49	— —				2 25		*b* —		6 32		7 45					— —	
Wingdale			A M			A M	7 55	— —			Noon	2 31		4 35	P M	6 37	P M	7 50			P M		7 21	P M
Pawling			†6 10			†7 20	8 08	9 58			†12 10	2 43		4 45	†5 25	6 51	†1005	8 00			§4 15		7 33	§7 45
Patterson			6 16			7 26	8 15	10 04			12 16	2 50		— —	5 31	6 58	10 12	8 07			4 21		— —	7 52
Towner's			6 21			7 30	8 21	*a* —			12 21	2 55		— —	5 36	7 03	10 17	8 12			4 26		— —	7 57
Dykeman's		A M	6 26	A M	A M	— —	8 27	— —	A M	A M	12 26	3 00		— —	5 41	7 08	10 22	8 17	A M		4 31		— —	8 02
Brewster		†5 43	6 32	†6 47	†7 08	7 40	8 34	10 18	†1026	†1045	12 31	3 08		5 05	5 48	7 14	10 28	8 23	§1155		4 37		7 55	8 09
Croton Falls		5 51	6 40	6 55	7 16	7 48	8 42	— —	— —	10 53	12 39	3 16		— —	5 56	7 22	10 38	8 31	12 03		4 45		— —	8 17
Purdy's		5 55	6 44	6 59	7 20	7 52	8 47	— —	— —	10 57	12 43	3 21		— —	6 00	7 26	10 40	8 36	12 07		4 50		— —	8 21
Golden's Bridge....arr.		6 00	6 49	7 04	7 25	7 57	8 54	— —	— —	11 02	12 48	3 27		— —	6 06	7 32	10 45	8 42	12 12		4 55		— —	8 26
Golden's Bridge....lve.							9 35				12 50	3 52			♭6 43			10 55			6 45			
Somer's Centre							9 45				1 00	4 01			♭6 53			11 04			6 54			
Lake Mahopac.....arr.						A M	10 00				1 10	4 12			♭7 05			11 15			7 05			
Lake Mahopac.....lve.						†7 35	A M				†12 10	†3 05			†5 45			§8 20			§4 35			
Somer's Centre						7 45					12 30	3 15			5 55			8 30			4 44			
Golden's Bridge....arr.	A M					7 55					12 40	3 25	P M		6 05			8 40		P M	4 53	P M		
Golden's Bridge....lve.	†435	6 00	6 49	7 04	7 25	7 57	8 54	— —	— —	11 02	12 48	3 27	†4 55	— —	6 08	7 32	10 46	8 42	12 12	§3 55	4 55	§6 40	— —	8 28
Katonah	4 40	6 05	6 54	7 13	7 30	8 02	9 00	— —	10 42	11 07	12 54	3 33	5 00	5 20	6 12	7 37	10 50	8 48	12 17	4 00	5 00	6 45	8 13	8 32
Bedford	4 45	6 10	6 59	7 18	7 35	8 07	9 06	— —	10 47	11 12	12 59	3 39	5 05	— —	6 17	7 42	10 55	8 54	12 22	4 05	5 05	6 50	— —	8 38
Mount Kisco	4 51	6 15	7 04	7 23	7 40	8 12	9 12	— —	10 52	11 17	1 06	3 45	5 10	5 28	6 23	7 47	11 00	9 00	12 27	4 10	5 11	6 55	8 22	8 44
Chappaqua	5 00	6 23	7 12	7 31	7 48	8 19	9 21	— —	10 59	11 25	1 13	3 53	5 18	— —	6 32	7 55	11 08	9 08	12 35	4 18	5 19	7 03	— —	8 52
Pleasantville	5 05	6 28	7 17	7 36	7 52	8 23	9 26	— —	11 03	11 29	1 18	3 58	5 23	— —	6 37	8 00	11 13	9 13	12 40	4 23	5 24	7 08	— —	8 57
Sherman Park	5 08	6 31	7 20	— —	7 55	— —	— —	— —	— —	11 32	1 21	— —	5 26	— —	6 40	— —	— —	9 16	12 43	4 26	5 27	7 11	— —	— —
Hawthorne	5 11	6 34	7 23	7 41	7 58	— —	9 31	— —	— —	11 35	1 24	4 03	5 29	— —	6 43	8 05	11 18	9 19	12 46	4 29	5 30	7 14	— —	9 02
Mt. Pleasant and Fairlawn Gem's.	— —	— —	— —	— —	— —	— —	— —	— —	— —	11 37	1 26	4 05	5 31	— —	6 45	— —	— —	— —	12 49	4 32	5 32	— —	— —	— —
Kensico Cemetery	— —	— —	— —	— —	— —	— —	9 35	— —	— —	11 40	1 29	4 08	5 34	— —	6 47	— —	— —	9 22	12 51	4 35	5 35	— —	— —	— —
Valhalla	5 17	6 40	7 29	7 46	8 03	— —	9 38	— —	— —	11 43	1 32	4 11	5 37	— —	6 49	8 11	11 24	9 25	12 54	4 38	5 38	7 20	— —	9 08
North White Plains	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
White Plains	5 25	6 46	7 35	7 53	8 09	8 35	9 46	— —	11 15	11 49	1 40	4 19	5 43	5 50	6 56	8 17	11 30	9 32	1 00	4 46	5 45	7 27	8 45	9 15
Hartsdale	5 29	— —	— —	— —	— —	— —	— —	— —	— —	11 53	1 44	— —	— —	— —	— —	— —	11 33	— —	1 03	— —	— —	— —	— —	— —
Scarsdale	5 33	— —	— —	— —	— —	— —	— —	— —	— —	11 57	1 48	— —	— —	— —	— —	— —	11 37	— —	1 07	— —	— —	— —	— —	— —
Crestwood	5 37	— —	— —	— —	— —	— —	— —	— —	— —	12 01	— —	— —	— —	— —	— —	— —	11 41	— —	1 11	— —	— —	— —	— —	— —
Tuckahoe	5 40	— —	— —	— —	— —	— —	— —	— —	— —	12 04	1 53	— —	— —	— —	— —	8 27	11 44	— —	1 13	— —	— —	— —	— —	— —
Bronxville	5 43	— —	— —	— —	— —	— —	— —	— —	— —	12 06	1 55	— —	— —	— —	— —	8 29	11 46	— —	1 16	— —	— —	— —	— —	— —
Mt. Vernon	5 48	7 03	— —	— —	— —	— —	— —	— —	— —	12 11	2 00	4 33	5 58	— —	7 11	8 33	11 51	9 48	1 21	5 01	— —	— —	— —	9 32
Wakefield (*E. 242d St.*)	5 49	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	11 52	— —	1 22	— —	— —	— —	— —	— —
Woodlawn (*E. 233d St.*)	5 55	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	11 57	— —	1 27	— —	— —	— —	— —	— —
Williams Bridge (E. 210th St.)	5 58	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	12 00	— —	1 30	— —	— —	— —	— —	— —
Botanical Garden	6 01	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	12 02	— —	1 32	— —	— —	— —	— —	— —
Fordham (*E. 190th St.*)	6 03	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	12 04	— —	— —	— —	— —	— —	— —	— —
183d Street	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Tremont (*E. 177th St.*)	6 06	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	12 07	— —	— —	— —	— —	— —	— —	— —
Claremont Park (E. 171st St.)	6 08	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	12 09	— —	— —	— —	— —	— —	— —	— —
Morrisania (*E. 168th St.*)	6 10	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	12 11	— —	— —	— —	— —	— —	— —	— —
Melrose (*E. 162d Street*)	6 12	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	12 13	— —	— —	— —	— —	— —	— —	— —
138*th Street*	6 15	7 19	— —	— —	— —	— —	— —	— —	— —	— —	2 18	— —	6 14	— —	7 27	— —	12 16	10 04	1 40	5 18	8 14	— —	— —	9 49
125*th Street*	6 18	7 22	8 07	8 28	8 44	— —	10 19	*b* —	*b* —	12 29	2 19	4 62	6 17	6 21	7 30	8 51	12 19	10 07	1 43	5 21	8 17	*b* —	*b* —	9 52
G. C. Sta. (Lexington Ave.)	6 29	7 34	8 18	8 39	8 55	9 19	10 30	11 39	11 57	12 40	2 30	5 03	6 28	6 32	7 41	9 02	12 30	10 18	1 54	5 32	8 28	8 10	9 28	10 03
New York.....arr.	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	Night	A M	P M	P M	P M	P M	P M	P M

† Daily, except Sunday; § Sunday only; *a* stops to leave passengers for points on N. Y. N. H. & H. R.R.; *b* stops only to leave passengers; *c* stops to take New York passengers; *g* via connecting local train. ♭ Daily, except Saturday and Sunday. ‖ Meals. STANDARD—*Eastern time.*

PULLMAN PARLOR CAR SERVICE.

No. 10—PAWLING LOCAL.—Parlor Car Pawling to New York, except Sunday. **No. 14—NORTH ADAMS SPECIAL.**—Buffet Smoking Car and Parlor Car North Adams to New York. **No. 22—NORTH ADAMS EXPRESS.**—Buffet Smoking Car and Parlor Car North Adams to New York. **No. 32—BREWSTER LOCAL.**—Parlor Car Brewster to New York. **No. 48—PITTSFIELD EXPRESS.**—Buffet Smoking Car and Parlor Car Pittsfield to New York, Sunday only.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL LINES

N. Y. CENT. & HUD. RIVER R.R.—HARLEM DIV.—Local Trains.

November 21, 1900.	Mls.	109	111	113	115	119	121	123	125	127	131	133	135	139	143	145	147	149	151	153	155	157	159	161	163	167	169
[LEAVE	....	A M	*A M	*A M	A M	*A M	*N'n	Noon	P M	*P M	P M	P M	*P M	P M	P M	*P M	P M	P M	*P M	P M	*P M	P M	P M	P M	P M	P M	P M
G. C. Sta.(*Lex. Ave.*)	0	†6 01	†7 09	†8 25	†9 35	†10 48	†12 15	†12 32	k1 22	†1 36	†2 35	†2 50	†3 39	†4 16	†4 47	†5 11	†5 23	†5 34	†5 38	†5 54	†6 08	†6 17	†6 20	†6 37	†6 44	†7 30	†8 35
125th Street	4.22	6 11	7 19	8 35	9 45	10 58	12 25	12 42	1 32	1 48	2 45	t3 01	3 49	4 26	4 57	5 21	5 34	t5 44	5 48	t6 04	6 18	t6 27	6 30	6 47	6 54	7 40	8 45
138th Street	4.96	6 14	7 22	8 38	9 48	11 01	12 28	12 45	1 35	1 49	2 48	t3 04	3 52	4 29	5 00	5 24	— —	— —	5 51	t6 07	6 21	— —	6 33	6 50	6 57	7 43	8 48
Melrose (*162d Street*)	6.09	6 16	7 24	8 41	9 50	11 03	12 30	— —	— —	1 51	2 50	— —	3 54	— —	— —	5 26	— —	— —	5 53	— —	6 23	— —	6 35	— —	6 59	7 46	8 51
Morrisania (*168th St.*)	6.66	6 18	7 26	8 43	— —	11 05	12 32	— —	— —	1 53	— —	— —	3 56	— —	— —	5 28	— —	— —	5 55	— —	6 25	— —	6 37	— —	7 01	7 48	8 53
Claremont Park (171st St.)	7.25	6 20	7 28	8 45	— —	11 06	12 34	— —	— —	1 55	— —	— —	3 58	— —	— —	5 29	— —	— —	5 57	— —	6 27	— —	6 38	— —	7 02	7 50	8 55
Tremont (*177th St.*)	7.82	6 22	7 30	8 47	9 54	11 08	12 36	— —	— —	1 57	2 54	— —	4 00	4 34	— —	5 31	— —	— —	5 59	— —	6 29	— —	6 41	— —	7 04	7 52	8 57
Fordham (*190th St.*)	8.88	6 25	7 34	8 51	9 57	11 12	12 40	— —	— —	2 01	2 57	— —	4 04	— —	— —	5 35	— —	— —	6 03	— —	6 33	— —	6 44	— —	7 07	7 55	9 00
Botanical Garden	9.53	6 27	7 36	8 53	9 59	11 14	12 42	— —	— —	2 03	2 59	— —	4 06	4 38	— —	5 37	— —	— —	6 05	— —	6 35	— —	6 46	— —	7 09	7 57	9 02
Williams Bdge (210th St.)	10.49	6 29	7 38	8 55	10 01	11 16	12 44	— —	— —	2 05	3 01	— —	4 08	4 40	— —	5 39	— —	— —	6 07	— —	6 37	— —	6 48	— —	7 11	7 59	9 04
Woodlawn (*233d St.*)	11.77	6 32	7 41	8 58	10 04	11 19	12 47	12 56	— —	2 08	3 04	— —	4 11	4 43	— —	5 42	5 48	— —	6 10	— —	6 40	— —	6 51	— —	7 14	8 02	9 07
Wakefield (*242d St.*)	12.57	6 34	7 43	9 00	10 06	11 21	12 49	— —	— —	2 10	3 06	— —	4 13	4 44	— —	5 43	5 50	— —	6 12	— —	6 42	— —	6 53	— —	7 16	8 04	9 09
Mount Vernon	13.12	6 39	7 49	9 06	10 11	11 26	12 52	1 03	1 54	2 15	3 11	3 21	4 18	4 49	5 17	5 46	5 55	6 05	6 15	6 25	6 45	6 48	6 58	7 07	7 19	8 09	9 14
Bronxville	15.31	6 44	7 53	9 11	10 16	11 31	Noon	1 08	1 58	2 20	3 16	3 26	4 23	4 53	5 22	P M	6 00	6 10	P M	6 30	P M	6 53	P M	7 12	P M	8 14	9 19
Tuckahoe	16.04	6 47	7 56	9 14	10 19	11 33	....	1 11	2 00	2 23	3 19	3 29	4 26	4 56	5 25	....	6 02	6 12	....	6 33	....	6 56	....	7 15	....	8 17	9 22
Crestwood	16.75	6 49	7 58	9 16	10 21	11 35	....	1 13	2 02	2 25	3 21	3 31	4 28	4 58	5 27	....	6 04	6 14	....	6 35	....	6 58	....	7 17	....	8 20	9 25
Scarsdale	18.93	6 54	8 03	9 21	10 26	11 40	....	1 18	2 07	2 30	3 26	3 36	4 33	5 03	5 32	....	6 10	6 19	....	6 40	....	7 03	....	7 22	....	8 25	9 30
Hartsdale	20.62	6 59	8 07	9 26	10 31	11 45	....	1 23	2 12	2 35	3 31	3 40	4 37	5 08	5 36	....	6 15	6 24	....	6 45	....	7 08	....	7 27	....	8 30	9 34
White Plains	22.40	7 04	8 12	9 31	10 36	11 50	....	1 28	2 17	2 40	3 35	3 45	4 41	5 12	5 40	....	6 20	6 28	....	6 50	....	7 13	....	7 32	....	8 35	9 39
North White Plains	24.37	7 09	8 17	9 35	❩	11 55	....	1 33	2 21	2 46	▲	P M	4 46	5 17	5 44	....	6 25	6 34	....	6 55	....	7 18	....	7 37	....	8 40	9 44
[ARRIVE	....	A M	A M	A M	A M	A M	....	P M	P M	P M	P M	....	P M	P M	P M	....	P M	P M	....	P M	....	P M	....	P M	....	P M	P M

STATIONS.	171	173	175	301	101	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.
[LEAVE	P M	P M	P M	Night	Night	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M
G. C. Sta.(*Lex. Ave.*)	†9 35	†10 35	†11 35	k12 59	†12 59	§8 00	§8 44	ʒ9 36	ʒ10 36	ʒ11 36	§11 50	ʒ12 48	ʒ1 36	ʒ2 35	ʒ4 36	ʒ5 35	ʒ6 36	ʒ7 36	§9 36	ʒ10 36	ʒ11 35
125th Street	9 45	10 45	11 45	1 09	1 10	8 10	8 54	9 47	10 46	11 46	12 01	12 58	1 47	2 45	4 46	5 45	6 46	7 46	9 46	10 46	11 45
138th Street	9 48	10 48	11 48	1 12	1 13	8 13	8 57	9 50	10 49	11 49	12 04	1 01	1 50	2 48	4 49	5 48	6 49	7 49	9 49	10 49	11 48
Melrose (*162d Street*)	9 51	10 51	11 51	e —	1 16	8 15	— —	9 52	10 51	— —	— —	1 03	— —	2 50	4 51	5 50	6 51	7 51	9 51	10 51	11 50
Morrisania (*168th St.*)	9 53	10 53	11 53	e —	1 18	8 17	— —	9 54	10 53	— —	— —	1 05	— —	2 52	4 53	5 52	6 53	7 53	9 53	10 53	11 52
Claremont Park (171st St.)	9 55	10 55	11 55	e —	1 20	8 19	— —	9 56	10 55	— —	— —	1 07	— —	2 54	4 55	5 54	6 55	7 55	9 55	10 55	11 54
Tremont (*177th Street*)	9 57	10 57	11 57	e —	1 22	8 21	— —	9 58	10 57	— —	— —	1 09	— —	2 56	4 57	5 56	6 57	7 57	9 57	10 57	11 56
Fordham (*190th St.*)	10 00	11 00	12 00	e —	1 25	8 24	— —	10 01	11 00	— —	— —	1 12	— —	2 59	5 00	5 59	7 00	8 00	10 00	11 00	11 59
Botanical Garden	10 02	11 02	12 02	e —	1 27	8 26	— —	10 03	11 02	— —	— —	1 14	— —	3 01	5 02	6 01	7 02	8 02	10 02	11 02	12 01
Williams Bridge (210th St.)	10 04	11 04	12 04	e —	1 29	8 28	— —	10 05	11 04	— —	— —	1 16	— —	3 03	5 04	6 03	7 04	8 04	10 04	11 04	12 03
Woodlawn (*233d St.*)	10 07	11 07	12 07	e —	1 32	8 31	— —	10 08	11 07	12 01	— —	1 19	2 02	3 06	5 07	6 06	7 07	8 07	10 07	11 07	12 06
Wakefield (*242d St.*)	10 09	11 09	12 09	1 33	1 34	8 33	— —	10 10	11 09	12 03	— —	1 21	2 04	3 08	5 09	6 08	7 09	8 09	10 09	11 09	12 08
Mount Vernon	10 14	11 14	12 14	1 40	1 41	8 39	9 14	10 16	11 15	12 09	a —	1 27	2 10	3 13	5 15	6 14	7 15	8 14	10 15	11 15	12 14
Bronxville	10 19	11 19	12 19	1 45	1 46	8 44	9 19	10 21	11 20	12 14	— —	1 32	2 15	3 18	5 20	6 19	7 20	8 19	10 20	11 20	12 19
Tuckahoe	10 22	11 22	12 22	1 48	1 48	8 47	9 22	10 24	11 23	12 17	— —	1 35	2 18	3 21	5 23	6 22	7 23	8 22	10 23	11 23	12 22
Crestwood	10 25	11 25	12 25	e —	c —	8 50	9 24	10 27	11 26	12 20	— —	1 38	2 21	3 24	5 26	6 25	7 26	8 25	10 26	11 26	12 25
Scarsdale	10 30	11 30	12 30	1 55	1 55	8 55	9 28	10 31	11 31	12 25	— —	1 43	2 25	3 28	5 31	6 30	7 31	8 30	10 31	11 31	12 30
Hartsdale	10 34	11 34	12 34	2 00	2 00	8 59	9 33	10 35	11 36	12 29	— —	1 47	2 29	3 32	5 35	6 35	7 35	8 35	10 35	11 36	12 35
White Plains	10 39	11 39	12 39	2 05	2 05	9 04	9 37	10 39	11 40	12 33	12 39	1 51	2 33	3 36	5 40	6 39	7 40	8 39	10 40	11 40	12 40
North White Plains	10 44	11 44	12 44	2 10	A M	9 09	9 42	❩	11 45	12 38	❩	1 56	❩	3 41	5 45	6 44	7 45	8 44	10 45	11 46	12 45
[ARRIVE	P M	P M	Night	A M	....	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night

STATIONS.	104	106	108	112	114	116	118	120	130	122	134	124	126	128	132	136	138	140	142	144	148	150	152	154	160	158	162
[LEAVE	....	*A M	A M	A M	....	....	A M	A M	....	A M	A M	*A M	A M	A M	A M	....	Noon	P M	P M	*P M	*P M	P M	....	P M	....	P M	P M
North White Plains	A M	†5 55	†6 25	†6 55	....	....	†7 18	†7 34	....	†7 52	†8 10	†8 17	†8 55	†9 25	†10 25	....	†12 50	†1 53	†2 55	†3 53	▲	†5 16	P M	†6 05	....	†6 58	†7 57
White Plains	†5 25	6 00	6 30	7 00	....	....	7 23	7 38	....	7 56	8 13	8 22	9 00	9 30	10 30	....	12 55	2 00	3 00	3 58	†5 00	5 21	†5 43	6 10	....	7 03	8 02
Hartsdale	5 29	6 04	6 34	7 04	....	....	7 27	7 41	....	8 00	8 17	8 26	9 04	9 34	10 34	....	12 59	2 04	3 04	4 02	5 04	5 25	— —	6 14	....	7 07	8 06
Scarsdale	5 33	6 08	6 38	7 08	....	....	7 31	7 45	....	8 04	8 21	8 30	9 08	9 38	10 38	....	1 03	2 08	3 08	4 06	5 08	5 28	— —	6 18	....	7 11	8 10
Crestwood	5 37	6 12	6 42	7 13	....	....	7 35	7 49	....	8 09	8 25	8 34	9 13	9 42	10 42	....	1 07	2 12	3 12	4 10	5 12	5 32	— —	6 23	....	7 15	8 14
Tuckahoe	5 40	6 15	6 45	7 16	....	....	7 37	7 51	....	8 11	8 27	8 36	9 16	9 45	10 45	....	1 09	2 15	3 14	4 12	5 14	5 35	— —	6 25	....	7 18	8 16
Bronxville	5 43	6 18	6 48	7 19	*A M	A M	7 40	7 54	*A M	8 14	8 29	8 39	9 19	9 48	10 48	Noon	1 12	2 18	3 17	4 15	5 17	5 38	— —	6 28	P M	7 21	8 20
Mount Vernon	5 48	6 23	6 53	7 24	†7 31	†7 42	7 45	7 59	†8 04	8 19	— —	8 44	9 24	9 53	10 52	†12 23	1 17	2 23	3 23	4 20	5 22	5 43	5 58	6 33	†7 14	7 26	8 25
Wakefield (*242d St.*)	5 49	6 24	6 54	7 25	7 32	7 44	— —	8 00	8 06	— —	— —	8 46	9 25	— —	10 53	12 25	1 18	2 24	3 24	4 21	5 23	5 44	— —	6 34	7 16	— —	8 26
Woodlawn (*233d St.*)	5 55	6 29	6 59	7 30	7 35	7 46	— —	— —	8 08	— —	— —	8 51	9 30	— —	10 58	12 27	1 23	2 30	3 28	4 26	5 29	5 49	— —	6 38	7 19	— —	8 31
Williams Bridge (210th St.)	5 58	6 32	7 02	7 33	7 38	— —	— —	— —	8 11	— —	— —	8 54	9 33	— —	11 01	12 30	1 26	2 33	3 31	4 29	5 32	5 52	— —	6 41	7 21	— —	8 34
Botanical Garden	6 01	6 34	7 04	7 35	7 40	— —	— —	— —	8 13	— —	— —	8 56	9 35	— —	11 03	12 32	1 28	2 36	3 33	4 31	5 34	5 54	— —	6 43	7 23	— —	8 36
Fordham (*190th St.*)	6 03	6 36	7 05	— —	7 42	— —	— —	— —	8 15	— —	— —	8 58	9 37	— —	11 05	12 34	1 30	2 38	3 35	4 33	5 36	— —	— —	6 45	7 25	— —	8 38
Tremont (*177th St.*)	6 06	6 39	7 08	— —	7 44	— —	— —	— —	8 17	— —	— —	9 02	9 40	— —	11 08	12 37	1 33	2 41	3 38	4 37	5 40	5 57	— —	6 47	7 28	— —	8 41
Claremont Park (171st St.)	6 08	6 41	— —	— —	7 48	— —	— —	— —	8 21	— —	— —	9 04	9 42	— —	11 10	12 39	— —	2 43	3 40	4 39	5 42	— —	— —	6 49	7 30	— —	8 43
Morrisania (*168th St.*)	6 10	6 43	— —	— —	7 49	— —	— —	— —	8 23	— —	— —	9 06	9 44	— —	11 12	12 41	— —	2 45	3 42	4 41	5 44	— —	— —	6 51	7 31	— —	8 45
Melrose (*162d Street*)	6 12	6 45	7 11	— —	7 51	— —	— —	— —	8 25	— —	— —	9 08	9 46	— —	11 14	12 43	1 36	2 47	3 44	4 43	5 46	— —	— —	6 53	7 33	— —	8 47
138th Street	6 15	6 48	7 13	7 42	7 54	7 57	8 01	8 14	8 28	8 35	— —	9 11	9 49	10 08	11 17	12 46	1 39	2 50	3 47	4 46	5 49	6 03	6 14	6 56	7 36	7 42	8 50
125th Street	6 18	6 51	7 16	7 45	7 57	8 00	8 04	8 17	8 31	8 38	— —	9 14	9 52	10 11	11 20	12 49	1 42	2 53	3 50	4 49	5 52	6 06	6 17	6 59	7 39	7 45	8 53
G. C. Sta.(*Lex. Ave.*)	6 29	7 02	7 27	7 56	8 08	8 11	8 15	8 28	8 42	8 49	9 01	9 25	10 03	10 22	11 31	1 00	1 53	3 04	4 01	5 00	6 03	6 17	6 28	7 10	7 50	7 58	9 04
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

STATIONS.	164	166	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.
[LEAVE	P M	P M	A M	A M	A M	A M	A M	❩	P M	P M	❩	P M	P M	P M	P M	P M	P M	P M
North White Plains	†8 57	†10 02	§6 55	§7 55	ʒ8 55	ʒ9 55	ʒ10 55	Noon	ʒ1 55	ʒ2 55	P M	ʒ4 55	ʒ5 55	ʒ6 55	ʒ7 55	§8 55	ʒ9 55	ʒ10 55
White Plains	9 02	10 07	7 00	8 00	9 00	10 00	11 00	ʒ12 00	2 00	3 00	ʒ4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 00
Hartsdale	9 06	10 11	7 04	8 04	9 04	10 04	11 04	12 04	2 04	3 04	4 04	5 04	6 04	7 04	8 04	9 04	10 04	11 04
Scarsdale	9 10	10 15	7 08	8 08	9 08	10 08	11 08	12 08	2 08	3 08	4 08	5 08	6 08	7 08	8 08	9 08	10 08	11 08
Crestwood	9 14	10 19	7 12	8 12	9 12	10 12	11 12	12 12	2 12	3 12	4 12	5 13	6 12	7 12	8 12	9 11	10 12	11 12
Tuckahoe	9 17	10 21	7 15	8 15	9 15	10 15	11 15	12 15	2 15	3 16	4 16	5 15	6 16	7 16	8 16	9 13	10 16	11 15
Bronxville	9 20	10 25	7 18	8 18	9 18	10 18	11 18	12 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	9 16	10 18	11 18
Mount Vernon	9 25	10 30	7 23	8 23	9 23	10 23	11 23	12 23	2 23	3 23	4 23	5 23	6 23	7 23	8 23	9 21	10 23	11 23
Wakefield (*242d St.*)	9 26	10 31	7 24	8 24	9 24	10 24	11 24	12 24	2 24	3 24	— —	5 24	6 24	7 24	8 24	9 22	10 24	11 24
Woodlawn (*233d St.*)	9 31	10 35	7 29	8 29	9 29	10 29	11 29	12 29	2 29	3 29	— —	5 29	6 29	7 29	8 29	9 27	10 29	11 29
Williams Bridge (210th St.)	9 34	10 38	7 32	8 32	9 32	10 32	11 32	12 32	2 32	3 32	— —	5 32	6 32	7 32	8 32	9 30	10 32	11 32
Botanical Garden	9 36	10 40	7 34	8 34	9 34	10 34	11 34	12 34	2 34	3 34	— —	5 34	6 34	7 34	8 34	9 32	10 34	11 34
Fordham (*190th St.*)	9 38	— —	7 36	8 36	9 36	10 36	— —	12 36	2 36	3 36	— —	5 36	6 36	7 36	8 36	9 34	10 36	11 36
Tremont (*177th St.*)	9 41	10 44	7 39	8 39	9 39	10 39	— —	12 39	2 39	3 39	— —	5 39	6 39	7 39	8 39	9 37	10 39	11 39
Claremont Park (171st St.)	9 43	— —	7 41	8 41	9 41	10 41	— —	12 41	2 41	3 41	— —	5 41	6 41	7 41	8 41	9 39	10 41	11 41
Morrisania (*168th St.*)	9 45	— —	7 43	8 43	9 43	10 43	— —	12 43	2 43	3 43	— —	5 43	6 43	7 43	8 43	9 41	10 43	11 43
Melrose (*162d Street*)	9 47	10 48	7 45	8 45	9 45	10 45	— —	12 45	2 45	3 45	— —	5 45	6 45	7 45	8 45	9 43	10 45	11 45
125th Street	9 50	10 51	7 48	8 48	9 48	10 48	11 42	12 48	2 48	3 48	4 39	5 48	6 48	7 48	8 48	9 46	10 48	11 48
138th Street	9 53	10 54	7 51	8 51	9 51	10 51	11 45	12 51	2 51	3 51	4 42	5 51	6 51	7 51	8 51	9 49	10 51	11 51
G. C. Sta.(*Lex. Ave.*)	10 04	11 05	8 02	9 02	10 02	11 02	11 56	1 02	3 02	4 02	4 53	6 02	7 02	8 02	9 02	10 00	11 02	12 02
[ARRIVE	P M	P M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night

* Daily; † daily, except Sunday; ¶ daily, except Monday; ʒ Sunday only.
a Stops to take funeral parties; *e* stops to leave passengers; *k* Saturday only; *t* stops only to take passengers.
● Stops at 183d Street. ▲ Runs to and departs from Valhalla and Kensico Cemetery. ❩ Runs to and departs from Valhalla, Kensico Cemetery and Mt. Pleasant and Fairlawn Cemeteries.

STANDARD OF TIME—*Eastern time.*

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

NEW YORK & PUTNAM DIVISION.

November 21, 1909.	23	51	1	25	27	3	29	53	5	31	55	7	57	33	35	59	37	21	81	83	85	3	29	91	35	95
[LEAVE	....	....	....	....	....	....	....	....	P M	P M	P M	P M	P M	P M	P M	....	....	....	....	....	....	....	....	....	....	....
Rector Street	....	....	....	....	....	....	....	....	†3 44	†4 23	†4 58	†5 14	†5 38	†6 00	†6 30	....	....	....	....	....	....	....	....	....	....	....
Barclay Street	A M	A M	A M	A M	A M	P M	P M	P M	3 46	4 25	4 58	5 16	5 40	6 02	6 32	P M	P M	Night	A M	A M	A M	P M	P M	P M	P M	P M
155th Street ♂	†6 20	†7 28	†7 55	†9 15	†11 00	†1 00	†2 25	†3 40	4 35	6 00	5 30	5 50	6 15	6 32	7 30	†8 15	†10 30	†12 15	§8 30	§9 15	§10 10	§1 00	§2 25	§5 00	§7 30	§10 10
High Bridge ♂	6 24	7 32	7 59	9 19	11 04	1 04	2 30	3 44	4 39	6 04	5 34	5 54	6 19	6 42	7 34	8 19	10 34	12 19	8 34	9 19	10 15	1 04	2 30	5 04	7 34	10 15
Van Cortlandt ♂	6 32	7 39	8 05	9 26	11 11	1 11	2 38	3 51	— —	6 11	5 41	— —	— —	6 49	7 41	9 34	10 41	12 28	8 40	9 26	10 22	1 11	2 38	5 11	7 41	10 22
Dunwoodie ♂	6 39	7 53	8 14	9 33	11 18	1 20	2 47	4 03	4 54	6 21	6 49	6 08	6 36	6 59	7 49	9 42	10 49	12 34	8 47	9 35	10 30	1 20	2 47	5 20	7 49	10 30
Nepperhan ♂	6 46	8 06	8 22	9 39	11 24	1 28	2 55	4 08	— —	6 28	5 56	6 15	6 43	7 05	7 59	9 48	10 56	12 40	— —	9 42	10 37	1 28	2 55	5 27	7 59	10 38
Mount Hope ♂	6 56	8 13	8 28	9 50	11 30	1 34	3 06	4 14	5 07	6 39	6 02	— —	6 54	7 12	8 05	9 52	11 07	12 47	8 56	9 49	10 43	1 34	3 05	5 34	8 05	10 44
Ardsley ♂	7 00	8 19	8 38	9 54	11 34	1 39	3 10	4 20	5 10	5 44	6 06	6 23	6 58	7 16	8 09	1000	11 12	12 51	9 00	9 54	10 49	1 39	3 10	5 38	8 09	10 49
Elmsford ♂	7 12	A M	8 48	10 04	11 41	1 51	3 19	4 29	5 19	5 53	6 14	6 31	7 07	7 26	8 18	1005	11 20	1 00	9 06	10 03	10 59	1 51	3 19	5 49	8 18	10 58
East View ♂	7 16	....	8 53	10 09	1 46	1 56	3 24	4 34	—	5 58	6 19	— —	7 11	7 30	8 23	1008	11 24	1 05	— —	10 08	11 04	1 56	3 24	5 53	8 23	11 02
Tarrytown Heights ♂	7 26	....	8 56	10 15	11 49	1 59	3 27	4 38	5 26	6 02	6 24	6 38	7 14	7 36	8 30	1013	11 27	1 08	— —	10 11	11 08	1 59	3 27	5 56	8 30	11 05
Pocantico Hills ♂	7 36	....	9 03	10 20	11 53	2 05	3 32	4 43	5 32	6 12	6 29	6 43	7 20	7 42	8 35	P M	11 32	1 14	9 15	10 19	11 13	2 05	3 32	6 04	8 35	11 10
Briarcliff Manor ♂	7 46	....	9 11	10 27	12 01	2 12	3 41	P M	5 39	6 18	P M	6 50	P M	7 49	8 42	....	11 39	1 21	A M	10 26	A M	2 12	P M	6 13	8 42	P M
Millwood ♂	7 53	....	9 19	10 33	12 07	2 21	3 48	....	5 45	6 24	....	6 58	....	7 56	8 47	....	11 44	1 27	....	10 33	....	2 21	....	6 19	8 47	....
Kitchawan	8 02	....	9 24	10 39	12 12	2 28	3 52	....	5 51	6 29	....	7 01	....	8 02	8 53	....	11 49	1 32	....	10 39	....	2 28	....	6 24	8 53	....
Croton Lake ♂	8 07	....	9 29	10 42	12 15	2 33	3 56	....	5 57	6 33	....	7 05	....	8 05	8 57	....	11 52	1 35	....	10 42	....	2 33	....	6 27	8 57	....
Yorktown Heights ♂	8 15	....	9 38	10 50	12 22	2 42	4 04	....	6 05	6 40	....	7 14	....	8 12	9 05	....	11 59	1 43	....	10 52	....	2 42	....	6 37	9 05	....
Amawalk ♂	A M	....	9 42	A M	Noon	2 45	P M	....	6 10	P M	....	7 17	....	P M	P M	....	P M	A M	....	10 55	....	P M	....	P M	P M	....
West Somers ♂	....	....	9 47	....	....	2 50	....	....	6 15	....	....	7 24	....	....	....	....	....	....	....	11 01	....	....	....	....	....	....
Baldwin Place ♂	....	....	9 53	....	....	2 56	....	....	6 20	....	....	7 30	....	....	....	....	....	....	....	11 07	....	....	....	....	....	....
Lake Mahopac ♂	....	....	10 02	....	....	3 03	....	....	6 31	....	....	7 39	....	....	....	....	....	....	....	11 14	....	....	....	....	....	....
Crafts	....	....	10 06	....	....	3 08	....	....	6 36	....	....	7 44	....	....	....	....	....	....	....	11 19	....	....	....	....	....	....
Carmel ♂	....	....	10 12	....	....	3 14	....	....	6 40	....	....	7 49	....	....	....	....	....	....	....	11 25	....	....	....	....	....	....
Putnam Jn (Brewster) ♂	....	....	10 25	....	....	3 27	....	....	6 54	....	....	8 01	....	....	....	....	....	....	....	11 36	....	....	....	....	....	....
[ARRIVE	....	....	A M	....	....	P M	....	....	P M	....	....	P M	....	....	....	....	....	....	....	A M	....	....	....	....	....	....

(*Eastern time.*)	Mls.	50	20	52	2	22	41	54	24	6	26	28	30	32	34	8	58	36	58	80	82	86	90	92	94
[LEAVE	....	....	....	....	A M	....	A M	....	....	....	....	....	....	....	....	P M	....	....	....	....	....	....	....	....	P M
Putnam Jn (Brewster)	0	....	....	....	†6 00	....	†7 00	....	....	†8 45	....	....	....	....	....	†4 50	....	....	....	....	....	....	....	....	§5 05
Carmel	4.5	....	....	....	6 12	....	7 12	....	....	8 57	....	....	....	....	....	5 03	....	....	....	....	....	....	....	....	5 15
Crafts	6.9	....	....	....	6 18	....	7 18	....	....	9 03	....	....	....	....	....	5 09	....	....	....	....	....	....	....	....	5 20
Lake Mahopac	9.9	....	....	....	6 25	....	7 28	....	....	9 13	....	....	....	....	....	5 16	....	....	....	....	....	....	....	....	5 27
Baldwin Place	11.8	....	....	....	6 33	....	7 37	....	....	9 22	....	....	....	....	....	5 24	....	....	....	....	....	....	....	....	5 35
West Somers	14.1	....	....	....	6 38	....	7 42	....	....	9 27	....	....	....	....	....	5 28	....	....	....	....	....	....	....	....	5 40
Amawalk	16.2	....	A M	....	6 43	A M	7 47	....	A M	9 32	A M	P M	P M	P M	P M	5 33	....	P M	....	A M	....	....	....	....	5 45
Yorktown Heights	17.3	....	†5 55	....	6 48	†7 05	7 51	....	†8 45	9 38	†11 35	†1 10	†2 05	*3 20	†4 55	5 38	....	*7 50	....	§8 00	....	....	....	....	5 49
Croton Lake	20.5	....	6 01	....	6 54	7 11	— —	....	8 51	9 44	11 42	1 16	2 11	3 28	4 41	5 42	....	7 56	....	8 06	....	....	....	....	5 55
Kitchawan	21.6	....	6 04	....	6 58	7 16	8 02	....	8 56	9 48	11 47	1 20	2 15	3 28	4 45	5 51	....	8 02	....	8 10	....	....	....	....	5 59
Millwood	23.6	....	6 09	....	7 03	7 22	8 07	....	9 02	9 54	11 53	1 28	2 21	3 34	4 51	5 58	....	8 07	....	8 16	....	....	....	....	6 05
Briarcliff Manor	27.1	A M	6 15	A M	7 09	7 28	8 13	....	9 11	10 00	12 01	1 32	2 28	3 41	4 57	6 02	P M	8 13	P M	8 22	A M	Noon	P M	P M	6 13
Pocantico Hills	31.0	†5 48	6 23	†7 00	7 17	7 36	8 22	....	9 18	10 07	12 09	1 39	2 34	3 48	5 05	6 12	†7 27	8 21	†10 40	8 30	§11 15	§12 55	§4 40	§5 20	6 21
Tarrytown Heights	32.5	5 53	6 28	7 04	7 21	7 40	8 26	....	9 22	10 12	12 14	1 43	2 39	3 54	5 09	6 20	7 32	8 26	10 45	8 35	11 20	1 00	4 46	— —	6 28
East View	33.7	5 56	6 31	7 07	7 24	7 43	— —	....	9 26	10 17	12 17	1 46	2 42	3 57	5 12	6 24	7 36	8 30	10 49	8 38	11 23	1 03	4 49	— —	6 29
Elmsford	35.9	6 00	6 36	7 12	7 29	7 47	8 32	A M	9 31	10 22	12 22	1 51	2 47	4 02	5 18	6 31	7 41	8 35	10 54	8 43	11 27	1 06	4 54	5 32	6 34
Ardsley	39.4	6 08	6 45	7 18	7 37	7 54	8 38	†8 42	9 39	10 30	12 30	1 58	2 56	4 10	5 27	6 38	7 49	8 44	11 03	8 52	11 35	1 17	5 05	5 39	6 42
Mount Hope	41.1	6 12	6 51	7 22	7 41	7 59	— —	8 46	9 45	10 34	12 34	2 02	3 00	4 14	5 32	6 42	7 53	8 48	11 07	8 50	11 39	1 21	5 07	5 42	6 46
Nepperhan	43.5	6 17	6 58	7 28	7 46	8 06	— —	8 51	9 52	10 40	12 40	2 09	3 06	4 20	5 40	6 48	7 59	8 55	11 13	9 02	11 46	1 28	5 13	5 45	6 53
Dunwoodie	46.0	6 24	7 05	7 34	7 53	8 14	— —	8 58	9 58	10 49	12 46	2 17	3 13	4 28	5 49	6 58	8 05	9 02	11 20	9 08	11 54	1 34	5 20	5 51	7 01
Van Cortlandt	49.3	6 32	7 12	7 41	8 00	— —	— —	9 05	10 05	10 56	12 54	2 26	3 22	4 38	5 58	7 06	8 12	9 10	11 27	9 15	12 01	1 42	5 27	5 57	7 09
High Bridge	53.0	6 39	7 20	7 47	8 07	8 26	— —	9 12	10 12	— —	1 01	2 52	3 31	4 43	6 03	7 18	8 19	9 17	11 34	9 26	12 07	1 49	5 35	6 03	7 16
155th Street	54.1	6 43	7 25	7 51	8 11	8 30	9 05	9 16	10 16	11 10	1 06	2 36	3 35	4 47	6 07	7 21	8 23	9 21	11 38	9 30	12 11	1 53	5 40	6 07	7 21
Barclay Street	....	7 20	8 03	8 25	8 45	9 01	9 36	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	Noon	P M	P M	P M
Rector Street	....	7 22	8 04	8 27	8 47	9 03	9 38	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
[ARRIVE	....	A M	A M	A M	A M	A M	A M	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....

BETWEEN NEW YORK AND YONKERS.

Nov. 21, 1909.	Mls	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M
155th St. lv.	0	*1 00	†4 00	†6 00	†6 15	†6 30	*6 45	†7 00	†7 15	†7 30	†7 50	†8 12	†8 30	*9 00	†9 30	*10 00	†10 30	*11 02	*11 30	*12 00	†12 30	*1 02	*1 30	*2 00	*2 30	*3 00	*3 30	*4 00
High Bridge	1.1	1 04	4 04	6 04	6 19	6 34	6 49	7 04	7 19	7 34	7 54	8 16	8 34	9 04	9 34	10 04	10 34	11 06	11 34	12 04	12 34	1 06	1 34	2 04	2 34	3 04	3 34	4 04
Morris Hts.	2.0	1 06	4 06	6 06	6 21	6 36	6 51	7 06	7 21	7 36	7 56	8 18	8 36	9 06	9 36	10 06	10 36	11 08	11 36	12 06	12 36	1 08	1 36	2 06	2 36	3 06	3 36	4 06
University Hts.	2.8	1 08	4 08	6 08	6 23	6 38	6 53	7 08	7 23	7 38	7 58	8 20	8 38	9 08	9 38	10 08	10 38	11 10	11 38	12 08	12 38	1 10	1 38	2 08	2 38	3 08	3 38	4 08
King's Bridge	3.8	1 10	4 10	6 10	6 25	6 40	6 55	7 10	7 26	7 40	8 00	8 22	8 40	9 11	9 40	10 10	10 40	11 13	11 41	12 11	12 40	1 13	1 41	2 11	2 41	3 11	3 41	4 11
Van Cortlandt	4.8	1 12	4 12	6 12	6 27	6 42	6 57	7 12	7 28	7 42	8 02	8 24	8 42	9 13	9 42	10 12	10 42	11 15	11 43	12 13	12 42	1 15	1 43	2 13	2 43	3 13	3 43	4 13
Lowerre	6.8	1 18	4 18	6 18	6 33	6 48	7 03	7 18	7 33	7 48	8 08	8 30	8 48	9 18	9 48	10 18	10 48	11 20	11 48	12 18	12 48	1 20	1 48	2 18	2 48	3 18	3 48	4 18
Yonkers ar.	8.2	1 25	4 25	6 25	6 40	6 55	7 10	7 25	7 40	7 55	8 15	8 37	8 55	9 25	9 55	10 25	10 55	11 27	11 55	12 25	12 55	1 27	1 55	2 25	2 55	3 25	3 55	4 25
(*Getty Sq.*)	...	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M

	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	P M	P M	P M	P M	P M
[LEAVE																								
155th St.	*4 37	*5 05	†5 26	*5 40	†5 52	†6 05	†6 25	†8 45	†7 05	*7 32	*7 55	*8 30	*9 00	*10 00	*11 0	*1 59	§8 00	§5 30	§6 00	§6 30	§7 00	§8 00	§9 30	
High Bridge	4 41	5 09	5 29	5 44	5 56	6 09	6 29	6 49	7 09	7 36	7 59	8 34	9 04	10 04	11 04	12 04	8 04	5 34	6 04	6 34	7 04	8 04	9 34	
Morris Hts.	4 43	5 11	— —	5 46	—	6 11	— —	6 51	7 11	7 38	8 01	8 36	9 06	10 06	11 06	12 06	8 06	5 36	6 06	6 36	7 06	8 06	9 36	
University Hts.	4 45	5 13	— —	5 48	— —	6 13	— —	6 53	7 13	7 40	8 03	8 38	9 08	10 08	11 08	12 08	8 08	5 38	6 08	6 38	7 08	8 08	9 38	
King's Bridge	4 48	5 16	— —	5 50	— —	6 15	— —	6 55	7 15	7 43	8 05	8 41	9 10	10 10	11 10	12 10	8 11	5 40	6 11	6 41	7 11	8 10	9 41	
Van Cortlandt	4 50	5 18	5 34	5 52	6 01	6 17	6 34	6 57	7 17	7 46	8 07	8 43	9 12	10 12	11 12	12 12	8 13	5 42	6 13	6 43	7 13	8 12	9 43	
Lowerre	4 55	5 24	5 39	5 58	6 08	6 23	6 39	7 03	7 23	7 51	8 13	8 49	9 18	10 18	11 18	12 18	8 18	5 48	6 18	6 49	7 19	8 18	9 49	
Yonkers ar.	5 02	5 30	5 45	6 05	6 12	6 30	6 45	7 10	7 30	7 57	8 20	8 56	9 25	10 25	11 25	12 25	8 25	5 55	6 26	6 55	7 25	8 25	9 55	
(*Getty Sq.*)	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	P M	P M	P M	P M	P M	

Trains marked * run daily; † daily, except Sunday; § Sunday only.

♂ Telegraph stations.

Eastern time.

(*Getty Sq.*)	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M
Yonkers lv.	*1 30	†5 30	†6 30	†6 45	†7 00	†7 15	†7 32	†7 45	†8 00	†8 20	†8 42	†9 00	*9 30	†10 00	*10 30	†11 00	*11 12	*12 01	*12 50	†1 00	*1 32	*2 00	*2 30	*3 00	*3 30	*4 00	*4 30	*5 07
Lowerre	1 35	5 35	6 35	6 50	7 05	7 20	7 37	7 50	8 05	8 25	8 47	9 05	9 35	10 05	10 35	11 05	11 37	12 05	12 55	1 05	1 37	2 05	2 35	3 05	3 35	4 05	4 35	5 12
Van Cortlandt	1 41	5 40	6 40	6 56	7 10	7 26	7 42	7 56	8 12	8 32	8 53	9 11	9 42	10 12	10 42	11 12	11 44	12 11	12 41	1 12	1 44	2 11	2 41	3 11	3 41	4 11	4 41	5 18
King's Bridge	1 44	5 43	6 43	— —	7 13	— —	7 45	— —	8 15	8 35	— —	9 14	9 45	10 15	10 45	11 15	11 47	12 14	12 44	1 15	1 47	2 14	2 44	3 14	3 44	4 14	4 44	5 21
University Hts.	1 46	5 46	6 46	— —	7 15	— —	7 47	— —	8 17	8 37	— —	9 17	9 47	10 17	10 47	11 17	11 49	12 17	12 47	1 17	1 49	2 17	2 47	3 17	3 47	4 17	4 47	5 24
Morris Hts.	1 48	5 48	6 48	— —	7 17	— —	7 49	— —	8 19	8 39	— —	9 19	9 49	10 19	10 49	11 19	11 51	12 19	12 49	1 19	1 51	2 19	2 49	3 19	3 49	4 19	4 49	5 28
High Bridge	1 51	5 50	6 50	7 01	7 19	7 31	7 51	8 01	8 21	8 41	8 58	9 21	9 51	10 21	10 51	11 21	11 53	12 21	12 51	1 21	1 53	2 21	2 51	3 21	3 51	4 21	4 51	5 28
155th St.	1 55	5 55	6 55	7 05	7 23	7 35	7 55	8 05	8 25	8 45	9 02	9 25	9 55	10 25	10 55	11 25	11 57	12 25	12 55	1 25	1 57	2 25	2 55	3 25	3 55	4 25	4 55	5 32
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M

(*Getty Sq.*)	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	A M	A M	P M	P M	P M	P M	P M	
Yonkers lv.	*5 35	†5 50	†6 10	†6 20	*6 35	†6 50	†7 15	†7 35	*8 03	†8 25	*3 02	*3 28	*4 28	*4 28	*12 23	§7 20	§8 25	§8 05	§7 02	§7 50	§8 30	§10 00		
Lowerre	5 40	5 55	6 15	6 25	6 40	6 55	7 20	7 40	8 08	8 30	9 07	9 33	10 33	11 33	12 33	7 25	8 30	6 10	7 07	7 55	8 35	10 05		
Van Cortlandt	5 46	6 02	6 20	6 32	6 46	7 01	7 27	7 47	8 14	8 37	9 13	9 38	10 38	11 38	12 38	7 31	8 36	6 16	7 13	7 41	8 41	10 11		
King's Bridge	5 49	6 05	— —	6 35	6 49	7 04	7 30	7 50	8 17	8 40	9 16	9 40	10 40	11 40	12 40	7 34	8 38	6 19	7 16	7 44	8 44	10 14		
University Hts.	5 52	6 07	— —	6 37	6 52	7 07	7 32	7 52	8 20	8 42	9 19	9 42	10 42	11 42	12 42	7 36	8 41	6 22	7 19	7 47	8 47	10 17		
Morris Hts.	5 54	6 09	— —	6 39	6 54	7 09	7 34	7 54	8 22	8 44	9 21	9 44	10 44	11 44	12 44	7 38	8 43	6 24	7 21	7 49	8 49	10 19		
High Bridge	5 56	6 11	6 26	6 41	6 56	7 11	7 36	7 56	8 24	8 46	9 23	9 46	10 46	11 46	12 46	7 41	8 45	6 26	7 23	7 51	8 51	10 21		
155th St.	6 00	6 15	6 30	6 45	7 00	7 15	7 40	8 00	8 28	8 50	9 27	9 50	10 50	11 50	12 50	7 45	8 50	6 30	7 27	7 55	8 55	10 25		
[ARRIVE	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	A M	P M	P M	P M	P M	P M		

MAHOPAC MINES BRANCH.

From Baldwin Place to Mahopac Mines (4 miles). Operated for freight only.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER R.R.—PENNA. DIV.

CONNECTIONS FOR PHILADELPHIA AND NEW YORK, VIA WILLIAMSPORT AND THE PHILADELPHIA & READING RY.

10	12	4	(Eastern time.)	7	11	1	3	903
A M	A M	.....	..New York (Liberty St.)..	P M	P M	.....	.....	.....
9 10	4 00	P M	lve.. (Via Tamaqua) ..arr.	7 15	10 25	A M	A M	A M.
8 00	.....	9 00	.....(Via Philadelphia)...	7 00	10 10	3 17	9 00	9 00
A M	A M	P M	LEAVE (P. & R. Ry.) ARRIVE	P M	P M	P M	A M	A M
10 30	8 36	11 30	.Philadelphia (Read. Term.).	4 35	7 30	10 15	6 50	6 50
12 22	10 08	1 18	.....Reading.....	2 56	5 50	8 26	4 45	4 45
12 45	10 20	2 18	.....Pottsville.....	2 30	4 57	7 55	3 40	3 40
1 48	11 23	2 58	.....Tamaqua.....	1 30	4 08	7 10	3 01	3 01
5 28	12 45	4 44	.....Shamokin.....	11 50	2 32	5 42	1 21	1 21
5 37	2 30	6 50	arr...Williamsport...lve.	10 00	12 29	4 00	11 30	11 30
P M	P M	A M	..(N. Y. C., Penna. Division)..	A M	Noon	P M	P M	P M
.....	†2 35	†7 20	lve....Williamsport...arr.	.....	†2 15	.....	9 30	.....
.....	8 38	10 55	arr....Phillipsburg....lve.	.....	8 50	.....	5 25	.....
.....	8 54	11 17	arr.....Clearfield.....lve.	.....	8 23	.....	5 22	.....
.....	9 20	2 00	arr.....Patton.....lve.	.....	†6 00	.....	†2 35	.....
P M	P M	A M	..(N. Y. C., Penna. Division)..	A M	A M	P M	P M	P M
†5 52	.....	*7 10	lve....Williamsport...arr.	9 45	.....	3 00	9 50	9 50
9 00	.....	10 05	arr.....Wellsboro.....lve.	6 50	.....	12 10	8 45	6 45
9 38	.....	10 34	arr...Lawrenceville...lve.	6 15	.....	11 38	6 10	6 10
10 10	.....	11 05	arr.....Corning.....lve.	†5 45	.....	†10 50	†5 30	5 30
P M		A M		A M		A M	P M	P M

PENN YAN BRANCH.

305	307	303	309	301	Ms	Nov. 21, 1909.	302	304	310	306	308	312
P M	.....	P M	.....	A M	...	LEAVE ARRIVE	A M	P M	.....	P M	.....	.....
†6 55	.....	†1 50	.....	*8 00	...	.....Lyons.....	9 30	1 30	.....	7 35	.....	.....
7 30	.....	2 25	.....	8 35	...	.....Geneva.....	8 57	12 57	.....	6 48	.....	.....
P M	P M	.....	A M	A M	...	LEAVE ARRIVE	A M	.....	P M	.....	P M	A M
†5 00	*5 00	.....	†11 10	†7 00	...	.....Corning.....	10 40	.....	4 25	.....	†3 35	10 40
P M	P M	P M	Noon	A M	...	LEAVE ARRIVE	A M	Noon	P M	P M	P M	A M
†3 04	*6 28	†2 57	†12 35	*9 10	0	....Dresden..ô	8 15	12 20	2 40	6 10	7 50	9 00
8 11	6 33	3 04	12 42	9 17	2.0	..Cascade Mills..	8 08	12 13	2 33	6 03	7 43	8 53
8 13	6 35	3 06	12 44	9 19	2.6	...May's Mills...	8 06	12 11	2 31	6 01	7 41	8 51
8 16	6 38	3 09	12 47	9 22	3.3	...Seneca Mills...	8 03	12 08	2 28	6 58	7 38	8 48
8 21	6 43	3 14	12 52	9 27	4.5	....Milo Mills....	7 58	12 03	2 23	6 53	7 33	8 43
8 24	6 46	3 17	12 55	9 30	5.2	...Keuka Mills...	7 55	12 01	2 20	6 50	7 30	8 40
8 27	6 49	3 20	12 58	9 33	6.0	....Penn Yan..ô	7 52	11 57	2 17	5 47	7 27	8 37
8 30	6 51	3 22	1 00	9 35	6.4	(Steamboat Landing).	†7 45	†11 50	†2 10	†5 40	†7 20	§8 30
P M	P M	P M	P M	A M	...	ARRIVE LEAVE	A M	A M	P M	P M	P M	A M

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; § Sunday only; *a* daily, except Saturday and Sunday; *b* Saturday only.

+ Coupon stations; ô Telegraph stations. STANDARD—*Eastern time.*

WELLSBORO AND ANTRIM BRANCH.

423	403	417	401	409	407	Mls	November 21, 1909.	402	404	414	406	418	420	410
.....	P M	.....	A M	.....	.....	...	LEAVE ARRIVE	.....	P M	.....	P M	.....	.....	.....
.....	†1 50	.....	†8 00	.....	.....	...	.....Lyons.....	.....	1 30	.....	7 35	.....	.....	.....
.....	2 26	.....	8 35	.....	A M	...	.....Geneva.....	.....	12 57	.....	6 51	.....	P M	.....
.....	*5 30	.....	10 50	.....	†5 45	...	.....Corning.....	.....	11 05	.....	4 50	.....	10 10	.....
.....	6 10	.....	11 38	.....	6 15	...	..Lawrenceville..	.....	10 34	.....	4 24	.....	9 38	.....
.....	P M	.....	P M	.....	A M	...	LEAVE ARRIVE	A M	.....	P M	.....	.....	P M	.....
.....	†5 52	.....	†1 06	.....	*7 10	...	..Williamsport..	9 45	.....	3 00	.....	.....	9 50	.....
.....	6 50	.....	1 37	.....	7 40	...	..Jersey Shore..	9 12	.....	2 27	.....	.....	8 16	.....
.....	P M	P M	P M	Noon	A M	A M	LEAVE ARRIVE	A M	A M	Noon	P M	.....	P M	P M
.....	†8 50	*7 00	†3 45	†12 25	*9 55	†7 05	0	.Stokesdale Jn ô	7 00	9 50	12 20	3 40	.....	6 55	8 45
.....	8 52	7 02	3 47	12 28	9 57	7 07	0.9	.....Stokesdale.....	6 57	9 47	12 17	3 37	P M	6 52	8 42
.....	9 00	7 10	3 55	12 36	10 05	7 15	3.0	+..Wellsboro..ô	†6 50	*9 40	†12 10	†3 30	5 35	*8 45	†8 35
.....	P M	P M	b4 11	a1 02	a10 21	A M	7.2	....Round Top....	A M	A M	11 28	2 53	5 20	P M	P M
.....	.....	.....	b4 24	a1 15	a10 34	...	10.1	.....Brownlee.....	.....	.....	11 15	2 40	5 06	.....	.....
.....	.....	.....	b4 45	a1 31	a10 50	...	16.1	+...Antrim ...ô	.....	.....	a11 00	a225	b4 50	.....	.....
.....	.....	.....	P M	P M	A M	...	ARRIVE LEAVE	.....	.....	.....	A M	P M	P M	.....	.....

CLEARFIELD AND KEATING BRANCH.

34	Mls	November 21, 1909.	35
A M	...	LEAVE ARRIVE	P M
†10 40	0	.....Clearfield....ô	4 10
11 03	6.8	.....Gray.....ô	3 47
11 06	7.7	.....Shawsville.....	3 44
11 20	12.0	.....Walton .....ô	3 30
11 34	18.1	.....Frenchville	3 18
11 39	19.6	.....Deer .....ô	3 14
11 55	24.8	.....Mowry .....ô	2 59
12 10	30.6	.....Rush .....ô	2 44
12 19	33.9	.....Belford	2 33
1 02	49.2	.....Zanmore.....	1 55
1 15	53.5	.....Keating.....ô	†1 45
P M	...	ARRIVE LEAVE	P M

COWANESQUE BRANCH.

203	201	Mls	November 21, 1909.	204	206
P M	A M	...	LEAVE ARRIVE	P M	P M
1 50	8 00	...	.....Lyons.....	1 30	7 35
2 26	8 35	...	.....Geneva.....	12 57	6 48
5 30	10 50	...	.....Corning.....	11 05	4 50
P M	A M	...	LEAVE ARRIVE	A M	P M
†6 11	†11 39	0	+..Lawrenceville..ô	10 15	4 06
— — —	— — —	1.3	....C. V. Junction.....	— —	— —
6 21	11 49	3.4	.....Pritchard.....	10 03	3 55
6 25	11 53	5.4	.....Tompkins.....	9 58	3 50
6 31	11 59	7.9	.....Nelson.....ô	9 53	3 45
6 41	12 09	12.3	+.....Elkland.....ô	9 43	3 35
6 46	12 14	13.9	.....Osceola.....	9 38	3 30
6 54	12 22	18.3	...Academy Corners...	9 28	3 20
7 01	12 29	19.3	+.....Knoxville.....ô	9 25	3 17
7 08	12 34	21.8	.....Phillips.....	9 21	3 08
7 10	12 38	22.7	+....Cowanesque.....ô	9 18	3 05
7 16	12 44	25.3	+.....Westfield.....ô	9 10	2 57
7 26	12 53	28.4	+...Potter Brook.....	9 03	2 50
7 30	12 57	29.6	.....Elmer.....	8 58	2 46
7 38	1 05	32.5	+..Harrison Valley..ô	8 53	2 40
7 41	1 08	33.7	.....Mills.....ô	8 48	2 35
7 55	1 18	37.1	.....Bingham.....	8 38	2 25
8 11	1 28	40.6	+.....Ulysses.....ô	†8 28	†2 15
P M	P M	...	ARRIVE LEAVE	A M	P M

Rossiter Branch.—Trains leave Rossiter †7 57, †10 15 a.m., †3 02, †5 50 p.m., arrive Rossiter Junction (2½ miles) 7 49, 10 27 a.m., 3 14, 8 02 p.m. Returning, leave Rossiter Junction †8 02, †10 42 a.m., †3 27, †6 15 p.m., arrive Rossiter 8 17, 10 57 a.m., 3 42, 8 30 p.m.

CLEARFIELD TO CHERRY TREE AND DIXONVILLE.

786	No. 9	772	Ms	November 21, 1909.	761	No. 8	775
.....	†5 00 P M	.....	0	lve.....Clearfield ô....arr.	.....	10 07 A M	.....
.....	5 21 »	.....	1	.....Curwensville.....ô	.....	9 42 »	.....
.....	5 42 »	.....	8	.....Lumber.....ô	.....	9 26 »	.....
.....	5 58 »	.....	16	.....Curry.....ô	.....	9 09 »	.....
.....	6 02 P M	.....	17	.....Bower	.....	9 07 A M	.....
.....	6 12 P M	.....	...	arr.....Mahaffey.....lve.	.....	8 57 A M	.....
.....	6 14 P M	.....	...	lve.....Mahaffey.....arr.	.....	8 54 A M	.....
.....	6 28 P M	.....	23	.....McGees.....ô	.....	8 43 A M	.....
.....	7 17 »	.....	28	.....Dowler Junction....ô	.....	8 34 »	.....
.....	7 21 »	.....	29	.....Burnside.....ô	.....	7 49 »	.....
.....	7 27 »	.....	32	.....Ire.....	.....	7 42 »	.....
.....	7 28 »	.....	33	.....Patchen.....	.....	7 40 »	.....
.....	7 42 P M	.....	37	.....Cherry Tree.....ô	.....	7 30 A M	.....
.....	7 42 P M	.....	37	.....Cherry Tree.....	.....	7 30 A M	.....
.....	7 56 »	.....	41	.....Cush Cushion.....	.....	7 20 »	.....
.....	8 01 »	.....	43	.....Fleming Summit	.....	7 16 »	.....
.....	8 09 »	.....	48	.....Lovejoy	.....	7 06 »	.....
.....	8 12 »	.....	49	.....Starford.....	.....	7 02 »	.....
P M	8 14 »	A M	50	.....Shanktown.....	A M	6 59 »	Noon
†9 26	8 17 P M	†11 33	51	.....Wandin.....	5 55	6 56 A M	12 20
9 35	.....	11 43	54	.....Pine Flats	5 46	.....	12 11
9 44	.....	11 53	58	.....Possum Glory.....	†5 35	.....	†12 03
P M	8 17 P M	A M	51	.....Wandin.....	A M	6 56 A M	Noon
.....	8 20 »	.....	52	.....Diamondville.....	.....	6 52 »	.....
.....	8 27 »	.....	55	.....Clymer.....	.....	6 46 »	.....
.....	8 45 »	.....	59	.....Dixonville	.....	6 33 »	.....
.....	8 51 P M	.....	60	arr.....Idamar.....lve.	.....	†6 29 A M	.....

WALLKILL VALLEY BRANCH.

W. C. Brown, President, New York.

(*Other officers same as West Shore R.R.*)

* Daily; † daily, except Sunday. + Coupon stations; ô Telegraph stations.

4	2	6	8	Mls	November 21, 1909.	7	1	5	3
P M	A M	A M	A M	...	LVE. Eastern time. ARR.	Noon	P M	P M	P M
2 00	11 20	8 20	3 00	...	.New York, Desbrosses St.	12 10	3 10	8 30	11 30
2 15	11 30	8 35	3 15	...	.....42d Street.....	11 40	2 45	8 10	10 45
P M	P M	Noon	A M	...	LEAVE ARRIVE	A M	A M	P M	P M
†8 35	†2 50	*12 10	†6 50	0	+.....Kingston[1].....ô	7 55	11 50	4 45	7 08
8 52	3 08	12 27	7 05	7	.....Binnewater .....ô	7 40	11 34	4 28	6 52
8 57	3 11	12 31	7 10	8	.....Rosendale.....ô	7 36	11 29	4 20	6 48
7 10	3 28	12 51	7 23	15	+.....New Paltz[2].....ô	7 23	11 16	4 03	6 35
7 17	3 35	1 00	7 30	18	.....Forest Glen.....ô	7 16	11 03	3 55	6 28
7 21	3 42	1 09	7 35	21	.....Gardiner.....ô	7 12	11 04	3 45	6 24
7 31	3 55	1 24	7 46	26	.....Wallkill.....ô	7 01	10 51	3 17	6 14
7 42	4 07	1 35	7 53	29	.....Walden.....ô	6 53	10 43	3 04	6 07
7 50	4 25	1 45	8 16	33	.....Montgomery[3].....ô	†6 45	10 35	*2 55	6 00
P M	4 40	P M	8 25	38	arr..Campbell Hall[4]ô lve.	A M	†10 15	P M	†5 50
.....	7 20	.....	10 45	...	.....42d Street.....	.....	7 45	.....	3 15
.....	7 30	.....	11 00	...	.....Cortlandt Street.....	.....	7 30	.....	3 00
.....	P M	.....	A M	...	arr.....New York ô.....lve.	.....	A M	.....	P M

CONNECTIONS.

[1] With Ulster & Delaware and West Shore R.Rs. [2] With stages from June 1st to November 1st for Lake Mohonk (5½ miles) and Lake Minnewaska (10 miles). [3] With Erie R.R. [4] With New York, Ontario & Western Ry.

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"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER R.R.—PENNA. DIV.

No. 5	11	No. 3	No. 1	No. 7	Mls	November 21, 1909.	Mls	No. 2	No. 4	No. 6	10	12	14
						LEAVE] [ARRIVE							
†6 55 P M		†1 50 P M	*8 00 A M		0	+ Lyons δ	301.7	9 30 A M	†1 30 P M	*7 35 P M			
7 04 "		1 58 "	8 07 "		4.3	Thompson	297.4	9 21 "	– –	7 22 "			
7 08 "		2 03 "	8 11 "		6.6	Cuddeback δ	295.1	9 17 "	– –	7 17 "			
7 12 "		2 07 "	8 15 "		8.5	Junius	293.2	9 13 "	1 13 "	7 13 "			
7 25 "		2 18 "	8 25 "		14.9	arr. Geneva lve.	286.8	9 02 "	1 02 P M	6 58 "			
7 30 "		2 25 "	8 35 "		14.9	lve. Geneva δ arr.	286.8	8 57 "	12 57 Noon	6 48 "			
7 38 "		2 35 "	8 44 "		19.8	Bilsborrow	281.9	8 46 "	– –	6 38 "			
7 45 "		2 42 "	8 50 "		23.0	Earl δ	278.7	8 39 "	12 41 "	6 33 "			
8 01 "		2 54 "	9 07 "		28.1	+ Dresden δ	273.6	8 29 "	12 31 "	6 24 "			
8 17 "		3 09 "	9 19 "		35.5	Himrods	266.2	8 12 "	12 15 "	6 08 "			
8 26 "		3 18 "	9 30 "		40.2	+ Dundee δ	261.5	8 04 "	12 07 Noon	6 00 "			
8 35 "		3 27 "	9 39 "		44.2	Barnes δ	257.5	7 56 "	11 59 A M	5 52 "			
8 42 "		3 33 "	9 47 "		47.6	Reading Center δ	254.1	7 49 "	11 53 "	5 46 "			
8 50 "		3 42 "	9 58 "		51.4	+ Watkins δ	250.3	7 42 "	11 47 "	5 40 "			
8 56 "		3 48 "	10 03 "		53.7	Wedgewood	248.0	7 36 "	11 42 "	5 33 "			
9 01 "		3 53 "	10 09 "		56.3	Moreland	245.4	7 30 "	11 38 "	5 28 "			
9 09 "		3 59 "	10 15 "		59.5	Beaver Dam δ	242.2	7 24 "	11 33 "	5 24 "			
9 16 "		– –	10 21 "		63.5	Post Creek	238.2	7 16 "	– –	5 16 "			
9 23 "		4 14 "	10 29 "		67.0	Ferenbaugh δ	234.7	7 10 "	– –	5 10 "			
9 35 P M		†4 25 "	*10 40 "		72.0	arr. + Corning lve.	229.7	†7 00 A M	†11 10 "	*5 00 "	P M		
		*5 30 "	†10 50 "	†5 45 A M	72.0	lve. Corning δ arr.	229.7		*11 05 "	†4 50 "	10 10		
		– –	– –	– –	75.4	Hollon δ	226.3		– –	– –	– –		
		5 50 "	11 13 "	6 02 "	79.1	Presho δ	222.6		10 47 "	4 35 "	9 51		
		5 58 "	11 21 "	6 08 "	82.7	Lindley δ	219.0		10 39 "	4 29 "	9 42		
		6 10 "	11 38 "	6 15 "	85.6	+ Lawrenceville δ	216.1		10 34 "	4 24 "	9 36		
		6 17 "	– –	6 21 "	88.8	Beeman	212.9		10 23 "	– –	9 26		
		6 24 "	11 52 A M	6 29 "	92.7	+ Tioga δ	209.0		10 17 "	4 07 "	9 17		
		6 30 "	– –	6 35 "	96.7	Hammond δ	205.0		10 12 "	– –	9 10		
		6 35 "	– –	6 41 "	99.8	Holliday	201.9		10 07 "	– –	9 05		
		6 42 "	12 08 Noon	6 47 "	102.1	Middlebury δ	199.6		10 02 "	3 52 "	8 58		
		– –	– –	6 50 "	103.3	Niles Valley	198.4		– –	– –	8 55		
		‖6 50 P M	‖12 16 Noon	‖6 55 A M	106.0	arr. Stokesdale Jn δ lve.	195.7		9 55 A M	3 45 P M	8 50		
		7 10 P M	12 36 Noon	7 15 A M	109.0	arr. + Wellsboro. lve.			*9 40 A M	†3 30 P M	†8 55		
		*6 45 P M	†12 10 Noon	†6 50 A M		lve. Wellsboro. arr.	198.7		10 05 A M	3 55 P M	9 00		
		*7 00 P M	12 26 Noon	7 05 A M	106.0	lve. Stokesdale Jn arr.	195.7		‖9 45 A M	‖3 35 P M	‖8 40		
		7 10 "	– –	7 15 "	111.7	Marsh Creek	190.0		9 35 "	– –	8 28		
		7 15 "	12 41 Noon	7 20 "	113.9	+ Ansonia δ	187.8		9 30 "	3 22 "	8 24		
		7 33 "	1 01 P M	7 40 "	122.9	Tiadaghton δ	178.8		9 12 "	3 03 "	8 04		
		7 50 "	1 17 "	7 55 "	131.0	+ Blackwell δ	170.7		8 58 "	2 51 "	7 50		
		8 03 "	1 27 "	8 05 "	136.2	Cedar Run δ	165.5		8 46 "	2 42 "	7 38		
		8 12 "	1 35 "	8 13 "	141.3	Slate Run δ	160.4		8 37 "	2 33 "	7 28		
		– –	– –	– –	143.1	Utceter δ	158.6		– –	– –	– –		
		8 27 "	1 49 "	8 31 "	147.6	Cammal δ	154.1		8 22 "	2 20 "	7 12		
		8 36 "	– –	8 40 "	152.1	Jersey Mills δ	149.6		8 13 "	– –	7 03		
		8 46 "	2 06 "	8 47 "	156.7	Waterville δ	145.0		8 04 "	2 06 "	6 53		
		8 52 "	– –	8 53 "	159.2	Ramsey δ	142.5		7 57 "	– –	6 47		
No. 13	A M	– –	– –	8 58 "	163.8	Tomb	137.9		– –	– –	6 40	A M	P M
†8 55 P M	†11 40	9 15 "	2 27 "	9 12 "	168.5	+ Jersey Shore δ	133.2		7 40 "	1 37 "	6 30	7 52	3 08
a –	11 46	9 21 "	a –	9 18 "	171.6	Larry's Creek δ			c s	– –	6 23	7 46	3 01
– –	11 50	9 26 "	–	9 22 "	174.0	Level			s –	– –	6 18	7 42	2 58
a –	11 57	9 32 "	2 42	9 27 "	177.0	Linden δ			c s	– –	6 11	7 37	2 52
9 20 "	12 05	9 40 "	2 50 "	9 35 "	180.9	Newberry Junction δ			7 20 "	1 15 "	6 02	7 30	2 45
9 25 "	12 08	9 45 "	2 55 "	9 38 "	181.7	Newberry			7 17 "	1 12 "	5 59	7 27	2 42
9 30 P M	12 15 Noon	*9 50 P M	3 00 P M	9 45 A M	184.4	ar. + Williamsport δ lv.			*7 10 A M	†1 05 P M	†5 52	†7 20	†2 35
											P M	A M	P M

Train No. 37 connects with Train No. 1 at Jersey Shore from points north thereof.

Train No. 1 connects through for points south of Williamsport at Jersey Shore with Train No. 37.

No. 37	No. 7	33	Mls	November 21, 1909.	Mls	30	36	No. 4
		A M				Noon	P M	
†2 35 P M		†7 20		lve. Williamsport arr.	149.1	12 15	9 30	
2 42 "		7 27		Newberry	146.4	12 08	9 23	
3 09 "		7 52	168.5	Jersey Shore δ	133.2	11 40	8 53	
3 19 "		8 00	170.7	Avis δ	130.0	11 31	8 44	
3 29 "		8 14	175.0	Youngdale δ	126.7	11 20	8 29	
3 38 "		8 23	179.1	+ Lock Haven δ	122.6	11 13	8 22	
3 46 "		8 31	182.1	+ Mill Hall δ	119.6	11 05	8 13	
3 58 "		8 42	188.3	+ Beech Creek δ	113.4	10 53	8 01	
4 05 "		8 49	192.2	Mapes	109.5	10 47	7 54	
4 12 "		8 56	195.2	Monument δ	106.5	10 41	7 49	
4 30 "		9 16	204.1	Panther δ	97.6	10 24	7 30	
4 51 "		9 37	214.1	+ Snow Shoe δ	87.6	10 03	7 08	
5 00 "		9 44	217.4	+ Gillintown δ	84.3	9 57	7 03	
5 20 "		10 05	226.1	+ Peale δ	75.6	9 40	6 44	
5 27 "		10 11	228.0	Viaduct	73.7	9 35	6 38	
5 42 "		10 24	233.5	+ Winburne δ	68.2	9 20	6 25	
5 47 P M		10 28	235.3	arr. + Munson δ lve.	66.4	9 15	6 18	
5 58 P M		10 55	242.3	ar. + Phillipsburg lv.		†8 50	†6 25	
†5 25 P M		†10 05		lv. Phillipsburg δ ar.	73.4	9 38	6 38	
5 51 P M		10 31	235.3	lve. Munson δ arr.	66.4	9 12	6 15	
6 05 "		10 40	239.1	+ Morrisdale Mines δ	62.6	9 05	6 06	
6 14 "		10 49	243.1	+ Wallaceton δ	58.6	8 55	5 55	
6 26 "		11 00	248.3	+ Woodland δ	53.4	8 43	5 42	
6 35 P M		11 08	252.3	arr. Clearfield Jn δ lve.	49.4	8 33	5 33	
6 54 P M	No. 29	11 17	256.1	arr. + Clearfield lve.		†8 23	†5 22	No. 28
†7 04 P M	†4 50 P M	†11 23		lve. Clearfield arr.	53.2	8 19	5 12	8 46 A M
7 15 P M	5 12 P M	11 42	252.3	lve. Clearfield Junc. arr.	49.4	8 00	4 53	8 28 A M
7 25 "	5 22 P M	11 51	256.6	Dimeling δ	45.1	7 48	4 44	†8 14 A M
7 37 "		12 01	260.9	+ Mitchell's δ	40.8	7 37	4 34	
7 45 "		12 08	264.0	Olanta δ	37.7	7 31	4 28	
7 52 "	No. 173	12 13	267.0	New Millport δ	34.7	7 25	4 21	No. 170
7 57 P M	†3 55 P M	12 18	269.1	+ Kerrmoor	32.6	7 20	4 18	12 39 Noon
	4 08 P M	12 25	272.0	+ Gazzam δ	35.5		†4 08	†12 25 Noon
7 57 P M		12 30	269.1	Kerrmoor	32.6	7 20	3 55	
8 20 "		1 00	276.9	+ Bower δ	24.8	6 58	3 35	
8 30 "		1 10	280.9	+ Mahaffey δ	20.8	6 50	3 30	
8 43 "		1 25	285.6	St. Lu	16.1	6 39	3 18	
8 58 "		1 38	291.8	Westover	9.9	6 26	3 08	
9 03 "		1 45	294.1	Garway	7.6	6 20	3 00	
9 20 P M		2 00	301.7	Patton δ	0	†6 00	†2 55	
		P M		ARRIVE] [LEAVE		A M	P M	

PITTSBURG & EASTERN BRANCH.

No. 133	No. 131	Mls	November 21, 1909.	No. 132	No. 134
†6 14 P M		0	lv. + Mahaffey δ ar.	8 54 A M	
6 35 P M	†7 56 A M	7.6	Dowler Junc. δ	8 34 A M	7 17 P M
6 41 P M	8 02 A M	10.0	Glen Campbell δ	8 29 A M	7 06 P M
6 45 "	8 08 "	11.7	Hooverhurst δ	8 23 "	7 00 "
6 49 P M	8 12 A M	13.3	arr. Arcadia δ lve.	†8 19 A M	†6 56 P M

CLEARFIELD AND SOUTHERN BRANCH.

501	29	Ms	November 21, 1909.	28	504
	P M		LEAVE] [ARRIVE	A M	
	†4 50	0	Clearfield	8 46	
	5 12	4	Clearfield Junction	8 35	
	5 22	8	Dimeling	8 14	
	5 39	15	Faunce	7 59	
A M	5 48	19	arr. Potts Run lve.	7 48	P M
†7 29	5 48	19	lve. Potts Run arr.	7 48	8 07
7 41	5 55	21	arr. Boardman lve.	†7 41	†6 55
A M	6 19	23	lve. Belsena arr.	7 18	P M
	6 26	28	Madera	7 13	
	6 39	30	Glen Hope	7 01	
	6 50	35	Irvona	†6 50	
	P M		ARRIVE] [LEAVE	A M	

* Daily; † daily, except Sunday; a stops to leave passengers from points north and west of Jersey Shore; c stops to take passengers for points north of Jersey Shore; s stops Sunday only. ‖ Meals. + Coupon stations; δ Telegraph stations. *Eastern time.*

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL & HUDSON RIVER RAILROAD.

NEW YORK & OTTAWA RAILWAY.
OTTAWA & NEW YORK RAILWAY.

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J. Carstensen, V.-Prest., "
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R. C. Caples, Gen. Agent Traffic Dept., New York.

23	21	Mls.	*August* 1, 1907.	20	22	30
P M	A M		(*Central Station.*)	A M	P M	
†4 55	†7 50	0	lve...+**Ottawa**[1]...arr.	11 00	6 35	
4 47	8 00	5.3	.....Hawthorne.....	10 47	6 23	
4 40	8 03	7.1	.....Ramsayville.....	10 43	6 20	
4 36	8 09	10.5	.....Piperville.....	10 35	6 14	
5 01	8 14	13.4	.....Edwards.....	10 29	6 09	
5 13	8 25	20.1	+.....Russell.....	10 16	5 57	
5 20	8 32	23.6	+.....Embrun.....	10 09	5 50	
5 27	8 39	27.4	+.....Cambridge.....	10 01	5 43	
5 35	8 47	31.4	+.....Crysler.....	9 53	5 35	
5 42	8 54	34.7	+.....Berwick.....	9 46	5 27	
5 47	8 59	37.1	+.....**Finch**[2].....	9 42	5 22	
5 55	9 06	41.3	+.....Newington.....	9 33	5 14	
6 01	9 11	44.3	.....Northfield.....	9 28	5 09	
6 08	9 16	47.0	.....Harrison.....	9 23	5 04	
6 09	9 19	48.6	.....Black River.....	9 19	5 00	
6 22	9 31	55.9	+..**Cornwall Junc**[3]...	9 05	4 47	
6 24	9 33	56.7	arr....**Cornwall**...lve.	9 03	4 45	A M
6 24	9 33	56.7	lve....**Cornwall**....arr.	9 03	4 45	10 54
6 32	9 41	60.0	+.....Nyando.....	8 55	4 34	10 46
6 38	9 47	63.4	+.....**Helena**[4].....	8 48	4 27	†10 37
6 44	9 52	65.9	.....Ironton.....	8 43	4 22	A M
7 02	10 09	74.4	+.....**Moira**[5].....	8 26	4 04	
7 22	10 29	82.8	+. Dickinson Center...	8 06	3 44	
7 32	10 38	86.2	+. **St. Regis Falls**[6]...	7 57	3 35	
7 50	10 56	92.4	+.... Santa Clara.....	7 39	3 17	
8 01	11 07	96.6	.....**Spring Cove**[7]....	7 26	3 04	
8 14	11 22	101.6	+..... Meno.....	7 13	2 51	
8 17	11 24	102.5	.....Madawaska.....	7 10	2 48	
8 28	11 32	106.6	.....**Brandon**[8].....	7 02	2 39	
8 34	11 40	110.3	+.....Bay Pond.....	6 55	2 30	
8 46	11 50	115.5	+.....Derrick.....	6 44	2 19	
8 54	11 58	119.5	.....Kildare.....	6 36	2 10	
9 02	12 07	123.2	.....Childwood.....	6 28	2 02	
9 10	12 15	126.7	+.**Tupper Lake Jn.**[9]..	6 20	1 55	
9 25	12 30	128.4	+...**Tupper Lake**[10]...	†6 15	†1 50	
P M	Noon	.....	ARRIVE / LEAVE	A M	P M	

Connections. [1] With railroads diverging. [2] With Canadian Pacific Ry. [3] With G. T. Ry. Sys. [4] With G. T. Ry. Sys. [5] With stage for Lake Ozonia and Fernwood Hall. [6] With stage for Blue Mountain House. [7] With stage for Paul Smith's, Meacham Lake and McCollom's. [8] With N. Y. C. & H. R. R. R. [9] With stage for Hotel Wawbeek and Saranac Lake, and steamer for Big, Tupper and Little Tupper Lakes.

† Daily, except Sunday. + Coupon stations. *Eastern time.*

ADIRONDACK DIVISION CONNECTIONS.

For Time-table, see Page 203

Utica—With Main Line New York Central & Hudson River R.R.; West Shore R.R.; Delaware, Lackawanna & Western R.R.; Rome, Watertown and Ogdensburg Division, and New York, Ontario & Western Ry.

Herkimer—With Main Line New York Central & Hudson River R.R. and street car to Mohawk, 1½ miles, connecting at Mohawk with West Shore R.R.

Remsen—With Rome, Watertown and Ogdensburg Division.

Fulton Chain—With Fulton Chain Ry. to Old Forge, 2 miles, during Summer season, stage during balance of year. During the Summer season connection is made at Old Forge with steamer for the head of Fourth Lake 12 miles, through First, Second, Third and Fourth Lakes, Fulton Chain.

Clear Water—With Raquette Lake Ry. to Eagle Bay, 10 miles; Raquette Lake, 19 miles. During the Summer connection is made at Eagle Bay with steamers for hotels and camps on Fourth Lake, Fulton Chain, and at Raquette Lake with steamers for all points on Raquette Lake, also Forked Lake Carry, Marion River Carry and Blue Mountain Lake. Stages from Blue Mountain Lake to Long Lake, Indian Lake and North Creek.

Tupper Lake Junction—With New York & Ottawa R.R. for Moira, N.Y., Cornwall and Ottawa, Ont.

Lake Clear—With Saranac Lake Branch and Paul Smith's R.R. (Electric) for Paul Smith's Hotel.

Saranac Lake—With Delaware & Hudson Co. for Ray Brook, 4 miles; to Mirror Lake and Lake Placid, 9 miles.

Loon Lake—With Delaware & Hudson Co. (Chateaugay Branch).

Malone—With Rutland R.R.

Cecile Junction, Que.—With Grand Trunk Ry.

Adirondack Junc., Que.—With Canadian Pacific Ry. for Halifax, etc.

Montreal—With Canadian Pacific Ry. for Ottawa, Quebec, etc.; also Richelieu & Ontario Navigation Co.'s steamers for Quebec and Saguenay River.

NEW YORK CENTRAL CONNECTIONS.

For Time-tables, see pages 196-212.

Albany—With Boston & Albany R.R.; Delaware & Hudson Co. (Susquehanna, Saratoga and Champlain Divisions), and Rutland R.R.

Amsterdam—For Fort Jackson.

Attica—With Batavia and Attica Branch and Buffalo, Attica & Arcade R.R.

Auburn—With Lehigh Valley R.R. (Auburn Division).

Batavia—With Batavia and Attica Branch; Batavia and Tonawanda Branch; Batavia and Canandaigua Branch; Erie R.R. and Lehigh Valley R.R.

Buffalo—With Buffalo, Lockport, Niagara Falls and Lewiston Branch; Lake Shore & Michigan Southern Ry.; Michigan Central R.R.; New York, Chicago & St. Louis R.R.; Grand Trunk Ry.; Pennsylvania R.R. and Buffalo, Rochester & Pittsburgh Ry.

Canandaigua—With Batavia and Canandaigua Branch and Northern Central Ry. for Elmira, Harrisburg, Philadelphia, Baltimore and Washington.

Canastota—With Lehigh Valley R.R. (Elmira and Cortland Branch) for Cazenovia, Cortland, Ithaca and Elmira.

Cayuga—With Lehigh Valley R.R. and Cayuga Lake steamers.

Charlotte—During the season with steamer for Port Hope and Coburg.

Corning—With Erie R.R.

Dutchess Junction—With Central New England Ry.

Fishkill—With ferry to Newburg and N. Y. New Haven & Hart. R.R.

Fonda—With Fonda, Johnstown & Gloversville R.R. and for Fultonville.

Garrison—With ferry to West Point.

Geneva—With Penna. Div., Seneca Lake steamers and Lehigh Val. R.R.

Greendale—(Catskill Station)—With ferry to Catskill Landing, connecting during Summer season with Catskill Mt. Ry. and Otis Ry.

Herkimer—With Adirondack Division for Newport, Poland and Remsen and for Mohawk.

Hudson—With Hudson and Chatham Branch Boston & Albany R.R. and ferry to Athens.

Lewiston—During the season, with steamer for Toronto and St. Lawrence River.

Little Falls—With Little Falls & Dolgeville R.R.

Lyons—With Pennsylvania Division.

Newark—With Pennsylvania R.R. (Sodus Bay and Southern Divisions).

Newton Hook—With ferry to Coxsackie Village.

Niagara Falls—With Rochester and Niagara Falls Branch and Lewiston Branch.

Oneida—With New York, Ontario & Western Ry.

Palatine Bridge—For Canajoharie.

Phelps Junction—With Penna. R.R. (Sodus Bay and Southern Divs.).

Poughkeepsie—With Central New England Ry.; Poughkeepsie & Eastern Ry. and ferry to New Paltz Landing for Lake Mohonk.

Rhinecliff—With Central New England Ry.; ferry to Rondout and Kingston connects with Ulster & Delaware R.R.

Rochester—With Auburn Road for Canandaigua, Geneva, Auburn, etc.; Rochester and Charlotte Branch for Ontario Beach; Rochester and Niagara Falls Branch for Brockport, Albion, Medina, Lockport, Suspension Bridge, Niagara Falls, etc.; Rome, Watertown & Ogdensburg Division; Buffalo, Rochester & Pittsburgh Ry. and Penna. R.R.

Rome—With Rome, Watertown & Ogdensburg Division for Watertown, Cape Vincent, Thousand Islands, Ogdensburg, Canton, Potsdam, Norwood and Massena Springs and New York, Ontario & Western Ry.

Schenectady—With Troy and Schenectady Branch for Cohoes and Troy and Delaware & Hudson Co. for Saratoga and Duanesburg.

Skaneateles Junction—For Skaneateles.

Suspension Bridge—With Rome, Watertown & Ogdensburg Division Rochester and Niagara Falls Branch; Lewiston Branch; Michigan Central R.R., passing over the new Cantilever Bridge; Grand Trunk Ry. and Wabash R.R.

Syracuse—With Auburn Road for Auburn, Geneva, Canandaigua, etc.; Rome, Watertown & Ogdensburg Division for Oswego, etc., and Delaware, Lackawanna & Western R.R. for Binghamton, etc.

Tarrytown—With ferry to Nyack (Summer season only).

Tivoli—With ferry to Saugerties.

Troy—With Troy and Schenectady Branch for Cohoes and Schenectady; Delaware & Hudson Co. (Saratoga and Champlain Divisions); Boston & Maine R.R. and Rutland R.R.

Utica—With Rome, Watertown & Ogdensburg Division for Trenton Falls, Watertown, Cape Vincent, Thousand Islands, Ogdensburg, Canton, Potsdam, Norwood and Massena Springs; Adirondack Division for Fulton Chain, Childwold, Tupper Lake, Saranac Inn, Saranac Lake, Paul Smith's, Malone and Montreal; Delaware, Lackawanna & Western R.R. for Richfield Springs, Norwich, Binghamton, Scranton, etc., and with New York, Ontario & Western Ry.

Weedsport—With Lehigh Valley R.R. (Auburn Division).

Williamsport—With Philadelphia & Reading Ry. and Pennsylvania R.R. (Philadelphia & Erie Division).

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

BOSTON & ALBANY RAILROAD.

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JAMES GRAY, Traveling Passenger Agent, "
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C. E. COLONY, City Pas Agt., 366 Washington St, Boston Mass.
J. E. SWEENEY, City Pas. Agent, 385 Main St., Worcester, Mass.
A. J. CARROLL, City Pas. Agent, 404 Main St., Springfield, Mass.
R. C. CAPLES General Agent Traffic Department, New York.

CONDENSED TIME-TABLE AND PULLMAN CAR SERVICE TO AND FROM THE WEST.

No. 37	No. 49	No 17	25	15	No. 41	*November 21, 1909.*	No. 32	36	No. 46	26	No. 10	No. 16	No. 18	No. 14
....	....	....	P M	A M	....	....	....	A M	....	A M	....	....	....	....
*7 35 P M	*4 50 P M	*2 00 P M	*1 00	*11 30	*10 00 A M	lve. **Boston** .....(*B. & A.*) arr.	7 00 A M	9 15	10 40 A M	11 50	2 55 P M	6 05 P M	8 30 P M	12 15 Night
8 44 P M	6 00 P M	3 11 P M	2 02	2 40	11 11 A M	lve. **Worcester**... " arr.	5 46 A M	8 05	9 30 A M	10 47	1 47 P M	4 53 P M	7 20 P M	10 54 P M
10 19 P M	7 25 P M	4 40 P M	3 20	2 06	12 35 Noon	lve. **Springfield** .. " arr.	4 07 A M	6 27	7 55 A M	9 25	12 10 Noon	3 25 P M	6 50 P M	9 05 P M
12 18 Night	8 24 P M	6 32 P M	4 56	4 10	2 25 P M	lve. **Pittsfield** .... " arr.	2 26 A M	4 45	6 17 A M	8 00	10 30 A M	1 52 P M	4 13 P M	7 13 P M
1 40 A M	10 40 P M	7 50 P M	6 15	5 25	3 45 P M	arr. **Albany** .... " lve.	*12 56 Night	*3 10	*4 45 A M	*6 35	*8 55 A M	*12 15 Noon	*2 40 P M	*5 15 P M
10 00 A M	6 30 A M	3 20 A M	--	1 10	10 50 P M	arr. **Buffalo**..(N. Y. C. & H. R.) lve.	5 15 P M	7 15	9 40 P M	--	1 15 A M	4 10 A M	7 45 A M	7 55 A M
8 45 P M	1 30 P M	8 15 A M	....	A M	6 20 A M	arr. **Detroit**.(C. Time) (*M. C.*) lve.	8 10 A M	8 10	....	....	6 05 P M	....	11 53 P M	10 45 P M
7 30 A M	9 10 P M	3 30 P M	....	A M	2 55 P M	arr. **Chicago**...... " lve.	*12 05 Night	*12 05	....	....	*10 30 A M	....	*5 00 P M	*5 00 P M
8 35 P M	10 45 A M	7 10 A M	--	1 30	2 35 A M	arr. **Cleveland**..(L. S. & M. S.) lve.	1 30 A M	Night	3 25 P M	8 50	7 40 P M	10 25 P M	1 50 A M	1 25 A M
7 10 A M	9 00 P M	4 00 P M	8 30	12 50	....	arr. **Chicago**...... " lve.	*3 00 A M	.	*8 25 A M	*2 30	*10 30 A M	*1 40 P M	*5 30 P M	*3 00 P M
8 55 P M	3 00 P M	....	A M	6 35	6 35 A M	arr. **Pittsburg** (*P. & L. E.*) lve	*9 00 A M	....	*12 35 Noon	P M	*5 15 P M	....	*10 00 P M	‡ Stops Sunday only.
6 40 A M	7 25 P M	1 55 P M	....	7 27	10 45 A M	arr. **Cincinnati**.(C.C.C.&St.L.) lve.	*8 30 P M	....	8 30 A M	*3 00	....	†12 35 Noon	6 30 P M	
7 30 A M	2 00 A M	9 15 P M	....	1 45	5 58 P M	arr. **St Louis**..... " lve.	....	....	*11 55 P M	*8 45	....	*8 50 A M	*1 00 P M	

No. 7—Express—Except Sunday. Pullman Parlor Car Boston to Albany. Leaves Boston 8 30 a.m., arrives Albany 2 50 p m.

No. 41—Berkshire Express—Daily. Sleeping Car Boston to St. Louis, via Big Four Route. Parlor Car Boston to Albany. Dining Car Springfield to Albany.

No. 15—Boston and Chicago Special—Daily. Buffet Smoking and Library Car and Sleeping Cars Boston to Chicago, via L. S. & M. S. Ry. Sleeping Car Boston to St. Louis (runs on N. Y. C. No. 11 from Albany), Boston to Pittsburg. Dining Car Boston to Syracuse. Parlor Car Boston to Buffalo. Pullman passengers only.

No. 25—Twentieth Century Limited—Sleeping Car Boston to Chicago. Observation Parlor Car Boston to Albany. Dining Car Boston to Springfield.

No. 17—New England Special (West)—*Daily.* Pullman Car passengers only. Buffet Smoking and Library Car Boston to Buffalo and Buffalo to Chicago, via M. C. R.R. Sleeping Cars Boston to Chicago, via L. S. & M. S. Ry. and M. C. R.R. Tourist Sleeper, except Sunday, Boston to Chicago, via Mich. Cent. R.R.; also Sleepers daily Boston to St. Louis and Cincinnati, via Big Four. Dining Car Springfield to Utica.

No. 49 Buffalo and Cleveland Special—Daily. Buffet Smoking and Library Car Boston to Buffalo and Buffalo to Chicago. Sleeping Cars Boston to Chicago, via M. C. R.R. and L. S. & M. S. Ry. Dining Car Boston to Pittsfield. Sleepers Boston to Buffalo and Niagara Falls daily.

No. 37—Pacific Express—Sleeping Car Boston to Buffalo.

No. 43—Sleeping Car Boston to Buffalo.

No. 39—Parlor Car and Cafe Dining Coach Boston to Springfield.

No. 28—Sleeping Car Albany to Boston, open for occupancy 9 30 p.m.

No. 24—Parlor Car Springfield to Boston.

No. 32—Sleeping Car passengers only. Sleeping Cars Chicago to Boston, via L. S. & M. S. Ry. and M. C. R.R.; Buffalo to Boston; Albany to Boston, Sunday only. Does not carry baggage.

No. 36—Atlantic Express—Sleeping Cars Buffalo to Boston. Tourist Sleeper Chicago to Boston, via M. C. R R. Monday, Tuesday and Wednesday. Cafe Dining Coach Palmer to Boston.

No. 46—New England Special (East)—Daily. Buffet Smoking and Library Car Buffalo to Boston. Sleeping Cars Cincinnati and St. Louis to Boston, via Big Four. Sleeping Car Chicago to Boston. Sleeping Cars Buffalo to Boston. Dining Car Pittsfield to Boston. On N. Y. C. carries Sleeping Car passengers only.

No. 26—Twentieth Century Limited—Sleeping Car Chicago and St. Louis to Boston. Observation Parlor Car Albany to Boston. Dining Car.

No. 42—Daily. Parlor Car Albany to Boston week-days.

No. 10—Chicago and Boston Special—Daily. Buffet Smoking and Library Car Chicago to Buffalo and Buffalo to Boston. Sleeping Cars Chicago to Boston, via L. S. & M. S. Ry. and via M. C. R.R., and Pittsburg, via P. & L. E., to Boston daily. Dining Car Utica to Boston.

No. 16—New England Special—Daily. Buffet Smoking and Library Car and Sleeping Car Chicago to Boston via L. S. & M. S. Ry. Parlor Car Albany to Boston daily. Dining Car Syracuse to Boston.

No. 18—Chicago and Cincinnati Express—Daily. Sleeping Cars Chicago to Boston, via L. S. & M. S. Ry. and M. C. R.R., and St. Louis to Boston, via Big Four Route. Parlor Car Buffalo to Boston. Dining Car Springfield to Boston.

No. 14—Boston Express—Daily. Tourist Sleeper Chicago to Boston, via Michigan Central R.R. Wednesday, Thursday and Friday.

BOSTON AND NEW YORK SERVICE—Via Springfield.

STATIONS.	Ms	No. 51	No. 53	No. 59	No. 69	No. 19
Boston.........lve.	0	†9 15 A M	*12 00 Noon	*4 00 P M	*11 30 P M	§8 30 A M
Worcester	44	10 20 A M	1 02 P M	6 02 P M	12 52 Night	9 41 A M
Springfield ....arr.	99	11 40 A M	2 16 P M	6 16 P M	2 30 A M	11 12 A M
Hartford ....arr.	124	12 18 Noon	2 52 P M	6 54 P M	3 09 A M	12 30 Noon
Meriden	142	12 52 Noon	3 22 P M	7 22 P M	3 44 A M	1 09 P M
New Haven........	161	1 18 P M	3 45 P M	7 45 P M	4 10 A M	1 50 P M
New York ......arr.	234	3 15 P M	5 36 P M	9 35 P M	6 25 A M	3 56 P M

STATIONS.	No. 50	No. 54	No. 60	No. 70
New York ......lve.	†9 15 A M	*12 00 Noon	*4 00 P M	*11 00 P M
New Haven	11 13 A M	1 47 P M	5 44 P M	1 10 A M
Meriden	11 37 A M	2 12 P M	6 09 P M	1 47 A M
Hartford ....lve.	12 06 Noon	2 36 P M	6 38 P M	2 18 A M
Springfield.....lve.	12 46 Noon	3 14 P M	7 14 P M	3 35 A M
Worcester........	2 12 P M	4 32 P M	8 32 P M	5 09 A M
Boston .. ..arr.	3 15 P M	5 30 P M	9 30 P M	6 25 A M

*Daily; †daily, except Sunday; ‡Sunday only; §stops to take for Harford and beyond.

No. 51—New York Day Express—Coaches and Parlor Cars to N. Y. and Dining Car Springfield to N. Y. **No. 53—Midday Express**—Coaches and Parlor Cars, through to N. Y., without change. Dining Car Boston to New Haven. **No. 59—Twilight Express**—Parlor Cars and Coaches to N. Y. Dining Car Springfield to N. Y. **No. 69—Overnight Express**—Observation-Smoking-Sleeping Car and Standard Sleeping Cars and Coaches Boston to N. Y.

No. 50—Boston Day Express—Coaches and Parlor Cars. Cafe Dining Coach Springfield to Boston. **No. 54 - Midday Express**—Coaches and Parlor Cars, through to Boston. Dining Car New York to Springfield. **No. 60—Twilight Express**—Coaches and Parlor Cars New York to Boston. Dining Car New Haven to Boston. **No. 70—Overnight Express**—Observation-Smoking-Sleeping Car and Standard Sleeping Cars and Coaches to Boston.

Seats in Parlor Cars or berths in Sleepers purchased in advance, at Sleeping Car office, South Station, or City Ticket Agent, 366 Washington Street, Boston, Mass., or of Sleeping Car Agent, Grand Central Station, New York.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

BOSTON & ALBANY RAILROAD—Continued.

MAIN LINE.—December 21, 1909.

(Eastern time.) lve.	Mls	8	21	7	51	47	41	357	18	53	25	31	17	27	59	49	29	39-45	37	43	69	355	33
		A M	A M	A M	A M	A M	A M	....	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M		P M
Boston[1] +	0	†4 20	†7 10	*8 30	†9 15	†9 20	*10 00	....	*11 30	*12 00	*1 00	*1 25	*2 00	†2 45	*4 00	*4 50	†5 00	†6 52	*7 35	*11 15	*11 30		§6 00
Wellesley +	15	g –	– –	– –	– –	9 58	– –	....	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –		6 30
So. Framingham[2] +	21	5 06	7 43	9 05	– –	10 11	10 33	....	Carries Pullman passengers only.	v –	Carries Pullman passengers only.	b1 58	Carries Pullman passengers only.	3 18	s –	– –	– –	6 25	c8 07	11 50	12 06		6 43
Ashland[12]	24	5 13	7 49	– –	– –	10 17	– –	....		– –		– –		– –	– –	– –	– –	– –	– –	– –	12 11		6 49
Southville	28	5 22	7 58	– –	– –	10 26	– –	....		– –		– –		– –	– –	– –	– –	– –	– –	– –	– –		5 57
Westboro	32	5 30	8 05	– –	– –	10 33	– –	....		– –		– –		– –	– –	– –	– –	– –	– –	– –	12 23		6 04
North Grafton	38	5 39	8 14	– –	– –	10 42	– –	....		– –		– –		– –	– –	– –	– –	– –	– –	– –	– –		6 14
Worcester[3] + ar	44	5 51	8 27	9 36	10 16	10 53	11 06	....	12 35	12 59	1 59	2 30	3 05	3 50	4 59	5 55	6 05	6 56	8 39	12 22	12 42		6 26
Worcester lv	44	5 59	8 33	9 41	10 20	11 55	11 11	....	12 40	1 02	2 02	2 35	3 11	3 54	5 02	6 00	6 08	6 59	8 44	12 37	12 52		6 28
South Worcester	45	6 02	8 36	– –	– –	11 58	– –	....		– –		– –		– –	– –	– –	6 11	– –	– –	– –	– –		6 31
Rochdale	53	6 18	8 53	– –	– –	12 13	– –	....		– –		– –		4 19	– –	– –	6 27	– –	– –	– –	– –		6 48
Charlton	57	6 28	9 02	– –	– –	12 23	– –	....		– –		– –		4 23	– –	– –	6 39	– –	– –	– –	– –		7 01
South Spencer	62	6 35	9 11	f10 17	– –	12 31	– –	....		– –		– –		4 31	– –	– –	6 47	– –	– –	– –	– –		7 10
East Brookfield[4]	64	6 38	9 15	s10 19	10 53	12 35	– –	....		– –		– –		4 34	– –	– –	6 50	– –	– –	– –	– –		7 14
Brookfield	67	6 44	9 21	– –	– –	12 42	c –	....		– –		3 11		4 40	– –	– –	6 57	– –	– –	– –	– –		7 22
West Brookfield	70	6 49	9 26	10 28	– –	12 48	– –	....		– –		– –		4 45	– –	– –	7 03	– –	9 28	1 23	v1 41		7 28
Warren	73	6 55	9 32	10 33	– –	12 55	– –	....		– –		3 29		4 52	– –	– –	7 10	– –	– –	– –	– –		7 37
West Warren	75	6 59	9 37	– –	– –	1 00	– –	....		– –		– –		4 57	– –	– –	7 16	– –	– –	– –	– –		7 42
West Brimfield	78	7 04	9 44	– –	– –	1 07	– –	....		– –		– –		5 04	– –	– –	7 22	– –	– –	– –	– –		7 49
Palmer[5] +	84	7 16	9 54	10 50	– –	1 17	12 10	....		s1 56		3 48		5 15	s5 56	6 58	7 33	7 58	9 49	1 44	v2 03		8 00
North Wilbraham	89	7 25	10 03	– –	– –	1 26	– –	....		– –		– –		5 22	– –	– –	7 42	– –	– –	– –	– –		8 09
Oak Street	93	7 31	10 10	– –	– –	1 33	– –	....		– –		– –		5 28	– –	– –	7 50	– –	– –	– –	– –		8 16
Springfield[6] + ar.	99	7 40	10 20	*11 12	11 40	1 43	12 30	....	2 01	2 16	3 15	4 10	4 35	5 36	6 16	7 20	8 00	8 19	10 10	2 07	2 30	A M	8 26
Springfield lv.	99	7 54	A M	†11 22	A M	P M	12 35	....	2 06	*3 25	3 20	4 15	4 40	5 40	P M	7 25	P M	8 48	10 18	2 30	A M	§8 00	P M
Mittineague	101	8 01		11 29			– –	....	– –	3 31	– –	– –	– –	5 47	....	– –	....	– –	– –	– –	....	8 07	
Westfield[7] +	108	8 14	....	11 41	....	....	12 55	....	x –	3 44	– –	4 31	□ –	6 01	....	7 43	....	– –	10 38	2 49	....	8 20	
Woronoco	113	8 23	....	11 50	....	....	– –	....	– –	3 52	– –	– –	– –	6 11	....	– –	....	– –	– –	– –	....	8 29	
Russell	115	8 29	....	11 56	....	....	– –	....	– –	3 57	– –	– –	– –	6 17	....	– –	....	– –	– –	– –	....	8 35	
Huntington	119	8 39	....	12 06	....	....	– –	....	– –	4 08	– –	– –	– –	6 26	....	– –	....	– –	– –	– –	....	8 45	
Chester	126	8 52	....	12 22	....	....	– –	....	– –	4 17	– –	5 05	– –	6 41	....	8 21	....	– –	11 13	3 25	....	8 58	
Middlefield	131	9 05	....	– –	....	....	– –	....	– –	4 29	– –	– –	– –	6 53	....	– –	....	– –	– –	– –	....	9 11	
Becket	134	9 15	....	12 46	....	....	– –	....	– –	4 38	– –	– –	– –	7 04	....	– –	....	– –	– –	– –	....	9 21	
Washington	138	9 26	....	12 58	....	....	– –	....	– –	4 48	– –	– –	– –	7 14	....	– –	....	– –	– –	– –	....	9 32	
Hinsdale	142	9 33	3 51	1 06	6 01	6 07	– –	....	– –	4 55	– –	– –	– –	7 21	....	– –	....	– –	– –	– –	3 58	9 39	
Dalton	145	9 40	A M	1 24	A M	P M	– –	P M	– –	5 02	– –	– –	– –	7 28	....	– –	....	– –	– –	– –	P M	9 46	
Pittsfield[8] +	151	9 55	†7 00	1 29	†7 25	†2 18	2 25	†3 15	4 10	5 14	4 56	6 05	6 32	7 36	....	9 24	....	10 23	12 18	4 32	§4 47	10 00	
West Pittsfield	154	10 03	7 07	– –	l –	o –	– –	3 23	– –	5 21	– –	– –	– –	P M	....	– –	....	– –	– –	– –	o –	10 08	
Richmond	159	10 11	7 15	– –	l –	o –	– –	3 31	– –	5 28	– –	– –	– –	....	....	– –	....	– –	– –	– –	o –	10 16	
State Line[9]	162	10 18	7 22	1 48	l –	o –	– –	3 39	– –	5 36	– –	– –	– –	....	....	9 43	....	– –	– –	– –	o –	10 23	
Canaan	167	10 28	7 31	– –	l –	o –	– –	3 49	– –	5 46	– –	– –	– –	....	....	– –	....	– –	– –	5 04	o –	10 33	
East Chatham	171	10 37	7 40	– –	l –	o –	– –	3 59	– –	5 54	– –	– –	– –	....	....	– –	....	– –	– –	– –	o –	10 42	
Chatham[10] +	177	10 50	8 03	2 12	8 02	2 56	3 08	4 10	x –	6 05	– –	8 45	□ –	....	....	10 06	....	– –	– –	5 25	6 32	10 55	
Chatham Center	182	11 00	8 12	– –	A M	P M	– –	4 20	– –	6 14	– –	– –	– –	....	....	– –	....	– –	– –	– –	P M	11 06	
Niverville	185	11 06	8 16	2 25	....	....	– –	4 26	– –	6 19	– –	– –	– –	....	....	– –	....	– –	– –	5 41	....	11 11	
Brookview	192	11 21	8 30	– –	....	....	– –	4 40	– –	6 32	– –	– –	– –	....	....	– –	....	– –	– –	5 58	....	11 26	
Rensselaer	200	11 36	8 43	– –	....	....	– –	4 56	– –	6 46	– –	– –	– –	....	....	– –	....	– –	– –	– –	....	11 41	
Albany[11] +	202	11 40	8 47	2 50	....	....	3 45	5 00	5 25	6 50	6 15	7 17	7 50	....	....	10 40	....	11 40	1 40	6 15	....	11 45	
[ARRIVE	....	A M	A M	P M	....	....	P M	P M	P M	P M	P M	P M	P M	....		P M	....	P M	A M	A M	..	A M	

¶ Daily, except Monday. □ Stops to take Pullman car passengers for Albany and beyond.

z Stops Sunday to take for Hartford and points south. + Coupon stations; ♁ Telegraph stations.

STATIONS. [LEAVE	28	70	32	20	38	22	40	24	26	48	8	356	10	42	808	16	30	360	18	616	14	366	358	362
	Night	....	Night	....	A M	....	A M	....	A M	....	A M	A M	A M	A M	....	Noon	....	P M	P M	....	P M	P M	....	P M
Albany	†12 01	....	*12 55	....	*3 10	....	*4 45	....	*6 35	....	†7 00	†11 30	*8 55	*10 30	....	*12 15	....	†2 00	*2 40	....	*5 15	†8 10	....	§7 30
Rensselaer	– –	....	– –	....	– –	....	– –	....	– –	....	7 03	11 33	– –	– –	....	– –	....	2 03	– –	....	5 18	8 13	....	7 33
Brookview	12 18	....	Carries Sleeping Car passengers only.	....	– –	....	– –	....	Carries Pullman passengers only.	....	7 17	11 48	– –	s –	....	– –	....	2 17	– –	....	5 33	8 27	....	7 48
Niverville	12 32	....		....	– –	....	– –	....		....	7 32	12 00	– –	11 00	....	– –	....	2 34	– –	....	5 50	8 42	....	8 07
Chatham Center	12 38	....		....	– –	....	– –	....		....	7 38	12 05	– –	s –	Noon	– –	....	2 41	– –	P M	5 58	8 48	P M	8 14
Chatham	12 48	....		....	– –	....	w –	....		....	7 48	12 15	– –	11 15	†12 46	j –	....	2 52	3 24	†7 00	6 09	8 56	§1 50	8 26
East Chatham	1 00	....		....	– –	....	– –	....		....	8 02	12 27	– –	s –	b –	– –	....	3 03	– –	b –	6 22	9 09	b –	8 38
Canaan	1 11	....		....	– –	....	– –	....		....	8 14	12 37	– –	11 36	b –	– –	....	3 13	– –	b –	6 35	9 18	b –	8 48
State Line	– –	....		....	– –	....	– –	....		....	8 25	12 46	– –	s –	b –	– –	....	3 26	– –	b –	6 46	9 30	b –	8 58
Richmond	– –	....		....	– –	....	– –	....		....	8 34	12 57	– –	– –	b –	– –	....	3 33	– –	b –	6 55	9 36	b –	9 07
West Pittsfield	– –	....	– –	....	– –	....	– –	A M		....	8 45	1 08	– –	– –	b –	– –	....	3 43	– –	b –	7 06	9 44	b –	9 17
Pittsfield	1 45	....	2 33	....	4 50	....	6 22	†7 20	8 03	....	8 57	1 17	10 35	12 16	1 32	1 57	....	3 55	4 18	7 45	7 23	9 50	2 37	9 30
Dalton	– –	....		....	– –	....	– –	7 30		....	9 12	P M	– –	12 20	P M	– –	....	4 06	– –	P M	7 34	P M	P M	9 41
Hinsdale	– –	....		....	– –	....	– –	7 38		....	9 24		– –	12 30		– –	....	4 16	– –		7 45	....	....	9 50
Washington	– –	....		....	– –	....	– –	7 44		....	9 32	....	– –	12 47	....	– –	....	4 24	– –	....	7 52	....	....	9 56
Becket	– –	....		....	– –	....	– –	7 50		....	9 40	....	– –	12 53	....	– –	....	4 31	– –	....	8 00		....	10 03
Middlefield	– –	....		....	– –	....	– –	7 56		....	9 49	....	– –	12 59	....	– –	....	4 38	– –	....	e y		....	10 10
Chester	– –	....		....	– –	....	– –	8 05		....	9 59	....	– –	1 08	....	– –	....	4 46	– –	....	8 16		....	10 17
Huntington	– –	....		....	– –	....	– –	8 14		....	10 12	....	– –	1 17	....	– –	....	4 56	– –	....	8 26		....	10 28
Russell	– –	....		....	– –	....	– –	8 22		....	10 19	....	– –	1 23	....	– –	....	5 04	– –	....	e y		....	10 32
Woronoco	– –	....		....	– –	....	– –	8 27	– –	....	10 24	....	– –	1 27	....	– –	....	5 10	– –	....	e y		....	10 36
Westfield	3 05	....		....	6 09	....	7 38	8 35	– –	....	10 36	....	11 52	1 35	....	– –	....	5 20	f s	....	8 47		....	10 46
Mittineague	– –	....		....	– –	....	– –	8 46	– –	....	10 50	50	– –	– –	54	– –	....	5 33	– –	60	e y		....	e –
Springfield ar.	3 20	A M	4 07	A M	6 27	A M	7 55	8 52	9 25	A M	10 56	Noon	12 10	1 55	P M	3 26	P M	5 40	6 50	P M	9 06		....	11 06
Springfield lv.	3 25	*3 35	4 19	†5 50	6 32	†6 55	8 00	9 10	9 30	*10 40	11 10	†12 46	12 15	2 00	*3 14	3 30	†4 15	P M	6 55	*7 14	9 15		....	P M
Oak Street	– –	– –	– –	6 02	– –	7 07	– –	– –	– –	– –	11 21	– –	– –	– –	– –	– –	4 27	....	– –	– –	– –		....	....
No. Wilbraham	– –	– –	– –	6 08	– –	7 14	– –	– –	– –	– –	11 29	– –	– –	– –	– –	– –	4 33	....	– –	– –	x –		....	....
Palmer	– –	4 01	4 44	6 18	6 58	7 27	8 23	9 32	– –	11 01	11 41	1 08	– –	2 23	3 38	– –	4 46	....	6 18	s –	9 41		....	....
West Brimfield	– –	– –	Does not carry baggage.	6 26	– –	7 36	– –	– –	– –	– –	11 51	– –	– –	– –	– –	– –	4 54	....	– –	– –	e –		....	....
West Warren	– –	– –		6 33	– –	7 44	– –	– –	– –	– –	11 59	– –	– –	s –	– –	– –	5 01	....	– –	– –	9 57		....	....
Warren	– –	– –		6 38	– –	7 50	w –	– –	– –	11 16	12 07	1 26	– –	s –	– –	– –	5 07	....	– –	– –	10 03		....	....
West Brookfield	– –	– –		6 44	– –	7 57	– –	– –	– –	11 21	12 14	– –	– –	2 48	– –	– –	5 14	....	– –	– –	10 09		....	....
Brookfield	– –	– –		6 50	– –	8 03	w –	– –	– –	– –	12 20	– –	– –	– –	– –	– –	5 20	....	– –	– –	e –		....	....
E. Brookfield	– –	– –		6 57	– –	8 09	– –	– –	– –	11 30	12 27	1 39	– –	2 58	– –	– –	5 28	....	– –	– –	10 20		....	....
So. Spencer	– –	– –		7 01	– –	8 14	– –	– –	– –	– –	12 32	– –	– –	– –	– –	– –	5 32	....	– –	– –	– –		....	....
Charlton	– –	– –		7 11	– –	8 24	– –	– –	– –	– –	12 45	– –	– –	3 09	– –	– –	5 42	....	– –	– –	– –		....	....
Rochdale	– –	– –		7 20	– –	8 33	– –	– –	– –	– –	12 54	– –	– –	3 18	– –	– –	5 51	....	– –	– –	– –		....	....
South Worcester	– –	– –		7 35	– –	8 47	– –	– –	– –	– –	1 08	– –	– –	– –	– –	– –	6 07	....	– –	– –	– –		....	....
Worcester ar.	4 54	5 09	5 46	7 38	8 05	8 50	9 30	10 28	10 47	11 59	1 12	2 12	1 47	3 28	4 32	4 53	6 11	....	7 20	8 32	10 54		....	....
Worcester lv.	5 07	5 19	5 56	7 55	8 10	8 53	9 35	10 33	10 50	12 02	1 17	2 16	1 52	3 34	4 35	4 58	6 14	....	7 25	8 35	11 04		....	....
North Grafton	a –	a –		8 05	– –	9 04	– –	– –	– –	– –	1 28	– –	– –	– –	– –	– –	6 28	....	– –	– –	– –		....	....
Westboro	a –	5 37		8 14	s –	9 14	– –	– –	– –	12 10	1 38	– –	– –	3 51	– –	– –	6 41	....	– –	– –	11 21		....	....
Southville	a –	a –		8 20	– –	– –	– –	– –	– –	– –	1 44	– –	– –	– –	– –	– –	6 49	....	– –	– –	– –		....	....
Ashland	a –	a –	– –	8 27	– –	9 27	– –	– –	– –	– –	1 54	– –	– –	– –	– –	– –	6 58	....	– –	– –	e –		....	....
So. Framingham	a –	5 52	6 30	8 33	m –	9 34	w –	11 06	– –	12 34	2 01	– –	– –	4 07	– –	– –	7 05	....	7 57	– –	11 37		....	....
Wellesley	a –	a –	– –	– –	m –	– –	– –	– –	– –	– –	2 13	– –	– –	– –	– –	– –	7 17	....	– –	– –	d –		....	....
Boston	¶6 15	6 25	7 00	9 05	9 15	10 05	10 40	11 40	11 50	1 05	2 45	3 15	2 55	4 40	5 30	6 05	7 46	....	8 50	9 30	12 15	....	....	....
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	....	P M	P M	Night	....	....	....

For Local Trains between Boston, South Framingham and Worcester, see following page.

▷ Stops to take for west of Springfield.

* Daily; † daily, except Sunday; § Sunday only; a stops on Sunday to leave from west or south of Springfield; b stops to leave from south of Chatham; c stops to take for or leave from Worcester, Springfield or points beyond; d stops to leave from west of Worcester; e stops to leave passengers; f stops to leave from west of Albany; g stops to take passengers holding tickets for continuous passage to Palmer and beyond; j stops Saturday; k Saturday only; l stops to leave from points on North Adams Branch; m stops Sunday to leave from west of Springfield; n stops to leave from Springfield and west or from Hartford or south of there; o stops to take for points south of Chatham; s stops Sunday only; t does not stop Sunday; v stops to take for or leave from Hartford or points beyond; w stops Sunday to leave from west of Albnay; x stops to take Pullman car passengers for Buffalo and points west; y stops to take for Springfield and east.

NEW YORK CENTRAL LINES

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

BOSTON & ALBANY RAILROAD—Continued.

ADDITIONAL LOCAL TRAINS BETWEEN BOSTON AND WORCESTER.

Noon	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	61	Ms	*November* 21, 1909.	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M
‖1125	‖915	†1120	†9 25	*820	*820	†540	†515	†415	†205	†120	†1120	....	0	lve..+ **Boston**[1] ♂ .arr.	7 38	8 25	7 50	9 05	10 12	12 25	2 25	4 25	4 30	6 40	10 20	3 56	7 35
— —	9 26	— —	— —	s —	8 31	— —	— —	— —	— —	— —	11 31	....	4	.....Allston.....	— —	— —	— —	— —	— —	— —	2 14	4 14	— —	— —	10 09	3 43	7 25
— —	9 29	— —	— —	s —	8 33	— —	— —	— —	— —	— —	11 34	....	5	.....Brighton .... ♂	— —	— —	— —	— —	— —	— —	2 11	4 11	— —	— —	10 06	3 40	7 22
12 38	9 35	— —	— —	8 55	8 39	— —	— —	— —	2 20	— —	11 39	....	7	.....Newton.....	— —	— —	— —	— —	— —	— —	2 08	4 06	— —	— —	10 01	3 34	7 17
12 41	9 38	— —	— —	8 58	8 42	5 56	— —	— —	2 23	— —	11 42	....	8	.....Newtonville.....	— —	— —	— —	— —	— —	— —	2 03	4 02	— —	— —	9 58	3 31	7 14
12 44	9 41	— —	— —	8 42	8 45	5 59	— —	— —	2 26	— —	11 45	....	9	....West Newton.....	— —	— —	— —	— —	— —	— —	2 00	3 59	— —	— —	9 55	3 28	7 11
12 49	9 46	11 42	9 43	8 48	8 50	6 04	— —	— —	2 32	1 40	11 50	....	11	..... **Riverside**.....	7 16	— —	7 30	— —	— —	12 04	1 56	3 54	4 12	8 18	9 50	3 25	7 06
12 56	9 53	11 49	9 50	8 55	8 57	6 11	5 41	4 39	2 39	1 47	11 57	....	13	..**Wellesley Hills**..	7 09	8 00	7 23	— —	— —	11 56	1 48	3 47	4 07	8 10	9 43	3 18	6 59
12 59	9 56	11 54	9 53	8 58	7 00	6 14	5 45	4 42	2 43	1 51	12 00	....	15	+....Wellesley.....	7 05	7 57	7 20	— —	— —	11 53	1 45	3 44	4 04	8 08	9 40	3 13	6 56
1 05	10 02	12 01	9 59	9 04	7 06	6 21	5 51	4 48	2 49	1 57	12 07	....	17	..... **Natick**.....	6 58	— —	7 14	— —	— —	11 47	1 39	3 38	3 58	8 02	9 34	3 07	6 49
....	....	....	....	....	....	6 33	....	....	....	....	12 17	A M	21	arr.. **Saxonville**..lve.	....	....	†7 04	....	....	....	....	....	....	†326	....	....	....
1 11	10 09	12 08	10 06	9 10	7 13	P M	5 59	4 58	2 56	2 04	Noon	†605	21	...**So. Framingham**[2] ♂	6 52	7 45	A M	8 33	— —	11 41	†132	P M	3 52	5 58	9 28	3 01	6 42
1 16	10 15	Night	10 12	P M	7 19	....	6 06	5 02	3 02	2 10	....	6 11	24	.....**Ashland**[12].....	6 46	7 36	....	8 27	— —	11 33	P M	....	3 46	5 50	9 21	2 55	6 35
1 22	10 22	....	10 18	....	7 25	....	6 11	5 08	3 08	2 16	....	6 17	27	.....Cordaville.....	6 40	7 31	....	8 22	— —	11 27	....	....	3 40	5 42	9 15	2 49	6 29
1 31	10 34	....	10 29	....	7 35	....	6 21	5 16	3 19	2 28	....	6 27	32	.....Westboro.....	6 31	7 22	....	8 14	— —	11 18	....	....	3 31	5 33	8 09	2 39	6 20
1 40	10 42	....	10 39	....	7 45	....	6 31	5 26	3 29	2 38	....	6 36	38	....North Grafton....	6 21	7 12	....	8 05	— —	11 08	....	....	3 22	5 24	8 01	2 30	6 12
— —	— —	....	— —	....	— —	....	8 34	— —	3 32	— —	....	— —	39	...**Millbury Junc.**..	— —	7 09	....	— —	— —	11 05	....	....	3 20	5 22	— —	— —	— —
1 49	10 53	....	10 50	....	7 54	....	6 44	5 40	3 40	2 50	....	6 46	44	+...**Worcester**[3].. ♂	†610	†700	....	†755	†9 10	‖1055	....	....	†312	†614	*850	§220	§602
P M	A M	....	P M	....	P M	....	P M	P M	P M	P M	....	A M	....	ARRIVE]	[LEAVE	A M	A M	A M	A M	A M	....	....	P M	P M	P M	P M	P M

Additional Local Trains—Leave Boston for South Framingham †6 30, †7 00, †7 35, †9 00, †10 05, †10 35 a.m., †12 05 noon, †1 05, †2 20, *3 00, †3 50, §4 20, †4 40, †5 05, †5 30, ‖6 03, †6 05, ‖7 25, †7 40, ‖9 40, †10 30 p.m. Leave South Framingham for Boston †5 35, †7 33, †7 57, †8 20, *8 22, †8 39, †9 15, ‖9 28, †10 03, †10 42 a.m., †12 10, *12 50 noon, †3 25, *4 42, *6 21, †6 40, *8 41, †10 28 p.m.

Boston to Riverside, via Main Line.—Leave Boston for Riverside week-days 4 20, 6 30, 7 05, 7 35, 8 00, 8 15, 8 45, 9 00, 9 20, 10 10, 10 50, 11 20, 11 40 a.m., 12 05, 12 25, 12 50 noon, 1 20, 1 30, 2 05, 2 30, 3 00, 3 25, 3 50, 4 05, 4 25, 4 45, 5 10, 5 26, 5 26, 6 30, 5 40, 6 45, 5 55, 6 05, 6 10, 6 20, 6 35, 7 05, 7 40, 8 05, 8 20, 9 00, 9 25, 9 35, 10 10, 10 30, 11 10, 11 20, 11 50 p.m. *Sundays*—9 15, 10 10 a.m., 12 15, 12 25, 12 50 noon, 1 50, 2 30, 3 00, 4 20, 5 26, 6 03, 6 20, 7 05, 8 20, 9 40, 10 10 p.m. Leave Riverside for Boston week-days 6 00, 6 39, 7 03, 7 16, 7 18, 7 30, 7 33, 7 47, 7 55, 8 05, 8 18, 8 22, 8 29, 8 48, 9 05, 9 29, 9 50, 10 25, 10 35, 11 04, 11 30 a.m., 12 00, 12 04, 12 20, 12 54 noon, 1 15, 1 36, 1 55, 2 24, 2 39, 3 20, 3 54, 4 12, 4 14, 5 04, 5 37, 5 55, 6 18, 6 30, 6 45, 7 02, 7 06, 7 27, 7 34, 8 10, 8 05, 9 15, 9 50, 10 30, 10 50 p.m. *Sundays*—8 44, 9 05, 9 50 a.m., 12 20 noon, 1 13, 2 39, 3 23, 4 14, 5 04, 5 55, 6 45, 7 06, 7 34, 8 10, 8 05, 9 15, 9 50, 10 30 p.m. Leave Boston for Auburndale †10 35 a.m., †4 40 p.m. Leave Newton for Boston †9 08 a.m. Running time about 30 minutes.

Highland Branch.—Trains leave Boston for Longwood, Brookline, Brookline Hills, Beaconsfield, Reservoir, Chestnut Hill, Newton Centre, Newton Highlands, Eliot, Waban, Woodland and Riverside week-days 6 15, 7 15, 7 25, 7 55, 8 25, 8 40, 9 05, 9 30, 9 55, 10 20, 10 55, 11 55 a.m., 12 20 noon, 1 22, 2 10, 2 35, 3 20, 4 10, 4 35, 4 55, 5 20, 5 35, 5 36, 5 50, 6 15, 6 25, 8 50, 7 20, 8 30, 10 00, 10 55, 11 45 p.m. *Sundays*—8 15, 9 55 a.m., 12 55 noon, 2 35, 3 20, 5 15, 8 25, 7 20, 9 45 p.m. Leave Riverside for Boston week-days 5 59, 6 54, 7 04, 7 25, 7 34, 7 40, 7 50, 8 14, 8 33, 8 54, 9 34, 10 37, 11 19, 11 59 a.m., 12 19, 12 57 noon, 1 44, 2 04, 2 57, 4 02, 5 10, 5 34, 6 02, 6 21, 6 54, 7 14, 7 44, 8 44, 9 39, 10 14, 10 49, 11 04 p.m. *Sundays*—9 04, 11 59 a.m., 12 57 noon, 1 44, 3 04, 4 52, 6 21, 8 59 p.m. Running time about 40 minutes.

Spencer Branch.—Trains leave Spencer †6 26, †8 04, †9 01, †10 08 a.m., †12 22 noon, †4 15, †5 22, †8 34 p.m., arriving South Spencer (2 miles) 6 32, 8 10, 9 07, 10 14 a.m., 12 28 noon, 4 21, 5 28, 8 40 p.m. Leave South Spencer †7 02, †8 15, †9 13, †10 21 a.m., †12 34 noon, †4 51, †5 38, †8 48 p.m., arriving Spencer 7 10, 8 23, 9 21, 10 29 a.m., 12 42 noon, 4 59, 5 41, 8 56 p.m.

North Brookfield Branch.—Leave East Brookfield ♂ for North Brookfield + ♂ (4 miles) †6 58, †9 17 a.m., †12 37 noon, †1 46, †4 35, †5 28, †8 52 p.m. Returning, leave North Brookfield †6 24, †7 53 a.m., †12 12 noon, †1 24, †4 13, †5 10, †8 32 p.m. Running time about 12 minutes.

Millbury Branch.—Leave Millbury Junction for Millbury (3 miles) †5 43, †7 10, †8 21, †11 06 a.m., †3 33, †5 30, †8 35 p.m. Returning, leave Millbury †5 30, †6 55, †8 03, †10 45 a.m., †3 03, †5 08, †8 09 p.m. Running time, 10 minutes.

Newton Lower Falls Branch.—Leave Riverside for Newton Lower Falls †6 02, †7 04, †7 59, †8 36, †9 29, †10 42, †11 52 a.m., †1 41, †3 01, †3 27, †4 38, †5 41, †6 24, †6 51, †8 49, †9 52, †10 51, †11 41 p.m. Returning, leave Newton Lower Falls †5 50, †6 56, †7 41, †8 11, †9 22, †10 15, †11 23 a.m., †1 28, †2 32, †3 14, †4 02, †5 26, †6 08, †6 36, †8 03, †8 55, †10 23, †11 30 p.m. Time, 5 minutes.

MILFORD BRANCH.

....	421	423	419	417	415	413	411	407	405	403	401	Mls	*November* 21, 1909.	402	404	406	408	†10	412	416	418	420	424	422	....
....	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	....
....	‖7 25	†8 20	†6 20	†5 15	†5 05	†4 15	†2 45	†1035	†9 20	†7 10	†4 20	....	+.... **Boston**	7 38	8 15	8 55	10 05	12 25	2 25	5 35	7 45	9 25	11 20	10 20	....
....	8 05	9 18	7 23	6 10	5 45	5 10	3 18	11 50	10 15	7 51	5 35	0	+ **So. Framingham**	6 48	7 25	8 17	9 25	11 25	1 25	4 27	7 00	8 39	10 24	9 20	....
....	8 08	9 21	7 26	6 13	5 48	5 13	3 21	11 53	10 18	7 54	5 38	3	.....Whitneys.....	6 42	7 19	8 11	9 19	11 19	1 19	4 20	6 54	8 33	10 20	9 14	....
....	8 14	9 25	7 30	6 16	5 51	5 16	3 27	11 57	10 22	7 58	6 02	4	... East Holliston ...	6 40	7 17	8 09	9 18	11 18	1 18	4 19	6 52	8 31	10 17	9 11	....
....	8 20	9 28	7 33	6 18	5 54	5 19	3 32	11 59	10 24	8 06	6 04	5	.....Holliston.....	6 37	7 14	8 06	9 14	11 14	1 14	4 16	6 49	8 27	10 14	9 09	....
....	8 28	9 32	7 37	6 23	5 58	5 23	3 38	12 03	10 28	8 10	— —	7	.....Metcalfs.....	6 33	7 10	8 02	9 10	11 10	1 10	4 12	6 45	8 20	10 10	9 05	....
....	8 35	9 38	7 41	6 27	6 02	5 27	3 44	12 07	10 32	8 14	— —	9	.....Braggville	6 29	7 06	7 58	9 06	11 06	1 06	4 08	6 41	8 11	10 06	9 01	....
....	8 43	9 43	7 46	6 35	6 10	5 35	3 51	12 15	10 40	8 21	6 18	12	..... **Milford**	†6 23	†7 50	†9 00	‖1100	‖1 00	‖4 02	‖6 15	‖8 35	‖8 03	‖1000	§8 55	....
....	P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	....

HUDSON AND CHATHAM BRANCH.

647	645	643	641	Mls	*November* 21, 1909.	642	644	646	648	....
P M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M	....
†8 14	†2 15	†1055	†8 03	0	+... **Chatham**[10].. ♂	7 35	10 25	1 36	4 59	....
8 19	2 19	11 00	8 07	3	.....Ghent.....	7 30	10 20	1 30	4 54	....
8 26	2 28	11 08	8 14	6	.....Pulvers.....	7 22	10 12	1 24	4 46	....
8 30	2 33	11 13	8 18	8	.....Mellenville.... ♂	7 17	10 07	1 20	4 41	....
8 38	2 42	11 23	8 26	13	.....Claverack.... ♂	7 07	9 57	1 11	4 32	....
8 44	2 50	11 30	8 33	16	....Hudson Upper....	7 00	9 50	1 05	4 25	....
8 49	2 55	11 35	8 38	17	+..... **Hudson**..... ♂	†6 55	†9 45	†1 00	†4 20	....
P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M	....

ATHOL BRANCH.

....	....	584	582	Mls	*November* 21, 1909.	581	583	....	....	....
....	....	LEAVE]	[ARRIVE			A M	P M			
....	....	†6 25	†7 45	0	+...**Springfield**[6].. ♂	10 00	5 08	....	....	....
....	....	6 40	8 02	7	... Indian Orchard .. ♂	9 45	4 52	....	....	....
....	....	7 03	8 25	16	.... Three Rivers .. ♂	9 24	4 29	....	....	....
....	....	7 07	8 29	17	..Barrett's Junction ♂	9 20	4 25	....	....	....
....	....	7 11	8 33	19	.....Bondsville.... ♂	9 15	4 20	....	....	....
....	....	7 53	9 20	37	.....North Dana.... ♂	8 26	3 40	....	....	....
....	....	8 25	9 41	48	+..... **Athol**..... ♂	†8 05	†3 15	....	....	....
....	....	P M	A M	....	ARRIVE] [LEAVE	A M	P M			

WARE RIVER BRANCH.

....	587	565	563	561	Ms	*Nov.* 21, 1909.	562	564	566	568	....	....
....	P M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M	....	....
....	‖8 05	†7 03	†355	†7 45	0	+.. **Palmer**[3]. ♂	7 13	9 23	5 10	5 50	....	....
....	8 10	7 08	4 05	7 53	3	... Thorndike ...	7 05	9 15	5 03	5 42	....	....
....	8 29	7 27	4 23	8 12	12	.....Ware.... ♂	6 46	8 56	4 46	5 23	....	....
....	8 38	7 38	4 37	8 20	16	...Gilbertville. ♂	6 37	8 47	4 37	5 14	....	....
....	8 65	7 56	4 55	8 42	24	... Barre Plains ♂	†620	8 25	4 21	4 55	....	....
....	9 30	P M	5 30	9 17	39	... Templeton . ♂	A M	7 53	3 48	4 25	....	....
....	9 40	....	5 39	9 26	43	.. Baldwinville ♂	....	7 46	3 41	4 18	....	....
....	9 57	....	5 56	9 42	49	+. **Winchendon.** ♂	....	†735	†3 28	§405	....	....
....	P M	....	P M	A M	....	ARRIVE] [LEAVE	....	A M	P M	P M	....	....

WEBSTER BRANCH.—Leave **Worcester** for South Worcester (1 mile), Jamesville (3.7 miles), North Oxford Mills (9.9 miles), Howarth's (12.2 miles) and Webster (17.6 miles) †6 35, †10 25 a.m., †3 16 p.m., arriving Webster 7 44, 11 05 a.m., 3 50 p.m. Leave Webster †8 20 a.m., †12 55 noon, †5 00 p.m., arriving Worcester 9 00 a.m., 1 40, 6 22 p.m.

NEW YORK, PITTSFIELD AND NORTH ADAMS.

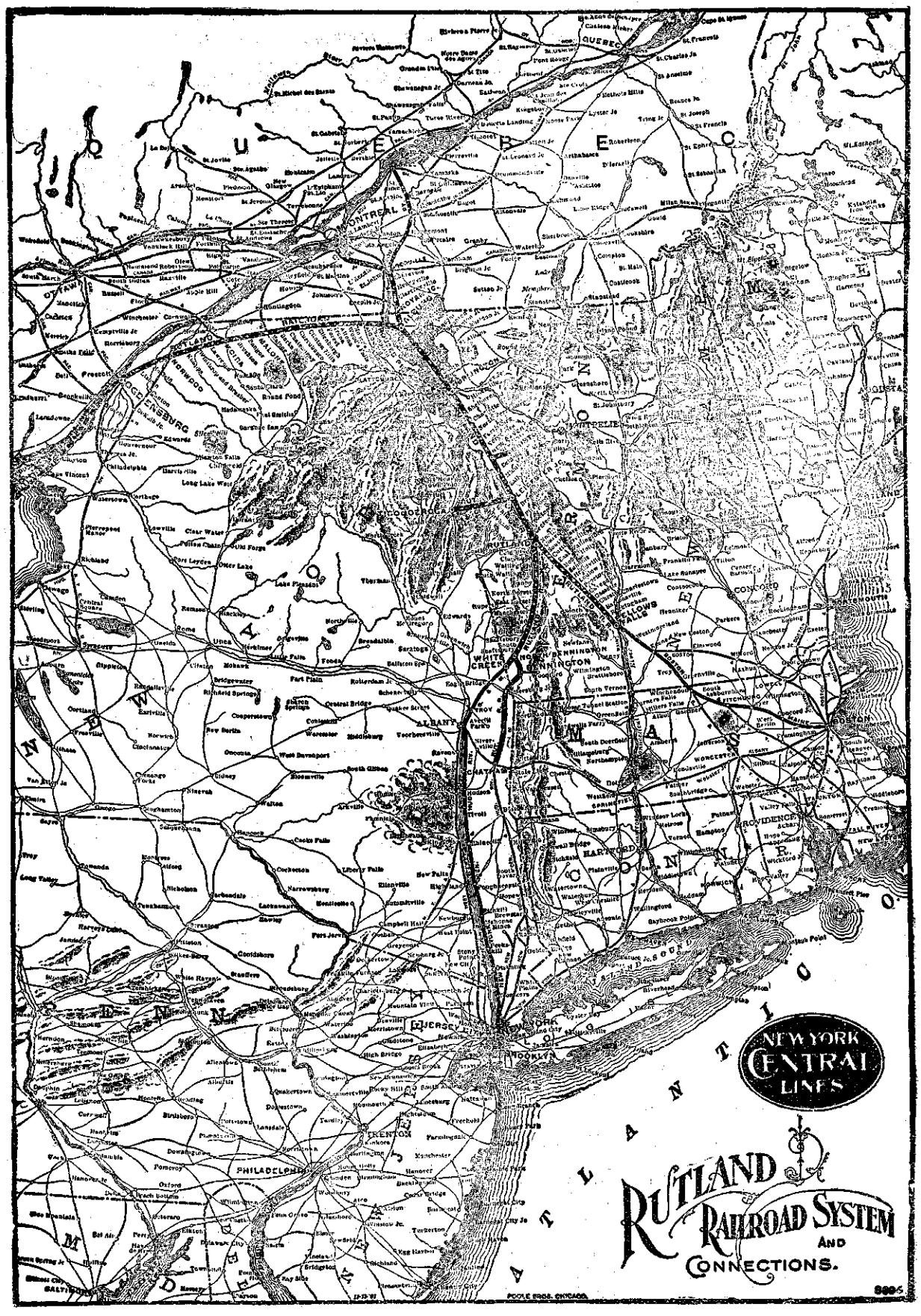
		Ms										
	[LEAVE		....	....	A M	A M	P M	....	....	....	....	....
New York					†854	§924	†3 23					
		....	A M	A M	P M	P M	P M	P M	P M			
Pittsfield[8] ♂ ...lve.		0	†730	*1125	†135	*515	†7 48	†9 22	§7 50	....	....	....
North Adams..... ♂		21	8 13	12 03	2 17	6 00	8 30	10 02	8 30	....	....	....
	[ARRIVE	....	A M	Noon	P M	P M	P M	P M	P M			
		....	A M	A M	A M	P M	P M	P M	....	....	....	....
North Adams.... +		0	†630	*9 00	†1125	†1 35	*300	*617	....	....	....	....
Pittsfield + ...arr.		21	7 18	9 45	12 04	2 15	3 47	7 01	....	....	....	....
		....	A M	A M	Noon	P M	P M	P M				
New York		....	‖139	†5 03	....	8 32	§928	....	....	....	....	....
	[ARRIVE	....	A M	P M	....	P M	P M					

Trains leaving New York †8 54, §9 34 a.m., †3 25 p.m. have Through Coaches and Buffet Parlor Car.

Trains leaving North Adams †6 30 a.m., †1 35 p.m. have Through Coaches and Buffet Parlor Car to New York.

* Daily; † daily, except Sunday; ‖ Sunday only; *s* stops Sunday only.
+ Coupon stations; ♂ Telegraph stations.

STANDARD—*Eastern time.*


NEW YORK CENTRAL LINES
RUTLAND RAILROAD SYSTEM AND CONNECTIONS.
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OGDENSBURG
ALBANY
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BROOKLYN
PHILADELPHIA
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C. F. DALY, V.-Prest. Traffic Dept., "
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M. H. CHAMBERLIN, Auditor, "
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H. D. CARTER, Asst. Freight Traffic Mgr., "
W. S. KALLMAN, 2d Asst. Fht. Traf. Mgr., "
F. E. HERRIMAN, Coal Traf. Mgr., "
GEO. CASSIDY, Gen. Fht. Agt., Rutland, Vt.
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W. M. SKINNER, Gen. Bag. Agt., Albany, N.Y.
GEO. E. MARSTERS, New Eng. Pas. Agt., 298 Washington St., Boston, Mass.
NEIL MOONEY, General Agent, 137 St. James St., Montreal, P.Q.
J. M. FERRIS, Trav. Passenger Agt., "
L. F. VOSBURGH, Gen. Eastern Pas. Agt., 1216 Broadway, New York.
J. B. LUCIER, Traveling Passenger Agent, Union Station, Worcester, Mass.
FRANK L. ROBERTS, Trav. Pas. Agt., 137 St. Paul St., Burlington, Vt.
R. C. CAPLES, Gen. Agt. Traffic Dept., New York.

THROUGH PULLMAN CAR ARRANGEMENT.

SOUTHBOUND.

No. 64—Green Mountain Flyer.—Daily, except Sunday. Pullman Buffet (Broiler Service) Parlor Car Montreal to New York. Coaches Montreal to Albany. Cafe Dining Coach Troy to New York.

No. 52—Night Express.—Daily. Pullman Buffet (Broiler Service) Sleeping Cars Montreal to N. Y. and Ottawa to N. Y. Vestibuled Coaches Montreal to Troy.

No. 50—Local Express.—Pullman Sleeping Car Burlington to New York. Runs as far as Rutland and attached to Train No. 52, except Sundays. On Sundays this car is attached to Train No. 56 at Burlington.

NORTHBOUND.

No. 57—Express.—Daily. Pullman Buffet Sleeping Car New York to Burlington.

No. 65—Green Mountain Flyer.—Daily, except Sunday. Pullman Buffet (Broiler Service) Parlor Car New York to Montreal. Coaches Albany to Montreal. Cafe Dining Coach New York to Troy.

No. 51—Night Express.—Daily. Pullman Buffet (Broiler Service) Sleeping Cars New York to Montreal and New York to Ottawa. Vestibuled Coaches Troy to Montreal.

THROUGH TRAINS BETWEEN NEW YORK AND MONTREAL.

From New York to points North.										October 3, 1909.	From points North to New York.							
87	51	59	807	65	49	57	55	35	Ms	(*Eastern time.*)	48	64	84	56	50	62	88	88
....	P M	Noon	A M	A M	....	Night	....	....	...	(*N. Y. C. & H. R. R.R.*)	P M	P M	P M	....	....	A M	....	Night
....	*6 55	†12 40	†10 30	†9 40	....	p12 30	....	....	0	lve.... **NEW YORK**....arr.	2 20	5 49	8 33	....	....	*7 20	....	12 50
....	8 59	— —	— —	11 47	....	3 40	....	....	75	.....**Poughkeepsie**.....	11 55	3 45	6 28	P M	....	5 00	....	10 05
....	†11 00	†4 30	†2 55	†1 40	A M	●7 00	....	....	143	........**Albany**........	9 55	2 15	4 32	9 55	....	5 45	....	7 25
....	*11 30	6 00	3 22	2 05	†7 35	*7 35	....	....	140	lve........**Troy**.......arr.	9 20	1 45	4 10	8 10	....	2 50	....	8 45
....	Night	P M	P M	P M	A M	A M	....	....	...	LEAVE] [ARRIVE	A M	Noon	P M	P M	....	A M	....	P M
....	— —	†9 25	†4 40	— —	— —	— —	....	....	0	......**White Creek**[1]......	8 04	— —	— —	— —	....	— —	....	5 30
⊡	*12 35	6 30	4 45	†3 05	†8 41	*8 33	....	....	2	arr.+**North Bennington**..lve.	8 00	12 35	3 15	8 05	....	1 50	....	†5 25
A M	12 45	6 45	6 00	3 25	8 55	8 55	....	....	7	arr..+**Bennington**[2]..lve.	†7 45	12 15	2 50	7 45	....	1 30	....	†5 10
*10 35	12 15	6 15	P M	2 50	A M	n7 45	....	....	7	lve....**Bennington** ♁ .arr.	A M	12 45	3 25	8 15	....	2 00	....	*5 30
*10 55	12 35	6 35		3 10	....	8 37	....	....	2	lv..+**North Bennington** ♁.ar.		12 30	3 10	8 00	....	1 50	....	5 20
— —	— —	6 38	....	— —	....	8 42	....	....	4	+...South Shaftsbury... ♁	....	12 24	— —	7 55	....	— —	....	— —
— —	— —	6 50	....	— —	....	8 53	....	....	9	+......Shaftsbury...... ♁	....	12 16	— —	7 46	....	— —	....	— —
11 16	c12 55	6 58	....	c3 31	....	9 04	....	....	14	+...... Arlington ...... ♁	....	12 09	b2 51	7 36	....	— —	....	4 48
— —	— —	7 04	....	— —	....	9 11	....	....	17	+......Sunderland ...... ♁	....	12 04	— —	7 31	....	— —	....	— —
11 31	1 12	7 20	....	3 47	....	9 24	....	....	23	+...... Manchester...... ♁	....	11 53	2 37	7 20	....	1 12	....	4 32
11 41	c1 20	7 32	....	c3 56	....	9 36	....	....	29	+...... East Dorset...... ♁	....	11 41	— —	7 10	....	— —	....	4 23
— —	— —	7 38	....	— —	....	9 43	....	....	32	+.....North Dorset..... ♁	....	11 36	— —	7 03	....	— —	....	— —
11 55	c1 32	7 49	....	c4 10	....	9 53	....	....	37	+........Danby........ ♁	....	11 28	— —	6 55	....	— —	....	4 10
— —	— —	7 59	....	— —	....	10 03	....	....	42	+.. South Wallingford .. ♁	....	11 20	— —	6 46	....	— —	....	— —
12 10	c1 45	8 09	....	c4 24	....	10 12	....	....	46	+...... Wallingford ...... ♁	....	11 12	— —	6 37	....	— —	....	3 58
— —	— —	8 15	....	— —	....	10 20	....	....	49	+...... Clarendon ...... ♁	....	11 06	— —	6 31	....	— —	....	— —
— —	— —	8 21	53	— —	....	10 25	....	....	52	........Cold River........	....	11 00	— —	6 25	....	— —	....	— —
12 25	2 00	8 30	P M	4 40	....	10 35	A M	A M	55	arr....+ **Rutland**[3] ....lve.	....	10 55	1 50	6 20	P M	12 20	....	*3 40
Noon	2 10	8 45	†2 15	4 50	....	10 45	†7 00	†6 05	55	lve......**Rutland** ♁....arr.	....	10 45	1 40	6 15	10 55	12 10	....	P M
....	— —	8 48	2 18	— —	....	10 48	7 04	6 09	56	+....Centre Rutland......	....	10 40	— —	6 09	10 51	— —	....	....
....	m2 20	8 58	2 28	6 01	....	10 58	7 16	6 18	61	+........Proctor .... ♁	....	10 32	1 30	6 01	10 44	— —	....	....
....	— —	9 04	2 35	— —	....	11 05	7 27	6 30	64	+.......Pittsford .... ♁	....	10 25	— —	5 53	10 36	— —	....	....
....	2 37	9 15	2 48	6 17	....	11 17	7 42	A M	71	+........ Brandon .... ♁	....	10 13	1 15	5 40	10 26	s11 40	....	....
....	m2 46	9 25	3 00	6 27	....	11 27	7 55		77	+ **Leicester Junction**[4] ♁	....	10 00	— —	5 27	10 15	— —	....	....
....	— —	9 35	3 08	— —	....	11 34	8 01	....	81	+.. .....Salisbury....... ♁	....	9 50	— —	5 17	10 06	— —	....	....
....	3 03	9 45	3 22	6 45	....	11 47	8 21	....	88	+.......Middlebury ...... ♁	....	9 36	12 50	5 06	9 55	11 15	....	....
....	— —	9 50	3 27	— —	....	11 52	8 27	....	90	+....... Beldens......... ♁	....	9 24	— —	5 00	9 50	— —	....	....
....	m3 16	9 58	3 40	m6 57	....	12 01	8 40	....	96	+..**New Haven Junc.**[6]. ♁	....	9 16	— —	4 51	9 40	— —	....	....
....	3 25	10 06	3 50	6 05	....	12 10	9 01	....	101	+......**Vergennes**...... ♁	....	9 01	12 31	4 42	9 29	s10 53	....	....
....	— —	10 10	3 54	— —	....	12 14	9 07	....	103	+....... Ferrisburg .... ♁	....	8 56	— —	4 37	9 23	— —	....	....
....	— —	10 15	3 59	— —	....	12 22	9 16	....	106	+.... North Ferrisburg... ♁	....	8 50	— —	4 32	9 16	— —	....	....
....	— —	10 21	4 05	— —	....	12 31	9 29	223	110	+.......Charlotte....... ♁	222	8 42	— —	4 25	9 08	— —	....	....
Pas.	3 49	10 32	4 15	6 29	....	12 43	9 45	Mix.	115	+...... Shelburne ...... ♁	Mix.	8 33	12 06	4 15	8 58	— —	⊡	....
P M	4 00	10 45	4 30	6 40	....	1 00	10 10	A M	122	arr..+ **Burlington**[7] ♁.lve.	P M	†8 20	11 55	*4 00	†8 45	10 20	P M	....
*2 15	4 10	P M	P M	6 50	....	P M	A M	†6 05	122	lve.....**Burlington**....arr.	5 45	A M	11 45	P M	P M	10 10	1 40	....
2 40	m4 36	....	....	7 13	....	....	....	7 00	135	+.......South Hero....... ♁	4 45	....	11 18	....	....	s9 49	1 15	....
2 49	m4 45	....	....	7 22	....	....	....	7 40	139	+.......Grand Isle....... ♁	4 05	....	11 10	....	....	s9 42	1 07	....
3 02	m5 00	....	....	7 35	....	....	....	8 15	147	+......North Hero...... ♁	3 35	....	10 57	....	....	s9 30	12 55	....
3 15	m5 10	....	....	7 45	....	....	....	8 40	153	+.....Isle La Motte..... ♁	3 15	....	10 47	....	....	s9 20	12 45	....
3 25	5 30	....	....	8 00	....	....	....	9 00	159	+.......**Alburgh**[14]..... ♁	†2 45	....	10 35	....	....	9 00	*12 30	....
P M	5 50	....	....	8 15	....	....	....	A M	165	arr..+**Noyan Junc**[15] ♁ lve.	P M	....	†10 20	....	....	*8 45	Noon	....
....	*11 45	....	....	....	....	....	....	....	...	arr......**Ottawa**......lve.	....	....	....	....	....	*4 40	....	....
....	5 56	....	....	8 27	....	....	....	....	169	arr.**Clarenceville**+ ..lve.	....	....	10 13	....	....	8 39	....	....
....	6 35	....	....	9 05	....	....	....	....	187	" **Iberville Junc**+.. "	....	....	9 40	....	....	8 00	....	....
....	6 40	....	....	9 08	....	....	....	....	188	" **St Johns**+....... "	....	....	9 38	....	....	7 56	....	....
....	7 30	....	....	9 55	....	....	....	....	218	**Montreal** (*Windsor St.*)+	....	....	†8 50	....	....	*7 10	....	....
....	A M	....	....	P M	....	....	....	....	...	ARRIVE] [LEAVE	....	....	A M	....	....	P M	....	....

p Stops to leave passengers holding and using regular transportation from Bellows Falls and beyond; s stops Sundays only; t on Sunday nights leaves New York 12 05 night; y leaves Boston Sunday 7 45 p.m., Fitchburg 9 35 p.m., Worcester 5 15 p.m., arrives Bellows Falls 11 50 p.m.

For Connections, see page 219. For Map, see page 217.

CHATHAM DIVISION.

....	5	3	1	Ms.	October 3, 1909.	2	4	6	....
....	P M	P M	A M	....	(*Eastern time.*)	A M	Noon	P M	....
....	†6 15	*1 45	*8 05	0	lv.+**Chatham**[16]. ♁ ar.	7 40	12 30	8 15	....
....	6 29	2 08	8 21	6.2	+...Old Chatham... ♁	7 23	12 10	8 01	....
....	6 35	2 20	8 26	8.8	.......Rayville.......	7 16	11 57	7 52	....
....	6 40	2 30	8 32	10.8	+.....Brainard..... ♁	7 10	11 50	7 47	....
....	6 48	2 44	8 38	13.0	....Adams Crossing....	7 04	11 35	7 40	....
....	6 54	2 53	8 44	16.2	... Center Lebanon....	6 57	11 25	7 35	....
....	6 57	3 00	8 49	17.7	+.. New Lebanon... ♁	6 50	11 15	7 31	....
....	7 00	3 07	8 53	19.1	+**Lebanon Springs** ♁	6 46	11 10	7 27	....
....	7 16	3 30	9 04	23.8	+...Stephentown... ♁	†6 30	10 50	7 16	....
....	P M	3 40	9 10	26.7	..North Stephentown..	A M	10 35	7 09	....
....	....	3 54	9 18	29.8	.....South Berlin.....	....	10 20	7 00	....
....	....	4 05	9 23	32.3	.....Center Berlin.....	....	10 10	6 55	....
....	....	4 15	9 28	34.7	+...... Berlin ...... ♁	....	10 00	6 49	....
....	....	4 33	9 41	39.3	+... Petersburgh ... ♁	....	9 41	6 39	....
....	....	4 50	9 53	44.6	.. North Petersburgh..	....	9 18	6 28	....
....	....	4 55	9 56	45.4	ar.+**Petersburgh Jn**[17] ♁	....	9 15	6 25	....
....	....	6 30	10 15	53.1	........Summit........	....	8 30	6 05	....
....	....	6 50	10 25	57.1	+...**Bennington**[2].. ♁	....	*8 15	*5 55	....
....	....	P M	A M	...	ARRIVE] [LEAVE	....	A M	P M	....

ADDISON BRANCH.

....	465	457	M.	October 3, 1900.	454	456	....
....	P M	A M	...	LEAVE] [ARRIVE	A M	P M	....
....	†5 40	†11 40	0	+ **Leicester Junction** ♁	9 50	3 45	....
....	5 55	11 50	3	+....... Whiting....... ♁	9 30	3 30	....
....	6 10	12 00	6	+...... Shoreham ...... ♁	9 10	3 15	....
....	6 20	12 07	9	+........ Orwell........ ♁	8 55	3 05	....
....	6 40	12 25	15	......Larabee's Point......	8 25	2 45	....
....	6 55	12 40	20	+....**Ticonderoga**[5].... ♁	†8 15	†2 35	....
....	P M	Noon	...	ARRIVE] [LEAVE	A M	P M	....

* Daily; † daily, except Sunday; § Sunday only; b stops for New York passengers; c stops only for passengers holding and using regular transportation from Troy and points beyond; m stops to leave passengers holding and using regular transportation from Troy or Bellows Falls or beyond; n on Sunday leaves 8 15 a.m.; r stops only to take passengers holding and using regular transportation to Keene, Brattleboro and points beyond.

● On Sunday leaves Albany 6 25 a.m

⊡ Trains 87 and 88 do not carry baggage.

‖ Meals. + Coupon stations; ♁ Telegraph stations.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

RUTLAND RAILROAD COMPANY.

THROUGH TRAINS BETWEEN BOSTON AND MONTREAL.

THROUGH PULLMAN CAR ARRANGEMENT.

SOUTHBOUND.

No. 154—MAIL EXPRESS.—Daily, except Sunday. Solid train Burlington to Boston.

No. 164—GREEN MOUNTAIN FLYER.—Daily, except Sunday. Pullman Buffet Parlor Car Montreal to Burlington and Burlington to Boston. Dining Car Bellows Falls to Boston. Through Coaches Montreal to Burlington and Burlington to Boston.

No. 152—NIGHT EXPRESS.—Daily. Pullman Sleeping Car Montreal to Boston. Through Coach Montreal to Rutland and Rutland to Boston.

NORTHBOUND.

No. 153—MAIL EXPRESS.—Daily, except Sunday. Solid train Boston to Burlington.

No. 165—GREEN MOUNTAIN FLYER.—Daily, except Sunday. Pullman Buffet Parlor Car Boston to Burlington and Burlington to Montreal. Dining Car Boston to Bellows Falls. Through Coach Boston to Burlington and Burlington to Montreal.

No. 151—NIGHT EXPRESS.—Daily. Pullman Sleeping Car Boston to Montreal. Through Coach Boston to Rutland and Rutland to Montreal.

87	223	161	151	159	165	153	121	55	35	Ms	October 3, 1909	162	154	164	88	56	162	122	50	160
			*P M	P M	A M	A M					*(Boston & Maine R.R.)*	Noon	P M	P M			A M			P M
			y7 15	†2 45	†11 00	†8 15				0	lve..... **BOSTON**.....arr.	12 00	5 45	7 40			*7 00			§7 56
			y8 49	4 12	12 23	9 39				50	lve.....**Fitchburg**....arr.	10 37	3 58	6 07			5 00			6 21
			y7 16	3 25	11 45	8 10					lve....**Worcester**....arr.	11 26	4 55	7 36			6 27			7 18
			y11 00	6 30	2 35	11 55				114	arr...**Bellows Falls**..lve.	†8 20	†1 25	†3 50			2 30			4 00
			P M	P M	A M	A M					*(N. Y. N. H. & H. R.R.)*	P M	P M	P M			A M			P M
			*5 44	†1 47	†11 13	†6 35				0	lve....**New Haven**....arr.	1 18	5 57	7 45			*9 30			7 45
			6 58	2 38	12 06	8 00				36	........**Hartford**........	12 18	4 45	6 54			8 30			6 54
			8 20	3 30	12 45	9 10				63	....**Springfield** (B. & M.)....	11 33	3 56	6 10			7 15			6 10
			8 36	4 45	1 39	10 18				99	....**Greenfield** "	10 22	2 55	5 13			6 13			5 13
			10 26	5 41	2 30	11 10				123	....**Brattleboro** "	9 13	2 02	4 20			5 26			4 20
		Sun.	11 06	6 28	3 07	11 55				147	arr. **Bellows Falls** " lve.	†8 20	†1 15	†3 40			*4 48			§3 40
		A M	P M	P M	P M	Noon	A M				*(Rutland R.R.)*	A M	P M	P M			A M	P M		P M
		§6 20	*11 30	†6 40	†3 10	†12 05	†7 00			0	lv..+**Bellows Falls**[1] ♁.ar.	8 15	1 05	3 40			2 25	6 35		1 20
		6 40	11 50	7 00	- -	12 25	7 26			10	........Bartonsville........	7 54	12 45	- -			- -	6 10		12 53
		6 50	12 00	7 09	3 35	12 37	7 46			14	+........Chester........♁	7 40	12 37	3 19			1 58	5 57		12 41
		7 00	12 10	7 18	- -	12 46	8 00			18	+........Gassetts........♁	7 34	12 24	*3 10			1 49	5 45		12 30
		7 10	12 22	7 28	- -	12 57	8 16			23	+......Cavendish......♁	7 25	12 15	- -			1 47	5 34		12 19
		7 14	12 28	7 32	p3 55	1 01	8 21			24	+......Proctorsville......♁	7 21	12 11	*3 01			1 38	5 30		12 15
		7 22	12 38	7 39	4 02	1 10	8 33			27	+........Ludlow........♁	7 13	12 03	2 56			1 30	5 20		12 06
		7 35	12 54	7 51	- -	1 21	8 58			33	+......Healdville......♁	7 01	11 51	- -			- -	5 05		11 53
		7 40	1 00	7 56	- -	1 26	9 05			34	+........Summit........♁	6 57	11 47	- -			1 16	5 00		11 48
		7 45	1 10	8 00	- -	1 31	9 13			37	+.....Mount Holly.....♁	6 49	11 40	- -			- -	4 50		11 39
		7 50	1 16	8 06	- -	1 36	9 20			40	+...East Wallingford...♁	6 40	11 33	- -			1 02	4 40		11 30
		7 56	1 24	8 12	- -	1 42	9 29			43	+.....Cuttingsville.....♁	6 31	11 25	- -			12 55	4 30		11 19
		8 02	1 33	8 18	- -	1 49	9 38			46	+....East Clarendon....♁	6 20	11 15	- -			- -	4 00		11 07
		8 08	1 41	8 24	- -	1 56	9 47			50	.....North Clarendon.....	6 11	11 06	- -			- -	3 44		10 58
		8 15	1 50	8 30	4 45	2 05	†10 00	A M	A M	53	arr....+**Rutland**[3] ♁...lve.	†6 05	11 00	2 05		P M	12 30	†3 35	P M	§10 50
		A M	2 10	8 45	4 50	2 15	*10 45	†7 00	†6 05	53	lve.......**Rutland**......arr.	A M	10 45	1 40		6 15	12 10	P M	†10 55	A M
				8 48	- -	2 18	10 48	7 04	6 09	54	+....Centre Rutland....♁		10 40	- -		6 09	- -		10 51	
			p2 20	8 58	5 01	2 28	10 58	7 16	6 18	59	+........Proctor........♁		10 32	1 30		6 01	- -		10 44	
			-	9 04	- -	2 35	11 05	7 27	6 30	62	+.......Pittsford.......♁		10 25	-		5 53	- -		10 38	
			2 37	9 15	5 17	2 48	11 17	7 42	A M	69	+........Brandon........♁		10 13	1 15		5 40	s11 40		10 26	
No baggage carried.			p2 46	9 26	5 27	3 00	11 27	7 55		75	+..**Leicester Junc**[4]..♁		10 00	- -	No baggage carried.	5 27	- -		10 15	
			- -	9 33	- -	3 08	11 34	8 05		79	+......Salisbury......♁		9 50	- -		5 17	- -		10 00	
			3 03	9 45	5 45	3 22	11 47	8 21		86	+.....Middlebury.....♁		9 36	12 50		5 08	11 15		9 55	
			- -	9 50	- -	3 27	11 52	8 27		88	+........Beldens........♁		9 24	- -		5 00	- -		9 50	
			p3 16	9 58	p5 57	3 40	12 01	8 40		94	+..**New Haven Junc**[6]..♁		9 16	- -		4 51	- -		9 40	
			3 25	10 05	6 05	3 50	12 10	9 01		99	+.....**Vergennes**.....♁		9 01	12 31		4 42	s10 53		9 29	
			- -	10 10	- -	3 54	12 14	9 07		101	+......Ferrisburg......♁		8 56	- -		4 37	- -		9 23	
			- -	10 16	- -	3 59	12 22	9 16		104	+...North Ferrisburg...♁		8 50	- -		4 32	- -		9 18	
			- -	10 21	- -	4 05	12 31	9 29		108	+.......Charlotte.......♁		8 42	- -		4 25	- -	223	9 08	
	Mix.		3 49	10 32	6 29	4 16	12 43	9 45		113	+.......Shelburne.......♁		8 33	12 06		4 15	- -	Mix.	8 58	
P M	A M		4 00	10 46	6 40	4 30	1 00	10 10		120	arr...+**Burlington**[7] ♁ lve.		†8 20	11 55	P M	*4 00	10 20	P M	†8 45	
*2 15	†6 05		4 10	P M	6 50	P M	P M	A M		120	lve.....**Burlington**....arr.		A M	11 45	1 40	P M	10 10	5 45	P M	
2 40	7 00		m4 36		7 13					133	+......South Hero......♁			11 18	1 15		s9 49	4 45		
2 48	7 40		m4 45		7 22					137	+......Grand Isle......♁			11 10	1 07		s9 42	4 05		
3 02	8 15		m5 00		7 35					145	+......North Hero......♁			10 57	12 55		s9 30	3 35		
3 15	8 40		m5 10		7 45					151	+.....Isle La Motte.....♁			10 47	12 45		s9 20	3 15		
3 25	9 00		5 30		8 00					157	+.......**Alburgh**[14]....♁			10 35	*12 30		9 00	†2 45		
P M	A M		5 50		8 15					163	arr..+**Noyan Junc**[15] ♁ lve.			†10 20	Noon		*8 45	P M		
			*11 45								arr......**Ottawa**......lve.						*4 40			
			5 56		8 27					167	+....**Clarenceville**......			10 13			8 39			
			6 35		9 05					185	arr.+**Iberville Junc**..lve.			9 40			8 00			
			6 40		9 08					186	arr...+**St. Johns**....lve.			9 38			7 55			
			*7 30		9 55					216	arr...+**Montreal**.....lve.			†8 50			*7 10			
			A M		P M						*(Windsor Street.)*			A M			P M			

OGDENSBURG DIVISION.

No. 265	⊡No. 287	No. 257	223	No. 251	Mls.	October 3, 1909.	222	No. 264	⊡No. 288	No. 250	No. 252
			A M			LEAVE] [ARRIVE	P M				
†8 10 P M	*3 30 P M		†9 30	†5 50 A M	0	..........**Alburgh**........♁	2 00	10 30 A M	12 25 Noon		8 45 P M
8 25 "	3 55 "		9 50	6 05 "	3.6	+.....**Rouses Point**[8]....♁	1 40	10 15 "	12 10 "		8 30 "
8 30 "	4 00 "		10 15	6 30 "	3.9	+..Rouses Point Junction....	1 10	10 10 "	12 07 "		8 20 "
8 40 "	4 10 "		10 45	6 41 "	9.0	+.......Champlain.......♁	12 45	10 02 "	12 00 Noon		8 07 "
8 55 "	4 27 "		11 48	7 01 "	17.0	+.....Mooer's Junction....♁	12 20	9 48 "	11 48 A M		7 53 "
9 03 "	4 .5 "		12 05	7 07 "	20.0	+......Mooer's Forks......♁	12 05	9 42 "	11 40 "		7 45 "
9 09 "	- -		12 15	7 14 "	22.0	........Wood's Falls........	11 10	9 37 "	- -		7 38 "
9 17 "	4 48 "		12 25	7 24 "	25.0	+..........Altona..........♁	10 55	9 32 "	11 30 "		7 32 "
9 22 "	- -		12 35	7 30 "	28.0	+..........Irona..........	10 40	9 27 "	- -		7 25 "
9 30 "	5 00 "		12 45	7 37 "	31.0	+..........Forest..........♁	10 30	9 22 "	11 20 "		7 20 "
9 36 "	5 15 "		1 00	7 44 "	33.0	+.......Ellenburgh.......♁	10 20	9 17 "	11 06 "		7 14 "
9 48 "	5 28 "		1 35	7 58 "	39.0	+......Clinton Mills......♁	9 45	9 05 "	10 55 "		7 00 "
9 55 "	5 35 "		1 50	8 05 "	41.0	+.......Cherubusco.......♁	9 30	9 00 "	10 50 "		6 54 "
10 10 "	6 00 "		2 35	8 22 "	49.0	+.......Chateaugay.......♁	9 00	8 44 "	10 35 "		6 36 "
10 19 "	6 25 "		2 55	8 34 "	54.0	+..........Burke..........♁	7 05	8 34 "	10 20 "		6 25 "
10 30 "	- -		3 15	8 45 "	60.0	+...**Malone Junction**[9]..♁	6 35	8 20 "	- -		6 10 "
10 34 "	6 40 "	†5 10 P M	3 30	8 50 "	61.0	+........**Malone**[10]........♁	†6 30	8 16 "	10 00 "	11 50 A M	†6 05 "
10 45 "	6 50 "	6 24 "	P M	9 00 "	67.0	+.........Bangor.........♁	A M	8 05 "	9 49 "	11 38 "	5 24 "
10 56 "	7 05 "	6 36 "		9 11 "	72.0	+........Brushton........♁		7 52 "	9 35 "	11 26 "	5 12 "
11 01 "	7 10 "	5 42 "	No baggage carried.	9 19 "	75.0	+........**Moira**[11]........♁		7 47 "	9 19 "	11 21 "	5 06 "
11 11 "	7 20 "	6 53 "		9 30 "	81.0	+.....North Lawrence.....♁		7 34 "	9 05 "	11 09 "	4 55 "
11 23 "	7 37 "	6 04 "		9 40 "	86.0	+..Winthrop and Brasher..♁		7 23 "	8 55 "	10 56 "	4 44 "
11 37 "	7 50 "	6 18 "		9 54 "	94.0	+.........Knapps.........♁		7 09 "	8 35 "	10 41 "	4 26 "
11 43 "	7 56 "	6 26 "		10 00 "	97.0	arr.....+**Norwood**[12] ♁..lve.		7 02 "	8 30 "	10 35 "	4 20 "
11 45 P M	7 58 "	6 30 "		10 00 "	97.0	lve.......**Norwood**......arr.		7 02 "	8 30 "	10 30 "	4 20 "
12 00 Night	8 16 "	6 48 "	⊡	10 16 "	105.0	+.........Madrid.........♁		6 46 "	8 15 "	10 16 "	4 01 "
12 17 "	8 30 "	7 05 "		10 35 "	113.0	+.........Lisbon.........♁		6 27 "	8 00 "	9 58 "	3 44 "
12 35 Night	8 50 P M	7 26 P M		10 55 A M	122.0	arr..+**Ogdensburg**[13] ♁..lve.		†6 10 A M	*7 40 A M	†9 40 A M	†3 25 P M

For Explanation of Signs, see page 217. For Map, see page 218.

CONNECTIONS.—[1] With Boston & Maine R.R. [2] Junction Main Line and Chatham Division. [3] With Delaware & Hudson Co. [4] Junction Addison Branch. [5] With Delaware & Hudson Co. [6] With Bristol R.R. [7] With Central Vermont Ry. and steamers of Champlain Transportation Co. [8] With Grand Trunk Ry. and Delaware & Hudson Co. [9] With New York Central & Hudson River R.R. [10] With New York Central & Hudson River R.R. [11] With New York & Ottawa R.R. [12] With New York Central & Hudson River R.R. for the West. [13] With Grand Trunk Ry. for the West, and with Canadian Pacific Ry. for Ottawa and the West, and by steamers, in season of navigation, for the Lakes and the West, and with daily boats for the Thousand Islands. [14] With Central Vermont Ry. [15] With Quebec, Montreal & Southern Ry. and Grand Trunk Ry. [16] With Boston & Albany R.R. and New York Central & Hudson River R.R., Harlem Division. [17] With Boston & Maine R.R. *Eastern time.*

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

RUTLAND RAILROAD COMPANY.

CONDENSED TIME-TABLE OF THROUGH TRAINS AND CONNECTIONS.

No. 59 Pas'nger	No. 53 Pas'nger	No. 57 Mail.	No. 51 Night Exp.	No. 65 G. Mt. Flyer	STATIONS.	No. 54 Mail.	No. 64 G. Mt. Flyer	No. 56 Pas'nger	No. 52 Night Exp.	No. 48 Pas'nger	No. 162 Pas'nger	Nos. 88 and 808
					(N. Y. C. & H. R. R.R.)							
†12 40 Noon		t12 30 Night	*6 55 P M	†9 40 A M	lve.....**New York**.....arr.	5 40 P M	8 53 P M		*7 20 A M	2 20 P M		12 50 Night
†4 30 P M		†7 00 A M	11 50 P M	1 40 P M	lve.....**Albany**.....arr.	2 15 P M	4 32 P M	8 55 P M	5 45 A M	9 55 A M		7 25 P M
4 55 P M		7 25 A M	11 25 P M	2 03 P M	arr.....**Troy**.....lve.	1 50 P M	4 15 P M	9 30 P M	5 20 A M	9 30 A M		7 00 P M
5 00 P M		*7 35 A M	11 30 P M	2 05 P M	lve.....**Troy** (*B. & M.*).....arr.	1 45 P M	4 10 P M	9 10 P M	2 50 A M	9 20 A M		6 45 P M
6 25 P M		— —	— —	-	arr.....**White Creek**.....lve.	— —	— —	— —	— —	8 04 A M		5 30 P M
					(Rutland R.R.)							
6 25 P M		— —	— —	— —	lve.....**White Creek**.....arr.	— —	— —	— —	— —	8 04 A M		5 30 P M
6 30 P M		8 33 A M	†12 35 Night	3 05 P M	arr...**North Bennington**...lve.	12 35 Noon	3 15 P M	8 05 P M	1 50 A M	8 00 A M		5 25 P M
6 45 P M		8 55 A M	12 45 Night	3 25 P M	arr.....**Bennington**.....lve	12 15 Noon	2 50 P M	7 45 P M	1 30 A M	†7 45 A M		†5 10 P M
7 20 P M		9 24 A M	1 12 A M	3 47 P M	arr.....**Manchester**.....lve	11 53 A M	2 37 P M	7 20 P M	1 12 A M			4 32 P M
8 30 P M		10 35 A M	2 00 A M	4 40 P M	arr.....**Rutland**.....lve.	10 55 A M	1 50 P M	6 20 P M	12 20 Night			*3 40 P M
					(Boston & Maine R.R.)							
†2 45 P M	†8 15 A M		*7 15 P M	†11 00 A M	lve.....**Boston**.....arr.	6 45 P M	7 40 P M		*2 00 A M		12 00 Noon	
3 25 P M	8 10 A M		7 16 P M	11 45 A M	lve.....**Worcester**.....arr.	4 55 P M	7 36 P M		6 27 A M		11 26 A M	
6 30 P M	11 55 A M		11 30 P M	2 35 P M	arr.....**Bellows Falls**.....lve.	†1 25 P M	3 50 P M		2 30 A M		†8 30 A M	
					(Boston & Maine R.R.)							
3 30 P M	9 10 A M		*8 20 P M	12 45 Noon	lve.....**Springfield**.....arr.	3 55 P M	6 10 P M		7 15 A M		11 33 A M	
4 45 P M	10 18 A M		9 35 P M	1 38 P M	lve.....**Greenfield**.....arr.	2 55 P M	5 13 P M		6 13 A M		10 22 A M	
5 41 P M	11 10 A M		10 28 P M	2 30 P M	lve.....**Brattleboro**.....arr.	2 02 P M	4 20 P M		5 26 A M		9 13 A M	
6 28 P M	11 55 A M		11 08 P M	3 07 P M	arr.....**Bellows Falls**.....lve.	†1 16 P M	†3 40 P M		*4 48 A M		†8 20 A M	
					(Rutland R.R.)							
†6 40 P M	†12 05 Noon	†7 00 A M	*11 30 P M	†3 10 P M	lve.....**Bellows Falls**.....arr.	1 05 P M	3 40 P M		2 35 A M	No. 50 Pas'nger	8 15 A M	
8 30 P M	2 05 P M	10 00 A M	1 50 A M	4 45 P M	arr.....**Rutland**.....lve.	11 00 A M	2 05 P M		12 30 Night		†6 05 A M	
8 45 P M	2 15 P M	10 45 A M	2 10 A M	4 50 P M	lve.....**Rutland**.....arr.	10 45 A M	1 40 P M	6 15 P M	12 10 Night	10 55 P M		
6 58 P M	3 40 P M	12 01 Noon	m3 36 A M	m5 57 P M	arr.....**New Haven Junc**.....lve.	9 16 A M	— —	*4 51 P M	— —	9 40 P M		
	5 15 P M	†12 25 Noon			arr.**Bristol** (*Bristol R.R.*).lve.	†8 05 A M		†3 05 P M				
10 45 P M	4 30 P M	*1 00 P M	4 00 A M	6 40 P M	arr.....**Burlington**.....lve.	†8 20 A M	†11 55 A M	*4 00 P M	*10 20 P M	†8 45 P M		
					(Central Vermont R.R.)							
	†4 55 P M		*4 05 A M	†8 50 P M	lve.....**Burlington**.....arr.	8 05 A M	11 45 A M		5 46 P M	5 46 P M		
	6 25 P M		5 06 A M	8 00 P M	arr.....**St. Albans**.....lve.	†7 00 A M	†10 30 A M		4 05 P M	†4 05 P M		
					(Rutland R.R.)							
			*4 10 A M	†8 50 P M	lve.....**Burlington**.....arr.		11 45 A M		*10 10 P M	5 45 P M		
			†5 50 A M	8 10 P M	lve.....**Alburgh**.....lve.		10 35 A M		*9 00 P M	†2 45 P M		
			8 50 A M	10 34 P M	arr.....**Malone**.....lve.		8 16 A M		†8 05 P M			
			10 00 A M	11 43 P M	arr.....**Norwood**.....lve.		7 02 A M		4 20 P M			
			†10 55 A M	12 35 Night	arr.....**Ogdensburg**.....lve.		†6 10 A M		†3 25 P M			
					(Grand Trunk Ry.)							
			*11 45 A M		arr.....**Ottawa**.....lve.				*4 40 P M			
					(Rutland R.R.)							
			*6 35 A M	9 05 P M	arr...**Iberville Junction**..lve.		9 40 A M		8 00 P M			
			†9 35 A M		lve.**St. Hyacinthe** (*Q. S.*).arr.				5 05 P M			
			2 05 P M		lve.**Quebec** (*Intercol. Ry.*).arr.				12 35 Noon			
			*7 30 A M	†9 55 P M	arr.....**Montreal**.....lve.		†8 50 A M		*7 10 P M			
					(Canadian Pacific Ry.)							
			†11 50 A M		arr.....**Ottawa**.....lve.		*5 00 A M		4 00 P M			
			†3 25 P M	*6 45 A M	arr.....**Quebec**.....lve.		*11 30 P M		*1 30 P M			

Trains marked * run daily; † daily, except Sunday; *m* stops to leave passengers holding and using transportation from Bellows Falls and beyond; *t* leaves New York on Sunday nights 12 03 night. ‖ Meals.

FOR PULLMAN SERVICE SEE PRECEDING PAGE. FOR MAP SEE PAGE 217.

ROME, WATERTOWN AND OGDENSBURG DIVISION CONNECTIONS.

For time-tables see pages 204-206.

All R. W. & O. Division trains run solid to and from New York Central & Hudson River R.R. Station at Niagara Falls, via Suspension Bridge Station. "The St. Lawrence Steamboat Express" and "The Niagara Falls and Thousand Islands Special," in service during the Summer, run from the New York Central and Hudson River R.R. Stations at Suspension Bridge, Niagara Falls, Buffalo and Rochester, and run over New York Central tracks, via Syracuse. R. W. & O. Division tickets reading from or via Rochester or Lewiston will be accepted on these two trains, via Syracuse.

Brockville—With Grand Trunk Ry.; also Canadian Pacific Ry. for Toronto, Montreal, Ottawa and points on the upper Ottawa River.

Camden—With Lehigh Valley R.R.

Cape Vincent—With St. Lawrence River Steamboat Co. for Kingston, connecting at Kingston with Grand Trunk Ry., Kingston & Pembroke Ry. and Rideau Lakes Navigation Co.

Carthage—With Carthage and Adirondack Branch of the New York Central & Hudson River R.R.

Central Square—With New York, Ontario & Western Ry.

Charlotte—With Rochester and Ontario Beach Branch of the New York Central & Hudson River R.R.; also during summer season with steamers for Port Hope and Coburg.

Clayton—With Thousand Island Steamboat Co. for Alexandria Bay, Thousand Island Park, Frontenac, Round Island Park, Westminster Park, etc., also with steamboat for Gananoque, connecting at Gananoque with Thousand Island Ry. for Grand Trunk Ry. Junction without transfer.

Clayton—With steamers of the Richelieu & Ontario Navigation Co. through the Thousand Islands and down the rapids of the St. Lawrence River to Montreal by daylight. Connection is made at Montreal with steamers for Quebec and River Saguenay. Trains run to steamboat dock at Clayton. Connection is also made with the line at Alexandria Bay, Brockville, Ogdensburg and Prescott.

Massena Springs—With Grand Trunk Ry. for Montreal, etc.

Morristown—With ferry for Brockville.

Niagara Falls—With Buffalo, Niagara Falls and Lewiston Branch of the New York Central & Hudson River R.R.; West Shore R.R.; Michigan Central R.R. and Erie R.R.

Norwood—With Rutland R.R. and connections for Fabyan's and all White Mountain resorts; Portland, Bar Harbor, and the sea coast resorts of Maine; St. Andrews, N.B., and all eastern resorts.

Ogdensburg—With Rutland R.R.; also with ferry to Prescott.

Oswego—With New York, Ontario & Western Ry.; Delaware, Lackawanna & Western R.R.; also Phœnix Line to Syracuse.

Prescott—With Grand Trunk Ry.; also with Canadian Pacific Ry. for Ottawa.

Remsen—With Adirondack Division of the New York Central & Hudson River R.R.

Rochester—With Main Line, Auburn Road and Falls Branch of the New York Central & Hudson River R.R.; West Shore R.R.; Buffalo, Rochester & Pittsburgh Ry.; Erie R.R. and Pennsylvania R.R.

Rome—With New York Central & Hudson River R.R. and New York, Ontario & Western Ry.

Sterling—With Lehigh Valley R.R. (South Central Division).

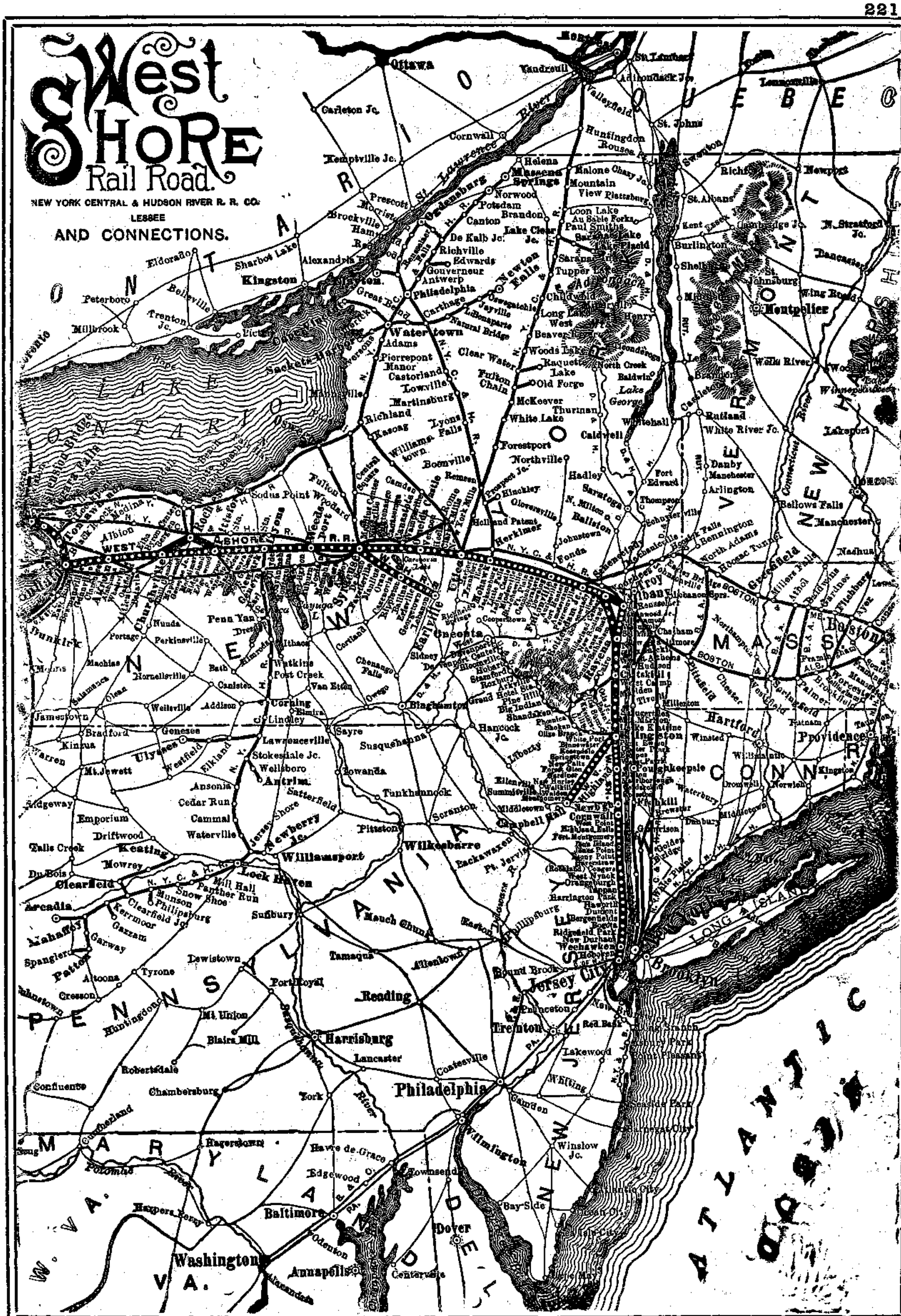
Suspension Bridge—With Buffalo, Niagara Falls and Lewiston Branch of the New York Central & Hudson River R.R.; Michigan Central R.R.; Grand Trunk Ry. (Great Western Division); Wabash R.R.; Erie R.R. and West Shore R.R.

Syracuse—With Main Line and Auburn Road of the New York Central & Hudson River R.R.; West Shore R.R. and Delaware, Lackawanna & Western R.R.

Utica—With Main Line and Adirondack Division of the New York Central & Hudson River R.R.; West Shore R.R.; Delaware, Lackawanna & Western R.R. and New York, Ontario & Western Ry.

Wallington—With Pennsylvania R.R. (Sodus Bay and Southern Div.).

Windsor Beach—With Rochester Line, R. W. & O. Division.


West Shore Rail Road.
NEW YORK CENTRAL & HUDSON RIVER R. R. CO.
LESSEE
AND CONNECTIONS.
Ottawa
Kingston
Watertown
Lake Ontario
Oswego
Syracuse
Utica
Albany
Troy
Schenectady
Saratoga
Buffalo
Rochester
Binghamton
Oneonta
Kingston
Poughkeepsie
Newburgh
Jersey City
Brooklyn
Long Island
Boston
Providence
Hartford
Williamsport
Lock Haven
Wilkesbarre
Harrisburg
Reading
Philadelphia
Trenton
Wilmington
Baltimore
Washington
Annapolis
Dover
Atlantic
Pennsylvania
Maryland
New Jersey
Connecticut
Massachusetts
Vermont
Quebec
Ontario

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

WEST SHORE RAILROAD—Via West Shore of Hudson River.

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John Carstensen, Vice-Prest.—Accounting Dept., New York.
A. H. Smith, Vice-Prest. & Gen. Mgr., "
Ira A. Place, Vice-Prest.—Legal Dept., "
C. F. Daly, V.-P.—Traffic Dept., "

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Edward L. Rossiter, Treasurer, "

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A. T. Hardin, Asst. Gen. Manager, New York.
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W. K. McCoy, Div. Supt., Weehawken, N.J.
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F. W Everett, Division Supt., Syracuse, N.Y.
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C. H. Chambers, Aud. of Disbursements, "
Wm. T. McCulloch, Aud. Fht. Accts., "
J. L. Ferris, Auditor Pas. Accounts, "
R. L. Calkins, Freight Claim Agent, 7 E. 42d St., N.Y.

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LAND AND TAX DEPARTMENT.

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Albert H. Harris, General Counsel, "
Clyde Brown, General Solicitor, "
Ora E. Butterfield, Asst. Gen. Solicitor, Detroit, Mich.
Charles C. Paulding, Solicitor, New York.
Alexander S. Lyman, General Attorney, "
O. G. Getzen-Danner, Gen. Land & Tax Agt., "

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H. D. Carter, Asst. Freight Traffic Mgr., "
W. S. Kaliman, 2d Asst. Fht. Traf. Mgr., "
F. E. Herriman, Coal Traffic Mgr., "
Ira H. Hubbel, General Fht. Agent, "
W. A. Newman, Asst. Gen. Fht. Agt., "
D. E. Gelatt, 2d Asst. Gen. Fht. Agt., "
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W. F. Wilson, Asst. Mgr. Fast Freight Lines, "
R. J. Menzies, General Eastern Freight Agent, New York.
E. H. Croly, Division Freight Agent, Western District, Buffalo, N.Y.
H. F. West, Division Freight Agent, Middle District, Syracuse, N.Y.
Graham C. Woodruff, Division Fht. Agt., Mohawk District, Albany, N.Y.
Alan McMichael, Division Freight Agent, Eastern District, New York.
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E. N. Carter, Commercial Agent, Chicago, Ill.
R. C. Hopkins, Commercial Agent, Buffalo, N.Y.
Edmund H. Bell, Commercial Agent, 222 The Bourse, Philadelphia, Pa.
W. A. Wilson, Gen. Canadian Fht. Agent, Toronto, Ont.
D. J. Bill, Commercial Agent, Albany, N.Y.
Harry E. Parker, Trav. Fht. Agt., New York.
J. D. Remington, Special Agt., Fht. Dept., "
J. F. Fairlamb, Gen. Pas. Agt., Gd. Cent. Sta., "
L. F. Vosburgh, Gen. Eastern Passenger Agt., 1216 Broadway, New York.
Neil Mooney, Gen. West. Passenger Agent, 202 Clark Street, Chicago, Ill.
E. A. Cousino, Trav. Pas. Agt., "
E. A. Watson, New England Pas. Agent, 366 Washington Street, Boston, Mass.
H. Parry, Gen. Agt. Passenger Department, 377 Main Street, Buffalo, N.Y.
W. S. Randolph, Gen. Agent Passenger Dept., Room 10, Union Station, Albany, N.Y.
J. B. Martin, Trav. Pas. Agt., Buffalo, N.Y.
C. F. McDonald, Trav. Pas. Agt., "
W M. Skinner, Gen. Baggage Agt., Albany, N.Y.
R. C. Caples, Gen. Agent, Traffic Dept., New York.

CONDENSED SCHEDULES AND PULLMAN CAR ARRANGEMENT.

	No. 21 W. Shore Lim.	No. 19 National Lim.	No. 23 The Buffalonian	No. 3 Chicago Lim.	No. 1 Continental Lim.	*November* 21, 1909.	No. 6 The Buffalonian	No. 4 Continental Lim.	No. 2 W. Shore Lim.
	*8 20 A M		*7 40 P M	*5 40 P M	*2 00 P M	lve. {New / York} Desbrosses Street, N.R. / 42d Street, N.R. arr.	8 30 A M	*6 10 P M	8 30 P M
	8 35 A M		7 55 P M	5 55 P M	2 15 P M		8 00 A M	5 00 P M	8 10 P M
	10 08 A M		9 32 P M	7 42 P M	3 58 P M	lve. Cornwall arr.	6 15 A M	3 15 P M	6 25 P M
	10 18 A M		9 42 P M	7 52 P M	4 08 P M	arr. Newburgh lve.	6 05 A M	3 05 P M	6 15 P M
	11 07 A M		10 35 P M	8 45 P M	5 10 P M	arr. Kingston lve	5 17 A M	2 15 P M	5 25 P M
	— —		— —	9 28 P M	5 45 P M	arr. Catskill lve.	4 41 A M	1 35 P M	4 41 P M
				9 10 P M	5 20 P M	lve. Albany arr	0 35 A M	†4 25 P M	7 15 P M
		†6 19 P M		*4 00 P M	*12 30 Noon	lve. Boston (Boston & Me. R.R.) arr	10 00 A M	6 56 P M	
	— —	1 00 A M	— —	11 50 P M	7 25 P M	lve. Rotterdam Junction arr	3 11 A M	12 08 Noon	3 05 P M
				1 26 A M		lve. Utica (*West Shore*) arr	1 40 A M		
	3 10 P M	2 46 A M	2 11 A M		9 00 P M	lve. Utica (*N. Y. Cent.*) arr		10 30 A M	1 33 P M
	4 40 P M	4 11 A M	3 38 A M	3 00 A M	10 20 P M	lve. Syracuse arr	†2 20 Night	9 05 A M	12 20 Noon
	6 20 P M	5 57 A M	5 26 A M	4 54 A M	12 02 Night	lve. Rochester arr	10 38 P M	7 15 A M	10 40 A M
	8 05 P M	7 40 A M	7 15 A M	6 35 A M	1 43 A M	arr. Buffalo lve	8 00 P M	‡5 30 A M	*9 10 A M
	8 10 P M	‡9 00 A M	9 00 A M	7 47 A M		arr. Suspension Bridge lve	*7 50 P M		*7 30 A M
		11 00 A M	11 00 A M	11 00 A M		arr. Toronto (*T. H. & B. Ry.*) lve.	*5 20 P M		
				11 10 A M	6 18 A M	arr. Cleveland (N.Y.C.&St.L.R.R.) lve	8 36 A M	8 50 P M	2 18 A M
				9 20 P M	5 31 P M	arr. Chicago " lve.	*8 40 P M	*0 35 A M	*2 32 P M
	2 00 A M	1 35 P M	1 35 P M	1 35 P M	7 40 A M	arr. Detroit (*Wabash R.R.*) lve.	10 10 A M	9 00 P M	11 50 P M
	9 50 A M	9 45 P M	9 45 P M	9 45 P M	4 55 P M	arr. Chicago " lve.	*1 00 P M	12 06 Noon	*3 50 P M
	2 20 P M	7 33 A M	7 33 A M	7 33 A M	8 15 P M	arr. St. Louis " lve.	*8 30 P M	*8 30 A M	

* Daily. † Daily, except Sunday. ‡ Daily, except Monday.

For Map, see page 221.

No. 1—Continental Limited.—Sleepers Weehawken to Chicago, Boston to Chicago, New York to St. Louis; all via Wabash R.R. Sleeping Car Weehawken to Chicago, via N. Y. C. & St. L. R.R. (Nickel Plate). Cafe Dining Coach on West Shore R.R., serving supper 5 50 to 8 30 p.m. Dining Car on Wabash R.R., serving breakfast and luncheon; on Nickel Plate Road, serving breakfast and luncheon. Tourist Sleeping Car Boston to Chicago, via N. Y. C. & St. L. R.R., Tuesday, Thursday and Saturday. Boston to Chicago, via Wabash R.R., Monday, Wednesday and Friday. Parlor Car New York to Albany Sunday only. Dining Car Boston to Rotterdam Junction, via B. & M. R.R. (a la carte).

No. 3—Chicago and St. Louis Limited Express.—Sleeper New York to Chicago, via N. Y. C. & St. L. R.R., daily. Sleeper Boston to Chicago, via N. Y. C. & St. L. R.R., daily. Sleeper Boston to Chicago via Wabash R R, Sunday only. Dining Cars on Wabash and Nickel Plate Roads, serving breakfast, luncheon and dinner.

No. 7—Hudson River and Mohawk Express.—Buffet Parlor Car New York to Albany.

No. 13—Hudson River Express.—Parlor Car New York to Albany.

No. 19—National Limited.—Sleeping Car Boston to Chicago, via Wabash, daily, except Sunday. Coach Ravena to Buffalo. Dining Car on B. & M. R.R. Boston to Greenfield (a la carte), and on Wabash, serving breakfast, luncheon and dinner.

No. 21—West Shore Limited.—Parlor and Buffet Broiler Smoking Car New York to Buffalo daily.

No. 23—The Buffalonian.—Buffet Sleeping Car with Observation Smoking-room, Combination Smoking and Baggage Car and Coach New York to Buffalo. Sleeper New York to St. Louis daily.

No. 2—West Shore Limited.—Parlor Car and Buffet Broiler Smoking Car Buffalo to New York. Sleeping Car Chicago to New York, via N.Y. C. & St. L. R.R. (Nickel Plate). Dining Car on Nickel Plate Road, serving dinner, and on Wabash, serving supper.

No. 4—Continental Limited.—Sleeping Car Chicago to Boston, Chicago to New York, St. Louis to New York (all via Wabash R.R.); Chicago to New York, and Chicago to Boston (via N. Y. C. & St. L. R.R.—Nickel Plate). Tourist Sleeping Cars Chicago to Boston, via Wabash R.R., leaves Chicago Monday, Thursday and Saturday, and via Nickel Plate leaves Chicago Monday, Wednesday and Friday. Dining Car west of Detroit on Wabash R.R., serving luncheon and supper (a la carte); on Nickel Plate Road, serving luncheon and dinner. Cafe Dining Coach on W S. R.R. serving breakfast and luncheon from 7 10 a.m. to 2 05 p.m. Dining Car on B. & M. R.R., Rotterdam Junction to Boston (a la carte).

No. 6—The Buffalonian.—Sleeping Car St. Louis to New York (via Wabash R.R.). Sleeping Car Chicago to Boston, via Wabash R.R., daily. Pullman Buffet Sleeping Car with Observation Smoking room, Combination Smoking and Baggage Car Buffalo to New York. Parlor Dining Car on Nickel Plate Road, serving breakfast and luncheon. Dining Car on Wabash R.R., serving luncheon. Dining Car on B. & M. R.R. Greenfield to Boston (a la carte).

No. 8—Mohawk and Hudson River Express.—Buffet Parlor Cars Albany to New York.

No. 12—West Shore Express.—Parlor Car Albany to New York.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

WEST SHORE RAILROAD—Continued.

81	95	91	19	23	5	7	1	21	9	37	Mls.	*November* 21, 1909.	2	18	3	4	20	6	92	92	94	96
				P M	P M	A M	P M	A M				LVE.] Eastern time. [ARR.	P M		P M	P M	A M	A M				
				*7 40	*5 40	†11 20	*2 00	*8 20				**New** { *Desbrosses St.*	9 30		3 10	5 10	¶6 15	8 30				
				7 55	5 55	11 30	2 15	8 35	A M		0	+ **York** { *West 42d St.*	9 10	P M	2 45	5 00	6 00	8.00				
					*6 10	†2 30	*5 20		*7 45			lve. **Albany** (*W.S.*) arr.	*7 15	h8 00	12 45	†4 25		6 35				
A M			P M			†3 30					142.3	lv. **Albany** (*D.& H.*) ar.	†7 05		10 10			A M				
†6 30			†11 59	*11 40	*10 15	†3 50	*6 20	*12 15			129.2	lve.....**Ravena** ♁ .arr.	4 10		10 10	1 05	¶1 55	4 10				
6 42			- -	- -	- -	3 59	- -	- -			133.6	..South Bethlehem. ♁	4 01		10 00	- -	- -	- -				
6 55			- -	- -	- -	4 07	- -	- -			137.2	.....Feura Bush... ♁	3 53		9 53	- -	- -	- -				
7 15			- -	- -	- -	4 20	- -	- -			143.2	...**Voorheesville.** ♁	3 40		9 40	- -	- -	- -				
7 25			- -	- -	- -	4 27	- -	- -	A M		146.8	.Guilderland Centre ♁	3 30	P M	9 30	- -	- -	- -				
7 50			- -	- -	- -	4 41	- -	- -	*8 27		153.6	. South Schenectady ♁	3 17	5 16	9 17	- -	- -	- -				
A M			P M		P M		Noon					(*Via Bost. & Me.R.R.*)				P M		A M				
			†6 19		*4 00		*12 30					lve....**Boston**....arr.				6 55		10 00				
			¶1 09	- -	11 30	4 55	7 26	- -	8 40		160.5	+**Rotterdam Junc.**	3 05	4 57	9 05	12 08	12 55	3 11				
			- -	- -	- -	5 11	- -	h1 23	8 57		169.1	+.South Amsterdam ♁	- -	4 40	8 45	- -	- -	- -				
			- -	- -	- -	5 20	- -	- -	9 09		173.9	.....Fort Hunter... ♁	- -	4 28	8 35	- -	- -	- -				
			- -	- -	- -	5 24	- -	- -	9 13		175.7	......Auriesville.... ♁	- -	4 17	8 31	- -	- -	- -				
			- -	- -	- -	5 34	- -	h1 40	9 30		179.4	{ +...Fultonville ♁ .. } { Fonda (*N.Y.C.R.R*) }	- -	4 07	8 25	- -	- -	- -				
			- -	The Buffalonian.	- -	5 43	- -	- -	9 45		184.1	...... Downing..... ♁	- -	3 48	8 14	- -	- -	- -				
		A M	National		- -	5 51	Continental	- -	9 54		188.1	.......Sprakers..... ♁	- -	3 38	8 06	- -	- -	- -	P M			
		†6 25			- -	6 00		h1 58	10 10		191.3	{ +.**Canajoharie** ♁ . } { Palatine B'dge(N.Y.C.) }	- -	3 28	8 00	- -	11 58	- -	8 15			
		6 31			- -	6 08		h2 07	10 22		194.8	......Fort Plain.... ♁	- -	3 14	7 49	- -	- -	- -	8 05			
		6 43			Chicago and	6 18		h2 17	10 33		200.0	+.. St. Johnsville.. ♁	- -	3 04	7 39	- -	- -	- -	7 55			
		6 46	- -			6 22		- -	10 38		201.0	......Mindenville... ♁	- -	3 00	7 34	Limited.	- -	- -	7 52			
		6 51	- -			6 28	- -	- -	10 53		205.2	.... Indian Castle .. ♁	- -	2 51	7 28		- -	- -	7 46			
		7 03	- -			6 39	- -	h2 32	11 05		210.1	......Little Falls.... ♁	- -	2 36	7 19		- -	- -	7 38			
		7 17	- -	- -		6 56	- -	- -	11 25		217.5	+.... **Mohawk**.... ♁	- -	2 16	7 02		- -	- -	7 22			
		7 21	- -	- -		7 02	- -	- -	11 30		219.7	+.......Ilion....... ♁	- -	2 11	6 58		- -	- -	7 18			
		7 29	- -	- -		7 10	- -	- -	11 50		221.9	+.... Frankfort.... ♁	- -	2 06	6 54	- -	- -	- -	7 14			
		7 37	- -	- -	- -	7 20	- -	- -	12 03		227.1	........Harbor ..... ♁	- -	1 50	6 44	- -	- -	- -	7 02			
											230.5	.......East Utica.... ♁										
		7 48	2 46	9 11	o1 26	7 30	9 00	3 10	o12 24		232.8	+.**Utica** (*N.Y.C.*). ♁	1 36	o1 36	†6 35	10 33	10 46	1 43	8 55			
		Via N. Y. C. & H. R. R.	- -	- -	- -	P M	- -	- -	Noon		239.0	.....Clark's Mills... ♁	- -	* P M	A M	- -	- -	- -	Via N. Y. C. & H. R.			
			- -	- -	- -		- -	- -			242.7	........Hecla ...... ♁	- -			- -	- -	- -				
			- -	- -	- -		- -	- -			247.6	.... Vernon...... ♁	- -			- -	- -	- -				
			Express.	- -	St. Louis		Limited.	h3 50			252.8	+**Oneida Castle** . ♁	- -			- -	- -	- -				
			- -	- -	- -		- -	- -			256.2	......Wampsville... ♁	- -			- -	- -	- -				
			- -	- -	- -		- -	h4 01			258.4	+ ...**Canastota**... ♁	- -			- -	- -	- -				
			- -	- -	- -		- -	- -			262.3	.... ..Sullivan ..... ♁	- -			- -	- -	- -				
			- -	- -	- -		- -	- -			264.7	.... Chittenango... ♁	- -			- -	- -	- -				
			- -	- -	- -		- -	- -			268.6	.......Kirkville..... ♁	- -			- -	- -	- -				
			- -	- -	- -	69	- -	- -			271.3	... Manlius Centre . ♁	- -	68		- -	- -	- -				
		9 40	4 06	3 33	2 55	A M	10 15	4 35		A M	279.3	arr. } +**Syracuse** ♁. { lve.	12 25	A M		9 10	9 10	12 25	†5 00			
		A M	4 11	3 38	3 00	†10 20	10 20	4 40		*7 30	279.3	lve. } (N.Y.C. Station) { arr.	12 20	10 20		9 05	8 50	12 20	P M			
			- -	- -	Limited Express.	10 34	- -	- -		- -	286.2	.... Amboy ..... ♁	- -	10 14		- -	- -	- -				
			- -	- -		10 39	- -	- -		7 44	288.8	.... Warners. .... ♁	- -	10 08		- -	- -	- -				
			- -	- -		10 44	- -	- -		- -	290.9	...... Memphis .... ♁	- -	10 02		Continental	- -	- -				
			- -	- -		10 54	- -	- -		7 57	296.2	........Jordan...... ♁	- -	9 51			- -	The Buffalonian.				
			- -	- -		11 05	- -	- -		8 04	300.9	+... **Weedsport**... ♁	- -	9 41			- -					
			- -	- -		11 10	- -	- -		8 11	304.0	+....Port Byron..... ♁	- -	9 32			- -					
			- -	- -		11 16	- -	- -		- -	308.2	.......Montezuma.... ♁	- -	9 21			- -					
			- -	- -		11 21	- -	- -		8 23	311.8	+ .... Savannah.... ♁	- -	9 13			- -					
			- -	- -		11 31	- -	- -	93	8 34	317.7	+.......Clyde....... ♁	- -	8 59		- -	- -					
			- -	- -	- -	11 44	- -	h5 33	A M	8 46	325.1	+......**Lyons**..... ♁	- -	8 44		- -	h7 47				P M	
			- -	- -	- -	11 59	- -	h5 42	*6 10	8 57	330.2	+...... Newark ..... ♁	- -	8 33		- -	- -				6 55	
			- -	- -	- -	12 06	- -	- -	6 16	- -	333.8	.......Port Gibson... ♁	- -	8 24		- -	- -				6 45	
			- -	- -	- -	12 16	- -	- -	6 25	9 09	338.6	+.....Palmyra..... ♁	- -	8 15		- -	- -	- -			6 38	
			- -	- -	- -	12 26	- -	- -	6 32	- -	342.4	........Macedon..... ♁	- -	8 07		- -	- -	- -			6 29	
			- -	- -	- -	12 42	- -	- -	h6 53	- -	350.0	+.....Fairport...... ♁	- -	h7 51		- -	- -	- -			h6 13	
	P M		5 54	5 23	4 51	1 05	11 59	6 17	7 12	9 45	360.0	ar. +**Rochester**...lv	10 43	*7 30		7 18	8 58	10 38		A M	5 55	P M
	*5 10		5 57	5 26	4 54	1 15	12 02	6 20	7 15	9 50		lve.(N.Y.C. & H. R. Sta.)arr.	10 40	A M		7 15	8 55	10 35		9 30	5 50	8 30
											356.8	.......Edgewood..... ♁										
											360.8	........Mortimer..... ♁										
											362.7	arr. **Genesee Junc**. .lve.										
											362.7	lve. **Genesee Junc** ♁ arr.										
											363.5	.... **Maplewood** .. ♁										
											366.4	.....Chili Centre ... ♁										
	5 34		- -	- -	- -	Via N. Y. C.	- -	- -	7 39	- -	372.5	...Churchville Junc. ♁	- -			- -	- -	- -		9 06	5 29	9 05
	5 41		- -	- -	- -		- -	- -	7 44	10 17	375.1	......Churchville... ♁	- -			- -	- -	- -		9 01	5 24	8 59
	5 47		- -	- -	- -		- -	- -	7 50	- -	377.4	.... Bergen ...... ♁	- -			- -	- -	- -		8 56	5 20	8 53
	6 00		- -	- -	- -		- -	- -	8 00	- -	384.4	.....Byron Centre... ♁	- -			- -	- -	- -		8 44	5 08	8 40
	6 12		- -	- -	- -		- -	- -	8 12	10 51	390.7	..........Elba....... ♁	- -			- -	- -	- -		8 32	4 58	8 28
	6 21		- -	- -	- -		- -	- -	8 20	11 04	395.0	+.....Oakfield..... ♁	- -			- -	- -	- -		8 20	4 48	8 18
	6 38		- -	- -	- -		- -	- -	8 36	11 20	401.2	.......Alabama..... ♁	- -			- -	- -	- -		8 03	4 32	8 00
	6 53		- -	- -	- -		- -	- -	8 52	11 32	407.5	+.......Akron...... ♁	- -			- -	- -	- -		7 47	4 18	7 44
	7 04		- -	- -	- -		- -	- -	9 04	11 47	412.7	...... Clarence..... ♁	- -			- -	- -	- -		7 35	4 08	7 32
	7 15		- -	- -	- -		- -	- -	9 17	11 59	418.3	.....Bowmansville.. ♁	- -			- -	- -	- -		7 25	3 58	7 20
	7 33		- -	- -	- -		- -	- -	9 33	- -	425.8	......East Buffalo... ♁	- -			- -	- -	- -		7 13	3 42	7 05
	7 55		7 40	7 15	6 35	3 40	1 43	8 05	9 45	12 25	429.2	arr.. + **Buffalo** ♁ ..lve.	*9 10			*5 30	†5 15	*9 00		*7 00	*5 30	*6 50
	9 05		8 55	8 27	7 42	4 55	A M	9 05	11 20	2 20	451.2	+..**Niagara Falls**....	7 37			A M	4 10	8 00		5 57	9 25	6 45
	9 10		¶9 00	8 32	7 47	5 00		9 10	11 25	2 25	453.1	+**Suspension Bridge**..	*7 30				†4 05	*7 50		*5 50	*2 20	*5 40
	P M		A M	A M	A M	P M		P M	A M	P M		ARRIVE] [LEAVE	A M				P M	P M		A M	P M	P M

Nov. 21, 1909.

206	204	202	Ms	CHENANGO BRANCH.	203	205	207
P M	P M	A M	..	(*Eastern time.*)	A M	Noon	P M
†4 10	*2 20	†7 45	0	lve. **Syracuse** ♁ .arr.	10 45	12 12	7 00
4 35	2 49	8 11	10	.... Fayetteville .. ♁	10 14	11 47	6 34
4 42	2 58	8 20	12	.......Manlius.... ♁	10 09	11 42	6 28
4 48	3 08	8 28	14	........Oran...... ♁	10 04	11 36	6 22
5 05	3 24	8 47	20	....**Cazenovia**.. ♁	9 49	11 21	6 09
5 08	3 30	8 50	21	.... **Rippleton** .. ♁	9 39	11 18	6 06
5 10	3 38	8 53	22	........Ballina...... ♁	9 36	11 16	6 04
5 39	4 17	9 25	33	.... Georgetown .. ♁	8 57	10 53	5 39
5 50	4 37	9 38	37	...... Lebanon .... ♁	8 37	10 42	5 28
6 00	4 50	9 50	43	..... **Earlville** ... ♁	*8 15	†10 30	†5 15
P M	P M	A M	...	ARRIVE] [LEAVE	A M	A M	P M

EXPLANATION OF SIGNS.

Trains marked * run daily.
† Daily, except Sunday.
¶ Daily, except Monday.
h Leaves and arrives at N. Y. C. & H. R. R.R. station.
o West Shore station.
+ Coupon stations.
♁ Telegraph stations.

For Map, see page 221.

NEW YORK CENTRAL LINES

"AMERICA'S GREATEST RAILROAD."

WEST SHORE RAILROAD—Continued.

December 6, 1909.	Mls.	9	●99	63	11	21	39	41	7	43	15	1	53	●81	13	59	71	●83	45	73	●85	3	●75	●87	47	●89	49	23	77	5	61	65	55	25	87	51	47
					West Shore Limited.				Mohawk and Hudson River Express.			Continental Limited.			Hudson River Express.							Chicago and St. Louis Limited Express.								The Buffalonian.							
New York+ ♂ {LEAVE	.....	A M	....	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	A M	A M	P M	Noon	P M	P M
Foot Desbrosses St.	.....	*300	....	*635	*6 55	*8 20	†8 20	†1000	‡1120	†12 00	*100	*200	‖200	†3 00	†340	*400	‖445	*503	†600	†620	†520	*5 40	†540	†800	†8 00	‖8 20	*700	*740	*8 25	*1000	*11 30	§8 50	§1000	§1000	§1200	§515	§600
Foot W. 42d St	.....	3 15	....	6 45	7 15	8 35	8 35	10 15	11 30	12 15	1 15	2 15	2 15	3 15	4 00	4 15	5 05	5 15	5 25	5 35	5 35	5 55	6 05	6 15	6 25	6 35	7 15	7 55	8 45	10 15	12 00	9 15	10 15	10 30	12 15	5 25	6 25
Brooklyn (Annex) lv.	....	....	....	....	....	....	....	....	†1045	....	....	....	....	....	†245	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Jersey City (P.R.R.Sta.)	....	....	....	....	....	....	....	....	11 20	....	....	....	....	....	3 32	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Hoboken (W. S. Sta.)	....	....	....	....	....	....	....	....	11 27	....	....	....	....	....	3 39	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Weehawken+ .... ♂	0	3 35	....	7 04	7 30	8 50	8 54	10 29	11 50	12 34	1 50	2 30	2 34	3 34	4 15	4 29	5 19	5 25	5 42	5 47	5 52	6 15	6 19	6 29	6 44	6 49	7 29	8 15	8 59	10 30	12 14	9 29	10 29	10 44	12 29	5 42	6 44
New Durham ..... ♂	1.5	— —	....	7 10	7 35	— —	9 00	10 35	....	— —	1 35	— —	2 40	3 40	— —	4 35	— —	5 32	— —	— —	5 58	— —	— —	6 35	h6 50	6 55	7 35	— —	9 05	10 35	12 20	9 35	10 35	— —	12 35	— —	8 50
Granton	2.6	— —	....	— —	— —	— —	— —	— —	....	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Little Ferry ..... ♂	5.9	— —	....	7 18	— —	— —	9 08	10 43	....	12 47	1 43	— —	2 48	3 47	— —	4 43	— —	5 39	— —	— —	6 05	— —	— —	6 43	h6 59	7 03	7 42	— —	9 13	10 43	12 28	9 43	10 42	— —	12 43	— —	8 59
Ridgefield Park ..... ♂	6.6	— —	....	7 21	— —	— —	9 11	10 46	....	12 50	1 46	— —	2 51	3 49	....	4 46	— —	5 42	— —	— —	6 08	....	6 33	6 46	h7 01	7 06	7 44	— —	9 16	10 46	12 31	9 46	10 45	— —	12 46	— —	7 01
West View	7.2	— —	....	— —	— —	— —	9 13	— —	....	— —	— —	....	— —	3 51	....	4 48	— —	5 44	— —	— —	— —	....	— —	— —	— —	— —	— —	....	— —	— —	— —	— —	— —	— —	— —	— —	— —
Bogota ..... ♂	7.9	— —	....	7 24	— —	— —	9 15	10 51	....	12 54	1 51	....	2 58	3 53	....	4 51	— —	5 47	— —	— —	6 12	....	— —	6 51	h7 04	7 11	7 47	— —	9 21	10 51	12 36	9 51	10 48	— —	12 51	— —	7 04
Teaneck	9.1	— —	....	7 27	— —	— —	9 18	10 54	....	— —	1 54	....	2 58	3 56	....	4 54	— —	5 50	— —	— —	6 15	....	— —	6 54	h7 08	7 14	7 50	— —	9 24	a10 54	12 39	9 54	10 52	— —	12 54	— —	7 06
West Englewood .... ♂	10.1	— —	....	7 30	— —	— —	9 21	10 58	....	12 58	1 57	....	3 05	3 59	....	4 58	— —	5 53	— —	— —	6 19	....	— —	6 58	h7 08	7 18	7 52	— —	9 28	10 58	12 43	9 58	10 54	— —	12 58	— —	7 08
Bergenfield	11.9	— —	....	7 34	— —	— —	9 24	11 01	....	1 01	2 01	....	3 08	4 02	....	5 01	— —	5 57	— —	6 10	— —	....	6 42	P M	7 11	7 22	7 56	— —	9 31	11 01	12 46	10 01	10 57	— —	1 01	— —	7 11
Dumont ..... ♂	12.7	— —	....	7 37	— —	— —	9 27	11 04	....	1 04	2 04	....	3 09	4 05	....	5 04	5 42	6 00	— —	6 13	6 25	....	6 45	....	7 13	7 25	7 58	— —	9 34	10 04	12 49	10 04	11 00	— —	1 04	8 06	7 13
Haworth ..... ♂	14.2	— —	....	7 40	— —	— —	9 30	11 07	....	1 07	2 08	....	3 12	P M	....	5 07	5 45	P M	— —	6 17	P M	....	6 49	....	7 17	P M	8 01	....	9 37	10 07	12 52	10 07	11 03	— —	1 07	8 08	7 17
Harrington Park .... ♂	16.0	— —	....	7 44	— —	— —	9 34	11 11	....	1 11	2 12	....	3 16	═══	....	6 11	5 50	....	— —	6 21	....	....	6 53	....	7 21	....	8 05	....	9 41	10 11	12 56	10 11	11 07	— —	1 11	8 12	7 21
West Norwood ..... ♂	17.1	— —	....	7 47	— —	— —	9 37	11 14	....	— —	2 15	....	3 19	....	....	5 14	5 53	....	— —	6 24	....	....	— —	....	7 24	....	8 08	....	9 44	10 14	12 58	10 14	11 11	— —	1 14	8 15	7 24
Tappan	19.0	a412	....	7 51	— —	— —	9 40	11 18	....	1 17	2 19	....	3 23	....	....	5 18	5 57	....	— —	6 28	....	....	6 59	....	7 27	....	8 11	....	9 48	11 18	1 03	10 18	11 15	11 20	1 18	8 19	7 27
Orangeburgh ..... ♂	20.5	— —	....	7 54	— —	— —	9 43	11 21	....	1 20	2 23	....	3 26	....	....	6 21	6 00	....	— —	6 32	....	....	— —	....	7 30	....	8 15	....	9 51	11 22	1 06	10 21	A M	11 23	1 21	8 25	7 30
Blauvelt	21.8	— —	....	7 57	— —	— —	9 46	11 24	....	1 23	2 26	— —	3 30	....	— —	5 25	6 04	....	— —	6 35	....	....	— —	....	7 33	....	8 18	....	9 55	11 26	1 10	10 25	....	11 27	1 25	8 28	7 33
West Nyack ..... ♂	24.2	4 24	....	8 03	— —	— —	9 51	11 29	....	1 28	2 31	— —	3 35	....	— —	5 30	8 09	....	6 20	6 38	....	....	7 07	....	7 38	....	8 22	....	10 00	11 31	1 15	10 30	....	11 32	1 30	8 30	7 38
Valley Cottage ..... ♂	26.2	— —	....	8 08	— —	— —	9 56	11 34	....	1 33	2 37	— —	3 40	....	— —	5 35	6 14	....	6 26	6 44	....	....	— —	....	7 43	....	8 27	....	10 05	11 37	1 20	10 35	....	11 37	1 35	8 35	7 43
Congers ..... ♂	28.5	4 33	A M	8 13	8 18	....	10 00	11 38	....	1 37	2 42	— —	3 44	●97	4 59	5 39	6 19	....	6 29	6 48	....	....	7 18	....	7 47	....	8 31	....	10 09	11 41	1 24	10 39	....	11 42	1 39	8 39	7 47
Haverstraw+ ..... ♂	32.1	4 41	*545	8 22	8 26	....	10 08	11 46	12 39	1 44	2 51	3 22	3 52	P M	5 08	5 47	6 27	....	6 37	6 55	....	7 05	7 23	....	7 54	....	8 39	— —	10 17	11 49	1 32	10 47	....	11 50	1 47	8 48	7 54
West Haverstraw+ ♂	33.2	4 44	6 48	8 25	8 30	— —	10 12	11 50	— —	1 47	2 55	— —	3 55	†4 30	5 09	5 50	6 30	....	6 40	6 57	....	....	7 25	....	7 57	....	8 41	— —	10 20	11 52	*1 35	10 50	....	11 53	1 50	8 49	7 57
Stony Point ..... ♂	34.9	— —	6 52	A M	8 34	— —	10 15	11 53	— —	1 51	2 59	— —	P M	4 34	5 13	P M	P M	....	6 44	P M	....	....	P M	....	8 01	....	8 45	— —	P M	11 56	§1 39	A M	....	11 57	P M	8 53	P M
Tompkins' Cove .... ♂	36.7	— —	6 56	═══	8 38	— —	10 18	11 57	— —	1 55	3 03	— —	....	4 38	5 17	....	....	....	6 48	....	....	....	....	....	8 05	....	8 49	— —	....	12 00	§1 43	....	....	12 01	....	8 57	....
Jones Point ..... ♂	39.0	— —	7 02	....	8 42	— —	10 22	12 01	— —	1 59	3 08	— —	....	4 42	— —	....	....	....	6 52	....	....	....	....	....	8 09	....	8 53	....	....	— —	§1 47	....	....	12 05	....	7 01	....
Iona Island ..... ♂	41.0	— —	7 05	....	8 46	— —	10 25	12 05	— —	— —	3 12	— —	....	4 46	5 24	....	....	....	6 56	....	....	....	....	....	8 13	....	8 57	— —	....	12 07	§1 51	....	....	12 09	....	7 05	....
Fort Montgomery ... ♂	42.8	— —	A M	....	8 51	— —	10 30	12 10	— —	2 06	3 17	— —	....	4 51	5 28	....	....	....	7 00	....	....	....	....	....	8 17	....	9 01	— —	....	12 12	§1 55	....	....	12 15	....	7 10	....
Highland Falls+ ... ♂	46.4	5 08	....	....	8 59	— —	10 37	12 17	1 01	2 12	3 24	— —	....	4,57	5 36	....	....	....	7 07	....	....	....	....	....	8 23	....	9 08	— —	....	12 18	2 02	....	....	12 22	....	7 17	....
West Point+ ..... ♂	47.3	5 12	....	....	9 03	— —	10 40	12 20	1 04	2 16	3 27	3 48	....	5 00	5 39	....	....	....	7 10	....	....	....	....	....	8 26	....	9 11	— —	....	12 21	2 05	....	....	12 25	....	7 20	....
Cornwall+ ..... ♂	52.2	5 23	....	....	9 16	10 08	10 50	12 30	1 14	2 25	3 37	3 56	....	5 10	5 49	....	....	....	7 20	....	....	7 31	....	....	8 36	....	9 20	9 32	....	12 31	§2 15	....	....	12 35	....	7 30	....
Newburgh+ ..... ♂	56.7	5 37	....	....	9 27	10 18	11 00	12 40	1 23	2 35	3 47	4 08	....	5 20	5 59	....	....	....	7 30	....	....	7 42	....	....	8 45	....	9 30	9 42	....	12 41	§2 25	....	....	12 45	....	7 40	....
Roseton ..... ♂	61.0	5 45	....	....	9 35	— —	A M	Noon	— —	P M	3 58	— —	....	P M	6 07	....	....	....	P M	....	....	7 52	....	....	P M	....	P M	— —	....	12 49	A M	....	....	Noon	....	P M	....
Marlborough ..... ♂	64.9	5 53	....	....	9 43	— —	═══	....	1 39	....	4 04	— —	....	....	6 15	....	....	....	....	....	....	— —	....	....	....	....	....	— —	....	12 57	....	....	....	....	....	....	....
Milton ..... ♂	68.0	6 01	....	....	9 50	— —	....	....	1 46	....	4 11	— —	....	....	6 22	....	....	....	....	....	....	— —	....	....	....	....	....	— —	....	1 04	....	....	....	....	....	....	....
Highland+ ..... ♂	72.3	6 09	....	....	9 58	— —	....	....	1 54	....	4 20	4 35	....	....	6 30	....	....	....	....	....	....	— —	....	....	....	....	....	— —	....	1 12	....	....	....	....	....	....	....
West Park ..... ♂	78.3	6 21	....	....	10 10	— —	....	....	2 04	....	4 31	— —	....	....	6 41	....	....	....	....	....	....	— —	....	....	....	....	....	— —	....	— —	....	....	....	....	....	....	....
Esopus ..... ♂	80.4	6 25	....	....	10 14	— —	....	....	2 08	....	4 36	— —	....	....	6 45	....	....	....	....	....	....	— —	....	....	....	....	....	— —	....	— —	....	....	....	....	....	....	....
Ulster Park ..... ♂	82.6	6 29	....	....	10 18	— —	....	....	— —	....	4 40	— —	....	....	6 49	....	....	....	....	....	....	— —	....	....	....	....	....	— —	....	— —	....	....	....	....	....	....	....
Port Ewen ..... ♂	85.5	6 34	....	●91	10 24	— —	....	....	— —	....	4 44	— —	....	....	6 54	....	....	....	....	....	....	— —	....	....	....	....	....	— —	....	s1 35	....	....	....	....	....	....	....
Kingston+ .... ♂ arr.	88.1	6 40	....	A M	10 30	11 02	....	....	2 20	....	4 50	5 00	....	....	7 00	....	....	....	....	....	....	8 45	....	....	....	....	....	10 50	....	1 40	....	....	....	....	....	....	....
Kingston ..... lve.	88.1	6 50	....	†550	10 35	11 07	....	....	2 30	....	5 20	5 10	....	....	7 10	....	....	....	....	....	....	8 50	....	....	....	....	....	10 35	....	1 50	....	....	....	....	....	....	....
Lake Katrine	92.3	7 00	....	5 57	10 45	— —	....	....	— —	....	6 28	— —	....	....	7 20	....	....	....	....	....	....	— —	....	....	....	....	....	— —	....	— —	....	....	....	....	....	....	....
Mount Marion ..... ♂	95.8	7 07	....	6 02	10 50	— —	....	....	— —	....	6 33	— —	....	....	7 26	....	....	....	....	....	....	— —	....	....	....	....	....	— —	....	— —	....	....	....	....	....	....	....
Saugerties+ ..... ♂	99.0	7 16	....	6 08	10 56	— —	....	....	2 50	....	6 38	— —	....	....	7 31	....	....	....	....	....	....	9 08	....	....	....	....	....	10 51	....	2 10	....	....	....	....	....	....	....
Malden ..... ♂	100.9	7 21	....	6 12	11 00	— —	....	....	— —	....	6 43	— —	....	....	7 35	....	....	....	....	....	....	— —	....	....	....	....	....	— —	....	— —	....	....	....	....	....	....	....
West Camp ..... ♂	102.6	7 26	....	6 15	11 04	— —	....	....	2 58	....	6 46	— —	....	....	7 39	....	....	....	....	....	....	— —	....	....	....	....	....	— —	....	— —	....	....	....	....	....	....	....
Alsen ..... ♂	104.8	7 31	....	6 20	11 07	a11 31	....	....	3 03	....	6 50	— —	....	....	7 43	....	....	....	....	....	....	— —	....	....	....	....	....	— —	....	2 19	....	....	....	....	....	....	....
Catskill+ ..... ♂	109.9	7 41	....	6 30	11 16	— —	....	....	3 14	....	6 59	5 45	....	....	7 52	....	....	....	....	....	....	9 28	....	....	....	....	....	— —	....	2 29	....	....	....	....	....	....	....
West Athens ..... ♂	114.7	7 50	....	A M	11 25	— —	....	....	3 22	....	6 08	— —	....	....	8 01	....	....	....	....	....	....	— —	....	....	....	....	....	— —	....	— —	....	....	....	....	....	....	....
Coxsackie+ ..... ♂	120.0	8 00	....	═══	11 33	— —	....	....	3 30	....	6 18	— —	....	....	8 09	....	....	....	....	....	....	a9 46	....	....	....	....	....	— —	....	2 46	....	....	....	....	....	....	....
New Baltimore ..... ♂	124.9	8 07	....	93	11 42	— —	....	●95	— —	....	6 27	— —	....	....	8 18	....	....	....	....	....	....	— —	....	....	....	....	....	— —	....	— —	....	....	....	....	....	....	....
Ravena ♂ ..... arr.	128.2	8 15	....	A M	11 50	12 05	A M	....	3 45	....	6 36	6 15	....	....	8 25	....	....	....	....	....	....	10 00	....	....	....	....	....	11 35	....	3 00	....	....	....	....	....	....	....
Ravena ..... lve.	128.2	8 25	....	*600	12 10	12 10	†7 35	....	3 56	....	6 40	6 40	....	....	8 30	....	....	....	....	....	....	10 10	....	....	....	....	....	P M	....	3 10	....	....	....	....	....	....	....
Selkirk ..... ♂	132.6	8 35	....	6 10	12 20	12 20	7 45	....	4 00	....	6 50	6 50	....	....	8 42	....	....	....	....	....	....	s1018	....	....	....	....	....	....	....	— —	....	....	....	....	....	....	....
Wemple ..... ♂	135.7	8 40	....	6 15	12 25	12 25	7 50	....	4 05	....	6 55	6 55	....	....	8 48	....	....	....	....	....	....	s1022	....	....	....	....	....	....	....	— —	....	....	....	....	....	....	....
Glenmont ..... ♂	137.9	8 45	....	6 20	12 30	12 30	7 55	....	4 10	....	7 00	7 00	....	....	8 51	....	....	....	....	....	....	s1026	....	....	....	....	....	....	....	— —	....	....	....	....	....	....	....
Kenwood Junction .. ♂	139.8	— —	....	— —	— —	— —	— —	....	— —	....	— —	— —	....	....	— —	....	....	....	....	....	....	— —	....	....	....	....	....	....	....	— —	....	....	....	....	....	....	....
Albany+ ..... ♂	141.3	9 00	....	6 35	12 45	12 45	8 10	....	4 25	....	7 15	7 15	....	....	8 06	....	....	....	....	....	....	10 40	....	....	....	....	....	....	....	3 40	....	....	....	....	....	....	....
[ARRIVE	.....	A M	....	A M	Noon	Noon	A M	....	P M	....	P M	P M	....	....	P M	....	....	....	....	....	....	P M	....	....	....	....	....	....	....	A M	....	....	....	....	....	....	....

EXPLANATION OF SIGNS.

Trains marked * run daily; † daily, except Sunday; ‖ daily, except Monday; § Sunday only; *a* stops to leave passengers from New York; *h* stops Saturday only; *k* Saturday only; *s* stops Sunday. ♭ Daily, except Saturday and Sunday. ● No baggage carried on this train. + Coupon stations; ♂ Telegraph stations.

For Map, see page 221.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

WEST SHORE RAILROAD—Continued.

December, 1909.	20	96	80	40	82	82	6	64	84	42	68	44	14	86	68	30	16	46	8	48	4	88	50	72	12	2	92	18	78	84	52	54	78	50	74
[LEAVE		Night											A M				A M		A M		Noon				P M			P M		P M					
Albany		*1250											†430				*7 00		†9 50		*1225				*250			*520		*810					
Kenwood Junction		— —											— —				— —		— —		c —				— —			— —		— —					
Glenmont		12 46											— —				7 12		10 05		12 40				2 46			5 35		8 26					
Wemple		12 51											— —				7 17		— —		12 45				2 50			5 40		8 30					
Selkirk		12 58											4 54				7 22		10 14		12 50				2 56			5 46		8 35					
Ravena arr.	A M	1 10					A M						5 05				7 32		10 25		1 00				3 07	P M		5 57		9 45					
Ravena lve.	‡205	A M					*4 15						5 13				7 35		10 35		1 10				3 15	*4 15		6 05		P M					
New Baltimore	— —						c —						5 20				7 42		g —		c —				3 22	c —		6 12							
Coxsackie	— —						c s						5 27				7 50		10 48		c —				3 30	c —	●	6 20							
West Athens	— —						c —						5 36				7 59		10 56		c —				3 39	c —	P M	6 29							
Catskill	— —						4 41						5 45				8 00		11 06		1 35				3 49	4 41	†5 30	6 40							
Alsen	— —						c —						5 54				8 18		11 15		c —				3 58	c —	5 40	6 48							
West Camp	— —						c —						5 58				8 21		g —		c —				4 03	c —	5 47	6 52							
Malden	— —						c —						6 02				8 24		11 22		c —				4 06	c —	5 51	6 56							
Saugerties	— —						c a						6 06				8 28		11 25		c s				4 11	5 00	5 55	7 01							
Mount Marion	— —						c —						6 13				8 34		g —		c —				4 18	c —	6 01	7 08							
Lake Katrine	— —						c —						6 21				8 40		g —		c —				4 25	c —	6 07	7 15							
Kingston arr.	3 05						5 15						6 32			A M	8 50		11 45		2 10				4 35	5 20	6 16	7 26							
Kingston lve.	3 10						5 17						6 37			*8 55	9 05		11 55		2 15				4 40	5 25	P M	7 35							
Port Ewen	— —						c —						6 42			— —	9 11		12 01		c —				4 46	c —		7 40							
Ulster Park	— —						c —						6 47			— —	9 15		12 05		c —				4 50	c —		7 46							
Esopus	— —						c —						6 51			— —	9 19		12 09		c —				4 54	c —		7 49							
West Park	— —						c —						6 55			— —	9 23		12 14		c —				4 58	c —		7 53							
Highland	— —						c —						7 06			9 19	9 34		12 26		c —				5 09	5 49		8 04							
Milton	— —						c —						7 14			— —	9 41		12 33		c —				5 17	c —		8 12							
Marlborough	— —						c —						7 22			— —	9 50		12 40		c —				5 25	c s		8 20							
Roseton	— —			A M			c —			A M		A M	7 31			— —	9 57	A M	12 48	P M	c —		P M		5 32	c —		8 29			A M	A M		P M	
Newburgh	3 58			†500			6 05			†630		†715	7 41			9 45	10 05	†1125	12 58	*1 35	3 05		†3 15		6 42	6 15		8 38			§620	§720		§355	
Cornwall	4 08			5 09			6 15			6 39		7 24	7 51			9 55	10 14	11 34	1 08	1 44	3 15		4 05		5 52	6 25		8 48			6 30	7 30		4 05	
West Point	— —			5 19			c —			6 49		7 34	8 02			10 05	10 24	11 43	1 18	1 54	c —		4 15		6 02	6 35		8 58			6 40	7 40		4 15	
Highland Falls	— —			5 22			c —			6 52		7 37	— —			10 08	10 27	11 46	1 20	1 57	c —		4 18		6 05	6 38		9 02			6 43	7 43		4 18	
Fort Montgomery	— —			5 29			c —			6 58		7 44	— —			— —	10 34	11 53	— —	2 04	c —		4 25		6 12	c —		9 10			6 50	7 50		4 25	
Iona Island	— —			5 34			c —			7 02		7 48	— —			— —	10 39	11 58	— —	2 08	c —		4 30		6 17	c —		9 16			6 55	7 55		4 30	
Jones Point	— —			5 38			c —			7 06		7 52	— —			— —	10 43	12 02	— —	2 13	c —		4 34		6 21	c —		9 20			6 59	7 59		4 34	
Tompkins Cove	— —	60		5 42			c —			7 10		7 56	— —			— —	10 47	12 06	— —	2 17	c —		4 38		6 25	c —		9 24		70	7 03	8 03		4 38	
Stony Point	— —	A M		5 46		A M	c —		A M	7 14	A M	8 00	— —		A M	— —	10 51	12 08		2 21	c —		4 42	P M	6 29	c —		9 28	P M	A M	7 07	8 07	P M	4 42	P M
West Haverstraw	— —	†4 55		5 50		†620	c —		†650		7 19	†722	8 04	— —		*910	— —	10 56	12 12		2 28	c —		4 47	*615	6 34	c —		9 33	*9 40	§555	7 12	8 12	§110	4 47	§620
Haverstraw	— —	4 58		5 53		6 23	c —		6 53		7 22	7 25	8 07	— —		9 13	10 33	10 59	12 15		2 29	c —		4 50	6 19	6 37	c *		9 36	9 45	5 58	7 15	8 15	1 13	4 50	5 23
Congers	— —	5 06		6 01		6 32	c —		7 00		7 29	7 32	8 14			9 22	— —	11 07	12 23		2 37	c —		4 58	6 26	b —	c —		— —	9 51	6 05	7 23	8 23	1 21	4 58	5 32
Valley Cottage	— —	5 10		6 05		6 36	c —		7 04		— —	7 36	8 18			9 26	— —	11 11	12 27		2 41	c —		5 02	6 30	b —	c —		— —	9 55	6 00	7 27	8 27	1 26	5 02	5 36
West Nyack	— —	5 15		6 10		6 41	c —		7 09		7 36	7 40	8 23			9 31	— —	11 16	12 32		2 46	c —		5 07	6 35	b —	c —		— —	10 00	6 14	7 32	8 32	1 30	5 07	5 41
Blauvelt	— —	5 19		6 15		6 45	c —		7 14		— —	7 45	— —			9 35	— —	11 21	12 37		2 51	c —		5 12	6 39	b —	c —		— —	10 04	6 19	7 37	8 37	1 35	5 12	5 46
Orangeburgh	— —	5 22		6 19		6 48	c —		7 17		— —	7 48	— —			9 38	— —	11 24	12 40		2 54	c —		5 15	6 42	b —	c —		— —	10 07	6 22	7 40	8 40	1 38	5 15	5 49
Tappan	— —	5 26		6 23		6 52	c —		7 21		7 44	7 52	— —			9 42	— —	11 28	12 44		2 58	c —		5 19	6 48	b —	c —		— —	10 11	6 26	7 44	8 44	1 42	5 18	5 53
West Norwood	— —	5 29		6 27		6 55	c —		7 24		— —	7 55	— —			9 45	— —	11 31	12 47		3 01	c —		5 22	6 49	b —	c —		— —	10 14	6 29	7 47	8 47	1 45	5 22	5 56
Harrington Park	— —	5 32	●	6 31	●	6 58	c —		7 27	●	7 50	7 58	— —		●	9 48	— —	11 34	12 51		3 04	c —	●	5 26	6 52	b —	c —		— —	10 17	6 33	7 50	8 50	1 48	5 26	6 00
Haworth	— —	5 36	A M	6 35	A M	7 02	c —		7 31	A M	7 54	8 01	— —		A M	9 52	— —	11 37	12 54		3 07	c —	P M	5 31	6 56	b —	c —		— —	10 21	6 37	7 53	8 53	1 53	5 31	6 04
Dumont	— —	5 40	†615	— —	†645	7 06	c —		7 35	†738	— —	8 04	— —		†900	9 56	— —	11 41	12 58		3 11	c —	*425	5 36	7 00	b —	c —		— —	10 25	6 41	7 57	8 57	1 57	5 36	6 08
Bergenfield	— —	5 42	6 17	— —	6 48	7 08	c —		7 37	7 40	— —	8 07	— —		9 02	9 58	— —	11 44	1 01		3 14	c —	4 27	5 39	7 02	b —	c —		— —	10 27	6 44	8 00	9 00	1 59	5 39	6 11
West Englewood	— —	5 45	6 21	— —	6 52	7 12	c —	— —		7 44	— —	8 11	— —		9 06	1002	— —	11 48	1 04		3 18	c —	4 31	5 42	7 05	b —	c —		— —	10 30	6 47	8 04	9 04	2 03	5 42	6 14
Teaneck	— —	5 48	6 24	— —	6 55	7 15	c —	— —		7 47	— —	8 14	— —	— —	9 09	1004	— —	11 51	1 07		3 21	c —	4 34	5 45	7 07	b —	c —		— —	10 32	6 50	8 07	9 07	2 06	5 45	6 17
Bogota	— —	5 51	6 26	— —	6 58	7 18	c —	— —		7 50	— —	8 16	— —	— —	9 12	1006	— —	11 54	1 10		3 24	c —	4 37	5 48	7 10	b —	c —		— —	10 35	6 53	8 10	9 10	2 09	5 48	6 20
West View	— —	5 53	— —	— —	6 59	—	c —	— —		— —	— —	— —	— —	— —	9 13	— —	— —	— —	— —		— —	c —	4 38	— —	— —	b —	c —		— —	— —	— —	— —	— —	— —	— —	— —
Ridgefield Park	— —	5 55	6 29	— —	7 02	7 22	c —	— —		7 53	— —	8 19	— —	— —	9 15	1010	— —	11 59	1 14		3 29	c —	4 40	5 61	7 14	b —	c —		— —	10 39	6 58	8 14	9 14	2 13	5 51	6 24
Little Ferry	— —	5 57	6 32	— —	7 05	7 25	c —	— —		7 55	— —	8 22	— —	— —	9 17	1012	— —	12 02	1 17	— —	3 32	c —	4 42	5 54	7 17	b —	c —		— —	10 42	7 01	8 17	9 17	2 16	5 54	6 27
Granton	— —	— —	— —	— —	— —	— —	c —	— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —		— —	c —	— —	— —	— —	b —	c —		— —	— —	— —	— —	— —	— —	— —	— —
New Durham	— —	6 05	6 40	— —	7 12	— —	c —	— —		8 03	— —	8 30	— —	— —	9 25	1020	— —	12 10	1 25	— —	3 40	c —	4 60	6 02	7 25	b —	c —		— —	10 60	7 10	8 25	9 25	2 25	6 02	6 35
Weehawken	5 40	6 10	6 45	6 58	7 17	7 38	7 45	7 58	8 08	8 15	8 35	8 58	9 15	9 30	1025	11 25	12 15	1 30	2 30	3 45	4 40	4 55	6 07	7 30	7 35	7 55		1030	10 55	7 15	8 30	9 30	2 30	6 07	6 40
Hoboken (*W. S. S'a.*)													9 37						2 52																
Jersey City (P.R.R.Sta.)													9 45						3 00																
Brooklyn (*Annex*) ar.													1035						3 35																
Foot West 42d St.	6 00	6 25	7 00	7 15	7 30	7 50	8 00	8 10	8 20	8 30	8 50	9 10	9 30	9 45	10 45	11 40	12 30	1 45	2 45	4 00	5 00	5 10	6 20	7 40	7 50	8 10		1045	11 10	7 30	8 45	9 45	2 45	6 20	6 55
Foot Desbrosses St.	6 15	6 40	7 30	7 30	7 50	8 10	8 30	8 40	8 50	8 50	9 10	9 30	9 50	10 10	p10 10	b12 10	d1 50	2 10	3 10	4 30	d5 10	5 30	§6 50	p8 10	h8 10	8 30		1100	11 30	7 50	9 10	1000	3 00	7 00	7 30
New York. arr.	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M		P M	P M	A M	A M	A M	P M	P M	P M

Mohawk and Hudson River Express. — Hudson River Express. — The Buffalonian. — National Express. — Continental Limited. — West Shore Limited.

EXPLANATION OF SIGNS.

Trains marked * run daily; † daily, except Sunday; ‡ daily, except Monday; § Sunday only; *a* stops to take New York passengers; *b* stops to leave passengers from north of West Haverstraw; *c* stops to leave passengers from west of Buffalo or Suspension Bridge; *d* on Sunday arrives 5 minutes later; *e* on Sunday arrives 10 minutes earlier; *g* stops to leave passengers from stations on Mohawk Division; *h* on Sunday arrives 15 minutes later; *j* Sunday arrives 10 minutes later; *o* Sunday arrives 5 minutes earlier; *p* Sunday arrives 15 minutes earlier; *s* stops Sundays only; *x* stops to leave passengers from points west or north of Utica. ● Will not carry baggage.

For Map, see page 221.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

WEST OF BUFFALO.

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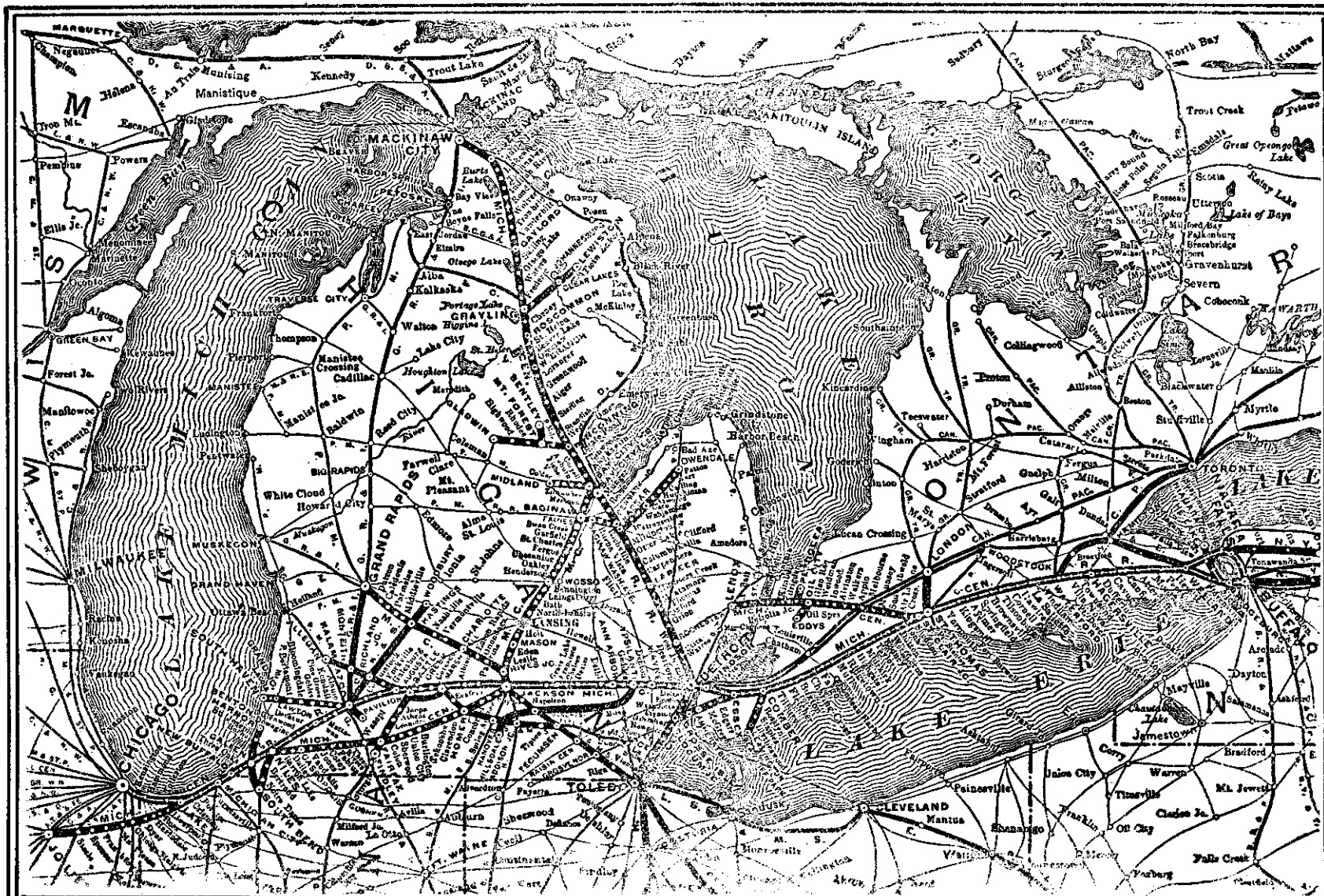

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Drawing-room Sleeping Car New York to Chicago.
16-Section Sleeping Car Detroit to Chicago.
Dining Car Albany to Buffalo and Kalamazoo to Chicago.
Excess fare is charged New York to Chicago only.

No. 9—CHICAGO SPECIAL (daily).
D. R. Sleeping Car N. Y. to Chicago (leaves New York on N. Y. C. 41).
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Drawing-room Sleeping Car Buffalo to Detroit.
Dining Car New York to Syracuse and Detroit to Chicago.
Parlor Car and Cafe Coach Detroit to Mackinaw City on No. 201.
Excess fare is charged New York to Chicago only.

No. 17—THE WOLVERINE (daily).
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Drawing-room Sleeping Car New York to Chicago.
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D. R. Sleeping Car N.Y. to Saginaw and Bay City (on 203 from Detroit).
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Tourist Sleeper Boston to Chicago, except Sunday.
Observation Parlor Car Detroit to Chicago.
Through Coach New York to Chicago.
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Excess fare New York to Chicago only.

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Buffet Library Car Buffalo to Chicago. Parlor Car Detroit to Chicago.
Drawing-room Sleeping Car New York to Chicago.
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Dining Car New York to Albany, Buffalo to Chicago.
Cafe Coach and Parlor Car Detroit to Bay City on No. 205.

No. 27—Drawing-room Sleeping Car Detroit to Grand Rapids (on No. 101 from Jackson).

No. 37—PACIFIC EXPRESS (daily).
Drawing-room Sleeping Car New York to Chicago. (N. Y. C. Nos. 59 and 45 to Buffalo).
16-Section Sleeping Car Detroit to Chicago.
Drawing-room Sleeping Car Detroit to Chicago.
16-Section Sleeping Car Bay City and Saginaw to Chicago (on No. 78 from Bay City).
16-Section Sleeping Car Detroit to Mackinaw City on No. 207.
Dining Car Welland to Detroit.

No. 11—DETROIT, GRAND RAPIDS AND KALAMAZOO EXPRESS (except Sunday).—Drawing-room sleeping Car Jackson to Chicago (from Kalamazoo on No. 41). Cafe Coach Detroit to Grand Rapids.

No. 41—GRAND RAPIDS AND CHICAGO NIGHT EXPRESS (daily).
16-Section Sleeping Car Grand Rapids to Chicago.
12-Section Drawing-room Sleeping Car Grand Rapids to Chicago.
D. R. Sleeping Car Jackson to Chicago, except Sunday (on No. 11 from Jackson to Kalamazoo). Sunday, Car runs from Kalamazoo only.

No. 43—GRAND RAPIDS AND CHICAGO EXPRESS, via G. R. & I. Ry. (except Sunday).—Buffet Parlor Car Grand Rapids to Chicago.

No. 45—GRAND RAPIDS AND CHICAGO EXPRESS, via G. R. & I. Ry. (except Sunday.)—Parlor Car Grand Rapids to Chicago and Dining Car Grand Rapids to Chicago.

No. 8—THE WOLVERINE (daily).
Buffet Library Car Chicago to New York.
Drawing-room Sleeping Car Chicago to New York.
Drawing-room Sleeping Car Detroit to New York.
Drawing-room Sleeping Car Grand Rapids to New York (from Grand Rapids on No. 108).
Drawing room Sleeping Car Bay City and Saginaw to New York (from Bay City on No. 208).
Observation Parlor Car Chicago to Detroit.
Parlor Car Albany to Boston (B. & A. No. 26).
Dining Car Chicago to Buffalo and Albany to New York.
Cafe Coach Grand Rapids to Detroit (from Grand Rapids on No. 108).
Cafe Coach Bay City and Saginaw to Detroit (on No. 208).
Excess fare is charged to New York only.

No. 10—NEW YORK AND BOSTON SPECIAL (daily).
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Drawing-room Sleeping Car Chicago to New York (east on N. Y. C. 16).
Through Coach Chicago to New York (east on N. Y. C. No. 16).
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Dining Car Chicago to St. Thomas, Utica to Springfield, Albany to N.Y.

No. 14—NIAGARA FALLS AND EASTERN EXPRESS (daily).
Parlor Car Chicago to Detroit.
Tourist Sleeping Car Chicago to Boston (Tues., Wed. and Thurs.).
Drawing-room Sleeping Car Chicago to New York.
Drawing-room Sleeping Car Chicago to Buffalo.
Drawing-room Sleeping Car Detroit to Buffalo.
Dining Car Chicago to Jackson, and Cafe Coach Albany to New York.
Parlor Car and Cafe Coach Mackinaw City to Detroit on No. 206.

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Buffet Library Car Chicago to Buffalo.
Drawing-room Sleeping Car Chicago to New York (runs east of Buffalo on New York Central Train No. 22).
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Drawing-room Sleeping Car Chicago to Buffalo.
Dining Car Chicago to Kalamazoo, Buffalo to Albany on N. Y. C. 22.
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Excess fare is charged Chicago to New York only.

No. 36—ATLANTIC EXPRESS (daily).
Drawing-room Sleeping Car Chicago to New York.
Drawing-room Sleeping Car Chicago to Boston (east on N. Y. C. No. 42, B. & A. No. 32).
16-Section Sleeping Car Chicago to Detroit.
Tourist Car Chicago to Boston Sunday, Monday and Tuesday.
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Drawing-room Sleeping Car Chicago to Grand Rapids.
16-Section Sleeping Car Chicago to Grand Rapids.
16-Section Sleeping Car Mackinaw City to Detroit on No. 202.

No. 6—DETROIT NIGHT EXPRESS (daily).
Two Drawing-room Sleeping Cars Chicago to Detroit.
16-Section Sleeping Cars Chicago to Detroit.
16-Section Sleeping Car Chicago to Saginaw and Bay City (on No. 71 from Jackson).
Sleeping Car Grand Rapids to Detroit (on No. 106 from Grand Rapids).

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Buffet Parlor Car Chicago to Grand Rapids.

No. 44—GRAND RAPIDS EXPRESS, via G. R. & I. (except Sunday).
Parlor Car Chicago to Grand Rapids. Dining Car Chicago to Gd. Rapids.

No. 46—FAST MAIL—Drawing-room Sleeping Car Chicago to Jackson (from Kalamazoo on No 12). Sunday car runs only to Kalamazoo.

SAGINAW DIVISION.

No. 71—16-Section Sleeping Car Chicago to Bay City daily.
No. 72—Sleeping Car Mackinaw City to Jackson.
No. 77—Sleeping Car Jackson to Mackinaw City.
No. 78—16-Section Sleeping Car Bay City to Chicago daily.

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No. 301—Parlor Car and Cafe Coach Detroit to Cincinnati, via Big Four, daily.

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No. 303—Observation Parlor Car and Cafe Coach Detroit to Cincinnati, via Big Four, daily. Parlor Car Detroit to Pittsburgh, via Penna. Lines.

No. 304—Sleeping Car Indianapolis to Detroit, daily, via Big Four.

No. 312—Parlor Car and Cafe Coach Cincinnati to Detroit, via Big Four, daily.

No. 307—Drawing-room Sleeping Car Detroit to Pittsburg, via Penna. Lines, daily. Sleeping Car Detroit to Indianapolis, via Big Four, daily.

No. 309—Sleeping Car Detroit to Cincinnati, via Big Four, daily. Sleeping Car Detroit to Columbus, via Hocking Valley Ry., daily.

No. 310—Observation Parlor Car and Cafe Coach Cincinnati to Detroit, via Big Four, daily. Parlor Car Pittsburgh to Detroit, via Pennsylvania Lines, daily.

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No. 105—Sleeping Car N.Y. to Gd. Rapids, Cafe Coach Jackson to Gd. Rapids.
No. 107—Parlor Car Detroit to Grand Rapids.
No. 108—Drawing-room Sleeping Car Grand Rapids to New York. Cafe Coach Grand Rapids to Detroit (from Jackson on No. 8).
No. 109—Parlor Car and Cafe Coach Detroit to Grand Rapids.
No. 110—Parlor Car Gd. Rapids to Det. Cafe Coach Gd. Rapids to Jackson.

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Nos. 205 and 208—Cafe Coaches Detroit and Bay City.
Nos. 204 and 205—Parlor Cars Detroit and Bay City.
No. 207—Sleeping Car Detroit to Mackinaw City. Sleeping Car Jackson except Sunday) and Bay City (daily) to Mackinaw City.

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Ten days' stop-over allowed at Niagara Falls, N.Y., and at Battle Creek and Detroit, Mich., by deposit with depot ticket agent at point of stop-over on through tickets, one way and round trip, on going journey within the going transit limit, and on the return journey within the final limit, but not to exceed ten days.

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- -	- -	4 06	11 00	- -	- -	- -			8 10	- -	28.4	.....Tolleston.....	- -	- -	- -	6 03	- -	- -	5 05	a622	- -	9 39	7 00
- -	- -	4 10	11 05	2 08		eb			8 14	- -	29.7	.....Gary.....	- -	f -	- -	5 58	) -	- -	5 00	6 18	- -	9 35	6 57
- -	- -	4 18	11 11	- -		- -			8 25	- -	35.0	.....East Gary[18]...	- -	- -	- -	5 46	- -	- -	4 45	6 07	- -	9 20	6 47
- -	- -	4 34	11 25	- -		- -			8 44	- -	44.1	..... Porter	- -	- -	- -	5 26	- -	11 24	4 23	a547	- -	9 05	6 34
4 28	7 12	4 57	11 47	2 39	6 27	4 37	12 01 Noon	10 27	9 10	1 47	55.9	+..Michigan City[17]	6 32	1 12	1 53	4 55	7 29	11 07	4 10	5 22	3 20	8 42	6 17
- -	- -	5 13	12 05	▲ -		- -			9 29	- -	65.8	+....New Buffalo[16]..	- -	- -	- -	4 25	- -	10 52	3 48	a500	- -	8 21	5 57
4 52	r -	5 23	12 16	3 04		- -			9 40	- -	72.9	+.....Three Oaks.....	- -	s -	- -	4 10	- -	10 44	3 30	a446	2 53	8 09	5 48
- -	7 44	5 36	12 28	3 11		es			9 53	- -	78.7	.....Galien.....	- -	s -	- -	3 55	- -	- -	3 18	a432	- -	8 00	5 37
5 11	r -	5 52	12 41	3 20		5 22			10 09	- -	86.3	+.....Buchanan[68]..	- -	s -	- -	3 45	- -	10 28	3 06	a417	■ -	7 45	5 25
5 28	8 08	6 10	1 00	3 35	7 21	5 49	12 59 Noon	11 18	10 33	2 50	92.6	+.....Niles[11]	5 38	12 15	1 02	3 30	6 35	10 16	2 50	4 00	2 28	7 30	5 12
5 40	- -	6 30	- -	- -		- -		- -	10 45	- -	98.5	.....Pokagon.....	- -	- -	- -	3 13	- -	- -	2 32	- -	- -	7 13	4 50
5 50	8 25	6 40	1 20	3 49		5 58	1 18 P M	11 32	10 55	3 10	105.0	+.....Dowagiac.....	5 12	11 48	- -	3 03	6 10	9 50	2 21	3 30	2 05	7 02	4 39
6 03	- -	6 55	a -	- -		- -		- -	11 07	- -	111.3	.....Glenwood.....	- -	- -	- -	2 53	- -	- -	2 11	- -	- -	6 50	4 29
6 10	r -	7 05	1 40	- -		- -		- -	11 15	- -	116.2	+.....Decatur.....	- -	11 30	- -	2 45	V -	9 31	2 03	a307	- -	6 40	4 21
6 25	- -	7 20	1 55	l -		6 23	l -	- -	11 28	- -	123.9	+.....Lawton[18]....	- -	11 16	- -	2 32	s -	9.19	1 60	a252	- -	6 27	4 09
6 35	- -	7 30	- -	- -		- -		- -	11 35	- -	128.2	.....Mattawan.....	- -	- -	- -	2 25	- -	- -	1 42	- -	- -	6 20	4 03
7 00	8 16	7 55	2 25	4 33		6 50	2 10 P M	12 18	11 59	4 05	140.5	ar..+Kalamazoo[14] ♁ lv.	4 20	10 45	11 56	*2 05	6 15	†8 55	1 20	2 20	†1 15	†6 00	†3 45
.....	10 35	10 35	.....	5 55	.....	.....	.....	2 10	2 10	6 45	189.1	arr..Grand Rapids.lve.	.....	.....	.....	*11 50	*1 50	†7 06	.....	.....	†1201	.....	†1 50
*7 25	P M	P M	P M	P M	8 30	8 50	2 10 P M	12 18	12 20	4 10	140.5	lve...Kalamazoo..arr.	4 12	10 45	11 56	8 40	5 15	A M	12 50	2 15	Noon	5 05	P M
7 32			- -		- -	- -		- -	12 27	- -	144.4	.....Comstock.....	- -	- -	- -	8 31	- -		12 40	- -		- -	
7 40	.....	.....	2 45	.....	- -	- -		- -	12 35	- -	149.3	+.....Galesburgh.....	- -	- -	- -	8 22	- -	.....	12 30	1 58	.....	- -	.....
7 48	.....	.....	2 55	.....	- -	- -		- -	12 43	- -	153.7	+.....Augusta ..... ♁	- -	- -	- -	8 15	- -	.....	12 20	1 50	.....	- -	.....
8 03	.....	.....	3 10	.....	8 56	7 21	2 45 »	12 49	1 05	4 42	163.3	+...Battle Creek[12]. ♁	3 40	10 10	11 25	8 00	4 42	.....	12 05	1 32	.....	4 30	.....
8 20	.....	.....	- -	.....	- -	- -		- -	1 20	- -	171.1	.....Ceresco.....	- -	- -	- -	7 45	- -	.....	11 42	- -	.....	- -	.....
8 30	.....	.....	3 35	.....	- -	7 42	3 10 »	- -	1 30	5 03	176.4	+.....Marshall[13] ♁....	- -	9 47	- -	7 35	4 22	.....	11 32	1 09	.....	4 12	.....
8 44	.....	.....	- -	.....	- -	- -		- -	1 42	- -	182.9	.....Marengo.....	- -	- -	- -	7 26	- -	.....	11 22	- -	.....	- -	.....
8 55	.....	.....	4 02	.....	▶9 32	8 00	3 30 »	- -	1 52	5 22	187.9	+.....Albion[12]..... ♁	- -	9 25	- -	7 15	4 03	.....	11 12	12 47	.....	3 57	.....
9 15	.....	.....	- -	.....	- -	- -		- -	2 10	- -	197.7	.....Parma.....	- -	- -	- -	6 50	- -	.....	10 53	a1233	.....	- -	.....
9 40	.....	.....	4 40	.....	10 03	8 30	4 00 P M	1 50	2 35	5 55	208.5	arr...+Jackson[6]....lve.	*2 40	*9 00	*1025	†7 40	*3 35	.....	†1035	12 15	.....	3 30	.....
†3 00	.....	.....	*7 22	.....	.....	.....	†7 52 P M	.....	†7 52	†1000	.....	arr....Saginaw....lve.	.....	.....	†6 49	P M	†1042	.....	†6 40	*9 32	25	*9 32	.....
†3 35	26	.....	7 50	.....	P M	P M	†9 25 P M	.....	†8 25	10 35	.....	arr....Bay City.....lve.	A M	.....	†6 15	P M	†1000	.....	†6 15	*8 00	P M	*8 00	.....
†7 01	P M	.....	*11 15	.....	*6 55	*6 35	.....	*1110	†1110	*11 15	.....	lve..Grand Rapids.arr.	6 30	1 00	1 00	10 45	.....	.....	1 00	*6 30	6 10	6 30	.....
†1005	†6 05	.....	*5 05	.....	*10 08	†8 40	*4 05 P M	*2 00	†2 50	*6 05	208.5	lve.....Jackson ♁ ..arr.	2 30	8 55	10 15	7 25	3 30	.....	9 50	11 40	2 30	3 20	.....
10 23	- -	.....	5 22	.....	- -	- -	- -	- -	3 10	6 19	218.8	+.....Grass Lake..... ♁	- -	- -	- -	7 07	- -	.....	9 20	11 22	- -	- -	.....
10 40	6 30	.....	5 38	.....	- -	- -	- -	- -	3 27	6 32	229.9	.....Chelsea.....	- -	8 25	- -	6 45	- -	.....	9 00	11 02	- -	- -	.....
10 50	6 40	52	5 48	59	- -	c -	- -	- -	3 40	6 42	237.2	.....Dexter ..... ♁	- -	• -	- -	6 33	- -	.....	8 47	10 50	- -	- -	53
11 10	8 52	A M	6 05	A M	10 49	9 30	4 50 »	2 40	3 55	6 57	246.8	+.....Ann Arbor[5]..... ♁	1 40	7 58	9 21	6 10	2 33	.....	8 28	10 30	1 45	2 24	P M
11 25	7 03	†10 00	6 20	*7 50	- -	9 42	5 05 »	2 50	4 15	7 09	254.7	+.....Ypsilanti[4]..... ♁	*11 28	7 44	9 09	5 55	2 20	.....	8 13	10 15	1 35	2 13	6 30
11 47	- -	10 16	6 38	8 24	- -	- -	- -	- -	4 38	-	266.5	+.....Wayne[3]..... ♁	- -	- -	- -	5 38	- -		7 47	- -	- -	- -	6 16
12 25	7 45	10 45	7 15	9 05	11 43	10 30	5 55 P M	3 30	5 20	7 55	284.1	arr.Detroit[1] (3d St.) ♁ lve.	*1245	*7 00	*8 25	†6 05	*1 40	P M	†7 10	*8 25	†1 00	*1 30	†5 45
Noon	P M	A M	A M	A M	P M	*6 50	*2 16 P M	P M	P M	*4 55	.....	lve.....Toledo.....arr.	Night	10 20	*1020	P M	P M	9 55	A M	*1220	P M	A M	P M
.....	.....	.....	.....	.....	.....	P M	.....	.....	.....	A M	.....	(D. S. S. & A.)	.....	A M	.....	.....	.....	P M	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	‡11 05	.....	.....	.....	‡1025	.....	lve....Houghton....arr.	.....	‡5 40	.....	.....	.....	‡8 00	.....	‡8 00	Additional Train—Leaves Niles 2 20 p.m., arrives Chicago 9 55 p.m.	For explanation of reference marks, see fourth page following.	.....
.....	.....	.....	.....	.....	.....	‡4 55	.....	.....	.....	2 45	.....	" ...Marquette... "	.....	11 15	.....	.....	.....	‡3 15	.....	‡3 15			.....
.....	12	2	.....	32	.....	6 50	.....	A M	.....	*6 50	.....	" Sault Ste. Marie "	.....	8 10	Noon	.....	P M	12 10	11	12 10			.....
.....	P M	A M	.....	A M	P M	8 20	.....	*11 35	.....	*3 35	.....	lve....Bay City....arr.	Night	†10 55	*1210	.....	†8 55	*1 00	A M	*1 00			.....
.....	*4 00	†3 25		*5 10	*11 53	*10 45	*8 05 P M	*5 40		*8 10	284.1	lve.Detroit (Cent. time).arr.	12 35	6 20	8 15	.....	1 30	6 15	10 45	8 45			.....
.....	5 25	6 50	Additional Train—Leaves St. Thomas 7 05 a.m., arrives Welland 9 55 a.m.	6 45	1 28	12 20	7 38 »	5 10		9 45	285.1	+..Windsor (East. time).. ♁	1 03	6 45	8 40	.....	1 55	6 50	11 20	9 10			.....
.....	5 50	7 18		- -	- -	12 42	- -	- -		10 10	300.0	+.....Essex[49]..... ♁	- -	6 12	- -	.....	1 28	6 15	11 43	8 42			.....
.....	6 17	7 43		- -	- -	n -	- -	- -		10 32	315.4	+.....Comber..... ♁	- -	- -	- -	.....	- -	5 48	10 15	8 20			.....
.....	6 27	7 53		- -	- -	w -	- -	- -		10 41	322.0	+.....Tilbury..... ♁	- -	5 36	- -	.....	x -	5 36	10 04	8 10			.....
.....	6 47	8 13		- -	- -	- -	- -	- -		- -	333.0	.....Buxton..... ♁	- -	- -	- -	.....	- -	5 18	9 45	- -			.....
.....	7 03	8 28		- -	- -	- -	- -	- -		- -	341.6	.....Fargo[62]..... ♁	- -	- -	- -	.....	- -	5 04	9 30	- -			.....
.....	7 22	8 47		8 10	- -	w -	- -	- -		11 23	352.5	+.....Ridgetown..... ♁	- -	4 45	- -	.....	12 20	4 45	9 12	7 25			.....
.....	7 41	9 05		- -	- -	- -	- -	- -		- -	355.5	.....Taylor..... ♁	- -	- -	- -	.....	- -	4 28	8 54	- -			.....
.....	7 47	9 11		q -	- -	- -	- -	- -		11 43	366.2	.....Rodney..... ♁	- -	4 23	- -	.....	x -	4 20	8 48	7 02			.....
.....	7 55	9 20		q -	- -	- -	- -	- -		11 51	370.6	.....West Lorne..... ♁	- -	4 16	- -	.....	x -	4 12	8 41	6 55			.....
.....	8 07	9 32		q -	- -	- -	- -	- -		12 03	377.2	+.....Dutton..... ♁	- -	4 07	- -	.....	x -	4 00	8 31	6 48			75-5
.....	8 45	10 10		9 25	3 35	2 45	9 57 »	7 20		12 35	396.1	arr..+St. Thomas[44] lve.	11 00	3 35	6 15	.....	11 25	†3 25	†8 00	6 15			P M
.....	P M	†3 20		9 30	3 40	2 50	10 05 P M	7 25		12 40	396.1	lve... St. Thomas ♁ arr.	10 57	3 30	6 07	.....	11 20	2 00	A M	6 10			9 50
.....	.....	8 59		- -	- -	- -	- -	- -		1 11	420.6	+.....Tillsonburg..... ♁	- -	- -	- -	.....	by	9 11		5 27			8 07
.....	.....	4 16		- -	- -	- -	- -	- -		- -	432.3	.....La Salette[46] ♁	- -	- -	- -	.....	- -	8 48		- -			8 48
.....	.....	4 36		10 41	- -	3 50	- -	- -		1 40	442.0	+.....Waterford[57]... ♁	h1002	2 10	- -	.....	*1017	8 27	.....	4 50			8 30
86	84	7 40	82	12 20	.....	8 30	.....	.....	80	3 08	.....	arr.Hamilton (T.H.&B.) lve.	h820	.....	.....	81	†8 55	.....	83	†3 08	85	87	†8 30
P M	P M	4 56	A M	- -	- -	4 06	- -	- -	- -	2 00	455.8	+....Hagersville..... ♁	- -	1 40	- -	A M	10 00	3 03	P M	4 30	P M	P M	8 06
*3 22	*7 30	6 03	*11 38	12 05	- -	5 00	- -	- -	*1010	3 06	497.0	+.....Welland[47]..... ♁	8 02	12 46	- -	8 40	9 15	6 55	1 45	3 53	6 47	8 40	7 00
8 39	7 47	Via Fr. Erie	11 55	Via Fr. Erie	- -	5 58	Via Fr. Erie	Via Fr. Erie	10 27	3 37	508.5	.....Falls View.....	Via Fr. Erie.	Via Fr. Erie.	Via Fr. Erie.	8 22	8 59	Via Fr. Erie.	1 27	3 14	6 27	8 20	Via Fr. Erie.
8 41	7 50		11 58		a600	5 28			10 30	3 40	509.6	.....Victoria Park..... ♁				8 20	p7		1 25	3 07	6 26	8 18	
8 46	7 56		12 04		6 06	5 34			10 36	3 47	510.8	+Niagara Falls, Ont. ♁				8 14	8 46		1 19	3 01	6 19	8 11	
8 52	8 02		12 11		6 13	5 42			10 42	3 55	511.4	+.Suspension Bridge[50] ♁				8 08	8 40		1 13	2 55	6 13	8 05	
10 05	8 15		12 25		6 25	5 57			10 55	4 17	513.2	+Niagara Falls, N.Y..				*7 55	8 27		*1 00	2 42	*6 00	*7 55	
P M	P M	7 15	Noon	1 00	7 08	6 40	1 00 A M	10 20	A M	5 05	535.2	.Buffalo[61] (East. time).	*6 20	*11 50	*3 25	A M	*7 45	†6 00	P M	*2 00	P M	P M	†6 00
.....	.....	8 40	.....	5 00	9 05	9 40	3 30 5 55	12 10	.....	8 00	.....	ARR. Exchange St. LVE.	P M	P M	A M	A M	A M	A M	.....	P M	.....	.....	P M
.....	.....	11 36	.....	7 15	10 50	11 40	5 30 7 50	1 52	.....	11 00	.....	ar.Rochester (Central Ave.) lv.	5 50	9 10	1 35	.....	4 33	.....	.....	11 50	.....	.....	.....
.....	.....	3 30	.....	12 10	2 20	4 35	9 20 11 50	5 15	.....	2 55	.....	arr.... Syracuse.....lve.	3 45	7 25	11 46	.....	2 40	.....	.....	10 10	.....	.....	.....
.....	.....	7 26	.....	5 45	8 48	8 53	1 48 3 45	9 03	.....	7 03	.....	.....Albany.....	12 10	4 00	7 57	.....	10 00	.....	.....	6 50	.....	.....	.....
.....	.....	A M	.....	A M	P M	P M	P M P M	A M	.....	A M	.....	....New York (42d St.)...	*8 45	*12 40	*4 30	.....	*6 00	.....	.....	*12 05	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(Via N. Y. C. & H. R.)	A M	Noon	P M	.....	P M	.....	.....	Night	.....	.....	.....
.....	.....	.....	.....	4 07	5 50	9 05	12 10 3 25	9 25	.....	4 07	.....	arr...Springfield...lve.	7 54	12 35	4 40	.....	7 25	.....	.....	2 30	.....	.....	.....
.....	.....	.....	.....	7 00	8 30	12 15	2 55 6 05	11 50	.....	7 00	.....	arr.Boston (South Sta.) lve.	†4 20	*1000	*2 00	.....	*4 50	.....	.....	*11 15	.....	.....	.....
.....	.....	.....	.....	A M	P M	Night	P M P M	A M	.....	A M	.....	Via Boston & Albany.	A M	A M	P M	.....	P M	.....	.....	P M	.....	.....	.....

STANDARD—East of Detroit River, *Eastern time.* West of Detroit River, *Central time.*

"AMERICA'S GREATEST RAILROAD."

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ST. CLAIR DIVISION.

101	103	Ms.	November 21, 1909.	100	102
P M	A M	....	LVE.] E. Stand. [ARR.	A M	P M
†3 30	†5 30	0	+ St. Thomas[44] ♁	10 20	3 50
3 40	5 42	4.2	St. Clair Junction ♁	10 10	3 36
3 51	5 53	9.4	.... Southwold .. ♁	9 58	2 55
3 58	6 01	13.5	.... Muncey.....	9 48	2 36
4 11	6 16	19.3	....Melbourne	9 35	2 10
4 32	6 46	20.9	.....Walkers	9 11	1 30
4 43	7 05	35.3	.....Alvinston .. ♁	9 00	1 10
4 55	7 40	41.0	.....Inwood.... ♁	8 48	12 50
5 10	8 41	48.2	.....Oil City... ♁	8 35	12 20
5 10	8 55	55.1	arr..Petrolia.lve.	†7 20	†10 50
5 27	9 05	56.6	.....Brigden.... ♁	8 18	11 55
5 50	9 30	66.4	.. Courtright[42] ♁	†8 00	†11 30
By Ferry		67.9	+... St. Clair....	By Ferry	
P M	A M	....	ARRIVE] [LEAVE	A M	A M

PETROLIA AND OIL SPRINGS DIVS.

November 21, 1909.	Ms.	140	144	142	....
Eastern time. [LEAVE	....	A M	A M	P M	.....
Petrolia..... ♁	0	†7 20	†10 50	†4 45	.....
Petrolia Junc....	4.9	7 29	11 05	5 00	.....
Oil City..... ♁	6.9	7 35	11 15	5 15	.....
Oil Springs..... ♁	9.3	7 41	11 30	5 21	.....
Eddys.....	12.2	7 50	A M	5 30	.....
[ARRIVE	....	A M		P M	.....

STATIONS.	Ms.	141	145	143	....
[LEAVE	....	A M	....	P M	.....
Eddys.....	0	†8 05	A M	†5 36	.....
Oil Springs.....	2.9	8 15	†1145	5 43	.....
Oil City.....	5.3	8 36	11 55	5 50	.....
Petrolia Junc....	7.3	8 40	12 10	5 55	.....
Petrolia.....	12.2	8 55	12 25	6 10	.....
[ARRIVE	....	A M	Noon	P M	.....

SOUTH BEND DIVISION.

134	132	Ms.	Nov. 21, 1909.	131	133	....
P M	A M	....	LVE.] C. Stand. [ARR.	A M	P M	....
†2 50	†7 30	0	+ ... Niles .... ♁	9 40	4 55	....
2 55	7 35	1.1	...Main Street...	9 35	4 50	....
3 04	7 45	4.8	.... Bertrand	9 25	4 42	....
3 14	7 53	9.6	.. Notre Dame ...	9 17	4 32	....
3 25	8 00	11.7	+ South Bend[34] ♁	†9 10	†4 26	....
P M	A M	....	AR.] (M. C. Sta.) [LV.	A M	P M	....

LEAMINGTON DIVISION.

164	160	Ms.	November 21, 1909.	161	165
P M	A M	....	LV.] E. Standard. [AR.	A M	P M
†4 50	†7 10	0	...Leamington. ♁	11 05	7 05
5 05	7 20	5.0	... Blytheswood ...	10 53	6 50
5 27	7 32	10.5	..... Rosslyn.....	10 43	6 34
5 40	7 40	13.8	arr. Comber ♁ lve.	†10 35	†6 26
6 50	A M	....	.....Windsor.....	A M	5 25
7 15	....	....	.....Detroit.....	....	†5 00
P M	....	....	ARRIVE] [LEAVE	....	P M

AMHERSTBURG DIVISION.

114	110	Ms.	November 21, 1909.	111	115
P M	A M	....	LVE.] E. Standard. [ARR.	A M	P M
†4 00	†6 20	0	...Amherstburg. ♁	11 35	7 00
4 06	6 25	1.2	.....Gordon.....	11 30	6 55
4 35	6 37	9.0	.....McGregor.... ♁	11 10	6 37
4 50	6 50	12.1	.....Edgar's..... ♁	10 55	6 29
5 10	7 10	16.9	+.... Essex[49] ... ♁	†10 45	†6 20
P M	A M	....	ARRIVE] [LEAVE	A M	P M

MICHIGAN MIDLAND DIVISION.

122	120	Ms.	November 21, 1909.	121	123
P M	A M	....	LVE.] C. Stand. [ARR.	A M	P M
†5 45	†9 15	0	.... Lennox[52] .. ♁	8 10	4 25
6 26	9 55	14.7	..St. Clair Springs ♁	†7 30	†3 46
P M	A M	....	ARRIVE] [LEAVE	A M	P M

TOLEDO DIVISION.

309	307	315	No. 303	No. 301	Ms.	November 21, 1909.	302	314	No. 304	No. 312	No. 310
P M	....	....	.....	.....	....	(Bost. & Alb. R.R.)	....	....	.....	.....	.....
*7 55	....	....	.....	*2 00 P M	0	lve.....Boston....arr.	....	....	7 00 A M	2 55 P M	8 30 P M
10 18	....	....	.....	4 40 P M	202	lve...Springfield...arr.	....	....	4 07 A M	12 10 Noon	5 50 P M
Night	....	....	.....	.....	....	(N.Y.C.&H.R.R.R.)	....	....	.....	.....	.....
*1203	....	....	.....	*4 50 P M	0	lve....New York...arr.	....	....	7 03 A M	1 48 P M	8 33 P M
6 50	....	....	.....	7 57 P M	143	" .....Albany .... "	....	....	2 55 A M	9 20 A M	4 35 P M
10 10	....	....	.....	11 45 P M	291	" ...Syracuse... "	....	....	11 00 P M	5 30 A M	11 40 A M
11 50	....	....	.....	1 35 A M	371	" ...Rochester... "	....	....	9 00 P M	3 30 A M	9 40 A M
1 20	....	....	.....	3 20 A M	440	arr. Buffalo (East. time). lve	P M	P M	7 15 P M	*1 45 A M	7 55 A M
*2 00	....	....	.....	*3 25 A M	0	ive. Buffalo (East. time). arr.	5 05	5 05	.....	1 00 A M	6 40 A M
2 42	P M	....	.....	— —	22.0	lve...Niagara Falls, N.Y..arr.	4 17	4 17	.....	— —	5 57 A M
6 16	†3 26	....	.....	6 15 A M	‡39.1	lve...St. Thomas..arr.	12 35	12 35	.....	9 57 P M	2 45 A M
8 46	6 16	....	.....	8 15 A M	251.1	arr.....Detroit....lve.	8 10	8 10	.....	6 05 P M	10 46 P M
‡1105	....	....	1025 A M	†1025 A M	....	lv. Houghton (D.S.S.& A.) ar.	†5 40	....	.....	.....	†8 00 P M
†4 55	....	....	†2 45 P M	†2 45 P M	....	lv. Marquette.. " ar.	11 15	....	.....	.....	†3 15 P M
†6 50	....	....	*5 30 P M	*5 30 P M	....	lv. Sault Ste. Marie " ar.	9 10	....	.....	.....	12 10 Noon
†1130	A M	A M	*1005 P M	*1005 P M	0	lve...Mackinaw City..arr.	4 20	Noon	.....	.....	7 15 A M
5 20	*1135	11 35	3 35	†730	3 35 A M	182.3	.....Bay City.....	10 55	12 10	8 55 P M	1 00 A M
5 53	12 08	12 08	4 07	8 00	4 07 A M	195.3	.....Saginaw.....	10 22	11 37	8 23 P M	12 23 Night
8 40	3 20	3 20	7 40	11 05	7 40 A M	201.0	arr.....Detroit....lve.	†6 50	*8 30	†5 10 P M	*8 55 P M
P M	P M	P M	Noon	†N'n	.....	.....	LVE.] Central time. [ARR.	A M	A M	.....	P M	P M	.....
*1036	*3 05	†4 55	*1235	1255	*8 27 A M	0	+ .....Detroit[1]..... ♁	6 45	7 57	8 45 A M	4 00	4 30	8 25 P M
10 50	8 20	5 10	— —	1 10	8 42 "	5.3	.....Delrey[½].....	a6 30	7 40	s8 30 "	— —	4 14	8 09 "
— —	— —	5 18	— —	1 18	8 49 "	9.0	..... Ecorse..... ♁	— —	7 31	s8 22 "	— —	4 06	— —
11 03	8 35	5 24	1 00	1 24	8 53 "	11.6	+.....Wyandotte..... ♁	6 15	7 26	8 17 "	3 32	4 01	7 56 "
— —	8 40	5 28	— —	1 28	8 57 "	14.6	.....Sibley ..... ♁	6 08	7 22	8 12 "	— —	3 57	— —
— —	8 43	5 32	— —	1 32	9 01 "	16.1	.....Trenton..... ♁	6 03	7 18	8 10 "	3 25	3 53	— —
— —	— —	5 34	— —	1 34	— —	17.0	+.. Slocum Junc .. ♁	— —	†7 16	s8 08 "	— —	†3 51	— —
11 21	8 54	P M	— —	P M	9 15 "	22.8	...South Rockwood.. ♁	5 53	A M	8 00 "	3 16	P M	— —
11 30	8 02	....	— —	═══	9 23 "	27.7	.....Newport..... ♁	5 45	....	7 52 "	— —	═══	— —
11 40	8 14	....	1 32	P M	9 34 "	35.4	+.....Monroe..... ♁	5 31	....	7 41 "	2 55	P M	7 25 "
— —	◆ —	....	— —		9 44 "	40.1	.....La Salle..... ♁	◆ —	....	7 35 "	— —		— —
— —	9 20	....	— —		9 51 "	45.0	.....Vienna..... ♁	5 19	....	7 29 "	— —		— —
a12 10	9 45	....	a200 "		10 10 "	54.7	+... Wagon Works... ♁	5 05	....	7 15 "	2 26 "		7 00 "
12 20	9 55	....	2 10	P M	10 20 A M	59.6	+.....Toledo[43]..... ♁	*4 55	....	*705 A M	*2 18	P M	*8 50 P M
Night	P M	....	.....	.....	.....	.....	ARRIVE] [LEAVE	A M	....	.....	.....	.....	.....
Night	Night	....	.....	.....	.....	(C. C. C. & St. L. Ry.)	A M	....	.....	.....	.....	.....	.....
*1230	12 30	....	*2 20	P M	*1030 A M	0	lve..... Toledo ....arr.	4 50	....	.....	2 10	P M	6 42 P M
4 25	....	....	6 40	P M	1 45	P M	142	..... Springfield	12 01	....	.....	10 30	A M	3 00 P M
5 13	....	....	8 16	P M	2 40	P M	176	.....Dayton.....	11 03	....	.....	9 42	A M	2 15 P M
.....	7 55	....	12 10	Night	6 45	P M	.....	.....Indianapolis.....	....	....	*8 55	....	.....	*7 30 A M	†10 35 A M
.....	A M	....	.....	.....	.....	.....	ARRIVE] [LEAVE	P M	....	.....	.....	.....	.....
7 05	....	....	7 45	P M	*4 25	P M	201	.....Cincinnati.....	....	....	*9 20	....	.....	*8 20 A M	*12 35 Noon
A M	....	....	.....	.....	.....	.....	ARRIVE] [LEAVE	P M	....	.....	.....	.....	.....
*1145	....	....	*2 15	A M	*5 20	P M	.....	arr... Louisville...lve.	*5 00	....	.....	*3 15	A M	†7 25	A M
A M	....	....	.....	.....	.....	.....	.....	(Via L. & N. R.R.)	P M	....	.....	.....	.....	.....
*1150	....	....	*7 20	A M	*9 35	P M	.....	arr... Louisville...lve.	*5 45	....	.....	†2 30	A M	*8 10	A M
A M	....	....	.....	.....	.....	.....	.....	(Via B. & O. S. W. R.R.)	P M	....	.....	.....	.....	.....
.....	6 00	....	8 55	P M	8 55	P M	.....	arr... Pittsburg...lve.	*8 00	....	.....	*3 50	A M	*11 30	A M
.....	A M	....	.....	.....	.....	.....	.....	(Penna. Lines.)	P M	....	.....	.....	.....	.....
7 10	....	....	*8 30	P M	†2 50	P M	.....	arr... Columbus...lve.	*11 00	....	.....	*9 00	A M	*3 05	P M
A M	....	....	.....	.....	.....	.....	.....	(Hocking Valley.)	P M	....	.....	.....	.....	.....
7 30	....	....	5 55	P M	.....	.....	.....	arr.... Columbus ..lve.	*7 05	....	.....	*9 45	A M	†2 15	P M
A M	....	....	.....	.....	.....	.....	.....	(T. & O. C. Ry.)	P M	....	.....	.....	.....	.....
.....	....	....	*7 15	P M	.....	.....	0	lve.....Toledo.....arr.	....	....	.....	8 15	A M	.....
.....	....	....	8 20	A M	.....	.....	454	arr....St. Louis....lve.	....	....	.....	*7 15	P M	.....

S. B. & N. W. DIVISION.

89	87	Ms.	November 21, 1909.	88	90	....
P M	A M	....	LVE.] Central time. [ARR.	A M	P M	....
†5 00	†10 10	0	+ .... Plaisaning ... ♁	8 45	4 16	....
6 12	10 35	5.1	.....Nine Mile.....	8 32	3 46	....
6 32	.....	....	arr...Bentleys...lve.	†8 16	....	....
6 47	10 45	8.0	.....Mt. Forrest... ♁	8 27	3 40	....
6 53	10 55	11.1	.....Rhodes..... ♁	7 57	3 30	....
8 06	11 25	17.8	.....Highwood.... ♁	7 44	3 06	....
8 26	12 01	27.4	+.... Gladwin.... ♁	†7 25	†2 30	....
P M	Noon	....	ARRIVE] [LEAVE	A M	P M	....

BATTLE CREEK DIVISION.

556	512	Ms.	Nov. 21, 1909.	Ms	503	557	....
P M	A M	....	LVE.] C. time. [ARR.	....	Noon	P M	....
†5 00	†7 10	0	+ . Battle Creek . ♁	35	12 40	6 30	....
5 36	7 50	12.8	...East Leroy.. ♁	22	11 35	5 55	....
5 44	8 15	18.6	.....Athens... ♁	16	11 10	5 44	....
5 57	8 45	25.9	.....Leonidas... ♁	9	10 37	5 30	....
6 05	9 10	30.8	.....Fairfax.....	4	10 20	5 23	....
6 15	9 35	35.1	arr. Findley ♁ lve.	0	10 10	5 15	....
7 30	12 05	....	.... Goshen	....	†8 00	†4 00	....
P M	Noon	....	ARRIVE] [LEAVE	....	A M	P M	....

NIAGARA DIVISION.

....	.....	No. 57	Ms.	November 21, 1909.	No. 50	....	.....
.....	.....	.....	....	LVE.] East. time. [ARR.	.....	.....	.....
.....	.....	†4 50 P M	0	+ ..... Buffalo[51]..... ♁	9 50 A M	.....	.....
.....	.....	4 43 "	4.4	..... Black Rock .... ♁	9 32 "	.....	.....
.....	.....	4 48 "	5.7	.....Bridgeburg..... ♁	9 25 "	.....	.....
.....	.....	— —	7.8	.....Niagara Junc.[46] ♁	— —	.....	.....
.....	.....	5 07 "	12.5	.....Black Creek.....	9 06 "	.....	.....
.....	.....	5 17 "	18.3	.....Chippawa..... ♁	8 56 "	.....	.....
.....	.....	5 27 "	20.3	.....Falls View.....	8 47 "	.....	.....
.....	.....	5 30 "	21.4	+... Victoria Park ... ♁	8 44 "	.....	.....
.....	.....	5 38 "	22.6	Niagara Falls, Ont. ♁	8 35 "	.....	.....
.....	.....	8 01 "	29.0	..... Queenston.....	8 14 "	.....	.....
.....	.....	6 20 P M	35.3	..Niagara-on-Lake. ♁	†8 00 A M	.....	.....
.....	.....	.....	....	..Toronto (Cent. time.)..	.....	.....	.....
.....	.....	.....	....	ARR.] (By Steamer) [LVE.	.....	.....	.....

SOUTH HAVEN DIVISION.

125	123	127	121	Mls	Nov. 21, 1909.	122	124	128	126
P M	P M	A M	A M	....	LVE.] C. time. [ARR.	A M	P M	P M	P M
*5 50	†1 10	†8 40	*7 15	0	+. Kalamazoo[14]. ♁	8 30	2 00	4 40	6 30
6 10	1 30	9 15	7 34	9.1	.....Alamo .... ♁	8 10	1 40	4 00	6 10
6 20	1 43	9 38	7 45	14.8	..... Kendall... ♁	7 58	1 27	3 25	5 58
6 26	1 48	9 48	7 50	17.5	.....Pine Grove ...	7 50	1 20	3 15	5 50
6 30	1 53	9 53	7 55	18.5	.....Gobles..... ♁	7 46	1 16	3 05	5 46
6 39	2 02	10 20	8 04	23.0	..Bloomingdale. ♁	7 35	1 05	2 45	5 35
6 44	2 07	10 32	8 09	25.0	.... Berlamont.....	7 30	1 00	2 35	5 30
6 51	2 12	10 48	8 16	27.7	.... Columbia	7 25	12 55	2 25	5 25
6 55	2 15	10 55	8 20	29.2	....Grand Junc.. ♁	7 20	12 50	2 15	5 20
7 05	2 23	11 12	8 28	31.9	..... Lacota .... ♁	7 13	12 43	1 40	5 13
7 10	2 30	11 30	8 35	35.0	..... Kibbie	7 08	12 38	1 28	5 08
7 20	2 40	11 55	8 45	39.6	+. So. Haven. ♁	*7 00	†1 30	†1 15	*5 00
P M	P M	A M	A M	.	ARRIVE] [LEAVE	A M	Noon	P M	P M

For explanation of signs, see third page following.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES
MICHIGAN CENTRAL R.R.

THE NIAGARA FALLS ROUTE

DIRECT LINE BETWEEN NEW YORK, BOSTON AND THE EAST AND GRAND RAPIDS AND UPPER PENINSULAR POINTS.

SAGINAW DIVISION.

77	75	203	73	71	Mls.	November 21, 1909.	72	74	76	78
A M	A M	.....	P M	P M	.....	LEAVE} {ARRIVE	P M	P M	A M	A M
†7 30	†3 00	.....	‡1000	*1000	.....	+....Chicago[20].....	5 30	9 10	7 30	7 30
4 00	9 40	.....	4 40	4 40	.....	arr...Jackson[6].lve.	1025	3 55	12 15	12 15
P M	A M	.....	A M	A M	.....	LVE.} Cent. time. {ARR.	A M	P M	P M	Night
†4 10	†11 30	.....	†6 50	*4 50	0	+....Jackson[6].....	1002	2 20	9 25	12 01
4 23	11 43	.....	— —	— —	6.1	.....Van Horn.....	— —	— —	— —	— —
4 30	11 50	.....	7 10	5 08	10.6	...RivesJunc.[21]	9 45	2 00	9 06	11 40
4 40	11 59	.....	7 19	— —	15.5	.....Leslie.....	9 33	1 50	8 52	— —
4 50	12 10	.....	7 28	— —	20.5	.....Eden.....	9 22	1 40	8 37	— —
5 00	12 18	.....	7 34	— —	24.6	+.....Mason.....	9 12	1 30	8 27	— —
5 11	12 28	.....	7 43	— —	30.3	.....Holt.....	9 00	1 21	8 17	— —
5 23	12 38	.....	7 53	5 42	36.9	+....Lansing[24].....	8 45	1 10	8 05	10 57
5 25	12 43	.....	7 55	— —	37.8	...North Lansing.....	8 39	1 04	8 00	— —
5 37	12 53	.....	8 05	— —	45.0	.....Bath.....	8 27	12 53	7 48	— —
5 49	1 05	.....	8 15	— —	52.0	.....Laingsburg.....	8 15	12 40	7 37	— —
6 00	1 12	.....	8 25	— —	58.5	.....Bennington.....	8 05	12 30	7 25	— —
‖6 39	‖1 40	.....	8 34	6 21	63.6	+..OwossoJunc.[8].....	7 55	‖1220	‖7 16	— —
6 35	1 45	.....	8 37	6 22	63.9	+....Owosso[26].....	7 52	11 57	6 66	10 20
6 45	1 55	.....	8 47	— —	70.2	.....Henderson.....	7 43	11 49	6 45	— —
6 53	2 04	.....	8 56	— —	74.2	.....Oakley.....	7 35	11 36	6 37	— —
7 00	2 12	.....	9 03	— —	78.2	+...Chesaning.....	7 27	11 26	6 26	— —
7 07	2 18	.....	9 10	— —	82.0	.....Fergus.....	— —	11 17	6 18	— —
7 14	2 25	.....	9 17	— —	85.5	+...St. Charles.....	7 15	11 13	6 14	— —
7 20	2 32	.....	9 24	— —	89.7	.....Garfield.....	7 08	11 03	6 06	— —
7 33	2 45	.....	9 40	— —	95.5	.....Paines[36].....	6 58	10 53	5 56	— —
7 42	2 54	A M	9 51	7 16	100.0	+Saginaw (C't St.)[26]	6 49	10 42	5 44	8 32
7 52	3 00	*1137	10 00	7 22	101.5	+Saginaw (G. Av.)[27]	6 42	10 35	5 37	8 26
7 58	3 03	— —	10 03	— —	102.2	.....Mershon.....	— —	10 30	— —	— —
— —	3 05	— —	— —	— —	103.4	.....Carrollton.....	— —	— —	— —	— —
8 04	3 09	— —	— —	— —	105.1	.....Zilwaukee.....	— —	10 23	5 27	— —
a814	a321	— —	— —	Ψ —	112.6	.....Salzburg.....	— —	10 10	5 17	— —
8 21	3 31	12 06	10 32	7 45	114.7	..West Bay City.....	6 19	10 04	5 10	8 04
8 25	3 35	12 10	10 35	7 50	115.3	+...Bay City[26].....	†6 15	†1000	†5 05	*8 00
P M	P M	Noon	A M	A M	.....	ARRIVE} {LEAVE	A M	A M	P M	P M

Additional Trains—Lve. Saginaw (Genesee Ave.) †10 21 a.m., †8 23 p.m., *12 23 night, arr. Bay City 10 55 a.m., 8 55 p.m., 1 00 a.m. Lve. Bay City *3 35, †7 30, *11 35 a.m., †6 20 p.m., arr. Saginaw 4 07, 8 00 a.m., 12 08 noon, 6 53 p.m.

AIR LINE DIVISION.

.....	49	65	63	61	Mls.	November 21, 1909.	62	64	66	.....
.....	P M	P M	A M	.....	.....	LVE.} Cent. time. {ARR.	Noon	P M	.....	.....
.....	1 40	†6 05	†8 25	.....	.....	+....Detroit.....	12 25	5 20	.....	.....
.....	P M	P M	A M	.....	.....	LEAVE} {ARRIVE	A M	P M	.....	.....
.....	‡4 10	†7 30	†1045	.....	0	+...Jackson[6].....	9 00	2 25	.....	.....
.....	4 35	8 03	11 20	.....	14.8	.....Concord.....	8 25	1 50	.....	.....
.....	4 50	8 20	11 35	.....	24.0	+....Homer[7].....	8 05	1 28	.....	.....
.....	4 55	8 27	11 40	.....	27.1	.....Clarendon.....	7 59	1 22	.....	.....
.....	5 05	8 38	11 50	.....	33.7	.....Tekonsha.....	7 50	1 10	.....	.....
.....	5 12	8 46	11 58	.....	37.7	.....Burlington.....	7 42	1 01	.....	.....
.....	5 20	8 53	12 05	.....	41.9	+...Union City.....	7 35	12 52	.....	.....
.....	5 29	9 05	12 20	.....	48.7	.....Sherwood.....	7 23	12 40	.....	.....
.....	5 38	9 16	12 30	.....	54.0	.....Colon.....	7 13	12 30	.....	.....
.....	5 50	9 33	12 55	.....	60.9	+...Wasepi[8].....	7 00	12 17	.....	.....
.....	6 57	9 44	12 53	A M	64.6	.....Centreville.....	6 53	12 10	P M	.....
.....	6 08	10 00	1 05	†6 05	69.8	+ThreeRivers[2]	†6 45	11 58	6 56	.....
.....	6 20	P M	1 20	6 20	77.1	.....Corey.....	A M	11 45	6 46	.....
.....	6 25	.....	1 25	6 25	79.1	.....Jones.....	.....	11 40	6 36	.....
.....	6 35	.....	1 36	6 35	85.2	.....Vandalia.....	.....	11 28	6 26	.....
.....	6 42	.....	1 50	6 47	90.2	+.Cassopolis[10]	.....	11 15	6 13	.....
.....	6 5	.....	2 00	6 55	94.5	.....Dailey.....	.....	11 05	6 06	.....
.....	7 04	.....	2 12	7 05	99.6	....Barron Lake.....	.....	10 55	5 58	.....
.....	7 15	.....	2 25	7 15	103.7	+.....Niles[11].....	.....	†1045	†5 40	.....
.....	P M	.....	P M	A M	.....	ARRIVE} {LEAVE	.....	A M	P M	.....

NORTH MIDLAND DIVISION.

BRIDGE DIVISION.—Trains leave Slocum Junction †1 34, †5 34 p.m., arriving Grosse Isle (2.4 miles) 1 40, 5 40 p.m. Returning, leave Grosse Isle †7 10 a.m., †3 45 p.m., arriving Slocum Junction 7 16 a.m., 3 51 p.m.

209	151	Mls.	November 21, 1909.	210	212
P M	A M	.....	(Central time.)	A M	P M
†2 45	†6 30	0	lve.....+Bay City.....arr.	9 55	6 05
2 51	6 36	0.7	.....West Bay City.....	9 50	5 00
3 18	6 57	8.3	.....Bangor.....	9 26	4 38
3 19	7 01	9.5	.....Coryell.....	9 23	4 35
3 25	7 06	11.0	.....Auburn.....	9 20	4 32
3 29	7 16	13.0	.....Fisherville.....	9 00	4 26
3 38	7 25	15.9	.....Colden.....	8 57	4 16
3 50	7 35	19.7	+.....Midland.....	†8 45	†4 05
P M	A M	.....	ARRIVE} {LEAVE	A M	P M

JOLIET DIVISION.

.....	143	141	Mls.	November 21, 1909.	142	144	.....
.....	P M	A M	.....	(Central time.)	A M	P M	.....
.....	†445	†930	0	lve....East Gary.....arr.	8 25	4 15	..
.....	5 03	9 48	7.8	.....Ross.....	8 05	3 55	.....
.....	5 20	10 05	15.4	.....Dyer.....	7 46	3 38	.....
.....	5 31	10 16	21.4	...Chicago Heights.....	7 35	3 25	.....
.....	5 41	10 26	24.8	.....Matteson[32].....	7 25	3 15	.....
.....	5 56	10 40	32.5	.....Frankfort.....	7 11	3 01	.....
.....	6 03	10 48	37.1	.....Spencer.....	7 03	2 53	.....
.....	6 20	11 05	44.5	+.....Joliet[33].....	†650	†240	.....
.....	P M	A M	.....	ARRIVE} {LEAVE	A M	P M	.....

BAY CITY AND MACKINAW DIVISIONS AND NORTHERN MICHIGAN.

207	205	203	201	157	Mls.	November 21, 1909.	202	204	210	208	206
P M	P M	P M	A M	.....	.....	LVE.} East. time. {ARR.	A M	.....	.....	.....	P M
*7 35	*450	*2 00	*1000	.....	.....	.Boston (B. & A.).	7 00	.....	.....	.....	8 30
8 44	6 00	3 11	11 11	.....	.....	lve.Worcester.arr.	5 46	.....	.....	.....	7 20
10 13	7 25	4 40	12 35	.....	.....	lve.Springfield.arr.	4 07	.....	.....	.....	6 50
Night	P M	P M	Noon	.....	.....	(N.Y.C.&H.R.R.R.)	A M	.....	.....	A M	P M
*1205	*600	*4 30	*1240	.....	.....	lve..New York.arr.	7 03	.....	.....	9 03	8 33
6 50	10 30	7 57	4 00	.....	.....	lve...Albany...arr.	2 55	.....	.....	5 15	4 35
8 55	1 05	10 15	6 08	.....	.....	lve....Utica...arr.	12 25	.....	.....	3 08	1 12
10 10	2 40	11 45	7 23	.....	.....	lve..Syracuse.arr.	11 06	.....	.....	1 52	11 40
11 50	4 33	1 35	9 10	.....	.....	lve.Rochester.arr.	9 00	.....	.....	†12 10	9 40
P M	A M	A M	P M	.....	.....	LEAVE} {ARRIVE	P M	.....	.....	P M	A M
*2 00	*745	*3 25	*1050	.....	.....	Buffalo (M.C.)(E.T.)	5 05	.....	.....	10 20	6 40
2 42	8 27	.....	.....	.....	.....	.Niagara Falls, N.Y.	4 17	.....	.....	.....	5 57
9 45	2 30	9 15	7 20	.....	.....	.....Detroit.....	*9 10	.....	.....	*4 40	*1145
P M	P M	A M	A M	.....	.....	ARRIVE} {LEAVE	A M	.....	.....	P M	P M
A M	A M	P M	.....	.....	.....	LVE.} Cent. time. {ARR.	P M	P M	.....	A M	.....
*11 30	*350	*9 00	.....	.....	.....	..Pittsburg (Pa.).	8 55	8 55	.....	6 00	A M
*3 05	*600	*1100	.....	.....	.....	.Columbus (H.V.).	†2 50	8 30	.....	.....	7 10
*12 35	*5 20	*9 20	.....	.....	.....	Cincinnati(C.C.C.&St.L.)	*4 26	7 45	.....	.....	7 05
P M	P M	A M	.....	.....	.....	(V. C.)	A M	P M	.....	P M	Night
*6 50	*216	*4 55	.....	.....	.....	.....Toledo.....	10 20	2 10	.....	9 55	12 20
8 25	4 00	6 45	.....	.....	.....	.....Detroit.....	*8 27	*12 15	.....	*8 06	*1035
P M	P M	A M	.....	.....	.....	ARRIVE} {LEAVE	A M	Noon	.....	P M	P M
			A M	.....	.....	(Central time.)	A M	A M	.....	P M	P M
*8 55	†510	*8 30	†6 50	.....	0	lv + Detroit[1] ar.	7 40	11 05	.....	3 20	8 40
9 12	5 27	8 47	7 07	.....	5.7	...Woodward Ave...	7 23	10 48	.....	3 03	8 23
9 17	— —	— —	7 12	.....	6.7	...Milwaukee Jn...	7 18	— —	.....	2 58	8 18
9 24	— —	— —	7 18	.....	10.3	...North Detroit...	7 11	— —	.....	— —	— —
9 35	5 44	— —	7 30	.....	17.0	.....Warren.....	7 01	— —	.....	— —	9 00
9 45	5 53	9 12	7 39	.....	23.8	.....Utica.....	6 50	10 22	.....	2 33	8 50
9 57	6 05	9 22	7 54	.....	30.0	+...Rochester.....	6 34	10 13	.....	2 21	8 37
10 15	6 21	9 37	8 10	.....	40.2	.....Orion.....	6 23	10 02	.....	2 09	8 26
10 28	6 31	9 50	8 20	.....	43.6	.....Oxford[35].....	6 10	9 50	.....	1 57	8 12
— —	6 40	— —	8 27	.....	47.4	.....Thomas.....	6 02	— —	.....	— —	8 05
10 45	6 43	— —	8 34	.....	52.0	.....Metamora.....	5 54	9 37	.....	1 42	7 56
— —	6 53	— —	8 39	.....	55.5	..Hunter's Creek...	5 46	— —	.....	— —	7 46
11 00	7 02	10 20	8 48	.....	60.0	+.....Lapeer[36].....	5 33	9 20	.....	1 25	7 34
11 16	7 18	10 32	9 05	.....	69.0	.....Columbiaville.....	5 19	9 05	.....	1 10	7 18
11 25	7 27	— —	9 15	.....	73.6	.....Otter Lake.....	5 12	— —	.....	1 04	7 08
11 35	7 36	— —	9 27	.....	79.5	.....Millington.....	5 02	8 49	A M	12 54	6 55
11 45	7 45	10 55	9 37	.....	86.2	+.....Vassar[37].....	4 48	8 37	10 50	12 41	6 39
— —	— —	— —	9 47	.....	91.0	..Denmark Junc...	— —	— —	10 40	— —	6 30
— —	— —	— —	9 47	.....	91.0	..Denmark Junc...	— —	— —	.....	— —	6 30
— —	8 09	— —	10 05	.....	100.6	.....Buena Vista.....	4 25	— —	.....	— —	6 11
12 23	8 23	11 37	10 22	.....	107.5	..Saginaw (Gen. Av.)..	*4 07	†8 00	.....	*12 08	†5 53
Night	P M	A M	A M	.....	.....	ARRIVE} {LEAVE	A M	A M	.....	Noon	P M
☐	☐	☐	☐	.....	94.5	+.....Reese.....	☐	☐	10 30	☐	☐
1 00	8 55	*1210	10 55	A M	10.0	ar. + Bay City[26].lv.	3 35	†7 30	†1000	*1135	5 20
1 10	P M	†3 45	11 05	†8 15	108.9	lv... Bay City ar.	3 30	A M	9 45	A M	5 15
1 14	.....	3 49	11 09	8 19	109.6	.. West Bay City	3 26	.....	9 40	.....	5 11
— —	.....	4 05	— —	8 38	113.6	..... Kawkawlin	— —	.....	9 30	.....	H —
— —	.....	4 18	— —	8 52	119.6	..... Linwood.....	— —	.....	9 18	.....	H —
1 43	.....	4 50	11 34	9 15	127.8	+.Pinconning[26]	2 53	.....	8 55	.....	4 34
1 50	.....	5 11	11 48	9 38	136.6	..... Standish	2 38	.....	8 25	.....	4 18
— —	.....	5 25	— —	9 55	141.3	.....Sterling.....	— —	.....	8 15	.....	4 09
— —	.....	5 42	z —	10 15	149.6	.....Alger.....	— —	.....	8 00	.....	3 53
— —	.....	5 52	— —	10 27	154.5	.... Greenwood.....	— —	.....	7 52	.....	— —
2 51	.....	6 07	12 29	10 47	161.6	+..West Branch.....	2 03	.....	7 35	.....	3 32
— —	.....	6 36	— —	11 15	169.8	...Beaver Lake	— —	.....	7 15	.....	— —
1 —	.....	6 45	— —	11 25	173.3	.....St. Helen.....	— —	.....	7 05	.....	3 10
3 43	.....	7 10	1 12	11 57	186.0	+..Roscommon.....	1 19	†5 8	6 43	.....	2 48
— —	.....	7 26	—	12 11	192.6	..... Cheney.....	— —	P M	6 31	.....	— —
4 20	.....	7 50	1 45	†1 50	201.2	+...Grayling.....	12 54	10 15	†6 10	.....	2 25
— —	.....	P M	d —	2 18	209.9	.....Frederic[69].....	— —	9 55	A M	.....	2 00
4 50	.....	.....	— —	2 36	217.8	.....Waters.....	— —	9 35	.....	.....	1 48
—	.....	.....	— —	2 43	220.7	.....Otsego Lake.....	— —	9 25	.....	.....	— —
— —	.....	.....	— —	2 51	224.3	..... Sallings.....	— —	9 15	.....	.....	— —
5 12	.....	.....	2 25	3 02	228.1	+.....Gaylord.....	12 05	9 05	.....	.....	1 27
5 27	.....	.....	2 32	3 20	236.6	.....Vanderbilt.....	11 46	8 40	.....	.....	1 08
5 47	.....	.....	2 58	3 43	247.2	.....Wolverine.....	11 21	8 10	.....	.....	12 47
6 03	.....	.....	3 16	4 05	257.3	.....Indian River.....	11 02	7 45	.....	.....	12 26
6 19	.....	.....	— —	4 16	262.8	.....Topinabee.....	— —	7 30	.....	.....	d —
6 33	.....	.....	— —	4 35	269.3	.....Mullet Lake.....	— —	7 15	.....	.....	12 05
6 45	.....	.....	3 50	4 50	275.1	+..Cheboygan.....	10 28	7 00	.....	.....	11 54
— —	.....	.....	— —	6 09	285.4	.....Freedom.....	— —	6 40	.....	.....	— —
7 15	.....	.....	4 20	5 30	291.2	+..Mackinaw City.....	*1005	†6 30	.....	.....	†1130
A M	.....	.....	P M	P M	.....	ar. + Mackinac Isl. lv.	P M	P M	.....	.....	A M
.....	.....	.....	.....	.....	.....	(Steamer.)	.....	.....	.....	.....	.....
Noon	.....	.....	P M	.....	.....	(D.S.S.& A.Ry.)	P M	.....	.....	.....	A M
12 10	.....	.....	†910	.....	.....	ar. S. Ste Marie. lv.	*5 30	.....	.....	.....	†6 50
†3 15	.....	.....	11 15	.....	.....	arr. Marquette. lve.	2 45	.....	.....	.....	4 55
4 25	.....	.....	12 20	.....	.....	ar. Ishpeming. lv.	1 55	.....	.....	.....	†4 00
8 00	.....	.....	15 40	.....	.....	arr. Houghton. lve.	10 25	.....	.....	.....	11 05
8 55	.....	.....	6 30	.....	.....	..... Calumet.....	†9 35	.....	.....	.....	‖10 15
P M	.....	.....	A M	.....	.....	ARRIVE} {LEAVE	A M	.....	.....	.....	P M

For explanation of reference marks, see page following.

Additional Trains—Lve. Vassar †11 05 a.m., †7 55 p.m., arr. Bay City, W. S., 11 50 a.m., 8 45 p.m. Lvs. Bay City, W. S., †5 20 p.m., arr. Vassar 8 10 p.m.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

MICHIGAN CENTRAL R.R.

THE NIAGARA FALLS ROUTE

NEW YORK, BUFFALO, NIAGARA FALLS, HAMILTON AND TORONTO.

LONDON DIVISION.

	191	193	195	197	Mls	October 27, 1907.	130	132	134	136
	A M	P M	P M	P M	....	LVE.] East. time. [ARR.	A M	A M	P M	P M
	7 50	2 55	5 10	11 10	0	+....St. Thomas...♁	†6 10	†10 35	†4 30	†9 15
	†7 15	†2 20	†5 35	†10 25	15.0	+.......London.......	6 55	11 10	5 10	9 50
	A M	P M	P M	P M	....	ARRIVE] [LEAVE	A M	A M	P M	P M

9	3	75	37	73	77	71	1	79	Mls	November 21, 1909.	14	70	72	32	36	78	2	74	76
A M	A M	.....	P M	P M	.....	P M	P M	P M	....	*(Boston & Albany R.R.)*	Night	.....	A M	A M	A M	A M	A M	A M	...
*10 00	†4 20	.....	*11 15	*7 35	.....	*4 50	*2 00	*2 00	....	lve......**Boston**.....arr.	†12 15	.....	6 15	7 00	9 15	9 15	10 40	10 40	.....
Noon	A M	A M	Night	P M	.....	P M	P M	P M	....	*(New York Central.)*	P M	.....	P M	A M	A M	A M	A M	A M	A M
*12 40	*8 45	†8 30	*12 03	*9 44	.....	*8 02	*6 30	*5 30	....	lve.....**New York**....arr.	8 35	.....	10 08	5 45	7 03	5 45	7 26	7 50	9 03
4 00	12 10	11 28	6 50	2 00	.....	11 40	9 55	8 55	....	lve......**Albany**......arr.	4 35	.....	8 57	12 10	2 55	12 45	3 30	3 50	5 15
7 23	3 45	2 21	10 10	7 30	.....	3 25	1 08	12 30	....	lve.....**Syracuse**....arr.	11 40	.....	3 54	7 15	11 00	8 50	11 35	12 10	1 52
9 10	5 30	3 51	11 50	9 50	.....	5 15	2 45	2 15	....	lve.... **Rochester** ...arr.	9 40	.....	2 22	5 00	9 00	5 15	8 40	10 15	12 10
.....	.....	A M	.....	.....	.....	.....	.....	P M	....	*(Via P. & L. E.)*	.....	P M	.....	P M	....	P M	.....	.....	A M
.....	.....	9 00	.....	.....	.....	.....	.....	10 00	....	lve....**Pittsburgh**....arr.	.....	6 45	.....	8 45	....	9 35	.....	.....	6 00
.....	.....	.....	P M	.....	.....	.....	.....	.....	....	*(Eastern time.)*	A M	.....	.....	.....	P M	.....	.....	.....	.....
.....	P M	P M	*2 00	P M	.....	A M	.....	.....	0	lve.....+**Buffalo**♁....arr.	6 40	A M	Noon	.....	5 05	.....	.....	P M	P M
.....	*7 55	*6 00	2 42	*1 00	.....	*7 55	.....	.....	22.0	+.**Niagara Falls, N.Y.**...	5 57	10 55	12 25	.....	4 17	.....	.....	8 15	10 03
.....	8 05	6 13	2 55	1 13	.....	8 08	.....	.....	23.8	+**Suspension Bridge** ♁	5 42	10 42	12 11	.....	3 56	.....	.....	8 02	9 52
.....	8 40	6 47	3 33	1 45	.....	8 40	.....	.....	38.2	arr....+**Welland**♁...lve.	*5 00	*10 10	*11 38	.....	*3 05	.....	.....	*7 30	*9 22
P M	P M	P M	P M	P M	A M	A M	A M	A M	....	*(Eastern time.)*	A M	A M	Noon	P M	P M	P M	P M	P M	P M
*11 50	*8 20	*6 00	═══	*1 00	†10 10	*7 55	†6 00	†5 20	0	lve....+**Buffalo**♁....arr.	═══	11 00	12 30	1 00	....	4 30	7 15	8 20	10 10
12 05	8 33	6 13	49	1 13	10 23	8 08	6 13	5 33	4.4	.......Black Rock......♁	48	10 40	12 10	12 40	....	4 09	6 53	8 00	9 50
12 14	8 39	6 22	A M	1 22	10 32	8 17	6 21	5 43	5.7	........Bridgeburg.....♁	A M	10 34	12 04	12 34	....	4 03	6 46	7 54	9 44
— —	— —	— —	†9 00	— —	— —	— —	6 24	— —	6.5	.........Victoria.......♁	9 55	— —	— —	— —	....	— —	— —	— —	— —
— —	— —	— —	9 05	— —	— —	— —	— —	— —	7.8	....**Niagara Junction**.♁	9 50	— —	— —	— —	....	— —	— —	— —	— —
.....	.....	.....	9 25	.....	.....	.....	.....	.....	10.6	arr.....**Fort Erie**♁ ..lve.	†9 30	.....	.....	.....	.....	.....	.....	.....	.....
12 30	— —	6 35	A M	1 34	10 45	s —	6 34	— —	12.8	........Stevensville......♁	A M	10 21	— —	— —	....	3 49	6 28	— —	— —
— —	— —	6 45	.....	1 41	10 55	u —	6 43	— —	18.3	.... Brookfield.......♁	.....	10 15	— —	— —	....	3 42	6 17	— —	— —
12 45	9 02	6 55	.....	1 50	11 05	8 45	6 55	6 10	23.0	arr....+**Welland** ♁...lve.	.....	*10 08	*11 36	†12 05	....	†3 35	†6 08	*7 28	†9 20
Night	P M	8 05	.....	3 05	12 20	9 55	A M	7 35	....	arr.....**Hamilton**....lve.	.....	8 55	10 35	Noon	....	2 20	4 55	6 25	8 15
.....	.....	9 15	.....	4 15	1 25	11 00	....	8 40	....	arr......**Toronto**.....lve.	.....	*7 50	*9 30	.....	.....	†1 15	†3 45	*5 20	†7 10
.....	.....	1 48	.....	P M	P M	A M	....	1 35	....	arr.........**Bala**........lve.	.....	A M	*4 25	.....	.....	P M	†11 35	*11 35	P M
.....	.....	7 35	.....	.....	.....	.....	.....	7 05	....	arr......**Montreal**.....lve.	.....	10 00	A M	.....	.....	.....	A M	A M	8 45
.....	.....	3 25	.....	.....	.....	.....	.....	6 45	....	arr.......**Quebec**.......lve.	.....	1 30	.....	.....	.....	.....	.....	.....	11 30
.....	.....	P M	.....	.....	.....	.....	.....	A M	....	*(Eastern time.)*	.....	P M	.....	.....	.....	.....	.....	.....	P M

SLEEPING CARS between New York and Toronto on Trains Nos. 71, 74, 76 and 79. **PARLOR CARS** between Buffalo and Toronto on Trains Nos. 70, 72, 74, 76, 78, 71, 73, 75, 77 and 79. **CAFE COACHES** between Buffalo and Toronto on Trains Nos. 70, 75, 76 and 79. **DINING CARS** on Trains Nos. 71 and 74.

CARO BRANCH.

257	253	255	251	Mls.	November 21, 1909.	252	254	258	.....	....
P M	Noon	A M	A M	.....	LVE.] Cent. time. [ARR.	A M	Noon	P M	.....	....
†7 50	†12 55	†9 45	†8 40	0	+.....**Vassar**.....♁	8 25	12 25	6 25	.....	....
8 05	1 10	10 05	8 55	5.4	....Watrousville..♁	8 10	12 10	6 10	.....	....
8 15	1 20	10 25	9 05	9.3	.....Wahjamega....	8 00	12 01	6 00	.....	....
8 25	1 30	10 40	9 15	13.0	arr...+ Caro♁ ...lve.	†7 50	11 50	5 50	.....	....
P M	4 00	A M	9 15	13.0	lve..... Caro.....arr.	A M	10 55	5 40	.....	....
.....	4 17	.....	9 32	22.0	........Colling.......	.....	10 34	5 19	.....	....
.....	4 31	.....	9 46	28.8	.........Bach.........	.....	10 20	5 05	.....	....
.....	4 46	.....	10 00	33.8	.....**Owendale**...♁	.....	†10 10	†4 55	.....	....
.....	P M	.....	A M	.....	ARRIVE] [LEAVE	.....	A M	P M	.....	....

THE MICHIGAN CENTRAL CHICAGO-GRAND RAPIDS LINE.

VIA KALAMAZOO AND G. R. & I. RY.

36	42	44	6	Mls.	*Michigan Central.*	41	43	45	47
Night	P M	P M	A M	.....	*November* 21, 1909	A M	Noon	P M	P M
*12 06	†1 15	†5 40	*9 05	0	lv......**Chicago**.....ar.	7 20	12 35	4 50	8 00
12 16	1 26	5 49	9 15	1.1	lv...*Forty-third St.*..ar.	7 10	12 26	4 41	7 51
12 20	1 28	5 53	9 18	3.2	lv.*53d St.(Hyde Park)*.ar.	7 05	12 23	4 38	7 48
12 23	1 31	5 56	9 21	5.1	lv.*63d St.(Woodlawn)*.ar.	7 01	12 20	4 35	7 45
12 40	1 45	6 10	— —	13.1	lv.... **Kensington**...ar.	6 46	a12 05	a4 20	a7 30
12 53	1 55	6 25	— —	19.7	lv..... **Hammond**....ar.	6 24	11 52	4 07	7 18
1 47	2 39	7 12	10 27	55.9	lv...**Michigan City**..ar.	4 50	11 05	3 18	6 15
— —	▲ —	— —	— —	65.8	lv....**New Buffalo**...ar.	4 25	10 52	— —	5 57
— —	3 04	r —	— —	72.9	lv.....**Three Oaks**....ar.	4 10	10 44	2 53	5 48
— —	3 11	7 44	— —	.....	lv.......**Galien**.......ar	3 55	— —	— —	5 37
— —	3 20	r —	— —	86.3	lv..... **Buchanan**....ar.	3 45	10 28	■	5 25
2 50	3 33	8 08	11 18	92.6	lv........**Niles**.......ar.	3 25	10 13	2 26	5 02
3 10	3 49	8 25	11 32	105.0	lv......**Dowagiac**.....ar.	3 03	9 50	2 06	4 39
4 05	4 33	9 15	12 18	140.5	ar....**Kalamazoo**....lv.	*2 05	†8 55	†1 15	†3 45
A M	P M	P M	Noon	.....		A M	A M	P M	P M

5	9	17	7	Mls.	*Grand Rapids & Ind.*	18	2	10	8
A M	P M	P M	Noon	.....	*December* 5, 1909.	A M	A M	P M	P M
*5 15	†4 35	†9 15	*12 30	140.7	lv.....**Kalamazoo**....ar.	1 35	†8 45	1 10	5 30
*6 45	5 55	10 35	*2 10	189.3	ar...**Grand Rapids**...lv.	*11 50	7 06	12 01	*1 50
*8 55	7 50	.....	†5 30	229.2	ar..... **Muskegon**....lv.	*6 30	.....	†10 50	†10 50
†7 20	6 10	†10 50	†2 25	189.3	lv...**Grand Rapids**...ar.	9 00	6 40	11 03	A M
8 39	7 37	12 10	3 45	223.3	ar....**Howard City**...lv.	7 37	5 23	9 50	.....
9 25	8 22	12 56	4 32	235.3	ar.....**Big Rapids**....lv.	6 56	4 40	9 06	.....
9 55	8 48	1 23	5 00	248.0	ar..... **Reed City**....lv.	6 30	4 12	8 41	.....
11 00	9 50	2 25	6 05	287.1	ar......**Cadillac** lv	5 30	3 15	7 40	.....
1 15	11 30	.....	8 10	334.1	ar...**Traverse City**...lv.	3 20	.....	†6 00	.....
12 58	P M	4 00	7 50	326.8	ar......**Kalkaska**.....lv.	3 40	1 36	A M	.....
1 29	.....	4 28	8 20	340.2	ar.... **Mancelona**....lv.	3 12	1 10	.....	.....
1 43	.....	a —	8 33	346.8	ar.........**Alba**........lv.	2 57	⊡ —	.....	.....
2 01	.....	a —	8 50	355.5	ar.......**Elmira**.......lv.	2 42	⊡ —	.....	.....
2 20	.....	5 20	9 08	364.3	ar.... **Boyne Falls** ...lv.	2 15	12 15	.....	.....
2 35	.....	a —	9 25	373.3	ar.......**Clarion**.......lv.	1 58	⊡ —	.....	.....
3 00	.....	6 00	9 45	380.8	ar......**Petoskey**.....lv.	1 40	11 40	.....	.....
— —	.....	— —	— —	381.8	ar......**Bay View**.....lv.	— —	— —	.....	.....
4 25	.....	7 55	.....	388.7	ar.**Harbor Springs**.lv.	12 01	5 25	.....	.....
4 25	.....	7 25	11 05	416.3	ar..**Mackinaw City**..lv.	*12 15	†10 10	.....	.....
9 10	.....	12 10	P M	.....	ar.**Sault Ste. Marie**.lv.	*6 50	†5 30	.....	.....
P M	.....	Noon	.....	.....	*(D. S. S. & A.)*	A M	P M	.....	.....

GRAND RAPIDS DIVISION.

109	107	105	103	101	Ms.	November 21, 1909.	102	108	104	110	06
.....	.....	P M	.....	A M	....	*(B. & A. R.R.)*	.....	.....	.....	P M	A M
.....	.....	*2 00	.....	†4 20	....	lve... **Boston** ..arr.	.....	.....	.....	8 30	7 00
.....	.....	3 11	.....	5 59	....	lve.**Worcester**.arr.	.....	.....	.....	7 20	5 46
.....	.....	4 40	.....	7 54	....	lve.**Springfield**.arr.	.....	.....	.....	5 50	4 07
.....	.....	P M	.....	A M	....	*(N.Y.C.&H.R.R R.)*	.....	A M	.....	P M	A M
.....	.....	*4 30	.....	*8 45	....	lve.. **New York**.arr.	.....	9 03	.....	8 33	7 03
.....	.....	7 57	.....	12 10	....	lve... **Albany** ..arr.	.....	5 15	.....	4 35	2 55
.....	.....	†11 45	.....	3 45	....	lve.. **Syracuse**.arr.	.....	1 52	.....	11 40	11 06
.....	.....	1 35	.....	5 30	....	lve. **Rochester**.arr.	.....	12 10	.....	9 40	9 00
.....	.....	3 25	.....	6 20	....	lve. **Buffalo**(B.T.) arr.	.....	10 20	.....	6 40	5 05
....	.....	A M	.....	P M	....	....	.....	P M	.....	A M	P M
P M	P M	A M	.....	A M	....	*(Central time.)*	Noon	P M	.....	P M	A M
†6 05	†1 00	*8 25	.....	*1 30	....	lve. +**Detroit**[1].arr.	12 25	3 30	.....	10 30	7 15
7 25	2 30	10 15	.....	3 20	....	arr.. **Jackson**[6].lve.	10 05	2 00	.....	8 40	5 05
P M	P M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	P M	A M
†7 40	†2 40	*10 30	*6 35	*3 35	0	+....**Jackson**[6]... ♁	9 50	1 45	7 00	8 20	2 10
8 00	— —	‡ —	6 53	3 52	10.6	...**Rives Junc**[21] ♁	a9 28	— —	6 40	8 00	1 49
8 12	— —	— —	7 03	4 02	17.6	.....Onondaga...♁	9 17	— —	6 27	7 50	1 36
8 25	3 15	11 05	7 13	4 15	24.2	+ Eaton Rapids..♁	9 07	1 05	6 16	7 38	1 23
8 45	3 32	11 22	7 32	4 35	34.8	+ ..**Charlotte**[22] ♁	8 49	12 47	5 55	7 20	1 05
9 05	— —	11 37	7 49	4 53	46.2	+..Vermontville..♁	8 30	— —	5 36	7 00	12 45
9 12	3 55	11 44	7 55	5 00	49.8	+....Nashville ...♁	8 20	12 20	5 23	6 48	12 36
9 24	— —	— —	8 10	— —	54.9	.......Morgan......	8 10	— —	5 13	s —	— —
9 41	4 20	12 05	8 29	5 20	62.1	+....Hastings....♁	7 55	11 59	4 58	6 28	12 14
9 53	— —	— —	8 41	5 33	69.5	.......Irving.....♁	7 43	— —	4 46	s —	12 01
10 00	4 38	12 23	8 48	5 45	73.3	.....Middleville...♁	7 35	11 41	4 38	6 11	11 53
10 15	4 48	— —	9 00	5 58	79.3	.....Caledonia ...♁	7 23	— —	4 26	6 00	11 41
10 25	— —	— —	9 09	6 10	84.0	.......Dutton.....♁	7 15	— —	4 18	s —	11 33
10 45	5 10	1 00	9 30	6 30	94.5	+ ..**Grand Rapids**[23] ♁	†7 01	*11 10	†4 00	*5 55	*11 15
P M	P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M	P M

BENTON HARBOR-ST. JOSEPH DIVISION.

....	.....	.....	403	401	Ms.	*Novmber* 21, 1909.	402	404	.....	.....	....
....	.....	.....	P M	A M	....	*(Lake Shore Station.)*	A M	P M	.....	.....	....
....	.....	.....	†7 00	†9 10	0	lve.+ **South Bend**[24] arr.	8 40	5 50	.....	.....	....
....	.....	.....	7 27	9 37	13.1	...... Warwick.......	8 13	5 20	.....	.....	....
....	.....	.....	7 45	10 00	17.3	.... **Galien**......♁	8 00	5 10	.....	.....	....
....	.....	.....	7 53	10 14	23.8	.... Glendora ....♁	7 38	4 47	.....	.....	....
....	.....	.....	8 00	10 22	27.7	.... Baroda ......♁	7 31	4 40	.....	.....	....
....	.....	.....	8 08	10 29	31.9	.........Derby.........	7 24	4 32	.....	.....	....
....	.....	.....	8 15	10 35	34.9	...... Vineland	7 19	4 26	.....	.....	....
....	.....	.....	8 25	10 43	43.3	..**Benton Harbor**..	†7 12	†4 15	.....	.....	....
....	.....	.....	8 35	10 55	40.5	+...**St. Joseph**[60]. ♁	†7 00	†4 06	.....	.....	....
....	.....	.....	P M	A M	....	ARR.] Cent. time. [LVE.	A M	P M	.....	.....	....

TWIN LAKE AND CLEAR LAKE BRANCHES.

.....	No. 93	No. 91	Mls.	November 21, 1909.	No. 94	.....	.....	....
.....	†6 30 A M	†6 05 A M	0	lve..**Grayling**♁..arr.	1 30 P M	.....	.....	*(Central time.)*
.....	6 50 "	6 25 "	7.6	........Kneeland.......	1 10 P M	.....	.....	
.....	7 10 "	6 45 "	14.6	.........Judges........	12 50 Noon	.....	.....	
.....	7 31 A M	7 05 A M	19.0	..**Clear Lake Junc.**	†12 30 Noon	.....	.....	
.....	....	7 50 A M	31.8	ar..**Johannesburg**♁..lv.	†11 45 A M	.....	.....	....
.....	7 43 A M	....	24.3	..........Dana..........	12 17 Noon	.....	.....	....
.....	7 55 A M	....	27.7	arr..**Lewiston** ♁. lve.	†12 05 Noon	.....	.....	....

For explanation of Reference Marks see next page following.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES
MICHIGAN CENTRAL R.R.

THE NIAGARA FALLS ROUTE

STANDARD ALL DIVISIONS.—West of Detroit River—*Central Standard time.* East of Detroit River—*Eastern Standard time.*

ALLEGAN TO TOLEDO AND INTERMEDIATE POINTS.
Via L. S. & M. S. Ry.

432	424	No. 422	Miles	*November 21, 1900.*	No. 421	423-431
P M		.....		(*M. C. R.R.*) (Central time.	.....	.....
†2 15	....	†6 30 A M	0	lve....+**Allegan** ♂...arr.	6 35 P M	12 01 Noon
2 30	Stops to take for Grand Rapids and beyond.	6 40 "	4.8	.....Kellogg.....	6 25 "	11 40 A M
2 38		6 45 "	7.4	.....Fisk.....	6 17 "	11 30 "
2 55		6 54 "	11.3	.....**Monteith**.....♂	6 08 "	11 20 "
3 05		7 02 "	14.8	.....Hooper.....	6 01 "	11 05 "
3 10		7 05 "	15.8	.....Neely.....	5 57 "	11 00 "
3 20		7 11 "	18.8	.....Doster.....♂	5 51 "	10 45 "
3 35		7 22 "	24.1	....Richland Junction....	5 39 "	10 25 "
3 50		7 27 "	26.8	.....Richland.....♂	5 35 "	10 00 "
4 10		7 33 "	29.5	.....Yorkville.....♂	5 27 "	9 40 "
4 20		7 42 "	33.2	+.....Augusta.....	5 18 "	9 25 "
4 50		8 30 A M	42.0	arr.+**Battle Creek**[1]lve.	†4 58 P M	9 00 A M
.....		12 25 Noon	....	arr.....**Detroit**.....lve.	1 40 P M	.....
.....		10 20 P M	....	arr.**Buffalo** (East. time).lve	7 45 A M	.....
.....		9 03 A M	....	arr.....**New York**....lve.	8 00 P M	.....
.....		11 50 A M	....	arr.....**Boston**.....lve.	4 50 P M	.....
5 25	▫	8 00 A M	42.0	lve...**Battle Creek**♂arr.	4 58 P M	8 48 A M
5 30	....	8 08 A M	45.7	.....Beadle Lake.....	4 50 P M	8 33 "
5 40		8 15	50.4	.....Ceresco.....	4 42	8 18 "
6 00	A M	8 28	†AM 55.6	arr.....Marshall.....lve.	4 30 P M	8 00 "
P M	†630	8 28	1030 55.6	lve.....Marshall♂...arr.	4 20	1 00	7 35 "
.....	6 42	8 40	1045 59.7	.....Wilders.....	4 09	1245	7 25 "
.....	6 50	8 45	1055 62.7	.....Eckford.....♂	4 03	1235	7 17 "
.....	7 00	8 55	1110 67.8	arr.....**Homer**[7]♂...lve.	†3 55	†1220	†7 05 A M
.....	A M	A M	A M	(*Via L. S. & M. S. Ry.*)	P M	Noon	
.....	....	8 55	1110	lve.....**Homer**.....arr	3 55	1220	
.....	Stops to take for Bay City or points south or to leave from west or north of Pinconning.	9 14	11 40	.....**Wheelerton**.....	3 34	11 40	
.....		9 24	12 05	.....**Hanover**.....	3 25	11 20	
.....		9 34	12 30	.....**Moscow**.....	3 15	11 00	
.....		9 56	1 20	.....**Addison**.....	2 52	9 56	
.....		9 50	1 35	...**Addison Junction**...	2 47	9 00	
.....		10 15	2 25	.....**Onsted**.....	2 25	8 25	
.....		10 29	3 18	.....**Tipton**.....	2 09	7 50	
.....		10 43	3 50	.....**Tecumseh**.....	1 55	7 30	
.....		11 07	5 10	arr..**Lenawee Junc**.lve.	1 32	1625	
.....		11 40	P M	lve..**Lenawee Junc**.arr.	1 12	A M	
.....		12 25	....	.....**Toledo**.....	†1230	....	
.....		Noon	....[4]	ARRIVE] [LEAVE	Noon	....

Stops to take for Niles and points east.

Stops to take for Kalamazoo and points west.

Stops to take passengers for Buffalo and points east.

‡ Stops to take for Bay City or points south or to leave from west or north of Pinconning.

GRAND RAPIDS-TOLEDO LINE
AND SERVICE TO AND FROM NORTHERN MICHIGAN POINTS.

				(*Grand Rapids & Ind.*)			
.....	.....	.....	.....		.....	.....	.....
†8 20 A M	.....	†5 25 P M	lve..**Harbor Springs**.arr.	.....	.....	.....	7 55 A M
— —	.....	— —	" .....**Bay View**..... "	.....	.....	.....	— —
9 00 A M	A M	11 40 P M	" .....**Petoskey**..... "	9 45 P M	P M	6 00 A M
10 40 A M	†6 00	.....	" ...**Traverse City**... "	8 10 P M	11 30	.....
1 00 P M	7 40	3 15 A M	" .....**Cadillac**..... "	6 05 P M	9 50	2 25 A M
2 26 P M	8 41	4 12 A M	" .....**Reed City**..... "	5 00 P M	8 48	1 23 A M
2 28 P M	9 02	4 40 A M	" .....**Big Rapids**..... "	4 32 P M	8 22	12 66 Night
3 25 P M	6 50	5 23 A M	" ....**Howard City**... "	3 45 P M	7 37	12 10 Night
4 50 P M	11 03	6 40 A M	arr...**Grand Rapids**..lve.	†2 25 P M	†6 10	†1050 P M
†4 00 P M	*8 10	.....	lve.....**Muskegon**....arr.	2 30 P M	7 50	.....
6 15 P M	9 25	.....	.....**Grand Rapids**.....	†1 15 P M	†8 30	.....
.....	A M	ARRIVE]	[LEAVE	.....	P M	.....

No. 110	108	No. 102	(*Central time.*)	No. 105	107	No. 109
.....	A M	.....	(*Michigan Central.*)	.....	P M	.....
*5 35 P M	*1110	†7 01 A M	lve...**Grand Rapids**..arr.	1 00 P M	5 10	10 45 P M
6 28 P M	11 59	7 55 A M	" .....**Hastings**..... "	12 05 Noon	4 20	9 41 P M
7 20 P M	12 47	8 49 A M	" .....**Charlotte**..... "	11 22 A M	3 32	8 45 P M
7 38 P M	1 05	9 07 A M	" ...**Eaton Rapids**... "	11 05 A M	3 15	8 25 P M
8 20 P M	1 45	9 50 A M	arr.....**Jackson**.....lve.	*1030 A M	†2 40	†7 40 P M
.....	P M	.....	(*Lake Shore & Mich. So.*)	.....	P M	.....
*8 30 P M	†2 00	†10 20 A M	lve.....**Jackson**.....arr.	10 05 A M	2 35	7 25 P M
8 59 P M	2 34	†10 57 A M	arr....**Manchester**...lve.	9 24 A M	1 58	6 42 P M
9 25 P M	2 56	11 19 A M	" .....**Tecumseh**..... "	8 57 A M	1 35	6 20 P M
9 47 P M	3 15	11 40 A M	" ..**Lenawee Junc**.. "	8 35 A M	1 15	6 00 P M
10 30 P M	4 15	12 25 Noon	arr.....**Toledo**.....lve.	*7 40 A M	†1230	†5 15 P M
1 20 A M	*7 30	*4 10 P M	arr.**Cleveland** (L.S.& M. So.) lve.	*4 25 A M	†7 35	*1245 Noon
6 30 A M	*6 30	*8 30 P M	" **Pittsburg** (P. & L. E.) lve.	*1050 P M	.....	*8 15 A M
7 10 A M	*8 30	*8 30 P M	" **Columbus**..(*H. V.*) lve.	*1100 P M	*9 00	*9 00 A M
*7 30 A M	*8 30	†5 55 P M	" **Columbus** (T.&O.C.)..lve.	.....	†6 05	*9 45 A M
7 05 A M	A M	*7 45 P M	" **Cincinnati** (C.C.C.& St.L.) lve.	*9 20 P M	A M	*8 20 A M
.....	*6 00	*8 55 P M	arr.**Pittsburg** (Pa. Lines) lve.	†9 00 P M	*3 50	.....

Through Coaches between Grand Rapids and Toledo on Nos. 102, 108, 110, 105, 107 and 109. Parlor Cars between Grand Rapids and Jackson on Nos. 102, 107, 109 and 110. Cafe Coaches between Grand Rapids and Jackson on Nos. 105, 108, 109 and 110.

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; ♪ Sunday only; *a* stops only to let off passengers; *b* stops to leave from T. H. & B. Ry. and from Welland and points east; *c* stops Sundays to take on passengers; *d* stops to take for or leave from Bay City, E. S., or south thereof destined to points on or via D. & C. R.R.; *e* stops to take passengers for Kalamazoo and east; *f* stops to take or leave passengers to or from Detroit and points east; *g* stops to leave from east of Kalamazoo; *h* stops to take from T. H. & B. Ry. for Windsor and west; *i* stops to leave from Bay City, E.S., and south thereof; *j* stops to discharge from Buffalo and east; *l* stops Saturday to leave from Chicago; *n* stops to leave from east of Detroit or to take for west of Kalamazoo; *p* stops to take for St. Thomas and west; *q* stops Saturday only to receive passengers; *r* stops to leave from Chicago; *s* stops Sunday only; *t* stops to take for Saginaw and points north; *u* stops Sunday to leave passengers; *v* arrives Grayling 12 30 noon; *w* stops to discharge from Windsor and west; *x* stops to leave from T. H. & B. Ry. and to take for Detroit and west; *y* stops to leave or to take for points west of St. Thomas; *z* stops to leave from south of Saginaw. ✱ Stops to leave passengers from Jackson and beyond. ◗ Stops to leave from Buffalo, Niagara Falls and points east thereof. ♈ Stops Sunday to take for Chicago.

+ Coupon stations; ♂ Telegraph stations.

HILLSDALE-DETROIT LINE.
Via L. S. & M. S. Ry. and M. C. R.R.

†7 50 A M	†2 25 P M	lve. **Hillsdale**..(L.S. & M.S.) arr.	10 35 A M	8 40 P M
8 05 A M	2 40 P M	lve. **No. Adams**.. " arr.	10 21 A M	8 24 P M
8 14 A M	2 49 P M	lve. **Jerome**..... " arr.	10 12 A M	8 14 P M
8 42 A M	3 17 P M	lve. **Brooklyn**..... " arr.	9 46 A M	7 47 P M
9 06 A M	3 42 P M	lve. **Manchester** " arr.	9 24 A M	7 24 P M
9 36 A M	4 11 P M	lve. **Saline**..... " arr.	8 46 A M	6 54 P M
10 00 A M	4 35 P M	arr. **Ypsilanti**.... " lve.	8 25 A M	6 33 P M
10 00 A M	5 05 P M	lve. **Ypsilanti**..(Mich. Cent.) arr.	7 44 A M	6 20 P M
10 45 A M	5 55 P M	arr. **Detroit**..... " lve	†7 00 A M	†5 45 P M

♭ Stops on Sunday to take to Michigan City and points east thereof where train stops. ‡ Stops to take from No. 72. ▫ Runs via Saginaw. ◆ Stops to leave from or to take for Detroit. ■ Stops to leave from points north of Kalamazoo and to take for Chicago. Meals.

CONNECTIONS.

[1] **Detroit**—With Pere Marquette R.R., Grand Trunk and Lake Shore & Michigan Southern Rys., Wabash R.R. and Cleveland steamers.
[1½] **Delrey**—With Pere Marquette R.R.
[2] **West Detroit**—With Grand Trunk and Lake Shore & Mich. So. Rys.
[3] **Wayne**—With Pere Marquette R.R.
[4] **Ypsilanti**—With Lake Shore & Michigan Southern Ry.
[5] **Ann Arbor**—With Ann Arbor R.R.
[6] **Jackson**—With Lake Shore & Mich. South. Ry. and Cin. North. R.R.
[7] **Homer**—With Lake Shore & Mich. South. Ry. and Cin. North. R.R.
[8] **Wasepi**—With Grand Rapids & Indiana Ry.
[9] **Three Rivers**—With Lake Shore & Michigan Southern Ry.
[10] **Cassopolis**—With Grand Trunk Ry.
[11] **Niles**—With South Bend Division, also Michigan Division Cleveland, Cincinnati, Chicago & St. Louis Ry.
[12] **Albion**—With Lansing Division Lake Shore & Michigan Southern Ry.
[13] **Battle Creek**—With Battle Creek and Allegan Divs. and G. T. Ry.
[13½] **Marshall**—With Allegan Division.
[14] **Kalamazoo**—With South Haven Division Grand Rapids & Indiana Ry. and Lake Shore & Michigan Southern Ry.
[15] **Lawton**—With Kalamazoo, Lake Shore and Chicago.
[16] **New Buffalo**—With Pere Marquette R.R.
[17] **Michigan City**—With Lake Erie & Western R.R. and Chicago, Indianapolis & Louisville Ry.
[18] **East Gary**—With Joliet Division.
[19] **Kensington**—With Illinois Central R.R.
[20] **Chicago**—With railroads diverging.
[21] **Rives Junction**—With Saginaw and Grand Rapids Divisions.
[22] **Charlotte**—With Grand Trunk Ry.
[23] **Grand Rapids**—With G. R. & I. Ry., G. T. Ry. and Pere Marq. R.R.
[24] **Lansing**—With Grand Trunk Ry., Pere Marquette R.R. and Lansing Division Lake Shore & Michigan Southern Ry.
[25] **Owosso**—With Grand Trunk Ry.
[26] and [27] **Saginaw**—With Pere Marquette R.R.
[28] **Bay City**—With North Midland Division; Pere Marquette R.R.; Detroit & Mackinac Ry. and Alpena steamers.
[29] **Pinconning**—With S. B. & N. W. Div. and Detroit & Mackinac R.R.
[31] **Chicago Heights**—With Chicago & Eastern Illinois R.R.
[32] **Matteson**—With Illinois Central R.R.
[33] **Joliet**—With C. & A.; C. R. I. & P.; A. T. & S. F. Rys. and E. J. & E. R.R.
[34] **South Bend**—With Grand Trunk Ry., Vandalia R.R., Lake Shore & Michigan Southern Ry. and Chicago, Indiana & Southern R.R.
[35] **Oxford**—With Pontiac, Oxford & Northern R.R.
[36] **Lapeer**—With Grand Trunk Ry.
[37] **Vassar**—With Caro Branch and Bay City Division.
[38] **Paines**—With Pere Marquette R.R.
[39] **Mackinaw City**—With D. S. S. & A. Ry. and ferry to Mackinac Island.
[42] **Courtright**—With Pere Marquette R.R. and steamers for St. Clair and up-river points.
[43] **Toledo**—With Big 4, Hocking Valley, Pennsylvania Lines, Wabash, Cincinnati, Hamilton & Dayton, etc.
[44] **St. Thomas**—With Canadian Pacific Ry. and St. Clair & London Div.
[45] **La Salette**—With Grand Trunk Ry.
[46] **Hagersville**—With Grand Trunk Ry.
[47] **Welland**—With Grand Trunk Ry. and Tor. Ham. & Buff. Ry.
[48] **Niagara Junction**—With Niagara Division.
[49] **Essex**—With Amherstburg Branch.
[50] **Suspension Bridge**—With N. Y. C. & H. R. and D. B. & W. R.Rs.
[51] **Buffalo**—With railroads diverging.
[52] **Fargo**—With Pere Marquette R.R.
[53] **Lenox**—With Grand Trunk Ry.
[54] **Comber**—With Leamington Division.
[55] **Clifton**—With Niagara Division Michigan Central R.R.
[57] **Waterford**—With Toronto, Hamilton & Buffalo Ry.
[58] **Buchanan**—With Pere Marquette R.R.
[59] **Frederic**—With Detroit & Charlevoix Ry.
[60] **St. Joseph**—With Pere Marquette R.R.

"AMERICA'S GREATEST RAILROAD"

NEW YORK CENTRAL LINES

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY

NEW YORK CENTRAL LINES

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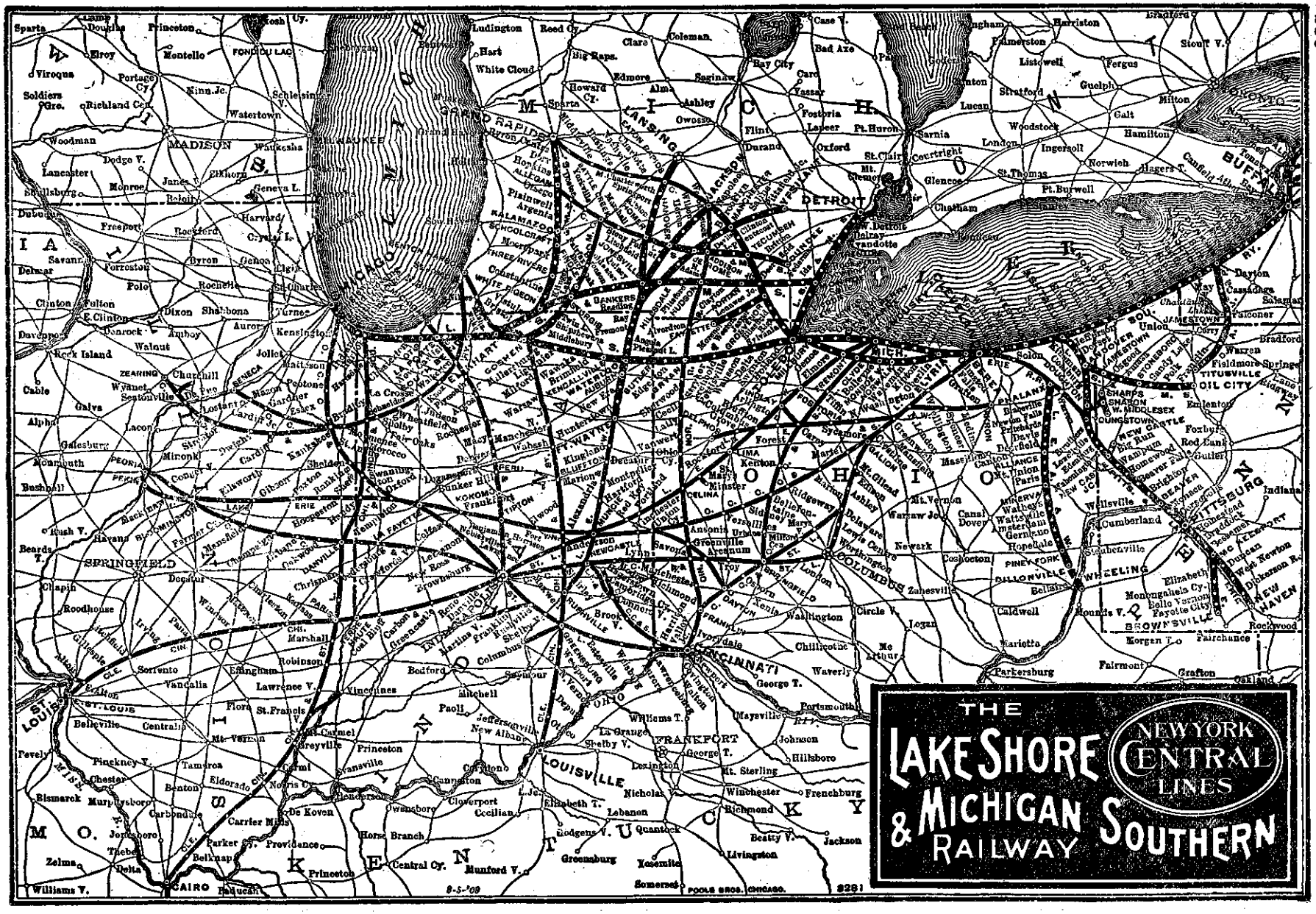
W. G. BROUGHTON, Commercial Agent, Dubuque, Ia.
S. J. BIGELOW, Commercial Agent, Duluth, Minn.
S. D. McLEISH, General Agent Freight Dept., Evansville, Ind.
M. F. LEDLIE, Commercial Agent, Kansas City, Mo.
F. R. SULLIVAN, Commercial Agent, Los Angeles, Cal.
S. J. YORK, Commercial Agent, Memphis, Tenn.
E. J. NICOUD, Commercial Agent, Milwaukee, Wis.
J. G. HAMILTON, Commercial Agent, Minneapolis, Minn.
M. B. TONEY, Commercial Agent, Nashville, Tenn.
J. J. MONKS, Commercial Agent, Omaha, Neb.
L. L. THURBER, Commercial Agent, Peoria, Ill.
H. C. ECKENBERGER, Commercial Agent, Portland, Ore.
J. D. BROWN, Commercial Agent, St. Joseph, Mo.
L. M. MEGGINSON, Commercial Agent, St. Louis, Mo.
J. R. BALLARD, Commercial Agent, St. Paul, Minn.
KENT. O. KEYES, Commercial Agent, Salt Lake City, Utah.
W. W. DICKINSON, Commercial Agent, San Francisco, Cal.
E. R. INGERSOLL, Com'l Agent, 607 First Ave., Seattle, Wash.
J. T. STANHOPE, Commercial Agent, Sioux City, Ia.
W. J. KELLER, Commercial Agent, South Bend, Ind.
T. C. PORTEOUS, Commercial Agent, Spokane, Wash.
E. J. TORBRON, Commercial Agent, Toledo, O.
———, Commercial Agent, Youngstown, O.
LEWIS GRANT, Traveling Freight Agent, Buffalo, N.Y.
R. O. VAN STEUBEN, Traveling Freight Agent, "
S. B. GIDDINGS, Traveling Freight Agent, Chicago, Ill.
J. E. McGRATH, Traveling Freight Agent, Cleveland, O.
E. J. DOWIE, Industrial Agent, "

R. C. CAPLES, General Agent Traffic Department, New York.


THE
LAKE SHORE
& MICHIGAN
RAILWAY
NEW YORK
CENTRAL
LINES
SOUTHERN
MICHIGAN
LAKE ERIE
LAKE ONTARIO
LAKE HURON
LAKE MICHIGAN
CHICAGO
MILWAUKEE
MADISON
GRAND RAPIDS
LANSING
DETROIT
TOLEDO
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BUFFALO
TORONTO
COLUMBUS
CINCINNATI
INDIANAPOLIS
SPRINGFIELD
ST. LOUIS
CAIRO
LOUISVILLE
FRANKFORT
PITTSBURG
WHEELING
ALLEGHENY
ALBANY
NEW HAVEN
ROCHESTER
SYRACUSE
ROME
UTICA
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8-5-'09
2281

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY

Tickets on the Lake Shore Limited Trains Nos. 19 and 22, and the 20th Century Limited Trains Nos. 25 and 26—Mileage, commutation, all forms of special excursion tickets sold at reduced rates, or tickets having printed, stamped or written on them, "Not good on limited trains," "Special," "Delegate," "Convention," "Clergy," "Theatrical," "Charity," "Aid," "Employee," "Second-class," "Third-class" or "Emigrant," will not be accepted on these trains, except that tickets reading New York to Cleveland and west thereof endorsed "Delegate," "Convention" or "Theatrical" will be accepted on Train No. 19. None but sleeping car passengers carried on these trains, and the sale of tickets depends on agents being able to secure space for passengers. Local round trip tickets will not be sold for or accepted on Trains Nos. 25 and 26.

Nos. 19 and 22—No tickets will be sold for Train No. 22 from Chicago to points west of Toledo, nor from intermediate stations between Chicago and Buffalo at which this train stops to points west of Buffalo; from Erie tickets will not be sold to any points. Excess fare charged between Chicago and New York on Trains Nos. 19 and 22.

Nos. 25 and 26—No tickets will be sold for Train No. 25 at Buffalo or at intermediate stations between Buffalo and Chicago. Tickets for Train No. 26 will be sold only as follows: From Chicago to Albany, New York City, Pittsfield, Springfield, Worcester and Boston, and from Elkhart, Toledo and Cleveland to New York City, Pittsfield, Springfield, Worcester and Boston. Excess fare charged on Trains Nos. 25 and 26 between all points for which tickets are sold.

15 Chic. & St. L. Spl.	41 Buf. & Cleve. Exp.	9 Fast Mail	25 The 20th Cent. Lim.	11 S.W. Lim.	1 St. L. & Cin. Spl.	3 Fast Mail	37 Pac. Exp.	43 Chic. & St. L. Spl.	23 West. Exp.	7 Cleve. Lim.	19 The Lake Shore Lim.	21 Big Four Lim.	*December 9, 1909.* STATIONS.	14 Eastern Exp.	22 The Lake Shore Lim.	18 Knick Spl.	28 N.Y. & B. Exp.	32 Fast Mail	44 Cleve. & N.Y. Exp.	46 S.W. Exp.	4 Fast Mail	6 N.Y. Lim.	26 The 20th Cent. Lim.	2d 26 N.Y.C. Lim.	10 C. N.Y. & B. Spl.	16 N.E. Exp.
Noon	Noon	Noon	P M	P M	A M	A M	P M	Night	P M	P M	P M	P M	LEAVE] [ARRIVE	P M	P M	P M	A M	.....	A M	A M	A M	A M	A M	A M	P M	P M
*1240	*1240	*1240	*3 30	*2 45	*1030	*8 45	*9 44	*1205	*8 00	*8 00	*5 30	*6 30	...New York...	8 35	6 48	5 55	5 45	.....	7 50	7 55	7 55	9 11	9 30	9 45	1 48	3 45
A M	A M	A M	P M	A M	.....	A M	P M	P M	P M		P M	P M	LEAVE] [ARRIVE	Night	P M	P M	A M	A M	A M	A M	A M	P M	A M	A M	P M	P M
*1130	*1000	*1000	*1 00	*1130	.....	†4 20	7 35	*7 35	4 50	.....	*2 00	*2 00	....Boston....	12 15	8 30	8 30	9 15	7 00	10 40	10 40	10 40	†2 45	11 50	11 50	‖2 55	6 05
P M	P M	P M	P M	P M	P M	Noon	A M	A M	P M	P M	P M	P M	LEAVE] [ARRIVE	P M	P M	P M	Night	Night	A M	A M	A M	A M	A M	A M	A M	A M
5 45	*4 00	*4 00	8 24	*5 39	*1 50	*1210	2 00	6 50	10 00	*1108	8 55	9 55	....Albany....	4 35	2 20	2 30	12 10	12 45	3 50	4 05	4 05	5 27	6 27	6 30	9 20	11 50
P M	.....	P M	.....	.....	.....	P M	.....	A M	.....	.....	.....	.....	.....	.....	.....	A M	.....	P M	.....	.....	.....	.....	.....	.....	.....	A M
*5 20	.....	†7 10	.....	.....	.....	†1 15	.....	*9 30	.....	.....	.....	.....	lv. Toronto .ar.	.....	.....	11 00	.....	8 15	.....	.....	.....	.....	.....	.....	.....	†8 40
Night	P M	P M	See Note □	See Note □	P M	P M	Noon	Noon	A M	See Note □	A M	A M	(*Central time.*)	A M	A M	A M	P M	P M	P M	P M	P M	P M	See Note □	See Note □	Night	A M
*1220	*1020	*9 15			*7 55	*5 25	*1245	*1225	*6 30		*3 10	*3 30	lve..Buffalo.arr.	6 05	6 20	6 30	2 00	3 55	7 25	7 50	8 20	.....			12 25	2 55
— —	11 12	11 07			8 53	7 19	2 00	1 17	7 22		— —	— —	....Dunkirk....	4 49	— —	5 24	12 30	2 48	6 18	6 39	7 16	— —			11 06	1 46
.....	.....	.....			.....	.....	*7 00	.....	†9 30		.....	.....	ar. Jamestown. lv.	.....	.....	.....	.....	.....	4 15	.....	.....	.....			.....	.....
.....	.....	.....			.....	.....	7 20	.....	9 49		.....	.....	arr. Warren. lve.	.....	.....	.....	.....	.....	3 58	.....	.....	See Note □			.....	.....
.....	.....	.....			.....	.....	8 35	.....	11 10		.....	.....	ar. Titusville. lv.	.....	.....	.....	.....	.....	†2 40	.....	.....	.....			.....	.....
.....	.....	.....			.....	.....	P M	.....	A M		.....	.....	(Via D. A. V. & P.)	.....	.....	.....	.....	.....	P M	.....	.....	.....			.....	.....
2 09	12 15	12 10	— —	.....	10 10	8 23	3 31	2 22	8 28	6 55	— —	5 17	.....Erie.....	3 40	4 05	4 20	11 05	1 47	5 17	5 39	6 23	8 15	— —	— —	10 05	12 41
3 03	1 15	1 07	— —	.....	11 15	9 18	4 39	3 15	9 21	.....	— —	— —	..Ashtabula..	2 36	— —	3 23	9 45	*1245	4 18	4 38	5 50	— —	— —	— —	9 00	11 41
4 20	2 35	2 25	— —	1 30	12 40	10 40	6 35	*4 36	10 45	9 00	7 10	7 30	...Cleveland..	*1 25	*1 50	*2 10	*8 00	*1130	*3 00	*3 26	*4 20	*6 10	*8 40	*845	*7 40	*10 25
A M	A M	A M	.....	A M	Night	P M	P M	P M	A M	A M	A M	A M	ARRIVE] [LEAVE	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M
.....	*3 00	.....	.....	*1 40	*1 40	.....	*9 00	*5 00	*1230	.....	.....	*7 40	lv. Cleveland. ar.	.....	.....	1 50	6 45	.....	.....	3 15	.....	6 00	.....	8 40	.....	9 45
.....	A M	.....	.....	A M	A M	.....	P M	P M	Noon	.....	.....	A M	(Via C. C. C. & St. L.)	.....	.....	A M	A M	.....	.....	A M	.....	P M	.....	P M	.....	P M
.....	6 50	.....	.....	4 30	4 30	.....	1 20	.....	5 56	.....	.....	10 40	ar. Columbus. lv.	.....	.....	10 00	2 05	.....	.....	11 50	.....	3 05	.....	5 43	.....	†4 20
.....	10 45	.....	.....	7 27	7 27	.....	6 40	.....	7 25	.....	.....	1 55	ar. Cincinnati. lv.	.....	.....	*6 30	*8 30	.....	.....	*8 30	.....	*1210	.....	3 00	.....	†12 35
.....	11 15	135	.....	7 55	7 55	.....	A M	12 10	P M	.....	.....	3 00	..Indianapolis..	.....	.....	*8 55	P M	.....	20	7 30	.....	Noon	.....	2 20	.....	*8 05
.....	5 58	Det.	.....	1 45	1 45	.....	.....	7 30	.....	.....	.....	9 15	..St. Louis....	.....	.....	*1 00	.....	.....	Night	*11 55	.....	.....	.....	*845	.....	*8 50
.....	P M	Spl.	.....	P M	P M	.....	.....	A M	.....	.....	.....	P M	ARRIVE] [LEAVE	.....	.....	P M	.....	.....	Exp.	P M	.....	.....	.....	A M	.....	A M
.....	.....	P M	.....	57	.....	P M	P M	Noon	A M	.....	.....	.....	(*Via P. & L. E.*)	A M	A M	12	A M	P M	A M	□ Trains Nos. 6, 7, 11, 25, 26 and 2d 26 do not take passengers to or from Buffalo.						
.....	.....	*1050	.....	Exp.	.....	*7 15	*2 30	*1235	*7 15	.....	.....	.....	lv..Pittsburgh.ar.	6 30	6 30		11 15	*4 45	11 15		P M	P M	.....	.....	.....	.....
A M	.....	A M	.....	A M	.....	P M	P M	P M	A M	.....	A M	A M	LEAVE] [ARRIVE	A M	A M	A M	A M	A M	A M	● On Sunday leaves 6 00 p.m.	8 50	8 50	4 10	8 00	8 55	.....	P M	P M
*4 25	.....	*2 40	— —	†6 00	.....	*1045	*7 15	*4 40	*1055	.....	*7 20	*7 35	..Cleveland...	1 20	1 45	5 50	‖7 40	11 25	6 45		— —	— —	— —	* Daily; † daily, except Sunday; ‖ Sunday only; a stops to leave passengers from east of Buffalo and on signal to take passengers for Chicago.		7 30	10 15
5 02	.....	— —	— —	6 50	.....	— —	8 05	— —	11 40	.....	— —	— —	.....Elyria.....	— —	— —	5 11	6 38	10 40	6 03			— —			6 45	9 32
.....	.....	.....	.....	8 44	.....	.....	9 55	.....	1 20	.....	.....	.....	....Fremont.....	.....	.....	3 32	.....	.....	4 23		.....	— —			.....	.....
.....	.....	— —	— —	.....	.....	12 13	.....	5 55	.....	.....	— —	8 53	...Sandusky...	11 62	— —	.....	5 32	9 52	.....		2 42	.....	— —		5 49	8 47
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(*Via L. E. & W.*)	*8 00	.....	.....	.....	.....	.....		.....	.....	.....		.....	P M
.....	.....	.....	.....	.....	.....	.....	.....	.....	P M	.....	.....	.....	lv.Sandusky.ar.	P M	.....	.....	.....	.....	.....		.....	A M	.....		.....	8 50
.....	.....	.....	.....	.....	.....	.....	.....	.....	†2 40	.....	.....	.....	lv..Fremont.ar.	.....	.....	.....	.....	.....	.....		.....	10 44	.....		.....	7 44
.....	.....	.....	.....	.....	.....	.....	.....	.....	3 42	.....	.....	.....	....Findlay....	.....	.....	.....	.....	.....	.....		.....	9 30	.....		.....	6 54
.....	.....	.....	.....	.....	.....	.....	.....	.....	4 35	.....	.....	.....	.....Lima.....	.....	.....	.....	.....	.....	.....		.....	8 40	.....		.....	5 56
.....	.....	.....	.....	.....	.....	.....	.....	.....	7 18	.....	.....	.....	....Muncie....	.....	.....	.....	.....	.....	.....		.....	†6 07	.....		.....	2 45
.....	.....	.....	.....	.....	.....	.....	.....	.....	P M	.....	.....	.....	.Bloomington.	.....	.....	.....	.....	.....	.....		.....	A M	.....		.....	8 30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....Peoria....	.....	.....	.....	.....	.....	.....		.....	.....	.....		.....	*7 00
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	ARRIVE] [LEAVE	.....	.....	.....	.....	.....	.....		.....	.....	.....		.....	A M
6 55	.....	4 55	— —	‖9 40	.....	1 20	10 60	6 55	*2 05	.....	9 55	10 00	arr..Toledo.lve.	*10 50	*11 15	*2 50	*4 15	*8 50	*3 35		*1 45	*3 35	*6 38		*4 45	*7 45
.....	.....	6 45	— —	11 59	.....	*6 45	P M	†8 55	*6 40	.....	†11 59	†11 59	....Detroit....	*8 00	*8 00	P M	A M	*7 02	*9 00		P M	P M	P M		*2 45	*6 20
.....	.....	A M	.....	A M	.....	A M	.....	P M	P M	.....	A M	A M	ARRIVE] [LEAVE	P M	P M	.....	.....	A M	P M		.....	.....	.....		P M	P M
10 05	.....	.....	.....	.....	.....	.....	.....	†9 25	.....	.....	†2 33	.....	ar..Jackson.lv.	*8 30	*8 30	.....	.....	†6 05	.....		†10 20	.....	.....		†2 00	.....
A M	.....	.....	.....	.....	.....	.....	.....	P M	.....	.....	P M	.....	(*Via Mich. Cent.*)	P M	P M	.....	.....	A M	.....		A M	.....	.....		P M	.....
1 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 10	.....	.Grand Rapids.	*5 55	*5 56	.....	.....	.....	.....		†7 01	.....	.....		*1110	.....
P M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	P M	.....	ARRIVE] [LEAVE	P M	P M	.....	.....	.....	.....		A M	.....	.....		A M	.....
.....	.....	.....	.....	.....	.....	A M	.....	.....	.....	.....	.....	.....	(*Via T. & O. C.*)	.....	.....	.....	.....	.....	P M		.....	.....	.....		.....	.....
.....	.....	9	.....	.....	.....	*1120	.....	.....	A M	.....	.....	.....	iv..Charleston.ar.	.....	.....	.....	.....	.....	4 16		.....	.....	.....		.....	.....
.....	.....	Fast	.....	.....	.....	7 05	.....	.....	*9 45	.....	.....	.....	....Columbus....	.....	.....	.....	.....	.....	*7 30		†5 55	.....	.....		*8 30	.....
.....	.....	Mail	.....	.....	.....	P M	.....	.....	A M	.....	.....	.....	LEAVE] [ARRIVE	.....	.....	.....	.....	.....	A M		P M	.....	.....		P M	.....
A M	.....	A M	.....	A M	.....	A M	P M	P M	P M	.....	A M	A M	LEAVE] [ARRIVE	P M	P M	P M	A M	A M	A M		P M	P M	P M		P M	P M
*7 00	.....	*5 25	— —	*9 50	Daily	*1 25	*11 05	*7 05	*2 15	.....	*1005	*1010	.... Toledo	10 45	11 08	2 45	4 10	8 40	3 30		1 40	3 30	6 38		4 37	7 40
— —	.....	7 39	— —	10 02		3 34	2 19	9 22	4 44	.....	— —	— —	...Kendallville...	— —	— —	.....	2 08	.....	1 00		11 44	— —	— —		2 28	5 25
b —	.....	8 20	— —	.....		— —	3 15	w —	5 37	.....	— —	— —	.....Goshen.....	Old Road	— —	Old Road	1 21	Old Road	12 04		11 04	— —	— —		1 42	4 34
Via	.....	Via	Via	10 49		Via	Via	Via	Via	.....	Via	11 07	.... Adrian	9 48	Via	1 55	Via	7 51	Via		Via	Via	Via		Via	Via
Air-Line.	.....	Air-Line.	Air-Line.	11 45		Air-Line.	Air-Line.	Air-Line.	Air-Line.	.....	Air-Line.	12 01	...Hillsdale....	8 42	Air-Line.	1 11	Air-Line.	7 06	Air-Line.		Air-Line.	Air-Line.	Air-Line.		Air-Line	Air-Line.
				1 36							1 15	2 00	.White Pigeon.	6 50		12 50		— —								
10 10	.....	8 55	6 25	2 15		4 40	3 45	10 30	6 00	.....	1 15	2 38	....Elkhart....	‖6 20	8 15	11 25	1 05	5 25	11 45		10 50	12 40	4 25		1 25	4 20
10 34	.....	9 23	— —	2 40		5 06	4 15	10 55	6 29	.....	1 41	3 03	..South Bend..	6 32	7 45	10 56	12 35	4 57	11 10		10 20	12 10	— —		12 47	3 58
12 35	.....	11 28	8 13	4 45		7 15	6 55	— —	8 44	.....	3 45	5 08	...Englewood...	3 15	5 45	9 14	10 46	— —	8 45		8 37	10 27	2 42		10 44	1 55
12 50	.....	11 43	8 30	5 00		7 30	7 10	1 20	9 00	.....	4 00	5 23	ar..Chicago.lv.	*3 00	*5 30	*9 00	*1030	*3 00	*8 30		*8 25	*10 15	*2 30		*10 30	*1 40
Noon	.....	A M	A M	P M	.....	A M	A M	A M	P M	.....	P M	P M	(*Central time.*)	P M	P M	A M	P M	A M	P M		A M	A M	P M		A M	P M

33	37	43	39	21	17	TORONTO, BUFFALO AND PITTSBURGH.	38	38	44	34	12	14	38
P M	A M	A M	.....	.....	P M		P M	P M	.....	.....	.....	.....	.....
†1 15	*9 30	*7 50	A M	A M	†7 10	lve..Toronto (E. time)..arr.	9 15	9 15	P M	P M	P M	A M	P M
*4 20	12 45	12 25	*9 05	*3 30	*1035	lve..Buffalo (E. time)..arr.	3 00	3 00	7 25	9 15	11 53	6 05	3 00
5 58	3 31	2 22	10 55	5 17	12 51	lve.....Erie.....arr.	1 03	1 03	5 17	7 27	9 47	3 35	1 03
6 50	4 56	3 25	11 55	7 05	3 15	lve....Ashtabula....arr.	11 55	12 05	4 00	6 40	8 45	1 50	10 10
9 35	8 30	6 55	3 00	11 15	6 35	arr... Pittsburgh ...lve.	*8 15	*9 00	*1235	*4 00	*5 15	*1000	‖5 15
P M	P M	P M	P M	A M	A M	(*Via P. & L. E. R.R.*)	A M	A M	Noon	P M	P M	P M	A M

d Stops to leave passengers from Youngstown and P. & L. E. points; *f* stops to leave passengers from east of Buffalo and to take for Cleveland and beyond; *o* stops to leave passengers from New York City and Albany; *s* stops Sunday only; *w* stops to leave passengers from Toledo and east and to take for Chicago; *y* runs one hour later Sundays; *z* stops to leave passengers from Toledo and east thereof. ■ Boston Cars run on Train No. 12 from Ashtabula. b Stops to leave from New York.

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY

ARRANGEMENT OF THROUGH PULLMAN SLEEPING CARS.—LAKE SHORE DINING AND DAY CARS.

No. 4—Fast Mail. Daily. Sleeping Car Chicago to Boston; on No. 46 from Buffalo. Sleeping Car Cleveland to New York.
Dining Car, Coach and Parlor Car Chicago to Buffalo.
Coaches Chicago to Pittsburg and Toledo to Buffalo. Carries baggage.

No. 6—New York Limited. Daily.
Sleeping Cars Chicago, Cleveland and Cincinnati to New York. Buffet Library and Smoking Car Chicago to New York. Observation Sleeping Car Chicago to New York. Dining Car Chicago to Buffalo and Albany to New York. Pullman Cars only; no Coach passengers carried. Carries limited amount baggage. No Buffalo passengers carried.

No. 10—Chicago, New York and Boston Special. Daily.
Sleeping Car Chicago to New York. Sleeping Car Chicago to New York; on No. 16 from Buffalo. Sleeping Cars Chicago and Toledo to Boston (from Ashtabula on No. 12).
Buffet, Library, Smoking and Baggage Car Chicago to Buffalo (from Ashtabula on No. 12), and Buffalo to Boston. Dining Car Chicago to Ashtabula, Utica to Boston.
Sleeping Car Pittsburg to Boston (from Ashtabula on No. 12). Parlor Car Detroit to Cleveland and Albany to New York. Coach Chicago to New York, Buffalo to Boston. Carries limited amount baggage.

No. 12—New York Special. Daily. Sleeping Car Chicago to New York; on No. 6 from Cleveland. Coach Chicago to Cleveland. Cafe Coach Elkhart to Toledo.

No. 14—Eastern Express. Daily. Sleeping Car Chicago to N.Y.; Cleveland to Buffalo; Detroit and Toledo to Pittsburg and Pittsburg to Buffalo. Day Coaches Chicago and Pittsburg to Buffalo. Cafe Dining Coach Buffalo to N. Y. Carries baggage.

No. 16—New York and New England Express. Daily.
Sleeping Car Chicago to Boston. Sleeping Car Chicago to New York.
Sleeping Car Chicago to New York; on No. 58 from Buffalo.
Sleeping Car St. Louis to N.Y. Buffet Parlor Car Detroit to Cleveland.
Buffet, Library, Smoking and Baggage Car Chicago to Boston.
Dining Car Elkhart to Toledo, St. Louis to Cleveland, Syracuse to Boston and Albany to New York.
Day Coach Chicago to Buffalo. Carries limited amount baggage.

No. 18—Knickerbocker Special Daily. Sleeping Cars Cincinnati and St. Louis to New York and Cincinnati to Buffalo.
Day Coach St. Louis to New York.
Dining Cars St. Louis to Anderson, Cincinnati to Columbus, Buffalo to Albany and Pittsfield to Boston. Carries limited amount baggage.

No. 20—Night Express. Daily. Sleeping Cars Chicago to Cleveland; Chicago to Columbus and Charleston, W.Va., and Detroit to Cleveland. Day Coach Chicago to Cleveland. Carries baggage.

No. 22—The Lake Shore Limited. Daily. Seven-State-rooms Sleeping and Observation Car Chicago to N.Y. Buffet, Library, Smoking and Baggage Car Chicago to N.Y.
Sleeping Cars Chicago to Buffalo, Pittsburg, New York and Boston.
Dining Car Chicago to Toledo, Buffalo to New York and Pittsfield to Boston. Carries baggage.

No. 26—The Twentieth Century Limited. Daily. Eight-State-room Sleeping and Observation Car Chicago to N.Y. Ten-State-room Sleeping Car Chicago to N.Y.
Drawing-room and State-room Sleeping Cars Chicago to N.Y. and Boston.
16-Section Sleeping Car Chicago to New York.
Buffet, Library, Smoking and Baggage Car Chicago to New York.
Observation Parlor Car Albany to Boston. Dining Cars Chicago to Cleveland, Albany to New York and Springfield. Carries limited amount baggage. Pullman Cars only; no Coach passengers carried.

2d No. 26—New York Central Limited. Daily.
Six-State-room Sleeping and Observation Car St. Louis to New York.
Sleeping Cars St. Louis to N. Y. and Boston and Cincinnati to N. Y.
Buffet, Library, Smoking and Baggage Car St. Louis to New York.
Dining Car Columbus and St. Louis to Cleveland; Albany to New York and Springfield. Pullman Cars only; no Coach passengers carried.

No. 28—New York Express. Daily.
Sleeping Cars Chicago to Toledo, Cleveland and New York, and to Oil City, except Saturday. Day Coach Chicago to Buffalo. Carries baggage.

No. 30—Chicago and Toledo Special. Daily. Parlor Car and Coach Chicago to Toledo. Cafe Coach Chicago to Elkhart.

No. 32—Fast Mail. Daily. Sleeping Cars Chicago to Toledo and Boston. Cafe Coach Elkhart to Buffalo. Parlor Car Cleveland to Buffalo; to New York on No. 58. Day Coach Chicago to Buffalo. Does not carry baggage.

No. 34—Empire Limited. Daily. Observation Parlor Car, Cafe Coach and Day Coach Pittsburg to Buffalo. Carries Baggage.

No. 38—Pittsburg Limited. Daily. Observation Parlor Car, Cafe Coach and Day Coach Pittsburg to Buffalo. Carries baggage.

No. 42—Cleveland and Buffalo Special. Daily. Broiler Buffet Parlor Car and Day Coach Cleveland to Buffalo. Carries baggage.

No. 44—Cleveland and New York Express. Daily.
Six-State-room Sleeping and Observation Car and Drawing-room Sleeping Car Cleveland to New York. Parlor Car and Day Coach Pittsburg to Buffalo. Day Coach Cleveland to Buffalo.
Dining Car Cleveland to Buffalo. Carries baggage.

No. 46—New York and Boston Special. Daily. Sleeping Cars Cincinnati and St. Louis to N. Y.; from Buffalo on N. Y. C. No. 4. Sleeping Cars Cincinnati and St. Louis to Boston. Dining Cars Cincinnati to Cleveland; Indianapolis to Galion; Ashtabula to Buffalo; Pittsfield to Boston. Coach Cincinnati to Buffalo. Carries baggage.

No. 48—Buffet Parlor Car and Day Coach Detroit to Cleveland.

No. 1—St. Louis and Cincinnati Special. Daily.
Sleeping Cars New York to St. Louis; Buffalo and New York to Cincinnati. Day Coach, Combination Smoking and Baggage Car New York to St. Louis. Parlor Car New York to Buffalo. Dining Car New York to Buffalo and Anderson to St. Louis. Carries baggage.

No. 3—The Fast Mail. Daily. Sleeping Cars New York, Albany and Cleveland to Chicago; Charleston, W.Va., to Chicago; Oil City, ex. Sun., to Chicago; Cleveland to Detroit. Parlor Car New York to Cleveland. Dining Car Albany to Buffalo. Cafe Coach Buffalo to Chicago. Day Coach New York to Chicago. Carries baggage.

No. 5—Buffalo and Chicago Special. Daily. Sleeping Cars Buffalo, Cleveland and Pittsburg to Chicago. Dining Car Elkhart to Chicago. Day Coach Buffalo to Chicago. Carries baggage.

No. 7—Cleveland Limited. Daily. Six-State-room Sleeping and Observation Car, Drawing-room Sleeping Cars and Buffet, Library Smoking and Baggage Car New York to Cleveland. Carries limited amount of baggage. Dining Car Buffalo to Cleveland. Pullman Cars only; no Coach passengers carried.

No. 9—Chicago Mail. Daily. Sleeping Car Buffalo to Cleveland. Parlor Car and Coach Toledo to Chicago. Pullman Cars only Buffalo to Cleveland. No passengers carried between Cleveland and Toledo.

No. 11—Southwestern Limited. Daily.
Six-State-room and Drawing-room Sleeping and Observation Car, Drawing-room Sleeping Car and Buffet, Library, Smoking and Baggage Car New York to St. Louis. Sleeping Car New York to Cincinnati. Dining Car Albany to Syracuse and Anderson to St. Louis. Carries baggage. Pullman cars only; no Coach passengers carried.

No. 15—Chicago and St. Louis Special. Daily.
Sleeping Cars Boston to Chicago and Pittsburg. Sleeping Car New York to Chicago; to Buffalo on N.Y. C. No. 41.
Sleeping Cars Albany and Buffalo to Chicago.
Sleeping Car New York to Chicago; to Buffalo on N.Y. C. No. 5.
Buffet, Library, Smoking and Baggage Car Boston to Chicago.
Dining Car Boston to Syracuse and Toledo to Elkhart.
Day Coach Albany to Chicago. Carries limited amount baggage.

No. 17—Buffalo and Pittsburg Express. Daily.
Sleeping Car and Day Coach Buffalo to Pittsburg. Carries baggage.

No. 19—The Lake Shore Limited. Daily.
Seven-State-room Sleeping and Observation Car, Drawing-room Sleeping Cars and Buffet, Library, Smoking and Baggage Car New York to Chicago. Sleeping Cars Boston to Chicago, St. Louis and Cincinnati; to Buffalo on N. Y. C. No. 17. Parlor Car Cleveland to Chicago. Dining Car New York to Albany, Cleveland to Chicago, Cleveland to St. Louis and Dayton to Cincinnati. Carries baggage. Pullman Cars only; no Coach passengers carried.

No. 21—Big Four Limited. Daily.
Observation Sleeping Car New York to Chicago. Sleeping Cars New York to Cincinnati and St. Louis. Buffet, Smoking, Library and Baggage Car Boston to Buffalo and New York to Syracuse. Buffet Parlor Car Cleveland to Detroit. Day Coach Buffalo to Chicago. Dining Car Boston to Albany, New York to Albany, Cleveland to St. Louis and Cincinnati and Cleveland to Elkhart. Carries baggage.

No. 23—Western Express. Daily. Sleeping Cars New York and Boston to Chicago. Buffet, Library, Smoking and Baggage Car New York to Syracuse and Buffalo to Chicago. Dining Car New York to Albany, Boston to Pittsfield and Buffalo to Chicago. Day Coaches Buffalo and Pittsburg to Chicago. Carries baggage.

No. 25—The Twentieth Century Limited. Daily. Eight-State-room Sleeping and Observation Car, 10-State-room Sleeping Car, 12-Section Drawing-room and 16-Section Sleeping Cars New York to Chicago. Buffet, Library, Smoking and Baggage Car New York to Chicago. Drawing-room and State-room Sleeping Car Boston to Chicago. Observation Parlor Car Boston to Albany. Dining Car New York to Syracuse, Boston to Springfield and Toledo to Chicago. Carries limited amount baggage.

No. 33—Pittsburg Special. Daily. Observation Parlor Car, Cafe Coach and Day Coach Buffalo to Pittsburg. Carries baggage.

No. 37—Pacific Express. Daily.
Sleeping Cars New York, Cleveland and Toledo to Chicago. Day Coaches Buffalo to Chicago. Carries baggage.

No. 39—Pittsburg Limited. Daily. Observation Parlor Car, Cafe Coach and Day Coach Buffalo to Pittsburg. Carries baggage.

No. 41—Southwest Empire. Daily. Sleeping Cars New York to St. Louis and Cincinnati, Boston to St. Louis, Buffalo to Cincinnati. Day Coach Buffalo to Cincinnati. Parlor Car and Buffet, Smoking, Library and Baggage Car New York to Buffalo. Dining Cars New York to Buffalo, Columbus to Cincinnati, Cleveland to St. Louis. Cafe Coach Boston to Pittsfield. Carries baggage.

No. 43—Fast Mail. Daily. Sleeping Car New York (leaves 12 05 night) to St. Louis. Sleeping Car Boston to Buffalo. Broiler Buffet Parlor Car Buffalo to Detroit and Buffalo to Pittsburg. Dining Car Buffalo to Ashtabula and Cleveland to Indianapolis. Cafe Dining Coach Albany to Buffalo and Toledo to Elkhart. Day Coach Buffalo to Chicago. No baggage carried west of Cleveland.

No. 133—Daily. Parlor Car and Coach Cleveland to Detroit. Carries baggage.

No. 135—Daily. Sleeping Cars Pittsburg to Detroit and Toledo. Day Coach Cleveland to Detroit. Carries baggage.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY

NEW YORK CENTRAL LINES

FRANKLIN DIVISION.—OIL CITY BRANCH.

227	237	243	239	247	215	217	Mls	*November 7, 1909.*	214	228	240	238	244	226	210	232
A M	A M	A M	P M	P M	P M	P M	....	LEAVE | ARRIVE	Noon	P M	A M	A M	A M	A M	A M	A M
8 25	3 00	3 00	10 30	10 30	5 30	1 40	....	.....**Chicago**.....	12 50	8 00	1 20	1 20	7 10	7 30	7 30	1 20
P M	A M	A M	A M	A M	P M	P M	....	LEAVE | ARRIVE	A M	P M	P M	P M	P M	A M	A M	P M
1 46	8 50	8 50	4 15	4 15	11 15	7 45	....	....**Toledo**.....	6 55	2 06	6 65	6 65	10 50	1 20	1 20	6 65
4 20	3 25	11 30	8 00	8 00	2 10	10 25	....	lve..**Cleveland**..arr.	4 20	1035	4 35	4 35	6 35	10 40	10 40	4 35
P M	P M	P M	A M	A M	A M	A M	....	LEAVE | ARRIVE	A M	A M	A M	Noon	P M	P M	P M	A M
*5 45	*4 55	*3 25	*11 55	†10 15	*7 05	*3 15	0	+...**Ashtabula**....ǒ	1 50	8 35	11 55	12 05	4 00	8 30	8 45	10 10
6 48	4 58	- -	- -	10 18	7 07	- -	0.8	.....Centre Street.....	- -	8 32	11 52	- -	- -	8 27	- -	10 07
6 59	5 10	- -	- -	10 29	7 18	- -	5	..... Carson .....ǒ	- -	8 22	11 45	- -	- -	8 15	- -	10 00
6 10	5 21	3 43	- -	10 39	7 32	- -	11	+.....Jefferson.....ǒ	1 27	8 12	11 36	- -	3 43	8 04	8 28	9 52
6 20	5 31	- -	- -	10 51	7 45	- -	17	.....Dorset.....ǒ	- -	8 02	11 25	- -	- -	7 52	8 17	9 42
6 28	5 39	- -	- -	11 00	7 55	- -	21	.....Leon.....ǒ	- -	7 55	11 18	- -	- -	7 46	8 11	9 35
6 35	5 50	4 09	12 32	11 10	8 02	3 54	25	+....**Andover**.....ǒ	*1 01	7 48	†1110	*1130	*3 20	7 40	*8 03	‖9 27
6 45	P M	P M	Noon	11 20	A M	A M	30	.....Simons.....	A M	7 33	A M	A M	P M	7 28	P M	A M
6 57	.....	.....	.....	11 31	.....	.....	36	+...Jamestown.....ǒ	.....	7 23	.....	.....	.....	7 18	.....	.....
7 05	.....	.....	.....	11 41	.....	.....	41	.....**Osgood**.....ǒ	.....	7 13	.....	.....	.....	7 08	.....	.....
7 10	.....	.....	.....	11 46	.....	.....	43	.....Salem.....	.....	7 09	.....	.....	.....	7 02	.....	.....
7 20	.....	.....	.....	11 58	.....	.....	48	.....Hadley.....ǒ	.....	6 59	.....	.....	.....	6 52	.....	.....
7 27	.....	.....	.....	12 07	2 09	.....	52	....Clark's Mills.....	.....	*652	.....	.....	2 06	6 45	.....	.....
P M	.....	.....	.....	.....	A M	.....	....	(*P. & L. E. R.R.*)	.....	A M	.....	.....	P M	P M	.....	.....
†4 20	.....	.....	.....	.....	‖5 15	.....	....	lve...**Pittsburg**..arr.	.....	1115	.....	.....	6 30	9 55	.....	.....
5 45	.....	.....	.....	.....	7 06	.....	....	arr..**New Castle**.lve.	.....	9 50	.....	.....	5 12	8 08	.....	.....
P M	.....	.....	.....	.....	A M	.....	....	(*Penna. Lines.*)	.....	A M	.....	.....	P M	P M	.....	.....
†4 40	.....	.....	.....	.....	†6 30	.....	....	lve..**Pittsburg**...arr.	.....	1020	.....	.....	5 50	9 45	.....	.....
6 20	.....	.....	.....	.....	8 30	.....	....	....**New Castle**.....	.....	‖820	.....	.....	4 00	7 50	.....	.....
7 45	.....	.....	.....	12 22	9 50	.....	57	+...**Stoneboro**.....	.....	6 42	.....	.....	2 35	6 35	.....	.....
7 48	.....	.....	.....	12 27	9 55	.....	59	.....Sandy Lake .....ǒ	.....	6 33	.....	.....	2 30	6 26	.....	.....
8 00	.....	.....	.....	12 39	10 05	.....	65	.....Raymilton.....ǒ	.....	6 23	.....	.....	2 20	6 15	.....	.....
8 08	.....	.....	.....	12 46	10 12	.....	69	.....Polk .....ǒ	.....	6 15	.....	.....	2 12	6 08	.....	.....
8 25	.....	.....	.....	1 05	10 32	.....	78	+.....Franklin.....ǒ	.....	5 55	.....	.....	1 53	5 50	.....	.....
p –	.....	.....	.....	1 19	- -	.....	83	+.....Reno .....ǒ	.....	5 42	.....	.....	- -	5 37	.....	.....
8 45	.....	.....	.....	1 25	10 49	.....	86	+**Oil City**(*West Side*)ǒ	.....	5 35	.....	.....	1 34	5 30	.....	.....
8 55	.....	.....	.....	1 35	10 59	.....	87	+**Oil City**(*East Side*)ǒ	.....	*525	.....	.....	‡1 25	‡5 20	.....	.....
P M	.....	.....	.....	P M	A M	.....	....	ARRIVE | LEAVE	.....	A M	.....	.....	P M	P M	.....	.....

YOUNGSTOWN BRANCH.

233	237	243	239	215	217	M	*November 7, 1909.*	240	238	244	234	210	214	232
P M	Noon	Noon	A M	Night	Night	..	LEAVE | ARRIVE	P M	P M	P M	P M	Night	A M	P M
4 20	2 45	12 25	9 05	12 20	12 20	..	.....**Buffalo**.....	3 00	3 00	7 25	9 15	12 25	6 05	3 00
6 58	3 31	2 22	10 55	2 09	2 09	..	lve.....**Erie**....arr.	1 03	1 03	5 17	7 27	10 05	3 40	1 03
P M	P M	A M	A M	A M	A M	..	LEAVE | ARRIVE	P M	P M	P M	P M	P M	A M	P M
4 20	3 25	11 30	8 00	2 10	1 25	..	.... **Cleveland**.....	4 35	4 35	6 35	1040	10 40	2 35	4 35
P M	P M	P M	A M	A M	A M	..	LEAVE | ARRIVE	A M	Noon	P M	P M	P M	A M	A M
*845	*4 55	*3 25	*1155	*7 05	*415	..	....**Ashtabula**....	11 55	12 05	4 00	6 40	8 45	1 50	10 10
- -	*6 50	*4 09	*1232	*8 02	*354	0	lve+**Andover**ǒarr.	11 10	11 30	3 20	- -	8 03	1 02	9 27
- -	6 01	4 18	- -	8 12	- -	5	...Williamsfield..ǒ	10 58	- -	3 10	- -	7 52	12 52	9 15
- -	6 11	4 30	- -	8 25	- -	13	+....Kinsman.....ǒ	10 42	- -	2 59	- -	7 39	12 40	9 00
- -	6 20	- -	- -	8 35	- -	18	.....Latimer.....ǒ	10 31	- -	- -	- -	7 31	- -	8 50
- -	6 28	- -	- -	8 43	- -	22	.....Fowler.....ǒ	10 25	- -	- -	- -	7 25	- -	8 43
- -	6 31	- -	- -	8 50	- -	24	.....Tyrell .....ǒ	10 21	- -	- -	- -	7 20	12 18	8 35
- -	6 37	- -	- -	8 57	- -	27	..Brookfield Junc.ǒ	10 16	- -	*p* –	- -	- -	12 12	8 27
- -	6 42	- -	- -	9 03	- -	31	.....Coalburg.....ǒ	10 10	- -	- -	- -	7 07	12 06	8 18
- -	-	-	- -	9 08	- -	33	.....Doughton.....	10 05	- -	- -	- -	- -	- -	8 13
8 16	7 00	5 10	1 26	9 25	4 50	38	+.**Youngstown**.ǒ	†9 55	*1035	*2 20	*515	*6 50	*1150	‖8 00
P M	P M	P M	P M	A M	A M	..	ARRIVE | LEAVE	A M	A M	P M	P M	P M	P M	A M
9 35	8 30	6 53	3 00	11 15	6 35	..	....**Pittsburg**.....ǒ	†7 15	*9 00	*1030	*400	*5 15	*1000	‖5 15
P M	P M	P M	P M	A M	A M	..	ARRIVE | LEAVE	A M	A M	Noon	P M	P M	P M	A M

DETROIT DIVISION.—Jackson Branch.

318	314	312	316	M	*November 7, 1909.*	315	309	331	311
†700	†515	†1230	*740	0	.....**Toledo** ...ǒ	8 40	12 25	4 15	1030
8 00	6 00	1 15	8 35	29	**Lenawee Junc**ǒ	7 25	11 40	3 15	9 45
8 15	6 20	1 35	8 57	38	....**Tecumseh**..ǒ	7 03	11 19	2 55	9 25
8 26	6 28	1 44	9 10	42	.....Clinton.....ǒ	6 53	11 10	2 47	9 17
8 40	6 42	1 58	9 24	50	....Manchester..ǒ	6 40	10 57	2 34	9 04
8 52	6 55	2 10	9 36	58	.....Norvell.....ǒ	6 28	10 45	2 22	8 52
9 00	7 02	2 17	9 42	61	.... Napoleon ..ǒ	6 21	10 38	2 17	8 47
9 10	7 10	- -	9 50	65	.....Eldred.....	6 14	10 32	- -	8 41
9 25	7 25	2 33	1005	72	.... **Jackson** ..ǒ	†605	†1020	†200	*830
P M	PM	P M	A M	..	ARRIVE | LEAVE	A M	A M	P M	P M
....	PM	P M	A M	..	(*Michigan Cent.*)	....	A M	Noon	P M
....	8 45	3 32	1122	..	....**Charlotte** ...	....	8 49	1247	3 20
....	8 41	4 20	1205	..	....**Hastings**.....	....	7 55	11 59	6 28
....	1045	5 10	1 00	..	...**Grand Rapids**..	....	†7 01	*110	*635
....	PM	P M	P M	..	ARRIVE | LEAVE	....	A M	A M	P M

+ Coupon stations; ǒ Telegraph stations.

STANDARD—*Central time.*

DETROIT DIVISION.—Detroit Branch.

....	335	323	318	321	325	Mls	*November 7, 1909.*	322	324	350	352	354	....	....
....	P M	P M	P M	P M	A M	...	LEAVE | ARRIVE	A M	A M	P M	P M	P M	....	....
....	‖600	*900	*620	*245	*7 02	0	+.....**Detroit**.....ǒ	6 45	11 50	5 40	8 55	1125	....	....
....	- -	- -	- -	- -	- -	3	...D. & M. Junction.ǒ	- -	11 44	- -	- -	- -	....	....
....	8 18	9 18	5 58	3 03	7 20	5	+Woodward Avenue..	6 25	11 40	5 22	8 35	1107	....	....
....	- -	- -	- -	- -	- -	8	.....West Detroit...ǒ	- -	- -	- -	- -	- -	....	....
....	- -	9 31	5 51	3 16	- -	11	.....Delray.....	6 13	11 27	- -	- -	- -	....	....
....	- -	- -	5 55	- -	- -	14	.....Ecorse.....ǒ	- -	- -	- -	- -	- -	....	....
....	- -	9 39	5 59	- -	*s* –	17	+.....Wyandotte.....ǒ	- -	11 17	- -	- -	*s* –	....	....
....	- -	- -	6 32	- -	- -	23	.....Sibley's.....	- -	11 12	- -	- -	- -	....	....
....	- -	- -	6 35	- -	- -	24	.....Trenton.....ǒ	- -	11 10	- -	- -	- -	....	....
....	- -	- -	6 15	- -	- -	28	.....Rockwood.....ǒ	- -	11 03	- -	- -	- -	....	....
....	- -	- -	6 20	- -	- -	33	.....Newport.....ǒ	- -	10 57	- -	- -	- -	....	....
....	- -	1006	6 30	3 52	8 00	41	arr.....**Monroe**....lve.	5 36	*1040	*430	7 46	1018	....	....
....	....	....	6 30	....	†1015	41	lve...+**Monroe**ǒ..arr.	....	9 55	4 20	....	....	....	....
....	....	....	6 49	....	10 32	50	.....Ida.....ǒ	....	9 34	3 58	....	....	....	....
....	....	....	7 01	....	10 42	58	.....**Petersburg**...ǒ	....	9 22	3 46	....	....	....	....
....	....	....	7 09	....	10 49	61	.....Deerfield.....ǒ	....	9 15	3 37	....	....	....	....
....	....	....	7 16	....	10 55	64	.....Sisson	....	9 07	3 30	....	....	....	....
....	....	....	7 21	....	11 00	67	.....Wellsville.....	....	9 03	3 25	....	....	....	....
....	....	....	7 30	....	11 45	70	....**Lenawee Junc**..ǒ	....	8 55	3 20	....	....	....	....
....	....	....	7 40	....	11 55	74	+ .....**Adrian** .....ǒ	....	†8 13	†305	....	....	....	....
....	....	....	P M	....	A M	...	ARRIVE | LEAVE	....	A M	P M	....	....	....	....
....	....	....	7 10	....	.....	285	.....**Chicago**.....	....	3 00	8 25	....	....	....	....
....	....	....	A M	....	.....	...	ARRIVE | LEAVE	....	A M	A M	....	....	....	....
....	- -	1006	6 30	3 52	*8 00	41	lve.....**Monroe**....arr.	5 36	10 46	4 30	7 46	1018	....	....
....	- -	- -	- -	- -	- -	45	.....La Salle.....	- -	10 40	- -	- -	- -	....	....
....	- -	- -	6 42	- -	- -	50	.....Vienna.....ǒ	- -	10 35	- -	- -	- -	....	....
....	7 30	1031	6 57	4 20	- -	60	.... Wagon Works ..ǒ	5 13	10 23	4 00	7 20	- -	....	....
....	7 40	1040	7 10	4 30	8 45	65	+.....**Toledo**.....ǒ	*5 05	*1015	*350	†710	‖845	....	....
....	P M	P M	P M	P M	A M	...	ARRIVE | LEAVE	A M	A M	P M	P M	P M	....	....
....	1015	1 20	1015	7 30	11 25	178	arr...**Cleveland**...lve.	2 45	7 20	1245	4 40	6 30	....	....
....	2 55	6 05	2 55	1225	3 55	261	.....**Buffalo**	1015	3 10	6 30	1225	1225	....	....
....	A M	A M	P M	Night	P M	..	ARRIVE | LEAVE	P M	A M	A M	Noon	Noon	....	....

FRANKLIN DIVISION.—Sharon Branch.

....	No. 94	Mls	*November 7, 1909.*	No 95	....
....	†6 20 A M	0	lve.**Youngstown**ǒ.arr.	5 35 P M	....
....	- -	3	.....Thorn Hill.....	- -	....
....	6 49 »	5	.....Doughton.....	5 12 »	....
....	6 50 »	6	...Doughton Junction ǒ	5 10 »	....
....	7 04 »	7	.....Hubbard.....ǒ	5 06 »	....
....	7 15 »	10	....Chestnut Ridge....	4 50 »	....
....	7 20 »	11	.....Bentley.....	4 45 »	....
....	- -	12	.....South Sharon	- -	....
....	7 30 A M	13	arr.....**Sharon**ǒ..lve.	†4 30 P M	....

DETROIT DIVISION.—Fayette Branch.

No. 329	Mls	*November 7, 1909.*	Ms	No. 328	....
†7 30 A M	0	lve...+**Fayette**ǒ...arr.	33	8 35 P M	....
7 36 »	3	.....Ritter	30	8 27 »	....
7 43 »	7	+.....Morenci .....ǒ	26	8 19 »	....
7 55 »	13	.....Weston.....ǒ	20	8 07 »	....
8 02 »	17	.....Jaspe.....ǒ	16	8 00 »	....
8 09 »	20	.....Ogden.....	13	7 53 »	....
8 17 A M	25	.....Grosvenor .....ǒ	8	7 46 »	....
.....	29	..**Lenawee Junction**ǒ	4	7 30 »	....
.....	33	arr.....**Adrian**ǒ....lve.	0	†7 20 P M	....

EXPLANATION OF SIGNS,

Pages 239, 240 and 241.

*Daily; †daily, except Sunday; ‖ Sunday only; *c* stops to take for east of Berea; *d* stops to leave from Chicago; *e* stops to take for Norwalk Division; *g* regular stop on Sunday, and on week-days to let off from east of Toledo and to take for Kendallville and beyond; *h* stops Sunday to take for Toledo and beyond; *i* stops Saturday; *j* to leave from east of Elkhart; *l* stops to take passengers ticketed to points west of Chicago; *m* stops Monday; *n* stops Mondays to leave passengers, and on other days to leave from Toledo and points east; *o* stops to take or leave Big Four passengers; *p* stops to leave passengers; *q* stops to leave passengers ticketed New York to Elyria and to take for Chicago; *r* stops to take passengers for Gary and points east thereof; *s* stops Sunday; *t* stops Friday, Saturday and Sunday; *u* stops to take for Buffalo, Youngstown and Pittsburg; *v* stops to leave from east of Oberlin and to take for west of Norwalk; *w* stops to leave from Toledo and east and to take for Chicago; *z* stops to leave passengers from Cleveland and beyond. ‖ Stops to leave from Toledo and east thereof, and from branch line points. ● Stops to take for or leave from Toledo and points east thereof. ‡ Stops to leave from Toledo and to take for Elkhart and beyond.

○ Stops Sunday to leave from Cleveland. ❯ Stops Sunday to take passengers. ❦ Stops to take for or leave from Boston & Albany points. ▲ Stops week-days to take for Cleveland and Pittsburgh. γ Stops to leave from Pittsburgh, Cleveland and east thereof. ⊡ Stops Sundays to leave from La Porte and east. ■ Stops to leave passengers from New York. ‖ Meals

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY

NEW YORK CENTRAL LINES

Dec. 9, 1909. (Central time.)	Ms.	21	19	23	47	39	48	37	3	5	25	9	11	15	7	1	41	17
		A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	Night	A M	P M	P M	P M
Buffalo....lve.	0	*3 30	*3 10	*6 30	*5 05	*9 05	*12 25	*12 45	*8 26	*7 20	* —	*10 15	* —	*12 20	* —	*7 55	*10 20	*10 35
Athol Springs..	9	—		—	5 25	—	—	—	—	—	—		—	—	—	—	—	—
Lake View......	14	—		—	5 33	—	—	1 11	—	—	—		—	—	—	—	—	—
Angola......	22	—		—	5 45	—	—	1 23	—	—	—		—	—	—	p —	—	p —
Farnham......	26	—		—	5 52	—	—	—	—	—	—		—	—	—	—	—	—
Irving......	28	—		—	5 56	—	—	—	—	—	—		—	—	—	—	—	—
Silver Creek....	32	—		—	6 02	—	—	1 40	—	—	—		—	—	—	8 46	—	p —
Dunkirk......	40	—		7 22	6 15	9 52	1 17	2 00	7 19	8 10	—	11 07	—	—	—	8 58	11 12	11 34
Brocton......	49	—		—	6 32	—	—	2 17	—	—	—	—	—	—	—	—	—	—
Westfield.....	58	l —		7 45	6 45	10 14	—	2 34	—	8 30	—		—	—	—	9 19	—	12 03
Ripley......	65	—		—	6 59	—	—	2 47	—	—	—		—	—	—	—	—	—
State Line.....	68	—		—	7 03	—	—	—	—	—	—		—	—	—	—	—	—
North-East.....	73	—		—	7 12	10 32	—	3 02	—	—	—		—	—	—	9 41	—	12 24
Moorhead......	77	—		—	7 18	—	—	—	—	—	—		—	—	—	—	—	—
Harbor Creek..	80	—		—	7 23	—	—	—	—	—	—		—	—	—	—	—	—
Wesleyville.....	84	—	—	—	7 28	—	—	—	—	—	—	—	—	—	—	—	—	—
Erie......	88	5 17	8	8 28	7 41	10 55	2 22	3 31	8 23	9 12		12 10	—	2 09	6 55	10 10	12 15	12 51
Fairview......	99	—	—	—	8 00	—	—	—	—	—		—	—	—	—	—	—	—
North Girard.	103	—	—	—	8 07	—	—	3 52	—	—		—	—	—	—	—	—	—
Springfield......	108	—	—	—	8 14	—	—	—	—	—		—	—	—	—	—	—	—
Conneaut......	116	l —	—	9 03	8 27	11 30	—	4 11	—	9 47		—	—	—	—	10 50	—	—
Kingsville......	123	—	—	—	8 39	—	—	—	—	—		—	—	—	—	—	—	—
Ashtabula.....	129	l —	—	9 21	8 52	11 50	3 15	4 39	9 16	10 06		1 07	—	3 05	—	11 15	1 15	2 05
Saybrook......	134	—	—	—	9 00	A M	—	—	—	—		—	—	—	—	—	—	A M
Geneva......	138	—	—	—	9 06		—	4 58	—	—		—	—	—	—	—	—	
Unionville......	141	—	—	—	9 12	.....	—	5 05	—	—		—	—	—	—	—	—	.....
Madison......	144	—	—	—	9 17	.....	—	5 10	—	—		—	—	—	—	—	—	.....
Perry......	149	—	—	—	9 25	.....	—	5 18	—	—		—	—	—	—	—	—	.....
Painesville....	154	—	—	9 56	9 36	.....	3 49	5 31	—	10 40		—	—	—	—	11 45	—	.....
Mentor......	161	—	—	—	9 46	.....	—	5 43	—	—		—	—	—	—	—	—	.....
Willoughby......	165	—	—	—	9 55	.....	—	5 52	—	—		—	—	—	—	—	—	.....
East 105th St..	178	7 15	6 59	10 34	10 22	.....	4 25	6 23	10 29	11 20		—	—	—	8 45	—	—	.....
Cleveland.....	183	7 30	7 10	10 45	10 35	.....	4 35	6 35	10 40	11 30		2 25	1 30	4 20	9 00	12 40	2 35	.....
[ARRIVE	...	A M	A M	A M	A M	.....	P M	P M	P M	P M		A M		A M			A M	.....
....						183						135	57-51	.....	127	129	.....	131
[LEAVE	...	A M	A M	A M	P M	Noon	P M	P M	P M	P M		A M	A M	A M	P M	A M	.....	P M
Cleveland....	183	*7 35	*7 20	*10 55	†3 20	*12 45	*4 40	*7 15	*10 45	*11 36		*2 40	†6 00	*4 25	‡5 05	§7 45	.....	‡6 30
ErieRy.Depot	...	—	—	—	—	—	—	7 20	—	—		—	—	—	—	—	.....	—
Berea......	195	—	—	—	3 42	—	—	7 45	—	—		—	6 25	—	5 29	8 06	.....	6 49
Shawville......	204	—	—	—	3 54	—	—	—	—	—		—	6 40	—	5 44	8 16	.....	6 59
Elyria....arr.	208	—	¶7 58	11 40	4 03	1 28	—	8 05	—	12 16		—	6 50	5 02	5 52	8 25	.....	7 07
Elyria....lve.	208	—	—	.....	4 03	1 28	—	.....	—	12 16		—	†6 58	5 02	.....	.....	.....	.....
Amherst......	215	—	—	.....	4 14	1 40	—	.....	—	—		—	7 10	—	.....	.....	.....	.....
Brownhelm....	219	—	—	.....	4 20	—	—	.....	—	—		—	7 17	—	.....	.....	.....	.....
Vermillion......	222	—	—	.....	4 26	1 52	—	.....	—	—		—	7 22	—	.....	.....	.....	.....
Ceylon......	230	—	—	.....	4 39	—	—	.....	—	—		—	7 33	—	.....	.....	.....	.....
Huron......	234	—	—	.....	4 47	2 10	—	.....	—	—		—	7 40	—	.....	.....	.....	.....
Sandusky.....	243	8 53	—	.....	5 03	2 27	5 55	.....	12 13	1 00		—	7 58	5 44	.....	.....	.....	.....
Danbury......	250	—	—	.....	5 22	—	—	.....	—	—		—	8 12	—	.....	.....	.....	.....
Port Clinton....	255	—	—	.....	5 38	2 48	—	.....	—	—		—	8 24	—	.....	.....	.....	.....
La Carne......	261	—	—	.....	5 50	—	—	.....	—	—		—	8 35	—	.....	.....	.....	.....
Oak Harbor....	267	—	—	.....	5 58	3 06	—	.....	—	—		—	8 44	—	.....	.....	.....	.....
Graytown......	273	—	—	.....	6 13	—	—	.....	—	—		—	8 55	—	.....	.....	.....	.....
Millbury......	288	—	—	.....	6 28	—	—	.....	—	—		—	9 10	—	.....	.....	.....	.....
Toledo....arr.	296	10 00	9 55	.....	6 45	3 40	8 56	.....	1 20	3 05	—	4 55	‡9 25	6 55	.....	.....	.....	.....
Elyria....lve.	208	A M	A M	11 40	P M	P M	P M	8 05	A M	A M	—	A M	6 50	A M	5 52	8 25	.....	7 07
Oberlin......	217	.....	.....	11 55	.....	.....	.....	8 20					7 06	.....	6 09	8 40	.....	7 21
Kipton......	222	.....	.....	—	.....	.....	.....	—					7 16	.....	6 17	8 47	.....	7 28
Wakeman......	227	.....	.....	—	.....	.....	.....	v —					7 26	.....	6 28	8 54	.....	7 36
Collins......	232	.....	.....	—	.....	.....	.....	—					7 35	.....	6 36	9 03	.....	7 43
Norwalk......	238	.....	.....	12 28	.....	.....	.....	9 01					7 49	.....	6 50	9 13	.....	7 53
Monroeville..	243	.....	.....	12 36	.....	.....	.....	9 11					8 04	.....	P M	9 24	.....	8 00
Bellevue.....	250	.....	.....	12 50	.....	.....	.....	9 24					8 16	.....	.....	9 38	.....	8 13
Clyde......	258	.....	.....	1 04	.....	.....	.....	9 39					8 30	.....	.....	9 51	.....	8 28
Fremont......	266	.....	.....	1 20	.....	.....	.....	9 55					8 44	.....	.....	10 05	.....	8 40
Lindsey......	273	.....	.....	—	.....	.....	.....	—					8 57	.....	.....	10 20	.....	8 55
Elmore......	278	.....	.....	—	.....	.....	.....	s —					9 06	.....	.....	10 28	.....	9 05
Genoa......	283	.....	.....	—	.....	.....	.....	—					9 15	.....	.....	10 36	.....	9 15
Millbury......	288	.....	.....	—	.....	.....	.....	—					¶9 23	.....	.....	10 44	.....	9 22
Toledo......	296	.....	.....	2 05	.....	.....	.....	10 50					9 40	.....	.....	11 00	.....	9 40
[ARRIVE	...	.....	.....	P M	.....	.....	.....	P M					A M	.....	.....	A M	.....	P M

Train 19: The Lake Shore Limited.

Train 25: The 20th Century Limited. Carries passengers from N. Y. C. and Boston and Albany points to Elkhart, Chicago and west.

Train 9: No Coach passengers carried east of Cleveland.

Trains lve. Buffalo †8 15 a.m., †4 45 p.m., arr. Dunkirk 9 35 a.m., 6 05 p.m. Lvs. Buffalo †3 30 p.m., arr. Erie 6 15 p.m. Lvs. Ashtabula †6 45 a.m., arr. Cleveland 8 30 a.m. Lvs. Buffalo *4 20 p.m., arr. Ashtabula 6 45 p.m.

Dec. 9, 1909. (Central time.)	32	2	4	6	10	26	18	14	22	20	28	12	178	30	48
	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	A M	P M	P M	
Western Division															
Chicago+♁ lv.	*3 00	†6 45	*8 25	*10 15	*10 30	*2 50	*1 40	*3 00	*5 30	*8 30	*10 30	*9 00	*4 35	*5 26	
Thirty-first St+	—	6 52	—	—	10 37	—	1 47	3 07	—	8 37	10 37	9 06	4 42	—	
Englewood+.♁	—	7 00	8 37	10 27	10 44	2 42	1 55	3 15	5 45	8 45	10 45	9 14	4 50	5 39	
GrandCrossing+♁	—	7 10	—	—	—		—	—		8 52	—	—	4 58	—	
So. Chicago+♁	—	7 20	x —	—	10 58		2 09	r —		9 01	—	9 25	5 08	—	
East Side......	—	7 24	—	—	—		—	r —		—	—	—	5 12	—	
Whiting......♁	—	7 32	—	—	☽ —		—	r —		9 11	—	—	5 20	—	
Indiana Harbor..	—	7 40	—	—	—		—	r —		9 18	—	—	5 28	—	
Gary......♁	—	7 55	—	—	● —		—	3 50		9 28	—	—	5 44	6 07	
Miller's......♁	—	8 03	—	—	—		—	—		—	—	—	5 49	—	
Chesterton....♁	—	8 26	—	—	☽ —		—	4 11		9 51	—	—	6 06	—	
Burdick......♁	—	8 33	—	—	—		—	—		—	—	—	6 13	—	
Otis......♁	—	8 39	—	—	—		—	—		—	—	—	6 19	—	
Laporte+...♁	4 20	8 57	—	—	12 06		3 13	4 40		10 23	11 56	10 22	6 38	6 48	
Rolling Prairie.♁	—	9 10	—	—	—		—	4 51		10 35	—	—	6 48	—	
New Carlisle.♁	—	9 23	—	—	—		—	5 02		p —	—	—	6 56	—	
Lydick......♁	—	9 36	—	—	—		—	—		—	—	—	7 04	—	
South Bend+.♁	4 57	9 51	10 20	12 10	12 47	—	3 50	5 32	7 45	11 10	12 35	10 56	7 17	7 26	
Mishawaka+.♁	—	10 01	—	—	12 55	—	—	5 42	—	11 18	—	—	7 27	7 36	
Osceola......♁	—	10 08	—	—	—	—	—	—	—	—	—	—	—	—	
Elkhart♁.arr.	5 20	10 20	*10 45	12 35	1 20	4 25	4 15	‡6 00	8 10	11 40	1 00	11 20	7 50	7 55	A M
Michigan Division															
Elkhart+ .lve.	*5 25	.....	†10 55	.....	.....	.....	.....	*6 20		.....	.....	*11 25	*8 00	.....	†5 00
Bristol+......♁	—	.....	11 07	.....	.....	.....	.....	6 33		.....	.....	—	8 14	.....	5 12
Vistula......♁	—	.....	11 20	.....	.....	.....	.....	6 41		.....	.....	—	8 20	.....	5 19
WhitePigeon+♁	—		11 50	.....	.....	.....	.....	6 50		.....	.....	11 50	8 30	.....	5 27
Klinger Lake ♁	—		12 08	.....	.....	.....	.....	7 00		.....	.....	—	8 40	.....	5 36
Sturgis+...♁	6 05		12 23	.....	.....	.....	.....	7 13		.....	.....	12 07	8 53	.....	5 47
Burr Oak......♁	—		12 34	.....	.....	.....	.....	7 23		.....	.....	—	9 00	.....	6 13
Bronson+....♁	—		12 45	.....	.....	.....	.....	7 38		.....	.....	—	9 11	.....	6 32
Batavia......♁	—		12 53	.....	.....	.....	.....	t —		.....	.....	—	p —	.....	6 40
Coldwater+..♁	6 33		1 05					7 56				12 40	9 28		6 55
Quincy+......♁	—		1 15					8 08				—	9 40		7 06
Allen......♁	—		1 27					—				—	9 50		7 18
Jonesville+♁	—		1 38					8 28				h —	9 58		7 29
Hillsdale+.♁	7 06		1 55					8 42				1 11	10 07		7 43
Osseo......♁	—		2 05					s —				—	10 15		7 52
Pittsford+....♁	—		2 10					9 05				—	10 21		7 58
Hudson+......♁	—		2 21					9 16				1 30	10 31		8 09
Clayton......♁	—		2 34					9 23				—	10 41		8 19
Cadmus......♁	—		2 44					—				—	p —		8 25
Adrian+....♁	7 51		3 00					9 48				1 55	11 00		8 36
Lenawee Jn♁	—		3 08	.....	.....	.....	.....	—		.....	.....	—	P M	.....	8 45
Palmyra......♁	—		3 10	.....	.....	.....	.....	—		.....	.....	—		.....	8 48
Grosvenor....♁	—		3 14	.....	.....	.....	.....	—		.....	.....	—	.....	.....	8 51
Blissfield+...♁	—		3 18	.....	.....	.....	.....	10 12		.....	.....	—	.....	.....	8 57
Riga......♁	—		3 22	.....	.....	.....	.....	—		.....	.....	—	.....	.....	9 03
Ottawa Lake.♁	—	.....	3 31	.....	.....	.....	.....	—		.....	.....	—	.....	.....	9 14
Sylvania......♁	—	.....	3 40	.....	.....	.....	.....	—		.....	.....	—	1 54	.....	9 25
Toledo....arr.	8 40	.....	†4 00	.....	.....	.....	.....	10 45		.....	.....	2 45	A M	.....	9 50
Air-Line Division															
Elkhart♁.lve.	A M	†11 30	*10 50	*12 40	*1 25	*4 25	*4 20	P M	*8 15	*11 45	*1 05	P M	†7 00	*8 00	A M
Goshen+...♁	.....	11 46	11 04	—	1 42	—	4 34	.....	—	12 04	1 21	.....	7 15	8 13	.....
Millersburg+♁	.....	11 58	—	—	—	—	—	.....	—	i —	—	.....	7 27	—	.....
Ligonier+....♁	.....	12 08	—	—	—	—	5 03	.....	—	12 30	—	.....	7 38	8 32	.....
Wawaka......♁	.....	12 18	—	—	—	—	—	.....	—	—	—	.....	7 46	—	.....
Kendallville+♁		12 39	11 44	—	2 28	—	5 26		—	1 00	2 08		8 03	8 49	
Corunna......♁		12 49	—	—	—	—	—		—	—	—		8 13	—	
Waterloo+..♁		1 00	—	—	2 47	—	5 43		—	1 22	—		8 23	—	
Butler+....♁		1 14	12 10	—	—	—	5 53		—	1 35	2 34		8 35	—	
Edgerton+..♁		1 26	—	—	—	—	—		—	d —	—		8 45	—	
Melbern......♁		1 35	—	—	—	—	—		—	—	—		8 51	—	
Bryan+......♁		1 46	—	—	3 20	—	6 19		—	2 05	—		8 58	—	
Stryker......♁		1 58	—	—	—	—	—		—	—	—		9 11	—	
Archbold+...♁		2 09	—	—	—	—	—		—	—	—		9 21	—	
Pettisville....♁		2 18	—	—	—	—	—		—	—	—		9 27	—	
Wauseon+..♁		2 27	—	—	—	—	6 50		—	2 35	—		9 35	—	
Delta+......♁		2 42	—	—	—	—	—		—	—	—		9 47	—	
Swanton......♁	.....	2 52	—	—	—	—	—	.....	—	—	—	.....	9 56	—	.....
Holland......♁	.....	3 08	—	—	—	—	—	.....	—	—	—	.....	10 10	—	.....
Junction......♁	.....	3 18	—	—	—	—	—	.....	—	—	—	.....	10 20	—	.....
Toledo+....♁	.....	3 25	1 40	3 30	4 37	8 38	7 40	.....	11 08	3 30	4 10	.....	10 25	10 56	.....
[ARRIVE	.....	P M	P M	P M	P M	P M	P M	.....	P M	A M	A M	.....	A M	P M	.....

Train 48: For explanation of reference signs, see page 239.

Western Division: Train 26: The 20th Century Limited. Train 22: The Lake Shore Limited.

Michigan Division: Train 2: Sunday Train—Leaves Elkhart ♁5 55 a.m., arrives Toledo 10 10 a.m. Trains 6, 10, 26, 18, 20, 28, 30: Via Air-Line Division. Train 22: Via Air-Line Division. Train does not carry passengers from Chicago to points west of Toledo.

Air-Line Division: Trains 32, 14, 12, 48: Via Michigan Division.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY

NEW YORK CENTRAL LINES

STATIONS.	Ms	21	19	23	47	45-7	43	37	3	5	25	9	157	15
[LEAVE			A M	P M			P M	P M	A M	A M	A M	A M	A M	A M
Toledo	296		*1005	*2 15			*7 05	*11 05	*1 25	*2 10	– –	*5 25	†7 30	*7 00
Junction	299		– –	– –			– –	– –	– –	– –	– –	– –	7 35	– –
Holland	306		– –	– –			– –	g11 24	– –	– –	– –	– –	7 47	– –
Swanton	315		– –	– –			– –	g11 42	– –	– –	– –	– –	8 03	– –
Delta	321		– –	2 51			– –	g11 54	– –	– –	– –	– –	8 13	– –
Wauseon	328		– –	3 06			– –	12 08	– –	– –	– –	– –	8 25	– –
Pettisville	333		– –	– –			– –	g12 19	– –	– –	– –	– –	8 33	– –
Archbold	337		– –	– –			– –	g12 27	– –	– –	– –	– –	8 40	– –
Stryker	343		– –	– –			– –	12 39	– –	– –	– –	– –	8 50	– –
Bryan	350		– –	3 41			– –	12 54	– –	– –	– –	‡ –	9 00	– –
Melbern	355			– –			– –	m –				– –	9 09	– –
Edgerton	360		– –	3 59			– –	1 17	– –	– –	– –	– –	9 19	– –
Butler	367		– –	4 16			– –	1 32	3 03	– –	– –	7 09	9 29	– –
Waterloo	375		– –	4 22			– –	1 51	– –	– –	– –	7 20	9 45	– –
Corunna	381		– –	4 33			– –	m –	– –	– –	– –	– –	10 00	– –
Kendallville	388		– –	4 44			8 22	2 19	3 34	– –	– –	7 39	10 13	– –
Wawaka	399		– –	– –			– –	m –	– –	– –	– –	– –	10 32	– –
Ligonier	404		– –	5 13			– –	2 50	– –	– –	– –	8 04	10 42	– –
Millersburg	411		– –	– –			– –	3 02	– –	– –	– –	– –	10 53	– –
Goshen	419		– –	5 37			10 10	3 15	– –	4 53	– –	8 20	11 06	■9 49
Elkhart....arr.	439	A M	1 10	5 55	P M	A M	10 25	3 35	4 35	5 10	6 21	8 50	11 30	10 05
Toledo....lve.	296	*1010		†2 13	*7 00	†7 50							A M	
Sylvania	307	– –		– –	7 18	8 06								
Ottawa Lake	311	– –		– –	7 27	8 15								
Riga	317	– –		– –	7 35	8 25								
Blissfield	319	10 45		2 45	7 40	8 30								
Grosvenor	321	– –		– –	7 45	8 35								
Palmyra	323	– –		– –	7 49	8 38						153		
Lenawee Jn.	325	– –		– –	7 53	8 45						A M		
Adrian	329	11 07	Via Air-Line Division.	3 00	8 05	8 55	Via Air-Line Division.	Via Air-Line Division.	Via Air-Line Division.	Via Air-Line Division.	Via Air-Line Division.	*5 30		Via Air-Line Division.
Cadmus	336	‡ –		– –	8 18	9 05						5 40		
Clayton	340	‡ –		3 18	8 24	9 14						5 47		
Hudson	346	11 34		3 28	8 35	9 26						5 57		
Pittsford	353	11 44		– –	8 49	9 39						6 06		
Osseo	356	11 50		– –	8 57	9 46						6 11		
Hillsdale	362	12 02		3 51	9 07	9 58						6 20		
Jonesville	367	12 11		3 58	9 18	10 08						6 27		
Allen	372	‡ –		– –	9 26	10 17						6 35		
Quincy	378	12 28		4 15	9 40	10 27						6 45		
Coldwater	385	12 40		4 25	9 52	10 39						6 55		
Batavia	390	‡ –		– –	10 02	10 48						7 04		
Bronson	395	1 08		4 42	10 15	11 02						7 14		
Burr Oak	402	1 17		– –	10 28	11 13						7 25		
Sturgis	408	1 31		5 02	10 40	11 24						7 36		
Klinger Lake	414	‡ –		– –	10 53	11 36						7 47		
White Pigeon	420	‡ –		– –	11 06	11 50						7 57		
Vistula	425	‡ –		– –	11 15	12 03						8 06		
Bristol	431	‡ –		– –	11 25	12 14						8 15	175	
Elkhart....arr.	439	2 33		5 50	11 45	12 35						8 30	A M	
Elkhart....lve.	439	*2 38	*1 15	*6 00	*3 45	†3 20	*1030	*3 45	*4 40	*5 15	*6 25	*8 55	*6 45	*1010
Osceola	444	– –	– –	– –	– –	3 29	– –						6 53	– –
Mishawaka	450	2 54	– –	6 19	‖4 05	3 37	– –	‖4 05	– –	5 32	– –	9 13	7 01	– –
South Bend	454	3 03	1 41	6 29	4 15	3 47	10 55	4 15	5 06	5 40	– –	9 23	7 10	10 34
Lydick	461	– –	– –	– –	– –	4 00	– –	– –	– –	– –	– –	– –	7 22	– –
New Carlisle	467	– –	– –	6 51	– –	4 13	– –	– –	– –	– –	– –	– –	7 32	– –
Rolling Prairie	474	– –	– –	– –	– –	4 26	– –	– –	– –	– –	– –	– –	7 41	– –
Laporte	481	3 43	2 19	7 15	5 10	4 43	11 36	5 10	5 45	– –	– –	1000	7 54	– –
Otis	491	– –	– –	– –	– –	5 02	– –	– –	– –	– –	– –	– –	8 11	– –
Burdick	495	– –	– –	– –	– –	5 08	– –	– –	– –	– –	– –	– –	8 20	– –
Chesterton	499	4 08	– –	s7 41	– –	5 17	– –	– –	– –	– –	– –	– –	8 30	– –
Miller's	510	– –	– –	– –	– –	5 46	– –	– –	– –	– –	– –	– –	8 51	– –
Gary	517	♪ –	– –	● –	■ –	5 51	– –	■ –	– –	V –	– –	– –	8 57	– –
Indiana Harbor	521	s –	– –	⊡ –	– –	6 04	– –	– –	– –	– –	– –	– –	9 13	– –
Whiting	523	s –	– –	– –	– –	6 10	– –	– –	– –	– –	– –	– –	9 19	– –
East Side	527	– –	– –	– –	– –	6 17	– –	– –	– –	– –	– –	– –	9 25	– –
South Chicago	528	♪ –	– –	s8 28	p6 33	6 23	– –	p6 33	– –	– –	– –	– –	9 30	– –
Grand Crossing	531	– –	– –	– –	6 42	6 35	– –	– –	– –	– –	– –	– –	9 38	– –
Englewood	534	5 08	3 45	8 44	6 55	6 45	– –	6 55	7 15	7 33	8 13	11 28	9 45	12 35
Thirty-first St.	538	p5 15	– –	p8 51	– –	p6 52	– –	p7 02	p7 22	p7 40	– –	– –	p9 52	– –
Chicago....arr.	540	5 23	4 00	9 00	7 10	7 00	1 20	7 10	7 30	7 48	8 30	11 43	10 00	12 50
(*Central time.*	..	P M	P M	P M	A M	P M	A M	A M	A M	A M		A M	A M	Noon

For explanation of signs, see page 239.

Toledo Division.

(*Central time.*)	36	40	48	126	32	2	4	6
[LEAVE		A M				P M		
Toledo+		†6 30				†4 52		
Millbury		6 45				e –		
Genoa		6 54				5 21		
Elmore		7 03				5 31		
Lindsey		7 12				5 41		
Fremont+		7 25				5 55		
Clyde+		7 38				6 09		
Bellevue+		7 52				6 24		
Monroeville+		8 04		A M		6 38		
Norwalk+		8 14		†6 05		6 50		
Collins		8 27		6 17		7 04		
Wakeman		8 37		6 25		7 13		
Kipton		8 47		6 34		7 22		
Oberlin+		8 56		6 42		7 30		
Elyria+..arr.		9 13	A M	7 10	A M	7 44	P M	P M
Toledo....lve.	*3 50		†10 30		*8 50		*1 45	*3 35
Millbury	– –		10 44		– –		– –	– –
Graytown	– –		11 00		– –		– –	– –
Oak Harbor+	– –		11 12		– –		– –	– –
La Carne	– –		11 22		– –		– –	– –
Port Clinton	– –		11 34		– –		▲ s	– –
Danbury	– –		11 46		– –		– –	– –
Sandusky+	4 52		12 04		9 52		2 42	– –
Huron	– –		12 19		– –		– –	– –
Ceylon	– –		12 26		– –		– –	– –
Vermillion	– –		12 38		– –		– –	– –
Brownhelm	– –		12 45		– –		– –	– –
Amherst	– –		12 52		– –		– –	– –
Elyria....arr.	5 43		1 04		10 40		– –	– –
Elyria+....lve.	5 43	9 13	1 04	7 10	10 40	7 54	– –	– –
Shawville	– –	9 21	1 12	7 18	– –	c p	– –	– –
Berea	– –	9 35	1 27	7 33	– –	8 28	– –	– –
Erie Ry. Dep.+	– –				– –		– –	– –
Cleveland+	6 30	10 00	1 50	7 55	11 25	9 00	4 10	6 00
[ARRIVE		A M		A M	A M	P M	P M	P M
	8		18					
[LEAVE	P M	A M	A M		A M	P M	P M	P M
Cleveland	*4 15	†10 15	*2 10		*1130	*8 25	*4 20	*6 10
East 105th St.	– –	10 29	– –		– –	i –	4 29	6 20
Willoughby+	– –	10 56	– –		– –	– –	– –	– –
Mentor	– –	11 04	– –		– –	– –	– –	– –
Painesville+	– –	11 14	– –		12 12	10 14	– –	– –
Perry	– –	11 25	– –		– –	– –	– –	– –
Madison+	– –	11 34	– –		– –	10 30	– –	– –
Unionville	– –	11 42	– –		– –	– –	– –	– –
Geneva+	– –	11 47	– –	38	– –	10 38	– –	– –
Saybrook	– –	11 55	– –	Noon	– –	– –	– –	– –
Ashtabula+	5 25	12 05	3 23	*1210	12 45	10 58	5 39	– –
Kingsville	– –	12 14	– –	– –	– –	– –	– –	– –
Conneaut+	– –	12 28	– –	12 26	– –	11 18	– –	– –
Springfield	– –	12 45	– –		– –	– –	– –	– –
North Girard+	– –	12 57	– –		– –	– –	– –	– –
Fairview	– –	1 06	– –		– –	– –	– –	– –
Erie+	8 18	1 30	4 20	1 05	1 47	12 14	6 23	8 15
Wesleyville	– –	1 38	– –	– –	– –	– –	– –	– –
Harbor Creek	– –	1 46	– –	– –	– –	– –	– –	– –
Moorheads	– –	1 54	– –	– –	– –	– –	– –	– –
North-East+	– –	2 02	– –	– –	– –	12 40	– –	– –
State Line	– –	2 14	– –	– –	– –	– –	– –	– –
Ripley+	– –	2 20	– –	– –	– –	– –	– –	– –
Westfield+	– –	2 35	– –	1 42	– –	1 01	– –	– –
Brocton+	– –	2 47	– –	– –	– –	– –	– –	– –
Dunkirk+	7 11	3 10	5 24	2 05	2 48	1 27	7 18	– –
Silver Creek+	– –	3 25	– –	– –	– –	– –	– –	– –
Irving	– –	3 32	– –	– –	– –	– –	– –	– –
Farnham	– –	3 38	– –	– –	– –	– –	– –	– –
Angola+	– –	3 46	– –	– –	– –	– –	– –	– –
Lake View	– –	4 02	– –	– –	– –	– –	– –	– –
Athol Sorings	– –	4 15	– –	– –	– –	– –	– –	– –
Buffalo+	8 20	4 45	6 30	3 00	3 55	2 40	8 20	.....
[ARRIVE	P M	P M	A M	P M	P M	A M	P M	P M

Eastern Division.

Additional Trains—Leaves Erie †6 00 a.m., arrives Buffalo 8 50 a.m. Leaves Cleveland †4 25 p.m., arrives Ashtabula 6 05 p.m. Leave Dunkirk †6 00, †10 10 a.m., arrive Buffalo 7 30, 11 30 a.m.

STATIONS.	20	28	12	50	128	130
[LEAVE	A M		P M		A M	P M
Toledo	*3 35		*2 50		3 27 30	3 7 00
Junction	– –		– –		7 45	7 15
Holland	– –		– –		7 53	7 20
Swanton	– –		– –		8 00	7 27
Delta	– –		– –		8 10	7 36
Wauseon	4 23		3 52		8 23	7 48
Pettisville	4 37		3 46		8 37	8 00
Archbold	4 51		3 58		8 50	8 13
Stryker	5 05		4 12		9 03	8 25
Bryan	5 16		4 24		9 13	8 35
Melbern	– –		– –		9 25	8 48
Edgerton	– –		– –		9 31	9 00
Butler	– –		– –		9 38	9 10
Waterloo	5 46		4 58		9 44	9 20
Corunna	6 03	A M	5 11	P M	10 00	8 35
Toledo....lve.		*4 15		†4 47		
Millbury		– –		5 02		
Graytown		– –		5 19		
Oak Harbor+		– –		5 29		
La Carne		– –		5 38		
Port Clinton		5 07		5 52		
Danbury		– –		6 05		
Sandusky+		5 32		6 25		
Huron		5 49		6 38		
Ceylon		– –		6 46		
Vermillion		6 10		6 58		
Brownhelm		– –		7 06		
Amherst		6 23		7 14		
Elyria....arr.		6 38		7 30		
Elyria+....lve.	6 03	6 38	5 11	P M	10 00	9 35
Shawville		– –		– –	10 08	9 43
Berea		7 01	– –		10 22	9 57
Erie Ry. Dep.+		7 38	– –			
Cleveland+	6 45	†7 40	5 50		10 45	1020
[ARRIVE	A M	A M			A M	
			42	44		46
[LEAVE		A M	A M	P M		P M
Cleveland		*8 00	*7 30	*5 00		*325
East 105th St.		8 12	7 40	5 10		
Willoughby+		8 39	– –	– –		
Mentor		8 47	– –	– –		
Painesville+		8 58	8 10	5 38		d 2
Perry		9 09	– –	– –		– –
Madison+		9 18	– –	– –		– –
Unionville		– –	– –	– –		– –
Geneva+	34	9 28	8 28	4 00	12	– –
Saybrook	P M	– –	– –	– –	P M	– –
Ashtabula+	*8 40	9 45	8 43	4 18	*8 56	4 38
Kingsville		– –	– –	– –	– –	– –
Conneaut+		10 08	9 02	– –	– –	4 57
Springfield		– –	– –	– –	– –	– –
North Girard+		10 28	– –	– –	– –	○ –
Fairview		– –	– –	– –	– –	– –
Erie+	7 27	11 05	9 42	5 17	9 47	5 39
Wesleyville		– –	– –	– –	– –	– –
Harbor Creek		– –	– –	– –	– –	– –
Moorheads		– –	– –	– –	– –	– –
North-East+		11 33	– –	– –	– –	– –
State Line		– –	– –	– –	– –	– –
Ripley+		11 45	– –	– –	– –	– –
Westfield+		11 59	10 22	– –	– –	6 18
Brocton+		12 14	– –	– –	– –	– –
Dunkirk+	8 22	12 30	10 44	8 18	– –	6 39
Silver Creek+		12 47	– –	– –	– –	– –
Irving		– –	– –	– –	– –	– –
Farnham		– –	– –	– –	– –	– –
Angola+		1 08	– –	– –	– –	– –
Lake View		1 23	– –	– –	– –	– –
Athol Sorings		1 31	– –	– –	– –	– –
Buffalo+	9 16	2 00	11 45	7 25	11 58	7 50
[ARRIVE	P M	P M	A M	P M	P M	P M

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY

LANSING DIVISION.

YPSILANTI BRANCH.

447	443	Ms	November 7, 1909.	448	454
P M	A M	...	LEAVE] [ARRIVE	A M	P M
†6 45	†7 10	...	..Detroit (M. C. R.R.).	10 45	5 55
†6 33	†8 25	0	lve. Ypsilanti ♁ arr.	10 00	4 35
6 46	8 38	7	..Pittsfield Junc..	9 44	4 18
6 54	8 46	11	+.....Saline ....♁	9 36	4 11
7 05	8 57	17	....Bridgewater..♁	9 24	4 00
7 24	9 24	24	...Manchester. ♁	9 06	3 42
7 47	9 46	35	.....Brooklyn....♁	8 42	3 17
7 56	9 55	40	.....Woodstock.....	8 31	3 08
8 02	10 00	43	.....Somerset.....♁	8 25	3 00
8 08	10 04	45	..Somerset Center♁	8 21	2 56
8 14	10 12	48	.....Jerome.....♁	8 14	2 48
8 24	10 21	53	...North Adams. ♁	8 05	2 40
8 40	10 35	61	.....Hillsdale...♁	†7 50	†225
P M	A M	...	ARRIVE] [LEAVE	A M	P M
7 10	5 23	...	.....Chicago.....	†3 00	†900
A M	P M	...	ARRIVE] [LEAVE	A M	A M

LANSING BRANCH.

444	442	Ms	Nov. 7, 1909.	445	455
P M	A M	...	LEAVE] [ARRIVE	A M	P M
*400	†9 15	...	..North Lansing..	10 00	4 45
4 15	9 30	0	+..Lansing..♁	9 50	4 35
— —	— —	1	.G. T. Crossing.	— —	— —
4 24	9 40	5	....Packard....	9 40	4 24
4 30	9 45	8	...Dimondale.♁	9 32	4 15
4 36	9 51	12	...Kingsland...	9 25	4 08
4 48	10 03	18	+Eaton Rapids♁	9 16	3 59
4 58	10 13	22	..Charlesworth..	9 03	3 47
5 08	10 22	27	+.Springport. ♁	8 56	3 40
5 14	10 30	31	...Devereux..♁	8 47	3 33
5 28	10 42	38	+..Albion..♁	8 36	3 22
5 33	10 49	43	.....Condit.....	8 26	3 12
5 39	10 56	46	+..Homer..♁	8 19	3 05
5 51	11 08	53	+..Litchfield..♁	8 06	2 52
6 10	11 25	60	...Jonesville. ♁	7 54	2 40
6 20	11 35	65	...Hillsdale. ♁	*7 43	†230
P M	A M	...	ARRIVE] [LEAVE	A M	P M

FORT WAYNE BRANCH.

452	414	410	456	Ms	November 7, 1909.	Ms	461	457	459	451
A M	P M	A M	A M	...	LEAVE] [ARRIVE	...	A M	P M	P M	A M
§7 20	*5 25	†11 45	†7 00	0	+.....Jackson.....♁	100	9 10	3 06	8 26	10 20
7 46	5 48	12 08	7 24	11	.....Horton.....	89	8 41	2 35	7 55	9 51
7 52	5 53	12 13	7 30	14	.....Hanover.....	86	8 35	2 28	7 48	9 45
— —	6 57	12 17	7 34	16	.....Stony Point.....	84	8 29	2 23	7 42	— —
8 03	8 03	12 23	7 41	19	.....Mosherville.....♁	81	8 23	2 18	7 37	9 36
8 16	6 18	12 37	7 55	24	+...Jonesville....♁	76	8 10	2 07	7 26	9 26
8 20	6 23	12 41	8 03	26	.Ft. Wayne Junction.♁	74	8 03	2 03	7 23	9 23
8 30	6 35	12 50	8 15	29	arr....Hillsdale♁.lve.	71	7 55	1 55	7 15	9 15
8 30	6 35	1 15	8 15	29	lve....Hillsdale...arr.	71	7 41	1 46	7 15	9 15
8 41	6 45	1 30	8 25	33	+.....Banker's.....♁	67	7 26	1 30	7 03	9 01
8 52	6 54	1 38	8 34	38	+.....Reading.....♁	62	7 17	1 21	6 54	8 52
9 02	7 04	1 47	8 42	43	.....Montgomery.....♁	57	7 05	1 11	6 41	8 42
9 10	7 12	1 55	8 50	47	.....Ray.....♁	53	6 58	1 04	6 34	8 34
9 20	7 20	2 03	8 58	51	+.....Fremont.....♁	49	6 49	12 57	6 27	8 27
9 32	7 32	2 15	9 10	59	+.....Angola.....♁	41	6 36	12 45	6 15	8 15
9 42	7 42	2 24	9 20	63	.....Pleasant Lake...♁	37	6 27	12 35	6 06	8 05
9 48	7 48	2 30	9 26	66	.....Steubenville.....	34	6 21	12 27	5 57	7 58
9 50	7 50	2 32	9 28	67	.....Summit.....♁	33	6 19	12 25	5 55	7 56
10 00	8 00	2 42	9 40	72	arr..+Waterloo♁.lve.	28	6 10	12 15	5 45	7 46
10 00	8 00	2 50	9 45	72	lve....Waterloo....arr.	28	6 10	12 15	5 35	7 46
10 10	8 10	3 00	9 54	77	+.....Auburn.....♁	23	6 00	12 04	5 23	7 36
10 13	8 13	3 03	9 57	78	+Auburn Junction♁	22	5 57	12 01	5 19	7 33
10 19	8 19	3 09	10 03	82	.....St. John's.....	18	— —	11 54	5 11	7 26
10 23	8 22	3 13	10 07	84	.....New Era.....♁	16	5 49	11 51	5 07	7 23
— —	— —	— —	10 13	88	.....Stoner's.....	12	— —	— —	5 01	— —
— —	— —	— —	10 16	90	.....Huntertown.....	10	— —	11 44	4 59	— —
— —	— —	3 30	10 23	94	.....Academy.....	6	— —	— —	4 53	7 08
10 50	8 50	3 45	10 35	100	+...Fort Wayne...♁	0	†5 30	†11 30	*4 45	§7 00
A M	P M	P M	A M	...	ARRIVE] [LEAVE	...	A M	A M	P M	A M

*Daily; †daily, except Sunday; *b* Sunday arrives 12 07 night; *s* stops Sunday only.
+Coupon stations: ♁ Telegraph stations. STANDARD—*Central time.*

MICHIGAN DIVISION.

GRAND RAPIDS BRANCH.

510	532	Ms	November 7, 1909.	Ms	545	523	525
A M	P M	...	LEAVE] [ARRIVE	...	Night	A M	...
3 30	7 20	...	.....Buffalo.....	515	12 25	6 05	...
A M	P M	...	LEAVE] [ARRIVE	...	P M	A M	...
7 35	11 36	...	.....Cleveland.....	332	8 00	1 20	...
A M	A M	...	LEAVE] [ARRIVE	...	P M	P M	...
10 05	2 10	...	.....Toledo.....	219	5 25	10 35	...
...	P M	...	ARRIVE] [LEAVE	...	A M	P M	...
...	11 05	...	...White Pigeon...	...	11 50	8 50	...
A M	A M	...	LEAVE] [ARRIVE	...	P M	P M	A M
10 30	3 00	...	.....Chicago.....	216	4 00	9 00	1 20
P M	A M	...	ARRIVE] [LEAVE	...	P M	P M	P M
1 20	5 20	.	.....Elkhart.....	...	1 15	6 00	1030
P M	A M	...	LEAVE] [ARRIVE	...	A M	P M	P M
†1 30	*5 40	...	+.....Elkhart....♁	...	11 25	5 35	1000
1 42	s —	...	.....Bristol.....♁	...	11 07	5 16	9 35
1 50	s —	...	.....Vistula.....♁	...	10 57	5 07	9 25
2 00	6 10	...	ar.+White Pigeon..lv.	...	10 45	4 55	9 15
2 00	6 10	0	lv..White Pigeon♁ar.	95	10 45	4 55	9 15
2 11	6 17	4	+...Constantine...♁	91	10 31	4 42	9 02
2 16	6 22	8	.....Florence.....	88	10 22	4 32	8 55
2 22	6 32	12	+.Three Rivers.♁	83	10 15	4 21	8 45
2 31	6 39	17	.....Moorepark.....♁	78	10 00	4 09	8 35
2 37	6 45	20	.....Flowerfield...♁	75	9 53	4 00	8 27
2 45	6 51	24	+.Schoolcraft.♁	71	9 45	3 50	8 20
2 56	7 00	30	.....Portage.....	65	9 33	3 35	8 09
3 10	7 20	37	+..Kalamazoo..♁	58	9 22	3 25	7 55
3 25	7 34	42	.....Cooper.....	52	9 00	3 08	7 40
3 32	7 40	46	.....Argenta.....	49	8 54	3 02	7 34
3 41	7 46	48	+...Plainwell...♁	46	8 48	2 52	7 28
3 50	7 56	52	+.....Otsego.....♁	43	8 40	2 45	7 20
3 58	8 04	56	.....Abronia.....	39	8 30	2 37	7 09
4 12	8 18	62	+.....Allegan.....♁	33	8 18	2 27	7 03
4 27	8 28	69	+.....Hopkins.....♁	26	8 05	2 15	6 50
4 36	8 35	73	.....Hilliards.....♁	22	7 59	2 08	6 41
4 45	8 42	77	.....Dorr.....♁	18	7 52	2 02	6 34
5 00	8 53	83	.....Byron Centre..♁	12	7 42	1 51	6 22
5 14	9 03	89	... Wentworth ...	6	7 31	1 41	6 12
5 25	9 15	93	.....Eagle Mills.....	2	7 24	1 34	8 04
5 30	9 20	95	+.Grand Rapids.♁	0	†7 20	†1 30	§600
P M	A M	...	ARRIVE] [LEAVE	...	A M	P M	P M

GOSHEN AND MICHIGAN BRANCH.

556	512	Ms	November 7, 1909.	Ms	503	557	...
P M	A M	...	LEAVE] [ARRIVE	...	Noon	P M	...
†8 00	†7 45	...	....Battle Creek....	...	12 40	6 30	...
†8 16	†7 35	0	.....Findley.....♁	35	10 10	5 15	...
8 35	9 50	7	.....Sturgis.....♁	28	9 50	5 00	...
8 43	10 40	12	.....Twin Lake.....	23	9 07	4 46	...
8 57	11 15	19	....Shipshewana...♁	16	8 51	4 34	...
7 10	11 50	26	.....Middlebury...♁	9	8 30	4 18	...
7 18	12 10	31	.....Williams.....	4	8 10	4 07	...
7 30	12 20	35	+.....Goshen.....♁	0	†8 00	†4 00	...
P M	Noon	...	ARRIVE] [LEAVE	...	A M	P M	...

DUNDEE BRANCH.

425	421	429	Mls.	November 7, 1909.	Mls.	422	428	430	...
...	Noon	...	...	LEAVE] [ARRIVE	...	Noon	...	...	...
...	†1230	A M	0	.....Toledo.....♁	154.5	12 25	...	P M	...
A M	1 00	†610	33.0	.....Adrian.....♁	129.7	11 15	...	5 25	...
1 32	6 25	23.9	..Lenawee Junction♁		125.6	11 07	P M	5 10	...
†900	1 55	7 30	37.4	.....Tecumseh.....♁	117.1	10 43	1 10	3 50	...
9 13	2 09	7 50	43.5	.....Tipton.....♁	111.0	10 29	12 58	3 18	...
9 20	2 16	8 02	46.6	.....Pentecost.....	107.9	10 22	12 52	2 50	...
9 30	2 26	8 25	50.0	.....Onsted.....	104.5	10 15	12 44	2 25	...
9 42	2 40	8 43	55.4	.....Devils Lake.....	99.1	10 04	12 32	1 45	...
9 50	2 47	9 00	57.6	arr..Addison Junc♁lve.	96.9	9 59	12 25	1 35	...
9 50	2 47	9 00	57.6	lve..Addison Junc.arr.	96.9	9 59	12 25	1 35	...
9 56	2 52	9 56	58.5	.....Addison.....♁	96.0	9 56	†12 15	1 20	...
A M	3 04	— —	64.0	.....Baker.....	90.5	9 44	Noon	— —	...
...	3 08	1030	65.5	.....Jerome.....	89.0	9 41	...	12 45	...
...	3 15	1100	68.5	.....Moscow.....♁	86.0	9 34	...	12 30	...
...	3 25	1120	73.0	.....Hanover.....♁	81.5	9 24	...	12 05	...
...	3 34	1140	77.5	.....Wheelerron.....♁	77.0	9 14	...	11 40	...
...	3 44	— —	82.5	.....Grover.....	72.0	9 04	...	— —	...
...	3 55	1220	86.7	.....Homer.....♁	67.8	†8 55	...	†1110	...
...	P M	Noon	...	(*Michigan Cent. R.R.*)	...	A M	...	A M	...
...	4 30	1 00	98.9	.....Marshall.....	35.6	8 28	...	†1030	...
...	4 58	P M	112.5	.....Battle Creek...♁	42.0	8 00	...	A M	...
...	8 55	...	154.5	.....Allegan.....♁	0	†6 30	...	...	...
...	P M	...	...	ARRIVE] [LEAVE	...	A M	...	...	...

TECUMSEH AND DUNDEE.

428	426	Mls	November 7, 1909.	Mls	425	427	...
P M	A M	...	LEAVE] [ARRIVE	...	A M	P M	...
†1 30	†7 10	0	.....Tecumseh.....♁	15.5	8 45	3 40	...
1 42	7 30	4.4	.....Ridgeway.....♁	11.1	8 32	3 25	...
1 52	7 36	6.3	.....Britton.....♁	9.2	8 27	3 15	...
2 10	7 47	11.9	.....Rea.....♁	3.6	8 16	2 57	...
2 25	7 55	15.5	.....Dundee.....♁	0	†8 05	†2 45	...
P M	A M	...	ARRIVE] [LEAVE	...	A M	P M	...

LAKE ERIE, ALLIANCE & WHEELING R.R.

PINE VALLEY ROUTE.—(*Operated by L. S. & M. S. Ry.*)

3	No. 1	Mls.	January 17, 1909.	2	No. 4
...	...	...	(*Via Erie R.R.*)	...	...
P M	...	...	lve....Cleveland...arr.	A M	6 35 P M
†3 20	†8 00 A M	0	lve.....Phalanx♁..arr.	9 30	4 50 P M
3 24	8 04 "	1.4	.....Braceville....♁	9 27	4 47 "
3 33	8 13 "	4.5	.....Newton Falls..♁	9 20	4 40 "
3 40	8 20 "	9.3	.....Pritchard.....	9 10	4 30 "
3 46	8 26 "	11.3	.....Palmyra.....♁	9 05	4 26 "
3 50	8 30 "	13.1	.....Davis.....♁	9 00	4 20 "
3 53	8 33 "	14.8	.....Mottstown.....	8 54	4 14 "
3 56	8 38 "	16.3	.....Deerfield.....♁	8 52	4 12 "
4 05	8 45 "	18.5	.....North Benton...♁	8 45	4 06 "
4 08	8 49 "	21.0	.....Best.....♁	8 39	3 59 "
4 40	9 20 "	25.2	.....Alliance.....♁	8 26	3 46 "
4 46	9 25 "	26.7	.....Mt. Union.....♁	8 19	3 39 "
4 57	9 37 "	31.9	.....Freeburg.....♁	8 06	3 26 "
5 03	9 43 "	34.6	.....Paris.....♁	8 00	3 20 "
5 08	9 48 "	38.2	.....Myers.....	7 53	3 13 "
5 15	9 55 "	41.4	.....Minerva.....♁	7 47	3 07 "
5 27	10 07 "	46.2	.....Augusta.....♁	7 35	2 55 "
5 31	10 11 "	48.2	.....Watheys.....	7 30	2 50 "
5 43	10 23 "	52.5	.....Mechanicstown..♁	7 20	2 40 "
5 51	10 31 "	56.0	.....Wattsville.....♁	7 12	2 32 "
6 04	10 44 "	60.8	.....Bergholz.....♁	7 02	2 22 "
6 14	10 54 "	65.0	.....Amsterdam.....♁	6 51	2 11 "
6 26	11 05 "	69.6	.....Germano.....	6 40	2 00 "
6 29	11 09 "	72.1	.....Swanson.....	6 34	1 54 "
6 32	11 12 "	74.0	.....Panhandle.....	6 31	1 51 "
6 42	11 22 "	76.6	.....Hopedale.....	6 24	1 44 "
6 56	11 36 "	82.8	.....Piney Fork.....	6 12	1 32 "
7 00	11 40 "	85.0	.....Harpersville.....	6 05	1 25 "
7 05	11 45 A M	87.7	arr...Dillonvale...lve.	†6 00	†1 20 P M
P M	1 25 P M	104.5	arr....Wheeling....lve.	A M	.....
..			(*W. & L. E. R.R.*)		

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B. P. MITCHELL, Gen. Freight Traffic Mgr., Chicago, Ill.

In operation between **Elkhart**[1] and **Mishawaka**[2] (12 miles).

Connections.—[1] With Cleveland, Cincinnati, Chicago & St. Louis Ry and Lake Shore & Michigan Southern Ry. [2] With Grand Trunk Ry.

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J. T. BURROWS, General Baggage Agent, Cleveland, O.
F. W. MARTIN, City Pas. and Ticket Agent, Jamestown, N.Y.

		3	1	Mls.	*November 7, 1909.*	2	4		
					(*C. C. C. & St. L. Ry.*)				
			P M		(*Central time.*)	A M	P M		
		P M	1 00		lve.....**St. Louis**....arr.	7 30	1 45		
		9 50	6 50		lve.....**Cincinnati**....arr.	6 40	7 27		
		A M	P M		(*L. S. & M. S. Ry.*)	A M	A M		
		3 00	3 00		lve.....**Chicago**.....arr.	1 20	7 30		
		8 50	10 50		lve.....**Toledo**.....arr.	6 55	1 20		
		11 30	2 10		lve.....**Cleveland**....arr.	4 35	10 40		
		1 47	6 00		lve.....**Erie**.....arr.	2 19	8 20		
		P M	A M			P M	P M		
		P M	P M		(*Eastern time.*)	A M	A M		
		1115	*4 50		lve..**Boston**(*B.&A.*)..arr	6 15	10 40		
		Night	P M		(*N. Y. C. & H. R. R. R.*)	P M	A M		
		1203	*8 02		lve.....**New York**.....arr.	1008	7 50		
		6 50	11 40		" .....**Albany**..... "	6 57	3 50		
		8 55	1 58		" .....**Utica**..... "	5 02	1 30		
		10 10	3 25		" .....**Syracuse**..... "	3 54	12 10		
		11 50	5 15		" ....**Rochester**.... "	2 22	10 15		
		3 50	6 25		lve..**Niagara Falls**..arr.	1 45	9 48		
			A M		(*L. S. & M. S. Ry.*)	P M	P M		
		P M	A M		(*Central time.*)	A M	P M		
		†330	6 30		lve.....**Buffalo**.....arr.	11 45	7 25		
		P M	A M		(*Central time.*)	A M	P M		
		*515	†7 45	0	lve....+**Dunkirk**[1] ♁..arr.	9 45	6 00		
		– –	– –	0.89	N.Y. C. & St. L. Crossing	– –	– –		
		– –	– –	0.89	.....P. R.R. Crossing.....	– –	– –		
		5 28	7 55	3.23	+.....Fredonia.....♁	9 36	5 49		
		5 32	7 59	4.79	+.....Laona.....♁	9 32	5 45		
		5 54	8 19	13.03	+.....Lily Dale.....	9 17	5 29		
		5 59	8 24	14.09	+.....**Cassadaga**[2]....♁	9 13	5 24		
		6 08	8 32	17.94	+.....Moons.....	9 06	5 16		
		6 14	8 40	21.77	+.....Sinclairville.....♁	9 00	5 08		
		6 22	8 50	26.44	+.....Gerry.....♁	8 50	5 01		
		6 27	8 56	29.13	.....Ross Mill.....	8 45	4 54		
		6 33	9 02	32.33	arr....+**Falconer**[3] ♁..lve.	8 40	4 50		
		7 00	9 30		arr....**Jamestown**[4] ♁.lve.	8 00	4 15		
		P M	A M		" .**Pt. Chautauqua.** "	7 03	P M		
		P M	A M		arr.....**Mayville**.....lve.	6 55	P M		
		4 33	6 55		lve.....**Mayville**.....arr.	A M	6 37		
		4 42	7 03		" .**Pt. Chautauqua.** "	A M	6 28		
		5 45	8 30		lve..+**Jamestown** ♁..arr.	9 00	5 15		
		6 36	9 05	32.74	lve..+**Falconer Jn**[6] ♁ arr.	8 37	4 40		
		6 47	9 16	38.25	+.....Frewsburg.....♁	8 27	4 31		
		–	9 22	42.07	.....Fentonville.....♁	8 20	– –		
		6 58	9 26	44.67	.....Akeley.....	8 17	4 20		
		7 02	9 30	46.62	+.....Russell.....♁	8 14	4 16		
		7 11	9 40	51.81	+.... North Warren....♁	8 04	4 07		
		7 20	9 49	54.36	+.....Warren.....♁	7 54	3 59		
		7 32	10 04	60.66	+.....**Irvineton**[6] ....♁	7 38	3 44		
		7 37	10 09	62.93	+.....Youngsville.....♁	7 30	3 38		
		7 44	10 15	66.94	.....Pittsfield.....♁	7 22	3 28		
		7 53	10 24	70.88	+.....Garland .....♁	7 14	3 21		
		8 00	10 31	73.54	.....Torpedo.....	7 07	3 16		
		8 05	10 37	76.23	.....Newton.....	7 01	3 08		
		8 15	10 45	79.46	+.....Grand Valley.....♁	6 55	3 04		
		8 18	10 51	82.52	.....Selkirk.....	6 47	2 56		
		8 31	11 05	88.80	+..Fieldmore Springs..♁	6 34	2 44		
		8 35	11 10	90.33	+.....**Titusville**[7].....♁	*630	†240		
		P M	A M		ARRIVE] [LEAVE	A M	P M		
					(*Eastern time.*)				
			Noon		(*Pennsylvania R.R.*)		P M		
			†1243		lve.....**Titusville**.....arr.		1 42		
			1 20		.....**Oil City**.....		1 08		
			P M		ARRIVE] [LEAVE		P M		
			P M		ARRIVE] [LEAVE		A M		
			5 30		.....**Pittsburgh**.....		9 00		
			P M		(*Pennsylvania R.R.*)		A M		

* Daily. † Daily, except Sunday.

+ Coupon stations; ♁ Telegraph stations.

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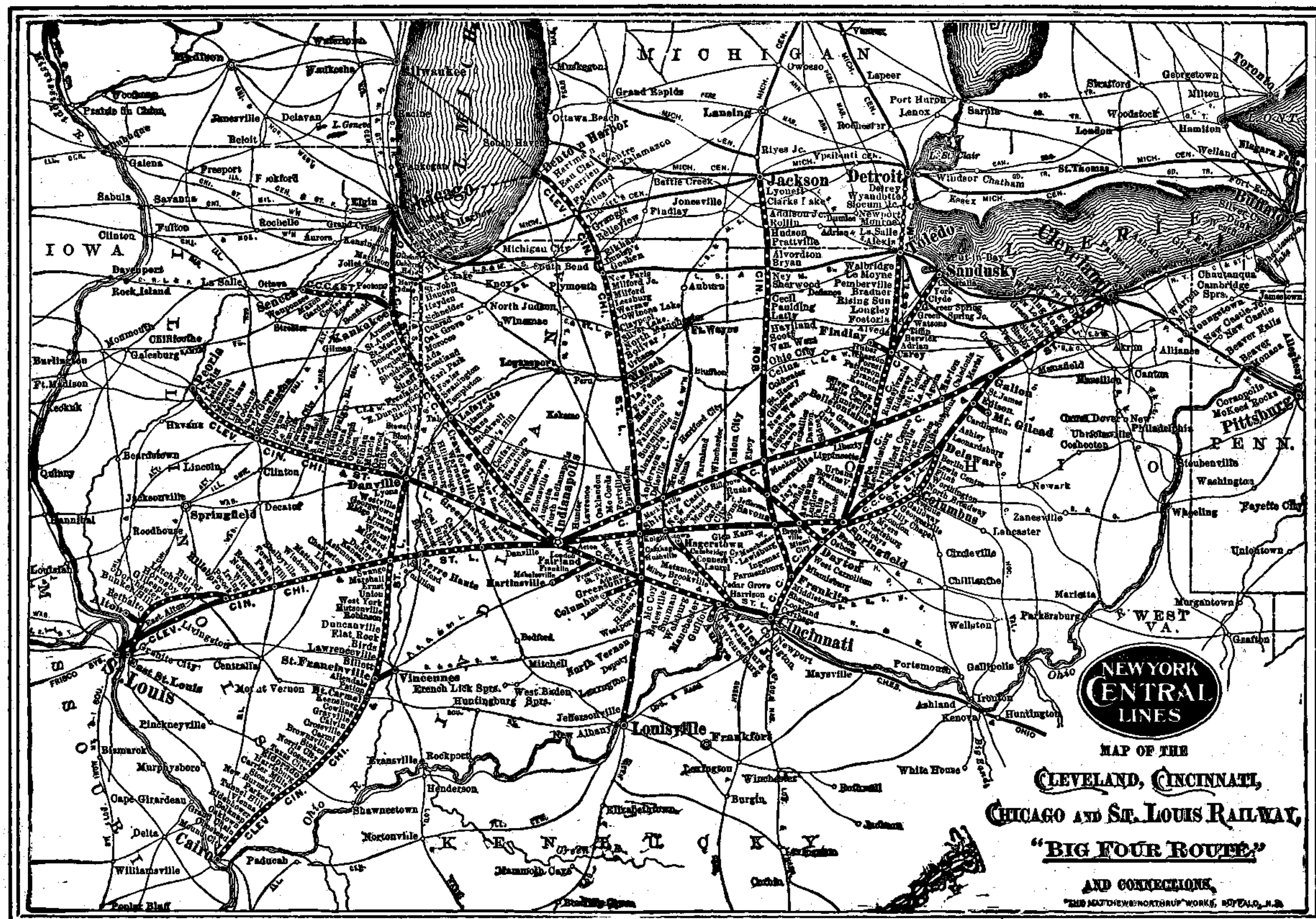
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THE MATTHEWS-NORTHRUP WORKS, BUFFALO, N.Y.
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CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

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E. L. ROEDERER, General Agent, St. Louis, Mo.
R. E. GAVIN, Commercial Agent, Buffalo, N.Y.
J. F. BRADY, Commercial Agent, Burlington, Ia.
L. H. MUSSMAN, Commercial Agent, Cairo, Ill.
E. F. BORGES, Commercial Agent, Cleveland, O.
S. E. THOMAS, Commercial Agent, Dallas, Tex.
M. J. SWEET, Commercial Agent, Davenport, Ia.
J. J. FORD, Commercial Agent, Denver, Colo.
J. B. COLLINS, Commercial Agent, Des Moines, Ia.
W. G. BROUGHTON, Commercial Agent, Dubuque, Ia.
S. J. BIGELOW, Commercial Agent, Duluth, Minn.
JOSEPH RANKIN, Commercial Agent, Kansas City, Mo.
F. R. SULLIVAN, Commercial Agent, Los Angeles, Cal.
S. J. YORK, Commercial Agent, Memphis, Tenn.
R. J. NICOUD, Commercial Agent, Milwaukee, Wis.
S. A. TOWNSEND, Commercial Agent, Minneapolis, Minn.
M. B. TONEY, Commercial Agent, Nashville, Tenn.
H. S. BUCKNER, Commercial Agent, New Orleans, La.
J. J. MONKS, Commercial Agent, Omaha, Neb.
J. W. CLARK, Commercial Agent, Pittsburgh, Pa.
H. C. ECKENBERGER, Commercial Agent, Portland, Ore.
J. D. BROWN, Commercial Agent, St. Joseph, Mo.
E. O. KEYES, Commercial Agent, Salt Lake City, Utah.
W. W. DICKINSON, Com'l Agt., 32 Powell St., San Francisco, Cal.
E. R. INGERSOLL, Com'l Agent, 607 First Ave., Seattle, Wash.
J. T. STANHOPE, Commercial Agent, Sioux City, Ia.
T. C. POETEOUS, Commercial Agent, Spokane, Wash.
J. H. LONG, Commercial Agent, Springfield, O.
T. J. RIZER, Commercial Agent, Terre Haute, Ind.
C. W. SMITH, Commercial Agent, Toledo, O.
C. W. SMITH, Commercial Agent, Detroit, Mich.
E. J. DOWIE Industrial Agent, Cleveland, O.

R. C. CAPLES, General Agent Traffic Department, New York.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES "BIG FOUR ROUTE"

NEW YORK CENTRAL LINES

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

THROUGH CAR SERVICE.

Between St. Louis, Indianapolis, Cincinnati, Columbus, Sandusky, Memphis, Cleveland, Buffalo, New York, Boston and Intermediate Points.

EASTBOUND. WESTBOUND.

No. 6—Mid-Day Limited.—Combination Baggage and Smoker Coach and Parlor Car Cincinnati to Cleveland. Dining Car Cincinnati to Columbus. Dining cars east of Cleveland. Sleeping Car Cincinnati to New York and Buffet Smoking and Library Car Cleveland to New York. No passenger coach on this train east of Cleveland.

No. 14—"Legislative Limited" has Combination Baggage and Smoker, Ladies' Coach and Pullman Buffet Parlor Car Cincinnati to Columbus.

No. 16—N.Y. and Boston Express.—Electric-lighted Sleeping Car St. Louis to New York. Dining Cars St. Louis to Cleveland, Albany to New York and Syracuse to Pittsfield. Sleeping Car Cleveland to Boston. Coach St. Louis to Cleveland and Cleveland to Buffalo.

No. 18—Knickerbocker Special.—Combination Baggage and Smoker St. Louis to New York. Coach Cincinnati to Cleveland and St. Louis to New York. Two (12-section D. R.) Sleepers St. Louis to New York. Sleeping Car Cincinnati to New York. Sleeper St. Louis to Boston. Sleeper Cincinnati to Buffalo. Sleeper Indianapolis to Toledo and Detroit (off at Bellefontaine). Dining Car St. Louis to Anderson, Cincinnati to Columbus and Buffalo to Albany.

No. 24—Day Coach and Sleeper St. Louis to Cleveland.

No. 26—"New York Central Limited" (from St. Louis) is solid Electric-lighted Pullman Train, with Barber, Maid, Valet, Stenographer and Bath service St. Louis to New York. Combination Library Buffet Car St. Louis to New York. One Standard Sleeper St. Louis to New York. One Standard Sleeper St. Louis to Boston. Dining Car St. Louis to Cleveland, Albany to New York and Albany to Springfield. Observation Compartment Sleeper St. Louis to New York.

From Cincinnati—Combination Baggage and Smoker Cincinnati to Cleveland. Coach Cincinnati to Cleveland. Parlor Car Cincinnati to Cleveland. Standard Sleeper Cincinnati to New York. Dining Car Columbus to Cleveland. (For equipment east of Cleveland, see "New York Central Limited" from St. Louis above.) Excess fare is charged on this train from St. Louis and Cincinnati to points east of Cleveland. Carries no Coach passengers. Does not stop at Buffalo.

No. 28—Cleveland and New York Express.—Sleeping Cars Cincinnati to Cleveland and Columbus to Cleveland (which may be occupied after 9 00 p.m.). Sleeping Car Cleveland to New York. Coach Cincinnati to Cleveland, Cleveland to Buffalo.

No. 44—Broiler Buffet Parlor Car Columbus to Cleveland.

No. 46—New York and New England Special.
Electric-lighted Sleeping Cars Cincin. to N.Y. and Cincin. to Boston. Electric-lighted Sleeping Car St. L. to N.Y. Sleeping Car St. L. to Boston. Dining Car Cincinnati to Cleveland, Indianapolis to Cleveland, Ashtabula to Buffalo, and Pittsfield, Mass., to Boston. Coach Cincinnati to Buffalo and St. Louis to Cleveland. No Passenger Coach on this train between Buffalo and New York; Coach passengers arriving at Buffalo on No. 46 will be carried on N. Y. C. No. 8, due New York 9 03 a.m.

No. 11—Southwestern Limited is an Electric-lighted Pullman Train, with Barber, Bath, Maid, Valet, Stenographer service New York to St. Louis. Combination Library, Buffet, Smoking Car New York to St. Louis. Sleeping Car New York to St. Louis. Sleeping Car New York to St. Louis (from N. Y. C. & H. R. and L. S. & M. S. No. 1 at Cleveland). Sleeping Car Boston to St. Louis (from B. & A. No. 15 at Albany). One Sleeping Car New York to Cincinnati. Sleeping Car New York to Cincinnati (from N. Y. C. & H. R. and L. S. & M. S. No. 1 at Cleveland). Sleeping Car Buffalo to Cincinnati (from L. S. & M. S. No. 1 at Cleveland). Sleeping Car Detroit to Indianapolis (at Bellefontaine). Dining Car Albany to Syracuse and Anderson to St. Louis. Coach Cleveland to Cincinnati. Excess fare is charged on this train from New York, Boston and points east of Cleveland. Does not stop at Buffalo.

"St. Louis and Cincinnati Special."—Sleeper New York to St. Louis (in No. 11 from Cleveland). Sleeper New York to Cincinnati (in No. 11 from Cleveland). Sleeper Buffalo to Cincinnati (in No. 11 from Cleveland). Coach New York to St. Louis (in No. 41 from Cleveland). Parlor Car and Dining Car New York to Buffalo. Combination Baggage and Smoker New York to St. Louis (in No. 41 from Cleveland).

No. 15—"Legislative Limited" has Combination Baggage and Smoker; Ladies' Coach and Pullman Buffet Parlor Car Columbus to Cincinnati.

No. 21—The Big Four Limited—Electric-lighted Sleeping Car New York to St. Louis. Electric-lighted Sleeping Car New York to Cincinnati. Electric-lighted Sleeping Car Boston to St. L. and Boston to Cincinnati. Dining Cars New York to Albany, Cleveland to St. Louis and Cleveland to Cincinnati. Coaches Cleveland to Cincinnati and Cleveland to St. Louis. Parlor Car Cleveland to Cincinnati.

No. 25—Columbus and Cincinnati Express.
Sleeping Cars Cleveland to Cincinnati, New York to Cleveland. Boston to Buffalo. Coach New York to Buffalo, Buffalo to Cleveland and Cleveland to Cincinnati.

No. 33—Florida Special.—Buffet Parlor Car Cleveland to Cincinnati. Dining Car Cleveland to Cincinnati. Two First-class Coaches Cleveland to Cincinnati.

No. 41—"Southwest Empire."
Electric-lighted Sleeping Car New York to St. Louis. Electric-lighted Sleeper Boston to St. Louis. Electric-lighted Sleeping Car New York to Cincinnati. Sleeping Car New York to Cincinnati (from No. 11 at Cleveland). Electric-lighted Sleeping Car Buffalo to Cincinnati. Sleeping Car Cleveland to Columbus. Dining Cars east of Cleveland. Dining Car Cleveland to St. Louis. Dining Car Columbus to Cincinnati. Coach and Combination Smoking and Baggage Car New York to St. Louis (from No. 1 at Cleveland). Coach Buffalo to Cincinnati.

No. 43—"South West Mail."—Electric-lighted Sleeping Car N.Y. to St. L. Sleeping Car Cleve. to St. L. Dining Car Buffalo to Ashtabula and Cleveland to Indianapolis. Coach Buffalo to Cleveland. Coach Cleveland to St. Louis.

No. 45—Broiler Buffet Parlor Car Cleveland to Columbus.

Between Cincinnati, Louisville, Indianapolis, LaFayette and Chicago; Cincinnati, Indianapolis, St. Louis and Peoria; Washington, D.C., and Indianapolis and St. Louis; Richmond, Va., and Indianapolis and Chicago.

WESTBOUND. EASTBOUND.

No. 11—Peoria Division.
Coaches and Buffet Parlor Car Indianapolis to Peoria.

No. 15—C. & O. Special.—Coach, Parlor Car and Cafe Dining Coach Cincinnati to Indianapolis and Chicago. Parlor Car Louisville to Chicago. Buffet Parlor Car Indianapolis to Peoria.

No. 17—Washington, St. Louis and Chicago Special.
Solid Electric-lighted Train Washington to St. Louis, composed of one Combination Baggage and Smoker, one Coach, one Dining Car, one Pullman Sleeper Washington to St. Louis; one Sleeper Washington to Chicago; one Sleeper Richmond to Chicago; one Coach Cincinnati to Chicago; one Combination Baggage and Smoker Indianapolis to Chicago; one Cafe Coach Indianapolis to Chicago.

No. 21—The White City Special.
Through Coaches and Buffet Parlor Car Cincinnati to Indianapolis and Chicago. Dining Car Cincinnati to Chicago.

No. 35—Queen City Special.
Standard Electric-lighted Sleepers and Day Coaches Cincinnati to Chicago, ready 8 50 p.m. Pullman Sleeper Jacksonville, Fla., to Chicago daily, via Atlanta and Chattanooga.

No. 37—Cincinnati, Louisville and Chicago Express.
Standard Electric-lighted Sleeping Car Cincinnati to Chicago.
Local Sleeping Car Indianapolis to Chicago, which may be occupied after 9 00 p.m. Sleeping Car Louisville to Chicago.

No. 47—St. Louis Special.—Coach Cincinnati to St. Louis. Two Electric-lighted Sleepers Cincinnati to St. Louis. Sleeper Indianapolis to St. Louis. Sleeper Cincinnati to Peoria.

No. 14—Cafe Coach Chicago to Indianapolis. Smoker and Coach Chicago to Cincinnati.

No. 16—St. Louis, Peoria, Chicago, Indianapolis, Dayton, Springfield, Columbus and Cincinnati Express.
Parl. Car and Cafe Din. Coach Chicago to Indianapolis and Cincinnati. Parlor Car Chicago to Louisville.
Dining Car St. Louis to Cleveland. Coach St. Louis to Cincinnati.

No. 18—Peoria Division.—Solid Vestibuled Train of Coaches and Buffet Parlor Car Peoria to Indianapolis.

No. 20—Cincinnati and Washington Special.
Combination Baggage and Smoker, Coach, Dining Car and Pullman Sleeper St. Louis to Washington, D.C. Coach, Parlor Car and Dining Car Chicago to Cincinnati, and Pullman Sleepers Chicago to Washington and Chicago to Richmond.

No. 34 Chicago, Louisville and Cincinnati Express.
Coach Chicago to Cincinnati and Indianapolis to Louisville.
Electric-lighted Sleeping Car Chic. to Cincin.; Chic. to Louisville.
Electric-lighted Peoria Sleeper Indianapolis to Cincinnati.
Electric-lighted Pullman Sleeper Chicago to Jacksonville, Fla., daily, via Chattanooga, Atlanta and Macon.

No. 38—Queen City Special.—Standard Electric lighted Sleepers and Day Coach Chic. to Cincin., ready for occupancy at 8 50 p m. Pullman Sleeper Chic. to Indianap., which may be occupied until 7 30 a.m.

No. 44—Cincinnati Express.
Electric-lighted Sleeper St. Louis to Cincinnati.
Electric-lighted Sleeping Car Peoria to Cincinnati; on 34 Indianapolis to Cincinnati. Coach St. Louis to Cincinnati.

No. 46—St. Louis, Peoria, Indianapolis and Cincinnati Exp.
Coach St. Louis to Indianapolis. Indianapolis to Cincinnati.
Buffet Sleeper St. Louis to Cincinnati.

For Through Car Service between Cincinnati, Dayton, Springfield, Toledo and Detroit and between Indianapolis, Bellefontaine, Toledo and Detroit, see page 257.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES "BIG FOUR ROUTE"

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

THROUGH TRAINS—CONDENSED SCHEDULES.

ST. LOUIS AND INDIANAPOLIS TO NEW YORK AND BOSTON.

(Via Big Four.)	No. 26 The N. Y. Cent. Limited.	No. 16 New York & Boston Express.	No. 18 Knickerbocker Special.	No. 46 New York & New Eng. Special.
Lve. St. Louis	*8 45 A M	*8 50 A M	*1 00 P M	*11 55 P M
Lve. Litchfield	– –	– –	– –	– –
Lve. Pana	– –	10 56 A M	– –	2 33 A M
Lve. Mattoon	11 25 A M	11 55 A M	3 48 P M	3 38 A M
Lve. Charleston	– –	12 11 Noon	– –	3 55 A M
Lve. Paris	– –	12 44 Noon	– –	4 36 A M
Lve. Terre Haute	12 35 Noon	1 12 P M	5 02 P M	5 10 A M
Lve. Greencastle	– –	1 59 P M	– –	6 08 A M
Arr. Indianapolis	2 15 P M	3 00 P M	8 45 P M	7 20 A M
Lve. Indianapolis	2 20 P M	3 05 P M	8 56 P M	7 30 A M
Lve. Anderson	3 10 P M	3 57 P M	7 50 P M	8 25 A M
Lve. Muncie	3 34 P M	4 25 P M	8 19 P M	8 53 A M
Lve. Marion	.....	7 30 P M	11 19 P M	12 25 Noon
Lve. Galion	6 57 P M	8 10 P M	11 55 P M	1 20 P M
Arr. Cleveland	8 40 P M	10 15 P M	1 50 A M	3 15 P M
(Via L. S. & M. S. Rs.)	No. 26	No. 16	No. 18	No. 46
Lve. Cleveland	8 50 P M	10 25 P M	2 10 A M	3 25 P M
Arr. Erie	– –	12 41 Night	4 20 A M	5 39 P M
Arr. Dunkirk	– –	1 46 A M	5 24 A M	6 39 P M
Arr. Buffalo. (Cent. time.)	– –	2 55 A M	6 30 A M	7 50 P M
(Via N. Y. C. & H. R. R. R.)	No. 26	No. 16	No. 18	No. 4
Lve. Buffalo. (East. time.)	– –	4 10 A M	7 45 A M	9 28 P M
Arr. Niagara Falls	.....	7 20 A M	8 27 A M	9 48 P M
Arr. Rochester	– –	5 55 A M	9 20 A M	10 68 P M
Arr. Syracuse	– –	7 50 A M	11 05 A M	12 40 Night
Arr. Utica	– –	9 23 A M	12 21 Noon	1 55 A M
Arr. Schenectady	– –	11 16 A M	2 02 P M	– –
Arr. Albany	6 27 A M	11 50 A M	2 30 P M	4 05 A M
Arr. New York	9 45 A M	3 45 P M	6 55 P M	7 55 A M
(Via B. & A. R.R.)	No. 26	No. 16	No. 18	No. 49
Lve. Albany	6 35 A M	12 15 Noon	2 40 P M	4 45 A M
Arr. Pittsfield	8 03 A M	1 52 P M	4 13 P M	6 17 A M
Arr. Springfield	9 25 A M	3 25 P M	5 50 P M	7 55 A M
Arr. Worcester	10 47 A M	4 53 P M	7 20 P M	9 30 A M
Arr. Boston	11 50 A M	6 05 P M	8 30 P M	10 40 A M

NEW YORK AND BOSTON TO INDIANAPOLIS AND ST. LOUIS.

(Via B. & A. R.R.)	No. 3 St. Louis and Cin. Special.	No. 41 South-west Empire.	No. 15 South-western Limited.	No. 17 Big Four Limited.	No. 37 The So. West Mail.
Lve. Boston	†4 20 A M	*1000 A M	*11 30 A M	*2 00 P M	*7 35 P M
Lve. Worcester	5 59 A M	11 11 A M	12 40 Noon	3 11 P M	8 44 P M
Lve. Springfield	7 54 A M	12 35 Noon	2 06 P M	4 40 P M	10 18 P M
Lve. Pittsfield	9 55 A M	2 25 P M	4 10 P M	6 32 P M	12 18 Night
Arr. Albany	11 40 A M	3 45 P M	5 25 P M	7 50 P M	1 40 A M
(Via N. Y. C. & H. R. R. R.)	No. 1	No. 41	No. 11	No. 21	No. 69
Lve. New York	*1030 A M	*1240 Noon	*2 45 P M	*8 30 P M	*1205 Night
Lve. Albany	1 50 P M	4 00 P M	5 39 P M	9 55 P M	6 50 A M
Lve. Schenectady	2 21 P M	– –	– –	– –	7 20 A M
Lve. Utica	4 50 P M	6 08 P M	7 21 P M	11 55 P M	8 55 A M
Lve. Syracuse	5 20 P M	7 23 P M	8 26 P M	1 08 A M	10 10 A M
Lve. Rochester	7 01 P M	9 10 P M	9 50 P M	2 45 A M	11 50 A M
Lve. Niagara Falls	7 25 P M	10 10 P M	.....	11 10 P M	12 20 Noon
Arr. Buffalo. (East. time.)	8 45 P M	10 50 P M	– –	4 23 A M	1 20 P M
(Via L. S. & M. S. Ry.)	No. 1	No. 41	No. 11	No. 21	No. 43
Lve. Buffalo. (Cent. time.)	*7 55 P M	*1020 P M	.....	3 30 A M	12 25 Noon
Lve. Dunkirk	8 58 P M	11 12 P'M	– –	– –	1 17 P M
Lve. Erie	10 10 P M	12 15 Night	– –	5 17 A M	2 22 P M
Arr. Cleveland	12 40 Night	2 35 A M	1 30 A M	7 30 A M	4 35 P M
(Via Big Four.)	No. 11	No. 41	No. 11	No. 21	No. 43
Lve. Cleveland	*1 40 A M	*3 00 A M	*1 40 A M	*7 40 A M	*5 00 P M
Arr. Galion	3 20 A M	5 10 A M	3 20 A M	9 25 A M	6 55 P M
Arr. Marion	– –	5 53 A M	– –	10 05 A M	7 30 P M
Arr. Muncie	6 35 A M	9 53 A M	6 35 A M	1 32 P M	10 43 P M
Arr. Anderson	7 05 A M	10 20 A M	7 05 A M	2 00 P M	11 16 P M
Arr. Indianapolis	7 55 A M	11 15 A M	7 55 A M	3 00 P M	12 10 Night
Lve. Indianapolis	8 00 A M	11 30 A M	8 00 A M	3 05 P M	12 20 Night
Arr. Greencastle	– –	12 28 Noon	.....	3 55 P M	1 25 A M
Arr. Terre Haute	9 28 A M	1 15 P M	9 28 A M	4 39 P M	2 25 A M
Arr. Paris	– –	1 43 P M	– –	5 10 P M	3 00 A M
Arr. Charleston	– –	2 21 P M	– –	5 47 P M	– –
Arr. Mattoon	10 45 A M	2 40 P M	10 45 A M	6 07 P M	4 05 A M
Arr. Pana	– –	3 48 P M	– –	7 05 P M	– –
Arr. Litchfield	– –	– –	– –	– –	– –
Arr. St. Louis	1 45 P M	5 58 P M	1 45 P M	9 15 P M	7 30 A M

ST. LOUIS AND INDIANAPOLIS TO WASHINGTON, D.C., BALTIMORE, PHILADELPHIA AND NEW YORK.

(Via Big Four.)	No. 16	No. 20	No. 44	No. 48	....
Lve. St. Louis	*8 50 A M	*1200 Noon	*9 30 P M	*11 55 P M	....
Lve. Litchfield	– –	– –	– –	– –	....
Lve. Pana	10 56 A M	2 00 P M	11 46 P M	2 33 A M	....
Lve. Mattoon	11 55 A M	2 55 P M	12 50 Night	3 38 A M	....
Lve. Charleston	12 11 Noon	3 14 P M	1 09 A M	3 55 A M	....
Lve. Paris	12 44 Noon	3 51 P M	– –	4 36 A M	....
Lve. Terre Haute	1 12 P M	4 20 P M	2 20 A M	5 10 A M	....
Lve. Greencastle	1 59 P M	5 07 P M	3 14 A M	6 08 A M	....
Arr. Indianapolis	3 00 P M	6 05 P M	4 20 A M	7 20 A M	....
Lve. Indianapolis	3 10 P M	6 10 P M	4 30 A M	†7 30 A M	....
Lve. Shelbyville	3 52 P M	6 50 P M	5 17 A M	8 15 A M	....
Lve. Greensburg	4 25 P M	7 20 P M	5 50 A M	8 50 A M	....
Lve. Lawrenceburg Junc.	5 18 P M	– –	– –	10 15 A M	....
Arr. Cincinnati	6 00 P M	8 50 P M	7 35 A M	10 55 A M	....
(Via Chesapeake & Ohio Ry.)	No. 8	No. 4	No. 2	No. 2	....
Lve. Cincinnati	*7 00 P M	*9 00 P M	*1201 Noon	*1201 Noon	....
Arr. Huntington	11 10 P M	1 00 A M	4 10 P M	4 10 P M	....
Arr. Charleston	1 40 A M	3 25 A M	6 30 P M	6 30 P M	....
Arr. White Sulphur Springs	– –	– –	– –	– –	....
Arr. Virginia Hot Springs	9 40 A M	9 40 A M	.....	.....	....
Arr. Richmond	2 45 P M	2 45 P M	7 30 A M	7 30 A M	....
Arr. Washington	2 40 P M	2 40 P M	6 40 A M	6 40 A M	....
Lve. Washington	3 00 P M	3 00 P M	7 05 A M	7 05 A M	....
Arr. Baltimore	3 56 P M	3 56 P M	8 02 A M	8 02 A M	....
Arr. West Philadelphia	5 58 P M	5 58 P M	10 17 A M	10 17 A M	....
Arr. New York	8 08 P M	8 08 P M	1 00 P M	1 00 P M	....
Arr. Newport News	5 30 P M	5 30 P M	10 30 A M	10 30 A M	....
Arr. Norfolk	6 35 P M	6 35 P M	11 35 A M	11 35 A M	....
Arr. Old Point Comfort	6 00 P M	6 00 P M	11 00 A M	11 00 A M	....

NEW YORK, PHILADELPHIA, BALTIMORE AND WASHINGTON, D.C., TO INDIANAPOLIS AND ST. LOUIS.

(Via Chesapeake & Ohio Ry.)	No. 45-15	No. 3-5	No. 1
Lve. New York	†7 55 A M	*4 55 P M	*12 15 Noon
Lve. West Philadelphia	10 23 A M	7 35 P M	.....
Lve. Baltimore	12 33 Noon	9 55 P M	5 18 P M
Arr. Washington	1 35 P M	10 55 P M	6 16 P M
Lve. Washington	*2 00 P M	11 10 P M	*6 30 P M
Lve. Old Point Comfort	*9 30 A M	4 30 P M	4 30 P M
Lve. Norfolk	9 00 A M	4 00 P M	4 00 P M
Lve. Newport News	10 05 A M	5 05 P M	5 05 P M
Lve. Richmond	2 00 P M	11 00 P M	6 45 P M
Lve. Virginia Hot Springs	7 55 P M	.....	7 55 P M
Lve. White Sulphur Springs	– –	– –	– –
Lve. Charleston	2 50 A M	12 00 Noon	5 35 A M
Lve. Huntington	3 30 A M	12 20 Noon	5 55 A M
Arr. Cincinnati	8 00 A M	5 00 P M	10 00 A M
(Via Big Four.)	No. 41	No. 47	No. 17
Lve. Cincinnati	*8 40 A M	*9 00 P M	*10 10 A M
Arr. Lawrenceburg Junc.	9 13 A M	– –	– –
Arr. Greensburg	10 15 A M	10 35 P M	11 33 A M
Arr. Shelbyville	10 39 A M	11 01 P M	11 55 A M
Arr. Indianapolis	11 25 A M	11 45 P M	12 35 Noon
Lve. Indianapolis	11 30 A M	11 55 P M	12 40 Noon
Arr. Greencastle	12 28 Noon	1 00 A M	– –
Arr. Terre Haute	1 15 P M	1 56 A M	2 09 P M
Arr. Paris	1 43 P M	2 30 A M	– –
Arr. Charleston	2 21 P M	3 14 A M	– –
Arr. Mattoon	2 40 P M	3 40 A M	3 20 P M
Arr. Pana	3 48 P M	4 45 A M	– –
Arr. Litchfield	– –	– –	– –
Arr. St. Louis	5 58 P M	7 17 A M	6 10 P M

* Daily; † daily, except Sunday; ‡ stops to discharge passengers on C. & O. Ry.; ‡ stops to leave from Indianapolis and west thereof.

CHICAGO AND INDIANAPOLIS TO WASHINGTON, D.C.

(Via Big Four.)	No. 16	No. 20	No. 38	.....
Lve. Chicago	*10 15 A M	*1 00 P M	*11 45 P M	.....
Arr. Indianapolis	3 00 P M	6 05 P M	4 50 A M	.....
Lve. Indianapolis	3 10 P M	6 10 P M	4 55 A M	.....
Arr. Cincinnati	6 00 P M	8 50 P M	7 45 A M	.....
(Via Chesapeake & Ohio Ry.)	No. 8	No. 4	No. 2	.....
Lve. Cincinnati	*7 00 P M	*9 00 P M	*1201 Noon	.....
Arr. Huntington	11 10 P M	1 00 A M	4 10 P M	.....
Arr. Charleston	1 40 A M	3 25 A M	6 30 P M	.....
Arr. White Sulphur Springs	– –	– –	– –	.....
Arr. Virginia Hot Springs	9 40 A M	9 40 A M	.....	.....
Arr. Old Point Comfort	6 00 P M	6 00 P M	11 00 A M	.....
Arr. Washington	2 40 P M	2 40 P M	6 40 A M	.....

WASHINGTON, D.C., TO INDIANAPOLIS AND CHICAGO.

(Via Chesapeake & Ohio Ry.)	No. 15	No. 3-5	No. 1	.....
Lve. Washington	*2 00 P M	*11 10 P M	*8 30 P M	.....
Lve. Old Point Comfort	9 30 A M	4 30 P M	4 30 P M	.....
Lve. Virginia Hot Springs	7 55 P M	.....	7 55 P M	.....
Lve. White Sulphur Springs	– –	– –	– –	.....
Lve. Charleston	2 50 A M	12 00 Noon	5 35 A M	.....
Lve. Huntington	3 30 A M	12 20 Noon	5 55 A M	.....
Arr. Cincinnati	8 00 A M	5 00 P M	10 00 A M	.....
(Via Big Four.)	No. 15-41	No. 37	No. 17	.....
Lve. Cincinnati	*8 40 A M	*8 10 P M	*10 10 A M	.....
Arr. Indianapolis	11 25 A M	12 10 Night	12 35 Noon	.....
Lve. Indianapolis	11 35 A M	12 20 Night	12 45 Noon	.....
Arr. Chicago	5 25 P M	7 10 A M	8 00 P M	.....

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES "BIG FOUR ROUTE"

NEW YORK CENTRAL LINES

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

THROUGH TRAINS—CONDENSED SCHEDULES.

CINCINNATI TO NEW YORK AND BOSTON.

(Via Big Four.)	No. 46 New York & New Eng. Special.	No. 6 Mid-day Limited.	No. 26 New York Central Limited.	No. 18 Knickerbocker Special.	No. 28 Cleveland & New York Express.
Lve. Cincinnati	*8 30 A M	*12 10 Noon	*3 00 P M	*8 50 P M	*9 50 P M
Lve. Winton Place	8 48 A M	- -	3 17 P M	6 45 P M	9 46 P M
Lve. Dayton	10 02 A M	1 27 P M	4 14 P M	8 00 P M	11 20 P M
Lve. Springfield	10 45 A M	2 00 P M	4 47 P M	8 40 P M	12 10 Night
Lve. Columbus	11 50 A M	3 03 P M	5 43 P M	10 00 P M	2 05 A M
Lve. Delaware	12 26 Noon	- -	- -	10 38 P M	2 50 A M
Lve. Galion	1 20 P M	4 19 P M	6 57 P M	11 55 P M	4 10 A M
Arr. Cleveland	3 15 P M	6 00 P M	8 40 P M	1 50 A M	6 45 A M
(Via L. S. & M. S. Ry.)	No. 46	No. 6	No. 26	No. 18	No. 28
Lve. Cleveland	3 25 P M	6 10 P M	8 50 P M	2 10 A M	8 00 A M
Arr. Erie	5 38 P M	8 13 P M	- -	4 20 A M	11 05 A M
Arr. Dunkirk	6 39 P M	- -	- -	5 24 A M	12 30 Noon
Arr. Buffalo	7 50 P M	- -	.....	6 30 A M	2 00 P M
(Via N. Y. C. & H. R. R. R.)	No. 4	No. 6	No. 26	No. 18	No. 28
Lve. Buffalo	8 28 P M	- -	.....	7 45 A M	3 20 P M
Arr. Niagara Falls	8 48 P M	.....	.....	8 27 A M	4 15 P M
Arr. Rochester	10 58 P M	12 42 Night	- -	9 20 A M	5 00 P M
Arr. Syracuse	12 40 Night	2 21 A M	- -	11 05 A M	7 15 P M
Arr. Utica	1 55 A M	3 30 A M	- -	12 21 Noon	9 10 P M
Arr. Schenectady	- -	- -	- -	2 02 P M	11 57 P M
Arr. Albany	4 05 A M	5 27 A M	6 27 A M	2 30 P M	12 10 Night
Arr. New York	7 55 A M	9 11 A M	9 45 A M	6 55 P M	5 45 A M
(Via B. & A. R.R.)	No. 46	No. 10	No. 26	No. 18	.....
Lve. Albany	4 45 A M	8 55 A M	6 35 A M	2 40 P M	.....
Arr. Pittsfield	6 17 A M	10 30 A M	8 03 A M	4 15 P M	.....
Arr. Springfield	7 55 A M	12 10 Noon	9 25 A M	5 50 P M	.....
Arr. Worcester	9 30 A M	1 47 P M	10 47 A M	7 20 P M	.....
Arr. Boston	10 40 A M	2 55 P M	11 50 A M	8 30 P M	.....

NEW YORK AND BOSTON TO CINCINNATI.

(Via B. & A. R.R.)	No. 15 South-western Limited.	No. 17 Big Four Limited.	No. 41 South-west Empire.	No. 3 St. Louis & Cin. Special.	No. 37 Columbus & Cin. Express.
Lve. Boston	*11 30 A M	*2 00 P M	*10 00 A M	†4 20 A M	*7 35 P M
Lve. Worcester	12 40 Noon	3 11 P M	11 11 A M	5 59 A M	8 44 P M
Lve. Springfield	2 06 P M	4 40 P M	12 35 Noon	7 54 A M	10 18 P M
Lve. Pittsfield	4 10 P M	6 32 P M	2 26 P M	9 55 A M	12 18 Night
Arr. Albany	5 25 P M	7 50 P M	3 45 P M	11 40 A M	1 40 A M
(Via N. Y. C. & H. R. R. R.)	No. 11	No. 21	No. 41	No. 1	No. 37
Lve. New York	*2 45 P M	*6 30 P M	*12 40 Noon	*10 30 A M	*8 44 P M
Lve. Albany	5 39 P M	9 55 P M	4 00 P M	1 50 P M	2 00 A M
Lve. Schenectady	- -	- -	- -	2 21 P M	2 37 A M
Lve. Utica	d7 21 P M	11 55 P M	6 08 P M	4 00 P M	5 30 A M
Lve. Syracuse	8 26 P M	1 08 A M	7 23 P M	5 20 P M	7 30 A M
Lve. Rochester	9 50 P M	2 45 A M	8 10 P M	7 01 P M	9 50 A M
Lve. Niagara Falls	.....	11 10 P M	10 10 P M	7 25 P M	10 50 A M
Arr. Buffalo (East. time)	- -	4 23 A M	10 50 P M	8 45 P M	12 25 Noon
(Via L. S. & M. S. Ry.)	No. 11	No. 21	No. 41	No. 1	No. 37
Lve. Buffalo (Cent. time)	- -	3 30 A M	10 20 P M	7 55 P M	12 45 Noon
Lve. Dunkirk	- -	- -	11 12 P M	8 58 P M	2 06 P M
Lve. Erie	- -	5 17 A M	12 15 Night	10 10 P M	3 31 P M
Arr. Cleveland	1 30 A M	7 30 A M	2 35 A M	12 40 Night	6 35 P M
(Via Big Four).	No. 11	No. 21	No. 41	No. 11	No. 25
Lve. Cleveland	1 40 A M	7 40 A M	3 00 A M	1 40 A M	*8 00 P M
Arr. Galion	3 20 A M	9 25 A M	5 10 A M	3 20 A M	11 25 P M
Arr. Delaware	- -	- -	6 10 A M	- -	12 35 Night
Arr. Columbus	4 30 A M	10 40 A M	6 50 A M	4 30 A M	1 20 A M
Arr. Springfield	5 34 A M	11 44 A M	8 08 A M	5 34 A M	3 23 A M
Arr. Dayton	6 05 A M	12 28 Noon	8 55 A M	6 05 A M	4 40 A M
Arr. Winton Place	- -	1 39 P M	10 20 A M	- -	6 16 A M
Arr. Cincinnati	7 27 A M	1 55 P M	10 45 A M	7 27 A M	6 40 A M

CINCINNATI AND INDIANAPOLIS TO CHICAGO.

(Via Big Four.)	No. 15	No. 17	No. 21	No. 37	No. 35
Lve. Cincinnati	*8 40 A M	*.010 A M	*12 20 Noon	*8 10 P M	*11 45 P M
Arr. Lawrenceburg Jn.	9 13 A M	- -	- -	8 48 P M	- -
Arr. Greensburg	10 15 A M	11 33 A M	1 45 P M	11 05 P M	- -
Arr. Shelbyville	10 39 A M	- -	2 10 P M	11 29 P M	- -
Arr. Indianapolis	11 25 A M	12 35 Noon	2 55 P M	12 10 Night	2 30 A M
Lve. Indianapolis	11 35 A M	12 45 Noon	3 05 P M	12 20 Night	2 35 A M
Arr. La Fayette	1 25 P M	2 26 P M	4 45 P M	2 50 A M	4 25 A M
Arr. Kankakee	3 50 P M	4 30 P M	6 35 P M	5 20 A M	6 10 A M
Arr. Chicago	5 25 P M	6 00 P M	8 05 P M	7 10 A M	7 45 A M

CHICAGO TO INDIANAPOLIS AND CINCINNATI.

(Via Big Four.)	No. 14	No. 16	No. 20	No. 34	No. 38
Lve. Chicago	*8 50 A M	*10 15 A M	*1 00 P M	*9 05 P M	*11 45 P M
Lve. Kankakee	10 25 A M	11 43 A M	2 30 P M	10 50 P M	1 18 A M
Lve. La Fayette	12 40 Noon	1 26 P M	4 25 P M	1 20 A M	3 05 A M
Arr. Indianapolis	2 50 P M	3 00 P M	6 05 P M	3 30 A M	4 50 A M
Lve. Indianapolis	3 20 P M	3 10 P M	6 10 P M	3 45 A M	4 55 A M
Arr. Shelbyville	4 30 P M	3 52 P M	6 50 P M	- -	- -
Arr. Greensburg	5 15 P M	4 25 P M	7 20 P M	5 00 A M	- -
Arr. Lawrenceburg Jn.	6 30 P M	5 18 P M	c -	b -	- -
Arr. Cincinnati	7 30 P M	6 00 P M	8 50 P M	7 10 A M	7 45 A M

LOUISVILLE TO CHICAGO.

(Via Big Four.)	No. 15	47-37	.....	.....
Lve. Louisville	*8 00 A M	*8 45 P M	.....	.....
Lve. North Vernon	9 25 A M	10 05 P M	.....	.....
Lve. Greensburg	10 15 A M	11 06 P M	.....	.....
Arr. Indianapolis	11 25 A M	12 10 Night	.....	.....
Arr. La Fayette	1 25 P M	2 50 A M	.....	.....
Arr. Kankakee	3 50 P M	5 20 A M	.....	.....
Arr. Chicago	5 25 P M	7 10 A M	.....	.....

CHICAGO TO LOUISVILLE.

(Via Big Four.)	No. 16	No. 34	.....	.....
Lve. Chicago	*10 15 A M	*9 05 P M	.....	.....
Lve. Kankakee	11 43 A M	10 50 P M	.....	.....
Lve. La Fayette	1 25 P M	1 20 A M	.....	.....
Lve. Indianapolis	3 10 P M	3 45 A M	.....	.....
Lve. Greensburg	4 30 P M	5 05 A M	.....	.....
Arr. North Vernon	5 15 P M	5 55 A M	.....	.....
Arr. Louisville	6 50 P M	7 30 A M	.....	.....

THROUGH FLORIDA SERVICE

THROUGH DAILY SLEEPING CAR SERVICE between **CHICAGO, CHATTANOOGA, ATLANTA, MACON and JACKSONVILLE**

On the Following Schedule

FLORIDA LIMITED—Southbound (daily).

Lve. Chicago (12th Street Station)	(Big Four)	9 05 P M	.....
Lve. Indianapolis	"	3 45 A M	.....
Arr. Cincinnati	"	7 10 A M	.....
Lve. Cincinnati	(Queen & Crescent)	8 00 A M	.....
Arr. Chattanooga	"	6 00 P M	.....
Arr. Atlanta	(Southern Ry.)	11 00 P M	.....
Arr. Jacksonville	"	8 30 A M	.....
Arr. St. Augustine	(F. E. C.)	10 45 A M	.....

FLORIDA LIMITED—Northbound (daily).

Lve. St Augustine	(F. E. C.)	6 15 P M	.....
Lve. Jacksonville	(Southern Ry.)	7 55 P M	.....
Lve. Atlanta	"	5 30 A M	.....
Lve. Chattanooga	(Queen & Crescent)	10 25 A M	.....
Arr. Cincinnati	"	8 35 P M	.....
Lve. Cincinnati	(Big Four)	11 45 P M	.....
Arr. Indianapolis	"	2 30 A M	.....
Arr. Chicago (12th Street Station)	"	7 45 A M	.....

CINCINNATI AND INDIANAPOLIS TO ST. LOUIS.

(Via Big Four.)	41	21	27	47	43	17	....	....
	A M	Noon	P M	P M	P M	A M	....	....
Lve. Cincinnati	*8 40	*12 20	*3 00	*9 00	*9 10	*10 10	....	....
Lve. Greensburg	10 15	1 45	4 55	10 35	11 05	11 33	....	....
Arr. Indianapolis	11 25	2 56	6 20	11 46	12 10	12 35	....	....
Lve. Indianapolis	11 30	3 05	7 05	11 55	12 20	12 40	....	....
Arr. Terre Haute	1 15	4 37	8 48	1 56	2 25	2 09	....	....
Arr. Mattoon	2 40	6 07	10 20	3 40	4 05	3 17	....	....
Arr. St. Louis	5 58	9 15	2 00	7 17	7 30	6 10	....	....
.....	P M	P M	A M	A M	A M	P M	....	....

ST. LOUIS AND INDIANAPOLIS TO CINCINNATI.

(Via Big Four.)	16	20	24	44	46
	A M	Noon	P M	P M	P M
Lve. St. Louis	*8 50	*12 00	*8 00	*9 30	*11 55
Lve. Mattoon	11 55	2 55	11 30	12 50	3 38
Lve. Terre Haute	1 12	4 20	12 55	2 20	5 10
Arr. Indianapolis	3 00	6 05	3 20	4 20	7 20
Lve. Indianapolis	3 10	6 10	3 45	4 30	7 30
Arr. Greensburg	4 25	7 20	5 00	5 50	8 55
Arr. Cincinnati	6 00	8 50	7 10	7 35	10 55
.....	P M	P M	A M	A M	A M

c Stops to leave passengers from Indianapolis and points west; d stops to take passengers for Cleveland or beyond.

Trains marked * run daily; † daily, except Sunday; b stops to leave passengers from points west of Indianapolis.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES "BIG FOUR ROUTE"

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

THROUGH TRAINS—CONDENSED SCHEDULES.

PEORIA TO INDIANAPOLIS AND CINCINNATI.

(Via Big Four.)	No. 16	No. 18	No. 44	.....
Lve. Peoria	*7 25 A M	*1200 Noon	*8 00 P M	.....
Lve. Bloomington	9 15 A M	1 26 P M	9 45 P M	.....
Lve. Champaign	10 42 A M	2 40 P M	11 12 P M	.....
Lve. Danville	11 55 A M	3 41 P M	12 28 Night	.....
Lve. Crawfordsville	1 13 P M	5 02 P M	2 15 A M	.....
Arr. Indianapolis	2 35 P M	6 08 P M	3 30 A M	.....
Lve. Indianapolis	3 10 P M	8 10 P M	3 45 A M	.....
Arr. Shelbyville	3 52 P M	8 50 P M	– –	.....
Arr. Greensburg	4 25 P M	7 20 P M	5 00 A M	.....
Arr. Lawrenceburg Junction	5 18 P M	– –	– –	.....
Arr. Cincinnati	6 00 P M	8 50 P M	7 10 A M	.....

CINCINNATI AND INDIANAPOLIS TO PEORIA.

(Via Big Four.)	No. 15	No. 21	No. 47	.....
Lve. Cincinnati	*8 40 A M	*1220 Noon	*8 00 P M	.....
Lve. Lawrenceburg Junction	9 13 A M	– –	– –	.....
Lve. Greensburg	10 15 A M	1 45 P M	10 35 P M	.....
Lve. Shelbyville	10 39 A M	2 10 P M	– –	.....
Arr. Indianapolis	11 25 A M	2 55 P M	11 45 P M	.....
Lve. Indianapolis	11 55 A M	†5 00 P M	12 15 Night	.....
Lve. Crawfordsville	1 13 P M	6 33 P M	1 30 A M	.....
Lve. Danville	2 36 P M	8 02 P M	2 54 A M	.....
Arr. Champaign	3 47 P M	9 05 P M	3 58 A M	.....
Arr. Bloomington	5 15 P M	.....	5 35 A M	.....
Arr. Peoria	6 50 P M	.....	7 10 A M	.....

CINCINNATI TO FORT WAYNE.

.....	No. 123	No. 125	.....	.....
Lve. Cincinnati	†8 17 A M	†4 05 P M	.....	.....
Lve. Valley Junction	8 52 A M	4 45 P M	.....	.....
Lve. Harrison	9 10 A M	5 02 P M	.....	.....
Lve. Brookville	9 50 A M	5 40 P M	.....	.....
Lve. Connersville	10 50 A M	6 40 P M	.....	.....
Lve. Cambridge City	11 18 A M	7 04 P M	.....	.....
Lve. New Castle	11 45 A M	7 24 P M	.....	.....
Lve. Muncie	12 43 Noon	8 25 P M	.....	.....
Lve. Hartford City	1 11 P M	9 00 P M	.....	.....
Lve. Bluffton	1 53 P M	9 40 P M	.....	.....
Arr. Fort Wayne	2 40 P M	10 30 P M	.....	.....

FORT WAYNE TO CINCINNATI.

.....	No. 122	No. 126	.....	.....
Lve. Fort Wayne	.....	†1115 A M	.....	.....
Lve. Bluffton	.....	11 57 A M	.....	.....
Lve. Hartford City	.....	12 35 Noon	.....	.....
Lve. Muncie	.....	1 15 P M	.....	.....
Lve. New Castle	.....	1 55 P M	.....	.....
Lve. Cambridge City	.....	2 24 P M	.....	.....
Lve. Connersville	†7 00 A M	2 50 P M	.....	.....
Lve. Brookville	7 52 A M	3 45 P M	.....	.....
Lve. Harrison	8 30 A M	4 27 P M	.....	.....
Arr. Valley Junction	8 45 A M	4 45 P M	.....	.....
Arr. Cincinnati	9 30 A M	5 30 P M	.....	.....

INDIANAPOLIS TO FORT WAYNE.

(Via Big Four.)	No. 46	No. 10	No. 18	.....
Lve. Indianapolis	*7 30 A M	†1035 A M	*6 55 P M	.....
Lve. Anderson	8 25 A M	11 58 A M	7 50 P M	.....
Arr. Muncie	8 53 A M	12 35 Noon	8 18 P M	.....
(Via Ft. W. C. & L. R.R.)	No. 42	No. 38	No. 36	.....
Arr. Hartford City	*9 32 A M	†1 11 P M	†8 25 P M	.....
Arr. Montpelier	9 47 A M	1 27 P M	9 15 P M	.....
Arr. Bluffton	10 13 A M	1 53 P M	9 40 P M	.....
Arr. Fort Wayne	11 00 A M	2 40 P M	10 30 P M	.....

FORT WAYNE TO INDIANAPOLIS.

(Via Ft. W. C. & L.)	No. 39	No. 37	.....	.....
Lve. Fort Wayne	†6 40 A M	†1115 A M	.....	.....
Lve. Bluffton	7 25 A M	11 57 A M	.....	.....
Lve. Montpelier	7 50 A M	12 22 Noon	.....	.....
Lve. Hartford City	8 05 A M	12 35 Noon	.....	.....
(Via Big Four.)	No. 21	No. 19	.....	.....
Lve. Muncie	†8 45 A M	*1 32 P M	.....	.....
Lve. Anderson	9 20 A M	2 00 P M	.....	.....
Arr. Indianapolis	10 30 A M	3 00 P M	.....	.....

INDIANAPOLIS TO BENTON HARBOR.

(Via Big Four.)	No. 48	No. 34	No. 40	.....
Lve. Indianapolis	†6 55 A M	†1145 A M	*4 45 P M	.....
Arr. Anderson	8 05 A M	12 40 Noon	5 50 P M	.....
Lve. Anderson	8 10 A M	12 45 Noon	6 55 P M	.....
Lve. Alexandria	8 35 A M	1 09 P M	6 18 P M	.....
Lve. Fairmount	8 54 A M	1 29 P M	6 38 P M	.....
Lve. Marion	9 16 A M	1 47 P M	6 58 P M	.....
Lve. Wabash	9 55 A M	2 30 P M	7 35 P M	.....
Lve. North Manchester	10 26 A M	3 00 P M	8 01 P M	.....
Lve. Warsaw	11 06 A M	3 39 P M	8 34 P M	.....
Lve. Goshen	11 50 A M	4 25 P M	9 17 P M	.....
Lve. Elkhart	12 05 Noon	4 45 P M	9 35 P M	.....
Lve. Niles	12 45 Noon	5 25 P M	.....	.....
Lve. Berrien Center	1 00 P M	5 44 P M	.....	.....
Arr. Benton Harbor	1 30 P M	6 15 P M	.....	.....

BENTON HARBOR TO INDIANAPOLIS.

(Via Big Four.)	No. 33	No. 25	No. 39	.....
Lve. Benton Harbor	†7 30 A M	†1200 Noon	.....	.....
Lve. Berrien Center	8 00 A M	12 27 Noon	.....	.....
Lve. Niles	8 20 A M	12 45 Noon	.....	.....
Lve. Elkhart	8 57 A M	1 25 P M	*5 00 A M	.....
Lve. Goshen	9 16 A M	1 43 P M	5 17 A M	.....
Lve. Warsaw	10 03 A M	2 26 P M	5 57 A M	.....
Lve. North Manchester	10 52 A M	3 00 P M	6 30 A M	.....
Lve. Wabash	11 40 A M	3 30 P M	7 05 A M	.....
Lve. Marion	12 20 Noon	4 00 P M	7 35 A M	.....
Lve. Fairmount	12 39 Noon	4 17 P M	7 56 A M	.....
Lve. Alexandria	1 02 P M	4 38 P M	8 15 A M	.....
Arr. Anderson	1 30 P M	5 05 P M	8 40 A M	.....
Lve. Anderson	1 40 P M	5 08 P M	8 45 A M	.....
Arr. Indianapolis	2 40 P M	6 05 P M	9 50 A M	.....

CINCINNATI TO TOLEDO, DETROIT AND SANDUSKY.

(Via Big Four.)	No. 4	No. 12	No. 10	No. 26	No. 2
Lve. Cincinnati	.....	*8 20 A M	*1235 Noon	*3 10 P M	*9 20 P M
Lve. Winton Place	.....	8 36 A M	12 51 Noon	3 27 P M	9 36 P M
Lve. Middletown	.....	9 10 A M	1 34 P M	– –	10 15 P M
Lve. Franklin	.....	9 18 A M	1 45 P M	– –	10 25 P M
Lve. Miamisburg	.....	9 26 A M	1 55 P M	– –	10 33 P M
Lve. Dayton	.....	9 42 A M	2 15 P M	4 14 P M	11 00 P M
Arr. Springfield	.....	10 18 A M	2 55 P M	4 44 P M	11 45 P M
Lve. Springfield	†5 30 A M	10 30 A M	3 00 P M	†5 30 P M	12 01 Night
Lve. Urbana	5 54 A M	10 56 A M	3 24 P M	5 54 P M	12 36 Night
Lve. Bellefontaine	6 30 A M	11 28 A M	3 54 P M	6 40 P M	1 27 A M
Lve. Forest	7 39 A M	12 28 Noon	4 55 P M	7 46 P M	2 47 A M
Arr. Carey	8 02 A M	12 45 Noon	5 15 P M	8 10 P M	3 18 A M
Arr. Toledo	.....	2 10 P M	8 42 P M	.....	4 50 A M
Arr. Detroit (Mich. Cent.)	.....	4 00 P M	8 25 P M	.....	6 45 A M
Lve. Carey	8 02 A M	12 45 Noon	8 18 P M	8 18 P M	.....
Arr. Sandusky	9 35 A M	2 45 P M	10 10 P M	10 10 P M	.....

DETROIT, TOLEDO AND SANDUSKY TO CINCINNATI.

(Via Big Four.)	No. 1	No. 3	No. 9	No. 21	No. 43
Lve. Sandusky	.....	*1 40 P M	.....	†6 00 A M	†4 45 P M
Arr. Carey	.....	3 35 P M	.....	7 36 A M	6 32 P M
Lve. Detroit (Mich. Cent.)	*8 27 A M	*1235 Noon	*1035 P M	.....	.....
Lve. Toledo	10 30 A M	2 20 P M	12 50 Night	.....	.....
Lve. Carey	11 48 A M	3 35 P M	2 00 A M	7 36 A M	6 32 P M
Lve. Forest	12 08 Noon	3 53 P M	2 20 A M	8 00 A M	6 55 P M
Lve. Bellefontaine	1 03 P M	4 51 P M	2 40 A M	9 20 A M	8 35 P M
Lve. Urbana	1 28 P M	5 17 P M	3 57 A M	9 55 A M	9 12 P M
Arr. Springfield	1 50 P M	5 40 P M	4 25 A M	10 20 A M	9 35 P M
Lve. Springfield	1 55 P M	5 45 P M	4 30 A M	11 48 A M	.....
Arr. Dayton	2 40 P M	6 18 P M	5 13 A M	12 28 Noon	.....
Lve. Miamisburg	2 58 P M	6 28 P M	5 28 A M	– –	.....
Lve. Franklin	3 09 P M	6 36 P M	5 38 A M	– –	.....
Lve. Middletown	3 25 P M	6 46 P M	5 50 A M	– –	.....
Lve. Winton Place	4 05 P M	7 28 P M	6 45 A M	1 39 P M	.....
Arr. Cincinnati	4 25 P M	7 45 P M	7 05 A M	1 55 P M	.....

INDIANAPOLIS TO TOLEDO AND DETROIT.

(Via Big Four.)	No. 46-(2	No. 10	No. 18-2
Lve. Indianapolis	*7 30 A M	†1035 A M	*6 55 P M
Lve. Anderson	8 25 A M	11 58 A M	7 60 P M
Lve. Muncie	8 53 A M	12 35 Noon	8 18 P M
Lve. Winchester	9 21 A M	1 22 P M	8 47 P M
Lve. Union City	9 42 A M	1 45 P M	9 06 P M
Lve. Sidney	10 41 A M	2 50 P M	9 60 P M
Arr. Bellefontaine	11 20 A M	3 50 P M	10 25 P M
Lve. Bellefontaine	11 25 A M	3 54 P M	1 27 A M
Arr. Toledo	2 10 P M	6 42 P M	●4 50 A M
(Michigan Central.)	.....	.....	A M / A M
Lve. Toledo	2 16 P M	6 50 P M	4 55 / 7 05
Arr. Detroit	4 00 P M	8 25 P M	6 45 / 8 45

● Passengers may remain in Sleeper until 7 00 a.m.; Sleeper leaves Toledo for Detroit 7 05 a.m.

DETROIT AND TOLEDO TO INDIANAPOLIS.

(Via Michigan Central.)	No. 1-27	No. 3-43	No. 11-9
Lve. Detroit	*8 27 A M	*1235 Noon	*1035 / *805
Arr. Toledo	10 20 A M	2 10 P M	12 20 / 9 55
(Via Big Four.)	.....	.....	Night / P M
Lve. Toledo	10 30 A M	2 20 P M	12 30
Arr. Bellefontaine	12 59 Noon	4 51 P M	3 20 A M
Lve. Bellefontaine	3 00 P M	8 33 P M	4 42 A M
Lve. Sidney	– –	9 04 P M	– –
Lve. Union City	4 32 P M	9 57 P M	5 57 A M
Lve. Winchester	4 54 P M	– –	– –
Lve. Muncie	5 25 P M	10 43 P M	6 35 A M
Lve. Anderson	5 55 P M	11 15 P M	7 05 A M
Arr. Indianapolis	6 45 P M	12 10 Night	7 55 A M

Trains marked * run daily. † Daily, except Sunday. ‡ Sunday only.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES "BIG FOUR ROUTE"

NEW YORK CENTRAL LINES

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

CINCINNATI, INDIANAPOLIS AND CHICAGO TRAINS.

129	283	231	35	37	47	27	225	21	15	17	1	Mls.	*November 7, 1909.*	34	44	38	46	56	16	14	20	124	230	232	128
P M	P M	P M	P M	P M	P M	P M	Noon	Noon	A M	A M	A M			A M	A M	A M	A M		P M	P M	PM	A M	A M	A M	P M
†815	†530	‡600	*145	*310	*300	*3 00	12 30	*12 20	*840	*10 10	*620	0	lve. + ... **Cincinnati** ... ♂ arr.	7 10	7 35	7 45	10 55	....	6 08	7 50	8 50	6 35	7 30	8 45	5 50
6 26	....	....	Queen City Special.	Cincinnati and Chicago Night Exp.	St. Louis Special.	....	....	....	Indianapolis, Peoria and Chicago	....	....	3.3	" ..... Sedamsville ... ♂ lve.	Chicago, Louisville and Cincinnati Express.	Cincinnati Express.	Queen City Special.	....	....	....	....	White City Special.	6 20	....	....	....
6 28	5 40	6 10				....	12 44	....		....	6 32	4.5	" ..... South Side ..... "				....	....	....	....		6 19	7 15	8 33	....
6 33	5 46	5 15				....	12 46	....		....	6 38	6.5	" ... Andersons Ferry ... "				....	....	....	....		6 14	7 10	8 28	....
6 37	5 49	5 19				....	12 49	....		....	6 40	7.9	" ..... Trautman ..... ♂ "				....	....	....	....		6 09	7 05	8 24	....
6 43	5 55	5 25				....	12 55	....		....	6 44	10.7	" ..... Delhi ..... "				....	....	....	6 59		6 03	6 58	8 10	5 04
6 45	5 57	5 27	e			....	12 57	....		....	6 46	11.1	" ..... Sayler Park ..... "				....	....	....	6 57		6 00	6 56	8 17	5 03
6 46	5 58	5 28				....	12 58	....		....	....	11.6	" ..... Arden ..... "				....	....	....	....		5 59	6 53	8 16	....
6 47	6 00	5 30				....	1 00	....		....	6 49	12.0	" ..... Fern Bank ..... ♂ "				....	....	....	6 55		5 58	6 52	8 15	5 00
6 49	6 03	5 33				....	1 03	....		....	6 52	12.9	" ..... Addyston ..... "				....	....	....	6 52		5 55	6 49	8 12	4 57
6 52	—	5 36				....	1 06	....		....	....	14.3	" ..... Griffith ..... ♂ "				....	....	....	....		5 52	6 45	....	....
6 54	6 07	5 38				....	1 08	....		....	6 57	15.3	" ..... North Bend ..... "				....	....	....	6 48		5 50	6 42	8 07	4 52
6 58	6 09	5 40	e			....	1 10	....		....	7 00	16.1	" ..... Cleves ..... "				....	....	....	6 45		5 48	6 39	8 05	4 49
7 03	6 12	5 45				o828	o	1 13		b907	7 03	17.7	" . **Valley Junction** . ♂ "	y624	y658		....	....	....	6 40		†545	6 33	8 00	†445
P M	6 15	5 46				....		1 16			7 06	19.5	" .... Elizabethtown .... "				....	....	....	6 34		A M	6 29	7 55	P M
....	6 20	5 50		9 48		....	3 35	1 20		9 13	7 15	22.3	" ... **Lawrenceburg Jn.** ♂ "	a s			10 15	....	5 18	6 30		—	†624	†750	....
....	P M	P M				....	3 44	P M			7 26	27.0	" ..... Guilford ..... ♂ "				10 05	....		6 20		....	A M	A M	....
....	....	....				....	5 51	....			7 38	31.4	" .... Manchester ..... ♂ "				9 58	....		6 13		....			
....	....	....				....	4 00	....			7 43	30.8	" ..... Weisburg ..... ♂ "				9 49	....		6 07		....			
....	....	....				....	4 10	....			7 55	39.9	" ..... Sunman ..... ♂ "	w			9 42	....		6 00		....			
....	....	....				....	4 14	....			8 00	41.8	" ..... Spades ..... "				9 37	....		5 55		....			
....	....	....				....	4 20	....			8 08	45.3	" ..... Morris ..... "				9 32	....		5 48		....			
....	....	....		10 52		....	4 25	....			8 15	47.8	" + ... Batesville ..... "	5 24			9 26	....	4 47	5 43		....			
....	....	....				....	4 36	....			8 25	54.0	" ..... New Point ..... ♂ "				9 14	....		5 32		....			
....	....	....				....	g	....			8 34	58.5	" ..... McCoy ..... ♂ "					....		5 23		....			
....	....	....		11 05	10 35	4 55	....	1 45	10 15	11 33	8 50	62.4	lve. + .. **Greensburg** .. ♂ lve.	5 00	5 50		8 50	....	*425	5 15	7 20	....			
....	....	....		....	....	6 20	....	....	....	....	10 05	90.3	arr. + **Columbus, Ind.** ♂ lve.	....	....	....	†7 40	....	†140	....		....			
....	....	....				6 03	....				9 01	67.8	lve. ..... Adams ..... ♂ lve.				8 42	....		5 04		....			
....	....	....				6 13	....				9 08	72.7	" ..... St. Paul ..... ♂ "				8 35	....		4 52		....			
....	....	....				6 17	....				9 13	75.3	" ..... Waldron ..... "				8 29	....		4 46		....			
....	....	....		11 29	11 00	5 30	....	2 10	10 39	m	9 25	82.8	" + ... **Shelbyville** ... ♂ "	d424	5 17		8 15	....	5 52	4 30	6 55	....			
....	....	....				5 41	....	g2 20			9 37	89.3	" ..... **Fairland** ..... ♂ "				8 05	....		4 17		....			
....	....	....				5 53	....				9 54	96.6	" ..... Acton ..... "				7 54	....		4 02		....			
....	....	....				6 06	3				10 05	104.6	" ..... Beech Grove ..... "				7 43	....		3 44		2			
....	....	....	2 30	12 10	11 45	6 20	A M	2 55	11 25	12 35	10 2	100.6	arr. } + . **Indianapolis** . ♂ } lve.	3 45	*430	4 55	*730	....	3 10	3 50	6 19	A M			
....	....	....	2 35	12 20	P M	P M	†6 40	5 05	11 35	12 45	A M	109.6	lve. } (*Central time.*) { arr.	3 30	A M	4 50	A M	....	3 00	2 50	6 05	10 30			
....	....	....				....	7 01				....	120.4	" ..... Augusta ..... ♂ "					....				10 05			
....	....	....				....	7 10				....	125.5	" + ... Zionsville ..... ♂ "					....				9 54			
....	....	....				....	7 19				....	131.2	" ..... Whitestown ..... ♂ "					....				9 42			
....	....	....		1 26		....	7 31	3 49	12 24	1 32	....	138.0	" + ... **Lebanon** ..... ♂ "	2 34				....	2 16	1 50	5 18	9 30			
....	....	....				....	7 39				....	144.1	" ..... Hazelrigg ..... "					....				9 16			
....	....	....		1 49		....	7 46	4 02	12 38	1 47	....	148.1	" + ... Thorntown ..... ♂ "	2 14				....	2 03	1 34	5 05	9 08			
....	....	....		t		....	7 55	4 10			....	153.8	" + ... **Colfax** ..... ♂ "					....		1 25		8 55			
....	....	....				....	8 04	4 17			....	158.8	" .... **Clark's Hill** ... ♂ "					....		1 16		8 45			
....	....	....				....	8 10	4 22			....	162.2	" ..... Stockwell ..... "					....		1 08		8 38			
....	....	....				....	8 16				....	166.4	" ..... Crane ..... "					....				8 32			
....	....	....				....	8 25				....	171.4	" ..... Altamont ..... "					....				8 25			
....	....	....	4 25	2 50		....	8 38	4 45	1 25	2 25	....	174.6	arr. ..... **Lafayette** ..... lve.	1 20		3 05		....	1 25	12 40	4 25	8 17			
....	....	....	4 25	2 50		....	8 38	4 45	1 25	2 26	....	174.6	lve. + ... **Lafayette** .... ♂ arr.	1 20		3 05		....	1 25	12 40	4 26	8 17			
....	....	....				....	9 08		2 00		....	193.1	" .... **Templeton** .... ♂ lve.					....		12 09		7 45			
....	....	....				....	9 16				....	197.1	" ..... Atkinson ..... "					....		12 01		7 37			
....	....	....		3 42		....	9 20				....	199.4	" .... **Swanington** ... ♂ "					....		11 56		7 32			
....	....	....		3 49		....	9 26	5 27	2 19	3 07	....	202.9	" + ... Fowler ..... ♂ "	12 18				....	12 40	11 50	3 36	7 27			
....	....	....		4 03		5 9	9 37	5 38	2 30		....	209.4	" ..... Earl Park ..... ♂ "	12 05				....		11 38	3 26	7 16			
....	....	....		4 13		Noon	9 45		s		....	214.4	" ..... Raub ..... ♂ "	11 53			A M			11 29		7 07			
....	....	....		4 23		†12 45	9 54	5 50	2 49		....	219.5	" + ... **Sheldon** ..... ♂ "	11 43			9 15			11 20	3 10	6 59			
....	....	....				1 00	10 02		s303		....	223.3	" + ... Iroquois ..... ♂ "	c			8 55			11 12		6 51			
....	....	....		v		1 17	10 12		s310		....	227.8	" ..... Donovan ..... ♂ "	c			8 30			11 03		6 43			
....	....	....				1 36	10 23		s319		....	233.1	" ..... Beaverville ..... ♂ "	c			7 55			10 53		6 34			
....	....	....				2 00	10 43		s329		....	238.5	" + ... **St. Anne** ..... ♂ "	11 12			7 30			10 43		6 24			
....	....	....				2 37	10 54		s339		....	245.0	" ..... Aroma ..... ♂ arr.				6 50			10 33		6 14			
....	....	....	6 10	5 20		3 20	11 05	6 35	3 50	4 25	....	249.4	arr. + . [6] **Kankakee** .. ♂ lve.	10 50		1 18		†630	11 43	10 25	2 30	†600			
....	....	....		h		P M	A M				....	258.5	..... Manteno	p			A M					A M			
....	....	....		h							....	264.8	..... Peotone ..... ♂	p											
....	....	....		h							....	271.1	..... Monee ..... ♂	p											
....	....	....		h							....	277.1	..... Matteson ..... ♂	p											
....	....	....		h							....	281.7	..... Homewood												
....	....	....	h	h				h	h	h	....	285.2	..... Harvey	p		p			p	p	p				
....	....	....	h	6 36				h	h	h	....	290.	arr. .... **Kensington** .... lve.	p		p			p	p	p				
....	....	....	h	h				h	h	h	....	295.8	rr. .. **Grand Crossing** ... lve.	9 26		p			p	9 10	p				
....	....	....	7 20	6 51				7 50	5 09	5 45	....	297.4	arr. .. Woodlawn Park ... lve.	9 21		12 00				9 05	1 15				
....	....	....	7 30	6 55				7 54	5 12	5 48	....	298.7	arr. .... + **Hyde Park** .... lve.	8 18		11 57			10 27	9 02	1 12				
....	....	....	7 34	6 59				7 56	5 15	5 51	....	300.0	arr. } + **43d St., Chicago.** { lve.	8 14		11 54			10 24	8 59	1 08				
....	....	....	7 40	7 05				8 00	5 20	5 55	....	301.7	arr. } + **51st St., Chicago** { lve.	8 10		11 50			10 20	8 55	1 05				
....	....	....	7 45	7 10				8 05	5 25	6 00	....	303.8	arr. } + [6] **Chicago** .. ♂ { lve.	*905		*1145			*1015	*850	*100				
....	....	....	A M	A M				P M	P M	P M	....	....	*Ill. Cent. R.R.—Central time.*	P M		P M			A M	A M	PM				

* Daily; † daily, except Sunday; ‡ Sunday only; a stops to let off passengers from points west of Indianapolis; b stops to take from Whitewater Division for or via Indianapolis; c stops to leave from west of Arcana or take for east Templeton; d stops only to leave passenger from west of Lafayette, or to receive passengers for points on Michigan Division south of Greensburg; e stops Tuesday and Friday to leave from Cincinnati; g stops to take or leave P. F. & M. passengers; h stops to leave from east of Kankakee; t daily, except Saturday and Sunday; y stops to take for points on or via St. Louis Division or P. & E. Ry.; z Saturday only.

CHICAGO AND LOUISVILLE TRAINS.

34-31	16-33	STATIONS.	34-15	36-37
9 05 P M	10 15 A M	lve. ..... **Chicago** ..... arr.	5 25 P M	7 10 A M
1 20 A M	1 25 P M	lve. ..... **Lafayette** ..... arr.	1 25 P M	2 50 A M
3 30 A M	3 00 P M	arr. ..... **Indianapolis** ..... lve	11 35 A M	12 20 Night
3 45 A M	3 10 P M	lve. ..... **Indianapolis** ..... arr.	11 25 A M	12 10 Night
5 00 A M	4 25 P M	arr. ..... **Greensburg** ..... lve.	10 15 A M	11 05 P M
7 12 A M	6 31 P M	arr. ..... **Jeffersonville** ..... lve.	8 12 A M	8 66 P M
7 30 A M	6 50 P M	arr. ..... **Louisville** ..... lve.	8 00 A M	8 45 P M

THROUGH CAR SERVICE.—Nos. 36 and 31 have Pullman Palace Sleeping Cars between Louisville, Indianapolis and Chicago. Nos. 16 and 15 have Through Parlor Cars between Chicago and Louisville.

Additional Trains—Leave Cincinnati †8 17 a.m., †4 05, §6 46 p.m., arrive Valley Junction 8 52 a.m., 4 45 7 25 p.m. Leave Valley Junction †8 45 §6 50 a.m., arrive Cincinnati 9 30, 10 30 a.m.

m Stops to leave from C. & O. R R to take for poin s on St. Louis Div.; o stops to take from White Water Division; p stops to take for east of Kaukakee; q stops to leave from Cincinnati; r stops to leave from Indianapolis or points west thereof; s stops on Sunday; t stops Wednesday and Saturday to leave from Indianapolis; v stops to take for or via Kankakee; w stops Tuesdays, Wednesdays and Thursdays to take for Cincinnati; y stops to leave from White Water Division. [6] This company does not handle business locally between Kankakee, Chicago or intermediate points.

+ Coupon stations; ♂ Telegraph stations.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES
"BIG FOUR ROUTE"
CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

CLEVELAND AND CINCINNATI DIVISIONS.

53	49	25	43	31	33	27	21	1	41	11	45	Mls.	*November* 7, 1909.	46	6	26	10	42	18	28	44	22	24	4	16
	Legislative Limited.	Columbus and Cincinnati Exp.	The South West Mail.		Cleveland and Cincinnati Exp.	American Express.	Big Four Limited.		Southwest Empire.	Southwestern Limited.				New York and New England Special.	Midday Limited.	New York Central Limited.			Knickerbocker Special.	Cleveland and New York Exp.			American Express.		New York and Boston Exp.
....	P M	P M	P M	P M	Noon	A M	A M	A M	A M	A M	P M	....	LEAVE] [ARRIVE	P M	P M	P M	P M	P M	A M	A M	A M	A M	Noon	P M	P M
....	3 00	*9 00	*5 00	†3 30	*12 30	*11 35	*7 40	†6 30	*3 00	*1 40	†6 00	0	+...**Cleveland**...♁	3 16	6 00	8 40	†9 45	3 10	1 50	6 45	11 00	9 20	12 30	6 15	10 15
....	3 06	9 06	- -	3 35	- -	- -	- -	6 34	- -	- -	- -	0.6	.So. Water St. Depot.		- -	- -	9 40	- -	- -	6 40	- -	9 15	- -	6 10	-
....	3 13			3 43	- -	- -	- -	- -	- -	- -	- -	3.6	.... Clark Avenue..♁		- -	- -	- -	- -	- -		- -	9 03		6 02	-
....	3 20			3 50		- -	- -	6 45			- -	6.1	...... Linndale.....♁		- -		- -	- -	- -		- -	8 48		5 56	-
....	3 32			4 02				6 55			- -	12.5	+.....**Berea**.....♁		- -		9 13	- -			- -	8 37		5 47	-
....	3 40			4 09				7 00			- -	15.7	..... West View.....♁				9 08	- -			- -	8 31		5 41	-
....	3 45			4 15				7 04			- -	18.0	.....Columbia.....♁				9 04	- -			- -	8 25		5 36	-
....	3 50			4 22				7 10			- -	20.7	.... North Eaton..♁				9 00	- -			- -	8 18		5 30	-
....	4 00	8 46		4 33				7 18			6 34	25.4	+....**Grafton**....♁				8 53	- -		5 50	10 20	8 05		5 22	†
....	4 11	8 51		4 46	- -			7 25			- -	29.5	......La Grange....♁				8 46	- -		5 40	- -	7 56		5 14	-
....	4 27	10 03		5 00	1 22			7 36			6 46	36.5	+..**Wellington**....				8 33	- -		5 24	10 05	7 45		*5 00	x
....	P M	- -		5 10	- -			7 45			- -	42.0	......Rochester.....♁				8 23	- -		- -	- -	7 37		P M	-
....		10 21		5 21				7 56			7 01	47.5	+..New London.....				8 13	- -		- -	- -	7 28	11 11		x
....	...	10 33		5 35				8 10	- -		- -	54.9	......Greenwich......				8 00	- -		- -	9 42	7 14	- -	....	-
....	....	10 42		5 47	- -	- -		8 22	- -		- -	61.2	........Shiloh......♁				7 48	- -		4 48	- -	7 03	- -	....	-
....	....	10 55	6 25	5 59	2 06	- -		8 34	4 36	- -	7 32	67.2	+.....**Shelby**.....♁	1 47	- -		7 38	h -	12 18	4 36	9 25	6 52	10 42	....	8 36
....	....	- -	- -	6 09	- -	- -	- -	8 41	- -	- -	- -	70.3	...... **Vernon**.....♁	- -	- -		7 26	- -	- -	- -	- -	6 43	- -	....	- -
....	....	11 10	6 41	8 20	2 21	1 13	- -	8 54	4 54	- -	7 47	75.7	+...**Crestline**...♁	1 30	- -	- -	7 18	h -	12 04	4 20	9 10	6 34	10 25	....	8 20
....	....	11 25	6 55	9 30	2 33	1 26	9 25	9 05	5 10	3 20	8 00	79.9	arr.+..**Galion**♁..lve.	1 20	4 19	6 57	7 05	*1 05	11 55	4 10	9 00	†6 25	*10 15	5 2	*8 10
P M	....	11 25	P M	P M	2 33	P M	9 25	9 27	5 20	3 20	8 00	79.9	lve.....**Galion**....arr.	1 20	4 19	6 57	6 50	P M	11 35	4 10	9 00	A M	A M	A M	P M
†1 35	....	- -			- -		- -	9 45	- -	- -	8 12	85.7	......St. James....♁		- -	- -	6 15		- -	- -	8 44			11 23	....
2 00	....	11 54	....	....		....	- -	9 58	- -	- -	8 26	92.8	+.....**Edison**.....♁		- -	- -	6 00	....	- -	- -	8 33	....	....	10 45	....
2 25	....	12 03	....	....		....	- -	10 08	5 45	- -	8 33	97.4	+...Cardington...♁		- -	- -	5 49	....	- -	3 20	8 25	....	....	10 08	....
3 00	....	- -	....	....		....	- -	10 18	- -	- -	8 47	104.4	.......Ashley.......♁		- -	- -	5 34	....	- -	- -	8 13	....	....	9 00	....
3 43	....	- -	....	....		....	- -	10 24	- -	- -	- -	108.8	.... Leonardsburg...♁		- -	- -	5 28	....	- -	- -	- -	....	....	8 28	....
4 05	....	12 35	....	....	3 15	....	- -	10 35	6 10	- -	9 02	114.0	+...**Delaware**....♁	12 26	- -	- -	5 14	....	10 38	2 50	7 58	....	....	7 58	
4 15	....	- -	....	....		....	- -	10 42	- -	- -	- -	118.2	........Berlin........	- -	- -	- -	5 03	....	- -	- -	- -	....	....	7 20	
4 27	....	- -	....	....		....	- -	10 50	- -	- -	9 17	122.1	.... Lewis Center..♁	- -	- -	- -	4 55	....	- -	- -	7 44	....	....	7 10	
4 45	....	- -	....	....		....	- -	10 57	- -	- -	- -	127.2	.... Flint........♁	- -	- -	- -	4 45	....	- -	- -	- -	....	....	6 50	
4 55	....	- -	....	47	- -	1	- -	11 00	- -	- -	- -	129.7	.....Worthington.....	- -	- -	- -	4 40	14	- -	- -	- -	30	....	6 34	
5 20	15	1 20	....	P M	3 55	Noon	10 40	11 15	6 50	4 30	9 40	138.0	ar.+**Columbus**♁lv.	11 50	3 03	5 43	4 20	P M	10 00	2 05	†7 20	A M	....	†6 00	
P M	†6 40	1 55	....	*5 46	4 05	†12 30	10 45	A M	7 00	4 35	P M	138.0	lve.**Columbus**..arr.	11 45	3 00	5 40	4 10	8 30	8 55	1 55	A M	9 30	....	A M	
....	- -	- -	....	5 58		12 43	- -		- -	- -		144.7	.......Avenue......♁	- -	- -	- -	- -	- -	- -	- -		9 14	....		
....	- -	- -	....	6 04		12 49	- -	....	- -	- -	....	148.1	......Galloway......♁	- -	- -	- -	- -	8 12	- -	- -	....	9 09	....	....	
....	- -	- -	....	6 10		12 54	- -	....	- -	- -	....	151.6	.... Georgesville....♁	- -	- -	- -	- -	8 06	- -	- -	....	9 03	....	....	
....	7 03	- -	....	6 16	- -	12 59	- -	....	- -	- -	....	154.8	.... Lilly Chapel..♁	- -	- -	- -	- -	8 00	- -	- -	....	8 57	....	....	
....	7 13	2 44	....	6 27	4 44	1 10	- -	....	s s	- -	....	163.5	+....**London**.....♁	11 10	- -	- -	3 29	7 49	9 13	1 05	....	8 45	....	....	
....	- -	- -	....	- -	- -	- -	- -	....	- -	- -	....	167.7	.......Myers.......♁	- -	- -	- -	- -	- -	- -	- -	....	- -	....	....	
....	- -	- -	3	6 39	- -	1 22	- -	....	d -	- -	9	172.4	..... Plattsburg....♁	- -	- -	- -	- -	7 37	- -	a -	....	8 32	12	2	
....	7 40	3 23	P M	6 55	6 15	†1 40	11 44	....	8 08	5 31	A M	183.2	arr.+**Springfield**..lve.	10 45	2 00	4 47	†3 00	7 20	8 40	12 30	....	8 15	A M	P M	
....	7 45	3 45	*5 45	7 05	6 20	*1 55	11 43	....	8 15	5 34	*4 30	183.2	lve... **Springfield**♁arr.	10 35	1 57	4 44	*2 55	7 15	8 36	12 10	....	8 08	10 18	11 45	
....	- -	- -	- -	- -	- -	- -	- -	....	- -	- -	- -	188.0	.... Cold Springs....	- -	- -	- -	- -	- -	- -	- -	....	7 59	- -	- -	
- -	- -	- -	- -	7 17	- -	- -	- -	....	s -	- -	- -	190.7	+.......Enon......♁	- -	- -	- -	- -	7 01	- -	- -	....	7 55	- -	- -	
....	8 03	- -	- -	7 27	- -	2 13	- -	....	s -	- -	- -	196.7	+.....Osborn......♁	- -	- -	- -	- -	6 51	- -	- -	....	7 42	- -	- -	
	- -	- -	- -	- -	- -	- -	- -	....	- -	- -	- -	199.9	........Simms.......♁	- -	- -	- -	- -	- -	- -	- -	....	- -	- -	- -	
	8 25	4 40	8 16	7 45	5 55	2 40	12 28	....	8 55	6 05	5 13	207.5	arr..+**Dayton**...lve.	10 02	1 27	4 14	2 15	6 30	8 00	11 20	....	*7 25	9 42	11 00	
	8 25	4 40	8 16		5 55	2 40	12 28	....	8 55	6 05	5 13	207.5	lve.....**Dayton**♁.arr	10 02	1 27	4 14	2 10	6 30	8 00	11 20	....		9 42	11 00	
	8 35	- -	- -	□7	- -	- -	- -	....	s s	- -	- -	214.8	...West Carrollton.♁	- -	- -	- -	- -	6 11	- -	- -	....	□4	- -	- -	
	8 39	- -	6 28	A M	- -	2 58	- -	105	s s	- -	5 28	217.4	+...Miamisburg...♁	- -	- -	- -	1 55	6 08	- -	- -	102	A M	9 26	10 35	
	8 48	- -	6 36	†10 10	- -	3 09	- -	A M	z s	- -	5 38	223.6	+....**Franklin**....♁	- -	- -	- -	1 46	5 55	- -	- -	P M	8 46	9 18	10 25	
	8 58	5 25	6 45	10 18	6 30	3 23	12 59	*5 53	9 34	6 33	5 49	229.7	+..**Middletown**..♁	9 29	12 56	- -	1 34	5 44	7 26	10 30	7 10	8 36	9 10	10 15	
	- -	- -	- -	10 26	- -	- -	- -	6 00	- -	- -	- -	234.4	.......Monroe.....♁	- -	- -	- -	- -	- -	- -	- -	6 59	8 30	- -	- -	
	- -	- -	- -	10 30	- -	- -	- -	6 05	- -	- -	- -	236.5	.... Kyle's.....♁	- -	- -	- -	- -	- -	- -	- -	6 54	8 26	- -	- -	
		- -	- -	10 35	- -	- -	- -	6 11	- -	- -	- -	238.7	.......Hughes......♁	- -	- -	- -	- -	- -	- -	- -	6 47	8 21	- -	- -	
		- -	- -	10 40	- -	- -	- -	6 17	- -	- -	- -	240.9	.... Mauds.....♁	- -	- -	- -	- -	- -	- -	- -	6 43	8 17	- -	- -	
		- -	- -	10 44	- -	- -	- -	6 22	- -	- -	- -	243.1	...West Chester....♁	- -	- -	- -	- -	- -	- -	- -	6 33	8 12	- -	- -	
		- -	- -	10 47	- -	- -	- -	6 26	- -	- -	- -	245.2	........Gano........	- -	- -	- -	- -	- -	- -	- -	6 27	8 09	- -	- -	
		g -	- -	10 50	- -	- -	- -	6 29	- -	- -	- -	246.9	.....Sharonville...♁	- -	- -	- -	- -	5 17	- -	- -	6 22	8 05	- -	- -	
	- -	- -	- -	- -	- -	- -	- -	6 33	- -	- -	- -	248.8	......Evendale......	- -	- -	- -	- -	- -	- -	- -	6 18	- -	- -	- -	
	9 30	- -	- -	10 58	- -	3 57	- -	6 37	x e	- -	b -	251.3	......Lockland....♁	- -	- -	- -	- -	5 10	- -	- -	6 12	7 58	8 45	9 45	
	- -	- -	- -	- -	- -	- -	- -	6 39	- -	- -	- -	251.9	..Arlington Heights..	- -	- -	- -	- -	- -	- -	- -	6 10	7 56	- -	- -	
	9 32	- -	n -	11 01	- -	- -	- -	6 41	- -	- -	- -	252.3	...... .Hartwell......	- -	- -	- -	- -	5 08	- -	- -	6 08	7 55	- -	- -	
		- -	- -	11 03	- -	- -	- -	6 43	- -	- -	- -	252.6	...South Hartwell...	- -	- -	- -	- -		- -	- -	6 06	- -	- -	- -	
		- -	- -	- -	- -	- -	- -	6 45	- -	- -	- -	253.3	..... Edgemont...♁	- -	- -	- -	- -	- -	- -	- -	6 05	- -	- -	- -	
		- -	- -	11 07	- -	- -	- -	6 47	- -	- -	- -	253.6	......Carthage.......	- -	- -	- -	- -	- -	- -	- -	6 04	7 52	- -	- -	
		- -	- -	- -	- -	- -	- -	6 49	- -	- -	- -	254.1	..... Longview.....	- -	- -	- -	- -	- -	- -	- -		- -	- -	- -	
		- -	- -	11 10	- -	- -	- -	6 51	- -	- -	- -	254.5	......Elmwood......	- -	- -	- -	- -	- -	- -	- -	6 02	7 51	- -	- -	
	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	254.9	.....St. Bernard.....	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	....
	- -	- -	- -	- -	- -	- -	- -	6 53	- -	- -	- -	254.9	...... Ivorydale....♁	- -	- -	- -	- -	- -	- -	- -	6 01	- -	- -	- -	....
	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	256.0	Ivorydale Junction ♁	- -	- -	- -	- -	- -	- -	- -	5 59	- -	- -	- -	....
	9 42	6 16	7 29	11 17	7 07	4 05	1 39	7 03	10 20	- -	6 45	256.7	+.. Winton Place..♁	8 48	- -	3 15	12 51	5 02	6 45	9 46	5 57	7 46	8 36	9 36	....
....	10 00	6 40	7 45	11 35	7 25	4 25	1 55	7 22	10 45	7 27	7 05	2?3.4	+..**Cincinnati**..♁	*8 30	*12 10	*3 00	*12 35	†4 45	*6 30	*9 30	*5 40	†7 30	*8 20	*9 20	....
....	A M	A M	P M	A M	P M	P M	P M	A M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	Noon	P M	Noon	P M	P M	P M	P M	A M	A M	P M	....

□Runs to and from Franklin Junction; not to or from Franklin. STANDARD—*Central time.*

* Daily; † daily, except Sunday; ‡ Sunday only; *a* stops Saturday night only to leave from Springfield; *b* stops to leave from east of Middletown.

DELAWARE AND SPRINGFIELD BRANCH.

No. 203	No. 201	Mls	*November* 7, 1909.	No. 202	No. 204	....
....	....	....	LEAVE] [ARRIVE	....	....	....
†3 20 P M	†6 00 A M	0	+....**Delaware**....♁	12 20 Noon	7 15 P M	....
3 30 "	- -	4.2	.........Scioto.........	- -	- -	....
3 35 "	6 10 "	5.0	.....White Sulphur...♁	12 06 Noon	7 01 "	....
3 41 "	6 16 "	8.6	.......Ostrander.....♁	11 59 A M	6 56 "	....
3 51 "	6 25 "	13.4	.... Dover.......♁	11 52 "	6 48 "	....
3 59 "	6 32 "	16.9	+.... **Marysville**....♁	11 45 "	6 40 "	....
4 08 "	6 42 "	22.5	+.**Milford Centre**.♁	11 35 "	6 30 "	....
4 17 "	6 51 "	27.0	..........Irwin.......♁	11 27 "	6 20 "	....
4 26 "	7 01 "	32.0	+..Mechanicsburg..♁	11 18 "	6 10 "	....
4 39 "	7 12 "	38.7	........Catawba......♁	11 07 "	5 58 "	....
4 48 "	7 18 "	42.8	........Moorfield.....♁	11 01 "	5 52 "	....
5 10 P M	7 35 A M	40.8	+...**Springfield**...♁	†10 47 A M	†5 35 P M	....
....	....	....	ARRIVE] [LEAVE	....	....	....

Additional Trains—Leaves Sharonville †5 35 a.m., arriving Cincinnati 6 30 a.m. Leaves Cincinnati †6 04 p.m., arriving Sharonville 6 50 p.m. Leaves Franklin Junction †6 37 p.m., arrives Cincinnati 7 10 p.m. Leaves Cincinnati †4 00 p.m., arriving Franklin Junction 5 30 p.m.

MOUNT GILEAD SHORT LINE RAILROAD.

Trains leave Mt. Gilead †8 20, †9 40 a.m., †1 45, †5 45, †8 10 p.m., arriving **Edison** (2.2 miles) 8 30, 9 50 a.m., 1 55, 5 55, 8 20 p.m. Returning, leave Edison †8 35, †10 00 a.m., †2 00, †6 00, †8 25 p.m., arriving Mt. Gilead 8 45, 10 10 a.m., 2 10, 6 10, 8 35 p.m. *Nov.* 7, 1909.

d Stops to take for points west of Springfield; *e* stops Sunday to discharge passengers; *g* stops Sunday to take passengers; *h* stops to leave passengers from points west of Galion; *n* stops to leave from Dayton and points east; *s* stops Sunday; *x* stops to leave from Indianapolis and points west; *y* stops to take for Springfield and beyond; *z* stops to leave from east of Columbus. ¡ Meals. + Coupon stations; ♁ Telegraph stations.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES "BIG FOUR ROUTE"

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

CLEVELAND AND INDIANAPOLIS TRAINS.

51	25	5	33	39	7	43	27	21	41	11	Mls.	December 2, 1909.	26	16	18	24	46	10	48	34	40	50
						P M	A M	A M	A M	A M		LEAVE | ARRIVE	P M	P M	A M	Noon	P M	P M				
						*5 00	*1135	*7 40	*3 00	*140	0	+ ...Cleveland ... ♁	8 40	10 15	1 50	12 30	3 15	9 45				
						- -	- -	- -	- -	- -	0.6	... South Water St . ♁	- -	- -	- -	- -	- -	9 40				
						- -	- -	- -	- -	- -	3 6	.... Clark Avenue .. ♁	- -	- -	- -	- -	- -	- -				
						- -	- -	- -	- -	- -	6.2	..... Linndale .... ♁	- -	- -	- -	- -	- -	- -				
						- -	- -	- -	- -	- -	8.1	.... West Linndale....	- -	- -	- -	- -	- -	- -				
						- -	- -	- -	- -	- -	12.5	..... Berea ..... ♁	- -	- -	- -	- -	- -	9 13				
						- -	- -	- -	- -	- -	15.7	..... West View.... ♁	- -	- -	- -	- -	- -	9 08				
						- -	- -	- -	- -	- -	18.0	..... Columbia .... ♁	- -	- -	- -	- -	- -	9 04				
						- -	- -	- -	- -	- -	20.7	..... North Eaton... ♁	- -	- -	- -	- -	- -	9 00				
						- -	- -	- -	- -	- -	25.4	+ ..... Grafton .... ♁	- -	- -	- -	- -	- -	8 53				
						- -	- -	- -	- -	- -	29.5	..... La Grange.... ♁	- -	- -	- -	- -	- -	8 46				
						- -	- -	- -	- -	- -	36.5	+ .. Wellington .. ♁	- -	x	- -	- -	- -	8 33				
						- -	- -	- -	- -	- -	42.0	..... Rochester.... ♁	- -	x	- -	- -	- -	8 23				
						- -	- -	- -	- -	- -	47.5	..... New London.....	- -	x	- -	11 11	- -	8 13				
						- -	- -	- -	- -	- -	54.9	..... Greenwich.....	- -	- -	- -	- -	- -	8 00				
						- -	- -	- -	- -	- -	61.2	..... Shiloh ..... ♁	- -	- -	- -	- -	- -	7 48				
						6 25	- -	- -	4 36	- -	67.2	+ ..... Shelby ..... ♁	- -	8 36	12 16	10 42	1 47	7 36				
						- -	- -	- -	- -	- -	70.3	..... Vernon ..... ♁	- -	- -	- -	- -	- -	7 26				
						6 41	1 13	- -	4 54	- -	75.7	+ ... Crestline ... ♁	- -	8 20	12 04	10 25	1 30	7 16				
		P M				6 55	1 25	9 25	5 10	3 20	79.8	arr... + Galion ♁ ...lve.	6 57	8 10	11 55	10 15	1 20	7 05				
		†3 45				6 56	1 26	9 25	5 20	3 20	79.8	lve.... Galion.... arr.	6 53	8 05	11 50	10 05	1 00	6 15				
		4 00				- -	- -	- -	- -	- -	87.6	..... Martel ..... ♁	- -	- -	- -	- -	- -	5 54				
		4 08				- -	- -	9 43	- -	- -	91.7	..... Caledonia.... ♁	- -	- -	- -	9 43	- -	5 46				
		4 27				7 30	1 55	10 05	5 53	- -	101.4	+ ..... Marion ..... ♁	- -	7 30	11 18	9 25	12 25	5 27				
		- -						- -	- -	- -	107.0	..... Longville .... ♁	- -	- -	- -	- -	- -	- -				
		4 45					- -	10 20	- -		110.7	..... Agosta..... ♁	- -	- -	- -	9 06		5 05				
		4 53					- -	10 27	- -		114.4	+ ..... La Rue..... ♁	- -	- -	- -	8 58		4 53				
		- -					- -	- -	- -		121.0	..... Marsh..... ♁	- -	- -	- -	- -		- -				
		5 08					- -	10 40	- -		122.1	..... Mt. Victory... ♁	- -	- -	- -	8 45		4 40				
		5 14					- -	10 47	- -		125.2	+ ... Ridgeway ... ♁	- -	- -	- -	8 38		4 33				
		5 22					- -	- -	- -		128.8	..... Big Springs	- -	- -	- -	- -		4 25				
		5 30					- -	11 05	- -		131.8	.... Rushsylvania .. ♁	- -	- -	- -	8 29		4 19				
		5 44					- -	- -	- -		134.6	..... Harper ..... ♁	- -	- -	- -	- -	- -	4 13				
A M		‖5 52				8 28	2 53	11 20	6 56	4 37	140.7	arr. { + Belle- ‖lve.	5 32	6 37	10 30	8 10	11 25	4 00				P M
†6 05		6 07				8 33	3 00	11 25	7 05	4 42	140.7	lve. { fontaine ♁ } arr.	5 27	6 32	10 25	8 00	11 20	3 50				4 38
- -		8 21				- -	- -	- -	- -	- -	146.0	..... Gretna..... ♁	- -	- -	- -	- -	- -	3 37				- -
6 48		8 31				- -	- -	- -	7 20	- -	150.2	+ ..... DeGraff ..... ♁	- -	6 16	- -	7 38	- -	3 27				3 53
8 00		8 40				- -	- -	- -	7 28	- -	153.3	+ ..... Quincy ..... ♁	- -	- -	- -	7 28	- -	3 18				3 18
8 07		8 47				- -	- -	- -	7 36	- -	156.8	..... Pemberton.....	- -	- -	- -	- -	- -	3 05				2 14
- -		- -				- -	- -	- -	- -	- -	159.2	..... Mix..... ♁	- -	- -	- -	- -	- -	- -				- -
11 40		7 02				9 04	- -	11 55	7 48	- -	163.6	+ ..... Sidney ..... ♁	- -	5 58	8 50	7 08	10 41	2 50				2 00
- -		- -				- -	- -	- -	- -	- -	165.7	..... Spafford ..... ♁	- -	- -	- -	- -	- -	- -				- -
- -		7 14				- -	- -	- -	- -	- -	168.3	..... Hardin	- -	- -	- -	- -	- -	2 38				9 54
- -		7 21				- -	- -	- -	- -	- -	172.3	..... Dawson.....	- -	- -	- -	- -	- -	2 32				9 49
1 22		7 24				- -	- -	- -	8 09	- -	173.5	..... Houston..... ♁	- -	- -	- -	6 47	- -	2 30				9 47
1 30		7 32				- -	- -	- -	- -	- -	177.5	..... Russia.....	- -	- -	- -	a -	- -	2 22				9 40
2 15		7 38				- -	- -	- -	8 24	- -	181.6	+ ... Versailles.... ♁	- -	5 34	- -	- -	10 12	2 15				9 11
2 45		7 48				- -	- -	- -	- -	- -	186.6	..... Dawn.....	- -	- -	- -	- -	- -	2 06				8 48
- -		7 55				- -	- -	- -	8 40	- -	189.6	+ .... Ansonia .... ♁	- -	5 24	- -	- -	9 57	2 00				8 40
3 45		8 00				- -	- -	- -	- -	- -	193.4	..... Elroy ..... ♁	- -	- -	- -	- -	- -	1 53				7 30
4 15		8 10			A M	9 57	4 32	12 45	9 02	5 57	198.7	arr. Union City ♁ lve.	4 15	5 12	9 06	5 57	9 42	1 45				†7 15
P M		P M			†7 40	9 57	4 32	12 45	9 02	5 57	198.7	lve. + Union City arr.	4 15	5 12	9 06	5 57	9 42	1 45				A M
					7 47	- -	- -	- -	- -	- -	202.6	..... Harrisville ... ♁	- -	- -	- -	- -	- -	1 32				
					7 58	- -	4 54	12 58	9 21	- -	208.2	+ .. Winchester .. ♁	- -	4 54	8 47	5 40	9 21	1 22				
					8 13	- -	- -	- -	- -	- -	215.9	+ ..... Farmland..... ♁	- -	- -	- -	- -	- -	1 08				
					8 21	- -	- -	- -	- -	- -	220.0	..... Parker City ... ♁	- -	- -	- -	- -	- -	12 55				
					8 27	- -	- -	- -	- -	- -	223.4	+ ..... Selma..... ♁	- -	- -	- -	- -	- -	12 48				
					8 45	10 43	5 25	1 32	9 53	6 35	229.7	+ ..... Muncie..... ♁	3 34	4 25	8 19	5 09	8 53	12 35				
					8 56	- -	- -	- -	- -	- -	235.5	..... Yorktown..... ♁	- -	- -	- -	- -	- -	12 22				
					9 04	- -	- -	- -	- -	- -	240.1	..... Daleville..... ♁	- -	- -	- -	- -	- -	12 15				
					- -	- -	- -	- -	- -	- -	242.4	..... Chesterfield ... ♁	- -	- -	- -	- -	- -	12 10				
	P M		P M	A M	- -	- -	- -	- -	- -	- -	245.6	..... Gridley ..... ♁	- -	- -	- -	- -	- -	- -	A M	Noon	P M	
	†5 08		†1 40	*8 45	9 20	11 15	5 55	2 00	10 20	7 05	247.5	+ .... Anderson.... ♁	3 10	3 57	7 50	4 35	8 25	11 58	8 05	12 40	5 50	
	- -		- -	- -	- -	- -	- -	- -	- -	- -	247.4	... South Anderson . ♁	- -	- -	- -	- -	- -	- -	- -	- -	- -	
	- -		- -	- -	- -	- -	- -	- -	- -	- -	249.9	..... Wainwright ... ♁	- -	- -	- -	- -	- -	- -	- -	- -	- -	
	- -		- -	- -	- -	- -	- -	- -	- -	- -	253.0	..... Taft..... ♁	- -	- -	- -	- -	- -	- -	- -	- -	- -	
	- -		- -	w -	9 33	- -	- -	- -	- -	- -	255.5	+ .... Pendleton .... ♁	- -	- -	- -	- -	- -	11 42	- -	- -	5 34	
	- -		- -	- -	- -	- -	- -	- -	- -	- -	258.1	..... Raleigh ..... ♁	- -	- -	- -	- -	- -	- -	- -	- -	- -	
	- -		- -	- -	- -	- -	- -	- -	- -	- -	260.3	..... Ingalls..... ♁	- -	- -	- -	- -	- -	11 35	- -	- -	- -	
	- -		- -	w -	9 45	- -	- -	- -	- -	- -	263.0	..... Fortville..... ♁	- -	- -	- -	- -	- -	11 29	- -	- -	5 17	
	- -		- -	- -	9 53	- -	- -	- -	- -	- -	267.9	..... McCord ..... ♁	- -	- -	- -	- -	- -	11 20	- -	- -	5 12	
	- -		- -	- -	9 57	- -	- -	- -	- -	- -	269.7	..... Oaklandon	- -	- -	- -	- -	- -	11 16	- -	- -	5 08	
	- -		- -	- -	10 02	- -	- -	- -	- -	- -	274.5	..... Lawrence .... ♁	- -	- -	- -	- -	- -	11 06	- -	- -	- -	
	- -		- -	- -	- -	- -	- -	- -	- -	- -	279.0	..... Belt Junction .. ♁	- -	- -	- -	- -	- -	- -	- -	- -	- -	
	- -		- -	- -	10 15	- -	- -	- -	- -	- -	279.4	..... Brightwood.... ♁	- -	- -	- -	- -	- -	10 55	- -	- -	- -	
	- -		2 28	- -	10 25	- -	- -	- -	- -	- -	281.8	+ Massachusetts Av. ♁	- -	- -	- -	- -	- -	10 45	7 00	11 51	- -	
	6 05		2 40	9 50	10 30	12 10	8 45	3 00	11 15	7 55	283.7	... Indianapolis . ♁	*2 20	*3 05	*6 55	*3 35	*7 30	†10 35	†6 55	†11 45	*4 45	
	P M		P M	A M	A M	Night	P M	P M	A M	A M		ARRIVE] [LEAVE	P M	P M	P M	A M	A M	A M	A M	A M	P M	
						7 30	2 00	9 15	6 58	1 45	548.8	.....St. Louis.....	*8 45	*8 50	*1 00	*8 00	*11 55					
						A M	A M	P M	P M	P M		ARRIVE] [LEAVE	A M	A M	P M	P M	P M					

For Local Service between Indianapolis and St. Louis, see following page.

EXPLANATION OF SIGNS.

Trains marked * run daily; † daily, except Sunday; ♁ Sunday only.

a Stops Saturdays only to take passengers; x stops to leave from Indianapolis and points west; w stops to leave from north of Anderson.

+ Coupon stations; ♁ Telegraph stations.

STANDARD—*Central time.*

PINTSCH GAS In use on 148,000 Cars, 6,800 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

NEW YORK CENTRAL LINES

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES
"BIG FOUR ROUTE"
CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

INDIANAPOLIS AND ST. LOUIS TRAINS.
For local time of trains between Cleveland and Indianapolis, see preceding page.

3	9	5	43	47	27	21	17	41	11	Mls.	*November* 7, 1909.	26	16	20	18	24	44	46	2	8	6	12
			South West Mail.	St. Louis Special.	American Express. No baggage carried on this train.	Big Four Limited.		Southwest Empire.	Southwestern Limited.			New York Central Limited.	New York and Boston Exp.	Cincinnati and Washington Special.	Knickerbocker Special.	American Express.	St. Louis and Cincinnati Express.	New York and New England Spl.				
....	....	....	P M	....	A M	A M	A M	A M	A M	....	LEAVE] [ARRIVE	P M	P M	....	A M	Noon	....	P M	P M	....	....	....
....	....	....	*5 00	....	*11 35	*7 40	*1 40	*3 00	*1 40	0	+....**Cleveland**....♁	8 40	10 15	....	1 50	12 30	....	3 15	8 45	....	....	....
P M	A M	....	Night	P M	P M	P M	Noon	A M	A M	....	LEAVE] [ARRIVE	P M	P M	P M	P M	A M	A M	A M	A M	P M	....	....
†4 15	†7 15	....	*12 20	*11 55	*7 06	*3 05	*12 40	*11 30	*8 00	283.7	+..**Indianapolis**..♁	2 15	3 00	6 05	6 45	3 20	4 20	7 20	10 30	5 00	....	....
– –	– –	....	– –	– –	– –	– –	– –	– –	– –	286.2	.....Mt. Jackson.....	– –	– –	– –	– –	– –	– –	– –	– –	– –	....	....
4 30	7 35	....		– –	– –	– –	– –	– –	– –	290.8	......Sunnyside....♁	– –	– –	– –	– –	– –	– –	– –	10 13	4 42	....	....
4 38	7 39	....			– –		– –	– –	– –	295.5	........Avon......♁	– –	– –			– –		– –	10 04	4 36	....	....
4 51	7 52	....					– –	12 01	– –	303.0	+.....Danville.....♁	– –	2 29					6 41	9 51	4 24	....	....
6 00	8 01	....					– –	– –	– –	307.8	........Hadley......♁	– –							9 40	4 15	....	....
6 08	8 10	....					– –	– –	– –	311.5	........Reno......♁	– –							9 33	4 07	....	....
6 17	8 18	....					– –	– –	– –	316.5	........Delmar......♁	– –		– –					9 22	3 58	....	....
5 28	8 30	....	1 25	1 00		3 55	*g* –	12 28	– –	323.0	+..**Greencastle**..♁	– –	1 58	5 07			3 14	6 08	9 10	3 47	....	....
5 42	45	....					– –	– –	– –	333.1	.........Lena.........	– –	– –	– –			– –		8 51	3 31	....	....
5 48	9 03	....					– –	– –	– –	337.1	+......Carbon......♁	– –							8 42	3 20	....	....
5 54	9 11	....					– –		– –	339.7	........Perth......♁	– –							8 34	3 13	....	....
6 00	9 16	....					– –		– –	342.9	......**Coal Bluff**......								8 26	3 05	....	....
6 05	9 25	....	– –				– –		– –	344.6	.......Fontanet......♁								8 20	3 00	....	....
6 12	9 33	....	– –	– –	– –	– –	– –		– –	348.3	........Burnett......♁					– –			8 12	2 53	....	....
6 18	9 38	....	– –	– –	– –	– –	– –		– –	351.1	.......Markles......♁				– –	– –			8 06	2 46	....	....
– –	–	....	– –	– –	– –	– –	–	– –	– –	353.7	.... Duane				– –	– –	– –		– –	– –	....	....
6 40	10 00	....	2 25	1 56	8 48	4 39	2 09	1 15	9 28	359.0	+..**Terre Haute**..♁	12 35	1 12	4 20	5 02	12 55	2 20	5 10	7 55	2 35	....	....
6 49	10 12	....	– –	– –	– –	– –	– –	– –	– –	360.0	+....St. Mary's....♁			– –	– –	– –	– –		7 40	2 15	....	....
6 57	10 22	....	– –	– –	– –	– –	– –	– –	– –	364.4	.......Sandford......♁				– –	– –			7 32	2 01	....	....
7 03	10 30	....	– –	– –	– –	– –	– –	– –	– –	368.4	......Vermillion....♁				– –	– –			7 25	1 54	....	....
7 20	10 45	....	3 00	2 30	9 21	5 10	– –	1 43	– –	375.0	+.......**Paris**.......♁		12 44	3 51	– –	12 20		4 36	7 15	1 43	....	....
– –	– –	....	– –	– –	– –	– –	– –	– –		376.5	........Midland				– –	– –		– –	– –	– –	....	....
7 30	10 55	....	– –	– –	– –	– –	– –			380.3	...... Conlogue				– –	– –			6 59	1 26	....	....
7 38	11 02	....	– –	– –	– –	– –	– –			383.6	........Dudley......♁				– –	– –			6 53	1 19	....	....
7 47	11 10	....	– –	– –	– –	– –	– –			388.8	+.....**Kansas**......♁				– –	– –			6 45	1 09	....	....
7 56	11 18	....	– –	– –	– –	– –	– –			393.2	........Ashmore......♁		– –		– –	– –	– –		6 37	1 01	....	....
8 02	–	....	– –	– –	– –	– –	– –	– –		397.2	......Embarrass.....♁		– –	– –	– –	– –	– –	– –	6 30	– –	....	....
8 12	11 39	....	– –	3 14	– –	5 47	– –	2 21		402.0	+...**Charleston**...♁	– –	12 11	3 14	– –	– –	1 00	3 55	6 22	12 47	....	....
8 19	11 46	....	– –	– –	– –	– –	– –	– –		406.7	.........Loxa........♁	– –	– –	– –	– –	– –	– –	– –	6 13	12 38	....	....
8 40	12 10	A M	4 05	3 40	10 20	6 07	3 17	2 40	10 42	412.7	arr.+**Mattoon**...lve.	11 25	11 55	2 55	3 48	11 30	12 50	3 38	†6 00	12 25	P M	P M
P M	12 25	*5 00	4 10	3 45	10 35	6 10	3 20	2 45	10 45	412.7	lve...**Mattoon**♁.arr.	11 22	11 52	2 52	3 45	11 20	12 47	3 35	A M	†12 10	9 30	11 59
....	12 38	5 11	– –	– –	– –	– –	– –	– –		419.2	........Gays.......♁	– –	– –	– –	– –	– –	– –	– –	....	11 59	9 11	11 44
....	12 47	5 20	– –	– –	– –	6 27	– –	– –		425.0	+....**Windsor**....♁	– –	– –	– –	– –	– –	– –		....	11 48	8 58	11 33
....	12 56	5 20	–	– –		– –	– –	– –		431.1	....Middlesworth..♁	– –	– –	– –	– –	– –	– –		....	11 38	8 49	11 25
....	1 07	5 40	4 42	– –		6 43	– –	3 24		435.7	+..**Shelbyville**..♁	– –	11 21	2 19	– –	10 38	– –		....	11 29	8 37	11 14
....	1 23	5 54	– –	– –		– –	– –	– –	– –	445.1	+....Tower Hill....♁	– –	– –	– –	– –	– –	– –	– –	....	10 30	8 17	10 45
....	1 37	6 10	– –	4 45		7 05	– –	3 46	– –	451.6	+......**Pana**......♁	– –	10 56	2 00	– –	10 16	11 46	2 33	....	10 1	8 08	10 34
....	1 46	6 18	– –	– –		– –	– –	– –	– –	455.0	......Rosamond....♁	– –	– –	– –	– –	– –	– –	– –	....	10 08	7 56	10 19
....	1 54	6 25	– –	– –		– –	– –	– –	– –	459.9	.......Ohlman......♁	– –	– –	– –	– –	– –	– –	– –	....	10 01	7 48	10 08
....	2 03	6 32	– –	*e* –		– –	– –	4 03	– –	464.6	+.....Nokomis.....♁	– –	*s* –	– –	– –	– –	– –	2 04	....	9 52	7 38	9 64
....	2 13	6 40	– –	– –		– –	– –	– –	– –	469.1	..........Witt.......♁	– –	– –	– –	– –	– –	– –	– –	....	9 44	7 29	9 57
....	2 26	6 52	– –	– –		– –	– –	– –	– –	473.7	+.......Irving.......♁	– –	– –	– –	– –	– –	– –	– –	....	9 35	7 20	9 27
....	2 37	7 04	– –	5 28		7 39	– –	4 21	– –	478.7	+.....Hillsboro.....♁	– –	10 16	1 23	– –	9 36	– –	1 37	....	9 26	7 11	9 17
....	....	....	– –	5 59	– –	8 06	*p* –	– –		....	.......Livingston....♁	– –	9 50	– –	– –	9 10	– –	– –	....	....	....	....
....	2 50	7 16	....	....	....	....	– –	....	....	483.8	........Butler.......♁	....	....	....	....	....	....	....	....	9 11	6 57	9 04
....	3 04	7 39	Via Short Line.	Via Short Line.	Via Short Line.	Via Short Line.	– –	Via Short Line.	....	491.4	+....**Litchfield**....♁	....	Via Short Line.	Via Short Line.	Via Short Line.	Via Short Line.	Via Short Line.	Via Short Line.	....	9 00	6 46	8 53
....	3 13	7 38					– –		....	496.3	........Hornsby.....♁	....							....	8 49	6 33	8 40
....	–	– –					– –		....	497.4	.........Clyde.........	....							....	– –	– –	– –
....	3 24	7 47					– –		....	501.1	.......Gillespie.....♁	....							....	8 40	6 24	8 30
....	3 33	7 58					– –		....	505.9	......Dorchester....♁	....							....	8 31	6 14	8 20
....	3 44	8 19					– –		....	510.6	+...Bunker Hill...♁	....							....	8 15	6 05	8 10
....	3 53	8 30					– –		....	516.2	.... Dorsey ......♁	....							....	8 08	5 52	7 59
....	4 02	8 39					– –		....	519.8	.... Moro	....							....	8 01	5 45	7 50
....	4 09	8 45	....	....	....	....	– –	....	....	521.3	.... Bethalto......♁	....	....	....	....	....	....	....	....	7 57	5 38	7 46
....	4 22	8 55	....	....	....	....	– –	....	....	525.9	.....**East Alton**...♁	....	....	....	....	....	....	....	....	7 49	5 28	7 36
....	4 35	9 10	....	....	....	....	....	....	....	530.1	arr....+**Alton**♁...lve.	....	....	....	....	....	....	....	....	†7 30	†6 05	§7 20
....	– –	– –	– –	– –	– –	– –	– –	– –	– –	527.0	........Wann.........	– –	– –	– –	– –	– –	– –	– –	....	– –	– –	– –
....	4 31	9 04	– –	– –	– –	– –	– –	– –	– –	531.9	......Lake View....♁	– –	– –	– –	– –	– –	– –	– –	....	7 31	5 10	7 19
....	4 35	9 08	– –	– –	– –	– –	– –	– –	– –	534.8	.......Mitchell.....♁	– –	– –	– –	– –	– –	– –	– –	....	7 23	5 0[illegible]	7 10
....	4 43	9 15	– –	– –	– –	– –	– –	– –	– –	537.4	...... Nameoki ....♁	– –	– –	– –	– –	– –	– –	– –	....	7 20	4 58	7 07
....	4 51	9 22	– –	– –	– –	– –	– –	*n* –	– –	540.2	.....Granite City...♁	– –	*b* –	*b* –	– –	*b* –	*b* –	– –	....	7 14	4 53	7 02
....	4 56	9 26	– –	– –	– –	– –	– –	– –	– –	542.9	........Venice......♁	– –	– –	– –	– –	– –	– –	– –	....	7 05	4 46	6 56
....	5 11	9 40	□	□	– –	□	□	□	□	545.8	+.**East St. Louis**.♁	□	□	□	□	8 18	□		....	6 59	4 38	6 48
....	5 31	10 00	7 30	7 17	2 00	9 15	6 10	6 58	1 45	548.7	+....**St. Louis**....♁	*8 45	*8 50	*12 00	*1 00	*8 00	*9 30	*11 56	....	†6 41	†4 20	§6 30
....	P M	A M	A M	A M	A M	P M	P M	P M	P M	....	ARRIVE] [LEAVE	A M	A M	Noon	P M	P M		P M	....	A M	P M	P M

g Stops to leave passengers from points on C. & O. Ry.

CINCINNATI, LAWRENCEBURG JUNCTION AND AURORA.

November 7, 1909.	Mls	203	213	205	201	215	249	225	227	241	231	233	237	207	209
[LEAVE	....	....	....	....	A M	A M	....	Noon	P M	....	P M	P M	P M	....	....
Cincinnati	....	....	A M	....	†6 20	†8 40	A M	k12 30	†3 00	P M	v5 00	†5 30	†9 10	A M	....
Lawrenceburg Junction...♁	0	...	†6 23	....	†7 20	†9 15	†10 18	k1 23	†3 40	*5 25	v5 53	†6 32	†9 50	§6 19	....
Hardentown..................	0.5	A M	– –	A M	7 25	– –	10 20	1 26	3 43	5 30	5 56	6 36	– –	6 22	P M
Lawrenceburg+ ....♁	2.7	†5 55	6 35	†7 15	7 40	9 25	10 27	1 36	3 52	5 38	6 05	6 45	10 00	6 30	§4 35
Aurora+ ....♁	6.6	6 05	6 45	7 25	7 50	9 35	10 35	1 45	4 00	5 46	6 15	6 55	P M	A M	4 45
[ARRIVE	....	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M		....	P M

STATIONS.	234	230	228	232	224	246	218	206	26	212	222	236	208	....	....
[LEAVE	....	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	....	....
Aurora	A M	†6 10	†6 50	†7 30	†8 50	†9 55	k1 50	†3 10	*4 55	v8 25	†7 05	†9 25	§5 50	....	....
Lawrenceburg................	*6 10	6 17	7 00	7 40	9 00	10 04	2 00	3 20	5 05	6 35	7 15	9 35	6 00	....	....
Hardentown..................	–	6 21	7 07	7 46	– –	10 09	P M	3 27	5 10	P M	P M	– –	P M	....	....
Lawrenceburg Junction.....	6 17	6 23	7 10	7 49	9 10	10 13	....	3 30	5 15	....	....	9 45	....	....	....
Cincinnati	§7 10	7 30	A M	8 45	A M	10 55	....	P M	6 00	....	....	P M	....	....	....
[ARRIVE	A M	A M	....	A M	....	A M	....	....	P M	....	....	....	....	....	....

EXPLANATION OF SIGNS.

*Daily; † daily, except Sunday; § Sunday only; *b* stops to take for points east of Mattoon; *e* stops to take passengers; *k* Saturday only; *n* stops to leave from Indianapolis or points east; *p* stops to take passengers for St. Louis; *s* stops Sunday only; *v* daily, except Saturday and Sunday.

+ Coupon stations; ♁ Telegraph stations.

SPECIAL NOTE.—These trains enter and leave St. Louis via Merchants Bridge.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES
"BIG FOUR ROUTE"
CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY.

PEORIA AND EASTERN DIVISION.

3	5	47	11	15-41	Mls.	November 7, 1909.	2	16-40	18	44	44
....	....	P M	....	A M	....	LEAVE] [ARRIVE	....	P M	....	A M	....
....	....	*7 00	....	*7 00	0	+..Springfield..♁	....	7 10	....	10 23	....
....	....	—	....	— —	5.0	......Durbin....♁	....	— —	....	— —	....
....	....	7 26	....	7 25	13.6	....New Carlisle.♁	....	6 46	....	9 58	....
....	....	7 28	....	— —	15.5	.......Brown.......	....	6 43	....	9 54	....
....	....	— —	....	— —	21.1	......Grayson......	....	6 36	....	— —	....
....	....	7 46	....	7 44	25.1	+.....Troy.....♁	....	6 28	....	9 40	....
....	....	7 56	....	— —	31.2	......Kessler......	....	6 17	....	9 30	....
....	....	8 03	....	8 01	34.5	+.Ludlow Falls.♁	....	6 11	....	9 24	....
....	....	8 11	....	8 09	38.6	.......Laura.....♁	....	6 04	....	9 17	....
....	....	8 19	....	8 16	42.8	.....Pittsburgh.....	....	5 57	....	9 10	....
....	....	8 33	....	8 28	46.2	+...Arcanum...♁	....	5 50	....	9 04	....
....	....	8 43	....	8 37	52.0	+...Savona...♁	....	5 41	....	8 52	....
....	....	— —	....	— —	53.8	.......Hewitt.......	....	— —	....	— —	....
....	....	— —	....	— —	56.0	........Clark........	....	— —	....	— —	....
....	....	8 59	....	8 54	60.5	.....Glen Karn...♁	....	5 28	....	8 38	....
....	....	9 06	....	— —	64.8	........Crete......♁	....	5 20	....	8 31	....
....	....	9 15	....	9 10	69.6	+......Lynn.....♁	....	5 13	....	8 24	....
....	....	9 24	....	9 18	74.5	....Carlos City..♁	....	5 02	....	8 13	....
....	....	9 32	....	9 26	80.0	.......Modoc.....♁	....	4 53	....	8 05	....
....	....	9 40	....	9 33	83.5	.....Losantville...♁	....	4 48	....	7 57	....
....	....	9 47	....	9 40	87.8	....Mooreland...♁	....	4 39	....	7 50	....
....	....	—	....	— —	90.7	......Messick......	....	— —	....	— —	....
....	....	10 04	....	9 55	95.9	+.New Castle.♁	....	4 24	....	7 35	....
....	....	10 16	....	10 08	104.1	.......Kennard....♁	....	4 09	....	7 19	....
....	....	10 26	....	10 17	107.3	.......Shirley....♁	....	4 03	....	7 13	....
....	....	10 29	....	10 21	109.0	.....Wilkinson...♁	....	3 58	....	7 08	....
....	....	10 36	....	10 28	113.1	...Willow Branch.♁	....	3 52	....	7 02	....
....	....	10 43	....	10 35	117.7	......Maxwell....♁	....	3 46	....	6 55	....
....	....	— —	....	10 43	121.6	......Mohawk......	....	3 37	....	6 48	....
....	....	10 58	....	10 49	125.6	....Mt. Comfort....	....	3 31	....	— —	....
....	....	— —	....	-	138.2	Massachusetts Ave.	....	3 13	....	6 23	....
P M	....	11 30	A M	11 20	140.1	arr.}+Indian- {lve.	A M	3 05	P M	*6 15	A M
†5 00	....	12 15	*8 00	11 55	140.1	lve.} apolis♁ }arr.	9 55	2 36	8 08	A M	3 30
5 07	....	— —	— —	—	142.2	.....Moorefield...♁	9 48	— —	— —		— —
5 15	....	— —	— —	—	146.1	.......Carter.......	9 39	— —	— —	....	—
5 17	....	— —	— —	— —	147.5	..Ind. Girls' School..	9 37	2 18	— —	....	—
5 21	....	— —	— —	— —	149.7	......Clermont.....	9 34	— —	— —	....	—
5 28	....	— —	8 27	12 21	154.1	....Brownsburg..♁	9 27	2 07	s5 45	....	—
5 40	....	— —	a —	— —	158.0	......Pittsboro....♁	9 20	2 00	— —	....	—
5 45	....	— —	— —	— —	160.5	......Raintown......	9 15	— —	— —	....	—
5 49	....	— —	a —	— —	162.4	.......Lizton.....♁	9 12	1 53	— —	....	—
5 58	....	— —	8 48	12 42	167.8	.....Jamestown...♁	9 04	1 45	— —	....	—
6 08	....	— —	8 56	12 51	172.9	+...New Ross...♁	8 56	1 37	6 20	....	—
6 17	....	— —	a —	— —	177.9	........Mace......♁	8 41	1 29	— —	....	—
6 38	....	1 30	9 19	1 13	183.1	+..Crawfordsville..♁	8 26	1 15	6 02	....	2 15
6 47	....	— —	— —	— —	191.7	......Wesley......	8 10	— —	— —	....	— —
6 52	....	— —	9 36	1 30	194.1	+..Waynetown..♁	8 06	12 56	s4 45	....	— —
7 03	....	— —	9 45	1 40	199.4	+..Hillsborough..♁	7 57	12 48	4 36	....	— —
7 07	....	— —	— —	— —	201.5	.......Rynear......	7 52	— —	— —	....	— —
7 18	....	2 09	9 55	1 52	204.8	+.Veedersburg.♁	7 46	12 38	4 24	....	1 24
7 21	....	— —	— —	— —	208.0	.......Layton......	7 38	— —	— —	....	— —
7 30	....	2 21	10 07	2 06	212.2	+...Covington...♁	7 30	12 22	4 07	....	1 05
7 34	....	— —	— —	— —	214.5	....Mound City....	7 24	— —	— —	....	— —
7 38	....	— —	10 15	— —	216.6	........Foster.....♁	7 21	12 13	— —	....	— —
7 43	....	— —	— —	— —	220.0	......Beckwith......	7 16	— —	— —	....	— —
8 02	....	2 54	10 33	2 36	225.4	+....Danville...♁	7 00	11 55	3 41	....	12 26
8 21	....	— —	10 49	— —	233.3	.....Oakwood...♁	6 44	11 33	— —	....	— —
8 23	....	— —	— —	— —	234.0	.......Bronson....♁	6 41	— —	— —	....	— —
8 27	....	— —	10 54	— —	237.2	.......Muncie.....♁	6 38	11 27	— —	....	— —
8 30	....	— —	10 57	— —	238.5	.......Fithian......	6 30	11 25	— —	....	— —
8 37	....	— —	11 04	— —	242.0	........Ogden.....♁	6 28	11 19	— —	....	— —
8 44	....	— —	11 12	— —	247.4	+...St. Joseph...♁	6 20	11 12	— —	4	— —
8 49	A M	— —	11 17	— —	250.8	.....Mayview....♁	6 14	— —	— —	P M	— —
8 57	†7 05	3 45	11 28	3 34	255.9	...Urbana Yard.♁	6 06	10 55	2 53	8 15	11 26
9 00	7 10	3 48	11 31	3 37	[illegible]	+....Urbana....♁	6 04	10 47	2 45	8 10	11 17
9 05	7 15	3 58	11 40	3 47	258.3	+..Champaign.♁	†6 00	10 42	2 40	8 05	11 12
P M	7 22	— —	11 48	— —	263.5	.......Rising.....♁	A M	10 30	— —	7 56	— —
....	7 31	s4 15	11 56	4 05	268.1	+....Mahomet....♁	....	10 23	s2 24	7 48	s10 52
....	7 41	4 25	12 06	4 15	273.8	+..Mansfield..♁	....	10 13	2 15	7 37	10 43
....	7 48	— —	12 13	— —	278.5	........Harris.......	....	10 05	— —	7 31	— —
....	7 54	4 44	12 21	4 30	281.5	+.Farmer City.♁	....	10 00	2 03	7 25	10 31
....	8 01	— —	12 28	— —	286.4	.......Empire......	....	9 49	— —	7 15	— —
....	8 10	4 58	12 36	4 45	290.7	.......Le Roy....♁	....	9 42	1 49	7 07	10 14
....	8 14	— —	— —	—	293.1	....Ford Woods....	....	— —	— —	7 01	— —
....	8 21	— —	12 47	4 56	297.1	........Downs...♁	....	9 31	— —	6 55	10 03
....	8 24	— —	12 50	— —	298.9	.......Gillum....♁	....	9 28	— —	6 51	— —
....	8 38	5 35	1 06	5 16	306.0	+Bloomington♁	....	9 15	1 25	6 36	9 46
....	8 44	5 45	1 10	5 20	306.9	.C. & A. Crossing.	....	9 06	1 16	6 27	9 36
....	8 56	— —	—	— —	310.7	....Twin Grove....	....	8 56	— —	6 20	— —
....	9 07	s5 58	1 28	5 35	316.6	+....Danvers....♁	....	8 46	s1 01	6 11	9 17
....	9 15	— —	1 34	— —	319.5	......Woodruff......	....	8 40	— —	6 08	— —
....	9 20	— —	1 40	— —	322.5	........Lilly......♁	....	8 31	— —	6 00	— —
....	9 27	s6 14	1 48	5 52	326.4	+..Mackinaw..♁	....	8 29	— —	5 52	8 58
....	9 32	— —	1 53	— —	329.0	......Menert......	....	8 17	— —	5 41	— —
....	9 40	s6 26	2 01	6 05	333.5	+..Tremont, Ill..♁	....	8 09	s12 35	5 32	8 44
....	9 44	— —	2 06	— —	336.2	........Leslie.......	....	8 02	— —	5 27	— —
....	9 57	6 45	2 24	6 25	342.4	+.....Pekin.....♁	....	7 48	12 21	5 16	8 24
....	10 20	7 10	2 47	6 50	351.6	+....Peoria....♁	....	*7 25	*1200	†4 55	*8 00
....	A M	A M	P M	P M	....	ARRIVE] [LEAVE	....	A M	Noon	P M	P M

CAIRO DIVISION.

27	19	9	43	Mls.	November 7, 1909.	24	20	4	46
P M	A M	....	P M	....	LEAVE] [ARRIVE	A M	P M	....	A M
*4 00	*7 28	....	*10 02	....	+.Chicago (C. I. & S.)♁	7 15	9 15	....	11 00
4 06	7 34	....	10 08	....	...31st Street...	7 07	9 07	....	10 52
4 14	7 43	....	10 16	....	....Englewood....	7 00	9 00	....	10 45
4 20	7 50	....		....	.Grand Crossing.	6 53	8 54	....	10 39
4 27	7 57	....	10 29	....	.South Chicago.	6 45	8 46	....	10 31
4 39	8 09	....	10 41	....	.Indiana Harbor.	6 27	8 36	....	10 20
— —	8 27	....	—	....	....Highlands....	— —	— —	....	10 01
5 39	9 20	....	11 30	....	....Schneider....	5 20	7 35	....	9 20
6 26	10 10	....	12 12	....	.....Kentland.....	4 33	6 49	....	8 31
7 00	10 40	....	— —	....	......Handy......	— —	6 16	....	7 58
7 45	11 28	A M	1 17	....	ar.+Danville♁.lv.	3 20	5 30	Noon	7 10
*7 50	†3 55	†9 00	1 22	0	lv.Danville (Big 4) ar.	2 00	5 20	12 15	7 05
8 09	4 11	9 19	— —	6.9	......Westville...♁	—	4 55	11 56	6 44
8 18	4 19	9 27	— —	11.5	....Georgetown...♁	1 19	4 46	11 48	6 36
8 23	4 25	9 36	— —	15.1	.Vermillion Grove.	— —	4 40	11 42	6 28
8 27	4 36	9 42	1 53	17.0	+..Ridge Farm..♁	1 11	4 36	11 38	6 25
— —	4 42	9 46	— —	19.2	.....Woodyard.....	— —	4 30	11 33	— —
8 42	4 52	9 58	2 10	23.7	+..Chrisman..♁	1 01	4 22	11 23	6 10
— —	4 59	10 08	— —	27.3	........Edgar.......	— —	4 15	11 15	— —
— —	5 03	10 15	— —	29.7	.......Horace......	— —	4 11	11 10	— —
8 56	5 06	10 18	— —	30.7	.......Wetzel....♁	— —	4 09	11 06	5 55
— —	— —	— —	— —	37.2	......Midland....♁	— —	— —	— —	— —
9 15	5 25	10 37	2 47	37.7	arr..+Paris♁.lve.	12 35	3 55	10 50	*5 40
P M	5 35	10 50	3 05	37.7	lve....Paris...arr.	12 05	3 35	10 45	A M
....	— —	— —	— —	37.2	......Midland......	— —	— —	— —	....
....	5 57	11 14	— —	46.7	........Oliver.......	— —	2 54	10 15	....
....	6 09	11 28	3 40	53.3	+...Marshall...♁	11 25	2 40	9 58	....
....	6 16	11 35	— —	58.6	........Ernst......♁	— —	2 26	9 45	
....	6 20	11 40	— —	60.8	.......Snyder.......	— —	2 20	9 38	
....	6 25	11 45	3 57	63.0	...Walnut Prairie...	— —	2 14	9 32	
....	6 30	11 49	4 00	65.5	........Union.....♁	11 01	2 10	9 29	
....	6 35	11 55	4 05	68.6	.....West York...♁	10 55	2 02	9 23	
....	6 49	12 10	4 22	72.8	....Hutsonville..♁	10 48	1 47	9 09	
....	6 56	12 18	4 30	76.6	......Trimble......	b —	1 36	9 00	
....	7 10	12 30	4 40	81.4	+...Robinson...♁	10 32	1 26	8 48	
....	7 18	12 38	4 48	85.3	....Duncanville..♁	— —	1 16	8 38	
....	7 25	‖1 06	4 55	89.3	.....Flat Rock...♁	10 18	‖1 06	8 28	
....	7 33	1 12	5 04	93.8	........Birds......♁	10 08	12 35	8 17	
....	7 39	1 19	5 10	96.7	.....Pinkstaff.....	10 03	12 29	8 08	
....	7 51	1 30	5 20	101.6	+Lawrenceville♁	9 53	12 20	7 57	
....	8 03	1 41	5 30	106.9	.......Billett.......	9 43	12 08	7 43	
....	8 19	1 57	5 45	112.0	St. Francisville♁	9 36	†11 58	†7 30	
....	†8 20	†2 00	*5 45	112.0	.St. Francisville.	9 30	11 55	7 25	
....	8 40	2 20	6 05	121.3	...Main Street.♁	9 10	11 35	7 05	
....	8 45	2 25	6 10	122.0	ar.Vincennes♁ lv.	*9 05	†11 30	†7 00	
	†7 45	†1 25	*5 15	....	lv.+Vincennes.ar.	10 05	12 26	8 00	
	7 50	1 30	5 20	....	+.Main Street...	10 00	12 21	7 55	
	8 10	1 50	5 40	....	.St. Francisville.	*9 40	†12 01	†7 35	
	†8 19	†1 57	*5 45	112.0	.St. Francisville.	9 35	11 58	7 30	
	8 28	2 07	5 54	117.6	......Allendale....♁	9 18	11 43	7 17	
	8 35	2 14	6 02	121.5	......Patton.......	9 10	11 35	7 08	
	8 45	2 25	6 20	126.0	ar.+Mt. Carmel.lv.	9 00	11 25	†7 00	
	P M	2 30	6 25	126.0	lv.Mt. Carmel♁.ar.	8 55	11 15	A M	
	....	2 39	6 33	130.5	......Schrodts......	8 43	11 00	....	
	....	2 45	6 40	133.6	....Keensburg...♁	8 40	10 55	....	
	....	2 54	6 49	138.0	......Cowling....♁	8 30	10 45	....	
	....	3 05	7 00	143.0	+..Grayville...♁	8 20	10 35	....	
	....	3 11	7 06	146.9	.......Calvin.......	8 08	10 23	....	
	....	3 20	7 15	151.0	.....Crossville....♁	8 00	10 15	....	
	....	3 38	7 31	158.4	+.....Carmi.....♁	7 46	9 59	....	
	....	3 48	7 41	164.0	....Brownsville..♁	7 28	9 42	....	
	....	3 53	7 45	166.3	.......Stokes.......	7 24	9 36	....	
	....	4 07	7 54	170.4	+..Norris City..♁	7 18	9 30	....	
	....	4 10	8 02	174.8	......Gossett......	7 08	9 19	....	
	....	4 20	8 12	178.3	.....Texas City..♁	7 00	9 10	....	
	....	4 33	8 25	183.4	+...Eldorado...♁	6 50	9 00	....	
	....	4 55	8 45	191.0	+...Harrisburg...♁	6 33	8 45	....	
	....	5 04	9 00	194.4	.......Ledford....♁	6 18	8 30	....	
	....	5 12	9 07	198.0	....Carrier Mills..♁	6 10	8 22	....	
	....	5 24	9 19	204.5	.....Stonefort...♁	5 59	8 10	....	
	....	5 34	9 29	209.0	...New Burnside.♁	5 49	8 00	....	
	....	5 45	9 35	210.8	+....Parker....♁	5 43	7 55	....	
	....	5 55	9 47	215.2	....Tunnel Hill..♁	5 31	7 42	....	
	....	6 08	10 00	222.1	.....Bloomfield.....	5 16	7 27	....	
	....	6 18	10 10	224.8	+....Vienna.....♁	5 11	7 22	....	
	....	6 27	10 19	230.0	....Ridenhower....	5 00	7 10	....	
	....	6 34	10 25	232.5	......Belknap....♁	4 56	7 05	....	
	....	6 41	10 32	235.6	......Karnak....♁	4 48	6 58	....	
	....	6 50	10 41	239.2	+..Grand Chain..♁	4 40	6 50	....	
	....	6 58	10 47	242.4	......Levings......	4 31	6 41	....	
	....	7 05	10 55	245.4	.....Olmstead...♁	4 26	6 35	....	
	....	7 13	11 02	249.3	......America......	4 17	6 27	....	
	....	7 24	11 12	253.3	+..Mound City..♁	4 10	6 20	....	....
	....	7 45	11 30	261.0	+.....Cairo.....♁	*3 50	†6 00	....	....
	....	P M	A M	....	ARRIVE] [LEAVE	P M	A M	....	....

Trains Nos. 24 and 43 consist of latest up-to-date Pullman Buffet Sleeping Cars, Elegant Ladies' Coaches and Combination Smoking and Baggage Cars.

* Daily; † daily, except Sunday; a stops to take for Champaign or beyond; b stops to discharge passengers from Cairo; s stops Sunday only. STANDARD—*Central time.*

‖ Meals. + Coupon stations; ♁ Telegraph stations.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

"BIG FOUR ROUTE"

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

MICHIGAN DIVISION.

36	2	40	34	48	Mls.	*November* 7, 1909.	33	31	25	1
P M	....	....	A M	....	....	LEAVE] [ARRIVE	P M	A M	....	....
*8 45	....	....	*8 00	....	0	+....▣Louisville.....♁	6 50	7 30	....	....
8 53	....	....	8 09	....	2.2	........Market Street.....♁	6 40	7 16	....	....
8 56	P M	....	8 12	....	....	lve...Jeffersonville.♁arr.	6 31	7 12	....	A M
10 05	*4 05	....	9 25	....	55.0	lve.▣+North Vernon♁..arr.	5 16	5 55	....	9 50
– –	4 14	....	9 36	....	60.6	........Brewersville........	5 06	– –	....	9 36
– –	4 27	....	– –	....	65.1	..........Harper..........	– –	– –	....	9 29
10 31	4 36	....	9 47	....	67.6	........Westport......♁	4 53	5 25	....	9 20
– –	– –	....	9 54	....	71.5	........Lett's Corner.....♁	4 46	– –	....	9 13
– –	4 40	....	9 57	....	73.5	..........Horace..........	4 40	– –	....	9 10
11 00	4 55	....	10 10	....	80.5	arr..+Greensburg♁..lve.	*4 30	*5 05	....	9 00
P M	P M	....	A M	....	....	LEAVE] [ARRIVE	P M	A M	....	A M
....	*3 00	....	†8 40	....	....	........Cincinnati........	6 00	═══	....	10 55
....	*5 05	....	†10 25	....	80.5	lve..+Greensburg....arr.	4 15	....	....	8 50
....	5 16	....	10 38	....	86.4	.........Sandusky..........	3 57	....	....	8 37
....	5 21	....	10 43	....	88.8	.......Williamstown........	3 51	....	....	8 32
....	5 28	....	10 49	....	91.8	..........Milroy.........♁	3 44	....	....	8 26
....	5 40	....	11 04	....	99.6	+......Rushville......♁	3 28	....	....	8 12
....	5 52	....	11 16	....	105.4	.........Henderson.........	– –	....	....	8 01
....	5 56	....	– –	....	107.7	..........Farmer's..........	– –	....	....	7 56
....	6 03	....	11 27	....	111.0	+........Carthage........♁	2 58	....	....	7 50
....	6 13	....	11 36	....	115.7	+....Knightstown....♁	2 46	....	....	7 43
....	6 26	....	11 49	....	123.0	+........Shirley........♁	2 32	....	....	7 30
....	6 39	....	12 01	....	129.2	+.......Markleville.......♁	2 19	....	....	7 18
....	6 44	....	12 06	....	131.4	.........Emporia..........	– –	....	....	7 13
....	– –	....	– –	....	133.1	..........Alliance..........	– –	....	....	– –
....	7 00	....	12 25	....	138.7	arr....+Anderson♁...lve.	†2 00	39	....	*7 00
....	P M	P M	A M	A M	....	LEAVE] [ARRIVE	P M	A M	P M	A M
....	═══	†4 45	†11 45	†6 55	....	.......Indianapolis.......	2 40	9 50	6 05	═══
....	....	P M	Noon	A M	....	LEAVE] [ARRIVE	P M	A M	P M	....
....	....	*5 55	†12 45	†8 10	138.7	+......Anderson......♁	1 30	8 40	5 06	....
....	....	6 18	1 09	8 35	150.4	+......Alexandria......♁	1 02	8 15	4 38	....
....	....	*b* –	1 19	8 45	155.9	+......Summitville......♁	12 50	*a* –	4 26	....
....	....	6 38	1 29	8 54	161.2	+......Fairmount......♁	12 39	7 56	4 17	....
....	....	6 47	1 37	9 03	165.7	+........Jonesboro.......♁	12 30	7 45	4 09	....
....	....	6 58	1 47	9 16	170.8	+........Marion........♁	12 20	7 35	4 00	....
....	....	7 12	2 04	9 33	180.4	+......LaFontaine.......♁	11 59	7 20	– –	....
....	....	– –	– –	9 41	184.9	...........Treaty..........	– –	– –	– –	....
....	....	¦7 30	¦12 20	9 50	190.3	arr.....+Wabash♁....lve.	11 40	7 05	3 50	....
....	....	7 35	2 30	9 55	190.3	lve.......Wabash.......arr.	¦11 30	¦7 00	¦3 25	....
....	....	– –	– –	10 05	194.9	..........Speicher..........	– –	– –	3 18	....
....	....	7 48	2 44	10 11	197.9	+........Urbana........♁	11 09	6 42	3 12	....
....	....	7 56	2 51	10 20	202.4	..........Bolivar.........♁	11 00	6 35	– –	....
....	....	8 01	3 00	10 26	204.9	+.North Manchester.♁	10 52	6 30	3 00	....
....	....	– –	– –	10 35	209.7	..........Rose Hill.........	– –	– –	2 50	....
....	....	8 13	3 15	10 40	212.6	.........Silver Lake.......♁	10 28	6 16	2 48	....
....	....	8 20	3 23	10 48	216.5	+.......Claypool.......♁	10 20	6 10	2 40	....
....	....	– –	3 29	10 54	220.3	...........Reed's..........	10 09	– –	– –	....
....	....	8 34	3 39	11 06	224.3	+.......Warsaw.......♁	10 03	5 57	2 26	....
....	....	8 46	3 51	11 17	230.7	+.......Leesburg.......♁	9 49	5 46	2 15	....
....	....	8 54	4 02	11 27	236.5	+........Milford........♁	9 39	5 37	2 06	....
....	....	8 57	4 05	11 30	237.6	....Milford Junction..♁	9 36	– –	2 03	....
....	Mix.	– –	4 13	11 39	242.6	+......New Paris......♁	9 27	– –	1 54	Mix
....	50	9 17	4 25	11 50	248.6	+........Goshen........♁	9 16	5 17	1 43	51
....	A M	9 35	4 45	12 05	258.7	arr....+Elkhart♁.....lve.	8 57	*5 00	1 25	P M
....	†6 30	P M	4 45	12 05	258.7	lve.......Elkhart.......arr.	8 57	A M	1 25	5 30
....	6 42	....	– –	– –	264.6	.........Belleview..........	– –	....	– –	5 15
....	7 00	....	5 04	12 23	268.2	+........Granger........♁	8 38	....	1 06	5 04
....	7 09	....	– –	– –	271.1	..........Truitt's..........	– –	....	– –	4 00
....	8 20	....	5 26	12 45	278.6	+.........Niles.........♁	8 20	....	12 45	2 50
....	8 36	....	5 38	– –	283.4	..........Fairland..........	8 07	....	– –	2 15
....	8 50	....	5 44	1 00	287.2	+...Berrien Centre...♁	8 00	....	12 27	2 00
....	8 59	....	5 49	1 05	289.8	.........Eau Claire.......♁	7 55	....	12 23	1 46
....	9 08	....	5 54	– –	292.3	.........Hartman..........	7 50	....	– –	1 28
....	9 17	....	6 00	1 15	295.3	..........Sodus.........♁	7 44	....	12 13	1 16
....	9 30	....	6 15	1 30	302.4	+...Benton Harbor...♁	†7 30	....	†12 00	†12 30
....	A M	....	P M	P M	....	ARRIVE] [LEAVE	A M	....	Noon	Noon

THROUGH CAR SERVICE.

Trains Nos. 40 and 25 have Through Coaches between Indianapolis and Elkhart, Ind., via Anderson.

Trains Nos. 34 and 33 have Through Coaches and Parlor Cars between Louisville and Benton Harbor and Through Coaches between Indianapolis and Benton Harbor. Parlor Cars between Louisville and Chicago and Greensburg and Benton Harbor.

Trains Nos. 48 and 25 have Through Coaches and Parlor Cars between Indianapolis and Benton Harbor.

Trains Nos. 36 and 31 have Pullman Sleeping Cars between Louisville and Chicago.

▣ This company does not handle local business between North Vernon and Louisville or intermediate points.

STANDARD—*Central time.*

WHITE WATER DIVISION.

130	126	122	124	Ms.	*November* 7, 1909.	123	125	189	139
....	A M	....	....	....	(*Ft. W. C. & L.*)	P M	P M	....	....
....	†11 15	....	....	....	lv..Ft. Wayne♁ar.	2 40	10 30	....	....
....	11 57	....	....	....	.....Bluffton.....	1 53	9 40	....	....
....	12 35	....	....	....	..Hartford City..	1 11	9 00	....	....
....	1 15	....	....	....	......Muncie......	12 43	8 15	....	....
....	1 55	....	....	....	...New Castle...	11 45	7 04	P M	....
....	....	....	....	....	lve.+Hagerstown arr.	....	....	2 30	....
....	2 24	....	....	0	+.Cambridge City.♁	11 18	7 04	2 05	....
....	2 28	....	....	2.2	.......Milton.....♁	11 13	7 00	1 40	....
A M	2 38	A M	....	6.9	.......Beeson.....♁	11 05	6 53	1 20	P M
§8 00	2 50	†7 00	....	12.5	+ Connersville.♁	10 50	6 40	1 00	9 15
8 10	3 00	7 09	....	17.1	......Nulltown......	10 35	6 24	11 35	9 05
8 14	3 04	7 13	....	19.2	.......Alpine.......	10 30	6 19	11 28	9 01
8 23	3 13	7 21	....	23.3	.......Laurel.....♁	10 20	6 10	11 15	8 53
8 35	3 24	7 33	....	29.1	.....Metamora...♁	10 07	5 57	10 07	8 40
8 45	3 34	7 43	A M	34.1	....Yellow Bank....	9 57	5 47	9 40	8 30
8 55	3 45	7 52	†5 00	37.4	+...Brookville...♁	9 50	5 40	9 30	8 20
9 10	4 00	8 07	5 11	44.3	....Cedar Grove..♁	9 32	5 24	8 30	8 04
9 16	4 06	8 13	5 15	47.4	.......Ashby.......	9 26	5 18	8 13	7 58
9 20	4 10	8 16	5 18	48.1	....New Trenton....	9 23	5 15	7 35	7 55
9 26	4 16	8 21	5 23	52.2	.....Longnecker.....	9 17	5 09	7 10	7 49
9 35	4 27	8 30	5 30	55.6	+...Harrison...♁	9 10	5 02	7 00	7 42
– –	– –	– –	5 36	58.5	.....Simonson......	– –	– –	– –	– –
– –	– –	– –	5 41	61.3	.White Water Park.	– –	– –	– –	– –
9 50	4 45	8 45	5 45	63.3	arr.Valley Jn.♁.lve.	8 52	4 45	†6 00	7 25
10 30	5 30	9 30	6 35	81.0	....Cincinnati..♁	†8 17	†4 05	A M	§6 45
A M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	P M	....	P M

Additional Trains—Leave Valley Junction †7 03 p.m., arrive Brookville 8 05 p.m. Leave Hagerstown †6 30 a.m., arrive Valley Junction 3 20 p.m. Leave Connersville *7 10 a.m., arrive Beeson 7 23 a.m. Leave Beeson †10 01 a.m., †8 00, §8 36 p.m., arrive Connersville 10 15 a.m., 8 15, 9 50 p.m.

FAIRLAND, FRANKLIN AND MARTINSVILLE BRANCH.

....	421	401	Mls.	*November* 7, 1909.	Mls	446	414	....
....	P M	A M	....	LEAVE] [ARRIVE	....	....	P M	....
....	†3 30	†7 30	....	.......Indianapolis...♁	....	A M	6 20	....
....	†4 20	†9 45	0	lve.....Fairland♁..arr.	37.5	7 50	4 00	....
....	4 30	9 55	3.3	arr.... Boggstown...lve.	34.2	7 35	3 45	....
....	4 40	10 05	6.9	" ....Needham.... "	30.6	7 27	3 27	....
....	4 55	10 25	12.3	" ..+Franklin♁... "	25.2	7 10	3 25	....
....	5 06	10 35	17.1	" .....Branch..... "	20.4	6 50	– –	....
....	5 12	10 45	19.4	" ....Trafalgar.... "	18.1	6 40	3 00	....
....	5 16	11 00	21.5	" .....Samaria..... "	16.0	6 35	2 56	....
....	5 30	11 10	26.1	" ...Morgantown♁. "	11.4	6 25	2 40	....
....	5 35	11 15	28.6	" Williams' Crossing "	8.9	6 20	2 30	....
....	5 40	11 20	31.5	" ...Mahalasville... "	6.0	6 15	2 26	....
....	5 45	11 25	34.1	" .....Taggart..... "	3.4	6 10	2 20	....
....	6 00	11 40	37.5	arr..+Martinsville♁lve.	0	†6 00	†2 10	....
....	P M	A M	....	....	....	A M	P M	....

COLUMBUS, HOPE AND GREENSBURG BRANCH.

....	327	301	Mls.	*November* 7, 1909.	Mls.	346	316	....
....	P M	A M	....	LEAVE] [ARRIVE	....	A M	P M	....
....	†3 00	†6 20	....	......Cincinnati......	....	10 55	6 00	....
....	†5 20	†9 05	0	+....Greensburg....♁	26.5	8 40	1 40	....
....	5 31	9 16	4.4	........Ewington.........	22.1	8 30	1 30	....
....	5 39	9 24	8.4	.........Burney.......♁	18.1	8 23	1 23	....
....	5 47	9 32	12.5	.........Rugby.......♁	14.0	8 14	1 14	....
....	5 54	9 39	15.2	..........Hope........♁	11.3	8 08	1 08	....
....	6 08	9 53	22.1	........Lambert.........	4.4	7 53	12 53	....
....	6 20	10 05	26.5	+....Columbus....♁	0	†7 40	†12 40	....
....	P M	A M	....	ARRIVE] [LEAVE	....	A M	Noon	....

KANKAKEE AND SENECA BRANCH.

517	535	537	Ms.	*November* 7 1909.	Ms.	514	534	520	....
P M	A M	A M	....	LEAVE] [ARRIVE	....	A M	P M	P M	....
†4 35	†9 45	†6 40	0	+..Kankakee..♁	42.5	8 50	6 50	2 00	....
4 42	– –	6 50	3.7	.....Greenwich.....	38.8	8 35	6 00	1 10	....
4 55	10 15	7 10	10.6	.......Bonfield.....♁	31.9	8 26	5 40	12 55	....
5 09	10 35	7 35	17.9	+.....Essex.....♁	24.6	8 07	5 09	12 35	....
5 17	11 05	7 57	22.7	......Coster.....♁	19.8	7 57	4 52	12 20	....
5 19	11 07	8 20	23.8	+....Gardner....♁	18.7	7 54	4 20	11 59	....
5 26	11 15	8 35	27.8	........Booth.......	14.7	7 45	4 06	11 51	....
5 33	11 25	9 05	30.8	+.....Mazon.....♁	11.7	7 37	3 55	†11 45	....
5 42	A M	9 20	35.3	.... Wauponsee...♁	7.2	7 28	3 38	A M	....
5 48	....	9 30	37.9	..... Langham.....	4.6	7 22	3 30	....	....
6 00	....	10 45	42.5	+....Seneca....♁	0	†7 10	†3 15	....	....
P M	....	A M	....	ARRIVE] [LEAVE	....	A M	P M	....	....

EXPLANATION OF SIGNS.

Trains marked * run daily; † daily, except Sunday; § Sunday only; *a* stops to take passengers for Indianapolis and points west; *b* stops to leave passengers from Indianapolis and points west and to take for Wabash and points north.

¦ Meals. + Coupon stations; ♁ Telegraph stations.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

NEW YORK CENTRAL LINES

"BIG FOUR ROUTE"

CLEVELAND CINCINNATI, CHICAGO & ST. LOUIS RAILWAY

SANDUSKY DIVISION.

57	43	No. 3	No. 1	21	No. 9	Mls.	November 7, 1909.	4	No. 6	No. 10	26	No. 2	58
	P M			A M			LEAVE] (Cent. time.) [ARRIVE	A M			P M		
	†4 45	*1 40 P M		†6 00		0	+ Sandusky ♁	9 35	2 46 P M		10 10		
	4 57	1 52 »		6 10		6.0	Castalia ♁	9 25	2 51 »		9 58		
	5 00	1 56 »		6 14		7.9	Ransoms	9 20	2 27 »		9 53		
	5 06	2 02 »		6 20		11.3	York	9 14	2 22 »		9 48		
	5 16	2 12 »		6 30		17.0	+ Clyde ♁	9 05	2 12 »		9 36		
	5 27	2 22 »		6 40		22.3	+ Green Spring ♁	8 54	2 00 »		9 19		
	5 33	2 28 »		6 43		22.7	Green Spring Junction ♁	8 52	1 58 »		9 16		
	5 41	2 36 »		6 53		27.6	Watson's	8 44	1 44 »		9 02		
	6 00	2 50 »		7 04		34.1	+ Tiffin ♁	8 34	1 34 »		8 51		
	6 14	3 06 »		7 20		42.7	Berwick ♁	8 19	1 18 »		8 34		
	6 18	3 10 »		7 25		45.2	Adrian	8 14	1 10 P M		8 27		
	6 32	3 35 P M		7 36		49.7	arr. + Carey ♁ lve.	8 02	*12 45 Noon		8 18		
		*12 35 Noon	*8 27 A M		*10 35 P M		lve. Detroit (M. C.) arr.		*4 00 P M	8 25 P M		6 45 A M	
A M		2 20 P M	10 30 A M		12 30 Night		lv. + Toledo (Big Four) ar.		2 10 P M	8 42 P M		4 50 A M	P M
†6 45	6 32	*3 35 P M	*11 48 A M	7 36	*2 00 A M	49.7	lve. Carey arr.	8 02	12 45 Noon	6 16 P M	8 18	3 18 A M	6 00
7 05	6 46	– –	– –	7 50	– –	57.3	Wharton ♁	7 50	– –	– –	8 03	– –	4 20
8 00	6 55	3 53 »	12 05 Noon	8 00	2 20 »	62.2	+ Forest ♁	7 39	12 28 »	4 55 »	7 53	2 47 »	3 53
– –	6 58	– –	– –	8 03	– –	63.8	Patterson	7 34	– –	– –	7 47	– –	– –
8 35	7 11	– –	– –	8 12	– –	69.1	Grant's ♁	7 24	– –	– –	7 40	– –	2 50
9 20	7 25	4 15 »	12 24 »	8 25	2 40 »	74.1	+ Kenton ♁	7 13	12 04 Noon	4 35 »	7 26	2 19 »	2 25
9 50	7 36	– –	– –	8 37	– –	80.2	Silver Creek ♁	7 01	– –	– –	7 14	– –	1 06
10 05	7 40	– –	– –	8 42	– –	82.8	Yelverton	6 56	– –	– –	7 11	– –	12 05
10 40	7 48	– –	– –	8 48	– –	86.3	+ Belle Centre ♁	6 49	– –	– –	7 06	– –	11 45
10 50	7 51	– –	– –	8 52	– –	88.2	Richland	6 45	– –	– –	7 00	– –	11 20
11 37	8 02	a4 39 »	b12 52 »	8 59	– –	91.7	+ Huntsville ♁	6 40	a11 37 A M	a4 05 »	6 50	– –	11 05
12 30	†8 36	4 51 »	12 59 Noon	9 20	3 25 »	98.2	+ Bellefontaine ♁	†6 30	11 25 »	3 54 »	†6 40	1 27 A M	10 30
1 08	8 54	– –	– –	9 32	– –	105.9	+ West Liberty ♁	6 08	– –	– –	6 12	– –	9 32
1 40	9 00	– –	– –	9 39	– –	110.1	Lippincott's	6 02	– –	– –	6 05	– –	7 55
2 16	9 12	5 17 »	1 25 P M	9 55	3 57 »	116.1	+ Urbana ♁	5 54	10 56 »	3 24 »	5 54	12 36 Night	7 30
– –	9 20	– –	– –	10 00	– –	122.5	Bowlusville	5 42	– –	– –	5 44	– –	– –
2 37	9 22	– –	– –	10 09	– –	124.0	Glen Echo ♁	5 40	– –	– –	5 41	– –	†6 35
P M	9 35	5 40 P M	1 46 P M	10 20	4 25 A M	131.0	arr. + Springfield ♁ lve.	†5 30	*10 30 A M	*3 00 P M	†5 30	*12 01 Night	A M
	P M	5 46 P M	1 55 P M	11 49	4 30 A M	131.0	lve. Springfield arr.	A M	10 18 A M	2 55 P M	4 44	11 45 P M	
		6 16 P M	2 40 P M	12 28	5 13 A M	155.1	arr. Dayton lve.		9 42 A M	2 15 P M	4 14	11 00 P M	
		7 45 P M	4 25 P M	1 55	7 05 A M	211.0	Cincinnati		*8 20 A M	*12 35 Noon	†3 10	*9 20 P M	
				P M			ARRIVE] [LEAVE				P M		

♁ Stops to take for Springfield and points west.

a Stops to lve. from Springfield and points west.

FINDLAY BRANCH.

Nov. 7, 1909.	Mls	No. 121	No. 101	No. 143
Lve. Carey + ♁	0	†8 10 A M	†1 10 P M	†8 20 P M
» Vanlue ♁	5.6	8 20 »	1 30 »	8 30 »
» Huber	9.9	8 27 »	1 45 »	8 40 »
Arr. Findlay + ♁	15.3	8 40 A M	2 10 P M	8 50 P M
STATIONS.	**Mls**	**No. 104**	**No. 112**	**No. 126**
Lve. Findlay +	0	†6 55 A M	†10 05 A M	†5 55 P M
» Huber	5.4	7 05 »	10 25 »	6 05 »
» Vanlue	9.7	7 14 »	10 50 »	6 15 »
Arr. Carey +	15.3	7 25 A M	11 20 A M	6 30 P M

At Cincinnati close connections made in Union Depot with all lines to and from the South, Southeast and East.

Train No. 2—Day Coaches and Electric-lighted Sleeping Cars Cincinnati to Toledo, and Cincinnati to Detroit. Passengers may occupy Toledo Sleeper until 7 00 a.m.

Train No. 10—Day Coaches, Pullman Observation Parlor Car and Cafe Dining Coach through without change Cincinnati to Toledo and Detroit. Coach Cincinnati to Cleveland.

Train No. 12—Pullman Parlor Car, Coach and Cafe Dining Coach Cincinnati to Toledo and Detroit. Coach Cincinnati to Sandusky.

Nos. 18 and 2—Pullman Sleeper Indianapolis to Toledo and Detroit.

Train No. 1—Day Coaches and Parlor and Cafe Dining Coach Detroit and Toledo to Cincinnati.

Train No. 3—Day Coaches, Pullman Observation Parlor Car and Cafe Dining Coach without change Detroit and Toledo to Cincinnati. Coach Sandusky to Cincinnati.

Train No. 9—Day Coaches and Electric-lighted Sleeping Cars Detroit to Cincinnati and Toledo to Cincinnati. Toledo Sleeper open 9 00 p.m.

Nos. 9 and 11—Sleeping Car Detroit and Toledo to Indianapolis.

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W. T. STEVENSON, Chief of Tariff Bureau, Cincinnati, O.
W. F. STARK, Superintendent, Dayton, O.

43	35	29	19	17	Mls	May 30, 1909.	36	46	10	16	18	2
P M	P M	Noon	A M	A M		LVE.] (C. C. C. & St. L.) [ARR.	A M	P M	P M	P M	A M	P M
5 45	4 05	12 30	7 00	4 35		Columbus	11 45	3 00	5 40	9 55	1 55	5 40
P M	P M	P M	A M	A M		LVE.] (C. C. C. & St. L.) [ARR.	A M	P M	P M	P M	P M	P M
7 05	5 20	1 56	8 15	5 31		Springfield	10 35	1 57	4 44	8 36	11 45	4 44
P M	P M	Noon	A M			LVE.] (C. C. C. & St. L.) [ARR.	A M	P M	P M			P M
6 30	3 00	12 10	8 30			Cincinnati	10 00	1 55	7 25			4 25
P M	P M	P M	A M	A M		(C. H. & D.)	A M	P M	P M	P M		P M
†6 30	2 00	1 00	8 15	†3 45		Cincinnati	9 30	2 50	7 25	8 40		4 26
	P M		A M			(C. H. & D.)	Noon		P M			
	1 36		5 30			Wellston	12 20		9 30			
P M	P M	P M	A M	A M		LVE.] Central time. [ARR.	A M	A M	P M	P M	P M	P M
*8 10	*6 10	*2 45	*11 00	*7 25	0	+ Dayton ♁	7 55	11 30	3 37	6 40	10 45	2 25
8 15	6 15	2 50	11 04	7 30	1.4	+ Miami City	7 50	11 25	3 32	6 36	10 40	2 19
8 20	6 20	2 55	11 10	7 35	4.6	Stillwater Junction ♁	7 44	11 20	3 27	6 30	10 36	2 14
8 25	6 25	3 01	11 15	7 40	7.3	Trotwood	7 40	11 15	3 22	6 25	10 30	2 09
8 31	6 31	3 07	11 21	7 46	10.6	Air Hill	7 33	11 09	3 16	6 19	10 23	2 04
8 36	6 36	3 11	11 26	7 50	13.2	+ Brookville ♁	7 29	11 04	3 11	6 15	10 19	2 00
8 40	6 40	3 15	11 30	7 55	15.2	Dodson ♁	7 25	11 00	3 07	6 10	10 15	1 55
8 43	6 42	3 17	11 32	7 58	16.0	National Road	7 23	10 57	3 01	6 07	10 12	1 52
8 45	6 44	3 20	11 34	8 00	17.0	Wengerlawn	7 21	10 55	2 58	6 04	10 10	1 50
8 49	6 48	3 24	11 38	8 04	19.0	Baltimore	7 17	10 51	2 54	6 00	10 06	1 46
8 53	6 52	3 28	11 42	8 08	21.0	Gordon	7 13	10 47	2 49	5 56	10 02	1 42
9 00	6 59	3 34	11 49	8 18		P. & E. Ry. Crossing	7 04	10 39	2 42	5 50	9 55	1 34
9 06	7 00	3 37	11 50	8 21	26.0	+ Arcanum ♁	7 02	10 38	2 40	5 48	9 54	1 33
9 10	7 04	3 41	11 54	8 25	28.0	Delisle	6 58	10 34	2 36	5 42	9 50	1 28
9 14	7 08	3 45	11 58	8 29	31.0	Jay's	6 54	10 30	2 31	5 37	9 46	1 25
9 20	7 15	3 52	12 05	8 35	35.0	+ Greenville ♁	6 46	10 23	2 24	5 30	9 40	1 18
9 30	7 27	4 02	12 17	8 43	39.0	Rush's	6 35	10 13	2 12	5 22	9 30	1 07
9 38	7 35	4 10	12 25	8 50	44.0	Hillgrove	6 28	10 05	2 05	5 15	9 20	1 00
9 43	7 40	4 16	12 30	8 55	47.0	+ Union City ♁	*6 23	*10 00	†2 00	*5 10	*9 15	§12 55
P M	P M	P M	Noon	A M		ARRIVE] [LEAVE	A M	A M	P M	P M	P M	Noon
12 10	12 10	6 45	3 00	11 15		Indianapolis	*3 35	*7 30	†10 35	*3 05	*6 56	
Night	Night	P M	P M	A M		ARRIVE] [LEAVE	A M	A M	A M	P M	P M	
7 30	7 30	2 00	8 15	5 58		St. Louis	*8 00	*11 55		*8 50	*1 00	
A M	A M	A M	P M	P M		ARRIVE] LEAVE	P M	P M		A M	P M	

* Daily; † daily, except Sunday. ‡ Meals. + Coupon stations; ♁ Telegraph stations.

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BIG FOUR ROUTE

THE BEST WAY BETWEEN

Cincinnati, Indianapolis and Chicago

Four Fast Trains Daily

Equipped with Parlor Cars, Dining Cars and Ladies' Coaches on day trains, and Standard Sleeping Cars and Ladies' Coaches on night trains.

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leaving Cincinnati and Chicago at 11 45 p.m. enables the traveler to attend the theatre in one city at night and breakfast in the other next morning.

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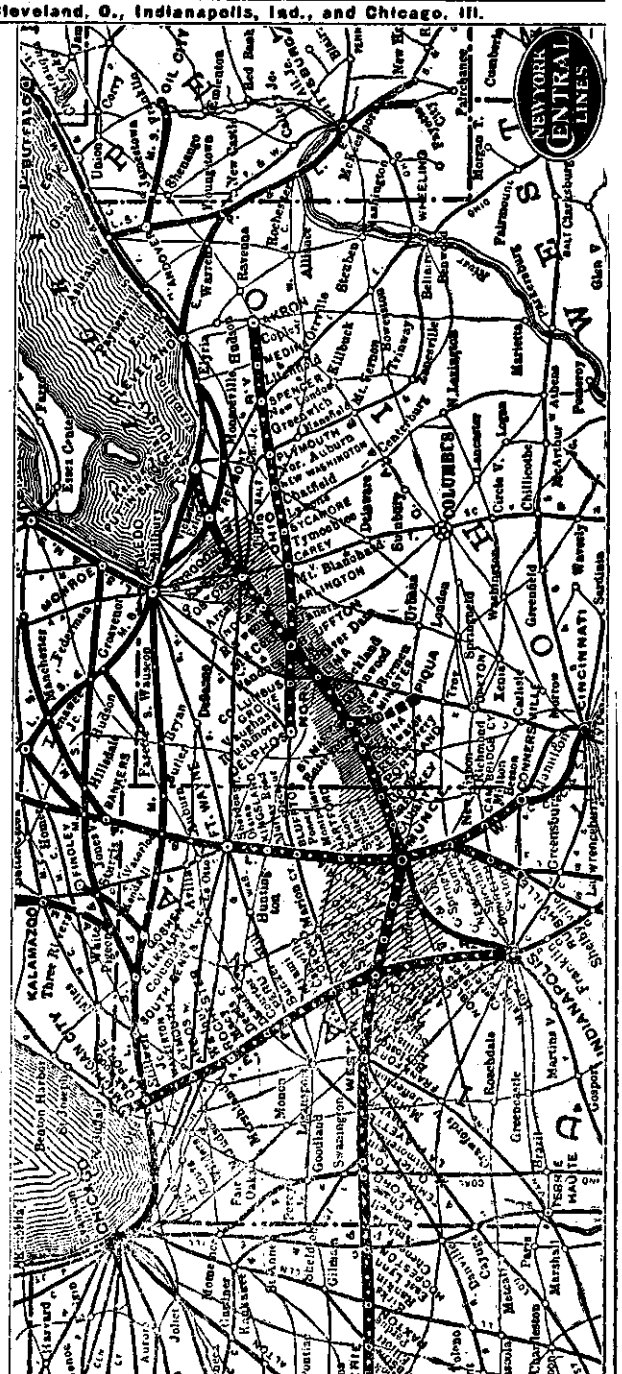

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

LAKE ERIE & WESTERN RAILROAD CO.

FORT WAYNE, CINCINNATI & LOUISVILLE R.R. AND NORTHERN OHIO RY. CO.

MAIN LINE.

3-13	13	9	1	Mls.	November, 1909 (Central time.)	2	10	4	6	14
P M			A M			P M		P M		
†1 15			*6 30	0	lv. + . Sandusky ♁ . arr.	8 30		3 20		
1 26			6 40	5.6	. . . . . Castalia . . . . . ♁	8 17		3 10		
2 00			7 15	22.8	+ . . . . . Fremont . . . . . ♁	7 44		2 35		
2 15			7 31	31.2	. . . . . Burgoon . . . . . ♁	7 25		2 15		
2 20			7 36	33.5	. . . . . Kansas . . . . . ♁	7 20		2 10		
2 37			7 54	42.6	+ . . . . Fostoria . . . . . ♁	7 04		1 55		
2 46			8 05	48.0	+ . . . . . Arcadia . . . . . ♁	6 48		1 44		
3 03			8 22	57.6	+ . . . . . Findlay . . . . . ♁	6 34		1 30		
3 15			8 36	66.5	. . . . . Rawson . . . . . ♁	6 16		1 16		
3 22			8 42	69.2	. . . . . Mount Cory	6 10		1 11		
3 32			8 54	73.6	+ . . . . . Bluffton . . . . . ♁	6 02		1 01		
3 42			9 05	79.7	. . . . . Beaver Dam . . . . . ♁	5 50		12 52		
4 00			9 25	88.8	arr. . . . + Lima ♁ . . . lve.	5 35		12 40		
4 00			9 25	88.8	lve. . . . . Lima . . . . . arr.	5 35		12 40		
4 28	Noon		9 53	101.0	. . . . . Buckland . . . . . ♁	5 09		12 08		P M
4 42	†1210		10 10	110.1	+ . . . St. Mary's . . . . . ♁	4 42		11 52		2 05
	12 35			117.2	+ . . . . . New Bremen . . . . . ♁					1 40
	12 50			120.0	arr. . + Minster ♁ . . lve.					†† 25
4 58	Noon		10 25	119.9	+ . . . . . Celina . . . . . ♁	4 24		11 36		P M
5 07			10 34	125.6	+ . . . . . Coldwater . . . . . ♁	4 11		11 28		
5 24			10 52	134.8	+ . . Fort Recovery . . . . . ♁	3 54		11 12		
5 43			11 11	145.8	+ . . . . . Portland . . . . . ♁	3 36		10 50		
6 00			11 26	156.7	+ . . . . . Redkey . . . . . ♁	3 14		10 28		
6 10	5		11 36	162.5	+ . . . . . Albany . . . . . ♁	3 04		10 18		
6 30	A M		12 01	173.7	arr. . . . Muncie . . . . lve.	2 45		9 57	P M	
6 30	*7 20		12 01	173.7	lve. . + Muncie ♁ . . . arr.	2 45		9 57	3 10	
7 00	7 48		12 30	189.9	+ . . . Alexandria . . . . . ♁	2 10		9 20	2 38	
7 18	8 07		12 48	198.7	+ . . . . . Elwood . . . . . ♁	1 55		9 04	2 15	
7 35	8 30		11 10	209.3	arr. . . + Tipton ♁ . . lve.	11 35		8 45	1 55	
7 40	8 45		1 50	209.3	lve. . . . Tipton . . . . arr.	1 20		8 35	1 40	
8 00	9 02		1 47	219.2	. . . . . Kempton . . . . . ♁	1 00		8 15	1 20	
8 07	9 07		1 53	222.9	. . . . . Scircleville . . . . . ♁	12 51		8 07	1 12	
8 12	9 12		2 00	225.2	. . . . . Hillisburg . . . . . ♁	12 46		8 01	1 06	
8 18	9 17		2 06	228.0	. . . . . Boyleston . . . . . ♁	— —		7 55	1 00	
8 30	9.30		2 18	234.2	+ . . . . Frankfort . . . . . ♁	12 31		7 45	1 50	
8 45	9.43		2 30	243.5	. . . . . Mulberry . . . . . ♁	12 14		7 31	1 32	
8 55	9 51		2 40	249.5	. . . . . Dayton . . . . . ♁	— —		7 22	1 23	14
†9 15	10 10	A M	3 05	258.7	arr. + Lafayette ♁ . lve.	12 50		7 05	1 00	P M
‡7 00	10 10	†6 00	3 05	258.7	lve. . Lafayette . . . arr.	12 50		7 05	8 00	9 15
7 15	10 25	6 15	3 20	267.6	. . . . . Montmorenci . . . . . ♁	11 33		6 45	5 38	8 59
7 21	10 32	6 21	3 28	271.2	. . . . . Otterbein . . . . . ♁	11 27		6 39	5 29	8 52
7 30	10 40	6 30	3 36	277.3	+ . . . . Templeton . . . . . ♁	11 20		6 30	5 20	8 43
7 35	10 45	6 35	3 41	279.4	+ . . . . . Oxford . . . . . ♁	11 15		6 21	5 16	8 37
7 51	11 03	6 51	3 57	286.6	. . . . . Boswell . . . . . ♁	11 03		6 04	4 59	8 20
8 05	11 20	7 05	4 12	293.9	. . . . . Ambia . . . . . ♁	10 49		5 48	4 45	8 05
8 21	11 37	7 21	4 30	302.0	+ . . . Hoopeston . . . . . ♁	10 34		5 31	4 30	7 48
8 31	11 47	7 30	4 42	309.4	. . . . East Lynn . . . . . ♁	10 25	P M	5 20	4 18	7 37
8 45	12 01	7 45	4 58	314.4	. . . . . Rankin . . . . . ♁	10 13	3 05	†5 10	4 05	7 24
8 53	12 09	7 53	5 05	318.4	. . . . . Clarence . . . . . ♁	10 06	7 58	A M	3 58	7 16
9 03	12 20	8 05	5 16	324.9	+ . . . . . Paxton . . . . . ♁	9 57	7 47		3 49	7 05
9 11	12 29	8 14	5 25	329.	. . . . . Perdueville . . . . . ♁	9 47	7 38		3 39	6 55
9 20	12 37	8 24	5 35	334.3	. . . . . Elliott . . . . . ♁	9 39	7 26		3 32	6 48
9 30	12 46	8 34	5 45	339.6	+ . . . . . Gibson . . . . . ♁	9 30	7 15		3 25	6 36
9 50	1 03	8 50	6 00	348.9	. . . . . Saybrook . . . . . ♁	9 16	7 00		3 10	6 22
10 02	1 18	9 06	6 10	355.0	. . . . . Arrowsmith . . . . . ♁	9 06	6 48		3 00	6 10
10 12	1 21	9 16	6 20	359.4	. . . . . Ellsworth . . . . . ♁	8 59	6 39		2 53	6 00
10 20	1 23	9 25	6 25	364.2	. . . . . Holder . . . . . ♁	8 50	6 29		2 46	5 50
10 45	1 45	9 50	6 50	374.0	+ . . Bloomington . . . . . ♁	8 30	6 03		2 27	§5 30
A M	P M	9 55	7 02	375.8	. . C. & A. Junction . .	8 23	5 55		†2 20	P M
		10 13	7 22	385.6	. . . . . Carlock . . . . . ♁	8 04	5 36		P M	
		10 21	7 31	390.1	. . . . . Congerville . . . . . ♁	7 54	5 28			
		10 35	7 46	397.3	. . . . . Deer Creek . . . . . ♁	7 42	5 15			
		10 43	—	402.7	. . . . . Crandall . . . . . ♁	7 34	5 05			
		11 15	8 30	415.5	+ . . . . . Peoria . . . . . ♁	*7 00	†4 10			
		A M	P M		ARRIVE	LEAVE	A M	P M		

NORTHERN OHIO RAILWAY.

15	13	11	3	1	Mls.	June 27, 1909 LEAVE	ARRIVE	2	4	12	14
		A M	P M	A M				P M	A M	P M	
		†8 30	†4 00	†8 00	0	+	Akron . . . . . ♁	5 00	10 40	2 00	
		9 15	4 37	8 30	8.5	. . . . .	Copley	4 26	10 05	1 23	
		9 50	4 52	8 47	13.7	. . . . .	Sharon Center . . . ♁	4 07	9 50	1 05	
		12 30	5 15	9 20	21.5	+	Medina . . . . . ♁	3 40	9 20	12 30	
		1 10	5 42	9 49	30.7	. . . . .	Litchfield . . . . . ♁	3 05	8 56	11 20	
		2 35	6 05	10 17	38.1	+	Spencer . . . . . ♁	2 35	8 38	10 17	
		4 00	6 48	11 05	52.8	+ . .	New London . . . . . ♁	1 50	7.55	8 00	
	A M	4 30	7 08	11 25	60.3	. . . . .	Greenwich	1 25	7 32	6 30	P M
	†7 00	5 50	7 50	11 48	68.8	+	Plymouth . . . . . ♁	1 05	†7 10	†6 00	5 00
	7 50	P M	P M	12 25	78.6	+	New Washington . . . ♁	12 25	A M	A M	3 40
	8 10			12 40	83.1	+	Chatfield . . . . . ♁	12 08			2 50
	8 30			12 53	87.2	. . . . .	Lyken's . . . . . ♁	11 53			2 20
	9 25			1 28	95.4	+	Sycamore . . . . . ♁	11 25			1 28
	11 20			2 00	106.7	+	Carey . . . . . ♁	10 45			12 35
	12 15			2 28	116.7	+ . .	Mount Blanchard . . . ♁	10 17			11 30
	1 00			2 45	121.8	+ . .	Arlington . . . . . ♁	10 00		16	11 00
P M	1 25			2 54	125.8	. . . . .	Jenera . . . . . ♁	9 47		A M	10 40
§3 05	2 30			3 40	134.1	+	Bluffton . . . . . ♁	9 15		8 10	†10 05
3 20	P M			4 03	139.3	. . . . .	Pandora . . . . . ♁	8 28		7 50	A M
3 40				4 20	144.6	+ . .	Columbus Grove . . . ♁	8 13		7 30	
4 00				4 40	150.4	. . . . .	Vaughnsville . . . . ♁	7 55		6 40	
4 45				5 20	161.7	+	Delphos . . . . . ♁	†7 20		†6 00	
P M				P M			ARRIVE LEAVE	A M		A M	

FORT WAYNE, CINCINNATI & LOUISVILLE RAILROAD.

43	35	37	39	Mls.	December 5, 1909 LEAVE Central time. ARRIVE	42	38	36
	A M					P M	P M	Noon
	8 25				Detroit . . . . (M. C. R. R.)	5 55	10 30	12 45
	9 21				Ann Arbor . . . . . "	4 50	8 50	11 10
	6 15				Bay City . . . . . "	8 25		3 35
	6 49				Saginaw . . . . . "	7 52		2 54
	9 30	A M			Lansing . . . . . (L. S. & M. S.)	4 35		9 50
	11 45	7 00			Jackson . . . . . "	3 05	8 25	9 20
	P M	3 45	10 35	A M	arr. . . . Ft. Wayne . . . lve.	11 30	4 45	5 30
‡600	†425	†1115	†640	0	lve. + Ft. Wayne ♁ . . arr.	11 00	2 40	10 30
6 24	4 46	— —	7 02	11.7	. . . . . Yoder . . . . . ♁	10 37	— —	10 02
6 29	4 52	11 40	7 08	15.2	+ . . . . . Ossian . . . . . ♁	10 31	2 11	9 16
6 35	4 58	11 45	7 14	18.5	. . . . . Kingsland . . . . . ♁	10 24	2 05	9 58
6 47	5 10	11 57	7 25	24.9	+ . . . . . Bluffton . . . . . ♁	10 13	1 53	9 40
6 58	5 20	— —	7 35	31.0	. . . . . Poneto . . . . . ♁	10 01	1 40	9 30
7 08	5 28	— —	7 43	35.8	. . . . . Keystone . . . . . ♁	9 53	1 33	9 22
7 12	5 35	12 22	7 50	38.8	+ . . . . . Montpelier . . . . . ♁	9 47	1 27	9 16
7 27	5 49	12 35	8 05	46.9	+ . . Hartford City . . . . . ♁	9 32	1 11	8 00
7 41	6 01	12 48	8 17	54.5	+ . . . . . Eaton . . . . . ♁	9 18	12 59	8 45
7 45	6 05	— —	8 22	57.0	. . . . . Shideler . . . . . ♁	9 15	— —	8 41
8 05	6 25	1 10	8 40	65.3	arr. . . . . Muncie ♁ . . . . lve.	9 00	12 43	8 25
1115	1115	1 40	9 20		. . . . . Anderson	8 25	11 58	7 50
1210	1210	2 40	10 30		arr. . Indianapolis . . lve.	*7 35	†10 35	†6 55
Night	Night	P M	A M		(C. C. C. & St. L.)	A M	A M	P M
8 10	6 35	1 16	8 45	65.3	lve. . . . + Muncie ♁ . . . arr.	8 45	12 25	8 15
8 23	6 48	1 28	8 57	71.2	. . . . . Cowan . . . . . ♁	8 33	12 10	8 00
8 27	6 53	1 32	9 01	73.0	. . . . . Oakville . . . . . ♁	8 29	12 06	7 54
8 32	6 58	1 37	9 06	75.2	. . . . . Springport . . . . . ♁	8 24	12 01	7 48
8 39	7 07	1 43	9 12	78.2	. . . . . Mount Summit . . . . . ♁	8 16	11 55	7 40
— —		— —		80.9	. . . . . Fayne . . . . . ♁	— —	— —	—
8 51	7 24	1 55	9 24	83.4	. . . . . New Castle . . . . . ♁	8 05	11 45	7 24
9 07	7 35	2 11	9 39	90.6	. . . . . New Lisbon . . . . . ♁	7 48	11 29	7 14
9 21	7 45	2 24	9 50	96.6	+ . . Cambridge City . . . . . ♁	7 36	11 18	7 04
9 26	7 49	2 28	9 54	98.6	. . . . . Milton . . . . . ♁	7 32	11 13	7 00
9 50	8 15	2 50	10 15	108.5	arr. . + Connersville ♁ . . lve.	*7 10	†10 50	†6 40
P M	P M	5 30	A M		ar. Cincinnati (C. C. C. & St. L.) lv.	A M	8 17	4 05
		5 40			ar. Cincinnati (C. H. & D.) lv.		8 30	3 15
	10 45	6 00			lve. . . . Cincinnati . . . arr.		7 20	11 50
	2 15	8 20			arr. . Louisville, Ky . lve.		3 15	8 15
	8 07	2 15			arr. . . . Nashville . . . lve.		8 30	3 10
		6 10			arr. . Chattanooga . . lve.		9 45	
	7 05	8 30	95		arr. . . New Orleans . . lve.		9 00	8 30
	A M	8 30	A M		arr. . . Jacksonville . . lve.		7 56	A M
		A M	†7 10	83.4	lve. . . New Castle . . . arr.		11 25	
			7 32	91.3	. . . . . Spiceland . . . . . ♁		11 00	
			7 42	93.6	. . . . . Dunreith		10 48	
			7 55	97.7	. . . . . Mays . . . . . ♁		10 35	
			8 30	107.4	+ . . . . . Rushville . . . . . ♁		†1000	
			A M		ARRIVE LEAVE		A M	

Ft. Wayne, Cincinnati and Louisville Division.—Trains Nos. 36, 37, 38 and 39 run through without change between Ft. Wayne, Ind., and Cincinnati, O., via Connersville and the Big Four Route.

INDIANAPOLIS AND MICHIGAN CITY DIVISION.

24	22	20	Mls.	September, 1909	21	23	25
A M		P M				A M	A M
8 30	A M	9 30		lv. Louisville. (Pa. Co.) ar.	P M	7 00	7 15
12 00	8 30	3 00		lv. Cincinnati. (C. H. & D.) ar.	1 58	8 00	7 50
Noon	8 00	8 45		lv. Louisville. (Big 4) ar.	6 50	6 50	7 30
12 20	8 40	†11 45		lv. Cincinnati " ar.	6 00	6 00	7 10
P M	A M	A M		LEAVE ARRIVE	A M	P M	P M
†6 15	†11 55	†7 15	0	+ . . . Indianapolis . . . . . ♁	10 10	2 50	1000
6 44	12 23	7 44	12.7	. . . . . Castleton . . . . . ♁	9 40	2 22	9 31
6 51	12 31	7 51	16.2	. . . . . Fishers . . . . . ♁	9 32	2 14	9 24
7 03	12 43	8 03	22.2	+ . . . . Noblesville . . . . . ♁	9 20	2 01	9 13
7 16	12 54	8 15	28.6	. . . . . Cicero . . . . . ♁	9 07	1 48	9 02
7 20	1 00	8 20	31.6	. . . . . Arcadia . . . . . ♁	9 01	1 47	8 56
7 25	1 05	8 25	34.5	. . . . . Atlanta . . . . . ♁	8 55	1 38	8 50
7 35	1 16	8 35	39.7	arr. . . . . Tipton ♁ . . . lve.	8 45	1 25	8 40
7 45	1 25	8 45	39.7	lve. . . . . Tipton . . . . arr.	8 40	1 15	8 35
8 17	1 55	9 11	54.4	+ . . . . . Kokomo . . . . . ♁	8 15	12 43	8 05
8 34	2 13	9 33	63.0	. . . . . Miami . . . . . ♁	7 56	12 23	7 46
8 40	2 18	9 39	66.3	+ . . . . . Bunker Hill . . . . . ♁	7 51	12 17	7 41
8 55	2 35	9 55	73.9	arr. . . . . + Peru ♁ . . . lve.	7 35	12 01	7 25
9 00	2 40	10 00	73.9	lve. . . . . Peru . . . . . arr.	7 30	11 53	7 20
9 21	3 00	10 19	81.9	+ . . . . . Denver . . . . . ♁	7 13	11 34	7 03
9 38	3 16	10 33	89.0	. . . . . Macy . . . . . ♁	6 59	11 18	6 49
9 58	3 33	10 50	97.7	+ . . . . . Rochester . . . . . ♁	6 40	10 59	6 30
10 28	4 01	11 18	110.1	+ . . . . . Argos . . . . . ♁	6 14	10 32	6 04
10 45	4 17	11 33	118.3	+ . . . . . Plymouth . . . . . ♁	†600	10 17	5 50
P M	4 43	11 58	130.7	+ . . . . . Walkerton . . . . . ♁	A M	9 5	5 17
	5 00	12 15	139.6	+ . . . . . Stillwell . . . . . ♁		9 35	5 00
	5 20	12 32	147.5	+ . . . . . La Porte . . . . . ♁		9 20	4 45
	5 33	12 43	149.5	. . . . . Belfast . . . . . ♁		9 06	4 25
	5 55	1 05	159.4	arr. + Michigan City ♁ . . lve.		†8 45	†400
	7 25	3 50		arr. . South Bend . . . lve.		7 10	3 47
	7 55	4 15		arr. . . . Elkhart . . . . lve.		6 45	3 20
	9 00	4 00		arr. . . . Chicago . . . . lve.		6 45	3 00
	P M	P M		(L. S. & M. S.)		A M	P M

Additional Train—Leaves Indianapolis §6 20 p.m., Peru §8 50 p.m., arrives Michigan City 11 50 p.m.

• Daily. † daily, except Sunday. ‡ Sunday only. ♁ Meals. + Coupon stations. ♁ Telegraph stations. STANDARD Central time.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | Over 160 railroads use the SAFETY systems of ..... Steam Heat

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PITTSBURGH & LAKE ERIE RAILROAD.

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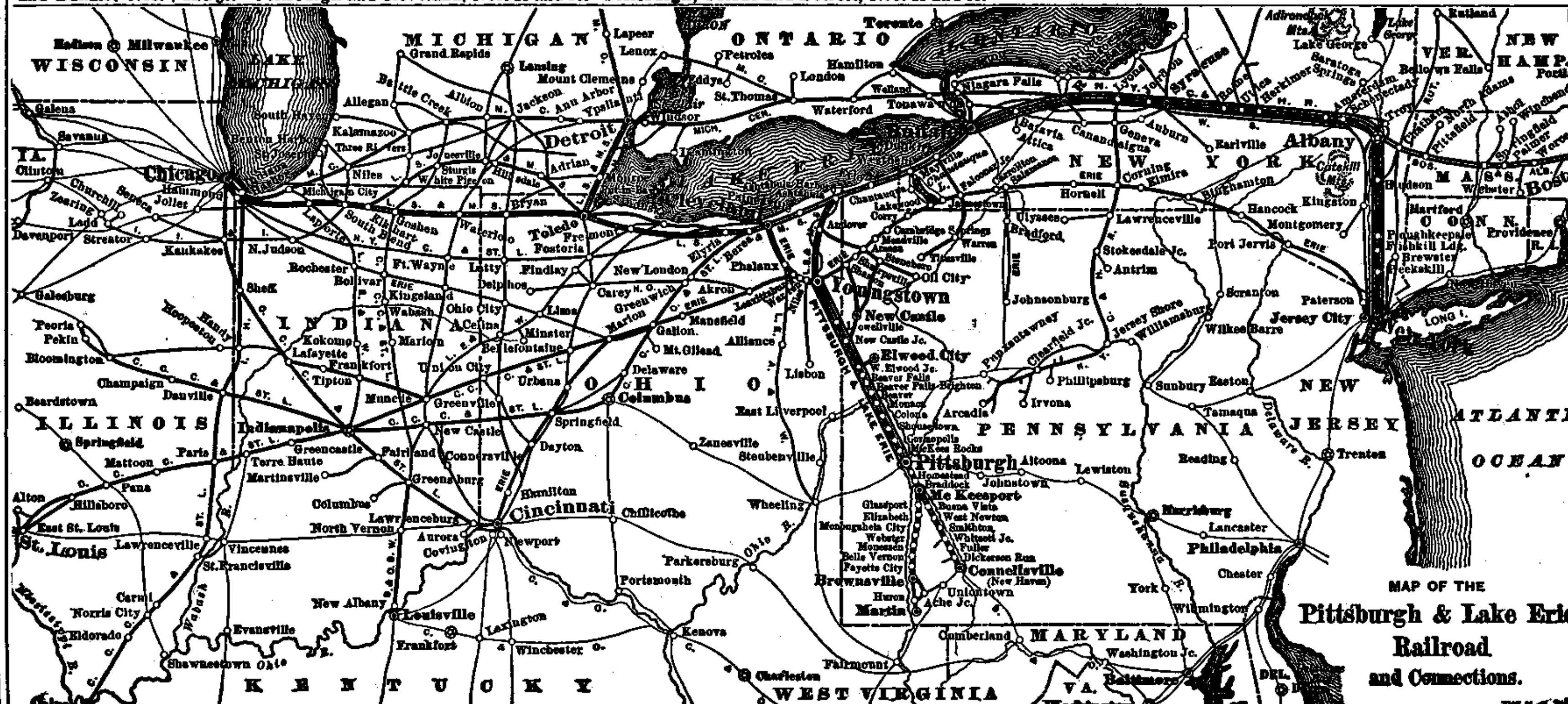

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34	28	30	16	20	26	10	22	24	14	18	38	(Central time.)	17	13	5	43	23	33	19	25	7	21
....	....	A M	....	....	A M	....	....	P M	....	P M	....	(Via L. S. & M. S. Ry.)	P M	....	....	A M	A M	....	A M	A M	....	A M
....	....	*8 25	....	†A M	*3 00	....	....	*10 30	....	*5 30	....	lve......**Chicago**.....arr.	8 00	P M	....	1 20	7 10	....	7 30	7 48	....	*11 43
....	....	....	....	a8 27	7 02	....	....	a10 35	....	9 00	....	" ......**Detroit**...... "	a4 00	5 40	....	8 55	....	....	....	....	....	6 45
....	....	1 45	....	†10 30	*8 50	....	....	4 15	....	10 50	....	" ......**Toledo**....... "	2 05	5 40	....	6 55	10 50	....	1 20	2 05	....	4 55
....	....	4 10	....	1 50	11 25	....	....	7 40	....	1 20	....	arr.... **Cleveland**.. .lve.	*10 55	12 45	....	4 40	*7 15	....	*10 45	*11 35	....	*2 40
....	....		P M	P M	A M	P M	....	A M	....	A M	A M	(Via B. & A. R.R.)	A M	Noon	A M	A M	P M	A M	P M	P M	Night	A M
....	....	....	*7 55	....	....	*4 50	....	....	....	....	*11 30	lve..... **Boston** .....arr.	....	....	7 00	10 40	....	11 50	2 55	....	12 15	....
P M	....	Noon	Noon	....	....	A M	....	....	....	....	P M	(Via L. S. & M. S. Ry.)	....	....	P M	P M	....	P M	P M	....	A M	....
*4 20	....	*12 45	*12 25	....	....	*9 05	....	....	....	....	*10 35	lve.......**Buffalo**.....arr.	....	....	3 00	7 25	....	9 15	11 59	....	6 05	....
5 58	....	3 31	2 22	....	....	10 55	....	A M	....	....	12 51	" ....**Erie**........ "	....	....	1 00	5 14	....	7 25	10 02	....	3 35	....
6 45	....	4 55	3 25	....	....	11 55	A M	*7 05	A M	....	3 15	lve....**Ashtabula** ...arr.	....	P M	12 05	*4 00	....	6 40	8 45	A M	1 50	A M
P M	....	*1 05	P M	Noon	....	A M	*5 05	A M	*1 25	....	A M	lve....**Salamanca**.arr.	....	3 58	Noon	[illegible]1	....	P M	P M	3 50	A M	9 41
....	....	2 40	....	†12 00	....	....	6 10	....	2 18	....	....	" ...**Jamestown**. "	....	2 55	....	5[illegible]	....	....	....	2 54	....	8 46
....	....	4 16	....	1 54	....	....	7 47	....	– –	....	....	" **CambridgeSprings** "	....	1 08	....	57	....	....	....	1 17	....	7 12
....	P M	4 47	....	2 30	P M	....	8 23	A M	4 01	A M	....	lve....**Meadville** ..arr.	A M	12 32	....	25	P M	....	P M	12 50	....	6 40
....	*5 30	*6 15	....	*3 00	*1 30	....	*8 10	*8 00	A M	*2 30	....	lve.... **Cleveland**..arr.	*10 30	11 55	....	4 00	6 35	....	8 35	10 30	....	2 15
□	7 25	6 34	□	4 25	2 45	....	9 53	9 15	....	4 04	□	" ......**Warren**... "	9 12	10 31	□	2 44	4 54	□	7 17	8 15	□	12 50
P M	7 35	6 43	P M	4 34	2 54	P M	10 03	9 23	A M	4 13	A M	lve........**Niles**....arr.	9 04	10 22	A M	2 35	4 45	P M	7 08	8 04	P M	12 41
*8 20	*8 00	*7 05	*5 15	*4 55	*3 15	*1 20	*10 25	*9 42	*7 05	*4 35	*4 55	lve..**Youngstown**.arr.	8 45	9 55	10 30	2 15	4 25	5 15	6 47	8 47	11 45	12 20
8 52	8 52	7 40	5 50	5 32	3 59	2 05	11 06	10 20	7 50	5 34	5 34	arr....**New Castle**.lve.	8 05	9 16	9 50	1 25	3 30	4 40	6 05	8 08	11 05	11 38
9 02	9 04	7 50	6 08	5 48	4 03	– –	11 22	10 33	8 07	5 37	– –	" Beaver Falls-Brighton "	7 53	8 57	9 37	1 13	3 14	4 34	5 52	7 53	10 44	11 23
– –	9 10	7 55	6 16	5 53	4 09	2 24	11 29	10 39	8 14	5 42	– –	" ......**Beaver**.... "	7 48	8 50	9 32	1 08	3 09	– –	5 47	7 48	10 38	11 18
9 35	9 55	8 30	6 55	6 30	4 45	3 00	12 05	11 15	8 50	6 30	6 35	arr....**Pittsburgh**.lve.	*7 15	*8 15	*9 00	*12 35	*2 30	*4 00	*5 15	*7 15	*10 00	*10 30
P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	....	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M

(Salamanca to Niles: Via Erie. Youngstown to Pittsburgh: Via P.&L.E.R.R.)

Connections.—[1] With railroads diverging. [2] With Penna. R.R.; Balt. & Ohio R.R. and Penna. Co. [3] With Pittsburgh & West. Ry. [4] With Montour R.R. [5] With Pittsburgh, Chartiers & Youghiogheny Ry. [6] With railroads diverging. [7] With B. & O. R.R. [8] With B. & O. R.R. and Penna. R.R. [9] With Penna. R.R.

LOCAL TIME-TABLE.—PITTSBURGH AND LAKE ERIE DIVISION.

34	28	30	16	20	26	10	22	24	14	18	38	Ms.	November 7, 1909.	1	17	13	5	29	43	11	23	33	9	19	25	7	21
....	P M	P M	....	P M	P M	....	A M	A M	....	A M	....	....	(Central time.)	....	A M	A M	....	....	P M	....	P M	....	....	P M	P M	....	A M
....	*5 30	*6 15	....	*3 00	*1 30	....	*8 10	*8 00	....	*2 30	....	....	lv.+**Cleveland**..ar.	....	*10 30	11 55	....	....	4 00	....	*6 35	....	....	8 35	10 30	....	2 15
....	P M	P M	....	P M	P M	P M	A M	A M	A M	A M	....	....	LEAVE] [ARRIVE	A M	A M	A M	....	....	P M	....	P M	....	....	P M	P M	....	Night
P M	*8 00	*7 05	P M	*4 55	*3 15	*1 20	*10 25	*9 42	*7 05	*4 35	A M	0	+.**Youngstown**[1] ♁	7 35	8 45	9 55	A M	....	2 15	....	4 25	P M	....	6 47	8 47	P M	12 20
*8 20	8 08	7 07	*5 15	– –	– –	1 30	– –	9 44	7 07	– –	*4 55	0.7	+ L. S. & M. S. Depot	7 31	– –	9 52	10 30	....	2 10	....	4 22	5 15	....	6 42	– –	11 45	– –
– –	– –	– –	– –	– –	– –	– –	– –	– –	7 13	– –	– –	4.7	+....Struthers......	7 21	– –	– –	– –	....	– –	....	– –	– –	....	– –	– –	– –	– –
– –	– –	– –	– –	– –	– –	– –	– –	– –	7 17	– –	– –	7.8	+...Lowellville...♁	7 15	– –	– –	– –	....	– –	....	4 07	– –	....	– –	– –	– –	– –
– –	– –	– –	– –	– –	– –	– –	– –	– –	7 25	– –	– –	13.1	+....Edenburg...♁	7 07	– –	– –	– –	....	– –	....	3 58	– –	....	– –	– –	– –	– –
– –	– –	– –	– –	– –	– –	– –	– –	– –	7 31	– –	– –	17.7	+.Mahoningtown...	6 59	– –	– –	– –	....	– –	....	3 50	– –	....	– –	– –	– –	– –
8 52	8 52	7 40	5 50	5 32	3 59	2 05	11 06	10 20	7 50	5 34	5 34	21.3	ar. } +**New** {lv.	*6 45	*8 05	*9 16	*9 50	P M	*1 25	P M	*3 30	*4 40	P M	*6 05	*8 08	*11 05	*11 38
*8 28	*9 08	*7 17	*5 33	*5 12	*3 27	*1 45	*10 42	*9 50	*7 22	*4 57	*4 57	21.3	lv. } **Castle**[2] ♁ {ar.	7 06	8 30	9 40	10 20	1 42	1 52	2 57	3 59	6 10	5 45	6 29	8 28	11 27	12 01
*8 41	8 32	7 29	5 41	5 23	3 40	1 55	10 54	10 10	7 39	5 07	5 23	18.4	**New Castle Jn**[3] ♁	6 57	8 18	9 28	10 02	1 31	1 41	2 47	3 48	4 54	5 35	6 17	8 19	11 16	11 50
– –	8 26	– –	– –	– –	– –	– –	s –	– –	7 42	– –	– –	20.6	+.West Pittsburg...	6 51	– –	9 23	– –	1 26	– –	2 41	3 42	– –	5 30	– –	– –	– –	– –
– –	8 42	– –	– –	– –	– –	– –	s –	– –	7 48	– –	– –	24.3	+....Wampum.....	6 43	– –	9 17	– –	1 19	– –	2 35	3 37	– –	5 26	– –	– –	11 07	– –
....	....	....	6 09	....	....	....	11 22	....	8 06	....	....	31.5	ar. } +**Ellwood** {lv.	*6 20	....	*8 56	....	*12 56	....	†2 10	*3 15	....	†6 03	s6 42	....	....	....
....	....	....	*6 42	....	....	....	10 54	....	*7 40	....	....	31.5	lv. } **City** {ar.	6 48	....	9 23	....	1 25	....	2 39	3 42	....	5 32	s6 18	....	....	....
– –	– –	– –	5 58	– –	– –	– –	11 09	– –	7 54	– –	– –	28.4	+**WestEllwoodJn**	6 35	– –	9 10	– –	1 11	– –	2 25	3 29	– –	5 18	s –	– –	– –	– –
– –	9 01	– –	6 05	5 46	4 01	2 16	11 20	10 31	8 05	– –	5 49	35.1	+..Beaver Falls. ♁	6 22	7 56	9 00	9 41	1 01	1 17	2 10	3 17	– –	5 07	5 55	7 56	10 48	11 27
9 02	9 04	7 50	6 08	5 48	4 03	– –	11 22	10 33	8 07	5 37	– –	36.0	+Beaver Falls-Brighton	6 18	7 53	8 57	9 37	12 57	1 13	2 07	3 14	4 34	5 03	5 52	7 53	10 44	11 23
– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	5 59	37.1	+....Fallston......	6 15	– –	– –	– –	12 55	– –	2 05	– –	– –	– –	– –	– –	– –	– –
– –	8 10	7 55	6 18	5 53	4 09	2 24	11 29	10 39	8 14	5 41	– –	39.3	+.....Beaver..... ♁	6 11	7 48	8 50	9 32	12 51	1 08	2 01	3 09	– –	4 57	5 47	7 48	10 38	11 18
– –	8 13	– –	6 19	– –	– –	– –	s –	– –	8 17	– –	– –	40.2	+.... Monaca.... ♁	6 07	– –	s –	– –	12 48	– –	1 58	3 05	– –	4 53	– –	– –	10 35	11 14
– –	9 20	– –	6 26	– –	– –	– –	s –	– –	s –	– –	– –	44.6	+....Aliquippa.....	5 58	– –	– –	– –	12 38	– –	1 49	s –	– –	– –	– –	– –	– –	11 08
– –	9 23	– –	6 28	– –	– –	– –	s –	– –	s –	– –	– –	46.1	.....Woodlawn.....	5 54	– –	– –	– –	12 34	– –	1 44	– –	– –	– –	– –	– –	– –	11 04
– –	9 28	– –	– –	– –	– –	– –	– –	– –	s –	– –	– –	48.9	+...Shannopin.....	5 49	– –	– –	– –	12 29	– –	1 40	– –	– –	– –	– –	– –	10 23	– –
– –	9 31	– –	– –	– –	– –	– –	s –	– –	s –	– –	– –	50.4	+...Shousetown.. ♁	5 46	– –	– –	– –	12 26	– –	1 37	– –	– –	– –	– –	– –	– –	10 58
– –	9 37	– –	– –	6 14	– –	– –	s –	– –	8 36	c –	b –	54.5	+...Coraopolis... ♁	5 36	s –	8 30	– –	12 17	– –	1 29	2 45	– –	4 35	– –	– –	10 16	10 49
– –	– –	– –	– –	– –	– –	– –	– –	– –	s –	– –	– –	55.1	..**Montour Junc**[4]..	5 33	– –	– –	– –	12 15	– –	1 26	– –	– –	– –	– –	– –	– –	10 46
– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	56.2	.....Groveton......	5 30	– –	– –	– –	12 13	– –	1 24	– –	– –	– –	– –	– –	– –	– –
– –	9 47	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	61.6	+.**McKee's Rocks**[5] ♁	5 21	– –	– –	– –	12 03	– –	1 16	– –	– –	– –	– –	– –	– –	10 38
9 35	9 55	8 30	6 55	6 30	4 45	3 00	12 05	11 15	8 50	6 30	6 35	65.1	+..**Pittsburgh**[6]. ♁	*5 15	*7 15	*8 15	*9 00	*11 55	*12 35	†1 10	*2 30	*4 00	†4 20	*5 15	*7 15	*10 00	*10 30
P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M

Additional Trains—Leave Pittsburgh †6 50, *7 50 a.m., †3 40, †4 45, *5 25, †8 00 p.m., arrive Beaver Falls 7 50, 8 55 a.m., 4 50, 5 58, 6 30, 10 00 p.m. Returning, leave Beaver Falls †4 25, †5 15, *5 59, †7 03, †8 20, †11 25 a.m., *3 00 p.m., arrive Pittsburgh 5 45, 6 25, 6 47, 7 55, 9 30 a.m., 12 30 noon, 4 16 p.m. Leave New Castle †6 10, †11 45 a.m., *3 30 p.m., New Castle Junction †6 18, †11 54 a.m., *3 41 p.m., West Ellwood Junction 6 33 a.m., 12 10 noon, 4 13 p.m., arrive Ellwood City 6 48 a.m., 12 23 noon, 4 18 p.m., arrive Pittsburgh 7 30 a.m., 1 10, 5 12 p.m. Leaves New Castle †4 45 p.m., New Castle Junction †5 00 p.m., arrive West Ellwood Junction 5 18 p.m., Ellwood City 5 32 p.m., Beaver Falls 5 30 p.m. Leaves Pittsburgh †9 30 a.m., arrives West Ellwood Junction 10 37 a.m., Ellwood City 10 48 a.m., New Castle Junction 10 57 a.m., New Castle 11 08 a.m.

PITTSBURGH AND BROWNSVILLE.

60	58	56	54	52	50	Mls.	November 7, 1909.	51	53	55	57	59	61	69
P M	P M	P M	A M	A M	A M	.....	(Central time.)	A M	A M	A M	P M	P M	P M	P M
*10 30	*5 20	*3 30	*11 50	*8 00	†6 10	0	lve..+ **Pittsburgh**..arr.	6 48	8 00	11 40	1 35	4 40	8 10	8 50
10 42	5 32	3 40	12 04	8 12	6 25	7.0	+.....Homestead.......	6 38	7 48	11 28	1 25	4 26	6 58	8 18
s –	s –	– –	12 09	s –	6 30	9.1	+.......Rankin.........	6 33	s –	11 22	1 18	4 20	– –	– –
10 49	5 39	3 47	12 11	8 19	6 33	9.8	+...... Braddock........	6 31	7 41	11 20	1 15	4 17	6 51	8 10
11 00	5 50	3 58	12 23	8 30	6 46	15.0	+... **McKeesport**[7]	6 21	7 32	11 09	1 05	4 07	6 42	7 59
11 08	5 57	4 03	12 31	8 36	6 53	17.6	+......Glassport........	6 16	7 24	11 00	12 59	4 00	6 34	7 50
11 11	6 04	4 10	12 38	s –	7 01	21.7	..........Wylie..........	6 09	7 17	10 51	12 52	3 54	– –	– –
11 14	6 09	4 13	12 42	8 45	7 05	22.4	+......Elizabeth........	6 06	7 14	10 48	12 48	3 51	6 24	7 38
11 18	6 12	4 18	12 47	s –	7 09	24.2	........Lock No. 3........	6 00	7 10	s –	12 40	3 47	6 20	7 33
11 21	6 16	4 21	12 50	8 52	7 13	26.3	..........Bunola..........	5 57	7 06	10 39	– –	3 44	6 16	7 29
11 31	6 26	4 30	1 02	9 01	7 25	31.3	+..Monongahela City....	5 48	6 58	10 30	12 28	3 36	6 08	7 20
11 40	6 35	4 40	1 12	9 08	7 36	35.5	+.......Webster.........	5 38	6 50	10 21	12 20	3 26	6 00	7 11
11 48	6 42	4 48	1 18	9 13	7 45	38.8	+......Monessen........	5 33	6 44	10 15	12 14	3 20	4 54	7 05
11 55	6 52	4 53	1 29	9 20	7 55	42.4	+...**Belle Vernon**.....	5 24	6 37	10 05	12 05	3 10	4 47	6 55
12 01	6 58	4 58	1 36	9 26	8 03	45.2	+....Fayette City......	5 18	6 32	9 59	11 59	3 04	4 41	6 49
12 07	7 06	5 06	1 46	9 33	8 12	49.3	.... Newell	5 11	6 27	9 52	11 51	2 57	4 38	6 42
12 09	7 08	5 07	1 48	9 35	8 14	51.4	.....East California.....	5 09	6 25	9 50	11 49	2 55	4 34	6 40
12 20	7 20	5 20	2 00	9 45	8 25	55.0	+... **Brownsville**	†5 00	*6 15	*9 40	†11 40	*2 45	*4 25	§6 30
Night	P M	P M	P M	A M	A M	.....	ARRIVE] [LEAVE	A M	A M	A M	A M	P M	P M	P M

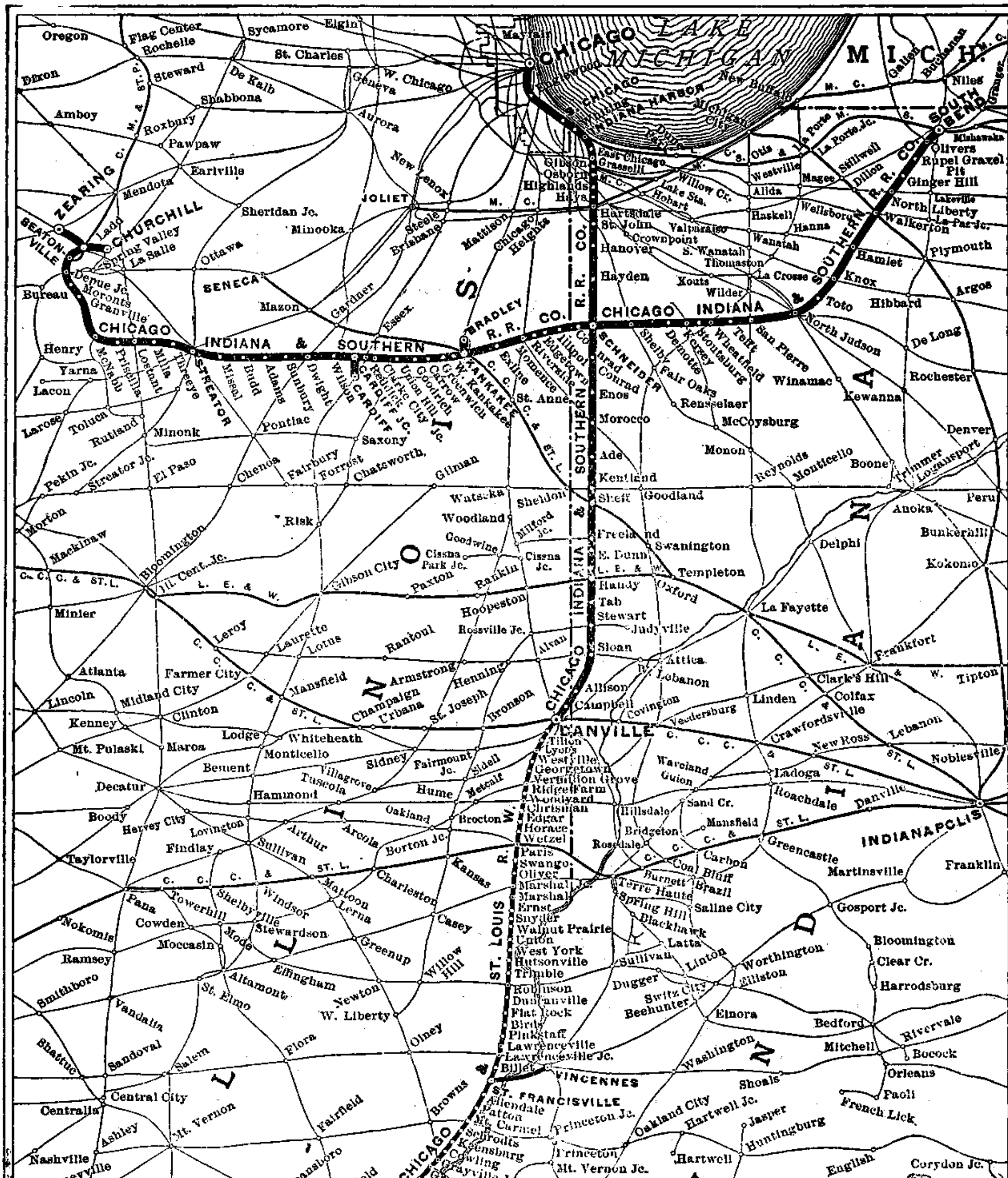
* Daily; † daily, except Sunday; § Sunday only; a via Michigan Central R.R.; b stops to leave passengers from Ashtabula and points east; c stops to leave passengers from Cleveland or points west. □ Nos. 5, 7, 16, 33, 34 and 38 arrive at and depart from Lake Shore Station, Youngstown.

PITTSBURGH AND CONNELLSVILLE.

156	152	Mls.	Nov. 7, 1909.	153	159	161
P M	A M	.....	(Central time.)	A M	P M	.....
*4 25	*7 35	0	lv.**Pittsburgh**.ar.	7 40	3 50	.....
4 37	7 47	7.0	+..Homestead ...	7 28	3 38	.....
4 44	7 54	9.8	+.. Braddock	7 20	3 30	.....
4 51	8 01	13.9	..... Riverton.....	– –	3 25	[a] Stops on Sunday.
4 55	8 05	15.0	+**McKeesport**..	7 09	3 20	
5 05	8 15	19.1	...... Boston......	6 58	3 10	
5 10	8 20	21.2	.... Greenock	6 54	3 06	
5 17	8 27	24.4	......Dravo......	6 46	2 58	
5 25	8 36	28.0	...Scott Haven...	6 38	2 48	
5 28	8 39	29.3	.....Douglass.....	6 34	2 45	
5 35	8 45	32.2	... Collinsburg ...	6 28	2 38	
5 38	8 50	33.2	+.West Newton ..	6 26	2 35	
5 53	9 02	39.2	.....Smithton.....	6 13	2 21	
5 56	9 05	40.8	.. Jacobs Creek...	6 11	2 18	.....
6 00	9 07	41.9	...Wick Haven...	6 09	2 14	.....
6 02	9 10	42.8	+**Whitsett Jn**..	6 07	2 12	.....
6 06	9 14	44.4	......Fuller......	6 04	2 08	P M
6 25	9 37	52.8	+Dickerson Run .	5 49	1 48	7 00
6 34	9 44	55.7	..**Broadford Jn**[8].	5 41	1 40	6 50
6 40	9 50	58.4	+**Connellsville**[9]	*5 35	*1 35	*6 45
P M	A M	.....	ARRIVE] [LEAVE	A M	P M	P M

+ Coupon stations; ♁ Telegraph stations.

Additional Trains—Leave Newell for Brownsville †4 30, *5 45, §8 50 a.m., †12 08, §3 30 p.m. Returning, leave Brownsville *5 25, *7 25 p.m. *12 25 night. Leave Dickerson Run *5 10 a.m., arrive Connellsville 5 22 a.m.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Anna
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Mounds
Mound City
Paducah
Brookport
Eddyville
Princeton
Madisonville
Providence
Dixon
Henderson
Evansville
Newburg
Rockport
Owensboro
Hawesville
Cannelton
Hardinsburg
Irvington
Corydon
Lincoln City
Huntingburg
Jasper
Oakland City
Washington
French Lick
Paoli
Orleans
Mitchell
Bedford
Bloomington
Worthington
Linton
Sullivan
Gosport Jc.
Robinson
Lawrenceville
Crawfordsville
Lebanon
Noblesville
Frankfort
La Fayette
Delphi
Kokomo
Peru
Logansport
Monticello
Rochester
Winamac
North Judson
Knox
Plymouth
Walkerton
Michigan City
Valparaiso
Hobart
Crownpoint
Hammond
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Fowler
Niles
Mishawaka
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GLENNON, CARY, WALKER & HOWE, Gen Counsel, Chicago, Ill.
CLYDE BROWN, General Solicitor, New York.
ORA E. BUTTERFIELD, Assistant Gen. Solicitor, Detroit, Mich.
HERBERT D. HOWE, Gen. Land and Tax Agent, Chicago, Ill.

TREASURY DEPARTMENT.

E. V. W. ROSSITER, Vice-President, New York.
CHARLES F. COX, Treasurer, New York.
R. P. AHRENS, Local Treasurer, Cleveland, O.

OPERATING DEPARTMENT.

C. E. SCHAFF, Vice-President, Chicago, Ill.
C. W. HOTCHKISS, General Manager, Chicago, Ill.
GEO. HANNAUER, Superintendent, Gibson, Ind.
E. A. ZIEGEL, Superintendent, Kankakee, Ill.
H. J. MERRICK, Supt. Freight Transportation, Cleveland, O.
L. G. PARISH Superintendent Motive Power, "
J. T. FLAVIN, Master Mechanic, Gibson, Ind.
L. SLATTERY, Signal Engineer, "
R. B. SEYMOUR, Chief Engineer, "
T. H. GOODNOW, Master Car Builder, Englewood, Ill.
THOS BRENNAN, Asst. Supt. and Supt. Telegraph, Gibson, Ind.
G. R. INGERSOLL, Purchasing Agent, Cleveland, O.
J. P. MURPHY, General Storekeeper, Collinwood, O.

MECHANICAL DEPARTMENT.

J. F. DEEMS, Gen. Supt. Motive Power, Rolling Stock and Machinery, New York.

ACCOUNTING DEPARTMENT.

JOHN CARSTENSEN, Vice-President, New York.
E. M. HUDDLESTON, General Auditor, Chicago, Ill.
G. M. GLAZIER, Auditor, Cleveland, O.
G. F. TOMLINSON, Auditor of Disbursements, "
M. C. TULLY, Auditor of Freight Accounts, "
F. A. WYMAN, Auditor of Passenger Accounts, "
CHARLES J. LINDEMANN, Freight Claim Agent, "

TRAFFIC DEPARTMENT.

C. F. DALY, Vice-President, New York.
W. J. LYNCH, Passenger Traffic Manager, Chicago, Ill.
GEO. W. DALY, Special Traveling Agent, "
J. P. HAGERTY, Traveling Passenger Agent, "
G. H. INGALLS, Freight Traffic Manager, "
JAMES WEBSTER, Asst. Freight Traffic Manager, "
W. A. TERRY, Asst. Freight Traffic Manager, "
T. J. COOK, General Freight Agent, "
H. BROMLEY, General Coal and Ore Agent, Cleveland, O.
W. H. WARD, Assistant General Freight Agent, Chicago, Ill.
J. I. MacTAGGART, Commercial Agent, "
W. J. KELLER, Commercial Agent, South Bend, Ind.
W. H. BARTLE, Traveling Freight Agent, Chicago, Ill.
C. O. JOHNSON, Traveling Freight Agent, "
EDWARD W. SIEVERT, Traveling Freight Agent, "
O. H. SMITH, Traveling Freight Agent, Minneapolis, Minn.
BENJAMIN WAGNER, Traveling Freight Agent, Streator, Ill.
WM. McMASTER, Industrial Agent, Chicago, Ill.
R. C. CAPLES, General Agent Traffic Department, New York.

PURCHASING DEPARTMENT.

F. H. GREENE, General Purchasing Agent, New York

52	54	4	6	Mls.	November 7, 1909.	1-91	7	5	51
A M	....	A M	....	....	LEAVE] [ARRIVE	....	....	A M	P M
†6 00	....	†11 50	....	0	Zearing	....	....	10 30	5 00
6 30	....	12 10	....	7.2	arr. Ladd lve.	....	....	10 13	4 30
....	....	....	....	9.8	Churchill	....	....	....	....
7 00	....	12 18	....	8.9	Seatonville ♁	....	....	10 04	4 00
7 15	....	12 24	....	11.1	Howe ♁	....	....	9 57	3 45
7 20	....	12 26	....	12.3	Depue Junction	....	....	– –	3 40
....	....	....	....	13.6	Depue ♁	....	....	....	....
8 00	....	12 34		15.5	Moronts ♁	P M	....	9 45	2 45
8 45	....	12 45	....	19.7	Granville ♁	8 00	....	9 35	2 25
9 20	....	1 00	....	25.6	McNabb ♁	5 40	....	9 20	1 50
9 30	....	1 10	....	30.4	Priscilla	5 25	....	9 07	1 10
9 50		1 20	....	34.6	Lestant ♁	5 15	....	8 58	12 55
10 10	....	1 29	....	38.7	Milla	5 00	....	8 48	12 35
10 20	....	1 39	....	43.4	Altmar	4 45	....	8 39	12 20
10 35	....	1 50	A M	48.0	arr. Streator ♁ lve.	*4 30	P M	†8 30	12 05
10 40	....	2 00	†6 55	48.0	lve. + Streator arr.	11 45	8 30	A M	11 00
10 55	....	2 10	7 04	53.4	Missal	11 32	8 17	—	10 30
11 22	....	2 24	7 15	59.7	Budd ♁	11 22	8 05	....	10 10
11 50	....	2 28	7 17	61.5	Adams	11 18	7 58	....	10 00
12 01	....	2 35	7 22	64.5	Sunbury	11 11	7 53	....	9 50
12 30	....	2 48	7 32	69.8	+ Dwight ♁	11 01	7 42	....	9 35
1 05	....	3 00	7 40	76.0	Wilson	10 51	7 29	....	8 40
....	....	....	....	82.9	Cardiff	....	....	....	....
1 40	....	3 07	7 46	79.0	Reddick ♁	10 45	7 23	....	8 20
2 10	....	3 18	7 54	84.4	Union Hill ♁	10 35	7 13	....	7 45
2 40	....	3 27	8 01	89.1	Goodrich ♁	10 28	7 03	....	7 40
2 50	....	3 29	8 06	90.9	Lehigh	10 25	7 00	....	7 35
3 10	....	– –		95.9	Greenwich	– –	– –	53	7 25
3 30	A M	3 45	8 20	98.9	ar. + Kankakee ♁ lv.	10 10	6 45	P M	†7 15
P M	†6 30	3 50	8 25	98.9	lv. Kankakee ar.	10 05	6 40	3 00	A M
....	....	....	....	101.0	Bradley	....	....	....	....
....	6 50	4 00	8 35	104.5	Exline	9 54	6 27	2 40	....
....	7 20	4 11	8 45	110.2	+ Momence ♁	9 44	6 17	2 20	....
....	7 40	– –	8 54	115.0	Edgetown	– –	6 07	1 45	....
....	7 50	4 25	8 57	117.6	Illinoi	9 30	6 03	1 35	....
* Daily; † daily, except	8 25	4 35	9 20	121.7	Schneider	9 20	5 55	1 00	....
Sunday; § Sunday only.	8 52	4 45	9 32	126.9	Shelby ♁	8 52	5 45	12 35	....
	9 47	5 00	9 47	134.7	Demotte ♁	8 37	5 32	12 01	....
	10 00	5 04	9 50	136.9	Kersey	8 33	5 28	11 50	....
	10 10	5 10	9 56	139.2	Stoutsburg	[illegible]	5 24	11 40	....
	[illegible]	5 18	10 03	142.3	+ Wheatfield ♁	8 24	5 18	11 25	....
	[illegible]	5 26	10 12	146.7	Tefft ♁	8 16	5 10	10 50	....
	[illegible]	5 34	10 25	150.8	San Pierre ♁	[illegible]	5 02	10 25	....
	11 45	5 48	10 40	157.0	+ North Judson ♁	7 57	4 50	9 50	....
	11 55	5 57	10 49	161.9	Toto	7 47	4 40	9 25	....
	12 20	6 06	10 59	166.4	+ Knox ♁	7 39	4 32	9 10	....
	1 00	6 19	11 13	172.8	Hamlet ♁	7 27	4 20	8 40	....
	1 45	6 34	11 28	180.0	Walkerton ♁	7 14	4 05	8 10	....
....	2 20	6 46	11 40	186.6	+ North Liberty ♁	7 03	3 55	7 40	....
....	3 20	– –	– –	197.6	S. S. & S. Junc. ♁	–	– –	†6 55	....
....	P M	7 15	12 05	200.2	+ South Bend ♁	†6 40	†3 30	A M	....
....	....	P M	Noon	....	ARRIVE] [LEAVE	A M		....	....

HAMMOND BRANCH.—Trains leave Hammond for Gibson (2.4 miles), daily, 6 04, 7 1[illegible], 8 10, 9 00, 10 28 a.m., 1 30, 3 00, 4 35, 5 44, 7 05, 8 00, 8 40, 10 00 p.m. Returning, leave Gibson for Hammond, daily, 6 59, 7 57, 8 30, 10 07, 11 33 a.m., 2 28, 4 09, 5 28, 6 47, 7 25, 8 28, 9 39, 10 22 p.m. *November 7, 1909.*

43	27	19	Mls.	November 7, 1909.	24	46	20
P M	P M	A M	....	LEAVE] [ARRIVE	A M	A M	P M
*10 02	*4 00	*7 28	0	*La Salle Station*	7 15	11 00	9 15
10 08	4 06	7 34	2.6	lv. Chicago (*31st St.*) ar.	n –	n –	a –
10 16	4 14	7 43	6.7	Englewood	7 00	10 45	8 00
– –	n –	n –	9.0	Grand Crossing	n –	n –	a –
10 29	4 27	7 57	12.2	South Chicago	n –	n –	– –
d n	n –	n –	16.8	Whiting	n –	n –	a –
10 41	4 39	8 09	19.3	Indiana Harbor ♁	6 30	10 20	8 35
10 46	4 44	8 14	21.4	Calumet ♁	6 20	10 13	8 28
– –	– –	8 16	22.1	Grasselli ♁	– –	– –	– –
– –	4 51	8 21	23.1	Gibson ♁	6 13	10 07	8 22
– –	– –	– –	24.1	Osborn ♁	– –	– –	– –
– –	– –	8 27	26.3	Highlands ♁	– –	10 01	– –
– –	5 11	8 39	33.8	St. John ♁	5 49	9 49	8 03
– –	5 19	8 47	38.9	Cook ♁	5 41	9 42	7 56
– –	5 28	8 58	45.0	North Hayden ♁	5 31	9 33	7 46
11 30	5 39	9 20	52.0	Schneider ♁	5 20	9 20	7 35
–	5 49	9 30	59.6	Conrad ♁	– –	9 04	7 25
– –	5 57	9 40	64.0	Enos ♁	– –	8 56	7 18
11 55	6 06	9 49	68.9	Morocco ♁	4 53	[illegible]	7 09
m *	6 15	9 58	74.1	Ade ♁	4 42	8 40	6 59
12 12	6 26	10 10	80.9	Kentland ♁	4 33	8 31	6 48
– –	6 38	10 17	85.3	Sheff ♁	– –	8 21	6 38
– –	6 47	10 27	91.1	Free ♁	– –	8 12	6 29
– –	6 53	10 33	94.9	Dunn ♁	– –	8 06	6 24
– –	7 00	10 40	99.5	Handy ♁	– –	7 58	6 18
– –	7 09	10 49	105.4	Tab ♁	– –	7 49	6 07
– –	7 15	10 55	109.2	Stewart ♁	– –	7 42	6 01
– –	7 21	11 01	113.2	Sloan ♁	– –	7 36	5 55
– –	7 28	11 10	118.4	Allison ♁	– –	7 27	5 46
– –	7 35	11 18	122.9	Campbell ♁	– –	7 20	5 38
1 17	7 45	11 28	128.3	arr. Danville ♁ lve.	*3 20	*7 10	*5 30
1 22	7 50	†3 55	128.3	lve. Danville (Big 4) arr.	2 00	7 05	†5 20
1 53	8 27	4 36	145.3	Ridge Farm	1 11	6 25	4 36
2 10	8 42	4 52	152.0	Chrisman	1 01	6 10	4 22
2 47	9 15	5 25	166.0	arr. Paris lve.	12 15	*5 40	3 55
3 05	P M	5 35	166.0	lve. Paris arr.	12 05	A M	3 35
3 40	....	6 09	181.6	Marshall	11 26	....	2 40
4 40	....	7 10	209.7	Robinson	10 32	....	1 26
5 20	....	7 51	229.9	Lawrenceville	8 53	....	12 20
5 45	....	8 18	240.3	arr. St. Francisville lve.	8 35	....	11 58
6 05	....	8 40	249.6	arr. Vincennes lve.	9 10	....	11 35
6 10	....	8 46	250.3	arr. Vincennes (U. D.) lve.	*9 05	....	†11 30
*5 15	....	†7 45		lve. Vincennes (U. D.) arr.	10 05	....	12 26
5 20	....	7 50	....	lve. Vincennes arr.	10 00	....	12 21
5 45	....	8 19	240.3	lve. St. Francisville arr.	9 35	STANDARD—	11 58
6 20	....	8 45	254.3	Mt. Carmel	9 00	*Central time.*	11 25
7 00	....	P M	271.3	Grayville	8 20		10 35
7 54	....	....	298.7	Norris City	7 18		9 30
8 45	....	....	319.3	Harrisburg	6 33		8 45
9 35	....	....	339.1	Parker	5 43		7 55
10 10	....	....	353.1	Vienna	5 11		7 22
11 12	....	....	381.6	Mound City	4 10		6 20
11 30	....	....	389.3	Cairo	*3 50		†6 00
A M	....	....	....	ARRIVE] [LEAVE	P M		A M

* Stops to leave passengers from Calumet and south; *d* stops to take for Morocco and beyond; *m* stops to leave from Chicago; *n* stops to take or leave for or from Calumet and south. + Coupon stations; ♁ Telegraph stations.

EQUIPMENT.—Trains Nos. 27 and 46 have Through Pullman Buffet Parlor Car between Chicago and Paris. Trains Nos. 24 and 43 have Through Pullman Sleepers between Chicago and Cairo.

Additional Trains—Leave Chicago †5 52, *7 35 a.m., *12 01 noon, †4 12, *5 08 p.m., arrive Osborn 6 58, 8 40 a.m., 1 04, 6 20, 6 20 p.m. Returning, leave Osborn for Chicago †6 28, †7 07, *10 21 a.m., †4 55, †6 10, *6 50 p.m., *k*12 37 night. Leave Chicago for Gibson *3 05, †5 40 p.m. Leave Gibson for Chicago †6 50 a.m., *4 20 p.m.

GARY BRANCH.—Trains leave Gibson for Ivanhoe, West Gary, Tolleston, Gary, Alco and Virginia Av., (9.5 miles) *6 14 a.m., *5 54 p.m., arrive Virginia Ave. 6 34 a.m., 6 21 p.m. Leave Virginia Ave. *6 35 a.m., *8 25 p.m., arrive Gibson 6 59 a.m., 6 47 p.m. Leave Gibson for Alco (8.4 miles) *7 20, *9 10, *10 38 a.m., *1 40, *3 10, *4 45, *8 52 p.m. Returning, leave Alco for Gibson *7 41, *9 45, *11 15 a.m., *2 10, *3 50, *5 11, *9 20 p.m.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

CHICAGO, INDIANA & SOUTHERN RAILROAD CO.

CONNECTIONS.

	Junction Points.	Fast Freight Line.
A. T. & S. F. Ry.	Chicago, Ill.; Streator, Ill.	
Baltimore & Ohio R.R.	Chicago, Ill.; Indiana Harbor, Ind.; Walkerton, Ind.	Central States Desp.; Norfolk & West. Desp.
Chicago & Alton Ry.	Chicago, Ill.; Dwight, Ill.	
	Streator, Ill.	
C. B. & Q. Ry.	Chicago, Ill.	
	Streator, Ill.	
	Zearing, Ill.	
C. C. C. & St. L. Ry.	Chicago, Ill.; Kankakee, Ill.; Sheff, Ind.; Danville, Ill.	North & South Desp.; Blue Ridge Despatch.; Central States Desp.; Kanawha Despatch.; Norfolk & West. Desp.
Chic. & East. Ill. R.R.	Chicago, Ill.	
	Momence, Ill.	
	Morocco, Ind.	
	Wheatfield, Ind.	
	Danville, Ill.	
Chic. Ind. & Lo. Ry.	Chicago, Ill.; St. John, Ind.; Shelby, Ind.; San Pierre, Ind.	Continental Line.; Asheville Line Routes.
Chicago & Erie R.R.	Chicago, Ill.; Highlands, Ind.; North Judson, Ind.	Erie Despatch.; Norfolk & West. Desp.
Chic. Mil. & St. P. Ry.	Chicago, Ill.	
	Seatonville, Ill.	
Chic. Rk. Isl. & Pac. Ry.	Chicago, Ill.; De Pue, Ill.	
Chic. & N.-W. Ry.	Chicago, Ill.; Ladd, Ill.	
	Churchill, Ill.	
Chic. & Wab. Val. Ry.	Kersey Junction, Ind.	
Chic. & West. Ind. R.R.	Chicago, Ill.	
Chic. Cin. & Lo. R.R.	North Judson, Ind.	Kanawha Despatch.; Norfolk & West. Desp.
Chic. Great West. Ry.	Chicago, Ill.	
C. L. S. & E. Ry.	Indiana Harbor, Ind.	
Chic. Term. Trans. R.R.	East Chicago, Ind.	
Elgin, Joliet & East. Ry.	Hammond, Ind.	
Grand Trunk Ry.	Chicago, Ill.; Hays, Ind.; South Bend, Ind.	Com'l Express Line.; Grand Trunk Desp.; Nat. Desp. G. E. Line.; Lacka. & G. T. Line.; Nat. Desp. Ref. Line.; N. Y. Desp. Ref. Line.; Reading Despatch.
Illinois Central R.R.	Chicago, Ill.; Kankakee, Ill.; Lostant, Ill.; Sloan, Ind.	
Indiana Harbor R.R.	Gibson, Ind.	
Lake Shore & M. S. Ry.	Chicago, Ill.; Englewood, Ill.; Indiana Harbor, Ind.; South Bend, Ind.	Empire Line.; L. S. & L. V. Route.; Lke. Sh.—Lack. Line.; M. D. T. Co.; Red Line.; West Shore Line.
Lake Erie & West. R.R.	Handy, Ind.; Walkerton, Ind.	
Michigan Central R.R.	Chicago, Ill.; Gibson, Ind.; Hartsdale, Ind.; South Bend, Ind.	Blue Line.; Canada South. Line.; Erie Despatch.; M. C.—Lack. Line.; J. Cent.—M. C. Desp.; Rutland—M. C. Line.; Ontario Cent. Desp.; Lehigh Valley Desp.; Michigan Cent. Line.; M. D. T. Co.; North Shore Desp.
N.Y. C. & St. L. R.R.	Chicago, Ill.; Osborn, Ind.; Knox, Ind.	Inter-State Despatch.; Lackawanna Line.; Nickel Plate Line.; Traders Despatch.
Pere Marquette R.R.	Chicago, Ill.	
Pitts. Cin. C. & St. L. Ry.	Chicago, Ill.; Hartsdale, Ind.; Kentland, Ind.; North Judson, Ind.	Star Union Line.; Cumberland Gap Des.; N. & W. Despatch.; Kanawha Despatch.; Erie Despatch.; Green Line.; Asheville Line.
Pitts. Ft. W. & Chic. Ry.	Chicago, Ill.; Hamlet, Ind.; Indiana Harbor, Ind.	
Toluca, Marq. & No. R.R.	McNabb, Ill.	
Vandalia R.R.	South Bend, Ind.	
Wabash R.R.	Chicago, Ill.; North Liberty, Ind.; Reddick, Ill.; Streator, Ill.; Danville, Ill.	A. R. T. Co.; Canadian Pac. Desp.; Erie Despatch.; Hoosac Tunnel Line.; Leh. & Wabash Desp.; Ontario Despatch.; R. W. & O. Line.; Wab. & Lacka. Desp.
Wisconsin Central Ry.	Chicago, Ill.	

ORFORD MOUNTAIN RAILWAY.

A. C. Lytle, Superintendent and G. F. & P. A., Eastman, Que.

Trains leave Windsor Mills †7 00 a.m., *1 10 p.m., arriving **Eastman Junction**[1] (28 miles) 8 40 a.m., 3 45 p.m. Ret'g, leave Eastman Junction *9 10 a.m., †7 25 p.m., arriving Windsor Mills 11 50 a.m., 9 00 p.m.

Bolton Division—Train leaves Eastman Junction †7 25 p.m., arriving Mansonville Village (20 miles) 8 25 p.m. Returning, leaves Mansonville Village †7 20 a.m., arr. Eastman Junc. 8 40 a.m. *July* 12, 1907.

† Daily, except Sunday; * Tuesday, Thursday and Saturday.

Connection.—[1] With Canadian Pacific Ry. *Eastern time.*

CUMBERLAND RAILWAY AND COAL COMPANY.

J. R. Cowans, General Manager, Springhill, N.S.

Train leaves **Springhill Junction**[1] †2 05 p.m., Springhill Mines 2 35 p.m., arriving Parrsboro (32 miles) 4 00 p.m. Leave Springhill Junction †7 35 a.m., †12 30 noon, †7 15 p.m., arriving Springhill Mines (5 miles) †7 50 a.m., †12 45 noon, †7 30 p.m. Leaves Parrsboro †9 15 a.m., arriving Springhill Mines 10 40 a.m., Springhill Junction 11 25 a.m. Leave Springhill Mines †6 55 a.m., †5 30 p.m., arriving Springhill Junction 7 10 a.m., 5 45 p.m. † Daily, except Sunday. *October* 18, 1909.

Connection.—[1] With Intercolonial Ry. *Atlantic time.*

ROSCOE, SNYDER & PACIFIC RAILWAY.

W. S. James, Assistant General Manager, Roscoe, Tex.

Train leaves **Roscoe,**[1] Tex., †8 30, §10 15 a.m., arrives Fluvanna, Tex. (49.2 miles), 11 59 a.m., 12 45 noon. Returning, leaves Fluvanna †2 00, §2 30 p.m., arrives Roscoe †6 15, §5 00 p.m. *December* 5, 1909.

† Daily, except Sunday; § Sunday only.

Connection.—[1] With Texas & Pacific Ry. *Central time.*

RIO GRANDE & PAGOSA SPRINGS RAILROAD.

E. M. Biggs, President and General Manager, Edith, Colo.

Extends from Lumberton, N.M., to Edith, Colo., a distance of – miles. Operated on irregular schedule for freight and passenger service. Connects at Lumberton with D. & R. G. R.R. *March*, 1908

SUGARLAND RAILWAY COMPANY.

N. V. Truly, General Manager, Sugarland, Tex.

Train leaves **Sugarland**[1] †6 00 a.m. for Coalson, De Walt, **Duke**[2], arriving **Arcola**[3] (14 miles) 7 30 a.m. Returning, leaves **Arcola** †5 00 p.m., arriving **Sugarland** 6 30 p.m. *November*, 1909.

Connections.—[1] With G. H. & S. A. and J. V. R.Rs. [2] With G. C. & S. F. Ry. [3] With I. & G. N. and G. C. & S. F. Ry.

MOSHASSUCK VALLEY RAILROAD.

D. C. Paton, General Superintendent, Saylesville, R.I.

Trains leave Saylesville for **Woodlawn**[1] (2 miles) †6 00, †10 15 a.m., †1 10, †5 10, †6 53, †8 30 p.m. Returning, leave Woodlawn †6 12, †10 33 a.m., †1 28, †5 22, †6 10, †6 42 p.m. Running time, 10 minutes.

† Daily, except Sunday. *Eastern time.* *February* 3, 1908.

Connection.—[1] With New York, New Haven & Hartford R.R.

VIRGINIA & KENTUCKY RAILWAY.

F. M. McClure, Superintendent, Wise, Va.

Trains leave Wise for **Norton**[1] (5 miles) *8 30 a.m., *12 40 noon, *6 00 p.m. Returning, leave Norton *9 55 a.m., *1 45, *7 35 p.m., arriving Wise 10 35 a.m., 2 15, 8 00 p.m. * Daily. *April*, 1908.

Connection.—[1] With Norfolk & Western Ry. and Louisville & Nashville R.R. *Central time.*

BALTIMORE & SPARROW'S POINT RAILROAD.

Gamble Latrobe, Superintendent, Union Station, Baltimore, Md.

From **Colgate Creek**[1] to St. Helena, Dundalk, Turner, Soller's, Chesapeake Mills and Sparrow's Point (5 miles). For time of passenger trains see Northern Central Ry., Sparrow's Point Branch. *August*, 1909.

Connections. — [1] With Northern Central Ry. and Baltimore & Ohio R.R.

ATLANTIC NORTHERN & SOUTHERN RAILWAY.

F. B. Le Feber General Agent, Atlantic, Ia.

Trains leave **Atlantic**[1] †7 00 a.m., †1 10 p.m., arrive Kimballton (17 miles) 8 40 a.m., 2 40 p.m. Returning, leave Kimballton †9 00 a.m., †5 30 p.m., arrive Atlantic 10 10 a.m., 5 10 p.m. *September*, 1909.

† Daily, except Sunday. *Central time.*

Connection.—[1] With Chicago, Rock Island & Pacific Ry.

PERLA NORTHERN RAILROAD.

R. W. Griswold, Vice-President and Auditor, St. Louis, Mo.

Extends from **Perla**[1], Ark., to Tustin (3 miles), **Pernort**[2] (5 miles), Magnet (11 miles) and **Lonsdale**[3], Ark. (20 miles). Operated for freight traffic only. *August*, 1909.

Connections.—[1] With St. L. I. M. & S. Ry. [2] With C. R. I. & P. Ry. [3] With L. R. & H. S. W. R.R.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL LINES

CINCINNATI NORTHERN RAILROAD CO.

NEW YORK CENTRAL LINES

W. C. BROWN, President. New York.
E. V. W. ROSSITER, Vice-President, "
JOHN CARSTENSEN, Vice-Prest., "
C. E. SCHAFF, Vice-President, Chicago, Ill.
ALBERT H. HARRIS, Vice-Prest., New York.
C. F. DALY, Vice-President, "
D. W. PARDEE, Secretary, "
E. F. OSBORN, Asst. Secretary, Cincinnati, O.
CHAS. F. COX, Treasurer, New York.
J. Q. VAN WINKLE, Gen. Mgr., Cincinnati, O.
H. A. WORCESTER, Asst. Gen. Mgr., "
R. N. HARRY, Local Treas., "
L. J. HACKNEY, Gen. Counsel, "
R. M. HUDDLESTON, Gen. Aud., Chicago, Ill.
P. A. HEWITT, Auditor, Cincinnati, O.
E. P. HIGGINS, Aud. of Disbursements, "
E. E. KRUTHOFFER, Aud. Fht. Accounts, "
F. M. BRINE, Aud. Passenger Accounts, "
J. F. DEEMS, G. S. M. P. R. S. & M., New York.
GEO. H. INGALLS, Fht. Traf. Mgr., Chicago, Ill.
JAMES WEBSTER, Asst. Freight Traf. Mgr., "
W. A. TERRY, Asst. Fnt. Traf. Mgr., "
WARREN J. LYNCH, Pas. Traf. Mgr., "
H. J. RHEIN, Gen. Pas. Agt., Cincinnati, O.
A. O. STUTSMAN, Div. Pas. Agt., Van Wert, O.
J. E. CALKINS, Gen. Baggage Agt., Cleveland, O.
C. J. BRISTER, Gen. Fht. Agt., Cincinnati, O.
C. H. JACKSON, Asst. Gen. Fht. Agt., "
H. BROMLEY, Gen. Coal and Ore Agt., Cleveland, O.
H. M. GRIGGS, Asst. Gen. Coal and Ore Agt., Cincinnati, O.
W. T. STEVENSON, Chief of Tariff Bureau, "
J. W. HEWSON, Div. Fht. Agt., Jackson, Mich.
F. P. BOISSEAU, Fht. Claim Agt., Cincinnati, O.
E. J. DOWIE, Industrial Agent, Cleveland, O.
W. T. BACKUS, Superintendent, Van Wert, O.
J. R. CAVANAGH, Supt. of Freight Transp., Indianapolis, Ind.
R. R. HARRIS, Car Accountant, "
F. H. GREENE, Gen. Pur. Agent, New York.
GEO. TOZZER, Purchasing Agent, Cincinnati, O.
A. H. WATTS, Master Mechanic, Van Wert, O.
W. D. WILLIAMS, Chief Engineer, "
J. R. DAVIDSON, Com'l Agt., Cincinnati, O.
J. H. STEVENSON, Com'l Agt., Jackson, Mich.
———, Contracting Agt., Cincinnati, O.
C. H. ROLF, Gen. Southern Freight Agent, Birmingham, Ala.
S. J. YORK, Com'l Agent, Memphis, Tenn.
R. C. CAPLES, Gen. Agt. Traffic Dept., New York.

32	8-2	4	Mls.	November 7, 1909.	7-1	5	31
.....	P M	A M	.....	LEAVE / ARRIVE	A M	P M	.....
.....	†4 00	†7 30	0	....Cincinnati (Big Four)....	11 35	7 10	....
.....	5 22	8 36	33.6	.....Middletown.....	10 18	5 45	....
.....	5 34	8 48	39.4	lv. + Franklin[1] (Cin. Nor.) ♁ ar.	10 07	5 34	....
.....	5 40	8 52	41.2	+ .....Carlisle[2]..... ♁	10 03	5 29	....
.....	5 48	9 00	45.2	+ .....Germantown..... ♁	9 54	5 21	....
.....	6 00	9 12	50.5	+ .....Farmersville..... ♁	9 42	5 10	....
.....	6 08	9 22	55.0	.....Ingomar.....	9 33	5 01	....
.....	6 15	9 27	57.7	+ .....West Alexandria..... ♁	9 27	4 55	....
.....	6 30	9 43	64.9	+ .....Lewisburg..... ♁	9 08	4 40	....
.....	6 42	9 55	70.8	+ ...West Manchester[3]... ♁	8 53	4 28	....
.....	6 47	10 00	72.9	.....Castine..... ♁	8 47	4 23	....
.....	6 55	10 08	77.2	.....Savona[4]..... ♁	8 37	4 14	....
.....	7 01	10 15	80.0	..... Fort Jefferson ..... ♁	8 30	4 08	....
.....	7 12	10 27	85.4	+ .....Greenville[5]..... ♁	8 19	3 57	....
.....	7 14	10 29	86.1	.....D. & U. Crossing.....	8 17	3 54	....
.....	7 23	10 39	90.6	.....Meekers[6]..... ♁	8 08	3 44	....
.....	7 30	10 45	93.5	+ .....Ansonia[7]..... ♁	8 03	3 38	....
.....	7 39	10 54	98.2	+ .....Rossburg..... ♁	7 54	3 29	....
.....	7 48	11 03	102.2	.....New Weston..... ♁	7 45	3 21	....
.....	7 50	11 05	103.3	..... Gilberts	7 43	3 18	....
.....	7 58	11 14	107.7	+ .....St. Henry..... ♁	7 34	3 10	....
P M	8 09	11 24	112.3	+ .....Coldwater[8]..... ♁	7 24	3 00	P M
†4 55	8 21	11 36	117.9	+ .....Celina[9]..... ♁	7 12	2 48	4 47
5 08	8 34	11 49	124.2	.....Tama.....	7 00	–	4 35
5 15	8 43	11 58	128.4	+ .....Rockford..... ♁	6 51	2 27	4 26
5 25	8 55	12 10	134.1	+ .....Ohio City[10]..... ♁	6 40	2 16	4 16
5 40	9 10	12 25	141.4	arr.... † Van Wert[11] ♁ ..lve.	†6 25	2 00	†4 00
5 45	†6 15	12 35	141.4	lve..... Van Wert.....arr.	8 25	1 50	P M
– –	– –	12 45	146.6	.....Cavett.....	– –	1 38	...
– –	6 32	12 52	149.6	+ .....Scott..... ♁	8 08	1 32	...
– –	6 37	12 55	151.6	.....Haviland[12]..... ♁	8 04	1 28	...
– –	6 46	1 03	156.3	+ .....Latty[13]..... ♁	7 54	1 17	...
6 20	6 52	1 11	159.8	+ .....Paulding..... ♁	7 47	1 11	...
P M	7 05	1 23	166.0	+ .....Cecil[14]..... ♁	7 34	12 58	...
.....	7 17	1 33	171.6	+ .....Sherwood[15]..... ♁	7 23	12 47	...
.....	7 25	1 41	175.3	.....Moats.....	7 15	12 40	...
.....	7 32	1 48	178.8	.....Ney..... ♁	7 08	12 33	...
.....	7 45	2 00	185.3	+ .....Bryan[16]..... ♁	6 54	12 20	...
.....	7 52	2 08	188.9	.....Pulaski.....	6 46	12 12	...
.....	8 06	2 22	195.8	.....West Unity[17]..... ♁	6 32	12 01	...
.....	8 17	2 32	200.9	+ .....Alvordton[18]..... ♁	6 22	11 49	...
.....	8 25	2 40	205.3	.....Waldron..... ♁	6 12	11 40	...
.....	8 33	2 47	209.1	.....Prattville..... ♁	6 04	11 32	...
.....	8 45	2 58	214.7	+ .....Hudson[19]..... ♁	5 53	11 20	...
.....	8 57	3 08	220.7	.....Rollin..... ♁	5 42	11 09	...
.....	9 05	3 17	223.8	.....Manitou Beach.....	5 34	11 00	...
.....	9 10	3 20	225.8	.....Addison Junction[20]. ♁	5 30	10 54	...
.....	9 20	3 33	231.3	.....Cement City.....	5 18	10 41	...
.....	9 26	3 41	235.0	.....Clarks Lake..... ♁	5 12	10 34	...
.....	9 32	– –	239.2	.....Ackerson Lake.....	5 03	– –	...
.....	– –	– –	240.4	..... Lyonett	– –	– –	...
.....	9 45	4 05	244.5	+ .....Jackson[21]..... ♁	†4 50	†10 15	...
.....	A M	P M	.....	ARRIVE / LEAVE	P M	A M	...

All passenger trains arrive and depart from Central Union Station, Cincinnati, O.

Additional Train—Leaves Paulding †6 50 p.m., arrives Van Wert 7 10 p.m., making all stops.

EXPLANATION OF SIGNS.

† Daily, except Sunday.
+ Coupon stations.
♁ Telegraph stations.
STANDARD—*Central time.*

CONNECTIONS.

1 With Cleve. Cincin. Chic. & St. L. Ry.
2 With Cincin. Ham. & Day. Ry.
3 With Pitts. Cincin. Chic. & St. L. Ry.
4 With Cleve. Cincin. Chic. & St. L. Ry.
5 With Day. & Un. R.R. and Pitts. Cincin. Chic. & St. L. Ry.
6 With Pitts. Cincin. Chic. & St. L. Ry.
7 With Cleve. Cincin. Chic. & St. L. Ry.
8 With L. Erie & West. R.R.
9 With L. Erie & West. R.R. and Cincin. Ham. & Day. Ry.
10 With Chic. & Erie and Tol. St. L. & West. R.Rs.
11 With Penna. Lines.
12 With Findlay, Ft. Wayne & West. Div. Cincin. Ham. & Day. Ry.
13 With N.Y. Chic. & St. L. R.R.
14 With Wabash R.R.
15 With B. & O. R.R.
16 With Lake Shore & Mich. South. Ry.
17 With Wabash R.R.
18 With Wabash R.R.
19 With Lake Shore & Mich. South. Ry.
20 With Lake Shore & Mich. South. Ry.
21 With all roads diverging.

RUTLAND TRANSIT CO.

(OGDENSBURG LINE)

OPERATING STEAMERS

Averill, Bennington, Burlington, Haskell, Langdon, McVittie, Ogdensburg, Prince and Rutland

BETWEEN

OGDENSBURG, N.Y.

— AND —

Buffalo, N. Y., Milwaukee, Wis., and Chicago, Ill.

Through Freight Service between Principal Eastern and Western Points.

WALTER B. POLLOCK, Vice-Prest., 6 Beaver St., New York, N.Y.
EDWIN T DOUGLASS, Gen. Manager, 47 Main St., Buffalo, N.Y.
E. L. ROSSITER, Treasurer, Grand Central Sta., New York, N.Y.
M. H. CHAMBERLIN, Auditor, Rutland, Vt.

C. W. MEAD, General Eastern Agent, 82 Wall St., New York, N.Y.
W. M. HANGSTEFER, Contracting Agent, New York, N.Y.
W. M. BURRELL, Agent, Boston, Mass.
F. D. SMITH, Contracting Agent, "
W. DANIEL, Agent, Ogdensburg, N.Y.
M. L. WHITE, Agent, Buffalo, N.Y.
A. M. MILLARD, General Agent, 566 Kingsbury St., Chicago, Ill.
F. E. WEAVER, Soliciting Agent, Chicago, Ill.
P. J. KLEIN, Agent, Milwaukee, Wis.
P. E. FRANCIS, Agent, Minneapolis, Minn.
A. A. POLAND, Agent, St. Louis, Mo.
J. G. PULLINGER, Agent, Kansas City, Mo.
MCLEAN MINOR, Contracting Agent, Kansas City, Mo.

THE WESTERN TRANSIT CO.

N. Y. C. & H. R. R. R. LAKE LINE

OPERATING STEAMERS

Boston, Buffalo, Chicago, Commodore, Duluth, Milwaukee, Mohawk, Rochester, Superior, Syracuse, Troy and Utica

IN CONNECTION WITH

THROUGH FREIGHT SERVICE

BETWEEN

Principal Eastern Points and Principal Western Points

via BUFFALO, N.Y. and

HANCOCK, HOUGHTON, DOLLAR BAY, MICH., DULUTH, MINN. SUPERIOR, WIS., CHICAGO, ILL., and MILWAUKEE, WIS.

WALTER B. POLLOCK, Vice-Prest., 6 Beaver St., New York, N.Y.
EDWIN T DOUGLASS, Gen. Manager, 47 Main St., Buffalo, N.Y.
E. L. ROSSITER, Treas., Grand Central Station, New York, N.Y.
R. A. WHITE, Auditor, " " "

F. A. STANLEY, General Westbound Agent, Buffalo, N.Y.
J. D. FEELEY, General Eastern Agent, New York, N.Y.
J. L. GILMORE, Eastbound Agent, Boston, Mass.
A. D. JOHNSON, Westbound Agent, Boston, Mass.
H. M. CARDER, Agent, Troy, N.Y.
F. P. MOGRIDGE, Agent, Philadelphia, Pa.
M. L. WHITE, General Agent, Buffalo, N.Y.
G. L. DOUGLASS, General Agent, 415 Board of Trade Bldg, Duluth, Minn.
G. C. WILLIAMS, General Agent, 312-314 Western Union Bldg, Chicago, Ill.
E. J. MCCLINTOCK, Agent, Milwaukee, Wis.
A. L. EVANS, General Eastbound Agent, 506-510 Guaranty Bldg, Minneapolis, Minn.
A. T. CONNOLLY, Eastbound Agent, 506-510 Guaranty Bldg, Minneapolis, Minn.
A. P. WAKEFIELD, Westbound Agent, St. Paul, Minn.
J. G. PULLINGER, Agent, Kansas City, Mo.
J. B. DWYER, Agent, Seattle, Wash.
S. D. BARLOW, Special Agent, Buffalo, N.Y.

THE NEW YORK, CHICAGO & ST. LOUIS RAILROAD CO.

33	31	29	5	3	1	Mls.	December 5, 1909.	2	4	6	32	30	34
			P M	P M	Noon		(Boston & Maine.)	P M		A M			
			·6 19	*4 00	*12 30		lve.....Boston.....arr.	*6 55		*10 00			
			P M	P M	P M		lve.....New York.....arr.	P M	P M	A M			
			*7 40	*5 40	*2 00		..(West Shore) Desbrosses St..	*5 10	8 30	8 30			
			7 55	*5 55	*2 15		..(West Shore) West 42d St..	*5 00	*6 10	8 00			
			§8 44				..(Via N.Y.C. & W.S.R.Rs)			¶10 00			
			*2 00	*6 30	*1 40		.....(D. L. & W.).....|	*3 30	*7 30	*6 45			
			P M	A M	A M		LEAVE] l d [ARRIVE	A M	A M	P M			
			*1 50	*7 10	*2 10		+..Buffalo[1] (Eastern time). ♁	3 15	8 35	4 05			
	A M		*12 50	*6 10	*1 10	0	○..Buffalo (Central time)....	2 15	7 35	3 05	P M		
	†7 30		1 02	6 26	1 26	2.2	.....Buffalo Junction.....♁	2 04	7 24	2 51	4 10		
	8 50		1 37	m –	m –	22.3	.....Angola.....♁	o –	6 49	2 12	3 00		
	9 25		1 55	m –	m –	32.3	+.....Silver Creek.....♁	o –	o –	1 55	2 20		
	10 15		A M	2 16	7 33	2 31	41.8	+.....Dunkirk[2].....♁	12 35	6 17	1 35	1 35	P M
	11 30	†8 00	2 32	m –	m –	50.3	+.....Brocton[3].....♁	o –	o –	1 15	‖12 30	1 55	
	A M	9 15	2 49	m y	m –	58.2	+.....Westfield.....♁	o –	o n z	12 59	Noon	1 13	
		9 55	3 04	m –	m –	66.3	+.....Ripley.....♁	o –	o –	12 43		12 30	
		10 53	3 21	m –	m –	73.3	+.....North East.....♁	o –	o –	12 28		12 05	
		11 15	3 28	m –	m –	77.0	.....Mootheads.....♁	o –	o –	12 20		11 15	
		12 01	3 50	8 41	3 42	87.7	+.....Erie[4].....♁	11 26	5 06	12 01		10 45	
		1 18	4 13	m c	m –	98.9	+.....Fairview.....♁	o –	o –	11 39		9 45	
		1 40	–	m –	m –	102.1	..Wallace Junction[5].♁	o –	o –	– –		9 04	
		2 00	4 21	m –	m –	102.7	+.....Girard.....♁	o –	o –	11 31		8 40	
		2 20	4 28	m –	m –	105.7	..Thornton Junction[6].♁	o –	o –	11 25		8 00	
	31	2 35	4 32	m –	m –	107.5	.....Springfield.....♁	o –	o –	11 21	32	7 50	
	A M	2 50	4 41	m –	m –	111.3	.....Crayton.....♁	o –	o –	11 13	P M	7 35	
	†7 00	3 10	4 55	9 30	4 33	115.7	+..t.....Conneaut.....♁	10 37	4 10	11 05	2 25	†7 00	
	7 25	P M	5 11	m –	m –	123.1	+.....Kingsville.....♁	o –	o –	10 45	1 53	A M	
	8 25		6 23	9 51	4 55	129.8	+.....Ashtabula[7].....♁	10 07	3 43	10 30	1 15		
	10 08		6 40	m –	m –	138.4	+.....Geneva.....♁	o –	o –	10 08	12 05		
	10 25		6 47	m –	m –	141.5	.....Unionville.....♁	o –	o –	10 03	11 45		
	10 45		6 53	m –	m –	143.8	.....Madison.....♁	o –	o –	9 59	11 35		
	11 10		6 05	m –	m –	148.9	.....Perry.....♁	o –	o –	9 50	11 10		
	12 10		6 18	10 31	5 31	154.5	+.....Painesville[8].....♁	9 25	3 07	9 39	10 31		
	12 35		6 30	m –	m –	160.6	.....Mentor.....♁	o –	o –	9 27	9 27		
	12 56		6 38	m –	m –	164.9	+.....Willoughby.....♁	o –	o –	9 19	9 00		
	1 36		6 48	m –	m –	169.7	.....Wickliffe.....♁	o –	o –	9 10	8 30		
	2 07		6 55	m –	m –	173.3	+.....Euclid.....♁	o –	o –	9 03	8 00		
	2 35		7 07	11 06	6 04	178.6	+.....Euclid Avenue.....	8 47	2 32	8 52	– –		
A M	3 05		7 25	11 19	6 18	184.0	arr...+Cleveland[9] ♁..lve.	8 30	2 18	8 36	†6 55	P M	
†6 35	P M		7 35	11 26	6 28	184.0	lve. l d. Cleveland.....arr.	8 20	2 08	8 26	A M	3 20	
– –			7 38	11 31	6 33	185.3	+....West 25th Street.....♁	8 16	2 03	8 21			
7 10			8 05	m k	m v	192.6	+.....Rocky River.....	g –	– –	8 02		2 50	
7 55			8 13	m –	m –	197.1	.....Dover.....	– –	– –	7 52		2 00	
8 30			8 23	m –	m –	202.2	.....Avon.....	– –	– –	7 41		1 25	
11 00			8 40	12 14	7 21	210.4	+.....Lorain[10].....♁	7 30	1 19	7 21		12 55	
11 35			9 02	m –	7 38	221.1	+.....Vermillion.....	– –	– –	7 04		10 55	
1 10	27		9 33	m –	m –	235.9	+.....Avery[11].....♁	– –	– –	6 38	28	9 37	
1 30	A M		9 46	m –	m –	240.2	+.....Kimball[12].....♁	– –	– –	6 30	P M	9 10	
2 00	†6 55		10 07	1 16	8 25	247.8	+..l d..Bellevue[13].....♁	6 35	12 25	6 17	3 30	†8 40	
P M	8 55		10 29	1 35	8 46	259.0	+Green Springs Jn[14] ♁	6 06	11 57	5 45	2 10	A M	
	9 40		10 38	m –	8 55	264.8	+.....Old Fort.....	– –	11 43	5 35	1 43		
	10 00		10 46	m –	9 04	269.2	+.....Maple Grove[15]..♁	– –	11 35	5 27	1 05		
	11 10		11 15	2 09	9 26	280.1	+.....Fostoria[16].....♁	5 34	11 15	5 08	11 59		
	11 45		– –	m –	m –	285.9	+.....Arcadia[17].....♁	– –	11 00	– –	10 47		
	12 35	29	11 42	2 31	9 52	293.0	+.Mortimer[18] (Findlay). ♁	5 08	10 48	4 44	10 15	30	
	1 25	A M	11 55	m –	10 04	300.4	+.....McComb[19].....♁	– –	10 35	4 31	8 58	P M	
	2 20	†6 30	12 15	2 57	10 23	310.2	+..Leipsic Junction[20] ♁	4 43	10 16	4 15	†7 40	3 15	
	P M	7 00	– –	m –	10 26	311.1	+....West Leipsic[21]..♁	– –	– –	– –	A M	2 50	
		7 27	– –	m –	10 39	318.1	.....Millers City.....	– –	9 58	– –		1 55	
		9 10	12 44	3 20	10 53	325.2	+.....Continental[22]...♁	4 18	9 45	3 49		1 15	
		9 45	12 56	m –	11 04	331.0	+.....Oakwood.....	– –	8 50	3 38		12 25	
		11 21	– –	m –	11 21	339.1	.....Broughton.....	–	8 14	– –		10 45	
		11 40	1 15	3 42	11 28	341.6	+.....Latty[23].....♁	3 54	8 08	3 22		10 20	
		12 45	1 31	4 02	11 43	349.1	+.....Payne.....	3 42	8 48	3 10		9 25	
	31	2 18	– –	m –	12 11	364.3	+.....New Haven[24]...♁	– –	8 19	– –	32	8 05	
	A M	2 40	2 10	4 35	12 25	370.9	arr...+Fort Wayne[25].lve.	3 10	8 05	2 35	P M	†7 25	
	†7 00	P M	2 20	4 40	12 30	370.9	lve. l d. Fort Wayne ♁..arr.	3 05	8 00	2 30	2 20	A M	
	7 55		– –	m –	12 58	386.4	.....Raber.....	– –	7 26	– –	1 15		
	9 30		3 10	6 22	1 15	396.0	+....South Whitley....♁	2 24	7 06	1 46	12 25		
	10 15		– –	m –	1 32	405.8	+.....Packertown.....	– –	6 47	– –	11 05		
	11 20		3 40	m –	1 42	410.3	+.....Claypool[26].....♁	2 02	6 38	1 21	10 45		
	11 40		– –	m –	1 54	415.2	.....Burket.....	– –	6 26	– –	9 25		
	12 01		3 58	m –	2 05	419.0	.....Mentone.....	– –	6 16	1 03	9 00		
	12 35		4 06	m –	2 11	423.7	.....Tippecanoe.....	– –	6 06	t –	8 30		
	1 27		4 20	m –	2 26	430.9	+.....Argos.....	– –	5 48	12 41	8 10		
	2 10	33	4 33	m x	2 38	438.3	+.....Hibbard[27].....♁	a114	5 32	12 28	7 20	34	
	2 25	A M	e –	m –	2 42	439.8	+.....Burr Oak.....	– –	5 28	–	7 05	P M	
	3 15	v7 20	4 56	9 52	3 02	451.1	+.....Knox[28].....	12 53	5 08	‖2 06	†6 30	1 45	
	P M	8 00	5 19	m –	3 21	462.4	.....Thomaston[29]....♁	– –	4 45	t –	A M	12 31	
		8 30	5 30	m –	3 31	467.4	.....South Wanatah.....♁	–	4 34	11 33		12 01	
		9 35	5 47	7 36	3 47	476.6	+.....Valparaiso.....♁	‖1207	4 16	11 17		11 20	
		10 05	6 00	m –	m –	484.1	.....Wheeler.....	– –	4 02	t –		10 35	
		10 50	6 08	m –	4 09	487.8	.....Hobart.....	–	3 53	10 58		10 20	
		12 30	6 40	8 23	4 37	503.1	+.....Hammond.....	p1125	3 25	10 32		7 55	
		1 05	– –	m –	m –	509.4	.....Solvay.....	– –	– –	– –		7 15	
		1 10	– –	m –	m –	509.7	.....South Deering.....	– –	– –	– –		7 12	
		1 25	7 05	8 47	4 59	511.8	.....Stony Island.....♁	11 08	3 05	10 13		7 00	
		P M	7 25	9 05	5 16	516.5	+.....Englewood[31].....	10 50	2 46	9 55		○AM	
			7 32	9 12	5 23	520.2	+..31st Street (Chicago)....	10 42	2 39	8 47			
			7 40	9 20	5 31	523.0	+...t...Chicago[32].....♁	*1035	*2 32	*8 40			
			A M	P M	P M		ARRIVE] l d [LEAVE	A M	P M	P M			

z Stops to take passengers for Buffalo and east, ● Tuesday, Thursday and Saturday only. ⊙ Monday, Wednesday and Friday only.

+ Coupon stations; ♁ Telegraph stations.

y Stops to leave passengers from Buffalo and points east and to take for Cleveland and points west.

* Stops to take for Bellevue and points west where train is scheduled to stop.

‡ Stops to leave from Fort Wayne and points east and to take for Hammond and west where train stops. ‖ Erie passenger station. ¶ Meals.

h Stops to take passengers for Fort Wayne and points west where train is scheduled to stop; *v* arrives New York daily, except Monday, via West Shore R.R.

For Condensed Through Schedule and Arrangement of Through Car Service, see next page.

Chauncey M. Depew, Chairman of the Board, New York.
William H. Canniff, President, Cleveland, O.
Charles F. Cox, Treasurer, New York.
D. W. Pardee, Secretary, "
H. Hammersley, Local Treasurer, Cleveland, O.
H. V. Fountain, Auditor, "
Henry J. Holden, Assistant Auditor, "
J. H. Clarke, General Counsel, "
F. B. Carpenter, Assistant General Counsel, "
A. W. Johnston, General Manager, "
W. J. Robertson, Car Accountant, "
W. P. Dittoe, Purchasing Agent, "
E. A. Miller, Superintendent Motive Power, "
G. C. Todd, Superintendent of Telegraph, "
W. L. Blair, Supt. of Transportation, "
W. F. Watterson, Supt. Buffalo Div., Buffalo, N.Y.
R.W. Mitchener, Supt. Cleveland Div., Cleveland, O.
S. K. Blair, Supt. Ft. Wayne Div., Fort Wayne, Ind.

Passenger Representatives.

B. F. Horner, Gen. Passenger Agent, Cleveland, O.
F. J. Moore, General Baggage Agent and Supt. Dining Car Service, "
Boston, Mass.—294 Washington St. (Old South Bldg)—L. P. Burgess, New England Passenger Agent.
Buffalo, N.Y.—291 Main St.—R. E. Payne, Gen. Agt.
C. E. Bartlett, Traveling Passenger Agent.
Chicago, Ill.—107 Adams St.—J. Y. Calahan, Gen. Agt.
Sam Walker, Contracting Passenger Agent.
Denver, Colo.—811 17th St.—C. A. Melin, D. P. A.
Erie, Pa.—807 State St.—J. C. Melenbacker, D. P. A.
Ft. Wayne, Ind.—F. P. Parnin, Trav. Pas. Agt.
Holland, N.Y.—C. C. Lowry, Traveling Pas. Agt.
Kansas City, Mo.—211 Boston Building—A. B. Burrows, District Passenger Agent.
Minneapolis, Minn.—515 Metropolitan Life Bldg—C. A. Asterlin, District Passenger Agent.
New York, N.Y.—385 Broadway—A. W. Ecclestone, District Passenger Agent.
San Francisco, Cal.—15 Cent. Arcade, Flood Bldg—Jay W. Adams, Pacific Coast Passenger Agent.
Seattle, Wash.—103 Yesler Way—H. A. Bonn, North-western Passenger Agent.

Freight Representatives.

James Webster, General Freight Agt, Cleveland, O.
J. H. Grant, Asst. Gen. Freight Agt., Cleveland, O.
Frank J. Martin, Asst. Gen. Fht. Agt., Chicago, Ill.
Binghamton, N.Y.—W. A. Frey Trav. Fht. Agt.
Buffalo, N.Y.—S. H. Stinson, Commercial Agent.
E. S. Manchester, Traveling Freight Agent.
Chicago, Ill.—I. L. Lockwood, Trav. Freight Agt.
C. S. Musson, Traveling Freight Agent.
Cincinnati, O.—W. H. Wallace, Commercial Agt.
Cleveland, O.—F. H. Baer, Commercial Agent.
J. G. Tennant, Traveling Freight Agent.
W. L. Ryan, Traveling Live Stock Agent.
Ft. Wayne, Ind.—J. F. Drews, Trav. Fht. Agt.
Milwaukee, Wis.—Wm. C. Richter Com'l Agt.
C. H. Burroughs, Traveling Freight Agent.
Omaha, Neb.—H. F. Curtis, Commercial Agent.
J. W. Johnson, Traveling Freight Agent.
Pittsburgh, Pa.—J. J. Lynch, Commercial Agent.
Portland, Ore.—E. J. Stoll, Traveling Fht. Agt.
San Francisco, Cal.—F. H. Stocker, Agent.
Seattle, Wash.—C. E. Hall, Agent

Trains marked * run daily, † daily, except Sunday; *a* stops to leave from Chicago and Hammond and take for Fort Wayne and points east; *c* stops for passengers from B. & L. E. R.R. for Cleveland and points west where train stops; *b* leaves New York, via N. Y. Central, to Rochester, and West Shore R.R. to Buffalo; *d* dining stations; *e* stops on signal to leave from Argos and points east, and take on for Knox and points west, where train is scheduled to stop; *g* stops to leave from Fort Wayne and points west; *t* train leaving Chicago Sunday night stops on signal to leave passengers; *f* stops to take passengers for Fort Wayne and points east; *l* lunch counters; *m* stops to leave passengers holding tickets from east of Buffalo; *n* stops to leave passengers for Chautauqua points; *o* stops to leave passengers from Chicago and points west; *p* stops to take passengers for Knox and Hibbard and points east where train stops.

Connections.—[1] With lines diverging. [2] Erie R.R. and D. A. V. & P. Ry. [3] P. R.R. [4] Pa. Co. and P. R.R. (P. & E. Div.) [5] B. & L. E. R.R. [6] Pa. Co. [7] Pa. Co. and L. S. & M. S. Ry. (Franklin Div.) [8] B. & O. R.R. [9] Lines diverging. [10] B. & O. R.R. [11] S. N. & S. Ry. [12] B. & O. R.R. [13] W. & L. E. R.R., Pa. Co. [14] C. C. C. & St. L. Ry. [15] Pa. Co. [16] Lines diverging. [17] L. E. & W. R.R. [18] O. C. Lines. [19] and [20] C. H. & D. Ry. [21] D. T. & I. Ry. [22] T. St. L. & W. R.R. [23] Cin. Nor. R.R. [24] Wab. R.R. [25] Lines diverging. [26] C. C. C. & St. L. Ry. [27] Van. Line. [28] I. I. & I. R.R. [29] P. M. R.R. [30] I. C. R.R. [31] C. R. I. & P. Ry. [32] Lines diverging.

THE NEW YORK, CHICAGO & ST. LOUIS RAILROAD CO.

All Trains of the Nickel Plate Road Arrive at and Depart from the New LaSalle Street Station in Chicago.

NO EXCESS FARES ON ANY TRAIN.

TEN-DAY STOP-OVER WILL BE ALLOWED AT

NIAGARA FALLS

Buffalo, Erie, Ashtabula, Cleveland, Ft. Wayne, Valparaiso and Chicago

---

DINING CAR SERVICE ON ALL TRAINS.

Individual Club Meals, 35 cents up to $1.00. Also Meals a la Carte.

CONDENSED THRU SCHEDULE AND ARRANGEMENT OF THRU CAR SERVICE.

TRAIN No. 1.—WESTBOUND.	Daily.	STATIONS.	Daily.	*TRAIN No. 2.—EASTBOUND.*
Vestibuled Sleeping Car and Day Coach New York to Chicago, via D. L. & W. R.R. and Nickel Plate Road.	12 30 Noon	lve. **Boston**...(*Via B. & M. R.R.*) arr.	6 55 P M	Vestibuled Sleeping Car and Day Coach Chicago to New York, via D. L. & W R.R. Vestibuled Sleeping Car and Day Coach Chicago to New York, via West Shore R.R. No transfer at Buffalo for Coach passengers via West Shore or N. Y. C. & H. R. R.R. Vestibuled Sleeping Car Chicago to Boston, via West Shore R.R. and B. & M. R.R. Transcontinental Tourist Cars en route from the Pacific Coast to Boston, leave Chicago Monday and Wednesday. Tourist Car Chicago to Boston on Friday. Dining Car for noon and evening meals Chicago to Buffalo.
Vestibuled Sleeping Car New York to Chicago, via West Shore R.R. and Nickel Plate Road.	2 00 P M	lve. **New York**...(Via West Shore R.R.) arr.	5 00 P M	
	1 40 P M	lve. **New York** (*Via D.L. & W.R.R.*) arr.	3 50 P M	
Transcontinental Tourist Cars leave Boston for the Pacific Coast on Tuesdays and Thursdays. Tourist Car Boston to Chicago on Saturdays.	1 10 A M	lve. **Buffalo**.... (Via Nickel Plate Road) arr.	2 15 A M	
	3 42 A M	lve. **Erie**..... " arr.	11 26 P M	
	6 28 A M	lve. **Cleveland**..... " arr.	8 20 P M	
Dining Car for morning and noon meals Cleveland to Chicago.	12 30 Noon	lve. **Fort Wayne**..... " arr.	5 05 P M	
	5 31 P M	arr. **Chicago**..... " lve.	10 35 A M	

TRAIN No. 3.—WESTBOUND.	Daily.	STATIONS.	Daily.	*TRAIN No. 4.—EASTBOUND.*
Vestibuled Sleeping Car Boston to Chicago, via B. & M. R.R., West Shore R.R. and Nickel Plate Road.	4 00 P M	lve. **Boston**...(*Via B & M. R.R.*) arr.	.....	Vestibuled Sleeping Car Chicago to Buffalo, Binghamton, Scranton, New York and intermediate points, via D.L. & W. R.R
	5 40 P M	lve. **New York**..(Via West Shore R.R.) arr.	8 10 P M	
Vestibuled Sleeping Car and Day Coach New York to Chicago, via West Shore and Nickel Plate Road.	6 30 P M	lve. **New York** (*Via D.L. & W.R.R.*) arr.	7 30 P M	
	6 10 A M	lve. **Buffalo**.... (Via Nickel Plate Road) arr.	7 35 A M	Vestibuled Sleeping Car Chicago to New York, via West Shore R.R.
Vestibuled Sleeping Car New York to Chicago, via D. L. & W. R.R. and Nickel Plate Road.	8 41 A M	lve. **Erie**..... " arr.	5 06 A M	
	11 26 A M	lve. **Cleveland**..... " arr.	2 08 A M	
Dining Car for morning, noon and evening meals Buffalo to Chicago.	4 40 P M	lve. **Fort Wayne**..... " arr.	8 00 P M	Dining Car for evening meal Chicago to Cleveland.
	9 20 P M	arr. **Chicago**..... " lve.	2 52 P M	

TRAIN No. 5.—WESTBOUND.	Daily, ex. Sun.	STATIONS.	Daily.	*TRAIN No. 6.—EASTBOUND.*
Vestibuled Sleeping Car New York to Chicago, via D. L. & W. R.R. and Nickel Plate Road. Buffet Sleeping Car with Observation Smoking-room New York to Buffalo, via West Shore R.R. Vestibuled Sleeping Car Buffalo to Chicago. Vestibuled Sleeping Car Cleveland to Chicago. Parlor Dining Car for noon and evening meals Buffalo to Bellevue.	6 19 P M	lve. **Boston**...(*Via B. & M. R.R.*) arr.	10 00 A M	Vestibuled Sleeping Car Chicago to New York, via D. L. & W. R.R. Buffet Sleeping Car with Observation Smoking room Buffalo to New York, via West Shore R.R. Passengers occupying space in Sleeping Car from Chicago in No. 6, destined to points east of Buffalo on or via the W. S. R.R., including Boston, will be provided with space in Sleeping Car east of Buffalo via W. S. R.R. Pullman tickets furnished at Chicago to destination. Vestibuled Sleeping Car Chicago to Cleveland. Parlor Dining Car for morning and noon meals Bellevue to Buffalo.
	Daily.	.....	.....	
	7 40 P M	lve. **New York**...(Via West Shore R.R.) arr.	8 00 A M	
	y9 44 P M	lve. **New York** (N. Y. C. and W. S. R.Rs.) arr.	z6 00 A M	
	2 00 A M	lve. **New York** (*Via D.L. & W.R.R.*) arr.	6 45 A M	
	12 50 Noon	lve. **Buffalo**.... (Via Nickel Plate Road) arr.	3 05 P M	
	3 50 P M	lve. **Erie**..... " arr.	12 01 Noon	
y Train runs daily via New York Central Lines to Rochester and via West Shore R.R. Rochester to Buffalo. Sleeper New York to Buffalo.	7 33 P M	lve. **Cleveland**..... " arr.	8 26 A M	
	2 25 A M	lve. **Fort Wayne**..... " arr.	2 35 A M	
	7 40 A M	arr. **Chicago**..... " lve.	9 40 P M	

z Coach passengers, via West Shore R.R., Buffalo to Syracuse daily, leaving Syracuse for New York daily, except Sunday.

Indiana Harbor Belt Railroad Co.

Operates the Belt Railroad for the interchange of car load shipments at outside junction points with all Chicago roads.

Live Stock Feeding Yards. Located at Blue Island, Ill., and Calumet Park, Ill. For the accommodation of transient shipments requiring feed, water, rest, etc.

Icing Facilities. Located at Blue Island, Ill. Shipments requiring refrigeration will be attended to satisfactorily.

Industrial Department offers factory, warehouse and yard locations; dock properties and all kinds of railroad frontage, both inside and near Chicago.

Industrial Opportunities in Calumet District. The greatest industrial center in the Middle West is in and around Indiana Harbor, Hammond, East Chicago, Gibson and Gary, Ind. Capitalists and manufacturers are recognizing the possibilities and advantages of this growing territory, which is so ably served by the **Indiana Harbor Belt Railroad.**

At present there is plenty of room, but the rapidity with which new steel mills, iron works, factories, warehouses and elevators are being built, it will not long be available. This locality is far enough away from Chicago to avoid a congestion of the city, yet close enough to enjoy Chicago rates.

W. C. BROWN, President,	New York City.
E. V. W. ROSSITER, Vice-Prest., Financial Dept.,	"
JOHN CARSTENSEN, Vice-President, Accounting Dept.,	"
C. E. SCHAFF, Vice-President, Operating Dept.,	Chicago, Ill.
A. H. HARRIS, Vice-President, Legal Dept.,	New York City.
C. F. DALY, Vice-President, Traffic Dept.,	"
DWIGHT W. PARDEE, Secretary,	"
GLENNON, CARY, WALKER & HOWE, Gen. Counsel,	Chicago, Ill.
CLYDE BROWN, General Solicitor,	New York City.
ORA E. BUTTERFIELD, Asst. General Solicitor,	Detroit, Mich.
HERBERT D. HOWE, Gen. Land and Tax Agent,	Chicago, Ill.
R. P. AHRENS, Local Treasurer,	Cleveland, O.
R. M. RUDDLESTON, General Auditor,	Chicago, Ill.
G. M. GLAZIER, Auditor,	Cleveland, O.
G. F. TOMLINSON, Auditor of Disbursements,	"
M. C. TULLY, Auditor of Freight Accounts,	"
C. J. LINDEMANN, Freight Claim Agent,	"
C. W. HOTCHKISS, General Manager,	Chicago, Ill.
G. H. INGALLS, Freight Traffic Manager,	"
JAMES WEBSTER, Assistant Freight Traffic Manager,	"
W. A. TERRY, Assistant Freight Traffic Manager,	"
F. ZIMMERMAN, General Freight Agent,	"
H. BROMLEY, General Coal and Ore Agent,	Cleveland, O.
F. R. LACY, Assistant General Freight Agent,	Gibson, Ind.
C. R. COUGHLIN, Traveling Freight Agent,	Chicago, Ill.
R. B. SEYMOUR, Chief Engineer,	Gibson, Ind.
GEO. HANNAUER, Superintendent,	"
J. F. DREMS, Gen. Supt. M. P. R. S. & M.,	New York City.
L. G. PARISH, Superintendent Motive Power,	Cleveland, O.
S. W. TRACY, Superintendent of Car Service,	Gibson, Ind.
L. SLATTERY, Signal Engineer,	"
THOS. BRENNAN, Asst Supt. and Supt. of Telegraph,	"
J. T. FLAVIN, Master Mechanic,	"
T. H. GOODNOW, Master Car Builder,	Englewood, Ill.
F. H. GREENE, General Purchasing Agent,	New York City.
G. R. INGERSOLL, Purchasing Agent,	Cleveland, O.
WM. McMASTER, Industrial Agent,	Chicago, Ill.
R. C. CAPLES, General Agent Traffic Department,	New York.

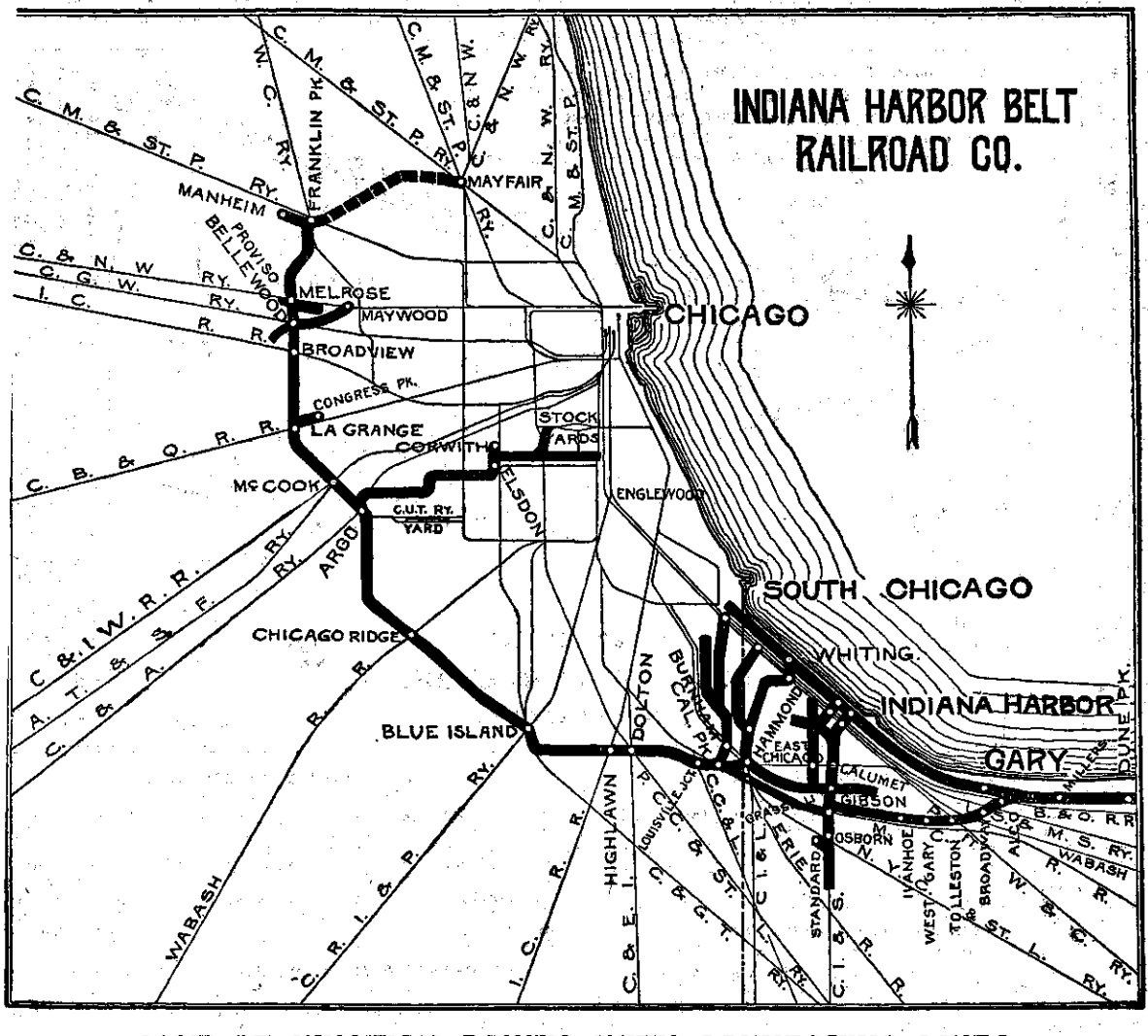
LIST OF STATIONS AND MILEAGE.

MAIN LINE.	Mls. from Indiana Harbor.
Indiana Harbor.....Ind.	0.0
Calumet[o]..... "	2.0
Grasselli[o]..... "	2.9
Gibson ..... "	3.9
E. Chicago (Republic) "	4.4
Osborn ..... "	4.6
Hammond ..... "	6.4
Calumet Park.....Ill.	8.1
Louisville Junction.. "	8.6
Dolton..... "	11.7
Highlawn..... "	12.4
Blue Island ..... "	16.0
Wireton..... "	17.4
Chicago Ridge..... "	22.3
Stickney ..... "	27.5
Argo..... "	28.7
McCook ..... "	29.9
La Grange..... "	32.0
Congress Park..... "	32.5
Broadview..... "	35.0
Bellewood ..... "	36.3
Maywood..... "	39.4
Melrose Park..... "	37.2
Proviso..... "	37.7
Franklin Park..... "	40.3
Mannheim ..... "	41.6
STOCK YARDS LINE.	
Argo.....Ill.	28.7
Elsdon ..... "	35.0
Corwith..... "	35.4
55th Street ..... "	35.6
Hoyne Av. (Chicago) "	36.9
Stock Yards..... "	38.3

DUNE PARK LINE.	Mls. from Indiana Harbor.
Indiana Harbor.....Ind.	0.0
Gibson..... "	3.9
Ivanhoe..... "	6.3
W. Gary ..... "	7.8
Tolleston..... "	9.3
Broadway (Gary)... "	10.8
Alco..... "	12.5
Virginia St. (Gary). "	13.5
Junction..... "	13.7
Millers..... "	14.8
Dixie..... "	15.5
Dune Park..... "	21.0
SOUTH CHICAGO BR.	
Indiana Harbor.....Ind.	0.0
South Chicago .....Ill. (Hutchinson)(East Side)	7.3
CALUMET RIVER BR.	
Calumet Park.....Ill.	8.1
Burnham..... "	8.8
Hegewisch..... "	9.6
Irondale..... "	13.4
WHITING BRANCH.	
West Hammond.....Ill.	6.8
Wolf Lake.....Ind.	7.8
Whiting..... "	10.9
WOLF LAKE BRANCH.	
Sheddfield.....Ind.	9.4
Roby ..... "	10.1

[o] The Indiana Harbor Belt Railroad does a **Carload** business only at the above stations, except at Calumet and Grasselli, Ind., where it has necessary station facilities for the handling of less carload freight.

Indiana Harbor Belt Railroad Co.



LIST OF JUNCTION POINTS WITH CONNECTING LINES

RAILROADS	JUNCTION POINTS
A. T. & S. F. Ry	McCook, Ill.
	Corwith, Ill.
B. & O. R.R	Indiana Harbor, Ind.
Belt Ry. of Chicago	Fifty-fifth Street.
C. M. & St. P. Ry	Franklin Park, Ill.
	U. S. Yards, Chicago.
C. & N. W. Ry	Proviso, Ill.
	Wood Street, Chicago.
C. G. W. Ry	Bellewood, Ill.
C. B. & Q. R.R	Congress Park, Ill.
	Western Ave., Chicago.
C. & A. R.R	Argo, Ill.
	Brighton Park, Chicago.
C. & I. W. Ry	McCook, Ill.
C. R. & I. Ry	Elsdon, Ill.
C. R. I. & P. Ry	Blue Island, Ill.
C. J. Ry	U. S. Yards (Chicago), Ill.
C. I. & S. R.R	Gibson, Ind.
C. T. T. R.R	East Chicago, Ind.
C. I. & L. Ry	Hammond, Ind.

RAILROADS	JUNCTION POINTS
C. C. & L. R.R	Louisville Junction, Ill.
C. & E. I. R.R	Dolton, Ill.
C. U. T. Ry	Stickney, Ill.
C. C. C. & St. L. Ry	Highlawn, Ill.
E. J. & E. Ry	Indiana Harbor, Ind.
	Hammond, Ind.
Erie R.R	Hammond, Ind.
Grand Trunk Ry	Blue Island, Ill.
I. C. R.R. (South)	Highlawn, Ill.
I. C. R.R. (West)	Broadview, Ill.
Illinois Northern Ry	Elsdon, Ill.
L. S. & M. S. Ry	Indiana Harbor, Ind.
M. C. R.R	Gibson, Ind.
M. St. Paul & S. S. M. Ry. (Chicago Div.)	Franklin Park, Ill.
N. Y. C. & St. L. R.R	Osborn, Ind.
Pere Marquette System	Calumet Park, Ill.
P. C. C. & St. L. Ry	Dolton, Ill.
P. Ft. W. & C. Ry	Indiana Harbor, Ind.
Wabash R.R. (East)	Hammond, Ind.
Wabash R.R. (West)	Chicago Ridge, Ill.

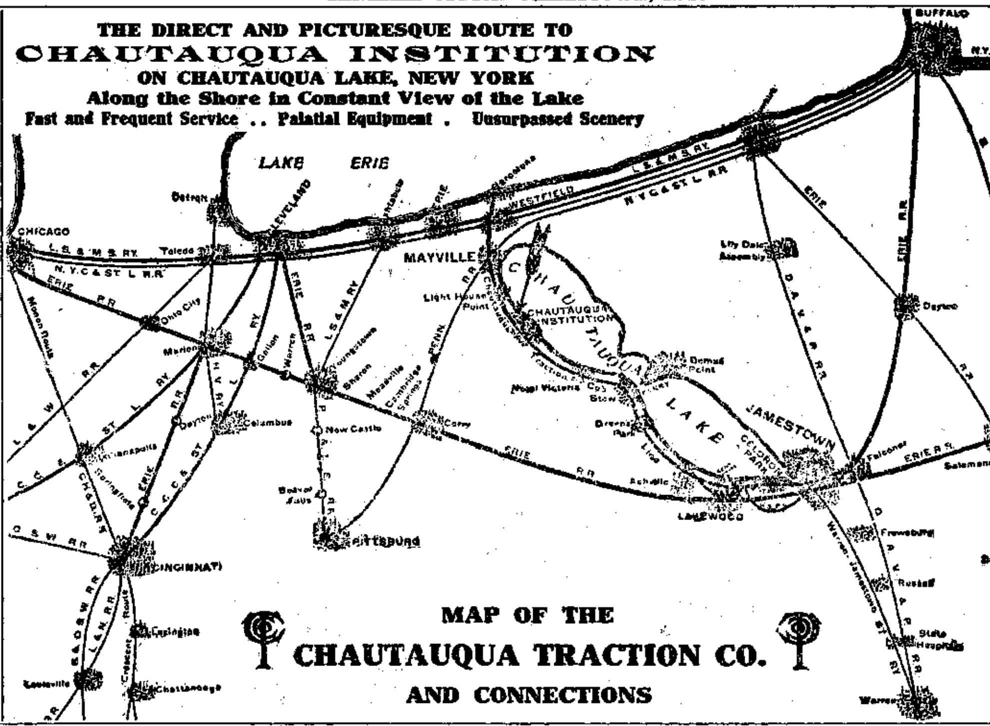
THE CHAUTAUQUA TRACTION CO.

Now in Operation between Westfield and Jamestown. Shortest and Quickest Line between Jamestown and the West.

A. N. BROADHEAD, Prest. S. B. BROADHEAD, Vice-Prest. & Treas. W. R. REYNOLDS, Sec'y. GEO. E. MALTBY, G.M. & G.P. & T.A. C. J. MOYNIHAN, Pas'ger Agt.

GENERAL OFFICE—JAMESTOWN, N.Y.

Connections made with all trains on Erie R.R. and Warren-Jamestown Street Ry. at Jamestown, Erie R.R. at Lakewood, Lake Shore & Michigan Southern Ry. and New York, Chicago & St. Louis R.R. at Westfield, Pennsylvania R.R. at Mayville, and Dunkirk, Allegheny Valley & Pittsburgh R.R. at Falconer. *Eastern time.*



MAP OF THE CHAUTAUQUA TRACTION CO. AND CONNECTIONS

Trains leave **Jamestown** †5 50, †7 00 a.m. and then hourly to 11 00 p.m. week days and hourly 7 00 a.m. to 11 00 p.m. Sundays for Celoron, Lakewood, Townsend's, Ashville, Fardink's, Cheney's, Stow, Victoria, Cale-Douglass, **Chautauqua**, **Mayville**, Plato, Buttons, Swartz, Vineyard and **Westfield**. Returning, leave **Westfield** †6 00, *7 00, *8 00, *9 13, *10 15, *11 00 a.m., *12 00 noon, *1 00, *2 05, *2 48, *4 00, *5 00, *6 00, *7 15, *8 00, *9 00, *10 00, *11 00 p.m. Running time, 1 hour 50 minutes. *November* 1, 1909.

MILLTOWN AIR LINE RAILWAY.

N. E. WHITEHURST, JR., General Manager, Milltown, Ga.

Trains leave Milltown *7 15 a.m., †2 45 p.m. for **Naylor**¹ (10 miles). Returning, leave Naylor §8 45, †8 50 a.m., †4 30 p.m., arriving at Milltown 9 15, 9 20 a.m., 6 00 p.m. *July* 23, 1907.

* Daily; † daily, except Sunday; § Sunday only. *Central time.*

Connection.—¹ With Atlantic Coast Line R.R.

DURANGO CENTRAL RAILROAD.

H. L. ALDRICH, Superintendent, Descubridora, Mex.

Train leaves Descubridora *a*9 00 a.m., arriving **Conejos**¹ (31 miles) 10 55 a.m. Returning, leaves Conejos *a*11 45 a.m., arriving Descubridora 2 00 p.m. *a* Friday only. *May*, 1908.

Connection.—¹ With Nat. Rys. of Mexico. *City of Mexico time.*

TEXAS, ARKANSAS & LOUISIANA RAILWAY.

G. V. CRAWFORD, Assistant General Manager, Atlanta, Tex.

Train leaves Atlanta †8 30 a.m., †3 30 p.m., arriving **Bloomburg**¹ (8 miles) 9 00 a.m., 4 00 p.m. Returning, leaves Bloomburg †10 50 a.m., †4 25 p.m., arriving Atlanta 11 20 a.m., 5 10 p.m. *October* 20, 1908.

† Daily, except Sunday. *Central time.*

Connection.—¹ With Port Arthur Route.

RIO GRANDE & EAGLE PASS RAILWAY.

E. F. WAGER, Vice-Prest. and Gen. Fht. and Pas. Agent, Laredo, Tex.

Train leaves **Laredo**¹ †8 00 a.m. for Cannel, arriving Minera (25 miles) 10 00 a.m. Returning, leaves Minera †11 00 a.m., arriving Laredo 5 00 p.m. † Daily, except Sunday. *April*, 1908.

Connections.—¹ With International & Great Northern R.R.; National Rys. of Mexico. *Central time.*

HARTWELL RAILWAY.

JAMES WILSON, Agent, Hartwell, Ga.

Trains leave Hartwell, Ga., *6 15, †11 10 a.m., †2 10, §8 30 p.m., arriving **Bowersville**¹ (10 miles) 7 05 a.m., 12 00 noon, 3 00, 7 20 p.m. Returning, leave Bowersville *7 15 a.m., †12 25 noon, *7 40 p.m., arriving Hartwell 8 05 a.m., 1 15, 8 30 p.m. *August* 1, 1909.

* Daily; † daily, except Sunday; § Sunday only.

Connection.—¹ With Southern Ry. *Eastern time.*

FORT WORTH BELT RAILWAY.

W. B. KING, 2d Vice-President and General Manager, Fort Worth, Tex.

Switching line in and about Fort Worth, Tex. Mileage, 14 miles. *June*, 1907.

VICTORIA & SIDNEY RAILWAY.

F. VAN SANT, Superintendent, Victoria, B.C.

Trains leave **Victoria**¹ §7 00, †7 45 a.m., *k*2 00, *b*3 00 p.m., arriving **Sidney** (17 miles) 7 55, 8 40 a.m., 3 00, 4 35 p.m. Returning, leave Sidney †9 15 a.m., *5 35 p.m., arriving Victoria 10 55 a.m., 6 30 p.m.

* Daily; † daily, except Sunday § Sunday only; *b* daily, except Saturday and Sunday; *k* Saturday only. *April*, 1908.

Connections.—¹ With Esquimault & Nanaimo Ry. and steamer lines to Puget Sound and North British Columbia ports, Alaska, California, China and Japan. *Pacific time.*

TENNESSEE & CUMBERLAND RIVER RAILROAD.

JOHN C. RALLS, General Manager, Carlisle, Tenn.

Train leaves **Tennessee Ridge**¹ †10 10 a.m. for Carlisle (10 miles), arriving **Bear Spring**² (15 miles) 12 00 noon. Returning, leaves Bear Spring †4 30 p.m., arrives Tennessee Ridge 6 15 p.m. Leaves Carlisle †8 30 a.m., arrives Tennessee Ridge 9 50 a.m. Leaves Tennessee Ridge †6 35 p.m., arrives Carlisle 7 40 p.m. *February*, 1908.

† Daily, except Sunday. STANDARD—*Central time.*

Connections.—¹ With Louisville & Nashville R.R. ² With stage for Dover, Stewart County, Tenn.

TUSCARORA VALLEY RAILROAD.

N. H. SULOFF, General Manager, Port Royal, Pa.

Trains leave Blairs Mills †7 25 a.m., †1 45 p.m., arriving **Port Royal**¹ (27 miles) 9 25 a.m., 3 46 p.m. Returning, leave Port Royal †10 20 a.m., †4 55 p.m., arriving Blairs Mills 12 20 noon, 6 55 p.m. *March*, 1908.

† Daily, except Sunday. ***Eastern time.***

Connection.—¹ With Pennsylvania R.R.

WHITE RIVER RAILROAD.

E. S. FRENCH. Vice-President and General Manager, Rochester, Vt.

Trains leave **Bethel**¹ †7 30, †11 00 a.m., †3 00 p.m., for Gaysville (5 miles), **Stockbridge**² (11 miles), arrive **Rochester**³ (19 miles) 8 45 a.m., 1 00, 4 10 p.m. Returning, leave Rochester †6 00, †7 30 a.m., †12 15 noon, arriving Bethel 7 08, 9 15 a.m., 1 20 p.m. Operated for both passenger and freight. *October* 10, 1909.

Connections.—¹ With Central Vermont R.R. ² With Stage for Pittsfield. ³ With stage for Hancock and Grantville. *Eastern time.*

CRITTENDEN RAILROAD.

J. R. BLAIR, Secretary and General Freight Agent, Memphis, Tenn.

Extends from **Earle**,¹ Ark., to **Heth**,² Ark. (15 miles).

Branches.—From Crittenden, Ark., to Felco, Ark., and from Wildcat, Ark., to Perkin Junction, Ark. Operated for freight traffic only.

Connections.—¹ With St. Louis, Iron Mountain & Southern Ry. ²With Chicago, Rock Island & Pacific Ry. *November*, 1908.

GENERAL OFFICERS.

EXECUTIVE.

CHARLES S. MELLEN, President, New Haven, Conn.

. A. FABIAN, Assistant to the President, New Haven, Conn.
E. BYRNES, Vice-President, Boston, Mass.
. M. KOCHERSPERGER, Vice-President, New Haven, Conn.
. H. McHENRY, Vice-President, "
. G. BUCKLAND, Vice-President, Providence, R.I.
E. CAMPBELL, Vice-President, New Haven, Conn.
E. A. TAFT, Manager Express Department, Boston, Mass.
J. G. PARKER, Secretary, New Haven, Conn.
A. S. MAY, Treasurer, "

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NEW YORK AND BOSTON THROUGH TRAIN SERVICE.

CONDENSED TIME SCHEDULE—Via Shore Line and Hartford Line—All-Rail Routes.

November 1, 1909. Eastward.	Morning Express.	Bay State Limited.	Day Express.	Knickerb Limited.	Afternoon Express	Hartford Line Exp	Shore Line Express.	Merchants' Limited.	"Gilt Edge" Express.	Midnight Express.		
Lve. **New York** (*G. C. Station*).	†8 00 A M	†10 00 A M	*10 02 A M	*1 00 P M	*1 02 P M	†2 00 P M	*3 00 P M	†5 00 P M	*5 02 P M	*12 00 Night		
Arr. **New Haven**	9 43 A M	11 39 A M	12 00 Noon	2 39 P M	2 54 P M	3 55 P M	4 50 P M	6 39 P M	7 00 P M	2 12 A M		
Arr. **Hartford**	10 45 A M					4 55 P M						
Arr. **Willimantic**	11 45 A M	▲		▲		6 58 P M		▲				
Arr. **New London**		12 40 Noon	1 12 P M	3 40 P M	4 05 P M		5 67 P M	7 40 P M	8 12 P M	3 42 A M		
Arr. **Narragansett Pier**			3 14 P M		*5 32 P M							
Arr. **Newport**			†4 00 P M		†6 40 P M				†7 30 A M			
Arr. **Providence**		1 59 P M	2 53 P M	4 59 P M	*5 53 P M		7 25 P M	8 58 P M	9 53 P M	5 38 A M		
Arr. **Boston** (*Terminal*)	1 45 P M	3 00 P M	4 00 P M	6 00 P M	7 06 P M	8 00 P M	8 30 P M	10 00 P M	11 00 P M	6 57 A M		

Westward.	Morning Express.	Bay State Limited.	Day Express.	Knickerb Limited.	Afternoon Express.	Hartford Line Exp.	Shore Line Express	Merchants' Limited.	"Gilt Edge" Express	Midnight Express.		
Lve. **Boston** (*Terminal*)	†8 00 A M	†10 00 A M	*10 03 A M	†1 00 P M	*1 05 P M	†2 00 P M	*3 00 P M	†5 00 P M	*5 30 P M	*12 01 Night		
Lve. **Providence**		11 00 A M	11 10 A M	2 00 P M	2 10 P M		4 04 P M	6 00 P M	6 33 P M	1 20 A M		
Lve. **Newport**			†9 50 A M		†1 05 P M				†4 00 P M			
Lve. **Narragansett Pier**			†10 30 A M		*1 45 P M							
Lve. **New London**		12 17 Noon	*12 50 Noon	3 17 P M	*3 50 P M		5 28 P M	7 17 P M	*8 08 P M	*3 15 A M		
Lve. **Willimantic**	10 07 A M	▲		▲		4 07 P M		▲				
Lve. **Hartford**	11 04 A M					6 04 P M						
Lve. **New Haven**	12 07 Noon	1 18 P M	2 01 P M	4 18 P M	5 01 P M	6 03 P M	6 38 P M	8 18 P M	9 15 P M	4 45 A M		
Arr. **New York** (*G. C. Station*)	1 45 P M	3 00 P M	4 00 P M	6 00 P M	7 00 P M	8 00 P M	8 30 P M	10 00 P M	11 00 P M	6 57 A M		

*Daily; †daily, except Sunday; *k* Saturday only. ▲ Parlor Cars only, an extra charge on this train for limited and superior accommodations.

ARRANGEMENT OF CARS.

MORNING EXPRESS.—Vestibuled Parlor Car, Broiler Buffet Smoking Car and Coaches New York and Boston. Dining Car New Haven to New York.

BAY STATE LIMITED.—Vestibuled Parlor Cars only, Compartment and Limited Buffet Smoking Car New York and Boston. Vestibuled Dining Cars New London to Boston and New London to New York. Special form of ticket must be purchased.

DAY EXPRESS.—Vestibuled Parlor Cars and Coaches New York and Boston. Dining Car.

KNICKERBOCKER LIMITED.—Vestibuled Parlor Cars, Compartment and Buffet Smoking Car New York and Boston. Dining Car. Special form of ticket must be purchased.

AFTERNOON EXPRESS.—Vestibuled Parlor Cars and Coaches New York and Boston. Dining Car.

HARTFORD LINE EXPRESS.—Vestibuled Parlor Cars, Broiler Buffet Smoking Car and Coaches New York and Boston. Dining Car New Haven to New York.

SHORE LINE EXPRESS.—Vestibuled Parlor Cars and Vestibule Buffet Smoking Car New York and Boston and Through Coaches. Vestibuled Dining Cars New London to Boston and New London to New York.

MERCHANTS' LIMITED.—Vestibuled Parlor Cars, Dining Car and Buffet Smoking Cars only, New York and Boston. Special form of ticket must be purchased.

GILT EDGE EXPRESS.—Vestibuled Parlor Cars, Buffet Smoking Car and Through Coaches New York and Boston. Vestibuled Dining Cars New York to New London, Boston to New London.

MIDNIGHT EXPRESS.—Sleeping Car and Coaches N.Y. and Boston. Sleeping Car New York and Providence. Open for occupancy at 10 00 p.m.

Pintsch Gas
Steam Heat
SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.
Used on most of the Prominent Railways in Europe and the United States.

New York New Haven and Hartford RAILROAD

THREE SUPERB LIMITED TRAINS.

NEW YORK=5 HOURS=BOSTON

BAY STATE	KNICKERBOCKER	MERCHANTS
Leave 10 00 a.m.	Leave 1 00 p.m.	Leave 5 00 p.m.

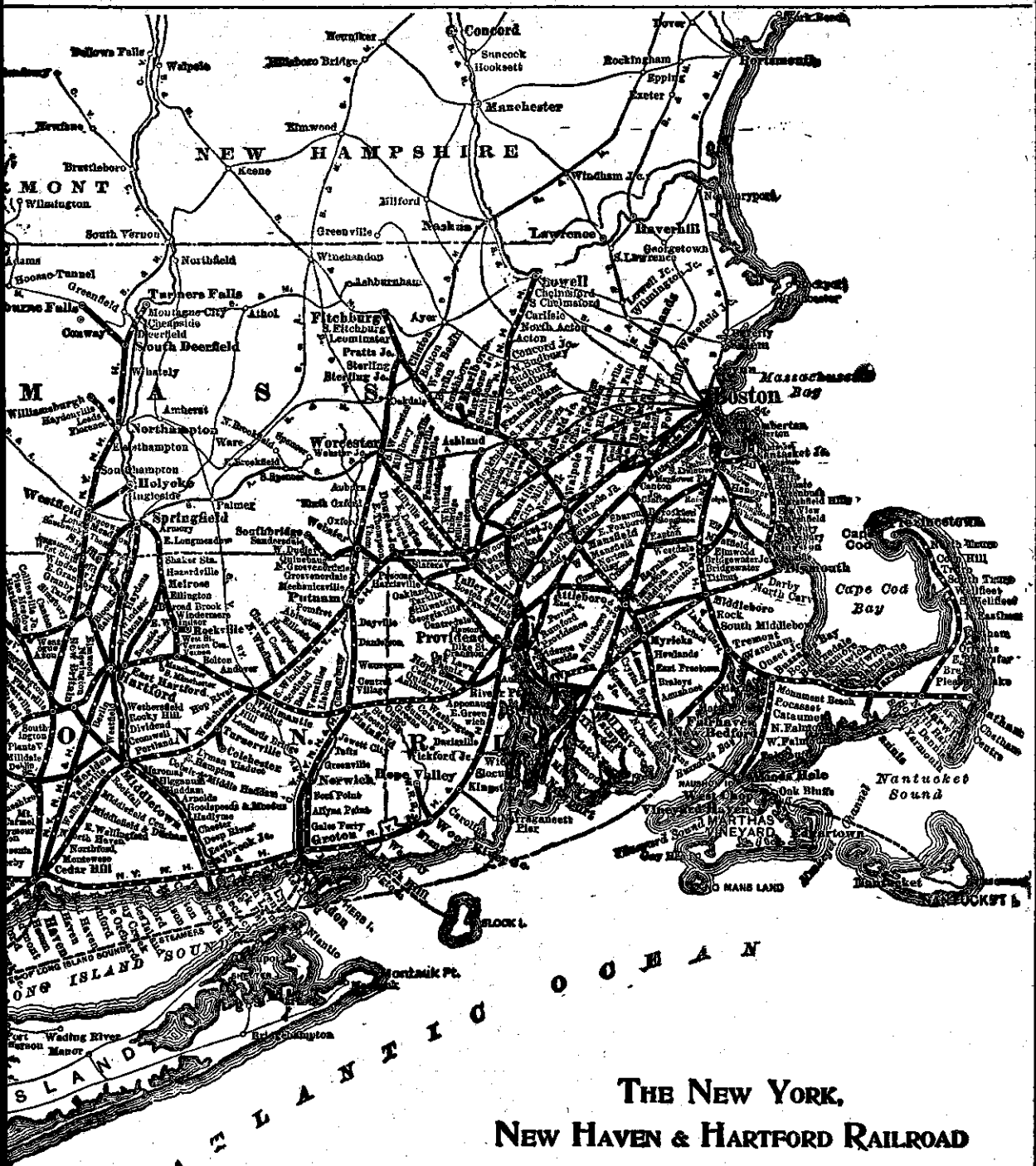
Stopping only at New Haven, New London and Providence.

New York and Boston
Shore Line-Hartford Line-Springfield Line

Via Providence — Via Hartford and Willimantic — Via Springfield and Worcester

BEST DINING CAR SERVICE IN THE WORLD

New York New Haven and Hartford Railroad



THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD

OPERATED AND CONTROLLED LINES.

Dec. 6, 1909.	Mls.	72	6	272	230	278	□ 46	202	232	□ 50
New York.lve.	.....	□	....	....	....	....	A M	....	....	A M
Gd.Cent.Sta+	o	....	A M	A M	A M	A M	†8 00	A M	A M	†9 15
Lex.Ave.Sta.	.....	Washington & Boston Express.	†4 49	†5 45	†6 45	†7 45	– –	†8 05	†8 50	– –
125th St.+..⊡	.....		– –	– –	6 56	7 56	8 11	8 16	9 01	– –
Mount Vernon ♁	13.65		5 17	6 13	7 14	8 13	– –	8 34	□	e9 42
Pelham	15.07		– –	6 17	7 19	– –	– –	8 38	– –	Boston Express, via Springfield.
New Rochelle+♁	16.62		5 24	6 22	7 23	8 18	– –	8 42	Pittsfield Express.	
Larchmont Manor..	18.64		– –	6 27	7 28	– –	– –	8 46		
Mamaroneck.. ♁	20.37		– –	6 31	7 32	– –	Boston Express, via Hartford and Willimantic.	8 50		
Harrison	22.18		– –	6 35	7 36	– –		8 54		
Rye ♁	24.01		– –	6 39	7 40	– –		8 58		
Port Chester+♁	25.64		5 37	6 43	7 44	– –		9 02		
Greenwich ♁	28.27		5 42	6 49	7 50	8 32		9 07		
Cos Cob	29.87	....	5 45	6 53	7 54	– –		9 11		– –
Riverside	30.26	▲	– –	6 55	7 56	– –		9 13		– –
Sound Beach	31.48	A M	5 49	6 59	8 00	– –		9 17	– –	– –
Stamford+ ♁	33.48	*1 44	5 57	7 07	8 08	8 44	8 55	9 21	9 47	– –
Glenbrook	34.93	– –	– –	7 11	8 11	– –		A M	– –	– –
Noroton	36.83	– –	6 02	7 16	8 14	– –		.....	– –	– –
Darien ♁	38.12	– –	6 05	7 19	8 18	– –		.....	– –	– –
Rowayton	39.43	– –	6 08	7 22	8 22	– –		.....	– –	– –
So. Norwalk.+ ♁	41.54	d1 57	6 15	7 27	8 27	8 56		.....	9 59	10 23
East Norwalk	42.40	– –	6 18	7 29	A M	– –		.....	A M	– –
Westp.&Saug.+. ♁	44.48	– –	6 22	7 33	....	– –		.....	.....	– –
Green's Farms	47.26	– –	6 27	7 38	....	– –	– –	.....	.....	– –
Southport ♁	49.28	– –	6 32	7 41	....	p –	– –	.....	.....	– –
Fairfield ♁	50.85	– –	6 36	7 44	....	– –	– –	.....	.....	– –
Bridgeport+ ♁	55.02	d2 19	6 50	7 56	....	9 25	9 21	.....	.....	10 43
Stratford ♁	59.14	– –	6 57	8 02	....	9 31	– –	.....	.....	– –
Naugatuck Jn	60.84	– –	– –	8 06	....	9 35	– –	.....	.....	– –
Milford + ♁	63.66	– –	7 05	8 12	....	9 41	– –	.....	.....	– –
Woodmont	67.27	– –	7 12	8 18	....	9 47	– –	.....	.....	– –
New Haven+ ♁	73.23	2 46	7 25	8 30	....	10 00	9 43	.....	.....	11 08
[Arrive	.....	A M	A M	A M	....	A M	A M	.....	.....	A M

Dec. 6, 1909.	204	10	□ 12	278	62	284	54	282	206	208
New York.lve.	.....	A M	A M	.....	A M	.....	Noon	.....	.....	.....
Gd.Cent.Sta+	A M	†10 00	*10 02	A M	†11 00	A M	*12 00	Noon	Noon	Noon
Lex.Ave.Sta.	†9 20	– –	– –	†10 05	– –	†11 03	– –	†12 03	†12 07	k12 41
125th St.+..⊡	– –	– –	s10 13	10 16	– –	– –	– –	– –	12 18	New Canaan Express.
Mount Vernon ♁	9 48	□	– –	10 34	□	11 31	□	– –	12 36	
Pelham	9 52	Bay State Limited, via Shore Line (all Parlor Cars), for which special form of ticket must be purchased.	– –	10 38	Springfield Express.	11 35	– –	– –	12 40	
New Rochelle+♁	9 56		Boston Express, via Shore Line.	10 43		11 40	– –	– –	12 45	
Larchmont Manor..	10 00			10 48		11 45	– –	– –	12 50	
Mamaroneck.. ♁	10 04			10 52		11 49	– –	– –	12 54	
Harrison	10 08			10 56		11 53	Boston Express, via Springfield.	– –	12 58	
Rye ♁	10 12			11 00		11 57		– –	1 02	
Port Chester+♁	10 16			11 04		12 01		– –	1 06	
Greenwich ♁	10 21			11 10		12 07		– –	1 12	
Cos Cob	10 25		– –	11 14		12 11		– –	1 15	
Riverside	10 27		– –	11 16		12 13		– –	1 17	
Sound Beach	10 31		– –	11 20		12 17		– –	1 21	– –
Stamford+ ♁	10 35		11 00	11 28	11 56	12 25		1 01	1 25	1 36
Glenbrook	A M		– –	11 32	– –	12 30		1 05	P M	P M
Noroton	.....		– –	11 35	– –	12 34		1 10	.....	.....
Darien ♁	.....		– –	11 38	– –	12 38		1 13	.....	.....
Rowayton	.....		– –	11 41	– –	12 42		1 16	.....	.....
So. Norwalk.+ ♁	.....		11 12	11 47	12 09	12 46		1 21	.....	.....
East Norwalk	.....		– –	11 49	– –	Noon		1 23	.....	.....
Westp.&Saug.+. ♁	.....		– –	11 52	– –	.....		1 27	.....	.....
Green's Farms	.....		– –	11 57	– –	.....		1 32	.....	.....
Southport ♁	.....		– –	12 02	– –	.....	– –	1 36	.....	.....
Fairfield ♁	.....		– –	12 06	– –	.....	– –	1 40	.....	.....
Bridgeport+ ♁	.....		11 33	12 16	12 30	.....	– –	1 50	.....	.....
Stratford ♁	.....		– –	12 22	– –	.....	– –	1 56	.....	.....
Naugatuck Jn	.....		– –	12 25	– –	.....	– –	1 59	.....	.....
Milford + ♁	.....		– –	12 30	– –	.....	– –	2 04	.....	.....
Woodmont	.....		– –	12 36	– –	.....	– –	2 10	.....	.....
New Haven+ ♁	.....	11 30	12 00	12 48	12 55	.....	1 42	2 22	.....	.....
[Arrive	.....	A M	Noon	Noon	Noon	.....	P M	P M	.....	.....

Dec. 6, 1909.	212	16	18	252	172	210	56	174	214	62
New York.lve.	●	P M	P M	.....	●	.....	P M	●	.....	.....
Gd.Cent.Sta+	Noon	†1 00	*1 02	P M	P M	P M	†2 00	P M	P M	.....
Lex.Ave.Sta.	k12 44	– –	– –	†1 06	k1 25	k1 45	– –	k2 14	k2 15	.....
125th St.+..⊡	12 55	□	s1 13	1 17	– –	– –	– –	2 25	2 26	Washington and Boston Express, via Harlem River and Shore Line.
Mount Vernon ♁	1 13	"Knickerbocker Limited," via Shore Line (all Parlor Cars), for which a special form of ticket must be purchased.	□	1 35	1 53	– –	□	2 43	2 44	
Pelham	1 17		– –	1 39	1 58	– –	– –	2 47	2 48	
New Rochelle+♁	1 21		– –	1 44	2 03	– –	– –	2 52	2 53	
Larchmont Manor..	1 25		Boston Express, via Shore Line.	1 49	2 08	– –	Boston Express, via Hartford.	2 57	2 58	
Mamaroneck.. ♁	1 29			1 53	2 12	– –		3 01	3 02	
Harrison	1 33			1 57	2 16	– –		3 05	3 06	
Rye ♁	1 37			2 01	2 20	– –		3 09	3 10	
Port Chester+♁	1 41			2 06	2 24	– –	– –	3 13	3 14	
Greenwich ♁	1 47			2 11	P M	2 31	g2 47	P M	3 20	
Cos Cob	1 51			2 15	.....	2 35	– –	.....	3 24	
Riverside	1 53			2 17	.....	2 37		.....	3 26	
Sound Beach	1 57			2 21	.....	2 41		.....	3 30	
Stamford+ ♁	2 01			2 29	.....	2 46	2 58	.....	3 34	
Glenbrook	P M			2 33	.....	P M		.....	P M	
Noroton	.....			2 36	.....	.....		.....	.....	
Darien ♁	.....			2 40	.....	.....		.....	.....	
Rowayton	.....			2 43	.....	.....	– –	.....	.....	P M
So. Norwalk.+ ♁	.....			2 49	.....	.....	3 11	.....	.....	†3 21
East Norwalk	.....			2 51	.....	.....		.....	.....	– –
Westp.&Saug.+. ♁	.....		– –	2 55	.....	.....		.....	.....	– –
Green's Farms	.....		– –	3 01	.....	.....		.....	.....	– –
Southport ♁	.....		– –	3 05	.....	.....		.....	.....	– –
Fairfield ♁	.....		– –	3 09	.....	.....		.....	.....	– –
Bridgeport+ ♁	.....		2 29	3 18	.....	.....	3 28	.....	.....	3 46
Stratford ♁	.....		– –	P M	.....	.....		.....	.....	– –
Naugatuck Jn	.....		– –	.....	.....	.....		.....	.....	– –
Milford + ♁	.....		– –	.....	.....	.....		.....	.....	– –
Woodmont	.....		– –	.....	.....	.....	– –	.....	.....	– –
New Haven+ ♁	.....	2 39	2 54	.....	.....	.....	3 55	.....	.....	4 16
[Arrive	.....	P M	P M	.....	.....	.....	P M	.....	.....	P M

Dec. 6, 1909.	284	22	176	218	240	286	60	178	256	244
New York.lve.	.....	P M	.....	.....	.....	.....	P M	.....	.....	.....
Gd.Cent.Sta+	P M	*3 00	P M	P M	P M	P M	*4 00	P M	P M	P M
Lex.Ave.Sta.	†2 57	– –	†3 04	†3 26	†3 32	†3 55	– –	†4 06	†4 25	†4 32
125th St.+..⊡	– –	s3 11	– –	3 37	– –	– –	– –	4 17	– –	– –
Mount Vernon ♁	b –	□	3 32	3 55	□	– –	□	4 34	□	– –
Pelham	– –	– –	3 38	4 00	– –	– –	– –	4 38	– –	– –
New Rochelle+♁	b –	– –	3 43	4 04	– –	– –	– –	4 42	– –	5 03
Larchmont Manor..	– –	Boston Express, via Shore Line.	3 48	4 09	– –	– –	– –	4 47	– –	– –
Mamaroneck.. ♁	– –		3 52	4 13	Pittsfield Express.	– –	Boston Express, daily, via Springfield.	4 51	– –	– –
Harrison	– –		3 56	4 17		– –		4 55	– –	– –
Rye ♁	– –		4 00	4 21		– –		4 59	– –	– –
Port Chester+♁	3 46		4 04	4 25		4 37		5 03	Winsted Express.	5 17
Greenwich ♁	3 51		P M	4 30		4 42		P M		5 25
Cos Cob	3 55		.....	4 34		– –		.....		5 27
Riverside	3 57		.....	4 36		– –		.....		5 29
Sound Beach	4 01		.....	4 39		4 48		.....		5 33
Stamford+ ♁	4 09		.....	4 43		4 56		.....		5 41
Glenbrook	4 12		.....	P M	– –	– –		.....		5 45
Noroton	4 15		.....	.....	– –	5 00		.....		5 48
Darien ♁	4 18		.....	.....	– –	5 03		.....		5 51
Rowayton	4 21		.....	.....	– –	5 06		.....	– –	5 54
So. Norwalk.+ ♁	4 26		.....	.....	4 40	5 11		.....	– –	5 57
East Norwalk	4 29	– –	.....	.....	P M	– –		.....	– –	P M
Westp.&Saug.+. ♁	4 33	– –	.....	.....	.....	5 16		.....	– –	.....
Green's Farms	4 38	– –	.....	.....	.....	5 21		.....	– –	.....
Southport ♁	4 41	– –	.....	.....	.....	5 25		.....	– –	.....
Fairfield ♁	4 45	– –	.....	.....	.....	5 28		.....	– –	.....
Bridgeport+ ♁	4 57	4 25	.....	.....	.....	5 37	– –	.....	5 51	.....
Stratford ♁	5 04	– –	.....	.....	.....	– –	– –	.....	5 57	.....
Naugatuck Jn	5 08	– –	.....	.....	.....	– –	– –	.....	6 01	.....
Milford + ♁	5 14	– –	.....	.....	.....	5 50	– –	.....	P M	.....
Woodmont	5 20	– –	.....	.....	.....	– –	– –	.....	.....	.....
New Haven+ ♁	5 30	4 50	.....	.....	.....	6 07	6 39	.....	.....	.....
[Arrive	P M	P M	.....	.....	.....	P M	P M	.....	.....	.....

STATIONS.	180	218	24	290	182	186	292	184	158	288
New York.lve.	.....	.....	P M	.....	●	●	.....	●	●	.....
Gd. Cent. Sta.	P M	P M	†6 00	P M	P M	P M	P M	P M	P M	P M
Lex. Ave. Sta.	†4 35	h4 49	– –	*5 02	h5 05	k5 05	†5 08	h5 12	h5 17	†6 25
125th Street ⊡	4 46	– –	□	5 13	5 16	5 16	– –	5 23	5 28	5 36
Mount Vernon	5 05	New Canaan Express.	"Merchants' Limited," via Shore Line (all Parlor Cars), for which a special form of ticket must be purchased.	– –	5 34	5 34	– –	– –	5 46	– –
Pelham	5 11			□	5 38	5 39	– –	– –	5 50	– –
New Rochelle	5 16			– –	5 42	5 43	– –	– –	5 54	– –
Larchmont Manor	5 21			Hartford Express.	P M	5 47	– –	5 47	P M	– –
Mamaroneck	5 25				.....	5 51	– –	5 51	.....	– –
Harrison	5 29				.....	5 55	– –	5 55	.....	– –
Rye	5 33				.....	5 59	– –	5 53	.....	6 05
Port Chester	5 37				.....	6 02	5 52	6 02	.....	6 09
Greenwich	P M				.....	P M	5 58	P M	.....	6 14
Cos Cob	.....				.....	.....	6 02	.....	.....	– –
Riverside	.....				.....	.....	6 04	.....	.....	– –
Sound Beach	.....	– –			.....	.....	6 08	.....	.....	– –
Stamford	.....	5 44		5 58	.....	.....	6 12	.....	.....	6 25
Glenbrook	.....	P M		–	.....	.....	P M	.....	.....	– –
Noroton	.....	.....		– –	.....	.....	.....	.....	.....	6 31
Darien	.....	.....		– –	.....	.....	.....	.....	.....	6 34
Rowayton	.....	.....		– –	.....	.....	.....	.....	.....	6 37
So. Norwalk	.....	.....		6 10	.....	.....	.....	.....	.....	6 43
East Norwalk	.....	.....		– –	.....	.....	.....	.....	.....	6 45
Westp. & Saugatuck	.....	.....		j –	.....	.....	.....	.....	.....	6 49
Green's Farms	.....	.....		– –	.....	.....	.....	.....	.....	6 54
Southport	.....	.....		– –	.....	.....	.....	.....	.....	6 58
Fairfield	.....	.....		– –	.....	.....	.....	.....	.....	7 01
Bridgeport	.....	.....		6 30	.....	.....	.....	.....	.....	7 10
Stratford	.....	.....		– –	.....	.....	.....	.....	.....	7 17
Naugatuck Jn	.....	.....		– –	.....	.....	.....	.....	.....	7 21
Milford	.....	.....		– –	.....	.....	.....	.....	.....	7 25
Woodmont	.....	.....		– –	.....	.....	.....	.....	.....	7 31
New Haven	.....	.....	6 39	6 55	.....	.....	.....	.....	.....	7 42
[Arrive	.....	.....	P M	P M	.....	.....	.....	.....	.....	P M

STATIONS.	246	26	188	160	64	260	190	222	192	294
New York.lve.	.....	P M	●	●	P M	.....	●	.....	●	.....
Gd. Cent. Sta.	P M	*5 33	P M	P M	*6 01	P M	P M	P M	P M	P M
Lex. Ave. Sta.	†5 27	– –	h5 39	†5 45	– –	†6 03	*6 04	†6 30	h6 33	†7 10
125th Street ⊡	5 38	5 44	5 50	– –	6 12	– –	6 15	– –	– –	7 21
Mount Vernon	5 55	□	– –	6 13	□	– –	6 35	a6 56	7 01	7 39
Pelham	– –	– –	6 08	6 18	Springfield Express.	– –	6 39	a6 59	7 06	7 43
New Rochelle	6 01	– –	6 13	6 22		6 36	6 44	7 02	7 11	7 48
Larchmont Manor	6 05	– –	6 17	P M		– –	6 49	7 06	7 16	7 53
Mamaroneck	6 09	Boston Express, via Shore Line.	6 21	.....		– –	6 53	7 10	7 20	7 57
Harrison	– –		6 25	.....		– –	6 57	7 14	7 24	8 01
Rye	– –		6 23	.....		– –	7 01	7 18	7 28	8 05
Port Chester	– –		6 33	.....	– –	6 49	7 05	7 22	7 32	8 09
Greenwich	– –		P M	.....	s6 47	6 55	P M	7 28	P M	8 15
Cos Cob	6 22		.....	.....	– –	6 59	.....	7 32	.....	8 19
Riverside	6 24		.....	.....	– –	7 01	.....	7 34	.....	8 21
Sound Beach	6 28		.....	.....	– –	7 04	.....	7 38	.....	8 25
Stamford	[illegible]		.....	.....	6 58	7 12	.....	7 42	.....	8 29
Glenbrook	6 39		.....	.....	– –	7 15	.....	P M	.....	P M
Noroton	6 42		.....	.....	– –	7 18				
Darien	6 45		.....	.....	– –	7 21				
Rowayton	6 48		.....	.....	– –	7 24				
So. Norwalk	6 53		.....	.....	7 10	7 28				
East Norwalk	P M		.....	.....	– –	7 31				
Westp. & Saugatuck	.....		.....	.....	– –	7 35				
Green's Farms	.....	– –	.....	.....	– –	7 40				
Southport	.....	– –	.....	.....	– –	7 44				
Fairfield	.....	– –	.....	.....	– –	7 52				
Bridgeport	.....	6 54	.....	.....	7 32	8 00				
Stratford	.....	– –	.....	.....	– –	P M				
Naugatuck Jn	.....	– –	.....	.....	– –	.....				
Milford	.....	– –	.....	.....	7 46	.....				
Woodmont	.....	– –	.....	.....	– –	.....				
New Haven	.....	7 18	.....	.....	8 03	.....				
[Arrive	.....	P M	.....	.....	P M	.....				

a Stops Saturday only; b stops to take for Greenwich and beyond; c stops to take for east of Stamford; d stops to leave passengers; g does not stop Saturday; h daily, except Saturday and Sunday; j stops to leave New York passengers; k Saturday only; s stops Sunday.

STATIONS.	66	224	296	226	70	228	2	200
New York.lve.	P M	.....	.....	.....	P M	.....	Night	.....
Gd. Cent. Sta.	†8 03	P M	P M	P M	*11 00	P M	*12 00	Night
Lex. Ave. Sta.	– –	†8 20	†9 30	†10 30	– –	*11 30	– –	†12 14
125th Street ⊡	□	– –	9 41	10 41	– –	11 41	12 11	12 25
Mount Vernon	c –	8 48	9 59	10 59	– –	11 59	□	12 42
Pelham	– –	8 52	10 03	11 04	– –	12 03	Boston Express, via Shore Line.	12 46
New Rochelle	c –	8 57	10 09	11 09	– –	12 08		12 51
Larchmont Manor	– –	9 02	10 14	11 14	Boston Express, via Springfield.	12 13		12 56
Mamaroneck	– –	9 06	10 18	11 18		12 17		1 00
Harrison	– –	9 10	10 22	11 22		12 21		1 04
Rye	– –	9 14	10 26	11 26		12 25		1 08
Port Chester	– –	9 18	10 30	11 30		12 29		1 12
Greenwich	– –	9 24	10 36	11 35		12 35		1 17
Cos Cob	– –	9 28	10 40	j –		12 39		– –
Riverside	– –	9 30	10 42	j –		12 41		– –
Sound Beach	– –	9 34	10 46	j –	– –	12 45	– –	j –
Stamford	9 04	9 36	10 54	11 43	11 57	12 48	– –	¶1 27
Glenbrook	– –	P M	10 57	P M	– –	Night	– –	A M
Noroton	– –	.....	11 01	.....	– –	.....	– –	.....
Darien	d9 11	.....	11 06	.....	– –	.....	– –	.....
Rowayton	– –	.....	11 10	.....	– –	.....	– –	.....
So. Norwalk	9 18	.....	11 16	.....	12 10	.....	1 16	.....
East Norwalk	– –	.....	– –	.....	– –	.....	– –	.....
Westp. & Saugatuck	d9 22	.....	11 23	.....	– –	.....	– –	.....
Green's Farms	– –	.....	11 28	.....	– –	.....	– –	.....
Southport	d9 29	.....	11 31	.....	– –	.....	– –	.....
Fairfield	– –	.....	11 35	.....	– –	.....	– –	.....
Bridgeport	9 41	.....	11 54	.....	12 32	.....	1 41	.....
Stratford	– –	.....	12 01	.....	– –	.....	– –	.....
Naugatuck Jn	– –	.....	– –	.....	– –	.....	– –	.....
Milford	9 51	.....	12 09	.....	– –	.....	– –	.....
Woodmont	– –	.....	– –	.....	– –	.....	– –	.....
New Haven	10 05	.....	12 25	.....	1 00	.....	2 12	.....
[Arrive	P M	.....	Night	.....	A M	.....	A M	.....

STATIONS.	380	382	360	50	364	368	372	388	76	390	376
New York.lve.	.....	.....	.....	A M	.....	.....	.....	.....	P M	.....	.....
Gd. Cent. Sta.	A M	A M	A M	§9 15	A M	P M	P M	P M	§7 00	P M	P M
Lex. Ave. Sta.	§6 00	§7 30	§8 20	□	§11 00	§1 05	§4 05	§5 04	– –	§8 30	§10 05
125th Street ⊡	– –	7 41	8 31	– –	11 11	1 16	– –	5 15	□	– –	10 14
Mount Vernon	6 28	7 59	8 48	e9 42	11 29	1 34	4 33	5 33	7 28	– –	10 32
Pelham	6 32	8 03	8 51	Springfield Express.	11 33	1 38	4 37	5 37	– –	– –	10 36
New Rochelle	6 37	8 08	8 55		11 38	1 43	4 42	5 42	7 34	– –	10 41
Larchmont Manor	6 42	8 13	9 00		11 43	1 48	4 47	5 47	– –	– –	10 46
Mamaroneck	6 46	8 17	9 04		11 47	1 52	4 51	5 51	– –	– –	10 50
Harrison	6 50	8 21	9 08		11 51	1 56	4 55	5 55	– –	– –	10 54
Rye	6 54	8 25	9 12		11 55	2 00	4 59	5 59	– –	– –	10 58
Port Chester	6 58	8 29	9 16		11 59	2 04	5 03	6 03	7 47	9 12	11 02
Greenwich	7 04	8 35	9 21		12 05	2 10	5 09	6 09	7 53	9 17	11 08
Cos Cob	7 08	8 39	9 25		12 09	2 14	5 13	6 13	– –	– –	11 12
Riverside	7 10	8 41	9 27		12 11	2 16	5 15	6 15	– –	– –	11 14
Sound Beach	7 14	8 45	9 31		12 15	2 22	5 19	6 19	– –	– –	11 18
Stamford	7 22	8 53	9 35	10 12	12 19	2 25	5 23	6 27	8 06	8 30	11 22
Glenbrook	7 26	8 56	A M	– –	Noon	P M	P M	6 31	– –	– –	P M
Noroton	7 30	8 59	.....	– –				6 34	– –	– –	.....
Darien	7 34	9 02	.....	– –				6 38	8 13	– –	.....
Rowayton	7 37	9 05		– –				6 42	– –	– –	.....
So. Norwalk	7 43	9 11		10 23				6 48	8 24	9 43	.....
East Norwalk	7 46	9 14		– –				6 51	– –	– –	.....
Westp. & Saugatuck	7 51	9 20		– –				6 55	8 28	– –	.....
Green's Farms	7 56	9 26		– –				7 01	– –	– –	.....
Southport	8 00	9 30		– –				7 04	8 36	– –	.....
Fairfield	8 03	9 33		– –				7 08	– –	– –	.....
Bridgeport	8 13	9 43		10 43				7 18	8 47	10 02	.....
Stratford	8 19	9 49		– –				7 24	– –	– –	.....
Naugatuck Jn	8 23	9 54		– –				7 29	– –	– –	.....
Milford	8 28	9 58		– –				7 34	9 02	– –	.....
Woodmont	8 34	10 04		– –				7 40	– –	– –	.....
New Haven	8 45	10 15	.....	11 08				7 55	9 16	10 25	.....
[Arrive	A M	A M	.....	A M				P M	P M	P M	.....

e Stops to take for New Haven or beyond.

* Daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only; p stops to take passengers; t does not stop Sunday. + Coupon stations; ♁ Telegraph stations. STANDARD—*Eastern time.*

Additional Trains—Grand Central Station for Port Chester §10 06 a.m., §12 04 noon, §2 30, §8 02, §9 00 p.m.

⊡ Trains out of New York designated to stop at 125th Street, stop only to take passengers. □ Has Parlor or Sleeping Cars. ▲ Runs via Harlem River and Shore Line. ● No baggage carried on these trains.

STEAM HEAT

The SAFETY systems are in use on over 160 railroads in the U. S. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. CHICAGO. ST. LOUIS.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

Nov. 1, 1909.	201	89	203	1	173	251	177	211	269	149	181	81	151	205	231	183	207	209	185	187
LEAVE		A M		A M					A M											
New Haven		*4 15		*4 45					†5 55											
Woodmont		— —		— —					6 04											
Milford		— —		— —					6 09											
Naugatuck Jn.		— —		— —					6 14											
Stratford		— —		— —		A M			6 17											
Bridgeport		4 44		5 16		†5 43			6 24											
Fairfield		— —		— —		5 50			6 32											
Southport		— —		— —		5 53			6 35											
Green's Farms		— —		— —		5 56			6 38											
Westpt & Saugat'k		— —		— —		6 01			6 44											
East Norwalk		— —		— —		6 05			6 48						A M					
So. Norwalk		5 07		5 41		6 08			6 52						†7 20					
Rowayton		— —		— —		6 12			— —						7 25					
Darien		— —		— —		6 15			6 58						7 29					
Noroton		— —		— —		6 19		▲	— —						7 32					
Glenbrook	A M	— —	A M	— —		— —		A M	— —					A M	7 35		A M	A M		
Stamford	†5 00	5 27	†5 35	6 02		6 27		†6 55	7 10					†7 30	7 41		†7 45	†8 00		
Sound Beach	5 04	— —	5 39	— —		6 31		— —	7 14					7 34	— —		7 49	8 04		
Riverside	5 07	— —	5 43	— —		6 34		— —	7 17					7 38	— —		7 53	— —		
Cos Cob	5 09	Boston Express, via Springfield.	5 45	Boston Express, via Shore Line.		6 36		— —	7 19		▲	▲		7 40	— —		7 55	— —		
Greenwich	5 13		5 49		A M	6 40	A M	7 04	7 23		A M	A M		7 44	7 50	A M	7 59	New Canaan Express.		A M
Port Chester	5 18		5 55		†6 30	6 45	†7 00	7 10	7 28		†7 30	†7 39		7 50	— —	†7 54	8 05			†8 27
Rye	5 22		5 59		6 34	6 49	7 04	7 14	— —		7 34	7 43		— —	— —	7 58	8 09			8 31
Harrison	5 26		6 03		6 38	6 53	7 08	7 18	— —		7 38	7 47		— —	— —	8 02	8 13			8 35
Mamaroneck	5 30		6 07		6 42	6 57	7 12	7 22	— —	▲	7 42	7 51	▲	— —	— —	8 06	8 17		▲	8 39
Larchmont Manor	5 34		6 11		6 46	7 01	7 16	7 26	— —	A M	7 46	7 55	A M	— —	— —	8 10	8 21		A M	8 43
New Rochelle	5 39		6 16		6 51	7 06	7 22	7 31	— —	†7 43	7 51	— —	†8 05	— —	— —	8 15	— —		†8 30	8 48
Pelham	5 43	— —	6 20	— —	6 56	7 10	7 27	7 35	— —	7 47	7 54	— —	8 09	— —	— —	8 19	— —		8 34	8 51
Mount Vernon	5 47	s5 57	6 25	□	7 01	7 17	7 32	7 39	— —	7 52	7 58	— —	8 16	— —	— —	8 23	— —	— —	8 40	8 57
125th St. ⊡	— —	— —	6 42	6 45	— —	7 34	7 49	7 56	7 59	8 09	8 15	— —	— —	8 22	— —	8 40	8 47	— —	8 58	9 14
Lex. Ave. Sta	6 15	— —	6 53	6 57	7 29	7 45	8 00	8 07	8 10	8 20	8 26	8 29	8 44	8 33	8 36	8 51	8 58	8 54	9 09	9 25
Gd. Cent. Sta.	A M	6 25	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
New York arr.		A M																		

Nov. 1, 1909.	271	253	189	235	85	213	275	257	233	277	65	239	281	215	45	5	219	□61	9	49	....
LEAVE	A M				A M		A M			A M	A M		A M		Noon	Noon		Noon	P M	P M	
New Haven	†6 48				†8 00		†8 03			†8 30	*9 35		†10 40		†12 01	†12 03		†12 55	†1 18	†1 23	
Woodmont	6 57				— —		— —			8 41	— —		— —		— —	— —		— —	Bay State Limited, via Shore Line (all Parlor Cars), for which special form of ticket must be purchased.	— —	
Milford	7 02	A M			— —		8 15	A M		8 47	9 48		10 52		— —	12 15		— —		— —	
Naugatuck Jn.	7 06	†7 34			— —		— —	†8 42		8 52	— —		— —		— —	— —		— —		— —	
Stratford	7 09	7 37			— —		— —	— —		8 56	— —		— —		Boston Express, via Willimantic and Hartford.	a —		— —		— —	
Bridgeport	7 17	7 48			— —		8 25	8 51		9 06	10 00		11 05			12 28		d1 18		1 49	
Fairfield	7 25	7 56			— —		8 33	— —		9 15	— —		— —			— —		— —		— —	
Southport	7 28	8 00			— —		8 37	— —		9 19	— —		11 15			12 38		— —		— —	
Green's Farms	7 32	— —			— —		— —	— —		9 23	— —		11 18			— —		— —		Boston Express, via Springfield.	
Westpt & Saugat'k	7 37	8 09			— —		8 44	— —		9 28	— —		11 23			12 46		— —			* Stops to leave from New Haven and beyond.
East Norwalk	7 41	— —		A M	Bankers' Express.		— —	— —	A M	9 32	— —	A M	— —			— —		— —			
So. Norwalk	7 46	— —		†8 18			8 51	— —	†9 10	9 37	10 20	†10 52	11 29			12 53		1 38			
Rowayton	7 51	— —		— —			— —	— —	— —	9 42	— —	— —	— —			— —		P M			
Darien	7 54	— —		— —			— —	— —	9 16	9 46	— —	— —	— —			— —		Boston and Washington Express, via Shore Line and Harlem River.			
Noroton	7 58	— —		— —			— —	— —	— —	9 49	— —	— —	— —			— —					
Glenbrook	8 02	— —		— —		A M	— —	— —	— —	9 53	— —	— —	— —	A M		— —	P M				
Stamford	8 11	Winsted Express.		8 32		†8 45	— —	9 19	9 27	10 01	10 35	Pittsfield Express.	11 45	†11 55		1 08	†1 30				
Sound Beach	8 15			— —		8 49	— —	— —	— —	10 05	Springfield Express.		— —	11 59		— —	1 34				
Riverside	8 18			— —		8 53	— —	Winsted Express.	— —	10 09			— —	12 03		— —	1 38				
Cos Cob	8 20		▲	— —	— —	8 55	— —		— —	10 11			— —	12 05		— —	1 40				
Greenwich	8 24		A M	— —	— —	8 59	— —		9 35	10 15			11 55	12 09		— —	1 44				
Port Chester	8 30		†8 50	— —	— —	9 05	— —		9 41	10 21			12 01	12 15		— —	1 50				
Rye	— —	— —	8 54	— —	— —	9 09	— —		— —	10 25			— —	12 19		— —	1 54				
Harrison	— —	— —	8 58	— —	— —	9 13	— —		— —	10 29			— —	12 23		— —	1 58				
Mamaroneck	— —	— —	9 02	— —	— —	9 15	— —		— —	10 33			— —	12 27		— —	2 02				
Larchmont Manor	— —	— —	9 06	— —	— —	9 21	— —		— —	10 37		— —	— —	12 31		— —	2 06			— —	
New Rochelle	— —	— —	9 12	— —	— —	9 27	— —		9 54	10 43		— —	12 15	12 37		— —	2 12			— —	
Pelham	— —	— —	9 17	— —	— —	9 31	— —	— —	— —	10 47	— —	— —	— —	12 41		— —	2 16			— —	
Mount Vernon	— —	— —	9 22	— —	□	9 37	— —	□	— —	10 51	□	□	12 22	12 47	□	— —	2 21		□	□	
125th St. ⊡	— —	— —	— —	— —	— —	9 54	— —	— —	— —	— —	11 16	— —	— —	— —	— —	— —	2 39		— —	— —	
Lex. Ave. Sta	9 12	9 16	9 50	9 22	9 40	10 05	9 57	10 10	10 25	11 19	11 27	12 00	12 50	1 15	— —	2 00	2 50		3 00	3 16	
Gd. Cent. Sta.	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	1 45	P M	P M		P M	P M	
New York arr.															P M						

(Eastern time)	11	217	285	53	15	221	245	287	17	289	55	249	21	57	223	59	23	227	435	25
LEAVE	P M		P M	P M	P M			P M	P M	P M	P M		P M	P M		P M	P M			P M
New Haven	*2 01		†2 25	*3 51	†4 18			*4 35	*5 01	†5 40	†6 03		*6 38	*6 56		*7 60	†8 18			*9 15
Woodmont	Boston Express, via Shore Line.		2 35	— —	"Knickerbocker Limited," via Shore Line (all Parlor Cars) for which a special form of ticket must be purchased.			4 46	Boston Express, via Shore Line.	5 51	Boston Express, via Hartford and Willimantic.		— —	— —		— —	"Merchants' Lim.," via Shore Line (all Parlor Cars), for which special form of ticket must be purchased.			Boston Express, via Shore Line.
Milford			2 41	— —				4 51		5 56			— —	7 09		— —				
Naugatuck Jn.			2 46	— —				4 56		6 01			— —	— —		— —				
Stratford			2 51	— —				5 00		6 08			— —	— —		— —				
Bridgeport	2 27		3 00	4 13				5 07	5 27	6 12	6 29		— —	7 22		8 11				9 36
Fairfield			3 10	— —				5 16		6 20			Boston Express, via Shore Line.	— —		— —				
Southport			3 14	— —				5 18		6 23				— —		Boston Express, via Springfield.				
Green's Farms			3 19	— —				5 22		6 25				— —						
Westpt. & Saugat'k			3 24	Boston Express, via Springfield.				5 27		6 31				— —						
East Norwalk			3 27				P M	5 31		6 35		P M		— —					P M	
So. Norwalk	2 50		3 31				†5 08	5 35	5 50	6 40	6 50	†7 18		7 42					*8 40	— —
Rowayton	— —		3 35				— —	5 38	— —	6 44		— —		— —					— —	— —
Darien			3 39				— —	5 42		6 47		— —		— —					— —	
Noroton			3 43				— —	5 45		6 51		— —		— —					— —	
Glenbrook		P M	3 47			P M	— —	5 48		6 54		— —		— —	P M			P M	— —	— —
Stamford	3 08	†3 20	3 55			†4 55	5 25	6 15	6 08	7 15	7 06	Pittsfield Express.		7 59	†8 15	8 43		†9 00	9 55	10 10
Sound Beach	— —	3 24	3 59			4 59	— —	6 19	— —	7 19				Springfield Express.	8 19			9 04	P M	
Riverside	— —	3 28	4 03			5 03	— —	6 23	— —	7 23					8 23			9 08		
Cos Cob		3 30	4 05			5 05	Pittsfield Express.	6 25		7 25					8 25			9 10		
Greenwich		3 34	4 09			5 09		6 29		7 29					8 29			9 14		
Port Chester		3 40	4 15			5 15		6 35		7 35					8 35			9 20		
Rye		3 44	4 19			5 19		6 39		7 39					8 39			9 24		
Harrison		3 48	4 23			5 23		6 43		7 43			— —		8 43			9 28		
Mamaroneck		3 52	4 27			5 27		6 47		7 47			— —		8 47			9 32		— —
Larchmont Manor	— —	3 56	4 31	— —		5 31		6 51	— —	7 51		— —	— —		8 51	— —		9 36		— —
New Rochelle	— —	4 02	4 37	— —		5 37		6 57	— —	7 57		— —	— —		8 56	— —		9 42		— —
Pelham	— —	4 05	4 41	— —		5 41		7 02	— —	8 02		— —	— —		9 00	— —		9 46		— —
Mount Vernon	□	4 10	4 49	□	□	5 48	□	7 08	□	8 07	□	□	□	□	9 04	□	□	9 51		□
125th St. ⊡	3 49	4 27	5 03	— —	5 49	6 03	6 09	7 26	6 49	— —	— —	8 13	8 19	— —	— —	— —	9 48	10 09		10 49
Lex. Ave. Sta	4 00	4 38	5 14	5 36	6 00	6 14	6 20	7 38	7 00	8 35	8 00	8 24	8 30	8 50	9 32	9 35	10 00	10 20		11 00
Gd. Cent. Sta.	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M		P M
New York arr.																				

(Eastern time)	293	●71	361	381	347	363	349	75	351	77	371	373	353	389	377	357	379	359	393	....	....
LEAVE	P M	Night		A M				Noon		P M				P M					P M		
New Haven	†9 20	*12 00		§7 52				§12 00		§1 55				§6 10					§9 20		
Woodmont	— —	— —		8 03				— —		— —				6 21					9 30		
Milford	9 36	12 15		8 09				12 14		— —				6 27					9 35		
Naugatuck Jn.	— —	— —		8 14				— —		— —				6 32					9 40		
Stratford	9 43	— —		8 18				— —		— —				6 35					9 44		
Bridgeport	9 58	12 30		8 25				12 30		2 22				6 45					9 52		
Fairfield	10 06	— —		8 34				— —		— —				6 53					10 00		
Southport	10 09	— —		8 37				12 42		— —				6 56					10 03		
Green's Farms	10 13	— —		8 41				— —		— —				6 59					10 06		
Westpt. & Saugat'k	10 18	— —		8 46				12 49		— —				7 04					10 11		
East Norwalk	— —	— —		8 50				— —		— —				7 08					10 15		
So. Norwalk	10 29	12 53		8 54				12 56		2 44				7 12					10 19		
Rowayton	— —	— —		8 58				— —		— —				7 16					10 23		
Darien	10 36	— —		9 01				1 03		— —				7 18					10 27		
Noroton	10 40	□		9 05				— —		— —				7 22					10 31		
Glenbrook	10 43	— —	A M	9 09		A M		— —		— —	P M	P M		7 27	P M		P M		10 35		
Stamford	10 50	1 05	§7 45	9 17		§10 47		1 16		3 02	§3 25	§4 30		7 36	§7 45		§8 50		10 44		
Sound Beach	10 54	A M	7 49	— —		10 51		— —		Springfield Express.	3 29	4 34		— —	7 49		8 54		10 48		
Riverside	10 57	Due Harlem River 1 55 a.m.	7 53	— —		10 55		— —			3 33	4 38		— —	7 53		8 57		10 52		
Cos Cob	10 59		7 55	— —		10 57		— —			3 35	4 40		— —	7 55		8 59		10 54		
Greenwich	11 03		7 59	9 26	A M	11 01	Noon	1 25	P M		3 39	4 44	P M	7 46	7 59	P M	9 03	P M	10 58		
Port Chester	11 08		8 06	9 32	§9 35	11 07	§12 45	1 31	§2 25		3 45	4 50	§5 30	— —	8 05	§8 40	9 08	§10 10	11 03		
Rye	11 12		8 10	— —	9 39	11 11	12 49	— —	2 29		3 49	4 54	5 34	— —	8 09	8 44	9 12	10 14	11 07		
Harrison	11 16		8 14	— —	9 43	11 15	12 53	— —	2 33		3 53	4 58	5 38	— —	8 13	8 48	9 16	10 18	11 11		
Mamaroneck	11 20		8 18	— —	9 47	11 19	12 57	— —	2 37		3 57	5 02	5 42	— —	8 18	8 52	9 20	10 22	11 15		
Larchmont Manor	11 24		8 22	— —	9 51	11 23	1 01	— —	2 41		4 01	5 06	5 46	— —	8 23	8 56	9 24	10 26	11 19		
New Rochelle	11 29		8 28	— —	9 57	11 29	1 07	1 45	2 47		4 07	5 12	5 52	— —	8 29	9 02	9 30	10 32	11 24		
Pelham	11 32		8 32	— —	10 02	11 33	1 12	— —	2 51		4 12	5 17	5 56	8 08	8 34	9 06	9 34	10 37	11 28		
Mount Vernon	11 37		8 37	— —	10 07	11 39	1 17	1 52	2 56	□	4 17	5 22	6 02	— —	8 39	9 11	9 39	10 42	11 32		
125th St. ⊡	11 54		8 54	— —	10 24	— —	1 34	— —	— —	3 44	— —	5 39	6 19	8 24	8 56	— —	9 56	10 59	11 48		
Lex. Ave. Sta	12 05		9 05	10 14	10 35	12 07	1 45	2 20	3 26	— —	4 46	5 50	6 30	8 35	9 07	9 39	10 07	11 10	11 59		
Gd. Cent. Sta.	Night		A M	A M	A M	Noon	P M	P M	P M	3 55	P M	P M	P M	P M	P M	P M	P M	P M	P M		
New York arr.										P M											

* Daily; † daily, except Sunday; § Sunday only; *d* stops to take for south of Jersey City; *s* stops Sunday. □ Has Parlor or Sleeping Cars. ⊡ Trains into New York designated to stop at 125th Street stop only to leave passengers. ▲ No baggage carried on this train. ● Boston and Washington Express, runs via Shore Line and Harlem River.

STOP-OVER REGULATIONS.—Passengers holding unlimited first-class tickets will be allowed to stop over at New Rochelle, Stamford, South Norwalk, Branchville, Brookfield Junction, New Milford, New London, Canaan, Van Deusenville, Botsford, Bridgeport, Derby Junction, Ansonia, Waterbury, Torrington, New Haven, Meriden, Berlin, Hartford, Windsor Locks, Plainville, Westfield, Northampton, South Deerfield, Guilford, Saybrook, Goodspeed's, Middletown, Turnerville, Danbury, Hawleyville, Melrose, New Britain, Vernon, Washington and Willimantic. When stop-over is desired at any other station than those named above, the conductor will, on application, furnish a stop-over ticket, good from the station at which stop-over is to be made to the next of the above-named stations, or to destination, if not beyond such station. Stop-over tickets furnished by conductors will be good only in the direction in which they read, and only for a continuous passage between the stations whose numbers are punched thereon. Stop-over will not be allowed on limited tickets.

NEW BRITAIN BRANCH.—Trains leave New Britain ♁ for Berlin ♁ (New Britain Junction) (3 miles) †7 00, †7 23, †8 32, §8 35, §9 45, †10 18, §11 00, †11 08, *†1 38 a.m., †12 32, §12 45, †12 55 noon, †1 30, *2 55, *3 40, †4 28, †5 07, †6 39, §6 59, †6 53, †6 42, *7 39, *8 40, §8 56, †10 13 p.m. Returning, leave Berlin (New Britain Junction) †7 12, †7 38, †8 48, §8 52, §10 02, †10 32, §11 12, †11 21, *†1 51 a.m., †12 43, §12 58 noon, †1 08, †1 44, §3 13, †3 14, §5 54, †4 06, †4 42, †5 22, †5 51, *6 24, †7 02, *7 51, *8 54, §10 07, †11 03 p.m. Time, 7 minutes.

THROUGH EXPRESS TRAINS BOSTON AND WASHINGTON.

	Federal Express.	Colonial Express.	STATIONS.	Colonial Express.	Federal Express.
	*8 00 P M	†9 00 A M	lv..**Boston** (*Term.*)..ar.	8 20 P M	7 00 A M
	8 07 P M	10 07 A M	lv....**Providence**....ar.	7 13 P M	5 45 A M
			lv..**Newport** (N.&W.)..ar.		†7 30 A M
			lv..**Narragansett Pier**..ar.	7 35 P M	
	*12 43 P M	11 45 A M	lv....**New London**....ar.	5 30 P M	3 59 A M
	12 00 Night	12 55 Noon	lv....**New Haven**....ar.	4 15 P M	*4 46 A M
	⊙		ar..**New York** (G.C.S.)..lv.		
	6 15 A M	8 10 P M	ar. **Philadelphia** (P.R.R.)..lv.	10 50 A M	8 55 P M
	7 14 A M	g7 00 P M	ar. **Wilmington** " lv.	h1002 A M	8 00 P M
	8 41 A M	8 40 P M	ar. **Baltimore** " lv.	8 40 A M	8 35 P M
	9 45 A M	9 44 P M	ar. **Washington** " lv.	†7 30 A M	*5 35 P M

COLONIAL EXPRESS.—Pullman Vestibuled Buffet, Smoking and Parlor Cars and Day Coach Washington and Boston. Dining Car South Norwalk and Boston.

FEDERAL EXPRESS.—Pullman Vestibuled Night Train, Sundays included. Sleeping Car and Coach Washington and Boston. Sleeping Car Philadelphia and Boston. Dining Cars Washington and Philadelphia.

HARLEM RIVER BRANCH.

October 3, 1909.	302	304	306	308	310	312	314	316	318	320	322	•268	•324	326	•280	330	332	334	336	338	340
N.Y. (*Willis Av.*)	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night
Harlem River lve.	*6 40	†7 50	†9 00	†10 00	†11 00	†12 00	†1 00	†2 00	†3 00	†4 00	†4 55	†5 17	†5 25	†5 55	†6 25	†7 00	†8 00	†8 00	†10 00	†11 00	*†10 10
Port Morris.....	6 43	7 53	9 03	10 03	11 03	12 03	1 03	2 03	3 03	4 03	4 58	– –	5 28	5 58	6 28	7 03	8 03	8 03	10 03	11 03	†2 13
Casanova.....	6 45	7 55	9 05	10 05	11 05	12 05	1 05	2 05	3 05	4 05	5 00	– –	– –	6 00	– –	7 05	8 05	8 05	10 05	11 05	†2 15
Hunt's Point...	6 47	7 57	9 07	10 07	11 07	12 07	1 07	2 07	3 07	4 07	5 02	– –	– –	6 02	– –	7 07	8 07	9 07	10 07	11 07	†2 17
Westchester Av.	6 49	7 59	9 09	10 09	11 09	12 09	1 09	2 09	3 09	4 09	5 04	– –	– –	6 04	– –	7 08	8 09	9 09	10 09	11 09	†2 19
West Farms.....	6 51	8 01	9 12	10 12	11 12	12 11	1 12	2 12	3 12	4 12	5 07	– –	– –	6 07	– –	7 12	8 12	9 12	10 12	11 12	†2 21
Van Nest.....	6 54	8 04	9 15	10 15	11 15	12 14	1 15	2 15	3 15	4 15	5 10	– –	5 34	6 10	6 34	7 15	8 15	9 15	10 15	11 15	†2 24
Westchester....	6 57	8 09	9 18	10 18	11 18	12 17	1 18	2 18	3 18	4 18	5 13	– –	5 37	6 13	6 37	7 18	8 18	9 18	10 18	11 18	†2 27
Baychester.....	7 03	8 13	9 22	10 22	11 22	12 21	1 22	2 22	3 22	4 22	5 16	– –	5 40	6 17	6 40	7 22	8 22	9 22	10 22	11 22	†2 31
Bartow.....	7 06	8 16	9 26	10 26	11 26	12 24	1 26	2 28	3 26	4 26	5 19	– –	5 43	6 21	6 42	7 25	8 25	9 25	10 25	11 25	†2 34
Pelham Manor..	7 10	8 20	9 30	10 30	11 30	12 28	1 30	2 30	3 30	4 30	5 23	5 32	5 47	6 25	6 46	7 29	8 29	9 29	10 29	11 29	†2 38
Woodside.....	7 12	8 23	9 32	10 32	11 32	12 30	1 32	2 32	3 32	4 32	5 25	– –	5 49	6 27	6 48	7 32	8 32	9 32	10 32	11 32	†2 40
New Rochelle	7 15	8 25	9 35	10 35	11 35	12 32	1 35	2 35	3 35	4 35	5 28	5 38	5 52	6 30	6 50	7 35	8 35	9 35	10 35	11 35	†2 42
[ARRIVE	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night

Sunday Trains—Leave Harlem River 8 00, 9 00, 10 00, 11 00 a.m., 12 00 noon, 1 00, 2 00, 3 00, 4 00, 5 00, 6 00, 7 00, 8 00, 9 00, 10 00, 11 00 p.m. Leave New Rochelle 8 00, 9 00, 10 00, 11 00 a.m., 12 00 noon, 1 00, 2 00, 3 00, 4 00, 5 00, 6 00, 7 00, 8 00, 9 00, 10 00, 11 00 p.m.

STATIONS.	Mls.	301	303	305	•261	309	•311	313	315	317	319	321	323	325	327	329	331	333	335	337	339
[LEAVE	....	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
New Rochelle	0	*5 45	*7 00	†7 28	†8 07	†8 45	†9 05	†10 00	†11 00	†12 00	†1 00	†1 55	†3 00	†4 00	†5 00	†6 05	†7 05	†8 00	†9 00	†10 00	†11 00
Woodside.....	.75	5 47	7 02	– –	8 09	8 47	9 07	10 02	11 02	12 02	1 03	1 58	3 03	4 03	5 03	6 08	7 07	8 02	9 02	10 02	11 02
Pelham Manor..	2.09	5 50	7 06	– –	8 11	8 50	9 10	10 05	11 05	12 05	1 06	2 01	3 06	4 06	5 06	6 11	7 10	8 05	9 05	10 05	11 05
Bartow.....	3.63	5 53	7 11	7 33	8 14	8 53	9 13	10 08	11 08	12 08	1 09	2 04	3 09	4 09	5 09	6 14	7 13	8 08	9 08	10 08	11 08
Baychester.....	4.70	5 56	7 14	7 36	8 16	8 56	9 16	10 11	11 11	12 11	1 12	2 07	3 12	4 12	5 12	6 17	7 16	8 11	9 11	10 11	11 11
Westchester....	6.13	5 59	7 21	7 38	8 19	8 59	9 19	10 14	11 14	12 14	1 16	2 11	3 16	4 16	5 16	6 21	7 20	8 15	9 15	10 15	11 15
Van Nest.....	7.11	6 02	7 25	7 41	8 22	9 02	9 22	10 17	11 17	12 17	1 19	2 14	3 19	4 19	5 19	6 24	7 23	8 18	9 18	10 18	11 18
West Farms.....	8.05	6 05	7 28	7 43	– –	9 05	– –	10 20	11 20	12 20	1 22	2 17	3 22	4 22	5 22	6 27	7 26	8 21	9 21	10 21	11 21
Westchester Av.	8.05	6 07	7 30	7 45	– –	9 07	– –	10 22	11 22	12 22	1 24	2 19	3 24	4 24	5 24	6 29	7 28	8 23	9 23	10 23	11 23
Hunt's Point...	9.30	6 09	7 32	7 47	– –	9 09	– –	10 24	11 24	12 24	1 27	2 22	3 27	4 27	5 27	6 32	7 31	8 26	9 26	10 26	11 26
Casanova.....	9.83	6 11	7 34	7 49	– –	9 11	– –	10 26	11 26	12 26	1 29	2 24	3 29	4 29	5 29	6 34	7 33	8 28	9 28	10 28	11 28
Port Morris.....	10.93	6 14	7 36	7 52	8 27	9 14	9 28	10 29	11 29	12 29	1 32	2 27	3 32	4 32	5 32	6 37	7 36	8 31	9 31	10 31	11 31
Harlem River arr.	12.13	6 17	7 40	7 55	8 30	9 17	9 31	10 32	11 32	12 32	1 35	2 30	3 35	4 35	5 35	6 40	7 40	8 35	9 35	10 35	11 35
N.Y. (*Willis Av.*)	.....	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

Trains marked * run daily; † daily, except Sunday; § Sunday only; g stops to leave from east of Harlem River; h stops to take for east of Harlem River; k Saturday only; x daily, except Saturday and Sunday.

• No baggage carried.

⊙ Arrives at Harlem River Station, New York, 1 55 a.m.

♁ Telegraph stations.

TRAINS BETWEEN STAMFORD AND HARLEM RIVER.

•299	•297	•295	•291	•267	•265	•263	•261	•259	Mls	*December* 6, 1909.	•250	•254	•258	•262	•264	•266	•268	•270	•280
P M	P M	Noon	A M	A M	A M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	A M	Noon	P M	P M	P M	P M	P M
†3 15	†1 15	†12 15	†11 15	†10 15	†9 12	†8 06	†7 25	†7 05	0	.....**Stamford**.....	9 27	10 20	11 34	12 34	1 30	5 47	8 09	6 40	7 25
– –	– –	– –	– –	– –	9 16	– –	– –	– –	2.0	.....Sound Beach.....	9 23	– –	– –	– –	1 26	5 43	– –	– –	– –
– –	– –	– –	– –	– –	9 19	– –	– –	– –	3.2	.....Riverside.....	– –	– –	– –	– –	1 23	5 39	– –	– –	– –
– –	– –	– –	– –	– –	– –	– –	– –	– –	3.6	.....Cos Cob.....	9 19	– –	– –	– –	1 21	5 37	– –	– –	– –
3 24	1 24	12 24	11 24	10 24	9 24	8 14	7 37	7 14	5.2	.....Greenwich.....	9 15	10 11	11 25	12 25	1 17	5 33	– –	6 31	7 15
3 30	1 30	12 30	11 29	10 29	9 29	8 19	7 43	7 20	7.8	.....Port Chester.....	9 10	10 06	11 20	12 20	1 11	5 28	5 56	6 26	7 10
3 34	1 34	12 34	11 33	10 33	9 33	8 23	7 48	7 24	9.5	.....Rye.....	9 06	– –	11 16	12 16	1 07	5 24	5 51	6 22	7 06
3 38	1 38	12 38	11 37	10 37	9 37	8 27	7 53	7 28	11.3	.....Harrison.....	9 02	10 00	– –	– –	1 03	5 20	5 47	6 18	7 02
3 42	1 42	12 42	11 41	10 41	9 41	8 31	7 58	7 32	13.1	.....Mamaroneck.....	8 58	– –	11 10	12 10	12 59	5 16	5 43	6 14	6 58
3 46	1 46	12 46	11 45	10 45	9 45	8 35	8 02	7 36	14.8	.....Larchmont Manor.....	8 54	9 54	11 06	12 06	12 55	5 12	– –	6 10	6 54
3 50	1 50	12 50	11 50	10 50	9 49	8 40	8 07	7 41	16.9	.....**New Rochelle**.....	8 50	9 50	11 02	12 02	12 50	5 07	5 36	6 06	6 50
4 00	2 00	1 00	12 00	11 00	10 07	8 57	8 30	8 01	28.4	.....**Harlem River**.....	†8 32	†9 32	†10 44	†11 44	†12 32	†4 48	†5 17	†5 48	†6 25
P M	P M	P M	Noon	A M	A M	A M	A M	A M	...	ARRIVE] [LEAVE	A M	A M	A M	A M	Noon	P M	P M	P M	P M

SUFFIELD AND WINDSOR LOCKS.

Leave Suffield ♁ for Windsor Locks ♁ (4.29 miles) †7 47, †8 48 a.m., †6 00 p.m. Returning, leave Windsor Locks †8 27 a.m., †2 35 †5 51 p.m. Running time, 12 minutes.

STANDARD—*Eastern time.*

NEW CANAAN BRANCH.

[LEAVE	Mls	....	....	....	A M	A M	....	....	P M	....	....	....	....	P M	....	....	....	....	....	....	....	....	P M	....
New York (Gd. Cent. Sta.)	....	A M	A M	A M	*10 02	†11 00	Noon	Noon	†2 00	P M	P M	P M	P M	P M	†3 03	P M	A M	A M	A M	....	....	P M	‡7 00	P M
New York (Lex. Ave.) lv.	....	†4 49	†5 45	†7 45	....	....	†12 03	k12 41	....	†2 57	†3 55	*x*449	†5 25	†603	....	†8 20	§6 00	§7 30	§8 20	§1200	P M	P M	§502	....
Stamford..... lve.	0	†6 19	†7 10	†8 50	*1100	*1200	†1 10	k1 56	†3 05	†4 08	†4 55	*x*644	†6 27	†711	†9 04	†9 54	§7 45	§8 55	§1000	§1250	§2 35	§3 25	§600	§8 42
New Canaan.....	8	6 38	7 29	9 09	11 19	12 19	1 29	1 56	3 25	4 27	5 14	6 04	6 46	7 30	9 23	10 13	8 05	9 15	10 20	1 10	2 35	3 45	8 20	9 02
[ARRIVE	....	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	P M	P M	P M	P M	P M

[LEAVE	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	Noon	P M	P M	P M	P M	P M
New Canaan ...	†5 55	†6 46	†7 40	†8 05	†10 10	*1124	†12 35	†2 30	†3 30	†4 32	†5 45	†8 50	†7 35	†9 28	†10 17	§8 25	§9 30	§1025	§1225	§1 45	§2 40	§405	§525	§7 23
Stamford... arr.	6 14	7 04	8 00	8 24	10 29	11 42	12 53	2 49	3 49	4 50	6 04	7 08	7 54	9 47	10 35	8 45	9 50	10 45	12 45	2 05	3 00	4 25	5 45	7 42
New York (Lex. Av. ar.	7 45	8 10	8 54	9 22	11 27	†1250	2 00	4 00	5 14	6 14	7 00	8 00	8 50	11 00	12 05	10 14	11 27	12 07	2 20	P M	.....	5 50	7 00	8 50
New York (G.C.S.)	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	A M	Noon	P M	.....	5 55	P M	P M	P M
[ARRIVE	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	P M	....	....	....

Additional Trains—Leave Stamford for New Canaan ‡4 40, §6 57, §7 48 p.m. Returning, leave New Canaan §8 25, §8 15 p.m.

	No. 1468	No. 1464	No. 1462	No. 1460	No. 1458	Mls	STATE LINE BR.	No. 1459	No. 1461	No. 1463	No. 1465	No. 1467
.....	†6 08 P M	.....	†1 10 P M	†1015 A M	.....	0	lv..**Van Deusenville** ♁ ar.	9 20 A M	12 25 Noon	.....	4 05 P M	.....
.....	6 23 "	†2 25 P M	1 30 "	10 28 "	†8 10 A M	8	....West Stockbridge. ♁	9 05 "	12 00 Noon.	2 05 P M	3 46 "	.....
.....	6 30 "	2 38 "	1 35 "	10 33 A M	8 15 "	11	.....**State Line** ... ♁	9 00 "	†11 30 A M	2 00 P M	3 40 "	†5 40 P M
.....	6 50 P M	5 00 P M	2 50 P M	.....	11 40 A M	51	ar. **Albany** (*B.&A.*) ♁ lv.	†6 55 A M	.....	†1 30 A M	†2 00 P M	.....

MIDDLETOWN BRANCH.—Leave Berlin ♁ (New Britain Junction) for Beckley's, East Berlin, Westfield, Newfield and Middletown ♁ (9.53 miles) †6 30, †7 39, §7 57, §8 53, †8 54, †9 47, §10 00, †10 46, §11 12, †11 23, †11 50, §11 53 a.m., †12 43 noon, §1 00, †1 48, §1 57, §2 51, †3 15, §3 54, †4 07, †4 42, §5 03, †5 22, †6 53, *§6 26, §7 50, †7 53, †8 56, §8 00, §10 24, †10 32, †11 02 p.m. Returning, leave Middletown †6 04, †6 36, §7 26, †8 19, §8 20, †9 24, §9 31, †10 01, §10 40, †10 51. §11 19, †11 20 a.m., †12 15, §12 30 noon, †1 14, §1 54, §2 28, †2 38, †3 20, §3 22, †4 05, §4 34, †4 48, †5 18, §5 42, †6 44, *7 18, *§8 26, §9 36, †8 56, †10 51 p.m. Time, Berlin to Middletown, about 25 minutes.

NEW HAVEN AND NEW LONDON.

October 3, 1909.	No. 72	610	8	656	No. 10	12	No. 16	18	860	No. 62	22	666	668	No. 24	No. 26	672	No. 2	No. 874
	Washington and Boston "Federal Express," via Harlem River.				Bay State limited. (All Parlor Cars.) Special form ticket required.		Knickerbocker ltd. (All Parlor Cars.) Special form ticket required.			Washington and Boston "Colonial Express," via Harlem River.				Merchants' Limited. (All Parlor Cars.) Special form ticket required.				
New York + ♁ .lve.	....	....	⌑A M	A M	....	A M	....	P M	P M	....	P M	P M	P M	....	....	P M	....	....
Gd. Central Sta..	....	....	†4 49	†9 15	†1000 A M	*1002	†1 00 P M	*1 02	†1 02	†2 00 P M	*3 00	†3 00	†4 00	†5 00 P M	*5 33 P M	†8 03	*1200 Night	⌑§600 A M
New Haven + ♁ ..lve.	*2 51 A M	....	†7 47	†1114	†1142 A M	*1205	†2 42 P M	*2 58	†3 05	†4 20 P M	*4 56	†5 15	†6 10	†6 42 P M	*7 20 P M	†1130	*2 20 A M	§9 35 A M
Cedar Hill........♁	□	....	7 51	– –	□	□	□	□	3 09	□	□	5 19	5 14	□	□	11 34	□	9 39 "
Fair Haven.......♁	– –	....	– –	– –	– –	– –	– –	– –	3 13	– –	– –	– –	– –	– –	– –	– –	– –	– –
East Haven.......♁	– –	....	– –	– –	– –	– –	– –	– –	3 19	– –	– –	– –	6 22	– –	– –	11 42	– –	– –
Branford ....♁	– –	....	8 06	11 31	– –	– –	– –	– –	3 26	– –	– –	5 30	6 28	– –	– –	11 48	– –	9 50 "
Stony Creek ......♁	– –	....	8 13	11 39	– –	– –	– –	– –	3 34	– –	– –	5 38	6 35	– –	– –	11 55	– –	9 59 "
Leete's Island....♁	– –	....	8 16	11 43	– –	– –	– –	– –	3 37	– –	– –	5 41	6 38	– –	– –	11 58	– –	10 02 "
Guilford ....♁	– –	....	8 22	11 52	– –	– –	– –	– –	3 46	– –	– –	5 50	6 45	– –	– –	12 05	– –	10 07 "
Madison ....♁	– –	....	8 32	12 01	– –	– –	– –	– –	3 55	– –	– –	6 00	6 57	– –	– –	12 14	– –	10 16 "
Clinton ....♁	– –	....	8 40	12 16	– –	– –	– –	– –	4 02	– –	– –	6 07	7 16	– –	– –	12 20	– –	10 24 "
Westbrook........♁	– –	A M	8 50	12 24	– –	– –	– –	– –	4 12	– –	– –	6 16	7 24	– –	– –	12 28	– –	10 33 "
Saybrook Jn + .♁	– –	†815	8 59	12 53	– –	t1247	– –	t3 42	4 20	– –	– –	6 25	7 30	– –	7 59 "	12 35	– –	10 43 "
Lyme and Blackhall..♁	– –	8 22	9 08	12 58	– –	– –	– –	– –	4 25	– –	– –	6 33	P M	– –	– –	Night	– –	10 49 "
South Lyme.......♁	– –	8 30	9 17	1 05	– –	– –	– –	– –	4 35	– –	– –	6 43	.....	– –	– –	.....	– –	10 58 "
E. Lyme and Niantic.♁	– –	8 37	9 26	1 12	– –	– –	– –	– –	4 45	– –	– –	6 53	.....	– –	– –	.....	– –	11 06 "
Waterford.........♁	– –	8 45	9 32	1 20	– –	– –	– –	– –	4 54	– –	– –	7 03	.....	– –	– –	.....	– –	11 13 "
New London + ♁ .arr.	3 59 A M	8 52	9 40	1 27	12 40 A M	1 12	3 40 P M	4 05	5 02	5 30 P M	6 57	7 10	.....	7 40 P M	8 22 P M	.....	3 42 A M	11 20 A M
Providence ♁ .arr.	5 45 A M	A M	11 47	3 50	1 59 P M	2 53	4 58 P M	5 53	7 13	7 13 P M	7 25	P M	.....	8 59 P M	9 57 P M	.....	5 38 A M	....
Boston (*Term.*). ♁	7 00 A M	....	1 20	5 20	3 00 P M	4 00	6 00 P M	7 00	8 20	8 20 P M	8 30	.....	.....	10 00 P M	11 00 P M	.....	6 57 A M	....
[ARRIVE	....	....	P M	P M	.....	P M	....	P M	P M	....	P M	.....	.....	....	....	.....	....	....

(*Eastern time.*)	Miles.	653	659	5	No. 61	661	No. 9	No. 11	No. 15	865	17	21	No. 669	No. 23	No. 25	No. 71	No. 1
					Boston and Washington "Colonial Express," via Harlem River.		Bay State limited. (All Parlor Cars.) Special form ticket required.		Knickerbocker ltd. (All Parlor Cars.) Special form ticket required.					Merchants' limited. (All Parlor Cars.) Special form ticket required.		Boston and Washington "Federal Express," via Harlem River.	
[LEAVE	......	....	....	A M	....	A M	....	....	....	.....	P M	P M	....	....	....	....	....
Boston (*Term.*)...	......	....	....	†6 40	†9 00 A M	†9 00	†1000 A M	*1003 A M	†1 00 P M	.....	*1 03	*3 00	*3 00 P M	†5 00 P M	*5 30 P M	*6 00 P M	*12 01 Night
Providence...lve.	......	....	A M	8 00	10 07 A M	10 07	11 00 A M	11 10 A M	2 00 P M	P M	2 10	4 04	4 04 P M	6 00 P M	6 33 P M	9 07 P M	1 20 A M
New London..lve.	0	....	†735	†1000	†1145 A M	†1150	†1217 Noon	*1250 Noon	†3 17 P M	†3 30	*3 50	*5 20	*5 50 P M	†7 17 P M	*8 08 P M	*1043 P M	*3 15 A M
Waterford..........	3.29	....	7 42	10 08	□	11 57	□	□	□	3 37	□	□	5 56 "	□	□	□	□
East Lyme and Niantic .	7.06	....	7 49	10 17	– –	12 04	– –	– –	– –	3 44	– –	– –	6 04 "	– –	– –	– –	– –
South Lyme........	11.18	....	7 57	10 27	– –	12 12	– –	– –	– –	3 52	– –	– –	6 12 "	– –	– –	– –	– –
Lyme and Blackhall	15.13	A M	8 05	10 35	– –	12 20	– –	– –	– –	4 00	– –	– –	6 20 "	– –	– –	– –	– –
Saybrook Junc...	18.02	†625	8 15	10 43	12 08	12 45	– –	– –	– –	4 19	4 14	– –	6 30 "	– –	– –	– –	– –
Westbrook.........	21.89	6 32	8 23	10 50	– –	12 52	– –	– –	– –	4 26	– –	– –	6 37 "	– –	– –	– –	– –
Clinton	26.37	6 40	8 32	10 58	– –	12 58	– –	– –	– –	4 36	– –	– –	6 44 "	– –	– –	– –	– –
Madison	30.07	6 47	8 40	11 05	– –	1 04	– –	– –	– –	4 43	– –	– –	6 51 "	– –	– –	– –	– –
Guilford	34.17	6 57	8 50	11 15	– –	1 12	– –	– –	– –	4 57	– –	– –	7 01 "	– –	– –	– –	– –
Leete's Island......	37.02	7 04	8 55	11 20	– –	1 18	– –	– –	– –	5 04	– –	– –	7 08 "	– –	– –	– –	– –
Stony Creek........	38.48	7 08	8 59	11 23	– –	1 21	– –	– –	– –	5 08	– –	– –	7 12 "	– –	– –	– –	– –
Branford...........	41.84	7 17	9 08	11 32	– –	1 30	– –	– –	– –	5 20	– –	– –	7 20 "	– –	– –	– –	– –
East Haven.........	44.88	7 24	– –	– –	– –	– –	– –	– –	– –	5 28	– –	– –	– –	– –	– –	– –	– –
Fair Haven	47.22	7 29	– –	– –	– –	– –	– –	– –	– –	5 35	– –	– –	– –	– –	– –	– –	– –
Cedar Hill..........	49.32	7 35	– –	– –	– –	– –	– –	– –	– –	5 37	– –	– –	7 35 "	– –	– –	– –	– –
New Haven ...arr.	50.97	7 40	9 28	11 50	12 50 Noon	1 50	1 15 P M	1 56 P M	4 15 P M	5 42	4 56	6 34	7 40 P M	8 15 P M	9 10 P M	11 55 P M	4 38 A M
Gd. Central Sta..	124.20	9 40	11 27	c1 45	c3 16 P M	■4 00	3 00 P M	■4 00 P M	6 00 P M	■8 00	■7 00	■8 30	■9 35 P M	10 00 P M	11 00 P M	⊙	■6 57 A M
New York.....arr.	......	A M	A M	P M	....	P M	....	....	....	P M	P M	P M	....	....	....	....	....

BOSTON AND NEW YORK, VIA SPRINGFIELD.

October 3, 1909.	Miles	70	802	804	806	□ 46	808	□ 50	□ 52	□ 54	No. 818	□ 56	820	No. 822	□ No. 60	286	□290	□ 64	□ 66	58	840	828	78
New York + ..lve.	......	P M	.....	.....	⌑A M	A M	.....	A M	A M	Noon	....	P M	....	....	....	⌑P M	P M	P M	P M	.....	⌑A M	P M	P M
Gd. Central Sta.	......	*1100	.....	.....	†449	†8 00	.....	*9 15	†1100	*1200	†1 02 P M	†2 00	....	†3 00 P M	*4 00 P M	†3 55	*5 02	*6 01	†8 03	#	§6 00	§5 02	§7 00
[LEAVE	......	A M	A M	A M	A M	A M	.....	A M	P M	P M	....	P M	....	....	....	P M	P M	P M	P M	Night	A M	P M	P M
New Haven + .♁	0	*1 10	†4 05	†635	†745	†9 48	.....	*1113	†1 00	*1 47	†3 10 P M	†4 00	....	†5 00 P M	*5 44 P M	†6 14	*7 00	*8 10	†10 10	†12 15	§9 05	§7 00	§9 20
Wallingford ....♁	12.50	– –	– –	7 02	8 12	10 06	.....	s –	1 20	– –	3 35 "	– –	....	5 24 "	– –	6 36	7 24	8 30	10 35	12 34	9 28	7 24	9 40
Yalesville.......♁	15.50	– –	– –	7 08	8 18	– –	.....	– –	– –	– –	3 41 "	– –	....	5 29 "	– –	6 41	7 29	– –	10 40	– –	– –	7 29	– –
Meriden + ...♁	18.50	1 47	4 34	7 19	8 29	10 17	.....	11 37	1 29	2 12	3 50 "	4 27	....	5 37 "	6 09 "	6 47	7 35	8 40	10 49	12 44	9 43	7 35	9 51
Berlin (New Brit. Jn.) ♁	95.88	– –	4 45	7 35	8 45	10 29	.....	11 48	1 41	– –	4 03 P M	4 39	....	5 46 P M	6 21 P M	6 59	7 46	8 51	11 00	12 55	9 58	7 46	10 05
New Britain ♁ ..arr.	28.88	.....	.....	7 45	8 55	10 40	.....	11 58	1 52	.....	4 13 P M	4 48	....	5 57 P M	6 30 P M	7 08	7 58	9 01	11 09	.....	10 09	7 58	10 14
Newington......♁	31.50	– –	– –	7 45	8 55	– –	A M	– –	– –	– –	4 13 P M	– –	P M	6 00 P M	– –	7 08	7 56	– –	11 08	– –	– –	7 56	– –
Hartford + ...♁	36.50	2 28	5 50	8 00	9 09	10 45	†1105	12 06	1 58	2 38	4 28 "	4 55	†525	6 16 "	6 39 P M	7 15	8 05	9 08	11 24	1 12	10 20	8 10	10 28
Windsor.........♁	42.88	– –	6 01	8 13	9 20	A M	11 16	– –	– –	– –	4 38 "	P M	5 38	6 28 "	– –	P M	P M	– –	11 33	– –	10 32	8 21	– –
Windsor Locks..♁	48.50	– –	6 12	8 24	9 30	Boston Exp. via Willimantic.	11 27	s –	2 18	– –	4 48 "	Boston Exp. via Willimantic.	5 49	6 39 "	– –	.....	.....	9 27	11 43	– –	10 41	8 32	10 49
Warehouse Point.	50.00	– –	6 17	8 28	9 35		– –	– –	– –	– –	4 52 "		5 55	6 43 "	– –	.....	.....	– –	11 47	– –	– –	8 37	– –
Enfield Bridge....	52.25	– –	– –	8 32	9 40		– –	– –	– –	– –	4 58 "		6 00	– –	– –	.....	.....	– –	11 51	– –	– –	8 41	– –
Thompsonville..♁	53.88	– –	6 26	8 36	9 44		11 37	s –	2 28	– –	5 03 "		6 04	6 51 "	– –	.....	.....	9 37	11 55	– –	10 54	8 46	10 58
Springfield + ..♁	62.50	3 20	6 40	8 52	1000		11 50	12 38	2 40	5 10	5 20 P M		6 20	7 05 P M	7 11 P M	.....	.....	9 50	12 10	¶1 45	11 10	9 00	11 10
[ARRIVE	......	A M	A M	A M	A M		A M	Noon	P M	P M	.....		P M	....	....	.....	.....	P M	Night	A M	A M	P M	P M
Worcester (B. & A.).	117.50	5 09	8 50	1028	1159	b1 15	.....	†2 12	.....	4 32	7 20 P M	b7 32	....	8 32 P M	8 32 P M	.....	.....	.....	.....	.....	.....	10 54	.....
Boston .. "	161.50	6 25	10 05	1140	1 06	b1 45	.....	†3 15	.....	6 30	8 30 P M	b8 00	....	9 30 P M	9 30 P M	.....	.....	.....	.....	.....	....	12 15	.....
[ARRIVE	......	A M	A M	A M	P M	P M	.....	P M	.....	P M	....	P M	....	....	....	.....	.....	.....	.....	.....	.....	Night	.....

(*Eastern time.*)	69	271	□ 63	807	□65	809	□ 45	□ 49	No. 811	No. 813	□ No. 53	819	□55	819	□ No. 57	□ 59	825	827	75	□ 77	817	831
[LEAVE	P M	....	.....	.....	A M	.....	†A M	A M	....	....	....	....	†P M	.....	....	P M	P M	P M	.....	A M	Noon	P M
Boston (*B. & A.*)	*1130	....	.....	.....	†420	.....	b8 00	†9 15	†9 15 A M	†1000 A M	*1200 Noon	....	b200	.....	*1 25 P M	*4 00	†4 00	†5 52	.....	§8 30	§1200	§5 00
Worcester. "	12 52	....	.....	.....	5 59	.....	b8 40	10 20	10 20 A M	11 55 A M	1 02 P M	....	b215	.....	2 35 P M	5 02	5 02	6 59	.....	9 41	1 02	6 28
[LEAVE	A M	....	A M	A M	A M	A M	Boston Exp. via Willimantic.	A M	....	....	....	P M	Boston Exp. via Willimantic.	.....	....	P M	P M	P M	A M	A M	P M	P M
Springfield......	*2 35	.....	†5 40	†7 00	*750	†9 20		†1147	†1150 A M	†1 50 P M	*2 21 P M	†402		.....	*5 10 P M	*6 22	†6 35	†8 10	§1005	§1140	§2 35	§9 10
Thompsonville....	– –	.....	5 53	7 13	8 02	9 35		– –	12 05 Noon	2 06 "	– –	4 14		.....	6 22 "	– –	6 49	9 23	10 18	11 54	2 49	9 23
Enfield Bridge....	– –	.....	5 56	7 16	– –	9 39		– –	12 09 "	2 09 "	– –	– –		.....	– –	– –	6 54	– –	– –	11 57	2 54	– –
Warehouse Point..	– –	.....	6 00	7 20	– –	9 44		– –	12 13 "	2 14 "	– –	4 20		.....	– –	– –	6 58	9 29	– –	12 01	2 58	9 29
Windsor Locks.	– –	.....	6 06	7 26	8 12	9 50		– –	12 18 "	2 20 "	– –	4 24		.....	6 33 "	– –	7 03	9 34	10 28	12 07	3 02	9 34
Windsor...........	– –	A M	6 16	7 36	t821	10 00	A M	– –	12 28 "	2 30 "	– –	4 33	P M	P M	– –	– –	7 13	9 43	– –	12 17	3 13	9 43
Hartford.........	3 14	†5 45	6 57	7 50	8 34	10 20	†1104	12 23	12 45 "	3 30 "	2 55 P M	4 45	†504	†5 30	5 55 P M	6 59	7 29	10 05	10 50	12 35	3 29	10 00
Newington.........	– –	5 52	– –	A M	– –	10 30	– –	– –	12 55 Noon	3 40 P M	– –	P M	– –	5 38	– –	– –	7 39	10 13	– –	12 44	3 39	10 10
New Britain.lve.	.....	.....	†7 00	.....	*832	†1018	†1108	†1232	†1255 Noon	†3 40 P M	*2 55 P M	....	†507	†5 39	*5 59 P M	.....	†7 39	†10 13	§1100	§1245	§3 40	§9 55
Berlin (New Brit. Jn.)	– –	5 59	7 11	.....	8 50	10 41	11 18	12 39	1 05 P M	3 50 P M	3 10 P M	....	5 19	5 47	6 10 P M	– –	7 50	10 25	11 09	12 55	3 49	10 21
Meriden.........	3 44	6 11	7 23	.....	9 02	10 56	11 30	12 52	1 17 "	4 05 "	3 22 "	....	5 30	6 07	6 22 "	7 22	8 08	10 42	11 22	1 09	4 03	10 36
Yalesville..........	– –	6 16	– –	.....	– –	11 02	– –	– –	1 22 "	4 12 "	– –	....	– –	6 11	– –	– –	8 14	10 48	– –	1 16	4 10	10 42
Wallingford........	– –	6 21	7 32	.....	9 12	11 10	– –	– –	1 27 "	4 18 "	– –	....	5 40	6 18	s6 31 "	– –	8 20	10 56	11 32	1 22	4 16	10 49
New Haven.....	4 10	6 43	7 55	.....	9 30	11 38	11 55	1 18	1 52 P M	4 48 P M	3 46 P M	....	5 57	6 44	6 51 P M	7 46	8 50	11 24	11 53	1 50	4 46	11 15
[ARRIVE	A M	A M	A M	.....	A M	A M	A M	P M	....	....	....	....	P M	P M	....	P M	P M	P M	A M	P M	P M	P M
Gd. Central Sta.	6 25	9 12	9 40	.....	1127	1 45	1 45	3 15	■4 00 P M	■7 00 P M	5 36 P M	....	■800	■8 50	■8 50 P M	■935	11 00	⊙	■2 20	3 55	■7 00	⊙
New York ...arr.	A M	■A M	A M	.....	A M	P M	P M	P M	....	....	....	....	P M	P M	....	P M	P M	.....	P M	P M	P M	.....

EXPLANATION OF SIGNS.

Trains marked * run daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only; *b* via Putnam; *c* by connecting train; *s* stops Sunday only; *t* does not stop Sunday. ⌑ Leaves from Lexington Avenue Station, New York. □ Indicates trains having Parlor or Sleeping Cars. ⊙ Due Harlem River 1 55 a.m. ■ Arrives Lexington Avenue Station, New York. # No baggage carried on this train.

+ Coupon stations; ♁ Telegraph stations.

SOUTH NORWALK, CANAAN, STOCKBRIDGE, LENOX AND PITTSFIELD.

1450	1482	1428	240	1444	1414	1412	402	Miles	*October* 3, 1909.	1401	235	409	239	573	1425	1429	1451
§AM	P M	PM	PM	....	AM	AM	....	....	LVE. Gd. Cent. Sta. ARR.	A M	A M	Noon	Noon	....	PM	PM	P M
6 00	†6 02	†3 52	†3 32	....	†8 50	†4 49	....	....	....New York...♁	9 16	9 22	12 00	12 00	....	8 20	8 24	8 35
d7 43	6 14	4 40	4 40	....	9 59	6 20	....	....	lve. So. Norwalk ♁.arr.	....	8 17	10 52	10 52	....	6 05	7 18	....
....	6 47	5 02	5 02	....	10 20	6 55	....	....	....Branchville..♁	....	7 49	10 31	10 31	....	4 38	6 58	....
....	7 04	5 19	5 19	....	10 37	7 13	A M	....	.......Bethel.....♁	....	7 31	10 16	10 16	....	4 22	6 44	....
....	7 11	5 28	5 28	....	10 45	7 32	†6 04	....	......Danbury....♁	....	7 25	10 10	10 10	....	4 16	6 38	....
....	7 22	6 38	6 38	....	10 56	7 42	6 15	....	arr. Brookfield Jn ♁ lve.	....	7 11	9 58	9 58	....	4 04	6 27	....
§8 30	†6 36	†4 33	†4 33	....	†9 50	†7 00	....	0	lve. + Bridgeport ♁ arr.	7 37	....	11 00	....	....	4 54	7 20	6 43
8 42	6 48	4 43	4 43	....	10 00	7 10	....	5.70	......Trumbull......	7 25	....	10 48	....	....	4 45	7 10	6 31
8 48	6 54	4 48	4 48	....	10 05	7 16	....	8.45	......Long Hill....♁	7 20	....	10 43	....	....	4 39	7 05	6 26
8 54	7 00	4 53	4 53	....	10 10	7 22	....	10.50	.......Stepney.....♁	7 13	....	10 38	....	....	4 33	7 00	6 20
9 04	7 11	5 03	5 03	....	10 20	7 32	....	15.16	arr....Botsford ♁ lve	7 05	....	10 28	....	....	4 25	6 52	6 11
d7 52	d6 03	d3 51	†4 15	....	†9 32	d5 55	....	0	lv. + New Haven ♁ ar.	d8 30	....	d12 00	11 10	....	d6 30	7 40	d7 16
....	....	....	— —	....	9 45	....	....	1.88	.......Orange.....♁	....	....	....	e10 57	....	....	e7 24	....
....	....	....	4 34	....	9 53	....	....	10.59	.Derby Junction.♁	....	....	....	10 50	....	....	7 17	....
....	....	....	4 37	....	9 56	....	....	11.31	+.....Shelton.....♁	....	....	....	10 47	....	....	7 15	....
....	....	....	4 49	....	10 08	....	....	18.79	......Stevenson....♁	....	....	....	10 37	....	....	7 03	....
....	....	....	4 54	....	10 13	....	....	21.79	.......Monroe.......	....	....	....	10 32	....	....	6 58	....
9 04	7 11	5 08	5 08	....	10 26	7 32	....	24.00	......Botsford....♁	7 05	....	10 25	10 27	....	4 25	6 51	6 11
9 12	7 21	5 18	5 18	....	10 36	7 40	....	28.48	+....Newtown....♁	6 57	....	10 17	10 17	....	4 17	6 42	6 03
9 22	7 30	5 28	5 28	....	10 48	7 50	....	32.14	....Hawleyville..♁	6 49	....	10 08	10 08	P M	4 09	6 33	5 55
9 30	7 38	5 45	5 40	....	11 03	8 03	6 17	35.58	lve. Brookfield Jn. ♁ arr.	6 40	7 11	9 46	9 57	5 20	3 55	6 18	5 42
9 35	7 44	5 50	— —	....	11 08	8 08	6 22	37.85	......Brookfield ...♁	6 35	7 07	9 41	— —	5 00	— —	6 13	5 37
9 49	8 00	6 05	5 55	....	11 23	8 22	6 35	44.53	+..New Milford ..♁	†6 20	†6 55	9 29	9 43	4 37	3 39	5 55	5 23
10 02	P M	6 18	— —	....	11 37	8 35	A M	51.40	....Merwinsville ..♁	A M	A M	9 17	— —	4 12	— —	5 38	5 09
10 07	....	6 23	— —	....	11 43	8 41		53.69	.....South Kent.....			9 12	— —	4 00	— —	5 31	5 02
10 15	....	6 30	— —	....	11 50	8 50	....	57.39	........Kent......♁	....	....	9 06	— —	3 33	3 17	5 25	4 57
10 30	....	6 45	— —	....	12 06	9 10	....	65.96	+.Cornwall Bridge.♁	....	....	8 49	— —	2 55	— —	5 09	4 43
10 39	....	6 54	— —	....	12 14	9 18	....	70.06	+ ..West Cornwall..♁	....	....	8 41	— —	2 45	2 57	5 01	4 34
10 48	....	7 03	— —	....	12 22	9 27	....	74.58	.....Lime Rock...♁	....	....	8 33	— —	2 25	— —	4 52	4 24
10 53	....	7 07	— —	....	12 26	9 32	....	76.29	.....Falls Village ..♁	....	....	8 29	— —	2 15	— —	4 48	4 19
11 06	....	7 20	6 47	....	12 37	9 43	....	81.85	arr.. + Canaan ♁.lve.	....	....	8 19	8 42	1 48	2 37	4 38	4 09
....	....	....	7 09	....	1 03	....	....	91.35	arr....Norfolk...lve.	....	....	†7 51	†7 51	....	....	†3 57	....
11 11	....	7 26	— —	....	12 42	9 48	1410	84.34	....Ashley Falls...♁	1431	1459	8 14	— —	1 38	— —	4 33	4 02
11 18	....	7 34	6 57	P M	12 49	9 56	A M	88.11	.......Sheffield.....♁	P M	A M	8 08	8 32	1 27	2 26	4 27	3 56
11 30	....	7 44	7 03	†5 03	1 01	10 07	†8 23	94.06	+.Great Barrington ♁	7 09	9 28	7 58	8 22	12 55	2 18	4 16	3 46
11 35	....	7 50	— —	5 08	1 06	10 15	8 28	96.66	... Van Deusenville.♁	7 02	†9 22	7 51	— —	12 48	— —	4 08	3 38
11 40	....	7 55	— —	5 13	1 12	10 20	8 33	98.64	.....Housatonic...♁	6 57	A M	7 46	8 12	12 42	— —	4 03	3 33
11 45	....	8 01	— —	5 19	1 18	10 27	8 40	101.35	.......Glendale......	6 51	Through train from State Line.	7 40	— —	12 33	— —	3 57	3 27
11 50	....	8 05	7 26	5 23	1 23	10 32	8 44	102.89	.....Stockbridge...♁	6 47		7 35	8 03	12 28	1 57	3 53	3 24
11 55	....	8 10	— —	5 28	1 28	10 37	8 49	104.76	......South Lee....♁	6 42		7 30	— —	12 23	— —	3 48	3 19
12 03	....	8 18	7 38	5 34	1 37	10 46	8 57	108.77	+.......Lee.......♁	6 35		7 22	7 52	12 15	1 46	3 40	3 12
12 09	....	8 22	— —	5 37	1 42	10 52	9 02	110.87	.....Lenox Dale...♁	6 30		7 16	— —	12 09	— —	3 35	3 08
12 14	....	8 27	7 46	6 44	1 49	10 57	9 06	112.03	+......Lenox......♁	8 28		7 12	7 46	12 05	1 38	3 32	3 02
12 19	....	8 33	— —	6 49	1 56	11 03	9 12	115.14	.....New Lenox.....	8 21		7 06	— —	11 58	— —	— —	2 55
12 30	....	8 40	8 00	6 55	2 05	11 10	9 20	119.55	+...Pittsfield...♁	†6 15		†7 00	†7 35	†11 50	†1 27	†3 20	§2 50
Noon	....	P M	P M	P M	P M	A M	A M	....	ARRIVE] [LEAVE	P M		A M	A M	A M	P M	P M	P M

NEW HAVEN AND ANSONIA SERVICE.

October 3, 1909.	Mls.	1406	1414	1418	1404	1420	1424	1428	1426	1430	1228	1434	1436	1438	1440	1442
[LEAVE	....	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M
New Haven ♁	0	†8 00	†9 3[illegible]	†11 15	†1 00	†2 35	†4 00	†4 15	†5 46	†7 40	†11 40	§8 2[illegible]	§10 50	§5 15	§6 45	§8 50
West Haven...	1.88	— —	— —	— —	— —	— —	— —	— —	— —	7 44	— —	8 29	— —	6 19	6 49	8 54
Tyler City.. ♁	4.97	8 10	9 42	11 24	1 10	2 45	4 10	— —	5 55	7 50	11 51	8 34	11 00	5 25	6 55	8 58
Orange. ..... ♁	6.60	8 13	9 45	11 27	1 13	2 48	4 13	— —	5 58	7 53	11 54	8 37	11 03	5 28	6 58	9 02
Derby Junc ♁	10.59	— —	10 00	— —	— —	— —	— —	4 34	— —	8 01	— —	— —	— —	— —	— —	— —
Derby....... ♁	11.00	8 22	10 02	11 36	1 22	2 56	4 22	P M	8 07	8 03	12 04	8 47	11 12	5 37	7 08	9 11
Ansonia.... ♁	12.73	8 26	10 08	11 40	1 28	3 02	4 26	....	8 11	9 07	12 08	8 51	11 16	5 41	7 12	9 15
[ARRIVE	....	A M	A M	A M	P M	P M	P M	....	P M	P M	Night	A M	A M	P M	P M	P M

STATIONS.	1403	1407	1409	1411	1413	1417	1415	1423	1429	1231	1433	1435	1437	1439	1441
[LEAVE	A M	A M	A M	A M	P M	P M	P M	P M	...	P M	A M	A M	P M	P M	P M
Ansonia......	†7 14	†8 35	†10 16	†11 49	†1 53	†3 27	†4 42	†6 52	....	†8 28	§7 47	§9 20	§1 48	§5 50	§7 20
Derby.........	7 18	8 39	10 20	11 53	1 57	3 31	4 46	6 56	P M	8 32	7 51	9 24	1 53	5 54	7 24
Derby Junc..	— —	8 40	10 50	— —	— —	3 33	— —	— —	†7 17	—	— —	— —	— —	— —	— —
Orange	7 27	8 48	e10 57	12 01	2 05	3 40	4 54	7 05	e7 24	8 42	8 00	9 33	2 03	6 03	7 33
Tyler City	7 30	8 54	e10 59	12 05	2 08	3 43	4 58	7 08	e7 29	8 46	8 03	9 36	2 06	6 06	7 36
West Haven ..	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	8 08	9 41	—	6 15	7 41
New Haven..	7 40	9 05	11 10	12 15	2 22	3 55	5 10	7 22	7 40	8 58	8 15	9 46	2 17	6 22	7 46
[ARRIVE	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M

† Daily, except Sunday; § Sunday only; *a* arrives Waterbury 6 13 a.m.; *c* stops to leave from Bridgeport or New Haven; *d* via Bridgeport; *e* stops to leave from Stevenson and points north; *n* via Naugatuck Junction; *v* stops Saturday only.

From and to Lexington Avenue Station, New York.

□ Has Parlor Car.

• Via New Haven.

+ Coupon stations; ♁ Telegraph stations.

STANDARD—*Eastern time.*

Additional Trains—Naugatuck Division—Leaves New Haven §8 50 p.m., Bridgeport §8 50 p.m., arrives Waterbury 10 05 p.m. Leave Waterbury †5 00, †8 15 p.m., arrive Watertown 5 12, 8 27 p.m. Leave Watertown †6 15 a.m., †6 30 p.m., arrive Waterbury 6 27 a.m., 6 43 p.m. Leave Waterville †5 38 p.m., arriving Waterbury 5 43 p.m.

NEW HAVEN, WATERVILLE, WATERTOWN AND WINSTED.

1240	1238	1234	1226	1230	1256	1220	1218	1216	1206	1204	1200	Mls.	*October* 3, 1909.	253	□257	1207	1211	1213	1217	1215	1223	1231	1233	1235	1237	1239
PM	A M	AM	•PM	P M	PM	P M	A M	A M	AM	AM	....	....	LVE. Gd. Cent. Sta. ARR.	A M	A M	Noon	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M
§5 02	§9 15	§6 00	†8 05	†6 01	†4 25	†1 02	†10 02	†8 00	†5 45	†4 49	....	....	.....New York...♁	9 16	10 10	12 50	2 00	4 00	5 36	7 00	8 50	•11 00	10 14	11 27	3 55	8 35
P M	A M	A M	P M	P M	P M	P M	A M	A M	A M	A M	....	....	LEAVE] [ARRIVE	A M	A M	A M	Noon	P M	P M	P M	P M	P M	A M	A M	P M	P M
§6 45	§10 50	§8 25	†11 40	†7 40	†6 45	†2 36	†11 15	†9 32	†8 00	n6 48	A M	....	....New Haven..♁	7 40	9 05	11 10	12 15	2 22	3 55	5 10	7 22	8 58	8 15	9 46	2 17	6 22
§6 45	§10 50	§8 30	•11 41	†7 40	†6 51	†2 35	†11 40	†9 35	†8 00	†7 00	†5 00	0	lv. Bridgeport ♁ ar.	7 45	8 51	10 45	12 20	2 20	3 55	5 16	7 17	•8 36	8 15	9 48	2 12	6 18
6 52	10 57	8 37	— —	7 47	5 57	2 42	— —	9 42	8 07	7 07	— —	3.22	.....Stratford...♁	7 37	— —	10 40	12 14	— —	— —	— —	— —	— —	— —	9 42	— —	6 10
6 56	11 01	8 41	— —	7 51	6 01	2 46	11 49	9 46	8 11	7 11	5 10	4.02	Naugatuck Junc ♁	7 34	8 42	10 36	12 10	2 11	3 46	5 06	7 09	— —	8 06	9 38	2 02	6 06
7 18	11 17	8 58	12 04	8 07	6 16	3 02	12 03	10 02	8 27	7 27	5 26	13.72	+..... Derby.....♁	7 16	8 28	10 20	11 51	1 55	3 29	4 44	6 54	8 32	7 47	9 21	1 48	5 50
7 25	11 22	9 06	12 11	8 14	6 21	3 10	12 07	10 08	8 31	7 35	5 33	15.59	+....Ansonia....♁	7 12	8 24	10 16	11 47	1 51	3 24	4 40	6 50	8 26	7 43	9 17	1 42	5 46
7 36	11 30	9 16	12 21	8 25	6 29	3 20	12 15	10 16	8 39	7 44	5 41	19.48	......Seymour....♁	7 01	8 15	10 07	11 37	1 43	3 14	4 32	6 39	8 18	7 33	9 07	1 33	5 36
7 44	11 38	9 25	12 29	8 30	c —	3 28	12 22	10 23	8 46	7 51	5 49	23.10	....Beacon Falls..♁	6 54	— —	9 59	11 28	1 38	3 06	4 26	6 31	8 10	7 25	— —	1 25	5 28
7 53	11 47	9 34	12 38	8 40	6 45	3 38	12 30	10 32	8 55	8 04	5 57	27.04	.....Naugatuck...♁	6 47	8 02	9 51	11 21	1 29	2 59	4 19	6 23	8 01	7 17	8 50	1 16	5 20
7 56	11 50	9 37	12 41	8 43	— —	3 41	— —	10 35	8 58	8 08	6 00	27.95	.....Union City...♁	6 45	— —	9 48	11 18	— —	2 56	4 17	6 20	7 56	7 14	— —	1 13	5 18
8 10	12 01	9 50	12 50	8 56	7 00	3 55	12 43	10 50	9 07	8 25	a6 42	32.00	+...Waterbury..♁	6 35	7 54	9 40	11 07	1 20	2 45	†4 10	6 08	†7 50	7 00	§8 40	§1 05	5 08
....	Noon	....	Night	....	7 13	....	....	11 20	A M	8 40	6 55	35.82	......Oakville....♁	....	7 35	9 13	....	....	....	P M	6 40	P M	....	A M	P M	....
....	....	....	....	....	7 20	....	....	11 25	....	8 47	7 02	38.05	ar. Watertown ♁ lv.	....	†7 30	†9 00	....	....	....	....	†5 36	....	....	....	....	....
8 18	....	9 56	....	8 03	— —	4 01	12 48	10 55	....	8 31	6 48	34.93	...Waterville..♁	6 25	— —	A M	10 55	v1 13	2 37	....	5 57	....	6 54	....	....	5 00
8 30	....	10 10	....	8 18	7 17	4 15	1 00	11 13	....	8 44	7 01	41.51	.....Thomaston...♁	6 13	7 33	....	10 40	1 00	2 24	....	5 44	....	6 40	....	....	4 44
8 42	....	10 22	....	8 25	— —	4 23	— —	11 23	....	8 55	— —	46.83	.....Campville.....	6 01	— —	....	10 29	— —	2 13	....	5 33	....	6 27	....	....	4 30
8 48	....	10 28	....	8 30	— —	4 28	— —	11 28	....	9 00	7 19	49.27	...East Litchfield.♁	5 56	— —	....	10 23	— —	2 08	....	5 28	....	6 22	....	....	4 24
8 55	....	10 35	....	8 38	7 37	4 38	1 20	11 36	....	9 09	7 36	52.13	.....Torrington...♁	5 51	7 15	....	10 17	12 41	2 02	....	5 22	....	6 16	....	....	4 18
9 05	....	10 45	....	8 47	— —	4 47	— —	11 45	....	9 19	— —	57.21	...... Burrville......	5 42	— —	....	10 08	— —	1 53	....	5 13	....	6 07	....	....	4 08
9 15	....	10 55	....	9 56	7 55	4 55	1 38	11 55	....	9 30	7 55	61.47	+....Winsted...♁	†5 35	†7 00	....	†10 00	†12 25	†1 45	....	†5 05	....	§6 00	....	....	§4 00
P M	....	A M	....	P M	P M	P M	P M	A M	....	A M	A M	....	ARRIVE] [LEAVE	A M	A M	....	A M	Noon	P M	....	P M	....	A M	....	....	P M

SOUTH NORWALK AND BROOKFIELD JUNCTION.

448	442	400	246	244	240	430	234	232	230	406	402	Miles.	*November 22, 1909.*	231	235	233	239	415	245	249	435	441	447	449
P M	A M	Night	P M	P M	P M		Noon	A M	A M	A M			LVE. } Gd. Cent. Sta. { ARR.	A M	A M	A M	Noon	P M	P M	P M	P M	A M	P M	P M
§601	§730	*1200	†601	†602	†332		†1203	†8 50	†645	†449			New York	8 10	9 22	10 25	12 00	2 00	6 20	8 24	1100	10 14	8 35	11 00
P M	A M	A M	P M	P M	P M		P M	A M	A M	A M			LEAVE ARRIVE	A M	A M	A M	Noon	P M	P M	P M	P M	A M	P M	P M
§735	§915	*1 20	†716	†614	†440		†1 25	†9 50	†827	†620		0	+ South Norwalk ♂	6 45	8 17	9 08	10 52	12 45	5 05	7 18	9 40	8 48	6 55	9 40
7 40	9 20	1 25	7 25	6 19	— —		1 30	10 02	8 32	6 24		1.51	Norwalk ♂	6 41	8 13	9 04	— —	12 40	5 00	7 14	9 35	8 43	6 50	9 35
7 42	9 23	— —	— —	6 21	□		— —	□	— —	— —		2.15	Catherine Street	6 38	— —	— —	□	12 36	□	□	— —	8 41	— —	— —
7 45	9 25	1 30	7 27	6 24	— —		1 35	— —	8 38	6 29		3.19	Winnipauk ♂	6 36	— —	9 00	— —	12 34	— —	— —	9 31	8 39	6 45	9 31
7 50	9 30	1 35	7 33	6 29	— —		1 40	— —	8 44	6 33		5.01	South Wilton ♂	6 33	— —	8 57	— —	12 30	— —	— —	9 27	8 34	6 40	9 27
7 57	9 35	1 40	7 38	6 34	— —		1 45	— —	8 52	6 40		7.40	Wilton ♂	6 28	8 01	8 52	— —	12 25	4 44	— —	9 21	8 30	6 35	9 21
8 04	9 30	1 44	7 42	6 38	— —		1 49	— —	8 57	6 44		8.91	Cannon Station ♂	6 25	7 58	8 49	— —	12 21	— —	— —	9 16	8 26	6 31	9 16
8 10	9 44	1 49	7 47	6 43	— —		1 55	— —	9 02	6 49		11.51	Georgetown ♂	6 20	7 52	8 44	— —	12 16	— —	— —	9 09	8 21	6 26	9 09
8 15	9 48	1 52	7 61	6 47	5 02		2 01	10 20	9 06	6 55		12.09	Branchville ♂	6 16	7 49	8 41	10 31	12 13	4 36	6 58	9 05	8 18	6 23	9 05
8 21	9 54	1 57	7 57	6 53	— —		2 07	— —	9 12	7 01		15.15	Topstone ♂	6 11	7 43	8 36	— —	12 07	— —	— —	8 58	8 12	6 17	8 57
8 26	9 58	2 02	8 01	6 57	— —		2 12	*d* —	9 17	7 06		17.26	Redding ♂	6 07	7 38	8 32	— —	12 03	— —	6 48	8 50	8 03	6 13	8 48
8 39	1004	2 08	8 07	7 04	5 19		2 19	10 37	9 24	7 13		20.62	Bethel ♂	6 01	7 31	8 26	10 16	11 57	4 22	6 44	8 42	8 02	6 07	8 37
8 47	1010	2 14	8 13	7 11	5 26	P M	2 25	10 43	9 30	7 20	A M	23.79	arr. Danbury lve.	†555	7 25	8 20	10 10	11 50	4 16	6 38	†850	§7 55	6 00	§8 30
P M	A M	A M	P M	7 11	5 28	†335	P M	10 45	9 32	7 32	†604	23.79	lve. + Danbury ♂ arr.	A M	7 23	8 13	10 10	11 20	4 18	6 38	P M	A M	5 56	P M
				7 22	5 38	3 45		10 56	9 42	7 42	6 15	29.34	Brookfield Junc. ♂		†7 11	†8 00	9 58	†1108	4 04	6 27			5 45	
				P M	8 00	P M		2 05	A M	11 10	A M	113.31	Pittsfield ♂		A M	A M	†7 35	A M	†127	†320			§250	
					P M			P M		A M			ARRIVE LEAVE				A M		P M	P M			P M	

Additional Trains—Leave Danbury for Brookfield Junction §5 24 p.m. Returning, leave Brookfield Junction for Danbury †5 45, †7 42 p.m.

RIDGEFIELD BRANCH.

October 3, 1909.	Mls.	470	472	474	478	478	480	484	486	488
(Gd. C. Sta.) LEAVE		A M		A M	A M		Noon	P M	P M	P M
New York		†449		†645	†8 50		†1203	†332	†502	†601
So. Norwalk		6 20	A M	8 27	9 59	Noon	1 26	4 40	5 14	7 18
Branchville	0	7 00	†751	9 08	10 33	†1225	2 03	5 04	6 59	7 53
Ridgefield	3.87	7 13	8 01	9 20	10 44	12 40	2 15	5 18	7 10	8 05
ARRIVE		A M	A M	A M	A M	Noon	P M	P M	P M	P M

STATIONS.	Mls.	471	473	475	477	479	481	485	487	489
LEAVE		A M	A M	A M	A M	A M	P M	P M	P M	P M
Ridgefield	0	†605	†735	†8 26	†1008	†1159	†135	†423	†633	†758
Branchville	3.87	6 15	7 45	8 37	10 17	12 10	1 50	4 33	6 44	7 48
So. Norwalk	16.56	6 45	8 17	9.08	10 52	12 45	P M	5 05	7 18	P M
New York	58.10	8 10	9 22	10 25	12 00	2 00		6 20	8 24	
ARRIVE		A M	A M	A M	Noon	P M		P M	P M	

WILLIMANTIC AND POUGHKEEPSIE.

1749	1747	1741	133	1711	55	121	5	45	117	1707	1703	Mls.	*October* 3, 1909.	112	116	1712	48	122	53	134	1704	1740	1742	1748
			P M		P M	A M		A M					LEAVE ARRIVE	A M	Noon		P M	P M	P M					
			†5 45		†2 00	†8 20		†8 00	A M				Boston (*Terminal*) ♂	9 40	12 30		1 45	5 48	8 00					
			4 45		2 15	9 20		8 40	†6 45				lve. Worcester ♂ arr.	8 40	11 35		1 15	4 48	7 32	P M				
			6 00		3 27	10 30		9 26	8 00				lve. Putnam ♂ arr.	7 17	10 30		12 21	3 46	6 32	8 25				
			4 40		†1 55	9 05		†7 50	6 45	A M			lve. Providence ♂ arr.	8 35	11 45		†1 30	6 07	†7 57	1000				
			†6 55		†4 07	†1123		†6 07	†9 00	†6 50		0	lve. + Willimantic ♂ arr.	6 05	9 35		11 45	2 50	5 66	7 32				
			7 05		— —	11 34		— —	9 09	6 59		5.2	Hop River	5 55	9 26		— —	2 39	— —	7 22				
			7 13		4 21	11 44		— —	9 10	7 05		9.0	Andover ♂	5 48	9 19		11 29	2 31	5 40	7 15				
			7 22		— —	11 57		— —	9 32	7 16		14.0	Bolton	5 38	9 09		— —	2 26	— —	7 04				
			7 30		4 39	12 05		10 39	9 42	7 24		19.3	Vernon ♂	5 30	8 58		11 10	2 19	5 22	6 54				
			— —		— —	— —		— —	9 44	7 26		20.3	Talcotville	— —	— —		— —	— —	— —	6 49				
			7 42		4 46	12 17		10 45	9 50	7 31		22.8	Manchester ♂	5 23	8 50		11 03	2 00	5 15	6 43				
			— —		— —	— —		— —	9 53	7 34		24.0	Buckland	— —	— —		— —	— —	— —	6 38				
			— —		□	— —		□	9 59	7 40		27.4	Burnside	— —	— —		□	— —	□	6 32				
			7 57		— —	12 30		— —	10 06	7 43		28.9	East Hartford ♂	5 13	8 40		— —	1 48	— —	6 28				
▲	▲	▲																			▲	▲	▲	▲
P M	P M	A M	8 05	P M	5 00	12 38	A M	11 00	10 15	7 50	A M	31.5	arr. + Hartford ♂ lve.	†5 07	8 30	A M	†1050	1 35	†5 00	6 15	P M	A M	A M	P M
§7 00	§5 00	§8 00	8 20	†6 30	P M	P M	†1107	A M	10 25	A M	†7 00	31.5	lve. + Hartford ♂ arr.	A M	8 20	9 50	A M	1 09	P M	4 25	8 56	9 50	11 50	7 50
7 08	5 08	8 06	— —	6 38		1 05			10 35		— —	35.9	Elmwood		8 13	— —		— —		4 18	— —	9 44	11 44	7 44
7 09	5 09	8 09	— —	5 42		1 06			10 38		7 08	36.5	Newington ♂		8 11	— —		— —		— —	— —	9 41	11 41	7 41
7 20	5 20	8 20	8 35	5 53		1 05			10 50		7 18	40.6	+ New Britain ♂		8 05	9 34		12 47		4 08	8 35	9 32	11 32	7 32
7 30	5 30	8 30	8 47	8 03		1 15			11 00		7 28	45.2	Plainville ♂		7 55	9 23		12 35		3 68	8 23	9 20	11 20	7 20
7 34	5 34	8 34	8 52	8 08		1 20			11 05		7 33	47.0	Forestville ♂		7 49	9 17		12 30		3 54	8 18	9 15	11 15	7 15
7 50	5 42	9 00	9 06	8 16		1 27			11 13		7 47	49.4	Bristol		7 45	9 12		12 25		3 49	8 13	9 05	11 05	7 08
8 00	5 51	9 24	9 10	6 25		1 37			11 23		7 57	53.7	Terryville ♂		7 38	9 00		12 15		3 40	8 02	8 53	10 53	6 58
— —	— —	— —	— —	6 32		— —			— —		— —	56.4	Tolles		7 28	— —		— —		— —	— —	— —	— —	— —
8 10	— —	9 34	9 18	6 35		— —			11 32		8 06	57.6	Hancock		7 25	8 48		— —		3 29	7 60	8 46	— —	6 49
8 14	8 03	9 38	9 22	6 39		— —			11 38		8 11	59.3	Greystone		7 21	8 43		— —		3 25	7 46	8 42	10 42	6 45
8 19	8 11	9 43	9 27	6 45		— —			11 45		8 15	60.8	East Waterville		†7 16	8 37		— —		3 20	7 40	8 36	10 36	6 39
8 24	8 19	9 47	9 32	6 50		1 56			11 50		8 21	63.0	arr. + Waterbury ♂ lve.		†7 10	8 30		11 57		†316	7 33	§8 30	§1030	§6 55
P M	P M	A M	P M	7 00		2 01			A M		8 30	63.9	lve. Waterbury arr.		A M	8 22		11 52		P M	7 25	A M	A M	P M
				7 26		2 23					8 50	72.1	Towantic ♂			8 06		— —			7 09			
				7 31		2 28					8 57	75.4	Oxford ♂			7 58		11 30			7 02			
				7 38		2 56					9 04	78.4	Southbury ♂			7 51		11 24			6 55			
				7 47		2 46					9 14	82.2	Sandy Hook ♂			7 41		11 13			6 44			
				7 53		2 52					9 20	85.0	North Newtown			7 37		— —			6 39			
				8 00		3 00					9 27	88.1	Hawleyville ♂			7 33		11 05			6 33			
				8 15		3 15					9 46	94.5	Danbury ♂			†7 23		10 50			6 15			
				P M		3 26					9 56	99.1	Mill Plain ♂			A M		10 28			6 03			
						3 38					10 06	104.6	Brewster ♂					10 19			5 55			
						— —					10 11	108.9	Dykemans					— —			6 49			
						3 45					10 17	110.2	Towners					10 08			5 43			
						3 52					10 23	112.6	West Patterson ♂					10 03			5 38			
						3 58					10 27	114.0	Holmes					9 59			5 33			
						4 06					10 35	118.5	West Pawling ♂					9 52			5 25			
						4 11					10 41	120.7	Poughquag ♂					9 47			5 19			
						4 17					10 46	123.0	Green Haven					9 42			5 13			
						4 22					10 52	125.1	Stormville ♂					9 38			5 08			
						4 33					11 03	129.1	Hopewell Junction ♂					9 29			4 59			
						4 38					11 08	131.8	Fishkill Plains					9 24			4 64			
						4 42					11 12	133.1	Didell					9 20			4 50			
						4 46					11 16	135.7	Briggs					9 11			4 46			
						5 01	3 08	P M			11 30	142.2	ar. + Poughkeepsie lv.					†900			†4 50			
						P M	4 15	P M			A M	172.2	arr. Campbell Hall ♂ lve.					†7 15	A M		P M			

Boston and New York Express, due New York 8 00 p.m.

Central New England Ry. Train Hartford to Campbell Hall, via Simsbury.

New York Express, due New York 1 45 p.m.

Boston Express, leaves New York 8 00 a.m.

Boston Express, leaves New York 12 00 p.m.

Additional Trains—Leave Hartford ▲§11 00 a.m., ▲§3 00 p.m., arrive Waterbury 12 18 noon, 4 18 p.m. Returning, leave Waterbury §2 25, §4 33 p.m., arrive Hartford ▲§3 50, ▲5 50 p.m.

Suburban Service.—Hartford to Bristol and intermediate points. Leave Hartford for Bristol †6 05 a.m. and hourly daily from 7 00 a.m. to 10 00 p.m., also *11 15 p.m. For New Britain †6 05, †6 15 a.m. and hourly daily 7 00 a.m. to 10 00 p.m., also †7 30, †8 30 a.m., †1 30, †2 30, †3 30, †4 30, †5 30, †6 30, *11 15 p.m. Leave Bristol for Hartford †6 05 a.m. and hourly daily from 7 10 a.m. to 11 10 p.m. Leave New Britain †6 25, †7 02 a.m. and hourly daily from 7 32 a.m. to 10 52 p.m., also †8 02, †9 02 a.m., †2 02, †3 02, †4 02, †5 02, †6 02, †7 02, *11 35 p.m.

Trains marked * run daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only; *a* stops to leave passengers; *b* stops to take for Litchfield Branch points; *d* stops to leave from or to take for New York; *k* Saturday only; *y* via Blackstone. □ Has Parlor Car. ▲ Connection by suburban train between Hartford and Bristol.

+ Coupon stations; ♂ Telegraph stations.

STANDARD—*Eastern time.*

ROCKVILLE AND MELROSE BRANCHES—(Electric).

		Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls.	*October* 3, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.		
		P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M		LEAVE] [ARRIVE	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M		
		†7 40	†6 55	†525	†442	†215	†1215	†1113	†1040	†944	†900	†725	0	.....**Vernon**....§	7 15	8 51	9 36	10 34	11 09	12 02	2 04	4 34	5 16	6 48	7 28		
		7 43	6 58	5 28	4 45	2 17	12 18	11 15	10 43	9 47	9 02	7 28	.90	...Vernon Centre...	7 13	8 49	9 32	10 31	11 05	11 59	2 01	4 31	5 13	6 46	7 26		
		7 49	7 04	5 34	4 51	2 24	12 24	11 21	10 49	9 52	9 07	7 35	3.20	.....West Street	7 07	8 43	9 26	10 25	10 59	11 54	1 55	4 25	5 07	6 39	7 18		
		7 53	7 08	5 38	4 55	2 07	12 27	11 25	10 53	1005	9 13	7 39	4.40	.....**Rockville** ..§	†703	8 39	†924	†1021	†1055	11 50	†151	4 21	†503	†635	†716		
		P M	P M	P M	P M	3 11	Noon	A M	A M	1009	A M	7 42	5.60	.....West Street	A M	8 23	A M	A M	A M	11 10	P M	4 04	P M	P M	P M		
						3 16				1014		7 47	7.70	....Windermere.....		8 18				11 05		4 00					
						3 21				1022		7 52	9.40	.....Ellington.....		8 14				11 00		3 56					
						3 31				1035		8 02	12.90	.....**Melrose** ...§		8 05				†1050		†347					
						P M				A M		A M		ARRIVE] [LEAVE		A M				A M		P M					

SPRINGFIELD BRANCH.

1756	1752	Mls.	*October* 3, 1909.	1753	1757
P M	A M		LEAVE] [ARRIVE	A M	P M
†5 50	†1005	0	+.....**Hartford**.....§	8 23	4 15
5 57	10 13	2.7	.....East Hartford ....§	8 14	4 06
6 40	10 16	4.7	.....Burnhams.....	8 11	4 01
6 44	10 19	6.2	.....South Windsor.....	8 09	3 59
6 59	10 32	12.9	.....East Windsor.....	7 55	3 48
6 03	10 36	14.6	.....Broad Brook.....§	7 52	3 44
6 07	10 40	16.3	.....**Melrose**.....§	7 48	3 40
6 14	10 47	20.6	.....Hazardville .....§	7 40	3 32
6 18	10 51	22.6	.....Shaker Station.....	7 36	3 26
6 24	10 57	25.1	.....East Longmeadow ..§	7 30	3 21
6 33	11 03	29.9	.....Armory .....§	7 18	3 09
6 45	11 13	31.5	+.....**Springfield**.....§	†7 10	†3 00
P M	A M		ARRIVE] [LEAVE	A M	P M

MERIDEN BRANCH.

	1762	Mls	*October* 3, 1909.	1761	
	P M		LEAVE] [ARRIVE	A M	
	†5 00	0	**Waterbury** (*Dublin St.*)§	8 40	
	5 12	5	.....Summit.....§	8 24	
	5 18	7	.....Prospect.....	8 18	
	5 23	8	.....**West Cheshire**.....	8 13	
	5 37	14	.....Hanover.....	7 55	
	5 43	15	..**Meriden** (*W. Main St.*)§	†7 50	
	P M		ARRIVE] [LEAVE	A M	

EXPLANATION OF SIGNS.

Trains marked * run daily.

† Daily, except Sunday.

§ Sunday only.

WILLIAMSBURG BRANCH.

1108	Ms.	STATIONS.	1109	
P M		LEAVE] [ARRIVE	P M	
†1 00	0	... **Northampton**..§	2 40	
1 16	2.69	..... Florence ...§	2 40	
1 23	4.64	..... Leeds.....	2 32	
1 30	6.19	... Haydenville..§	2 28	
1 35	7.51	... **Williamsburg**..§	†2 25	
P M		ARRIVE] [LEAVE	P M	

Colchester Br.—Leave **Turnerville** for Colchester (3.6 m.) †8 00, †9 25, †11 50 a.m., †2 40, †6 17, †7 40 p.m. Returning, leave Colchester †7 35, †8 55, †11 25 a.m., †2 15, †3 05, †7 00 p.m. Time, 10 minutes.

NEW HAVEN AND SHELBURNE FALLS.

1112	1110	1108	1106	1104	1102	Mls.	*October* 3, 1909.	1105	1107	1109	1111	1113
P M	P M		A M	A M			LVE. (G.C.Sta.) ARR.	A M	P M		P M	P M
†4 00	†2 00		†1002	†4 49			....**New York**.§	11 27	1 45		5 38	9 35
P M	P M		Noon	A M			LEAVE] [ARRIVE	A M	A M		P M	P M
†6 00	†4 01		†1220	†7 44		0	+**New Haven**.§	9 15	11 45		3 43	7 40
6 15	4 16		12 36	8 00		8.47	..Mount Carmel§	8 58	11 28		3 27	7 24
6 29	4 27		12 48	8 13		15.47	... **Cheshire** .§	8 46	11 16		3 15	7 14
6 38	– –		12 56	8 19		19.60	.....Milldale...§	8 39	– –		3 08	– –
6 39	4 38		1 00	8 22		21.28	....Plantsville....	8 34	11 04		3 05	7 05
6 42	4 42		1 04	8 27		22.06	...Southington. §	8 29	11 02		3 02	7 00
6 57	4 53		1 15	8 38		27.40	...**Plainville** .§	8 20	10 52		2 52	6 50
7 08	5 00		1 23	8 47		30.69	..**Farmington** §	8 09	10 44		†2 45	6 37
7 19	5 12		P M	8 58		37.13	.....Avon.....§	7 55	10 28		P M	6 25
7 22	– –			– –		39.89	....Weatogue....	7 49	– –			– –
7 30	5 22			9 08		41.75	.....Simsbury...§	7 45	10 18			6 15
7 40	5 32			9 17		46.58	.....Granby ....§	7 35	10 07			6 05
7 50	5 42			9 26		52.36	....Congamond....	7 25	9 58			5 54
7 55	5 48			9 31		54.74	....Southwick..§	7 20	9 53			5 48
8 05	6 00	Noon		9 40	A M	60.58	ar.} +**West-** {lv.	7 10	9 40	P M		5 38
P M	6 05	†1225		9 48	†730	60.58	lv.} **field** §{ar.	7 04	9 34	3 33		5 31
	6 17	12 38		10 01	7 42	67.57	...Southampton. §	6 48	9 22	3 20		5 21
	6 24	12 45		10 09	8 05	71.48	+..Easthampton. §	6 40	9 13	3 10		5 14
	6 36	12 55		10 20	8 15	76.36	+..**Northampton**..§	†6 30	9 03	†3 03		5 06
	6 56	Noon		10 40	A M	87.89	..**South Deerfield** §	A M	8 41	P M		4 39
	7 06			10 50		92.83	.....Conway....§		8 32			4 29
	7 20			11 05		100.00	+**Shelburne Falls** §		†8 20			†4 15
	P M			A M			ARRIVE] [LEAVE		A M			P M

NEW HARTFORD BRANCH.

1134	1132	1106	1130	Mls.	STATIONS.	1131	1133	1111	1135
P M	P M	P M	A M		LEAVE] [ARRIVE	A M	A M	P M	P M
†7 13	†6 06	†1 24	†8 48	0	... **Farmington**. §	8 02	10 35	2 44	8 27
7 19	6 11	1 29	8 55	2.87	..... **Unionville**...§	7 56	10 29	2 38	8 21
7 25	6 18	1 35	9 01	5.79	.....Burlington.....	7 50	10 22	2 31	8 15
7 31	6 24	1 40	9 09	7.94	.....Collinsville ..§	7 44	10 15	2 27	8 09
7 43	6 34	1 51	9 20	13.34	... Pine Meadow...	7 32	10 02	2 17	5 57
7 45	6 36	1 55	9 23	14.09	.. **New Hartford** §	†7 30	†1000	†2 15	†5 55
P M	P M	P M	A M		ARRIVE] [LEAVE	A M	A M	P M	P M

TURNER'S FALLS BRANCH.

		1162	1160	Mls.	STATIONS.	1161	1163	
		P M	A M		LEAVE] [ARRIVE	A M	P M	
		†5 50	†1043	0	.**South Deerfield** §	8 38	3 10	
		5 37	10 53	4.15	..... Deerfield	8 30	3 00	
		5 00	11 15	9.00	..**Turner's Falls** §	†8 20	†2 45	
		P M	A M		ARRIVE] [LEAVE	A M	P M	

HOLYOKE BRANCH.

1144	1142	1140	Mls.	STATIONS.	1141	1143	1145
P M	P M	A M		LEAVE] [ARRIVE	A M	A M	P M
†6 15	†5 50	†1005	0	.....**Westfield**.....§	9 25	11 30	6 20
– –	– –	– –	7.82	.....Ingleside.....	– –	– –	– –
6 40	4 16	10 35	10.32	+.....**Holyoke**.....§	†8 15	†1105	†4 45
P M	P M	A M		ARRIVE] [LEAVE	A M	A M	P M

NEW HAVEN AND WILLIMANTIC.

1020	1028	1024	1022	1014	Mls	*October* 3, 1909.	1011	1031	1025	1033	1029
P M	P M		A M	A M		(Grand Central Station.)	A M	P M		P M	P M
§502	†400		†1100	†449		lv. **New York** §.ar.	1127	3 16		1100	8 50
§725	†555		†1258	†735	0	lv. **New Haven** §ar.	9 25	1 12		8 68	6 45
7 42	6 12		1 14	7 53	7.7	.... Northford ..§	9 08	12 52		8 59	6 21
7 52	6 21		1 23	8 03	12.0	East Wallingford §	8 59	12 44		8 50	6 11
8 02	6 31	P M	1 33	8 13	18.0	....Middlefield..§	8 49	12 34	P M	8 19	5 00
8 18	6 48	†535	1 49	8 28	24.0	+ **Middletown** §	8 35	12 20	3 57	8 03	5 45
8 22	6 53	5 38	1 51	8 32	25.0	.....Portland ...§	8 26	12 13	3 54	7 56	5 37
8 32	7 01	5 48	2 01	8 42	29.7	.....Cobalt.....§	8 18	12 06	3 45	7 45	5 28
8 41	7 10	5 55	2 10	8 51	33.0	..East Hampton §	8 12	12 00	3 39	7 37	5 21
8 53	7 22	6 07	2 24	9 04	39.2	... Westchester .§	7 56	11 47	3 26	7 22	5 07
9 03	7 37	6 17	2 34	9 15	44.0	...**Turnerville**. §	7 48	11 39	†318	7 15	4 57
9 25	7 59	P M	2 53	9 37	54.0	ar+ **Willimantic** §lv.	†720	†1115	P M	†652	§430
P M	P M		4 48	11 35	104.7	ar..**Worcester**.lv.	A M	†9 20		†445	P M
			5 48	12 30	140.0	**Boston** (*Term.*)§		†8 20		†345	
			P M	Noon		ARRIVE] [LEAVE		A M		P M	

LITCHFIELD BRANCH.

		1522	1504	1500	Mls.	*October* 3, 1909.	1501	1505	1523	
		A M	P M	A M		(Lexington Ave. Station.)	Noon	P M	P M	
		§600	†3 32	†8 50		lve... **New York** §arr.	12 00	6 20	8 35	
		7 43	4 40	9 59		lve.. **So. Norwalk**.arr.	10 52	5 05	6 55	
		9 00	5 33	11 00	0	lve... **Danbury** § .arr.	10 00	4 02	5 51	
		9 25	5 47	11 12	6.40	.... **Hawleyville** ..§	9 48	3 50	5 40	
		9 45	6 06	11 34	14.87	....Roxbury Falls....	9 23	3 30	5 10	
		10 05	6 14	11 43	18.60	.....Roxbury.....§	9 16	3 21	5 00	
		10 32	6 31	12 00	25.47	..... Washington ...§	8 58	3 03	4 30	
		10 38	6 35	12 04	26.65	.....New Preston...§	8 54	2 59	4 18	
		11 49	6 44	12 13	30.34	.....Romford.....	8 45	2 50	4 06	
		10 57	6 49	12 18	32.35	.....Morris.....	8 40	2 45	3 58	
		11 15	6 58	12 27	35.66	..... Bantam	8 32	2 37	3 47	
		11 25	7 06	12 35	38.68	..... **Litchfield** ...§	†8 25	†230	§330	
		A M	P M	Noon		ARRIVE] [LEAVE	A M	P M	P M	

+ Coupon stations; § Telegraph stations. STANDARD—*Eastern time.*

VALLEY BRANCH.

				676	868	986	974	978	966	964	960	Mls.	*October* 3, 1909.	653	959	963	965	971	979	981					
						P M	P M	P M	A M		A M		lve.... **Hartford**...arr.		A M	A M		P M	P M	P M					
						†8 10	†4 50	†145	†1101		†6 34	0	....*Asylum Street*..§		7 55	10 00		2 28	6 10	8 20					
						8 15	4 56	1 58	11 06		6 39	1.50	.....*State Street*....§		7 50	9 55		2 23	6 06	8 15					
						8 23	5 02	1 63	11 13		6 45	5.50	.....Wethersfield....§		7 42	9 45		2 16	5 58	8 08					
						8 30	5 09	2 08	11 20		6 51	9.00	.....Rocky Hill....§		7 34	9 37		2 08	5 51	7 57					
						8 41	5 21	2 19	11 33		7 02	14.25	.....Cromwell.....§		7 22	9 26		1 56	5 39	7 46					
						8 46	5 29	2 27	11 39		7 11	16.50	+.. **Middletown**..§		†7 17	9 21		1 53	5 34	7 41					
						P M	5 46	2 48	11 56		7 30	25.50	.....Higganum.....§		A M	8 58		1 29	5 11	7 19					
							5 51	2 55	12 01		7 35	28.00	.....Haddam.....§			8 53		1 24	5 06	7 14					
							5 58	3 04	12 08		7 42	31.25	.....Goodspeed's....§			8 46		1 17	4 58	7 06					
							6 06	3 15	12 18		7 50	35.00	.....Chester.....§			8 37		1 09	4 51	6 56					
							6 08	3 18	12 21		7 54	36.00	....Deep River.....§			8 34		1 06	4 46	6 52					
							6 16	3 26	12 30	A M	8 01	39.50	.....Essex.....§	A M		8 27	A M	12 58	4 36	6 46					
							†235	†7 50			8 11	43.75	...**Saybrook Junc.**§.lv.	6 20		8 18	8 55	12 50	4 27	6 35					
							7 10	4 05	1 12		8 52	61.77	ar..**New London**§.lv.			†7 35		†1150	†5 50	†5 50					
						12 40	7 55				8 40	45.40	....Saybrook Point..§	†615		†8 05	†850	†1235	†4 05	†6 20					
						Night	P M				P M	40.50	..... **Fenwick**	A M		A M	A M	Noon	P M	P M					
													ARRIVE] [LEAVE												

WORCESTER AND NEW LONDON.

Sun.	Sun.	Exp	Exp	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls.	October 11, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.
P M	A M	P M	P M	P M	P M	P M	A M	.....	A M	A M	.....	.....	LEAVE ARRIVE	A M	A M	A M	.....	P M	P M	P M	P M	.....	.....	A M	P M
§8 05	§7 00	†8 05	†8 05	†8 18	†4 45	†2 15	†9 20	.....	†8 40	†6 45	.....	0	+...Worcester...◊	6 32	8 40	11 35	.....	1 15	4 48	5 20	7 32	.....	.....	8 40	8 50
8 08	7 03	- -	- -	6 21	4 48	2 19	9 27	.....	- -	6 48	.....	1.0	...South Worcester.◊	6 29	8 37	11 31	.....	- -	4 44	5 15	7 28	.....	.....	8 37	8 47
- -	7 09	- -	- -	6 29	4 58	2 25	9 35	.....	- -	6 55	.....	4.4	.....Auburn.....◊	6 19	8 30	- -	.....	- -	4 37	5 10	7 22	.....	.....	8 30	- -
- -	7 16	- -	- -	6 40	5 08	2 34	9 43	.....	- -	7 04	.....	4.9	....North Oxford.....	6 10	8 20	11 16	.....	- -	4 27	5 03	7 14	.....	.....	8 20	8 33
8 26	7 24	- -	- -	6 45	5 14	2 40	9 48	.....	- -	7 09	.....	11.3	.....Oxford.....◊	6 05	8 15	11 11	.....	12 51	4 22	4 59	7 09	.....	.....	8 15	8 26
8 38	7 35	8 35	8 35	7 00	5 26	2 50	10 01	.....	9 07	7 20	.....	16.1	.....Webster.....◊	†5 55	8 05	11 01	.....	12 42	4 12	4 50	7 00	.....	.....	8 05	8 16
8 46	7 48	- -	- -	P M	5 37	2 57	10 11	.....	- -	7 29	.....	20.5	..No. Grosvenordale◊	A M	7 48	10 49	.....	12 35	3 58	4 42	6 45	.....	.....	7 48	8 05
- -	7 50	- -	- -	.....	- -	- -	10 15	.....	- -	7 33	.....	22.0	....Grosvenordale.....	.....	7 45	- -	.....	- -	3 56	- -	6 42	.....	.....	6 -	7 59
- -	7 55	- -	- -	.....	5 47	- -	- -	.....	- -	7 45	.....	24.1	....Mechanicsville.....	.....	7 40	- -	.....	- -	3 51	- -	-	.....	.....	6 -	7 53
8 05	8 00	8 57	8 57	.....	6 00	3 27	10 32	.....	9 26	7 54	.....	26.1	+....Putnam.....◊	.....	7 35	10 35	.....	12 25	3 47	†4 30	6 35	.....	.....	7 35	7 46
- -	8 11	- -	- -	.....	6 09	.....	10 42	.....	Via Willimantic.	8 04	.....	31.2	.....Dayville.....◊	.....	7 07	10 17	.....	Via Willimantic.	3 09	P M	6 48	.....	.....	7 07	7 38
8 20	8 16	9 10	9 10	.....	6 16	.....	10 48	.....		8 10	.....	34.0	.....Danielson.....◊	.....	7 00	10 11	.....		3 02	.....	5 42	.....	.....	7 00	7 30
- -	8 25	- -	- -	.....	6 22	.....	10 56	.....		8 17	.....	38.6	.....Wauregan.....	.....	6 49	10 04	.....		2 54	.....	5 33	.....	.....	6 49	- -
8 28	8 28	- -	- -	.....	6 24	.....	11 00	.....		8 20	.....	39.9	....Central Village..◊	.....	6 45	10 01	.....		2 50	.....	5 30	.....	.....	6 45	7 20
8 36	8 38	9 28	9 28	.....	6 32	.....	11 08	.....		8 32	.....	43.0	.....Plainfield.....◊	.....	6 38	9 55	.....		2 45	.....	5 23	.....	.....	6 38	7 14
8 48	8 48	9 40	9 40	.....	6 43	.....	11 19	.....		8 42	.....	49.5	.....Jewett City ...◊	.....	6 25	9 45	.....		2 33	.....	5 09	.....	.....	6 25	7 00
10 02	9 03	- -	- -	.....	7 00	.....	11 38	A M		8 58	A M	57.6	.....Greenville.....	.....	6 04	9 29	A M		2 15	.....	4 50	P M	P M	6 04	6 46
10 07	9 10	10 05	10 05	.....	7 10	.....	11 48	†10 40		9 06	†7 00	58.9	+....Norwich.....◊	.....	6 00	9 25	10 20		2 10	.....	4 46	6 40	9 03	6 00	6 40
10 25	9 35	- -	- -	.....	‖7 30	.....	12 15	11 05		9 30	7 25	71.0	.....Groton.....◊	.....	5 34	9 02	9 55		1 36	.....	4 18	6 12	8 40	5 34	6 15
10 30	9 40	10 30	10 30	.....	7 35	.....	12 20	11 10	.....	9 35	7 30	72.4	ar. + New London ◊. lv.	.....	†5 30	†8 57	†9 50	.....	†1 30	.....	†4 12	†6 07	†8 35	§5 30	§8 10
11 55	A M	11 55	P M	.....	9 10	5 57	1 56	12 50	11 55	11 50	9 28	124.2	arr. New Haven. lve.	.....	A M	A M	7 47	9 48	12 05	.....	2 56	4 56	7 20	A M	4 56
⊙155	.....	⊙155	§7 00	.....	11 00	8 00	4 00	3 15	1 45	11 27	10 8.2	arr...New York..lve.	.....	§5 00	.....	†4 49	†8 00	†1002	.....	†1 02	†300	†5 33	.....	§5 38	
A M	.....	A M	‖A M	.....	P M	P M	P M	P M	P M	P M	A M	.....	(Grand Cent. Station.)	.....	† P M	.....	A M	A M	A M	.....	P M	P M	P M	.....	P M

ADDITIONAL TRAINS BETWEEN NORWICH AND NEW LONDON.

Sun.	Sun.	Pas.	Pas.	Pas.	October 11, 1909.	Pas.	Pas.	Sun.	Sun.	.....
P M	Noon	P M	P M	A M	LEAVE ARRIVE	A M	Noon	P M	P M	.....
§8 55	§1205	†4 40	†255	†8 15	.....Norwich.....	8 11	12 15	1 50	9 05	.....
7 20	12 30	5 10	3 20	8 36	.....Groton.....	7 50	11 50	1 26	8 40	.....
7 26	12 35	5 16	3 24	8 40	arr..New London.lve.	†7 45	†1145	1 22	8 35	.....
8 10	1 56	6 34	4 56	A M	arr..New Haven..lve.	A M	A M	§2 05	7 20	.....
11 00	4 00	8 30	7 00	.....	arr...New York..lve.	.....	.....	§2 02	§5 33	.....
P M	P M	P M	P M	.....	(Grand Central Sta.)	.....	.....	A M	P M	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BOSTON, MILFORD AND ASHLAND.

.....	.....	Pas.	Pas.	Pas.	Mls	October 3, 1909.	Pas.	Pas.	Pas.	.....	.....
.....	.....	P M	A M	.....	.....	lve..Boston..arr.	.....	Noon	P M	.....	.....
.....	.....	†3 45	†8 20	A M	0	+..Terminal.◊	P M	12 30	7 15	.....	.....
.....	.....	4 46	9 21	†5 10	27.2	lv. + Franklin ◊ ar.	1 35	11 30	6 15	.....	.....
.....	.....	4 57	9 32	5 35	32.2	...Bellingham Jn ◊	1 00	11 19	6 01	.....	.....
.....	.....	5 05	9 45	5 50	36.0	.....Milford.....	12 30	†1110	†5 51	.....	.....
.....	.....	P M	10 15	A M	42.6	.....Hopkinton..◊	10 55	A M	P M	.....	.....
.....	.....	.....	10 30	.....	47.6	....Ashland..◊	†1040	.....	.....	.....	.....
.....	.....	.....	A M	.....	.....	ARRIVE LEAVE	A M	.....	.....	.....	.....

PROVIDENCE AND WILLIMANTIC.

MANTASKET BRANCH.—Boston Terminal to Nantasket Junction, Weir River, Nantasket, Surfside, Kenberma, Wareland, Bayside, Allerton, Stony Beach (3.8 miles), and during Summer months only Pemberton (25 miles). Trains run at frequent intervals during the day.

Sun.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls	December 6, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.
P M	P M	P M	P M	P M	P M	Noon	A M	A M	.....	LEAVE ARRIVE	A M	A M	A M	A M	P M	P M	P M	P M	.....	A M
§8 00	§11 12	†7 40	†8 22	†6 35	†4 40	†1222	†9 05	†6 45	0	+.Providence.◊	6 25	7 30	8 35	11 45	3 25	5 07	7 28	†10 00	.....	8 35
8 11	11 22	7 50	8 37	5 48	- -	12 33	9 15	6 55	4.0	.....Cranston..◊	6 07	7 17	8 25	- -	3 11	4 58	7 15	l -	.....	8 24
8 16	11 29	7 55	8 46	5 56	- -	12 41	9 21	7 01	7.2	.....Oak Lawn..◊	6 01	7 10	8 20	- -	3 04	4 52	7 08	l -	.....	8 17
8 23	11 33	7 59	8 53	6 01	- -	12 46	9 26	7 06	9.0	.....Natick.....◊	5 56	7 06	8 16	- -	3 00	4 44	7 03	9 44	.....	8 13
8 28	11 39	8 04	8 58	6 06	- -	12 51	9 31	7 11	11.0	.....River Point..◊	5 52	6 59	8 11	- -	2 56	4 39	6 58	9 41	.....	8 08
8 34	11 44	8 10	7 02	6 11	5 01	12 56	9 35	7 16	12.1	.....Centreville..◊	5 48	6 53	8 07	11 24	2 52	4 36	6 53	9 38	.....	8 03
8 38	11 47	8 15	7 05	6 14	5 03	12 59	- -	7 10	13.0	.....Quidnick...◊	5 45	6 50	8 05	- -	2 49	- -	6 51	a -	.....	8 00
8 40	11 49	8 15	7 07	6 16	- -	1 01	9 39	7 21	13.4	.....Anthony...◊	5 43	6 48	8 04	11 20	2 47	4 33	6 50	a -	A M	7 58
8 46	11 53	8 20	7 10	6 20	5 07	1 05	9 43	7 24	14.4	....Washington..◊	†5 40	†6 45	8 01	11 19	2 44	4 31	‖8 48	9 33	‖1 40	7 55
8 54	12 00	8 27	P M	P M	5 14	1 12	9 50	7 31	18.1	.....Coventry...◊	A M	A M	7 55	11 12	2 37	4 24	P M	9 27	1 31	7 47
9 04	12 07	8 35	.....	.....	5 21	1 19	9 57	7 38	21.6	.....Summit.....◊	.....	.....	7 48	11 05	2 31	4 18	.....	9 20	1 24	7 40
9 10	12 12	8 41	.....	.....	5 26	1 24	10 03	7 42	24.1	.....Greene.....◊	.....	.....	7 42	11 00	2 26	4 12	.....	9 15	1 18	7 34
9 16	12 18	8 47	.....	.....	5 32	1 29	10 08	7 53	27.1	.....Oneco.....◊	.....	.....	7 34	10 54	2 18	4 08	.....	9 08	1 11	7 26
9 21	12 22	8 51	.....	.....	5 36	1 34	10 12	7 57	28.9	.....Sterling...◊	.....	.....	7 30	10 51	2 14	4 02	.....	9 05	1 06	7 21
9 28	12 29	8 58	.....	.....	5 43	1 40	10 19	8 04	32.3	.....Moosup...◊	.....	.....	7 23	10 44	2 08	3 56	.....	8 58	12 58	7 14
9 40	12 36	9 08	.....	.....	5 53	1 47	10 30	8 12	35.5	....Plainfield..◊	.....	.....	7 15	10 35	†2 03	3 49	.....	8 48	‖250	7 05
9 55	Night	9 22	.....	.....	6 07	P M	10 42	8 23	42.6	.....Lisbon.....◊	.....	.....	6 54	10 17	P M	3 32	.....	8 33	Night	6 44
10 08	.....	9 34	.....	.....	6 19	.....	10 51	8 34	48.1	.....Baltic.....◊	.....	.....	6 41	10 07	.....	3 20	.....	8 23	.....	6 30
10 22	.....	9 46	.....	.....	6 33	.....	11 03	8 46	55.1	.South Windham◊	.....	.....	6 24	9 54	.....	3 08	.....	8 12	.....	6 12
10 30	.....	9 55	.....	.....	6 42	.....	11 10	8 55	58.5	+.Willimantic◊	.....	.....	†6 15	†9 47	.....	†3 00	.....	†8 05	.....	§6 05
P M	.....	P M	.....	.....	P M	.....	A M	A M	.....	ARRIVE LEAVE	.....	.....	A M	A M	.....	P M	.....	P M	.....	A M

* Daily; † daily, except Sunday; ‖ daily, except Monday; § Sunday only; a stops to leave New York passengers; b Saturday only; l stops only to leave passengers. △ Via Randolph. ‖ Via Norwich Line. ◻ Does not stop at West Roxbury.

BOSTON AND SOUTHBRIDGE.

Sun.	Sun.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls	October 3, 1909.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.
P M	A M	.....	P M	.....	A M	.....	.....	lve..Boston..arr	A M	.....	.....	P M	A M	P M
§7 00	§8 45	.....	†3 45	.....	†8 20	.....	0	+..Terminal...◊	9 40	.....	.....	5 48	9 48	6 45
8 47	10 12	.....	5 38	.....	10 08	.....	52.5	lv. E. Thompson ◊ ar.	7 30	.....	.....	4 00	7 50	5 10
8 57	10 22	P M	5 48	Noon	10 20	A M	57.3	...East Webster...	7 20	A M	Noon	3 48	P M	7 38	4 58
8 05	10 28	†7 05	5 58	†1248	10 25	†8 05	58.3	.....Webster..◊	7 18	9 05	12 40	3 45	8 16	7 35	4 55
9 15	10 39	7 15	6 10	12 58	10 35	8 15	63.5	....Quinebaug....	7 01	8 55	12 23	3 34	8 05	7 19	4 45
9 30	10 53	7 30	6 25	1 13	10 50	8 30	69.7	..Southbridge◊	†6 45	†8 40	†1218	†3 20	†7 50	§7 00	§4 30
P M	A M	P M	P M	P M	A M	A M	....	ARRIVE LEAVE	A M	A M	Noon	P M	P M	A M	P M

MONTELLO AND STOUGHTON, VIA EASTON BRANCH.

Pas.	Pas.	Mls.	October 3, 1909.	Pas.	Pas.
P M	.....	.....	LEAVE ARRIVE	A M	P M
†4 12	A M	0	...Boston (Terminal).◊	7 42	5 57
4 50	†7 10	18.4	.....Montello.....◊	6 50	5 05
4 54	7 14	20.0	+.....Brockton.....◊	6 46	4 59
5 23	7 41	30.6	.....Easton.....◊	6 10	4 28
5 35	7 55	36.0	.....Stoughton.....◊	†6 06	.....
8 53	8 07	40.5	...Canton Junction.◊	A M	.....
7 51	8 26	.....	+.....Back Bay.....	.....	△
7 38	8 30	55.8	+.Boston (Terminal).◊	.....	†3 27
P M	A M	.....	ARRIVE LEAVE	.....	P M

⊙ Arrives Harlem River Station, New York.
+ Coupon stations; ◊ Telegraph stations.

Local Trains between Boston and Braintree and South Braintree.—Leave Boston for Atlantic, Norfolk Downs, Wollaston, Quincy, Quincy Adams, Braintree and South Braintree (11.4 miles) †5 47, †6 27 a.m., †12 27 noon, †3 27, †4 27, †5 27, †5 45, †6 27, †7 27, †8 13, †9 27, †10 40, †11 27 p.m., §3 18, §4 27, §6 57 p.m. For Braintree †5 47, †6 27, †6 52, †7 27, †9 27, †10 27, †11 27 a.m., †12 27, †12 47 noon, †1 27, †2 27, †3 27, †4 27, †4 50, †5 19, †5 27, †5 45, †5 46, †5 57, †6 15, †6 27, †6 57, †7 27, †8 13, †9 27, †10 40, †11 27 p.m., §6 24, §8 57, §10 16 a.m., §12 27 noon, §1 18, §2 18, §3 18, §4 27, §5 27, §6 18, §8 57, §9 24, §9 27, §10 57 p.m. Returning, leave South Braintree for all stations to Boston †5 04, †6 02, †6 32, †7 02, †7 10, †7 32, †8 02, †9 03 a.m., †1 02, †5 18, †7 53, †9 08, †9 58, †11 09 p.m., §7 32, §9 02 a.m., §3 00, §4 08, §6 08, §10 20 p.m. Leave Braintree for all stations to Boston †5 08, †6 06, †6 36, †7 06, †7 14, †7 36, †7 45, †8 06, †8 40, †9 08, †10 06, †11 06 a.m. †12 06 noon. †1 06. †1 36. †2 06. †4 06. †5 06, †5 23. †6 10. †6 45. †7 58. †9 11. †10 05. †11 13 p.m., §7 36, §8 36, §9 06, §11 10 a.m., §1 06, §3 04, §4 10, §5 06, §8 10, §7 02, §8 02, §10 24 p.m.

Boston to Braintree, via West Quincy.—Leave Boston for South Boston, Crescent Avenue, Savin Hill, Harrison Square, Popes Hill, Neponset, Atlantic, Montclair, East Milton, West Quincy and Braintree (10.9 miles) †6 16, †7 16, †8 14, †9 16, †10 16, †11 16 a.m. †12 16 noon, †1 18, †2 16, †3 16, †4 16, †6 18, †6 18, †7 18, †9 16, †11 16 p.m., §8 46 a.m., §12 16 noon, §4 16, §5 18, §6 46, §10 26 p.m. Returning, leave Braintree for all stations to Boston †6 10, †6 40, †7 10, †8 10, †9 10, †10 10, †11 10 a.m., †12 10 noon, †1 10, †2 10, †3 10, †4 10, †5 10, †5 55, †7 10, †8 16, †11 18 p.m., §7 40, §8 40, §9 40 a.m., §1 10, §5 19, §10 25 p.m.

For Express Trains between Boston and Braintree and South Braintree, see pages 285 and 286.

Boston via West Roxbury, Needham Junction, Needham, Needham Heights, Upper Falls and Newton Highlands (16.4 miles), *thence by Boston & Albany R.R. to Boston*—Leave Boston, via N.Y. New Hav. & Hart. R.R., for Boston ◻†6 45, ◻†6 54, ◻†8 05, †9 45 a.m., ◻§12 45 noon, †2 18, ◻†4 57, ◻†5 18, §5 23, ◻†5 48, ◻†6 25, ◻†10 00 p.m.; for Newton Highlands §9 10 a.m., ◻†12 34 noon, ◻§2 53, ◻†3 37, ◻†11 16 p.m.; for Needham Junction §5 25 a.m., ◻†3 58 p.m. Leave Needham Junction for Boston †12 07, §12 27 noon; for Newton Highlands §8 04 p.m. Leave Needham for Boston †5 44, †6 42, §8 57 a.m. Leave Boston, via Boston & Albany R.R., thence by N. Y. N. H. & H. R.R. Newton Highlands to Boston ◻†6 15, ◻†7 25, †8 25, †10 55, ◻†11 55 a.m., ◻†2 35, ◻†4 35, ◻†6 15 p.m.; for Needham †5 35, §9 45. †10 55 p.m.; for Needham Junction †10 00 p.m. Leave Newton Highlands for Boston ◻†5 55, §9 19 a.m., ◻§12 00 noon, †1 27, §3 00, ◻§5 10, †8 34, §8 45 p.m.; for Needham Junction §12 41 noon. Leave Upper Falls for Boston ◻†7 44 a.m. Leave Needham Junction for Boston †4 01. ◻†8 58 p.m. Leave Needham for Needham Junction †2 32 p.m.

b Stops to leave passengers from Norwich and points south.

STANDARD—*Eastern time.*

BOSTON TO WILLIMANTIC.

Sun.	Sun.	Pas.	Pas.	Pas.	Pas.	Pas.	Exp.	Pas.	Pas.	Pas.	Exp.	Mls.	October 3, 1909.	Pas.	Pas.	Pas.	Pas.	Exp.	Pas.	Pas.	Exp.	Pas.	Sun.	Sun.	Sun.
P M	A M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	....	lve....Boston...arr.	A M	A M	Noon	P M	P M	P M	P M	P M	P M	A M	A M	P M
27 00	8 45	†11 22	†7 06	†6 07	†5 15	†3 43	†2 00	†1220	†1007	†8 20	†8 00	0	+....Terminal.... ♁	8 57	9 40	12 30	1 45	1 46	6 48	7 19	8 00	10 53	8 15	9 48	6 45
◻	◻	11 28	◻	— —	◻	◻	◻	— —	10 14	◻	◻	2.4	....Dudley Street....	◻	◻	◻	— —	◻	◻	— —	◻	10 47	8 09	◻	◻
.....	.....	11 38	.....	6 18	.....	.....	.....	12 30	10 26	.....	.....	4.7	.....Dorchester.... ♁	.....	.....	.....	— —	.....	.....	— —	.....	10 38	8 00	.....	.....
.....	.....	11 42	.....	6 24	.....	.....	.....	12 34	10 30	.....	.....	5.9	..Blue Hill Avenue ♁	.....	.....	.....	1 51	.....	.....	— —	.....	10 34	7 56	.....	.....
— —	9 04	11 51	— —	6 37	— —	— —	— —	12 44	10 39	8 38	— —	9.1	.....Readville.... ♁	8 40	— —	— —	1 23	— —	— —	7 02	— —	10 24	7 46	— —	— —
— —	— —	12 05	— —	6 46	5 39	— —	— —	12 53	10 52	— —	— —	14.0	.....Norwood.....	8 33	— —	— —	— —	— —	— —	6 49	— —	10 10	— —	— —	— —
7 26	9 12	12 07	7 32	6 48	5 41	4 06	— —	12 55	10 54	8 47	— —	14.5	..Norwood Central ♁	8 31	9 14	12 03	1 14	— —	5 21	6 47	— —	10 08	7 36	9 20	6 17
7 35	9 19	12 19	— —	6 58	5 52	4 16	— —	1 07	11 01	8 57	— —	18.8	.....Walpole..... ♁	8 20	9 05	11 55	1 04	— —	5 14	6 36	— —	9 58	7 27	9 10	6 08
7 53	9 35	12 38	7 56	7 17	6 11	4 32	2 38	1 30	11 15	9 16	8 38	27.2	+....Franklin.... ♁	†8 01	8 53	11 41	†1246	1 07	5 00	†6 18	7 22	†9 40	7 15	8 55	5 50
— —	— —	Night	— —	P M	P M	— —	— —	P M	A M	— —	— —	34.4	Woonsocket Jn. ♁	A M	— —	— —	Noon	— —	— —	P M	— —	P M	A M	— —	— —
8 11	9 49	.....	8 12	.....	.....	4 50	2 49	.....	.....	9 35	8 49	36.1	....Blackstone... ♁	.....	8 34	11 25	.....	12 55	4 41	.....	7 11	.....	.....	8 34	5 38
8 17	9 53	.....	— —	.....	.....	4 56	— —	.....	.....	9 40	— —	38.5	..Millville Heights. ♁	.....	8 22	11 15	.....	— —	4 35	.....	— —	.....	.....	8 24	5 30
8 34	10 02	.....	8 29	.....	.....	5 14	— —	.....	.....	9 54	— —	45.9	....East Douglas.. ♁	.....	8 09	11 03	.....	— —	4 21	.....	— —	.....	.....	8 07	5 23
8 47	10 12	Sun.	— —	.....	.....	5 32	— —	.....	Pas.	10 08	— —	52.5	East Thompson. ♁	.....	7 50	— —	.....	— —	4 08	.....	— —	Pas.	Sun.	7 53	5 11
8 55	10 20	P M	— —	.....	.....	5 41	♁ —	.....	A M	10 16	— —	56.8	.....Thompson .... ♁	.....	7 39	10 44	.....	— —	3 58	.....	♂ —	P M	P M	7 43	5 05
9 13	10 30	§3 40	8 58	.....	.....	6 00	3 27	.....	†8 00	10 30	9 26	60.8	+....Putnam .... ♁	.....	7 30	10 35	.....	12 23	3 50	.....	6 38	8 25	10 18	7 35	4 58
9 25	10 39	3 49	9 07	.....	.....	6 09	3 36	.....	8 10	10 39	9 35	63.6	.....Pomfret..... ♁	.....	7 07	10 21	.....	12 14	3 36	.....	6 25	8 18	10 11	7 16	4 48
9 28	— —	3 54	9 13	.....	.....	6 14	— —	.....	8 15	10 44	— —	67.9	.....Abington..... ♁	.....	7 00	10 16	.....	— —	3 31	.....	— —	8 11	10 08	7 07	— —
9 42	10 55	4 05	9 25	.....	.....	6 25	— —	.....	8 28	10 54	— —	73.6	.....Hampton..... ♁	.....	6 46	10 06	.....	— —	3 20	.....	— —	8 00	9 55	6 53	4 34
10 05	11 15	4 25	9 46	.....	.....	6 47	4 07	.....	8 53	11 15	10 07	85.4	ar..+Willimantic ♁ lv.	.....	†6 15	†9 45	.....	†1145	†2 66	.....	†5 56	†7 37	§8 30	§6 20	§4 05
P M	A M	.....	.....	.....	.....	8 05	5 00	.....	10 15	12 38	11 00	116.9	arr..+Hartford ♁ lve.	.....	†5 07	8 30	.....	†1050	1 35	.....	5 00	†6 15	.....	A M	P M
.....	.....	.....	.....	.....	.....	8 35	5 53	.....	10 50	1 05	.....	126.0	+..New Britain.. ♁	.....	A M	8 05	.....	A M	12 47	.....	4 08	P M	.....	.....	.....
.....	.....	.....	.....	.....	.....	8 52	6 50	.....	11 50	1 56	....	149.3	+..Waterbury .. ♁	.....	.....	†7 20	.....	.....	11 57	.....	†3 15	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	P M	8 15	.....	A M	3 13	.....	179.9	.....Danbury.... ♁	.....	.....	A M	.....	.....	10 50	.....	P M	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	P M	.....	.....	5 01	3 09	227.4	ar. Poughkeepsie ♁ lv.	.....	.....	.....	.....	.....	†9 00	.....	.....	.....	.....	.....	.....
.....	.....	§6 45	.....	.....	§8 59	6 57	.....	11 38	§1 12	11 55	14.0	0	arr. New Haven. lve.	.....	4 05	§7 35	.....	9 48	§.258	.....	4 00	.....	§7 25	.....	.....
.....	.....	§8 50	§7 00	.....	§1100	8 00	.....	A M	§3 15	1 46	21.4	0	.....New York.....	.....	§†600	§4 49	.....	†8 00	§†100	.....	†2 06	.....	§5 02	.....	.....
.....	.....	P M	¶A M	.....	.....	P M	P M	.....	P M	P M	.....	.....	ARRIVE]	[LEAVE	.....	P M	†A M	.....	A M	†A M	.....	P M	P M	.....	.....

Trains leave Boston §12 15 noon, §4 00, §7 45, †8 07, §10 15, †10 22 p.m., arrive Franklin §1 28, §5 13, §8 58, †8 19, §11 23, †11 33 p.m. Leave Franklin †5 15, †6 10, ◻†6 57, §10 00 a.m., §2 00, §3 15 p.m., arrive Boston †6 23, †7 23, †7 51, §11 15 a.m., §3 15, §10 30 p.m.

ADDITIONAL LOCAL TRAINS BETWEEN BOSTON AND NORWOOD CENTRAL.

Sun	Sun	Sun	Sun	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls	October 3, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun	Sun	Sun
P M	P M	P M	Noon	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	....	lve. Boston. arr.	A M	A M	A M	P M	P M	P M	P M	P M	A M	P M	P M
§1015	§745	§400	§1215	§1122	§1118	§1022	§807	†807	†507	†430	†207	†1107	†1007	†000	0	+. Terminal.. ♁	6 23	7 23	7 53	1 08	3 53	6 08	6 46	10 28	10 53	8 15	3 16	10 30
1022	7 52	4 07	12 22	1 128	— —	10 28	8 14	— —	— —	4 36	2 14	11 14	10 14	6 07	2.4	..Dudley Street..	6 17	7 16	— —	1 02	3 47	— —	— —	— —	10 47	8 09	3 08	10 24
1024	7 54	4 09	12 24	1 131	— —	10 31	8 16	— —	— —	4 38	2 18	11 16	10 16	6 09	2.8	...Bird Street...	6 15	7 14	— —	1 00	3 45	— —	— —	— —	10 46	8 07	3 07	10 22
1027	7 57	4 12	12 27	1 134	— —	10 34	8 19	— —	— —	4 41	2 18	11 19	10 22	6 12	3.6	..Mt. Bowdoin ♁	6 12	7 11	— —	12 57	3 42	— —	— —	— —	10 42	8 04	3 04	10 19
1029	7 59	4 14	12 29	1 138	— —	10 36	8 21	6 17	5 18	4 43	2 21	11 21	10 24	6 14	4.2	..Harvard Street.	6 10	7 09	7 44	12 55	3 40	6 00	6 38	— —	10 40	8 02	3 02	10 17
1031	8 01	4 16	12 31	1 138	— —	10 38	8 23	6 18	5 19	4 45	2 23	11 23	10 26	6 16	4.7	...Dorchester. ♁	6 08	7 07	7 42	12 53	3 38	5 58	6 36	— —	10 38	8 00	3 00	10 15
1035	8 05	4 20	12 35	1 142	— —	10 42	8 27	6 24	5 22	4 49	2 27	11 27	10 30	6 21	5.9	.Blue Hill Ave ♁	6 05	7 03	7 38	12 49	3 34	5 54	6 32	— —	10 34	7 56	2 58	10 11
1038	8 08	4 23	12 38	1 145	— —	10 45	8 30	6 27	5 25	4 52	2 30	11 30	10 33	6 24	6.9	.. River Street..	— —	7 00	7 35	12 46	3 31	5 51	6 28	— —	10 31	7 53	2 53	10 08
1041	8 11	4 26	12 41	1 148	11 34	10 48	8 33	6 30	5 28	4 55	2 33	11 33	10 36	6 27	7.8	... Fairmount.. ♁	6 00	6 57	7 32	12 43	3 28	5 48	6 26	10 15	10 28	7 50	2 50	10 05
1044	8 15	4 30	12 44	1 151	— —	10 52	8 36	6 37	5 35	5 00	2 37	11 36	10 39	6 32	9.1	....Readville. ♁	5 57	6 53	7 28	12 40	3 26	5 44	6 22	— —	10 24	7 46	2 46	10 01
1047	8 18	4 32	12 47	1 154	— —	10 55	8 38	— —	5 38	5 05	2 40	11 39	10 42	6 36	10.0	....Ashcroft.....	5 54	6 48	7 25	12 37	3 22	— —	6 19	— —	10 21	— —	2 43	9 58
1049	8 20	4 34	12 49	1 156	— —	10 57	8 40	— —	5 38	5 07	2 42	11 41	10 44	6 38	10.5	....Endicott.....	5 52	6 46	7 23	12 35	3 20	— —	6 17	— —	10 19	— —	2 41	9 56
1053	8 23	4 38	12 53	1 200	— —	11 00	8 43	— —	5 41	5 11	2 45	11 44	10 47	6 42	12.1	...Islington....	5 49	6 42	7 20	12 32	3 17	— —	6 13	— —	10 15	— —	2 38	9 53
1058	8 29	4 43	12 58	1 205	11 44	11 05	8 48	6 48	5 48	5 16	2 50	11 49	10 52	6 48	14.0	....Norwood.....	5 44	6 37	7 15	12 27	3 12	5 35	6 07	10 05	10 10	— —	2 32	9 47
1100	8 31	4 45	1 00	1207	11 48	11 07	8 50	6 48	5 48	5 18	2 52	11 51	10 54	6 50	14.5	Norwood Cent'l ♁	†542	†635	†713	†1225	†310	†632	†605	§1003	†1008	§736	§230	§945
P M	P M	P M	P M	Night	P M	P M	P M	P M	P M	P M	P M	A M	A M	....	ARRIVE]	[LEAVE	A M	A M	A M	Noon	P M	P M	P M	P M	P M	A M	P M	P M

Additional Trains—Leave Boston for Readville †7 07, †7 33, †7 55, †8 07, §8 30, †8 37, †9 07, §10 15 a.m., †1 07, §2 15, †3 07, †4 07, §5 15, †5 22, †6 37, †6 52, §5 15, †6 22, †6 37, †7 07, †7 37, †9 22 p.m. Leave Boston for Dorchester †6 55, †7 25 a.m., †12 07 noon, †4 56, †5 10, †6 26, †6 40, †5 55, †8 10 p.m. Returning, leave Readville for Boston †5 17, †6 00, †6 39, †7 00, †7 35, †7 43, †7 58, †8 13, †8 32, †8 47, §9 15, †9 24, †10 24 a.m., §12 16 noon, †2 24, §4 16, †4 24, †5 14, §6 18, †7 09, §7 16, †8 24, †9 24 p.m. Leave Dorchester for Boston †7 30, †8 00, †3 15, †8 30, †8 46 a.m., †1 23, †5 38, †8 05, †6 59 p.m.

Via Providence Division.—Leave Boston †7 30, §8 15 a.m., †12 00 noon, †3 27, §5 15, †5 24, †6 27 p.m., run via Providence Division to Readville stopping at Back Bay, arrive Norwood Central †8 05, §8 59 a.m., †12 35 noon, †4 02, §6 04, †5 58, †7 02 p.m. Returning, leave Norwood Central †6 59 †7 22, †8 01, §8 02, †10 08 a.m., †1 08, §5 02, †5 58 p.m., arrive Boston †7 33, †7 51, †8 36, §8 47, †10 40 a.m., †1 40, §5 47, †6 35 p.m.

BOSTON AND MATTAPAN, VIA BOSTON DIVISION.—Trains leave Boston for Harrison Square (3.6 miles), Fields Corner (4.0 miles), Shawmut (4.6 miles), Ashmont (5.1 miles), Cedar Grove (5.6 miles), Milton (6.5 miles), Central Avenue (6.8 miles) and Mattapan (7.8 miles) †6 29, †7 29, †8 29, †9 29, †10 29 a.m., *12 29 noon, †1 29, †2 28, †3 28, *4 29, †4 59, o†5 24, †5 31, o†5 54, †6 03, †6 29, †6 52, §8 52, †8 18, †8 28, †10 18, §10 59, †11 28 p.m. Returning, leave Mattapan †6 06, †6 36, †7 06, †7 28, o†7 41, †8 00, †8 11, †8 36, †9 06, §9 18, †10 06, †11 06 a.m., *1 06, †2 06, †3 08, †4 06, †5 06, §5 33, †8 06, †8 36, †7 06, †9 06, §9 33, †10 08, †10 50 p.m. Time of trip, 25 minutes.

BOSTON AND PASCOAG, VIA WEST ROXBURY.

Sun	Sun.	Sun.	Sun.	Sun	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls.	October 3, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun	Sun.	Sun	Sun	Sun
P M	P M	Noon	A M	A M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	....	lve...Boston...arr.	A M	A M	A M	P M	P M	P M	P M	P M	A M	Noon	P M	P M	P M
§525	§2 53	§1245	§9 10	§525	†11 15	†826	†518	†358	†212	†1234	†805	†654	....	....	.....Terminal.... ♁	7 43	8 51	9 51	1 23	4 25	6 03	7 15	1020	1000	12 39	5 50	5 50	9 23
5 27	2 57	12 49	9 14	5 29	1119	8 29	5 20	4 02	2 16	12 38	8 09	6 58	0	....	..... Back Bay.....	7 38	8 47	9 47	1 19	4 21	5 58	7 11	1018	9 56	12 35	5 46	6 46	9 19
5 45	— —	— —	9 27	5 46	— —	— —	c532	— —	2 28	— —	— —	— —	8.1	....	...West Roxbury....	— —	— —	9 35	— —	4 03	— —	— —	— —	9 44	— —	3 34	— —	9 07
5 48	3 18	1 10	9 35	5 53	1139	8 52	5 40	4 22	2 37	12 58	8 29	7 18	12.1	....	.Needham Junction.	7 19	8 27	9 27	12 58	4 01	5 39	6 51	9 58	9 36	12 16	3 26	5 28	8 59
5 52	3 22	1 14	9 39	5 57	1143	8 56	5 44	4 26	2 41	1 02	8 33	7 21	13.9	..	Charles River. ♁	7 14	8 23	9 23	12 53	3 56	5 35	6 47	9 52	9 32	12 12	3 22	5 22	8 55
5 56	3 26	1 18	9 43	6 00	1147	7 00	5 48	4 30	2 45	1 06	8 37	7 25	15.3	....	.....Dover.....	7 10	8 19	9 19	12 49	3 52	5 29	6 43	9 48	9 28	12 08	3 18	5 18	8 51
6 05	3 35	1 27	9 52	6 08	1156	7 09	5 57	4 38	2 54	1 17	8 47	7 34	19.2	..	Medfield Junc. ♁	7 01	8 11	9 11	12 41	3 44	5 18	6 35	9 40	9 19	11 59	3 09	5 09	8 42
6 12	3 42	1 34	9 59	6 15	1203	7 18	6 04	4 46	3 01	1 24	8 54	7 41	22.3	....	..... Millis..... ♁	6 53	8 04	9 04	12 34	3 36	5 06	6 28	9 33	9 12	11 52	3 02	5 02	8 35
6 17	3 47	1 39	10 04	6 20	1207	7 20	6 08	4 51	3 06	1 29	8 59	7 45	24.6	....	.....Medway..... ♁	6 48	7 59	8 59	12 29	3 31	5 00	6 23	9 28	9 07	11 47	2 57	4 57	8 30
6 21	3 51	1 43	10 08	6 24	1211	7 24	6 12	4 55	3 10	1 33	9 04	7 49	26.2	....	West Medway . ♁	6 44	7 55	8 55	12 25	3 27	4 55	6 19	9 24	9 03	11 43	2 53	4 53	8 26
6 24	3 54	1 46	10 11	6 27	1214	7 27	6 16	4 58	— —	1 36	9 08	7 52	27.4	....	.....Caryville.....	6 41	7 52	8 52	12 22	— —	4 51	6 16	9 21	9 00	11 40	2 50	4 50	8 23
6 27	3 57	1 49	10 14	6 29	1217	7 29	6 18	5 01	— —	1 39	9 11	7 55	28.3	..	North Bellingham.	6 38	7 49	8 49	12 19	— —	4 48	6 13	9 18	8 57	11 37	2 47	4 47	8 20
6 32	4 02	1 54	10 19	6 33	1222	7 34	6 24	5 06	3 18	1 44	9 16	8 00	30.6	..	Bellingham Jn. ♁	6 33	7 44	8 44	12 14	3 18	4 43	6 08	9 13	8 52	11 32	2 42	4 42	8 15
6 41	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	9 26	— —	35.4	..	Woonsocket Jn. ♁	— —	— —	— —	12 05	— —	— —	— —	— —	— —	— —	— —	— —	— —
8 45	4 15	2 08	10 32	6 45	1235	7 47	6 38	5 24	3 33	1 58	9 30	8 16	37.2	..	Woonsocket (Riv. St.) ♁	†620	†730	8 31	†1201	†305	†430	†555	†800	§840	§1120	§230	§430	§800
P M	P M	P M	A M	A M	Night	P M	P M	5 31	P M	P M	A M	A M	40.4	....	.....Slatersville.... ♁	A M	A M	8 18	Noon	P M	P M	P M	P M	A M	A M	P M	P M	P M
....	....	....	....	....	....	....	....	6 37	....	....	....	....	42.8	....	.....Nasonville.....	....	....	8 13	....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	5 46	....	....	....	....	45.9	....	.....Whipple.....	....	....	8 05	....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	5 49	....	....	....	....	46.9	....	.....Harrisville.... ♁	....	....	8 02	....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	5 53	....	....	....	....	48.6	....	.....Pascoag..... ♁	....	....	†758	....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	P M	....	....	....	....	....	....	ARRIVE]	[LEAVE	....	A M	....	....	....	....	....	....	....	....	....	....

Additional Trains—Leave Boston †6 45, †9 45 a.m., †3 37, †4 37, †5 48, †10 00 p.m., arrive Needham Junction 7 09, 10 09 a.m., 4 01, 5 01, 6 10, 10 25 p.m. Leave Needham Junction †6 13, †7 54 a.m., †12 03 noon, †1 41, †3 25, †8 43 p.m., arrive Boston 6 36, 8 24 a.m., 12 27 noon, 2 12, 3 48, 9 24 p.m.

* Daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only; δ stops to leave from Boston and Providence and take for west of Hartford; c stops to take for stations on the Woonsocket Branch; g via Norwich Line; f stops to leave from west of Hartford and to take for Boston; # Saturday only; o does not stop at Harrison Square. ◻ Runs between Boston and Readville, via Providence Division, stopping at Back Bay Station. ● Via Middletown. + Coupon stations; ♁ Telegraph stations.

STANDARD—*Eastern time.*

PROVIDENCE AND NEW LONDON.

December 6, 1909.	Mls	Exp.	Pas.	Pas.	Pas.	Exp.	Exp	Exp.	Pas.	Exp	Exp	Pas.	Exp.	Pas.	Pas.	Exp	Pas.	Exp.	Exp	Exp.	Exp.	Pas.	Sun	Sun.	.....	.....
[LEAVE	....	Night	....	....	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	....	P M	P M	P M	P M	P M	P M	....	A M	....	....	....
Boston (*Terminal*)	....	*12 01	....	....	†6 40	†9 00	†10 00	*10 03	†10 40	†1 00	*1 03	†1 03	*3 00	†3 00	....	†5 00	†4 40	*5 30	†6 50	†8 00	*8 00	....	§6 27	....	....	....
Boston (*Back Bay*)	....	12 05	....	A M	6 44	9 04	10 04	10 07	10 44	1 04	1 07	1 07	3 04	3 04	P M	6 04	4 44	5 34	5 54	8 04	8 04	P M	6 31	P M	....	....
Providence + ♁ lve.	0	*1 20	....	†6 55	†8 00	†10 07	†11 00	*11 10	†12 10	†2 00	*2 10	†2 15	*4 04	†4 10	†6 36	†6 00	†6 10	*6 33	†7 10	†9 07	*9 07	k11 25	§7 57	§4 55	....	....
Auburn ♁	5.0	– –	....	7 04	– –	– –	– –	– –	12 25	Knickerbocker Limited. All Parlor Cars.	– –	e –	– –	– –	– –	– –	6 21	– –	7 19	Norwich Line.	Federal Express.	11 36	8 11	5 11	....	....
Apponaug	10.6	– –	....	7 16	8 17	Colonial Express.	– –	– –	12 38		– –	2 34	Shore Line Express.	4 30	6 54	Merchants' Limited. All Parlor Cars.	6 34	– –	7 34			11 52	8 26	5 28	....	....
East Greenwich ♁	13.3	– –	....	7 23	8 22		Bay State Limited. Parlor Cars only.	– –	12 46		– –	2 39		4 37	8 04		6 43	– –	7 43			12 03	8 34	5 34	....	....
Wickford Junc. ♁	19.4	– –	....	7 34	8 31			t11 40	12 56		t2 38	2 50		4 48	6 15		6 53	y7 01	7 58			12 15	8 46	5 48	....	....
Kingston ♁	27.0	c2 08	....	7 50	8 43			11 54	Noon		2 51	3 08		5 03	P M		P M	7 13	14			Night	9 02	6 02	....	....
Carolina	33.2	Bay Coaches and Sleeping Cars.	....	8 03	8 55			– –	....		– –	3 18		5 14	....		....	– –	l8 30			....	9 14	6 14	....	....
Wood River Jn. ♁	35.1		....	8 07	9 00			– –	....		– –	3 22		5 18	....		....	– –	8 34			....	9 19	6 19	....	....
Niantic ♁	39.1		A M	8 14	9 06	– –		– –	....		– –	3 29	– –	5 25	....		....	– –	8 42			....	9 26	6 28	....	....
Westerly + ♁	43.8	c2 33	†6 30	8 24	9 16	11 10		12 15	....		3 13	3 39	4 08	5 35	....		....	7 33	8 51	10 08	10 08	....	9 35	6 35	....	....
Stonington + ♁	49.3		6 40	8 33	9 27	– –		12 24	....		t3 22	3 48	– –	5 45	....		....	– –	9 01	– –	– –	....	9 45	6 45	....	....
Mystic ♁	52.7		6 47	8 40	9 33	– –		– –	....		d3 27	3 55	– –	5 52	....		....	y7 45	9 08	– –	– –	....	9 52	6 52	....	....
Noank	54.8		6 53	8 47	9 39	– –		– –	....		– –	4 02	– –	5 57	....		....	– –	8 13	– –	– –	....	9 58	6 58	....	....
Groton	60.8		7 05	9 00	9 50	– –	– –	– –	....		– –	4 13	– –	6 0[illegible]	....	– –	....	– –	– –	– –	– –	....	10 10	7 10	....	....
New London + ♁ ar.	62.2	3 10	7 10	9 05	9 55	11 40	12 12	12 45	....	3 12	3 45	4 20	5 24	6 15	....	7 12	....	8 05	9 30	10 38	10 38	....	10 15	7 15	....	....
New Haven ....arr.	114.0	4 38	9 28	A M	11 50	12 50	1 15	1 56	....	4 15	4 56	P M	6 34	P M	....	8 15	....	9 10	P M	P M	11 55	....	A M	P M	....	....
New York (G.C.Station	188.0	6 57	11 27	....	1 46	3 15	3 00	4 00	....	5 00	7 00	....	8 50	....	....	10 00	....	11 00	▲	▲	☉1 55	....	....	....	....	....
[ARRIVE	....	A M	A M	....	P M	P M	P M	P M	....	P M	P M	....	P M	....	....	P M	....	P M	....	....	A M	....	....	....	....	....

STATIONS.	Exp.	Exp	Exp	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Exp.	Exp.	Pas.	Exp.	Exp	Pas.	Exp.	Exp	Pas.	Exp	Exp.	Sun.	Sun	....	....
[LEAVE	Night	....	....	....	....	....	....	A M	....	A M	A M	....	P M	P M	P M	☐	P M	P M	P M	P M	....	P M	....	....
New York (G.C.Station	*12 00	●	A M	....	....	....	....	†4 49	....	†10 00	*10 05	....	†1 00	*1 02	†1 02	P M	*3 00	†3 00	†5 00	*5 33	....	§1 02	....	....
New Haven ....lve.	2 20	A M	*2 51	....	....	A M	A M	7 47	....	11 42	12 05	P M	2 42	2 58	2 58	†4 20	4 55	4 55	6 42	7 20	A M	2 58	....	....
New London ...lve.	*3 47	†4 07	*4 07	....	....	†6 25	†7 40	†9 45	....	†11 45	*1 17	†1 35	†3 45	*4 10	†4 15	†5 35	*6 02	†6 10	†7 45	*8 27	§6 25	§4 15	....	....
Groton	– –	– –	Federal Exp. Coaches and Sleeping Cars.	....	....	6 30	7 45	9 51	....	Bay State Limited. Parlor Cars only.	– –	1 40	Knickerbocker Limited. All Parlor Cars.	– –	4 20	Colonial Express.	– –	6 14	– –	– –	6 30	4 20	....	....
Noank	– –	– –		....	....	6 43	7 57	10 05	....		– –	1 52		– –	4 31		Shore Line Express.	6 28	Merchants' Limited. All Parlor Cars.	– –	6 43	4 32	....	....
Mystic	– –	– –		....	....	6 49	8 01	10 09	....		– –	1 58		p –	4 39			6 34		z8 45	6 49	4 38	....	....
Stonington	– –	Norwich Line.		....	....	6 56	8 07	10 15	....		1 42	2 05		o r	4 43			6 40		z8 49	6 56	4 45	....	....
Westerly	4 25		§4 40	....	....	7 07	8 18	10 25	....		1 51	2 15		4 48	4 53	g6 07	6 30	6 48		8 57	7 07	4 55	....	....
Niantic	Bay Coaches and Sleeping Cars.			....	....	7 16	8 26	10 34	....		– –	2 23		– –	5 00	– –		P M		Shore Line Express.	7 16	5 04	....	....
Wood River Junc.				....	....	7 23	m –	10 43	....		– –	2 31		– –	5 07			....			7 23	5 11	....	....
Carolina				....	....	7 28	8 34	10 47	....		– –	2 36		– –	5 11			....			7 28	5 16	....	....
Kingston				A M	A M	7 45	8 47	11 04	P M		2 14	2 52		5 10	5 25	6 31		....		z9 20	7 45	5 28	....	....
Wickford Junc.	l5 04		§5 14	†5 40	†6 55	8 03	9 00	11 18	†1 02		l2 26	3 05		z5 28	5 39			....		z9 30	8 03	5 43	....	....
East Greenwich		– –	– –	5 52	7 07	8 18	9 08	11 27	1 13		– –	3 20		– –	5 51			....			8 18	5 55	....	....
Apponaug		– –	– –	5 57	7 15	8 27	– –	– –	1 20		– –	3 27		– –	5 59	– –		....	– –		8 26	6 03	....	....
Auburn		– –	–	6 05	7 30	– –	– –	– –	1 35	– –	– –	n –		– –	n –	– –		....	– –		8 39	6 18	....	....
Providence ....arr.	5 38	5 45	5 45	6 40	7 45	8 50	9 30	11 47	1 50	1 59	2 53	3 50	4 59	6 53	6 23	7 13	7 25	....	8 59	9 57	8 55	6 35	....	....
Boston (*Back Bay*)	6 52	6 55	6 55	8 16	9 16	10 16	10 33	1 16	3 16	2 55	3 55	5 16	5 55	6 55	P M	8 15	8 25	....	9 55	10 55	10 09	P M	....	....
Boston (*Terminal*)	6 57	7 00	7 00	8 20	9 20	10 20	10 37	1 20	3 20	3 00	4 00	5 20	6 00	7 00	....	8 20	8 30	....	10 00	11 00	10 13	....	....	....
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	....	P M	P M	....	P M	P M	A M	....	....	....

▲ Arrives New York, via Norwich Line, 7 00 a.m., except Mondays. ☐ Leaves New York 2 00 p.m.; change cars at New Haven. ● Leaves New York via Norwich Line, †5 00 p.m.

PROVIDENCE AND HOPE.—Trains leave Providence for Auburn, South Auburn, Pettaconsett, Sockanosset, Howard, Pontiac, East Natick, Westcott, River Point, Clyde, Phenix, Harris, Arkwright, Jackson and Hope (15.4 miles) †6 27, †10 45 a.m., †4 30, †6 02, †6 38, k11 30 p.m. Returning, leave Hope k5 45, †7 45, †8 30 a.m., †12 45 noon, †5 33, k7 25 p.m. Running time, 40 minutes.

PROVIDENCE AND WORCESTER.

Sun	Sun.	Sun	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls	October 3, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.	Sun.	Sun
P M	Noon	A M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	Noon	P M	P M	P M	P M	P M	P M	A M	Noon	P M	P M
§8 04	§12 25	§7 50	†10 20	†8 04	*6 06	†4 12	†12 25	†9 40	†7 50	†6 10	†5 00	0	+ ...**Providence**... ♁	7 57	9 02	12 20	1 30	3 48	5 48	7 57	9 50	11 56	9 04	12 20	5 48	9 48
8 13	12 34	7 59	10 31	8 13	6 15	4 21	12 34	9 49	7 59	6 19	5 09	4.5	+ ....Pawtucket.... ♁	7 49	8 54	12 12	1 22	3 40	5 40	7 49	9 40	11 45	8 56	12 12	5 40	9 40
8 34	12 56	8 25	11 03	8 34	6 35	4 42	12 56	10 09	8 25	6 50	5 30	16.4	+ **Woonsocket** (Main St.) ♁	7 29	8 34	11 49	1 03	3 20	5 20	7 16	9 10	11 15	8 36	11 49	5 20	9 10
8 39	1 01	8 31	11 08	8 39	6 40	4 48	1 01	10 14	8 31	6 55	5 35	18.0	.....**Blackstone**.... ♁	7 24	8 29	11 43	12 55	3 14	5 14	7 11	9 05	11 10	8 30	11 43	5 14	9 05
8 44	1 06	8 36	11 13	8 44	6 45	4 54	1 06	10 19	8 36	7 00	5 40	20.3	.......Millville..... ♁	7 19	8 22	11 38	12 49	3 08	5 09	7 06	9 00	11 05	8 26	11 38	5 09	9 00
8 52	1 15	8 44	11 21	8 52	6 54	5 02	1 15	10 28	8 44	7 08	5 48	24.9	.......Uxbridge..... ♁	7 11	8 14	11 30	12 41	3 01	5 01	6 57	8 51	10 57	8 18	11 30	5 01	8 52
8 57	1 21	8 50	11 26	8 57	6 59	5 07	1 21	10 33	8 50	7 13	5 53	26.7	........Whitins...... ♁	7 06	8 09	11 25	12 37	2 56	4 56	6 52	8 47	10 53	8 13	11 25	4 58	8 48
9 05	1 29	8 58	11 34	9 05	7 07	5 17	1 29	10 41	8 58	7 21	6 01	31.0	......Northbridge.... ♁	6 58	8 01	11 17	12 29	2 48	4 48	6 43	8 39	10 44	8 05	11 17	4 48	8 39
9 10	1 34	9 03	11 38	– –	7 12	5 22	1 34	– –	9 03	7 26	6 06	33.0	.....Farnumsville... ♁	6 54	7 58	– –	12 24	– –	4 43	6 38	8 35	10 40	8 02	11 13	4 43	8 34
9 14	1 39	9 07	11 41	– –	7 16	5 26	1 39	– –	9 07	7 30	6 10	34.4	....Saundersville... ♁	6 51	– –	– –	12 20	– –	4 39	6 34	8 32	10 37	7 59	11 11	4 39	8 30
9 16	1 41	9 10	11 42	– –	7 18	5 28	1 41	– –	9 10	7 32	6 12	35.1	.... Wilkinsonville.. ♁	6 49	– –	– –	12 18	– –	4 37	6 32	8 31	10 36	7 57	11 10	4 37	8 28
9 22	1 47	9 17	11 47	9 17	7 24	5 34	1 47	10 53	9 17	7 38	6 18	37.7	.......Millbury..... ♁	6 44	7 51	11 05	12 12	2 36	4 31	6 26	8 27	10 32	7 51	11 05	4 31	8 22
9 31	1 56	9 27	11 56	– –	7 33	5 45	1 56	– –	9 27	7 48	6 27	42.7	...South Worcester. ♁	6 36	7 43	– –	12 03	– –	4 22	6 18	8 18	10 23	7 43	10 57	4 22	8 13
9 34	2 00	9 31	11 59	9 28	7 36	5 50	2 00	11 05	9 31	7 52	6 30	43.6	+ ...**Worcester**... ♁	†6 33	†7 40	†10 55	†12 00	†2 25	†4 19	†6 15	†8 15	†10 20	§7 40	§10 55	§4 19	§8 10
P M	P M	A M	P M	P M	P M	P M	P M	A M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	Noon	P M	P M	P M	P M	P M	A M	A M	P M	P M

LOCAL TRAINS BETWEEN PROVIDENCE AND BLACKSTONE.

Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Ms.	December 27, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.
P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M
†11 15	†10 20	*7 20	*6 20	*5 25	†4 30	*3 25	†1 55	*11 25	†10 25	*9 20	†8 45	†6 10	0	+. **Providence**. ♁	6 36	7 35	8 35	10 35	12 35	1 43	2 36	4 25	5 32	6 25	7 57	9 50	11 55
11 23	10 28	7 28	6 28	5 33	4 38	3 33	2 03	11 33	10 33	9 28	8 53	– –	3.5	.... Woodlawn .. ♁	6 28	7 28	8 28	10 28	12 28	1 36	2 28	4 18	5 25	6 18	– –	t9 45	11 48
11 26	10 31	7 31	6 31	5 36	4 41	3 37	2 06	11 36	10 36	9 31	8 56	6 19	4.5	+..Pawtucket .. ♁	6 24	7 25	8 25	10 25	12 25	1 33	2 25	4 15	5 22	6 15	7 49	9 40	11 45
11 29	10 33	7 33	6 33	5 39	4 43	3 39	2 08	11 38	10 38	9 33	8 58	– –	5.0	...Central Falls. ♁	6 21	7 23	8 23	10 23	12 23	1 31	2 23	4 13	5 20	6 13	– –	9 38	11 43
11 33	10 37	7 37	6 37	5 43	4 46	3 42	2 11	11 41	10 41	9 36	9 01	6 25	6.2	....Valley Falls.. ♁	6 17	7 19	8 19	10 19	12 19	1 27	2 19	4 09	5 16	6 09	7 43	9 34	11 39
11 36	10 40	7 40	6 40	5 46	4 49	3 44	2 14	11 44	10 44	9 39	9 04	6 27	7.1	..... Lonsdale... ♁	6 15	7 17	8 17	10 17	12 17	1 25	2 17	4 07	5 14	6 07	7 40	9 32	11 37
11 40	10 44	7 44	6 44	5 50	4 53	3 48	2 18	11 48	10 47	9 43	9 08	6 31	8.9	..... Berkeley... ♁	6 11	7 13	8 13	10 13	12 13	1 21	2 13	4 03	5 10	6 03	7 36	9 28	11 33
11 42	10 46	7 46	6 46	5 52	4 55	3 50	2 20	11 50	– –	9 45	9 10	6 33	9.5	......Ashton.... ♁	6 09	7 11	8 11	10 11	12 11	1 19	2 11	4 01	5 08	6 01	7 33	9 26	11 31
11 46	10 50	7 50	6 50	5 55	4 59	3 54	2 24	11 54	– –	9 49	9 14	6 36	11.2	...... Albion......	6 05	7 07	8 07	10 07	12 07	1 15	2 07	3 57	5 04	5 57	7 28	9 22	11 27
11 51	10 54	7 55	6 55	6 01	5 03	3 58	2 28	11 58	10 54	9 53	9 18	6 40	12.7	......Manville. .. ♁	6 01	7 03	8 03	10 03	12 03	1 12	2 03	3 53	5 00	5 53	7 24	9 18	11 23
12 01	11 03	8 05	7 05	6 11	5 11	4 06	2 36	12 06	11 01	10 01	9 26	6 50	16.4	+ **Woonsocket** ♁	5 53	6 55	7 55	9 55	11 55	1 05	1 55	3 45	4 52	5 45	7 16	9 10	11 16
12 05	11 08	8 09	7 09	6 15	5 15	4 10	2 40	12 10	11 05	10 05	9 30	6 55	18.0	... **Blackstone**. ♁	†5 48	†6 50	*7 50	*9 50	*11 50	†1 00	*1 50	†3 40	†4 47	†5 40	†7 11	*9 05	†11 10
Night	P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M

Additional Blackstone Trains—Lve. Providence §7 25 a.m., †12 10 noon, §1 25, §8 36 p.m., arr. Blackstone §8 10 a.m., †12 53 noon, §2 10, §10 23 p.m. Lve. Blackstone §8 50, †10 58 a.m., †2 50, §3 50, §5 36 §8 50 §7 50 p.m., arr. Providence §9 35, †11 35 a.m., †3 35, §4 35, §6 21, §7 35, §8 36 p.m.
Additional Trains—Leave Providence for Lonsdale †8 15, †9 20, §10 25 p.m.; for Valley Falls †6 47, †7 55, †8 55, †11 50 †11 55 a.m., §3 53, †4 25, †4 46, †8 10, †6 26, §7 40, k11 20 p.m. Leave Lonsdale for Providence †6 00 a.m., †7 25, †10 17, §10 57 p.m. Leave Valley Falls for Providence †6 54, †7 24, †9 00, §9 54, †9 57 a.m., †1 35, †2 09, †4 57, †6 13 §8 54, †7 04 p.m., k12 22 night. STANDARD—*Eastern time.*

* Daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only; *c* stops to leave from Providence and east; *d* stops to leave from Boston and Providence and to take for New Haven and points west; *e* stops to take for Wickford Jn. and beyond; *g* stops to leave from west of Jersey City; *k* Saturday only; *l* stops to leave passengers; *m* stops Monday only; *n* stops to leave from Wickford Jn. and west; *o* stops Sunday only to leave from New Haven and points north and west; *p* stops week-days and Sundays to take for Providence and Boston, week-days only to leave from Saybrook Jn. and points west, and Sunday only to leave from New Haven and points west; *r* stops week-days only to leave from Saybrook Jn. and north and west; *s* stops Sunday only; *t* does not stop Sunday; *y* stops to leave passengers from Boston and to take for New York; *z* stops to leave passengers from New York. ☉ Arrives Harlem River Station, New York. + Coupon stations; ♁ Telegraph stations.

PROVIDENCE AND NEW LONDON.

December 6, 1909.	Mls	Exp.	Pas.	Pas.	Pas.	Exp.	Exp	Exp.	Pas.	Exp	Exp	Pas.	Exp.	Pas.	Pas.	Exp	Pas.	Exp.	Exp	Exp.	Exp.	Pas.	Sun	Sun	....	....
[LEAVE	....	Night	....	....	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	....	P M	P M	P M	P M	P M	P M	....	A M	....	....	....
Boston (*Terminal*)	....	*12 01	....	....	†6 40	†9 00	†10 00	*10 03	†10 40	†1 00	*1 03	†1 03	*3 00	†3 00	....	†5 00	†4 40	*5 30	†5 50	†8 00	*8 00	....	§6 27	....	....	....
Boston (*Back Bay*)	....	12 05	....	A M	6 44	9 04	10 04	10 07	10 44	1 04	1 07	1 07	3 04	3 04	P M	5 04	4 44	5 34	5 54	8 04	8 04	P M	6 31	P M	....	....
Providence + ♁ lve.	0	*1 20	....	†6 55	†8 00	†10 07	†11 00	*11 10	†12 10	†2 00	*2 10	†2 16	*4 04	†4 10	†5 35	†6 00	†6 10	*6 33	†7 10	†9 07	*9 07	k11 25	§7 57	§4 55	....	....
Auburn ♁	5.0	– –	....	7 04	– –	– –	– –	– –	12 25	Knickerbocker Limited. All Parlor Cars.	– –	e –	– –	– –	– –	– –	6 21	– –	7 19	Norwich Line.	Federal Express.	11 35	8 11	5 11	....	....
Apponaug	10.6	– –	....	7 16	8 17	Colonial Express.	– –	– –	12 38		– –	2 34	Shore Line Express.	4 30	5 54	Merchants' Limited. All Parlor Cars.	6 34	– –	7 34			11 52	8 26	5 26	....	....
East Greenwich ♁	13.3	– –	....	7 23	8 22		Bay State Limited. Parlor Cars only.	– –	12 46		– –	2 39		4 37	6 04		6 43	– –	7 43			12 03	8 34	5 34	....	....
Wickford Junc. ♁	19.4	– –	....	7 34	8 31			t11 40	12 56		t2 38	2 50		t4 48	6 16		6 53	y7 01	7 56			12 16	8 46	5 46	....	....
Kingston ♁	27.0	s2 08	....	7 50	8 43			11 54	Noon		2 51	3 06		5 05	P M		P M	7 13	14			Night	9 02	6 02	....	....
Carolina	33.2	Day Coaches and Sleeping Cars.	....	8 03	8 55			– –	....		– –	3 18		5 14	....		....	– –	t8 30			....	9 14	6 14	....	....
Wood River Jn. ♁	35.1		....	8 07	9 00			– –	....		– –	3 22		5 18	....		....	– –	8 34			....	9 19	6 19	....	....
Niantic ♁	39.1		A M	8 14	9 06	– –		– –	....		– –	3 29	–	5 25	....		....	– –	8 42			....	9 26	6 26	....	....
Westerly + ♁	43.8	c2 33	†6 30	8 24	9 16	11 10		12 15	....		3 13	3 39	4 08	5 36	....		....	7 33	8 51	10 08	10 08	....	9 35	6 35	....	....
Stonington + ♁	49.3		6 40	8 33	9 27	– –		12 24	....		t3 22	3 48	– –	5 45	....		....	– –	9 01	– –	– –	....	9 45	6 45	....	....
Mystic ♁	52.7		6 47	8 40	9 33	– –		– –	....		d3 27	3 55	– –	5 52	....		....	y7 45	9 08	– –	– –	....	9 52	6 52	....	....
Noank	54.8		6 53	8 47	9 39	– –		– –	....		– –	4 02	– –	5 57	....		....	– –	9 13	– –	– –	....	9 58	6 58	....	....
Groton	60.8		7 05	9 02	9 50	– –	– –	– –	....		– –	4 13	– –	6 03	....	– –	....	– –	– –	– –	– –	....	10 10	7 10	....	....
New London + ♁ ar.	62.2	3 10	7 10	9 05	9 55	11 40	12 12	12 45	....	3 12	3 46	4 20	5 24	6 15	....	7 12	....	8 05	9 30	10 38	10 38	....	10 15	7 15	....	....
New Haven ....arr.	114.0	4 38	9 28	A M	11 50	12 50	1 15	1 56	....	4 15	4 59	P M	6 34	P M	....	8 15	....	9 10	P M	P M	11 55	....	A M	P M	....	....
New York (G.C.Station)	188.0	6 57	11 27	....	1 45	3 15	3 00	4 00	....	6 00	7 00	....	8 30	....	....	10 00	....	11 00	▲	▲	⊙1 55	....	....	....	....	....
[ARRIVE	....	A M	A M	....	P M	P M	P M	P M	....	P M	P M	....	P M	....	....	P M	....	P M	....	....	A M	....	....	....	....	....

STATIONS.	Exp.	Exp	Exp	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Exp.	Exp.	Pas.	Exp.	Exp	Pas.	Exp.	Exp	Pas.	Exp	Exp.	Sun.	Sun.	....	....
[LEAVE	Night	....	....	....	....	....	....	A M	....	A M	A M	....	P M	P M	P M	□	P M	P M	P M	P M	....	P M	....	....
New York (G.C.Station)	*12 00	●	A M	....	....	....	....	†4 49	....	†10 00	*10 02	....	†1 00	*1 02	†1 02	P M	*3 00	†3 00	†5 00	*5 33	....	§1 02	....	....
New Haven ....lve.	2 20	A M	*2 51	....	....	A M	A M	7 47	....	11 42	12 05	P M	2 42	2 58	2 58	†4 20	4 55	4 55	6 42	7 20	A M	2 58	....	....
New London ...lve.	*3 47	¶4 07	*4 07	....	....	†6 25	†7 40	†9 45	....	†12 45	*1 17	†1 35	†3 45	*4 10	†4 15	†5 35	*6 02	†6 10	†7 45	*8 27	§6 25	§4 15	....	....
Groton	– –	– –	Federal Exp. Coaches and Sleeping Cars.	....	....	6 30	7 45	9 51	....	– –	– –	1 40	Knickerbocker Limited. All Parlor Cars.	– –	4 20	Colonial Express.	– –	6 14	– –	– –	6 30	4 20	....	....
Noank	– –	– –		....	....	6 43	7 57	10 05	....	– –	– –	1 52		– –	4 31		Shore Line Express.	6 28	Merchants' Limited. All Parlor Cars.	– –	6 43	4 32	....	....
Mystic	– –	– –		....	....	6 49	8 01	10 09	....	Bay State Limited. Parlor Cars only.	– –	1 58		p –	4 36			6 34		z8 45	6 49	4 38	....	....
Stonington	– –	Norwich Line.		....	....	6 55	8 07	10 15	....		1 42	2 05		o r	4 43			6 40		z8 49	6 56	4 45	....	....
Westerly	4 25		g4 40	....	....	7 07	8 18	10 25	....		1 51	2 15		4 48	4 53	g6 07	6 30	6 48		57	7 07	4 55	....	....
Niantic	Day Coaches and Sleeping Cars.			....	....	7 16	8 26	10 34	....		– –	2 23		– –	5 00	– –		P M		Shore Line Express.	7 16	5 04	....	....
Wood River Junc.				....	....	7 23	m –	10 43	....		– –	2 31		– –	5 07			....			7 23	5 11	....	....
Carolina				....	....	7 28	8 34	10 47	....		– –	2 36		– –	5 11			....			7 28	5 16	....	....
Kingston				A M	A M	7 45	8 47	11 04	P M		2 14	2 52		5 10	5 25	6 31		....		z9 20	7 45	5 28	....	....
Wickford Junc.	l5 04		g5 14	†5 40	†6 55	8 03	9 03	11 18	†1 02		t2 26	3 06		t5 23	5 39			....		z9 30	8 03	5 43	....	....
East Greenwich		– –	–	5 52	7 07	8 18	9 08	11 27	1 13		– –	3 20		– –	5 51			....			8 18	5 55	....	....
Apponaug		– –	–	5 57	7 15	8 27	– –	– –	1 20		– –	3 27		– –	5 59	– –		....	– –		8 26	6 05	....	....
Auburn		– –		6 35	7 30	– –	– –	– –	1 35	– –	– –	n –		– –	n –	– –		....	– –		8 39	6 18	....	....
Providence ....arr.	5 38	5 45	5 45	6 40	7 45	8 50	9 30	11 47	1 50	1 59	2 53	3 50	4 59	6 53	6 23	7 13	7 25	....	8 59	9 57	8 55	8 36	....	....
Boston (*Back Bay*)	6 52	6 55	6 55	8 16	9 16	10 16	10 33	1 16	3 16	2 55	3 55	5 16	5 56	6 55	P M	8 15	8 25	....	9 55	10 55	10 09	P M	....	....
Boston (*Terminal*)	6 57	7 00	7 00	8 20	9 20	10 20	10 37	1 20	3 20	3 00	4 00	5 20	6 00	7 00	....	8 20	8 30	....	10 00	11 00	10 13	....	....	....
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	....	P M	P M	....	P M	P M	A M	....	....	....

▲ Arrives New York, via Norwich Line, 7 00 a.m., except Mondays. □ Leaves New York 2 00 p.m.; change cars at New Haven. ● Leaves New York via Norwich Line, †5 00 p.m.

PROVIDENCE AND HOPE.—Trains leave Providence for Auburn, South Auburn, Pettaconsett, Sockanosset, Howard, Pontiac, East Natick, Westcott, River Point, Clyde, Phenix, Harris, Arkwright, Jackson and Hope (15.4 miles) †6 27, †10 45 a.m., †4 30, †6 02, †6 38, k11 30 p.m. Returning, leave Hope k5 45, †7 45, †8 30 a.m., †12 45 noon, †6 33, k7 25 p.m. Running time, 40 minutes.

PROVIDENCE AND WORCESTER.

Sun	Sun.	Sun	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls	October 3, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.	Sun.	Sun
P M	Noon	A M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	Noon	P M	P M	P M	P M	P M	P M	A M	Noon	P M	P M
§8 04	§2 25	§7 50	†10 20	†8 04	*6 06	†4 12	†12 25	†9 40	†7 50	†6 10	†5 00	0	+ ...**Providence**... ♁	7 57	9 02	12 20	1 30	3 48	5 48	7 57	9 50	11 56	9 04	12 20	6 48	8 48
8 13	12 34	7 59	10 31	8 13	6 15	4 21	12 34	9 49	7 59	6 19	5 09	4.5	+ ....Pawtucket.... ♁	7 49	8 54	12 12	1 22	3 40	5 40	7 49	9 40	11 45	8 56	12 12	6 40	8 40
8 34	12 56	8 25	11 03	8 34	6 36	4 42	12 56	10 09	8 25	6 50	5 30	16.4	+ **Woonsocket** Main St. ♁	7 29	8 34	11 49	1 00	3 20	5 20	7 16	9 10	11 15	8 36	11 49	6 20	9 10
8 39	1 01	8 31	11 08	8 39	6 40	4 48	1 01	10 14	8 31	6 55	5 35	18.0	.....**Blackstone**... ♁	7 24	8 29	11 43	12 55	3 14	5 14	7 11	9 05	11 10	8 30	11 43	5 14	9 05
8 44	1 06	8 36	11 13	8 44	6 45	4 54	1 06	10 19	8 36	7 00	5 40	20.3	.......Millville..... ♁	7 19	8 22	11 38	12 49	3 09	5 09	7 05	9 00	11 05	8 26	11 38	5 09	9 00
8 52	1 15	8 44	11 21	8 52	6 54	5 02	1 15	10 28	8 44	7 08	5 48	24.9	.......Uxbridge..... ♁	7 11	8 14	11 30	12 41	3 01	5 01	6 57	8 51	10 57	8 18	11 30	5 01	8 52
8 57	1 21	8 50	11 26	8 57	6 59	5 07	1 21	10 33	8 50	7 13	5 53	26.7	........Whitins...... ♁	7 06	8 09	11 25	12 37	2 56	4 56	6 52	8 47	10 53	8 13	11 25	4 56	8 48
9 05	1 29	8 58	11 34	9 05	7 07	5 17	1 29	10 41	8 58	7 21	6 01	31.0	......Northbridge.... ♁	6 58	8 01	11 17	12 29	2 48	4 48	6 43	8 39	10 44	8 05	11 17	4 48	8 39
9 10	1 34	9 03	11 38	– –	7 12	5 22	1 34	– –	9 03	7 26	6 06	33.0	.....Farnumsville... ♁	6 54	7 58	– –	12 24	– –	4 43	6 38	8 35	10 40	8 02	11 13	4 43	8 34
9 14	1 39	9 07	11 41	– –	7 16	5 26	1 39	– –	9 07	7 30	6 10	34.4	.....Saundersville... ♁	6 51	– –	– –	12 20	– –	4 39	6 34	8 32	10 37	7 59	11 11	4 39	8 30
9 16	1 41	9 10	11 42	– –	7 18	5 28	1 41	– –	9 10	7 32	6 12	35.1	...., Wilkinsonville.. ♁	6 49	– –	– –	12 18	– –	4 37	6 32	8 31	10 36	7 57	11 10	4 37	8 28
9 22	1 47	9 17	11 47	9 17	7 24	5 34	1 47	10 53	9 17	7 38	6 18	37.7	.......Millbury..... ♁	6 44	7 51	11 05	12 12	2 36	4 31	6 26	8 27	10 32	7 51	11 05	4 31	8 22
9 31	1 56	9 27	11 56	– –	7 33	5 45	1 56	– –	9 27	7 48	6 27	42.7	...South Worcester. ♁	6 36	7 43	– –	12 03	– –	4 22	6 18	8 18	10 23	7 43	10 57	4 22	8 13
9 34	2 00	9 31	11 59	9 28	7 36	5 50	2 00	11 05	9 31	7 52	6 30	43.6	+ ...**Worcester**... ♁	†6 33	†7 40	†10 55	†12 00	†2 25	†4 19	†6 15	†8 15	†10 20	§7 40	§10 55	§4 19	§8 10
P M	P M	A M	P M	P M	P M	P M	P M	A M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	Noon	P M	P M	P M	P M	P M	A M	A M	P M	P M

LOCAL TRAINS BETWEEN PROVIDENCE AND BLACKSTONE.

Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Ms.	December 27, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.
P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M
†11 15	†10 20	*7 20	*6 20	*5 25	†4 30	*3 25	†1 55	*11 25	†10 25	*9 20	†8 45	†6 10	0	+ . **Providence**. ♁	6 36	7 35	8 35	10 35	12 35	1 43	2 36	4 26	5 32	6 25	7 57	9 50	11 56
1 23	10 28	7 28	6 28	5 33	4 38	3 33	2 03	11 33	10 33	9 28	8 53	– –	3.5	...., Woodlawn .. ♁	6 28	7 28	8 28	10 28	12 25	1 36	2 28	4 18	5 25	6 18	– –	t9 45	11 48
1 26	10 31	7 31	6 31	5 36	4 41	3 37	2 06	11 36	10 36	9 31	8 56	6 19	4.5	+ .. Pawtucket .. ♁	6 24	7 25	8 25	10 25	12 25	1 33	2 25	4 16	5 22	6 15	7 49	9 40	11 45
1 29	10 33	7 33	6 33	5 39	4 43	3 39	2 08	11 38	10 38	9 33	8 58	– –	5.0	...Central Falls. ♁	6 21	7 23	8 23	10 23	12 23	1 31	2 23	4 13	5 20	6 13	– –	9 38	11 43
1 33	10 37	7 37	6 37	5 43	4 46	3 42	2 11	11 41	10 41	9 36	9 01	6 25	6.2	....Valley Falls.. ♁	6 17	7 19	8 19	10 19	12 19	1 27	2 19	4 09	5 16	6 09	7 43	9 34	11 39
1 36	10 40	7 40	6 40	5 46	4 49	3 44	2 14	11 44	10 44	9 39	9 04	6 27	7.1	..... Lonsdale... ♁	6 15	7 17	8 17	10 17	12 17	1 25	2 17	4 07	5 14	6 07	7 40	9 32	11 37
1 40	10 44	7 44	6 44	5 50	4 53	3 48	2 18	11 48	10 47	9 43	9 08	6 31	8.9	..... Berkeley... ♁	6 11	7 13	8 13	10 13	12 13	1 21	2 13	4 03	5 10	6 03	7 35	9 28	11 33
1 42	10 46	7 46	6 46	5 52	4 55	3 50	2 20	11 50	– –	9 45	9 10	6 33	9.5	......Ashton.... ♁	6 09	7 11	8 11	10 11	12 11	1 19	2 11	4 01	5 08	6 01	7 33	9 26	11 31
1 46	10 50	7 50	6 50	5 56	4 59	3 54	2 24	11 54	– –	9 49	9 14	6 36	11.2	...... Albion.......	6 05	7 07	8 07	10 07	12 07	1 16	2 07	3 57	5 04	5 57	7 28	9 22	11 27
1 51	10 54	7 55	6 55	6 01	5 03	3 58	2 28	11 58	10 54	9 53	9 18	6 40	12.7	......Manville. .. ♁	6 01	7 03	8 03	10 03	12 03	1 12	2 03	3 53	5 00	5 53	7 24	9 18	11 23
2 01	11 03	8 05	7 05	6 11	5 11	4 06	2 38	12 06	11 01	10 01	9 26	6 50	16.4	+ **Woonsocket** ♁	5 53	6 55	7 55	9 55	11 55	1 06	1 55	3 46	4 52	5 45	7 16	9 10	11 16
2 05	11 08	8 09	7 09	6 15	5 15	4 10	2 40	12 10	11 05	10 05	9 30	6 55	18.0	... **Blackstone**. ♁	†5 48	†6 50	*7 50	*9 50	*11 50	†1 00	*1 50	†3 40	†4 47	†5 40	†7 11	*9 05	†11 10
Night	P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M

Additional Blackstone Trains—Lve. Providence §7 25 a.m., †12 10 noon, §1 25, §9 35 p.m., arr. Blackstone §8 10 a.m., †12 53 noon, §2 10, §10 23 p.m. Lve. Blackstone §8 50, †10 58 a.m., †2 50, §3 50, §5 36 §6 50 §7 50 p.m., arr. Providence §9 35, †11 35 a.m., †3 35, §4 35, §6 21, §7 35, §8 35 p.m.
Additional Trains—Leave Providence for Lonsdale †6 15, †9 20, §10 25 p.m.; for Valley Falls †6 47, †7 55, †8 55, †11 50 †11 55 a.m., §3 55, †4 25, †5 45, †6 10, †6 25, §7 40, k11 20 p.m. Leave Lonsdale for Providence †6 00 a.m., †7 23, †10 17, §10 57 p.m. Leave Valley Falls for Providence †6 54, †7 24, †9 00, §9 54, †9 57 a.m., †1 35, †2 09, †4 57, †6 13 §8 54, †7 04 p.m., k12 22 night.

STANDARD—*Eastern time.*

*Daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only; *c* stops to leave from Providence and east; *d* stops to leave from Boston and Providence and to take for New Haven and points west; *e* stops to take for Wickford Jn. and beyond; *g* stops to leave from west of Jersey City; *k* Saturday only; *l* stops to leave passengers; *m* stops Monday only; *n* stops to leave from Wickford Jn. and west; *o* stops Sunday only to leave from New Haven and points north and west; *p* stops week-days and Sundays to take for Providence and Boston, week-days only to leave from Saybrook Jn. and points west, and Sunday only to leave from New Haven and points west; *r* stops week-days only to leave from Saybrook Jn. and north and west; *s* stops Sunday only; *t* does not stop Sunday; *y* stops to leave passengers from Boston and to take for New York; *z* stops to leave passengers from New York. ⊙ Arrives Harlem River Station, New York. + Coupon stations; ♁ Telegraph stations.

BOSTON AND PROVIDENCE.

October 3, 1909.	Pas.	Pas.	Exp.	Pas.	Exp.	Exp.	Exp.	Pas.	Pas.	Exp.	Exp.
Boston + ... lve.	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M
Terminal ♁	†6 40	†7 40	†8 00	†8 40	†9 00	†10 00	*10 03	†10 40	†12 40	†1 00	*1 03
Back Bay +	6 44	7 44	8 04	8 44	9 04	10 04	10 07	10 44	12 44	1 04	1 07
Forest Hills ♁	– –	– –		– –	– –			– –	– –		
Hyde Park ♁	– –	7 56		– –				– –	– –		
Readville ♁	– –	7 58	Via Willimantic and Hartford.	– –		Parlor Cars only. Special tickets required.		– –	– –	Knickerbocker Limited. Parlor Cars only.	
Canton Junc. ♁	– –	8 07		– –	Colonial Express.		Shore Line Express.	– –	– –		Shore Line Express.
Sharon ♁	– –	8 14		– –				– –	– –		
Mansfield + ♁	7 19	8 26		9 19				11 19	1 19		
West Mansfield	7 24	– –		9 24				– –	1 24		
Attleboro + ♁	7 32	8 37		9 32	– –		– –	11 32	1 32		
Dodgeville	– –	– –		– –	– –		– –	– –	– –		– –
Pawtucket + ♁	7 45	8 50	....	9 45	– –		– –	11 45	1 46		– –
Providence + ♁ ar.	7 53	8 58	....	9 53	10 02	10 57	11 05	11 53	1 53	1 57	2 05
New London ar.	9 55	A M	....	A M	11 40	12 12	12 45	A M	3 46	3 12	3 46
New Haven arr.	11 50	....	11 55	....	12 50	1 15	1 56	....	4 56	4 15	4 56
New York	1 45	....	1 45	....	3 15	3 00	4 00	....	7 00	6 00	7 00
(G. C. Station) ARR.	P M	....	P M	....	P M	P M	P M	....	P M	P M	P M

October 3, 1909.	Exp.	Pas.	Exp.	Pas.	Pas.	Exp.	Exp.	Pas.	Pas.	Exp.	Exp.
Boston + ... lve.	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Terminal ♁	†2 00	†2 40	*3 00	†3 40	†4 40	†5 00	*5 30	†5 50	†7 10	*8 00	†8 00
Back Bay +	2 04	2 44	3 04	3 44	4 44	5 04	5 34	5 54	7 14	8 04	8 04
Forest Hills ♁		– –		– –	– –			– –	– –		
Hyde Park ♁		– –		– –	– –			– –	– –		
Readville ♁	Via Willimantic and Hartford.	– –		– –	– –	Merchants' Lim. Parlor Cars only.		– –	– –	Federal Express.	Norwich Line.
Canton Junc. ♁		– –	Shore Line Express.	4 02	5 02		Shore Line Express.	– –	– –		
Sharon ♁		– –		4 07	5 08			6 17	– –		
Mansfield + ♁		3 18		4 19	5 19			6 30	7 49		
West Mansfield		– –		4 24	– –			6 35	– –		
Attleboro + ♁		3 32		4 32	5 32			6 43	8 03		
Dodgeville		– –		– –	– –			– –	– –		
Pawtucket + ♁	....	3 45	– –	4 45	5 46			6 55	8 16	– –	– –
Providence + ♁ ar.	....	3 53	4 00	4 53	5 53	5 57	6 28	7 03	8 24	9 02	9 02
New London ar.	....	5 24	5 24	P M	P M	7 12	8 03	8 30	P M	10 38	10 38
New Haven arr.	5 57	6 34	6 34	....	....	8 15	9 10	P M	....	11 56	P M
New York	8 00	8 30	8 30	....	....	10 00	11 00	e7 00	....	⊙	e7 00
(G. C. Station) ARR.	P M	P M	P M	....	....	P M	P M	¶A M	....	P M	¶A M

October 3, 1909.	Pas.	Pas.	Pas.	Exp.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.
Boston + ... lve.	P M	P M	P M	Night	A M	A M	Noon	P M	P M	P M	P M
Terminal ♁	†9 24	†10 24	†11 28	*12 01	∂6 27	∂8 27	∂12 27	∂2 27	§5 00	∂6 27	§8 27
Back Bay +	9 28	10 28	11 32	12 05	6 31	8 31	12 31	2 31	5 04	6 31	8 31
Forest Hills ♁	– –	– –	– –		– –	– –	– –	– –	– –	– –	– –
Hyde Park ♁	9 38	10 38	11 43		6 42	8 42	12 42	2 42	5 15	6 42	8 42
Readville ♁	– –	– –	– –	Day Coaches and Sleeping Cars.	6 45	8 45	12 45	2 45	5 18	6 45	8 45
Canton Junc. ♁	9 52	10 47	11 55		6 54	8 54	12 54	2 54	5 27	6 54	8 54
Sharon ♁	9 58	10 53	12 01		7 00	9 00	1 00	3 00	5 33	7 00	9 00
Mansfield + ♁	10 15	11 04	12 19		7 15	9 15	1 16	3 16	5 47	7 15	9 15
West Mansfield	10 20	– –	b –		7 20	9 20	1 20	3 20	5 52	7 21	9 20
Attleboro + ♁	10 28	11 16	12 32		7 28	9 28	1 28	3 28	6 00	7 30	9 28
Dodgeville	– –	– –	– –		7 31	9 31	1 31	3 31	6 03	7 35	9 31
Pawtucket + ♁	10 46	11 29	12 48		7 44	9 44	1 44	3 44	6 16	7 48	9 44
Providence + ♁ ar.	10 54	11 37	12 56	1 15	7 52	9 52	1 52	3 52	6 24	7 56	9 52
New London ar.	P M	P M	Night	3 10	10 15	A M	3 45	5 24	8 03	P M	P M
New Haven arr.	....	....	....	4 38	A M	....	4 58	6 34	9 10	....	....
New York	....	....	....	6 57	....	....	7 00	8 30	11 00	....	....
(G. C. Station) ARR.	....	....	....	A M	....	....	P M	P M	P M	....	....

STATIONS.	Mls.	Exp.	Exp.	Exp.	Pas.	Pas.	Pas.	Exp.	Pas.	Pas.	Pas.	Exp.
(G. C. Station) LVE.	....	Night	† P M	....	....	....	....	....	....	....	A M	A M
New York	0	*12 00	e6 00	A M	....	....	....	....	....	....	†4 49	†8 00
New Haven lve.	74.0	2 20	....	*2 51	....	....	A M	A M	....	....	7 47	9 48
New London lv.	125.0	3 47	¶4 07	4 07	A M	A M	†6 25	†7 40	A M	A M	9 45	....
Providence lv.	188.2	*5 43	¶5 50	*5 50	†7 07	†8 07	†9 07	†9 37	†10 07	†11 07	†12 07	....
Pawtucket	192.7		5 59	5 59	7 16	8 16	9 16	9 45	10 16	11 16	12 16	
Dodgeville	198.7		– –	– –	– –	– –	– –	– –	– –	– –	– –	
Attleboro	200.6		6 12	6 12	7 29	8 29	9 29	– –	10 29	11 29	12 29	Via Hartford and Willimantic.
West Mansfield	204.9		– –	– –	7 36	8 36	– –	– –	– –	– –	12 36	
Mansfield	207.6	Day Coaches and Sleeping Cars.	b –	b –	7 42	8 42	9 42	– –	10 42	11 42	12 42	
Sharon	214.5		– –		7 54	8 54	– –	– –	– –	– –	– –	
Canton Junc.	217.7		– –	Federal Express.	– –	8 58	9 58	– –	10 58	– –	– –	
Readville	223.2		– –		– –	– –	– –	– –	– –	– –	– –	
Hyde Park	224.5		– –		– –	– –	– –	– –	– –	– –	– –	....
Forest Hills	227.7		– –		– –	– –	– –	– –	– –	– –	– –	....
Back Bay	....	6 52	6 55	6 55	8 16	9 16	10 16	10 33	11 16	12 16	1 16	1 41
Terminal	233.0	6 57	7 00	7 00	8 20	9 20	10 20	10 37	11 20	12 20	1 20	1 45
Boston ... arr.	....	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M

STATIONS.	Exp.	Pas.	Exp.	Pas.	Exp.	Pas.	Exp.	Pas.	Exp.	Exp.	Exp.
(G. C. Station) LVE.	A M	....	A M	....	P M	....	P M	P M	P M	□	P M
New York	†10 00	....	*10 02	....	†1 00	....	*1 02	†1 02	†2 00	P M	*3 00
New Haven lve.	11 42	....	12 05	P M	2 42	....	2 58	2 58	4 00	†4 20	4 55
New London lv.	12 45	P M	1 17	†1 36	3 45	P M	4 10	4 10	....	6 35	6 02
Providence lv.	†2 04	†2 07	*2 58	†4 07	†5 04	†5 12	*5 58	†6 02	....	†7 18	*7 30
Pawtucket		2 18		4 16		5 21		6 11			
Dodgeville		– –		– –		– –		– –			
Attleboro	ParlorCars only, Special tickets required.	2 29	Shore Line Express.	4 29	Knickerbocker Limited. Parlor Cars only.	5 34	Shore Line Express.	6 25	Via Hartford and Willimantic.	Colonial Express.	Shore Line Express.
West Mansfield		– –		4 38		– –		6 32			
Mansfield		2 42		4 42		5 47		6 38			
Sharon		– –		– –		6 00		6 52			
Canton Junc.		– –		4 58		6 04		6 59			
Readville		– –		– –		– –		7 08			
Hyde Park		– –		– –		6 15		7 12	....		
Forest Hills		– –		– –		– –		7 23	....		
Back Bay	2 55	3 16	3 55	5 16	5 56	6 26	6 55	7 31	7 56	8 15	8 25
Terminal	3 00	3 20	4 00	5 20	6 00	6 30	7 00	7 36	8 00	8 20	8 30
Boston ... arr.	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

STATIONS.	Pas.	Exp.	Exp.	Pas.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.
(G. C. Station) LVE.	....	P M	P M	....	....	....	....	....	....	P M
New York	....	†5 00	*5 33	....	....	....	....	....	....	§1 02
New Haven lve.	....	6 42	7 20	....	....	A M	A M	....	....	2 58
New London lv.	P M	7 45	8 27	P M	A M	§6 25	∂6 25	Noon	P M	4 10
Providence lv.	*8 07	†8 04	*10 02	*10 15	§7 07	§9 05	∂9 07	∂12 07	§4 07	§6 02
Pawtucket	8 16			10 24	7 16	– –	9 17	12 16	4 16	6 11
Dodgeville	s8 28			10 35	7 29	– –	9 29	12 29	4 29	6 23
Attleboro	8 33	Merchants' Lim. Parlor Cars only.	Shore Line Express.	10 40	7 33	– –	9 33	12 33	4 33	6 27
West Mansfield	s8 40			10 48	7 40	– –	9 40	12 40	– –	6 34
Mansfield	8 46			10 55	7 46	9 35	9 46	12 46	4 46	6 40
Sharon	8 59			11 06	7 59	– –	9 59	12 59	4 59	6 53
Canton Junc.	9 05			11 14	8 05	– –	10 05	1 05	5 05	6 59
Readville	s9 15			s11 22	8 15	– –	10 15	1 15	5 15	7 08
Hyde Park	9 18			11 25	8 18	– –	10 18	1 18	5 18	7 12
Forest Hills	– –			s11 29	– –	– –	– –	– –	– –	– –
Back Bay	9 29	9 55	10 55	11 36	8 29	10 09	10 29	1 29	5 29	7 23
Terminal	9 33	10 00	11 00	11 40	8 33	10 13	10 33	1 33	5 33	7 27
Boston ... arr.	P M	P M	P M	P M	A M	A M	A M	P M	P M	P M

Additional Trains—Leave Boston Terminal (Back Bay 4 minutes later), for Providence ∂4 27, ∂10 50 p.m.; for Mansfield †6 05, †8 15, †10 15 a.m., †12 15, ∂12 50 noon, k1 40, †2 15, a4 15, †5 27, *5 50, †6 15, †7 15 p.m.; for Readville †7 15, †8 20, §8 45, †9 15, ∂10 15, †11 15 a.m., ∂12 15 noon, †1 15, ∂2 15, *3 15, †4 46, †5 45, ∂6 15, †6 27, †6 41, †8 08, ∂8 15, †9 06, †10 06, ∂10 15, †11 06 p.m.; for Canton Junction ∂7 15 a.m., ∂4 12, †5 33 p.m.; for Sharon ∂9 00 a.m., †7 00 p.m.; for Hyde Park †6 12 p.m. Attleboro for Providence †6 54, *7 53, †8 56, †10 26 a.m., †12 54 noon, *4 54, *7 23, *10 54 p.m. Mansfield for Providence †6 10 a.m. Providence for Boston ∂1 37 p.m. Providence for Mansfield †7 35 p.m. Mansfield for Boston †5 55, †6 55, †7 48, †8 48, †10 48 a.m., §12 34, †12 48 noon, †2 48, ∂4 34, †4 48, †6 56 p.m. Readville for Boston †6 19, †6 53, †7 15, †7 19, †7 49, ∂8 19, †8 40, †8 49, ∂9 57, *10 19, ∂11 19 a.m., †12 19 noon, ∂1 19, †2 19, ∂3 19, †4 19, †8 23, ∂8 49, †7 22, †9 25, ∂9 19, †9 28, †10 25, †11 23 p.m. Canton Junc. for Boston †8 07, ∂9 09 a.m., ∂7 04 p.m. Providence for Attleboro †6 35, ∂6 40, *8 40 a.m., †12 30 noon, †3 40, †5 07, *5 40, †6 40, ∂11 08, †11 40 p.m. Hyde Park for Boston §6 29 p.m.

*Daily; †daily, except Sunday; ¶daily, except Monday; ∂Sunday only; *a* daily, except Saturday and Sunday; *b* stops to leave; *e* via Norwich Line; *k* Saturday only; *s* stops Sunday only. ⊙ Arrives Harlem River Station, New York, 1 55 a.m. □ Connecting train leaves New York, Grand Central Station, 2 00 p.m.

PROVIDENCE, PASCOAG AND SOUTHBRIDGE.

Sun.	Sun.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls	October 3, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun	Sun.
P M	A M	P M	P M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M	P M	A M	P M
∂7 20	∂8 40	†6 30	†4 10	†11 45	†8 40	†6 40	0	..Providence ♁	6 30	8 47	1 52	5 36	8 50	9 17	6 35
7 27	8 47	6 37	4 17	11 52	8 47	6 47	2.4	.Olneyville ♁	6 21	8 38	1 43	5 25	8 41	9 09	6 26
7 32	8 52	6 42	4 22	11 57	8 52	6 52	4.3	...Manton.. ♁	6 18	8 33	1 40	5 20	8 36	9 04	6 21
7 37	8 58	6 47	4 27	12 02	8 57	6 57	6.4	..Centredale ♁	6 13	8 28	1 35	5 16	8 31	8 58	6 15
7 41	9 04	6 51	4 31	12 06	9 01	7 01	7.9	...Esmond....	6 08	8 24	1 30	5 10	8 26	8 53	6 10
7 44	9 07	6 54	4 33	12 09	9 03	7 04	8.8	.Georgiaville ♁	6 06	8 22	1 28	5 08	8 24	8 51	6 08
7 48	9 11	6 58	4 37	12 12	9 07	7 08	10.4	...Stillwater. ♁	6 03	8 19	1 25	5 05	8 21	8 48	6 05
8 02	9 25	7 12	4 50	12 27	9 20	7 22	16.9	....Tarkiln.. ♁	5 48	8 05	1 10	4 50	8 06	8 33	5 50
8 08	9 31	7 19	4 56	12 34	9 26	7 29	19.7	...Oakland. ♁	5 42	7 59	1 04	4 43	8 00	8 27	5 44
8 15	9 36	7 25	5 01	12 40	9 31	7 35	21.2	..Harrisville ♁	5 37	7 55	12 59	4 39	7 55	8 22	5 39
8 20	9 43	7 30	5 07	12 45	9 39	7 40	22.8	...Pascoag. ♁	†5 33	7 51	†12 55	4 35	†7 50	8 18	5 35
8 47	10 12	P M	5 38	Noon	10 08	A M	32.2	.East Thompson.	A M	7 31	Noon	4 15	P M	7 58	5 16
8 57	10 22	....	5 48	....	10 20	....	37.0	..East Webster.	....	7 20	....	3 48	....	7 38	4 58
9 05	10 28	....	5 58	....	10 25	....	38.0	...Webster.	....	7 18	....	3 45	....	7 35	4 55
9 15	10 39	....	6 10	....	10 35	....	43.2	...Quinebaug..	....	7 01	....	3 34	....	7 19	4 45
9 30	10 53	....	6 25	....	10 50	....	49.4	Southbridge	....	†6 45	....	†3 20	....	∂7 00	∂4 30
P M	A M	....	P M	....	A M	....	....	ARRIVE] [LEAVE	....	A M	....	P M	....	A M	P M

Additional Trains—Leaves Providence k11 20 p.m., arriving Pascoag 12 20 night. Leaves Pascoag k8 35 p.m., arriving Providence 7 35 p.m. *Eastern time.*

BOSTON AND PROVIDENCE, VIA WRENTHAM LINE.

Sun	Sun.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Ms.	October 3, 1909.
P M	A M	P M	....	P M	P M	P M	Noon	A M	....	....	lve... Boston ..arr.
∂5 16	∂8 15	k11 19	....	†6 27	†5 24	†3 27	†12 00	†7 30	....	0	+.. *Terminal* .. ♁
5 18	8 19	– –	....	6 31	5 28	3 31	12 04	7 34	....	....	+.. *Back Bay*.....
5 38	8 38	– –	....	6 43	– –	3 42	12 16	7 46	....	8.5	....Hyde Park.. ♁
5 49	8 46	– –	....	6 47	5 42	3 48	12 19	7 50	....	9.8	....Readville.. ♁
6 02	8 57	11 44	....	7 00	5 56	4 00	12 32	8 03	....	14.6	.....Norwood......
6 04	8 59	11 46	....	7 02	5 58	4 02	12 35	8 05	....	15.2	..Norwood Central ♁
6 10	9 06	11 53	....	7 09	6 06	4 09	12 42	8 12	....	17.4	...East Walpole. ♁
6 15	9 11	11 58	....	7 14	6 12	4 14	12 47	8 17	....	19.6	Walpole Heights ♁
6 18	9 15	– –	....	7 18	6 17	4 18	12 52	8 21	....	21.1	.Walpole Junc. ♁
6 24	9 21	12 08	....	7 24	6 24	4 24	12 58	8 27	....	24.1	.....Pondville.... ♁
6 29	9 26	12 13	....	7 29	6 30	4 29	1 03	8 32	....	26.7	... Wrentham . ♁
6 32	9 30	12 17	Night	7 32	6 33	4 32	1 06	8 35	A M	28.2	.....Wampum.....
6 38	9 37	12 24	k12 05	7 38	6 42	4 38	1 13	8 41	†6 37	31.6	.....Plainville... ♁
6 41	9 41	12 27	12 09	7 43	6 47	4 44	1 18	8 47	6 41	32.9	..North Attleboro ♁
6 49	9 49	Night	12 17	P M	6 58	4 52	b1 30	8 55	6 49	37.3	....Adamsdale....
6 54	9 54	....	12 22	....	7 04	4 57	1 35	9 00	6 54	39.3	....Valley Falls....
6 59	9 59	....	12 27	....	7 08	5 02	1 40	9 06	6 59	41.1	+.Pawtucket. ♁
7 07	10 07	....	12 36	....	7 17	5 10	1 48	9 16	7 07	45.6	+.Providence. ♁
P M	A M	....	Night	....	P M	P M	P M	A M	A M	....	ARRIVE]

October 3, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun	Sun
lve... Boston ..arr.	A M	A M	A M	P M	P M	♁ Telegraph stations. + Coupon stations.	P M	A M	P M
+.. *Terminal* .. ♁	7 33	8 36	10 40	1 40	6 36		10 28	8 47	5 47
+.. *Back Bay*.....	7 29	8 32	10 36	1 36	6 32		– –	8 43	5 43
....Hyde Park.. ♁	7 18	8 21	10 26	1 25	6 21		– –	8 24	5 24
....Readville.. ♁	7 15	8 18	10 23	1 22	6 18		– –	8 19	5 19
.....Norwood......	7 01	8 03	10 10	1 10	6 01		10 06	8 04	5 04
..Norwood Central ♁	6 59	8 01	10 08	1 09	5 58		10 03	8 02	5 02
...East Walpole. ♁	6 53	7 53	10 00	1 01	5 51		9 55	7 55	4 56
Walpole Heights ♁	6 48	7 48	9 55	12 56	5 46		9 50	7 50	4 50
.Walpole Junc. ♁	6 44	7 44	9 51	12 52	5 42		– –	7 46	4 46
.....Pondville.... ♁	6 38	7 38	9 45	12 45	5 36		9 40	7 40	4 40
... Wrentham . ♁	6 33	7 33	9 40	12 40	5 31	....	9 36	7 35	4 36
.....Wampum.....	6 29	7 30	9 37	12 37	5 27	P M	9 31	7 31	4 31
.....Plainville... ♁	6 22	7 23	9 30	12 30	5 20	6 42	9 24	7 24	4 24
..North Attleboro ♁	†6 18	7 18	9 26	12 26	5 15	6 39	k9 20	∂7 20	4 20
....Adamsdale....	A M	7 07	9 15	12 15	5 04	6 28	P M	A M	4 11
....Valley Falls....	....	7 03	9 10	12 10	4 59	6 24	....	....	4 07
+.Pawtucket. ♁	....	6 57	9 04	12 04	4 54	6 19	....	....	4 02
+.Providence. ♁	....	†6 47	†8 55	†11 55	†4 46	†6 10	....	....	∂3 53
[LEAVE	....	A M	A M	A M	P M	P M	....	....	P M

Additional Trains—Leave Providence for Plainville ∂7 40, k11 20 p.m.

DEDHAM BRANCH.—Lve. Boston (Terminal) for Dedham ♁ (11 miles) (via Forest Hills ♁ and West Roxbury) †6 18, †7 18, †8 18, †9 18, †9 48, †10 48, †11 48 a.m., †12 48 noon, †1 48, †2 18, †3 18, †3 48, †4 18, †4 48, †5 18, †5 31, †5 48, †6 06, †6 21, †6 48, †7 36, †8 38, †9 36, †10 36, †11 30 p.m., ∂7 06, ∂8 06, §9 06, §10 06, §11 06 a.m., ∂12 06 noon, ∂1 06, ∂2 06, ∂3 06, ∂4 06, ∂5 06, ∂6 06, ∂7 06, ∂8 06, ∂9 06, ∂10 06 p.m. Lve. Boston (Terminal) for Dedham (11 miles, via Readville) †7 15, †9 15, †11 15 a.m., †1 15, †3 15, †4 45, †5 12, †5 45, †6 12, †6 41, †8 06, †9 06, †10 06, †11 06 p.m., §8 15, ∂10 15 a.m., ∂12 15 noon, ∂2 15, §3 15, §5 15, ∂6 15, ∂8 15, ∂10 15 p.m. Distance, Forest Hills to Dedham, 5 miles; Readville to Dedham, 2 miles. Lve. Dedham for Boston (via Readville) †6 11, †6 45, †7 11, †7 41, †8 25, †8 41, †10 11 a.m., †12 11 noon, †2 11, †4 11, †6 15, †7 14, †8 15, †9 15, †10 15, †11 15 p.m., ∂8 11, ∂9 49, ∂10 11, ∂11 11 a.m., §1 11, ∂3 11, ∂5 11, ∂6 41, ∂9 11 p.m. Lve. Dedham for Boston (via West Roxbury) †6 07, †6 37, †7 12, †7 27, †7 38, †7 57, †8 12, †8 42, †9 12, †10 12, †10 42, †11 42 a.m., †12 42 noon, †1 12, †2 42, †3 12, †4 12, †4 42, †5 12, †6 12, †7 10, †8 50, †10 50 p.m., ∂7 19, ∂8 19, ∂9 19, ∂10 19, ∂11 19 a.m., ∂12 19 noon, ∂1 19, §2 19, ∂3 19, ∂4 19, ∂5 19, ∂6 19, ∂7 19, ∂8 19, ∂9 19, ∂10 19 p.m. All Dedham Branch trains stop at Back Bay Station.

BOSTON AND PLYMOUTH, VIA COHASSET.

November 1, 1909.	Mls.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.	Sun.	Sun.
(*Terminal*) [LEAVE	....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M
Boston+ ..... ♁	0	†6 43	†7 52	†8 45	‖1043	‖1143	‖1245	‖1 10	†1 43	†2 40	†5 43	†4 10	†4 40	†5 10	†5 13	†5 40	†6 10	†6 10	†7 13	§9 27	†11 20	§5 00	§9 13	§5 43	§8 45
Braintree ..... ♁	10.1	7 07	8 21	9 07	11 07	12 07	1 07	1 32	2 07	3 07	4 07	— —	5 04	— —	5 37	6 07	— —	6 35	7 37	8 59	11 44	5 20	9 37	6 07	8 11
East Braintree ..... ♁	11.3	7 10	8 25	9 11	11 11	12 11	1 11	1 36	2 11	3 11	4 11	— —	5 08	— —	5 41	6 11	— —	6 37	7 41	10 02	11 48	— —	9 41	6 11	8 15
Weymouth ..... ♁	11.9	7 12	8 29	9 15	11 13	12 13	1 13	1 38	2 13	3 13	4 13	— —	5 10	— —	5 43	6 13	— —	6 39	7 43	10 04	11 50	5 24	9 43	6 13	8 17
Weymouth Heights ♁	13.3	7 15	8 31	9 17	11 17	12 17	1 17	1 42	2 17	3 17	4 17	— —	5 14	— —	5 47	6 17	— —	6 43	7 47	10 07	11 54	— —	9 47	6 17	8 21
East Weymouth ..... ♁	14.6	7 18	8 35	9 21	11 21	12 21	1 21	1 46	2 21	3 21	4 21	— —	5 18	— —	5 51	6 21	— —	6 47	7 51	10 11	11 58	5 30	9 50	6 21	8 25
West Hingham	16.4	7 22	8 39	9 26	11 26	12 26	1 26	1 51	2 26	3 26	4 26	— —	5 22	— —	5 56	6 26	— —	6 52	7 56	10 15	12 03	— —	9 54	6 26	8 30
Hingham ..... ♁	17.2	7 25	8 42	9 29	11 29	12 29	1 29	1 54	2 29	3 29	4 29	4 41	5 25	5 41	5 59	6 29	6 41	6 55	7 59	10 18	12 08	5 35	9 57	6 29	8 33
Hantasket Junc. ♁	18.2	7 28	8 45	9 32	11 32	12 32	1 32	1 57	2 32	3 32	4 32	— —	5 28	a5 43	6 02	6 32	a6 43	6 58	8 02	10 21	12 09	5 38	10 00	6 32	8 36
North Cohasset ..... ♁	19.1	7 31	8 48	9 35	11 35	12 35	1 35	2 00	2 35	3 35	4 35	4 44	5 31	a5 46	6 06	6 35	6 44	7 01	8 05	10 24	12 12	5 40	10 03	6 35	8 39
Cohasset ..... ♁	21.6	7 37	8 53	9 43	11 40	12 40	1 43	2 03	2 40	3 40	4 40	4 50	5 38	5 52	6 10	6 40	6 50	7 06	8 10	10 28	12 17	5 46	10 09	6 40	8 44
North Scituate ..... ♁	23.5	7 43	A M	9 49	A M	Noon	1 49	2 14	P M	P M	P M	4 56	P M	5 57	P M	P M	6 56	P M	P M	P M	Night	5 50	10 15	P M	P M
Egypt ..... ♁	24.8	7 46	.....	9 52	....	.....	1 52	2 18	.....	.....	.....	4 59	.....	6 01	.....	.....	6 59	.....	.....	.....	.....	5 53	10 18	.....	.....
Scituate ..... ♁	26.6	7 51	.....	9 57	....	.....	1 57	2 23	.....	.....	.....	5 08	.....	6 08	.....	.....	7 03	.....	.....	.....	.....	5 57	10 23	.....	.....
Greenbush ..... ♁	27.8	7 56	....	10 03	....	.....	2 01	2 28	.....	.....	.....	5 06	.....	6 09	.....	.....	7 06	.....	.....	.....	.....	— —	10 26	.....	.....
Marshfield Hills ... ♁	29.9	8 02	.....	10 06	....	.....	2 06	2 32	.....	.....	.....	5 11	.....	6 14	.....	.....	7 11	.....	.....	.....	.....	6 04	10 31	.....	.....
Sea View ..... ♁	31.0	8 06	.....	10 09	....	.....	2 09	2 39	.....	.....	.....	5 14	.....	6 17	.....	.....	7 14	.....	.....	.....	.....	6 07	10 34	.....	.....
Marshfield ..... ♁	34.4	8 14	.....	10 16	....	.....	2 16	2 49	.....	.....	.....	5 22	.....	6 25	.....	.....	7 22	.....	.....	.....	.....	6 14	10 42	.....	.....
Green Harbor	36.6	8 19	.....	10 21	....	.....	2 21	2 55	.....	.....	.....	5 27	.....	6 30	.....	.....	7 27	.....	.....	.....	.....	— —	10 47	.....	.....
Duxbury ..... ♁	37.7	8 22	.....	10 24	....	.....	2 24	2 59	.....	.....	.....	5 30	.....	6 33	.....	.....	7 30	.....	.....	.....	.....	6 21	10 50	.....	.....
South Duxbury ..... ♁	39.1	8 27	.....	10 28	....	.....	2 28	3 02	.....	.....	.....	5 33	.....	6 37	.....	.....	7 34	.....	.....	.....	.....	6 25	10 54	.....	.....
Island Creek	41.1	8 32	.....	10 33	....	.....	2 33	3 07	.....	.....	.....	5 39	.....	6 42	.....	.....	7 39	.....	.....	.....	.....	— —	10 59	.....	.....
Kingston ..... ♁	42.3	8 36	.....	10 37	....	.....	2 37	3 11	.....	.....	.....	5 42	.....	6 45	.....	.....	7 42	.....	.....	.....	.....	6 32	11 03	.....	.....
Seaside ..... ♁	44.4	8 40	.....	10 41	....	.....	2 41	3 16	.....	.....	.....	5 46	.....	6 49	.....	.....	7 48	.....	.....	.....	.....	6 36	11 07	.....	.....
Plymouth+ ..... ♁	46.5	8 45	...	10 45	....	.....	2 45	3 20	.....	.....	.....	5 50	.....	6 53	.....	.....	7 50	.....	.....	.....	.....	6 40	11 11	.....	.....
[ARRIVE	....	A M		A M			P M	P M				P M		P M			P M					A M	A M		

STATIONS.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	....
[LEAVE	.....	....	A M	.....	.....	A M	.....	A M	.....	A M	.....	.....	.....	P M	.....	.....	.....	.....	.....	.....	P M	.....	.....	P M	.....
Plymouth	.....	....	†6 08	.....	.....	†7 10	.....	†8 10	.....	‖1115	.....	.....	.....	†3 15	.....	†5 15	.....	.....	.....	.....	§3 15	.....	.....	§7 50	.....
Seaside	.....	....	6 12	.....	.....	7 14	.....	8 14	.....	11 19	.....	.....	.....	3 19	.....	5 19	.....	.....	.....	.....	3 19	.....	.....	7 54	.....
Kingston	.....	....	6 17	.....	.....	7 19	.....	8 19	.....	11 24	.....	.....	.....	3 24	.....	5 24	.....	.....	.....	.....	3 24	.....	.....	7 59	.....
Island Creek	.....	....	6 20	.....	.....	7 22	.....	8 22	.....	11 28	.....	.....	.....	3 28	.....	5 28	.....	.....	.....	.....	3 28	.....	.....	7 42	.....
South Duxbury	.....	....	6 25	.....	.....	7 27	.....	8 27	.....	11 33	.....	.....	.....	3 33	.....	5 33	.....	.....	.....	.....	3 33	.....	.....	7 47	.....
Duxbury	.....	....	6 29	.....	.....	7 31	.....	8 31	.....	11 37	.....	.....	.....	3 37	.....	5 37	.....	.....	.....	.....	3 37	.....	.....	7 51	.....
Green Harbor	.....	....	6 32	.....	.....	7 34	.....	8 34	.....	11 40	.....	.....	.....	3 40	.....	5 40	.....	.....	.....	.....	3 40	.....	.....	7 54	.....
Marshfield	.....	....	6 37	.....	.....	7 39	.....	8 39	.....	11 45	.....	.....	.....	3 45	.....	5 45	.....	.....	.....	.....	3 45	.....	.....	7 59	.....
Sea View	.....	....	6 45	.....	.....	7 47	.....	8 47	.....	11 52	.....	.....	.....	3 52	.....	5 52	.....	.....	.....	.....	3 52	.....	.....	8 07	.....
Marshfield Hills	.....	....	6 48	.....	.....	7 50	.....	8 50	.....	11 55	.....	.....	.....	3 55	.....	5 57	.....	.....	.....	.....	3 55	.....	.....	8 10	.....
Greenbush	.....	....	6 53	.....	.....	7 55	.....	8 55	.....	12 00	.....	.....	.....	4 00	.....	6 02	.....	.....	.....	.....	4 00	.....	.....	8 15	.....
Scituate	.....	....	6 56	.....	.....	7 58	.....	8 58	.....	12 04	.....	.....	.....	4 04	.....	6 08	.....	.....	.....	.....	4 04	.....	.....	8 18	.....
Egypt	.....	....	7 00	.....	.....	8 02	...	9 02	.....	12 08	.....	.....	.....	4 08	.....	6 10	.....	.....	.....	.....	4 08	.....	.....	8 22	.....
North Scituate ..	A M	A M	7 03	A M	A M	8 05	A M	9 05	A M	12 12	P M	P M	P M	4 12	P M	6 14	P M	P M	A M	A M	Noon	4 12	P M	P M	8 26	.....
Cohasset	†5 48	†6 50	7 10	†7 20	†7 42	8 09	†8 20	9 13	†10 20	12 20	†1 20	†2 20	†3 20	4 20	†5 20	6 20	†8 37	†10 38	§7 50	§8 50	§12 20	4 20	§6 50	§7 20	8 37
North Cohasset	5 54	6 56	7 16	7 26	7 48	8 14	8 26	9 19	10 26	12 26	1 28	2 28	3 28	4 28	5 28	6 28	8 43	10 44	7 56	8 56	12 26	4 28	6 28	7 28	— —
Hantasket Jn ♁	5 57	6 59	— —	7 29	7 51	8 18	8 29	9 22	10 29	12 29	1 29	2 29	3 29	4 29	5 29	6 29	8 46	10 47	7 59	8 59	12 29	4 23	6 29	7 29	— —
Hingham	6 00	7 02	7 20	7 32	7 54	8 20	8 32	9 25	10 32	12 32	1 32	2 32	3 32	4 32	5 32	6 32	8 49	10 50	8 02	9 02	12 32	4 32	6 32	7 32	8 47
West Hingham	6 03	7 05	— —	7 35	7 57	—	8 35	9 28	10 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	8 52	10 53	8 05	9 05	12 35	4 35	6 35	7 35	— —
East Weymouth	6 07	7 10	— —	7 40	8 02	— —	8 40	9 33	10 40	12 40	1 40	2 40	3 40	4 40	5 40	6 40	8 56	10 57	8 10	9 10	12 40	4 40	6 40	7 40	— —
Weymouth Hts.	6 11	7 14	— —	7 44	8 06	— —	8 44	9 37	10 44	12 44	1 44	2 44	3 44	4 44	5 44	6 44	9 00	11 01	8 14	9 14	12 44	4 44	6 44	7 44	— —
Weymouth	6 15	7 18	— —	7 48	8 10	— —	8 48	9 40	10 48	12 48	1 48	2 48	3 48	4 48	5 48	6 48	9 03	11 04	8 18	9 18	12 48	4 48	6 48	7 48	— —
East Braintree ..	6 17	7 20	— —	7 50	8 12	— —	8 50	9 42	10 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	9 05	11 06	8 20	9 20	12 50	4 50	6 50	7 50	.....
Braintree	6 28	7 24	— —	7 55	8 17	— —	8 55	9 46	10 58	12 54	1 58	2 58	3 58	4 54	5 55	6 58	9 11	11 13	8 28	9 28	12 58	4 54	6 54	7 58	9 00
Boston (Terminal) ..	6 47	7 45	7 50	8 20	8 4	8 51	9 20	10 05	11 18	1 16	2 17	3 21	4 18	5 19	6 23	7 17	9 35	11 40	8 47	9 51	1 17	5 13	7 18	8 17	9 20
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M	P M	P M

Additional Trains—Leave Boston for Cohasset §6 43 a.m., §12 43 noon, §4 43 p.m.

BOSTON AND PLYMOUTH, VIA WHITMAN.

Sun	Sun.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls	*October* 3, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun	Sun
P M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	A M	P M
§6 43	§9 13	†11 20	†5 27	†7 13	†6 13	†5 13	†6 07	†4 43	†4 06	†2 40	†1 43	†10 43	†8 43	†6 43	0	+ **Boston** (Term.) ♁	7 47	8 17	8 54	9 54	11 18	1 17	5 17	7 17	9 35	11 40	3 47	8 17
6 07	9 39	11 45	10 03	7 40	6 38	5 38	— —	5 08	4 27	3 07	1 07	11 09	9 09	7 07	11.4	.**So. Braintree** ♁	7 23	7 53	— —	9 33	10 53	12 53	4 53	6 53	9 06	11 08	3 23	7 53
6 14	9 46	11 56	10 10	7 47	6 45	5 44	— —	5 18	4 34	3 14	1 14	11 16	9 16	7 14	14.0	So. Weymouth ♁	7 15	7 45	— —	9 26	10 45	12 45	4 45	6 45	8 51	10 51	3 15	7 45
6 20	9 52	12 02	10 16	7 53	6 49	5 50	5 37	5 21	4 40	3 20	1 20	11 22	9 22	7 21	17.8	..**No. Abington** ♁	7 09	7 39	8 25	9 20	10 39	12 39	4 39	6 39	8 45	10 46	3 09	7 39
6 24	9 56	12 06	10 20	7 57	6 53	5 54	— —	5 24	4 44	3 24	1 24	11 26	9 26	7 26	19.2	... Abington . ♁	7 04	7 34	— —	9 16	10 34	12 34	4 32	6 54	8 40	10 40	3 04	7 34
6 29	10 01	12 10	10 24	8 01	6 58	5 58	5 48	5 28	4 48	3 29	1 28	11 30	9 31	7 31	21.1	...**Whitman.** ♁	†7 00	7 30	8 17	9 12	10 30	12 30	4 28	6 50	†8 38	†10 38	3 00	7 30
6 34	10 06	k12 16	P M	P M	7 03	P M	— —	P M	4 53	3 34	1 34	A M	9 36	7 36	23.1	.North Hanson.	A M	7 25	— —	9 07	10 25	12 25	4 22	6 26	P M	P M	7 55	7 25
6 37	10 09	k12 19	.....	.....	7 06	.....	5 48	....	4 56	3 37	1 37	.....	9 39	7 39	24.6	.. So. Hanson ♁	....	7 22	8 10	9 04	10 22	12 22	4 19	6 22	.....	.....	7 52	7 22
6 44	10 16	k12 27	.....	.....	7 13	.....	— —	.....	5 03	3 44	1 44	.....	9 46	7 46	28.4	.... Halifax	....	7 14	— —	8 57	10 15	12 15	4 11	6 15	.....	.....	7 45	7 15
6 48	10 20	k12 30	.....	.....	7 18	.....	— —	.....	5 07	3 48	1 48	.....	9 50	7 50	29.9	.... Plympton. ♁	....	7 10	— —	8 53	10 11	12 11	4 07	6 11	.....	.....	7 41	7 11
6 54	10 26	k12 38	.....	.....	7 23	.....	6 01	.....	5 13	3 54	1 54	.....	9 56	7 56	33.3	.... Kingston . ♁	....	7 04	7 58	8 47	10 05	12 05	4 01	6 05	.....	.....	7 35	7 05
6 58	10 30	k12 40	.....	.....	7 27	.....	6 05	.....	5 17	3 58	1 58	.....	10 00	8 00	35.4	.... Seaside .. ♁	....	7 00	7 54	8 43	10 00	12 00	3 56	6 00	.....	.....	7 30	7 00
7 02	10 34	k12 44	.....	.....	7 31	.....	6 09	.....	5 21	4 02	2 02	.....	10 04	8 04	37.5	+ **Plymouth** ♁	....	†6 56	†7 50	†8 39	†9 56	†11 56	*3 52	†6 56	.....	..	§7 26	§6 56
P M	A M	Night	.....	.....	P M	.....	P M	.....	P M	P M	P M	.....	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	A M	A M	A M	P M	P M	.....	.....	A M	P M

Additional Trains—Leave Boston †5 47, †7 52 a.m., †5 43 p.m., arrive Whitman 6 51, 8 44 a.m., 6 28 p.m. Returning, leave Whitman †6 00, †7 58, †8 28 a.m., †2 30, †6 28 p.m., arrive Boston 6 47, 8 47, 9 16 a.m., 3 21, 6 17 p.m. Leaves South Braintree †5 56 a.m., arrives Whitman 6 20 a.m.

BOSTON AND HANOVER.

Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Ms.	*October* 3, 1909	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.
P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M
k11 20	†7 13	†6 13	†5 07	†4 06	†2 40	†1 43	†10 43	†8 43	†6 43	0	**Boston** (Terminal) ♁	6 47	7 47	8 17	8 54	9 54	11 18	1 17	3 21	5 17	7 17	9 35	11 40
12 14	7 56	6 54	6 38	4 44	3 24	1 24	11 24	9 24	7 24	17.8	**North Abington** ♁	6 09	7 09	7 39	8 25	9 20	10 39	12 39	2 39	4 39	6 39	8 45	10 46
12 09	7 59	6 58	6 44	4 49	3 29	1 29	11 29	9 29	7 29	20.3	..... Rockland ... ♁	6 02	7 02	7 32	8 17	9 12	10 32	12 32	2 32	4 32	6 32	8 38	10 39
12 14	8 04	7 04	6 49	4 54	3 34	1 34	11 34	9 34	7 34	21.0	...West Hanover . ♁	5 57	6 57	7 27	8 12	9 07	10 27	12 27	2 27	4 27	6 27	.....	.....
12 20	8 10	7 10	6 55	5 00	3 40	1 40	11 40	9 40	7 40	23.4	.. South Hanover . ♁	5 51	6 51	7 21	8 06	9 01	10 21	12 21	2 21	4 21	6 21	.....	.....
12 26	8 16	7 16	6 00	5 05	3 45	1 45	11 45	9 45	7 45	25.6	.....**Hanover**... ♁	†5 45	†6 45	†7 15	†8 00	†8 55	†10 15	†12 15	†2 15	†4 15	†6 15	.....	.....
Night	P M	P M	P M	P M	P M	P M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	.....	.....

* Daily; † daily, except Sunday; § Sunday only; *a* stops to leave from Boston; *c* stops to take for Boston; *k* daily, except Saturday and Sunday; *k* Saturday only.
+ Coupon stations.
♁ Telegraph stations.
Eastern time.

BOSTON AND BRIDGEWATER, VIA WHITMAN.

Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Ms.	*November* 1, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.
P M	P M	P M	P M	Noon	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M	P M
h11 20	†8 13	†5 07	†4 06	†1 43	†7 52	†6 43	0	.**Boston** (Terminal) ♁	7 47	8 47	1 17	5 17	6 17
11 48	8 36	— —	4 27	1 07	8 23	7 07	†5 56	11.4	**South Braintree** ♁	7 23	8 22	12 53	4 53	5 51
12 12	7 05	5 43	4 52	1 33	8 46	7 31	6 21	21.1	.....**Whitman** ... ♁	7 00	7 58	12 30	4 28	5 28
12 21	7 13	5 53	5 02	1 43	8 56	7 42	6 30	25.2	....East Bridgewater ♁	6 48	7 42	12 17	4 18	5 17
Night	7 16	5 56	5 05	1 46	8 59	7 45	6 33	26.2	.....Elmwood.... ♁	†6 45	7 39	12 14	4 15	†5 14
.....	P M	P M	—	1 49	A M	A M	A M	27.3	...Bridgewater Jn. ♁	A M	—	12 12	4 12	P M
.....	.....	.....	5 09	1 51	.....	.....	.....	28.2	...**Bridgewater**. ♁	....	†7 35	†12 09	†4 09	....
				P M				ARRIVE]			[LEAVE	A M	Noon	P M	....

HANOVER AND MONTELLO.

P M	P M	A M	A M	Mls	*November* 1, 1909.	A M	P M	....
†6 16	†4 15	†8 00	†5 45	0	lv. **Hanover** ♁ ar.	7 45	6 00	....
6 49	4 40	8 36	6 12	7.9	**No. Abington** ♁	7 24	5 39	....
6 53	4 44	8 40	6 16	9.3	....Abington.. ♁	7 04	5 32	....
7 02	4 52	8 46	6 21	11.2	....**Whitman**. ♁	7 00	5 28	....
7 19	P M	9 02	6 36	17.1	....Westdale.. ♁	6 42	5 12	....
7 22	.....	9 05	6 39	18.3	.....Matfield....	†6 39	5 08	....
7 30	.....	9 13	6 49	22.0	+. **Brockton.** ♁	A M	4 59	....
7 34	.....	9 18	6 53	23.5	...**Montello.** ♁	.....	†4 56	....
P M	.....	A M	A M	....	ARRIVE] [LEAVE	.....	P M	....

Pintsch Gas
Steam Heat

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

Used on most of the Prominent Railways in Europe and the United States.

BOSTON, TAUNTON, FALL RIVER AND NEWPORT.

Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Pas.	Pas.	Exp.	Pas.	Pas.	Exp.	Exp.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls.	October 25 1909.
....	....	P M	....	....	....	....	....	....	....	P M	....	....	....	Noon	....	....	....	A M	....	lv. (Via Randolph) ar.
....	....	§4 27	....	....	....	....	....	....	....	†4 27	....	....	....	†12 24	....	....	....	†6 27	0	+Boston (Term.) ♁
P M	....	....	Noon	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	....	lv. (Via Mansfield) ar.
§10 50	....	....	§12 50	§9 00	§6 27	†11 28	†7 00	*6 00	*6 50	†4 50	†4 50	†4 00	†2 40	†125	†10 40	†8 50	†7 40	†6 40	....	+Boston (Term.) ♁
10 54	....	....	12 54	9 04	6 31	11 32	7 04	6 04	*6 54	4 54	4 54	4 04	2 44	12 54	10 44	8 54	7 44	6 44	....	+...Back Bay.....
....	....	5 00	....	....	....	....	....	....	....	6 00	....	....	....	1 00	....	....	....	6 46	11.4	..So. Braintree ♁
....	....	5 07	....	....	....	....	....	Fall River Line.	....	6 07	....	....	....	1 07	....	....	....	7 03	15.1	....Randolph.. ♁
....	....	5 14	....	....	....	....	....		....	6 14	....	....	....	1 14	....	....	....	7 10	18.0	..South Stoughton ♁
....	....	5 21	....	....	....	....	....		....	6 21	....	....	....	1 21	....	....	....	7 17	22.5	...North Easton. ♁
....	....	5 26	....	....	....	....	....		....	6 26	....	....	....	1 26	....	....	....	7 21	24.6	.......Easton.... ♁
....	....	5 34	....	....	....	....	....		....	6 34	....	....	....	1 34	....	....	....	7 30	31.0	......Raynham... ♁
....	....	5 39	....	....	....	....	....		....	6 39	....	....	....	1 40	....	....	....	7 35	33.4	....Whittenton....
11 59	....	5 46	1 48	9 56	7 55	12 40	7 54		6 59	6 51	6 44	4 54	3 44	1 48	11 44	9 44	8 46	7 49	35.7	+...Taunton... ♁
12 02	....	5 49	1 51	— —	7 58	12 43	— —		7 02	5 54	— —	— —	3 47	1 51	11 47	— —	— —	7 52	37.0	....Weir Village.. ♁
12 07	....	5 54	1 56	— —	8 03	12 48	— —		7 08	5 59	— —	— —	3 52	1 56	11 52	— —	— —	7 57	39.2	..North Dighton ♁
12 13	....	6 00	2 02	— —	8 09	12 54	— —		7 14	6 06	— —	— —	3 58	2 02	11 58	— —	— —	8 03	42.1	.....Dighton.... ♁
12 19	....	6 06	2 08	10 10	8 15	1 00	— —	....	7 20	6 11	— —	— —	4 04	2 08	12 04	— —	— —	8 09	45.1	......Somerset.... ♁
12 30	P M	6 20	2 20	10 20	8 30	1 11	8 20	....	7 31	6 20	6 07	6 20	4 20	2 20	12 20	10 09	9 11	8 20	49.9	+...Fall River.. ♁
....	§7 43	....	....	....	....	....	....	7 20	7 35	....	6 10	....	....	....	....	....	....	....	50.9	+Fall River Whf ♁
12 34	7 48	6 24	2 24	10 24	8 34	¶1 15	8 24	P M	P M	6 24	P M	6 24	4 24	2 24	12 24	10 13	9 15	8 23	51.[illegible]	Fall Riv. (Ferry St.) ♁
Night	7 57	6 33	2 33	10 33	8 43	A M	8 33	By Boat.	By Boat.	6 33	By Boat.	5 33	4 33	2 33	12 33	10 22	A M	8 31	56.[illegible]	+....Tiverton.... ♁
....	8 03	6 39	2 38	10 38	8 48	....	8 39			6 37		6 37	4 39	2 39	12 39	10 28	....	8 30	58.3	....Bristol Ferry . ♁
....	8 07	6 42	2 42	10 42	8 52	....	8 42			6 42		— —	4 42	2 42	12 42	10 31	....	8 40	60.9	....Portsmouth.. ♁
....	8 18	6 53	2 52	10 52	9 04	....	8 53	....	....	6 53	....	— —	4 53	2 53	12 53	10 42	....	8 51	64.6	....Middletown.. ♁
....	8 27	7 02	3 00	11 00	9 10	....	d9 02	9 00	9 00	7 02	9 00	5 55	5 02	3 02	1 02	10 51	....	9 00	69.4	+...Newport... ♁
....	P M	P M	P M	A M	A M	....	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	....	A M	....	ARRIVE [LEAVE
....	....	....	....	....	....	....	7 00	7 00	7 00	....	7 00	....	....	....	....	....	....	....	....	..New York (Str.)..
....	....	....	....	....	....	....	A M	A M	A M	....	A M	....	....	....	....	....	....	....	....	ARRIVE] [LEAVE

October 25 1909.	Pas.	Pas.	Pas.	Pas.	Exp.	Exp.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.	Sun.	Sun.	Sun.
lv. (Via Randolph) ar.	....	....	....	A M	....	....	....	....	P M	....	....	P M	....	....	A M	....	....	....
+Boston (Term.) ♁	....	....	....	9 33	....	....	....	....	1 55	....	....	†7 51	....	....	9 33	....	....	....
lv. (Via Mansfield) ar.	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	A M	....	A M	P M	P M
+Boston (Term.) ♁	7 05	8 00	8 20	9 05	9 05	10 10	11 20	12 20	1 10	3 20	5 06	*7 35	11 40	8 33	....	10 13	1 10	6 10
+...Back Bay.....	7 01	7 56	8 16	9 01	9 01	10 06	11 16	12 16	1 05	3 16	5 01	7 31	11 36	8 29	....	10 09	1 06	6 06
..So. Braintree ♁	....	....	....	9 03	....	....	....	....	1 02	....	....	7 25	....	....	9 02	....	....	....
....Randolph.. ♁	....	Fall River Line.	....	8 53	....	....	....	....	12 54	....	....	7 15	....	....	8 54	....	....	....
..South Stoughton ♁	....		....	8 44	....	....	....	....	12 46	....	....	7 06	....	....	8 46	....	....	....
...North Easton. ♁	....		....	8 37	....	....	....	....	12 40	....	....	6 58	....	....	8 40	....	....	....
.......Easton.... ♁	....		....	8 32	....	....	....	....	12 36	....	....	6 53	....	....	8 36	....	....	....
......Raynham... ♁	....		....	8 21	....	....	....	....	12 27	....	....	6 44	....	....	8 27	....	....	....
....Whittenton....	....		....	8 15	....	....	....	....	12 22	....	....	†6 39	....	....	8 23	....	....	....
+...Taunton... ♁	6 14		7 18	8 09	8 11	9 20	10 20	11 22	12 17	2 20	4 12	*6 29	10 32	7 23	8 17	9 12	12 15	4 15
....Weir Village.. ♁	— —		7 11	7 58	— —	— —	10 13	— —	12 12	2 15	— —	6 25	10 25	7 16	8 10	9 05	12 08	4 08
..North Dighton ♁	— —		7 06	7 53	— —	— —	10 08	— —	12 07	2 09	— —	6 20	10 20	7 12	8 05	9 00	12 03	4 03
.....Dighton.... ♁	— —		7 00	7 47	— —	— —	10 02	— —	12 01	2 02	— —	6 14	10 14	7 06	7 59	8 54	11 57	3 57
......Somerset.... ♁	— —	....	6 54	7 41	— —	— —	9 56	— —	11 55	1 55	— —	6 08	10 08	7 00	7 53	8 48	11 51	3 51
+...Fall River.. ♁	5 49	....	6 45	7 31	7 40	8 55	9 46	10 57	11 46	1 46	3 46	5 58	9 58	6 51	7 43	8 39	11 41	3 41
+Fall River Whf ♁	†5 45	*6 40	†6 42	....	†7 40	....	....	....	....	....	....	....	....	§6 47	....	....	....	....
Fall Riv. (Ferry St.) ♁	A M	A M	A M	7 26	A M	8 51	9 41	†10 5	11 41	1 41	3 49	6 52	9 52	A M	7 38	8 34	11 36	3 36
+....Tiverton.... ♁	....	....	....	7 17	....	8 42	9 32	A M	11 32	1 32	3 31	5 43	9 45	....	7 29	8 25	11 27	3 27
....Bristol Ferry . ♁	....	....	....	7 11	....	8 36	9 36	....	11 26	1 26	3 26	5 37	9 37	....	7 24	8 20	11 22	3 22
....Portsmouth.. ♁	....	....	....	7 07	....	— —	9 22	....	11 22	1 22	3 22	6 35	9 33	....	7 18	8 16	11 18	3 18
....Middletown.. ♁	....	....	....	6 56	....	— —	9 11	....	11 11	1 11	3 11	6 22	9 22	....	7 07	8 08	11 08	3 08
+...Newport... ♁	....	....	....	†6 47	....	†8 20	†9 02	....	†11 02	†1 02	†3 02	*5 13	*9 13	....	§7 00	§8 00	§11 00	§3 00
ARRIVE [LEAVE	....	....	....	A M	....	A M	A M	....	A M	P M	P M	P M	P M	....	A M	A M	A M	P M
..New York (Str.)..	5 00	*5 00	5 00	....	5 00	....	....	....	....	....	....	....	....	5 00	....	....	....	....
ARRIVE] [LEAVE	P M	P M	P M	....	P M	....	....	....	....	....	....	....	....	P M	....	....	....	....

Additional Trains—Leave Fall River †2 50, †5 50, †9 50 p.m., arrive Newport 3 30, 6 30, 10 30 p.m. Leave Newport †12 13 noon, †4 13, †7 13 p.m., arrive Fall River 12 55 noon, 4 55, 7 55 p.m. Leaves Boston †3 27 p.m. arriving Easton 4 28 p.m. Leave Boston †5 27, †6 27 p.m., arriving North Easton 6 23, 7 23 p.m. Leave North Easton †5 50, †6 35, †7 35 a.m., arriving Boston 6 47, 7 33, 8 33 a.m.

For Intermediate Time of Trains between Boston and Taunton, via Mansfield, and for Additional Trains Boston to Taunton, see page 288.

BOSTON TO MIDDLEBORO.

October 3, 1909.	Mls	Pas.	Pas.	Pas.	Pas.	Pas.	Pas	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.
(Term'l) [LEAVE	....	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	Noon	P M	P M	P M	P M
Boston+....... ♁	0	†5 47	†6 43	†7 38	†7 52	†8 43	†9 43	†10 43	†11 43	†12 43	†1 08	†1 43	†2 40	†3 43	†4 06	†4 12	†4 43	†5 06	†5 43	†6 13	†7 13	†8 13	†9 27	†11 20	§6 43	§7 38	§9 13	§12 43	§4 43	§5 43	§8 45	§10 53
Braintree..... ♁	10.1	6 22	7 03	— —	8 18	9 04	10 05	11 04	12 0	1 03	— —	2 06	3 03	4 06	— —	4 35	5 03	— —	6 03	—	7 34	8 46	9 56	11 42	7 04	—	9 34	1 04	5 04	6 03	9 00	11 14
So. Braintree ♁	11.4	6 26	7 09	— —	8 25	9 11	10 09	11 11	12 09	1 09	— —	2 10	3 09	4 10	— —	— —	5 07	— —	6 09	6 39	7 42	8 49	10 01	11 47	7 09	— —	9 41	1 09	5 09	6 09	9 14	11 20
Holbrook....... ♁	15.0	6 35	7 17	— —	8 33	9 19	10 17	11 19	12 17	1 17	— —	2 18	3 17	4 18	— —	— —	5 15	— —	6 17	6 46	7 50	8 57	10 09	11 55	7 17	— —	9 49	1 17	5 17	6 17	9 22	11 28
Avon........... ♁	16.8	6 40	7 21	— —	8 37	9 23	10 21	11 23	12 21	1 21	— —	2 22	3 21	4 22	— —	— —	5 19	—	6 20	6 50	7 55	9 01	10 12	11 59	7 21	— —	9 53	1 21	5 21	6 20	9 26	— —
Montello........ ♁	18.5	6 44	7 25	— —	8 41	9 27	10 25	11 27	12 25	1 25	— —	2 26	3 26	4 26	— —	4 50	5 23	5 36	6 24	6 54	7 58	9 05	10 17	12 03	7 25	— —	9 57	1 25	5 25	6 24	9 30	11 34
Brockton+.... ♁	20.0	6 49	7 30	8 13	8 46	9 32	10 32	11 32	12 32	1 32	1 43	2 32	3 32	4 29	4 38	4 54	5 28	5 41	6 28	6 58	8 05	9 09	10 21	12 08	7 30	8 13	10 02	1 30	5 30	6 28	9 34	11 39
Campello. ...... ♁	21.6	6 53	7 34	— —	8 50	9 36	10 35	11 36	12 35	1 36	— —	2 35	3 36	4 32	4 42	4 58	5 32	5 44	6 32	7 02	8 08	9 12	10 24	12 12	7 34	— —	10 06	1 34	5 34	6 32	9 37	11 42
Matfield .... ♁	23.7	7 01	7 39	— —	8 57	9 41	A M	11 41	Noon	1 41	— —	P M	3 41	P M	— —	5 02	5 37	— —	6 37	7 07	P M	P M	P M	12 17	7 39	— —	10 11	1 39	5 35	6 37	P M	P M
Westdale....... ♁	24.9	7 03	7 42	— —	9 02	9 44	....	11 44	....	1 44	— —	....	3 44	....	— —	P M	5 40	— —	6 40	7 10	....	....	....	12 20	7 42	— —	10 14	1 42	5 42	6 40	....	....
Bridgewater.. ♁	26.9	7 08	7 47	8 25	9 06	9 49	....	11 49	....	1 49	1 55	....	3 49	....	4 53	....	5 45	5 57	6 46	7 16	....	....	....	12 26	7 47	8 25	10 19	1 47	5 47	6 46	....	....
Titicut......... ♁	30.5	A M	7 53	— —	A M	9 55	....	11 55	....	1 55	— —	....	3 55	....	— —	....	P M	6 03	6 52	7 22	....	....	....	12 31	7 53	— —	10 25	1 53	5 53	6 52	....	....
Middleboro+. ♁	34.6	....	8 00	8 36	....	10 02	....	12 02	....	2 02	2 07	....	4 02	....	5 05	....	....	6 09	7 00	7 30	....	....	....	12 38	8 00	8 37	10 39	2 00	6 00	7 00	....	....
[ARRIVE	....	....	A M	A M	....	A M	....	Noon	....	P M	P M	....	P M	....	P M	....	....	P M	P M	P M	....	....	....	Night	A M	A M	A M	P M	P M	P M	....	....

MIDDLEBORO TO BOSTON.

STATIONS.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.
[LEAVE	....	....	A M	A M	A M	A M	....	....	A M	A M	....	A M	A M	....	P M	....	P M	....	....	P M	....	....	....	....	....	A M	A M	....	P M	P M	....
Middleboro....	....	....	†6 25	†6 55	†7 48	†7 54	....	....	†9 22	*9 58	....	†11 53	*11 58	....	†1 55	....	*3 55	....	....	†5 53	....	....	....	....	....	§7 28	§8 30	....	§5 52	§5 00	....
Titicut.........	....	....	6 32	7 02	— —	8 01	....	....	9 29	10 05	....	— —	12 05	....	2 02	....	4 02	....	P M	6 00	P M	....	....	....	....	7 35	8 37	....	— —	6 07	....
Bridgewater...	....	A M	6 40	7 10	8 02	8 08	A M	....	9 36	10 12	....	12 06	12 12	....	2 10	....	4 10	....	†6 16	6 06	†6 12	P M	....	....	....	7 42	8 44	....	6 06	6 14	....
Westdale.......	....	†6 36	6 45	7 15	— —	8 13	†9 02	....	— —	10 17	....	— —	12 17	....	2 15	....	4 15	P M	5 20	— —	6 17	†7 19	....	....	....	7 47	8 49	....	— —	6 19	....
Matfield	A M	6 39	6 49	7 19	— —	8 16	9 05	A M	— —	10 20	A M	— —	12 20	P M	2 19	P M	4 19	†4 47	5 23	— —	6 20	7 22	P M	P M	P M	7 50	8 52	P M	— —	6 22	P M
Campello.......	†5 55	6 44	6 54	7 24	8 12	8 21	9 09	†9 25	— —	10 25	†11 25	— —	12 25	†1 25	2 26	†3 26	4 25	4 55	5 28	— —	6 25	7 25	†8 40	†9 34	†10 43	7 55	8 57	§2 35	— —	6 27	§9 55
Brockton......	6 00	6 49	7 00	7 30	8 16	8 26	9 13	9 30	9 49	10 30	11 30	12 19	12 30	1 32	2 30	3 32	4 30	4 59	5 33	6 19	6 30	7 30	8 45	9 38	10 47	8 00	9 02	2 40	6 19	6 32	10 00
Montello........	6 04	6 55	7 04	7 34	8 19	8 30	9 18	9 34	—	10 34	11 34	— —	12 34	1 36	2 34	3 36	4 34	5 03	5 37	— —	6 34	7 34	8 49	9 42	10 51	8 04	9 06	2 44	— —	6 36	10 04
Avon...........	6 08	— —	7 08	7 38	— —	8 34	— —	9 38	— —	10 38	11 38	— —	12 38	1 40	2 38	3 40	4 38	5 07	5 41	— —	6 38	7 38	8 53	9 46	10 55	8 08	9 10	2 48	— —	6 40	10 08
Holbrook.......	6 12	— —	7 12	7 42	— —	8 38	— —	9 44	— —	10 42	11 42	— —	12 42	1 44	2 42	3 44	4 42	5 11	5 45	— —	6 42	7 42	8 57	9 50	10 59	8 12	9 14	2 52	— —	6 44	10 12
So. Braintree..	6 23	7 10	7 23	7 53	— —	8 50	— —	9 50	— —	10 50	11 50	— —	12 53	1 53	2 53	3 53	4 53	5 19	5 54	— —	6 53	7 53	9 06	9 56	11 08	8 23	9 23	3 00	— —	6 53	10 20
Braintree......	6 28	7 14	7 28	7 58	— —	8 54	— —	9 55	— —	10 54	11 55	— —	12 58	1 58	2 58	3 58	4 58	5 23	5 58	— —	6 58	7 58	9 11	10 03	11 13	8 28	9 28	3 04	— —	6 57	10 24
Boston.........	6 47	7 42	7 47	8 17	8 49	9 16	9 48	10 17	10 20	11 17	12 17	12 52	1 17	2 17	3 21	4 18	6 17	5 57	6 19	6 52	7 17	8 29	9 35	10 32	11 40	8 47	9 51	3 30	6 52	7 16	10 50
(Term'l) [ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M	P M

BOSTON AND FALL RIVER, VIA MIDDLEBORO.

October 25, 1909.	Ms.	Pas.	Pas.	Pas.
[LEAVE	....	A M	A M	P M
Boston (Term'l)+ ♁	0	†6 43	†10 43	a5 05
Middleboro+.. ♁	34.6	8 04	12 04	6 15
Lakeville..........	36.8	8 09	12 09	6 20
Myrick's........ ♁	41.9	8 19	12 19	6 30
Assonet.......... ♁	44.9	8 26	12 26	6 37
Crystal Spring......	46.7	8 31	12 31	6 42
Steep Brook.......	50.3	8 39	12 39	6 50
Fall River+.... ♁	52.7	8 46	12 46	6 57
Fall River (Wh'f) ♁	53.7	....	....	7 00
Fall River (Ferry St.) ♁	53.8	8 49	12 49	P M
[ARRIVE	....	A M	Noon	....

STATIONS.	Pas.	Pas.	Pas.
[LEAVE	....	P M	P M
Fall River (Ferry St.)	A M	†1 10	†6 05
Fall River (Wharf)..	*7 05	....	....
Fall River............	7 10	1 15	5 10
Steep Brook...........	7 14	1 19	6 14
Crystal Spring.........	7 23	1 27	6 23
Assonet...............	7 23	1 32	6 28
Myrick's..............	7 35	1 38	6 35
Lakeville.............	7 45	1 48	6 45
Middleboro.......arr.	7 50	1 53	6 50
Boston (Terminal)...	e9 16	3 21	8 52
[ARRIVE	A M	P M	P M

* Daily; † daily, except Sunday.
¶ Daily, except Monday.
§ Sunday only.
a Daily, but on Sunday leaves Boston 4 43 p.m.
d Arrives Wharf Station, Newport.
e Sunday arrives Boston 9 51 a.m.
+ Coupon stations.
♁ Telegraph stations.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

BOSTON AND FITCHBURG.

Sun.	Sun.	Sun.	Sun.	Pas	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls	October 3, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.
P M	P M	Noon	A M	P M	P M	P M	.....	P M	P M	P M	A M	A M	A M	....	lve... Boston ..arr.	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M
§11 30	§7 25	§12 25	§8 30	†11 30	†6 05	†5 05	.....	†4 15	†2 20	†1 05	†10 05	†8 30	†7 00	....	.....Terminal.... ♁	8 15	c8 55	9 50	11 40	12 45	2 46	4 00	7 10	10 20	1 45	7 15
12 07	8 03	1 16	9 10	12 07	6 50	5 43	.....	4 48	3 00	1 43	10 43	9 05	7 41	0	+ So. Framingham ♁	7 25	8 17	9 12	11 03	12 05	1 56	3 22	6 17	9 23	12 47	6 17
12 12	8 09	1 20	9 15	12 12	6 55	5 48	.....	4 53	3 06	1 49	10 48	9 10	7 46	1.9	.... Framingham.. ♁	7 20	8 13	9 08	10 59	12 01	1 51	3 18	6 13	9 19	12 43	6 13
12 19	8 16	1 28	9 22	12 19	7 02	5 55	.....	5 00	3 12	1 56	10 55	– –	7 53	5.4	...... Fayville .... ♁	7 13	8 06	– –	– –	11 54	1 44	3 11	6 08	– –	12 36	6 08
12 22	8 19	1 29	9 25	12 22	7 05	5 58	P M	5 03	3 15	2 00	10 58	9 12	7 56	6.5	......Southboro .... ♁	7 11	8 03	9 00	10 51	11 51	1 42	3 08	6 03	9 12	12 34	6 05
12 28	8 24	1 33	9 31	12 28	7 09	6 04	*5 19	5 07	3 21	2 06	11 04	– –	8 02	8.4	..Marlboro Junc ♁	7 08	7 58	8 56	– –	11 47	1 38	3 04	5 58	9 09	12 30	5 58
12 32	8 29	1 37	9 36	12 32	7 13	6 09	.....	5 11	3 28	2 11	11 09	9 25	8 07	9.9	ar. + Marlboro ♁ lv.	†7 05	*7 51	†8 49	†10 45	†11 40	†1 35	†2 57	†5 50	*9 00	§12 27	§5 50
Night	8 35	P M	9 42	Night	P M	6 15	5 30	P M	3 32	2 17	11 15	A M	8 13	14.2	.....Northboro.... ♁	A M	7 44	8 45	A M	11 34	P M	2 51	5 44	8 50	Noon	5 44
.....	8 41	.....	9 48	.....	.....	6 21	5 37	.....	3 38	2 23	11 21	.....	8 19	17.7	+ ..... Berlin ..... ♁	.....	7 37	– –	.....	11 27	.....	2 44	5 37	8 41	.....	5 37
.....	8 44	.....	9 51	.....	.....	6 24	– –	.....	3 41	2 26	11 24	.....	8 22	19.4	..... West Berlin .... ♁	.....	7 34	– –	.....	11 24	.....	2 41	5 34	8 39	.....	5 34
.....	8 48	.....	9 55	.....	.....	6 29	– –	.....	3 45	2 30	11 28	.....	8 26	21.7	........Bolton....... ♁	.....	7 30	– –	.....	11 19	.....	2 37	5 30	8 35	.....	5 30
.....	8 54	.....	10 01	.....	.....	6 35	5 50	Pas.	3 51	2 36	11 34	.....	8 36	23.5	+ ......Clinton ...... ♁	Pas.	7 26	8 30	Pas.	11 15	.....	2 34	5 26	8 30	.....	5 26
.....	9 02	.....	10 09	.....	.....	6 44	– –	P M	3 58	2 44	11 42	.....	8 44	28.2	......Pratt's Junc. ♁	A M	7 17	– –	A M	11 06	.....	2 25	5 17	8 21	.....	5 17
.....	9 10	.....	10 17	.....	.....	6 52	6 10	†2 12	4 07	2 52	11 50	.....	8 52	32.4	.......Leominster...... ♁	6 51	7 10	8 14	10 09	10 59	.....	2 18	5 10	8 14	.....	5 10
.....	9 18	.....	10 25	.....	.....	7 00	6 20	2 20	4 15	3 00	11 58	.....	9 00	37.1	+ ... Fitchburg .. ♁	†6 40	*7 00	†8 05	†10 00	†10 50	.....	†2 09	†5 00	*8 00	.....	§5 00
.....	P M	.....	A M	.....	.....	P M	P M	P M	P M	P M	A M	.....	A M	.....	ARRIVE] [LEAVE	A M	A M	A M	A M	A M	.....	P M	P M	P M	.....	P M

Additional Trains—Leave South Framingham for Framingham †7 37, §8 33 a.m., †1 45, †6 57, §7 53 p.m. Leave Framingham for S. Framingham *8 17 a.m., †12 05 noon, §6 14, †6 05 p.m. **For additional trains between Pratts Junction and Fitchburg, see Fitchburg and Providence table below.**

FITCHBURG AND TAUNTON.

Sun	Sun	Sun	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls	October 3, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun	Sun	Sun.
P M	.....	A M	P M	P M	P M	A M	A M	.....	.....	LEAVE] [ARRIVE	A M	A M	P M	P M	.....	.....	A M	P M	.....
§8 05	.....	§7 00	†8 00	†5 00	†2 09	†10 50	†7 00	.....	0	+ ..Fitchburg .. ♁	9 00	11 58	3 06	7 09	.....	.....	10 25	9 18	.....
8 30	.....	7 26	8 30	5 26	2 34	11 15	7 26	.....	13.6	+ ..... Clinton ..... ♁	8 36	11 34	2 56	6 35	.....	Night	10 01	8 54	Night
9 06	P M	7 51	9 06	5 50	2 57	11 40	7 51	A M	.....	lv. + Marlboro ♁ ar.	8 07	11 09	2 11	6 09	P M	12 52	9 36	8 29	12 52
9 28	§5 23	8 23	9 28	6 20	3 30	12 15	8 28	†6 20	37.1	+ .So. Framingham. ♁	7 32	10 30	1 32	5 32	7 52	11 50	8 28	7 48	11 50
9 34	5 29	8 34	9 34	6 27	3 36	12 21	8 34	6 26	40.6	.......Sherborn ..... ♁	7 26	10 24	1 26	5 26	7 46	11 43	8 22	7 42	11 43
b9 38	5 33	8 38	b9 38	6 31	3 40	12 25	8 38	6 30	42.5	.... South Sherborn ..	7 21	10 19	1 21	5 21	7 41	b –	8 17	7 37	b –
9 42	5 37	8 42	9 42	6 35	3 44	12 30	8 43	6 34	44.8	....Medfield Jn.. ♁	7 17	10 15	1 17	5 17	7 37	11 34	8 13	7 33	11 34
9 46	5 41	8 46	9 46	6 39	3 48	12 34	8 46	6 38	46.1	+ .....Medfield...... ♁	7 14	10 12	1 14	5 14	7 34	11 31	8 10	7 30	11 31
9 53	5 49	8 53	9 53	6 47	3 55	12 41	8 52	6 45	50.1	......Walpole .... ♁	7 07	10 05	1 07	5 07	7 27	11 24	8 03	7 23	11 24
– –	– –	– –	– –	o –	o –	o –	8 56	– –	51.6	..Walpole Junc ♁	o –	o –	z –	– –	– –	– –	7 59	– –	– –
9 59	5 54	8 59	9 59	6 54	4 01	12 47	8 59	6 51	52.9	...South Walpole.....	7 00	9 58	12 57	5 00	7 20	11 17	7 57	7 17	11 17
10 02	– –	– –	10 02	6 57	– –	– –	– –	6 54	54.1	...North Foxboro.... ♁	6 58	– –	– –	– –	7 18	– –	– –	– –	– –
10 06	6 01	9 06	10 06	7 02	4 08	12 54	9 06	6 58	55.5	.......Foxboro....... ♁	6 55	9 53	12 53	4 55	7 15	11 12	7 53	7 13	11 12
– –	– –	– –	– –	7 05	– –	– –	– –	7 01	57.3	.......Foxvale.......	6 50	– –	– –	– –	7 11	– –	– –	– –	– –
10 12	6 07	9 12	10 12	7 09	4 14	1 00	9 12	7 04	58.4	ar. + Mansfield ♁ lv.	6 47	9 46	12 47	4 48	7 08	11 05	7 47	7 07	11 05
P M	6 35	9 34	P M	7 34	4 38	1 22	9 34	7 26	69.3	+ .....Taunton.... ♁	†6 17	†9 22	†12 26	†4 26	†6 46	†10 52	§7 23	§6 46	§10 32
.....	P M	A M	.....	P M	P M	P M	A M	A M	.....	ARRIVE] [LEAVE	A M	A M	Noon	P M	P M	P M	A M	P M	P M
.....	7 42	10 39	.....	8 32	5 28	2 26	10 22	8 35	90.8	arr. New Bedford lve.	5 33	8 43	11 38	3 31	5 43	9 45	6 37	5 43	9 45
.....	.....	9 57	.....	.....	5 00	1 55	9 57	7 52	80.0	arr. .Middleboro..lve.	.....	8 03	12 03	4 03	6 10	.....	.....	6 10	.....
.....	7 31	10 20	.....	8 20	5 20	2 20	10 09	8 20	83.9	arr. Fall River.lve.	†5 40	8 55	11 46	3 46	5 58	9 58	§6 51	5 58	9 58
.....	8 27	11 00	.....	a8 02	5 55	3 02	10 51	9 00	103.5	arr.. Newport..lve.	A M	†8 20	†11 02	†3 02	†6 13	†9 13	A M	§6 13	§9 13
.....	P M	A M	.....	¶7 00	P M	P M	A M	A M	.....	ar. New York (F.R.L.) lv.	5 00	A M	A M	P M	P M	P M	5 00	P M	P M
.....	.....	.....	.....	A M	.....	4 45	.....	11 15	.....	arr..Oak Bluffs.lve.	P M	.....	9 00	.....	.....	.....	P M	.....	.....
.....	.....	.....	.....	.....	.....	P M	.....	2 00	.....	..... Nantucket.....	.....	.....	†6 50	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	P M	.....	ARRIVE] (Stmr) [LEAVE	.....	.....	A M	.....	.....	.....	.....	.....	.....

STOUGHTON BRANCH.—Trains leave Boston, Terminal (Back Bay Station 4 minutes later), for Canton and Stoughton †6 05, ‡7 15, †8 15, †10 15 a.m., †12 15 noon, ‡1 40, †2 15, †3 40, ‡4 12, †4 40, †5 33, †6 16, †7 15, †9 24, †11 28 p.m. Leave Stoughton for Boston †6 01, †7 01, †7 55, †8 42, ‡8 55, †9 44, †10 44 a.m., †12 55 noon, †2 55, †4 45, †5 45, †6 45, ‡6 51, †8 55, †11 02 p.m. Running time about 40 minutes. Distance, 18.4 miles.

* Daily; † daily, except Sundya; ‡ daily, except Saturday; ¶ daily, except Monday; § Sunday only; *a* Wharf station; *b* stops to leave passengers; *c* Sunday arrives 6 00 a.m.; *k* Saturday only; *o* stops to leave passengers from or to take for north of Walpole; *z* stops to take passengers for north of Walpole and to leave passengers for the Wrentham Branch.

+ Coupon stations; ♁ Telegraph stations.

STANDARD *Eastern time*

FRANKLIN AND PROVIDENCE.

.....	Pas.	Pas.	Pas.	Pas.	Mls	October 3, 1909.	Pas.	Pas.	Pas.	Pas.	.....
.....	P M	Noon	A M	.....	.....	lve..Boston.arr.	A M	P M	.....	P M	.....
.....	†3 43	†12 20	†8 20	A M	0	+ ..Terminal.. ♁	9 40	1 41	P M	8 00	.....
.....	4 40	1 35	9 25	†6 50	27.2	lv. + Franklin ♁ ar.	8 45	12 40	5 16	7 15	.....
.....	4 48	1 44	9 33	6 58	31.1	.West Wrentham.	8 37	12 32	5 07	7 07	.....
.....	5 08	2 04	9 52	7 19	39.1	... Adamsdale. ♁	8 16	12 10	4 46	6 46	.....
.....	5 13	2 09	9 57	7 24	41.1	..Valley Falls ♁	8 11	12 05	4 40	6 40	.....
.....	5 28	2 25	10 15	7 40	47.3	+ Providence ♁	†7 55	†11 50	†4 25	†6 25	.....
.....	P M	P M	A M	A M	.....	ARRIVE] [LEAVE	A M	A M	P M	P M	.....

FALL RIVER BRANCH.

.....	.....	Pas'nger	Mls	October 3 1909.	Pas'nger	.....
.....	.....	†4 40 P M	0	lve....Watuppa ♁ ...arr	7 30 A M	.....
.....	.....	5 08 "	8.6	....North Dartmouth....	7 02 "	.....
.....	.....	5 15 "	11.7	.....Mount Pleasant.....	6 55 "	.....
.....	.....	5 20 P M	13.4	arr. + New Bedford ♁ lve.	†6 50 A M	.....

WORCESTER AND FITCHBURG.

Pas.	Pas.	Pas.	Pas	Pas.	Ms.	October 3, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.
P M	P M	P M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	P M	P M	A M
†7 45	†6 00	†1 30	†11 50	†6 45	0	.....Worcester.....	8 28	10 50	2 00	6 00	10 50
8 14	6 27	1 59	12 17	7 12	14.2	.......Sterling	8 04	10 22	1 32	5 32	10 22
8 19	6 32	– –	12 22	7 16	17.7	. Pratts Junction..	7 58	– –	1 27	5 27	10 17
8 27	6 42	2 12	12 32	7 25	21.0	.....Leominster......	7 50	10 09	1 19	5 18	10 09
8 35	6 50	2 20	12 40	7 33	25.7	.....Fitchburg.....	†7 41	†10 00	†1 10	†5 10	§10 00
P M	P M	P M	Noon	A M	...	ARRIVE] [LEAVE	A M	A M	P M	P M	A M

LOWELL AND TAUNTON.

Sun	Sun	Pas	Pas.	Pas	Ms	November 1, 1909.	Pas.	Pas.	Pas.	Sun	Sun
P M	A M	P M	A M	A M	.....	LEAVE] [ARRIVE	A M	P M	P M	A M	P M
§4 17	§7 05	†5 05	†11 05	†7 05	0	+ ..... Lowell..... ♁	8 42	2 50	6 54	9 35	9 00
4 25	7 13	5 14	11 14	7 13	3.8	.....Chelmsford ... ♁	8 33	2 41	6 46	9 27	8 52
4 30	7 20	5 18	11 19	7 20	6.2	..South Chelmsford ♁	8 28	2 36	6 39	9 22	8 47
4 35	7 26	5 26	11 25	7 26	8.9	.......Carlisle.......	8 22	2 30	6 33	9 16	8 41
4 44	7 38	5 34	11 34	7 38	13.1	........Acton...... ♁	8 13	2 21	6 21	9 07	8 32
4 49	7 44	5 39	11 39	7 44	14.0	...Concord Junc. ♁	8 08	2 16	6 15	9 03	8 27
4 58	7 52	5 46	11 46	7 52	18.4	....North Sudbury.. ♁	8 01	2 09	6 07	8 55	8 18
5 00	7 59	5 50	11 50	7 59	20.3	.......Sudbury .... ♁	7 57	2 05	6 03	8 51	8 14
5 04	8 04	5 55	11 55	8 04	21.9	... South Sudbury.. ♁	7 52	2 00	5 58	8 47	8 09
5 14	8 17	6 06	12 05	8 17	26.6	.... Framingham .. ♁	7 42	1 50	5 42	8 38	7 59
5 19	8 22	6 10	12 10	8 22	28.0	ar. + S. Framingham ♁ lv.	7 37	1 45	5 37	8 33	7 53
6 07	9 12	7 09	1 00	9 12	49.9	ar. + Mansfield ♁ ..lv.	6 47	12 47	4 48	7 47	7 07
6 55	9 34	7 34	1 22	9 34	60.8	ar.. + Taunton ♁ ..lv.	†6 17	†12 26	†4 26	§7 23	§6 46
7 42	10 39	8 32	2 26	10 22	.....	ar.. New Bedford.lv.	5 33	11 38	3 31	6 37	5 43
.....	9 57	.....	1 55	9 57	.....	ar...Middleboro..lv.	.....	12 03	4 03	.....	6 10
7 31	10 20	8 20	2 20	10 09	.....	ar...Fall River...lv.	†5 40	11 46	3 46	§6 51	5 58
8 27	11 00	a8 02	3 02	10 51	.....	ar....Newport....lv.	.....	†11 02	†3 02	A M	§5 13
P M	A M	¶7 00	P M	A M	.....	ar. New York (F.R.L.) lv.	6 00	A M	P M	5 00	P M
.....	.....	A M	4 45	.....	.....	ar...Oak Bluffs...lv.	P M	9 00	.....	P M	.....
.....	.....	.....	P M	.....	.....	.....Nantucket.....	.....	†6 50	.....	.....	.....
.....	.....	.....	.....	.....	.....	ARRIVE] [LEAVE	.....	A M	.....	.....	.....

PROVIDENCE (UNION STATION) WARREN, BRISTOL AND FALL RIVER (ELECTRIC)—*20 miles.*

For Fall River and Intermediate Stations (not Bristol).—Leave Providence *week-days*—5 00, 6 30, 7 00, 7 30, 8 00, 8 30, 9 00, 9 30, 10 00, 10 30, 11 00, 11 30 a.m., 12 00, 12 30 noon, 1 00, 1 30, 2 00, 2 30, 3 00, 3 30, 4 00, 4 30, 5 00, 5 30, 6 00, 6 30, 7 00, 7 30, 8 30, 9 00, 10 30, 11 30 p.m. *Sundays*—7 30, 8 30, 9 30, 10 00, 10 30, 11 00, 11 30 a.m., 12 00, 12 30 noon, 1 00, 1 30, 2 00, 2 30, 3 00, 3 30, 4 00, 4 30, 5 00, 5 30, 6 00, 6 30, 7 00, 7 30, 8 00, 8 30, 9 30, 10 30, 11 30 p.m.

For Providence and Intermediate Stations.—Leave Fall River *week-days*—6 30, 7 00, 7 30, 8 00, 8 30, 9 00, 9 30, 10 00, 10 30, 11 00, 11 30 a.m., 12 00, 12 30 noon, 1 00, 1 30, 2 00, 2 30, 3 00, 3 30, 4 00, 4 30, 5 00, 5 30, 6 00, 6 30, 7 00, 7 30, 8 00, 8 30, 10 00, 10 30, 11 30 p.m. *Sundays*—8 00, 9 00, 9 30, 10 00, 10 30, 11 00, 11 30 a.m., 12 00, 12 30 noon, 1 00, 1 30, 2 00, 2 30, 3 00, 3 30, 4 00, 4 30, 5 00, 5 30, 6 00, 6 30, 7 00, 7 30, 8 00, 8 30, 9 00, 9 30, 10 30, 11 30 p.m.

For Bristol and Intermediate Stations.—Leave Providence—†6 00, *7 15, †8 15, *9 15, *10 15, *11 15, †11 45 a.m., *12 15 noon, *1 15, *2 15, *3 15, *4 15, †5 15, †5 45, *6 15, †6 45, *7 15, *8 15, *9 15, §10 15, †10 45, *11 45 p.m.

For Providence and Intermediate Stations.—Leave Bristol *week-days*—5 40, 6 00, 6 50, 7 20, 7 50, 8 20, 9 20, 10 20, 11 20 a.m., 12 20, 12 50 noon, 1 20, 2 20, 3 20, 4 20, 5 20, 6 20, 7 20, 8 20, 9 20, 10 20 p.m. *Sundays*—8 20, 9 20, 10 20, 11 20 a.m., 12 20 noon, 1 20, 2 20, 3 20, 4 20, 5 20, 6 20, 7 20, 8 20, 9 20, 10 20, 11 20 p.m.

WICKFORD JUNCTION AND NEWPORT.

(*Steamboat transfer between Wickford Landing and Newport.*)

Sun.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Ms.	December 6, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.
.....	.....	.....	P M	A M	A M	.....	Night	.....	LEAVE] [ARRIVE	.....	P M	P M	P M	.....
.....	P M	.....	†1 02	†10 02	†6 49	A M	‡12 00	.....	.New York (G.C.S.).	A M	1 45	4 00	7 00	P M
Noon	†5 30	P M	.....	1 03	10 03	†6 40	.....	.....	lve. .. Boston...arr.	9 20	10 20	1 20	4 00	7 00
§12 15	7 01	†6 25	5 28	2 40	11 40	8 31	†6 03	0	lve. Wickford Jn arr.	6 41	8 00	11 15	2 20	5 15
b –	– –	6 27	– –	2 42	– –	8 33	– –	1.0	......La Fayette......	6 38	7 58	– –	2 18	b –
b –	7 06	6 31	5 32	2 45	11 44	8 35	6 04	2.5	......Belleville......	6 35	7 55	11 10	2 15	b –
12 23	7 10	6 33	5 35	2 48	11 46	8 38	6 05	3.0	arr...Wickford..lve.	†6 32	†7 52	11 07	2 12	5 07
Noon	P M	P M	6 40	4 00	1 00	A M	7 30	15.0	ar. Newport (N.E.N.Co.) lv.	A M	A M	†9 50	†1 05	†4 00
.....	.....	.....	P M	P M	P M	.....	A M	.....	Commercial Wharf.	.....	.....	A M	P M	P M

PINTSCH GAS In use on 148,000 Cars, 6,690 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

BOSTON, TAUNTON AND NEW BEDFORD, VIA MANSFIELD.

October 3, 1909.	Ms.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun	Sun	Sun.	Sun.	Sun.
Boston .....lve.	....	A M	A M	A M	A M	A M	A M	.....	Noon	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	Noon	P M
Terminal+..♁	o	†6 05	†6 40	†7 40	†8 15	†8 50	†10 40	.....	†12 50	†2 40	†3 40	†4 00	†4 50	*5 50	†6 15	†7 00	†11 28	§6 27	§8 27	§9 00	§12 50	§10 50
Back Bay+ ...	....	6 09	6 44	7 44	8 19	8 54	10 44	P M	12 54	2 44	3 44	4 04	4 54	5 54	6 19	7 04	11 32	6 32	8 32	9 04	12 54	10 54
Mansfield+..♁	25.4	7 11	7 24	8 28	9 15	— —	11 23	†1 03	c —	3 25	4 19	— —	— —	6 34	7 16	— —	12 17	7 15	9 15	— —	1 27	11 38
Norton..........♁	30.1	— —	7 31	— —	9 23	— —	11 30	1 10	d1 33	3 30	4 26	— —	5 32	6 42	7 22	— —	12 24	7 22	9 23	— —	1 34	11 45
Crane's..........♁	32.1	— —	7 35	— —	9 27	— —	11 34	1 14	— —	3 34	4 30	— —	— —	6 46	7 26	— —	12 28	7 26	9 27	— —	1 38	11 49
Taunton+.♁arr.	36.3	7 26	7 42	8 43	9 34	9 41	11 41	1 22	1 44	3 41	4 38	4 51	5 41	6 55	7 34	7 51	12 36	7 33	9 34	9 53	1 46	11 56
Providence+lv.	...	A M	†6 35	.....	A M	†8 40	h10 07	P M	†12 30	....	P M	†3 40	†6 07	*6 40	P M	†6 40	†11 40	§6 40	A M	§8 40	h12 07	§11 08
Taunton.....lve.	36.3	....	7 52	8 49	....	9 47	11 47	.....	1 51	3 47	.....	4 57	5 48	7 02	.....	7 57	12 38	7 38	....	9 59	1 51	12 01
Weir Junction..♁	37.3	....	7 55	— —	....	9 50	11 50	....	1 54	3 50	.....	— —	5 51	7 05	.....	8 00	12 41	7 41	....	10 02	1 54	12 04
Myrick's.......♁	42.6	....	8 04	— —	....	9 59	11 59	.....	2 05	3 59	.....	— —	6 00	7 14	.....	8 09	12 50	7 50	....	10 11	2 03	12 13
Howland's.......	45.5	....	8 12	— —	....	— —	12 04	.....	— —	4 04	.....	— —	6 05	7 19	.....	— —	12 55	7 58	....	10 16	2 08	— —
East Freetown..♁	47.6	....	8 16	— —	....	— —	12 08	.....	— —	4 08	.....	— —	6 09	7 23	.....	— —	12 59	8 02	....	10 20	2 12	— —
Braley's........♁	49.8	....	8 20	— —	....	— —	12 12	.....	— —	4 12	.....	— —	6 13	7 27	.....	— —	1 03	8 06	....	10 24	2 16	— —
NewBedford+♁ar.	56.6	....	8 35	9 20	....	10 22	12 27	.....	2 28	4 27	.....	5 28	6 28	7 42	.....	8 32	1 18	8 21	....	10 39	2 31	12 56
New Bedford(Wh'f)ar.	57.4	....	A M	A M	....	10 26	Noon	.....	P M	P M	.....	P M	P M	P M	.....	P M	A M	A M	....	A M	P M	Night
Oak Bluffs...arr.	....	....	....	....	....	A M	4 45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nantucket..arr.	....	....	....	....	....	.....	P M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(*Via Steamer.*)	....	....	....	....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

STATIONS.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.	Sun.	Sun.	Sun.
(*Via Steamer.*)	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Nantucket..lve.	....	....	....	....	....	....	A M	A M	....	....	....	....	....	....	....	....	....	....	....	....	....
Oak Bluffs..lve.	....	....	....	....	....	....	e6 30	g7 35	....	....	....	....	....	....	....	....	....	....	....	....	....
New Bedford(Wh'f)lv.	A M	.....	A M	A M	A M	...	†9 25	A M	A M	.....	P M	P M	.....	P M	.....	P M	A M	A M	A M	P M	.....
New Bedford lv.	†5 33	.....	†6 32	†7 25	†8 43	.....	9 34	†10 45	†11 38	.....	†1 34	†3 31	.....	*5 43	.....	*9 46	§6 37	§8 35	§11 29	§3 29	.....
Braley's..........	— —	.....	6 47	7 40	— —	.....	9 49	— —	— —	.....	1 49	— —	.....	5 58	.....	10 00	6 52	— —	11 44	3 44	.....
East Freetown...	— —	.....	6 51	7 44	— —	.....	9 53	— —	— —	.....	1 53	— —	.....	6 02	.....	10 04	6 56	— —	11 48	3 48	.....
Howland's.......	— —	.....	6 55	7 48	— —	.....	9 57	— —	— —	.....	1 57	— —	.....	6 06	.....	10 08	7 00	— —	11 52	3 52	.....
Myrick's.........	5 56	.....	7 00	7 53	— —	.....	10 02	— —	12 01	.....	2 02	3 54	.....	6 11	.....	10 13	7 05	— —	11 57	3 57	.....
Weir Junction....	6 05	.....	7 09	8 02	— —	.....	10 11	— —	12 10	.....	2 11	4 03	.....	6 23	.....	10 22	7 14	— —	12 06	4 06	.....
Taunton.....arr.	6 08	.....	7 12	8 05	9 14	.....	10 14	11 16	12 13	.....	2 14	4 06	.....	6 26	.....	10 25	7 17	9 06	12 09	4 09	.....
Providence.arr.	7 20	A M	8 20	9 23	10 52	A M	.....	.....	1 20	Noon	h3 58	5 20	P M	7 50	P M	11 20	8 20	.....	h1 52	5 20	P M
Taunton.....lve.	6 14	†6 17	7 18	8 11	9 20	†9 22	10 20	11 22	12 19	†12 26	2 20	4 12	†4 28	6 38	†6 46	10 32	7 23	9 12	12 15	4 15	§6 46
Crane's...........	— —	6 25	7 27	— —	— —	9 29	10 27	— —	— —	12 33	2 27	— —	4 33	— —	6 53	10 39	7 30	— —	12 22	4 22	6 53
Norton............	— —	6 29	7 31	8 21	— —	9 33	10 31	— —	— —	12 36	2 31	— —	4 37	— —	6 57	10 43	7 34	9 22	12 25	4 25	6 56
Mansfield......	— —	6 37	7 39	— —	— —	9 41	10 39	11 39	— —	12 44	2 38	— —	4 45	t6 55	7 05	10 52	7 42	9 31	12 33	4 33	7 04
Back Bay.......	7 01	7 43	8 16	9 01	10 06	10 16	11 16	12 16	1 06	1 41	3 16	5 01	5 41	7 31	P M	11 36	8 29	10 09	1 06	5 06	P M
Terminal	7 05	7 47	8 20	9 05	10 10	10 20	11 20	12 20	1 10	1 46	3 20	5 05	5 45	7 35	.....	11 40	8 33	10 13	1 10	5 10	.....
Boston......arr.	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	.....	P M	A M	A M	P M	P M	.....

FAIRHAVEN BRANCH.

Pas.	Pas.	Pas.	Pas.	Mls.	*October* 3, 1909.	Pas.	Pas.	Pas.	Pas.
P M	P M	A M	....	....	lve. **Boston** arr.	A M	A M	Noon	P M
†4 05	†1 08	†7 38	A M	o	... *Terminal*. ♁	8 49	10 20	12 52	6 52
5 30	2 35	9 05	†7 35	45.6	lve. Tremont ♁ arr.	7 23	8 55	11 25	5 20
5 38	2 43	9 13	7 43	50.6	.....Marion...♁	7 14	8 46	11 16	5 12
5 46	2 51	9 21	7 51	55.4	...Mattapoisett ♁	7 06	8 38	11 08	5 04
5 54	2 59	9 29	7 59	60.5	...**Fairhaven.** ♁	6 57	8 29	10 59	4 55
6 12	3 12	9 42	8 12	....	**NewBedford(Ferry)**	†6 48	†8 18	†10 48	†4 45
P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	P M

PROVIDENCE AND PLYMOUTH, VIA TAUNTON AND MIDDLEBORO.

Sun.	Sun.	Sun.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Ms.	*October* 3, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	....	....	....	....
P M	A M	A M	P M	P M	P M	P M	P M	Noon	A M	....	A M	....	LEAVE] [ARRIVE	A M	A M	A M	A M	P M	P M	....	P M	P M	....	....	....	....
§11 08	§8 40	§6 40	†11 40	†6 40	*5 40	†5 07	†3 40	†12 30	†8 40	....	†6 35	o	+..**Providence**..♁	7 20	8 20	9 23	10 52	1 20	5 20	....	7 50	11 20	....	....	....	....
11 55	9 07	7 07	12 07	7 07	6 12	5 28	4 07	12 58	9 07	....	7 02	12.4	.... **Attleboro** ..♁	6 54	7 53	8 56	10 26	12 54	4 54	....	7 28	10 54	....	....	....	....
11 49	9 14	7 14	12 14	7 14	6 21	5 34	4 14	1 06	9 14	....	7 09	15.6	......Chartley....♁	6 41	7 44	8 47	10 17	12 46	4 46	....	7 14	10 46	....	....	....	....
11 55	9 27	7 27	12 27	7 27	6 37	— —	4 27	1 20	9 27	...	7 22	21.8	. Whittenton Junc ♁	6 24	7 30	8 33	10 03	12 33	4 33	....	6 58	10 31	....	....	....	....
11 58	9 30	7 30	12 30	7 30	6 40	6 47	4 30	1 25	9 30	A M	7 25	23.1	ar. +**Taunton** ♁ .lv.	†6 20	*7 27	8 30	10 00	12 30	*4 30	P M	6 55	*10 27	....	....	....	....
P M	9 35	7 35	Night	P M	P M	6 50	4 40	1 33	9 35	†8 15	7 30	23.1	lve..**Taunton**..arr.	A M	A M	8 25	9 55	12 25	4 25	5 30	6 32	P M	....	....	....	....
.....	— —	7 45	....	....	....	6 00	4 50	1 43	9 45	8 25	7 40	27.9	....East Taunton..♁	....	....	8 15	9 45	12 15	— —	—	6 22	....	....	....	....	....
.....	9 57	7 57	....	....	....	6 10	6 00	1 55	9 57	8 35	7 52	33.8	arr..**Middleboro**.lve.	....	....	8 03	†9 35	12 03	†4 03	†5 10	6 10	....	....	....	....	....
.....	A M	8 09	....	....	....	6 14	P M	2 09	A M	A M	8 09	33.8	lv. +**Middleboro** ♁ ar.	....	....	7 46	A M	11 51	P M	P M	5 52	....	....	....	....	....
.....	.....	8 21	....	....	....	6 28	.....	2 21	.....	.....	8 21	38.9	...E. Middleboro....	....	....	7 35	....	11 40	....	....	5 41	....	....	....	....	....
.....	.....	8 26	....	....	....	6 31	.....	2 28	.....	.....	8 26	41.2	....North Carver..♁	....	....	7 30	....	11 35	....	....	5 36	....	....	....	....	....
.....	.....	8 40	....	....	....	6 45	.....	2 40	.....	.....	8 40	49.5	+.. **Plymouth**...♁	....	....	†7 15	....	†11 20	....	....	*5 22	....	....	....	....	....
.....	.....	A M	....	....	....	P M	.....	P M	.....	.....	A M	....	ARRIVE] [LEAVE	....	....	A M	....	A M	....	....	P M	....	....	....	....	....

BOSTON, WOODS HOLE, HYANNIS, CHATHAM AND PROVINCETOWN.

....	....	Sun.	Sun.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Mls.	*November* 1, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.	....	....
....	....	.....	A M	P M	P M	P M	.....	.....	P M	A M	.....	....	lve....**Boston** ...arr.	A M	A M	A M	....	Noon	.....	P M	.....	.....	P M	....	....
....	....	.....	§7 38	†5 05	†4 38	†4 05	.....	.....	†1 08	†7 38	.....	o	+....*Terminal*....♁	8 49	9 52	10 20	....	12 52	.....	6 52	.....	.....	6 52	....	....
....	....	.....	8 40	6 13	— —	5 07	.....	.....	2 10	8 40	.....	34.6	+...**Middleboro**...♁	7 48	—	9 22	....	11 53	.....	5 53	.....	.....	5 52	....	....
....	....	.....	8 55	6 26	— —	5 20	.....	.....	2 23	8 53	.....	41.7	...South Middleboro ♁	7 33	— —	9 05	....	11 35	.....	5 33	.....	.....	5 32	....	....
....	....	.....	9 05	6 34	— —	5 29	.....	.....	2 2	9 03	.....	45.6	.......**Tremont**....♁	7 25	— —	8 58	....	11 27	.....	5 25	.....	.....	5 24	....	....
....	....	.....	9 15	6 43	— —	5 38	.....	.....	2 41	9 13	.....	49.3	.......Wareham.....♁	7 14	— —	8 48	....	11 16	.....	5 15	.....	.....	5 13	....	....
....	....	.....	9 20	6 49	— —	5 43	.....	.....	2 46	9 18	.....	51.3	....Onset Junction..♁	7 09	—	8 44	....	11 11	.....	5 10	.....	.....	5 08	....	....
....	....	.....	9 27	6 56	5 57	5 49	.....		2 53	9 24	.....	54.0	ar.**Buzzards Bay** ♁ lv.	7 02	8 33	†8 38	....	11 03	.....	5 03	.....	.....	5 00	....	....
....	....	.....	10 01	.....	6 31	P M	.....	.....	3 27	0 01	.....	68.4	........Falmouth.....♁	....	7 57	A M	....	10 32	.....	4 29	.....	.....	4 27	....	....
....	....	.....	10 10	.....	6 40	.....	.....	.....	3 35	10 10	.....	72.1	arr.**Woods Hole** ♁ lve.	....	†7 50	....	....	†10 25	.....	†4 22	.....	.....	§4 20	....	....
....	....	.....	.....	.....	.....	.....	.....	.....	4 45	11 15	.....	....	.....**Oak Bluffs**.....	....	e6 30	....	....	9 00	.....	.....	.....	.....	.....	....	....
....	....	.....	.....	.....	.....	.....	.....	.....	P M	2 00	.....	....	arr...**Nantucket**..lve.	....	A M	....	....	†6 50	.....	.....	.....	.....	.....	....	....
....	....	.....	.....	.....	.....	.....	.....	.....	.....	P M	.....	....	(*Via Steamer.*)	....	....	....	....	A M	.....	.....	.....	.....	.....	....	....
....	....	.....	9 43	7 12	6 14	.....	.....	.....	3 09	9 43		59.8	.......Sagamore.....♁	6 47	8 15	....	....	10 47	.....	4 44	.....	.....	4 42	....	....
....	....	.....	9 50	7 18	6 20	.....	.....	.....	3 15	9 49	.....	62.2	......**Sandwich**....♁	6 42	8 09	....	....	10 41	.....	4 38	.....	.....	4 36	....	....
....	....	.....	10 05	7 33	6 34	.....	.....	.....	3 27	10 03	.....	69.4	...West Barnstable. ♁	6 29	7 54	....	....	10 27	.....	4 24	.....	.....	4 22	....	....
....	....	P M	10 12	7 40	6 41	....	P M	.....	3 33	10 0	A M	73.0	........Barnstable.....♁	6 22	7 47	....	A M	10 20	.....	4 17	P M	A M	4 15	....	....
....	....	§4 11	10 21	7 47	6 48	.....	†4 15	.....	3 39	10 18	†7 45	75.6	......**Yarmouth**....♁	6 17	7 41	....	10 02	10 15	....	4 12	6 35	10 13	4 10	....	....
....	....	4 18	10 27	7 55	6 57		4 22	.....	3 46	10 28	7 52	78.0	arr.... **Hyannis** ♁ .lve.	†6 10	†7 30	....	†9 55	†10 06	.....	†4 00	†6 28	§10 06	§4 00	....	....
....	....	P M	10 27	P M	6 55	.....	P M	.....	P M	10 24	A M	79.9	...South Yarmouth. ♁	A M	7 32	....	A M	A M	.....	4 02	P M	A M	3 58	....	....
....	....	.....	10 33	.....	7 02	.....	.....	.....	.....	10 30	.....	81.2	.....South Dennis...♁	....	7 26	....	....	....	.....	3 56	.....	.....	3 52	....	....
....	....	....	10 37	.....	7 08	.....	.....	P M	.....	10 34	.....	82.8	....North Harwich..♁	....	7 22	....	....	....	A M	3 52	.....	.....	3 48	....	....
....	....	.....	10 41	.....	7 13	.....	.....	†3 55	.....	10 42	.....	84.6	arr... **Harwich** ♁ .lve.	....	7 18	....	....	....	10 32	3 48	.....	.....	3 44	....	....
....	....		.....	.....	7 32	.....	.....	4 12	.....	11 02	.....	91.7	arr... **Chatham** ♁ lve.	....	†6 50	....		....	†10 15	†3 23	.....	.....	.....	....	....
....	....	...	10 50	.....	7 24	.....	.....	P M	.....	10 53	.....	89.4	........Brewster.....♁	....	7 06	....	....	....	A M	3 33	.....	.....	3 31	....	....
....	....	.....	10 55	.....	7 29	.....	.....	.....	.....	10 58	.....	91.9	.....East Brewster...♁	....	7 01	....	....	....	.....	3 28	.....	.....	3 26	....	....
....	....	.....	11 00	.....	7 34	.....	.....	.....	.....	11 03	.....	94.3	.........Orleans......♁	....	6 56	....	....	....	.....	3 23	.....	.....	3 21	....	....
....	....		11 11	.....	7 45	.....	.....	.....	.....	11 14	.....	99.7	....North Eastham..♁	....	6 45	....	....	....	.....	3 10	.....	.....	3 10	....	....
....	....	.....	11 24	.....	7 58	.....	.....	..	....	11 27	.....	105.9	........Wellfleet.....♁	....	6 32	....	....	....	.....	2 57	.....	.....	2 57	....	....
....	....	.....	11 40	.....	8 16	.....	.....	.....	.....	11 45	.....	113.8	.....North Truro....♁	....	6 16	....	....	....	.....	2 40	.....	.....	2 41	....	....
....	....	.....	11 50	.....	8 27	.....	.....	.....	.....	11 57	.....	120.2	...**Provincetown.** ♁	....	†6 05	....	....	....	.....	†2 28	.....	.....	§2 30	....	....
....	....	.....	A M	.....	P M	.....	.....	.....	.....	A M	.....	.....	ARRIVE] [LEAVE	....	A M	....	....	....	.....	P M	.....	.....	P M	....	....

*Daily: † daily, except Sunday; § Sunday only; *c* stops to take for stations Roxbury to East Foxboro, inclusive; *d* stops to take for or to leave from Boston: *e* Monday and Thursday only; *g* Tuesday, Wednesday, Friday and Saturday; *h* via Mansfield; *t* does not stop Sunday. + Coupon stations; ♁ Telegraph stations.

THE NEW ENGLAND NAVIGATION COMPANY.

CHARLES S. MELLEN, President, New Haven, Conn.
H. A. FABIAN, Assistant to the President, "
T. E. BYRNES, Vice-President, Boston, Mass.
H. M. KOCHERSPERGER, Vice-President, New Haven, Conn.
B. CAMPBELL, Vice-President, "
H. O. NICKERSON, Acting General Manager, New York City.
R. C. SCHOLZ, Assistant to General Manager, "
E. A. TAFT, Manager Express Department, Boston, Mass.
J. G. PARKER, Secretary, New Haven, Conn.
A. S. MAY, Treasurer, "
A. B. SMITH, General Passenger Agent, "
F. C. COLEY, Assistant General Passenger Agt., New York City.
R. T. HASKINS, Freight Traffic Manager, New York City.
L. H. KENTFIELD, General Freight Agent, New Haven, Conn.
G. M. WOOD, Assistant General Freight Agent, Boston, Mass.
J. M. TOMLINSON, General Auditor, New Haven, Conn.
S. C. FLENTWOOD, Auditor of Disbursements, "
H. W. SNOW, Auditor of Passenger Receipts, "
A. MACKRILLE, Auditor of Freight Receipts, "
GEO. W. LITTLE, Paymaster, "
J. H. SANFORD, Purchasing Agent, New Haven, Conn.
J. HOWLAND GARDNER, Supt. Marine Construction, Newport, R.I.
GEO. A. MORTON, General Baggage Agent, New Haven, Conn.
C. A. CALL, Gen. Agt. Pas. Dept., 362 Washington St., Boston, Mass.

GENERAL OFFICES—PIER 19, NORTH RIVER, NEW YORK.

New City Ticket Office
No. 171 Broadway, New York

The Fall River Line has established a new downtown ticket office at No. 171 Broadway, New York City. The new office is just a step from Cortlandt Street—right in the very heart of things.

Fares Reduced!

First-Class Fare between New York and Boston
—LIMITED TICKETS—
REDUCTION TO AND FROM ALL OTHER POINTS

$3.00

FALL RIVER LINE

SPLENDID STEAMERS. SPLENDID SERVICE.

Between NEW YORK, NEWPORT, FALL RIVER, TAUNTON, SOUTH FRAMINGHAM, LOWELL, FITCHBURG, NEW BEDFORD, BROCKTON, BOSTON.

Route of Fall River Line.

STEAMERS
PROVIDENCE AND PLYMOUTH
IN COMMISSION.

The Steamboats of this line are unsurpassed by those of any transportation establishment in existence.

Each Steamer has its own Orchestra, and Music is an all-the-year-round feature of the Fall River Line.

Steamers leave New York from Pier 19, North River, foot of Warren St.

FROM NEW YORK.

	Mls	Annex service discontinued during the Winter months.			
Lve. Brooklyn Ft. of Fulton St., via Annex / Lve. Jersey City P.R.R.Sta., via Annex	...				
Lve. New York (Steamer)	...	*5 00 P M	.....	.....	.....
Due. Newport	159	*2 30 A M	.....	.....	.....
Due. Fall River	177	*5 00 A M	.....	.....	.....
Lve. Fall River (Wharf)	...	†5 45 A M	*6 40 A M	†7 40 A M	.....
Due. Boston {Back Bay / South Station}	228	7 05 A M	8 00 A M	9 05 A M	.....
Lve. Fall River (Wharf)	...	†5 45 A M	†6 42 A M	§6 47 A M	.....
Due. Taunton	192	6 11 "	7 15 A M	7 20 "	.....
" Mansfield	203	6 37 "	7 39 A M	7 42 "	.....
" South Framingham	225	7 32 "	.....	8 28 "	.....
" Lowell	253	8 42 "	.....	9 35 "	.....
Due. Fitchburg	202	9 00 A M	.....	10 25 A M	.....
Lve. Fall River (Ferry Street)	...	†8 23 A M	§8 34 A M	.....	.....
Due. Newport	195	9 00 A M	9 10 A M	.....	.....
Lve. Fall River (Wharf)	...	†7 05 A M	§7 05 A M	.....	.....
Due. New Bedford (Station)	204	8 32 A M	8 21 A M	.....	.....
Lve. Fall River (Wharf)	...	†7 05 A M	.....	.....	.....
Due. Woods Hole	...	10 10 "	.....	.....	.....
Lve. Woods Hole (Steamer)	220	†1030 "	.....	.....	.....
Due. Oak Bluffs	232	11 15 A M	.....	.....	.....
Due. Nantucket	262	2 00 P M	.....	.....	.....
Lve. Fall River (Wharf)	...	†7 05 A M	§7 05 A M	.....	.....
Due. Middleboro	197	7 50 "	7 50 "	.....	.....
Lve. Middleboro	197	8 40 "	8 40 "	.....	.....
Due. Marion	213	9 13 "	— —	.....	.....
" Mattapoisett	218	9 21 "	— —	.....	.....
" Woods Hole	235	10 10 "	10 10 "	.....	.....
" Hyannis	241	10 28 "	10 27 "	.....	.....
" Chatham	254	11 02 "	— —	.....	.....
Due. Provincetown	282	11 57 A M	11 50 A M	.....	.....
Lve. Fall River (Wharf)	...	†7 05 A M	§7 05 A M	.....	.....
Due. Plymouth	213	8 40 A M	8 40 A M	.....	.....
Lve. Fall River (Wharf)	...	†7 05 A M	§7 05 A M	.....	.....
Due. Brockton	212	8 26 "	9 02 "	.....	.....
" South Braintree	220	8 50 "	9 23 "	.....	.....
" Braintree	222	8 54 "	9 28 "	.....	.....
Due. Boston (South Station)	232	9 16 A M	9 51 A M	.....	A M / A M
Lve. Fall River (Station). See Note.	...	†6 30 A M	†7 00 A M	†7 30 A M	†8 00 / §8 00
Due. Warren	187	6 48 A M	7 18 "	7 48 A M	8 18 / 8 18
" Bristol	191	.....	7 55 "	.....	8 55 / 9 55
Due. Providence (Union Sta.)	197	7 18 A M	7 48 A M	8 18 A M	8 48 / 8 48
Lve. Providence (Union Sta.)	197	*7 50 A M	†7 55 A M	†8 45 A M	†9 40 / §9 20
Due. Pawtucket	201	7 59 "	8 05 A M	8 56 "	9 49 / 9 31
" Woonsocket	213	8 25 "	.....	9 26 A M	10 09 / 10 01
Due. Worcester	240	9 31 A M	.....	.....	11 05 / A M

□ Due Newport 9 02 p.m., connecting there with steamer.

TO NEW YORK.

Lve. Boston {South Station / Back Bay}	†6 00 P M / *6 04 P M	.....	.....	.....
Due. Fall River (Wharf)	*7 20 P M	.....	.....	.....
Lve. Fitchburg	†6 00 P M	.....	.....	.....
" Lowell	5 05 "	.....	§4 17 P M	.....
" South Framingham	6 20 "	.....	5 23 "	.....
" Mansfield	7 15 "	†6 34 P M	6 34 "	.....
Lve. Taunton	7 54 P M	6 58 P M	6 68 "	.....
Due. Fall River (Wharf)	□	7 35 P M	7 35 P M	.....
Lve. Nantucket (Steamer)	†6 50 A M	.....	.....	.....
" Oak Bluffs	9 00 "	.....	.....	.....
Due. Woods Hole	10 00 A M	.....	.....	.....
Lve. Woods Hole	4 22 P M	.....	.....	.....
Due. Fall River (Wharf)	7 00 P M	.....	.....	.....
Lve. New Bedford (Station)	*5 43 P M	*5 43 P M	.....	.....
Due. Fall River (Wharf)	7 00 P M	7 00 P M	.....	.....
Lve. Provincetown	†2 28 P M	§2 50 P M	.....	.....
" Chatham	3 23 "	— —	.....	.....
" Hyannis	4 00 "	4 00 "	.....	.....
" Woods Hole	4 22 "	4 20 "	.....	.....
" Mattapoisett	5 04 "	— —	.....	.....
" Marion	5 12 "	— —	.....	.....
Lve. Middleboro	6 15 "	6 15 "	.....	.....
Due. Fall River (Wharf)	7 00 P M	7 00 P M	.....	.....
Lve. Plymouth	*5 22 P M	.....	.....	.....
Due. Fall River	7 00 P M	.....	.....	.....
Lve. Boston (South Station)	†5 05 P M	§4 45 P M	.....	.....
" Braintree	5 03 "	5 04 "	.....	.....
" South Braintree	5 07 "	5 09 "	.....	.....
Lve. Brockton	5 41 "	5 30 "	.....	.....
Due. Fall River	7 00 P M	7 00 P M	.....	.....
Lve. Worcester	.....	.....	*4 19 P M	.....
" Woonsocket	.....	.....	*5 20 "	.....
Lve. Pawtucket	.....	.....	*5 40 "	.....
Due. Providence	.....	.....	*5 48 P M	.....
Lve. Providence (Union Sta.)	*5 00 P M	*5 30 P M	*6 00 P M	.....
" Bristol	.....	*5 25 "	.....	.....
Lve. Warren	*5 29 P M	*5 59 "	*6 29 P M	.....
Due. Fall River (Station). See Note.	5 48 P M	6 18 P M	6 48 P M	.....
Lve. Fall River (Steamer)	*7 40 P M	.....	.....	.....
Lve. Newport (Steamer)	*9 15 P M	.....	.....	.....
Due. New York	*7 00 A M	.....	.....	.....

Due. Jersey City / Penna. R.R. Station / Due. Brooklyn / Foot of Fulton Street — Annex service discontinued during the Winter months.

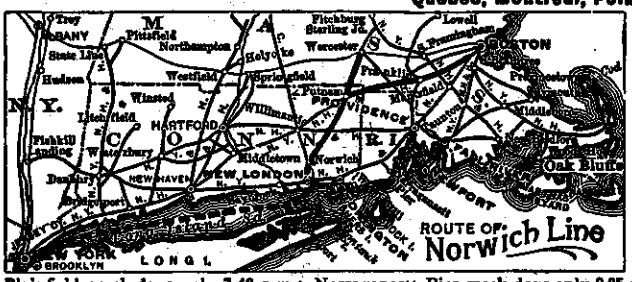
NOTE.—Trains leave Steamboat Wharf, Fall River, for Fall River Station at 5 45, 6 44, 7 05, 7 40 a.m. week days, and 6 47, 7 05 a.m. Sundays. Returning, leave Fall River Station for Fall River Wharf at †6 07, *6 57, *7 31 p.m. Time between points mentioned, five minutes.

Trains marked * run daily; † daily, except Sunday; § Sunday only.

NORWICH LINE

Between New York and New London, Fishers Island, Block Island, Norwich, Stonington, Westerly, Watch Hill, Kingston, Narragansett Pier, Worcester, Boston, Fitchburg, Quebec, Montreal, Points in Vermont, New Hampshire, the North and East.

Steel Steamers CITY OF LOWELL and NEW HAMPSHIRE.



Service from New York.—Steamers leave Pier 40, N.R., foot of Houston St., week-days only, 5 00 p.m., due Pier 70, E.R., foot East 22d St. 5 30 p.m., leave 6 30 p.m. Connecting trains leave New London as follows: For Boston, via Shore Line, 3 47, 4 07 and 6 25 a.m. daily; via Putnam, 5 30 a.m. daily. For Providence, via Shore Line, 3 47, 4 07 and 6 25 a.m. daily; via Plainfield, 5 30 a.m. daily. For Stonington, Westerly and Kingston 6 25 a.m. daily. For Narragansett Pier 6 25 a.m. week-days. For Central Vermont Ry. points 4 45 a.m. and 9 40 a.m. week-days. For Norwich, Worcester, the North and East, 5 30 a.m. daily.

Service from the East.—From Boston, via Shore Line, Express train leaves South Station week-days only 6 00 p.m., Back Bay Station 6 04 p.m.; via Putnam, leave South Station week-days only 7 05 p.m., Back Bay Station week-days only 7 09 p.m. Leave Providence, via Shore Line, week-days only 7 10 p.m. and 9 07 p.m.; via Plainfield, week-days only 7 40 p.m.; Narragansett Pier week-days only 6 05 p.m.; Kingston week-days only 6 14 p.m.; Stonington week-days only 8 01 p.m. Leave Worcester week-days only 8 05 p.m., Norwich week-days only 10 05 p.m., due New London 10 50 p.m. Steamers leave New London week-days only 11 00 p.m.; due New York, Pier 70, E.R., 5 45 a.m. Leave Pier 70, E.R., 6 15 a.m., due Pier 40, N.R., 7 00 a.m.

NEW HAVEN LINE

Between New York and New Haven, Meriden, Berlin, New Britain, Hartford, Springfield, and other points on the New York, New Haven & Hartford R.R.

Steamer RICHARD PECK in Commission.

Leaves New York daily, except Sunday, Pier 28, E.R., near Catharine St., 3 00 p.m., due New Haven 7 30 p.m. Returning, leaves Belle Dock daily, except Monday, 1 30 a.m., due New York, Pier 28, E.R., 6 30 a.m.

Train for Meriden, Hartford and Springfield and intermediate points leaves Steamboat Wharf, New Haven, week-days only, at 8 10 p.m. Returning, leaves Springfield at 8 10 p.m., Hartford 10 05 p.m., Meriden 10 42 p.m.

Trains between New Haven and other points arrive at and depart from Union Station, reached by electric cars from Steamboat Wharf.

BRIDGEPORT LINE

Between New York and Bridgeport, Ansonia, Waterbury, Danbury, Pittsfield and other points on the N. Y. N. H. & H. R.R.

Steamer NAUGATUCK in Commission.

Leave New York daily, except Sunday, Pier 27, E.R., near Catharine St., 11 00 a.m.; due Bridgeport 5 00 p.m. Leave Bridgeport, Naugatuck Wharf, daily, except Saturdays, at 12 00 night, due New York, Pier 27, E.R., 4 00 a.m.

BOSTON MERCHANTS FREIGHT LINE

Direct Water Route between New York and Boston.

Sailings daily, except Sundays, from Piers 9, 10 and 11, North River, New York, and from Central Wharf, Atlantic Ave., Boston. Connections made at terminals with all rail and steamship lines. F. H. CONNELLY, Agent, New York. ALBERT SMITH, Agent, Boston.

PROVIDENCE LINE

Between New York and Providence, R.I., Boston, Warren and Bristol, R.I., the White Mountains, Mt. Desert, Coast of Maine, and all other Island and Seashore Summer Resorts of New England and the British Provinces.

Passenger service during Summer season only. From about June 1st to September 30th, inclusive. Freight service throughout the year.

NEW BEDFORD LINE

Between New York and New Bedford, Mass., with direct connections to Marthas Vineyard, Nantucket and Cape Cod Points.

Passenger service during Summer season only. From about June 4th to September 26th, inclusive. Freight service throughout the year.

PROVIDENCE-BLOCK ISLAND LINE

Between Providence, Newport and Block Island. Passenger, Express and Freight Service. May 1st to December 31st.

NEW LONDON-BLOCK ISLAND LINE

Between Norwich, New London, Watch Hill and Block Island.

Passenger and freight service during the Summer only. From about June 26th to September 7th, inclusive.

CATSKILL MOUNTAIN RY., CAIRO R.R. AND OTIS RY.

CHARLES A. BEACH, General Superintendent, Catskill, N.Y.

Trains leave **Catskill Landing**[1] .... a.m., ... noon, ... p.m. for Catskill Village (1 mile), Leeds (6 miles), South Cairo (8 miles), Cairo Junction (9 miles), arriving Cairo (13 miles) .... a.m., ... noon, ... p.m. Returning, leave Cairo .... a.m., ..., ... p.m., arriving Catskill Landing .... a.m., ..., ... p.m. Service between Cairo Junction and Palenville and **Otis Summit**[2] (6 miles) during Summer months only.

December 10, 1909.

Connections.—[1] With New York Central & Hudson River R.R. and West Shore R.R. [2] With Catskill & Tannersville Ry. *Eastern time.*

CATSKILL & TANNERSVILLE RAILWAY.

J. L. DRISCOLL, Superintendent, Catskill, N.Y.

Otis Summit[1] to Tannersville (6 miles). Operated during Summer months only.

October 24, 1909.

Connection.—[1] With Otis Ry. *Eastern time.*

CAPE BRETON RAILWAY COMPANY (Limited).

GEO. E. JOHNSON, Secretary and General Manager, St. Peters, N.S.

Train leaves St. Peters †9 00 a.m., arrives **Point Tupper**[1] (31 miles) 10 45 a.m. Leaves Point Tupper †4 00 p.m., arrives St. Peters 5 50 p.m.

† Daily, except Sunday. *March*, 1908.

Connection.—[1] With Intercolonial Ry.

CHOCTAW, NEWCASTLE & WESTERN RAILROAD.

GILBERT BOYD, Traffic Manager, McAlester, Okla.

Extends from **Anderson**,[1] Okla., to Cambria, Okla. (2 miles). Operated for freight traffic only. *Central time.* *August*, 1908.

Connection.—[1] With Chicago, Rock Island & Pacific Ry.

NIAGARA JUNCTION RAILWAY.

J. A. MCSWEENY, Superintendent, Niagara Falls, N.Y.

Connecting road at Niagara Falls, operating for freight traffic (14 miles). *March*, 1908.

WHARTON & NORTHERN RAILROAD.

EDWARD KELLY, General Superintendent, Wharton, N.J.

Trains leave **Wharton**[1] for **Green Pond Junction**[2] †9 15 a.m., *a*2 01 p.m.; for Green Lake †6 20, †9 15, §10 45 a.m., §1 35, *a*2 01, *k*2 50, †5 50 p.m.; for Oreland †5 50 p.m.; for Lake Denmark †7 33 a.m. Leave Green Pond Junction *b*11 10 a.m., *c*3 40 p.m., arrives Wharton 12 28 noon, 4 58 p.m. Leave Green Lake †6 58, *b*11 40. §11 50 a.m., †4 10, §5 55, †8 23 p.m., arrive Wharton 7 28 a.m., 12 28, 12 26 noon, 4 58, 6 25, 7 25 p.m. Leaves Lake Denmark †8 00 a.m., arrives Wharton 8 25 a.m. Leaves Oreland †8 48 p.m., arrives Wharton 7 25 p.m.

June 25, 1909.

† Daily, except Sunday; § Sunday only; *a* Tuesday and Thursday; *b* Tuesday, Thursday and Saturday; *c* daily, except Saturday and Sunday; *k* Saturday only. *Eastern time.*

Connections.—[1] With Central R.R. of New Jersey and Delaware, Lackawanna & Western R.R. [2] With N.Y. Susquehanna & West. R.R.

BIG FALLS RAILWAY.

J. H. WALL, President, Oshkosh, Wis.

Extends from **Hunting**[1] to Big Falls and Norske (21 miles). Train leaves Hunting †10 30 a.m., arriving Big Falls 11 30 a.m. Leaves Big Falls †7 45 a.m., arrives Hunting 8 50 a.m. Irregular service Big Falls to Norske. † Daily, except Sunday. *April*, 1908.

Connection.—[1] With Chicago & North-Western Ry.

URSINA & NORTH FORK RAILWAY.

I. T. HUFF, Superintendent, Humbert, Pa.

Trains leave **Ursina**[1] for Humbert (5 miles) †10 00 a.m., †1 00, *5 40 p.m. Returning, leave Humbert for Ursina †8 15 a.m., †12 30 noon, §3 50, †4 30 p.m. *April*, 1908.

* Daily; † daily, except Sunday; § Sunday only.

Connection.—[1] With Baltimore & Ohio R.R.

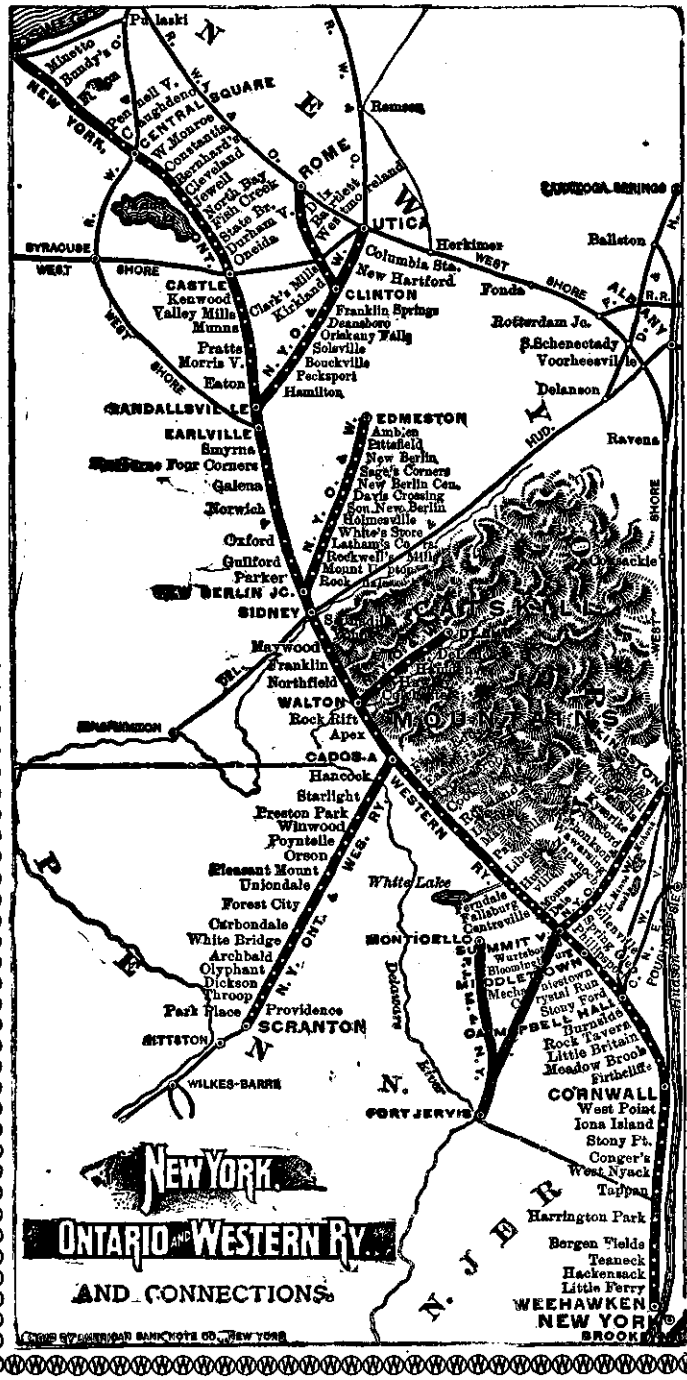
EAST BERLIN RAILWAY.

JOHN D. KEITH, Treasurer, Gettysburg, Pa.

Extends from East Berlin to **Berlin Junction**[1] (7 miles). For schedule of train service, see Western Maryland R.R. *September* 29, 1907.

Connection.—[1] With Western Maryland R.R.

NEW YORK, ONTARIO & WESTERN RY.



General Offices—56 Beaver St., N.Y.

THOMAS P. FOWLER, President, New York.
JOHN B. KERR, Vice-Prest. and Gen. Counsel, "
JAMES B. CHILDS, Vice-Prest. and Gen. Mgr., "
E. D. RICKARD, Secretary and Treasurer, "
A. L. PARMELEE, Assistant Treasurer, "
J. M. FLEMING, Assistant Secretary, "
J. C. ANDERSON, Traffic Manager, "
JAS. B. DUNBAR, Gen. Fht. and Pas. Agt., "
W. M. TIBI, Gen. Baggage Agent, Middletown, N.Y.
E. W. QUACKENBUSH, Milk Agent, "
56 Beaver Street, New York City.
E. CANFIELD, Gen. Superintendent, Middletown, N.Y.
E. P. FLORY, Superintendent Motive Power, "
C. H. HOPKINS, Superintendent, "
W. C. HARTIGAN, Superintendent, Norwich, N.Y.
W. D. McQUEEN, Supt. Scranton Division, Childs, Pa.
C. A. DRAPER, Purchasing Agent, New York.
M. J. EDWARDS, Car Accountant, Middletown, N.Y.
C. B. KNICKERBOCKER, Supt. Maint. of Way, "
H. A. HUGHSON, Traffic Accountant, New York.
ANDREW RILEY, Pay Master, "
GEO. HANKINS, Traveling Auditor, Middletown, N.Y.
J. B. STEWART, Gen. Eastern Agent, 425 Broadway, New York.
GEORGE L. ROBINSON, Chief Clerk Traffic Dept.,
56 Beaver St., New York.
HENRY G. DUNBAR, Chief of Tariff Bureau,
56 Beaver St., New York.
H. J. COX, Chief Tariff Inspector, Middletown, N.Y.

Cable Address—"CONFLAMINI," New York.

TRAVELING FREIGHT AND PASSENGER AGENTS.

Boston, Mass.—
G. E. HUBBARD, General New England Agent
Ontario Central Despatch, 204 Washington St.

Chicago, Ill.—
E. T. MONETT, General Western Passenger Agent,
216 South Clark St.
JAMES SHARPE, Agent Ontario Central Despatch,
715 Monadnock Block.

Cincinnati, O.—
H. C. WHITNEY, Agent Ontario Central Despatch,
14 Wiggins Block.

Detroit, Mich.—
H. G. PECKHAM, Agent Ontario Central Despatch,
Chamber of Commerce.

Kansas City, Mo.—
H. F. LEDLIE, Agent Ontario Central Despatch.

Middletown, N.Y.—
W. M. TIBI, Traveling Agent.

Milwaukee, Wis.—
E. D. SHARPE, Agent Ontario Central Despatch,
17 Mitchell Building.

Minneapolis, Minn.—
GEO. W. SHUTE, General North-western Agent,
Guaranty Building.

New Haven, Conn.—
G. E. HUBBARD, General New England Agent
Ontario Central Despatch, 42 Church St.

New York, N.Y.—
J. B. STEWART, General Eastern Agent, 425 Broadway.
C. B. MCMANUS, JR., Contracting Agent, "
F. BERGHEIM, Contracting Agent, "

Oneida, N.Y.—
GEORGE A. PAGE, Traveling Freight and Passenger Agent.

St. Louis, Mo.—
A. A. POLAND, Agent Ontario Central Despatch,
Pierce Building.

Scranton, Pa.—
J. E. WELSH, Traveling Agt., 602 West Lackawanna Ave.

Toledo, O.—
F. H. THOMPSON, Agent Ontario Central Despatch,
Produce Exchange.

Liverpool, England—
RAMSDEN & CO., Pas. Agent, Great Britain, 21 Water St.

NEW YORK, ONTARIO & WESTERN RAILWAY.

ALL LOCAL RATES TWO CENTS PER MILE.

THE ONLY LINE RUNNING RECLINING CHAIR CARS FREE OF CHARGE BETWEEN NEW YORK AND CHICAGO.

99	5	7	59	55	3	1	11	9	41	Mls.	*October 31, 1909.*	8	56	4	42	2	12	10	60	40	6	14	20
A M	P M	P M			Noon	A M	A M	A M			lve. ...... **New York**[1] ...... arr.	A M		P M		P M	P M	P M			P M		P M
§8 25	*6 40	†3 00			†12 30	†7 30	*3 30	*3 30			+ . *Foot Cortlandt Street* . ♂	11 00		2 30		7 30	10 15	11 00			10 15		9 15
8 35	5 55	3 15			12 45	7 45	3 45	3 45			+ .... *West 42d Street* .... ♂	10 45		2 15		7 20	10 00	10 40			10 00		9 00
8 55	6 15	3 30			1 05	8 00	4 20	4 00		0	+ ...... **Weehawken** ...... ♂	10 30		2 00		7 05	9 40	10 10			9 45		8 45
10 23	7 37	5 00			2 33	9 30	6 15	5 45		52.3	+ ...... **Cornwall** ...... ♂	9 03		12 37		5 33	7 55	8 15			8 20		7 22
10 31	– –	5 08			2 41	9 39	6 27	– –		55.5	...... Firthcliffe ...... ♂	8 56		e12 31		5 25	7 46	– –			– –		7 16
10 34	– –	5 12			– –	9 42	6 30	– –		56.2	...... Orr's Mills	8 53		– –		5 19	7 42	– –			– –		– –
10 40	– –	5 17			– –	9 47	6 36	– –		57.8	...... Meadow Brook ...... ♂	8 50		– –		5 16	7 38	– –			– –		– –
10 46	– –	5 23			– –	9 54	6 46	– –		61.0	...... Little Britain ...... ♂	8 44		– –		5 09	7 27	– –			– –		– –
10 53	– –	5 30			– –	10 01	6 57	– –		64.6	...... Rock Tavern	8 37		– –		5 02	7 14	– –			– –		– –
10 57	– –	5 34			– –	10 05	7 01	– –		65.9	...... **Burnside**[2] ...... ♂	8 34		– –		4 59	7 03	– –			– –		e7 01
11 03	8 13	5 40			3 08	10 11	7 10	6 33		68.3	+ .... **Campbell Hall**[3] .... ♂	8 29		12 09		4 54	6 45	7 35			– –		– –
11 07	– –	5 44			– –	10 15	7 23	– –		70.7	...... Stony Ford ...... ♂	8 23		e12 03		4 48	6 28	– –			– –		– –
11 11	– –	5 48			– –	10 19	7 36	– –		72.8	...... Crystal Run ...... ♂	8 19		– –		4 44	6 20	– –			– –		– –
– –	– –	– –			– –	– –	7 42	– –		74.8	...... Mechanicstown ...... ♂	– –		– –		– –	6 10	– –			– –		– –
11 21	– –	5 58			– –	10 30	– –	– –		77.8	.... **Middletown** (Main St.)[4]	8 10		– –		4 34	– –	– –			– –		– –
11 23	8 30	6 00			3 25	10 32	7 52	6 57		78.2	arr. ... + **Middletown** ... lve.	8 08		11 51		4 32	6 00	7 05			7 38		6 40
11 33	8 40	6 10			3 35	10 42	8 25	7 17		78.2	lve. .... **Middletown** ♂ .. arr.	7 58		11 41		4 22	5 42	6 50			7 28		6 30
11 48	– –	6 27			3 48	10 56	8 46	– –		85.7	...... Winterton ...... ♂	7 44		11 29		4 09	5 24	– –			– –		e6 18
11 54	– –	6 35			3 54	11 03	9 01	– –		88.2	...... Bloomingburgh ...... ♂	7 39		11 24		4 04	5 15	– –			– –		e y
11 59	– –	6 40			3 59	11 08	9 06	– –		89.8	...... Mamakating ...... ♂	7 34		11 19		3 58	5 05	– –			– –		– –
12 09	– –	6 55			4 10	11 20	9 20	8 08		93.1	...... **Summitville**[5] ...... ♂	7 27		11 12		3 51	4 55	*6 17			7 00		6 03
12 30		7 15			4 30	11 40		†8 35		100.8	arr. ... + **Ellenville** ♂ ... lve.	7 05		10 50		3 25		5 55					5 40
1 47		8 20			5 42	12 45		†9 45		127.5	arr. ...... **Kingston** ♂ ... lve.	†6 00		†9 45		†2 20		†4 50					§4 20
12 27	– –	7 16			4 28	11 39	9 47	– –		101.8	...... Mountain Dale ...... ♂	7 08		10 54		3 32	4 31	– –			– –		e5 43
12 34	– –	7 24			4 34	11 45	9 55	– –		104.4	...... Centreville ...... ♂	7 03		10 48		3 25	4 25	– –			– –		e5 37
12 43	9 31	7 34			4 43	11 55	10 15	8 55		108.0	+ ...... Fallsburgh ...... ♂	6 55		10 40		3 18	4 05	5 44			8 31		5 30
12 51	– –	7 42			4 51	12 03	10 40	– –		111.3	...... Luzon ...... ♂	6 48		10 32		3 07	3 51	– –			– –		5 22
1 01	– –	7 52			5 00	12 12	11 00	– –		116.5	...... Ferndale ...... ♂	6 39		10 21		2 55	3 31	– –			– –		e5 12
1 10	9 52	8 02			5 10	12 23	11 15	9 30		118.5	+ ...... Liberty ...... ♂	6 34		10 16		2 50	3 25	5 20			6 12		5 07
1 22	– –	8 14			5 22	12 35	11 30	– –		123.8	...... Parksville ...... ♂	6 21		10 02		2 36	3 05	– –			– –		– –
1 36	10 14	8 28			5 35	12 40	11 45	9 57		129.2	+ .... Livingston Manor .... ♂	6 09		9 50		2 23	2 51	4 48			5 53		4 44
1 48	10 24	8 40			5 48	1 02	12 00	10 12		135.4	+ ...... Roscoe ...... ♂	†5 55		9 34		2 08	2 29	4 28			n5 42		§4 30
P M	d10 33	P M			6 00	1 14	12 23	10 25		140.8	...... Cook's Falls ...... ♂	A M		9 22		1 56	2 08	4 14			e5 33		P M
	– –				6 16	l1 27	12 42	– –		148.2	...... Trout Brook ...... ♂			9 07		1 40	1 51	– –			– –		
	– –				6 21	1 33	12 49	10 47		150.4	...... **East Branch**[25] ...... ♂			9 03		1 35	1 46	3 53			– –		
	– –				6 30	1 42	12 59	10 57		154.3	...... Fish's Eddy ...... ♂			8 54		1 26	1 33	– –			– –		
	11 03				6 44	1 58	1 20	11 17		159.9	+ ...... **Cadosia**[19] ...... ♂			8 44		1 15	1 20	3 32			5 05		
	– –				6 59	a2 15	1 40	11 40		167.2	...... Apex ...... ♂			8 26		d12 54	12 44	b3 09			– –		
	– –				7 06	a2 22	1 50	11 48		171.5	...... Rock Rift ...... ♂			8 18		d12 44	12 34	– –			– –		
	– –				7 12	– –	1 56	– –		174.5	...... Beerston ...... ♂			8 11		– –	12 28	– –			– –		
	11 35				7 20	2 35	2 10	12 05		179.4	arr. ... + **Walton**[6] ♂ ... lve.			†8 02		12 30	12 15	2 40			4 31		
				A M	8 20	3 43	†3 43			196.3	arr. ... + **Delhi** ♂ ... lve.		P M	†7 20		†11 00	*11 00				§3 35		
	11 38			†8 05	P M	2 40	*2 30	12 20		179.4	lve. ...... **Walton** ...... arr.		8 35	A M		12 19	12 05	2 30			4 26		
	– –			8 20		2 56	3 00	– –		186.6	...... Northfield ...... ♂		8 21			12 05	11 45	– –			– –		
	– –			8 28		3 03	3 17	12 49		189.7	+ ...... Franklin ...... ♂		8 12			11 57	11 25	– –			e4 08		
	– –			8 35		3 11	3 28	12 58		193.0	...... Maywood ...... ♂		8 03			11 47	11 08	– –			– –		
	– –			8 41		l3 16	3 40	– –		196.2	...... Youngs		7 55			– –	10 45	– –			– –		
	– –			8 44		3 21	3 50	– –		197.5	...... South Unadilla ...... ♂		7 52			11 35	10 40	– –			– –		
13	12 21			8 50		3 26	4 00	1 15		200.5	arr. ... + **Sidney**[7] ♂ ... lve.		7 45			11 28	*10 30	*1 30		Mix	*3 44		
							P M	3 50			arr. ...... **Edmeston** ♂ ... lve.		†4 00			†7 20	†7 20	*11 00		A M	†1 45	P M	
A M																							
*11 40	12 24			9 03		3 40		P M		200.5	lve. ...... **Sidney** ...... arr.		7 35			11 20	A M	A M		8 45	3 40	3 06	
12 11	– –			9 17		3 57				208.4	...... Parker ...... ♂		– –			11 07				8 20	– –	2 41	
12 23	– –			9 22		4 01				209.8	...... Guilford ...... ♂		7 17			11 03				8 10	– –	2 30	
– –	x12 53			9 36		4 14				216.7	...... Oxford ...... ♂		7 04			10 50				7 30	x3 10	– –	
12 53	1 07		P M	9 50		4 26			A M	225.1	arr. ... + **Norwich**[9] ♂ ... lve.		6 50		P M	10 33			P M	†7 00	2 54	1 46	
1 03	1 14		*2 06	9 54		4 30			†7 20	225.1	lve. ...... **Norwich** ...... arr.		6 47		6 37	10 28			1 26	A M	2 49	1 37	
1 28	– –		2 15	10 04		– –			7 30	230.7	...... Galena ...... ♂		z6 38		6 26	– –			1 16		– –	– –	
– –	– –		2 25	– –		g –			7 35	233.2	.. Sherburne Four Corners ..		z6 34		6 21	10 15			1 02		– –	– –	
– –	e1 32		2 43	10 16		4 49			7 41	236.4	+ ...... Smyrna ...... ♂		6 29		6 15	10 10			12 49		e2 31	– –	
– –	– –		2 55	10 25		4 58			7 40	240.4	+ ...... **Earlville**[10] ...... ♂		6 22		6 07	10 00			12 29		e2 26	– –	
1 53	1 43		3 05	10 32		5 15			7 58	244.2	+ .... **Randallsville**[11] .... ♂		6 15		5 57	9 50			12 15		2 21	1 02	
– –	1 49		3 23	10 38		5 19			– –	246.4	...... Hamilton		†6 08		– –	9 41			*12 06		2 16	– –	
2 05	□		P M	A M		5 22			8 08	248.8	...... Eaton ...... ♂		P M		5 48	9 36			Noon		□	12 47	
2 13	– –					5 28			8 14	251.5	+ ...... Morrisville ...... ♂				5 40	9 28					– –	12 34	
2 22	– –					5 35			8 20	253.8	...... Pratt's ...... ♂				5 35	9 22					– –	12 22	
2 35	– –					5 46			8 30	258.0	...... Munns ...... ♂				5 25	9 13					– –	12 06	
– –	– –					– –			8 32	258.8	...... Stockbridge				5 21	– –					– –	– –	
2 47	– –					5 51			8 37	260.5	...... Valley Mills ...... ♂				5 18	9 05					– –	11 54	
2 56	– –					5 57			8 45	263.8	...... Kenwood ...... ♂				5 11	8 58					– –	11 40	
3 00	– –					6 02			8 51	266.1	...... **Castle**[12] ...... ♂				5 05	8 51					– –	11 33	
3 04	2 27					6 05			8 55	267.3	arr. ... + **Oneida**[13] ♂ ... lve.				5 00	8 47					1 40	11 30	
3 09	2 30					6 10			9 00	267.3	lve. ...... **Oneida** ...... arr.				4 55	8 43					1 37	11 22	
– –	– –					6 14			9 05	269.5	...... Durhamville ...... ♂				4 50	8 38					– –	– –	
3 19	– –					6 20			9 10	271.6	...... State Bridge				4 46	8 33					– –	11 14	
– –	– –					6 24			9 17	275.0	...... **Fish Creek**[14] ...... ♂				4 39	8 27					– –	– –	
– –	– –					– –			– –	276.3	...... **Sylvan Beach** ...... ♂				– –	– –					– –	– –	
3 30	– –					6 33			9 27	277.8	...... North Bay ...... ♂				4 29	8 19					– –	10 57	
– –	– –					6 38			9 34	280.9	...... Jewell ...... ♂				4 22	8 13					– –	– –	
3 47	e2 56					6 45			9 42	284.7	...... Cleveland ...... ♂				4 15	8 05					1 12	10 43	
4 07	– –					6 51			9 48	287.4	...... Bernhard's ...... ♂				4 07	7 58					– –	10 37	
4 15	– –					6 57			9 55	290.9	...... Constantia ...... ♂				4 00	7 51					– –	10 29	
4 24	– –					7 03			10 02	294.7	...... West Monroe				3 52	7 42					– –	10 20	
4 33	– –					7 11			10 10	298.5	..... **Central Square**[15] ..... ♂				3 45	7 36					– –	10 10	
4 43	– –					7 17			10 17	301.8	...... Caughdenoy ...... ♂				3 38	7 30					– –	9 53	
4 57	– –					7 22			10 25	304.8	...... Pennellville ...... ♂				3 33	7 25					– –	9 42	
5 07	3 35					7 36			10 41	312.6	.... Fulton (Broadway) .... ♂				3 19	7 09					12 32	9 22	
5 11	– –					7 38			10 45	313.1	+ ...... **Fulton**[16] ...... ♂				3 16	7 06					12 30	9 18	
5 36	– –					7 49			10 55	319.0	...... Minetto ...... ♂				3 05	6 55					– –	9 02	
5 46	3 55					8 00			11 05	324.8	arr. ... + **Oswego**[17] ♂ ... lve.				†2 55	†6 45					*12 10	*8 50	
P M						P M			A M		arr. ...... **Rochester** ...... lve.				P M	A M					8 25	A M	
	8 30										ar. **Suspension Bridge** . lv										7 15		
	A M										(R. W. & O. Div. N. Y. C. & H. R. R.R.)										A M		
	1 36										arr. **Detroit** .. (*Wabash*) lve.										11 30		
	9 45										arr. **Chicago** ... " lve.										3 30		
	7 33										arr. ...... **St. Louis** ...... lve.										8 30		
	A M										(*Wabash R.R.*)										A M		

* Daily; † daily, except Sunday; § Sunday only; *a* stops to leave from Summitville and stations south and from stations on P. J. M. & K. District and to take for Sidney and points north, where train stops; *b* stops to leave passengers; *d* stops to leave from Sidney and points north and to take for Summitville and points south, where train stops, and for points on the P. J. M. & K. District; *e* stops for or to leave New York passengers only; *g* stops to leave passengers from stations south of Sidney; *l* stops for or to leave New York passengers and to take on or let off Scranton Division passengers.

n Stops to leave passengers from Oneida and points north; *o* stops Saturday to leave from New York; *x* stops to take or let off passengers to and from New York or Oswego; *y* stops to leave from points on P. J. M. & K. District; *z* stops to leave from Utica Division and connecting lines. □ Via Pecksport.

‖ Meals. + Coupon stations; ♂ Telegraph stations.

STANDARD—*Eastern time.*

Trains South of Cornwall—Trains Nos. 4, 6, 7 and 8 will make regular stop at West Point and Haverstraw; Nos. 1, 3 and 20 at West Point. Trains Nos. 1, 2, 4, 7, 8 and 99 will stop at stations south of Cornwall to take or leave passengers from or to stations on the New York, Ontario & Western Ry. north of Cornwall at which trains stop.

SCRANTON DIVISION.

10	2	Mls	October 31, 1909.	1	9
	A M		lve...**New York**..arr.	P M	
	†7 30		*Foot Cortlandt Street*	7 30	
	7 45		...*West 42d Street*...	7 20	
	8 00	0	....**Weehawken**....	7 05	
P M	P M		LEAVE] [ARRIVE	P M	A M
§4 00	†2 10	160	+....**Cadosia**[19]..♁	1 00	11 05
4 05	2 15	162	.......Hancock.....♁	12 56	11 01
4 20	2 30	167	.......Starlight.....♁	12 45	10 50
4 35	2 45	170	.....Preston Park...♁	12 29	10 34
4 45	2 56	173	...... Winwood ....♁	12 19	10 24
5 06	3 16	176	...... Poyntelle ....♁	12 05	10 05
5 17	3 27	178	........Orson......♁	11 51	9 51
5 30	3 40	184	...Pleasant Mount..♁	11 35	9 35
5 33	3 43	185	......Uniondale......	11 30	9 30
5 45	3 55	191	..... Forest City ...♁	11 20	9 20
6 00	4 10	197	+..**Carbondale**..♁	11 04	9 04
– –	– –	199	.... White Bridge	– –	– –
6 08	4 18	200	.......Mayfield.....♁	10 56	8 56
6 13	4 23	201	.......Jermyn.....♁	10 48	8 48
6 18	4 28	204	.......Archbald.....♁	10 43	8 43
6 20	4 30	205	.... Winton .....♁	10 40	8 40
6 24	4 34	207	.......Peckville.....♁	10 36	8 36
6 29	4 39	208	...... Olyphant ....♁	10 32	8 32
6 32	4 42	209	.......Dickson.....♁	10 28	8 28
6 35	4 45	210	.... Throop .....♁	10 25	8 25
6 38	4 48	212	......Providence....♁	10 22	8 22
6 41	4 51	213	......Park Place....♁	10 19	8 19
6 45	4 55	214	+....**Scranton**[21]..♁	†10 15	§8 15
P M	P M		ARRIVE] [LEAVE	A M	A M

DELHI BRANCH.

163	169	167	165	161	Ms	October 31, 1909.	160	162	166	168
Noon	A M	P M	P M	A M	..	LEAVE] [ARRIVE	A M	Noon	P M	P M
§12 40	§9 15	†8 40	†2 45	†8 10	0	+....**Walton**...♁	7 58	12 10	5 40	4 15
12 52	9 25	8 48	2 57	8 25	4	.... Colchester....	7 48	11 55	5 25	4 05
1 02	9 37	8 57	3 07	8 36	8	.... Hawleys......	7 41	11 37	5 13	3 57
1 11	9 41	9 00	3 16	8 45	9	.....Hamden. .♁	7 38	11 30	5 08	3 54
1 21	9 45	9 05	3 26	8 55	11	.... DeLancy......	7 33	11 20	4 56	3 49
1 38	10 05	9 20	3 43	9 15	17	+....**Delhi**....♁	†7 20	*11 00	†4 40	§3 35
P M	A M	P M	P M	A M	..	ARRIVE] [LEAVE	A M	A M	P M	P M

Trains marked * run daily; † daily, except Sunday; § Sunday only; *a* stops to take passengers for or to leave from Utica.
+ Coupon stations: ♁ Telegraph stations. *Eastern time.*

NEW BERLIN BRANCH.

175	173	171	Ms	October 31, 1909.	Ms	172	174	176	178
P M	P M	A M	...	LEAVE] [ARRIVE	...	A M	P M	P M	P M
†7 47	*1 45	†11 30	0	+......**Sidney**......♁	33	8 52	1 20	3 15	7 00
7 54	1 55	11 40	3	..New Berlin Junction ♁	30	8 45	1 13	3 07	6 50
8 00	2 05	11 46	6	.......Rockdale......♁	27	8 36	1 03	2 58	6 36
8 10	2 33	11 55	9	.....Mount Upton ...♁	24	8 25	12 43	2 48	6 20
8 14	2 43	11 59	11	.....Rockwells Mills....	22	8 20	– –	2 43	5 55
8 16	– –	12 01	12	....Lathams Corners...	21	8 17	– –	2 40	5 47
8 20	– –	12 05	14	......Whites Store	19	8 12	– –	2 35	5 40
8 25	2 54	12 11	16	......Holmesville......	17	8 07	12 11	2 30	5 33
8 30	2 59	12 16	17	...South New Berlin. ♁	16	8 02	12 03	2 25	5 23
8 36	– –	12 22	20	....Davis' Crossing....	13	7 54	– –	2 18	5 05
8 40	– –	12 25	21	...New Berlin Centre...	12	7 51	– –	2 15	4 58
8 43	– –	12 28	22	......Sages Corners......	11	7 47	– –	2 11	4 55
8 52	3 32	12 37	25	+ ...**New Berlin**[6]...♁	8	7 40	11 45	2 05	4 45
8 58	– –	12 43	28	........Pittsfield........	5	7 30	– –	1 55	4 13
9 04	– –	12 50	31	.........Ambler	2	7 25	– –	1 50	4 05
9 10	3 50	12 55	33	......**Edmeston**....♁	0	†7 20	*11 00	†1 45	†4 00
P M	P M	Noon	...	ARRIVE] [LEAVE	...	A M	A M	P M	P M

UTICA DIVISION AND ROME BRANCH.

1	59	57	55	67	Ms	October 31, 1909.	2	60	58	56	68
P M	P M	P M	A M	A M	...	LEAVE] [ARRIVE	A M	Noon	P M	P M	A M
†5 14	*3 15	†1 55	†10 32	*6 35	244	**Randallsville** ♁	9 45	12 10	1 40	6 12	1 20
5 19	3 25	2 01	10 38	6 43	247	+.. Hamilton..♁	9 41	12 06	1 35	6 08	1 10
– –	– –	2 07	a10 44	6 53	250	....Pecksport..♁	9 35	– –	1 28	a6 02	1 00
5 28	3 37	2 11	10 48	7 00	252	....Bouckville..♁	9 32	11 53	1 25	5 58	12 50
5 34	3 53	2 17	10 54	7 07	254	.....Solsville...♁	9 26	11 43	1 18	5 53	12 43
5 45	4 03	2 26	11 02	7 17	258	..Oriskany Falls ♁	9 17	11 24	1 10	5 45	12 29
5 55	4 11	2 33	11 10	7 31	262	....Deansboro..♁	9 08	11 10	1 01	5 35	12 11
6 01	– –	2 40	11 17	7 40	265	..Franklin Spgs ♁	8 59	– –	12 53	5 27	11 55
6 05	4 21	2 45	11 21	7 50	267	+.. **Clinton**..♁	8 55	*10 57	12 50	5 24	11 50
6 15	.....	2 55	11 30	8 05	272	..New Hartford ♁	8 43	.....	12 37	5 11	11 29
6 22	.....	3 05	11 40	8 20	275	.Columbia Street.	8 34	.....	12 29	5 04	11 20
6 27	.....	3 10	11 45	8 30	276	arr. + **Utica** ♁ lve.	†8 30	.....	†12 25	†5 00	*11 15
†6 08	*4 25	P M	†11 30	A M	267	lv. **Clinton**[22] ♁ ar.	8 48	10 55	Noon	5 10	P M
6 13	4 33	.....	11 37	.....	269	.... Kirkland	8 41	– –	.....	5 06	.....
6 17	4 38	.....	11 55	.....	270	...Clarks Mills. ♁	8 37	10 44	.....	4 58	.....
6 27	4 45	.....	12 03	.....	272	..Westmoreland ♁	8 20	10 38	.....	4 45	.....
6 37	4 55	.....	12 12	.....	275	.....Bartlett.....	8 05	10 11	.....	4 32	.....
6 45	– –	.....	12 20	.....	277	.......Dix......	7 59	– –	.....	4 25	.....
7 00	5 15	.....	12 35	.....	280	......**Rome**[23] .♁	†7 50	*10 00	.....	†4 15	.....
P M	P M	.....	Noon	.....	...	ARRIVE] [LEAVE	A M	A M	.....	P M	.....

PORT JERVIS AND KINGSTON DIVISION.

435	437	449	407	403	445	401	409	Ms	October 31, 1909.	408	442	404	402	446	406	434	436
	A M	P M		P M	A M	A M		...	LEAVE] [ARRIVE		A M	Noon		P M	P M		P M
	§10 55	†7 05		†2 35	†11 35	†9 40		0	.**Port Jervis**[24] (Erie Depot)		11 05	12 30		3 30	8 00		7 19
	10 59	7 10		2 40	11 40	9 45		1	+**Port Jervis** (Main St.). ♁		11 00	12 25		3 25	7 55		7 14
	11 09	7 19		2 49	11 49	10 05		5	.......**Huguenot**.......		10 45	12 14		3 15	7 44		7 03
	11 17	7 27		2 57	11 58	10 15		8	arr... **Valley Junc** ♁ .lve.		†10 35	12 05		†3 07	7 35		6 55
P M		P M		P M	A M	A M		...	LEAVE] [ARRIVE		A M	Noon		P M	P M	P M	
§4 40				†2 30		†9 50		0	+.....**Monticello**.....♁			12 46			8 15	1 35	
4 51				2 41		10 02		5	.......Saint Joseph's....♁			12 35			8 04	1 24	
4 56				2 46		10 07		8	.... Hartwood.........			12 29			7 58	1 17	
5 04				2 54		10 16		11	.........Oakland.........			12 19			7 49	1 05	
5 15	11 17			3 07		10 29		16	lve....**Valley Junc** ♁.arr.			12 05			7 35	12 48	6 55
5 22	11 23			3 13		10 35		19	.......Port Orange.......			11 54			7 27	12 42	6 48
5 27	11 27			3 18		10 40		20	......Westbrookville......			11 49			7 23	12 38	6 45
5 35	11 35			3 25		10 48		23	.........Haven.........			11 42			7 16	12 30	6 38
5 48	11 43			3 33		10 55		26	........Wurtsboro......♁			11 34			7 08	12 23	6 28
5 56	11 53		P M	3 42		11 05	A M	30	arr...**Summitville**[6]..lve.	A M		11 25	P M		7 00	12 10	6 20
6 20	12 10		†6 56	4 10		11 20	†8 15	30	lve...**Summitville** ♁ .arr.	7 25		11 10	3 46		6 15	11 50	6 00
6 24	12 15		7 00	4 15		11 25	8 19	31	........Phillipsport........	7 20		11 05	3 40		6 10	11 45	5 55
6 28	12 20		7 05	4 20		11 30	8 24	33	.......Spring Glen	7 15		11 00	3 35		6 05	11 40	5 50
6 38	12 30		7 15	4 30		11 40	8 35	37	.... **Ellenville** .....♁	7 05		10 50	3 25		5 55	11 30	5 40
6 43	12 35		7 20	4 35		11 45	8 40	39	........Napanoch......♁	6 57		10 43	3 17		5 49	11 24	5 33
6 46	12 38		7 23	4 39		11 48	8 44	40	.... Wawarsing .....♁	6 54		10 40	3 14		5 46	11 21	5 30
6 55	12 52		7 32	4 48		11 57	8 53	43	........Kerhonkson.....♁	6 46		10 31	3 06		5 38	11 12	5 15
7 05	1 04		7 41	4 57		12 05	9 01	47	..........Accord ....♁	6 37		10 22	2 57		5 30	11 03	5 06
7 10	1 15		7 48	5 05		12 14	9 10	50	.........Kyserike ......♁	6 31		10 15	2 51		5 24	10 55	4 54
7 18	1 23		7 56	5 18		12 21	9 20	53	.........High Falls.....♁	6 24		10 08	2 44		5 16	10 48	4 46
7 25	1 30		8 01	6 25		12 26	9 25	55	.... Cottekill.......♁	6 19		10 03	2 39		5 09	10 43	4 40
7 38	1 42		8 14	5 37		12 38	9 37	60	.... Hurley........♁	6 07		9 51	2 27		4 57	10 31	4 27
7 45	1 47		8 20	5 42		12 45	9 45	63	.........**Kingston**[18]....♁	†6 00		†9 45	†2 20		†4 50	§10 25	§4 20
P M	P M		P M	P M		Noon	A M	...	ARRIVE] [LEAVE	A M		A M	P M		P M	A M	P M

THROUGH CAR SERVICE.

Train No. 1—Has Parlor Cars between New York and Livingston Manor.

Trains Nos. 3 and 4—Have Parlor Cars between New York and Walton.

Trains Nos. 5 and 6—Have Pullman Buffet Sleeping Cars between New York and Chicago. Free Reclining Chair Cars between New York and Chicago without change.

Trains Nos. 7, 8, 20 and 99—Have Parlor Cars between New York and Roscoe.

CONNECTIONS.

[1] With railroads and steamers diverging. [2] With Lehigh & Hudson River R.R. [3] With Central New England Ry. and Wallkill Valley Branch New York Central & Hudson River R.R. [4] With Erie and New York, Susquehanna & Western R.Rs. [5] Junction Main Line and Port Jervis and Kingston Division. [6] With Delhi Branch. [7] With Delaware & Hudson Co. and New Berlin Branch. [8] With Unadilla Valley R.R. [9] With Delaware, Lackawanna & Western R.R. [10] With Chenango Branch West Shore R.R. [11] With Rome and Utica Division. [12] With West Shore R.R. [13] With New York Central & Hudson River R.R. [14] With Elmira, Cortland and Northern Division Lehigh Valley R.R. [15] With Rome, Watertown & Ogdensburg Division New York Central & Hudson River R.R. [16] With Rome, Watertown & Ogdensburg Division New York Central & Hudson River R.R. [17] With Rome, Watertown & Ogdensburg Division New York Central & Hudson River R.R. and Syracuse Division Delaware, Lackawanna & Western R.R. [18] With Ulster & Delaware R.R. [19] With Scranton Division. [20] With West Shore R.R. [21] With Delaware, Lackawanna & Western R.R., Central R.R. of New Jersey and Delaware & Hudson Co. [22] With New York Central & Hudson River and West Shore R.Rs. [23] With New York Central & Hudson River R.R. [24] With Erie R.R. [25] With Delaware & Eastern Ry.

CENTRAL NEW ENGLAND RAILWAY.—Poughkeepsie Bridge Route.

C. S. MELLEN, President, New Haven, Conn.	ROBERT T. BIRD, Auditor, Hartford, Conn.
H. S. FABIAN, Assistant to President, "	W. H. SEELEY, Gen. Fht. and Pas. Agent, "
EDWIN MILNER, Vice-President, Moosup, Conn.	F. G. GRIFFITHS, Traveling Fht. and Pas. Agt., "
H. M. KOCHERSPERGER, Vice-President, New Haven, Conn.	O. M. LAING, Superintendent, "
E. H. McHENRY, Vice-President, "	G. W. CLARKE, Assistant Superintendent, Poughkeepsie, N.Y.
E. A. TAFT, Manager Express Department, Boston, Mass.	C. J. STEWART, Master Mechanic, Hartford, Conn.
J. G. PARKER, Secretary, New Haven, Conn.	W. J. BACKES, Chief Engineer, "
A. S. MAY, Treasurer, "	GEORGE H. STAEHLE, Car Accountant, "
THOS. F. PARADISE, Asst. to Treasurer, "	J. H. SANFORD, Purchasing Agent, New Haven, Conn.

* Daily; † daily, except Sunday; § Sunday only; a stops to leave passengers from points east of State Line and to take for points beyond Campbell Hall; h stops to take passengers; x via Springfield and Boston & Albany R.R. ● Train leaves from and arrives at Spruce Street Station, Hartford. ▲ Via Rhinecliff Division. + Coupon stations; ♁ Telegraph stations. STANDARD—*Eastern time.*

67	201	13	9	7	5	15	3	1	23	51	Mls.	*October* 3, 1909.
		P M		A M	A M							LVE. (N. Y. N. H. & H.) ARR.
		†2 00		†8 20	†8 00							Boston (*Terminal*)
		2 15		9 20	8 40							lve... Worcester... arr.
		1 55		9 00	7 50		A M					lve... Providence... arr.
		4 07		11 23	10 07		†6 50					lve... Willimantic... arr.
		P M	P M	A M	A M							(*N. Y. N. H. & H.*)
		†2 00	†1 02	†11 00	†8 00		A M					lve.... New York.... arr.
		4 00	3 16	1 00	9 48		†6 35					lve... New Haven... arr.
	A M	P M	P M	P M	A M	●A M	A M					LVE. (Union Station.) ARR.
	§8 10	†5 55	†4 33	†2 05	†11 07	†9 55	†8 05				0	+ ..... Hartford[1] ..... ♁
	8 22	6 05	– –	2 16	– –	10 02	8 17				3.7	..... Cottage Grove .....
	8 26	6 12	4 46	2 20	– –	10 08	8 22				5.3	.... Bloomfield ..... ♁
	8 34	6 19	– –	2 28	– –	10 15	8 28				9.4	.... North Bloomfield ....
	8 40	6 25	4 56	2 35	11 29	10 20	8 35				11.3	.... Tariffville ..... ♁
	8 44	6 29	5 00	2 39	– –	A M	8 40				12.9	.... Hoskins ....
	8 50	6 34	5 07	2 44	11 36	Arrives Springfield 11 59 a.m.	8 44				14.7	...... Simsbury[3] .... ♁
	8 55	6 39	– –	2 49	– –		8 50				17.0	.... Stratton Brook ....
	9 04	6 46	5 20	2 56	– –		8 57				21.4	.... Canton .... ♁
	9 07	6 49	5 23	2 59	– –		9 00				22.6	.. Collinsville Junction ..
	9 11	6 53	5 27	3 03	11 52		9 04				23.3	+ ..... Collinsville ....
	9 17	6 58	5 33	3 09	– –		9 10				24.0	..... Cherry Brook ....
	9 26	7 06	5 40	3 17	– –		9 22				27.6	..... Pine Meadow[5] ....
	9 30	7 10	5 44	3 21	12 07		9 26	A M			28.6	..... New Hartford .. ♁
	9 47	7 26	5 59	3 35	12 20		9 47	†7 25			35.3	+ ..... Winsted[4] ..... ♁
	9 50	7 28	– –	3 38	– –		9 50	7 28			35.9	..... West Winsted ... ♁
	9 56	P M	– –	3 43	– –		9 56	7 34			38.3	.... Colebrook ....
	10 01		6 11	3 48	– –		10 01	7 40			40.7	.... Grant's ....
	10 06		– –	3 52	– –		10 06	7 45			43.2	.... Norfolk Summit ....
	10 12		6 20	3 57	12 42		10 13	7 51			45.1	.... Norfolk .... ♁
	10 16		– –	4 01	– –		10 17	7 57			47.4	..... West Norfolk ......
	10 29		6 33	4 12	12 52		10 27	8 07			52.0	...... East Canaan .... ♁
	10 35		6 40	4 17	12 57		10 34	8 11			54.6	arr..... Canaan[6] ♁ .. lve.
				6 36	4 15			10 10				arr.... Danbury .... lve.
				8 24	6 20			12 00				arr.... New York .... lve.
				P M	P M			Noon				(*N. Y. N. H. & H.*)
	11 10		6 47	4 17	12 57		10 34	8 21			54.6	lve..... Canaan ..... arr.
	11 20		6 55	4 29	1 09		10 50	8 31			58.5	.... Twin Lakes ....
	11 23		7 02	4 31	1 11		10 54	8 34			59.5	...... Chapinville ..... ♁
	11 30		7 08	4 37	1 17		11 01	8 40			62.5	.... Salisbury .... ♁
	11 35		7 12	4 41	1 21		11 05	8 44			64.1	.... Lakeville .... ♁
	11 39		7 16	4 45	– –		11 10	8 49			66.0	.... Ore Hill ....
	11 43		7 20	4 49	1 28		11 14	8 52			67.2	...... State Line[6] ......
	11 44		7 23	4 52	1 32		11 17	8 55			68.2	.... Millerton ....
			P M	9 17	5 02			11 30	A M	A M		New York (Harlem Div. N. Y. C.)
	11 44			P M	1 32		11 18	A M	†7 00	†6 15	68.2	.... Millerton ....
	11 47				1 35	47	11 22		7 03	6 18	67.2	.... State Line ....
	11 55				– –	P M	11 28		7 09	6 25	70.7	.... Mount Riga[7] ....
	12 05				1 46	*1 51	11 40		7 15	6 32	73.9	..... Boston Corners .....
					– –	2 01			7 25		78.9	.... Halstead's ....
P M	▲				1 59	2 10	▲		7 29		80.5	Ancram Lead Mines
§4 35	1 10				2 10	2 24	2 20		7 42	7 13	85.7	Pine Plains (N.D.& C. Div.)
4 37	– –				– –	P M	2 25		7 46	7 17	86.5	..... Briarcliff Farms .....
4 41	– –						2 30		7 50	7 21	88.3	.... Attlebury ....
4 45	1 24				2 21		2 36		7 54	7 25	90.1	.. Stissing Junction ..
4 49	1 28				– –		2 38		7 57	A M	91.5	.... McIntyre ....
4 54	1 33				2 29		2 44		8 01	Arrives Dutchess Junction 8 57 a.m., Fishkill Landing 9 05 a.m.	93.3	..... Standfordville .....
4 58	1 37				– –		2 50		8 05		95.4	..... Willow Brook .....
5 07	1 47				2 38		2 59		8 11		98.0	..... Clinton Corners .....
5 11	1 54				– –		3 05		8 14		99.4	..... West Hibernia .....
5 15	1 58				2 46		3 09		8 17		100.5	.... Salt Point ....
5 27	2 16				2 56		3 25		8 27		105.1	..... Pleasant Valley .....
5 33	2 25				– –		3 30		8 32		107.4	.... Van Wagner ....
5 40	2 30				3 08		3 37		8 40		111.5	..... Poughkeepsie[8] .....
8 33	5 31				6 40		8 57		11 35			New York (*N. Y. C.*)
P M	P M				P M		P M		A M			New York (H. R. Day Line)
	2 50				a3 22		3 59				113.8	.... Highland ....
	2 57				a3 28		4 08				117.3	.... Loyd ....
	3 08				a3 33		4 16				120.2	..... Clintondale .....
	3 22				– –		4 32				121.1	.... Elting ....
	3 26				– –		4 35				122.7	.... Mowbray ....
	3 42				a3 41		4 45				124.7	.... Modena ....
	3 59				a3 50		5 08				130.3	.... St. Elmo ....
	4 07				a3 55		5 13				132.7	..... East Walden .....
	4 20				– –		5 20				135.2	.... Berea ....
	4 28				– –		5 30				138.7	.... Maybrook[9] ....
	4 38				4 15		5 38				141.5	ar. Campbell Hall[10] lv.
	4 55				4 30		5 55					..... Goshen (*Erie*) .....
	8 50				6 00		6 00					Middletown (N. Y. O. & W.)
	10 00				7 20		10 00					New York (*W. 42d St.*)
	P M				P M		P M					ARRIVE] [LEAVE

October 3, 1909.	2	8	4	40	10	12	14	22-26	4-202	80	410
LVE. (N. Y. N. H. & H.) ARR.	Noon	P M			P M	P M			P M		
Boston (*Terminal*)	12 30	1 45			8 00	x8 30			x8 30		
lve... Worcester... arr.	11 35	1 15				x8 32			x8 32		
lve... Providence... arr.	11 45	1 30			7 57						
lve... Willimantic... arr.	9 35	11 45			5 58						
(*N. Y. N. H. & H.*)	A M	P M	P M		P M	P M			P M		
lve.... New York.... arr.	11 27	2 00	5 36		8 00	9 36			8 50		
lve... New Haven... arr.	9 30	11 55	3 46		6 57	7 45			6 51		
LVE. (Union Station.) ARR.	A M	A M	P M		P M	P M	●A M		P M		
+ ..... Hartford[1] ..... ♁	8 13	10 45	2 47		4 40	6 28	9 05		6 28		
..... Cottage Grove	8 00	– –	– –		– –	6 17	8 57		5 17		
.... Bloomfield ..... ♁	7 57	10 34	2 35		– –	6 12	8 54		5 13		
.... North Bloomfield	7 49	– –	2 28		– –	6 05	8 46		5 06		
.... Tariffville ..... ♁	7 45	10 23	2 24		4 17	6 00	†8 40		5 02		
.... Hoskins	7 40	– –	2 20		– –	5 56	A M		4 57		
...... Simsbury[3] .... ♁	7 37	10 16	2 17		4 10	5 53	Leaves Springfield †7 30 a.m.		4 54		
.... Stratton Brook	7 32	– –	2 12		– –	5 48			4 49		
.... Canton .... ♁	7 25	10 06	2 04		– –	5 40			4 39		
.. Collinsville Junction ..	7 22	10 03	2 01		– –	5 37			4 35		
+ ..... Collinsville	7 19	10 00	1 58		3 54	5 34			4 31		
..... Cherry Brook	7 12	– –	1 51		3 47	5 27			4 23		
..... Pine Meadow[5]	7 04	9 47	1 41		– –	5 17			4 13		
..... New Hartford .. ♁	7 00	9 44	1 38		3 39	5 15		P M	4 09		
+ ..... Winsted[4] ..... ♁	6 44	9 32	1 26		3 25	5 03		7 31	3 55		
..... West Winsted ... ♁	†6 40	– –	1 23		– –	4 58		7 29	3 49		
.... Colebrook	A M	9 22	1 18		– –	– –		7 24	3 44		
.... Grant's		9 17	1 13		– –	4 48		7 19	3 39		
.... Norfolk Summit		h –	1 08		– –	4 43		7 14	3 34		
.... Norfolk .... ♁		9 07	1 03		3 01	4 38		7 09	3 29		
..... West Norfolk		9 02	12 59		– –	4 33		7 03	3 25		
...... East Canaan .... ♁		8 52	12 46		2 46	4 23		6 53	3 12		
arr..... Canaan[6] ♁ .. lve.		8 46	12 38		2 40	4 17		6 47	3 06		
arr.... Danbury .... lve.			10 45					5 26			
arr.... New York .... lve.			†8 50					†3 32			
(*N. Y. N. H. & H.*)			A M					P M			
lve..... Canaan ..... arr.		8 40	12 36		2 35	4 17		6 42	12 30		
.... Twin Lakes		8 31	12 25		2 24	4 00		6 32	12 20		
...... Chapinville ..... ♁		8 28	12 23		2 22	3 58		6 30	12 18		
.... Salisbury .... ♁		8 21	12 14		2 18	3 51		6 24	12 08		
.... Lakeville .... ♁		8 16	12 10		2 12	3 47		6 20	12 04		
.... Ore Hill		8 12	12 05		– –	3 42		6 16	11 59		
...... State Line[6]		8 08	12 01		2 05	3 38		6 13	11 55		
.... Millerton		†8 05	11 58		†2 03	3 35	74	6 10	11 52		
New York (Harlem Div. N. Y. C.)		A M	†8 54		P M	†11 10	P M	†3 23			
.... Millerton			11 49			3 26	6 05	6 03	11 49		
.... State Line			11 47			3 24	6 03	5 59	11 47		
.... Mount Riga[7]			11 42	Noon		3 19	– –	5 54	11 42		P M
..... Boston Corners			11 36	12 22		3 13	5 52	5 47	11 36		1 07
.... Halstead's				12 08			5 31				12 55
Ancram Lead Mines			▲	12 03		2 59	5 25	▲	▲	A M	12 50
Pine Plains (N.D.& C. Div.)			10 36	†11 45		2 48	†5 02	6 10	10 36	9 20	§12 33
..... Briarcliff Farms			10 29	A M		2 44	P M	5 06	10 29	9 16	Noon
.... Attlebury			10 24			2 40		5 02	10 24	9 12	
.. Stissing Junction ..			10 19			2 36		4 58	10 19	9 07	
.... McIntyre			10 12			2 33		4 55	10 12	9 03	
..... Standfordville			10 07			2 29		4 51	10 07	8 59	
..... Willow Brook			10 01			2 24		4 45	10 01	8 54	
..... Clinton Corners			9 54			2 18		4 38	9 54	8 48	
..... West Hibernia			9 41			2 15		4 33	9 41	8 45	
.... Salt Point			9 38			2 12		4 29	9 38	8 42	
..... Pleasant Valley			9 25			2 02		4 18	9 23	8 33	
.... Van Wagner			9 19			1 57		4 13	9 18	8 27	
..... Poughkeepsie[8]			9 10			1 50		†4 05	9 10	§8 20	
New York (*N. Y. C.*)						†9 40		†12 50		A M	
New York (H. R. Day Line)						A M		Noon			
.... Highland			8 31			1 16			8 31		
.... Loyd			8 22			1 07			8 22		
..... Clintondale			8 17			1 01			8 17		
.... Elting			8 08			12 53			8 08		
.... Mowbray			8 05			12 50			8 05		
.... Modena			7 53			12 45			7 53		
.... St. Elmo			7 43			12 36			7 43		
..... East Walden			7 39			12 31			7 39		
.... Berea			7 35			12 26			7 35		
.... Maybrook[9]			7 23			12 19			7 23		
ar. Campbell Hall[10] lv.			†7 15			†12 12			§7 15		
..... Goshen (*Erie*)			6 45			11 55			6 45		
Middletown (N. Y. O. & W.)						11 51					
New York (*W. 42d St.*)			3 45			8 15			3 45		
ARRIVE] [LEAVE			A M			A M			A M		

EAST STANFORDVILLE DIVISION.

No. 803	Mls	*October* 3, 1909.	No. 802
		LEAVE] [ARRIVE	
†12 05 Noon	0	West Pleasant Valley	11 35 A M
12 23 Noon	6.3	..... Poughkeepsie	†11 15 A M
		ARRIVE] [LEAVE	

HOPEWELL BRANCH.

47	121	1703	61	Ms.	*October* 3, 1909.	122	62	1704	48
P M	P M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M	P M
*5 00	†4 33	†11 03	†8 33	0	... Hopewell Junc. ...	9 29	9 45	4 58	6 13
5 05	4 38	11 08	8 38	2.6	.... Fishkill Plains	9 24	9 40	4 54	6 08
5 09	4 42	11 12	8 42	4.0	.... Didell	9 20	9 36	4 50	6 04
5 13	4 46	11 16	8 49	6.0	.... Briggs'	9 16	9 32	4 46	6 00
5 18	4 51	11 21	8 53	8.4	.. Manchester Bridge ..	9 11	9 28	4 41	5 55
5 28	5 01	11 30	9 02	13.2	... Poughkeepsie ...	†9 00	†9 18	†4 30	*5 45
P M	P M	A M	A M		ARRIVE] [LEAVE	A M	A M	P M	P M

SPRINGFIELD BRANCH.

603	601	Ms.	*October* 3, 1909.	600	602
P M	A M		LEAVE] [ARRIVE	A M	P M
†3 00	†7 30	0	+ .. Springfield[11] ..	11 59	7 10
3 25	7 46	6	.... Feeding Hills	11 42	6 55
3 55	7 58	11	.... West Suffield	11 17	6 43
4 18	8 12	16	.... East Granby	10 52	6 34
4 32	8 23	19	..... Tariffville	†10 40	†6 28
P M	A M		ARRIVE] [LEAVE	A M	P M

CENTRAL NEW ENGLAND RAILWAY.—Poughkeepsie Bridge Route—Continued.

NEWBURGH, DUTCHESS AND CONNECTICUT DIVISION.

50	54	60	60	40	M	October 3, 1909.	51	63	47	53	47	413
A M	P M	A M				lv..**New York**.ar.	A M			P M		P M
‡7 53	†4 01	†7 53				...*42d Street*....	10 58			6 56	P M	9 08
□	□	□	A M	A M		..**Newburgh**[14].	□	A M	P M	□	□	□
‡9 50	†5 40	†9 50	†8 58	†8 00		Fishkill Landing	9 05	11 34	7 00	5 10	7 00	7 18
10 04	5 50	10 04	– –	– –	0	.**Dutchess Junc**[16].	8 57	– –	– –	5 02	– –	7 10
10 09	5 58	10 09	9 05	8 06	2	..**Matteawan**...	8 52	11 28	– –	4 57	6 52	7 06
10 14	6 01	10 14	9 11	8 12	3	....Glenham....	8 46	11 21	6 47	4 51	6 47	6 59
10 18	6 05	10 18	9 16	8 16	5	.....Fishkill.....	8 41	11 16	6 42	4 46	6 42	6 54
10 21	6 08	10 21	9 21	8 19	7	.. Brinckerhoff ..	8 37	11 12	6 38	4 42	6 38	6 50
10 28	6 16	10 28	9 28	8 26	12	**Hopewell Jn.**[16]	8 28	†11 03	*6 28	4 33	6 28	6 41
10 31	6 19	10 31	A M	A M	13	.**Clove Branch**.	8 24	A M	P M	4 28	– –	6 37
10 36	6 24	10 36			15	...Arthursburgh...	8 20			4 25	– –	6 33
10 40	6 28	10 40			17	....Lagrange....	8 17			4 22	4 47	6 30
10 50	6 39	10 50			21	..Moore's Mills..	8 06			4 11	4 32	6 19
10 59	6 48	10 50			24	.... Verbank	7 58			4 03	4 22	6 08
11 09	6 59	11 09			29	....Millbrook....	7 48			3 52	4 05	5 57
11 26	7 16	11 26			36	.....Bangall.....	7 31			3 38	– –	5 40
11 31	7 21	11 31			38	..**Stissing Junc.**[17]	7 25	71		3 29	‡3 34	5 33
11 34	7 25	11 34			40	....Attlebury....	7 21	A M		3 25	P M	5 27
11 41	7 33	11 41			43	...Pine Plains...	7 13	6 54		3 17		5 18
11 48	7 38	11 48			46	......Bethel......		6 45		2 18		2 18
11 55	7 41	11 55			49	...Shekomeko ..		6 37		†2 10		‡2 10
A M	7 48	A M			51	.....Husted.....	▲	6 27		P M		P M
	7 50				53	....Winchell's....		6 22				
	8 02				57	ar. **Millerton**.lv.	†6 15	†6 10				
	P M				57	lv. **Millerton**.ar.	A M	A M				
					58	.. **State Line** ..						
						ARRIVE] [LEAVE						

Trains marked † run daily, except Sunday ; ‡ Sunday only.

□ Passengers for and from Newburgh will leave by Newburgh and Fishkill ferry and street railway to and from Matteawan.

▲ Via Rhinecliff Division.

STANDARD—*Eastern time.*

Send two-cent stamp for beautifully illustrated booklet entitled "Scenes Along the Central New England Railway."

RHINECLIFF DIVISION.

83	201	81	22	8-73	51-71	Mls	October 3, 1909.	72	4	74	20	4-82	86
	A M			A M	A M		LEAVE] [ARRIVE		A M		P M	A M	
	§11 45			†11 18	†6 15		..... **Millerton**.		11 49		6 05	11 49	
	§12 05			†11 40	†6 32	0	lve. **Boston Corners**.arr.		11 36		5 47	11 36	
	12 13			11 48	6 39	3.8	.... Copake		11 24		5 40	11 24	
	12 25			12 00	6 51	9.8	.......Ancram.......		11 04		5 27	11 04	
P M	12 30	A M		12 05	6 56	12.2	.... Gallatinville	A M	10 58	P M	5 22	10 58	P M
§1 23	12 42	‡9 29		†12 17	†7 18	13.8	.... **Silvernails** .. ♂	10 50	10 54	4 27	5 19	10 54	4 18
1 28	Noon	9 34		12 22	7 23	15.9	.....Mount Ross... ♂	10 40		4 21		10 45	4 12
1 48		9 59		12 5[illegible]	7 45	24.0	..... Cokertown ... ♂	10 08		3 58		10 22	3 51
1 58		10 10		1 20	7 55	27.9	+... Red Hook	9 48		3 48		§10 12	3 42
2 08		A M		1 40	8 05	32.3	.... **Rhinebeck**	9 08		3 38			3 33
2 14				1 47	8 12	35.3	.**Rhinecliff**[11] (N.Y.C.Sta.).	†8 50		†3 25			§3 25
P M		A M	P M	A M	A M	16.3	.. West Pine Plains ..	Noon	10 41	P M	5 14	10 41	P M
		10 36	†5 10	†10 36	†7 05	17.1	..... Pine Plains.	12 26	†10 36	4 45	†5 10	‡10 36	4 33
		10 41	5 14	10 41	7 10	16.3	.. West Pine Plains ..	12 20	A M	4 40	P M	A M	4 28
		10 54	6 19	12 17	7 18	18.8	.... **Silvernails**	12 12		4 35			4 20
		A M	P M	1 47	8 12	35.3	arr.. **Rhinecliff** ..lve.	†8 50		†3 25			‡3 25
2 52				2 52	11 52		**Hudson**.(N.Y.C.& H.R.)	6 40		2 49			2 49
3 45				3 45	9 47		**Poughkeepsie** "	6 30		1 35			1 36
5 40				6 31	11 35		**New York**..... "	†12 30		†12 40			‡12 40
P M				P M	A M		ARRIVE] [LEAVE	Night		Noon			Noon

CONNECTIONS.—[1], [2], [3], [4] and [5] With N. Y. N. H. & H. R.R. [6] With N. D. & C. Div. [7] With N. Y. C. & H. R. R.R. [8] With N. Y. C. & H. R. R.R., Pough. & East. Ry. and Hudson River boat lines. [9] With L. & H. R. R.R. [10] With Wall. Val. Br. N. Y. C. & H. R. R.R.; N. Y. O. & W. Ry.; Erie R.R. and Lehigh & N. E. R.R. [11] With N. Y. C. & H. R. R.R.: Hudson River Day Line; Ferry to Rondout and Kingston connects with U. & D. R.R. [13] With N. Y. N. H. & H. R.R. [14] With Erie and West Shore R.Rs. [15] With N. Y. C. & H. R. R.R. [16] With N. Y. N. H. & H. R.R. [17] Junction Main Line and N. D. & C. and Rhinecliff Divs.

New Bedford, Martha's Vineyard & Nantucket Steamboat Co.

R. T. PIERCE, President. | General Offices—
O. G. WHITON, Agent and Treasurer. | New Bedford, Mass.

Schedule effective November 1, 1909.

		LEAVE] [ARRIVE			
5 00 P M	5 00 P M	**New York** (Fall River Line)	7 00 A M	7 00 A M	7 00 A M
		New York (New Bed. Line)			
4 49 A M	12 00 Night	**New York** (*Shore Line*)	4 00 P M	7 00 P M	7 00 P M
10 50 A M	– –	...... **Fitchburg**......	3 00 P M	3 00 P M	3 00 P M
11 05 A M	– –	.... **Lowell**........	2 50 P M	2 50 P M	2 50 P M
12 15 Noon	6 20 A M	.**South Framingham**.	1 32 P M	1 32 P M	1 32 P M
12 30 Noon	6 35 A M	..... **Providence**	10 52 A M	1 20 P M	1 20 P M
12 58 Noon	7 02 A M	...... **Attleboro**	10 25 A M	12 53 Noon	12 53 Noon
1 33 P M	8 15 A M	.... **Taunton**.......	9 55 A M	11 16 A M	12 25 Noon
1 08 P M	7 38 A M	.... **Boston**	9 52 A M	12 20 Noon	12 52 Noon
1 43 P M	8 13 A M	...... **Brockton**	9 49 A M	12 19 Noon	12 19 Noon
2 10 P M	8 40 A M	..... **Middleboro**.....	9 22 A M	11 53 A M	11 53 A M
		ARRIVE] [LEAVE			
		LEAVE] [ARRIVE			
†2 00 P M		.... **New Bedford**	9 35 A M	10 25 A M	
3 40 "	†10 30 A M	.....**Woods Hole**.....	7 45 "	8 45 "	10 00 A M
– –	– –	...... West Chop	– –	– –	– –
4 25 "	– –	... Vineyard Haven ...	7 00 "	8 00 "	– –
4 45 "	11 15 A M	...... Oak Bluffs	6 30 "	7 35 "	9 00 "
5 35 P M	– –	...... Edgartown	*a*5 55 A M	*b*7 00 A M	– –
	2 00 P M	..... **Nantucket**			†6 50 A M
		ARRIVE] [LEAVE			

Sailings marked † are daily, except Sunday; *a* Monday and Thursday; *b* Tuesday, Wednesday, Friday and Saturday.

CONNECTIONS.

At **New Bedford**—With New York, New Haven & Hartford R.R. and New Bedford Line Steamers from and to New York.

At **Woods Hole**—With New York, New Haven & Hartford R.R.

For information, hotel lists, etc., address

P. O. Box 284, New Bedford, Mass.

CENTRAL INDIANA RAILWAY.

JOSEPH ROBINSON, Prest. and Treas., Anderson, Ind.
D. F. MUSTARD, Cashier, "
W. S. PARKHURST, G. F. & P. A., Anderson, Ind.
H. H. RAMSEY, Auditor, "
J. E. SPAULDING, Trainmaster, Anderson, Ind.
J. R. CAVANAGH, Supt. Car Service, Indianapolis, Ind.
JOHN CULLINAN, Master Mechanic, Muncie, Ind.

5	3	1	51	Mls.	April 5, 1908.	2	4	50
					LEAVE] [ARRIVE			
			A M	0	........**Muncie**[1] ♂....			P M
			†8 00	0.7	......**Avondale**.... ♂			6 45
			8 20	5.4	........Sharps........			6 05
			8 42	11.6	......**Daleville**......			5 40
			8 50	13.7	....Chesterfield.......			5 25
P M	P M	A M	– –	17.2	........Gridley........	A M	P M	– –
‡6 30	†3 30	†10 10	9 30	18.8	......**Anderson**[2]... ♂	9 30	2 40	†5 00
5 49	3 49	10 29	A M	28.0	........Lapel....... ♂	9 11	2 21	P M
5 57	3 57	10 37		30.5	........Durbin........	9 03	2 13	
6 12	4 12	10 52		37.2	....**Noblesville**[3].. ♂	8 50	2 00	
6 27	4 27	11 07		43.6	.....**Westfield**[4]... ♂	8 32	1 42	
6 35	4 35	11 15		46.8	...... Eagletown	8 24	1 34	
6 39	4 39	11 19		48.7	.......Jolietville..... ♂	8 20	1 30	
6 46	4 46	11 26		51.8	........Roston........	8 13	1 23	
6 53	4 53	11 33		54.8	.... Gadsden	8 06	1 16	
6 57	4 57	11 37		56.3	.... Heath	8 02	1 12	
7 10	5 10	11 50		61.4	.......**Lebanon**[5] ... ♂	7 50	†1 00	
7 26	5 26	A M		67.9	.... Max	7 33	P M	
7 31	5 31			70.1	.... Advance ..... ♂	7 29		
7 44	5 44			75.6	......**New Ross**[6]... ♂	7 16		
7 58	5 58			81.3	.... **Ladoga**[7].... ♂	7 02		
8 08	6 08			85.6	.......*r*.Pawnee........	6 52		
8 11	6 11			86.9	........Lapland........	6 49		
8 16	6 16		53	88.9	.......Penobscot	6 44		52
8 30	6 30		A M	94.8	arr...**Waveland**[8] ♂ lve.	*6 30		P M
P M	P M		†7 10	94.8	lve...**Waveland**...arr.	A M		4 40
			– –	95.9	...**Waveland Junc**[9] ♂			– –
			7 51	105.3	.....**Sand Creek**[10]. ♂			3 30
			8 02	106.9	.... East Rockville			3 15
			8 35	113.3	.........Uncas.........			2 40
			8 55	116.0	......**Bridgeton**.... ♂			2 16
			9 25	121.2	.... **Carbon**[11]... ♂			1 20
			10 15	127.0	........**Brazil**[12].... ♂			†12 45
			A M		ARRIVE] [LEAVE			Noon

* Daily; † daily, except Sunday ; ‡ Sunday only. ♂ Telegraph stations. STANDARD—*Central time.*

Connections.—[1] With C. C. C. & St. L. Ry., L. E. & W. R.R., C. I. & E. Ry., C. C. & L. and Ft. W. C. & L. R.Rs [2] With P. C. C. & St. L. and C. C. C. & St. L. Rys. [3] With L. E. & W R.R. [4] With C. I. & L. Ry. [5] With C. C. C. & St. L. Ry. [6] With C. C. C. & St. L. Ry. [7] With C. I. & L. Ry. [8], [9] and [10] With T H. & I. R.R. [11] With C. C. C. & St. L. Ry. [12] With Vandalia, C. & E. I. and E. & I R.Rs.

United States & Dominion Transportation Co.

OPERATING DOMINION TRANSPORTATION CO.

LAKE SUPERIOR-GEORGIAN BAY MAIL, PASSENGER AND FREIGHT LINE.

New Steel Steamers.

LAKE SUPERIOR-DULUTH-PORT ARTHUR-ISLE ROYALE ROUTE.—Service suspended for season 1909.

Duluth, **Two Harbors,** Split Rock, Beaver Bay, Baptism River, Crystal Bay, Little Marais, Pork Bay, Cross River, Tofte, Lutsen, **Grand Marais,** **Chicago Bay,** Grand Portage, **Port Arthur,** **Isle Royale,** (Rock Harbor, Tobin's Harbor, Washington Harbor).

LAKE SUPERIOR-DULUTH-COPPER COUNTRY ROUTE.—Service suspended for season 1909.

Duluth, Port Wing, Herbster, Cornucopia, **Bayfield,** Washburn, **Ashland,** **Ontonagon,** **Houghton and Hancock,** Eagle Harbor.

GEORGIAN BAY ROUTE (Dominion Transportation Co.)—Service suspended for season 1909.

Algoma Mills, Blind River, Bustard Islands, Cockburn Island, Gore Bay, Killarney, Kagawong, Little Current, Hilton, Meldrum Bay, Manitowaning, Richard's Landing, Soo Ste. Marie, Ont., Soo Ste. Marie, Mich., Thessalon, Wiarton.

SAULT STE. MARIE-MICHIPICOTEN ROUTE (Dominion Transportation Co.)—Service suspended for season 1909.

Sault Ste. Marie, Ont., Goulais Bay, Batchawana, Mamainse, Agawa, Lizzard Bay, Gargantua, Michipicoten Island, Pilot Harbor, Michipicoten Harbor.

December, 1909.

For full information apply to

F. C. LETTS, President, Majestic Building, Chicago, Ill.
H. R. WARDEN, General Manager, " "
E. A. CROSBY, Secretary and Treasurer, " "
J. J. CHEESEMAN, Traffic Manager, " "
L. A. KEIDEL, General Auditor, " "
C. W. TURNER, District Manager, St. Paul, Minn.
C. E. AINSWORTH, District Manager, Sault Ste. Marie, Mich.
JOHN COVENTRY, Division Superintendent, Duluth, Minn.
T. J. COULTER, Trav. Fht. and Pas. Agt., Owen Sound, Ont.

Benton Transit Company.

The Benton Transit Co. Steamer Line between

BENTON HARBOR AND CHICAGO

ACROSS LAKE MICHIGAN.

Daily trips each way during fruit season; tri-weekly trips remainder of season.

Connecting at St. Joseph with Mich. Cent. R.R., and at Benton Harbor with Cleve. Cin. Chic. & St. L. Ry. and Benton Harbor-St. Joe Electric Railway Line.

PROMPT AND RELIABLE SERVICE.

H. A. FOELTZER, President.
FRED. A. HOBBS, Secretary and Manager, Benton Harbor, Mich.

Docks { Benton Harbor—West Main Street. Chicago—North. Michigan Transp. Co's Dock, E. End Michigan Street.

March, 1909.

YOUNGSTOWN & OHIO RIVER RAILROAD.

J. D. DEWEES, Superintendent and Traffic Manager, Leetonia, O.
B. H. JACOBS, Auditor, "

June 1, 1909.	M.	2	4	6	....	32	34	36-38	40	42	....
[LEAVE	...	....	....	A M		P M	P M	P M	P M	P M	
Salem[1]	0	....	....	†600	And Hourly until	*700	*800	*8 00	*1000	*1150	
Washingtonville[2]	8	A M	A M	6 20		7 20	8 20	9 20	10 20	12 10	
Leetonia[3]	10	†440	*530	*630		7 30	8 30	c9 30	10 30	12 15	
Lisbon[4]	18	4 55	5 48	6 48		7 48	P M	9 48	10 48	Night	
West Point	25	5 13	6 10	7 10		8 10	....	P M	11 10	....	
East Liverpool[5]	37	5 45	6 45	7 45		8 45	....	....	11 45	....	
[ARRIVE	...	A M	A M	A M	....	P M	....	....	P M	....	

(*Central time.*)	M.	1	3	....	33	35	37
[LEAVE	...	....	A M	....	P M	....	P M
East Liverpool	0	....	†515	And Hourly until	*815	....	*10 15
West Point	12	....	5 51		8 51	P M	10 51
Lisbon	19	A M	*610		9 10	c10 10	11 10
Leetonia	27	†530	6 30		9 30	10 30	11 25
Washingtonville	29	5 35	6 35		9 35	P M	11 28
Salem	37	5 57	6 57		9 57	....	11 48
[ARRIVE	...	A M	A M	....	P M	....	P M

c Saturday and Sunday only.

Connections.—[1] With Penna. Co. [2] With Erie R.R. [3] With Penna. Co. [4] With P. L. & W. R.R. [5] With Penna. Co.

Trains marked * run daily; † daily, except Sunday.

NORTHAMPTON & BATH RAILROAD.

GENERAL OFFICES—30 BROAD STREET, NEW YORK.

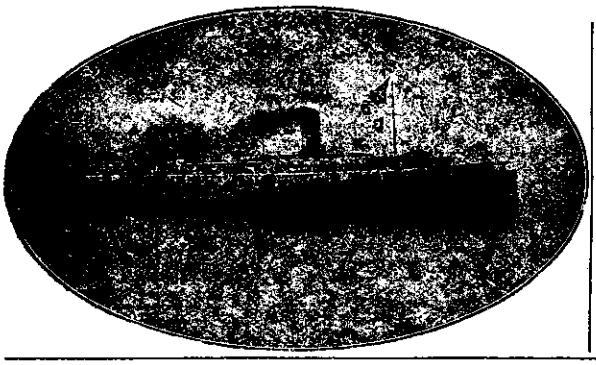
J. ROGERS MAXWELL, President, New York.
A. DE NAVARRO, Vice-President, "
J. R. MAXWELL, Jr., Secretary, "
HOWARD W. MAXWELL, Treasurer, "
DE FOREST BROS., General Counsel, "
J. F. SMITH, Auditor, "
E. S. GARRETSON, Auditor Traffic, Northampton, Pa.
H. J. SEAMAN, General Superintendent, "
A. G. CROLL, Superintendent, "
A. F. TIDABOCK, General Freight and Passenger Agent, "
W. H. DUTCHER, Purchasing Agent, New York.

....	....	....	....	612	624	10	8	6	4	22	2	Ms	*June* 28, 1908.	3	19	5	7	11	15	623	609	....	....	....	....
....	....	....	....	P M	A M	P M	P M	P M	P M	P M	A M	...	LEAVE] [ARRIVE	A M	A M	P M	P M	P M	Night	A M	P M	....	....	....	....
....	....	....	....	‡7 12	‡9 40	†11 12	†5 10	c4 11	†5 07	†1 00	*7 12	0	....**Northampton**[1]..☃	6 27	8 05	2 36	4 07	10 31	12 12	10 33	6 45	....	....	....	....
....	....	....	....	7 14	9 42	11 14	5 12	4 13	5 09	1 02	7 14	.3	.....Navarro.....☃	6 25	8 03	2 34	4 05	10 29	12 10	10 31	6 41	....	....	....	....
....	....	....	....	7 22	9 48	11 28	5 29	4 21	5 23	1 16	7 22	2.5	.....Weaversville.....	6 17	7 54	2 24	3 54	10 19	12 01	10 23	6 32	....	....	....	....
....	....	....	....	7 26	9 52	11 32	5 24	4 25	5 27	1 19	7 26	4.1	.....Lerchs.....	6 13	7 50	2 20	3 51	10 15	11 58	10 20	6 29	....	....	....	....
....	....	....	....	7 29	9 55	11 35	5 27	4 28	5 30	1 22	7 29	5.0	.....Jacksonville.....	6 10	7 47	2 18	3 48	10 12	11 56	10 17	6 26	....	....	....	....
....	....	....	....	7 34	10 00	11 40	5 32	4 33	5 34	1 26	7 33	6.3	.....Bath.....	6 06	7 42	2 11	3 44	10 08	11 52	10 12	6 22	....	....	....	....
....	....	....	....	7 38	10 02	11 43	5 34	4 35	5 36	1 29	7 36	7.1	....**Bath Junction**[3]...	*6 04	*7 40	‡2 09	‡3 42	‖1005	‖1150	‡1010	‡6 19	....	....	....	....
....	....	....	....	P M	A M	P M	P M	P M	P M	P M	A M	...	ARRIVE] [LEAVE	A M	A M	P M	P M	P M	P M	A M	P M	....	....	....	....

Trains marked * run daily; † daily, except Sunday; ‡ daily, except Saturday; ‡ Sunday only; *c* Saturday and Sunday only.
☃ Telegraph stations. STANDARD—*Eastern time.*

CONNECTIONS.—[1] With Central R.R. of New Jersey. [2] With Bangor and Portland Division Delaware, Lackawanna & Western R.R. and Lehigh & New England R.R.

The Cleveland & Buffalo Transit Co.



EXECUTIVE DEPARTMENT.

M. A. BRADLEY, A. S. CHISHOLM,
Hon. GEO. W. GARDNER, D. SHURMER,
HARVEY D. GOULDER, R. C. MOODY,
T. F. NEWMAN, C. C. HARRIS.

OPERATING DEPARTMENT.

T. F. NEWMAN, General Manager, Cleveland, O.
W. F. HERMAN, General Passenger Agent, "
H. R. ROGERS, Gen. Fht. Agt. and Dist. Pas. Agt., Buffalo, N.Y.
W. J. LEARY, Gen. Eastern Agent, 93 Wall St., New York.
F. W. MILTENBERGER, Traveling Passenger Agent, 1290 West 11th Street, N.W., Cleveland, O.
J. R. BELL, Contracting Agent, 308 Merchants-Laclede Building, St. Louis, Mo.

CLEVELAND AND BUFFALO LINE.

City of Erie (New). City of Buffalo (New).

CLEVELAND AND TOLEDO LINE.

City of the Straits. State of Ohio.

FORMING A DAILY LINE BETWEEN

Buffalo, Cleveland and Toledo

Steamers of this Company operate from about April 15th to December 1st each year.

CLOSE CONNECTIONS.—At Buffalo with all railroads for Niagara Falls, Toronto, New York, Boston, Montreal, Thousand Islands and all Eastern and Canadian points. At Cleveland with railroads for Columbus, Cincinnati, St. Louis, Indianapolis and all Ohio points; also with Cleveland and Toledo Line steamers for Toledo; Detroit & Cleveland Navigation Co's steamers for Detroit, Mackinac Island and northern Lake Summer Resorts.

INTERNATIONAL RAILWAY COMPANY (Electric).

THOMAS PENNEY, President.
THOMAS W. WILSON, General Manager.
N. P. BAKER, Assistant to General Manager.
J. W. CRAWFORD, Comptroller and Secretary.
G. J. ECKHARDT, Purchasing and Traffic Agent.

GENERAL OFFICES—808-832 ELLICOTT SQUARE, BUFFALO, N.Y.

NIAGARA FALLS DIVISION.

Leave Buffalo, Main and Court Streets, 1 15, 3 10, 5 30, 6 00, 6 30, 7 00, 7 30, 7 45, 8 00 a.m., then every 15 minutes until 7 30 p.m., 8 00, 8 30, 8 45, 9 00, 9 30, 10 00, 10 15, 10 30, 11 00, 11 30 p.m., 12 00 night, and 1 15 a.m.
Baggage Cars at 8 15, 11 15 a.m., 2 15 and 5 15 p.m.
Leave Niagara Falls 5 00, 6 00, 6 30, 7 00, 7 15 a.m.; then every 15 minutes until 9 00 p.m.; then on the hour and half-hour until 12 00 midnight. Last car for Buffalo leaves Falls at 1 00 a.m.; 12 20 night and 1 15 a.m. cars run to Hertel station only.
Baggage Cars at 9 45 a.m., 12 45 noon, 3 45, 6 45 and 7 15 p.m.
Running time between Buffalo and Niagara Falls, 1 hour and 15 minutes.

LOCKPORT DIVISION.

Cars for Lockport—Leave Main and Court Streets every 30 minutes at 5 and 35 minutes past the hour, from 6 05 a.m. to 12 05 night. Car at 5 18 a.m. from Cold Springs station only.
Baggage Cars at 8 05 a.m., 1 35 and 7 35 p.m.
Cars for Buffalo leave Lockport at 5 25 a.m. and every half hour from 6 20 a.m. to 12 50 night at 20 and 50 minutes past the hour.
Baggage Cars at 6 40 a.m., 12 20 noon and 6 20 p.m.

OLCOTT DIVISION.

Cars for Olcott leave Lockport 6 20 a.m.; then hourly at 20 minutes past the hour to 9 20 p.m., also 11 29 p.m.
Baggage Cars at 9 20 a.m. and 3 20 p.m.
Cars leave Olcott for Lockport, Niagara Falls and Buffalo hourly, from 7 05 a.m. to 10 05 p.m., also 12 05 night.
Baggage Cars at 10 05 a.m. and 4 05 p.m.

KENMORE DIVISION.

Cars for Tonawanda and Gratwick—Leave Buffalo, Main and Terrace Streets, every 30 minutes, from 6 30 a.m. to 10 30 p.m. Cars at 11 00, 11 30 p.m., and 12 30 night to Kenmore only; 12 00 night car to Young and Delaware Streets, Tonawanda.
Cars for Buffalo—Leave Gratwick, North Tonawanda, every 30 minutes, from 6 15 a.m. to 11 45 p.m.

LANCASTER DIVISION.

Cars leave Main and Court Streets (Lafayette Square), every 30 minutes at 15 and 45 minutes past the hour, 5 45 a.m. to 9 45 p.m., also 11 00 p.m. and 12 00 night.
Cars leaving at 15 minutes past the hour to Depew, via Lancaster.
Cars leaving at 45 minutes past the hour to Lancaster, via Depew.
Cars leave Sawyer and Central Avenues, Lancaster, every 30 minutes at 20 and 40 minutes past the hour, 5 10 a.m. to 10 40 p.m., also 11 55 p.m. and 12 55 night.
Cars leaving at 10 minutes past the hour run via Depew.

STANDARD—*Eastern time.* *September* 13, 1909.

TORONTO, HAMILTON & BUFFALO RAILWAY CO.

J. N. BECKLEY, President, Rochester, N.Y.
Sir T. G. SHAUGHNESSY, Vice-President, Montreal, Que.
DWIGHT W. PARDEE, Secretary, New York.
CHAS. F. COX, Treasurer, "
HARRY G. SNELLING, Assistant Treasurer, "
J. E. GRIFFITHS, Local Treasurer, Detroit, Mich.
F. O. WALDO, Auditor, "
THOS. EEDSON, Fht. Accountant and Fht. Claim Agt., "
H. J. BRODERICK, Ticket Accountant, "

H. H. ADAMS General Superintendent, Hamilton, Ont.
R. L. LATHAM, Chief Engineer, "
FRED. F. BACKUS, General Freight and Passenger Agent, Hamilton, Ont.
G. C. MARTIN, Asst. General Freight and Passenger Agent, "
G. W. HOLMES, Purchasing Agent, "
G. W. WILSON, Car Accountant, "
E. D. CAHILL, Solicitor, "

MONTREAL, TORONTO, HAMILTON, BUFFALO AND THE EAST.

76	74	86	78	72	70	M	Nov. 21, 1909.	79	71	77	73	75
A M	.....	.....	.....	P M	P M	..	(East. time.)	P M	.....	.....	.....	A M
8 45	.....	.....	.....	10 00	10 00	..	lv. Montreal. ar.	7 05	.....	.....	.....	7 35
10 45	P M	P M	P M	11 10	11 10	..	lv. Ottawa. ar.	5 00	A M	P M	P M	6 25
†7 10	*6 20	†5 45	†1 15	*9 30	*7 50	..	lv. Toronto. ar.	8 40	11 00	1 25	4 15	9 15
8 10	6 20	4 45	2 15	10 30	8 50	..	ar. Hamilton. lv.	7 40	10 00	12 25	3 15	8 15
P M	P M	P M	P M	A M	A M	..	lv. (E. time.) ar.	A M	A M	Noon	P M	P M
†8 15	*6 25	†4 55	†2 20	*1035	*8 55	0	+ Hamilton[1] ♂	7 35	9 55	12 20	3 05	8 05
— —	— —	5 09	— —	— —	9 10	7	Stoney Creek	7 19	— —	— —	2 50	— —
— —	— —	5 18	2 40	— —	9 19	11	Vinemount ♂	7 09	— —	11 55	2 40	— —
— —	— —	5 25	2 47	— —	9 25	15	Grassie's ♂	7 00	— —	— —	2 34	— —
— —	s —	5 33	2 55	— —	9 33	21	+ Smithville ♂	6 49	s —	11 40	2 25	7 28
— —	— —	5 40	3 02	— —	9 38	25	St. Anns	6 42	— —	— —	2 18	— —
— —	— —	5 48	3 08	— —	9 43	26	Silverdale	6 35	— —	— —	2 12	— —
— —	s —	5 55	3 16	— —	9 52	31	+ Fenwick ♂	6 26	s —	11 22	2 04	7 14
— —	— —	6 00	3 20	— —	9 56	34	Chantlers	6 22	— —	— —	2 00	— —
9 17	7 25	6 10	3 30	11 33	10 05	38	+ Welland[1] ♂	†6 13	*8 48	†1108	*1 55	*658
P M	P M	P M	P M	A M	A M	..	ar. (Via M. C.) lv.	A M	A M	A M	P M	P M
9 20	7 28	6 08	3 35	11 36	10 08	38	lv. Welland. ar.	6 10	8 45	11 05	1 50	6 55
10 05	8 15	.....	.....	12 25	10 55	..	Niagara Falls	.....	7 55	.....	1 00	6 00
10 10	8 20	7 15	4 30	12 30	11 00	61	ar. Buffalo. lv.	†5 20	*7 55	†1010	*1 00	*600
P M	P M	P M	P M	Noon	A M	..	(Via N. Y. C.)	A M	A M	A M	P M	P M
10 35	8 40	8 00	5 15	†1 00	11 50	..	lv. Buffalo. ar.	4 00	7 00	10 00	.....	5 15
12 10	10 16	9 40	6 55	2 22	2 10	..	Rochester	2 15	5 15	8 25	.....	3 51
9 03	7 50	7 26	5 45	10 08	P M	..	New York	*5 30	*8 02	*1203	.....	†830
A M	A M	A M	A M	P M	.....	..	AR. [LV.	P M	P M	Night	.....	A M

CHICAGO, WATERFORD, HAMILTON AND TORONTO.

12	10	6	4	2	Ms	Nov. 21, 1909.	1	5	9	15	17
..	Sicia	.....	P M	P M	....	(Central time.)	P M	.....	A M	.....	A M
.....	*1205	A M	*3 00	*3 00	....	lve. Chicago. arr.	8 10	.....	7 30	.....	8 10
P M	9 10	¶6 10	11 45	11 45	....	lv. Detroit. (E. time) ar.	2 30	.....	9 45	P M	1 35
*3 20	12 40	9 30	7 05	2 50	....	St. Thomas	11 20	.....	6 10	8 50	10 57
P M	P M	A M	A M	A M	....	(Eastern time.)	A M	Noon	P M	P M	P M
†2 05	†1 45	†1055	†8 30	*7 00	0	lv. Waterford[3] ar.	10 12	12 15	4 35	8 05	9 50
2 15	—	11 05	8 39	7 10	5	Vanessa	— —	12 05	4 25	7 55	— —
2 22	2 00	11 12	8 44	7 17	8	Scotland	9 59	11 58	4 18	7 48	9 33
2 45	2 20	11 35	9 05	7 40	18	Brantford	9 40	11 35	3 55	7 25	9 10
2 55	— —	— —	— —	7 48	22	Cainsville	— —	11 25	— —	7 15	9 00
3 06	— —	11 51	9 24	7 58	28	Jerseyville	9 24	11 14	3 38	7 06	8 52
3 12	— —	— —	— —	8 04	32	Summit	— —	11 08	3 32	6 57	8 46
3 28	c —	— —	9 42	8 18	39	Dundas	— —	10 52	— —	6 42	— —
— —	— —	— —	— —	— —	40	13th. Rifle Ranges.	— —	— —	— —	— —	— —
3 33	— —	— —	— —	— —	41	Aberdeen	— —	— —	— —	6 37	— —
3 40	3 08	12 20	9 53	8 30	43	arr. Hamilton[2] lve.	†8 55	†1040	†308	†6 30	*8 20
8 15	3 15	12 25	10 00	†8 35	....	lve. Hamilton. arr.	8 50	10 30	2 15	6 20	8 10
9 15	4 15	1 25	11 00	9 35	....	arr. Toronto. lve.	†7 50	†9 30	†115	†5 20	7 10
6 25	P M	P M	A M	A M	....	arr. Ottawa. lve.	11 10	A M	P M	P M	10 45
7 35	.....	.....	.....	.....	....	Montreal	10 00	.....	.....	.....	†8 45
A M	.....	.....	.....	.....	....	ARRIVE] [LEAVE	P M	.....	.....	.....	A M

THROUGH CAR SERVICE.

Trains Nos. 74 and 71 have Through Pullman Sleeping Car between Toronto, Hamilton and New York, via N. Y. C. & H. R. R.R., and Dining and Parlor Cars between Toronto and Buffalo.

Trains Nos. 70, 72, 74, 76, 71, 73, 75, 77, 78 and 79 have Parlor Cars, and between Toronto, Hamilton and Buffalo Nos. 70 and 75 have Dining Car.

Trains Nos. 76 and 79 have Pullman Sleeping Cars between New York and Toronto; also between Pittsburg and Bala, northbound except Sunday and Monday, southbound except Saturday and Sunday.

EXPLANATION OF SIGNS.

Trains marked * run daily.
† Daily, except Sunday.
¶ Daily, except Monday.
c Stops only to leave Michigan Central passengers.
s Stops Sunday only.
+ Coupon stations; ♂ Telegraph stations.

CONNECTIONS.

[1] With Michigan Central R.R. and Grand Trunk Ry. [2] With Canadian Pacific Ry. [3] With Michigan Central R.R.

DELAWARE & EASTERN RAILWAY.

F. P. SEARING, President, New York.
RUSSELL MURRAY, Vice-President, "
H. M. GEORGE, Secretary and Treasurer, "
A. M. WHITE, General Freight and Passenger Agent, "
OTTO F. WAGENHORST, General Supt., Margaretville, N.Y.
General Offices—7 Wall Street, New York.

EAST. 7	5	3	1	Mls.	September 21, 1909.	WEST. 2	4	6	8	10
A M	A M	.....	.....	.....	(N. Y. O. & W. R.R.)	P M	.....	.....	P M	....
3 45	†745	.....	.....	.....	lve. New York (42d St.) arr.	7 20	.....	.....	10 00	....
§100	†200	.....	.....	0	lve. East Branch. arr.	1 20	.....	.....	12 40	....
1 10	2 10	.....	.....	2.74	Harvard	1 10	.....	.....	12 30	....
1 25	2 30	.....	.....	8.11	Shinhopple	12 50	.....	.....	12 10	....
1 30	2 34	.....	.....	9.90	Gregorytown	12 45	.....	.....	12 04	....
1 40	2 42	.....	.....	12.69	Colchester	12 35	.....	.....	11 55	....
1 55	2 45	.....	.....	13.99	Downsville	12 30	.....	.....	11 50	....
2 15	3 05	.....	.....	19.56	Pepacton	12 59	.....	.....	11 10	....
2 27	3 20	.....	A M	23.85	Shavertown	11 40	.....	P M	10 50	P M
a232	a330	.....	*8 45	25.69	Andes Junction	a1133	.....	5 17	a1046	3 54
2 34	3 32	.....	8 50	26.40	Union Grove	11 30	.....	5 15	10 44	3 52
2 44	3 46	.....	9 02	30.09	Arena	11 21	.....	5 00	10 32	3 42
2 54	3 54	A M	9 10	33.58	Dunraven	11 12	A M	4 52	10 22	3 33
3 00	4 05	†1035	9 20	35.90	Margaretville	11 05	10 10	4 45	10 12	3 25
3 10	4 15	10 50	9 35	37.52	Arkville	†1100	†1000	†4 40	§1005	§320
P M	P M	A M	A M	.....	ARRIVE] [LEAVE	A M	A M	P M	A M	P M
8 10	.....	.....	†245	.....	arr. New York (42d St.) lve.	†3 15	†3 15	†1130	3 15	....
P M	.....	.....	P M	.....	(West Shore R.R.)	A M	A M	A M	A M	....

ANDES BRANCH.

WEST.		10	6	Mls.	STATIONS.	EAST. 1			
.....	.....	P M	P M	.....	LEAVE] [ARRIVE	A M	.....	.....	.....
.....	.....	§3 52	†5 15	26.40	Union Grove	8 50	.....	.....	.....
.....	.....	3 54	5 17	25.69	Andes Junction	8 45	.....	.....	.....
.....	.....	4 10	5 33	29.22	Pleasant Valley	8 30	.....	.....	.....
.....	.....	4 30	5 50	31.74	Kaufman's	8 10	.....	.....	.....
.....	.....	4 40	6 00	34.06	Andes	*8 00	.....	.....	.....
.....	.....	P M	P M	.....	ARRIVE] [LEAVE	A M	.....	.....	.....

Trains marked * run daily; † daily, except Sunday; § Sunday only; a stops to leave passengers only.

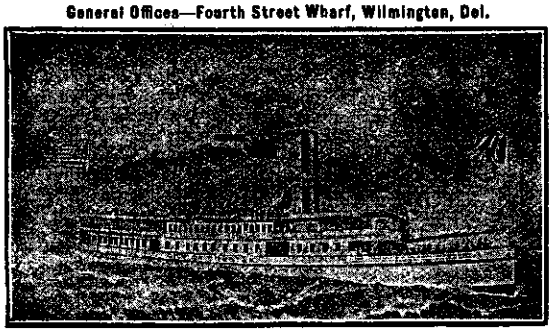
CONNECTIONS.

At Arkville, N.Y.—With Ulster & Delaware R.R.
At East Branch—With New York, Ontario & Western Ry.

Wilmington Steamboat Co.

WILSON LINE.

HORACE WILSON, President and Gen. Mgr., Wilmington, Del.
SAML. K. SMITH, Vice-President, "
WALTER S. MARTER, Sec'y and Treasurer, Philadelphia, Pa.
HARRY CRAWFORD, Gen. Fht. and Pas. Agt., Wilmington, Del.
General Offices—Fourth Street Wharf, Wilmington, Del.



Operating the Fast and Modern Steamers

CITY OF CHESTER and BRANDYWINE.

PASSENGER AND FREIGHT SERVICE between

Philadelphia, Pa., and Wilmington, Del.

STOPPING AT CHESTER, PA.

Delivery and Transfer Service at Philadelphia and Wilmington.

FALL SCHEDULE.

Effective September 20, 1909.

....	P M	P M	P M	A M	A M	LVE.]	[ARR.	A M	Noon	P M	P M	P M	* Daily.
....	*700	*415	*1 50	*1030	*7 30	Philadelphia		9 30	12 30	5 30	6 15	9 00	
....	8 00	5 15	2 30	11 30	8 30	.. Chester ..		8 30	11 30	2 30	5 15	8 00	
....	9 00	8 15	3 30	12 30	9 30	Wilmington		*7 30	*1030	*1 30	*415	*700	
....	P M	P M	P M	Noon	A M	ARR.]	[LVE.	A M	A M	P M	P M	P M	

KINGSTON & PEMBROKE RAILWAY.

W. D. MATHEWS, President.
W. R. BAKER, Vice-Prest. & G. M.

A. McNAUGHTON, Sec'y & Treas.
F. CONWAY, Gen. Fht. & Pas. Agt.

F. CONWAY, Acting General Supt.
G. G. HARE, Chief Engineer.

E. H. WELCH, Auditor.
Offices—Kingston, Ont., Canada.

January 1, 1900	Mls.	No. 5	No. 1	No. 3
Lve..**Kingston**[1].....+	0	a7 45 A M	†12 01 Noon	†5 00 P M
» Glenvale.....	10.2	8 14 »	12 25 »	5 30 »
» Murvale.....	14.1	8 23 »	12 32 »	5 40 »
» **Harrowsmith Junc.**[2]..	18.5	8 35 »	12 42 »	5 55 »
» Hartington.....	21.4	8 42 »	12 48 »	6 03 »
» Verona.....	24.9	9 00 »	12 55 Noon	6 25 »
» Godfrey	29.4	9 11 »	1 05 P M	6 40 »
» Hinchinbrook.....	32.2	9 18 »	— —	6 50 »
» Parham.....	38.3	9 32 »	1 24 »	7 10 »
» Olden.....	42.0	9 42 »	1 34 »	7 20 »
Arr..**Sharbot Lake**[3].....	46.8	10 00 A M	1 45 P M	7 40 P M
Arr..**Ottawa** (*Can. Pac. Ry.*)	.....	.....	5 00 P M	6 25 A M
» **Montreal**..... »	.....	.....	7 05 P M	7 35 A M
» **Quebec**..... »	.....	.....	6 45 A M	3 25 P M
» **Peterboro**..... »	.....	.....	4 38 P M	5 26 A M
» **Toronto**..... »	.....	.....	6 65 P M	7 35 A M
» **London**..... »	.....	.....	11 00 P M	11 33 A M
» **St. Thomas**.. »	.....	.....	.....	11 55 A M
» **Detroit**..... »	.....	.....	2 25 A M	3 10 P M
Arr..**Chicago** (*Wabash R.R.*)	.....	.....	9 50 A M	9 45 P M
Lve..**Sharbot Lake**.....+	46.8	10 30 A M	2 15 P M	.....
» Oso.....	50.0	10 40 »	2 26 »	.....
» Clarendon.....	55.4	10 55 »	2 40 »	.....
» Mississippi.....	59.3	11 17 »	2 49 »	.....
» Snow Road	61.2	11 27 »	2 54 »	.....
» Wilbur.....	67.2	11 41 »	3 10 »	.....
» Lavant.....	69.1	11 55 A M	3 16 »	.....
» Folger.....	71.3	12 05 Noon	3 22 »	.....
» Clyde Forks	76.0	12 20 »	3 35 »	.....
» Flower.....	77.9	12 30 »	3 41 »	.....
» Barryvale.....	87.2	12 57 Noon	4 07 »	.....
» Calabogie.....	89.1	1 10 P M	4 14 »	.....
» Ashdod.....	92.9	1 20 »	4 22 »	.....
» Opeongo.....	98.9	1 35 »	4 36 »	.....
» **Renfrew Junction**[4]...	102.1	1 50 »	4 45 »	.....
Arr..**Renfrew**[5]..... +	103.4	2 00 P M	4 50 P M	.....
Arr..**Pembroke** (Can. Pac. Ry.).	.....	.....	8 27 P M	.....
» **Fort William**. »	.....	.....	8 00 A M	.....
» **Winnipeg**..... »	.....	.....	9 30 P M	.....
» **Banff**..... »	.....	.....	8 57 A M	.....
Arr..**Vancouver**..... »	.....	.....	12 20 Noon	.....

STATIONS.	Mls.	No. 6	No. 2	No. 4
Lve..**Vancouver** (Can. Pac. Ry.).	.....	.....	3 15 P M	.....
» **Banff**..... »	.....	.....	9 35 P M	.....
» **Winnipeg**..... »	.....	.....	8 00 A M	.....
» **Fort William**. »	.....	.....	11 00 P M	.....
Lve..**Pembroke**.... »	.....	.....	7 50 A M	.....
Lve..**Renfrew**.....	0	b7 00 A M	†11 05 A M	.....
» **Renfrew Junction**....	1.3	7 05 »	11 10 »	.....
» Opeongo.....	4.5	7 15 »	11 18 »	.....
» Ashdod.....	10.5	7 28 »	11 31 »	.....
» Calabogie.....	14.3	7 42 »	11 44 »	.....
» Barryvale.....	16.2	7 52 »	11 49 A M	.....
» Flower	25.5	8 20 »	12 13 Noon	.....
» Clyde Forks.....	27.4	8 30 »	12 20 »	.....
» Folger.....	32.1	9 00 »	12 33 »	.....
» Lavant.....	34.3	9 10 »	12 40 »	.....
» Wilbur.....	36.2	9 20 »	12 48 Noon	.....
» Snow Road.....	42.2	9 35 »	1 02 P M	.....
» Mississippi.....	44.1	9 45 »	1 07 »	.....
» Clarendon.....	48.0	10 00 »	1 18 »	.....
» Oso	53.4	10 20 »	1 32 »	.....
Arr..**Sharbot Lake**.....	57.6	10 30 A M	1 40 P M	.....
Lve..**Chicago** (*Wabash R.R.*)	.....	.....	3 30 P M	11 00 P M
» **Detroit** (*Can. Pac. Ry.*)	.....	.....	12 05 Night	1 45 P M
» **St. Thomas**.. »	.....	.....	.....	5 00 P M
» **London**..... »	.....	.....	4 55 A M	5 42 P M
» **Toronto**..... »	.....	.....	9 00 A M	10 00 P M
» **Peterboro**..... »	.....	.....	11 26 A M	12 31 Night
» **Quebec**..... »	.....	.....	11 30 P M	1 30 P M
» **Montreal**..... »	.....	.....	8 45 A M	10 00 P M
Lve..**Ottawa**..... »	.....	.....	10 45 A M	11 10 P M
Lve..**Sharbot Lake**.....	57.6	11 00 A M	2 15 P M	†5 40 A M
» Olden.....	61.4	11 10 »	2 23 »	5 50 »
» Parham.....	65.1	11 20 »	2 31 »	6 02 »
» Hinchinbrook.....	71.2	11 35 »	2 43 »	6 15 »
» Godfrey	74.0	11 45 A M	2 48 »	6 25 »
» Verona.....	79.5	12 01 Noon	2 59 »	6 40 »
» Hartington.....	82.0	12 20 »	3 08 »	6 58 »
» **Harrowsmith Junc**...	84.9	12 42 »	3 12 »	7 10 »
» Murvale.....	89.3	12 55 Noon	3 22 »	7 20 »
» Glenvale.....	93.2	1 06 P M	3 30 »	7 29 »
Arr..**Kingston**.....	103.4	1 55 P M	3 55 P M	8 00 A M

STANDARD—*Eastern time.*

† Daily, except Sunday; a Monday, Wednesday and Friday; b Tuesday, Thursday and Saturday.
+ Coupon stations.

CONNECTIONS.—[1] With Gd. Tk. Ry.; St. Lawrence River Steamboat Co. for Gananoque, Cape Vincent and Thousand Islands, Rich. & Ont. Nav. Co's steamers and Lk. Ont. and Bay of Quinte Steamboat Co. for all Bay Ports. [2] With Bay of Quinte Ry. [3] With Can. Pac. Ry. for all points East and West—close connections. [4] With Grand Trunk Ry. for Barrys Bay, Whitney and Parry Sound. [5] With Canadian Pacific Ry. for all points East and West, Pembroke, North Bay, Sault Ste. Marie, St. Paul, Minneapolis, Duluth, Fort William, Winnipeg, Portage la Prairie, Brandon, Qu'Appelle, Calgary, Vancouver, New Westminster, Victoria, B.C., Seattle and San Francisco.

NIAGARA, ST. CATHARINES & TORONTO RAILWAY.

(STEAM AND ELECTRIC.)

D. B. HANNA, President.
J. D. MORTON, Vice-President.
E. F. SEIXAS, General Manager.
A. J. MITCHELL, Secretary and Treasurer, Toronto, Can.

JOHN PAUL, General Freight and Passenger Agent.
D. J. McINTOSH, Auditor.
W. R. ROBERTSON, Superintendent, St. Catharines, Ont.
GENERAL OFFICES—St. Catharines, Ont.

September 12, 1909.	Ms	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38
Eastbound.	...	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
St. Catharines[1]+.....lve.	0	†5 35	†6 00	*7 00	*8 00	*9 00	*10 00	*11 00	*12 00	*1 00	*2 00	*3 00	*4 00	*5 00	*6 00	*7 00	*8 00	*9 00	*10 00	*11 00
Lincoln Avenue.....	2	5 46	6 12	7 12	8 12	9 12	10 12	11 12	12 12	1 12	2 12	3 12	4 12	5 12	6 12	7 12	8 12	9 12	10 12	11 12
Merritton.....	3	5 52	6 18	7 18	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	9 18	10 18	11 18
Thorold.....+	5	6 00	6 21	7 24	8 24	9 24	10 24	11 24	12 24	1 24	2 24	3 24	4 24	5 24	6 24	7 24	8 24	9 24	10 24	11 24
N. St. C. & T. Junction.....	...	A M	6 41	7 41	8 41	9 41	10 41	11 41	12 41	1 41	2 41	3 41	4 41	5 41	6 41	7 41	8 41	9 41	10 41	11 41
Niagara Falls, Ont.....+	11	....	6 50	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 50	7 50	8 50	9 50	10 50	11 50
Niagara Falls, N.Y.....+	12	....	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10
[ARRIVE	...	....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night

Westbound.	51	1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37
	...	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	...	P M	P M	P M	P M	P M	P M	Night
Niagara Falls, N.Y.....lve.	....	†6 40	*7 40	*8 40	*9 40	*10 40	*11 40	*12 40	*1 40	*2 40	*3 40	*4 40	P M	*5 40	*6 40	*7 40	*8 40	*9 40	*10 40	*11 40
Niagara Falls, Ont.....	....	7 00	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	†5 30	6 00	7 00	8 00	9 00	10 00	11 00	12 30
N. St. C. & T. Junction.....	....	7 09	8 09	9 09	10 09	11 09	12 09	1 09	2 09	3 09	4 09	5 09	5 41	6 09	7 09	8 09	9 09	10 09	11 09	12 40
Thorold	A M	7 26	8 26	9 26	10 26	11 26	12 26	1 26	2 26	3 26	4 26	5 26	5 57	6 26	7 26	8 26	9 26	10 26	11 26	12 56
Merritton.....	†6 20	7 32	8 32	9 32	10 32	11 32	12 32	1 32	2 32	3 32	4 32	5 32	6 03	6 32	7 32	8 32	9 32	10 32	11 32	1 03
Lincoln Avenue.....	6 25	7 38	8 38	9 38	10 38	11 38	12 38	1 38	2 38	3 38	4 38	5 38	6 12	6 38	7 38	8 38	9 38	10 38	11 38	1 10
St. Catharines.....	6 35	7 50	8 50	9 50	10 50	11 50	12 50	1 50	2 50	3 50	4 50	5 50	6 20	6 50	7 50	8 50	9 50	10 50	11 50	1 20
[ARRIVE	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M

Connections.—Nos. 4, 6, 8, 12, 18, 20, 22, 26, 28, 30, 32, 34 and 36 make close connections at Niagara Falls, N.Y., with N.Y. C. for Buffalo. Nos. 10, 14, 24 and 30 make close connections with M.C. at Niagara Falls, Ont., for Buffalo. Nos. 4, 10, 16, 24 and 28 make connections at Niagara Falls, Ont., with M.C. for Niagara-on-the-Lake. All cars connect at Niagara Falls, N.Y., with the yellow cars to and from Buffalo.

PORT DALHOUSIE DIVISION.—**St. Catharines to Port Dalhousie.**—Leave **St. Catharines** †6 00, †6 35, *7 30, *9 00, *10 00, *11 00 a.m., *12 00 noon, *1 00, *2 00, *3 00, *4 00, †4 30, *5 00, *8 00, *7 00, *8 00, *9 00, *10 00, *11 00 p.m., *12 00 night. Leave **Port Dalhousie** †6 20, †7 00, *8 00, *9 30, *10 30, *11 30 a.m., *12 30 noon, *1 30, *2 30, *3 30, *4 30, *5 00, *6 30, *8 30, *7 30, *8 30, *9 30, *10 30, *11 30 p.m., *12 30 night.

WELLAND DIVISION.—Trains leave **Thorold** for Fonthill and Welland (11 miles) †6 00, *7 30, *9 30, *11 30 a.m., *1 30, *3 30, *5 30, *7 00, *8 30, *10 00, *11 30 p.m. Returning, leave Welland for Thorold †6 45, *8 40, *10 40 a.m., *12 40 noon, *2 40, *4 40, *6 20, *7 45, *9 15, *10 45 p.m., *12 15 night.

MERRITTON AND THOROLD DIVISION.—Leave **Thorold** for McKinnon's †5 30, †6 10, †6 50, †7 30, †8 10, †8 50, †9 30, *10 10 a.m., and every 40 minutes daily to 10 50 p.m. Returning, leave McKinnon's †5 10, †6 50, †7 30, †8 10, †8 50, †9 30 a.m., and every 40 minutes daily to 10 10 p.m.

*Daily; † daily, except Sunday. + Coupon stations. STANDARD—*Eastern time.*

CONNECTIONS.—[1] With Grand Trunk Ry. [2] With Michigan Central R.R.; International Ry. Co.; Erie R.R.; Wabash R.R., etc.

THE NIAGARA, ST. CATHARINES & TORONTO NAVIGATION CO., LTD.

D. B. HANNA, President, Toronto, Can.
J. D. MORTON, Vice-President, »
E. F. SEIXAS, General Manager, St. Catharines, Ont.
A. J. MITCHELL, Secretary and Treasurer, Toronto, Can.

JOHN PAUL, Gen. Freight and Pas. Agent, St. Catharines, Ont.
D. J. McINTOSH, Auditor, »
E. H. PEPPER, General Agent, Toronto, Can.
W. E. TUTTLE, Traveling Passenger Agt., Niagara Falls, N.Y.
GENERAL OFFICES—St. Catharines, Ont.

In effect September 12, 1909—Until close of navigation, leaves Port Dalhousie †8 00 a.m. Leaves Toronto †4 45 p.m.

CONNECTIONS.—At Port Dalhousie—With Niagara, St. Cath. & Tor. Ry At Toronto -With Can. Pac. Ry., G.T. Ry. and all steamer lines.

THE ULSTER & DELAWARE RAILROAD.

S. D. COYKENDALL, President.
T. C. COYKENDALL, Vice-President.
H. C. SOOP, Secretary.
H. S. COYKENDALL, Treasurer.
EDWARD COYKENDALL, General Superintendent.
RICHARD O'SULLIVAN, Assistant General Superintendent.
N. A. SIMS, General Freight and Passenger Agent.
H. HOUGHTALING, Gen. Agent Freight and Passenger Depts.
R. B. JONES, Auditor.
L. E. POWERS, Road Master.
M. R. COUTANT, Master Mechanic.
J. P. READING, Car Accountant.

GENERAL OFFICES—KINGSTON, N.Y.

Send nine cents postage to N. A. SIMS, General Passenger Agent, Kingston, N.Y., for Illustrated Summer Book, with complete list of hotels and boarding houses and new map of the Catskill Mountain section.

THE ULSTER & DELAWARE RAILROAD.

DIRECT AND ONLY THROUGH CAR LINE TO THE CATSKILL MOUNTAINS.

No. 1	No. 107	No. 7	No. 9	No. 109	No. 3	Ms.	November 11, 1909.	No. 6	No. 8	No. 108	No. 2	No. 118	No. 4
							(Pennsylvania R.R.)						
	‡1230 Night	‡1230 Night					lve....Washington....arr.		8 30 P M	8 30 P M			
	1 48 A M	1 48 A M					.....Baltimore.....		7 33 P M	7 33 P M			
							lve....Philadelphia....arr.						
	†9 03 A M	†9 03 A M					.....Broad Street.....		5 00 P M	5 00 P M			
	9 40 A M	9 40 A M					.....Long Branch.....		4 58 P M	4 58 P M			
							(Via Annex)						
	†10 45 A M	†10 45 A M					lve.....Brooklyn.....arr.		3 35 P M	3 35 P M			
							...New York (W.S.R.R.)...						
†2 00 P M	†11 20 A M	†11 20 A M	*3 00 A M	*3 00 A M			.....Cortlandt Street.....	12 10 Noon	3 00 P M	3 00 P M	8 30 P M	11 00 P M	
2 15 P M	11 30 A M	11 30 A M	3 15 A M	3 15 A M			.....West 42d Street.....	11 40 A M	2 45 P M	2 45 P M	8 10 P M	10 45 P M	
	11 20 A M	11 20 A M					...Jersey City (P.R.R.)...		3 00 P M	3 00 P M			
							lve New York (N.Y.C.&H.R.R.) arr.						
	†9 40 A M	†9 40 A M					..Grand Central Station..	1 48 P M	3 35 P M	3 35 P M	8 33 P M		
							lve. New York (Day Line). arr.						
							.....Desbrosses Street.....						
							.....West 42d Street.....						
							.....West 129th Street.....						
						0	lve..Kingston Point[1].arr.						
†5 15 P M	†2 35 P M	†2 20 P M	*7 45 A M	*7 00 A M		1	lve.....Rondout[2].....arr.	9 10 A M	11 45 A M	12 05 Noon	5 15 P M	7 45 P M	
5 23 "	2 43 "	2 28 "	7 53 "	7 08 "		3	arr.....Kingston[3]....lve.	8 57 "	11 35 "	11 55 A M	5 01 "	7 35 "	
5 30 "	2 50 "	2 40 "	8 00 "	7 20 "		3	lve.....Kingston.....arr.	8 55 "	11 30 "	11 50 "	5 00 "	7 30 "	
5 38 "	2 59 "	- -	- -	7 29 "		9	.....Stony Hollow.....	8 44 "	- -	11 40 "	- -	7 20 "	
5 48 "	3 08 "	- -	- -	7 38 "		10	.....West Hurley[4].....	8 40 "	- -	11 36 "	4 48 "	7 16 "	
5 54 "	3 14 "	- -	- -	7 44 "		13	.....Olive Branch.....	8 34 "	- -	11 30 "	- -	7 10 "	
6 00 "	3 20 "	- -	8 26 "	7 50 "		16	.....Brown's Station.....	8 26 "	- -	11 24 "	4 35 "	7 04 "	
6 06 "	3 26 "	- -	- -	7 56 "		19	.....Brodhead's Bridge.....	8 21 "	- -	11 19 "	- -	6 59 "	
6 10 "	3 30 "	- -	- -	8 00 "		20	.....Shokan.....	8 18 "	- -	11 15 "	4 27 "	6 55 "	
6 15 "	3 35 "	- -	- -	8 05 "		22	.....Boiceville.....	8 13 "	- -	11 10 "	- -	6 50 "	
6 19 "	3 39 "	- -	- -	8 09 "		23	.....Cold Brook.....	8 09 "	- -	11 06 "	- -	6 46 "	
6 25 "	3 45 "	- -	- -	8 15 "		26	.....Mt. Pleasant.....	8 02 "	- -	11 01 "	- -	6 41 "	
6 30 "	3 50 P M	3 24 "	8 47 "	8 20 A M		28	arr.....Phoenicia[5]....lve.	7 56 "	10 50 "	†10 55 A M	4 11 "	*6 35 P M	
6 35 "		3 29 "	8 52 "			28	lve.....Phoenicia.....arr.	7 53 "	10 46 "		4 08 "		
6 44 "		3 39 "	9 02 "			33	.....Shandaken[6].....	7 45 "	10 38 "		3 58 "		
6 53 "		3 49 "	9 12 "			37	.....Big Indian[7].....	7 37 "	10 30 "		3 49 "		
7 06 "		4 03 "	9 26 "			40	.....Pine Hill.....	7 27 "	10 20 "		3 40 "		
7 13 "		4 10 "	9 34 "			42	....Grand Hotel Station....	7 21 "	10 14 "		3 34 "		
7 21 "		4 18 "	9 42 "			45	.....Fleischmann's.....	7 10 "	10 02 "		3 22 "		
7 30 P M		4 28 "	9 52 "		†7 25 A M	49	.....Arkville[8].....	†7 00 A M	9 52 "		3 12 "		7 28 P M
		- -	9 58 "		7 31 "	52	.....Kelly's Corners.....		9 42 "		3 02 "		7 22 "
		4 37 "	10 04 "		7 35 "	54	.....Halcottville.....		9 38 "		2 58 "		7 18 "
		4 46 "	10 15 "		7 46 "	60	.....Roxbury.....		9 27 "		2 47 "		7 07 "
		5 00 "	10 27 "		7 58 "	66	.....Grand Gorge[9].....		9 15 "		2 35 "		6 55 "
		5 09 "	10 36 "		8 07 "	72	.....South Gilboa.....		9 04 "		2 24 "		6 45 "
		5 18 "	10 46 "		8 15 "	75	.....Stamford[10].....		8 56 "		2 16 "		6 37 "
		5 26 "	10 55 "		8 25 "	78	.....Hobart.....		8 46 "		2 06 "		6 27 "
		5 34 "	11 05 "		8 36 "	82	.....South Kortright.....		8 36 "		1 56 "		6 17 "
		5 43 "	11 15 "		8 46 "	87	.....Bloomville[11].....		8 26 "		1 46 "		6 07 "
		5 55 "	11 28 "		8 58 "	92	.....Kortright Station.....		8 14 "		1 34 "		5 55 "
		6 07 "	11 40 "		9 10 "	99	..... East Meredith		7 58 "		1 18 "		5 37 "
		6 11 "	11 45 "		9 15 "	101	.....Davenport Center.....		7 51 "		1 11 "		5 31 "
		6 17 "	11 53 A M		9 23 "	104	.... West Davenport		7 43 "		1 03 P M		5 23 "
		6 25 P M	12 00 Noon		9 30 A M	108	.....Oneonta[12].....		†7 35 P M		*12 55 Noon		†5 15 P M
							ARRIVE] [LEAVE						
							STONY CLOVE AND KAATERSKILL BRANCH.						
							LEAVE] [ARRIVE						
	†3 55 P M			*8 25 A M		0	.....Phoenicia			10 50 A M		6 30 P M	
	4 02 "			8 32 "		2	.....Chichester.....			10 43 "		6 23 "	
	4 13 "			8 43 "		5	.....Lanesville.....			10 33 "		6 13 "	
	4 23 "			8 53 "		8	.....Edgewood.....			10 24 "		6 04 "	
	4 40 "			9 10 "		12	..Kaaterskill Junction..			10 09 "		5 49 "	
	4 49 "			9 19 "		15	..... Tannersville.....			9 59 "		5 38 "	
	4 56 "			9 26 "		17	.....Haines' Falls.....			9 51 "		5 31 "	
	- -			- -		19	...Laurel House Station...			- -		- -	
	5 02 P M			9 32 A M		20	arr.....Kaaterskill....lve.			†9 45 A M		*5 25 P M	
							HUNTER BRANCH.						
	†4 43 P M			*9 10 A M		0	lve..Kaaterskill Junc. arr.			9 58 A M		5 40 P M	
	4 51 P M			9 18 A M		3	..... Hunter[13]			†9 50 A M		*5 32 P M	
							ARRIVE] [LEAVE						

Trains marked * run daily; † daily, except Sunday; ‡ daily, except Saturday.

STANDARD—*Eastern time.*

CONNECTIONS.

[1] With Hudson River Day Line Steamers.

[2] With Night Line Steamer, Steamer *Mary Powell* and (by Rhinebeck ferry) with N. Y. C. & H. R. R.R.

[3] With (Union Depot) Wallkill Valley and West Shore R.Rs., also via trolley with N. Y. O. & W. R.R.

[4] With stage for Woodstock, Bearsville, Shady. Lake Hill and Willow, and during Summer for Meads Mountain House and Overlook Mountain House.

[5] With Stony Clove & Kaaterskill Branch and for Hunter Branch.

[6] With stage for Bushnellville, Westkill and Lexington.

[7] With stage for Oliverea, Slide Mountain, Winnisook Lodge, Branch Frost Valley and Claryville.

[8] With Delaware & Eastern R.R.

[9] With stage for Prattsville and Gilboa.

[10] With stage for Harpersville Centre, South Jefferson, Jefferson, Summit (Schoharie County) and Richmondville.

[11] With stage for Delhi and Bovina Centre.

[12] (Stage transfer.) With Susquehanna Division and Cooperstown Branch of Delaware & Hudson R.R., also (stage transfer) with trolley line for Cooperstown and Richfield Springs.

[13] With stage for Lexington, Beaches Corners, Hensonville, Windham Jewett and Ashland.

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling

CORNWALL & LEBANON RAILROAD.

A. D. SMITH, President and General Superintendent, Lebanon, Pa.
EDGAR C. FELTON, Vice-President, Philadelphia, Pa.
B. DAWSON COLEMAN, Secretary, Lebanon, Pa.
HENRY W. SIEGRIST, Treasurer, Lebanon, Pa.
J. P. S. GOBIN, General Solicitor, "

No. 13	No. 7	No. 5	No. 1	Mls	*November* 8, 1909. (*Eastern time.*)	Mls	No. 2	No. 6	No. 10	No. 14
†6 50 P M	†1 25 P M	†10 05 A M	†6 25 A M	0	lve......+**Lebanon**[1].......arr.	203	8 40 A M	1 08 P M	4 58 P M	8 54 P M
6 56 "	1 31 "	10 11 "	6 31 "	3.3	..........Midway..........	200	8 33 "	12 59 Noon	4 48 "	8 47 "
6 58 "	1 33 "	10 13 "	6 33 "	4.5	........North Cornwall........	198	8 31 "	12 57 "	4 47 "	8 45 "
7 00 "	1 35 "	10 15 "	6 35 "	5.7	+........**Cornwall**[2].........	197	8 29 "	12 55 "	4 45 "	8 43 "
7 04 "	1 39 "	10 19 "	— —	7.2	..........Cold Spring..........	196	8 25 "	12 51 "	4 41 "	8 39 "
7 10 "	1 44 "	10 24 "	6 45 "	9.4	+.......Mount Gretna.........	194	8 20 "	12 46 "	4 36 "	8 34 "
7 15 "	1 49 "	10 29 "	6 50 "	11.8	+.........Colebrook...........	191	8 14 "	12 40 "	4 30 "	8 28 "
7 20 "	1 53 "	10 33 "	6 55 "	13.7	+...........Lawn..............	189	8 10 "	12 36 "	4 26 "	8 24 "
7 25 "	1 58 "	10 38 "	7 00 "	16.6	+..........Bellaire............	186	8 04 "	12 31 "	4 21 "	8 19 "
7 29 "	2 01 "	10 41 "	7 04 "	18.7	...........Beverly............	184	7 58 "	— —	4 18 "	8 16 "
7 31 "	2 03 "	10 43 "	7 06 "	19.5	...........Aberdeen...........	183	7 56 "	12 27 "	4 17 "	8 15 "
7 33 "	2 05 "	10 45 "	7 08 "	20.8	........Mount Vernon.........	182	7 54 "	— —	4 15 "	8 13 "
7 35 P M	2 08 P M	10 48 A M	7 10 A M	22.0	arr.......**Conewago**[3]......lve.	181	†7 50 A M	†12 23 Noon	†4 13 P M	†8 11 P M
8 18 P M	4 22 P M	11 04 A M	7 25 A M	27	arr.....**Middletown**.....lve.	....	7 32 A M	12 14 Noon	4 01 P M	7 38 P M
— —	6 00 P M	— —	8 26 A M	47	arr......**Columbia**......lve.	....	— —	10 11 A M	— —	6 50 P M
8 35 P M	2 35 P M	11 20 A M	7 45 A M	37	arr.....**Harrisburg**.....lve.	....	7 15 A M	12 01 Noon	3 45 P M	7 25 P M
12 09 Night	5 03 P M	12 48 Noon	9 35 A M	91	arr.......**Sunbury**.......lve.	....	5 32 A M	9 55 A M	1 54 P M	5 23 P M
1 12 A M	6 40 P M	1 50 P M	11 00 A M	131	arr....**Williamsport**....lve.	....	4 30 A M	8 20 A M	12 35 Noon	3 50 P M
2 02 A M	7 50 P M	2 30 P M	11 59 A M	155	arr.....**Lock Haven**.....lve.	....	1 04 A M	7 25 A M	11 25 A M	2 50 P M
7 25 A M	....	7 45 P M	....	349	arr........**Buffalo**........lve.	....	10 45 P M	....	....	9 00 A M
7 05 A M	....	6 30 P M	....	284	arr..........**Kane**.........lve.	....	9 20 P M	....	5 55 A M	10 15 A M
10 15 A M	....	9 45 P M	....	379	..........**Erie**..........	....	6 00 P M	....	....	6 50 A M
					ARRIVE] [LEAVE					
2 20 A M	6 15 P M	3 11 P M	11 01 A M	120	arr.**Baltimore**(Union Sta.).lve.	....	11 58 P M	8 55 A M	1 05 P M	4 55 P M
3 30 A M	6 25 P M	4 20 P M	1 00 P M	164	arr.....**Washington**.....lve.	....	10 45 P M	7 30 A M	11 55 A M	3 40 P M
2 30 A M	6 28 P M	2 52 P M	11 00 A M	169	arr.......**Altoona**.......lve.	....	12 30 Night	7 15 A M	12 43 Noon	3 18 P M
5 37 A M	10 25 P M	6 55 P M	2 10 P M	286	........**Pittsburg**........	....	8 50 P M	3 00 A M	9 40 A M	12 01 Noon
					ARRIVE] [LEAVE					
7 59 P M	2 52 P M	11 32 A M	7 52 A M	25	arr....**Elizabethtown**...lve.	178	7 08 A M	10 24 A M	4 08 P M	8 04 P M
8 11 P M	2 47 P M	11 44 A M	8 07 A M	32	arr......**Mount Joy**.....lve.	171	6 55 A M	10 39 A M	3 52 P M	7 50 P M
8 17 P M	2 58 P M	11 52 A M	8 15 A M	37	arr.....**Landisville**.....lve.	166	6 47 A M	9 56 A M	3 45 P M	7 42 P M
8 35 P M	3 10 P M	12 08 Noon	8 28 A M	43	arr.....**Lancaster**.....lve.	159	6 35 A M	10 35 A M	3 30 P M	7 27 P M
11 15 P M	5 20 P M	2 19 P M	10 20 A M	112	ar.**Philadelphia** (Broad St. Sta.) lv.	91	4 25 A M	8 40 A M	12 45 Noon	5 26 P M
12 51 Night	6 55 P M	3 20 P M	11 43 A M	146	arr.......**Trenton**.......lve.	57	2 24 A M	7 20 A M	11 29 A M	4 25 P M
3 53 A M	8 08 P M	4 23 P M	1 05 P M	202	..........**New York**..........	0	12 15 Night	....	10 00 A M	3 00 P M
					ARRIVE] [LEAVE					

Pennsylvania R.R. (stations Middletown to New York)

† Daily, except Sunday. + Coupon stations.

Southbound trains connect with the Pennsylvania R.R. at Conewago for all points east and west. All trains make close connection to and from all points on Cumberland Valley R.R. Pullman Parlor Car and Day Coaches Conewago to Pittsburg on Trains Nos. 3, 7 and 13, Philadelphia to Conewago on Trains Nos. 6, 10 and 14, and New York and Pittsburg to Conewago on Train No. 10. All trains make close connection to and from Williamsport, Scranton and points on Northern Central Ry. north of Harrisburg, and points on D. L. & W. R.R., via Northumberland. Through Cars to and from Northern Central and Philadelphia & Erie R.Rs. on Trains Nos. 5, 7 and 13, and 6 and 10. Through Day Coaches and Pullman Cars Conewago to Buffalo on Train No. 5, Harrisburg to Buffalo on Train No. 13, and from Buffalo to Harrisburg on Trains Nos. 2 and 14. Northbound trains connect with Philadelphia & Reading Ry. at Lebanon. Trip mileage tickets sold at all stations to holders of Pennsylvania R.R. mileage books.

CONNECTIONS.—[1] With Philadelphia & Reading Ry. [2] With Cornwall R.R. [3] With Pennsylvania R.R.

PITTSBURGH, CHARTIERS & YOUGHIOGHENY RAILWAY.

J. M. SCHOONMAKER, President, Pittsburgh, Pa.
JOHN G. ROBINSON, Vice-Prest., "
R. T. HILL, Sec'y & Acc't, "
T. H. B. MCKNIGHT, Treasurer, Pittsburgh, Pa.
R. R. REED, Asst. Treasurer, "
J. B. SAFFORD, Supt., "

806	808	801	Mls.	*August* 1, 1908.	804	808	810
	A M	A M		(*Central time.*)		Noon	P M
	†9 30	†5 20		lve.. **Pittsburgh**.arr.		11 10	5 10
P M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M
†2 45	†9 38	†5 40	0	.**McKee's Rocks**[1] ♁	7 33	11 30	4 40
2 47	9 40	5 43	0.9	....Island Avenue....	7 30	11 28	4 38
2 50	9 42	5 46	1.6	........Duff's........	7 28	11 26	4 36
— —	— —	— —	3.2	........Scully........	— —	— —	— —
2 58	9 50	5 54	4.2	.........Pike.........	7 20	11 18	4 27
2 59	9 51	5 56	4.6	......Thornburg......	7 19	11 17	4 26
3 02	9 53	5 59	5.8	.....Lead Works.....	7 17	11 15	4 24
3 04	9 55	6 02	6.4	....East Carnegie....	7 15	11 13	4 22
3 08	9 58	6 05	7.2	.....**Carnegie**[2]... ♁	7 12	11 10	4 20
3 18	10 03	6 10	9.1	......Woodville.... ♁	7 07	11 05	4 15
3 37	10 27	6 12	9.3	ar. **County Home**.lv.	6 44	11 04	4 14
3 37	10 27	6 12	9.3	lv. **County Home**.ar.	6 44	11 04	4 14
3 42	10 31	6 15	10.5	........Presto........	6 40	11 00	4 10
3 46	10 35	6 19	11.7	.......Burdine.......	6 36	10 56	4 06
3 48	10 38	6 21	12.3	......Federal...... ♁	6 33	10 53	4 04
3 52	10 41	6 24	12.9	.......Hickman.......	6 30	10 50	4 02
4 00	10 47	6 28	13.2	arr.. **Beechmont**.lve.	†6 28	†10 47	†4 00
P M	A M	A M		**PAINTER'S RUN BR.**	A M	A M	P M
†3 14	†10 04	†6 45	9.3	lv. **County Home**.ar.	7 06	10 26	5 36
3 17	10 07	6 48	10.1	......Bower Hill......	7 03	10 23	5 33
3 19	10 09	6 50	10.8	.......Borland.......	7 01	10 21	5 30
3 22	10 12	6 53	11.4	........Essen...... ♁	6 58	10 18	5 27
3 25	10 16	6 56	12.2	......**Beadling**......	†6 56	†10 16	†5 25
P M	A M	A M		ARRIVE] [LEAVE	A M	A M	P M

† Daily, except Sunday. ♁ Telegraph stations.

Connections.—[1] With Pittsburgh & Lake Erie R.R. [2] With Pittsburgh, Cincinnati, Chicago & St. Louis Ry.

NEVILLE ISLAND BR.—McKees Rocks[1] to **North McKees Rocks**[1] and **Neville Island**[1] (6 m.). Operated for freight service only.

LITTLE RIVER VALLEY RAILROAD.

G. W. CLEVELAND, President, Horatio, Ark.

Train leaves **Neal Springs**[1] †6 45 a.m., arrives Markham (31 miles) 10 15 a.m. Leaves Markham †12 00 noon, arrives Neal Springs 3 00 p.m. † Daily, except Sunday. *Central time.* *March*, 1908.

Connection.—[1] With Kansas City Southern Ry.

PORT HURON SOUTHERN RAILROAD.

OTTO HURTTA, General Manager, Port Huron, Mich.

Extends from South Port Huron, Mich., to Junction with Pere Marquette R.R. and Grand Trunk Ry. (5 miles). Operated for freight service only. *March*, 1908.

WABASH CHESTER & WESTERN RAILROAD.

C. B. COLE, Prest., Treas. and Gen. Manager, Chester, Ill.
H. C. COLE, Secretary "
HENRY MASON, Supt., "
C. E. KINGSBURY, Auditor, Chester, Ill.
W. S. EASTON, Gen. Fht. and Pas. Agt., Chester, Ill.

No. 3	No. 1	Ms.	*August* 9, 1908.	No. 2	No. 4
*3 47 P M	†6 42 A M	0	lve.. **Menard**[1] ♁ arr.	12 11 Noon	8 38 P M
3 55 "	6 55 "	1.3	..... **Chester**[2].. ♁	12 03 Noon	8 30 "
4 03 "	7 03 "	4.5	.......Clores.......	11 53 A M	8 22 "
4 11 "	7 11 "	7.9	......Poland......	11 47 "	8 14 "
4 19 "	7 19 "	11.3	.......Welge..... ♁	11 39 "	8 07 "
4 32 "	7 32 "	16.7	.....Steeleville... ♁	11 26 "	7 56 "
4 45 "	7 38 "	18.9	.......**Percy**[3].... ♁	11 20 "	7 51 "
4 59 "	7 49 "	22.1	.......Cutler..... ♁	11 09 "	7 28 "
— —	— —	25.4	......Barwells......	— —	— —
5 15 "	8 01 "	26.9	......Conants......	10 57 "	7 14 "
5 30 "	8 35 "	32.0	.**Pinckneyville**[4] ♁	10 43 "	7 00 "
— —	9 50 "	42.3	.....**Tamaroa**[5].. ♁	10 18 "	6 30 "
6 45 "	10 35 "	50.6	......Scheller.... ♁	9 22 "	6 10 "
6 58 "	11 00 "	54.0	... **Waltonville**[6] ♁	9 13 "	4 41 "
7 12 "	11 19 "	59.6	......Marcoe......	8 57 "	4 12 "
7 25 P M	11 37 A M	64.4	ar. **Mt. Vernon**[7] ♁ lv	*8 45 A M	†4 00 P M

* Daily; † daily, except Sunday. ♁ Telegraph stations.

Connections.—[1] With St. L. Iron Mt. & So. (Ill. Div.) and Ill. So. Rys. [2] With Ches. Perr. & Ste. Gen., Ill. So. and St. L. Iron Mt. & So. (Ill. Div.) Rys. [3] With M. & O. R.R. [4] With Ill. Cent. R.R. [5] With Ill. Cent. R.R. [6] With C. B. & Q. Ry. [7] With L. & N. R.R., So. Ry. and Chic. & East. Ill. R.R. *Central time.*

ASHLAND COAL & IRON RAILWAY.

ROBERT PEEBLES, President and General Manager, Ashland, Ky.

Trains leave **Ashland Junction**[1] †6 30 a.m., †2 05 p.m. for Coalton (12 m.), Kilgore's (14 m.), arriving Denton (22 m.) 8 00 a.m., 3 25 p.m. Leave Denton †8 30 a.m., †3 45 p.m., arriving Ashland Junction 9 35 a.m., 5 00 p.m. † Daily, except Sunday. *Central time.* *November* 7, 1909.

Connections.—[1] With Norfolk & Western Ry. and Ches. & Ohio Ry.

HARBOR SPRINGS RAILWAY.

E. SHAY, President, Harbor Springs, Mich.

From Harbor Springs to Stutsman, Indian Garden and Crystal Springs. Operated for lumber, freight and passengers. Irregular schedule. Total mileage, 13 miles. *March*, 1908.

WARREN & CORSICANA PACIFIC RAILWAY.

W. H. NORRIS, Receiver, Houston, Tex.

Extends from **Warren**[1], Tex., to Big Kimbrel, Tex. and beyond (28 m.) Private logging road. *May*, 1908.

Connection.—[1] With Texas & New Orleans Ry.

CORNWALL RAILROAD.

A. M. PATCH, President,
H. A. S. CLARKE, Vice-President,
J. P. HIGGINSON, Treasurer,
Lebanon, Pa.
2 Rector St., New York.

FREDERICK F. GRAHAM, Asst. Treas., 2 Rector St., New York.
HOWARD C. SHIRK, Secretary, Lebanon, Pa.

General Offices—Lebanon, Pa.

Trains marked † run daily, except Sunday; ‖ Sunday only; + Coupon stations. *Eastern time.*

325	323	101	31	29	27	25	23	Mls	*May 30, 1909.*	Mls	20	22	24	26	30	328	328	138
P M	Noon	A M	P M	P M	Noon	A M	A M		LEAVE / ARRIVE		A M	A M	P M	P M	P M	A M	P M	P M
‖3 05	‖12 45	‖8 16	†6 38	†5 20	†12 30	†9 25	†7 05	0	**Lebanon**[1]	27.4	8 25	10 35	1 51	5 30	8 00	9 40	2 25	6 00
3 09	12 49	8 20	6 41	3 24	12 34	9 29	7 08	1.1	+ **Donaghmore**	26.3	8 22	10 31	1 48	5 26	7 58	9 36	2 21	4 56
3 13	12 53	8 24	6 45	3 28	12 38	9 33	7 12	3.7	Midway	23.7	8 18	10 27	1 44	5 22	7 52	9 31	2 17	4 51
3 15	12 55	8 26	6 47	3 30	12 40	9 35	7 14	4.9	North Cornwall	22.5	8 16	10 25	1 42	5 20	7 50	9 29	2 15	4 48
3 18	12 57	8 28	6 49	3 32	12 42	9 37	7 16	6.0	+ **Cornwall**	21.4	8 14	10 23	1 40	5 18	7 48	9 27	2 13	4 46
3 19	12 58	8 29	6 50	3 33	12 43	9 38	7 17	6.1	South Cornwall	21.3	8 13	10 22	1 38	5 17	7 47	9 26	2 12	4 44
3 21	1 00	8 31	6 52	3 35	12 45	9 40	7 19	6.8	+ **Miners Village**	20.6	8 11	10 20	1 37	5 15	7 45	9 24	2 10	4 42
3 27	— —	8 36	6 57	— —	12 50	— —	7 24	8.3	Overlook	19.1	8 07	— —	1 33	— —	7 41	9 20	— —	4 38
3 28	1 07	8 38	6 59	3 42	12 52	9 47	7 26	9.3	Penryn Park	18.1	8 05	†10 14	1 31	†5 09	7 39	9 18	‖2 04	4 36
3 34	P M	8 43	7 03	P M	12 56	A M	7 30	11.8	+ **Mt. Hope**	15.6	8 00	A M	1 26	P M	7 34	9 13	P M	4 31
3 35		8 47	7 07		1 00		7 34	13.9	+ **White Oak**	13.5	7 56		1 22		7 30	9 09		4 26
3 45		8 53	7 13		1 06		7 40	17.4	arr. + **Manheim** lve.	10.0	7 50		1 16		7 24	9 03		4 20
3 58		8 55	7 16		1 35		8 32	17.4	lve. **Manheim** arr.	10.0	7 44		1 08		6 49	7 40		3 52
5 44		9 01	7 21		1 38		8 38	19.4	+ **Lancaster Junction**	8.0	7 39		1 04		6 44	7 35		3 47
6 55		9 12	7 32		1 49		8 49	22.4	+ **East Petersburg**	5.0	7 28		12 53		6 33	7 24		3 36
6 59		9 16	7 36		1 53		8 53	24.0	+ **Shreiners**	3.4	7 24		12 49		6 29	7 20		3 32
6 08		9 23	7 43		2 00		9 00	27.4	ar. + Lancaster (Prince St.) lv.	0	†7 18		†12 43		†6 23	‖7 14		‖3 27
6 50		9 07	7 28		1 44		8 44	19.4	lve. **Lancaster Junc.** arr.	11.7	7 31		12 56		6 37	7 28		3 41
5 55		9 12	7 31		1 49		8 49	21.9	**Landisville**	9.2	7 26		12 51		6 32	7 23		3 36
6 20		9 37	7 56		2 17		9 15	31.1	arr. + **Columbia** lve.	0	†7 00		†12 25		†6 08	‖6 58		‖3 12
3 54		A M	P M		1 11		7 47	17.4	lve. **Manheim** arr.	32.0	A M		8 30		7 14	8 51		P M
4 08					1 22		7 58	22.2	+ **Lititz**	27.2			8 19		7 03	8 39		
4 18					1 32		8 07	26.2	+ **Millway**	23.2			8 07		6 53	8 28		
4 25					1 36		8 11	27.7	+ **Akron**	21.7			8 00		6 49	8 23		
4 32					1 42		8 17	29.7	+ **Ephrata**	19.7			7 54		6 44	8 15		
4 39					1 49		8 24	32.7	+ **Stevens**	16.7			7 46		6 38	8 07		
4 44					1 54		8 29	34.2	+ **Denver**	15.2			7 42		6 34	8 03		
4 52					2 01		8 36	36.7	+ **Reinholds**	12.7			7 36		6 29	7 57		
5 14					2 20		8 55	43.4	+ **Sinking Springs**	6.0			7 19		6 14	7 41		
5 25					2 31		9 06	49.4	+ **Reading**	0			†7 08		†6 02	‖7 30		
P M					P M		A M		ARRIVE / LEAVE				A M		P M	A M		

Connections.—[1] With Philadelphia & Reading Ry.

BELLEFONTE CENTRAL RAILROAD.

ROBERT FRAZER, President, 209 So. 3d St., Philadelphia, Pa.
THOMAS R. OSBOURNE, Sec'y & Treas., 209 So. 3d St., Philadelphia, Pa.
F. H. THOMAS, Vice-Prest. and Gen. Mgr., 209 So 3d St., Philadelphia, Pa.

No. 5	3	1	Mls	*November 29, 1909.*	Mls	No. 2	4	6
	P M			LEAVE / ARRIVE			P M	A M
12 10 Night	7 55			**New York**		8 30 P M	10 30	7 13
	P M			LEAVE / ARRIVE			P M	A M
4 25 A M	11 35			**Philadelphia**		5 20 P M	7 60	4 23
	A M			LEAVE / ARRIVE			P M	A M
8 00 A M	3 35			**Harrisburg**		2 24 P M	5 15	1 55
	A M			LEAVE / ARRIVE			P M	A M
7 55 A M	3 00			**Pittsburg**		2 10 P M	6 52	
11 35 A M	7 15			**Altoona**		11 00 A M	2 52	
	A M			LEAVE / ARRIVE			P M	
12 25 Noon	8 15			**Tyrone**		10 25 A M	2 00	
	A M			LEAVE / ARRIVE			P M	P M
11 10 A M	7 16			**Williamsport**		12 15 Noon	2 65	10 55
12 10 Noon	8 20			**Lock Haven**		10 30 A M	2 10	9 15
	A M	A M		LEAVE / ARRIVE			Noon	P M
†2 00 P M	†10 15	†6 30	0	**Bellefonte**[1]	23.0	8 50 A M	12 50	6 00
2 07 "	10 20	6 35	2.0	Coleville	21.0	8 40 "	12 30	5 50
2 12 "	— —	6 38	3.0	Morris	20.0	8 37 "	— —	5 47
2 17 "	— —	6 43	5.0	Stevens	18.0	8 35 "	— —	5 43
— —	— —	— —		Lime Centre		— —	— —	— —
2 21 "	— —	6 46	6.0	Hunters Park	17.0	8 31 "	— —	5 40
2 28 "	10 34	6 50	7.5	Fillmore	15.5	8 28 "	12 18	5 35
2 32 "	— —	6 55	9.0	Briarly	14.0	8 24 "	— —	5 30
2 35 P M	10 45	7 00	11.0	Waddles	12.0	8 20 A M	12 10	5 25
— —	— —	—		**Mattern Junction**		— —	— —	— —
			14.3	Mattern				
			17.0	arr. **Scotia** lve.				
2 50 P M	— —	7 12	17.0	Krumrine	3.0	8 07 A M	— —	5 07
†3 20 P M	11 10	†7 25	20.0	**State College**	0	†8 00 A M	†12 50	†6 00
	A M	A M		ARRIVE / LEAVE			A M	P M
— —		a7 27	19.0	Strubles	4.0	a7 45 A M		a3 30
— —		a7 32	21.0	Bloomsdorf	2.0	a7 40 "		— —
a3 40 P M		a7 35	23.0	**Pine Grove Mills**	0	a7 35 A M		a3 20
		A M		ARRIVE / LEAVE				P M

† Daily, except Sunday; *a* Monday, Wednesday and Saturday only.
Connection.—[1] With Pennsylvania R.R. *Eastern time.*

CHICAGO & WABASH VALLEY RAILWAY.

F. E. LEWIS, Superintendent, Kersey, Ind.

Extends from **McCoysburg**[1] to Randle (1 mile), Della (3 miles), Pleasant Grove (5 miles), Lewiston (7 miles), Newland (9 miles), Gifford (11 miles), Laura (14 miles), **Zadoc**[2] (18 miles), **Kersey**[3] (22 miles) and Dinwiddie (32 miles). *November 24, 1908.*

Connections.—[1] With Chicago, Indianapolis & Louisville Ry. [2] With La Crosse Branch Chicago & Eastern Illinois R.R. [3] With Chicago, Indiana & Southern R.R. *Central time.*

HARDWICK & WOODBURY RAILROAD.

J. V. DUTTON, General Manager, Hardwick, Vt.

Train leaves **Hardwick**[1] †9 30 a.m., arriving Woodbury Granite Company (10 miles) 12 30 noon. Leaves Woodbury Granite Company †1 00 p.m., arriving Hardwick 4 00 p.m. *March, 1908.*

† Daily, except Sunday. *Eastern time.*

Connection.—[1] With St. Johnsbury & Lake Champlain R.R.

HUNTINGDON & BROAD TOP MOUNTAIN RAILROAD.

SAMUEL BANCROFT, JR., President, Philadelphia, Pa.
A. E. YOHN, Supt., Huntingdon, Pa.
CARL M. GAGE, Vice-Prest. & Gen. Mgr., Philadelphia, Pa.
J. A. GREENLEAF, G.F.&P.A., "
J. A. PROUTS, Sec'y & Treas., "
JAS. R. MACLAY, Car Accountant, Huntingdon, Pa.
R. L. WORSING, Pur. Agt. & Paymaster, Philadelphia, Pa.
J. C. HALL, Freight Claim Agent, Huntingdon, Pa.
C. H. JONES, Acting M. M., Saxton, Pa.

9	7	3	5	1	M	*November 7, 1909.*	4	6	2	10	8
P M	A M	P M	P M	A M		(*Eastern time.*)	A M	P M	P M	A M	P M
‖5 40	‖9 05	†5 40	†2 00	†8 35	0	lv. **Huntingdon**[1] ♂ ar.	11 00	3 45	6 40	11 20	4 50
5 49	9 14	5 48	2 08	8 45	5	McConnellstown	10 50	3 36	6 31	11 10	4 40
5 53	9 18	5 52	2 12	8 49	7	Grafton	10 46	3 32	6 27	11 06	4 36
5 57	9 22	5 56	2 16	8 53	9	Brumbaugh	10 41	3 27	6 22	11 01	4 31
6 02	9 27	6 00	2 21	8 58	11	Marklesburg ♂	10 37	3 23	6 18	10 57	4 27
6 15	9 40	6 16	2 34	9 11	17	Hummel	10 22	3 08	6 03	10 44	4 14
6 19	9 44	6 20	2 38	9 15	20	Cove	10 17	3 03	5 58	10 40	4 10
6 30	9 55	6 32	2 51	9 27	25	+ **Saxton**[2] ♂	†10 07	2 55	5 40	10 30	4 00
		a5 50		10 00	28	Coalmont	a8 45		4 45		
		a7 05		10 20	31	arr. **Dudley** ♂ lve.	a8 30		†4 30		
6 34	9 59	†6 36	2 55	9 31	27	Clark	10 00	2 44	5 41	10 24	3 54
6 42	10 06	6 44	3 04	9 40	30	**Riddlesburg** ♂	9 54	2 38	5 35	10 18	3 48
6 47	10 13	6 48	3 08	9 49	32	Hopewell ♂	9 49	2 34	5 30	10 13	3 43
7 04	10 29	7 07	3 27	10 07	41	Tatesville ♂	9 39	2 15	5 10	9 56	3 28
7 15	10 40	7 20	3 40	10 20	45	**Mt. Dallas**[3] ♂	9 20	2 05	5 00	9 45	3 15
7 30	10 55	7 40	4 00	10 40	53	**Bedford**	9 00	†1 50	4 40	‖9 30	‖3 00
P M	A M	8 25	P M	11 28		**Hyndman**	8 10	P M	3 50	A M	P M
		8 55		12 00		**Cumberland**[4]	†7 40		†3 20		
		P M		Noon		ARRIVE / LEAVE	A M		P M		

Six Mile Branch.—Riddlesburg to Coaldale (2 miles).

† Daily, except Sunday; ‖ Sunday only; *a* Monday and Saturday only. + Coupon stations; ♂ Telegraph stations.

Connections.—[1] With Pennsylvania R.R. [2] With Shoup's Branch. [3] With Bedford Division Pennsylvania R.R. [4] With Cumberland & Pennsylvania R.R.; Baltimore & Ohio R.R.; Western Maryland R.R. and George's Creek & Cumberland R.R.

PEOPLE'S RAILWAY.

W. J. RICHARDS, President.
WM. D. POLLARD, Superintendent.
General Offices—Pottsville, Pa.

Trains marked * run daily. *Eastern time.*

February, 1907.	Mls	Pas'nger.	Pas'nger.	Pas'nger.	Pas'nger.
Pottsville lve.					
Union Street	0	*6 20 A M	*9 27 A M	*1 50 P M	*5 20 P M
Twelfth Street	0.9	6 29 "	9 36 "	1 59 "	5 29 "
Summit	1.9	6 33 "	9 40 "	2 03 "	5 33 "
York Farm Junc[1]	2.5	6 36 "	9 43 "	2 06 "	5 36 "
Westwood Switch[2]	2.9	6 37 "	9 44 "	2 07 "	5 37 "
Minersville	4.4	6 45 A M	9 52 A M	2 15 P M	5 45 P M
ARRIVE / LEAVE					
Minersville	0	*7 47 A M	*10 47 A M	*3 18 P M	*7 47 P M
Westwood Switch[2]	1.5	7 55 "	10 55 "	3 27 "	7 56 "
York Farm Junc[1]	1.9	7 56 "	10 56 "	3 28 "	7 56 "
Summit	2.5	8 00 "	11 00 "	3 32 "	8 00 "
Twelfth Street	3.5	8 03 "	11 03 "	3 35 "	8 03 "
Union Street	4.4	8 12 A M	11 12 A M	3 44 P M	8 12 P M
Pottsville arr.					

Additional Trains—Run every 30 minutes between Pottsville and Minersville.

Connections.—[1] With Lehigh Valley R.R. [2] With Phila. & Read. Ry.

THE TYLER TUBE & PIPE CO. WASHINGTON, PA. 26 Cortlandt St., New York. Old Colony Bldg, Chicago.
BOILER TUBES Guaranteed to Pass A. R. M. M. Specifications.
GEO. E. MOLLESON, Manager R.R. Dept. NEW YORK

MARYLAND & PENNSYLVANIA RAILROAD.

JOHN WILSON BROWN, President.
W. B. BROOKS, Jr., 2d Vice-President.
J. S. NORRIS, General Manager.
H. W. PRICE, Purchasing Agent.
THOS. M. WARD, Engineer.
S. B. SHINN, Superintendent Transportation.

PAUL GESSFORD, General Freight Agent.
C. A. FIFER, General Passenger Agent.
STEWART BROWN, Counsel.
JOHN McHENRY, Treasurer.
JOHN K. SHINN, Auditor.
General Offices—Baltimore, Md.

	Sun.	Sun	Sun.	17	13	11	9	15	7	5	3	1	Mls	October 31, 1909.	2	4	6	8	16	12	18	Sun.	Sun	Sun
	P M	P M	A M	P M	P M	P M	P M	P M	Noon	A M	A M			lve....Baltimore[1]..arr.	A M	A M	A M	P M	P M	P M	P M	A M	P M	P M
	‖11 00	‖4 05	§9 05	†11 40	†6 00	†5 00	†5 16	‡1 30	g12 05	†9 30	†7 45		0	.....North Avenue...ô	8 35	9 10	11 55	2 06	4 15	5 45	7 40	9 00	5 55	9 30
	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —		0.6	.....Long Siding.....	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
	11 08	4 13	9 14	11 47	6 08	— —	5 23	1 38	12 13	9 38	7 55		2.7	.....Evergreen.....	8 28	— —	11 48	1 58	4 08	5 38	7 33	8 51	5 48	9 22
	11 10	4 16	9 16	11 49	6 10	5 10	5 26	1 40	12 15	9 40	7 57		3.3	.....Notre Dame.....	8 26	9 02	11 46	1 57	4 06	5 36	7 32	8 48	5 46	9 20
	11 13	4 18	9 20	11 52	6 14	— —	5 29	1 43	12 18	9 43	8 01		4.4	.....Homeland.....	8 23	— —	11 44	1 55	4 04	5 33	7 30	8 45	5 43	9 17
	11 15	4 20	9 23	11 54	6 17	5 15	5 30	1 46	12 20	9 45	8 03		5.2	.....Woodbrook.....ô	8 21	8 58	11 42	1 53	4 02	5 31	7 28	8 43	5 41	9 14
	11 18	4 23	9 27	11 57	6 20	— —	5 33	1 50	12 23	9 48	8 06		6.3	⊙.....Sheppard.....	8 18	— —	11 39	1 50	3 59	5 28	7 25	8 40	5 38	9 10
	11 20	4 25	9 29	12 00	6 22	5 20	5 35	1 52	12 25	9 50	8 09		7.1	.....Towson.....ô	8 15	8 53	11 37	1 47	3 57	5 25	7 23	8 37	5 35	9 08
	11 22	4 27	9 33	12 02	6 24	— —	5 37	1 54	12 28	9 52	8 13		7.8	.....Eudowood.....	8 13	— —	11 35	1 45	3 56	5 23	7 20	8 35	5 33	9 06
	11 26	4 32	9 38	12 06	6 39	5 27	5 41	1 58	12 32	9 56	8 19		9.6	.....Oakleigh.....	8 08	8 46	11 31	1 41	3 51	5 18	7 16	8 31	5 28	9 01
	11 31	4 37	9 43	12 10	6 35	5 32	5 46	2 03	12 37	10 01	8 25		11.2	.....Loch Raven.....ô	8 02	8 42	11 27	1 37	3 46	5 13	7 12	8 26	5 22	8 56
	11 34	4 41	9 48	12 13	6 39	— —	5 50	2 07	12 40	10 04	8 28		12.5	.....Summerfield.....	7 58	— —	11 23	1 33	3 43	5 09	7 09	8 23	5 18	8 52
	11 36	4 44	9 51	12 15	6 41	5 37	5 53	2 09	12 42	10 06	8 30		13.3	.....Notch Cliff.....	7 56	— —	11 21	1 31	3 41	5 07	7 07	8 20	5 15	8 50
	11 38	4 47	9 54	12 17	6 43	5 39	5 56	2 11	12 44	10 08	8 34		14.4	⊙.....Glenarm.....	7 53	8 34	11 18	1 28	3 38	5 04	7 04	8 16	5 11	8 47
	11 42	4 52	9 58	12 20	6 47	5 45	4 00	2 15	12 48	10 12	8 38		15.6	⊙.....Long Green.....	7 48	8 30	11 14	1 24	3 34	5 00	7 00	8 11	5 07	8 43
	11 45	4 56	10 02	12 22	6 52	5 46	4 03	2 18	12 51	10 15	8 41		16.6	⊙.....Hyde.....	7 44	8 28	11 12	1 22	3 32	4 58	6 58	8 06	5 03	8 40
	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —		17.6	....Rutledge's Siding....	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
	11 48	5 02	10 07	12 25	6 58	5 49	4 06	2 23	12 54	10 18	8 44		18.1	.....Baldwin.....ô	7 39	8 25	11 08	1 18	3 28	4 53	6 54	8 01	4 58	8 36
	11 58	5 11	10 17	12 33	7 07	5 58	4 14	2 32	1 03	10 28	8 52		21.0	.....Laurel Brook.....	7 30	8 17	10 59	1 09	3 19	4 45	6 45	7 51	4 48	8 26
	12 00	5 14	10 20	12 35	7 10	6 00	4 18	2 35	1 06	10 30	8 56		22.1	.....Fallston.....ô	7 27	8 15	10 56	1 06	3 18	4 42	6 42	7 48	4 45	8 23
	12 04	5 19	10 27	12 39	7 14	6 04	4 22	2 39	1 10	10 34	9 00		23.9	⊙.....Watervale.....	7 21	8 08	10 51	1 01	3 11	4 36	6 36	7 41	4 38	8 17
	12 10	5 25	10 35	12 45	7 26	6 10	4 30	2 45	1 15	10 40	9 08		26.3	.....Belair.....ô	†7 15	8 02	10 45	†1255	†3 05	4 30	†630	7 35	4 30	8 10
	12 15	5 32	10 42	Night	7 27	P M	4 35	P M	P M	A M	9 13		28.3	⊙.....Bynum.....	A M	7 53	10 40	Noon	P M	4 24	P M	7 24	4 23	8 05
	12 20	5 38	10 49		7 54		4 40				9 18		30.1	⊙.....Forest Hill.....		7 47	10 35			4 18		7 18	4 17	8 00
	12 26	5 48	10 56		7 41		4 46				9 24		32.0	.....Sharon.....		7 38	10 29			4 09		7 09	4 10	7 54
	12 30	5 51	11 02		7 46		4 50				9 28		33.4	.....Ferncliff.....		7 33	10 25			4 04		7 04	4 06	7 50
	12 36	5 57	11 07		7 52		4 55				9 33		35.0	.....The Rocks.....ô		7 28	10 20			3 58		6 59	3 58	7 45
	12 40	6 04	11 14		7 59		5 00				9 38		36.0	.....Minefield.....		7 20	10 14			3 53		6 53	3 52	7 39
	12 44	6 08	11 18		8 03		5 04				9 42		38.2	.....Highland.....		7 15	10 10			3 48		6 48	3 47	7 36
	12 48	6 13	11 24		8 08		5 09				9 47		39.9	.....Pylesville.....ô		7 08	10 05			3 41		6 41	3 41	7 30
	12 56	6 19	11 30		8 14		5 15				9 53		42.0	.....Whiteford.....		6 59	9 59			3 34	14	6 34	3 36	7 24
	12 57	6 23	11 32		8 18		5 17				9 57	A M	43.0	.....**Cardiff**.....		6 57	9 57			3 32	P M	6 32	3 33	7 22
	1 00	6 28	11 35		8 20		5 20				10 00	†6 05	43.4	.....**Delta**.....ô		†6 55	9 55			3 30	7 20	‖6 30	‖3 30	‖7 20
	A M	P M	A M		P M		5 25				10 05	6 10	45.5	.....Bryansville.....		A M	9 50			3 25	7 15	A M	P M	P M
							5 23				10 08	6 14	46.6	.....Castle Fin.....			9 46			3 21	7 11			
							5 35				10 15	6 22	49.1	.....South Side.....			9 40			3 16	7 05			
							5 38				10 18	6 25	50.3	⊙.....Woodbine.....			9 37			3 12	7 02			
							5 41				10 21	6 28	51.3	.....Bridgeton.....ô			9 34			3 09	6 59			
							5 48				10 26	6 33	53.2	.....Bruce.....			9 29			3 04	6 54			
							5 54				10 34	6 42	56.2	...Muddy Creek Forks.ô			9 20			2 55	6 45			
							5 58				10 36	6 45	56.8	.....High Rock.....			9 18			2 53	6 43			
							6 02				10 42	6 52	59.1	.....Laurel.....ô			9 11			2 46	6 36			
							6 06				10 46	6 56	60.7	.....Fenmore.....			9 06			2 41	6 31			
							6 08				10 48	6 58	61.2	.....Brogueville.....			9 04			2 39	6 29			
							6 14				10 53	7 03	63.5	.....Felton.....ô			8 59			2 34	6 24			
							6 19				10 58	7 08	64.6	.....Brownton.....			8 54			2 29	6 19			
							6 24				11 03	7 13	66.6	.....Springvale.....			8 49			2 24	6 14			
							6 30				11 09	7 19	68.1	.....Red Lion.....ô			8 43			2 18	6 08			
							6 32				11 11	7 21	69.1	.**Dallastown Junction**.			8 41			2 16	6 06			
							6 37				11 16		69.9	.....**Dallastown**.....ô			8 36			2 11				
							6 42				11 21	7 21	69.1	.**Dallastown Junction**.			8 31			2 06	6 06			
							6 44				11 23	7 23	70.1	.....Yoe.....ô			8 29			2 04	6 04			
							6 46				11 25	7 25	70.6	.....Relay.....			8 26			2 01	6 01			
							6 48				11 27	7 27	72.0	.....Ore Valley.....			8 23			1 58	5 58			
							6 49				11 28	7 28	72.7	.....Ben Roy.....			8 22			1 57	5 57			
							6 50				11 29	7 29	73.2	.....Enterprise.....			8 21			1 56	5 56			
							6 53				11 32	7 32	74.3	.....Paper Mill.....			8 18			1 53	5 53			
							6 54				11 33	7 33	75.2	.....Plank Road.....			8 17			1 52	5 52			
							6 55				11 34	7 34	76.3	.....Norway.....			8 16			1 51	5 51			
							6 57				11 37	7 37	76.7	.....Girard.....			8 13			1 48	5 48			
							7 00				11 40	7 40	77.1	.....**York**[2].....ô			†8 10			†1 45	†545			
							P M				A M	A M		ARRIVE] [LEAVE			A M			P M	P M			

† Daily, except Sunday; ‖ Sunday only; g daily, except Saturday and Sunday; ‡ Saturday only.
⊙ Telephone stations. ô Telegraph stations. *Eastern time.*

CONNECTIONS.—[1] Baltimore—With railroads diverging. [2] York—With Pennsylvania R.R. and Northern Central Ry. for Philadelphia, New York, Boston and the east; for Baltimore, Washington and the south; for Harrisburg, Pittsburgh, Cincinnati, Chicago and the west.

GLENFIELD & WESTERN RAILROAD.

J. M. HIMES, Superintendent, Glenfield, N.Y.

From **Glenfield**[1] to Page (16¼ miles). *November*, 1907.

Connection.—[1] With N.Y. Cent. & Hud. Riv. R.R. (R. W. & O Div.).

IXTLAHUACA RAILWAY CO.

G. H. COPELAND, General Manager, Ixtlahuaca, Mex.

Extends from **Ixtlahuaca**[1] to La Garita (35 miles). Operated for freight traffic only. *April*, 1908.

Connection.—[1] With National Rys. of Mexico.

CINCINNATI & WESTWOOD RAILROAD.

J. N. GAMBLE, President, Cincinnati, O.

From **Brighton**,[1] Cincinnati, to Glenmore, Cincinnati (5¼ miles). Operated for freight only. *Central time.* *March*, 1907.

Connection.—[1] With Cincinnati, Hamilton & Dayton R.R.

ARKANSAS & GULF RAILWAY.

PHIN KIMBALL, General Manager, Equitable Building, St. Louis, Mo.

From **Cypress**[1], Ark., to Laark, La. (7 miles). Operated on irregular schedule for freight and passenger traffic. *April*, 1908.

Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

MARYLAND ELECTRIC RAILWAYS.

ANNAPOLIS SHORT LINE.

JOHN WILSON BROWN, Prest. and Gen. Mgr., Baltimore, Md. | E. B. HORNER, Master Mechanic, Annapolis, Md.
H. SCOTT ARNOLD, Gen. Ticket and Freight Agt., Annapolis, Md.

Pas.	Pas.	Pas.	Pas.	Pas.	Pas.		Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Ms.	*December*, 1908.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.		Pas.	Pas.	Pas.	Pas.	Pas.	Pas.
P M	P M	P M	P M	P M	P M		A M	A M	A M	A M	A M	A M	...	LVE. (Eastern time.) ARR.	A M	A M	A M	A M	A M	A M		P M	P M	P M	P M	P M	Night
*11 35	*10 00	*9 00	*8 00	*7 00	*6 00		*8 30	*8 00	*7 30	*7 00	*6 30	*6 00	0	**Baltimore**[1] (Camden Sta.)	6 45	7 15	7 45	8 15	8 45	9 15		6 45	7 50	8 50	9 50	10 50	12 25
11 42	10 07	9 07	8 07	7 07	6 07		8 37	8 07	7 37	7 07	6 37	6 07	4.0	.....**Clifford**[2]	6 38	7 08	7 38	8 08	8 38	9 08		6 38	7 43	8 43	9 43	10 43	12 18
11 45	10 10	9 10	8 10	7 10	6 10		8 40	8 10	7 40	7 10	6 40	6 10	6.7	.....Pumphrey	6 34	7 04	7 34	8 04	8 34	9 04		6 34	7 39	8 39	9 39	10 39	12 14
11 48	10 13	9 13	8 13	7 13	6 13		8 43	8 13	7 43	7 13	6 43	6 13	7.7	.....Shipley.....	6 31	7 01	7 31	8 01	8 31	9 01		6 31	7 36	8 36	9 36	10 36	12 11
11 53	10 18	9 18	8 18	7 18	6 17		8 47	8 17	7 47	7 17	6 47	6 17	10.7	.....Glenburnie.....	6 26	6 56	7 26	7 56	8 26	8 56		6 28	7 30	8 30	9 30	10 30	12 06
11 56	10 20	9 20	8 20	7 20	6 18		8 48	8 18	7 48	7 18	6 48	6 18	....	.. Saunders Range...	6 25	6 55	7 25	7 55	8 25	8 55		6 25	7 29	8 29	9 29	10 29	12 04
11 58	10 23	9 23	8 23	7 23	6 21		8 51	8 21	7 51	7 21	6 51	6 21	13.0	.....Marley.....	6 23	6 53	7 23	7 53	8 23	8 53		6 23	7 26	8 26	9 26	10 26	12 01
12 01	10 26	9 26	8 26	7 26	6 23		8 53	8 23	7 53	7 23	6 53	6 23	14.5	.....Elvaton.....	6 21	6 51	7 21	7 51	8 21	8 51		6 21	7 23	8 23	9 23	10 23	11 58
12 03	10 28	9 28	8 28	7 28	6 25		8 55	8 25	7 55	7 25	6 55	6 25	15.0	.....Pasadena.....	6 19	6 49	7 19	7 49	8 19	8 49		6 19	7 20	8 20	9 20	10 20	11 55
12 05	10 30	9 30	8 30	7 30	6 27		8 57	8 27	7 57	7 27	6 57	6 27	16.0	..Earleigh Heights..	6 17	6 47	7 17	7 47	8 17	8 47		6 17	7 18	8 18	9 18	10 18	11 53
12 08	10 33	9 33	8 33	7 33	6 29		8 59	8 29	7 59	7 29	6 59	6 29	18.0	.....Robinson.....	6 15	6 45	7 15	7 45	8 15	8 45		6 15	7 16	8 16	9 16	10 16	11 51
12 10	10 35	9 35	8 35	7 35	6 31		9 01	8 31	8 01	7 31	7 01	6 31	19.5	.....Round Bay.....	5 13	6 43	7 13	7 43	8 13	8 43		5 13	7 13	8 13	9 13	10 13	11 48
12 11	10 36	9 36	8 36	7 36	6 32		9 02	8 32	8 02	7 32	7 02	6 32	20.0	.....Jones.....	6 12	6 42	7 12	7 42	8 12	8 42		6 12	7 12	8 12	9 12	10 12	11 47
12 13	10 38	9 38	8 38	7 38	6 34		9 04	8 34	8 04	7 34	7 04	6 34	21.0	.....Revell.....	6 10	6 40	7 10	7 40	8 10	8 40		6 10	7 10	8 10	9 10	10 10	11 45
12 16	10 41	9 41	8 41	7 41	6 37		9 07	8 37	8 07	7 37	7 07	6 37	22.5	.....Arnold.....	6 08	6 38	7 08	7 38	8 08	8 38		6 08	7 08	8 08	9 08	10 08	11 43
12 18	10 44	9 44	8 44	7 44	6 39		9 09	8 39	8 09	7 39	7 09	6 39	23.7	.....Winchester.....	6 05	6 35	7 05	7 35	8 05	8 35		6 05	7 05	8 05	9 05	10 05	11 40
12 21	10 48	9 48	8 46	7 46	6 41		9 11	8 41	8 11	7 41	7 11	6 41	....	.....Severnside.....	6 04	6 34	7 04	7 34	8 04	8 34		6 04	7 04	8 04	9 04	10 04	11 38
12 24	10 49	9 49	8 49	7 49	6 44		9 14	8 44	8 14	7 44	7 14	6 44	25.5	...West Annapolis...	6 01	6 31	7 01	7 31	8 01	8 31		6 01	7 01	8 01	9 01	10 01	11 36
12 25	10 50	9 50	8 50	7 50	6 45		9 15	8 45	8 15	7 45	7 15	6 45	26.0	+...**Annapolis**[3].....	*6 00	*6 30	*7 00	*7 30	*8 00	*8 30		*8 00	*7 00	*8 00	*9 00	*10 00	*11 36
Night	P M	P M	P M	P M	P M		A M	A M	A M	A M	A M	A M	....	ARRIVE	LEAVE	A M	A M	A M	A M	A M	A M		P M	P M	P M	P M	P M	P M

And every half-hour thereafter until — And every half-hour thereafter until

CONNECTIONS.—[1] and [2] With Baltimore & Ohio R.R. [3] With Annapolis, Washington & Baltimore R.R. Trains marked * run daily.

MEXICAN NATIONAL CONSTRUCTION CO'S R.R.

SAMUEL M. FELTON, President, Mexico City, Mex.

Zacatecas Division.—Zacatecas to Guadalupe (4 miles), Trancoso (15 miles), and Ojocaliente (30 miles). Service between Trancoso and Ojocaliente discontinued. Train leaves Zacatecas *8 05 a.m., arrives Trancoso (15 miles) 10 30 a.m. Returning, leaves Trancoso *3 00 p.m., arrives at Zacatecas 5 50 p.m. Hourly service between Zacatecas and Guadalupe 7 05 a.m. to 7 06 p.m. daily, cars leaving Zacatecas at five minutes after the hour and Guadalupe at the even hour.

*Saturday only. *Mexico time.* *January*, 1908.

MISSISSIPPI VALLEY RAILROAD.

(*Lessee Portland & Southeastern Railroad.*)

M. G. PRICE, Vice-Prest. and Gen. Manager, St. Louis, Mo.

Train leaves Empire †12 00 noon, arriving **Portland**[1] (11 miles) 1 00 p.m. Returning, leaves Portland †4 00 p.m., arriving Empire 5 60 p.m.

Branch.—Empire to Fagleville (3 miles). Operated on irregular schedule for freight and passenger service.

† Daily, except Sunday. *February*, 1908.

Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

HUNTER'S RUN & SLATE BELT RAILROAD.

ALLEN BUTLER, Superintendent, Pine Grove Furnace, Pa.

Trains leave Pine Grove Furnace †7 15 a.m., †4 05 p.m., arriving **Hunter's Run**[1] (8 miles) 7 45 a.m., 4 50 p.m. Returning, leave Hunter's Run †9 27 a.m., †8 15 p.m., arriving Pine Grove Furnace 9 50 a.m., 8 35 p.m.

† Daily, except Sunday. *April*, 1908.

Connection.—[1] With Phila. & Reading Ry. *Eastern time.*

KELLY'S CREEK & NORTHWESTERN RAILROAD.

J. W. DAWSON, General Manager, Ward, W.Va.

Extends from **Cedar Grove**[1], W.Va., to Ward (3.5 miles).
Operated on irregular schedule for passenger and freight service.

Connection.—[1] With Kanawha & Michigan Ry. *April*, 1908.

MORRISSEY, FERNIE & MICHEL RAILWAY.

J. D. HURD, General Manager, Fernie, B.C.

Extends from **Swinton**,[1] B.C., to Carbonado, B.C. (5 miles), and from **Fernie**,[2] B.C., to Coal Creek Mines (6 miles). *January* 1, 1908.

Connections.—[1] With Canadian Pacific Ry. and Great Northern Ry. [2] With Canadian Pacific and Great Northern Rys.

WASHINGTON, BALTIMORE & ANNAPOLIS ELECTRIC RAILWAY CO.

OWNER OF

ANNAPOLIS, WASHINGTON & BALTIMORE RAILROAD.

C. F. GLADFELTER, General Passenger Agent, Baltimore, Md. | WM. E. SLAUGHTER, Gen. Fht and Claim Agt., Baltimore, Md.

September 1, 1909.

MAIN LINE.

	Mls.
Baltimore	0
Westport	2.86
English Consul	3.65
Pumphrey	5.77
Linthicum	6.91
Shipley	7.34
Downs	8.19
Wellham	8.59
Kelley	9.44
McPherson	10.22
Smith	11.38
Clarke	13.41
Severn Run	14.27
Naval Academy Junc.	15.56
Waugh Chapel	16.83
Francis	17.94
Brager	18.70
Conway	19.79
Myer	20.91
Bowie Road	21.65
Lloyd	22.52
High Bridge	23.60
Springfield	24.80
Bell	25.54
Randle	26.12
Lincoln	26.61
Buena Vista	27.01
Cherry Grove	28.27
McCarthy	29.03
Ardmore	29.33
Glenarden	29.95
Dodge Park	30.49
White	31 33
Huntsville	32.11
Gregory	33.25
District Line	33.57
White House Station	37.72
Washington	.....

WASHINGTON AND BALTIMORE.

(Daily, except otherwise noted.)

LEAVE Baltimore Terminal Station	ARRIVE Wash'ton White House Sta.	LEAVE Wash'ton White House Station	ARRIVE Baltimore Terminal Station
●6 30 A M	7 10 A M	⊙6 00 A M	7 15 A M
■6 30 A M	7 45 A M	■6 30 A M	7 45 A M
⊙6 50 A M	8 25 A M	⊙6 55 A M	8 30 A M
■7 30 A M	8 30 A M	■7 30 A M	8 45 A M
■7 30 A M	8 45 A M	●8 00 A M	9 10 A M
●8 00 A M	9 10 A M	■8 30 A M	9 45 A M
■8 30 A M	9 45 A M	⊙9 05 A M	10 40 A M
●9 00 A M	10 10 A M	■9 30 A M	10 45 A M
⊙9 05 A M	10 40 A M	*10 00 A M	11 10 A M
■9 30 A M	10 45 A M	■10 30 A M	11 45 A M
●10 00 A M	11 10 A M	⊙11 05 A M	12 40 Noon
■10 30 A M	11 45 A M	■11 30 A M	12 45 Noon
⊙11 05 A M	12 40 Noon	●12 00 Noon	1 10 P M
■11 30 A M	12 45 Noon	●12 30 Noon	1 45 P M
●12 00 Noon	1 10 P M	⊙1 05 P M	2 40 P M
■12 30 Noon	1 45 P M	■1 30 P M	2 45 P M
⊙1 05 P M	2 40 P M	●2 00 P M	3 10 P M
■1 30 P M	2 45 P M	■2 30 P M	3 45 P M
●2 00 P M	3 10 P M	⊙3 05 P M	4 40 P M
■2 30 P M	3 45 P M	■‡3 30 P M	4 45 P M
⊙3 05 P M	4 40 P M	●4 00 P M	5 10 P M
■3 30 P M	4 45 P M	■4 30 P M	5 45 P M
●4 00 P M	5 10 P M	†●4 50 P M	6 00 P M
■4 30 P M	5 45 P M	●5 00 P M	6 10 P M
⊙5 05 P M	6 40 P M	⊙5 05 P M	6 40 P M
■5 30 P M	6 45 P M	■5 30 P M	6 45 P M
⊡8 00 P M	7 15 P M	●6 00 P M	7 10 P M
■6 30 P M	7 45 P M	■6 30 P M	7 45 P M
⊙7 05 P M	8 40 P M	⊙7 05 P M	8 40 P M
■7 30 P M	8 45 P M	■7 30 P M	8 45 P M
⊡8 30 P M	9 45 P M	⊡8 30 P M	9 45 P M
■830 P M	10 45 P M	■8 30 P M	10 45 P M
⊙1030 P M	11 45 P M	⊙1030 P M	11 45 P M
⊙1200 Night	1 15 A M	⊙1148 P M	1 03 A M

● Does not stop between Baltimore and Washington. ▸ Stops on signal at High Bridge to take passengers. ■ Stops only at Naval Academy Jn. ‡ Stops to leave passengers at Dodge Park. ⊙ Makes local stops between Baltimore and Washington. † Runs daily, except Saturday and Sunday.

WASHINGTON, BALTIMORE AND ANNAPOLIS.

Cars leave Baltimore at Terminal Station, Park Avenue and Liberty St., near Lexington; Washington at White House Station, 15th and H Sts., N.E. Operating Freight Service over Annapolis Branch; Freight and Express Service over all divisions contemplated.

Baltimore to **Annapolis**, 29.36 miles. **Washington** to **Annapolis**, 35.96 miles.

ANNAPOLIS BRANCH.

STATIONS.	Mls.	LVE. Wash.	LVE. Balt.	ARR. An'ap.	LVE. An'ap.	ARR. Balt.	ARR. Wash.
		A M	A M	A M	A M	A M	A M
		6 30	6 45	7 45	5 30	6 30	6 45
		7 30	7 45	8 45	6 30	7 30	7 45
		8 30	8 45	9 45	7 30	8 30	8 45
Annapolis[1]	0	9 30	9 45	10 45	⊡8 30	9 30	9 45
Camp Parole	1.98	10 30	10 45	11 45	9 30	10 30	10 45
Best Gate	2.88	11 30	11 45	12 45	10 30	11 30	11 45
Woytych	3.18	12 30	12 45	1 46	11 30	12 30	12 45
Iglehart	4.64	1 30	1 45	2 45	12 30	1 30	1 46
Crownsville	6.03	2 30	2 45	3 45	1 30	2 30	2 46
Gott	7.46	3 30	3 45	4 45	2 30	3 30	3 46
Waterbury	8.94	4 30	4 45	5 45	3 30	4 30	4 46
Millersville	10.49	5 30	5 45	6 45	⊡4 30	5 30	5 46
Gambrill	11.77	.....	6 15	7 30	6 30	6 30	6 45
Sappington	12.91	6 30	6 45	7 45	⊡5 30	7 30	7 45
Naval Academy Jn.	13.80	7 30	7 45	8 45	7 45	8 45	8 45
Odenton[2]	14.18	8 30	8 30	9 37	8 30	9 30	9 45
Admiral	15.77	9 30	9 45	10 45	10 30	11 30	11 45
Portland	17.42	11 48	11 55	12 55	P M	P M	P M
Annapolis Junc.[3]	20.05	P M	P M	Night	.....	.....	.....

Connections.—[1] With Annapolis Short Line. [2] With Pennsylvania R.R. [3] With Baltimore & Ohio R.R.

ANNAPOLIS AND ANNAPOLIS JUNCTION.

(Connecting with Pennsylvania Railroad at Odenton and Baltimore & Ohio Railroad at Annapolis Junction.)

					LEAVE	ARRIVE					
.....	P M	P M	A M	A M			A M	Noon	P M	P M	.....
.....	6 30	2 30	10 30	6 30	.....**Annapolis**.....		8 45	12 45	4 35	8 45	.....
.....	7 05	3 05	11 05	7 05	**Naval Academy Jn.**		8 10	12 10	4 10	8 10	.....
.....	7 09	3 09	11 09	7 09	arr...**Odenton**...lve.		8 09	12 09	4 09	8 09	.....
.....	7 09	3 09	11 09	7 09	lve...**Odenton**...arr.		8 09	12 09	4 09	8 09	.....
.....	7 23	3 23	11 23	7 23	..**Annapolis Junc.**..		7 50	11 50	3 50	7 50	.....
.....	P M	P M	A M	A M	ARRIVE	LEAVE	A M	A M	P M	P M	.....

⊡ Makes local stops beyond Naval Academy Junction only.

LEHIGH & HUDSON RIVER RAILWAY.

LEWIS A. RILEY, President, Philadelphia, Pa.
M. RUTHERFURD, Vice-Prest. and Gen. Manager, Warwick, N.Y.
JOHN SAYER, Sec'y and Treas.
T. L. HODGE, Asst. Secretary, Philadelphia, Pa.
HON. J. J. BEATTIE, Gen. Counsel, Warwick, N.Y.
F. F. WILDRICK, Auditor.
HOWARD G. PIERSON, Gen. Fht. and Pas. Agt.
L. W. BERRY, Superintendent.
A. M. HOLMES, Purchasing Agent.
J. E. BARRETT, Superintendent Track, Bridges and Buildings.
R. T. JAYNES, Master Mechanic.
General Offices—Warwick, N.Y.

....	53	51	3	11	7	5	3	Mls	*December* 19, 1909.	2	4	12	8	52	50	12	8	....
....	....	P M	....	....	P M	....	....	....	(*L. & H. R. Ry.*)	....	P M	....	....	....	Noon	....	....	....
....	....	§1 45	....	....	†3 00	....	....	0	lve.....**Maybrook**[1] ♁ ..arr.	....	1 25	....	....	....	12 15	....	....	....
....	....	1 48	....	....	3 10	....	....	1.5	.......**Burnside**[2].......♁	....	1 20	....	....	....	12 10	....	....	....
....	....	2 05	....	....	3 25	....	....	5.1	......Hamptonburgh......	....	12 45	....	....	....	12 01	....	....	....
....	....	– –	....	....	– –	....	....	8.2	......West Craigville......	....	– –	....	....	....	– –	....	....	....
....	....	3 05	....	....	4 52	....	....	10.0	arr.... **Greycourt**[4] ...lve.	....	†12 10	....	....	....	§11 15	....	....	....
....	....	Noon	A M	P M	P M	A M	A M	....	LEAVE] (*Erie.*) [ARRIVE	A M	P M	P M	P M	A M	....	P M	P M	....
....	P M	§12 42	§3 30	†4 30	†3 00	†9 10	†3 30	....	**New York** (*Chambers St.*)	9 22	1 22	7 02	10 37	11 07	Noon	8 52	10 37	....
....	§3 55	....	....	6 13	3 23	9 00	6 20	....	........**Newburgh**[3].......	8 33	12 32	6 39	7 28	....	12 07	6 27	6 27	....
....	P M	....	....	....	P M	A M	A M	....	LEAVE] [ARRIVE	....	P M	P M	P M	A M	Noon	....	P M	....
....	§3 20	....	....	....	3 20	10 28	6 15	....	.......**Port Jervis**......	....	2 30	5 51	7 46	11 16	12 13	....	11 34	....
....	4 55	P M	A M	P M	4 05	11 10	6 58	....	.......**Middletown**......	A M	11 27	5 12	7 01	10 33	11 33	P M	10 52	....
....	§5 15	§3 05	§7 35	†6 26	†4 52	†11 38	†7 35	10.0	lve. + **Greycourt**[4] ♁ ..arr.	7 22	10 56	4 22	5 30	8 32	10 56	4 22	5 30	....
....	5 21	3 09	7 38	6 29	4 55	11 41	7 38	11.2	.......East Chester.......	7 19	10 51	4 19	5 21	8 29	10 51	4 19	5 21	....
....	5 26	3 14	7 44	6 34	5 00	11 46	7 44	13.6	........Sugar Loaf......♁	7 14	10 46	4 14	5 15	8 24	10 46	4 14	5 15	....
....	5 30	3 18	7 49	6 38	5 05	11 50	7 49	15.4	............Lake............	7 10	10 42	4 10	5 05	8 20	10 42	4 10	5 05	....
....	5 36	3 25	7 55	6 44	5 10	11 56	7 55	18.2	.......Stone Bridge.......	7 04	10 36	4 04	4 55	8 14	10 36	4 04	4 55	....
....	5 40	3 30	8 05	6 46	5 20	12 00	8 05	20.1	+.......**Warwick**.......♁	†7 00	10 32	†4 00	4 50	§8 10	10 32	§4 00	4 50	....
....	P M	P M	8 15	P M	5 26	Noon	8 15	23.0	.......New Milford.......	A M	10 19	P M	4 37	A M	§10 23	P M	4 37	....
....	....	....	8 19	....	5 30	....	8 19	25.1	.........De Kays.........	....	10 13	....	4 26	....	A M	....	4 26	....
....	....	....	8 33	....	5 36	....	8 33	27.8	........Vernon.......♁	....	10 05	....	4 16	....	....	....	4 16	....
....	....	....	8 46	....	5 45	....	8 46	31.4	.........McAfee........♁	....	10 00	....	4 05	....	....	....	4 05	....
....	....	....	8 53	....	5 49	....	8 53	34.4	+.......Hamburg.......♁	....	9 54	....	3 51	....	....	....	3 51	....
....	....	....	8 59	....	5 54	....	8 59	36.3	+ **Franklin Junction**[5].♁	....	9 49	....	3 46	....	....	....	3 46	....
....	....	....	9 05	....	5 59	....	9 05	38.9	.........Monroe.........	....	9 42	....	3 38	....	....	....	3 38	....
....	....	....	9 11	....	6 03	....	9 11	39.9	......Lake Grinnell.....♁	....	9 39	....	3 35	....	....	....	3 36	....
....	....	....	9 24	....	6 06	....	9 24	41.5	......Woodruff's Gap......	....	9 32	....	3 30	....	....	....	3 30	....
....	....	....	9 29	....	6 10	....	9 29	43.0	....**Sparta Junction**[6]..♁	....	9 29	....	3 19	....	....	....	3 19	....
....	....	....	9 37	....	6 14	....	9 37	45.1	.........Mulford's.........	....	9 23	....	3 14	....	....	....	3 14	....
....	....	....	9 45	....	6 22	....	9 45	49.1	+......**Andover**[7]......♁	....	9 12	....	3 03	....	....	....	3 03	....
....	....	....	9 52	....	6 28	....	9 52	51.2	........Huntsville.........	....	9 04	....	2 57	....	....	....	2 57	....
....	....	....	9 59	....	6 31	....	9 59	53.6	........Tranquility........	....	8 59	....	2 49	....	....	....	2 49	....
....	....	....	10 07	....	6 35	....	10 07	55.2	........Allamuchy.......♁	....	8 55	....	2 41	....	....	....	2 41	....
....	....	....	– –	....	6 37	....	– –	56.4	......Long Bridge.........	....	8 51	....	–	....	....	....	–	....
....	....	....	10 24	....	6 47	....	10 24	61.3	+....Great Meadows....♁	....	8 42	....	2 22	....	....	....	2 22	....
....	....	....	10 32	....	6 51	....	10 32	63.4	........Townsbury.........	....	8 36	....	2 15	....	....	....	2 13	....
....	....	....	10 37	....	6 56	....	10 37	66.4	..........Pequest..........	....	8 32	....	2 07	....	....	....	2 07	....
....	....	....	10 40	....	7 00	....	10 40	68.0	.........Buttsville.......♁	....	8 27	....	2 04	....	....	....	2 04	....
....	....	....	10 47	....	7 09	....	10 47	72.5	.Belvidere (*Mansfield St.*).	....	†8 18	....	1 54	....	....	....	1 54	....
....	....	....	11 50	....	....	....	10 50	73.2	+ ......**Belvidere**[8].....♁	....	....	....	1 50	....	....	....	1 50	....
....	....	....	11 30	....	7 45	....	11 30	86.7	arr....+ **Easton**[9]......lve.	....	†7 45	....	†1 15	....	....	....	§1 15	....
....	....	....	A M	....	P M	....	3 53	....	..**Philadelphia** (*P.R.R.*)..	....	A M	....	†8 43	....	....	....	§7 48	....
....	....	....	....	....	....	....	P M	....	ARRIVE] [LEAVE	....	....	....	A M	....	....	....	A M	....

† Daily, except Sunday; § Sunday only.
+ Coupon stations; ♁ Telegraph stations.
STANDARD—*Eastern time.*

CONNECTIONS.
1 With Central New England Ry. (Poughkeepsie Bridge Route).
2 With New York, Ontario & Western Ry.
3 With West Shore R.R.
4 With Erie R.R.
5 With New York, Susquehanna & Western and Delaware, Lackawanna & Western R.Rs.
6 With New York, Susquehanna & Western R.R.
7 With Sussex R.R. Branch Delaware, Lack. & Western R.R.
8 With Pennsylvania R.R.
9 With Central R.R. of New Jersey and Lehigh Valley R.R.

WISCASSET, WATERVILLE & FARMINGTON RAILROAD.

S. J. SEWALL, General Manager, Wiscasset, Me.

Main Line.—Leave **Wiscasset**[1] *a*9 30 a.m., †3 40 p.m., arrive **Weeks' Mills Junction** (28 miles) 11 20 a.m., 5 35 p.m., Winslow (43 miles) 12 35 noon, 6 55 p.m. Returning, leaves Winslow †6 20 a.m., arrives Weeks' Mills Junction 7 15 a.m., Wiscasset 9 05 a.m. Leave Winslow *a*10 15 a.m., †4 26 p.m., arrive Weeks' Mills Junction 11 20 a.m., 5 25 p.m. Leaves Weeks' Mills Junction *a*5 35 p.m., arrives Wiscasset 7 10 p.m. Leaves Weeks' Mills Junction †7 30 a.m., arrives Winslow 8 30 a.m.

Albion Branch.—Leave Albion †6 20 a.m., *a*3 46 p.m., arrive **Weeks' Mills Junction** (15 miles) 7 15 a.m., 4 50 p.m. Returning, leave Weeks' Mills Junction *a*11 40 a.m. †5 40 p.m., arrive Albion 12 45 noon, 6 46 p.m.

† Daily, except Sunday; *a* Wednesdays and Saturdays.
Eastern time. *January* 4, 1909.

Connection.—[1] With Maine Central R.R.

STEWARTSTOWN RAILROAD.

M. W. BAHN, General Manager, York, Pa.

Trains leave Stewartstown †8 00, †11 35 a.m., †4 30 p.m., arriving **New Freedom**[1] (7 miles) 8 25 a.m., 12 02 noon, 4 57 p.m. Leave New Freedom †9 10 a.m., †1 50, †5 58 p.m., arriving Stewartstown 9 37 a.m., 2 17, 6 23 p.m. *January* 6, 1908.

† Daily, except Sunday.

Connection.—[1] With Northern Central Ry. *Eastern time.*

JACKSON RAILROAD.

F. HERR, Manager, McManus, La.

Train leaves Jackson †11 30 a.m. for **McManus**[1] (5 miles). Returning, leaves McManus †1 00 p.m., arrives Jackson 1 30 p.m.

† Daily, except Sunday. *Central time.* *March*, 1908.

Connection.—[1] With Yazoo & Mississippi Valley R.R.

SARDIS & DELTA RAILROAD.

R. M. CARRIER, President, Sardis, Miss.

Extends from **Sardis**[1] to Red Gum (28 miles), Red Oak to Dye (2 miles) and Burke Junction to Eckers (2.5 miles). Operated on irregular schedule for passenger and freight traffic. *February*, 1907.

Connection.—[1] With Illinois Central R.R.

NANTUCKET CENTRAL RAILROAD (Narrow Gauge).

THOMAS G. MACY, General Manager, 257 Broadway, N.Y.

From **Nantucket**, Mass., to Siasconsett, Mass. (8½ miles). Motor cars run hourly and connect with steamers at Nantucket during summer season. *June* 20, 1908.

Connections.—At Nantucket with New Bedford, Martha's Vineyard and Nantucket steamers.

ESQUIMALT & NANAIMO RAILWAY.

L. D. CHETHAM, District Passenger Agent, Victoria, B.C.

Trains leave **Victoria**[1] *9 00 a.m., *a*4 00 p.m., for Esquimalt (4 miles), Shawnigan Lake (28 miles), Ladysmith (59 miles), South Wellington (68 miles), Nanaimo (73 miles) and Wellington (78 miles), arriving **Wellington** 12 53 noon, 7 45 p.m. Returning, leave Wellington *8 00 a.m., *a*8 00 p.m., arriving Victoria 12 05 noon. 7 00 p.m. *November* 16, 1909.

* Daily; *a* Sunday, Tuesday, Thursday and Saturday only.

Connection.—[1] With Victoria & Sidney Ry. *Pacific time.*

BOWDEN LITHIA SPRINGS RAILROAD (Narrow Gauge).

E. H. WILLIAMS, Superintendent, Lithia Springs, Ga.

Leave Lithia Springs, Ga., for **Austell**, Ga. (2½ miles), †8 00 a.m., †2 30 p.m. Returning, leave Austell †8 40 a.m., †3 00 p.m. *March*, 1908.

† Daily, except Sunday.

Connection.—At Austell—With Southern Ry. *Central time.*

SUSQUEHANNA & EAGLES MERE RAILROAD.

C. W. SONES, General Manager, Williamsport, Pa.

Trains leave **Masten**[1] for Hillsgrove, Pa. (10 miles), and Eagles Mere, Pa. (20 miles). Operated for freight. Passengers carried between Masten and Hillsgrove. *June*, 1906.

Connection.—[1] With Susquehanna & New York R.R.

SAN MARCOS & HUAJUAPAM DE LEON RAILWAY.

RAFAEL L. LUNA, Traffic Manager, Rosendo Marquez, Mex.

Train leaves **Rosendo Marquez**[1] †8 20 a.m., arrives **Mucio Martinez** (47 miles) 11 43 a.m. Returning, leaves Mucio Martinez †12 30 noon, arrives Rosendo Marquez 3 53 p.m. Leaves Rosendo Marquez †6 00 p.m., arrives Acatzingo (6 miles) 6 32 p.m. Returning, leaves Acatzingo †6 00 a.m., arrives Rosendo Marquez 6 32 a.m. *March* 9, 1908.

† Daily, except Sunday. STANDARD—*City of Puebla time.*

Connection.—[1] With Mexican Southern Ry.

WOOD RIVER BRANCH RAILROAD.

A. J. CHRISTOPHER, Superintendent, Hope Valley, R.I.

Trains leave Hope Valley †7 00, †10 05 a.m., †2 05, †4 45 p.m., arriving at **Wood River Junction**[1] (6 miles) 7 14, 10 19 a.m., 2 19, 4 59 p.m. Returning, leave Wood River Junction †8 16, †10 43 a.m., †3 25, †5 19 p.m., arriving at Hope Valley 8 30, 10 57 a.m., 3 39, 5 33 p.m.

† Daily, except Sunday. *Eastern time.* *June* 6, 1909.

Connection.—[1] With New York, New Haven & Hartford R.R.

JOHNSON CITY, BAKERSVILLE & SOUTHERN RAILWAY.

C. B. ALLEN, Traffic Manager, Johnson City, Tenn.

From Unicoi, Tenn., to Limestone Cove, Tenn. (12 miles). Irregular schedule. Freight and passenger service. Gauge, 3 feet. *March*, 1908.

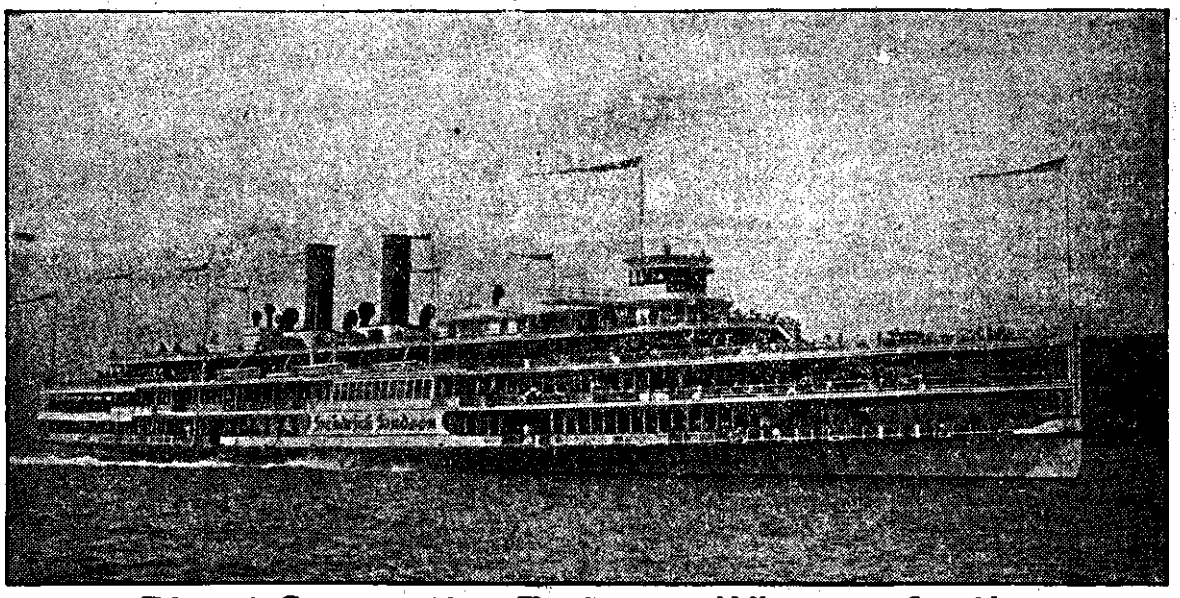
HUDSON RIVER BY DAYLIGHT

THE MOST CHARMING INLAND WATER TRIP ON THE AMERICAN CONTINENT

THE PALATIAL STEAMERS

"HENDRICK HUDSON"
"ROBERT FULTON" and "ALBANY"

Of THE HUDSON RIVER DAY LINE



Direct Connecting Trains on Wharves for the

CATSKILLS, SARATOGA, LAKE GEORGE

With Easy Connections. Tickets and Baggage Checked for all points EAST, NORTH AND SOUTH

TIME TABLE. DAILY (EXCEPT SUNDAY).

Read Down	Steamers	Read Up
	"Hendrick Hudson"	
	"Robert Fulton"	
	"Albany"	
	"Mary Powell"	
	[LEAVE] [ARRIVE]	
	Brooklyn (by Annex)	
	New York	
	Desbrosses Street	
	West 42d Street	
	West 129th Street	
	Yonkers	
	Highland Falls	
	West Point	
	Cornwall	
	Newburgh	
	New Hamburgh	
	Milton	
	Poughkeepsie	
	Kingston Point	
	Kingston	
	Catskill	
	Hudson	
	Albany	
	[ARRIVE] [LEAVE]	

Tickets via "Day Line" on sale at all Offices.

Ideal One Day and One-half Day Outings.

NOTICE!

SERVICE DISCONTINUED FOR SEASON OF 1909.

Freight is not carried.

Excursion Tickets good for return during the season issued, unless otherwise stated on contract.

Connecting at Poughkeepsie with Central New England Ry. and New Paltz, Highland & Poughkeepsie Traction Co.; at Kingston Point with Ulster & Delaware R.R.; at Catskill with Catskill Mountain and Otis Rys., and Catskill & Tannersville R.R.; at Hudson with Boston & Albany and Albany & Hudson R.Rs.; at Albany with Delaware & Hudson Co. and New York Central & Hudson River and West Shore R.Rs. for the North and West, and Boston & Albany and Boston & Maine R.Rs. for the East.

THROUGH TICKETS sold to all points, and baggage checked to destination.

Rail tickets between Albany and New York, in either direction, are also available by this line, thus affording Western passengers an unequalled opportunity of viewing the magnificent scenery of the Hudson by daylight.

Send Six Cents for Copy of "Summer Excursion Book."

E. E. OLCOTT, President and General Manager.

F. B. HIBBARD, Gen. Passenger Agent.
W. Y. HAWLEY, Secretary.
A. V. S. OLCOTT, Treasurer.

GEORGE A. WHITE, Asst. Gen. Mgr.
C. B. ORCUTT, Gen. Baggage Agent.

E. S. BARNEY, Auditor.
A. HORNOR, Purchasing Agent.

Desbrosses Street Pier, New York.

Wilkes-Barre & Hazleton

RAILWAY CO. (Electric).

PRIVATE RIGHT OF WAY, NO GRADE CROSSINGS, FREQUENT TRAINS. NO SMOKE, NO CINDERS, NO DUST.

ALVAN MARKLE, President.
N. C. YOST, Treasurer.
C. J. KIRSCHNER, Secretary.
C. B. HOUCK, General Manager.
A. F. HARGER, Superintendent of Transportation.

GENERAL OFFICES: HAZLETON, PA.

Passenger, Baggage, Express and Freight Traffic; Operated by Electricity—Third Rail System.

In effect December 1, 1909.	Miles	Mls.
Hazleton [1]	0	0
Hazle Park	2	7
Conyngham Pass	5	12
Drums	8	19
Beisels	9	20
St. Johns (Evergreen Park)	10	23
Nescopeck Pass (Dorrance)	15	32
Albert	18	37
Nuangola (Triangular Lake)	20	43
Sugar Notch Gap (9th Reg. N. G. P. Rifle Range)	25	49
Wilkes-Barre [2]	31	60

CONNECTIONS.

[1] With Lehigh Valley R.R., Pennsylvania R.R. and Electric Lines diverging.

[2] With Lehigh Valley R.R., Delaware & Hudson, Central R.R. of N.J. and Electric Lines diverging.

Eastern time.

Trains leave **Hazleton**, daily, for **Wilkes-Barre** and intermediate points, at 6 05, 8 05, 10 05 a.m., 12 05 noon, 2 05, 4 05, 6 05, 8 05 p.m.

Trains leave **Wilkes-Barre**, daily, for **Hazleton** and intermediate points, at 7 20, 9 20, 11 20 a.m., 1 20, 3 20, 5 20, 7 20, 8 20 p.m.

Ticket Interchange.—With Lehigh Valley R.R., between Wilkes-Barre, Pa. and stations on Mahanoy & Hazleton Div., via Hazleton Pa. With Central Railroad of New Jersey, between Hazleton, Pa., and Scranton, Pa., via Wilkes-Barre, Pa. With The Delaware & Hudson Company, between Hazleton, Pa., and stations on Pennsylvania Div., via Wilkes-Barre, Pa.

Freight Interchange.—Track connection for interchange of freight, in carloads and less than carloads, with Lehigh Valley R.R., at Wilkes-Barre & Hazleton Junction, Pa., and Central Railroad of New Jersey, at Ashley Junction, Pa.

SHARPSVILLE RAILROAD.

G. M. McILVAIN, Receiver, Sharpsville, Pa.
J. V. McNEAL, Treasurer, Baltimore, Md.
O. A. CONSTANS, General Freight Agent, Pittsburg, Pa.

4	8	No. 6		Mls	*November 8, 1909.*	Mls	No. 5		3	7
....	Noon	.....		....	LEAVE] [ARRIVE	....	.....		....	P M
....	†1220	†6 30	A M	0	.....**Sharpsville**[1].....	17.0	10 00	A M	....	4 50
....	— —	— —		3.7	.....Hermitage.....	13.3	— —		....	— —
....	12 42	6 56	"	5.5	.....Oakland.....	11.5	9 35	"	....	4 25
....	12 55	7 10	"	8.1	.....Bethel.....	8.9	9 22	"	....	4 12
P M	1 05	7 17	"	10.1	.....Carbon.....	6.9	9 12	"	P M	4 02
†3 15	1 25	7 30	"	14.3	....New Wilmington....	2.7	8 55	"	2 00	3 45
3 25	1 35	7 45	A M	17.0	...**Wilmington Junc**[2]..	0	†8 45	A M	†1 50	†3 35
P M	P M	.....		....	ARRIVE] [LEAVE	....	.....		P M	P M

Trains marked † run daily, except Sunday.

STANDARD—*Central time.*

CONNECTIONS.

[1] With Erie and Pittsburgh Division, Pennsylvania Co., and Erie R.R.

[2] With New Castle Branch, Pennsylvania Co.

LOUISIANA SOUTHERN RAILWAY.

P. CAMPBELL, General Manager, New Orleans, La.

Leave **New Orleans**[1] §8 45, *k*9 45 a.m., *a*5 00, *k*6 00, §7 00 p.m., arriving at Shell Beach (29 miles) §10 30 a.m., *k*12 30 noon, *a*7 05, *k*7 45, §8 45 p.m. Returning, leave Shell Beach *a*6 30, *k*6 45, §8 15 a.m., *k*1 15, §3 55 p.m., arriving at New Orleans *a*8 50, *k*8 35, §10 05 a.m., *k*4 00, §6 00 p.m. Leave New Orleans §8 45, *k*9 45 a.m., *a*5 00, *k*6 00, §7 00 p.m., arriving at Belair (29 miles) §10 35 a.m., *k*12 30 noon, *a*7 20, *k*7 50, §8 50 p.m. Returning, leave Belair *a*6 30, *k*6 48, §8 15 a.m., *k*1 15, §3 55 p.m., arriving at New Orleans *a*8 50, *k*8 35, §10 05 a.m., *k*4 00, §6 00 p.m. *March*, 1908.

§ Sunday only; *a* daily, except Saturday and Sunday; *k* Saturday only.

Connections.—[1] With railroads diverging. *Central time.*

NORTHAMPTON & HERTFORD RAILROAD.

J. F. PENNEWELL, Superintendent, Gumberry, N.C.

Trains leave **Gumberry**[1] †9 00 a.m., †3 50 p.m., arriving Jackson (9 miles) 9 45 a.m., 4 15 p.m. Returning, leave Jackson †10 30 a.m., †5 00 p.m., arriving Gumberry 11 15 a.m., 5 45 p.m. *January* 20, 1909.

† Daily, except Sunday. STANDARD—*Central time.*

Connections.—[1] With Seaboard Air Line Ry., via Portsmouth, Va., for Bay Line steamers; New York, Philadelphia & Norfolk R.R.; Old Dominion Line Steamers, and Atlantic Coast Line R.R.

CENTRAL RAILROAD COMPANY OF PENNSYLVANIA.

W. H. GEPHART, Prest. & Gen. Mgr., Bellefonte, Pa.
EDWARD L. WELSH, Vice-Prest., Bellefonte, Pa.
WM. J. McHUGH, Sec'y & Treas., 304 Walnut St., Philadelphia, Pa.
FRANK WARFIELD, Gen. Fht. Agt., Bellefonte, Pa.

	6	4	2	Ms	*March, 1908.*	Ms	1	3	5
.....	.....	.....	P M	...	LEAVE] [ARRIVE	...	P M	.....	A M
.....	.....	A M	8 00	...	.....**New York**.....	...	10 10	.....	9 00
.....	.....	†8 36	*11 30	...	.....**Philadelphia**.....	...	7 30	.....	6 50
.....	.....	P M	A M	...	(*Phila. & Read. Ry.*)	...	Noon	.....	P M
.....	.....	2 50	*6 50	...	arr. **Williamsport**. lve.	...	12 29	.....	11 30
.....	.....	†2 35	†7 20	0	lve. **Williamsport**. arr.	57	12 15	.....	9 30
.....	P M	3 09	7 52	16	....**Jersey Shore**....	41	11 40	P M	8 53
.....	†3 35	†3 56	†8 33	30	lve....**Mill Hall**[1]..arr.	27	8 10	3 30	8 02
.....	3 40	4 01	8 38	32	+.....Salona.....	25	8 05	3 25	7 57
.....	3 48	4 09	8 46	34	.....Mackeyville.....	23	7 56	3 16	7 44
.....	3 56	4 18	8 54	39	.....Clintondale.....	18	7 48	3 08	7 40
.....	3 59	4 21	8 57	40	+.....Lamar.....	17	7 46	3 06	7 38
.....	9 02	4 24	9 00	41	.....Huston.....	16	7 49	3 01	7 33
.....	9 04	4 27	9 02	42	.....Nittany.....	15	7 40	2 58	7 30
.....	9 09	4 34	9 09	45	.....Hublersburg.....	12	7 33	2 51	7 23
.....	9 21	4 47	9 21	50	.....Zion.....	7	7 20	2 37	7 11
.....	9 40	5 05	9 40	57	+....**Bellefonte**[2]....	0	†7 05	†2 20	†6 55
.....	P M	P M	A M	...	ARRIVE] [LEAVE	...	A M	P M	P M

Connections.—[1] With N. Y. C. & H. R. R.R. [2] With Penna. R.R.

*Daily; †daily, except Sunday. + Coupon stations. STANDARD—*Eastern time.*

RARITAN RIVER RAILROAD.

WM. G. BUMSTED, President.
EDLOW W. HARRISON, Vice-Prest.
C. H. SISSON, Secretary and Treas.
GEO. C. CHITTICK, Aud. & Traf. Mgr., South Amboy, N.J.
EDLOW W. HARRISON, Chief Eng'r.
CYRUS F. SPROUL, Supt., South Amboy, N.J.

General Offices—15-21 Exchange Place, Jersey City, N.J.

Leave New York, via Central R.R. of New Jersey, foot of Liberty St., N. R., or Pennsylvania R.R., foot of Desbrosses and Cortlandt Sts., N.R.

8	6	4	2	Mls	*May 27, 1909.*	1	3	5	7
P M	P M	A M	A M	....	(*Eastern time.*)	A M	A M	Noon	P M
†5 38	†3 52	†10 50	†7 10	0	lve..**New Brunswick**. arr.	6 58	9 40	12 50	5 54
5 45	3 58	10 57	7 15	2.4	.....Milltown.....	6 50	9 33	12 43	5 26
5 54	4 07	11 08	7 23	5.9	.. ...South River	6 41	9 25	12 35	5 18
6 01	4 13	11 15	7 29	8.3	.....Parlin.....	6 35	9 18	12 28	5 13
— —	— —	11 16	7 30	8.7	**Sayreville Junction**	— —	9 17	12 27	— —
— —	— —	11 18	7 32	9.5	..... Melfort.....	— —	9 15	12 25	— —
— —	— —	11 20	7 34	9.9	.....Roberts.....	— —	9 13	12 23	— —
6 08	4 20	11 23	7 37	11.2	.....Bergen Hill.....	6 28	9 10	12 20	5 08
6 14	4 24	11 28	7 42	12.3	....**South Amboy**....	†6 23	†9 05	†12 15	†5 02
.....	.....	.....	.....	....	**New York** (23d St.) (Penna.)	.....	.....	.....	.....
7 35	5 50	1 10	8 55	....	**New York** (Cent. R.R. of N.J.)	4 00	8 00	11 00	3 40
P M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	P M

Connects at So. Amboy with N. Y. & Long Branch R.R.

Sayreville Branch.—Operated for freight and express business. From **Sayreville Junction** to Sayreville (2 miles).

Serviss Branch.—Operated for freight only. From **Serviss Junction** to South River (4 miles).

South River Branch.—Operated for freight only. From **South River** to Wright's Siding (1 mile). † Daily, except Sunday.

JALAPA & CORDOBA RAILWAY (Narrow Gauge).

M. L. HUTCHINSON, Superintendent, Jalapa, Mexico.

Leave **Jalapa** †8 00, §8 15 a.m., §3 00 p.m. for Orduna, Coatepec, Las Puentes and Xico, arriving Teocelo (19 miles) 9 55, 10 00 a.m., 4 50 p.m. Returning, leave Teocelo †10 15, §10 20 a.m., §5 15 p.m., arriving at Jalapa †12 00, §12 00 noon, 7 00 p.m. Leave Jalapa for Coatepec §6 15 a.m., †4 30 p.m. Returning, leave Coatepec §6 55 a.m., †5 30 p.m. *February*, 1907.

† Daily, except Sunday; § Sunday only. STANDARD—*Mexico time.*

Connection.—At Jalapa with Interoceanic Ry. of Mexico.

EMPORIUM & RICH VALLEY RAILROAD.

JOSEPH KAYE, Superintendent, Emporium, Pa.

Trains leave **Emporium**[1] †5 45, †11 00 a.m., *k*4 30 p.m., arriving Holland Junction (10 miles) 6 40, 11 55 a.m., 5 20 p.m. Leave Holland Junction †9 00 a.m., †3 20, *k*5 45 p.m., arriving Emporium 10 00 a.m., 4 20, 6 40 p.m. †Daily, except Sunday; *k* Saturday only. *February*, 1907.

Connections.—[1] With Philadelphia & Erie R.R. Division and Buffalo & Allegheny Valley Division Pennsylvania R.R. *Eastern time.*

LOUISVILLE, NEW ALBANY & CORYDON RAILROAD.

C. H. BUCHANAN, Superintendent and Auditor, Corydon, Ind.

Trains leave **Corydon Junction**[1] †9 10, †11 30 a.m., †8 15 p.m., arriving Corydon (8 miles) 9 45 a.m., 12 00 noon, 8 45 p.m. Leave Corydon †8 00, †10 40 a.m., †4 20 p.m., arriving Corydon Junc. 8 30, 11 10 a.m., 4 50 p.m. † Daily, except Sunday. *Central time.* *October* 14, 1907.

Connection.—[1] With St. Louis Division Southern Ry.

RURAL VALLEY RAILROAD.

LUCIUS W. ROBINSON, General Manager, Punxsutawney, Pa.

Leave **Yatesboro** †7 30, †10 30 a.m., †3 30, †8 30 p.m. for Summit and **Echo**[1] (5 miles). Returning, leave Echo †8 30, †11 45 a.m., †4 30, †7 30 p.m. Running time, 20 minutes. *March*, 1908.

† Daily, except Sunday. *Eastern time.*

Connection.—[1] With Buffalo, Rochester & Pittsburgh Ry.

LITTLE ROCK, MAUMELLE & WESTERN RAILROAD.

G. W. SMITH, Traffic Manager, Little Rock, Ark.

Trains leave **Becker** *8 00 a.m., *3 00 p.m. for Maud Junction, arriving Douglas (11 miles) 8 50 a.m., 5 50 p.m. Returning, leave Douglas *10 00 a.m., *4 30 p.m., arriving Becker 10 50 a.m., 5 20 p.m. *January*, 1909.

Connections.—At Little Rock—With St. L. I. M. & S. Ry. and C. R. I. & P. Ry. * Daily. *Central time.*

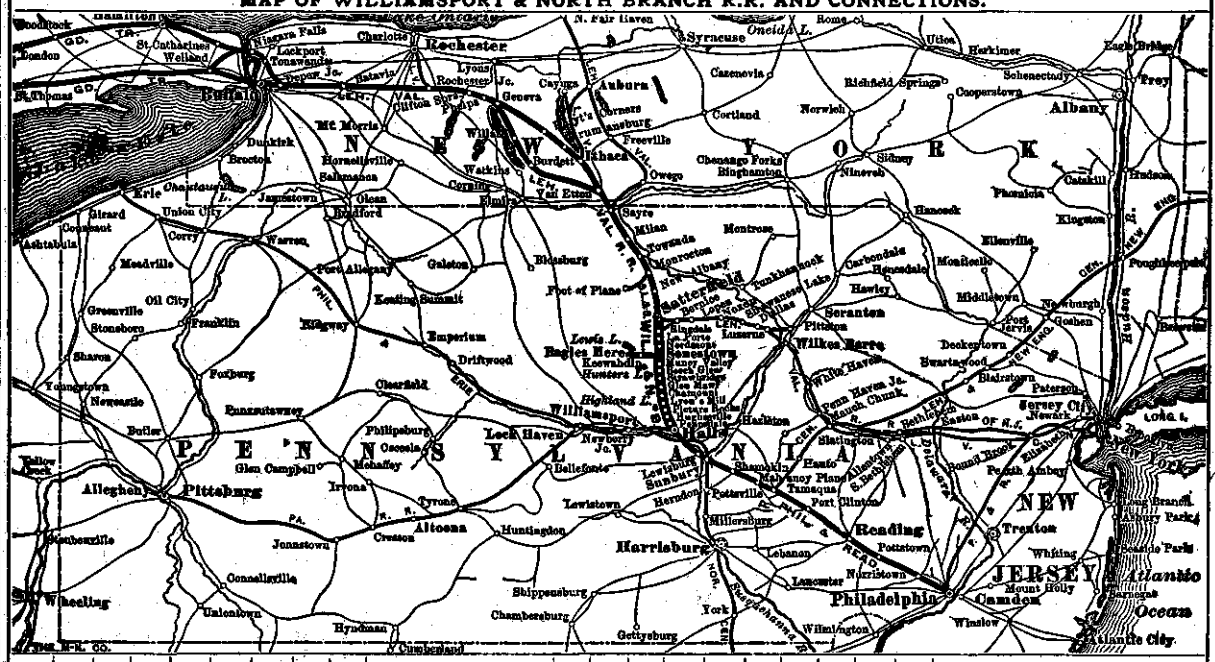
WILLIAMSPORT & NORTH BRANCH RAILROAD, EAGLES MERE RAILROAD.

GENERAL OFFICES—HUGHESVILLE, PA.

S. D. TOWNSEND, President & General Manager, Hughesville, Pa.
HORACE H. FARRIER, 1st Vice-President, Jersey City, N.J.
C. WILLIAM WODDROP, 2d Vice-President, New York, N.Y.
B. HARVEY WELCH, Traffic Manager, Hughesville, Pa.
HENRY C. ADAMS, Secretary and Treasurer, New York, N.Y.
CHAS. E. MOSSER, General Auditor, Hughesville, Pa.
W. L. BARTO, Car Accountant, "

D. K. TOWNSEND, Superintendent Main Line, Hughesville, Pa.
FRED. W. CORCORAN, Gen. Freight and Claim Agent, "
H. A. KNIPE, Pur. Agt. and Supt. Eagles Mere Branch, "
GEO. WOODLEY, Master Mechanic, "
ALEX. BUBB, Supervisor, "
JOHN WATSON, Assistant Supervisor, Sonestown, Pa.
E. R. KIESS, Traveling Passenger Agent, Hughesville, Pa.
JOHN B. FOX, Coal Agent, "

MAP OF WILLIAMSPORT & NORTH BRANCH R.R. AND CONNECTIONS.



....	13	11	9	5	3	525	1	Mls.	October 1, 1909.	30	4	6	10	8	14	16	526	18	....
....	....	A M	....	Night	....	P M	....	....	lve...**New York**...arr.	....	P M	P M	....	P M	A M	....	....	....	....
....	....	9 10	....	12 30	....	8 00	....	....	*Liberty Street* (C. of N. J.)	....	4 00	7 00	....	10 10	3 17	....	....	....	....
....	....	A M	....	A M	....	P M	....	....	lve: **Philadelphia** arr.	....	P M	P M	....	P M	P M	....	....	....	....
....	....	1030	....	4 25	....	11 30	....	....	Reading Terminal (P. & R. Ry.)	....	1 50	4 35	....	7 30	1015	....	....	....	....
....	....	Noon	....	A M	....	A M	....	....	(*P. & R. Ry.*)	....	Noon	P M	....	P M	P M	....	....	....	....
....	....	1222	....	7 00	....	1 18	....	....	lve....**Reading**...arr.	....	1209	2 56	....	5 50	8 26	....	....	....	....
....	....	1 49	P M	8 46	A M	2 56	....	....	.....**Tamaqua**.....	....	1057	1 30	....	4 08	7 10	P M	....	....	....
....	....	5 00	4 00	12 29	10 00	7 30	....	....	lve. **Williamsport**. arr.	....	....	1007	....	12 49	5 37	5 37	....	....	....
....	P M	P M	P M	Noon	A M	A M	....	....	(*W. & N. B.*)	A M	A M	A M	....	Noon	P M	P M	P M	....	....
....	†7 15	†621	†4 16	†1250	†1020	†7 50	....	0	lve. ..+**Halls**[1] ♁..arr.	6 20	7 35	9 40	....	12 15	4 00	5 05	7 05	....	....
....	7 20	5 25	4 19	12 55	10 25	7 55	....	1.5	+.... Pennsdale.....	6 15	7 30	9 35	....	12 10	3 55	5 00	7 00	....	....
....	7 23	5 28	4 22	12 58	10 28	7 58	....	3.0	.....Chippewa.....	6 12	7 27	9 32	....	12 07	- -	4 57	6 58	....	....
....	7 26	5 30	- -	1 00	10 30	- -	A M	3.6	.....Lime Bluff.....	6 10	7 25	9 30	A M	12 05	- -	4 55	6 56	P M	....
....	7 30	5 36	4 28	1 06	10 35	805	†745	5.5	+...Hughesville.... ♁	†605	†720	9 25	10 55	12 00	3 45	†450	6 50	5 55	....
....	P M	5 42	4 34	1 12	10 42	8 11	- -	8.5	+..Picture Rocks .. ♁	A M	A M	9 18	†1043	11 15	3 38	P M	6 43	†5 45	....
....	....	P M	4 39	1 18	A M	8 16	- -	10.6	+Chamouni (H'gl'd Lake)	....	....	9 12	A M	11 10	3 32	....	6 38	P M	....
....	....	....	4 44	1 25	....	8 21	- -	13.1	+....Glen Mawr.... ♁	....	....	9 06	....	11 00	3 26	....	6 32	....	....
....	....	....	4 52	1 35	....	8 29	- -	16.3	.....Strawbridge.....	....	....	8 53	....	10 41	3 12	....	6 22	....	....
....	....	....	- -	1 40	....	- -	- -	18.0	.....Beech Glen.....	....	....	8 49	....	10 34	- -	....	6 18	....	....
....	....	....	4 58	1 43	....	8 35	- -	18.9	+...Muncy Valley... ♁	....	....	8 47	....	10 30	3 07	....	6 18	....	....
....	....	....	5 05	1 50	....	8 40	8 15	21.3	ar. +**Sonestown**[2] ♁ lv.	....	....	†840	....	10 20	†300	....	6 10	....	....
....	....	....	....	P M	....	....	A M	....	(*Eagles Mere R.R.*)	....	....	A M	....	....	P M	....	....	....	....
....	....	....	....	....	....	....	....	21.3	lve..**Sonestown**..arr.	....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	29.3	ar..+**Eagles Mere**..lv.	....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	31.3	ar } +**Eagles Mere** {lv.	....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	lv. } **Park.** {ar.	....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	lve..**Eagles Mere**..arr.	....	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	....	....	arr..**Sonestown**..lve.	....	....	....	....	....	....	....	....	....	....
....	....	....	5 05	....	....	8 40	....	21.3	lve..**Sonestown**..arr.	....	....	....	....	10 20	....	....	6 10	....	....
....	....	....	5 17	....	....	9 04	....	25.3	.....Long Brook.....	....	....	....	....	10 00	....	....	5 58	....	....
....	....	....	5 20	....	....	9 07	....	27.0	+.....Nordmont.....♁	....	....	....	....	9 52	....	....	5 56	....	....
....	....	....	5 38	....	....	9 25	....	33.0	.....Mokoma.....	....	....	....	....	9 31	....	....	5 38	....	....
....	....	....	5 40	....	....	9 27	....	34.0	+.....La Porte.....♁	....	....	....	....	9 27	....	....	5 38	....	....
....	....	....	5 55	....	....	9 39	....	39.7	.....Ringdale.....	....	....	....	....	9 05	....	....	5 25	....	....
....	....	....	- -	....	....	9 50	....	42.7	.....**Bernice**.....♁	....	....	....	....	†8 43	....	....	5 16	....	....
....	....	....	6 09	....	....	A M	....	44.4	ar.+**Satterfield**[3] ♁ lv.	....	....	....	....	†8 30	....	....	†505	....	....
....	....	....	P M	....	....	....	....	....	(*Lehigh Valley R.R.*)	....	....	....	....	A M	....	....	P M	....	....
....	....	....	6 23	....	....	....	....	....	arr....**Dushore**...lve.	....	....	....	....	8 11	....	....	4 53	....	....
....	....	....	7 18	....	....	10 45	....	....	arr...**Towanda**...lve.	....	....	....	....	†7 20	....	....	4 00	....	....
....	....	....	P M	....	....	A M	....	....	arr.**Wilkes-Barre**.lve.	....	....	....	....	A M	....	....	P M	....	....
....	....	....	A M	....	....	P M	....	....	(*Via Towanda.*)	....	....	....	....	P M	....	....	A M	....	....
....	....	....	6 45	....	....	8 00	....	....	...**Buffalo** (L. V. R.R.)...	....	....	....	....	10 40	....	....	9 45	....	....
....	....	....	A M	....	....	P M	....	....	ARRIVE } { LEAVE	....	....	....	....	P M	....	....	A M	....	....

CONNECTIONS.—[1] With Philadelphia & Reading Ry. [2] With Eagles Mere R.R. [3] With Lehigh Valley R.R.

Modern Equipped Trains. Picturesque Passenger Route.

Williamsport and North Branch R.R. connects with the Philadelphia & Reading Ry. at Halls and with the Lehigh Valley R.R. at Satterfield, making a short and direct freight and passenger route between the East and West.

Mileage.—Phila. & Reading Ry., New York Central and Lehigh Valley Mileage Books will be honored on the trains of this company (except Eagles Mere R.R. trains) for the continuous passage only of the person or persons named in their contracts between Halls, Satterfield and Bernice and Satterfield, Bernice and Halls. Mileage Trip Tickets, good between the points named and under same conditions, will be issued in the name of the holders of Interchangeable Mileage Books at a rate of two cents per mile upon application to agents at Halls and Satterfield.

Trains marked * run daily; † daily, except Sunday; § Sunday only; *a* stops to leave passengers from New York and Philadelphia. + Coupon stations; ♁ Telegraph stations.

STANDARD—*Eastern time.*

NEW YORK & LONG BRANCH RAILROAD.

Operated under the Contract of January 2, 1888, by the CENTRAL RAILROAD COMPANY OF NEW JERSEY and the PENNSYLVANIA RAILROAD COMPANY.

PASSENGER STATIONS IN NEW YORK.—Central R.R. of New Jersey, foot of Liberty St., N.R., and foot of West 23d St. Pennsylvania R.R., foot of West 23d, Desbrosses and Cortlandt Sts., N.R. Central R.R. of New Jersey—Sandy Hook Route—foot of Cedar St., N.R., and foot of West 42d St. Pennsylvania R.R. (H. & M. R.R.), Hudson Terminal, corner of Cortlandt and Church Sts.

Geo. F. Baker, President, New York.
G. O. Waterman, Sec'y and Treas., "
J. P. Pritchard, Assistant Treasurer, "
Rufus Blodgett, Supt., Long Branch, N.J.
T. D. Maurer, Auditor, "

W. C. Hope, Gen. Passenger Agent, New York.
T. B. Koons, Freight Traffic Manager, "
E. M. Snyder, Asst. Fht. Traf. Mgr., "
A. Hamilton, General Freight Agent, "
Central Railroad of New Jersey.

Jas. R. Wood, Pas. Traf. Mgr., Philadelphia, Pa.
Geo. W. Boyd, Gen. Passenger Agent, "
Geo. D. Dixon, Freight Traffic Manager, "
Edwin P. Bates, Gen. Freight Agent, "
Pennyslvania Railroad Co.

November 7, 1909.	301	331	303	205	309	209	211	31	311	315	221	327	223	321	227	323	333	325	335	369	343	353	247	357	251	355
New York—lve. (C.R.R.) W. 23d St.	A M	A M	†8 20	....	†11 20	....	....	k1 00	†1 20	†3 20	....	†3 50	....	†4 30	....	†5 20	†5 20	†6 20	†8 50	†11 50	A M	§9 05	....	§3 50	....	§8 20
(C. R.R.) Liberty St.	†4 00	†6 00	8 30	A M	11 30	Noon	Noon	1 20	1 30	3 40	P M	4 10	P M	4 45	P M	5 30	5 38	6 30	9 00	12 01	§4 00	9 15	A M	4 00	P M	8 30
(P. R.R.) W. 23d St.	....	....	A M	†8 55	A M	k12 25	†12 25	P M	P M	P M	†3 25	P M	†4 25	P M	†4 55	P M	P M	P M	P M	Night	....	A M	§9 25	P M	§4 55	P M
" Desb.&Cort.Sts	....	....	....	9 00	....	12 30	12 30	Saturday only.	....	....	3 40	....	4 30	....	5 10	....	....	....	....	....	....	....	9 30	....	5 00	....
" Hudson Term.	....	....	....	9 05	....	12 35	12 35		....	....	3 45	....	4 35	....	5 15	....	....	....	....	....	....	....	9 35	....	5 05	....
(S.H. Rte.) W. 42d St.	....	....	....	....	....	....	....		....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
(S. H. Rte.) Cedar St.	....	....	....	....	....	....	....		....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Brooklyn (P.R.R. Annex)	....	....	....	8 45	....	12 15	12 15		....	....	3 15	....	4 15	....	4 45	....	....	....	....	....	....	....	9 15	....	4 45	....
Jersey City (C. of N.J.)	4 14	6 11	8 42	....	11 42	....	....	1 31	1 43	3 51	....	4 22	....	4 56	....	5 41	5 50	6 42	9 12	12 11	4 12	9 26	....	4 14	....	8 42
" (*P.R.R.*)	....	....	....	9 15	....	12 42	12 43	....	....	....	3 52	....	4 42	....	5 23	....	....	....	....	....	....	....	9 42	....	5 17	....
Newark (*C. of N.J.*)	— —	6 12	8 35	....	11 30	....	....	1 16	1 35	— —	....	4 25	....	— —	....	5 36	5 36	6 13	8 45	11 50	4 05	8 55	....	3 56	....	8 48
" (*P. R.R.*)	....	....	....	g9 28	....	g12 54	12 55	....	....	....	g4 03	....	g4 54	....	g5 35	....	....	....	....	....	....	....	g9 54	....	5 31	....
Elizabeth (*C. of N.J.*)	4 05	6 22	8 42	....	11 23	....	....	1 10	1 52	— —	....	4 20	....	— —	....	5 45	5 51	6 51	9 13	11 55	— —	9 25	....	4 02	....	8 37
" (*P. R.R.*)	....	....	....	9 37	....	— —	1 03	....	....	....	— —	....	— —	....	g5 43	....	....	....	....	....	....	....	10 03	....	5 40	....
Elizabethport (C. of N.J.)	4 33	6 30	8 58	....	11 58	....	....	1 45	1 59	— —	....	4 39	....	— —	....	g5 55	6 07	g6 58	9 30	12 26	4 30	9 42	....	4 30	....	8 58
Sewaren .... "	4 50	6 49	— —	....	— —	Saturday only.	....	— —	2 12	— —	....	4 51	....	— —	....	— —	6 25	— —	9 48	12 41	— —	— —	....	4 47	....	9 15
Rahway ..(*P. R.R.*)	....	....	....	g9 45	....		1 10	....	....	....	— —	....	— —	....	— —	....	....	....	....	....	....	....	10 11	....	5 49	....
Woodbridge "	....	....	....	— —	....		1 17	....	....	....	— —	....	— —	....	— —	....	....	....	....	....	....	....	10 17	....	5 59	....
Perth Amboy	5 10	6 55	— —	— —	— —		1 26	2 02	2 20	— —	— —	4 57	— —	5 24	— —	— —	6 33	— —	9 54	12 48	4 51	— —	10 26	4 54	6 07	9 23
South Amboy	5 22	7 01	— —	— —	— —		1 31	2 07	2 26	— —	— —	5 04	— —	— —	— —	— —	6 38	— —	10 00	12 53	4 56	— —	10 32	5 00	6 15	9 30
Matawan	5 42	7 10	9 26	y10 07	12 26		1 39	2 15	2 37	— —	— —	5 15	— —	— —	— —	— —	6 48	7 25	10 10	1 01	5 06	10 15	10 40	5 10	6 26	9 40
Middletown	5 54	A M	9 37	— —	12 36		— —	— —	2 47	— —	— —	5 26	— —	— —	— —	— —	6 59	d7 34	10 21	d1 10	d5 16	10 27	— —	5 21	6 36	d9 52
Red Bank	6 05	y Stops to take on or let off passengers to or from points on Penna. R.R.	9 45	10 22	12 45	1 39	1 52	2 30	2 55	4 41	4 50	5 32	5 40	5 47	6 22	6 35	7 05	7 40	10 27	1 15	5 23	10 35	10 54	5 27	6 42	10 00
Little Silver	6 09		9 50	y10 27	12 50	— —	y1 56	d2 34	P M	P M	— —	P M	— —	d5 51	— —	6 37	P M	7 45	10 31	d1 19	d5 27	10 40	y10 50	5 32	6 47	d10 05
Branchport	6 13		9 55	— —	12 55	— —	— —	d2 38	□ Sunday stops at North Asbury Park.	....	— —	....	— —	d5 56	y6 28	6 42	....	7 50	10 36	d1 23	d5 31	10 45	y11 03	5 37	6 52	d10 10
Long Branch	6 22		10 00	10 34	1 00	1 47	2 05	2 42		....	4 59	....	5 49	6 00	6 32	6 45	....	7 55	10 38	1 25	5 35	10 49	11 06	5 40	6 56	10 15
Hollywood and West End	6 24		10 03	10 37	1 03	1 50	2 08	2 45		....	5 02	....	5 52	6 03	y6 36	6 49	....	7 58	10 41	d1 27	d5 37	10 52	11 09	5 43	6 58	10 17
Elberon	6 27		10 07	10 41	1 07	1 53	2 11	2 48		....	5 05	....	5 55	6 06	6 38	6 52	....	8 01	10 44	d1 30	5 40	10 56	11 12	5 46	7 01	d10 20
Deal Beach	6 30		10 10	y10 44	1 10	1 56	y2 14	d2 51		....	y5 08	....	y5 58	d6 09	y6 41	d6 55	....	d8 04	d10 47	d1 33	d5 43	10 59	11 15	5 49	7 04	d10 23
Allenhurst	6 32		10 12	10 46	1 12	1 58	2 16	2 53		....	5 10	....	6 00	6 11	6 43	6 57	....	8 06	d10 48	d1 35	d5 44	11 00	y11 17	5 51	y7 06	d10 25
North Asbury Park.	6 35		10 15	10 48	1 15	2 00	2 18	2 55		....	5 13	....	6 03	6 13	6 45	6 59	....	8 08	10 50	1 37	5 46	11 05	11 20	5 55	7 09	10 28
OceanGrove&AsburyPark	6 44		10 20	10 54	1 19	2 05	2 22	2 57		....	5 17	....	6 07	6 16	6 48	7 02	....	8 10	10 52	ℓ1 40	□	□	□	□	□	□
Avon	6 49		10 25	y10 58	1 25	— —	y2 25	d3 02		....	y5 21	....	y6 11	d6 19	y6 51	d7 05	....	d8 14	d10 55	d1 44	d5 51	11 10	11 26	6 01	7 15	d10 34
Belmar	6 52		10 28	11 01	1 28	2 09	2 28	3 05		....	5 24	....	6 14	6 21	6 54	7 07	....	8 17	10 57	1 46	5 54	11 13	11 29	6 04	7 18	10 36
Como	6 55		10 31	y11 04	1 31	— —	y2 31	d3 09		....	y5 27	....	y6 17	d6 24	y6 57	d7 10	....	d8 20	d11 00	d1 49	d5 56	11 16	11 32	6 07	7 21	d10 39
Spring Lake	6 59		10 33	11 07	1 33	2 14	2 34	3 10		....	5 30	....	6 20	6 27	6 59	7 13	....	8 23	11 02	1 51	5 58	11 18	11 35	6 09	7 24	10 41
Sea Girt	7 03		10 37	11 11	1 37	2 17	2 37	3 14		....	5 34	....	6 24	6 30	7 02	7 16	....	8 27	d11 05	1 54	d6 02	11 22	11 39	6 13	7 27	d10 44
Manasquan	7 07		10 39	11 13	1 39	y2 19	2 39	3 16		....	5 36	....	y6 26	6 33	7 04	7 19	....	8 29	11 06	1 56	6 04	11 24	11 41	6 16	7 30	10 46
Point Pleasant ..	7 12		10 45	11 20	1 45	2 26	2 45	3 20		....	5 43	....	6 35	6 38	7 10	7 24	....	8 35	11 10	2 00	6 10	11 30	11 48	6 20	7 35	10 50
[ARRIVE	A M		A M	A M	P M	P M	P M	P M		....	P M	....	P M	P M	P M	P M	....	P M	P M	A M	A M	A M	A M	P M	P M	P M

(*Eastern time.*)	Mls	330	300	302	204	328	308	212	332	214	316	312	314	216	310	320	222	324	30	350	244	356	248	370	242	358
[LEAVE	....	....	A M	A M	A M	....	A M	A M	A M	A M	....	....	A M	Noon	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M	P M	P M
Point Pleasant ..	0	....	†5 50	†6 30	†6 43	....	†7 35	†7 52	†8 25	†8 50	....	....	†11 00	†12 45	†1 50	†3 30	†6 05	†6 35	k8 10	§7 00	§8 50	§3 45	§5 10	§6 00	§7 20	§8 10
Manasquan	2.0	....	5 55	6 35	6 48	....	7 40	y7 57	8 30	8 55	....	....	11 05	12 50	1 55	3 36	5 10	6 40	8 15	7 05	8 55	3 50	5 15	6 05	7 25	8 15
Sea Girt	2.8	....	5 57	d6 38	6 50	....	7 42	y7 59	8 32	8 58	....	....	11 08	12 53	1 58	3 39	5 13	6 42	8 18	7 08	8 58	3 53	5 17	6 07	7 28	8 18
Spring Lake	4.2	....	6 00	6 41	6 53	....	7 45	8 02	8 35	9 02	....	....	11 12	12 57	2 02	3 43	5 16	6 45	8 22	7 12	9 01	3 57	6 20	6 10	7 32	8 22
Como	5.0	....	6 02	d6 43	6 55	....	d7 47	— —	d8 37	9 05	....	....	11 15	1 00	d2 05	3 46	5 18	6 47	8 24	7 14	9 03	4 00	5 22	d6 12	y7 34	8 24
Belmar	6.2	....	6 05	6 46	6 58	....	7 50	8 07	8 40	9 08	....	....	11 18	1 03	2 08	3 49	5 22	6 50	8 27	7 17	9 06	4 03	5 25	6 15	7 37	8 27
Avon	7.0	....	6 08	d6 48	y7 01	....	d7 52	— —	d8 42	9 11	....	....	11 21	1 05	2 11	3 52	5 24	6 53	8 30	7 20	9 08	4 06	5 27	6 17	y7 40	8 30
OceanGrove&AsburyPark	8.9	....	6 15	6 55	7 10	....	8 00	8 17	8 50	9 20	....	....	11 30	1 13	2 20	4 00	5 30	7 00	8 36	□	□	□	□	□	□	□
North Asbury Park.	9.6	....	6 17	6 57	7 12	....	8 02	8 19	8 52	9 22	....	....	11 32	1 16	2 22	4 02	5 32	7 02	8 39	7 26	9 14	4 15	5 34	6 26	7 48	8 38
Allenhurst	10.3	....	6 19	7 00	7 15	....	8 05	8 21	8 55	9 25	....	....	11 35	1 19	2 25	4 04	5 35	7 05	8 42	7 28	y9 16	4 18	y5 37	6 28	7 51	8 40
Deal Beach	10.9	....	6 21	— —	y7 17	....	d8 07	y8 23	d8 57	9 27	....	....	11 37	1 21	d2 27	4 06	5 37	7 07	8 44	7 30	9 18	4 20	5 39	d6 30	y7 53	8 43
Elberon	12.3	....	6 24	7 04	7 20	....	8 10	8 26	9 00	9 30	....	....	11 40	1 25	2 30	4 09	5 40	7 10	8 47	7 33	9 21	4 25	5 42	6 33	7 56	8 47
Hollywood and West End	13.7	....	6 27	7 07	7 23	....	8 13	8 29	9 03	9 34	....	....	11 43	1 28	2 33	4 12	5 43	7 15	8 50	7 37	9 25	4 27	5 46	6 36	8 00	8 50
Long Branch	14.6	....	6 32	7 12	7 27	....	8 17	8 34	9 07	9 40	....	....	11 47	1 33	2 37	4 17	5 47	7 17	8 55	7 45	9 30	4 32	5 50	6 40	8 02	8 55
Branchport	15.6	....	6 35	7 15	y7 29	....	— —	— —	9 10	9 43	....	....	11 50	1 36	2 40	4 20	5 51	7 20	8 58	7 48	9 33	4 35	5 53	— —	— —	8 58
Little Silver	18.1	A M	6 40	d7 20	— —	A M	8 22	— —	9 15	9 48	A M	A M	11 55	1 41	d2 45	4 25	5 56	7 25	9 03	7 53	9 38	4 40	5 58	— —	— —	9 05
Red Bank	20.5	†5 55	6 45	7 25	7 37	†8 03	8 28	8 43	9 20	9 53	†10 46	†11 40	12 00	1 46	2 50	4 30	6 03	7 33	9 08	7 58	9 43	4 45	6 05	6 50	8 10	9 08
Middletown	24.3	6 02	6 52	d7 30	— —	d8 09	— —	— —	— —	10 00	— —	— —	12 07	1 54	— —	4 37	6 10	7 42	9 16	8 05	9 50	4 53	6 10	— —	— —	9 16
Matawan	30.3	6 12	7 02	7 38	— —	8 18	— —	— —	9 35	10 10	— —	11 55	12 20	2 05	3 06	4 50	6 25	7 55	9 30	8 16	10 00	5 07	6 21	7 05	— —	9 30
South Amboy	36.0	6 23	7 11	— —	— —	— —	— —	— —	— —	10 18	— —	12 03	12 28	2 14	— —	5 01	6 35	8 05	9 41	8 26	10 09	— —	6 33	— —	— —	9 41
Perth Amboy ..lve.	37.5	6 28	7 17	— —	— —	8 30	— —	— —	9 46	10 25	— —	12 09	12 33	2 19	— —	5 08	— —	8 11	9 47	8 32	10 15	— —	— —	— —	— —	9 47
Woodbridge (P.R.R)	39.9	....	....	....	— —	....	....	— —	....	g10 32	....	....	....	2 27	....	....	— —	....	....	....	— —	....	6 46	....	— —	....
Rahway ...... "	43.5	....	....	....	— —	....	....	— —	....	g10 38	....	....	....	g2 34	....	....	6 51	....	....	....	10 27	....	6 52	....	— —	....
Sewaren (*C. of N.J.*)	40.3	6 36	7 23	— —	....	— —	— —	....	— —	....	— —	— —	12 40	....	— —	— —	....	8 17	9 54	8 39	....	— —	....	— —	....	9 53
Elizabethport .. "	48.9	6 58	7 36	— —	....	8 52	— —	....	10 02	....	— —	12 28	12 55	....	3 34	5 30	....	8 33	10 10	9 00	....	5 39	....	7 31	....	10 08
Elizabeth (*P.R.R.*)	50.7	....	....	....	— —	....	....	— —	....	10 47	....	....	....	2 43	....	....	7 00	....	....	....	10 35	....	7 02	....	— —	....
" (*C. of N.J.*)	....	7 41	7 48	— —	....	— —	— —	....	10 11	....	— —	— —	1 10	....	3 44	5 42	....	8 45	10 40	9 16	....	5 49	....	7 42	....	10 35
Newark ..(*P. R.R.*)	55.9	....	....	....	g8 28	....	....	g9 28	....	10 56	....	....	....	g2 53	....	....	7 09	....	....	....	10 43	....	7 12	....	g9 00	....
" (*C. of N.J.*)	....	7 26	7 55	— —	....	9 22	— —	....	11 02	....	— —	12 46	1 22	....	3 58	5 45	....	9 10	10 42	9 45	....	6 02	....	8 22	....	10 34
Jersey City (*P. R.R.*)	....	....	....	....	8 40	....	....	9 40	....	11 10	....	....	....	3 07	....	....	7 21	....	....	....	10 56	....	7 26	....	9 11	....
" (C. of N.J.)	....	7 26	7 51	8 21	....	9 07	9 18	....	10 19	....	11 39	12 45	1 12	....	3 49	5 47	....	8 49	10 26	9 18	....	5 54	....	7 47	....	10 27
Brooklyn (P.R.R. Annex)	62.2	....	....	....	9 05	....	....	10 05	....	11 35	....	....	....	3 35	....	....	8 06	....	Saturday only.	....	11 35	....	8 06	....	9 35	....
New York. (S.H.Rte.) Cedar St..	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....		....	....	....	....	....	....	....
(S.H.Rte.) W. 42d St.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....		....	....	....	....	....	....	....
(P.R.R.) HudsonTerm	61.2	....	....	....	8 48	....	....	9 48	....	11 18	....	....	....	3 18	....	....	7 28	....		....	11 03	....	7 33	....	9 18	....
" Desb.&Cort.Sts.	....	....	....	....	8 53	....	....	9 53	....	11 23	....	....	....	3 23	....	....	7 33	....		....	11 08	....	7 38	....	9 23	....
" W. 23d St....	....	A M	A M	A M	9 00	A M	A M	10 00	A M	11 30	A M	P M	P M	3 30	P M	P M	7 45	P M	P M	A M	11 15	P M	7 45	P M	9 30	P M
(C. R.R.) Liberty St..	....	7 40	8 02	8 32	A M	9 17	9 30	A M	10 30	A M	11 50	1 00	1 25	P M	4 00	6 00	P M	9 00	10 40	9 30	A M	8 05	P M	8 00	P M	10 40
(C. R.R.) W. 23d St..	arr.	7 57	8 13	8 43	....	9 30	9 40	....	10 44	....	12 00	1 10	1 40	....	4 10	6 10	....	9 20	10 50	9 40	....	8 15	....	8 10	....	10 50

Additional Trains, via C. R. R. of N.J.—Leave New York (Liberty St.) for Red Bank §8 45, *10 00 a.m., §2 30, †5 00 p.m., for South Amboy †9 30, §11 00 a.m., †2 00, §6 00 p.m., for Matawan †8 00, †11 00 a.m., §12 00 noon, †4 25, †5 15, †5 38, †6 30 p.m. Leave Red Bank for New York §11 52 a.m., †4 17, §8 45 p.m. Leave South Amboy for New York †11 10 a.m., §1 20, †4 38, §7 22 p.m. Leave Matawan for N.Y. †7 27, †7 40, †8 07, †8 14, †9 51 a.m., †2 28, §4 50, †5 47 p.m. **Via P. R.R.**—Leave N. Y. (Cortlandt and Desbrosses Sts.) for Penna. R.R. Crossing, South Amboy †6 00, §8 15, †9 10 a.m., §4 45, †5 10 p.m. Leave Penna. R.R. Crossing for N.Y. †7 33, †9 47, §10 13 a.m., †6 10, §6 24 p.m.

* Daily; † daily, except Sunday; § Sunday only; *d* stops to take on or let off passengers to and from points on main line Central R.R. of N.J. and Branches: *g* stops to take on or let off passengers to and from points on N.Y. & L. B. R.R.; *k* Saturday only; *ℓ* does not stop Sunday morning.

CENTRAL RAILROAD OF NEW JERSEY

General Offices—143 Liberty Street, New York

Philadelphia Offices—Reading Terminal

CENTRAL RAILROAD OF NEW JERSEY.

General Offices—143 Liberty Street, New York.

GEO. F. BAER, President, New York.
J. R. MAXWELL, Chairman Executive Committee, "
R. W. de FOREST, Vice-President and General Counsel, "
W. G. BESLER, Vice-President and General Manager, "
JACKSON R. REYNOLDS, General Attorney, "
G. O. WATERMAN, Secretary and Treasurer, "
F. T. DICKERSON, Assistant Secretary, "
J. T. PRITCHARD, Assistant Treasurer, "
J. A. TAYLOR, General Auditor, Philadelphia, Pa.
J. E. BROKAW, Asst. Gen. Auditor and Aud. Disbursements, Philadelphia, Pa.
F. M. SNYDER, Auditor Freight Traffic, "

GEORGE WOLF, Auditor Passenger Traffic, Philadelphia, Pa.
W. C. SMYTH, Assistant Auditor Passenger Traffic, "
M. A. KOONS, Coal Traffic Accountant, Mauch Chunk, Pa.
W. H. DRUSE, Freight Claim Agent, New York.
C. W. KINSMAN, Paymaster, "
C. W. HUNTINGTON, General Superintendent, Jersey City, N.J.
JOS. O. OSGOOD, Chief Engineer, New York.
C. E. CHAMBERS, Acting Supt. Motive Power, Jersey City, N.J.
W. M. PERRINE, Master Mech., N. J. Cent. & Leh. & Susq. Divs. "
E. E. KERWIN, Supt. N. J. C. and L. and S. Divs., "
C. F. MERRILL, Asst. Supt. L. and S. Div., Mauch Chunk, Pa.
G. K. FRENCH, Supt. N. J. S. and F. and A. H. Divs., East Long Branch, N.J.

MAIN LINE AND LEHIGH & SUSQUEHANNA DIVISION.—WESTBOUND.

TRAINS BETWEEN NEW YORK, EASTON, BETHLEHEM, ALLENTOWN, MAUCH CHUNK, WILKES-BARRE AND SCRANTON.

December 5, 1909.	Mls	31	1	25	5	3	27	7	9	11	23	13	15	17	11	23	19
New York.....lve.					A M	A M		P M	P M	P M	P M	P M		Noon	P M	P M	P M
West 23d Street.....+			A M		†7 05	†9 00		†1 00	†4 20	†4 50	†4 50	†5 20	A M	‡1250	‖4 50	‖4 50	§5 50
Liberty Street.....+	0		†4 00		7 15	9 10		1 10	4 35	5 00	5 00	5 45	§4 30	1 00	5 00	5 00	6 00
Jersey City+.....δ	1.0		4 25		7 27	9 21		1 21	4 47	5 13	5 13	5 56	4 45	1 12	5 13	5 13	6 13
Newark+.....δ					6 50	8 35		1 18	‖4 22	*x*422	*x*422	‖5 36		12 55	*x*455	*x*455	5 33
Asbury Park } **Ocean Grove** }					6 15	6 55		11 30	‖2 20	*x*220	*x*220	‖4 00					*z*4 15
Elizabethport.....δ	10.6		4 40		7 43	*c*9 35		– –	– –	– –	– –	–	5 08	1 28	– –	– –	6 31
Elizabeth+.....δ	12.5		4 46		7 48	9 40		1 40	‖5 05	*x*551	*x*551	‖6 14	5 15	1 33	*x*551	*x*551	6 36
Plainfield+.....δ	24.0		5 18		8 17	9 55		2 00	5 23	*x*546	*x*546	6 37	5 45	1 58	*x*546	*x*546	7 05
Bound Brook+.....δ	31.2		5 34		8 33	10 06		2 12	5 38	5 57	5 57	6 53	6 03	2 12	5 57	5 57	7 20
Somerville +.....δ	35.7		5 45		8 43	10 14		2 22	5 47	6 05	6 05	7 02	6 13	2 21	6 05	6 05	7 29
Raritan+.....δ	36.9		5 48		8 46	– –		2 25	5 48	– –	– –	7 04	6 16	2 24	– –	– –	7 32
North Branch+.....δ	40.4		5 55		8 52	‖10 20		2 32	5 56	– –	– –	7 10	6 23	2 31	– –	– –	7 38
White House+.....δ	45.3		6 05		9 02	10 28		2 41	6 05	– –	– –	7 22	6 36	2 40	– –	– –	7 47
Lebanon+.....δ	49.1		6 12		9 10	– –		2 48	6 12	– –	– –	7 28	6 46	2 47	– –	– –	7 54
Annandale+.....δ	51.4		6 17		9 16	10 39		2 53	6 18	– –	– –	7 33	6 52	2 53	– –	– –	7 58
High Bridge+.....δ	53.2		6 22		9 23	10 43		2 58	6 30	8 28	6 28	7 37	6 57	2 57	6 28	6 28	8 02
Glen Gardner.....+	56.1		6 29		9 30	10 49		3 05	6 38	– –	– –	7 43	7 03	3 04	– –	– –	8 08
Hampton+.....δ	57.6		6 34		9 34	10 53		3 10	6 42	– –	– –	7 47	7 08	3 08	– –	– –	8 12
Ludlow+.....δ	61.0		6 40		9 41	– –		3 17	6 47	– –	– –	7 53	7 16	3 13	– –	– –	8 18
Vacy.....δ	62.9		6 44		9 44	– –		3 20	6 50	– –	– –	7 56	7 20	3 17	– –	– –	8 23
Bloomsbury+.....δ	65.8		6 49		9 49	11 03		3 25	6 55	– –	– –	8 01	7 26	3 22	– –	– –	8 28
Springtown.....δ	68.5		6 53		9 52	– –		3 28	– –	– –	– –	8 05	7 31	3 26	– –	– –	8 32
Vulcanite+.....δ	69.4		6 57		9 54	– –	P M	3 32	– –	– –	– –	8 07	7 34	3 28	– –	– –	8 34
Phillipsburg+.....δ	73.2		7 10		10 03	11 15	†1 42	3 41	7 10	7 00	7 00	8 15	7 43	3 40	7 00	7 00	8 42
Easton+.....δ	73.8		7 43		10 06	11 17	1 45	3 48	7 12	7 02	7 02	8 18	8 10	3 45	7 02	7 02	8 48
Hope.....δ	79.0		7 53		– –	‖11 25	1 55	–	– –	– –	– –	P M	8 19	3 56	– –	– –	8 58
Republic.....δ	80.5		7 55		10 16	‖11 27	1 57	4 00	7 22	– –	– –		8 21	3 58	– –	– –	8 58
Freemansburg+.....δ	82.4	A M	7 58		10 19	11 30	2 00	4 04	7 25	– –	– –		8 25	4 01	– –	– –	9 01
Bethlehem+.....δ	85.3	†5 45	8 04		10 24	11 35	2 06	4 10	7 30	7 20	7 20		8 30	4 08	7 20	7 20	9 06
Bethlehem Junction+...arr.	85.5	5 47	8 06		10 26	11 37	2 09	4 15	7 32	– –	– –		8 36	4 12	– –	– –	9 07
Bethlehem Junction.....lve.			8 30		10 30	12 42	2 35	4 32	7 42					4 12			
Philadelphia { Reading { arr.			9 55	A M	11 57	2 34	4 09	6 38	9 15		P M		A M	6 17		P M	P M
(*P. & R. Ry.*) { Terminal { lve.				†7 00	†8 30	†8 30	†1230	‡2 02	†6 00		†8 00		§6 02	1 32		§8 00	§6 30
Bethlehem Junction.....arr.				8 27	10 07	10 07	2 03	3 54	7 27		7 27		8 14	3 53		7 27	8 17
Bethlehem Junction.....lve.	85.5	5 47	8 06	8 33	10 26	11 37	2 09	4 15	7 37	– –	7 33		8 36	4 12	– –	7 33	9 07
Allentown+ δ ..... arr.	90.4	5 58	8 15	8 42	10 34	11 46	2 18	4 25	7 46	7 30	7 42		8 45	4 21	7 30	7 42	9 16
..... lve.	90.4	5 58	8 15	8 42	A M	11 46	2 18	4 25	7 45	P M	7 42		8 45	4 21	P M	7 42	9 16
Gordon Street.....	90.8	5 59	8 16	–		‖11 47	2 20	– –	– –		– –		8 47	4 23		– –	9 17
Catasauqua+.....δ	94.3	6 08	8 23	‡8 48		11 54	2 27	4 35	7 52		p7 48		8 55	4 31		p7 48	9 25
Northampton+.....δ	96.3	6 25	8 27	‡8 51		11 58	2 31	4 40	7 56		p7 51		8 59	4 35		p7 51	9 29
Siegfried.....+	97.3	6 30	8 30	‡8 53		12 01	2 34	4 43	7 58		p7 53		9 01	4 37		p7 53	9 31
Treichler+.....δ	101.7	A M	8 38	‡9 00		12 09	2 43	4 53	8 05		p8 00		9 10	4 45		p8 00	9 39
Lockport.....	104.2		8 43	‡9 04		‖12 14	2 48	– –	– –		p8 04		9 15	4 50		p8 04	9 45
Walnutport+.....δ	106.4		8 48	‡9 07		12 18	2 53	5 03	8 14		p8 07		9 20	4 55		p8 07	9 49
Lehigh Gap+(Palmerton)....δ	109.4		8 54	‡9 12		12 24	2 58	5 10	8 19		p8 12		9 25	5 00		p8 12	9 56
Hazard.....+	111.5		8 57	‡9 15		12 28	3 02	5 14	8 23		p8 15		9 30	5 04		p8 15	9 58
Bowman.....+	112.8		9 01	‡9 18		12 32	3 07	5 19	8 28		p8 18		9 33	5 08		p8 18	10 03
Parryville+.....δ	113.9		9 05	‡9 20		12 35	3 10	5 22	8 31		p8 20		9 36	5 11		p8 20	10 06
Weissport+.....δ	115.7		9 09	‡9 22		12 39	3 14	5 25	8 35		p8 22		9 40	5 15		p8 22	10 11
Lehighton+.....δ	116.5		9 12	‡9 23		12 42	3 17	5 28	8 38		p8 23		9 43	5 18		p8 23	10 13
Mauch Chunk+ δ..... arr.	119.6		9 19	9 29		12 49	3 25	5 36	8 45		8 29		9 50	5 25		8 29	10 20
..... lve.	119.6		A M	9 32		12 52	P M	P M	P M		8 32		9 55	P M		8 32	P M
Glen Onoko.....	122.1			– –		12 57					– –		9 59			– –	
Penn Haven Junction+.....δ	127.0			*c*9 47		1 07					*e*8 47		10 09			*e*8 47	
Rockport.....	134.7			*c*9 58		1 18					*e*8 58		10 21			*e*8 58	
Leslie Run+.....δ	138.4			*c*10 05		1 24					*e*9 05		10 28			*e*9 05	
Tannery.....	142.4			*c*10 13		1 32					*e*9 13		10 36			*e*9 13	
White Haven+.....δ	144.1			10 17		1 36					9 17		10 40			9 17	
Tunnel.....	149.4			*c*10 27		1 46					*e*9 27		10 51			*e*9 27	
Rita.....	153.7			*c*10 33		1 52					*e*9 34		11 00			*e*9 34	
Glen Summit.....	155.3			*c*10 5		1 55					*e*9 37		11 04			*e*9 37	
Penobscot+.....δ	157.1			10 38		2 00					9 41		11 08			9 41	
Solomons Gap.....	158.6			*c*10 41		2 04					*e*9 44		11 12			*e*9 44	
Laurel Run+.....δ	163.0			10 49		2 13					*e*9 52		11 22			*e*9 52	
Mountain Park.....	166.1			*c*10 55		2 20					*e*9 58		– –			*e*9 58	
Ashley+.....δ	170.0			11 02		2 29					10 07		11 44			10 07	
South Wilkes-Barre.....+	173.0			– –		*n*231					– –		11 51			– –	
Hazle Street.....+	173.6			– –		*n*233					– –		11 53			– –	
Wilkes-Barre+.....δ	174.3			11 09		2 35					10 15		11 55			10 15	
Parsons.....+	176.5			*c*11 12		2 39					*e*10 19		12 00			*e*10 19	
Miner's Mills.....+	177.3			*c*11 14		2 41					*e*10 21		12 03			*e*10 21	
Hudson.....+	177.6			*c*11 15		*n*242					*e*1022		12 05			*e*1022	
Laflin.....+	179.7			*c*11 19		*n*246					*e*1026		12 10			*e*1026	
Yatesville.....+	181.4			*c*11 22		*n*249					*e*1029		12 14			*e*1029	
Pittston.....+	182.8			*c*11 24		2 52					*e*10 31		12 17			*e*10 31	
Avoca.....+	185.1			*c*11 28		2 56					*e*1034		12 22			*e*1034	
Moosic.....+	186.7			*c*11 31		*n*300					*e*1037		12 27			*e*1037	
Taylor.....+	189.8			*c*11 37		3 08					*e*1042		12 35			*e*1042	
Scranton+.....δ	192.9			11 46		3 18					10 50		12 45			10 50	
[ARRIVE				A M		P M					P M		Noon			P M	

Scranton Flyer.—Through Vestibuled Train and Parlor Car.

Solid Vestibuled Train. Buffet Parlor Car to Harrisburg, connecting with Parlor Car to Scranton.

Harrisburg Flyer.—Through Vestibuled Train New York to Harrisburg. Buffet Parlor Car.

Harrisburg Flyer.—Through Vestibuled Train New York to Harrisburg. Buffet Pullman Car.

Solid Vestibuled Train. Parlor Car Philadelphia to Scranton.

‡ Stops to take or leave for or from points west of Somerville; § Saturday only; ‖ daily, except Saturday and Sunday.

For Map, see preceding page.

† Daily, except Sunday; ‡ Sunday only; *a* stops to take New York and Philadelphia passengers; *b* stops to take passengers for east of Ashley; *c* stops to take or leave for or from points on N. Y. & Long Branch R.R.; *d* stops to leave from White Haven and points beyond; *e* stops to leave from Mauch Chunk and points east; *n* stops to leave Elizabeth, Newark or New York passengers; *p* stops to leave from Philadelphia and points south.

CENTRAL RAILROAD OF NEW JERSEY.

General Offices—143 Liberty Street, New York.

WM. TWINING, Engineer Maintenance of Way, Mauch Chunk, Pa.
C. H. STEIN, Engineer Maintenance of Way, Jersey City, N.J.
HENRY L. JOYCE, Manager of Marine Dept., New York.
C. L. HOLLIS, Superintendent of Marine Dept., "
F. G. SHERMAN, Superintendent Telegraph, "
F. E. HIGBIE, Superintendent Car Service, Foot West 23d Street, New York.
T. B. KOONS, Freight Traffic Manager, New York.
E. M. SNYDER, Asst. Fht Traf Mgr., "
ARTHUR HAMILTON, Gen. Fht. Agt., "
C. L. EWING, Chief of Tariff Bureau (Fht.), "
W. E. PUGH, Division Freight Agent, Mauch Chunk, Pa.
W. F. TRUE, Division Freight Agent, New York.
W. C. HOPE, General Passenger Agent, "
P. W. HEROY, Eastern Pas. Agent, 1300 Broadway, "

G. E. BEEKMAN, New England Pas. Agt., 336 Washington St., Boston, Mass.
THOMAS F. MURPHY, Trav. Pas. Agent, "
C. K. ARMSTRONG, District Passenger Agent, Newark, N.J.
I. E. WHYTE, District Passenger Agent, Asbury Park, N.J.
H. E. RUHE, District Passenger Agent, Allentown, Pa.
C. J. GUMMERSBACH, District Passenger Agent, Scranton, Pa.
F. B. GREENAWALT, General Baggage Agent, New York.
S. W. DERR, Superintendent Dining Cars, Philadelphia, Pa.
J. D. LANDIS, Purchasing Agent, "
R. H. ROSS, Assistant Purchasing Agent, "
H. W. DOUTY, Real Estate and Tax Agent, New York.
J. H. MOORE, Assistant Real Estate and Tax Agent, "
J. F. MORTON, Industrial Agent, "
J. P. CONNOLLY, Supervisor of Mails, "

MAIN LINE AND LEHIGH & SUSQUEHANNA DIVISION.—EASTBOUND.

TRAINS BETWEEN SCRANTON, WILKES-BARRE, MAUCH CHUNK, ALLENTOWN, BETHLEHEM, EASTON AND NEW YORK.

(Eastern time.) LEAVE	Mls.	14	6	8	24	12	22	10	2	32	34	4	26	20	12	28	16	30	18
					A M	A M			Noon				P M					A M	P M
Scranton	0				†7 10	†7 10			†12 50				†4 20					§9 10	§2 10
Taylor	3.1				a7 15	a7 15			12 55				a4 25					a9 15	2 17
Moosic	6.2				a7 19	a7 19			b12 59				a4 29					a9 19	2 22
Avoca	7.8				a7 22	a7 22			1 02				a4 32					a9 22	2 25
Pittston	10.1				a7 25	a7 25			1 06				a4 35					a9 25	2 29
Yatesville	11.5				a7 28	a7 28			b1 08				a4 38					a9 28	2 32
Laflin	13.2				a7 31	a7 31			b1 11				a4 41					a9 31	2 36
Hudson	15.3				a7 34	a7 34			b1 14				a4 45					a9 34	2 40
Miner's Mills	15.6				a7 35	a7 35			b1 15				a4 46					a9 35	2 41
Parsons	16.4				a7 37	a7 37			b1 17				a4 48					a9 37	2 43
Wilkes-Barre	18.6				7 42	7 42			1 22				4 53					9 42	2 47
Hazle Street	19.3				– –	– –			1 24				– –					– –	2 49
South Wilkes-Barre	19.9				– –	– –			1 27				– –					– –	2 52
Ashley	22.3				7 51	7 51			1 31				5 01					9 51	2 57
Mountain Park	26.8				a8 03	a8 03			1 44				a5 13					a10 03	3 09
Laurel Run	29.9				a8 11	a8 11			1 53				5 21					a10 11	3 18
Solomons Gap	34.3				a8 21	a8 21			– –				a5 30					a10 21	3 28
Penobscot	35.8				a8 25	a8 25			2 08				5 34					a10 25	3 31
Glen Summit	37.6				a8 28	a8 28			– –				5 37					a10 28	– –
Rita	39.2				a8 31	a8 31			2 14				a5 40					a10 31	3 38
Tunnel	43.5				a8 37	a8 37			2 20				5 46					a10 37	3 44
White Haven	48.8				8 46	8 46			2 29				5 55					10 46	3 53
Tannery	50.5				a8 49	a8 49			2 35				a5 58					a10 49	3 57
Leslie Run	54.5				8 54	8 54			2 39				a6 03					a10 54	4 03
Rockport	58.2				a9 01	a9 01			2 46				a6 10					a11 01	4 10
Penn Haven Junction	65.0				a9 12	a9 12			2 59				a6 22					a11 12	4 22
Glen Onoko	70.8				a9 21	a9 21			– –				a6 32					a11 21	– –
Mauch Chunk arr.	73.3		A M	A M	9 26	9 26		A M	3 14			P M	6 37		A M	A M	A M	11 26	4 36
Mauch Chunk lve.	73.3		†5 25	†7 15	9 29	9 29		†11 18	3 18			†6 12	6 40		§9 10	§9 10	p11 04	11 29	4 39
Lehighton	76.4		5 30	7 20	a9 33	a9 33		11 23	3 23			6 17	d6 44		9 15	9 15	11 09	d11 33	4 44
Weissport	77.2		5 32	7 23	a9 34	a9 34		11 25	3 25			6 20	d6 45		9 17	9 17	11 11	d11 34	4 46
Parryville	79.0		5 36	7 27	a9 36	a9 36		11 28	3 29			6 24	d6 47		9 20	9 20	11 14	d11 36	4 50
Bowman	80.1		5 38	7 29	a9 38	a9 38		11 30	3 31			6 26	d6 49		9 22	9 22	11 16	d11 38	4 52
Hazard	81.4		5 42	7 33	a9 41	a9 41		11 34	3 35			6 31	d6 52		9 26	9 26	11 20	d11 41	4 56
Lehigh Gap (Palmerton)	83.5		5 47	7 37	a9 44	a9 44		11 38	3 39			6 35	d6 55		9 29	9 29	11 23	d11 44	5 00
Walnutport	86.5		5 51	7 42	a9 48	a9 48		11 43	3 44			6 40	d6 59		9 33	9 33	11 27	d11 48	5 05
Lockport	88.7		– –	– –	a9 51	a9 51		– –	– –			6 44	d7 02		9 37	9 37	11 31	d11 51	5 10
Treichler	91.2		5 59	7 50	a9 55	a9 55		11 52	3 54	P M	P M	6 49	d7 05		9 41	9 41	11 35	d11 55	5 15
Siegfried	95.6		6 06	7 58	a10 01	a10 01		11 59	4 01	h3 50	l5 00	6 57	d7 11		9 48	9 48	11 43	d12 01	5 22
Northampton	96.6		6 08	8 01	a10 03	a10 03		12 02	4 04	4 05	5 03	7 00	d7 13		9 51	9 51	11 45	d12 03	5 25
Catasauqua	98.6		6 11	8 05	10 06	10 06		12 06	4 08	4 10	5 16	7 04	d7 16		9 55	9 55	11 49	d12 06	5 29
Gordon Street	102.1		6 18	– –	– –	– –		– –	– –	4 19	5 27	– –	– –		10 04	10 04	11 58	– –	5 36
Allentown arr.	102.5		6 21	8 15	10 14	10 20	A M	12 16	4 18	4 22	5 28	7 12	7 24		10 09	10 09	12 03	12 14	5 39
Allentown lve.	102.5		6 21	8 15	10 14	10 20	†11 20	12 22	4 18	4 22	5 28	7 37	7 24		10 20	10 50	12 19	12 14	5 39
Bethlehem Junction arr.	107.4		6 32	8 23	10 27	10 29	11 28	12 35	4 27	4 34	5 39	7 46	7 35		10 29	10 58	12 30	12 27	5 50
Bethlehem Junction lve.			7 00	8 27	10 30	10 30		12 42	4 32				7 42				12 30	12 30	6 14
Philadelphia (P. & R. Ry.) Reading Terminal arr.			9 10	9 55	11 57	11 57		2 34	6 38			□	9 15		A M	A M	2 04	2 04	8 18
Philadelphia (P. & R. Ry.) Reading Terminal lve.			A M	6 02	A M	8 30		10 00	2 02			6 00	6 00		§8 30	§8 32	10 00	P M	P M
Bethlehem Junction arr.				8 11		10 04		12 00	3 51			7 27	7 27		10 04	10 44	12 00		
Bethlehem Junction lve.	107.4		6 32	8 23		10 29	11 28	12 35	4 27	4 34	5 39	7 46	7 46		10 29	11 38	12 28	12 28	5 50
Bethlehem	107.6		6 34	8 25		10 30	11 30	12 36	4 31	4 35	5 40	7 48	7 48		10 30	11 40	12 30	12 30	5 52
Freemansburg	110.5		6 40	– –		– –	11 35	12 42	4 35	P M	P M	7 53	7 53		– –	11 46	– –	– –	5 58
Republic	112.4		– –	– –		– –	11 38	12 45	4 38			7 56	7 56		– –	11 50	– –	– –	6 03
Hope	113.9	A M	– –	– –		– –	11 40	12 47	– –			– –	– –	A M	– –	11 53	– –	– –	6 07
Easton	119.1	†6 00	6 56	8 41		10 48	11 48	12 57	4 50			8 08	8 08	n7 15	10 48	12 01	12 46	12 46	6 21
Phillipsburg	119.7	6 03	7 01	8 45		10 50	11 51	1 02	4 55			8 14	8 14	7 18	10 50	12 04	12 49	12 49	6 25
Vulcanite	123.5	6 10	7 10	– –		– –	A M	1 07	5 02			8 21	8 21	7 23	– –	Noon	– –	– –	6 30
Springtown	124.4	6 12	7 12	– –		– –		1 09	– –			– –	– –	7 25	– –		– –	– –	6 32
Bloomsbury	127.1	6 17	7 17	– –		– –		1 15	5 09			8 28	8 28	7 31	– –		– –	– –	6 38
Valley	130.0	6 22	7 21	– –		– –		1 19	5 14			– –	– –	7 36	– –		– –	– –	6 43
Ludlow	131.9	6 26	7 26	– –		– –		1 23	5 18			8 36	8 36	7 40	– –		– –	– –	6 48
Hampton	135.3	6 33	7 32	9 07		– –		1 31	5 25			8 43	8 43	7 46	– –		1 11	1 11	6 58
Glen Gardner	136.8	6 37	7 35	r9 09		– –		1 34	5 28			8 46	8 46	7 49	– –		r1 13	r1 13	6 59
High Bridge	139.7	6 42	7 38	9 14		– –		1 41	5 37			8 52	8 52	7 55	– –		1 18	1 18	7 09
Annandale	141.5	6 46	7 45	9 17		– –		1 46	5 42			8 55	8 55	7 59	– –		1 21	1 21	7 13
Lebanon	143.8	6 50	7 49	r9 21		– –		1 50	5 47			8 59	8 59	8 03	– –		r1 25	r1 25	7 19
White House	147.6	6 57	7 55	9 26		– –		1 57	5 54			9 05	9 05	8 09	– –		1 30	1 30	7 27
North Branch	152.5	7 04	8 04	– –		– –		2 04	6 01			9 12	9 12	8 15	– –		– –	– –	7 36
Raritan	156.0	7 09	8 09	– –		– –		2 09	6 08			9 17	9 17	8 21	– –		– –	– –	7 42
Somerville	157.2	7 13	8 17	9 40		11 34		2 14	6 11			9 21	9 21	8 24	11 34		1 43	1 43	7 47
Bound Brook	161.7	7 22	8 25	9 47		– –		2 22	6 18			9 28	9 28	8 33	– –		1 51	1 51	7 55
Plainfield	168.9	7 45	8 36	9 59		y11 49		2 33	6 29			9 40	9 40	8 52	y11 49		2 01	2 01	8 13
Elizabeth	180.4	8 15	8 55	10 16		y12 03		2 48	6 44			10 05	10 05	9 20	y12 03		2 16	2 16	8 35
Elizabethport	182.3	8 27	– –	– –		– –		– –	t8 48			– –	– –	9 25	– –		– –	– –	– –
Asbury Park / **Ocean Grove**		10 20		1 19					t8 10					z11 05			z5 55	z5 55	z10 28
Newark		8 40	9 22	11 02		y12 46		3 10	7 19			10 42	10 42	9 45	y12 39		2 43	2 43	8 57
Jersey City	191.9	8 20	9 14	10 35		12 23		3 09	7 04			10 25	10 25	9 43	12 33		2 36	2 36	8 56
Liberty Street arr.	192.9	8 32	9 25	10 45		12 35		3 20	7 15			10 40	10 40	9 55	12 35		2 47	2 47	9 10
West 23d Street arr.		8 43	9 40	10 57		12 45		3 30	7 25			10 50	10 50	10 06	12 45		3 00	3 00	9 20
New York		A M	A M	A M		Noon		P M	P M			P M	P M	A M	Noon		P M	P M	P M

Train 14: Passengers for Newark and intermediate points change cars at Somerville to Train No. 108, and at Plainfield to Train No. 206. Passengers for points east of Somerville may change at Somerville to Train No. 108.

Train 12 (first): Through Vestibuled Train with Buffet Parlor Car Harrisburg to New York, connecting from Scranton.

Train 24: Solid Vestibuled Train. Parlor Car Scranton to Philadelphia, connecting for New York.

Train 32: Saturdays only.

Train 34: Does not run Saturdays.

Train 26: **Philadelphia Flyer.**—Through Vestibuled Train and Pullman Parlor Cars.

Train 12 (second): Through Vestibuled Train, with Buffet Parlor Car Harrisburg to New York.

r Stops to take for Somerville and points east; t stops to leave passengers from points west of Somerville for points on the New York & Long Branch R.R.; x stops to take for points south of Allentown on Philadelphia & Reading Ry., or points west of Mauch Chunk on L. & S. Div.; y stops to leave from Phillipsburg and points west; z stops at North Asbury Park on Sundays. □ Passengers for Philadelphia on Train No. 4 change at Allentown to Train 26. + Coupon stations; ♁ Telegraph stations.

n Stops to leave passengers from Central Division Tamaqua Branch or connecting roads at Easton, Bethlehem Junction and Allentown; p stops to take for points on Main Line west of Mauch Chunk; Sundays to leave New York and Philadelphia passengers.

FROM NEW YORK AND NEWARK TO ELIZABETH, PLAINFIELD, SOMERVILLE, PHILADELPHIA AND WASHINGTON.

December 5, 1909.	Ms.	201	555	1	103	651	601	5	603	505	105	653	605	3	607	501
New York + ..lve.	....	....	....	....	....	....	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
West 23d Street	....	A M	A M	A M	A M	A M	†6 50	†7 05	†7 50	*7 50	†8 05	†8 20	†8 50	†9 00	*9 50	*9 50
Liberty Street	0	*1 00	*1 30	†4 00	†6 00	†6 30	†7 00	†7 15	†8 00	*8 00	†8 15	†8 30	†9 00	†9 10	*10 00	*10 00
Jersey City ... +	1.0	1 12	2 41	4 15	6 12	6 41	7 11	7 27	8 11	8 12	8 27	8 41	9 11	9 21	10 11	10 13
Claremont	3.0	–	Sleeping Cars New York to Baltimore, Washington and Cincinnati.	–	–	–	Parlor Car.	–	Parlor Car.	Sleeping Car New York to Chicago. Dining Observation Parlor Car to Pittsb'g.	–	–	Buffet	–	Buffet	Sleeping Car N.Y. to St. Louis and Louisville. Parlor Car to Washington and Deer Park.
Greenville	4.2	1 18		4 22	–	–		–			–	–		–		
East 49th St. (Bayonne) +	5.2	1 21		4 25	–	–		–			–	–		–		
East 33d St. (Bayonne)	6.1	1 23		4 27	–	–		–			–	–		–		
East 22d St. (Bayonne)	6.8	1 25		4 29	–	–		–			–	–		–		
West 8th St. (Bayonne)	7.7	1 27		4 33	6 25	d6 51		7 37			8 36	–		–		
Elizabethport ... +	10.6	1 34		4 40	6 33	–		7 43		δ8 26	8 43	–		e9 35		t
Newark + ...lve.	....	....		....	6 12	6 12	d6 12	6 50	d7 55	p7 55	7 55	8 35	....	8 35	f9 55	t
Elizabeth ..... +	12.5	1 40		4 46	6 39	6 50	d7 26	7 48	d8 26	8 29	8 48	8 57	–	9 40	f10 26	t
El Mora ..... +	13.5	1 43		–	–	–	Dining Car.	–	Dining Car.		–	–	Parlor Car.	–	Parlor Car.	
Roselle ..... +	15.1	1 47		4 51	6 45	–		7 53			8 53	–		–		
Aldene ..... +	17.0	1 49		–	6 47	–		7 55			8 55	d9 01		–		
Cranford ..... +	17.2	1 52		4 56	6 51	–		7 59			8 59	–		–		
Westfield ..... +	19.5	1 57		5 02	6 58	–		8 05			9 05	d9 06		–		
Fanwood ..... +	21.7	2 02		5 07	7 03	–		8 10			9 11	–		–		
Netherwood ..... +	22.9	2 05		5 09	7 06	–		8 13			9 13	–		–		
Plainfield ..... +	24.0	2 08		5 18	7 11	7 13	d7 39	8 17	–	8 45	9 17	9 13	–	9 55	f10 39	t s
Clinton Avenue +	25.8	2 12		5 22	7 15	–	–	8 21	–	–	9 21	–	–	–	–	–
Dunellen ..... +	27.0	2 15		5 26	7 19	–	–	8 24	–	–	9 24	–	–	–	–	–
Bound Brook +	31.2	A M	2 27	5 34	7 29	7 24	d7 48	8 33	–	8 56	9 34	9 24	–	10 06	–	t s
Finderne ..... +	33.9	....	....	5 39	7 34	....	....	8 38	....	....	9 39	....	....	–	....	....
Somerville ..arr.	35.7	....	....	5 45	7 40	....	....	8 43	....	....	9 43	....	....	10 14	....	....
Phila. Read. Term.	....	....	....	A M	A M	8 55	9 00	A M	10 00	a10 06	A M	10 55	11 00	A M	12 00	a12 54
Phila. 24th & Chest.	....	....	4 05	....	....	A M	A M	....	A M	10 13	....	A M	A M	....	Noon	12 23
Balt. (Camden Sta.)	....	....	6 50	....	....	....	....	....	....	12 30	....	....	....	....	....	2 47
Washington	....	....	7 50	....	....	....	....	....	....	1 20	....	....	....	....	....	3 50
(Arrive)			A M							P M						P M

December 5, 1909.	107	609	655	611	507	109	111	625	7	657	613	527
New York + ..lve.	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M
West 23d Street	†9 50	†10 50	†11 20	†11 50	†11 50	†11 50	k12 20	†12 50	†1 00	†1 20	†1 50	*1 50
Liberty Street	†10 00	†11 00	†11 30	†12 00	†12 00	†12 00	k12 45	†1 00	†1 10	†1 30	†2 00	*2 00
Jersey City ... +	10 13	11 11	11 41	12 11	12 12	12 13	12 56	1 11	1 21	1 41	2 11	2 12
Claremont	–	Buffet	–	Dining Car.	Parlor Car New York to Washington. Sleeping Car N.Y. to Chic. Dining Car N.Y. to Balt.	–	–	–	–	–	Buffet	Parlor Car New York to Richmond.
Greenville	–		–			–	–	–	–	–		
East 49th St. (Bayonne) +	–		–			–	–	–	–	–		
East 33d St. (Bayonne)	–		–			–	–	–	–	–		
East 22d St. (Bayonne)	–		–			–	–	–	–	–		
West 8th St. (Bayonne)	10 25		d11 50			–	–	–	–	d1 49		
Elizabethport ... +	10 31		–			–	–	–	–	–		
Newark + ...lve.	9 50	....	11 30	....	b11 30	11 30	12 50	d12 50	1 16	1 18	....	w1 18
Elizabeth ..... +	10 38		11 59		b12 28	12 32	1 14	d1 26	1 40	1 58		x2 29
El Mora ..... +	–	Parlor Car.	–	Parlor Car.		–	–	–	–	–	Parlor Car.	
Roselle ..... +	10 43		–			12 38	1 18	–	–	–		
Aldene ..... +	10 45		–			12 40	–	–	–	–		
Cranford ..... +	10 49		–			12 44	1 24	–	–	2 04		
Westfield ..... +	10 55		–			12 50	1 30	–	1 51	–		
Fanwood ..... +	11 00		–			12 55	1 35	–	–	–		
Netherwood ..... +	11 03		–			12 57	1 37	–	–	–		
Plainfield ..... +	11 07	–	12 13	–	b12 42	1 01	1 41	d1 38	2 00	2 14	–	2 45
Clinton Avenue +	11 11	–	–	–	–	1 05	1 45	–	–	–	–	–
Dunellen ..... +	11 15	–	–	–	–	1 08	1 48	–	–	–	–	–
Bound Brook +	11 24	–	12 24	–	b12 51	1 18	1 55	–	2 12	2 24	–	2 56
Finderne ..... +	11 29	....	....	....	....	1 20	2 00	....	–	....	....	....
Somerville ..arr.	11 33	....	....	....	....	1 25	2 05	....	2 22	....	....	....
Phila. Read. Term.	A M	1 00	1 55	2 00	....	P M	P M	3 00	P M	3 58	4 00	a4 19
Phila. 24th & Chest.	....	P M	P M	P M	2 13	....	....	P M	....	P M	P M	4 15
Balt. (Camden Sta.)	....	....	....	....	4 20	....	....	....	....	....	....	6 13
Washington	....	....	....	....	5 20	....	....	....	....	....	....	7 00
(Arrive)					P M							P M

December 5, 1909.	113	207	615	115	117	617	509	119	659	213	9
New York + ..lve.	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
West 23d Street	†1 50	†2 20	†2 50	†2 50	†3 20	†3 50	*3 50	†3 50	†4 20	†4 20	†4 20
Liberty Street	†2 00	2 30	†3 00	†3 00	†3 45	†4 00	*4 00	†4 00	†4 30	†4 30	†4 35
Jersey City ... +	2 13	2 42	3 11	3 12	3 58	4 11	4 12	4 11	4 41	4 42	4 47
Claremont	–	–	Buffet	–	–	Buffet	Royal Limited.—Parlor Cars only. Dining Car N.Y. to Wash.	–	–	–	–
Greenville	–	–		–	–			–	–	–	–
East 49th St. (Bayonne) +	–	–		–	–			–	–	–	–
East 33d St. (Bayonne)	–	–		–	–			–	–	–	–
East 22d St. (Bayonne)	–	–		–	–			–	–	–	–
West 8th St. (Bayonne)	2 23	2 52		–	–			4 22	–	4 51	–
Elizabethport ... +	2 29	2 58		–	–			–	–	–	–
Newark + ...lve.	1 36	2 35	....	2 35	3 35	....	f3 35	3 35	d4 26	4 22	j4 22
Elizabeth ..... +	2 35	3 03		3 30	4 14		f4 28	4 33	d4 57	5 01	j5 05
El Mora ..... +	–	–	Parlor Car.	–	–	Parlor Car.		4 35	–	5 04	–
Roselle ..... +	2 40	3 08		–	–			4 40	–	5 08	–
Aldene ..... +	–	3 10		–	–			4 42	–	–	–
Cranford ..... +	2 45	3 14		–	–			4 46	–	5 14	–
Westfield ..... +	2 51	3 18		3 41	4 24			4 52	–	5 20	–
Fanwood ..... +	2 56	3 24		–	–			4 57	–	5 26	–
Netherwood ..... +	2 59	3 26		–	–			4 59	–	5 28	–
Plainfield ..... +	3 03	3 30	–	3 49	4 32	–		5 03	d5 13	5 31	5 23
Clinton Avenue +	3 08	3 35	–	–	–	–		5 07	–	5 36	–
Dunellen ..... +	3 11	3 38	–	3 54	4 37	–		5 11	–	5 39	5 31
Bound Brook +	3 20	P M	–	4 01	4 44	–		5 20	5 24	P M	5 38
Finderne ..... +	3 25	....	....	4 08	4 50	....	....	5 25	....	....	–
Somerville ..arr.	3 30	....	....	4 10	4 55	....	....	5 30	....	....	5 47
Phila. Read. Term.	P M	....	5 00	P M	P M	6 00	a6 17	P M	6 56	....	P M
Phila. 24th & Chest.	....	....	P M	....	....	P M	6 08	....	P M	....	....
Balt. (Camden Sta.)	....	....	....	....	....	....	8 13	....	....	....	....
Washington	....	....	....	....	....	....	9 00	....	....	....	....
(Arrive)							P M				

(Eastern time.)	619	121	11	123	125	217	13	621	503	219	127
New York ....lve.	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
West 23d Street	*4 50	†4 50	*4 50	h4 50	†5 20	†5 20	†5 20	†5 50	*5 50	†5 50	†6 05
Liberty Street	*5 00	†5 00	*5 00	h5 10	†5 30	†5 30	†5 45	†6 00	*6 00	†6 00	†6 15
Jersey City	6 11	6 11	6 13	5 21	6 42	6 41	6 56	6 11	6 12	6 11	6 27
Claremont	Dining Car.	–	–	–	–	–	–	Dining Car. Parlor Car.	Parlor and Dining Cars New York to Washington. Sleeping Car New York to St. Louis.	–	–
Greenville		–	–	–	–	–	–			–	–
East 49th St. (Bayonne)		–	–	–	–	–	–			–	–
East 33d St. (Bayonne)		–	–	–	–	–	–			–	–
East 22d St. (Bayonne)		–	–	–	–	–	–			–	–
West 8th St. (Bayonne)		5 24	–	–	–	5 54	–			–	–
Elizabethport		–	–	–	–	–	–			–	–
Newark ......lve.	do4 22	4 22	no4 22	....	....	5 36	j5 36	....	x5 36	....	6 13
Elizabeth	d5 26	5 35	u5 31	–	–	6 05	j w	–	z6 29	6 31	6 48
El Mora	Parlor Car.	5 38	–	–	–	–	–	–		6 34	–
Roselle		5 42	–	–	–	6 11	–	–		6 38	6 53
Aldene		5 44	–	–	–	–	–	–		–	–
Cranford		5 48	–	–	–	6 16	–	–		6 43	6 58
Westfield		5 54	–	–	–	6 22	6 27	–		6 49	7 03
Fanwood		5 58	–	–	–	6 27	–	–		6 54	–
Netherwood	–	6 02	–	5 53	6 14	6 30	–	–	–	6 57	–
Plainfield	i5 39	6 05	n5 46	5 57	6 19	6 33	6 37	–	z6 44	7 01	7 12
Clinton Avenue	–	6 09	–	6 02	6 24	6 39	–	–	–	7 06	7 16
Dunellen	–	6 12	–	6 05	6 28	6 43	6 44	–	–	7 10	7 18
Bound Brook	–	6 21	5 57	6 12	6 36	P M	6 53	–	6 56	P M	7 26
Finderne	....	6 28	–	–	6 41	....	–	....	....	+ Coupon stations.	7 32
Somerville ..arr.	....	6 30	6 06	6 20	6 44	....	7 02	....	....		7 36
Phila. Read. Term.	7 00	P M	P M	P M	P M	....	P M	8 00	a8 48		P M
Phila. 24th & Chest.	P M	....	....	....	....	....	....	P M	8 26		....
Balt. (Camden Sta.)	....	....	....	....	....	....	....	....	10 55		....
Washington	....	....	....	....	....	....	....	....	12 00		....
(Arrive)	....	....	....	....	....	....	....	....	Night		....

(Eastern time.)	129	511	131	623	133	627	135	137	101	629
New York ....lve.	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
West 23d Street	†6 20	*6 50	†6 50	*7 50	†8 20	*8 50	*9 05	†10 10	†11 50	*11 50
Liberty Street	†6 30	*7 00	†7 00	*8 00	†8 30	*9 00	*9 15	†10 30	†12 01	*12 50
Jersey City	6 41	7 12	7 13	8 12	8 42	9 11	9 27	10 42	12 12	12 42
Claremont	–	Sleeper N.Y. to Pittsburgh. Buffet Parlor Car N.Y. to Wash'ton.	–	Buffet Parlor Car.	–	Buffet Parlor Cars.	–	–	–	Sleeping Cars New York to Philadelphia.
Greenville	–		7 19		8 48		9 34	–	–	–
East 49th St. (Bayonne)	–		7 21		8 51		9 37	–	–	–
East 33d St. (Bayonne)	–		7 23		8 53		9 39	–	–	–
East 22d St. (Bayonne)	–		7 25		8 55		9 41	–	–	–
West 8th St. (Bayonne)	–		7 28		8 58		9 44	10 51	12 22	–
Elizabethport	–		7 36	c8 25	9 05		9 50	–	–	–
Newark ......lve.	6 13	bu6 13	....	dr7 45	8 46	l8 45	9 30	....	11 50	m11 50
Elizabeth	7 01	b7 28	7 40	d8 30	9 10	9 28	9 56	11 00	12 32	1 00
El Mora	–		–	–	–	–	–	–	–	–
Roselle	7 06		7 45	–	9 15	–	10 01	11 05	12 37	g1 04
Aldene	7 08		7 47	–	–	–	–	11 07	–	–
Cranford	7 12		7 51	–	9 20	–	10 07	11 10	12 42	g1 07
Westfield	7 18		7 57	8 41	9 26	9 38	10 12	11 16	12 48	g1 11
Fanwood	7 23		8 02	–	9 31	–	10 17	11 20	12 53	g1 15
Netherwood	7 26		8 05	–	9 34	–	10 20	11 23	12 56	–
Plainfield	7 29	b7 45	8 08	8 50	9 37	9 46	10 23	11 26	12 59	1 20
Clinton Avenue	7 33	–	8 13	–	9 41	–	10 27	11 30	1 03	–
Dunellen	7 36	–	8 16	–	9 43	–	10 30	11 33	1 06	g1 25
Bound Brook	7 46	7 52	8 25	9 02	9 51	9 57	10 40	11 40	1 15	1 32
Finderne	7 51	....	8 30	....	9 57	....	10 46	11 45	1 19	....
Somerville ..arr.	7 55	....	8 34	....	10 00	....	10 50	11 50	f1 23	....
Phila. Read. Term.	P M	a9 23	P M	10 25	P M	11 15	P M	P M	A M	3 22
Phila. 24th & Chest.	....	9 16	....	P M	....	P M	....	....	....	A M
Balt. (Camden Sta.)	....	11 27								
Washington	....	12 22								
(Arrive)	....	Night								

(Eastern time.)	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.
New York ....lve.	....	A M	A M	A M	A M	A M	Noon	Noon	P M
West 23d Street	A M	‡7 20	‡8 50	‡9 50	‡10 50	‡11 50	‡12 50	‡12 50	‡2 20
Liberty Street	‡4 30	‡7 30	‡9 00	‡10 00	11 00	‡12 00	1 00	‡1 00	‡2 30
Jersey City	4 45	7 42	9 11	10 12	11 11	12 12	1 11	1 12	2 42
Claremont	–	–	Parlor Car.	–	Parlor Car.	–	–	–	–
Greenville	4 53	7 50		–		–	–	–	2 48
East 49th St. (Bayonne)	4 55	7 53		–		–	–	–	2 51
East 33d St. (Bayonne)	4 57	7 55		–		–	–	–	2 53
East 22d St. (Bayonne)	4 59	7 58		–		–	–	–	2 55
West 8th St. (Bayonne)	5 02	8 01	9 20	10 24		12 24	–	1 22	2 58
Elizabethport	5 08	8 07	–	10 30	–	12 30	–	1 28	3 05
Newark ......lve.	....	7 10	8 55	9 55	d10 55	11 45	d12 55	12 55	1 55
Elizabeth	5 15	8 13	9 28	10 36	d11 27	12 36	d1 26	1 33	3 12
El Mora	–	8 15	–	10 39	–	12 39	–	–	–
Roselle	5 22	8 20	9 33	10 43	–	12 43	–	1 38	3 17
Aldene	–	8 22	–	10 45	–	–	–	–	3 19
Cranford	5 27	8 26	9 37	10 49	–	12 48	–	1 43	3 23
Westfield	5 32	8 32	9 42	10 55	–	12 54	–	1 48	3 29
Fanwood	5 37	8 37	9 47	11 00	–	12 59	–	1 53	3 34
Netherwood	5 39	8 40	9 49	11 03	–	1 01	–	–	3 37
Plainfield	5 45	8 43	9 53	11 06	11 42	1 06	1 44	1 58	3 40
Clinton Avenue	5 49	8 49	p –	11 11	–	1 09	–	–	3 45
Dunellen	5 53	8 52	9 58	11 14	–	1 12	–	2 03	3 49
Bound Brook	6 03	8 59	10 05	11 23	11 52	1 21	1 54	2 12	3 58
Finderne	–	9 04	....	11 28	....	1 27	....	2 17	4 03
Somerville ..arr.	6 13	9 09	....	11 33	....	1 32	....	2 21	4 07
Phila. Read. Term.	■9 00	A M	11 40	A M	1 10	e2 24	3 15	P M	P M
Phila. 24th & Chest.	A M	....	A M		P M	2 13	P M	....	....
Balt. (Camden Sta.)						4 20	....	....	....
Washington						6 20	....	....	....
(Arrive)						P M	....	....	....

(Eastern time.)	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.
New York ....lve.	P M	P M	P M	P M	P M	P M	P M	P M	P M
West 23d Street	‡2 50	‡3 50	‡4 20	‡5 20	‡5 50	‡7 20	‡8 50	‡9 50	‡10 20
Liberty Street	‡3 00	‡4 00	‡4 30	5 30	‡6 00	‡7 30	‡9 00	‡10 00	‡10 50
Jersey City	3 11	4 13	4 42	5 42	6 13	7 42	9 12	10 12	10 42
Claremont	Parlor Car.	Parlor Car.	–	–	–	–	–	–	–
Greenville			4 47	–	–	–	9 19	–	–
East 49th St. (Bayonne)			4 50	–	–	–	9 22	–	–
East 33d St. (Bayonne)			4 52	–	–	–	9 25	–	–
East 22d St. (Bayonne)			4 54	–	–	–	9 27	–	–
West 8th St. (Bayonne)			4 56	5 52	6 25	7 52	9 31	10 23	–
Elizabethport	–	–	5 02	5 58	6 31	7 58	9 38	10 29	–
Newark ......lve.	d3 02	3 55	3 55	5 30	6 30	7 35	9 15	....	9 15
Elizabeth	d3 27	4 30	5 08	6 03	6 36	8 05	9 44	10 36	11 00
El Mora	–	–	5 11	–	–	–	9 47	10 38	–
Roselle	–	4 35	5 15	6 08	6 41	8 08	9 52	10 42	11 05
Aldene	–	–	5 17	–	–	8 10	–	–	–
Cranford	–	4 40	5 20	6 13	6 47	8 14	9 57	10 47	11 10
Westfield	–	4 45	5 26	6 19	6 53	8 19	10 03	10 53	11 15
Fanwood	–	4 50	5 30	6 24	6 58	8 24	10 08	10 58	11 20
Netherwood	–	–	5 33	6 27	7 01	8 26	10 11	11 01	–
Plainfield	3 42	4 55	5 37	6 30	7 05	8 30	10 14	11 04	11 25
Clinton Avenue	–	–	5 41	6 35	7 09	8 34	10 18	11 09	–
Dunellen	–	5 00	5 44	6 38	7 12	8 37	10 22	11 12	11 30
Bound Brook	d3 52	5 07	5 52	6 46	7 20	8 45	10 31	11 20	11 38
Finderne	....	....	5 57	6 51	7 26	8 49	10 35	11 25	....
Somerville ..arr.	....	....	6 02	6 58	7 29	8 53	10 40	11 30	....
Phila. Read. Term.	5 10	6 28	P M	P M	P M	P M	P M	P M	1 18
Phila. 24th & Chest.	P M	P M	....	....	....	....	....	....	A M
Balt. (Camden Sta.)	....	....	....	....	....	....	....	....	....
Washington	....	....	....	....	....	....	....	....	....
(Arrive)	....	....	....	....	....	....	....	....	....

For Additional Local Trains to Newark, Roselle, Dunellen and intermediate points, see local folders of the company.

* Daily; † daily, except Sunday; ¶ daily, except Monday; ‡ Sunday only; *a* this connection Sunday only; *b* stops to take for Philadelphia and stations on B. & O. R.R; *c* stops Sunday to take passengers from Red Bank and points south; *d* to take for points on P. & R. Ry.; *e* to take N. Y. & L. B. R.R passengers; *f* stops Sundays to take for points on P. & R. Ry.; *g* Sunday nights stops to leave passengers from New York; *h* except Saturday and Sunday; *i* stops week-days to take for P. & R. Ry. and B. & O. R R. points; *j* to take for points west of Somerville; *l* on Sunday leaves 8 40 p.m.; *m* on Sunday leaves 10 45 p.m.; *n* to take for south of Allentown on P. & R. Ry., or west of Mauch Chunk on L. & S. Division; *o* Sunday leaves 4 55 p.m.; *p* on Sunday leaves 7 10 a.m.; *r* on Sunday leaves 7 35 p.m.; *s* Sunday only; *t* stops to take for P. & R. Ry. and B. & O. R.R. points; *u* Sunday leaves 6 45 p.m.; *v* Sunday leaves 1 55 p.m.; *w* regular stop Saturdays; *x* Sunday leaves 5 30 p.m. ■ Change at Wayne Jn. ■ Connection made at Bound Brook.

WASHINGTON, PHILADELPHIA, SOMERVILLE, PLAINFIELD, ELIZABETH TO NEWARK AND NEW YORK.

December 5, 1909.

Station	516	200	514	202	100	102	244	104	106	204	512
LEAVE	P M	....	Night	....	....	....	....	....	....	....	A M
Washington	*8 00	....	*12 15	....	....	....	....	....	....	....	*2 52
Balt. (Camden Sta.)	8 00	....	1 15	....	....	....	....	....	....	....	3 46
Phila. 24th & Chest.	11 50	....	*4 00	....	A M	A M	....	A M	A M	....	*6 05
Phila. Read. Term.	11 53	....	....	....	†	†	....	†	†	....	er6 02
Somerville+ ..lve.	....	....	....	....	5 35	6 00	....	6 30	6 55	....	....
Finderne +	A M	....	A M	A M	5 38	6 03	....	6 34	6 57	A M	....
Bound Brook +	*1 55	A M	*5 29	†	5 43	6 09	....	6 40	7 04	†	g7 28
Dunellen +	- -	*3 30	- -	5 28	5 52	6 18	....	6 49	7 14	7 21	- -
Clinton Avenue +	- -	3 33	- -	5 31	5 55	6 21	....	6 52	7 17	- -	- -
Plainfield +	2 10	3 37	5 41	5 36	6 00	6 27	....	6 57	7 25	7 28	g7 38
Netherwood +	- -	3 40		5 38	6 02	6 30	....	7 00	7 28	- -	
Fanwood +	- -	3 43		5 42	- -	6 34	....	7 03	- -	7 33	
Westfield +	- -	3 48		5 47	6 07	6 39	....	7 08	7 35	7 38	
Cranford +	- -	3 53		5 52	- -	6 45	....	7 14	- -	7 44	
Aldene +	- -	- -		5 54	- -	6 48	A M	7 17	- -	- -	
Roselle +	- -	3 58		5 58	- -	6 51	†6 55	7 21	- -	7 49	
El Mora +	- -	4 01		6 01	- -	6 54	6 58	7 24	- -	7 52	
Elizabeth +	2 30	4 05	g s	6 05	6 20	6 58	7 02	7 28	7 46	7 56	g7 58
Newark + arr.	....	....	t6 35	6 35	....	7 26	7 26	7 55	8 40	8 40	g8 40
Elizabethport +	- -	4 11		6 11	- -	- -	7 07	- -	- -	- -	
West 8th St. (Bayonne)	- -	4 18		6 18	- -	- -	7 14	- -	- -	- -	
East 22d St. (Bayonne)	- -	4 21		6 21	- -	- -	7 17	- -	- -	- -	
East 33d St. (Bayonne)	- -	4 23		6 23	- -	- -	7 19	- -	- -	- -	
East 40th St. (Bayonne)	- -	4 26		6 26	- -	- -	7 22	- -	- -	- -	
Greenville +	- -	4 29		6 29	- -	- -	7 25	- -	- -	- -	
Claremont +	- -	4 32		6 32	- -	- -	7 28	- -	- -	- -	
Jersey City +	2 55	4 38	6 22	6 38	6 39	7 18	7 33	7 49	8 06	8 14	8 18
Liberty Street	3 17	4 50	6 35	6 52	6 52	7 30	7 45	8 02	8 17	8 25	8 32
West 23d Street	A M	A M	7 00	7 00	7 00	7 40	7 57	8 13	A M	8 43	8 43
New York + arr.	....	....	A M	A M	A M	A M	A M	A M	....	A M	A M
Remarks	Sleeping Car Philadelphia to New York. May be occupied 10 30 p.m. to 7 00 a.m.		Sleeping Cars Balt. to Wash. and New York.								Sleeping Cars St. Louis and Pitts. to New York. Diner to New York.

Station	108	206	650	14	600	110	208	6	210	602
LEAVE	....	....	....	....	....	....	....	....	....	....
Washington	....	....	....	....	....	....	....	....	....	....
Balt. (Camden Sta.)	....	....	....	....	....	....	....	....	....	....
Phila. 24th & Chest.	A M	....	A M	....	A M	A M	....	A M	....	A M
Phila. Read. Term.	†	....	†6 30	A M	†7 00	†	....	†	....	†8 00
Somerville+ ..lve.	7 24	....	....	†7 13	....	7 43	....	8 17	....	....
Finderne +	- -	....	....	7 16		7 46	A M	- -	A M	
Bound Brook +	7 31	A M	7 59	7 22		7 52	†	8 25	†	
Dunellen +	- -	†7 36	- -	7 50		8 02	8 19	- -	8 34	
Clinton Avenue +	- -	7 39	- -	7 52		8 05	8 22	- -	8 36	
Plainfield +	7 45	7 46	d8 09	8 00		8 11	8 30	8 36	8 43	
Netherwood +	- -	7 49	- -	- -		8 14	8 33	- -	8 46	
Fanwood +	- -	7 52	- -	8 05		8 18	- -	- -	8 49	
Westfield +	7 53	7 57	- -	8 10		8 23	- -	8 45	8 54	
Cranford +	- -	8 03	- -	8 16		8 30	- -	- -	9 00	
Aldene +	- -	8 05	- -	- -		- -	- -	- -	9 02	
Roselle +	- -	8 09	- -	8 21		8 36	- -	- -	9 06	
El Mora +	- -	- -	- -	8 24		- -	- -	- -	- -	
Elizabeth +	- -	8 15	8 22	8 28	- -	8 42	- -	8 55	9 12	- -
Newark + arr.	....	8 40	9 22	9 22	....	9 22	....	9 22	9 47	....
Elizabethport +	- -	- -	- -	- -	- -	8 47	- -	- -	- -	- -
West 8th St. (Bayonne)	- -	- -	- -	8 38	- -	8 53	- -	- -	- -	- -
East 22d St. (Bayonne)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
East 33d St. (Bayonne)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
East 40th St. (Bayonne)	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Greenville +	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Claremont +	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Jersey City +	8 20	8 34	8 42	8 48	8 50	9 04	9 05	9 14	9 32	9 48
Liberty Street	8 32	8 47	8 55	9 00	9 00	9 17	9 17	9 25	9 45	10 00
West 23d Street	8 43	8 57	9 10	9 10	9 10	9 30	9 30	9 40	10 10	10 10
New York + arr.	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Remarks					Parlor and Dining Car.					Parlor and Dining Car.

Station	112	8	652	604	114	116	606	504	118	608
LEAVE	....	....	....	....	....	....	....	A M	....	....
Washington	....	....	....	....	....	....	....	*7 00	....	....
Balt. (Camden Sta.)	....	....	....	....	....	....	....	7 55	....	....
Phila. 24th & Chest.	....	....	A M	A M	....	....	A M	10 20	....	A M
Phila. Read. Term.	A M	A M	†8 30	†9 00	A M	A M	†10 00	....	A M	†11 00
Somerville+ ..lve.	†9 07	†9 40	....	....	†10 04	†10 30	....	....	†11 37	....
Finderne +	9 10	- -	....	....	10 07	10 33	....	....	11 40	....
Bound Brook +	9 15	9 47	9 59	- -	10 14	10 39	e11 11	g11 42	11 45	- -
Dunellen +	9 22	- -	- -		10 21	10 47	- -	- -	11 53	- -
Clinton Avenue +	9 24	- -	- -		10 23	10 49	- -	- -	11 55	- -
Plainfield +	9 29	9 59	d10 09		10 30	10 55	e11 19	11 52	12 00	12 19
Netherwood +	9 31	- -	- -		10 33	10 58			12 02	
Fanwood +	9 35	- -	- -		10 36	11 01			12 06	
Westfield +	9 40	- -	10 15		10 41	11 06			12 11	
Cranford +	9 46	- -	- -		10 47	11 12			12 17	
Aldene +	- -	- -	- -		10 49	11 14			12 19	
Roselle +	9 51	- -	- -		10 52	11 18			12 23	
El Mora +	- -	- -	- -		- -	- -	- -	- -	- -	
Elizabeth +	9 56	10 16	10 22	- -	10 57	11 23	e11 30	g12 05	12 28	- -
Newark + arr.	11 02	11 02	11 02	....	....	12 46	e12 39	g12 46	1 22	....
Elizabethport +	10 01	- -	- -	- -	11 02	11 28	- -		- -	
West 8th St. (Bayonne)	10 07	- -	d10 31	- -	11 08	11 35			- -	
East 22d St. (Bayonne)	- -	- -	- -	- -	- -	- -			- -	
East 33d St. (Bayonne)	- -	- -	- -	- -	- -	- -			- -	
East 40th St. (Bayonne)	- -	- -	- -	- -	- -	- -			- -	
Greenville +	- -	- -	- -	- -	- -	- -			- -	
Claremont +	- -	- -	- -	- -	- -	- -	- -	- -	- -	
Jersey City +	10 18	10 35	10 42	10 48	11 19	11 47	11 48	12 24	12 46	12 48
Liberty Street	10 30	10 45	10 52	11 00	11 30	12 00	12 00	12 35	1 00	1 00
West 23d Street	10 44	10 57	11 10	11 10	11 40	12 10	12 10	12 45	1 10	1 10
New York + arr.	A M	A M	A M	A M	A M	Noon	Noon	Noon	P M	P M
Remarks				Buffet Parlor Car.			Buffet. Parlor Car.	Sleeping Car Parlor Car St. Louis to N. Y. Wash to N. Y.		Buffet. Parlor Car.

Station	212	654	610	520	120	612	10	122	656	614
LEAVE	....	....	....	A M	....	....	....	....	....	....
Washington	....	....	....	†9 00	....	....	....	....	....	....
Balt. (Camden Sta.)	....	....	....	9 50	....	....	....	....	....	....
Phila. 24th & Chest.	....	A M	Noon	11 56	....	P M	....	....	P M	P M
Phila. Read. Term.	....	*11 30	†12 00	....	P M	†1 00	P M	P M	*1 30	†2 00
Somerville+ ..lve.	....	....	....	....	†1 06	....	†2 14	†2 20	....	....
Finderne +	....	....		....	1 09		- -	2 23	....	....
Bound Brook +	Noon	12 59		- -	1 14		2 22	2 29	2 59	- -
Dunellen +	†12 35	- -		- -	1 20		- -	2 36	- -	- -
Clinton Avenue +	12 37	- -		- -	- -		- -	2 38	- -	- -
Plainfield +	12 42	1 09		- -	1 27		2 33	2 44	3 09	- -
Netherwood +	12 45	- -		- -	- -		- -	2 46		
Fanwood +	12 48	- -		- -	1 32		- -	2 49		
Westfield +	12 53	- -		- -	1 37		- -	2 54		
Cranford +	12 59	- -		- -	1 42		- -	3 01		
Aldene +	1 02	- -		- -	- -		- -	3 03		
Roselle +	1 06	- -		- -	1 47		- -	3 06		
El Mora +	- -	- -		- -	- -		- -	- -	- -	
Elizabeth +	1 10	1 22	- -	g1 30	1 52	- -	2 48	3 14	3 22	
Newark + arr.	2 13	2 13	....	g2 13	2 13	....	3 10	3 58	3 58	
Elizabethport +	1 15	- -	- -	- -	1 57	- -	- -	3 20	- -	- -
West 8th St. (Bayonne)	1 22	- -	- -	- -	2 03	- -	- -	3 28	d3 31	- -
East 22d St. (Bayonne)	1 24	- -	- -	- -	- -	- -	- -	- -	- -	- -
East 33d St. (Bayonne)	1 26	- -	- -	- -	- -	- -	- -	- -	- -	- -
East 40th St. (Bayonne)	1 29	- -	- -	- -	- -	- -	- -	- -	- -	- -
Greenville +	1 31	- -	- -	- -	- -	- -	- -	- -	- -	- -
Claremont +	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Jersey City +	1 40	1 42	1 43	1 48	2 14	2 48	3 08	3 40	3 42	3 48
Liberty Street	1 55	1 55	1 55	2 00	2 25	3 00	3 20	3 55	3 55	4 00
West 23d Street	2 10	2 10	2 10	2 10	2 40	3 10	3 30	4 10	4 10	4 10
New York + arr.	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Remarks			Parlor and Dining Car.	Parlor Car Washington to New York. Dining Car Philadelphia to New York.		Parlor and Dining Car.			Parlor Car Sunday.	Buffet Parlor Car.

(*Eastern time.*)	528	124	616	214	126	618	502	128	620	2
LEAVE	A M	....	....	....	....	....	P M	....	....	....
Washington	†11 00	....	....	....	....	....	*1 00	....	....	....
Balt. (Camden Sta.)	11 50	....	....	....	....	....	1 55	....	....	....
Phila. 24th & Chest.	2 07	....	P M	....	....	P M	4 10	P M	P M	P M
Phila. Read. Term.	....	P M	†3 00	....	P M	†4 00	er4 00	†	†5 00	†
Somerville ..lve.		†3 26	....	....	†4 20	....	....	5 28	....	6 11
Finderne		3 29	....	....	4 25	....	....	5 30	....	- -
Bound Brook		3 36	- -	P M	4 28	5 11	g5 33	5 37	- -	6 18
Dunellen		3 43	- -	†4 06	4 36	- -	- -	5 45	- -	- -
Clinton Avenue		- -	- -	4 07	4 38	- -	- -	5 48	- -	- -
Plainfield	g3 30	3 50	- -	4 12	4 45	d5 18	g5 43	5 53	d6 16	6 29
Netherwood		- -	- -	4 14	4 47	- -	- -	5 56		- -
Fanwood		- -		4 18	4 51			5 58		- -
Westfield		3 58		4 24	4 56			6 04		- -
Cranford		4 03		4 29	5 03			6 09		- -
Aldene		- -		4 31	5 06			6 11		- -
Roselle		4 07		4 34	5 09			6 15		- -
El Mora		- -	- -	4 38	5 12	- -		- -		- -
Elizabeth	g3 42	4 12	- -	4 41	5 16	d5 30	g5 59	6 20	d6 30	6 44
Newark arr	g6 16	5 16	....	5 16	5 46	d6 17	d8 55	6 55	d7 19	7 19
Elizabethport		4 17		4 47	5 21			6 25		u6 48
West 8th St. (Bayonne)		4 23		4 56	5 28			6 31		- -
East 22d St. (Bayonne)		- -		4 57	- -			- -		- -
East 33d St. (Bayonne)		- -		5 00	- -			- -		- -
East 49th St. (Bayonne)		- -		5 03	- -			- -		- -
Greenville		- -		5 06	- -			- -		- -
Claremont		- -	- -	5 10	5 36	- -	- -	- -		- -
Jersey City	4 02	4 34	4 48	5 17	5 39	5 48	6 18	6 41	6 48	7 04
Liberty Street	4 16	4 45	5 00	5 30	5 50	6 00	6 30	6 52	7 00	7 16
West 23d Street	4 25	4 58	5 10	5 52	6 10	6 10	6 45	7 10	7 10	7 25
New York arr.	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Remarks	Parlor Car Dining Car Wash. to N. Y. Wash. to N. Y. Observ. Car Wash. to N. Y.		Buffet. Parlor Car.			Buffet. Parlor Car.	Parlor Car and Wash. Deer Park to N. Y. Sleeping Cars Chicago and St. Louis to New York. Dining Car Wash. to Phila.		Parlor and Dining Car.	

(*Eastern time.*)	130	658	622	524	132	624	626	4	506	216	134
LEAVE	....	....	....	P M	....	....	....	....	P M	....	....
Washington	....	....	....	*3 00	....	....	....	....	*5 00	....	....
Balt. (Camden Sta.)	....	....	....	3 48	....	....	....	....	6 00	....	....
Phila. 24th & Chest.	PM	P M	P M	5 56	PM	P M	P M	....	8 24	....	....
Phila. Read. Term.	†	†5 50	†6 00	er5 40	†	*7 00	†8 00	P M	....	....	P M
Somerville ..lve.	6 22	....	....	....	7 10	....	....	†9 21	....	....	†11 05
Finderne	- -	....	....		7 13	....	....	- -	....	P M	11 08
Bound Brook	6 30	6 59	- -		7 18	8 17	d9 17	9 28	g9 45	†	11 16
Dunellen	6 38	- -	- -		7 26	- -	- -	9 35	- -	10 08	11 22
Clinton Avenue	- -	- -	- -		7 28	- -	- -	- -	- -	10 10	11 24
Plainfield	6 45	7 09	- -		7 33	8 27	8 27	9 40	g9 55	10 15	11 28
Netherwood	6 48	- -			7 35	- -	- -	- -	- -	10 17	11 31
Fanwood	6 51	- -			7 39		- -	9 45		10 21	11 34
Westfield	6 56	- -			7 44		- -	9 50		10 26	11 39
Cranford	7 02	- -			7 49		- -	9 55		10 32	11 44
Aldene	7 08	- -			- -		- -	- -		10 34	- -
Roselle	7 09	- -			7 54		- -	10 00		10 38	11 49
El Mora	- -	- -			- -	- -	- -	- -		- -	- -
Elizabeth	7 15	7 22	- -	g7 31	7 59	8 40	8 40	10 05	g10 10	10 43	11 55
Newark arr	....	8 25	....	g8 25	8 25	*9 10	10 42	10 42	g10 42	....	....
Elizabethport	7 20	- -			8 04			- -		10 49	12 01
West 8th St. (Bayonne)	7 27	d7 31			8 10			- -		10 56	12 07
East 22d St. (Bayonne)	- -	- -			- -			- -		10 58	12 09
East 33d St. (Bayonne)	- -	- -			- -			- -		11 01	12 12
East 49th St. (Bayonne)	- -	- -			- -			- -		110'	12 14
Greenville	- -	- -			- -			- -		11 08	12 17
Claremont	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Jersey City	7 39	7 41	7 42	7 48	8 22	8 58	8 58	10 25	10 28	11 13	12 25
Liberty Street	7 55	7 55	7 55	8 00	8 36	9 10	10 10	10 40	10 40	11 26	12 38
West 23d Street	8 10	8 10	8 10	8 10	8 52	9 20	10 20	10 50	10 50	11 34	Night
New York arr.	PM	P M	P M	P M	PM	P M	P M	P M	P M	P M	....
Remarks			Parlor and Dining Car.	Dining Car Phila. to New York. Parlor Car Richmond to New York. Royal Limited.—Parlor Cars only. Solid Vestibuled Pullman Equipment.		Buffet. Parlor Car.	Parlor Car.		Dining Car to Baltimore Philadelphia. Sleeping Car Chicago to New York. Parlor Car Washington to New York.		

(*Eastern time.*)	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.
LEAVE	....	....	....	....	....	....	....	....	A M	....
Washington	....	....	....	....	....	....	....	....	§9 00	....
Balt. (Camden Sta.)	....	....	....	....	....	....	....	....	9 52	....
Phila. 24th & Chest.	....	....	A M	A M	....	A M	....	N'n	12 16	....
Phila. Read. Term.	....	A M	§	§8 00	A M	§9 00	Noon	§	●12 10	....
Somerville ..lve.	....	§7 32	8 24	....	§9 23	....	§12 15	12 58	....	....
Finderne	A M	7 36	8 27	....	9 25	....	12 17	1 01	....	P M
Bound Brook	§	7 42	8 33	9 24	9 31	10 21	12 24	1 07	1 37	§
Dunellen	7 15	7 50	8 43	- -	9 38	- -	12 32	1 16	- -	2 33
Clinton Avenue	7 17	7 52	8 45	- -	9 40	- -	12 34	1 18	- -	2 36
Plainfield	7 23	7 58	8 52	9 34	9 45	10 32	12 40	1 24	g1 47	2 41
Netherwood	7 27	8 01	8 55		9 48		12 43	1 27		2 44
Fanwood	7 30	8 04	8 58		9 51		12 46	1 30		2 47
Westfield	7 35	8 09	9 03		9 56		12 51	1 35		2 52
Cranford	7 41	8 14	9 08		10 02		12 57	1 41		2 58
Aldene	- -	8 16	- -		10 04		- -	1 43		- -
Roselle	7 46	8 20	9 13		10 08		1 03	1 47		3 03
El Mora	7 40	8 23	9 16		10 11		1 06	1 50		3 05
Elizabeth	7 53	8 27	9 20	9 50	10 15	10 50	1 10	1 54	g2 01	3 10
Newark arr	8 26	....	9 45	10 25	11 18	11 18	1 34	2 43	g2 43	3 38
Elizabethport	7 59	8 33	9 25	- -	10 21		1 16	2 00		3 16
West 8th St. (Bayonne)	8 06	8 40	9 32	- -	10 28		1 23	2 06		3 22
East 22d St. (Bayonne)	- -	8 42	- -	- -	10 31		1 26	- -		3 24
East 33d St. (Bayonne)	- -	8 45	- -	- -	10 34		1 28	- -		3 27
East 49th St. (Bayonne)	- -	8 47	- -	- -	10 37		1 30	- -		3 29
Greenville	- -	8 50	- -	- -	10 40		1 33	- -		3 32
Claremont	- -	- -	- -	- -	- -		- -	- -		- -
Jersey City	8 17	8 58	9 43	10 10	10 50	11 10	1 40	2 17	2 18	3 40
Liberty Street	8 32	9 10	9 55	10 22	11 00	11 22	1 52	2 30	2 30	3 53
West 23d Street	8 43	9 20	10 06	10 32	11 10	11 32	2 10	2 40	2 40	4 03
New York arr.	A M	A M	A M	A M	A M	A M	P M	PM	P M	PM
Remarks				Parlor Car.		Parlor Car. Dining Car.			Parlor Car to Washington New York. Dining Car Washington to New York.	

(*Eastern time.*)	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.	Sun.
LEAVE	....	....	....	....	....	....	....	....	....	....
Washington	....	....	....	....	....	....	....	....	....	....
Balt. (Camden Sta.)	....	....	....	....	....	....	....	....	....	....
Phila. 24th & Chest.	PM	P M	....	PM §	PM	....	....	P M	....	P M
Phila. Read. Term.	§	§3 00	P M	5 00	§	P M	P M	§8 00	P M	§9 00
Somerville ..lve.	3 00	....	§5 15	....	6 23	§7 47	§8 11	....	§10 05	....
Finderne	3 03	....	5 19	....	6 27	- -	8 14	....	10 08	....
Bound Brook	3 09	4 19	5 25	6 25	6 32	7 55	8 19	9 31	10 15	10 30
Dunellen	3 17	- -	5 33	- -	6 40	8 06	8 27	- -	10 21	- -
Clinton Avenue	3 19	- -	5 35	- -	6 42	- -	8 29	- -	10 23	- -
Plainfield	3 24	4 29	5 41	6 35	6 48	8 15	8 35	9 42	10 28	10 41
Netherwood	3 26		5 43		6 50	- -	8 38		10 31	- -
Fanwood	3 30		5 47		6 54	- -	8 42		10 34	- -
Westfield	3 35		5 52		6 59	8 22	8 47		10 39	10 49
Cranford	3 41		5 58		7 06	- -	8 53		10 45	
Aldene	- -		- -		- -	- -	8 55		- -	
Roselle	3 46		6 03		7 10	- -	8 59		10 50	
El Mora	3 48		6 06		7 13	- -	- -		- -	
Elizabeth	3 52	4 44	6 10	6 49	7 17	8 33	9 06	9 58	10 55	10 59
Newark arr	4 22	6 14	6 33	8 22	8 22	8 57	10 34	10 34	11 50	11 50
Elizabethport	3 58	- -	6 16		7 28	- -	- -	- -	11 01	- -
West 8th St. (Bayonne)	4 04	- -	6 23		7 29	8 44	9 15	- -	11 07	d11 09
East 22d St. (Bayonne)	4 06	- -	6 26		7 31	- -	- -	- -	- -	- -
East 33d St. (Bayonne)	4 09	- -	6 27		7 34	- -	- -	- -	- -	
East 49th St. (Bayonne)	4 11	- -	6 29		7 36	- -	- -	- -	- -	
Greenville	4 13	- -	6 32		7 39	- -	- -	- -	- -	
Claremont	- -	- -	- -		- -	- -	- -	- -	- -	- -
Jersey City	4 19	6 04	6 38	7 08	7 46	8 58	9 26	10 18	11 18	11 19
Liberty Street	4 30	6 16	6 50	7 20	8 00	9 10	9 37	10 30	11 30	11 30
West 23d Street	4 40	5 31	7 00	7 30	8 10	9 20	9 52	10 50	11 40	11 40
New York arr.	PM	P M	P M	PM	PM	P M	P M	P M	P M	P M
Remarks		Parlor Car.		Parlor Car. Dining Car.				Parlor Car		Parlor Car.

* Daily; † daily, except Sunday; § Sunday only; *d* stops to leave from points on P. & R. Ry.; *e* stops Sundays to leave from points on P. & R. Ry.; *g* stops to leave from B. & O. and P. & R. Ry. points; *r* this connection Sunday only; *s* stops Sundays; *t* stops to leave from B. & O. and P. & R. Ry. points week-days only; *u* stops to leave from west of Somerville for N. Y. & L. B.R.R.; *x* stops to take passengers for Newark only; ● change at Wayne Junction. + Coupon stations.

For Additional Local Trains from Roselle and intermediate points to New York, see local folders of the company.

CENTRAL RAILROAD OF NEW JERSEY.

TAMAQUA BRANCH.

Sun.	Sun.	Pas.	Pas.	Pas.	Pas.	Mls.	December 5, 1909.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.
P M			Noon		A M		LEAVE] [ARRIVE	A M	P M		P M	Noon	
§2 10			h250		†7 10		.....Scranton.....	11 46	3 18		10 50	12 45	
9 47			1 22		†7 42		lve. + Wilkes-Barre. arr.	11 09	2 55		10 15	11 55	
2 57			1 31		7 51		+ .....Ashley.....	11 02	2 29		10 07	11 44	
3 31			2 08		8 -		+ .... Penobscot.....	10 38	2 00		9 41	11 08	
3 53			2 29		8 46		+ ...White Haven.....	10 17	1 38		9 17	10 40	
4 36	A M	P M	3 14	Noon	9 26		arr. + Mauch Chunk. lve.	9 32	12 52	P M	8 32	9 55	P M
5 35	§10 32	†6 45	3 30	†12 55	9 40	0	lve.. Mauch Chunk. arr.	9 19	11 07	2 40	5 05	9 35	4 30
5 47	10 42	5 54	3 40	1 05	9 50	4.8	+ ... Nesquehoning	9 10	10 58	2 30	4 55	9 25	4 20
6 00	10 52	6 04	3 50	1 15	10 00	8.9	..... Hauto	9 02	10 50	2 20	4 45	9 15	4 10
6 05	10 57	6 09	3 55	1 20	10 05	10.0	+ .....Lansford.....	8 57	10 45	2 15	4 40	9 10	4 05
6 09	11 00	6 12	3 58	1 23	10 08	11.0	+ .....Coaldale.....	8 54	10 42	2 12	4 37	9 07	4 02
6 20	11 12	6 26	4 10	1 35	10 20	15.5	arr... + Tamaqua.... lve.	†8 42	†10 30	†2 00	†4 25	§8 55	§3 50
6 28	A M	7 15	4 15	1 50	11 16		lve.....Tamaqua.... arr.	8 17	A M	1 25	P M	7 43	2 45
7 12		7 56	4 57	2 30	11 57		.....Pottsville.....	†7 37		†12 45		§7 05	§2 05
P M		P M	P M	P M	A M		ARRIVE] [LEAVE	A M		Noon		A M	P M

HIGH BRIDGE BRANCH.

Sun.	11	9	911	917	5	909	Mls.	December 5, 1909.	6	906	916	2	4	912	Sun.
A M	P M	P M			A M		0	lve... New York .. arr.	A M			P M	P M		P M
§4 30	†500	†435			†7 15			....Liberty Street....	9 25			7 15	10 40		9 10
	†450	†420			†7 05			....West 23d Street....	9 40			7 25	10 50		9 20
		‖425			6 50			lve.... Newark.... arr.	9 12			7 19	10 42		8 57
5 15		‖505			7 48			lve... Elizabeth .. arr.	8 55			6 44	10 05		8 33
A M								lve. Philadelphia. arr.							
§4 00					A M			..24th & Chestnut Sts..	10 13				P M		P M
					†6 30			..Reading Terminal..					11 15		10 25
‖1240					7 12			lve.... Trenton ... arr.	9 38				10 38		10 02
6 03	5 57	5 58			8 33			lve. Bound Brook arr.	8 25			6 18	9 28		7 55
7 55	6 34	6 54			9 25		53.2	lve.. High Bridge. arr.	7 34			5 26	8 58		6 58
8 04	6 43	6 43			9 33		57.1	..... Hoffman's.....	7 25			5 16	8 43		6 47
8 09	6 48	5 48			9 37		58.6	+ .....Califon.....	7 23			5 12	8 33		6 41
8 15	6 54	6 54			9 43		60.9	..... Crestmoor	7 16			5 05	8 22		8 31
8 20	6 58	6 58			9 45		61.9	+ .. Middle Valley	7 14			5 02	8 15		6 24
8 28	7 05	7 05			9 52		64.7	+ . German Valley....	7 08			4 55	8 09		6 18
							64.7	lve.. German Valley. arr.							
					⊙		69.5	arr.....Chester.... lve.				⊙			
8 33	7 09	7 09			9 56		66.7	lve.... Naughright .. arr.	7 04			4 48	8 00		8 12
8 40	7 13	7 13			10 00		68.9	+ .....Bartley.....	7 00			4 43	8 52		6 03
8 47	7 17	7 17			10 04		70.9	+ .....Flanders.....	6 56			4 38	8 46		5 56
8 49	7 19	7 19			10 07		72.1	..... Cary's.....	6 53			4 35	8 42		5 52
8 54	7 23	7 23			10 11		74.2	+ .... Ledgewood	6 49			4 31	8 38		5 49
8 56	7 25	7 25		P M	10 14		75.1	+ ..... Kenvil.....	6 46		P M	4 28	8 35		5 46
9 01	7 30	7 30		†2 07	10 19		77.1	.. Hopatcong Junc.	6 40		1 52	4 21	8 30		5 41
	7 33	7 33		2 17	10 23		78.2	.... Lake Junction	6 36		1 48	4 15			
	7 43	7 43		2 30	10 35		81.2	..... Minnisink	6 26		1 28	4 06			
	7 47	7 47		2 36	r1100		82.6	+ Lake Hopatcong.	†620		†1 20	†4 00			
	P M	P M		P M	11 10		85.3	..... Hurd.....	A M		12 45	P M			
					11 17		86.8	..... Weldon.....			12 30				
					11 24		88.0	..... Ford.....			12 20				
				P M	r1144	A M	92.4	arr.....Edison.... lve.			A M	r1159			P M
9 01	7 30	7 30	†4 21		10 19	†640	77.1	lve. Hopatcong Junc. arr.	6 40	1010		A M	4 21	5 30	7 24	5 41
9 06	7 35	7 35	4 26		10 24	6 45	78.7	+ .... Wharton	6 34	1005			4 15	5 25	7 20	5 36
9 11	7 40	7 40	4 31	905	10 29	6 50	80.3	+ ..... Dover	6 29	1000	904		4 10	5 14	7 15	5 30
9 20	7 47	7 47	4 40	P M	10 40	6 58	83.6	arr.. + Rockaway... lve.	†621	†952		A M	4 00	†5 05	†7 05	§5 20
A M	P M	P M	P M	†5 20	10 40	A M	83.6	lve.... Rockaway... arr.	A M	A M		11 10	3 55	P M	P M	P M
				5 30	10 50		87.3	..... Hibernia				†1100	†3 45		
				P M	A M			ARRIVE] [LEAVE				A M	P M		

Stages connect at German Valley for Schooley's Mountain, at Flanders for Budd's Lake, and at Ledgewood for Succasunna.

UPPER LEHIGH BRANCH.

Leave White Haven †6 20 a.m., †1 40, †6 27 p.m. for Pond Creek Junction, arrive Upper Lehigh (10 miles) 7 35 a.m., 5 30, 7 09 p.m. Leave Upper Lehigh †8 00 a.m., †7 16 p.m., arrive White Haven 8 30 a.m., 7 45 p.m.

NANTICOKE BRANCH.

Ashley to Wanamie (8 miles). Operated for freight traffic.

SOUND SHORE RAILROAD.

Trains leave Elizabethport: †6 28, †7 47, †9 05, ‡11 32 a.m., ‡2 02, ‡4 15, ‡4 44, ‡5 48 p.m., §6 28, §10 11 a.m., §4 52, §8 07 p.m. for Grasselli and Carteret, arriving at Chrome (7 miles) 7 00, 8 13, 9 30, 11 59 a.m., 2 28 4 40, 5 14, 8 11 p.m., 7 00, 10 37 a.m., 4 58, 8 34 p.m. Returning, leave Chrome †7 05, †8 20, †10 00 a.m., †12 40 noon, †3 00, †4 58, †5 17, †8 18 p.m., §7 05, §10 55 a.m., §5 15, §9 24 p.m., arriving at Elizabethport 7 33, 8 45, 10 27 a.m., 1 07, 3 27, 5 27, 5 42, 8 39 p.m., 7 33, 11 20 a.m., 5 43, 9 51 p.m. Leaves Elizabethport ‡5 56 p.m., arriving Grasselli 4 08 p.m. Leaves Grasselli ‡4 30 p.m., arriving Elizabethport 4 42 p.m.

EXPLANATION OF SIGNS.

† Daily, except Sunday; § Sunday only; ‡ stops to take for points west of Somerville; ‡ Saturday only; ‡ stops to take passengers for Elizabethport, Newark and New York and Main Line points; r Wednesday and Saturday only; z stops to take for Philadelphia and New York; y stops to take passengers for Matawan and south.

⊙ Nos. 2 and 5 connect from and for Chester on Wednesday and Saturday.

■ Connection made at Matawan.

● Connection made at Plainfield.

+ Coupon stations.

SOUTH BRANCH RAILROAD.

Sun.	Sun	Sun.	125	9	7	107	103	Mls.	December 5, 1909.	108	8	120	126	4	Sun.	Sun
P M	P M	A M	P M	P M	P M	A M	A M		lve.. New York .. arr.	A M	A M	P M	P M	P M	Noon	P M
§5 00	§430	§7 30	†5 30	‡435	†110	†1000	†600	0	...Liberty Street...	8 32	10 45	2 25	5 50	10 40	12 35	9 10
4 50	4 20	7 20	5 20	4 20	1 00	9 50			..West 23d Street..	8 43	10 57	2 40	6 10	10 50	12 45	8 20
	3 56	7 10	●5 20	‖422	1 16	9 50	6 12		lve.... Newark ... arr.	●8 40	11 02	2 13	5 46	10 42		8 57
	5 08	8 13	●5 42	‖505	1 40	10 38	6 39	12.5	lve.. Elizabeth .. arr.	●8 15	10 16	1 52	5 16	10 05		8 33
	5 37	8 43	6 19	5 28	2 00	11 07	7 11	24.0	+ ....Plainfield.....	7 45	9 50	1 27	4 45	9 40		8 13
5 57	5 52	8 59	6 36	5 38	2 12	11 24	7 29	31.2	+ . Bound Brook....	7 31	9 47	1 14	4 28	9 28		7 55
6 06	6 06	9 10	6 45	5 51	2 25	11 36	7 47	35.7	+ .. Somerville....	7 24	9 40	1 06	4 20	9 21	11 34	7 47
6 11	6 11	9 15	6 50	5 56	2 30	11 41	7 52	38.3	+ ... Roycefield	7 15	9 28	12 56	4 07	7 55	11 23	7 34
6 16	6 16	9 24	6 55	6 01	2 36	11 46	7 57	41.2	+ .... Flagtown.....	7 11	9 23	12 51	4 03	7 45	11 18	7 20
6 21	6 21	9 32	6 59	6 07	2 41	11 50	8 02	43.3	+ .... Neshanic.....	7 06	9 19	12 47	3 59	7 35	11 14	7 07
6 28	6 29	9 42	7 08	6 15	2 50	12 00	8 10	47.6	+ . Three Bridges ...	6 59	9 11	12 39	3 51	7 08	11 06	6 58
6 35	6 35	9 50	7 12	6 21	2 56	12 06	8 15	51.2	+ .. Flemington....	†6 53	†9 05	‡12 33	†3 45	†6 50	§11 00	§6 50
P M	P M	A M	P M	P M	P M	Noon	A M		ARRIVE] [LEAVE	A M	A M	Noon	P M	P M	A M	P M

NEW YORK AND FREEHOLD.

355	357	353	325	391	377	311	309	303	331	301	Mls	December 5, 1909.	302	394	332	314	366	320	324	350	340	358
P M	P M	A M	P M	P M	P M	P M	A M	A M				lv. New York .ar.	A M	A M	A M	P M	P M	P M	P M	A M	P M	P M
§8 20	§3 50	§9 05	†620	†5 20	†3 50	†1 20	†1 20	†8 20	A M	A M	0	West 23d Street..	8 43	9 30	10 44	1 40	4 10	6 10	9 20	9 40	6 15	10 50
8 30	4 00	§9 15	‖630	†5 38	†4 25	‖1 30	‖1130	8 30	†6 00	†4 00		..Liberty Street..	8 32	9 07	10 30	1 25	3 57	6 00	9 00	9 30	6 05	10 40
8 40	3 55	8 55	†615	†5 36	†4 25	1 35	11 30	8 35	6 12			Newark (Broad St.)	8 40	■9 22	11 02	1 22	3 58	5 46	9 13	9 46	6 02	10 54
8 37	4 02	9 25	‖651	†5 51	†4 20	1 52	11 23	8 42	6 22	4 05		... Elizabeth ...	8 48	■9 40	10 11	1 10	3 44	5 42	8 45	9 16	5 49	10 36
9 23	4 54				5 05	2 20			6 55	5 10	22.1	Perth Amboy .	7 55	■8 30	9 46	12 33	2 45	5 08	8 11	8 32	5 08	9 47
9 42	5 15	10 18	7 26	6 31	6 21	2 39	12 28	9 36	8 20	6 13	29.3	lv. Matawan .ar.	7 34	8 13	9 23	12 11	2 26	4 48	6 40	8 11	4 48	9 26
9 45	5 18	10 21	7 29	6 34	5 24	2 42	12 31	9 39	8 23	6 18	31.1	.....Freneau.....	‡7 30	8 09	- -	12 07	2 22	4 42	6 34	8 07	4 42	9 22
9 48	5 21	10 24	7 32	6 37	5 27	2 45	12 34	9 42	8 26	6 24	32.6	... Morganville....	‡7 27	8 06	9 17	12 04	2 19	4 39	6 29	8 04	4 39	9 19
9 56	5 29	10 31	7 40	6 44	5 35	2 53	12 42	9 50	8 34	6 35	35.9	.... Bradevelt	‡7 20	7 58	9 10	11 56	2 11	4 31	6 21	7 56	4 31	9 11
10 00	5 33	10 35	7 44	6 48	5 39	2 57	12 46	9 54	8 38	6 50	37.5	.... Marlboro	7 17	7 55	9 07	11 53	2 08	4 28	6 18	7 53	4 28	9 08
10 09	5 42	10 45	7 53	6 56	6 48	3 08	12 55	10 03	8 47	7 05	41.7	.... Freehold	‡7 10	‡7 48	‡9 00	‡11 45	‡2 00	‡4 20	‡6 10	§7 45	§4 20	§9 00
P M	P M	A M	P M	P M	P M	P M	Noon	A M	A M	A M		ARRIVE] [LEAVE	A M	A M	A M	A M	P M	P M	P M	A M	P M	P M

CENTRAL RAILROAD OF NEW JERSEY.

NEW YORK AND THE SEASHORE.

LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND NEW JERSEY COAST RESORTS.

December 5, 1909.	Mls	301	303	307	365	309	31	311	315	327	321	329	323	333	325	371	335	369	343	353	359	357	355
New York	....	....	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	....	A M	P M	P M	P M
Lv. West 23d St., N. R.	0	A M	†8 20	*9 50	†10 50	†11 20	k1 00	†1 20	†3 20	†3 50	†4 30	†4 50	†5 20	†5 20	†6 20	†6 20	†8 50	†11 50	A M	§9 05	§2 20	§3 50	§8 20
Liberty St., N. R. (All Rail)	0	†4 00	8 30	10 00	11 00	11 30	1 20	1 30	3 40	4 10	4 45	5 00	5 30	5 38	6 30	6 30	9 00	12 01	§4 00	9 15	2 30	4 00	8 30
42d St., Pier 81, N. R.	0	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Cedar St., Pier 10, N. R.	0	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Jersey City	1.0	4 14	8 42	10 12	11 13	11 42	1 31	1 43	3 51	4 22	4 56	5 12	5 41	5 50	6 42	6 43	9 12	12 11	4 12	9 26	2 41	4 14	8 42
Bayonne City, E. 49th St.	5.2	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Bayonne City, E. 33d St.	6.1	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Bayonne City, W. 8th St.	7.7	- -	- -	- -	11 24	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	9 23	- -	4 22	- -	- -	- -	- -
Newark (*Broad St.*)	....	....	8 35	q9 50	....	11 30	1 16	1 36	q3 35	4 22	....	....	b5 36	5 36	b6 13	6 13	8 45	11 50	....	8 55	n1 55	3 55	8 46
Elizabeth	....	4 05	8 42	q9 56	11 23	11 23	1 10	1 52	q3 36	4 20	....	....	b5 45	5 51	b6 51	6 51	9 13	11 55	....	9 25	n2 22	4 02	8 37
Elizabethport +	10.6	4 33	8 58	q10 25	11 30	11 58	1 46	1 59	q4 05	4 38	- -	- -	b5 56	6 07	b6 58	7 00	9 30	12 26	4 30	9 42	n2 57	4 30	8 58
Elizabeth Avenue +	11.4	4 36	- -	Parlor Car. Cafe Dining Car Sundays only.	11 33	- -	Saturday only.	Parlor Car.	- -	- -	Parlor Car.	Parlor Car.	- -	6 10	- -	7 03	9 33	12 28	4 33	9 45	- -	4 33	9 01
Bay Way +	12.4	- -	- -		- -	Buffet Parlor Car.			- -	- -			- -	- -	- -	- -	9 35	- -	- -	- -	- -	- -	- -
Tremley +	14.5	- -	- -		11 38				Buffet Parlor Car.	- -			- -	6 15	- -	-	9 38	e12 33	- -	- -	- -	4 38	e9 06
East Rahway +	15.9	- -	- -		11 41					- -			- -	6 18	- -	- -	9 41	e12 36	- -	- -	- -	4 41	e9 09
Port Reading Crossing +	17.8	4 47	- -		11 44					- -			- -	6 21	- -	7 12	9 45	e12 39	4 42	Parlor Car.	- -	4 44	9 12
Sewaren (Woodbridge) +	19.0	4 50	- -		11 48			2 12		4 51			- -	6 25	- -	7 14	9 48	12 41	- -		Parlor Car.	4 47	9 15
Boynton Beach +	19.5	- -	- -		11 49			- -		- -			- -	- -	- -	- -	9 49	- -	- -			- -	- -
Maurer +	20.1	- -	- -		11 51			- -		- -	- -	- -	- -	6 28	- -	- -	9 50	e12 43	- -			4 49	e9 18
Perth Amboy +	22.1	5 10	- -		11 56		2 02	2 20		4 57	5 24	- -	- -	6 33	- -	7 21	9 54	12 48	4 51	- -		4 54	9 23
South Amboy +	24.1	5 22	- -		12 02		2 07	2 26		5 04	- -	- -	- -	6 38	- -	7 26	10 00	12 53	4 56	- -	- -	5 00	9 30
Laurence H'b'r (Morgan) +	25.9	5 25	- -		12 05	- -	- -	- -		5 07	- -	- -	- -	6 41	- -	- -	10 03	- -	e4 59	- -	- -	5 03	e9 33
Cliffwood +	28.1	5 30	- -		12 09	- -	- -	-		5 11	- -	- -	- -	6 45	- -	- -	10 07	- -	e5 03	- -	- -	5 07	e9 37
Matawan +	29.3	5 33	9 26		12 12	12 26	2 15	2 37	- -	5 15	-	- -	6 21	6 48	7 25	7 34	10 10	1 01	5 06	10 15	- -	5 10	9 40
Hazlet +	31.1	5 46	9 30		Noon	- -	- -	2 41	- -	5 18	- -	- -	- -	6 52	e7 28	P M	10 14	e1 04	e5 09	10 19	- -	5 14	e9 44
Middletown +	35.3	5 54	9 37		....	12 36	- -	2 47	- -	5 26	- -	- -	- -	6 59	e7 34	....	10 21	e1 10	e5 16	10 27	- -	5 21	e9 52
Red Bank +	39.2	6 00	9 45	11 05	....	12 45	2 30	2 55	4 41	5 32	6 47	6 01	6 33	7 05	7 40	....	10 27	1 15	5 23	10 35	3 39	5 27	10 00
Little Silver +	41.5	6 09	9 50	A M	....	12 50	e2 34	P M	P M	P M	e5 51	P M	6 37	P M	7 46	n Stops to leave from points on New Jersey Southern Division.	10 31	e1 19	e5 27	10 40	P M	5 32	e10 05
Branchport +	44.0	6 13	9 55	....	....	12 55	e2 38	....	....	....	e5 56	....	6 42	....	7 50		10 35	e1 23	e5 31	10 45	....	5 37	e10 10
Long Branch +	45.1	6 16	10 00	....	....	1 00	2 42	....	....	....	6 00	....	6 46	....	7 55		10 38	1 25	5 35	10 49	....	5 40	10 15
West End +	45.8	6 24	10 03	....	....	1 03	2 45	....	....	....	6 03	....	6 49	....	7 58		10 41	e1 27	e5 37	10 52	....	5 43	10 17
Elberon +	47.4	6 27	10 07	....	....	1 07	2 48	....	....	....	6 06	....	6 52	....	8 01		10 44	e1 30	5 40	10 56	....	5 46	e10 20
Deal Beach +	48.8	6 30	10 10	....	....	1 10	e2 51	....	....	....	e6 09	....	e6 55	....	e8 04		e10 47	e1 33	e5 43	10 59	....	5 49	e10 23
Allenhurst +	49.3	6 32	10 12	....	....	1 12	2 53	....	....	....	6 11	....	6 57	....	8 06		e10 48	e1 35	e5 44	11 00	....	5 51	e10 25
North Asbury Park +	50.0	6 35	10 15	....	....	1 16	2 55	....	....	....	6 13	....	6 59	....	8 08		10 50	1 37	5 46	11 05	....	5 55	10 28
Asbury Pk. or Ocean Grove +	50.8	6 37	10 20	....	....	1 19	2 57	....	....	....	6 16	....	7 02	....	8 10		10 52	t1 40	□	□	....	□	□
Bradley Beach +	51.8	6 47	10 22	....	....	1 22	e3 00	....	....	....	- -	....	e7 04	....	e8 12		e10 54	e t	- -	- -	....	- -	- -
Avon-by-the-Sea +	52.7	6 49	10 25	....	....	1 25	e3 02	....	....	....	e6 19	....	e7 05	....	e8 14		e10 55	e1 44	e5 51	11 10	....	6 01	e10 34
Belmar (Ocean Beach) +	53.4	6 52	10 28	....	....	1 28	3 05	....	....	....	6 21	....	7 07	....	8 17		10 57	1 46	5 53	11 13	....	6 04	10 36
Como +	54.7	6 55	10 31	....	....	1 31	e3 08	....	....	....	e6 24	....	e7 10	....	e8 20		e11 00	e1 49	e5 56	11 16	....	6 07	e10 39
Spring Lake +	55.5	6 59	10 33	....	....	1 35	3 10	....	....	....	6 27	....	7 13	....	8 23		11 02	1 51	5 58	11 18	....	6 09	10 41
Sea Girt +	56.9	7 03	10 37	....	....	1 37	3 14	....	....	....	6 30	....	7 16	....	8 27		e11 05	1 54	e6 02	11 22	....	6 13	e10 44
Manasquan +	57.7	7 07	10 39	....	....	1 39	3 16	....	....	....	6 33	....	7 19	....	8 29		11 06	1 56	6 04	11 24	....	6 16	10 46
Brielle +	58.3	7 09	10 41	....	....	1 41	e3 17	....	....	....	e6 35	....	e7 21	....	e8 31		e11 07	e1 57	e6 05	11 26	....	6 17	e10 47
Point Pleasant +	59.7	7 12	10 45	....	....	1 45	3 20	....	....	....	6 38	....	7 24	....	8 35	....	11 10	2 00	6 10	11 30	....	6 20	10 50
[ARRIVE	....	A M	A M	....	....	P M	P M	....	....	....	P M	....	P M	....	P M	....	P M	A M	A M	A M	....	P M	P M

STATIONS.	330	300	302	328	308	332	316	312	314	366	310	318	320	324	30	350	360	356	370	354	384	358
[LEAVE	....	A M	A M	....	A M	A M	....	....	A M	....	P M	....	P M	P M	P M	A M	....	P M	P M	....	....	P M
Point Pleasant	....	†5 50	†6 30	....	†7 35	†8 25	....	....	†11 00	....	†1 50	....	†3 30	†6 35	k8 10	§7 00	....	§3 45	§6 00	....	....	§8 10
Brielle	....	5 53	e6 33	....	- -	e8 28	....	....	11 03	....	e1 53	....	3 34	6 38	8 13	7 03	....	3 48	6 03	....	....	8 13
Manasquan	....	5 55	6 35	....	7 40	8 30	....	....	11 05	....	1 56	....	3 36	6 40	8 16	7 05	....	3 50	6 06	....	....	8 16
Sea Girt	....	5 57	e6 38	....	7 42	8 32	....	....	11 08	....	1 58	....	3 39	6 42	8 18	7 08	....	3 53	6 07	....	....	8 18
Spring Lake	....	6 00	6 41	....	7 45	8 35	....	....	11 12	....	2 02	....	3 43	6 45	8 22	7 12	....	3 57	6 10	....	....	8 22
Como	....	6 02	e6 43	....	7 47	e8 37	....	....	11 15	....	e2 06	....	3 46	6 47	8 24	7 14	....	4 00	e6 12	....	....	8 24
Belmar (Ocean Beach)	....	6 05	6 46	....	7 50	8 40	....	....	11 18	....	2 08	....	3 49	6 50	8 27	7 17	....	4 03	6 15	....	....	8 27
Avon-by-the-Sea	....	6 08	e6 48	....	e7 52	e8 42	....	....	11 21	....	2 11	....	3 52	6 53	8 30	7 20	....	4 06	6 17	....	....	8 30
Bradley Beach	....	e6 10	e6 50	....	e7 54	e8 44	....	....	11 24	....	e2 13	....	3 54	6 55	e8 32	- -	....	- -	- -	....	....	- -
Asbury Park or Ocean Grove	....	6 15	6 55	....	8 00	8 50	....	....	11 30	....	2 20	....	4 00	7 00	8 36	□	....	□	□	....	....	□
North Asbury Park	....	6 17	6 57	....	8 02	8 52	....	....	11 32	....	2 22	....	4 02	7 02	8 39	7 26	....	4 16	6 25	....	....	8 36
Allenhurst	....	6 19	7 00	....	8 05	8 55	....	....	11 35	....	2 25	....	4 04	7 05	8 42	7 28	....	4 18	6 28	....	....	8 40
Deal Beach	....	6 21	- -	....	e8 07	e8 57	....	....	11 37	....	e2 27	....	4 06	7 07	8 44	7 30	....	4 20	e6 30	....	....	8 43
Elberon	....	6 24	7 04	....	8 10	9 00	....	....	11 40	....	2 30	....	4 09	7 10	8 47	7 33	....	4 23	6 33	....	....	8 47
West End	....	6 27	7 07	....	8 13	9 03	....	....	11 43	....	2 33	....	4 12	7 13	8 50	7 37	....	4 27	6 36	....	....	8 50
Long Branch	....	6 32	7 12	....	8 17	9 07	....	....	11 47	....	2 37	....	4 17	7 17	8 55	7 45	....	4 32	6 40	....	....	8 55
Branchport	....	6 35	7 15	....	- -	9 10	....	....	11 50	....	2 40	....	4 20	7 20	8 58	7 48	....	4 35	- -	....	....	8 58
Little Silver	A M	6 40	e7 20	A M	8 22	9 15	A M	A M	11 55	....	e2 45	P M	4 25	7 25	9 03	7 53	A M	4 40	- -	§ P M	P M	9 03
Red Bank	†5 55	6 45	7 25	†8 02	8 28	9 20	†10 46	†11 40	12 00	....	2 50	†4 17	4 30	7 33	9 08	7 58	§11 52	4 45	6 50	a7 25	§8 45	9 08
Middletown	5 02	6 52	e7 30	e8 09	- -	- -	- -	- -	12 07	....	- -	- -	4 37	7 42	9 16	8 05	- -	4 53	- -	-	- -	9 16
Hazlet	6 08	6 58	- -	- -	- -	- -	- -	- -	12 14	P M	- -	- -	4 44	7 50	9 25	8 12	- -	5 02	- -	- -	- -	9 25
Matawan	6 12	7 02	7 38	8 18	- -	9 35	Buffet Parlor Car.	11 55	12 20	†12 28	3 06	- -	4 50	7 55	9 30	8 16	- -	5 07	7 03	- -	- -	9 30
Cliffwood	6 15	- -	- -	- -	- -	- -		- -	- -	2 31	-	Buffet Parlor Car.	-	7 58	- -	8 19	- -	- -	- -	Parlor Car. Cafe Dining Car.	- -	- -
Laurence Harbor (Morgan)	6 19	- -	- -	- -	Parlor Car.	- -		- -	- -	2 36	-		- -	e8 02	- -	8 23	- -	- -	- -		- -	- -
South Amboy	6 23	7 11	- -	- -		- -		12 03	12 28	2 40	- -		5 01	8 05	9 41	8 26	Parlor Car.	Parlor Car.	- -		- -	9 41
Perth Amboy	6 28	7 17	- -	8 30		9 46		12 09	12 33	2 45	- -		5 08	8 11	9 47	8 32			- -		- -	9 47
Maurer	6 32	- -	- -	- -		- -		- -	12 37	2 49	- -		Buffet Parlor Car	- -	- -	8 36			- -		- -	- -
Boynton Beach	- -	- -	- -	- -		- -		- -	- -	2 50	- -			- -	- -	- -			- -		- -	- -
Sewaren (Woodbridge)	6 36	7 23	- -	- -		- -		- -	12 40	2 52	- -			8 17	9 54	8 39	- -		- -		- -	9 53
Port Reading Crossing	6 39	- -	- -	- -	- -	- -		- -	- -	2 55	- -			8 20	Saturday only.	8 43	- -		- -		- -	- -
East Rahway	6 43	- -	- -	- -	- -	- -		- -	- -	2 57	- -			- -		8 46	- -	- -	- -		- -	- -
Tremley	6 46	- -	- -	- -	- -	- -	- -	- -	- -	3 00	- -			- -		8 50	- -	- -	- -		- -	- -
Bay Way	6 50	- -	- -	- -	- -	- -	- -	- -	- -	3 03	-	- -		- -	- -	- -	- -	- -	- -	- -	- -	- -
Elizabeth Avenue	6 54	7 33	- -	- -	- -	- -	- -	12 24	- -	3 03	-	- -	- -	8 29	10 07	8 56	- -	5 36	- -	- -	- -	10 06
Elizabethport	6 58	7 36	- -	8 52	- -	10 02	q11 25	12 28	12 55	3 09	3 34	q4 54	5 30	8 33	10 10	9 00	n12 33	5 39	7 31	n8 03	9 26	10 09
Elizabeth	7 41	7 48	....	9 40	....	10 11	q11 33	12 45	1 10	3 44	3 44	q5 17	5 42	8 45	10 40	9 16	n1 16	5 48	7 42	n8 44	9 37	10 35
Newark (*Broad St.*)	7 26	7 55	....	9 22	....	11 02	q12 46	12 46	1 22	3 58	3 58	q5 16	5 45	9 10	10 42	9 45	n1 34	6 02	8 22	n8 22	10 34	10 34
Bayonne City, W. 8th St.	7 05	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	b8 39	- -	9 06	- -	- -	- -	- -	- -	- -
Bayonne City, E. 33d St.	7 09	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Bayonne City, E. 49th St.	7 12	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Jersey City	7 26	7 51	8 21	9 07	9 18	10 19	11 39	12 45	1 12	3 26	3 49	5 09	5 47	8 49	10 26	9 18	12 49	6 54	7 47	8 19	9 46	10 27
Ar. Cedar St., Pier 10, N. R.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
42d St., Pier 81, N. R.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Liberty St., N. R.	7 40	8 02	8 32	9 17	9 30	10 30	11 50	1 00	1 25	3 37	4 00	5 20	6 00	9 00	10 40	9 30	1 00	6 05	8 00	8 30	10 00	10 40
West 23d St., N. R.	7 57	8 13	8 43	9 30	9 40	10 44	12 00	1 10	1 40	4 10	4 10	5 30	6 10	9 20	10 50	9 40	1 10	6 15	8 10	8 40	10 10	10 50
New York	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	P M	P M	P M	P M

Additional Trains—Leave New York (Liberty Street) for Bay Way †5 50 a.m.; for South Amboy †9 30, §11 00 a.m., †2 00, §6 00 p.m.; for Matawan †6 00, †8 00 a.m., §12 00 noon, †4 25, †5 16, †5 38 p.m.; for Red Bank §8 45 a.m. Leave Matawan †7 27, †7 40, †8 07, †8 14, †9 51 a.m., §4 50, †5 47 p.m.; leave South Amboy †11 10 a.m., §1 20, †4 38, §7 22 p.m.

* Daily; † daily, except Sunday; § Sunday only; *a* stops to leave passengers from Atlantic City or Cape May; *b* stops to take or leave passengers for or from Matawan and points south; *e* stops to take or leave for or from points on Central, L. & S. or New Jersey Southern Divisions; *k* Saturday only; *n* stops to take or leave for or from Red Bank and points south; *t* does not stop Sunday mornings.

q Stops to take or leave passengers for or from Lakewood and points south. □ On Sunday passengers for or from Asbury Park will leave or take train at North Asbury Park. + Coupon stations.

PINTSCH GAS In use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

CENTRAL RAILROAD OF NEW JERSEY.

NEW YORK, NEWARK AND LAKEWOOD, ATLANTIC CITY, BARNEGAT AND BAYSIDE.

Sun.	Sun.	Sun.	325	329	327	99	315	311	375	307	301	Mls.	December 5, 1909.	328	352	326	316	312	318	98	324	Sun.	Sun.	Sun.
P M	A M	A M	P M	P M	P M	.....	P M	P M	Noon	A M	.....	.....	lve.....**New York**....arr.	A M	A M	A M	Noon	P M	P M	.....	P M	P M	P M	P M
§2 20	§9 50	§8 35	*6 20	†4 50	†3 50	.....	†3 20	†1 20	k12 50	†9 50	A M	0	.....*West 23d Street*.....	9 30	9 40	10 57	12 00	1 10	5 30	.....	9 20	1 10	8 40	10 10
§2 50	10 00	8 45	6 30	†6 00	4 10	.....	†3 40	†1 30	*k1 00	†10 00	†4 00	.....	.....*Liberty Street*.....	9 17	9 30	10 40	11 50	1 00	5 20	.....	9 00	1 00	8 30	10 00
†1 55	a955	8 55	†8 13	.....	4 25	.....	a3 35	1 35	e12 50	a950	.....	.....	lve.....**Newark**.....arr.	9 22	.....	g1102	h1246	12 46	a518	.....	9 10	†1 34	g822	10 34
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3 40	11 06	10 10	7 44	8 01	5 34	.....	4 42	2 57	— —	†1106	6 47	39.2	lve...+**Red Bank** ♁..arr.	8 02	— —	— —	10 45	11 37	4 16	.....	7 30	11 51	x725	8 46
— —	— —	— —	— —	— —	5 40	.....	— —	3 02	— —	— —	6 52	41.2	+.....Shrewsbury.....	7 58	— —	— —	— —	11 32	— —	.....	7 25	— —	— —	— —
— —	— —	10 17	— —	— —	5 44	P M	— —	3 07	— —	o —	6 57	42.7	+.....**Eatontown**.....♁	7 54	— —	— —	— —	11 29	o4 08	P M	7 21	— —	— —	8 27
o5 57	— —	10 31	— —	— —	5 58	†5 10	— —	3 23	— —	11 24	7 13	52.2	+.....**Farmingdale**.....♁	7 40	— —	— —	— —	11 09	3 56	4 53	7 03	o1134	— —	8 15
4 07	11 36	10 43	8 12	6 30	6 12	5 25	5 08	3 42	2 27	11 36	7 37	59.5	+.....**Lakewood**.....♁	7 28	8 00	9 12	10 20	10 55	3 44	4 41	6 48	11 18	— —	7 13
4 21	11 48	10 55	8 30	6 48	6 27	5 37	5 20	3 58	2 40	11 48	7 52	67.2	arr...+**Lakehurst**....lve.	7 12	†7 40	— —	10 06	10 38	3 32	†4 25	6 32	11 05	6 50	7 00
.....	.....	10 58	P M	6 47	P M	P M	.....	4 02	.....	†1148	7 56	67.2	lve.....**Lakehurst**....arr.	7 08	A M	.....	10 00	10 00	3 20	P M	6 15	.....	8 45	6 46
Atlantic City Express.	Atlantic City Express.	11 11	Saturday only.	7 02	Connection at Farmingdale from Philadelphia and Trenton.		Atlantic City Express.	4 15	Atlantic City Special.	12 20	8 09	74.6	.....**Tom's River**.....♁	6 56	Atlantic City Special.		9 48	9 48	3 05		6 03	Atlantic City Express.	8 33	6 33
		11 18		7 10				4 22		12 30	8 20	78.4	.....Pinewald.....	6 48			9 39	9 39	2 35		5 54		8 24	6 24
		11 23		7 15				4 27		12 37	8 25	80.7	.....Lanoka.....	6 43			9 34	9 34	2 25		5 49		8 19	6 19
		11 28		7 20				4 32		12 55	8 30	82.9	+.....Forked River.....	6 38			9 29	9 29	2 15		5 44		8 14	6 14
		11 35		7 28				4 40		1 08	8 38	86.4	+.....Waretown.....	6 31			9 21	9 21	2 00		5 36		8 06	6 06
		11 41		7 35				4 46		1 15	8 45	89.4	arr...+**Barnegat**....lve.	†6 25			9 15	9 15	†1 45		5 30		§8 00	§6 00
		A M		P M				6 50		P M	11 08	.....	arr....**Tuckerton**....lve.	A M			†7 20	†7 20	P M		†3 14		P M	P M
								6 44			b1130	.....	arr...**Beach Haven**..lve.				†7 03	†7 03			b2 40			
4 21	11 48	.....	.....	.....	.....	.....	6 20	3 58	2 40	11 48	†7 57	67.2	lve...+**Lakehurst** ♁..arr.	.....	.....	— —	10 06	10 38	3 32	.....	6 26	11 05	6 50	.....
— —	— —	.....	.....	.....	.....	.....	c6 50	4 12	Saturday only. Atlantic City Express.		8 07	73.0	+.....**Whitings**.....♁	.....	.....	08 48	c9 56	10 26	Atlantic City Express.		6 18	— —	Atlantic City Express.	.....
— —	— —	.....	.....	.....	.....	.....	— —	4 19			8 13	77.7	.....Pasadena.....	.....	.....	Monday only.		10 18			6 10	— —		.....
— —	— —	.....	.....	.....	.....	.....	— —	4 24			8 17	80.5	.....Woodmansie	.....	.....		Atlantic City Ex.	10 14			6 05	— —		.....
— —	— —	.....	.....	.....	.....	.....	— —	4 32			8 24	85.5	+.....Chatsworth.....♁	.....	.....			10 05			5 57	h1039		.....
— —	— —	.....	.....	.....	.....	.....	— —	4 49			8 44	96.9	+.....**Atsion**.....♁	.....	.....			9 49			5 33	— —		.....
b5 10	12 35	.....	.....	.....	.....	.....	6 10	5 05	3 53	12 35	9 00	105.4	arr...+**Winslow Jn**...lve.	.....	.....		†9 20	†9 35	†2 45		5 15	b1015	b6 05	
6 45	1 10	.....	.....	.....	.....	.....	6 45	8 45	4 08	1 10	10 20	136.4	.**Atlantic City** (A. C. R.R.).	.....	.....	b7 35	†8 45	†8 45	†2 10	.....	†3 50	♭9 40	§5 30	.....
.....	P M	.....	.....	.....	.....	.....	.....	.....	6 06	P M	10 40	.....	ar.**Ocean City** (A. O.R.R.)lv.	.....	.....	A M	7 25	7 25	.....	.....	†3 40	.....	§4 59	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	6 20	.....	11 00	.....	ar.**Cape May** (A. C. R.R.)lv.	.....	.....	.....	†7 15	†7 15	.....	.....	†3 30	.....	§4 20	.....
6 25	2 57	.....	2 63	.....	2 89	2 85	6 55	6 25	P M	2 81	10 25	.....	ar.**Philadelphia** (A. C. R.R.)lv.	2 80	2 84	.....	A M	†8 50	†2 00	2 62	†4 10	§8 45	P M	2 66
.....	.....	.....	A M	.....	P M	Noon	6 15	.....	A M	9 35	105.4	lve..**Winslow Junc**..arr.	A M	Noon	.....	.....	9 10	.....	.....	A M	5 00	.....	.....	P M
2 59	2 00	2 65	§1100	2 61	†6 15	†12 40	2 87	6 40	2 83	†7 55	111.4	..... Landisville.....	7 38	12 07	2 82	2 86	8 47	2 60	10 37	4 57	2 64	2 66	3 57	3 37
P M	5 08	P M	11 06	A M	6 21	12 45	P M	6 46	A M	8 00	10 04	118.3	.....Wheat Road.....	7 33	12 02	A M	P M	8 41	A M	10 32	4 32	Noon	P M	3 32
2 35	5 15	2 15	11 15	♭9 15	6 29	12 52	†5 43	6 53	♭9 20	8 08	10 12	121.5	+.....**Vineland**.....♁	7 25	11 55	9 11	2 50	8 33	9 05	10 24	4 25	12 25	6 25	3 25
6 41	5 21	2 21	11 21	9 21	6 35	1 00	3 50	7 00	9 26	8 14	10 20	125.0	+.....Norma.....	7 18	11 48	9 05	2 43	8 25	8 58	10 18	4 18	12 18	6 18	3 18
6 48	5 26	2 28	11 26	9 25	6 40	1 05	3 55	7 06	9 31	8 20	10 25	127.4	+.....Rosenhayn.....	7 14	11 44	9 00	2 39	8 20	8 54	10 14	4 14	12 14	6 14	3 14
6 55	5 35	2 35	11 35	9 35	6 50	1 15	4 05	7 15	9 40	8 30	10 35	131.9	..**Bridgeton Junction**..	7 05	11 35	8 50	2 30	8 10	8 45	10 05	4 05	12 05	6 06	3 05
7 00	5 40	2 40	11 40	9 40	6 55	1 20	4 12	7 20	9 45	8 35	10 40	133.8	+.....**Bridgeton**.....	†7 00	†11 30	†8 45	†2 25	8 05	§8 40	§1000	4 00	§1200	§6 00	§3 00
P M	P M	P M	A M	A M	P M	P M	.....	7 28	A M	A M	10 55	136.3	.....Bowentown.....	A M	A M	A M	P M	7 52	A M	A M	3 40	.....	P M	P M
.....	.....	.....	.....	.....	.....	.....	2 99	7 33	.....	.....	11 05	138.9	.....Sheppard's Mills.....	.....	.....	.....	.....	7 44	.....	.....	3 36	2 93	.....	.....
.....	.....	.....	.....	.....	.....	.....	A M	7 37	.....	.....	11 20	140.4	+.....Greenwich.....	.....	.....	.....	.....	7 40	.....	.....	3 25	P M	.....	.....
.....	.....	.....	.....	.....	.....	.....	†7 27	— —	.....	.....	11 35	141.1	....**Greenwich Pier**.....	.....	.....	.....	.....	.....	.....	.....	3 10	7 52	.....	.....
.....	.....	.....	.....	.....	.....	.....	7 33	7 43	.....	.....	11 45	142.1	.....Bacon's Neck.....	.....	.....	.....	.....	.....	.....	†7 34	3 00	†7 44	.....	.....
.....	.....	.....	.....	.....	.....	.....	A M	P M	.....	.....	11 50	143.7	.....**Bay Side**.....	.....	.....	.....	.....	.....	.....	A M	†2 40	P M	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	A M	.....	ARRIVE] [LEAVE	.....	.....	.....	.....	.....	.....	.....	P M	.....	.....	.....

NEW YORK, ATLANTIC HIGHLANDS, SEABRIGHT, MONMOUTH BEACH, EAST LONG BRANCH AND EATONTOWN.

355	337	353	371	339	377	19	311	365	361	331	301	Mls.	December 5, 1909.	300	374	376	362	312	306	320	338	324	350	340	358
P M	A M	A M	P M	P M	P M	...	P M	A M	A M	.....	.....	.....	lve....**New York**...arr.	A M	A M	A M	A M	P M	P M	P M	P M	P M	A M	P M	P M
§8 20	§11 57	§9 05	†6 20	†5 05	†3 50	...	†120	†10 50	†7 50	A M	A M	.....	....*West 23d Street*....	8 13	8 43	9 30	11 40	1 10	4 10	6 10	7 10	9 20	9 40	6 15	10 50
8 30	12 00	9 15	†6 30	5 15	†4 25	...	†130	11 00	8 00	†6 00	†4 00	0	.....*Liberty Street*....	8 02	8 32	9 07	11 10	1 00	3 37	6 00	7 00	9 00	9 30	6 05	10 40
8 42	12 13	9 26	6 43	5 26	4 36	....	1 43	11 13	8 12	6 11	4 14	.....	.....**Jersey City**	7 51	8 17	8 54	10 59	12 45	3 26	5 47	6 45	8 49	9 18	5 52	10 27
8 49	11 55	8 55	6 13	■5 36	■4 25	....	1 35	9 50	7 55	6 12	.....	.....	**Newark**(*Broad Street.*)	7 55	■8 40	9 22	11 02	12 46	3 58	5 45	6 55	8 10	9 45	6 02	10 34
8 57	12 17	9 25	6 51	■5 45	■4 20	....	1 52	11 23	8 18	6 22	4 05	.....	.....**Elizabeth**	7 48	■8 48	8 48	11 15	12 45	3 44	5 42	6 38	8 46	9 16	5 49	10 35
8 58	12 29	9 42	7 00	■5 55	■4 39	....	1 59	11 30	8 30	6 30	4 33	10.6	....**Elizabethport**....	7 36	■8 22	8 36	10 34	12 28	3 02	5 30	6 26	8 33	9 00	5 36	10 09
9 25	12 51	— —	7 21	6 03	5 05	....	2 20	11 56	8 56	6 55	5 10	21.1	.... **Perth Amboy**	7 17	7 43	8 17	10 06	12 09	2 46	5 08	6 02	8 11	8 32	5 08	9 47
9 38	12 57	— —	7 26	6 08	5 10	P M	2 28	12 02	9 02	7 01	5 22	24.1	.... **South Amboy**	7 11	7 37	8 22	10 01	12 03	2 40	5 01	5 57	8 05	8 26	5 02	9 41
9 42	1 10	10 20	7 36	6 23	5 20	†439	2 40	12 13	9 13	7 20	6 25	29.3	.....**Matawan**.....	7 02	7 27	8 07	9 51	11 55	2 28	4 50	5 47	7 55	8 16	4 50	9 30
9 47	1 15	10 25	7 41	6 28	5 25	4 43	2 46	12 18	9 18	7 27	6 30	30.9	+.....Keyport.....	6 51	7 22	8 03	9 46	11 44	2 24	4 29	5 42	7 27	8 07	4 44	9 21
9 51	1 20	10 29	7 45	6 32	— —	— —	2 50	12 22	9 22	— —	6 35	33.5	.....Lorillard.....	6 46	— —	— —	9 41	11 38	2 19	4 24	5 37	7 22	8 02	4 38	9 18
9 54	1 25	10 32	7 48	6 35	5 33	4 49	2 53	12 25	9 25	7 34	6 42	34.7	+.....Keansburg.....	6 42	7 15	7 56	9 39	11 35	2 16	4 21	5 33	7 20	7 59	4 35	9 13
9 58	1 27	10 36	7 52	6 39	5 37	4 53	2 57	12 29	9 29	7 38	6 47	36.6	+.**Port Monmouth**...	6 37	7 10	— —	9 35	11 30	2 12	4 17	5 27	7 15	7 54	4 30	9 08
10 01	1 30	10 39	7 55	6 42	p5 39	4 56	3 00	12 32	9 33	7 40	6 49	37.5	+ ..... Belford	6 35	7 08	♯7 52	9 33	11 27	2 10	4 15	5 26	7 13	7 52	4 27	9 06
10 07	1 36	10 45	8 01	6 48	5 44	5 01	3 06	12 38	9 40	7 46	6 55	40.2	ar.+**Atlantic Highlands** lv.	6 28	7 01	7 47	9 26	11 20	2 03	4 08	5 18	7 06	7 45	4 20	8 59
10 09	1 37	10 47	8 02	6 49	5 46	5 02	3 07	12 39	9 41	7 50	7 00	40.2	lv.**Atlantic Highlands** ar.	6 27	7 00	7 45	9 25	11 18	2 02	4 07	5 17	7 04	7 44	4 18	8 58
— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	.....	....Bay View Avenue....	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	41.6	.....Hiltons.....	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
10 15	1 45	10 53	8 08	6 56	p5 51	5 08	3 13	12 45	9 48	7 56	7 06	42.9	..... Water Witch	6 21	6 54	♯7 39	9 19	11 12	1 56	4 01	5 11	6 58	7 38	4 12	8 52
10 18	1 46	10 56	8 11	6 58	5 53	5 11	3 16	12 4[illegible]	9 51	7 59	7 09	43.7	+ .....Highlands.....	6 19	6 51	7 27	9 16	11 09	1 53	3 58	5 08	6 55	7 35	4 09	8 49
10 19	1 47	10 57	8 12	6 59	p5 54	5 12	3 17	12 49	9 52	8 00	7 10	44.0	....Highland Beach....	6 17	6 49	7 35	9 14	11 07	1 51	3 56	5 05	6 53	7 33	4 07	8 47
10 20	1 48	10 58	8 13	7 00	— —	5 13	3 18	12 50	9 53	8 01	7 11	44.4	....Navesink Beach....	6 16	6 48	— —	9 13	11 06	1 50	3 55	5 04	6 52	7 32	4 06	8 46
10 21	1 50	10 59	8 14	7 01	— —	5 14	3 19	12 51	9 54	8 02	7 12	44.9	.....Normandie	6 14	6 46	— —	9 11	11 05	1 49	3 54	5 03	6 50	7 30	4 04	8 44
10 24	1 53	11 02	8 17	7 04	5 59	5 17	3 22	12 54	9 57	8 05	7 16	46.1	+.....Seabright.....	6 12	6 44	7 31	9 09	11 03	1 47	3 52	5 01	6 48	7 28	4 02	8 42
10 28	1 55	11 04	8 19	7 08	p6 01	5 19	3 24	12 56	9 59	8 07	7 18	47.0	.....Low Moor.....	6 09	6 41	7 28	9 06	10 59	1 44	3 49	4 57	6 44	7 24	3 59	8 38
10 29	1 58	11 07	8 22	7 09	p6 03	5 22	3 27	12 59	10 02	8 10	7 21	47.9	+.....Galilee	6 07	6 39	7 26	9 04	10 57	1 42	3 47	4 55	6 42	7 22	3 57	8 37
10 31	2 00	11 09	8 24	7 11	p6 05	5 24	3 29	1 01	10 04	8 12	7 23	48.4	+.Monmouth Beach..	6 05	6 37	7 24	9 02	10 55	1 40	3 45	4 53	6 40	7 20	3 55	8 35
10 33	2 02	11 11	8 26	7 13	p6 07	5 26	3 32	1 04	10 06	8 14	7 26	49.2	+North Long Branch..	6 02	6 34	7 22	8 59	10 52	1 37	3 42	4 50	6 37	7 17	3 52	8 32
10 35	2 05	11 14	8 28	7 16	6 10	5 29	3 34	1 06	10 10	8 16	7 30	49.9	+**East Long Branch**.	†600	6 32	7 20	8 57	†1050	1 35	3 40	†448	6 35	♯7 25	♯5 50	♯8 30
P M	P M	A M	P M	P M	P M	.....	5 33	P M	2 36	10 14	A M	7 34	51.1	..... Branchport	A M	†628	†7 16	8 28	A M	11 44	3 23	P M	5 54	A M	P M
.....	.....	.....	.....	.....	.....	.....	5 37	.....	2 47	10 18	.....	7 38	53.1	..... Oceanport.....	.....	A M	A M	8 24	.....	11 40	3 19	.....	5 50	.....	.....
.....	.....	.....	.....	.....	.....	.....	5 42	.....	2 52	10 23	.....	7 43	55.0	.....**Eatontown**	.....	.....	.....	†8 20	.....	†11 35	†3 15	.....	†5 43	.....	.....
.....	.....	.....	.....	.....	.....	.....	P M	.....	P M	A M	.....	A M	.....	ARRIVE] [LEAVE	.....	.....	.....	A M	.....	A M	P M	.....	P M	.....	.....

CUMBERLAND AND MAURICE RIVER BRANCH.—Leaves Bridgeton Junction †10 00 a.m., arrives Port Norris (21 miles) 11 30 a.m. Leaves Port Norris †1 50 p.m., arrives Bridgeton Junction 4 20 p.m.

EXPLANATION OF SIGNS.

† Daily, except Sunday; § Sunday only; *a* stops to take or leave passengers for or from Lakewood and points south; *b* stops to take or leave passengers for or from points on Atlantic City R.R.; *c* stops to take or leave passengers for or from Atlantic City, Cape May, Philadelphia, Red Bank or north, for or from Tuckerton R.R.; *e* stops to take or leave Atlantic City passengers; *g* stops to leave passengers from points on New Jersey Southern Division; *h* Monday only; *k* Saturday only; *l* stops to take or leave passengers for or from Red Bank and points south; *n* stops to leave passengers from Philadelphia; *o* stops to take or leave passengers for or from New York, Newark, Elizabethport and Main Line points; ♯ stops to take or leave New York, Newark or Elizabethport passengers; *x* stops to leave passengers from Atlantic City or Cape May. ♭ Runs to and from Beach Haven Tuesday, Thursday and Saturday only. ■ Connection made at Matawan. + Coupon stations; ♁ Telegraph stations.

"NEW JERSEY CENTRAL"—"READING."

Your Watch is Your Time-Table!

NEW YORK AND PHILADELPHIA

TWO HOUR TRAIN EVERY HOUR ON THE HOUR.

Corrected to May 27, 1909. Subject to Change.

TRAINS FOR PHILADELPHIA.

Leave Central Railroad of New Jersey Stations, foot of Liberty Street, North River, and foot of West 23d Street, arriving in Philadelphia—Reading Terminal.

WEEK-DAYS.

LEAVE NEW YORK. West 23d St.	LEAVE NEW YORK. Liberty Street.	Arrive Philadelphia.	PARLOR AND SLEEPING CAR SERVICE.
.....	6 30 A M	8 55 A M	Day Coaches only.
6 50 A M	7 00 A M	9 00 A M	Pullman Parlor Car and Dining Car.
7 50 A M	8 00 A M	10 00 A M	Pullman Parlor Car and Dining Car.
8 20 A M	8 30 A M	10 55 A M	Day Coaches only.
8 50 A M	9 00 A M	11 00 A M	Pullman Buffet Parlor Car.
9 50 A M	10 00 A M	12 00 Noon	Pullman Buffet Parlor Car.
10 50 A M	11 00 A M	1 00 P M	Pullman Buffet Parlor Car.
11 20 A M	11 30 A M	1 55 P M	Day Coaches only.
11 50 A M	12 00 Noon	2 00 P M	Pullman Parlor Car and Dining Car.
12 50 Noon	1 00 P M	3 00 P M	Pullman Parlor Car and Dining Car.
1 20 P M	1 30 P M	3 56 P M	Day Coaches only.
1 50 P M	2 00 P M	4 00 P M	Pullman Parlor Car.
2 50 P M	3 00 P M	5 00 P M	Pullman Buffet Parlor Car.
3 50 P M	4 00 P M	6 00 P M	Pullman Buffet Parlor and Club Cars.
4 20 P M	4 30 P M	6 55 P M	Day Coaches only.
4 50 P M	5 00 P M	7 00 P M	Pullman Parlor Car and Dining Car.
5 50 P M	6 00 P M	8 00 P M	Pullman Parlor Car and Dining Car.
6 50 P M	7 00 P M	•8 16 P M	Pullman Buffet Parlor Car.
7 50 P M	8 00 P M	10 25 P M	Pullman Buffet Parlor Car.
8 50 P M	9 00 P M	11 15 P M	Pullman Buffet Parlor Car.
11 50 P M	12 30 Night	3 22 A M	□Pullman Sleeping Car.

SUNDAYS.

LEAVE NEW YORK. West 23d St.	LEAVE NEW YORK. Liberty Street.	Arrive Philadelphia.	PARLOR AND SLEEPING CAR SERVICE.
7 50 A M	8 00 A M	•10 13 A M	Pullman Parlor Car and Dining Car.
8 50 A M	9 00 A M	11 40 A M	Pullman Parlor Car.
9 50 A M	10 00 A M	12 00 Noon	Pullman Parlor Car.
10 50 A M	11 00 A M	1 10 P M	Pullman Buffet Par. Car with Broiler.
11 50 A M	12 00 Noon	•2 13 P M	Pullman Parlor Car and Dining Car.
12 50 Noon	1 00 P M	3 16 P M	Pullman Parlor Car.
1 50 P M	2 00 P M	•4 13 P M	Pullman Parlor Car.
2 50 P M	3 00 P M	5 10 P M	Pullman Parlor Car.
3 50 P M	4 00 P M	6 28 P M	Pullman Parlor Car.
4 50 P M	5 00 P M	7 00 P M	Pullman Buffet Par. Car with Broiler.
5 50 P M	6 00 P M	•8 26 P M	Pullman Parlor Car and Dining Car.
6 50 P M	7 00 P M	•9 16 P M	Pullman Buffet Parlor Car.
7 50 P M	8 00 P M	10 25 P M	Pullman Parlor Car.
8 50 P M	9 00 P M	11 15 P M	Pullman Parlor Car.
10 20 P M	10 30 P M	1 18 A M	Day Coaches only.
11 50 P M	12 30 Night	3 22 A M	Pullman Sleeping Car.

TRAINS FOR NEW YORK.

Leave Philadelphia—Reading Terminal, arriving in New York at Central Railroad of New Jersey Stations, foot of Liberty Street, North River, and foot of West 23d Street.

WEEK-DAYS.

Leave Philadelphia.	ARRIVE NEW YORK. Liberty Street.	ARRIVE NEW YORK. West 23d St.	PARLOR AND SLEEPING CAR SERVICE.
6 30 A M	8 55 A M	9 10 A M	Day Coaches only.
7 00 A M	9 00 A M	9 10 A M	Pullman Parlor Car and Dining Car.
8 00 A M	10 00 A M	10 10 A M	Pullman Par., Dining and Club Car.
8 30 A M	10 52 A M	11 10 A M	Day Coaches only.
9 00 A M	11 00 A M	11 10 A M	Pullman Buffet Parlor Car.
10 00 A M	12 00 Noon	12 10 Noon	Pullman Buffet Parlor Car.
11 00 A M	1 00 P M	1 10 P M	Pullman Buffet Parlor Car.
11 30 A M	1 55 P M	2 10 P M	Day Coaches only.
12 00 Noon	2 00 P M	2 10 P M	Pullman Parlor Car and Dining Car.
1 00 P M	3 00 P M	3 10 P M	Pullman Parlor Car and Dining Car.
1 30 P M	3 55 P M	4 10 P M	Day Coaches only.
2 00 P M	4 00 P M	4 10 P M	Pullman Buffet Parlor Car.
3 00 P M	5 00 P M	5 10 P M	Pullman Buffet Parlor Car.
4 00 P M	6 00 P M	6 10 P M	Pullman Buffet Parlor Car.
5 00 P M	7 00 P M	7 10 P M	Pullman Parlor Car and Dining Car.
5 30 P M	7 55 P M	8 10 P M	Day Coaches only.
6 00 P M	8 00 P M	8 10 P M	Pullman Parlor Car and Dining Car.
7 00 P M	9 10 P M	9 20 P M	Pullman Buffet Parlor Car.
8 00 P M	10 10 P M	10 20 P M	Pullman Buffet Parlor Car.
11 53 P M	3 17 A M	.....	□Pullman Sleeping Car.

SUNDAYS.

Leave Philadelphia.	ARRIVE NEW YORK. Liberty Street.	ARRIVE NEW YORK. West 23d St.	PARLOR AND SLEEPING CAR SERVICE.
8 00 A M	10 22 A M	10 32 A M	Pullman Parlor Car.
9 00 A M	11 22 A M	11 32 A M	Pullman Parlor Car.
10 00 A M	12 00 Noon	12 10 Noon	Pullman Parlor Car.
11 30 A M	1 55 P M	2 10 P M	Pullman Parlor Car.
1 30 P M	3 55 P M	4 10 P M	Pullman Parlor Car.
3 00 P M	5 15 P M	5 31 P M	Pullman Parlor Car.
5 00 P M	7 20 P M	7 30 P M	Pullman Parlor Car.
7 00 P M	9 10 P M	9 20 P M	Pullman Parlor Car.
8 00 P M	10 30 P M	10 50 P M	Pullman Parlor Car.
9 00 P M	11 30 P M	11 40 P M	Pullman Parlor Car.
11 53 P M	3 17 A M	.....	□Pullman Sleeping Car.

• Arrives Philadelphia Twenty-fourth and Chestnut Streets.

□ Sleeping Cars may be occupied 10 50 p.m. until 7 30 a.m.

DINING CAR SERVICE.—Dining Cars will serve breakfast a la carte on trains leaving either terminus 7 00 a.m. and 8 00 a.m.; a la carte lunch on trains leaving either terminus at 12 00 noon and 1 00 p.m., and table d'hote dinner on trains leaving at 5 00 p.m. and 6 00 p.m.

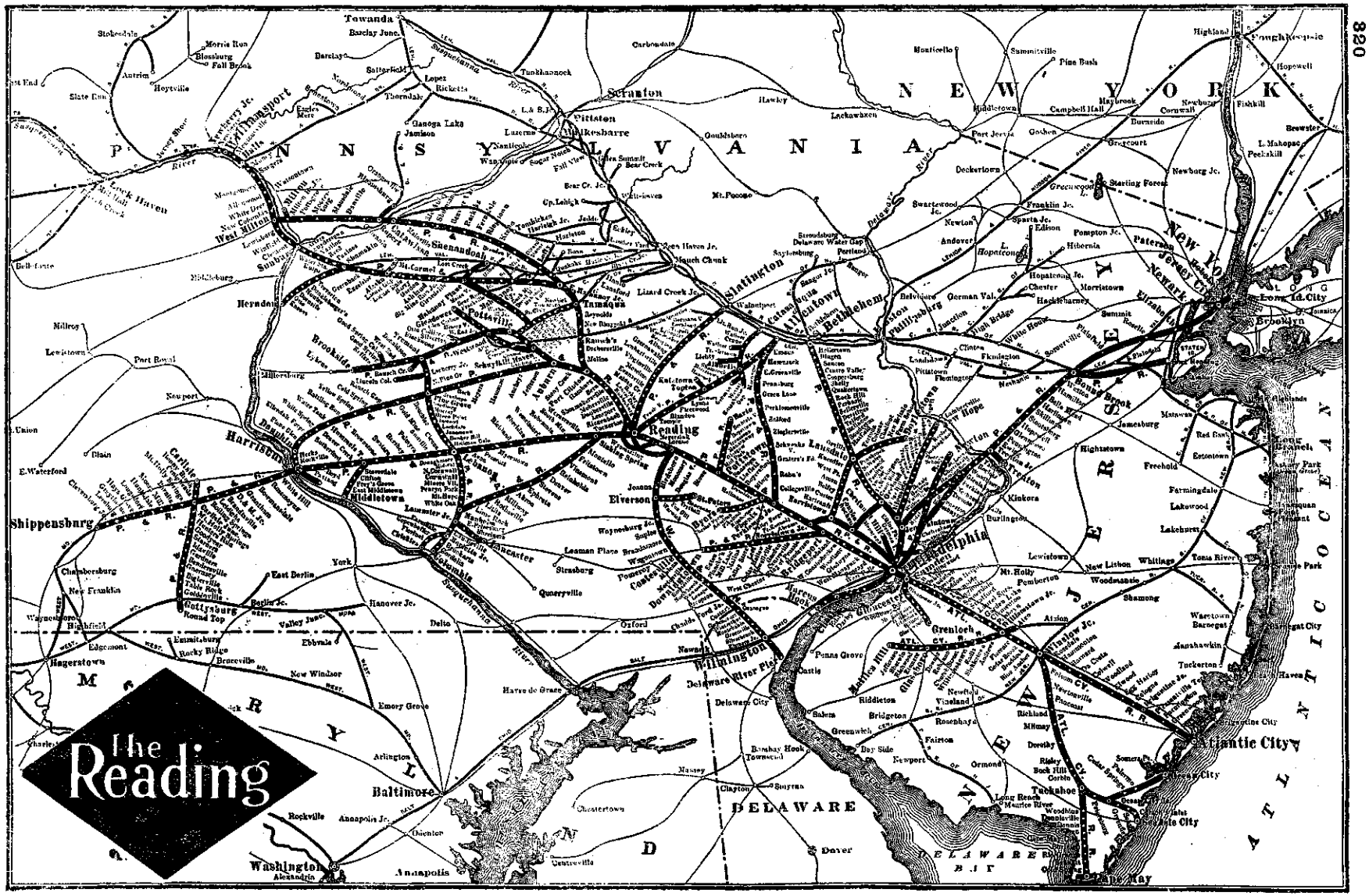
NEW YORK AND ATLANTIC CITY

IN 3 HOURS.

Express Trains with Buffet Parlor Cars leave New York, West 23d Street, 9 50 a.m. and 3 20 p.m. daily, except Sunday, 12 50 noon Saturdays only, and 9 50 a.m., 2 20 p.m. Sundays only; Liberty Street Station, 10 00 a.m. and 3 40 p.m. daily, except Sunday, 1 00 p.m. Saturdays only, and 10 00 a.m., 2 30 p.m. Sundays only. Leave Atlantic City daily, except Sunday, 8 45 a.m., 2 10 p.m., Mondays only 7 35 a.m., and Sundays only 9 40 a.m., 5 30 p.m.

R. J. WEEKS, General Passenger Agent
Philadelphia & Reading Ry.

W. C. HOPE, General Passenger Agent
Central Railroad of New Jersey.


The Reading
PENNSYLVANIA
NEW YORK
NEW JERSEY
DELAWARE
MARYLAND
ATLANTIC OCEAN
Scranton
Pittston
Wilkesbarre
Towanda
Shamokin
Sunbury
Shenandoah
Pottsville
Tamaqua
Slatington
Allentown
Bethlehem
Easton
Phillipsburg
Reading
Harrisburg
Lebanon
Lancaster
Columbia
Elverson
Middletown
Shippensburg
Chambersburg
Gettysburg
Hagerstown
Baltimore
Washington
Annapolis
Philadelphia
Camden
Gloucester
Wilmington
Delaware City
Dover
Atlantic City
Cape May
Tuckahoe
Long Branch
Jersey City
Newark
Paterson
Brooklyn
Long Isl. City
Poughkeepsie
Port Jervis
Scranton
Hazleton
Mauch Chunk
Tunkhannock
Towanda
Williamsport
Lock Haven
Harrisburg
Philadelphia
Atlantic City
Cape May

PHILADELPHIA & READING RAILWAY COMPANY.

The Reading

General Offices—Reading Terminal, Philadelphia, Pa.

Cable Address—"READINGCO," Philadelphia.

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C. K. KLINK, Real Estate Agent, Philadelphia, Pa.

The Reading

PHILADELPHIA & READING RAILWAY.

READING DIVISION, EAST PENNSYLVANIA R.R.

HARRISBURG DIVISION, LEBANON VALLEY BRANCH.

Sun	Sun	Sun	9	219	7	97	203	5	3	1	49	211	Ms	November 14, 1909.	200	30	2	92	6	8	214	10	12	Sun.		
			P M		P M	P M	A M	A M	A M					lve. (Via Easton) arr.	A M	A M	Noon	Noon		P M		P M				
			5 00		d1 10	2 00	9 10	7 15	4 00					New York (Liberty St.)	9 25	10 45	1200	1235		7 15		†1049				
			4 50		d1 00	1 50	9 00	7 05						New York (West 23d St.)	9 35	10 57	1210	1245		7 25		†1050				
			P M		Noon		A M	A M						(Via L. V. R.R.)	A M	A M		P M	P M	P M	P M					
			†3 55		†1225		9 40	7 40						lve. New York (W. 23d St.) arr.	9 45			†130	5 15	8 45	9 15					
			4 10		12 40		9 50	7 50						lve. New York (C.&D. Sts.) arr.	9 33			†125	5 13	8 38	8 38					
		A M	P M	P M	P M		P M	A M	A M	A M			A M	LEAVE ARRIVE	A M	A M		A M	P M	P M	P M	P M	P M	A M		
		§200	*7 35	‖808	*4 28	Via Philadelphia.	†1 40	†1050	†8 37	†5 30		†700	0	+ ... Allentown[1] .. ♁	6 21	8 10		1015	1 35	4 17	5 42	7 20	†9 52	11 26		
		8 11	— —		6 20		1 51	11 01	8 48	5 42		7 11	6	+ ..... Emaus ..... ♁		6 09	7 59		— —	1 24	4 06	5 30	7 09	9 41	11 15		
		8 18	— —		6 26		1 57	11 07	8 54	5 47		7 17	9½	+ ..... Macungie ..... ♁	East Pennsylvania R.R.	6 02	7 53		— —	1 18	4 00	5 23	7 03	9 35	11 09		
		8 23	— —		6 32		2 02	11 12	8 59	5 52		7 22	12	+ .... Alburtis[2] ... ♁		5 56	7 48		— —	1 13	3 55	5 17	6 58	9 29	11 03		
		8 28	— —		6 37		4 56		2 07	11 17	9 04	5 57		+ .... Shamrock		5 50	7 43		— —	1 09	3 50	5 11	6 52	9 24	10 57		
		8 31	— —		6 40		4 59		2 10	11 20	9 07	6 00		..... Mertztown		5 47	7 40		— —	1 05	3 47	5 08	6 49	9 21	10 54		
		8 33	— —		6 43		5 02		2 12	11 22	9 10	6 02		..... Hancock		5 45	7 37		— —	1 02	— —	5 06	6 47	9 19	10 52		
		8 36	— —		6 45		5 06		2 15	11 25	9 13	6 05		+ ..... Topton[3] ... ♁		†5 42	7 35		— —	12 59	3 43	†503	6 45	9 17	10 49		
		8 41	— —		P M		5 11		2 20	11 31	9 19	6 10		..... Bowers		A M	7 29		— —	12 53	3 38	P M	6 37	9 11	10 44		
		8 44	— —				5 14		2 23	11 34	9 22	6 13		+ ..... Lyons ..... ♁			7 26		— —	12 50	3 35		6 34	9 08	10 41		
		8 52	— —				5 21		2 30	11 41	9 29	6 20		+ .... Fleetwood ..... ♁			7 20		— —	12 43	3 28		6 26	9 01	10 34		
		9 00	— —				5 28		2 38	11 48	9 37	6 28		+ ..... Blandon ..... ♁			7 14		— —	12 36	3 21		6 18	8 53	10 27		
		9 06	— —				5 34		2 44	11 54	9 43	6 34		+ ..... Temple			7 08		— —	12 30	3 15		6 11	8 47	10 21		
		9 09	— —				5 37			— —	9 46	6 37		.... Frush Valley			7 05		— —	12 27	— —		6 08	8 44	10 18		
		9 17	‖8 28		‖5 46	P M	†2 53	12 05	†9 55	†‖645	A M		36	arr. + . Reading[4] . . lve.			6 58	A M	9 25	‖1220	†305		6 00	†8 37	10 10		
		A M	8 40		6 00		†556	*3 10	12 25	*10 11	*7 00	*4 50		36	lve. . . . Reading ♁ arr.			‖6 40	7 55	9 17	1205	‖262		‖5 46	*‖818	9 12		
			— —		— —		— —		12 29	— —	7 04	— —		38	..... Wyomissing			6 36	— —	— —	— —	— —		§5 41	— —	— —		
			— —		6 11		— —		12 37	10 21	7 12	5 01		42	.... Sinking Spring .. ♁			6 28	— —	— —	— —	2 41		5 33	— —	9 00		
			8 54		6 17	6 09	3 24		12 43	10 27	7 18	5 12		45	+ ... Wernersville			6 21	7 39	9 01	11 49	2 36		5 26	8 02	8 54		
			— —		6 19	— —	— —		12 45	10 29	7 21	5 15		46	... South Mountain ...			6 18	7 37	— —	— —	2 33		5 24	— —	8 52		
			— —		6 24	— —	— —		12 51	10 33	7 26	5 20		48	..... Robesonia ..... ♁			6 13	7 33	— —	— —	2 28		5 19	7 65	8 47		
			— —		6 30	— —	— —		12 56	10 38	7 31	5 25		50	+ ... Womelsdorf			6 07	7 28	— —	— —	2 23		5 13	7 49	8 42		
			e8 05		6 36	— —	3 56		1 01	10 43	7 36	5 34		53	..... Sheridan ..... ♁			6 02	7 22	— —	11 37	2 18		5 08	7 43	8 37		
			e8 09		6 40	— —	— —		1 05	10 47	7 40	5 38		55	..... Richland	Lebanon Valley R.R.		5 58	7 18	— —	— —	2 14		5 04	7 39	8 33		
			9 14		6 45	— —	3 45	1 10	10 52	7 45	5 44		57½	+ .... Myerstown ... ♁			5 53	7 13	— —	11 28	2 08		4 59	7 34	8 28		
			— —		6 50	— —	— —	1 15	— —	7 50	5 51		61	..... Prescott			5 46	— —	— —	— —	— —		4 52	— —	8 22		
			— —		6 54	— —	— —	1 18	— —	7 53	— —		63	..... Avon			5 45	— —	— —	— —	— —		4 48	— —	8 19		
			9 27		7 00	6 35	3 57	1 26	11 04	7 59	6 06		65	+ .... Lebanon[5] ... ♁			5 40	7 02	8 37	11 16	1 55		4 43	7 22	8 14		
			— —		7 06	— —	— —	1 31	— —	8 05	— —		67	..... Cleona			— —	— —	— —	— —	— —		§4 34	— —	8 05		
			9 35		7 10	— —	4 05	1 34	11 12	8 08	6 18		69	+ ..... Annville			5 29	6 52	— —	11 06	1 44		4 30	7 10	8 02		
			9 43		7 19	— —	4 13	1 42	11 19	8 16	6 30		74	..... Palmyra ..... ♁			5 21	6 44	— —	10 58	1 35		4 22	7 01	7 53		
			— —		7 25	— —	4 18	1 48	11 24	8 22	6 36		77	..... Hershey ..... ♁			5 15	6 38	— —	10 52	1 28		4 15	6 54	7 46		
			— —		7 28	— —	— —	1 50	— —	8 24	6 39		78	..... Swatara			5 12	e —	— —	— —	1 26		4 11	6 51	7 43		
			— —		7 31	— —	4 24	1 53	e —	8 27	6 41		80	..... Brownstone			5 09	6 32	— —	— —	1 22		4 09	6 48	e7 40		
			9 53		7 34	— —	— —	1 56	11 30	8 30	6 45		81	+ Hummelstown[6] ♁			5 07	6 30	— —	10 46	1 19		4 05	6 46	7 38		
			— —		7 43	— —	— —	2 04	— —	8 39	6 54		85	..... Rutherford			4 59	— —	— —	— —	1 11		3 66	6 35	7 30		
			— —		7 47	— —	— —	2 07	— —	8 42	— —		87	..... Boyd			— —	— —	— —	— —	— —		3 53	— —	7 27		
			10 10		7 65	7 10	4 40	2 16	11 45	8 51	7 05		90	+ ... Harrisburg[7] .. ♁			†4 50	†615	*800	†1030	*100		*3 45	*6 25	§7 20		
			P M		P M	P M	P M	P M	A M	A M	A M			ARRIVE LEAVE			A M	A M	A M	A M	P M		P M	P M	A M		

CONNECTIONS.—[1] With Lehigh and Susquehanna Division Central R.R. of New Jersey and Lehigh Valley R.R. [2] With Catasauqua & Fogelsville Branch. [3] With Allentown Branch. [4] With Junction Reading, Lebanon and Wilmington and Columbia Divisions. [5] With Lebanon and Tremont Branch. [6] With Middletown and Hummelstown Branch. [7] With Pennsylvania R.R. and Northern Central Ry.

SCHUYLKILL VALLEY BRANCH.

Sun	Sun	213	215	205	209	203	11	Ms	November 14, 1909.	14	202	216	206	210	218	Sun	
P M	A M	P M	P M	Noon	A M	A M	A M		LEAVE ARRIVE	A M	A M	A M	P M	P M	P M	P M	
§205	§705	‖515	‖457	†1245	†1020	†737	*216	0	+ ... Pottsville .. ♁	3 40	9 23	11 57	2 30	4 57	7 55	7 12	
2 11	7 11	6 21	5 03	12 51	10 26	7 43	2 21	1½	+ .... Palo Alto .... ♁	3 35	9 17	11 51	2 24	4 51	7 49	7 06	
2 14	7 14	6 24	5 06	12 54	10 29	7 46	— —	3	+ .. Port Carbon .. ♁	— —	9 14	11 47	2 21	4 47	7 46	7 02	
2 18	7 18	— —	5 10	12 58	10 33	7 50	— —	4	..... Cumbola	— —	9 10	11 43	2 17	4 43	7 42	6 58	
2 21	7 22	6 30	5 16	1 01	10 36	7 53	— —	6	New Philadelphia ♁	— —	9 07	11 40	2 14	4 40	7 39	6 55	
2 26	7 25	6 35	5 24	1 06	10 40	7 57	— —	8	..... Middleport .. ♁	— —	9 03	11 36	2 10	4 36	7 35	6 51	
2 29	7 29	6 39	5 28	1 09	10 44	8 01	— —	10	..... Brockton	— —	8 59	11 32	2 06	4 31	7 31	6 48	
2 34	7 34	6 44	5 33	1 14	10 49	8 06	— —	11	..... Tuscarora ... ♁	— —	8 54	11 27	2 01	4 26	7 26	6 41	
2 40	7 40	— —	5 40	1 20	10 55	8 12	— —	14	..... Newkirk	— —	8 48	11 21	1 55	4 20	7 20	6 34	
2 45	7 45	6 55	5 45	1 25	11 00	8 17	2 50	16	+ ... Tamaqua ... ♁	*306	*843	†1116	†150	†415	†715	§628	
P M	A M	P M	P M	P M	A M	A M	A M		ARRIVE LEAVE	A M	A M	A M	P M	P M	P M	P M	

FRACKVILLE BRANCH.

Sun.	Sun.	109	107	105	101	Mls	November 14, 1909.	104	108	110	112	Sun	Sun.	
P M	A M	P M	P M	P M	A M		LEAVE ARRIVE	A M	P M	P M	P M	A M	P M	
§6 50	§1105	†7 12	†4 34	†1 28	†7 00	0	+ ..... Pottsville ..... ♁	8 30	1 44	6 01	7 25	8 30	4 20	
6 55	11 11	7 17	4 39	1 34	7 06	1.4	..... Palo Alto	8 24	1 38	5 55	7 19	8 24	4 14	
6 58	11 14	7 20	4 42	1 37	7 09	2.5	+ ..... Port Carbon ..... ♁	8 21	1 35	5 51	7 16	8 21	4 11	
— —	— —	— —	4 48	— —	— —	4.3	..... Patterson Street	— —	— —	5 45	— —	— —	— —	
7 06	11 19	7 25	4 48	1 42	7 14	4.7	+ ..... St. Clair ..... ♁	8 15	1 29	5 43	7 10	8 15	4 05	
7 06	11 21	— —	4 50	1 44	7 16	5.8	..... Broad Mountain	8 13	1 27	5 41	7 08	8 13	4 03	
7 11	11 27	— —	4 55	1 50	7 22	7.4	..... Wetherill Junction	8 08	1 22	5 38	7 03	8 08	3 58	
7 20	11 38	7 42	5 06	2 00	7 32	10.2	arr. .... Frackville. ♁ lve.	‖8 01	‖1 15	†5 28	†6 56	§8 01	§3 51	
7 27	11 46	7 52	5 14	2 09	7 42	....	.... Bear Run Junc .. ♁	7 44	1 06	5 19	6 46	7 50	3 40	
7 29	11 48	7 54	5 16	2 11	7 45	....	..... Gilberton ..... ♁	7 41	1 02	5 16	6 43	7 47	3 38	
7 33	11 52	7 58	5 20	2 15	7 50	....	arr. . Mahanoy Plane ♁ lve.	7 36	12 59	5 12	6 39	7 43	3 34	
....	....	8 20	....	2 51	10 03	....	arr. Shenandoah ♁ . lve.	†7 08	†1225	....	†8 02	....	....	
7 39	11 58	8 04	5 26	2 20	7 55	....	..... Girardville ..... ♁	7 30	12 54	5 06	6 33	7 37	3 28	
7 44	12 03	8 09	5 32	2 26	8 01	....	..... Ashland ..... ♁	†7 23	†1249	†5 00	†6 27	§7 31	§3 21	
P M	Noon	P M	P M	P M	7 53	....	.... Mahanoy City ... ♁	A M	Noon	†5 12	P M	A M	§3 18	
....	....	....	....	....	A M	....	ARRIVE LEAVE	....	....	P M	....	....	P M	

PHILADELPHIA & CHESTER VALLEY R.R.

Nov. 14, 1909.	Ms.	27	41	37	Sun.	Sun.
LEAVE	....	A M	P M	P M	A M	P M
Bridgeport .... ♁	0	†8 22	†2 20	†6 20	§9 55	§7 27
Henderson	1.0	8 27	2 28	6 26	10 00	7 33
King of Prussia	3.5	8 31	2 33	6 29	10 04	7 38
Centreville	6.1	8 36	2 40	6 35	10 10	7 45
Garden	7.0	8 39	2 44	6 38	10 13	7 48
Howellville	8.4	8 43	2 51	6 42	10 17	7 52
Cedar Hollow .. ♁	9.8	8 47	2 57	6 46	10 22	7 57
Lees	10.7	8 49	2 59	6 48	10 24	7 59
Valley Store	11.1	8 51	3 02	6 51	10 26	8 01
Malins	11.8	8 53	3 05	6 53	10 28	8 03
Mill Lane	12.9	8 55	3 09	6 56	10 31	8 06
Planebrook	14.0	8 57	3 13	6 58	10 34	8 09
Exton	16.6	9 02	3 19	8 03	10 39	8 15
Ackworth	19.5	9 07	3 28	6 10	10 46	8 22
Downingtown ♁	21.3	9 12	3 33	6 15	10 50	8 27
ARRIVE	....	A M	P M	P M	A M	P M

STATIONS.	24	40	34	Sun.	Sun.	
LEAVE	A M	A M	P M	A M	P M	
Downingtown . .	†6 40	†1100	†3 50	§6 35	§5 50	
Ackworth	6 45	11 04	3 54	6 40	5 55	
Exton	6 56	11 12	4 01	6 51	6 00	
Planebrook	7 01	11 17	4 06	6 56	6 04	
Mill Lane	7 04	11 21	4 08	6 59	6 07	
Malins	7 07	11 24	4 10	7 02	6 10	
Valley Store	7 10	11 27	4 13	7 05	6 13	
Lees	7 13	11 29	4 15	7 08	6 16	
Cedar Hollow	7 16	11 33	4 17	7 11	6 18	
Howellville	7 22	11 37	4 22	7 17	6 23	
Garden	7 27	11 41	4 26	7 22	6 26	
Centreville	7 31	11 45	4 29	7 26	6 29	
King of Prussia ..	7 40	11 51	4 35	7 35	6 34	
Henderson	7 44	11 55	4 39	7 39	6 38	
Bridgeport	7 50	12 04	4 44	7 45	6 45	
ARRIVE	A M	Noon	P M	A M	P M	

EXPLANATION OF SIGNS.

Trains marked * run daily; †daily, except Sunday; § Sunday only.

a Stops to take on passengers for Philadelphia or New York; *d* Sunday leaves West 23d Street 12 50 noon, Liberty Street 1 00 p.m.; *e* stops to let off passengers from Philadelphia or New York; *f* stops daily, except Sunday.

‖ Meals. + Coupon stations; ♁ Telegraph stations.

STANDARD—*Eastern time.*

Stop-over Privileges—On trip-tickets any stop-off that is desired. Local excursion no stop-off except on payment of an amount equal to the difference between the amount paid and full fare.

Pintsch Gas | Steam Heat | **SAFETY CAR HEATING & LIGHTING CO.** U. S. Express Bldg, Trinity Place and Rector St., NEW YORK. | Used on most of the Prominent Railways in Europe and the United States.

PHILADELPHIA & READING RAILWAY.

READING DIVISION—Main Line.

233	225	11	15	9	39	45	37	97	7	41	95	29	5	43	3	27	25	1	Mls.	*Nov.* 14, 1909.
P M	Night	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	....	A M	A M	....	....	....	Night	....	(Via Philadelphia)
3 00	12 30	9 00	6 00	5 00	3 00	3 00	2 00	2 00	g2 00	11 00	11 00	....	8 00	7 00	....	....	....	12 30	....	lv. N. Y. Liberty St. ar.
2 50	11 50	8 50	5 50	4 50	2 50	2 50	1 50	1 50	g1 50	10 50	10 50	....	7 50	6 50	....	....	....	11 50	....	*West 23d Street.*
P M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	....	A M	A M	A M	A M	A M	A M	....	lv. + **Phila.** ♁ ar.
§6 12	§4 00	*11 30	*8 36	*6 56	†5 28	†4 53	†4 36	*4 36	*4 06	†1 36	†1 25	....	†10 30	†9 38	*8 36	*7 36	†6 08	†4 25	0	..Reading Term..
– –	4 03	11 33	8 39	– –	– –	4 56	– –	– –	– –	– –	– –	....	– –	9 41	– –	– –	6 11	4 28	0.8	Spring Garden St.
– –	4 07	11 37	8 43	7 03	5 35	5 00	– –	– –	4 12	– –	1 31	....	10 37	9 45	8 42	– –	6 15	4 32	1.8	..Columbia Ave..
– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	....	– –	9 49	s – –	– –	6 19	4 36	2.9	..Huntington St..
6 19	Via G. & N. Branch.	Via G. & N. Branch.	Via G. & N. Branch.	Via G. & N. Branch.	Via G. & N. Branch.	Via G. & N. Branch.	4 44	– –	Via G. & N. Branch.	1 42	Via G. & N. Branch.	A M	Via G. & N. Branch.	Via G. & N. Branch.	Via G. & N. Branch.	7 42	Via G. & N. Branch.	Via G. & N. Branch.	2.5	Girard Av. 31st St.
6 27							4 52	– –		1 51		*11 38				7 51			7.6	.....Pencoyd.....
6 30							4 55	– –		1 54		11 41				7 54			8.7	.West Manayunk.
6 34							4 59	– –		1 58		11 46				7 58			10.6	....Gladwyne....
6 38							5 03	– –		2 02		11 51				8 03			12.7	....Woodlane.. ♁
6 42							5 07	– –		2 06		11 56				8 08			14.5	.West Conshohocken.
6 45							5 10	– –		2 10		12 01				8 12			16.3	..**Swedeland**..
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	(*G. & N. Branch.*)
....	4 22	s11 48	– –	– –	5 48	5 12	....	....	– –	....	– –	....	– –	10 02	– –	....	6 39	4 47	7.5	.**E. Manayunk.**
....	4 33	s11 57	– –	– –	5 58	5 22	....	....	– –	....	– –	....	– –	10 18	– –	....	6 48	4 58	13.5	.**E. Conshohocken.**
....	4 42	12 03	9 09	7 28	6 04	5 29	....	....	4 37	....	1 55	....	11 01	10 28	9 06	....	7 00	5 08	17.2	**Norrist'n (DeKalb St**
6 50	....	....	....	....	....	....	5 14	– –	....	2 15	....	12 10	....	....	....	8 17	....	....	17.9	+ ..**Bridgeport**[2]. ♁
6 54	– –	– –	– –	– –	6 08	5 33	5 18	– –	– –	2 20	– –	12 16	– –	10 32	– –	8 22	7 05	5 13	19.1	.....Abrams... ♁
6 59	– –	– –	– –	– –	6 14	5 37	5 23	– –	– –	2 25	– –	12 22	– –	10 36	– –	8 27	7 10	5 18	21.5	..Port Kennedy..
7 04	– –	– –	– –	– –	6 19	5 42	5 27	– –	– –	2 30	– –	12 27	– –	10 40	– –	8 32	7 15	5 23	23.6	...Valley Forge...
7 08	– –	– –	– –	– –	6 24	5 46	5 31	– –	– –	2 33	– –	12 34	– –	10 43	– –	8 37	7 19	5 27	25.1	+ .**Perkiomen Jn.**[3] ♁
7 14	4 59	12 18	9 26	7 44	6 30	P M	5 38	– –	4 53	P M	2 09	12 43	11 19	A M	9 20	8 43	A M	5 33	27.7	+ .**Phœnixville**[4] ♁
7 20	– –	– –	– –	– –	– –	....	5 43	– –	– –	....	– –	12 51	– –	....	– –	8 49	....	5 40	30.7	......Mingo......
7 23	– –	12 26	– –	7 52	6 38	....	5 46	– –	5 01	....	2 17	12 55	11 28	....	x9 26	8 51	....	5 42	31.9	....Royersford...
7 29	– –	– –	9 34	– –	6 43	....	5 51	– –	– –	....	2 21	1 02	– –	....	– –	8 56	....	5 47	34.3	.... Linfield.....
7 36	– –	– –	– –	– –	6 49	....	5 56	– –	– –	....	– –	1 09	– –	....	– –	9 02	....	5 53	37.3	....Sanatoga....
7 42	5 20	12 38	9 47	8 04	6 55	....	6 03	– –	5 15	....	2 30	1 17	11 41	....	9 37	9 09	....	6 00	40.5	+ ..**Pottstown**[5]. ♁
7 46	– –	– –	– –	– –	6 58	....	6 06	– –	– –	....	– –	P M	– –	....	– –	9 12	....	6 02	42.2	......Stowe......
7 50	– –	– –	9 54	– –	7 03	....	6 11	– –	– –	....	2 36	....	– –	....	– –	9 17	....	6 07	45.7	..Douglassville..
7 55	– –	– –	– –	– –	7 08	....	6 15	– –	– –	....	– –	....	– –	....	– –	9 22	....	6 12	47.1	....Monocacy.. ♁
8 00	– –	h12 51	10 01	– –	7 13	....	6 20	– –	– –	....	c2 43	....	– –	....	– –	9 27	....	6 17	49.5	+ ..Birdsboro.. ♁
8 06	– –	– –	– –	– –	7 18	....	6 25	– –	– –	....	– –	....	– –	....	– –	9 33	....	6 23	52.2	.....Lorane.... ♁
8 11	– –	– –	– –	– –	7 23	....	6 29	– –	– –	....	– –	....	– –	....	– –	9 37	....	6 27	54.4	....Neversink....
8 21	5 47	1 05	10 17	8 29	7 32	....	6 37	5 48	5 40	....	2 57	....	12 09	....	10 00	9 47	....	6 37	58.2	..Franklin Street.
8 24	5 50	‖1 08	10 20	‖8 32	7 35	....	6 40	5 51	5 43	....	‖3 00	....	‖12 12	....	10 03	‖9 50	....	‖6 40	58.8	ar. + **Reading**[6] ♁ lv.
8 40	6 30	....	P M	8 40	P M	....	P M	5 56	†5 55	....	3 10	....	12 25	....	10 11	10 11	....	7 00	58.8	lv. + **Reading** ♁ ar.
10 10	8 30	....	....	10 10	....	....	....	7 10	†7 10	....	4 40	....	2 15	....	11 45	11 45	....	8 51	112.2	ar. + **Harrisb'g**[7] ♁ lv.
P M	5 55	1 18	....	8 40	....	....	....	5 56	*6 00	....	3 10	....	12 22	....	10 08	10 16	....	7 00	58.8	lv. + **Reading.** ♁ ar.
....	– –	– –	....	– –	....	....	....	– –	6 08	....	3 19	....	– –	....	– –	10 25	....	7 08	63.2	....Tuckerton.. ♁
....	– –	– –	....	– –	....	....	....	– –	– –	....	3 24	....	– –	....	– –	10 30	....	7 12	64.9	...Rickenbach...
....	6 08	– –	....	8 52	....	....	....	– –	6 14	....	3 27	....	12 33	....	– –	10 33	....	7 15	66.3	.....Leesport....
....	– –	– –	....	– –	....	....	....	– –	6 17	....	3 30	....	– –	....	– –	10 36	....	7 18	67.4	...Dauberville...
....	– –	– –	....	8 57	....	....	....	– –	6 20	....	3 34	....	– –	....	– –	10 40	....	7 22	68.6	....Mohrsville.. ♁
....	6 16	– –	....	9 01	....	....	....	– –	6 24	....	3 38	....	– –	....	– –	10 44	....	7 27	70.2	.Shoemakersville.
....	– –	– –	....	– –	....	....	....	– –	6 29	....	3 43	....	– –	....	– –	10 49	....	7 34	72.8	.......Bern.......
....	6 24	l1 42	....	9 09	....	....	....	– –	6 34	....	3 48	....	12 47	....	– –	10 54	....	7 42	75.3	+ ..Hamburg....
....	– –	– –	....	9 16	....	....	....	6 21	6 40	....	3 55	....	12 53	....	10 36	11 00	....	7 48	78.[illegible]	+ .**Port Clinton**[8] ♁
....	....	....	....	†9 55	....	....	....	6 58	....	....	4 40	....	1 39	....	†11 13	....	....	8 39	98.3	ar..**Tamaqua**.lv.
....	– –	– –	....	– –	....	....	....	– –	– –	....	4 00	....	– –	....	– –	11 06	....	7 57	80.8	...Stony Creek. ♁
....	– –	– –	....	9 24	....	....	....	– –	6 49	....	4 05	....	1 06	....	– –	11 12	....	8 02	83.3	.....**Auburn**[9].. ♁
....	– –	– –	....	– –	....	....	....	– –	6 54	....	4 11	....	– –	....	– –	11 18	....	8 08	86.3	.. Landingville ..
....	6 47	2 03	....	9 34	....	....	....	6 37	6 59	....	4 18	....	1 16	....	10 53	11 24	....	8 14	89.0	+ **Schuylkill Hav.**[10] ♁
....	– –	– –	....	– –	....	....	....	– –	– –	....	4 21	....	– –	....	– –	11 27	....	8 17	90.9	..... Connor.....
....	6 55	2 11	....	*9 44	....	....	....	6 45	7 08	....	4 29	....	1 25	....	*11 02	11 35	....	8 25	93.5	+ ..**Pottsville**[11] ♁
....	A M	A M	....	P M	....	....	....	P M	P M	....	P M	....	P M	....	A M	A M	....	A M	....	ARRIVE

Nov. 14, 1909.	14	42	24	44	30	2	92	4	40	6	8	34	46	128	10	12	228	230	232	234
(Via Philadelphia)	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	....	P M	....	A M	P M	P M	P M	A M
lv. N. Y. Liberty St. ar.	b9 00	10 00	11 00	11 00	11 00	12 00	a1 00	2 00	3 00	4 00	d7 00	9 10	....	v10 10	....	3 17	2 30	9 10	11 30	3 17
West 23d Street.	b9 10	10 10	11 10	11 10	11 10	12 10	a1 10	2 10	3 10	4 10	d7 10	9 20	....	v10 20	....	....	2 40	9 20	11 40	....
lv. + **Phila.** ♁ ar.	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	P M
..Reading Term..	6 50	8 05	8 32	8 52	9 09	*9 30	10 50	12 02	12 48	1 50	*4 35	6 29	7 15	7 30	8 19	10 15	11 37	6 27	8 07	10 27
Spring Garden St.	– –	– –	– –	– –	9 06	– –	– –	11 59	– –	– –	– –	6 25	– –	– –	8 16	– –	– –	6 24	– –	10 24
..Columbia Ave..	– –	8 00	– –	8 46	9 02	9 23	– –	11 55	– –	– –	4 28	6 21	– –	7 23	8 12	10 08	– –	6 20	– –	10 20
..Huntington St..	– –	– –	– –	– –	8 58	– –	– –	– –	– –	– –	– –	6 17	– –	– –	8 08	– –	– –	6 16	– –	10 16
Girard Av. 31st St.	6 44	Via G. & N. Branch.	8 26	Via G. & N. Branch.	Via G. & N. Branch.	Via G. & N. Branch.	– –	Via G. & N. Branch.	12 42	– –	Via G. & N. Branch.	Via G. & N. Branch.	7 09	Via G. & N. Branch.	Via G. & N. Branch.	Via G. & N. Branch.	11 30	Via G. & N. Branch.	8 00	Via G. & N. Branch.
.....Pencoyd.....	6 36		8 18				– –		12 33	– –			7 00				11 22		7 52	
.West Manayunk.	6 33		8 15				– –		12 30	– –			6 57				11 19		7 49	
....Gladwyne....	6 28		8 10				– –		12 25	– –			6 53				11 15		7 44	
....Woodlane.. ♁	6 23		8 06				– –		12 21	– –			6 49				11 11		7 39	
.West Conshohocken.	6 19		8 02				– –		12 17	– –			6 45				11 07		7 34	
..**Swedeland**..	– –		7 58				– –		12 13	– –			6 41				11 03		7 30	
(*G. & N. Branch.*)	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
.**E. Manayunk.**	....	– –	....	– –	– –	– –	....	11 41	....	....	– –	6 04	....	– –	– –	– –	....	– –	....	– –
.**E. Conshohocken.**	....	7 39	....	8 26	8 42	– –	....	11 31	....	....	– –	5 51	....	– –	7 49	8 47	....	5 57	....	9 57
Norrist'n (DeKalb St	....	7 34	....	8 20	8 37	9 00	....	11 25	....	....	4 02	6 45	....	7 00	7 42	9 41	....	5 50	....	9 50
+ ..**Bridgeport**[2]. ♁	6 12	....	7 54	....	....	....	– –	....	12 09	– –	....	....	6 37	....	....	....	10 59	....	7 25	....
.....Abrams... ♁	– –	– –	7 49	– –	8 32	– –	– –	– –	12 04	– –	– –	5 40	6 33	– –	7 37	– –	10 54	5 45	– –	– –
..Port Kennedy..	6 03	– –	7 45	8 12	8 26	– –	– –	– –	11 59	– –	– –	5 35	– –	– –	7 32	– –	10 49	5 40	– –	– –
...Valley Forge...	t5 58	– –	7 40	8 08	8 21	– –	– –	– –	11 54	– –	– –	5 31	6 26	– –	7 28	– –	10 45	5 35	7 13	– –
+ .**Perkiomen Jn.**[3] ♁	– –	7 21	†7 37	†8 05	8 17	– –	– –	– –	†11 50	– –	– –	5 27	†6 22	– –	7 24	– –	10 41	5 31	7 06	– –
+ .**Phœnixville**[4] ♁	5 50	7 16	A M	A M	8 12	8 44	10 08	11 09	A M	1 08	3 46	5 21	P M	6 44	7 19	9 23	10 35	5 25	7 01	8 32
......Mingo......	– –	– –	....	....	8 05	– –	– –	– –	....	– –	– –	5 14	....	– –	7 12	– –	10 28	5 18	– –	– –
....Royersford...	5 40	7 08	....	....	8 02	8 35	– –	10 59	....	12 57	– –	5 11	....	6 35	7 08	9 13	10 24	5 15	6 52	8 22
.... Linfield.....	t5 35	7 03	....	....	7 56	– –	– –	10 54	....	– –	– –	5 06	....	– –	7 02	– –	10 19	5 10	6 47	– –
....Sanatoga....	– –	– –	....	....	7 50	– –	– –	– –	....	– –	– –	5 00	....	– –	6 58	– –	10 14	5 04	– –	– –
+ ..**Pottstown**[5]. ♁	5 24	6 54	....	....	7 44	8 24	9 50	10 45	....	12 46	3 27	4 53	....	6 24	6 50	9 02	10 08	4 57	6 37	9 08
......Stowe......	– –	6 50	....	....	7 40	– –	– –	– –	....	– –	– –	4 49	....	– –	6 46	– –	10 03	4 53	– –	– –
..Douglassville..	– –	6 45	....	....	7 35	– –	– –	– –	....	– –	– –	4 44	....	– –	6 40	– –	9 58	4 47	6 29	– –
....Monocacy.. ♁	– –	6 40	....	....	7 30	– –	– –	– –	....	– –	– –	4 39	....	– –	6 35	– –	9 54	4 42	6 25	– –
+ ..Birdsboro.. ♁	– –	6 35	....	....	7 25	– –	– –	10 31	....	– –	– –	4 34	....	– –	6 30	– –	9 49	4 37	6 21	8 55
.....Lorane.... ♁	– –	6 30	....	....	7 20	– –	– –	– –	....	– –	– –	4 29	....	– –	6 24	– –	9 43	4 33	6 16	– –
....Neversink....	– –	6 26	....	....	7 16	– –	– –	– –	....	– –	– –	4 25	....	– –	6 20	– –	9 39	4 29	– –	– –
..Franklin Street.	4 58	6 18	....	....	7 08	8 03	9 28	10 18	....	12 22	3 03	4 18	....	6 03	6 13	8 39	9 33	4 23	6 08	8 43
ar. + **Reading**[6] ♁ lv.	4 55	†6 15	....	....	7 05	*8 00	9 25	10 15	....	12 19	*3 00	†4 15	....	*6 00	6 10	8 36	9 30	4 20	6 05	8 40
lv. + **Reading** ♁ ar.	....	A M	....	....	6 40	7 55	9 17	9 17	....	12 05	2 52	P M	....	5 46	5 46	8 18	9 12	....	5 46	8 35
ar. + **Harrisb'g**[7] ♁ lv.	....	....	....	....	†4 50	†6 15	*8 00	†8 00	....	†10 30	*1 00	....	....	*3 45	†3 45	†6 25	§7 20	....	§3 45	§6 46
lv. + **Reading.** ♁ ar.	‖4 45	....	....	....	‖6 50	7 55	9 20	‖10 00	....	‖12 09	2 56	....	....	P M	‖5 50	‖8 26	9 14	4 16	5 42	‖8 30
....Tuckerton.. ♁	– –	....	....	....	6 41	– –	– –	9 51	....	– –	– –	....	....	....	5 41	– –	9 05	4 06	5 32	– –
...Rickenbach...	– –	....	....	....	6 37	– –	– –	– –	....	– –	– –	....	....	....	5 36	– –	9 00	4 01	5 27	– –
.....Leesport....	4 31	....	....	....	6 35	– –	– –	9 45	....	– –	2 43	....	....	....	5 33	– –	8 58	3 59	5 25	8 16
...Dauberville...	– –	....	....	....	6 32	– –	– –	– –	....	– –	– –	....	....	....	5 30	– –	8 55	3 56	5 22	– –
....Mohrsville.. ♁	4 26	....	....	....	6 29	– –	– –	9 40	....	– –	2 37	....	....	....	5 27	– –	8 52	3 53	5 18	8 10
.Shoemakersville.	– –	....	....	....	6 25	– –	– –	9 36	....	– –	– –	....	....	....	5 23	– –	8 48	3 49	5 13	8 07
.......Bern.......	– –	....	....	....	6 21	– –	– –	9 31	....	– –	– –	....	....	....	5 18	– –	8 43	3 45	5 08	– –
+ ..Hamburg....	4 14	....	....	....	6 16	– –	– –	9 26	....	– –	2 27	....	....	....	5 12	8 03	8 38	3 40	5 03	7 59
+ .**Port Clinton**[8] ♁	– –	....	....	....	6 10	7 29	– –	9 20	....	11 42	2 21	....	....	....	5 08	7 58	8 32	3 33	4 58	– –
ar..**Tamaqua**.lv.	....	....	....	....	....	†6 47	....	†8 31	....	†11 07	*1 40	....	....	....	†4 15	†7 20	....	....	....	....
...Stony Creek. ♁	– –	....	....	....	6 05	– –	– –	– –	....	– –	– –	....	....	....	4 56	– –	– –	– –	– –	– –
.....**Auburn**[9].. ♁	– –	....	....	....	6 01	7 21	– –	9 09	....	11 31	2 09	....	....	....	4 52	7 46	8 22	3 22	4 46	7 46
.. Landingville ..	– –	....	....	....	5 56	– –	– –	9 04	....	– –	2 03	....	....	....	4 47	– –	8 17	3 17	4 41	– –
+ **Schuylkill Hav.**[10] ♁	3 54	....	....	....	5 49	7 13	8 42	8 59	....	11 22	1 58	....	....	....	4 42	7 38	8 11	3 11	4 36	7 38
..... Connor.....	– –	....	....	....	5 46	– –	– –	– –	....	– –	– –	....	....	....	4 37	– –	8 08	3 08	4 33	– –
+ ..**Pottsville**[11] ♁	*3 45	....	....	....	†5 40	†7 05	*8 35	†8 50	....	†11 13	*1 50	....	....	....	†4 30	†7 30	§8 00	§3 00	§4 26	§7 30
LEAVE	A M	....	....	....	A M	A M	A M	A M	....	A M	P M	....	....	....	P M	P M	A M	P M		

Additional Trains—Leaves Philadelphia §9 13 a.m., arriving Bridgeport 9 50 a.m. Leaves Bridgeport §7 54 a.m., arriving Philadelphia 8 32 a.m. Leave Pottstown †6 05, §7 03 a.m., arriving West Manayunk 8 35, 8 42 a.m.

* Daily; † daily, except Sunday; § Sunday only; *a* Sunday arrives Liberty Street 1 55 p.m., West 23d Street 2 10 p.m.; *b* Sunday arrives Liberty St. 10 22 a.m., West 23d Street 10 32 a.m.; *c* stops to leave passengers; *d* Sunday arrives Liberty St. 7 20 p.m., West 23d Street 7 30 p.m.; *g* Sunday leaves West 23d St. 12 50 noon, Liberty St. 1 00 p.m.; *h* stops to leave from Philadelphia or New York; *l* to let off passengers from Philadelphia or Reading; *s* stops Sunday only; *t* does not stop on Sunday; *v* Sunday arrives Liberty St. 10 30 p.m., West 23d St. 10 50 p.m.; *x* stops Sunday only to leave from Philadelphia. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

STANDARD—*Eastern time.*

CONNECTIONS.—[1] With railroads diverging. [2] With Philadelphia and Chester Valley Branch. [3] With Perkiomen R.R. [4] With Pickering Valley Branch. [5] With Colebrookdale Branch. [6] Junction of Main Line with Lebanon Valley, East Pennsylvania and Schuylkill & Lehigh Branches and Wilmington and Columbia Divisions. [7] With Pennsylvania R.R. and Northern Central Ry. [8] With Little Schuylkill Branch for Tamaqua. [9] With Schuylkill & Susquehanna Branch. [10] With Mine Hill & Schuylkill Haven Branch. [11] With Schuylkill Valley Branch and Frackville Branch.

PHILADELPHIA AND NEW YORK SERVICE.

NEW YORK BRANCH.—ROYAL BLUE LINE.

The Reading

December 10, 1909.	Mls.	514	632	312	552	550	600	554	602	652	604	606	504	608	654	610	526	612	656	562	614	628	616	508	618	502	570	620	658	624	622	574	624	576	628	506
LEAVE P. R. R.		Night		A M									A M				A M					A M				P M				P M						P M
Washington			‡12 15		‡2 52								‡7 00				‡9 00					‡1100				‡1 00				‡3 00						‡5 00
Baltimore			1 15		3 46								7 55				9 50					11 50				1 55				3 48						6 00
Wilmington			3 10		5 26								9 38				11 18					1 26				3 28				5 17						7 49
Chester			— —		— —								9 56				— —					1 44				— —				— —						7 59
Philadelphia + ♁ lv.			A M		A M								A M				A M					P M				P M				P M						P M
24th & Chest. Sts.			†4 00		†6 05								‡1020				‡1156					‡2 07				‡4 10				‡5 56						‡8 24
31st & Girard Ave. +			— —	A M	— —	A M	A M	A M	A M	A M	A M	A M	— —	A M	A M	Noon	— —	P M	P M	P M	P M	— —	P M	P M	P M	— —	P M	P M	P M	— —	P M	P M	P M	P M	P M	— —	578
Reading Terminal +	0		†704		†5 00	†6 30	†7 00	†7 23	†8 00	†8 30	†9 00	†1000		†1100	*1130	†1200		†1 00	†1 30	†1 30	†200		†3 00	†3 17	†4 00		†4 52	†5 00	†5 30		†600	†6 17	†7 00	†7 17	†8 00		†9 32
Spring Garden St +	0.8		7 07		6 03	— —	— —	7 26	— —	— —	— —	— —		— —	— —	— —		— —	— —	— —	— —		— —	3 20	— —		4 55	— —	— —		— —	— —	— —	7 20	— —		9 36
Columbia Ave. + ♁	1.8		7 11		6 07	6 37	7 06	7 30	8 06	8 36	9 06	10 06		11 06	11 37	12 06		1 06	1 37	1 37	2 06		3 06	3 24	h406		4 38	h506	5 38		h606	6 24	7 06	7 24	8 06		9 39
3d & Berks Sts. + ♁																				1 26																	
Huntingdon St. +	2.9		7 15					7 34																										7 28			9 43
Tioga +	4.0		— —					— —																										— —			— —
Chestnut Hill +			7 00	5 30	5 30	6 10	7 00	7 15	8 00	8 15	9 00	9 45	9 45	10 45	h1045	11 45	11 45	12 45	1 15	1 15	1 45	1 45	2 45	2 45	3 45	3 45	4 15	4 45	5 15	5 45	5 45	6 00	6 45	7 00	7 45	7 45	9 15
Germantown +			7 07	5 43	5 43	6 23	7 07	7 27	8 07	8 28	9 07	9 58	9 58	10 59	h1059	11 58	11 58	12 58	1 28	1 28	1 59	1 59	2 59	2 59	3 59	3 59	4 28	4 58	5 26	5 59	5 59	6 10	6 57	7 11	7 58	7 58	9 29
Frankford +			6 15			6 15	6 15	7 15	7 45	8 15	8 15	9 15	9 15	10 45	h1045	10 45	10 45	12 15	12 15	12 15	1 45	1 45	1 45	3 15	3 15	4 15	4 15	4 15	5 15	5 15	5 15	6 15	6 45	7 15	7 15	8 15	8 15
Wayne Jn + ♁ lv.	5.1	4 17	7 20	6 21	6 15	6 44	7 12	7 39	8 12	8 43	9 12	10 12	10 36	11 12	11 44	12 12	12 13	1 12	1 44	1 44	2 12	2 21	3 12	3 31	h412	4 27	4 48	h512	5 44	6 13	h612	6 31	7 13	7 33	8 13	8 40	9 48
Elkins Park +	9.2	— —	7 32	— —	6 24	6 51	— —	— —	8 19	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	o1 46	— —	— —	— —	3 41	— —	— —	4 57	— —	— —	— —	— —	— —	— —	7 46	— —	— —	10 01
Jenkintown + ♁	10.8	— —	7 36	— —	6 28	6 53	h720	7 49	— —	8 52	— —	— —	— —	— —	11 53	— —	— —	— —	1 53	1 55	— —	— —	— —	3 45	— —	— —	5 02	— —	— —	— —	— —	— —	7 22	7 50	8 21	— —	10 06
Noble	12.0	— —	7 39	— —	6 32	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 59	— —	— —	— —	3 48	— —	— —	5 05	— —	— —	— —	— —	— —	— —	7 54	— —	— —	10 09
Rydal	12.8	— —	7 42	— —	6 34	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	2 02	— —	— —	— —	3 50	— —	— —	5 07	— —	— —	— —	— —	— —	— —	7 56	— —	— —	10 11
Meadowbrook	13.8	— —	7 45	— —	6 37	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	2 05	— —	— —	— —	3 52	— —	— —	5 10	— —	— —	— —	— —	— —	— —	7 58	— —	— —	10 13
Bethayres + ♁	15.1	— —	7 48	— —	6 40	— —	— —	7 55	— —	8 57	— —	— —	— —	— —	— —	— —	— —	— —	— —	2 08	— —	— —	— —	3 55	— —	— —	5 13	— —	— —	— —	6 45	— —	— —	8 01	— —	— —	10 17
Philmont	16.5	— —	7 51	— —	6 44	— —	— —	— —	— —	8 59	— —	— —	— —	— —	— —	— —	— —	d —	— —	2 11	— —	— —	— —	3 58	— —	— —	5 16	— —	— —	— —	— —	— —	— —	8 04	— —	— —	10 20
Somerton Hills	17.2	— —	— —		— —	— —		— —		— —	— —	— —	— —	— —	— —				— —	— —	— —	— —	— —	— —	— —	— —	5 18				— —	— —	— —	— —	— —	— —	— —
Somerton ♁	18.3	— —	7 55		6 48	— —		8 01		9 02	— —	— —	— —	— —	— —				— —	2 15	— —		— —	4 01	— —	— —	5 20		— —		6 50	— —	8 07	— —	— —	10 24
Trevose	19.9	— —	7 59		6 52	— —		8 05		— —	— —	— —	— —	— —	— —				— —	2 19	— —		— —	4 05	— —	— —	5 24		— —		6 53	— —	8 10	— —	— —	10 28
Neshaminy Falls ♁	21.2	— —	A M		6 56	— —		8 08		— —	— —	— —	— —	— —	— —				— —	2 23	— —		— —	4 08	— —	— —	5 27		— —		— —	— —	8 13	— —	— —	10 31
Janney	21.7	— —	═══		6 58	— —		— —		— —	— —	— —	— —	— —	— —				— —	2 25	— —		— —	4 10	— —	— —	5 29		— —		6 56	— —	8 14	— —	— —	10 33
Parkland	22.7	— —			7 00	— —		8 12		— —	— —	— —	— —	— —	— —				— —	2 27	— —		— —	4 12	— —	— —	5 31		— —		6 57	— —	8 16	— —	— —	10 35
Langhorne + ♁	23.9	— —			7 03	7 07	— —	8 15	— —	9 09	— —	— —	— —	— —	12 07	— —	— —	— —	2 07	2 31	— —	— —	— —	4 15	— —	— —	5 33		— —	6 06		6 59	— —	8 19	— —	— —	10 38
Glenlake	25.3	— —			7 07	— —	— —	8 19	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	2 34	— —	— —	— —	4 17	— —	— —	5 35		— —	— —		7 02	— —	8 22	— —	— —	10 41
Woodbourne ♁	26.4	— —			7 11	— —	— —	8 22	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	2 37	— —	— —	— —	4 20	— —	— —	5 38		— —	— —		7 04	— —	8 25	— —	— —	10 44
Roelofs	28.7	— —			7 16	— —	— —	8 27	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	2 42	— —	— —	— —	4 24	— —	— —	5 42		— —	— —		7 08	— —	8 29	— —	— —	10 48
Yardley ♁	30.7	— —			7 21	7 17	— —	8 33	— —	— —	— —	— —	— —	— —	12 17	— —	— —	— —	2 17	2 47	— —	— —	— —	4 28	— —	— —	5 48		— —	6 15		7 12	— —	8 33	— —	— —	10 52
Trenton Jn + arr.	32.8	4 54	650		7 26	7 22	— —	8 38	— —	9 22	— —	— —	— —	— —	12 22	— —	— —	— —	2 22	2 51	— —	— —	— —	4 33	4 42	a459	5 50	— —	— —	6 20		7 18	7 48	8 38	8 48	— —	10 58
Trenton + ... arr.	36.5	7 07	A M		7 34	7 34		8 47		9 36					12 32				2 33	3 14				4 41	4 54	a611	6 11			6 42		7 22	8 01	8 45	8 57		11 08
Trenton ... lve.	36.5	1 55	†620		8 47	7 12		A M		9 12					12 08				2 10	3 20				P M	4 23	P M		5 39			6 11		P M	7 22	P M	8 25		P M
Trenton Jn ♁ lve.	32.8	4 54	6 19		9 00	7 22	— —		— —	9 22	— —	— —	— —	— —	12 22	— —	— —	— —	2 22	3 45	— —	— —	— —		4 42	— —	5 50	— —		6 20			7 46		8 46	— —	
Ewing	35.8	— —	6 28		9 03	— —	— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	3 49	— —	— —	— —		— —	— —	5 58	— —		— —			— —		— —	— —	
Pennington + ... ♁	37.9	— —	6 33		9 09	7 30	— —		— —	9 29	— —	— —	— —	— —	12 30	— —	— —	— —	2 30	3 57	— —	— —	— —		— —	— —	6 02	— —		6 28			— —		— —	— —	
Glenmoore	40.2	— —	6 37		9 13	— —	— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	4 02	— —	— —	— —		— —	— —	6 08	— —		— —			— —		— —	— —	
Hopewell + ♁	42.6	— —	6 42		9 18	7 36	— —		— —	9 35	— —	— —	— —	— —	12 37	— —	— —	— —	2 37	4 10	— —	— —	— —		— —	— —	6 11	— —		6 35			— —		— —	— —	
Stoutsburg	44.2	— —	6 45		9 21	— —	— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	4 14	— —	— —	— —		— —	— —	6 14	— —		— —			— —		— —	— —	
Skillman ♁	45.8	— —	6 49		9 24	7 41	— —		— —	9 40	— —	— —	— —	— —	12 41	— —	— —	— —	2 42	4 18	— —	— —	— —		— —	— —	6 18	— —		6 40			— —		— —	— —	
Harlingen	48.7	— —	6 54		9 29	— —	— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	4 22	— —	— —	— —		— —	— —	6 23	— —		— —			— —		— —	— —	
Belle Mead ♁	50.0	— —	6 57		9 32	7 46	— —		— —	— —	— —	— —	— —	— —	12 46	— —	— —	— —	2 47	4 26	— —	— —	— —		— —	— —	6 27	— —		6 46			— —		— —	— —	
Hamilton	53.4	— —	7 02		9 37	— —	— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	4 34	— —	— —	— —		— —	— —	6 33	— —		— —			— —		— —	— —	
Weston	56.1	— —	7 07		9 42	— —	— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	4 40	— —	— —	— —		— —	— —	6 39	— —		— —			— —		— —	— —	
Bound Brook ♁ arr.	60.0	p5 29	7 16	p7 28	9 50	7 59	— —		— —	9 59	— —	— —	p1142	— —	12 59	— —	— —	— —	2 59	4 47	— —	— —	— —		5 11	p5 33	8 47	— —		6 59			8 17		q8 17	p9 45	
Plainfield ar. (C. R. R. of N. J.)	67.2	5 41	7 45	p7 38	— —	q8 09	— —		— —	q10 09	— —	— —	11 52	12 19	1 09	— —	— —	— —	3 09	— —	— —	p3 30	— —		q5 18	p5 43	7 09	q6 18		7 09	— —	— —	8 27		9 27	p9 56	
Elizabeth	78.7	p6 01	— —	p7 58	10 22	8 22	— —		— —	10 22	— —	— —	p1205	— —	1 22	— —	p1 30	— —	3 22	— —	— —	p3 42	— —		q5 30	p5 59	7 22	q6 30		7 22	p7 31	— —	8 40		9 40	p10 10	
Elizabethport	80.6	— —	— —	— —	— —	— —	— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —		— —	— —	— —	— —		— —	— —	— —	— —		— —	— —	
Newark	87.8	p6 35	— —	p8 40	11 02	9 22	— —		— —	11 02	— —	— —	p1246	— —	m213	— —	p2 13	— —	4 10	— —	— —	p4 10	— —		q6 17	p6 55	8 25	q7 19		8 25	p8 30	— —	9 10		10 42	p1042	
Jersey City	90.2	6 22	8 20	8 18	10 42	8 42	8 50		9 48	10 42	10 48	11 48	12 24	12 48	1 42	1 43	1 48	2 48	3 42	5 48	3 48	4 02	4 48		5 48	6 18	7 41	6 48		7 41	7 48	7 42	8 58		9 58	10 28	
Liberty St.	91.2	6 35	8 32	8 32	10 52	8 55	9 00		10 00	10 52	11 00	12 00	12 35	1 00	1 55	2 00	2 00	3 00	3 55	6 00	4 00	4 15	5 00		6 00	6 30	7 55	7 00		7 55	8 00	8 00	9 10		10 10	10 40	
West 23d St.	91.2	7 00	8 43	8 43	11 10	9 10	9 10		10 10	11 10	11 10	12 10	12 45	1 10	2 10	2 10	2 10	3 10	4 10	6 10	4 10	4 25	5 10		6 10	6 46	8 10	7 10		8 10	8 10	8 10	9 20		10 20	10 50	
New York arr.			A M	A M	A M	A M	A M		A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M		P M	P M	P M	P M		P M	P M	P M	P M		P M	P M	

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Dining Car.

Trains lve. Philadelphia (R.T.) ‡12 17, ‡12 37 noon, ‡2 17, ‡5 17, ‡8 17 p.m., arr. Trenton 1 49, 2 06, 3 49, 6 42, 9 48 p.m. Lve. Philadelphia (R.T.) ‡10 17 a.m., ‡3 47, ‡8 18 p.m., arr. Trevose 11 10 a.m., 4 38, 7 13 p.m. **Pullman Parlor Cars** from Philadelphia (Reading Terminal) to New York on Trains Nos. 600, 602, 610, 612, 620, 622 (654 Sunday only), 656, 520, 530, 532, 538, 544 and (624 Sunday only). **Pullman Parlor Cars** from 24th and Chestnut Streets on Trains Nos. 502 (506 week-days only), 522, 524 and 526. **Pullman Buffet Parlor Cars** from Philadelphia (Reading Terminal) on Trains Nos. 542 (Sundays), 604, 606, 608, 614, 616, 618, 624 and 626. **Pullman Sleeping Cars** from Philadelphia (Reading Terminal) to New York on Train No. 516 (may be occupied from 10 30 p.m. until 7 30 a.m.), and from Washington to New York on Train No. 514. **Pullman Drawing-room Car** from Washington, Baltimore and Philadelphia (24th and Chestnut) to New York on Trains Nos. 504 (506 Sunday only), 512 and 528. **Pullman Observation Car** from Washington, Baltimore and Philadelphia (24th and Chestnut) to New York on Train No. 526. **Club Car** from Philadelphia (R.T.) to New York on Train No. 602.

Continued on following page.

PHILADELPHIA & READING RAILWAY.

PHILADELPHIA & READING RAILWAY.

The Reading

PHILADELPHIA AND NEW YORK DIVISIONS.

BRANCHES.

Germantown and Chestnut Hill Branch—*From Reading Terminal.*—The stations on Germantown and Chestnut Hill Branch are as follows: Spring Garden Street (0.8 miles), Columbia Avenue (1.8 miles), Huntingdon Street (2.9 miles), 16th Street (3.3 miles), Tioga (4 miles), Nicetown (4.4 miles), Wayne Junction (5.1 miles), Fishers (5.7 miles), Wister (6.1 miles), Wingohocking (6.5 miles), Germantown (Chelton Avenue) (6.8 miles), Washington Lane (7.7 miles), Stenton (8.6 miles), Sedgwick (8.9 miles), Mt. Airy (9.3 miles), Mermaid (9.7 miles), Wyndmoor (9.9 miles), Gravers (10.3 miles) and Chestnut Hill (10.8 miles).

For Germantown and Chestnut Hill.—Trains leave Philadelphia week-days 5 40, 6 10, 6 25, 6 40, 6 55, 7 10, 7 25, 7 40, 7 55, 8 10, 8 25, 8 55, 9 20, 9 55, 10 55, 11 50 a.m., 12 25, 12 55 noon (1 25 Saturday only), 1 55, 2 55, 3 25, 3 55, 4 25, 4 55, 5 10, 5 25, 5 40 (5 50 for Germantown only), 5 55, 6 10, 6 30, 6 55, 7 40, 8 10, 8 40, 9 40, 10 10, 10 40, 11 20, 11 55 p.m., 12 40 night. Sundays—5 40, 6 55, 7 40, 8 40, 9 10, 10 10, 11 10 a.m., 12 10, 12 40 noon, 1 40, 2 40, 3 40, 4 40, 5 40, 6 40, 7 40, 8 40, 9 25, 10 10, 11 20 p.m.

From Chestnut Hill.—Trains leave Chestnut Hill for Germantown and Philadelphia week-days 5 30, 6 10, 6 45, 7 00, 7 15, 7 30, 7 45, 8 00, 8 15, 8 30, 8 45, 9 00, 9 15, 9 45, 10 10, 10 45, 11 45 a.m., 12 45 noon, 1 15, 1 45 (2 15 Saturday only), 2 45, 3 45, 4 15, 4 45, 5 15, 5 45, 6 00, 6 15, 6 30, 6 45, 7 00, 7 20, 7 45, 8 45, 9 15, 9 45, 10 45, 11 15 p.m., 12 05 night. Sundays—5 55, 6 45, 7 45, 8 30, 9 30, 10 15, 11 15 a.m., 12 15, 12 45 noon, 1 15, 1 45, 2 45, 3 45, 4 45, 5 45, 6 45, 7 45, 8 45, 10 15, 11 15 p.m.

From Germantown.—Trains leave Germantown for Philadelphia week-days 5 43, 6 23, 6 59, 7 07, 7 27, 7 38, 7 58, 8 07, 8 09, 8 28, 8 39, 8 59, 9 07, 9 28, 9 58, 10 23, 10 59, 11 58 a.m., 12 58 noon, 1 28, 1 59 (2 28 Saturday only), 2 59, 3 59, 4 28, 4 59, 5 26, 5 59, 6 10, 6 26, 6 43, 6 57, 7 11, 7 33, 7 58, 8 57, 9 28, 9 58, 10 58, 11 29 p.m., 12 18 night. Sundays—6 10, 6 59, 7 59, 8 43, 9 44, 10 29, 11 29 a.m., 12 29, 12 58 noon, 1 28, 1 59, 2 59, 3 59, 4 59, 5 59, 6 57, 7 58, 8 57, 10 29, 11 29 p.m.

Running time between Philadelphia and Germantown, 20 to 25 minutes; between Philadelphia and Chestnut Hill, 30 to 40 minutes.

For Pullman Parlor Car Service, see opposite page.

PHILADELPHIA AND NEW YORK SERVICE.

NEW YORK BRANCH.—ROYAL BLUE LINE.—Continued.

December 10, 1909.	580	518	514	512	598	582	544	606	504	584	522	584	588
(Leave) B. & O. R.R.		P M	Night	A M					A M		A M		
Washington		†8 00	k12 16	*2 52					*7 00		*9 00		
Baltimore		9 00	1 15	3 46					7 55		9 52		
Wilmington		10 53	3 10	5 26					9 38		11 35		
Chester		11 15	– –	– –					9 56		11 53		
Philadelphia......lve.		P M	A M	A M					A M		Noon		
24th & Chest. Sts....lve.		†11 50	*4 00	*6 05					*10 20		*12 16		
31st St. & Girard Ave...lve.	P M	– –	– –	– –	A M	A M	A M	A M	– –	A M	– –	Noon	P M
Reading Term....lve.	†11 32	11 53		y6 02	*8 00	*8 04	*9 00	*10 00		*10 34	y12 10	*12 17	*1 17
Spring Garden Street	11 35	11 56		y6 05	– –	8 07	– –	– –		10 37	y12 13	12 20	1 20
Columbia Ave....lve.	11 39	12 00		y6 09	8 07	8 11	9 06	10 06		10 41	y12 17	12 24	1 24
3d & Berks Sts...lve.													
Huntingdon St....lve.	11 43			y6 13		8 15				10 45	y12 21		1 28
Tioga...lve.	– –			– –		8 18				– –	y12 24		– –
Chestnut Hill....lve.	11 15	11 15		5 55	7 45	7 45	8 30	9 30	10 15	10 15	11 15	11 15	12 45
Germantown........	11 29	11 29		6 10	7 59	7 59	8 43	9 44	10 29	10 29	11 29	11 29	12 58
Frankford......lve.	11 15	11 15			6 45	6 45	8 15	9 45	9 45	9 45	11 15	11 15	12 45
Wayne Junction..lve.	11 49	12 14	4 17	6 21	8 14	8 21	9 13	10 12	10 36	10 50	12 32	12 33	1 33
Elkins Park	12 01	– –	– –	– –	– –	8 34	– –	– –	– –	11 00	– –	12 44	1 45
Jenkintown (Wyncote)	12 06	– –	– –	– –	8 23	8 39	9 22	– –	– –	11 03	– –	12 47	1 50
Noble	12 09	Sleeping Cars may be occupied from 10 30 p.m. to 7 30 a.m.	– –	Dining Car Philadelphia to New York.	– –	8 43	d9 24	– –	– –	11 06	– –	12 51	1 59
Rydal	12 11		– –		– –	8 45	– –	– –	– –	11 08	– –	12 53	2 02
Meadowbrook	12 13		– –		– –	8 48	– –	– –	– –	11 11	– –	12 55	2 05
Bethayres	12 16		– –		– –	8 51	– –	– –	– –	11 14	– –	12 58	2 08
Philmont	12 19		– –		– –	8 54	d9 30	– –	– –	11 17	Dining Car.	1 01	2 11
Somerton Hills	– –		– –		– –	– –	– –	– –	– –	11 19		1 04	2 13
Somerton	12 23		– –		– –	8 58	– –	– –	– –	11 21		1 08	2 15
Trevose	12 27		– –		– –	9 02	– –	– –	– –	11 24		1 10	2 18
Neshaminy Falls	12 30		– –		– –	9 05	– –	– –	– –	11 27		1 13	2 22
Janney	12 31		– –		– –	9 07	– –	– –	– –	11 29		1 15	2 24
Parkland	12 33		– –		– –	9 09	– –	– –	– –	11 31	– –	1 17	2 26
Langhorne	12 35		4 42		8 37	9 12	9 38	– –	– –	11 34	– –	1 19	2 29
Glenlake	12 38		– –		– –	9 15	– –	– –	– –	11 37	– –	1 22	2 32
Woodbourne	12 41		– –		– –	9 18	– –	– –	– –	11 40	– –	1 25	2 35
Roelofs	12 46		– –	– –	– –	9 23	– –	– –	– –	11 44	– –	1 28	2 40
Yardley	12 49	– –	– –	– –	– –	9 28	b9 47	– –	– –	11 48	– –	1 34	2 45
Trenton Junc.....arr.	12 56	12 59	4 54	– –	8 49	9 33	9 52	10 42	– –	11 53	1 05	1 39	2 50
Trenton........arr.	1 05	1 22	7 33		9 07	9 42	10 04	10 59		12 02	1 34	1 48	3 00
Trenton........lve.	A M	12 40	1 55		8 37	10 05	9 42	10 32		Noon	12 54	P M	P M
Trenton Junc.....lve.		1 10	4 54	– –	8 49	10 21	9 52	10 42	– –		1 06	Sunday Trains—Lve. Phila. (R. T.) *10 02 p.m., arr. Trenton 11 42 p.m. Lve. Phila. (R. T.) *7 04 a.m., *5 15 p.m., arr. Trevose 7 59 a.m., 6 09 p.m.	
Ewing		– –	– –	– –	– –	10 24	– –	– –	– –		– –		
Pennington		n1 22	– –	– –	8 56	10 29	9 57	– –	– –		– –		
Glenmoore		– –	– –	– –	– –	10 36	– –	– –	– –		– –		
Hopewell		n1 31	– –	– –	9 02	10 42	10 02	– –	– –		– –		
Stoutsburg		– –	– –	– –	– –	10 46	– –	– –	– –		– –		
Skillman		– –	– –	– –	– –	10 51	– –	– –	– –		– –		
Harlingen		– –	– –	– –	– –	10 56	– –	– –	– –		– –		
Belle Mead		– –	– –	– –	– –	11 00	– –	– –	– –		– –		
Hamilton		– –	– –	– –	– –	11 08	– –	– –	– –		– –		
Weston		– –	– –	– –	– –	11 14	– –	– –	– –		– –		
Bound Brook......arr.		1 55	5 29	p7 28	9 24	11 22	10 21	q11 11	p11 42		1 37		
C. R. R. of N. J. **Plainfield**....arr.		2 10	5 41	p7 38	9 34	A M	10 32	q11 10	11 52		p1 47		
Elizabeth		2 30	6 01	p7 58	9 50		10 50	q11 30	p12 05		p2 01		
Elizabethport		– –	– –	– –	– –		– –	– –	– –		– –		
Newark		– –	– –	p8 25	10 25		11 18	q12 39	p12 39		p2 50		
Jersey City		2 55	6 22	8 18	10 10		11 10	11 48	12 24		2 18		
Liberty Street		3 17	6 35	8 32	10 22		11 22	12 00	12 35		2 30		
West 23d Street		A M	7 00	8 43	10 32		11 32	12 10	12 45		2 40		
New York....arr.			A M	A M	A M		A M	Noon	Noon		P M		

December 10, 1909.	656	530	592	502	570	542	524	594	624	620	506	532	518
(Leave) B. & O. R.R.				P M			P M				P M		P M
Washington				*1 00			*3 00				*5 00		8 00
Baltimore				1 55			3 48				6 00		9 00
Wilmington				3 28			5 17				7 40		10 53
Chester				– –			– –				7 59		11 15
Philadelphia......lve.				P M			P M				P M		P M
24th & Chest. Sts....lve.			□	*4 10			*5 55				*8 24		*11 50
31st St. & Girard Ave...lve.	P M	P M	P M	– –	P M	P M	– –	P M	P M	P M	– –	P M	– –
Reading Term....lve.	*1 30	*3 00	*3 00	y4 00	*4 32	*5 00	y5 40	*6 32	*7 00	*8 00		*9 00	11 53
Spring Garden Street	– –	– –	– –	y4 03	4 35	– –	y5 43	6 35	– –	8 03		– –	11 56
Columbia Ave....lve.	1 37	3 07	3 07	y4 07	4 39	5 06	y5 47	6 39	7 06	8 07		9 07	12 00
3d & Berks Sts...lve.	g1 10		3 00										
Huntingdon St....lve.				y4 11			y5 51	6 43					
Tioga...lve.				– –			y5 54	– –					
Chestnut Hill....lve.	1 15	2 45	2 45	3 45	3 45	4 45	5 46	5 45	6 45	7 46	7 45	8 45	11 15
Germantown........	1 28	2 59	2 58	3 59	3 59	4 59	5 59	5 59	6 57	7 58	7 58	8 57	11 29
Frankford......lve.	12 45	2 15	2 15	3 45	3 45	3 45	6 15	6 15	6 45	6 45	8 15	8 15	11 15
Wayne Junction..lve.	1 44	3 14	3 14	4 27	4 48	5 13	6 13	6 48	7 13	8 14	8 40	9 14	12 14
Elkins Park	– –	– –	– –	– –	4 57	– –	– –	6 59	– –	c8 21	– –	– –	– –
Jenkintown (Wyncote)	1 53	3 23	3 26	– –	5 02	5 22	– –	7 04	7 22	8 23	– –	9 23	– –
Noble	– –	– –	3 29	– –	5 05	– –	"Royal Limited," Pullman Parlor Cars only. Dining Car, Philadelphia to New York.	7 08	– –	– –	Dining Car Baltimore to New York.	– –	Sleeping Cars may be occupied 10 30 p.m. to 7 30 a.m.
Rydal	– –	– –	3 31	– –	5 07	– –		7 10	– –	– –		– –	
Meadowbrook	– –	– –	3 33	– –	5 10	– –		7 12	– –	– –		– –	
Bethayres	– –	– –	3 35	– –	5 13	– –		7 15	– –	8 28		– –	
Philmont	d –	– –	3 40	– –	5 16	– –		7 18	– –	– –		– –	
Somerton Hills	– –	– –	3 42	– –	5 18	– –		– –	– –	– –		– –	
Somerton	– –	– –	3 44	– –	5 20	– –		7 21	– –	8 35		– –	
Trevose	– –	– –	3 48	– –	5 24	– –		7 26	– –	– –		– –	
Neshaminy Falls	– –	– –	3 52	– –	5 27	– –		7 28	– –	– –		– –	
Janney	– –	– –	3 54	– –	5 29	– –		7 30	– –	– –		– –	
Parkland	– –	– –	3 56	– –	5 31	– –		7 32	– –	– –		– –	
Langhorne	2 07	– –	4 00	– –	5 33	5 35		7 35	– –	8 42		9 37	
Glenlake	– –	– –	4 03	– –	5 35	– –		7 38	– –	– –		– –	
Woodbourne	– –	– –	4 08	– –	5 38	– –		7 41	– –	– –		– –	
Roelofs	– –	– –	4 13	– –	5 42	– –		7 46	– –	– –		– –	
Yardley	2 17	– –	4 18	– –	5 48	– –		7 50	– –	8 51	– –	– –	– –
Trenton Junc.....arr.	2 22	3 47	4 23	a4 59	5 50	5 47		7 55	7 46	8 56	– –	9 50	12 59
Trenton........arr.	2 38	3 59	4 33	a6 02	6 02	6 02		8 06	8 05	9 08		10 02	1 22
Trenton........lve.	2 10	3 36	4 10	P M	P M	5 31		P M	7 22	8 44		9 26	12 40
Trenton Junc.....lve.	2 22	3 47	4 23	– –	+ Coupon station; ⸸ Telegraph stations.	5 47		Eastern time.	7 46	8 56	– –	9 50	1 10
Ewing	– –	– –	4 26	– –		– –			– –	– –	– –	– –	– –
Pennington	2 30	– –	4 32	– –		5 55			– –	9 04	– –	9 57	n1 22
Glenmoore	– –	– –	4 37	– –		– –			– –	– –	– –	– –	– –
Hopewell	2 37	– –	4 43	– –		6 01			– –	9 10	– –	10 03	n1 31
Stoutsburg	– –	– –	4 46	– –		– –			– –	– –	– –	– –	– –
Skillman	2 42	– –	4 49	– –		r6 06	– –		– –	– –	– –	10 08	– –
Harlingen	– –	– –	4 54	– –		– –	– –		– –	– –	– –	– –	– –
Belle Mead	2 47	– –	4 58	– –		6 11	– –		– –	– –	– –	10 14	– –
Hamilton	– –	– –	5 06	– –		– –	– –		– –	– –	– –	– –	– –
Weston	– –	– –	5 13	– –		6 18	– –		– –	– –	– –	– –	– –
Bound Brook......arr.	2 59	4 19	5 20	p5 33		6 25	– –		8 17	9 31	p9 46	10 30	1 55
C. R. R. of N. J. **Plainfield**....arr.	3 09	4 29	5 41	p5 43		6 35	– –		8 27	9 42	p9 56	10 41	2 10
Elizabeth	3 22	4 44	6 10	p5 59		6 49	p7 31		8 40	9 58	p10 10	10 59	2 30
Elizabethport	– –	– –	6 18	– –		– –	– –		– –	– –	– –	– –	– –
Newark	4 22	5 14	6 33	p6 33		8 22	p8 22		– –	10 34	p10 34	11 50	– –
Jersey City	3 42	5 04	6 38	6 18		7 08	7 48		8 58	10 18	10 28	11 19	2 55
Liberty Street	3 55	5 16	6 50	6 30		7 20	8 00		9 10	10 30	10 40	11 30	3 17
West 23d Street	4 10	5 31	7 00	6 45		7 50	8 10		9 20	10 50	10 50	11 40	A M
New York....arr.	P M	P M	P M	P M		P M	P M		P M	P M	P M	P M	

* Daily; † daily, except Sunday; ‡ daily, except Saturday; § Sunday only; *a* stops to leave passengers from points south of Philadelphia; *b* stops to let off passengers from Philadelphia and take for Trenton and points east; *c* stops to take for east of Jenkintown; *d* stops to let off passengers from Philadelphia; *g* passengers from Third and Berks Sts. change cars at Jenkintown; *h* stops to take passengers; *i* daily, except Saturday and Sunday; *k* Saturday only; *l* Sunday stops 30 minutes later; *m* Sunday stops 2 50 p.m.; *n* stops to let off Philadelphia passengers and take on passengers for New York; *o* from Berks Street only; *p* stops to let off passengers from B. & O. and P. & R. points; *q* stops to leave or take passengers to or from Philadelphia & Reading Ry. points; *r* stops to let off passengers from Philadelphia and Trenton and take on passengers for Bound Brook and points east; *y* trains marked thus (*y*) have connections, by change of cars, at Wayne Junction with through trains leaving Twenty-fourth and Chestnut Streets, and signify only last train leaving various local points indicated. □ From Reading Terminal and intermediate stations change cars at Jenkintown.

NEW YORK AND PHILADELPHIA SERVICE.

NEW YORK BRANCH.—ROYAL BLUE LINE.

The Reading

December 10, 1909.	553	551	553	549	557	551	559	601	603	505	553	605	607	601	561	609	655	611	607	625	565	657	613	627	615	617	509	669	619	621	503	575	511	623	627
New York...lve. (P.R.R.)	....	....	....	....	....	....	....	A M	A M	A M	A M	A M	A M	A M	....	A M	A M	A M	A M	Noon	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
West 23d Street	A M	....	....	....	....	A M	A M	†6 50	†7 50	†7 50	†8 20	†8 50	†9 50	†9 50	....	†10 50	†11 20	†11 50	†11 50	†12 50	†11 50	†1 20	†1 50	†1 50	†2 50	†3 50	†3 50	†4 20	†4 50	†6 50	†5 50	†5 50	†6 50	†7 50	†8 50
Liberty Street	*1 30	....	....	....	....	†6 30	†6 30	7 00	8 00	8 00	8 30	9 00	10 00	10 00	....	11 00	11 30	12 00	12 00	1 00	12 00	1 30	2 03	2 00	3 00	4 00	4 00	4 30	5 00	6 00	6 00	6 00	7 00	8 00	9 00
Jersey City	1 41	....	....	....	....	6 41	6 41	7 11	8 11	8 12	8 41	9 11	10 11	10 13	....	11 11	11 41	12 11	12 12	1 11	12 13	1 41	2 11	2 12	3 11	4 11	4 12	4 41	5 11	8 11	6 12	6 12	7 12	8 12	9 11
Newark	— —	....	....	....	....	6 22	6 22	q6 12	q7 55	7 55	8 35	— —	— —	8 50	....	— —	11 30	— —	c11 30	q12 50	11 30	1 16	— —	a1 18	— —	— —	a3 35	q4 32	q6 32	— —	a5 38	— —	c6 13	q7 45	8 45
Elizabethport	— —	....	....	....	....	— —	— —	— —	— —	c8 26	— —	— —	— —	a10 27	....	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Elizabeth	— —	....	....	....	....	6 59	6 59	q7 26	q8 26	8 29	8 57	— —	— —	a10 30	....	— —	11 59	— —	c11 28	q1 26	12 32	1 58	— —	a2 29	— —	— —	a4 29	q4 57	q6 28	— —	a6 29	— —	c7 29	q8 30	9 28
Plainfield	— —	....	....	....	....	7 13	7 13	q7 39	— —	8 45	9 13	— —	— —	a10 43	....	— —	12 13	— —	c12 42	q1 38	1 01	2 14	— —	2 45	— —	— —	— —	q5 13	— —	— —	a6 44	— —	c7 43	8 50	9 46
Bound Brook...lve.	2 27	....	....	A M	....	7 24	7 40	q7 48	— —	8 56	9 24	— —	— —	a10 54	....	— —	12 24	— —	c12 51	— —	1 27	2 24	— —	2 56	— —	— —	— —	5 24	— —	— —	5 56	7 00	7 52	9 02	9 57	....
Weston	— —	....	....	†5 53	....	— —	7 46	— —	— —	— —	— —	— —	— —	— —	....	— —	— —	— —	— —	— —	1 33	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	7 08	— —	— —	— —	....
Hamilton	— —	....	....	5 58	....	— —	7 51	— —	— —	— —	— —	— —	— —	— —	....	— —	— —	— —	— —	— —	1 37	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	7 12	— —	— —	— —	....
Belle Mead	— —	....	....	6 06	....	7 37	8 01	— —	— —	— —	9 36	— —	— —	— —	....	— —	12 37	— —	Dining Car	— —	1 43	2 37	— —	— —	— —	— —	— —	6 37	Dining Car.	Dining Car.	Dining Car	7 18	— —	— —	— —	....
Harlingen	— —	....	....	6 11	....	— —	8 05	— —	— —	— —	— —	— —	— —	— —	....	— —	— —	— —		— —	1 47	— —	— —	— —	— —	— —	— —	— —				7 21	— —	— —	— —	....
Skillman	— —	....	....	6 16	....	7 43	8 09	— —	— —	— —	9 42	— —	— —	— —	....	— —	12 43	— —		— —	1 52	2 43	— —	— —	— —	— —	— —	6 43				7 28	— —	— —	— —	....
Stoutsburg	— —	....	....	6 20	....	— —	8 12	— —	— —	— —	— —	— —	— —	— —	....	— —	— —	— —		— —	1 56	— —	— —	— —	— —	— —	— —	— —				7 29	— —	— —	— —	....
Hopewell	— —	....	....	6 25	....	7 49	8 16	— —	— —	— —	9 47	— —	— —	— —	....	— —	12 49	— —		— —	1 59	2 49	— —	— —	— —	— —	— —	6 49				7 32	— —	8 23	— —	....
Glenmoore	— —	....	....	6 35	....	— —	8 21	— —	— —	— —	— —	— —	— —	— —	....	— —	— —	— —		— —	2 04	— —	— —	— —	— —	— —	— —	— —				7 37	— —	— —	— —	....
Pennington	— —	....	....	6 44	....	7 56	8 25	— —	— —	— —	9 53	— —	— —	— —	....	— —	12 56	— —		— —	2 15	2 56	— —	— —	— —	— —	— —	5 56				7 41	— —	8 30	— —	....
Ewing	— —	....	....	6 51	....	— —	8 31	— —	— —	— —	— —	— —	— —	— —	....	— —	— —	— —		— —	2 20	— —	— —	— —	— —	— —	— —	— —				7 47	— —	— —	— —	....
Trenton Junc...arr.	3 05	....	....	6 55	....	8 03	8 34	— —	— —	9 27	10 00	— —	— —	— —	....	— —	1 03	— —	1 22	— —	2 23	3 03	— —	— —	— —	— —	— —	8 03	— —	— —	7 30	7 50	— —	9 36	10 26	5 79
Trenton.....arr.	....	A M	A M	7 07	A M	8 15	8 43	....	....	9 38	10 13	....	....	....	A M	....	1 15	....	d1 43	....	2 33	3 14	....	....	....	....	....	8 11	....	....	8 01	8 01	....	9 48	10 38	P M
Trenton.....lve.	1 55	†5 20	†6 26	6 43	†7 12	7 51	8 23	....	....	9 11	9 50	....	....	....	†1122	....	12 54	....	12 54	....	2 10	2 52	....	....	....	....	....	6 39	....	....	7 22	7 22	....	9 25	10 14	†8 26
Trenton Junc...lve.	3 05	5 30	6 36	6 55	7 21	8 03	8 34	— —	— —	9 27	10 00	— —	— —	— —	11 30	— —	1 03	— —	1 22	— —	2 23	3 03	— —	— —	— —	— —	— —	6 03	— —	— —	7 30	7 50	— —	9 36	10 26	8 40
Yardley	— —	5 35	6 41	7 00	7 26	8 07	8 39	Dining Car.	Dining Car.	Dining Car.	10 04	— —	— —	— —	11 35	— —	— —	Dining Car.	New York to Baltimore.	Dining Car.	2 28	3 08	— —	— —	— —	— —	— —	g6 07	— —	— —	— —	7 55	— —	— —	— —	8 46
Roelofs	— —	5 39	6 45	7 05	7 30	— —	8 43				— —	— —	— —	— —	11 40	— —	— —				2 33	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	7 59	— —	— —	— —	8 49
Woodbourne	— —	5 44	6 49	7 11	7 35	— —	8 48				— —	— —	— —	— —	11 45	— —	— —				2 38	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	8 04	— —	— —	— —	8 55
Glenlake	— —	5 47	6 52	7 15	— —	— —	8 51				— —	— —	— —	— —	11 48	— —	— —				2 41	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	8 06	— —	— —	— —	8 55
Langhorne	— —	5 50	6 55	7 20	7 40	8 16	8 54				10 13	— —	— —	— —	11 51	— —	1 18				2 46	3 17	— —	— —	— —	— —	— —	6 15	— —	— —	— —	8 10	— —	— —	— —	8 58
Parkland	— —	5 53	6 58	7 23	7 43	— —	8 56				— —	— —	— —	— —	11 54	— —	— —				2 48	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	8 12	— —	— —	— —	10 00
Janney	— —	— —	7 00	7 27	7 45	— —	8 58				— —	— —	— —	— —	— —	— —	— —				2 50	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	8 14	— —	— —	— —	10 02
Neshaminy Falls	— —	5 56	7 02	7 30	7 47	— —	9 00				— —	— —	— —	— —	11 57	— —	— —				2 52	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	8 16	— —	— —	— —	10 04
Trevose	— —	5 59	7 05	7 34	7 50	— —	9 03				— —	— —	— —	— —	12 00	— —	— —				2 66	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	8 19	— —	— —	— —	10 07
Somerton	— —	6 02	7 09	7 39	7 54	— —	9 07				10 20	— —	— —	— —	12 04	— —	— —				3 00	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	8 22	— —	— —	— —	10 11
Somerton Hills	— —	— —	— —	— —	— —	— —	— —				— —	— —	— —	— —	12 06	— —	— —				3 02	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Philmont	— —	6 06	— —	7 43	7 57	— —	9 10				— —	— —	— —	— —	12 09	— —	— —				3 05	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	8 26	— —	— —	— —	10 14
Bethayres	— —	6 09	7 14	7 48	8 01	— —	9 13				10 25	— —	— —	— —	12 12	— —	— —				3 09	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	8 28	— —	— —	— —	10 17
Meadowbrook	— —	6 12	— —	7 52	8 04	— —	9 16				— —	— —	— —	— —	12 15	— —	— —				3 12	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	8 32	— —	— —	— —	10 20
Rydal	— —	6 15	— —	7 55	8 07	— —	9 19				— —	— —	— —	— —	12 18	— —	— —				3 15	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	8 35	— —	— —	— —	10 23
Noble	— —	6 18	— —	7 59	8 11	— —	9 22				— —	— —	— —	— —	12 21	— —	— —				3 18	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	8 38	— —	— —	— —	10 26
Jenkintown	— —	6 22	7 21	8 04	8 15	8 31	9 26	— —	— —	— —	10 32	— —	— —	— —	12 24	— —	1 31	— —	— —	— —	3 22	3 32	— —	— —	— —	5 38	— —	6 30	— —	— —	8 01	8 41	— —	10 02	10 53	10 30
Elkins Park	— —	6 25	7 24	8 08	— —	8 33	9 29	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	3 25	— —	— —	— —	— —	— —	— —	— —	6 39	7 39	— —	8 44	— —	— —	— —	10 34
Wayne Junc.....arr.	3 47	6 38	7 32	8 26	8 46	8 41	9 39	8 47	9 47	9 58	10 42	10 47	11 47	12 08	12 34	12 47	1 41	1 47	1 58	2 47	3 36	3 42	3 47	3 58	4 48	5 47	5 58	6 41	6 47	7 47	8 11	8 58	9 00	10 11	11 02	10 48
Frankford	....	7 45	....	8 43	8 43	....	10 14	....	10 14	10 14	....	11 47	1 16	1 16	1 16	1 16	2 48	2 48	2 46	3 44	4 46	4 48	4 48	4 48	5 16	6 16	6 16	7 46	7 46	....	9 17	9 17	9 17	10 47	11 57	11 67
Germantown	....	6 50	7 50	8 32	8 32	8 49	10 20	9 20	10 20	10 20	11 20	11 20	12 16	12 16	12 49	1 20	2 20	2 20	2 20	3 20	3 50	3 50	4 20	4 20	5 22	6 01	6 01	6 56	6 56	8 05	8 34	9 07	9 07	10 32	11 43	11 05
Chestnut Hill	....	7 01	8 01	8 47	8 47	9 02	10 34	9 33	10 34	10 34	11 34	11 34	12 30	12 30	1 03	1 34	2 36	2 36	2 35	3 34	4 04	4 04	4 34	4 34	5 33	6 16	6 16	7 10	7 10	8 19	8 48	9 21	9 21	10 46	11 57	11 19
Tioga	....	6 42	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3 39	....	....	....	....	....	....	....	....	....	....	— —	....	....	....	10 49
Huntingdon Street	....	6 45	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	— —	....	....	....	....	....	....	....	....	....	....	9 01	....	....	....	10 52
3d & Berks Streets	....	....	....	8 39	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Columbia Avenue	....	6 49	7 39	8 33	8 33	8 48	9 46	8 54	9 54	....	10 48	10 54	12 54	....	12 42	12 54	1 48	1 54	....	2 64	3 44	3 48	3 54	....	4 54	5 54	....	6 48	6 54	7 54	....	9 05	....	10 18	11 09	10 68
Spring Garden St.	....	6 53	7 43	8 37	8 37	— —	— —	— —	— —	....	— —	— —	— —	....	12 46	— —	— —	— —	....	— —	3 48	— —	— —	....	— —	— —	....	— —	— —	— —	....	9 09	....	10 22	— —	11 00
Reading Terminal	....	6 56	7 46	†8 40	8 40	8 55	9 52	9 00	10 00	....	10 55	11 00	12 00	....	12 49	1 00	1 55	2 00	....	3 00	3 51	3 56	4 00	....	5 00	6 00	....	6 55	7 00	8 00	....	9 12	....	10 25	11 15	11 03
31st St. & Girard Ave.	— —	A M	A M	A M	A M	A M	A M	A M	A M	— —	A M	A M	Noon	— —	Noon	P M	P M	P M	— —	P M	P M	P M	P M	— —	P M	P M	— —	P M	P M	P M	— —	P M	— —	P M	P M	P M
24th & Chestnut Sts.	4 05	....	....	....	....	....	....	....	....	10 13	....	....	....	12 23	....	....	....	....	2 13	....	....	....	....	4 13	....	....	— —	....	....	....	8 28	....	9 16	....	....	....
Philadelphia.....arr.	A M	....	....	....	....	....	....	....	....	A M	....	....	....	Noon	....	....	....	....	P M	....	....	....	....	P M	....	....	6 08	....	....	....	P M	....	P M	....	....	....
Chester.....arr. (R.R.R.)	4 35	....	....	....	....	....	....	....	....	— —	....	....	....	12 48	....	....	....	....	— —	....	....	....	....	— —	....	....	— —	....	....	....	8 49	....	— —	....	....	....
Wilmington.arr.	4 55	....	....	....	....	....	....	....	....	10 40	....	....	....	1 06	....	....	....	....	2 50	....	....	....	....	4 47	....	....	6 44	....	....	....	9 08	....	9 54	....	....	....
Baltimore....arr.	6 50	....	....	....	....	....	....	....	....	12 20	....	....	....	2 47	....	....	....	....	4 20	....	....	....	....	8 13	....	....	8 15	....	....	....	10 65	....	11 27	....	....	....
Washington.....arr.	7 50	....	....	....	....	....	....	....	....	1 20	....	....	....	3 50	....	....	....	....	5 20	....	....	....	....	7 00	....	....	9 00	....	....	....	11 00	....	12 22	....	....	....
ARRIVE	A M	....	....	....	....	....	....	....	....	P M	....	....	....	P M	....	....	....	....	P M	....	....	....	....	P M	....	....	P M	....	....	....	Night	....	Night	....	....	....

Additional Trains—Lve. Trevose †7 16 a.m., †2 11, †8 01 p.m., arr. Phila. (R. T.) 8 09 a.m. 8 06, 8 49 p.m. Lve. Trenton †3 20, †4 18, †8 11, †10 14 p.m. arr. Phila. (R. T.) 4 44, 5 50, 7 57, 11 56 p.m. **Pullman Parlor Cars** from New York to Phila. (Reading Terminal) on Trains Nos. 601, 603 (607 Sunday only), 611, 619, 621 (623 Sunday only), 625 (627 Sunday only), 505, 533, 535, 537 and 539. **Pullman Parlor Cars** from New York to Phila. (24th and Chestnut Streets) on Trains Nos. 503, 509 and 527. **Pullman Parlor Buffet Cars** from New York to Phila. (24th and Chestnut Streets), Baltimore and Washington on Train No. 511, and to Reading Terminal on Trains Nos. 531 (Sundays), 605, 607 (week-days), 609, 613, 615, 617, 619 (Sundays), 623 (week-days), and 627 (week-days). **Pullman Sleeping Cars** from New York to Philadelphia (Reading Terminal; may be occupied from 10 30 p.m. until 7 30 a.m.) on Train No. 629, also to Phila. (24th and Chestnut Sts.) and to Baltimore and Washington, on Train No. 555. **Pullman Drawing-room Cars** from New York to Phila. (24th and Chestnut Sts.), and Baltimore and Washington on Trains Nos. 501, 507, 511 and 527. **Pullman Observation Car** New York to Phila. (Reading Terminal) on Train No. 505. **Club Car** New York to Phila. (Reading Terminal) on Train No. 617.

Dining Car. New York to Baltimore. Dining Car. Dining Car. Dining Car

PHILADELPHIA & READING RAILWAY.

NEW YORK AND PHILADELPHIA SERVICE.

NEW YORK BRANCH.—ROYAL BLUE LINE.—Continued.

December 10, 1909.	629	581	583	505	537	607	501	531	585	507	533	587	527	535	591	509	539	619	573	595	503	511	623	627	521
New York....lve. (C. R. R. of N. J.)	P M	....	....	A M	A M	A M	A M	A M	For Pullman Parlor Car Service, see opposite page.	A M	Noon	....	P M	P M	....	P M	P M	P M	....	P M	P M	P M	P M	P M	P M
West 23d Street	*1150	A M	....	§7 50	§8 50	§9 50	§9 50	§10 50		§11 50	§12 50	....	§1 50	§2 50	....	§3 50	§3 50	§4 50	....	§4 50	§5 50	§6 50	§7 50	§8 50	§10 20
Liberty Street	12 30	§4 30	....	8 00	9 00	10 00	10 00	11 00		12 00	1 00	....	2 00	3 00	....	4 00	4 00	5 00	....	6 00	6 00	7 00	8 00	9 00	10 30
Jersey City	12 42	4 45	....	8 12	9 11	10 11	10 13	11 11		12 12	1 11	....	2 12	3 11	....	4 12	4 13	5 11	....	6 13	6 12	7 12	8 12	9 11	10 42
Newark	‡1150	— —	....	c8 05	8 55	g9 55	a9 55	g10 55		c11 55	g12 55	....	a1 55	g3 02	....	a3 55	3 55	g4 55	....	— —	a5 30	c6 46	g7 55	8 40	9 15
Elizabethport	— —	5 08	....	c8 20	— —	— —	— —	— —		— —	— —	....	— —	— —	....	— —	— —	— —	....	— —	— —	— —	8 25	— —	— —
Elizabeth	*1 00	5 15	....	8 29	9 28	q10 26	a10 30	q11 27		12 28	q1 28	....	a2 29	q3 27	....	a4 29	4 30	q5 26	....	— —	a6 29	c7 29	g8 37	9 28	11 00
Plainfield	1 20	5 45	....	8 45	9 53	q10 39	10 43	11 42		c12 42	1 44	....	2 45	3 42	....	4 56	4 56	q5 39	....	— —	a6 44	c7 43	8 50	9 46	11 25
Bound Brook....lve.	1 32	6 10	....	8 56	10 05	— —	10 54	11 52		c12 51	1 54	....	2 56	g3 52	....	5 07	— —	— —	....	6 40	6 58	7 52	9 02	9 57	11 58
Weston	— —	6 18	....	— —	10 12	— —	— —	— —		— —	— —	....	— —	— —	....	— —	— —	— —	....	6 47	— —	— —	— —	— —	— —
Hamilton	— —	6 25	....	— —	— —	— —	— —	— —		— —	— —	....	— —	— —	....	— —	— —	— —	....	6 51	— —	— —	— —	— —	— —
Belle Mead	— —	6 33	....	— —	10 21	— —	— —	— —		— —	— —	....	— —	— —	....	— —	5 19	— —	....	6 58	— —	— —	— —	— —	— —
Harlingen	— —	6 38	....	— —	— —	— —	— —	— —		— —	— —	....	— —	— —	....	— —	— —	— —	....	7 01	— —	— —	— —	— —	— —
Skillman	— —	6 43	....	— —	10 27	— —	— —	— —		— —	— —	....	— —	— —	....	— —	— —	— —	....	7 07	— —	— —	— —	— —	— —
Stoutsburg	— —	6 47	....	— —	— —	— —	— —	— —		— —	— —	....	— —	— —	....	— —	— —	— —	....	7 11	— —	— —	— —	— —	— —
Hopewell	h1 57	6 52	....	— —	10 33	— —	— —	12 11		— —	2 13	....	— —	— —	....	— —	5 28	— —	....	7 16	— —	— —	9 23	— —	12 01
Glenmoore	— —	7 02	....	— —	— —	— —	— —	— —		— —	— —	....	— —	— —	....	— —	— —	— —	....	7 20	— —	— —	— —	— —	— —
Pennington	— —	7 09	....	— —	10 40	— —	— —	— —		— —	2 20	....	— —	— —	....	— —	5 35	— —	....	7 30	— —	— —	9 30	— —	— —
Ewing	— —	7 16	....	— —	— —	— —	— —	— —		— —	— —	....	— —	— —	....	— —	— —	— —	....	7 36	— —	— —	— —	— —	— —
Trenton Junc....arr.	2 12	7 20	....	9 27	10 48	11 15	— —	12 22		1 22	2 27	....	— —	4 22	....	— —	5 42	— —	....	7 39	7 30	— —	9 36	10 26	12 15
Trenton.....arr.	2 35	7 33	A M	9 38	10 59	11 26	....	12 32	Noon	1 34	2 38	P M	....	4 33	P M	....	6 02	....	P M	8 01	8 01	....	10 02	10 38	1 22
Trenton.....lve.	1 55	7 09	§8 45	9 11	10 32	11 05	....	12 08	§12 32	12 54	2 15	§2 15	....	4 10	§4 44	....	6 31	....	§5 51	7 22	7 22	....	9 25	10 14	....
Trenton Junc....lve.	2 19	7 20	8 55	9 27	10 48	11 15	— —	12 22	12 39	1 22	2 27	2 28	— —	4 22	4 51	— —	5 42	— —	6 19	7 39	7 30	— —	9 36	10 26	12 16
Yardley	— —	7 26	9 00	— —	10 53	— —	— —	— —	12 44	— —	— —	2 32	— —	— —	4 58	— —	— —	— —	6 23	7 44	— —	— —	— —	— —	— —
Roelofs	— —	7 32	9 04	— —	— —	— —	— —	— —	12 48	— —	— —	2 37	— —	— —	5 00	— —	— —	— —	6 27	7 48	— —	— —	— —	— —	— —
Woodbourne	— —	7 38	9 08	— —	— —	— —	— —	— —	12 52	— —	— —	2 41	— —	— —	5 04	— —	— —	— —	6 31	7 53	— —	— —	— —	— —	— —
Glenlake	— —	7 42	9 10	— —	— —	— —	— —	— —	12 55	— —	— —	2 44	— —	— —	5 06	— —	— —	— —	6 34	7 55	— —	— —	— —	— —	— —
Langhorne	— —	7 46	9 14	— —	11 03	— —	— —	— —	12 58	— —	— —	2 47	— —	— —	5 09	— —	5 54	— —	6 37	8 00	— —	— —	10 37	12 30	— —
Parkland	— —	7 49	9 16	— —	— —	— —	— —	— —	1 00	— —	— —	2 49	— —	— —	5 11	— —	— —	— —	6 40	8 02	— —	— —	— —	— —	— —
Janney	— —	7 52	9 18	— —	— —	— —	— —	— —	1 02	— —	— —	2 51	— —	— —	5 13	— —	— —	— —	6 42	8 04	— —	— —	— —	— —	— —
Neshaminy Falls	— —	7 54	9 20	— —	— —	— —	— —	— —	1 04	— —	— —	2 52	— —	— —	5 15	— —	— —	— —	6 44	8 07	— —	— —	— —	— —	— —
Trevose	— —	7 57	9 23	— —	— —	— —	— —	— —	1 07	— —	— —	2 55	— —	— —	5 18	— —	— —	— —	6 47	8 11	— —	— —	— —	— —	— —
Somerton	— —	8 02	9 26	— —	— —	— —	— —	— —	1 10	— —	— —	2 59	— —	— —	5 21	— —	— —	— —	6 51	8 15	— —	— —	— —	— —	12 39
Somerton Hills	— —	8 04	9 28	— —	— —	— —	— —	— —	1 12	— —	— —	3 01	— —	— —	5 22	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Philmont	— —	8 07	9 30	— —	— —	— —	— —	— —	1 14	— —	— —	3 03	— —	— —	5 24	— —	— —	— —	6 54	8 19	— —	— —	— —	— —	— —
Bethayres	— —	8 10	9 33	— —	— —	— —	— —	— —	1 17	— —	— —	3 06	— —	— —	5 29	— —	— —	— —	6 57	8 22	— —	— —	— —	12 46	— —
Meadowbrook	— —	8 13	9 36	— —	— —	— —	— —	— —	1 20	— —	— —	3 09	— —	— —	5 31	— —	— —	— —	7 00	8 26	— —	— —	— —	— —	— —
Rydal	— —	8 16	9 39	— —	— —	— —	— —	— —	1 23	— —	— —	3 12	— —	— —	5 34	— —	— —	— —	7 03	8 29	— —	— —	— —	— —	— —
Noble	— —	8 19	9 42	— —	— —	— —	— —	— —	1 26	— —	— —	3 16	— —	— —	5 37	— —	— —	— —	7 06	8 32	— —	— —	— —	— —	— —
Jenkintown (Wyncote)	— —	8 23	9 45	— —	11 18	— —	— —	— —	1 29	— —	2 53	3 19	— —	— —	5 41	— —	— —	— —	7 10	8 35	j8 01	— —	10 02	10 53	12 52
Elkins Park	— —	8 27	9 49	— —	— —	— —	12 01	— —	1 34	— —	— —	3 24	— —	— —	— —	— —	— —	8 38	7 13	8 39	— —	— —	— —	— —	— —
Wayne Junc.....arr.	3 05	8 43	10 00	9 58	11 27	11 47	12 08	12 56	1 47	1 58	3 02	3 37	3 58	4 57	5 56	5 53	6 15	8 47	7 23	8 52	8 11	9 00	10 11	11 02	1 02
Frankford.....arr.	....	10 14	11 47	10 14	11 47	1 16	1 16	1 16	2 46	2 46	4 14	4 14	4 14	5 44	7 15	7 15	7 15	7 15	8 46	10 15	8 46	10 16	11 43	11 43	....
Germantown	....	9 04	10 36	10 36	11 35	12 34	12 34	1 06	2 05	3 05	4 06	4 06	4 06	5 06	8 05	8 06	7 05	7 05	8 06	9 07	9 07	9 07	10 56	11 43	....
Chestnut Hill...arr.	....	9 18	10 51	10 51	11 50	12 48	12 48	1 19	2 19	3 18	4 19	4 19	4 19	5 20	6 19	6 19	7 18	7 18	8 18	9 21	9 21	9 21	10 48	11 57	....
Tiega.....arr.	— —	8 46	— —	— —	....	....	y1 40	....	— —	y2 10	....	3 40	y4 05	....	— —	— —	....	....	— —	— —	y8 34	y9 08	....	....	— —
Huntingdon St..arr.	3 11	8 49	10 05	y10 05	....	....	y1 43	....	1 52	y2 13	....	3 43	y4 08	....	5 56	y6 06	....	....	7 27	8 57	y8 37	y9 12	....	....	1 07
3d & Berks Sts..arr.	....	8 47	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Columbia Ave...arr.	3 15	8 53	10 09	y10 09	11 34	1 11 54	y1 47	1 03	1 56	y2 17	3 09	3 47	y4 12	5 04	6 00	y6 10	8 22	9 54	7 30	9 01	y8 41	y9 16	10 18	11 09	1 12
Spring Garden St..	3 19	8 57	10 13	y10 13	— —	— —	y1 51	— —	2 00	y2 21	— —	3 51	y4 16	— —	6 04	y6 14	— —	— —	....	9 05	y8 45	y9 20	10 22	— —	1 15
Reading Term..arr.	3 22	v9 00	10 16	y10 16	11 40	12 00	y1 54	1 10	2 03	y2 24	3 16	3 54	y4 19	5 10	6 07	y6 17	8 28	7 00	7 37	9 08	y8 48	y9 23	10 25	11 15	1 18
31st & Girard Ave...arr.	A M	A M	A M	— —	A M	Noon	— —	P M	P M	— —	P M	P M	— —	P M	P M	— —	P M	P M	P M	P M	— —	— —	P M	P M	A M
24th & Chestnut Sts	....	....	....	10 13	....	....	12 23	....	....	2 13	....	....	4 13	....	....	6 08	....	....	....	....	8 26	8 16	....	....	....
Philadelphia....arr.	....	....	....	A M	....	....	Noon	....	....	P M	....	....	P M	....	....	P M	....	....	....	....	P M	P M	....	....	....
Chester.....arr. (B. & O. R.R.)	....	....	....	— —	....	....	12 48	....	....	— —	....	....	— —	....	....	— —	....	....	....	....	6 49	— —	....	....	....
Wilmington..arr.	....	....	....	10 49	....	....	1 08	....	....	2 50	....	....	4 47	....	....	8 44	....	....	....	....	9 08	9 54	....	....	....
Baltimore...arr.	....	....	....	12 20	....	....	2 47	....	....	4 20	....	....	6 13	....	....	8 13	....	....	....	....	10 05	11 27	....	....	....
Washington.....ARRIVE	....	....	....	1 20	....	....	3 50	....	....	5 20	....	....	7 00	....	....	9 00	....	....	....	....	12 00 Night	12 22 Night	....	....	....

Sleeping Cars may be occupied from 10 30 p.m. to 7 30 a.m.

Dining Cars.

Dining Car New York to Baltimore.

Dining Car New York to Washington.

"Royal Limited," Pullman Parlor Cars only.

Dining Car.

On Sundays 5 44, 7 34, 9 00, 9 11, 10 24, 11 37 a.m., 1 02, 2 05, 3 03, 4 02, 4 14, 5 24, 5 58, 6 34, 7 02, 7 27, 7 15, 7 34, 7 54, 7 58, 8 20, 8 37, 8 39, 8 54, 9 00, 9 11, 10 04, 11 25 a.m., 12 02 noon, 1 02, 2 05, 3 03, 4 02, 4 14, 4 56, 5 24, 5 58, 6 03, 6 46, 7 08, 7 05, 7 46, 8 04, 8 24, 9 41, 10 28, 11 29 p.m.

Running time between Philadelphia and Norristown about 40 minutes.

PHILADELPHIA AND NEW YORK DIVISIONS.—Branches.

Norristown Branch—*From Reading Terminal*.—The stations on Norristown Branch are as follows: Huntingdon Street (3 miles), and Street (4 miles), East Falls (5.3 miles), Wissahickon (6.4 miles), Schurs (7 miles), Manayunk (7.6 miles), North Manayunk (7.9 miles), Glen Willow (8.4 miles), Shawmont (9.4 miles), Lafayette (10.7 miles), Spring Mill (12.3 miles), Conshohocken (13.4 miles), Fry Rock (15 miles), Mogee's (16.1 miles), Dekalb St., Main St. and Marshall St., Norristown (17.9 miles).

Manayunk.—Leave Philadelphia week-days 4 25, 5 38, 6 08, 7 08, 7 38, 8 38, 9 38, 10 38, 11 08 a.m., 12 08 noon, 1 04, 2 08, 3 08, 3 38, 4 08, 4 28, 4 58, 6 04, 6 28, 6 52, 6 45, 6 58, 8 08, 8 21, 8 38, 7 38, 8 38, 9 38, 10 38, 11 38 p.m., 12 38 night. On Sundays—Leave Philadelphia week-days 4 25, 5 38, 6 08, 7 08, 7 38, 8 38, 9 38, 10 38, 11 38 p.m., 12 38 night. Returning, leave Manayunk, week-days 5 42, 6 06, 6 33, 7 08, 7 14, 7 23, 7 30, 8 07, 8 26, 8 42, 8 44, 8 59, 9 20, 10 10, 11 31 a.m., 12 10 noon, 1 10, 2 18, 3 12, 4 22, 5 04, 5 51, 6 12, 6 48, 7 15, 7 48, 8 12, 9 51, 9 47, 10 57, 11 57 p.m. On Sundays—Leave 5 55, 7 44, 9 20, 10 32, 11 45 a.m., 1 10, 2 13, 3 12, 4 22, 5 04, 5 57, 6 12, 7 15, 8 12, 8 05, 9 57, 10 05, 11 07 p.m.

Norristown (*Dekalb, Main and Marshall Streets*).—Leave Philadelphia week-days 5 38, 7 08, 7 38, 8 38, 9 38, 10 38, 11 08 a.m., 12 08 noon, 1 04, 2 08, 3 08, 3 38, 4 08, 4 28, 5 04, 5 23, 6 32, 6 58, 8 08, 8 21, 8 38, 7 38, 8 38, 9 38, 10 38, 11 38 p.m., 12 38 night. On Sundays—Leave Philadelphia week-days 5 38, 7 08, 7 38, 8 38, 9 38, 10 38, 11 38 p.m., 12 38 night. Returning, leave Conshohocken week-days 5 42, 6 06, 6 33, 7 08, 7 14, 7 23, 7 30, 8 07, 8 26, 8 42, 8 44, 8 59, 9 20, 10 10, 11 31 a.m., 12 10 noon, 1 10, 2 18, 3 12, 4 22, 5 04, 5 51, 6 12, 6 48, 7 15, 7 48, 8 12, 9 51, 9 47, 10 57, 11 57 p.m. On Sundays—Leave 5 55, 7 44, 9 20, 10 32, 11 45 a.m., 1 10, 2 13, 3 12, 4 22, 5 04, 5 57, 6 12, 7 15, 8 12, 8 05, 9 57, 10 05, 11 07 p.m.

Conshohocken.—Leave Philadelphia week-days 4 25, 5 38, 6 08, 7 08, 7 38, 8 38, 9 38, 10 38, 11 08 a.m., 12 08 noon, 1 04, 2 08, 3 08, 3 38, 4 08, 4 28, 4 58, 5 04, 5 28, 6 32, 5 45, 5 58, 6 08, 8 21, 8 38, 7 38, 8 38, 9 38, 10 38, 11 38 p.m., 12 38 night. On Sundays—Leave Philadelphia week-days 4 25, 5 38, 6 08, 7 08, 7 38, 8 38, 9 38, 10 38, 11 38 p.m., 12 38 night. Returning, leave Conshohocken week-days 5 42, 6 06, 6 33, 7 08, 7 14, 7 23, 7 30, 8 07, 8 26, 8 42, 8 44, 8 59, 9 20, 10 10, 11 31 a.m., 12 10 noon, 1 10, 2 18, 3 12, 4 22, 5 04, 5 51, 6 12, 6 48, 7 15, 7 48, 8 12, 9 51, 9 47, 10 57, 11 57 p.m. On Sundays—Leave 5 55, 7 44, 9 20, 10 32, 11 45 a.m., 1 10, 2 13, 3 12, 4 22, 5 04, 5 57, 6 12, 7 15, 8 12, 8 05, 9 57, 10 05, 11 07 p.m.

Norristown (*Dekalb, Main and Marshall Streets*).—Leave Philadelphia week-days 5 38, 7 08, 7 38, 8 38, 9 38, 10 38, 11 08 a.m., 12 08 noon, 1 04, 2 08, 3 08, 3 38, 4 08, 4 28, 5 04, 5 23, 6 32, 6 58, 8 08, 8 21, 8 38, 7 38, 8 38, 9 38, 10 38, 11 38 p.m., 12 38 night. On Sundays—Leave Philadelphia week-days 5 38, 7 08, 7 38, 8 38, 9 38, 10 38, 11 38 p.m., 12 38 night. Returning, leave Conshohocken week-days 5 42, 6 06, 6 33, 7 08, 7 14, 7 23, 7 30, 8 07, 8 26, 8 42, 8 44, 8 59, 9 20, 10 10, 11 31 a.m., 12 10 noon, 1 10, 2 18, 3 12, 4 22, 5 04, 5 51, 6 12, 6 48, 7 15, 7 48, 8 12, 9 51, 9 47, 10 57, 11 57 p.m. On Sundays—Leave 5 55, 7 44, 9 20, 10 32, 11 45 a.m., 1 10, 2 13, 3 12, 4 22, 5 04, 5 57, 6 12, 7 15, 8 12, 8 05, 9 57, 10 05, 11 07 p.m.

Manayunk.—Leave Philadelphia week-days 4 25, 5 38, 6 08, 7 08, 7 38, 8 38, 9 38, 10 38, 11 08 a.m., 12 08 noon, 1 04, 2 08, 3 08, 3 38, 4 08, 4 28, 4 58, 6 04, 6 28, 6 52, 6 45, 6 58, 8 08, 8 21, 8 38, 7 38, 8 38, 9 38, 10 38, 11 38 p.m., 12 38 night. On Sundays—Leave Philadelphia week-days 4 25, 5 38, 6 08, 7 08, 7 38, 8 38, 9 38, 10 38, 11 38 p.m., 12 38 night. Returning, leave Manayunk,

The Reading

PHILADELPHIA & READING RAILWAY.

NEW YORK DIVISION—Bethlehem Branch.

Nov. 14, 1909.	Ms.	301	303	337	305	307	309	311	355	325	315	357	317	321	313	319	323	395	327	403	329	Sun.	Sun.	Sun.	Sun.	Sun.
Philadelphia[1] + lv.	....	A M	....	A M	A M	A M	A M	A M	Noon	Noon	....	□ P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	....	□ P M	P M	P M
Reading Term.. +	0	*2 15	....	*6 02	†7 00	†7 30	*8 30	*10 00	†12 04	*12 30	....	†1 02	†2 02	†4 30	†5 00	*6 00	*6 30	†6 34	*8 40	†9 02	†12 01	§8 32	....	§1 52	§4 00	§10 47
Spring Garden St. +	0.8	– –	....	6 05	– –	7 33	– –	10 03	– –	– –	....	1 05	2 06	– –	Via Subway	– –	– –	6 37	– –	9 06	12 04	8 35	....	1 56	4 03	10 50
Columbia Ave.. +	1.8	2 21	....	6 09	7 07	7 37	8 37	10 07	12 10	12 36	....	1 09	2 08	4 37		*b*6 07	6 36	6 41	6 46	9 09	12 08	8 39	....	1 59	4 07	10 54
Huntingdon St.. +	2.9	– –	....	6 13	– –	7 41	– –	– –	12 14	– –	....	– –	– –	– –		– –	– –	6 45	– –	9 13	12 12	8 43	....	1 43	4 11	10 58
Wayne Junc. +	5.1	2 28	....	6 18	7 14	7 46	8 46	10 15	12 20	12 44	....	1 17	2 16	4 44	*b*6 13	*b*6 16	6 44	6 50	6 54	9 18	12 17	8 48	....	1 48	4 16	11 04
Logan	6.1	– –	....	– –	– –	– –	– –	– –	– –	– –	....	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	8 51	....	– –	– –	11 07
Tabor	6.7	– –	A M	*s* –	– –	– –	– –	– –	– –	– –	Noon	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	8 53	P M	– –	– –	11 09
Phila. (3d & Berks) +	....	....	†3 45	....	....	....	....	....	....	....	†12 40	....	....	....	....	....	....	....	....	....	....	....	§1 10	....	....	....
Lehigh Avenue	....	....	– –	....	....	....	....	....	....	....	– –	....	....	....	....	....	....	....	....	....	....	....	– –	....	....	....
Lindley	....	....	– –	....	....	....	....	....	....	....	– –	....	....	....	....	....	....	....	....	....	....	....	– –	....	....	....
Fern Rock	7.4	– –	– –	6 23	– –	– –	– –	– –	12 25	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	8 55	– –	– –	– –	11 11
Oak Lane	8.4	– –	– –	6 26	– –	– –	– –	– –	12 28	– –	– –	– –	– –	– –	– –	– –	– –	6 57	– –	9 26	12 24	8 58	– –	– –	– –	11 14
Elkins Park +	9.2	– –	– –	– –	– –	– –	– –	– –	12 31	– –	– –	1 25	– –	– –	– –	– –	– –	6 59	– –	9 28	12 27	9 01	– –	– –	– –	11 17
Chelten Hills	10.5	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	9 04	– –	– –	– –	11 20
Jenkintown +	10.8	– –	– –	6 30	– –	7 58	*a*8 55	10 25	12 35	– –	– –	1 28	2 26	4 53	– –	– –	– –	7 02	– –	9 31	12 31	9 06	1 32	1 58	4 26	11 22
Glenside	11.9	2 39	– –	6 33	– –	8 01	– –	10 28	12 38	– –	1 08	1 31	– –	4 56	– –	– –	– –	7 05	– –	9 34	12 34	9 09	1 36	2 01	4 29	11 25
Edge Hill	13.0	– –	– –	6 36	– –	8 04	– –	– –	12 41	– –	– –	1 34	– –	– –	– –	– –	– –	7 08	– –	9 37	12 37	9 12	1 43	2 04	4 32	11 28
Oreland	13.9	– –	– –	6 39	– –	8 06	– –	*s* –	12 44	– –	– –	1 36	– –	– –	– –	– –	– –	7 10	– –	9 39	12 39	9 14	1 45	2 06	4 35	11 31
Camp Hill	14.8	– –	– –	6 41	– –	8 08	– –	– –	12 46	– –	– –	1 38	– –	– –	– –	– –	– –	– –	– –	9 41	12 41	9 16	1 47	2 08	– –	11 34
Ft. Washington	15.9	– –	– –	6 44	– –	8 11	– –	10 34	12 49	– –	1 16	1 41	– –	– –	– –	– –	– –	7 13	– –	9 43	12 44	9 19	1 49	2 11	4 38	11 37
Ambler	17.3	2 48	– –	6 47	– –	8 15	– –	10 37	12 52	– –	1 21	1 44	– –	5 04	– –	– –	– –	7 16	– –	9 46	12 47	9 22	1 54	2 14	4 41	11 40
Penllyn +	18.8	– –	– –	6 50	– –	8 19	– –	10 41	12 55	– –	1 26	1 47	– –	– –	– –	– –	– –	7 19	– –	9 49	12 50	9 25	1 59	2 17	4 44	11 44
Gwynedd Valley	20.0	– –	– –	6 54	– –	8 23	– –	10 44	12 58	– –	1 32	1 50	– –	– –	– –	– –	– –	7 22	– –	9 52	12 53	9 29	2 06	2 20	4 47	11 47
North Wales +	22.4	2 56	– –	6 59	– –	8 28	– –	10 50	1 04	– –	1 40	1 56	– –	5 14	– –	– –	– –	7 28	– –	9 57	12 58	9 35	2 13	2 26	4 53	11 53
Pennbrook	23.5	– –	– –	7 01	– –	– –	– –	– –	– –	– –	1 43	– –	– –	– –	– –	– –	– –	– –	– –	9 59	– –	9 37	2 18	– –	– –	– –
Lansdale + arr.	24.4	3 01	4 45	7 05	7 42	8 33	9 16	10 55	1 09	1 16	1 46	2 01	2 47	5 19	5 41	6 44	7 16	7 33	9 26	10 02	1 02	9 40	2 22	2 31	4 58	11 58
Doylestown + arr.	34.4	....	....	*d*7 50	....	9 01	10 01	*y*12 24	1 59	....	2 22	2 22	3 26	5 42	6 25	....	*e*7 53	7 53	....	10 25	1 24	10 05	....	3 00	5 30	12 20
Orvilla	26.1	– –	– –	7 08	– –	8 37	– –	– –	P M	– –	2 07	2 07	2 50	5 22	– –	– –	7 18	P M	– –	P M	A M	9 43	2 37	2 37	5 01	Night
Hatfield	27.2	– –	– –	7 11	– –	8 40	– –	11 01	....	– –	2 11	2 11	2 53	5 25	– –	– –	7 21	....	– –	....		9 46	2 41	2 41	5 04	
Souderton +	29.6	– –	4 54	7 16	– –	8 45	– –	11 06		– –	2 16	2 16	2 58	5 30	– –	– –	7 27		– –			9 51	2 48	2 48	5 10	
Reliance	30.4	– –	– –	– –	– –	– –	– –	– –		– –	2 20	2 20	– –	– –	– –	– –	– –		– –			– –	2 50	2 50	– –	
Telford	30.9	– –	– –	7 20	– –	8 49	– –	11 10		– –	2 26	2 26	3 01	5 33	– –	– –	7 30		– –			9 55	2 56	2 56	5 13	
Derstines	32.5	– –	– –	– –	– –	– –	– –	– –		– –	2 29	2 29	– –	– –	– –	– –	– –		– –			– –	3 00	3 00	– –	
Sellersville +	33.6	– –	5 00	7 24	– –	8 53	– –	11 14		– –	2 33	2 33	3 06	5 37	– –	– –	7 34		– –			9 59	3 03	3 03	5 18	
Perkasie	35.0	3 20	– –	7 29	– –	8 57	– –	11 18		– –	2 37	2 37	3 10	5 41	5 58	– –	7 39		– –			10 03	3 07	3 07	5 22	
Rockhill	37.3	– –	– –	7 34	– –	9 02	– –	– –		– –	2 42	2 42	– –	5 46	– –	– –	– –		– –			10 08	3 12	3 12	5 27	
Quakertown +	40.2	3 30	5 16	7 39	– –	9 08	9 42	11 28		1 39	2 49	2 49	3 21	5 52	6 08	– –	7 49		9 49			10 14	3 18	3 18	5 32	
Shelly	43.7	– –	5 22	7 45	– –	9 14	– –	11 33		– –	2 55	2 55	3 26	5 57	– –	– –	7 54		– –			10 19	3 24	3 24	5 37	
Coopersburg +	45.8	– –	5 30	7 50	– –	9 18	– –	11 39		– –	3 01	3 01	3 32	6 01	– –	– –	7 59		– –			10 24	3 29	3 29	5 41	
Centre Valley	47.6	– –	5 35	7 54	– –	9 22	– –	11 43		– –	3 06	3 06	3 36	6 05	– –	– –	8 03		– –			10 28	3 34	3 34	5 44	
Saucon	48.6	– –	– –	– –	– –	– –	– –	– –		– –	3 09	3 09	– –	– –	– –	– –	– –		– –			– –	3 37	3 37	– –	
Bingen	50.5	– –	5 41	8 00	– –	9 28	– –	11 48		– –	3 13	3 13	3 41	6 10	– –	– –	– –		– –			10 33	3 41	3 41	5 50	
Hellertown +	52.6	– –	5 48	8 04	– –	9 32	– –	11 52		– –	3 18	3 18	3 45	6 14	– –	– –	8 11		– –			10 38	3 44	3 44	5 55	
So. Bethlehem[2] +	56.6	3 55	6 00	8 14	8 27	9 41	10 07	12 00	....	2 03	3 28	3 28	3 54	6 24	6 33	7 27	8 20	....	10 15			10 47	3 53	3 53	6 05	
[ARRIVE	....	A M	A M	A M	A M	A M	A M	Noon	....	P M	P M	P M	P M	P M	P M	P M	P M	....	P M			A M	P M	P M	P M	

t Sunday leaves 1 55 p.m. *u* Sunday leaves 6 40 a.m.

d Sunday arrives 8 33 a.m. *e* Sunday arrives 7 51 p.m.

□ For points beyond Lansdale, change cars at Lansdale.

s Stops Sunday only; *y* Sunday arrives Doylestown 11 22 a.m.

▲ Arrives Reading Terminal 8 18 a.m. Sundays.

(*Eastern time.*)	334	300	342	302	304	358	354	306	362	312	310	308	314	316	380	318	386	320	322	324	326	408	418	Sun.	Sun.	Sun.
[LEAVE	....	A M	....	A M	A M	....	A M	A M	....	A M	A M	A M	Noon	P M	....	P M	....	P M	P M	P M	P M	....	Noon	P M	P M	P M
So. Bethlehem[2] ♁	....	*5 55	....	*5 10	*7 00	....	*7 45	†8 30	....	†10 33	†10 10	†11 00	†12 45	*2 38	....	†4 36	....	*5 58	†6 01	*6 50	†7 46	....	§12 33	§1 25	§4 15	§6 17
Hellertown	....	– –	....	5 19	7 09	....	– –	– –	....	– –	10 20	– –	12 54	– –	....	4 44	....	– –	6 09	– –	– –	....	– –	1 34	4 25	6 26
Bingen ♁	....	– –	....	5 23	7 13	....	– –	– –	....	– –	10 25	– –	12 58	– –	....	4 48	....	– –	6 13	– –	– –		– –	1 38	4 29	6 29
Saucon	....	– –	....	5 28	– –	....	– –	– –	....	– –	– –	– –	– –	– –	....	– –	....	– –	– –	– –	– –		– –	– –	– –	– –
Centre Valley	....	– –	....	5 33	7 18	....	– –	– –	....	– –	10 32	– –	1 03	– –	....	4 53	....	– –	6 18	– –	– –		– –	1 45	4 34	6 34
Coopersburg ♁	....	– –	....	5 36	7 22	....	– –	– –	....	– –	10 36	– –	1 07	– –	....	4 57	....	– –	6 22	– –	– –		– –	1 47	4 39	6 39
Shelly	....	– –	....	5 43	7 27	....	– –	– –	....	– –	10 42	– –	1 11	– –	....	5 02	....	– –	6 27	– –	– –		– –	1 51	4 45	6 45
Quakertown ♁	....	6 21	....	5 51	7 33	....	8 13	– –	....	– –	11 00	11 25	1 16	3 05	....	5 08	....	6 24	6 32	7 14	8 09		12 59	1 57	4 51	6 51
Rockhill	....	– –	....	5 56	*s* –	....	– –	– –	....	– –	11 08	– –	– –	– –	....	– –	....	– –	6 37	– –	– –		– –	– –	4 56	6 56
Perkasie ♁	....	– –	....	6 03	7 43	....	8 23	– –	....	– –	11 15	11 34	1 25	3 12	....	5 18	....	– –	6 43	– –	– –		– –	2 07	5 02	7 02
Sellersville	....	– –	....	6 07	7 46	....	8 27	– –	....	– –	11 19	11 37	1 28	3 16	....	5 21	....	– –	6 46	– –	– –		– –	2 10	5 06	7 06
Derstines	....	– –	....	6 12	– –	....	– –	– –	....	– –	– –	– –	– –	– –	....	– –	....	– –	– –	– –	– –		– –	– –	– –	– –
Telford	....	– –	....	6 16	7 51	....	– –	– –	....	– –	11 26	11 41	1 32	– –	....	5 26	....	– –	6 51	– –	– –		– –	2 15	5 11	7 11
Reliance	....	– –	....	6 20	– –	....	– –	– –	....	– –	11 29	– –	– –	– –	....	– –	....	– –	– –	– –	– –	....	– –	– –	– –	– –
Souderton ♁	....	– –	....	6 26	7 55	....	8 36	– –	....	– –	11 32	11 45	1 36	3 21	....	5 30	....	– –	6 56	– –	– –	....	– –	2 19	5 15	7 15
Hatfield	....	– –	....	6 33	7 59	....	– –	– –	....	– –	11 40	– –	1 40	– –	....	5 34	....	– –	6 59	– –	– –	....	– –	2 24	5 20	7 20
Orvilla	A M	– –	A M	6 36	8 02	A M	– –	– –	A M	– –	11 44	– –	– –	– –	P M	5 37	P M	– –	7 02	– –	– –	P M	– –	2 27	5 24	7 24
Doylestown ♁ lve.	†5 50	†5 50	†6 43	*x*6 43	†7 21	†8 11	....	....	†9 41	10 50	†11 20	†11 20	....	*f*2 23	†3 26	....	†6 53	....	†6 39	....	....	*10 03	....	§1 56	§4 35	§6 46
Lansdale ♁ lve.	†6 27	*6 43	7 04	7 14	*8 07	8 32	8 46	– –	10 07	11 15	12 02	11 53	1 46	3 28	3 47	5 40	6 16	6 46	7 07	7 36	8 31	10 28	1 20	2 30	5 27	7 27
Pennbrook	– –	– –	– –	7 16	8 10	– –	– –	– –	– –	– –	12 05	– –	– –	– –	3 49	– –	6 17	– –	– –	– –	– –	– –	– –	– –	– –	– –
North Wales	6 32	– –	7 09	7 20	8 13	8 37	– –	– –	10 12	– –	12 09	– –	– –	– –	3 52	5 44	6 20	– –	7 12	– –	– –	10 33	– –	2 35	– –	– –
Gwynedd Valley	6 36	– –	7 14	7 27	8 18	8 42	– –	– –	10 17	– –	12 16	– –	– –	– –	3 57	5 49	6 24	– –	7 17	– –	– –	10 38	– –	2 40	– –	– –
Penllyn	6 39	– –	7 17	7 32	8 21	8 45	– –	– –	10 20	– –	12 20	– –	– –	– –	4 00	5 52	6 27	– –	7 20	– –	– –	10 41	– –	2 43	– –	– –
Ambler ♁	6 42	– –	7 21	7 36	8 25	8 48	8 59	– –	10 23	11 26	12 24	– –	1 58	– –	4 03	5 55	6 30	– –	7 23	– –	– –	10 44	1 31	2 46	– –	– –
Ft. Washington ♁	6 45	– –	7 24	7 40	8 28	8 51	– –	– –	10 26	– –	12 28	– –	– –	– –	4 06	5 58	6 33	– –	7 26	– –	– –	10 47	– –	2 49	– –	– –
Camp Hill	6 48	– –	7 27	– –	8 31	8 53	– –	– –	10 29	– –	12 31	– –	– –	– –	4 09	6 01	6 36	– –	7 29	– –	– –	10 49	– –	2 51	– –	– –
Oreland ♁	6 51	– –	7 30	– –	8 34	8 56	– –	– –	10 32	– –	– –	– –	– –	– –	4 12	6 03	6 37	– –	7 32	– –	– –	10 52	– –	2 53	– –	– –
Edge Hill	6 54	– –	7 33	– –	8 37	– –	– –	– –	10 35	– –	12 37	– –	– –	– –	4 15	6 06	6 40	– –	7 35	– –	– –	10 56	– –	2 56	– –	– –
Glenside ♁	6 57	– –	7 37	– –	8 41	9 01	– –	– –	10 39	– –	12 46	– –	– –	– –	4 18	6 09	6 43	– –	7 38	– –	– –	10 58	– –	3 00	– –	– –
Jenkintown ♁	7 00	7 08	– –	7 56	8 44	9 04	– –	– –	10 42	– –	12 49	12 17	– –	3 46	4 21	6 12	6 46	– –	7 41	– –	– –	11 01	– –	3 03	5 50	7 50
Chelten Hills	– –	– –	– –	– –	– –	– –	– –	– –	10 44	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	11 03	– –	– –	– –	– –
Elkins Park	– –	– –	– –	– –	8 47	9 07	– –	– –	10 47	– –	– –	– –	– –	– –	4 24	6 15	– –	– –	– –	– –	– –	11 06	– –	– –	– –	– –
Oak Lane	7 04	– –	– –	– –	8 50	9 10	– –	– –	10 50	– –	– –	– –	– –	– –	– –	– –	6 49	– –	– –	– –	– –	11 09	– –	– –	– –	– –
Fern Rock	– –	– –	– –	– –	– –	9 13	– –	– –	10 53	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	11 12	– –	– –	– –	– –
Lindley	....	....	....	8 08	....	....	....	....	....	....	– –	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Lehigh Avenue	....	....	....	8 16	....	....	....	....	....	....	– –	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Phila. (3d & Berks) ♁	....	....	....	8 20	....	....	....	....	....	....	1 15	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Tabor	– –	– –	– –	*c s*	– –	– –	– –	– –	10 55	– –	P M	– –	– –	– –	– –	– –	6 54	– –	– –	– –	– –	11 14	– –	– –	– –	– –
Logan	– –	– –	– –	*c s*	– –	– –	– –	– –	– –	– –	*b* Stops to take passengers.	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	11 16	– –	– –	– –	– –
Wayne Junc. ♁	7 10	7 18	7 48	*c*7 48	8 57	9 18	9 19	9 42	10 59	11 44		12 26	2 18	3 56	4 33	6 24	6 58	7 17	7 50	8 06	8 02	11 19	1 50	3 13	6 01	8 01
Huntingdon St.	– –	– –	– –	*c s*	– –	– –	– –	– –	11 04	– –		– –	– –	– –	4 38	– –	– –	– –	– –	– –	– –	11 25	– –	– –	6 06	8 07
Columbia Ave.. ♁	7 18	7 25	7 55	*c*7 55	9 04	9 25	9 26	9 49	11 08	11 51		12 33	2 27	4 03	4 42	6 31	7 05	7 24	7 57	8 13	8 09	11 29	1 57	3 20	6 10	8 11
Spring Garden St..	7 23	– –	– –	*c s*	– –	9 29	– –	– –	11 12	– –		– –	2 31	– –	4 46	6 35	7 08	– –	8 01	– –	– –	11 33	– –	3 24	6 14	8 15
Reading Terminal.	7 26	7 32	8 02	*c*8 02	9 10	9 32	9 33	9 55	11 15	11 57		12 40	2 34	4 09	4 49	6 38	7 12	7 31	8 04	8 20	8 15	11 38	2 04	3 27	6 17	8 18
Philadelphia[1] ♁ ar.	A M	A M	A M	▲	A M	A M	A M	A M	A M	A M		Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

♁ Coupon stations; + Telegraph stations.

*Daily; † daily, except Sunday; § Sunday only; *a* stops to take on passengers for points north of Lansdale; *c* change cars at Lansdale.

PHILADELPHIA & READING RAILWAY.

PHILADELPHIA AND NEW YORK DIVISIONS—Branches.

BETHLEHEM BRANCH—Continued.—Additional Trains Week-days for Lansdale and Doylestown—Leave Philadelphia (Reading Terminal) ‡8 32 a.m., †2 06, †4 02, †5 02, ‡5 30 p.m., arriving Lansdale 9 40 a.m., 3 05, 4 59, 6 01, 6 36 p.m., Doylestown 10 01 a.m., 3 26, 5 42, 8 23, 8 58 p.m. Leave Reading Terminal for Lansdale ‡8 32 a.m., †2 06, ‡3 02, †4 02, ‡5 02, ‡5 30, ‡6 02, †7 34, †10 02, †11 02 p.m., arriving Lansdale 9 40 a.m., 3 05, 4 09, 4 59, 6 01, 6 36, 7 04, 9 42, 11 10 p.m., 12 08 night. Returning, leave Doylestown †7 21 a.m., ‡2 23, †4 00 p.m., Lansdale †7 42 a.m., †2 46, †4 30 p.m., arriving Reading Terminal 8 35 a.m., 3 48, 5 37 p.m. Leave Lansdale ‡5 45, ‡7 42, †9 20 a.m., †12 38 noon, †1 53, †2 45, ‡3 47, †4 30, †6 15, †8 00 p.m., arriving Reading Terminal 6 44, 8 35, 10 12 a.m., 1 44, 2 56, 3 48, 4 49, 5 57, 7 12, 10 07 p.m.

GLENSIDE—Additional Trains for Glenside—Leave Reading Terminal ‡8 18 a.m., †1 32, †2 34, †4 19, ‡5 08, ‡5 47, †8 04, †6 36 p.m. Returning, leave Glenside for Reading Terminal †7 20, †8 14, †9 49 a.m., †12 23 noon, ‡5 52, †7 10 p.m.

JENKINTOWN—Additional Trains for Jenkintown—Leave Reading Terminal †6 00, †6 30, †7 04, †7 23, ‡8 30, †10 17, †11 30 a.m., ‡12 17, k12 37 noon, †1 30, †2 02, †2 17, ‡3 17, ‡3 47, ‡4 32, ‡5 17, †6 19, †7 00, †7 17, †8 00, ‡8 17, ‡9 32, ‡11 32 p.m. Leave Berks Street †1 25 p.m. Returning, leave Jenkintown for Reading Terminal †6 22, †7 08, †7 21, †7 41, ‡8 15, ‡8 41, †9 26, †9 46, †10 32 a.m., †12 17, †12 24 noon, †1 31, †2 36, ‡3 22, ‡3 32, ‡3 46, †4 16, ‡5 21, ‡5 58, †6 24, †6 30, †7 10, ‡8 41, ‡10 02, †10 30, ‡10 53, ‡11 25 p.m.; for Berks Street †7 56, ‡8 04 a.m.

Additional Sunday Trains for Lansdale and Doylestown—Leave Reading Terminal §3 02, §6 02, §8 02 p.m., arriving Lansdale 4 09, 7 06, 8 05 p.m., Doylestown 4 31, 7 51, 9 25 p.m. Leave Reading Terminal §12 45 noon, §5 02, §8 02 p.m., arriving Lansdale 1 53, 8 03, 10 10 p.m. Returning, leave Doylestown §6 40, §9 17 a.m., §12 23 noon, §4 35, §8 45, §8 18 p.m.; Lansdale §7 11, §9 38 a.m., §12 45 noon, §4 57, §7 10, §8 42 p.m., arriving Philadelphia 8 18, 10 43 a.m., 1 45, 5 57, 8 11, 8 48 p.m. Leave Lansdale §7 11, §9 38 a.m., §12 45 noon, §3 55, §4 57, §6 17, §7 10, §8 42, §10 28 p.m., arriving Reading Terminal 8 18, 10 43 a.m., 1 45, 4 38, 5 57, 7 10, 8 11, 9 48, 11 38 p.m.

GLENSIDE—Sunday Trains—Leave Reading Terminal for Glenside 9 34 a.m., 1 49, 2 34, 4 19, 7 18 p.m. Returning, leave Glenside for Reading Terminal 8 23 a.m., 4 20, 5 21, 6 03, 7 27 p.m.

JENKINTOWN—Sunday Trains—Leave Reading Terminal for Jenkintown 7 04, 8 00, 8 04, 9 00, 10 34, 11 30 a.m., 12 17 noon, 1 17, 1 30, 3 00, 4 32, 5 00, 6 15, 6 32, 7 00, 8 00, 9 00, 10 02 p.m. Leaves Berks Street for Jenkintown 3 00 p.m. Returning, leave Jenkintown for Reading Terminal 7 08, 9 45, 10 49, 11 18 a.m., 1 29, 2 36, 2 53, 3 19, 3 46, 5 41, 5 50, 6 24, 7 10, 7 50, 8 35, 10 02, 10 30, 10 53 p.m., 12 52 night; for Berks Street 7 56, 8 23 a.m.

DOYLESTOWN BRANCH.—Trains leave Lansdale for Fortuna (1.2 miles), Colmar (2.4 miles), Chalfont (5.3 miles), New Britain (7 miles), Farm School (8.3 miles) and Doylestown (10 miles) ‡1 02, †7 25, †8 40, †9 40 a.m., †12 03 noon, †1 19, †2 01, †2 25, ‡3 06, ‡5 21, ‡6 01, †6 36, †7 33, †10 02 p.m., §8 12, §9 43, §11 00 a.m., §2 31, §4 09, §5 07, §7 30, §8 05, §11 59 p.m. Returning, leave Doylestown ‡5 50, ‡6 43, †7 21, †8 11, †9 41, †10 50, †11 20 a.m., †1 53, †2 23, ‡3 26, †4 00, ‡5 53, †8 39, †10 03 p.m., §6 40, §9 27, §10 30 a.m., §12 23 noon, §1 55, §4 35, §6 45, §8 18, §10 05 p.m. Running time about 22 minutes.

November 14, 1909.

Connections.—[1] With railroads diverging. [2] With Lehigh Valley R.R. and Lehigh & Susquehanna Division Central R.R. of New Jersey

NORTHEAST PENNSYLVANIA RAILROAD.—Trains leave Philadelphia (Reading Terminal) for Glenside (12 miles), Hillside (14 miles), Crestmont (15.4 miles), Willow Grove (16.2 miles), Heaton (17.3 miles), Fulmor (18 miles), Hatboro (18.6 miles), Bonair (19.4 miles), Johnsville (20.4 miles), Ivyland (21.6 miles), Traymore (23 miles), Grenoble (24.3 miles), Rushland (26 miles), Wycombe (28 miles), Buckingham (30.5 miles), Bycot (32 miles), Lahaska (33.5 miles), Reeder (36 miles), Huffnagle (37 miles) and New Hope (37.6 miles) †8 18 a.m., †1 32, †4 19, †6 36 p.m., §9 34 a.m., §1 49, §7 19 p.m. Returning, leave New Hope ‡5 35, †7 10, †11 00 a.m., ‡6 57 p.m., §6 05 a.m., §4 18, §6 16 p.m. Leave Philadelphia for Ivyland †6 02 a.m., †2 34, ‡5 06 p.m. Leave Ivyland for Philadelphia ‡5 43, †6 22 a.m., ‡5 24 p.m. Leave Philadelphia for Willow Grove §2 34, §4 19 p.m. Leave Willow Grove for Philadelphia §4 07, §6 50 p.m. Running time Philadelphia to New Hope about 1 hour and 45 minutes.

November 14, 1909.

PHILADELPHIA AND CHESTER BRANCH.—Trains leave Philadelphia (24th and Chestnut Streets for Eastwick's (2 miles), Gibsons Point (3 miles), 70d Street (4 miles), Bell Road (5 miles), 84th Street (5¾ miles), Elmwood (6 miles), 92d Street (6¾ miles), First Regiment Range (7 miles), Lester (8 miles), North Essington (9 miles), Essington (9.1 miles), Philadelphia Yacht Club (9¾ miles) and Darby Creek (10 miles) †6 35, §8 20, k9 10, §10 10 a.m., k12 35 noon, *2 05, §5 40, ‡6 10, *6 35 p.m. Returning, leave Darby Creek for Philadelphia †7 55, §8 59, k10 30 a.m., a1 24, k2 42, k4 19, *5 54, *10 10 p.m. Running time about 26 minutes.

May 30, 1909.

PLYMOUTH BRANCH.—Leaves Conshohocken †6 18 p.m. connecting train leaves Philadelphia ‡5 45 p.m.) for Mill Road (1.5 miles), Ridge Road (2.3 miles), Tyrol (3.5 miles), Corson's (3.9 miles), Cold Point (4.3 miles), Williams (5.7 miles), Flourtown (7.2 miles), arriving Oreland (9.1 miles) 6 52 p.m. Returning, leaves Oreland 10 20 a.m., arriving at Conshohocken 8 00 a.m., Philadelphia 8 37 a.m.

November 14, 1909.

PHILADELPHIA & FRANKFORD RAILROAD.—Trains leave Philadelphia (Reading Terminal) for Columbia Avenue (1.8 miles), Wayne Junction (5.1 miles), Olney (7.4 miles), Cedar Grove (8.8 miles), Summerdale (9.5 miles), Arrott Street (10 miles) and Frankford (10.7 miles) †6 13, †7 13, †8 13, †9 43, †11 13 a.m., †12 43 noon, †2 13, ‡3 13, †4 13, †4 43, ‡5 13, ‡5 43, †6 13, †7 13, †8 43, †10 13, †11 28 p.m. Sundays §6 43, §8 13, §9 43, §11 13 a.m., §12 43 noon, §2 13, §3 43, §5 13, §6 42, §8 13, §9 43, §11 13 p.m. Returning, leave Frankford †6 15, †7 15, †7 45, ‡8 15, †9 15, †10 45 a.m., †12 15 noon, †1 45, ‡3 15, †4 15, ‡5 15, ‡6 15, ‡6 45, †7 15, †8 15, †9 45, †11 15 p.m. Sundays §6 45, §8 15, §9 45, §11 15 a.m., §12 45 noon, §2 15, §3 45, §5 15, §6 45, §8 15, §9 45, §11 15 p.m. Running time about 30 minutes.

CHESTER & DELAWARE RIVER RAILROAD.—From Philadelphia (Gray's Ferry) to Eddystone, Morton Avenue, Chester, Penn Street, Roach's and South Chester (15 miles). Operated for freight only.

READING DIVISION—PICKERING VALLEY BRANCH.

Sun.	Sun.	37	95	27	25	Mls	*Nov.* 14, 1909.	42	6	8	10	Sun.	Sun.
P M	A M	P M	P M	A M	A M		LEAVE / ARRIVE	A M	A M	P M	P M	P M	P M
§6 26	§9 23	†6 39	x213	†8 48	*5 51	0	**+.Phœnixville.** ♂	7 13	11 45	3 42	7 08	4 45	8 53
5 29	9 26	6 42	2 16	8 51	5 53	0.3	.....Main Street.....	7 10	11 42	3 39	7 05	4 42	8 50
5 32	9 30	5 46	2 19	— —	5 56	1.6	.....Ironsides.....	7 05	— —	3 36	7 01	4 38	8 46
5 38	9 37	5 53	2 28	9 08	6 01	3.7	.....Kimberton...♂	6 59	11 27	3 30	6 55	4 32	8 38
5 44	9 43	6 00	2 35	9 14	6 05	5.5	.....Hallmans.....	6 49	11 16	3 24	6 49	4 27	8 32
5 48	9 49	6 05	2 38	9 18	6 09	7.0	.....Pikeland.....	6 43	11 12	3 20	6 46	4 23	8 28
5 51	9 52	6 08	2 44	9 28	6 11	7.5	..Chester Springs.♂	6 40	11 09	3 18	6 43	4 21	8 25
5 59	9 57	6 14	2 51	9 40	6 15	9.1	.....Anselma.....	6 33	11 00	3 13	6 37	4 16	8 18
5 59	10 00	6 17	2 54	9 44	6 17	9.8	.....Lionville.....	6 29	10 53	3 10	6 33	4 13	8 15
6 02	10 03	6 20	2 57	9 48	6 20	11.1	.....**Byers**.....♂	*6 26	†10 50	x307	†6 30	§4 10	§8 12
P M	A M	P M	P M	P M	A M		ARRIVE / LEAVE	A M	A M	P M	P M	P M	P M

READING DIVISION—COLEBROOKDALE BRANCH.

Sun	Sun.	39	7	29	27	1	Mls	*Nov.* 14, 1909.	42	2	6	8	10	Sun	Sun	Sun
P M	A M	P M	P M	P M	A M	A M		LEAVE / ARRIVE	A M	A M	A M	P M	P M	A M	P M	P M
§7 45	§9 52	†5 58	†6 18	*1 20	†9 11	†6 03	0	**+ Pottstown** ♂	5 55	8 19	10 58	3 14	6 43	7 00	8 16	8 02
— —	9 54	7 00	— —	1 22	9 13	6 05	0.5	....Mill Park.....	5 53	8 17	10 55	3 12	— —	6 58	8 13	— —
7 50	9 58	7 04	6 23	1 26	9 17	6 10	1.7	.....Glasgow.....	5 50	8 12	10 51	3 09	6 38	6 54	8 09	8 67
7 55	10 03	7 09	6 29	1 32	9 22	6 17	3.7	...Manatawny.♂	5 44	8 05	10 45	3 04	6 33	6 46	8 04	8 52
— —	10 09	7 14	6 35	1 38	9 26	6 23	5.4	.....Ironstone.....	5 38	7 58	10 39	3 00	6 28	6 40	8 58	— —
8 01	10 13	7 17	6 38	1 43	9 30	6 27	6.7	..Colebrookdale..	5 33	7 54	10 35	2 58	6 25	6 35	8 54	8 46
8 06	10 18	7 22	6 45	1 49	9 40	6 38	8.5	....Boyertown.♂	5 28	7 46	10 29	2 50	6 20	6 30	8 48	8 41
— —	10 22	7 26	6 48	1 54	9 45	6 43	9.7	.New Berlinville.	5 22	7 36	10 19	2 44	6 16	6 24	8 45	— —
8 12	10 27	7 30	6 51	1 59	9 53	6 54	11.4	.. Bechtelsville♂	5 16	7 30	10 15	2 40	6 11	6 18	8 40	8 35
8 14	10 30	7 33	6 54	2 02	9 57	6 57	12.3	.....Eshbach.....	5 12	7 25	10 12	2 37	6 08	6 14	8 37	8 32
8 16	10 32	7 35	6 56	2 06	1000	6 58	13.0	.....**Barto**...♂	†5 10	†723	†10 10	†235	†606	§6 12	§5 35	§831
P M	A M	P M	P M	P M	A M	A M		ARRIVE / LEAVE	A M	A M	A M	P M	P M	A M	P M	P M

MIDDLETOWN AND HUMMELSTOWN BR.

95	1	Ms.	*Nov.* 14, 1909.	6	10
P M	A M		LEAVE / ARRIVE	A M	P M
†425	†835	0	**+ Hummelstown** ♂	10 42	4 00
4 30	8 40	1.7	....Stoverdale....	10 36	3 53
4 34	8 44	3.1	.....Clifton	10 32	3 48
4 37	8 47	4.2	...Frey's Grove...	10 29	3 44
4 41	8 51	5.4	.East Middletown.	10 26	3 40
4 47	8 55	6.5	+..**Middletown**..♂	†1022	†335
P M	A M		ARRIVE / LEAVE	A M	P M

CATASAUQUA AND FOGELSVILLE BR.

4	2	Mls	*November* 14, 1909.	1	3
P M	A M		LEAVE / ARRIVE	A M	P M
†5 18	†9 15	0	.....**Alburtis**.....♂	7 40	1 53
5 21	9 18	1.6	.....Spring Creek.....	7 35	1 48
5 26	9 25	3.0	.....Trexlertown....♂	7 31	1 44
5 33	9 35	5.6	.....Chapman.....	7 23	1 34
5 38	9 42	7.8	.....Walbert.. ....♂	7 17	1 25
5 42	9 48	9.2	.....Guth....	7 13	1 18
5 48	9 54	11.6	.....Seiple.....	7 06	1 11
5 51	9 57	13.0	.....Mickley's.....	7 03	1 08
5 55	10 00	14.1	.....**Catasauqua**.....♂	†7 00	†1 05
P M	A M		ARRIVE / LEAVE	A M	P M

* Daily; † daily, except Sunday; ‡ daily, except Saturday; § Sunday only; ¶ daily, except Monday; *a* Saturday and Sunday only; *k* Saturday only; *x* Wednesday and Saturday only.

\+ Coupon stations; ♂ Telegraph stations.

STANDARD—*Eastern time.*

PHILADELPHIA & READING RAILWAY.

LEBANON AND TREMONT BRANCH.
Reading Division.

257	23	31	9	3	203	Mls.	November 14, 1909.	38	40	30	204	258	208
P M	....	....	P M	A M	....	....	LEAVE] [ARRIVE	A M	....	A M	P M	P M	....
†6 20	....	....	†2 02	†5 40	....	0	Lykens..(Wms. Val.)	7 05	....	11 30	6 05	8 29	....
6 28	....	....	2 10	5 50	....	4.5	Williamstown "	6 55	....	11 21	4 55	8 20	....
6 37	P M	....	2 19	6 02	....	8.0	Tower City "	6 45	....	11 11	4 46	8 11	....
6 49	†4 46	....	2 35	6 27	....	11.1	..Williams Valley Jn. ♂	6 24	....	11 02	4 36	8 00	....
6 02	5 14	....	2 47	6 51	A M	17.6	....Good Spring..♂	6 05	....	10 39	4 13	7 46	P M
6 14	5 30	....	2 59	7 09	†5 44	23.0	......Tremont....♂	5 33	....	10 23	3 46	†7 31	7 47
P M	5 39	....	3 08	7 17	5 53	27.1	...Lorberry Junc.♂	5 21	....	10 10	2 33	P M	7 38
....	5 48	P M	3 16	7 24	6 00	29.9	ar.+Pine Grove♂lv	†5 12	A M	10 03	2 25	....	7 31
....	P M	†5 32	3 25	7 30	6 00	29.9	lve..Pine Grove.arr.	A M	5 35	9 48	2 25	....	7 31
		5 36	3 30	7 34	– –	32.2	.......Exmoor.......		5 29	9 43	2 18		7 26
		5 39	3 33	7 36	– –	33.5	.......Irving........		5 25	9 40	2 15		7 23
		5 42	3 36	7 39	6 08	34.9	......Suedburg....♂		5 21	9 37	2 12		7 20
		5 51	3 43	7 45	6 15	39.0	.......Murray.......		5 09	9 29	2 04		7 12
		5 54	3 46	7 47	6 17	40.1	.....Green Point.....		5 07	9 26	2 02		7 10
		5 57	3 49	7 50	6 19	41.2	.......Inwood.......		5 03	9 23	2 00		7 08
		6 04	3 54	7 55	6 23	43.2	.......Lickdale.....♂		4 58	9 19	1 55		7 04
		6 10	4 02	8 02	6 29	46.5	......Jonestown....♂		4 51	9 12	1 47		6 57
		6 13	4 05	8 04	6 32	47.6	.....Bunker Hill.....		4 48	9 09	1 44		6 54
		6 21	4 10	8 10	6 36	49.9	....Heilman Dale..♂		4 42	9 04	1 39		6 49
		6 24	4 13	8 13	6 40	51.4	......Westmont......		4 38	9 00	1 35		6 45
		6 30	4 20	8 20	6 45	53.7	arr..+Lebanon♂lve.		†4 32	†8 55	†1 30		†6 40
		8 18	5 46	9 17	7 55	....	arr....Reading...lve.		A M	7 00	12 25		5 55
		10 16	7 30	10 50	9 30	....	....Philadelphia....		....	†4 25	†10 30		†4 35
		P M	P M	A M	A M	....	ARRIVE] [LEAVE		....	A M	A M		P M

Lve. Lykens §9 05 a.m., §5 33 p.m., arr. Tremont 10 05 a.m., 6 33 p.m. Lvs. Tremont †6 25 a.m., arr. Pine Grove 6 40 a.m.

Leave Tremont §7 45 a.m., §4 20 p.m., arrive Lykens 8 52 a.m., 5 27 p.m.

Train leaves Pine Grove †8 29 p.m., arrives Tremont 8 45 p.m.

SCHUYLKILL AND SUSQUEHANNA BRANCH.
Reading Division.

7	27	1	Mls	November 14, 1909.	2	6	12
P M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M
†7 30	†11 13	†7 05	....	....+Pottsville....♂	8 25	11 35	7 09
7 50	11 40	8 05	0	lve.+ Auburn♂ ..arr.	7 16	11 03	6 45
7 55	11 46	8 10	2	.......Jefferson.......	7 10	10 46	6 40
8 00	11 53	8 15	5	.......Aucheys.......	7 06	10 35	6 35
8 06	12 01	8 21	7	.......Hammon.......	7 01	10 23	6 29
8 11	12 09	8 26	9	........Moyers........	6 55	10 17	6 24
8 16	12 16	8 31	12	.........Rock.........	6 50	10 08	6 19
8 21	12 28	8 36	15	.......Stanhope.......	6 45	9 57	6 13
8 26	1 00	8 50	18	+...Pine Grove...♂	†6 40	9 50	6 07
P M	1 09	8 57	21	.......Beuchler.......	A M	9 26	5 55
STANDARD—Eastern time.	1 16	9 02	23	.......Outwood.......	....	9 20	5 50
	1 27	9 11	27	......Gold Mine......	....	9 11	5 42
	1 37	9 19	30	.....Rausch Gap.....	....	8 57	5 36
	1 44	9 24	33	......Cold Spring....♂	....	8 50	5 30
	1 51	9 29	35	....Yellow Spring....	....	8 44	5 25
	2 02	9 36	38	.....Rattling Run.....	....	8 32	5 18
	2 21	9 51	45	.....White Spring.....	....	8 14	5 03
	2 34	9 54	46	....Ellendale Forge....	....	8 10	5 00
	2 50	9 59	48	......Stone Glen......	....	7 46	4 55
	3 05	10 05	50	.......Dauphin.....♂	....	7 38	4 49
	3 10	10 08	52	........Heck's........	....	7 13	4 46
	3 15	10 12	53	.......Rockville.......	....	7 08	4 42
	3 33	10 30	59	+...Harrisburg...♂	....	†6 50	†4 25
	P M	A M	....	ARRIVE] [LEAVE	....	A M	P M

MINE HILL AND SCHUYLKILL HAVEN BRANCH.—Reading Division.

....	Sun	Sun.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Ms.	November 14, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun
....	P M	A M	P M	P M	P M	A M	A M	....	A M	....	LEAVE] [ARRIVE	....	A M	A M	P M	P M	....	P M	P M	....	A M	P M
....	§3 30	§6 50	†6 40	†4 20	†2 05	†11 26	†9 05	A M	†5 25	0	+Schuylkill Haven♂	....	8 09	11 10	1 52	3 44	....	5 56	6 55	....	10 48	7 16
....	3 35	6 55	6 45	4 25	2 12	11 32	9 10	†6 15	5 30	1.4	......Cressona....♂	....	8 05	11 06	1 47	3 40	....	5 51	6 51	....	10 44	7 12
	3 37	6 57	6 47	4 27	2 14	11 35	9 18	6 17	5 32	2.3	.......Becks........	....	8 02	10 59	1 44	3 37	....	5 48	6 48	....	10 41	7 09
	3 41	7 01	6 50	4 30	2 16	11 39	9 21	6 21	5 37	3.8	.....Glenworth.....	....	8 00	10 57	1 40	3 35	....	5 43	6 46	....	10 39	7 07
	3 43	7 03	6 52	4 32	2 18	11 41	9 23	6 23	5 40	4.8	.......Allison......	A M	7 58	10 55	1 38	3 33	P M	5 40	6 44	P M	10 37	7 06
	3 45	7 05	6 54	4 34	2 20	11 43	9 25	6 26	5 43	5.6	ar..Westwood♂lv	5 46	7 50	10 53	1 35	3 31	4 18	5 37	6 42	7 10	10 35	7 03
	....	....	6 56	5 29	5 29	11 46	....	7 19	5 46	6.6	.Llewellyn Crossing.	5 44	7 54	....	1 33	....	4 15	5 34	....	– –	....	....
	....	....	6 52	5 31	5 31	11 49	....	7 22	5 58	7.7	+..Minersville.♂	†5 42	7 52	....	1 31	....	†4 12	5 31	....	†7 00	....	....
	....	....	P M	P M	P M	12 09	....	A M	6 22	13.1	ar..GlenCarbon♂.lv.	A M	†6 37	....	†1 09	....	P M	†5 07	....	P M	....	....
	P M	A M	P M	....	P M	P M	A M	A M	A M	...	LEAVE] [ARRIVE	....	A M	A M	P M	P M	....	P M	P M		A M	P M
	3 25	§6 50	†8 35	....	†4 15	†2 00	†9 27	†6 20	――	....	Pottsville(ElectricCars)	....	7 55	11 10	――	3 46	....	....	7 00		10 45	7 15
	5 25	7 00	6 35	....	4 15	2 00	9 27	6 28	....	....	Minersville "	....	†7 55	11 10	....	3 45	....	....	†7 00		†10 45	†7 15
	3 55	7 20	7 11		4 43	2 30	9 53	6 43	....	5.6	lv..Westwood..ar.	....	7 35	10 45	....	3 23			6 34		10 25	6 53
	4 00	7 25	7 15		4 47	2 34	9 58	6 48	....	7.6	.....Silverton......	....	7 30	10 40	....	3 18			6 30		10 21	6 49
	4 08	7 34	7 21		4 54	2 42	10 06	6 56	....	10.9	.....Blackwood.....	....	7 23	10 33	....	3 11			6 22		10 14	6 42
	4 20	7 45	7 31		5 05	2 52	10 15	7 06	....	16.1	ar...Tremont..lv.	....	7 15	†10 25	....	3 03			6 14		10 05	6 33
	4 24	7 49	7 34		P M	3 50	10 27	A M	....	17.1	....Donaldson....	....	7 01	A M	....	2 57			6 11		10 00	6 28
	4 39	8 01	7 46		....	4 13	10 39	....	Pas.	21.5	...Good Spring...	....	6 51	....	Pas.	2 47			6 02		9 50	6 18
	4 48	8 13	– –		....	4 25	– –	....	A M	26.6	arr.E. Brookside.lve.	....	6 31	....	A M	– –			– –		9 38	6 07
	5 02	8 27	8 07		....	4 40	11 06	....	†6 40	29.6	Renier...(W. Val.)	....	6 08	....	7 34	2 26			5 42		9 28	5 56
	5 07	8 32	8 11		....	4 45	11 11	....	6 45	31.1	Tower City "	....	6 02	....	7 28	2 19			5 37		9 22	5 50
	5 10	8 35	8 14		....	4 48	11 14	....	6 48	31.8	Thompson. "	....	5 58	....	7 24	2 16			5 34		9 19	5 47
....	5 17	8 42	8 20		....	4 55	11 21	....	6 55	34.6	Williamstown "	....	5 50	....	7 18	2 10			5 28		9 13	5 41
....	5 27	8 52	8 29		....	5 06	11 30	....	7 05	39.1	Lykens.... "	....	†5 40	....	†7 10	†2 02			†5 20		§9 05	§5 33
....	P M	A M	P M		....	P M	A M	....	A M	....	ARRIVE] [LEAVE	....	A M	....	A M	P M			P M		A M	P M

† Daily, except Sunday; § Sunday only. + Coupon stations; ♂ Telegraph stations.

Train leaves Westwood for Minersville †7 36 a.m.

Trains leave Schuylkill Haven for Cressona §10 58 a.m., †7 02, §7 40 p.m.

Trains lve. Cressona for Schuylkill Haven §6 15 a.m., §5 01, †6 25 p.m.

Mount Eagle Branch.—Tremont to Rausch Creek (4 mls).

Good Spring Branch.—Good Spring to Good Spring Colliery (2 miles).

Lorberry Branch.—Lorberry Junction to Lincoln Colliery (7 miles).

Allentown Branch.—Trains leave **Topton** †7 50 a.m., †3 55, †6 50 p.m., arrive Kutztown (4.4 miles) 8 03 a.m., 4 08, 7 03 p.m. Leave Kutztown †5 25, †8 47 a.m., †4 42 p.m., arrive Topton 5 38, 9 00 a.m., 4 55 p.m.

GETTYSBURG & HARRISBURG RAILWAY.

Geo. F. Baer, Prest., Phila., Pa.
Theo. Voorhees, Vice-Prest., "
B. H. Bail, Vice-Prest., "
W. R. Taylor, Secretary, "
Harry E. Paisley, Treas., "
George Ziegler, Comptroller, "
A. T. Dice, Gen. Manager, Reading, Pa.
George C. Shenton, Gen. Agt., Carlisle, Pa.
R. J. Stackhouse, Supt., Harrisburg, Pa.
W. J. Wilson, Freight Claim Agt., Philadelphia, Pa.
J. F. Auch, Fht. Traffic Manager, "
R. L. Russell, Gen. Fht. Agt., "
E. B. Crosley, Gen. Coal Fht. Agt., "

Sun.	97	3	49	Ms.	November 14, 1909.	6	10	12	Sun.
A M	P M	A M	....	....	lve....Philadelphia....arr.	P M	P M	P M	P M
§4 00	†4 35	†8 36	A M	....	....Reading Terminal....	1 50	7 50	10 16	10 27
7 00	5 55	10 11	†4 50	....	lve.....Reading.....arr.	12 05	5 46	8 18	8 18
§9 15	†7 15	†12 00	†8 01	0	lve..+Harrisburg♂..arr.	9 40	3 20	6 13	5 15
9 24	7 23	12 08	8 09	2.9	" .....White Hill...♂ "	9 30	3 11	6 00	5 06
9 33	7 29	12 14	8 15	6.4	" .....Rossmoyne.... "	9 24	3 04	5 54	4 58
9 40	7 34	12 19	8 20	9.1	" +Bowmansdale♂ "	9 19	2 59	5 49	4 45
9 45	7 37	12 22	8 23	10.5	" .....Grantham..... "	9 16	2 56	5 45	4 40
9 51	7 43	12 28	8 29	12.8	" ...D. & M. Junc.♂ "	9 10	2 50	5 39	4 32
9 55	7 46	12 31	8 32	14.2	" .....Brandtsville.... "	9 07	2 46	5 34	4 28
9 58	7 49	12 34	8 35	15.7	" ......Leidighs...... "	9 04	2 42	5 30	4 22
10 02	7 53	12 42	8 39	17.6	" + Boiling Springs ♂ "	9 00	2 38	5 26	4 18
10 10	8 00	12 50	8 46	21.4	arr....Carlisle Junc♂.lve.	8 53	2 30	5 18	4 02
....	8 19	....	9 13	....	arr.....+Carlisle♂....lve.	†8 32	....	†4 58	....
....	†7 41	....	8 32	....	lve.......Carlisle......arr.	9 13	....	5 50	....
10 12	8 05	12 52	8 54	21.4	lve....Carlisle Junc♂.arr.	8 52	2 28	5 10	2 08
10 15	8 07	12 54	8 58	22.3	" ..Mt. Holly Springs.. "	8 47	2 25	5 07	2 06
10 18	8 10	12 57	9 01	23.1	" ......Upper Mill...... "	8 44	2 22	5 04	2 03
10 22	8 14	1 01	9 05	25.1	" ....Hunter's Run.... "	8 40	2 18	5 00	1 59
10 30	8 22	1 08	9 12	28.0	" ......Goodyear...... "	8 34	2 12	4 54	1 53
10 36	8 28	1 15	9 18	29.7	" ....Starners'.....♂ "	8 29	2 07	4 48	1 47
10 41	8 33	1 18	9 23	31.8	" ....Idaville....... "	8 23	2 02	4 42	1 41
10 43	8 35	1 20	9 25	32.3	" ....Gardners....... "	8 20	1 57	4 39	1 39
10 49	8 41	1 26	9 31	34.3	" .....Bendersville...♂ "	8 13	1 52	4 32	1 32
10 53	8 44	1 30	9 34	36.0	" .....Centre Mills..... "	8 09	1 46	4 28	1 28
10 56	8 47	1 33	9 37	37.3	" ......Guernsey...... "	8 06	1 41	4 25	1 25
11 00	8 50	1 37	9 40	38.7	" ......Biglerville....♂ "	8 02	1 37	4 19	1 14
11 05	8 54	1 42	9 44	40.9	" .....Table Rock..... "	7 57	1 25	4 12	1 12
11 07	8 56	1 44	9 49	42.0	" ......Goldenville...... "	7 55	1 22	4 10	1 10
11 15	9 05	1 55	9 55	46.5	arr..+Gettysburg♂..lve.	†7 45	†1 12	†4 00	†1 00
A M	P M	P M	A M	50.6	(Round Top.)	A M	P M	P M	P M

(White Hill to Boiling Springs: Phila. & Read. Ry.)

PHILADELPHIA, HARRISBURG & PITTSBURGH BRANCH.
Harrisburg Division.

201	97	95	3	49	Ms.	November 14, 1909.	6	10	8	12
....	P M	P M	A M	....	....	lve..Philadelphia.arr.	P M	P M	P M	P M
....	†4 35	†1 25	†8 36	A M	....	..Reading Terminal..	1 50	7 30	1 50	10 16
A M	6 55	3 10	10 11	†4 50	....	lve....Reading....arr.	12 05	5 46	12 05	8 19
†6 55	†7 15	†4 45	†12 00	†8 01	0	lve +Harrisburg♂arr.	9 40	3 20	8 55	6 13
7 03	7 23	4 53	12 08	8 09	2.9	.......White Hill.....♂	9 30	3 11	8 46	6 00
7 09	7 29	5 00	12 14	8 15	6.4	......Rossmoyne......	9 24	3 04	8 40	5 54
7 14	7 34	5 06	12 19	8 20	9.1	+..Bowmansdale..♂	9 19	2 59	8 36	5 49
7 17	7 37	5 08	12 22	8 23	10.5	.......Grantham.......	9 16	2 56	8 33	5 46
7 23	7 43	5 14	12 28	8 29	12.8	.D. & M. Junction.♂	9 10	2 50	8 27	5 39
7 25	7 46	5 17	12 31	8 32	14.2	......Brandtsville......	9 07	2 46	8 24	5 34
7 29	7 49	5 20	12 34	8 35	15.7	........Leidighs........	9 04	2 42	8 21	5 30
7 33	7 53	5 24	12 42	8 39	17.6	+..Boiling Springs....	9 00	2 38	8 17	5 26
7 40	8 00	5 31	12 50	8 46	21.4	arr...Carlisle Jn♂lve.	8 53	2 30	†8 10	5 18
A M	8 19	6 50	Noon	9 13	....	arr..+Carlisle♂..lve.	8 32	....	A M	†4 56
....	P M	4 56	....	8 32	....	lve....Carlisle....arr.	9 13	....	....	P M
		5 36	....	8 55	21.4	lve...Carlisle Jn♂arr.	8 42	2 20		
		5 38	....	8 57	22.3	+.Mt. Holly Springs...	8 40	2 17		
		5 42	....	9 01	23.9	........Barnitz........	8 36	2 13		
		5 49	....	9 08	27.2	.......Moors Mill.......	8 30	2 00		
		5 53	....	9 12	28.7	.......Huntsdale.......	8 26	1 54		
		5 57	....	9 16	30.4	+.....Longsdorf.....♂	8 22	1 50		
		6 01	....	9 21	32.3	......Hay's Grove....♂	8 18	1 45		
		6 06	....	9 25	34.0	......Greythorne......	8 14	1 40		
		6 11	....	9 35	36.5	...Lees Cross Roads.♂	8 10	1 36		
		6 17	....	9 41	38.8	.Cleversburg Junction.	8 05	1 24		
		6 22	....	9 50	41.4	+..Shippensburg....	†8 00	†1 16		
		P M	....	A M	....	ARRIVE] [LEAVE	A M	P M		

Lve. Philadelphia §4 00 a.m., Reading §7 00 a.m., Harrisburg §9 15 a.m., arr. Shippensburg 3 00 p.m.

Lv. Shippensburg §3 10 p.m., arr. Harrisburg 5 15 p.m., Reading 8 18 p.m., Philadelphia 10 27 p.m.

CARLISLE BRANCH.—Gettysburg & Harrisburg Railway.

....	97	95	49	Ms	November 14, 1909.	8	12	24	....	....
....	P M	P M	A M	...	LEAVE] [ARRIVE	A M	P M	P M	....	....
....	†7 41	†4 56	†8 32	0	+......Carlisle........	9 13	5 50	8 19	....	....
....	7 45	5 00	8 35	1.8	......Bonny Brook......	9 09	5 46	8 15	....	....
....	7 50	5 06	8 41	4.3	.......Craigheads.......	9 04	5 40	8 10	....	....
....	7 55	5 10	8 45	6.3	ar.Carlisle Junction.♂	9 00	5 36	†8 05	....	....
....	8 07	P M	8 58	7.2	+ Mt. Holly Springs♂	†8 47	†5 07	P M	....	....
....	P M	....	A M	...	ARRIVE] [LEAVE	A M	P M	....	....	....

PHILADELPHIA & READING RAILWAY.

The Reading

BLOOMSBURG BRANCH.—Shamokin Division. *November 14, 1909.*

P M	P M	P M	.....	A M	A M	Mls.	LEAVE] [ARRIVE	A M	A M	Noon	.....	P M
.....	.....	.....	A M	A M	A M							
P M	†3 32	†1 30	†11 38	†8 20	†6 45	0	....Catawissa....♂	7 52	11 45	12 33	P M	7 18
†8 51	3 40	1 38	11 43	8 28	6 53	1.8	.......Rupert.......♂	7 32	11 33	12 25	3 34	7 05
8 56	3 45	1 43	.....	8 33	6 58	3.4	arr.. Bloomsburg ♂ lve.	†7 27	†11 28	†12 20	†3 29	†7 00

CATAWISSA BRANCH.—Shamokin Division.

5	25	Mls.	*November* 14, 1909.	8	26	....
A M	.....	.....	lve. (*Via Easton.*) arr.	P M	.....	....
†9 10	.....	.....	New York, *Liberty St.*	7 15	.....	....
9 00	.....	.....	New York *West 23d St.*	7 25	.....	....
A M	.....	.....	lve.(Via Philadelphia)arr.	P M	.....	....
8 00	.....	.....	New York, *Liberty St.*	7 00	.....	....
7 50	.....	.....	New York, *West 23d St.*	7 10	.....	....
A M	.....	.....	.....	P M	.....	....
†10 30	.....	0	....**Philadelphia**....	4 35	.....	....
12 22	....	58.8	......**Reading**......	2 55	.....	....
1 02	.....	78.2	lve..**Port Clinton**..arr.	2 12	.....	....
Noon	.....	.....	(*Via S. V. Br.*)	P M	.....	....
†12 45	.....	.....	lve.+**Pottsville**.arr.	2 30	.....	....
1 39	.....	98.3	arr.+**Tamaqua**...lve.	1 40	.....	....
1 49	.....	98.3	lve...**Tamaqua**...arr.	1 30	.....	....
2 05	.....	103.0	..**East Mahanoy Junc** ♂	1 13	.....	....
2 07	.....	105.3	.......Haucks.....♂	1 08	.....	....
2 10	.....	106.6	......Tamanend....♂	1 06	.....	....
2 14	.....	107.4	......**Quakake**....♂	1 02	.....	....
2 21	.....	110.3	.........Lofty......♂	12 56	.....	....
2 30	.....	114.8	....Girard Manor.....	12 47	.....	....
2 37	.....	118.4	.....Brandonville...♂	12 41	.....	....
2 40	.....	120.3	.........Krebs......♂	12 37	.....	....
2 47	.....	123.4	......Ringtown....♂	12 31	.....	....
2 52	.....	125.9	.......Ferndale.......	12 24	.....	....
2 55	.....	127.7	........Raricks........	12 20	.....	....
3 01	.....	131.3	....Beaver Valley..♂	12 14	.....	....
3 08	.....	135.1	.......Shumans.......	12 05	.....	....
3 10	.....	136.1	.......McAuley....♂	12 03	.....	....
3 18	A M	139.8	......Mainville....♂	11 55	P M	....
3 32	†7 30	145.4	+...**Catawissa**...♂	11 45	6 55	....
3 38	7 37	147.2	+.....**Rupert**.....♂	11 37	6 50	....
3 45	8 33	148.8	ar.+**Bloomsburg** ♂ lv.	†11 26	P M	....
†3 28	†7 27	148.8	lve.**Bloomsburg** arr.	11 43	6 56	....
3 46	7 43	150.5	......Grovania.....♂	11 30	6 43	....
3 55	7 53	155.0	+.....Danville.....♂	11 23	6 34	....
3 58	7 55	155.3	.....Bloom Street.....	11 20	6 31	....
4 03	7 59	157.1	......Mausdale.......	11 15	6 26	....
4 11	8 06	161.2	.....Mooresburg...♂	11 09	6 19	....
4 20	8 15	166.1	......Pottsgrove....♂	11 00	6 11	....
4 57	8 43	172.6	arr..+**Milton** ♂ ..lve.	†10 37	†6 50	....
†4 19	†8 53	172.6	lve....**Milton**....arr.	11 03	6 11	....
4 34	9 06	170.9	...**West Milton**..♂	10 51	6 00	....
4 38	9 09	172.3	....New Columbia..♂	– –	5 53	....
4 43	9 14	175.2	......White Deer...♂	– –	5 48	....
4 48	9 19	177.6	......Allenwood....♂	– –	5 43	....
4 53	9 24	170.8	.........Fritz.........	– –	5 38	....
4 58	9 29	182.1	.....Montgomery...♂	10 33	5 34	....
5 03	9 34	184.6	........Saegers.....♂	– –	5 29	....
5 08	9 39	187.0	+......Muncy.......♂	10 24	5 24	....
5 15	9 44	189.6	........**Halls**......♂	10 18	5 19	....
5 23	9 51	193.7	.......Fairfield.......	– –	5 11	....
5 28	9 55	195.4	....Montoursville..♂	10 07	5 08	....
5 37	10 07	199.5	+..**Williamsport**. ♂	10 00	5 00	....
5 45	10 10	200.6	....Maynard Street....	9 52	4 52	....
5 49	10 15	202.2	......Newberry....♂	9 48	4 48	....
5 52	10 18	203.0	..**Newberry Junc** ♂	†9 45	†4 45	....
P M	A M	.....	ARRIVE] [LEAVE	A M	P M	....

WILMINGTON AND COLUMBIA DIVISION.

328	101	7	5	1	Mls	*November* 14, 1909.	4	8	12	320	136	.....
.....	A M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	A M	P M	.....
.....	§4 00	†4 35	†10 30	†4 25	....	....**Philadelphia**.. ♂	10 50	4 35	10 15	10 50	7 30	.....
P M	A M	P M	Noon	A M	....	LEAVE] [ARRIVE	A M	P M	P M	A M	P M	.....
§4 23	§7 30	†6 02	†12 20	†7 08	0	+....**Reading**....♂	9 06	2 31	8 11	9 05	5 25	.....
4 35	7 41	6 14	12 31	7 19	5.7	....Sinking Spring..♂	8 55	2 20	8 00	8 53	5 14	.....
4 37	7 43	6 16	12 33	7 21	6.6	.......Montello.......	8 51	2 16	7 56	8 49	5 10	.....
4 41	7 47	6 20	12 37	7 25	8.3	.......Fritztown.......	8 47	2 12	7 52	8 45	5 05	.....
4 48	7 51	6 24	12 41	7 30	10.1	.......Vinemont.......	8 42	2 07	7 47	8 40	5 00	.....
4 52	7 57	6 29	12 46	7 36	12.4	......Reinholds....♂	8 36	2 01	7 41	8 33	4 52	.....
4 58	8 03	6 34	12 52	7 42	15.1	........Denver.....♂	8 29	1 54	7 34	8 26	4 44	.....
5 02	8 07	6 38	12 56	7 46	16.6	.......Stevens.....♂	8 24	1 48	7 30	8 22	4 39	.....
5 08	8 15	6 44	1 05	7 54	19.4	+.....Ephrata.....♂	8 17	1 42	7 23	8 15	4 32	.....
5 13	8 23	6 49	1 08	8 00	21.5	........Akron......♂	8 11	1 36	7 17	8 09	4 26	.....
5 17	8 28	6 53	1 12	8 07	23.1	+.....Millway.....♂	8 07	1 32	7 13	8 03	4 19	.....
5 20	8 32	6 57	1 16	8 12	24.4	......Rothsville......	8 03	1 28	7 09	7 59	4 15	.....
5 25	8 39	7 03	1 22	8 19	27.0	+......Lititz......♂	7 58	1 22	7 03	7 54	4 08	.....
5 29	8 44	7 08	1 26	8 24	28.7	......Lime Rock.....	7 53	1 17	6 57	7 49	4 02	.....
5 38	8 55	7 16	1 35	8 32	31.7	+...**Manheim**...♂	7 47	1 11	6 51	7 42	3 54	.....
5 44	9 01	7 21	1 38	8 38	34.1	arr.**Lancaster Junc.**lve.	7 39	1 04	6 44	7 35	3 47	.....
P M	A M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	Noon	P M	A M	P M	.....
5 50	9 07	7 26	1 44	8 44	34.1	..**Lancaster Junc.** ♂	7 31	12 56	6 37	7 28	3 41	.....
5 55	9 12	7 31	1 49	8 49	36.5	......Landisville...♂	7 26	12 51	6 32	7 23	3 36	.....
5 58	9 15	7 34	1 52	8 52	37.0	...**Marietta Junc.** ♂	7 22	12 47	6 28	7 19	3 33	.....
6 02	9 19	7 38	1 57	8 56	39.3	.......Bruckarts.......	7 18	12 43	6 25	7 16	3 30	.....
6 05	9 22	7 41	2 01	8 59	40.2	......Hempfield......	7 15	12 40	6 22	7 13	3 27	.....
6 09	9 26	7 46	2 06	9 04	41.7	.......Cordelia.......	7 11	12 36	6 19	7 09	3 23	.....
6 18	9 35	7 53	2 16	9 13	44.0	....Fourth Street....	7 02	12 27	6 10	7 00	3 14	.....
6 20	9 37	7 55	2 17	9 15	45.4	+....**Columbia**...♂	†7 00	†12 25	†6 08	§6 58	§3 12	.....
P M	A M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	Noon	P M	A M	P M	.....
P M	A M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	Noon	P M	A M	P M	.....
5 49	9 06	7 28	1 43	8 43	34.1	..**Lancaster Junc** ♂	7 34	12 59	6 39	7 30	3 42	.....
5 55	9 12	7 32	1 49	8 49	37.5	...East Petersburg.♂	7 28	12 53	6 35	7 24	3 38	.....
5 59	9 16	7 36	1 53	8 53	39.0	......Shreiner's......	7 24	12 49	6 29	7 20	3 32	.....
6 06	9 23	7 43	2 00	9 00	41.9	+...**Lancaster**...♂	†7 18	†12 43	†6 23	§7 14	§3 27	.....
P M	A M	P M	P M	A M	....	ARR.] *Prince St.* [LVE.	A M	Noon	P M	A M	P M	.....

SCHUYLKILL AND LEHIGH BRANCH.
Wilmington and Columbia Division.

No. 7	No. 1	Mls	*November* 14, 1909.	No. 2	No. 10
†6 05 P M	†8 05 A M	0	lve...+ **Reading** ♂..arr.	6 45 A M	6 00 P M
6 11 »	8 11 »	3.1	.......Muhlenberg.......	6 39 »	4 52 »
6 15 »	8 15 »	3.6	.......Laurel Dale.......	6 34 »	4 48 »
6 18 »	8 18 »	6.1	.........Berkley..........	6 31 »	4 45 »
6 23 »	8 23 »	8.4	.......Maidencreek.....♂	6 26 »	4 40 »
6 27 »	8 27 »	10.4	........Evansville........	6 21 »	4 35 »
6 31 »	8 31 »	12.1	.........Moselem.........	6 17 »	4 31 »
6 36 »	8 36 »	14.0	........Virginville......♂	6 12 »	4 27 »
6 45 »	8 45 »	17.7	.......Lenhartsville.....♂	6 03 »	4 18 »
6 50 »	8 50 »	20.6	.......Greenawald.......	5 58 »	4 13 »
6 54 »	8 54 »	21.7	..........Albany..........	5 55 »	4 10 »
6 59 »	9 00 »	22.8	........Kempton.......♂	5 51 »	4 06 »
7 06 »	9 07 »	25.5	.......Wanamaker.....♂	5 45 »	4 00 »
7 13 »	9 14 »	27.9	.........Lynnport......♂	5 39 »	3 53 »
7 19 »	9 20 »	31.0	.........Tripoli..........	5 33 »	3 47 »
7 24 »	9 25 »	32.8	........Lochland.........	5 28 »	3 42 »
7 29 »	9 30 »	34.4	......Germansville.....♂	5 24 »	3 38 »
7 55 P M	10 00 A M	41.8	arr..+ **Slatington** ♂ .lve.	†5 05 A M	†3 18 P M

Reading, Marietta & Hanover Branch.—Train leaves Marietta Junc. †12 15 noon for Farmdale (3 m.), Copenheffer (4 m.), Fiorinel (5 m.), arriving Chickies (6 m.) 12 40 noon. Leaves Chickies †12 50 noon, arriving Marietta Junc. 1 20 p.m.

SHENANDOAH BRANCH.—Shamokin Division.

309	307	305	303	301	Mls	*Nov.* 14, 1909.	300	302	304	306	308
P M	P M	A M	.....	A M	....	LEAVE] [ARRIVE	A M	A M	A M	P M	P M
†7 35	†2 16	†9 17	A M	*3 27	....	+**Mahanoy City** ♂	2 38	6 14	7 53	1 05	6 47
8 01	2 32	9 40	†6 11	4 00	0	+**Mahanoy Plane** ♂	2 19	5 53	7 27	12 45	6 22
8 07	2 38	9 46	6 17	4 07	2.0	..Rappahannock..	2 12	5 46	7 20	12 38	6 15
8 10	2 41	9 49	6 20	4 10	2.7	....Colorado....	2 09	5 43	7 17	12 34	6 11
8 12	2 43	9 51	6 22	4 13	3.4	...Lost Creek...	2 07	5 41	7 15	12 32	6 09
8 15	2 46	9 54	6 25	4 17	4.6	......Shaft......	2 04	5 38	7 12	12 29	6 06
8 20	2 51	9 59	6 30	4 23	6.5	+.**Shenandoah.** ♂	*2 00	†5 34	†7 08	†12 25	†6 02
P M	P M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	Noon	P M

HERNDON BRANCH.—Shamokin Division.

505	503	Ms	*Nov.* 14, 1909.	500	504
P M	A M	...	LEAVE] [ARRIVE	A M	P M
†3 35	†8 10	0	+.**Shamokin.** ♂	11 40	6 45
3 44	8 19	2	..Water Station..	11 32	6 38
3 49	8 24	3	......Kulps......	11 29	6 32
4 05	8 40	7	....Trevorton.. ♂	11 19	6 20
4 21	8 56	11	.Dunkelberger's.	11 00	6 06
4 27	9 02	12	.....Hunter.....	10 56	6 03
4 40	9 15	14	.... Dornsife.. ♂	10 48	5 52
4 48	9 23	16	.......Otto......	10 38	5 42
4 54	9 29	17	.....Kneass.....	10 31	5 37
5 05	9 40	21	....**Herndon.** ♂	†10 23	†5 25
P M	A M	...	ARRIVE] [LEAVE	A M	P M

MILTON BRANCH—Shamokin Division.—Trains leave Milton for West Milton (1.8 miles) *5 35, †8 13, *8 53, §10 29, †10 37, †11 40 a.m., †1 15, †4 19, §5 30, †5 50, *9 27, p.m., *12 11 night. Returning, leave West Milton for Milton *5 52, †8 35, *9 07, *10 55, †11 54 a.m., †1 39, †4 49, *6 05, *9 42 p.m., *12 27 night. Running time, 8 minutes.

LEBANON AND LANCASTER JOINT LINE.
Wilmington and Columbia Division.

Sun.	Sun.	No. 31	No. 27	No. 23	Mls.	*November* 14, 1909.	No. 20	No. 24	30	Sunday.	Sun.
P M	A M	....	....	....	.....	LEAVE] [ARRIVE	....	....	P M	....	P M
§3 06	§8 16	†6 38 P M	†12 30 Noon	†7 05 A M	0	+...**Lebanon**....♂	8 25 A M	1 51 P M	8 00	9 40 A M	4 37
3 09	8 20	6 41 »	12 34 »	7 08 »	1.1	...Donaghmore...♂	8 22 »	1 48 »	7 56	9 36 »	4 33
3 13	8 24	6 45 »	12 38 »	7 12 »	3.6	.......Midway......	8 18 »	1 44 »	7 52	9 31 »	4 28
3 15	8 26	6 47 »	12 40 »	7 14 »	4.7	.. North Cornwall ..	8 16 »	1 42 »	7 50	9 29 »	4 26
3 18	8 28	6 49 »	12 42 »	7 16 »	6.1	.....Cornwall....♂	8 14 »	1 40 »	7 48	9 27 »	4 23
3 19	8 29	6 50 »	12 43 »	7 17 »	6.1	.. South Cornwall ..	8 13 »	1 39 »	7 47	9 26 »	4 21
3 21	8 31	6 52 »	12 45 »	7 19 »	6.7	...Miner's Village.♂	8 11 »	1 37 »	7 45	9 24 »	4 18
3 27	8 36	6 57 »	12 50 »	7 24 »	8.1	..... Overlook......	8 07 »	1 33 »	7 41	9 20 »	4 15
3 29	8 38	6 59 »	12 52 »	7 26 »	9.2	....Penryn Park....	8 05 »	1 31 »	7 39	9 18 »	4 13
3 34	8 43	7 03 »	12 56 Noon	7 30 »	11.8	.....**Mt. Hope**...♂	8 00 »	1 26 »	7 34	9 13 »	4 08
3 39	8 47	7 07 »	1 00 P M	7 34 »	14.0	.....White Oak.....	7 56 »	1 22 »	7 30	9 09 »	4 03
3 46	8 53	7 13 »	1 06 »	7 40 »	17.4	ar..+**Manheim** ♂.lv.	7 50 »	1 16 »	7 24	9 03 »	3 57
5 38	8 55	7 16 »	1 33 »	8 32 »	17.4	lve..**Manheim**..arr.	7 44 »	1 09 »	6 49	7 40 »	3 52
5 44	9 01	7 21 »	1 36 »	8 38 »	19.8	... **Lancaster Jn.** ♂	7 39 »	1 04 P M	6 44	7 35 »	3 47
5 55	9 12	7 32 »	1 49 »	8 49 »	23.0	....Petersburg....♂	7 28 »	12 53 Noon	6 33	7 24 »	3 36
5 59	9 16	7 36 »	1 55 »	8 53 »	24.7	......Shreiner's.....	7 24 »	12 49 »	6 29	7 20 »	3 32
6 06	9 23	7 43 P M	2 00 P M	9 00 A M	27.6	ar..+**Lancaster** ♂ .lv.	†7 18 A M	†12 43 Noon	†6 23	§7 14 A M	§3 27
P M	A M	....	....	....	.....	(Prince Street.)	....	....	P M	....	P M

* Daily; † daily, except Sunday; § Sunday only. + Coupon stations; ♂ Telegraph stations.

STANDARD—*Eastern time.*

PHILADELPHIA & READING RAILWAY.

The Reading

SHAMOKIN DIVISION.

97	35	31	11	9	97	95	5	3	1	101	41 and 25	Mls.	*November* 14, 1909.	2	4	6	8	108	10	12	112	14	106	32 and 34	36
P M	A M				P M		A M	A M					LVE.] (*Via Easton*) [ARR.		Noon		P M		P M						P M
‡1 00	‡4 30				†1 10		†9 10	†4 00					**New York** (*Liberty St.*)		12 35		e7 15		10 25						3 00
12 50					1 00		9 00						*West 23d Street*		12 45		e7 25		10 50						3 10
P M		Night	P M	P M	P M	A M	A M		Night				LVE.] (*Via Phila.*) [ARR.	Noon	P M	P M	P M	P M	P M	A M		A M	P M	A M	
2 00		12 30	9 00	†5 00	†2 00	†11 00	†8 00		12 30				**New York** (*Liberty St.*)	12 00	2 00	4 00	d7 00	7 00	10 10	3 17		9 00	1 55	3 17	
1 50		11 50	8 50	4 50	1 50	10 50	7 50		11 50				*West 23d Street*	12 10	2 10	4 10	d7 10	7 10	10 20			9 10	2 10		
P M	A M	A M	P M	P M	P M	P M	A M	A M	A M			o	lve..**Philadelphia**...arr.	A M	Noon	P M	P M	P M	P M	P M	P M	A M	A M	P M	
‡4 35	‡8 36	‡4 00	*11 30	†6 55	†4 35	†1 25	†10 30	†8 36	†4 25			o	...*Reading Terminal*...	9 30	12 02	1 50	*4 35	4 35	7 30	10 15	10 15	*6 50	10 50	10 27	
5 55	10 16	5 55	1 1	8 40	5 55	3 10	12 22	10 08	7 00			58.8	lve.....**Reading**.....arr.	7 55	10 00	12 09	*2 55	2 55	5 50	8 26	8 26	4 45	9 20	8 30	
	P M	A M	A M		P M		Noon	A M	A M			58.8	LEAVE] [ARRIVE		A M	A M	P M		P M	P M		A M		P M	A M
	‡2 05	‡7 05	*2 16		†6 15		†12 45	†10 20	†7 37				**Pottsville** (*Via S.V.Br.*)		9 23	11 57	†2 30		4 57	7 55		*3 40		7 12	9 23
P M				P M	P M	P M	P M	A M	A M				LEAVE] [ARRIVE	A M	A M	A M	P M		P M	P M					
‡6 25				†9 20	†6 25	†3 59	†1 02	†10 40	†7 55			78.2	.....**Port Clinton**...♁	7 21	9 14	11 39	*2 12		4 57	7 53					
- -				- -	- -	4 04	- -	- -	8 01			81.1	.........Molino.........	- -	9 08	- -	- -		4 51	- -					
- -				h9 30	- -	4 09	- -	- -	8 07			83.7	.......Drehersville.....♁	7 12	9 02	- -	s2 03		4 45	- -					
- -				- -	- -	4 14	- -	- -	8 12			86.3	........Rausch's........	- -	8 57	- -	- -		4 40	- -					
6 42				9 37	- -	4 18	1 20	- -	8 16			88.0	......New Ringgold....♁	7 05	8 53	11 24	s1 57		4 37	- -					
- -				- -	- -	4 21	- -	- -	8 19			89.1	..........Hecla.........	- -	8 50	- -	- -		4 34	- -					
- -				- -	- -	4 28	- -	- -	8 27			93.1	.........Reynolds........	6 56	8 42	- -	- -		4 26	- -					
- -				- -	- -	4 32	- -	- -	8 30			94.4	.........Zehner's.......♁	- -	8 39	- -	- -		4 23	- -					
6 59	P M	A M	A M	9 55	6 59	4 40	1 39	11 13	8 39			98.3	arr....**Tamaqua**♁..lve.	6 47	8 31	11 07	1 40		4 15	7 20		A M		P M	A M
7 09	‡2 50	‡7 50	*2 58	9 59	7 09	4 44	1 49	11 23	8 46			98.3	lve.....**Tamaqua**....arr.	6 37	8 21	10 57	1 30		4 08	7 10		3 01		8 22	8 38
- -	2 58	7 56	- -	- -	- -	4 50	- -	- -	8 52			101.9	.........Mintzers.........	- -	8 15	- -	- -		4 02	- -		- -		8 15	8 31
- -	3 00	8 00	- -	- -	- -	4 54	- -	- -	8 56			102.0	........Barnesville.......	- -	8 11	- -	- -		3 58	- -		- -		8 10	8 27
7 21	3 04	8 04	- -	10 11	- -	4 58	2 02	- -	9 00			103.6	**East Mahanoy Junc.**♁	6 26	8 08	- -	1 19		3 56	6 59		- -		8 07	8 25
- -	3 10	8 10	- -	10 17	- -	5 04	- -	- -	9 06			106.1	....Mahanoy Tunnel..♁	- -	8 02	- -	- -		3 51	- -		- -		8 01	8 19
- -	3 13	8 13	- -	10 19	- -	5 07	- -	- -	9 09			106.9	.....Buck Mountain...♁	6 19	7 59	- -	- -		3 48	- -		- -		5 58	8 16
7 35	3 18	8 18	3 27	10 24	7 35	5 12	2 15	11 45	9 17			109.1	.... **Mahanoy City**..♁	6 14	7 53	10 37	1 05		3 43	6 47		2 38		5 51	8 10
- -	3 23	8 23	- -	10 28	- -	5 17	- -	- -	9 22	A M		111.3	.......St. Nicholas.....♁	c6 08	7 47	- -	- -	P M	3 36	- -	P M	- -	A M	5 43	8 04
‡6 50						†4 34				†7 00			lv. Pottsville (via Frackville) ar.		8 30			1 44			7 26		8 30		
- -	3 25	- -	- -	- -	- -	5 19	- -	- -	- -	7 42		112.0	...**Bear Run Junc.**...	- -	7 44	- -	- -	1 05	- -	- -	6 45	- -	7 50	- -	- -
- -	3 28	8 28	l3 34	10 32	- -	5 22	2 22	- -	9 27	7 45		112.9	........Gilberton.......♁	c6 04	7 41	- -	- -	1 02	3 32	- -	6 42	c2 30	7 47	5 59	8 00
- -	3 30	8 30	- -	- -	- -	- -	- -	- -	- -	7 47	A M	113.8	........Maizeville........	- -	- -	- -	- -	- -	- -	- -	6 40	- -	7 45	5 56	7 57
7 46	3 33	8 33	3 41	10 37	7 46	5 27	2 28	11 56	9 35	7 50	†5 35	114.6	....**Mahanoy Plane**..♁	6 00	7 36	10 25	*12 53	12 59	3 27	6 34	6 38	2 26	7 43	5 53	7 55
			4 23		8 20		2 51	2 51	9 59	9 59	A M	121.1	arr...**Shenandoah**..lve.	†5 34	†5 34	†7 08	†12 25	†12 25		†6 02	†6 02	*2 00			
			*2 00		†6 02		†12 25	†7 08	†7 08	†7 08	†4 00	121.1	lve..**Shenandoah**♁arr.	6 30	9 59	A M	†2 51	2 51		8 20	8 20	4 23			
7 51	3 38	8 38	3 46	10 42	7 51	5 32	2 33	12 01	9 41	7 55	5 41	116.8	.......**Girardville**....♁	5 54	7 30	10 19	12 46	12 54	3 20	6 28	6 31	2 20	7 37	6 26	7 49
7 57	3 44	8 44	3 54	10 48	7 57	5 38	2 39	12 06	9 49	8 01	- -	119.5	..........Ashland.......♁	5 49	7 23	10 13	12 39	12 49	3 14	6 22	6 25	2 13	7 31	5 18	7 41
- -	3 49	8 49	- -	10 54	- -	5 43	2 44	- -	9 55	8 06	- -	121.9	..........Gordon........♁	5 44	7 18	10 07	12 32	12 44	3 08	6 16	†6 19	2 07	7 25	5 12	‡7 35
- -	3 53	8 53	- -	- -	- -	5 47	- -	- -	- -	8 10	- -	124.0	..........Barry.........	- -	7 12	- -	- -	12 39	3 03	- -	P M	- -	7 20	5 06	A M
- -	3 58	8 58	- -	- -	- -	5 52	- -	- -	10 05	8 15	- -	124.9	.......Locust Dale........	- -	7 07	- -	- -	12 34	2 58	- -		- -	7 15	5 00	
- -	4 04	9 04	- -	- -	- -	5 58	- -	- -	10 12	8 21	6 10	127.6	.....Locust Summit...♁	- -	7 02	- -	- -	12 30	2 54	- -		- -	7 10	4 54	
8 19	4 07	9 07	- -	11 10	- -	6 01	3 05	- -	10 16	8 24	6 20	129.3	.......Locust Gap.....♁	c5 28	6 58	9 52	s12 15	12 26	2 51	- -		- -	7 07	4 49	
8 22	4 11	9 11	4 22	11 13	8 22	6 05	3 10	12 29	10 23	8 28	6 24	130.7	arr.**Mt. Carmel Junc.**♁lve.	5 25	6 54	9 49	12 11	12 22	2 48	5 57	28	1 44	7 03	4 45	
8 29	4 17	9 17	4 29	11 20	8 29	6 11	3 16	12 38	10 30	8 35	6 32	132.3	arr...**Mt. Carmel**...lve.	†5 15	†6 44	†9 39	*12 02	†12 02	†2 35	†5 46	P M	*1 34	‡6 53	‡4 35	
‡8 12	‡4 01	‡9 01	*4 12	†11 00	†8 12	†5 48	†3 00	†12 21	†10 13	†8 13	†7 30	132.3	lve...**Mt. Carmel**♁.arr.	5 33	7 01	9 56	12 17	12 38	2 54	6 11	7 36	1 51	7 10	4 51	
8 22	4 11	9 11	4 22	11 13	8 22	6 06	3 10	12 29	10 23	8 28	7 37	130.7	lve..**Mt. Carmel Junc.**.arr.	5 25	6 54	9 40	12 11	12 22	2 48	5 57	7 28	1 44	7 03	4 45	
- -	4 18	9 18	- -	11 20	- -	6 12	3 17	- -	10 30	8 35	7 44	134.1	........Excelsior......♁	c5 18	6 45	- -	s12 03	12 13	2 41	- -	7 20	- -	6 56	4 38	
- -	4 22	9 22	- -	- -	- -	6 16	- -	- -	10 34	8 39	7 48	135.5	........Greenback.........	- -	- -	- -	s12 00	12 08	2 37	- -	7 16	- -	6 52	4 32	
8 36	4 26	9 28	4 39	11 29	8 36	6 22	3 26	12 45	10 42	8 45	7 54	138.1	arr....**Shamokin**♁..lve.	†5 10	†6 35	9 34	*11 53	†12 01	2 32	5 42	7 10	1 25	‡6 45	‡4 26	
				P M	P M	P M	5 05	A M		A M	9 40	159.2	arr.....**Herndon**....lve.	A M	A M		†10 23	Noon	P M		†5 25		A M	P M	20
					†5 25		P M	†10 23			A M	159.2	lve....**Herndon**♁..arr.				A M		5 05		P M			A M	P M
8 42	4 35	9 33	4 44		8 42		3 29	12 45	10 42		8 00	138.1	lve....**Shamokin**...arr.			9 31	11 50		2 32	5 42	7 06	1 21		10 11	7 06
- -	4 41	9 39	- -		- -		- -	- -	10 47		8 05	141.2	..........Cabel.........			- -	- -		2 23	- -	6 59	- -		10 05	6 59
- -	4 46	9 44	- -		- -		3 39	- -	10 52		8 10	143.5	.........Paxinos.......♁			9 21	- -		2 18	- -	6 54	- -		9 59	6 54
- -	4 49	9 47	- -		- -		- -	- -	10 55		8 13	145.1	..........Reed..........			- -	- -		2 15	- -	6 50	- -		9 55	6 50
- -	4 51	9 49	- -		- -		- -	- -	10 57		8 15	145.9	.........Vastine.........			- -	- -		2 13	- -	6 47	- -		9 52	6 47
- -	4 54	9 51	- -		- -		- -	- -	11 00		8 17	140.8	.........Deiblers.........			- -	- -		2 11	- -	6 44	- -		9 50	6 44
9 01	6 00	9 57	5 07		9 01		3 50	1 04	11 05		8 22	149.7	.......Snydertown.....♁			9 11	11 29		2 09	5 21	6 39	1 00		9 45	6 39
- -	6 05	10 02	- -		- -		3 55	- -	11 11		8 27	152.2	..........Arters.........♁			9 05	- -		2 00	- -	6 34	- -		9 40	6 34
- -	5 10	10 07	- -		- -		4 00	- -	11 18		8 32	155.9	......East Sunbury....♁			- -	- -		1 55	- -	6 28	- -		9 35	6 28
9 12	5 13	10 10	5 21		9 12		4 04	1 15	11 22		8 36	156.5	.........**Sunbury**.....♁			8 59	11 16		1 53	5 09	6 25	12 48		9 33	6 25
a9 15	5 16	10 13	- -		a9 15		a4 07	- -	11 25		8 39	157.2	.........Clement.......♁			8 56	- -		1 50	- -	6 22	- -		9 30	6 22
a9 17	5 19	10 16	a5 26		a9 17		4 10	- -	11 29		8 42	158.4	.........Blue Hill........			- -	- -		1 47	- -	6 19	b12 43		9 27	6 18
9 23	5 26	10 23	a5 32		9 23		4 16	- -	11 36		8 49	162.0	.... Winfield ......♁			8 49	11 07		1 40	- -	6 13	b12 39		9 21	6 13
9 29	5 33	10 30	5 39		9 29		4 24	1 29	11 43		8 56	165.9	........Lewisburg......♁			8 40	11 00		1 34	4 55	6 08	12 33		9 14	6 08
9 38	5 43	10 42	5 51		9 38		4 34	1 38	11 53		9 06	170.2	arr..**West Milton**♁ lve.			8 30	10 51		1 28	4 47	5 58	12 25		9 06	5 58
9 50	6 11	11 03	6 00		9 50		4 57	1 47	12 02		9 15	171.9	arr.......**Milton**......lve.			†8 13	y10 37		†1 16	†4 19	†5 50	*12 11		‡8 53	‡5 50
‡9 27	‡5 30	‡10 29	*5 35		†9 27		†4 19	†1 15	†11 40		†8 53	171.9	lve.......**Milton**♁....arr.			8 43	11 03		1 47	4 57	6 11	12 35		9 15	6 11
- -	5 46	10 45	a5 54		- -		4 38	- -	11 56		9 09	171.6	......New Columbia....♁			8 23	- -		1 21	- -	5 53	c12 21		9 01	5 53
a9 44	5 52	10 51	5 59		a9 44		4 43	- -	12 01		9 14	174.5	.......White Deer.....♁			8 18	- -		1 16	- -	5 48	12 16		8 56	5 48
9 48	5 57	10 56	6 04		9 48		4 48	- -	12 06		9 19	176.9	........Allenwood......♁			8 13	- -		1 11	- -	5 43	12 11		8 51	5 43
- -	6 02	11 01	- -		- -		4 53	- -	12 11		9 24	179.1	..........Fritz..........			- -	- -		1 06	- -	5 38	- -		8 46	5 38
9 57	6 07	11 06	6 13		9 57		4 58	1 55	12 16		9 29	181.4	......Montgomery......♁			8 04	10 33		1 02	4 29	5 34	12 04		8 42	5 34
- -	6 12	11 11	6 18		- -		5 03	- -	12 21		9 34	183.9	.........Saegers.......♁			- -	- -		12 57	- -	5 29	- -		8 37	5 29
10 05	6 17	11 16	6 23		10 05		5 08	2 03	12 26		9 39	186.3	..........Muncy........♁			7 55	10 24		12 52	4 21	5 24	11 55		8 32	5 24
10 10	6 22	11 21	6 28		10 10		5 15	2 09	12 31		9 44	188.9	..........**Halls**..........			7 49	10 18		12 47	4 15	5 19	11 48		8 27	5 19
- -	6 29	11 28	- -		- -		5 23	- -	12 38		9 51	193.0	.... Fairfield			- -	- -		12 40	- -	5 11	- -		8 19	5 11
10 20	6 33	11 32	6 39		10 20		5 28	- -	12 42		9 55	194.7	......Montoursville....♁			7 38	10 07		12 37	- -	5 08	11 38		8 16	5 08
10 31	6 42	11 42	6 50		10 31		5 37	2 30	12 49		10 07	198.8	.....**Williamsport**....♁			7 30	10 00		12 29	4 00	5 00	11 30		8 08	5 00
10 34	6 45	11 45	- -		10 34		5 45	2 33	12 58		10 10	199.9	.....Maynard Street.....			7 22	9 52		12 23	3 49	4 52	s11 12		8 04	4 52
10 38	6 49	11 49	7 02		10 38		5 49	2 37	1 02		10 15	201.5	.........Newberry......♁			7 18	9 48		12 19	3 45	4 48	11 08		8 00	4 48
10 41	6 52	11 52	7 05		10 41		5 52	2 40	1 05		10 18	202.3	.**Newberry Junction**♁			†7 15	*9 45		†12 16	†3 42	†4 45	*11 05		‡7 57	‡4 45
P M	P M	A M	A M		P M		P M	P M	P M		A M		ARRIVE] [LEAVE			A M	A M		Noon	P M	P M	P M		A M	P M

h Stops to leave passengers from Philadelphia and Reading.

l Stops to let off passengers from New York or Philadelphia; s stops on Sunday only; y Sunday leaves 10 29 a.m.

d Sunday arrives Liberty Street 7 20 p.m., West 23d St. 7 30 p.m.; e Sunday arrives West 23d St. 9 20 p.m., Liberty St. 9 10 p.m.

c Stops to take for Reading, Philadelphia or New York; c stops only to take for Philadelphia or New York.

a Stops to let off passengers from New York, Philadelphia and Main Line points.

* Daily; † daily, except Sunday; ‡ Sunday only. ‖ Meals. ♁ Telegraph stations. STANDARD—*Eastern time.*

Additional Trains—Leave Pottsville (via Frackville) ‡11 05 a.m., †1 28, †4 34, ‡6 50, †7 12 p.m., Bear Run Junction ‡11 46 a.m., †2 09, †5 14, ‡7 27, †7 52 p.m., arriving Gordon 12 08 noon, 2 31, 5 37, 7 49, 8 14 p.m. Leaves Mahanoy Plane †4 15 p.m., arrives Mt. Carmel Junction 5 05 p.m., Mt. Carmel 5 20 p.m. Leaves Mt. Carmel †6 16 p.m., Mt. Carmel Junction †6 23 p.m., arrives Shamokin 6 40 p.m. Leave Gordon †7 22 a.m., ‡3 15, †4 55 p.m., arriving Bear Run Junction 7 49 a.m., 3 40, 5 19 p.m., Pottsville (via Frackville) 8 30 a.m., 4 20, 6 01 p.m. Leaves Shamokin †6 00 a.m., arrives Mt. Carmel Junction 6 22 a.m., Mt. Carmel 6 31 a.m. Leaves Mt. Carmel †6 00 a.m., †4 35 p.m., Mt. Carmel Junction †6 10 a.m., †4 50 p.m., arrives Mahanoy Plane 7 10 a.m., 5 45 p.m. Leaves Shamokin for Excelsior †4 25 p.m. Leaves Excelsior for Shamokin †4 45 p.m.

MT. CARMEL BRANCH (Shamokin Division).—Leave Mt. Carmel Jn. for Mt. Carmel (1½ miles) *1 46, *4 24, †5 28, †6 26, †6 56, ‡7 05, †8 30, ‡9 12, †9 51, †10 25 a.m., *12 12, †12 33 noon, †2 49, †3 11, ‡4 12, ‡4 46, †6 10, †8 06, †7 31, *8 24, †11 15 p.m. Leave Mt. Carmel for Mt. Carmel Jn. *1 34, *4 12, †5 15, †6 00, †6 44, ‡6 53, †7 30, †8 18, ‡9 01, †9 39, †10 13 a.m., *12 02, †12 21 noon, †2 35, †3 00, ‡4 01, *4 35, †5 48, †6 16, *8 12, †11 00 p.m. Running time, 5 minutes.

The Reading

PHILADELPHIA & READING RAILWAY.

WILMINGTON DIVISION.

Sun.	8	7	15-5	3	Mls	November 14, 1909.	2	4	18-6	8
.....	....	Noon	.....	.....	....	LEAVE ARRIVE	A M	Noon	....	P M
.....	....	*1230	.....	.....	....	..Philadelphia (B. & O.).	†9 00	12 10	....	†726
A M	P M	12 48	.....	A M	....	.....Chester.....	†8 38	11 37	....	†653
§8 12	*425	*2 15	.....	†7 37	0	lve. + Wilmington¹ ♁ arr.	*8 07	10 18	....	*815
8 22	4 35	2 25	.....	7 48	3.2	....Elsmere Junc². ♁	7 57	10 08	....	8 05
8 30	4 42	2 32	.....	7 55	6.4	.....Greenville.....	7 40	9 58	....	5 55
8 33	4 45	2 35	.....	7 58	7.3	.....Montchanin.....♁	7 38	9 56	....	5 53
8 36	4 48	2 38	.....	8 01	8.6	.....Winterthur.....	7 33	9 53	....	5 48
8 39	4 51	2 41	.....	8 04	9.5	.....Guyencourt.....	7 29	9 50	....	5 46
8 44	4 57	2 46	.....	8 09	11.4	.....Granogue.....	7 22	9 46	....	5 41
8 49	5 05	2 52	.....	8 15	13.5	.....Cossart.....♁	7 15	9 41	....	5 36
8 55	5 09	3 57	.....	8 23	15.4	Chadd's Ford Junc³ ♁	7 10	9 36	....	5 30
9 02	5 22	3 03	.....	8 30	18.2	.....Pocopson.....♁	6 55	9 28	....	5 22
9 06	5 26	3 08	.....	8 33	19.1	.....Lenape⁴.....♁	6 45	9 25	....	5 18
.....	....	....	.....	.....	....	lv. West Chester (Elc. Ry.) ar.	.....	.....	....	.....
9 12	5 31	3 10	.....	8 38	21.0	.....Wawaset.....♁	6 39	9 20	....	5 14
9 17	5 38	3 16	.....	8 43	23.1	.....Northbrook.....♁	6 28	9 14	....	5 09
9 24	5 48	3 22	.....	8 50	26.0	.....Embreeville.....♁	6 11	9 07	....	5 02
9 31	5 58	3 29	.....	9 00	29.2	.....Mortonville.....♁	5 59	9 00	....	4 55
9 36	6 08	3 33	.....	9 05	31.0	.....Modena.....♁	5 52	8 56	....	4 51
9 43	6 13	3 40	.....	9 12	33.2	+....Coatesville⁵..♁	5 46	8 50	....	4 45
9 55	6 23	3 49	.....	9 21	36.6	.....Wagontown.....♁	5 36	8 39	....	4 34
10 07	6 32	3 58	.....	9 32	40.8	.....Brandamore.....♁	5 28	8 31	....	4 26
10 20	6 51	4 14	P M	9 45	45.3	.....Suplee.....♁	5 11	8 19	A M	4 14
.....	....	....	†1 00	.....	57.9	lve...St. Peter's ♁ art.	.....	.....	11 32	....
.....	....	....	1 17	.....	54.5	.....Warwick.....	.....	.....	11 11	....
10 35	7 10	4 34	†1 42	10 00	51.9	.....Elverson.....♁	4 55	8 04	1057	3 58
10 40	7 25	4 40	1 53	10 05	54.0	.....Joanna.....♁	4 46	7 54	1050	3 50
10 04	7 51	5 07	2 27	10 29	63.5	+.....Birdsboro.....♁	4 28	7 30	9 37	3 26
11 25	8 12	5 28	2 50	10 53	73.3	+.....Reading..... ♁	*4 10	†7 10	†915	*305
A M	P M	P M	P M	A M	....	ARRIVE LEAVE	A M	A M	A M	P M

Additional Trains—Lve. Reading §8 25 a.m., arr. Wilmington 11 35 a.m. Lvs. Reading †5 10 p.m., arr. St. Peter's 6 28 p.m. Lvs St. Peter's †7 02 a.m., arr. Reading 8 20 a.m. Lvs. Coatesville †12 55 noon, arr. Wilmington 2 25 p.m. Lvs. Wilmington †5 20 p.m., arr. Coatesville 6 48 p.m.

Connections.—¹ With Phila. Balt. & Wash. and B. & O. R.Rs. ² With B. & O. R.R. ³ With Phila. Balt. & Wash. R.R. ⁴ With Electric Ry. for West Chester. ⁵ With Pennsylvania R.R.

PHILADELPHIA, NEWTOWN & NEW YORK RAILROAD.

George F. Baer, President, Philadelphia, Pa.
Theo. Voorhees, Vice-Prest., "
B. H. Bail, Vice-President, "
Harry E. Paisley, Treas., "
W. R. Taylor, Secretary, "
George Ziegler, Comptroller, "
A. T. Dice, Gen. Manager, Reading, Pa.
J. F. Auch, Freight Traffic Mgr., Philadelphia, Pa.
R. L. Russell, Gen. Fht. Agt., "
E. B. Crosley, Gen. Coal Fht. Agt., "
W. J. Wilson, Fht. Claim Agt., "
Edson J. Weeks, G. P. A., "
Chas. A. Beach, Supt., "

General Offices—Reading Terminal, Philadelphia, Pa.

176	189	159	155	Mls	November 14, 1909.	150	160	154	174	178
P M	P M	A M	A M	....	LEAVE ARRIVE	A M	A M	P M	P M	P M
*6 28	†5 27	†9 45	†6 49	....	Philada. (Rdg. Term.)	6 48	10 08	1 28	7 50	11 26
†6 27	.....	.....	†6 35	0	Philada. (Berks St.) ♁	6 25	.....	.....	.....	.....
†6 34	.....	.....	6 42	1.9	.....Erie Avenue.....♁	6 17	.....	.....	.....	.....
*6 47	– –	10 08	7 13	7.4	.....Olney.....	6 04	9 48	1 04	7 30	11 06
– –	– –	– –	– –	8.4	.....Crescentville ..♁	– –	– –	– –	– –	– –
6 51	– –	10 11	7 17	9.1	.....Lawndale ....♁	5 59	9 44	12 57	7 26	11 02
6 56	5 47	10 13	7 19	10.1	.....Cheltenham...♁	5 56	9 42	12 55	7 23	11 00
.....	.....	.....	.....	13.3	arr.. Bustleton..lve.	.....	.....	.....	.....	.....
6 58	5 52	10 18	7 24	11.5	.....Fox Chase...♁	5 51	9 37	12 50	7 18	10 56
7 07	– –	10 26	7 32	14.9	..HuntingdonValley♁	5 41	9 28	12 41	7 07	10 47
7 09	6 01	10 28	7 34	15.5	.....Bryn Athyn.....	5 39	9 26	12 39	7 02	10 45
7 14	6 05	10 34	7 40	17.5	.....Woodmont....♁	5 34	9 21	12 34	6 56	10 41
7 20	6 11	10 39	7 45	19.3	.... Southampton ..♁	5 29	9 16	12 29	6 52	10 36
7 24	6 15	10 43	7 50	21.1	.....Churchville ...♁	5 26	9 13	12 25	6 49	10 32
7 27	a6 18	10 46	7 53	22.7	.....Holland.....	5 23	9 10	12 22	6 46	10 29
7 33	6 23	10 52	7 59	25.5	....George School..♁	5 17	9 04	12 16	6 40	10 26
7 38	6 26	10 55	8 02	26.3	.....Newtown ...♁	†5 14	†9 01	*1213	†6 37	†1022
P M	P M	A M	A M	....	ARRIVE LEAVE	A M	A M	Noon	P M	P M

Additional Trains—Leave Philadelphia (Reading Terminal) §9 05 a.m., †1 27, ‡1 55, †4 23, †8 50, §10 30, †11 45 p.m., arrive Newtown 10 18 a.m., 2 46, 5 18, 5 31, 9 56, 11 42 p.m., 12 53 night. Leave Philadelphia (Reading Terminal) †6 27, §9 41 a.m., *1 20, *5 19, *11 53 p.m., arrive Bustleton 7 00, 10 15 a.m., 1 57, 6 50 p.m., 12 29 night. Returning, leave Newtown ●†5 54, §6 45, †7 29 a.m., †3 52, §4 50, §8 55 p.m., arrive Philadelphia (Reading Terminal) ●7 19, 8 10, 8 30 a.m., 4 58, 8 03, 10 07 p.m. Leave Bustleton *8 14, †11 21 a.m., †4 50, §8 21, †7 33 p.m., arrive Philadelphia (Reading Terminal) 8 51, 11 56 a.m., 5 26, 8 56, 8 09 p.m. Leaves Philadelphia (Berks Street) for Olney †5 45 a.m. Returning, leaves Olney †6 50 p.m.

♁ Telegraph stations. *Eastern time.*

a Stops to leave passengers. ● Arrives Berks Street 7 20 a.m.

ATLANTIC CITY RAILROAD (Philadelphia & Reading Route).

CAPE MAY DIVISION.

465	407	403	441	Mls	September 28, 1909.	402	424	408	428	464
A M	P M	A M	.....	....	lve.. Philadelphia¹ .arr.	A M	.....	P M	....	P M
§8 45	†4 10	†8 50	.....	....	. Pier 7, Chestnut St..	9 25	.....	5 45	.....	8 40
8 30	4 00	8 40	.....	....	.....South Street.....	9 40	.....	6 00	.....	8 55
8 55	4 20	9 00	.....	0	.....Camden	9 13	.....	5 34	.....	8 28
9 25	4 52	9 30	.....	24.5	...Winslow Junc² ♁	8 45	.....	5 02	.....	5 58
9 31	4 58	9 36	.....	27.9	.....Folsom.....♁	8 39	.....	4 55	.....	5 52
9 36	5 02	9 41	.....	32.0	.....Newtonville.....	8 34	.....	4 50	.....	5 47
– –	– –	– –	.....	34.6	.....Pancoast.....	– –	.....	– –	.....	– –
9 44	5 09	9 49	.....	36.6	.....Richland.....	8 26	.....	4 42	.....	5 38
9 49	5 14	9 54	.....	40.4	.....Milmay	8 21	.....	4 37	.....	5 32
9 58	5 23	10 03	.....	45.3	.....Risley	8 12	.....	4 28	.....	5 23
10 11	5 38	10 16	A M	51.0	arr... Tuckahoe ♁ lve.	7 59	A M	4 15	.....	5 11
.....	.....	.....	†8 15	51.9	lve... Tuckahoe ..arr.	.....	9 54	.....	.....	.....
.....	.....	.....	8 25	55.1	.....Petersburg.....	.....	9 47	.....	.....	.....
.....	.....	.....	– –	55.9	..Ocean City Junc..	.....	– –	.....	.....	.....
.....	.....	.....	8 37	58.3	.....Seaville .....♁	.....	9 35	.....	.....	.....
.....	.....	.....	8 47	60.8	.... Corson's Inlet	.....	9 29	.....	.....	.....
.....	.....	.....	8 57	63.3	... Prospect Street....	.....	9 23	.....	.....	.....
.....	.....	.....	9 02	64.0	....Sea Isle City..♁	.....	†9 20	.....	.....	.....
.....	.....	.....	A M	....	ARRIVE LEAVE	.....	A M	.....	P M	.....
10 15	6 38	10 20	†6 00	51.9	lve... Tuckahoe...arr.	7 55	1 25	4 11	6 49	5 07
10 20	6 43	10 25	6 07	55.1	.....Petersburg.....	7 50	1 17	4 06	6 44	5 02
10 22	6 45	10 27	6 13	56.5	.... Cedar Springs.....	7 48	1 11	4 03	6 42	5 00
10 25	6 48	10 30	6 23	58.2	..... Palmero.....	7 45	1 03	4 00	6 39	4 57
10 40	6 02	10 45	6 45	65.0	.....Tenth Street.....	7 30	†1230	3 45	6 25	4 43
10 42	6 04	10 47	A M	65.3	....Seventh Street ...	7 27	Noon	3 42	6 22	4 40
10 44	6 06	10 49	.....	65.6	arr.. Ocean City .lve.	†7 25	...	†3 40	†6 20	§4 38
10 11	6 38	10 16	.....	51.9	lve... Tuckahoe...arr.	7 59	.....	4 15	P M	5 11
10 22	5 47	10 27	.....	59.4	.....Dennisville.....♁	7 49	.....	4 05	.....	4 58
10 25	5 50	10 30	.....	60.7	.... South Dennis	7 45	.....	4 00	.....	4 53
10 30	5 55	10 35	.....	63.9	.....Goshen.....♁	7 40	.....	3 56	.....	4 47
10 34	5 59	10 39	.....	66.9	....Cape May C.H..♁	7 36	.....	3 51	.....	4 41
– –	– –	– –	.....	69.7	.....Burleigh.....	– –	.....	– –	.....	– –
10 44	6 09	10 49	.....	72.4	..... Rio Grande ...♁	7 26	.....	3 41	.....	4 30
10 48	6 13	10 53	.....	74.7	..... Bennett	7 22	.....	3 37	.....	4 27
– –	– –	– –	.....	76.4	..... Cold Spring ... ♁	– –		– –	.....	– –
10 55	6 20	11 00	.....	78.7	.....Cape May.....♁	†7 15	...	†3 30	.....	§4 20
A M	P M	A M	.. ..	....	ARRIVE LEAVE	A M	.....	P M	.....	P M

Additional Train—Leaves Tuckahoe †2 45 p.m., arrives Ocean City 3 12 p.m.

† Daily, except Sunday; § Sunday only.

♁ Telegraph stations. *Eastern time.*

Connections.—¹ With railroads diverging. ² With Main Line and Central R.R. of New Jersey, New Jersey Southern Division.

PERKIOMEN RAILROAD.

George F. Baer, President, Philadelphia, Pa.
Theo. Voorhees, Vice-Prest., "
B. H. Bail, Vice-President, "
Harry E. Paisley, Treasurer, "
W. R. Taylor, Secretary, "
George Ziegler, Comptroller, "
A. T. Dice, Gen. Manager, Reading, Pa.
J. F. Auch, Freight Traffic Mgr., Philadelphia, Pa.
R. L. Russell, Gen. Fht. Agt., "
E. B. Crosley, Gen. Coal Fht. Agt., "
Edson J. Weeks, G. P. A., "
C. H. Klink, Real Estate Agt., "
W. J. Wilson, Fht. Claim Agt., "
W. H. Keffer, Supt., Reading, Pa.

General Offices—Reading Terminal, Philadelphia, Pa.

233	45	41	43	25	Ms.	November 14, 1909.	24	44	40	48	232
P M	P M	P M	A M	A M	0	lve. + Phila. ♁ arr.	A M	A M	Noon	P M	P M
§8 12	†453	†1 38	†9 38	†6 08	....	. Reading Term..	8 32	8 52	12 48	7 15	8 07
6 50	.....	2 15	.....	.....	17	+.Bridgeport. ♁	7 54	.....	12 09	6 37	7 25
....	5 29	.....	10 28	7 00	....	+.Norristown. ♁	.....	8 20	.....	.....	....
7 22	5 50	2 42	10 47	7 30	25	+ Perkiomen Jn¹ ♁	7 30	7 59	11 42	6 18	6 50
7 39	6 05	2 57	11 02	7 45	31	.... Collegeville . ♁	7 03	7 45	11 27	6 05	6 33
7 43	6 10	3 01	11 06	7 49	33	..... Rahn's ...♁	6 52	7 39	11 23	6 01	6 28
7 47	6 13	3 04	11 09	7 52	34	.. Grater's Ford ..	6 47	7 36	11 19	5 58	6 23
7 53	6 18	3 09	11 14	7 57	36	.. Schwenksville ♁	6 40	7 31	11 14	5 53	6 17
7 57	6 21	3 12	11 17	8 00	37	... Zieglersville...	6 32	7 28	11 08	5 50	6 13
8 05	6 27	3 18	11 23	8 06	39	..... Salford	6 22	7 22	11 02	5 44	6 05
8 15	6 33	3 27	11 31	8 14	42	. Perkiomenville ...	6 10	7 14	10 53	5 35	5 58
8 20	6 37	3 30	11 34	8 17	43	... Green Lane . ♁	6 05	7 12	10 50	5 32	5 56
8 35	6 48	3 42	11 46	8 29	48	....Pennsburg.. ♁	5 49	7 00	10 37	5 21	5 42
8 38	6 52	3 45	11 49	8 32	49	. East Greenville .	5 45	6 57	10 32	5 18	5 39
8 54	7 03	3 57	12 01	8 44	54	....Hosensack....	5 28	6 47	10 19	5 08	5 25
9 14	7 22	4 19	12 21	9 04	62	.....Emaus ...♁	5 06	6 29	10 01	4 48	5 06
9 26	7 33	4 31	12 33	9 16	68	+.Allentown² ♁	†4 55	†6 18	†9 50	†4 35	§4 55
P M	P M	P M	Noon	A M	....	ARRIVE LEAVE	A M	A M	A M	P M	P M

Additional Trains—Leave Philadelphia §7 36 a.m., Perkiomen Junction §8 45 a.m., arriving Allentown 10 42 a.m. Leave Allentown §5 20 a.m., arriving Perkiomen Junction 7 34 a.m., Philadelphia 11 37 a.m.

† Daily, except Sunday; § Sunday only. + Coupon stations; ♁ Telegraph stations. STANDARD—*Eastern time.*

Connections.—¹ With Philadelphia & Reading Ry. ² With Lehigh Valley R.R. and Central R.R. of New Jersey.

STONY CREEK RAILROAD.

George F. Baer, President, Philadelphia, Pa.
Theo. Voorhees, Vice-Prest., "
B. H. Bail, Vice-President, "
Harry E. Paisley, Treasurer, "
W. R. Taylor, Secretary, "
George Ziegler, Comptroller, "
A. T. Dice, Gen. Manager, Reading, Pa.
J. F. Auch, F. T. M., Philadelphia, Pa.
R. L. Russell, Gen. Fht. Agt., "
E. B. Crosley, Gen. Coal Fht. Agt., "
Edson J. Weeks, G. P. A., "
Chas. A. Beach, Supt., "
W. J. Wilson, Fht. Claim Agt., "

General Offices—Reading Terminal, Philadelphia, Pa.

Sun.	Sun.	129	119	Mls	Nov. 14, 1909.	112	116	Sun.
P M	A M	P M	A M	....	lve. (DeKalb St.) arr.	A M	P M	P M
§4 21	§9 02	†6 00	†8 00	0	..Norristown¹ ♁	7 23	4 47	5 56
4 32	9 13	6 10	8 09	3	.... Hartranft	7 13	4 37	5 47
4 35	9 15	6 13	8 11	4	..... Custer.....	7 09	4 35	5 45
4 40	9 19	6 18	8 15	5	..... Belfry.....	7 04	4 31	5 42
4 44	9 23	6 22	8 19	7	..... Acorn	7 00	4 27	5 38
4 47	9 25	6 26	8 21	8	... West Point . ♁	6 57	4 25	5 36
4 49	9 27	6 27	8 23	9	.... Kneedler	6 54	4 23	5 34
4 53	9 32	6 32	8 27	10	....Lansdale² . ♁	*6 50	†4 20	§5 30
P M	A M	P M	A M	....	ARRIVE LEAVE	A M	P M	P M

*Daily; † daily, except Sunday; § Sunday only.

♁ Telegraph stations. *Eastern time.*

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | Over 160 railroads use the SAFETY systems of ..... Steam Heat

ATLANTIC CITY RAILROAD (Philadelphia & Reading Route).

The Reading

George F. Baer, President.
Theo. Voorhees, Vice-President.
B. H. Bail, Vice-President.
W. R. Taylor, Secretary.
George Ziegler, Comptroller.
Harry E. Paisley, Treasurer.

Charles Heebner, General Solicitor.
A. T. Dice, Gen. Mgr., Reading, Pa.
Edson J. Weeks, General Pas. Agent.
G. B. Kauffman, Pas. Agt., Atlantic City, N.J.
J. F. Auch, Freight Traffic Manager.
R. L. Russell, General Freight Agt.
E. B. Crosley, Gen. Coal Freight Agt.

E. D. Hillbary, Division Freight Agt.
W. J. Wilson, Freight Claim Agent.
Wm. Hunter, Chief Engineer.
J. D. Landis, Purchasing Agent.
A. G. McCausland, Supt., Camden, N.J.
H. W. Souders, General Baggage Agent.
General Offices—Philadelphia, Pa.

EXPRESS TRAINS.

STATIONS.	Mls	7◆	9▲	13■	17	21	23•	27	113
		A M	A M	P M	P M	P M	P M	P M	A M
Philadelphia ..... lve.	....								
Pier 7 or South Street ...	0	*9 00	†11 20	*2 00	†4 00	†5 00	†6 00	*8 00	§1000
Camden ..... ♂	1.0	9 10	11 30	2 10	4 10	5 10	6 10	8 10	10 10
Hammonton ..... ♂	28.6	9 44	12 04	2 42	— —	5 40	6 48	8 42	— —
Egg Harbor ..... ♂	39.7	9 55	12 17	2 58	— —	5 51	7 02	8 54	— —
Atlantic City ..... ♂	56.5	10 20	12 40	3 20	5 05	6 10	7 25	9 15	11 10
Massachusetts Ave	57.8	10 30	Noon	3 30	5 15	6 20	P M	P M	A M
[ARRIVE]		A M	.....	P M	P M	P M	.....	.....	.....

STATIONS.	4	6	8⊙	10	12	16□	20	102	22
[LEAVE]	A M	A M	A M	....	P M	P M	.....	P M	.....
Massachusetts Ave	†6 45	†7 30	†8 45	A M	†2 30	†5 20	P M	§4 15	P M
Atlantic City	7 00	7 45	9 00	*1000	2 45	5 35	*8 00	4 50	§1030
Egg Harbor	— —	— —	9 22	10 19	— —	5 55	8 21	— —	— —
Hammonton	7 27	— —	9 37	10 30	— —	6 08	8 33	— —	— —
Camden	8 00	8 45	10 12	11 03	3 44	6 44	9 08	5 33	11 33
Pier 7 or South Street ..	8 10	8 55	10 25	11 15	3 55	6 55	9 20	5 45	11 45
Philadelphia .... arr.	A M	A M	A M	A M	P M	P M	P M	P M	P M

All trains which run to Massachusetts Avenue, Atlantic City, stop also at Kentucky Avenue, South Carolina Avenue, Virginia Avenue and Delaware Avenue.

131	61	59	57	55	45	33	309	51	47	305	303	31	41	Mls.	*Sept. 28, 1909.*	42	44	46	300	32	48	308	52	54	34	58	60	150	130	132
A M	P M	P M	PM	PM	P M	PM	PM	P M	PM	A M	AM	AM	AM	....	lv **Philadelphia** ar	AM	AM	AM	AM	A M	A M	P M	PM	PM	PM	PM	P M	A M	AM	P M
§800	*1145	*830	§800	†630	†530	*500	†420	†300	†100	†1050	†800	†700	†630	....	..... *Pier 7*	6 25	6 55	7 25	7 55	8 25	1055	1 40	3 45	6 05	6 25	8 10	11 40	2 10	9 25	8 25
8 00	....	....	8 00	6 20	5 20	5 00	4 20	3 00	1 00	10 30	8 00	7 00	6 30	....	*South St. Ferry.*	6 20	7 00	7 40	8 00	8 40	1055	1 40	3 55	6 00	6 20	8 00	— —	— —	9 25	6 25
8 10	11 57	9 42	8 12	6 42	5 40	5 12	4 30	3 12	1 12	11 02	8 10	7 12	6 42	0	lv. **Camden** ♂ ar.	6 08	6 43	7 14	7 40	8 12	1043	1 27	3 30	4 50	6 10	7 50	11 25	2 00	9 14	8 14
8 14	12 01	9 46	8 16	6 46	5 44	5 16	4 34	3 16	1 16	11 06	8 14	7 17	6 46	1.3	... Ship Yard ...	6 03	6 38	7 09	7 35	8 08	1039	1 24	3 26	4 47	6 05	7 46	11 22	— —	9 11	8 10
8 19	12 05	9 49	8 20	6 50	5 48	5 18	4 37	3 19	1 19	11 09	8 18	7 21	6 49	3.1	**West Collingswood** ♂	5 59	6 34	7 05	7 31	8 04	1035	1 20	3 24	4 43	6 03	7 43	11 18	1 52	9 07	8 07
8 21	12 07	9 51	8 22	6 52	5 50	5 21	4 39	3 21	1 21	11 11	8 20	7 23	6 51	3.9	..... Oaklyn	5 57	6 32	7 03	7 29	8 02	1033	1 18	3 22	4 41	6 01	7 41	11 16	— —	9 04	8 05
8 24	12 09	9 53	8 24	6 54	5 52	5 23	4 41	3 23	1 23	11 13	— —	7 25	6 53	4.4	..... Audubon ... ♂	5 54	6 29	7 00	7 26	8 00	1030	1 16	3 20	4 39	5 59	7 38	11 14	— —	9 02	8 03
8 26	12 10	9 55	8 26	6 56	5 54	5 25	4 43	3 25	1 25	11 15	— —	7 27	6 55	4.9	..... Orston	5 52	6 27	6 58	7 24	7 58	1028	1 14	3 18	4 37	5 57	7 37	11 12	— —	9 00	8 01
8 28	12 12	9 56	8 28	6 58	5 56	5 27	4 45	3 27	1 27	11 17	8 24	7 29	6 57	5.5	.. Haddon Heights ♂	5 50	6 25	6 56	7 22	7 56	1026	1 12	3 16	4 35	5 55	7 35	11 10	1 48	8 58	5 59
8 30	12 14	9 58	8 30	7 00	5 58	5 29	— —	3 29	1 29	11 19	— —	7 31	6 59	6.2	....Barrington....	5 47	6 22	6 53	7 19	7 55	1023	1 10	3 14	4 33	5 53	7 33	11 08	— —	8 56	5 57
8 32	12 16	1000	8 32	7 02	6 00	5 31	4 49	3 31	1 31	11 21	— —	7 34	7 01	6.8	.... Lawnside....	5 45	6 20	6 51	7 17	— —	1021	1 08	3 12	4 31	5 51	7 31	11 06	— —	8 54	5 55
8 36	12 18	1003	8 35	7 05	6 03	5 34	4 51	3 34	1 34	11 24	8 28	7 37	7 03	7.8	.... Magnolia... ♂	5 42	6 17	6 48	7 14	7 52	1018	1 06	3 09	4 29	5 48	7 28	11 04	1 42	8 51	5 52
8 39	12 21	1005	8 38	7 08	6 06	5 37	4 53	3 37	1 37	11 27	— —	7 40	7 05	8.9	.... Somerdale	5 38	6 13	6 44	7 11	— —	1014	1 03	3 06	4 26	5 45	7 26	11 01	— —	8 45	5 49
8 43	12 24	1008	8 41	7 11	6 09	5 39	4 56	3 39	1 39	11 29	— —	7 42	7 07	9.9	.... Stratford .. ♂	5 35	6 10	6 41	7 08	7 48	1011	1 00	3 03	4 23	5 42	7 24	10 58	1 38	8 45	5 46
8 45	12 26	1010	8 43	7 13	6 11	5 40	4 58	3 41	1 41	11 31	8 34	7 44	7 09	10.6	.Laurel Springs ♂	5 33	6 08	6 39	7 06	7 46	1009	12 58	3 01	4 21	5 40	7 23	10 56	1 36	8 43	5 44
8 46	12 28	1012	8 45	7 16	6 13	5 42	— —	3 43	1 43	11 33	— —	7 46	7 10	11.1	...Garden Lake...	5 30	6 05	6 36	7 03	— —	1006	12 56	2 59	4 20	5 38	7 21	10 54	— —	8 41	5 42
8 48	12 30	1014	8 47	7 17	6 15	5 44	5 02	3 45	1 45	11 35	8 37	7 49	7 11	12.0	....Clementon.. ♂	5 28	6 03	6 34	7 01	7 43	1004	12 54	2 57	4 18	5 35	7 19	10 52	1 33	8 39	5 40
8 51	12 32	1016	8 50	7 20	6 19	5 46	— —	3 47	1 47	11 37	— —	7 51	7 13	13.4	.....Sumner.....	5 24	5 59	6 30	6 57	— —	1002	12 51	2 54	4 16	5 34	7 16	10 49	— —	8 35	5 38
8 54	12 36	1019	8 55	7 23	6 22	5 50	5 07	3 50	1 50	11 41	— —	7 54	7 16	14.7	.....Albion	5 22	— —	6 28	6 55	— —	1000	12 49	2 52	4 14	5 32	7 14	10 47	— —	8 33	5 36
8 56	12 37	1021	8 56	7 25	— —	5 53	5 10	3 52	1 52	11 43	— —	7 57	7 18	16.0	..... Penbryn	5 19	— —	6 25	6 52	— —	958	12 47	2 49	4 12	5 30	7 12	10 45	— —	8 30	5 33
8 59	12 39	1025	9 03	7 33	6 28	5 56	5 13	3 54	1 54	11 45	8 45	8 00	7 20	16.8	**Williamstown Jn** ♂	5 17	5 52	§623	§650	7 21	956	†1245	2 47	†410	5 28	†710	*1043	§123	8 27	5 30
9 02	Night	P M	9 05	7 35	P M	5 59	PM	P M	1 57	A M	AM	8 03	7 22	18.3	.... Florence	5 14	5 49	AM	AM	7 18	953	Noon	2 44	PM	5 24	PM	P M	A M	8 24	5 26
9 05	....	....	9 08	7 38	....	6 02	....	....	1 59	....	....	8 05	7 24	19.9	.... Cedar Brook ♂	5 11	5 46	....	....	7 15	950	....	2 42	....	5 21	....	....	....	8 21	5 23
9 08	359	....	9 10	7 40	....	6 05	315	375	2 01	307	....	8 07	7 26	21.1	.... Braddock	5 08	5 43	....	....	7 13	948	318	2 39	318	5 18	....	360	354	8 18	5 20
9 11	P M	....	9 12	7 42	....	6 08	PM	P M	2 03	Noon	....	8 09	7 28	21.9	.... Blue Anchor ..	5 06	5 41	....	....	7 11	946	A M	2 37	PM	5 16	....	A M	P M	8 16	5 18
9 15	‡6 18	....	9 17	7 47	....	6 15	§610	k333	2 08	*1235	....	8 14	7 33	24.5	**Winslow Jn** ♂	5 02	5 37	....	....	7 06	§942	9 20	§233	2 44	6 12	....	10 15	806	8 12	5 14
9 18	— —	....	9 20	7 50	....	6 17	— —	— —	PM	— —	....	8 17	AM	26.0	.... Rosedale	4 58	5 33	....	....	7 02	A M	— —	PM	— —	4 41	....	— —	— —	8 08	5 11
9 24	— —	....	9 25	7 55	....	6 21	a614	— —	....	a239	....	8 21	....	27.5	.... Hammonton ♂	§455	§530	....	....	6 59	....	a9 16	....	....	4 35	....	— —	— —	8 04	5 07
9 26	Lve. N. Y. 8 20 p.m.	....	PM	PM	....	6 24	Lve. N. Y. 8 20 p.m.	Lve. N. Y. 12 50 noon	....	Lve. N. Y. 9 00 a.m.	....	8 24	....	29.0	.....Barnard.....	AM	AM	....	....	6 56	....	....	Arr. N. Y. 11 50 a.m.	....	4 35	....	Arr. N. Y. 1 00 p.m.	Arr. N. Y. 8 30 p.m.	8 01	5 04
9 28	....	....	....	....	....	6 27	....	....	....	....	....	8 26	....	29.7	.....DaCosta	....	....	....	....	6 54	....	....	....	....	4 33	....	....	....	7 59	5 02
9 30	....	....	....	....	....	6 29	....	....	....	....	....	8 28	....	30.6	..... Colwell.....	....	....	....	....	6 52	....	....	....	....	4 31	....	....	....	7 57	5 00
9 32	....	....	....	....	....	6 32	....	....	....	....	....	8 31	....	32.6	.....Woodland.....	....	....	....	....	6 49	....	....	....	....	4 28	....	....	....	7 54	4 57
9 35	....	....	....	....	....	6 34	....	....	....	....	....	8 33	....	33.7	.....Elwood..... ♂	....	....	....	....	6 47	....	....	....	....	4 26	....	....	....	7 51	4 55
9 42	....	....	....	....	....	6 42	....	....	....	....	....	8 41	....	38.6	....Egg Harbor. ♂	....	....	....	....	6 40	....	....	....	....	4 19	....	....	....	7 44	4 38
9 46	....	....	....	....	....	6 46	....	....	....	....	....	8 45	....	41.4	.....Cologne.....	....	....	....	....	6 35	....	....	....	....	4 14	....	....	....	7 39	4 31
9 50	....	....	....	....	....	6 50	....	....	....	....	....	8 49	....	43.5	**Brigantine Junc** ♂	....	....	....	....	6 31	....	....	....	....	4 10	....	....	....	7 35	4 27
9 56	....	....	....	....	....	6 57	....	....	....	....	....	8 57	....	48.6	...Farmington.....	....	....	....	....	6 23	....	....	....	....	4 02	....	....	....	7 28	4 19
1001	....	....	....	....	....	7 01	....	....	....	....	....	9 02	....	50.5	..Pleasantville ♂	....	....	....	....	6 20	....	....	....	....	3 59	....	....	....	7 25	4 15
1010	5 45	....	....	....	....	7 10	6 45	4 08	....	1 10	....	9 10	....	56.5	**Atlantic City** ♂	....	....	....	....	†610	....	†8 45	....	†210	†350	....	§9 40	§530	§715	§405
A M	P M	....	....	....	....	PM	PM	P M	....	P M	....	A M	....	....	[ARRIVE] [LEAVE]	....	....	....	....	A M	....	A M	....	PM	PM	....	A M	P M	AM	P M

Additional Trains—Leave Philadelphia *k*12 40 noon, §2 00, †6 00 p.m., arrive Williamstown Junction 1 24, 2 54, 8 58 p.m. Returning, leave Williamstown Junction ‡8 54 a.m., *k*2 15, §3 15, †6 58 p.m., arrive Philadelphia 9 45 a.m., 3 05, 4 10, 7 40 p.m.

WILLIAMSTOWN BRANCH.

STANDARD—*Eastern time.*

STATIONS.	353	351	313	311	309	43	305	303	Mls.
[LEAVE] [ARRIVE]	P M	A M	P M	P M	P M	Noon	A M	A M	....
Philadelphia	§2 00	§8 00	k1 45	†8 00	†4 20	k1240	*1050	†8 00	....
lv. **Williamstown Jn** ♂ ar.	6 00	9 03	12 40	6 36	5 13	1 26	11 46	8 47	0
.....Andrews.....	6 04	9 07	12 44	6 39	5 17	1 30	11 50	8 50	2.5
.....Sicklertown.....	6 07	9 09	12 46	6 41	5 19	1 32	11 53	8 52	3.2
.....Radix.....	6 10	9 13	12 50	6 45	5 23	1 37	11 58	8 57	4.9
.....Williamstown... ♂	6 13	9 16	12 53	6 48	5 26	1 41	12 02	9 00	6.1
.....Church Street.....	6 15	9 18	Night	6 50	5 28	P M	12 05	9 02	6.5
.....Robanna	6 18	9 21	....	6 53	5 30	....	12 08	9 04	7.7
.....Downer.....	6 22	9 25	....	6 57	5 34	....	12 14	9 07	9.6
.....**Glassboro**.... ♂	6 32	9 35	....	7 06	5 44	....	12 25	9 16	13.1
.....Elsmere.....	6 37	9 40	....	7 10	5 48	....	12 31	9 20	13.7
.....Heritage.....	6 40	9 43	....	7 14	5 52	....	12 34	9 23	15.4
.....Richwood..... ♂	6 42	9 45	....	7 18	5 54	....	12 36	9 25	16.3
.....Sherwin.....	6 45	9 48	....	7 19	5 57	....	12 39	9 28	17.9
.....Jefferson	6 47	9 50	....	7 22	6 00	....	12 42	9 31	18.8
.....**Mullica Hill**... ♂	6 50	9 55	....	7 25	6 03	....	12 44	9 35	19.7
[ARRIVE] [LEAVE]	P M	A M	....	P M	P M	....	Noon	A M	....

STATIONS.	300	308	308	58	310	312	350	352	
[LEAVE] [ARRIVE]	A M	A M	P M	P M	P M	A M	A M	P M	....
Philadelphia....	7 55	9 45	1 40	3 06	6 25	2 10	9 25	6 25	....
lv. **Williamstown Jn** ♂ ar.	6 45	8 47	12 41	2 10	5 26	1 18	8 25	5 27	....
.....Andrews.....	6 40	8 42	12 36	2 05	5 21	1 14	8 20	5 22	....
.....Sicklertown.....	6 38	8 39	12 34	2 03	5 19	1 12	8 18	5 20	....
.....Radix.....	6 34	8 35	12 30	1 59	5 15	1 08	8 14	5 16	....
.....Williamstown... ♂	6 31	8 31	12 26	‡1 55	5 12	‡1 05	8 11	5 13	....
.....Church Street.....	6 28	8 28	12 22	P M	5 09	A M	8 08	5 11	....
.....Robanna	6 26	8 26	12 18	....	5 07	....	8 09	5 08	....
.....Downer.....	6 23	8 23	12 14	....	5 03	....	8 03	5 05	....
.....**Glassboro**.... ♂	6 16	8 16	12 07	....	4 54	....	7 56	4 58	....
.....Elsmere.....	6 10	8 10	12 01	....	4 47	....	7 50	4 52	....
.....Heritage.....	6 07	8 07	11 58	....	4 44	....	7 47	4 49	....
.....Richwood..... ♂	6 04	8 04	11 57	....	4 41	....	7 44	4 47	....
.....Sherwin.....	6 00	8 00	11 54	....	4 37	....	7 40	4 44	....
.....Jefferson	5 57	7 57	11 52	....	4 34	....	7 37	4 42	....
.....**Mullica Hill**... ♂	‡5 55	†7 55	†1150	....	†4 32	....	§7 35	§4 40	....
[ARRIVE] [LEAVE]	A M	A M	A M	....	P M	....	A M	P M	....

■ Stops at Winslow Junction daily, except Sunday, 2 39 p.m. ▲ Stops at Pleasantville 12 30 noon to discharge passengers from Philadelphia and Camden. ♂ Telegraph stations.

GLOUCESTER BRANCH.—Stations are as follows: Philadelphia (Chestnut and South Streets), Camden (Jefferson Avenue and Broadway), Gloucester ♂ (2.3 miles), East Gloucester (3.1 miles), Dobbs (3.6 miles), Cloverdale (4.0 miles), Northmont (4.5 miles), Mount Ephraim ♂ (4.8 miles), Bellmawr (5.9 miles), Runnemede (7.3 miles), Glendora (8.0 miles), Chew's Landing (8.5 miles), Hilltop (8.8 miles), Blenheim (9.9 miles), Blackwood ♂ (10.5 miles), Asyla (11.6 miles) and Grenloch ♂ (12.0 miles).

For Gloucester.—Leave Philadelphia, Chestnut Street Ferry, week-days, 4 45, 6 15, 8 20, 11 10 a.m., *k*1 00, 2 40, 5 20, 6 50, 8 15, 11 45 p.m. Sunday, 8 00 a.m., 1 00, 4 00, 8 50, 9 15 p.m. *Leave Gloucester.*—For Philadelphia, week-days, ¶1 16, 6 11, 7 38, 9 46 a.m., 12 46 noon, *k*2 19, 4 05, 6 40, 8 20, 10 45 p.m. Sunday, 1 16, 9 32 a.m., 2 45, 6 45, 8 04, 10 45 p.m. Running time, about 23 minutes.

For Mt. Ephraim.—Leave Philadelphia, Chestnut Street and South Street Ferries, week-days, 4 45, 6 15, 8 20, 11 10 a.m., *k*1 00, 2 40, 5 20, 6 50, 8 15, 11 45 p.m. Sunday, 8 00 a.m., 1 00, 4 00, 8 50, 9 15 p.m. *Leave Mt. Ephraim.*—For Philadelphia, week-days, ¶1 08, 6 03, 7 30, 9 38 a.m., 12 38 noon, *k*2 13, 3 57, 6 32, 8 12, 10 37 p.m. Sunday, 1 08, 9 24 a.m., 2 37, 5 57, 7 53, 10 37 p.m. Running time, about 30 minutes.

For Blackwood and Grenloch.—Leave Philadelphia, Chestnut Street and South Street Ferries, week-days, 4 45, 6 15, 8 20, 11 10 a.m., *k*1 00, 2 40, 5 20, 6 50, 8 15, 11 45 p.m. Sunday, 8 00 a.m., 1 00, 4 00, 8 50, 9 15 p.m. *Leave Grenloch.*—For Philadelphia, week-days, 5 43, 7 08, 9 18 a.m., 12 18 noon, *k*2 00, 5 37, 8 12, 7 52, 10 17 p.m., 12 48 night. Sunday, 9 04 a.m., 2 17, 5 17, 7 50, 10 17 p.m. Running time, about 50 minutes.

* Daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only; *a* stops to take or leave New York passengers; *k* Saturday only. ◆ Stops at Winslow Junction daily, except Sunday, 9 40 a.m., and daily at Pleasantville at 10 11 a.m. □ Stops at Winslow Junction 6 13 p.m. ● Stops at Williamstown Junction 6 35 p.m., and also at Elwood at 6 57 p.m. and Pleasantville at 7 16 p.m. to let off passengers from Philadelphia and Camden. ⊙ Stops at Pleasantville to take passengers for Philadelphia only at 9 00 a.m., and stops at Winslow Junction 9 41 a.m.

TUCKERTON RAILROAD.

RICHARD ASHHURST, President, 308 Walnut St., Philadelphia, Pa. | RICHARD ASHHURST, Treasurer, 308 Walnut St., Philadelphia, Pa.
JOHN C. PRICE, Superintendent. | General Offices—Tuckerton, N.J.

†2	10	Mls.	October 3, 1909.	●9	11
P M	A M	....	lve....New York...arr.	A M	P M
1 00	6 10	....	...Pennsylvania R.R....	11 43	7 23
3 40	4 00	....	..Central R.R. of N.J..	11 50	9 00
P M	A M	....	LEAVE] [ARRIVE	A M	P M
2 55	8 08	....	...Trenton (P.R.R.)...	10 10	5 45
P M	A M	....	lve..Philadelphia..arr.	A M	P M
†4 00	†8 36	....	......(Market St.)......	9 47	5 47
5 32	10 08	0	lve....Whitings[1]..arr.	8 20	4 14
5 41	10 17	4.90	........Bamber........	8 11	4 06
5 56	10 33	15.20	..Waretown Junction..	7 55	3 48
6 00	10 37	17.00	+....Barnegat......	7 51	3 44
6 10	10 48	21.50	ar.+Manahawken[2].lv.	7 42	3 34
6 10	10 48	21.50	lve. Manahawken.arr.	7 42	3 34
6 16	10 54	24.50	......Staffordville......	7 33	3 26
6 23	11 01	26.50	+....West Creek.......	7 27	3 21
6 30	11 08	29.00	arr. +Tuckerton...lve.	†7 20	†3 14
6 28	†11 07	27	..Barnegat City Jn..	7 24	†3 06
....	c11 45	27	ar..Barnegat City..lv.	....	c2 26
6 44	b11 30	34	....Beach Haven....	†7 03	b2 40
P M	A M	....	ARRIVE] [LEAVE	A M	P M

† Daily, except Sunday; *b* Tuesday, Thursday and Saturday; *c* Monday, Wednesday and Friday.

● No. 9 arrives in New York Mondays at 10 40 a.m., via Central R.R. of New Jersey.

+ Coupon stations. STANDARD—*Eastern time.*

CONNECTIONS.

[1] With Central R.R. of New Jersey and Amboy Division Pennsylvania R.R.
[2] With Barnegat R.R. and Philadelphia & Beach Haven R.R.

KUSHEQUA ROUTE.

MT. JEWETT, KINZUA & RITERVILLE RAILROAD, KUSHEQUA RAILROAD AND SMETHPORT RAILROAD.

ELISHA K. KANE, President. | J. A. MCKINNON, General Freight & Passenger Agt.
Z. D. KANE, Treasurer. | GEO. W. JOHNSON, Superintendent.
C. D. LAMB, Auditor.
General Offices—Kushequa, Pa.

6	7	5-13	3	1	Ms	December 20, 1909.	2	4	12-8	8	10
P M	P M	A M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	Noon	P M	P M
†6 10	†2 30	†11 50	†9 00	†7 50	0	....Smethport[1]...	8 50	10 03	12 49	3 40	6 10
6 18	2 38	11 58	9 08	7 58	3	.....Rockledge....	8 41	9 55	12 41	3 31	6 01
6 27	2 48	12 06	9 17	8 07	6	......Ormsby......	8 33	9 46	12 32	3 21	5 52
6 31	2 53	12 11	9 21	8 11	7	......McKeans......	8 30	9 43	12 29	3 17	5 49
6 35	2 58	12 14	9 25	8 15	8	arr...Newton[2].lve.	†8 27	†9 40	†12 25	†3 12	†5 45
....	....	....	....	....	...	(B. R. & P. Ry.)	....	....	....	....	P M
8 15	3 30	...	10 10	....	...	arr..Bradford..lve.	†7 45	....	†11 40	....	†5 10
6 02	P M	12 37	A M	8 40	...	arr Mt. Jewett.lve.	A M	†9 15	A M	†2 44	†5 21
P M	....	†12 45	....	....	8	lve...Newton..arr.	...	A M	11 25	P M	P M
....	....	-	....	....	10	......Sandstone......	....	....	- -	....	....
....	....	1 01	....	....	13	......Viaduct......	....	....	11 11	....	....
....	....	1 08	....	....	14	......Gaffney......	....	....	11 05	....	....
....	....	1 10	....	....	15	....Kushequa[3]...	....	....	†11 00	....	....
....	....	P M	....	....	...	ARRIVE] [LEAVE	....	....	A M	....	14
....	....	P M	....	A M	...	LEAVE] [ARRIVE	....	....	A M	....	P M
....	....	†4 55	....	†8 15	15	...Kushequa....	....	....	9 10	....	6 25
....	....	5 16	....	8 32	18	....Mt. Jewett[4]..	....	....	†8 55	....	†6 10
....	....	P M	....	A M	...	(B. L. & K. R.R.)	....	....	A M	....	P M
....	....	6 46	....	9 07	...	........Kane........	....	....	†7 30	....	†4 30
....	....	P M	....	A M	...	ARRIVE] [LEAVE	....	....	A M	....	P M
....	....	P M	....	A M	...	(B. R. & P. Ry.)	....	....	A M	....	P M
....	....	8 15	....	10 10	...	arr..Bradford..lve.	....	....	7 45	....	5 10
....	....	7 02	....	9 44	...	......Ridgway......	....	....	....	....	4 17
....	....	P M	....	A M	...	ARRIVE] [LEAVE	....	....	....	....	P M

Trains marked † run daily, except Sunday.

STANDARD—*Eastern time.*

CONNECTIONS.

[1] With Pennsylvania and Pittsburg, Shawmut & Northern R.Rs.
[2] With Buffalo, Rochester & Pittsburgh Ry.
[3] With Valley R.R.
[4] With Erie R.R., Buffalo, Rochester & Pittsburgh Ry. and Big Level & Kinzua R.R.

SALEM, FALLS CITY & WESTERN RAILWAY.

L. GERLINGER, JR., General Manager, Dallas, Ore.

Trains leave West Salem †9 00 a.m., §1 25 p.m., for **Dallas**[1] (14 miles), Falls City (24 miles), arriving Black Rock (27 miles) 10 30 a.m., 2 55 p.m. Returning, leave Black Rock †10 45 a.m., §3 15 p.m., Falls City †11 00 a.m., §3 30 p.m., Dallas †11 35 a.m., §4 05 p.m., arriving West Salem 12 15 noon, 4 45 p.m. Leaves Dallas †6 30 a.m., arrives Falls City 7 00 a.m. Leaves Falls City †6 00 p.m., arrives Dallas 6 30 p.m. Leaves West Salem †4 30 p.m., arrives Dallas 5 10 p.m., Falls City 5 45 p.m. Leaves Falls City †7 15 a.m., Dallas †7 50 a.m., arrives West Salem 8 30 a.m. Leave West Salem †1 25, §5 00 p.m., arrive Dallas 2 05, 5 40 p.m. Leave Dallas §12 00 noon, †3 15 p.m., arrive West Salem 12 40 noon, 3 55 p.m.

† Daily, except Sunday; § Sunday only. *October* 3, 1909.

Connection.—With Southern Pacific Co. *Pacific time.*

PITTSBURGH, LISBON & WESTERN RAILROAD.

N. B. BILLINGSLEY, President, Lisbon, O. | C. Z. HUGHES, Supt. & Traffic Mgr., Lisbon, O.
J. G. STIDGER, Cashier, Wabash Station, Pittsburgh, Pa. | R. L. PORTER, Auditor, Wabash Station, Pittsburgh, Pa.

No. 45	No. 9	Mls	August 31, 1908.	Mls	No. 40	No. 6
....	....	....	LEAVE] Central time. [ARRIVE	....	....	....
†3 20 P M	†7 00 A M	....	.Pittsburgh (Union Station).	....	....	5 05 P M
3 25 "	7 05 "	....	.......Allegheny.......	....	9 15 A M	5 00 "
4 19 "	7 48 "	....	.......Rochester.......	....	8 25 "	4 12 "
4 55 P M	8 25 A M	....	arr...New Galilee..lve.	....	7 44 A M	3 35 P M
†5 05 P M	†8 30 A M	0	lve.+New Galilee[1].arr.	25	7 40 A M	3 25 P M
5 11 "	8 36 "	2	+.....Darlington.......	23	7 33 "	3 18 "
5 18 "	8 41 "	5	+......Cannelton.......	20	7 24 "	3 08 "
5 22 "	8 45 "	7	.......Watts Mill.......	18	7 20 "	3 05 "
5 28 "	8 51 "	9	+.......Negley.........	16	7 14 "	2 59 "
5 36 "	9 00 "	12	........Mill Rock........	13	7 05 "	2 50 "
5 41 "	9 05 "	14	+.......Rogers.........	11	7 00 "	2 45 "
5 45 "	9 09 "	16	.........Signal.........	9	6 56 "	2 41 "
5 51 "	9 20 "	19	........Newhouse........	6	6 50 "	2 35 "
5 55 "	9 24 "	21	.........Elkton.........	4	6 46 "	2 31 "
6 01 "	9 30 "	23	........Saratoga........	2	6 40 "	2 25 "
6 05 P M	9 35 A M	25	arr....+Lisbon[2]....lve.	0	†6 35 A M	†2 20 P M

Connections.—[1] With Pitts. Ft. Wayne & Chicago Ry. (Penna. Co.) [2] With Erie R.R. † Daily, except Sunday. + Coupon stations.

BIG LEVEL & KINZUA RAILROAD.

W. W. BELL, President. | R. S. BULLIS, Sec'y, Treas., Aud., Gen. Fht. & Pas. Agt. & Gen. Supt.
S. S. BULLIS, 1st Vice-President. | General Offices—Olean, N.Y.
G. P. BULLIS, 2d Vice-President.

7	5	3	1	Mis	December 20, 1909.	2	4	6	8
P M	....	A M	A M	....	(Eastern time.)	A M	....	P M	P M
†6 10	....	†11 50	†7 45	....	lve. Bradford.(B.R.&P.) arr.	10 10	....	3 30	6 15
P M	P M	Noon	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M
†6 03	†2 56	†12 40	†8 40	0	+......Mt. Jewett[1]....♁	8 58	10 20	2 40	5 12
6 15	3 06	12 53	8 51	3	..........Lafayette..........	8 25	10 07	2 26	4 56
6 22	3 12	[illegible]	8 57	5	..........Griffiths..........	8 19	0 00	2 20	4 52
6 27	3 18	1 05	9 01	7	.........Kanesholm.........	8 12	9 54	2 14	4 47
6 45	3 36	1 25	9 20	13	arr.........Kane[2]♁....lve.	†8 00	†9 35	†2 00	†4 30
P M	P M	P M	A M	....	(B. & O. R.R.)	A M	A M	P M	P M
....	....	....	†10 24	....	arr...Sheffield Junc...lve.	....	....	....	3 00
....	....	....	12 25	....	arr....Clarion Junc...lve.	....	....	....	12 55
....	....	....	[illegible]	....	arr......Foxburg......lve.	....	....	....	11 25
....	....	....	2 36	....	arr.......Chicora......lve.	....	....	....	10 28
....	....	....	3 30	....	arr.......Butler.......lve.	....	....	....	9 42
....	....	....	5 10	....	.........Allegheny.........	....	....	....	†8 15
....	....	....	P M	....	ARRIVE] [LEAVE	....	....	....	A M

† Daily, except Sunday. + Coupon stations; ♁ Telegraph stations.

Connections—[1] With Erie R.R.; Buffalo, Rochester & Pitts. Ry. and Kushequa Route. [2] With B. & O. R.R. and Penna. R.R. (P. & E. Div.)

UNADILLA VALLEY RAILWAY.

LEWIS R. MORRIS, President. | H. A. BROMS, Aud. and G.F.& P.A.
WIRT HOWE, Sec'y, Treas. and General Manager. | R. D. PERKINS, Superintendent, New Berlin, N.Y.
General Offices—37 Wall Street, New York City.

8	6	4	2	Mls.	October 11, 1909	Mls.	1	3	5	7
....	P M	....	A M	....	(D. L. & W. R.R.)	....	Noon	P M	P M	Noon
....	†6 10	....	†7 05	....	lve.....Utica....arr.	....	12 10	2 03	9 05	12 10
A M	6 00	P M	7 55	....	Richfield Junction	....	10 23	1 20	[illegible]	10 23
§9 10	†6 17	†1 10	9 10	0	lv.Bridgewater[1].ar.	19.13	8 48	12 40	5 30	8 48
9 21	6 28	1 18	9 21	2.47	.....River Forks.....	16.66	8 41	12 31	5 18	8 41
9 40	6 36	1 42	9 40	5.00	....Leonardsville....	14.13	8 34	12 23	5 05	8 34
10 00	6 44	2 02	10 00	8.65	....West Edmeston....	10.48	8 25	11 57	4 50	8 25
10 13	6 52	2 11	10 13	12.90	........Sweet's........	6.23	8 17	11 42	4 36	8 17
10 33	7 00	2 28	10 33	14.83	...South Edmeston...	4.30	8 10	11 34	4 22	8 10
10 45	7 10	2 40	10 45	19.13	arr..New Berlin.lve.	0	†8 00	†11 15	†4 10	§8 00
1 20	P M	7 00	1 20	....	arr....Sidney...lve.	....	A M	A M	†1 45	A M
P M	....	P M	P M	....	(N. Y. O. & W. Ry.)	....	....	....	P M	....

Additional Trains—Leave Bridgewater §5 10 p.m., arriving New Berlin 6 00 p.m. Leave Sidney §1 45 p.m., arriving Bridgewater 5 00 p.m.

† Daily, except Sunday; § Sunday only. *Eastern time.*

Connection.—[1] With Delaware, Lackawanna & Western R.R.

GENESEE & WYOMING RAILROAD COMPANY.

MORTIMER B. FULLER, President, Scranton, Pa.
H. C. FINCH, General Manager. Retsof, N.Y.
W. H. BARNARD, Sec'y and Treas., 2 Rector St., New York City.
R. J. OSBORNE, Asst. Secretary. " "
P. SILAS WALTER, Assistant Treasurer, Scranton, Pa.
W. H. GROVE, Auditor, Retsof, N.Y.

No. 1	Mls.	May 31, 1909.	No. 2
....	....	LEAVE] [ARRIVE	....
†3 15 P M	0	..Rochester (L. V. R R.)..	10 30 A M
5 00 P M	0	..Rochester (B. R. & P.)..	8 42 A M
....	....	LEAVE] [ARRIVE	....
†5 50 P M	4.50	.Pittsburgh & Lehigh Jn.[1]	7 50 A M
6 00 "	7.40	..........Taylor..........	7 20 "
6 06 "	9.30	.........Inverness.........	7 14 "
6 11 "	11.90	........York Center........	7 08 "
6 16 P M	13.40	..........Retsof..........	†7 00 A M
....	16.20	arr....⊡Greigsville[2]....lve.	....
....	0	lve........Retsof.......arr.	....
....	1.90	arr.⊡Retsof Junction[3].lve.	....

⊡ Freight service only.

† Daily, except Sunday. *Eastern time.*

Connections.—[1] With Lehigh Valley R.R., Buffalo, Rochester & Pittsburgh Ry., Erie R.R. and New York Central & Hudson River R.R. [2] With D. L. & W. R.R. [3] With Pennsylvania R.R.

Total mileage, 18.1 miles

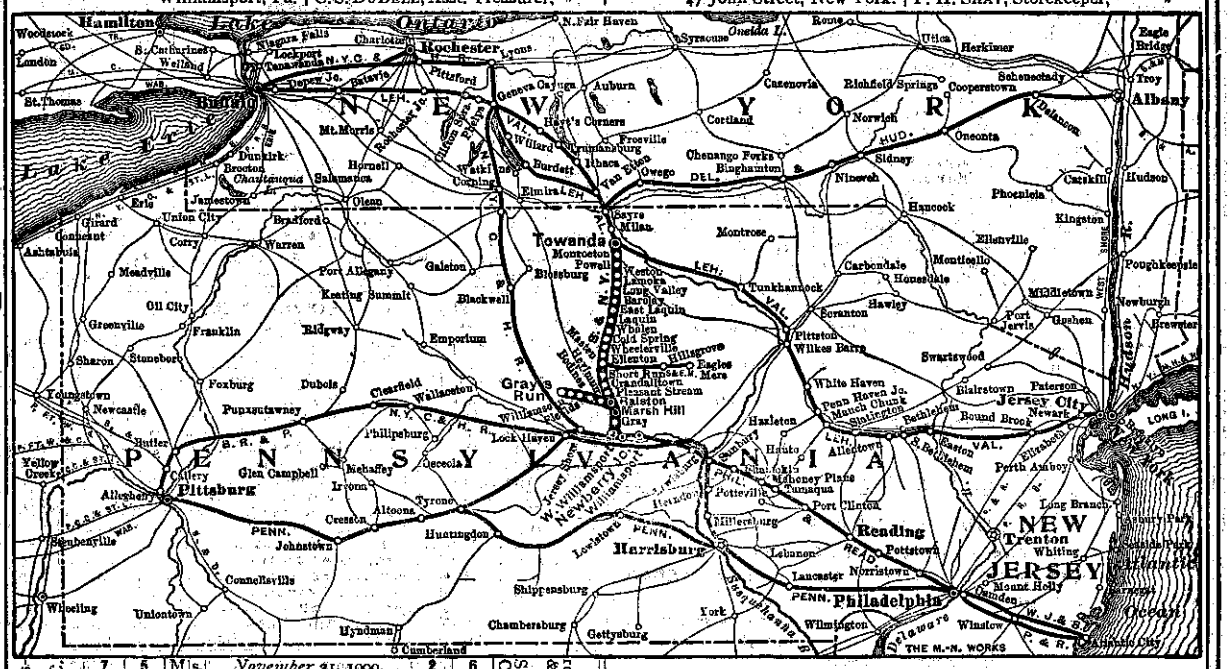
SUSQUEHANNA & NEW YORK RAILROAD.

P. M. NEWMAN, Prest and Gen. Mgr., Williamsport, Pa.
E. C. HOYT, Vice-President, 47 John Street, New York.
W. R. CAMPBELL, Asst. to Prest., »
R. G. BROWNELL, Secretary, Williamsport, Pa.

A. W. MALLINSON, Asst. Secretary, Williamsport, Pa.
J. M. RHEN, General Auditor, »
F. E. BRADLEY, Aud. Rcts. and Disb., »
R. THOMAS, Treasurer, »
C. S. DUBELL, Asst. Treasurer, »

C. H. M'CAULEY, General Solicitor, Ridgway, Pa.
C. H. M'CAULEY, JR., Real Estate Agt., Williamsport, Pa.
W. H. HUMPHREY, Purchasing Agt., 47 John Street, New York.

S. T. HAYT, JR., Chief Engineer, Williamsport, Pa.
W. M. MATCHETT, Asst. to Gen. Mgr., Towanda, Pa.
H. M. MILLER, Master Mechanic, »
JERRY SHAY, Supervisor, »
P. H. SHAY, Storekeeper, »



7	5	Mls.	November 21, 1909.	2	6
A M	P M	....	(P. R.R.)	P M	....
8 00	12 45	....	lve... **Pittsburgh** ..arr.	8 35	....
7 30	10 45	....	lve... **Washington** ..arr.	7 10	....
8 55	11 59	....	lve.... **Baltimore** ....arr.	6 55	....
3 25	11 40	....	lve... **Philadelphia** ..arr.	6 23	....
11 35	3 40	....	lve.... **Harrisburg** ....arr.	3 20	....
12 53	5 15	....	lve..... **Sunbury** .....arr.	1 43	....
A M	....	....	(N. Y. C & H. R. R. R.)	P M	....
10 50	....	....	lve..... **Corning** ... arr.	4 60	....
12 10	....	....	lve..... **Wellsboro** ...arr.	3 55	....
12 41	....	....	lve..... **Ansonia** ....arr.	3 22	....
3 23	....	....	lve.... **Clearfield** ...arr.	6 54	....
8 50	....	....	lve... **Phillipsburg** ..arr.	6 3	....
A M	P M	....	(P. & R. Ry.)	A M	....
8 36	11 30	....	lve... **Philadelphia** .arr.	4 35	6 50
10 08	1 18	....	lve..... **Reading** ...arr.	2 56	4 45
12 45	4 44	....	lve..... **Shamokin** ...arr.	11 50	1 21
1 16	5 22	....	lve..... **Sunbury** ....arr.	11 16	12 48
P M	A M	....	(N. Y. C. & H. R. R. R.)	A M	P M
2 35	a7 20	....	lve.. **Williamsport** .arr.	9 45	b9 30
P M	A M	....	lve. (S. & N. V. R. R.) arr.	A M	P M
‡3 06	*7 33	0	+..**West Williamsport.**[1] ♁	‡9 12	*8 50
3 42	8 06	....	.....Gray	‡8 40	*8 15
‡6 00	‡10 54	....	arr. +**Grays Run** ♁ .lve.	‡6 40	‡2 00
‡3 55	*8 20	22	+. **Marsh Hill Junc**[2] ...	8 20	7 56
4 00	8 25	24	.... Pleasant Stream	8 15	7 48
4 06	8 30	27	..... Crandalltown	8 10	7 40
4 11	8 35	28	..... Short Run	8 05	7 36
4 18	8 42	31	+..... **Wasten**[3] ..... ♁	7 59	7 31
4 36	9 00	36	+..... Ellenton ..... ♁	7 47	7 17
4 42	9 09	39	+.... Wheelerville .... ♁	7 41	7 10
4 50	9 18	42	..... Cold Spring	7 30	6 59
4 53	9 21	43	..... McEwen	7 27	6 56
5 01	9 28	45	..... Whalen	7 21	6 50
5 12	9 37	48	+..... Laquin ..... ♁	7 13	6 42
5 20	9 45	51	+..... Barclay	7 06	6 35
5 27	9 52	53	..... Long Valley	6 57	6 28
- -	10 03	58	..... Weston	6 49	6 18
5 43	10 08	59	+..... Powell ..... ♁	6 45	6 14
5 48	10 13	61	+.... **Monroeton**[4] ... ♁	6 40	6 10
5 55	10 20	65	... Towanda Junction ...	6 32	6 02
5 57	10 22	....	+**Towanda** (Washington St.) ♁	‡6 30	6 00
6 05	10 27	66	..**Towanda**[5] (Upper L. V. Sta.).	A M	5 40
P M	A M	....	ARRIVE] [LEAVE	....	P M
P M	A M	....	(L. V. R.R.)		P M
8 32	11 20	....	arr.....**Sayre** .....lve		2 10
....	12 45	....	arr.....**Ithaca**.....lve.		1 10
9 15	4 25	....	arr.... **Rochester** ...lve.	Eastern time.	10 50
10 27	6 00	....	arr..... **Buffalo** .....lve.		9 45
P M	P M				A M

* Daily; ‡ daily, except Sunday; a on Sunday leaves Williamsport 7 10 a.m.; b on Sunday arrives Williamsport 8 50 p.m.; c runs daily, but on Sunday leaves 6 20 p.m. + Coupon stations. ♁ Telegraph stations.
Connections.—[1] With N. Y. C. & H. R. Phil. & Read. and Penna. R.Rs. [2] With Penna. R.R. (N. C. Ry.). [3] With Susquehanna & Eagles Mere R.R. for Hillsgrove. [4] and [5] With Lehigh Valley R.R.

Mileage Books.—Susquehanna & New York R.R. mileage books on sale, good also over the following roads: Lehigh Valley R.R., Phila. & Read. System, Cent. R.R. of N. J., Buff. Roch. & Pitts. Ry., Buff. & Susq. R.R., Pitts. Shawmut & North. R.R. (except Clarion River Division), Tionesta Valley Ry. Mileage books of following lines (except Trunk Line Interchangeable) good between all points on Susquehanna & New York R.R.: Lehigh Valley R.R., N. Y. Central Lines, Philadelphia & Reading Ry., Central R.R. of N. J., Buffalo, Rochester & Pittsburgh Ry., Buffalo & Susquehanna R.R.

Short line between Newberry Junction, Pa. (West Williamsport), and Towanda, Pa., giving excellent service and fast time for passenger and freight traffic to and from the West. (See connections.)

TIONESTA VALLEY RAILWAY COMPANY.

P. M. NEWMAN, Prest. and Gen. Mgr., Williamsport, Pa.
E. C. HOYT, Vice-President, 47 John Street, New York.
W. R. CAMPBELL, Asst. to Prest., »
R. G. BROWNELL, Secretary, Williamsport, Pa.

R. THOMAS, Treasurer, Williamsport, Pa.
F. E. BRADLEY, Aud. Rcts. and Disb., »
J. M. RHEN, General Auditor, »
B. M. MOORE, Agent, Sheffield, Pa.
C. J. GIBSON, Gen. Supt. and Roadmaster, Sheffield, Pa.

4	2	6	Mls	November, 1907.	1	5	3
A M	A M	....	....	(Phila. & Erie R.R.)	P M	....	A M
7 16	2 40	....	....	lve. **Williamsport**. arr.	2 55	....	1 45
12 50	7 10	....	....	..... **Kane**	10 10	....	4 30
1 10	6 50	....	....	..... **Erie**	3 45	....	9 46
3 30	7 0	....	....	..... **Warren**	1 42	....	7 45
P M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	P M
‡4 30	‡9 38	‡6 15	0	+.... **Sheffield**[1]	8 20	3 20	5 45
4 35	9 43	- -	1.5	..... Gilson	8 15	- -	5 48
4 37	9 45	- -	2.0	..... Barnes	8 13	- -	5 38
4 39	9 47	- -	2.5	..... Hovers	8 11	- -	5 36
4 42	9 50	- -	4.0	..... Donaldson	8 08	- -	5 33
4 47	9 55	- -	5.0	..... Martin	8 03	- -	5 28
4 50	9 58	- -	6.0	..... Cherry Run	8 00	- -	5 25
4 55	10 03	7 05	8.0	..... **Brookston**	7 55	2 40	5 20
- -	- -	7 40	....	..Level Grade Siding..	7 40	- -	- -
5 15	10 23	7 50	13.0	arr..**Sheffield Jn**[2]. lve.	7 35	2 05	5 00
....	A M	....	....	(B. & O. R.R.)	....	....	P M
....	10 24	....	....	lve..**Sheffield Jn**..arr.	....	....	3 08
....	1 55	....	....	arr.... **Foxburg** ...lve.	....	....	11 25
....	3 30	....	....	arr..... **Butler** .....lve.	....	....	9 42
....	5 10	....	....	arr... **Allegheny** lve.	....	....	8 15
....	P M	....	....	(Eastern time.)	....	....	A M
5 15	10 25	7 50	13.0	lve..**Sheffield Jn**..arr.	7 35	2 05	2 55
5 22	10 32	- -	15.0	.....Watson.....	7 28	- -	2 48
5 27	10 37	- -	17.0	.....Miller's.....	7 23	- -	2 43
5 32	10 42	- -	18.0	.....Pebble Dell.....	7 18	- -	2 38
5 36	10 46	- -	19.0	.....Ferndale.....	7 14	- -	2 34
5 40	10 50	- -	19.5	.....Auguston.....	7 10	- -	2 30
5 42	10 52	- -	20.0	.....Duhring.....	7 08	- -	2 28
5 45	10 55	- -	22.0	.....Straits.....	7 05	- -	2 25
5 48	10 59	- -	23.0	..... **Parrish**	7 01	- -	2 21
5 58	11 08	- -	24.0	.....Howland.....	6 52	- -	2 12
6 00	11 10	9 20	25.0	.....Lamona	6 50	12 35	2 10
- -	- -	- -	32.0	...Brockway Siding...	- -	11 50	- -
6 30	11 45	10 30	34.0	..... **Loleta**	‡6 20	‡11 35	‡1 40
P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M

Cherry Grove Division and Branches.—Sheffield to Clarendon, Caledonia Tannery, Stoneham and Cherry Grove (25 miles). Freight only.
Coon Run Branch.—Brookston to Connection with Elk & Highland R.R. (7 miles). Freight only.

Spring Creek Division and Branches.—For freight only.—Parrish to Halton (connection with P. S. & N. R.R., Clarion River Division) 17 miles.

Connections.—[1] With Erie Division Pennsylvania R.R. [2] With Baltimore & Ohio R.R.
STANDARD—*Eastern time.*

LEETONIA RAILWAY.

P. M. NEWMAN, President and General Manager, Williamsport, Pa.
From **Tiadaghton**[1] to Leetonia, Pa., (8.5 miles). Branch to **Four Mile Run** (14.92 miles). Operated for freight. *January, 1908.*
Connection.—[1] With New York Central & Hudson River R.R.

INTER-URBAN RAILWAY COMPANY.

H. H. POLK, President, Des Moines, Ia.
E. P. SMITH, Vice-President, Chicago, Ill.
G. B. HIPPEE, General Manager and Treasurer, Des Moines, Ia.

N. T. GUERNSEY, Secretary, Des Moines, Ia.
FRANK S. CUMMINS, Traffic Manager, "
C. L. WIGHT, General Auditor, "

BEAVER VALLEY DIVISION.

Between Des Moines and Perry.—Trains Going West. MAIN LINE. Between Perry and Des Moines.—Trains Going East.

.....	19	17	15	13	11	9	7	5	3	1	Mls.	*July* 7, 1909.	Mls.	2	4	6	8	10	12	14	16	18	20	.....
.....	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	.....	LEAVE / ARRIVE	.....	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	....
.....	*11 30	*9 00	*8 30	*4 45	*3 00	*1 15	*11 30	*9 45	*8 00	*6 15	0	..... **Des Moines**[1]	35.2	7 50	9 35	11 20	1 00	2 45	4 35	6 20	7 50	11 20	11 65	.....
.....	12 02	9 30	7 04	6 16	5 34	1 48	12 01	10 16	8 34	6 46	8.9	..... Johnston	26.3	7 16	9 03	10 46	12 28	2 13	4 03	5 46	7 18	10 46	11 24	.....
.....	12 09	9 38	7 12	5 23	5 42	1 53	12 08	10 23	8 42	6 53	12.9	..... Herrold	22.3	7 08	8 56	10 38	12 21	2 08	3 58	5 38	7 12	10 42	11 19	.....
.....	12 22	9 47	7 25	5 35	5 55	2 05	12 20	10 35	8 55	7 05	18.2	..... **Granger**[2]	17.0	6 55	8 45	10 25	12 10	1 55	3 45	5 25	7 00	10 30	11 08	.....
.....	12 52	8 58	7 40	5 46	4 10	2 18	12 33	10 48	9 08	7 37	23.9	..... **Moran**	11.3	6 43	8 33	10 13	11 58	1 43	3 33	5 13	6 48	10 18	10 58	.....
.....	12 58	10 02	7 46	5 53	4 16	2 25	12 38	10 53	9 13	7 43	27.1	..... Beaver Park	8.1	6 16	8 26	10 06	11 51	1 36	3 26	5 06	6 41	9 51	10 51	.....
.....	1 05	10 08	7 53	6 00	4 23	2 30	12 45	11 00	9 20	7 50	30.2	..... Gardiner	5.0	6 10	8 20	10 00	11 45	1 30	3 20	5 00	6 35	9 45	10 48	.....
.....	1 15	10 20	8 05	6 10	4 35	2 40	12 55	11 10	9 30	8 00	35.2	..... **Perry**[4]	0	*6 00	*8 10	*9 50	*11 35	*1 20	*3 10	*4 50	*6 25	*9 35	*10 35	.....
.....	A M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	.....	ARRIVE / LEAVE	.....	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	.....

Trains Nos. 3, 5, 7, 9, 11, 13, 15, 4, 6, 8, 10, 12, 14, 16 make connection at Moran with trains for Woodward.

WOODWARD BRANCH.

51	49	47	45	43	41	39	37	35	33	31	Mls.	*July* 7, 1909.	Mls.	30	32	34	36	38	40	42	44	46	48	50
Night	P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	.....	LEAVE / ARRIVE	.....	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	Night
*12 33	*9 58	*7 42	*5 50	*4 12	*2 20	*12 35	*10 50	*9 10	*7 18	*6 23	0	..... **Moran**	3.2	6 42	7 37	8 28	10 08	11 53	1 38	3 28	5 08	6 43	10 17	12 52
12 44	10 10	7 52	6 00	4 22	2 30	12 45	11 00	9 20	7 27	6 35	3.2	..... **Woodward**	0	*6 36	*7 20	*8 21	*10 01	*11 46	*1 31	*3 21	*5 01	*6 36	*10 11	*12 45
Night	P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	.....	ARRIVE / LEAVE	.....	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	Night

Trains Nos. 33 and 51 are through trains from Des Moines and intermediate poin s. Trains Nos. 31 and 49 are through trains from Perry and intermediate points. Trains Nos. 30 and 48 are through trains for Des Moines and intermediate points. Trains Nos. 32 and 50 are through trains for Perry and intermediate points.

All trains leaving Woodward, except Nos. 30, 32, 48 and 50, make connections at Moran with trains for Des Moines, Perry and intermediate points.

COLFAX DIVISION.

BETWEEN DES MOINES AND COLFAX.—TRAINS GOING EAST.

July 7, 1909.	Mls.	53	55	57	59	61	63	65	67	69	71	73	75	77	79
LEAVE	.....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M
Des Moines[1]	0	*6 40	*8 00	*8 30	*9 30	*11 00	*12 30	*2 00	*3 30	*5 00	*5 30	*6 30	*8 00	a10 00	*11 50
Baker's	8.9	7 16	8 39	9 04	10 09	11 39	1 09	2 39	4 09	5 39	6 04	7 08	8 39	10 39	12 08
Altoona[5]	11.6	7 24	8 47	9 10	10 17	11 47	1 17	2 47	4 17	5 47	6 10	7 17	8 47	10 47	12 14
Tucker's	14.2	7 29	8 53	9 14	10 25	11 53	1 23	2 53	4 23	5 53	6 14	7 25	8 53	10 53	12 19
Mitchellville	17.9	7 38	9 02	9 21	10 34	12 02	1 32	3 02	4 32	6 02	6 21	7 34	9 02	11 02	12 28
Dotson	20.3	7 42	9 07	9 24	10 38	12 07	1 37	3 07	4 37	6 07	6 24	7 38	9 07	11 07	12 32
Colfax[6]	23.5	7 50	9 15	9 30	10 45	12 15	1 45	3 15	4 45	6 15	6 30	7 45	9 15	11 15	12 40
ARRIVE	.....	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	Night

BETWEEN COLFAX AND DES MOINES.—TRAINS GOING WEST.

(*Central time.*)	Mls.	52	54	56	58	60	62	64	66	68	70	72	74	76	78
LEAVE	.....	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M
Colfax	0	*5 25	*6 37	*8 00	*9 30	*10 05	*11 00	*12 30	*2 00	*3 30	*5 00	*6 30	*7 05	a8 28	*10 00
Dotson	3.2	5 34	6 46	8 09	9 39	10 13	11 09	12 39	2 09	3 39	5 09	6 39	7 13	8 37	10 09
Mitchellville	5.6	5 41	6 53	8 16	9 46	10 18	11 16	12 46	2 16	3 46	5 16	6 46	7 18	8 44	10 16
Tucker's	9.6	5 50	7 02	8 25	9 55	10 25	11 25	12 55	2 25	3 55	5 25	6 55	7 25	8 53	10 25
Altoona	11.9	5 56	7 08	8 31	10 01	10 29	11 31	1 01	2 31	4 01	5 31	7 01	7 29	9 01	10 31
Baker's	14.9	6 04	7 16	8 39	10 09	10 34	11 39	1 09	2 39	4 09	5 39	7 09	7 34	9 09	10 39
Des Moines	23.5	6 35	7 52	9 15	10 45	11 05	12 15	1 45	3 15	4 45	6 15	7 45	8 05	9 45	11 15
ARRIVE	.....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M

Trains marked * run daily.
† Daily, except Sunday.
a Saturday and Sunday only.

NOTE.—Operated by electricity and steam. Total miles operated, 72. Freight handled in carload lots and less.

CONNECTIONS.—[1] With railroads diverging. [2] With Chicago, Milwaukee & St. Paul Ry. [3] With Chicago, Milwaukee & St. Paul Ry. [4] With Minneapolis & St. Louis R.R. and Chicago, Milwaukee & St. Paul Ry. [5] With Chicago, Rock Island & Pacific Ry. [6] With Chicago, Rock Island & Pacific Ry., Colfax Northern Ry. and Newton & Northwestern Ry.

BENNETTSVILLE & CHERAW RAILROAD.

HENRY A. PAGE, General Manager, Bennettsville, S.C.

Trains leave Brownville †7 20, †10 40 a.m., arrive **Bennettsville**[1] (— miles) 9 10 a.m., 12 00 noon; leave Bennettsville †6 40 a.m., †6 40 p.m., arriving **Kollocks**[2] (— miles) 7 20 a.m., 7 25 p.m. Returning, leave Kollocks †8 25 a.m., †7 55 p.m., arriving Bennettsville 9 10 a.m., 8 20 p.m.; leave Bennettsville †9 20 a.m., †4 00 p.m., arriving Brownville 10 35 a.m., 5 50 p.m. † Daily, except Sunday. *November* 8, 1909.

Connections.—[1] With Atlantic Coast Line R.R. [2] With Seaboard Air Line Ry. *Eastern time.*

SCHOHARIE VALLEY AND MIDDLEBURGH & SCHOHARIE RAILROADS.

E. E. VROMAN, Gen. Traf. Mgr., Scho. Val. R.R., Schoharie, N.Y.
G. L. DANFORTH, Gen. Traf. Mgr., Mid. & Scho. R.R., Middleburgh, N.Y.

Trains leave **Schoharie Junction**[1] †9 00, †11 15 a.m., †6 40 p.m., arriving Middleburgh (11 miles) 9 30, 11 45 a.m., 6 11 p.m. Returning, leave Middleburgh †8 00, †10 25 a.m., †4 50 p.m., arriving Schoharie Junction 8 35, 10 59 a.m., 5 20 p.m. *September* 27, 1908.

† Daily, except Sunday. *Eastern time.*

Connection.—[1] With Delaware & Hudson Co.

MONTOUR RAILROAD.

H. P. McCUE, ... General Superintendent.
F. H. STARK, Superintendent, . . Coraopolis, Pa.
F. M. WALLACE, ... Treasurer.
F. E. NOW, ... Purchasing Agent.
I. F. MALONE, Chief Clerk, Car Record Department.
General Offices—332 Fifth Avenue, ... Pittsburgh, Pa.

Trains leave **Montour Junction**[1] daily, except Sunday, 7 05 a.m., 4 05 p.m., arriving at North Star (12.5 miles) 7 50 a.m., 4 50 p.m. Train leaves Montour Junction †12 20 noon, arriving Imperial (10.9 miles) 1 00 p.m. On Sunday leave Montour Junction 8 35 a.m., 5 45 p.m., arriving North Star 9 17 a.m., 6 27 p.m. Returning, leave North Star daily, except Sunday, 5 10, 10 50 a.m., 2 50 p.m., arriving Montour Junction 5 55, 11 35 a.m., 3 34 p.m. On Sunday leave North Star 7 30 a.m., 4 00 p.m., arriving at Montour Junction 8 14 a.m., 4 44 p.m.

Central time. *December*, 1909.

Connection.—[1] With Pittsburgh & Lake Erie R.R.

Pittsburgh & Moon Run R.R.

H. P. McCUE, ... General Superintendent.
F. H. STARK, Superintendent, . . Coraopolis, Pa.
F. M. WALLACE, ... Treasurer.
F. E. NOW, ... Purchasing Agent.
I. F. MALONE, Chief Clerk, Car Record Department.
General Offices—332 Fifth Avenue, ... Pittsburgh, Pa.

Trains leave **Groveton**[1] daily, except Sunday, 7 01 a.m., 12 15 noon, 3 56 p.m., arriving at Moon Run (4.9 miles) 7 15 a.m., 12 29 noon, 4 10 p.m. Returning, leave Moon Run 5 50, 11 30 a.m., 3 50 p.m., arriving at Groveton 6 04, 11 44 a.m., 3 44 p.m. *Central time.* *December*, 1909.

CONNECTION.

[1] With Pittsburgh & Lake Erie R.R.

LEHIGH & NEW ENGLAND RAILROAD.

W. A. Lathrop, President, Philadelphia, Pa.
Rollin H. Wilbur, Vice-President and General Mgr., "
Wm. Jay Turner, Vice-President and General Counsel, 929 Chestnut Street, Philadelphia, Pa.
H. F. Baker, Secretary and Treasurer, "
Edward Hughes, Auditor, "
J. B. Whitehead, Purchasing Agent, "
E. M. Reynolds, Comptroller, 437 Chestnut Street, Philadelphia, Pa.

T. J. Fretz, General Freight and Passenger Agent, Bethlehem, Pa.
J. A. Zenner, General Superintendent, "
W. G. Himes, Assistant Engineer, "
Herman Denburger, Supervisor of Bridges and Buildings, "
R. L. Wyman, Master Mechanic, Pen Argyl, Pa.
J. L. Stone, Real Estate Agent, Philadelphia, Pa.
S. S. Vandruff, General Agent, Sussex, N.J.
Richard T. Davies, Traveling Car Agent, Philadelphia, Pa.

General Offices—437 Chestnut Street, Philadelphia, Pa.

NEW JERSEY DIVISION.

32	24	20	Mls	December 1, 1909.	21	25	31	35
P M	P M			LEAVE] [ARRIVE	P M		P M	
‡1 50	†2 16		0	Swartswood Junc.	1 35		1 00	
1 41	2 40		2.9	Baleville	1 25		12 49	
1 50	3 13		5.0	Augusta[1] ♂	12 55		12 44	
1 53	3 16		6.2	Northrups	12 48		12 29	
1 55	3 18		6.8	Plains	12 46		12 27	
1 57	3 20		7.7	Armstrongs	12 43		12 25	
2 02	3 25		8.9	Pellettown	12 39		12 22	
2 06	3 28		10.0	Roys	12 23		12 13	
2 12	3 32		12.7	Lewisburg	12 18		12 07	
2 19	3 37	A M	14.0	arr. Sussex lve.	12 10	P M	‡12 01	P M
2 45	3 50	†7 25	14.0	lve. Sussex ♂ arr.	10 00	8 00	Noon.	4 30
2 58	4 05	7 28	18.5	Wantage	9 45	7 38		4 18
3 08	4 09	7 32	20.0	Owens	9 40	7 33		4 14
3 08	4 13	7 37	21.6	Liberty Corners	9 35	7 31		4 10
3 14	4 18	7 41	23.6	arr. Glenwood Jn. lve.	9 30	7 26		4 05
3 46	6 05	7 41	23.6	lve. Glenwood Jn. arr.	9 30	7 26		4 05
3 47	5 08	7 42		Nowak	9 28	7 25		4 04
3 50	5 07	7 44	24.1	Wilcox	9 26	7 24		4 03
3 55	5 14	7 47	26.3	Pine Island Junction	9 23	7 21		3 00
P M	5 48	8 27	36.7	Goshen[2] ♂	†8 50	†8 45		P M
	P M	A M		ARRIVE] [LEAVE	A M	P M		

LEHIGH AND NEW ENGLAND DIVISION.

No. 18	Mls	December 1, 1909.	No. 17
		LEAVE] [ARRIVE	
†4 40 P M	0	Slatington[3] ♂	5 35 P M
4 50 "	2.8	Slate Valley	5 20 "
4 55 "	3.5	Berlinsville	5 05 "
5 00 "	4.8	Harpers	2 55 "
5 15 "	6.9	Danielsville ♂	2 35 "
5 29 "	8.6	Slatefield	2 19 "
5 30 "	11.0	Delps	2 11 "
5 45 "	14.3	Bender's Junction	2 00 "
5 50 "	15.6	Katellen	1 48 "
5 55 "	17.3	Horn Springs	1 42 "
6 02 "	19.3	Saylorsburg Junction	1 38 "
6 07 "	20.3	Wind Gap	1 33 "
6 15 P M	22.6	Pen Argyl ♂	†1 25 P M
		ARRIVE] [LEAVE	

GLENWOOD BRANCH.—Glenwood Junction to Eden, Pochuck and Glenwood (3.5 miles). No passenger service.

NAZARETH BRANCH.—Bath to Nazareth, Stockertown and Martins Creek[6] (17.3 miles). Operated for freight service only.

SAYLORSBURG BRANCH.—Saylorsburg Junction to Ross Common and Saylorsburg (4.6 miles). Operated for freight service only.

LEHIGH AND LACKAWANNA DIVISION.

10	Mls	December 1, 1909.	1
		LVE.] (L. of N.J.) [ARR.	
P M		New York	A M
1 10		Liberty Street	10 45
1 00		West 23d Street	10 57
		LVE.] (L. V. R.R.) [ARR.	
Noon		New York	A M
12 25		West 23d Street	10 45
12 40		Cort. & Des. Streets.	10 43
P M		LVE.] (L. of N.J.) [ARR.	A M
5 48		Easton	8 42
P M		LVE. (P. & R. R.R.) [ARR.	A M
2 02		Philadelphia	9 55
P M		LEAVE] [ARRIVE	A M
†4 40	0	Bethlehem Junc. ♂	8 00
4 42	0.8	Bethlehem[5] ♂	7 58
4 54	4.2	Shimer (Stoke Park)	7 46
4 57	5.3	Santee	7 43
5 01	6.9	Brodhead	7 38
5 05	8.2	Steuben	7 33
5 08	9.5	Township Line	7 30
5 11	10.4	Clyde	7 27
5 12	11.6	Snyder	7 25
5 17	12.4	Bath ♂	7 22
	18.4	Nazareth ♂	
5 24	14.5	Chapman Quarries ♂	7 15
5 31	17.2	Summit	7 08
5 33	18.0	Point Phillip	7 05
5 37	19.2	Bender's Junction	7 02
5 40	20.5	Katellen	6 58
5 45	22.3	Horn Springs	6 54
5 53	25.2	Wind Gap ♂	6 46
6 00	27.5	Pen Argyl ♂	†6 40
P M	29.4	Bangor Junction	A M
	31.1	Bangor ♂	
		ARRIVE] [LEAVE	

† Daily, except Sunday. ‡ Sunday only. ♂ Telegraph stations. STANDARD—*Eastern time.*

NOTE.—Pen Argyl to North Bangor, Johnsonville, Mount Bethel and Portland[4] (9.8 miles). Operated for freight service only.

CONNECTIONS.

[1] With Delaware, Lackawanna & Western R.R.
[2] With Erie R.R. and Central New England Ry.
[3] With Lehigh Valley R.R. and Philadelphia & Reading Ry.
[4] With Delaware, Lackawanna & Western R.R.
[5] With Central R.R. of New Jersey, Lehigh Valley R.R. and Philadelphia & Reading Ry.
[6] With Pennsylvania R.R.

MORRISTOWN & ERIE RAILROAD.

R. W. McEwan, Prest., Whippany, N.J.
H. T. Brumley, V.-P., Newark, N.J.
J. L. McEwan, 2d Vice-Prest., Whippany, N.J.
R. B. McEwan, Treas. & Gen. Tkt. & Pas. Agt., 277 Broadway, New York.
Frank McEwan, Sec'y, Whippany, N.J.
Chas. E. Pettit, Asst. Sec'y & Aud., "

561	481	511	573	Mls	September 26, 1909	510	470	524	582	484
P M	P M	A M	A M		New York (Erie)	A M	A M	P M	P M	P M
‡5 55	†2 40	†10 10	†6 55		lve. 23d Street arr.	8 50	9 47	1 30	6 30	7 45
6 08	2 45	10 15	7 08		lv. Chambers Street ar.	8 29	9 39	1 22	6 12	7 37
‡6 20	†4 10	†12 05	†8 38	0	lve. Essex Fells[1] ♂ arr.	7 10	8 26	12 00	5 52	5 22
6 33	4 13	12 08	8 41	0.5	Roseland	7 07	8 23	11 57	5 49	5 19
6 38	4 18	12 13	8 46	1.5	Beaufort	7 02	8 18	11 52	5 44	5 14
6 44	4 24	12 19	8 52	3.5	Hanover	6 57	8 13	11 47	5 39	5 09
6 50	4 30	12 26	8 59	5.5	Whippany ♂	6 50	8 06	11 40	5 32	5 02
6 57	4 37	12 33	9 06	8.5	Monroe	6 43	7 59	11 33	5 25	4 55
8 02	4 42	12 38	9 11	10.5	Morristown[2] ♂	†6 35	†7 54	†11 28	†5 20	†4 50
P M	P M	Noon	A M		ARRIVE] [LEAVE	A M	A M	A M	P M	P M

Additional Trains—Lvs. Morristown †6 15 p.m., arr. Essex Fells 6 47 p.m., New York 8 50 p.m. Lvs. Morristown for Hanover *h*2 50 p.m. Ret'g, lvs. Hanover for Morristown *h*9 58 p.m. Lve. New York *h*5 07, *a*5 57 p.m., Essex Fells *h*6 35, *a*7 08 p.m., arr. Morristown 7 27, 7 40 p.m. Lvs. Essex Fells †7 15 a.m., arr. Morristown 7 47 a.m.

† Daily, except Sunday; *a* daily, except Saturdays, Sundays and holidays; *h* Saturday only. *Eastern time.*

Connections.—[1] With Erie R.R. [2] With Delaware, Lackawanna & Western R.R. and New Jersey & Pennsylvania R.R.

DURHAM & CHARLOTTE RAILROAD.

John H. Kennedy, General Manager and Auditor, Gulf, N.C.

Train leaves **Troy**[1] †9 30 a.m. for **Star**[2] (7 miles), Elise (19 miles). **Hallison**[3] (25 miles), arriving **Gulf**[4] (41 miles) 1 20 p.m. Returning, leaves Gulf ‡3 05 p.m., arriving Troy 6 00 p.m. *August* 17, 1908.

† Daily, except Sunday. STANDARD—*Eastern time.*

Connections.—[1] and [2] With Aberdeen & Asheboro Ry. [3] With Randolph & Cumberland R.R. [4] With Southern Ry.

Mauch Chunk, Summit Hill & Switchback RAILROAD.

ALONZO P. BLAKSLEE, General Manager.
ASA P. BLAKSLEE, Superintendent.

General Offices—Mauch Chunk, Pa.

Cable and gravity road from Upper Mauch Chunk to Mount Pisgah, Mount Jefferson, Summit Hill and return. Distance of circuit, 18 miles.

The Oldest Railroad in the United States.

SCENERY UNSURPASSED.

Send 25 cents for views and historical sketch of road and discovery of anthracite coal.

Thousands of tourists take the trip every season. Will open middle of May, 1910. *October*, 1909.

MANITOU & PIKE'S PEAK RAILWAY (Cog-wheel Road).

C. W. Sells, Manager, Manitou, Colo.

From **Manitou**[1] to Minnehaha (2 miles), Halfway House (2½ miles), Mountain View (4 miles), Windy Point (6½ miles), Summit (9 miles). Trains leave Summit *11 45 a.m., *3 45 p.m., arrive Manitou 1 15, 5 15 p.m. Leave Manitou *9 25 a.m., *1 50 p.m., arrive Summit 11 00 a.m., 3 05 p.m. *June* 1, 1909.

Connections.—[1] With Colorado Midland Ry. and Denver & Rio Grande R.R. * Daily. *Mountain time.*

RAHWAY VALLEY RAILROAD.

(Rahway Valley Company, Lessee.)

June 7, 1909.	Ms	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.	Sun.	Sun.	Sun.	.....	.....	.....
			A M	A M	A M	Noon	P M	P M	P M			A M	A M	P M	P M			
New York.....lve.	....	.....	†600	†715	†815	†1200	†250	†500	†630	.....	‡7 30	‡10 00	‡250	‡4 30		....	....	....
Liberty Street..(C.R.R. of N.J.)	....	.....	....	7 05	8 05	12 50	2 28	4 50	6 20	.....	7 20	9 50	2 20	4 20		....	....	....
West 23d Street... "	....	.....	6 12	6 50	7 55	12 30	2 35	4 32	6 13	.....	7 10	9 55	2 45	3 56		....	....	....
Newark (*Broad Street*).....	....	.....	6 33	7 43	8 43	12 27	2 58	5 11	6 38	.....	8 07	10 30	3 05	5 02		....	....	....
Elizabethport.....	....	.....	6 39	7 48	8 48	12 32	3 03	5 35	7 01	.....	8 13	10 36	3 12	5 08		....	....	....
Elizabeth.....	....	.....	6 45	7 53	8 53	12 38	3 08	5 42	7 06	.....	8 20	10 43	3 17	5 15		....	....	....
Roselle (Roselle Park).....	0	.....	6 49	7 58	9 04	12 41	3 10	5 45	7 09	.....	8 24	10 45	3 19	5 17		....	....	....
Aldene.....	....	.....	6 52	8 01	9 10	12 44	3 13	5 48	7 12	A M	8 27	10 48	3 22	5 21		....	....	....
Michigan Avenue.....	....	A M	6 55	8 04	9 13	12 47	3 16	5 51	7 15	‡7 15	8 30	10 50	3 25	5 24		....	....	....
Kenilworth (*Central Station*)..	..	†6 00	6 57	8 06	9 15	12 49	3 18	5 53	7 17	7 17	8 33	10 52	3 27	5 28		....	....	....
Kenilworth (*Warren Street*)..	2.4	6 02	6 59	8 08	9 17	12 51	3 20	5 55	7 18	7 19	8 35	10 55	3 30	5 28		....	....	....
Union.....	3.4	6 04	7 01	8 10	9 19	12 53	3 22	5 57	7 21	7 21	8 38	10 57	3 33	5 31		....	....	....
Arion.....	4.4	6 06	7 04	8 12	9 21	12 55	3 24	5 59	7 23	7 23	8 41	10 59	3 36	5 34		....	....	....
Springfield.....	5.8	6 08	7 06	8 15	9 24	12 57	3 26	6 01	7 26	7 25	8 44	11 01	3 39	5 37		....	....	....
Baltusrol.....	6.8	6 10	7 08	8 20	9 31	1 05	3 31	6 08	7 30	7 32	8 49	11 06	3 46	5 42		....	....	....
Summit.....	8.8	6 16	7 12															
[ARRIVE	....	A M	A M	A M	A M	P M	P M	P M	P M	A M	A M	A M	P M	P M				

STATIONS.	Mls	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun.	Sun.	Sun.	Sun.	Sun.	.....	.....	.....
[LEAVE	....	A M	A M	A M	A M	P M	P M	P M	A M	A M	P M	P M	P M			
Summit.....	0	†6 25	†7 33	†8 33	†1050	†2 40	†5 10	†6 35	‡7 50	‡9 41	‡1 35	‡4 30	‡6 00			
Baltusrol.....	2.0	6 30	7 38	8 38	10 55	2 45	5 16	6 40	7 56	9 46	1 41	4 36	6 05			
Springfield.....	3.0	6 32	7 40	8 40	10 57	2 47	5 18	6 42	7 58	9 48	1 43	4 38	6 07			
Arion.....	4.4	6 34	7 42	8 42	10 59	2 50	5 20	6 44	8 01	9 51	1 46	4 41	6 09			
Union.....	5.4	6 36	7 44	8 44	11 01	2 52	5 22	6 46	8 04	9 53	1 48	4 44	6 11			
Kenilworth (*Warren Street*)..	6.4	6 38	7 46	8 46	11 03	2 54	5 24	6 48	8 06	9 54	1 50	4 46	6 13			
Kenilworth (*Central Station*).	....	6 39	7 48	8 48	11 05	2 55	5 26	6 50	8 08	9 56	1 52	4 48	6 15			
Michigan Avenue.....	....	6 42	7 51	8 51	11 08	2 58	5 29	6 53	8 11	9 59	1 55	4 51	6 18			
Aldene.....	....	6 48	8 05	9 03	11 14	3 03	5 34	7 06	8 16	10 04	2 01	4 57	6 24			
Roselle (Roselle Park).....	8.8	6 51	8 09	9 07	11 18	3 08	5 44	7 08	8 20	10 08	2 05	5 03	6 27			
Elizabeth.....	....	6 58	8 15	9 12	11 23	3 14	5 51	7 15	8 27	10 15	2 12	5 10	6 36			
Elizabethport.....	....	7 07	8 27	9 44	11 28	3 20	5 59	7 20	8 33	10 21	2 18	5 16	6 41			
Newark (*Broad Street*).....	....	7 26	8 40	9 47	12 46	4 14	6 17	– –	– –	11 18	2 36	6 02	– –			
West 23d St.(C.R.R. of N.J.)	....	7 40	8 57	10 10	12 10	4 10	7 10	8 10	9 20	11 10	3 10	6 16	7 30			
Liberty Street..... "	....	7 30	8 47	9 45	12 00	3 56	6 52	7 56	9 10	11 00	2 55	5 55	7 20			
New York.....arr.	....	A M	A M	A M	Noon	P M	P M	P M	A M	A M	P M	P M	P M			

C. J. WITTENBERG, President, 11 Broadway, New York.
E. G. THOMPSON, Vice-Prest., 29 Broadway, New York.
JAMES S. GILBERT, Treas., 200 Fifth Avenue, New York.
H. F. DANKEL, Gen. Mgr., Kenilworth, N.J.

† Daily, except Sunday.
‡ Sunday only.
Eastern time.

This railroad has direct connection and does general business with the Lehigh Valley R.R., Central R.R. of New Jersey, Baltimore & Ohio R.R. and Philadelphia & Reading R.R., and has under construction connection with the Delaware, Lackawanna & Western R.R. It provides extensive shipping facilities for the towns lying between the Orange Mountains and above railroads, and particularly for the manufacturing town of Kenilworth, where many New York manufacturers are located.

EAST BROAD TOP RAILROAD & COAL CO.

R. S. SEIBERT, Prest. & Gen. Mgr., Orbisonia, Pa.
EDWARD ROBERTS, Vice-Prest., Lafayette Bldg, 5th & Chestnut Sts., Phila., Pa.
S. J. LIVINGSTON, Sec'y & Treas., "
C. D. JONES, Aud. and Asst. to Prest. and Gen. Mgr., Orbisonia, Pa.
BYRON E. WOODCOCK, Chf. Eng't, Orbisonia, Pa.
T. R. SHANKS, Master Mechanic, Orbisonia, Pa.
J. G. MURPHY, Roadmaster, "
J. N. STEVENS, Foreman, Bridges and Buildings, Orbisonia, Pa.

4	6	2	8	Ms.	*November 8, 1909.*				1	5	3	7	.....
A M	A M	P M	....	....	LEAVE]	[ARRIVE			....	P M	P M	....	
1025	4 25	†1 35	....	....	.....	**Philadelphia**	.....		....	6 20	8 40	....	
Noon	.....	A M	....	....	LEAVE]	[ARRIVE	P M	P M	P M	P M	P M	....	
1201	.....	3 00	....	....	.....	**Pittsburg**	.....		2 10	6 55	10 25	....	
P M	A M	A M	....	....	LEAVE]	[ARRIVE	A M	A M	P M				
†440	†1120	†1000	....	0	.....	**Mount Union**[1]	....		9 20	11 00	3 55	....	
– –	– –	– –	....	2.0	.....	Extract Siding	....		– –	– –	– –	....	
4 58	11 38	10 18	....	4.0	.....	Aughwick	....		9 00	– –	3 35	....	
5 10	11 50	10 30	....	7.0	.....	Shirley	....		8 50	10 30	3 25	....	
5 25	12 05	10 45	A M	11.0	arr....	**Orbisonia**	...lve.		8 35	10 05	3 10	P M	
5 35	1 48	10 55	†530	11.0	lve....	**Orbisonia**	...arr.		8 20	9 45	2 55	5 55	
5 45	1 55	11 05	5 42	14.0	.....	Pogue	.....		8 10	– –	2 45	5 45	
6 00	2 10	11 20	5 52	17.0	.....	Three Springs	.....		7 58	9 23	2 33	5 26	
6 08	2 25	11 28	6 00	19.0	.....	Saltillo	.....		7 50	9 15	2 25	5 18	
– –	– –	– –	– –	23.0	.....	Kimmell	.....		– –	– –	– –	– –	
6 38	3 00	12 00	6 30	24.0	.....	Cole's	.....		7 22	8 47	1 57	4 50	
6 45	3 07	12 07	6 37	25.0	.....	Rocky Ridge	.....		7 17	8 42	1 52	4 42	
– –	– –	– –	– –	25.6	.....	Wrays Hill	.....		– –	– –	– –	– –	
– –	– –	– –	– –	26.0	.....	Martins	.....		– –	– –	– –	– –	
6 51	3 14	12 15	6 45	27.0	.....	Cook's	.....		7 10	8 35	1 45	4 35	
7 00	3 25	12 25	7 00	30.0	.....	**Robertsdale**	.....		†700	‡8 25	†1 35	4 25	
P M	P M	Noon	7 05	31.0	.....	**Woodvale**	.....		A M	A M	P M	†420	
....	....	....	A M	....	ARRIVE]	[LEAVE			....	....	....	P M	

† Daily, except Sunday.
‡ Sunday only.
Eastern time.

SHADE GAP BRANCH.

No. 12	No. 10	Mls	*November 8, 1909.*	Mls	No. 9	No. 11
†6 30 P M	†6 40 A M	0	lve.... **Orbisonia**...arr.	7	8 25 A M	7 10 P M
6 37 "	6 47 "	2	..... Blacklog.....	5	8 17 "	7 05 "
6 45 "	6 55 "	4	..... Cedar Rock.....	3	8 09 "	6 58 "
6 48 "	6 58 "	5	..... Locke Valley.....	2	8 06 "	6 55 "
6 55 "	7 05 "	7	..... **Shade Gap**[1].....	0	8 00 "	6 50 "
6 15 P M	7 25 A M	....	arr.... **Neelyton**....lve.	....	†7 40 A M	†6 30 P M

GEORGES VALLEY RAILROAD.

J. LOVEJOY, Superintendent, Union, Me.

Trains leave **Union**[1] for **Warren**[2] (8 miles) †7 40 a.m., †1 25 p.m. Returning, leave Warren †10 20 a.m., †4 35 p.m. Running time 30 minutes.
† Daily, except Sunday. *March*, 1908.

Connections.—[1] With stages for Appleton, Searsmont, East Union, and South Hope. [2] With Maine Central R.R. *Eastern time.*

PHILIPSBURG RAILWAY & QUARRY CO.

HENRY BROWN, Resident Manager, Philipsburg, Que.

From **Stanbridge**[1] to Philipsburg (7 miles). No passenger service during Winter months. *April*, 1908.

Connections.—[1] With Canadian Pacific and Central Vermont Rys.

LAUREL & TALLAHOMA WESTERN RAILWAY.

GEO. S. GARDINER, President and General Manager, Laurel, Miss.

Logging road, connecting at Laurel, Miss., with Gulf & Ship Island R.R. and New Orleans & North-eastern Ry. Operates about 60 miles. *March*, 1908.

THE ASHLAND & WESTERN RAILWAY CO.

J. RAMSEY, JR., President.
W. D. HOLLIDAY, V.-P. & G. M.
F. A. WALSH, Acting Treasurer and Auditor.
General Offices—Ashland, Ohio.

The railway connecting Ashland, O., with Pennsylvania System.

No. 3	No. 1	Mls	*November 8, 1909.*	No. 2	No. 4	.....
†4 50 P M	†9 20 A M	0	lve...+**Ashland**[1]...arr.	12 50 Noon	8 00 P M	
5 02 "	9 32 "	5.1	..... England.....	12 38 "	7 48 "	
5 15 "	9 45 "	10.1	..... Jeromeville.....	12 25 "	7 35 "	
5 23 "	9 53 "	12.6	..... Sprengs	12 17 "	7 27 "	
5 35 "	10 05 "	16.6	..... Funk	12 05 Noon	7 15 "	
5 48 "	10 16 "	20.1	..... Horace.....	11 54 A M	7 04 "	
5 49 "	10 19 "	21.1	..... Craigton.....	11 51 "	7 01 "	
6 00 P M	10 30 A M	25.0	arr....**Custaloga**[2]..lve.	†1140 A M	†6 50 P M	
.....	.....	....	(*Penna. Co. Junction.*)	.....	.....	
.....	.....	....	(*Via Penna. Co.*)	.....	.....	
6 50 P M	11 18 A M	....	arr.... **Shreve** ....lve.	10 49 A M	6 15 P M	
7 07 P M	11 34 A M	....	arr.... **Wooster**....lve.	10 36 A M	5 58 P M	
7 35 P M	12 03 Noon	....	arr.... **Orrville**....lve.	10 17 A M	†5 38 P M	
8 40 P M	11 13 A M	....	arr.. **Loudonville**..lve.	†1053 A M	†6 25 P M	

† Daily, except Sunday.
+ Coupon station.

Ashland & Western trains await arrival of Pennsylvania trains, thus insuring a connection. *Central time.*

Connections.—[1] With Erie R.R. [2] With Pennsylvania Co.

SUSQUEHANNA, BLOOMSBURG & BERWICK RAILROAD.

J. HENRY COCHRAN, President, Williamsport, Pa.
F. H. EATON, Vice-Prest., New York.
S. B. HAUPT, General Manager, Watsontown, Pa.
CHAS. COCHRAN, Sec'y, Treas. & Asst. Gen. Mgr., Watsontown, Pa.
H. R. SLIFER, Auditor, "
M. A. BERGER, F. & P. A., "
SETH T. MCCORMICK, Gen. Counsel, Williamsport, Pa.

.....	4	2	Ms	*October 25, 1909.*	1	3	.....
.....	P M	A M	...	LEAVE] [ARRIVE	A M	P M	.....
.....	†6 00	†1020	0	.... **Watsontown**[1] . ♁	9 00	4 30	.....
.....	6 05	10 25	2	..... McEwensville	8 54	4 25	.....
.....	6 09	10 30	3	..... Warrior Run	8 49	4 21	.....
.....	6 15	10 36	6	..... Turbotville ...♁	8 43	4 15	.....
.....	6 20	10 40	8	..... Schuyler.....	8 38	4 10	.....
.....	6 25	10 46	9	..... Ottawa .....♁	8 33	4 05	.....
.....	6 30	10 49	11	..... Dieffenbach.....	8 28	4 00	.....
.....	6 33	10 53	12	..Strawberry Ridge .♁	8 25	3 57	.....
.....	6 39	10 58	14	..... Derry.....	8 20	3 52	.....
.....	6 45	11 03	16	..... Jerseytown....♁	8 15	3 46	.....
.....	6 57	11 15	20	..... Eyersgrove	8 03	3 33	.....
.....	7 04	11 22	22	..... **Millville**.....	7 56	3 26	.....
.....	7 11	11 28	20	..... Eyersgrove.....	7 49	6 19	.....
.....	7 17	11 35	22	..... Mordansville.....	7 43	3 12	.....
.....	7 27	11 44	25	..... Buckhorn.....	7 33	3 00	.....
.....	7 42	12 05	31	..... Cabin Run.....	7 18	2 35	.....
.....	7 51	12 15	34	..... Fowlersville.....	7 10	2 28	.....
.....	8 05	12 30	39	..... **Berwick**.....	†6 55	†2 10	.....
.....	P M	Noon	...	ARRIVE] [LEAVE	A M	P M	.....

† Daily, except Sunday.
♁ Telegraph stations.

Connections.—[1] With Philadelphia & Erie Division Pennsylvania R.R., and (by ferry) with Philadelphia & Reading Ry.
Eastern time.

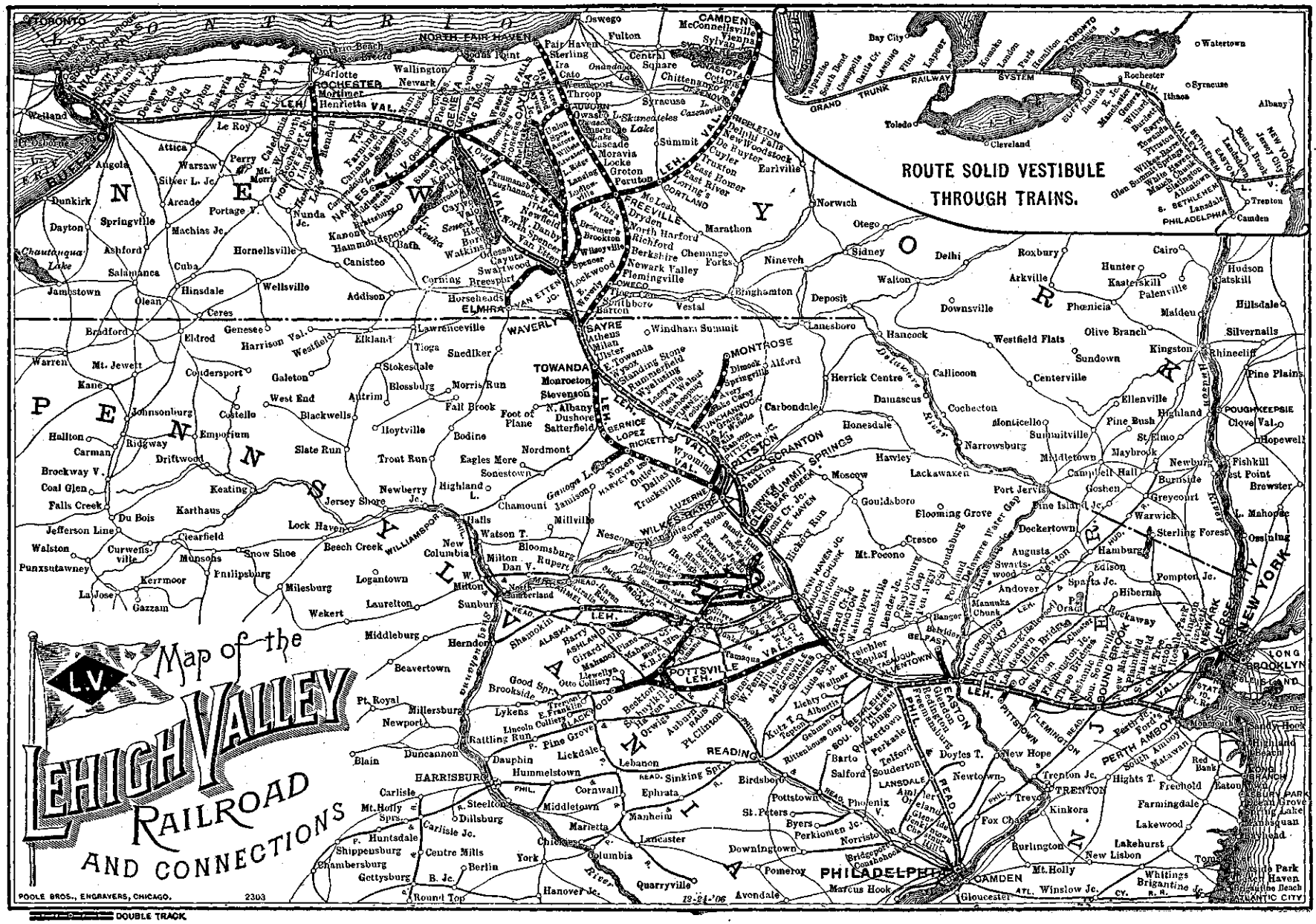
BAYFIELD TRANSFER RAILWAY.

H. C. HALE, Secretary and General Manager, Bayfield, Wis.

From **Bayfield**[1] to West End (14 miles), and Bayfield (Washington Avenue) to Red Cliff (4 miles).

Freight terminal railway. No regular passenger service.
STANDARD—*Central time.* *March*, 1908.

Connection.—[1] With Chicago, St. Paul, Minneapolis & Omaha Ry.


Map of the
LEHIGH VALLEY
RAILROAD
AND CONNECTIONS
L.V.
ROUTE SOLID VESTIBULE
THROUGH TRAINS.
PENNSYLVANIA
NEW YORK
NEW JERSEY
ONTARIO
PHILADELPHIA
BUFFALO
ROCHESTER
SYRACUSE
ELMIRA
WAVERLY
SCRANTON
WILKES-BARRE
HARRISBURG
READING
POTTSVILLE
EASTON
TRENTON
CAMDEN
ATLANTIC CITY
BROOKLYN
LONG ISLAND
POUGHKEEPSIE
ALBANY
TORONTO
CLEVELAND
TOLEDO
GRAND TRUNK RAILWAY SYSTEM
POOLE BROS., ENGRAVERS, CHICAGO.
2303
DOUBLE TRACK

LEHIGH VALLEY RAILROAD

General Offices—228 South Third Street, Philadelphia, Pa.

EXECUTIVE DEPARTMENT.

E. B. THOMAS, President, { 228 South Third Street, Philadelphia. 143 Liberty Street, New York.

J. A. MIDDLETON, First Vice-President, New York.
T. N. JARVIS, Second Vice-President, "
L. D. SMITH, Assistant to the President, New York and Philadelphia.
F. L. BLENDINGER, Assistant to the First Vice-President, New York.
D. G. BAIRD, Secretary, Philadelphia.
E. A. ALBRIGHT, Assistant Secretary, New York.
J. WM. ROBBINS, Assistant Secretary, Philadelphia.
J. M. BAXTER, Treasurer, "
H. J. McQUADE, Assistant Treasurer, "

OPERATING DEPARTMENT.

J. A. MIDDLETON, First Vice-President, 143 Liberty Street, New York.
F. L. BLENDINGER, Assistant to the First Vice-President, 143 Liberty St., New York.

J. F. MAGUIRE, General Manager, South Bethlehem, Pa.
R. W. BAXTER, Superintendent of Transportation, South Bethlehem, Pa.
E. B. ASHBY, Chief Engineer, 143 Liberty St., New York.
G. L. MOORE, Engineer Maint. of Way, South Bethlehem, Pa.
F. N. HIBBITS, Supt. of Motive Power, "
J. F. CASKEY, Superintendent of Telegraph, "
G. H. FOSTER, General Land and Tax Agent, 143 Liberty St., New York
P. H. BURNETT, Industrial Commissioner, " "
W. W. ABBOTT, Supt. New York Division, Jersey City, N.J.
G. M. HARLEMAN, Superintendent New Jersey and Lehigh Division, Easton, Pa.
N. L. MOON, Supt. Wyoming Division, Wilkes-Barre, Pa.
G. J. GILDROY, Supt. Mahanoy and Hazleton Division, Hazleton, Pa.
C. W. KINNEY, Superintendent Auburn Division, Auburn, N.Y.
C. T. O'NEAL, Superintendent Buffalo Division, Buffalo, N.Y.
C. J. SHEA, Asst. Supt. Buffalo Division, Sayre, Pa.
F. G. ROGERS, Supt Lake Division, Buffalo, N.Y.
W. I. POWERS, Supt. Morris Canal Division, Phillipsburg, N.J.
H. C. DAVIS, General Agent, 6 Broadway, New York.

TRAFFIC DEPARTMENT.

T. N. JARVIS, Second Vice-President, 143 Liberty Street, New York.

FREIGHT.

C. A. BLOOD, Freight Traffic Mgr., 143 Liberty St., New York.
H. C. BURNETT, General Freight Agent, "
W. T. GRIER, Coal Freight Agent, "
J. S. WOOD, Assistant General Freight Agent, "
H. C. HAMILTON, Assistant General Freight Agent, Chamber of Commerce Building, Buffalo, N.Y.
F. J. WOULFE, General Eastern Freight Agent, 299 Broadway, New York.
E. J. HENRY, General Western Freight Agent, Railway Exchange Building, Chicago, Ill.
W. T. MOORE, Gen. Foreign Fht. Agt., The Bourse, Philadelphia.
R. F. DEWEY, Milk Agent, New York.
H. C. DAVIS, General Agent, 6 Broadway, New York.
C. DUGAN, Special Freight Agent, New York.
C. L. GUEST, Westbound Freight Agent, Railway Exchange Building, Chicago, Ill.
J. S. McCREA, New England Freight Agent, 262 Washington Street, Boston, Mass. 39 Church Street, New Haven, Conn.
D. D'E. COOPER, Canadian Freight Agent, 38 Yonge Street, Toronto, Ont.
A. B. WALMSLEY, Division Freight Agent, 501 Union Building, Newark, N.J.
R. K. BARTON, Division Freight Agent, South Bethlehem, Pa.
H. E. DENGLER, Division Freight Agent, Hazleton, Pa.
R. G. McDOWELL, Division Freight Agent, Wilkes-Barre, Pa.
B. HAYDEN, Division Freight Agent, Sayre, Pa.
C. W. WILLIAMS, Division Freight Agent, Ithaca, N.Y.
M. P. HOWELL, City Freight Agent, Rochester, N.Y.
E. K. TAYLOR, Agent, 79 Wall Street, New York.
G. W. MITCHELL, Agent, 900 Chestnut St., Philadelphia, Pa.
T. L. PAINTER, Agent, 505 Park Building, Pittsburg, Pa.
F. H. BRIGGS, Agent, 206 Board of Trade, Kansas City, Mo.
J. L. KELLOGG, Agent, Milwaukee, Wis.
P. E. JARVIS, Agent, 815 Metropolitan Life Building, Minneapolis, Minn. Patterson Bldg, Cor. Fifth St and Broadway, St. Paul, Minn.
N. A. RAHTE, Traveling Freight Agent, Railway Exchange Building, Chicago, Ill.
T. C. BECK, Chief of Tariff Bureau, New York.

PASSENGER.

C. S. LEE, Gen. Passenger Agent, 143 Liberty St., New York.
F. E. HAMMANN, Assistant General Passenger Agent, 143 Liberty St., New York.
G. W. HAY, General Baggage Agent, South Bethlehem, Pa.
G. E. COOLEDGE, Supt. Dining Car Service, Easton, Pa.
A. J. SIMMONS, General Eastern Passenger Agent, 1460 Broadway, New York.
W. B. LINDSAY, Eastern Passenger Agent, 1460 Broadway, New York.
G. N. REED, Passenger Agent, " "
W. F. THORNTON, City Passenger and Ticket Agent, 355 Broadway, New York.
———, Passenger and Ticket Agent, 140 Broadway, New York.
W. F. HOLWILL, Jr., City Passenger and Ticket Agent, 30 Flatbush Avenue, Brooklyn.
N. W. PRINGLE, New England Passenger Agent, 39 Church Street, New Haven, Conn.
J. F. ANDREWS, District Passenger Agent, 211 Market Street, Newark, N.J.
F. KITTLER, Traveling Passenger Agent, 211 Market Street, Newark, N.J.
G. G. NOBLE, Southeastern Passenger Agent, 900 Chestnut Street, Philadelphia, Pa.
W. H. SMITH, City Passenger Agent, 900 Chestnut Street, Philadelphia, Pa.
J. L. KIRKPATRICK, Trav. Passenger Agent, "
G. W. HAY, District Passenger Agent, South Bethlehem, Pa.
S. K. WEAVER, Trav. Passenger Agent, "
G. HELLER, District Passenger Agent, Wilkes-Barre, Pa.
P. S. MILLSPAUGH, District Passenger Agent, Ithaca, N.Y.
W. B. WHEELER, General Western Passenger Agent, 369 Main Street, cor. Eagle, Buffalo, N.Y.
H. H. ROBERTS, Trav. Pas. Agt., 7 Fort St. West, Detroit, Mich.
R. S. LEWIS, Canadian Passenger Agent, 10 King Street, E., Toronto, Ont.
E. M. HORNER, District Passenger Agent, 67 Main Street, East, Rochester, N.Y.
A. B. HILL, General Agent, Passenger Department, 203 South Clark Street, Chicago, Ill.
H. J. BILLS, Trav. Passenger Agent, " "
B. W. WARREN, Traveling Passenger Agent, 209 Century Bldg, Denver, Colo.
A. W. NONNEMACHER, Special Passenger Agt., Allentown, Pa.

ACCOUNTING AND TREASURY DEPARTMENTS.

L. D. SMITH, Assistant to the President, New York and Philadelphia.

G. N. WILSON, General Auditor, Philadelphia.
J. I. MORRISON, Auditor, "
R. S. DOUSMAN, Auditor of Traffic, "
G. C. ARNOLD, General Claim Agent, Philadelphia.
J. M. BAXTER, Treasurer, "
H. J. McQUADE, Assistant Treasurer, "

LEGAL DEPARTMENT.

J. F. SCHAPERKOTTER, General Solicitor, 143 Liberty St., New York.
B. F. LA RUE, Claims Attorney, 143 Liberty St., New York.

INDUSTRIAL DEPARTMENT.

P. H. BURNETT, Industrial Commissioner, 143 Liberty Street, New York.

SPECIAL NOTICE.—A moderate extra fare is charged on the "BLACK DIAMOND EXPRESS" in connection with (A) First-class one-way or excursion tickets. (B) Mileage Books. (C) Summer and Winter Tourist tickets. (D) Delegate tickets. Extra fare tickets must be procured before boarding train. Exception is made on certain through tickets, of which Agents will give particulars. **SPECIAL TICKETS** of all classes, including tickets marked Second-class or Immigrant tickets, Theatrical or Party tickets, Monthly Commutation and School tickets, Employe's tickets, Charity tickets, even if accompanied by extra fare ticket, **are not good on BLACK DIAMOND EXPRESS.**

LEHIGH VALLEY RAILROAD

CONDENSED TIME-TABLE.

SOLID VESTIBULE THROUGH TRAINS IN CONNECTION WITH THE GRAND TRUNK RAILWAY SYSTEM.

WESTWARD.

STATIONS.	No. 1 Phil. & Buf. Exp. Daily A M	No. 7 N.Y.& Chic. Exp Daily. A M	No 9 Black Diamond Express. Daily. ◪	No. 3 Chicago-Toronto Express. Daily.	No. 5 The Buffalo Train. Daily.
Lve. New York, W. 23d St. (L.V.)	‡7 40	‡9 40	*11 55 A M	*5 55 P M	*7 55 P M
Cortlandt Street.... »	‡7 50	‡9 50	12 00 Noon	6 00 P M	8 00 P M
Desbrosses Street... »	‡7 50	‡9 50	12 00 Noon	6 00 P M	8 00 P M
Lve. Brooklyn..... »	‡7 15	‡9 15	11 45 A M	5 45 P M	7 45 P M
Lve. Jersey City.... »	8 04	‡10 04	12 14 Noon	6 20 P M	8 16 P M
Lve. Newark (Market St.) »	‡8 17	‡10 19	‡12 27 Noon	‡6 35 P M	‡8 29 P M
Lve. Easton..... »	9 57	11 54	1 50 P M	8 22 P M	10 12 P M
Lve. Washington..(P. R.R.)	*12 30	.....	‡7 30 A M	*1 55 P M	*4 30 P M
Lve. Baltimore..... »	1 48	.....	8 40 A M	2 57 P M	5 35 P M
Arr. Philadelphia .. »	4 25	.....	10 40 A M	5 50 P M	7 50 P M
Lve. Washington..(B. & O.)	*2 52	.....	*9 00 A M	*3 00 P M	5 00 P M
Lve. Baltimore..... »	3 46	.....	9 50 A M	3 48 P M	6 00 P M
Arr. Philadelphia .. »	5 00	.....	11 50 A M	5 50 P M	8 19 P M
Lve. Philadelphia. (P. & R.)	8 30	10 00	12 30 Noon	8 30 P M	8 40 P M
Lve. {Bethlehem and South Bethlehem} (L.V.)	10 22	12 16	2 12 P M	8 48 P M	10 38 P M
Lve. Allentown..... »	10 32	12 25	2 20 P M	9 01 P M	10 48 P M
Lve. Mauch Chunk.. »	11 23	1 14	3 03 P M	10 01 P M	11 38 P M
Lve. White Haven.. »	12 03	1 52	– –	– –	– –
Lve. Glen Summit Spgs. »	12 28	2 17	– –	b11 07 P M	– –
Lve. Wilkes-Barre.. »	1 07	2 55	4 38 P M	11 46 P M	1 25 A M
Arr. Scranton..(D. & H.)	2 13	3 45	z5 25 P M	.....	†6 30 A M
Lve. Scranton..... »	*12 10	*1 40	n3 20 P M	.....	c11 10 P M
Lve. Tunkhannock (L. V.)	1 54	3 42	5 18 P M	12 37 Night	*2 15 A M
Lve. Towanda..... »	3 03	4 47	6 12 P M	1 42 A M	3 21 A M
Lve. Sayre..... »	3 38	5 16	6 37 P M	2 11 A M	3 50 A M
Arr. Auburn ..... »	‖7 15	†8 05	.....	.....	8 55 A M
Arr. {Elmira ..... »	.....	.....	†8 25 P M	.....	.....
Lve. {*Via Van Etten.* »	.....	.....	.....	.....	.....
Arr. Ithaca..... »	.....	*8 14	7 58 P M	.....	*7 00 A M
Lve. Ithaca..... »	.....	8 14	.....	.....	.....
Lve. Geneva..... »	5 23	7 25	8 07 P M	3 55 A M	5 31 A M
Lve. Clifton Springs »	– –	7 46	b –	– –	– –
Arr. Rochester..... »	8 45	9 15	9 15 P M	.....	6 50 A M
Lve. Rochester..... »	5 30	7 35	7 35 P M	.....	5 30 A M
Arr. Buffalo..... »	7 55	10 10	10 27 P M	6 45 A M	8 05 A M
Lve. Buffalo.....(L. V.)	10 35	10 35	10 35 P M	.....	1 00	*8 15
Arr. No. Tonawanda »	– –	– –	– –	6 50 A M	1 38	8 56
Arr. Niagara Falls.. »	11 38	11 38	11 38 P M	7 10 A M	1 53	9 12
Arr. Suspension Bridge »	11 45	11 45	11 45 P M	7 20 A M	2 00	9 20
Lve. Susp. Bdge. (G. T. Sys.)	*12 01 Night		*12 01 Night	*7 30 A M	2 05	*925
Arr. Hamilton..... »	1 12 A M		1 12 A M	8 45 A M	3 29	10 40
Arr. Toronto..... »	‡8 25 A M		‡8 25 A M	10 05 A M	4 45	11 45
Arr. London ..... »	3 45 A M		3 45 A M	11 12 A M	6 30	A M
Lve. London (E.T.) (G. T. Sys.)	3 50 A M		3 50 A M	11 35 A M	8 10 P M	
Arr. Detroit (Cent. time) »	p7 15 A M		p7 15 A M	1 45 P M	10 20 P M	
Arr. Port Huron (E.T.) (G.T.Sys.)	5 45 A M		5 45 A M	1 05 P M	10 26 P M	
Lve. Port Huron (C. time) »	5 00 A M		5 00 A M	12 15 Noon	9 40 P M	
Arr. Flint..... »	6 30 A M		6 30 A M	1 47 P M	11 32 P M	
Arr. Durand..... »	7 03 A M		7 03 A M	2 13 P M	12 02 Night	
Arr. Lansing..... »	7 50 A M		7 50 A M	2 68 P M	1 17 A M	
Arr. Charlotte..... »	8 19 A M		8 19 A M	3 28 P M	1 40 A M	
Arr. Battle Creek.. »	9 00 A M		9 00 A M	4 03 P M	2 25 A M	
Arr. South Bend.... »	11 17 A M		11 17 A M	6 05 P M	4 38 A M	
Arr. Chicago..... »	2 30 P M		2 30 P M	8 55 P M	7 42 A M	

EASTWARD.

STATIONS.	No. 10 Black Diamond Express. Daily.	No. 4 N.Y.&Phila. Day Express. Daily.	No. 8 New York & Phila. Express. Daily.	No. 6 The N.Y. & Phila. Train. Daily.	No. 2 Toronto, Phila. and N. Y. Express. Daily.
Lve. Chicago..(G. T. Sys.)	.....	*5 45 P M	*11 05 A M	*10 30 P M	.....
Lve. South Bend.... »	.....	6 31 P M	1 51 P M	1 34 A M	.....
Lve. Battle Creek.. »	.....	8 45 P M	3 50 P M	3 50 A M	.....
Lve. Charlotte..... »	.....	9 24 P M	4 27 P M	4 30 A M	.....
Lve. Lansing..... »	.....	9 50 P M	4 52 P M	5 00 A M	.....
Lve. Durand..... »	.....	10 35 P M	5 40 P M	5 55 A M	.....
Lve. Flint..... »	.....	11 05 P M	Via	6 30 A M	.....
Arr. Port Huron (C. time) »	.....	12 45 Night	Detroit.	8 25 A M	.....
Lve. Port Huron (E. time) »	.....	1 55 A M	10 30 P M	9 35 A M	*1 50 P M
Lve. Detroit (C. time) (G. T. Sys.)	.....	p10 30 P M	p7 45 P M	.....	*11 10 A M
Arr. London (East. time) »	.....	3 35 A M	12 08 Night	.....	4 00 P M
Lve. London...(G. T. Sys.)	.....	*3 43 A M	12 14 Night	11 40 A M	4 25 P M
Lve. Toronto..... »	.....	.....	11 20 P M	12 15 Noon	6 10 P M
Lve. Hamilton..... »	.....	5 57 A M	2 27 A M	2 20 P M	7 20 P M
Arr. Suspension Bridge »	.....	7 30 A M	3 50 A M	3 50 P M	8 40 P M
Lve. Suspension Bridge (L. V.)	.....	*7 40 A M	*4 05 A M	*6 51 P M	*8 43 P M
Lve. Niagara Falls.. »	.....	7 45 A M	4 12 A M	6 58 P M	8 50 P M
Lve. No. Tonawanda »	.....	– –	4 27 A M	7 12 P M	9 07 P M
Arr. Buffalo..... »	.....	c8 59 A M	.....	7 50 P M	9 50 P M
Lve. Buffalo .....(L. V.)	*9 45 A M	*8 00 A M	▲	*8 00 P M	*10 40 P M
Arr. Rochester..... »	11 55 A M	10 25 A M	6 50 A M	10 05 P M	.....
Lve. Rochester..... »	10 50 A M	9 25 A M	5 30 A M	8 55 P M	.....
Arr. Clifton Springs »	11 49 A M	– –	x –	a b	– –
Arr. Geneva..... »	12 05 Noon	10 50 A M	6 57 A M	10 50 P M	1 02 A M
Arr. Ithaca..... »	1 10 P M	12 17 Noon	8 10 A M	11 39 P M	.....
Lve. Ithaca..... »	*1 10 P M	9 59 A M	8 10 A M	11 39 P M	.....
Arr. {Elmira..... »	.....	.....	12 05 Noon	.....	.....
Lve. {*Via Van Etten.* »	.....	.....	†7 05 A M	.....	.....
Lve. Auburn..... »	†11 30 A M	†8 05 A M	.....	*8 15 P M	.....
Arr. Sayre ..... »	*2 05 P M	*1 45 Noon	*9 10 A M	12 46 Night	2 47 A M
Arr. Towanda..... »	2 52 P M	1 14 P M	9 40 A M	1 15 A M	– –
Arr. Tunkhannock.. »	3 33 P M	2 17 P M	10 45 A M	2 18 A M	4 20 A M
Arr. Scranton..(D. & H.)	z5 26 P M	3 46 P M	†1 14 P M	.....	.....
Lve. Scranton..... »	3 20 P M	n2 18 P M	10 40 A M	c11 10 P M	.....
Lve. Wilkes-Barre (L. V.)	4 21 P M	3 07 P M	11 40 A M	3 09 A M	5 06 A M
Lve. Glen Summit Spgs. »	5 00 P M	3 50 P M	12 23 Noon	– –	– –
Lve. White Haven.. »	– –	4 08 P M	12 42 Noon	– –	6 05 A M
Lve. Mauch Chunk.. »	5 58 P M	4 53 P M	1 28 P M	4 56 A M	6 49 A M
Lve. Allentown..... »	6 34 P M	5 42 P M	2 19 P M	5 40 A M	7 31 A M
Arr. {Bethlehem and South Bethlehem} »	6 42 P M	5 50 P M	2 27 P M	5 48 A M	7 39 A M
Arr. Philadelphia (P. & R.)	8 20 P M	7 31 P M	4 08 P M	7 32 A M	9 33 A M
Lve. Philadelphia (B. & O.)	8 31 P M	8 31 P M	4 18 P M	‡8 15 A M	10 17 A M
Arr. Baltimore..... »	10 55 P M	10 55 P M	6 13 P M	10 55 A M	12 20 Noon
Arr. Washington... »	12 00 Night	12 00 Night	7 00 P M	11 45 A M	1 15 P M
Lve. Philadelphia (P. R.R.)	11 28 P M	8 23 P M	4 48 P M	8 30 A M	10 30 A M
Arr. Baltimore..... »	2 20 A M	10 27 P M	7 12 P M	10 31 A M	12 40 Noon
Arr. Washington... »	3 30 A M	11 30 P M	8 15 P M	11 32 A M	1 45 P M
Arr. Easton.....(L. V.)	7 05 P M	6 16 P M	2 52 P M	6 11 A M	8 02 A M
Arr. Newark (Market St.) »	‡8 38 P M	8 01 P M	4 41 P M	7 40 A M	9 41 A M
Arr. Jersey City.... »	‡8 52 P M	8 17 P M	4 56 P M	8 05 A M	9 56 A M
Arr. Brooklyn..... »	36 P M	8 05 P M	6 35 P M	8 35 A M	10 35 A M
Desbrosses Street... »	08 P M	8 38 P M	e5 13 P M	8 23 A M	j10 13 A M
Cortlandt Street.... »	‡8 08 P M	8 38 P M	e5 13 P M	8 23 A M	j10 13 A M
Arr. New York, W. 23d St. »	‡8 15 P M	8 45 P M	e5 15 P M	8 30 A M	10 15 A M

Eastern Standard time is used between New York and Port Huron; beyond that *Central Standard time.*

THROUGH TRAINS AND SOLID TRAIN SERVICE BETWEEN BUFFALO, NIAGARA FALLS, TORONTO AND CANADIAN POINTS.—In Connection with Grand Trunk Ry. System.

WESTWARD.							EASTWARD
.....	*11 55 A M	.....	....	*7 55 P M	*5 55 P M	lve. New York (*West 23d Street*). arr.	.....	.....	.....	8 30 A M	10 15 A M	.....
.....	12 00 Noon	.....	....	8 00 P M	6 00 P M	lve. ..... *Cortlandt Street* ..... arr.	.....	.....	.....	8 23 A M	j10 13 A M	.....
.....	12 00 Noon	.....	....	8 00 P M	6 00 P M	» ..... *Desbrosses Street* ..... »	.....	.....	.....	8 23 A M	j10 13 A M	.....
.....	12 30 Noon	.....	P M	8 40 P M	6 30 P M	lve. . Philadelphia (Reading Term.). arr.	A M	.....	.....	7 32 A M	9 33 A M	.....
.....	*10 55 P M	*6 25 P M	*1 00	*8 15 A M	*5 35 A M	lve. ..... Buffalo ..... arr.	8 59	12 20 Noon	5 05 P M	7 50 P M	9 50 P M	.....
.....	– –	– –	1 38	8 56 A M	6 50 A M	» ..... North Tonawanda ..... »	– –	– –	4 21 P M	7 12 P M	9 07 P M	.....
.....	11 38 P M	7 22 P M	1 53	9 12 A M	7 10 A M	» ..... Niagara Falls ..... »	7 45	11 25 A M	4 06 P M	6 56 P M	8 60 P M	.....
.....	11 45 P M	7 30 P M	2 00	9 20 A M	7 20 A M	arr. ..... Suspension Bridge ..... lve.	*7 40	*11 20 A M	*4 00 P M	*8 51 P M	*8 43 P M	.....
.....	12 01 Night	7 35 P M	2 05	9 25 A M	7 30 A M	lve. ..... Suspension Bridge ..... arr.	7 30	11 15 A M	3 50 P M	6 45 P M	8 40 P M	.....
.....	1 12 A M	8 50 P M	3 29	10 40 A M	8 45 A M	» ..... Hamilton ..... »	*5 57	10 05 A M	2 20 P M	5 57 P M	7 20 P M	.....
.....	‡8 25 A M	8 65 P M	4 46	11 45 A M	10 05 A M	arr. ..... Toronto ..... lve.	A M	*9 00 A M	*12 15 Noon	*4 32 P M	*6 10 P M	.....

Trains leaving Buffalo 8 15 a.m. and 6 25 p.m. and arriving Buffalo 12 20 noon and 7 50 p.m. have Grand Trunk Buffet Library Parlor Cars between Buffalo and Toronto. Trains leaving Buffalo 1 00 p.m. and arriving Buffalo 9 50 p.m. have Grand Trunk Parlor Library Buffet Cars between Buffalo and Toronto.

For Explanation of Signs, see page 350.

LEHIGH VALLEY RAILROAD

PULLMAN AND THROUGH CAR SERVICE ARRANGEMENTS.

WESTWARD.

PHILADELPHIA AND BUFFALO EXPRESS—No. 1—Daily.

Parlor Car.....Philadelphia to Buffalo—Drawing-room.
Coaches.....New York to Buffalo.
Philadelphia to Buffalo.
Dining Car.....Easton to Buffalo.

NEW YORK AND CHICAGO EXPRESS—No. 7—Daily.

(Via Lehigh Valley-Grand Trunk Route.)

Sleeping Cars.....New York to Chicago—Drawing-room.
Buffalo to Detroit—Drawing-room.
Buffalo to Chicago—Drawing-room.
Coaches.....New York to Chicago.
Philadelphia to Wilkes-Barre.
Buffalo to Detroit.
Buffalo to Chicago.
Dining Cars.....New York to Geneva.
Durand to Chicago.

THE BLACK DIAMOND EXPRESS—No. 9—Daily.

Observation Parlor Car.....New York to Buffalo—Drawing-room.
Parlor Car.....Philadelphia to Buffalo—Drawing-room.
Buffet-Library-Smoking Car.New York to Buffalo.
Coaches.....New York to Buffalo.
Philadelphia to Geneva (on No. 125 from Sayre).
Dining Car.....New York to Buffalo.

CHICAGO-TORONTO EXPRESS—No. 3—Daily.

(Via Lehigh Valley-Grand Trunk Route.)

Sleeping Cars.....New York to Buffalo—Drawing-room.
Philadelphia to Buffalo—Drawing-room.
New York to Toronto—Drawing-room.
New York to Chicago—Drawing-room.
Coaches.....New York to Chicago.
Dining Cars.....New York to Mauch Chunk.
Niagara Falls to Chicago.

THE BUFFALO TRAIN—No 5—Daily.

Sleeping Cars.....New York to Buffalo—Drawing-room.
Philadelphia to Buffalo—Drawing-room.
New York to Rochester—Drawing-room.
N. Y. to Ithaca, via Sayre—Draw.-room.
Buffalo to Chicago, leaving Buffalo 1 00 p.m.—Drawing-room.
Coaches.....New York to Buffalo.
Philadelphia to Buffalo.
Buffalo to Toronto.
Parlor-Library-Buffet Car...Buffalo to Toronto.

LOCAL EXPRESS—No. 27—Daily.

Parlor Car.....New York to Hazleton.
Coaches.....New York to Mt. Carmel.
Philadelphia to Hazleton.

WYOMING VALLEY EXPRESS—No. 29—Daily, except Sunday.

Parlor Car.....New York to Wilkes-Barre and Pittston Junction—Drawing room.
Coaches.....N. Y. to Wilkes-Barre and Pittston Junc.
Cafe Car.....N. Y. to Wilkes-Barre and Pittston Junc.

WILKES-BARRE NIGHT EXPRESS—No. 11—Daily.

Sleeping Car.....New York to Wilkes-Barre (open for occupancy 10 00 p.m.).
Coach.....New York to Wilkes-Barre.

TRAIN No. 209—Daily, except Sunday.

Parlor Car.....Philadelphia to Hazleton.
Coaches.....Philadelphia to Hazleton.

TRAIN No. 691—Daily.

Buffet-Library-Parlor Car...Buffalo to Toronto.
Coaches.....Buffalo to Toronto.

TRAIN No. 689—Daily.

Cafe-Parlor Car.....Buffalo to Toronto.
Coaches.....Buffalo to Toronto.

EASTWARD.

NEW YORK AND PHILADELPHIA EXPRESS—No. 8—Daily.

(Via Lehigh Valley-Grand Trunk Route.)

Sleeping Car.....Chicago to New York—Drawing-room.
Coaches.....Chicago to New York.
Wilkes-Barre to New York.
Wilkes-Barre to Philadelphia.
Dining Cars.....Chicago to Port Huron.
Geneva to Easton.

NEW YORK AND PHILADELPHIA DAY EXPRESS—No. 4. Daily.

(Via Lehigh Valley-Grand Trunk Route.)

Sleeping Cars.....Chicago to New York—Drawing-room.
Chicago to Buffalo—Drawing-room.
Detroit to Buffalo—Drawing-room.
Parlor Car.....Buffalo to Philadelphia—Drawing-room.
Coaches.....Chicago to New York.
Buffalo to Philadelphia.
Dining Cars.....Chicago to Durand.
Buffalo to New York.

THE BLACK DIAMOND EXPRESS—No. 10—Daily.

Observation Parlor Car.....Buffalo to New York—Drawing-room.
Parlor Car.....Buffalo to Philadelphia—Drawing-room.
Buffet-Library-Smoking Car.Buffalo to New York.
Coaches.....Buffalo to New York.
Sayre to Philadelphia.
Dining Car.....Buffalo to New York.

TRAIN No. 690—Daily.

(Via Lehigh Valley-Grand Trunk Route.)

Sleeping Car.....Chicago to Buffalo—Drawing-room.
Coach.....Chicago to Buffalo.
Dining Car.....Durand to Hamilton, Ont.

THE NEW YORK AND PHILADELPHIA TRAIN—No. 6—Daily.

(Via Lehigh Valley-Grand Trunk Route.)

Sleeping Cars.....Buffalo to New York—Drawing-room.
Buffalo to Philadelphia—Drawing-room.
Rochester to New York—Drawing-room.
Ithaca to New York (open for occupancy 8 50 p.m.)—Drawing-room.
Wilkes-Barre to New York (open for occupancy 9 50 p.m.).
Coaches.....Toronto to Buffalo.
Buffalo to New York.
Buffalo to Philadelphia.
Parlor-Library-Buffet Car...Toronto to Buffalo.

TORONTO, PHILADELPHIA AND NEW YORK EXPRESS—No. 2. Daily.

(Via Lehigh Valley-Grand Trunk Route.)

Sleeping Cars.....Toronto to New York—Drawing-room.
Buffalo to New York—Drawing-room.
Buffalo to Philadelphia—Drawing-room.
Coaches.....Detroit to Buffalo.
Toronto to Buffalo.
Buffalo to New York.
Dining Cars.....Toronto to Niagara Falls.
Mauch Chunk to New York.
Parlor-Library-Buffet Car...Toronto to Buffalo.
Parlor-Library-Cafe Car.....Port Huron to Hamilton.

LOCAL EXPRESS—No. 28—Daily, except Sunday.

Parlor Cars.....Hazleton to Philadelphia.
Hazleton to New York.
Coaches.....Hazleton to Philadelphia.
Hazleton to New York.

WYOMING VALLEY—No. 30—Daily, except Sunday.

Parlor Car.....Pittston Junc. and Wilkes-Barre to New York—Drawing-room.
Coaches.....Pittston Junc. and Wilkes-Barre to N. Y.
Cafe Car.....Pittston Junc. and Wilkes-Barre to N. Y.

TRAIN No. 688—Daily.

Buffet-Library-Parlor Car....Toronto to Buffalo.
Coaches.....Toronto to Buffalo.

TRAIN No. 692—Daily.

Parlor-Library-Buffet Car....Toronto to Buffalo.
Coach.....Toronto to Buffalo

MILES OPERATED, 1,394.04.

Main Line—New York to Suspension Bridge, 463.46.

New York Division Main Line and Branches	22.02 miles.	Wyoming Division (Main Line and Branches)	311.39 miles.
New Jersey and Lehigh Division (Main Line and Branches)	182.74 "	Auburn Division (Main Line and Branches)	302.30 "
New Jersey and Lehigh Division (Pottsville Branch)	41.84 "	Buffalo Division (Main Line and Branches)	331.94 "
Mahanoy & Hazleton Division (Main Line and Branches)	201.81 "	Total	1,394.04 "

Trackage rights over other roads, in addition to above mileage ..... 47.03 miles.

LEHIGH VALLEY RAILROAD

MAIN LINE.—Westward.

December 5, 1909.	Mls.	THROUGH TRAINS. 1	7	9	3	5	LOCAL TRAINS. 129	11	57	21	23	127	65	27	63	29	209	33	41	89	11	27	71	....
Lve. ⊙ **New York** + ... ♁	0	*AM	*AM	AM	*PM	PM	....	Night	....	....	AM	....	....	Noon	....	PM	....	PM	PM	....	Night	Noon	....	....
West 23d Street	.....	J7 40	¶9 40	*11 55	5 55	*7 55	....	12 10	....	....	†6 25	....	....	†12 25	....	†3 55	....	†5 10	†6 25	....	12 10	‡12 25	....	....
Cortlandt Street ...	.....	J7 50	¶9 50	12 00	6 00	8 00	....	†2 05	....	....	6 30	....	....	12 40	....	4 10	....	5 20	6 30	....	§2 00	12 45	....	....
Desbrosses Street ...	.....	J7 50	¶9 50	12 00	6 00	8 00	....	2 00	....	....	6 30	....	....	12 40	....	4 10	....	5 20	6 30	....	2 00	12 45	....	....
Lve. **Brooklyn** .... +	.....	b7 15	9 15	11 45	5 45	7 45	....	11 45	....	....	6 15	....	....	12 15	....	3 45	....	4 45	6 15	....	11 45	12 15	....	....
» **Jersey City** + ... ♁	1.0	8 04	10 04	12 14	6 20	8 16	....	2 23	....	....	6 50	....	....	12 56	....	4 24	....	5 33	6 47	....	2 23	12 57	....	....
» **Newark** (Market St.) + ♁	8.7	v8 17	v10 19	v12 27	v6 35	v8 29	....	- -	....	....	v7 04	....	....	v1 10	....	v4 35	....	v5 46	v7 00	....	- -	v1 11	....	....
» Parkview .... ♁	11.4	- -	- -	Black Diamond Express. See Note ⊡	- -	- -	....	- -	....	....	7 11	....	....	1 18	....	- -	....	5 52	7 07	....	- -	1 18	....	....
» West Elizabeth .... ♁	12.7	l8 26	- -		- -	- -	....	- -	....	....	7 14	....	....	1 21	....	- -	....	5 55	7 09	....	- -	1 21	....	....
» Townley .... ♁	14.1	- -	- -		- -	- -	....	- -	....	....	7 16	....	....	1 24	....	- -	....	5 57	7 12	....	- -	1 24	....	....
» Roselle Park	16.0	- -	- -		- -	- -	....	- -	....	....	7 19	....	....	1 28	....	- -	....	6 00	7 15	....	- -	1 28	....	....
» Cranford .... ♁	17.9	- -	- -		- -	- -	....	- -	....	....	7 24	....	....	1 33	....	- -	....	6 02	7 19	....	- -	1 33	....	....
» Picton .... ♁	19.4	- -	- -		- -	- -	....	- -	....	....	7 27	....	....	1 35	....	- -	....	6 06	7 22	....	- -	1 35	....	....
» Ash Brook	22.0	- -	- -		- -	- -	....	- -	....	....	7 31	....	....	1 40	....	- -	....	- -	7 27	....	- -	1 40	....	....
» Oak Tree	24.9	- -	- -		- -	- -	....	- -	....	....	7 36	....	....	1 45	....	- -	....	6 16	7 32	....	- -	1 45	....	....
» **South Plainfield** + ♁	26.6	8 44	10 46		7 02	g8 55	....	- -	....	....	7 40	....	....	1 52	....	4 59	....	6 22	7 37	....	- -	1 52	....	....
» New Market .... ♁	29.1	- -	- -		- -	- -	....	- -	....	....	7 44	....	....	1 57	....	- -	....	6 27	PM	....	- -	1 57	....	....
» **Bound Brook** + .. ♁	33.1	s8 52	- -		- -	- -	....	- -	....	....	7 51	....	....	2 04	....	- -	....	6 35	....	....	- -	2 04	....	....
» South Somerville	38.2	- -	- -		- -	- -	....	- -	....	....	7 59	....	....	2 11	....	- -	....	6 43	....	....	- -	2 11	....	....
» Neshanic .... ♁	44.7	- -	- -		- -	- -	....	- -	....	....	8 07	....	....	2 20	....	- -	....	6 54	....	....	- -	2 20	....	....
» Three Bridges ...... ♁	48.6	- -	- -		- -	- -	....	- -	....	....	8 14	....	....	2 25	....	- -	....	7 01	....	....	- -	2 25	....	....
» **Flemington Junc** ♁	51.0	9 13	- -		7 35	- -	....	- -	....	....	8 19	....	....	2 29	....	5 27	....	7 07	....	....	- -	2 29	....	....
» **Landsdown** .... ♁	57.7	q9 23	- -		- -	- -	....	- -	....	....	8 31	....	....	2 41	....	5 38	....	7 20	....	....	- -	2 41	....	....
» Jutland .... ♁	60.8	- -	- -		- -	- -	....	- -	....	....	8 40	....	....	2 48	....	- -	....	7 27	....	....	- -	2 48	....	....
» Pattenburg .... ♁	63.6	- -	- -		- -	- -	....	- -	....	....	8 46	....	....	2 55	....	- -	....	7 33	....	....	- -	2 55	....	....
» Bloomsbury .... ♁	68.7	- -	- -		- -	- -	....	- -	....	....	9 00	....	....	3 05	....	- -	....	7 42	....	....	- -	3 05	....	....
» Alpha	73.6	- -	- -		- -	- -	....	- -	AM	....	9 12	....	....	3 17	PM	- -	....	7 51	....	....	- -	3 17	PM	....
» **Phillipsburg** + ... ♁	76.6	9 49	- -		8 15	- -	....	- -	†5 38	....	9 19	....	....	3 26	†5 15	6 06	....	7 57	....	....	3 58	3 25	‡5 40	....
Arr.. **Easton** + ... ♁	77.0	9 51	11 49	1 48	8 17	10 07	....	3 59	5 40	....	9 21	....	....	3 28	5 17	6 08	....	8 00	....	AM	3 59	3 28	5 42	....
Lve. **Easton** + ... ♁	77.0	9 57	11 54	1 50	8 22	10 12	....	4 04	5 45	....	9 26	....	....	3 35	5 20	6 13	....	PM	....	§7 00	4 04	3 35	5 45	....
» Redington .... ♁	83.0	- -	- -	- -	- -	- -	....	- -	5 56	....	9 38	....	....	3 46	5 32	- -	....	....	....	7 15	- -	3 46	5 59	....
Lve. Freemansburg ...... ♁	85.9	- -	- -	- -	- -	- -	....	- -	6 01	....	9 44	....	....	3 52	5 36	- -	....	....	....	7 21	- -	3 52	6 05	....
Lve. **Philadelphia**	.....	AM	AM	Noon	PM	PM	....	AM	AM	....	AM	....	....	PM	PM	PM	PM	....	....	AM	AM	PM	PM	....
Reading Terminal.	.....	8 30	10 00	12 30	6 30	8 40	....	2 15	r3 45	....	8 30	....	Noon	2 02	2 02	5 00	5 00	....	....	2 15	2 15	1 32	4 00	
Lve. {**Bethlehem and** + / **So Bethlehem**} ♁	88.6	10 22	12 16	2 12	8 48	10 36	....	4 27	6 14	....	10 08	....	k12 23	4 06	5 48	6 36	†6 39	....	....	7 39	4 27	4 06	6 17	
» **Allentown** + ... ♁	93.4	10 31	12 25	2 20	9 01	10 46	....	4 37	6 28	....	10 18	....	12 33	4 20	6 05	6 45	6 50	....	....	7 53	4 37	4 20	6 29	
» Fullerton .... ♁	96.0	- -	- -	- -	- -	- -	....	- -	6 36	....	- -	....	12 41	- -	6 12	- -	- -	....	....	8 01	- -	- -	6 36	
» **Catasauqua** + ... ♁	97.1	10 38	12 31	- -	9 08	b g	....	- -	6 42	....	10 26	....	12 44	4 28	6 15	- -	6 55	....	....	8 04	- -	4 28	6 39	
» Hokendauqua ...... ♁	98.1	- -	- -	- -	- -	- -	....	- -	6 45	....	10 28	....	12 46	4 31	6 17	- -	6 57	....	....	8 07	- -	4 31	6 41	
» Coplay .... ♁	99.0	- -	- -	- -	- -	- -	....	- -	6 48	....	10 30	....	12 49	4 34	6 20	- -	6 59	....	....	8 10	- -	4 34	6 44	
» Cementon .... ♁	100.3	- -	- -	- -	- -	- -	....	- -	6 52	....	10 33	....	12 53	4 38	6 24	- -	7 02	....	....	8 15	- -	4 38	6 48	
» Laury's .... ♁	102.8	- -	- -	- -	- -	- -	....	- -	6 57	....	10 38	....	12 57	4 43	6 28	- -	7 06	....	....	8 23	- -	4 43	6 53	
» Treichler .... ♁	104.3	- -	- -	- -	- -	- -	....	- -	7 01	....	10 40	....	Noon	4 46	6 32	- -	- -	....	....	8 27	- -	4 46	6 56	
» **Slatington** + ... ♁	109.5	10 57	- -	- -	9 29	- -	....	5 03	7 13	....	10 50	....	....	4 56	6 48	7 10	7 17	....	....	8 40	5 03	4 56	7 10	
» **Lizard Creek Jn** . ♁	115.1	- -	- -	- -	- -	- -	....	- -	7 22	....	- -	....	....	5 07	PM	- -	- -	....	....	8 56	- -	5 07	PM	
» Lehighton + ... ♁	119.3	s11 11	- -	- -	9 46	11 27	....	- -	7 35	....	11 08	....	....	5 19	....	7 27	7 35	....	....	9 09	- -	5 19	....	
» Packerton .... ♁	120.7	- -	- -	- -	- -	- -	....	- -	7 40	AM	- -	....	....	5 24	....	- -	- -	....	....	9 14	- -	5 24	....	
» **Mauch Chunk** + .. ♁	122.7	11 23	1 14	3 03	10 01	11 38	....	5 32	7 50	†8 40	11 15	....	....	5 35	....	7 39	7 50	....	....	9 31	5 32	5 35	....	
» Glen Onoko .... ♁	125.0	- -	- -	- -	- -	- -	....	- -	7 54	- -	AM	....	....	5 39	....	- -	- -	....	....	- -	- -	5 39	....	
» **Penn Haven Jn** .. ♁	130.9	- -	- -	- -	10 16	- -	....	5 47	8 05	- -	....	....	....	5 50	....	- -	8 05	....	....	9 47	5 47	5 50	....	
» Hickory Run .... ♁	141.0	- -	- -	- -	- -	- -	....	- -	AM	- -	....	....	....	PM	....	- -	PM	....	....	10 13	- -	PM	....	
» **White Haven** + .. ♁	145.7	12 03	1 52	- -	- -	- -	....	6 08		9 29	....	....	....		....	8 16	....	....	....	10 25	- -		....	
» **Bear Creek Jn** ... ♁	151.7	- -	- -	- -	- -	- -	....	- -	....	- -	....	....	....	....	....	- -	....	....	....	- -	- -	....	....	
» Glen Summit Spgs + ♁	156.4	- -	- -	- -	- -	- -	....	- -	....	10 03	....	....	....	....	....	8 38	....	....	....	10 56	- -	....	....	
Lve. Fairview .... ♁	159.5	- -	- -	- -	- -	- -	....	- -	....	10 09	....	....	....	....	....	-	....	....	....	11 04	- -	....	....	
Arr.. **Wilkes-Barre** + ... ♁	176.0	1 00	2 50	4 30	11 40	1 17	....	7 00	....	10 39	....	....	....	....	....	9 10	....	....	....	11 35	7 00	....	....	
Arr.. **Scranton** ... (*D.&H.*)	.....	2 13	3 45	z5 25	.....	†6 30	....	7 51	....	AM	....	PM	....	....	....	10 14	....	....	....	AM	8 10	....	....	....
Lve. **Wilkes-Barre** + ... ♁	176.0	1 07	2 55	4 36	11 46	*1 25	....	7 30	....		....	†4 45	....	....	....	9 15	....	....	....	....	8 30	....	....	....
» **Pittston** + ... ♁	184.0	1 22	3 09	4 47	12 00	- -	....	7 49	....	....	....	5 02	....	....	....	9 28	....	....	....	....	8 44	....	....	....
» **Pittston Junc** .... ♁	185.4	- -	- -	- -	- -	- -	....	7 55	....	....	....	5 07	....	....	....	9 30	....	....	....	....	8 47	....	....	....
» Ransom .... ♁	190.6	- -	- -	- -	- -	- -	....	8 10	....	....	....	5 20	....	....	....	PM	....	....	....	....	8 58	141	....	....
» Falls .... ♁	195.9	- -	- -	- -	- -	- -	....	8 20	....	....	....	5 28	....	....	....	....	....	....	....	....	9 07	PM	....	....
» **Tunkhannock** + .. ♁	207.0	1 54	3 42	5 18	12 37	2 15	....	8 45	....	....	....	5 55	....	....	....	....	....	....	....	....	9 27	‡3 47	....	....
» Mehoopany .... ♁	214.1	- -	- -	- -	- -	- -	....	9 02	....	....	....	6 08	....	....	....	....	....	....	....	....	9 40	4 01	....	....
» Meshoppen .... ♁	216.7	2 08	- -	- -	- -	- -	....	9 09	....	....	....	6 15	....	....	....	....	....	....	....	....	9 44	4 09	....	....
» Black Walnut	221.8	- -	- -	- -	- -	- -	....	9 20	....	....	....	6 21	....	....	....	....	....	....	....	....	9 52	4 15	....	....
» Laceyville .... ♁	225.1	2 21	- -	- -	- -	- -	....	9 31	....	....	....	6 30	....	....	....	....	....	....	....	....	9 58	4 35	....	....
» Wyalusing .... ♁	234.3	2 35	- -	- -	- -	- -	....	9 49	....	....	....	6 44	....	....	....	....	....	....	....	....	10 13	4 45	....	....
» Hemet's Ferry ..... ♁	240.1	- -	- -	- -	- -	- -	....	10 01	....	....	....	6 50	....	....	....	....	....	....	....	....	10 23	4 55	....	....
» Rummerfield .... ♁	244.0	- -	- -	- -	- -	- -	....	10 12	....	....	....	6 59	....	....	....	....	....	....	....	....	10 32	5 05	....	....
» Standing Stone ..... ♁	247.0	- -	- -	- -	- -	- -	....	10 20	....	....	....	7 07	....	131	....	....	....	....	....	....	10 38	5 20	....	....
» Wysox .... ♁	251.1	- -	- -	- -	- -	- -	....	10 31	....	....	....	7 14	....	AM	....	....	....	....	....	....	10 46	5 35	....	....
» **Towanda** + ... ♁	254.6	3 05	4 47	6 12	1 42	3 21	....	10 50	....	....	....	7 32	....	†6 15	....	....	....	....	....	....	10 53	6 15	....	....
» Ulster .... ♁	261.4	- -	- -	- -	- -	- -	....	11 00	....	....	....	7 45	....	6 27	....	....	....	....	....	....	11 03	6 35	....	....
» Milan .... ♁	265.7	- -	- -	- -	- -	- -	....	11 08	....	....	....	7 54	....	6 35	....	....	....	....	....	....	11 10	6 45	....	....
Lve. Athens .... ♁	269.7	3 25	- -	- -	- -	- -	....	11 16	121	125	....	8 05	....	6 41	....	....	....	....	....	....	11 16	6 55	....	....
Arr.. **Sayre** + ... ♁	271.0	3 30	5 10	6 32	2 06	3 45	AM	11 20	PM	PM	....	8 10	....	6 45	....	....	....	....	....	....	11 20	7 00	....	....
Lve. **Sayre** + ... ♁	271.0	3 38	5 15	6 37	2 11	3 50	*5 50	†11 30	*3 45	*6 40	....	PM	....	6 50	....	....	....	....	....	....	AM	PM	....	....
» East Waverly	273.0	- -	- -	- -	- -	- -	5 55	11 36	3 51	6 47	....	....	....	6 56	....	....	....	....	....	....	....	....	....	....
» Lockwood .... ♁	279.0	- -	- -	- -	- -	- -	6 05	11 47	4 02	6 59	....	....	....	7 06	....	....	....	....	....	....	....	....	....	....
» Cayuta	295.9	- -	Via Ithaca.	- -	- -	- -	Via Ithaca.	Via Ithaca.	4 24	Via Ithaca.	....	....	....	7 28	....	....	....	....	....	....	....	....	....	....
» Alpine .... ♁	298.2	- -		- -	- -	- -			4 29		....	....	....	7 33	....	....	....	....	....	....	....	....	....	....
» Odessa .... ♁	302.2	- -		- -	- -	- -			4 37		....	....	....	7 40	....	....	....	....	....	....	....	....	....	....
Arr. **Burdett** (Watkins) + ♁	309.3	4 32		- -	- -	- -			4 48		....	....	....	7 51	....	....	....	....	....	....	....	....	....	....
» Hector .... ♁	314.6	- -	.....	- -	- -	- -	....	....	4 57	....	....	....	....	8 00	....	....	....	....	....	....	....	....	....	....
» Valois .... ♁	317.2	- -	.....	- -	- -	- -	....	....	5 02	....	....	....	....	8 05	....	....	....	....	....	....	....	....	....	....
» Lodi .... ♁	323.0	- -	.....	- -	- -	- -	....	....	5 14	....	....	....	....	8 16	....	....	....	....	....	....	....	....	....	....
» Gilbert .... ♁	326.9	- -	.....	- -	- -	- -	....	....	5 22	....	....	....	....	8 23	....	....	....	....	....	....	....	....	....	....
» Kendaia .... ♁	332.2	- -	.....	- -	- -	- -	....	....	5 30	....	....	....	....	8 31	....	....	....	....	....	....	....	....	....	....
» Varick .... ♁	337.1	- -	.....	- -	- -	- -	....	....	5 39	....	....	....	....	8 38	....	....	....	....	....	....	....	....	....	....
Arr.. **Geneva** + ... ♁	344.5	5 23	7 25	8 07	3 55	5 31	9 00	2 57	5 52	9 40	....	....	....	8 50	....	....	....	....	....	....	....	....	....	....
....	.....	PM	PM	PM	AM	AM	AM	PM	PM	PM	....	....	....	AM	....	....	....	....	....	....	....	....	....	....

For explanation of signs, see page 350.

LEHIGH VALLEY RAILROAD

MAIN LINE.—Westward—Continued.

THROUGH TRAINS.

December 5, 1909.	Mls.	1	7	9	3	5
		P M	P M	P M	A M	A M
Lve. **Sayre** +	271.1	*3 38	*6 15	*6 37	*2 11	*3 50
Lve. Lockwood	279.0	- -	- -	- -	- -	- -
Arr. **Van Etten** ♁	286.6		- -			
Lve. **Spencer** ♁	289.1		- -			
» West Danby ♁	297.4		- -			
» Newfield ♁	301.4		- -			
Arr. **Ithaca** + ♁	307.1	Via Burdett.	6 08	Via Burdett.	Via Burdett.	Via Burdett.
Lve. **Ithaca**	307.1		6 14			
» Willow Creek ♁	313.7		b -			
» Taughannock Falls ♁	315.8		b -			
» Trumansburg + ♁	317.9		6 37			
» Interlaken + ♁	324.1		6 48			
» Sheldrake ♁	327.4		b -			
» **Hayt's Corners** ♁	330.6		6 58			
» Romulus ♁	335.0		b -			
» MacDougall ♁	339.7		b -			
Arr. **Geneva** +	347.6	5 23	7 25	8 02	3 50	5 26
Lve. **Geneva** ♁	344.5	5 23	7 25	8 07	3 55	5 31
» Oaks Corners ♁	348.4	- -	- -	- -	- -	- -
» Phelps ♁	350.9	- -	- -	- -	- -	- -
» Clifton Springs + ♁	354.4	- -	7 46	b -	- -	- -
» **Manchester** ♁	359.7	- -	- -	- -	- -	- -
» Farmington ♁	364.8	- -	- -	- -	- -	- -
» Victor ♁	369.2	- -	- -	- -	- -	- -
» Mendon ♁	374.6	- -	- -	- -	- -	- -
Arr. **Rochester Jn.** + ♁	379.5	6 09	8 20	8 51	- -	6 17
Arr. **Rochester** + ♁	392.5	6 45	9 15	9 15		6 50
Lve. **Rochester**	392.5	*5 30	*7 35	*7 35		*5 30
Lve. **Rochester Junc.**	379.5	6 14	8 26	8 51	- -	6 22
» Rush ♁	381.9	- -	- -	- -	- -	- -
» Wadsworth ♁	386.7	- -	- -	- -	- -	- -
» Caledonia + ♁	392.9	6 31	- -	- -	- -	6 40
» Pittsburgh & Lehigh Jn. ♁	394.1	- -	- -	- -	- -	- -
» North Leroy ♁	400.3	- -	- -	- -	- -	- -
» Stafford ♁	405.5	- -	- -	- -	- -	- -
» **Batavia** + ♁	410.5	6 56	- -	- -	- -	7 08
» Longwood ♁	420.7	- -	- -	- -	- -	- -
» Depew ♁	436.6	- -	- -	- -	6 15	- -
» **Niagara Junc.**	437.9	- -	- -	- -	- -	- -
» East Buffalo (William St.) ♁	443.2	- -	- -	- -	- -	- -
Arr. **Buffalo** + ♁	447.6	7 55	10 10	10 27	6 45	8 05
Lve. **Buffalo** + ♁		P M	10 35	10 35		8 15
» **Niagara Junc.** ♁	437.9		- -	- -		- -
» **North Tonawanda** + ♁	450.7		- -	- -	6 50	8 56
» **Niagara Falls** + ♁	461.7		11 38	11 38	7 10	9 12
Arr. **Suspension Bridge** + ♁ (*Union Station.*)	463.5		11 45	11 45	7 20	9 20
			P M	P M	A M	A M

Via Burdett. — Via Ithaca by Branch. — Black Diamond Express.

LOCAL TRAINS.

December 5, 1909.	129	11	121	125	547
	A M	A M	P M	P M	
Lve. **Sayre**	*5 50	†1130	*3 45	*6 40	
Lve. Lockwood	6 05	11 47	4 02	6 59	
Arr. **Van Etten**	6 18	12 00		7 17	
Lve. **Spencer**	6 25	12 08		7 23	
» West Danby	6 40	12 24		7 43	
» Newfield	6 48	12 34		7 60	
Arr. **Ithaca** +	7 00	12 45		7 58	P M
Lve. **Ithaca**	7 35	1 25		8 15	‖1 28
» Willow Creek	7 54	1 39		8 37	1 39
» Taughannock Falls	7 58	1 43		8 41	1 43
» Trumansburg +	8 03	1 49		8 47	1 49
» Interlaken +	8 14	2 04		9 02	2 04
» Sheldrake	8 20	2 10		9 08	2 10
» **Hayt's Corners**	8 28	2 17		9 16	2 17
» Romulus	8 36	2 24		9 21	2 24
» MacDougall	8 44	2 32		9 27	2 32
Arr. **Geneva** +	9 00	2 47	5 52	9 40	2 47
Lve. **Geneva**	9 00	2 57	P M	P M	2 57
» Oaks Corners	9 06	3 03			3 03
» Phelps	9 11	3 08			3 08
» Clifton Springs +	9 17	3 15			3 15
» **Manchester**	9 25	3 25			3 25
» Farmington	9 33	3 32			3 32
» Victor	9 41	3 40			3 40
» Mendon	9 49	3 48			3 48
Arr. **Rochester Jn.** +	9 55	3 54			4 00
Arr. **Rochester** +	10 25	4 25			4 25
Lve. **Rochester**	*9 25	†3 10			‖3 25
Lve. **Rochester Junc.**	10 00	4 00			4 00
» Rush	10 05	4 05			4 05
» Wadsworth	10 11	4 11			4 11
» Caledonia +	10 20	4 20			4 20
» Pittsburgh & Lehigh Jn.	10 23	4 23			4 23
» North Leroy	10 33	4 33			4 33
» Stafford	10 42	4 41			4 41
» **Batavia** +	10 51	4 49			4 49
» Longwood	11 09	5 07			5 07
» Depew	11 34	5 32			5 32
» **Niagara Junc.**	- -	- -			- -
» East Buffalo (William St.)	11 45	5 45			5 46
Arr. **Buffalo** +	12 00	6 00			6 00
Lve. **Buffalo** +	1 00	6 25			6 25
» **Niagara Junc.**	- -	- -			- -
» **North Tonawanda** +	1 38	- -			- -
» **Niagara Falls** +	1 53	7 22			7 22
Arr. **Suspension Bridge** + (*Union Station.*)	2 00	7 30			7 30
	P M	P M			P M

AUBURN DIVISION.

AUBURN AND ITHACA BRANCH.
CAYUGA BRANCH.

312	304	302	Mls	*June 20, 1909.*		301	303	311
	P M	A M		LEAVE	ARRIVE	A M	P M	
	*6 15	†1130	0	+	**Auburn** ♁	8 55	3 06	
	6 21	11 36	3.2		Half Acre	8 47	7 57	
	6 25	11 40	4.8		Oakwood ♁	8 44	7 54	
A M	6 29	11 43	6.9		Cross Roads	8 39	7 49	A M
†1130			0	lve.	**Cayuga** ♁ arr.			10 50
11 50			3.5	arr.	**Cayuga Jn.** lve.			†1030
A M	- -	11 46	8.3	lv.	**Cayuga Jn.** ♁ ar.	8 34	- -	A M
	6 37	11 52	10.2		Union Springs ♁	8 30	7 41	
	6 42	11 56	12.0		Farley's	8 25	7 39	
	6 47	12 01	14.4		Levanna ♁	8 20	7 32	
	6 54	12 07	16.9	+	Aurora ♁	8 15	7 27	
	7 01	12 13	19.9		Willets	8 06	7 19	
	7 11	12 22	24.3		Kings Ferry ♁	7 58	7 11	
	7 17	12 27	26.3		Atwaters ♁	7 53	7 02	
306	7 22	12 33	28.6		Lake Ridge ♁	7 48	6 56	
P M	7 28	12 38	31.0		Lansing	7 43	6 51	
†6 30	7 37	12 46	35.1		Ludlowville ♁	7 37	6 45	
5 35	7 39	12 49	36.3		Portland Point	7 33	6 41	
5 43	7 47	12 57	39.5		McKinney's	7 27	6 34	
5 50	8 01	1 10	43.2	+	**Ithaca** ♁	*7 15	†6 20	
P M	P M	P M		ARRIVE	LEAVE	A M	P M	

SENECA FALLS BRANCH.

604	602	Mls.	*May 30, 1909.*		603	605
P M	A M		LEAVE	ARRIVE	A M	P M
†5 55	7 45	0	+	**Geneva** ♁	8 45	3 55
6 08	7 57	7.2		**Waterloo** ♁	8 25	3 35
6 20	8 10	10.6		**Seneca Falls** ♁	†8 15	†3 25
P M	A M		ARRIVE	LEAVE	A M	P M

AUBURN DIVISION.

LEHIGH AND NEW YORK BRANCH.

293	303	283	281	301	Mls.	*October 25, 1909.*		282	288	302	284	304
P M	P M	P M	A M	A M		LEAVE	ARRIVE	A M	P M	P M	P M	P M
‖3 55	†5 15	†3 55	*7 10	*5 50	0	+	**Sayre** ♁	11 45	1 35	2 35	*8 25	10 15
4 15		4 11	7 27		9.0		Smithboro ♁	11 23	1 08		8 03	
4 25		4 19	7 33		13.0		Tioga Centre ♁	11 14	12 57		7 55	
4 39		4 33	7 45		18.6		**Owego** ♁	11 04	12 45		7 45	
5 08		4 53	8 09		28.3		Newark Valley ♁	10 34	12 06		7 20	
5 22		5 04	8 20		34.0		Berkshire ♁	10 22	11 45		7 09	
5 50		5 13	8 28		37.8		Richford ♁	10 13	11 18		7 00	
6 00		5 23	8 39		41.9		Mills ♁	10 04	11 10		6 50	
6 08		5 28	8 44		43.7		North Harford ♁	9 57	11 06		6 45	
6 26		5 41	8 57		49.9		Dryden ♁	9 43	10 52		6 30	
6 36		6 00	9 25		52.7		**Freeville** ♁	9 35	10 40		6 20	
6 60		6 12	9 35		57.8		Groton ♁	9 12	10 05		6 47	
7 03		6 26	9 49		64.1		Locke ♁	8 56	9 49		5 30	
7 10		6 35	9 56		67.7		Moravia ♁	8 47	9 37		5 19	
7 37		6 51	10 13		74.6		Ensenore ♁	8 26	9 15		4 59	
7 45		7 00	10 21		78.2		Owasco Lake ♁	8 20	9 09		4 49	
8 00	8 05	7 15	*1035	8 55	85.5	arr. +	**Auburn** ♁ lve.	†8 05	8 55	†1130	*4 35	*6 15
8 05	P M	7 20	†1040	A M	85.5	lve.	**Auburn** arr.	A M	8 40	A M	†4 25	P M
8 26		7 41	11 00		94.6		**Weedsport** ♁		8 18		4 08	
8 33		7 48	11 08		98.3		Brick Church		8 04		3 52	
8 43		7 58	11 17		102.8		Cato ♁		7 56		3 44	
8 50		8 05	11 25		106.7		Ira ♁		7 47		3 37	
8 58		8 12	11 33		111.1		Martville ♁		7 37		3 26	
9 05		8 20	11 40		113.9		**Sterling** ♁		7 26		3 19	
9 10		8 25	11 45		115.6		Fair Haven ♁		7 24		3 14	
9 16		8 30	11 50		116.8		**No. Fair Haven** ♁		*7 20		†3 18	
P M		P M	A M			ARRIVE	LEAVE		A M		P M	

For Map, see page 340.

For Explanation of Signs, see page 350.

STOP-OVER allowed on unlimited tickets upon application to conductor.

LEHIGH VALLEY RAILROAD

MAIN LINE.—Eastward.

THROUGH TRAINS.

December 5, 1909.	Mls.	8	4	10	6	2
(Union Station.)		A M	A M		P M	P M
Lve. **Suspension Bridge**	0	*4 05	*7 40		*6 51	*8 45
» **Niagara Falls**	1.8	4 12	7 45		6 56	8 50
» **North Tonawanda**	12.8	4 27	— —		7 12	9 07
Arr. **Niagara Junction**	25.5	— —	— —		— —	— —
» **Buffalo**			c8 59	A M	7 50	9 50
Lve. **Buffalo**	0		*8 00	*9 45	*8 00	*10 40
» E. Buffalo (William St.)	4.4	▲	— —	— —	— —	— —
» **Niagara Junction**	9.6	— —	— —	Black Diamond	— —	— —
» Depew	10.9	— —	8 38		— —	— —
» Longwood	26.9	— —	— —		— —	— —
» **Batavia**	37.1	— —	9 15		d8 52	— —
» Stafford	42.1	— —	— —		— —	— —
» North Leroy	47.3	— —	— —		— —	— —
» **Pittsburgh & Lehigh Jn**	53.5	— —	— —		— —	— —
» Caledonia	54.7	— —	— —		9 16	— —
» Wadsworth	60.9	— —	— —		— —	— —
» Rush	65.7	— —	— —		— —	— —
Arr. **Rochester Junc**	68.1	6 05	9 53	11 16	9 33	12 13
Arr. **Rochester**	81.1	6 50	10 25	11 55	10 06	
Lve. **Rochester**	81.1	*5 30	*9 25	*10 50	*6 56	
Lve. **Rochester Junc**	68.1	6 05	9 58	11 16	9 40	12 13
Mendon	72.9	— —	— —	— —	— —	— —
Victor	78.4	— —	— —	— —	— —	— —
Farmington	82.8	— —	— —	— —	— —	— —
Manchester	87.0	— —	— —	— —	— —	— —
Clifton Springs	93.1	x —	— —	11 49	a b	— —
Phelps	96.7	— —	— —	— —	— —	— —
Oaks Corners	99.2	— —	— —	— —	— —	— —
Arr. **Geneva**	103.1	6 47	10 45	12 00	10 30	1 02
Lve. **Geneva**	103.1	6 57		12 05	10 30	
» MacDougall	111.1	— —		— —	— —	
» Romulus	115.7	— —			— —	
» **Hayt's Corners**	120.2	— —		Express.	— —	
» Sheldrake	123.4	— —			— —	
» Interlaken	126.7	— —			— —	
» Trumansburg	132.8	— —			— —	
» Taughannock Falls	135.0	— —			— —	
» Willow Creek	137.1	— —		— —	— —	
Arr. **Ithaca**	143.6	8 02		1 05	11 32	
Lve. **Ithaca**	143.6	8 10		1 10	11 39	
» Newfield	149.3	— —		— —	— —	
» West Danby	153.4	— —		— —	— —	
Arr. **Spencer**	161.2	8 43		— —	— —	
Lve. **Van Etten**	164.1	— —		— —	— —	
Lve. **Geneva**	103.1		10 50	— —		1 02
» Varick	110.5		— —	— —		— —
» Kendaia	115.4		— —	— —		— —
» Gilbert	120.6		— —	See Note ◘		— —
» Lodi	124.6		— —			— —
» Valois	130.4		— —			— —
» Hector	132.9		— —			— —
» **Burdett** (Watkins)	138.3		11 51			— —
» Odessa	145.4		— —			— —
» Alpine	149.4		— —			— —
» Cayuta	151.6		— —			— —
» Lockwood	168.5	— —	— —	— —	— —	— —
» East Waverly	174.6	— —	— —	— —	— —	— —
Arr. **Sayre**	176.6	9 10	12 45	2 05	12 46	2 47
Lve. **Sayre**	176.6	9 15	12 52	2 10	12 51	2 52
» **Athens**	177.9	— —	— —	— —	— —	— —
» Milan	182.9	— —	— —	— —	— —	— —
» Ulster	186.2	— —	— —	— —	— —	— —
» **Towanda**	192.9	9 40	1 14	2 32	1 15	— —
» Wysox	196.5	— —	— —	— —	— —	— —
» Standing Stone	200.6	— —	— —	— —	— —	— —
» Rummerfield	203.6	— —	— —	— —	— —	— —
» Homet's Ferry	207.5	— —	— —	— —	— —	— —
» Wyalusing	213.3	— —	— —	— —	— —	— —
» Laceyville	222.5	— —	— —	— —	— —	— —
» Black Walnut	225.8	— —	— —	— —	— —	— —
» Meshoppen	230.9	— —	— —	— —	— —	— —
» Mehoopany	233.4	— —	— —	— —	— —	— —
» **Tunkhannock**	240.6	10 45	2 17	3 33	2 18	4 20
» Falls	251.7	— —	— —	— —	— —	— —
» Ransom	257.0	— —	— —	— —	— —	— —
» **Pittston Junction**	262.2	— —	— —	— —	— —	— —
» **Pittston**	263.6	11 28	2 49	4 02	— —	4 49
Arr. **Wilkes-Barre**	271.6	11 32	3 02	4 14	3 04	5 01
Lve. **Scranton** (D. & H.)		10 40	n2 18	3 20	e4 10	
Lve. **Wilkes-Barre**	271.6	11 40	3 07	4 21	3 09	5 06
» Sugar Notch	276.1	— —	— —	— —	— —	— —
» Fairview	288.0	— —	— —	— —	— —	— —
» Glen Summit Springs	291.1	— —	o3 50	— —	— —	— —
» **Bear Creek Junc**	295.9	— —	— —	— —	— —	— —
» **White Haven**	301.9	12 42	4 08	— —	— —	6 05
» Hickory Run	306.6	— —	— —	— —	— —	— —
» **Penn Haven Junc**	316.7	— —	— —	— —	— —	— —
» Glen Onoko	322.6	— —	— —	— —	— —	— —
Arr. **Mauch Chunk**	324.8	1 23	4 48	5 51	4 50	6 43
		P M	P M	P M	A M	A M

Philadelphia & Reading.

LOCAL TRAINS.

December 5, 1909.	122	180	30	118	116	180	146	132		118	148	140	548
(Union Station.)													
Lve. **Suspension Bridge**													
» **Niagara Falls**													
» **North Tonawanda**													
Arr. **Niagara Junction**													
» **Buffalo**						P M	A M				A M		
Lve. **Buffalo**						*4 00	†6 25				§6 25		
» E. Buffalo (William St.)						4 16	6 40				6 40		
» **Niagara Junction**						— —	— —				— —		
» Depew						4 25	6 49				6 49		
» Longwood						4 49	7 13				7 13		
» **Batavia**						5 07	7 35				7 35		
» Stafford						5 15	7 42				7 42		
» North Leroy						5 23	7 50				7 50		
» **Pittsburgh & Lehigh Jn**						5 32	7 58				7 58		
» Caledonia						5 35	8 01				8 01		
» Wadsworth						5 45	8 11				8 11		
» Rush						5 53	8 18				8 18		
Arr. **Rochester Junc**						5 57	8 20				8 25		
Arr. **Rochester**						6 45	8 55				8 55		
Lve. **Rochester**						*5 30	†7 55				§7 55		
Lve. **Rochester Junc**						6 04	8 25				8 25		
Mendon						6 13	8 36				8 36		
Victor						6 22	8 45				8 45		
Farmington						6 30	8 53				8 53		
Manchester						6 40	9 03				9 03		
Clifton Springs						6 48	9 13				9 13		
Phelps						6 54	9 18				9 18		
Oaks Corners						6 58	9 21				9 21		
Arr. **Geneva**						A M	A M	7 03	9 28	A M	9 28		A M
Lve. **Geneva**						†8 50	†10 52	7 13		§8 50			§10 52
» MacDougall						9 03	11 07	7 29		9 03			11 07
» Romulus						9 09	11 18	7 38		9 09			11 18
» **Hayt's Corners**						9 15	11 28	7 50		9 15			11 28
» Sheldrake						9 21	11 35	7 58		9 21			11 35
» Interlaken						9 26	11 42	8 09		9 26			11 42
» Trumansburg						9 38	11 56	8 24		9 38			11 56
» Taughannock Falls						9 43	12 01	8 30		9 43			12 01
» Willow Creek						9 48	12 06	8 37		9 48			12 06
Arr. **Ithaca**						9 59	12 17	8 47		9 59			12 17
Lve. **Ithaca**						9 59	1 30	9 00		9 59			Noon
» Newfield						10 09	1 38	9 10		10 09			
» West Danby						10 23	1 48	9 21		10 23			
Arr. **Spencer**						10 50	2 04	9 33		10 50			
Lve. **Van Etten**						10 59	2 10	9 46		10 59			
Lve. **Geneva**							9 38		P M †3 45		9 38		
» Varick							9 51		3 58		9 51		
» Kendaia							9 59		4 04		9 59		
» Gilbert							10 09		4 14		10 09		
» Lodi							10 18		4 23		10 18		
» Valois							10 28		4 33		10 28		
» Hector							10 32		4 37		10 32		
» **Burdett** (Watkins)							10 45		4 50		10 45		
» Odessa							10 57		5 02		10 57		
» Alpine							11 10		5 15		11 10		
» Cayuta							11 15		5 20		11 15		
» Lockwood						11 14	11 42	2 22	10 00	11 14	11 42		
» East Waverly						11 24	11 50	2 30	10 10	11 24	11 50		
Arr. **Sayre**	A M					11 29	11 55	2 35	10 15	11 29	11 55		A M
Lve. **Sayre**	†6 30					A M	P M	P M	3 26	A M	3 25		§10 00
» **Athens**	6 34								3 29		3 29		10 05
» Milan	6 40								3 35		3 35		10 14
» Ulster	6 48								3 41		3 41		10 20
» **Towanda**	7 10								3 54		3 54		10 30
» Wysox	7 18								4 06		4 06		10 40
» Standing Stone	7 24								4 13		4 13		11 00
» Rummerfield	7 28								4 19		4 19		11 15
» Homet's Ferry	7 37								4 28		4 28		11 25
» Wyalusing	7 45								4 38		4 38		11 35
» Laceyville	7 59								4 55		4 55		11 50
» Black Walnut	8 09								5 02		5 02		12 00
» Meshoppen	8 20								5 13		5 13		12 20
» Mehoopany	8 25								5 20		5 20		12 25
» **Tunkhannock**	8 44								5 45		5 45		12 45
» Falls	9 04								6 05		6 05		Noon
» Ransom	9 20		A M						6 15		6 15		
» **Pittston Junction**	9 31		†8 00						6 26		6 26		
» **Pittston**	9 35		8 03						6 30		6 30		
Arr. **Wilkes-Barre**	9 50		8 20						6 46		6 46		
Lve. **Scranton** (D. & H.)	A M		†7 40						P M		P M		
Lve. **Wilkes-Barre**			8 30										
» Sugar Notch			§8 38										
» Fairview			— —										
» Glen Summit Springs			9 00										
» **Bear Creek Junc**			9 17										
» **White Haven**	28		9 27										70
» Hickory Run	A M	A M	— —										A M
» **Penn Haven Junc**	†6 55	†9 20	— —										§10 50
» Glen Onoko	— —	9 30	— —										11 00
Arr. **Mauch Chunk**	7 07	9 33	10 02										11 04
	A M	A M	A M										A M

For explanation of signs, see page 350.

LEHIGH VALLEY RAILROAD

MAIN LINE.—Eastward—Continued.

THROUGH TRAINS. — **LOCAL TRAINS.**

December 5, 1909.	Mls.	8	4	10	6	2	24	28	180	30	22	58	40	88	32	62	84	64	70
		P M	P M	P M	A M	A M	A M	A M	A M	A M						P M	P M	A M	A M
Lve. **Mauch Chunk**	324.8	*1 28	*4 53	*5 56	*4 56	*6 49	‡5 55	‡7 13	‡9 36	‡1005						‡4 09	*8 18	‡7 13	‡1100
» Packerton	326.8	— —	— —	— —	— —	— —	5 58	7 16	9 39	— —						4 14	8 23	7 18	11 14
» Lehighton	328.2	1 35	— —	Block Diamond	— —	— —	6 02	7 20	9 42	— —						4 18	8 27	7 22	11 18
» **Lizard Creek Junc.**	332.4	— —	— —		— —	— —	— —	‡07 26	— —	— —		A M				4 26	8 35	7 31	— —
» **Slatington**	338.1	1 48	m —		— —	— —	6 19	7 35	9 56	10 24		‡5 30				4 38	8 45	7 45	11 40
» Treichler	343.3	— —	— —		— —	— —	— —	— —	10 06	— —		5 40		P M		4 47	8 55	7 57	11 51
» Laury's	344.8	— —	— —		— —	— —	6 29	‡7 45	10 10	— —		5 43		‡1 05		4 51	7 00	8 01	11 55
» Cementon	347.3	‡2 05	— —		— —	— —	6 33	7 50	10 15	— —		5 49		1 11		4 55	7 04	8 08	11 59
» Coplay	348.6	— —	— —		— —	— —	6 36	7 53	10 18	— —		5 53		1 15		4 58	7 06	8 09	12 02
» Hokendauqua	349.5	— —	— —		— —	— —	— —	7 56	10 20	— —		5 56		1 18		5 00	7 08	8 11	12 05
» **Catasauqua**	350.4	2 11	— —		— —	— —	6 39	7 59	10 22	10 40		5 59		1 20		5 03	7 11	8 13	12 08
» Fullerton	351.6	— —	— —		— —	— —	— —	— —	— —	— —		6 02		1 24		5 06	7 14	— —	— —
» **Allentown**	354.2	2 19	5 42	6 34	5 40	7 31	6 48	8 08	10 30	10 47		6 11		1 31		5 17	7 28	8 24	12 19
Arr. {**Bethlehem and South Bethlehem**}	358.9	2 27	5 50	6 42	5 48	7 39	6 56	8 15	10 40	10 55		6 26		1 41		5 28	7 40	8 33	12 30
Arr. **Philadelphia**		4 09	7 31	8 20	7 32	9 33	9 10	9 55	12 40	12 40		9 10		P M		7 31	9 15	2 04	2 04
Reading Terminal		P M	P M	P M	A M	A M	A M	A M	Noon	Noon		A M				P M	P M	P M	P M
Lve. Freemansburg	361.7	— —	— —	— —	— —	— —	— —	— —		— —		6 33				5 42	7 48	8 42	12 35
» Redington	364.5	— —	— —	— —	— —	— —	— —	— —		— —		6 39				5 47	7 52	8 47	12 40
Arr. **Easton**	370.6	2 52	6 18	7 06	6 11	8 02	7 17	8 35		11 16	A M	6 55			P M	6 00	8 05	9 00	12 54
Lve. **Easton**	370.6	3 00	6 21	7 10	6 17	8 08	7 22	8 40		11 21	‡6 00	6 58			*4 50	6 02	8 07	9 05	1 30
Arr. **Phillipsburg**	371.0	3 02	6 23	Express	— —	— —	7 24	8 42		11 23	6 02	7 00			4 52	6 04	8 09	9 07	1 32
Lve. Alpha	373.9	— —	a —		— —	— —	— —	— —		— —	6 08	A M			4 58	P M	P M	9 12	P M
» Bloomsbury	378.8	— —	a —		— —	— —	7 34	— —		— —	6 18				5 03			9 21	
» Pattenburg	384.0	— —	a —		— —	— —	— —	— —		— —	6 28				5 18			9 33	
» Jutland	386.8	— —	a —		— —	— —	— —	— —		— —	6 33				5 23			9 38	
» **Landsdown**	389.9	— —	6 49		— —	— —	7 49	9 07		— —	6 44				5 29			9 43	
» **Flemington Junc.**	396.6	— —	6 59	— —	— —	— —	7 59	9 16		11 56	6 55				5 41			9 52	
» Three Bridges	399.0	— —	a —	— —	— —	— —	— —	— —		— —	6 59				5 45			9 55	
» Neshanic	402.8	— —	a —	— —	— —	— —	— —	— —		— —	7 05				5 51			10 00	
» South Somerville	409.4	— —	a —	— —	— —	— —	— —	— —		— —	7 15				6 01			10 10	
» **Bound Brook**	414.5	3 59	a 7 21	See Note.	— —	— —	8 20	— —		— —	7 23				8 09			10 18	
» New Market	418.5	— —	a —		— —	— —	8 26	— —		— —	7 29		A M		6 16			10 25	
» **South Plainfield**	421.0	4 10	7 32		— —	a 9 12	8 31	9 44		— —	7 34		‡6 40		6 21			10 31	
» Oak Tree	422.7	— —	a —		— —	— —	— —	— —		— —	7 37		6 43		6 24			10 34	
» Ash Brook	425.6	— —	a —		— —	— —	— —	— —		— —	7 43		6 48		6 30			10 39	
» Picton	428.1	— —	a —		— —	— —	— —	— —		— —	7 48		6 53		6 35			10 43	
» Cranford	429.7	‡4 21	a —	⊙	— —	— —	— —	— —		— —	7 52		6 56		6 38			10 46	
» Aldene	430.8	— —	a —	— —	— —	— —	— —	— —		— —	7 54		6 58		6 41			10 48	
» Roselle Park	431.6	— —	a —	— —	— —	— —	8 47	— —		— —	7 57		7 00		6 43			10 50	
» Townley	433.5	— —	a —	— —	— —	— —	— —	— —		— —	8 01		7 04		6 47			10 53	
» West Elizabeth	434.9	— —	a —	— —	— —	— —	— —	— —		— —	8 05		7 08		6 51			10 56	
» Parkview	436.2	— —	a —	— —	— —	— —	— —	— —		— —	8 08		7 11		6 54			— —	
» **Newark** (*Market St.*)	438.6	4 41	8 01	‡8 38	7 49	9 41	9 03	10 11		12 58	8 16		7 21		7 04			11 08	
Arr. **Jersey City**	446.0	4 56	8 17	‡8 52	8 05	9 56	9 16	10 25		1 11	8 29		7 35		7 18			11 21	
Arr. **Brooklyn**		5 35	8 06	9 35	8 35	10 35	10 05	11 05		1 35	9 05		8 05		8 05			12 05	
Desbrosses Street		‖5 13	8 38	‡9 08	8 23	‖10 13	9 33	10 43		1 23	8 43		7 53		7 33			11 38	
Cortlandt Street		‖5 13	8 38	‡9 08	8 23	‖10 13	9 33	10 43		1 23	8 43		7 53		7 33			11 38	
West 23d Street		‖5 15	8 45	‡9 15	8 30	10 15	9 45	10 45		1 30	9 00		8 00		7 45			11 45	
Arr. ⊙ **New York**	447.6	P M	P M	P M	A M	A M	A M	A M		P M	A M		A M		P M			A M	

ROCHESTER AND HEMLOCK BRANCH.

672	666	662	660	658	656	654	652	660	648	646	644	Mls	*May* 30, 1909.		647	649	651	653	655	673	657	659	661	665	667	669
P M	P M	A M	A M	P M	P M	P M	P M	A M	A M	A M	A M		LEAVE	ARRIVE	A M	A M	A M	A M	P M		P M	P M	P M	A M	P M	P M
§8 55	§3 25	‖9 25	‖7 55	†8 55	*7 35	*530	†310	*1050	†9 25	†755	*530	0	+ .. **Rochester** .. ⊖		6 50	8 55	10 25	11 55	4 25		6 45	9 15	10 05	11 45	4 25	9 15
9 05	3 35	9 35	8 05	9 05	7 45	5 40	3 20	— —	9 35	8 05	— —	4.5	..... Mortimer .... ⊖		6 40	8 45	10 15	11 47	4 15		6 33	— —	9 56	— —	4 15	— —
9 10	3 40	9 40	8 10	9 10	7 50	5 45	3 25	— —	9 40	8 10	5 43	7.0	..... Henrietta .... ⊖		6 36	8 40	10 10	11 43	4 10		6 28	— —	9 50	11 30	4 10	— —
— —	3 45	— —	8 14	— —	— —	5 50	3 29	— —	— —	8 14	— —	9.3	.... Cedar Swamp		— —	8 35	— —	— —	4 05	P M	6 23	— —	— —	— —	4 05	— —
9 20	3 50	10 00	8 30	9 20	*800	*555	3 35	*1110	9 50	8 19	5 55	13.0	ar. + **Rochester Jn** ⊖ lv.		*6 27	8 30	10 00	11 33	4 00	5 00	*617	8 51	*9 40	§1120	‖400	8 51
9 28	P M	10 08	8 40	P M	†822	†610	3 45	‡1125	A M	8 32	A M	15.9	.... Honeoye Falls .. ⊖		A M	8 15	*9 40	‡1125	†345	— —	P M	†822	P M	A M	P M	8 35
9 35	....	10 15	A M	....	P M	†619	P M	A M	....	8 41	....	18.8	..... Lima ..... ⊖		....	8 03	9 28	A M	P M	3 55	....	P M	....	....	....	8 23
9 50	....	10 30	....	....	....	†634	....	....	....	8 56	....	26.0	..... Livonia .... ⊖		....	7 40	9 11	....	....	3 00	....	....	....	....	....	8 06
10 00	....	10 40	....	....	....	†645	....	....	....	9 05	....	28.5	..... **Hemlock** .... ⊖		....	*7 40	†9 05	....	....	†2 40	....	....	....	....	....	‖8 00
P M	....	A M	....	....	....	P M	....	....	....	A M	....	....	ARRIVE	LEAVE	....	A M	A M	....	....	P M	....	....	....	....	....	P M

NIAGARA FALLS BRANCH.

						697	691	689	687	3	Mls	*September* 19, 1909.		686	688	690	692	694
						P M	P M	P M	A M	A M		LEAVE	ARRIVE	A M	Noon	P M	P M	P M
						*1035	*8 25	*1 00	*8 15	*5 35	0	+ ..... **Buffalo** ..... ⊖		8 59	12 20	5 05	7 50	9 50
						— —	— —	— —	— —	— —	9.6	.. **Niagara Junction** ⊖		— —	— —	— —	— —	— —
						— —	8 51	— —	— —	— —	14.1	+ .... Williamsville ... ⊖		— —	— —	4 34	— —	— —
						— —	— —	1 38	8 56	6 50	22.3	.. **North Tonawanda** ⊖		— —	— —	4 21	7 12	9 07
						11 38	7 22	1 53	9 12	7 10	33.3	+ ... **Niagara Falls** .. ⊖		7 45	11 25	4 05	8 56	8 50
						11 46	7 30	2 00	9 20	7 20	35.1	+ .. **Suspension Bridge** .. ⊖		*7 40	*1120	*4 00	*6 51	*8 43
						P M	P M	P M	A M	A M		ARRIVE	LEAVE	A M	A M	P M	P M	P M

WILLARD BRANCH.

633	629	Pas.	627	625	623	Mls.	*Yuly* 17, 1909.		622	624	626	Pas.	628	632
Noon	P M	P M	P M	A M	A M		LEAVE	ARRIVE	A M	A M	P M	P M	P M	A M
‖1105	†7 55	*8 40	†2 20	†1130	†8 30	0	.... **Hayt's Corners** .. ⊖		8 20	11 20	2 05	6 35	7 40	10 10
12 25	8 05	8 50	2 30	11 40	8 40	2	..... Ovid ..... ⊖		8 10	11 10	1 55	6 25	7 30	10 00
12 40	8 20	7 05	2 45	11 55	8 55	5	..... **Willard** ..... ⊖		†7 55	†1055	†1 40	*6 10	†7 15	‖945
Noon	P M	P M	P M	A M	A M		ARRIVE	LEAVE	A M	A M	P M	P M	P M	A M

WAVERLY BRANCH.

	582	580	578	576	574	122	Ms	*May* 30, 1909.		571	573	575	577	579	127	581
	P M	P M	P M	Noon	A M	A M		LEAVE	ARRIVE	A M	A M	A M	P M	P M	P M	Noon
	†8 23	*345	†3 15	*1237	*8 50	†6 15	0	+ .... **Waverly** .... ⊖		6 15	8 45	11 45	2 58	3 40	8 23	12 21
	8 35	3 52	3 22	12 45	9 00	6 22	2.2	+ ..... **Sayre** ..... ⊖		†6 05	*8 35	†1135	†250	*3 32	†8 15	‖1215
	P M	P M	P M	Noon	A M	A M		ARRIVE	LEAVE	A M	A M	A M	P M	P M	P M	Noon

EASTON AND NORTHERN BRANCH.

445	Mls	*May* 30, 1909.		446
A M		LEAVE	ARRIVE	A M
†6 50	0	..... **Easton** ..... ⊖		10 55
7 15	4.8	... 13th Street Junction . ⊖		10 30
7 20	5.5	..... Kepler's		9 55
7 25	6.1	... Walter's Lower Mill ...		9 50
7 28	6.5	... Walter's Upper Mill ...		9 45
7 32	7.3	..... Zucksville		9 40
7 37	8.3	..... Newlin's		9 35
7 40	8.8	..... Hobsons		9 25
7 43	9.1	..... Tatamy ..... ⊖		9 10
7 48	9.7	... L. & N. E. Junction ...		9 00
8 00	10.1	... ... Stockertown		8 25
8 05	11.1	... **Belfast Junction** . ⊖		†8 20
A M		ARRIVE	LEAVE	A M

For explanation of signs, see page 350.

LEHIGH VALLEY RAILROAD

MAHANOY AND HAZLETON DIVISION.

November 7, 1909.	Mls.	171	242	173	57	P.RR. 183	P.RR. 190	187	213	P.RR. 185	P.RR. 192	197	248	P.RR. 201	27	203	P.RR. 202	209	211	217	219	27	211
				A M	A M			A M							P M			P M	P M	A M	A M	P M	P M
Lve. Mauch Chunk....+	0			†5 32	†7 50			†1128							†5 35			†7 50	†10 01	§8 56	§1128	§5 55	§10 01
» Penn Haven Jn.....	8.6			6 53	8 05			11 43							5 50			8 05	10 20	9 10	11 43	5 50	10 20
Arr.. Weatherly.....	13.7			7 05	8 17			11 53	Noon						6 01	P M		8 17	10 32	9 20	11 53	6 01	10 32
Lve. Weatherly.....	13.7			7 05					k1230							†6 11							
» Hazle Creek Junc.	15.4			7 10					12 35							6 17							
» Beaver Meadow.....	19.1			7 20					12 47							6 28							
» Leviston	20.4			7 24					12 52							6 33							
» Jeanesville.....	22.2			7 30					12 58							6 38							
Arr.. Audenried.....	23.4			7 37					1 05							6 46							
Lve. Weatherly.....	13.7			Via Audenried	8 17			11 53	Via Audenried						6 01	Via Audenried		8 17	10 32	9 20	11 53	6 01	10 32
» Hazle Creek Junc.	15.4				8 22			- -							- -			- -	- -	9 25	11 58	6 08	- -
Arr.. Lumber Yard.....	19.0		A M		8 35			12 08					P M		6 18			8 33	10 45	9 35	12 08	6 18	10 45
Lve. Lumber Yard.....	19.0		†6 35		8 56			12 30					†5 11		6 26								
Arr.. Freeland.....+	24.2		7 20		9 15			1 20					5 30		6 45								
Lve. Stockton.....	20.9		P.RR.		8 39			12 12					P M		6 23			8 37	10 48	9 39	12 12	6 23	10 48
Arr.. Hazleton.....+	23.3		174	7 46	8 49		Noon	12 22	1 15		P M				6 32	6 55	P M	8 45	10 55	9 50	12 20	6 32	10 55
Lve. Hazleton.....	23.3		†6 55				*1257		P M		†2 51					P M	*7 50	P M	P M		Noon		P M
» Cranberry.....	24.3		- -	P.RR.			- -				- -						- -						
» Conyngham.....	28.4		7 05	177			- -				2 44						- -						
Arr.. Tomhicken.....	32.1	A M	7 12	A M		A M	1 16			P M	2 51	P M		P M			8 09						
Lve. Hazleton.....+	23.3	†5 53	A M	†7 46	8 49	*9 19	P M	12 22		†1 20	P M	†4 30		*5 59	6 32		P M			9 50		6 32	For explanation of signs, see page 350.
» Audenried.....	27.0	6 02		7 54	9 03	9 27		12 31		1 28		4 40		6 07	6 47					10 00		6 47	
» McAdoo.....	28.7	A M		7 58	9 07	- -		12 36		1 32		P M		- -	6 51					10 04		6 51	
» Silver Brook Junc.	29.5			8 00	9 09	- -		12 38		1 34			P.RR.	- -	6 53					10 06		6 53	
» Lofty	31.6			8 05	9 13	- -		12 42		1 38			2 53	- -	6 57					10 11		6 57	
Arr.. Delano.....	36.2			8 20	9 23	- -		12 52		1 52			P M	- -	7 07					10 21		7 07	
Lve. Delano.....	36.2			8 20		- -				1 52			†5 40	- -									
» Delano Junction...	36.6			- -		- -				- -			- -	- -									
» Buck Mountain.....	38.4			8 27		- -				2 02			5 46	- -									
» Vulcan.....	39.8			8 30		- -				2 05			5 50	- -									
» New Boston Jn. (P.R.R.)	40.4			8 34		9 52				2 10			5 54	6 52									
» New Boston. »	42.3			8 36		- -				2 12			5 56	- -									
» Morea..... »	43.5			8 39		- -				2 15			6 00	- -									
» Rock..... »	44.7			- -		- -				- -			6 02	- -									
» Morris Junc. »	46.9			8 48		- -				2 22			6 08	- -									
» Darkwater... »	48.0			8 50		- -				2 25			6 10	- -									
» St. Clair..... »	49.4			8 53		W1010				2 28			6 13	h6 47				215					
Arr.. Pottsville... »	52.1			9 00		10 15				2 35			6 20	6 55				A M					
Lve. Delano.....	36.2			A M	9 23	A M		12 52		P M			P M	P M	7 07				§6 45	10 21		7 07	
» Park Place.....	38.1				9 34			1 03							7 17				6 50	10 30		7 17	
» Mahanoy City.....+	40.9	735			9 42			1 11				191			7 27				7 00	10 38		7 27	
Arr.. Shenandoah.....+	46.1	A M			9 54			1 25				P M			7 45				A M	10 51		7 45	
Lve. Shenandoah.....+	46.1	†6 00										†2 25											
» Lost Creek.....	49.3	6 15										2 38											
» Girardville.....	51.5	6 25										2 49											
Arr.. Ashland.....+	54.3	6 40										3 00											
Lve. Shenandoah.....+	46.1	A M			9 54			1 25				P M			7 45					10 51		7 45	
» Raven Run.....	50.6				10 05			1 37							7 58					11 02		7 58	
» Centralia.....	55.4				10 15			1 49							8 08					11 11		8 08	
Arr.. Mount Carmel....+	60.4				10 30			2 06							8 25					11 25		8 26	
Arr.. Fulton...(N. C. Ry.)	65.3				11 45			3 35												A M		P M	
» Shamokin. »	68.7				11 55			3 58															
Arr.. Sunbury.... »	87.3				12 38			4 40															
					Noon			P M															

BEAR CREEK BRANCH.

No. 497	Mls	May 30, 1909.	No. 498
†9 20 A M	0	lve. Bear Creek Junction. arr.	11 30 A M
9 50 A M	6	arr..... Bear Creek ..... lve.	†1100 A M

FLEMINGTON BRANCH.

May 30, 1909.	393	395	397	399	401	403	405	407	409	411	413	415
LEAVE	A M	A M	A M	A M	A M	P M	P M	P M	P M	A M	A M	P M
Flemington Jn. ♁	†6 55	†8 00	†8 20	*9 18	†1159	*2 32	†5 28	*6 43	†7 10	*7 35	§9 55	§7 03
Flemington.....	7 00	8 05	8 25	9 23	12 04	2 37	5 33	5 48	7 15	7 40	10 00	7 08
ARRIVE	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	A M	P M

STATIONS.	Mls	392	394	396	398	400	402	404	406	408	410	412
LEAVE	....	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	A M
Flemington..	0	†6 45	†7 51	†8 10	*9 05	†1150	*2 21	†5 20	*6 35	*6 50	*7 25	§9 45
Flemington Jn..	2.7	6 50	7 56	8 15	9 10	11 55	2 26	5 25	6 40	6 55	7 30	9 50
ARRIVE	....	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	A M

CLINTON AND PITTSTOWN BRANCHES.

May 30, 1909.	Mls	352	354	356	358	390	360	362	364	366	368	370
LEAVE	....	A M				A M			P M			
Pittstown...	0	†7 15	A M	A M	A M	†1055	P M	P M	†6 11	P M	P M	A M
Landsdown ♁	3.9	7 33	†7 51	†8 37	†9 10	11 25	*2 44	*5 38	6 32	*6 53	†7 22	§9 44
Clinton.... ♁	5.9	7 38	7 56	8 42	9 15	11 30	2 49	5 43	6 37	6 58	7 27	9 49
ARRIVE	....	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	A M

STATIONS.	351	353	355	357	389	359	361	363	365	367	9
LEAVE	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	A M
Clinton.....	†6 32	†7 43	†8 23	†9 00	†9 50	*2 33	*5 20	†5 45	*6 40	†7 10	§9 35
Landsdown.....	6 42	7 48	8 28	9 05	10 05	2 38	5 26	5 50	6 45	7 15	9 40
Pittstown.....	7 05	A M	A M	A M	10 22	P M	P M	6 01	P M	P M	A M
ARRIVE	A M				A M			P M			

POTTSVILLE BRANCH.

November 7, 1909.	484	486	Mls.	LEAVE / ARRIVE	483	487
	A M	A M			A M	P M
	†1045	†612	0	...Pottsville (12th St.). ♁	10 15	5 25
	11 25	6 25		.....Minersville.....	- -	5 10
	11 35	6 32	1.6	....York Farm Junction....	9 55	5 03
	11 38	6 36	2.2	..Blackwood Junction..	9 51	5 00
	....	6 55	7.4	.....Blackwood.....	....	†440
	11 46	A M	5.5	.....Beckton.....	9 44	P M
	11 51	....	6.6	.....Spring Garden.....	9 40	....
	12 11	....	7.5	..Spring Garden Junc...	9 36	....
	1 30	....	10.8	.....Orwigsburg..... ♁	9 27	....
	1 40	....	12.8	.....Frisbie.....	9 12	....
	1 51	....	15.0	.....McKeansburg.....	9 05	....
	2 06	....	16.8	.....Rausch's.....	8 55	....
	2 11	....	18.5	.....Rene Mont.....	8 44	....
	2 24	....	21.8	.....Kepner.....	8 34	....
	2 33	....	23.6	.....Dorset.....	8 29	....
	2 42	....	25.2	.....West Penn.....	8 22	....
	2 51	....	26.6	.....Longacre.....	8 15	....
	2 59	....	27.3	.....Miller's.....	8 10	....
	3 20	....	29.1	.....Andreas..... ♁	8 02	....
	3 37	....	32.1	.....German's.....	7 50	....
	3 41	....	33.0	.....Festermacher's.....	7 43	....
	3 50	....	33.8	.....Balliet.....	7 40	....
	4 05	....	36.7	...Lizard Creek Junc. ♁	†7 30	....
	P M			ARRIVE / LEAVE	A M	

LEHIGH VALLEY RAILROAD

MAHANOY AND HAZLETON DIVISION.

November 7, 1909.	172	28	P.R.R. 174	178	180	P.R.R. 183	188	P.R.R. 185	P.R.R. 190	212	P.R.R. 192	P.R.R. 254	P.R.R. 201	198	200	P.R.R. 225	P.R.R. 202	210	214	70	218	196	208
					A M									P M									
Lve. **Sunbury**..(*N. C. Ry.*)					†6 05									†2 05									
» **Shamokin**.. »					6 45									2 50									
Lve. **Fulton** ..... »					6 54		A M							3 02						A M		P M	
Lve. **Mt. Carmel**					†7 15		†10 45							†3 25						‡8 40		§3 25	
» Centralia					7 25		10 55							3 35						8 50		3 35	
» Raven Run					7 34		11 04							3 45						9 00		3 45	
Arr.. **Shenandoah**					7 45		11 15							3 58						9 11		3 58	
Lve. **Ashland**					†7 05									3 10									
» Girardville					7 15									3 21									
» Lost Creek					7 23									3 34									
Arr.. **Shenandoah**					7 35									3 48									
Lve. **Shenandoah**					7 45		11 15							3 58				P M	A M	9 11		3 58	
» Mahanoy City					7 59		11 29							4 12				†11 16	‡7 05	9 25		4 12	
» **Park Place**					8 07		11 37							4 21				11 27	7 14	9 34		4 21	
Arr.. **Delano**			A M		8 13		11 43		A M		P M	P M		4 27			P M	11 35	7 20	9 40		4 27	
Lve. **Pottsville**..(*P.R.R.*)			†5 40						*11 52		†1 20	†4 50					*6 45	P M	A M				
» **St. Clair**.... »			5 47						– –		1 27	4 56					– –						
» **Darkwater**.. »			5 51						– –		1 31	5 00					– –						
» **Morris Jn**... »			5 54						– –		1 34	5 03					– –						
» **Rock** .... »			6 01						– –		– –	– –					– –						
» **Morea** ...... »			6 04						– –		1 43	5 12					– –						
» **New Boston** »			6 09						– –		1 46	5 15					– –						
» **New Boston Junc.**			6 11						12 17		1 49	5 18					7 10						
» Vulcan			6 15						– –		1 52	5 21					– –						
» Buck Mountain			6 19						– –		1 55	5 24					– –						
» **Delano Junction**			6 23						– –		1 59	– –					– –						
Arr.. **Delano**			– –						– –		– –	5 34					– –						
Lve. **Delano**			– –		8 13		11 43		– –		– –	P M		4 27			– –			9 40		4 27	
» Lofty			6 34		8 24		11 54		– –		2 09			4 37			– –			9 51		4 37	
» **Silver Brook Junc.**			6 38		8 29		11 59		– –		2 13			4 41			– –			9 56		4 41	
» McAdoo			6 40	A M	8 31		12 01		– –	P M	2 15			4 43	P M		– –		P.R.R.	9 58		4 43	
» **Audenried**			6 43	†7 37	8 35		12 05		12 44	k1 05	2 19			4 47	†6 46		7 37		183	10 02		4 47	
Arr.. **Hazleton**			6 55	7 46	8 44	A M	12 15	A M	12 57	1 16	2 31		P M	5 00	6 55	P M	7 50		A M	10 15		5 00	
Lve. **Tomhicken**			A M	A M		†8 55		†11 42	Noon	P M	P M		*5 33		P M	†7 31	P M		‡8 55				
» **Conyngham**						– –		11 48					– –			7 38			– –				
» **Cranberry**						– –		– –		194			– –			– –		208	– –				
Arr.. **Hazleton**	A M	A M				9 19		12 01		P M			5 59			7 55		P M	9 19		P M		P M
Lve. **Hazleton**	†5 53	†6 20			8 44		12 15	Noon		†4 30			P M	5 00		P M	249	†9 30	A M	10 15	§3 50	5 00	‡9 36
Arr.. **Stockton**	Via Audenried	6 28			8 51		12 23			Via Audenried				5 06			P M	9 38		10 23	3 57	5 06	9 38
Lve. **Freeland**		†6 12			†8 15	9 40	11 48							4 30			†5 57						
Arr.. **Lumber Yard**		6 30			8 33	A M	12 06							4 55			6 15						
Lve. **Lumber Yard**		6 32			8 55		12 28							5 10			P M	9 42		10 27	4 01	5 10	9 42
» **Hazle Creek Junc.**		– –			– –		– –							– –				9 50		10 35	4 09	– –	9 50
Arr.. **Weatherly**		6 44			9 09		12 42							5 23				9 55		10 39	4 14	5 23	9 55
Lve. **Audenried**	6 02									4 40													
» Jeanesville	6 10									4 48													
» Leviston	6 14									4 52													
» Beaver Meadow	6 18									4 56													
» Hazle Creek Junction	6 26									5 04													
Arr.. **Weatherly**	6 30									5 10													
Lve. **Weatherly**	6 30	6 44			9 09		12 42			5 23				5 23				9 55		10 39	4 14	5 23	9 55
Arr. **Penn Haven Junc.**	6 40	6 55			9 20		12 53			5 34				5 34				10 07		10 50	4 25	5 34	10 07
Arr.. **Mauch Chunk**	A M	7 08			9 36		1 06			5 47				5 47				P M		11 09	4 39	5 47	P M
		A M			A M		P M			P M				P M						A M	P M	P M	

PERTH AMBOY BRANCH.

430	428	426	424	422	Ms	July 8, 1909.	421	423	425	427	429	431	433
P M	P M	P M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	A M	P M	P M	A M	A M
*7 42	†6 26	*4 15	*10 50	*8 45	0	+ **South Plainfield** ♁	6 35	7 32	10 42	1 47	6 19	8 35	10 27
7 48	6 32	4 20	10 55	8 52	3.4	.....Perth Junction... ♁	6 28	7 26	10 36	1 40	6 13	8 28	10 21
7 50	6 35	4 23	10 58	8 55	3.9	.......Metuchen.......	6 25	7 23	10 34	1 37	6 11	8 25	10 18
7 54	6 39	4 26	11 01	8 59	5.8	......Valentine's......	6 21	7 20	10 30	1 33	6 07	8 21	10 15
7 58	6 41	4 29	11 04	9 01	6.5	........Ford's........	6 19	7 18	10 28	1 31	6 05	8 19	10 13
8 00	6 44	4 32	11 07	9 04	7.3	... Raritan Junction....	6 16	7 15	10 25	1 28	6 03	8 16	10 10
8 03	6 48	4 35	11 10	9 08	8.8	+..**Perth Amboy**....	6 12	7 12	10 22	1 24	6 00	8 12	10 07
8 06	6 50	4 40	11 12	9 10	9.6	......*State Street*.... ♁	†6 10	†7 10	†10 20	*1 22	*5 58	‡8 10	§10 05
P M	P M	P M	A M	A M	...	ARRIVE] [LEAVE	A M	A M	A M	P M	P M	A M	A M

SHEPPTON BRANCH.

205	181	Ms.	November 7, 1909.	184	206	....
P M	A M	....	LEAVE] [ARRIVE	A M	P M	....
†7 05	†8 59	0	.......**Hazleton**	11 15	8 19	....
7 11	9 09	2.1	....Oneida Junction....	11 05	8 13	....
7 18	9 22	4.5	.... Harwood Road	10 52	8 07	....
7 21	9 25	5.5	.... Humboldt Road....	10 45	8 05	....
7 31	9 40	9.9	.... Oneida	10 30	7 56	....
7 40	9 50	11.8	...... **Sheppton**	†10 20	†7 50	....
P M	A M	....	ARRIVE] [LEAVE	A M	P M	....

MONTROSE BRANCH.

....	....	Pas.	563	581	Miles	July 1, 1909.	Pas.	562	564	....	....	....
....	....	P M	P M	A M	......	LEAVE] [ARRIVE	A M	P M	P M	....	....	....
....	....	†6 00	†2 21	*8 50	0	+....**Tunkhannock**.... ♁	8 27	1 15	5 45	....	....	....
....	....	6 12	2 33	9 05	4.0	...........Marcy..........	8 16	1 00	5 27	....	....	....
....	....	6 19	2 38	9 15	5.6	.........Lake Carey.........	8 10	12 55	5 23	....	....	....
....	....	6 23	2 42	9 20	7.7	..........Lemon..........	8 05	12 48	5 18	....	....	....
....	....	6 27	2 48	9 25	9.5	..........Avery..........	8 01	12 40	5 10	....	....	....
....	....	6 33	2 55	9 35	11.7	...........Lynn...........	7 55	12 33	5 04	....	....	....
....	....	6 43	3 10	9 55	14.4	........Springville........	7 48	12 20	4 50	....	....	....
....	....	6 48	3 14	10 00	15.9	..........Tyler..........	7 43	12 13	4 36	....	....	....
....	....	6 56	3 25	10 15	18.5	.........Dimock.........	7 37	12 05	4 30	....	....	....
....	....	– –	3 35	10 25	21.5	...........Cool...........	– –	11 49	4 23	....	....	....
....	....	7 08	3 43	10 35	22.8	......South Montrose......	7 27	11 45	4 21	....	....	....
....	....	7 20	3 55	10 55	27.0	........**Montrose**........	†7 20	*11 30	†4 05	....	....	....
....	....	P M	P M	A M	......	ARRIVE] [LEAVE	A M	A M	P M	....	....	....

NAPLES BRANCH.

132	116	Ms.	May 30, 1909.	131	121
Noon	A M	....	LEAVE] [ARRIVE	A M	P M
†12 45	†7 00	0	..........**Naples**........ ♁	10 15	8 35
12 49	7 04	2.4	...........Parrish...........	10 08	8 29
12 53	7 08	4.7	........West River........	10 03	8 24
1 03	7 18	9.2	.........Middlesex....... ♁	9 53	8 14
1 09	7 24	11.8	.........Valley View.........	9 47	8 09
1 16	7 31	13.9	.........Rushville....... ♁	9 42	8 04
1 24	7 39	16.9	..........Granger..........	9 32	7 54
1 33	7 48	19.8	..........Gorham........ ♁	9 25	7 47
1 43	7 58	21.9	...........Stanley........ ♁	9 16	7 40
1 51	8 06	24.7	.............Dixon............	9 08	7 33
2 00	8 15	28.0	.........Pre-emption........	9 03	7 28
2 05	8 20	29.4	+........**Geneva** .... ♁	†9 00	†7 25
P M	A M	....	ARRIVE] [LEAVE	A M	P M

☞ *For explanation of signs, see page 350.*

STEAM HEAT The SAFETY systems are in use on over 180 railroads in the U. S. | **SAFETY CAR HEATING & LIGHTING CO.** NEW YORK. CHICAGO. ST. LOUIS.

LEHIGH VALLEY RAILROAD

ELMIRA AND CORTLAND BRANCH.

823	825	829	821	827	Mls.	*September* 13, 1909.	Mls.	822	830	826	828	330	....
....	P M	....	A M	....	....	LEAVE] [ARRIVE	....	Noon	....	P M	....	....	....
....	†3 20	....	†7 05	....	0	+ **Elmira** ♁	139.2	12 05	....	8 25	....	....	....
....	3 36	....	7 18	....	5.1	Horseheads ♁	134.1	11 51	....	8 11	....	....	....
....	3 48	....	7 30	....	10.0	Breesport ♁	129.2	11 38	....	8 01	....	....	....
....	3 56	....	7 38	....	13.4	Erin ♁	125.8	11 27	....	7 54	....	....	....
....	4 04	....	7 46	....	17.2	Park Station	122.0	11 20	....	7 47	....	....	....
....	4 13	....	7 54	....	21.0	Swartwood ♁	118.2	11 06	....	7 35	....	A M	....
....	4 20	....	8 05	....	24.7	arr. **Van Etten** ♁ lve.	114.5	10 59	....	7 28	....	11 59	....
....	....	....	12 45	....	....	arr. + **Ithaca** lve.	....	†9 59	....	....	....	....	....
....	....	....	■11 32	....	....	arr + **Wilkes-Barre** lve.	....	....	....	†4 38	....	....	....
....	4 36	....	8 11	....	27.2	**Spencer** ♁	112.0	10 51	....	7 21	....	11 52	....
....	4 45	....	8 20	....	32.1	West Candor ♁	107.1	10 41	....	7 11	....	11 42	....
....	4 49	....	8 24	....	33.8	Snyder	105.4	10 36	....	7 08	....	11 35	....
....	4 57	....	8 32	....	37.7	Wilseyville ♁	101.5	10 27	....	6 58	....	11 26	....
....	5 11	....	8 45	....	44.2	Brookton ♁	95.0	10 15	....	6 47	....	11 14	....
....	5 16	....	8 48	....	46.5	Besemers ♁	93.7	10 12	....	6 44	....	11 11	....
....	5 28	....	9 01	....	50.2	**East Ithaca** ♁	89.0	10 00	....	6 33	....	11 01	....
P M	5 41	....	9 14	....	56.4	Etna ♁	82.8	9 42	....	6 18	....	10 42	....
§6 35	6 10	....	9 30	....	59.2	**Freeville** ♁	80.0	9 35	....	6 10	....	10 35	....
6 47	6 18	....	9 40	....	63.1	McLean ♁	76.1	9 05	....	5 42	....	10 10	....
7 02	6 30	....	9 52	....	69.6	arr. + **Cortland** ♁ lve.	69.6	8 52	....	6 30	....	9 50	....
7 05	6 36	....	10 00	....	69.6	lve. **Cortland** arr.	69.6	8 38	....	5 18	....	9 43	....
7 07	6 42	....	10 02	....	70.3	**Cortland Junc.** ♁	68.9	8 36	....	5 16	....	9 41	....
7 28	6 56	....	10 14	....	76.5	East Homer ♁	62.7	8 24	....	5 04	....	9 22	....
7 48	7 07	....	10 25	....	81.5	Truxton ♁	57.7	8 14	....	4 53	....	9 02	....
8 06	7 18	....	10 35	....	86.3	Cuyler ♁	52.9	8 05	....	4 42	....	8 40	....
8 20	7 26	....	10 46	....	89.9	De Ruyter ♁	49.3	7 57	....	4 35	....	8 31	....
8 35	7 34	....	10 55	....	94.5	Shed's Corners ♁	44.7	7 48	....	4 26	....	8 11	....
8 48	7 41	....	11 02	....	97.7	New Woodstock ♁	41.5	7 41	....	4 18	....	7 58	....
9 00	7 44	....	11 06	....	99.2	Delphi Falls ♁	40.0	7 36	....	4 10	....	7 53	....
9 09	7 50	....	11 12	....	102.1	**Rippleton** ♁	37.1	7 30	....	4 04	....	7 42	....
9 14	7 54	....	11 17	....	103.2	**Cazenovia** ♁	35.4	7 25	....	4 00	....	7 36	....
9 29	– –	....	11 28	....	107.6	Chittenango Falls	31.6	7 10	....	3 49	....	7 22	....
9 36	8 12	....	11 34	....	110.7	Blakeslee ♁	28.5	7 04	....	3 45	....	7 16	....
9 57	8 30	P M	11 56	A M	118.4	arr. **Canastota** ♁ lve.	20.8	†6 40	A M	†5 20	P M	§6 50	....
P M	P M	†2 36	A M	†8 00	118.4	lve. **Canastota** arr.	20.8	A M	11 25	P M	6 25	A M	....
....	....	3 07	....	8 15	124.3	South Bay ♁	14.9	....	11 06	....	6 10	....	....
....	....	3 10	....	8 18	125.3	Oneida Creek	13.9	....	11 01	....	6 07	....	....
....	....	3 40	....	8 24	127.2	Sylvan Beach	12.0	....	10 54	....	6 03	....	....
....	....	3 50	....	8 27	128.2	**Sylvan Junction** ♁	11.0	....	10 49	....	6 00	....	....
....	....	4 00	....	8 35	131.0	Vienna	8.2	....	10 35	....	5 52	....	....
....	....	4 16	....	8 44	134.0	McConnellsville ♁	5.2	....	10 15	....	5 42	....	....
....	....	4 30	....	8 56	139.2	**Camden** ♁	0	....	†10 00	....	†5 30	....	....
....	....	P M	....	A M	....	ARRIVE] [LEAVE	....	....	A M	....	P M	....	....

BOWMAN'S CREEK AND STATE LINE AND SULLIVAN BRANCHES.

505	525	Mls	*May* 30, 1909.	504	526
P M	....	....	LEAVE] [ARRIVE	A M	....
†3 26	....	0	+ **Wilkes-Barre** ♁	11 02	....
3 32	....	2.9	Port Bowkley ♁	10 57	....
3 36	....	4.0	Dorranceton	10 53	....
3 40	....	5.2	Luzerne ♁	10 50	....
3 48	....	8.0	Trucksville	10 44	....
3 53	....	9.9	Leonards	10 40	....
3 58	....	11.1	Dallas ♁	10 36	....
4 18	....	17.2	Alderson ♁	10 20	....
4 21	....	18.4	**Harvey's Lake**	10 16	....
4 27	....	20.9	Urquhart	10 10	....
4 33	....	23.1	Noxen ♁	10 05	....
4 38	....	25.5	Stull ♁	9 59	....
4 43	....	26.9	Bakers	9 55	....
4 56	....	30.8	Beth Run	9 45	....
5 02	....	32.8	Rock Cabin	9 40	....
5 06	....	34.1	Bean Run	9 36	....
5 23	....	39.6	**Ricketts**	9 20	....
....	....	43.5	arr. **Ganoga Lake** lve.	....	....
....	....	43.5	lve. **Ganoga Lake** arr.	....	....
6 23	....	39.6	**Ricketts** ♁	9 20	....
6 32	....	43.6	Newell	9 06	....
5 40	A M	46.6	Lopez ♁	8 55	P M
6 55	†9 30	50.3	**Bernice** ♁	8 45	5 15
– –	9 32	50.9	Mildred	– –	5 11
6 09	9 37	53.4	**Satterfield** ♁	8 25	5 05
6 23	9 50	58.2	Dushore ♁	8 11	4 53
6 33	10 02	62.9	Laddsburg	8 01	4 43
6 38	10 07	65.2	New Albany ♁	7 56	4 38
6 45	10 11	66.9	Stevenson	7 51	4 34
6 51	10 17	69.3	South Branch	7 46	4 28
7 01	10 28	73.7	**Monroeton** ♁	7 37	4 20
7 13	10 40	77.9	Washington Street	7 25	4 08
7 18	10 45	79.0	+ **Towanda** ♁	†7 20	†4 00
P M	A M	....	ARRIVE] [LEAVE	A M	P M

STANDARD—***Eastern time.***

For Map, see page 340.

EXPLANATION OF CHARACTERS AND LETTERS.

* Daily; † daily, except Sunday; § Sunday only; *a* stops to leave from Buffalo and points west; *b* stops to take for or leave from Philadelphia, Newark or New York; *c* connection is made at Depew; *d* stops on special order to take for Philadelphia, Newark and New York on notice to agent at Batavia before 7 00 p.m.; *e* Sunday leaves 10 40 p.m.; *g* stops to take for points west of, but not including, Wilkes-Barre; *h* stops to leave from Hazleton and points beyond; *i* on Sunday arrives Newark and Jersey City 10 minutes later, New York 15 minutes later; *j* on Sunday arrives 10 08 a.m.; *k* Saturday only; *l* stops on Sunday to take for Phillipsburg and west; *m* stops Sunday only to take for New York and Philadelphia; *n* leaves on Sunday 1 40 p.m.; *o* stops to leave passengers; *p* runs via Port Huron; *q* stops on Sunday to leave passengers *r* leaves from Third and Berks Sts.: *s* stops on Sunday; *t* stops to take for Newark and New York: *u* Sunday arrives 8 00 p.m.; *v* stops to take passengers; *w* stops to take for Reading and points beyond; *x* stops to take for Wilkes-Barre and points east; *y* Sunday leaves West Twenty-third Street 7 25 a.m., Cortlandt and Desbrosses Streets 7 45 a.m.; *z* on Sunday arrives 5 46 p.m.

⊙ Pennsylvania R.R. Ferries—Foot of Twenty-third Street, foot of Cortlandt Street and foot of Desbrosses Street.

▲ Train No. 8 does not run through Buffalo.

♭ No Sunday connection from Brooklyn.

♮ On Sunday leaves West Twenty-third Street 9 25 a.m., Cortlandt and Desbrosses Streets 9 45 a.m.

● Sunday arrives Desbrosses and Cortlandt Streets 5 08 p.m., West Twenty-third Street 5 30 p.m.

■ Connection made via Spencer.

\+ Coupon stations; ♁ Telegraph stations.

CONNECTIONS.

Allentown—With P. & R. Ry. for Reading, Lebanon and Harrisburg.
Auburn—With Auburn and Ithaca Branch and N. Y. C. & H. R. R.R.
Bear Creek Junction—With Bear Creek Branch for Bear Creek.
Bethlehem—With P. & R. Ry. for Philadelphia, Baltimore and Washington, and with Lehigh & New England R.R. for Bath.
Buffalo—With L. S. & M. S. Ry.; Michigan Central R.R.; N. Y. C. & St. L. R.R. and Pennsylvania R.R.
Camden—With R. W. & O. Div. N. Y. C. & H. R. R.R.
Canastota—With N. Y. Central & Hudson River and West Shore R.Rs.
Catasauqua—With Catasauqua & Fogelsville R.R. (P. & R.)
Cortland—With Delaware, Lackawanna & Western R.R.
Cortland Junction—With Delaware, Lackawanna & Western R.R.
Delano—With Pennsylvania R.R. to and from Pottsville.
Easton—With Easton and Northern Branch for Belfast.
Elmira—With Erie R.R., Northen Central Ry. and D. L. & W. R.R.
Freeville—With Elmira and Cortland Branch.
Geneva—With Naples Br., Seneca Falls Br. and N. Y. C. & H. R. R.R.
Horseheads—With Northern Central Ry.
Ithaca—With Auburn and Ithaca and Cayuga Branches.
Lizard Creek Junction—With Pottsville Branch for Pottsville.
Mauch Chunk—With famous Mauch Chunk, Summit Hill & Switchback R.R. and with Tamaqua Branch C. R.R. of N. J. for Tamaqua.
Mt. Carmel—With Nor. Cent. Ry. for Fulton Shamokin and Sunbury.
Newark—With N. Y. & L. B. R.R. for Long Branch and Asbury Park.
New York—With all railway and steamship lines.
Niagara Falls—With Michigan Central and Wabash R.Rs.
Owego—With Erie R.R. and Delaware, Lackawanna & Western R.R.
Penn Haven Junction—With trains to and from Hazleton, Delano, Mahanoy City, Shenandoah, Ashland, Centralia, Mt. Carmel and all stations in the coal regions.
Phillipsburg—With Pennsylvania R.R. north for Manunka Chunk and Delaware Water Gap; Martin's Creek and Bangor & Portland R.R.; Belvidere and Lehigh & Hudson River R.R.; south for Lambertville and Trenton; also with Morris and Essex Division Delaware, Lackawanna & Western R.R. for Washington, Waterloo, Dover, Morristown, Paterson and way stations and with Central R.R. of N. J.
Pittsburg & Lehigh Junction—With Buffalo, Roch. & Pittsb. Ry.
Pittston Junction—With D. L. & W. R.R. for Scranton, Bloomsburg, Danville and Northumberland.
Rippleton—With West Shore R.R.
Rochester Junction—With Rochester Branch for Rochester and for Hemlock Lake.
Satterfield and Bernice—With Williamsport & North Branch R.R.
Sayre—With Auburn Division for Owego, Auburn and Fair Haven and with branch trains for Waverly.
Slatington—With Slatedale Branch, Schuylkill and Lehigh Branch Philadelphia & Reading Ry. and with Lehigh & New England R.R.
Spencer—With Elmira and Cortland Branch.
Sterling—With R. W. & O. Div. New York Cent. & Hud. River R.R.
Suspension Bridge—With Grand Trunk Ry. System and Wabash R.R.
Sylvan Junction—With New York, Ontario & Western Ry.
Towanda—With Bowman's Creek Branch for Dushore, Bernice, Ganoga Lake and Harvey's Lake; also with Susq. & N. Y. R.R.
Tunkhannock—With Montrose Branch for Montrose.
Van Etten—With Elmira and Cortland Branch.
Waverly—With Erie R.R. and Delaware, Lackawanna & Western R.R.
Weedsport—With N. Y. Central & Hud. River and West Shore R.Rs.
Wilkes-Barre—With Pennsylvania Division Delaware & Hudson Co. for Scranton and Honesdale, and with Bowman's Creek Branch.
Wilseyville—With Delaware, Lackawanna & Western R.R.

CRANBERRY LAKE RAILROAD.

HERBERT C. RICH, President. | C. R. RICH, Gen. Freight Agt.
HORACE C. RICH, General Manager. | W. F. ANDREWS, General Passenger Agent.
L. G. WILLSON, Superintendent. | E. E. KEITH, Auditor.

General Offices—Wanakena, N.Y.

October 16, 1909.	Mls	Pas.	Pas.	Pas.	Pas.				
[LEAVE	....	A M	A M	P M	P M	....	....	....	....
Wanakena	0	*a*6 30	†10 50	†2 30	*a*7 30	....	....	....	....
Benson Mines	6	7 00	11 40	3 15	8 00	....	....	....	....
[ARRIVE	....	A M	A M	P M	P M	....	....	....	....
[LEAVE	Mls	A M	A M	P M	P M	....	....	....	....
Benson Mines	0	*a*7 15	†11 30	†3 25	*a*8 10	....	....	....	....
Wanakena	6	7 45	12 20	4 10	8 40	....	....	....	....
[ARRIVE	....	A M	Noon	P M	P M	....	....	....	....

Trains marked † run daily, except Sunday.

a Tuesday only.

STANDARD—*Eastern time.*

Connections.—At Benson Mines—With N. Y. C. & H. R. R.R. At Wanakena—With steamer on Cranberry Lake during Summer.

CRANBERRY TRANSPORTATION CO.

JAS. L. HUMES, President. | F. P. WILDER, Treasurer.
M. S. WILDER, Auditor. | C. L. STOWELL, Gen. Manager.

General Offices: { Carthage, N.Y. / 222-228 Granite Building, Rochester, N.Y.

Read Down.			*November* 1, 1909.	Read Up.		
.....	.....	.....	lve..**Wanakena**.arr.	.....	.....	.....
.....	.....	.....	..... Deremo's	.....	.....	.....
.....	.....	.....	arr... Nunn's ...lve.	.....	.....	.....
.....	.....	.....	lve... Nunn's ...arr.	.....	.....	.....
.....	.....	.....	.... Union Point	.....	.....	.....
.....	.....	.....	arr. **Foot Lake** .lve.	.....	.....	.....

This company maintains a regular service for freight and passengers from May 1st to November 1st between the ports named above, calling on signal at other steamer landings. *Eastern time.*

Connection.—At Wanakena with Cranberry Lake R.R.

Cranberry Lake is 2,200 feet above sea level, with 165 miles of shore line, and may be reached by taking the Carthage and Adirondack Division of the New York Central & Hudson River R.R. from Carthage, N.Y., to Benson Mines, then via Cranberry Lake R.R. to Wanakena.

For rates and other information apply to the offices as above.

SILVER LAKE RAILWAY.

HARRY YATES, Prest., Buffalo, N.Y. | L. S. WARD, Treasurer, Rochester, N.Y.
FREDERICK W. YATES, Vice-Prest., Rochester, N.Y. | C. A. CARMICHAEL, Supt., Perry, N.Y.

38	34	16	32	30	Mls	*September* 26, 1909.	31	33	35	39	15
P M	A M	A M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	Noon	P M	P M
*5 05	*11 10	†9 00	†8 40	†6 50	0	.....**Perry**.....ğ	8 05	9 45	12 00	6 36	7 20
5 11	11 15	9 05	8 45	6 55	2	.....Walker's.....	7 56	9 40	11 55	6 27	7 15
5 13	11 17	9 07	8 47	6 57	3	....Silver Lake..ğ	7 54	9 38	11 53	6 25	7 13
5 23	— —	9 15	— —	— —	6	.....Chace.....	-	9 30	11 45	6 15	7 05
5 28	11 32	9 20	9 01	7 10	7	ar..**Silver Spgs**[1] ğ lv.	†7 40	†9 25	*11 40	*6 10	†7 00
P M	A M	A M	A M	A M	...	(*Via B. R. & P. Ry.*)	A M	A M	A M	P M	P M
6 12	.....	9 40	.....	7 29	14	arr...**Warsaw**..lve.	....	8 55	.....	.....	6 39
6 45	.....	10 14	.....	7 57	32	arr...**Le Roy**...lve.	....	8 19	.....	.....	5 57
7 30	.....	11 05	....	8 42	58	arr.**Rochester**.lve.	....	†7 30	.....	.....	†5 00
P M	Noon	A M	.....	A M	...	(*Via Erie.*)	....	A M	.....	P M	P M
6 37	12 19	.....	.....	8 08	31	arr...**Attica**...lve.	....	8 16	.....	5 18	.....
7 45	1 15	.....	.....	9 35	62	.....**Buffalo**.....	....	†7 05	.....	*4 00	.....
P M	P M	.....	....	A M	...	ARRIVE] [LEAVE	....	A M	.....	P M	.....

Additional Train—Leaves Perry ğ9 20 a.m., arrives Silver Springs 9 40 a.m. Leaves Silver Springs ğ9 57 a.m., arrives Perry 10 17 a.m.

* Daily; † daily, except Sunday; ğ Sunday only. ğ Telegraph stations.

Connections.—[1] With Erie R.R. and Buffalo, Rochester & Pittsburgh Ry. *Eastern time.*

KANE & ELK RAILROAD.

E. B. JAMES, President, Kane, Pa.
D. M. JAMES, Vice-President, Newton, Mass.
W. A. JAMES, Treasurer and General Manager, Kane, Pa.
C. E. ROBINSON, Auditor, "

13	7	5	3	1	Mls	*June* 1, 1908.	2	4	•6	14
P M	P M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	Noon	P M	P M
ğ2 00	†5 15	†1 40	†9 00	†6 30	0	.....**East Kane**[1].....	7 45	12 45	6 30	2 45
2 03	5 18	1 43	9 03	6 33	1	.....**Kane**[1].....	7 42	12 42	6 27	2 42
2 05	5 20	1 45	9 05	6 35	2	...**Jo Jo Junction**[2]...	7 40	12 40	6 25	2 40
2 13	5 29	1 53	9 13	6 43	4	....Crystal Springs....	7 32	12 32	6 17	2 32
2 20	5 35	2 00	9 20	6 50	5	.....**James City**.....	†7 25	†12 25	†6 10	ğ2 25
P M	P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	Noon	P M	P M

Additional Sunday Trains—Leave East Kane 5 15 p.m., arrive James City 5 35 p.m. Leave James City 5 40 p.m., arrive East Kane 6 00 p.m.

Branches (operated for freight traffic only) James City to Martinville (3 miles), James City to McKinley (1.5 miles), to La Mont (2.5 miles). McKinley to **Elk & Highland Junction**[3] (1.5 miles).

†Daily, except Sunday; ğ Sunday only. •Leaves James City on Saturday at 6 10 p.m.

Connections.—[1] With Pennsylvania R.R. [2] With Baltimore & Ohio R.R. [3] With Elk & Highland R.R.

Delaware River Transportation Co.

EXPRESS, FREIGHT and PASSENGER

SERVICE BETWEEN

PHILADELPHIA

Tacony, Riverton, Torresdale, Delanco, Beverly, Burlington, Bristol, Florence, Penns Manor, Bordentown and

TRENTON

THE ONLY LINE OPERATING ELEGANT, LARGE, COMMODIOUS, IRON

PASSENGER STEAMERS on the UPPER DELAWARE RIVER.

Eastbound.			Daily.		*Westbound.*		
.....	.....	.....	LEAVE]	[ARRIVE	.....	.....	.....
.....	2 00 P M		10 00 A M	.....**Philadelphia**.....	10 45 A M	5 45 P M	.....
.....	— —		10 35 "	.....Tacony.....	10 00 "	5 00 "	.....
.....	— —		10 45 "	.....Riverton.....	9 40 "	4 40 "	.....
.....	— —		11 00 "	.....Torresdale.....	9 10 "	4 25 "	.....
.....	— —		11 25 "	.....Beverly.....	8 50 "	4 05 "	.....
.....	3 45 "		11 45 A M	.....Burlington.....	8 30 "	3 45 "	.....
.....	4 00 "		12 00 Noon	.....Bristol.....	8 10 "	3 20 "	.....
.....	4 30 "		— —	.....Florence.....	7 30 "	— —	.....
.....	4 50 "		— —	.....Penns Manor.....	7 10 "	— —	.....
.....	5 00 P M		— —	.....Bordentown.....	7 00 A M	— —	.....
.....	.....		1 50 P M	.....**Trenton**.....	.....	2 00 P M	.....
.....	.....	.....	ARRIVE]	[LEAVE	.....	.....	.....

Freight Received for All Points SOUTH, EAST and WEST.

Connections.—At Philadelphia.—With B. & O. R.R., P. & R. R.R., Kanawha Dispatch, Boston & Philadelphia S.S. Co., Clyde S.S. Co., Merchants & Miners S.S. Co., Baltimore & Philadelphia S.B. Co., and Southern S.S. Co.

General Offices—Chestnut Street Wharf, Philadelphia, Pa.

RUDOLPH R. BAIZLEY, ... President.
HENRY V. MASSEY, ... Vice-President.
A. H. MERSHON, ... Secretary.
MITCHELL B. PERKINS, ... Treasurer.
H. F. STETSER, ... General Manager.
E. H. FLAGG, Jr., . General Freight and Passenger Agent.

March, 1909.

THE SOUTH BUFFALO RAILWAY CO.

E. A. S. CLARKE, President, New York.
MOSES TAYLOR, Vice-President, "
C. H. MCCULLOUGH, JR., Vice-President, Buffalo, N.Y.
J. P. HIGGINSON, Treasurer, New York.
F. F. GRAHAM, Secretary, "
GEO. F. MCKAY, Traffic Manager, "
MARSHALL LAPHAM, Comptroller, Buffalo, N.Y.
E. M. TEWKESBURY, General Superintendent, "
JOHN G. TILLEMA, General Agent, "
JNO. N. ALLEN, General Purchasing Agent, "
W. A. JAMES, Chief Engineer, "

New York Office—2 Rector Street.

107	105	103	101	Mls	*February*, 1909.	100	102	104	106	
P M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M	....
*5 46	†5 10	†7 15	*5 40	0	.....**Lackawanna**....	6 35	8 00	6 08	6 35	....
5 53	5 16	7 21	5 50	2.50	.....**Station C**.....	6 28	7 55	8 00	8 28	....
....	....	....	....	....	(*D. L. & W. R.R.*)	....	....	....	....	....
5 56	5 21	7 24	5 55	3.00	....**Abbott Road**....	6 25	7 50	5 50	8 25	....
6 03	5 23	7 32	— —	....	..**Louisiana Street**..	6 18	— —	5 43	8 18	....
8 06	5 31	7 35	6 05	5.92	.....**Buffalo**.....	*6 15	†7 40	†5 40	*6 15	....
P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M	....

Trains marked * run daily; † daily, except Sunday. *Eastern time.*

38.72 miles operated for freight and passenger service. Passenger service between Lackawanna and Buffalo.

FREIGHT CONNECTIONS.—Buffalo & Susquehanna Ry., Buffalo Creek R.R., Buffalo, Rochester & Pittsburgh R.R., Delaware, Lackawanna & Western R.R., Erie R.R., Grand Trunk Ry., Lehigh Valley R.R., Lake Shore & Michigan Southern Ry., Michigan Central R.R., New York, Chicago & St. Louis R.R., New York Central & Hudson River R.R., Pennsylvania R.R., Pere Marquette R.R., Wabash R.R. and West Shore R.R.

NARRAGANSETT PIER RAILROAD.

T. G. HAZARD, JR., Superintendent, Peace Dale, R.I.

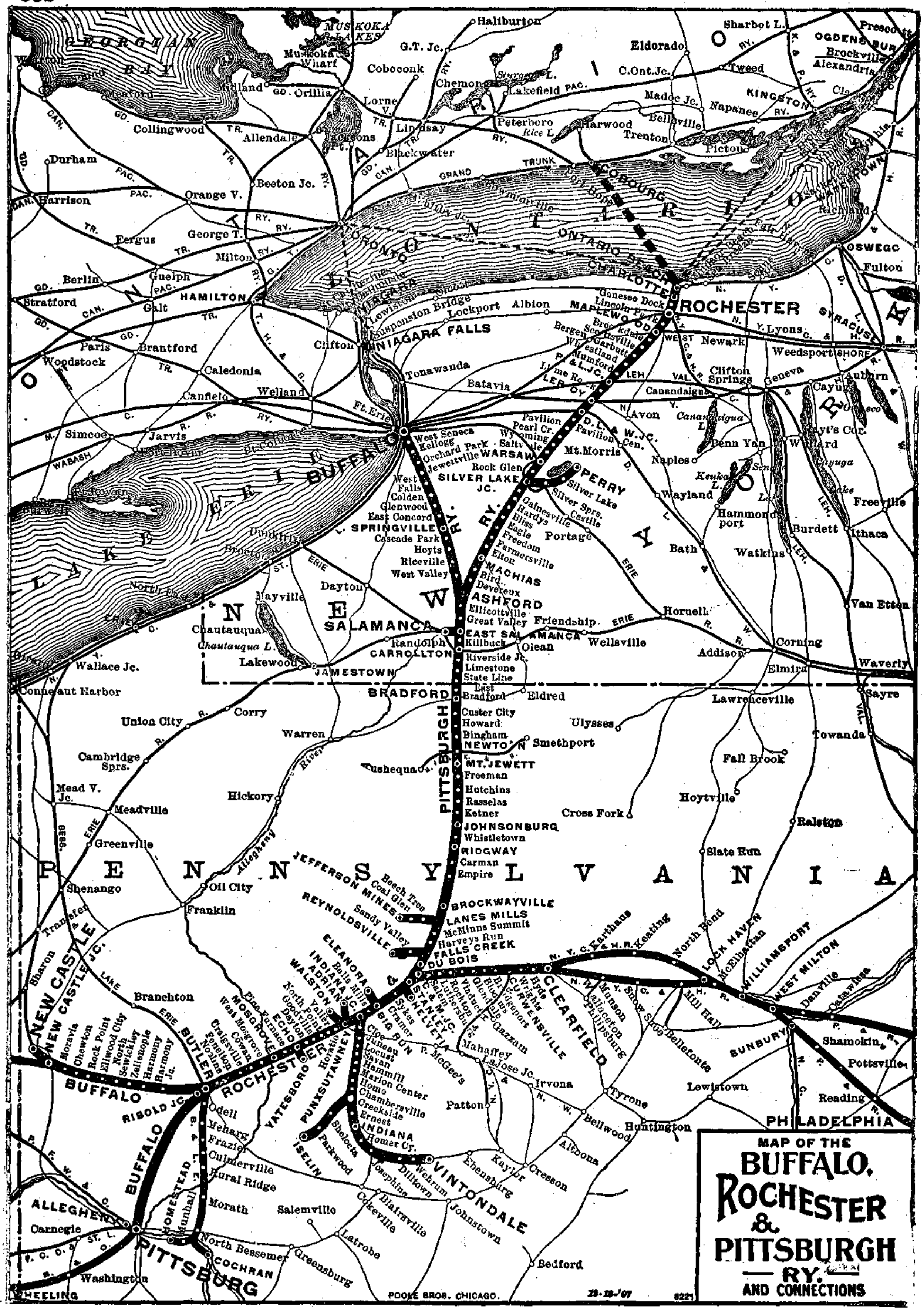
Trains leave Narragansett Pier †7 20, †8 00, †10 30 a.m., †1 45, †4 30, §4 40, †6 05, §6 40 p.m. for Wakefield, Peace Dale and **Kingston**[1] (8 miles). Returning, leave Kingston †7 50, †11 54 a.m., †2 52, *5 10, *7 13 p.m. Running time between Narragansett Pier and Kingston 20 minutes. Leave Narragansett Pier for Wakefield and Peace Dale †12 25 noon, *7 40 p.m. Returning, leave Peace Dale for Narragansett Pier †6 30 a.m., †1 30 §4 20 p.m. *October* 11, 1909.

* Daily; † daily, except Sunday; ğ Sunday only.

STANDARD—*Eastern time.*

Connection.—[1] With New York, New Haven & Hartford R.R.

Pintsch Gas Steam Heat | SAFETY CAR HEATING & LIGHTING CO. U. S. Express Bldg, Trinity Place and Rector St., NEW YORK. | Used on most of the Prominent Railways in Europe and the United States.


MAP OF THE
BUFFALO,
ROCHESTER
&
PITTSBURGH
RY.
AND CONNECTIONS
POOLE BROS. CHICAGO.
8221
GEORGIAN BAY
MUSKOKA LAKES
LAKE ONTARIO
LAKE ERIE
ONTARIO
NEW YORK
PENNSYLVANIA
ROCHESTER
BUFFALO
PITTSBURG
SALAMANCA
EAST SALAMANCA
BRADFORD
CARROLLTON
JAMESTOWN
ASHFORD
MACHIAS
SPRINGVILLE
WARSAW
SILVER LAKE JC.
PERRY
CHARLOTTE
MAPLEWOOD
COBOURG
ONTARIO SEACH
NEWTON
MT. JEWETT
JOHNSONBURG
RIDGWAY
BROCKWAYVILLE
LANES MILLS
FALLS CREEK
DU BOIS
REYNOLDSVILLE
JEFFERSON MINES
ELEANORA
INDIANA JC.
ADRIAN
WALSTON
BIG RUN
STANLEY
CLEARFIELD
CURWENSVILLE
PUNXSUTAWNEY
INDIANA
ISELIN
VINTONDALE
BUTLER
NEW CASTLE
NEW CASTLE JC.
RISOLD JC.
ALLEGHENY
HOMESTEAD
COCHRAN
PITTSBURGH
NIAGARA FALLS
HAMILTON
SYRACUSE
OSWEGO
KINGSTON
LOCK HAVEN
WILLIAMSPORT
WEST MILTON
SUNBURY
PHILADELPHIA
Lockport
Batavia
Tonawanda
Suspension Bridge
Lewiston
Albion
Clifton
Welland
Ft. Erie
West Seneca
Orchard Park
Olean
Wellsville
Hornell
Corning
Elmira
Waverly
Sayre
Bath
Ithaca
Geneva
Auburn
Canandaigua
Penn Yan
Avon
Mt. Morris
Dayton
Mayville
Chautauqua
Lakewood
Randolph
Corry
Warren
Union City
Meadville
Oil City
Franklin
Greenville
Sharon
Shenango
Smethport
Eldred
Kane
Emporium
Tyrone
Altoona
Huntington
Cresson
Ebensburg
Johnstown
Latrobe
Greensburg
Bedford
Washington
Carnegie
Wheeling
Lewistown
Reading
Pottsville
Shamokin
Danville
Bellefonte
Toronto
Guelph
Galt
Brantford
Berlin
Stratford
Woodstock
Simcoe
Caledonia
Peterboro
Lindsay
Belleville
Trenton
Napanee
Picton
Brockville
Haliburton
Collingwood
Orillia
Durham
Wallace Jc.
Conneaut Harbor
Cambridge Sprs.
Hickory
Salemville
Morath
Patton
Mahaffey
Irvona
Bellwood

BUFFALO, ROCHESTER & PITTSBURGH RAILWAY.

ADRIAN ISELIN, Jr., President, New York, N.Y.
W. EMLEN ROOSEVELT, Vice-Prest., "
W. T. NOONAN, V.-P. and Gen. Mgr., Rochester, N.Y.
ERNEST ISELIN, Sec'y and Asst. Treas., New York, N.Y.
J. F. DINKEY, Aud. and Treas., Rochester, N.Y.
T. F. BRENNAN, Gen. Supt., "
J. E. BURNES, Supt. Car Service, "
E. J. DEVANS, Supt. Roch. & Buffalo Divs., "
A. J. JOHNSON, Supt. Bid. and Pitts. Divs., Du Bois, Pa.
E. F. ROBINSON, Chief Engineer, Rochester, N.Y.
W. H. WILSON, Supt. Motive Power, Du Bois, Pa.
R. W. DAVIS, Freight Traffic Mgr., Rochester, N.Y.
F. W. BALE, General Freight Agent, "
H. C. WATSON, Div. Freight Agt., Pittsburgh, Pa.
G. A. BOWMAN, Div. Freight Agt., Buffalo, N.Y.
F. C. NASH, Com'l Freight Agt., Philadelphia, Pa.
H. E. HUNTINGTON, Gen. Pas. Agt., Rochester, N.Y.
C. O'D. PASCAULT, Div. Pas. Agt., Pittsburgh, Pa.
S. B. GRISWOLD, Trav. Pas. Agt., Rochester, N.Y.
O'DONNELL ISELIN, Trav. Pas. Agt., "
W. U. TUNISON, District Pas. Agt., Buffalo, N.Y.
W. R. SHOOP, Purchasing Agent, Rochester, N.Y.
J. S. ROCKWELL, General Agent, "

FALLS CREEK, DU BOIS AND CLEARFIELD.

73	73	71	Ms	December 19, 1909.	72	74	72
P M	P M	A M		LEAVE / ARRIVE	Noon		
§2 14	†2 14	†6 55	0	+. **Falls Creek, Pa.** ◊	12 50	....	....
2 20	2 20	7 02		arr. / lve.	12 40	P M	Noon
3 25	3 25	7 02	3	+ **Du Bois** ◊	12 40	8 16	12 40
3 42	3 42	7 15	9	..... Luthersburg	12 26	8 03	12 26
3 50	3 50	7 22	12	..... Rockton ..... ◊	12 20	7 56	12 20
3 54	3 54	7 25	13	..... Viaduct	12 17	7 52	12 17
4 14	4 14	7 46	22	..... Bridgeport	11 56	7 33	11 56
4 20	4 20	7 51	24	+... Curwensville ... ◊	11 51	7 28	11 51
4 29	4 29	7 59	28	..... Hyde .. ◊	11 43	7 20	11 43
4 35	4 35	8 04	30	+Clearfield, Pa (Mkt. St.) ◊	11 38	7 16	§11 38
P M	4 45	8 11	32	+. **Clearfield, Pa.** ◊	†11 10	†7 08	A M
	P M	A M		...ARR. / (N. Y. C. Sta.) / LVE.	A M	P M	

PUNXSUTAWNEY, INDIANA AND VINTONDALE.

133	115	111	Ms	December 19, 1909.	112	116	134
....	P M	A M	...	LEAVE / ARRIVE	A M	P M	....
....	*3 50	*7 25	0	+. **Punxsutawney, Pa.** ◊	10 45	7 00	....
....	4 07	7 42	7	..... Juneau ..... ◊	10 26	6 42	....
....	4 34	8 09	19	.... Marion Center .. ◊	9 59	6 14	....
....	4 48	8 27	27	.... Chambersville .. ◊	9 42	5 57	....
....	4 56	8 33	30	..... **Creekside** ... ◊	9 37	5 53	....
A M	6 01	8 39	31	..... Ernest ..... ◊	9 31	5 48	P M
†9 30	5 15	8 55	36	+..... **Indiana** ..... ◊	*9 15	*5 35	2 45
10 10	P M	A M	47	..... **Josephine** ... ◊	A M	P M	1 45
11 15	....	....	63	..... Wehrum	....	....	12 45
11 25	....	....	66	... **Vintondale, Pa.** ◊	....	....	†12 15
A M	....			ARRIVE / LEAVE		....	Noon

CREEKSIDE AND ISELIN.

....	123	121	Ms	December 19, 1909.	120	122	....
....	P M	A M	...	LEAVE / ARRIVE	A M	P M	....
....	†6 00	†9 45	0	... **Creekside, Pa.** ◊	8 20	4 45	....
....	6 23	10 01	6	..... Shelocta ..... ◊	7 57	4 28	....
....	7 01	10 51	17	..... Clarksburg	7 06	3 36	....
....	7 10	11 00	19	..... **Iselin, Pa.** ... ◊	†7 00	†3 30	....
....	P M	A M	...	ARRIVE / LEAVE	A M	P M	....

LANES MILLS JUNCTION AND COAL GLEN.—Leave **Lanes Mills Junction**, ◊ **Pa.**, †7 45, †10 30 a.m., †3 45 p.m., arriving **Coal Glen, Pa.** (5 miles), 8 10, 10 55 a.m., 4 10 p.m. Leave Coal Glen 7 45 a.m., †3 05 p.m., arriving Lanes Mills Junction 10 10 a.m., 5 30 p.m.

GENESEE DOCK (Charlotte), N.Y., AND COBOURG, + ◊ **ONT.**—*See Ontario Car Ferry Co.*

ROCHESTER + ◊ **AND GENESEE DOCK (Charlotte), N.Y.**—Leaves Rochester ..... arrives Lincoln Park ...., Genesee Dock ..... Returning, leaves Genesee Dock ...., arrives Lincoln Park ...., Rochester .....

THROUGH CAR SERVICE.

ROCHESTER TO PITTSBURGH—Trains Nos. 3 and 109—Cafe Parlor Observa ion Car. Free Reclining Chair Car and Vestibuled Coaches from East Salamanca. **Train No. 7**—Pullman Buffet Sleeper. Sleeper and Vestibuled Coaches from East Salamanca.

BUFFALO TO PITTSBURGH—Train No. 3—Free Reclining Chair Car and Vestibuled Coaches. Cafe Parlor Observation Car from East Salamanca. **Train No. 7**—Pullman Sleeper and Vestibuled Coaches. Buffet Sleeper from East Salamanca.

PITTSBURGH TO ROCHESTER—Train No. 6—Cafe Parlor Observation Car. Free Reclining Chair Car and Vestibuled Coaches to East Salamanca. **Train No. 2**—Pullman Buffet Sleeper. Sleeper and Vestibuled Coaches to East Salamanca.

PITTSBURGH TO BUFFALO—Train No. 6—Free Reclining Chair Car and Vestibuled Coaches. Cafe Parlor Observation Car to East Salamanca. **Train No. 2**—Pullman Sleeper and Vestibuled Coaches. Buffet Sleeper to East Salamanca.

ROCHESTER AND PITTSBURGH—BUFFALO AND PITTSBURGH.

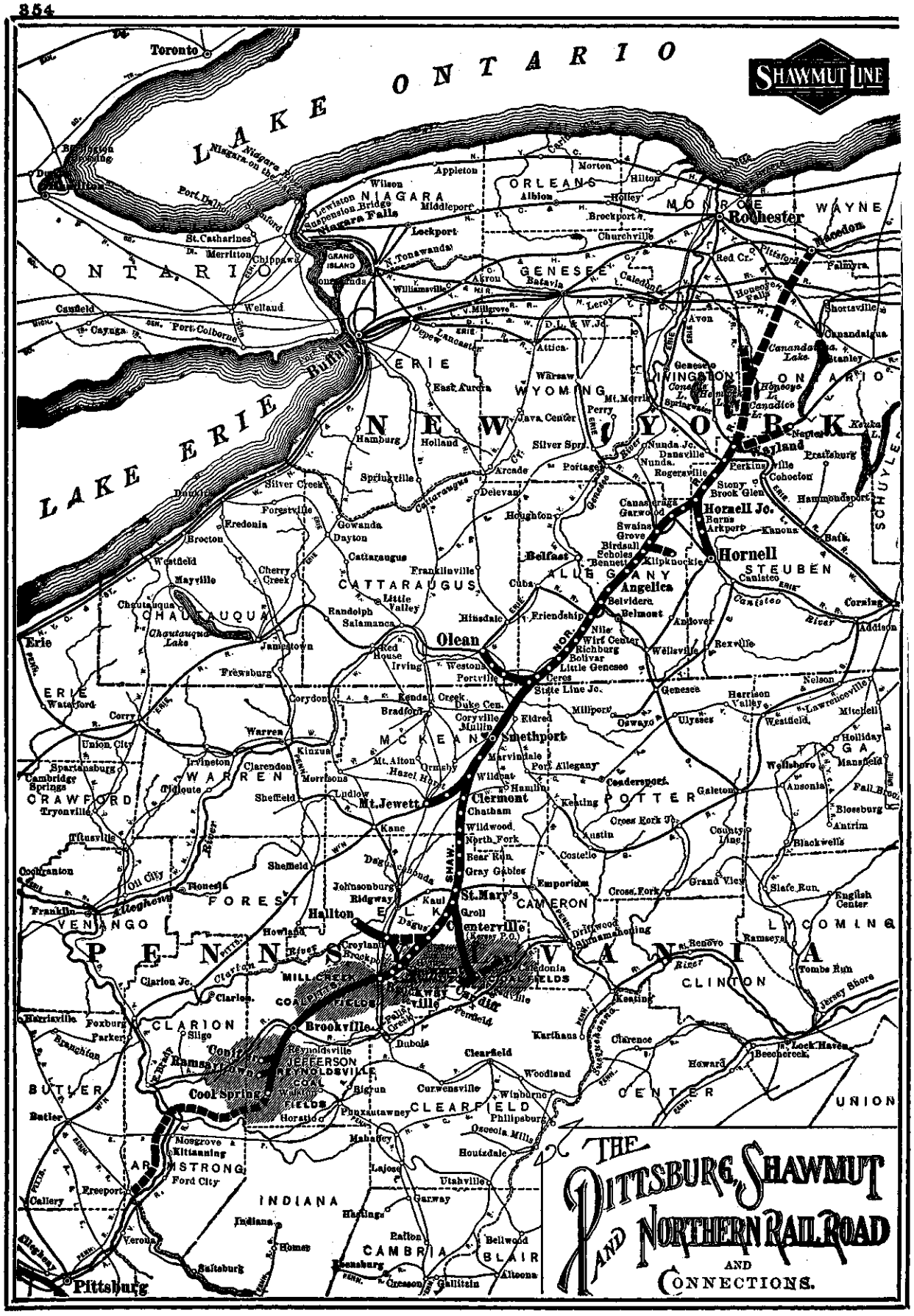
109-3	5	315 and 1	15	7-107	3-103	Mls	December 19, 1909.	6 108	2-102	16	4	18 and 316	20
A M	....	....	P M	P M	A M	....	LEAVE / ARRIVE	P M	A M	A M	....	....	....
§8 15	....	....	†6 00	*8 50	†7 30	0	+. **Rochester, N.Y.** ◊	7 30	8 42	11 05	....	....	....
— —	....	....	6 12	— —	— —	6	.....Maplewood.... ◊	— —	— —	10 53	....	....	....
8 39	....	....	6 24	9 12	7 51	12	..... Scottsville ..... ◊	7 09	8 20	10 43	....	....	....
— —	....	....	6 29	9 17	7 56	15	..... Garbutt ..... ◊	7 06	8 16	10 38	....	....	....
8 49	....	....	6 37	9 23	8 01	18	.....Mumford .... ◊	6 59	8 10	10 31	....	....	....
— —	....	....	6 43	— —	8 06	20	..**P. & L. Junction** ◊	6 56	8 06	10 26	....	....	....
9 04	....	....	6 57	9 39	8 19	26	+..... **Le Roy** ..... ◊	6 45	7 57	10 14	....	....	....
9 10	....	....	6 04	— —	8 26	30	**D. L. & W. Junction** ◊	6 38	7 51	10 07	....	....	....
9 16	....	....	6 11	*a* —	8 32	33	..... Pavilion ..... ◊	6 32	7 46	9 59	....	....	....
— —	....	....	6 16	— —	8 37	36	..... Pearl Creek ... ◊	6 27	— —	9 54	....	....	....
9 25	....	....	6 22	*a* —	8 42	39	..... Wyoming .... ◊	6 22	7 38	9 49	....	....	....
9 35	....	....	6 39	10 10	8 55	44	+.....**Warsaw** .... ◊	6 12	7 29	9 40	....	....	....
— —	....	....	6 49	— —	9 04	49	.....Rock Glen.... ◊	6 02	— —	9 31	....	....	....
9 47	....	....	6 55	10 22	9 09	50	..**Silver Lake Junc** ◊	5 58	*7 18	9 27	....	....	....
9 53	....	....	7 00	....	9 15	51	ar. **Silver Springs** ◊ lv.	5 40	†7 13	9 23	....	....	....
10 17	....	....	7 20	....	9 45	58	arr. ... **Perry.** ◊ lve.	5 05	†6 50	†9 00	....	....	....
8 40	....	....	P M	....	8 40	58	lve. (Silver Lake Ry.) arr.	6 35	†8 05	A M	....	....	....
9 40	....	P M			9 04	51	lv. **Silver Springs** ◊ ar.	6 07	†7 25		....	A M	
9 47	....	†7 00	....	10 22	9 09	50	..**Silver Lake Junc**..	5 58	7 18	....	....	9 04	
— —	....	7 10	....	10 30	9 20	55	.....Gainesville.... ◊	5 46	7 06	....	....	8 50	
— —	....	7 17	....	10 36	9 27	58	..... Hardys ..... ◊	5 39	7 00	....	....	8 43	
— —	....	7 27	....	10 46	9 37	64	.....Bliss..... ◊	5 30	6 51	....	....	8 33	
— —	....	7 34	....	10 53	9 44	67	..... Eagle ..... ◊	5 23	6 44	....	....	8 26	
— —	....	7 43	....	11 01	9 53	72	..... Freedom..... ◊	5 14	6 36	....	....	8 17	
— —	....	7 46	....	— —	9 56	74	**Crystal Lake Junc** ◊	5 10	— —	....	....	8 13	
— —	....	7 52	....	11 08	10 02	76	.....Farmersville ... ◊	5 03	6 28	....	....	8 06	
10 34	P M	8 05	....	11 19	10 15	84	..... **Machias** .... ◊	4 51	6 17	...	A M	7 54	
10 49	†7 39	8 26	....	11 37	10 37	94	.....**Ashford**..... ◊	4 31	6 01	....	9 42	7 34	
c —	7 47	8 34	....	11 44	10 45	99	..... Ellicottville ... ◊	4 20	5 53	....	9 33	7 22	
— —	7 55	8 42	....	*g* —	10 53	103	.....Great Valley... ◊	4 12	*i* —	....	9 25	7 14	
11 08	8 03	8 50	....	11 56	11 00	107	..**East Salamanca** ◊	4 05	5 39	..	9 17	7 06	
§1125	†8 09	8 55		*1220	†1125	109	+...**Salamanca**... ◊	*5 40	*5 15	....	†9 11	†7 00	
A M	P M	P M	17	Night	A M	....	ARRIVE / LEAVE	P M	A M	10	A M	A M	A M
A M	P M	A M	P M	P M	A M	....	lv. + **Buffalo, N.Y.** ◊ ar.	P M	A M	P M	A M	A M	A M
§9 30	†5 45	*8 15	*2 30	*1020	†9 30	0	(*Exchange St. Station.*)	5 40	7 15	7 30	11 30	8 27	9 25
— —	6 14	8 49	2 58	— —	— —	12	.... Orchard Park .. ◊	— —	— —	6 58	11 01	7 54	8 40
— —	6 24	9 00	3 09	— —	— —	17	.....Jewettville.... ◊	— —	— —	6 50	10 51	7 45	8 40
— —	6 28	9 03	3 13	— —	— —	18	.....West Falls.... ◊	— —	— —	6 47	10 48	7 42	8 38
— —	6 38	9 13	3 23	— —	— —	23	.....Colden..... ◊	— —	— —	6 38	10 39	7 32	8 28
— —	6 42	9 17	3 30	— —	— —	25	..... Glenwood .... ◊	— —	— —	6 31	10 34	7 27	8 23
— —	6 54	9 30	3 45	— —	— —	30	.... East Concord .. ◊	— —	— —	6 20	10 24	7 15	8 11
— —	7 02	9 38	3 55	11 19	10 30	33	+....**Springville** ... ◊	4 42	6 19	6 12	10 12	†7 05	§8 00
10 30	7 06	9 44	1 07	— —	— —	35	.... Cascade Park	— —	— —	6 06	10 06	A M	A M
— —	7 26	10 04	P M	*d* —	— —	42	..... West Valley ... ◊	— —	*q* —	5 50	9 53	P M	
— —	7 39	10 16	*1 57	— —	— —	49	.....**Ashford**..... ◊	— —	— —	5 39	9 42	4 29	
— —	7 47	10 24	11 44	*v* —	— —	53	..... Ellicottville ... ◊	— —	*j* —	5 30	9 33	4 20	
— —	7 55	10 32	*e* —	— —	— —	57	.....Great Valley... ◊	— —	— —	5 22	9 25	4 12	
11 15	8 03	10 40	11 58	12 05	11 15	62	..**East Salamanca** ◊	3 57	5 33	5 14	9 17	4 05	
11 25	8 09	10 46	12 20	12 20	11 25	63	arr. / lve. + **Salamanca** ◊ lve. / arr.	3 40	5 15	5 06	9 11	*3 40	
10 48	8 10	10 48	Night	Night	10 48			3 07		5 07	9 10	P M	
11 23	8 17	10 55		12 15	11 23	62	..**East Salamanca** ◊	3 52	5 25	5 00	9 04		
— —	8 27	11 04	...	— —	— —	67	.....**Carrollton** ... ◊	— —	— —	4 51	8 54		
— —	8 39	11 16	....	— —	— —	73	..... Limestone .... ◊	— —	—	4 41	8 41	....	
— —	8 47	11 24	8	— —	— —	77	.. East Bradford, Pa...	— —	— —	4 35	8 33	12	8
11 50	8 50	11 30	A M	12 44	11 50	78	arr... **Bradford**...lve.	3 30	5 01	*4 30	†8 30	A M	P M
11 50	P M	†5 10	†7 45	12 44	11 50	78	lve. + **Bradford** ◊ .arr.	3 30	5 01	P M	A M	10 10	8 15
— —		5 39	8 14	— —	— —	91	.....Bingham..... ◊	— —	— —			9 54	5 46
12 19	....	5 44	8 21	— —	12 19	94	arr.....**Newton** ◊ .lve.	*3 01	— —	....	....	9 39	5 41
....	....	6 10	8 50	....	12 49	101	arr. / lve. + **Smethport** ◊ lve. / (Kushaqua Rte.) arr.	†2 30	....	....	....	9 00	5 10
....	....	5 10	7 50	....	11 50	101		†3 40			....	10 03	6 10
12 19	....	5 44	8 21	— —	12 19	94	lve.....**Newton** ◊..arr.	3 01	— —	....	....	9 32	5 41
12 37	....	6 32	8 40	1 31	12 37	103	+....**Mt. Jewett**... ◊	2 44	4 15	....	....	9 15	5 21
— —	....	6 25	9 05	— —	— —	115	..... Rasselas ..... ◊	— —	— —	....	....	8 49	4 58
— —	....	6 35	9 15	— —	— —	120	..... Ketner.....	— —	—	....	....	8 39	4 47
1 19	....	6 49	9 30	2 13	1 19	125	+..**Johnsonburg**.. ◊	2 01	3 29	....	....	8 24	4 32
1 32	....	7 02	9 44	2 26	1 32	133	+.... **Ridgway** .... ◊	1 49	3 16	....	....	8 10	4 17
— —	....	7 15	9 58	— —	— —	140	..... Carman ..... ◊	— —	— —	....	....	7 55	4 01
2 00	....	7 34	10 17	2 54	2 00	151	+. **Brockwayville**. ◊	1 21	2 48	....	....	7 37	3 42
— —	....	7 40	10 23	— —	— —	153	. **Lanes Mills Junc** ◊	— —	— —	....	....	7 31	3 36
2 14	21	7 52	10 35	3 09	2 14	159	+....Falls Creek ... ◊	1 06	2 32	22	14	7 18	3 23
2 20	P M	8 04	10 45	3 15	2 20	161	arr. / lve. + **Du Bois** ◊ lve. / arr	1 00	2 26	A M	P M	7 10	3 15
2 27	†4 30	8 04	10 45	3 25	2 27			12 53	2 19	11 20	9 05	7 10	3 10
— —	4 40	8 15	10 58	— —	— —	167	..... Stanley ..... ◊	— —	— —	11 07	8 52	6 55	2 56
— —	4 43	8 18	11 00	— —	— —	169	..... Sykes ..... ◊	— —	— —	11 04	8 48	6 51	2 53
2 50	4 56	8 32	11 17	— —	— —	176	.....Big Run..... ◊	*s* —	— —	10 49	8 32	6 36	2 36
3 01	5 17	8 50	11 35	4 00	3 01	182	+. **Punxsutawney**. ◊	12 21	1 46	10 32	8 17	†6 20	†2 20
— —	5 28	P M	A M	— —	—	188	..... Valier ..... ◊	— —	— —	10 12	8 03	A M	P M
— —	5 33		....	— —	— —	190	..... Hamilton	— —	— —	10 06	7 58	....	
— —	5 40	..	....	— —	— —	193	..... North Point ... ◊	— —	— —	9 59	7 52	...	
— —	5 49	..	....	— —	— —	198	..... Goodville	— —	— —	9 46	7 42		
3 31	5 57		....	4 31	*e* —	201	+..... Dayton ..... ◊	*ls*	1 13	9 39	7 35		
3 39	6 08	..	..	4 41	3 39	207	..... **Echo** ..... ◊	11 41	1 03	9 27	7 24		
— —	8 26	..	....	— —	— —	216	..**East Mosgrove** ◊	—	— —	9 05	7 04		
— —	6 28		....	— —	— —	217	.....West Mosgrove.. ◊	— —	— —	9 02	7 02		
— —	6 47	....	....	— —	— —	223	.....Cowan..... ◊	— —	— —	8 46	6 47		
4 16	6 57	....	....	— —	*r* —	228	.....Craigsville.... ◊	*s* —	*n* —	8 34	6 38		
— —	7 07	....	....	— —	— —	234	.....Fenelton..... ◊	— —	—	8 24	6 28		
h —	7 21	....	....	— —	*h* —	241	..... Noeline	*m* —	*n* —	8 07	6 08		
4 45	7 30	....	....	5 50	4 45	244	+..... **Butler** ..... ◊	10 35	11 55	†8 00	6 05		
6 15	P M	....	....	7 20	6 15	288	ar. + **Pittsburgh, Pa.** ◊ lv.	*9 05	*1025	A M	*4 35		
P M	....	....	....	A M	P M	....	(*B. & O. Station.*)	A M	P M		P M		

Additional Train—Leaves Du Bois †6 30 a.m., arrives Butler 9 30 a.m., Pittsburgh 11 00 a.m.

STANDARD—*Eastern time.*

+ Coupon stations. ◊ Telegraph stations.

* Daily; † daily, except Sunday; § Sunday only; *a* stops to let off from Rochester and Le Roy; *c* stops to let off from north of Gainesville; *d* stops on Sunday to let off from Buffalo; *e* stops to take for Butler and Pittsburgh; *g* stops to take for south of Bradford and to let off from north of Ashford; *h* stops to take for Pittsburgh; *i* stops to take for stops north of Ashford and to leave from south of Bradford; *j* stops to take for Buffalo; *l* stops to let off from Pittsburgh and Butler and on signal to take for north of Falls Creek, Sundays stops on signal; *m* stops to let off from Pittsburgh; *n* stops to leave on Saturday only; *q* stops Sunday for Buffalo passengers; *r* stops Saturdays on signal to take on passengers for Butler and Pittsburgh; *s* stops Sunday only; *v* stops to leave from Buffalo. Heavy-faced stations indicate junctions.


SHAWMUT LINE
LAKE ONTARIO
LAKE ERIE
ONTARIO
NIAGARA
ORLEANS
MONROE
WAYNE
GENESEE
ERIE
WYOMING
LIVINGSTON
ONTARIO
NEW YORK
CHAUTAUQUA
CATTARAUGUS
ALLEGANY
STEUBEN
ERIE
WARREN
CRAWFORD
MCKEAN
POTTER
TIOGA
VENANGO
FOREST
ELK
CAMERON
LYCOMING
PENNSYLVANIA
CLINTON
CLARION
JEFFERSON
CLEARFIELD
CENTER
UNION
BUTLER
ARMSTRONG
INDIANA
CAMBRIA
BLAIR
Toronto
Niagara Falls
Buffalo
Rochester
Olean
Hornell Jc.
Hornell
Angelica
Smethport
Clermont
Mt. Jewett
St. Mary's
Centerville
Hallton
Brookville
Coal Spring
Pittsburg
Erie
THE PITTSBURG, SHAWMUT AND NORTHERN RAIL ROAD AND CONNECTIONS.

THE PITTSBURG, SHAWMUT & NORTHERN RAILROAD CO.

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F. B. LINCOLN, Assistant to Receiver, Angelica, N.Y.
FRANK S. BLAIR, Sec'y to Receiver and Real Estate Tax Agt., Angelica, N.Y.
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LEWIS F. WILSON, Secretary, "
HARRY M. GOUGH, Treasurer, "
HENRY S. HASTINGS, Auditor and Comptroller, St. Mary's, Pa.
G. F. KINSELLA, Cashier, "

JOS. T. ODELL, General Freight and Pas. Agent, St. Mary's, Pa.
C. H. HAMMOND, Asst. Gen. Freight and Passenger Agent, and Industrial Agent, Olean, N.Y.
B. C. MULHERN, Superintendent, St. Mary's, Pa.
R. A. BILLINGHAM, Superintendent of Motive Power, "
C. L. LATHROP, Supt. Telegraph and Signals, Angelica, N.Y.
F. S. HAMMOND, General Storekeeper, St. Mary's, Pa.
WM. BARCLAY PARSONS, Consulting Engineer, New York City.
H. S. WILGUS, Engineer Maintenance of Way, Angelica, N.Y.

HORNELL, OLEAN, ELDRED, SMETHPORT, MT. JEWETT, ST. MARY'S, SHAWMUT, BROCKWAYVILLE AND RAMSAYTOWN.

●109	●107	9	11	7-3	Ms.	May 3, 1909.	10	8	12	2	●110	●108
P M	A M	P M		A M		LEAVE / ARRIVE	A M	P M			A M	P M
§4 37	§8 00	†8 25		†8 17	0	+ ..... **Hornell**[8] ... ♂	9 35	5 15			9 58	7 55
4 48	8 11	8 38		8 27	5	+ ..... Arkport ..... ♂	9 22	5 02			9 47	7 45
4 52	8 15	8 40		8 31	7	..... Burns	9 18	4 58			9 41	7 39
4 58	8 21	8 48		8 37	9	⊙ ..... **Moraine**	9 12	4 51			9 37	7 35
5 04	8 27	6 52		8 43	12	+ . ⊙ **Canaseraga**[11] ♂	9 06	4 45			9 31	7 29
5 09	8 32	6 57		8 48	14	..... Garwoods	9 01	4 40			9 26	7 24
5 14	8 37	7 01		8 56	16	.. **Swains Junction**[3].	8 56	4 35			9 21	7 19
5 23	8 46	7 11		9 04	20	..... Grove	8 47	4 26			9 12	7 11
5 28	8 52	7 15		9 11	22	..... Centre	8 42	4 21			9 07	7 06
5 34	9 01	7 18		9 17	25	+ ..... Birdsall ..... ♂	8 36	4 15			9 01	7 00
5 39	9 06	7 24		9 23	27	..... Scholes	8 31	4 10			8 56	6 54
5 45	9 12	7 33		9 32	30	..... Bennetts	8 22	4 01			8 48	6 46
5 49	9 16	7 37		9 37	32	..... County House	8 17	3 56			8 43	6 41
5 58	9 25	7 41		9 41	34	arr.. + **Angelica** ♂ .lve.	8 13	3 52			8 38	6 36
5 58	9 25	7 41		9 41	34	lve.... **Angelica** ...arr.	8 13	3 52			8 38	6 36
6 29	9 42	7 57		9 58	40	..... Belvidere	7 55	3 34			8 20	6 20
6 32	9 53	8 07		10 09	45	+ . ⊙ **Friendship**[10]. ♂	7 45	3 24			8 10	6 10
6 37	9 58	8 13		10 15	47	..... Nile	7 41	3 18			8 06	6 05
6 45	10 06	8 19		10 23	50	..... Wirt	7 35	3 14			8 00	6 00
6 51	10 11	8 22		10 27	52	⊙ ..... West Notch	7 31	3 10			7 56	5 56
7 01	10 21	8 32		10 37	56	..... Richburg	7 21	3 00			7 46	5 46
7 05	10 25	8 36		10 41	58	arr. . + **Bolivar** ♂ .. lve.	7 17	2 56			7 42	5 42
7 05	10 25	8 36		10 41	58	lve... ⊙ **Bolivar** ... arr.	7 17	2 56			7 42	5 42
	—	8 4		10 44	60	..... Little Genesee	7 12	2 51			7 37	5 37
	—			—	62	..... Sanford	— —	—			—	
7 21	10 41	8 51		10 57	65	+ ..... ⊙ **Ceres**[2] ..... ♂	7 01	2 40			7 26	5 26
7 26	10 45	8 55		11 02	66	arr.. ⊙ **Prosser** ... lve.	6 57	2 36			7 22	5 22
7 50	11 05	8 17	P M	11 25	76	arr. .. + **Olean**[6] ... lve.	†6 35	†2 14	A M	P M	§7 00	§5 00
P M	A M	P M	†4 40	†10 35	76	lve..... **Olean** .... arr.	A M	P M	9 43	3 00	A M	P M
			†5 02	11 07	06	lve.. ⊙ **Prosser** ... arr.			9 18	2 32		
			— —	—	70	..... **Bullis Mill** ... ♂			— —	— —		
			— —	— —	74	..... Eldred ..... ♂			— —	— —		
			— —	— —	78	..... **Larabee**[9] .... ♂			— —	— —		
			5 37	11 37	80	⊙ .... Coryville ..... ♂			8 51	2 06		
			5 43	11 43	83	.... Farmer's Valley			8 45	2 00		
			5 55	11 55	87	+ ... **Smethport**[4] .. ♂			8 33	1 48		
	311	315	6 03	12 03	91	..... Comes			8 25	1 40	318	314
	A M	P M	6 10	12 10	94	arr... ⊙ **Kasson** .... lve.			8 18	1 33	P M	Noon
	†7 55	†1 10	6 10	12 10	94	lve.... **Kasson** .... arr.			8 18	1 33	6 33	12 33
	8 01	1 14	6 14	12 14	95	..... Marvindale			8 14	1 29	6 29	12 29
	8 07	1 22	6 21	12 21	99	+ ⊙ .. **Hazelhurst**			†8 07	†1 22	†6 21	†12 21
	A M	P M	P M	Noon	103	ARRIVE / LEAVE			A M	P M	P M	Noon
			6 33	12 33	94	lve.... **Kasson** .... arr.			7 55	1 10		
			— —	— —	97	..... Palmerville			7 47	1 02		
			6 53	12 53	101	+ .. ⊙ **Clermont** .... ♂			7 38	12 53		
			7 10	1 10	107	⊙ .... Wellendorf			7 21	12 36		
			— —	— —	111	..... Wildwood			— —	12 25		
		1	7 33	1 53	116	⊙ .... North Fork			6 59	12 14	4	
		A M	8 00	2 00	124	ar.. + **St. Mary's**[5] ♂ .lv.			†6 30	†11 45	P M	
		*7 25	P M	*2 58	124	lve... **St. Mary's** ... arr.			A M	11 10	4 58	
		7 32		2 57	125	..... Kaulmont				11 02	4 50	
		7 38		3 03	126	..... Detsch				10 55	4 44	
		— —		— —	128	..... Groll				— —	— —	
		7 49		3 14	131	..... Gillen				10 44	4 33	
		7 51		3 16	132	⊙ ..... **Paine**				10 42	4 30	
		7 55		3 20	134	+ ..... ⊙ Kersey ..... ♂				10 38	4 26	
		7 59		3 24	135	⊙ ..... Dagus				10 35	4 25	
		8 06		3 31	138	⊙ ..... Shelvey				10 28	4 18	
		8 09		3 32	139	..... Cuneo				10 23	4 13	
		8 21		3 46	143	..... Taylor				10 13	4 01	
		8 24		3 49	144	+ ..... ⊙ Elbon				10 10	3 58	
		8 29		3 54	145	+ ..... **Hyde** ..... ♂				10 06	3 54	
		8 41		4 04	148	+ ... **Brockport** ... ♂				9 56	3 44	
		8 51		4 14	150	arr .... Shawmut ♂ .. lve.				9 46	3 34	
		8 56			152	arr.. **Drummond** .lve.					3 29	
		8 58			152	ive.. **Drummond** .arr.					3 27	
		9 03		4 16	150	lve.. + Shawmut .... arr.				9 43	3 22	
		9 11		4 24	148	..... **Brockport**				9 35	3 14	
		9 18		4 32	150	..... Crenshaw				9 27	3 06	
		9 34		4 47	152	+ . **Brockwayville**[6]. ♂				9 13	2 53	
		9 51		4 57	157	..... Sugar Hill				8 55	2 39	
	1	9 55	5	5 08	160	⊙ ..... Allen				8 51	2 31	6
	Noon	10 18	A M	5 31	170	..... Port Barnett				8 27	2 07	P M
	*12 40	10 23	*7 15	5 36	172	⊙ ..... Brookville				8 23	2 03	6 43
	1 19	A M	7 26	5 46	175	⊙ ..... **Norman**				8 12	1 58	6 33
	1 23	.....	7 30	5 50	176	..... Colon				7 40	1 34	6 01
	1 28	.....	7 35	5 55	177	⊙ .. **Ramsaytown**				*7 35	*1 28	*5 55
	P M	.....	A M	P M	....	ARRIVE / LEAVE				A M	P M	P M

● Daily; † daily, except Sunday; § Sunday only. ● Runs from June 20th to September 26th, inclusive. STANDARD—*Eastern time.*
+ Coupon stations; ⊙ Telephone stations; ♂ Telegraph stations.

WAYLAND AND HORNELL.

●120	24	22	20	Ms.	May 3, 1909.	21	23	25	●125
A M	P M	A M	A M	....	LEAVE / ARRIVE	A M	P M	P M	P M
§7 05	†3 26	†11 00	†7 20	0	.... **Wayland**[7] .. ♂	10 32	3 11	6 14	8 53
7 11	3 28	11 06	7 26	2.1	.... Perkinsville ...	10 24	3 03	6 06	8 45
7 19	3 34	11 14	7 34	5.1	+ .. Rogersville .. ♂	10 16	2 55	5 58	8 37
7 23	3 38	11 18	7 38	6.2	.Stony Brook Glen.	10 12	2 51	5 54	8 33
— —	— —	11 38	— —	7.9	.... Canaseraga	— —	2 31	— —	— —
7 35	3 50	11 44	7 50	10.7	⊙ .. **Moraine**	10 00	2 25	5 42	8 21
7 39	3 54	11 48	7 54	12.7	..... Burns	9 54	2 19	5 35	8 15
7 45	4 00	11 54	8 00	15.3	..... Arkport .... ♂	9 50	2 15	5 31	8 11
7 55	4 11	12 06	8 12	20.0	..... **Hornell**[8] .. ♂	†9 40	†2 05	†5 20	§8 00
A M	P M	Noon	A M	....	ARRIVE / LEAVE	A M	P M	P M	P M

Additional Train—From June 20th to September 26th, inclusive, leaves Hornell §10 03 a.m., arrives Wayland 10 55 a.m. Leaves Wayland §3 40 p.m., arrives Hornell 4 32 p.m.

OLEAN BRANCH.
OLEAN TO PROSSER.

May 3, 1909.	Mls.	No. 10	200	8	202	●110	●108
LEAVE	....	.....	A M	P M	P M	A M	P M
Olean ⊙ .... ♂	0	†6 35 A M	†10 35	†2 14	†4 40	§7 00	§5 00
Weston	3.1	6 43 "	10 43	2 22	4 48	7 08	— —
Gordon	4.3	— —	— —	— —	— —	— —	— —
Portville	5.6	6 49 "	10 49	2 28	4 54	7 14	— —
White House ⊙ ..... ♂	6.8	6 52 "	10 52	2 31	4 57	7 17	— —
Prosser ..... ⊙	9.0	6 57 A M	11 02	2 36	5 02	7 22	5 22
ARRIVE	....	.....	A M	P M	P M	A M	P M

PROSSER TO OLEAN.

STATIONS.	No. 201	No. 7	203	9	●107	●109
LEAVE	.....	.....	P M	P M	A M	P M
Prosser	†9 18 A M	†11 02 A M	†2 38	†8 55	§10 45	§7 28
White House	9 26 "	11 08 "	2 43	9 00	— —	7 32
Portville	9 29 "	11 11 "	2 48	9 03	— —	7 35
Gordon	— —	— —	— —	— —	— —	— —
Weston	9 35 "	11 17 "	2 52	9 09	— —	7 41
Olean	9 43 A M	11 25 A M	3 00	9 17	11 05	7 50
ARRIVE	.....	.....	P M	P M	A M	P M

PAINE AND CARDIFF.

.....	303	301	Mls	May 3, 1909.	300	302	.....	.....
.....	P M	A M	....	LEAVE / ARRIVE	A M	P M	.....	.....
.....	†4 35	†8 00	0	⊙ ..... **Paine**	7 43	4 20	.....	.....
.....	4 57	8 23	4.5	..... Merrill	7 08	3 48	.....	.....
.....	5 17	8 55	7.9	+ ... ⊙ Byrnedale .... ♂	6 43	3 25	.....	.....
.....	5 30	9 30	10.7	..... Force	†6 22	3 02	.....	.....
.....	P M	9 35	11.9	+ ..... **Cardiff**	A M	†2 55	.....	.....
.....	.....	A M	....	ARRIVE / LEAVE	.....	P M	.....	.....

CONIFER BRANCH.

325	323	321	Ms	May 3, 1909.	322	324	326	.....
P M	Noon	A M	...	LEAVE / ARRIVE	A M	P M	P M	.....
*8 05	*12 51	*7 44	0	⊙ ..... **Norman**	8 12	1 19	6 33	.....
6 11	12 57	7 50	2	..... Stanton	8 06	1 13	6 27	.....
6 19	1 05	7 58	4	..... **Conifer**	*7 58	*1 05	*6 19	.....
P M	P M	A M	...	ARRIVE / LEAVE	A M	P M	P M	.....

CLARION RIVER DIVISION.

337	335	333	331	Ms.	May 3, 1909.	330	332	334	408
P M	P M	A M	A M	....	LEAVE / ARRIVE	A M	P M	P M	P M
†6 05	†5 50	†10 07	†7 13	0	.... **Croyland** ..	7 05	8 55	5 14	5 48
6 10	4 08	10 15	7 17	1.0	.... **Carman**[12] ..	6 57	8 48	5 08	5 44
6 16	4 13	10 40	7 22	2.3	.. Portland Mills ..	†6 52	8 43	3 00	5 39
P M	— —	— —	— —	3.3	... Bear Creek ...	A M	— —	— —	— —
.....	4 31	11 06	7 40	7.0	..... Arroyo	.....	8 25	2 22	5 20
.....	— —	— —	— —	9.8	.... Irwintown	.....	— —	— —	— —
.....	4 51	11 30	8 00	12.0	.... **Halton**	.....	†8 05	†2 00	†5 00
.....	P M	A M	A M	....	ARRIVE / LEAVE	.....	A M	P M	P M

KNOXDALE BRANCH.—Extends from **Colon** to **Knoxdale** (3 miles). Train leaves **Brookville** †7 00 a.m., arriving Knoxdale 7 40 a.m. Leaves Knoxdale †7 45 a.m., arrives **Ramsaytown** 8 00 a.m. Leaves Ramsaytown †8 30 a.m., arrives Brookville 9 30 a.m.

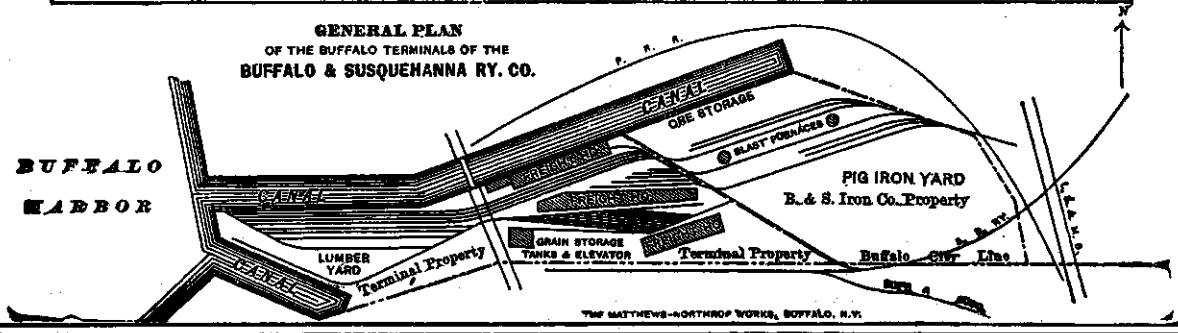
Connections.—[1] With Pennsylvania and Erie R.Rs. [2] With New York & Pennsylvania R.R. [3] With Pennsylvania R.R. for points south. [4] With Big Level & Kinzua R.R. and Kushequa Route. [5] With Pennsylvania R.R. [6] With Erie and Pennsylvania R.Rs. [7] With Delaware, Lackawanna & Western R.R. [8] With Erie R.R. [9] With Erie R.R. [10] With Erie R.R. [11] With Erie R.R. [12] With Buffalo, Rochester & Pittsb. Ry.

PINTSCH GAS In use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

B&S BUFFALO & SUSQUEHANNA RY.

Mileage Buffalo & Susquehanna Ry....389.5
Coal..... Lumber

GENERAL PLAN
OF THE BUFFALO TERMINALS OF THE
BUFFALO & SUSQUEHANNA RY. CO.



THE MATTHEWS-NORTHRUP WORKS, BUFFALO, N.Y.

BUFFALO & SUSQUEHANNA RY.

B&S

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GEORGE A. CLARK, Superintendent Car Service, Galeton, Pa.
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M. J. McMAHON, Asst. Gen. Fht. and Pas. Agent, Du Bois, Pa.
JNO. L. KENEALY, Traveling Freight Agent, Wellsville, N.Y.
I. VAN ALLEN, Agent, Buffalo, N.Y.
G. E. DE GOLIA, Soliciting Agent, "
J. W. TROUNCE, Commercial Agent, "
F. S. McGRAW, Commercial Agent, "
General Offices—969 Ellicott Square, Buffalo, N.Y.

MAIN LINE.

		5	221	1	Mls.	August 19, 1909.	Mls.	2	4	220
		P M		A M		(Eastern time.)		A M	P M	
		*5 15		†9 30	0	lve. + Addison[1] ♂ arr.	188.8	10 34	4 36	
		5 26		9 41	5.0	+ ....Freemans......	183.9	10 23	4 26	
		5 31		9 46	6.8	.....Van Vleets.....	182.0	10 19	4 21	
		5 37		9 51	9.0	.......Nichols.......	178.9	10 15	4 18	
		5 41		9 55	11.0	.......Nelson.......	177.8	10 11	4 12	
		5 50		10 03	14.3	+ .....Elkland..... ♂	174.6	10 03	4 05	
		5 53		10 06	16.0	+ .....Osceola..... ♂	172.9	9 57	4 00	
		6 00		10 12	19.1	......Inghams......	170.8	9 52	3 54	
		6 02		10 14	20.2	..Academy Corners..	168.6	9 48	3 52	
		6 07		10 17	21.3	+ ....Knoxville.... ♂	167.6	9 46	3 50	
		6 12		10 22	24.0	.......Phillips.......	164.8	9 39	3 44	
		6 15		10 25	25.0	+ ..Cowanesque[12] ♂	163.9	9 36	3 41	
		6 22		10 32	27.1	+ ....Westfield.... ♂	161.8	9 32	3 36	
		6 32		10 40	31.0	+ ...Sabinsville.... ♂	157.8	9 22	3 27	
		6 44		10 51	35.7	+ ......Davis...... ♂	153.1	9 10	3 15	
		6 55		11 01	40.4	+ .....Gaines.......	148.4	9 01	3 05	
		6 58		11 04	41.3	+ ..Gaines Junc.. ♂	147.5	8 57	3 02	
		7 10		11 15	45.9	arr.. + Galeton ♂ .lve.	142.9	8 45	2 50	
		7 15		11 20	45.9	lve....Galeton...arr.	142.9	8 38	2 41	
		7 22		11 27	48.8	......Germania......	140.0	8 31	2 34	
		7 27		11 32	50.9	+ ...Lyman Run.....	139.0	8 27	2 30	
		7 33		11 38	53.2	+ .....Corbett..... ♂	135.6	8 21	2 24	
		7 37		11 42	54.4	.....Van Housen.....	134.4	8 16	2 19	
		7 48		11 53	58.0	....Cherry Spring....	130.8	7 59	2 02	
		8 00		12 05	62.1	+ .Cross Fork Jn. ♂	126.7	7 48	1 51	
		8 21		12 26	68.5	+ ....Hull....... ♂	120.2	7 28	1 27	
		8 24		12 20	70.4	.......Jamison.......	118.5	7 22	1 22	
		8 31		12 36	74.5	.....Hammersley.... ♂	114.3	7 16	1 18	
		8 40		12 50	78.0	arr. + Wharton ♂ lve.	110.8	*7 05	1 06	
		P M		1 30	78.0	lve...Wharton..arr.	110.8	A M	12 25	
				1 40	82.8	.....Berge Run.....	106.0		12 10	
				1 45	84.9	.....First Fork......	103.9		12 02	
				1 55	87.4	.....Lushbaugh.... ♂	101.4		11 53	
				2 10	92.7	.....Lick Island.....	96.2		11 35	
				2 35	97.4	+ ..Sinnemahoning[9]. ♂	91.5		11 10	
				2 44	100.6	......Driftwood......	88.2		10 41	
				3 10	108.6	.....Hicks Run.... ♂	80.3		10 22	
				3 33	114.4	....Mt. Pleasant....	74.5		9 57	
				3 43	117.3	.....Bennezette.....	71.6		9 47	
				4 15	120.0	+ ...Medix Run.... ♂	68.9		9 40	
				4 25	123.6	......Caledonia......	65.3		9 22	
				4 44	126.4	+ ...Woodville.... ♂	62.5		9 10	
				4 48	127.9	........Major........	61.0		8 56	
				5 05	129.8	........Tyler....... ♂	59.0		8 50	
				5 20	133.4	.......Penfield...... ♂	55.4		8 35	
				5 26	136.1	.....Winterburne.....	52.8		8 26	
			A M	5 38	140.3	........Sabula........	48.5		8 14	P M
			†8 30	6 00	145.7	+ ....Du Bois[3]... ♂	43.1		†8 00	6 00
			8 45	P M	140.8	........Eriton........	39.0		A M	5 24
			9 10		153.3	........Sykes[10]..... ♂	36.5			4 55
			10 26		168.3	.......Juneau[11].... ♂	21.5			3 16
			10 46		171.9	.......Covode.......	17.0			2 45
			11 05		176.9	.....Trade City......	12.0			2 25
			11 21		180.4	.....McCormick......	8.4			2 08
			11 28		182.7	........Wells........	6.2			2 00
			11 44		186.2	......Plumville..... ♂	2.6			1 45
			12 00		188.8	.....Sagamore..... ♂	0			†1 30
			Noon			ARRIVE] [LEAVE				P M

CROSS FORK BR.

53	51	Mls	August 19, 1909.	50	52
P M	P M			A M	P M
†8 00	†2 00	0	lve. + Cross Fork Jn ♂ arr.	11 40	4 00
8 20	2 20	5.0	........Abbott........	11 05	3 30
8 30	2 33	8.9	........McCoy's........	10 35	3 10
8 45	2 50	12.7	+ ....Cross Fork.... ♂	†10 25	†3 00
P M	P M		ARRIVE] [LEAVE	A M	P M

BUFFALO DIVISION.

341	345	343	Mls.	August 19, 1909.	344	340	342
P M	P M	A M		LEAVE] [ARRIVE	A M	A M	P M
*5 20	†3 15	*8 40	0	..Buffalo (N. Y. C. Sta.) ♂	9 00	11 50	7 10
5 38	3 33	9 00	6.3	........Blasdell...... ♂	8 35	11 28	6 47
5 50	3 44	9 14	11.7	.......Hamburg..... ♂	8 26	11 17	6 34
6 00	3 51	9 21	15.8	.....North Boston.....	8 17	– –	6 26
6 06	– –	9 27	18.4	........Patchin........	8 08	– –	6 18
6 14	4 02	9 31	20.1	........Boston....... ♂	8 04	11 04	6 14
6 28	4 16	9 46	26.8	.....East Concord.....	7 50	– –	6 02
6 37	4 25	9 55	30.2	arr..Springville ♂ lve.	7 40	10 45	5 54
6 39	4 27	9 57	30.2	lve..Springville..arr.	7 38	10 43	5 52
7 01	4 43	10 19	36.7	.......Sardinia..... ♂	7 09	10 19	5 31
7 07	4 47	10 23	38.6	.......Yorkshire......	7 05	10 15	5 27
7 15	4 55	10 32	41.2	.......Arcade[13]... ♂	7 00	10 10	5 22
7 23	5 03	10 40	44.3	.......Sandusky.......	6 49	10 02	5 16
7 32	5 10	10 49	47.8	....Crystal Lake[15] ♂	6 42	9 56	5 10
7 42	– –	10 57	51.7	....Pixley Summit....	6 33	– –	5 02
7 49	5 25	11 03	54.5	......Centerville.... ♂	6 26	9 40	4 55
8 11	5 45	11 26	63.7	.......Rushford..... ♂	6 05	9 18	4 34
8 17	– –	11 32	65.7	.......Caneadea.......	6 00	9 12	4 28
8 27	6 00	11 44	70.3	.......Belfast[9].... ♂	*5 50	9 00	4 18
P M	6 08	11 52	74.6	....Transit Bridge....	A M	8 49	4 07
	6 15	11 59	77.8	......Belvidere[14].....		8 44	4 01
	6 21	12 06	80.4	.......Belmont..... ♂		8 38	3 57
	6 31	12 16	85.1	.........Scio.........		8 30	3 47
	6 47	12 32	89.7	+ ....Wellsville[4]... ♂		8 22	3 38
	6 54	12 39	92.9	........Stanard........		8 09	3 25
	6 59	12 44	95.1	+ ......Mapes........		8 03	3 18
	7 06	12 51	97.9	+ ......Shongo.......		7 57	3 12
	7 14	12 59	100.1	+ ....Genesee[5]... ♂		7 51	3 07
	7 18	1 05	101.6	........Hickox........		7 47	3 04
	7 24	1 09	104.5	+ ..West Bingham....		7 41	2 58
	7 32	1 19	107.6	....Pusher Siding....		7 34	2 51
	– –	1 25	109.2	.......Newfield.......		– –	2 46
	7 41	1 32	110.7	+ .Newfield Junc.[6] ♂		7 25	2 42
	7 58	1 46	115.8	......Brookland.... ♂		7 03	2 20
	8 04	1 57	119.2	.......Walton...... ♂		6 56	2 12
	8 10	2 05	122.0	......Kilbourne......		6 50	2 06
	8 20	2 15	126.7	+ .....Galeton..... ♂		†6 40	*1 55
	P M	P M		ARRIVE] [LEAVE		A M	P M

Connections.—[1] With Erie R.R. [2] With Penna. R.R. [3] With Buff. Roch. & Pitts. Ry. and Penna. R.R. [4] With Erie R.R. [5] With N. Y. & P. R.R. [6] With Coudersport & Port Allegany R.R. [7] With N.Y.C. & H. R.R. [8] and [9] With Pennsylvania R.R. [10] and [11] With Buffalo, Rochester & Pittsburgh Ry. [12] With New York Central & Hudson River R.R. [13] With Buffalo, Attica & Arcade R.R. [14] With Erie and Pittsburg, Shawmut & Northern R.Rs. [15] With Buffalo, Rochester & Pittsburgh Ry.

KEATING SUMMIT BRANCH.

7	5	13	11	9	Mls	August 19, 1909.	2	10	12	14	6
	P M	Noon				LEAVE] [ARRIVE	A M		Noon		
	*8 40	†12 50			0	+ ..Wharton.. ♂	7 05		12 30		
	8 52	1 04			5.2	+ ....Costello... ♂	6 51		12 16		
P M	9 02	1 14	A M	A M	8.4	arr. + Austin ♂ lve.	*6 45	A M	12 10	P M	P M
†6 30	P M	1 14	†10 00	†7 55	8.4	lve....Austin..arr.	A M	9 25	12 10	3 00	8 10
7 15		1 50	11 10	8 30	16.6	+ Keating Summit[8] ♂		†8 50	†11 35	†2 10	†7 35
P M		P M	A M	A M		ARRIVE] [LEAVE		A M	A M	P M	P M

ANSONIA BRANCH.

No. 36	No. 34	Mls	August 19, 1909.	Mls	No. 35	No 37
†6 30 P M	†8 40 A M	....	lve...+ Galeton ♂ ..arr.	13.2	10 19 A M	7 55 P M
6 43 "	8 54 "	0	+ ...Gaines Junc... ♂	8.6	10 06 "	7 43 "
6 45 "	8 56 "	0.8	......South Gaines......	7.8	10 03 "	7 39 "
6 49 "	9 00 "	2.3	.......Manhattan.......	6.3	9 59 "	7 35 "
6 54 "	9 05 "	4.5	.........Rexford........	4.1	9 55 "	7 31 "
7 05 P M	9 16 A M	8.6	arr...+ Ansonia[7] ♂ .lve.	0	†9 45 A M	†7 20 P M

* Daily; † daily, except Sunday; § Sunday only.
+ Coupon stations; ♂ Telegraph stations.

BUFFALO, ATTICA & ARCADE RAILROAD.

C. W. GOODYEAR, President.
A. C. GOODYEAR, Vice-President.
F. A. LEHR, Secretary and Treasurer.
E. A. NIEL, Traffic Manager.
W. H. BAUMES, Comptroller.
T. J. ELMER, Auditor.
F. W. DAVIS, Car Accountant.
S. T. LYKE, Supt., Arcade, N.Y.
General Offices—962 Ellicott Square, Buffalo, N.Y.

No. 3	No. 1	Mls	August 19, 1909.	Mls	No. 2	No. 4
			LEAVE] [ARRIVE			
†2 50 P M	*8 30 A M	0	+ ......Attica[1]...... ♂	26	2 25 P M	9 04 P M
3 00 "	8 45 "	4	..........Sierks..........	22	2 00 "	8 48 "
3 10 "	8 52 "	6	..........Earls..........	20	1 45 "	8 40 "
3 30 "	8 58 "	8	+ .....Varysburg..... ♂	18	1 40 "	8 35 "
3 55 "	9 06 "	10	+ ....Johnsonburg.... ♂	16	1 18 P M	8 27 "
4 05 "	9 13 "	12	.........Perrys.........	14	12 50 Noon	8 20 "
4 30 "	9 20 "	13	+ .....North Java..... ♂	13	12 45 "	8 15 "
4 50 "	9 31 "	17	+ ....Java Centre.... ♂	9	12 20 Noon	8 02 "
5 05 "	9 38 "	20	+ ......Curriers...... ♂	6	11 55 A M	7 55 "
5 40 P M	10 00 A M	26	+ ......Arcade[2]...... ♂	0	†11 30 A M	*7 30 P M
	11 50 A M	....	....Buffalo (B.&S.)....	....	†8 40 A M	*5 20 P M
			ARRIVE] [LEAVE			

* Daily; † daily, except Sunday.
+ Coupon stations; ♂ Telegraph stations.

Connections.—[1] With Erie and New York Central & Hudson River R.Rs. [2] With Buffalo & Susquehanna R.R.

WINIFREDE RAILROAD.

R. W. EDMUNDS, Superintendent, Winifrede, W.Va.

Trains leave **Winifrede Junction**[1] †9 30 a.m., †1 30, †6 00 p.m., arriving at **Winifrede**[2] (7 miles) 10 00 a.m., 2 00, 6 30 p.m. Returning, leave Winifrede †8 00, †11 00 a.m., †4 00 p.m., arriving at Winifrede Junction 8 30, 11 30 a.m., 4 30 p.m. *April*, 1908.

Connections.—[1] With Chesapeake & Ohio Ry. [2] With steamers for Charleston and points west. *Central time.* † Daily, except Sunday.

WOODWARD IRON CO'S RAILROAD.

J. H. WOODWARD, President, Woodward, Ala.

Connecting and switching road (19 miles), Birmingham District, Ala. *February*, 1907.

BRADFORD & WESTERN PENNSYLVANIA RAILROAD.

D. L. MALLORY, JR., General Freight Agent, Bradford, Pa.

Extends from **Lewis Run**[1] to Big Camp (8 miles). Operated for freight traffic only. *April*, 1908.

Connection.—[1] With Erie R.R.

"OZONE ROUTE."

New Orleans Great Northern Railroad Co.

C. W. GOODYEAR, President, Buffalo, N.Y.

M. E. OLMSTED Vice-President and General Counsel, Harrisburg, Pa.
C. I. JAMES, Second Vice-President, Baltimore, Md.
A. C. GOODYEAR, Third Vice-President, Buffalo, N.Y.
N. G. PEARSALL, General Manager. Bogalusa, La
C. W. GOODYEAR, Jr., Assistant to General Manager, "
W. H. BAUMES, Comptroller, Buffalo, N.Y.
F. A. LEHR, Treasurer, "
C. K. MULLINGS, Assistant Treasurer, Bogalusa, La.
C. J. WADE, Auditor, "
B. D. FOLWELL, Assistant Purchasing Agent. Buffalo, N.Y.
ED. A. NIEL, Traffic Manager, 986 Ellicott Square, Buffalo, N.Y.
G. B. AUBURTIN, Asst. Gen. Freight and Passenger Agent, No. 941 Maison Blanche Building, New Orleans, La.
F. L. MERRITT, General Agent, Jackson, Miss
J. J. STEVENS Trav. Freight and Passenger Agent, Bogalusa, La.
W. C. PARK, Superintendent, "
SOLON G. WILSON, M.D., Chief Surgeon, "
H. C. COLE, M.D., Assistant Chief Surgeon, "
H. W. BURKHEIMER, Master Mechanic, "
J. H. O'DONNELL, Car Accountant, "
N. E. BALL, Claim Agent, "
J. M. KIRK, Acting Road Master, "

MAP of New Orleans Great Northern R.R. and Connections

EXPLANATION OF SIGNS.

Trains marked * run daily; † daily, except Sunday; § Sunday only.
ȣ Telegraph stations. STANDARD—*Central time*

CONNECTIONS.

At **New Orleans**—With all lines diverging. At **Slidell**—With Queen & Crescent Route. At **Monticello**—With Brookhaven & Pearl River Ry. At **Wanilla**—With Mississippi Central R.R. At **Jackson**—With all lines diverging. At **Warnerton**—With Kentwood & Eastern R.R. At **Tylertown**—With Fernwood & Gulf R.R. At **Covington**—With Yazoo & Mississippi Valley R.R. At **Columbia**—With Gulf & Ship Island R.R.

MAIN LINE.

58	56	60-54	62	Mls.	*November 14, 1909.*	Mls.	55-61	63	59	57
P M	A M	P M	A M	....	LEAVE [ARRIVE		A M	P M	A M	P M
§535	§7 35	†430	*6 30	0	....**New Orleans**..ȣ	185.6	8 50	6 10	10 25	8 00
6 47	8 53	5 38	7 40	34.7	.....**Slidell**.....ȣ	150.9	7 40	4 56	9 13	6 47
6 55	8 58	5 42	7 55	36.0	arr..**North Slidell** ȣ.lve.	149.6	7 32	4 45	9 10	§6 40
6 55	A M	5 50	7 55	36.0	lve..**North Slidell**..arr.	149.6	7 30	4 45	9 10	P M
7 07	.	6 04	8 07	41.6	.....Pineacre.....	144.0	7 18	4 30	8 57	....
7 15	....	6 11	8 14	44.6	arr..**Florenville** ȣ lve.	141.0	7 12	4 23	8 51	....
7 15	....	6 11	8 14	44.6	lve..**Florenville**..arr.	141.0	7 12	4 23	8 51	....
7 28	....	6 23	8 27	50.3	.....Wortham.....	135.3	7 00	4 10	8 39	....
7 35	....	6 30	8 32	53.2	.....Talisheek.....	132.4	6 53	4 03	8 32	....
--	....	--	--	58.2	.....Onebra.....	127.4	--	--	--	....
7 48	....	6 42	8 45	58.7	.....Bush.....ȣ	126.9	6 41	3 50	8 21	....
7 55	....	6 49	8 52	61.5	.....Sun.....ȣ	124.1	6 35	3 43	8 14	....
8 02	....	6 58	9 01	64.6	.....**Rio**.....ȣ	121.0	6 28	3 35	8 07	....
8 18	....	7 16	9 20	70.6	.....Bogalusa.....ȣ	115.0	6 15	3 20	7 53	....
--	....	--	--	76.7	.....Anson.....	108.9	--	--	--	....
8 34	....	7 35	9 40	78.9	.....Varnado.....ȣ	106.7	5 56	2 58	7 35	....
--	....	--	--	80.4	.....Raumes.....	105.2	--	--	--	....
8 46	....	7 48	9 53	84.0	.....Angie.....ȣ	101.6	5 45	2 43	7 24	....
8 58	....	8 00	10 04	89.2	.....Sandyhook.....ȣ	96.4	5 33	2 31	7 13	....
9 04	....	8 08	10 10	91.8	.....Hickman.....	94.6	5 27	2 25	7 07	....
9 18	....	8 17	10 23	97.5	.....Cheraw.....	88.1	5 14	2 11	6 54	....
9 22	....	8 22	10 29	99.8	.....Jamestown.....	85.8	5 08	2 05	6 48	....
9 30	....	8 30	10 40	103.4	arr.**West Columbia** ȣ lve.	82.2	†5 00	1 55	§6 40	....
P M	....	P M	10 45	103.4	lve.**West Columbia**..arr.	8 .2	A M	1 50	A M	....
....	....	....	11 02	110.7	.....Claude.....	74.9	....	1 32	....	....
....	....	....	11 10	114.4	.....Lenoir.....ȣ	71.2	....	1 25	....	....
....	....	....	11 22	119.6	.....Tilton.....ȣ	66.0	....	1 12	....	....
....	....	....	11 37	126.0	.....Folwell.....	59.6	....	12 57	....	....
....	....	....	11 48	131.3	.....**Monticello**.....ȣ	54.3	....	12 45	....	....
....	....	....	12 02	137.5	.....**Wanilla**.....ȣ	48.1	....	12 30	....	....
....	....	....	12 15	143.4	.....Oma.....	42.2	....	12 15	....	....
....	....	....	12 27	148.2	.....Rockport.....	37.4	....	12 04	....	....
....	....	....	12 38	153.3	.....Georgetown.....ȣ	32.3	....	11 51	....	....
....	....	....	12 53	159.7	.....Hopewell.....ȣ	26.9	....	11 35	....	....
....	....	....	12 59	163.8	.....Gatesville.....	21.8	....	11 22	....	....
....	....	....	1 13	170.0	.....Rosemary.....	15.6	....	11 08	....	....
....	....	....	1 27	176.2	.....Byram.....	9.4	....	10 54	....	....
....	....	....	1 38	179.7	.....Elton.....	6.9	....	10 45	....	....
....	....	....	—	181.6	.....Negan.....ȣ	4.0	....	—	....	....
....	....	....	1 50	185.6	.....**Jackson**.....ȣ	0	....	*1030	....	....
....		....	P M	....	ARRIVE] [LEAVE	....	....	A M	....	....

BOGUE CHITTO BRANCH.

58-40	60-38	62-36	Miles	*November 14, 1909.*	Miles	37-61	39-63	41-59	
P M	P M	A M	.....	LEAVE] [ARRIVE	.....	A M	P M	A M	....
§535	†430	*6 30	0	....**New Orleans**..ȣ	105.6	8 50	6 10	1025	....
7 15	6 11	8 14	44.6	lve..**Florenville**..arr.	61.0	7 12	4 23	8 51	....
8 07	6 58	9 01	64.6	arr.....**Rio** ȣ....lve.	41.0	6 28	3 35	8 07	....
§740	†640	†8 45	70.6	lve...**Bogalusa**..arr.	46.0	6 45	3 50	9 15	....
8 05	7 00	*9 05	64.6	lve.....**Rio**.....arr.	41.0	6 28	3 35	8 05	....
8 20	7 15	9 23	71.0	.....Isabel.....ȣ	34.6	6 14	3 22	7 50	....
8 35	7 30	9 35	77.5	.....Zona.....	28.1	5 53	3 07	7 35	....
8 42	7 37	9 42	80.6	.....Pinecliff.....	25.0	5 49	2 58	7 25	....
8 50	7 44	9 49	83.9	.....Jenkins.....	21.7	5 41	2 50	7 19	....
8 55	7 50	9 54	85.6	.....Franklinton.....ȣ	20.0	5 39	2 48	7 15	....
9 10	8 05	10 09	91.7	.....Clifton.....	13.9	5 24	2 33	6 59	....
9 20	8 15	10 19	96.2	.....**Warnerton**.....ȣ	9.4	5 14	2 23	6 49	....
9 35	8 30	10 34	102.3	.....Lexie.....	3.3	4 59	2 09	6 34	....
8 45	8 40	10 45	105.6	.....**Tylertown**.....ȣ	0	†450	*2 00	§625	....
P M	P M	A M	....	ARRIVE] [LEAVE	.....	A M	P M	A M	....

SHORE LINE.

56	60	52	Mls.	*November 14, 1909.*	Mls.	61	53	57	
A M	P M	A M	..	LEAVE] [ARRIVE		A M	P M	P M	....
§7 35	†4 30	†6 30	0	....**New Orleans**..ȣ	79.2	8 50	6 10	8 00	....
8 00	5 45	8 00	36.0	....**North Slidell**..ȣ	43.2	7 31	4 40	6 40	....
9 08	5 51	8 08	39.2	.....Bonfouca.....	40.0	7 26	4 34	6 30	....
9 20	6 01	8 20	45.6	...Bayou Lacombe...	33.6	7 15	4 12	6 18	....
9 39	6 20	8 40	53.8	.....**Mandeville**...ȣ	25.4	7 01	4 05	6 00	....
9 48	6 28	8 50	57.7	.....Ozone Park.....	21.5	6 52	3 55	5 50	....
9 59	6 38	9 01	62.5	.....Abita Springs..ȣ	16.7	6 42	3 46	5 40	....
10 07	6 44	9 08	65.4	.....Claiborne.....	13.8	6 36	3 37	5 32	....
10 10	6 46	9 12	66.0	.....**Covington**...ȣ	13.2	6 35	3 35	5 30	....
10 35	7 00	9 28	69.7	.....Ramsay.....ȣ	9.5	6 15	3 21	4 52	....
10 45	7 10	9 35	72.4	.....Red Bluff.....	6.8	6 02	3 12	4 42	....
11 00	7 25	9 46	76.7	.....Onville.....	2.5	5 50	3 00	4 30	....
11 10	7 35	9 55	79.2	.....**Folsom**.....ȣ	0	†5 40	†2 50	§420	....
A M	P M	A M	....	ARRIVE] [LEAVE	....	A M	P M	P M	....

COLUMBIA BRANCH.

59	303	301	55	Ms.	*November 14. 1909.*	302	304	54	58	
A M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	P M	....
§6 30	*1 35	*1020	†4 50	0	.....**Columbia**.....	11 00	2 10	8 40	8 40	....
6 40	1 45	10 30	5 00	2.7	..**West Columbia**..	*1050	*2 00	†8 30	§6 30	....
A M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	P M	....

LACKAWANNA & WYOMING VALLEY RAILROAD CO.

LAUREL LINE.

GEORGE O. SMITH, President, 10 Bridge Street, New York.

CHARLES F. CONN, Vice-President and General Manager, Scranton, Pa.
CARL M. VAIL, Treasurer, 10 Bridge Street, New York.
W. E. HIGGINS, Assistant to General Manager, Scranton, Pa.
J. H. MURRAY, Superintendent of Transportation, "

W. L. CAIRNS, Asst. Gen. Fht. and Pas. Agt., Scranton, Pa.
H. E. YOST, Auditor, "
E. D. AMES, Cashier and Paymaster, "
T. H. BOWDEN, Soliciting Freight and Passenger Agent, "
GEORGE KRAFT, Commercial Agent, Wilkes-Barre, Pa.

Attractively appointed and conveniently arranged Passenger Stations are located in close proximity to the leading thoroughfares of Scranton, Pittston, Hancock and Wilkes-Barre.

Substantial and commodious Freight Warehouses are located on Cedar Ave., Scranton; Market Street, Pittston; Susquehanna Ave., Hancock, and Pennsylvania Ave., Wilkes-Barre. Every facility is provided for the prompt and careful handling of all classes of freight in car load lots and less.

Passenger Traffic is handled by Electricity supplied by third rail and used by cars in trains under multiple unit control.

Freight Traffic is handled by Electric Locomotives.

FREIGHT CONNECTIONS.

[1] With Delaware, Lackawanna & Western R.R.
[2] With Erie R.R.
[3] With Lehigh Valley R.R.
[4] With Erie R.R.

SPECIMEN SCHEDULE OF LOCAL TRAINS.

.....	*South-bound.*	Mls	*February 15, 1909.*	*North-bound.*	.....	.....
.....	.....	...	LEAVE] [ARRIVE	.....	.....	.....
.....	5 40 A M	0	**Scranton**[1]	6 11 A M	.....	.....
.....	5 46 "	2	South Scranton	6 05 "	.....	.....
.....	5 48 "	....	Connell Junction	6 03 "	.....	.....
.....	5 49 "	4	Virginia	6 01 "	.....	.....
.....	5 52 "	....	Rocky Glen	5 59 "	.....	.....
.....	5 53 "	6	Moosic	5 58 "	.....	.....
.....	5 55 "	....	Avoca	5 56 "	.....	.....
.....	5 57 "	8	South Avoca	5 55 "	.....	.....
.....	6 00 "	10	Dupont	5 52 "	.....	.....
.....	6 02 "	....	North Pittston	5 49 "	.....	.....
.....	6 05 "	11	+.... **Pittston**[2]	5 47 "	.....	.....
.....	6 06 "	....	South Pittston	5 45 "	.....	.....
.....	6 09 "	14	Inkerman	5 43 "	.....	.....
.....	6 11 "	16	Hilldale	5 40 "	.....	.....
.....	6 13 "	17	+...... Hancock	5 38 "	.....	.....
.....	6 15 "	18	Midvale	5 36 "	.....	.....
.....	6 18 "	....	River Street (Wilkes-Barre)	5 33 "	.....	.....
.....	6 21 A M	19	+... **Wilkes-Barre**[3]	5 30 A M	.....	.....
.....	.....	....	ARRIVE] [LEAVE	.....	.....	.....

Local trains leave Scranton at 5 40 a.m. and Wilkes-Barre at 5 30 a.m. week-days and every 20 minutes thereafter until and including train leaving Scranton at 11 59 p.m. and Wilkes-Barre at 11 50 p.m. Sundays, trains leave Scranton at 6 00, 7 00 a.m. and Wilkes-Barre at 5 50, 6 50 a.m., continuing thereafter on week-day schedule.

Additional Night Service is operated from both Scranton and Wilkes-Barre, leaving either terminus daily at 1 00, 2 00, 3 00, 4 00 and 5 00 a.m. Trains carry baggage at frequent intervals.

LIMITED TRAIN EVERY HOUR BETWEEN SCRANTON, PITTSTON AND WILKES-BARRE.

SOUTHBOUND.

[LEAVE	AM	AM	AM	A M	A M	Noon	PM	PM	PM	PM	PM	PM	PM
Scranton	7 19	8 19	9 19	10 19	11 19	12 19	1 19	2 19	3 19	4 19	5 19	6 19	7 19
Pittston	7 35	8 35	9 35	10 35	11 35	12 35	1 35	2 35	3 35	4 35	5 35	6 35	7 35
Wilkes-Barre	7 49	8 49	9 49	10 49	11 49	12 49	1 49	2 49	3 49	4 49	5 49	6 49	7 49
[ARRIVE	AM	AM	AM	A M	A M	Noon	PM	PM	PM	PM	PM	PM	PM

NORTHBOUND.

[LEAVE	AM	AM	AM	A M	A M	Noon	PM	PM	PM	PM	PM	PM	PM
Wilkes-Barre	7 25	8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25
Pittston	7 38	8 38	9 38	10 38	11 38	12 38	1 38	2 38	3 38	4 38	5 38	6 38	7 38
Scranton	7 55	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55
[ARRIVE	AM	AM	AM	A M	A M	Noon	PM	PM	PM	PM	PM	PM	PM

Stop also at River Street, Wilkes-Barre, on signal.

These trains run daily, except Sunday and holidays, and do not carry baggage.

Dunmore Branch.—Scranton to Nay Aug Park and Luna Park (4 minutes) and **Dunmore**[4] (6 minutes). Leave Scranton daily, except Sunday, 5 33, 5 53, 6 13 a.m., and daily every 20 minutes 6 33 a.m. to 11 55 p.m.; returning from Dunmore 8 minutes later.

+ Coupon stations.

STANDARD—*Eastern time.*

Lackawanna Railroad
Delaware Lackawanna and Western Railroad.
LAKE MICHIGAN
LAKE HURON
LAKE ONTARIO
L. ERIE
MICHIGAN
OHIO
INDIANA
ILLINOIS
PENNSYLVANIA
NEW YORK
NEW JERSEY
MARYLAND
WEST VIRGINIA
VIRGINIA
KENTUCKY
ONTARIO
QUEBEC
ATLANTIC OCEAN
Chicago
Toledo
Cleveland
Buffalo
Pittsburg
Cincinnati
Columbus
Indianapolis
Philadelphia
Baltimore
Washington
Scranton
Binghamton
Utica
Oswego
Syracuse
Albany
Harrisburg
Ithaca
Richfield Springs
Toronto
Montreal
Ottawa
THE M. W. CO., BUFFALO, N.Y.

THE DELAWARE, LACKAWANNA & WESTERN R.R. CO.

Lackawanna Railroad

THE ROAD OF ANTHRACITE.

General Offices—90 West Street, New York.

GENERAL OFFICERS.

WILLIAM H. TRUESDALE, President.
E. E. LOOMIS, Vice-President.
B. D. CALDWELL, Vice-President.
WILLIAM S. JENNEY, Vice-Prest. and Gen. Counsel.
A. D. CHAMBERS, Secretary and Treasurer.
R. B. SCOFIELD, Asst. Secretary and Asst. Treasurer.
T. E. CLARKE, General Superintendent, Scranton, Pa.
GEORGE J. RAY, Chief Engineer, Hoboken, N.J.
T. S. LLOYD, Supt. Mot. Power & Equip., Scranton, Pa.
G. F. WILSON, Purchasing Agent.
G. E. HUSTIS, General Auditor.
BERTRAM YOUNG, Auditor Frt. & Ticket Accounts, Scranton, Pa.
W. G. VANDEWATER, Auditor of Coal Dept., "
C. C. HUBBELL, Auditor of Disbursements.
E. B. FERGUSON, Auditor of Miscellaneous Accounts.
A. B. THOMPSON, Freight Claim Agent, Scranton, Pa.
P. J. FLYNN, Freight Traffic Manager.
JNO. H CRAWFORD, Asst. Freight Traffic Manager.
NAT. DUKE, General Freight Agent.
GEORGE A. CULLEN, General Passenger Agent.

OPERATING DEPARTMENT.

T. E. CLARKE, General Superintendent, Scranton, Pa.

T. S. LLOYD, Superintendent Motive Power and Equipment, Scranton Pa.
J. C. FRITTS, Master Car Builder, "
L. B. FOLEY, Superintendent of Telegraph, New York.
W. C. WILSON, Claims Attorney, "
M. S. CASEY, Superintendent Car Service, Scranton, Pa.
H. M WARREN, Electrical Engineer, "
E. M. RINE, Supt. Morris and Essex Division, Hoboken, N.J.
H. H. SHEPARD, Superintendent Scranton Division, Scranton, Pa.
C. J. PHILLIPS, Superintendent Buffalo Division, Buffalo, N.Y
GEO. A. POORE, Supt. Syracuse and Utica Divs., Syracuse, N.Y.
FRANK CIZEK, Superintendent Bangor & Portland Division, Drake Building, Easton, Pa.
JAS. E. ELLIOTT, Agt. of Lighterage Dept., Produce Exch., New York City.

CAPTAIN JOHN M. EMERY, Manager of Marine Department.

TRAFFIC DEPARTMENT.

B. D. CALDWELL, Vice-President.

GEORGE A. CULLEN, General Passenger Agent.
GEO. W. HAYLER, Assistant General Passenger Agent.
G. E. ZIPPEL, General Baggage Agent, Hoboken, N.J.
H. C. BOARDMAN, Superintendent Dining Car Service, "
J. L. SMITH, General Eastern Passenger Agent, 429 Broadway New York.
C. P. BARRETT, General Western Passenger Agent, 101 Adams Street, Chicago, Ill.
M. L. SMITH, Division Passenger Agent, Scranton, Pa.
S. J. QUACKENBUSH, Division Passenger Agent, 289 Main Street, Buffalo, N.Y.
W. S. CUMMINGS, Division Passenger Agent, Syracuse, N.Y.
CHAS. K. RATH, Division Passenger Agent, 749 Broad Street, Newark, N.J.
H. C. DICKSON, Traveling Passenger Agent, 101 Adams Street, Chicago, Ill.
J. L. HOMER City Passenger Agent, 429 Broadway, New York.
I. W. JENNINGS, City Ticket Agent, " "
J. G. BRAY, City Ticket Agent, 1183 Broadway, "
JAS. McCLOSKEY, Jr., City Ticket Agent, Wall Street and Broadway, New York.
H. S. HEAD, City Pas. and Tkt. Agt., 505 Fulton St., Brooklyn, N.Y.
GEO. A. PRESTON, City Ticket Agent, 289 Main St., Buffalo, N.Y.
F. W. PHILLIPS, City Ticket Agent, Ithaca, N.Y.
J. L COBB, City Ticket Agent, Syracuse, N.Y.
D. J. WHITE, City Ticket Agent, 749 Broad Street, Newark, N.J.
JAMES FISTER, Advertising Agent.
P. J. FLYNN, Freight Traffic Manager, New York City
JNO. H. CRAWFORD, Assistant Freight Traffic Manager, "
NAT. DUKE, General Freight Agent, "
A. B. WALLACE, Assistant General Freight Agent, "
A. S. LEAROYD, Assistant General Freight Agent, "
CHAS. F. McTAGUE, Asst. Gen. Fht. Agt., Prudential Bldg, Buffalo, N.Y.
J. J. BYRNE, Gen. East. Fht. Agt., 429 Broadway, New York.
W. N. BABCOCK, Gen. West. Fht. Agt., 101 Adams St., Chicago, Ill.
WM. HEYMAN, Export and Import Agt., Produce Exchange, New York.
FRANK W. SMITH, Div Fht. Agt., 749 Broad St., Newark, N.J.
J. B. KEEFE, Divison Freight Agent, Scranton, Pa.
FRANK H. PYKE, Division Freight Agent, Syracuse, N.Y.
F. N. DOWLER, City Freight Agent, 429 Broadway, New York.
FRED. G. PLATT, Eastbound Fht. Agt., Produce Exchange, "
P. E. AHERN, City Freight Agent, City of Brooklyn.
L. E. SNIVELY, Commercial Agent, 629 and 631 Chestnut Street, Philadelphia, Pa.
HERVEY LOVE, Commercial Agent, Easton, Pa.
J. A. LEARY, Commercial Agent, Boston, Mass.
HUGH MILLER, Traveling Freight Agent, "
R. H. MARTIN, Commercial Agent, New Haven, Conn.
A. LEADLAY, Freight and Passenger Agent, Room 10 Janes Building, 75 Yonge St., Toronto, Ont.
E. C. CAMPBELL, Commercial Agent, Park Building, Cleveland, O.
S. A. JONES, Commercial Agt., 229 Hammond Bldg, Detroit, Mich.
CHAS. H. HUNT, Commercial Agent, 725 Pierce Bldg, St. Louis, Mo.
J. R. McDOWELL, Com'l Agent, Majestic Bldg, Milwaukee, Wis.
E. H. EDEN, Commercial Agent, Minneapolis, Minn.
HENRY ADEMA, Traveling Freight Agent, Buffalo, N.Y.
EDW. S. GILES, Chief of Tariff Bureau, New York.

H. N. BUTTERFIELD, Pacific Coast Agent, Balboa Building, San Francisco, Cal.

ALL THROUGH TRAINS ARE SOLID VESTIBULED.

WESTWARD.

No. 1—Daily, except Sunday (runs via Paterson). Day Coaches New York to Elmira and New York to Oswego. Smoking Car New York to Elmira.

No. 3—Lackawanna Limited—Daily (runs via Paterson). Drawing-room Sleeping Car New York to St. Louis. Observation Parlor Car New York to Buffalo. Drawing-room Parlor Car New York to Oswego. Drawing-room Parlor Car Scranton to Northumberland, week-days. Coaches New York to Buffalo. Dining Car for all meals.

No. 5—Daily (runs via Newark). Drawing-room Sleeping Car New York to Chicago. Drawing-room Observation Parlor Car New York to Elmira. Through Coach New York to Chicago. Dining Car New York to Binghamton. Dining Car Cleveland to Chicago.

No. 7—Daily (runs via Newark). Drawing-room Sleeping Car New York to Chicago. Drawing-room Sleeping Car New York to Buffalo. Passengers may remain in this sleeper until 8 00 a.m. Dining Car New York to Stroudsburg and Buffalo to Chicago. Coaches New York to Buffalo.

No. 9—Daily (runs via Paterson). Two Drawing-room Sleeping Cars New York to Buffalo. Drawing-room Sleeping Car New York to Oswego. Drawing-room Sleeping Car New York to Utica. Drawing-room Sleeping Car New York to Ithaca. Passengers may occupy Ithaca Sleeping Car until 8 00 a.m. Buffet, Library and Smoking Car New York to Buffalo. Coaches New York to Buffalo.

No. 15—Daily (runs via Paterson). Drawing-room Sleeping Car New York to Chicago. Sleeping Car New York to Scranton. Sleeping Car New York to Binghamton. Passengers may remain in Scranton Sleeping Car until 8 00 a.m. Drawing-room Parlor Car Scranton to Northumberland, week-days. Dining Car Scranton to Buffalo, week-days, and on Sunday between Elmira and Buffalo. Dining Car Buffalo to Bellevue, daily. Coaches New York to Buffalo. Sleeping Cars open for occupancy at 9 30 p.m.

No. 25—Daily, except Sunday (runs via Paterson). Drawing-room Parlor Car and Coaches New York to Plymouth. Drawing room Parlor Car and Coach Philadelphia to Scranton. Dining Car Dover to Scranton.

EASTWARD.

No. 2—Daily (runs via Newark). Drawing-room Sleeping Car Chicago to New York. Observation Parlor Car Elmira to New York Sunday only. Dining Car Binghamton to New York. Dining Car Chicago to Buffalo. Through Coach Chicago to New York.

No. 4—Daily, except Sunday (runs via Paterson). Drawing-room Observation Parlor Car and Coaches Elmira to New York. Drawing-room Parlor Car Northumberland to Scranton, except Sunday. Dining Car Elmira to Dover. Coaches Oswego to New York.

No. 6—Lackawanna Limited—Daily (runs via Paterson). Drawing-room Sleeping Car Chicago to New York. Observation Parlor Car Buffalo to New York. Coaches Buffalo to New York. Drawing-room Parlor Car Oswego to New York. Dining Car for all meals.

No. 8—Daily (runs via Paterson). Drawing-room Sleeping Car Chicago to New York. Drawing-room Sleeping Car Ithaca to New York. Sleeping Car Scranton to New York. Drawing-room Sleeping Car Binghamton to New York. Binghamton and Scranton Sleeping Cars open for occupancy at 9 00 p.m. Drawing-room Parlor Car Northumberland to Scranton, except Sunday. Dining Car Bellevue to Buffalo and Buffalo to Elmira daily. Coaches Buffalo to New York. Passengers may occupy Sleepers until 8 00 a.m.

No. 12—Daily (runs via Paterson). Two Drawing-room Sleeping Cars Buffalo to New York. Drawing-room Sleeping Car St. Louis to New York. Drawing-room Sleeping Car Utica to New York. Drawing-room Sleeping Car Oswego to New York Buffet, Library and Smoking Car and Coaches Buffalo to New York. Passengers may occupy Sleepers until 8 00 a.m. Dining Car Decatur to Buffalo.

No. 14—Daily (runs via Paterson). Drawing-room Sleeping Car Buffalo to New York. Open for occupancy at 9 30 p.m. Dining Car Stroudsburg to New York. Coaches Buffalo to New York.

No. 26—Daily, except Sunday (runs via Paterson). Drawing-room Parlor Car and Coaches Plymouth to New York. Drawing-room Parlor Car and Coach Scranton to Philadelphia.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Lackawanna Railroad — Lackawanna Railroad

Read Down. **MAIN LINE.—NEW YORK AND BUFFALO.** *Read Up.*

For additional service between Dover and New York, via Paterson, see opposite page; via Morristown Branch, see second page following.

			565	9	7	25	5	3	1	43	15	Mls	*November* 22, 1909.	2	4	28	6	42	8	12	14	570	574	568	576
			.....	P M	P M	P M	P M	A M	A M	A M	A M	.....	lve..**New York**..arr.	P M	P M	Noon	P M	P M	A M	A M	A M	.....	.....	.....	.....
			.....	*8 45	*6 30	†4 00	*1 45	*10 00	†8 00	*3 00	*2 00	.....	.. *West 23d Street* ..	3 40	6 05	12 40	7 30	9 55	6 45	*7 50	10 55	.....	.....	.....	.....
			.....	8 45	6 30	4 00	i1 40	10 00	8 00	3 00	2 00	0	...*Barclay Street*...	3 30	5 05	12 30	7 30	9 55	6 45	7 45	10 50	.....	.....	.....	.....
			.....	8 45	9 30	4 00	i1 40	10 00	8 00	3 00	1 00	0	.*Christopher Street*.	3 30	5 05	12 30	7 25	9 55	6 45	7 45	10 55	.....	.....	.....	.....
			.....	8 00	6 55	4 15	2 00	10 15	8 15	3 30	2 25	1	+...**Hoboken**...	3 15	4 48	12 15	7 15	9 33	6 25	7 27	10 35	.....	.....	.....	.....
			.....	— —	— —	h4 33	.....	— —	8 36	— —	— —	12	+.....Passaic.....	□3 56	h4 28	W11 58	— —	9 10	— —	— —	10 13	.....	.....	.....	.....
			.....	— —	— —	4 40	.....	— —	8 44	4 08	— —	16	+...**Paterson**...	□3 42	4 25	11 53	— —	8 58	— —	— —	10 06	.....	.....	.....	.....
			.....	— —	— —	5 01	.....	— —	9 06	4 50	— —	31	+....Boonton....	□3 08	4 01	11 34	— —	*8 25	— —	— —	9 44	.....	.....	.....	.....
			.....	*8 30	g7 12	†3 53	p2 15	.....	†7 46	.....	.....	9	+....**Newark**....	3 00	6 20	12 37	e7 50	u8 42	.....	†7 58	11 12	.....	.....	.....	.....
			.....	8 38	— —	— —	p —		7 53	.....	.....	11	+..East Orange..	— —	5 15	— —	e7 40	u8 34	.....	— —	11 02	.....	.....	.....	.....
			.....	8 40	— —	b —	— —	Lackawanna Limited.	— —	.....	.....	12	+..Brick Church..	g —	5 11	— —	e7 38	u8 32	.....	— —	11 00	.....	.....	.....	.....
			.....	8 43	g7 21	— —	p2 24		7 57	.....	.....	13	+.....Orange.....	— —	5 09	12 29	e7 35	u8 29	.....	— —	10 57	.....	.....	.....	.....
			.....	9 09	g7 38	4 23	p2 40		8 17	.....	.....	21	+.....Summit.....	g2 34	4 45	12 07	e7 13	u8 08	.....	7 34	10 32	.....	.....	.....	.....
			.....	9 30	g7 54	4 45	p2 54		8 38	.....	.....	31	+...Morristown...	g2 18	4 23	11 44	e6 50	u8 46	.....	†7 13	10 12	.....	.....	.....	.....
			.....	i10 05	*8 13	5 20	p3 13		9 27	5 12	— —	40	+.....**Dover**.....	1 57	3 46	11 14	8 25	*8 06	5 20	6 25	9 24	.....	.....	.....	.....
			...	— —	— —		— —		9 37	5 30	— —	44	..Mount Arlington	1 46	c3 34	c11 04	— —	s7 57	— —	— —	— —	.....	.....	.....	.....
			.....	— —	— —	5 36	— —		9 42	5 35	— —	47	..Lake Hopatcong	1 41	— —	c10 59	— —	s7 52	— —	— —	— —	.....	.....	.....	.....
.....	.....	.....	.....	— —	8 32	5 46	— —		9 47	— —	— —	49	+....**Netcong**...	1 35	— —	10 54	— —	7 40	— —	— —	9 06	.....	.....	.....	.....
.....	.....	.....	.....	— —	8 47	6 01	p5 44	— —	10 04	6 05	— —	58	....Hackettstown..	1 21	3 13	10 39	— —	7 10	— —	— —	8 51	.....	.....	.....	.....
.....	.....	.....	.....	— —	9 05	6 20	4 00	11 45	10 23	6 25	4 03	68	+.**Washington**.	1 05	2 58	10 22	— —	6 55	4 35	— —	8 35		.....	.....	.....
555	561	553	.....	— —	9 14	6 29	s4 10	— —	10 32	6 45	— —	72	+.Oxford Furnace.	12 56	— —	10 13	— —	6 44	— —	— —	8 25	.....	.....	.....	.....
A M	Noon	A M	P M	— —	— —	6 37	— —	— —	10 40	7 00	— —	77	+...Bridgeville...	12 46	— —	10 03	— —	6 31	— —	— —	8 15	Noon	P M	A M	P M
†8 43	†12 13	†7 02	†3 33	*7 20	.....	†3 33	†12 13	†8 43	†7 02	.....	.....	.....	lv.**Phila.**(Broad St.).ar.	†3 53	6 00	.....	9 05		.....	.....	.....	12 55	3 53	10 02	6 00
9 39	1 04	7 57	4 25	8 15	.....	4 25	1 04	9 39	7 57	.....	.....	.....	......**Trenton**......	†2 51	5 08	.....	8 11	.....	.....	.....	.....	12 00	2 51	9 09	5 08
— —	3 46	10 32	6 36	— —	— —	6 48	x —	— —	10 48	7 17	— —	81	......Delaware......	— —	c2 33	9 54	— —	6 15	— —	— —	△8 07	9 59	12 38	7 17	2 41
11 51	3 50	10 38	6 41	— —	9 33	6 53	*4 29	— —	10 56	7 23	— —	84	+...**Portland**...	12 29	2 28	9 49	—	6 03	△4 02	— —	8 02	9 54	12 33	7 12	2 36
12 00	4 01	10 48	6 51	— —	z9 41	7 03	4 38	— —	11 06	7 34	— —	89	+..**Water Gap**..	12 20	2 20	9 41	▲ —	5 54	— —	— —	7 52	9 46	12 25	7 03	2 28
12 07	4 10	10 59	7 00	11 25	9 56	7 15	4 48	*12 22	11 17	7 45	4 39	93	+.**Stroudsburg**.	12 10	2 12	9 33	6 05	5 44	3 45	4 56	7 43	†9 38	†12 15	†6 55	†2 20
Noon	P M	A M	P M	— —	— —	7 32	s6 04	— —	11 32	8 04	— —	101	......Henryville...	s	— —	9 19	— —	6 27	— —	— —	l7 24	A M	Noon	A M	P M
.....				— —	— —	7 45	6 19	Vestibuled	11 45	8 25	— —	107	.......Cresco......	11 44	r1 49	9 10	Vestibuled Express.	5 17	— —	— —	l7 15	.....			.....
.....	.....	29	.....	— —	— —	8 00	5 37		11 58	8 45	— —	112	...Mount Pocono..	11 31	1 39	9 00		5 05	— —	— —	l7 05	.....	30	.....	.....
.....	.....	A M	.....	— —	— —	8 06	5 44		12 05	8 54	— —	115	...Pocono Summit.	11 25	r1 34	8 54		5 00	— —	— —	— —	.....	P M	.....	.....
.....	.....	†7 00	.....	— —	— —	8 16	5 53		12 14	9 03	— —	120	+...Tobyhanna...	11 15	r1 28	8 48		4 51	— —	— —	— —	.....	7 05	.....	.....
.....	.....	7 09	.....	— —	— —	8 25	m —		12 23	9 13	— —	125	+...Gouldsboro...	11 05	— —	8 40		4 40	— —	— —	— —	.....	6 58	.....	.....
.....	.....	7 26	...	— —	— —	8 38	6 14		12 36	9 26	— —	133	+.....Moscow.....	10 49	▣	8 26		4 22	— —	— —	— —	.....	6 38	.....	.....
.....	561	7 32	27	— —	— —	8 44	6 20	— —	12 42	9 32	— —	136	......Elmhurst....	s10 42	— —	8 19	— —	4 14	— —	— —	— —	.....	6 31	28	.....
.....	P M	7 50	A M	1 03	11 30	9 00	6 37	1 55	1 00	9 50	6 12	146	ar..+**Scranton** lv.	10 20	12 40	8 00	3 40	3 45	2 05	3 20	6 05	.....	†6 10	P M	.....
.....	*6 17	A M	*9 00	1 15	11 35	P M	6 45	2 00	1 05	9 55	6 20	146	lve...**Scranton**..arr.	10 15	12 35	7 47	3 55	3 20	1 55	3 15	5 58	.....	P M	7 25	.....
.....	6 33	.....	9 18	— —	— —	.....	— —	— —	1 25	10 17	— —	153	...Clark's Summit.	— —	— —	7 34	— —	3 05	— —	— —	— —	.....	.....	7 22	.....
.....	6 39	.....	9 25	— —	— —	.....	m —	— —	1 30	10 24	— —	156	+....Glenburn....	— —	— —	7 26	— —	2 55	— —	— —	— —	.....	.....	7 13	.....
.....	6 42	.....	9 28	— —	— —	.....	m —	— —	1 33	10 28	— —	157	+......Dalton......	— —	— —	7 22	— —	2 48	— —	— —	— —	.....	.....	7 09	.....
.....	6 47	.....	9 33	— —	— —	.....	— —	Express.	1 37	10 33	— —	159	......La Plume....	— —	— —	7 16	Lackawanna Limited.	2 41	— —	— —	— —	.....	.....	7 03	.....
.....	6 51	.....	9 38	— —	— —	.....	— —		1 42	10 39	— —	161	+...Factoryville...	— —	r12 08	7 12		2 36	— —	— —	— —	.....	.....	6 59	.....
.....	7 05	.....	9 52	— —	— —	.....	m —		1 55	10 55	— —	167	+....Nicholson....	— —	11 55	6 57		2 10	— —	— —	— —	.....	.....	6 46	.....
.....	7 15	.....	10 04	— —	— —	.....	— —		2 06	11 05	— —	173	+......Foster......	⌑9 26	— —	6 46		1 40	— —	— —	— —	.....	.....	6 34	.....
.....	7 24	.....	10 11	— —	— —	.....	— —		2 14	11 20	— —	178	......Kingsleys....	— —	⌑11 40	6 39		1 30	— —	— —	— —	.....	.....	6 26	.....
.....	7 32	.....	10 20	— —	— —	.....	7 53	— —	2 22	11 36	— —	181	+.....**Alford**.....	9 13	— —	6 32		1 00	— —	— —	— —	.....	.....	6 18	.....
.....	7 44	.....	10 32	— —	— —	.....	m —	— —	2 34	11 52	— —	188	+..New Milford..	j9 01	11 24	6 21		12 30	c —	— —	— —	.....	.....	6 04	.....
.....	7 53	.....	10 43	— —	— —	.....	m —	— —	2 43	12 12	— —	194	+....Hallstead....	8 49	⌑11 13	6 10	— —	12 15	— —	— —	— —	.....	.....	5 52	.....
.....	8 00	.....	10 53	— —	— —	.....	— —	— —	2 50	12 20	— —	199	+.....Conklin.....	— —	— —	6 02	— —	11 59	— —	— —	— —	.....	.....	5 44	.....
.....	8 15	.....	11 10	3 00	1 15	.....	8 35	3 28	†3 05	12 40	7 55	208	ar.+**Binghamton** lv.	8 30	10 55	†5 50	2 08	11 40	12 10	1 35	4 25	.....	.....	5 30	.....
.....	P M	.....	11 15	3 05	1 25	.....	8 47	3 33	*6 00	Noon	8 00	208	lve...**Binghamton**..arr.	8 20	10 50	A M	2 03	10 40	11 25	1 25	4 20	.....		5 20	.....
.....	.....	.....	11 31	— —	n —	.....	8 59	— —	5 17		— —	216	+......Vestal......	8 06	— —	.....	— —	10 18	11 11	— —	— —			5 00	.....
.....	.....	.....	11 42	— —	n —	.....	9 07	— —	5 26	.....	8 19	222	+....Apalachin....	7 57	— —		— —	10 01	11 02	— —	— —			4 48	.....
.....	.....	.....	11 55	3 35	1 54	.....	9 19	5 57	5 38	.....	8 33	228	+.....**Owego**.....	7 46	10 21	.....	1 34	9 43	10 50	— —	3 50			4 37	.....
.....	.....	.....	12 11	— —	n —	.....	9 30	— —	5 53	.....	8 44	237	+.....Nichols.....	7 32	— —	.....	— —	9 16	10 30	— —	— —			4 20	.....
.....	.....	.....	12 31	— —	2 16	.....	9 45	4 18	6 11	.....	8 57	247	+.....Waverly.....	7 18	9 57	.....	1 10	8 56	10 16	12 54	3 27			4 01	.....
.....	.....	.....	12 53	— —	n —	.....	a —	— —	6 29	.....	— —	258	+.....Lowman.....	b —	— —	.....	— —	8 39	9 56	— —	— —			3 41	.....
.....	.....	.....	1 15	4 25	2 45	.....	10 13	4 45	6 40	.....	9 26	265	+.....**Elmira**.....	6 55	†9 35	.....	12 48	*8 30	9 47	12 12	3 04			3 30	.....
.....	.....	.....	1 23	— —	n —	.....	a —	— —	P M	.....	— —	269	+...Horseheads...	b —	A M	.....	— —	A M	9 28	— —	— —			3 15	.....
.....	.....	.....	1 47	— —	3 16	.....	10 37	5 08	.....	.....	9 49	283	+.....**Corning**....	6 24		.....	12 21	.....	9 07	q11 45	2 33			2 52	.....
.....	.....	.....	1 56	— —	n —	.....	a —	— —	.....	.....	— —	287	+.....Coopers.....	b —	.....	.....	— —	.....	8 53	— —	— —			2 46	.....
.....	.....	.....	2 08	— —	n —	.....	a —	— —	.....	.....	10 02	292	+....Campbell....	b —	.....	.....	— —	.....	8 49	— —	— —			2 37	.....
			2 15	— —	n —	.....	a —	— —	.....	.....	— —	296	+.....**Savona**.....	b —	.....	.....	— —	.....	8 42	— —	— —			2 28	.....
			2 26	5 12	3 47	.....	11 03	6 32	.....	.....	10 17	302	+......**Bath**......	5 59	.....	.....	11 59	.....	8 34	11 20	2 08			*2 20	.....
			2 33	— —	n —	.....	a —	— —	.....	.....	— —	306	+.....Kanona.....	b —	.....	.....	— —	.....	8 25	— —	— —			11 19	.....
			2 40	— —	n —	.....	11 13	— —	.....	.....	10 30	309	+......Avoca......	b —	.....	.....	— —	.....	8 18	— —	— —			11 11	.....
			2 45	— —	n —	.....	a —	— —	.....	.....	— —	312	.......Wallace......	b —	.....	.....	— —	.....	8 12	— —	— —			11 06	.....
			2 55	— —	n —	.....	11 24	— —	.....	.....	10 43	317	+....Cohocton....	b —	.....	.....	— —	.....	8 04	— —	— —			10 56	.....
			3 03	— —	n —	.....	a —	— —	.....	.....	10 50	321	........Atlanta.......	b —	.....	.....	— —	.....	7 56	— —	— —			10 47	.....
			3 13	— —	4 30	.....	a —	— —	.....	35	10 59	328	+...**Wayland**...	b —	35	.....	— —	.....	7 47	— —	— —			10 36	.....
			3 27	— —	4 42	.....	11 48	6 14	.....	A M	11 13	335	+...**Dansville**...	b —	P M	.....	11 15	.....	7 28	— —	1 20			10 20	.....
			3 41	— —	n —	.....	a —	— —	.....	*6 45	— —	342	.....Groveland.....	b —	6 52	.....	— —	.....	7 09	— —	— —			10 06	.....
			3 54	6 16	5 05	.....	12 08	6 33	.....	6 56	11 36	349	+..Mount Morris..	4 48	6 22	.....	10 50	.....	6 59	10 10	12 57			9 56	.....
			3 58	— —	n —	.....	a —	— —	.....	7 02	— —	350	.**P. R.R. Junction**.	— —	6 19	.....	— —	.....	6 54	— —	— —			9 49	.....
			4 01	— —	n —	.....	a —	— —	.....	7 07	— —	352	+....Leicester....	— —	6 13	.....	— —	.....	d —	— —	— —			9 45	.....
			4 08	— —	n —	.....	a —	— —	.....	7 13	— —	355	+....Greigsville...	— —	6 06	.....	— —	.....	d —	— —	— —			9 39	.....
			4 18	— —	n —	.....	a —	— —	.....	7 24	— —	361	.......Linwood.......	— —	5 53	.....	— —	.....	d —	— —	— —			9 29	.....
			4 28	— —	5 35	.....	a —	— —	.....	7 30	— —	366	+..**B. R. & P. Jn.**	— —	5 43	.....	— —	.....	6 33	— —	— —			9 22	.....
			4 35	— —	n —	.....	a —	— —	.....	7 37	— —	370	+...East Bethany..	— —	5 35	.....	— —	.....	d —	— —	— —			9 15	.....
			5 31	— —	n —	.....	a —	— —	.....	8 56	— —	399	+....Lancaster....	— —	4 26	.....	— —	.....	d —	— —	11 50			8 28	.....
			5 35	— —	n —	.....	a —	— —	.....	8 59	— —	400	........Depew.......	— —	4 23	.....	— —	.....	d —	— —	— —			8 23	.....
		.....	5 45	— —	n —	.....	a —	— —	.....	9 09	— —	406	....East Buffalo..	— —	4 13	.....	— —	.....	5 45	— —	— —			8 15	.....
		.....	— —	— —	6 52	.....	1 36	— —	.....	— —	12 57	409	.**N.Y. C. & St. L. Jn.**	3 30	— —	.....	.....	.....	d —	— —	— —			—	.....
		.....	8 00	7 45	7 00	.....	1 45	7 58	.....	9 30	1 05	411	arr..+**Buffalo**.lve.	*3 15	*4 00	.....	*9 30	.....	*5 30	*8 45	*11 30			*8 00	.....
		.....	P M	A M	A M	.....	A M	P M	.....	A M	P M	.....	(*Eastern time.*)	A M	P M	.....	A M	.....	P M	P M	P M			A M	.....
		.....	.....	.....	A M	.....	A M	.....	.....	.....	Noon	.....	(*N.Y.C.&St.L.R.R.*)	A M	.....	.....	A M	.....	P M	.....	.....	.....	.....	.....	.....
		.....	.....	.....	*6 10	.....	*1 10	.....	.....	.....	*12 50	411	lv.**Buffalo**(Cent.time.)ar.	8 15	.....	.....	7 35	.....	3 05	.....	.....	.....	.....	.....	.....
		.....	.....	.....	11 19	.....	6 18	.....	.....	.....	7 28	595	.....**Cleveland**.....	6 30	.....	.....	2 18	.....	8 36	.....	.....	.....	.....	.....	.....
		.....	.....	.....	4 35	.....	12 25	.....	.....	.....	2 10	782	....**Fort Wayne**....	3 10	.....	.....	8 05	.....	2 35	.....	.....	.....	.....	.....	.....
		.....	.....	.....	8 20	.....	5 31	.....	.....	.....	7 40	934	arr...**Chicago**..lve.	*10 35	.....	.....	*2 32	.....	*9 40	.....	.....	.....	.....	.....	.....
		.....	.....	P M	P M	.....	P M	A M	.....	.....	A M	.....	(*Wabash R.R.*)	A M	.....	.....	P M	.....	P M	Noon	A M	.....	.....	.....	.....
		.....	.....	1 35	1 35	.....	.....	2 00	.....	.....	.....	664	arr....**Detroit**...lve.	.....	.....	.....	11 30	.....	.....	12 10	10 10	.....	.....	.....	.....
		.....	.....	9 45	9 45	.....	.....	9 50	.....	.....	.....	936	arr...**Chicago**..lve.	.....	.....	.....	*3 30	.....	.....	.....	11 00	.....	.....	.....	.....
		.....	.....	7 33	7 33	.....	.....	2 20	.....	.....	.....	1146	arr...**St. Louis**..lve.	.....	.....	.....	P M	.....	.....	11 32	8 30	.....	.....	.....	.....
		.....	.....	6 34	6 34	.....	.....	9 55	.....	.....	.....	1493	...**Kansas City**...	.....	.....	.....	.....	.....	.....	*5 00	*9 30	.....	.....	.....	.....
		.....	.....	P M	P M	.....	.....	P M	.....	.....	.....	.....	ARRIVE] [LEAVE	.....	.....	.....	.....	.....	.....	P M	A M	.....	.....	.....	.....

HAMPTON BRANCH.

No. 852	No. 854	Ms		No. 853	No. 857
†11 10 A M	†3 35 P M	0	lve.....Hampton.....arr.	10 45 A M	3 16 P M
11 30 "	3 50 "	3	........Changewater........	10 35 "	3 07 "
11 40 A M	3 55 P M	5	arr....Washington...lve.	†10 25 A M	†3 00 P M

For explanation to reference marks, see page 363.

Additional Trains—Lve. Philadelphia §7 48 a.m., *7 20 p.m., arr. Stroudsburg §11 37 a.m., 10 50 p.m. Lvs. Stroudsburg §6 30 a.m., *5 20 p.m., arr. Philadelphia 10 01 a.m. 9 00 p.m. Lvs. Binghamton §8 00 a.m., arr. Tobyhanna 10 59 a.m.

Train No. 3 will not carry baggage from New York unless same is delivered at station 15 minutes before leaving time

Lackawanna Railroad

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Lackawanna Railroad

BOONTON BRANCH AND MAIN LINE —Local Trains New York to Washington.

November 22, 1909.

For Morris & Essex Div. Main Line, see next page.

	Mls	453	457	459	411	477	465	367	467	469	473	451	711	793	795
New York ♁ lv.	....	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	Night	A M	P M	P M
West 23d St.	....	†6 30	†10 15	‡12 15	†1 00	‖1 30	†4 30	†5 00	†6 30	*6 10	†7 45	†12 00	‖8 45	‖4 00	‖8 45
Barclay St.	0	6 40	10 24	12 24	1 00	1 38	4 30	5 15	5 37	6 15	8 00	12 00	8 45	4 00	8 45
Christopher St	0	6 40	10 24	12 24	1 00	1 36	4 30	5 10	5 40	6 10	8 00	12 00	8 45	4 00	8 45
Hoboken ♁	1	7 00	10 38	12 38	1 20	1 50	4 50	5 30	5 56	6 30	8 15	12 15	9 00	4 15	8 05
Lyndhurst	10	7 18	10 56	12 56	— —	2 08	5 08	5 46	6 13	6 48	8 36	12 33	9 18	4 38	8 21
Passaic ♁	12	7 26	11 04	1 03	1 40	2 17	5 16	5 50	6 20	6 55	8 43	12 39	9 25	4 43	8 27
Paterson ♁	16	7 44	11 13	1 14	1 48	2 25	5 27	5 57	6 29	7 02	8 51	12 47	9 36	4 53	8 34
Boonton ♁	31	8 20	11 50	═══	2 16	P M	6 01	6 19	7 00	7 27	9 15	1 17	10 09	5 28	9 [illegible]
Denville	35	8 30	12 03	†7 02	2 29	....	6 14	6 27	7 14	7 36	9 27	1 27	10 21	5 41	10 03
Dover+ ♁	40	8 58	12 15	7 10	2 41	....	6 38	6 56	7 26	7 43	9 38	1 35	10 35	5 55	10 10
Mt. Arlington ♁	44	A M	Noon	A M	2 55	....	P M	6 47	P M	P M	9 47	A M	10 47	6 12	P M
Lake Hopatcong ♁	47	....	....	....	3 00	....	....	6 53	....	....	9 55	....	10 53	6 18	....
Netcong+ ♁	49	....	....	....	3 07	....	....	6 57	....	....	P M	....	10 59	6 24	....
Waterloo ♁	53	....	....	....	3 16	....	....	7 04	....	....	◆	....	11 07	6 31	....
Hackettstown ♁	58	....	....	....	3 25	....	....	7 13	....	....	....	....	11 18	6 42	....
Washington ♁	68	....	....	....	3 46	....	....	P M	....	....	....	....	11 37	7 00	....
ARRIVE		....	....	....	P M	....	....	....	....	....	....	....	A M	P M	....

STATIONS.	452	454	474	370	458	372	464	476	466	462	410	788	790	....
LEAVE	....	....	....	....	....	....	....	....	....	....	P M	P M	....	....
Washington	....	....	....	A M	....	....	....	....	....	....	*5 48	‖1 05	....	....
Hackettstown	....	....	....	†6 28	....	....	....	....	....	....	6 04	1 21	....	....
Waterloo	....	....	....	6 37	....	A M	....	....	....	....	6 19	— —	....	....
Netcong	....	....	....	6 45	....	†7 45	....	....	....	....	6 25	1 36	....	....
Lake Hopatcong	....	....	....	6 50	....	7 50	....	....	....	....	6 29	1 41	....	....
Mt. Arlington	....	A M	A M	6 55	A M	7 55	....	....	P M	P M	6 33	1 46	P M	....
Dover	....	†5 57	†6 44	7 04	*7 15	8 02	....	....	†2 42	†5 00	6 45	2 00	‖8 02	....
Denville	....	6 08	7 00	7 12	7 30	— —	....	....	2 56	5 11	6 56	2 11	8 10	....
Boonton	A M	6 18	A M	7 21	7 43	8 16	P M	P M	3 08	5 22	7 08	2 22	8 20	....
Paterson	†6 05	6 46	....	7 41	8 12	o —	‖1 45	‖2 35	3 42	5 52	7 40	2 52	8 40	....
Passaic	6 13	6 55	....	7 46	8 21	— —	1 55	2 50	3 56	6 01	7 50	3 01	8 46	....
Lyndhurst	6 19	7 02	....	7 51	8 28	— —	2 03	2 59	4 03	6 08	7 56	3 08	— —	....
Hoboken	6 35	7 24	....	8 07	8 47	8 58	2 24	3 18	4 21	6 25	8 13	3 25	9 04	....
Christopher St.	6 55	7 45	....	8 25	9 05	9 15	2 45	3 35	4 35	6 40	8 30	3 40	9 25	....
Barclay Street	6 55	7 45	....	8 30	9 05	9 15	2 40	3 40	4 40	6 40	8 30	3 40	9 25	....
West 23d Street	6 55	7 50	....	8 30	9 05	9 15	2 40	3 40	4 35	6 45	8 30	3 45	9 25	....
New York arr.	A M	A M	....	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	....

EXPLANATION OF SIGNS USED ON PAGES 362 and 363.

*Daily; †daily, except Sunday; ‖Sunday only; *a* stops to leave from east of Binghamton, including Utica and Syracuse Divisions, and for west of Buffalo; *b* stops to leave from Buffalo and points west, and to take for New York, Syracuse and Utica Division, P. R.R. or D. & H. R.R. points; *c* stops to take for New York; *d* stops to leave from west of Buffalo, and to take for New York; *e* Sunday runs 30 minutes later between Dover and Newark; *g* stops to take for or leave from Scranton and points west; *h* stops to take for or leave from west of Washington; *i* on Sunday leaves five minutes later; *j* stops to take for Montrose; *k* Saturday only; *l* stops to take for Paterson or New York; *m* stops to leave from east of Delaware; *n* stops to leave from points east of Stroudsburg and P. R.R. points, and take for west of Buffalo; *o* stops to leave passengers only; *p* stops to take for Water Gap and points west; *q* stops to leave from Buffalo, and to take for New York; *r* stops to take for New York or P. R. R. points; *s* stops Sunday only; *t* stops to take for points west of Scranton; *u* leaves about 16 minutes later on Sundays; *v* stops Saturday only; *w* stops to leave from west of Washington, and on Saturday to take passengers; *x* stops Saturday to leave from New York; *y* stops to leave passengers; *z* stops to leave from New York. △ Stops Monday only to take for New York. ● Arrives Bath 11 30 a.m. ♭ Stops to take for west of Morristown. ⊡ Stops Saturday to leave passengers. ♮ Stops to take for Scranton. ◇ Will not run holidays. ◆ Arrives Port Morris 9 58 p.m. ♯ Daily, except Saturday and Sunday. ■ Stops to take for P. R.R. points. □ On Sunday arrives about forty five minutes earlier. ▲ Stops Sunday only to take for N. Y. + Coupon stations; ♁ Telegraph stations. *Eastern time.*

Train leaves New York for Dover ‖11 45 a.m.

NEWARK AND BLOOMFIELD BRANCH.

November 22, 1909.

	105	107	109	111	113	115	165	117	119	121	163	123	125	127	129	131	133	135	137	139	169	141	167	143	145
New York— LEAVE	◇A M	◇A M	◇A M	A M	A M	◇A M	◇A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	◇P M	◇P M	P M	◇P M	◇P M	◇P M	P M	◇P M
West 23d Street	†5 30	†5 45	†6 15	†6 50	†7 50	†8 00	†8 30	†9 10	†10 30	†11 30	‖12 15	‖12 30	‖1 00	†1 15	†2 00	†2 45	†3 30	†4 10	†4 30	†4 50	‖5 00	†5 10	‖5 10	†5 20	†5 40
Barclay Street	5 45	6 00	6 30	7 00	7 50	8 07	8 37	9 20	10 36	11 36	12 24	12 36	1 12	1 24	2 12	2 48	3 38	4 20	4 37	5 00	5 15	5 20	5 20	5 30	5 50
Christopher Street	5 45	6 00	6 30	7 00	7 50	8 10	8 40	9 20	10 36	11 36	12 24	12 36	1 12	1 24	2 12	2 48	3 38	4 20	4 30	5 00	5 10	5 20	5 20	5 30	5 50
Hoboken	6 00	6 20	6 50	7 15	8 07	8 25	8 55	9 35	10 50	11 50	12 38	12 50	1 25	1 38	2 25	3 02	3 50	4 35	4 52	5 15	5 30	5 35	5 35	5 45	6 05
Harrison	6 12	6 32	7 03	— —	8 18	8 37	9 07	9 48	11 03	12 03	— —	1 04	— —	1 53	2 37	3 16	—	— —	— —	— —	— —	— —	— —	— —	— —
Newark	6 15	6 35	7 06	7 30	8 21	8 40	9 10	9 51	11 06	12 06	— —	1 07	1 39	1 56	2 40	3 19	4 08	— —	5 07	5 28	— —	— —	— —	— —	— —
Roseville Avenue	6 20	6 40	7 10	7 35	8 25	8 45	9 15	9 56	11 11	12 10	12 57	1 12	— —	2 01	2 45	3 23	4 15	— —	5 12	5 33	— —	v 5 50	5 53	6 05	— —
Ampere	6 22	6 43	7 13	7 38	8 27	8 48	9 17	9 58	11 13	12 12	1 00	1 14	— —	2 03	2 47	3 26	4 18	— —	5 14	5 38	— —	v —	5 58	6 06	6 27
Watsessing	6 25	6 46	7 15	7 41	8 29	8 51	9 20	10 01	11 16	12 15	1 03	1 17	— —	2 08	2 50	3 31	4 19	— —	5 17	5 39	— —	v —	5 59	6 09	6 30
Bloomfield	6 28	6 49	7 18	7 50	8 34	8 55	9 22	10 04	11 19	12 18	1 06	1 20	1 49	2 08	2 53	3 35	4 22	4 58	5 21	5 43	— —	5 57	6 01	6 12	6 34
Glen Ridge	6 31	— —	— —	— —	— —	— —	— —	9 24	10 07	11 22	12 21	1 08	1 23	1 52	2 11	2 56	3 37	4 26	5 01	5 24	5 48	— —	6 00	P M	6 15	6 37
Montclair	6 34	6 54	7 24	7 55	8 40	9 00	9 27	10 10	11 25	12 25	1 11	1 26	1 55	2 15	3 00	3 40	4 28	5 04	5 28	5 50	5 57	6 04	....	6 19	6 41
ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	....	P M	P M

STATIONS.	147	161	149	151	153	155	157	159	101	719	723	731	735	737	745	755	763	769	777	787
New York— LEAVE	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M
West 23d Street	†8 10	†8 10	†8 40	†7 20	†7 45	†8 45	†8 45	†11 30	*12 30	§9 00	§10 15	§12 15	§1 00	§1 45	§3 30	§5 15	§8 30	§7 45	§8 45	§10 45
Barclay Street	8 20	8 20	8 50	7 20	7 50	9 00	10 00	11 30	12 30	9 15	10 30	12 30	1 15	1 45	3 45	5 30	8 45	8 00	9 00	11 00
Christopher Street	8 20	8 20	8 50	7 20	7 50	9 00	10 00	11 30	12 30	9 15	10 30	12 30	1 15	1 45	3 45	5 30	8 45	8 00	9 00	11 00
Hoboken	8 35	8 35	7 05	7 35	8 05	9 15	10 16	11 50	12 46	9 30	10 45	12 45	1 30	2 05	4 00	5 45	7 00	8 15	9 15	11 15
Harrison	— —	8 50	— —	— —	8 18	— —	— —	12 05	— —	9 44	10 58	12 59	1 44	2 18	4 15	— —	— —	— —	9 27	11 29
Newark	— —	8 54	7 20	7 49	8 21	9 29	10 29	12 08	1 00	9 47	11 01	1 02	1 47	2 21	4 18	6 01	7 16	8 30	9 30	11 32
Roseville Avenue	— —	8 59	7 25	7 54	8 26	9 34	10 34	12 13	1 05	9 52	11 06	1 07	1 52	2 25	4 23	6 06	7 21	8 35	9 35	11 37
Ampere	8 55	P M	7 28	7 56	8 28	9 36	10 36	12 15	1 07	9 53	11 09	1 09	1 54	P M	4 25	6 08	7 23	8 37	9 37	11 40
Watsessing	8 58	....	7 31	7 59	8 31	9 39	10 39	12 18	1 10	9 56	11 12	1 12	1 57	....	4 28	6 11	7 26	8 40	9 40	11 43
Bloomfield	7 02	....	7 34	8 01	8 33	9 42	10 42	12 20	1 12	9 58	11 14	1 15	2 00	....	4 31	6 13	7 29	8 43	9 42	11 45
Glen Ridge	7 06	....	7 37	8 04	8 36	9 45	10 45	12 23	1 14	10 01	11 17	1 18	2 02	....	4 34	6 16	7 32	8 46	9 45	11 48
Montclair	7 08	....	7 40	8 07	8 38	9 49	10 48	12 27	1 17	10 05	11 20	1 21	2 05	....	4 37	6 20	7 35	8 48	9 49	11 52
ARRIVE	P M	....	P M	P M	P M	P M	P M	Night	A M	A M	A M	P M	P M	....	P M	P M	P M	P M	P M	P M

MONTROSE BRANCH.

(D. L. & W. R.R.)

Leave Alford †9 15, *10 35 a.m., ‖1 00, †2 25, *7 54 p.m. for Heart Lake and Tiffany, arrive Montrose (11 m.) 9 43, 11 08 a.m., 1 30, 3 00, 8 25 p.m. Leave Montrose †8 20, *9 53 a.m., *12 10 noon, *5 25 p.m. arrive Alford 8 50, 10 20 a.m., 12 50 noon, 5 55 p.m.

STATIONS.	100	104	108	108	110	102	112	114	116	118	120	122	164	124	126	128	130	132	162	134	136	138	140	142	144
LEAVE	A M	A M	◇A M	A M	A M	....	◇A M	◇A M	A M	◇A M	A M	◇A M	A M	A M	A M	Noon	P M	P M	P M	P M	◇P M	P M	◇P M	P M	P M
Montclair	†7 35	†6 08	†6 40	†7 00	†7 25	◇	†7 45	†8 00	†8 08	†8 28	†8 50	†9 10	†9 45	‖10 25	‖11 35	†12 45	†1 45	†2 35	‖3 00	†3 50	†5 38	†4 42	†5 16	†5 38	†6 30
Glen Ridge	1 37	6 10	6 42	7 02	7 27	A M	7 47	8 02	8 10	8 30	8 52	9 12	9 48	10 27	11 37	12 47	1 47	2 37	3 02	3 32	4 00	4 44	5 17	5 40	6 32
Bloomfield	1 40	6 12	6 45	7 05	7 30	†7 40	— —	8 04	8 12	8 32	8 54	9 14	9 51	10 29	11 39	12 49	1 49	2 39	3 05	3 35	4 03	4 46	5 20	5 43	6 34
Watsessing	1 42	6 14	6 47	7 07	7 32	7 42	7 52	— —	8 15	— —	8 57	9 17	9 54	10 31	11 41	12 51	1 51	2 41	3 08	3 38	4 05	4 48	5 23	5 47	6 37
Ampere	1 45	6 17	6 50	7 10	7 35	7 45	7 55	— —	8 18	— —	8 59	9 20	9 57	10 34	11 44	12 54	1 54	2 44	3 11	3 41	4 08	4 51	5 26	5 52	6 42
Roseville Avenue	1 47	6 19	6 52	7 12	7 37	7 47	7 57	— —	8 20	8 37	9 01	9 22	9 59	10 36	11 46	12 56	1 58	2 46	3 13	3 44	4 10	4 53	5 28	5 55	6 45
Newark	1 51	6 23	6 56	7 17	— —	7 52	— —	— —	8 24	— —	9 05	9 27	10 03	10 40	11 50	1 00	2 00	2 50	3 17	3 49	4 15	4 58	5 33	5 58	6 50
Harrison	— —	— —	6 58	— —	— —	— —	— —	— —	8 27	— —	— —	— —	— —	10 42	11 53	1 03	2 03	2 53	— —	3 52	4 18	— —	5 36	6 02	6 52
Hoboken	2 06	6 37	7 11	7 32	7 55	8 07	8 16	8 25	8 39	8 56	9 20	9 42	10 17	10 57	12 07	1 16	2 18	3 07	3 32	4 05	4 33	5 12	5 48	6 18	7 05
Christopher Street	2 25	6 55	7 25	7 55	8 15	8 25	8 35	8 45	8 55	9 15	9 35	9 55	10 35	11 10	12 20	1 30	2 30	3 20	3 45	4 20	4 45	5 26	6 05	6 35	7 25
Barclay Street	2 25	6 50	7 25	7 50	8 10	8 25	8 35	8 40	8 55	9 10	9 35	9 55	10 40	11 15	12 25	1 30	2 30	3 26	3 55	4 20	4 50	5 30	6 00	6 35	7 25
West 23d Street	2 25	6 55	7 25	7 55	8 15	8 25	8 35	8 45	8 55	9 15	9 35	9 55	10 35	11 15	12 25	1 35	2 35	3 26	3 56	4 25	4 45	5 25	6 05	6 35	7 25
New York ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

CHESTER BRANCH.

(M. & E. Division.)

Trains leave Dover †10 07 a.m., †2 45, †5 40 p.m. for Succasunna (7 m.), arrive Chester (13 m.) 10 35 a.m., 3 35, 6 11 p.m. Returning, leave Chester †7 21 a.m., †12 20 noon, †4 09 p.m. arriving at Dover 7 50 a.m., 12 50 noon, 5 00 p.m.

STATIONS.	148	168	148	150	152	154	156	700	708	720	722	734	736	742	748	758	764	772	782
LEAVE	◇P M	◇P M	◇P M	P M	P M	P M	Night	A M	A M	A M	A M	P M	....	P M	P M	P M	P M	P M	P M
Montclair	†5 56	†7 25	†7 55	†8 55	†10 10	†11 05	†12 40	‖1 35	§8 53	§10 25	§11 35	§1 55	....	§3 25	§4 55	§6 35	§7 50	§9 10	§10 10
Glen Ridge	6 08	7 27	7 57	8 58	10 12	11 07	12 42	1 37	8 55	10 27	11 37	1 57	....	3 27	4 57	6 37	7 52	9 12	10 12
Bloomfield	7 00	7 30	7 59	9 00	10 15	11 10	12 45	1 40	8 57	10 29	11 39	1 59	....	3 29	4 59	6 40	7 54	9 14	10 14
Watsessing	7 03	7 32	8 01	9 02	10 17	11 12	12 47	1 42	8 59	10 31	11 42	2 01	....	3 32	5 02	6 43	7 57	9 17	10 17
Ampere	7 07	7 35	8 04	9 05	10 20	11 15	12 50	1 45	9 02	10 33	11 45	2 04	P M	3 35	5 05	6 46	8 00	9 20	10 20
Roseville Avenue	7 10	7 37	8 06	9 07	10 22	11 17	12 52	1 47	9 05	10 35	11 47	2 06	§2 40	3 37	5 07	6 48	8 02	9 22	10 22
Newark	7 15	7 42	8 10	9 12	10 26	11 21	12 56	1 51	9 09	10 39	11 51	2 10	2 44	3 41	5 12	6 53	8 07	9 26	10 26
Harrison	— —	—	8 12	— —	— —	11 24	— —	— —	9 12	10 42	11 54	2 13	— —	3 44	— —	— —	— —	— —	— —
Hoboken	7 52	7 56	8 25	9 27	10 41	11 37	1 10	2 06	9 25	10 57	12 10	2 26	2 58	3 56	5 26	7 07	8 22	9 42	10 41
Christopher Street	7 45	8 20	8 40	9 45	10 55	11 55	1 25	2 25	9 40	11 10	12 25	2 40	3 10	4 10	5 40	7 25	8 40	9 55	10 55
Barclay Street	7 45	8 10	8 40	9 45	10 55	11 55	1 25	2 25	9 40	11 10	12 25	2 40	3 10	4 10	5 40	7 25	8 40	9 55	10 55
West 23d Street	7 55	8 10	8 40	9 45	10 55	11 55	1 25	2 25	9 40	11 10	12 25	2 40	3 10	4 10	5 40	7 25	8 40	9 55	11 10
New York. ARRIVE	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	12 50 noon, 5 00 p.m.

Lackawanna Railroad

THE DELAWARE, LACKAWANNA & WESTERN R.R. CO.—Morris & Essex Div.

Passaic and Delaware Branch.—Leave New York (W. 23d St.) †4 30, †7 00, †9 00, ⊙11 45 a.m., ‡12 30 noon, †1 45, ‡2 38, †3 45, †5 45, ⊙4 40, ⊙4 40, †6 50, †8 20, ‡11 50 p.m., ‡8 45, §9 15 a.m., §8 15 p.m. for Summit, Bernardsville (36 miles), Far Hills, Peapack, arrive Gladstone (44 miles) †6 48, †9 23, †10 53 a.m., ⊙1 57, ‡2 20, †5 47, ⊙6 26, ⊙6 36, †7 25, ‡7 58, †8 40 p.m., §1 37, §10 37, §11 44 a.m., §10 55 p.m. Leave Gladstone †5 00, †6 30, ‡†7 02, †7 22, ‡7 [illegible] 00, †9 05, †11 10 a.m., ⊙1 20, ⊙3 25, †4 46, †6 46, ⊙9 16, †9 55, ‡11 25 p.m., §9 40 a.m., §6 10, §7 55 p.m.

Lackawanna Railroad

Dec. 23, 1909.	M	43	353	403	1	355	257	259	359	265	357	411	267	5	361	‡269	405	‡271	363	25	365	275	‡277	369	2	9	371	281	283	373	285	287	351	251	Sun	Sun.	Sun.	Sun	Sun	Sun.
New York & lve.	..	A M	A M	A M	A M	A M	A M	A M	A M	Noon	N'n⊙	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	A M	A M	P M	P M	P M
West 23d St.	..	*300	*430	†7 00	†800	†800	†900	*9 15	‡1145	‡1245	12 45	†1 00	‡115	*145	†145	‡230	†315	†345	†400	†400	†420	†450	‡500	†510	‡530	‡550	†620	†720	*7 45	*8 00	9 15	10 45	11 30	12 30	§830	§8 45	§1145	§400	§11 15	11 30
Barclay Street	0	3 00	4 30	7 15	8 00	8 07	9 00	9 30	12 00	12 48	12 48	1 00	1 24	‡140	2 00	2 36	3 24	4 00	4 00	4 00	4 30	4 30	5 00	5 20	5 37	6 00	6 30	7 30	8 00	9 15	10 45	11 30	12 30	8 30	8 45	12 00	2 00	4 15	11 30	..
Christopher St.	0	3 00	4 30	7 10	8 00	8 10	9 00	9 30	12 00	12 48	12 48	1 00	1 24	‡140	2 00	2 36	3 24	4 00	4 00	4 00	4 30	4 30	5 00	5 20	5 40	6 00	6 30	7 30	8 00	9 15	10 45	11 30	12 30	8 30	8 45	12 00	2 00	4 15	11 30	..
Hoboken	1	3 30	4 45	7 30	8 15	8 30	9 15	9 45	12 15	1 05	1 05	1 20	1 38	2 00	2 15	2 50	3 38	4 15	4 15	4 45	4 45	5 15	5 35	5 55	6 15	6 45	7 45	8 15	9 30	11 00	11 50	12 45	8 45	9 00	12 15	2 15	4 30	11 45	..	..
Newark +	6	9	5 10	7 46	8 45	9 30	10 01	12 32	d118	1 20	....	1 53	‡215	2 29	3 06	3 53	..	4 31	....	5 01	5 04	..	5 52	..	6 30	7 01	8 00	8 30	9 45	11 16	12 05	..	9 00	....	12 32	2 30	4 45	12 00	..	..
Roseville Ave +	6	10	5 15	7 51	8 50	..	10 06	..	..	1 24	....	..	..	..	3 11	..	..	..	..	..	5 09	..	..	..	..	7 06	8 05	8 34	9 60	11 21	..	..	..	....	12 37	2 35	..	12 05	..	..
East Orange +	6	11	5 19	7 53	8 53	..	10 11	..	..	1 28	....	..	b	..	3 16	..	..	..	..	..	5 14	..	..	..	..	7 10	8 09	8 38	9 54	11 26	12 14	..	..	....	12 42	2 40	..	12 09	..	..
Brick Church +	6	12	5 21	..	8 55	..	10 13	..	..	1 30	....	..	..	..	3 19	b401	..	..	..	..	5 16	..	..	..	6 38	7 13	8 11	8 40	9 56	11 28	12 17	..	..	....	12 44	2 43	..	12 12	..	..
Orange +	6	13	5 29	7 57	8 58	..	10 16	..	1 26	1 33	....	..	b224	..	3 22	..	..	..	..	..	5 19	..	..	..	..	7 16	8 14	8 43	9 59	11 31	12 20	..	..	....	12 47	2 48	..	12 16	..	..
Highland Ave +	6	14	..	..	..	..	10 19	..	..	1 36	....	..	..	..	3 26	..	..	..	..	..	5 22	..	..	..	..	7 19	8 17	8 46	10 02	11 34	12 23	..	..	....	12 50	2 49	..	12 18	..	..
Mountain Station	6	14	..	..	..	..	10 22	..	..	1 38	....	..	..	..	3 28	..	..	..	..	..	5 26	..	..	..	..	7 22	8 20	‡8 49	10 05	11 37	12 26	..	..	....	12 52	2 52	..	12 21	..	..
South Orange +	6	15	5 35	8 02	..	9 04	..	10 25	..	1 40	....	..	..	..	3 31	a	..	..	..	..	5 30	..	..	..	..	7 25	8 23	8 52	10 08	11 40	12 29	..	..	....	12 55	2 55	4 58	12 24	..	..
Maplewood	6	17	..	..	..	..	..	10 29	..	1 34	1 43	....	..	..	3 35	..	..	..	..	5 17	5 40	..	6 10	..	6 50	7 29	8 27	8 56	10 12	11 44	12 34	..	..	....	12 59	2 59	5 00	12 28	..	..
Millburn	6	18	s	8 09	..	9 11	..	10 34	..	1 38	1 48	....	..	..	3 39	4 13	..	..	..	5 21	5 45	..	6 16	..	6 54	7 32	8 31	9 00	10 18	11 48	12 37	..	..	....	1 03	3 04	5 05	12 33	..	..
Short Hills	6	19	..	..	..	..	9 49	10 37	12 52	1 41	1 49	....	..	..	3 42	4 18	..	..	..	5 26	5 48	..	6 19	..	6 57	7 35	8 35	9 03	10 20	11 51	12 40	..	..	....	1 06	3 07	5 08	12 35	..	..
Summit +	6	21	5 49	8 17	..	9 19	9 56	10 45	1 02	1 48	1 56	....	2 15	b240	2 52	3 50	4 23	..	4 51	..	5 35	5 55	5 52	6 26	6 32	7 04	7 42	8 42	8 09	10 27	11 58	12 47	..	....	1 13	3 15	5 15	12 42	..	..
Chatham	6	25	5 55	8 23	..	9 26	10 02	10 51	1 09	1 55	2 02	....	2 22	..	2 58	3 57	4 30	..	4 57	..	5 43	6 03	..	6 33	6 38	7 11	7 50	8 49	9 16	10 34	12 06	12 53	..	....	1 20	3 22	5 23	12 50	..	..
Madison	6	27	6 00	8 28	..	9 31	10 07	10 56	1 14	2 00	2 06	....	2 27	..	3 03	4 02	4 35	4 53	5 02	..	5 48	6 08	6 03	6 38	6 44	7 17	7 55	8 54	9 21	10 39	12 10	12 58	..	....	1 25	3 28	5 28	12 55	..	..
Morristown +	6	31	6 10	8 38	..	9 40	10 17	11 05	1 25	2 10	2 15	....	2 37	b254	3 13	4 12	4 45	5 03	5 12	..	5 58	6 18	6 13	6 49	6 54	7 28	8 06	9 04	9 30	10 50	12 20	..	1 08	2 07	9 48	....	1 38	3 39	5 38	..	1 05	..
Morris Plains	6	33	....	6 20	8 44	....	9 45	10 22	A M	1 30	2 15	2 20	....	P M	..	3 20	P M	4 50	5 08	5 17	....	6 05	P M	P M	6 54	P M	7 33	P M	P M	9 35	P M	Night	1 13	A M	9 53	....	1 41	3 45	5 43	..	1 10	..
Denville	6	38	..	6 30	8 54	..	9 55	A M	....	1 40	2 25	2 29	2 29	..	3 30	....	5 00	P M	5 28	..	6 14	....	....	....	7 03	....	7 44	....	....	9 46	....	....	1 22	....	10 04	10 21	1 55	3 57	5 52	..	1 20	..
Dover +	6	42	5 12	6 40	9 05	9 27	10 07	....	....	1 49	2 32	2 36	2 41	....	3 38	....	5 09	....	5 34	5 20	6 23	....	....	....	7 10	....	7 53	....	....	9 53	....	....	‡1 30	....	10 13	10 35	2 00	4 05	6 00	..	1 28	..
Mt. Arlington	6	47	5 30	6 51	9 17	9 37	A M	....	....	2 01	P M	2 55	....	....	P M	....	5 19	....	5 41	..	6 36	....	....	....	....	....	P M	....	....	P M	....	....	A M	....	10 26	10 47	P M	P M	6 12	A M	..	..
Lake Hopatcong	6	49	5 35	6 57	9 22	9 42	....	....	....	2 08	....	3 00	....	....	....	....	5 25	....	5 48	5 36	6 41	....	....	....	....	....	....	....	....	....	....	....	....	....	10 32	10 53	....	....	6 18	....	..	..
Netcong	6	52	..	7 08	9 28	9 47	....	....	....	2 20	....	3 07	....	....	....	....	5 31	....	5 54	5 46	6 57	....	....	....	....	....	....	....	....	....	....	....	....	....	10 40	10 59	....	....	6 24	....	..	..
Hackettstown	6	61	6 05	A M	9 47	10 04	....	....	....	P M	....	3 26	....	b544	....	....	5 49	....	P M	6 01	7 13	....	....	....	....	....	....	....	....	....	....	....	....	....	A M	11 18	....	....	6 42	....	..	..
Washington +	6	70	7 10	....	10 25	10 25	....	....	....	....	....	3 46	....	....	3 58	....	6 20	....	....	6 20	P M	....	....	....	....	....	....	....	....	....	....	....	....	....	....	11 45	....	....	7 00	....	..	..
New Village	6	77	7 25	....	10 39	10 39	....	....	....	....	....	3 59	....	....	5 29	....	6 31	....	....	6 31	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	11 58	....	....	7 13	....	..	..
Phillipsburg +	6	84	7 42	....	10 56	10 56	....	....	....	....	....	4 17	....	....	5 47	....	6 46	....	....	6 46	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	12 15	....	....	7 30	....	..	..
Easton	6	85	A M	....	10 59	10 59	....	....	....	....	....	P M	....	....	P M	....	6 49	....	....	6 49	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	Noon	....	....	P M	....	..	..
[ARRIVE	..	..	..	A M	A M	....	....	....	....	....	....	....	....	....	....	....	P M	....	....	P M	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	..	..

Runs via Boonton. Runs via Boonton. Runs via Boonton.

Lackawanna Railroad

THE DELAWARE, LACKAWANNA & WESTERN R.R. CO.

Lackawanna Railroad

BLOOMSBURG DIVISION.

725	706	703	719	715	Ms	*May* 29, 1909.	726	702	704	720	708
P M	P M	A M	A M	A M		LEAVE — ARRIVE	Noon	P M	P M		A M
†400	*1 45	†1000	*3 30	†200		..... **New York**	12 30	3 46	5 05	....	6 45
P M	P M	P M	A M	A M		LEAVE — ARRIVE	A M	A M	Noon	P M	P M
†806	*8 45	†1 56	*10 20	†635	0	+.... **Scranton** ....§	7 55	9 42	12 35	4 50	8 25
9 25	7 07	2 17	10 44	6 57	9	+.....Pittston.....§	7 35	9 19	12 14	4 24	7 59
9 40	7 30	2 40	11 08	7 24	17	arr. + **Kingston** §lve.	7 15	8 55	11 55	4 00	7 38
9 50	7 40	2 50	11 20	7 40	18	ar. + **Wilkes-Barre** lv.	†700	*850	†1150	†350	*720

803	845	815	809	Ms	**UTICA DIVISION.**	804	848	808	818	812
A M	....	A M	P M	....	LEAVE — ARRIVE	P M	P M	P M	....	A M
*1000	....	*2 00	*8 45	....	..... **New York**	5 05	7 30	7 30	....	7 50
P M	P M	A M	A M	....	LEAVE — ARRIVE	A M	P M	P M	P M	Night
*3 37	*2 46	*9 00	*5 15	0	.... **Binghamton** ..§	10 30	1 35	1 50	8 15	12 55
4 08	3 35	9 33	5 50	20	+.....Greene.....§	9 53	12 41	1 18	7 37	12 18
4 28	4 02	9 58	6 12	33	+.....Oxford.....§	9 29	12 13	12 57	7 11	11 56
4 45	4 25	10 15	6 28	42	+.....Norwich.....§	9 13	11 55	12 44	6 50	11 42
4 59	4 47	10 34	6 46	53	+.... Sherburne .....§	8 49	11 29	12 25	6 31	11 23
5 08	5 13	10 43	6 55	58	.....Earlville .....§	8 40	11 20	*h e*	6 22	*h e*
e –	5 18	10 48	6 59	60	.....Poolville.....§	8 35	11 16	*e* –	6 17	– –
e –	5 28	10 56	7 07	65	.....Hubbardsville...§	8 27	11 10	*e* –	6 08	– –
e –	5 32	11 03	7 15	68	...North Brookfield...	8 20	11 03	*e* –	6 02	– –
5 35	5 52	11 15	7 25	74	+.... Waterville .....§	8 00	10 49	11 54	5 52	10 49
5 52	6 11	11 32	7 42	82	ar. **Richfield Junc** §lv.	†7 51	10 23	11 38	5 34	*1055
†8 50	.....	.....	†8 50	104	ar. + **Richfield Spgs** lv.	†6 50	*9 05	.....	....	†7 30
*8 20	6 56	12 10	*8 25	95	+..... **Utica** .....§	†7 05	*9 30	*1100	*450	*8 50
P M	P M	Noon	A M	....	ARRIVE — LEAVE	A M	A M	A M	P M	P M

Additional Train—Leaves Binghamton †5 55 p.m., arrives Richfield Springs 8 15 p.m., Utica 8 05 p.m.

BINGHAMTON, SYRACUSE AND OSWEGO.

919	903	943	915	909	Ms	*October* 10, 1909.	904	906	916	912
.....	A M	.....	A M	P M	....	LEAVE — ARRIVE	P M	P M	....	A M
.....	*1000	.....	*2 00	*8 45	....	..... **New York**	5 05	*7 30	....	7 50
P M	P M	P M	A M	A M		LEAVE — ARRIVE	A M	P M	P M	A M
†8 00	*3 40	*2 10	*8 30	*5 00	0	.... **Binghamton**	10 45	*2 00	8 20	1 00
8 22	*e* –	2 37	8 52	*e* –	15	....Chenango Forks..§	10 24	– –	8 00	*c* –
7 54	4 48	4 28	10 03	6 14	43	+.... **Cortland** .....§	9 19	1 03	6 50	11 49
7 41	4 54	4 38	10 10	6 22	46	.....Homer.....§	9 09	12 55	6 35	11 40
8 45	5 47	6 20	11 15	7 23	80	arr. + **Syracuse** §.lve.	8 00	*1200	5 15	10 30
8 55	5 52	P M	†1 10	7 35	80	lve... **Syracuse**...arr.	7 53	†1155	5 05	10 20
9 22	6 15	.....	1 35	8 01	92	+...Baldwinsville...§	7 30	11 35	4 43	9 58
10 00	6 37	.....	1 56	8 22	104	+.....Fulton.....§	7 00	11 18	4 20	9 38
10 15	6 50	.....	2 09	8 35	110	..... Minetto	6 45	11 05	4 05	9 25
10 25	7 00	.....	†2 20	8 45	115	+..... **Oswego** .....§	†6 35	†1055	*5 55	*9 15
P M	P M	.....	P M	A M	....	ARRIVE — LEAVE	A M	A M	P M	P M

Additional Trains—Leave Syracuse *8 55 a.m., †12 45 noon, arrive Binghamton 1 30, 5 20 p.m. Leaves Oswego §7 10 a.m., arrives Syracuse 8 25 a.m.

ITHACA BRANCH.

953	971	No. 959	Ms	STATIONS.	954	No. 956	No. 958
A M	A M	.....	....		P M	.....	.....
†000	†200	*8 45	P M	lve.... **New York** ....arr.	5 05	7 30	P M
†4 05	†945	*5 40	A M	lve.... + **Owego** §....arr.	8 30	1 25	P M
5 25	1200	7 00	A M	arr.... + **Ithaca** §....lve.	†710	†1215	Noon
P M	Noon	.....	....		A M	.....	P M

RICHFIELD SPRINGS BRANCH.

Read Down. — Read Up.

880	858	850	M	*October* 10, 1909.	851	853	855	861
.....	P M	A M	..	LEAVE — ARRIVE	A M	.....	P M	P M
.....	†5 10	†705	0	+ ..... **Utica** ..... §	8 25	A M	2 00	9 06
†8 30	6 00	7 55	14	.... **Richfield Junc** ..§	7 40	10 23	1 20	8 20
8 40	6 10	8 07	19	.....Bridgewater.....§	7 30	9 53	1 10	8 10
8 48	6 18	8 16	21	.....West Winfield.....§	7 17	9 46	12 57	7 57
8 15	6 50	8 50	36	+ .. **Richfield Spgs** ..§	†6 50	*9 05	†1230	†7 30
P M	P M	A M	..	ARRIVE — LEAVE	A M	A M	Noon	P M

Additional Train—Leaves Binghamton †5 55 p.m., arrives Richfield Springs 8 15 p.m., Utica 8 05 p.m.

SUSSEX RAILROAD OF NEW JERSEY.—(*Operated by The Delaware, Lackawanna & Western R.R. Co.*)

Read Down. — Read Up.

629	623	709	633	367	363	615	637	359	611	609	353	603	601	M	*November* 22, 1909.	354	372	358	610	364	614	616	630	624	626	628	780
P M	....	A M	P M	P M	P M	....	P M	A M	....	A M	A M	....	....	..	lve.. **New York** .arr.	A M	A M	P M	P M	P M	P M	....	....	P M	....	8 30	1040
§400	....	§830	*650	†5 00	†345	....	†100	†1145	....	†8 00	*430	....	....	..	.. *West 23d Street*...	9 15	9 15	11 40	4 45	8 25	8 55	....	....	3 30	....	8 30	1040
4 15	P M	8 30	6 50	5 10	4 00	....	1 00	12 30	...	8 00	4 30	....	....	..	..*Bar. & Chris Sts.*.	9 10	9 15	11 40	4 40	8 26	8 55	....	P M	3 30	....	8 30	1040
8 30	§205	10 40	8 33	6 57	5 54	....	3 08	2 20	....	9 55	7 03	....	....	49	+ .... **Noteong** .....§	7 00	7 45	9 28	2 18	5 42	7 40	....	9 40	1 35	....	8 25	8 15
6 45	2 19	10 56	8 48	7 17	6 08	....	3 26	2 35	P M	10 14	7 29	A M	A M	57	+ .....Andover.....§	6 45	7 29	9 15	1 53	5 28	7 00	P M	9 25	1 12	....	5 57	7 58
7 00	3 15	11 07	9 00	7 28	6 20	P M	3 37	2 30	†215	10 30	7 45	†700	†265	61	+ .....Newton .....§	†635	7 20	9 03	1 40	5 10	6 40	7 15	†915	§1 00	P M	§525	§746
P M	3 22	A M	P M	P M	6 28	†600	3 44	3 00	2 25	10 40	7 53	7 09	6 32	65	.**Branchville Junc.**	A M	7 09	8 54	1 20	4 55	6 28	7 08	P M	P M	4 25	P M	P M
....	....	....	....	....	6 33	5 04	....	3 04	....	10 55	8 00	....	6 35	66	.....**Lafayette**.....	....	7 00	8 57	1 15	4 50	6 06	7 05	....	....	....	....	....
....	....	....	....	....	6 40	5 11	....	3 10	....	11 15	8 13	....	6 41	..	.....**Augusta**.....	....	6 59	8 44	1 00	4 35	5 55	6 59	....	....	....	....	....
....	....	....	....	....	6 44	5 15	....	3 15	....	11 20	8 20	....	6 45	71	arr. **Branchville** lve.	....	†6 55	*8 40	†1255	†450	*5 46	†8 55	....	....	....	....	....
....	3 37	....	....	....	P M	P M	3 56	P M	2 45	10 58	A M	7 28	A M	71	lve.....Monroe....arr.	A M	8 25	1 00	4 38	5 45	P M	....	....	4 09	....	....	....
....	3 45	....	....	....	....	....	4 05	....	3 00	11 10	....	7 40	....	74	...**Franklin Furnace**.§	....	†8 15	†1245	†425	†5 35	....	....	....	§355	....	....	....
....	P M	....	....	....	....	....	P M	....	P M	A M	....	A M	....	..	ARRIVE — LEAVE	....	A M	Noon	P M	P M	....	....	....	P M	....	....	....

Additional Train—Leaves Branchville Junction for Branchville §4 50 p.m.

BANGOR & PORTLAND RAILWAY CO.—(*Operated by D. L. & W. R.R.*)

7	5	3	Ms	*May* 29, 1909.	2	4	6
P M	A M	A M	....	LEAVE — ARRIVE	A M	P M	P M
†145	8 00	3 00	..	... **New York** ...	10 55	3 45	9 55
4 28	10 56	7 23	....	arr. **Portland** .lve.	8 02	12 29	6 03
P M	A M	A M	....	LEAVE — ARRIVE	A M	Noon	P M
†520	†1 00	†8 10	0	....**Portland**..§	7 18	12 00	5 10
5 28	1 11	8 15	2	....Mt. Bethel ..	7 12	11 52	5 04
5 30	1 21	8 20	4	...Johnsonville...	7 08	11 42	4 58
5 33	1 37	8 25	7	...East Bangor..§	7 04	11 32	4 54
5 37	1 43	8 30	7	....**Bangor**...§	†7 00	11 12	4 50
P M	2 14	8 35	9	....Flicksville....	A M	10 44	4 46
....	2 18	8 37	10	Martin's Creek Jn.	....	10 40	4 43
....	2 27	8 41	11	..Ackermanville...	....	10 37	4 38
....	2 38	8 46	13	.....Delabole.....	....	10 31	4 35
....	2 56	8 55	15	..Pen Argyl..§	....	10 24	4 29
....	3 08	9 00	16	...Grand Central..	....	10 00	4 24
....	3 20	9 06	19	...Edelman's.....	....	9 51	4 16
....	3 30	9 10	21	.**Belfast Junc.** §	....	9 46	4 12
....	3 40	9 16	24	... **Nazareth**..§	....	†9 40	†4 05
....	P M	A M	....	ARRIVE — LEAVE	....	A M	P M

MARTIN'S CREEK BRANCH.

9	Ms	*May* 29, 1909.	10
....	..	LEAVE — ARRIVE	
A M	....	....**East Bangor**.....	A M
†6 50	0	.....**Bangor**.....§	8 20
6 54	2	.....Flicksville.....	– –
6 57	3	..Martin's Creek Junc...	8 12
– –	7	.....Howell's.....§	– –
7 15	9	ar. **Martin's Creek** §lv.	†7 45
8 00	17	arr... **Phillipsburg**...lve.	†6 45
10 02	109	.... **Philadelphia**.....	A M
A M	....	ARRIVE — LEAVE	....

Trains marked * run daily; † daily, except Sunday; § Sunday only; *c* stops to take for Scranton or beyond; *e* stops to take for or leave from Scranton or beyond, or Elmira or beyond; *h* stops to let off passengers from Utica; *y* on Sunday leaves Syracuse 11 20 a.m., arriving Oswego 12 30 noon.

+ Coupon stations; § Telegraph stations. *Eastern time.*

CINCINNATUS BRANCH.

(*Operated by Delaware, Lacka. & West. R.R. Co.*)

4	2	Ms.	*October* 10, 1909.	1	3
P M	A M	....	LEAVE — ARRIVE	A M	P M
*6 50	†1015	0	.....**Cortland**.....	9 15	3 40
6 53	10 18	0.5	..**Cortland Junction**..	9 10	3 35
7 03	10 45	4.2	.....McGraws.....	9 00	3 20
7 08	10 50	5.5	.....Maybury's.....	8 55	3 06
7 16	11 00	8.4	.....Solon.....	8 40	2 56
7 28	11 20	11.7	.....East Freetown.....	8 25	2 43
7 38	11 30	15.1	.....White's Mills.....	8 00	2 28
7 44	11 45	16.6	.....Gee Brook.....	7 55	2 22
7 50	11 55	18.6	.....**Cincinnatus**.....	*7 30	†2 15
P M	A M	....	ARRIVE — LEAVE	A M	P M

DELHI, BASKIN & SOUTHWESTERN RAILWAY.

G. W. Smith, General Freight Agent, Rayville, La.

Trains leave Webb for **Baskin**[1] (6 miles) and Franklin (12 miles) †7 00, †10 00 a.m., †12 00 noon, †5 00, †6 00 p.m. Returning, leave Franklin †8 30, †11 30 a.m., †2 30 †5 30 p.m. Leaves Baskin for Webb †6 00 a.m. Leaves Franklin for Baskin †8 00 p.m. *August*, 1908.

Connection.—[1] With New Orleans & Northwestern R.R.

ISLAND CREEK RAILROAD.

Jas. C. Bebee, General Manager, Holden, W.Va.

Trains leave **Logan**[1] *7 45, †11 30 a.m., †3 30, *6 45 p.m., arriving Holden (5 miles) 8 00, 11 45 a.m., 3 45, 7 00 p.m. Returning, leave Holden *7 00, †10 30 a.m., †2 30, *6 15 p.m., arriving Logan 7 15, 10 45 a.m., 2 45, 6 30 p.m. *March*, 1908.

Trains marked * run daily; † daily, except Sunday.

Connection—[1] With Chesapeake & Ohio Ry.

CHIHUAHUA MINERAL RAILWAY.

A. C. Nash, General Manager, Chihuahua, Mexico.

Trains leave **Chihuahua**[1] *8 00 a.m., *3 00 p.m., arriving Santa Eulalia (15 miles) 9 00 a.m., 4 00 p.m. Leave Santa Eulalia *10 00 a.m., *6 00 p.m., arriving Chihuahua 10 50 a.m. 6 50 p.m. *Feb.* 19, 1907.

Connection.—[1] With Nat. Rys. of Mex., Chihuahua & Pacific R.R. and Kansas City, Mexico & Orient Ry. *Daily.

NEVADA COUNTY NARROW GAUGE RAILROAD.

C. P. Loughridge, General Manager, Grass Valley, Cal.

Trains leave **Colfax**[1] *7 45 a.m., *3 45, *7 35 p.m. for Grass Valley (15 miles), arriving Nevada (21 miles) 9 15 a.m., 5 05, 8 20 p.m. Returning, leave Nevada *5 45 a.m., *1 30, *5 05 p.m., arriving Colfax 7 05 a.m., 2 57, 6 55 p.m. Leaves Colfax *11 20 a.m., arrives Grass Valley 12 30 noon. Returning, leaves Grass Valley *9 30 a.m., arrives Colfax 10 45 a.m.

* Daily. *September* 19, 1909.

Connection.—[1] With Southern Pacific Co. *Pacific time.*

STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | **SAFETY CAR HEATING & LIGHTING CO.** NEW YORK. CHICAGO. ST. LOUIS.

CUMBERLAND VALLEY RAILROAD.

JAMES McCREA, President, Philadelphia, Pa.
M. C. KENNEDY, Vice-President and General Superintendent.
W. L. RITCHEY, Secretary and Treasurer.
J. H. TONGE, Superintendent.
C. M. DAVISON, Auditor.
H. A. RIDDLE, General Passenger Agent.
J. L. EYSMANS, General Freight Agent.
General Offices—Chambersburg, Pa.

13	31	11	29	9	●7	27	25	●5	23	●3	●1	Mls.	*November* 8, 1909.	2	22	24	4	6	26	8	28	10	30	12	14
P M	....	P M	....	....	A M	....	....	....	....	Night	P M	....	lve.. **New York**..arr.	A M	....	....	P M	P M	....	P M	P M	P M	....	....	A M
5 55	....	2 10	....	....	8 55	....	....	....	....	12 10	8 55	....	...*West 23d Street*...	9 15	....	....	2 15	5 30	....	8 15	10 30	11 30	....	A M	7 15
6 00	....	2 20	....	....	9 00	....	....	....	....	12 15	9 00	....	Cortlandt & Desbrosses Sts.	9 03	....	....	2 05	5 23	....	8 08	10 23	11 23	....	3 53	7 13
P M	....	P M	....	....	A M	....	....	A M	....	A M	P M	....	LEAVE] [ARRIVE	A M	....	....	A M	P M	....	P M	P M	P M	....	P M	A M
8 40	....	4 55	....	....	11 35	....	....	8 40	....	4 25	11 40	....	... **Philadelphia** ...	6 30	....	....	11 50	2 30	....	5 47	7 50	8 40	....	11 38	4 23
P M	....	P M	....	....	P M	....	....	A M	....	A M	P M	....	LEAVE] [ARRIVE	A M	....	....	Noon	P M	....	P M	P M	P M	....	A M	A M
8 55	....	4 55	....	....	1 05	....	....	8 55	....	4 40	11 59	....	.....**Baltimore**.....	7 05	....	....	12 00	3 20	....	5 15	7 45	10 20	....	2 20	7 05
P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	Night
*11 35	†10 15	*7 40	†6 33	†5 20	*3 40	†3 25	†2 15	†11 53	†9 45	*7 52	*5 10	0	+..**Harrisburg**[1]..♁	3 30	6 10	7 45	9 10	11 20	1 15	2 40	3 55	6 10	6 26	9 05	12 35
n –	10 19	n –	6 37	b5 24	n –	3 29	2 19	h –	9 49	h n	h n	1.4	......Lemoyne....♁	– –	6 05	7 40	h m	h –	1 11	h m	3 51	h m	6 22	h –	m –
n –	10 21	n –	6 40	b5 27	n –	3 32	2 22	– –	9 52	h n	n –	2.5	..... White Hill...♁	– –	6 01	7 37	m –	– –	1 08	m –	3 48	m –	6 19	– –	m –
s –	10 27	s –	6 45	5 33	s –	3 36	2 26	h –	9 57	b s	h s	5.1	....Shiremanstown..♁	– –	5 55	7 32	h s	h –	1 05	h s	3 43	h s	6 13	h –	s –
11 51	10 33	7 54	6 52	5 40	3 54	3 42	2 32	12 11	10 03	8 10	5 29	8.0	+..**Mechanicsburg**..♁	3 16	5 49	7 26	8 56	11 05	12 58	2 27	3 38	5 57	6 07	8 51	12 20
– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	8.9	+ **Dillsburg Junc**..	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
11 57	10 40	8 00	7 00	5 47	s –	3 49	2 38	12 18	10 10	8 17	5 37	11.8	+..New Kingston..♁	– –	5 40	7 17	8 50	10 58	12 51	h s	3 31	s –	5 58	8 43	12 11
s –	10 45	s –	7 05	5 51	s –	3 53	2 42	– –	10 14	8 22	s –	14.5	......Middlesex......	– –	5 34	7 13	s –	h –	12 47	s –	3 27	s –	5 54	8 38	s –
s –	– –	s –	e7 11	5 58	s –	e3 58	e2 46	– –	e10 18	c s	c s	17.6	.**Gettysburg Jn**[2].♁	– –	5 29	7 09	c s	– –	12 43	s –	3 23	s –	5 49	– –	s –
12 07	10 50	8 10	7 15	6 03	4 11	4 01	2 50	12 30	10 21	8 32	5 52	18.3	+....**Carlisle**....♁	3 00	†5 25	†7 05	8 39	10 46	†12 40	2 11	†3 20	5 41	†5 46	8 30	11 54
s –	P M	s –	P M	6 14	s –	P M	P M	–	A M	8 44	s –	22.7	......Elliottson......	– –	A M	A M	8 30	– –	Noon	s –	P M	5 32	P M	– –	s –
12 15	....	8 19	....	6 17	4 20			12 38	....	8 47	6 02	23.7	+.....Greason.......	– –	....	....	8 28	10 37	....	2 02	....	5 29	....	8 19	11 43
s –	....	s –	....	6 20	s –			12 41	....	8 51	s –	25.4	.......Alterton.......	– –	....	....	8 24	– –	....	1 59	....	5 25	....	– –	s
12 23	....	8 31	....	6 29	4 29			12 49	....	8 58	6 14	30.0	+.... Newville ....♁	2 43	....	....	8 18	10 26	....	1 53	....	5 18	....	8 09	11 33
12 29	....	8 38	....	6 36	4 36			12 56	....	9 05	6 22	34.1	.......Oakville.....♁	–	....	....	8 12	10 19	....	1 47	....	5 11	....	8 05	11 27
12 39	....	8 49	....	6 48	4 48			1 08	....	9 17	6 34	40.7	+..Shippensburg. ♁	2 25	....	....	8 02	10 08	....	1 37	....	5 00	....	7 53	11 17
12 49	....	9 00	....	7 00	4 58			1 18	....	9 28	6 45	47.2	........Scotland.......	– –	....	....	7 52	9 57	....	1 26	....	4 49	....	7 42	11 06
– –	....	– –	....	– –	– –			–	....	– –	– –	48.3	+**Waynesboro Junc**. ♁	– –	....	....	– –	– –	....	– –	....	– –	....	– –	– –
12 58	....	9 09	....	7 10	5 08			1 28	....	9 40	6 57	51.8	+.. **Chambersburg**[3]. ♁	2 07	....	....	7 43	9 47	....	1 19	....	4 40	....	7 33	10 58
a –	....	s –	....	–	s –			– –	....	s –	s –	54.8	.. Guilford Springs ..	– –	....	....	7 34	g –	....	g s	....	g s	....	g –	s –
a –	....	9 18	....	7 19	g s			g –	....	g s	g s	57.8	...... Marion......♁	– –	....	....	7 29	g –	....	g s	....	g s	....	g –	10 45
a –	....	9 20	....	7 22	5 20			1 40	....	9 53	7 10	59.4	..... Kauffmans	– –	....	....	7 26	9 27	....	1 04	....	4 15	....	7 17	s –
1 13	....	9 26	....	7 27	5 26			1 46	....	9 58	7 16	62.8	+..**Greencastle**..♁	1 49	....	....	7 21	9 21	....	12 59	....	4 10	....	7 11	10 38
a –	....	9 30	....	7 31	5 30			1 50	....	10 02	s –	65.3	.... Milnor........	– –	....	....	s –	9 16	....	12 54	....	4 05	....	7 06	s –
a –	....	9 34	....	7 35	5 35			1 54	....	10 06	7 25	67.6	....Mason-Dixon..♁	– –	....	....	7 14	9 12	....	12 50	....	4 01	....	7 02	10 31
a –	....	9 38	....	7 39	5 39			1 58	....	10 10	7 30	70.0	.... Maugansville....	– –	....	....	7 10	9 08	....	12 46	....	3 57	....	6 58	s –
1 30	....	9 45	....	7 46	*5 46			2 05	....	*10 18	*7 39	73.5	arr. } +**Hagerstown**[4] ♁ { lve.	*1 30	....	....	*7 02	9 00	....	*12 40	....	*3 50	....	6 50	*10 20
A M	....	P M	....	P M	†5 51			P M	....	†10 25	†7 50	73.5	lve. } { arr.	A M	....	....	A M	8 55	....	Noon	....	†3 45	....	6 45	P M
				....	5 57			....	....	10 31	7 56	76.8	.... Halfway				....	8 48	....	....	....	3 38	....	6 38	....
				....	6 02			....	....	10 36	8 01	80.1	.Williamsport Station.				....	8 44	....	....	....	3 33	....	6 33	....
				....	6 10			....	....	10 44	8 10	84.7	....Falling Waters....				....	8 34	....	....	....	3 24	....	6 22	....
				....	6 17			....	....	10 49	8 16	87.3	.......Bedington.......				....	8 29	....	....	....	3 19	....	6 17	....
				....	6 22			....	....	10 54	8 23	89.3	.... Berkeley				....	8 23	....	....	....	3 13	....	6 11	....
				....	6 32			....	....	11 05	8 34	93.2	+.**Martinsburg**[5]. ♁				....	8 15	....	....	....	3 06	....	6 03	....
				....	6 41			....	....	11 14	8 43	97.8	........Tablers........				....	8 04	....	....	....	2 54	....	5 52	....
				....	6 44			....	....	11 18	8 47	99.9	.....Darkesville......				....	8 00	....	....	....	2 50	....	5 48	....
				....	6 47			....	....	11 20	8 49	101.1	........Inwood.....♁				....	7 57	....	....	....	2 47	....	5 45	....
				....	6 51			....	....	11 24	8 53	102.9	.....Bunker Hill.....				....	7 53	....	....	....	2 43	....	5 41	....
				....	6 56			....	....	11 29	8 58	105.6	.......Ridgeway.......				....	7 48	....	....	....	2 38	....	5 36	....
				....	7 03			....	....	11 35	9 05	108.8	......Clearbrook......				....	7 42	....	....	....	2 32	....	5 30	....
				....	7 09			....	....	11 42	9 11	112.2	.... Lenore				....	7 36	....	....	....	2 26	....	5 24	....
				....	†7 15			....	....	†11 48	†9 17	115.4	+..**Winchester**...♁				....	†7 30	....	....	....	†2 20	....	†5 18	....
					P M			....	....	A M	A M	....	ARRIVE] [LEAVE				....	A M	....	....	....	P M	....	P M	....

g Stops to receive or leave passengers from or to Greencastle or points west; h stops for passengers to or from Carlisle and points west; m stops Sunday to leave passengers; n stops Sunday to take passengers; s stops Sunday only.
STANDARD—*Eastern time.*

* Daily; † daily, except Sunday; ‡ Sunday only. ● Passengers on Trains Nos. 1, 3, 5 and 7 for Guilford Springs, Marion and Southern Pennsylvania Branch stations will change to Southern Pennsylvania Branch connecting trains at Chambersburg.

a Stops Monday morning only; b stops to take passengers; c stops to receive or leave passengers for or from connecting trains; e stops to leave passengers.

DILLSBURG BRANCH.

November 8, 1909.	Mls	201	203	205	207	209	211	213	215
[LEAVE	....	A M	....	A M	A M	P M	P M	P M	P M
Harrisburg ....♁	0	†5 10	A M	*7 52	†11 53	†2 15	*3 40	†5 20	†6 33
Mechanicsburg.......♁	8.0	6 00	†7 30	9 00	12 15	*2 40	4 00	*5 45	6 55
Dillsburg Junction	8.9	6 05	7 35	9 05	12 20	2 45	4 05	5 50	7 00
Trindle Spring ....♁	9.4	6 06	7 36	9 06	12 21	2 46	4 06	5 51	7 01
Wingert	11.6	6 12	7 42	9 12	12 27	2 51	4 12	5 57	7 07
Lisburn Road...............	12.6	6 15	7 45	9 15	12 30	2 53	4 15	6 00	7 10
Williams' Grove............	13.3	6 18	7 48	9 18	12 33	2 56	4 18	6 05	7 13
Williams' Road.............	13.7	6 20	7 50	9 20	12 35	2 57	4 20	6 05	7 15
D. & M. Junction	14.1	6 22	7 52	9 22	12 37	2 59	4 22	6 07	7 17
Kohler.........................	14.6	6 24	7 54	9 24	12 38	3 01	4 24	6 09	7 19
Camp Ground................	15.1	6 25	7 55	9 25	12 40	3 02	4 25	6 10	7 20
Dillsburg ....♁	16.3	6 30	8 00	9 30	12 45	3 06	4 30	6 15	7 25
[ARRIVE	....	A M	A M	A M	Noon	P M	P M	P M	P M

STATIONS.	Mls	200	202	204	206	208	210	212	214
[LEAVE	....	A M	A M	A M	A M	P M	P M	P M	P M
Dillsburg	0	†5 20	†6 55	*8 15	†10 25	*1 40	*3 15	*5 05	†6 20
Camp Ground..............	1.2	5 23	6 58	8 18	10 28	1 43	3 17	5 08	6 23
Kohler.........................	1.7	5 24	6 59	8 19	10 29	1 44	3 18	5 09	6 24
D. & M. Junction...........	2.2	5 25	7 00	8 20	10 30	1 45	3 19	5 10	6 25
Williams' Road.............	2.6	5 26	7 01	8 21	10 31	1 46	3 20	5 11	6 26
Williams' Grove............	3.0	5 27	7 02	8 22	10 32	1 47	3 21	5 12	6 27
Lisburn Road...............	3.7	5 30	7 05	8 25	10 35	1 50	3 24	5 15	6 30
Wingert	4.7	5 33	7 08	8 28	10 38	1 53	3 27	5 18	6 33
Trindle Spring.............	6.9	5 37	7 12	8 32	10 42	1 57	3 30	5 22	6 37
Dillsburg Junction......	7.4	5 39	7 14	8 34	10 44	1 59	3 31	5 24	6 39
Mechanicsburg	8.3	5 45	7 20	8 40	10 50	2 05	*3 36	5 30	6 45
Harrisburg	16.3	6 10	7 45	9 10	11 20	2 40	†3 55	6 10	P M
[ARRIVE	....	A M	A M	A M	A M	P M	P M	P M	....

WAYNESBORO BRANCH.

51	49	47	45	41	Mls	*November* 8, 1909.	42	46	48	50	52
....	....	....	....	....	....	LEAVE] [ARRIVE	....	....	....	....	....
P M	P M	P M	Noon	A M	0	..... **Geiser**[9] ...♁	A M	A M	P M	P M	P M
*10 10	†6 15	†3 30	*12 20	†6 55	0.7	..**Waynesboro**.♁	6 25	10 42	2 20	5 57	9 50
10 14	6 20	3 35	12 25	7 00	2.8	..... Nunnery	6 19	10 36	2 15	5 52	9 45
10 16	6 22	3 37	12 27	7 02	3.8	.Quincy Orphanage.	6 17	10 34	2 13	5 50	9 43
10 17	6 23	3 38	12 28	7 03	4.1	...... Quincy......	6 15	10 32	2 12	5 49	9 42
10 20	6 28	3 45	12 33	7 07	5.8	..... Knepper	6 10	10 27	2 07	5 44	9 38
10 23	6 31	3 46	12 36	7 10	6.8	....**Mont Alto**..♁	6 07	10 24	2 04	5 41	9 35
10 27	6 35	3 50	12 40	7 14	8.2	.... Ledy.......	6 03	10 20	2 01	5 38	9 32
....	....	....	....	....	9.6	ar. **Mont Alto Park**. lv.	....	....	....	....	....
10 27	6 35	3 50	12 40	7 14	8.2	.... Ledy.......	6 03	10 20	2 01	5 38	9 32
10 28	6 37	3 52	12 42	7 16	9.2	.... Pond Bank	6 01	10 18	1 59	5 36	9 31
10 32	6 41	3 56	12 46	7 19	11.7	. East Fayetteville .	5 55	10 12	1 54	5 31	9 26
10 36	6 45	4 00	12 50	7 23	13.4	. West Fayetteville.	5 50	10 07	1 49	5 26	9 22
–	–	– –	– –	– –	14.0	**C. & G. Junction**[8]	– –	– –	– –	– –	–
10 39	6 49	4 04	12 54	7 27	15.0	.... Woodstock	5 46	10 03	1 45	5 22	9 19
10 45	6 54	4 09	12 59	7 32	17.2	**Waynesboro Junc**[7] ♁	5 41	9 58	1 41	5 18	9 15
10 50	7 00	4 15	1 05	7 38	20.7	**Chambersburg** ♁	†5 35	*9 52	*1 35	*5 12	†9 10
P M	P M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M	P M

Additional Train—Lvs. Waynesboro †8 46 a.m., arr. Chambersburg 9 28 a.m. Lvs. Chambersburg †7 48 a.m., arr. Waynesboro 8 31 a.m.

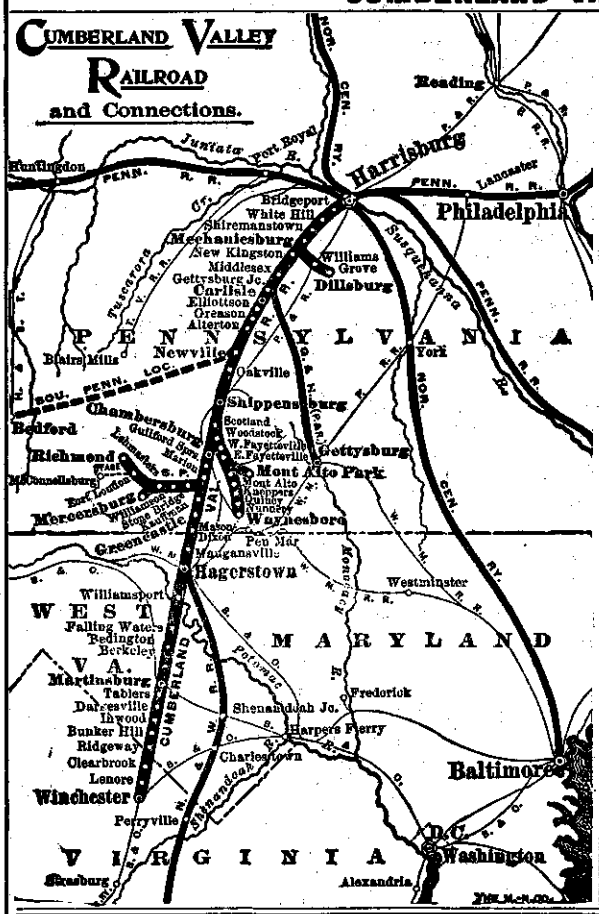
Connections.— With railroads diverging. [1] With Philadelphia & Reading Ry. [3] With Waynesboro Branch. [4] With Western Maryland R.R., Washington County Branch, Baltimore & Ohio R.R. and Norfolk & Western Ry. [5] With Baltimore & Ohio R.R. [6] With stages for McConnellsburg. [7] With Cumberland Valley R.R. [8] With Chambersburg & Gettysburg R.R. [9] With Western Maryland R.R.

Stop-over Checks issued on first-class coupon tickets only.

SOUTHERN PENNSYLVANIA BRANCH.

67	65	63	61	Mls	*November* 8, 1909.	64	66	68	70	....
P M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	P M	....
†3 40	†11 53	†7 52	†5 10	....	.....**Harrisburg**...♁	11 20	2 40	6 10	9 05	....
5 15	1 35	9 50	7 20	0	...**Chambersburg**.♁	8 50	12 50	4 05	7 24	....
5 21	1 41	9 56	7 26	3.0	...Guilford Springs...	8 44	12 44	3 59	7 18	....
5 27	1 47	10 02	7 32	6.0	........Marion......♁	8 38	12 38	3 54	7 13	....
5 32	1 52	10 06	7 36	7.6	.. Greencastle Road ..	8 33	12 34	3 50	7 10	....
5 36	1 56	10 10	7 40	9.7	........Hother........	8 29	12 30	3 46	7 07	....
5 38	1 58	10 13	7 43	10.2	.....Stone Bridge	8 26	12 27	3 43	7 05	....
5 41	2 01	10 16	7 46	11.8	.... Stotler........	8 25	12 24	3 41	7 04	....
5 43	2 03	10 17	7 47	12.3	.....Spring Road.....	8 23	12 23	3 39	7 02	
5 47	2 07	10 19	7 49	12.7	......Williamson	8 22	12 21	3 38	7 01	
5 49	2 09	10 21	7 51	13.5	...... Invermay	8 18	12 19	3 35	6 59	
5 50	2 10	10 23	7 53	13.9	...... McCulloh	8 16	12 17	3 33	6 57	
5 53	2 13	10 26	7 56	15.4	......Woodcove......	8 12	12 14	3 30	6 55	
5 56	2 16	10 30	8 01	16.6	.....Lehmaster's ...♁	8 09	12 09	3 27	6 53	
– –	– –	– –	– –	17.2	.........Etter	–	– –	– –	– –	
6 00	2 20	10 33	8 05	18.0	.. Mercersburg Junc ..	8 05	12 06	3 22	6 50	
6 03	2 23	10 36	8 07	19.8	.... Cromer	8 02	12 03	3 19	6 47	
6 08	2 28	10 40	8 11	20.3	+ ..**Mercersburg**.. ♁	7 59	12 00	3 16	6 45	
6 10	2 30	10 43	8 14	19.8	.... Cromer	7 55	11 57	3 10	6 41	....
6 13	2 33	10 46	8 17	18.0	.. Mercersburg Junc ..	7 52	11 53	3 08	6 39	....
6 15	2 35	10 48	8 19	18.8	........Parnob	7 50	11 50	3 05	6 37	....
6 17	2 37	10 50	8 21	19.3	......Gap Road	7 48	11 48	3 03	6 35	....
6 20	2 40	10 53	8 24	20.5	........Creigh........	7 45	11 44	2 58	6 32	....
6 22	2 42	10 55	8 26	21.4	.... Lewis........	7 43	11 40	2 53	6 30	....
6 26	2 48	11 00	8 30	22.6	+ ..**Fort Loudon**[6]....	7 40	11 36	2 48	6 26	....
6 30	2 52	11 04	8 34	24.5	.... Tascott	7 36	11 32	2 44	6 21	....
6 34	2 56	11 08	8 38	25.9	......**Richmond**....♁	†7 33	†11 28	†2 40	†6 18	....
P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M	....

+ Coupon stations; ♁ Telegraph stations.



CONDENSED SCHEDULE OF THROUGH TRAINS.

No. 13 Express.	No. 1 Express.	STATIONS.		No. 2	No. 14 Fast Mail
		(*Pennsylvania R.R.*)			
*6 55 P M	*8 55 P M	lve. **New York** (*West 23d St.*) arr.	Eastern time	9 15 A M	7 15 A M
6 00 P M	9 00 P M	..*Cortlandt & Desbrosses Sts.*..		9 03 A M	7 13 A M
8 40 P M	11 40 P M	lve. **Philadelphia**.....arr.		6 30 A M	4 23 A M
11 15 P M	3 00 A M	arr.. **Harrisburg**.....lve.		*3 45 A M	*1 15 A M
.....	.....	(*Cumberland Valley R.R.*)		.....	.....
*11 35 P M	*5 10 A M	lve. **Harrisburg**.....Pa..arr.		3 30 A M	12 35 Night
12 07 Night	5 52 A M	lve. **Carlisle**..... » ..arr.		3 00 A M	11 54 P M
12 58 Night	6 57 A M	lve. **Chambersburg**.. » ..arr.		2 07 A M	10 58 P M
1 30 A M	7 30 A M	arr.. **Hagerstown**.....Md..ive.		*1 30 A M	*10 20 P M
.....	.....	(*Norfolk & Western Ry.*)		.....	.....
*1 45 A M	*7 42 A M	lve. **Hagerstown**.....Md..arr.		1 15 A M	8 45 P M
— —	8 41 A M	arr.. **Charlestown**..W.Va..lve.		— —	7 28 P M
4 21 A M	10 44 A M	arr.. **Luray**.....Va..lve.		10 30 P M	5 24 P M
5 54 A M	12 45 Noon	arr.. **Basic**..... » ..lve.		8 50 P M	3 26 P M
7 35 A M	2 49 P M	arr.. **Natural Bridge**.. » ..lve.		7 08 P M	1 31 P M
9 00 A M	4 15 P M	arr.. **Roanoke**..... » ..lve.		5 45 P M	12 10 Noon
10 25 A M	6 51 P M	arr.. **Christiansburg**.Va..lve.		3 47 P M	11 40 A M
10 55 A M	6 15 P M	arr.. **East Radford** ... » ..lve.		3 20 P M	10 20 A M
2 15 P M	8 20 P M	arr.. **Bluefield**.....W.Va..lve.		12 40 Noon	7 20 A M
2 55 P M	9 25 P M	arr.. **Pocahontas**.....Va..lve.		11 45 A M	5 53 A M
5 45 P M	.....	arr.. **Gary**.....W.Va..lve.		*9 10 A M	*4 15 A M
12 23 Noon	7 53 P M	arr.. **Wytheville**.....Va..lve.		1 30 P M	9 05 A M
1 48 P M	9 27 P M	arr.. **Glade Spring**.... » ..lve.		11 57 A M	7 41 A M
5.00 P M	10 35 P M	arr.. **Bristol**.....Tenn..lve.		*11.00 A M	*6 45 A M
.....	.....	(*Norfolk & Western Ry.*)		.....	.....
*9 20 A M	.....	lve. **Roanoke**.....Va..arr.		5 35 P M	.....
.....	.....	(*Southern Ry.*)		.....	.....
*2 40 P M	.....	lve. **Bristol**.....Tenn..arr.	Central time	12 15 Noon	.....
6 40 P M	.....	arr.. **Knoxville**..... » ..lve.		8 20 A M	.....
8 45 P M	.....	arr.. **Chattanooga**..Tenn..lve.		*5 15 A M	.....
.....	.....	(*Southern Ry.*)		.....	.....
*10.00 P M	.....	lve. **Chattanooga**..Tenn..arr.		5 05 A M	.....
1 37 A M	.....	arr.. **Decatur**.....Ala..lve.		1 37 A M	.....
4 32 A M	.....	arr.. **Corinth**.....Miss..lve.		10 55 P M	.....
5 40 A M	.....	arr.. **Grand Junc**....Tenn..lve.		9 47 P M	.....
7 30 A M	.....	arr.. **Memphis**..... » ..lve.		*8 15 P M	.....
.....	.....	(*Southern Ry.*)		.....	.....
7 52 A M	.....	arr.. **Rome**.....Ga..lve.		7 15 P M	.....
10 35 A M	.....	arr.. **Atlanta**..... » ..lve.		*5 10 P M	.....
.....	.....	(*Queen & Crescent Route.*)		.....	.....
*6 20 A M	.....	lve. **Chattanooga**..Tenn..arr.		9 50 P M	.....
10 15 A M	.....	arr.. **Birmingham**....Ala..lve.		6 05 P M	.....
6 35 P M	.....	arr.. **New Orleans**.....La..lve.		*8 00 A M	.....

THROUGH CAR SERVICE.—**No. 1**—Pullman Sleeping Car between New York and Bristol **No. 14**—Pullman Sleeping Car between Bristol and New York. **No. 2**—Pullman Buffet Sleeping Car Gary, W.Va., to Philadelphia and Roanoke to New York. **No. 13**—Pullman Buffet Sleeping Car New York to Roanoke and Philadelphia to Gary, W.Va.

PITTSBURG, WESTMORELAND & SOMERSET RAILROAD.

J. HENRY COCHRAN, President. | LAUROS H. ALLEN, Sec'y & Gen. Mgr.
ALVONI R. ALLEN, Vice-President. | CHAS. H. BALME, Asst. to Gen. Mgr.
Operating Offices—Ligonier, Pa.

Pas'nger.	Pas'nger.	Mls.	*May 27, 1907.*	Mls.	Pas.	Pas'nger	Pas.
.....	.....	.....	(*Penna. R.R.*)	.....	A M	.....	A M
4 50 P M	7 55 A M	.....	lve.... **Pittsburg**...arr.	.....	9 00	6 35 P M	10 20
.....	.....	.....	(*Ligonier Val. R.R.*)	.....	A M	.....	A M
6 20 P M	9 25 A M	.....	lve..... **Latrobe**....arr.	.....	7 40	5 00 P M	8 30
6 50 P M	9 55 A M	.....	arr..... **Ligonier**....lve.	.....	7 10	4 30 P M	8 00
.....	.....	.....	(*Eastern time.*)	.....	A M	.....	A M
*6 55 P M	*10 00 A M	0	lve..... **Ligonier**[1]...arr.	25.06	7 00	4 10 P M	7 50
7 00 »	10 05 »	.....	..... Market Street.....	.....	6 55	4 05 »	7 45
7 12 »	10 17 »	5.02	.....Byers.....	20.04	6 43	3 52 »	7 33
7 24 »	10 29 »	10.03	..... Bluestone.....	15.03	6 31	3 40 »	7 21
7 49 »	10 54 »	13.04	.....Laurel Summit.....	12.02	6 13	3 17 »	7 03
8 07 »	11 11 »	19.04	.....Allenvale.....	6.02	5 48	2 56 »	6 38
8 21 »	11 23 »	23.02	.....Husband.....	2.05	5 33	2 38 »	6 23
8 25 P M	11 30 A M	25.06	.....**Somerset**.....	0	†5 25	*2 30 P M	§6 15
.....	.....	.....	ARRIVE]	[LEAVE	A M	.....	A M

Trains marked * run daily; † daily, except Sunday; § Sunday only.
Connection.—[1] With Ligonier Valley R.R. Adams Express.
"Connections Not Guaranteed."

LIGONIER VALLEY RAILROAD.

JAMES R. MELLON, President. | GEORGE SENFT, General Manager.
THOMAS A. MELLON, Auditor. | R. B. MELLON, Treasurer.
Operating Offices—Ligonier, Pa.

10	8	6	4	2	Ms.	*April 1, 1908.*	1	3	5	7	9
P M	A M	P M	Noon	A M	....	LEAVE] [ARRIVE	A M	P M	P M	A M	P M
§4 50	§7 55	†4 50	†12 40	†7 55	.....	...**Pittsburg**... (W. P. R.R.)	9 00	3 40	6 35	10 22	8 35
5 46	8 58	5 48	1 52	8 58	.....	..**Greensburg**..	8 30	2 23	5 31	8 59	5 51
5 07	5 55	3 07	11 07	5 55	.....	....**Altoona**....	10 53	5 35	8 13	10 53	8 13
4 20	7 02	4 20	12 17	7 02	.....	..**Johnstown**..	9 32	3 43	6 56	9 32	6 50
4 55	7 32	4 55	1 32	7 32	.....	..**Blairsville Int.**..	8 55	2 48	6 53	8 55	6 34
§8 20	§9 25	†6 20	12 40	†9 25	0	lve..**Latrobe**..arr.	7 40	1 30	5 00	8 30	5 00
8 25	9 30	6 25	2 45	9 30	1.1	.....Oakville.....	7 35	1 25	4 55	8 25	4 55
8 27	9 32	6 27	2 47	9 32	2.0	.....Osburn.....	7 33	1 23	4 53	8 23	4 53
8 30	9 35	6 30	2 50	9 35	3.5	.....Kingston	7 30	1 20	4 50	8 20	4 50
8 37	9 42	6 37	2 56	9 42	6.6	....Long Bridge...	7 23	1 13	4 45	8 13	4 45
8 40	9 45	6 40	3 00	9 45	7.4	....Darlington....	7 20	1 10	4 40	8 10	4 40
8 43	9 48	6 43	3 03	9 48	8.2	.....Millbank.....	7 17	1 07	4 37	8 07	4 37
8 48	9 51	6 46	3 06	9 51	9.3	.....Bell's.....	7 14	1 04	4 34	8 04	4 34
8 50	9 55	6 50	3 10	9 55	10.5	....**Ligonier**....	†7 10	†1 00	†4 30	§8 00	§4 50
P M	A M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	A M	P M

Mill Creek Branch.—Trains leave **Ligonier** for North Ligonier, Hannah's Run and Wilpen (— miles) †6 35 a.m., †3 20 p.m. Returning, leave Wilpen for Ligonier †6 50 a.m., †5 50 p.m.
† Daily, except Sunday; § Sunday only. STANDARD—*Eastern time.*

CARAQUET RAILWAY.—GULF SHORE RAILWAY

JAMES WEBSTER, President and General Manager, Bathurst N.B.

Leaves Bathurst †7 45 a.m., arrives Caraquet (45 miles) 11 00 a.m. Leaves Bathurst *a* 7 45 a.m., arrives Shippegan (65 miles) 12 00 noon. Leaves Bathurst *b* 8 15 a.m., arrives Tracadie Mills (73 miles) 1 20 p.m. Returning, leaves Shippegan *a* 1 00 p.m., Caraquet 2 00 p.m., arrives Bathurst 4 00 p.m., **Gloucester Junction**[1] 4 38 p.m. Leaves Tracadie Mills *b* 2 15 p.m., arrives Bathurst 7 00 p.m. *March*, 1908.
† Daily, except Sunday; *a* Monday and Thursday only; *b* Tuesday and Friday only.
Connection.—[1] With Intercolonial Ry. *Eastern time.*

DANVILLE & WESTERN RAILWAY

THEODORE PARKER, Superintendent, Danville, Va.

Trains leave **Danville**[1] †7 20 a.m., †2 05 p.m., for **Martinsville**[2] (43 miles), arriving at Stuart (25 miles) 11 15 a.m., 7 05 p.m. Returning, leave Stuart †5 30 a.m., †12 15 noon, arriving at Danville 10 28 a.m., 3 58 p.m. Leave Danville for Leaksville (28 miles) †7 20 a.m., †2 05, †6 20 p.m. Leave Leaksville for Danville †8 50 a.m., †2 22, †4 20 p.m.
† Daily, except Sunday. *Eastern time.* *May* 30, 1909.
Connections.—[1] With Southern Ry. [2] With Norfolk & West. Ry.

PENINSULAR RAILROAD.

A. H. ANDERSON, President, Seattle, Wash.

Shelton[1] to Windsor (23 miles), Satsop (30 miles), Anderson (50 miles), Tunnel City (57 miles) and Gordonville (60 miles). Two trains each way daily, except Sunday. *Pacific time.* *April*, 1900.
Connections.—[1] With steamboats for Olympia and points on Puget Sound.

WEST VIRGINIA MIDLAND RAILROAD.

GEO. A. HECHMER, General Manager, Palmer, W.Va.

Train leaves Webster Springs †7 20 a.m., arriving Palmer (28 miles) 9 14 a.m., and **Holly Junction**[1] (30 miles) 9 20 a.m. Returning, leaves Holly Junction †3 40 p.m., Palmer †3 45 p.m., arriving Webster Springs 5 50 p.m. † Daily, except Sunday. *March*, 1908.
Connection.—[1] With Baltimore & Ohio R.R.

LONG ISLAND RAILROAD.

RALPH PETERS, President and Gen. Mgr., Long Island City, N.Y.
HENRY TATNALL, Vice-President, Broad St. Station, Philadelphia, Pa.
C. L. ADDISON, Assistant to the President, Long Island City, N.Y.
FRANK E. HAFF, Secretary, 128 Broadway, New York.
JAMES F. FAHNESTOCK, Treas., Broad St. Sta., Philadelphia, Pa.
JOHN M. WOOD, Assistant Treasurer, " "
JAMES A. McCREA, Gen. Superintendent, Long Island City, N.Y.
F. HARTENSTEIN, Superintendent, "
G. C. BISHOP, Supt. of Motive Power, Richmond Hill, N.Y.
GEO. GIBBS, Chief Engineer of Electric Traction, New York.
J. R. SAVAGE, Chief Engineer, Jamaica, N.Y.
J. B. AUSTIN, Jr., Engineer Maintenance of Way, "
GEO. V. MASSEY, Gen. Counsel, Broad St. Sta., Philadelphia, Pa.
GEO. W. WINGATE, General Solicitor, 20 Nassau St., New York.
EDWARD M. SHEPARD, Special Advisory Counsel, New York.
JOSEPH F. KEANY, Attorney, 128 Broadway, New York.
M. RIEBENACK, Comptroller, Broad St. Station, Philadelphia, Pa.
EDWARD A. STOCKTON, Asst. Comptroller, "
C. M. BUNTING, Assistant Comptroller, "
ALBERT B. BIERCK, Auditor, 263 Fifth Avenue, New York.
A. L. LANGDON, Traffic Manager, " "
HOWARD M. SMITH, Gen. Pas. Agent, " "
W. VAN VALKENBURGH, Supt. of Express, Long Island City, N.Y.
G. F. CHICHESTER, General Baggage Agent, "
H. B. HODGES, Purchasing Agent, "
H. A. HOWARTH, Real Estate Agent, "
L. S. WELLS, Electrical Superintendent, "
H. L. DES ANGES, Supt. of Floating Equipment, "

MAIN LINE.

FROM NEW YORK TO GREENPORT (SHELTER ISLAND) AND INTERMEDIATE STATIONS.

December 2, 1909.	Mls	252	288	604	204	288	610	232	616	622	642	220	212	258	244	654	254	656	638	660	2222	2208	2224	2214
[LEAVE	....	....	....	....	....	Leaves Sag Harbor †9 35 a.m., Amagansett †9 35 a.m., and runs via Eastport and Manorville. Connects with Montauk Division Train No. 6.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
New York—	....	A M	A M	A M	A M		A M	A M	A M	P M	P M	....	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M
34th St. Sta., E. R.	....	†3 35	†5 20	†5 30	†8 30		†9 00	†10 20	†11 00	k1 20	†2 50	....	†4 00	†4 30	*4 50	†5 30	†5 40	†6 30	†8 00	k11 40	§9 00	§9 30	§1 30	§4 10
Long Island City + ♁ lve.	0	3 52	5 32	5 42	8 42		9 12	10 32	11 12	1 32	3 02	....	4 12	4 43	5 02	5 42	5 52	6 42	8 12	11 52	9 12	9 42	1 41	4 22
Brooklyn (Bushwick Sta.) ♁ lv.	....	....	....		....		....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Brooklyn (Flatb. Av. Sta.) + lv.	0	....	5 30	5 44	8 42		9 12	10 35	11 08	1 30	3 05	....	4 12	4 41	5 03	5 39	5 52	6 42	8 13	11 44	9 12	9 42	1 42	4 20
East New York +	3.0	....	5 38	5 52	8 50		9 20	10 43	11 16	1 38	3 13	....	4 21	4 49	5 11	5 48	6 00	6 50	8 22	11 53	9 21	9 50	1 50	4 29
Morris Park	8.2	....	5 46	- -	- -			- -	- -	- -	3 21	....	- -	- -	- -	5 56	- -	- -	- -	12 06	- -	- -	- -	- -
Bushwick Junction....lve.	3.9	4 02	- -	- -	- -		- -	- -		- -	- -	....	- -	- -	- -	- -	- -	- -	- -		- -	- -	- -	- -
Glendale	5.1	- -	a5 43	- -	Parlor Car.		- -	- -	- -	Parlor Car.	- -	....	- -	- -	- -	- -	- -	- -	- -	Saturday only.	- -	Parlor Car.	- -	- -
Richmond Hill + ♁	7.6	4 10	- -	- -			- -	- -	- -		3 18	....	- -	- -	- -	- -	- -	- -	- -		- -		- -	- -
Maple Grove	8.0	- -	- -	- -			- -	10 46	- -		- -	....	- -	- -	- -	- -	- -	- -	- -		- -		- -	- -
Dunton	8.6	- -	- -	- -	- -		- -	- -	- -	- -	- -	....	- -	- -	- -	- -	- -	- -	- -		- -	- -	- -	- -
Jamaica + ♁ lve.	9.6	4 16	5 54	6 04	9 02		9 32	10 54	11 31	1 55	3 28	....	4 32	5 05	5 23	6 01	6 15	7 01	8 32	12 09	9 31	10 02	2 01	4 41
Hollis ♁	11.5	4 20	....	-	- -		- -	10 59	- -	- -	3 33	....	- -	- -	- -	- -	6 17	- -	- -	- -	- -	- -	- -	- -
Queens ♁	13.2	4 23	....	6 11	- -		- -	11 02	- -	- -	3 37	....	- -	- -	- -	- -	6 21	- -	- -	- -	- -	- -	- -	- -
Bellerose	14.1	- -	....	-	- -		- -	- -	- -	- -	- -	....	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Floral Park ♁	14.9	4 26	Runs via Montauk Division and Eastport.	6 15	- -		- -	- -	- -	- -	3 41	....	- -	5 12	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
New Hyde Park ♁	16.2	4 28		- -	-		- -	11 07	-	- -	3 43	....	- -	- -	- -	- -	6 26	7 11	- -	12 18	- -	- -	- -	- -
Mineola ♁	18.5	4 33		6 22	9 15		9 46	11 12	11 44	- -	3 48	....	4 46	5 18	5 38	- -	6 30	7 17	8 47	- -	9 45	- -	- -	4 55
Westbury + ♁	21.4	4 39		6 32	9 21		9 51	11 18	11 50	2 10	3 54	....	4 52	5 24	5 44	- -	6 36	7 23	8 53	12 27	- -	- -	2 17	5 01
Hicksville + ♁	24.8	4 45		6 43	9 28		10 00	11 24	11 56	2 17	4 05	....	5 00	5 30	5 50	6 22	6 42	7 34	9 00	12 33	9 55	- -	2 22	5 08
Central Park ♁	27.8	A M		A M	9 38		A M	11 30	A M	P M	4 11	....	5 07	P M	5 57	P M	6 49	7 41	P M	Night	10 02	- -	2 28	- -
Farmingdale ♁	30.1	....		....	9 45		....	11 34	....	....	4 16	....	5 11	Will not run on holidays.	6 02	Will not run holidays.	6 53	7 45	....	....	10 06	- -	2 32	5 17
Pinelawn	32.3	....		....	9 50		....	11 38	....	....	4 21	....	- -		- -		6 58	7 49	....	....	10 10	- -	2 36	- -
Wyandanch ♁	34.6	....		....	9 55		....	11 42	....	....	4 26	....	- -		- -		7 02	7 53	....	....	10 15	- -	2 41	- -
Deer Park ♁	36.4	....		....	10 00		....	11 47	....	....	4 30	....	- -		6 11		7 07	7 58	....	....	10 20	- -	2 46	5 26
Edgewood	38.4	....		....	- -		....	11 50	....	....	- -	....	....		- -		7 11	- -	....	....	10 23	- -	- -	- -
Brentwood ♁	40.8	....		....	10 07		....	11 55	....	....	4 42	....	5 24		6 18		7 15	8 05	....	....	10 28	- -	2 52	5 33
Central Islip ♁	43.2	....		....	10 13		....	12 01	....	....	4 48	....	5 29		6 23		7 20	8 09	....	....	10 34	- -	2 58	5 39
Ronkonkoma ♁	48.2	....		....	10 23		....	12 09	....	....	4 58	....	5 38		6 33	Will not run holidays.	7 29	8 18	....	....	10 43	10 50	3 07	5 50
Old Holbrook	49.7	....	....	....	- -		....	Noon	....	....	P M	....	- -		P M		7 32	P M	....	....	A M	10 53	P M	- -
Holtsville	51.7	....	....	....	10 30		....	....	....	....	....	....	-		....		7 36	....	....	....	....	10 58	....	-
Medford ♁	54.1	....	....	....	10 34		....	....	....	....	....	....	5 46		....		7 40	....	....	....	....	11 03	....	6 00
Yaphank ♁	58.5	....	....	....	10 43	A M	....	....	....	....	....	P M	5 53		....		7 48	....	....	....	....	11 12	....	6 07
Manorville ♁	65.1	....	8 50	....	10 54	†11 15	....	....	....	....	....	†5 30	6 02		....		7 58	....	....	....	....	11 23	....	6 20
Calverton ♁	69.1	....	9 00	....	11 02	11 25	....	....	....	....	....	5 38	- -	....	....	....	8 05	....	....	....	....	11 31	....	6 27
Riverhead + ♁	73.3	....	9 10	....	11 11	11 35	....	....	....	....	....	5 46	6 15	....	....	....	8 13	....	....	....	....	11 40	....	6 34
Aquebogue	76.3	....	9 15	....	- -	11 41	....	....	....	....	....	5 50	6 20	....	....	....	P M	....	....	....	....	11 46	....	6 39
Jamesport + ♁	78.3	....	9 20	....	11 20	11 46	....	....	....	....	....	5 55	6 25	....	....	....	....	....	....	....	....	11 51	....	6 44
Laurel	79.9	....	9 25	....	- -	11 49	....	....	....	....	....	- -	6 29	....	....	....	....	....	....	....	....	11 55	....	6 48
Mattituck + ♁	82.4	....	9 31	....	11 27	11 55	....	....	....	....	....	6 01	6 35	....	....	....	....	....	....	....	....	12 01	....	6 54
Cutchogue + ♁	85.3	....	9 36	....	11 33	12 01	....	....	....	....	....	6 09	6 41	....	....	....	....	....	....	....	....	12 07	....	7 00
Peconic ♁	87.8	....	9 41	....	11 39	12 06	....	....	....	....	....	6 14	6 47	....	....	....	....	....	....	....	....	12 12	....	7 06
Southold ♁	90.1	....	9 46	....	11 44	12 11	....	....	....	....	....	6 19	6 53	....	....	....	....	....	....	....	....	12 17	....	7 10
Greenport + ♁ arr.	94.3	....	9 54	....	11 52	12 10	....	....	....	....	....	6 27	7 01	....	....	....	....	....	....	....	....	12 25	....	7 18
(*Sta. for Shelter Island*)	....	....	A M	....	A M	Noon	....	....	....	....	....	P M	P M	....	....	....	....	....	....	....	....	Noon	....	P M

† Daily, except Sunday; ¶ daily, except Monday; § Sunday only; a stops to take passengers; k Saturday only. ♭ Stops holidays only. □ Will not run holidays. + Coupon stations; ♁ Telegraph stations.

For additional trains to Mineola and Hicksville, see Hempstead and Oyster Bay Branches. STANDARD—*Eastern time.*

NORTH SIDE DIVISION.

STATIONS.	Mls	Time.
New York (34th St., E. R.)	....	0
Long Island City	0	10 Min.
Woodside	3	16 "
Winfield	4	19 "
Elmhurst	5	22 "
Corona	6	25 Min.
Flushing (*Bridge St.*)	8	30 Min.
College Point	9	33 "
Malba	10	35 "
Whitestone	11	37 "
Whitestone Landing	11	40 Min.
Flushing (*Main St.*)	8	30 Min.
Flushing (Murray Hill)	8	33 "
Broadway	9	35 "
Auburndale	10	37 "
Bayside	11	39 "
Douglaston	12	42 "
Little Neck	13	44 "
Great Neck	14	47 "
Manhasset	16	51 "
Plandome	17	53 "
Port Washington	18	56 Min.

Leave foot 34th St., E. R., New York, for Woodside, Winfield, Elmhurst, Corona, Flushing (Bridge St.), College Point, Malba, Whitestone and Whitestone Landing †3 50, †6 00, †6 30, †7 00, □†7 30, †8 00, †10 20 a.m., †12 20 noon, †1 20, †2 20, †3 30, †4 30, †5 00, †5 30, †6 00, †6 20, †6 30, †7 00, †7 30, †8 20, †10 20 p.m., †12 00 night, §3 30, §6 10, §7 50, §8 50, §9 50, §10 50 a.m., §12 20 noon, §1 20, §2 20, §2 50, §3 50, §5 20, §6 20, §7 20, §8 20, §9 20, §10 20, §11 20 p.m.

Additional Trains—For Woodside and Winfield ¶1 00, †10 00, †11 00 a.m., †7 50, †8 50, †11 30 p.m., §1 00, §5 00 a.m. For Elmhurst and Corona ¶1 00 (†6 10, □†7 00 Corona only), †7 50, †10 00, †11 00 a.m., †12 00 noon, †1 00, †2 10 (†7 00 Corona only), †7 50, †8 50, †10 10, †11 30 p.m., §1 00, §5 00, §7 20 (§9 20, §10 20 Corona only), §11 50 a.m., §1 00 (§2 00, §3 00 Corona only), §4 00, §6 00, §7 00, §8 10, §9 00, §10 10, §11 10 p.m.

Leave foot 34th St., E. R., New York, for Flushing (Main St.), Broadway, Auburndale, Bayside, Douglaston, Little Neck, Great Neck, Manhasset, Plandome and Port Washington ¶1 00, †3 50, (†6 10, □†7 00 except Auburndale), †7 50, †10 00, †11 00 a.m., †12 00 noon, †1 00, †2 10, †3 30, (†4 30 except Auburndale), †5 00, (□†5 20 p.m. express all stops Bayside to Port Washington, except Plandome), †5 30, (†6 00 except Auburndale), †6 30, †7 00, †7 50, †8 50, †10 10, †11 30 p.m., §1 00, §5 00, §7 20, §9 20, §10 20, §11 50 a.m., §1 00, §2 00, §3 00, §4 00, §6 00, §7 00, §8 10, §9 00, §10 10, §11 10 p.m.

Leave Port Washington (†3 30 a.m. to Main Street only), †5 20, □†6 12, †6 40, †7 11, †7 39, †8 12, □†8 28, †9 18, †10 35, †11 42 a.m., †12 32 noon, †1 26, †2 50, †3 50, †4 45, †5 40, †6 38, †7 38, †8 22, †9 18, †11 52 p.m., §2 53, §6 22, §8 10, §9 10, §10 37, §11 37 a.m., §12 25 noon, §1 36, §2 35, §4 37, §5 38, §6 37, §7 37, §8 37, §10 02 p.m.

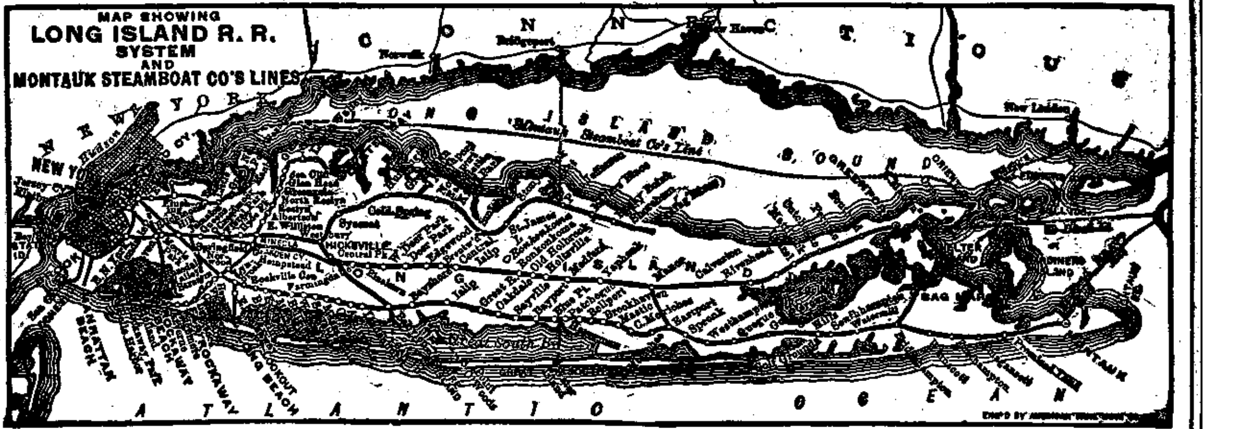
Leave Flushing (Murray Hill), (Main Street three minutes later), (†3 54 a.m. to Main Street only), †5 46, □†6 38, †7 10, †7 40, †8 08, †8 41, †9 43, †11 01 a.m., †12 07, †12 50 noon, †1 55, †3 18, †4 17, †5 14, †6 18, †7 07, †8 04, †8 52, †9 47 p.m., †12 19 night, §3 18, §6 46, §8 36, §9 35, §11 07 a.m., §12 06, §12 55 noon, §2 06, §3 06, §5 07, §6 07, §7 07, §8 07, §9 07, §10 30 p.m.

Leave Whitestone Landing †4 44, †5 24, †5 54, †6 21, □†6 52, †7 22, †7 49, †8 23, †8 54, †9 54, †11 26 a.m., †1 26, †2 26, †3 26, †4 26, †4 56, †5 30, †6 03, †6 49, †7 40, †9 47, †11 27 p.m., §4 40, §6 06, §7 06, §8 06, §9 06, §10 06, §11 06 a.m., §12 34 noon, §1 34, §2 04, §3 04, §4 34, §5 34, §6 34, §7 35, §8 35, §9 35, §10 44 p.m.

Leave Flushing (Bridge St.) †4 54, †5 34, †6 04, †6 32, □†7 03, †7 33, †8 00, †8 33, †9 04, †10 04, †11 37 a.m., †1 37, †2 37, †3 37, †4 37, †5 09, †5 45, †6 15, †7 01, †7 51, †9 57, †11 57 p.m., §4 49, §6 16, §7 16, §8 16, §9 16, §10 16, §11 16 a.m., §12 45 noon, §1 45, §2 15, §3 15, §4 45, §5 45, §6 45, §7 45, §8 45, §9 45, §10 55 p.m.

December 2, 1909.

LONG ISLAND RAILROAD.



MAIN LINE.

TO NEW YORK FROM GREENPORT (SHELTER ISLAND) AND INTERMEDIATE STATIONS.

December 2, 1909.	755	223	629	261	221	203	205	625	639	233	283	635	211
(LEAVE	....	....	....	....	....	A M	A M	....	....	....	P M	....	P M
Greenport	....	....	....	....	....	†6 58	†7 42	....	....	....	†2 26	....	†2 55
Southold	....	....	....	....	....	7 06	7 50	....	....	....	2 33	....	3 03
Peconic	....	....	....	....	....	7 10	7 54	....	....	....	2 37	....	3 08
Cutchogue	....	....	....	....	Will not run holidays.	7 15	8 00	....	....	....	2 42	....	3 13
Mattituck	....	....	....	....		7 20	8 06	....	....	....	2 48	....	3 19
Laurel	....	....	....	....		- -	8 11	....	....	....	2 53	....	- -
Jamesport	....	....	....	....		7 28	8 17	....	....	....	2 57	....	3 26
Aquebogue	....	....	....	A M		7 33	8 22	....	....	....	3 02	....	- -
Riverhead	....	....	....	†6 05		7 40	8 30	....	....	....	3 10	....	3 37
Calverton	....	....	....	6 12		7 47	- -	....	....	....	3 18	....	3 44
Manorville	....	....	....	6 19	....	7 58	- -	....	....	....	3 26	....	3 54
Yaphank	....	....	....	6 29	....	- -	8 48	....	....	....	P M	....	4 04
Medford	....	....	....	6 36	....	- -	8 55	....	....	....	Runs to Sag Harbor and Amagansett, via Manorville and Eastport, and connects at Eastport with Montauk Division Train 11.	....	4 12
Holtsville	....	....	....	6 41	....	Vestibuled Coaches and Parlor Cars. Extra Parlor Car fare charged.	- -	....	....	....		....	4 16
Old Holbrook	....	A M	....	6 45	A M		- -	....	....	P M		....	- -
Ronkonkoma	....	†5 40	....	6 50	†7 41		9 05	....	....	†2 45		....	4 24
Central Islip	....	5 48	....	6 59	7 50		9 14	....	....	2 54		....	4 33
Brentwood	....	5 53	....	7 03	7 55		9 19	....	....	2 59		....	4 38
Edgewood	....	- -	....	- -	- -		- -	....	....	3 03		....	- -
Deer Park	....	6 00	....	7 10	*a*8 01		- -	....	....	3 07		....	4 45
Wyandanch	....	6 04	....	7 14	- -		- -	....	....	3 12		....	4 55
Pinelawn	....	6 09	....	7 18	- -		- -	....	....	3 17		....	5 02
Farmingdale	....	6 14	....	7 23	8 10		9 33	....	....	3 22		....	5 07
Central Park	A M	6 18	A M	7 27	8 14		9 38	A M	Noon	3 26		P M	5 16
Hicksville	†5 15	6 25	†6 40	7 33	8 21		9 45	†10 20	†12 48	3 37		†5 05	5 23
Westbury	5 20	6 31	6 46	7 39	8 27		9 50	10 26	12 54	3 47		5 11	- -
Mineola	5 26	6 37	6 52	*d* -	8 33		9 56	10 32	1 04	3 53		5 17	- -
New Hyde Park	- -	6 42	- -	7 48	- -		- -	10 37	- -	- -		- -	- -
Floral Park	5 41	6 45	- -	*d* -	- -		- -	- -	- -	- -		- -	- -
Bellerose	5 42	*d* -	- -	7 51	- -		- -	- -	- -	- -		- -	- -
Queens	5 44	*d* -	- -	7 54	- -		- -	- -	- -	- -		- -	- -
Hollis	5 48	*d* -	- -	- -	- -		- -	- -	- -	- -		- -	- -
Jamaica ....arr.	5 52	6 55	7 06	8 02	8 47	9 07	10 10	10 49	1 18	4 10		5 32	5 46
Dunton	5 56	6 57	- -	- -	- -	See Note ⊡.	- -	- -	- -	- -		- -	- -
Maple Grove	- -	- -	- -	- -	- -		- -	- -	1 22	- -		- -	Parlor Car.
Richmond Hill	5 59	7 00	- -	- -	- -		- -	- -	- -	4 14		- -	
Glendale	6 04	- -	- -	- -	- -		- -	- -	- -	- -		- -	
Bushwick Junction	6 07	7 07	- -	- -	- -		- -	- -	- -	- -		- -	
Morris Park	- -	6 58	- -	- -	- -	- -	- -	- -	- -	- -		- -	- -
East New York	6 04	7 05	7 15	8 14	9 00	9 16	10 19	10 58	1 27	4 19		5 42	5 57
Flatbush Ave. Station	6 11	7 13	7 23	8 22	9 07	9 24	10 26	11 05	1 36	4 26		5 51	6 05
Brooklyn ....arr.	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M		P M	P M
Bushwick Sta. ....arr.	♭6 16	....	....	....	....	....	....	....	....	....		....	....
Long Island City	6 16	7 16	7 23	8 22	9 04	9 26	10 26	11 06	1 36	4 28	....	5 50	6 05
34th St. Station, E.R.	6 28	7 28	7 38	8 38	9 18	9 38	10 38	11 18	1 48	4 38	....	6 08	6 18
New York	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	....	P M	P M
(ARRIVE	....	....	....	....	....	....	....	....	....	....	....	....	....

December 2, 1909.	249	245	2609	2205	2611	2615	2617	2231	2211	2621	2235	2623
(LEAVE	....	....	....	A M	....	....	....	....	P M	....	....	....
Greenport	....	....	....	§7 37	....	....	....	....	§4 30	....	....	....
Southold	....	....	....	7 45	....	....	....	....	4 38	....	....	....
Peconic	....	....	....	7 49	....	....	....	....	4 43	....	....	....
Cutchogue	....	....	....	7 54	....	....	....	....	4 48	....	....	....
Mattituck	....	....	....	8 00	....	....	....	....	4 54	....	....	....
Laurel	....	....	....	8 05	....	....	....	....	5 00	....	....	....
Jamesport	....	....	....	8 09	....	....	....	....	5 04	....	....	....
Aquebogue	....	....	....	8 13	....	....	....	....	5 08	....	....	....
Riverhead	Will not run holidays.	....	....	8 20	....	....	....	....	5 16	....	....	....
Calverton		....	....	8 26	....	....	....	....	5 23	....	....	....
Manorville		....	....	8 35	....	....	....	....	5 31	....	....	....
Yaphank		....	....	8 46	....	....	....	....	5 42	....	....	....
Medford		....	....	8 53	....	....	....	....	5 50	....	....	....
Holtsville		....	....	- -	....	....	....	....	5 56	....	....	....
Old Holbrook	....	P M	....	- -	....	....	....	P M	6 00	....	P M	....
Ronkonkoma	....	†6 10	....	9 03	....	....	....	§5 00	6 08	....	§7 30	....
Central Islip	....	6 23	....	9 12	....	....	....	5 10	- -	....	7 39	....
Brentwood	....	6 30	....	9 16	....	....	....	5 15	- -	....	7 45	....
Edgewood	....	- -	....	- -	....	....	....	5 18	- -	....	- -	....
Deer Park	....	6 37	....	9 23	....	....	....	5 26	- -	....	7 52	....
Wyandanch	....	6 41	....	- -	....	....	....	5 33	- -	....	7 57	....
Pinelawn	....	6 46	....	- -	....	....	....	5 38	- -	....	8 02	....
Farmingdale	....	6 50	....	9 33	....	....	....	5 43	- -	....	8 07	....
Central Park	P M	6 58	A M	9 37	Noon	P M	P M	5 48	- -	P M	8 11	P M
Hicksville	†5 45	7 07	§9 00	9 44	§12 11	§3 50	§5 01	5 55	6 38	§7 22	8 18	§8 33
Westbury	5 51	7 15	9 06	9 50	12 17	3 56	5 07	6 01	- -	7 28	8 25	8 40
Mineola	5 57	7 21	9 12	- -	12 23	4 02	5 12	6 07	- -	7 35	8 31	8 46
New Hyde Park	P M	7 28	9 17	- -	- -	- -	- -	- -	- -	- -	8 36	8 51
Floral Park	....	- -	- -	- -	- -	- -	- -	- -	- -	- -	8 39	- -
Bellerose	....	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Queens	....	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Hollis	....	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Jamaica ....arr.	....	7 36	9 28	10 07	12 38	4 18	5 28	6 22	7 00	7 52	8 48	10 04
Dunton	....	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Maple Grove	....	- -	- -	- -	- -	- -	- -	- -	Parlor Car.	Parlor Car.	- -	- -
Richmond Hill	....	7 40	- -	- -	- -	- -	- -	- -			8 52	- -
Glendale	....	- -	- -	- -	- -	- -	- -	- -			- -	- -
Bushwick Junction	....	- -	- -	- -	- -	- -	- -	- -			- -	- -
Morris Park	....	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	10 07
East New York	....	7 46	9 37	10 17	12 49	4 27	5 38	6 36	7 10	8 01	8 58	10 16
Flatbush Ave. Station	....	7 55	9 45	10 25	12 57	4 35	5 46	6 44	7 18	8 10	9 06	10 26
Brooklyn ....arr.	....	P M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M
Bushwick Sta. ....arr.	....	....	....	....	....	....	....	....	....	....	....	....
Long Island City	....	7 55	9 46	10 26	12 55	4 36	5 45	6 40	7 18	8 11	9 06	10 22
34th St. Station, E.R.	....	8 08	9 58	10 38	1 08	4 48	5 58	6 58	7 28	8 28	9 18	10 38
New York	....	P M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M
(ARRIVE	....	....	....	....	....	....	....	....	....	....	....	....

Trains marked † run daily, except Sunday; § Sunday only; *a* stops only to take passengers; *d* stops on holidays; *k* Saturday only. ⊡ On holidays will run only between Greenport and Manorville. ♭ No connection for Bushwick Station on holidays.

STANDARD—*Eastern time.*

For additional trains from Mineola, see Oyster Bay and Hempstead Branches.

ROCKAWAY BEACH DIVISION.—Trains leave New York, East 34th Street, for Rockaway Beach, Hammel, Holland, Steeplechase and Seaside Stations and Rockaway Park (time of trip, about one hour; distance 17.5 miles) (†4 10 Hammel only), †6 30, †9 10, †10 50 a.m., †1 50, †4 30, †5 30, †6 40, †8 00 p.m., †12 00 night. *Sundays*—(4 00 a.m. Hammel only), 7 00, 9 10, 10 00, 11 20 a.m., 1 50, 4 00, 5 50, 7 50, 10 50 p.m. Leave Brooklyn Flatbush Avenue Station, †6 00, †7 00, †8 14, †10 00, †11 10 a.m., †1 08, †2 15, †3 27, †4 50, †5 27, †6 07, †6 32, †7 05, †8 20, †9 55, †11 30 p.m., †12 10 night. *Sundays*—(4 20 Hammel only), 7 05, 9 15, 10 15, 11 15 a.m., 12 40 noon, 1 45, 2 15, 3 05, 3 55, 5 10, 5 55, 7 23, 8 20, 9 20, 11 10 p.m., 12 10 night. Returning, leave Rockaway Park for East 34th Street †6 42, †7 54, †10 18 a.m., †12 36 noon, †4 15, †5 20, †6 52, †10 36 p.m. *Sundays*—8 35, 10 35 a.m., 12 45 noon, 1 50, 4 40, 5 20, 7 32, 9 44 p.m. For Flatbush Avenue—†5 00, †6 00, †6 50, †7 30, †8 05, †9 00, †10 18, †10 55 a.m., †12 10 noon, †2 00, †3 10, †4 15, †5 15, †6 15, †6 52, †7 25, †9 10, †10 40 p.m. *Sundays*—8 00, 9 36, 10 12, 11 12 a.m., 12 12, 12 52 noon, 2 12, 3 12, 4 20, 5 00, 5 35, 6 30, 7 30, 8 30, 10 20 p.m.

LONG ISLAND RAILROAD.

MONTAUK DIVISION.

NEW YORK TO BABYLON, BAYSHORE, QUOGUE, THE HAMPTONS, SAG HARBOR, MONTAUK AND INTERMEDIATE STATIONS.

December 2, 1909.	Mls.	84	4	82½	44	68	6	8	46	50	32	52	80	22	82	36	108	84	86	38	64	88	92	58	94	96	42	62	2032	2068	2008	2010	2048	2052	2064	2014	2058	2080	2084
New York— [LEAVE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Pier 8, E.R.	.....	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	....	P M	P M	P M	P M	P M	P M	Night	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M
34th Street, E.R.	.....	†3 50	†5 20	†540	†7 00	†7 50	†8 30	†1030	†1050	†1250	§1 20	†1 50	†2 50	†400	†400	♭4 30	†440	†450	†500	†520	....	†540	†800	†630	†700	†800	†1000	†1200	§400	§8 20	§9 00	§1030	§1130	§1 20	§2 50	§4 10	§6 50	§8 40	§10 10
Long Isl'd City ♂ lv	0	4 02	5 32	5 52	7 12	8 02	8 42	10 42	11 04	1 02	1 32	2 02	3 04	4 12	4 14	4 42	4 54	5 02	5 12	5 32	....	5 52	6 14	6 42	7 12	8 12	10 12	12 12	4 20	8 32	9 12	10 42	11 42	1 32	3 02	4 22	6 42	6 52	10 22
Bushwick Sta. ♂ lv.	.....	.....	.....	.....	♮7 10	♮7 54	.....	.....	.....	.....	.....	.....	.....	.....	♮410	.....	♮44	.....	.....	.....	....	♮543	♮610	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brooklyn(Flath.Av.) ♂ lv.	0	.....	5 30	5 54	7 13	8 05	8 42	10 40	11 08	1 03	1 30	2 06	3 05	4 12	4 12	4 41	.....	5 03	5 09	5 30	....	6 52	6 17	6 42	7 13	8 13	10 11	12 10	4 20	8 32	9 12	10 40	11 40	1 34	3 03	4 20	6 41	6 53	10 21
East New York.... ♂	4.0	.....	5 38	6 02	7 21	8 13	8 50	10 48	11 16	1 11	1 38	2 14	3 13	4 21	4 21	4 49	.....	5 11	5 16	5 39	....	6 00	6 25	6 50	7 21	8 22	10 20	12 19	4 29	8 40	9 21	10 48	11 49	1 42	3 11	4 29	6 49	7 02	10 30
Morris Park.....	8.2	.....	5 46	—	—	—	—	—	—	—	—	—	—	—	—	—	.....	—	—	—	....	—	6 32	—	7 28	—	—	12 27	—	—	—	—	—	—	—	—	—	—	10 37
Bushwick Junction..	3.9	—	—	6 02	7 22	8 11	Parlor Cars.	—	11 13	—	—	2 11	3 14	—	4 24	Parlor Car.	5 05	—	—	—	....	6 01	6 23	6 52	7 21	—	—	—	—	—	—	—	—	—	—	—	—	7 02	10 31
Glendale	5.1	—	*d*543	6 05	—	—	—	—	—	—	—	—	—	—	—		5 09	—	—	—	....	—	6 27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Richmond Hill .... ♂	7.6	—	—	6 10	—	8 18		—	11 20	—	1 46	2 18	—	*g*—	4 31		5 15	—	—	5 47	....	6 08	6 31	6 59	7 28	8 28	10 27	12 27	4 36	—	—	—	—	1 48	—	—	—	—	10 38
Dunton.....	8.6	—	—	—	—	—		—	—	—	—	—	—	—	—		5 17	—	—	—	....	—	6 33	—	7 30	—	—	—	—	4 39	—	—	—	—	—	—	—	—	—
Jamaica ♂ .....lve.	9.6	4 21	5 54	6 15	7 34	8 24	9 02	11 00	11 27	1 22	1 52	2 26	3 25	4 32	4 36	5 02	5 21	5 23	5 31	5 52	....	6 13	6 37	7 03	7 33	8 33	10 32	12 32	4 43	8 53	9 33	11 00	12 01	1 54	3 22	4 41	7 02	7 14	10 48
Locust Avenue	11.7	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	P M	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Laurelton.....	13.1	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Albans..... ♂	12.0	—	—	6 20	—	8 29	—	—	—	1 27	Parlor Car.	—	3 30	—	—	—	.....	—	—	—	....	—	6 43	7 09	7 39	8 39	10 38	12 38	4 48	—	—	—	—	—	—	—	—	—	10 48
Springfield..... ♂	13.2	4 27	—	6 23	—	8 32	Connects at Eastport with train for Greenport.	—	—	1 30	—	—	3 33	*g*—	4 42	—	.....	—	—	—	....	—	6 46	7 12	7 42	8 42	10 41	12 41	4 51	—	—	—	—	—	—	—	—	7 21	10 50
Rosedale ..... ♂	14.6	4 30	—	—	—	8 36		—	—	1 34		—	3 37	—	—	—	.....	—	—	—	....	—	6 50	7 16	7 46	8 46	10 45	12 45	4 54	—	—	—	—	—	—	—	—	—	—
Valley Stream... ♂	16.5	4 33	—	6 30	7 47	8 40		—	11 39	1 38		2 39	3 41	—	—	—	.....	—	—	—	....	—	6 54	7 20	7 50	8 52	10 49	12 51	4 58	9 06	—	—	—	—	3 36		7 13	7 28	10 57
Lynbrook+..... ♂	18.1	4 36	—	6 35	7 51	8 44		—	11 43	1 42	2 06	2 44	3 45	*g*—	4 50	—	.....	—	5 46	—	....	6 27	6 58	7 24	7 54	8 56	10 53	12 55	5 02	9 10	—	—	12 16	2 08	3 40		—	7 32	11 01
Rockville Centre+.. ♂	19.4	4 39	*e*6 08	A M	7 56	8 48			11 47	1 46	2 10	2 48	3 49	*g*—	4 54	—	.....	5 38	5 49	6 07	....	6 31	7 02	7 27	7 57	8 00	10 57	12 59	5 05	9 14	Parlor Car.	Parlor Car.	12 20	2 12	3 44		—	7 36	11 05
Baldwin ..... ♂	21.4	4 42	Connects at Eastport for Greenport.	....	8 01	8 52			11 52	1 50	—	2 52	3 53	*g*—	4 58	—	.....	—	5 53	—	....	6 35	7 06	7 31	8 01	9 04	11 01	1 03	5 08	9 18			12 24	2 16	3 48		—	7 40	11 09
Freeport+..... ♂	22.7	4 46		....	8 06	8 56			11 57	1 54	2 16	2 56	3 58	*g*—	5 03	—	.....	5 44	5 57	6 13	....	6 39	7 10	7 35	8 05	9 07	11 05	1 07	5 11	9 22			12 28	2 20	3 52		—	7 44	11 13
Merrick..... ♂	24.5	4 49		....	8 11	9 00			12 01	1 58	—	3 00	4 02	*g*—	5 06	—	.....	5 48	6 01	—	....	6 43	7 14	7 38	8 09	9 11	11 09	1 10	5 15	9 26			12 32	2 24	3 56		—	7 48	11 16
Bellmore..... ♂	25.8	4 52		....	8 15	9 03			12 05	2 01	—	3 04	4 05	*g*—	5 09	—	.....	—	6 04	—	....	6 46	7 17	7 41	8 12	9 14	11 12	1 13	5 18	9 29			12 35	2 27	3 59		—	7 51	11 19
Wantagh ..... ♂	26.8	4 55		....	8 19	9 06			12 08	2 04	—	3 07	4 08	*g*—	5 12	—	.....	—	6 07	—	....	6 49	7 20	7 44	8 14	9 17	11 15	1 16	5 21	9 32			12 38	2 30	4 02		—	7 54	11 22
Seaford..... ♂	28.0	4 58		....	8 22	9 09		—	12 11	2 07	—	3 10	4 11	*g*—	5 15	—	.....	—	6 10	—	....	6 51	7 23	7 47	8 17	9 19	11 17	1 19	5 25	9 35	—	—	12 41	2 33	4 05		—	7 57	11 26
Massapequa+..... ♂	28.9	5 00		....	8 25	9 11		—	12 14	2 10	—	3 14	4 14	*g*—	5 18	—	.....	5 56	6 13	—	....	6 54	7 26	7 50	8 20	9 22	11 20	1 22	5 28	9 38	—	—	12 44	2 36	4 08		—	8 00	11 28
Amityville+..... ♂	31.5	5 05		....	8 31	9 16	—	—	12 20	2 15	2 28	3 19	4 19	*g*—	5 23	—	.....	6 00	6 18	6 26	....	7 00	7 32	7 55	8 25	9 28	11 26	1 27	5 33	9 43	—	—	12 49	2 41	4 13		—	8 05	11 33
Copiague..... ♂	32.6	5 08		....	8 34	9 18	—	—	12 23	2 18	—	3 21	4 22	*g*—	5 26	—	.....	—	6 21	—	....	7 02	7 35	7 57	8 27	9 30	11 27	1 29	5 36	9 46	—	—	12 51	2 43	4 15		—	8 08	11 35
Lindenhurst+..... ♂	34.0	5 12		....	8 38	9 22	—	—	12 26	2 21	—	3 25	4 25	*g*—	5 29	—	.....	6 06	6 25	—	P M	7 06	7 38	8 00	8 30	9 34	11 31	1 33	5 39	9 50	—	—	12 55	2 47	4 18		—	8 11	11 39
Babylon+..... ♂	36.8	5 18	6 33	....	8 47	9 27	9 38	11 35	12 34	2 26	2 38	3 32	4 30	5 08	5 34	5 39	....	6 11	6 31	6 38	†641	7 11	7 44	8 07	8 35	9 40	11 38	1 38	5 47	9 56	10 10	11 35	1 02	2 55	4 25		7 41	8 16	11 45
Bayshore+..... ♂	40.9	A M	6 46	....	8 55	A M	9 46	11 43	12 42	2 34	2 46	3 39	P M	5 16	P M	5 47	....	P M	P M	6 43	6 50	P M	P M	8 15	P M	P M	11 45	§1 47	5 55	A M	10 17	11 42	1 10	3 03	P M		7 49	P M	P M
Islip+..... ♂	43.3	═══	6 55	....	9 02	....	9 52	—	12 49	2 40	2 51	3 44	═══	5 21		5 52	....			6 48	6 55			8 20			11 50	§1 52	6 00	═══	10 22	11 48	1 15	3 06			7 54		
Great River.....	45.5	.....	7 02	....	9 07	....	9 57	—	12 54	—	—	2 56	3 48		5 25	5 57	....			6 53	7 00			8 25			11 54	§1 56	6 04		10 27	—	1 20	3 13			7 58		
Oakdale..... ♂	47.6	.....	7 05	....	9 14	....	10 03	—	12 59	2 48	3 01	3 53			5 30	6 02	....			6 57	7 05			8 30			11 59	§2 01	6 08		10 32	—	1 25	3 18			8 03		
Sayville+..... ♂	50.1	.....	7 16	....	9 20	....	10 12	11 54	1 04	2 53	3 06	3 58			5 35	6 07	....			7 02	7 12			8 35			12 04	§2 06	6 13		10 37	—	1 30	3 23			8 08		
Bayport..... ♂	51.7	.....	7 30	....	9 25	....	10 17	—	1 09	2 58	3 10	4 03			5 40	6 12	....			7 06	7 17			8 40			12 09	§2 10	6 18		10 42	—	1 35	3 28			8 16		
Blue Point..... ♂	52.8	.....	7 35	....	9 28	....	10 20	—	1 12	3 02	3 13	4 07			5 43	6 15	....			7 09	7 21			8 43			12 12	§2 12	6 21		10 45	—	1 38	3 31			8 20		
Patchogue+..... ♂	54.1	.....	7 45	....	9 32	....	10 26	12 02	1 16	3 06	3 17	4 10			5 48	6 20	....			7 15	7 25			8 46			12 16	§2 15	6 27		10 50	12 04	1 42	3 35			8 25		
Hagerman.....	56.9	.....	—	....	A M	....	10 31	—	P M	P M	—	P M			—	6 25	....			—	P M			P M			Night	A M	—		—	—	—	P M			—		
Bellport+..... ♂	58.0	.....	7 53	Will not run holidays.	.....	.....	10 36	—	.....	.....	3 25	═══	.....	5 57		6 28	....			7 23				.....			.....	.....	6 36		10 58	—	—	═══			8 32		
Brookhaven..... ♂	59.8	124	7 58		.....	.....	10 41	—	.....	.....	3 30		.....	6 02		6 34	....			7 28				.....			.....	.....	6 40		11 03	—	—				8 37		
Mastic..... ♂	63.9	A M	8 07		.....	.....	10 48	—	.....	.....	3 37		184	6 09		—	....			7 35				.....			.....	.....	6 46		11 10	—	—				8 44		
Centre Moriches+.. ♂	66.5	†7 30	8 18		.....	.....	10 54	12 20	.....	.....	3 42		◆	6 15		6 43	....			7 43				.....			.....	.....	6 54		11 16	12 22					8 50		
East Moriches+.... ♂	68.0	7 35	8 23		.....	.....	10 58	—	.....	.....	3 47		P M	6 20		P M	....			P M				.....			.....	.....	7 08		11 20	—	—				P M		
Eastport..... ♂	70.1	7 40	8 35		.....	.....	11 03	12 27	.....	.....	3 52		†3 58	6 26		═══	....							.....			.....	.....	7 14		11 25	—	—		6 27				
Speonk..... ♂	71.7	A M	8 40		.....	.....	11 08	—	.....	.....	P M		4 03	6 30			....							.....			.....	.....	A M		11 29	—	—		6 31				
Westhampton+..... ♂	74.5	═══	8 50		.....	.....	11 13	12 34	.....	.....			4 09	6 36			....							.....			.....	.....			11 34	12 33			6 37				
Quogue..... ♂	77.3	.....	9 08		.....	.....	11 20	12 39	.....	.....			4 16	6 42			....							.....			.....	.....			11 40	12 38			6 43				
Good Ground+..... ♂	82.3	.....	9 19		.....	.....	11 30	12 48	.....	.....			4 26	6 52			....							.....			.....	.....			11 50	12 46			6 53				
Shinnecock Hills.....	85.6	.....	9 25		.....	.....	11 35	*b*—	.....	.....			4 31	6 57			....							.....			.....	.....			11 56	12 52			7 00				
Golf Grounds.....	86.8	.....	9 28		.....	.....	*b*—	—	.....	.....			4 34	—			....							.....			.....	.....			11 59	—	—		7 03				
Southampton+..... ♂	89.4	.....	9 37	930	.....	.....	11 44	1 00	.....	.....		944	4 40	7 05		946	....							.....			.....	.....		2930	12 05	12 58	2942	2948		7 10				
Watermill..... ♂	92.1	.....	9 42	A M	.....	.....	11 49	1 05	.....	.....		P M	4 45	7 10		P M	....							.....			.....	.....		A M	12 10	1 03	P M	P M		7 15				
Bridgehampton+..... ♂	94.7	.....	9 54	†701	.....	.....	11 57	1 11	.....	.....		†3 02	4 52	7 18		†5 46	....							.....			.....	.....		§7 35	12 17	1 10	§4 03	§642		7 23				
Sag Harbor+. ♂ arr.	99.5	.....	10 05	7 11	.....	.....	12 10	1 23	.....	.....		3 12	5 04	7 30		5 56	....							.....			.....	.....		7 45	12 30	1 22	4 13	6 52		7 35				
Wainscott.....	97.2	174	10 00	A M	.....	.....	12 03	—	.....	.....		P M	4 57	7 23		P M	....							.....			.....	.....		A M	12 22	—	P M	P M		7 29				
Easthampton+..... ♂	101.1	A M	10 20	....	.....	.....	12 11	1 21	.....	.....			5 05	7 30			....							.....			.....	.....			12 30	1 20					7 37				
Amagansett+..... ♂	104.5	†6 00	10 30	....	.....	.....	12 22	1 30	.....	.....			5 14	7 38			....							.....			.....	.....			12 38	1 28					7 46				
Montauk..... ♂	115.9	6 30	10 40	....	.....	.....	12 42	P M	.....	.....			P M	P M			....							.....			.....	.....			12 58	P M					P M				
[ARRIVE	.....	A M	A M		.....	.....	Noon		.....	.....							....							.....			.....	.....			Noon										

STANDARD—*Eastern time.*

Additional Trains—Leave East 34th Street for Jamaica §8 10 a.m., †4 40 p.m.

† Daily, except Sunday; § Sunday only; *b* stops only to leave passengers; *d* stops to take passengers; *e* stops Monday only; *g* stops holidays; *h* Saturday only. ♭ Daily, except Saturday, Sunday and holidays. ◆ Leaves Greenport †2 25 p.m., and runs via Manorville and Eastport. ♮ No connection from Bushwick Station on holidays. + Coupon stations; ♂ Telegraph stations.

For additional trains to Valley Stream, see Far Rockaway Branch.

PINTSCH GAS In use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

MONTAUK DIVISION.

MONTAUK, SAG HARBOR, THE HAMPTONS, QUOGUE, BABYLON AND INTERMEDIATE STATIONS TO NEW YORK.

December 2, 1909.	63	65	1531	1533	43	719	77	1535	71	45	79	33	3
[LEAVE	...	...	...	...	...	...	...	...	...	...	...	...	...
Montauk	...	...	...	...	...	...	...	...	...	...	...	...	A M
Amagansett	...	...	...	...	...	...	...	...	...	...	...	...	†6 40
Easthampton	...	...	...	...	...	...	...	...	...	...	...	...	6 46
Wainscott	...	...	...	...	...	...	...	...	...	...	...	...	6 52
Sag Harbor ....lve.	...	...	...	...	...	...	...	...	...	...	...	Will not run holidays.	†6 42
Bridgehampton	...	...	...	...	...	...	...	...	...	...	...		6 59
Watermill	...	...	...	...	...	...	...	...	...	...	...		7 04
Southampton	...	...	...	...	...	...	...	...	...	...	...		7 11
Golf Grounds	...	...	...	...	...	...	...	...	...	...	...		– –
Shinnecock Hills	...	...	...	...	...	...	...	...	...	...	...		p7 16
Good Ground	Will not run between Babylon and Valley Stream on holidays.	...	...	...	...	...	...	...	...	...	...		7 22
Quogue		...	...	...	...	...	...	...	...	...	...		7 32
Westhampton		...	...	...	...	...	...	...	...	...	...		7 38
Speonk		...	...	...	...	...	...	...	...	...	...		7 43
Eastport		...	...	...	...	...	...	...	...	...	...		7 47
East Moriches		...	...	...	...	...	...	...	...	...	...	A M	– –
Centre Moriches		...	...	...	...	...	...	...	Will not run holidays.	...	Will not run holidays.	†6 58	– –
Mastic		...	...	...	...	...	...	...		...		7 03	– –
Brookhaven		...	...	...	...	...	...	...		...		7 10	– –
Bellport		...	...	...	...	...	...	...		...		7 15	– –
Hagerman		...	...	...	A M	...	...	...		A M		– –	– –
Patchogue		...	...	...	†5 34	...	...	...		†6 44		7 24	Vestibuled Coaches and Parlor Cars. Extra Parlor Car fare. Will not run holidays.
Blue Point		...	...	...	5 37	...	...	...		6 47		7 27	
Bayport		...	...	...	5 40	...	...	...		6 50		7 30	
Sayville		...	...	...	5 45	...	...	...		6 55		7 35	
Oakdale		...	...	...	5 50	...	...	...		7 00		7 40	
Great River		...	...	...	5 54	...	...	...		7 05		7 45	
Islip		...	...	...	5 59	...	...	...		7 10		7 50	
Bayshore	A M	A M	...	...	6 04	...	A M	...	A M	7 15	A M	7 55	
Babylon	†4 47	†5 35	...	...	6 13	...	†6 48	...	†7 14	7 25	†7 28	8 03	
Lindenhurst	4 52	5 40	...	...	6 18	...	6 54	...	7 19	e –	7 33	– –	
Copiague	4 55	5 43	...	...	6 21	...	6 57	...	– –	e –	7 36	– –	
Amityville	4 58	5 46	...	...	6 24	...	7 00	...	– –	7 33	7 39	8 11	
Massapequa	5 03	5 51	...	...	6 29	...	7 05	...	7 27	e –	7 44	– –	
Seaford	5 05	5 53	...	...	6 31	...	7 07	...	– –	e –	7 46	– –	
Wantagh	5 08	5 56	...	...	6 34	...	7 10	...	– –	e –	7 49	– –	
Bellmore	5 11	5 59	...	...	6 37	...	7 13	...	– –	e –	7 52	– –	
Merrick	5 14	6 02	...	...	6 40	...	7 16	...	7 35	e –	7 55	– –	
Freeport	5 18	6 06	...	...	6 44	...	7 20	...	– –	7 46	7 59	8 22	
Baldwin	5 21	6 09	...	...	6 48	...	7 24	...	7 41	e –	8 03	– –	
Rockville Centre	5 25	6 13	...	...	6 52	...	7 28	...	7 45	e –	8 08	8 28	
Lynbrook	5 29	6 17	A M	A M	6 56	A M	7 32	A M	7 49	e –	8 12	Parlor Car.	
Valley Stream	5 36	6 21	†6 36	†6 58	7 00	†7 19	7 37	†7 40	– –	e –	8 16		
Rosedale	5 40	e –	6 40	7 02	– –	7 23	– –	7 44	– –	e –	8 20		– –
Springfield	5 44	e –	...	...	7 06	7 27	– –	...	– –	e –	8 24		– –
St. Albans	5 47	e –	...	...	7 09	7 30	– –	...	– –	e –	8 27		– –
Laurelton	...	...	6 42	7 04	...	...	...	7 46	...	...	...		– –
Locust Avenue	...	...	6 46	7 07	...	...	...	7 49	...	...	...		– –
Jamaica........arr.	5 54	6 34	6 50	7 11	7 16	7 36	7 51	7 53	8 02	8 06	8 34	8 44	9 07
Dunton	5 56	e –	6 57	– –	– –	7 38	– –	– –	– –	– –	– –	– –	– –
Richmond Hill(Morris Pk.)	5 59	e –	7 00	7 21	7 21	7 41	7 56	– –	8 10	8 10	8 40	– –	– –
Glendale	6 04	e –	– –	– –	– –	7 45	– –	– –	– –	– –	– –	– –	– –
Bushwick Junction	6 07	6 44	7 07	7 27	7 27	– –	8 02	– –	– –	e –	8 46	– –	– –
Morris Park	5 57	– –	6 58	– –	– –	7 39	– –	8 01	– –	– –	8 38	– –	– –
East New York	6 04	6 43	7 05	7 25	7 25	7 47	8 00	8 09	8 14	8 18	8 46	8 54	9 16
Brooklyn(Flatb'h Av.)ar.	6 11	6 50	7 13	7 33	7 33	7 55	8 08	8 17	8 22	8 26	8 54	9 02	9 24
Bushwick Station	♭6 16	♭6 54	...	♭7 36	♭7 36	...	♭8 13	...	...	...	♭8 56	...	...
Long Isl'd City.arr.	6 16	6 54	7 16	7 36	7 36	7 56	8 11	8 14	8 25	8 25	8 55	9 01	9 26
34th Street, E.R.	6 28	7 08	7 28	7 48	7 48	8 08	8 28	8 28	8 38	8 38	9 08	9 13	9 38
New Pier 8, E.R.	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
New York. [ARR.	...	...	...	...	...	...	...	...	...	...	...	...	...

December 2, 1909.	83	35	51	9	187	939	943	59	11	91	949	95	23
[LEAVE	...	...	...	A M	...	...	...	...	P M	...	...	...	P M
Montauk	...	...	...	†7 45	A M	...	...	...	†2 05	...	...	...	†4 50
Amagansett	...	...	...	8 12	†9 35	...	...	...	2 35	...	...	...	5 20
Easthampton	...	...	...	8 20	9 42	...	...	...	2 43	...	...	...	5 28
Wainscott	...	...	...	8 26	9 48	A M	Noon	...	2 50	...	P M	...	5 34
Sag Harbor ....lve.	...	...	...	†8 16	†9 35	†11 38	†12 52	...	†2 40	...	†4 32	...	†5 25
Bridgehampton	...	...	...	8 34	10 00	11 48	1 02	...	3 00	...	4 42	...	5 43
Watermill	...	...	...	8 39	10 05	A M	P M	...	3 05	...	P M	...	5 48
Southampton	...	...	...	8 47	10 12			...	3 12	...		...	6 00
Golf Grounds	...	...	...	– –	10 16	...	...	...	– –	...	...	...	– –
Shinnecock Hills	...	...	...	p8 53	10 19	...	...	...	b3 18	...	...	...	b6 10
Good Ground	...	...	...	8 58	10 25	...	...	...	3 25	...	...	...	6 16
Quogue	...	...	...	9 03	10 35	...	...	...	3 35	...	...	...	6 27
Westhampton	...	...	...	9 15	10 42	...	...	...	3 43	...	...	...	6 38
Speonk	...	A M	...	9 20	10 47	...	...	...	3 47	...	...	...	6 45
Eastport	...	†8 06	...	9 24	10 52	...	...	...	3 53	...	...	...	6 52
East Moriches	...	8 12	...	9 29	A M	...	...	...	3 58	...	...	...	7 00
Centre Moriches	...	8 18	...	9 34		...	...	...	4 05	...	...	...	7 10
Mastic	...	8 23	...	p9 39	...	...	...	...	4 10	...	...	...	7 17
Brookhaven	...	8 30	...	p9 46	...	...	...	...	4 18	...	...	...	7 28
Bellport	...	8 35	...	9 52	53	55	...	...	4 23	...	57	...	7 37
Hagerman	...	8 38	A M	– –	A M	P M	...	P M	–	...	P M	...	7 40
Patchogue	...	8 44	†8 50	10 03	†11 04	†1 50	...	†4 12	4 35	...	†4 54	...	7 50
Blue Point	...	p8 47	8 54	– –	11 07	1 53	...	4 15	– –	...	4 57	...	– –
Bayport	...	p8 50	8 57	– –	11 10	1 56	...	4 19	– –	...	5 01	...	7 55
Sayville	...	8 55	9 06	10 12	11 17	2 01	...	4 24	– –	...	5 08	...	8 00
Oakdale	...	p9 00	9 12	– –	11 22	2 06	...	4 29	– –	...	5 14	...	– –
Great River	...	p9 04	9 18	– –	11 27	2 11	...	– –	– –	...	5 19	...	– –
Islip	...	9 09	9 24	– –	11 33	2 16	89	4 35	– –	...	5 26	...	8 11
Bayshore	A M	9 14	9 32	10 25	11 42	2 21	P M	4 41	– –	P M	5 38	P M	8 18
Babylon	†8 30	9 24	9 42	10 34	11 54	2 30	†3 46	4 50	– –	†5 04	5 50	†7 52	8 28
Lindenhurst	8 35	– –	9 48	– –	12 00	2 36	3 51	– –	Connects at Eastport with Train No. 283 leaving Greenport 2 25 p.m.	5 10	5 55	7 57	– –
Copiague	8 38	– –	9 51	– –	12 03	– –	3 54	– –		5 13	5 58	8 00	– –
Amityville	8 41	– –	9 54	– –	12 06	2 41	3 57	– –		5 17	6 01	8 03	– –
Massapequa	8 46	– –	9 59	– –	12 11	2 46	4 02	– –		5 23	6 06	8 08	– –
Seaford	8 48	– –	10 01	– –	12 14	2 49	4 05	– –		5 26	6 09	8 10	– –
Wantagh	8 51	– –	10 04	Parlor Car.	12 17	2 52	4 08	– –		5 29	6 12	8 13	– –
Bellmore	8 54	– –	10 07		12 20	2 55	4 11	– –		5 32	6 15	8 16	– –
Merrick	8 57	– –	10 11		12 23	2 59	4 14	– –		5 36	6 18	8 19	– –
Freeport	9 01	– –	10 15		12 28	3 04	4 18	– –		5 41	6 22	8 23	– –
Baldwin	9 05	– –	10 19		12 32	3 08	4 22	– –		5 45	6 26	8 27	– –
Rockville Centre	9 09	– –	10 24		12 36	3 12	4 26	– –		5 49	6 30	8 31	– –
Lynbrook	9 13	– –	10 28	– –	12 40	3 16	4 30	– –		5 54	6 36	8 35	– –
Valley Stream	9 17	– –	10 32	– –	12 45	3 20	4 34	– –		5 59	6 41	8 43	– –
Rosedale	– –	– –	– –	– –	– –	– –	– –	– –		– –	– –	8 47	– –
Springfield	9 22	– –	– –	– –	12 51	– –	– –	– –		– –	– –	8 51	– –
St. Albans	9 25	– –	– –	– –	– –	3 27	– –	– –		6 06	– –	8 53	– –
Laurelton	...	...	...	...	...	...	...	...		...	...	...	...
Locust Avenue	...	...	...	...	...	...	...	...		...	...	...	...
Jamaica........arr.	9 33	9 59	10 46	11 08	1 01	3 36	4 47	5 26	5 30	6 13	6 54	9 00	9 03
Dunton	– –	– –	– –	– –	– –	– –	– –	– –	Parlor Cars.	– –	– –	– –	– –
Richmond Hill(Morris Pk.)	– –	– –	10 50	– –	1 07	3 40	– –	– –		– –	7 00	9 04	– –
Glendale	– –	– –	– –	– –	– –	– –	– –	– –		– –	– –	– –	– –
Bushwick Junction	9 43	– –	10 57	– –	1 13	3 47	– –	– –		6 23	– –	9 11	– –
Morris Park	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
East New York	9 47	10 08	10 58	11 17	1 12	3 45	4 58	5 42	5 42	6 23	7 03	9 12	9 12
Brooklyn(Flatb'h Av.)ar.	9 55	10 16	11 05	11 25	1 20	3 53	5 05	5 51	5 51	6 31	7 11	9 2	9 20
Bushwick Station	...	...	...	...	...	♭3 57	...	...	...	...	...	...	...
Long Isl'd City.arr.	9 53	10 16	11 06	11 26	1 23	3 56	5 04	5 41	5 46	6 33	7 15	9 21	9 26
34th Street, E.R.	10 08	10 28	11 18	11 38	1 38	4 08	5 18	5 58	5 59	6 48	7 28	9 38	9 38
New Pier 8, E.R.	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M
New York. [ARR.	...	...	...	...	...	...	...	...	...	...	...	...	...

December 2, 1909.	97	953	2113	2033	2005	2035	2957	2939	2081	2011	2063	2015	2947
[LEAVE	...	...	...	...	...	...	...	...	...	P M	...	...	...
Montauk	...	...	...	...	A M	...	...	...	...	§3 15	...	P M	...
Amagansett	...	...	...	...	§7 12	...	...	...	...	3 40	...	§6 18	...
Easthampton	...	...	...	...	7 19	...	...	...	...	3 47	...	6 26	...
Wainscott	...	P M	...	...	7 26	...	A M	Noon	...	3 54	...	6 32	P M
Sag Harbor ....lve.	...	†7 00	...	...	§7 16	...	§11 58	§12 50	...	§3 43	...	§6 22	§7 05
Bridgehampton	...	7 10	...	...	7 33	...	12 08	1 00	...	4 01	...	6 40	7 15
Watermill	...	P M	...	...	7 38	...	Noon	P M	...	4 06	...	6 45	P M
Southampton	...		...	...	7 44	...			...	4 12	...	6 52	
Golf Grounds	...	...	...	...	7 48	...	...	...	...	4 16	...	– –	...
Shinnecock Hills	...	...	...	...	7 51	...	...	...	...	4 19	...	7 00	...
Good Ground	...	...	...	...	7 57	...	...	...	...	4 25	...	7 07	...
Quogue	...	...	...	...	8 06	...	...	...	...	4 35	...	7 18	...
Westhampton	...	...	...	...	8 12	...	...	...	...	4 41	...	7 24	...
Speonk	...	...	...	...	8 18	A M	...	...	...	4 47	...	7 30	...
Eastport	...	...	...	...	8 22	§10 50	...	...	...	4 51	...	7 34	...
East Moriches	...	...	...	A M	...	10 55	...	...	...	4 56	...	7 38	...
Centre Moriches	...	...	...	§7 37	...	11 02	...	...	...	5 01	...	7 44	...
Mastic	...	...	...	7 42	...	11 10	...	...	...	5 06	...	– –	...
Brookhaven	...	...	...	7 49	...	11 19	...	...	...	5 13	...	7 55	...
Bellport	...	...	...	7 54	Parlor Car. Runs via Manorville and Main Line.	11 24	...	2051	...	5 18	...	8 00	...
Hagerman	...	...	...	– –		– –	...	P M	...	– –	P M	– –	...
Patchogue	...	...	...	8 04		11 34	...	§4 04	...	5 28	§5 40	8 10	...
Blue Point	...	...	...	8 07		11 37	...	4 07	...	– –	5 43	8 13	...
Bayport	...	...	...	8 09		11 40	...	4 10	...	– –	5 46	8 16	...
Sayville	...	...	...	8 14		11 45	...	4 15	...	– –	5 51	8 21	...
Oakdale	...	...	...	8 19		11 50	...	4 21	...	– –	5 57	8 26	...
Great River	...	...	...	8 23		11 55	...	4 26	...	– –	6 02	8 31	...
Islip	...	2061	...	8 28		12 00	2077	4 31	...	– –	6 07	8 36	2087
Bayshore	P M	A M	...	8 33		12 05	P M	4 37	P M	– –	6 13	8 42	P M
Babylon	†9 52	§6 28	...	8 42		12 15	§4 00	4 46	§4 58	– –	6 23	8 52	§9 08
Lindenhurst	9 57	6 33	...	8 49		12 21	4 06	– –	5 01	– –	6 28	– –	9 14
Copiague	10 00	6 36	...	8 52		12 24	4 09	– –	5 04	– –	6 31	– –	9 17
Amityville	10 03	6 38	...	8 55		12 27	4 12	4 55	5 07	– –	6 34	– –	9 20
Massapequa	10 08	6 43	...	9 00		12 32	4 17	5 00	5 12	– –	6 39	– –	9 25
Seaford	10 10	6 46	...	9 02		12 34	4 19	– –	5 15	– –	6 42	– –	9 28
Wantagh	10 13	6 49	...	9 05		12 37	4 22	– –	5 18	– –	6 45	Parlor Car.	9 31
Bellmore	10 16	6 51	...	9 08		12 40	4 25	– –	5 21	– –	6 48		9 35
Merrick	10 19	6 54	...	9 11		12 44	4 28	– –	5 25	– –	6 52		9 39
Freeport	10 23	6 58	...	9 15		12 48	4 32	– –	5 29	– –	6 56		9 44
Baldwin	10 27	7 02	...	9 18		12 53	4 36	– –	5 33	– –	7 00		9 48
Rockville Centre	10 31	7 06	...	9 22		12 56	4 40	– –	5 37	– –	7 06		9 52
Lynbrook	10 35	7 09	...	9 26		1 00	4 44	– –	5 41	– –	Parlor Car.	– –	9 56
Valley Stream	10 43	7 13	...	9 30		– –	4 49	– –	5 46	– –		– –	10 00
Rosedale	10 47	– –	...	9 34		– –	– –	– –	5 50	– –		– –	10 04
Springfield	10 51	7 19	...	9 38	...	– –	– –	– –	5 54	– –		– –	10 08
St. Albans	– –	– –	...	9 41	...	– –	– –	– –	5 57	– –		– –	– –
Laurelton	...	...	...	...	...	...	...	...	...	...		...	...
Locust Avenue	...	...	A M	...	...	...	...	...	...	...	...	...	...
Jamaica........arr.	11 00	7 28	§9 00	9 47	10 07	1 14	5 03	5 29	6 05	6 26	7 23	9 28	10 16
Dunton	– –	7 30	9 02	– –	...	– –	– –	Parlor Car.	– –	Parlor Car.	– –	– –	– –
Richmond Hill(Morris Pk.)	11 04	7 33	9 05	9 51	...	1 20	5 07		– –		7 27	– –	– –
Glendale	– –	7 38	9 10	– –	...	– –	– –		– –		– –	– –	– –
Bushwick Junction	11 11	7 42	9 14	– –	...	– –	5 14		– –		– –	– –	– –
Morris Park	11 03	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
East New York	11 11	7 37	– –	9 57	10 17	1 24	5 15	5 38	6 15	6 36	7 33	9 33	10 28
Brooklyn(Flatb'h Av.)ar.	11 20	7 45	– –	10 05	10 25	1 32	5 21	5 46	6 24	6 44	7 42	9 46	10 37
Bushwick Station	...	...	...	...	...	...	...	...	...	...	...	...	...
Long Isl'd City.arr.	11 21	7 54	9 23	10 05	10 26	1 36	5 24	5 46	6 22	6 44	7 42	9 44	10 34
34th Street, E.R.	11 38	8 08	9 38	10 18	10 38	1 48	5 38	5 58	6 38	6 58	7 58	9 58	10 48
New Pier 8, E.R.	P M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M
New York. [ARR.	...	...	...	...	...	...	...	...	...	...	...	...	...

†Daily, except Sunday; § Sunday only; *b* stops to take passengers; *e* stops on holidays; *k* Saturday only; *p* stops to take passengers for New York and Brooklyn only. ♭ No connection for Bushwick Station on holidays. STANDARD—*Eastern time.*

For additional trains from Valley Stream, see Far Rockaway Branch.

LONG ISLAND RAILROAD.

ADDITIONAL LOCAL TRAINS BETWEEN NEW YORK, BROOKLYN AND GARDEN CITY, HEMPSTEAD AND MINEOLA.—EASTBOUND.

December 2, 1909.	Mls	506	728	710	768	516	712	730	714	736	740	746	722	758	750	752	754	792	92	756	738	742	764	702	5564	2708	2712	2714	2720	2718	2772	2724	2722	2728	2730	2732	2738
[LEAVE														▣			⊙																				
New York—		A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M		Night		A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M
34th Street, E.R.		†5 40	†5 40	†6 10	†7 50	†8 50	†9 20	‖10 50	‖12 20	k12 50	†1 50	†3 30	†4 00	†4 30	†5 00	†5 00	†5 30	†6 00	†8 00	†6 30	†8 00	‖10 00		‖12 00		‖9 00	‖9 50	‖11 10	‖1 50	‖1 50	‖2 50	‖4 30	‖5 30	‖8 30	‖8 00	‖8 50	‖10 50
Long Island City.lv.	0	5 52	5 52	6 26	8 02	9 02	9 32	11 02	12 32	1 04	2 02	3 42	4 12	4 43	5 12	5 12	5 42	6 14	8 14	6 42	8 12	10 12		12 12		9 12	10 02	11 22	2 02	2 04	3 02	4 43	5 42	6 42	8 12	9 02	11 02
Bushwick.....lve.				e6 25	e7 54		e9 20											e8 10	e8 10				P M		A M												
Brooklyn, Flatbush Ave..lv.	0	†5 54	†5 54	†6 39	†8 05	†9 03	†9 34	‖10 01	‖12 35	k1 03	‖2 02	‖3 40	‖4 12	‖4 41	‖5 09	‖5 09	‖5 39	‖6 17	‖8 17	‖6 42	‖8 13	‖10 11	‖11 20	‖12 10	‖8 00	‖9 12	‖10 02	‖11 22	‖1 59	‖1 59	‖3 03	‖4 45	‖5 43	‖6 41	‖8 10	‖9 02	‖11 02
East New York.....	3.0	6 02	6 02	6 47	8 13	9 11	9 42	11 10	12 43	1 11	2 10	3 49	4 21	4 49	5 18	5 18	5 48	6 25	8 25	6 50	8 22	10 20	11 28	12 19	8 09	9 21	10 10	11 30	2 07	2 07	3 11	4 53	5 51	6 49	8 19	9 10	11 10
Morris Park.....	8.2	– –	– –	– –	– –	– –	– –	– –	– –	– –	2 17	– –	– –	– –	– –	– –	5 56	6 32	8 32	– –	– –	– –	11 36	12 27	8 21	– –	– –	– –	2 16	2 18	– –	– –	– –	– –	– –	– –	– –
Bushwick Junction...	3.9	– –	6 02	6 36	8 11	– –	9 42	– –	12 41	– –	– –	– –	– –	– –	Will not run holidays.	– –	– –	6 23	8 23	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	2 14	– –	– –	– –	– –	– –	– –	– –
Glendale.....	5.1	– –	6 05	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –		– –	– –	6 27	8 27	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	2 17	– –	– –	– –	– –	– –	– –	– –
Richmond Hill.....	7.6	– –	6 10	6 46	8 18	9 16	9 49	– –	12 48	– –	– –	3 56	– –	– –		– –	– –	6 31	8 31	– –	8 28	10 27	– –	12 27	– –	– –	– –	– –	– –	2 22	– –	– –	5 57	– –	8 26	9 17	11 17
Maple Grove.....	8.0	– –	– –	– –	– –	– –	– –	– –	– –	1 18	2 16	– –	– –	– –		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	2 15	– –	3 15	4 57	– –	– –	– –	– –	– –
Dunton.....	8.6	– –	– –	– –	– –	– –	– –	– –	12 51	– –	– –	– –	– –	– –		– –	– –	6 33	8 33	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	2 24	– –	– –	– –	– –	– –	– –	– –
Jamaica.....lve.	9.6	6 14	6 15	6 58	8 23	9 22	9 53	11 21	12 55	1 28	2 22	4 03	4 35	5 02	5 30	5 34	6 03	6 37	6 37	7 05	8 34	10 33	11 39	12 32	8 24	9 33	10 23	11 44	2 22	2 27	3 22	5 05	6 02	7 04	8 32	9 22	11 23
Hollis.....	11.5	– –	– –	7 02	8 27	– –	9 57	– –	12 59	1 30	2 26	4 08	4 40	– –	– –	5 39	– –	6 41	– –	7 07	8 38	10 38	11 43	12 38	8 29	9 37	10 28	11 48	– –	2 31	3 26	5 09	6 06	7 08	8 37	9 26	11 27
Queens.....	13.2	– –	– –	7 05	8 30	– –	10 00	– –	1 02	1 34	2 29	4 11	4 44	– –	– –	5 43	– –	6 44	– –	7 11	8 42	10 42	11 46	12 38	8 33	9 40	10 31	11 52	– –	2 35	3 30	5 12	6 09	7 11	8 40	9 30	11 30
Bellerose.....	14.1	– –	– –	7 06	– –	– –	10 02	– –	1 04	– –	2 31	4 13	– –	– –	– –	5 45	– –	6 46	– –	7 13	– –	10 44	– –	– –	– –	9 42	– –	11 54	– –	2 37	3 31	– –	6 11	– –	8 42	– –	– –
Floral Park.....	14.9	– –	– –	7 08	8 33	– –	10 04	11 29	1 06	1 37	2 33	4 15	4 48	h –	5 38	5 48	6 12	6 48	– –	7 15	8 46	10 46	11 49	12 42	– –	9 44	10 34	11 56	2 30	2 39	3 33	5 15	6 13	7 14	8 44	9 33	11 33
Nassau Boulevard....			– –	7 12	8 37		10 08	11 33	1 10	1 41	2 37	4 19	4 52	5 12	5 42	– –	6 16	6 52	– –	7 18	8 50	10 50	11 53	12 46	– –	9 48	10 38	12 00	2 34	– –	3 37	5 19	6 17	– –	8 48	– –	11 37
Garden City.....	18.3		– –	7 15	8 40		10 11	11 35	1 12	1 44	2 41	4 22	4 55	5 15	5 45	– –	6 19	6 55	– –	7 21	8 52	10 52	11 55	12 48	8 43	9 51	10 41	12 03	2 36	– –	3 40	5 22	6 20	7 20	8 50	8 33	11 40
Garden City (Hemp. Cross.).																6 00									A M					2 50							
Hempstead.....	20.0		– –	7 19	8 44		10 15	11 39	1 16	1 48	2 45	4 26	4 59	5 19	5 49	– –	6 23	6 59	– –	7 25	8 58	10 58	11 59	12 53		9 55	10 45	12 07	2 40	– –	3 44	5 26	6 24	7 24	8 54	9 43	11 44
West Hempstead..arr.	20.6		6 43	A M	A M		A M	A M	P M	P M	P M	P M	P M	P M	P M	6 03	P M	P M	7 07	P M	P M	P M	P M	Night		A M	A M	Noon	P M	2 53	P M	P M	P M	P M	P M	P M	P M
New Hyde Park.....	16.2	6 24	A M			– –			– –							5 50			P M			– –		– –						2 42							
Mineola.....	18.5	6 28				9 36			1 18							5 55						10 58		■1 56						2 47							
[ARRIVE		A M				A M			P M							◆						P M		Night						◆							

WESTBOUND. (*Eastern time.*)	755	575	723	629	743	719	731	717	703	705	725	733	753	713	737	741	541	791	715	785	797	2705	2113	2709	2715	2765	2719	2723	2777	2717	2711	2753	2533	2737	2739	
	A M	A M		◆													P M			P M	P M									P M			P M			
Mineola.....lve.	†5 26	†6 13		†6 52													†4 39			†8 32	‖10 32									‖5 05			‖7 26			
New Hyde Park.....		6 18	‡	– –		A M											4 44			– –	– –									5 10			7 31			
West Hempstead.....lve.	A M		A M	†6 43	A M	†7 08	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M		P M	P M	P M	P M	A M		A M	A M	A M	Noon	P M	P M	‖4 53	P M	P M		P M	P M	
Hempstead.....	†5 31		†6 30	– –	†6 56	– –	†7 38	†8 14	†8 46	†9 35	‖10 26	‖11 40	‖12 42	†1 50	†3 11	†4 33		†6 51	†7 03	†8 33	‖10 33	‖7 44		‖9 05	‖10 21	‖11 02	‖12 40	‖3 06	§4 42	– –	‖5 41	‖7 00		‖8 56	‖8 54	
Garden City (Hemp. Crossing)	– –		– –	6 46	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –		– –	– –	– –	– –	– –		– –	– –	– –	– –	– –	– –	5 01	– –	– –		– –	– –	
Garden City.....lve.	5 35		6 34	– –	7 00	– –	7 42	8 18	8 50	9 39	10 30	11 44	12 46	1 54	3 15	4 37		5 55	7 07	8 38	10 38	7 48		9 00	10 25	11 06	12 44	3 10	4 47	– –	5 45	7 04		8 59	8 58	
Nassau Boulevard.....	– –		6 36	– –	7 02	– –	7 44	8 20	– –	9 41	10 32	– –	12 48	1 58	3 17	4 40		5 58	7 09	8 40	10 40	7 51		9 11	10 27	11 09	12 46	3 12	4 49	– –	5 47	7 06		9 02	10 00	
Floral Park	5 41	6 21	6 40	– –	7 06	– –	– –	8 25	8 56	9 46	10 36	11 50	12 52	2 01	3 21	4 44	4 52	6 02	7 13	8 44	10 44	7 55		9 15	10 31	11 13	12 50	3 16	4 54	5 12	5 52	7 11	7 54	9 08	10 04	
Bellerose.....	5 42	6 23	6 42	– –	7 07	– –	– –	– –	– –	9 48	– –	– –	12 53	2 03	3 23	4 46	– –	6 04	– –	8 46	10 46	7 57		– –	– –	11 15	– –	3 18	– –	5 14	– –	7 12	– –	9 07	– –	
Queens.....	5 44	6 25	6 45	– –	h –	– –	– –	– –	– –	9 50	10 39	– –	– –	2 05	3 26	4 49	– –	– –	– –	8 49	10 49	7 59		9 18	10 34	11 17	12 54	3 20	– –	5 16	5 55	7 14	7 58	9 09	10 07	
Hollis.....	5 48	6 29	6 49	– –	7 11	– –	7 52	– –	– –	– –	10 42	– –	– –	2 08	3 29	4 52	– –	– –	– –	8 53	10 53	8 02	A M	9 21	– –	11 20	12 58	3 23	– –	5 20	5 58	7 18	– –	9 12	10 10	
Jamaica .....arr.	5 52	6 34	6 54	7 06	7 15	7 36	7 56	8 33	9 05	9 57	10 46	11 59	1 00	2 12	3 34	4 57	5 02	6 11	7 21	8 58	10 58	8 06	‖9 00	9 25	10 41	11 24	1 03	3 27	5 02	5 25	6 03	7 22	7 48	9 17	10 16	
Dunton.....lve.	5 56	– –	6 57	– –	– –	– –	7 38	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	9 02	– –	10 45	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	
Maple Grove.....	– –	– –	– –	– –	– –	– –	– –	– –	▲	– –	– –	– –	– –	– –	– –	5 08	5 08	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	3 33	– –	– –	– –	– –	– –	– –	– –	
Richmond Hill.....	5 59	– –	7 00	– –	7 21	7 41	– –	8 40	– –	– –	– –	– –	1 07	2 20	3 40	– –	– –	– –	– –	9 04	11 04	– –	9 05	– –	10 48	11 30	– –	– –	5 07	– –	– –	7 27	– –	– –	– –	
Glendale.....	6 04	– –	– –	– –	– –	7 45	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	9 10	– –	10 53	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	
Bushwick Junction.....	6 07	– –	7 07	– –	7 27	– –	– –	8 46	– –	– –	– –	– –	1 13	2 27	3 47	– –	– –	6 23	– –	9 11	11 11	– –	9 14	– –	10 57	11 37	– –	– –	5 14	– –	– –	– –	– –	– –	– –	
Morris Park .....lve.	– –	– –	6 58	– –	– –	– –	7 39	8 01	8 38	– –	– –	– –	– –	– –	– –	– –	– –	– –	7 27	– –	11 03	8 11		– –	10 46	11 30	– –	– –	– –	– –	– –	– –	– –	– –	– –	
East New York.....	6 04	6 43	7 05	7 15	7 25	7 47	8 09	8 46	9 16	10 08	10 58	12 08	1 12	2 22	3 45	5 12	5 12	6 23	7 34	9 12	11 11	8 19		9 37	10 54	11 36	1 13	3 38	5 13	5 38	6 15	7 33	8 01	9 23	10 23	
Brooklyn, Flatbush Ave..ar	6 11	6 50	7 13	7 23	7 33	7 55	8 17	8 54	9 24	10 16	11 05	12 15	1 20	2 30	3 53	5 19	5 19	6 31	7 42	9 20	11 20	8 27		9 45	11 02	11 44	1 21	3 46	5 21	5 46	6 24	7 42	9 10	9 37	10 37	
Bushwick .....arr.	e6 16				e7 36			e8 56							e3 57																					
Long Island City...arr.	6 16	6 52	7 16	7 23	7 36	7 56	8 14	8 55	9 26	10 16	11 06	12 16	1 25	2 36	3 56	5 22	5 22	6 35	7 42	9 21	11 21	8 26	9 23	9 46	11 06	11 46	1 22	3 46	5 24	5 45	6 22	7 42	8 06	9 37	10 35	
34th Street, E.R......	6 28	7 08	7 28	7 38	7 48	8 08	8 28	9 08	9 38	10 28	11 18	12 28	1 38	2 48	4 08	5 38	5 38	6 48	7 58	9 38	11 38	8 38	9 38	9 58	11 18	11 58	1 38	3 58	5 38	5 58	6 38	7 58	8 18	9 48	10 48	
New York—	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	
[ARRIVE																																				

LOCAL ELECTRIC TRAINS between Flatbush Avenue, Nostrand Avenue, East New York, Woodhaven, Morris Park, Jamaica, Hollis and Queens. Trains leave Flatbush Avenue, stopping at all stations, week-days 5 50, 6 27, 6 55, ‡*d*7 15, 7 35, *d*7 56, 8 16, ‡*d*8 33, 8 54, *d*9 14, 9 35, *d*10 05, 10 36, *d*11 05, 11 30 a.m., *d*12 00, 12 30, *d*12 59 noon, 1 32, *d*1 59, 2 30, 2 59, 3 36, 3 56, *d*4 30, 4 51, *d*5 11, 5 23, ‡*d*5 35, 5 45, *d*5 57, *d*6 08, 6 20, *d*6 36, 6 55, ‡*d*7 15, 7 35, *d*9 00, 8 30, *d*9 00, 9 35, *d*10 00, 10 30, *d*11 00, 11 44 p.m., *d*12 30 night. *Sundays*—7 00, 8 00, *d*8 57, 9 57, 11 02 a.m., 12 00 noon, 1 02, 1 47, 2 32, 3 17, 4 00, 4 46, 5 30, *d*6 15, 7 04, 7 46, 8 30, *d*9 15, 10 00, 11 03, *d*11 50 p.m. Leave Queens week-days ♭5 15, ♭5 56, 6 11, ‡♭6 40, 6 50, ♭7 20, 7 26, ‡♭8 04, 8 08, ♭8 38, 8 52, 9 21, 9 51, 10 21, ♭11 00, 11 21 a.m., ♭12 00, 12 21, ♭12 58 noon, 1 25, ♭2 00, 2 21, ♭3 00, 3 17, ♭3 55, 4 04, ♭*d*4 35, 4 40, ♭4 57, 5 07, ♭5 22, ♭5 35, ♭5 48, 5 50, 6 14, ‡♭6 40, 6 51, 7 21, 7 51, 8 21, ♭9 06, 9 21, ♭10 00, 10 21, 11 08 p.m., ♭12 01 night. *Sundays*—♭6 30, ♭7 30, 8 18, ♭9 30, 10 21, 11 21 a.m., 12 21 noon, 1 01, 1 46, 2 31, 3 18, 3 58, 4 42, 5 28, 6 20, ♭7 10, 7 46, 8 31, 9 21, ♭10 30, 11 11 p.m. Running time, 30 minutes.

Trains marked † run daily, except Sunday; § Sunday only; *d* to Jamaica only; *e* no connection to or from Bushwick Station on holidays; *h* stops holidays only; *k* Saturday only. ♭ From Jamaica only. ◆ Runs to or from Garden City, via Mineola. ▲ Connects only for Brooklyn on holidays. ▣ On holidays leaves 12 minutes earlier. ⊙ On holidays leaves 10 minutes later. ‡ Will not run holidays. ■ Wednesday and Saturday only.

LONG ISLAND RAILROAD.

OYSTER BAY BRANCH.—TRAINS FROM NEW YORK.

December 2, 1909.	Ms.	506	516	530	514	538	540	546	548	560	554	556	538	542	502	2558	2508	2510	2514	2520	2524	2528	2530	2538
[LEAVE	....	....	....	....	....	....	....	....	⊙	⊙	▣	....	....	....	....	....	....	⊙	....	....	....	....	....	....
New York—	....	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	Night	....	A M	A M	A M	P M	P M	P M	P M	P M
34th St. Station, E.R.	....	†540	†850	†1050	†1220	§1250	†150	†3 30	†4 20	†5 20	†6 40	†630	†800	†1000	a1200	....	§850	§940c	§1110	§150	§430	§630	§800	§1050
Long Isl. City..lv.	0	5 52	9 02	11 02	12 32	1 04	2 02	3 42	4 34	5 32	5 52	6 42	8 12	10 12	12 12	....	9 02	9 52	11 22	2 02	4 43	6 42	8 12	11 02
Bushwick Sta..lv.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Brooklyn.....	....	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	....	A M	A M	A M	P M	P M	P M	P M	P M
Flatbush Ave...lv.	0	5 54	9 03	11 02	12 35	1 05	2 02	3 40	4 29	5 30	5 62	6 42	8 13	10 11	12 10	....	9 01	9 51	11 22	1 58	4 45	6 41	8 10	11 02
East New York. lv.	4.0	6 02	9 11	11 10	12 43	1 11	2 10	3 48	4 37	5 39	6 00	6 50	8 22	10 20	12 18	....	9 10	9 59	11 30	2 07	4 53	6 49	8 19	11 10
Jamaica.....lv.	9.6	6 14	9 22	11 23	12 55	1 25	2 25	4 02	4 52	5 51	6 13	7 01	8 32	10 32	12 32	....	9 26	10 12	11 43	2 23	5 04	7 01	8 31	11 21
Garden City ...lv.	....	....	....	....	1 14	....	....	....	....	....	....	....	....	10 53	12 50	A M	....	....	....	....	....	....	....	....
Mineola ♁.....lv.	18.5	6 28	9 36	11 36	1 18	1 38	2 40	4 19	5 05	— —	6 33	7 20	8 51	10 58	12 56	§600	9 42	— —	11 59	2 38	5 20	7 16	8 45	11 36
East Williston+..♁	19.7	6 31	9 39	11 40	1 21	1 41	2 43	4 22	5 09	— —	6 37	7 24	8 54	11 01	1 00	6 04	9 45	— —	12 03	2 41	5 24	7 19	8 48	11 39
Albertson	20.7	6 33	— —	— —	— —	— —	— —	4 24	— —	— —	— —	7 26	— —	— —	— —	6 07	— —	— —	— —	2 44	— —	— —	— —	11 41
Roslyn+.....♁	22.1	6 36	9 45	11 46	1 26	1 46	2 51	4 28	5 14	6 10	6 42	7 30	9 00	11 08	1 06	6 11	9 51	10 30	12 08	2 48	5 29	7 25	8 53	11 44
North Roslyn.....	23.5	— —	— —	— —	— —	— —	— —	— —	— —	— —	6 45	— —	9 03	— —	1 08	6 13	9 54	— —	— —	— —	— —	— —	— —	11 47
Greenvale.....	24.1	6 40	— —	— —	— —	— —	— —	— —	— —	— —	6 47	— —	— —	— —	— —	6 16	— —	— —	— —	— —	— —	— —	— —	11 49
Glen Head.....♁	25.4	6 44	9 52	11 53	1 33	1 53	2 58	4 35	5 21	— —	6 50	7 37	9 07	11 13	1 11	6 19	9 59	10 35	12 16	2 55	5 36	7 31	9 00	11 52
Sea Cliff +.....♁	26.6	6 47	9 56	11 58	1 36	1 56	3 02	4 38	5 24	6 18	6 54	7 40	9 10	11 16	1 14	6 22	10 02	10 38	12 20	2 58	5 39	7 34	9 03	11 55
Glen Cove (Glen St.)+ ♁	27.2	6 50	9 59	12 01	1 39	1 59	3 05	4 40	5 26	— —	6 57	7 42	9 12	11 18	1 16	6 24	10 05	— —	12 23	3 01	5 41	7 36	9 06	11 57
Nassau (Glen Cove). + ♁	27.8	6 53	10 04	12 07	1 41	2 02	3 10	4 43	5 29	6 22	7 01	7 44	9 14	11 20	1 18	6 27	10 08	10 41	12 26	3 04	5 44	7 39	9 09	11 59
Locust Valley.... ♁	29.0	6 56	10 07	12 10	1 44	2 06	3 14	4 46	5 32	6 25	7 04	7 47	9 17	11 23	1 21	6 30	10 11	10 44	12 29	3 07	5 47	7 42	9 12	12 02
Mill Neck.....	31.0	7 00	10 11	12 14	— —	— —	3 18	4 50	5 36	— —	7 08	7 51	9 21	11 27	— —	6 35	10 15	— —	— —	3 11	5 51	7 46	— —	12 06
Oyster Bay+...♁	32.9	7 04	10 16	12 19	1 51	2 12	3 24	4 55	5 41	6 33	7 13	7 56	9 26	11 32	1 30	6 40	10 20	10 52	12 37	3 16	5 56	7 51	9 29	12 10
[ARRIVE	....	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	Night

† Daily, except Sunday; § Sunday only; a runs Wednesday and Saturday only; e stops holidays; k leaves 20 minutes later on holidays; g leaves 20 minutes later on this train. ▣ Will not run between Mineola and Oyster Bay on holidays. ⊙ Parlor car on this train. ▲ Will not run holidays. + Coupon stations; ♁ Telegraph stations.

TRAINS TO NEW YORK.

STATIONS.	575	529	513	519	527	533	539	537	543	541	547	515	595	597	575	2505	2515	2519	2523	2627	2529	2533	2537	2539
[LEAVE	A M	▲	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	Noon	P M	P M	P M	P M	P M	P M
Oyster Bay.....	†5 40	†6 21	†717	†7 58	†8 48	†1106	†1223	†242	k3 30	†400	†535	†630	†758	†9 58	a11 58	§715	§9 47	§1207	§2 36	§4 14	§5 00	§8 45	§8 25	§9 27
Mill Neck.....	5 44	6 25	7 21	— —	8 52	11 10	12 27	2 46	— —	4 04	— —	6 37	8 02	10 02	12 02	7 19	9 51	12 11	2 40	— —	— —	6 49	— —	9 31
Locust Valley.....	5 48	6 30	7 26	8 05	8 57	11 15	12 31	2 51	3 37	4 09	5 13	6 42	8 07	10 07	12 06	7 24	9 56	12 16	2 45	4 22	5 08	8 54	8 33	9 36
Nassau (Glen Cove)	5 50	6 33	7 29	8 08	9 00	11 18	12 34	2 56	3 40	4 12	5 18	6 45	8 10	10 10	12 09	7 27	9 59	12 19	2 48	4 25	5 11	6 57	8 36	9 39
Glen Cove (*Glen St.*)	5 52	6 35	7 32	8 10	9 02	11 20	12 36	2 58	— —	4 16	5 19	6 48	8 12	10 12	12 11	7 29	10 01	12 22	2 50	4 27	— —	7 00	8 39	9 41
Sea Cliff.....	5 55	6 38	7 35	8 13	9 05	11 23	12 39	3 01	3 44	4 18	5 22	6 51	8 14	10 14	12 13	7 31	10 04	12 25	2 53	4 30	5 14	7 04	8 42	9 44
Glen Head.....	5 58	6 42	7 39	8 17	9 09	11 27	12 43	3 05	3 48	4 22	5 26	6 55	8 17	10 17	12 16	7 35	10 08	12 29	2 57	4 34	5 18	7 08	8 46	9 48
Greenvale.....	e —	6 44	— —	— —	— —	11 29	— —	— —	— —	— —	— —	— —	— —	— —	12 18	7 38	— —	— —	— —	— —	— —	— —	8 49	— —
North Roslyn.....	e —	6 46	— —	— —	— —	— —	— —	3 08	— —	— —	— —	— —	— —	10 21	12 20	7 40	10 13	— —	— —	4 38	— —	— —	— —	9 52
Roslyn.....	6 04	6 50	7 45	8 23	9 16	11 34	12 50	3 13	3 54	4 30	5 33	7 01	8 24	10 24	12 23	7 43	10 17	12 38	3 04	4 43	5 25	7 16	8 54	9 56
Albertson.....	— —	— —	— —	— —	— —	— —	— —	3 15	— —	— —	— —	— —	— —	— —	12 26	7 46	— —	12 41	— —	— —	— —	— —	— —	— —
East Williston.....	6 09	6 54	7 50	— —	9 20	11 39	12 55	3 19	— —	4 34	5 37	7 05	8 29	10 29	12 29	7 48	10 23	12 44	3 10	4 48	— —	7 21	8 59	10 00
Mineola .....lve.	6 13	6 58	7 53	8 30	9 24	11 42	1 04	3 22	4 01	4 39	5 41	7 10	8 32	10 32	12 33	7 52	10 27	12 48	3 13	4 51	— —	7 26	9 03	10 04
Garden City..arr.	....	....	....	....	....	....	....	....	....	....	....	....	8 37	10 37	12 40	....	....	....	....	....	....	....	....	....
Jamaica.....arr.	6 34	7 13	8 07	8 44	9 37	11 59	1 18	3 41	4 10	5 02	5 55	7 24	8 58	10 58	Night	8 08	10 43	1 04	3 29	5 04	5 48	7 48	9 20	10 18
East New York arr.	6 43	7 25	8 18	8 54	9 47	12 08	1 27	3 50	4 19	5 12	6 05	7 34	9 12	11 11	....	8 19	10 54	1 13	3 38	5 13	5 57	8 01	9 29	10 29
Flatbush Ave. Sta. arr.	6 50	7 33	8 26	9 02	9 55	12 15	1 36	3 58	4 23	5 19	8 14	7.42	9 20	11 20	....	8 27	11 02	1 21	3 46	5 21	6 05	8 10	9 37	10 37
Brooklyn.....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	....	A M	A M	P M	P M	P M	P M	P M	P M	P M
Bushwick Station..arr.	....	....	⊙	⊙	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Long Isl. City arr.	6 52	7 32	8 24	9 01	9 54	12 16	1 36	4 00	4 31	5 22	6 13	7 42	9 21	11 21	....	8 26	11 06	1 22	3 46	5 23	6 04	8 08	9 37	10 35
34th St. Station, E.R.	7 08	7 48	8 38	9 13	10 08	12 28	1 48	4 18	4 48	5 38	6 28	7 58	9 38	11 38	....	8 38	11 18	1 38	3 58	5 38	6 18	8 18	9 48	10 48
New York.....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	....	A M	A M	P M	P M	P M	P M	P M	P M	P M
[ARRIVE	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	⊙	....	....	....	....	....	....

STANDARD—*Eastern time.*

WADING RIVER BRANCH.

EASTWARD. WESTWARD.

2628	2612	660	638	656	654	648	642	622	616	610	604	Ms.	December 2, 1909.	629	631	623	625	639	633	635	645	2609	2611	2615	2621
....	⊙	....	....	....	▲	⊙	....	⊙	....	....	....	....	LEAVE] [ARRIVE	....	▲	⊙	....	....	....	....	....	....	....	....	⊙
P M	A M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	....	New York	A M	A M	A M	A M	P M	P M	P M	P M	A M	P M	P M	P M
§8 30	§9 50	k11 40	†8 00	†8 30	†5 30	†4 20	†2 50	k1 20	†1100	†9 00	†530	....	34th St. Station, E.R.	7 38	8 28	9 18	11 18	1 48	4 38	6 08	8 08	9 58	1 08	4 48	8 28
6 42	10 02	11 52	8 12	6 42	5 42	4 32	3 02	1 32	11 12	9 12	5 42	0	lv. Long Island City. ar.	7 23	8 14	9 06	11 06	1 36	4 28	5 50	7 55	9 46	12 55	4 36	8 11
....	....	....	....	....	....	....	....	....	....	....	....	....	lv. Bushwick Station. ar.	....	....	....	....	....	....	....	....	....	....	....	....
P M	A M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	....	Brooklyn	A M	A M	A M	A M	P M	P M	P M	P M	A M	Noon	P M	P M
6 41	10 02	11 44	8 13	6 42	5 38	4 29	3 06	1 30	11 08	9 12	5 44	0	lv. Flatbush Ave. Sta. ar.	7 23	8 17	9 07	11 05	1 36	4 26	5 51	7 56	9 45	12 57	4 35	8 10
6 49	10 10	11 53	8 22	6 50	5 48	4 37	3 13	1 38	11 16	9 20	5 52	4.0	lve. East New York. arr.	7 15	8 09	9 00	10 58	1 27	4 19	5 42	7 46	9 37	12 49	4 27	8 01
7 03	10 21	12 09	8 32	7 01	6 01	4 49	3 28	1 53	11 31	9 32	6 04	9.6	lve. Jamaica. arr.	7 06	7 57	8 50	10 49	1 18	4 10	5 32	7 38	9 28	12 38	4 18	7 52
7 34	10 50	12 33	9 00	7 30	6 22	— —	4 02	2 17	11 56	10 00	6 43	24.8	lve. Hicksville ♁. lve.	6 40	— —	— —	10 20	12 48	3 57	5 05	7 07	9 00	12 11	3 50	7 22
7 42	10 58	12 40	9 08	7 38	6 29	5 14	4 10	2 24	12 03	10 10	6 52	29.0	Syosset.....♁	6 33	7 24	8 25	10 07	12 41	3 29	4 57	6 58	8 52	12 03	3 41	7 13
7 49	11 04	12 46	9 14	7 44	6 36	5 20	4 17	2 31	12 09	10 17	7 02	31.9	+ ....Cold Spring.....♁	6 26	7 17	8 18	10 00	12 34	3 22	4 49	6 51	8 45	11 56	3 34	7 06
7 56	11 12	12 52	9 20	7 49	6 43	5 27	4 28	2 38	12 16	10 23	7 11	34.6	+ ....Huntington.....♁	6 20	7 11	8 12	9 52	12 28	3 16	4 42	6 45	8 38	11 50	3 28	6 58
8 02	11 18	12 57	9 25	7 54	6 48	5 32	4 36	2 44	12 22	10 29	7 22	37.3	.....Greenlawn.....♁	6 14	7 05	8 05	9 41	12 22	3 10	4 36	6 37	8 32	11 44	3 22	6 52
8 07	11 22	1 01	9 30	7 58	6 53	5 37	4 46	2 50	12 27	10 34	7 34	39.5	+ .....Northport.....♁	6 09	7 00	8 00	9 36	12 15	3 05	4 28	6 32	8 27	11 39	3 18	6 47
8 16	11 31	1 08	9 36	8 04	7 00	5 44	4 53	2 57	12 35	10 41	7 53	43.3	.....Kings Park.....♁	6 03	6 52	7 53	9 29	12 08	2 57	4 21	6 25	8 20	11 31	3 11	6 40
8 23	11 38	1 15	9 43	8 12	7 07	5 52	5 02	3 05	12 43	10 48	8 01	47.0	+ .....Smithtown.....♁	5 56	6 44	7 46	9 22	12 01	2 49	4 14	6 18	8 13	11 22	3 03	6 32
8 35	11 44	1 21	9 48	8 18	7 12	5 59	5 09	3 11	12 49	10 54	8 09	49.9	.....St. James.....♁	5 50	6 37	7 39	9 15	11 55	2 42	4 08	6 12	8 06	11 14	2 55	6 26
8 41	11 51	1 27	9 54	8 24	7 18	6 05	5 16	3 18	12 55	11 00	8 15	53.1	.....Stony Brook.....♁	5 45	6 31	7 33	9 09	11 49	2 36	4 02	6 05	8 00	11 07	2 48	6 18
8 46	11 56	1 31	9 58	8 28	7 23	6 09	5 21	3 23	1 00	11 05	8 21	54.9	.....Setauket.....♁	5 41	6 27	7 29	9 05	11 45	2 31	3 58	5 58	7 55	11 00	2 41	6 14
8 51	12 02	1 36	10 03	8 33	7 28	6 15	5 26	3 30	1 06	11 18	8 26	57.3	+ ..Port Jefferson..♁	†5 36	†6 22	7 24	†9 00	†1140	†226	3 53	†553	7 50	10 53	§256	6 09
8 58	12 09	A M	P M	P M	P M	6 21	P M	3 45	P M	12 24	A M	60.5	.....Millers Place.....	A M	A M	7 16	A M	A M	P M	3 45	P M	7 43	10 45	P M	6 02
9 06	12 16	....	....	....	....	6 28	....	3 52	....	11 31	....	64.4	.....Rocky Point.....	....	....	7 09	....	....	....	3 38	....	7 36	10 38	....	5 56
9 08	12 19	....	....	....	....	6 31	....	3 55	....	11 34	....	65.4	.....Shoreham.....♁	....	....	7 06	....	....	....	3 35	....	7 33	10 35	....	5 52
9 13	12 24	....	....	....	....	6 37	....	4 01	....	11 40	....	68.6	....Wading River..♁	....	....	†7 00	....	....	....	†330	....	§727	§1030	....	§548
P M	Noon	....	....	....	....	P M	....	P M	....	A M	....	....	ARRIVE] [LEAVE	....	....	A M	....	....	....	P M	....	A M	A M	....	P M

Additional Trains—Leave 34th Street §8 50 a.m., §1 00 p.m., Flatbush Avenue §9 01 a.m., §1 11 p.m., arriving Port Jefferson 11 05 a.m., 3 11 p.m. Returning, leave Port Jefferson §3 50, §8 17 p.m., arriving 34th Street 5 58, 10 38 p.m., Flatbush Avenue 6 46, 10 25 p.m.

LONG BEACH BRANCH.—Trains leave 34th St. for Long Beach (24 miles) †5 40, †7 00, †9 20, †10 50 a.m., k12 50 noon, †1 50, †3 50, g†5 40, †8 00 p.m. *Sundays*—8 20, 9 50, 11 30 a.m., 1 50, 2 50, 5 40, 7 10 p.m. Flatbush Avenue (Brooklyn) †5 54, †7 13, †9 34, †11 08 a.m., k1 03, †2 06, †4 01, g†5 52, †8 15 p.m. *Sundays*—8 32, 10 02, 11 40 a.m., 1 42, 3 03, 5 51, 7 21 p.m. Returning, leave Long Beach for New York and Brooklyn †7 12, †8 23 a.m., †12 20 noon, †4 19, †5 20, †8 15, †10 00 p.m. *Sundays*—10 42, 11 40 a.m., 2 36, 4 20, 5 12, 7 12, 9 50 p.m. Leaves Lynbrook for Long Beach §7 30 a.m. Leave Long Beach for Lynbrook §8 40 a.m., k2 20, †5 06 p.m.

The Huntington Railroad Co. operates electric cars between Huntington Village and Huntington Station, Farmingdale, Melville and Amityville. The Northport Traction Co. operates electric cars between Northport Village and Northport Station. The Nassau County Railway Co. operates electric cars between Sea Cliff Village and Sea Cliff Station. The Glen Cove Railroad Co. operates electric cars between Glen Cove Village and Glen Cove Station and between Sea Cliff and Glen Cove Stations.

EASTWARD. TRAINS VIA MONTAUK DIVISION—JAMAICA AND VALLEY STREAM.—FAR ROCKAWAY BRANCH. WESTWARD.

3232	3008	62	1246	1038	94	58	1032	1030	1236	1232	1230	1020	1226	1218	1214	1010	1208	1202	Mls.	*December* 2, 1909.
						▲														lve.....**New York**.....arr.
P M	A M	Night		P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M			A M				.....*New Pier* 8, *E. R.*.....
§10 10	∂8 20	†12 00		†8 00	†7 00	†6 30	†5 40	†5 00	†1 50	†12 20	†10 50	†10 00	†9 20			†6 10				...*34th St. Station, E.R.*...
10 22	8 32	12 12		8 12	7 12	6 42	5 52	5 14	2 02	12 32	11 04	10 12	9 32	⊡		6 26	⊡		0	lve.**Long Island City**.arr.
			P M										□9 20	A M	A M	□6 25	A M	A M		lve..**Bushwick Station**..arr.
10 21	8 32	12 10	†9 20	8 13	7 13	6 42	5 52	5 09	2 06	12 35	11 08	10 17	9 34	†7 39	†7 08	6 39	†6 39	†5 44	0	lve..**Flatbush Ave. Sta.**..arr.
10 30	8 40	12 19	9 28	8 22	7 21	6 50	6 00	5 18	2 14	12 43	11 16	10 25	9 42	7 47	7 16	6 47	6 47	5 52	4.0	lve..East New York..♁lve.
10 47	8 55	12 32	9 38	8 33	7 33	7 03	6 14	5 36	2 29	12 58	11 29	10 36	9 58	8 03	7 26	7 02	7 00	6 08	9.6	lve......**Jamaica** ♁...arr.
10 52			9 41						2 33	1 02	11 33		10 02		7 30		7 04		11.7	.......Locust Avenue.......
10 54			9 43						2 35	1 04	11 35		10 04		7 32		7 06		12.6	.......Higbie Avenue.......
10 55			9 44						2 36	1 06	11 36		10 05		7 33		7 08		13.1	.........Laurelton.........
	9 01	12 38		8 39	7 39	7 09	6 20	6 41				10 41		– –		7 09		– –	12.1	.........St. Albans.......♁
	9 04	12 41		8 42	7 42	7 12	6 23	5 44				10 44		– –		7 12		– –	13.3	.........Springfield.......♁
10 57	9 08	12 45	9 46	8 46	7 46	7 16	6 27	5 48	2 38	1 07	11 38	10 48	10 07	– –	7 35	7 17	7 10	– –	14.7	.........Rosedale.......♁
11 01	9 13	12 53	9 50	8 50	7 52	7 22	6 32	5 52	2 42	1 11	11 42	10 52	10 11	8 15	7 50	7 28	7 15	6 20	16.6	......Valley Stream....♁
11 04	9 16	12 57	9 53	8 54	7 55	7 25	6 36	5 56	2 46	1 14	11 45	10 56	10 14	8 18	7 53	7 32	7 18	6 23	18.2	..........Hewlett........♁
11 06	9 19	1 00	9 55	8 57	7 57	7 28	6 39	5 59	2 47	1 16	11 47	10 59	10 16	8 20	7 55	7 35	7 20	6 25	18.8	+......Woodmere.......♁
11 08	9 22	1 03	9 57	9 00	7 59	7 31	6 42	6 02	2 49	1 18	11 49	11 02	10 18	8 22	7 57	7 38	7 22	6 27	19.7	+......Cedarhurst.......♁
11 11	9 25	1 06	10 00	9 03	8 01	7 34	6 45	6 05	2 51	1 21	11 52	11 05	10 21	8 24	7 59	7 41	7 24	6 29	20.5	+......Lawrence.......♁
11 14	9 28	1 10	10 04	9 08	8 04	7 37	6 49	6 08	2 54	1 25	11 55	11 12	10 25	8 27	8 02	7 44	7 27	6 32	21.7	+...**Far Rockaway**...♁
11 16	9 31	1 13	10 06	9 11	P M	P M	P M	P M	P M	1 27	11 57	11 15	10 27	8 30	8 05	7 47	7 30	6 35	22.7	.........Edgemere.........
11 18	9 34	1 16	10 08	9 14						1 29	11 59	11 18	10 29	8 32	8 07	7 50	7 32	6 37	23.9	..Arverne (Straiton Ave.)..
11 20	9 37	1 18	10 10	9 18						1 30	12 01	11 20	10 30	8 34	8 09	7 52	7 34	6 39	24.2	..........**Arverne**..........
P M	A M	A M	P M	P M						P M	Noon	A M	A M	A M	A M	A M	A M	A M		ARRIVE] [LEAVE

December 2, 1909.	1055	65	1061	1063	1065	1071	1263	1075	1275	1087	1291	1095	97	3299	3277	3279
lve.....**New York**.....arr.																
.....*New Pier* 8, *E. R.*.....	A M	A M	A M	A M	Noon	P M	P M	P M		P M		P M	P M			
...*34th St. Station, E.R.*...	6 28	7 08	10 08	11 38	12 48	3 18	4 18	5 38		7 58		9 38	11 38			
lve.**Long Island City**.arr.	6 16	6 54	9 56	11 26	12 35	3 05	4 00	5 22	⊡	7 41	⊡	9 21	11 21			
lve..**Bushwick Station**..arr.	□6 16	□6 54						□5 21	P M		P M			A M	P M	P M
lve..**Flatbush Ave. Sta.**..arr.	6 11	6 50	9 55	11 25		3 02	3 58	5 19	6 20	7 42	7 55	9 20	11 20	1 02	7 46	9 13
lve..East New York..♁lve.	6 04	6 43	9 47	11 17		2 54	3 50	5 12	6 11	7 34	7 46	9 12	11 11	12 54	7 37	9 04
lve......**Jamaica** ♁...arr.	5 54	6 34	9 36	11 05	12 14	2 46	3 41	5 00	6 00	7 21	7 29	9 00	11 00	12 37	7 26	8 51
.......Locust Avenue.......							3 32		5 56		7 25			12 33	7 20	8 47
.......Higbie Avenue.......							3 30		5 54		7 23			12 31	7 18	8 45
.........Laurelton.........							3 28		5 52		7 22			12 30	7 16	8 43
.........St. Albans.......♁	5 47	– –	– –	10 59	12 05	2 38		4 49		– –		8 53	– –			
.........Springfield.......♁	5 44	– –	– –	10 56	12 03	2 36		4 45		– –		8 51	10 51			
.........Rosedale.......♁	5 40	– –	9 24	10 53	11 59	2 32	3 27	4 42	5 49	– –	7 20	8 47	10 47	12 28	7 14	8 41
......Valley Stream....♁	5 36	6 21	9 20	10 49	11 55	2 25	3 23	4 38	5 45	– –	7 15	8 43	10 43	12 25	7 10	8 37
..........Hewlett........♁	5 32	6 13	9 16	10 45	11 52	2 24	3 21	4 34	5 42	7 02	7 12	8 36	10 34	12 22	7 07	8 34
+......Woodmere.......♁	5 29	6 10	9 12	10 42	11 49	2 21	3 19	4 31	5 40	6 59	7 10	8 33	10 31	12 20	7 05	8 32
+......Cedarhurst.......♁	5 26	6 07	9 09	10 39	11 46	2 18	3 17	4 28	5 38	6 56	7 08	8 30	10 28	12 18	7 02	8 29
+......Lawrence.......♁	5 23	6 03	9 06	10 36	11 43	2 15	3 15	4 25	5 35	6 53	7 05	8 27	10 25	12 15	7 00	8 27
+...**Far Rockaway**...♁	5 20	†6 00	9 02	†10 33	11 40	2 12	†3 12	4 22	5 33	6 50	7 03	†8 24	10 22	12 13	6 57	8 24
.........Edgemere.........	5 12	A M	8 56	A M	11 36	2 06	P M	4 18	5 30	6 46	7 00	P M	10 18	12 10	6 54	8 21
..Arverne (Straiton Ave.)..	5 09		8 53		11 33	2 03		4 15	5 28	6 43	6 58		10 15	12 08	6 52	8 19
..........**Arverne**..........	†5 06		†8 50		†11 30	†2 01		†4 12	†5 26	†6 40	†6 58		†10 12	†12 06	§6 50	§8 17
ARRIVE] [LEAVE	A M		A M		A M	P M		P M	P M	P M	P M		P M	Night	P M	P M

Additional Trains for Arverne—Leave East 34th Street §4 30, ∂6 30, ∂8 50 p.m. Leave Flatbush Avenue ∂9 51 a.m., ∂4 49, ∂6 43, ∂9 02, ∂9 28 p.m. Leaves Jamaica (Beaver Street) ⊡†6 37 a.m. **For Far Rockaway**—Leave East 34th Street ∂11 10 a.m., ∂2 50, ∂8 50 p.m. Leave Flatbush Avenue ∂11 22 a.m., ∂3 03, ∂8 53 p.m. Leave Jamaica (Beaver Street) †4 03 p.m. Returning, leave Arverne for Jamaica (Beaver Street) §2 40, †4 46, †6 07, ⊡†6 31 p.m.; for Flatbush Avenue §10 41 a.m., ∂2 31 p.m.; for East 34th Street §10 41 a.m., §2 31 p.m. Leave Far Rockaway for East 34th Street and Flatbush Avenue ∂6 52 a.m., §4 52 p.m.; for Flatbush Avenue only §4 40 p.m.; for Jamaica (Beaver Street) †6 46 a.m., †4 40 p.m.

EASTWARD. TRAINS VIA ROCKAWAY BEACH DIVISION "JAMAICA BAY ROUTE." WESTWARD.

3278	1298	1098	1280	1086	1284	1082	1282	1274	1076	1270	1074	1266	1070	1084	1060	1260	1054	Mls.	*December* 2, 1909.
						⊡													lve.....**New York**.....arr.
		P M		P M		P M			P M		P M		P M	A M	A M		A M		.....*New Pier* 8, *E. R.*.....
		†10 00		†6 00		†5 30			†4 30		†3 30		†1 20	†10 50	†8 10		†4 10		...*34th St. Station, E.R.*...
		10 14		6 12		5 42			4 44		3 44		1 33	11 02	8 22		4 32	0	lve.**Long Island City**.arr.
			⊡		⊡			⊡											lve..**Bushwick Station**..arr.
P M	P M	P M	P M	P M	P M		P M	P M		P M	P M	P M	P M			A M			.........**Brooklyn**.........
§7 50	†11 41	10 11	†6 30	ƙ6 07	†6 05		†5 41	†5 00		†4 20	3 40	3 09	1 30			†7 50		0	lve..**Flatbush Ave. Sta.**..arr.
7 58	11 49	10 20	6 38	ƙ6 15	6 13		5 50	5 08		4 28	3 48	3 17	1 38			7 58		4.0	lve...East New York..lve.
– –	– –	10 30	– –	†6 27	– –	5 58	– –	– –	5 01	– –	3 59	– –	1 48	– –	8 37	– –	4 47	7.6	lve..Woodhaven Junc..lve.
– –	– –	– –	– –	– –	– –	– –	– –	– –	5 02	– –	– –	– –	– –	11 18	– –	8 04	4 49	7.9	.......Ozone Park.....♁
8 17	12 06	10 42	6 56	6 40	6 31	6 10	6 07	5 26	5 14	4 46	4 12	3 34	2 01	11 30	8 50	8 16	5 06	15.4	.........Arverne.......♁
8 19	12 08	10 45	6 58	6 43	6 33	6 13	6 09	5 28	5 17	4 48	4 15	3 36	2 03	11 33	8 53	8 18	5 09	15.7	..Arverne (Straiton Ave)..
8 21	12 10	10 48	7 00	6 46	6 35	6 16	6 11	5 30	5 20	4 50	4 18	3 38	2 08	11 36	8 56	8 20	5 12	16.9	.........Edgemere.........
8 24	12 13	10 52	7 03	6 50	6 38	6 20	6 14	5 33	5 24	4 53	4 22	3 41	2 12	11 40	9 02	8 23	5 20	17.9	arr..**Far Rockaway**♁lve.
8 24	12 13	10 52	7 03	6 50	6 38	6 20	6 14	5 33	5 24	4 53	4 22	3 41	2 12	11 40	9 02	8 23	5 20	17.9	lve..**Far Rockaway**..arr.
8 27	12 15	10 55	7 05	6 53	6 40	6 23	6 16	5 36	5 27	4 55	4 25	3 43	2 15	11 43	9 06	8 25	5 23	19.0	.........Lawrence.......♁
8 29	12 18	10 58	7 08	6 56	6 43	6 26	6 19	5 38	5 30	4 58	4 28	3 46	2 18	11 46	9 09	8 28	5 26	19.9	........Cedarhurst.......♁
8 32	12 20	11 01	7 10	6 59	6 45	6 29	6 21	5 40	5 33	5 00	4 31	3 48	2 21	11 49	9 12	8 30	5 29	20.8	.........Woodmere.......♁
8 34	12 22	11 04	7 12	7 02	6 47	6 32	6 23	5 42	5 36	5 02	4 34	3 50	2 24	11 52	9 16	8 32	5 32	21.4	.........**Hewlett**.......♁
P M	Night	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M		ARRIVE] [LEAVE

December 2, 1909.	1203	1205	1009	1209	1011	1215	1017	1219	1223	1227	1021	1231	1233	1239	1023	1247	3233
lve.....**New York**.....arr.							⊡										
.....*New Pier* 8, *E. R.*.....			A M		A M		A M				Noon				P M		
...*34th St. Station, E.R.*...			7 58		8 38		9 08				12 08				5 18		
lve.**Long Island City**.arr.			7 46		8 22		8 57				11 51				5 00		
lve..**Bushwick Station**..arr.		⊡		⊡				⊡									
.........**Brooklyn**.........	A M	A M		A M	A M	A M		A M	A M	A M	A M	Noon	P M	P M		P M	P M
lve..**Flatbush Ave. Sta.**..arr.	7 05	7 35		7 58	8 22	8 35		9 00	9 30	10 57	11 54	12 27	1 57	4 43		10 37	11 46
lve...East New York..lve.	6 57	7 27	⊙	7 51	8 14	8 27		8 52	9 22	10 48	11 45	12 18	1 49	4 36		10 28	11 38
lve..Woodhaven Junc..lve.	– –	– –	– –	– –	8 06	– –	– –	– –	– –	– –	11 35	– –	– –	– –	4 45	– –	– –
.......Ozone Park.....♁	6 51	– –	7 29	– –	– –	– –	– –	– –	– –	10 42	– –	12 12	1 42	– –	4 41	10 22	11 32
.........Arverne.......♁	6 39	7 09	7 17	7 34	7 52	8 09	8 31	8 34	9 04	10 30	11 20	12 01	1 30	4 18	4 28	10 10	11 20
..Arverne (Straiton Ave)..	6 37	7 07	7 14	7 32	7 50	8 07	8 28	8 32	9 02	10 29	11 18	11 59	1 29	4 16	4 26	10 08	11 18
.........Edgemere.........	6 35	7 05	7 11	7 30	7 47	8 05	8 25	8 30	9 00	10 27	11 15	11 57	1 27	4 14	4 23	10 06	11 16
arr..**Far Rockaway**♁lve.	6 32	7 02	7 08	7 27	7 44	8 02	8 22	8 27	8 57	10 25	11 12	11 55	1 25	4 12	†4 20	10 04	11 14
lve..**Far Rockaway**..arr.	6 32	7 02	7 08	7 27	7 44	8 02	8 22	8 27	8 57	10 25	11 12	11 55	1 25	4 12	P M	10 04	11 14
.........Lawrence.......♁	6 29	6 59	7 05	7 24	7 41	7 59	8 19	8 24	8 54	10 21	11 05	11 52	1 21	4 09		10 00	11 11
........Cedarhurst.......♁	6 27	6 57	7 02	7 22	7 38	7 57	8 16	8 22	8 52	10 18	11 02	11 49	1 18	4 07		9 57	11 08
.........Woodmere.......♁	6 25	6 55	6 59	7 20	7 35	7 55	8 13	8 20	8 50	10 16	10 59	11 47	1 16	4 05		9 55	11 06
.........**Hewlett**.......♁	†6 23	†6 53	†6 56	†7 18	†7 32	†7 53	†8 10	†8 18	†8 48	†10 14	†10 56	†11 45	†1 14	†4 05		†9 53	§11 04
ARRIVE] [LEAVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M		P M	P M

Additional Sunday Trains—For Far Rockaway and Hewlett—Leave East 34th Street 4 00, 10 00 a.m., 1 50 p.m. Leave Flatbush Avenue 4 20 a.m., 2 12, 6 23, 7 50 p.m. Returning, leave Hewlett for Flatbush Avenue 10 30 a.m., 5 25, 10 03 p.m.; for East 34th Street 9 16 a.m., 6 24, 9 42 p.m.

TRAINS BETWEEN VALLEY STREAM AND HAMMEL.

†12 55 Night	†8 50 P M	lve...**Valley Stream**...arr.	5 36 A M	10 38 P M	5 38 A M
12 57 Night	8 54 »	..........Hewlett..........	5 32 »	10 34 »	5 33 »
1 00 A M	8 57 »	.........Woodmere..........	5 29 »	10 31 »	5 30 »
1 03 »	9 00 »	.........Cedarhurst..........	5 26 »	10 28 »	5 27 »
1 06 »	9 05 »	.........Lawrence..........	5 23 »	10 25 »	5 24 »
1 10 »	9 08 »	.......**Far Rockaway**......	5 20 »	10 22 »	5 20 »
1 13 »	9 11 »	.........Edgemere..........	5 12 »	10 18 »	5 07 »
1 16 »	9 14 »	..Arverne (Straiton Ave.)..	5 09 »	10 15 »	5 04 »
1 18 »	9 18 »	.........**Arverne**..........	5 06 »	10 12 »	5 02 »
1 20 A M	9 18 P M	arr......**Hammel**......lve.	†5 03 A M	†10 10 P M	§4 59 A M

ƙ Holidays only.

THE OCEAN ELECTRIC RY. CO. operates Electric Cars between Rockaway Beach and Far Rockaway via Hammel.

MANHATTAN BEACH DIVISION.—Trains leave foot East 34th Street, New York, for Sheepshead Bay and Manhattan Beach, week-days only, 6 20, 11 40 a.m., 3 10, 6 20 p.m., arrive Manhattan Beach 7 23 a.m., 12 40 noon, 4 12, 6 22 p.m. Returning, leave Manhattan Beach, week-days only, 7 45 a.m., 12 55 noon, 4 26, 6 35 p.m., arriving East 34th Street 8 48 a.m., 1 58, 5 28, 7 35 p.m.

† Daily, except Sunday; ∂ Sunday only; ƙ Saturday only. □ No connection to or from Bushwick Station on holidays. ⊙ Connects at Woodhaven Junction for Brooklyn on holidays. ▲ Will not run between Valley Stream and Far Rockaway on holidays. ⊡ Will not run holidays. + Coupon stations; ♁ Telegraph stations.

MONTAUK STEAMBOAT CO. LIMITED.

RALPH PETERS, Prest. and Gen. Mgr., Long Island City, N.Y.
F. E. HAFF, Secretary and Treasurer, 128 B'way, New York City.
M. RIEBENACK, Comptroller, Broad St. Station, Philadelphia, Pa.
EDWARD A. STOCKTON, Asst. Comptroller, "
ALBERT B. BIERCK, Auditor, 263 Fifth Avenue, New York City.
H. L. DES ANGES, Superintendent, Long Island City, N.Y.
A. L. LANGDON, Traffic Mgr., 263 Fifth Ave., New York City.
HOWARD M. SMITH, General Passenger Agent, 263 Fifth Avenue, New York City.
H. B. HODGES, Purchasing Agent, Long Island City.

PASSENGER AND FREIGHT LINE

—BETWEEN—

NEW YORK and . . . . . .

ORIENT
GREENPORT
SHELTER ISLAND
AND
SAG HARBOR, N.Y.
AND
BLOCK ISLAND, R.I.

Steamer "SHINNECOCK."

Leave New York from New Pier 8, East River.

Effective September 22, 1909.

Service discontinued for the Season.

Lve. New York		
" Orient Point		
" Orient		
" Greenport		
" Manhanset Hotel		
" Shelter Island Heights		
Arr. Sag Harbor		
Lve. Sag Harbor		
Arr. Block Island		
Lve. Block Island		
Arr. Sag Harbor		
Lve. Sag Harbor		
" Shelter Island Heights		
" Greenport		
" Manhanset Hotel		
" Orient		
" Orient Point		
Arr. New York		

NORTH SHORE ROUTE

PASSENGER AND FREIGHT LINE

Between New York and Great Neck, Glen Cove and Glenwood

Effective October 30, 1909.

Service discontinued for the Season.

Lv. New York (New Pier 8, E.R.)		
" " (31st St., E.R.)		
Ar. Great Neck		
" Sea Cliff		
" Glen Cove		
" Glenwood		
Ar. South Glenwood		
Lv. South Glenwood		
" Glenwood		
" Sea Cliff		
" Glen Cove		
" Great Neck		
Ar. New York (31st St., E.R.)		
Ar. " (New Pier 8, E.R.)		

NEW LONDON ROUTE

PASSENGER AND FREIGHT LINE

Between Sag Harbor, Shelter Island, Greenport and New London

Effective September 16, 1909.

Lve. Sag Harbor	Week-days.	7 30 A M	
" Shelter Island Heights	"	8 30 A M	
" Greenport	"	8 40 A M	
" Manhanset	"	8 45 A M	
" Plum Island	"	9 50 A M	
Due New London	"	11 00 A M	
Lve. New London	Week-days.	1 00 P M	
" Plum Island	"	2 05 P M	
" Manhanset	"	2 55 P M	
" Greenport	"	3 20 P M	
" Shelter Island Heights	"	3 30 P M	
Due Sag Harbor	"	4 30 P M	

WASHINGTON RUN RAILROAD.

W. HARRY BROWN, President, Pittsburg, Pa.
M. M. COCHRAN, Vice-Prest., Dawson, Pa.
J. H. WURTZ, Sec'y and Treas., Dawson, Pa.
JNO. W. GIBSON, Auditor, "
N. P. HYNDMAN, Gen. Fht. and Pas. Agent, Pittsburg, Pa.
M. F. ELWELL, Car Distributor, Star Junction, Pa.

6	4	2	Mls	*May 27, 1908.*		1	3	5
P M	P M	A M		LEAVE	ARRIVE	A M	P M	P M
§4 35	*5 20	*7 35	0	...Star Junction...		8 35	6 10	5 15
4 39	5 23	7 38		....Victoria Mines....		8 32	6 07	5 12
4 40	5 25	7 40	2	.....Perryopolis.....		8 30	6 05	5 10
4 50	5 35	7 50	4	.....Layton[1].....		*8 20	*5 55	§5 00
P M	P M	A M		ARRIVE	LEAVE	A M	P M	P M

Trains marked * run daily; § Sunday only.
Eastern time.
Connection.—[1] With Baltimore & Ohio R.R.

PITTSBURGH, SUMMERVILLE & CLARION RAILROAD.

CHAS. F. HEIDRICK, President, Clarion, Pa.
CHAS. F. HEIDRICK, Gen. Fht. & Pas. Agt., Clarion, Pa.
CHAS. F. HEIDRICK, Pur. Agt., "
A. L. COLE, Secretary, "
JOHN Q. HEIDRICK, Treas., "
L. F. DORR, Auditor, Clarion, Pa.
D. NOLAN, Superintendent, "
J. F. ARTHURS, Principal Eng'r, Clarion, Pa.
J. W. McMARTIN, Road Master, Clarion, Pa.
General Office—Clarion, Pa.

5	3	1	Mls	*July 1, 1909.*		2	4	6
P M	A M	A M		(*Eastern time.*)		A M	P M	P M
†4 15	†11 10	†8 00	0	lve..+Clarion ⊙..arr.		9 55	1 00	6 15
4 26	11 18	8 08	2.8	+...Strattanville...⊙		9 47	12 52	6 07
4 34	11 27	8 17	6.1	+....Watterson....⊙		9 38	12 43	5 58
4 36	11 30	8 20	7.1	.....Henderson.....		9 35	12 40	5 55
4 41	11 35	8 25	8.7	.....Rader.....		9 30	12 35	5 50
4 45	11 37	8 27	9.6	.....Fairman.....		9 28	12 33	5 48
4 44	11 39	8 29	10.1	.....Nolan Park.....		9 26	12 31	5 46
4 48	11 41	8 31	10.4	+.....Holden.....⊙		9 24	12 29	5 44
4 50	11 44	8 34	12.2	.....Heidrick.....		9 21	12 26	5 41
4 53	11 48	8 38	13.3	.....Alton.....		9 17	12 22	5 37
4 58	11 53	8 43	14.5	.....Carrier.....		9 12	12 17	5 32
5 00	11 55	8 45	15.4	+..Summerville[1].⊙		†9 10	†12 15	†5 30
P M	A M	A M		ARRIVE	LEAVE	A M	Noon	P M

⊙ Telephone stations. + Coupon stations. † Daily, except Sunday.

Connection.—[1] With Pennsylvania R.R.

VALLEY RAILROAD COMPANY.

E. L. DAY, President.
R. D. DAY, Secretary & Treasurer.
W. J. BUFFINGTON, Gen. Supt. & Traf. Mgr.
L. J. BARTLETT, Auditor & Purchasing Agent.
F. A. MCGILL, Car Accountant.
General Offices—Westline, Pa.

No. 4	Ms.	*April 1, 1908.*		No. 8
†5 50 P M	0	lve.....Westline[1]...arr.	11	7 20 P M
4 00 "	3	.....Olivedale.....	8	7 10 "
4 05 "	4	.....Tally-Ho.....	7	7 05 "
4 18 "	5	.....Guffey.....	6	6 53 "
4 40 P M	11	arr....Kushequa[2]..lve.	0	†6 30 P M

Trains marked † run daily, except Sunday.
STANDARD—*Eastern time.*
Connections.—[1] With Pennsylvania R.R. [2] With Mount Jewett, Kinzua & Riterville R.R.

REYNOLDSVILLE & FALLS CREEK RAILROAD.

LUCIUS W. ROBINSON, President, Punxsutawney, Pa.
GEORGE H. CLUNE, Vice-Prest., Rochester, N.Y.
JOHN F. DINKEY, Aud. & Treas., Rochester, N. Y.
B. M. CLARK, Sec'y and Solicitor, Punxsutawney, Pa.
J. S. HAMMOND, Gen. Fht. and Pas. Agt. and Superintendent, Reynoldsville, Pa.
V. R. PRATT, Chief Engineer, "

(*Passenger train service discontinued.*)

Mls	*February, 1907.*		
	(*Eastern time.*)		
0	lve..Soldier Run..arr.		
5	.....Prescottville.....		
7	.....Reynoldsville.....		
	.....Sandy Valley.....		
14	.....Falls Creek.....		
	ARRIVE	LEAVE	

Connections.—At Falls Creek with Buffalo, Rochester & Pittsburgh Ry. for Bradford, Buffalo, Rochester and Punxsutawney; with Pennsylvania R.R. (Low Grade Division), for Pittsburg and Driftwood; with Pennsylvania R.R. for Johnsonburg, Emporium and Erie.

TORRES, PRIETAS & REPRESO RAILWAY.

MRS. F. H. SEYMOUR, General Manager, Torres, Sonora, Mex.

Trains leave Prietas *8 00 a.m., *2 00 p.m., arriving Torres[1] (19 miles) 8 45 a.m., 2 45 p.m. Returning, leave Torres *10 30 a.m., *4 00 p.m., arriving Prietas 11 15 a.m., 4 45 p.m. *April, 1908.*
* Daily. *Mexico time.*
Connection.—[1] With Southern Pacific Co. (Sonora Ry.)

MARYLAND, DELAWARE & VIRGINIA RAILWAY AND STEAMER ROUTES.

CHAS. E. PUGH, President, Philadelphia, Pa.
WILLARD THOMSON, Vice-President, Baltimore, Md.
LEWIS NEILSON, Secretary, Philadelphia, Pa.
HENRY TATNALL, Treasurer, "
R. H. GROFF, Assistant Secretary, "
K. S. GREEN, Assistant Secretary, "
H. P. CONNER, Assistant Treasurer, "
GEO. A. WALKER, Assistant Treasurer, "
M. RIEBENACK, Comptroller, "
E. A. STOCKTON, Assistant Comptroller, "
C. M. BUNTING, Assistant Comptroller, "
JEFFERSON JUSTICE, Assistant to Comptroller, "
W. L. ROTHSTEIN, Auditor, Baltimore, Md.

A. C. SHAND, Chief Engineer, Philadelphia, Pa.
E. B. TEMPLE, Assistant Chief Engineer, "
WILLARD THOMSON, General Manager, Baltimore, Md.
A. H. SETH, Assistant to General Manager, "
W. U. POLK, Superintendent of Railway, Salisbury, Md.
T. MURDOCH, Gen. Freight and Passenger Agent, Baltimore, Md.
I. E. JONES, D. F. & P. A. Railway Division, Salisbury, Md.
B. W. CARSKADDON, Real Estate Agent, Philadelphia, Pa.
E. E. TRIPLER, Assistant Real Estate Agent, "
T. W. HULME, Assistant Real Estate Agent, "
GEORGE V. MASSEY, General Counsel, "
F. I. GOWEN, General Solicitor, "
P. H. NEWBERN, Superintendent Insurance Department, "

	No. 109	No. 111		No. 115	Ms	*October 25, 1909.*		No. 106	No. 116		
	a3 30 P M	k2 45 P M		⊙	0	lv..Baltimore (Ferry)..ar.		12 15 Noon	⊙		
	5 50 "	5 05 "		†6 00 A M	27	lv...Love Point...ar.		10 05 A M	5 45 P M		
	5 59 "	5 14 "		6 16 "	31	.....Stevensville.....		9 46 "	5 30 "		
	6 04 "	5 19 "		6 30 "	32	..... Chester.....		9 41 "	5 19 "		
	6 09 "	5 24 "		6 37 "	34	.....Narrows.....		9 36 "	5 09 "		
	6 15 "	5 30 "		6 51 "	37	.....Winchester.....		9 31 "	5 01 "		
	6 17 "	5 32 "		6 55 "	38	.....Walsey		9 28 "	4 55 "		
	6 27 "	5 42 "		7 17 "	40	....Queenstown.....		9 23 "	4 49 "		
	6 32 "	5 47 "		7 27 "	42	.....Bloomingdale.....		9 13 "	4 29 "		
	6 39 "	5 54 "		7 41 "	45	.....Wye Mills		9 07 "	4 20 "		
	6 45 "	6 00 "		7 56 "	48	.....Willoughby.....		9 01 "	4 10 "		
	6 54 "	6 09 "		8 16 "	52	.....Hillsboro[1]...ȣ		8 53 "	3 57 "		
	7 01 "	6 16 "		8 29 "	56	.....Downes.....		8 46 "	3 43 "		
	7 04 "	6 19 "		8 43 "	57	..... Tuckahoe.....		8 43 "	3 37 "		
	7 12 "	6 27 "		9 13 "	60	.....Denton ..... ȣ		8 37 "	3 27 "		
	7 18 "	6 33 "		9 29 "	63	.....Hobbs.....		8 30 "	3 06 "		
	7 26 "	6 41 "		9 47 "	67	.....Hickman.....		8 23 "	2 51 "		
	7 33 "	6 45 "		9 53 "	68	.....Adamsville.....		8 19 "	2 42 "		
	7 34 "	6 49 "		9 59 "	70	.....Bianchard.....		8 15 "	2 35 "		
	7 41 "	6 56 "		10 45 "	74	.....Greenwood½..ȣ		8 09 "	2 25 "		
	7 48 "	7 03 "		†0 55 "	77	.....Owens.....		8 00 "	1 48 "		
	7 52 "	7 07 "		11 01 "	80	.....Oakley.....		7 56 "	1 42 "		
	8 03 "	7 26 "		11 25 "	83	.....Ellendale[3]...ȣ		7 49 "	1 33 "		
	8 16 "	7 37 "		11 47 "	90	.....Milton.....ȣ		7 34 "	1 12 P M		
	8 23 "	7 45 "		11 57 A M	94	..... Whitesboro.....		7 25 "	12 54 Noon		
	8 28 "	7 48 "		12 01 Noon	95	.....Overbrook.....		7 22 "	12 50 "		
	8 33 P M	7 55 P M		12 10 Noon	99	ar.....Lewes ȣ....lv.		†7 15 A M	†12 40 Noon		
					106	ar...Rehoboth...lv.					

	No. 209	No. 211	No. 201	No. 215	Ms	CENTREVILLE BR.	No. 202	No. 206	No. 216		
	a6 32 P M	k5 47 P M	†9 28 A M	b7 22 A M	0	lv..Queenstown..ar.	6 55 A M	9 13 A M	4 30 P M		
	— —	— —	— —	— —	1	.Centreville Junction..	— —	— —	— —		
	6 40 "	5 55 "	9 36 "	7 30 "	3	.....Briston.....	6 47 "	9 05 "	4 22 "		
	6 46 "	6 01 "	9 42 "	7 36 "	4	.....Perlee.....	6 41 "	8 59 "	4 16 "		
	6 52 P M	6 07 P M	9 48 A M	7 42 A M	6	ar. .Centreville ..lv.	b6 35 A M	†8 53 A M	†4 10 P M		

† Daily, except Sunday; a daily, except Saturday and Sunday; b daily, except Sunday and Monday; k Saturday only. ⊡ Steamer will leave Baltimore 6 30 a.m. Mondays and connect with train No. 115 at Love Point. ⊙ Connection made with steamer at Love Point on Saturdays for Baltimore. ȣ Telegraph stations.
STANDARD—*Eastern time.*

CONNECTIONS.—[1] With Philadelphia, Baltimore & Washington R.R., Delaware and Chesapeake Divisions. [2] With Philadelphia, Baltimore & Washington R.R., Delaware Division. [3] With Philadelphia, Baltimore & Washington R.R., Delaware, Maryland and Virginia Branch.

RAPPAHANNOCK RIVER LINE.

Landings on RAPPAHANNOCK RIVER are as follows: Westland, North End, Mill Creek, White Stone, Irvington, Weems', Millenbeck, Merry Point, Ottoman's, Moran's, Burhan's, Burton's, Urbanna, Monaskon, Water View, Whealton's, Bay Port, Sharp's, Bowler's, Ware's, Wellford's, Tappahannock, Naylor's Hole, Blandfield, Carter's, Layton's, Leedstown, Saunders', Wilmont, Greenlaws, Port Royal, Port Conway, Hay Mount, Hop Yard, Ratcliffe's and Fredericksburg.

Steamer leaves BALTIMORE, Pier 2, Light St. Wharf, weather permitting, as follows: Sunday, 12 00 noon, and Tuesday and Thursday 4 30 p.m., for ⊙ Westland, North End, Mill Creek, White Stone, Irvington, Weems', Millenbeck, Merry Point, Ottoman's, Moran's, Burhan's, Urbanna, Monaskon, Water View, Whealton's, ⊙ Bay Port, Sharp's, Bowler's, Wares, Wellford's, ■ Tappahannock 9 00 a.m., Naylor's Hole, Blandfield, Carter's, Layton's, ■ Leedstown 11 30 a.m., Saunder's, Wilmont, Greenlaws, Port Royal, Port Conway, Hay Mount, Hop Yard, Ratcliffe's and Fredericksburg; Wednesday 4 30 p.m. for North End, White Stone, Burhan's, Burton's, Whealton's, Sharp's, and Tappahannock; Friday 4 30 p.m. for North End, Mill Creek, White Stone, Irvington, Weem's, Millenbeck, Burhan's, Burton's, Urbanna, Monaskon, Whealton's, Water View, Sharp's and Tappahannock.

⊙ Does not stop on Sunday. ■ Stops on Sunday only.

Leave TAPPAHANNOCK for NORFOLK Saturday at 2 00 p.m., stopping at Wellford's, Ware's, Bowler's, Sharp's, Bay Port, Whealton's, Water View, Monaskon, Urbanna, Burton's, Burhan's, Millenbeck, Merry Point, Ottoman's, Moran's, Weems', Irvington, White Stone, Mill Creek, North End and Westland. Return steamer will leave Norfolk Monday, 3 00 p.m., weather permitting, for Tappahannock, stopping at landings as above, except Merry Point, Ottoman's, Moran's and Bay Port, stopping at Bowler's, Ware's and Wellford's on return trip to Baltimore on Tuesdays.

Leave FREDERICKSBURG for BALTIMORE Sunday, Tues. and Thurs. at 2 00 p.m., stopping at Ratcliffe's, Hop Yard, Hay Mount, Port Conway, Port Royal, Greenlaws, Wilmont, Saunders', Leedstown 4 00 a.m. Mon., Wed. and Fri., Layton's, Carter's, Blandfield, Naylor's Hole 6 30 a.m., Tappahannock 7 30 a.m., Wellford's Ware's, Bowler's, Sharp's 9 30 a.m., Bay Port, Whealton's, Water View, Monaskon, Urbanna 12 30 noon, Burhan's, Millenbeck, Merry Point 2 30 p.m., Ottoman's, Moran's, Weems', Irvington, White Stone, Mill Creek, North End 6 00 p.m. and Westland, arrive Baltimore Tues., Thurs. and Sat. morning.

Steamer leaves TAPPAHANNOCK for BALTIMORE Tuesday and Thursday at 7 30 a.m., stopping as follows: Wellford's, Ware's, Bowler's, Sharp's, *a* Bay Port, Whealton's, Water View, Monaskon, *a* Urbanna, Burton's, Burhan's, Millenbeck, Irvington, Weems', White Stone, Mill Creek and North End, arriving in Baltimore next morning.

a Stops on Tuesday.

PATUXENT RIVER LINE.

Steamer leaves BALTIMORE, Pier 8, Light St., weather permitting, Tuesday at 12 00 noon for Fair Haven, Plum Point, Dare's, Governor's Run, Cove Point, Millstone, Solomon's Island, Spencer's, St. Cuthbert's, Sotterley, Parker's, Forrest's, Duke's and Benedict. Returning, leaves Benedict Wednesday at 5 00 a.m. for Duke's, Forrest's, Parker's, Sotterley, St. Cuthbert's, Spencer's, Solomon's Island 9 30 a.m., Millstone 10 00 a.m., Cove Point, Governor's Run 12 00 noon, Dare's, Plum Point 1 00 p.m. and Fair Haven 2 00 p.m., arriving Baltimore 7 00 p.m.

Steamer leaves BALTIMORE, Pier 8, Light Street, weather permitting, Thursday at 2 00 p.m. for Fair Haven, Plum Point, Dare's, Governor's Run, Cove Point, Millstone, Solomon's Island, Spencer's, St. Leonard's, Sollers', St. Cuthbert's, Sotterley, Jones', Parker's, Forrest's, Williams', Duke's, Trent Hall, Holland Point and Benedict. Ret'g, leaves Benedict Fri. 12 00 noon, Solomon's Island 5 30 p.m., Millstone 8 00 p.m., Governor's Run 8 00 p.m., Dare's 8 20 p.m., Plum Point 9 00 p.m., Fair Haven 10 00 p.m., stopping at all landings, arriving in BALTIMORE next morning.

Steamer leaves BALTIMORE, Pier 8, Light Street, Saturday at 2 00 p.m. for Fair Haven, Plum Point, Dare's, Governor's Run, Cove Point, Millstone, Solomon's Island, Spencer's, St. Leonard's, Sollers', St. Cuthbert's, Sotterley, Jones', Parker's, Forrest's, Williams', Duke's, Trent Hall, Holland Point, Benedict, Leitch's, Trueman's Point, Deep Landing, Holland's Cliffs, Magruder's Ferry, Lower Marlboro, White Landing, Ferry Landing and Nottingham's, continuing to Lyon's Creek Monday morning. Returning, leaves Lyon's Creek, Monday at 7 30 a.m., Nottingham 8 30 a.m., Lower Marlboro 10 00 a.m., Benedict 12 00 noon, Solomon's Island 5 30 p.m., Millstone 6 00 p.m., Governor's Run 8 00 p.m., Dare's 8 20 p.m., Plum Point 9 00 p.m., Fair Haven 10 00 p.m., stopping at the above landings, arriving in BALTIMORE next morning.

POTOMAC RIVER LINE.

Steamer leaves BALTIMORE, Pier 3, Light Street, every Monday, Wednesday and Saturday at 5 00 p.m. for Miller's, Brome's, Porto Bello, Grason's, Coan 5 00 a.m., Bundick's, Lake's, Walnut Point, Cowart's, Lewisetta, Kinsale, • Cintra, Lodge Landing, Mundy's Point, Piney Point 10 00 a.m., Leonardtown 12 00 noon, Abell's, Stone's, Cobrum's, Bushwood, Lancaster's 4 00 p.m., Riverside, Liverpool Point, Glymont, Alexandria, arriving at Washington Wednesday, Friday and Monday mornings.

• Stops on signal.

Returning, leaves WASHINGTON (foot of 7th Street), weather permitting, Monday, Wednesday and Saturday at 4 00 p.m., Leonardtown Sunday, Tuesday and Thursday at 6 00 a.m., Lodge Landing 10 00 a.m., Kinsale 12 00 noon, Miller's 4 00 p.m., Porto Bello 6 00 p.m., stopping at all landings, arriving Baltimore Wednesday, Friday and Monday.

CHESTER RIVER LINE.

Steamer leaves BALTIMORE, Pier 8, Light Street, weather permitting, 12 00 a.m. Tues., Thur. and Sat., for Rock Hall, Queenstown, Bogle's, Spaniard's Point, Cliffs, Indiantown, Ashland, Quaker Neck, Booker's, Wilmer's, Riverside, Rolph's, Piney Grove, arrive Chestertown 5 30 p.m. Returning, leaves Chestertown Mon., Wed. and Fri. at 8 00 a.m., stopping at the above landings, arrive Baltimore about 2 00 p.m.

Steamer leaves BALTIMORE, Pier 7, Light Street, weather permitting, Monday at 6 00 p.m., for Quaker Neck, Booker's, Rolph's, Chestertown, Buckingham, Sprys, Deep Landing and Crumpton. Returning, leaves Crumpton Tuesday at 1 00 p.m., Chestertown 4 00 p.m., stopping at the above landings.

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STEAMER LINES.

From Baltimore, Pier 1, Pratt Street Wharf, and Piers 2, 4 and 5, Light Street Wharf.

Piankatank River Line—Leaves Pier 2, Light Street Wharf, **5 00** p.m. Sunday and Wednesday for Mila, Sampsons, Tipers, Blackwells, Fleeton, Timbs, Reedville, Hardings, Harveys, Grace Point, Byrdton, Kilmarnock, Ocrans, Jackson's Creek, Cricket Hill, Callis, Fitchetts, Ruarks, Warehouse, Conrads, Green Point, Stampers, Blands, arrives Freeport **4 30** p.m. Returning, leaves Freeport 7 00 a.m. Tuesday and Friday, stopping at above landings, arriving Baltimore next morning.

Choptank River Line (Eastern Shore)—Leaves Pier 5, **6 00** p.m. Wednesday and Friday for Trappe, Cambridge, Jamaica Point, Wright's, Lloyd's, Dover Bridge, Kingston, McCarty's, Ganey's, New Bridge, Cowards and Covey's, arrives Wayman's 10 00 a.m. next day. Returning, leaves Wayman's 10 00 a.m. on Thursday and 6 00 a.m. on Sunday.

Wicomico River Line (Eastern Shore)—Leaves Pier 1, Pratt St. Wharf, Tues., Thurs. and Sat., **5 00** p.m. for Hooper's Island, Wingate's Point, Deal's Island, Nanticoke, Mt. Vernon, White Haven, Widgeon, Allen Wharf, Quantico, arr. **Salisbury** 8 00 a.m. next day. Ret'g, lvs. Salisbury **1 00** p.m. Mon., Wed. and Fri., arr. Baltimore next morning.

Nanticoke River Line (Eastern Shore)—Lvs. Pier 1, Pratt St. Wharf, **5 00** p.m. Mon., Wed. and Fri. for Deal's Island, Nanticoke, Bivalve, •Tyaskin, Sandy Hill, Lewis, Athaloo, **Vienna,** Riverton, Sharptown, Hurtts and Woodland, arr. Seaford 9 00 a.m. next morning. Returning, lvs. Seaford 12 00 noon Tues., Thurs. and Sun., stopping at above landings, arr. Baltimore next morning.

• Tide permitting.

Occohannock River Line (Eastern Shore) (190 m.)—Lve. Pier 1, Pratt St. Wharf, Mon. **5 00** p.m. for Crisfield, Tangier Island Pier, Onancock, Finney's, Mears, Harborton, Evans, arr. Boggs 12 00 noon the next day. Ret'g, lve. Boggs Wed. 9 00 a.m., arr. Baltimore next morning. Lvs. Wed. **5 00** p.m. for Crisfield, Harborton, Evans, Boggs, Cedar View, arr. Mandua 10 00 a.m. next morning. Ret'g, lvs. Mandua Tues. 12 30 noon, Thurs. and Sat. **1 30** p.m., stopping at above landings, except Crisfield, on Thurs. and Sat., arr. Baltimore next morning. Lvs. Mon. and Fri. **5 00** p.m. for Cedar View, arr. Mandua 6 30 a.m. next morning. Lvs. Pier 1, Pratt St. Wharf, every Tues. and Thurs. **5 00** p.m., arr. Shields 10 15 a.m. Ret'g, lvs. Shields Mon., Wed. and Fri. 11 30 a.m., arr. Baltimore next morning. Sun. lvs. Baltimore **4 00** p.m., arr. Rues 11 00 a.m.; Mon. only lvs. Rues 11 00 a.m. for Baltimore.

Pocomoke River Line (200 miles)—Leaves **5 00** p.m. Tues. and Fri. for **Crisfield,** Onancock, Finney's, Mears, Saxis Pier, Shelltown, Pitts Wharf, Cedar Hall, Rehoboth, Powells, Pocomoke City, Mattaponi, arr. **Snow Hill 3 15** p.m. next day. Ret'g, lvs. Snow Hill Mon. and Thurs. at 6 00 a.m. for above landings, arr. Baltimore next morning. Lvs. every Thurs. **5 00** p.m. for **Crisfield,** Tangier Island Pier, Onancock, Finney's, Mears, Saxis Pier, Shelltown, Pitts, Cedar Hall, Rehoboth and Powells, arr. **Pocomoke City 2 30** p.m. next day. Ret'g, lvs. Pocomoke City 7 00 a.m. Sat., arr. Baltimore next morning.

No. 9	No. 11	No. 1	Ms	*November 8, 1909.*	No. 6	No. 2
				lve...**Baltimore** ♁ arr.		
a4 10 P M	♣3 00 P M		0	Pier No. 4, Light St. Wharf.	1 20 P M	
a7 45 "	♣6 35 "	†10 05 A M	44	lve...**Claiborne** ♁ arr.	9 50 A M	5 42 P M
7 52 "	6 42 "	10 10 "	46	.....McDaniel .... ♁	9 45 "	5 37 "
7 59 "	6 48 "	10 16 "	49	.....St. Michaels... ♁	9 39 "	5 31 "
8 08 "	6 58 "	10 23 "	53	.....Royal Oak .... ♁	9 30 "	5 22 "
8 11 "	7 01 "	10 26 "	54	.....Kirkham.....	9 26 "	5 18 "
8 18 "	7 06 "	10 30 "	57	.....Bloomfield.... ♁	9 22 "	5 14 "
8 25 "	7 15 "	10 39 "	59	.....**Easton** ..... ♁	9 17 "	5 09 "
8 49 "	7 30 "	10 54 "	66	.....Bethlehem .... ♁	9 01 "	4 53 "
8 47 "	7 37 "	11 01 "	69	.....Preston..... ♁	8 55 "	4 46 "
8 51 "	7 41 "	11 05 "	72	.....Ellwood.....	8 50 "	4 40 "
9 00 "	7 50 "	11 14 "	75	.....**Hurlock** ..... ♁	8 42 "	4 32 "
9 03 "	7 58 "	11 23 "	79	.....Rhodesdale.... ♁	8 33 "	4 22 "
9 21 "	8 11 "	11 36 "	86	.....**Vienna** ..... ♁	8 20 "	4 08 "
9 30 "	8 20 "	11 46 "	90	...Mardela Springs.. ♁	8 11 "	3 58 "
9 39 "	8 29 "	11 55 "	95	.....Hebron..... ♁	8 02 "	3 48 "
9 42 "	8 32 "	11 59 A M	97	....Rock-a-walkin....	7 58 "	3 44 "
9 55 "	8 45 "	12 12 Noon	101	.....**Salisbury** .... ♁	7 50 "	3 35 "
— —	— —	12 16 "	...	..N. Y. P. & N. Junc..	7 45 "	3 30 "
10 09 "	8 55 "	12 25 "	106	.....Walstons.....	7 35 "	3 16 "
10 13 "	8 59 "	12 29 "	108	.....Parsonsburg... ♁	7 31 "	3 12 "
10 19 "	9 05 "	12 35 "	111	.....Pittsville..... ♁	7 25 "	3 06 "
10 26 "	9 12 "	12 42 "	114	.....Willards..... ♁	7 17 "	2 58 "
10 31 "	9 17 "	12 47 "	117	.....Whaleyville.... ♁	7 12 "	2 52 "
10 37 "	9 23 "	12 54 Noon	122	.....St. Martins.....	7 05 "	2 44 "
10 46 "	9 32 "	1 09 P M	124	.....**Berlin** ..... ♁	6 58 "	2 37 "
11 00 P M	9 45 P M	1 22 P M	131	.....**Ocean City**... ♁	†6 40 A M	†2 20 P M
				ARRIVE	LEAVE	

EXPLANATION OF SIGNS.

† Daily, except Sunday.
a Daily, except Saturday and Sunday.
♣ Saturday only.
♁ Telegraph stations.

Eastern time.

The Erie & Western Transportation Co.

ANCHOR LINE—"The Great Lakes Route."

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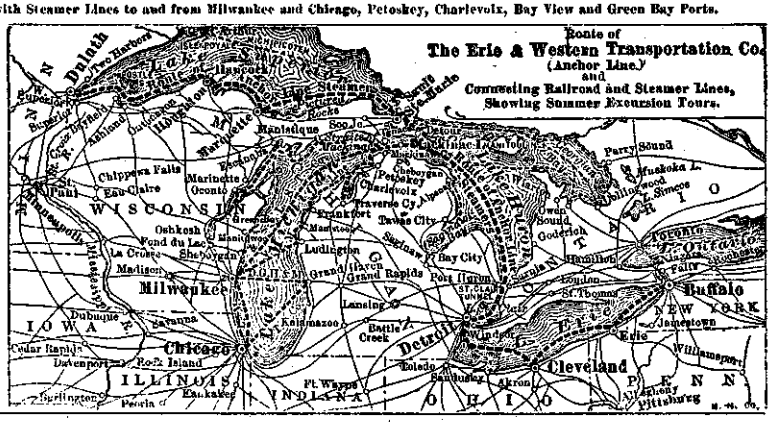
The ANCHOR LINE is the only through steamer line including meals and state-room berth in all first-class rates.

Our rates include meals and state-room accommodation, unless otherwise specified. The excellence of the table is an especial feature of this line.



Passenger Service, Season of 1909, Discontinued

Passenger Schedule for the Season of 1910, between **Buffalo, Erie, Cleveland, Detroit, Mackinac Island, Sault Ste. Marie, Marquette, Houghton, Hancock** and **Duluth,** will appear on this page in the **April issue.** The passenger service of this line will be performed by the **Three New Steel Steamships—**

TIONESTA, JUNIATA and OCTORARA

The popularity and success of the steel Steamships **Tionesta** and **Juniata** have made it necessary for the Company to furnish added capacity to meet the demands. The Steamship **Octorara** of the same dimensions and equipment is now under construction, to be added to the passenger fleet at the opening of the season of 1910, **furnishing two sailings each week between all ports of call.**

The excellent inclusive, American Plan, service which has for many years been an especial feature of the Anchor Line, and has proved to be the most popular with tourists, will be maintained. A new system of forced ventilation will be installed on each of the Passenger Steamers, and will add materially to the comfort of passengers. It is the desire of the Anchor Line to furnish its patrons the most luxurious, comfortable and up-to-date service possible, and at a cost as low as such accommodations can reasonably be afforded.

Round Trip Tours, via Lake, River and Rail.—The steamers are each equipped with a complete **Electric Lighting Plant,** each state-room being independently lighted. Covered promenade entirely around the steamer; awning deck with comfortable deck chairs. Running water in each room. All state-rooms are well ventilated. Information can be obtained and state-room accommodations engaged by addressing **CHAS. E. MARKHAM, General Passenger Agent, Anchor Line Dock, Buffalo, N.Y.**

Freight Service
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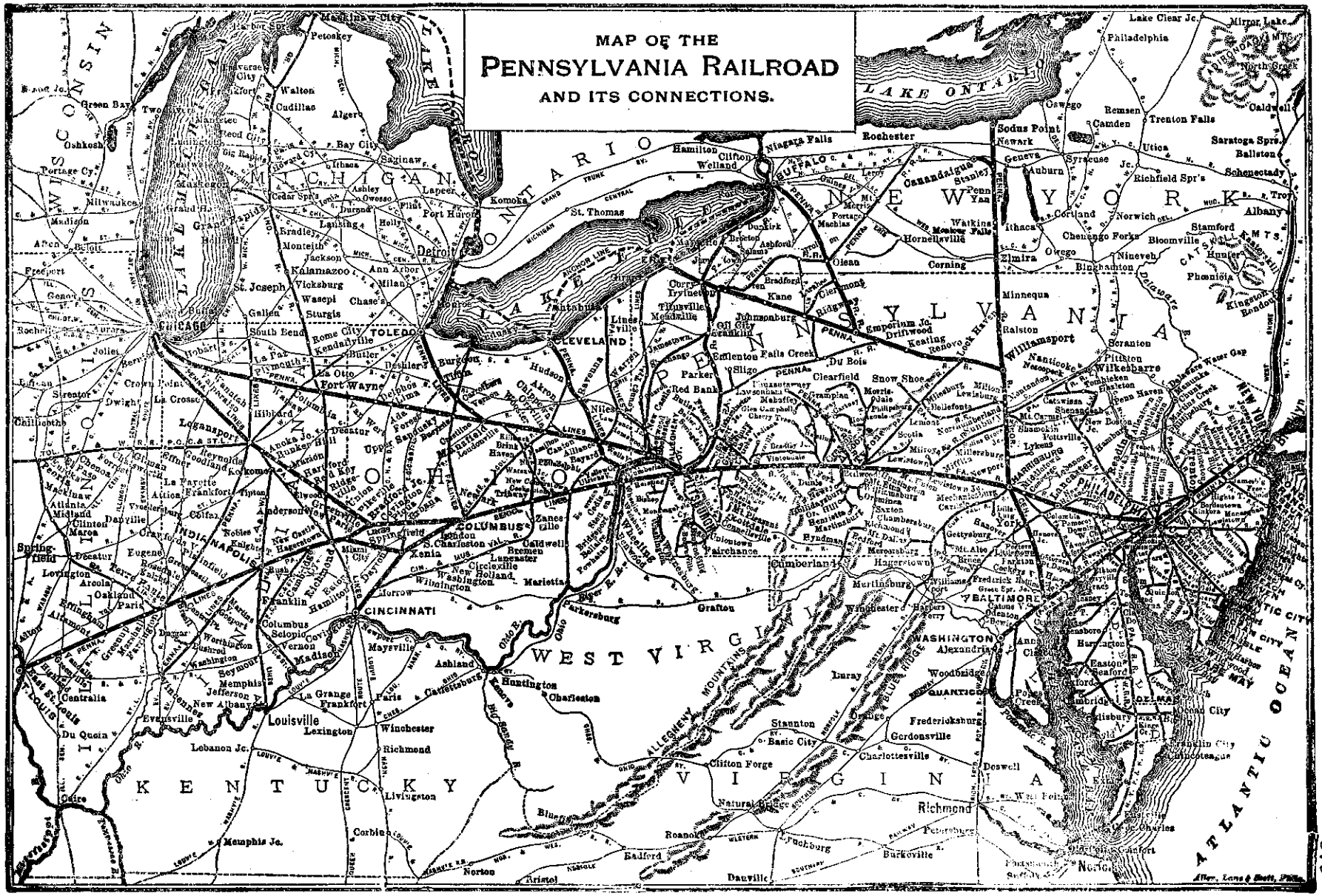
The **freight** service of the Anchor Line **continues** until the closing of Lake Navigation.

The **Anchor Line** is the **Pennsylvania R.R. Lake Line,** and operates a fleet of 14 steamers of most modern and fully equipped character, thus providing a through freight service in both directions between the East and the West, Northwest, Southwest and North Pacific Coast, via its rail connections through the eastern gateways of Buffalo, Erie, Cleveland and Detroit, and western gateways of Duluth, Superior, Chicago and Milwaukee, at Rail and Lake Rates lower than All Rail. Also handles business locally between its ports of call on the Great Lakes.

For information regarding rates, service, etc., apply to Anchor Line Agents in all principal cities.

Western States Line
Canal and Lake

From New York via Canal to Buffalo, thence Anchor Line steamers on the Lakes. Ship from Pier (new) 5, East River, New York. For rates and all information apply to representatives named above.


MAP OF THE
PENNSYLVANIA RAILROAD
AND ITS CONNECTIONS.
LAKE ONTARIO
LAKE ERIE
LAKE MICHIGAN
LAKE HURON
ATLANTIC OCEAN
WISCONSIN
MICHIGAN
ILLINOIS
INDIANA
OHIO
KENTUCKY
WEST VIRGINIA
VIRGINIA
MARYLAND
NEW YORK
PENNSYLVANIA
CHICAGO
TOLEDO
CLEVELAND
BUFFALO
Niagara Falls
Rochester
Detroit
COLUMBUS
INDIANAPOLIS
CINCINNATI
Louisville
Lexington
Pittsburgh
Harrisburg
PHILADELPHIA
BALTIMORE
WASHINGTON
Richmond
Norfolk
Scranton
Williamsport
Wilkesbarre
Albany
Syracuse
Utica
Elmira
Binghamton
Erie
Altoona
Cumberland
Wheeling
Parkersburg
Huntington
Charleston
Staunton
Lynchburg
Roanoke
Bristol
Norton
Memphis Jc.
Cairo
St. Louis
Evansville
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L. R. ZOLLINGER, Engineer of Maintenance of Way.
J. B. FISHER, Superintendent of Telegraph.
J. B. BAKER, Supt. Phila. Terminal Division, W. Philadelphia, Pa.
E. A. STERLING, Forester.

Eastern Pennsylvania Division.

GEO. W. CREIGHTON, General Superintendent, Altoona, Pa.

B. N. DURBOROW, Superintendent Motive Power, Altoona, Pa.
W. B. McCALEB, Supt. Philadelphia Division, Harrisburg, Pa.
A. W. MOSS, Superintendent Schuylkill Division, Reading, Pa.
C. A. PRESTON, Superintendent Middle Division, Altoona, Pa.
W. L. COOPER, Superintendent Bedford Division, Bedford, Pa.
ALLAN B. CUTHBERT, Principal Asst. Engineer, Altoona, Pa.
J. K. JOHNSTON, Superintendent Tyrone Division, Tyrone, Pa.
E. J. CLEAVE, Superintendent Cresson Division, Cresson, Pa.
W. A. FORD, Superintendent Bellwood Division, Bellwood, Pa.

Western Pennsylvania Division.

S. C. LONG, General Superintendent, Pittsburgh, Pa.

D. M. PERINE, Superintendent Motive Power, Pittsburgh, Pa.
R. T. MORROW, Supt. Pittsburgh Division, "
GEO. W. SNYDER, Principal Assistant Engineer, Pittsburgh, Pa.
A. G. MITCHELL, Supt. Monongahela Division,
ANDREW KEISER, Superintendent Conemaugh Division, Pittsburgh, Pa.

New Jersey Division.

F. L. SHEPPARD, General Superintendent, Jersey City, N.J.

H. S. HAYWARD, Supt. Motive Power, Jersey City, N.J.
F. P. ABERCROMBIE, Supt. New York Division, "
A. M. PARKER, Supt. Hudson Div., 2 Beaver St., New York, N.Y.
GEO. P. MILLER, Principal Assistant Engineer, Jersey City, N.J.
VICTOR WIERMAN, Supt. Amboy Division, Camden, N.J.
A. P. GEST, Superintendent Belvidere Division, Trenton, N.J.

Erie Division.

H. M. CARSON, General Superintendent, Williamsport, Pa.

J. T. WALLIS, Superintendent Motive Power, Williamsport, Pa.
L. W. ALLIBONE, Superintendent Sunbury Div., Sunbury, Pa.
J. H. NICHOL, Principal Assistant Engineer, Williamsport, Pa.
H. P. LINCOLN, Superintendent Williamsport Division,
W. G. COUGHLIN, Superintendent Renovo Division, Renovo, Pa.

Buffalo and Allegheny Valley Division.

B. L. O'DONNEL, General Superintendent, Buffalo, N.Y.

R. K. READING, Superintendent Motive Power, Buffalo, N.Y.
GEO. B. BEALE, Superintendent Buffalo Division, "
C. P. MacARTHUR, Principal Assistant Engineer, Buffalo, N.Y.
JAS. BUCKELEW, Superintendent Allegheny Div. Oil City, Pa.

RELIEF DEPARTMENT.

W. HEYWARD MYERS, General Manager (Ex Officio Chairman of Advisory Committee).

SPENCER MEADE, Superintendent.
E. B. HUNT, Assistant Superintendent.

THE NORTHERN CENTRAL RAILWAY COMPANY.

Executive Office—Broad Street Station, Philadelphia, Pa.

The Officers are the same as The Pennsylvania Railroad Company, except

EXECUTIVE DEPARTMENT.

STEPHEN W. WHITE, Secretary.

LEWIS NEILSON, Assistant Secretary.
KANE S. GREEN, Assistant Secretary.
J. W. MARSHALL, Assistant Treasurer, New York, N.Y.
F. P. WHITCRAFT, Assistant Treasurer, Baltimore, Md.
JNO. C. HINES, Assistant to Secretary.

FREIGHT DEPARTMENT.

JOHN M. GROSS, Division Freight Agent, Baltimore, Md.
N. J. ELLIOTT, District Freight Solicitor, "
WM. E. FRASER, Division Freight Agent, Williamsport, Pa.
C. B. BENNIE, District Freight Solicitor, Rochester, N.Y.
H. K. BALL, Freight Solicitor, Elmira, N.Y.
A. E. KETCHUM, Freight Solicitor, Scranton, Pa.

PASSENGER DEPARTMENT.

EDGAR YUNGMAN, Division Ticket Agent, Williamsport, Pa.
B. P. FRASER, District Passenger Agent, Buffalo District, 307 Main Street, Ellicott Square, Buffalo, N.Y.

TRANSPORTATION DEPARTMENT.

H. M. CARSON, General Superintendent, Williamsport, Pa.

J. T. WALLIS, Superintendent Motive Power, Williamsport, Pa.
G. LATROBE, Superintendent Baltimore Division, Baltimore, Md.
H. P. LINCOLN, Superintendent Susquehanna Division, Williamsport, Pa.
J. H. NICHOL, Principal Assistant Engineer, Williamsport, Pa.
L. W. ALLIBONE, Superintendent Shamokin Division, Sunbury, Pa.
H. A. JAGGARD, Superintendent Elmira Division, Elmira, N.Y.

THE PENNSYLVANIA RAILROAD COMPANY

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY.

General Office—Broad Street Station, Philadelphia, Pa.

The Officers are the same as The Pennsylvania Railroad Company, except

FREIGHT DEPARTMENT.

CHAS. E. KINGSTON, Div. Freight Agt., Wilmington, Del.
P. G. HAYDEN, Freight Solicitor, "
JOHN M. GROSS, Division Freight Agent, Baltimore, Md.
N. J. ELLIOTT, District Freight Solicitor, Baltimore, Md.
J. C. MALCOLM, District Freight Solicitor, Washington, D.C.

PASSENGER DEPARTMENT.

GEO. B. FERRIER, Division Ticket Agent.

TRANSPORTATION DEPARTMENT.

R. F. BROOKS, General Superintendent, Wilmington, Del.
JAS. MILLIKEN, Supt. Motive Power, Wilmington, Del.
W. N. BANNARD, Supt. Maryland Division, "
E. B. JOHN, Principal Assistant Engineer, Wilmington, Del.
A. J. WHITNEY, Jr., Superintendent Delaware Div., "
C. T. DABNEY, Superintendent Central Division, Media, Pa.

WEST JERSEY & SEASHORE RAILROAD COMPANY.

General Office—Broad Street Station, Philadelphia, Pa.

The Officers are the same as The Pennsylvania Railroad Company, except

EXECUTIVE DEPARTMENT.

JOHN M. HARDING, Secretary.
LEWIS NEILSON, Assistant Secretary.
ROBT. H. GROFF, Assistant Secretary.

FREIGHT DEPARTMENT.

WILLIAM COFFIN, Division Freight Agent, Camden, N.J.
WM. S. McCULLOH, Freight Solicitor, Camden, N.J.

PASSENGER DEPARTMENT.

B. J. DeLONG, Division Ticket Agent.

TRANSPORTATION DEPARTMENT.

D. H. LOVELL, Superintendent, Camden, N.J.

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THE PENNSYLVANIA RAILROAD COMPANY

MILEAGE.

EASTERN PENNSYLVANIA DIVISION.

Philadelphia Division	357.61 miles.
Schuylkill Division	112.59 "
Middle Division	208.78 "
Tyrone Division	262.67 "
Bedford Division	60.83 "
Bellwood Division	86.58 "
Cresson Division	167.07 miles.
Total Eastern Pennsylvania Div.	1256.13 miles.

WESTERN PENNSYLVANIA DIVISION.

Pittsburgh Division	390.02 miles.
Conemaugh Division	173.75 "
Monongahela Division	127.08 miles.
Total Western Pennsylvania Div.	690.85 miles.

ERIE DIVISION.

Williamsport Division	180.06 miles.
Renovo Division	244.94 "
Sunbury Division	180.25 miles.
Total Erie Division	605.25 miles.

BUFFALO AND ALLEGHENY VALLEY DIVISION.

Buffalo Division	409.24 miles.
Allegheny Division	373.51 miles.
Total Buf. and Alleg. Val. Div.	782.75 miles.

NEW JERSEY DIVISION.

New York Division	173.83 miles.
Amboy Division	213.07 "
Belvidere Division	84.02 "
Total New Jersey Division	475.29 miles.

PHILADELPHIA, BALTIMORE & WASHINGTON R.R.

Maryland Division	264.37 miles.
Central Division	92.26 "
Delaware Division	346.56 miles.
Total Phila. Balt. & Wash. R.R.	703.19 miles.

NORTHERN CENTRAL RAILWAY.

Baltimore Division	180.67 miles.
Susquehanna Division	68.49 "
Shamokin Division	38.47 "
Elmira Division	173.22 miles.
Total Northern Central Railway.	460.85 miles.

WEST JERSEY & SEASHORE RAILROAD.

Main Line and Branches	336.72 miles.

RECAPITULATION.

Eastern Pennsylvania Division	1256.13 miles.	
Western Pennsylvania Division	690.85 "	
New Jersey Division	475.29 "	
Erie Division	605.25 "	
Buffalo & Allegheny Valley Division	782.75 "	
Total Pennsylvania Railroad		3810.27 miles.
" Northern Central Railway	457.26 miles.	
" Philadelphia, Baltimore & Washington Railroad	706.78 "	
" West Jersey & Seashore Railroad	336.72 "	
		1500.76 miles.
Total (east of Pittsburgh and Erie)		5311.03 miles.
Long Island Railroad Lines		391.89 "
Pemberton and Hightstown		24.37 "
Barnegat Railroad		8.15 "
Washington Terminal Company		2.09 "
Rosslyn Connecting Railroad		2.69 "
New York Philadelphia & Norfolk Railroad		112.00 "
Baltimore Chesapeake & Atlantic Railway Lines		87.66 "
Maryland Delaware & Virginia Railway		78.33 "
Cumberland Valley Railroad Lines		162.19 "
Cherry Tree & Dixonville Railroad		36.57 "
Winfield Railroad		9.16 "
Monongahela Railroad Lines		60.59 "
Pennsylvania Lines west of Pittsburgh (owned and operated and associated in interest with the Pennsylvania Railroad)		4948.59 miles.
Grand Total		11235.31 miles.

Condensed Time Table of Through Trains.

NEW YORK, PHILADELPHIA AND CHICAGO.

Direct Connection between Brooklyn and Jersey City by Pennsylvania Annex Boats.

NEW YORK TO CHICAGO—Fort Wayne Route.

Westward. (*Eastern time.*)	Distance from N. Y.	No. 25 Chicago Special. Note ◘	No. 5 The Penna. Limited. Note ◘	No. 28 Penna. Special. Note ◘	No. 23 Chicago Limited. Note ◘	No. 8 Western Express. Daily.	No. 15 Pittsburgh Express. Daily.
New York — W. 23d St. lve.	.....	*7 55 A M	*10 55 A M	*3 55 P M	*4 55 P M	5 55 P M	.....
New York — Desb. & Cort. Sts.	0	8 00 A M	11 00 A M	4 00 P M	5 00 P M	6 00 P M	.....
New York — Hud. Ter. (H.&M.RR)	.....	8 05 A M	11 05 A M	4 05 P M	5 05 P M	6 05 P M	.....
Phila. — *North Phila.*	84.8	g9 57 A M	g12 57 Noon	c5 37 P M	7 02 P M	g8 14 P M	.....
Phila. — *Broad Street*	90.3	10 25 A M	1 20 P M	- -	- -	8 40 P M	8 40 A M
Phila. — *West Phila.*	91.4	c10 29 A M	c1 24 P M	- -	- -	c8 44 P M	c8 44 A M
Harrisburg	194.2	12 50 Noon	3 43 P M	7 34 P M	9 53 P M	11 35 P M	11 37 A M
Altoona	325.3	3 54 P M	6 50 P M	- -	1 16 A M	3 20 A M	3 07 P M
Pittsburgh (R.time) arr.	440.0	6 52 P M	9 45 P M	12 40 Night	4 30 A M	7 00 A M	8 35 P M
Pittsburgh (C.time) lve.	440.0	8 00 P M	8 55 P M	11 45 P M	3 50 A M	7 00 A M	8 00 P M
Alliance	523.2	10 05 P M	a11 11 P M	- -	6 00 A M	9 40 A M	10 05 P M
Mansfield	615.3	- -	- -	- -	8 15 A M	12 05 Noon	- -
Crestline	628.6	12 50 Night	a1 55 A M	- -	8 45 A M	12 35 Noon	12 50 Night
Fort Wayne	760.0	3 55 A M	4 50 A M	5 54 A M	12 00 Noon	4 06 P M	3 55 A M
Chicago arr.	908.3	8 00 A M	8 45 A M	8 55 A M	4 00 P M	8 45 P M	8 00 A M

Trains marked * run daily; a stops to take or leave passengers for or from Pittsburgh and points east; c on Sunday arrives 9 45 a. m.

CHICAGO TO NEW YORK—Fort Wayne Route.

Eastward. (*Central time.*)	No. 16 New York Special. Note ◘	No. 22 Manhattan Limited. Note ◘	No. 28 Penna. Special. Note ◘	No. 8 Atlantic Express. Daily.	No. 2 The Penna. Limited. Note ◘	No. 6 New York Express. Daily.
Chicago lve.	*8 15 A M	*10 30 A M	*2 45 P M	*3 15 P M	*5 30 P M	11 45 P M
Fort Wayne	12 03 Noon	2 06 P M	5 27 P M	7 45 P M	9 10 P M	5 05 A M
Crestline	3 13 P M	5 10 P M	- -	11 50 P M	a12 15 Night	10 00 A M
Mansfield	3 34 P M	5 32 P M	- -	12 15 Night	- -	10 24 A M
Alliance	6 00 P M	7 50 P M	- -	3 17 A M	a2 58 A M	2 00 P M
Pittsburgh (Cent. time) arr.	8 10 P M	9 55 P M	11 49 P M	5 50 A M	5 30 A M	5 05 P M
Pittsburgh (East. time) lve.	8 40 P M	11 14 P M	12 54 Night	7 55 A M	6 45 A M	7 10 P M
Altoona	- -	2 06 A M	- -	11 30 A M	9 45 A M	10 30 P M
Harrisburg	3 35 A M	4 50 A M	5 54 A M	2 43 P M	12 45 Noon	2 00 A M
Phila. — *West Philadelphia*	- -	- -	- -	b5 43 P M	b3 14 P M	b4 36 A M
Phila. — *Broad Street*	- -	- -	- -	5 47 P M	3 18 P M	4 40 A M
Phila. — *North Philadelphia*	d5 56 A M	d7 20 A M	d7 54 A M	j6 10 P M	j3 33 P M	j5 06 A M
New York — Hudson Term. (H & M.R.R.)	7 58 A M	9 18 A M	9 38 A M	8 03 P M	6 18 P M	7 18 A M
New York — Desbrosses & Cortlandt Sts.	8 03 A M	9 23 A M	9 43 A M	8 08 P M	6 23 P M	7 23 A M
New York — *W. 23d Street* arr.	8 15 A M	g9 30 A M	9 45 A M	8 15 P M	6 30 P M	7 30 A M

Note ◘—Extra fare is charged on this train. For particulars, see Through Car Arrangement pages.

g Stops on notice to conductor to leave passengers or on notice to agent to take for west of Philadelphia.

b Stops on notice to conductor to leave passengers; c regular stop to take passengers; d regular stop to leave passengers.

NEW YORK TO CHICAGO. Pan-Handle Route.

Westward. (*Eastern time.*)	Distance from New York.	No. 21 Chic. & St. L. Express. Daily.	No. 8 Pacific Express. Daily.
New York — *W. 23d St.* lve.	.....	1 55 P M	7 55 P M
New York — *Desb. & Cort. Sts.*	0	2 00 P M	8 00 P M
New York — Hudson Ter. (H.& M.R.R.)	.....	2 05 P M	8 05 P M
Phila. — *North Philadelphia*	84.8	g4 04 P M	10 25 P M
Phila. — *Broad Street*	90.3	4 30 P M	11 35 P M
Phila. — *West Philadelphia*	91.4	c4 54 P M	c11 38 P M
Harrisburg	194.2	7 37 P M	2 50 A M
Altoona	325.3	11 00 P M	7 40 A M
Pittsburgh (East. time) arr.	440.0	2 10 A M	11 00 A M
Pittsburgh (Cent. time) lve.	440.0	1 30 A M	12 30 Noon
Columbus	631.0	7 00 A M	8 45 P M
Bradford	714.2	9 48 A M	12 25 Night
Logansport	828.5	1 55 P M	4 05 A M
Chicago arr.	945.2	5 00 P M	7 30 A M

CHICAGO TO NEW YORK. Pan-Handle Route.

Eastward. (*Central time.*)	No. 20 Keystone Express. Daily.	No. 10 Eastern Express. Daily.
Chicago lve.	10 05 A M	9 45 P M
Logansport	1 20 P M	1 00 A M
Bradford	5 15 P M	4 37 A M
Columbus	7 55 P M	7 10 A M
Pittsburgh (Cent. time) arr.	1 45 A M	1 55 P M
Pittsburgh (East. time) lve.	3 00 A M	4 55 P M
Altoona	6 15 A M	8 50 P M
Harrisburg	9 30 A M	1 00 A M
Phila. — *West Philadelphia*	d12 13 Noon	b4 19 A M
Phila. — *Broad Street*	b12 17 Noon	4 23 A M
Phila. — *North Philadelphia*	b12 41 Noon	j4 51 A M
New York — Hudson Ter. (H.& M.R.R.)	2 48 P M	7 08 A M
New York — *Desb. & Cort. Sts.*	2 53 P M	7 13 A M
New York — *W. 23d St.* arr.	3 00 P M	7 15 A M

j Stops on notice to conductor to leave passengers from west of Philadelphia or on notice to agent to take passengers.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | Over 160 railroads use the SAFETY systems of ..... Steam Heat

THE PENNSYLVANIA RAILROAD COMPANY

Condensed Time Table of Through Trains.

WASHINGTON, BALTIMORE AND CHICAGO.

WASHINGTON TO CHICAGO.
Fort Wayne Route.

Westward. (Eastern time.)	Distance from Wash'ton.	No. 15 Pittsburgh Express Daily.	No. 5 The Penna. Limited. Daily. ▣	No. 29 Penna. Special. Daily. ▣	No. 23 Chicago Limited. Daily.	No. 9 Western Express. Daily.
Washington.....lve.	0	b7 30 A M	11 55 A M	3 40 P M	6 45 P M	7 55 P M
Baltimore..... "	40.0	8 55 A M	1 05 P M	4 55 P M	7 05 P M	8 55 P M
Harrisburg..... "	123.3	11 37 A M	3 43 P M	7 34 P M	9 53 P M	11 35 P M
Altoona..... "	254.4	3 07 P M	6 50 P M	– –	1 16 A M	3 20 A M
Pittsburgh (East. time)..arr.	368.2	6 35 P M	9 45 P M	12 40 Night	4 30 A M	7 00 A M
Pittsburgh (Cent. time)..lve.	368.2	8 00 P M	8 55 P M	11 45 P M	3 50 A M	7 00 A M
Alliance.....	451.4	10 05 P M	a11 11 P M	– –	6 00 A M	9 40 A M
Mansfield.....	543.5	– –	– –	– –	8 15 A M	12 05 Noon
Crestline.....	556.8	12 50 Night	a1 55 A M	– –	8 45 A M	12 35 Noon
Fort Wayne.....	688.2	3 55 A M	4 50 A M	5 54 A M	12 00 Noon	4 05 P M
Chicago.....arr.	836.5	8 00 A M	8 45 A M	8 55 A M	4 00 P M	8 45 P M

WASHINGTON TO CHICAGO.
Pan-Handle Route.

Westward. (Eastern time.)	Distance from Wash'ton.	No. 21 Chic. & St. L. Express. Daily.	No. 3 Pacific Express. Daily.
Washington.....lve.	0	3 40 P M	10 45 P M
Baltimore..... "	40.0	4 55 P M	11 59 P M
Harrisburg..... "	123.3	7 37 P M	2 50 A M
Altoona..... "	254.4	11 00 P M	7 40 A M
Pittsburgh (East. time) arr.	368.2	2 10 A M	11 00 A M
Pittsburgh (Cent. time) lve.	368.2	1 30 A M	*12 30 Noon
Columbus.....	559.2	7 00 A M	8 45 P M
Bradford.....	642.4	9 48 A M	12 25 Night
Logansport.....	756.7	1 33 P M	4 05 A M
Chicago.....arr.	873.4	5 00 P M	7 30 A M

*Daily; a stops to take or leave for or from Pittsburgh and points east; b stops on notice to conductor to leave; c regular stop to take; d regular stop to leave passengers; f stops on notice to conductor to discharge passengers or on notice to agent to take for west of Philadelphia; g stops on notice to conductor to leave passengers from west of Philadelphia or on notice to agent to receive passengers.

CHICAGO TO WASHINGTON.
Fort Wayne Route.

Eastward. (Central time.)	No. 16 New York Special. Daily. ▣	No. 22 Manhattan Limited. Daily.	No. 8 Atlantic Express. Daily.	No. 2 The Penna. Limited. Daily. ▣	No. 4-36 Phila. Exp. Daily.	.....
Chicago.....lve.	*8 15 A M	*10 30 A M	*3 15 P M	5 30 P M	11 45 P M	.....
Fort Wayne.....	12 03 Noon	2 05 P M	7 45 P M	9 10 P M	5 05 A M	.....
Crestline.....	3 13 P M	5 10 P M	11 50 P M	a12 15 Night	10 00 A M	.....
Mansfield.....	3 34 P M	5 32 P M	12 15 Night	– –	10 24 A M	.....
Alliance.....	6 00 P M	7 50 P M	3 17 A M	a2 58 A M	2 00 P M	.....
Pittsburgh (Cent. time)..arr.	8 10 P M	9 55 P M	5 50 A M	5 30 A M	5 05 P M	.....
Pittsburgh (East. time)..lve.	9 40 P M	11 14 P M	7 55 A M	6 45 A M	8 50 P M	.....
Altoona.....arr.	– –	2 06 A M	11 30 A M	9 45 A M	12-23 Night	.....
Harrisburg..... "	3 35 A M	4 50 A M	2 43 P M	12 45 Noon	3 25 A M	.....
Baltimore..... "	7 05 A M	7 20 A M	5 15 P M	3 20 P M	7 05 A M	.....
Washington.....arr.	8 25 A M	8 40 A M	6 25 P M	4 40 P M	8 25 A M	.....

CHICAGO TO WASHINGTON.
Pan-Handle Route.

Eastward. (Central time.)	No. 20 Keystone Express. Daily.	No. 10 Eastern Express. Daily.	.....
Chicago.....lve.	10 05 A M	9 45 P M	.....
Logansport.....	1 20 P M	1 00 A M	.....
Bradford.....	5 15 P M	4 37 A M	.....
Columbus.....	7 55 P M	7 10 A M	.....
Pittsburgh (Cent. time) arr.	1 45 A M	1 55 P M	.....
Pittsburgh (East. time) lve.	3 00 A M	4 55 P M	.....
Altoona.....arr.	6 15 A M	8 50 P M	.....
Harrisburg..... "	9 30 A M	1 00 A M	.....
Baltimore..... "	12 00 Noon	7 20 A M	.....
Washington.....arr.	1 00 P M	8 40 A M	.....

NOTE ▣.—Extra fare is charged on this Train. For particulars, see Through Car Arrangement pages.

NEW YORK, PHILADELPHIA, WASHINGTON AND BALTIMORE TO ST. LOUIS.

Direct connection between Brooklyn and Jersey City by Pennsylvania Annex Boats.

NEW YORK TO COLUMBUS AND ST. LOUIS.

Westward. (Eastern time.)	Distance from N. Y.	No. 25 Chicago Special. Daily.	No. 27 St. Louis Limited. Daily.	No. 21 Chic. and St. Louis Exp. Daily.	No. 7 St. Louis Express. Daily.	No. 31 24-Hour St. Louis. Daily.	No. 19 Clev. & Cin. Express. Daily.
New York { W. 23d St...lv.	.....	7 55 A M	10 55 A M	1 55 P M	6 25 P M	6 25 P M	8 25 P M
New York { Desb. & Cort Sts. "	0	8 00 A M	11 00 A M	2 00 P M	6 30 P M	6 30 P M	8 30 P M
New York { Hud. Ter. (H. & M.) "	.....	8 05 A M	11 05 A M	2 05 P M	6 35 P M	6 35 P M	8 35 P M
North Philadelphia	84.8	g9 57 A M	g12 52 Noon	g4 04 P M	g8 33 P M	c8 17 P M	g9 33 P M
Philadelphia (Broad St.)..	90.3	10 25 A M	1 10 P M	4 30 P M	8 58 P M	.....	11 05 P M
West Philadelphia.	91.4	c10 29 A M	c1 14 P M	c4 34 P M	c9 02 P M	.....	c11 09 P M
Harrisburg.....	194.2	12 50 Noon	3 35 P M	7 37 P M	11 30 P M	10 34 P M	1 40 A M
Altoona.....	325.3	3 54 P M	6 40 P M	11 00 P M	2 35 A M	.....	4 42 A M
Pittsburgh (East. time) ar.	440.0	6 52 P M	9 35 P M	2 10 A M	5 37 A M	3 50 A M	8 00 A M
Pittsburgh (Cent. time) lv.	440.0	8 55 P M	8 45 P M	1 30 A M	4 50 A M	2 55 A M	8 15 A M
Columbus.....ar.	631.0	1 50 A M	1 45 A M	6.35 A M	9 55 A M	7 15 A M	1 45 P M
Dayton.....	701.6	.....	3 43 A M	8 50 A M	.....	.....	.....
Richmond.....	743.1	5 10 A M	4 50 A M	10 00 A M	1 15 P M	.....	5 00 P M
Indianapolis.....	812.0	7 10 A M	7 00 A M	11 55 A M	3 05 P M	11 00 A M	6 35 P M
Louisville.....	922.0	10 35 A M	10 35 A M	.....	7 00 P M	.....	.....
Terre Haute.....	884.7	9 05 A M	8 45 A M	1 47 P M	5 05 P M	1 02 P M	.....
St. Louis.....arr.	1053.8	1 53 P M	1 25 P M	6 33 P M	9 40 P M	5 25 P M	.....

WASHINGTON TO ST. LOUIS.

Westward. (Eastern time.)	Dist. from Wash'ton.	25 Chic. Sp'l.	27 St. Louis Lim.	21 Chic. & St. L. Exp.	7 St. Louis Exp.	31 24-Hr. St. Louis	19 Clev. & Cin. Exp.
[LEAVE	.....	A M	A M	P M	P M	P M	P M
Washington.....	0	*9 10	*11 55	*3 40	*7 55	*7 00	*7 55
Baltimore.....	40.0	10 20	1 06	4 55	8 55	8 00	8 55
Harrisburg.....	123.3	12 50	3 35	7 37	11 30	10 34	1 40
Altoona.....	254.4	3 54	6 40	11 00	2 35	..	4 42
Pittsburgh (East. time) arr.	368.2	6 52	9 35	2 10	5 37	3 50	8 00
Pittsburgh (Cent. time) lv e.	368.2	8 55	8 45	1 30	4 50	2 55	8 15
Columbus.....	559.2	1 50	1 45	6 35	9 55	7 15	1 45
Dayton.....	629.8	.....	3 43	8 50	....	....	....
Richmond.....	678.8	4 55	4 50	10 00	1 15	.....	5 00
Indianapolis.....	740.2	7 10	7 00	11 55	3 05	11 00	6 35
Louisville.....	850.2	10 35	10 35	.....	7 00	.....	P M
Terre Haute.....	812.9	9 05	8 45	1 47	5 05	1 02	.....
St. Louis.....	982.0	1 53	1 25	6 33	9 40	5 25	.....
[ARRIVE	.....	P M	P M	P M	P M	P M	.....

b On Sunday leaves 7 50 a.m.

ST. LOUIS AND COLUMBUS TO NEW YORK.

Eastward. (Central time.)	No. 40 Cin. & N. Y. Express. Daily.	No. 20 Keystone Express. Daily.	No. 26 New York Limited. Daily.	No. 8 Atlantic Express. Daily.	No. 30 24-Hour New Yorker Daily.	No. 10 Eastern Express. Daily.	No. 14-6 New York Express. Daily.
St. Louis.....lv.	.....	8 44 A M	1 02 P M	12 45 Noon	6 00 P M	8 15 P M	11 35 P M
Terre Haute.....	.....	1 00 P M	5 15 P M	5 05 P M	10 05 P M	1 12 A M	5 00 A M
Louisville.....	8 30 A M	.....	3 45 P M	3 45 P M	.....	.....	.....
Indianapolis.....	1 50 P M	3 05 P M	7 10 P M	7 20 P M	11 50 P M	3 35 A M	8 10 A M
Richmond.....	3 03 P M	4 55 P M	9 00 P M	8 10 P M	.....	5 10 A M	9 55 A M
Dayton.....	.....	6 00 P M	10 05 P M	.....	.....	.....	11 00 A M
Columbus.....	5 45 P M	8 20 P M	12 30 Night	12 45 Night	4 05 A M	7 30 A M	12 50 Noon
Pittsburgh (Cent. time) ar.	10 00 P M	1 45 A M	5 50 A M	6 20 A M	8 25 A M	1 55 P M	6 50 P M
Pittsburgh (East. time) lv.	11 10 P M	3 00 A M	7 05 A M	7 55 A M	9 30 A M	4 55 P M	7 10 P M
Altoona.....ar.	1 58 A M	6 15 A M	10 04 A M	11 30 A M	.....	8 50 P M	10 30 P M
Harrisburg.....	4 40 A M	9 30 A M	12 54 Noon	2 43 P M	3 05 P M	1 00 A M	2 00 A M
West Philadelphia.	.....	d12 13 Noon	b3 16 P M	d5 43 P M	.....	b4 19 A M	b4 36 A M
Philadelphia (Broad St.)..	.....	b12 17 Noon	3 20 P M	5 47 P M	.....	4 23 A M	4 40 A M
North Philadelphia	d7 03 A M	b12 41 Noon	j3 33 P M	j6 10 P M	d5 09 P M	h4 51 A M	j5 06 A M
New York { Hud. Ter. (H. & M.)	8 58 A M	2 48 P M	5 18 P M	8 03 P M	6 48 P M	7 08 A M	7 18 A M
New York { Desb. & Cort. Sts.	9 03 A M	2 53 P M	5 23 P M	8 08 P M	6 53 P M	7 13 A M	7 23 A M
New York { W. 23d St..ar.	9 15 A M	3 00 P M	5 30 P M	8 15 P M	7 00 P M	7 15 A M	7 30 A M

ST. LOUIS TO WASHINGTON.

Eastward. (Central time.)	40 Cin. & N.Y. Exp.	20 Keystone Exp.	26 New York Lim.	8 Atl. Exp.	30 24-H. New Y'ker	14-6 New York Exp.
[LEAVE	.....	A M	P M	Noon	P M	P M
St. Louis.....	.....	*8 44	*1 02	*12 45	*6 00	*11 35
Terre Haute.....	A M	1 00	5 15	5 05	10 05	5 00
Louisville.....	*8 30	.....	3 45	3 45	.....	.....
Indianapolis.....	1 30	3 05	7 10	7 20	11 50	8 10
Richmond.....	3 03	4 55	9 00	8 10	.....	9 55
Dayton.....	.....	6 00	10 05	.....	.....	11 00
Columbus.....	5 45	8.20	12 30	12 45	4 05	12 50
Pittsburgh (Cent. time). arr.	10 00	1 45	5 50	6 20	8 25	5 50
Pittsburgh (East. time). lve.	11 10	3 00	7 05	7 55	9 30	7 10
Altoona.....	1 58	6 15	10 04	11 30	.....	10 30
Harrisburg.....	4 40	9 30	12 54	2 43	3 05	2 00
Baltimore.....	7 20	12 00	3 20	5 15	5 55	7 05
Washington.....	8 40	1 00	4 40	6 25	7 10	8 25
[ARRIVE	A M	P M	P M	P M	P M	A M

For Through Car Service, see pages 386-387.

THE PENNSYLVANIA RAILROAD COMPANY

Condensed Time Table of Through Trains.

NEW YORK, PHILADELPHIA, WASHINGTON AND BALTIMORE TO CINCINNATI AND LOUISVILLE.

Direct connection between Brooklyn and Jersey City by Pennsylvania Annex Boats.

NEW YORK TO CINCINNATI AND LOUISVILLE.

Westward. (*Eastern time.*)	Distance from New York.	No. 27 St. Louis Limited. Daily.	No. 21 Chic. and St. Louis Exp. Daily.	No. 31 24-Hour St. Louis. Daily.	No. 7 St. Louis Express. Daily.	No. 19 Clev. & Cin. Express. Daily.
New York { *West 23d St.* . . lve.	......	10 55 A M	1 55 P M	6 25 P M	6 25 P M	8 25 P M
New York { Desb. & Cort. Sts. »	0	11 00 A M	2 00 P M	6 30 P M	6 30 P M	8 30 P M
New York { Hud. T. (H. & M.) »	......	11 05 A M	2 05 P M	6 35 P M	6 35 P M	8 35 P M
No. Philadelphia...	84.8	g12 52 Noon	g4 04 P M	c8 17 P M	g8 33 P M	g10 33 P M
Phila. (*Broad St.*)....	90.3	1 10 P M	4 30 P M	....	8 58 P M	11 06 P M
W. Philadelphia....	91.4	c1 14 P M	c4 34 P M	....	c9 02 P M	c11 09 P M
Harrisburg..........	194.2	3 35 P M	7 37 P M	10 34 P M	11 30 P M	1 40 A M
Altoona	325.3	6 40 P M	11 00 P M	....	2 35 A M	4 42 A M
Pittsburgh (E. time) arr.	440.0	9 35 P M	2 10 A M	3 50 A M	5 37 A M	8 00 A M
Pittsburgh (C. time) lve.	440.0	8 45 P M	1 30 A M	2 55 A M	4 50 A M	8 15 A M
Columbus ....arr.	631.0	1 45 A M	6 35 A M	7 15 A M	9 55 A M	1 45 P M
Cincinnati..........	750.7	6 30 A M	10 25 A M	10 25 A M	1 00 P M	5 25 P M
Louisville . . (*L.&N.*)	864.7	11 45 A M	2 30 P M	2 30 P M	8 40 P M	9 20 P M

LOUISVILLE AND CINCINNATI TO NEW YORK.

Eastward. (*Central time.*)	No. 20 Keystone Express. Daily.	No. 28 New York Limited. Daily.	No. 8 Atlantic Express. Daily.	No. 6 New York Express. Daily.	No 40 Cin. & N. Y. Exp. Daily.
Louisville (L.&N.) lv.	1 15 P M	5 00 P M	5 00 P M	3 15 A M	8 15 A M
Cincinnati........	5 00 P M	9 00 P M	8 00 P M	9 00 A M	3 10 P M
Columbus.........	8 20 P M	12 30 Night	12 45 Night	12 50 Noon	5 45 P M
Pittsburgh (C. time) ar.	1 45 A M	5 50 A M	6 20 A M	5 50 P M	10 00 P M
Pittsburgh (E time) lv.	3 00 A M	7 05 A M	7 55 A M	7 10 P M	11 10 P M
Altoona........arr.	6 15 A M	10 04 A M	11 30 A M	10 30 P M	1 58 A M
Harrisburg........	9 30 A M	12 54 Noon	2 43 P M	2 00 A M	4 40 A M
W. Philadelphia..	d12 13 Noon	b3 16 P M	d5 43 P M	b4 36 A M	— —
Phila. (Broad St.)....	b12 17 Noon	3 20 P M	5 47 P M	4 40 A M	....
No. Philadelphia.	b12 41 Noon	j3 33 P M	j6 10 P M	j5 06 A M	b7 03 A M
New York { Hud. T. (H. & M.)..	2 48 P M	5 18 P M	8 03 P M	7 18 A M	8 58 A M
New York { Desb. & Cort. Sts..	2 53 P M	5 23 P M	8 08 P M	7 23 A M	9 03 A M
New York { *West 23d St.*...	3 00 P M	5 30 P M	8 15 P M	7 30 A M	9 15 A M

WASHINGTON TO CINCINNATI AND LOUISVILLE.

Westward.	Distance from Wash'ton.	No. 27 St. Louis Limited. Daily.	No. 21 Chic. and St. Louis Exp. Daily.	No. 31 24-Hour St. Louis. Daily.	No. 7 St. Louis Express. Daily.	No. 19 Clev. & Cin. Express. Daily.
Washington......lve.	0	11 55 A M	3 40 P M	7 00 P M	7 55 P M	7 55 P M
Baltimore..........	40.0	1 05 P M	4 55 P M	8 00 P M	8 55 P M	8 55 P M
Harrisburg..........	123.3	3 35 P M	7 37 P M	10 34 P M	11 30 P M	1 40 A M
Altoona	254.4	6 40 P M	11 00 P M	....	2 35 A M	4 42 A M
Pittsburgh (E. time) arr.	368.2	9 35 P M	2 10 A M	3 50 A M	5 37 A M	8 00 A M
Pittsburgh (C. time) lve.	368.2	8 45 P M	1 30 A M	2 55 A M	4 50 A M	8 15 A M
Columbus ....arr.	559.2	1 45 A M	6 35 A M	7 15 A M	9 55 A M	1 45 P M
Cincinnati..........	678.9	6 30 A M	10 25 A M	10 25 A M	1 00 P M	5 25 P M
Louisville . . (*L.&N.*)	792.9	11 45 A M	2 30 P M	2 30 P M	8 40 P M	9 20 P M

LOUISVILLE AND CINCINNATI TO WASHINGTON.

Eastward.	No. 20 Keystone Express. Daily.	No. 28 New York Limited. Daily.	No. 8 Atlantic Express. Daily.	No. 6 New York Express. Daily.	No. 40 Cin. & N. Y. Exp. Daily.
Louisville (L.&N.) lv.	1 15 P M	5 00 P M	6 00 P M	3 15 A M	8 15 A M
Cincinnati........	5 00 P M	9 00 P M	8 00 P M	9 00 A M	3 10 P M
Columbus.........	8 20 P M	12 30 Night	12 45 Night	12 50 Noon	5 45 P M
Pittsburgh (C. time) ar.	1 45 A M	5 50 A M	6 20 A M	5 50 P M	10 00 P M
Pittsburgh (E. time) lv.	3 00 A M	7 05 A M	7 55 A M	7 10 P M	11 10 P M
Altoona........arr.	6 15 A M	10 04 A M	11 30 A M	10 30 P M	1 58 A M
Harrisburg........	9 30 A M	12 54 Noon	2 43 P M	2 00 A M	4 40 A M
Baltimore.........	12 00 Noon	3 20 P M	5 15 P M	7 05 A M	7 20 A M
Washington......	1 00 P M	4 40 P M	6 25 P M	8 25 A M	8 40 A M

NEW YORK, PHILADELPHIA, BALTIMORE AND WASHINGTON TO CLEVELAND AND TOLEDO.

Direct connection between Brooklyn and Jersey City by Pennsylvania Annex Boats.

NEW YORK AND WASHINGTON TO CLEVELAND AND TOLEDO.

Westward. (*Eastern time.*)	Distance.	25 Chic. Spl.	† Main Line Exp.	No. 5 The Penna. Limited.	23 Chic. Lim.	No. 31 24-Hour St. Louis.	No. 3 Pacific Express.	19 Cleve. & Cin. Exp.
....	.....	A M	A M	....	P M	....	....	P M
New York { West 23d St. lve.	.....	*7 55	l8 55	*10 55 A M	*4 55	*6 25 P M	*7 55 P M	*8 25
New York { Desb. & Cort. Sts. »	0	8 00	l9 00	11 00 A M	5 00	6 30 P M	8 00 P M	8 30
New York { Hud. T. (H. & M.) »	.....	8 05	l9 05	11 05 A M	5 05	6 35 P M	8 05 P M	8 35
Philadelphia { No. Phila.... lve.	84.8	g9 57	— —	g12 57 Noon	7 02	c8 17 P M	10 25 P M	g10 33
Philadelphia { Broad St. Sta. »	90.3	10 25	11 35	1 20 P M	— —	....	11 35 P M	11 05
Philadelphia { West Phila. »	91.4	c10 29	c11 39	c1 24 P M	— —	....	c11 39 P M	c11 09
Washington ...lve.	.....	9 10	10 00	11 55 A M	5 45	7 00 P M	10 45 P M	7 55
Baltimore ...... »	.....	10 20	11 12	1 05 P M	7 05	8 00 P M	11 59 P M	8 55
Harrisburg .....lve.	194.2	12 50	2 50	3 43 P M	9 53	10 34 P M	2 50 A M	1 40
Altoona......... »	325.3	3 54	6 52	6 50 P M	1 16	....	7 40 A M	4 42
Pittsburgh.....arr.	440.0	6 52	10 26	9 45 P M	4 30	3 50 A M	11 00 A M	8 00
(*Central time.*)	.....	P M	P M	....	A M	....	....	A M
Pittsburgh.....lve.	440.0	7 05	11 00	11 00 P M	3 45	3 45 A M	1 30 P M	8 00
Youngstown...arr.	.....	8 40	.....	....	5 52	....	3 07 P M	.....
Akron...........arr.	.....	10 10	.....	....	7 15	....	4 50 P M	11 10
Cleveland......arr.	578.6	10 30	5 00	5 00 A M	7 30	7 30 A M	5 05 P M	11 30
Pittsburgh.....lve.	440.0	P M	A M	9 00 P M	3 50	....	*11 30 A M	A M
Toledo..........arr.	700.1	.....	.....	4 40 A M	11 30	....	6 40 P M	.....
....	.....	.....	.....	....	A M	....	....	.....

From New York to Mansfield an extra rate of fare is charged on this train.

TOLEDO AND CLEVELAND TO WASHINGTON AND NEW YORK.

Eastward. (*Central time.*)	No. 28 N. Y. Limited.	8 Atl. Exp.	24 Day Exp.	14-6 New York Express.	16 New York Spl.	40 Cin. & N.Y. Exp.	42 Phil. Spl.
....	....	P M	....	....	.....	P M	P M
Toledo...........lve.	....	*10 15	....	*7 15 A M	.....	*2 20	*2 20
Pittsburgh......arr.	....	6 00	....	5 05 P M	.....	8 55	8 55
....	....	P M	A M	....	P M	P M	P M
Cleveland.......lve.	*11 30 P M	*11 30	*7 15	*1 30 P M	*5 00	*6 00	*5 00
Akron............lve.	....	.....	....	*1 45 P M	.....	*6 20	.....
Youngstown ....lve.	....	.....	*9 05	*3 27 P M	.....	8 00	.....
Pittsburgh......arr.	5 40 A M	5 40	10 45	5 15 P M	8 25	8 55	8 25
(*Eastern time.*)	....	A M	A M	....	P M	P M	P M
Pittsburgh......lve.	*7 05 A M	7 55	*12 01	*7 10 P M	*9 40	*11 10	*10 40
Harrisburg......arr.	12 54 Noon	2 43	6 17	2 00 A M	3 35	4 40	4 30
Baltimore ....arr.	3 20 P M	5 15	10 20	7 05 A M	7 05	7 20	7 05
Washington.....arr.	4 40 P M	6 25	11 30	8 25 A M	8 25	8 40	8 25
Philadelphia { West Phila ...arr.	b3 16 P M	d5 43	d6 36	b4 36 A M	— —	— —	b6 56
Philadelphia { Broad St. Sta. »	3 20 P M	5 47	8 40	4 40 A M	— —	— —	7 00
Philadelphia { No. Phila .... »	j3 33 P M	j6 10	j9 12	j5 06 A M	d5 56	d7 03	A M
New York { Hud. T. (H. & M.) »	5 18 P M	8 03	11 18	7 18 A M	7 58	8 58	.....
New York { Desb. & Cort. Sts. »	5 23 P M	8 08	11 23	7 23 A M	8 03	9 03	.....
New York { West 23d St.... »	5 30 P M	8 15	11 30	7 30 A M	8 15	9 15	.....
....	....	P M	P M	....	A M	A M	.....

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; *a* stops to take on passengers; *b* stops on notice to conductor to let off passengers; *c* regular stop to receive passengers; *d* regular stop to leave passengers; *g* stops on notice to conductor to leave passengers or on notice to agent to take passengers for west of Philadelphia; *j* stops on notice to conductor to leave passengers from west of Philadelphia; *l* on Sunday leaves West 23d Street 8 25 a.m., Cortlandt and Desbrosses Streets 8 30 a.m., Hudson Terminal (Hudson & Manhattan R.R.) 8 35 a.m.

Stop-over Ten Days at Pittsburgh on Pennsylvania Railroad Tickets

For tickets allowing this privilege, and the conditions, consult Ticket Agents.

For Through Car Service, see pages 386-387.

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling

THE PENNSYLVANIA RAILROAD COMPANY

THROUGH CAR SERVICE—WESTWARD.

Buffets in Pullman Cars will not be opened when a Dining Car is attached to the train.

PITTSBURGH EXPRESS—No. 15.

Sleeping Cars...Pittsburgh to Chicago—Drawing-room.
Pittsburgh to Louisville (via Indianapolis)—Draw.-room.
Pittsburgh to Cincinnati—Drawing-room.
Parlor Cars.....Philadelphia to Pittsburgh.
Washington to Harrisburg.
Pittsburgh to Chicago—Smoking.
Pittsburgh to Cleveland (via Youngstown).
Pittsburgh to Wheeling (Sundays only).
Indianapolis to Louisville—Broiler Buffet.
Dining Cars....Philadelphia to Altoona.
Fort Wayne to Chicago.
Richmond to St. Louis.
Cafe Cars.....Washington to Harrisburg.

CHICAGO SPECIAL—No. 25.

An extra fare is charged from New York and Newark to Fort Wayne and Chicago, and from Philadelphia to Chicago.
Sleeping Cars...New York to Chicago—Drawing-room.
Pittsburgh to Chicago—Drawing-room.
Pittsburgh to Louisville (via Indianapolis)—Draw.-room.
Pittsburgh to Cincinnati—Drawing-room.
Parlor Cars.....New York to Philadelphia.
New York to Pittsburgh.
Philadelphia to Pittsburgh.
Washington to Harrisburg.
Pittsburgh to Chicago—Smoking.
Pittsburgh to Cleveland (via Youngstown).
Indianapolis to Louisville—Broiler Buffet.
Dining Cars....New York to Pittsburgh.
Fort Wayne to Chicago.

MAIN LINE EXPRESS—No. 1.

Sleeping Car....Pittsburgh to Cleveland.
Parlor Cars.....New York to Philadelphia—Broiler Buffet.
Philadelphia to Pittsburgh—Buffet.
Washington to Harrisburg.
Dining Car.....Philadelphia to Pittsburgh.

PITTSBURGH DAY EXPRESS—No. 43.

Parlor Cars.....New York to Pittsburgh—Drawing-room.
New York to Pittsburgh—Observation.
Washington to Pittsburgh—Drawing-room.
Dining Car.....New York to Pittsburgh.

THE PENNSYLVANIA LIMITED—No. 5.

No coaches between New York and Chicago. An extra fare is charged to Chicago and intermediate points.
Sleeping Cars...New York to Chicago—Drawing-room.
Washington to Chicago—Drawing-room.
Pittsburgh to Chicago—Drawing-room.
Pittsburgh to Detroit (via Michigan Central).
Pittsburgh to Toledo—Drawing-room.
Pittsburgh to Cleveland.
Observ. Comp..New York to Chicago.
Parlor Cars.....New York to Chicago—Smoking.
Washington to Harrisburg—Broiler Buffet.
Dining Cars....New York to Pittsburgh.
Fort Wayne to Chicago.

ST. LOUIS LIMITED—No. 27.

No coaches between New York and St. Louis. An extra fare is charged to Pittsburgh and intermediate points.
Sleeping Cars...New York to St. Louis (via Xenia)—Drawing-room.
New York to Cincinnati—Drawing-room.
Pittsburgh to St. Louis.
Observ. Comp..New York to St. Louis.
Parlor Cars.....New York to St. Louis—Smoking.
Washington to Harrisburg—Broiler Buffet.
Indianapolis to St. Louis.
Indianapolis to Louisville (Broiler Buffet).
Dining Cars....New York to Pittsburgh.
Richmond to St. Louis.

PENNSYLVANIA SPECIAL—No. 29.

No coaches between New York and Chicago. An extra fare is charged to Chicago and intermediate points.
Sleeping Cars...New York to Chicago—Drawing-room Stateroom.
Washington to Harrisburg—Drawing-room.
Observ. Comp..New York to Chicago.
Parlor Car.....New York to Chicago—Smoking.
Dining Cars....New York to Altoona.
Alliance to Chicago.

CHICAGO AND ST. LOUIS EXPRESS—No. 21.

Sleeping Cars...New York to Chicago—Drawing-room.
New York to St. Louis—Drawing-room.
New York to Indianapolis—Drawing-room.
New York to Nashville (via Cin. and Louisv.)—Dr.-room.
Washington to St. Louis—Drawing-room.
Pittsburgh to Columbus.
Parlor Cars.....Philadelphia to Pittsburgh.
Columbus to Chicago.
Dining Cars....New York to Altoona—2d section.
Philadelphia to Altoona—1st section.
Columbus to Chicago.
Columbus to St. Louis.
Columbus to Cincinnati.
Coach.....New York to Chicago.
New York to St. Louis.

CHICAGO LIMITED—No. 23.

No coaches between New York and Chicago. An extra fare is charged to Pittsburgh and intermediate points, and to Fort Wayne, Plymouth and Chicago from New York, Newark and Philadelphia.
Sleeping Cars...New York to Chicago—Drawing-room.
New York to Cleveland (via Youngstown)—Draw.-room.
Washington to Chicago—Drawing-room.
Washington to Cleveland (via Youngstown)—Draw.-room.
Observ. Comp..New York to Chicago.
Parlor Cars.....New York to Chicago—Smoking.
Pittsburgh to Chicago.
Pittsburgh to Cleveland (via Youngstown).
Dining Cars....New York to Harrisburg.
Washington to Harrisburg.
Alliance to Chicago.

WESTERN EXPRESS—No. 9.

Sleeping Cars...New York to Chicago—Drawing-room.
New York to Wheeling—Drawing-room.
New York to Pittsburgh—Drawing-room.
New York to Roanoke (via C. V. R.R.)—Drawing-room.
Washington to Chicago—Drawing-room (running Washington to Pittsburgh on No. 39).
Washington to Harrisburg—Buffet.
Harrisburg to Pittsburgh (open 10 00 p.m.)
Scranton to Pittsburgh (week-days)—D. R. Buffet.
Parlor Car.....Pittsburgh to Chicago.
Dining Cars....New York to Philadelphia.
Pittsburgh to Chicago.

THE 24-HOUR ST. LOUIS—No. 31.

No coaches between New York and St. Louis. An extra fare is charged to Pittsburgh and intermediate points and from New York and Philadelphia to Columbus, Cincinnati, Indianapolis, Terre Haute and St. Louis.
Sleeping Cars...New York to St Louis—Drawing-room.
New York to Cincinnati—Drawing-room.
New York to Cleveland—Drawing-room.
Observ. Comp..New York to St. Louis.
Parlor Car.....New York to St. Louis—Smoking.
Washington to Harrisburg.
Pittsburgh to Cleveland (via Youngstown)—Broiler Buffet.
Dining Cars....New York to Harrisburg.
Dennison to St. Louis.

ST. LOUIS EXPRESS—No. 7.

Sleeping Cars...New York to St. Louis (via Piqua)—Drawing-room.
New York to Cincinnati—Drawing-room.
Washington to Cincinnati—Drawing-room.
Parlor Car.....Indianapolis to Louisville.
Dining Cars....New York to Philadelphia.
Pittsburgh to St. Louis.
Indianapolis to Louisville.
Coach.....New York to St. Louis.

PITTSBURGH AND NORTHERN EXPRESS—No. 39.

No coaches and no baggage car Harrisburg to Pittsburgh.
Sleeping Cars...Philadelphia to Pittsburgh—Drawing-room.
Washington to Chicago—Drawing room (running west of Pittsburgh on No. 9).
Washington to Pittsburgh—Drawing-room.

PITTSBURGH NIGHT EXPRESS—No. 35.

No baggage car. No Coaches.
Sleeping Cars...Philadelphia to Pittsburgh—Drawing-room.

CLEVELAND AND CINCINNATI EXPRESS—No. 19.

Sleeping Cars...New York to Nashville (via Cincinnati and Louisville)—Drawing-room on train leaving Cincinnati 10 45 p.m.
New York to Cleveland—Drawing-room.
New York to Pittsburgh—Drawing-room.
Parlor Cars.....New York to Philadelphia.
Pittsburgh to Indianapolis.
Pittsburgh to Cleveland.
Pittsburgh to Wheeling.
Columbus to Cincinnati.
Dining Cars....Pittsburgh to Cleveland (via Alliance).
Pittsburgh to Columbus.

IRON CITY EXPRESS—No. 37.

Sleeping Cars...New York to Pittsburgh—Drawing-room.
Washington to Pittsburgh (open 10 00 p.m.)
Dining Car.....Altoona to Pittsburgh.

PACIFIC EXPRESS—No. 3.

Sleeping Cars...New York to Pittsburgh—Buffet.
Philadelphia to Altoona (open 10 00 p.m.)
Pittsburgh to Chicago (via Columbus)—Drawing-room.
Columbus to Chicago—Drawing-room.
Parlor Cars.....Pittsburgh to Cleveland (via Youngstown).
Pittsburgh to Detroit.
Dining Cars....Dennison to Columbus.
Pittsburgh to Mansfield.
Coaches only...Pittsburgh to Chicago (via Fort Wayne). No baggage handled from Mansfield to Chicago.

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THE PENNSYLVANIA RAILROAD COMPANY

THROUGH CAR SERVICE—Continued.

Vestibuled Day Coaches on all trains unless otherwise noted below.

EASTWARD.

PENNSYLVANIA SPECIAL—No. 28.

No coaches between Chicago and New York. An extra fare is charged from Chicago and intermediate points.
Sleeping Cars...Chicago to New York—Drawing-room Stateroom.
Observ. Comp..Chicago to New York.
Parlor Car.....Chicago to New York—Smoking.
Dining Cars....Chicago to Alliance.
Harrisburg to New York.

KEYSTONE EXPRESS—No. 20.

Sleeping Cars...Chicago to New York—Drawing-room.
St. Louis to New York—Drawing-room.
Indianapolis to New York.
Cincinnati to New York—Drawing-room.
Nashville to New York (via Louisv. & Cin.)—Draw.-rm.
Parlor Cars.....Chicago to Columbus.
Harrisburg to Washington—Buffet.
Dining Cars....Chicago to Columbus.
St. Louis to Columbus.
Cincinnati to Columbus.
Altoona to New York.
Coaches.....Chicago to New York.
St. Louis to New York.

THE PENNSYLVANIA LIMITED—No. 2.

No coaches between Chicago and New York. An extra fare is charged from Chicago and intermediate points.
Sleeping Cars...Chicago to New York—Drawing-room.
Chicago to Washington—Drawing-room.
Chicago to Pittsburgh—Drawing-room.
Observ. Comp..Chicago to New York.
Parlor Cars.....Chicago to New York—Smoking.
Harrisburg to Washington—Broiler Buffet.
Dining Cars....Chicago to Fort Wayne.
Pittsburgh to New York.

NEW YORK LIMITED—No. 26.

No coaches between St. Louis and New York. An extra fare is charged from Cincinnati to Philadelphia, Newark and New York, and from Pittsburgh to New York and intermediate points.
Sleeping Cars...St. Louis to New York (via Xenia)—Drawing-room.
Cincinnati to New York—Drawing-room.
Cleveland to Pittsburgh.
Observ. Comp..St. Louis to New York.
Parlor Cars.....St. Louis to New York—Smoking.
Louisville to Indianapolis—Broiler Buffet.
Harrisburg to Washington—Broiler Buffet.
Dining Cars....St. Louis to Richmond.
Pittsburgh to New York.

MAIN LINE EXPRESS—No. 12.

Parlor Cars.....Pittsburgh to Philadelphia—Buffet.
Harrisburg to Washington—Drawing-room.

ATLANTIC EXPRESS—No. 8.

Sleeping Cars...Chicago to New York—Drawing-room.
Chicago to Washington—Drawing-room.
St. Louis to Pittsburgh.
Columbus to Pittsburgh.
Cincinnati to Pittsburgh.
Louisville to Pittsburgh.
Detroit to Pittsburgh (via Michigan Central and Toledo).
Toledo to Pittsburgh—Drawing-room.
Cleveland to Pittsburgh.
Parlor Cars.....St. Louis to Indianapolis.
Louisville to Indianapolis—Broiler Buffet.
Pittsburgh to New York.
Dining Cars....Chicago to Fort Wayne.
St. Louis to Columbus.
Pittsburgh to New York.

THE 24-HOUR NEW YORKER—No. 30.

No coaches between St. Louis and New York. An extra fare is charged from St. Louis, Terre Haute, Indianapolis and Columbus to Philadelphia and New York and from Pittsburgh to New York and intermediate points.
Sleeping Cars...St. Louis to New York—Drawing-room.
Observ. Comp..St. Louis to New York.
Parlor Cars.....St. Louis to New York—Smoking.
Harrisburg to Washington.
Dining Car.....St. Louis to Terre Haute.
Dennison to New York.

NEW YORK DAY EXPRESS—No. 44.

Parlor Cars.....Pittsburgh to New York—Drawing-room.
Pittsburgh to New York—Observation.
Pittsburgh to Washington—Drawing-room.
Dining Car.....Altoona to New York.

DAY EXPRESS—No. 24

Parlor Cars.....Cleveland to Pittsburgh (via Youngstown).
Pittsburgh to Philadelphia.
Pittsburgh to New York.
Dining Car.....Pittsburgh to Philadelphia.

QUAKER CITY EXPRESS—No. 46.

Parlor Cars.....Pittsburgh to Philadelphia.
Pittsburgh to Harrisburg—Buffet.
Dining Cars....Altoona to Harrisburg.

EASTERN EXPRESS—No. 10.

Sleeping Cars...Chicago to Pittsburgh—Drawing-room.
Chicago to Columbus—Drawing-room.
St. Louis to Columbus—Buffet.
Pittsburgh to New York—Buffet.
Harrisburg to New York (open 10 00 p.m.)—Draw.-room.
Altoona to Philadelphia (may be occupied until 7 00 a.m.)
Bristol, Tenn., to New York (via C. V. R.R.)—Buffet.
(N. Y. Sleeping Cars may be occupied until 7 30 a.m.)
Parlor Car.....Toledo to Pittsburgh.
Wheeling to Pittsburgh.

NEW YORK EXPRESS—No. 14-6.

Sleeping Cars...St. Louis to New York—Drawing-room.
St. Louis to Washington—Drawing-room (running Pittsburgh to Washington on Train No. 42).
Nashville to New York (via Louisville and Cincinnati)—Drawing-room.
Chicago to Pittsburgh—Drawing-room.
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Harrisburg to Washington—Buffet.
Parlor Cars.....Wheeling to Pittsburgh.
Cleveland to Pittsburgh (via Youngstown).
Dining Cars....Terre Haute to Dennison.
Pittsburgh to Altoona.
Coach.....St. Louis to New York.

PHILADELPHIA EXPRESS—No. 4-36.

Train No. 36. No coaches Pittsburgh to Harrisburg.
Sleeping Cars...Pittsburgh to Philadelphia (may be occupied until 7 00 a.m.)—Drawing-room.
Pittsburgh to Washington.
Pittsburgh to Harrisburg (may be occupied until 7 00 a.m.)
Pittsburgh to Scranton (except Saturdays)—Drawing-room Buffet.
Gary, W.Va., to Philadelphia (via C. V. R.R.)
Parlor Car.....Philadelphia to New York—Broiler Buffet.
(Train No. 4. Coach only from Pittsburgh to Harrisburg.)

NEW YORK SPECIAL—No. 16.

No coaches between Pittsburgh and New York. An extra fare is charged from Chicago to Philadelphia, Newark and New York.
Sleeping Cars...Chicago to New York—Drawing-room.
Cleveland to New York—Drawing-room.
Pittsburgh to New York (open 9 00 p.m.)—Drawing-room.
Wheeling to New York—Drawing-room.
Parlor Cars.....Chicago to Pittsburgh.
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Dining Cars....Chicago to Pittsburgh.
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PHILADELPHIA NIGHT EXPRESS—No. 42.

No coaches between Pittsburgh and Philadelphia.
Sleeping Cars...St. Louis to Washington (running St. Louis to Pittsburgh on No. 14)—Drawing-room.
Cleveland to Philadelphia—Drawing-room.
Pittsburgh to Philadelphia (open 9 00 p.m.)—Draw.-room.
Pittsburgh to Washington (open 9 00 p.m.)—Draw.-room.
Parlor Cars.....Cleveland to Pittsburgh.
Detroit to Pittsburgh.
Dining Car.....Cleveland to Pittsburgh.
Mansfield to Pittsburgh.

CINCINNATI AND NEW YORK EXPRESS—No. 40.

No coaches between Columbus and Pittsburgh. An extra fare is charged from Indianapolis, Richmond, Piqua, Cincinnati, Xenia and Columbus to Philadelphia, Newark and New York.
Sleeping Cars...Indianapolis to New York—Drawing-room.
Cincinnati to New York—Drawing-room.
Cleveland to New York (via Youngstown)—Draw.-room.
Cincinnati to Washington—Drawing-room.
Roanoke to New York (via C. V. R.R.)—Drawing-room.
Parlor Cars.....Cincinnati to Pittsburgh.
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Cleveland to Pittsburgh (via Youngstown).
Louisville to Indianapolis.
Detroit to Pittsburgh.
Dining Cars....Columbus to Pittsburgh.
Cleveland to Pittsburgh (via Youngstown).
Mansfield to Pittsburgh.
Louisville to Indianapolis.
Harrisburg to New York.

MANHATTAN LIMITED—No. 22.

No coaches between Chicago and New York. An extra fare is charged from Chicago, Alliance and intermediate stations to Philadelphia, Newark and New York.
Sleeping Cars...Chicago to New York—Drawing-room.
Pittsburgh to New York—Drawing-room.
Chicago to Washington—Drawing-room.
Cleveland to Washington—Drawing-room.
Observ. Comp..Chicago to New York.
Parlor Cars.....Chicago to New York—Smoking.
Chicago to Pittsburgh.
Dining Cars....Chicago to Alliance.
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THE PENNSYLVANIA RAILROAD COMPANY

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*Upper Hillville, Pa..60
Upper Middletown, Pa., 57
Upsal, Pa.....8, 9
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Valley Camp, Pa...60, 67
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*Wago, Pa.....83
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*Walker, Pa.....57
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*Walterburg, Pa.....57
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*Welshdale, Pa.....33
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West Grove, Pa.....106
*West Haddonfield, N.J.....111
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West Monessen, Pa...55
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*West Moshannon, Pa.....33
West Nunda, N.Y.....72
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Westtown, Pa.....105
Westville, N.J.....121
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*Whistletown, Pa.....80
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White Hill, N.J.....15
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*White Plain, Md.....97
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*Whites, N.Y.....72
Whitford, Pa.....25, 30
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Whitney, Pa.....63
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Wilburtha, N.J.....18
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*York Furnace, Pa....94
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Younts, Pa.....37
Yukon, Pa.....59

Zenith, Pa.....79
*Zerby, Pa.....76
*Zurich, N.Y.....86

THE PENNSYLVANIA RAILROAD COMPANY

Condensed Time-Table of Through Trains.

Table I.
NEW YORK AND WASHINGTON TO PITTSBURGH.

January 2, 1910. Westward. (*Eastern time.*)	15 Pitts-burgh Exp.	25 Chic. Spl.	1 Main Line Exp.	43 Pitts. Day Exp.	◻27 St. Louis Lim.	◻5 The Penn. Lim.	21 Chic. & St. L. Exp.	◻29 Penn. Spl.	◻23 Chic. Lim.	9 West. Exp.	◻31 The 24-Hour St. Louis.	7 St. Louis Exp.	39 Pitts. & Nor. Exp.	35 Pitts. Night Exp.	19 Clev. & Cin. Exp.	37 Iron City Exp.	3 Pac. Exp.
		A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M			P M	P M	P M
New York.....lve.	.....	*7 55	e8 55	*9 55	*10 55	*10 55	*1 55	*3 55	*4 55	*5 56	*6 25	*6 25	Has no Coaches not Baggage Car Harrisburg.	No Coaches or Baggage Car.	*8 25	*9 55	*7 55
West 23d St.....	.....	8 00	9 00	10 00	11 00	11 00	2 00	4 00	5 00	6 00	6 30	6 30			8 30	10 00	8 00
Desb. & Cort. Sts.....	.....	8 05	9 05	10 05	11 05	11 05	2 05	4 05	5 05	6 05	6 35	6 35			8 35	10 05	8 05
Hudson Term. (H. & M. R.R.).	.....	7 45	8 45	9 45	10 45	10 45	1 45	3 45	4 45	5 45	6 15	6 15			8 15	9 45	7 45
Brooklyn.....	.....	8 15	9 14	10 15	11 14	11 16	2 14	4 14	5 15	6 14	6 43	6 45			8 44	10 15	8 14
Jersey City.....	.....	j8 28	a9 25	— —	j11 27	j11 29	j 2 27	— —	j 5 26	a6 29	— —	a6 58			a8 58	a10 29	a8 27
Newark.....	.....	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —			— —	— —	j8 29
Newark, *South St*.....	.....	— —	— —	— —	— —	— —	a2 35	— —	— —	— —	— —	— —			— —	— —	a8 37
Elizabeth.....	.....	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —			— —	— —	m8 07
New Brunswick.....	.....	— —	10 16	— —	— —	— —	a3 27	— —	— —	7 35	— —	— —			— —	j11 31	9 44
Trenton.....	.....	g9 57	— —	CH53	g12 57	g12 52	g4 04	c5 37	7 02	g8 14	c8 17	g8 33			g10 33	c12 08	10 25
North Philadelphia.....	.....	10 10	11 00	.....	c1 05	c1 10	4 17	.....	.....	8 28	.....	8 48			10 46	.....	10 58
Philadelphia, Broad St..arr.	.....	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Atlantic City.....lve.	.....	‡7 45	*10 00	*1000	*10 00	*10 00	‡2 15	‡2 15	*4 45	*4 45	*4 45	*4 45	*4 45	§9 00	§9 00	§9 00	§9 00
Philadelphia, Broad St..lve.	*8 40	10 25	11 35	.....	1 10	1 20	*4 30	.....	.....	8 40	.....	*8 58	*9 02	*1045	*11 05	.....	*11 35
West Philadelphia.....	c8 44	c10 29	c11 39	.....	c1 14	c1 24	c4 34	.....	.....	c8 44	.....	c8 02	c9 06	c1049	c11 09	.....	c11 38
Lancaster.....	10 35	— —	1 35	— —	— —	— —	— —	— —	— —	10 23	— —	— —	10 50	— —	— —	— —	1 34
Harrisburg.....arr.	11 25	12 45	2 35	1 57	3 30	3 35	7 10	7 30	9 40	11 15	10 27	11 20	11 40	1 10	1 35	2 35	2 30
Washington.....lve.	‡7 30	*9 10	*10 00	*1000	*11 55	*11 55	*3 40	*3 40	*5 45	*7 55	*7 00	*7 55	*7 55	*7 55	*7 55	*10 45	*10 45
Baltimore, Union Station....	*8 55	10 20	11 12	11 12	1 05	1 05	4 55	4 55	7 05	8 55	8 00	8 55	8 55	8 55	8 55	11 58	11 58
York.....	10 35	12 00	1 01	1 01	2 40	2 40	6 35	6 35	■8 58	10 35	9 40	10 35	10 35	10 35	10 35	1 47	1 47
Harrisburg.....arr.	11 15	12 40	1 55	1 55	3 25	3 25	7 20	7 20	9 40	11 20	10 25	11 20	11 20	11 20	11 20	2 30	2 30
Harrisburg.....lve.	11 37	12 50	2 50	2 07	3 35	3 43	7 37	7 34	9 53	11 35	10 34	11 30	12 01	1 15	1 40	2 41	2 50
Lewistown Junction..	12 59	— —	4 25	— —	— —	— —	g9 00	— —	— —	— —	— —	— —	— —	— —	— —	— —	4 33
Huntingdon.....	1 48	— —	5 22	— —	— —	— —	g9 52	— —	— —	2 08	— —	— —	— —	— —	— —	— —	5 44
Tyrone.....	2 22	3 24	6 00	— —	— —	— —	q10 28	— —	— —	2 46	— —	— —	— —	— —	— —	— —	6 37
Altoona.....arr.	2 52	3 49	6 28	4 55	8 35	6 45	10 54	— —	1 02	3 15	— —	2 30	3 30	4 15	4 37	5 48	‡7 20
Altoona.....lve.	3 07	3 54	6 52	5 00	6 40	6 50	11 00	— —	1 16	3 20	— —	2 35	3 40	4 20	4 42	5 55	7 40
Cresson.....	3 45	4 28	7 30	5 33	— —	— —	11 37	— —	— —	— —	— —	— —	— —	— —	— —	6 29	8 17
Johnstown.....	4 20	5 00	8 08	6 04	— —	— —	12 10	— —	— —	4 32	— —	— —	4 52	5 30	5 46	7 02	8 57
Blairsville Int.....	4 56	— —	— —	— —	— —	— —	— —	— —	— —	5 06	— —	— —	r5 28	r6 06	— —	7 32	9 30
Latrobe.....	5 13	— —	9 02	— —	— —	— —	12 58	— —	— —	5 27	— —	— —	r5 50	6 25	6 33	7 50	9 48
Greensburg.....	5 31	5 58	9 18	p7 03	— —	— —	1 15	— —	— —	5 46	— —	— —	r6 10	6 43	6 51	— —	10 01
Jeannette.....	5 41	— —	9 29	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	10 10
Irwin.....	5 49	— —	9 38	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	10 17
East Liberty.....	8 25	b8 42	10 16	b7 45	9 25	9 35	1 59	— —	— —	6 48	— —	— —	7 04	7 32	7 50	d8 49	10 50
Pittsburgh.....	6 36	6 52	10 25	7 56	9 35	9 45	2 10	12 40	4 30	7 00	3 50	5 37	7 15	7 43	8 00	9 00	11 00
[ARRIVE	P M	P M	P M	P M	P M	P M	A M	Night	A M	A M	A M	A M	A M	A M	A M	A M	A M

PITTSBURGH TO WASHINGTON AND NEW YORK.

Eastward. (*Eastern time.*)	◻28 Penn. Spl.	20 Key-stone Exp.	◻2 The Penn. Lim.	◻26 New York Lim.	12 Main Line Exp.	8 Atlan-tic Exp.	◻30 The 24-Hour N. Yorker.	44 N. Y. Day Exp.	24 Day Exp.	46 Quaker City Exp.	10 East. Exp.	6 New York Exp.	4 Phila. Exp.	36 Phila. Exp.	16 New York Spl.	42 Phila. Night Exp.	40 Cin. & N. Y. Exp.	22 Man-hattan Lim.
[LEAVE	Night	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M
Pittsburgh.....	*1254	*3 00	*6 45	*7 05	*7 15	*7 55	*9 30	*9 40	*1201	*3 30	*4 55	*7 10	*8 35	*8 50	*8 40	*1040	*11 10	*11 14
East Liberty.....	— —	— —	6 57	7 17	7 26	8 07	— —	c9 52	c1212	3 40	5 06	7 22	8 44	9 01	c8 52	c1051	c11 21	c11 25
Irwin.....	— —	— —	— —	— —	7 59	8 38	— —	— —	— —	— —	5 36	— —	9 17	— —	— —	— —	— —	— —
Jeannette.....	— —	— —	— —	— —	8 10	— —	— —	— —	— —	— —	5 46	— —	9 28	— —	— —	— —	— —	— —
Greensburg.....	— —	— —	— —	— —	8 19	8 58	— —	10 31	12 53	4 16	5 55	8 08	9 39	9 54	Sleeping	Sleeping	— —	Sleeping
Latrobe.....	— —	— —	— —	— —	8 34	9 14	— —	— —	— —	4 29	6 10	— —	9 55	10 11			— —	
Blairsville Int.....	— —	— —	— —	— —	8 55	9 32	— —	— —	1 22	4 46	6 34	— —	— —	— —			— —	
Johnstown.....	— —	4 50	— —	— —	9 32	10 07	— —	11 25	1 56	5 16	7 12	9 10	10 51	11 08			— —	
Cresson.....	— —	— —	— —	— —	10 20	— —	— —	— —	2 40	5 55	8 14	— —	11 41	— —			— —	
Altoona.....arr.	— —	6 15	9 45	10 04	10 53	11 30	— —	12 36	3 13	6 23	8 50	10 50	12 15	12 23	— —	1 33	1 58	2 06
Altoona.....lve.	— —	6 25	9 50	10 09	10 58	11 35	— —	12 43	3 18	6 28	8 06	10 57	12 20	12 30	c12 47	1 38	2 03	2 11
Tyrone.....	— —	6 47	— —	— —	11 22	11 57	— —	— —	3 39	6 48	9 28	11 00	12 41	— —	Cars.	Cars.	— —	Cars.
Huntingdon.....	— —	7 17	— —	— —	11 52	12 26	— —	— —	4 08	7 16	10 07	— —	1 10	— —			— —	
Lewistown Jn.....	— —	8 08	— —	— —	12 50	1 16	— —	— —	4 56	8 02	11 13	— —	— —	— —			— —	
Harrisburg...arr.	5 54	9 30	12 45	12 54	2 24	2 45	3 05	3 17	6 17	9 18	1 00	2 00	3 20	3 25	3 35	4 30	4 40	4 50
Harrisburg..lve.	.....	*9 40	*1 00	*1 00	*2 55	*2 55	*3 35	*3 35	*7 30	.....	.....	*4 40	*4 40	*4 40	*4 40	*4 40	*5 00	*5 00
York.....	.....	10 20	1 42	1 42	3 35	3 35	4 15	4 15	8 20	.....	.....	5 20	5 20	5 20	5 20	5 20	5 40	5 40
Baltimore, Un. Sta.....	.....	12 00	3 20	3 20	5 15	5 15	5 55	5 55	10 20	.....	.....	7 05	7 05	7 05	7 05	7 05	7 20	7 20
Washington..arr.	.....	1 00	4 40	4 40	6 25	6 25	7 10	7 10	11 30	.....	.....	8 25	8 25	8 25	8 25	8 25	8 40	8 40
Harrisburg...lve	6 00	9 40	12 52	1 00	2 30	2 55	3 10	3 25	6 22	9 23	1 15	2 10	3 45	3 45	3 40	4 35	4 45	5 00
Lancaster.....	— —	10 30	— —	— —	3 24	3 52	— —	— —	7 10	10 10	2 17	— —	4 39	4 39	— —	— —	— —	— —
West Phila.....	.....	d12 13	b3 14	b3 16	d5 16	d5 43	.....	.....	d8 36	d11 34	b4 19	b4 36	b6 26	b6 26	.....	b6 56	.....	.....
Phila., Broad St..arr.	.....	d12 17	3 18	3 20	5 20	5 47	.....	.....	8 40	11 38	4 23	4 40	‖6 30	‖6 30	.....	7 00	.....	.....
Atlantic City...arr.	11 00	2 50	5 35	5 35	8 35	8 35	8 35	8 35	.....	.....	11 00	11 00	11 00	11 00	11 00	11 00	11 00	11 00
Phila., Broad St..lve.	.....	d12 30	3 22	3 24	P M	5 57	.....	.....	8 00	12 14	4 38	4 53	y7 00	y7 00	.....	A M	.....	.....
North Phila.....	d7 54	j12 41	j3 33	j3 35	.....	l8 10	d5 09	d5 29	j8 12	12 29	l4 51	l5 06	— —	— —	d5 56	.....	d7 03	d7 20
Trenton.....	— —	j1 18	— —	— —	.....	— —	— —	— —	9 50	1 35	5 29	5 45	— —	— —	— —	.....	— —	— —
New Brunswick.....	— —	— —	— —	— —	.....	— —	— —	— —	10 23	2 25	6 02	— —	— —	— —	— —	.....	— —	— —
Elizabeth.....	— —	— —	— —	— —	.....	— —	— —	— —	10 47	3 02	6 30	— —	— —	— —	— —	.....	— —	— —
Newark, *South St*	— —	— —	— —	— —	.....	— —	— —	— —	10 54	3 10	— —	— —	— —	— —	— —	.....	— —	— —
Newark.....	— —	j2 25	j4 57	j4 57	.....	b7 42	— —	— —	10 57	3 16	b6 40	b6 55	— —	— —	d7 34	.....	j8 37	b9 00
Jersey City.....	9 25	2 40	5 19	5 10	.....	7 56	6 40	7 16	11 10	3 38	6 55	7 10	8 51	8 51	7 50	.....	8 49	9 11
Brooklyn.....	10 05	3 06	5 36	5 36	.....	8 36	7 05	7 36	11 35	.....	‡7 35	‡7 35	9 35	9 35	8 35	.....	9 35	h9 35
Hud. Ter. (H. & M. R.R.)	x9 38	2 48	5 18	5 18	.....	8 03	6 48	7 18	11 18	3 48	●7 08	7 18	8 58	8 58	7 58	.....	8 58	9 18
Desb. & Cort. Sts.	Wq 43	2 53	5 23	5 23	.....	8 08	6 53	7 23	11 23	3 53	●7 13	7 23	9 03	9 03	8 03	.....	9 03	9 23
West 23d St.....	9 45	3 00	5 30	5 30	.....	8 15	7 00	b7 30	11 30	A M	●7 15	7 30	9 15	9 15	8 15	.....	9 15	h9 30
New York....arr.	A M	P M	P M	P M	.....	P M	P M	P M	P M	.....	A M	A M	A M	A M	A M	.....	A M	A M

* Daily; † daily, except Sunday; § Sunday only; *a* stops only on signal or notice to agent to receive passengers; *b* stops only on notice to conductor to discharge passengers; *c* regular stop to receive passengers; *d* regular stop to discharge passengers; *e* on Sundays leaves West Twenty-third Street 8 25 a.m., Desbrosses and Cortlandt Streets 8 30 a.m., Hudson Terminal (H. & M. R.R.) 8 35 a.m., Brooklyn 8 15 a.m.; *g* stops only on notice to conductor to discharge passengers from, or on notice to agent to receive passengers for points west of Phila. ■ On Sunday leaves 8 45 p.m.

k On Sunday arives 9 45 a.m.; *i* makes an "*a*" stop on Sundays; *j* stops only on notice to agent or conductor to receive passengers for or leave passengers from points west of Philadelphia; *l* stops on notice to conductor to leave passengers from west of Philadelphia, or on notice to agent to receive passengers; *m* regular stop week-days, stops only on signal or notice to agent to receive passengers Sundays; *q* Chicago section stops to take or leave passengers; St. Louis section stops only to take Sleeping Car passengers; *r* stops on notice to conductor to leave passengers from Altoona and points east; *w* on Sundays arives 9 38 a.m.; *x* on Sundays arives 9 33 a.m.; *y* the Philadelphia Express on Sundays will leave Philadelphia 8 20 a.m., arriving in New York, Desbrosses and Cortlandt Sts., at 10 38 a.m., West 23d St. Station to 45 a.m., Brooklyn 11 05 a.m. ◻ This train is composed entirely of Pullman Vestibule Cars, on which an extra rate of fare is charged. ‡ On Sunday arives 8 05 a.m. ‖ On Sunday leaves Washington 7 50 a.m. ‖ Meal stations. ● On Sundays arives Hudson Terminal (H. & M. R.R.) 7 03 a.m., Cortlandt and Desbrosses Sts. 7 08 a.m., West 23d St. 7 30 a.m. *b* On Sunday arives West 23d St. 7 45 p.m.

For Through Car Service, see pages 396-397.

THE PENNSYLVANIA RAILROAD COMPANY

EXPRESS TRAINS

BETWEEN

NEW YORK AND PHILADELPHIA.

Table 2.

TRAINS FOR PHILADELPHIA.

WEEK-DAYS.

Leave New York. West 23d Street.	Desb. & Cort. Streets Sta'ns.	Hudson Term. H. & M. R.R.	Leave Brooklyn.	Arrive N. Phila.	Arrive W. Phila.	Arrive Philadelphia. Broad St.	PARLOR AND SLEEPING CARS.
6 05 A M	6 10	6 15	.....	8 45	d8 54	8 58 A M	Accommodation.
6 55 "	7 00	7 05	6 45	d8 48	d8 56	9 00 "	Broiler Buffet Parlor Car.
7 25 "	7 30	7 35	7 15	d9 26	d9 35	9 39 "	Parlor Car. Dining Car.
7 55 "	8 00	8 05	7 45	b9 57	b10 06	10 10 A M	Parlor Car. Dining Car.
7 55 "	8 00	8 05	7 45	b10 08	b10 18	.....	Parlor Car. Dining Car.
8 25 "	8 30	8 35	8 15	b10 44	d10 53	10 57 A M	Buffet Parlor Car.
8 55 "	9 00	9 05	8 45	d10 48	d10 56	11 00 "	Broiler Buffet Parlor Car.
9 25 "	9 30	9 35	9 15	d11 34	d11 42	11 46 A M	Buffet Parlor Car.
9 55 "	10 00	10 05	9 45	d11 48	d11 56	12 00 Noon	Parlor Car.
10 55 "	11 00	11 05	10 45	d12 48	d12 56	1 00 P M	Parlor Car. Dining Car.
10 55 "	11 00	11 05	10 45	b1 09	1 19	.....	Parlor Car. Dining Car.
10 55 "	11 10	11 15	10 45	2 14	d2 24	2 28 P M	Accommodation.
11 55 "	12 00	12 05	11 45	d1 48	d1 56	2 00 "	Parlor Car. Dining Car.
11 55 A M	12 00	12 05	11 45	2 24	d2 33	2 37 "	Buffet Parlor Car.
12 55 Noon	1 00	1 05	12 45	d2 48	d2 56	3 00 P M	Parlor Car. Dining Car.
12 55 Noon	1 00	1 05	12 45	b3 00	3 10	.....	Parlor Car. Dining Car.
1 25 P M	1 30	1 35	1 15	d3 43	3 53	.....	Parlor Car. Dining Car.
1 55 "	2 00	2 05	1 45	d3 48	d3 56	4 00 P M	Broiler Buffet Parlor Car.
1 55 "	2 00	2 05	1 45	b4 04	b4 13	4 17 P M	Sleeping Cars. Dining Car.
2 10 "	2 20	2 25	1 45	4 23	d4 32	4 36 "	Buffet Parlor Car.
2 55 "	3 00	3 05	2 45	d4 48	d4 56	5 00 P M	Broiler Buffet Parlor Car.
3 25 "	3 30	3 35	3 15	— —	5 40	.....	Sleeping Cars. Dining Car.
3 55 "	4 00	4 05	3 45	d5 48	d5 56	6 00 P M	Broiler Buffet Parlor Cars.
4 25 "	4 30	4 35	4 15	d6 24	d6 33	6 37 P M	Broiler Buffet Parlor Car.
4 25 "	4 30	4 35	4 15	— —	6 48	.....	Sleeping Cars. Dining Car.
4 55 "	5 00	5 05	4 45	d6 48	d6 56	7 00 P M	Parlor Car. Dining Car.
4 55 "	5 00	5 05	4 45	7 02	.....	.....	Chicago Ltd. Extra fare.
4 55 "	5 10	5 15	4 45	7 28	7 38	.....	Parlor Car. Dining Car.
5 55 "	6 00	6 05	5 45	b7 57	d8 06	8 10 P M	Parlor Cars. Dining Car.
6 25 "	6 30	6 35	6 15	b8 33	b8 44	8 48 "	Sleeping Cars. Dining Car.
6 55 "	7 00	7 05	6 45	d8 59	d9 06	9 10 "	Broiler Buffet Parlor Car.
6 55 "	7 00	7 05	6 45	10 08	d10 17	10 21 "	Accommodation.
7 55 "	8 00	8 05	7 45	10 25	d10 34	10 38 "	Sleeping Cars.
8 25 "	8 30	8 35	8 15	b10 33	d10 42	10 46 "	Broiler Buffet Parlor Car.
8 55 "	9 00	9 05	8 45	d10 58	d11 06	11 10 P M	Buffet Parlor Car.
9 25 "	9 30	9 35	9 15	b11 48	d11 57	12 01 Night	Sleeping Car.
9 55 P M	10 00	10 05	9 45	12 24	d12 33	12 37 Night	Parlor Car.
12 10 Night	12 15	12 20	11 45	.....	b3 26	.....	Sleeping Cars.
12 10 Night	12 15	12 20	11 45	d3 17	d3 29	3 34 A M	Sleeping Car. See note.

SUNDAYS.

6 05 A M	6 15	6 20	.....	8 47	d8 57	9 01 A M	Accommodation.
7 55 "	8 00	8 05	7 45	d9 57	b10 06	10 10 "	Parlor Car. Dining Car.
8 25 "	8 30	8 35	8 15	b10 44	d10 53	10 57 A M	Buffet Parlor Car.
9 55 "	10 00	10 05	9 45	d11 48	d11 56	12 00 Noon	Broiler Buffet Parlor Car.
9 55 "	10 00	10 05	9 45	12 26	d12 34	12 38 Noon	
10 55 "	11 00	11 05	10 45	d12 48	d12 56	1 00 P M	Parlor Car. Dining Car.
10 55 A M	11 00	11 05	10 45	b1 09	1 19	.....	Parlor Cars. Dining Car.
12 55 Noon	1 00	1 05	12 45	b2 57	d3 06	3 10 P M	Parlor Car. Dining Car.
1 25 P M	1 30	1 35	1 15	d3 43	3 53	.....	Parlor Car. Dining Car.
1 55 "	2 00	2 05	1 45	b4 04	b4 13	4 17 P M	Sleeping Cars. Dining Car.
3 25 "	3 30	3 35	3 15	.....	5 40	.....	Sleeping Cars. Dining Car.
3 55 "	4 00	4 05	3 45	5 58	d6 06	6 10 P M	Broiler Buffet Parlor Cars.
4 25 "	4 30	4 35	4 15	6 38	6 48	.....	Sleeping Car. Dining Car.
4 55 "	5 00	5 05	4 45	d6 48	d6 56	7 00 P M	Parlor Car. Dining Car.
4 55 "	5 00	5 05	4 45	7 02	.....	.....	Chicago Ltd. Extra fare.
4 55 "	5 15	5 20	4 45	7 28	7 38	.....	Parlor Car. Dining Car.
4 55 "	5 15	5 20	4 45	7 53	d8 01	8 05 P M	Accommodation.
5 55 "	6 00	6 05	5 45	b7 57	d8 06	8 10 "	Parlor Cars. Dining Car.
6 25 "	6 30	6 35	6 15	b8 33	b8 44	8 48 "	Sleeping Car. Dining Car.
6 55 "	7 00	7 05	6 45	10 08	d10 17	10 21 "	Accommodation.
7 55 "	8 00	8 05	7 45	10 26	d10 34	10 38 "	Sleeping Cars.
8 25 "	8 30	8 35	8 15	b10 33	d10 42	10 46 P M	Broiler Buffet Parlor Car.
8 55 "	9 00	9 05	8 45	d10 58	d11 06	11 10 P M	Buffet Parlor Car.
9 25 "	9 30	9 35	9 15	b11 48	d11 57	12 01 Night	Sleeping Cars.
9 55 P M	10 00	10 05	9 45	12 24	d12 33	12 37 Night	Parlor Car.
12 10 Night	12 15	12 20	11 45	.....	b3 26	.....	Sleeping Cars.
12 10 Night	12 15	12 20	11 45	d3 17	d3 29	3 34 A M	Sleeping Car. See note.

Sleeping Car for train leaving New York, West 23d Street, 12 10 night, and Desbrosses and Cortlandt Streets 12 15 night, and Hudson Terminal 12 20 night, daily, will be placed in station at Jersey City, open to receive passengers 10 00 p.m. Passengers may remain in car until 7 00 a.m.

TRAINS FOR NEW YORK.

From Broad Street Station, Philadelphia.

WEEK-DAYS.

Leave Philadelphia. Broad St.	Leave W. Phila.	Leave N. Phila.	Arrive New York. Hudson Term. H. & M. R.R.	Arrive New York. Desb. & Cort. Streets Sta'ns.	Arrive New York. West 23d Street.	Arrive Brooklyn.	PARLOR AND SLEEPING CARS.
.....	A M	a3 53	6 08	6 13	6 30 A M	6 35	Sleeping Cars.
4 38 A M	c4 42	a4 51	7 08	7 13	7 15 "	7 35	Sleeping Cars.
4 40 "	c4 44	a4 53	7 18	7 23	7 30 "	7 35	Sleeping Cars.
4 53 "	c4 57	a5 06	7 18	7 23	7 30 "	7 35	Sleeping Cars.
5 18 "	c5 22	a5 31	7 38	7 43	8 00 "	8 05	Sleeping Cars.
5 58 "	c6 02	6 12	8 58	9 03	9 15 "	9 35	Accommodation.
7 00 "	c7 04	c7 12	8 58	9 03	9 15 "	9 35	Parlor Cars. Dining Car.
7 02 "	c7 06	c7 15	9 18	9 23	9 30 "	9 35	
7 33 "	c7 37	c7 45	9 28	9 33	9 45 "	10 05	Broiler Buffet Parlor Cars.
8 03 "	c8 07	c8 15	9 58	10 03	10 15 "	10 35	Broiler Buffet Parlor Car.
8 20 "	c8 24	c8 32	10 28	10 33	10 45 "	11 05	Broiler Buffet Parlor Cars.
8 22 "	c8 26	8 35	11 28	11 33	11 45 "	12 05	Accommodation.
9 03 "	c9 07	c9 15	10 58	11 03	11 15 A M	11 35	Broiler Buffet Parlor Car.
9 50 "	c9 54	c10 02	11 48	11 53	12 00 Noon	12 05	Broiler Buffet Parlor Cars.
11 00 "	c11 04	c11 12	12 58	1 03	1 15 P M	1 35	Parlor Car. Dining Car.
11 06 A M	c11 10	11 20	1 48	1 53	2 00 "	2 05	Accommodation.
12 00 Noon	c12 04	c12 12	1 58	2 03	2 15 "	2 35	Parlor Car. Dining Car.
12 24 Noon	c12 28	12 36	2 48	2 53	3 00 "	3 05	
.....	12 34	.....	2 48	2 53	3 00 "	3 05	Sleeping and Dining Cars.
1 00 P M	c1 04	c1 12	2 58	3 03	3 15 "	3 35	Parlor Car. Dining Car.
1 40 "	c1 44	c1 52	3 58	4 03	4 15 "	4 35	Buffet Parlor Car.
2 20 "	c2 24	c2 32	4 18	4 23	4 30 "	4 35	Broiler Buffet Parlor Car.
2 30 "	c2 34	2 42	4 48	4 53	5 00 "	5 05	Parlor Cars.
3 00 "	c3 04	c3 12	5 18	5 23	5 30 "	5 35	Buffet Parlor Car.
3 22 "	c3 26	a3 33	5 18	5 23	5 30 "	5 35	Penna. Ltd. Extra fare.
3 24 "	c3 28	a3 33	5 18	5 23	5 30 "	5 35	N. Y. Ltd. Extra fare.
3 53 "	c3 57	c4 05	5 48	5 53	6 00 "	6 05	Broiler Buffet Parlor Car.
4 00 "	c4 04	4 12	6 18	6 23	6 30 "	6 35	Parlor Car. Dining Car.
4 53 "	c4 57	c5 05	6 48	6 53	7 00 "	7 05	Parlor Cars. Dining Car.
5 00 P M	c5 04	c5 12	7 18	7 23	7 30 "	7 35	Buffet Parlor Car.
....	6 00	6 08	8 03	8 08	8 15 "	8 35	Parlor Car. Dining Car.
5 57 P M	c6 01	a6 10	8 03	8 08	8 15 "	8 35	Parlor Car. Dining Car.
6 00 "	c6 04	c6 13	8 33	8 38	8 45 "	9 05	
7 00 "	c7 04	7 12	9 18	9 23	9 30 "	9 35	Broiler Buffet Parlor Car.
8 00 "	c8 04	8 12	10 18	10 23	10 30 "	10 35	Parlor Car. Dining Car.
9 00 "	c9 04	c9 12	11 18	11 23	11 30 P M	11 35	Parlor Car.
10 12 P M	c10 16	10 24	12 48	12 53	1 00 A M	.....	Buffet Parlor Car.
12 14 Night	c12 18	12 29	3 48	3 53	.....	.....	Sleeping Car. See note.

SUNDAYS.

.....	A M	a3 53	6 18	6 23	6 30 A M	8 05	Sleeping Cars.
4 38 A M	c4 42	a4 51	7 03	7 08	7 30 "	8 05	Sleeping Cars.
4 40 "	c4 44	a4 53	7 18	7 23	7 30 "	8 05	Sleeping Cars.
4 53 "	c4 57	a5 06	7 18	7 23	7 30 "	8 05	Sleeping Cars.
5 18 "	c5 22	a5 31	7 48	7 53	8 15 "	8 05	Sleeping Cars.
8 20 "	c8 24	c8 32	10 33	10 38	10 45 "	11 05	Broiler Buffet Parlor Car.
8 33 "	c8 37	c8 45	11 33	11 38	11 45 A M	12 05	Accommodation.
9 50 "	c9 54	c10 02	11 48	11 53	12 00 Noon	12 05	Broiler Buffet Parlor Cars.
11 00 A M	c11 04	c11 12	1 18	1 23	1 30 P M	1 35	Parlor Car. Dining Car.
12 24 Noon	c12 28	12 36	2 48	2 53	3 00 "	3 05	Parlor Car. Dining Car.
.....	12 34	.....	2 48	2 53	3 00 "	3 05	Sleeping and Dining Cars.
2 20 P M	c2 24	c2 32	4 18	4 23	4 30 "	4 35	Broiler Buffet Parlor Car.
2 30 "	c2 34	2 42	4 48	4 53	5 00 "	5 05	Parlor Car.
3 22 "	c3 28	a3 33	5 18	5 23	5 30 "	5 35	Penna. Ltd. Extra fare.
3 24 "	c3 28	a3 33	5 18	5 23	5 30 "	5 35	N. Y. Ltd. Extra fare.
4 00 "	c4 04	4 12	6 18	6 23	6 30 "	8 35	Parlor Car.
5 20 P M	c5 24	c5 32	8 03	8 08	8 15 "	8 35	
.....	6 00	6 08	8 03	8 08	8 15 "	8 35	Parlor Cars. Dining Car.
5 57 P M	c6 01	a6 10	8 03	8 08	8 15 "	8 35	Parlor Car. Dining Car.
8 26 "	c8 30	c8 38	9 03	9 08	9 15 "	9 35	Buffet Parlor Car.
7 00 "	c7 04	c7 12	9 18	9 23	9 30 "	9 35	Broiler Buffet Parlor Car.
8 00 "	c8 04	8 12	10 18	10 23	10 30 "	10 35	Parlor Car. Dining Car.
9 00 "	c9 04	c9 12	11 18	11 23	11 30 P M	11 35	Parlor Car.
10 12 P M	c10 16	10 24	12 48	12 53	1 00 A M	.....	Buffet Parlor Car.
12 14 Night	c12 18	12 29	3 48	3 53	.....	.....	Sleeping Car. See note.

Sleeping Car for train leaving Philadelphia 12 14 night, daily, is open to receive passengers 10 00 p.m. Passengers may remain in car until 7 30 a.m.

EXPLANATION OF SIGNS.

a Stops only on signal or notice to agent to take on passengers.
b Stops only on notice to conductor to leave passengers.
c Regular stop to take on passengers.
d Regular stop to leave passengers.

STANDARD—*Eastern time.*

THE PENNSYLVANIA

NEW YORK DIVISION. Table 3. Through train service between New York, Trenton, Princeton

January 3, 1910.

Ms	105	109	107	467	25	77	73	111	113	493	75	137	51	115	133	117	139	67	81	135	21	57	469	119
					Chicago Special.														Seaboard Express.		Chicago and St. Louis Express.			
o	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M
....	†6 05	†6 55	†7 25	†7 25	*7 55	†7 55	*8 25	†8 55	†9 25	†9 55	†9 55	*10 55	*10 55	†10 55	†11 55	†11 55	†12 55	*12 55	*1 25	†1 55	*1 55	†2 10	†2 10	†2 55
....	6 10	7 00	7 30	7 30	8 00	8 00	8 30	9 00	9 30	10 00	10 00	11 00	11 00	11 10	12 00	12 00	1 00	1 00	1 30	2 00	2 00	2 20	2 20	3 00
....	6 15	7 05	7 35	7 35	8 05	8 05	8 35	9 05	9 35	10 05	10 05	11 05	11 05	11 15	12 05	12 05	1 05	1 05	1 35	2 05	2 05	2 25	2 25	3 05
....	....	6 45	7 15	7 15	7 45	7 45	8 15	8 45	9 15	9 45	9 45	10 45	10 45	10 45	11 45	11 45	12 45	12 45	1 15	1 45	1 45	1 45	1 45	2 45
1.0	6 24	7 14	7 44	7 46	8 15	8 17	8 44	9 14	9 43	10 16	10 13	11 12	11 17	11 24	12 12	12 15	1 13	1 14	1 44	2 12	2 14	2 34	2 36	3 13
8.7	6 37	a7 25	a7 56	7 59	n8 28	a8 30	z8 57	a9 25	9 56	a10 29	a10 25	— —	a11 32	11 39	— —	12 29	— —	a1 26	a1 56	— —	— —	a2 46	2 49	a3 25
....	6 39	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	11 42	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
14.1	6 46	— —	— —	8 07	— —	a8 40	e9 06	— —	10 05	a10 38	— —	— —	— —	11 49	— —	12 38	— —	— —	a2 05	— —	a2 35	— —	2 58	— —
17.3	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
19.4	6 55	— —	— —	8 15	— —	— —	e9 15	— —	10 13	— —	— —	— —	— —	12 00	— —	12 47	— —	— —	— —	— —	— —	— —	3 08	— —
21.5	— —	— —	— —	8 19	— —	— —	— —	— —	— —	— —	— —	— —	— —	12 03	— —	w —	— —	— —	— —	— —	— —	— —	— —	— —
22.7	— —	— —	— —	8 21	— —	— —	— —	— —	— —	— —	— —	— —	— —	12 05	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
23.9	— —	— —	— —	8 24	— —	— —	— —	— —	— —	— —	— —	— —	— —	12 09	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
25.8	7 06	— —	— —	8 28	— —	— —	9 24	— —	— —	— —	— —	— —	— —	12 15	— —	12 58	— —	— —	— —	— —	— —	— —	3 17	— —
28.9	— —	— —	— —	8 32	— —	— —	— —	— —	— —	— —	— —	— —	— —	12 19	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
31.3	7 14	— —	— —	8 38	— —	— —	9 32	— —	10 28	— —	— —	— —	— —	12 25	— —	1 07	— —	— —	2 30	— —	— —	3 12	3 25	— —
35.5	— —	— —	— —	8 42	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	3 31	— —
38.5	7 25	— —	— —	8 50	— —	— —	— —	— —	— —	— —	— —	— —	— —	12 34	— —	— —	— —	— —	— —	— —	— —	— —	3 39	— —
41.0	7 29	— —	— —	8 54	— —	— —	e9 44	— —	— —	— —	— —	— —	— —	12 40	— —	b1 20	— —	— —	— —	— —	— —	— —	3 44	— —
45.5	— —	— —	— —	8 59	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	3 51	— —
47.0	7 37	— —	8 37	9 01	— —	— —	*9 52	— —	10 46	—	— —	— —	— —	12 50	— —	1 28	— —	— —	— —	— —	— —	— —	3 55	— —
47.0	7 42	....	8 41	9 23	....	....	†10 06	....	10 50	....	....	....	....	12 53	....	1 36	....	....	....	....	....	....	4 04	....
50.0	7 52	....	8 52	9 33	....	....	10 16	....	11 00	....	....	....	....	1 02	....	1 46	....	....	....	....	....	....	4 14	....
....	†7 19	....	†8 22	†8 22	....	....	†9 40	....	†10 32	....	....	....	....	†12 37	....	†1 11	....	....	....	....	....	....	†3 42	....
....	7 28	....	8 31	8 31	....	....	9 50	....	10 42	....	....	....	....	12 46	....	1 20	....	....	....	....	....	....	3 52	....
47.0	7 37	— —	8 37	9 01	— —	— —	*9 52	— —	10 46	— —	— —	— —	— —	12 50	— —	1 28	— —	— —	— —	— —	— —	— —	3 55	— —
51.2	— —	— —	— —	9 06	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	4 01	— —
56.8	7 51	8 16	8 51	9 17	— —	9 31	10 06	10 16	11 00	11 28	11 16	— —	12 31	1 18	— —	1 41	— —	2 21	3 03	— —	a3 27	3 46	4 10	4 16
58.1	7 54	— —	— —	A M	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	P M	— —
66.8	8 09	— —	— —	....	— —	9 44	10 18	— —	— —	— —	— —	— —	— —	1 33	— —	1 55	— —	— —	— —	— —	— —	— —	....	— —
72.3	8 19	— —	— —	....	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 44	— —	— —	— —	— —	— —	— —	— —	— —	....	— —
74.4	8 23	— —	— —	....	— —	— —	10 28	— —	— —	— —	— —	— —	— —	1 50	— —	— —	— —	— —	— —	— —	— —	— —	....	— —
77.0	8 28	— —	— —	....	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 55	— —	— —	— —	— —	— —	— —	— —	— —	....	— —
78.1	8 30	— —	— —	....	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 57	— —	— —	— —	— —	— —	— —	— —	— —	....	— —
80.0	— —	— —	— —	....	— —	— —	— —	— —	— —	— —	— —	— —	— —	2 03	— —	— —	— —	— —	— —	— —	— —	— —	....	— —
80.7	8 37	— —	— —	....	— —	— —	— —	— —	— —	— —	— —	— —	— —	2 06	— —	— —	— —	— —	— —	— —	— —	— —	....	— —
83.9	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
84.8	8 45	d8 48	d9 26	....	d9 57	b10 08	b10 44	d10 48	d11 34	d11 48	d12 40	b1 09	2 14	d1 48	2 24	d2 48	b2 57	d3 43	d3 48	b4 04	4 23	....	d4 48	
89.2	d8 54	d8 56	d9 35	....	b10 06	b10 18	d10 53	d10 56	d11 42	d11 56	d12 56	1 19	d2 24	d1 56	d2 33	d2 58	d3 08	3 53	d3 56	b4 13	d4 32	....	d4 56	
90.3	8 58	9 00	9 39	....	10 10	— —	10 57	11 00	11 46	....	12 00	1 00	P M	2 28	2 00	2 37	3 00	s3 10	P M	4 00	4 17	4 38	....	5 00
....	9 27	A M	g10 15	....	A M	11 00	A M	A M	A M	12 45	Noon	P M	....	2 50	P M	P M	P M	†4 11	....	P M	P M	P M	....	P M
....	A M	....	A M	....	....	A M	...	....	....	Noon	....	....	....	P M	....	....	....	P M	....	....	....	....	....	....

Eastern time.

102	90	10	80	8	50	466	104	144	108	954	108	146	110	112	114	468	116	492	118	120	122	930	150	20
Night	....	A M	A M	A M	A M	....	A M	A M	A M	....	A M	A M	A M	A M	A M	....	A M	....	A M	A M	Noon	....	Noon	....
*12 14	....	*4 38	*4 40	*4 53	*5 18	....	†5 58	†7 00	†7 02	....	†7 33	†8 03	†8 20	†8 22	†9 03	....	*9 50	....	†11 00	†11 06	†12 00	....	*12 24	Noon
c12 18	....	c4 42	c4 44	c4 57	c5 22	....	c6 02	c7 04	c7 06	....	c7 37	c8 27	c8 24	c8 26	c9 07	A M	c9 54	A M	c11 04	c11 10	c12 04	....	c12 28	*12 34
*11 50	*A M	....	....	....	....	....	....	†6 16	....	....	....	....	†7 32	....	....	†9 04	‡9 00	†9 44	....	†10 30	....	....	....	....
*12 29	a3 53	a4 51	a4 53	a5 06	a5 31	....	6 12	c7 12	c7 15	....	c7 45	c8 15	c8 32	8 35	c9 15	....	c10 02	....	c11 12	11 20	c12 12	....	12 36	— —
....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
12 38	— —	— —	— —	— —	— —	....	6 22	— —	7 21	....	— —	— —	— —	8 44	— —	....	— —	....	— —	11 26	— —	....	— —	— —
12 41	— —	— —	— —	— —	— —	....	6 24	— —	— —	....	— —	— —	— —	8 46	— —	....	— —	....	— —	— —	— —	....	— —	— —
12 48	— —	— —	— —	— —	— —	....	6 32	— —	— —	....	— —	— —	— —	8 50	— —	....	— —	....	— —	11 30	— —	....	— —	— —
12 49	— —	— —	— —	— —	— —	....	6 36	— —	— —	....	— —	— —	— —	8 55	— —	....	— —	....	— —	— —	— —	....	— —	— —
12 56	— —	— —	— —	— —	— —	....	6 40	— —	— —	....	— —	— —	— —	8 59	— —	....	— —	....	— —	11 38	— —	....	— —	— —
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1 12	— —	s5 15	— —	— —	— —	....	6 54	— —	7 39	....	— —	— —	— —	9 16	— —	....	— —	....	— —	11 50	— —	....	— —	— —
1 28	— —	— —	— —	— —	— —	A M	7 12	— —	— —	....	— —	— —	— —	9 31	— —	A M	— —	A M	— —	— —	— —	....	— —	— —
1 35	— —	5 29	— —	5 45	6 05	†7 00	7 16	c7 43	7 54	....	— —	— —	9 06	9 46	— —	†10 10	10 32	†11 04	11 43	12 04	12 44	....	1 10	— —
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1 52	— —	— —	— —	— —	— —	7 16	7 31	— —	— —	....	— —	— —	9 19	10 01	9 54	— —	— —	— —	— —	12 17	— —	....	1 23	— —
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1 52	— —	— —	— —	— —	— —	7 16	7 31	— —	— —	— —	— —	— —	9 19	10 01	9 54	— —	— —	— —	— —	12 17	— —	....	*1 23	— —
1 58	— —	— —	— —	— —	— —	7 18	— —	— —	— —	— —	— —	— —	— —	10 03	— —	— —	— —	— —	— —	12 19	— —	P M	— —	— —
2 06	— —	— —	— —	— —	— —	7 27	7 42	— —	— —	8 18	— —	— —	— —	10 12	— —	10 30	— —	— —	— —	12 28	— —	†1 06	— —	— —
— —	— —	— —	— —	— —	— —	7 32	— —	— —	— —	— —	— —	— —	— —	10 16	— —	— —	— —	— —	— —	— —	— —	1 09	— —	— —
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2 25	— —	6 02	— —	— —	— —	7 47	7 57	— —	8 23	8 32	— —	— —	9 37	10 28	— —	10 43	— —	— —	12 12	12 43	— —	1 23	1 48	— —
— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
2 37	— —	6 11	— —	— —	t6 45	7 56	8 06	— —	8 33	— —	— —	— —	— —	10 37	— —	10 52	— —	— —	— —	12 53	— —	1 32	— —	— —
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2 49	s5 21	— —	s6 33	— —	— —	8 06	8 14	— —	— —	— —	— —	— —	— —	10 47	— —	11 00	— —	— —	— —	1 05	— —	1 42	2 04	— —
2 54	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	1 46	— —	— —
3 02	— —	6 30	— —	— —	— —	8 16	8 23	— —	8 48	8 56	— —	— —	— —	10 56	— —	11 08	— —	11 50	— —	1 15	— —	1 56	2 13	— —
3 10	— —	— —	— —	— —	— —	— —	8 31	— —	— —	— —	— —	— —	— —	11 03	— —	11 13	— —	— —	— —	1 21	— —	2 05	— —	— —
3 16	b5 39	b6 40	b6 52	b6 55	b7 16	b8 25	8 34	— —	8 57	9 05	— —	— —	b10 07	11 07	— —	11 17	b11 28	b11 58	b12 38	1 25	b1 38	2 06	2 22	— —
3 38	5 55	6 55	7 08	7 10	7 32	8 38	8 47	8 51	9 10	9 18	9 20	9 50	10 20	11 21	10 50	11 31	11 40	12 10	12 51	1 38	1 51	2 20	2 38	2 40
3 48	6 08	c7 08	7 18	7 18	j7 38	8 48	8 58	8 58	9 18	9 28	9 28	9 58	10 28	11 28	10 58	11 38	11 48	12 18	12 58	1 48	1 58	2 28	2 48	2 48
3 53	6 13	c7 13	7 23	7 23	j7 43	8 53	9 03	9 03	9 23	9 33	9 33	10 03	10 33	11 33	11 03	11 43	11 53	12 23	1 03	1 53	2 03	2 33	2 53	2 53
A M	6 30	‡7 15	7 30	7 30	‡8 00	9 00	9 15	9 15	9 30	9 45	9 45	10 15	10 45	11 45	11 15	12 00	12 00	12 30	1 15	2 00	2 16	2 46	3 00	3 00
....	p6 35	p7 35	p7 35	p7 35	8 05	9 05	9 35	9 35	9 35	10 05	10 05	10 35	11 05	12 05	11 35	12 05	12 05	12 35	1 55	2 06	2 36	3 06	3 06	3 06
....	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	A M	Noon	Noon	Noon	P M	P M	P M	P M	P M	P M

Southern Ry. and Atlantic Coast Line Express. — Atlantic City and New York Express. — Keystone Express.

Philadelphia...lve. / *Broad Street*..... / *West Philadelphia* / **Phila Market St. Wharf** / *North Phila*..... / **Kensington**....lve. / **Frankford**..... / Bridesburg..... / Tacony..... / **Holmesburg Junc.** / Torresdale..... / Cornwell's..... / Bristol..... / Morrisville..... / **Trenton**..... / Lawrence..... / **Princeton Jn**..arr. / **Princeton**....arr. / lve / **Princeton Jn**..arr. / **Princeton Jn**..lve. / Plainsboro..... / **Monmouth Junc.** / Deans..... / Franklin Park..... / **New Brunswick**... / Stelton..... / **Metuchen**..... / Menlo Park..... / Iselin..... / Colonia..... / **Rahway**..... / Linden..... / **Elizabeth**..... / **Newark**, *South Street* / " *Market St.* / **Jersey City**....arr. / **New York** Hud. Ter. (H.&M.) / Desb. & Cort. Sts. / arr. *West 23d St.* / **Brooklyn**..... / [ARRIVE

Additional Trains—Lve. W. 23d St. †5 55 p.m., Cort. and Desb. Sts. †4 00 p.m., Hud. Term. †4 05 p.m., arr. Princeton 5 30 p.m. Lve. West 23d St. †4 25 p.m., Cort. and Desb. Sts. †4 30 p.m., Hudson Terminal †4 35 p.m., arr. Monmouth Junc. 5 56 p.m., Rocky Hill 6 20 p.m. Lve. Monmouth Junc. §6 28, †6 45 p.m., arr. Trenton 6 53, 7 10 p.m., Philadelphia 7 49, 8 04 p.m. Leave Monmouth Junc. †7 40, †9 30 a.m., †1 00, †5 10 p.m., arr. Trenton 8 06, 9 57 a.m., 1 25, 5 33 p.m. Leave Philadelphia †8 06, §8 31 a.m., Trenton †8 58, §9 25 a.m., arr. Monmouth Junc. 9 23, 9 49 a.m. Lve. Trenton †7 58 a.m., †12 16 noon, †5 00, †6 15 p.m., arr. Monmouth Junc. 8 24 a.m., 12 41 noon, 5 25, 6 40 p.m. Lve. Princton Junc. †8 33 a.m., arr. Trenton 8 45 a.m., Philadelphia 9 31 a.m. Lve. Philadelphia †3 30 p.m., arr. Trenton 4 15 p.m., Princeton Junc. 4 27 p.m.

* Daily; † daily, except Sunday; § Sunday only; *a*, stops only on signal or notice to agent to take passengers;—*b*, stops only on notice to conductor to let off passengers;—*c*, regular stop to take passengers;—*d*, regular stop to leave passengers;—*e*, week-days makes regular stop, Sunday makes "*a*" stop;—*g*, no connection for Market Street on December 25th or January 1st;—*k*, stops week-days on signal or on notice to agent to take

RAILROAD COMPANY

and Philadelphia. For Local Trains, see following Pages. Table 3. NEW YORK DIVISION.

January 3, 1910.

	495	69	121	123	63	125	23	65	91	9	7	129	131	3	19	49	89	141	79	101	169	171	173	175	177
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	Night	A M	A M	A M	P M	P M
New York .....lve.	†2 55	*3 25	†3 55	†4 25	*4 25	*4 55	*4 55	*4 55	*5 55	*5 55	*8 25	†6 55	*6 55	*7 55	*8 25	*8 55	*9 25	*9 55	*12 10	*12 10	‖6 05	‖9 55	‖9 55	‖3 55	‖4 55
West 23d Street....	3 00	3 30	4 00	4 30	4 30	5 00	5 00	*5 10	6 00	6 00	6 30	7 00	7 00	8 00	8 30	9 00	9 30	10 00	12 15	12 15	6 15	10 00	10 00	4 00	5 15
Desb. & Cort. Sts...	3 05	3 35	4 05	4 35	4 35	5 06	5 06	*5 16	6 06	6 06	6 35	7 06	7 06	8 06	8 35	9 06	9 36	10 06	12 20	12 20	6 20	10 05	10 05	4 05	5 20
Hud. Ter.(H.& M.)																									
Brooklyn.....lve.	2 45	3 15	3 45	4 15	4 15	4 45	4 45	4 45	5 45	5 45	6 15	6 45	6 45	7 45	8 15	8 45	9 15	9 45	11 45	11 45	.....	9 45	9 45	3 45	4 45
Jersey City.....lve.	3 15	3 46	4 16	4 44	4 45	5 13	5 15	5 28	6 13	6 14	6 45	7 14	7 17	8 14	8 44	8 15	9 44	10 18	12 31	12 54	6 28	10 18	10 19	4 18	5 29
Newark, *Market St*..	*a*327	*a*358	– –	– –	*a*458	– –	– –	*a*540	– –	*a*829	*a*856	*a*727	7 33	*a*827	*a*858	*a*927	– –	10 32	– –	12 50	6 42	‖10 23	10 35	*a*427	5 45
» *South Street*.	– –	– –	– –	– –	– –	– –	Chicago Limited. Composed entirely of Pullman Vestibule Cars, on which an extra rate of fare is charged.	– –	– –	– –	– –	– –	7 36	– –	– –	– –	Atlantic Coast Line Express.	– –	– –	12 53	6 45	– –	10 38	– –	– –
Elizabeth.....	*a*335	– –	– –	– –	– –	– –		– –	*a*635	– –	– –	*a*735	7 44	*a*837	– –	– –		10 41	– –	1 01	6 52	– –	10 46	– –	5 52
Linden.....	– –	– –	– –	– –	– –	– –		– –	– –	– –	– –	– –	7 49	– –	– –	– –		– –	– –	– –	– –	– –	– –	– –	– –
Rahway.....	– –	– –	– –	– –	– –	– –		– –	– –	St. Louis Express. Western Express.	– –	– –	7 54	*h*847	– –	New York and Norfolk Express.		10 50	– –	1 13	7 02	– –	10 54	– –	6 01
Colonia.....	– –	– –	– –	– –	– –	– –		– –	– –		– –	– –	7 58	– –	– –			– –	– –	– –	– –	– –	– –	– –	– –
Iselin.....	– –	– –	– –	– –	– –	– –		– –	– –		– –	– –	8 01	– –	– –			– –	– –	– –	– –	– –	– –	– –	6 08
Menlo Park.....	– –	– –	– –	– –	– –	– –		– –	– –		– –	– –	8 03	– –	– –			– –	– –	– –	*b*7 10	– –	– –	– –	8 11
Metuchen.....	– –	– –	– –	– –	– –	– –		– –	– –		– –	– –	8 08	*l*8 58	Cleveland and Cincinnati Express.			11 00	– –	1 27	*b*7 14	– –	– –	– –	6 15
Stelton.....	– –	– –	– –	– –	– –	– –		– –	– –		– –	– –	8 13	– –				– –	– –	– –	– –	– –	– –	– –	9 20
New Brunswick...	– –	– –	– –	*a*521	– –	– –		– –	*r*6 55			*a*755	8 17	*e*9 07				11 08	– –	1 38	7 24	– –	11 10	– –	8 24
Franklin Park.....	– –	– –	– –	– –	– –	– –		– –	– –			– –	8 24	– –				– –	– –	– –	– –	– –	– –	– –	– –
Deans.....	– –	– –	– –	– –	– –	– –		– –	– –			– –	8 30	– –				– –	– –	– –	7 35	– –	– –	– –	6 34
Monmouth Junc...	– –	– –	– –	– –	– –	– –		– –	– –		– –	– –	8 35	– –				– –	– –	1 56	7 38	– –	11 23	– –	6 39
Plainsboro.....	– –	– –	– –	– –	– –	– –		– –	– –		– –	– –	8 42	– –				– –	– –	2 02	7 42	– –	– –	– –	– –
Princeton Jn...arr.	– –	– –	– –	– –	– –	– –		6 34	– –	– –	– –	8 14	*8 46	9 31			– –	11 28	– –	– –	– –	– –	11 32	– –	8 48
Princeton Jn...lve.	.....	.....	.....	.....	.....	.....		6 37	.....	.....	.....	8 17	‖8 35	9 35		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Princeton.....arr.	.....	.....	.....	.....	.....	.....		6 47	.....	.....	.....	8 27	8 45	9 45		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Princeton.....lve.	.....	.....	.....	.....	.....	.....		*6 16	.....	.....	.....	†7 45	*7 45	9 18		.....	.....	.....	.....	.....	.....	.....	.....	.....	‖6 16
Princeton Jn...arr.	.....	.....	.....	.....	.....	.....		6 24	.....	.....	.....	7 55	7 55	9 23		.....	.....	.....	.....	.....	.....	.....	.....	.....	6 24
Princeton Jn...lve.	– –	– –	– –	– –	– –	– –		6 34	– –	– –	– –	8 14	8 46	9 31		– –	– –	11 28	– –	– –	– –	– –	11 32	– –	8 48
Lawrence.....	– –	– –	– –	– –	– –	– –		– –	– –	– –	– –	– –	– –	– –		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
Trenton.....	4 27	4 54	5 15	5 50	– –	6 15		6 48	– –	7 35	– –	8 27	9 01	9 44		10 23	– –	11 42	– –	2 24	7 59	– –	11 44	5 19	7 05
Morrisville.....		– –	– –	– –	– –	– –		– –	– –	– –	– –	– –	9 05			– –	– –	– –	– –	– –	*a*8 02	– –	– –	– –	7 08
Bristol.....		– –	– –	– –	– –	– –		– –	– –	– –	– –	– –	9 19	– –		– –	– –	11 56	– –	2 44	8 15	– –	11 50	*b*5 33	7 23
Cornwell's.....		– –	– –	– –	– –	– –		– –	– –	– –	– –	– –	9 30			– –	– –	– –	– –	– –	– –	– –	– –	– –	*a*7 30
Torresdale.....		– –	– –	– –	– –	– –		– –	– –	– –	– –	– –	9 35	10 08		– –	– –	12 07	– –	– –	– –	– –	– –	– –	7 32
Holmesburg Junc.		– –	– –	– –	– –	– –		– –	– –	– –	– –	– –	9 42			– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
Tacony.....		– –	– –	– –	– –	– –		– –	– –	– –	– –	– –	9 44	– –		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
Bridesburg.....		– –	– –	– –	– –	– –		– –	– –	– –	– –	– –	9 51	– –		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
Frankford.....		– –	– –	– –	– –	– –		– –	– –	– –	– –	– –	9 56	– –		– –	– –	– –	– –	– –	8 39	– –	– –	– –	7 44
Kensington....arr.																									
North Phila.....		– –	*d*548	*d*624	*s*6 39	*a*648	7 02	7 28	*b*7 57	*b*8 14	*b*8 33	*d*859	10 08	10 25	b1053	d1058	b1148	12 24	– –	*d*3 17	8 47	d1148	12 26	6 58	7 53
West Philadelphia.		5 40	*d*556	*d*633	6 48	*d*656	7 38	*d*808	*b*8 24	*b*8 44	*d*906	d10 17	d1034	d1042	10 48	d1106	d1157	d1233	*b*3 26	*d*3 29	*d*857	d1156	d1234	*d*806	*d*801
Philada (*Broad St.*)		P M	6 00	6 37	P M	7 00		P M	8 10	*8 28	8 48	9 10	*10 21	*1038	11 46	11 10	12 01	12 37	A M	3 34	9 01	12 00	12 38	8 10	8 05
Philadelphia....arr.	5 35	.....	6 35	P M	.....	†7 45	.....	†8 45	P M	‖8 35	P M	P M	‖1045	†11 15	P M	*1245	Night	Night	.....	A M	A M	Noon	Noon	6 55	P M
(*Market St. Wharf.*)	P M		P M			P M		P M		P M			P M	P M		Night								P M	

STATIONS.	124	128	128	68	130	2	26	494	132	78	470	134	136	70	8	138	148	64	24	64	168	170	172	174	176
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	P M	A M	A M	A M	P M	P M
Philadelphia....lve.	†1 00	†1 40	*2 20	*2 30	†3 00	*3 22	*3 24	.....	†3 55	*4 00	.....	†4 53	†5 00	P M	*5 57	†6 00	*7 00	*8 00	*9 00	*10 12	‖8 20	‖8 33	‖10 00	‖5 20	‖6 26
Broad Street.....	*c*1 04	*c*1 44	*c*2 24	*c*2 34	*c*3 04	*c*3 26	*c*3 28	† P M	*c*3 57	*c*4 04	.....	*c*4 57	*c*5 04	*5 00	*c*6 01	*c*6 04	*c*7 04	*c*8 04	*c*9 04	*c*10 18	*c*8 24	*c*8 37	*c*11 04	*c*5 24	*c*6 30
West Philadelphia																									
Phila Market St. Wharf	*c*1200	.....	.....	‖1 30	†2 10			‖2 45			.....		‖4 24			†5 20	*6 00	*7 20	.....	†8 00	.....		‖10 10		
North Phila.....	*c*1 12	*c*1 52	*c*2 32	*2 42	*c*3 12	*a*333	*a*333	.....	*c*4 05	4 12	.....	*c*5 05	*c*5 12	5 08	*a*610	*c*6 13	*b*7 12	8 12	*c*9 12	*1024	*c*8 32	*c*8 45	*c*11 12	*c*6 32	*c*6 38
Kensington.....lve.	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Frankford.....	– –	– –	– –	– –	– –			.....	– –	– –	.....	– –	– –	– –	– –	6 21	– –	– –	– –	*l*10 30	– –	8 54	– –	8 38	6 44
Bridesburg.....	– –	– –	– –	– –	– –			.....	– –	– –	.....	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
Tacony.....	– –	– –	– –	– –	– –			.....	– –	– –	.....	– –	– –	– –	– –	– –	– –	– –	– –	*v*10 36	– –	8 57	– –	– –	– –
Holmesburg Junc.	– –	– –	– –	– –	– –			.....	– –	– –	.....	– –	– –	– –	– –	– –	– –	– –	– –	10 38	– –	9 00	– –	– –	– –
Torresdale.....	– –	– –	– –	*s*2 58	– –			.....	– –	– –	.....	– –	– –	– –	– –	*b*6 31	– –	– –	– –	10 42	– –	9 07	– –	– –	– –
Cornwell's.....	– –	– –	– –	– –	– –			.....	– –	– –	.....	– –	– –	– –	– –	*b*6 36	– –	– –	– –	– –	– –	9 11	– –	– –	– –
Bristol.....	– –	– –	– –	– –	– –			.....	– –	– –	.....	– –	5 32	– –	– –	6 46	– –	– –	– –	10 52	– –	9 22	– –	5 57	7 05
Morrisville.....	– –	– –	– –	– –	– –			P M	– –	– –	P M	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	9 37	– –	– –	7 17
Trenton.....	1 42	2 27	– –	3 20	3 44			†4 11	– –	4 45	†4 50	– –	5 45	– –	– –	7 02	7 46	8 48	9 50	11 08	9 10	9 42	11 47	6 12	7 21
Lawrence.....	– –	– –	– –	– –	– –			– –	– –	– –	4 59	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
Princeton Jn...arr.	– –	– –	– –	– –	3 59			– –	– –	– –	5 05	– –	6 00	– –	– –	7 16	8 00	– –	10 03	– –	– –	9 58	– –	8 27	7 35
Princeton Jn...lve.	.....	.....	.....	.....	4 04			.....	.....	.....	5 27	.....	6 03	.....	.....	7 20	*a*8 17	.....	†10 08	.....	.....	.....	.....	8 38	8 05
Princeton.....arr.	.....	.....	.....	.....	4 14			.....	.....	.....	5 37	.....	6 13	.....	.....	7 30	*a*8 27	.....	†10 18	.....	.....	.....	.....	8 48	8 16
Princeton.....lve.	.....	.....	.....	.....	†3 42			.....	.....	.....	†4 50	.....	†5 45	.....	.....	†7 01	*7 45	.....	‖9 52	.....	.....	.....	.....	‖6 16	.....
Princeton Jn...arr	.....	.....	.....	.....	3 52			.....	.....	.....	5 00	.....	5 55	.....	.....	7 11	7 55	.....	‖10 00	.....	.....	.....	.....	8 24	.....
Princeton Jn...lve.	– –	– –	– –	– –	3 58			– –	– –	– –	5 05	– –	6 00	– –	– –	7 16	8 00	– –	*1003	– –	– –	9 58	– –	8 27	7 35
Plainsboro.....	– –	– –	– –	– –	– –			– –	– –	– –	5 08	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	10 00	– –	– –	7 38
Monmouth Junc...	– –	2 46	– –	– –	– –			– –	– –	– –	5 15	– –	– –	– –	– –	7 25	– –	– –	– –	11 26	– –	10 09	– –	8 37	7 45
Deans.....	– –	– –	– –	– –	– –			– –	– –	– –	5 20	– –	– –	– –	– –	7 29	– –	– –	– –	– –	– –	10 14	– –	8 41	– –
Franklin Park.....	– –	– –	– –	– –	– –			– –	– –	– –	5 23	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	7 50
New Brunswick...	– –	2 59	– –	– –	4 19			– –	– –	5 20	5 33	– –	6 22	– –	– –	7 40	8 22	– –	10 23	11 40	– –	10 27	*b*11 19	6 53	8 00
Stelton.....	– –	– –	– –	– –	– –			– –	– –	– –	5 38	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	6 58	– –
Metuchen.....	– –	– –	– –	– –	4 27			– –	– –	– –	5 43	– –	– –	– –	– –	– –	8 31	– –	– –	11 50	– –	10 37	– –	7 04	– –
Menlo Park.....	– –	– –	– –	– –	– –			– –	– –	– –	5 48	– –	– –	– –	– –	– –	– –	– –	– –	11 54	– –	– –	– –	7 08	– –
Iselin.....	– –	– –	– –	– –	– –			– –	– –	– –	5 50	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	7 09	– –
Colonia.....	– –	– –	– –	– –	– –			– –	– –	– –	5 53	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	7 11	8 18
Rahway.....	– –	3 17	– –	– –	4 36			– –	– –	*r*5 37	5 57	– –	6 38	– –	– –	7 56	– –	– –	10 33	*a*12 02	– –	10 47	*b*12 36	7 16	8 20
Linden.....	– –	– –	– –	– –	– –			– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
Elizabeth.....	– –	3 28	– –	– –	4 45			4 57	– –	5 45	6 07	– –	6 47	– –	– –	8 04	*a*8 49	9 45	10 47	12 12	– –	10 58	12 46	7 28	8 36
Newark, *South Street*.	– –	– –	– –	– –	– –			– –	– –	– –	6 13	– –	– –	– –	– –	– –	– –	– –	10 54	*a*12 19	– –	11 07	– –	– –	– –
» *Market St*..	*b*2 37	*b*3 36	*b*3 57	*b*4 27	4 54	– –	– –	*b*5 06	*b*5 27	*b*5 54	6 15	*b*8 25	6 55	*b*7 40	*b*7 42	8 12	*b*8 57	*b*9 55	10 57	*a*12 23	*b*10 12	11 11	*b*12 55	7 37	*b*8 39
Jersey City.....arr	2 50	3 50	4 10	4 41	5 07	5 10	5 10	5 20	5 40	6 10	6 31	8 38	7 08	7 53	7 55	8 25	9 10	10 10	11 10	12 40	10 25	11 25	1 10	7 51	8 53
New York Hud Ter.(H.& M.)	2 58	3 58	4 18	4 48	5 18	5 18	5 18	5 28	5 48	6 18	6 38	8 48	7 18	8 03	8 03	8 33	9 28	10 18	11 18	12 48	10 33	11 33	1 18	8 03	9 03
York Desb. & Cort. Sts..	3 03	4 03	4 23	4 53	5 23	5 23	5 23	5 33	5 53	6 23	6 43	8 53	7 23	8 08	8 08	8 38	9 23	10 23	11 23	12 53	10 38	11 38	1 23	8 08	9 08
arr. *West 23d St*..	3 15	4 15	4 30	5 00	5 30	5 30	5 30	5 45	6 00	6 30	7 00	7 30	8 15	8 15	8 15	8 45	9 30	10 30	11 30	1 00	10 45	11 45	1 30	8 15	9 15
Brooklyn.....	3 35	4 35	4 55	5 05	5 35	5 35	5 35	8 05	6 05	6 35	7 06	7 06	7 35	8 35	8 35	9 06	9 35	10 35	11 35	A M	11 05	12 05	1 35	8 35	9 35
[ARRIVE]	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M		A M	Noon	P M	P M	P M

passengers;—*i*, Sunday leaves five minutes later;—*j*, stops to leave from Philadelphia on notice to conductor or to take for Trenton and points east thereof on notice to agent or on signal;—*n*, stops only on Sunday on signal or notice to agent to take passengers;—*p*, arrives Brooklyn Sundays 8 05 a.m.;—*q*, connection from Philadelphia, via Camden is Saturday and Sunday only, but on Sunday leaves 6 28 p.m.;—*r*, week-days makes "*b*" stop, Sunday stops to take or leave passengers;—*s*, stops Sunday only;—*t*, does not stop on Sunday;—*u*, on Sunday leaves Princeton Junction 8 05 p.m., arrives Princeton 8 15 p.m.;—*v*, stops week-days to leave from Philadelphia on notice to conductor or to take for Trenton and points east thereof on notice to agent or on signal;—*w*, stops Saturday only;—*y*, Sunday arrives ten minutes later;—*z*, week-days makes regular stop, Sunday makes "*b*" stop;—□, Sunday arrives five minutes earlier;—‖, Sunday arrives fifteen minutes later;—●, connection for Philadelphia leaves Trenton Saturdays only;—◑, week-days makes regular stop, Sunday makes "*c*" stop;—■, on Sunday leaves Princeton 8 18 p.m., arrives Princeton Junction 8 28 p.m.;—‡, connection from Philadelphia via Camden will not run December 25th or January 1st.

Table 4.

NEW YORK DIV.—LOCAL TRAINS BETWEEN NEW YORK, NEWARK, ELIZABETH, RAHWAY, NEW BRUNSWICK AND INTERMEDIATE STATIONS.

January 3, 1910.

Ms	485	301	303	305	311	309	307	205	487	313	315	317	319	321	211	323	325	327	333	331	943	337	339	341	343	345	945	379	488	347	349	351	353	377	355	357	359	361
LEAVE	....	....	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	Noon	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
New York, W. 23d St.	....	A M	†6 25	†6 25	†7 25	†7 25	†7 55	†8 10	†8 55	†8 55	†9 40	†10 10	†10 25	†11 25	†12 10	†12 25	†12 25	‡12 55	‡1 25	†1 55	†2 25	†2 55	†3 40	†3 55	†4 25	†4 40	†4 55	†4 55	†4 55	†4 55	†5 10	†5 25	†5 25	†5 25	†5 40	†5 40	†5 55	†5 55	†6 10
Des. & Cort. Sts.	....	†6 00	6 30	6 40	7 30	7 40	8 10	8 20	9 00	9 10	9 50	10 20	10 30	11 30	12 20	12 30	12 40	1 00	1 10	1 30	2 00	3 00	3 10	3 50	4 10	4 40	4 50	5 00	5 00	5 10	5 20	5 30	5 30	5 40	5 40	5 50	6 00	6 10	6 20
Hud. Ter. (H. & M. R.R.)	0	6 05	6 35	6 45	7 35	7 45	8 15	8 25	9 05	9 15	9 55	10 25	10 35	11 35	12 25	12 35	12 45	1 15	1 15	1 35	2 05	3 05	3 15	3 55	4 15	4 45	4 55	5 05	5 05	5 15	5 25	5 35	5 35	5 45	5 45	5 55	6 05	6 15	6 25
Brooklyn ...lve.	....	....	6 15	6 15	7 15	7 15	7 45	7 45	8 45	8 45	9 15	9 45	10 15	11 15	11 45	12 15	12 15	12 45	12 45	1 15	1 45	2 45	2 45	3 15	3 45	4 15	4 15	4 45	4 45	4 45	4 45	5 15	5 15	5 15	5 15	5 15	5 45	5 45	5 45
Jersey City.lve.	1.0	6 14	6 44	6 54	7 48	7 55	8 24	8 35	9 15	9 24	10 06	10 34	10 44	11 45	12 34	12 43	12 54	1 17	1 24	1 45	2 18	3 17	3 25	4 03	4 22	4 54	5 05	5 17	5 20	5 28	5 34	5 44	5 47	5 54	6 00	6 03	6 18	6 25	6 34
Marion	3.3	6 19	6 49	7 00	7 54	8 01	8 30	— —	— —	— —	10 12	10 40	10 50	11 51	— —	12 59	— —	— —	— —	— —	2 24	— —	— —	— —	— —	— —	— —	— —	— —	— —	5 39	— —	— —	— —	6 06	— —	— —	— —
Harrison	8.1	— —	— —	7 06	8 01	— —	8 38	— —	— —	— —	10 19	— —	— —	— —	12 47	— —	— —	— —	— —	— —	2 31	— —	— —	— —	— —	— —	5 17	— —	— —	— —	— —	— —	— —	— —	— —	— —	6 36	— —
Newark, Market St.	8.7	6 28	6 58	7 09	8 04	8 10	8 41	8 49	— —	9 38	10 22	10 52	11 00	12 01	12 50	12 55	1 08	— —	1 38	1 59	2 34	3 30	3 39	4 16	4 33	5 07	5 20	a5 30	5 33	5 43	5 50	— —	6 03	6 09	6 14	6 16	a6 33	6 39	6 47
» *South St.*	....	6 30	7 00	7 12	8 07	8 13	8 44	8 51	— —	9 41	10 24	10 55	11 03	12 03	12 52	— —	1 11	— —	1 40	2 01	2 36	— —	3 41	4 18	4 36	— —	5 22	— —	5 38	— —	5 53	— —	6 05	— —	6 17	— —	— —	6 41	6 50
Waverly	11.4	— —	— —	7 17	8 13	— —	8 49	8 56	— —	— —	10 30	11 00	— —	12 08	12 57	— —	— —	— —	1 45	— —	2 43	— —	— —	4 22	— —	— —	5 26	— —	P M	— —	— —	— —	— —	P M	— —	— —	P M	— —
North Elizabeth	....	— —	7 07	A M	A M	8 19	A M	A M	— —	— —	A M	A M	11 10	Noon	Noon	— —	1 18	— —	P M	2 08	P M	— —	— —	P M	4 42	5 14	P M	— —	— —	— —	— —	6 03	— —	— —	6 25	6 40	— —
Elizabeth	14.1	6 38	7 10	....	....	8 22	....	....	9 37	9 49	....	....	11 14	....	....	1 03	1 21	1 37	....	2 11	....	3 39	3 49	....	4 45	5 17	....	5 39	....	5 54	6 02	6 05	6 13	6 19	....	6 28	6 43	....	6 58
South Elizabeth	....	— —	7 12	....	....	8 24	....	....	A M	— —	....	....	11 17	....	....	— —	1 23	1 40	....	2 13	....	— —	— —	....	— —	5 20	....	....	....	— —	6 05	6 08	— —	6 22	....	6 31	6 46	....	7 01
Linden	17.3	6 43	7 19	....	....	8 29	....	....	....	9 53	....	....	11 22	....	....	— —	1 28	— —	....	2 18	....	— —	3 55	....	4 51	5 25	....	— —	....	— —	6 10	— —	6 18	6 27	....	— —	6 50	....	— —
Scott Avenue	....	6 47	— —	....	....	— —	....	....	....	— —	....	....	11 24	....	....	— —	— —	....	....	2 21	....	— —	— —	....	— —	— —	....	— —	....	— —	— —	— —	— —	6 28	....	— —	— —	....	— —
Rahway	19.4	6 51	7 24	....	....	8 33	....	....	....	9 59	....	....	11 27	....	....	1 10	1 32	1 48	....	2 24	....	3 48	4 00	....	4 55	5 30	....	5 47	....	6 04	6 15	6 18	6 23	6 32	....	6 39	6 55	....	7 08
Perth Amboy Junc.	20.0	— —	— —	....	....	8 35	....	....	....	— —	....	....	— —	....	....	— —	1 34	— —	....	— —	....	— —	4 02	....	— —	5 33	....	— —	....	— —	6 17	— —	— —	6 34	....	6 41	— —	....	7 11
Avenel	21.7	6 55	7 28	....	....	A M	....	....	....	— —	....	....	11 31	....	....	— —	P M	....	....	2 29	....	....	P M	....	4 58	P M	....	....	....	— —	P M	....	6 28	P M	....	P M	....	....	P M
Edgar	22.3	6 57	7 30	....	....	....	....	....	....	— —	....	....	11 33	....	....	— —	....	....	....	2 30	....	....	....	....	5 02	....	....	....	....	— —	....	....	6 30	....	....	....	....	....	....
Woodbridge	23.1	7 00	7 35	....	....	....	....	....	....	10 07	....	....	11 36	....	....	1 17	....	....	....	2 34	....	....	....	....	5 05	....	....	....	....	8 12	....	....	6 32	....	....	....	....	....	....
Spa Spring	24.3	7 02	7 38	....	....	....	....	....	....	— —	....	....	11 37	....	....	— —	....	....	....	2 35	....	....	....	....	5 08	....	....	....	....	— —	....	....	6 34	....	....	....	....	....	....
Perth Amboy {Cent. of N.J.	....	7 08	— —	....	....	....	....	....	....	10 15	....	....	— —	....	....	1 28	....	....	....	— —	....	....	....	....	— —	....	....	....	....	8 20	....	....	— —	....	....	....	....	....	....
Amboy {P. R.R. Sta.	26.4	A M	7 45	....	....	....	....	....	....	A M	....	....	11 47	....	....	P M	....	....	....	2 48	....	....	....	....	5 15	....	....	....	....	P M	....	....	6 41	....	....	....	....	....	....
Colonia	21.5	....	A M	....	....	....	....	....	....	....	....	....	A M	....	....	....	....	1 53	....	P M	....	3 52	....	....	P M	....	....	5 52	....	....	....	— —	P M	....	....	....	7 00	....	....
Iselin	22.7	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1 55	....	....	....	3 54	....	....	....	....	....	— —	....	....	....	8 25	....	....	....	....	7 03	....	....
Menlo Park	23.9	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1 58	....	....	....	3 58	....	....	....	....	....	— —	....	....	....	8 29	....	....	....	....	7 06	....	....
Metuchen	25.8	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2 02	....	....	....	4 01	....	....	....	....	....	6 00	....	....	....	8 33	....	....	....	....	7 11	....	....
Stelton	28.9	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2 07	....	....	....	4 06	....	....	....	....	....	— —	....	....	....	8 38	....	....	....	....	7 18	....	....
New Brunswick	31.3	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2 12	....	....	....	4 11	....	....	....	....	....	6 09	....	....	....	8 44	....	....	....	....	7 22	....	....
{ARRIVE	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	P M	....	....	....	P M	....	....	....	....	....	....	....	....	....	P M	....	....	....	....	P M	....	....

(*Eastern time.*)

Ms	363	365	367	369	371	373	375	401	687	403	247	405	407	409	411	413	415	417	419	421	423	425	427	689	251	429	431	433	435	437	439	441	443	445	447	449	451
{LEAVE	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
New York, W. 23d St.	‖8 25	†7 25	†8 10	†8 55	‖10 25	‖10 55	†11 45	‖7 25	§7 55	‖8 55	‖9 25	‖10 25	‖10 55	‖11 25	‖11 55	‖12 25	‖12 55	§12 55	‖1 55	‖2 40	‖3 26	‖3 55	‖4 25	‖4 25	‖4 55	‖4 55	‖5 25	‖5 55	‖6 25	‖7 25	‖7 25	‖7 55	‖8 25	‖8 55	‖9 25	‖9 55	‖10 55
Des. & Cort. Sts.	8 40	7 30	8 15	8 15	10 30	11 00	11 50	7 30	8 15	9 00	9 30	10 30	11 00	11 30	12 00	12 30	1 00	1 15	2 00	2 45	3 30	4 00	4 30	4 45	5 00	5 15	5 45	6 15	6 45	7 50	7 45	8 00	8 30	9 00	9 30	10 15	11 00
Hud. Ter. (H. & M. R.R.)	6 45	7 35	8 20	8 20	10 35	11 05	11 55	7 35	8 20	9 05	9 35	10 35	11 05	11 35	12 05	12 35	1 05	1 20	2 05	2 50	3 35	4 05	4 35	4 50	5 05	5 20	5 50	6 20	6 50	7 35	7 50	8 05	8 35	9 05	9 35	10 20	11 05
Brooklyn ...lve.	6 15	7 15	7 45	8 45	10 15	10 45	11 15	....	7 45	8 45	9 15	10 15	10 45	11 15	11 45	12 15	12 45	12 45	1 45	2 15	3 15	3 45	4 15	4 15	4 45	4 45	5 15	5 45	6 15	7 15	7 15	7 45	8 15	8 45	9 15	9 45	10 45
Jersey City.lve.	6 54	7 44	8 28	9 29	10 44	11 14	12 04	7 45	8 28	9 14	9 42	10 47	11 19	11 44	12 18	12 44	1 18	1 29	2 20	2 58	3 48	4 18	4 46	5 00	5 17	5 32	5 58	6 28	6 58	7 44	7 58	8 17	8 46	9 17	9 48	10 29	11 14
Marion	— —	7 50	— —	9 35	10 50	11 20	12 10	7 50	— —	9 20	— —	10 52	11 25	— —	— —	— —	1 21	— —	2 26	3 05	3 53	4 24	4 52	— —	— —	5 38	— —	— —	7 04	— —	— —	8 23	— —	— —	9 54	10 36	11 21
Harrison	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	11 00	— —	— —	— —	— —	— —	— —	— —	— —	3 58	— —	— —	— —	— —	— —	— —	— —	— —	8 08	— —	— —	— —	— —	— —	— —	— —
Newark, Market St	7 07	8 01	8 42	9 44	11 00	11 30	12 20	7 58	8 43	9 31	9 54	11 03	11 36	11 59	12 33	12 58	1 31	1 44	2 37	3 15	4 03	4 34	5 03	5 14	5 31	5 51	6 11	6 43	7 14	7 58	8 12	8 34	9 03	9 34	10 04	10 46	11 32
» *South St.*	7 09	8 03	8 44	9 47	11 03	11 32	12 23	8 01	— —	9 36	9 56	11 07	11 41	12 02	12 36	1 02	1 35	1 47	2 42	3 18	4 08	4 38	5 08	— —	— —	5 54	6 15	6 48	7 17	8 03	8 14	8 38	9 07	9 37	10 09	10 50	11 36
Waverly	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	11 11	— —	12 06	— —	1 06	— —	1 53	— —	— —	4 12	— —	— —	— —	— —	6 02	6 21	— —	— —	8 06	— —	— —	9 11	— —	— —	— —	— —
North Elizabeth	7 16	8 10	— —	9 54	11 10	11 39	12 30	8 06	— —	9 43	— —	A M	11 48	Noon	12 42	P M	1 42	P M	2 48	3 25	P M	4 47	5 18	— —	— —	P M	P M	— —	— —	P M	— —	— —	P M	— —	10 18	10 57	— —
Elizabeth	7 18	8 13	8 53	9 57	11 13	11 42	12 33	8 09	8 52	9 46	10 03	....	11 51	....	12 45	....	1 46	....	2 51	3 28	....	4 50	5 19	5 23	5 40	....	....	6 53	7 27	....	8 22	8 47	....	9 47	10 19	11 00	11 48
South Elizabeth	7 22	8 16	8 56	10 00	11 16	11 45	12 36	— —	— —	— —	— —	....	11 54	....	12 48	....	1 47	....	2 53	3 31	....	4 52	5 22	— —	— —	....	....	— —	— —	....	— —	— —	....	9 50	10 22	11 03	11 49
Linden	7 27	8 21	9 00	10 05	11 22	11 50	12 41	— —	— —	9 52	— —	....	12 00	....	12 54	....	1 53	....	2 58	3 36	....	4 57	5 27	— —	— —	....	....	— —	7 32	....	8 28	8 54	....	9 55	10 28	11 08	11 55
Scott Avenue	— —	— —	9 01	— —	— —	11 51	12 42	— —	— —	— —	— —	....	— —	....	12 58	....	— —	....	— —	3 37	....	— —	— —	— —	— —	....	....	— —	— —	....	— —	— —	....	— —	— —	— —	— —
Rahway	7 32	8 26	9 06	10 10	11 25	11 55	12 46	8 18	9 00	9 56	10 11	....	12 05	....	12 59	....	1 58	....	3 03	3 41	....	5 02	5 32	5 33	5 48	....	....	7 03	7 38	....	8 35	8 58	....	10 00	10 33	11 13	12 00
Perth Amboy Junc.	— —	8 28	9 07	— —	P M	— —	— —	8 20	— —	— —	— —	....	— —	....	— —	....	— —	....	3 05	3 44	....	5 05	5 34	— —	— —	....	....	7 05	7 40	....	8 37	9 00	....	— —	— —	11 15	12 02
Avenel	7 37	P M	P M	10 12	....	....	12 49	A M	— —	....	— —	....	12 10	....	....	....	....	....	P M	P M	....	P M	P M	— —	— —	....	....	P M	P M	....	P M	P M	....	....	10 38	P M	Night
Edgar	7 38	....	....	10 14	....	....	12 51	....	— —	....	— —	....	12 12	....	....	....	....	....	....	....	....	....	....	— —	— —	....	....	....	....	....	....	....	....	....	10 41	....	....
Woodbridge	7 41	....	....	10 18	....	....	12 58	....	9 07	....	10 17	....	12 16	....	....	....	....	....	....	....	....	....	....	5 40	5 59	....	....	....	....	....	....	....	....	....	....	10 45	....	....
Spa Spring	7 42	....	....	10 19	....	....	12 58	....	— —	....	— —	....	12 19	....	....	....	....	....	....	....	....	....	....	— —	— —	....	....	....	....	....	....	....	....	....	....	10 46	....	....
Perth Amboy {Cent. of N.J.	— —	....	....	— —	....	....	— —	....	9 16	....	10 26	....	— —	....	....	....	....	....	....	....	....	....	....	5 48	6 07	....	....	....	....	....	....	....	....	....	— —	....	....	....
Amboy {P. R.R. Sta.	7 61	....	....	10 26	....	....	1 06	....	A M	....	A M	....	12 27	....	....	....	....	....	....	....	....	....	....	P M	P M	....	....	....	....	....	....	....	....	....	....	10 56	....	....
Colonia	P M	....	....	P M	....	12 00	A M	....	....	10 01	....	....	Noon	....	1 03	....	2 03	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	10 06	P M	....	....
Iselin	....	....	....	....	....	12 03	....	....	....	10 04	....	....	....	....	1 06	....	2 06	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	10 08	....	....	....
Menlo Park	....	....	....	....	....	12 06	....	....	....	10 07	....	....	....	....	1 10	....	2 09	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	10 11	....	....	....
Metuchen	....	....	....	....	....	12 11	....	....	....	10 11	....	....	....	....	1 15	....	2 16	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	10 16	....	....	....
Stelton	....	....	....	....	....	12 16	....	....	....	10 16	....	....	....	....	1 20	....	2 20	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	10 21	....	....	....
New Brunswick	....	....	....	....	....	12 21	....	....	....	10 21	....	....	....	....	1 25	....	2 25	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	10 27	....	....	....
{ARRIVE	....	....	....	....	....	Night	....	....	....	A M	....	....	....	....	P M	....	P M	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	P M	....	....	....

Table 5—ROCKY HILL BRANCH.—Trains leave **Monmouth Junction** †8 58 a.m., †6 01 p.m., arriving Rocky Hill (6.6 miles) 9 16 a.m., 8 20 p.m. Returning, leave Rocky Hill †7 19 a.m., †12 07 noon, arriving Monmouth Junction 7 37 a.m., 12 25 noon.

†Daily, except Sunday; ‖Sunday only; *a* stops only on signal or on notice to agent to take passengers; *y* stops on signal or notice to agent to take for Perth Amboy.

Table 4—LOCAL TRAINS BETWEEN NEW BRUNSWICK, RAHWAY, ELIZABETH, NEWARK, NEW YORK AND INTERMEDIATE STATIONS.

January 3, 1910.	300	302	304	306	308	310	312	314	938	316	486	318	320	322	326	940	324	328	488	214	330	492	332	334	336	338	216	340	342	344	942	348	368	350	348	352	370
[LEAVE				A M					A M							A M															P M						
New Brunswick...+				†6 22					†7 19							†8 53															†3 34						
Stelton ...+				6 26					7 23							8 57															3 38						
Metuchen...+				6 31					7 29							9 01															3 43						
Menlo Park				6 36					7 34							9 07															3 47						
Iselin ...+				6 39					7 37							9 09															3 50						
Colonia			A M	6 41	A M				7 39	A M						9 13	A M								Noon						3 52			P M		P M	
Perth + {*P. R. R. Sta.* lv.			†6 05		†6 41				†7 34	A M							†9 14		A M	A M														†4 35		†6 25	
Amboy {*Cent. of N. J.*										†7 40									†9 55	†1025							†2 19										
Spa Spring			6 09		6 44				7 37								9 17								12 19									4 39		5 28	
Woodbridge...+			6 13		6 48				7 42	7 48							9 22		10 02	y1032					12 24		2 27							4 46		6 32	
Edgar			6 15		6 50				7 43								9 24								12 26									4 47		6 34	
Avenel...+	A M	A M	6 17		6 52		A M	A M	7 45				A M		A M		9 26								12 28				P M			P M		4 49		6 36	
Perth Amboy Junc.	†5 30	†5 56					†7 23	†7 30					†8 27		†9 05														†3 00			†4 15					
Rahway...+	5 33	5 59	6 24	6 46	6 58		7 26	7 32	7 46	7 51	7 57		8 29		9 06	9 17	9 33		10 08	y1038					12 33		y2 34		3 02		3 57	4 18		4 57		5 42	
Scott Avenue		6 00	6 25				7 27																											4 58			
Linden...+	5 37	6 04	6 28	6 50	7 04		7 30	7 37		7 56			8 33		9 10		9 37								12 37				3 07		4 02	4 23		5 01			
South Elizabeth...+		6 09	6 33		7 09		7 35	7 43		8 01			8 37		9 14		9 42					A M			12 42				3 12		4 07	4 28		5 08			
Elizabeth...+	5 44	6 12	6 36	6 56	7 13		7 38	7 45	7 56	8 03	8 07		8 40		9 17	9 26	9 45		10 17	10 47		†1150			12 45		2 43		3 15		4 10	4 31		5 09		5 50	
North Elizabeth...+	5 46		6 38		7 15	A M		7 47		8 05		A M	8 42	A M			9 47				A M		A M	Noon	12 47	P M		P M		P M		4 35			P M		
Waverly...+						†7 29						†8 36		†9 14				A M			†1128		†1156	†1219		†1 09		†2 56		†3 36					†5 40		P M
Newark, + *South Street.*	5 52	6 19	6 44	7 04	7 21	7 34	7 45	7 53	8 04		8 16	8 41		9 19		9 33	9 53	†10 12	10 24		11 33		12 01	12 24	12 53	1 14		3 01	3 22	3 41	4 17	4 39	P M	5 16	5 48		†8 07
" *Market St.*	5 55	6 22	6 47	7 07	7 24	7 37	7 48	7 56	8 07	8 13	8 19	8 43	8 50	9 21	9 26	9 36	9 56	10 15	10 27	10 56	11 36	*b*1158	12 04	12 27	12 56	1 17	y2 53	3 04	3 26	3 45	4 21	4 43	†6 15	5 19	5 49	5 58	6 10
Harrison...+		6 25				7 40								9 23									12 07					3 08		3 47		4 46	5 18		5 22			6 13
Marion...+	6 05	6 35	6 56			7 49						8 51		9 30				10 05					12 14	12 36				3 14		3 56			5 26	5 31	5 58		6 21
Jersey City.....arr.	6 11	6 41	7 01	7 21	7 38	7 56	8 01	8 10	8 21	8 26	8 31	8 56	9 01	9 36	9 38	9 48	10 10	10 30	10 41	11 10	11 50	12 10	12 20	12 41	1 10	1 31	3 07	3 20	3 40	4 01	4 36	5 01	5 32	5 38	6 04	6 11	8 27
New York Hud. Term. (H. & M.)	6 18	6 48	7 08	7 28	7 48	8 08	8 18	8 28	8 38	8 38	9 08	9 08	9 48	9 48	9 58	10 18	10 38	10 48	11 18	11 58	12 18	12 28	12 48	1 18	1 38	3 18	3 28	3 48	4 08	4 48	5 08	5 38	5 48	6 18	6 18	6 38
New York Desb. & Cort. Sts.	6 23	6 53	7 13	7 33	7 53	8 13	8 13	8 23	8 33	8 43	8 43	9 13	9 13	9 53	9 53	10 03	10 23	10 43	10 53	11 23	12 03	12 23	12 33	12 53	1 23	1 43	3 23	3 33	3 53	4 13	4 53	5 13	5 43	5 53	6 23	6 23	8 43
New York West 23d St.	6 30	7 00	7 30	7 45	8 00	8 15	8 30	8 30	8 45	8 45	9 00	9 15	9 30	10 00	10 00	10 15	10 30	11 00	11 00	11 30	12 15	12 30	12 45	1 00	1 30	2 00	3 30	3 45	4 00	4 30	5 00	5 30	6 00	6 00	6 30	6 30	6 45
Brooklyn	6 35	7 05	7 35	8 05	8 05	8 35	8 35	8 35	9 05	9 05	9 05	9 35	9 35	10 05	10 05	10 35	10 35	11 05	11 05	11 35	12 35	12 35	1 05	1 05	1 35	2 05	3 35	4 05	4 05	4 35	5 05	5 35	6 05	6 05	6 35	6 35	7 05
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

(*Eastern time.*)	484	354	222	356	944	362	364	366	400	402	404	406	408	244	690	410	412	414	416	418	420	422	424	426	428	430	432	434	688	248	436	438	440	442	444	446	448
[LEAVE					P M					A M								Noon				P M			P M												
New Brunswick					†7 49					§8 10								§1204				§2 11			§3 57												
Stelton					7 54					8 14								12 10				2 16			4 02												
Metuchen					7 59					8 19								12 14				2 21			4 07												
Menlo Park					8 04					8 22								12 17				2 25			4 12												
Iselin					8 06					8 24								12 21				2 28			4 15												
Colonia					8 08			P M		8 26		A M						12 23		P M		2 31			4 18												
Perth {*P. R. R. Sta.* lv.	P M							†1044				§9 20		A M	A M					§1 05									P M								
Amboy {*Cent. of N. J.*	†6 18													§1015	§1023														§8 34								
Spa Spring								10 48				9 24								1 09										P M							
Woodbridge	8 29							10 53				9 27			10 30					1 15									8 41	§8 48							
Edgar								10 55				9 29								1 17																	
Avenel				P M		P M	P M	10 57	A M		A M	9 31	A M							1 19			P M			P M					P M	P M		P M		P M	P M
Perth Amboy Junc.			P M	†7 00		†9 00	†10 00			§7 39		§9 10			§1000								§3 24			§5 18						§6 55	§7 42		§8 53		§9 50	§11 30
Rahway	8 35		†8 51	7 02	8 12	9 02	10 02	11 02		7 42	8 32	9 12	9 38	10 03	10 27	10 38		12 27		1 25		2 36	3 27		4 23	5 20			6 49	8 52	6 57	7 44		8 55		9 53	11 33
Scott Avenue				7 03																1 26		2 37			4 24	5 21												
Linden				7 06	8 16	9 06	10 06	11 06		7 46	8 37		9 43	10 08				12 32		1 30		2 41	3 31		4 28	5 25					7 01			8 00		9 57	11 37
South Elizabeth					8 21	9 11	10 11	11 11		7 51	8 42		9 48	10 13						1 35		2 46	3 36		4 34	5 30					7 06			8 06		10 02	11 42
Elizabeth	8 43		7 00	7 13	8 23	9 13	10 13	11 13		7 54	8 45	9 20	9 51	10 16	10 35	10 46		12 38		1 38		2 49	3 38		4 38	5 33			6 58	7 02	7 09	7 53		8 09		10 06	11 46
North Elizabeth		P M			8 25	9 15	10 15			7 57			9 54	10 19		A M	Noon	12 41	P M	1 41	P M	2 52		P M	4 41		P M	P M			7 11		P M	8 12	P M	10 08	11 48
Waverly		†6 58														§1138	§1217		§1 19		§2 10			§4 28		§6 13	§6 41						§8 20		§9 36			
Newark, *South Street.*	8 49	7 04		7 20	8 30	9 20	10 20	11 20	8 04	8 52	9 29	10 01	10 24			11 43	12 22	12 47	1 23	1 49	2 15	3 01	3 46	4 33	4 48	5 41	6 17	6 47		7 08	7 19	8 02	8 26	9 21	9 43	10 16	11 56
" *Market St.*	8 52	7 08	7 09	7 23	8 33	9 23	10 23	11 23	8 09	8 55	9 35	10 06	10 30	10 43	10 55	11 48	12 28	12 52	1 28	1 54	2 19	3 06	3 48	4 38	4 54	5 47	6 22	6 51	7 08	7 12	7 23	8 06	8 31	9 25	9 48	10 20	12 00
Harrison											9 38								1 31																		
Marion					8 44	9 34	10 34	11 34	8 19		9 47	10 16	10 42			12 00				2 03		3 16		4 48		5 58		7 00			7 35		8 43	9 34	10 01		12 13
Jersey City.....arr.	7 06	7 20	7 21	7 40	8 50	9 40	10 40	11 40	8 25	9 09	9 55	10 23	10 48	10 56	11 10	12 08	12 41	1 08	1 46	2 10	2 36	3 23	4 05	4 54	5 08	6 07	6 38	7 07	7 23	7 26	7 41	8 22	8 50	9 40	10 08	10 40	12 20
New York Hud. Term. (H. & M.)	7 18	7 28	7 28	7 48	9 03	9 48	10 48	11 48	8 33	9 18	10 03	10 33	11 03	11 18	12 18	12 48		1 18	2 03	2 18	2 48	3 33	4 18	5 03	5 18	6 18	6 48	7 18	7 33	7 33	7 48	8 33	9 03	9 48	10 18	10 48	12 28
New York Desb. & Cort. Sts.	7 23	7 33	7 33	7 53	9 03	9 53	10 53	11 53	8 38	9 23	10 08	10 38	11 08	11 08	11 23	12 23	12 53	1 23	2 08	2 23	2 53	3 38	4 23	5 08	5 23	6 23	6 53	7 23	7 38	7 38	7 53	8 38	9 08	9 53	10 23	10 53	12 33
New York West 23d St.	7 30	7 45	7 45	8 00	9 15	10 00	11 00	12 00	8 45	9 45	10 15	10 45	11 15	11 15	11 45	12 30	1 00	1 30	2 30	2 30	3 00	3 46	4 30	5 30	5 30	6 30	7 00	7 46	7 45	7 45	8 15	8 45	9 15	10 00	10 30	11 00	1 00
Brooklyn	7 35	8 05	8 05	8 05	9 35	10 05	11 05	12 05	9 05	9 45	10 35	11 05	11 35	11 35	11 35	12 35	1 05	1 35	2 35	2 35	3 05	4 05	4 35	5 35	5 35	6 35	7 05	7 35	8 05	8 05	8 05	9 05	9 35	10 05	10 35	11 05	A M
[ARRIVE	P M	P M	P M	P M	P M	P M	P M	Night	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	.....

Table 6—MILLSTONE BRANCH.—Trains leave New Brunswick †7 55 a.m., †4 11, †6 09 p.m. for Middlebush (5.0 miles), arriving East Millstone (7.9 miles), 8 17 a.m., 4 38, 6 31 p.m. Returning, leave East Millstone †7 00, †8 30 a.m., †7 25 p.m., arriving New Brunswick 7 19, 8 53 a.m., †7 49 p.m.

† Daily, except Sunday; § Sunday only; *b* stops on notice to conductor to leave passengers; *y* stops on notice to conductor to let off passengers from Perth Amboy. + Coupon stations.

N.B.—See preceding pages for Through Trains, some of which make local stops.

THE JANNEY "X" COUPLER THE McCONWAY & TORLEY CO. PITTSBURGH, PA.

Table 7.

NEW YORK DIV.—ADDITIONAL TRAINS BETWEEN PHILADELPHIA AND TRENTON.

January 3, 1910.	Mls	104	824	828	834	290	112	554	840	558	844	68	846	296	564	850	854	856	860	570	862	54	864	64	866	102
[LEAVE	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Philadelphia	....	A M	....	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night
Broad Street . +	0	†5 58	....	†6 23	†7 47	†8 06	†8 22	†8 43	†1203	†12 13	†1 08	†2 30	†2 35	†3 50	†333	†4 23	†5 03	†6 23	†8 18	†7 20	†7 25	†8 00	†9 17	†10 12	†11 18	†12 14
West Phila . . +	1.1	c6 02	....	c6 27	c7 51	c8 10	c8 26	c8 47	c1207	c12 17	c1 12	c2 34	c2 39	c3 34	c337	c4 27	c5 07	c5 27	c8 17	c7 24	c7 29	c8 04	c9 21	c10 18	c11 22	c12 18
North Phila . +	5.5	6 12	....	6 35	7 58	c8 18	8 35	8 56	12 15	c1225	1 22	2 42	2 48	c3 42	3 45	4 36	5 16	5 37	6 25	c7 33	7 37	8 12	9 30	10 24	11 30	12 29
North Penn Jn. . +	6.6	6 15	....	6 38	8 01	— —	8 38	— —	12 17	— —	1 25	— —	2 51	— —	— —	4 38	— —	5 40	6 28	— —	7 40	— —	9 33	— —	11 32	12 31
Frankford Junc. +	8.7	6 18	....	6 42	8 05	— —	8 42	— —	— —	— —	1 30	— —	2 55	— —	— —	4 48	— —	5 45	6 33	— —	7 45	— —	9 38	— —	11 37	— —
Frankford . . . . . +	9.6	6 22	....	6 44	8 08	8 25	8 44	9 02	12 22	— —	1 32	— —	2 57	— —	— —	4 46	5 22	5 47	6 36	7 40	7 47	— —	9 40	10 30	11 39	12 39
Bridesburg . . . . . +	10.3	6 24	....	6 46	8 10	— —	8 46	— —	— —	— —	1 34	— —	2 59	— —	— —	4 47	5 24	5 49	6 38	— —	7 49	— —	9 42	— —	11 41	12 41
Fitler's	10.8	6 26	....	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	9 44	— —	— —	— —
Wissinoming . . . . +	11.1	6 28	....	6 49	8 12	— —	— —	— —	— —	— —	1 37	— —	3 01	— —	— —	4 50	5 26	5 51	6 40	— —	7 54	— —	9 45	— —	11 44	12 43
Unruh St., Tacony	....	6 30	....	6 50	8 13	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Tacony . . . . . +	12.2	6 32	A M	6 51	8 15	— —	8 50	— —	12 28	— —	1 39	— —	3 04	— —	— —	4 53	5 28	5 54	6 43	— —	7 58	— —	9 47	e1036	11 48	12 46
Holmesburg Junc. +	13.3	6 36	†6 41	6 54	8 18	— —	8 55	— —	12 30	— —	1 42	— —	3 07	— —	— —	4 56	5 31	5 57	6 46	— —	7 59	— —	9 50	10 38	11 48	12 49
Holmesburg . . +	13.7	....	6 43	7 20	8 25	....	....	....	12 37	....	....	....	3 14	....	....	5 03	....	6 09	6 53	....	....	....	....	....	....	....
Rowland	14.8	....	6 46	7 23	8 28	....	....	....	12 40	....	....	....	3 17	....	....	5 06	....	6 12	6 56	....	....	....	....	....	....	....
Ashton	15.5	....	6 48	7 25	8 30	....	....	....	12 42	....	....	....	3 19	....	....	5 08	....	6 14	6 58	....	....	....	....	....	....	....
Blue Grass	16.4	....	6 50	7 27	8 32	....	....	....	12 44	....	....	....	3 21	....	....	5 10	....	6 16	7 00	....	....	....	....	....	....	....
Bustleton . . . . . +	17.3	....	6 53	7 30	8 35	....	....	....	12 47	....	....	....	3 24	....	....	5 13	....	6 19	7 03	....	....	....	....	....	....	....
[ARRIVE	....	....	A M	A M	A M	....	....	....	Noon	....	....	....	P M	....	....	P M	....	P M	P M	....	....	....	....	....	....	....
Liddonfield . . . . . +	14.4	— —	....	6 56	— —	— —	8 56	— —	— —	— —	1 44	— —	— —	— —	— —	4 58	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Torresdale . . . . . +	15.9	6 40	....	6 59	— —	— —	8 59	9 12	12 35	— —	1 48	— —	3 12	— —	4 00	5 01	5 36	6 02	6 51	— —	8 04	— —	9 55	10 42	11 54	12 55
Andalusia . . . . . +	16.8	— —	....	7 02	— —	— —	9 01	— —	12 37	— —	1 50	— —	3 14	— —	— —	5 04	— —	6 05	6 53	— —	8 06	— —	9 57	— —	11 56	12 58
Cornwell's . . . . . +	18.0	6 42	....	7 04	— —	— —	9 04	— —	— —	— —	1 53	— —	3 17	— —	— —	5 07	5 39	6 08	6 55	— —	8 08	— —	10 00	— —	11 59	1 02
Eddington . . . . . +	19.2	6 44	....	7 07	— —	— —	9 06	— —	— —	— —	1 55	— —	— —	— —	— —	5 10	— —	6 11	6 58	— —	8 12	— —	10 03	— —	12 02	1 04
Croydon . . . . . +	20.8	— —	....	7 10	— —	— —	9 09	— —	— —	— —	1 58	— —	3 22	— —	— —	5 13	5 44	6 15	7 01	— —	8 15	— —	10 06	— —	12 05	1 07
Bristol . . . . . +	23.5	6 54	....	7 16	8 30	8 44	9 16	9 23	12 47	12 50	2 04	— —	3 28	— —	4 10	5 19	5 48	6 20	7 07	— —	8 21	— —	10 11	10 52	12 11	1 12
Tullytown . . . . . +	27.3	7 02	....	A M	A M	— —	9 22	— —	— —	— —	2 10	— —	P M	— —	— —	P M	P M	6 25	P M	— —	8 26	— —	10 16	— —	12 17	1 20
Morrisville . . . . . +	32.2	7 12	....	....	....	— —	9 31	— —	12 58	— —	— —	— —	— —	— —	— —	....	....	6 35	....	— —	8 36	— —	10 28	— —	12 27	1 28
Trenton . . . . . +	33.5	7 16	....	....	....	8 58	9 35	9 39	1 02	1 04	2 20	3 20	....	4 15	4 26	....	....	6 38	....	8 15	8 40	8 46	10 30	11 06	12 31	1 35
[ARRIVE	....	A M	....	....	....	A M	A M	A M	P M	P M	P M	P M	....	P M	P M	....	....	P M	....	P M	P M	P M	P M	P M	Night	A M

SUNDAY TRAINS.

January 3, 1910.	878	584	252	882	888	890	892	570	54	896	64	102
[LEAVE	....	....	....	....	....	....	....	....	....	....	....	....
Philadelphia	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	Night
Broad Street . +	‡7 10	‡7 48	‡8 31	‡9 02	‡11 53	‡1 51	‡6 00	‡7 20	‡800	‡813	‡10 12	‡12 14
West Phila . . +	c7 14	c7 52	c8 35	c9 06	c11 57	c1 55	c6 04	c7 24	c804	c817	c —	c —
North Phila . +	7 23	c8 00	c8 42	9 15	12 05	2 03	6 14	c7 33	8 12	8 26	10 24	12 29
North Penn Jn. . +	7 26	— —	— —	9 17	12 08	2 06	6 17	— —	— —	8 29	— —	12 31
Frankford Junc. +	7 30	— —	— —	9 22	12 13	2 11	6 22	— —	— —	8 34	— —	— —
Frankford . . . . . +	7 32	— —	v8 48	9 25	12 16	2 14	6 25	7 40	— —	8 37	— —	12 39
Bridesburg . . . . . +	7 34	— —	— —	9 27	12 18	2 17	6 28	— —	— —	8 39	— —	12 41
Fitler's	— —	— —	— —	9 29	12 20	2 18	6 29	— —	— —	8 40	— —	— —
Wissinoming . . . . +	7 36	— —	— —	9 31	12 22	2 20	6 30	— —	— —	8 41	— —	12 43
Unruh St., Tacony	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Tacony . . . . . +	7 38	— —	— —	9 33	12 25	2 22	6 33	— —	— —	8 45	— —	12 46
Holmesburg Junc. +	7 41	— —	— —	9 36	12 28	2 25	6 36	— —	— —	8 48	10 38	12 49
Holmesburg . . +	....	....	....	9 43	....	....	6 43	....	....	....	....	....
Rowland	....	....	....	9 46	....	....	6 46	....	....	....	....	....
Ashton	....	....	....	9 48	....	....	6 48	....	....	....	....	....
Blue Grass	....	....	....	9 50	....	....	6 50	....	....	....	....	....
Bustleton . . . . . +	....	....	....	9 53	....	....	6 53	....	....	....	....	....
[ARRIVE	....	....	....	A M	....	....	P M	....	....	....	....	....
Liddonfield . . . . . +	7 43	— —	— —	— —	— —	— —	6 58	— —	— —	— —	— —	— —
Torresdale . . . . . +	7 48	— —	— —	9 39	12 34	2 30	6 42	— —	— —	8 54	10 42	12 56
Andalusia . . . . . +	7 51	— —	— —	9 42	12 37	2 33	6 45	— —	— —	8 56	— —	12 58
Cornwell's . . . . . +	7 54	— —	— —	9 45	12 40	2 36	6 48	— —	— —	9 00	— —	1 02
Eddington . . . . . +	7 57	— —	— —	9 48	12 43	2 39	6 51	— —	— —	9 03	— —	1 04
Croydon . . . . . +	8 00	— —	— —	9 51	12 46	2 41	6 54	— —	— —	9 06	— —	1 07
Bristol . . . . . +	8 06	8 26	9 09	9 57	12 50	2 46	7 00	— —	— —	9 12	10 52	1 12
Tullytown . . . . . +	A M	— —	— —	10 04	Noon	— —	P M	— —	— —	P M	10 57	1 20
Morrisville . . . . . +	....	— —	— —	10 15	....	— —	....	— —	— —	....	....	1 28
Trenton . . . . . +	....	8 40	9 25	10 18	....	2 58	....	6 15	8 48	....	11 06	1 35
[ARRIVE	....	A M	A M	A M	....	P M	....	P M	P M	....	P M	A M

ADDITIONAL TRAINS BETWEEN TRENTON AND PHILADELPHIA.

STATIONS. (*Eastern time.*)	71	823	827	831	833	837	105	291	867	841	843	569	847	573	849	853	857	839	881	299	577	131
[LEAVE	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Trenton	A M	....	....	A M	A M	....	A M	A M	A M	....	A M	Noon	....	P M	P M	....	P M	....	....	P M	P M	P M
Morrisville	†5 25	....	....	†630	†720	....	†751	†846	†9 10	....	†1125	†1200	....	†2 51	†3 50	....	†6 23	....	....	†7 10	†8 11	†9 01
Tullytown	— —	....	....	6 33	— —	....	7 54	— —	— —	....	11 28	— —	....	— —	3 53	....	5 26	....	....	— —	— —	9 06
Bristol	— —	A M	A M	6 42	7 29	A M	8 03	— —	— —	A M	11 36	— —	....	— —	3 59	P M	5 32	....	P M	— —	— —	9 13
Croydon	— —	†545	†631	6 49	7 35	†738	8 09	— —	9 23	†9 47	11 43	— —	....	3 06	4 06	†4 37	5 39	....	†6 43	7 24	8 25	9 19
Eddington	— —	5 50	6 37	6 54	— —	7 43	8 13	— —	— —	9 52	11 49	— —	....	— —	4 11	— —	5 44	....	6 48	— —	— —	9 23
Cornwell's	— —	5 52	6 40	6 58	— —	7 46	— —	— —	— —	9 55	11 52	— —	....	— —	4 14	— —	5 47	....	6 51	— —	— —	9 26
Andalusia	— —	5 55	6 42	7 01	— —	7 49	8 19	— —	— —	9 58	11 55	— —	....	3 16	— —	4 45	5 50	....	6 53	— —	— —	9 30
Torresdale	— —	5 58	6 45	7 04	— —	7 52	— —	— —	— —	10 01	11 57	— —	....	— —	— —	— —	5 52	....	6 56	— —	— —	9 31
Liddonfield	— —	6 00	6 48	7 07	7 45	7 55	8 23	— —	9 34	10 04	12 00	— —	....	3 20	4 20	4 49	5 54	....	6 57	7 34	— —	9 35
Trenton	— —	— —	— —	7 11	— —	— —	— —	— —	— —	10 07	12 03	— —	....	— —	— —	4 52	5 57	....	7 00	— —	— —	— —
[LEAVE	....	A M	....	A M	....	A M	....	....	....	....	A M	....	P M	....	P M	....	P M	P M	....	....	....	....
Bustleton	....	†552	....	†700	....	†747	....	....	....	....	†1153	....	†248	....	†4 10	....	†5 44	†627	....	....	....	....
Blue Grass	....	5 54	....	7 02	....	7 49	....	....	....	....	11 55	....	2 50	....	4 12	....	5 46	6 28	....	....	....	....
Ashton	....	5 56	....	7 04	....	7 51	....	....	....	....	11 57	....	2 52	....	4 14	....	5 48	6 31	....	....	....	....
Rowland	....	5 57	....	7 06	....	7 53	....	....	....	....	11 59	....	2 54	....	4 16	....	5 50	6 33	....	....	....	....
Holmesburg	....	6 01	....	7 10	....	7 57	....	....	....	....	12 03	....	2 58	....	4 20	....	5 54	6 37	....	....	....	....
Holmesburg Jn.	— —	6 05	6 53	7 14	7 50	8 01	8 28	— —	— —	10 10	12 07	— —	3 00	3 25	4 24	4 55	5 59	6 39	7 03	— —	— —	9 42
Tacony	— —	6 08	6 56	7 17	7 53	8 05	8 30	— —	— —	10 13	12 11	— —	P M	— —	4 27	4 58	6 02	P M	7 07	— —	— —	9 44
Unruh St., Tacony	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	12 12	— —	....	— —	4 28	4 59	6 02	....	— —	— —	— —	— —
Wissinoming	— —	6 11	6 59	7 19	— —	8 08	— —	— —	— —	10 15	12 14	— —	....	— —	— —	5 01	6 03	....	7 09	— —	— —	9 46
Fitler's	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	....	— —	— —	— —	— —	....	— —	— —	— —	— —
Bridesburg	— —	6 14	7 01	7 23	— —	8 11	— —	— —	— —	10 17	12 17	— —	....	— —	4 31	5 05	6 08	....	7 11	— —	— —	9 51
Frankford	— —	6 16	7 04	7 29	7 59	8 14	8 37	— —	9 42	10 20	12 20	— —	....	3 32	4 33	5 08	6 10	....	7 16	b7 43	8 44	9 55
Frankford Junc.	— —	6 18	7 06	7 32	— —	8 16	— —	— —	— —	10 22	12 24	— —	....	— —	4 37	5 08	6 12	....	7 17	— —	— —	9 57
North Penn Junc.	— —	6 23	7 11	7 36	— —	8 21	— —	— —	— —	10 27	12 29	— —	....	— —	— —	5 12	6 17	....	7 22	— —	— —	10 03
North Phila	d6 02	6 27	7 14	7 39	8 07	8 24	8 45	d9 10	d9 50	10 30	12 33	d1242	....	3 41	4 44	5 16	6 20	....	7 25	d7 51	8 52	10 06
West Phila	d6 11	d6 36	d7 23	d7 48	d8 16	d8 33	d8 54	d9 27	d9 58	d10 38	d12 44	d1251	....	d3 49	d4 53	d5 24	d6 29	....	d7 34	d8 00	d8 01	d10 17
Broad Street	6 15	6 40	7 27	7 52	8 20	8 37	8 58	9 31	10 02	10 42	12 48	12 55	....	3 53	4 57	5 28	6 33	....	7 38	8 04	8 05	10 21
Philadelphia	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	....	P M	P M	P M	P M	....	P M	P M	P M	P M
[ARRIVE	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....

SUNDAY TRAINS.

STATIONS. (*Eastern time.*)	71	873	875	571	879	883	887	177	577	889	131	....	....
[LEAVE	....	....	....	....	....	....	....	....	....	....	....	....	....
Trenton	A M	....	....	A M	Noon	P M	....	P M	P M	....	P M	....	....
Morrisville	§5 25	....	....	§9 10	§1235	§407	....	§7 03	§8 11	....	§9 01	....	....
Tullytown	....	....	....	— —	12 39	4 11	....	7 06	— —	....	9 05	....	....
Bristol	....	A M	A M	— —	12 51	4 22	P M	7 16	— —	P M	9 13	....	....
Croydon	....	§712	§840	b9 24	12 59	4 31	§5 36	7 23	8 26	§8 30	9 19	....	....
Eddington	....	7 18	8 45	— —	1 05	4 36	5 41	— —	— —	8 36	9 23	....	....
Cornwell's	....	7 21	8 47	— —	1 08	4 39	5 44	— —	— —	8 39	9 26	....	....
Andalusia	....	7 24	8 49	— —	1 11	4 42	5 46	a7 30	— —	8 42	9 30	....	....
Torresdale	....	7 27	8 53	— —	1 14	4 45	5 49	— —	— —	8 45	9 31	....	....
Liddonfield	....	7 30	8 56	— —	1 17	4 48	5 51	7 32	— —	8 48	9 35	....	....
Trenton	....	7 33	— —	— —	— —	— —	5 54	— —	— —	— —	— —	....	....
[LEAVE	....	....	A M	....	....	....	P M	....	....	....	....	....	....
Bustleton	....	....	§848	....	....	....	§5 42	....	....	....	....	....	....
Blue Grass	....	....	8 50	....	....	....	5 44	....	....	....	....	....	....
Ashton	....	....	8 52	....	....	....	5 46	....	....	....	....	....	....
Rowland	....	....	8 54	....	....	....	5 48	....	....	....	....	....	....
Holmesburg	....	....	8 58	....	....	....	5 52	....	....	....	....	....	....
Holmesburg Jn.	7 36	9 02	— —	1 23	4 64	5 57	— —	— —	— —	8 54	9 42	....	....
Tacony	7 39	9 05	— —	1 26	4 57	6 00	— —	— —	— —	8 57	9 44	....	....
Unruh St., Tacony	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	....	....
Wissinoming	7 42	9 07	— —	1 29	5 00	6 02	— —	— —	— —	8 59	9 46	....	....
Fitler's	7 43	9 08	— —	1 30	— —	— —	— —	— —	— —	— —	— —	....	....
Bridesburg	7 45	9 10	— —	1 32	5 03	6 05	— —	— —	— —	9 02	9 51	....	....
Frankford	7 48	9 12	b9 41	1 35	5 06	6 08	7 44	8 44	9 04	9 55	....	....	....
Frankford Junc.	7 50	9 14	— —	1 37	5 08	6 10	— —	— —	— —	9 08	9 57	....	....
North Penn Junc.	7 55	9 19	— —	1 42	5 13	6 15	— —	— —	— —	9 13	10 03	....	....
North Phila	7 58	9 22	b9 49	1 46	5 16	6 18	7 53	8 52	9 16	10 08	....	....	....
West Phila	d803	d932	d9 57	d1 57	d526	d6 29	d8 01	d9 01	d9 26	d10 17	....	....	....
Broad Street	8 12	9 36	10 01	2 01	5 30	6 33	8 06	9 05	9 30	10 21	....	....	....
Philadelphia	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	....	....
[ARRIVE	....	....	....	....	....	....	....	....	....	....	....	....	....

† Daily, except Sunday; § Sunday only; *a* stops on signal or notice to agent to take passengers; *b* stops on notice to conductor to leave passengers; *c* regular stop to take passengers; *d* regular stop to leave passengers; *v* stops only on signal or on notice to agent to take passengers for N. Y. & L. B. R. R. or Amboy Division. e Stops on notice to conductor to leave from Philadelphia or on signal or notice to agent to take for Trenton.

+ Coupon stations.

STANDARD—*Eastern time.*

THE PENNSYLVANIA RAILROAD COMPANY

NEW YORK DIVISION.—New Jersey Division—Continued.

Table 8—GERMANTOWN & CHESTNUT HILL BRANCH.

Jan. 3, 1910.	Ms.	704	706	708	766	710	714	716	718	720	722	726	728	730	734	736	740	768	742	744	746	748	752	754	756	758	760	762	764	700
Phila......lve.	...	AM	A M	AM	A M	A M	A M	A M	Noon	Noon	PM	PM	P M	PM	PM	PM	PM	P M	PM	PM	PM	PM	PM	PM	P M	P M	P M	P M	P M	Night
Broad St..+	0	†655	†736	†812	†839	†924	†1043	†1134	†1210	k1242	†114	†212	†255	†338	†425	†449	†518	†531	†544	†554	†607	†620	†712	†750	†816	†856	†943	†1049	†1142	†1230
W. Phila..+	1.1	c659	c740	c816	c843	c928	c1047	c1138	c1214	c1246	c118	c216	c259	c342	c429	c453	c522	c535	c548	c558	c611	c624	c716	c754	c820	c900	c947	c1053	c1146	c1234
N. Phila..+	5.5	7 08	7 49	8 25	8 52	9 37	10 56	11 46	12 22	12 54	1 27	2 24	3 07	3 50	4 38	5 01	- -	5 44	5 57	6 06	- -	6 32	7 23	8 02	8 28	9 09	9 55	11 01	11 55	12 43
Westmorel'd.+	6.2	7 10	7 52	8 28	8 55	9 40	- -	11 49	- -	- -	1 29	- -	3 09	- -	4 41	- -	- -	5 46	- -	- -	- -	6 35	7 26	8 05	8 31	9 12	9 57	11 03	11 57	12 45
Queen Lane..+	7.7	7 13	7 55	8 30	8 58	9 43	11 01	11 52	12 27	12 59	1 32	2 29	3 12	3 55	4 44	5 06	5 35	5 49	6 01	6 11	6 23	6 38	7 29	8 08	8 34	9 15	10 00	11 06	12 00	12 48
Chelten Ave..+	8.2	7 18	7 59	8 33	9 01	9 45	11 03	11 54	12 31	1 01	1 34	2 31	3 15	3 58	4 46	5 09	5 38	5 52	6 03	6 14	6 26	6 40	7 31	8 10	8 36	9 17	10 02	11 08	12 02	12 50
Tulpehocken.+	8.7	7 20	8 01	8 35	9 03	9 47	11 05	11 56	12 34	1 03	1 36	2 33	3 17	4 00	4 48	5 11	5 40	5 54	6 05	6 16	6 28	6 42	7 33	8 12	8 38	9 19	10 04	11 10	12 04	12 52
Upsal.......+	9.2	7 22	8 04	8 37	9 05	9 49	11 07	11 58	12 36	1 05	1 38	2 35	3 19	4 02	4 50	5 13	5 42	5 56	6 07	6 18	6 30	6 44	7 35	8 14	8 40	9 21	10 06	11 12	12 06	12 54
Carpenter ...+	9.8	7 24	8 06	8 39	9 07	9 51	11 09	12 00	12 38	1 07	1 40	2 37	3 21	4 04	4 52	5 15	5 44	5 58	6 09	6 20	6 32	6 46	7 37	8 16	8 42	9 23	10 08	11 14	12 08	12 56
Allen Lane.+	10.3	7 26	8 08	8 41	9 09	9 53	11 11	12 02	12 40	1 09	1 42	2 39	3 23	4 06	4 54	5 17	5 46	6 00	6 11	6 22	6 34	6 48	7 39	8 18	8 44	9 25	10 10	11 16	12 10	12 58
St. Martins...+	11.1	7 29	8 11	8 43	9 11	9 56	11 14	12 04	12 43	1 12	1 45	2 42	3 26	4 08	4 57	5 20	5 49	6 02	6 14	6 25	6 37	6 51	7 42	8 21	8 47	9 28	10 13	11 19	12 13	1 00
Highland.....+	11.6	7 31	8 13	8 45	9 13	9 58	11 16	12 06	12 45	1 14	1 47	2 44	3 28	4 11	4 59	5 22	5 51	- -	6 16	- -	6 39	6 53	7 44	8 23	8 49	9 30	10 15	11 21	12 16	1 02
Chestnut Hill.+	12.0	7 32	8 14	8 47	9 15	10 00	11 18	12 08	12 47	1 16	1 49	2 46	3 29	4 13	5 01	5 24	5 53	6 06	6 18	6 29	6 42	6 55	7 46	8 24	8 51	9 32	10 17	11 23	12 17	1 04
[ARRIVE	....	AM	A M	AM	A M	A M	A M	Noon	Noon	P M	PM	PM	P M	PM	PM	PM	PM	P M	PM	PM	PM	PM	PM	PM	P M	P M	P M	P M	Night	A M

STATIONS.	701	765	703	705	707	709	767	713	717	719	721	723	725	729	731	733	735	739	741	743	747	769	749	751	753	755	757	761	763
[LEAVE	AM	A M	AM	AM	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	PM	PM	PM	PM	PM	P M	P M	P M	P M	P M	P M	P M	P M	P M
Chestnut Hill	†607	†647	†717	†730	†741	†752	†802	†823	†842	†902	†923	†946	†1033	†1134	†1220	†108	†202	†301	†341	†445	†543	†610	†641	†718	†748	†835	†909	†1030	†1136
Highland	6 08	6 48	7 18	7 31	7 42	7 53	8 03	8 24	8 43	9 03	9 24	9 47	10 35	11 35	12 21	1 09	2 03	3 02	3 42	4 46	5 46	6 11	6 43	7 19	7 49	8 36	9 10	10 31	11 37
St. Martins.....	6 09	6 50	7 20	7 33	7 44	7 55	8 05	8 26	8 45	9 05	9 26	9 49	10 37	11 37	12 23	1 12	2 05	3 04	3 44	4 48	5 47	6 13	6 45	7 21	7 51	8 38	9 12	10 33	11 39
Allen Lane....	6 11	6 52	7 22	7 35	7 46	7 57	8 07	8 28	8 47	9 07	9 28	9 51	10 39	11 39	12 25	1 14	2 07	3 06	3 46	4 50	5 50	6 15	6 47	7 23	7 53	8 40	9 14	10 35	11 41
Carpenter	6 13	6 54	7 24	7 37	7 48	7 59	8 09	8 30	8 49	9 09	9 30	9 53	10 41	11 41	12 27	1 16	2 09	3 08	3 48	4 52	5 52	6 17	6 49	7 25	7 55	8 42	9 16	10 37	11 43
Upsal..........	6 15	6 56	7 26	7 39	7 50	8 01	8 11	8 32	8 51	9 11	9 32	9 55	10 43	11 43	12 29	1 18	2 11	3 10	3 50	4 54	5 54	6 19	6 51	7 27	7 57	8 44	9 18	10 39	11 45
Tulpehocken ...	6 17	6 58	7 28	7 41	7 52	8 03	8 13	8 34	8 53	9 13	9 34	9 57	10 45	11 45	12 31	1 20	2 13	3 12	3 52	4 56	5 56	6 21	6 53	7 29	7 59	8 46	9 20	10 41	11 47
Chelten Avenue	6 19	7 00	7 30	7 43	7 54	8 05	8 15	8 36	8 55	9 15	9 37	9 59	10 47	11 47	12 33	1 22	2 15	3 14	3 54	4 58	5 58	6 23	6 56	7 32	8 01	8 48	9 22	10 43	11 49
Queen Lane....	6 21	7 02	7 32	7 45	7 56	8 07	8 17	8 38	8 57	9 17	9 39	10 01	10 49	11 49	12 35	1 24	2 17	3 16	3 56	5 00	6 00	6 25	6 58	7 34	8 03	8 50	9 24	10 45	11 51
Westmoreland ..	6 24	- -	- -	7 47	- -	8 10	- -	- -	- -	- -	9 42	- -	10 52	11 51	- -	1 27	2 20	3 19	3 59	5 03	6 03	6 28	7 01	7 37	- -	8 53	9 27	10 48	11 54
North Phila .	6 26	7 07	7 37	7 50	8 01	8 12	8 22	8 42	9 01	9 21	9 45	10 05	10 55	11 54	12 40	1 29	2 23	3 21	4 01	5 05	6 06	6 30	7 05	b7 40	8 08	8 56	9 29	10 50	11 56
West Phila...	d635	d7 15	d746	d759	d809	d821	d831	d850	d909	d929	d953	d1015	d1103	d1202	d1248	d138	d231	d330	d409	d514	d614	d638	d714	d748	d816	d903	d937	d1056	d1204
Broad Street..	6 39	7 19	7 50	8 03	8 13	8 25	8 35	8 54	9 13	9 33	9 57	10 19	11 07	12 06	12 52	1 42	2 35	3 34	4 13	5 18	6 18	6 42	7 18	7 52	8 20	9 07	9 41	11 02	12 08
Philadelphia.arr.	AM	A M	AM	AM	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	PM	PM	PM	PM	PM	P M	P M	P M	P M	P M	P M	P M	P M	Night

Table 8—SUNDAY TRAINS.

816	814	812	810	808	804	802	800	798	794	790	788	786	LEAVE] [ARRIVE	785	787	789	791	795	797	799	801	803	805	809	811	813
P M	P M	P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	..**Philadelphia**..	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M
§1032	§9 32	§7 30	§6 41	§5 46	§4 21	§3 35	§2 47	§200	§1247	§1013	§9 11	§725	...*Broad Street*...	7 50	9 38	10 08	10 42	1 13	2 13	3 19	4 13	4 58	6 17	8 19	9 43	10 55
c1036	c9 36	c7 34	c6 45	c5 50	c4 25	c3 39	c2 51	c204	c1251	c1017	c9 15	c729	*West Philadelphia*	d746	d934	d1004	d1038	d1 09	d2 09	d315	d4 09	d4 54	d6 13	d8 15	d9 39	d10 51
10 45	9 46	7 43	6 54	6 00	4 34	3 48	3 00	2 13	1 01	10 27	9 25	7 38	...*North Phila*...	7 36	9 25	9 55	10 29	1 00	1 58	3 05	3 59	4 43	6 03	8 06	9 30	10 42
10 47	9 49	7 46	6 56	6 02	4 36	3 50	3 03	2 15	1 04	10 29	9 27	7 40	.. Westmoreland ..	7 34	9 23	9 53	10 27	12 58	1 56	3 03	3 57	4 41	6 00	8 03	9 28	10 40
10 50	9 52	7 49	6 59	6 06	4 39	3 53	3 05	2 18	1 07	10 32	9 30	7 43	....Queen Lane....	7 32	9 20	9 50	10 24	12 55	1 53	3 00	3 54	4 38	5 57	8 00	9 25	10 37
10 52	9 54	7 51	7 01	6 08	4 41	3 55	3 08	2 20	1 09	10 34	9 32	7 45	..Chelten Avenue..	7 30	9 18	9 48	10 22	12 53	1 51	2 58	3 52	4 36	5 55	7 58	9 23	10 35
10 54	9 56	7 53	7 03	6 10	4 43	3 57	3 10	2 22	1 11	10 36	9 34	7 47	....Tulpehocken....	7 27	9 16	9 46	10 20	12 51	1 49	2 56	3 50	4 34	5 52	7 56	9 21	10 33
10 56	9 58	7 55	7 05	6 13	4 45	3 59	3 13	2 24	1 13	10 38	9 36	7 49	.......Upsal.......	7 25	9 14	9 44	10 18	12 49	1 47	2 54	3 48	4 32	5 50	7 54	9 19	10 31
10 58	10 00	7 57	7 07	6 15	4 47	4 01	3 15	2 26	1 15	10 40	9 38	7 51	.....Carpenter	7 23	9 12	9 42	10 16	12 47	1 45	2 52	3 46	4 30	5 48	7 52	9 17	10 29
11 00	10 02	7 59	7 09	6 18	4 49	4 03	3 17	2 28	1 17	10 42	9 40	7 53	...**Allen Lane**...	7 20	9 10	9 40	10 14	12 45	1 43	2 50	3 44	4 28	5 46	7 50	9 16	10 27
11 03	10 05	8 02	7 12	6 21	4 51	4 06	3 20	2 30	1 20	10 45	9 43	7 56	....St. Martins....	7 18	9 08	9 38	10 12	12 42	1 41	2 48	3 42	4 26	5 44	7 48	9 13	10 25
11 05	10 07	8 04	7 14	6 23	4 53	4 08	3 22	2 32	1 22	10 47	9 45	7 58	.....Highland.....	7 16	9 06	9 36	10 10	12 40	1 39	2 46	3 40	4 24	5 42	7 46	9 11	10 23
11 06	10 09	8 05	7 16	6 25	4 54	4 10	3 24	2 33	1 24	10 49	9 47	8 00	..**Chestnut Hill**..	§715	§905	§9 35	§1008	§1238	§1 38	§245	§3 39	§4 23	§5 41	§7 45	§9 10	§1022
P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	ARRIVE] [LEAVE	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M

Additional Trains—Leave Broad Street †6 10, †9 53, §11 02 a.m., §1 21, †1 33, †3 55, †5 05, §5 05, †6 43 p.m., arriving Allen Lane †6 39, †10 22, §11 30 a.m., §1 52, †2 03, †4 23, †5 32, §5 33, †7 09 p.m. Returning, leave Allen Lane §8 13, †8 16, †8 37, †11 09 a.m., §12 19 noon, †2 48, †5 27, §6 30, †9 49 p.m., arriving Broad Street §8 43, †8 44, †9 03, †11 38 a.m., §12 49 noon, †3 16, †5 56, §6 58, †10 17 p.m.

Table 9—CRESHEIM BRANCH AND TRENTON CUT-OFF—NEW YORK DIVISION.

807	793	759	745	737	727	715	711	*January* 3, 1910.	Mls	702	712	724	732	738	750	792	796	806
....	....	....	....	....	....	....	A M	LEAVE] [ARRIVE	....	....	....	....	....	P M	....	....	P M	....
....	....	....	....	....	....	....	*6 45	...**Fallsington**...	37.9	....	....	....	....	6 38	....	....	3 00	....
....	....	....	....	....	....	....	6 50	...... Dunlap......	35.3	....	....	....	....	6 33	....	....	2 55	....
....	....	....	....	....	....	....	6 57	.....Langhorne.....	32.3	....	....	....	....	6 27	....	....	2 49	....
....	....	....	....	....	....	....	7 04	.... Neshaminy	30.0	....	....	....	....	6 22	....	....	2 45	....
....	....	....	....	....	....	....	7 08	...... Roxton	28.7	....	....	....	....	6 19	....	....	2 42	....
....	....	....	....	....	....	....	7 14	.Churchville Road.	27.6	....	....	....	....	6 17	....	....	2 40	....
....	....	....	....	....	....	....	7 18	....Street Road....	27.0	....	....	....	....	6 14	....	....	2 37	....
....	....	....	....	....	....	....	7 23	....County Line....	25.0	....	....	....	....	6 09	....	....	2 32	....
....	....	....	....	....	....	....	7 33	......Heaton	21.8	....	....	....	....	6 01	....	....	2 25	....
....	....	....	....	....	....	....	7 39	.....Horsham	20.0	....	....	....	....	5 57	....	....	2 20	....
P M	Noon	P M	P M	P M	A M	A M	7 45	......Dresher......	18.6	A M	A M	P M	P M	5 53	P M	A M	2 16	P M
§6 12	§12 01	†9 30	†5 09	†2 32	†10 51	†8 15	- -	.... St. Thomas	16.8	6 58	10 41	2 20	4 41	- -	7 28	11 49	- -	5 51
6 14	12 03	9 33	5 11	2 33	10 52	8 18	7 51	..... Fort Hill	16.2	6 56	10 39	2 18	4 39	5 49	7 26	11 47	2 12	5 49
6 17	12 06	9 36	5 13	2 35	10 54	8 20	7 55	.....Arlingham.....	15.6	6 53	10 36	2 16	4 36	5 46	7 23	11 44	2 08	5 47
6 19	12 09	9 39	5 16	2 37	10 56	8 22	7 59	.. Roslyn Heights..	14.3	6 50	10 33	2 13	4 33	5 43	7 20	11 41	2 04	5 44
6 23	12 12	9 42	5 18	2 40	10 59	8 25	8 02	+... Laverock	13.4	6 47	10 30	2 10	4 30	5 39	7 17	11 38	1 59	5 41
6 24	12 13	9 43	5 20	2 42	11 01	8 27	8 05	.....Hill Crest.....	12.7	6 45	10 28	2 09	4 28	5 38	7 16	11 35	1 57	5 38
6 26	12 15	9 45	5 23	2 44	11 04	8 31	8 08	......Ivy Hill......	11.8	6 44	10 26	2 07	4 27	5 36	7 14	11 34	1 56	5 37
6 28	12 17	9 47	5 26	2 46	11 07	8 34	8 11	.Germantown Road.	11.0	6 41	10 24	2 06	4 25	5 34	7 11	11 32	1 54	5 35
6 30	12 19	9 49	5 27	2 48	11 09	8 37	8 13	....**Allen Lane**....	10.3	6 39	10 22	2 03	4 23	5 32	7 09	11 30	1 52	5 33
6 32	12 21	9 51	5 28	2 50	11 11	8 39	s8 15	.....Carpenter.....	9.8	6 37	10 20	2 01	4 21	- -	7 07	11 28	1 50	5 31
6 34	12 23	9 53	5 31	2 52	11 13	8 41	s8 17	.... Upsal.......	9.2	6 35	10 18	1 59	4 19	- -	7 06	11 26	1 48	5 29
6 36	12 25	9 55	5 33	2 54	11 15	8 43	8 19	... Tulpehocken ...	8.7	6 33	10 16	1 57	4 17	5 28	7 03	11 24	1 46	5 27
6 38	12 27	9 57	5 35	2 56	11 17	8 45	8 23	..Chelten Avenue..	8.2	6 31	10 14	1 55	4 15	5 26	7 01	11 22	1 44	5 25
6 40	12 29	9 59	5 37	2 58	11 19	8 47	8 25	....Queen Lane....	7.7	6 28	10 12	1 51	4 13	5 23	6 59	11 20	1 41	5 23
6 43	12 32	10 02	5 40	3 01	11 22	- -	8 29	... Westmoreland...	6.2	6 25	10 09	1 49	- -	5 20	6 57	11 18	1 38	5 20
6 48	12 34	10 04	5 43	3 04	11 24	8 51	8 32	... *North Phila* ...	5.5	6 23	10 06	1 46	4 08	5 18	6 55	11 15	1 35	5 18
d6 54	d12 45	d10 13	d5 52	d3 12	d11 34	d8 59	d8 39	.*West Philadelphia*.	1.1	c6 14	c9 57	c1 37	c3 59	c5 09	c6 47	c11 06	c1 25	c5 09
6 58	12 49	10 17	5 56	3 16	11 38	9 03	8 43	.. *Broad Street* ...	0	†6 10	†9 53	†1 33	†3 55	†5 05	†6 43	§11 02	§1 21	§5 05
P M	Noon	P M	P M	P M	A M	A M	A M	arr. **Philadelphia**.lve.	....	A M	A M	P M	P M	P M	P M	A M	P M	P M

Table 10—KINKORA BRANCH—AMBOY DIVISION.

333	421	361	413	Mls.	*November* 7, 1909.	352	356	422	460
A M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	P M
§7 25	†8 04	†3 19	†8 45	0	+.....**Kinkora**.....♁	7 56	2 42	5 19	7 25
7 35	8 14	3 28	8 55	4.2	+.....Columbus......♁	7 45	2 32	5 11	7 15
7 54	8 22	3 34	9 03	7.4	+......Jobstown......♁	7 33	2 19	5 05	7 02
8 03	8 28	3 39	9 09	9.6	+....Juliustown......	7 21	2 10	5 00	6 54
8 06	8 31	3 41	9 12	10.6	+.**Lewistown, N.J.**♁	†7 16	†2 06	†4 58	§6 51
A M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	P M

Table 11—VINCENTOWN BRANCH—AMBOY DIVISION.

416	420	414	360	Mls	*November* 7, 1909.	349	419	415	795
P M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	A M
†5 24	♭2 20	k1 40	†9 52	0	...**Philadelphia**...	8 11	1 56	7 45	8 55
6 45	3 23	2 43	10 53	22.9	lv..**Ewansville**..ar.	6 57	12 52	4 37	7 44
6 57	3 35	2 55	11 05	25.7	....**Vincentown**....	†6 45	†12 40	†4 25	§7 32
P M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	Noon	P M	A M

Table 12—BURLINGTON BRANCH—Amboy Division.—Train leaves Burlington for Fountain Woods, Deacon, Wood Lane, Grant Street and Mount Holly (7.8 miles) †10 15 a.m. Returning, leave Mount Holly for Burlington †9 12 a.m., †4 30, †6 54, †7 10 p.m.; for East Burlington †4 30, †5 54 p.m. Running time, about 20 minutes.

Table 13—MEDFORD BRANCH—Amboy Division.—Lve. **Mount Holly** †6 37, †11 55 a.m., †4 47 p.m. for Lumberton, Brown, Reeves, Wilkins, arr. Medford (6.6 m.) 6 53 a.m., 12 20 noon, 5 04 p.m. Returning, lve. **Medford** †7 07 a.m., †1 30, †5 13 p.m., arr. Mount Holly †7 27 a.m., 2 00, 5 29 p.m.

Trains marked * run daily; † daily, except Sunday; § Sunday only; *b* stops only on notice to conductor to let off passengers; *c* regular stop to take on passengers; *d* regular stop to leave passengers; *k* Saturday only; *s* stops Sunday only. ♭ Daily, except Saturday and Sunday.
+ Coupon stations; ♁ Telegraph stations.

STANDARD—*Eastern time.*

THE PENNSYLVANIA RAILROAD COMPANY

AMBOY DIVISION.—New Jersey Division.

Table 14—TRAINS BETWEEN PHILADELPHIA, MOUNT HOLLY, LEWISTOWN, TOM'S RIVER, BAY HEAD, LONG BRANCH, Etc.

November 7, 1909.	Ms.	780	352	396	360	362	358	390	432	354	422	398	348	388	364	480	370	366	436	372	374	392	456	458	460	798	464
Philadelphia...lve.	....	....	A M	A M	A M	A M	Noon	P M	P M	P M	....	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M	P M
Market St. Wharf	0	....	†600	†8 36	†9 52	†1100	†1250	k140	♭220	†320	....	†400	†432	†500	†524	†556	†624	†740	†910	†1040	†1150	§8 30	§9 30	§120	§530	§710	§10 10
Camden.....	1.3	....	6 08	8 43	9 58	11 07	12 56	1 47	2 27	3 27	....	4 07	4 40	5 07	5 31	6 04	6 31	7 46	9 17	10 46	11 56	8 37	9 36	1 27	5 36	7 16	10 18
Pavonia.....	3.3	....	— —	— —	10 05	11 14	*d* 1 04	1 54	2 34	— —	....	— —	4 47	— —	— —	6 12	— —	— —	— —	— —	— —	— —	*a* 943	— —	5 43	7 23	10 23
Merchantville.....	5.6	....	6 23	8 55	10 11	11 19	1 09	1 59	2 39	3 39	....	4 19	4 52	5 19	5 43	6 17	6 42	7 58	9 29	10 57	12 08	8 49	9 48	1 38	5 48	7 28	10 28
Pensauken.....	6.5	....	6 25	8 57	10 13	11 21	1 11	2 01	2 41	3 41	....	— —	4 54	5 21	5 46	6 20	6 44	8 00	9 32	10 59	12 10	— —	9 50	1 40	5 50	7 30	10 30
Maple Shade.....	8.1	....	6 28	— —	10 16	11 24	1 14	2 04	2 44	3 44	....	— —	4 57	— —	5 50	6 23	6 47	8 03	9 34	11 02	12 13	— —	9 53	1 43	5 53	7 33	10 33
West Moorestown ..	....	....	6 33	9 05	10 21	11 29	1 20	2 09	2 49	3 49	....	— —	5 02	5 27	5 56	6 29	6 53	8 08	9 39	11 07	12 18	8 58	9 58	1 47	5 58	7 38	10 38
Moorestown	11.1	....	6 35	9 07	10 23	11 31	1 22	2 11	2 51	3 51	....	4 29	5 04	5 29	5 58	6 31	6 55	8 10	9 41	11 09	12 20	9 00	10 00	1 49	6 00	7 40	10 40
Stanwick Avenue...	12.0	....	6 37	— —	10 25	11 33	1 24	2 13	2 53	3 53	....	— —	5 06	— —	6 00	6 33	6 57	8 12	9 43	11 11	12 22	9 02	10 02	1 51	6 02	7 42	10 42
Hartford.....	14.1	....	6 41	— —	10 30	11 38	1 29	2 18	2 58	3 57	....	— —	5 11	— —	6 05	6 37	7 01	8 17	9 48	11 16	12 27	9 06	10 06	1 55	6 07	7 46	10 47
Masonville.....	15.3	....	6 43	9 13	10 33	11 41	1 32	2 21	3 01	4 00	....	— —	5 16	— —	6 08	6 40	7 04	8 20	9 51	11 18	12 30	9 09	10 09	1 58	6 10	7 49	10 50
Hainesport.....	17.8	A M	6 48	— —	10 38	11 46	1 37	2 26	3 06	4 05	....	— —	5 21	— —	6 13	6 45	7 09	8 25	9 56	11 23	12 35	9 14	10 14	2 03	6 15	7 54	10 56
Mt. Holly.....	19.7	†636	6 54	9 24	10 43	11 53	1 42	2 32	3 12	4 10	....	4 47	5 26	5 45	6 18	6 50	7 14	8 29	1000	11 26	12 40	9 19	10 19	2 08	6 20	7 59	11 00
Smithville.....	22.2	6 41	7 00	9 29	10 48	11 58	1 47	2 37	3 17	P M	P M	4 53	5 32	5 50	6 23	P M	7 20	P M	P M	P M	12 45	9 24	10 24	2 13	6 25	8 04	P M
Ewansville.....	22.9	6 47	7 02	— —	10 50	12 00	1 49	2 40	3 20	....	†438	— —	5 34	— —	6 26	....	7 22	....	....	....	12 47	9 27	10 26	2 15	6 27	8 06	....
Birmingham.....	24.3	7 10	7 05	9 33	A M	12 03	1 52	2 44	3 24	....	4 48	4 58	5 37	5 54	6 29	....	7 25	....	....	....	12 50	9 30	10 29	2 18	6 34	8 09	....
Pemberton....arr.	25.8	....	7 08	....	....	....	1 56	....	....	....	4 52	....	....	5 57	6 32	....	♭730	....	....	....	12 54	....	....	....	6 39	....	....
Lewistown....arr.	28.5	....	7 16	....	....	....	2 06	....	....	....	4 58	....	....	P M	P M	....	....	....	....	....	Night	....	....	....	6 51	....	....
So. Pemberton...	25.7	7 14	A M	9 39	....	12 07	P M	2 48	3 28	....	P M	5 02	5 41	....	....	....	k730	....	....	....	....	9 36	10 32	2 22	P M	8 12	....
New Lisbon.....	28.9	7 20	....	9 44	....	12 12	....	2 53	3 33	....	....	5 07	5 46	....	....	....	k735	....	....	....	....	9 41	10 37	2 27	....	8 17	....
Brown's Mills Jn.	30.6	7 23	....	9 47	....	12 15	....	2 56	3 36	....	....	5 10	5 49	....	....	....	k738	....	....	....	....	9 44	10 40	2 30	....	8 20	....
Brown's Mills-in-the-Pines {arr.	32.4	7 30	....	....	....	12 20	....	3 01	3 41	....	....	5 17	5 55	....	....	....	k745	....	....	....	....	....	10 45	2 35	....	8 27	....
{lve.	32.4	A M	....	....	....	Noon	....	P M	P M	....	....	4 28	P M	....	....	....	P M	....	....	....	....	....	A M	P M	....	P M	....
Hanover	34.5	....	....	9 52	....	....	....	....	....	....	....	5 15	....	....	....	....	....	....	....	....	....	9 49	....	....	....	....	....
Whitings.....	42.8	....	....	10 05	....	....	....	....	....	....	....	5 28	....	....	....	....	....	....	....	....	....	10 01	....	....	....	....	....
Harvey Cedars.ar.	....	....	....	h1122	....	....	....	....	....	....	....	7 21	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Barnegat City.ar.	....	....	....	h1145	....	....	....	....	....	....	....	7 36	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Tuckerton ....arr.	....	....	....	†1108	....	....	....	....	....	....	....	6 30	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Beach Haven.arr.	....	....	....	h1130	....	....	....	....	....	....	....	6 44	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Tom's River.....	52.2	....	....	10 21	....	....	....	....	....	....	....	5 41	....	....	....	....	....	....	....	....	....	10 15	....	....	....	....	....
Island Heights {Br... {arr.	55.3	....	....	10 31	....	....	....	....	....	....	....	5 51	....	....	....	....	....	....	....	....	....	10 25	....	....	....	....	....
Island Heights {Br... {lve.		....	....	10 32	....	....	....	....	....	....	....	5 52	....	....	....	....	....	....	....	....	....	10 26	....	....	....	....	....
Barnegat Pier	57.6	....	....	10 43	....	....	....	....	....	....	....	6 03	....	....	....	....	....	....	....	....	....	10 37	....	....	....	....	....
Seaside Park.....	59.3	....	....	10 49	....	....	....	....	....	....	....	6 09	....	....	....	....	....	....	....	....	....	10 42	....	....	....	....	....
Ortley.....	62.0	....	....	10 54	....	....	....	....	....	....	....	6 13	....	....	....	....	....	....	....	....	....	10 47	....	....	....	....	....
Lavallette.....	63.1	....	....	10 57	....	....	....	....	....	....	....	6 15	....	....	....	....	....	....	....	....	....	10 49	....	....	....	....	....
Chadwick	64.3	....	....	10 59	....	....	....	....	....	....	....	6 17	....	....	....	....	....	....	....	....	....	10 52	....	....	....	....	....
Mantoloking.....	67.6	....	....	11 05	....	....	....	....	....	....	....	6 22	....	....	....	....	....	....	....	....	....	10 58	....	....	....	....	....
Bay Head.....	70.0	....	....	11 11	....	....	....	....	....	....	....	6 27	....	....	....	....	....	....	....	....	....	11 04	....	....	....	....	....
Point Pleasant.ar.	71.5	....	....	11 16	....	....	....	....	....	....	....	6 31	....	....	....	....	....	....	....	....	....	11 09	....	....	....	....	....
Brielle.....	72.9	....	....	d1120	....	....	....	....	....	....	....	d634	....	....	....	....	....	....	....	....	....	d1112	....	....	....	....	....
Manasquan	73.5	....	....	11 22	....	....	....	....	....	....	....	6 38	....	....	....	....	....	....	....	....	....	11 14	....	....	....	....	....
Sea Girt.....	74.3	....	....	11 25	....	....	....	....	....	....	....	6 38	....	....	....	....	....	....	....	....	....	11 16	....	....	....	....	....
Spring Lake.....	75.7	....	....	11 28	....	....	....	....	....	....	....	6 42	....	....	....	....	....	....	....	....	....	11 19	....	....	....	....	....
Como.....	76.5	....	....	d1130	....	....	....	....	....	....	....	d644	....	....	....	....	....	....	....	....	....	d1121	....	....	....	....	....
Belmar.....	77.7	....	....	11 33	....	....	....	....	....	....	....	6 47	....	....	....	....	....	....	....	....	....	11 24	....	....	....	....	....
Avon.....	78.4	....	....	d1135	....	....	....	....	....	....	....	d649	....	....	....	....	....	....	....	....	....	11 27	....	....	....	....	....
Asbury Pk. and Ocean Gr.	80.4	....	....	11 41	....	....	....	....	....	....	....	6 55	....	....	....	....	....	....	....	....	....	⊙	....	....	....	....	....
North Asbury Park.	81.1	....	....	11 43	....	....	....	....	....	....	....	6 58	....	....	....	....	....	....	....	....	....	11 34	....	....	....	....	....
Allenhurst	81.9	....	....	d1145	....	....	....	....	....	....	....	d700	....	....	....	....	....	....	....	....	....	11 37	....	....	....	....	....
Deal Beach.....	82.4	....	....	d1147	....	....	....	....	....	....	....	d702	....	....	....	....	....	....	....	....	....	11 40	....	....	....	....	....
Elberon	83.9	....	....	11 50	....	....	....	....	....	....	....	7 05	....	....	....	....	....	....	....	....	....	11 43	....	....	....	....	....
Hollywood and West End	85.2	....	....	11 54	....	....	....	....	....	....	....	7 08	....	....	....	....	....	....	....	....	....	11 47	....	....	....	....	....
Long Branch.....	86.0	....	....	11 57	....	....	....	....	....	....	....	7 10	....	....	....	....	....	....	....	....	....	11 50	....	....	....	....	....
[ARRIVE	....	....	....	A M	....	....	....	....	....	....	....	P M	....	....	....	....	....	....	....	....	....	A M	....	....	....	....	....

† Daily, except Sunday; *k* Sunday only; ‡ daily, except Monday; *a* stops only on signal or notice to agent to take passengers; ♭ Daily, except Saturday and Sunday; △ Connects with Saturday to take passengers. ♭ Daily, except Saturday and Sunday; *w* stops conductor to leave from Philadelphia and Camden; *h* Monday, Wednesday and Friday; *i* Saturday only; *n* Tuesday, Thursday and Saturday; *w* stops conductor to leave from Philadelphia and Camden. ▲ Connects with conductor to leave passengers; *d* stops on notice to conductor to leave from west of Point Pleasant; *e* no connection for New York; *g* stops on notice to train leaving Philadelphia †2 45 p.m., Camden †2 52 p.m.

⊙ Stop Sunday is made at North Asbury Park for Asbury Park. STANDARD—*Eastern time.*

Additional Sunday Train—Leaves Philadelphia 2 40 p.m., arriving Mt. Holly 3 25 p.m.

Table 15—TRAINS BETWEEN PHILADELPHIA, SOUTH AMBOY AND NEW YORK, BORDENTOWN, BURLINGTON, Etc.

Nov. 7, 1909.	Ms.	280	376	488	310	468	304	492	274	318	346	494	484	328	334	332	338	320	342	482	344	690	692	450	452	688	454	696
Philadelphia.lve.	....	A M	A M	A M	A M	A M	A M	....	A M	Noon	P M	....	P M	P M	P M	P M	P M	....	P M	P M	P M	A M	A M	A M	P M	P M	P M	P M
Market St. Wharf	0	†6 16	†708	†7 32	†820	†904	†944	....	†1030	†1200	†210	....	†352	†424	†500	†520	†600	....	†720	†900	†1150	§7 55	§900	§1010	§130	§410	§620	§720
Camden.....	1.0	6 23	7 16	7 39	8 28	9 12	9 52	....	10 37	12 08	2 18	....	3 58	4 31	5 08	5 28	6 08	....	7 27	9 08	11 57	8 02	9 07	10 17	1 37	4 17	6 27	7 27
Pavonia.....	3.3	6 30	7 23	— —	8 35	— —	a959	....	— —	*w* —	— —	....	— —	— —	— —	— —	— —	....	— —	9 15	12 04	a8 09	— —	10 24	1 44	— —	6 34	— —
Delair.....	5.8	6 35	7 28	— —	8 40	— —	— —	....	10 48	12 21	— —	....	— —	— —	— —	— —	6 19	....	7 38	9 20	12 08	8 14	9 19	10 30	1 60	4 28	6 39	7 38
Palmyra.....	8.6	6 41	7 35	— —	8 46	— —	1006	....	10 55	12 29	2 34	....	— —	4 45	5 24	5 44	6 26	....	7 44	9 27	12 15	8 20	9 26	10 37	1 57	4 33	6 46	7 45
Riverton.....	9.2	6 43	7 38	7 55	8 49	— —	1008	....	10 58	12 32	2 37	....	4 14	4 47	5 27	5 47	6 29	....	7 47	9 29	12 17	8 22	9 29	10 40	2 00	4 35	6 48	7 48
Riverside.....	12.6	6 49	7 45	8 01	8 56	— —	1013	....	11 04	12 39	2 43	....	4 19	4 53	5 32	5 53	6 35	....	7 54	9 36	12 24	8 28	9 36	10 47	2 07	4 41	6 54	7 54
Delanco.....	13.2	6 52	7 48	— —	8 58	— —	1016	....	11 07	12 42	2 46	....	— —	4 56	5 34	5 56	6 38	....	7 56	9 39	12 27	8 31	9 39	10 50	2 10	4 43	6 57	7 57
Beverly	15.5	6 58	7 54	8 07	9 04	— —	1021	△	11 13	12 48	2 51	▲	4 24	5 00	5 39	6 01	6 45	....	8 02	9 45	12 32	8 37	9 45	10 56	2 16	4 47	7 02	8 02
Edgewater Park	16.4	7 00	7 56	— —	9 07	— —	1023	A M	11 16	12 51	2 54	P M	g426	5 02	5 42	6 04	6 48	P M	8 04	9 47	12 35	8 40	9 47	10 58	2 18	4 49	7 04	8 04
Burlington....	18.7	7 05	8 03	8 13	9 12	9 38	1029	†1038	11 21	12 57	3 00	†347	4 31	5 08	5 47	6 11	6 54	k710	8 10	9 52	12 40	8 45	9 53	11 03	2 23	4 55	7 09	8 09
East Burlington.	19.3	7 09	— —	— —	9 16	— —	1033	— —	— —	— —	— —	— —	— —	— —	5 51	6 15	♭658	— —	— —	— —	b1244	— —	— —	— —	— —	— —	— —	— —
Florence.....	23.3	7 16	8 13	— —	9 24	— —	A M	— —	11 32	1 08	3 11	— —	— —	— —	5 58	6 23	7 04	7 20	8 20	1003	12 50	8 55	1003	11 15	2 33	5 05	7 19	8 19
Roebling.....	24.1	7 18	8 15	— —	9 26	— —	═══	— —	11 34	1 11	3 13	— —	— —	5 17	6 00	6 26	— —	7 22	8 22	1005	12 52	8 57	1005	11 17	2 35	5 07	7 21	8 21
Kinkora.....	25.0	7 20	8 18	— —	9 29	— —	....	— —	11 36	1 14	3 16	— —	— —	5 20	6 03	— —	7 08	7 24	8 24	1007	12 54	— —	— —	11 19	2 37	— —	7 23	— —
White Hill.....	26.9	— —	8 21	— —	9 33	— —	**302**	— —	11 40	1 18	3 19	— —	— —	*c*523	6 07	6 30	7 12	7 27	8 27	1010	12 57	9 01	1010	11 22	2 40	5 12	7 26	8 26
Bordentown..arr.	27.9	7 26	8 25	8 33	9 37	9 55	A M	— —	11 44	1 22	3 23	— —	4 47	5 26	6 10	6 36	7 15	7 29	8 32	1013	1 01	9 04	1013	11 25	2 43	5 15	7 30	8 30
Bordentown.lve.	0	7 26	8 37	....	A M	9 55	†625	— —	11 44	1 22	3 23	— —	4 51	5 26	P M	6 36	P M	7 29	8 32	1013	1 01	....	1013	11 25	2 43	....	7 30	8 30
Trenton....arr.	6.2	7 39	8 50	....	═══	1006	6 42	11 04	11 57	1 35	3 35	4 11	5 05	5 38	═══	6 48	....	7 42	8 45	1025	1 15	....	1025	11 38	2 55	....	7 42	8 42
Yardville.....	31.2	*e*7 48	....	8 40	....	....	....	....	....	*e*1 50	....	....	4 55	....	....	*e*644	....	....	....	P M	....	9 10	....	....	....	5 21	....	....
Newtown.....	34.8	*e*7 57	....	8 47	486	....	....	....	....	*e*2 03	....	....	5 03	....	....	*e*650	....	....	....	....	....	9 17	....	....	....	5 28	....	....
Windsor.....	37.8	*e*8 06	....	8 52	A M	....	....	Atlantic City Express.	....	*e*2 13	....	Atlantic City Express.	5 08	....	....	*e*655	....	....	....	....	....	9 22	....	....	....	5 33	....	....
Hightstown..	41.3	*e*8 22	....	9 00	†648	....	....	....	....	*e*2 30	....	....	5 17	....	....	*e*702	....	....	....	....	....	9 28	....	....	....	5 38	....	....
Cranbury.....	44.2	*e*8 28	....	9 05	6 52	....	....	....	....	*e*2 45	....	....	5 23	....	3 22	P M	....	....	....	....	....	9 33	....	....	....	5 44	....	....
Prospect Plains.	45.9	*e*8 32	....	9 09	6 57	....	....	....	....	*e*2 55	....	....	5 27	....	P M	....	....	....	....	....	....	9 37	....	....	....	5 48	....	....
Jamesburg....	48.6	*e*9 35	....	9 17	7 04	....	....	....	....	*e*3 05	....	....	5 39	....	†520	....	....	....	....	....	....	9 45	....	....	....	5 55	....	....
Helmetta	50.2	*e*9 45	....	9 22	7 08	....	....	....	....	P M	....	....	5 43	....	5 25	....	....	....	....	....	....	9 50	....	....	....	5 59	....	....
Spotswood.....	52.4	*e*1000	....	9 26	7 13	....	....	....	....	....	....	....	5 47	....	P M	....	....	....	....	....	....	9 55	....	....	....	6 04	....	....
South Amboy.arr.	61.8	*e*1050	....	9 47	7 33	....	....	....	....	....	....	....	6 10	....	....	....	....	....	....	....	....	10 13	....	....	....	6 24	....	....
Rud. Ter. (E. & M. R.R.)	....	8 58	1028	10 48	8 38	1138	8 48	12 18	1 48	2 58	5 18	5 28	7 18	7 18	....	8 33	....	9 18	1018	....	3 48	11 18	1148	1 18	4 48	7 33	9 18	1018
Cort. and Desb. Sts.	....	9 03	1033	10 53	8 43	1143	8 53	12 23	1 53	3 03	5 23	5 33	7 23	7 23	....	8 38	....	9 23	1023	....	§3 53	11 23	1153	1 23	4 53	7 38	9 23	1023
West 23d Street.	....	9 15	1045	11 00	9 00	1200	9 00	12 30	2 00	3 15	5 30	5 45	7 30	7 30	....	8 45	....	9 30	1030	....	A M	11 45	1200	1 30	5 00	7 45	9 30	1030
New York—	....	A M	A M	A M	A M	Noon	A M	Noon	P M	P M	P M	P M	P M	P M	....	P M	....	P M	P M	....	....	A M	Noon	P M	P M	P M	P M	P M
[ARRIVE	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....

Additional Trains—Leave Philadelphia for Trenton †3 20, §10 00 p.m.; leave Philadelphia for East Burlington §12 30, *k*12 40 noon, †1 15, †2 45, †5 40, †6 32, †10 40 p.m. Leave Kinkora for Bordentown †8 00 a.m., †2 46, †5 23 p.m.; for Trenton §7 28 p.m.

THE PENNSYLVANIA RAILROAD COMPANY

AMBOY DIVISION.—New Jersey Division.

Table 14—TRAINS BETWEEN LONG BRANCH, BAY HEAD, TOM'S RIVER, LEWISTOWN, MOUNT HOLLY AND PHILADELPHIA.

November 7, 1909.	375	353	349	377	347	427	395	413	431	365	345	361 and 367	397
(Eastern time.)							A M						P M
Long Branch+ ◊ lve.							†640						†2 20
Hollywood and West End							6 43						2 22
Elberon							6 46						2 25
Deal Beach							e649						e2 28
Allenhurst							e6 51						e2 29
North Asbury Park							6 53						2 31
Asbury Park & Ocean Grove ◊							6 56						2 35
Avon							e659						e2 38
Belmar							7 01						2 40
Como							e704						e2 43
Spring Lake							7 06						2 46
Sea Girt+ ◊							7 09						2 50
Manasquan+							7 11						2 52
Brielle							e713						e2 54
Point Pleasant ◊							7 17						3 00
Bay Head+ ◊							7 21						3 06
Mantoloking+ ◊							7 26						3 13
Chadwick							7 31						3 20
Lavallette							7 34						3 23
Ortley							7 36						3 26
Seaside Park+ ◊							7 41						3 32
Barnegat Pier ◊							7 47						3 38
Island Heights + Branch ◊ arr.							7 58						3 49
Island Heights + Branch ◊ lve.							7 59						3 50
Tom's River+ ◊							8 10						4 02
Beach Haven lve.				Mondays only.			†703						e2 40
Tuckerton lve.							†720						†3 14
Barnegat City lve.							†610						e2 25
Harvey Cedars lve.							†625						e2 49
Whitings+ ◊							8 26						4 18
Hanover							8 37						4 29
Brown's Mills Jn arr.				A M		A M						Noon	5 17
the Pines. lve.				m720		†742						†1235	†4 28
Brown's Mills Junc.				7 25		7 47	8 42					12 40	4 35
New Lisbon+ ◊				7 29		7 50	8 45					12 43	4 38
So. Pemberton+ ◊ arr.				7 35		7 55	8 50	A M				12 48	P M 4 44
Lewistown + ◊ lve.			A M					†912	A M	A M			†341
Pemberton+ ◊			†6 36			‖736		9 18	†9 55	†1127			3 55
Birmingham+ ◊			6 40	A M	7 40	7 40	8 02	8 53	9 22	9 59	11 30	12 51	3 57
Ewansville lve.			6 43	†6 57	7 43	7 43	8 05	— —	A M	10 01	11 33	12 54	4 00
Smithville+ ◊		A M	6 45	7 00	7 45	7 45	8 07	8 57		10 03	11 35	12 56	4 02
Mt. Holly+ ◊		†5 50	6 51	7 11	7 52	7 52	8 12	9 04		10 08	11 41	1 02	4 07
Hainesport+ ◊		5 54	6 55	7 16	7 56	7 56	8 16	—		10 12	11 46	1 06	4 11
Masonville+ ◊		6 00	7 00	7 23	8 01	8 01	8 21	— —		10 17	11 52	1 11	4 16
Hartford+ ◊		6 03	7 02	7 26	8 03	8 03	8 23	—		10 19	11 54	1 14	
Stanwick Avenue+ ◊		6 08	7 07	7 31	8 08	8 08	8 27	— —		10 24	11 58	1 19	4 22
Moorestown+ ◊		6 10	7 09	7 34	8 10	8 10	8 29	9 20		10 28	12 00	1 22	4 24
West Moorestown+ ◊		6 12	7 12	7 38	8 12	8 12	8 31	— —		10 30	12 02	1 23	4 28
Maple Shade+ ◊		6 18	7 18	7 45	— —	— —	8 35	— —		10 35	12 06	1 30	4 33
Pensauken+ ◊		6 21	7 21	7 48	— —	— —	8 38	—		10 38	12 09	1 33	4 36
Merchantville+ ◊		6 23	7 25	7 52	8 20	8 20	8 41	9 28		10 41	12 11	1 36	4 39
Pavonia+ ◊		6 28	— —	7 57	— —	— —	— —	— —		— —	12 16	b1 41	— —
Camden+ ◊		6 35	7 36	8 04	8 31	8 31	8 52	9 40		10 53	12 23	1 48	4 51
Philadelphia+ ◊ arr.		6 43	7 43	8 11	8 39	8 39	8 59	9 47		11 00	12 30	1 55	4 59
(Market St. Wharf.)		A M	A M	A M	A M	A M	A M	A M		A M	Noon	P M	P M

November 7, 1909.	393	467	...
(Eastern time.)	P M		
Long Branch+ ◊ lve.	§420		
Hollywood and West End	4 29		
Elberon	4 25		
Deal Beach	e427		
Allenhurst	e428		
North Asbury Park	4 32		
Asbury Park & Ocean Grove ◊	⊙		
Avon	4 38		
Belmar	4 41		
Como	e444		
Spring Lake	4 46		
Sea Girt+ ◊	4 50		
Manasquan+	4 52		
Brielle	e454		
Point Pleasant ◊	4 58		
Bay Head+ ◊	5 02		
Mantoloking+ ◊	5 08		
Chadwick	5 13		
Lavallette	5 16		
Ortley	5 18		
Seaside Park+ ◊	5 23		
Barnegat Pier ◊	5 28		
Island Heights + Branch ◊ arr.	5 40		
Island Heights + Branch ◊ lve.	5 41		
Tom's River+ ◊	5 52		
Beach Haven lve.			
Tuckerton lve.			
Barnegat City lve.			
Harvey Cedars lve.			
Whitings+ ◊	6 05		
Hanover	6 15		
Brown's Mills Jn arr.	P M		
the Pines. lve.	§2517		
Brown's Mills Junc.	5 22	6 19	9 02
New Lisbon+ ◊	5 25	6 23	9 05
So. Pemberton+ ◊ arr.	5 30	6 29	9 11
Lewistown + ◊ lve.			
Pemberton+ ◊			
Birmingham+ ◊	5 34	6 34	9 15
Ewansville lve.	5 37	— —	9 18
Smithville+ ◊	5 39	6 40	9 21
Mt. Holly+ ◊	5 45	6 45	9 27
Hainesport+ ◊	5 49	6 49	9 30
Masonville+ ◊	5 53	6 55	9 35
Hartford+ ◊	5 56	6 58	9 37
Stanwick Avenue+ ◊	6 02	7 03	9 42
Moorestown+ ◊	6 05	7 05	9 44
West Moorestown+ ◊	6 07	7 07	9 46
Maple Shade+ ◊	6 11	— —	9 51
Pensauken+ ◊	6 14	6 14	— —
Merchantville+ ◊	6 17	7 16	9 56
Pavonia+ ◊	1 00		10 01
Camden+ ◊	6 28	7 21	10 08
Philadelphia+ ◊ arr.	6 35	7 35	10 15
(Market St. Wharf.)	P M	P M	P M

EXPLANATION OF SIGNS.

† Daily, except Sunday; § Sunday only; *a* stops only on signal or notice to agent to take passengers: *b* stops only on notice to conductor to leave passengers; *c* Tuesday, Thursday and Saturday; *d* no connection for Helmetta from New York; *e* stops on notice to agent to take for west of Point Pleasant; *g* stops on notice to conductor to leave from New York Division; *h* stops only on signal or notice to agent to take passengers for Camden and Philadelphia; *k* Saturday only; *m* Monday only; *n* no connection from New York; *o* Monday, Wednesday and Friday; *t* connects with Train No. 325 for Camden and Philadelphia; *v* connects with Train No. 487 for Camden and Philadelphia; *y* stops to leave from Whitings and points east.

‖ Daily, except Sunday and Monday.

⊙ Stop Sundays is made at North Asbury Park for Asbury Park.

□ Connects via Monmouth Junction.

+ Coupon stations; ◊ Telegraph stations.

Table 15—TRAINS BETWEEN NEW YORK, BORDENTOWN, BURLINGTON, SOUTH AMBOY AND PHILADELPHIA

Nov. 7, 1909.	307	481	309	351 and 303	281	485	359	329	493	487	313	293	331	495	469	335	357	301	489	343	381	687	453	463	689	693	465
LEAVE													Noon														
New York—					A M		A M	A M	A M	A M		A M	†	P M	P M	P M	P M	P M	P M	P M	P M	A M		P M	P M	P M	P M
West 23d Street					†605	A M	†725	†7 55	†9 55	†8 55		†1055	1255	†255	†255	†355	□355	†4 55	†455	†7 55	‡855	‡7 55		‡3 55	‡4 25	‡6 55	‡8 55
Cort. & Desb. Sts.					6 10	†600	7 30	8 00	10 00	9 10		11 10	1 00	3 00	3 00	4 00	□400	5 00	5 10	8 00	9 00	8 15		4 00	4 45	8 00	7 00
Hud.T. (H.&M.R.R.)					6 15	6 05	7 35	8 05	10 05	9 15		11 15	1 06	3 06	3 05	4 05	□405	5 05	5 16	8 06	9 05	8 20		4 05	4 50	8 05	7 06
S. Amboy+ ◊ lve.						†716				†1026		m200							†628			§9 25			‖5 58		
Spotswood+ ◊						7 36				10 45		m220					†PM		6 46			9 45			6 18		
Helmetta+ ◊						7 41				10 51		m224					d550		6 51			9 50			6 24		
Jamesburg+ ◊						7 45				10 55		m228					d554		6 56			9 55			6 28		
Prospect Plains+ ◊						7 51				11 02		m234					6 01		7 04			10 01			6 36		
Cranbury+ ◊				A M		7 55				11 06		m237					6 05		7 09			10 05			6 40		
Hightstown+ ◊				†700		8 01				11 13		m243					6 11		7 15			10 12			6 46		
Windsor+				7 06		8 06				11 19		m248					PM		7 21			10 17			6 51		
Newtown+ ◊				7 13		8 14				11 25		m254							7 28			10 23			6 57		
Yardville+ ◊		A M	A M	7 19		8 22				11 32		m1 00							7 34			10 28	A M		7 03		
Trenton+ ◊ lve.		†630	†645		†808		†900	†9 40	†1128			†1 25	†255	†427	†430	†522		†6 23	†705	†9 50	‡1115		§2143	5 23		‖8 10	‖9 10
Bord'nt'n+ ◊ arr.	A M	6 42	7 00		8 20		9 12	9 52	— —		Noon	1 39	3 07	— —	4 42	5 38		6 34	7 18	10 02	11 27		11 55	5 38		8 22	9 22
Bord'nt'n+ ◊ lve.	†555	6 42	7 00	7 40	8 20	8 30	9 12	9 52	— —	11 40	†1245	1 39	3 07	— —	4 42	5 38		6 34	7 41	10 02	11 27	10 36	11 55	5 38	7 10	8 22	9 22
White Hill+ ◊	5 58	6 45	7 03	— —	b823	— —	— —	9 55	— —	b1143	12 48	1 42	— —	— —	4 45	— —		6 37	7 44	10 05	11 30	10 39	11 58	5 38	— —	8 25	9 25
Kinkora+ ◊	— —	— —	7 06	— —	a826	— —	— —		— —	— —	12 51	a1 45	3 13	— —	4 49	5 41		— —	— —	10 09	11 33	b1042	12 01	5 41	— —	a828	9 28
Roebling	6 02	6 50	7 08	— —	8 28	— —	9 18	10 00	— —	— —	12 53	1 47	3 15	— —	4 51	5 43	325	6 41	b748	10 11	11 35	10 44	12 03	5 43	7 18	8 30	9 31
Florence+ ◊	6 04	— —	7 11	7 48	— —	— —	b920	10 03	— —	— —	12 55	1 49	3 17	— —	4 53	5 46	PM	6 43	7 51	10 14	11 38	10 46	12 05	5 45	7 20	8 33	9 33
East Burlington. ◊	6 11	— —	7 17	— —	8 37	— —	— —	—	— —	— —	— —	1 55		— —	— —	— —	†4 51	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Burlington+ ◊	6 15	7 01	7 21	7 57	8 41	8 53	9 29	10 12	‖1152	11 57	1 06	1 58	3 27	‡451	5 06	5 56	4 55	6 52	8 01	10 25	11 48	10 56	12 14	5 55	7 30	8 43	9 45
Edgewater Park + ◊	6 20	7 06	7 26	8 02	8 45	— —	9 34	10 17	A M	12 02	1 11	b2 05	b332	P M	5 11	b600	4 59	6 57	g808	10 30	P M	11 01	12 19	6 00	7 35	8 48	9 50
Beverly+ ◊	6 23	7 08	7 28	8 04	8 48	8 59	9 36	10 20		12 04	1 13	2 06	3 36		5 14	6 02	5 01	6 59	8 08	10 33		11 04	12 22	6 03	7 38	8 51	9 53
Delanco+ ◊	6 30	7 13	7 34	8 10	8 53	— —	9 41	10 25		12 09	1 18	2 11	3 40		5 20	6 06	— —	7 05	8 13	10 39		11 09	12 27	6 09	7 43	8 57	9 59
Riverside+ ◊	6 32	7 16	7 37	8 13	8 56	9 06	9 44	10 28		12 12	1 21	2 14	3 43		5 23	6 08	5 07	7 08	8 15	10 41		11 12	12 30	6 12	7 48	9 00	10 02
Riverton+ ◊	6 40	7 22	7 44	8 19	9 02	9 12	9 49	10 34		12 18	1 28	2 21	3 48		5 30	6 13	5 12	7 14	8 21	10 47		11 18	12 36	6 20	7 52	9 07	10 10
Palmyra +	6 43	7 24	7 46	8 22	9 04	— —	9 52	10 37		12 21	1 31	2 24	3 50		5 33	6 16	5 14	7 17	8 23	10 49		11 21	12 39	6 23	7 55	9 10	10 13
Delair+ ◊	6 51	7 29	7 53	— —	h921	‖957	— —		h1226	1 38	— —	— —			5 42	— —	— —	7 25	— —	10 55		— —	12 46	6 31	8 01	9 15	10 22
Camden+ ◊	7 06	7 40	8 07	8 36	9 19	9 32	10 07	10 52		12 38	1 52	2 42	4 03		5 58	6 28	5 28	7 37	8 37	11 07		11 37	12 58	6 46	8 13	9 27	10 37
Philada.+ ◊ arr.	7 15	7 47	8 15	8 43	9 27	9 39	10 15	11 00		12 45	2 00	2 50	4 11		6 03	6 35	5 35	7 45	8 45	11 15		11 45	1 05	6 55	8 20	9 35	10 45
Market St. Wharf.)	A M	A M	A M	A M	A M	A M	A M	A M		Noon	P M	P M	P M		P M	P M	P M	P M	P M	P M		A M	P M	P M	P M	P M	P M

Train leaves New York (via Trenton) †4 25 p.m., Trenton †6 10 p.m., arrives Bordentown 6 22 p.m. Train leaves Burlington for Philadelphia †7 34 p.m. Trains leave East Burlington for Philadelphia †5 25, †11 04 a.m., k2 16, §2 28, †2 52, †4 00, †6 17, †9 20, †11 60 p.m. Leave Bordentown for Kinkora †8 35 a.m., †3 11, †5 50 p.m. Leave Trenton for Philadelphia §7 28 a.m., §4 00 p.m. Leaves Trenton for Kinkora §6 55 a.m.

THE PENNSYLVANIA RAILROAD COMPANY

Table 16—TRAINS BETWEEN NEW YORK, NEWARK, LONG BRANCH, OCEAN GROVE, ASBURY PARK, SEASIDE PARK, ETC.

				261	247	227	223	221	211	209	205	Ms.	*January* 3, 1910.	204	212	214	218	222	244	248	242		
				P M	A M	P M	P M	P M	Noon	Noon	A M	....	lve... **New York**...arr.	A M	A M	A M	P M	P M	A M	P M	P M		
				§455	§9 25	†455	†425	†3 25	†1225	k1225	†8 55	....	....*West 23d Street*....	9 00	10 00	11 30	3 30	7 46	1115	7 46	9 38		
				5 00	9 30	5 10	4 30	3 40	12 30	12 30	9 00	0	.*Cort. & Desb. Streets*.	8 53	9 53	11 23	3 23	7 33	1108	7 38	9 23		
				6 06	9 35	5 15	4 35	3 45	12 35	12 35	9 05	0	*Hud. Term.* (H.&M.R.R.)	8 48	9 48	11 18	3 18	7 28	1103	7 33	9 18		
				4 45	9 15	4 45	4 15	3 15	12 15	12 15	8 45	...	lve.... **Brooklyn**...arr.	9 05	10 05	11 35	3 35	8 05	1135	8 05	9 35		
				5 17	9 42	5 23	4 42	3 52	12 43	12 42	9 15	1.0	.....**Jersey City**.....	8 40	9 40	11 10	3 07	7 21	1056	7 26	9 11		
				5 31	v9 54	v535	v454	v4 03	12 55	v1254	v928	8.7	.**Newark** (*Market St.*).	y828	y9 28	10 56	y2 53	7 09	1043	7 12	y9 00		
				5 40	10 03	v643	– –	– –	1 03	– –	9 37	14.1	......**Elizabeth**......	– –	– –	10 47	2 43	7 00	1035	7 02	– –		
				5 49	10 11	– –	– –	– –	1 10	Saturday only.	v945	19.4	.......**Rahway**.......	– –	– –	y1038	y2 34	6 51	1027	6 52	– –		
				5 59	10 17	– –	– –	– –	1 17		– –	23.1	.....**Woodbridge**.....	– –	– –	y1032	2 27	– –	– –	6 46	– –		
				6 07	10 26	– –	– –	– –	1 26		– –	26.5	....**Perth Amboy**....	– –	– –	10 25	2 19	– –	1015	– –	– –		
				6 15	10 32	– –	– –	– –	1 31		– –	28.0	....**South Amboy**....	– –	– –	10 18	2 14	6 35	1009	6 33	– –		
				6 18	– –	– –	– –	– –	h1 34		– –	30.2	...Laurence Harbor...	– –	– –	i1015	– –	– –	1006	6 29	– –		
				6 22	– –	– –	– –	– –	– –		– –	32.5	.......Cliffwood.......	– –	– –	– –	– –	– –	1003	6 24	– –		
				6 25	10 40	– –	– –	– –	1 39		h1007	34.7	......**Matawan**......	– –	– –	10 10	2 05	6 25	1000	6 21	– –		
				6 29	– –	– –	– –	– –	h1 42		– –	35.5	........Hazlet........	– –	– –	10 07	2 01	6 17	9 57	6 17	– –		
				6 36	– –	– –	– –	– –	– –	– –	– –	39.7	.....Middletown......	– –	– –	10 00	1 54	6 10	9 50	6 10	– –		
				6 42	10 54	6 22	5 40	4 50	1 52	1 39	10 22	43.5	......**Red Bank**......	7 37	8 43	9 53	1 46	6 03	9 43	6 03	8 10		
				6 47	h1059	– –	– –	– –	h1 56	– –	h1027	45.9	.....Little Silver.....	– –	– –	9 48	1 41	5 56	9 38	5 58	– –		
				6 52	h1103	h628	– –	– –	– –	– –	– –	48.4	.....Branch Port......	i729	– –	9 43	1 36	5 51	9 33	5 53	– –		
				6 55	11 06	6 32	5 49	4 59	2 05	1 47	10 34	49.5	....**Long Branch**....	7 27	8 34	9 40	1 33	5 47	9 30	5 50	8 02		
				6 58	11 09	h635	5 52	5 02	2 08	1 50	10 37	50.1	Hollywood & West End	7 23	8 29	9 34	1 28	5 43	9 25	5 46	8 00		
				7 01	11 12	6 38	5 55	5 05	2 11	1 53	10 41	51.7	........Elberon........	7 20	8 26	9 30	1 25	5 40	9 21	5 42	7 56		
				7 04	11 15	h641	h558	h5 08	h2 14	1 56	h1044	53.1	......Deal Beach......	i717	i8 23	9 27	1 21	5 37	9 18	5 39	i7 53		
				h706	h1117	6 43	6 00	5 10	2 16	1 58	10 46	53.7	.......Allenhurst......	7 15	8 21	9 25	1 19	5 35	i916	i537	7 51		
				7 09	11 20	6 45	6 03	5 13	2 18	2 00	10 48	54.5	..North Asbury Park..	7 12	8 19	9 22	1 16	5 32	9 14	5 34	7 48		
				⊙	⊙	6 48	6 07	5 17	2 22	2 03	10 54	55.	Asbury Park & Ocean Grove	7 10	8 17	9 20	1 13	5 30	⊙	⊙	⊙		
				– –	– –	– –	– –	– –	– –	– –	h1056	56.1	.... Bradley Beach	7 04	– –	9 14	1 08	5 26	– –	– –	– –		
				7 16	11 26	h651	h611	h5 21	h2 25	– –	h1058	57.1	.........Avon.........	i701	i8 10	9 11	1 05	5 24	9 08	5 27	i7 40		
				7 18	11 29	6 54	6 14	5 24	2 28	2 09	11 01	57.8	........Belmar........	6 58	8 07	9 08	1 03	5 22	9 06	5 25	7 37		
				7 21	11 32	h657	h617	h5 27	h2 31	– –	h1104	59.0	.........Como.........	6 55	– –	9 05	1 00	5 18	9 03	5 22	i7 34		
				7 24	11 35	6 59	6 20	5 30	2 34	2 14	11 07	59.8	......Spring Lake......	6 53	8 02	9 02	12 57	5 16	9 01	5 20	7 32		
				7 27	11 39	7 02	6 24	5 34	2 37	2 17	11 11	61.2	........Sea Girt........	6 50	i7 59	8 58	12 53	5 13	8 58	5 17	7 28		
				7 30	11 41	7 04	h626	5 36	2 39	h2 19	11 13	62.0	......Manasquan......	6 48	i7 57	8 55	12 50	5 10	8 55	5 15	7 26		
				7 32	11 43	h708	h628	h5 38	h2 41	– –	h1115	62.6	........Brielle........	– –	i7 55	8 53	12 48	5 08	8 53	5 13	i7 23		
				7 35	11 48	7 10	6 33	5 43	2 45	2 26	11 20	64.0	ar. **Point Pleasant**.lv.	†643	†7 52	†8 50	†1245	†505	§850	§610	§7 20		
				P M	A M	P M	P M	P M	P M	P M	A M	....	lv. **Point Pleasant**.ar.	A M	A M	A M	Noon	P M	A M	P M	P M		
													.......Bay Head.......										
													.....Mantoloking.....										
													.......Chadwick.......										
													.......Lavalette.......										
													.........Ortley.........										
													.....Seaside Park.....										
													....Barnegat Pier....										
													arr..**Island Heights**.lve.										
													.....**Tom's River**.....										
													ARRIVE] [LEAVE										

n Tuesday, Thursday and Saturday; *o* Monday, Wednesday and Friday; *t* does not stop Sundays; *v* stops on signal or notice to agent to receive passengers from points on the N. Y. & L. B. R.R.; *y* stops on notice to conductor to discharge passengers from points on N. Y. & L. B. R.R. ⊙ Sunday trains stop at North Asbury Park for Asbury Park. ▲ Connects via Burlington and Mt. Holly. þ Daily, except Saturday and Sunday. + Coupon stations; ♁ Telegraph stations.

Table 17—AMBOY DIVISION.—Freehold and Jamesburg Agricultural Railroad.

	253	299	287	293	283	291	281	*November* 7, 1909.	Ms.	280	290	274	296	298	284	252
	P M	P M	P M	A M	A M	A M	A M	(*Eastern time.*)	....	A M	A M	P M	P M	P M	P M	A M
	§6 00	†5 05	†305	†1125	†7 40	†710	†6 05	lve. + **Long Branch** ♁ arr.	94.2	10 30	10 50	2 23	5 50	7 05	816	11 20
	6 02	5 08	3 08	11 28	7 43	7 12	6 08	..West End (Hollywood)..	93.4	10 27	10 47	2 20	5 47	7 02	8 13	11 17
	6 05	5 11	3 11	11 31	7 46	7 15	6 11	........Elberon....... ♁	92.1	10 24	10 44	2 17	5 43	6 59	8 10	11 13
	g6 08	g5 14	3 14	11 34	7 49	– –	6 14	........Deal Beach........	90.6	10 21	e1041	e2 13	– –	6 56	8 07	e1110
	g6 09	g5 16	3 16	11 36	7 51	7 18	6 16	........Allenhurst........	90.1	10 19	e1039	e2 12	e538	6 54	8 05	e1109
	6 11	5 18	3 19	11 38	7 53	7 21	6 18	...North Asbury Park...	89.3	10 17	10 37	2 10	5 36	6 52	8 02	11 06
	⊙	5 20	3 24	11 40	7 57	7 26	6 20	Asbury Park (Ocean Grove) ♁	88.6	10 15	10 35	2 08	5 34	6 50	8 00	⊙
	g5 17	g5 25	3 29	11 44	8 01	g729	6 24	..........Avon..........	86.6	10 03	e1028	e2 03	e530	6 42	7 55	10 59
	6 19	5 29	3 32	11 46	8 05	7 32	6 26	..........Belmar....... ♁	85.9	10 00	10 26	2 01	5 28	6 40	7 53	10 57
	g6 21	5 32	3 35	11 49	8 08	g735	6 29	..........Como..........	84.7	9 57	e1023	e1 58	e525	6 37	7 51	e1054
	6 25	5 35	3 38	11 51	8 11	7 38	6 32	.......Spring Lake..... ♁	83.9	9 54	10 21	1 56	5 22	6 34	7 49	10 52
	6 29	5 40	3 43	11 55	8 15	7 41	6 35	+......**Sea Girt**...... ♁	82.5	9 50	10 18	1 53	5 19	6 31	7 46	10 48
	6 31	5 43	3 46	11 57	8 17	7 43	6 38	+......Manasquan..... ♁	81.9	9 48	10 16	1 51	5 17	6 28	7 44	10 46
	6 36	– –	3 53	12 02	8 22	– –	6 42	........Allenwood........	79.0	9 43	– –	1 45	– –	6 23	7 39	10 41
	6 39	– –	3 57	12 05	8 26	– –	6 45	+....... Allaire .... ♁	77.3	9 39	– –	1 41	– –	6 20	7 37	10 38
	....		†344	....	....	†728	....	lve. **Lakewood** (C.of N.J.) arr.	....		....	....	5 23	....	....	....
	6 45	5 57	4 04	12 11	8 33	7 55	6 51	+....**Farmingdale**.... ♁	74.1	9 34	10 05	1 34	5 08	6 15	7 32	10 33
	– –	– –	4 10	12 16	8 39	–	6 57	.........Fairfield.........	70.4	9 23	– –	1 27	– –	6 09	7 26	–
	6 51	– –	4 13	12 18	8 42	– –	7 00	+........Howell....... ♁	69.4	9 21	– –	1 25	– –	6 07	7 24	10 26
	6 58	6 12	4 20	12 24	8 49	8 05	7 06	+......**Freehold**...... ♁	66.6	9 14	9 54	1 19	4 58	6 00	7 19	10 21
	6 04	– –	4 26	12 30	8 55	– –	7 11	+....... Tennent .... ♁	63.2	9 05	– –	1 11	– –	5 53	7 13	10 14
	6 07	6 20	4 30	12 33	9 00	– –	7 15	+.....Englishtown..... ♁	61.8	9 00	9 45	1 08	– –	5 50	7 10	10 11
	– –	– –	4 34	12 36	9 04	– –	7 18	.........Tracey.........	60.1	8 57	– –	1 05	– –	5 47	7 07	– –
	– –	– –	4 37	12 39	9 07	– –	7 21	.........Hoffman.........	58.3	8 53	– –	1 02	– –	5 44	7 04	– –
	6 16	– –	4 44	12 44	9 12	8 17	7 26	+.. Lower Jamesburg .. ♁	55.9	8 48	– –	12 57	4 44	5 39	7 00	10 02
	– –	– –	– –	– –	– –	– –	– –	+.....**Jamesburg** ..... ♁	55.2	8 45	– –	– –	– –	– –	6 57	– –
	6 18	6 33	4 50	12 47	9 17	– –	7 29	....**Jamesburg Junc.** ♁	54.9	– –	9 34	12 54	– –	5 36	– –	10 00
	6 25	b6 40	4 57	12 55	9 25	– –	7 35	+........Dayton....... ♁	51.5	8 28	– –	12 46	– –	5 29	6 44	9 53
	6 29	6 45	5 02	1 00	9 30	– –	7 40	....**Monmouth Junc** . ♁	49.3	8 24	9 23	12 41	– –	5 26	6 40	9 49
	6 39	6 54	5 18	1 10	9 41	8 33	7 51	. **Princeton Junction** .	43.3	8 13	9 12	12 31	4 27	5 14	6 29	9 39
	6 53	7 10	5 33	1 25	9 57	8 45	8 06	+......**Trenton**...... ♁	33.5	7 58	8 58	12 16	4 15	5 00	6 15	9 25
	d7 36	d7 51	d624	2 24	b1044	d919	d8 48	..*North Philadelphia*..	5.5	c7 15	c8 18	11 20	c342	4 12	c512	c8 42
	d7 45	d8 00	d633	d2 33	d1053	d927	d8 56	...*West Philadelphia*...	1.1	c7 06	c8 10	c1110	c334	c4 04	c504	c8 35
	7 49	8 04	6 37	2 37	10 57	9 31	9 00	arr. **Philada** (Broad St.) lve.	0	†7 02	†8 06	†1106	†330	†4 00	†6 00	§8 31
	8 03	8 33	6 38	2 28	....	A M	8 58	**New York** *Hud. Ter.* (H.&M.R.R.)	....	6 15	7 35	11 15	P M	4 05	....	8 35
	8 08	8 38	6 43	2 33	....	....	9 03	**New York** *Cort. and Desb. Sts.*	....	6 10	7 30	11 10	....	4 00	....	8 30
	8 16	8 46	7 00	2 45	....	....	9 15	**New York** *West 23d Street*....	....	†6 05	†7 25	†1055	....	†3 55	....	§8 25
	P M	P M	P M	P M	....	....	A M	arr..(Via Monmouth Jn.)..lve.	....	A M	A M	A M	....	P M	....	A M
	....	....	7 18	....	10 48	....	....	**New York** *Hud. Ter.* (H.&M.R.R.)	....	6 05	....	....	....	....	5 15	8 20
	....	....	7 23	....	10 53	....	....	**New York** *Cort. and Desb. Sts.*	....	†6 00	....	....	....	....	5 10	8 15
	....	....	7 30	....	11 00	....	....	**New York** *West 23d Street*....	....	A M	....	....	....	....	†4 55	§7 55
	....	....	P M	....	A M	....	....	arr..(*Via So. Amboy*)..lve.	....	....	....	....	....	....	P M	A M

Table 17a—NEW YORK, BROWN'S MILLS-IN-THE-PINES, TUCKERTON AND BEACH HAVEN.

		370	398	396	*November* 7, 1909.	395	397	483			
		P M	Noon	A M	lve.........**New York**.........arr.	Noon	P M	P M			
		k355	†1255	†6 05	.....*West Twenty-third Street*.....	1200	7 30	10 30			
		4 00	1 00	6 10	..*Cortlandt and Desbrosses Streets*.	11 43	7 23	10 23			
		3 45	12 45	....	..............**Brooklyn**..............	1205	7 35	10 35			
		– –	a1 27	6 37	lve...........**Newark**..........arr.	11 17	6 55	b8 55			
		5 22	2 55	8 08	lve...........**Trenton**..........arr.	1006	6 38	8 45			
		5 50	3 11	8 35	lve........**Bordentown**........arr.	9 55	5 26	8 32			
		6 04	3 19	8 45	..............**Kinkora**..............	▲	5 20	▲			
		6 31	3 41	9 12	.............**Lewistown**.............	....	4 58	....			
		7 25	4 58	9 33	............**Birmingham**............	....	4 48	....			
		7 38	5 10	9 47	......**Brown's Mills Junction**.....	....	4 35	....			
		7 45	5 17	....	arr....**Brown's Mills-in-the-Pines**..lve.	....	†4 28	†6 26			
		P M	5 28	10 05	arr...........**Whitings**.........lve.	8 26	4 18	P M			
		....	7 21	o1122	arr........**Harvey Cedars**.......lve.	†6 25	o2 48	....			
		....	6 30	†1108	arr..........**Tuckerton**..........lve.	†7 20	†3 14	....			
		....	6 44	n1130	...........**Beach Haven**...........	†7 03	n2 40	....			
		....	P M	A M	ARRIVE] [LEAVE	A M	P M	....			

* Daily; † daily, except Sunday; § Sunday only; *a* stops on signal or notice to agent to take passengers; *b* stops on notice to conductor to leave passengers; *c* regular stop to take passengers; *d* regular stop to leave passengers; *e* stops on notice to conductor to leave from points west of Sea Girt; *g* stops on signal or notice to agent to take for points west of Sea Girt; *h* stops only on notice to conductor to discharge passengers from points on the Penna. R.R.; *i* stops only on signal or notice to receive passengers for points on the Penna. R.R.; *k* Saturday only.

THE PENNSYLVANIA RAILROAD COMPANY

Table 18—NEW JERSEY DIVISION.—Belvidere Division.

584	674	570	568	564	562	558	554	552	502	Ms.	*December* 19, 1909.	561	565	567	569	503	573	575	577	571
A M	P M	P M	P M	P M	P M	A M	A M	A M	....	....	lve...**New York**..arr.	A M	A M	A M	P M	P M	P M	P M	P M	A M
§6 05	*8 55	*5 55	†3 55	†2 55	†1 25	†10 55	†7 55	†6 05	....	....	....*West 23d Street*....	9 00	10 45	11 45	2 00	4 15	5 00	7 30	10 30	11 45
6 15	9 00	6 00	4 00	3 00	1 30	11 00	8 00	6 10	....	....	.*Desb. & Cort. Streets.*	8 53	10 33	11 33	1 53	4 03	4 53	7 23	10 23	11 38
6 20	9 05	6 05	4 05	3 05	1 35	11 05	8 05	6 15	....	....	Hudson Term. (H. & M. R.R.)	8 48	10 28	11 28	1 48	3 58	4 48	7 18	10 18	11 33
6 42	a9 27	a6 29	- -	a3 26	a1 56	a11 32	a8 30	6 37	....	....	.......**Newark**.......	b8 25	b10 07	11 07	1 25	b3 36	b4 27	6 55	b9 55	11 11
A M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	....	lve. **Philadelphia**.arr.	A M	A M	A M	Noon	...	P M	P M	P M	A M
§7 48	*10 12	*7 20	†5 00	†3 33	†2 30	†12 13	†8 43	†7 02	†5 58	....	..*Broad St. Station*..	8 20	9 31	10 02	12 55	P M	3 53	6 00	9 05	10 01
c7 52	c10 16	c7 24	c5 04	c3 37	c2 34	c12 17	c8 47	c7 06	c6 02	....	..*West Philadelphia*..	d8 16	d9 27	d9 58	d12 51	3 10	d3 49	d5 56	d9 01	d9 57
c8 00	10 24	c7 33	c5 12	3 45	2 42	c12 25	8 56	c7 15	6 12	....	.*North Philadelphia*.	8 07	d9 19	d9 50	d12 42	b3 00	3 41	d5 48	8 52	d9 49
§8 40	*11 15	*8 15	†5 50	†4 25	†3 21	†1 04	†9 39	†7 57	†7 35	0	lve..+**Trenton** ♁ ..arr.	6 58	8 40	9 09	12 00	2 05	2 51	5 08	8 11	9 09
8 45	11 21	8 20	5 56	4 30	3 28	1 10	9 44	8 02	7 40	1.6	.....Warren Street.....	6 52	8 34	- -	11 55	1 58	2 46	5 02	8 05	- -
- -	•	- -	- -	- -	n3 30	- -	- -	- -	- -	3.1	......Cadwalader......	g -	- -	- -	- -	- -	- -	- -	- -	- -
- -	11 25	-	- -	- -	n3 32	- -	- -	- -	7 44	4.0	........Asylum........	6 45	- -	- -	- -	1 52	- -	4 55	- -	- -
8 57	11 29	8 27	6 03	- -	3 35	1 18	- -	t8 09	7 48	5.7	+.....Wilburtha..... ♁	6 42	8 26	- -	- -	1 49	u2 37	4 52	s7 53	8 55
9 01	11 31	b8 29	6 06	- -	3 38	b1 20	- -	- -	7 50	6.9	.... Scudders Falls	6 39	8 23	- -	- -	1 46	-	4 49	s7 50	- -
b9 03	11 33	-	b6 08	- -	3 40	b1 22	- -	- -	7 52	7.8	.......Somerset.......	6 37	8 21	- -	- -	1 44	- -	4 47	- -	- -
9 08	11 38	8 34	6 12	4 44	3 44	1 26	- -	t8 15	7 56	9.3	+.Washington Cros'g.♁	6 33	8 13	- -	11 43	1 40	u2 32	4 44	7 45	8 47
9 12	11 42	8 37	6 15	- -	3 47	1 30	- -	t8 17	7 59	10.5	+.....Titusville.......	6 28	8 09	- -	- -	1 37	u2 30	4 40	7 42	8 42
9 16	11 46	8 41	6 19	- -	3 52	1 34	- -	- -	8 05	12.7	..........Moore	6 23	8 05	- -	- -	1 34	- -	4 36	- -	- -
9 23	11 55	8 50	6 23	4 55	3 58	1 42	10 07	8 28	8 12	16.2	ar.+**Lambertville**.lv.	†6 15	8 00	8 45	11 33	†1 22	2 22	4 30	7 32	8 32
9 29	12 03	8 56	6 37	5 01	P M	1 48	10 13	8 35	A M	19.5	+......Stockton...... ♁	A M	7 52	- -	11 25	P M	2 14	4 19	7 23	8 24
9 36	12 08	9 01	6 44	- -		1 53	- -	8 45		22.8	+....Raven Rock ... ♁		7 46	- -	- -	....	2 08	4 13	7 17	8 18
9 40	12 12	9 05	6 48	- -	.....	1 57	- -	8 49	.....	24.5	.........Byram.........	.....	7 42	- -	- -	....	2 04	4 09	7 13	8 14
9 42	12 16	-	6 52	- -	.....	2 04	- -	8 53	.....	26.5	.....Tumble Falls.....	.....	7 38	- -	- -	....	- -	4 05	- -	- -
- -	12 20	- -	6 56	- -	.....	2 08	- -	8 57	....	28.3	...... Kingwood	.....	7 33	- -	- -	....	- -	4 00	- -	- -
9 50	12 25	9 14	7 08	5 19	.....	2 15	10 30	9 05	.....	31.7	+....Frenchtown.... ♁	.....	7 28	8 22	11 08	....	1 52	3 55	7 00	8 03
9 56	12 32	9 20	7 15	5 25	.....	2 22	10 36	9 11	.....	35.2	+......Milford...... ♁	.....	7 22	- -	11 00	....	1 46	3 49	6 52	7 57
10 01	12 37	t9 25	7 20	- -	.....	2 28	- -	9 16	...	38.3	........Holland.........	....	7 16	- -	- -	....	1 39	3 42	6 45	- -
10 11	12 44	9 30	7 26	5 35	.....	2 36	- -	9 23	5 56	41.9	+....Riegelsville.... ♁	.....	7 11	- -	10 49	....	1 34	3 37	6 40	7 46
10 17	12 50	9 35	7 31	- -	.....	2 43	- -	9 29	A M	45.4	+...Carpenterville... ♁	....	7 05	- -	- -	....	1 27	3 31	6 34	7 39
10 26	12 59	9 42	7 38	5 47	572	2 51	11 05	9 36	†6 43	50.4	....Lehigh Junction.. ♁	579	6 56	7 56	10 36	...	1 19	3 22	6 25	7 31
10 33	1 00	9 47	7 40	5 53	P M	2 57	11 09	9 45	6 45	50.7	arr. {**Phillipsburg**} lve.	P M	6 55	7 55	10 35	...	1 18	3 20	6 24	7 30
10 33	A M	9 47	P M	5 53	*4 50	2 57	11 09	9 45	6 45	50.7	lve. {+ ..Easton.. ♁} arr.	6 00	6 26	7 55	10 35	....	1 18	3 20	6 24	7 30
10 43	.....	e9 55	....	- -	4 58	- -	- -	9 57	6 54	55.4	.......Harmony........	5 47	6 15	a7 43	- -	....	- -	3 07	-	- -
10 47	....	10 00	....	6 06	5 02	3 17	11 22	10 05	6 59	57.6	...**Martin's Creek**...	5 43	6 11	7 49	10 20	....	1 01	3 04	6 08	7 16
- -	....	- -	....	- -	5 05	- -	- -	10 08	7 03	59.7	.......Hutchinson......	5 38	6 06	- -	- -	....	12 57	3 00	- -	- -
10 53	....	10 06	....	6 14	5 09	3 23	- -	10 17	7 06	60.9	........Roxburg	5 36	6 04	7 33	- -	....	12 54	2 58	- -	- -
b10 57	....	d10 09	....	- -	5 12	- -	- -	- -	7 09	62.7	........Foul Rift........	5 32	6 01	- -	- -	....	- -	-	- -	- -
11 01	....	10 13	....	6 23	5 18	3 32	11 34	10 23	7 14	64.6	........**Belvidere**.......	*5 28	5 56	7 28	†10 09	....	12 48	2 51	5 56	7 04
11 10	....	10 20	....	6 30	P M	3 40	- -	10 30	7 20	67.9	arr.**Manunka Chunk**.lve.	P M	†5 50	†7 22	- -	....	†12 42	†2 46	*5 49	§6 57
A M	....	P M	....	P M	....	P M	A M	A M	A M	....	(*D. L. & W. R. R.*)	....	A M	A M	A M	....	Noon	P M	P M	A M
11 29	....	10 41	....	6 51	....	4 01	12 00	10 51	....	78.9	arr..**Water Gap**..lve.	....	....	7 03	9 46	....	12 25	2 28	5 29	6 38
11 37	....	10 50	....	7 00	....	4 10	12 07	11 02	....	82.9	....**Stroudsburg**....	....	....	†6 55	9 38	....	12 15	2 20	5 20	§6 30
- -	....	- -	....	8 00	....	5 37	- -	11 58	....	....	.....**Mt. Pocono**.....	....	....	A M	9 00	....	11 31	1 39	- -	A M
- -	....	- -	....	8 06	....	5 44	- -	12 05	....	....	..**Pocono Summit**..	....	....	....	8 54	....	11 25	q1 34	- -	....
- -	....	- -	....	8 16		5 53	- -	12 14	....	....	......**Tobyhanna**......	....	....	....	8 48	....	†11 15	q1 28	- -	....
1 55	....	1 08	....	9 00	....	6 37	1 55	1 00	....	....	......**Scranton**	....	....	....	†8 00	....	†10 20	†12 40	*3 40	....
P M	....	A M	....	P M	....	P M	P M	P M	....	....	ARRIVE] [LEAVE	....	....	....	A M	....	A M	Noon	P M	....

Table 19. FLEMINGTON BR.

506	504	502	Mls	Table 19.	501	503	505
P M	P M	A M	....	lve. + **Lambertville** ♁ .arr.	A M	P M	P M
†4 58	†2 25	†8 31	0	lve. + **Lambertville** ♁ .arr.	7 51	1 21	4 21
5 02	2 29	8 35	2.0	........Alexauken........	7 46	1 16	4 16
5 06	2 32	8 38	3.5	........Mt. Airy........	7 43	1 13	4 13
5 07	2 34	8 40	4.4	........Bowne........	7 41	1 11	4 11
5 10	2 37	8 43	6.1	........Boss' Road........	7 38	1 08	4 08
5 14	2 41	8 47	7.0	+........Ringoes........	7 36	1 06	4 06
5 17	2 44	8 50	8.1	........Muirhead........	7 32	1 02	3 57
5 23	2 47	8 53	9.8	........Copper Hill........	7 29	12 59	3 54
5 24	2 51	8 57	12.0	+...**Flemington**...♁	†7 25	†12 55	†3 50
P M	P M	A M	....	ARRIVE] [LEAVE	A M	Noon	P M

* Daily; † daily, except Sunday; § Sunday day only; *a* stops only on signal or notice to agent to take passengers; *b* stops only on notice to conductor to leave passengers; *c* regular stop to take on passengers; *d* regular stop to leave passengers; *e* stops to leave from Phillipsburg or points south; *g* stops to leave passengers from north of Wilburtha; *h* stops on signal to take for Philadelphia; *s* stops on Sunday.

Eastern time.

Additional Train—Leaves Phillipsburg §6 10 a.m., arrives Belvidere 6 39 a.m. Leaves Belvidere §6 49 a.m., arrives Phillipsburg 7 18 a.m.

TYRONE DIVISION.—Eastern Pennsylvania Division.

Table 20—TYRONE AND CLEARFIELD BRANCH.

8	6	4	2	Mls	*November* 7, 1909.	1	3	5	7
A M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	P M
§8 30	*6 55	†3 45	†8 05	0	+......**Tyrone**...... ♁	10 15	3 15	9 05	5 40
8 40	7 05	3 55	8 16	3.1	+........Vail..........	10 05	3 05	8 50	5 30
8 48	7 15	4 04	8 25	5.7	...... Vanscoyoc.......	9 59	2 59	- -	5 24
8 55	7 22	4 11	8 32	8.1	........Gardner........	9 51	2 53	8 38	5 18
9 10	7 40	4 30	8 50	13.1	........Summit.........	9 43	2 43	8 28	5 08
9 14	7 45	4 34	8 55	14.8	+...Sandy Ridge.... ♁	9 37	2 37	8 22	5 02
9 16	7 47	4 36	8 57	15.5	........Retort	9 34	2 34	- -	4 59
9 18	- -	- -	8 59	16.2	.......Powelton.......	9 32	2 32	- -	4 57
9 25	7 56	4 50	9 10	18.8	+..**Osceola Mills**.. ♁	9 23	2 23	8 09	4 48
9 30	8 03	4 55	9 16	20.8	........Boynton........	9 16	2 16	-	4 41
9 34	8 07	- -	9 20	22.7	........Steiners........	9 12	2 12	- -	4 37
9 37	8 10	5 05	9 25	23.2	+...**Philipsburg**.....	9 10	2 10	7 58	4 35
9 41	8 14	5 09	9 29	25.1	........Graham........	9 04	2 02	- -	4 31
9 46	8 19	5 14	9 34	27.1	+.....Blue Ball.......	8 59	1 57	7 49	4 27
9 53	8 26	5 20	9 40	29.4	+.... Wallaceton......	8 52	1 50	7 43	4 21
9 59	8 32	5 26	9 46	31.9	+.......Bigler....... ♁	8 45	1 42	7 36	4 14
10 05	8 38	5 32	9 52	34.3	+..... Woodland.......	8 37	1 34	7 28	4 07
10 07	- -	5 34	9 55	35.3	.....Mineral Spring....	8 34	1 30	- -	4 04
10 11	- -	5 38	10 00	36.8	........Barrett.........	8 30	1 26	- -	4 00
10 15	- -	5 42	10 05	38.7	........Leonard..	8 25	1 21	- -	3 55
10 20	8 56	5 50	10 15	40.5	+.....**Clearfield**..... ♁	8 20	1 15	7 15	3 50
10 27	9 03	5 58	10 23	42.4	........Riverview........	8 09	1 04	- -	3 39
10 32	- -	6 03	10 28	45.1	..Susquehanna Bridge..	8 04	12 59	- -	3 34
10 37	9 15	6 10	10 35	47.1	+....Curwensville.... ♁	8 00	12 55	7 00	3 30
10 41	- -	- -	10 40	48.7	........Rustic	7 53	12 48	- -	3 23
10 47	9 26	6 22	10 47	50.8	........Stronach........	7 48	12 43	- -	3 18
10 55	9 30	6 30	10 55	52.5	+.....**Grampian**..... ♁	*7 45	†12 40	†6 45	§3 15
A M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	Noon	P M	P M

\# Stops to leave from Stockton or points north.

Table 21—LEWISBURG AND TYRONE BRANCH.

No. 79	No. 77	Ms.	*November* 7, 1909.	No. 76	No. 78
†4 15 P M	†10 05 A M	0	lve.......**Scotia** .....arr.	9 25 A M	4 05 P M
4 31 "	10 21 "	4.7	..........Fairbrook.........	9 08 "	3 50 "
4 45 "	10 33 "	8.3	+..**Penna. Furnace**.. ♁	8 56 "	3 39 "
4 52 "	10 41 "	10.0	.... Hostler..........	8 50 "	3 34 "
5 02 "	10 49 "	11.2	.... Marengo.........	8 44 "	3 29 "
5 11 "	10 57 "	13.5	...... Furnace Road......	8 38 "	3 24 "
5 29 "	11 20 "	17.6	+... Warrior's Mark.....	8 23 "	3 12 "
5 39 "	11 30 "	20.0	.... Pennington........	8 14 "	3 05 "
5 51 "	11 42 "	23.0	..........Stover	8 03 "	2 58 "
6 00 P M	11 55 A M	24.7	arr....+ **Tyrone**.....lve.	†7 55 A M	†2 50 P M

Table 22—BALD EAGLE VALLEY BRANCH.

58	54	52	50	Mls	*November* 7, 1909.	Mls	51	53	55
A M	P M	Noon	A M	....	LEAVE] [ARRIVE	....	A M	P M	P M
§8 40	*7 00	†12 25	†8 15	0	+......**Tyrone**...... ♁	54.2	10 25	2 15	5 56
8 55	7 14	- -	8 30	5.0	+.....Bald Eagle......	49.2	10 11	2 01	5 41
9 11	7 32	12 49	8 47	13.8	+....Port Matilda......	40.0	9 55	1 45	5 25
9 17	7 39	- -	8 54	17.2	+......Martha.........	37.0	9 48	1 38	5 18
9 24	7 48	- -	9 02	21.4	+.......Julian ...... ♁	32.5	9 40	1 31	5 10
9 32	7 57	1 06	9 10	25.9	+.....Unionville.......	28.3	9 32	1 24	5 02
9 40	8 06	- -	9 18	29.5	+.**Snow Shoe Int**.. ♁	24.7	9 25	- -	4 55
9 43	8 08	1 15	9 21	30.8	+.....Milesburg.......	23.4	9 21	1 15	4 52
9 50	8 20	1 25	9 35	33.5	lve.+**Bellefonte** ♁ lve.	26.1	9 15	1 07	4 45
10 00	8 28	1 33	9 45	30.8	+.....Milesburg.......	23.4	9 01	12 50	4 34
10 17	8 46	1 47	10 02	39.7	+......Howard...... ♁	14.5	8 45	12 40	4 17
10 28	8 58	- -	10 13	45.9	+....Beech Creek......	8.3	8 32	12 27	4 05
10 39	9 09	2 06	10 24	51.3	+.....Mill Hall.......	2.9	8 22	12 17	3 56
10 45	9 16	2 10	10 30	54.2	+...**Lock Haven**... ♁	0	*8 15	†12 10	*3 50
A M	P M	P M	A M	....	ARRIVE] [LEAVE	....	A M	Noon	P M

+ Coupon stations; ♁ Telegraph stations.

Table 23—MOSHANNON BRANCH.

67	65	73	71	69	Mls	*November* 7, 1909.	70	72	74	66	68
P M	A M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	A M	P M
§1 00	§8 00	†4 50	†9 30	†6 30	0	..**Osceola Mills**..	9 00	2 10	6 25	10 25	3 35
1 07	8 07	4 57	9 36	6 35	....	.Osceola (Mill St.).	8 53	2 03	6 22	10 21	3 28
1 13	8 13	5 03	9 42	6 41	3.2	....Moshannon....	8 47	1 57	6 16	10 15	3 22
1 16	8 16	5 15	9 54	6 45	4.7	..... Sterling	8 35	1 45	6 12	10 12	3 18
1 20	8 20	5 19	9 58	6 49	5.3	+...Houtzdale....	8 33	1 43	6 10	10 10	3 17
1 22	8 22	5 21	10 00	6 51	6.0	.... McCauley....	8 29	1 39	6 06	10 07	3 14
1 28	8 28	5 27	10 06	6 57	8.1	+....Ramey......	8 23	1 33	6 00	10 02	3 08
1 31	8 31	5 30	10 09	7 00	9.1	......Beulah	8 20	1 30	5 57	9 59	3 06
1 40	8 39	5 40	10 19	7 10	12.7	.Banian Junction.	8 10	1 20	5 47	9 50	2 57
1 58	8 39	5 40	10 39	7 10	12.7	.Banian Junction.	8 10	1 00	5 47	9 32	2 57
2 00	8 41	5 43	10 42	7 13	13.7	+....Madera	8 07	12 57	†6 44	9 30	2 55
2 05	8 46	P M	10 49	7 20	15.9	..... Belsena	8 00	12 50	P M	9 25	2 50
2 20	9 00	.....	11 05	7 35	20.6	+.**McCartney** ..	†7 40	†12 30	.....	§9 05	§2 50
P M	A M	.....	A M	A M	....	ARRIVE] [LEAVE	A M	Noon	.....	A M	P M

Table 24—BELLEFONTE AND SNOW SHOE BRANCH.

No. 63	No. 61	Ms.	*November* 7, 1909.	Ms.	No. 62	No. 64	....
†5 00 P M	†9 15 A M	0	lv..+**Bellefonte** ♁ ..ar.	21.3	9 35 A M	4 15 P M	....
5 10 "	9 21 "	2.7	......Milesburg......	18.6	9 21 "	4 00 "	....
5 20 "	9 30 "	4.0	+..**Snow Shoe Int**.. ♁	17.3	8 55 "	3 55 "	....
5 30 "	9 37 "	6.5	....School House....	14.8	8 47 "	3 42 "	....
6 40 P M	10 50 A M	21.3	ar..+**Snow Shoe** ♁ .lv.	0	†7 30 A M	†2 30 P M	....

\# Stops on notice to conductor to leave from or take for south or east of Trenton, or on notice to agent or on signal to take for or leave from north of Wilburtha; *q* stops to take for points south of Manunka Chunk; *t* stops to leave from south or east of Trenton.

THE JANNEY "X" COUPLER THE McCONWAY & TORLEY CO. PITTSBURGH, PA.

THE PENNSYLVANIA RAILROAD COMPANY

EASTERN PENNSYLVANIA DIVISION.—Philadelphia Division.

Table 25—WESTBOUND.—Continued on following page.

Nov. 7, 1909.	Mls.	41	83	275	61	15	25	1	43	61	27	5	65	21	251	67	255	29	259	23	57	31	9	7	39	35	19
LEAVE																											
New York		Night					A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M			P M
West 23d St.		12 10					7 55	e8 55	9 55	9 55	10 55	10 55	11 55	1 55	2 10	2 10	2 55	3 55	2 55	4 55	4 55	6 25	5 55	6 25			9 25
Desb. & Cort. Sts.		12 15					8 00	e9 00	10 00	10 00	11 00	11 00	12 00	2 00	2 20	2 20	3 00	4 00	3 00	5 00	5 10	6 30	6 00	6 30			9 30
Hud. T. (H. & M. R.R.)		12 20					8 05	e9 05	10 05	10 05	11 05	11 05	12 05	2 05	2 25	2 25	3 05	4 05	3 05	5 05	5 15	6 35	6 05	6 35			9 35
Brooklyn		11 45					7 45	e8 45	9 45	9 45	10 45	10 45	11 45	1 45	1 45	1 45	2 45	3 45	2 45	4 45	4 45	6 15	5 45	6 15			8 15
LEAVE							*AM		*AM		*N'n	*N'n		*PM				*PM				*PM		*PM	*PM		*PM
North Phila.		A M	A M		A M	A M	g9 57	A M	c11 53	Noon	g12 52	g12 57	P M	e4 04	P M	P M	P M	c6 37	P M	*7 02	P M	c8 17	*8 14	g8 53	P M	P M	g10 33
Broad Street		†4 25	†7 10		*8 25	*8 40	10 25	*11 35	— —	†12 45	1 10	1 20	†2 40	4 30	†4 59	†4 58	†5 25	— —	†5 50		*8 05	— —	8 40	8 58	*8 02	*10 45	11 05
West Phila.	1.1	c4 29	c7 14		c8 29	c8 44	c10 29	c11 39	— —	c12 49	c1 14	c1 24	c2 44	c4 34	c4 43	c5 00	c5 29	— —	c5 34	— —	c8 09	— —	c8 44	c8 02	c9 06	c10 48	c11 08
Fortieth St.		— —	— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Fifty-second St.	4.1	— —	— —		— —	— —	— —	— —	— —	12 55	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Overbrook +	5.6	— —	— —		— —	— —	— —	— —	— —	12 55	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Merion +	6.1	— —	— —				— —		— —	1 00	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Narberth +	7.0	— —	— —				— —		— —	1 03	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Wynnewood +	7.6	— —	— —				— —		— —	1 05	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Ardmore +	8.6	— —	— —				— —		— —	1 08	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Haverford +	9.3	— —	— —				— —		— —	1 11	— —	— —	3 00	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Bryn Mawr +	10.3	4 48	— —				— —		— —	1 14	— —	— —	3 03	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Rosemont +	11.0	— —	— —				— —		— —	1 16	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Villa Nova +	12.1	— —	— —				— —		— —	1 19	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Radnor +	13.1	— —	— —				— —		— —	1 22	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
St. David's +	13.9	— —	— —				— —		— —	1 25	— —	— —	3 08	— —	— —	— —	— —	— —	5 54	— —	— —	— —	— —	— —	— —	— —	— —
Wayne +	14.6	— —	— —				— —		— —	1 27	— —	— —	3 12	— —	— —	— —	— —	— —	6 57	— —	— —	— —	— —	— —	— —	— —	— —
Strafford +	15.5	— —	— —				— —		— —	1 30	— —	— —	b3 14	— —	— —	— —	— —	— —	6 00	— —	— —	— —	— —	— —	— —	— —	— —
Devon +	16.6		7 42							1 33	— —	— —	3 17	— —	b6 08	— —	— —	— —	6 03	— —	— —	— —	— —	— —	— —	— —	— —
Berwyn +	17.7		— —		— —	— —				1 36	— —	— —	— —	— —	— —	— —	— —	— —	6 06	— —	— —	— —	— —	— —	— —	— —	— —
Daylesford	18.7		— —							1 39	— —	— —	— —	— —	— —	— —	— —	— —	6 09	— —	— —	— —	— —	— —	— —	— —	— —
Paoli +	20.0		7 48		f9 03	f9 18		12 16		1 42	— —	— —	3 24	— —	5 14	— —	— —	— —	6 12	— —	— —	— —	8 19	— —	— —	— —	— —
Green Tree +	21.1		7 51		— —	— —		— —		1 45	— —	— —	3 27	— —	5 17	— —	— —	— —	6 15	— —	— —	— —	— —	— —	— —	— —	— —
Malvern +	21.7		7 54		— —	— —		— —		1 47	— —	— —	3 30	— —	5 19	— —	— —	— —	6 17	— —	— —	— —	— —	— —	— —	— —	— —
Frazer +	24.0		8 00		f9 10	9 25		12 23		1 52	— —	— —	3 35	— —	5 24	— —	6 11	— —	6 22	— —	— —	— —	— —	— —	— —	— —	— —
Glen Loch +	25.5		8 03		— —	— —		— —		1 55	— —	— —	3 39	— —	5 27	— —	— —	— —	6 26	— —	— —	— —	— —	— —	— —	— —	— —
Ship Road	26.8	— —	8 06		— —	— —		— —		1 58	— —	— —	3 42	— —	5 30	— —	— —	— —	6 28	— —	— —	— —	— —	— —	— —	— —	— —
Whiteland	27.5	— —	8 08		— —	— —		— —		2 01	— —	— —	3 44	— —	5 32	— —	— —	— —	6 30	— —	— —	— —	— —	— —	— —	— —	— —
Whitford +	28.5	— —	8 11		f9 16	— —		— —		2 04	— —	— —	3 49	— —	5 35	— —	— —	— —	6 33	— —	— —	— —	— —	— —	— —	— —	— —
Bradford Hills	29.9	— —	8 14		— —	— —		— —		2 07	— —	— —	3 49	— —	5 38	— —	— —	— —	6 36	— —	— —	— —	— —	— —	— —	— —	— —
Woodbine +	31.2	— —	8 17		— —	— —		— —		2 10	— —	— —	3 52	— —	5 41	— —	— —	— —	6 39	— —	— —	— —	— —	— —	— —	— —	— —
Downingtown +	32.6	5 20	8 21		9 22	— —		12 35	— —	2 14	— —	— —	3 56	— —	5 44	— —	6 22	— —	6 42	— —	— —	— —	— —	— —	— —	— —	— —
Thorndale +	35.0	— —	8 26		— —	— —		— —	— —	2 19	— —	— —	4 01	— —	5 49	— —	— —	— —	6 47	— —	— —	— —	— —	— —	— —	— —	— —
Caln	36.8	— —	8 29		— —	— —		— —	— —	2 23	— —	— —	4 04	— —	5 53	— —	— —	— —	6 50	— —	— —	— —	— —	— —	— —	— —	— —
Coatesville +	38.6	5 33	8 34		9 33	9 49	— —	12 46	— —	2 29	— —	— —	4 09	— —	5 58	5 52	6 35	— —	6 55	— —	— —	— —	— —	— —	10 03	— —	— —
Pomeroy +	42.3	— —	8 41		f9 40	— —		— —	— —	2 36	— —	— —	4 17	— —	6 05	— —	— —	— —	7 01	— —	— —	— —	— —	— —	— —	— —	— —
Parkesburg +	44.3	5 43	8 46		9 45	— —		12 57	— —	2 40	— —	— —	4 22	— —	6 10	— —	6 46	— —	7 08	— —	— —	— —	— —	— —	— —	— —	— —
Lenover	45.7	— —	8 49		— —	— —		— —	— —	2 43	— —	— —	4 25	— —	P M	— —	— —	— —	7 09	— —	— —	— —	— —	— —	— —	— —	— —
Atglen +	47.1	5 48	8 52		— —	— —		— —	— —	2 48	— —	— —	4 29	— —	— —	— —	— —	— —	7 13	— —	— —	— —	— —	— —	— —	— —	— —
Christiana +	48.5	5 51	8 56		— —	— —		— —	— —	2 50	— —	— —	4 33	— —	— —	— —	6 52	— —	7 17	— —	— —	— —	— —	— —	— —	— —	— —
Gap +	51.1	5 56	9 01		— —	— —		— —	— —	2 55	— —	— —	4 38	— —	— —	— —	6 57	— —	7 22	— —	— —	— —	— —	— —	— —	— —	— —
Kinzer +	53.8	6 01	9 07		— —	— —		— —	— —	3 00	— —	— —	4 43	— —	— —	— —	— —	— —	7 27	— —	— —	— —	— —	— —	— —	— —	— —
Leaman Place +	56.6	6 06	9 12		— —	— —		— —	— —	3 08	— —	— —	4 48	— —	— —	— —	— —	— —	7 32	— —	— —	— —	— —	— —	— —	— —	— —
Gordonville +	58.0	6 09	9 15		— —	— —		— —	— —	3 09	— —	— —	4 53	— —	— —	— —	— —	— —	7 35	— —	— —	— —	— —	— —	— —	— —	— —
Ronk +	60.0	6 13	9 19		— —	— —		— —	— —	3 13	— —	— —	4 58	— —	— —	— —	— —	— —	7 39	— —	— —	— —	— —	— —	— —	— —	— —
Bird-in-Hand +	61.1	6 16	9 22		— —	— —		— —	— —	3 17	— —	— —	5 01	— —	— —	— —	— —	— —	7 42	— —	— —	— —	— —	— —	— —	— —	— —
Witmer +	62.7	6 20	9 27		A M	— —		— —	— —	3 20	— —	— —	5 05	— —	— —	— —	— —	— —	7 46	— —	— —	— —	— —	— —	— —	— —	— —
Lancaster +	68.1	6 35	9 40		f9 45	10 20	10 35	— —	1 35	— —	3 30	— —	5 20	— —	— —	6 30	7 20	— —	7 56	— —	9 50	— —	10 23	— —	10 50	— —	— —
Long Park	70.1	6 47	— —	9 51	— —	†10 59	— —	†1 57	— —	— —	— —	— —	5 27	— —	— —	— —	— —	— —	P M	— —	— —	— —	†10 44	— —	— —	— —	— —
Rohrerstown +	71.6	6 50	— —	9 54	— —	11 02	— —	2 00	— —	— —	— —	— —	5 30	— —	— —	— —	7 28	— —	— —	— —	— —	— —	10 47	— —	— —	— —	— —
Mountville +	75.7	7 00	— —	10 02	— —	11 10	— —	2 10	— —	— —	— —	— —	5 39	— —	— —	— —	7 38	— —	— —	— —	— —	— —	10 55	— —	— —	— —	— —
Columbia + ar.	80.2	7 10	— —	10 11	— —	†11 20	— —	†2 20	— —	— —	— —	— —	5 50	— —	— —	— —	7 44	— —	— —	— —	— —	— —	†11 05	— —	— —	— —	— —
Columbia lv.	80.2	A M	— —	10 11	— —	A M	— —	P M	— —	— —	— —	— —	5 50	— —	— —	— —	P M	— —	— —	— —	— —	— —	P M	— —	— —	— —	— —
Chickies	82.2	— —	— —	10 16	— —	— —	— —	— —	— —	— —	— —	— —	5 55	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Watts +	82.8	— —	— —	10 18	— —	— —	— —	— —	— —	— —	— —	— —	5 59	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Marietta +	84.2	— —	— —	10 23	— —	— —	— —	— —	— —	— —	— —	— —	6 04	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Shock's Mills +	87.0	— —	— —	10 29	— —	— —	— —	— —	— —	— —	— —	— —	6 10	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Billmyer	89.2	— —	— —	10 34	— —	— —	— —	— —	— —	— —	— —	— —	6 14	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Bainbridge +	90.8	— —	— —	10 39	— —	— —	— —	— —	— —	— —	— —	— —	6 19	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Collins	93.7	— —	— —	10 45	— —	— —	— —	— —	— —	— —	— —	— —	6 25	— —	— —	— —	2 79	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Falmouth	94.8	— —	— —	10 48	— —	— —	— —	— —	— —	— —	— —	— —	6 30	— —	— —	— —	P M	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Lancaster	68.1	6 35	9 40		10 20	*10 35	— —	*1 35	— —	3 30	— —	— —	— —	— —	— —	6 30	†7 27	— —	— —	—	9 50	— —	*10 23	— —	10 50	— —	— —
Landisville +	75.5	6 47	9 56		— —	— —	— —	— —	— —	3 45	— —	— —	— —	— —	— —	— —	7 42	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Mount Joy +	80.1	6 55	10 08		10 39	— —	— —	s1 54	— —	3 52	— —	— —	— —	Sleeping Cars.	— —	— —	7 50	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Florin +	81.3	6 58	10 11		— —	— —	— —	— —	— —	3 55	— —	— —	— —	— —	— —	6 49	7 53	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Rheems	84.3	7 03	10 18		— —	— —	— —	— —	— —	4 01	— —	— —	— —	— —	— —	— —	7 69	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Elizabethtown +	86.9	7 08	10 24		— —	— —	— —	s2 05	— —	4 08	— —	— —	— —	— —	— —	7 00	8 04	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Conewago +	89.3	7 16	10 32		f10 55	f11 05	— —	s2 11	— —	4 12	— —	— —	— —	— —	— —	— —	8 10	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Branch Inters'n.	94.0	— —	— —	10 55	— —	— —	— —	— —	— —	4 20	— —	— —	6 38	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Middletown +	94.4	7 25	10 45	10 57	11 04	— —	— —	s2 19	— —	4 22	— —	— —	6 40	— —	— —	7 11	8 18	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Highspire +	97.7	— —	10 50	11 02	— —	— —	— —	— —	— —	4 28	— —	— —	6 44	— —	— —	— —	8 24	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Steelton +	101.2	7 40	11 00	11 10	— —	— —	— —	— —	— —	4 36	— —	— —	6 53	— —	— —	— —	8 30	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Harrisburg +	103.9	7 45	11 05	11 15	11 20	11 25	12 45	2 35	1 57	4 40	5 30	5 35	6 58	7 10	— —	7 25	8 35	7 30	— —	9 40	10 40	10 27	11 15	11 20	11 40	1 10	1 35
ARRIVE		A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	— —	P M	P M	P M	P M	P M	P M	A M	A M
Altoona ARR.	235.0	12 50	— —	— —	— —	2 52	3 49	6 28	4 56	9 05	6 35	6 45	— —	10 54	— —	— —	— —	— —	— —	1 02	— —	— —	3 15	2 30	3 30	4 15	4 37
Pittsburgh	348.8	5 55	— —	— —	— —	6 35	6 52	10 25	7 55	P M	9 35	9 45	— —	2 10	— —	— —	— —	12 40	— —	4 30	— —	3 50	7 00	5 37	7 15	7 43	8 00
ARRIVE		P M				P M	P M	P M	P M		P M	P M		A M				Night		A M		A M	A M	A M	A M	A M	A M

Table 26—POMEROY & NEWARK RAILROAD.—Trains leave Pomeroy †9 55 a.m., †4 45 p.m., for Stottsville (0.4 mile), Newlin (2.7 miles), Buck Run 4.3 miles), Doe Run (5.6 miles), Springdell (6.3 miles), Greenlawn (7.7 miles), Clonmell (9.7 miles), Chatham (11.4 miles), Baker (13.5 miles), Avondale (15.0 miles), New Garden (16.6 miles), Landenberg (18.5 miles), Nevin, Yeatman (20.7 miles), Thompson (22.3 miles), Tweed, arriving at Newark Center (26.1 miles) 11 30 a.m., 8 15 p.m. Returning, leave Newark Center †6 50 a.m., †1 55 p.m., arriving at Pomeroy 8 20 a.m., 3 35 p.m.

November 7, 1909.

* Daily; † daily, except Sunday; *b* stops only on notice to conductor to let off passengers; *c* regular stop to take passengers; *e* on Sunday leaves New York, West 23d Street, 8 25 a.m.; Desbrosses and Cortlandt Streets, 8 30 a.m.; Hudson Terminal, 8 35 a.m.; Brooklyn 8 15 a.m.; *g* stops only on signal or on notice to agent to take passengers for points west of Philadelphia; *s* stops Sunday only; *f* does not stop Sunday; *v* stops week-days to leave from Philadelphia. + Coupon stations.

STANDARD—*Eastern time.*

THE PENNSYLVANIA RAILROAD COMPANY

EASTERN PENNSYLVANIA DIVISION.—Philadelphia Division—Continued.

WESTBOUND—Continued.

Nov. 7, 1909.	3	53	37	71	73	335	79
[LEAVE	....		....	....	....	....	..
New York	P M	P M	P M	Night	....	Noon	P M
West 23d St.	7 55	8 55	9 55	12 10	....	12 55	1 55
Desb.& Cort.Sts.	8 00	9 00	10 00	12 15	....	1 00	2 00
Hud.Ter.(H.& M.R.R.)	8 05	9 05	10 05	12 20	....	1 05	2 05
Brooklyn	7 45	8 45	9 45	11 45		12 45	1 45
[LEAVE	P M	....	*N'ht	....	....	....	....
Phila. *North Phila.*	*10 25	P M	c12 08	A M	A M	P M	P M
Phila. *Broad Street*	11 35	*11 40	....	g4 37	g7 05	g3 15	g5 40
Phila. *West Phila.*	c11 39	c11 44	– –	c4 41	c7 09	c3 19	c5 44
Phila. *Fortieth St.*	– –	– –	– –	– –	– –	– –	– –
Phila. *Fifty-sec'd St.*	– –	– –	– –	– –	7 15	3 25	– –
Overbrook	– –	– –	– –	– –	7 19	3 28	– –
Merion	– –	– –	– –	– –	7 21	3 30	– –
Narberth	– –	– –	– –	– –	7 24	3 33	Buffet Parlor Car.
Wynnewood	– –	– –	– –	– –	7 26	3 35	
Ardmore	– –	– –	– –	– –	7 29	3 38	
Haverford	– –	– –	– –	– –	7 32	3 41	
Bryn Mawr	– –	– –	– –	5 01	7 35	3 44	
Rosemont	– –	– –	– –	– –	7 37	3 46	
Villa Nova	Sleeping Cars.	Sleeping Cars.	Sleeping Cars.	– –	7 40	3 49	
Radnor				– –	7 43	3 52	
St. David's				New York to Harrisburg Sleeping Car.	7 46	3 55	
Wayne					7 48	3 57	
Strafford					7 51	4 00	– –
Devon					7 54	4 03	– –
Berwyn					7 57	4 06	– –
Daylesford	– –	– –	– –		7 59	4 09	– –
Paoli	– –	Buffet Sleeping Car New York to Bristol, Tenn.	– –		8 02	4 12	8 16
Green Tree	– –		– –		8 05	4 15	– –
Malvern	– –		– –		8 07	4 17	– –
Frazer	– –		– –		8 12	4 22	– –
Glen Loch	– –		– –		8 15	4 25	– –
Ship Road	– –		– –		8 17	4 28	– –
Whiteland	– –		– –		8 19	4 31	– –
Whitford	– –		– –	– –	8 21	4 34	– –
Bradford Hills	– –		– –	– –	8 24	4 37	– –
Woodbine	– –		– –	– –	8 27	4 40	– –
Downingtown	12 38		– –	5 44	8 30	4 44	6 33
Thorndale	– –		– –	– –	8 36	4 49	– –
Caln	– –		– –	– –	8 39	4 52	– –
Coatesville	12 47		– –	5 56	8 44	4 56	6 43
Pomeroy	– –		– –	– –	8 5[illegible]	5 04	– –
Parkesburg	12 59		– –	6 08	8 55	5 08	6 54
Lenover	– –		– –	– –	8 58	5 11	– –
Atglen	– –		– –	6 13	9 01	5 14	6 59
Christiana	– –		– –	6 16	9 04	6 17	7 03
Gap	– –		– –	6 21	9 10	5 22	7 08
Kinzer	– –		– –	6 26	9 16	5 27	– –
Leaman Place	– –		– –	6 31	9 21	5 31	– –
Gordonville	– –		– –	6 34	9 25	5 34	– –
Ronk	– –		– –	6 39	9 30	5 38	– –
Bird-in-Hand	– –	– –	– –	6 42	9 34	5 41	– –
Witmer	– –	– –	– –	6 46	9 3[illegible]	5 45	– –
Lancaster	1 34	1 55	– –	6 58	9 48	5 55	7 31
Long Park	....	....	....	7 09	9 53	P M	7 44
Rohrerstown	....	....	....	7 12	9 56	....	7 47
Mountville	....	....	....	7 21	10 04	....	7 56
Columbia ...arr.	....	....	....	7 30	10 14	....	8 05
Columbia ...lve.	....	....	....	A M	10 14	....	P M
Chickies	....	....	....	....	10 19	....	....
Watts	....	....	....	....	10 21	....	....
Marietta	...	....	....	....	10 26	....	....
Shock's Mills	...	....	....	....	10 31	....	....
Billmyer	....	....	....	....	10 35	....	....
Bainbridge	....	....	....	....	10 39	...	....
Collins	....	....	....	....	10 45	....	....
Falmouth	....	....	....	....	10 48	....	....
Lancaster	1 34	1 55	– –	6 58	....	....	7 31
Landisville	– –	– –	– –	7 11	....	....	7 44
Mount Joy	– –	– –	– –	7 20	....	....	7 52
Florin	– –	– –	– –	7 24	....	....	7 55
Rheems	– –	– –	– –	7 29	....	....	8 00
Elizabethtown	– –	– –	– –	7 34	....	....	8 04
Conewago	– –	– –	– –	7 39	....	....	8 10
Branch Inters'n	– –	– –	– –	– –	10 55	....	– –
Middletown	– –	b2 44	– –	7 47	10 58	....	8 19
Highspire	– –	– –	– –	– –	11 04	....	– –
Steelton	– –	– –	– –	8 00	11 10	....	– –
Harrisburg	2 30	3 00	2 35	8 05	11 15	....	8 35
[ARRIVE	A M	A M	A M	A M	A M	....	P M
[ARRIVE	A M	....	A M	Noon	....	....	....
Altoona	7 20	....	5 48	12 55	....	....	....
Pittsburgh	11 00	....	9 00	5 48	...	....	....
[ARRIVE	A M	....	A M	P M	....	....	....

Table 25—EASTBOUND.

STATIONS.	10	8	16	4	42	40	22	64	28	250	256	58	274	62	70
[LEAVE	P M	P M	P M	*P M	P M	P M	P M	....	Night	....	....	....	....	....	....
Pittsburgh	*4 55	*7 10	*9 40	•8 33	*10 40	*11 10	*11 14	....	*12 54	....	....	....	....	....	....
Altoona ...lve.	9 00	10 57	12 47	12 20	1 38	2 03	2 11	....	– –	....	....	....	....	....	....
[LEAVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	....	....	A M	A M	A M	A M
Harrisburg	*1 15	*2 10	*3 40	*3 45	*4 35	*4 45	*5 00	*5 05	*6 00	....	....	*6 55	†7 15	†7 25	†8 00
Steelton	– –	– –	– –	– –	– –	– –	Manhattan Limited.	– –	Pennsylvania Special.	....	....	– –	7 20	7 30	– –
Highspire	– –	– –	– –	– –	– –	– –		– –		....	....	– –	7 26	7 37	– –
Middletown	– –	– –	– –	– –	– –	Drawing-room Sleeping Car Roanoke to New York.		– –		....	....	– –	7 32	7 43	8 13
Branch Inters'n	– –	– –	– –	– –	– –			– –		....	....	– –	7 34	7 45	– –
Conewago	– –	– –	– –	– –	– –			– –		....	....	– –	7 43	....	– –
Elizabethtown	– –	– –	– –	– –	– –			– –		....	....	– –	7 52	....	– –
Rheems	– –	– –	– –	– –	– –			– –		....	....	– –	7 56	....	– –
Florin	– –	– –	– –	– –	– –			– –		....	....	– –	8 02	....	– –
Mount Joy	– –	– –	– –	– –	– –			– –		....	....	– –	8 07	....	8 30
Landisville	– –	– –	– –	– –	– –			– –		....	....	– –	8 15	....	– –
Lancaster	2 17	– –	– –	4 39	– –			5 53		....	....	– –	8 28	....	8 46
Falmouth	....	....	....	Sleeping Car Gary, W. Va., to Philadelphia.	....		....	....	....	....	....	....	A M	7 51	....
Collins	....	....	....		....		....	....	....	....	....	....		7 54	....
Bainbridge	....	....	....		....		....	....	....	....	....	....	....	8 00	
Billmyer	Sleeping Cars.	....	No Coaches.		....		....	....	....	....	....	....	....	8 04	Eastern time.
Shock's Mills		....			....		....	....	....	....	....	....	....	8 09	
Marietta		....			....		....	....	....	....	....	....	....	8 14	
Watts		....			....		....	....	....	....	....	....	....	8 18	
Chickies		....			....		....	....	....	....	....	....	254	8 20	
Columbia .arr.		....			....		....	....	....	....	....	....	A M	8 26	
Columbia .lve.		....			....		....	....	....	....	....	....	†7 13	8 26	
Mountville		....			....		....	....	....	....	....	....	7 23	8 35	
Rohrerstown	....	....	....		....		....	....	....	....	....	....	7 33	8 43	....
Long Park	....	....	....		....		....	....	....	....	A M	....	7 36	8 46	....
Lancaster	2 17	– –	– –	4 39	– –	– –	– –	5 53	– –	....	†6 50	– –	7 45	8 55	8 46
Witmer	– –	– –	– –	– –	– –	– –	– –	– –	– –	....	7 00	– –	– –	9 04	– –
Bird-in-Hand	Buffet Sleeping Car Bristol to New York. Sleeping Car Harrisburg to New York.	– –	New York Special.	– –	– –	– –	– –	– –	– –	....	7 04	Buffalo Night Express. Sleeping Car.	– –	9 07	– –
Ronk		– –		– –	– –	– –	– –	– –	– –	....	7 07		– –	9 10	– –
Gordonville		– –		– –	– –	– –	– –	– –	– –	....	7 11		– –	9 14	– –
Leaman Place		– –		– –	No Coaches.	Dining Car.	– –	– –	– –	....	7 14		– –	9 17	– –
Kinzer		– –		– –			This train is composed entirely of Pullman Vestibule Cars, on which an extra fare is charged. Dining Car.	– –	This train is composed entirely of Pullman Vestibule Cars, on which an extra fare is charged. Dining Car.	....	7 19		– –	9 22	– –
Gap		– –		– –				– –		....	7 25		8 12	9 28	– –
Christiana		– –		– –				– –		....	7 30		8 17	9 33	– –
Atglen		– –		– –				– –		....	7 34		8 20	9 37	– –
Lenover		– –		– –				– –		A M	7 37		– –	9 40	– –
Parkesburg		– –		– –				– –		†6 25	7 41		8 26	9 44	9 16
Pomeroy		– –		– –				– –		6 29	7 45		8 29	9 50	– –
Coatesville		– –		5 26				6 30		6 36	7 54		8 37	9 59	9 24
Cain		– –		– –				– –		6 40	7 58	– –	– –	10 03	– –
Thorndale		– –		– –				– –		6 43	8 01	– –	– –	10 06	– –
Downingtown		– –		b5 37	– –	– –		s6 38		6 49	8 06	– –	8 46	10 11	9 33
Woodbine		– –		– –	– –	– –		– –		6 52	8 09	– –	– –	10 14	– –
Bradford Hills		– –		– –	– –	– –		– –		6 55	8 12	– –	– –	10 17	– –
Whitford		– –		– –	– –	– –		– –		6 58	8 15	– –	– –	10 21	– –
Whiteland		– –		– –	– –	– –		– –		7 01	8 18	– –	– –	10 24	– –
Ship Road		– –		– –	– –	– –		– –		7 04	8 21	– –	– –	10 27	– –
Glen Loch		– –		– –	– –	– –		– –		7 07	8 24	– –	– –	10 30	– –
Frazer		– –		– –	– –	– –		– –		7 11	8 27	– –	9 00	10 34	– –
Malvern		– –		– –	– –	– –		– –		7 16	8 33	– –	– –	10 43	– –
Green Tree		– –		– –	– –	– –		– –		7 18	8 35	– –	– –	10 45	– –
Paoli		– –		b6 00	b6 29	– –		b6 59		7 21	8 38	b8 50	– –	10 48	b9 50
Daylesford		– –		– –	– –	– –		– –		7 23	– –	– –	– –	10 50	– –
Berwyn		– –		– –	– –	– –		– –		7 26	– –	– –	– –	10 53	– –
Devon		Sleeping Cars.	Sleeping Cars.	Sleeping Cars.	Sleeping Cars.	Sleeping Cars.		Sleeping Cars.		7 29	– –	– –	– –	10 56	– –
Strafford										7 31	– –	– –	– –	– –	Buffet Parlor Car.
Wayne										7 34	– –	– –	– –	11 00	
St. David's										7 36	– –	– –	– –	– –	
Radnor										7 38	– –	– –	– –	– –	
Villa Nova										– –	– –	– –	– –	– –	
Rosemont										– –	– –	– –	– –	– –	
Bryn Mawr		– –	– –	– –	– –	– –	– –	– –	– –	– –	8 54	– –	– –	11 07	
Haverford		– –	– –	– –	– –	– –	– –	– –	– –	– –	8 57	– –	– –	11 10	
Ardmore		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	11 13	
Wynnewood		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
Narberth		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
Merion		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
Overbrook		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
Phila. *Fifty-sec'd St.*		– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
Phila. *Fortieth St.*	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	11 21	– –
Phila. *West Phila.*	d4 19	b4 36	– –	b6 26	b6 56	– –	– –	b7 26	– –	d7 56	d9 13	b9 16	d9 33	d11 26	d10 16
Phila. *Broad Street*	4 23	4 40	– –	6 30	7 00	– –	– –	7 30	– –	8 00	9 17	9 20	9 37	11 30	10 20
Phila. *North Phila.*	h4 51	h5 06	d5 56	A M	A M	d7 03	d7 20	A M	d7 54	A M	A M	A M	A M	A M	A M
ARRIVE	A M	A M	A M	....	....	A M	A M	....	A M	....	....	....	....	....	....
New York	A M	A M	A M	A M	....	A M	A M	A M	A M	A M	A M	A M	A M	P M	Noon
Hud.Ter.(H.& M.R.R.)	v7 08	7 18	w7 58	p8 58	....	w8 58	9 18	p9 28	v9 38	9 58	11 48	11 48	11 48	1 58	12 58
Des.& Cort.Sts.	v7 13	7 23	w8 03	j9 03	....	w9 03	9 23	j9 33	v9 43	10 03	11 53	11 53	11 53	2 05	1 05
West 23d St.	j7 15	7 30	8 15	x9 15	....	9 15	‡9 30	x9 45	9 45	10 15	12 00	12 00	12 00	2 15	1 15
Brooklyn	7 35	7 35	8 35	x9 35	....	9 35	9 35	s10 05	10 05	10 35	12 05	12 05	12 05	2 35	1 35
[ARRIVE	A M	A M	A M	A M	....	A M	A M	A M	A M	A M	Noon	Noon	Noon	P M	P M

Table 27—SCHUYLKILL DIV.—TRAINS BETWEEN FRAZER AND PHŒNIXVILLE.

289	287	285	283	281	Mls	November 7, 1909.	282	284	286	288	290
P M	P M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	A M	Noon	P M
†5 56	†1 53	†9 27	†8 02	†6 05	0	**Frazer**	5 55	7 18	9 07	12 05	6 30
6 00	1 57	9 31	8 07	6 09	1.8	Swedesford Road	5 51	7 14	– –	12 01	6 24
6 08	2 06	9 39	8 15	6 18	5.4	Devault	5 43	7 06	8 55	11 53	6 15
6 13	2 10	9 44	8 20	6 26	8.2	Pickering	5 37	7 00	– –	11 47	6 08
6 16	2 13	9 47	8 23	6 29	9.3	Harveyville	5 34	6 57	8 48	11 44	6 05
6 18	2 15	9 49	8 25	6 32	10.0	Phœnixville (*Nutt's Avenue*)	5 32	6 55	– –	11 42	6 02
6 21	2 18	9 52	8 28	6 35	10.9	**Phœnixville** (*Main St.*)	†5 30	†6 53	†8 45	†11 40	†6 00
P M	P M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	Noon	P M

* Daily; † daily, except Sunday; ‡ Sunday only; *b* stops only on notice to conductor to leave passengers; *c* regular stop to receive passengers; *d* regular stop to leave passengers; *g* stops only on signal or on notice to agent to take passengers for points west of Philadelphia; *h* stops only on notice to conductor to leave from points west of Philadelphia; *j* on Sunday arr. 7 30 a.m.; *p* on Sunday arr. 10 33 a.m.; *s* stops Sunday only; *v* on Sunday arr. five minutes earlier; *w* on Sunday arr. five minutes later; *x* on Sunday arr. 10 45 a.m.; *y* on Sunday arr. 10 38 a.m.; *s* on Sunday arr. 11 05 a.m. ♭ Stops Saturday and Sunday. • Sleeping Car Section leaves Pittsburgh 8 50 p.m., Altoona 12 30 night. ‡ On Sunday arrives 9 45 a.m.

THE PENNSYLVANIA RAILROAD COMPANY

EASTERN PENNSYLVANIA DIVISION.—Philadelphia Division—Continued.

Table 25—EASTBOUND—Continued.

STATIONS.	64	20	56	50	2	26	12	8	30	44	48	66	68	52	24	32	46	78	76	72
[LEAVE	....	A M	....	....	A M	A M	A M	A M	A M	A M	....	....	....	....	Noon	....	P M	....	....	....
Pittsburgh	....	*3 00	....	A M	*6 45	*7 05	*7 10	*7 55	*9 30	*9 40	....	....	....	....	*12 01	P M	*3 30	....	....	P M
Altoona	....	6 25	....	†7 15	9 50	10 09	10 58	11 35	— —	12 43	....	....	....	....	3 18	†1 30	6 28	....	....	‡1 30
[LEAVE	....	A M	....	A M	A M	A M	A M	A M	A M	Noon	....	....	....	....	P M	P M	P M	....	....	P M
[LEAVE	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M
Harrisburg	†9 25	*9 40	†11 00	†12 01	*12 59	*1 00	*2 30	*2 55	*3 10	*3 25	*3 35	†3 45	†4 50	*5 25	*6 22	†7 25	*9 23	§8 30	‡4 00	‡7 07
Steelton	— —	— —	11 05	— —	— —	— —	— —	— —	— —	— —	— —	3 50	4 56	— —	— —	— —	— —	— —	4 05	— —
Highspire	— —	— —	11 12	— —			— —	— —	— —	— —	— —	3 55	5 02	— —	— —	7 34	— —	— —	4 12	7 17
Middletown	9 38	Sleeping Cars.	11 17	12 14	The Pennsylvania Limited.	New York Limited.	— —	— —	The 24-Hour New Yorker.	Drawing-room Parlor Car.	— —	4 01	5 09	— —	Parlor Car.	7 39	— —	8 44	4 18	7 22
Branch Inters'n	— —		— —	— —			— —	— —			— —	— —	5 12	— —		— —	— —	— —	4 20	—
Conewago	— —		11 26	12 22			t2 52	— —			g3 57	4 09	....	— —		7 50	— —	8 51	....	7 31
Elizabethtown	9 49		11 32	12 28			— —	— —			s4 02	4 14	....	— —		7 59	— —	8 56	....	7 37
Rheems	—		11 35	— —			— —	— —			— —	4 18	....	— —		8 03	— —	9 00	....	7 41
Florin	—		11 40	— —			— —	— —			— —	4 23	....	— —		8 08	— —	9 05	....	7 46
Mount Joy	— —		11 44	12 36			— —	— —			s4 10	4 26	....	— —		8 11	— —	9 08	....	7 49
Landisville	— —	— —	11 52	— —			— —	— —	— —		— —	4 33	....	— —	— —	8 17	— —	9 15	....	7 56
Lancaster	10 15	10 30	12 08	12 55	— —		3 24	3 52	— —	— —	4 27	4 47	....	6 15	7 10	8 35	10 10	9 28	....	8 11
Falmouth	....	....	....	....	....	....	....	....	....	....	....	....	5 21	....	....	....	....	....	4 28	....
Collins	....	....	....	....	....	....	....	....	....	....	....	....	5 24	....	....	....	....	....	4 32	....
Bainbridge	....	....	....	....	....	....	....	....	....	....	....	....	5 30	....	....	....	....	....	4 39	....
Billmyer	....	....	....	....	....	....	....	....	....	....	....	....	5 34	....	....	....	....	....	4 44	....
Shock's Mills	....	....	....	....	....	....	....	....	....	....	....	....	5 40	....	....	....	....	....	4 49	....
Marietta	....	....	....	....	....	....	....	....	....	....	....	....	5 47	....	....	....	....	....	4 56	....
Watts	....	....	....	....	....	....	....	....	....	....	....	....	5 50	....	....	....	....	....	5 01	....
Chickies	....	....	....	....	....	....	....	....	....	....	....	....	5 52	....	....	....	....	....	5 05	....
Columbia..arr.	A M	A M	....	Noon	....	....	....	P M	....	....	....	....	6 00	....	....	....	P M	....	5 15	....
Columbia..lve.	†9 38	‡9 38	....	†12 03	....	....	....	†3 05	....	....	....	....	6 10	....	....	....	*9 25	....	5 15	....
Mountville	— —	9 48	....	12 12	....	....	....	3 15	....	....	....	....	6 19	....	....	....	9 35	....	5 26	....
Rohrerstown	—	9 55	....	12 20	....	....	....	3 25	....	....	....	....	6 27	....	....	....	9 45	....	5 37	....
Long Park	— —	9 58	....	12 23	....	....	....	3 28	....	....	....	....	6 31	....	....	....	9 48	....	5 42	....
Lancaster	10 15	*10 30	12 08	12 55	— —	— —	3 24	*3 52	— —	— —	4 27	4 47	6 50	6 15	7 10	8 35	10 10	9 28	6 50	8 11
Witmer	Broiler Buffet Parlor Car.	— —	12 17	— —	— —	— —	— —	— —	— —	— —	— —	4 57	7 00	— —	— —	8 45	— —	Buffet Parlor Car.	6 00	8 20
Bird-in-Hand		— —	12 20	— —	— —	— —	— —	— —	— —	— —	— —	5 01	7 05	— —	— —	8 49	— —		6 04	8 23
Ronk		— —	12 23	Buffet Parlor Car.	— —	— —	— —	— —	— —	Observation Parlor Car.	Buffet Parlor Cars.	5 04	7 09	— —	— —	8 53	— —		6 08	—
Gordonville		— —	12 27		— —	— —	— —	— —	— —			5 08	7 13	— —	— —	8 57	— —		6 12	8 29
Leaman Place		— —	12 31		— —	— —	— —	— —	— —			5 12	7 17	— —	— —	9 01	— —		6 16	8 33
Kinzer		— —	12 36		— —	— —	— —	Sleeping Car.	— —			5 18	7 23	Dining Car.	Dining Car.	9 06	— —		6 22	—
Gap		— —	12 43		This train is composed entirely of Pullman Vestibule Cars, on which an extra fare is charged. Dining Car.	This train is composed entirely of Pullman Vestibule Cars, on which an extra fare is charged. Dining Car.	— —		This train is composed entirely of Pullman Vestibule Cars, on which an extra fare is charged. Dining Car.			5 25	7 30			9 12	— —	9 52	6 30	8 43
Christiana		— —	12 48				— —					5 30	7 38			9 18	— —	9 57	6 36	8 49
Atglen		— —	12 52	— —			— —				— —	5 34	7 42			9 22	— —	10 00	6 40	8 53
Lenover		— —	12 55	— —			— —				— —	5 37	7 46			— —	— —	— —	6 44	—
Parkesburg	10 46	— —	12 58	1 28			4 03				6 02	5 41	7 52			9 29	— —	10 06	6 49	8 59
Pomeroy	— —	— —	1 03	— —			t4 06	— —			— —	5 45	7 56	— —	— —	9 33	— —	10 09	6 53	9 03
Coatesville	10 54	— —	1 10	1 34			4 13	— —			6 12	5 52	8 05	— —	— —	9 42	10 46	10 17	7 01	9 11
Cain	— —	— —	— —	— —			— —	— —			— —	5 56	8 09	— —	— —	— —	— —	— —	7 05	— —
Thorndale	— —	— —	1 16	— —			— —	— —		— —	— —	5 59	8 13	— —	— —	— —	— —	— —	7 08	9 18
Downingtown	11 03	— —	1 22	1 42	— —	— —	4 23	— —	— —	— —	5 22	6 04	8 19	— —	— —	9 55	— —	10 26	7 15	9 23
Woodbine	Parlor Car York to Philadelphia. Through Coach Hagerstown to Philadelphia.	Keystone Express. Dining Car.	— —	— —	— —	— —	— —	— —	— —	— —	— —	6 07	8 22	— —	— —	9 58	— —	— —	7 19	— —
Bradford Hills			— —	Through Coach Winchester to Philadelphia. Parlor Car Hagerstown to Philadelphia.	— —	— —	— —	Dining Car.	— —	— —	— —	6 09	8 25	— —	— —	10 01	— —	— —	7 22	9 28
Whitford			— —		— —	— —	— —		— —	— —	— —	6 12	8 28	— —	— —	10 04	— —	— —	7 26	9 31
Whiteland			— —		— —	— —	— —		— —	— —	— —	6 15	8 31	— —	— —	10 07	— —	— —	7 29	— —
Ship Road			— —		— —	— —	— —		— —	— —	— —	6 18	8 33	— —	— —	10 09	— —	— —	7 32	— —
Glen Loch			— —		— —	— —	— —		— —	— —	— —	6 21	8 36	— —	— —	10 12	— —	— —	7 35	9 36
Frazer			1 34		— —	— —	— —		— —	— —	p5 38	6 25	8 40	— —	— —	10 15	— —	— —	7 40	9 40
Malvern			1 41		— —	— —	— —		— —	— —	— —	6 32	8 45	— —	— —	10 20	— —	10 42	7 45	9 45
Green Tree			— —		— —	— —	— —	— —	— —	— —	— —	6 34	8 47	— —	— —	10 22	— —	— —	7 47	—
Paoli	b11 21		1 46		— —	— —	b4 46	b5 12	— —	— —	b5 46	6 37	8 50	b7 18	b8 10	10 25	b11 09	10 46	7 50	9 48
Daylesford			— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	10 27	— —	— —	— —	—
Berwyn			— —		— —	— —	— —	— —	— —	— —	— —	6 41	— —	— —	— —	10 30	— —	10 50	— —	— —
Devon			— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	10 33	— —	10 53	— —	— —
Strafford			— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	10 35	— —	— —	— —	— —
Wayne			— —		— —	— —	— —	— —	— —	— —	— —	6 48	— —	— —	— —	10 38	Buffet Parlor Cars.	10 57	— —	— —
St. David's			— —		— —	— —	Buffet Parlor Cars.	— —	— —	— —	— —	— —	— —	— —	— —	10 40		— —	— —	— —
Radnor		— —	— —		— —	— —		Parlor Car.	— —	Dining Car.	— —	— —	— —	Parlor Car.	— —	10 42		— —	— —	— —
Villa Nova		— —	— —		— —	— —			— —		— —	— —	— —		— —	10 45		— —	— —	— —
Rosemont		— —	— —		— —	— —			— —		— —	— —	— —		— —	10 48		— —	— —	— —
Bryn Mawr		— —	— —		— —	— —			— —		— —	6 55	— —		— —	10 50		11 06	— —	— —
Haverford		— —	— —		— —	— —			— —		— —	6 58	— —		— —	10 53		— —	— —	— —
Ardmore		— —	— —		— —	— —			— —		— —	7 01	— —		— —	10 55		11 11	— —	— —
Wynnewood		— —	— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	10 57		— —	— —	— —
Narberth		— —	— —		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	10 59		11 15	— —	— —
Merion		— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	11 01	— —	— —	— —	— —
Overbrook	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	11 03	— —	11 19	— —	— —
Fifty-sec'd St	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	11 06	— —	— —	b8 11	— —
Fortieth St.	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Phila. *West Phila.*	d11 46	d12 13	d2 15	d2 26	b3 14	b3 16	d5 15	d5 43	— —	— —	d6 19	d7 13	d9 16	d7 46	d8 36	d11 11	d11 34	d11 26	d8 16	d10 16
Phila. *Broad Street*	11 50	12 17	2 19	2 30	3 18	3 20	5 20	5 47	— —	—	6 23	7 17	9 20	7 50	8 40	11 15	11 38	11 30	8 20	10 20
Phila. *North Phila.*	A M	h12 41	P M	P M	h3 33	h3 33	P M	h6 10	d5 09	d5 30	P M	P M	M	P M	h9 12	P M	P M	A M	P M	P M
ARRIVE	....	Noon	....	....	P M	P M	....	P M	P M	P M	....	....	....	....	P M	....	....	....	....	....
New York	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	P M	P M	A M	A M	....	P M	A M
Hud.T.(H.&M.R.R.)	1 58	2 48	4 18	5 18	5 18	5 18	8 03	8 03	6 48	7 18	9 18	10 18	12 48	10 18	11 18	3 48	3 48	....	11 18	3 48
Desb. & Cort. Sts.	2 03	2 53	4 23	5 23	5 23	5 23	8 08	8 08	6 53	7 23	9 23	10 23	12 53	10 23	11 23	3 53	3 53	....	11 23	3 53
West 23d St.	2 15	3 00	4 30	5 30	5 30	5 30	8 15	8 15	7 00	n7 30	9 30	10 30	1 00	10 30	11 30	A M	A M	....	11 30	A M
Brooklyn	2 35	3 05	4 35	5 35	5 35	5 35	8 35	8 35	7 05	7 35	9 35	10 35	A M	10 35	†11 35	....	....	....	11 35	....
ARRIVE	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	....	P M	P M	....	....	....	P M	....

Additional Local Train—Leaves Harrisburg †2 00 p.m., arriving Lancaster 3 10 p.m.

Sunday Train—Leaves Lancaster 7 00 a.m., stopping at all stations, arriving Philadelphia 9 45 a m.

EXPLANATION OF SIGNS

* Daily; † daily, except Sunday; ‡ Sunday only; *b* stops only on notice to conductor to leave passengers; *d* regular stop to leave passengers; *g* stops week-days on notice to conductor to leave passengers; signal stop Sundays; *h* stops only on notice to conductor to leave passengers from points west of Philadelphia; *n* on Sunday arrives 7 45 p.m.; *p* stops week-days on notice to conductor to leave passengers; *s* stops Sunday only; *t* does not stop Sunday.

STANDARD— *Eastern time*

Table 28—NEW HOLLAND BRANCH.

No. 463	No. 459	No. 457	No. 453	Ms.	*November 7, 1909.*	No. 450	No. 452	No. 454	No. 462
‡4 50 P M	†5 48 P M	†2 48 P M	†8 37 A M	0	lv. + **Downingtown** ♁ ar.	7 50 A M	12 40 Noon	6 00 P M	7 45 A M
5 12 "	6 07 "	3 10 "	8 44 "	6.1	....Lyndell....	7 23 "	12 20 "	4 45 "	7 18 "
5 26 "	6 16 "	3 24 "	8 53 "	9.3	+ ...Glen Moore... ♁	7 09 "	12 11 "	4 35 "	7 04 "
5 32 "	6 20 "	3 30 "	8 58 "	11.8	....Barneston....	6 59 "	12 05 "	4 30 "	6 54 "
5 38 "	6 23 "	3 35 "	9 00 "	12.6	+ ...Wyebrooke.... ♁	6 54 "	12 03 Noon	4 28 "	6 49 "
5 54 "	6 35 "	3 55 "	9 11 "	15.9	+ ....Suplee.... ♁	6 37 "	11 51 A M	4 17 "	6 33 "
6 04 "	6 41 "	4 05 "	9 17 "	18.1	+ ..Honey Brook... ♁	6 27 "	11 45 "	4 05 "	6 25 "
6 24 "	6 57 "	4 27 "	9 33 "	25.1	+ ...East Earl....	6 03 "	11 28 "	3 43 "	6 03 "
6 30 "	7 02 "	4 34 "	9 39 "	28.1	+ ..New Holland.. ♁	5 55 "	11 21 "	3 35 "	5 55 "
6 39 "	7 12 "	4 44 "	9 48 "	32.3	....Bareville....	5 42 "	11 11 "	3 24 "	5 43 "
6 42 "	7 15 "	4 47 "	9 51 "	33.4	+ ....Leola.... ♁	5 39 "	11 08 "	3 21 "	5 40 "
7 00 P M	7 34 P M	5 05 P M	10 10 A M	41.4	ar. + **Lancaster** ♁ lv.	†5 20 A M	†10 48 A M	†3 00 P M	‡5 20 A M

Table 29—CRESSON AND IRVONA BRANCH.

No. 756	No. 752	Mls	*Nov. 21, 1909.*	No. 761	No. 755
†5 58 P M	†9 05 A M	0	lve. **Cresson** arr.	7 47 A M	4 07 P M
6 11 "	9 18 "	4.1	....Wildwood....	7 31 "	3 51 "
6 14 "	9 21 "	4.9	....Syberton....	7 28 "	3 48 "
6 21 "	9 28 "	7.5	....Ansbry....	7 21 "	3 41 "
6 26 "	9 33 "	9.4	+ ..**Ashville**....	7 16 "	3 36 "
6 35 "	9 42 "	12.4	....Dysart....	7 07 "	3 27 "
6 42 "	9 49 "	14.8	....Dean....	7 01 "	3 21 "
6 49 "	9 56 "	17.5	+ .**Frugality**....	6 54 "	3 14 "
6 56 "	10 03 "	19.9	..Fallen Timber..	6 47 "	3 07 "
7 03 "	10 10 "	22.4	....Flinton....	6 40 "	3 00 "
7 10 "	10 17 "	25.0	+ ..**Coalport**....	6 33 "	2 53 "
7 23 P M	10 30 A M	27.3	arr. + **Irvona** lve.	†6 25 A M	†2 45 P M

THE PENNSYLVANIA RAILROAD COMPANY

Table 30.

PHILADELPHIA DIVISION.—Local Trains Philadelphia to West Chester and Parkesburg.

Nov. 7, 1909.	Mls	201	107	63	109	203	111	113	15	115	117	205	119	229
Philada. .lve.	....	A M	†AM	A M	A M	AM	†AM	A M	A M	†AM	A M	A M	A M	A M
Broad St.	0	†615	6 30	†710	†713	†715	7 45	*815	*840	8 45	*915	*945	*1015	*1045
West Phila.	1.1	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –
Fortieth St.	2.7	– –	– –	– –	– –	– –	– –	s823	– –	– –	– –	– –	– –	– –
52d Street	4.1	6 25	6 40	– –	c –	7 25	7 55	8 25	– –	8 55	9 25	9 55	10 25	10 55
Overbrook..+	5.6	6 28	6 45	– –	– –	7 28	7 58	8 28	– –	8 58	9 28	9 58	10 28	10 58
Merion.....+	6.1	6 30	6 47	– –	– –	7 30	8 00	8 30	– –	9 00	9 30	10 00	10 30	11 00
Narberth...+	7.0	6 33	6 50	– –	– –	7 33	8 03	8 33	– –	9 03	9 33	10 03	10 33	11 03
Wynnewood +	7.6	6 35	6 52	– –	– –	7 35	8 05	8 35	– –	9 05	9 35	10 05	10 35	11 05
Ardmore ...+	8.6	6 38	6 55	– –	7 30	7 38	8 08	8 38	– –	9 08	9 38	10 08	10 38	11 08
Haveford...+	9.3	6 41	6 58	– –	7 33	7 41	8 11	8 41	– –	9 11	9 41	10 11	10 41	11 11
Bryn Mawr.+	10.3	6 44	7 03	– –	7 36	7 44	8 14	8 44	– –	9 14	9 44	10 14	10 44	11 14
Rosemont..+	11.0	6 46	7 05	– –	7 38	7 46	8 16	8 46	– –	9 16	9 46	10 16	10 46	11 16
Villa Nova.+	12.1	6 49	7 08	– –	7 41	7 49	8 19	8 49	– –	9 19	9 49	10 19	10 49	11 19
Radnor.....+	13.1	6 52	7 12	– –	7 44	7 52	8 22	8 52	– –	9 22	9 52	10 22	10 52	11 22
St. David's.+	13.9	6 55	7 15	– –	7 47	7 55	8 25	8 55	– –	9 25	9 55	10 25	10 55	11 25
Wayne.....+	14.6	6 57	7 18	– –	7 49	7 57	8 27	8 57	– –	9 27	9 57	10 27	10 57	11 27
Strafford....+	15.5	7 00	7 21	– –	7 52	8 00	8 30	9 00	– –	9 30	1000	10 30	11 00	11 30
Devon......+	16.6	7 03	7 25	7 42	7 55	8 03	8 33	9 03	– –	9 33	1003	10 33	11 03	11 33
Berwyn ....+	17.7	7 06	7 29	– –	7 58	8 06	8 36	9 06	– –	9 36	1006	10 36	11 06	11 36
Daylesford...	18.7	7 09	7 32	– –	8 01	8 09	8 39	9 09	– –	9 39	1009	10 39	11 09	11 39
Paoli ....+	20.0	7 12	7 35	7 48	8 04	8 12	8 42	*912	t918	9 42	1012	*1042	11 12	11 42
Green Tree.+	21.1	7 15	AM	7 51	A M	8 15	AM	§917	– –	AM	A M	†1045	A M	11 45
Malvern....+	21.7	7 17	....	7 54	....	8 17	....	9 19	– –	....	....	10 47	....	11 47
Frazer...arr.	24.0	7 22	....	8 00	....	8 22	....	9 24	9 25	....	....	10 52	....	11 52
Frazer+.lve.	24.0	7 22	....	....	....	8 30	....	9 30	9 30	....	....	1052	....	11 52
Morstein. + (W. C. Branch)	25.7	7 27	....	....	....	8 35	....	9 35	9 35	....	....	10 57	....	11 57
Kirkland ...	27.0	7 30	....	....	....	8 38	....	9 38	9 38	....	....	11 00	....	12 00
Green Hill..+	28.0	7 34	....	....	....	8 42	....	9 41	9 41	....	....	11 03	....	12 03
Fern Hill...+	29.4	7 37	....	....	....	8 45	....	9 44	9 44	....	....	11 06	....	12 06
Maple Ave..	30.3	7 40	....	....	....	8 47	....	9 46	9 46	....	....	11 08	....	12 08
W. Chester+	30.8	7 42	....	....	....	8 49	....	9 48	9 48	....	....	†1110	....	*1210
[ARRIVE	....	A M	....	....	....	AM	....	A M	A M	....	....	A M	....	Noon
Glen Loch..+	25.5	....	....	8 03	....	....	....	....	....	....	....	....	....	†1155
Ship Road....	26.8	....	....	8 06	....	....	....	....	....	....	....	....	....	11 58
Whiteland....	27.5	....	....	8 08	....	....	....	....	....	....	....	....	....	12 00
Whitford...+	28.5	....	....	8 11	....	....	....	....	....	....	....	....	....	12 03
Bradford Hills	29.9	....	....	8 14	....	....	....	....	....	....	....	....	....	12 06
Woodbine...+	31.2	....	....	8 17	....	....	....	....	....	....	....	....	....	12 09
Downingtown. +	32.6	....	....	8 21	....	....	....	....	....	....	....	....	....	†1212
Thorndale..+	35.0	....	....	8 26	....	....	....	....	....	....	....	....	....	Noon
Caln.........	36.8	....	....	8 29	....	....	....	....	....	....	....	....	....	....
Coatesville .+	38.6	....	....	8 34	....	....	....	....	....	....	....	....	....	....
Pomeroy..+	42.3	....	....	8 41	....	....	....	....	....	....	....	....	....	....
Parkesburg..+	44.3	....	....	8 46	....	....	....	....	....	....	....	....	....	....
[ARRIVE	....	....	....	A M	....	....	....	....	....	....	....	....	....	....

Nov. 7, 1909.	121	123	125	197	61	129	199	131	207	139	141	143	145	147	209	149
Philada. .lve.	A M	A M	Noon	Noon	Noon	PM	P M	P M	PM	*PM	PM	*PM	†PM	P M	PM	PM
Broad St.	†1115	*1145	*1215	k1241	*1245	*115	k132	*145	*215	2 45	†309	3 15	3 40	*346	†412	*415
West Phila.	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –
Fortieth St.	– –	s1153	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	t353	– –	– –
52d Street	11 25	11 55	1225	– –	12 55	1 25	– –	1 55	2 25	2 55	– –	3 25	– –	3 55	– –	4 25
Overbrook..+	11 28	11 58	1228	– –	12 58	1 28	– –	1 58	2 28	2 58	– –	3 28	– –	3 58	– –	4 28
Merion.....+	11 30	12 00	1230	– –	1 00	1 30	– –	2 00	2 30	3 00	– –	3 30	– –	4 00	–	4 30
Narberth...+	11 33	12 03	1233	– –	1 03	1 33	– –	2 03	2 33	3 03	– –	3 33	– –	4 03	– –	4 33
Wynnewood +	11 35	12 05	1235	– –	1 05	1 35	– –	2 05	2 35	3 05	– –	3 35	– –	4 05	– –	4 35
Ardmore ...+	11 38	12 08	1238	12 57	1 08	1 38	1 48	2 08	2 38	3 08	3 25	3 38	3 56	4 08	4 28	4 38
Haveford...+	11 41	12 11	1241	1 00	1 11	1 41	1 51	2 11	2 41	3 11	3 27	3 41	3 58	4 11	4 31	4 41
Bryn Mawr.+	11 44	12 14	1244	1 03	1 14	1 44	1 54	2 14	2 44	3 14	3 30	3 44	4 01	4 14	4 34	4 44
Rosemont..+	11 46	12 16	1246	1 05	1 16	1 46	1 56	2 16	2 46	3 16	3 32	3 46	4 03	4 16	4 36	4 46
Villa Nova.+	11 49	12 19	1249	1 08	1 19	1 49	1 59	2 19	2 49	3 19	3 35	3 49	4 06	4 19	4 39	4 49
Radnor.....+	11 52	12 22	1252	1 11	1 22	1 52	2 02	2 22	2 52	3 22	3 37	3 52	4 08	4 22	4 42	4 52
St. David's.+	11 55	12 25	1255	1 14	1 25	1 55	2 05	2 25	2 55	3 25	3 40	3 55	4 11	4 25	4 45	4 55
Wayne.....+	11 57	12 27	1257	1 16	1 27	1 57	2 07	2 27	2 57	3 27	3 42	3 57	4 13	4 27	4 47	4 57
Strafford....+	12 00	12 30	1 00	1 19	1 30	2 00	2 10	2 30	3 00	3 30	3 45	4 00	4 16	4 30	4 50	5 00
Devon......+	12 03	12 33	1 03	1 22	1 33	2 03	2 13	2 33	3 03	3 33	3 48	4 03	4 19	4 33	4 53	5 03
Berwyn ....+	12 06	12 36	1 06	1 25	1 36	2 06	2 16	2 36	3 06	3 36	3 51	4 06	4 22	4 36	4 56	5 06
Daylesford...	12 09	12 39	1 09	1 28	1 39	2 09	2 19	2 39	3 09	3 39	3 54	4 09	4 26	4 39	4 59	5 09
Paoli ....+	12 12	12 42	1 12	1 30	1 42	*212	2 22	*242	*312	3 42	3 57	*412	4 28	*442	5 02	5 12
Green Tree.+	Noon	Noon	P M	P M	1 45	§215	P M	§245	†315	PM	PM	§415	PM	§445	5 05	PM
Malvern....+	....	....	....	....	1 47	2 17	....	2 47	3 17	....	....	4 17	....	4 47	5 07	....
Frazer...arr.	....	....	....	....	1 52	2 22	....	2 52	3 22	....	....	4 22	....	4 52	5 12	....
Frazer+.lve.	....	....	....	....	1 52	....	....	2 52	3 38	....	....	....	....	4 52	5 12	....
Morstein. + (W. C. Branch)	....	....	....	....	1 57	....	....	2 57	3 43	....	....	....	....	4 57	5 17	....
Kirkland ...	....	....	....	....	2 00	....	....	3 00	3 46	....	....	....	....	5 00	5 20	....
Green Hill..+	....	....	....	....	2 03	....	....	3 03	3 49	....	....	....	....	5 03	5 23	....
Fern Hill...+	....	....	....	....	2 06	....	....	3 06	3 52	....	....	....	....	5 06	5 26	....
Maple Ave..	....	....	....	....	2 08	....	....	3 08	3 54	....	....	....	....	5 08	5 28	....
W. Chester+	....	....	....	....	2 10	....	....	§310	†356	....	....	....	....	§510	5 30	....
[ARRIVE	....	....	....	....	P M	....	....	P M	PM	....	....	....	....	P M	PM	....
Glen Loch..+	....	....	....	....	†1 55	2 25	....	....	....	....	....	4 25	....	....	....	....
Ship Road....	....	....	....	....	1 58	2 28	....	....	....	....	....	4 28	....	....	....	....
Whiteland....	....	....	....	....	2 01	2 30	....	....	....	....	....	4 31	....	....	....	....
Whitford...+	....	....	....	....	2 04	2 33	....	....	....	....	....	4 34	....	....	....	....
Bradford Hills	....	....	....	....	2 07	2 36	....	....	....	....	....	4 37	....	....	....	....
Woodbine...+	....	....	....	....	2 10	2 39	....	....	....	....	....	4 40	....	....	....	....
Downingtown. +	....	....	....	....	2 14	§242	....	....	....	....	....	§444	....	....	....	....
Thorndale..+	....	....	....	....	2 19	PM	....	....	....	....	....	PM	....	....	....	....
Caln.........	....	....	....	....	2 23	....	....	....	....	....	....	....	....	....	....	....
Coatesville .+	....	....	....	....	2 29	....	....	....	....	....	....	....	....	....	....	....
Pomeroy..+	....	....	....	....	2 35	....	....	....	....	....	....	....	....	....	....	....
Parkesburg..+	....	....	....	....	†2 40	....	....	....	....	....	....	....	....	....	....	....
[ARRIVE	....	....	....	....	P M	....	....	....	....	....	....	....	....	....	....	....

(*Eastern time.*)	211	151	153	155	157	255	259	159	161	165	213	173	177	215
Philada....lve.	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Broad Street.	†442	*446	†507	†509	†515	†526	†530	†540	†542	*545	†605	†6 11	*615	*645
West Phila ..	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –
Fortieth St.	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
52d Street	– –	4 55	– –	– –	c –	– –	– –	– –	– –	5 55	– –	– –	6 25	6 55
Overbrook......	– –	4 58	– –	– –	5 30	– –	– –	– –	– –	5 58	– –	– –	6 28	6 58
Merion.........	– –	5 00	– –	– –	5 33	– –	– –	– –	– –	6 00	– –	– –	6 30	7 00
Narberth.......	–	5 03	– –	– –	5 37	– –	– –	– –	–	6 03	– –	6 25	6 33	7 03
Wynnewood....	– –	5 06	– –	– –	5 40	– –	– –	– –	– –	6 06	– –	6 27	6 35	7 05
Ardmore	4 58	5 08	– –	5 25	5 44	– –	– –	– –	5 58	6 08	– –	6 30	6 38	7 08
Haverford......	5 01	5 11	– –	5 28	5 47	– –	– –	– –	6 01	6 11	6 22	6 33	6 41	7 11
Bryn Mawr.....	5 04	5 14	– –	5 31	5 50	– –	– –	– –	6 04	6 14	6 25	6 36	6 44	7 14
Rosemont.......	5 06	5 16	5 26	5 33	5 53	– –	– –	5 59	6 06	6 16	6 27	6 38	6 46	7 16
Villa Nova.....	5 09	5 19	5 29	5 36	5 56	– –	– –	6 02	6 08	6 19	6 30	6 41	6 49	7 19
Radnor.........	5 12	5 22	5 32	5 39	5 59	– –	– –	6 05	6 12	6 22	6 33	6 44	6 52	7 22
St. David's.....	5 16	5 25	5 35	5 42	6 02	– –	5 54	6 08	6 15	6 25	6 36	6 47	6 55	7 25
Wayne..........	5 17	5 27	5 37	5 44	6 05	– –	5 57	6 10	6 17	6 27	6 38	6 49	6 57	7 27
Strafford	5 20	5 30	5 40	5 47	6 08	– –	6 00	6 13	6 20	6 30	6 41	6 52	7 00	7 30
Devon..........	5 23	5 33	5 43	5 50	6 11	– –	6 03	6 16	6 23	6 33	6 44	6 55	7 03	7 33
Berwyn	5 26	5 36	5 46	5 53	6 14	– –	6 06	6 19	6 26	6 36	6 47	6 58	7 06	7 36
Daylesford.....	5 29	5 39	5 48	5 56	6 17	– –	6 09	6 22	6 29	6 39	6 50	7 01	7 09	7 39
Paoli	5 32	5 42	5 50	5 59	6 20	– –	6 12	6 25	6 32	6 42	6 53	7 04	7 12	*742
Green Tree.....	5 35	P M	P M	P M	P M	– –	6 15	P M	P M	§645	6 56	P M	P M	†745
Malvern.......	5 37	....	....	....	....	– –	617	....	....	6 47	6 58	....	....	7 47
Frazer.... arr.	5 42	....	....	....	....	6 11	622	....	....	6 52	7 05	....	....	7 52
Frazer.....lve.	5 42	....	....	....	....	6 15	....	....	....	6 52	7 03	....	....	7 52
Morstein...... (W. C. Branch)	5 47	....	....	....	....	6 20	....	....	....	6 57	7 08	....	....	7 57
Kirkland......	5 50	....	....	....	....	6 23	....	....	....	7 00	7 11	....	....	8 00
Green Hill....	5 53	....	....	....	....	6 27	....	....	....	7 03	7 14	....	....	8 03
Fern Hill.....	5 56	....	....	....	....	6 30	....	....	....	7 06	7 17	....	....	8 06
Maple Ave....	5 58	....	....	....	....	6 33	....	....	....	7 08	7 19	....	....	8 08
West Chester..	6 00	....	....	....	....	6 35	....	....	....	§710	7 21	....	....	†810
[ARRIVE	P M	....	....	....	....	P M	....	....	....	P M	P M	....	....	P M
Glen Loch.......	....	....	....	....	....	– –	6 25	....	....	....	....	....	....	....
Ship Road.......	....	....	....	....	....	– –	6 28	....	....	....	....	....	....	....
Whiteland.......	....	....	....	....	....	– –	6 30	....	....	....	....	....	....	....
Whitford	....	....	....	....	....	– –	6 33	....	....	....	....	....	....	....
Bradford Hills..	....	....	....	....	....	– –	6 36	....	....	....	....	....	....	....
Woodbine.......	....	....	....	....	....	– –	6 39	....	....	....	....	....	....	....
Downingtown	....	....	....	....	....	6 22	6 42	....	....	....	....	....	....	....
Thorndale.......	....	....	....	....	....	P M	6 47	....	....	....	....	....	....	....
Caln	....	....	....	....	....	....	6 50	....	....	....	....	....	....	....
Coatesville......	....	....	....	....	....	....	6 55	....	....	....	....	....	....	....
Pomeroy......	....	....	....	....	....	....	7 01	....	....	....	....	....	....	....
Parkesburg ..	....	....	....	....	....	....	7 06	....	....	....	....	....	....	....
[ARRIVE	....	....	....	....	....	....	P M	....	....	....	....	....	....	....

(*Eastern time.*)	181	233	183	217	185	187	189	221	191	237	101	73	371	375
Philada....lve.	PM	PM	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	P M	P M
Broad Street.	*716	†745	*815	†845	*9 15	*945	*10 15	†11 00	†11 29	†11 30	†12 15	§705	§11 15	§11 46
West Phila ..	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –	c –
Fortieth St.	– –	– –	8 23	– –	s9 23	– –	– –	– –	– –	11 38	– –	– –	– –	– –
52d Street	7 25	7 55	8 27	8 55	9 25	9 55	10 25	11 10	– –	11 42	12 25	7 15	11 25	11 55
Overbrook......	7 28	7 58	8 30	8 58	9 28	9 58	10 28	11 13	– –	11 45	12 28	7 19	11 28	11 58
Merion.........	7 30	8 00	8 32	9 00	9 30	1000	10 30	11 15	– –	11 47	12 30	7 21	11 30	12 00
Narberth.......	7 33	8 03	8 35	9 03	9 33	1003	10 33	11 18	– –	11 50	12 33	7 24	11 33	12 03
Wynnewood....	7 35	8 05	8 37	9 06	9 35	1006	10 36	11 20	– –	11 52	12 35	7 26	11 35	12 05
Ardmore	7 38	8 08	8 40	9 08	9 38	1008	10 38	11 23	11 45	11 55	12 38	7 29	11 38	12 08
Haverford......	7 41	8 11	8 43	9 11	9 41	1011	10 41	11 26	11 48	11 58	12 41	7 32	11 41	12 11
Bryn Mawr.....	7 44	8 14	8 46	9 14	9 44	1014	10 44	11 28	11 51	12 01	12 44	7 35	11 44	12 14
Rosemont.......	7 46	8 16	8 48	9 16	9 46	1016	10 46	11 31	11 53	12 03	12 46	7 37	11 46	12 16
Villa Nova.....	7 49	8 19	8 51	9 19	9 49	1019	10 49	11 34	11 56	12 06	12 49	7 40	11 49	12 19
Radnor.........	7 52	8 22	8 54	9 22	9 52	1022	10 52	11 37	11 59	12 09	12 52	7 43	11 52	12 22
St. David's.....	7 55	8 25	8 57	9 25	9 55	1025	10 55	11 40	12 02	12 12	12 55	7 46	11 55	12 25
Wayne..........	7 57	8 27	8 59	9 27	9 57	1027	10 57	11 42	12 04	12 14	12 57	7 48	11 57	12 27
Strafford	8 00	8 30	9 02	9 30	10 00	1030	11 00	11 45	12 07	12 17	1 00	7 51	12 00	12 30
Devon..........	8 03	8 33	9 05	9 33	10 03	1033	11 03	11 48	12 10	12 20	1 03	7 54	12 03	12 33
Berwyn	8 06	8 36	9 08	9 36	10 06	1036	11 06	11 51	12 13	12 23	1 06	7 57	12 06	12 36
Daylesford.....	8 09	8 39	9 11	9 39	10 09	1039	11 09	11 54	12 15	12 26	1 09	7 59	12 09	12 39
Paoli	8 12	8 42	9 14	9 42	*10 12	1042	11 12	11 57	12 18	12 29	¶1 12	8 02	12 12	12 42
Green Tree.....	PM	8 45	P M	9 45	§10 17	P M	P M	12 00	Night	12 32	A M	8 05	12 15	Night
Malvern.......	....	8 47	....	9 47	10 19	....	....	12 02	....	12 34	....	8 07	12 17	....
Frazer.... arr.	....	8 52	....	9 52	10 24	....	....	12 07	....	12 39	....	8 12	12 22	....
Frazer.....lve.	....	....	....	9 52	....	....	....	12 07	....	....	....	....	12 22	....
Morstein...... (W. C. Branch)	....	....	....	9 57	....	....	....	12 12	....	....	....	....	12 27	....
Kirkland......	....	....	....	1000	....	....	....	12 15	....	....	....	....	12 30	....
Green Hill....	....	....	....	1003	....	....	....	12 18	....	....	....	....	12 33	....
Fern Hill.....	....	....	....	1006	....	....	....	12 21	....	....	....	....	12 36	....
Maple Ave....	....	....	....	1008	....	....	....	12 23	....	....	....	....	12 38	....
West Chester..	....	....	....	1010	....	....	....	12 25	....	....	....	....	12 40	....
[ARRIVE	....	....	....	P M	....	....	....	Night	....	....	....	....	Night	....
Glen Loch.......	....	8 55	....	....	10 27	....	....	....	....	12 42	....	8 15	....	....
Ship Road.......	....	8 58	....	....	10 30	....	....	....	....	12 44	....	8 17	....	....
Whiteland.......	....	9 00	....	....	10 32	....	....	....	....	12 46	....	8 19	....	....
Whitford	....	9 03	....	....	10 35	....	....	....	....	12 48	....	8 21	....	....
Bradford Hills..	....	9 06	....	....	10 38	....	....	....	....	12 51	....	8 24	....	....
Woodbine.......	....	9 09	....	....	10 41	....	....	....	....	12 54	....	8 27	....	....
Downingtown	....	9 12	....	....	§1044	....	....	....	....	12 57	....	8 30	....	....
Thorndale.......	....	PM	....	....	P M	....	....	....	....	Night	....	8 36	....	....
Caln	....	....	....	....	....	....	....	....	....	....	....	8 39	....	....
Coatesville......	....	....	....	....	....	....	....	....	....	....	....	8 44	....	....
Pomeroy......	....	....	....	....	....	....	....	....	....	....	....	8 51	....	....
Parkesburg ..	....	....	....	....	....	....	....	....	....	....	....	8 55	....	....
[ARRIVE	....	....	....	....	....	....	....	....	....	....	....	A M	....	....

Additional Sunday Train—Leaves Philadelphia 5 15 p.m., arriving Paoli 6 12 p.m.

Trains marked * run daily; † daily, except Sunday; § Sunday only; ¶ daily, except Monday; *b* stops only on notice to conductor to leave passengers; *c* regular stop to take on passengers; *k* Saturday only; *s* stops on Sunday; *t* does not stop Sunday.

THE PENNSYLVANIA RAILROAD COMPANY

Table 30 - PHILADELPHIA DIVISION.—Local Trains Parkesburg and West Chester to Philadelphia.

(For Additional Trains between West Chester and Philadelphia, see P. B. & W. R.R., Central Division.)

Nov. 7, 1909.	200	102	202	104	250	106	110	228	112	208	250	116	118	120	208	122	406	126	62	128	130	132	210	134	136	56	138	240	140	142
LEAVE					AM														A M											
Parkesburg					†625														†944							‡1258				
Pomeroy					629														950							1 03				
Coatesville					636														959							1 10				
Cain					640														1003							– –				
Thorndale					643			AM			AM								1006							1 16		PM		
Downingtown					649			†718			†740								1011							1 22		*155		
Woodbine					652			721			743								1014							– –		158		
Bradford Hill					655			724			746								1017							– –		201		
Whitford					658			727			750								1021							– –		204		
Whiteland					701			730			753								1024							– –		207		
Ship Road					704			733			756								1027							– –		209		
Glen Loch					707			736			759								1030							– –		212		
LEAVE	†AM		AM		AM					AM					A M		A M		A M				A M			P M				
West Chester W. & P. Branch	526		†626		†648					†738					†849		†901		†1009				†1156			†110				
Maple Avenue	528		628		650					740					851		903		1011				1158			112				
Fern Hill	531		631		653					743					853		906		1014				1201			116				
Green Hill	534		634		656					747					856		909		1017				1204			118				
Kirkland	537		637		659					750					859		912		1020				1207			121				
Morstein	540		640		702					753					902		915		1023				1210			124				
Frazer arr.	545		645		707					757					906		920		1028				1215			129				
Frazer lve.	545		645		711			739		757	803				906		A M		1034				1215			134		216		
Malvern	550		650		716			744		802	808				911				1043				1220	Noon		141		220		
Green Tree	552	AM	652	AM	718	A M	A M	746	AM	804	810	AM	A M	AM	913	A M	A M	†AM	1045	A M	A M	A M	1222	†	P M	– –	PM	222	PM	PM
Paoli	555	†625	*655	†713	721	†725	†735	750	†755	807	814	*825	†843	†855	916	†925	*955	1025	1048	†1055	†1125	†1155	*1225	1255	†126	1 48	†155	2 26	*255	*325
Daylesford	557	627	657	715	723	727	737	– –	757	–	816	827	845	857	918	927	957	1027	1050	1057	1127	1157	1227	1257	127	– –	157	227	257	327
Berwyn	600	630	700	718	726	730	740	– –	800	812	– –	830	848	900	921	930	1000	1030	1053	1100	1130	1200	1230	1300	130	– –	200	230	300	330
Devon	603	633	703	721	729	733	743	758	803	815	820	833	851	903	924	933	1003	1033	1056	1103	1133	1203	1233	1303	133	– –	203	233	303	333
Strafford	605	635	705	723	731	735	745	– –	– –	817	– –	835	853	905	927	935	1005	1035	– –	1105	1135	1205	1235	1305	135	– –	205	235	305	335
Wayne	608	638	708	726	734	738	748	803	807	820	824	838	856	908	930	938	1008	1038	1100	1108	1138	1208	1238	1308	138	– –	208	238	308	338
St. David's	610	640	710	728	736	740	750	– –	809	822	826	840	858	910	932	940	1010	1040	– –	1110	1140	1210	1240	1310	140	– –	210	240	310	340
Radnor	612	642	712	730	738	742	752	– –	811	– –	828	842	900	912	934	942	1012	1042	– –	1112	1142	1212	1242	1312	142	– –	212	242	312	342
Villa Nova	615	645	715	733	– –	745	755	– –	– –	– –	831	845	903	915	937	945	1015	1045	– –	1115	1145	1215	1245	1315	145	– –	215	245	315	345
Rosemont	618	648	718	736	– –	748	758	– –	815	– –	834	848	906	918	940	948	1018	1048	– –	1118	1148	1218	1248	1318	148	– –	218	248	318	348
Bryn Mawr	620	650	720	738	– –	750	800	812	817	– –	836	850	908	920	942	950	1020	1050	1107	1120	1150	1220	1250	1320	150	– –	220	250	320	350
Haverford	623	653	723	741	– –	753	803	– –	821	831	839	853	911	923	945	953	1023	1053	1110	1123	1153	1223	1253	1323	153	– –	223	253	323	353
Ardmore	625	655	725	743	– –	755	– –	816	822	– –	841	855	913	925	947	955	1025	1055	1113	1125	1155	1225	1255	1325	155	– –	225	255	325	355
Wynnewood	627	657	727	– –	– –	757	– –	– –	824	– –	– –	857	– –	927	– –	957	1027	1057	– –	1127	1157	1227	1257	1327	157	– –	227	257	327	357
Narberth	629	659	729	– –	– –	759	– –	819	– –	– –	– –	859	– –	929	– –	959	1029	1059	– –	1129	1159	1229	1259	1329	159	– –	229	259	329	359
Merion	631	701	731	– –	– –	801	– –	– –	– –	– –	– –	901	– –	931	– –	1001	1031	1101	– –	1131	1201	1231	1301	1331	201	– –	231	301	331	401
Overbrook	633	703	733	– –	– –	803	– –	823	– –	– –	– –	903	– –	933	– –	1003	1033	1103	– –	1133	1203	1233	1303	1333	203	– –	233	303	333	403
52*d Street*	636	706	736	– –	– –	806	– –	– –	– –	– –	– –	906	– –	936	– –	1006	1036	1106	11 21	1136	1206	1236	1306	1336	206	– –	236	306	336	406
Fortieth St.	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	‖1039	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
West Phila	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	‖	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –
Broad Street	645	715	745	758	800	815	819	834	839	847	856	915	928	945	1003	1015	1045	1115	11 30	11 45	12 15	1245	1 15	1 45	2 15	2 18	2 45	3 15	3 46	4 15
Philada. arr.	AM	AM	AM	AM	AM	A M	A M	AM	AM	AM	AM	AM	A M	AM	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	PM	PM	PM	PM

Eastern time.	144	146	148	152	212	154	158	416	164	214	166	170	172	68	174	216	180	32	182	218	188	304	312	320	324	334	338	356	362
LEAVE														PM															
Parkesburg														†752															
Pomeroy														758															
Coatesville														805															
Cain														809															
Thorndale														813				P M								PM			
Downingtowr														819				†956								‡355			
Woodbine														822				958								358			
Bradford Hill														825				1001								401			
Whitford														828				1004								404			
Whiteland														831				1007								407			
Ship Road														833				1009								409			
Glen Loch														836				1012								412			
LEAVE					P M			PM		PM						P M				P M		AM	A M	A M	Noon		PM	PM	P M
West Chester W. & P. Branch					†448			†533		†640						†858				†1056		‡656	‡856	§1056	‡1256		‡426	‡756	‡926
Maple Avenue					451			536		642						858				1058		658	858	1058	1258		428	758	928
Fern Hill					454			538		645						901				1101		701	901	1101	101		431	801	931
Green Hill					457			541		648						904				1104		704	904	1104	104		434	804	934
Kirkland					500			544		651						907				1107		707	907	1107	107		437	807	937
Morstein					503			547		654						910				1110		710	910	1110	110		440	810	940
Frazer arr.					508			552		659						915				1115		715	915	1115	115		445	815	945
Frazer lve.					508			PM		659				840		915		1015		1115		715	915	1115	115		445	815	945
Malvern					513					704				845		920		1020		1120		720	920	1120	120		450	820	950
Green Tree	PM	P M	P M	P M	515	P M	P M	PM	P M	706	PM	PM	P M	847	P M	922	P M	1022	P M	1122	P M	722	922	1122	122		452	822	952
Paoli	*355	†416	†425	†456	518	*826	*855	*625	*655	709	*725	*755	†825	850	*855	*926	†955	*1025	†1055	1125	†1155	725	925	1125	125		455	825	955
Daylesford	357	418	427	457	520	527	557	627	657	711	727	757	827	– –	857	927	957	1027	1057	1127	1157	727	927	1127	127		457	827	957
Berwyn	400	421	430	500	523	530	600	630	700	714	730	800	830	– –	900	930	1000	1030	1100	1130	1200	730	930	1130	130		500	830	1000
Devon	403	424	433	503	526	533	603	633	703	717	733	803	833	– –	903	933	1003	1033	1103	1133	1203	733	933	1133	133		503	833	1003
Strafford	406	426	435	505	528	535	605	635	705	719	735	805	835	– –	905	935	1005	1035	1105	1135	1205	735	935	1135	135		505	835	1005
Wayne	408	429	438	508	531	538	608	638	708	722	738	808	838	– –	908	938	1008	1038	1108	1138	1208	738	938	1138	138		508	838	1008
St. David's	410	431	440	510	533	540	610	640	710	724	740	810	840	– –	910	940	1010	1040	1110	1140	1210	740	940	1140	140		510	840	1010
Radnor	412	433	442	512	535	542	612	642	712	726	742	812	842	– –	912	942	1012	1042	1112	1142	1212	742	942	1142	142		512	842	1012
Villa Nova	415	436	445	515	538	545	615	645	715	729	745	815	845	– –	915	945	1015	1045	1115	1145	1215	745	945	1145	145		515	845	1015
Rosemont	418	439	448	518	541	548	618	648	718	732	748	818	848	– –	918	948	1018	1048	1118	1148	1218	748	948	1148	148		518	848	1018
Bryn Mawr	420	441	450	520	543	550	620	650	720	734	750	820	850	– –	920	950	1020	1050	1120	1150	1220	750	950	1150	150		520	850	1020
Haverford	423	444	453	523	546	553	623	653	723	737	753	823	853	– –	923	953	1023	1053	1123	1153	1223	753	953	1153	153		523	853	1023
Ardmore	425	446	455	525	– –	555	625	655	725	739	755	825	855	– –	925	955	1025	1055	1125	1155	1225	755	955	1155	155		525	855	1025
Wynnewood	427	– –	457	527	– –	557	627	657	727	– –	757	827	857	– –	927	957	1027	1057	1127	1157	1227	757	957	1157	157		527	857	1027
Narberth	429	– –	459	529	– –	559	629	659	729	– –	759	829	859	– –	929	959	1029	1059	1129	1159	1229	759	959	1159	159		529	859	1029
Merion	431	– –	501	531	– –	601	631	701	731	– –	801	831	901	– –	931	1001	1031	1101	1131	1201	1231	801	1001	1201	201		531	901	1031
Overbrook	433	– –	503	533	– –	603	633	703	733	– –	803	833	903	– –	933	1003	1033	1103	1133	1203	1233	803	1003	1203	203		533	903	1033
52*d Street*	436	454	506	536	564	606	636	706	736	*b* –	806	836	906	– –	936	1006	1036	1106	1136	1206	1236	806	1006	1206	206		536	906	1036
Fortieth St.	– –	457	– –	– –	– –	– –	‖559	– –	– –	– –	– –	– –	– –	– –	– –	‖1009	– –	– –	– –	– –	– –	– –	– –	– –	– –		– –	– –	– –
West Phila	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	d	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –	d –		d –	d –	d –
Broad Street	445	505	515	545	603	615	645	715	745	756	815	845	915	928	945	1015	1045	1115	1145	1215	1245	815	1015	1215	215		545	915	1045
Philada. arr.	PM	P M	P M	P M	P M	P M	P M	PM	PM	PM	PM	PM	P M	PM	P M	P M	P M	P M	P M	Night	Night	AM	A M	Noon	P M		PM	PM	P M

Additional Trains—Leave Paoli †8 00 a.m., ‡11 12 p.m., arriving Philadelphia 8 45 a.m., 12 02 night.

* Daily, † daily, except Sunday; ‡ Sunday only; *b* stops only on notice to conductor to leave passengers; *d* regular stop to leave passengers; § stops Sunday only; ‖ does not stop Sunday.

Table 31—SCHUYLKILL DIVISION.

TRAINS BETWEEN PHILADELPHIA, NORRISTOWN, PHŒNIXVILLE, POTTSTOWN, READING, POTTSVILLE AND WILKES-BARRE.

325	313	311	323	307	305	301	425	413	423	433	411	409	421	407	405	427	403	Mls.	November 7, 1909.
P M	P M	P M	Noon	A M	A M	A M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	....	lve + **Philadelphia** ♂ arr.
‡8 33	‡5 58	‡4 10	‡12 35	‡9 23	‡9 10	‡6 50	†11 50	†8 10	†5 48	†4 51	†4 10	†1 23	k12 52	†10 47	†9 10	†7 24	†5 40	0	+ ...*Broad Street*...
c8 37	c6 02	c4 14	c12 39	c9 27	c9 14	c6 54	c11 54	c8 14	c5 52	c4 56	c4 14	c1 27	c12 56	c10 51	c9 14	c7 28	c5 44	1.1	+ *W. Philadelphia* ♂
- -	6 06	- -	- -	9 31	- -	- -	- -	- -	- -	- -	- -	1 31	- -	- -	- -	7 32	- -	2.7	...*Fortieth Street*...
- -	6 10	Buffet Parlor Car Philadelphia to Wilkes-Barre.	12 45	9 35	9 20	7 00	12 00	- -	- -	- -	- -	1 35	- -	- -	9 20	7 36	5 50	4.1	+ .*Fifty-second St.* ♂
- -	6 13		12 48	9 38	Buffet Parlor Car Philadelphia to Wilkes-Barre.	7 02	12 02	8 22	- -	5 03	Buffet Parlor Car Phila. to Wilkes-Barre.	1 38	- -	- -	Buffet Parlor Car Philadelphia to Wilkes-Barre.	7 39	- -	5.0	+ *Wynnefield Avenue*
- -	6 17		12 52	9 42		7 06	12 06	8 26	- -	5 07		1 42	1 05	- -		7 43	- -	5.8	+ ....Bala........ ♂
- -	6 19		12 54	9 44		7 08	12 08	8 28	- -	5 09		1 44	1 06	Parlor Car.		7 45	5 55	6.2	+ .....Cynwyd.......
- -	6 21		12 56	9 46		- -	- -	- -	- -	- -		1 46	- -			7 47	- -	7.0	+ .....Barmouth......
8 51	6 25		1 01	9 49	9 27	7 12	12 12	Parlor Car.	- -	5 13		1 51	- -			7 50	6 00	8.0	+ ...**Manayunk**.....
- -	6 27		1 05	9 51		- -	- -		- -	- -		- -	- -			7 52	- -	8.6	.....Cinnaminson.....
- -	6 30		1 06	9 54		b7 15	b12 15		- -	- -		- -	- -			7 54	- -	9.7	+ ... Shawmont ... ♂
- -	6 33		1 09	9 57		- -	b12 17		- -	- -		- -	- -	- -		7 57	- -	10.9	......Lafayette......
- -	6 36		1 12	10 00		7 20	b12 19	- -	- -	- -		1 58	- -	- -		8 00	- -	12.5	+ ... Spring Mill ... ♂
9 01	6 39		1 15	10 03	9 35	7 23	12 22	8 41	6 12	5 22		2 01	1 20	11 12	9 35	8 03	6 11	13.7	+ ..Conshohocken.. ♂
- -	6 42		1 18	10 06	- -	- -	- -	- -	- -	- -		- -	- -	- -	- -	8 06	6 14	15.2	.......Ivy Rock......
- -	6 44		1 20	10 08	- -	- -	- -	- -	- -	- -		- -	- -	- -	- -	8 08	- -	16.1	.... Earnest.......
9 08	6 48	4 40	1 25	10 12	9 42	7 30	12 29	8 48	6 18	5 29	4 40	2 08	1 31	11 19	9 42	8 12	6 21	17.6	+ .. **Norristown** .. ♂
9 11	6 51	- -	1 28	10 15		7 33	12 32	- -	6 22	5 33	- -	2 11	1 33	- -		8 15	6 24	18.2	+ Franklin Avenue ♂
- -	6 54	- -	1 32	10 18		7 36	- -	- -	- -	5 36	- -	2 14	- -	- -		8 19	6 27	20.1	..... Port Indian.....
- -	6 58	- -	1 36	10 22		7 39	12 37	- -	- -	5 40	- -	2 17	1 37	- -		8 23	6 31	21.8	+ Betzwood (Pt. Kennedy) ♂
- -	7 02	- -	1 39	10 25		7 42	b12 39	- -	- -	5 43	- -	2 21	- -	- -		8 26	6 34	23.2	...... Protectory ......
9 20	7 05	- -	1 43	10 29		7 46	12 42	- -	- -	5 47	- -	2 25	1 41	- -		8 30	6 38	24.8	+ ....Perkiomen.... ♂
- -	7 09	- -	1 47	10 32		7 50	12 46	- -	- -	5 51	- -	2 28	- -	- -		8 34	6 42	26.6	...Port Providence...
	7 11	- -	1 49	10 34		7 52	b12 48	- -	- -	5 53	- -	2 30	1 44	- -		8 36	6 44	27.4	..... Mont Clare ... ♂
9 28	7 16	4 56	1 57	10 40	9 58	7 56	12 55	9 05	6 37	5 56	4 56	2 35	1 50	11 35	9 58	8 38	6 48	28.1	+ ..**Phœnixville**.. ♂
- -	7 19	- -	2 00	10 44	- -	7 59	- -	- -	6 40		- -	2 38	- -	11 38	- -	A M	6 51	29.4	.......Cromby.......
9 35	7 25	5 03	2 07	10 51	10 05	8 05	1 00	9 13	6 46	P M	5 03	2 44	2 01	11 44	10 05	.....	6 58	32.3	.....Spring City ♂..
9 35	7 25	5 03	2 07	10 51	10 05	8 05	1 00	9 13	6 46	†5 10	5 03	2 44	2 01	11 44	10 05	.....	6 58	32.3	.....Royersford .....
9 40	7 31	- -	2 13	10 57	10 11	8 10	1 05	9 19	6 52	5 15	- -	2 50	2 07	11 50	10 11	.....	7 04	35.2	+ Parker Ford (Linfield) ♂
-	7 35	- -	2 17	11 00	- -	8 13	- -	-	- -	5 18	- -	2 53	- -	11 53	- -	.....	7 07	36.9	..... Frick's Lock .....
- -	7 39	- -	2 21	11 04	- -	8 17	- -	- -	- -	5 22	- -	2 57	- -	11 57	- -	.....	7 10	39.3	......Kenilworth ......
9 49	7 45	5 15	2 25	11 08	10 20	8 20	1 14	9 28	7 00	5 25	5 15	3 02	2 21	12 03	10 20	.....	7 15	40.3	+ ... **Pottstown** .. ♂
- -	7 50	- -	2 28	11 11	- -	8 23	- -	-	- -	5 28	- -	3 06	- -	12 06	- -	.....	7 21	42.2	...... Bramcote.......
-	7 58	- -	2 35	11 18	- -	8 30	1 19	9 34	- -	5 33	- -	3 12	- -	12 11	- -	.....	7 29	44.5	+ ...Douglassville .. ♂
- -	8 03	- -	2 38	11 22	- -	8 34	- -	- -	- -	5 36	- -	3 15	- -	12 14	- -	.....	7 32	46.7	......Monocacy.......
10 01	8 10	5 26	2 45	11 30	10 31	8 40	1 27	9 41	7 12	5 42	5 26	3 21	2 36	12 20	10 31	.....	7 40	49.1	+ ... **Birdsboro**... ♂
- -	8 12	- -	2 47	11 33	- -	8 43	- -	9 43	- -	5 44	- -	- -	- -	12 22	- -	.....	7 42	50.0	.......Clingan.......
- -	8 17	- -	2 51	11 37	- -	8 48	- -	- -	- -	5 48	- -	- -	- -	12 26	- -	.....	7 46	52.5	.......Gibraltar.......
- -	8 21	- -	2 54	11 40	- -	8 52	- -	- -	- -	5 51	- -	- -	- -	- -	- -	.....	7 50	53.7	........Seyfert ....
- -	8 23	- -	2 56	11 42	- -	8 54	- -	- -	- -	5 53	- -	3 30	- -	12 30	- -	.....	7 54	54.3	......Ridgewood......
- -	8 27	- -	3 01	11 46	- -	8 58	- -	- -	- -	5 57	- -	3 34	- -	12 34	- -	.....	7 58	56.5	.... Orrton........
10 15	8 30	5 39	3 05	11 50	10 44	9 03	1 40	9 55	7 25	6 01	5 39	3 38	2 50	12 38	10 44	.....	8 01	58.4	arr.. + **Reading** ♂ .lve.
P M	8 43	5 44	P M	11 53	10 50	9 08	A M	10 05	P M	6 07	5 44	3 48	P M	12 43	10 50	.....	8 10	58.4	lve ...**Reading**...arr.
....	8 46	- -	.....	11 56	- -	9 11	.....	- -	....	6 10	- -	3 51	.....	- -	- -	.....	8 13	59.0	..Schuylkill Avenue..
....	8 48	- -	.....	11 58	- -	9 13	.....	- -	....	6 12	- -	3 54	.....	12 47	- -	.....	8 15	60.9	.....Exeter Street.....
....	8 51	- -	.....	12 01	- -	9 16	.....	- -	....	6 15	- -	3 57	.....	12 50	- -	.....	8 18	62.5	.....Muhlenberg.....
....	8 57	- -	.....	12 05	- -	9 20	.....	10 14	....	6 20	- -	4 03	.....	12 56	- -	.....	8 23	64.2	+ ......Temple.......
....	8 59	- -	.....	12 07	- -	9 22	.....	10 16	....	6 22	- -	4 05	.....	12 58	- -	.....	8 25	65.1	..... Ontelaunee .....
....	9 04	- -	.....	12 12	11 03	9 28	.....	10 20	....	6 27	- -	4 09	.....	1 03	11 03	.....	8 30	67.7	+ ..... Leesport..... ♂
....	9 08	- -	.....	12 15	- -	9 31	.....	10 23	....	6 30	- -	4 12	.....	1 08	- -	.....	8 35	69.5	+ ....Mohrsville......
....	9 14	- -	.....	12 20	11 11	9 37	.....	10 27	....	6 36	- -	4 18	.....	1 15	11 11	.....	8 40	71.7	+ .Shoemakersville...
....	9 18	- -	.....	12 24	- -	9 42	.....	- -	....	6 39	- -	4 22	.....	1 18	- -	.....	8 44	74.5	......Five Locks.....
....	9 24	6 08	.....	12 30	11 19	9 48	.....	10 36	....	6 44	6 08	4 29	.....	1 25	11 19	.....	8 52	76.8	+ .... **Hamburg** ... ♂
....	9 39	- -	.....	12 46	- -	10 04	.....	10 50	....	6 58	- -	4 42	.....	1 38	- -	.....	9 07	84.6	+ ..... Auburn..... ♂
....	9 42	- -	.....	12 50	- -	10 08	.....	10 52	....	7 01	- -	4 45	.....	1 41	- -	.....	9 10	87.0	.....Landingville.....
....	9 46	- -	.....	12 54	- -	10 12	.....	10 56	....	7 06	- -	4 49	.....	1 45	- -	.....	9 15	88.1	+ Adamsdale (Orwigsburg).
....	9 51	- -	.....	1 00	- -	10 18	.....	11 01	....	7 12	- -	5 00	.....	1 50	- -	.....	9 21	90.6	+ Schuylkill Haven ♂
....	10 00	6 35	.....	1 10	11 45	10 28	.....	11 10	....	7 22	6 35	5 10	.....	2 00	11 45	.....	9 30	94.7	ar. + **Pottsville** ♂ .lv.
....	P M	6 45	.....	P M	11 52	A M	.....	P M	....	P M	6 45	P M	.....	P M	11 52	.....	A M	94.7	lve.. **Pottsville**..arr.
....	....	7 50	.....	.....	12 57	.....	.....	.....	....	.....	7 50	.....	.....	.....	12 57	.....	.....	123.5	arr...**Hazleton**..lve.
....	....	9 25	.....	.....	2 35	.....	.....	.....	....	.....	9 25	.....	.....	.....	2 35	.....	.....	176.0	... **Wilkes-Barre**...
....	....	P M	.....	.....	P M	.....	.....	.....	....	.....	P M	.....	.....	.....	P M	.....	.....	.....	ARRIVE / LEAVE

Mls.	November 7, 1909.	426	420	422	424	400	404	432	406	408	436	410	412	320	300	304	322	306	310	312
....	lve + **Philadelphia** ♂ arr.	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	A M	A M	Noon	P M	P M	P M	P M
0	+ ...*Broad Street*...	7 14	8 10	8 24	9 30	9 40	12 50	1 36	3 26	5 34	7 49	8 25	9 30	8 22	10 40	12 50	2 27	6 13	9 24	9 40
1.1	+ *W. Philadelphia* ♂	d7 10	d8 06	d8 20	d9 26	d9 36	d12 46	d1 31	d3 21	d5 30	d7 45	d8 21	d9 26	d8 18	d10 36	d12 46	d2 23	d6 09	d9 20	d9 36
2.7	...*Fortieth Street*...	7 06	8 02	- -	- -	- -	- -	1 27	3 17	- -	7 41	8 17	- -	8 14	- -	- -	2 19	- -	- -	- -
4.1	+ .*Fifty-second St.* ♂	7 03	7 59	- -	- -	- -	Buffet Parlor Car Wilkes-Barre to Philadelphia.	1 24	3 14	5 26	7 38	8 14	Buffet Parlor Car Wilkes-Barre to Philadelphia.	8 11	10 31	Buffet Parlor Car Wilkes-Barre to Philadelphia.	2 16	6 04	9 15	9 31
5.0	+ *Wynnefield Avenue*	6 59	7 55	- -	- -	- -		1 20	3 11	- -	7 34	8 10		8 07	10 27		2 12	6 00	9 12	- -
5.8	+ ....Bala........ ♂	6 57	7 52	- -	- -	- -		1 18	3 09	- -	7 32	8 08		8 05	10 25		2 10	5 58	9 09	- -
6.2	+ .....Cynwyd.......	6 55	7 49	- -	- -	- -		1 16	3 07	- -	7 30	8 06		8 02	10 22		2 08	5 55	9 06	- -
7.0	+ .....Barmouth......	6 51	- -	- -	- -	- -		1 12	3 03	Parlor Car.	7 26	-		-	10 18		2 04	5 51	- -	Buffet Parlor Car Wilkes-Barre to Philadelphia.
8.0	+ ...**Manayunk**.....	6 48	7 43	- -	- -	Parlor Car.		1 09	3 00		7 23	8 00		7 55	10 15		2 01	5 48	8 00	
8.6	.....Cinnaminson.....	6 46	7 39	- -	- -			1 07	-		7 20	- -		- -	10 13		1 58	5 46	- -	
9.7	+ ... Shawmont ... ♂	6 43	7 36	- -	- -			1 04	- -		7 17	- -		- -	10 10		1 55	5 43	- -	
10.9	......Lafayette......	6 40	7 34	- -	- -			1 01	- -	- -	7 14	- -		- -	10 07		1 52	5 40	- -	
12.5	+ ... Spring Mill ... ♂	6 37	7 31	- -	- -	- -		12 58	- -	- -	7 11	- -		- -	10 04		1 49	5 37	- -	
13.7	+ ..Conshohocken.. ♂	6 34	7 28	7 59	- -	- -		12 55	2 51	5 07	7 08	7 50		7 43	10 01		1 46	5 34	8 50	
15.2	.......Ivy Rock......	6 30	7 24	- -	- -	- -		12 51	- -	- -	7 03	- -		7 39	9 57		1 43	5 30	- -	
16.1	.... Earnest.......	6 28	7 22	- -	- -	- -		12 49	- -	- -	7 01	- -		- -	9 55		1 41	5 28	- -	
17.6	+ .. **Norristown** .. ♂	6 25	7 19	7 53	9 00	9 10	12 20	12 46	2 43	5 00	6 58	7 45	9 00	7 35	9 52	12 20	1 38	5 25	8 42	9 06
18.2	+ Franklin Avenue ♂	6 22	7 16	7 50	- -	- -	- -	12 43	2 40	- -	6 54	7 40	- -	7 32	9 48	- -	1 35	5 21	8 38	
20.1	..... Port Indian.....	6 18	7 08	- -	- -	- -	- -	12 39	- -	- -	6 50	- -	- -	7 27	9 44	- -	1 31	5 17	8 33	
21.8	+ Betzwood (Pt. Kennedy) ♂	6 15	7 05	- -	- -	- -	- -	12 36	2 35	- -	6 47	- -	- -	7 24	9 41	- -	1 28	5 14	8 30	
23.2	...... Protectory	6 12	7 01	- -	- -	- -	- -	12 33	2 32	- -	6 44	- -	- -	7 21	9 38	- -	1 25	5 10	8 26	
24.8	+ ....Perkiomen.... ♂	6 08	6 58	7 39	- -	- -	- -	12 29	2 29	- -	6 40	- -	- -	7 17	9 34	- -	1 21	5 06	8 22	
26.6	...Port Providence...	6 05	6 54	- -	- -	- -	- -	12 26	2 26	- -	6 37	- -	- -	7 13	9 30	- -	1 18	5 02	8 18	
27.4	..... Mont Clare ... ♂	6 03	6 51	- -	- -	- -	- -	12 24	2 24	- -	6 35	- -	- -	7 10	9 28	- -	1 16	4 59	8 15	
28.1	+ ..**Phœnixville**.. ♂	†6 00	6 48	7 34	8 43	8 55	12 03	†12 21	2 21	4 43	†6 32	7 28	8 43	7 07	9 25	12 03	1 13	4 56	8 12	8 47
29.4	.......Cromby.......	A M	6 39	- -	8 37	- -	- -	Noon	2 16	- -		7 20	- -	6 58	9 19	- -	1 07	4 50	8 05	-
32.3	.....Spring City ♂..		6 35	7 26	8 34	- -	11 55	.....	2 12	4 35	P M	7 17	8 35	6 54	9 15	11 55	1 03	4 46	8 01	8 38
32.3	.....Royersford	....	6 35	7 26	8 34	- -	11 55	.....	2 12	4 35	4 29	7 17	8 35	6 54	9 15	11 55	1 03	4 46	8 01	8 38
35.2	+ Parker Ford (Linfield) ♂	....	6 29	- -	8 28	- -	- -	.....	2 07	- -	4 25	7 11	- -	6 48	9 10	- -	12 58	4 40	7 55	- -
36.9	..... Frick's Lock	....	6 24	- -	8 23	- -	- -	.....	2 02	- -	4 18	7 07	- -	6 44	9 06	- -	12 54	4 36	7 51	- -
39.3	......Kenilworth	....	6 20	- -	8 20	- -	- -	.....	1 59	-	4 16	7 03	- -	6 40	9 02	- -	12 50	4 32	7 47	- -
40.3	+ ... **Pottstown** .. ♂	....	6 17	7 15	8 18	8 38	11 44	.....	1 57	4 24	4 13	7 00	8 24	6 37	9 00	11 44	12 48	4 30	7 45	8 26
42.2	...... Bramcote.......	....	6 12	- -	8 12	- -	- -	.....	- -	- -	4 08	6 51	-	6 32	8 55	- -	12 43	4 24	7 39	- -
44.5	+ ...Douglassville .. ♂	....	6 09	- -	8 09	- -	- -	.....	1 49	- -	4 05	6 48	-	6 29	8 52	- -	12 39	4 20	7 36	- -
46.7	......Monocacy.......	....	6 02	- -	8 05	- -	- -	.....	1 46	- -	4 00	6 43	- -	6 22	8 47	- -	12 34	4 16	7 30	- -
49.1	+ ... **Birdsboro**... ♂	....	5 58	7 03	8 02	8 27	11 33	.....	1 42	4 13	3 57	6 40	8 13	6 18	8 43	11 33	12 30	4 11	7 25	8 13
50.0	.......Clingan.......	....	- -	- -	7 59	- -	- -	.....	1 39	- -	3 53	6 36	- -	6 14	8 39	- -	12 26	4 07	7 21	- -
52.5	.......Gibraltar.......	....	5 50	- -	7 55	- -	- -	.....	1 36	- -	3 48	6 32	-	6 11	8 34	- -	12 22	4 03	7 17	- -
53.7	........Seyfert	....	- -	- -	- -	- -	- -	.....	- -	- -	3 46	6 28	- -	6 09	8 31	- -	12 19	4 00	7 14	- -
54.3	......Ridgewood......	....	5 47	- -	7 50	- -	- -	.....	1 32	- -	3 44	6 27	- -	6 07	8 29	- -	12 17	3 57	7 12	- -
56.5	.... Orrton........	204	5 44	- -	7 46	- -	- -	.....	1 29	- -	3 40	6 24	-	6 04	8 24	- -	12 14	3 54	7 08	- -
58.4	arr.. + **Reading** ♂ .lve.	A M	†5 40	†6 50	†7 42	8 15	11 20	.....	1 25	4 00	†3 35	6 20	8 00	§6 00	8 20	11 20	‡12 10	3 50	7 05	8 00
58.4	lve ...**Reading**...arr.	6 45	A M	A M	A M	8 10	11 15	.....	1 18	3 56	P M	6 07	7 55	A M	8 15	11 15	Noon	3 45	7 00	7 55
59.0	..Schuylkill Avenue..	6 42	.....	.....	.....	- -	- -	.....	1 16	- -	.....	6 04	- -	.....	8 13	- -	.....	3 43	6 58	- -
60.9	.....Exeter Street.....	6 40	.....	.....	.....	- -	- -	.....	1 13	- -	.....	6 01	- -	.....	8 11	- -	.....	3 41	6 56	- -
62.5	.....Muhlenberg.....	6 37	.....	.....	.....	- -	- -	.....	1 11	- -	.....	5 57	- -	.....	8 08	- -	.....	3 38	6 53	- -
64.2	+ ......Temple.......	6 34	.....	.....	.....	- -	- -	.....	1 08	- -	.....	5 53	- -	.....	8 05	- -	.....	3 36	6 50	- -
65.1	..... Ontelaunee	6 31	.....	.....	.....	- -	- -	.....	1 06	- -	.....	5 47	- -	.....	8 01	- -	.....	3 31	6 46	- -
67.7	+ ..... Leesport..... ♂	6 27	.....	.....	.....	7 57	- -	.....	1 01	3 43	.....	5 44	- -	.....	7 55	- -	.....	3 26	6 40	- -
69.5	+ ....Mohrsville......	6 22	.....	.....	.....	- -	- -	.....	12 57	- -	.....	5 39	- -	.....	7 52	- -	.....	3 21	6 36	- -
71.7	+ .Shoemakersville...	6 19	.....	.....	.....	7 50	- -	.....	12 53	3 35	.....	5 36	- -	.....	7 47	- -	.....	3 17	6 32	- -
74.5	......Five Locks.....	6 14	.....	.....	.....	- -	- -	.....	12 47	- -	.....	5 29	- -	.....	7 41	- -	.....	3 11	6 27	-
76.8	+ .... **Hamburg** ... ♂	6 11	.....	.....	.....	7 43	10 51	.....	12 43	3 28	.....	5 26	7 31	.....	7 37	10 51	.....	3 07	6 23	7 31
84.6	+ ..... Auburn..... ♂	5 58	.....	.....	.....	7 31	- -	.....	12 30	3 15	.....	5 12	- -	.....	7 22	- -	.....	2 52	6 05	- -
87.0	.....Landingville.....	5 54	.....	.....	.....	- -	- -	.....	12 26		.....	5 07	- -	.....	7 18	- -	.....	2 48	6 01	- -
88.1	+ Adamsdale (Orwigsburg).	5 52	.....	.....	.....	7 26	- -	.....	12 24	3 08	.....	5 05	- -	.....	7 15	- -	.....	2 46	5 59	- -
90.6	+ Schuylkill Haven ♂	5 48	.....	.....	.....	- -	- -	.....	12 20	3 03	.....	5 00	- -	.....	7 10	- -	.....	2 40	5 54	- -
94.7	ar. + **Pottsville** ♂ .lv.	†5 40	.....	.....	.....	†7 15	†10 25	.....	†12 10	†2 55	.....	†4 50	†7 05	.....	‡7 00	‡10 25	.....	‡2 30	‡5 45	§7 05
94.7	lve.. **Pottsville**..arr.	A M	.....	.....	.....	A M	10 15	.....	Noon	2 35	.....	P M	6 55	.....	A M	10 15	.....	P M	P M	6 55
123.5	arr...**Hazleton**..lve.	.....	.....	.....	.....	.....	9 19	.....	.....	†1 20	.....	.....	5 59	.....	.....	9 19	.....	.....	.....	5 59
176.0	... **Wilkes-Barre**...	.....	.....	.....	.....	.....	†7 30	.....	.....	P M	.....	.....	†4 10	.....	.....	‡7 30	.....	.....	.....	‡4 10
.....	ARRIVE / LEAVE	.....	.....	.....	.....	.....	A M	.....	.....	.....	.....	.....	P M	.....	.....	A M	.....	.....	.....	P M

Additional Trains—Leave Philadelphia †9 57 a.m., †2 52, †5 12, †5 56, †7 04 p.m., Conshohocken †10 37 a.m., †3 27, †5 52, †6 33, †7 41 p.m., Norristown †10 46 a.m., †3 34, †6 01, †6 40, †7 50 p.m., arriving Phœnixville 11 11 a.m., 4 00, 6 19, 7 05, 8 19 p.m. Returning, leave Phœnixville †7 50, †9 42 a.m., †4 53, †10 15 p.m., Norristown †8 16, †10 07 a.m., †5 18, †10 38 p.m., Conshohocken †8 22, †10 16 a.m., †5 27, †10 44 p.m., arriving Philadelphia 8 52, 10 56 a.m., 6 09, 11 19 p.m.

† Daily, except Sunday; ‡ Sunday only; *b* stops only on notice to conductor to leave passengers; *c* regular stop to take passengers; *d* regular stop to leave passengers; *k* Saturday only.

+ Coupon stations; ♂ Telegraph stations. STANDARD—*Eastern time.*

For additional Trains between Philadelphia and Norristown, see following page

THE PENNSYLVANIA RAILROAD COMPANY

Table 32—SCHUYLKILL DIVISION.—Additional Local Trains between Philadelphia and Norristown.

November 7, 1909.	Mls	441	443	445	447	449	431	451	453	455	457	439	459	461	463	341	343	345	347	349	351	353	355	357	359
Philadelphia ♁..lve.	....	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M
Broad Street+	0	†5 57	†8 35	†11 18	†12 25	†2 10	†2 52	†3 37	†4 18	†5 28	†6 23	†7 04	†7 42	†8 36	†11 03	ʒ7 50	ʒ10 22	ʒ1 31	ʒ2 35	ʒ3 18	ʒ4 20	ʒ6 48	ʒ7 58	ʒ9 35	ʒ10 42
West Philada+ ♁	1.1	c6 01	c8 39	c11 22	c12 29	c2 14	c2 56	c3 41	c4 22	c5 32	c6 27	c7 08	c7 46	c9 38	c11 07	c7 54	c10 26	c1 35	c2 39	c3 22	c4 24	c6 52	c8 02	c9 39	c10 46
Fortieth Street	2.7	6 05	8 43	11 26	12 33	2 18	— —	— —	4 26	— —	6 31	7 12	— —	9 43	— —	— —	10 30	1 39	2 43	— —	4 28	— —	8 06	— —	10 50
Fifty-second St+ ♁	4.1	6 09	8 47	11 30	12 37	2 22	—	3 47	4 30	5 38	6 36	7 16	7 52	9 47	11 13	8 00	10 34	1 43	2 47	3 28	4 32	6 58	8 10	9 45	10 54
Wynnefield Ave+	5.0	6 12	8 50	11 33	12 40	2 25	3 04	3 50	4 33	5 41	6 38	7 19	7 55	9 50	11 16	8 03	10 37	1 46	2 50	3 31	4 35	7 01	8 13	9 48	10 57
Bala+ ♁	5.8	6 16	8 54	11 37	12 44	2 29	3 08	3 54	4 37	5 45	6 42	7 23	7 59	9 54	11 20	8 07	10 41	1 50	2 54	3 35	4 39	7 05	8 17	9 52	11 01
Cynwyd+	6.2	6 18	8 56	11 39	12 46	2 31	3 10	3 56	4 39	5 47	6 44	7 25	8 01	9 56	11 22	8 09	10 43	1 52	2 56	3 37	4 41	7 07	8 19	9 54	11 03
Barmouth+	7.0	6 20	8 58	11 41	12 48	2 33	3 12	3 58	4 41	— —	6 46	—	8 03	9 58	11 24	8 11	10 45	1 54	2 58	3 39	4 43	7 09	8 21	9 56	11 05
Manayunk+	8.0	6 24	9 01	11 44	12 51	2 36	3 17	4 01	4 44	5 52	6 49	7 30	8 06	10 01	11 27	8 14	10 48	1 57	3 01	3 42	4 46	7 12	8 24	9 59	11 08
Cinnaminson+	8.6	6 26	9 04	11 46	12 53	2 38	— —	4 03	4 46	— —	6 51	— —	8 08	10 03	11 29	8 16	10 50	1 59	3 03	3 44	4 48	7 14	8 26	10 01	11 10
Shawmont+	9.7	6 29	9 06	11 49	12 50	2 41	— —	4 06	4 49	— —	6 54	— —	8 11	10 06	11 32	8 19	10 53	2 02	3 06	3 47	4 51	7 17	8 29	10 04	11 13
Lafayette	10.9	6 32	9 09	11 52	12 59	2 44	—	4 09	4 52	— —	6 57	—	8 14	10 09	11 35	8 22	10 56	2 05	3 08	3 50	4 54	7 20	8 32	10 07	11 16
Spring Mill+ ♁	12.5	6 35	9 12	11 55	1 02	2 47	3 24	4 12	4 55	— —	7 00	7 38	8 17	10 12	11 38	8 25	10 59	2 08	3 12	3 53	4 57	7 23	8 35	10 10	11 19
Conshohocken+ ♁	13.7	6 40	9 15	11 58	1 05	2 50	3 27	4 15	4 58	6 02	7 03	7 41	8 20	10 15	11 41	8 28	11 02	2 11	3 15	3 56	6 00	7 26	8 38	10 13	11 22
Ivy Rock	15.2	6 43	9 18	12 01	1 08	2 53	-	4 18	5 02	— —	7 06	7 44	8 23	10 18	11 44	8 31	11 05	2 14	3 18	3 59	6 03	7 29	8 41	10 16	11 25
Earnest	16.1	6 45	9 20	12 03	1 10	2 55	— —	4 20	5 04	— —	7 08	— —	8 25	10 20	11 46	8 33	11 07	2 16	3 20	4 01	5 06	7 31	8 43	10 18	11 27
Norristown+ ♁	17.6	6 52	9 24	12 07	1 14	2 59	3 34	4 24	5 08	6 11	7 12	7 50	8 29	10 24	11 50	8 37	11 11	2 20	3 24	4 05	5 09	7 35	8 47	10 22	11 31
Franklin Ave+ ♁	18.2	6 55	9 27	12 10	1 17	3 02	3 37	4 27	5 11	6 14	7 15	7 53	8 32	10 27	11 53	8 40	11 14	2 23	3 27	4 08	5 12	7 38	8 50	10 25	11 34
[ARRIVE	....	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M

STATIONS.	440	442	446	448	450	452	454	456	458	434	460	462	438	464	340	342	344	346	348	350	352	354	356	358
[LEAVE	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M
Franklin Avenue	†5 46	†6 53	†7 55	†8 22	†8 45	†11 20	†1 50	†3 20	†4 33	†5 15	†6 50	†9 04	†10 35	†11 10	ʒ6 00	ʒ9 00	ʒ11 38	ʒ12 30	ʒ3 00	ʒ4 07	ʒ6 04	ʒ7 02	ʒ7 51	ʒ10 36
Norristown	5 49	6 56	7 59	8 25	8 48	11 23	1 53	3 23	4 36	5 18	6 53	9 07	10 38	11 13	6 03	9 03	11 41	12 33	3 03	4 10	6 07	7 06	7 54	10 38
Earnest	— —	— —	— —	8 28	— —	11 26	1 56	3 26	4 39	5 21	6 56	9 10	— —	11 16	6 06	9 06	11 44	12 36	3 06	4 13	6 10	7 08	7 57	10 41
Ivy Rock	5 53	— —	— —	8 30	— —	11 28	1 58	3 28	4 42	5 23	6 58	9 12	— —	11 18	6 08	9 08	11 46	12 38	3 08	4 16	6 12	7 10	7 59	10 43
Conshohocken	5 57	7 02	8 05	8 34	8 54	11 32	2 02	3 32	4 46	5 27	8 01	9 15	10 44	11 21	6 12	9 12	11 50	12 42	3 12	4 19	6 16	7 14	8 03	10 47
Spring Mill	6 00	7 05	8 08	8 37	— —	11 35	2 05	3 35	4 49	5 30	8 04	9 18	10 47	11 24	6 15	9 15	11 53	12 45	3 15	4 22	6 19	7 17	8 06	10 50
Lafayette	6 03	— —	— —	8 40	— —	11 38	2 08	3 38	4 52	5 33	— —	9 21	— —	11 27	6 18	9 18	11 56	12 48	3 18	4 25	6 22	7 20	8 09	10 53
Shawmont	6 05	— —	— —	8 43	— —	11 40	2 11	3 41	4 55	5 36	6 09	9 23	— —	11 30	6 21	9 21	11 59	12 51	3 21	4 27	6 25	7 23	8 12	10 56
Cinnaminson	6 08	— —	— —	8 46	— —	11 43	2 14	3 44	4 58	5 38	— —	9 26	— —	11 32	6 24	9 24	12 02	12 54	3 23	4 30	6 28	7 26	8 14	10 59
Manayunk	6 10	7 12	8 16	8 48	9 03	11 46	2 16	3 46	5 00	5 42	8 15	9 28	10 54	11 35	6 26	9 26	12 04	12 56	3 25	4 33	6 30	7 28	8 16	11 01
Barmouth	6 13	7 15	— —	8 51	— —	11 49	2 19	3 49	5 03	5 45	—	9 31	10 57	11 38	6 29	9 29	12 07	12 59	3 28	4 36	6 33	7 31	8 19	11 04
Cynwyd	6 17	7 19	8 21	8 55	9 08	11 53	2 23	3 53	5 07	5 49	8 18	9 35	11 01	11 42	6 33	9 33	12 11	1 03	3 32	4 40	6 37	7 35	8 23	11 08
Bala	6 19	7 21	8 23	8 57	9 10	11 55	2 25	3 55	5 09	5 52	6 20	9 37	11 03	11 44	6 35	9 35	12 13	1 05	3 34	4 42	6 39	7 37	8 26	11 10
Wynnefield Avenue	6 21	7 23	8 25	8 59	9 12	11 57	2 27	3 57	5 11	5 54	6 22	9 39	11 05	11 46	6 37	9 37	12 15	1 07	3 37	4 44	6 41	7 39	8 28	11 12
Fifty-second Street	6 24	7 26	8 29	9 03	— —	12 01	2 31	4 01	5 15	5 58	6 26	9 45	11 08	11 50	6 41	9 41	12 19	1 11	3 41	4 48	6 46	7 43	8 32	11 16
Fortieth Street	6 27	7 29	— —	— —	— —	12 04	2 34	4 04	— —	6 01	— —	9 46	11 11	— —	6 44	9 44	12 22	— —	— —	4 51	— —	—	8 36	— —
West Philadelphia	d6 31	d7 33	d8 34	d9 08	d9 19	d12 08	d2 38	d4 08	d5 20	d6 05	d6 31	d9 50	d11 16	d11 55	d6 48	d9 48	d12 26	d1 16	d3 46	d4 55	d6 50	d7 48	d8 39	d11 21
Broad Street	6 35	7 37	8 38	9 12	0 23	12 12	2 42	4 12	5 24	6 09	6 35	9 54	11 19	11 59	6 52	9 52	12 30	1 20	3 50	4 59	6 54	7 52	8 43	11 25
Philadelphia......arr.	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M

Table 33—CRESSON DIVISION.

810	804	802	800	708	718	716	704	712	702	Mls	November 21, 1909.	703	713	715	709	701	719	801	803	809	805
P M	P M	A M	A M	P M	....	P M	A M	....	A M	....	LEAVE] [ARRIVE	A M	....	P M	P M	P M	....	A M	A M	P M	P M
ʒ6 05	ʒ6 00	ʒ9 00	ʒ8 55	†6 05	....	†2 50	†9 15	....	†7 00	0	+... **Cresson**	7 50	....	2 12	4 13	5 25	....	7 55	8 02	4 12	4 18
— —	6 13	9 13	9 08	6 18	P M	3 01	9 27	A M	7 12	4.0	......Munster......	7 37	A M	2 01	4 01	5 13	P M	— —	7 50	4 00	4 06
6 25	6 19	9 19	9 14	6 28	†4 00	3 08	9 38	†7 35	7 20	6.4	+.....**Kaylor**......	7 30	9 25	1 55	3 55	5 07	6 15	7 35	7 44	3 54	4 00
6 40	....	9 32	....	6 49	4 15	3 23	10 00	7 50	7 38	11.2	+...Ebensburg......	7 02	†9 10	1 42	†3 30	4 50	†6 00	7 22	....	....	3 47
7 20	....	10 13	....	7 30	P M	P M	10 43	A M	8 10	23.0	+..**Vintondale**....	6 28	A M	1 08	P M	4 15	P M	6 50	....	....	3 13
7 30	....	10 22	....	7 40			10 52		8 15	26.6	arr.+**Wehrum**..lve.	†6 20		†1 00	....	4 08		ʒ6 40	....	....	ʒ3 06
P M	....	A M	....	P M	....	....	A M	....	8 55	43.4	arr..**Black Lick**.lve.	A M	....	P M	....	†5 27	....	A M	....	....	P M
....	6 33	....	9 28	6 41	....	....	9 52	....	A M	11.7	+.**Bradley Junc**...	7 03	....		3 35	P M	....		7 30	3 40	....
....	7 08	....	10 03	7 21	....	....	10 35	....		23.8	+...Barnesboro......	6 20	....	A M	2 48		....	....	6 53	3 03	....
....	7 25	....	10 20	7 38	....	....	10 52	....	....	29.2	ar.+**Cherry Tree** lv.	†6 05	....	7 30	2 33	....	....	....	ʒ6 40	2 50	....
....	P M	....	11 15	9 44	784	....	11 53	782	....	49.6	ar.**Possum Glory**.lv.	A M	....	†5 35	†12 03	....	781	783	A M	ʒ11 22	....
....	....	....	12 15	8 51	P M	736	12 50	A M	732	50.9	arr...**Idamar**...lve.	....	733	†6 29	†1 20	737	P M	P M	....	ʒ1 35	....
....	...	....	Noon	7 06	†2 35	P M	10 14	†6 00	A M	18.5	+.....Patton.......	6 40	A M	A M	3 15	P M	2 00	9 20	....	P M	....
....	....	....	....	7 24	2 53	†2 21	11 10	6 20	†5 45	26.1	......**Garway**.......	6 20	11 10	....	2 55	7 57	1 43	9 03	....	....	....
....	....	....	....	7 42	....	2 38	10 55	....	6 03	30.9	arr.+**Hastings**..lve.	†6 05	†10 58	....	†2 41	†7 45	....	....	....	....	....
....	....	....	....	8 02	3 00	P M	11 16	6 26	A M	28.4	+....Westover......	5 39	A M	....	2 13	P M	1 38	8 58	....	....	....
....	....	....	....	—	3 19	....	— —	6 41	....	....	.**La Jose Junction**.	— —	....	....	— —	....	1 21	8 41	....	....	....
....	....	....	....	8 19	— —	....	11 34	— —	....	35.6	+....**La Jose**......	5 23	....	....	1 57	....	— —	— —	....	....	....
....	....	....	....	8 35	3 30	....	11 47	6 50	....	39.3	arr+**Mahaffey**..lve.	†5 10	....	....	†1 45	....	†1 10	†8 30	....	....	....
....	....	....	....	8 44	P M	....	11 56	A M	....	41.3	+.....McGees.......	5 02	....	....	1 37	....	P M	P M	....	....	....
....	....	....	....	9 08	....	....	12 20	....	....	49.3	+**Glen Campbell**..	†4 37	....	....	†1 10	....	....	....	....	....	....
....	....	....	....	P M	....	....	Noon	....	....	....	ARRIVE] [LEAVE	A M	....	....	P M	....	....	....	....	....	....

+ Coupon stations; ♁ Telegraph stations.

Table 34—SPRINGFIELD BRANCH.

482	430	Mls	November 7, 1909.	431	433
P M	A M	....	LEAVE] [ARRIVE	A M	P M
†5 54	†6 18	0	.**Springfield Jn.**	7 05	8 41
6 02	6 26	3.1	....Moyston....	6 57	8 35
6 06	6 30	4.7	....**Royer**......	6 53	8 29
6 10	6 34	5.9	....**Morell**....	6 49	8 25
6 16	6 40	....	...**Orominea**...	†6 41	†6 17
P M	A M	....	ARRIVE] [LEAVE	A M	P M

Table 35—BEDFORD DIVISION.

7	3	5	1	Ms.	November 7, 1909.	4	2	6	10
A M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	A M
ʒ9 05	†6 40	†2 00	†8 35	....	+.**Huntingdon**..♁	11 00	6 40	3 45	11 20
ʒ10 40	†7 20	†3 40	†10 20	0	lve.+**Mt. Dallas**..arr.	9 20	5 00	2 05	9 45
10 43	7 24	3 45	10 24	1.7	......Ashcom......	9 15	4 55	2 01	9 41
10 46	7 28	3 49	10 28	3.3	......Lutzville......	9 11	4 51	1 58	9 38
10 48	7 30	3 52	10 30	4.3	+....Hartley......	9 09	4 49	1 56	9 36
10 51	7 34	3 56	10 34	6.4	........Cliffs........	9 03	4 45	1 53	9 33
10 55	7 40	4 00	10 40	8.0	+... **Bedford** ...♁	9 00	4 40	†1 50	ʒ9 30
A M	7 48	P M	10 46	10.9	+...Wolfsburg......	8 52	4 34	P M	A M
.....	7 50	.....	10 50	12.9	........Napier........	8 48	4 30	....	
.....	7 58	.....	10 57	15.9	+.Mann's Choice.♁	8 43	4 25	....	
.....	8 00	.....	11 01	18.1	..Sulphur Springs..	8 39	4 21	....	
.....	8 06	.....	11 08	21.1	+..Buffalo Mills..♁	8 33	4 15	....	
.....	8 09	.....	11 12	22.5	........Bard........	8 26	4 10	....	
.....	8 13	.....	11 16	24.8	...... Madley	8 24	4 05	....	
.....	8 18	.....	11 21	27.3	+...Fossilville.....	8 19	3 59	....	
.....	8 23	.....	11 26	30.0	....Will's Creek....	8 12	3 52	....	
.....	8 25	.....	11 28	31.0	+...**Hyndman**...♁	8 10	3 50	....	
.....	8 35	.....	11 37	35.9	....Cook's Mills....	8 00	3 40	....	
.....	8 40	.....	11 44	38.4	.....State Line...♁	7 55	3 35	....	
.....	8 55	.....	12 00	45.0	+.**Cumberland**.♁	†7 40	†3 20	....	
.....	P M	.....	Noon	....	ARRIVE] [LEAVE	A M	P M	....	.....

y Tuesday, Thursday and Saturday only.

Additional Train—Leaves Huntingdon ʒ5 40 p.m., Mt. Dallas 7 15 p.m., arrives Bedford 7 30 p.m. Returning, leaves Bedford ʒ3 00 p.m., arrives Mt. Dallas 3 15 p.m., Huntingdon 4 58 p.m.

PETERSBURG BRANCH. Table 36.

408	406	404	402	400	Ms.	PETERSBURG BRANCH. Table 36.	401	403	405	407	409	501
P M	P M	A M	A M	A M	...		A M	A M	P M	P M	P M	A M
†6 57	†4 35	†11 01	†7 23	†5 22	0	lve.....**Altoona**....arr.	7 55	9 55	2 30	6 08	7 30	10 18
7 15	5 03	11 27	7 44	5 50	7.6	lve.**Hollidaysburg**.arr.	7 36	9 33	2 08	5 46	7 08	9 57
7 22	5 10	11 33	7 51	5 55	10.5	.......Frankstown......	7 30	9 27	2 02	5 40	7 02	9 49
7 28	5 17	11 39	7 57	6 02	13.1	..........Reese..........	7 24	9 21	1 56	5 34	6 56	9 43
7 35	5 25	11 48	8 03	6 09	16.4	.... Flowing Spring	7 16	9 13	1 48	5 26	6 49	9 36
7 40	5 29	11 53	8 07	6 14	18.3	.......Point View.......	7 11	9 08	1 43	5 21	6 45	9 31
7 43	— —	—	— —	7 06	19.4	...**Springfield Junc**...	7 08	— —	— —	— —	6 41	— —
7 44	5 33	11 57	8 11	7 13	19.6	+...Franklin Forge.....	7 04	9 04	1 39	5 17	5 49	9 25
7 48	5 38	12 02	8 15	7 18	21.3	+..**Williamsburg**....	7 00	†9 00	1 35	5 13	†6 45	9 20
7 57	P M	12 12	8 25	A M	25.5	.........Carlim.........	6 49	A M	1 26	5 03	P M	9 11
8 02	.....	12 16	8 30	.....	27.5	.........Mt. Etna.........	6 45	....	1 21	4 59	....	9 06
8 15	.	12 29	8 45	.....	33.9	+.....Alexandria.......	6 31	....	1 08	4 48	....	8 51
8 24	.....	12 38	8 55	.....	38.9	..... **Petersburg**	6 22	....	1 00	4 37	....	8 42
8 35	...	12 50	9 05	.....	45.2	..... **Huntingdon**	†6 10	....	†12 48	†4 25	....	ʒ8 30
P M	...	Noon	A M	.....	....	ARRIVE] [LEAVE	A M	....	Noon	P M	....	A M

Leaves Huntingdon ʒ5 30 p.m., arrives Altoona 7 15 p.m. Leave Altoona ʒ8 05 a.m., ʒ4 45 p.m., arrive Huntingdon 9 46 a.m., 6 33 p.m.

Table 37—BEDFORD DIV.—Dunnings Creek Branch.

No. 104	No. 102	Mls.	November 7, 1909.	No. 103	No. 105
y4 50 P M	†6 00 A M	0	lv.+**Bedford**..ar.	8 50 A M	7 15 P M
4 55 "	6 05 "	1.5	....Chalybeate....	8 42 "	7 10 "
5 05 "	6 15 "	4.3	......Younts......	8 30 "	7 00 "
5 10 "	6 22 "	5.7	......Hughes......	8 20 "	6 50 "
5 22 "	6 35 "	9.0	+...**Cessna**.....	8 10 "	6 40 "
5 36 "	6 50 "	13.5	...Reynoldsdale...	7 54 "	6 24 "
5 50 P M	7 20 A M	18.2	arr... **Imler**...lve.	†7 40 A M	y6 10 P M

* Daily; † daily, except Sunday; ʒ Sunday only; *c* regular stop to take passengers; *d* regular stop to leave passengers.

Eastern time.

THE PENNSYLVANIA RAILROAD COMPANY

Table 38—EASTERN PENNSYLVANIA DIVISION.—Middle Division.—Westbound.

Nov. 7, 1909.	Mls.	35	19	37	3	47	41	89	15	13	25	83	43	1	27	5	81	29	21	23	31	7	9	39	75	71
New York....lv.	....	....	P M	P M	P M	....	Night	....	....	....	A M	....	A M	*A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	..	....	Night
West 23d St....	....	....	*8 25	*8 55	*7 55	....	12 10	....	....	....	*7 55	....	*9 55	y8 55	*1055	*1055	†9 55	*355	*1 55	*4 55	*8 25	*8 25	*5 55	....	....	12 10
Desb. & Cort. Sts....	....	....	8 30	10 00	8 00	....	12 15	....	....	....	8 00	....	10 00	y9 00	11 00	11 00	10 00	4 00	2 00	5 00	6 30	6 30	6 00	....	....	12 15
Hud.Ter.(H.&M.RR.)	....	....	8 35	10 05	8 05	....	12 20	....	....	....	8 05	....	10 05	y9 05	11 05	11 05	10 05	4 05	2 05	5 05	6 35	6 35	6 05	....	....	12 20
Phila. N. Phila...lv.	....	P M	x1053	c1208	10 26	....	....	....	A M	A M	x957	....	cr153	....	t12 52	t12 57	....	c5 37	t4 04	7 02	c8 17	z8 33	z8 14	P M	....	....
Phila. Broad St...lv	....	*1045	11 05	....	11 35	....	4 25	....	*8 40	*8 40	10 25	....	..	11 35	1 10	1 20	12 45	P M	4 30	P M	....	8 58	8 40	*8 02	....	4 37
Phila. W. Phila...lv.	....	c1049	c1109	....	c1139	....	c4 29	....	c8 44	c8 44	c1029	....	....	cr139	c1 14	c1 24	c1249	....	c4 34	....	....	c9 02	c8 44	c9 06	....	c4 41
[LEAVE	....	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	A M	A M
Harrisburg + ♂	0	*1 15	*1 40	*2 41	*2 50	†7 55	†8 00	*10 30	*11 37	*12 20	*12 50	*1 40	*2 07	*2 50	*3 35	*3 43	*4 45	*7 54	*7 37	*8 53	*10 54	*11 30	*11 35	*12 01	z8 10	z8 20
Maclay Street + ..	1.5	—	—	—	—	—	8 05	10 35	—	—	—	1 45	—	Main Line Express.	—	—	4 50	—	—	—	—	—	—	—	—	8 25
Lucknow.....	3.7	—	—	—	—	—	8 09	—	—	—	—	1 50	—		—	—	4 55	—	—	—	—	—	—	—	—	8 29
Rockville + .. ♂	5.3	—	—	—	—	—	8 12	10 41	—	—	—	1 53	—		—	—	4 58	—	—	—	—	—	—	—	—	8 33
Marysville + . ♂	7.2	—	—	—	3 04	—	8 17	10 45	—	—	—	1 57	—		—	—	5 03	—	—	—	—	—	—	—	—	8 36
Perdix.....	9.7	—	—	—	—	—	8 22	10 50	—	—	—	2 02	—		—	—	5 08	—	—	—	—	—	—	—	—	8 41
Cove.....	10.7	—	—	—	—	—	8 26	10 53	—	—	—	2 04	—		—	—	5 10	—	—	—	—	—	—	—	—	8 43
Cove Forge.....	13.3	—	—	—	—	—	8 31	10 57	—	—	—	2 08	—		—	—	5 15	—	—	—	—	—	—	—	—	8 49
Duncannon + .. ♂	14.8	—	—	—	3 18	8 18	8 35	11 02	—	—	—	2 12	—	n317	—	—	5 19	—	—	—	—	—	—	—	8 33	8 53
Juniata Bridge...	15.0	—	—	—	—	—	8 38	11 04	—	—	—	2 14	—		—	—	5 22	—	—	—	—	—	—	—	—	8 55
Aqueduct.....	18.0	—	—	—	—	—	8 42	11 08	—	—	—	2 18	—		—	—	5 26	—	—	—	—	—	—	—	—	8 58
Losh's Run.....	19.8	—	—	—	—	—	8 47	11 12	—	—	—	2 22	—		—	—	5 30	—	—	—	—	—	—	—	—	9 03
Iroquois.....	21.2	—	—	—	—	—	8 50	11 15	—	—	—	2 25	—		—	—	5 33	—	—	—	—	—	—	—	—	9 07
Bailey.....	22.9	—	—	—	—	—	8 53	—	—	—	—	2 29	—		—	—	5 36	—	—	—	—	—	—	—	—	9 09
Newport + .. ♂	27.4	—	—	—	3 38	8 35	9 04	11 27	—	—	—	2 40	—		—	—	5 44	—	—	—	—	—	—	—	8 48	9 20
Old Ferry.....	30.8	—	—	—	—	—	9 09	—	—	—	—	2 60	—		—	—	5 49	—	—	—	—	—	—	—	—	9 26
Millerstown + .. ♂	32.7	—	—	—	—	—	9 13	11 36	—	—	—	2 56	—		—	—	5 53	—	—	—	—	—	—	—	—	9 30
Durward.....	35.8	—	—	—	—	—	9 19	—	—	—	—	3 02	—		—	—	5 58	—	—	—	—	—	—	—	—	9 36
Thompsontown + .. ♂	37.7	—	—	—	—	—	9 24	11 44	—	—	—	3 06	—		—	—	6 01	—	—	—	—	—	—	—	—	9 40
Vandyke.....	41.2	—	—	—	—	—	9 30	—	—	—	—	3 12	—		—	—	6 07	—	—	—	—	—	—	—	—	9 47
Tuscarora.....	43.0	—	—	—	—	—	9 34	—	—	—	—	3 15	—		—	—	6 10	—	—	—	—	—	—	—	—	9 50
Mexico.....	44.1	—	—	—	—	—	9 36	11 54	—	—	—	3 18	—		—	—	6 13	—	—	—	—	—	—	—	—	9 53
Port Royal + ...	46.2	—	—	—	4 07	—	9 41	11 58	—	—	—	3 22	—		—	—	6 17	—	—	—	—	—	—	—	—	9 58
Mifflin + ... ♂	40.0	—	—	—	4 12	9 01	9 46	12 03	—	—	—	3 27	—	4 06	—	—	6 23	—	—	—	—	—	—	—	9 15	10 03
Denholm.....	51.6	—	—	—	—	—	9 51	12 07	—	—	—	3 32	—		—	—	6 28	—	—	—	—	—	—	—	—	10 08
Narrows.....	55.6	—	—	—	—	—	9 58	s12 13	—	—	—	3 39	—		—	—	6 36	—	—	—	—	—	—	—	—	10 16
Shawnee	57.5	—	—	—	—	—	10 02	12 16	—	—	—	3 43	—		—	—	6 39	—	—	—	—	—	—	—	—	10 20
Lewistown Jn + ♂	60.7	—	—	—	4 33	9 16	10 10	12 23	12 59	—	—	3 49	—	4 23	—	—	6 46	—	g9 00	—	—	—	—	—	9 30	10 27
Granville + ...	64.4	—	—	—	—	—	10 18	12 30	—	—	—	3 56	—		—	—	6 52	—	—	—	—	—	—	—	—	10 35
Anderson + ...	65.9	—	—	—	—	—	10 21	—	—	—	—	3 59	—		—	—	6 55	—	—	—	—	—	—	—	—	10 37
Longfellow	68.3	—	—	—	—	—	10 26	—	—	—	—	4 03	—		—	—	6 59	—	—	—	—	—	—	—	—	10 42
Horningford.....	69.5	—	—	—	—	—	10 28	—	—	—	—	4 06	—		—	—	7 02	—	—	—	—	—	—	—	—	10 45
McVeytown + ...	72.5	—	—	—	4 55	—	10 35	12 43	—	—	—	4 12	—	b4 40	—	—	7 07	—	—	—	—	—	—	—	—	10 51
Ryde	77.1	—	—	—	—	—	10 43	—	—	—	—	4 19	—		—	—	7 15	—	—	—	—	—	—	—	—	10 59
Vineyard	78.8	—	—	—	—	—	10 47	12 54	—	—	—	4 23	—		—	—	7 19	—	—	—	—	—	—	—	—	11 03
Newton Hamilton + ♂	82.6	—	—	—	5 13	—	10 54	1 01	—	—	—	4 30	—		—	—	7 26	—	—	—	—	—	—	—	—	11 11
Mount Union + . ♂	85.5	—	—	—	5 19	9 48	11 00	1 07	b1 32	—	—	4 35	—	b6 01	—	—	7 32	—	—	—	—	—	—	—	9 59	11 16
Mapleton + ...	88.7	—	—	—	5 25	—	11 06	1 13	—	—	—	4 42	—		—	—	7 38	—	—	—	—	—	—	—	—	11 23
Mill Creek + ... ♂	91.9	—	—	—	5 32	—	11 13	1 19	—	—	—	4 48	—		—	—	7 44	—	—	—	—	—	—	—	—	11 29
Ardenheim	95.1	—	—	—	—	—	11 19	—	—	—	—	4 53	—		—	—	7 49	—	—	—	—	—	—	—	—	11 36
Huntingdon + .. ♂	97.3	—	—	—	5 44	10 03	11 26	1 29	1 48	—	—	4 58	—	5 22	—	—	7 54	—	g9 52	—	—	—	2 08	—	10 14	11 40
Petersburg + ... ♂	103.6	—	—	—	5 59	—	11 41	1 40	—	—	—	5 11	—		—	—	8 07	—	—	—	—	—	—	—	—	11 54
Barree + ... ♂	106.9	—	—	—	6 07	—	11 49	1 45	—	—	—	5 16	—		—	—	8 13	—	—	—	—	—	—	—	—	12 01
Spruce Creek + ..	109.5	—	—	—	6 15	—	11 56	1 50	—	—	—	5 21	—		—	—	8 18	—	—	—	—	—	—	—	—	12 06
Union Furnace +	111.1	—	—	—	6 20	—	12 00	1 54	—	—	—	5 25	—		—	—	8 22	—	—	—	—	—	—	—	—	12 10
Shoenberger.....	113.1	—	—	—	—	—	12 04	—	—	—	—	5 30	—		—	—	8 26	—	—	—	—	—	—	—	—	12 14
Birmingham ...	114.4	—	—	—	6 28	—	12 07	2 01	—	—	—	5 34	—	b5 53	—	—	8 30	—	—	—	—	—	—	—	—	12 16
Tyrone + ... ♂	116.4	—	—	—	6 37	10 33	12 15	2 08	2 22	—	3 24	5 44	—	6 00	—	—	8 38	—	q10 26	—	—	—	2 46	—	10 45	12 22
Tipton + ...	120.7	—	—	—	6 48	—	12 24	—	—	—	—	5 52	—		—	—	8 43	—	—	—	—	—	—	—	—	12 31
Bellwood + ... ♂	124.3	—	—	—	6 59	10 46	12 32	2 24	n237	—	—	6 00	—	n614	—	—	8 50	—	—	—	—	—	—	—	10 57	12 40
East Altoona....	128.4	—	—	—	—	—	12 42	—	—	—	—	6 09	—		—	—	8 58	—	—	—	—	—	—	—	—	12 48
Altoona + ♂ arr.	131.1	4 15	4 37	5 48	7 20	11 00	12 50	2 40	2 52	3 00	3 49	6 15	4 55	6 28	6 35	6 45	9 05	—	10 54	1 02	—	2 30	3 15	3 30	11 10	12 55
Pittsburgh	244.0	7 43	8 00	9 00	11 00	2 10	5 55	P M	6 35	6 52	6 52	P M	7 55	10 25	8 35	9 45	P M	1240	2 10	4 30	3 50	5 37	7 00	7 15	2 18	5 48
[ARRIVE	....	A M	A M	A M	A M	P M	P M		P M	P M	P M	....	P M	P M	P M	P M	....	Night	A M	A M	A M	A M	A M	A M	P M	P M

Pittsburg Night Express. Sleeping Cars. No Coaches. — Cleveland and Cincinnati Express. Sleeping Cars. — Iron City Express. Sleeping Cars. — Pacific Express. Sleeping Cars. — Buffet Parlor Car. — Pittsburg Express. — Fast Mail. Buffet Parlor Car. — Chicago Special. Parlor Car, Dining Car, Sleeping Cars. — Observation Parlor Car, Drawing-room Parlor Car, Dining Car. — Main Line Express. Buffet Parlor Car. — St. Louis Limited. Composed entirely of Pullman Vestibule Cars on which an extra fare is charged. Dining Car. — The Pennsylvania Limited. Composed entirely of Pullman Vestibule Cars on which an extra fare is charged. Dining Car. — Pennsylvania Special.—Composed entirely of Pullman Vestibule Cars on which an extra rate of fare is charged. Dining Car. — Chicago and St. Louis Express. Dining Car. Sleeping Cars. — Chicago Limited. Composed entirely of Pullman Vestibule Cars on which an extra fare is charged. — The 24-Hour St. Louis. Composed entirely of Pullman Vestibule Cars on which an extra fare is charged. — St. Louis Express. Sleeping Cars. — Western Express. Sleeping Cars. — Pittsburg Express. Sleeping Cars. No coaches. — Buffet Parlor Car.

Additional Trains—Leaves Harrisburg *7 45 p.m., arrives Mifflin 8 20 p.m. Leave Mifflin †6 40, z8 07 a.m., arriving Altoona 9 25, 10 40 a.m. Leaves Harrisburg †11 37 p.m., arrives Lewistown Junction 1 26 a.m.

Table 39—BELLWOOD DIVISION.

7	9	3	1	Mls	November 7, 1909.	2	4	6
A M	M	A M	....	....	LEAVE [ARRIVE	A M	P M	....
z8 20	†3 40	†8 00	....	0	+ .. Bellwood....	10 20	*5 45	....
8 26	3 46	8 06	....	1.8	..... Roots.....	10 14	5 39	*
8 34	3 53	8 14	....	4.1	..... Collier.....	10 08	5 33	*
8 51	4 11	8 31	....	8.2	+ .. Lloydville	9 57	5 22	*
9 00	4 19	8 40	....	11.6	+ .... Figart.....	9 49	5 14	*
9 04	4 23	8 44	....	13.3	... Mountaindale..	9 44	5 09	*
9 10	4 28	8 50	....	15.0	+ ... Glasgow.....	9 39	5 04	*
9 18	4 35	8 58	....	17.8	+ .. Utahville.....	9 33	4 58	*
9 22	4 39	9 02	....	19.4	..... Heverly.....	9 29	4 54	*
9 28	4 45	9 08	....	21.8	+ .. Coalport.....	9 24	4 49	*
9 30	4 48	9 10	....	22.4	.... Blain City....	9 22	4 47	*
9 38	4 55	9 18	....	24.1	+ .. Irvona.....	9 18	4 43	*
9 41	4 56	9 21	....	25.2	... Comfort Run...	9 15	4 40	*
9 49	5 04	9 29	....	28.3	+ .. Berwindale	9 07	4 32	*
9 53	5 08	9 33	....	29.5	..... Mayes.....	9 04	4 29	*
10 00	5 15	9 40	....	31.5	... Wilson Run....	8 55	4 20	*
10 09	5 24	9 49	....	35.4	+ .... La Jose.....	8 48	4 13	*
10 18	5 33	9 58	....	38.7	..... Ostend.....	8 39	4 04	*
10 21	5 36	10 01	....	39.8	+ .. Mahaffey.....	8 36	4 01	*
10 26	5 41	10 06	....	41.8	+ .. MoGees.....	8 31	3 56	*
10 35	5 48	10 15	....	44.7	..... Sidney.....	8 22	3 47	*
10 43	5 58	10 23	....	48.0	+ .... Hillman.....	8 15	3 40	*
10 48	6 04	10 28	....	50.2	+ ... Winslow.....	8 09	3 34	*
10 52	6 08	10 32	....	51.8	..... Elbel.....	8 04	3 29	*
10 57	6 12	10 37	....	53.6	+ . Rossiter Junc ..	7 59	3 24	*
10 59	6 14	10 39	....	54.4	..... Cloe.....	7 56	3 21	*
11 05	6 20	10 45	A M	56.7	ar. { + PURKEY- } lv.	7 50	*3 15	P M
A M	6 25	10 50	†7 00	56.7	lv. } tawney } ar.	7 45	†1135	7 10
....	— —	—	7 05	58.5	+ .... Lindsey.....	7 40	11 30	7 05
....	6 36	11 01	7 11	60.9	+ ... Horatio	7 34	11 24	6 58
....	6 45	11 10	7 20	64.6	+ .. Fordham.....	†7 25	†1115	†6 50
....	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M

* Stops on signal or on notice to agent to take passengers for points west of Philadelphia.

† Daily; ‡ daily, except Sunday; § Sunday only.

y Stops on signal to discharge passengers.

Table 40—HOLLIDAYSBURG, MORRISON'S COVE AND MARTINSBURG BRANCHES.

456	454	452	404	450	402	Mls.	November 7, 1909.	451	453	401	455	457	409
P M	P M	P M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	A M	A M	P M	P M
†8 47	†6 25	†1 50	†11 04	†8 10	†7 23	0	+ ..... Altoona.....	6 12	6 30	7 55	11 22	5 20	7 30
6 51	6 29	1 55	11 09	8 15	7 28	1.4	.. Twenty-ninth Street..	6 07	6 24	— —	11 17	5 15	7 25
6 53	6 31	1 57	11 11	8 17	7 30	2.1	..... South Altoona.....	6 04	6 22	7 48	11 15	5 12	7 23
6 56	6 34	2 01	11 15	8 20	7 33	3.1	..... Eldorado.....	6 00	6 19	— —	11 12	5 09	7 20
6 59	6 37	2 04	11 19	8 24	7 36	5.4	..... Spring Meadow.....	5 55	6 14	— —	11 08	5 04	7 16
7 01	6 39	2 06	11 21	8 26	7 38	....	..... Sunbrook.....	5 53	6 12	— —	11 06	5 02	7 14
7 05	6 41	2 07	11 23	8 28	7 40	6.5	. New Portage Junction.	5 51	6 09	7 40	11 04	5 00	7 12
7 08	6 45	2 12	11 27	8 31	7 44	7.6	+ .. Hollidaysburg	5 47	6 05	†7 36	10 48	4 55	†7 08
7 13	6 49	2 18	A M	8 35	A M	9.0	..... Loop.....	5 42	5 59	A M	10 43	4 50	P M
7 20	6 57	2 26	....	8 43	....	12.5	..... Kladder.....	5 35	5 50	....	10 34	4 41	....
7 23	7 00	2 30	....	8 46	....	13.8	..... Stanfield.....	5 32	5 47	....	10 31	4 37	....
7 25	7 02	2 32	....	8 48	....	14.1	..... Brookes Mills.....	5 30	5 45	....	10 29	4 35	....
7 27	7 04	2 35	....	8 51	....	15.3	+ ..... McKee.....	5 28	5 43	....	10 27	4 33	....
7 30	7 08	2 39	....	8 54	....	16.6	..... Rodman.....	5 24	5 40	....	10 24	4 30	....
7 34	7 12	2 44	....	8 59	....	17.5	+ . Roaring Spring....	5 22	5 38	....	10 22	4 28	....
7 37	7 16	2 48	....	9 02	....	18.5	..... Hoover.....	5 16	5 33	....	10 18	4 24	....
7 39	7 19	2 52	....	9 05	....	19.4	..... Erb.....	5 13	5 30	....	10 16	4 22	....
7 41	7 21	2 54	....	9 08	....	20.2	..... Peck.....	5 11	5 28	....	10 14	4 20	....
7 50	7 30	3 04	....	9 17	....	22.4	+ ... Martinsburg.....	5 03	5 20	....	10 06	4 12	....
8 01	7 41	3 13	....	9 27	....	24.2	+ ..... Curry.....	4 49	5 07	....	9 52	3 57	....
8 10	7 50	3 26	....	9 35	....	27.2	+ .... Henrietta.....	†4 40	†5 00	....	9 45	†3 45	....
P M	P M	P M	....	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	A M	P M	....

& + Coupon stations. ♂ Telegraph stations.

Sunday Trains—Leave Altoona z7 55 a.m., z8 40 p.m., arriving Henrietta 9 20 a.m., 8 10 p.m. Leave Henrietta z5 50 a.m., z4 00 p.m., arriving Altoona 7 20 a.m., 5 24 p.m.

Table 41—NEWRY BR.—Trains leave **New Portage Junc.** for Duncansville (1 mile) †5 37, †10 53 a.m., †4 51 p.m. Returning, leave Duncansville †5 42, †10 59 a.m., †4 56 p.m. Running time about 5 minutes.

c Regular stop to take passengers; *n* stops to leave passengers from east and south of Harrisburg; *q* stop for Chicago section; St. Louis section stops only to take sleeping car passengers; *s* stops Sunday; *t* stops week-days only; *y* on Sunday leaves West 23d St. 8 25 a.m., Cort. and Desb. Sts. 8 30 a.m., Hudson Term. 8 35 a.m. *Eastern time.*

THE PENNSYLVANIA RAILROAD COMPANY

Table 38—EASTERN PENNSYLVANIA DIVISION.—Middle Division.—Eastbound.

Nov. 7, 1909.

	4	36	16	42	40	22	28	82	20	50	2	26	84	12	8	30	44	32	24	86	34	46	18	10	6	90
	LEAVE	P M	P M	P M	P M	P M	Night	.....	A M	.....	A M	A M	.....	A M	A M	A M	A M	.....	Noon	.....	Noon	P M	P M	P M	P M	.....
Pittsburgh		*8 33	*8 50	*9 40	*10 40	*11 10	*12 54	A M	*3 00	A M	*6 45	*7 05	A M	*7 15	*7 55	*9 30	*9 40	P M	*12 01	P M	*12 40	*3 30	*4 50	*4 55	*7 10	A M
Altoona	lve.	*12 20	*12 30	h12 47	*1 38	*2 03		*2 11	—	†5 00	*6 25	† 15	*9 50	*10 09	†10 12	*10 58	*11 35	—	*12 43	*1 30	*3 18	*4 30	*5 42	*6 28	*8 18	*9 00	*10 57	§8 00
East Altoona		—	—	—	—	—	—	5 06	—	7 21	—	—	—	10 18	—	—	—	1 38	—	4 36	5 48	—	—	—	—	—	8 05
Bellwood		12 30	—	—	—	—	—	5 13	—	7 29	—	—	—	10 25	11 10	—	—	1 44	3 28	4 42	5 54	—	—	9 14	—	—	8 12
Tipton		—	—	—	—	—	—	5 19	—	7 35	—	—	—	10 31	—	—	—	1 52	—	4 47	6 00	—	—	—	—	—	8 17
Tyrone		12 41	—	—	—	—	—	5 25	6 47	7 42	—	—	—	10 37	11 22	11 57	—	2 00	3 39	4 54	6 09	6 49	—	9 28	11 00	—	8 24
Birmingham		—	—	—	—	—	—	5 29	—	7 47	—	—	—	10 43	§11 26	—	—	2 05	—	4 59	6 16	—	—	n9 33	—	—	8 29
Shoenberger		—	—	—	—	—	—	5 32	—	7 49	—	—	—	10 46	—	—	—	2 08	—	5 02	—	—	—	—	—	—	8 32
Union Furnace		—	—	—	—	—	—	5 35	—	7 55	—	—	—	10 49	—	—	—	2 12	—	5 06	6 21	—	—	—	—	—	8 36
Spruce Creek		—	—	—	—	—	—	5 38	—	7 59	—	—	—	10 52	—	—	—	2 16	—	5 09	6 25	—	—	n9 43	—	—	8 39
Barree		—	—	—	—	—	—	5 42	—	8 04	—	—	—	10 57	—	—	—	2 21	—	5 14	6 31	—	—	—	—	—	8 44
Petersburg		—	—	—	—	—	—	5 49	—	8 11	—	—	—	11 03	—	—	—	2 28	—	5 19	6 37	—	—	n9 54	—	—	8 49
Huntingdon		1 10	—	—	—	—	—	6 00	7 17	8 25	—	—	—	11 15	11 52	12 26	—	2 42	4 08	5 32	6 51	7 16	—	10 07	—	—	9 02
Ardenheim		—	—	—	—	—	—	6 04	—	8 30	—	—	—	11 18	—	—	—	2 46	—	5 38	—	—	—	n10 16	—	—	9 06
Mill Creek		—	—	—	—	—	—	6 09	—	8 36	—	—	—	11 24	—	—	—	2 52	—	5 42	7 02	—	—	n10 18	—	—	9 12
Mapleton		—	—	—	—	—	—	6 15	—	8 42	—	—	—	11 30	—	—	—	2 58	—	5 48	7 08	—	—	n10 22	—	—	9 18
Mount Union		—	—	—	—	—	—	6 21	—	8 49	—	—	—	11 36	12 11	—	—	3 06	4 23	5 55	7 15	—	—	10 28	—	—	9 25
Newton Hamilton		—	—	—	—	—	—	6 26	—	8 54	—	—	—	11 41	—	—	—	3 12	—	6 00	7 20	—	—	n10 34	—	—	9 30
Vineyard		—	—	—	—	—	—	6 32	—	9 02	—	—	—	11 47	—	—	—	3 19	—	6 08	—	—	—	—	—	—	9 38
Ryde		—	—	—	—	—	—	6 36	—	9 05	—	—	—	11 51	—	—	—	3 23	—	6 12	—	—	—	—	—	—	9 42
McVeytown		—	—	—	—	—	—	6 44	—	9 14	—	—	—	11 58	§12 31	—	—	3 31	—	6 21	7 40	—	—	n10 52	—	—	9 51
Horningford		—	—	—	—	—	—	6 49	—	—	—	—	—	12 03	—	—	—	3 37	—	6 26	—	—	—	—	—	—	9 56
Longfellow		—	—	—	—	—	—	6 51	—	9 22	—	—	—	12 05	—	—	—	3 39	—	6 29	—	—	—	—	—	—	9 59
Anderson		—	—	—	—	—	—	6 55	—	9 26	—	—	—	12 09	—	—	—	3 44	—	6 34	—	—	—	—	—	—	10 04
Granville		—	—	—	—	—	—	6 58	—	9 29	—	—	—	12 12	—	—	—	3 47	—	6 37	8 03	—	—	—	—	—	10 07
Lewistown Jn.		—	—	—	—	—	—	7 04	8 08	9 38	—	—	—	12 19	12 50	1 16	—	3 55	4 55	6 44	8 11	8 02	—	11 13	—	—	10 14
Shawnee		—	—	—	—	—	—	7 10	—	—	—	—	—	12 24	—	—	—	4 01	—	6 50	—	—	—	—	—	—	10 20
Narrows		—	—	—	—	—	—	7 14	—	—	—	—	—	12 28	—	—	—	4 05	—	6 54	8 20	—	—	—	—	—	10 24
Denholm								7 21	—	9 54				12 34	—	—		4 11	—	7 01	8 26			—	—		10 31
Mifflin								7 27	—	10 00				12 40	1 08			4 17	—	7 06	8 31			11 34	—		10 36
Port Royal								7 32	—	10 05				12 45	—			4 24	—	7 11	8 37			n11 39	—		10 41
Mexico								7 36	—	10 10				12 48	—			4 28	—	7 16	8 41			—	—		10 45
Tuscarora								7 38	—	—				12 51	—			4 30	—	7 17	8 44			—	—		10 47
Vandyke								7 44	—	—				12 54	—			4 34	—	7 21	8 48			—	—		10 51
Thompsontown								7 48	—	10 21				1 01	—			4 42	—	7 27	8 54			—	—		10 57
Durward								7 52	—	—				1 04	—			4 46	—	7 31	—			—	—		11 01
Millerstown								7 57	—	10 31				1 10	—			4 53	—	7 36	9 02			—	—		11 06
Old Ferry								8 01	—	—				1 14	—			4 57	—	7 40	—			—	—		11 10
Newport								8 07	—	10 41				1 19	s1 39			5 03	—	7 45	9 11			n12 08	—		11 15
Bailey								8 17	—	10 50				1 27	—			5 13	—	7 54	9 19			—	—		11 24
Iroquois								8 20	—	—				1 30	—			5 16	—	7 57	9 22			—	—		11 27
Losh's Run								8 23	—	10 55				1 33	—			5 19	—	8 00	9 25			—	—		11 30
Aqueduct								8 27	—	10 59				1 38	—			5 24	—	8 04	9 29			—	—		11 34
Juniata Bridge								8 31	—	11 03				1 40	—			5 27	—	8 08	9 33			—	—		11 38
Duncannon								8 34	—	11 06				1 43	s2 00			5 30	—	8 11	9 36			n12 29	—		11 41
Cove Forge								8 38	—	11 09				1 46				5 34	—	8 14	9 39			—	—		11 44
Cove								8 43	—	11 14				1 50				5 40	—	8 19	9 46			—	—		11 49
Perdix								8 45	—	—				1 52				5 42	—	8 21	s9 47			—	—		11 51
Marysville								8 52	—	11 22				1 57				5 48	—	8 28	9 53			n12 43	—		11 58
Rockville								8 56	—	11 27				2 01				5 53	—	8 33	9 58			—	—		12 03
Lucknow								8 59	—	11 30				2 04				5 56	—	8 36	—			—	—		12 06
Maclay Street								9 05	—	11 35				2 09				6 02	—	8 40	10 05			—	—		12 10
Harrisburg		3 20	3 25	3 35	4 30	4 40	4 50	5 54	9 10	9 30	11 40	12 45	12 54	2 14	2 24	2 45	3 05	3 17	6 07	6 17	8 45	10 10	9 18	11 25	1 00	2 00	12 15
	ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	Noon
Phila. *W. Phila.* ar.		b6 26	b6 26	....	b6 56	....	....	....	d11 46	d12 13	d2 26	b3 14	b3 16	.....	d5 16	d5 43	....	....	d11 11	d8 36	....	....	d11 34	....	d4 19	b4 36	.....
Phila. *Broad St.* ar.		6 30	6 30	....	7 00	....	....	....	11 50	12 17	2 30	3 18	3 20	.....	5 20	5 47	....	....	11 15	8 40	....	....	11 38	....	4 23	4 40	....
Phila. *N. Phila.* ar.		....	....	d5 56	A M	d7 03	d7 20	d7 54	....	12 41	....	x3 33	x3 33	.....	....	x6 10	d5 09	d5 30	⊡	x9 12	....	....	....	....	x4 51	x5 06	....
Rnd.T.(H.&M.R.R.)		†8 58	†8 58	c7 58	....	c8 58	9 18	▶9 38	1 58	2 48	5 18	6 18	6 18	.....	8 03	8 03	6 48	7 18	3 48	11 18	....	....	3 48	....	7 08	7 18	....
Desb. & Cort. Sts.		z9 03	z9 03	c8 03	....	c9 03	9 23	▶9 43	2 03	2 53	5 23	6 23	6 23	.....	8 08	8 08	6 53	7 23	3 53	11 23	....	....	3 53	....	7 13	7 23	....
W. 23d St.		□9 15	□9 15	8 15	....	9 15	9 30	9 45	2 16	3 00	5 30	6 30	6 30	.....	8 15	8 15	7 00	7 30	A M	11 30	....	....	A M	....	7 15	7 30	....
New York	arr.	A M	A M	A M	....	A M	A M	A M	P M	1 M	P M	P M	P M	.....	P M	P M	P M	P M	.....	P M	.....	.....	.....	.....	A M	A M	.....

Pennsylvania Special. Composed entirely of Pullman Vestibule Cars on which an extra fare is charged. — Philadelphia Express. — Sleeping Cars. No Coaches. — New York Special. Sleeping Cars. No Coaches. — Philadelphia Special. Sleeping Cars. No Coaches. — Cincinnati and New York Express. Sleeping Cars. — Manhattan Limited. Composed entirely of Pullman Vestibule Cars on which an extra fare is charged. — Keystone Express. — Sleeping Cars. Dining Car. — The Pennsylvania Limited. Composed entirely of Pullman Vestibule Cars on which an extra fare is charged. Dining Car. — New York Limited. Composed entirely of Pullman Vestibule Cars on which an extra fare is charged. Dining Car. — Main Line Express. — Buffet Parlor Cars. — Dining Car. Parlor Car. Sleeping Car. Atlantic Express. — The 24-Hour New Yorker. Composed entirely of Pullman Vestibule Cars on which an extra fare is charged. — New York Day Express. Drawing-room Parlor Car. Dining Car. Observation Parlor Car. — Day Express. — Parlor Car. Dining Car. — Dining Car. — Chicago Mail. — Quaker City Express. Buffet Parlor Cars. — Eastern Express. Sleeping Cars. — New York Express. Sleeping Cars.

Additional Trains—Leaves Altoona §5 20 a.m., arrives Harrisburg 9 20 a.m. Leaves Lewistown Junction †5 55 a.m., arrives Harrisburg 7 50 a.m.

PITTSBURGH DIVISION BRANCHES.—Western Pennsylvania Division.

Table 42—SEWICKLEY BRANCH.

November 7, 1909.

365	365		Mls	364	374
P M	A M	LEAVE / ARRIVE	....	A M	P M
†2 00	†6 40	..... **Marguerite**	6.9	11 39	6 50
2 11	6 51	+ ..... Trauger	7.6	11 26	6 39
2 15	6 55	..... United	5.7	11 17	6 30
2 24	7 04	..... Mammoth	7.5	11 08	6 21
2 28	7 06	..... Rumbaugh	6.4	11 06	6 19
2 30	7 09	..... Calumet	5.9	11 04	6 17
2 33	7 11	..... Shoup	5.2	11 01	6 14
2 43	7 21	..... **Mutual**	5.8	10 51	6 04
3 01	7 39	..... Hecla	4.5	10 34	5 46
3 11	7 49	.. Weaver's Old Stand..	2.0	10 24	5 36
3 16	7 54	..... Emmenston	0.5	10 20	5 32
3 21	7 56	+ ... **Youngwood**	0	†10 18	†5 30
P M	A M	ARRIVE / LEAVE	....	A M	P M

Table 43—SOUTH FORK BRANCH.

Nov. 7, 1909.

.....	307	301	Mls.	304	310
.....	P M	A M	....	A M	P M
.....	†2 20	†6 00	0	11 30	6 55
.....	2 38	6 13	4.9	11 17	6 42
.....	— —	— —	10.6	11 01	6 26
.....	3 06	6 46	14.0	†10 43	6 08
.....	3 56	7 35	15.0	†9 55	†6 20
...	P M	A M	ARRIVE / LEAVE	A M	P M

Table 44—TURTLE CREEK BRANCH.

November 7, 1909.

390	384	380	Mls	375	383	387
P M	Noon	A M	.... LVE. / ARR.	A M	Noon	P M
†5 55	†12 55	†7 19	0	+ . **Export** ...	7 07	12 30	5 43
6 08	1 09	7 33	4.4	Murrayville.	6 53	12 16	5 29
6 25	1 42	8 03	10.0	+ **Trafford** ..	†6 34	†11 57	†5 10
P M	P M	A M	.... ARR. / LVE.	A M	Noon	P M

Table 45—MANOR BRANCH.

330	328	Ms	*November* 7, 1909.	329	331	.....
P M	A M	....	LEAVE / ARRIVE	A M	P M	.....
†4 12	†8 15	0	+ .. **Claridge**	9 42	5 18	.....
4 19	8 22	1.8	.. Harrison City ..	9 35	5 07	.....
4 30	8 35	3.9	+ ... **Manor**	†9 20	†5 00	.....
P M	A M	....	ARRIVE / LEAVE	A M	P M	.....

STANDARD—*Eastern time.*

Table 46—ALEXANDRIA BRANCH.

Nov. 7, 1909.

323	321	319	Mls	320	324	326
P M	P M	A M	....	A M	P M	P M
†5 15	†2 25	†7 05	0	8 12	4 05	6 22
5 19	2 29	7 09	1.1	8 08	4 01	6 18
5 30	3 07	7 18	4.2	7 58	3 50	6 09
5 42	3 19	7 32	8.1	7 46	3 38	5 58
5 49	3 28	7 38	9.6	†7 39	†3 31	†5 50
P M	P M	A M	.... ARRIVE / LEAVE	A M	P M	P M

Table 47—VOUGHIOGHENY BRANCH.

November 7, 1909.

339	335	Ms		334	338	....
P M	A M	...	LEAVE / ARRIVE	A M	P M	....
†6 18	†9 51	0	+ . **Gratztown** ...	7 12	2 38	....
6 21	9 57	1.4	.... Marchands	7 07	2 34	....
6 26	10 02	2.6	... Cowansburg ...	7 03	2 29	....
6 32	10 08	3.9	..... Dick	6 59	2 23	....
6 37	10 12	5.8	..... Rillton	6 54	2 16	....
6 40	10 17	7.1	.... Chambers	6 51	2 10	....
6 43	10 20	7.9	... Lindencross ...	6 48	2 07	....
6 46	10 23	8.6	.... Hahntown	6 46	2 04	....
6 49	10 27	9.7	+ .... **Irwin**	†6 43	†2 00	....
P M	A M	...	ARRIVE / LEAVE	A M	P M	....

Table 48—HEMPFIELD BRANCH.

November 7, 1909.

344	342	Mls		341	343
P M	A M	....	LEAVE / ARRIVE	A M	P M
†2 45	†7 17	....	..... **Gratztown**	9 46	6 11
2 55	7 28	0	.... **Cowansburg**	9 35	6 01
3 08	7 38	3.0	+ .... Herminie	9 25	5 51
3 12	7 45	4.9	+ ..... Madison	9 18	5 46
3 16	7 48	5.9	..... Arona	9 14	5 43
3 21	7 54	7.4	..... Eisaman	9 10	5 39
3 29	8 01	9.7	..... Pennine	9 05	5 32
3 40	8 13	13.1	**County Home Junc**	8 55	5 22
4 08	8 23	16.0	.... **Greensburg**	†8 45	†5 12
P M	A M	....	ARRIVE / LEAVE	A M	P M

Table 49—WINDBER BR.—Trains lve. **Windber** for Eureka No. 42 (4 m.) †6 20 a.m., †5 00 p.m. Ret'g, lve. Eureka No. 42 †6 42 a.m., †5 32 p.m.

* Runs daily; † daily, except Sunday; *z* Sunday only; *b* stops on notice to conductor to leave passengers; *c* arrives 5 minutes later on Sunday; *d* regular stop to leave passengers; *g* stops week-days on notice to conductor to let off passengers from Pittsburgh and points beyond and to take for Harrisburg and points beyond; flag stop Sundays; *h* regular stop to take passengers; *n* Coach section stops on flag; *s* stops on Sunday only; *v* Sunday arr. 10 33 a.m.; *x* stops only on notice to conductor to lve. from west of Phila.; *z* Sunday arr. 10 38 a.m. □ Sunday arr. 10 45 a.m. ▶ Arr. five minutes earlier on Sunday. ⊡ On Sunday arr. W. Phila. 10 16 p.m., Broad St. 10 20 p.m. ‖Meals. + Coupon stations. § Telegraph stations.

THE PENNSYLVANIA RAILROAD COMPANY

Table 50—WESTERN PENNSYLVANIA DIVISION.—Pittsburgh Division.—Westbound.

November 7, 1909	31	7	9	39	35	19	37	287	3	289	33	47
New York ......lve.	P M	P M	P M	....	....	P M	P M	....	P M	....	P M	....
West 23d Street...	*825	*6 25	*5 55	....	....	*8 26	*8 55	....	*7 55	....	*7 55	....
Desb. & Cort. Sts.	8 30	8 30	6 00	....	....	8 30	10 00	....	8 00	....	8 00	....
Hudson Ter.(H.& M.R.R.)	6 35	6 35	6 05	....	....	8 35	10 05	....	8 05	....	8 05	....
Phila. *North Phila.*lve.	c8 17	a8 33	a8 14	P M	P M	a1033	c1208	....	10 25	....	10 25	....
Phila. *Broad St*....lve.	– –	8 58	8 40	*902	*1045	11 05	....	....	11 35	....	11 35	▲
Phila. *West Phila.*..lve.	– –	c9 02	c8 44	c906	c1049	c1109	....	....	c1139	....	c1139	A M
Harrisburg ....lve.	1034	11 30	11 35	1201	1 15	1 40	2 41	....	2 50	....	2 50	*7 55
[LEAVE	....	A M	A M	A M	A M	A M	A M	....	A M	A M	A M	A M
Altoona..........+	– –	*2 35	*3 20	*340	*4 20	*4 42	*5 55	....	*7 40	†8 08	*7 58	*1107
Kittanning Point..+	– –	– –	– –	– –	– –	– –	– –	....	– –	8 21	s –	
Gallitzin ....+		– –	– –	– –	– –	– –	– –	....	– –	8 40	8 28	
Cresson..........+		– –					6 29	....	8 17	8 47	8 35	
Lilly...............+		– –						....	– –	8 56	8 40	
Portage.............+		– –						....	– –	9 05	8 47	
Wilmore.............+		– –						....	– –	9 11	8 52	
South Fork......+		– –	– –	– –	– –	– –		....	8 39	9 24	9 04	11 59
Conemaugh..........+		– –	– –	– –	– –	– –		A M	– –	9 36	9 10	– –
Johnstown ....+		– –	4 32	4 52	5 30	5 46	7 02	†642	8 56	9 41	9 25	12 17
Seward..............+			– –	– –	– –	– –	– –	6 56	– –	A M	9 39	– –
New Florence.......+			– –	– –	– –	– –	– –	7 03	– –		9 45	– –
Bolivar.............+			– –	– –	– –	– –	– –	7 13	– –	....	9 54	– –
Blairsville Int...+			5 06	r528	r606	– –	7 32	7 24	9 30	....	10 03	12 47
Hillside.............+			– –	– –	– –	– –	– –	7 41		....	10 10	– –
Millwood............+			– –	– –	– –	– –	– –	7 44		....	10 13	– –
Derry...............+			– –	– –	– –	– –	– –	7 48		....	10 17	– –
Bradenville.........+			– –	– –	– –	– –	– –	7 53		....	10 23	– –
Loyalhanna..........+			– –	– –	– –	– –	– –	7 58		....	10 25	– –
Latrobe..........+			5 27	r550	6 25	6 33	7 50	8 03	9 48	....	10 31	1 04
Beatty...............+			– –	– –	– –	– –	– –	8 11	– –	103	10 37	– –
Donahoe..........+			– –	– –	– –	– –	– –	8 20	– –	A M	10 44	– –
Greensburg......+			5 46	r610	6 43	6 51	– –	8 30	10 01	†1024	10 54	1 18
Radebaugh			– –	– –	– –	– –	– –	8 34	– –	– –	– –	– –
Grapeville..........+			– –	– –	– –	– –		8 36	– –	– –	– –	– –
Jeannette...........+						– –		8 38	10 10	10 34	11 04	– –
Penn................+						– –		8 41	– –	– –	11 07	– –
Manor............+		– –				– –		8 45	– –	– –	11 10	– –
Shafton		– –				– –		8 49	– –	– –	– –	– –
Irwin............+		– –				– –		8 52	10 17	10 45	11 14	– –
Larimer.............+		– –				– –		8 56	– –	– –	11 18	– –
Ardara...............		– –	– –			– –		8 59	– –	– –	– –	– –
Trafford.........+		– –	– –	– –	– –	– –		9 04	– –	– –	11 24	– –
Pitcairn.........+		– –	– –	– –	– –	– –		9 08	– –	– –	11 27	– –
Wilmerding..........+		– –	6 25	r641	– –	– –	– –	9 11	10 29	10 58	11 31	1 42
Braddock.........+		– –	– –	– –	– –	– –	– –	9 21	– –	11 06	11 41	– –
Wilkinsburg.........+		– –	– –	– –	– –	– –	– –	9 32	– –	11 14	11 5[illegible]	– –
East Liberty........+		– –	6 48	7 04	7 32	7 50	d849	9 38	10 50	11 19	11 58	2 01
Pittsburgh......+	3 50	5 37	7 00	7 15	7 43	8 00	9 00	9 50	11 00	11 29	12 12	2 10
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M
Notes	The 24-Hour St. Louis. This train is composed entirely of Pullman Vestibule Cars, on which an extra fare is charged. No Coaches.	St. Louis Express. Sleeping Cars.	Sleeping Cars. Western Express.	Sleeping Car. No Coaches.	Sleeping Car. No Coaches.	Sleeping Cars.	Sleeping Cars. Dining Car Altoona to Pittsburgh.		Sleeping Cars.			Buffet Parlor Car.

November 7, 1909	293	41	13	15	25	95	43	27	5	1	21	29	23	71
New York ......lve.	....	Night	....	....	A M	A M	A M	A M	A M	A M	P M	P M	P M	Night
West 23d Street...	....	*1210	....	....	*7 55	*7 55	*955	*1055	*1055	y8 55	*1 55	*3 55	*455	1210
Desb. & Cort. Sts.	....	1215	....	....	8 00	8 00	1000	11 00	11 00	9 00	2 00	4 00	6 00	1215
Hudson Ter.(H.& M.R.R.)	....	1220	....	....	8 05	8 05	1005	11 05	11 05	9 05	2 05	4 05	5 05	1220
Phila. *North Phila.*lve.	....	A M	A M	A M	a9 57	a957	a1153	a1252	a1257	A M	a4 04	c5 37	7 02	....
Phila. *Broad St*....lve.	....	4 25	*840	*840	10 25	10 25	– –	1 10	1 20	11 3[illegible]	4 30	....	....	4 37
Phila. *West Phila.*..lve.	....	c429	c844	c844	c1029	c1029	– –	c1 14	c1 24	c1139	c434	....	....	c441
Harrisburg ....lve.	....	8 00	1220	1137	12 50	12 50	2 07	3 35	3 43	2 50	7 37	7 34	9 58	8 20
[LEAVE	....	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M
Altoona..........+	....	†100	*305	*307	*3 54	*4 05	*500	*6 40	*6 50	*6 52	*1100	– –	*116	§116
Kittanning Point..+	....	1 13	– –	– –	– –	4 19	– –			– –	– –			1 28
Gallitzin ....+	....	1 30	– –	– –	– –	4 37	– –			7 24	11 32			1 46
Cresson..........+	....	1 42	– –	3 45	4 28	4 43	5 33			7 30	11 37			1 54
Lilly...............+	....	1 49	– –	– –		4 50	– –			e7 35	– –			2 00
Portage.............+	....	1 58	– –	– –		4 58	– –			e7 40				2 08
Wilmore.............+	....	2 04	– –	– –		5 03	– –			– –				2 13
South Fork......+	....	2 16	– –	4 02		5 14	– –			7 51				2 25
Conemaugh..........+	....	2 28	– –	– –		5 27	– –			s –				2 36
Johnstown ....+	....	2 39	4 05	4 20	5 00	5 37	6 04			8 08	12 10			2 48
Seward..............+	....	2 56	– –	– –		5 49	– –							3 01
New Florence.......+	....	3 03	– –	– –		5 57	– –							3 09
Bolivar.............+	P M	3 15	– –	– –		6 08								3 23
Blairsville Int...+	*132	3 26	– –	4 55		6 18								3 34
Hillside.............+	1 41	3 37	– –			6 26								3 43
Millwood............+	1 45	3 41	– –			6 30								3 47
Derry...............+	1 49	3 46	– –			6 34				8 52				3 51
Bradenville.........+	1 54	3 52				6 39				– –				3 56
Loyalhanna..........+	1 57	3 56		– –		6 43				– –				3 59
Latrobe..........+	2 03	4 01		5 15		6 53				9 02	12 58			4 05
Beatty...............+	2 08	4 10		– –		6 57	– –			– –	– –			4 08
Donahoe..........+	2 14	4 18		– –		7 02	– –			– –	– –			4 16
Greensburg......+	2 23	4 27		6 31	5 58	7 11	r703			9 19	1 15			4 24
Radebaugh	2 27	4 33		– –		s –	– –			– –	– –			4 31
Grapeville..........+	2 31	4 38		– –		7 20				– –	– –			4 35
Jeannette...........+	2 35	4 39		5 41		7 23				9 29	– –			4 37
Penn................+	2 36	4 42		– –		7 26				– –				4 41
Manor............+	2 40	4 46		– –		7 30				– –				4 45
Shafton	– –	4 50	– –	– –		– –				– –				4 49
Irwin............+	2 45	4 53	– –	5 49		7 36				9 38				4 53
Larimer.............+	2 48	4 56	– –	– –		7 40				– –				4 57
Ardara...............	– –	5 00	– –	– –		– –				– –				5 00
Trafford.........+	2 55	5 06	– –	– –		7 48				– –				5 04
Pitcairn.........+	2 59	5 10	– –	– –		7 50				– –				5 07
Wilmerding..........+	3 02	5 14	– –	6 01		7 54				9 51	– –			5 11
Braddock.........+	3 11	5 24	– –	– –		8 04	– –			– –	– –			5 21
Wilkinsburg.........+	3 21	5 34	– –	6 17		8 12	– –			10 08	– –			5 32
East Liberty........+	3 28	5 42	5 41	6 25	b642	8 19	b745	9 25	9 35	10 15	1 59			5 37
Pittsburgh......+	3 40	5 55	5 52	6 35	6 52	8 30	7 55	8 35	9 45	10 25	2 10	12 40	4 30	5 48
[ARRIVE	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	Night	A M	P M
Notes			Buffet Parlor Car.	Parlor Car.	Chicago Special. Parlor and Sleeping Cars. Dining Car.		Observation Parlor Car. Parlor Car. P. R.R. Dining Car.	St. Louis Ltd. This train is composed entirely of Pullman Vestibule Cars, on which an extra fare is charged. Dining Car. No Coaches.	The Penna. Ltd. This train is composed entirely of Pullman Vestibule Cars, on which an extra fare is charged. Dining Car. No Coaches.	Buffet Parlor Car.	Chicago and St. Louis Exp. Sleeping Cars. Parlor Car.	Pennsylvania Special. This train is composed entirely of Pullman Vestibuled Cars, on which an extra fare is charged. No Coaches.	Chicago Limited. This train is composed entirely of Pullman Vestibule Cars, on which an extra rate of fare is charged. No Coaches.	

Additional Trains—Leave Greensburg *5 53, †6 16, †7 47, †8 13 a.m., †12 24 noon, †4 08, †6 36, §8 57, †9 57 p.m., arrive Pittsburgh 7 12, 7 37, 8 56, 9 12 a.m., 1 36, 5 05, 7 44, 10 21, 11 20 p.m. Leave Derry †6 42, §8 28 a.m., arrive Pittsburgh 8 28, 10 21 a.m. Leaves Donahoe †6 25 p.m., arrives Pittsburgh 7 44 p.m. Leaves Altoona †5 45 p.m., arrives Johnstown 7 08 p.m.

Table 51—LOCAL TRAINS.

STATIONS.	201	203	205	281	951	285	207	209	211	213	215	283	217	219	295	221	101	225	227	231	291	235	983	293	239	241	243
[LEAVE		....	....	....	....	....	....	....	A M	....	....	....	A M	A M	....	....	....	....	A M	....	....	P M	....	....	P M	....	....
North Trafford	....	....	....	A M	....	A M	....	....	†7 25	....	....	A M	†754	†801	A M	....	....	....	†1036	....	Noon	†138	....	P M	†354	....	....
Trafford......+	A M	A M	A M	†6 31	A M	†6 54	A M	A M	– –	A M	A M	†7 45	– –	8 03	†8 15	A M	....	A M	– –	Noon	†1251	1 42	P M	*255	– –	P M	P M
Pitcairn......+	†4 32	†551	†6 10	6 34	†6 41	6 57	†7 12	†7 16	7 31	†7 33	†7 41	7 48	8 00	8 06	– –	†828	A M	†1000	10 42	†1231	12 54	1 46	†216	2 59	4 00	n458	†600
Wilmerding.....+	4 36	5 54	6 14	6 38	6 44	7 01	7 15	7 19	7 34	7 36	7 45	7 51	8 04	8 10	8 20	8 32	†842	10 04	10 46	12 35	12 58	1 50	2 20	3 02	4 04	5 02	5 04
Turtle Creek..+	4 39	5 58	6 17	– –	6 47	7 04	– –	– –	– –	– –	7 48	– –	– –	8 13	– –	–	– –	10 07	10 49	12 38	1 01	– –	2 23	– –	4 07	– –	– –
East Pittsburg.+	4 41	6 00	6 19	6 42	6 49	7 06	7 20	7 24	– –	7 41	7 50	7 56	– –	8 15	8 25	8 36	– –	10 09	10 51	12 40	1 03	1 55	2 26	3 06	4 10	5 07	6 10
Bessemer.......+	4 44	6 03	6 22	– –	6 52	– –	– –	– –	– –	– –	– –	– –	– –	8 18	–	8 39	– –	10 12	10 54	12 43	– –	1 58	2 28	– –	4 13	– –	– –
Braddock....+	4 46	6 05	6 24	6 47	6 54	7 10	7 24	7 28	7 41	7 45	7 54	8 01	8 11	8 20	8 29	8 41	8 49	10 14	10 56	12 45	1 07	2 00	2 30	3 11	4 15	– –	– –
Copeland......+	4 48	6 07	6 26	– –	6 56	7 12	– –	7 30	– –	7 47	– –	– –	8 13	8 22	– –	8 43	– –	10 16	10 58	12 47	1 09	2 02	2 32	– –	4 17	– –	– –
Hawkins.........	4 50	6 09	6 28	6 50	6 58	– –	– –	7 32	– –	– –	7 58	– –	– –	8 24		– –	–	10 18	11 00	12 49	1 11	2 04	2 34	– –	4 19	– –	– –
Swissvale......+	4 51	6 12	6 31	– –	7 01	7 16	7 29	7 35	7 46	7 52	– –	8 06	– –	8 27	8 33	8 47	– –	10 21	11 03	12 52	1 14	2 07	2 37	3 16	4 22	– –	– –
Edgewood.....+	4 55	6 14	6 33	– –	7 03	7 18	7 31	7 37	– –	7 54	– –	8 08	8 18	8 29	8 35	8 49	– –	10 23	11 05	12 54	1 16	2 09	2 39	3 18	4 24	– –	5 19
Wilkinsburg ...+	4 57	6 17	6 35	6 56	7 05	7 20	7 33	7 39	7 49	7 56	8 05	8 10	8 20	8 31	8 37	8 51	8 57	10 26	11 07	12 56	1 18	2 11	2 41	3 21	4 27	– –	5 21
Homewood.....+	5 00	6 19	6 38	–	7 08	7 23	7 36	7 42	7 52	7 59	8 08	– –	8 23	8 34	8 40	8 54	– –	10 29	11 10	12 59	1 21	2 14	2 44	3 24	4 31	5 18	– –
East Liberty...+	5 03	6 23	6 41	7 01	7 11	7 25	7 41	7 45	7 55	8 02	8 11	8 16	8 27	8 38	8 44	8 57	9 02	10 33	11 14	1 03	1 24	2 18	2 48	3 28	4 36	5 22	– –
Shadyside........	5 07	6 27	6 45	– –	7 15	7 29	7 45	7 49	7 59	8 06	8 15	8 20	8 31	8 42	8 48	9 01	– –	10 37	11 18	1 07	1 28	2 22	2 52	3 32	4 39	5 26	6 29
Pittsburgh..+	5 1[illegible]	6 35	6 53	7 12	7 22	7 37	7 53	7 57	8 07	8 14	8 23	8 28	8 39	8 5[illegible]	8 56	9 09	9 12	10 45	11 26	1 15	1 36	2 30	3 00	3 40	4 47	5 33	6 37
[ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M

(*Eastern time.*)	247	249	251	253	953	255	259	261	113	263	265	267	269	271	955	273	841	803	843	805	807	809	813	815	845	849
[LEAVE	....	....	....	P M	....	....	....	....	....	P M	....	P M	....	....	....	P M	....	A M	....	A M	P M	....	P M	....	....	....
North Trafford	....	....	....	†5 56	....	....	....	....	....	†7 06	....	n748	....	....	P M	†1107	A M	§7 35	A M	§1106	§1 25	....	§6 49	....	P M	....
Trafford.......	P M	P M	P M	– –	P M	P M	P M	P M	....	– –	P M	– –	P M	P M	†1033	– –	§6 29	– –	§932	– –	– –	P M	– –	P M	§9 30	P M
Pitcairn.......	†5 04	†5 42	†5 53	6 01	†6 10	†6 41	†6 44	†6 55	P M	7 12	†7 33	7 54	†8 40	†9 55	10 37	11 12	6 32	7 41	9 35	11 12	1 31	§3 46	6 56	§820	9 33	§1036
Wilmerding......	5 08	5 46	5 57	6 04	6 13	6 44	6 47	6 59	†7 10	7 15	7 36	7 58	8 44	9 59	10 41	11 17	6 35	7 45	9 39	11 16	1 35	3 49	6 59	8 24	9 37	10 39
Turtle Creek....	5 11	5 48		6 07	– –	– –	– –	7 02	– –	– –	– –	8 01	8 47	10 02	10 44	11 20	– –	7 48	9 42	11 19	1 38	3 51	7 02	8 27	9 40	10 42
East Pittsburg...	5 14	5 51	6 01	6 09	6 17	– –	6 52	7 04	7 14	7 19	7 40	8 03	8 49	10 04	10 46	11 22	6 39	7 50	9 44	11 21	1 40	3 54	7 04	8 29	9 43	10 44
Bessemer.........	5 17	5 54	– –	6 12	– –	– –	6 55	– –	– –	7 22	– –	8 06	– –	10 07	10 49	– –	– –	7 53	9 47	11 24	1 43	3 57	7 07	8 32	– –	10 47
Braddock......	5 20	5 56	– –	6 14	6 22	6 51	6 57	7 09	7 19	7 24	7 44	8 08	8 54	10 09	10 51	11 26	6 44	7 5	9 49	11 26	1 45	3 59	7 09	8 34	9 50	10 49
Copeland.........	5 22	5 58	– –	6 16	– –	– –	6 59	7 11	– –	7 26	7 46	8 10	8 56	10 11	10 53	11 28	6 46	7 57	9 51	11 28	1 47	4 01	7 11	8 36	9 52	10 51
Hawkins.........	5 24	6 00	– –	6 18	–	– –	7 01	7 13	– –	7 28	– –	8 12	8 58	10 13	10 55	11 30	6 48	7 59	9 53	11 30	1 49	4 03	7 13	8 38	9 54	10 53
Swissvale........	5 27	6 03	–	6 21	6 26	– –	7 04	7 16	– –	7 31	7 51	8 15	9 01	10 16	10 58	11 33	6 51	8 02	9 56	11 33	1 52	4 06	7 16	8 41	9 57	10 56
Edgewood........	5 29	6 05	6 11	6 23	– –	6 57	7 06	7 18	– –	7 33	7 53	8 17	9 03	10 18	11 00	11 35	6 53	8 04	9 58	11 35	1 54	4 08	7 18	8 43	9 59	10 58
Wilkinsburg.....	5 31	6 08	6 13	6 25	6 29	7 00	7 08	7 20	7 27	7 35	7 55	8 19	9 05	10 20	11 02	11 37	6 55	8 06	1001	11 37	1 56	4 10	7 20	8 45	10 01	11 01
Homewood.......	5 34	6 11	6 16	6 28	6 32	7 02	7 11	7 23	– –	7 38	7 58	8 22	9 08	10 23	11 05	11 40	6 58	8 09	1004	11 40	1 59	4 13	7 23	8 48	10 05	11 03
East Liberty.....	5 38	6 15	6 20	6 31	6 35	7 05	7 15	7 26	7 32	7 41	8 01	8 26	9 12	10 27	11 08	11 43	7 01	8 13	1008	11 44	2 03	4 17	7 27	8 52	10 09	11 07
Shadyside........	5 42	6 19	6 24	6 35	6 39	7 09	7 19	7 30	– –	7 45	8 05	8 30	9 16	10 31	11 12	11 47	– –	8 17	1012	11 48	2 07	4 21	7 31	8 56	10 13	11 11
Pittsburgh....	5 49	6 27	6 32	6 43	6 48	7 17	7 27	7 37	7 44	7 52	8 13	8 38	9 24	10 39	11 20	11 55	7 12	8 25	1021	11 56	2 15	4 29	7 39	9 04	10 21	11 19
[ARRIVE	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M

* Daily; † daily, except Sunday; § Sunday only; *a* stops only on signal or notice to agent to take passengers; *b* stops only on notice to conductor to leave passengers; *c* regular stop to take passengers; *d* regular stop to leave passengers; *e* regular stop Sundays, week-days stops only on notice to conductor to leave passengers from Cresson Division and from points east of Altoona; *n* daily, except Saturday and Sunday; *r* stops on notice to conductor to leave passengers from Altoona and points east; *s* stops Sunday only; *y* on Sunday leaves West 23d Street 8 25 a.m., Desbrosses and Cortlandt Streets 8 30 a.m. ▲ Train No. 47 runs as No. 75 on Sundays about 8 minutes later than time shown above. + Coupon stations.

THE JANNEY "X" COUPLER THE McCONWAY & TORLEY CO. PITTSBURGH, PA.

THE PENNSYLVANIA RAILROAD COMPANY

Table 50 WESTERN PENNSYLVANIA DIVISION.—Pittsburgh Division.—Eastbound.

Nov. 7, 1909.	Mls.	28	20	92	2	26	12	8	30	44	280	24
Remarks		Pennsylvania Special. This train is composed entirely of Pullman Vestibule Cars, on which an extra fare is charged. No Coaches.	Keystone Express. Sleeping Cars.		The Pennsylvania Limited. This train is composed entirely of Pullman Vestibule Cars, on which an extra fare is charged. No Coaches.	New York Limited. This train is composed entirely of Pullman Vestibule Cars, on which an extra fare is charged. No Coaches.	Buffet Parlor Car.	Atlantic Express. Sleeping Car. Parlor Car. Dining Car.	The 24-Hour New Yorker. This train is composed entirely of Pullman Vestibule Cars, on which an extra fare is charged. No Coaches.	Observation Parlor Car.		Day Express. P.R.R. Dining Car. Parlor Car.
[LEAVE	....	Night	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon
Pittsburgh	0	*12 54	*3 00	†4 30	*6 45	*7 05	*7 15	*7 55	*9 30	*9 40	*10 40	*12 01
East Liberty	4.5		— —	4 40	6 57	7 17	7 26	8 07		c9 52	10 52	c12 12
Wilkinsburg	6.7		— —	4 46			7 32	— —		— —	10 57	— —
Braddock	10.1		— —	4 52			7 39	— —		— —	11 04	— —
Wilmerding	13.7		— —	5 00			7 46	8 25		— —	11 13	
Pitcairn	15.4		— —	5 03						— —	11 17	
Trafford	16.9		— —	5 07							11 21	
Ardara	19.0		— —	5 11							11 26	
Larimer	20.2			5 14							11 29	
Irwin	21.4			5 19			7 59	8 38			11 33	
Shafton	22.2			5 21							— —	
Manor	23.6			5 25							11 38	
Penn	25.1			5 29						— —	11 43	— —
Jeannette	26.6			5 34			8 10			— —	11 48	— —
Grapeville	27.1			5 36						— —	— —	— —
Radebaugh	28.0			5 40						— —	11 53	— —
Greensburg	30.7			5 47			8 19	8 58		10 31	11 59	12 53
Donahoe	35.0			5 55			— —	— —		— —	12 07	
Beatty	37.8			6 00			8 30	— —		— —	12 12	
Latrobe	40.0			6 05			8 34	9 14		— —	12 19	
Loyalhanna	41.6			6 08			— —				12 23	
Bradenville	42.6			6 10			— —				12 26	
Derry	45.0			6 16			8 45				12 32	
Millwood	46.6			6 20			— —				12 36	
Hillside	48.4			6 24			— —				12 39	— —
Blairsville Int.	52.3		— —	6 34			8 55	9 32		— —	12 50	1 22
Bolivar	57.4		— —	6 44			9 03	g9 39		— —	Noon	
New Florence	62.9		— —	6 59			9 11	g9 47		— —	50	
Seward	67.2		— —	7 07			9 17	— —		— —	A M	
Johnstown	76.4		4 50	7 28			9 32	10 07		11 25	†5 43	1 56
Conemaugh	78.9		— —	7 35			— —	— —		— —	5 49	— —
South Fork	85.8		— —	7 53			9 52	— —		— —	6 03	
Wilmore	89.9		— —	8 05			— —	— —		— —	6 13	
Portage	92.4		— —	8 13			— —	— —		— —	6 19	
Lilly	96.3		— —	8 26			— —	— —		— —	6 28	
Cresson	99.0		— —	8 37			10 20	— —		— —	6 35	2 40
Gallitzin	102.0		— —	8 45			10 28	— —		— —	6 43	
Kittanning Point	108.5		— —	8 58			— —	— —		— —	6 59	
Altoona	113.8	— —	6 15	9 10	9 45	10 04	10 53	11 30	— —	12 36	7 10	3 13
[ARRIVE		A M	A M	A M	A M	A M	A M	A M	P M	Noon	A M	P M
Harrisburg ...arr.		5 54	9 30	....	12 45	12 54	2 24	2 43	3 05	3 17	11 40	6 17
Phila. *W. Phila.* arr.		....	d12 13	....	b3 14	b3 16	d5 16	d5 43	....	....	d2 28	d8 36
Phila. *Broad St.* arr.		....	12 17	....	3 18	3 20	5 20	5 47	....	....	2 30	8 40
Phila. *N. Phila.* arr.		d7 54	b12 41	....	b3 33	b3 33	— —	b6 10	d5 09	d5 30	P M	b8 12
New York Hud. T. (H. & M.)		i9 38	2 48	....	5 18	5 18	8 03	8 05	6 48	7 18	5 18	11 18
New York Desb. & Cort. Sts.		i9 43	2 53	....	5 23	5 23	8 08	8 08	6 53	7 23	5 23	11 23
New York *West 23d St.*		9 45	3 00	....	5 30	5 30	8 15	8 15	7 00	7 30	5 30	11 30
[ARRIVE		A M	P M	....	P M	P M	P M	P M	P M	P M	P M	P M

Nov. 7, 1909.	Mls.	34	46	284	18	10	14	6	□4	□36	16	42	40	22	72	74
Remarks			Buffet Parlor Cars.	• Regular stop to take second-class passengers for Phila. or New York.	Chicago Mail.	Sleeping Cars.	This train carries second class passengers only.	New York Express. Sleeping Cars. Dining Car Pittsburgh to Altoona.		Sleeping Cars. No Coaches.	New York Special. No Coaches. Sleeping Cars.	No Coaches. Sleeping Cars.	Sleeping Cars.	Manhattan Limited. This train is composed entirely of Pullman Vestibule Cars, on which an extra fare is charged. No Coaches.		
[LEAVE	....	Noon	P M	P M	P M	P M	*P M	P M	P M	P M	P M	P M	P M	P M	A M	Noon
Pittsburgh	0	†12 40	*3 30	†3 45	*4 50	*4 55	•7 02	*7 10	*8 33	*8 50	*9 40	*10 40	*11 10	*11 14	§8 35	§12 40
East Liberty	4.5	12 52	3 40	3 56	5 01	5 06	•7 13	7 22	8 44	9 01	c9 52	c10 51	c11 21	c11 25	8 50	12 52
Wilkinsburg	6.7	12 58	— —	4 01	— —	s6 11	— —	— —	8 49	— —	— —	— —	— —		8 58	12 58
Braddock	10.1	1 05	— —	4 08	— —	5 17	a7 22	— —	8 56	— —	— —	— —	— —		9 09	1 06
Wilmerding	13.7	1 14		4 16	— —	5 24	— —	— —	9 03	9 19	— —	— —	— —		9 21	1 15
Pitcairn	15.4	1 19		4 19			— —	— —	— —	— —	— —	— —	— —		9 24	1 19
Trafford	16.9	— —		4 22			— —		— —	— —		— —	— —		9 27	1 23
Ardara	19.0	— —		4 26			— —		— —			— —	— —		9 31	1 27
Larimer	20.2	— —		4 28			— —		— —			— —	— —		9 34	1 30
Irwin	21.4	1 28		4 33		5 36	— —		9 17			— —	— —		9 37	1 34
Shafton	22.2	— —		4 38					— —			— —	— —		9 40	— —
Manor	23.6	— —		4 41					9 22			— —	— —		9 44	1 39
Penn	25.1	— —		4 45	— —				— —			— —	— —		9 48	1 42
Jeannette	26.6	1 39		4 49	— —	5 45			9 28				— —		9 53	1 46
Grapeville	27.1	— —	— —	4 52	— —	— —			— —	— —			— —		9 55	1 49
Radebaugh	28.0	— —	— —	4 57	— —	— —	— —		— —	— —					9 59	1 53
Greensburg	30.7	1 52	4 16	5 05	5 46	5 55	•7 58	8 08	9 39	9 54					10 05	1 58
Donahoe	35.0	2 02	— —	5 12	— —	— —	— —		— —	— —					10 12	2 08
Beatty	37.8	2 08	— —	5 17	— —	— —			— —	— —					10 16	2 17
Latrobe	40.0	2 16	4 29	5 23	6 00	6 10			9 55	10 11					10 21	2 24
Loyalhanna	41.6	2 20	— —	5 27	— —	— —			— —	— —					10 26	2 28
Bradenville	42.6	2 24	— —	5 30	— —	— —			— —						10 32	2 32
Derry	45.0	2 30	— —	5 35	— —	6 22			10 04						10 37	2 38
Millwood	46.6	2 33	— —	5 39	— —	— —			— —				— —		10 41	2 43
Hillside	48.4	2 38	— —	5 43	— —	— —			— —				— —		10 45	2 47
Blairsville Int.	52.3	2 48	4 46	5 53	— —	6 34			— —				— —		11 01	2 58
Bolivar	57.4	2 57	— —	6 02	— —	6 41			10 22				— —		11 09	3 05
New Florence	62.9	3 10	— —	6 13	— —	6 50			10 30				— —		11 23	3 19
Seward	67.2	3 19	— —	6 20	— —	— —			— —			— —	— —		11 31	3 27
Johnstown	76.4	3 45	5 16	6 36	6 50	7 12		9 10	10 51	11 08		— —	— —		11 53	3 48
Conemaugh	78.9	3 50	— —	P M	— —	7 18		— —	s — —	— —		— —	— —		12 00	3 54
South Fork	85.8	4 11	— —		— —	7 33		— —	11 10	— —		— —	— —		12 15	4 12
Wilmore	89.9	4 25	— —		— —	7 43		— —	11 18	— —	— —	— —	— —		12 26	4 24
Portage	92.4	4 31	— —		— —	7 50		— —	11 24	—	— —	— —	— —		12 32	4 31
Lilly	96.3	4 44	— —		— —	8 03	— —	— —	11 33	— —	— —	— —	— —		12 44	4 41
Cresson	99.0	4 56	5 55		— —	8 14	— —	— —	11 41	— —	— —	— —	— —		12 51	4 51
Gallitzin	102.0	5 08	— —		— —	8 24	— —	— —	11 49	— —	— —	— —	— —		12 58	5 01
Kittanning Point	108.5	5 21	— —		— —	— —	— —	— —	— —	— —	— —	— —	— —		1 12	5 21
Altoona	113.8	5 35	6 23		8 13	8 50	— —	10 30	12 15	12 25	— —	1 33	1 58	2 00	1 25	5 35
[ARRIVE		P M	P M		P M	P M	P M	P M	Night	Night	....	A M	A M	A M	P M	P M
Harrisburg ...arr.		10 10	9 18		11 25	1 00	....	2 00	3 20	3 25	3 35	4 30	4 40	4 50	8 07	10 10
Phila. *W. Phila.* arr.		P M	d11 34		P M	d4 19	....	b4 36	b6 26	b6 26	....	b6 50	....	....	d10 16	P M
Phila. *Broad St.* arr.		....	11 38		....	4 23	....	4 40	6 30	6 30	....	7 00	....	....	10 20	*Eastern time.*
Phila. *N. Phila.* arr.		....	P M		....	b4 51	b4 05	b5 06	....	....	d5 56	A M	d7 03	d7 20	....	
New York Hud. T. (H. & M.)		....	3 48		....	7 08	6 18	7 18	■8 58	■8 58	7 58	....	8 58	9 18	3 48	
New York Desb. & Cort. Sts.		....	3 53		....	7 13	6 23	7 23	■9 03	■9 03	8 03	....	9 03	9 23	3 53	
New York *West 23d St.*		....	A M		....	7 15	6 30	7 30	9 15	9 15	8 15	....	9 15	b9 30	A M	
[ARRIVE		....	....		....	A M	A M	A M	A M	A M	A M	....	A M	A M	....	

Additional Trains—Leave Pittsburgh §4 10, †5 40 p.m., arrive Derry 6 02, 7 36 p.m. Leave Pittsburgh †5 38, †8 30, †10 45 a.m., †12 45 noon †2 00, †5 20, †6 23, †7 25, §7 50, §11 20, †11 25 p.m., arrive Greensburg 6 57, 9 43, 11 13 a.m., 1 40, 3 10, 6 21, 6 40, 8 47, 9 22 p.m. §12 54, †12 46 night. Leaves Johnstown †12 04 noon, arrives Altoona 1 25 p.m., Harrisburg 6 07 p.m., New York (Hudson Term.) 3 48 a.m., (Desb. and Cort. Sts.) 3 53 a.m.

Local Sunday Train—Leaves Pittsburgh 5 15 a.m., arriving Altoona 9 15 a.m.

Table 51—LOCAL TRAINS.

STATIONS.	Mls	202	100	204	208	210	212	214	218	220	222	224	226	228	102	230
[LEAVE	....	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Pittsburgh	0	†5 25	†5 38	†5 45	†6 00	†6 05	†6 10	†6 20	†6 30	†6 47	†7 18	†7 21	†7 34	†7 38	†8 20	†8 40
Shadyside	3.2	5 33	— —	5 53	6 08	— —	— —	— —	6 38	6 55	— —	7 29	— —	7 46	— —	8 48
East Liberty	4.5	5 38	5 49	5 58	— —	6 16	6 21	— —	6 43	7 00	— —	7 34	— —	7 51	8 33	8 53
Homewood	5.6	5 41	—	6 01	— —	6 20	— —	— —	6 47	7 03	— —	7 37	— —	7 54	8 35	8 56
Wilkinsburg	6.7	5 46	5 54	6 04	6 16	— —	6 28	6 36	— —	7 06	7 34	— —	7 51	— —	8 38	8 59
Edgewood	7.3	5 48	— —	6 06	6 18	— —	— —	6 38	— —	7 08	— —	7 41	— —	7 58	— —	9 01
Swissvale	8.0	5 50	5 58	6 08	6 21	6 27	6 31	6 40	6 52	7 10	7 38	7 43	7 55	8 00	— —	9 03
Hawkins	8.9	5 53	— —	6 11	6 23	— —	6 33	6 43	— —	7 12	7 40	— —	— —	8 03	— —	9 06
Copeland	9.5	5 55	— —	6 13	6 25	— —	6 35	6 45	— —	7 14	7 42	— —	— —	8 05	— —	9 08
Braddock	10.1	5 57	6 03	6 16	6 27	6 32	6 37	6 47	— —	7 16	7 44	7 48	8 00	8 07	8 44	9 10
Bessemer	10.8	5 59	— —	6 18	6 29	6 34	— —	6 49	— —	7 18	7 46	7 50	8 02	8 09	— —	9 12
East Pittsburg	12.1	6 02	6 07	6 21	6 33	6 38	6 42	6 53	7 01	7 21	7 49	7 53	8 06	8 13	8 48	9 15
Turtle Creek	12.7	6 04	— —	6 23	6 35	— —	— —	6 55	— —	— —	— —	7 55	8 08	— —	— —	9 17
Wilmerding	13.7	6 07	6 11	6 26	6 38	6 43	6 47	6 58	7 05	7 26	7 54	7 58	8 11	8 17	8 52	9 20
Pitcairn	15.4	6 11	6 14	6 30	6 42	6 47	6 51	7 02	7 08	7 29	7 58	8 02	8 16	8 21	8 55	9 24
Trafford	16.9	A M	6 17	6 34	A M	A M	— —	A M	A M	— —	A M	A M	A M	A M	8 59	— —
North Trafford	17.3	....	A M	6 35	....	....	6 58	....	....	7 36	....	....	....	....	A M	9 30
[ARRIVE	....	....	....	A M	....	....	A M	....	....	A M	....	....	....	....	....	A M

STATIONS.	298	962	236	104	240	242	244	246	248	250	252
[LEAVE	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M
Pittsburgh	†9 45	†11 10	†12 10	†12 25	†1 36	†2 45	e3 05	†3 33	†4 06	†4 21	†4 37
Shadyside	9 53	11 18	12 18	— —	1 43	2 53	3 13	3 41	4 13	4 29	4 45
East Liberty	9 58	11 23	12 24	12 36	1 47	2 57	3 18	3 46	4 18	4 34	4 50
Homewood	10 01	11 26	12 28	— —	1 50	3 00	3 21	3 49	4 21	4 37	4 53
Wilkinsburg	10 04	11 29	12 31	12 41	1 53	3 03	3 24	3 52	4 24	4 40	4 56
Edgewood	10 06	11 31	12 33	— —	1 55	3 05	3 26	3 54	4 26	4 42	
Swissvale	10 08	11 33	12 35	— —	1 57	3 07	3 28	3 56	4 28	4 44	
Hawkins	10 11	11 36	12 38	— —	2 00	3 10	3 31	3 58	4 31	4 47	
Copeland	10 13	11 38	12 40	— —	2 02	3 12	3 33	4 00	4 33	4 49	— —
Braddock	10 15	11 40	12 42	12 47	2 04	3 14	3 36	4 02	4 35	4 51	5 02
Bessemer	10 17	11 42	12 44	— —	2 06	3 16	3 37	4 04	4 37	4 53	— —
East Pittsburg	10 20	11 45	12 47	12 51	2 09	3 19	3 40	4 07	4 40	4 56	5 06
Turtle Creek	— —	— —	12 49	— —	2 11	3 21	3 42	—	4 42	4 58	— —
Wilmerding	10 25	11 50	12 52	12 55	2 14	3 24	3 46	4 12	4 45	5 01	5 11
Pitcairn	10 29	11 53	12 56	12 58	2 18	3 28	3 49	4 16	4 49	5 05	5 14
Trafford	10 33	11 57	Noon	1 01	— —	P M	P M	P M	P M	5 10	— —
North Trafford	A M	11 59	....	P M	2 24	....	....	....	....	5 12	5 19
[ARRIVE	....	A M	....	....	P M	....	....	....	....	P M	P M

(*Eastern time.*)	254	258	288	258	260	290	952	262	284	266	268	270	954
[LEAVE	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Pittsburgh	†6 02	†6 08	†5 23	†6 28	†5 35	†5 40	†5 46	†6 53	†6 00	†6 08	†6 22	†6 40	†7 25
Shadyside	— —	5 16	5 31	5 36	5 43	5 48	5 54	6 01	6 08	6 16	6 30	6 48	7 33
East Liberty	5 13	5 21	5 35	5 41	5 48	5 53	5 59	6 06	6 13	6 21	6 35	6 53	7 38
Homewood	5 16	5 24	v5 37	5 44	5 51	5 56	6 02	6 09	6 16	6 24	6 38	6 56	7 42
Wilkinsburg	5 19	5 27	5 39	5 47	5 54	5 58	6 05	6 12	6 19	6 28	6 41	6 59	7 45
Edgewood	5 21	5 28	5 41	5 49	5 56	6 01	6 07	6 14	6 21	6 29	6 43	7 01	7 47
Swissvale	5 23	5 30	5 43	5 51	5 58	6 03	6 09	6 16	6 23	6 31	6 45	7 03	7 49
Hawkins	— —	5 33	5 46	5 54	6 01	— —	6 12	6 19	6 26	6 34	6 48	7 06	7 52
Copeland	5 27	— —	— —	5 56	6 03	6 07	6 14	6 21	6 28	6 36	6 50	7 09	7 54
Braddock	5 29	5 37	5 49	5 58	6 05	6 09	6 16	6 23	6 30	6 38	6 52	7 10	7 56
Bessemer	5 31	— —	— —	6 00	— —	6 11	6 18	— —	— —	— —	— —	— —	7 58
East Pittsburg	5 33	5 40	5 52	6 03	6 10	6 14	6 21	6 28	6 35	6 43	6 57	7 14	8 01
Turtle Creek	— —	— —	— —	6 06	— —	— —	6 23	6 30	— —	— —	6 59	— —	8 03
Wilmerding	5 37	5 44	5 57	6 08	6 16	6 19	6 28	6 33	6 39	6 47	7 02	7 18	8 06
Pitcairn	5 41	5 47	— —	6 12	6 19	6 23	6 30	6 37	6 43	6 51	7 06	7 21	8 10
Trafford	P M	P M	6 03	— —	P M	6 27	P M	P M	6 47	P M	P M	P M	8 13
North Trafford	....	....	P M	6 17	....	P M	....	....	6 49	....	....	....	P M
[ARRIVE	....	....	....	P M	....	....	....	....	P M	....	....	....	....

(*Eastern time.*)	272	274	298	956	802	806	808	810	840	814	818	842	820	844
[LEAVE	P M	P M	P M	Night	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M
Pittsburgh	†8 55	†10 00	†11 25	†12 06	§5 45	§10 05	§12 25	§2 30	§4 10	§5 35	§7 20	§7 50	§9 43	§11 20
Shadyside	9 05	10 08	— —	12 13	5 53	10 13	12 33	2 38	— —	5 43	7 28	7 58	9 51	11 29
East Liberty	9 08	10 13	11 37	12 18	5 58	10 18	12 38	2 43	4 22	5 48	7 33	8 03	9 56	11 34
Homewood	9 11	10 16	11 40	12 21	6 01	10 21	12 41	2 46	— —	5 51	7 36	8 07	9 59	11 38
Wilkinsburg	9 14	10 19	11 43	12 24	6 04	10 24	12 44	2 49	4 27	5 54	7 39	8 11	10 02	11 41
Edgewood	9 16	10 21	11 45	12 26	6 06	10 26	12 46	2 51	— —	5 56	7 41	8 13	10 04	11 43
Swissvale	9 18	10 23	11 47	12 28	6 08	10 28	12 48	2 53	— —	5 58	7 43	8 15	10 07	11 45
Hawkins	9 21	10 26	— —	12 31	6 11	10 31	12 51	2 56	—	6 01	7 46	8 18	10 10	11 48
Copeland	9 23	10 28	11 51	12 33	6 13	10 33	12 53	2 58	— —	6 03	7 48	8 20	10 12	11 50
Braddock	9 26	10 30	11 53	12 35	6 15	10 35	12 55	3 00	4 35	6 05	7 50	8 22	10 14	11 52
Bessemer	— —	— —	— —	— —	6 17	10 37	12 57	3 02	— —	6 07	7 52	8 24	— —	11 54
East Pittsburg	9 29	10 34	11 58	12 40	6 20	10 40	1 00	3 05	4 38	6 10	7 55	8 28	10 18	11 57
Turtle Creek	9 31	10 36	— —	12 42	6 22	10 42	1 02	3 07	— —	6 12	7 57	8 30	10 20	11 59
Wilmerding	9 34	10 39	12 03	12 45	6 25	10 45	1 05	3 10	4 45	6 15	8 00	8 33	10 23	12 02
Pitcairn	9 38	10 43	12 06	12 49	6 29	10 49	1 09	3 14	4 47	6 18	8 04	8 37	10 27	12 06
Trafford	P M	— —	12 09	Night	6 33	— —	— —	P M	4 51	6 23	P M	8 42	P M	12 12
North Trafford	....	10 49	Night	....	6 36	10 55	1 15	....	P M	6 26	....	P M	....	Night
[ARRIVE	....	P M	....	....	A M	A M	P M	....	....	P M	....	....	....	....

*Daily; †daily, except Sunday; § Sunday only; *a* stops only on signal or notice to agent to take passengers; *b* stops on notice to conductor to leave passengers; *c* regular stop to take on passengers; *d* regular stop to leave passengers; *e* daily, except Saturday and Sunday; *g* stops to leave from Conemaugh Div.; *i* on Sunday arrives five minutes earlier; *s* stops Sunday only; *v* stops Saturday only. □ Train leaving Saturday night connects at Philadelphia with train leaving 8 20 a.m., arr. N.Y. (Hudson Term.) 10 33 a.m., Desbrosses and Cortlandt Sts. 10 38 a.m., West 23d St. 10 45 a.m. ■ On Sunday arrives Hudson Term. 10 33 a.m., Cortlandt and Desbrosses Sts. 10 38 a.m., West 23d St. 10 45 a.m. *b* On Sunday arrives 9 45 a.m.

THE PENNSYLVANIA RAILROAD COMPANY

Table 52.

WESTERN PENNSYLVANIA DIVISION.—Conemaugh Division.

November 7, 1909.	Ms.	430	402	422	408	442	434	404	426	424	452	436	454	446	406	448	490	492	494	496
[LEAVE	....	....	....	A M	....	Noon	....	P M	....	P M	....	P M	....	P M	P M	P M	....	....	P M	P M
Pittsburg	....	A M	A M	†8 24	A M	†12 05	P M	†3 02	P M	†5 13	P M	†6 18	P M	†8 30	†10 50	†11 36	A M	A M	§6 50	§9 35
Allegheny+ ♁	0	†6 10	†6 42	....	†10 20	....	†2 05	....	†4 00	....	†5 43	....	†6 22	....	....	....	§7 00	§11 55	....	....
Stock Yards ♁	1.7	6 16	– –	....	– –	....	2 11	....	4 06	....	5 49	....	6 29	....	....	....	7 06	12 01	....	....
Bennett+ ♁	2.7	6 19	– –	....	10 29	....	2 14	....	4 08	....	5 52	..	6 32	....	....	....	7 09	12 04	....	....
Etna	4.7	– –	– –	....	– –	....	2 19	....	– –	....	5 56	....	6 36	....	....	....	– –	– –	....	....
Sharpsburg+ ♁	5.3	6 25	6 55	....	10 34	....	2 21	....	4 16	....	5 59	...	6 39	....	....	....	7 15	12 10	....	....
Sumner	5.7	6 27	– –	....	– –	....	2 23	....	4 17	....	6 01	....	6 41	....	....	....	7 17	12 12	....	....
Guyasuta	6.3	– –	– –	....	– –	....	2 25	....	– –	....	6 03	....	– –	....	....	....	– –	12 14	....	....
Aspinwall+	6.9	6 30	6 59	8 45	10 38	12 25	2 27	3 24	4 20	5 33	6 06	6 37	6 44	8 49	11 10	11 56	7 20	12 16	7 11	9 56
Ross	7.8	6 32	– –	– –	– –	12 28	– –	– –	–	– –	– –	– –	6 47	– –	– –	– –	7 23	12 19	7 13	–
Warner+ ♁	8.7	6 34	– –	8 49	10 42	12 30	2 32	– –	4 24	5 37	6 11	– –	6 49	8 53	11 15	11 59	7 24	12 21	7 15	10 00
Hoboken	9.0	6 36	– –	– –	– –	12 32	2 34	– –	4 26	5 38	6 13	– –	6 5	8 55	11 17	12 01	7 26	12 23	7 17	10 02
Glenover	9.9	6 38	– –	8 53	– –	12 34	2 36	– –	4 29	5 41	6 16	– –	6 53	8 57	11 19	12 03	7 28	12 25	7 19	10 05
Hulton Ferry	11.9	– –	– –	8 56	– –	12 37	2 40	– –	– –	– –	6 20	– –	6 56	– –	– –	12 06	7 33	12 28	– –	10 08
Harmarville+ ♁	12.4	6 44	– –	8 58	10 48	12 39	2 43	– –	4 33	5 45	6 22	– –	6 58	9 01	11 24	12 08	7 35	12 30	7 25	10 10
Denny	13.4	–	– –	9 00	– –	12 41	2 45	– –	4 35	– –	6 24	– –	7 00	– –	– –	12 10	7 37	12 32	– –	10 12
Cheswick+	14.4	6 50	– –	9 02	10 52	12 44	2 48	– –	4 38	5 49	6 26	6 49	7 02	9 05	11 28	12 12	7 39	12 35	7 30	10 14
Colfax	15.7	6 53	– –	9 05	– –	12 46	2 50	– –	– –	5 52	6 29	– –	7 04	9 07	11 30	12 14	7 42	12 38	7 33	10 16
Springdale+ ♁	16.5	6 56	– –	9 08	10 56	12 49	2 53	– –	4 43	5 55	6 33	6 53	7 08	9 10	11 32	12 17	7 44	12 41	7 35	10 19
Bouquet	18.1	6 59	– –	9 11	10 59	12 53	2 57	– –	4 46	5 58	P M	6 56	P M	9 13	11 35	12 20	7 47	12 44	7 38	10 22
Glassmere	19.1	7 01	– –	9 14	11 01	12 56	3 00	– –	4 49	6 00	....	6 58	....	9 15	11 37	12 22	7 50	12 47	7 41	10 24
Creighton+ ♁	19.7	7 03	– –	9 16	11 04	12 58	3 04	– –	4 51	6 02	....	7 00	....	9 17	11 39	12 24	7 52	12 49	7 43	10 26
Peterson	20.6	– –	– –	9 18	– –	– –	3 06	– –	4 53	6 04	....	– –	....	– –	– –	12 26	7 54	12 51	7 46	10 28
Tarentum+ ♁	21.3	7 08	7 22	9 21	11 00	1 02	3 10	3 46	4 56	6 07	....	7 05	....	9 21	11 43	12 28	7 57	12 54	7 48	10 31
Brackenridge+	22.4	7 11	7 24	9 24	11 12	1 05	3 13	– –	4 59	6 10	....	– –	....	9 24	11 45	12 31	8 00	12 57	7 51	10 33
Natrona+ ♁	23.3	7 14	7 27	9 27	11 16	1 08	3 19	3 51	5 02	6 13	....	7 10	....	9 27	11 48	12 34	8 05	1 00	7 56	10 37
Karns ♁	24.8	7 18	– –	– –	– –	1 11	3 22	– –	5 05	6 17	....	– –	....	9 30	11 51	12 37	8 08	1 03	7 58	10 40
Butler Jn+ ♁	27.7	7 24	7 37	9 36	11 27	1 18	3 31	3 59	5 16	6 25	....	7 18	....	9 36	11 57	12 43	8 14	1 10	8 05	10 48
Freeport+	28.1	A M	7 41	9 39	11 30	P M	P M	4 03	5 21	6 29	....	P M	....	9 39	12 00	12 46	8 17	1 13	8 08	P M
Kiskiminetas Jn+ ♁	29.4	....	7 48	9 44	11 37	....	....	4 08	5 25	6 33	....	....	...	9 45	12 04	Night	8 23	1 17	8 15	..
Bagdad	31.9	....	7 54	9 50	– –	....	....	4 14	5 32	6 38	....	....	....	P M	12 11	....	8 29	1 23	8 21	....
Leechburg+ ♁	34.5	....	8 00	9 57	11 49	....	....	4 21	5 39	6 45	....	....	....	....	12 18	....	8 37	1 29	8 28	....
Hyde Park+	35.8	....	8 04	10 01	11 53	....	....	4 25	5 42	6 49	....	....	....	....	12 20	....	8 41	1 33	8 32	....
Vandergrift+ ♁	39.8	....	8 14	10 09	12 01	....	....	4 36	5 53	6 56	....	....	....	....	12 28	....	8 48	1 41	8 39	....
West Apollo+	42.5	....	8 21	10 15	12 08	....	....	4 43	P M	7 02	....	....	....	....	12 34	....	8 54	1 47	8 46	....
Roaring Run	44.0	....	8 25	A M	12 13	....	....	4 47	....	P M	....	....	....	....	12 38	....	8 59	1 51	8 51	....
Salina+ ♁	48.5	....	8 32	....	12 20	....	....	4 54							12 45	....	9 06	1 58	8 58	....
Avonmore+	50.3	....	8 37	....	12 25	....	....	4 58							12 50	....	9 10	2 02	9 03	....
Edri+ ♁	51.8	....	8 41	....	12 29	....	....	5 03							12 54	....	9 14	2 07	9 08	....
Saltsburg+ ♁	54.7	....	8 47	....	12 35	....	....	5 09							1 00	....	9 20	2 14	9 14	....
White	56.9	....	8 52	....	12 39	....	....	5 13							1 04	....	9 25	2 18	9 19	....
Tunnelton+ ♁	60.0	....	8 59	....	12 45	....	....	5 19							1 11	....	9 32	2 24	9 26	....
Livermore+ ♁	63.2	....	9 06	....	12 51	....	....	5 26							1 17	....	9 38	2 30	9 32	....
Blairsville+ ♁	67.6	....	9 19	....	1 05	....	....	5 40							1 29	....	9 50	2 42	9 45	....
Blairsville Inter+ ♁	70.4	....	9 28	....	1 15	....	....	5 50							A M	....	10 00	2 50	P M	....
[ARRIVE	....	....	A M	....	P M	....	....	P M								....	A M	P M	....	....

Additional Trains—Leave Blairsville Intersection §7 09 a.m., §3 38 p.m., arrive Blairsville 7 16 a.m., 3 45 p.m. Returning, leave Blairsville §6 45 a.m., §1 05, §2 42 p.m., arrive Blairsville Intersection 6 53 a.m., 1 14, 2 50 p.m.

STATIONS.	451	441	453	421	431	401	425	403	446	435	409	437	427	405	449	491	493	495	497
[LEAVE		....	....	....	....	A M	....	A M	....	....	P M	....	....	P M	....	A M	P M	....	P M
Blairsville Inter		....	....	....	....	†7 33	....	†10 32	....	....	†1 50	....	....	†6 38	....	§7 09	§1 25	....	§6 38
Blairsville		....	....	....	....	7 50	....	10 50	....	....	2 05	....	....	7 00	....	7 19	1 35	....	7 00
Livermore		....	....	....	....	8 00	....	11 00	....	....	2 15	....	....	7 10	....	7 29	1 45	....	7 10
Tunnelton		....	....	....	....	8 06	....	11 06	....	....	2 21	....	....	7 16	....	7 35	1 51	....	7 16
White		....	....	....	....	8 12	....	11 12	....	....	2 27	....	....	7 22	....	7 41	1 57	....	7 23
Saltsburg		....	....	....	....	8 18	....	11 18	....	....	2 33	....	....	7 28	....	7 46	2 02	....	7 28
Edri		....	....	....	....	8 24	....	11 24	....	....	2 39	....	....	7 34	....	7 52	2 08	....	7 34
Avonmore		....	....	....	....	8 28	....	11 28	....	....	2 43	....	....	7 39	....	7 57	2 13	....	7 39
Salina		....	....	....	....	8 33	....	11 33	....	....	2 48	....	....	7 44	....	8 02	2 18	....	7 44
Roaring Run		....	....	A M	....	8 40	A M	11 40	....	....	2 55	....	....	7 51	....	8 09	2 25	....	7 51
West Apollo		....	....	†6 48	....	8 45	†10 55	11 45	....	....	3 01	....	P M	7 57	....	8 14	2 30	....	7 56
Vandergrift		....	....	6 55	....	8 53	11 01	11 53	....	....	3 08	....	†6 05	8 03	....	8 20	2 37	....	8 03
Hyde Park		....	....	7 03	....	9 01	11 09	12 01	....	....	3 18	....	6 14	8 11	....	8 28	2 45	....	8 11
Leechburg		....	....	7 07	....	9 06	11 13	12 06	....	....	3 21	....	6 18	8 16	....	8 32	2 49	....	8 15
Bagdad		....	....	7 12	....	9 13	11 19	12 13	....	....	3 27	....	6 23	8 21	P M	8 38	2 55	....	8 22
Kiskiminetas Jn		A M	....	7 20	....	9 20	11 26	12 20	....	....	3 36	....	6 29	8 28	†8 55	8 46	3 03	....	8 30
Freeport		†6 20	....	7 25	A M	9 24	11 31	12 24	P M	P M	3 40	P M	6 33	8 32	9 58	8 49	3 07	P M	8 34
Butler Junc		6 22	....	7 30	†7 39	9 30	11 36	12 30	†1 30	†3 21	3 46	†5 15	6 37	8 35	10 01	8 52	3 11	§5 53	8 39
Karns		6 27	....	– –	7 47	– –	11 42	– –	1 36	– –	– –	– –	6 43	8 40	10 06	8 59	3 17	5 58	8 45
Natrona		6 32	....	7 40	7 51	9 40	11 45	12 39	1 39	3 30	3 56	5 24	6 46	8 43	10 09	9 03	3 21	6 02	8 48
Brackenridge		6 36	....	7 43	7 55	– –	11 48	12 42	1 42	3 33	3 58	5 27	6 49	8 46	10 12	9 06	3 24	6 05	8 51
Tarentum		6 39	....	7 48	7 58	9 46	11 51	12 45	1 45	3 36	4 01	5 30	6 52	8 49	10 15	9 09	3 27	6 08	8 54
Peterson		6 41	....	–	8 01	– –	11 53	– –	1 47	– –	– –	– –	– –	– –	10 17	9 11	3 29	6 10	8 56
Creighton		6 43	....	7 52	8 03	– –	11 55	– –	1 49	3 38	– –	5 33	6 55	8 53	10 19	9 13	3 31	6 12	8 58
Glassmere		6 45	....	– –	8 05	– –	11 57	– –	1 51	3 40	4 07	5 35	6 57	8 55	10 21	9 15	3 33	6 15	9 01
Bouquet	A M	6 48	A M	– –	8 08	– –	12 00	– –	1 53	– –	4 10	5 38	7 00	8 57	10 23	9 18	3 36	6 18	9 04
Springdale	†5 35	6 52	†7 02	7 59	8 12	9 56	12 04	12 55	1 56	3 45	4 14	5 41	7 04	9 00	10 26	9 22	3 40	6 21	9 08
Colfax	5 39	6 54	7 07	– –	8 14	– –	12 06	– –	1 58	–	– –	– –	7 06	– –	10 28	9 24	3 42	6 23	9 10
Cheswick	5 42	6 57	7 11	8 03	8 17	– –	12 09	– –	2 01	3 49	4 18	5 46	7 09	9 04	10 31	9 27	3 45	6 26	9 13
Denny	5 44	– –	7 13	– –	8 19	– –	12 11	– –	2 03	– –	– –	5 48	– –	– –	10 33	9 29	3 47	6 28	– –
Harmarville	5 46	7 02	7 16	8 07	8 22	10 03	12 13	–	2 06	– –	4 22	5 50	7 13	9 08	10 35	9 32	3 49	6 31	9 18
Hulton Ferry	5 48	7 04	7 18	– –	8 24	– –	12 15	–	2 08	–	– –	– –	7 14	– –	10 37	9 34	3 51	6 33	– –
Glenover	5 52	7 09	7 22	– –	8 27	– –	– –	1 08	2 12	3 58	4 26	5 54	7 18	9 12	10 41	9 39	3 55	6 37	9 25
Hoboken	5 55	7 12	7 25	– –	8 29	– –	12 20	– –	2 16	– –	– –	5 57	7 21	– –	10 43	9 41	3 57	6 40	9 27
Warner	5 57	7 14	7 27	– –	8 31	– –	12 22	1 10	2 17	4 01	4 30	5 59	7 23	9 15	10 46	9 43	3 59	6 42	9 29
Ross	5 59	– –	7 29	– –	8 33	– –	– –	– –	2 19	– –	– –	6 01	– –	– –	10 47	9 45	4 01	6 44	– –
Aspinwall	6 02	7 18	7 32	8 20	8 36	10 15	12 27	1 14	2 22	4 05	4 34	6 04	7 28	9 20	10 50	9 48	4 04	6 47	9 34
Guyasuta	6 04	....	– –	....	8 38	....	– –	– –	....	....	– –	–	....	....	....	9 50	....	....	– –
Sumner	6 06	....	7 35	....	8 40	....	12 30	– –	....	....	4 37	– –	....	....	....	9 52	....	....	9 38
Sharpsburg	6 08	....	7 37	....	8 42	....	12 32	1 19	....	....	4 39	6 09	....	....	....	9 54	....	....	9 40
Etna	6 10	....	7 39	....	8 44	....	– –	– –	....	....	– –	– –	....	....	....	– –	....	....	– –
Bennett	6 15	....	7 43	....	8 48	....	12 39	– –	....	....	4 45	6 16	....	....	....	10 00	....	....	9 46
Stock Yards	6 18	....	7 46	....	8 51	....	12 42	1 28	....	....	4 48	6 19	....	....	....	10 03	....	....	9 49
Allegheny	6 25	....	7 53	....	8 57	....	12 49	1 34	....	....	4 55	6 25	....	....	....	10 10	....	....	9 55
Pittsburg	A M	7 40	A M	8 42	A M	10 35	Noon	P M	2 43	4 26	P M	P M	7 48	9 40	11 10	A M	4 25	7 07	P M
[ARRIVE	....	A M	....	A M	....	A M	....	....	P M	P M	....	....	P M	P M	P M	....	P M	P M	....

▲ Leaves Cresson, via Cresson Division, †7 00 a.m.
⊙ Arrives Cresson, via Cresson Division, 5 25 p.m.

Table 53—INDIANA BRANCH.

489	487	405	409	485	403	483	479	481	Ms.	*November 7, 1909.*	480	482	402	484	408	478	486	404	490	488
A M	P M	P M	P M	P M	A M	A M	....	A M	....	LEAVE] [ARRIVE	A M	A M	A M	Noon	P M	....	P M	P M	A M	P M
§11 05	*6 38	†5 57	†1 50	*1 25	†10 32	*10 10	....	†7 33	0	+ **Blairsville Int.** ♁	7 12	9 20	9 28	12 42	1 15	....	4 42	5 50	10 00	8 15
11 14	6 48	6 07	1 58	†1 33	10 40	10 17	▲	7 43	2.8	+ **Blairsville** ♁	7 02	9 12	†9 19	12 34	†1 05	P M	4 34	†6 40	§6 50	8 05
A M	6 52	P M	P M	1 39	A M	10 23	A M	7 49	4.7	Smith	6 52	9 04	A M	12 27	P M	⊙	4 27	P M	A M	5 57
....	6 58	....	....	1 46	....	10 30	†8 58	7 55	7.3	+ Black Lick	6 46	8 58	....	12 21	.	3 25	4 21	....	....	6 51
....	7 01	....	....	– –	....	10 33	9 02	7 58	8.9	Rugh	6 42	s8 53	....	– –	....	3 20	–	....	....	6 46
....	7 03	....	....	1 51	....	10 35	9 04	8 00	9.8	Coral	6 40	8 51	....	12 15	....	3 17	4 18	....	....	6 43
....	7 05	....	....	1 53	....	10 37	9 07	8 02	10.3	Graceton	6 38	8 49	....	12 13	....	3 15	4 14	....	....	6 40
....	7 11	....	....	2 00	....	10 43	9 14	8 08	13.0	+ Homer ♁	6 32	8 42	....	12 07	....	3 08	4 08	....	....	6 34
....	7 15	....	....	– –	....	10 47	9 18	8 12	14.7	Two Lick	6 27	8 38	....	– –	....	3 05	4 04	....	....	6 30
....	7 18	....	....	2 08	....	s10 50	9 22	8 15	16.4	Reed	6 24	s8 35	....	12 00	....	3 01	4 00	....	....	6 26
....	7 25	....	....	2 15	....	10 57	9 29	8 22	18.8	+ **Indiana** ♁	†6 20	*8 27	....	†11 55	....	†2 55	†3 55	....	....	§5 20
....	P M	....	....	P M	....	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	....	A M	....	P M	P M	....	....	P M

Table 54—BUTLER BRANCH.

496	498	436	434	472	470	430	Mls.	*November 7, 1909.*	431	471	473	435	437	499	495
P M	....	P M	P M	....	A M	....	....	LEAVE] [ARRIVE	A M	A M	....	P M	....	....	P M
§9 35	A M	†6 18	†3 02	A M	†8 24	A M	....	**Pittsburg**	8 42	10 35	Noon	4 26	P M	A M	7 07
....	§7 00	†5 43	†2 05	†10 20	....	†6 42	....	+ **Allegheny** ♁	8 57	....	12 49	4 55	6 25	10 10	....
10 51	8 53	7 19	4 02	12 32	9 40	7 40	0	+ **Butler Jn.** ♁	7 14	9 25	11 20	3 20	5 14	8 10	5 50
10 54	8 55	7 21	4 05	12 34	9 42	7 43	0.5	+ Lane	7 10	9 22	11 18	3 18	5 12	8 07	5 47
11 11	9 11	7 38	4 27	12 51	10 00	8 01	7.5	+ Sarver	6 52	9 06	11 02	3 02	4 55	7 51	5 31
11 16	9 17	7 44	4 35	12 57	10 06	8 08	10.4	+ Cabot ♁	6 44	9 00	10 56	2 58	4 49	7 45	5 25
11 22	9 21	7 47	4 38	1 00	10 09	8 11	11.4	+ Marwood	6 40	8 57	10 53	2 53	4 46	7 42	5 22
11 30	9 28	7 54	4 46	1 08	10 16	8 18	14.2	+ Great Belt	6 32	8 50	10 46	2 46	4 38	7 35	5 15
11 34	9 31	7 57	4 50	1 12	10 20	8 22	15.7	+ Herman	6 27	8 47	10 43	2 42	4 32	7 32	5 12
11 37	9 34	8 01	4 53	1 16	10 23	8 26	17.0	Brinker	6 24	8 44	10 40	– –	4 29	7 29	5 09
11 46	9 43	8 10	5 02	1 26	10 31	8 35	20.9	+ **Butler** ♁	†6 15	†8 35	†10 31	†2 30	†4 20	§7 20	§5 00
P M	A M	P M	P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	P M	P M	A M	P M

* Daily; † daily, except Sunday; § Sunday only; s stops on Sunday. + Coupon stations; ♁ Telegraph stations. STANDARD—*Eastern time.*

Table 55—MONONGAHELA DIVISION.

190	188	186	84	182	180	178	176	174	172	170	168	162	158	154	150	148	146	144	Mls	November 7, 1909.	141	145	173	147	151	153	155	161	165	167	171	177	179	181	183	185	187
P M	P M	P M	P M	P M	A M	A M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	....	....	LEAVE [ARRIVE	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M	P M
§10 30	§9 10	§6 05	₰4 25	₰1 05	₰9 50	₰7 00	†11 35	†9 10	†7 20	†5 25	†5 00	†3 25	†1 05	†10 50	†9 45	†8 20	†6 10	....	0	+.Pittsburgh (Union Sta.	7 35	8 40	9 30	10 36	12 20	1 57	3 03	5 25	6 10	7 40	10 10	9 30	10 36	2 13	4 32	7 48	10 55
10 32	9 12	6 07	4 27	1 07	9 52	7 02	11 37	9 12	7 22	5 27	5 02	3 27	1 07	10 52	9 47	8 22	6 12	....	0.5	+..Fourth Avenue...	7 32	8 37	9 27	10 33	12 17	1 54	3 00	5 22	6 07	7 37	10 07	9 27	10 33	2 10	4 29	7 45	10 52
10 37	- -	6 12	4 32	1 12	9 57	7 07	11 42	9 17	7 27	5 32	- -	3 32	1 12	10 57	- -	8 27	6 17	....	1.9	+..Twelfth Street....	7 27	8 32	9 22	- -	12 12	- -	2 55	5 17	6 02	7 32	10 02	9 22	- -	2 05	4 24	7 40	10 47
10 41	- -	6 15	4 35	1 16	10 01	7 11	11 46	9 21	7 31	5 36	5 10	3 36	1 16	11 01	- -	8 31	6 21	....	3.0	...Thirtieth Street...	7 23	8 28	9 18	10 25	12 08	- -	2 52	5 13	5 58	7 28	9 58	9 18	10 25	2 01	4 21	7 36	10 43
- -	- -	6 21	- -	1 22	10 07	7 17	11 52	9 27	7 37	5 42	- -	3 42	1 22	- -	- -	- -	6 28	....	5.9	+......Hays........	7 15	- -	- -	- -	12 02	- -	- -	5 06	- -	- -	- -	9 12	- -	1 54	4 16	7 29	10 38
10 50	9 26	6 25	4 43	1 26	10 11	7 21	11 56	9 31	7 41	5 46	5 19	3 46	1 27	11 11	10 01	8 42	6 35	....	7.4	+....Homestead......	7 11	8 19	9 09	10 16	11 58	1 38	2 43	5 01	5 49	7 18	9 48	9 08	10 16	1 49	4 12	7 25	10 34
10 54	- -	6 29	- -	1 30	10 15	7 25	12 00	9 36	7 45	5 50	- -	3 50	1 31	11 15	- -	8 46	6 39	....	8.2	+.....Munhall.....	7 07	8 15	9 05	- -	11 54	- -	2 39	4 57	5 45	7 14	9 44	9 04	- -	1 46	4 08	7 21	10 30
- -	- -	- -	- -	- -	- -	7 27	- -	- -	7 47	- -	-	- -	- -	- -	- -	- -	- -	....	9.5	....Green Springs....	7 04	- -	- -	- -	- -	- -	- -	4 54	- -	- -	- -	-	- -	1 42	4 05	- -	- -
11 03	9 34	6 37	4 52	1 38	10 21	7 34	12 07	9 42	7 52	5 58	5 29	3 57	1 38	11 22	10 10	8 54	6 48	....	11.8	+......Oliver........	6 58	8 07	8 57	10 07	11 48	1 30	2 33	4 48	5 38	7 08	9 38	8 57	10 07	1 37	4 00	7 15	10 24
11 08	- -	6 40	- -	1 41	10 24	7 37	12 10	9 45	7 55	6 01	- -	4 00	1 41	11 25	- -	8 57	6 51	....	12.6	+.....Cochran.......	6 54	8 03	8 53	- -	11 44	-	2 29	4 44	5 36	7 02	9 34	8 53	- -	1 33	3 56	7 11	10 20
11 11	9 41	6 45	4 59	1 46	10 29	7 42	12 15	9 50	8 01	6 07	5 36	4 06	1 49	11 32	10 16	9 03	6 59	....	15.3	+....Dravosburg.....	6 49	7 57	8 48	10 00	11 39	1 23	2 24	4 39	5 30	6 56	9 28	8 48	10 00	1 28	3 51	7 06	10 15
11 14	- -	6 48	- -	1 49	- -	7 45	12 18	9 53	- -	6 10	- -	4 09	1 52	- -	- -	- -	7 02	....	16.6	.......Camden.......	6 45	- -	- -	- -	- -	- -	- -	4 35	- -	- -	- -	8 44	- -	1 24	3 47	7 02	10 12
11 17	- -	6 51	- -	1 52	10 35	7 48	12 21	9 56	8 07	6 14	- -	4 13	1 55	11 38	- -	-	7 05	....	17.8	+....Coal Valley.....	6 42	- -	8 42	- -	11 32	- -	2 17	4 32	- -	6 49	9 22	8 41	- -	1 21	3 44	6 59	10 09
11 20	9 47	6 53	5 05	1 55	10 37	7 50	12 23	9 58	8 09	6 16	5 42	4 15	1 57	11 41	10 22	9 09	7 08	....	18.5	+......Wilson........	6 39	7 49	8 40	9 53	11 29	1 16	2 14	4 29	5 25	6 46	9 19	8 38	9 53	1 18	3 41	6 56	10 06
11 22	- -	6 55	-	- -	- -	7 52	12 25	- -	8 11	- -	- -	4 17	- -	- -	- -	- -	7 10	....	18.9	.....Peters Creek.....	6 37	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	8 36	- -	- -	- -	6 54	10 04
11 26	9 51	6 59	5 09	2 01	10 41	7 55	12 28	10 02	8 14	6 20	5 46	4 20	2 01	11 45	10 26	9 15	7 14	....	20.0	+.....Clairton.......	6 34	7 45	8 37	9 49	11 25	1 13	2 10	4 26	5 20	6 42	9 15	8 34	9 49	1 14	3 37	6 51	10 01
11 32	9 55	7 05	5 13	2 07	10 46	8 00	12 33	10 07	8 19	6 25	5 50	4 25	2 08	11 50	10 30	9 21	7 21	....	21.8	+..West Elizabeth....	6 28	7 39	8 32	9 44	11 19	1 09	2 05	4 19	5 16	6 36	9 09	8 29	9 44	1 09	3 32	6 45	9 56
11 35	-	7 09	-	2 11	10 50	8 04	12 37	10 11	8 23	6 29	- -	4 29	2 10	- -	- -	-	7 25	....	23.4	.......Floreffe.......	6 24	- -	8 28	- -	11 15	- -	2 01	4 16	- -	6 32	9 06	8 25	- -	1 05	3 28	6 41	9 52
11 37	9 58	7 11	5 16	2 13	10 52	8 06	12 39	10 13	8 25	6 31	5 54	4 31	2 12	11 56	10 33	9 26	7 27	....	23.8	+.....Elrama.......	6 22	7 34	8 26	9 40	11 13	1 05	1 59	4 13	5 12	6 30	9 03	8 23	9 40	1 03	3 26	6 39	9 50
11 40	- -	7 15	- -	2 17	10 56	8 10	12 43	10 17	8 29	6 35	- -	4 35	2 16	- -	- -	- -	7 31	....	25.4	......Shire Oaks.....	6 18	- -	- -	- -	11 09	- -	1 55	4 09	- -	6 26	8 59	8 19	- -	12 59	3 22	6 35	9 46
11 42	- -	7 17	- -	2 19	10 58	8 12	12 46	10 19	- -	6 37	- -	4 37	- -	- -	- -	- -	7 33	....	26.1	......Coal Bluff......	6 16	- -	- -	- -	- -	- -	- -	4 07	- -	- -	8 57	8 17	- -	12 57	3 20	6 33	9 44
11 49	- -	7 21	- -	2 23	11 02	8 17	12 51	10 23	8 37	6 42	- -	4 42	2 25	12 03	- -	9 36	7 39	A M	28.0	+....Courtney......	6 10	7 25	8 15	- -	11 02	- -	1 48	4 01	- -	6 20	8 51	8 13	- -	12 53	3 15	6 29	9 39
11 55	10 09	7 30	5 29	2 31	11 09	8 24	12 58	10 30	8 44	6 50	6 06	4 52	2 32	12 16	10 44	9 44	7 50	†6 01	30.8	+..Monongahela City..	6 03	7 18	†8 08	9 27	10 54	12 54	1 40	3 54	4 58	6 16	8 44	8 06	9 27	12 46	3 08	6 21	9 32
12 02	P M	7 33	- -	2 34	- -	8 27	1 03	P M	8 47	P M	- -	4 55	2 35	- -	- -	- -	7 54	6 04	32.1	....Black Diamond....	5 59	- -	A M	- -	- -	- -	1 36	3 50	- -	- -	8 40	8 02	- -	12 42	3 04	6 17	9 28
12 10	....	7 42	5 38	2 42	11 20	8 35	1 11	....	8 55	....	6 15	5 03	2 43	12 27	10 52	9 55	8 03	6 14	35.2	+.....Donora.......	5 51	7 09	...	9 18	10 43	12 46	1 29	3 42	4 49	6 05	8 32	7 54	9 18	12 34	2 58	6 09	9 20
12 12	....	7 44	- -	2 44	- -	8 37	1 13	....	8 57	....	- -	5 05	2 45	- -	- -		8 05	6 16	36.0	....West Columbia....	5 48	7 06	..	- -	10 40	- -	1 26	3 39	- -	6 02	8 29	7 51	- -	12 31	2 55	6 06	9 17
12 19	....	7 51	5 47	2 51	11 28	8 44	1 21	....	9 05	....	6 24	5 13	2 53	12 36	10 58	10 04	8 13	6 24	39.5	+.West Monessen...	5 41	7 00	O Coupon stations; + Telegraph stations.	9 09	10 33	12 39	1 18	3 32	4 42	5 56	8 22	7 44	9 09	12 24	2 46	5 59	9 10
12 23	....	7 55	5 50	2 56	11 32	8 48	1 25	....	9 09	....	6 27	5 18	2 57	12 40	11 01	10 08	8 17	6 30	40.5	+....Charleroi......	5 37	6 56		9 05	10 29	12 36	1 14	3 28	4 38	5 53	8 18	7 40	9 05	12 20	2 42	5 55	9 06
12 27		8 00	5 53	3 00	11 36	8 51	1 29	....	9 13	....	6 30	5 22	3 01	12 43	11 04	10 12	8 22	6 36	41.9	+..Belle Vernon....	5 33	6 52		9 01	10 24	12 33	1 10	3 24	4 34	5 49	8 14	7 36	9 01	12 16	2 38	5 51	9 02
12 33	....	8 06	- -	3 06	11 42	8 57	1 35	....	9 19	....	- -	5 28	3 07	12 48	- -	10 18	8 28	6 43	44.6	+....Allenport......	5 28	6 47		- -	10 19	- -	1 05	3 19	4 29	5 44	8 09	7 29	- -	12 09	2 31	5 44	8 55
12 37	....	8 10	- -	3 09	11 45	9 00	1 38	....	9 22	....	- -	5 31	3 10	- -	- -	10 21	8 31	6 46	45.7	.......Stockdale......	5 25	- -		- -	10 16	- -	1 02	3 16	4 26	- -	8 06	7 26	- -	12 06	2 28	5 41	8 52
12 41	....	8 14	6 03	3 14	11 48	9 03	1 41	....	9 25	....	6 40	5 35	3 14	12 54	11 12	10 24	8 35	6 50	46.7	+......Roscoe........	5 22	6 42		8 52	10 13	12 24	12 59	3 13	4 23	5 39	8 03	7 23	8 52	12 03	2 25	5 38	8 49
12 44	....	8 18	- -	3 18	11 51	9 06	1 44	....	9 28	....	- -	5 38	3 17	- -	- -	10 27	8 38	6 53	47.5	......Wood Run......	5 19	- -		- -	10 10	- -	12 56	3 10	4 20	5 36	8 00	7 20	- -	12 00	2 22	5 35	8 46
12 48	....	8 21	- -	3 22	11 55	9 10	1 49	....	9 32	....	6 45	5 42	3 21	1 00	- -	10 31	8 42	6 57	49.3	+....Coal Centre.....	5 16	6 37		- -	10 06	- -	12 52	3 06	- -	5 32	7 56	7 16	- -	11 56	2 18	5 31	8 42
12 51	....	8 27	6 10	3 25	11 58	9 13	1 52	....	9 35	....	6 48	5 45	3 24	1 03	11 19	10 34	8 45	7 00	49.9	+....California......	5 13	6 34		8 45	10 03	12 17	12 49	3 03	4 14	5 29	7 53	7 13	8 45	11 53	2 15	5 28	8 39
12 58		8 34	6 16	3 33	12 04	9 19	1 57	..	9 40	....	6 53	5 50	3 30	1 08	- -	10 39	8 52	7 06	52.9	West Brownsville Junc.	5 07	6 27		8 39	9 57	- -	12 43	2 57	4 08	5 23	7 47	7 07	8 39	11 47	2 09	5 22	8 35
1 05	....	8 41	6 22	3 40	....	9 26	2 04	....	....	....	7 00	....	3 37	1 15	11 30	....	8 59	7 14	54.1	+..Brownsville....	†5 00	....	....	†8 32	†9 50	†12 05	†12 36	†2 50	†4 00	†6 16	†7 40	₰7 00	₰8 32	₰11 40	₰2 02	₰5 15	§8 28
A M	....	P M	P M	P M	■12 09	A M	A M	....	■9 45	....	P M	■5 55	P M	P M	A M	■10 44	A M	A M	54.0	+.West Brownsville...	A M	†6 23	....	A M	A M	Noon	Noon	P M	P M	P M	P M	A M	A M	A M	P M	P M	P M
....	....	....	....	....	Noon	....	....	....	P M	....	....	P M	....	....	....	A M	....	....	....	ARRIVE] [LEAVE	....	■A M	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....

Table 56—PITTSBURGH DIVISION.—Southwest Branch.

894	892	108	104	102	100	Mls	November 7, 1909.	101	103	109	113	891	895
P M	A M	P M	Noon	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M	A M	P M
₰4 55	₰7 55	†6 20	†12 25	†8 20	†5 38	0	.....Pittsburgh.....	9 12	11 29	5 05	7 44	10 21	10 25
6 00	9 15	6 21	1 40	9 43	6 57	30.7	+..Greensburg....	8 13	10 24	4 06	6 36	8 49	9 12
6 02	9 19	6 23	1 43	9 46	7 00	31.5	+..East Greensburg...	- -	- -	4 02	6 32	8 45	9 09
- -	- -	- -	- -	9 50	- -	33.2	.........Huff........	- -	- -	3 58	- -	- -	- -
6 06	9 23	- -	1 49	- -	- -	33.6	County Home Junc.	- -	- -	3 56	6 27	8 40	9 04
6 12	9 29	6 32	1 55	9 59	7 09	36.5	+...Youngwood.....	8 01	10 11	3 50	6 21	8 34	8 58
6 17	9 34	- -	2 01	10 05	7 15	38.9	+...New Stanton.....	- -	10 05	3 44	6 15	8 28	8 52
6 20	9 37	- -	2 04	10 08	7 18	40.0	.....Hunker.......	- -	- -	3 41	6 12	8 25	8 49
6 23	9 42	- -	2 09	10 13	7 22	42.3	.......Ruffsdale.......	- -	9 59	3 37	6 08	8 21	8 45
6 28	9 45	6 45	2 12	10 16	7 26	43.2	+.......Tarr.........	7 50	9 56	3 34	6 05	8 18	8 43
6 32	9 50	- -	2 17	10 21	7 33	45.3	.......Alverton.......	- -	9 52	3 28	6 01	8 12	8 38
6 40	9 56	6 54	2 23	10 28	7 42	48.4	+.....Scottdale.......	7 40	9 44	3 20	5 53	8 05	8 31
6 43	9 59	- -	2 26	10 31	7 46	48.8	+.....Everson......	7 38	9 42	3 17	5 51	8 02	8 28
6 48	10 04	- -	- -	10 36	- -	50.0	......Pennsville......	- -	9 38	3 12	- -	7 57	- -
7 01	10 16	7 10	2 48	10 49	8 03	55.6	+..Connellsville....	7 25	9 27	3 01	5 35	7 44	8 12
7 04	10 19	7 13	2 49	10 51	8 07	56.0	+Connellsville, W. Side.	7 22	9 24	2 58	5 32	7 41	8 08
7 10	10 25	7 19	2 55	10 58	8 14	59.4	+......Dunbar........	7 16	9 18	2 50	5 26	7 33	8 02
7 16	10 31	-	- -	- -	8 22	62.2	.........Gist.........	- -	- -	- -	5 20	7 26	
7 20	10 36	- -	3 06	11 10	8 28	64.5	.........Darent.......	- -	- -	2 38	5 14	7 20	-
7 32	10 43	7 32	3 18	11 18	8 35	67.6	+.Redstone Junc..	7 04	8 58	2 33	5 09	7 14	7 48
7 38	10 47	7 37	3 24	11 23	8 47	68.7	+...Uniontown....	7 01	†8 54	2 28	†5 05	7 10	₰7 44
P M	- -	- -	P M	11 31	A M	69.6	........Leith........	- -	A M	2 25	P M	7 06	P M
....	10 53	- -	....	11 35	....	71.8	......Brownfield.......	6 50	....	2 20	....	7 03	....
....	10 56	7 50	....	11 38	....	73.2	...Oliphant Furnace...	6 47	....	2 17	...	7 00	...
....	11 02	7 54	....	11 44	....	75.3	+...Fairchance.....	†6 42	....	†2 12	....	§6 55	....
....	A M	P M	....	A M	....	....	ARRIVE] [LEAVE	A M	....	P M	....	A M	....

Table 57—REDSTONE BRANCH.—Monongahela Division.

184	82	8	168	192	154	144	160	Mls	November 7, 1909.	147	169	155	167	198	183	187
P M	P M	A M	P M	....	A M	....	....	....	LEAVE [ARRIVE	A M	....	P M	P M	....	P M	P M
₰4 25	₰1 05	₰7 00	†5 00	P M	†10 50	A M	A M	0	......Pittsburgh......	10 36	A M	3 03	7 40	P M	4 32	10 55
₰6 22	₰3 40	₰9 26	†7 00	†3 22	†1 15	†7 14	†6 18	54.1	lve. + Brownsville.arr.	8 32	11 38	12 36	5 16	6 48	2 02	8 26
6 37	3 55	9 40	7 14	3 34	1 31	7 29	6 30	55.4	...... Braznell........	8 18	11 23	12 23	5 03	6 31	1 48	8 13
6 48	4 08	9 50	7 25	3 58	1 43	7 41	6 56	58.7	...... Tippecanoe.......	8 08	10 59	12 12	4 53	6 07	1 38	8 04
6 53	4 11	9 55	7 30	4 04	1 49	7 49	7 02	60.5	+.......Smock........	8 03	10 54	12 07	4 48	6 02	1 33	7 58
7 05	4 25	10 07	7 42	4 28	2 01	8 03	7 24	64.5	...Upper Middletown...	7 51	10 32	11 54	4 35	5 40	1 19	7 47
7 09	4 43	10 25	7 46	4 50	2 19	8 20	7 47	66.0	arr.+Vance Mill Jn..lve.	7 47	10 28	11 49	4 31	5 36	1 14	7 43
....	4 36	10 18	....	●4 26	2 12	8 14	....	67.9	lve.......Bute.........	....	10 04	11 43	4 26	....	1 09	7 38
7 09	4 43	10 25	7 46	4 50	2 19	8 20	7 47	66.0	lve..Vance Mill Junc.arr.	7 47	10 28	11 49	4 31	5 36	1 14	7 43
7 20	5 00	10 37	7 57	5 09	2 33	8 30	8 01	69.4	.Redstone Junction.	7 30	9 45	11 18	4 05	5 25	12 45	7 20
7 25	5 05	10 42	8 02	5 15	2 38	8 35	8 07	70.5	......Uniontown.....	*7 25	†9 40	†11 13	†4 00	†5 20	₰12 40	₰7 15
P M	P M	A M	P M	P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	P M	P M	Noon	P M

Table 58—ELLSWORTH BRANCH.—Monongahela Division.

188	96	82	174	94	92	90	Mls	November 7, 1909.	173	91	93	95	189	83	99
P M	P M	A M	P M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	Noon	P M	A M	Noon	P M
§10 10	§6 30	§9 30	†10 31	†3 20	†9 50	6 25	0	+Monongahela City.	8 07	9 03	12 08	5 56	7 50	12 11	9 19
10 15	6 35	9 35	10 38	3 27	9 55	6 30	1.9	........Frye.......	8 02	8 58	12 03	5 51	7 45	12 06	9 14
10 27	6 48	9 47	10 48	3 37	10 07	6 44	5.8	....Van Voorhis....	7 50	8 46	11 51	5 39	7 33	11 54	9 01
10 42	7 04	10 03	11 03	3 52	10 22	6 57	10.3	....Bentleyville....	7 36	8 32	11 37	5 25	7 19	11 40	8 45
10 47	7 09	10 08	11 08	3 57	10 27	7 02	11.4	+..Ellsworth....	7 32	8 27	11 33	5 20	7 14	11 35	8 40
10 57	7 19	10 18	11 18	4 07	10 37	7 12	14.3	.....Cokeburg.....	- -	8 14	- -	5 08	7 02	11 23	8 27
11 12	7 36	10 33	11 33	4 27	10 52	7 27	15.1	....Scenery Hill...	7 22	7 59	11 24	4 54	6 48	11 09	8 11
11 20	7 47	10 41	11 41	4 30	11 00	7 35	19.5	.... Marianna....	†7 11	†7 50	†11 15	†4 45	₰6 39	§11 00	§8 00
P M	P M	A M	P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	P M	A M	A M	P M

Table 59. YUKON BRANCH.—Trains leave **Hunker** †8 18 a.m., †3 55 p.m., arriving Wyano (7 8 miles) 8 46 a.m., 4 01 p.m. Leave Wyano †9 11 a.m., †4 06 p.m., arriving Hunker 9 50 a.m., 4 45 p.m.

Sunday Train—Leaves Monongahela City §7 51 a.m., arrives Pittsburgh 8 55 a.m.

* Daily; † daily, except Sunday; ₰ Sunday only.

● Leaving time only.

■ Runs to and from Rice's Landing.

| Meals.

Eastern time.

THE PENNSYLVANIA RAILROAD COMPANY

BUFFALO & ALLEGHENY VALLEY DIVISION.—Conemaugh and Allegheny Divisions.

Table 60—PITTSBURGH AND OIL CITY.

For additional trains between Pittsburgh and Kittanning, see following page.

903	83	511	77	75	61	73	Mls.	November 7, 1909.	64	78	76	62	512	74	904
A M	P M	P M	P M	P M	A M	A M	....	*(Eastern time.)*	A M	A M	Noon	P M	P M	P M	P M
§9 20	*10 45	†9 05	*5 05	†1 30	*9 00	†6 17	0	lve..+**Pittsburgh** ♁ .arr.	7 30	11 15	12 35	5 30	6 49	10 00	9 30
9 31	10 56	9 16	5 16	1 41	9 11	6 28	4.5	+.....East Liberty.....♁	7 20	11 05	12 25	5 19	6 39	9 48	9 20
9 48	– –	9 32	5 30	1 56	– –	6 49	10.4	+.......**Verona**.......♁	– –	10 48	12 08	– –	6 21	9 33	9 01
9 52	s11 10	9 35	5 33	1 58	s9 25	6 53	11.2	+.......Oakmont.........	s7 02	10 45	12 05	s5 02	6 18	9 30	8 57
10 10	s11 18	9 52	5 47	2 12	l9 33	7 15	18.2	+...New Kensington..♁	6 51	10 29	11 53	4 53	6 04	9 19	8 39
10 13	– –	9 54	5 49	2 14	– –	7 17	19.0	+........Arnold.........	– –	10 26	– –	– –	5 59	9 16	8 36
10 15	– –	9 56	– –	– –	– –	7 19	19.6	+.....Valley Camp....♁	– –	10 24	– –	– –	5 57	– –	8 33
10 24	– –	10 03	5 58	2 22	– –	7 29	22.9	+.......Braeburn.......♁	– –	10 17	– –	– –	5 51	9 07	8 24
10 40	– –	10 19	6 10	2 35	9 51	7 48	28.8	+..**Kiskiminetas Jn.**..♁	6 31	10 06	11 35	4 37	5 40	8 55	8 09
10 54	– –	10 31	6 21	2 45	– –	8 01	35.0	+.........Kelly..........	– –	9 50	– –	– –	5 23	8 40	7 55
11 03	– –	10 40	s6 28	– –	– –	8 08	39.4	..........Rosston.........	– –	s9 40	– –	– –	5 14	– –	7 46
11 07	a11 52	10 44	6 32	2 57	– –	8 14	41.1	+.......Ford City......♁	– –	9 36	11 15	– –	5 10	8 28	7 42
11 16	12 00	10 54	6 43	3 06	10 15	8 25	44.7	+.... **Kittanning** ....♁	6 05	9 28	11 06	4 12	5 00	8 19	7 34
11 23	– –	11 00	6 50	– –	– –	8 30	47.8	+.....Cowanshannoc...♁	– –	9 19	– –	– –	4 50	– –	7 27
11 27	– –	11 04	6 55	3 16	– –	8 35	49.7	+.......Mosgrove......♁	– –	9 15	10 56	– –	4 43	8 08	7 23
11 35	– –	11 11	7 03	3 23	– –	8 42	54.0	+.......Templeton........	– –	9 07	10 48	– –	4 33	7 59	7 16
11 38	– –	11 14	7 07	3 26	– –	8 46	54.8	+.......Mahoning......♁	– –	9 05	– –	– –	4 29	7 56	7 12
11 42	– –	– –	7 12	– –	– –	8 48	57.0	............Hooks	– –	9 00	– –	– –	4 23	– –	7 07
11 47	– –	11 23	7 18	3 36	– –	8 54	59.6	+.......Rimerton.......♁	– –	8 55	10 37	– –	4 18	7 46	7 01
11 55	12 33	11 31	7 30	3 4[illegible]	10 47	9 16	63.6	+......**Red Bank**.....♁	5 32	8 46	10 30	3 39	4 10	7 38	6 52
12 09	– –	11 37	7 38	3 53	– –	9 22	66.1	+.......Phillipston.....♁	– –	8 36	10 15	– –	4 00	7 29	6 45
12 17	12 43	11 45	7 41	4 58	10 57	9 28	68.9	+.......East Brady ....♁	5 19	8 31	10 10	3 26	†3 55	7 24	6 40
12 49	– –	P M	8 00	4 20	– –	9 50	78.2	+.......Monterey.......♁	– –	8 10	9 50	– –	P M	7 03	6 21
1 01	1 06	....	8 09	4 29	11 21	9 59	82.9	+........**Parker**.......♁	4 57	8 01	9 41	3 00	....	6 53	6 13
1 09	1 13	....	8 17	4 36	11 28	10 06	85.6	+.......**Foxburg**.......♁	4 51	7 55	9 34	2 54	....	6 47	6 07
1 20	1 20	....	8 25	4 44	11 36	10 14	89.4	+.......**Emlenton**.....♁	4 46	7 48	9 26	2 47	....	6 40	§6 00
P M	– –	....	8 31	4 51	– –	10 21	92.5	+.........Dotter.........	– –	7 40	– –	– –	....	6 33	P M
....	– –	....	8 40	4 59	– –	10 29	96.4	+.......Wood Hill.....♁	– –	7 33	9 13	– –	....	6 26	....
....	– –	....	8 45	5 03	– –	10 33	99.2	..........Rockland.........	– –	7 25	9 06	– –	....	6 20	....
....	– –	....	s8 50	5 11	– –	10 39	102.1	.........St. George........	– –	7 21	– –	– –	....	6 15	....
....	– –	....	9 00	5 21	s12 04	10 48	107.6	+......Kennerdell.....♁	– –	7 11	8 54	s2 19	....	6 06	....
....	– –	....	9 10	5 32	– –	10 57	113.2	..........Brandon.........	– –	7 02	8 45	– –	....	5 56	....
....	– –	....	9 21	5 43	– –	11 07	118.2	+......East Sandy.....♁	– –	6 51	8 36	– –	....	5 43	....
....	y12 17	....	9 32	5 58	12 32	11 20	123.8	+.......**Franklin**......♁	3 54	6 39	8 26	1 54	....	5 30	....
....	– –	....	s9 37	6 03	– –	11 24	125.9	..........Prentice..........	– –	6 28	– –	– –	....	5 23	....
....	– –	....	9 49	6 13	– –	11 35	131.7	......South Oil City......	– –	6 18	8 13	– –	....	5 14	....
....	2 45	....	10 00	6 27	12 59	11 45	133.1	arr....+**Oil City** ♁...lve.	*3 34	*6 10	†8 05	*1 34	....	†5 07	....
....	4 10	....	P M	P M	2 31	A M	176.0	..........**Corry**..........	1 53	A M	A M	11 58	....	P M	....
....	5 00	....	....	....	3 23	....	205.5	arr......**Mayville**....lve.	1 00	....	....	11 03	....	....	....
....	7 15	....	....	....	6 25	....	270.6	..........**Buffalo**.........	*11 00	....	....	*9 00	....	....	....
....	A M	....	....	....	P M	....	....	ARRIVE] [LEAVE	P M	....	....	A M	....	....	....

Table 61—ALLEGHENY DIVISION.—RED BANK AND DRIFTWOOD.

953	951	277	275	261	273	279	Mls.	November 7, 1909.	278	276	262	274	280	954
....	A M	P M	P M	A M	A M	....	....	LEAVE] [ARRIVE	A M	Noon	P M	P M	....	....
....	§9 00	*5 05	†1 30	†9 00	†6 17	....	....	....**Pittsburgh**....	11 15	12 35	5 30	n10 00	....	....
....	A M	P M	P M	A M	A M	....	....	LEAVE] [ARRIVE	A M	A M	P M	P M	....	....
....	§10 53	*7 40	†4 00	†10 55	†9 25	....	0	+...**Red Bank**...♁	8 39	10 17	3 17	8 40	....	....
....	11 08	7 56	4 14	11 09	9 41	....	5.8	+. **Lawsonham** .♁	8 22	10 04	3 04	8 27	....	....
....	11 29	8 19	4 37	– –	10 11	A M	17.0	.......Climax.......	7 58	– –	– –	8 04	P M	....
....	11 38	8 27	4 46	11 37	10 19	†5 20	20.5	+ New Bethlehem ♁	7 50	9 36	2 39	5 56	9 43	....
....	11 45	8 33	4 52	11 42	10 26	5 26	23.0	+...Oak Ridge...♁	7 42	9 29	2 28	5 48	9 29	....
....	11 48	8 36	4 56	11 45	10 29	5 29	24.2	+... Hawthorn	7 39	9 26	2 24	5 44	9 18	....
....	11 52	8 39	5 00	11 49	10 33	5 32	25.5	+....Mayport ....♁	7 36	9 23	2 21	5 41	9 13	....
P M	12 13	8 56	5 25	12 10	10 52	5 49	34.1	+.. Summerville ..♁	7 20	9 05	2 07	5 25	8 53	A M
§1 05	12 28	9 12	5 49	12 24	11 10	6 05	41.5	+.. **Brookville** ..♁	7 05	8 51	1 53	5 08	8 34	11 00
1 08	12 31	s9 15	5 52	– –	11 13	6 08	43.2	.......Garrison	6 59	– –	– –	5 02	8 28	10 55
1 16	12 39	9 21	5 59	– –	11 20	6 15	46.7	........Iowa........	6 54	– –	– –	4 57	8 23	10 47
1 22	12 45	9 27	6 05	– –	11 26	6 21	49.5	+..... Fuller .....♁	6 49	8 35	– –	4 52	8 18	10 41
1 37	1 00	9 40	6 22	12 52	11 42	6 35	56.1	+. Reynoldsville .♁	6 32	8 23	1 28	4 38	8 03	10 25
1 41	1 04	9 44	6 27	– –	11 46	6 38	58.2	..... Sherwood	6 25	– –	– –	4 32	7 57	10 19
1 50	1 13	9 55	6 42	1 05	11 57	6 48	62.7	ar.+**Falls Creek** ♁lv.	6 17	8 10	1 15	4 23	7 49	10 10
1 50	1 13	9 55	6 42	1 15	11 57	6 48	62.7	lve.**Falls Creek**.arr.	6 17	8 10	1 05	4 23	7 49	10 10
2 00	1 20	10 05	6 52	1 26	12 05	6 55	65.2	+....**Du Bois**....♁	*6 10	8 02	12 55	*4 15	7 44	10 02
2 12	P M	P M	7 02	1 37	Noon	7 06	70.5	+.....Sabula......♁	A M	7 45	12 39	P M	7 33	9 48
2 20	....	....	7 10	1 48	....	7 17	74.9	.....Winterburn ..♁	....	7 33	12 26	....	7 23	9 36
2 26	....	....	7 15	1 53	....	7 25	77.6	+.....Penfield.....♁	....	7 25	12 20	....	7 15	9 30
2 34	....	....	7 24	2 01	....	7 33	81.7	+..... Tyler .....♁	....	7 15	12 11	....	7 04	9 23
2 57	....	....	7 48	2 22	....	7 52	90.5	+...Medix Run...♁	....	6 54	11 49	....	6 42	9 02
3 09	....	....	8 00	2 34	....	8 03	96.5	+.. Summerson ..♁	....	6 41	11 36	....	6 28	8 47
3 13	....	....	8 04	2 38	....	8 08	98.2	.... Grant	....	6 38	11 33	....	6 25	8 44
3 25	....	....	8 16	2 51	....	8 21	103.4	...... Miller	....	6 28	11 23	....	6 13	8 33
3 40	....	....	8 30	3 06	....	8 35	110.0	arr.+**Driftwood** ♁ .lve.	....	†6 15	†11 10	....	†6 00	§8 20
P M	....	....	P M	P M	....	A M	....	*(Erie Division)*	....	A M	A M	....	P M	A M
6 00	....	....	....	6 00	....	11 20	....	... **Lock Haven** ...	....	3 20	3 08	....	3 50	....
6 50	....	....	....	8 50	....	12 15	....	.. **Williamsport** ..	....	2 40	7 16	....	2 55	....
10 50	....	....	....	10 50	....	3 20	....	....**Harrisburg**....	....	11 50	3 40	....	11 40	....
P M	....	....	....	P M	....	P M	....	ARRIVE] [LEAVE	....	P M	A M	....	A M	....
b4 19	....	....	....	d4 19	....	d6 19	....	**West Philadelphia**	....	c9 06	c11 44	....	c8 29	....
4 23	....	....	....	4 23	....	6 23	....	...**Philadelphia**...	....	9 02	11 40	....	†8 25	....
7 15	....	....	....	y7 15	....	9 30	....	.**New York** (23d St.).	....	5 55	8 55	....	A M	....
A M	....	....	....	A M	....	P M	....	ARRIVE] [LEAVE	....	P M	P M	....	....	....

THROUGH CAR SERVICE—ALLEGHENY DIVISION.—No. 61—Buffet Parlor Car Pittsburgh to Buffalo. No. 62—Buffet Parlor Car Buffalo to Pittsburgh. No. 63—Sleeping Car Pittsburgh to Buffalo, open at 10 00 p.m. No. 64—Sleeping Car Buffalo to Pittsburgh, open at 10 00 p.m. No. 76—Buffet Parlor Car Oil City to Pittsburgh. No. 77—Buffet Parlor Car Pittsburgh to Oil City (except Sunday).

Table 62—PLUM CREEK BRANCH.

No. 485	No. 403	Ms.	November 7, 1909.	No. 462	No. 464
....	....	....	LEAVE] [ARRIVE	....	....
†5 05 P M	†6 17 A M	0	+....**Pittsburgh**....♁	9 45 A M	7 40 P M
5 34 "	7 00 "	10.4	+.......**Verona**.......♁	8 40 "	7 00 "
5 49 "	7 15 "	13.5	..........McAbee..........	8 20 "	6 44 "
5 54 "	7 20 "	14.4	.........Milltown........♁	8 15 "	6 38 "
6 04 "	7 30 "	16.2	+.........Unity..........	8 05 "	6 28 "
6 08 "	7 35 "	16.7	........McLaughlin........	8 01 "	6 24 "
6 15 P M	7 45 A M	17.4	........**Plum Creek**........	†7 55 A M	†6 18 P M
....	....	....	ARRIVE] [LEAVE	....	....

Table 63—UNITY BRANCH.

317	Ms	Nov. 7, 1909.	314
P M	....	LEAVE] [ARRIVE	Noon
†1 00	0	...**Whitney**...	12 54
1 08	1.0	.....Palmers.....	12 51
1 13	2.4	...St. Xavier...	12 35
1 18	3.5	..St. Vincent..	12 30
1 22	5.2	+.**Latrobe**...	†12 25
P M	....	ARRIVE] [LEAVE	Noon

*Daily; †daily, except Sunday; §Sunday only; a stops week-days to leave from Pittsburgh and East Liberty and to take for Buffalo; b stops only on notice to conductor to leave passengers.

c Regular stop to take passengers; d regular stop to leave passengers; l stops Sunday on signal or notice to agent to receive passengers for points east of Red Bank or points north of Emlenton at which this train is scheduled to stop; n on Sunday arrives at 9 30 p.m.; s stops Sunday only; y Sunday arrives at New York 7 30 a.m. ♭ Does not stop Monday morning.

STANDARD—*Eastern time.*

Table 64—SLIGO BRANCH.

No. 375	No. 301	Ms.	November 7, 1909.	No. 378	No. 302
†4 00 P M	†10 55 A M	0	lve...**Red Bank**...arr.	8 39 A M	3 17 P M
4 20 "	11 20 "	5.8	+..**Lawsonham**..♁	8 15 "	2 55 "
4 36 "	11 34 "	8.1	.......Diamond.......	7 25 "	1 55 "
4 55 "	11 55 A M	10.5	+...Rimersburg.....	7 05 "	1 35 "
5 09 "	12 08 Noon	12.9	.....Cherry Run.....	6 49 "	1 19 "
5 15 "	12 14 "	14.7	.......Jocelyn.......	6 43 "	1 13 "
8 00 P M	12 45 Noon	15.9	arr....+**Sligo**....lve.	†6 30 A M	†1 00 P M

Table 65—COAL LICK RUN BRANCH.

834	832	138	136	Mls	November 7, 1909.	135	137	831	833
P M	A M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	A M	P M
§5 05	§8 45	†3 25	†9 20	0	.....**Redstone Junc.**.....	9 10	3 15	8 35	4 55
5 09	8 49	3 37	9 32	1.2	+...South Uniontown.....	9 03	3 08	8 31	4 51
5 17	8 57	3 45	9 40	4.0	.........Walnut Hill.........	8 55	3 00	8 24	4 45
5 21	9 01	3 50	9 45	5.7	..........Newcomer..........	8 50	2 55	8 20	4 39
5 30	9 10	4 00	9 55	8.7	arr...**Ache Junction**...lve.	8 40	2 45	§8 10	4 30
P M	10 10	6 35	10 20	...	......**Brownsville**......	†7 15	†2 25	A M	§3 30
....	A M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	....	P M

§ Meals. + Coupon stations; ♁ Telegraph stations.

Table 66—RICE'S LANDING BRANCH.—Monongahela Division.

180	172	162	148	166	Ms.	Nov. 7, 1909.	145	199	159	175	215
...	....	....	....	....	....	LEAVE] [ARRIVE	....	P M	P M	....	P M
Noon	P M	P M	A M	A M	....	..**Brownsville**..	A M	3 50	7 22	P M	5 05
§12 05	†9 41	†5 51	†10 40	†5 07	0	West Brownsville Junc.	6 27	– –	– –	11 06	– –
12 09	9 45	5 55	10 44	5 11	1.1	..West Brownsville..	6 23	3 40	7 11	11 01	4 55
12 24	10 00	6 10	10 59	5 29	7.5	....Centreville....	6 11	3 21	6 51	10 41	4 36
12 29	10 04	6 14	11 04	5 34	9.0	..Fredericktown..	6 07	3 16	6 46	10 36	4 31
12 32	10 07	6 17	11 07	5 36	9.9	....**Millsboro**....	6 04	3 12	6 42	10 32	4 27
12 38	....	....	11 13	....	11.4	arr...**Bosco**..lve.	....	3 07	....	....	4 22
12 49	10 14	6 24	11 24	5 44	12.6	.**Rice's Landing**.	†5 59	†2 55	†6 34	†10 24	§4 10
Noon	P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	P M	P M

THE PENNSYLVANIA RAILROAD COMPANY

BUFFALO AND ALLEGHENY VALLEY DIVISION—Conemaugh and Allegheny Divisions—Continued.

Table 67—TRAINS BETWEEN PITTSBURGH AND KITTANNING.

Nov. 7, 1909.	Mls	73	515	501	61	503	517	75	519	505	77	521	523	507	525	511	527	63	529	903	925	77	927	801	63
LEAVE	....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	Noon	P M	P M	P M	P M
Pittsburgh + .. ♁	0	†6 17	†7 26	†8 15	*9 00	†1030	†1218	†1 30	†2 58	†4 15	†5 05	†5 15	†5 43	†6 15	†7 16	†8 05	†1015	†1045	†1150	§9 20	§1230	§5 05	§6 45	§9 30	§1045
East Liberty + ..	4.5	6 28	7 37	8 26	9 11	10 41	12 29	1 41	3 09	4 25	5 16	....	5 56	....	7 27	8 16	10 27	10 56	12 02	9 31	12 41	5 16	6 58	9 41	10 56
Thirty-fourth St.	1.8	....	....	....	....	....	....	....	....	....	....	5 21	....	6 21	....	....	....	....	....	....	....	....	....	....	....
Forty-third St.	2.6	....	....	....	....	....	....	....	....	....	....	5 24	....	6 24	....	....	....	....	....	....	....	....	....	....	....
Fifty-fourth St.	3.5	....	....	....	....	....	....	....	....	....	....	5 26	....	6 26	....	....	....	....	....	....	....	....	....	....	....
Butler Street .. ♁	4.4	....	....	....	....	....	....	....	....	....	....	5 29	....	6 28	....	....	....	....	....	....	....	....	....	....	....
Brilliant	6.2	....	....	....	....	....	....	....	....	....	....	5 33	....	6 33	....	....	....	....	....	....	....	....	....	....	....
Nadine	7.7	6 39	7 47	8 36	- -	10 52	12 40	- -	3 19	4 36	- -	5 36	6 05	6 36	7 37	9 26	10 37	- -	12 12	9 42	12 52	- -	7 07	9 52	- -
Sandy Creek + ♁	8.9	- -	7 50	8 39	- -	- -	12 42	- -	3 22	- -	- -	5 39	6 08	6 39	- -	9 29	- -	- -	- -	9 45	12 54	5 27	7 09	9 54	- -
Verona + ... ♁	10.4	6 49	7 53	8 42	- -	10 57	12 45	1 56	3 26	4 41	5 30	5 43	6 11	6 43	7 41	9 32	10 42	- -	12 18	9 48	12 57	5 30	7 12	9 58	- -
Edgewater	11.0	- -	7 55	- -	- -	- -	- -	- -	3 28	- -	- -	5 45	6 13	- -	- -	- -	- -	- -	12 20	9 50	- -	- -	- -	10 00	- -
Oakmont +	11.2	6 53	7 57	8 44	§9 25	10 59	12 48	1 58	3 28	4 44	5 33	5 47	6 15	6 46	7 43	9 35	10 45	- -	12 22	9 52	1 00	5 33	7 15	10 02	11 10
Hulton + ... ♁	11.8	6 56	7 59	8 46	- -	11 01	12 51	2 01	3 30	4 46	- -	5 49	6 17	6 48	7 46	9 37	10 47	- -	12 24	9 54	1 02	5 36	7 17	10 04	- -
Black's Run	13.0	6 59	8 01	- -	- -	11 03	12 53	- -	- -	4 49	- -	5 51	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
Barking +	15.3	7 03	8 05	8 51	- -	- -	12 56	- -	3 35	4 52	- -	5 54	6 22	6 53	7 52	- -	10 53	- -	12 30	9 59	1 07	- -	7 23	10 10	- -
Logan's Ferry +	16.5	7 05	8 07	8 54	- -	11 09	12 59	2 07	3 38	4 56	- -	5 58	6 26	6 56	7 56	9 46	10 56	- -	12 33	10 04	1 10	- -	7 27	10 13	- -
Parnassus + .. ♁	17.5	7 08	8 09	8 57	- -	11 11	1 01	2 09	3 40	4 59	5 44	6 00	6 28	6 59	7 58	9 49	10 58	- -	12 35	10 07	1 13	5 44	7 30	10 15	- -
New Kensington + ♁	18.2	7 15	8 12	9 00	§9 33	11 14	1 05	2 12	3 43	5 03	5 47	6 03	6 31	7 02	8 02	9 52	11 01	- -	12 38	10 10	1 16	5 47	7 32	10 18	11 18
Arnold +	19.0	7 17	8 14	9 02	- -	11 16	1 08	2 14	3 46	5 05	5 49	6 05	6 33	7 04	8 04	9 54	11 03	- -	12 40	10 13	1 18	5 49	7 34	10 20	- -
Valley Camp + ♁	19.6	7 19	8 16	9 04	- -	11 17	1 10	- -	3 49	5 07	- -	6 07	6 35	7 06	8 06	9 56	11 05	- -	12 42	10 15	1 20	- -	7 38	10 22	- -
Edgecliff ..... ♁	22.2	- -	8 20	- -	- -	- -	1 14	- -	3 54	- -	- -	6 11	- -	- -	- -	- -	11 09	- -	12 47	- -	- -	- -	- -	10 27	- -
Braeburn + .. ♁	22.9	7 29	8 25	9 12	- -	11 25	1 18	2 22	3 58	5 16	5 58	6 15	6 43	7 14	8 16	10 03	11 13	- -	12 50	10 24	1 27	5 58	7 45	10 30	- -
Metcalf	24.8	7 32	A M	9 16	- -	11 28	P M	- -	P M	5 20	- -	P M	P M	7 17	P M	10 07	P M	- -	Night	10 28	P M	6 00	P M	10 33	- -
McKean	25.7	- -	....	9 18	- -	- -	....	- -	....	....	....	....	....	7 18	....	10 08	....	- -	....	10 29	....	- -	....	10 34	- -
Glencairn	26.5	- -	....	- -	- -	- -	....	- -	....	....	....	....	....	7 20	....	- -	....	- -	....	- -	....	- -	....	10 36	- -
Garver's Ferry	27.2	7 39	....	9 22	- -	11 33	....	2 29	....	5 26	6 04	....	....	7 23	....	10 13	....	- -	....	10 34	....	6 04	....	10 38	- -
Kiskiminetas Jn + ♁	28.8	7 48	....	9 28	9 51	11 37	....	2 36	....	5 33	6 10	....	....	7 30	....	10 19	....	- -	....	10 40	....	6 10	....	10 44	- -
Schenley	29.2	- -	....	- -	- -	11 38	....	- -	....	5 35	- -	....	....	7 31	....	10 21	....	- -	....	10 42	....	- -	....	10 46	- -
Aladdin	30.0	7 50	....	- -	- -	- -	....	- -	....	5 37	- -	....	....	- -	....	- -	....	- -	....	- -	....	- -	....	- -	- -
Godfrey	32.1	7 53	....	9 34	- -	11 45	....	- -	....	5 40	- -	....	....	7 36	....	10 24	....	- -	....	10 47	....	6 14	....	10 50	- -
White Rock + .. ♁	33.2	7 57	....	9 38	- -	11 49	....	2 42	....	5 44	6 18	....	....	7 39	....	10 28	....	- -	....	10 50	....	6 18	....	10 54	- -
Kelly + ... ♁	35.0	8 01	....	9 41	- -	11 52	....	2 45	....	5 47	6 21	....	....	7 43	....	10 31	....	- -	....	10 54	....	6 21	....	10 57	- -
Logansport	36.9	8 04	....	9 44	- -	11 56	....	- -	....	5 51	- -	....	....	7 47	....	10 35	....	- -	....	10 58	....	6 24	....	11 00	- -
Rosston	39.4	8 08	....	9 49	- -	12 00	....	- -	....	5 55	- -	....	....	7 51	....	10 40	....	- -	....	11 03	....	6 28	....	11 05	- -
Ford City + .. ♁	41.1	8 14	....	9 54	- -	12 06	....	2 57	....	6 01	6 32	....	....	7 57	....	10 44	....	a1152	....	11 07	....	6 32	....	11 09	- -
Manorville + .. ♁	42.4	- -	....	- -	- -	12 08	....	- -	....	6 03	6 34	....	....	7 59	....	10 47	....	- -	....	11 10	....	6 34	....	11 13	- -
Kittanning + ♁	44.7	8 25	....	10 04	10 15	12 17	....	3 06	....	6 10	6 43	....	....	8 07	....	10 54	....	12 00	....	11 16	....	6 43	....	11 20	12 00
ARRIVE	....	A M	....	A M	A M	Noon	....	P M	....	P M	P M	....	....	P M	....	P M	....	Night	....	A M	....	P M	....	P M	Night

TRAINS BETWEEN KITTANNING AND PITTSBURGH.

(Eastern time.)	516	518	64	520	502	504	78	522	76	508	524	508	82	526	512	528	74	530	926	78	928	62	902	904
LEAVE	....	....	A M	....	A M	A M	A M	....	A M	Noon	....	P M	P M	....	P M	....	P M	....	....	A M	....	P M	P M	P M
Kittanning	....	....	*6 05	....	†6 45	†7 55	†9 28	....	†1106	†1205	....	†2 53	†4 12	....	†5 09	....	†8 18	....	....	§9 28	....	§4 12	§5 20	§7 34
Manorville	....	....	- -	....	6 50	8 00	9 32	....	- -	12 10	....	2 58	- -	....	5 05	....	- -	....	....	9 32	....	- -	5 25	7 38
Ford City	....	....	- -	....	6 52	8 02	9 36	....	11 15	12 13	....	3 04	- -	....	5 10	....	8 28	....	....	9 36	....	- -	5 29	7 42
Rosston	....	....	- -	....	6 55	8 05	- -	....	- -	12 16	....	3 07	- -	....	5 14	....	- -	....	....	9 40	....	- -	5 33	7 46
Logansport	....	....	- -	....	7 00	8 10	- -	....	- -	12 21	....	3 12	- -	....	5 18	....	8 34	....	....	9 45	....	- -	5 37	7 51
Kelly	....	....	- -	....	7 04	8 14	9 50	....	-	12 26	....	3 17	- -	....	5 23	....	8 40	....	....	9 50	....	- -	5 42	7 55
White Rock	....	....	- -	....	7 08	8 18	9 55	....	- -	12 30	....	3 21	- -	....	5 27	....	8 45	....	....	9 55	....	- -	5 46	7 59
Godfrey	....	....	- -	....	7 10	8 20	- -	....	- -	12 32	....	3 24	- -	....	5 29	....	- -	....	....	9 58	....	- -	5 47	- -
Aladdin	....	....	- -	....	7 14	- -	- -	....	- -	- -	....	3 28	- -	....	5 33	....	- -	....	....	- -	....	- -	- -	- -
Schenley	....	....	- -	....	7 16	8 26	- -	....	- -	- -	....	3 31	- -	....	5 36	....	- -	....	....	- -	....	- -	5 53	8 05
Kiskiminetas Jn. Ar.	....	....	6 31	....	7 20	8 30	10 06	....	11 35	12 41	....	3 36	4 37	....	5 40	....	8 55	....	....	10 06	....	4 37	5 58	8 09
Kiskiminetas Jn. Lv.	....	....	6 31	....	7 20	8 30	10 06	....	11 35	12 41	....	3 38	4 37	....	5 40	....	8 55	....	....	10 06	....	4 37	5 58	8 09
Garver's Ferry	....	....	- -	....	7 23	8 33	10 09	....	- -	12 44	....	3 39	- -	....	5 43	....	b -	....	....	10 09	....	- -	6 03	8 13
Glencairn	....	....	- -	....	7 25	- -	- -	....	- -	- -	....	- -	- -	....	- -	....	- -	....	....	- -	....	- -	6 05	- -
McKean	....	....	- -	....	7 27	- -	- -	....	- -	12 48	....	- -	- -	....	5 46	....	- -	....	....	- -	....	- -	6 07	8 18
Metcalf	A M	A M	- -	A M	7 29	8 39	- -	A M	- -	12 50	P M	3 46	- -	P M	5 48	P M	- -	P M	A M	10 13	P M	- -	6 09	8 19
Braeburn	†5 40	†6 12	- -	†6 55	7 33	8 43	10 17	†1050	- -	12 54	†2 46	3 49	- -	†5 00	5 51	†6 40	8 07	†1026	§9 10	10 17	§1 50	- -	6 13	8 24
Edgecliff	- -	6 14	- -	6 57	- -	8 45	- -	10 52	- -	- -	2 47	3 51	- -	5 02	- -	- -	- -	- -	9 12	- -	- -	- -	6 16	- -
Valley Camp	5 46	6 19	- -	7 02	7 40	8 51	10 24	10 57	- -	1 02	2 52	3 56	- -	5 08	5 57	6 47	- -	10 33	9 18	10 24	1 58	- -	6 21	8 33
Arnold	5 49	6 21	- -	7 04	7 42	8 53	10 26	10 59	- -	1 04	2 54	3 58	- -	5 10	5 59	6 49	8 16	10 35	9 20	10 26	2 00	- -	6 24	8 38
New Kensington	5 51	6 24	6 51	7 07	7 45	8 56	10 29	11 01	11 53	1 07	2 57	4 01	4 53	5 13	6 04	6 51	9 19	10 37	9 23	10 29	2 03	4 53	6 27	8 38
Parnassus	5 53	6 27	- -	7 09	7 48	8 59	10 32	11 03	- -	1 09	2 59	4 03	- -	5 15	6 06	6 54	- -	10 40	9 25	10 32	2 06	- -	6 30	8 42
Logan's Ferry	5 55	6 30	- -	7 12	7 51	9 02	- -	11 05	- -	1 12	3 01	4 06	- -	5 18	6 08	6 57	- -	10 43	9 27	- -	2 09	- -	6 33	8 46
Barking	5 57	6 32	- -	7 14	7 53	9 04	- -	11 06	- -	- -	3 03	- -	- -	5 20	- -	6 59	- -	10 46	9 29	- -	2 10	- -	6 35	- -
Black's Run	- -	- -	- -	7 18	7 56	9 08	- -	11 09	- -	- -	- -	- -	- -	5 24	- -	7 02	- -	- -	- -	- -	- -	- -	- -	- -
Hulton	6 03	6 42	- -	7 22	8 01	9 13	10 43	11 13	- -	1 21	3 09	4 13	- -	5 27	6 16	7 06	- -	10 53	9 36	10 43	2 18	- -	6 43	8 56
Oakmont	6 05	6 42	§7 02	7 24	8 03	9 15	10 45	11 15	12 05	1 23	3 11	4 16	- -	5 29	6 18	7 08	9 30	10 55	9 38	10 45	2 20	5 02	6 45	8 57
Edgewater	- -	6 43	- -	7 25	- -	- -	- -	- -	- -	1 24	- -	- -	- -	- -	- -	7 09	- -	- -	9 39	- -	- -	- -	- -	8 58
Verona	6 07	6 46	- -	7 27	8 05	9 17	10 48	11 17	12 08	1 26	3 14	4 20	- -	5 32	6 21	7 12	9 33	10 57	9 42	10 48	2 22	- -	6 47	9 00
Sandy Creek	6 11	6 40	- -	7 30	- -	- -	- -	11 20	- -	1 29	3 17	4 23	- -	- -	- -	7 16	- -	11 00	9 46	10 51	- -	- -	6 50	9 01
Nadine	6 14	6 57	- -	7 33	8 11	9 23	- -	11 22	- -	1 33	3 20	4 26	- -	5 37	- -	7 18	- -	11 03	9 49	- -	2 27	- -	6 53	9 04
Brillian	6 15	6 56	....	7 37	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Butler Street	6 20	7 00	....	7 42	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Fifty-fourth St.	6 22	7 02	....	7 45	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Forty-third St.	6 25	7 05	....	7 49	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Thirty-fourth St	6 27	7 07	....	7 51	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
East Liberty	....	....	7 20	....	8 24	9 35	11 05	11 34	12 25	1 45	3 31	4 39	5 19	5 49	6 39	7 25	9 48	11 15	10 01	11 05	2 39	5 19	7 05	9 20
Pittsburgh	6 33	7 15	7 30	8 00	8 34	9 45	11 15	11 45	12 35	1 55	3 43	4 50	5 30	6 00	6 49	7 40	10 00	11 26	10 10	11 15	2 50	5 30	7 15	9 30
ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M	P M

Table 68—BETWEEN OLEAN AND BRADFORD.

33	41	39	31	37	35	Mls.	November 7, 1909.	32	36	38	34	40	42
....	P M	P M	....	A M	A M	....	LEAVE ARRIVE	....	A M	A M	....	P M	P M
....	†7 00	*5 00	....	*10 20	†7 45	0	.....Bradford.....	....	8 45	11 17	....	6 50	7 55
....	7 03	5 03	....	10 24	7 48	2.1	.....East Bradford.....	....	8 41	11 12	....	6 45	7 48
P M	7 16	5 10	A M	10 37	7 55	5.3	.....Limestone.....	A M	8 28	11 06	P M	6 39	7 42
†7 29	7 28	5 18	*1055	10 53	8 07	9.3	Riverside Junction	8 00	8 15	*1059	5 22	6 33	†7 35
7 34	P M	5 27	11 00	A M	....	11.0	.....Vandalia.....	7 50	A M	....	5 13	6 27	....
7 46	....	5 37	11 12	....	....	17.9	.....Allegany.....	7 48	....	....	6 02	6 18	....
7 56	....	5 45	11 20	....	....	20.9	arr.....Olean.....lve.	†740	....	....	*4 55	*6 10	....
P M	....	7 45	A M	....	....	....	arr.....Buffalo.....lve.	A M	....	....	P M	†3 45	....
....	....	9 46	....	....	11 50	....	.....Oil City.....	....	....	*7 00	....	P M	†3 30
....	....	P M	....	....	A M	....	ARRIVE LEAVE	....	....	A M	....	....	P M

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; § Sunday only.

a Stops on signal to leave passengers from Pittsburgh and East Liberty and to take for Buffalo.

b Stops on signal to leave passengers.

l Stops only on signal or notice to agent Sunday only to receive passengers for points east of Red Bank or points north of Emlenton at which this train is scheduled to stop.

s Stops Sunday only.

+ Coupon stations; ♁ Telegraph stations.

Table 69—BUFFALO DIVISION.—Buffalo and Oil City.

64	82	62	88	76	Mls.	November 7, 1909.	63	81	61	89	75
P M	P M	A M				(Exchange Street.)	A M	Noon	P M	P M	
*11 00	†3 15	*9 00			0	lve. + Buffalo (E. T.) ♁ arr.	7 15	12 15	5 25		
— —	3 29	— —			5.5	..... Lackawanna	6 48	11 58	—		
— —	3 34	9 17			7.8	+ ..... Blasdell ..... ♁	— —	11 55	5 02		
— —	3 36	— —			9.1	..... Bay View	— —	11 52	— —		
— —	3 39	— —			10.4	..... Athol Springs	— —	11 50	— —		
— —	3 40	— —			11.1	..... Cemetery	— —	11 49	— —		
— —	3 42	— —			12.1	..... Clover Bank	— —	11 46	— —		
— —	3 44	— —			13.0	..... Wanakah	— —	11 45	— —		
— —	3 47	— —			14.0	..... Weyer	— —	11 44	— —		
‖11 30	3 50	9 31			15.6	+ ..... Lake View ..... ♁	— —	11 42	4 49		
— —	3 52	— —			16.8	..... North Evans	— —	11 39	— —		
‖11 34	3 56	9 37			18.4	+ ..... Derby	6 24	11 36	4 42		
— —	4 07	— —			21.1	..... Pikes Crossing	6 18	11 32	— —		
11 40	4 13	9 43			22.8	+ ..... Angola ..... ♁	6 14	11 30	4 35		
— —	4 28	9 51			27.1	..... Farnham ..... ♁	— —	11 21	4 28		
— —	4 32	9 54			28.8	+ ..... Irving ..... ♁	— —	11 18	4 25		
11 56	4 37	10 00			32.7	+ ... Silver Creek ... ♁	5 57	11 12	4 20		
— —	4 43	10 07			36.8	..... Sheridan	— —	11 04	4 14		
12 15	4 55	10 22			42.2	+ ..... **Dunkirk** ..... ♁	5 40	10 50	4 04		
— —	5 01	— —			46.0	..... Van Buren	— —	10 38	— —		
12 27	5 10	10 34			50.7	+ ..... **Brocton** ..... ♁	5 27	10 34	3 52		
— —	5 24	10 50			58.6	+ ..... Prospect ..... ♁	— —	10 17	3 38		
12 57	5 35	11 00			64.1	arr. + **Mayville** ♁ .. lve	5 03	10 05	3 27		
1 00	5 40	11 03			65.1	ive... **Mayville** ... arr.	5 00	10 02	3 23		
— —	5 52	11 15			71.0	+ ... Summerdale ... ♁	— —	9 52	3 14		
1 19	6 00	11 22			74.6	..... Sherman ..... ♁	4 46	9 45	3 08		
— —	6 14	11 32			81.6	+ ..... Panama ..... ♁	— —	9 33	2 58		
— —	6 22	11 38			85.9	+ ..... Clymer ..... ♁	— —	9 25	2 51		
					92.6	Columbus Ave. (Corry)	— —				
1 48	6 38	11 53	A M		94.6	arr. ... + **Corry** ♁ ... lve.	4 15	9 10	2 35	P M	
1 53	7 10	11 58	*9 25		94.6	ive. ... **Corry** ..... arr.	4 10	9 05	2 31	6 50	
— —	— —	— —	— —		95.7	..... Stewart	— —	— —	— —	— —	
— —	7 21	— —	9 39		98.0	..... Summit	— —	8 52	— —	6 37	
— —	7 28	12 15	9 46		102.3	+ ... Spartansburg ... ♁	— —	8 44	2 13	6 29	
— —	7 35	— —	9 53		106.2	+ ..... Glynden	— —	8 37	— —	6 22	
— —	7 42	12 25	9 59		109.6	..... Centreville ..... ♁	— —	8 31	2 01	6 16	
— —	7 46	— —	10 03		111.8	+ ..... Tryonville ..... ♁	— —	8 27	— —	6 12	
— —	— —	— —	— —		114.2	..... Gray's Mills	— —	— —	— —	— —	
— —	7 56	— —	10 12	A M	117.0	+ ..... Hydetown ..... ♁	— —	8 19	— —	6 03	P M
2 39	8 04	12 43	10 20	†7 15	120.5	+ .... **Titusville**	3 28	8 13	1 42	5 58	7 16
— —	8 09	— —	10 26	7 25	123.4	+ ..... Boughton	— —	8 07	— —	5 52	7 09
— —	8 15	— —	10 31	7 35	125.9	..... Miller Farm	— —	8 02	— —	5 47	7 04
— —	8 21	— —	10 37	7 40	129.1	..... Pioneer	— —	7 56	— —	5 41	6 57
— —	8 25	— —	10 41	7 44	130.6	... Petroleum Centre. ♁	— —	7 53	— —	5 38	6 54
— —	— —	— —	— —	— —	131.6	..... Columbia	— —	— —	— —	— —	
— —	8 33	— —	10 48	7 41	133.6	..... Rynd Farm	— —	7 45	— —	5 30	6 46
— —	8 36	— —	10 51	7 48	134.5	..... Rouseville ..... ♁	— —	7 43	— —	5 28	6 42
3 24	8 45	1 20	11 00	7 55	137.5	+ ..... **Oil City** ..... ♁	*2 55	†7 35	*108	*5 18	†6 34
A M	P M	P M	A M	A M		ARRIVE (LEAVE	A M	A M	P M	P M	P M
3 34	.....	1 34	.....	8 05	137.5	lve. ... **Oil City** ... arr.	2 45	.....	1 259	.....	6 27
3 54	.....	1 54	.....	8 26	146.8	arr. ... **Franklin** ... lve.	♭2 17	.....	1 232	.....	5 58
4 51	.....	2 54	.....	9 34	185.0	arr. ... **Foxburg** ... lve.	1 13	.....	1 128	.....	4 36
4 57	.....	3 00	.....	9 41	187.7	arr. ... **Parker** ... lve.	1 06	.....	1 121	.....	4 29
7 20	.....	5 19	.....	12 25	267.1	arr. **East Liberty** . lve.	10 56	...	9 11	.....	1 41
7 30	.....	5 30	.....	12 35	270.6	arr. . **Pittsburgh** . lve.	*1046	.....	*900	.....	†1 30
A M		P M		Noon		(Eastern time.)	P M		A M		P M

THROUGH CAR SERVICE.

No. 61—Buffet Parlor Car Pittsburgh to Buffalo.
No. 63—Sleeping Car Pittsburgh to Buffalo; open 10 00 p.m.
No. 89—Drawing-room Sleeping Car Oil City to Washington, via Erie Division Train No. 54.
No. 62—Buffet Parlor Car Buffalo to Pittsburgh.
No. 64—Sleeping Car Buffalo to Pittsburgh; open 10 00 p.m.
No. 88—Drawing-room Sleeping Car Washington to Oil City, via Erie Division Train No. 9.

* Daily; † daily, except Sunday; ♭ Trains 65 and 66 will stop at Columbus Ave., Corry, and will not run to Corry Depot. Baggage will not be handled on these trains to and from Columbus Ave., Corry; ‡ stops week-days only; ‡ stops Saturday and Sunday only. ▣ Monday only. ♭ Does not stop Monday morning. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

Table 70—ALLEGHENY DIVISION.—Olean and Oil City.

40	34	32	Mls.	November 7, 1909.	31	33	39
				(Eastern time.)			
*6 10	*4 55	†7 40	0	lve. ..... **Olean** ♁ ... arr.	11 25	7 58	5 45
6 18	5 02	7 48	3.0	..... Allegany ..... ♁	11 12	7 46	5 37
6 27	5 13	7 59	9.3	..... Vandalia ..... ♁	11 00	7 34	5 27
6 33	5 22	8 08	11.6	arr.. **Riverside Junc.** . lve.	10 55	7 29	5 18
6 50	P M	8 45	20.9	arr. . + **Bradford** ♁ . lve.	*10 20	†7 00	*5 00
P M	*5 00	†7 45	20.9	lve. ... **Bradford** ... arr.	11 17	7 55	P M
	5 22	8 08	11.6	lve.. **Riverside Junc.** . arr.	10 55	7 29	
	5 27	8 12	13.6	..... Carrollton ..... ♁	10 46	7 20	
	5 36	8 23	19.3	+ ... **Salamanca** ... ♁	10 37	7 03	
	5 49	8 33	25.3	+ .... Red House .... ♁	10 26	6 58	
	6 02	8 43	31.2	.... Quaker Bridge .. ♁	10 16	6 42	
	6 06	8 48	33.3	+ ..... Wolf Run ..... ♁	10 11	6 37	
	6 13	8 53	36.4	..... Onoville	10 05	6 30	
	6 23	8 58	39.1	+ ..... Corydon ..... ♁	10 00	6 23	
	6 39	9 08	45.6	..... Sugar Run ..... ♁	9 47	6 09	
	6 46	9 13	47.8	+ ..... **Kinzua** ..... ♁	9 42	6 05	
	6 59	9 30	54.2	..... Hemlock	9 30	5 52	
	7 13	9 43	59.2	+ ..... Struthers ..... ♁	9 18	5 41	
	‖7 36	9 50	60.5	+ ..... **Warren** ..... ♁	9 13	5 34	
	7 45	10 02	66.3	arr. + **Irvineton** ♁ lve.	9 03	5 23	
	7 59	10 02	66.3	lve... **Irvineton** ... arr.	8 50	5 23	
	8 11	10 14	72.8	..... Thompson ..... ♁	8 38	5 08	
	8 28	10 31	81.0	+ ..... Tidioute ..... ♁	8 20	4 50	
	8 44	10 48	89.6	+ ..... Hickory ..... ♁	8 02	4 32	
	8 58	11 01	95.0	+ ..... Tionesta ..... ♁	7 48	4 18	
	9 03	11 06	98.8	..... Hunter	7 41	4 11	
	9 11	11 14	103.1	..... President	7 32	4 02	
	9 14	11 17	104.2	+ .... Eagle Rock	7 29	3 59	
	9 21	11 25	107.4	..... Oleopolis	7 21	3 51	
	9 34	11 38	112.8	+ ..... Rockmere ..... ♁	7 10	3 40	
	9 41	11 45	115.5	..... Siverly ..... ♁	7 03	3 33	
	9 46	11 50	116.5	arr. . + **Oil City** ♁ .. lve.	*7 00	†3 30	
	P M	1 34		lve. ... **Oil City** ... arr.	A M	12 59	
		1 54		arr. ... **Franklin** ... lve.		12 32	
		3 00		arr. ... **Parker** ... lve.		11 21	
		5 19		arr. **East Liberty** . lve.		9 11	
		5 30		arr. . **Pittsburgh** . lve.		†9 00	
		P M		(Eastern time.)		A M	

Table 71—KINZUA BRANCH.

No. 471	Mls.	November 7, 1909.	No. 470
▣		LEAVE (ARRIVE	▣
10 35 A M	0	..... **Kinzua** ..... ♁	2 00 P M
10 55 "	2.9	..... Dew Drop	1 35 "
11 05 A M	4.7	arr. **Morrison** . lve.	1 25 P M
11 05 A M	4.7	lve. **Morrison** . arr.	1 25 P M
11 38 "	10.1	..... Root Run	12 56 Noon
11 41 "	10.5	..... Springer	12 54 "
11 55 A M	12.2	..... Whiting	12 42 "
12 10 Noon	14.6	arr. + **West Line** ♁ . lve.	12 25 Noon

Table 72—BUFFALO DIVISION.—Rochester and Olean.

204	202	Mls.	November 7, 1909.	201	203
			(W. Ave. Station.)		
P M	A M			A M	P M
†6 45	†8 00	0	lve. + **Rochester** ♁ arr.	11 15	7 55
7 05	8 15	5.8	... **Genesee Junc.** ...	11 00	7 35
7 18	8 29	12.4	+ ... Scottsville ... ♁	10 45	7 18
7 45	8 56	23.8	+ ... Fowlerville ... ♁	10 18	6 49
7 51	9 02	26.3	..... York	10 13	6 43
7 57	9 09	29.2	+ ..... Piffard ..... ♁	10 06	6 36
8 04	9 18	33.0	..... Cuylerville ... ♁	9 57	6 27
8 16	9 28	36.8	+ .. **Mount Morris** .. ♁	9 47	6 18
8 25	9 38	40.6	+ ..... Sonyea ..... ♁	9 38	6 10
8 36	9 49	45.2	+ .... Tuscarora .... ♁	9 27	6 00
8 42	9 55	48.2	.... **Nunda Junc.** ...	9 19	5 53
8 47	10 03	50.6	+ ..... **Nunda** ..... ♁	9 13	5 47
— —	— —	50.3	... **West Nunda** ...	— —	— —
— —	— —	56.3	.... Portage Park	— —	— —
9 19	10 35	57.5	+ ... Portageville ... ♁	8 42	5 16
9 33	10 49	63.8	+ .... Rossburg ... ♁	8 28	5 02
9 42	10 58	67.7	+ .... Fillmore ... ♁	8 20	4 54
9 51	11 07	71.9	+ ... Houghton ... ♁	8 11	4 45
9 58	11 14	74.9	+ .... Caneadea .... ♁	8 05	4 39
10 06	11 22	78.3	+ ..... Belfast ..... ♁	7 56	4 20
10 23	11 39	86.2	.... Black Creek	7 39	4 13
10 34	11 50	91.0	+ ..... Cuba ..... ♁	7 27	4 01
10 49	12 05	98.6	+ .... Hinsdale .... ♁	7 11	3 45
11 00	12 15	105.6	arr. . + **Olean** ♁ . lve.	†7 00	†3 35
P M	Noon		(Eastern time.)	A M	P M

THE JANNEY "X" COUPLER THE McCONWAY & TORLEY CO. PITTSBURGH, PA.

THE PENNSYLVANIA RAILROAD COMPANY

BUFFALO AND ALLEGHENY VALLEY DIVISION—Continued.—BUFFALO DIVISION.

Table 73—BUFFALO, OLEAN, CLERMONT AND EMPORIUM.

	810	58	56	118	50	44	116	52	134	42	Mls	November 7, 1900.	57	111	47	35-59	113	43	135	51	811
	A M	P M	P M	P M	P M	P M	P M	A M		A M		(N. Y. Central Station.)	A M	A M	A M	Noon	P M	P M		P M	P M
	§9 30	*1045	*7 30	†6 15	†5 25	†3 45	†1 20	*2 00		†7 30	0	lve.....+Buffalo ♂....arr.	7 25	7 50	8 50	12 30	4 28	6 00		7 45	6 10
	9 47	- -	- -	6 31	5 42	- -	1 36	- -		7 48	6.7	+.....Ebenezer.....♂	- -	7 33	8 29	12 09	4 12	6 36		- -	5 50
	9 54	- -	- -	6 36	5 48	- -	1 41	- -		7 54	10.5	.....Springbrook.....♂	- -	7 27	8 23	- -	4 06	5 29		- -	5 42
	9 59	- -	- -	6 40	5 53	4 10	1 45	- -		8 00	12.9	+.....Elma.....♂	- -	7 22	8 19	11 57	4 00	5 24		- -	5 38
	10 03	- -	- -	6 45	5 57	- -	1 52	- -		8 11	14.6	+.....Jamison Road.....♂	- -	7 19	8 11	11 53	3 56	5 20		- -	5 34
	10 09	11 17	8 02	6 50	6 03	4 19	1 59	9 32		8 18	17.2	+....East Aurora.....♂	6 50	†7 25	8 05	11 48	†3 50	5 14		7 12	5 28
	10 19	- -	- -	P M	6 17	4 28	P M	- -		8 27	22.0	+.....South Wales.....♂	- -	A M	7 47	11 38	P M	5 02		- -	5 18
	10 28	- -	8 16		6 28	4 37	- -	- -		8 37	26.7	+.....Holland.....♂	- -		7 37	11 30		4 54		- -	5 09
	10 37	- -	- -		6 39	4 45	- -	- -		8 45	30.3	+.....Protection.....♂	- -		7 29	11 22		4 45		- -	5 00
	10 43	- -	- -		6 51	4 52	- -	- -		8 51	32.9	+.....Chaffee.....♂	- -		7 22	11 17		4 37		- -	4 54
	10 49	- -	8 33		7 06	4 59		g1003		8 58	35.8	+.....Arcade.....♂	- -		7 15	11 09		4 30		6 47	4 47
	10 59	- -	8 38		7 13	5 06		- -		9 05	38.9	+.....Delevan.....♂	- -		7 05	10 59		4 21		- -	4 40
	11 07	- -	- -		7 21	5 14		- -		9 12	42.9	.....Lime Lake.....♂	- -		6 54	10 50		4 12		- -	4 33
	11 10	- -	- -		7 24	5 18		- -		9 16	44.5	+..Machias Junction..♂	- -		6 50	10 47		4 10		- -	4 29
	11 20	g1206	8 57		7 35	5 28		g1025		9 26	49.7	+.....Franklinville.....♂	‡6 05		6 40	10 38		4 01		6 28	4 19
	11 32	- -	- -		7 48	5 39		- -		9 36	57.5	+.....Ischua.....♂	- -		6 28	10 21		3 47		- -	4 05
	11 41	- -	- -		8 02	5 50		- -		9 47	63.4	+.....Hinsdale.....♂	- -		6 18	10 12		3 35		- -	3 57
	11 55	12 32	9 24		8 15	5 59		10 52		9 56	70.4	arr.....+Olean ♂....lve.	*5 34		*6 05	9 55		3 25		5 57	§3 45
	A M		P M		P M	6 50					91.4	arr....+Bradford.....lve.	A M		A M					*5 00	P M
			†7 00			†5 00					91.4	lve.....Bradford ♂...arr.	†8 45							6 50	
		12 40	*9 34			6 08		10 57		10 05	70.4	lve.....Olean.....arr.	5 27			9 48		3 19		5 52	
		- -	- -			6 19		- -		10 16	76.2	+.....Portville.....♂	- -			9 39		3 11		- -	
		- -	- -			6 26		- -		10 25	79.9	.....Bullis Mill.....	- -			9 31		3 04		- -	
		- -	8 55			6 37		- -		10 35	84.5	+.....Eldred.....♂	- -			9 21	501	2 54		6 34	
		- -	- -			6 47		11 20		10 45	87.7	arr.....Larabee.....lve.	- -			9 16	A M	2 50		*5 30	
						6 49				10 50	0	lve....+Larabee ♂...arr.					10 41			5 26	
				See Note.		6 54				10 56	2.2	.....Coryville.....♂					10 36			5 19	
						7 02			A M	11 05	5.1	.....Farmer's Valley.....					10 28		P M	5 10	
						7 12			†1125	11 17	8.8	+.....Smethport.....♂					†1018		2 05	†4 58	
						P M			11 51	A M	13.8	+.....Crosby.....					A M		1 40	P M	
									12 02		15.1	+.....Colegrove.....♂							1 30		
									12 30		22.0	arr...+Clermont ♂...lve.							†1 00		
		- -	- -			6 47		11 20	Noon	10 45	87.7	lve.....Larabee ♂....arr.	- -			9 16		2 50	P M	5 30	
		- -	- -			6 50		- -		10 48	90.0	.....Sartwell.....	- -			9 08		2 42		- -	
		- -	- -			6 53		- -		10 53	91.7	.....Turtle Point.....	- -			9 05		2 40		- -	
		1 15	10 12			7 08		11 36		11 06	96.8	+....Port Allegany....♂	4 52			8 57		2 31		5 18	
		- -	- -			7 22		- -		11 20	104.8	.....Liberty.....	- -			8 39		2 16		- -	
		- -	- -			7 36		- -		11 33	107.6	+...Keating Summit..♂	- -			8 33		2 10		- -	
		- -	- -			7 48		- -		11 45	115.3	+.....Sizerville.....♂	- -			8 17		1 48		- -	
		2 00	10 55			8 05		12 20		11 59	121.2	arr.+Emporium Jn ♂.lve.	*4 02			*8 05		†1 40		*4 30	
		2 00	10 55			P M		12 25		A M	121.2	lve..Emporium Junc.arr.	4 00			7 55		P M		4 25	
		#349	12 45					2 16			194.6	arr....Lock Haven...lve.	2 02			5 57				2 33	
		4 25	1 22					2 55			210.1	arr...Williamsport..lve.	1 22			5 12				1 55	
		5 32	3 05					4 02			258.8	arr.....Sunbury.....lve.	12 15			3 38				12 53	
		6 45	4 35					5 15			312.2	arr....Harrisburg...lve.	10 57			2 10				11 35	
		§9 16	§7 20					d7 46			415.0	arr....West Phila....lve.	§8 09			‡1049				§8 29	
		9 20	7 30					7 50			416.1	arr...Philadelphia..lve.	8 05			10 45				8 25	
		12 00	9 45					10 30			506.4	arr..New York (23d St.).lve.	4 55			*7 55					
		9 15	7 20					7 45			290.5	arr....Baltimore....lve.	8 00					P M		*8 55	
		10 25	8 40					8 44			435.5	arr....Washington...lve.	*7 00							#7 30	
		A M	A M					P M					P M							A M	

Note.—Connection for New York on Train No. 56 on Sundays leaves Philadelphia 8 20 a.m., arriving New York, Hudson Terminal, to 33 a.m., Cortlandt and Deshrosses Sts., to 38 a.m., West 23d St., to 45 a.m.

§ Stops on notice to conductor to leave passengers from Buffalo. # On Sunday leaves 7 50 a.m. | Meals. + Coupon stations; ♂ Telegraph stations.

THROUGH CAR SERVICE.

(Coaches on all trains unless otherwise noted.)

No. 52—Parlor Car Buffalo to Philadelphia. Cafe Car and Parlor Car Buffalo to Washington. Dining Car Harrisburg to Philadelphia.

No. 56—Sleeper Buffalo to Philadelphia and Emporium Junction to Washington on Train No. 54, leaving Emporium Junction 11 08 p.m.

No. 58—Sleeping Car Buffalo to Washington. Buffet Sleeping Car Buffalo to Philadelphia. Dining Car Harrisburg to Washington.

No. 57—Sleeping Car Washington to Buffalo. Drawing-room Sleeping Car Philadelphia to Buffalo. Drawing-room Parlor Car Washington to Harrisburg. Buffet Parlor Car Philadelphia to Harrisburg (week-days).

No. 35-59—Buffet Sleeping Car Philadelphia to Buffalo (no smoking accommodations for coach passengers Harrisburg to Emporium Junction).

No. 51—Parlor Car Phila. to Buffalo. Cafe Car Washington to Buffalo. Parlor Car Washington to Buffalo. Dining Car Phila. and Harrisburg.

ERIE DIVISION.

Table 74—SUNBURY AND LEWISTOWN.

701	703	731	Ms.	November 7, 1909. LEAVE	ARRIVE	730	732	768
P M	P M	A M				A M	P M	P M
†6 30	†2 00	†10 10	0	+.....Sunbury.....		9 10	4 30	8 40
5 40	2 10	10 20	5.0	+..Selinsgrove Jn.♂		8 59	4 20	8 30
5 45	2 15	10 25	6.3	+...Selinsgrove....♂		8 53	4 15	8 25
5 56	2 24	10 35	10.2	.....Pawling.....		8 41	4 05	8 17
6 02	2 28	10 39	12.2	+.....Kreamer.....		8 37	4 01	8 13
6 13	2 37	10 50	16.6	+....Middleburg....♂		8 28	3 50	8 05
6 30	2 52	11 05	24.1	+....Beavertown....♂		8 20	3 31	7 47
6 35	2 58	11 12	26.4	+..Beaver Springs..♂		8 03	3 25	7 42
6 49	3 10	11 25	32.5	+.....McClure.....♂		7 50	3 10	7 30
7 03	3 23	11 38	38.8	.....Shindle.....		7 36	2 55	7 15
7 10	3 27	11 43	41.4	+....Painterville.....		7 31	2 50	7 10
7 25	3 42	11 59	48.5	.....Lewistown.....		7 15	2 35	6 55
7 30	3 45	12 05	49.6	+Lewistown Junc.♂		†7 10	†2 30	†6 50
P M	P M	Noon		ARRIVE	LEAVE	A M	P M	P M

Table 75—MILROY BRANCH.

158	154	152	150	Ms.	November 7, 1909. LEAVE	ARRIVE	151	153	155	157
P M	P M	A M	A M				A M	A M	P M	P M
†4 35	†1 20	†7 40	†5 55	0	+Lewistown Junc.♂		6 50	9 00	2 30	5 50
4 40	1 26	7 45	6 00	.7	.....Lewistown.....		6 45	8 55	2 25	5 45
4 48	1 32	7 53	6 08	3.6	+.....Burnham.....		6 36	8 47	2 18	5 38
4 50	1 34	7 55	6 11	4.4	.....Yeagertown.....		6 33	8 45	2 16	5 35
4 51	1 35	7 56	6 13		.....Lower Mann.....		6 31	8 44	2 15	5 34
4 55	1 39	8 01	6 21	6.5	+....Reedsville.....		†6 26	8 38	2 11	5 28
5 02	1 45	8 08	A M	9.4	.....Honey Creek.....		A M	8 31	2 04	5 22
5 06	1 50	8 13		10.8	.....Naginey.....			8 28	2 00	5 18
5 10	1 53	8 15		12.2	+.....Milroy.....			†8 25	†1 58	†5 15
P M	P M	A M			ARRIVE	LEAVE		A M	P M	P M

Table 76—LEWISBURG & TYRONE AND BALD EAGLE VALLEY RAILROADS.

101	103	105	Mls.	November 7, 1909. LEAVE	ARRIVE	130	132	108
P M	P M	A M				A M	P M	P M
†5 40	†1 42	†5 40	0	+...Montandon...♂		9 10	4 38	6 54
5 48	1 50	6 30	1.6	+....Lewisburg....♂		9 00	4 26	6 47
6 05	2 03	6 42	7.1	+.....Vicksburg.....		8 48	4 13	6 31
6 13	2 12	6 50	10.9	+....Mifflinburg....♂		8 40	4 05	†6 23
P M	2 24	7 02	16.3	+.....Millmont.....♂		8 29	3 54	P M
	2 31	7 09	19.7	+.....Glen Iron.....♂		8 22	3 47	
	3 10	7 47	36.7	+.....Coburn.....♂		7 47	3 10	
	3 25	8 04	43.5	+...Rising Spring...♂		7 32	2 52	
	3 39	8 19	49.4	+....Centre Hall....♂		7 19	2 37	
	3 51	8 33	54.8	+....Linden Hall....♂		7 07	2 23	
	3 56	8 38	56.8	+.....Oak Hall.....		7 02	2 17	
	3 59	8 42	58.4	+.....Lemont.....♂		6 58	2 13	
	4 20	9 05	67.6	+...Bellefonte...♂		†6 35	†1 50	
	P M	A M		ARRIVE	LEAVE	A M	P M	

Additional Trains—Lve. Montandon †6 17, †7 47, †9 30, †10 05 a.m., †5 00, †6 55 p.m., §9 06, §10 20 a.m., §4 41, §5 37 p.m., arr. Lewisburg †6 27, †7 55, †9 38, †10 13 a.m., †5 08, †7 06 p.m., §9 14, §10 27 a.m., §4 50, §5 45 p.m. Lve. Lewisburg †5 27, †6 00, †7 25, †9 45 a.m., †1 16, †6 20 p.m., §9 15, §10 28 a.m., §4 51, §5 48 p.m., arr. Montandon †5 35, †6 10, †7 35, †9 55 a.m., †1 25, †5 30 p.m., §9 22, §10 37 a.m., §4 59, §5 54 p.m.

* Daily; † daily, except Sunday; § Sunday only; *b* stops on notice to conductor to leave passengers; *c* regular stop to take passengers; *d* regular stop to leave passengers; *e* stops on signal or notice to agent to take passengers for Buffalo.

Eastern time.

THE PENNSYLVANIA RAILROAD COMPANY

ERIE DIVISION.

Table 77—Between Philadelphia, Reading, Pottsville and Shenandoah, Mahanoy City, Ashland, Hazleton, Tomhicken, Wilkes-Barre, Mt. Carmel, Shamokin and Sunbury.

981	607	411	605	505	221	803	405	15	601	403	Mls.	*November* 7, 1909.	600	602	500	404	220	604	506	606	412	602	984	....	....
A M	P M	P M	P M	....	....	A M	A M	....		....	....	LEAVE] [ARRIVE	A M	....	....	Noon	P M	P M	....	....	⊙	....	P M	....	....
§6 50	*410	*4 10	†1 23	....	....	†9 10	*9 10	....		....	0	+..**Philadelphia**..♁	9 40	....	....	*12 50	5 34	5 34	....	....	9 30	....	9 24	....	....
c6 54	c414	c4 14	c1 27	....	....	c9 14	c9 14	....		....	1.1	.**West Philadelphia.**	d9 36	....	....	d12 46	d5 30	d5 30	....	....	d9 26	....	d9 20	....	....
9 08	5 44	5 44	3 48	....	....	10 50	10 50	....		....	58.4	lve..+**Reading**♁.arr.	8 10	....	....	11 15	3 58	3 58	....	....	7 55	....	7 00	....	....
10 28	8 35	6 35	5 10	P M	P M	11 45	11 45	....	A M	A M	94.7	arr+**Pottsville**♁ lve.	7 15	A M	A M	10 25	2 55	2 56	P M	P M	7 05	A M	6 45	....	....
§10 35	*725	*6 45	*515	†4 50	†1 20	†12 01	*11 52	....	†7 40	†5 40	94.7	lve..**Pottsville**♁ arr.	7 06	9 22	9 00	10 15	2 35	2 45	6 20	6 45	6 56	9 22	4 36	....	....
10 43	7 32	– –	5 22	4 56	1 27	12 08	– –	....	7 48	5 47	97.4	+.....St. Clair......♁	6 59	9 15	8 53	10 10	2 28	2 39	6 13	6 38	g6 47	9 15	4 28	....	....
10 46	7 38	– –	5 26	5 00	1 31	12 12	– –	....	7 52	5 51	98.6	......Darkwater......	6 56	9 12	8 50	– –	2 25	2 36	6 10	6 35	– –	9 12	4 25	....	....
10 50	7 40	– –	5 29	5 03	1 34	12 15	– –	....	7 55	5 54	99.7	..**Morris Junction**♁	6 53	9 10	8 48	– –	2 22	2 33	6 08	6 33	–	9 10	4 22	....	....
11 01	7 51	....	5 40	....	....	12 26	....	....	8 06	....	102.6	+.....Frackville....♁	6 43	9 01	....	....	....	2 23	....	6 24	....	9 01	4 14	....	....
11 07	7 57	....	5 47	....	....	12 32	....	....	8 13	....	104.6	.......Gilberton	6 37	8 55	....	....	....	2 17	....	6 19	....	8 55	4 07	....	....
11 12	8 02	....	5 52	....	....	12 37	....	....	8 18	....	105.7	........Wiggan	6 34	8 51	....	....	....	2 14	....	6 14	....	8 51	4 04	....	....
11 17	8 07	....	5 55	....	....	12 43	....	....	8 22	....	107.5	ar+**Shenandoah**♁lv	†6 30	*8 47	....	....	....	†210	....	*610	....	§8 47	§4 00	....	....
A M	P M	– –	....	6 12	1 43	....	– –	....	....	6 04	103.3	+.......Morea......♁	A M	....	8 39	– –	2 15	P M	6 00	....	– –	A M	....	....	....
....	....	– –	....	6 16	1 46	....	– –	....	....	6 09	104.6	+....New Boston...♁	....	....	8 36	– –	2 12	....	5 56	....	– –	....	....	....	....
....	....	7 10	....	6 18	1 49	....	12 17	....	....	6 11	105.5	arr.**New Boston Jn**♁lve.	....	....	8 34	9 52	2 10	....	5 54	....	6 32	....	....	....	....
....	....	Buffet Parlor Car and Vestibule Coaches Phila. to Wilkes-Barre.	....	5 24	1 55	....	Buffet Parlor Car and Vestibule Coaches Phila. to Wilkes-Barre.	....	....	6 19	108.4	..**Buck Mountain**..	....	....	8 27	Buffet Parlor Car and Vestibule Coaches Wilkes-Barre to Phila.	2 02	....	5 46	....	Buffet Parlor Car and Vestibule Coaches Wilkes-Barre to Phila.	....	....	....	....
....	....		....	– –	1 59	....		....	....	6 23	110.6	..**Delano Junction**♁	....	....	– –		– –	....	– –	....		....	....	....	....
....	....		....	5 34	– –	....		....	....	– –	....	arr....**Delano**♁..lve.	....	....	8 20		1 52	....	5 40	....		....	....	....	....
....	....		....	7 07	....	....		....	....	....	0	lve....**Delano**♁..arr.	....	....	8 13		11 43	....	4 27	....		....	....	....	....
....	....		....	7 27	....	....		....	....	....	4.7	arr..**Mahanoy City**♁lve.	....	....	7 59		11 29	....	4 12	....		....	....	....	....
....	....		....	7 46	....	....		....	....	....	9.9	ar+**Shenandoah**♁lv.	....	....	†745		†11 15	....	3 58	....		....	....	....	....
....	....		....	....	....	2 25		....	....	....	0	lv+**Shenandoah**♁ar.	....	7 35	7 35		A M	....	3 58	....		....	....	....	....
....	....		....	....	....	2 49		....	....	....	5.4	.....**Girardville**...♁	....	7 15	7 15		....	....	3 21	....		....	....	....	....
....	....		....	....	....	3 00		....	....	....	8.2	arr..+**Ashland**♁..lve.	....	†7 05	†705		....	....	†310	....		....	....	....	....
....	....		7 46	7 46	....	1 26		....	9 54	....	0	lv+**Shenandoah**♁ar.	....	7 45	7 45		....	....	3 58	3 58		....	3 58	....	....
....	....		8 08	8 08	....	1 49		....	10 15	....	9.3	......**Centralia**......	....	7 25	7 25		....	....	3 35	3 35		....	3 35	....	....
....	....		8 25	8 25	....	2 05		....	10 30	....	14.3	+...**Mt. Carmel**...♁	....	7 15	7 15		....	....	3 25	3 25		....	§3 25	....	....
....	....		P M	P M	....	3 58		....	11 55	....	22.6	+...**Shamokin**....♁	....	6 45	6 45		....	....	2 50	2 50		....	P M	....	....
....	....		....	....	....	4 40		....	12 38	....	41.3	arr.+**Sunbury**♁.lve.	....	†6 05	†605		....	....	†205	†205		....	....	....	....
....	....	....	....	....	– –	P M	....	....	Noon	– –	....	lve....**Delano**♁..arr.	....	A M	8 20	....	1 52	....	P M	P M	....	....	....	....	....
....	....	7 37	....	....	2 19	....	12 44	....	....	6 43	119.8	.....**Audenried**...♁	....	....	7 54	9 27	1 28	....	....	....	6 07	4 08	....	....	....
....	....	7 50	....	....	2 31	....	12 57	....	....	6 55	123.5	arr....**Hazleton**♁lve.	....	....	†746	9 19	1 20	....	....	....	5 59	P M	....	....	....
....	....	7 50	....	....	2 31	....	12 57	....	....	6 55	123.5	lve....**Hazleton**..arr.	....	....	A M	9 19	12 01	....	....	....	5 54	7 55	....	....	....
....	....	– –	....	....	2 44	....	– –	....	....	7 06	127.8	.....Conyngham.....	....	....	....	– –	11 48	....	....	....	– –	7 38	....	....	....
....	....	8 08	....	....	2 51	....	1 16	....	....	7 12	131.5	+...**Tomhicken**...♁	....	....	....	8 55	11 42	....	....	....	5 33	7 31	....	....	....
....	....	– –	....	....	2 57	....	– –	....	....	7 18	134.5	.......Derringer	....	....	....	– –	11 36	....	....	....	– –	7 25	....	....	....
....	....	8 16	....	....	2 59	....	1 22	....	....	7 19	135.4	+....Fern Glen....♁	....	....	....	8 46	11 34	....	....	....	5 27	7 23	....	....	....
....	....	– –	....	....	3 02	....	– –	....	....	7 22	136.4	........Gowen.......	....	31	....	– –	11 32	....	....	....	– –	7 20	....	....	....
....	....	– –	....	....	3 07	....	– –	....	....	7 25	137.7	arr...**Rock Glen**..lve.	....	A M	....	– –	11 28	....	....	....	– –	†717	....	....	....
....	....	8 39	....	....	....	....	1 47	....	....	7 49	148.7	+.Nescopeck (Berwick).♁	....	8 05	....	8 19	....	....	....	....	5 01	....	....	....	....
....	....	9 11	....	....	....	....	2 20	....	....	8 42	169.0	+...**Nanticoke**....♁	....	7 20	....	7 44	....	....	....	....	4 24	....	....	....	....
....	....	9 25	....	....	....	....	2 36	....	....	8 59	176.0	ar.+**Wilkes-Barre**♁ lv.	....	†7 00	....	*7 30	....	....	....	....	*4 10	....	....	....	....
1	....	P M	67	....	3 07	....	P M	....	....	....	137.7	lve..**Rock Glen**..arr.	....	A M	....	....	11 28	....	....	12	....	....	930	....	....
P M	....	....	P M	....	4 05	....	....	A M	....	....	155.8	arr+**Catawissa**♁lve.	....	....	....	....	†1052	....	....	P M	....	....	A M	....	....
§3 31	....	....	†727	....	3 31	....	....	†11 23	....	8 10	148.7	lv+Nescopeck(Berw'k)♁ar	....	....	....	7 52	11 20	....	....	3 12	4 40	6 45	11 20	....	....
4 09	....	....	7 58	....	4 08	....	....	11 53	....	8 40	155.8	+....**Catawissa**....♁	....	....	....	7 21	10 48	....	....	2 42	†4 05	6 14	10 48	....	....
4 55	....	....	8 40	....	4 55	....	....	12 30	....	9 25	176.8	+.....**Sunbury**....♁	....	....	....	†6 35	†1000	....	....	†200	P M	†530	§10 03	....	....
P M	....	....	P M	....	P M	....	....	Noon	....	A M	....	ARRIVE] [LEAVE	....	....	....	A M	A M	....	....	P M	....	P M	A M	....	....

(Printed vertically beside the station column: P. R. R. — Erie Division. — Lehigh Valley R.R. — N.C.Ry. — L.V.R.R. — Erie Division.)

ERIE DIVISION.

Table 78—SUNBURY DIVISION.

32	34	12	30	4	Ms.	*November* 7, 1909.	31	15	1	67
A M	....	A M	A M	P M	....	LEAVE] [ARRIVE	P M	P M	P M	A M
†11 35	....	†8 25	a4 25	‡1149	....	....**Philadelphia**....	2 30	6 23	11 15	4 23
A M	....	A M	....	P M	....	LEAVE] [ARRIVE	P M	P M	P M	A M
†10 00	....	†7 30	A M	‡1045	....	....**Washington**....	4 20	7 10	11 30	3 30
11 12	....	8 55	*4 40	11 58	....	lve..**Baltimore**..arr.	3 11	5 56	10 20	2 20
3 10	....	11 40	7 50	3 40	....	lve..**Harrisburg**.arr.	11 45	3 20	7 10	10 50
5 03	....	1 13	9 35	3 05	....	......**Sunbury**......	9 55	1 54	*5 23	8 55
P M	....	P M	A M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	P M
....	....	....	....	P M	....	LEAVE] [ARRIVE	....	....	....	....
P M	....	A M	A M	‡6 00	....	.........**Erie**.........	A M	P M	P M	....
†2 50	....	†11 25	†7 25	1 04	....	lve.**Lock Haven**.arr.	11 59	3 45	7 50	P M
3 50	....	12 35	b8 20	2 05	....	lve..**Williamsport**..arr.	11 00	12 35	‖8 40	10 17
5 16	....	1 49	9 47	3 25	....	......**Sunbury**......	9 42	1 18	5 13	8 05
P M	....	P M	A M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	P M
P M	....	P M	A M	A M	....	LEAVE] [ARRIVE	A M	Noon	P M	P M
†5 30	....	†2 00	*10 00	†6 35	0	+....**Sunbury**....♁	9 25	12 30	4 55	8 40
5 40	....	– –	10 10	6 46	4.7	....Kline's Grove....	9 13	– –	4 43	– –
5 44	....	– –	10 14	6 51	6.0	......Wolverton....♁	9 10	– –	4 40	8 28
5 50	....	– –	10 21	6 57	9.3	.....Kipp's Run.......	9 04	– –	4 34	8 22
5 55	....	2 24	10 26	7 02	11.8	+..South Danville..♁	9 00	12 10	4 29	8 17
5 59	....	– –	10 30	7 07	14.0	.........Boyd.........	8 54	– –	4 25	8 12
6 06	....	2 34	10 39	7 14	17.3	....Roaring Creek....	8 48	12 00	4 18	8 06
6 14	P M	2 42	10 48	7 21	21.0	ar.+**Catawissa**♁ lv.	8 40	11 53	4 09	7 58
6 14	†4 05	2 42	10 48	7 21	21.0	lv...**Catawissa**..ar.	8 40	11 53	4 09	7 58
6 21	4 14	2 49	10 56	7 28	24.3	+.East Bloomsburg.♁	8 33	11 45	3 59	7 50
6 24	– –	– –	s –	– –	26.5	......Espy Ferry......	8 28	– –	s3 54	– –
6 35	4 28	3 02	11 10	7 42	31.6	+......Creasy......♁	8 20	11 34	3 43	7 37
6 45	4 40	3 12	11 20	7 52	36.6	ar+Nescopeck(Ber'k)♁lv	8 10	11 23	3 31	7 27
6 47	P M	3 13	11 22	7 57	36.6	lv.Nescopeck (Berwick).ar.	8 05	11 22	3 29	7 24
6 57	....	3 23	11 32	8 11	42.1	+..Wapwollopen...♁	7 53	11 13	3 17	7 16
7 02	....	– –	11 38	8 16	44.7	......Pond Hill.......	7 47	– –	3 12	7 10
7 08	....	3 33	11 44	8 22	47.2	+....Mocanaqua....♁	7 42	11 04	3 07	7 05
7 18	....	3 40	11 54	8 30	51.7	........Retreat......♁	7 31	10 56	2 58	6 54
7 31	....	3 49	12 05	8 42	56.9	+...**Nanticoke**...♁	7 20	10 47	2 51	6 43
7 39	....	– –	12 12	8 49	60.7	.....Buttonwood......	7 11	– –	2 44	– –
7 42	....	– –	– –	8 51	61.6	...Plymouth Ferry...	7 09	– –	– –	– –
7 44	....	– –	12 19	8 53	62.6	.South Wilkes-Barre♁	7 06	– –	2 41	6 30
7 50	....	4 06	12 25	8 59	63.9	+..**Wilkes-Barre**...♁	†7 00	†10 30	*2 35	†6 25
P M	....	P M	Noon	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M

Table 79—BETWEEN SUNBURY AND TOMHICKEN AND POTTSVILLE.

Pas.	Pas.	Pas.	Pas.	Pas.	*November* 7, 1909.	Pas.	Pas.	Pas.	Pas.	....
P M	....	P M	A M	A M	LEAVE] [ARRIVE	A M	Noon	P M	P M	....
†5 30	....	†2 00	*10 00	*6 35	......**Sunbury**......	9 25	12 30	*4 55	8 40	....
....	....	....	†10 52	....	lve..**Catawissa**..arr.	....	....	†4 05	....	....
....	....	....	11 06	....	......Mainville......	....	....	3 33	....	....
....	....	....	11 20	....	....Scotch Valley....	....	....	3 16	....	....
....	....	....	11 25	....	...Mountain Grove...	....	....	3 11	....	....
....	P M	....	†11 28	....	arr..**Rock Glen**..lve.	....	....	†3 07	....	....
6 14	†405	2 42	*10 48	†7 21	lve..**Catawissa**..arr.	8 40	11 53	4 09	7 58	....
6 21	4 14	2 49	10 56	7 28	..East Bloomsburg...	8 33	11 45	3 59	7 50	....
6 45	4 40	3 12	11 20	7 52	ar.Nescopeck (Berwick)lv.	8 10	†11 23	*3 31	†7 27	....
6 56	*501	P M	....	*8 19	lv.Nescopeck(Berwick).ar.	7 49	A M	....	P M	....
7 01	– –	....	....	– –	........Zenith........	7 41	....	....	....	....
7 17	– –	....	....	– –	arr..**Rock Glen**..lve.	7 25	....	....	....	....
7 17	– –	....	†11 28	– –	lve..**Rock Glen**..arr.	7 25	....	3 07	....	....
7 23	5 27	....	11 34	8 46	......Fern Glen......	7 19	....	2 59	....	....
7 31	5 33	....	11 42	8 55	arr..**Tomhicken**..lve.	7 12	....	2 51	....	....
7 55	5 54	....	12 01	9 19	arr...**Hazleton**..lve.	6 55	....	2 31	....	....
P M	6 55	....	2 35	10 15	arr..**Pottsville**..lve.	†5 40	....	1 20	....	....
....	7 55	....	3 56	11 13	arr...**Reading**...lve.	A M	....	10 50	....	....
....	9 30	....	5 34	12 50	....**Philadelphia**....	....	....	†9 10	....	....
....	P M	....	P M	Noon	ARRIVE] [LEAVE	....	....	A M	....	....

No. 4—Drawing-room Buffet Sleeping Car Pittsburgh to Scranton, except Saturdays. **No. 67**—Drawing-room Buffet Sleeping Car Scranton to Pittsburgh, week-days.

* Daily; † daily, except Sunday; ‡ daily, except Saturday; § Sunday only; *a* runs daily, but on Sunday leaves Philadelphia 4 37 a.m.; *b* leaves Williamsport 8 15 a.m. on Sunday, arrives Sunbury 9 43 a.m.; *c* regular stop to take passengers; *d* regular stop to leave passengers; *g* stops on notice to conductor to leave passengers from Hazleton and points beyond; *n* stops to take passengers for Reading and points beyond; *s* stops Sunday only. ⊙ Sunday arrives West Philadelphia 9 36 p.m., Philadelphia 9 40 p.m. ‖ Meals.

+ Coupon stations; ♁ Telegraph stations.

STANDARD—*Eastern time.*

THE PENNSYLVANIA RAILROAD COMPANY

Table 80—ERIE DIVISION—Continued.

67	1	55	63	39-9	57	67	1	61	51	41	53-3	35-59	Mls.	November 7, 1909.	54	56	64	50	12	52	32	68	58	62	70
P M	A M	Night	....	P M	P M	P M	A M	....	....	Night	P M	P M	....	lv..**New York**.ar.	A M	A M	P M	P M	P M	P M	....	A M	Noon	A M	....
1 55	8 25	12 10	....	5 55	4 55	2 10	8 55	....	....	12 10	8 55	7 55	....	..*West 23d Street*..	□9 45	□9 45	2 15	5 30	9 30	10 30	A M	▲7 15	12 00	7 30	....
2 00	8 30	12 15	....	6 00	5 10	2 20	9 00	....	....	12 15	9 00	8 00	....	.*Desb. & Cort. Sts.*	□9 33	□9 33	2 03	5 23	9 23	10 23	3 53	7 13	11 53	7 23	....
2 05	8 35	12 20	....	6 05	5 15	2 25	9 05	....	....	12 20	9 05	8 05	....	Hudson Ter. (H.&M.R.R.)	□9 28	□9 28	1 58	5 18	9 18	10 18	3 48	7 08	11 48	7 18	....
P M	A M	A M	....	P M	P M	P M	A M	A M	A M	A M	P M	P M	....	LEAVE] [ARRIVE	A M	A M	A M	P M	P M	P M	P M	A M	A M	A M	....
4 30	11 35	4 37	....	9 02	8 05	4 56	11 35	8 25	8 25	4 25	11 40	10 45	....	..**Philadelphia**..	7 30	7 30	11 50	2 30	8 23	7 50	■11 15	4 23	9 20	4 40	....
c4 34	c11 39	c4 41	....	c9 06	c8 09	c5 00	c11 39	c8 29	c8 29	c4 29	c11 44	d10 49	....	lv.**West Phila**.ar.	d7 26	d7 26	d11 46	d2 26	d6 19	d7 46	■11 11	d4 19	b9 16	b4 36	....
3 40	10 00	....	....	7 55	7 00	3 40	10 00	7 30	●7 30	....	10 45	P M	....	lv.**Washington**ar.	8 40	8 40	1 00	4 20	7 10	8 44	11 30	3 30	10 25	....	....
4 55	11 12	4 40	....	8 55	8 00	4 55	11 12	8 55	8 55	4 40	11 59	....	....	lv. **Baltimore**.ar.	7 20	7 20	12 00	3 11	5 55	7 45	10 20	2 20	9 15	....	....
P M	P M	A M	....	P M	P M	P M	P M	A M	A M	A M	A M	A M	....	(*Union Station.*)	A M	A M	A M	A M	P M	P M	P M	P M	A M	A M	A M
§7 35	§3 25	§8 15	....	*11 50	*10 57	*7 35	†3 10	†11 40	*11 35	†7 50	*3 40	*2 10	0	lv.+**Harrisburg**♁ ar.	4 45	4 35	9 15	11 45	3 20	5 15	7 00	10 50	6 45	1 55	11 30
9 00	6 10	9 55	....	1 12	12 09	9 00	5 03	1 13	12 48	9 35	5 05	3 28	53.4	ar.+**Sunbury**..lv.	3 28	3 15	8 01	9 55	1 54	4 02	5 23	8 55	5 32	12 30	9 43
9 05	6 15	10 00	....	1 18	12 15	9 05	5 13	1 18	12 53	9 42	5 15	3 38	53.4	lv...**Sunbury**♁ar.	3 25	3 05	8 01	9 47	1 49	4 02	5 16	8 47	5 32	12 28	9 43
9 09	6 21	10 05	....	– –	– –	9 09	5 19	1 23	– –	9 47	5 23	3 42	55.3	+**Northumberland**♁	3 17	– –	7 52	9 39	1 40	– –	5 07	8 39	– –	12 22	9 35
9 21	5 56	10 38	....	– –	– –	9 21	5 33	1 36	– –	10 00	5 38	3 54	62.1	+.**Montandon**.♁	– –	– –	7 42	9 24	1 28	– –	4 54	8 25	– –	12 09	9 22
9 29	6 03	10 46	....	1 40	p12 32	9 29	5 41	1 44	j1 11	10 08	5 47	4 02	65.9	+....**Milton**...♁	2 56	– –	7 35	9 15	1 20	n3 40	4 34	8 17	t5 10	12 01	8 59
9 36	6 10	10 53	....	– –	– –	9 36	5 50	1 52	– –	10 15	5 56	– –	70.2	+..Watsontown .♁	v2 48	– –	7 28	9 06	1 12	– –	4 27	8 07	– –	11 54	8 53
9 39	6 15	10 57	....	– –	– –	9 39	5 55	– –	– –	10 19	6 01	– –	72.5	+....Dewart....♁	– –	– –	– –	9 02	– –	– –	4 24	8 03	– –	11 50	8 50
9 48	6 24	11 05	....	– –	– –	9 48	6 04	2 05	– –	10 27	6 11	– –	76.9	+.Montgomery..♁	v2 34	– –	7 16	8 52	1 01	– –	4 17	7 53	– –	11 41	8 43
9 55	6 31	11 12	....	– –	– –	9 55	6 12	2 12	– –	10 34	6 19	– –	80.8	+....Muncy....♁	– –	– –	7 10	8 45	12 55	– –	4 11	7 45	– –	11 35	8 37
10 17	6 55	11 35	P M	2 25	1 12	10 17	‖6 40	‖2 35	1 50	11 00	‖6 45	4 57	93.1	ar.**Williamsport**♁lv.	2 05	1 45	†6 50	8 20	12 35	3 00	3 50	7 20	4 30	11 15	§8 15
P M	7 05	11 40	*8 30	2 40	1 22	P M	7 00	2 55	1 55	11 10	7 16	5 12	93.1	lv+**Williamsport**.ar.	1 45	1 22	A M	8 10	‖12 15	2 55	3 40	‖6 50	4 25	10 55	A M
....	7 08	11 43	8 33	– –	– –	....	7 04	2 59	– –	11 14	7 19	– –	94.9	+ ..Newberry.....	– –	– –		8 06	12 11	– –	3 36	6 46	– –	10 51	....
....	7 16	11 50	8 40	– –	– –	....	7 12	3 07	– –	11 22	7 26	– –	98.8	+....Nisbet.....♁	– –	– –	....	7 59	12 03	– –	3 28	6 38	– –	10 43	....
....	7 27	12 07	8 52	– –	– –	....	7 25	3 20	– –	11 33	7 37	– –	104.8	+**Jersey Shore**♁	1 26	– –	....	7 48	11 51	– –	3 17	6 26	– –	10 31	....
....	7 37	12 12	9 01	– –	– –	....	7 35	3 30	– –	11 45	7 48	– –	110.1	+.....Pine .....♁	– –	– –	....	7 38	11 41	– –	3 06	6 15	– –	10 20	....
....	7 43	12 18	9 07	– –	– –	....	7 42	3 37	– –	11 51	7 55	– –	112.9	+..McElhattan .♁	– –	– –	....	7 32	11 34	– –	2 59	6 09	– –	10 13	....
....	7 50	12 25	9 15	3 20	2 02	....	7 50	3 50	2 33	11 59	8 08	5 57	117.6	+.**Lock Haven**.♁	1 04	12 45	....	7 25	11 25	2 19	*2 50	6 00	n3 49	*10 05	....
....	8 06	Noon	P M	– –	– –	....	8 06	4 03	– –	A M	8 20	– –	123.3	+ Farrandsville.♁	– –	– –	....	7 12	11 08	– –	P M	5 47	– –	P M	....
....	8 23	....	....	– –	– –	....	8 23	4 19	– –		8 35	– –	131.5	+..Glen Union..♁	– –	– –	....	6 57	10 52	– –		5 30	– –		
....	8 39	....	....	– –	– –	....	8 39	4 35	– –	....	8 50	– –	139.1	+....Hyner......♁	– –	– –	....	6 43	10 38	– –	....	5 14	– –		
....	8 47	....	....	– –	– –	....	8 47	4 43	– –	....	8 56	– –	142.5	+..North Bend..♁	12 26	– –	....	6 37	10 32	– –	....	5 08	– –		
....	8 55	....	....	4 10	2 50	....	8 55	*4 55	3 20	....	9 10	6 45	145.7	+.... Renovo....♁	12 20	12 05	....	†6 30	10 25	1 35	....	5 00	3 10		
....	P M	....	....	– –	– –	....	P M	5 06	– –	....	9 20	6 52	151.5	+...Westport...♁	– –	– –	....	A M	9 55	– –	....	4 33	– –		
....	....	....	....	– –	– –	....	....	5 17	– –	....	9 30	– –	158.1	+...**Keating**...♁	– –	– –	....		9 36	– –	....	4 20	– –		
....	....	....	....	– –	– –	....	....	5 39	– –	....	9 49	– –	170.0	+Sinnemahoning...	– –	– –	....	....	9 02	– –	....	3 58	– –		
				4 48	e3 28	....	....	5 45	3 58	....	9 55	7 26	173.0	+..**Driftwood**..♁	11 36	11 22	....	....	8 55	12 50	....	3 51	h2 26		
				– –	– –	....	....	6 05	– –	41	10 09	– –	182.4	+.Sterling Run..♁	– –	– –	....	....	8 28	– –	42	3 33	– –		
				– –	– –	....	....	6 12	– –	P M	10 15	– –	185.9	+...Cameron....♁	– –	– –	....	....	8 20	– –	Noon	3 27	– –		
				5 15	4 00	....	....	6 25	4 25	*4 35	10 25	7 55	191.0	+**EmporiumJn**♁	11 08	10 55	....	....	8 10	*12 25	12 10	3 18	2 00		
				....	7 25	....	....	....	7 45	....	....	12 30	....	ar....**Buffalo**...lv.	....	*7 30	....	....	....	*9 00	....	....	*10 45		
				5 18	A M	....	....	6 30	P M	4 38	10 30	Noon	191.8	+..Emporium..♁	10 56	P M	....	....	7 52	A M	12 05	3 11	P M		
				– –	....	....	....	6 48	....	– –	10 45		200.8	....Beechwood....	– –	....	....	....	7 34	....	– –	2 55	....		
				– –	....	....	....	6 53	....	– –	10 52	....	203.5	.....Rathbun...♁	– –	....	....	....	7 28	....	– –	2 50	....		
				– –	....	....	....	7 04	....	– –	11 01	....	207.9	.... Benzinger.....	– –	....	....	....	7 18	....	– –	2 42	....		
				6 00	....	....	....	7 15	....	5 15	11 12	205	212.6	+..St. Mary's..♁	10 22	....	202	....	7 07	....	11 25	2 34	....		
				....	....	....	....	7 25	....	5 24	11 22	P M	217.9	+.**Daguscahonda**.♁	y10 11	....	P M	....	6 58	....	11 13	2 23	....		
				6 16	....	....	....	*7 35	....	5 35	11 35	†2 15	223.0	+..**Ridgway**..♁	10 03	....	5 35	....	6 48	....	11 03	*2 15	....		
				6 32	....	....	....	P M	....	5 53	11 54	2 28	230.7	+**Johnsonburg**♁	9 47	....	5 08	....	6 27	....	10 40	P M	....		
				– –	....	....	....	....	....	5 55	11 56	2 32	231.6	+.....Rolfe......	– –	....	5 08	40	6 25	....	10 44	....	....		
				6 41	....	....	....	....	....	6 08	12 08	2 45	237.1	+....Wilcox....♁	9 36	....	4 55	P M	6 13	....	10 32	....	....		
				7 10	....	....	....	....	....	6 50	12 50	3 08	246.2	+.....**Kane**.....♁	9 20	....	†4 35	30	*5 55	....	10 15	....	....		
				7 19	....	....	....	....	....	6 59	12 59	P M	251.7	+...Wetmore...♁	– –	....	P M	4 17	A M	....	9 58	....	....		
				7 26	....	....	....	....	....	7 04	1 04	....	255.5	+....Ludlow....♁	8 52	....	....	4 10	....	....	9 50	....	....		
				7 36						7 15	1 15	....	262.0	+....Sheffield....♁	8 37	....	....	3 57	....	....	9 36	....	....		
				– –						7 22	1 21	....	265.6	+.....Tiona.......	– –	....	....	3 50	....	....	9 28	....	....		
				7 47						7 27	1 27	....	268.4	+.**Clarendon**.♁	8 24	....	....	3 44	....	....	9 22	....	....		
				8 03						7 45	1 42	....	275.1	+....**Warren**...♁	8 05	....	....	3 30	....	....	9 03	....	....		
				8 13						7 55	1 53	....	280.9	+..**Irvineton**..♁	7 55	....	....	3 20	....	....	8 53	....	....		
				8 18						8 00	1 58	....	283.6	+..Youngsville..♁	7 49	....	....	3 15	....	....	8 48	....	....		
				8 26						8 05	2 03	....	286.8	+...Pittsfield...♁	7 42	....	....	3 08	....	....	8 43	....	....		
				8 34						8 11	2 09	....	290.9	+... Garland ...♁	7 36	....	....	3 00	....	....	8 34	....	....		
				8 48						8 20	2 18	....	296.9	+.Spring Creek.♁	7 26	....	....	2 49	....	....	8 20	....	....		
				9 00						8 30	2 30	....	303.9	arr...**Corry**♁.lve.	7 15	....	....	2 35	....	....	8 07	....	....		
				9 10						8 40	2 35	....	303.9	lve.+**Corry**...arr.	7 05	....	....	2 25	....	....	8 00	....	....		
				9 30						9 00	2 55	....	314.8	+..Union City..♁	6 47	....	....	2 00	....	....	7 38	....	....		
				9 43						9 13	3 09	....	322.5	+.. Waterford ..♁	6 33	....	....	1 44	....	....	7 24	....	....		
				10 15						9 45	3 45	....	340.2	+.....**Erie**.....♁	*6 00	....	....	*1 10	....	....	*6 50	....	....		
				A M						P M	P M	....	....	ARRIVE] [LEAVE	P M	....	....	P M	....	....	A M	....	....		

□ On Sunday leaves Philadelphia 8 20 a.m., arrives Hudson Terminal 10 33 a.m., Cortlandt and Desbrosses Streets, New York, 10 38 a.m., West 23d Street 10 45 a.m. ▲On Sunday arrives 7 30 a.m. ● On Sunday leaves 7 50 a.m. ■On Sunday arrives West Philadelphia d10 16 p.m., Philadelphia 10 20 p.m.

Eastern time.

n Stops to leave from Emporium Junction and points beyond, and from Tyrone and points beyond, and to receive for Harrisburg and points beyond.

p Stops to take for Buffalo and Allegheny Valley Division and to discharge from Philadelphia, Baltimore and points beyond; t stops to take for Philadelphia and Baltimore and to leave from Buffalo and Allegheny Valley Division; v stops on signal to leave from Renovo and points west; y stops Mon., Wed. and Saturday.

Table 81—RIDGWAY & CLEARFIELD RAILROAD BRANCH.

202	208	212	Mls.	November 7, 1909.	219	205	209
P M	A M	A M	....	[LEAVE] [ARRIVE	A M	P M	P M
†5 40	†11 50	†7 00	0	+....**Ridgway**....♁	9 40	2 10	9 00
6 00	12 09	7 20	9.0	.....Croyland.....♁	9 20	1 49	8 37
6 12	12 20	7 30	14.9	.....Carrier.....♁	9 09	1 37	8 23
6 21	12 29	7 39	19.3	+**Brockwayville**♁	8 58	1 27	8 12
6 33	12 43	7 52	24.8	...Harvey's Run..	8 46	1 15	7 59
6 40	12 50	8 00	27.1	+...**Falls Creek**..♁	8 40	1 10	7 55
6 52	1 26	8 19	29.7	+....**Du Bois**....	†8 24	†12 55	†7 44
P M	P M	A M	....	[ARRIVE] [LEAVE	A M	Noon	P M

Table 82—JOHNSONBURG R.R. BRANCH.—Train lvs. **Johnsonburg** †10 50 a.m. for Glen Hazel (6.2 mls.), Straight (10.4 mls.), Instanter (12.2 mls.), Smiths Run (14.9 mls.), Woodvale (18.4 mls.), arr. Clermont (20.2 mls.) 12 50 noon. Lvs. Clermont †1 10 p.m., arr. Johnsonburg 3 00 p.m.

THROUGH CAR ARRANGEMENT.

(Coaches on all trains unless otherwise noted.)

WESTWARD.

No. 1—Parlor Car and Dining Car Philadelphia to Harrisburg. Parlor Car Washington to Harrisburg.

No. 53-3—Sleeping Car Philadelphia to Williamsport. Car open to receive passengers at Philadelphia at 10 00 p.m. and may be occupied until 7 30 a.m. Sleeping Car Washington to Harrisburg.

No. 39-9—Buffet Sleeping Car Philadelphia to Erie. D. R. Sleeping Car Washington to Oil City on B. & A. V. Div. Train No. 88 from Corry.

No. 51—Parlor Car and Cafe Car Washington to Buffalo. Parlor Car Philadelphia to Buffalo. Dining Car Philadelphia to Harrisburg.

No. 57—Sleeping Car Washington to Buffalo. Drawing-room Sleeping Car Philadelphia to Buffalo. Drawing-room Parlor Car Washington to Harrisburg. Buffet Parlor Car Philadelphia to Harrisburg, week-days.

No. 61—Buffet Parlor Car Philadelphia to Williamsport. Dining Car Philadelphia to Harrisburg.

No. 67—*Week-days*—Broiler Buffet Parlor Car Philadelphia to Williamsport. Drawing-room Sleeping Car Washington to Harrisburg.

No. 67—*Sundays*—Sleeping Cars and Dining Car New York to Harrisburg. Drawing-room Sleeping Car Washington to Harrisburg. Parlor Car Philadelphia to Harrisburg.

No. 35-59—Buffet Sleeping Car Philadelphia to Buffalo. (No smoking accommodations for Coach passengers Harrisburg to Emporium Junction.)

EASTWARD.

No. 12—Buffet Parlor Car Williamsport to Philadelphia. Drawing-room Parlor Car Harrisburg to Washington.

No. 50—Buffet Parlor Car Harrisburg to Philadelphia.

No. 52—Parlor Car and Cafe Car Buffalo to Washington. Parlor Car Buffalo to Philadelphia. Dining Car Harrisburg to Philadelphia.

No. 56—Sleeping Car Buffalo to Philadelphia. (Washington passengers may change to Washington Sleeping Car on Train No. 54 at Emporium Junction.)

No. 54—Buffet Sleeping Car Erie to Philadelphia. Drawing-room Sleeping Car Oil City to Washington on B. & A. V. Div. Train No. 89 from Oil City to Corry.

No. 58—Sleeping Car Buffalo to Washington. Buffet Sleeping Car Buffalo to Philadelphia. Dining Car Harrisburg to Washington.

No. 62—Sleeping Car Williamsport to Philadelphia. Car open to receive passengers at Williamsport at 9 00 p.m. and may be occupied until 7 00 a.m.

No. 64—Broiler Buffet Parlor Car Williamsport to Philadelphia. Buffet Parlor Car Harrisburg to Washington.

No. 68—Sleeping Car (open 10 00 p.m.) Harrisburg to New York.

*Daily; † daily, except Sunday; § Sunday only; b stops on notice to conductor to leave passengers; c regular stop to take passengers; d regular stop to leave passengers; e stops on signal or notice to agent to take for Buffalo Div.; h stops only on notice to conductor to leave from Buffalo Division north of Emporium Junction; j stops to take passengers for Emporium Junction and points beyond and to leave from Philadelphia, Baltimore and points beyond, and on Sunday to leave passengers received at Harrisburg. ‖ Meals. + Coupon stations: ♁ Telegraph stations.

THE PENNSYLVANIA RAILROAD COMPANY

NORTHERN CENTRAL RAILWAY COMPANY.

For List of Officers, see page 381.

Table 84.

Table 83—BALTIMORE DIVISION.

For Additional Trains between Baltimore and Cookeysville, see page 425.

Nov. 7, 1909.	Ms.	41	71	51	25	821	1	5	823	73	21	205	303	23	827	57	7	3	971	931
[LEAVE	....	....	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	....	P M	P M	P M	....	P M
Washington	....	....	†5 15	b7 30	*9 10	*9 10	*10 00	*11 55	†12 30	*1 55	*3 40	†4 00	†6 00	*5 45	....	*7 00	*7 55	*10 45	....	a4 30
Baltimore lve.	....	A M	A M	....	....	....	....	....	....	P M	....	P M	P M	....	P M	....	....	P M	A M	P M
Calvert Sta	0	*4 35	†7 05	A M	A M	A M	A M	P M	P M	*3 30	P M	†5 10	†6 30	P M	§7 35	P M	P M	†11 42	a7 30	a5 30
Union Sta	1.0	4 40	7 10	*8 55	*10 20	*10 35	*11 12	*1 05	†2 35	3 34	*4 55	6 15	6 54	*7 05	*7 40	*8 00	*8 65	11 58	7 34	5 34
Woodberry	3.3	4 46	7 16	—	—	10 40	—	—	2 41	3 40	—	—	6 40	—	7 45	—	—	—	7 40	5 40
Melvale	4.3	4 48	7 18	—	—	10 42	—	—	2 43	3 42	—	—	6 42	—	7 47	—	—	—	7 42	5 42
Cylburn	5.3	—	7 20	—	—	10 44	—	—	2 45	s —	Chicago and St. Louis Express.	—	—	—	7 49	—	—	—	7 44	5 44
Mt. Washington	6.0	4 51	7 22	—	—	10 46	—	—	2 47	3 46		—	6 46	—	7 51	—	—	—	7 46	5 46
Hollins + ... ♁	7.1	4 53	7 25	—	—	10 49	—	—	2 50	3 49		—	6 49	—	7 54	—	—	—	7 49	5 49
Brightside	7.4	—	7 26	—	—	10 50	—	—	2 52	3 50		—	6 50	—	7 55	—	—	—	7 50	5 50
Lake	7.8	—	7 27	—	—	10 51	—	—	2 53	3 51		6 29	6 51	—	7 56	—	—	—	7 51	5 51
Ruxton +	8.4	4 56	7 29	—	—	10 53	—	—	2 55	3 53		6 30	6 53	—	7 58	—	—	—	7 53	5 53
Sherwood +	9.2	4 57	7 31	—	—	10 55	—	—	2 57	3 55		6 32	6 55	—	8 00	—	—	—	7 55	5 55
Lutherville +	10.5	5 00	7 34	—	—	10 59	—	—	3 01	3 59		6 35	6 59	—	8 04	—	—	—	7 59	5 59
Timonium	11.7	5 03	7 37	—	—	11 02	—	—	3 04	4 02		6 38	7 02	—	8 07	—	—	—	8 02	6 02
Texas +	13.5	5 07	7 41	—	—	11 06	—	—	3 08	4 06		6 43	7 06	—	8 11	—	—	—	8 06	6 06
Cockeysville + ♁	14.9	5 10	7 45	Buffalo and Pittsburg Express.	Chicago Special.	11 10	Pittsburgh Day Express.	Penna. and St. Louis Limited.	3 12	4 10		6 47	7 10	Chicago Limited.	8 15	Buffalo and St. Louis Express.	Western and St. Louis Express.	—	8 10	6 10
Ashland +	15.8	5 12	7 47			11 12			3 14	4 12		6 50	7 12		8 18			—	8 12	6 12
Phoenix +	17.8	5 16	7 52			11 17			3 19	4 17		6 55	7 17		8 23			—	8 17	6 17
Sparks +	19.6	5 20	7 57			11 22			3 24	4 22		6 01	7 22		8 27			—	8 22	6 22
Glencoe +	20.5	5 22	7 59			11 24			3 27	4 24		6 05	7 24		8 39			—	8 24	6 24
Monkton +	23.0	5 28	8 06			11 32			3 35	4 31		6 13	7 31		8 46			—	8 31	6 31
Blue Mount	25.0	5 32	8 11			11 36	—	—	3 40	4 36	—	6 18	7 35		8 51			—	8 36	6 36
White Hall +	26.5	5 35	8 15			11 42	—	—	3 44	4 40	—	6 23	7 38		8 55			—	8 40	6 40
Parkton + ... ♁	28.8	5 40	8 20			11 50	11 57	—	3 50	4 45	—	6 30	7 45		9 00			12 47	8 45	6 45
Walker	30.1	5 43	8 23			A M	—	—	P M	4 48	—	P M	7 49		P M			—	8 48	6 48
Bentley +	31.5	5 46	8 27			.....	12 03		....	4 52	—	.....	7 51					—	8 52	6 51
Freeland +	34.3	5 52	8 34			.....	12 08		....	4 59	—	.....	7 57					—	8 59	6 57
New Freedom + ♁	37.1	6 00	8 43			.....	12 16		....	5 08	5 67	.....	8 03	—				g107	9 08	7 04
Shrewsbury +	38.6	6 03	8 46	—	—	.....	12 19	—	....	5 11	—	.....	8 06	—				g110	9 11	7 07
Seitzland +	41.0	6 08	8 51	—	—	.....	12 23	—	....	5 15	—	.....	8 10	—		—	—	—	9 16	7 11
Glenrock + ... ♁	41.8	6 10	8 53	—	—	.....	12 25	—	....	5 17	—	.....	8 13	—		—	—	g116	9 18	7 14
Hanover Jn. + ♁	46.2	6 18	9 03	—	—	.....	12 33	—	....	5 26	—	.....	8 20	—		—	—	—	9 28	7 25
Smyser +	47.0	6 20	9 05	—	—	.....	12 36	—	....	5 28	—	.....	8 23	—		—	—	—	9 30	7 25
Glatfelter +	49.0	6 24	9 09	—	—	.....	12 39	—	....	5 31	—	.....	8 27	—		—	—	—	9 34	7 28
Brillhart +	52.3	6 30	9 15	—	—	.....	12 45	—	....	5 38	—	.....	8 34	—		—	—	—	9 40	7 36
Grantley	55.7	6 36	9 21	—	—	.....	12 51	—	....	5 44	—	.....	8 39	—		—	—	—	9 46	7 43
York + ... ♁	57.1	6 44	9 32	10 35	12 00	.....	1 01	2 40	....	5 58	6 35	.....	8 45	8 48		9 40	10 35	1 47	9 57	7 50
Emigsville +	61.6	6 52	9 41	—	—	.....	1 09	—	....	6 06	—	.....	P M	s —		—	—	—	10 06	P M
Mount Wolf +	64.9	6 58	9 47	—	—	.....	1 16	—	....	6 12	—	.....		s —		—	—	—	10 12	
York Haven +	68.5	7 04	9 53	—	—	.....	1 22	—	....	6 18	—	.....		s —		—	—	—	10 18	
Goldsboro + ... ♁	72.4	7 12	9 59	—	—	.....	1 30	—	....	6 24	—	.....		s —		—	—	—	10 24	
New Cumberland +	81.2	7 31	10 16	—	—	.....	1 47	—	....	6 42	—	.....		s —		—	—	—	10 41	
Harrisburg + ... ♁	84.3	7 40	10 25	11 15	12 40	.....	1 55	3 25	....	6 55	7 20	.....		9 40		10 25	11 20	2 30	10 50	
[ARRIVE	....	A M	A M	A M	Noon	.....	P M	P M	....	P M	P M	.....		P M		P M	P M	A M	A M	

Additional Sunday Trains—Lvs. Baltimore (U. S.) §1 35 p.m., arr. Parkton 2 50 p.m.

STATIONS.	36	54	200	300	58	72	20	822	50	2	824	8	12	74	52	32	18	930	78	78	66
[LEAVE	A M	A M			A M	A M	A M		A M	P M		P M	P M	P M	P M	P M	P M		A M	P M	P M
Harrisburg	*4 40	*5 00		....	*6 55	†7 50	*9 40	.....	†11 56	*1 00	....	*2 55	*3 35	†4 00	*5 25	†7 30	*11 50	....	§7 30	a3 55	a7 30
New Cumberland	—	—		....	—	7 59	—	.....	12 04	—	....	—	—	4 09	—	7 38	11 58	....	7 39	4 04	7 38
Goldsboro	—	—		....	—	8 14	—	.....	12 22	—	....	—	—	4 24	—	7 53	12 13	....	7 57	4 18	7 53
York Haven	—	—		..	—	8 21	—	.....	12 29	—	....	—	—	4 31	—	8 00	12 20	....	8 04	4 25	8 00
Mount Wolf	—	—		....	—	8 28	—	.....	12 36	—	....	—	—	4 38	—	8 06	12 26	....	8 11	4 31	8 06
Emigsville	—	—		A M	—	8 34	—	.....	12 42	—	....	—	—	4 44	—	8 12	12 32	A M	8 17	4 37	8 12
York	5 25	5 45		†6 20	7 43	8 48	1025	.....	12 57	1 45	....	3 38	4 20	4 58	6 10	8 24	12 45	a6 00	8 32	4 58	8 24
Grantley	—	—		6 27	—	8 54	—	.....	1 05	—	....	—	—	5 04	—	—	—	—	8 38	4 56	—
Brillhart	—	—		6 31	—	9 00	—	.....	1 10	—	....	—	—	5 10	—	8 34	d12 56	6 11	8 44	5 02	8 38
Glatfelter	—	—		6 38	—	9 07	—	.....	1 19	—	....	—	—	5 17	—	8 40	—	6 18	8 51	5 09	8 42
Smyser	—	—		6 43	—	9 11	—	.....	1 22	—	....	—	—	5 21	—	8 43	1 05	6 23	8 54	5 12	8 45
Hanover Jn.	—	—		6 45	—	9 13	—	.....	1 24	—	....	—	—	5 23	—	8 45	—	6 25	8 56	5 14	8 48
Glenrock	—	—		6 56	—	9 21	—	.....	1 33	—	....	4 04	—	5 31	—	8 53	1 13	6 37	9 04	5 21	8 56
Seitzland	—	—		6 59	—	9 23	—	.....	1 35	—	....	—	—	5 33	—	8 54	—	6 40	9 06	5 23	8 57
Shrewsbury		—		7 07	—	9 28	—	.....	1 41	—	....	—	—	5 38	—	8 59	j1 19	6 47	9 12	5 28	9 02
New Freedom		—		7 13	8 17	9 32	—	.....	1 45	—	....	4 16	—	5 42	—	9 03	1 23	6 53	9 17	5 32	9 07
Freeland		—		7 19	—	9 37	—	.....	1 51	—	....	—	—	5 47	—	9 09	—	6 59	9 23	5 37	9 13
Bentley		—		7 25	—	9 43	—	.....	1 57	—	....	—	—	5 53	—	9 16	—	7 05	9 29	5 43	9 19
Walker		—		A M	—	9 45	—	Noon	2 00	—	....	—	—	5 55	—	—	—	7 08	9 32	5 45	—
Parkton		—		†6 45	7 31	9 50	—	†1200	*2 05	—	....	4 30	—	6 00	—	9 21	—	7 11	9 35	5 50	9 25
White Hall		—		6 50	7 36	9 54	—	12 05	2 07	—	....	—	—	6 04	—	9 24	—	7 16	9 40	5 54	—
Blue Mount		—		6 53	—	9 57	—	12 09	2 10	—	....	—	—	6 07	—	a —	—	7 19	9 42	5 57	—
Monkton		—		7 06	7 43	10 01	—	12 14	2 14	—	....	—	—	6 11	—	9 31	—	7 32	9 47	6 02	—
Glencoe		—		7 15	7 49	10 08	—	12 21	2 21	—	....	—	—	6 18	—	9 38	—	7 42	9 53	6 11	—
Sparks		—		7 18	7 52	10 10	—	12 23	2 25	—	....	—	—	6 20	—	9 38	—	7 45	9 55	6 14	—
Phoenix		—		7 24	7 56	10 15	—	12 28	2 28	—	....	—	—	6 25	—	9 41	—	7 52	9 59	6 19	—
Ashland		—		7 27	7 59	10 19	—	12 32	2 33	—	....	—	—	6 29	—	9 44	—	7 55	10 03	6 23	—
Cockeysville		—		7 34	8 04	10 25	—	12 35	2 35	—	....	—	—	6 36	—	9 47	f1 37	8 02	10 05	6 30	—
Texas		—		7 37	8 09	10 28	—	12 38	2 38	—	....	—	—	6 39	—	9 50	—	8 05	10 08	6 34	—
Timonium		—		7 42	8 14	10 33	—	12 43	2 43	—	....	—	—	6 45	—	9 54	—	8 11	10 13	6 40	—
Lutherville		—		7 45	8 17	10 36	—	12 46	2 46	—	....	—	—	6 46	—	9 56	—	8 14	10 16	6 43	—
Sherwood		—		7 48	8 20	10 39	—	12 49	2 49	—	....	—	—	6 49	—	9 59	—	8 17	10 19	6 47	—
Ruxton		—		7 50	8 22	—	10 41	—	12 51	2 51	—	....	—	6 51	—	1001	—	8 19	10 21	6 49	—
Lake		—		7 52	8 24	—	10 43	—	12 53	2 53	—	....	—	6 53	—	1003	—	8 21	10 23	6 51	—
Brightside		—		7 53	8 25	—	10 44	—	12 54	2 54	—	....	—	6 54	—	1004	—	8 22	10 24	6 52	—
Hollins		—		7 54	—	—	10 45	—	12 55	2 55	—	....	—	6 55	—	1005	—	8 24	10 25	6 53	—
Mt. Washington		—		7 58	8 29	—	10 48	—	12 58	2 58	—	....	—	6 58	—	1008	—	8 27	10 28	6 58	—
Cylburn		—		8 00	—	—	10 50	—	1 00	3 00	—	....	—	7 00	—	—	—	8 29	10 30	6 59	—
Melvale		—		8 02	—	—	10 52	—	1 02	3 02	—	....	—	7 02	—	1012	—	8 31	10 32	7 02	—
Woodberry		—		8 05	—	—	10 55	—	1 05	3 05	—	....	—	7 05	—	1014	—	8 34	10 35	7 06	—
Union Sta	7 05	7 20		8 11	8 40	9 15	1101	1200	1 11	3 11	3 20	5 10	5 15	5 55	6 15	7 11	7 45	1020	8 40	10 41	7 11	10 10	8 11
Calvert Sta	A M			8 15	8 45		1105		....	3 15		....		....		7 15		1025	8 45	10 45	7 15	10 15	8 15
Baltimore arr.	....	A M		A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M
Washington	8 25	8 40		9 45	9 45	1025	1 00	1 00	*4 20	4 40	6 16	6 25	7 10	8 15	8 44	11 30	3 30	9 45	....	8 15	11 30	9 25
[ARRIVE	A M	A M		A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	....	P M	P M	P M

Additional Trains—Lv. Parkton 8 30, 10 30 p.m., arr. Baltimore 10 45, 11 40 p.m.

St. Louis Express.

Washington Night Express.

Keystone Express.

Chicago, St. Louis and Washington Express.

New York-St. Louis Express.

Atlantic and Main Line Express.

Washington Day Express.

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; § Sunday only; a stops to discharge passengers from north of Parkton; f on Sunday leaves 7 50 a.m.; d stops Sunday night only to leave from York; e stops to leave from York only; j stops to take passengers; g stops to leave from Baltimore; f stops to leave Sunday only; s stops Sunday only; x Monday, Wednesday and Friday; z stops to leave from Baltimore Saturday night only.

‖ Meals. + Coupon stations; ♁ Telegraph stations.

STANDARD—*Eastern time.*

THE PENNSYLVANIA RAILROAD COMPANY

Table 85—NORTHERN CENTRAL RAILWAY CO.—Susquehanna and Elmira Division.

67	1	65	57	67	51	41	35-59	53-9	39-9	1	61	Mls.	November 21, 1909.	50	12	68	202	62	54	58	64	52	32	56	66
P M	A M	Night	P M	P M	....	Night	P M	P M	P M	A M	....	....	lve....New York...arr.	P M	P M	A M	P M	A M	A M	Noon	P M	P M	....	A M	....
1 55	8 25	1210	4 55	2 10	....	12 10	7 55	8 55	5 55	8 55	....	....	....West 23d Street....	5 30	*9 30	●7 15	2 15	7 30	□9 45	12 00	2 15	1030	A M	□9 45	A M
2 00	8 30	1215	5 10	2 20	....	12 15	8 00	9 00	6 00	9 00	....	....	.Desb. & Cort. Streets.	6 23	9 23	7 13	2 03	7 23	9 33	11 53	2 03	1023	3 53	9 33	3 53
2 05	8 35	1220	5 15	2 25	A M	12 20	8 05	9 05	6 05	9 05	A M	....	Hud. Ter. (H.& M.R.R.)	6 18	9 18	7 08	1 58	7 18	9 28	11 48	1 58	1018	3 48	9 28	3 48
4 30	11 35	4 37	8 05	4 56	8 25	4 25	10 45	11 40	9 02	11 35	8 25	....	lve..Philadelphia.arr.	2 30	6 23	4 23	11 50	4 40	7 30	9 20	11 50	7 50	11 15	7 30	1020
c4 34	c11 39	c4 41	c8 09	c5 00	c8 29	c4 29	c10 49	c11 44	c9 06	c11 39	c8 29	....	lve...West Phila..arr.	d2 26	d6 19	b4 19	d11 46	b4 36	d7 26	b9 16	d11 46	d7 46	d11 11	d7 26	d10 16
3 40	10 00	A M	7 00	3 40	a7 30	A M	P M	10 45	7 55	10 00	7 30	....	lve..Washington..arr.	4 20	7 10	3 30	1 00	....	8 40	10 25	1 00	8 44	11 30	8 40	1130
4 56	11 12	4 33	8 03	4 56	8 55	4 35	....	11 58	8 55	11 12	8 55	....	lve....Baltimore...arr.	3 11	5 55	2 20	12 00	....	7 20	9 15	12 00	7 45	10 20	7 20	1010
P M	P M	A M	P M	P M	A M	A M	A M	A M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	A M	A M	A M	A M	A M	P M	P M	A M	P M
§7 35	§3 26	§8 15	*10 57	†7 35	*11 35	†7 50	*2 10	*3 40	*11 50	†3 10	†11 40	0	+... **Harrisburg**..♁	11 45	*3 20	10 50	8 55	1 55	4 45	6 45	9 15	5 15	7 10	4 35	7 00
- -	3 37	8 25	- -	- -	- -	8 02	- -	- -	- -	3 22	11 52	5.3	+......Rockville....♁	11 34	- -	10 39	8 43	- -	- -	- -	- -	- -	- -	- -	-
7 48	3 42	8 30	- -	7 48	- -	8 07	- -	3 55	12 05	3 27	11 57	7.9	+.....**Dauphin**....♁	11 29	3 05	10 33	8 38	- -	- -	- -	- -	- -	6 55	- -	6 45
- -	3 50	8 36	- -	- -	- -	8 14	- -	- -	- -	3 34	- -	11.9	......Speeceville......	11 21	- -	10 26	8 30	- -	- -	- -	- -	- -	6 47	- -	6 38
- -	3 55	8 41	- -	- -	- -	8 19	- -	- -	- -	3 39	- -	14.2	+....Clark's Ferry..♁	11 16	- -	10 20	8 25	- -	- -	- -	- -	- -	- -	- -	- -
- -	3 58	8 44	- -	- -	- -	8 22	- -	- -	- -	3 43	12 09	16.0	.......Inglenook......	11 13	- -	10 16	8 22	- -	- -	- -	- -	- -	6 38	- -	6 30
8 08	4 08	8 55	- -	8 08	- -	8 32	- -	- -	- -	3 53	12 17	21.2	+...... Halifax....♁	11 02	2 44	10 05	8 12	- -	- -	- -	- -	- -	6 28	- -	6 19
- -	4 14	9 01	- -	- -	- -	8 38	- -	- -	- -	4 00	- -	24.7	.......McClellan......	10 55	- -	9 57	8 05	- -	- -	- -	- -	- -	6 21	- -	6 14
8 18	4 19	9 05	- -	8 18	- -	8 43	- -	4 25	12 34	4 05	12 27	27.0	+...**Millersburg**.♁	10 50	2 35	9 52	†8 00	1 11	- -	- -	- -	- -	6 16	- -	6 09
- -	4 24	9 09	- -	- -	- -	8 48	- -	- -	- -	4 11	12 32	29.3	.......Liverpool......	10 45	- -	9 47	A M	- -	- -	- -	p8 35	- -	6 11	- -	6 04
- -	4 29	9 15	- -	- -	- -	8 53	- -	- -	- -	4 18	- -	32.0	......Mahantongo......	10 39	- -	9 41		- -	- -	- -	- -	- -	6 06	- -	6 00
8 33	4 37	9 23	- -	8 33	- -	9 02	- -	- -	- -	4 28	12 44	37.0	+..... Dalmatia...♁	10 29	2 20	9 30	.....	12 56	- -	- -	p8 26	- -	5 56	- -	5 51
8 41	4 47	9 33	- -	8 41	- -	9 11	- -	4 46	- -	4 38	12 53	41.9	+.....**Herndon**...♁	10 19	2 12	9 20	.....	12 48	- -	- -	n8 20	- -	5 46	- -	5 43
- -	4 55	9 40	- -	- -	- -	9 20	- -	- -	- -	4 48	- -	45.9	.....Fisher's Ferry....	10 10	- -	9 11	.....	- -	- -	- -	- -	- -	5 38	- -	5 37
- -	5 00	9 45	- -	- -	- -	9 25	- -	- -	- -	4 53	1 03	48.4	+**Selinsgrove Jn.**♁	10 05	- -	9 05	.....	- -	- -	- -	- -	- -	5 33	- -	5 32
9 00	5 10	9 55	12 09	9 00	12 48	9 35	3 28	5 05	1 12	5 03	1 15	53.4	+......**Sunbury**...♁	†9 55	*1 54	*8 55	.....	*12 30	*3 28	*5 32	†8 01	*4 02	†5 23	*3 15	§5 23
P M	P M	A M	Night	P M	Noon	A M	A M	A M	A M	P M	P M	....	ARRIVE] [LEAVE	A M	P M	P M	.....	Night	A M	A M	A M	P M	P M	A M	P M
P M	P M	A M	Night	P M	Noon	A M	A M	A M	A M	P M	P M	....	(*Erie Division.*)	A M	P M	P M	.....	Night	A M	A M	A M	P M	P M	A M	P M
9 06	5 15	10 00	12 15	9 05	12 53	9 42	3 38	5 15	1 18	5 13	1 18	53.4	lve.....**Sunbury**♁..arr.	9 47	1 49	8 47	44	12 28	3 25	5 32	8 01	4 02	6 15	3 05	5 18
10 17	6 55	11 35	1 12	10 17	1 50	11 00	4 57	‡6 45	2 25	‡6 40	12 35	93.1	arr. +**Williamsport**♁lve.	†8 20	*12 35	*7 20	A M	*11 15	*2 05	*4 30	†6 50	*3 06	†3 50	*1 45	§3 50
P M	P M	A M	A M	P M	P M	A M	A M	*7 15	*2 45	†7 10	†3 00	93.1	lve.. **Williamsport**.arr.	A M	†12 25	6 56	10 25	P M	1 35	A M	A M	P M	P M	A M	P M

41	35-59	53-9	39-9	1	61	Mls.	Station	50	12	68	202	62	54	58	64
	.....	7 27	- -	7 24	- -	98.9	.....Hepburnville....		- -	6 41	10 12	.....	- -	.....	.....
.....	.....	7 31	- -	7 28	3 15	100.3	+....Cogan Valley....	.....	- -	6 37	10 09	.....	- -	.....	.....
.....	.....	7 33	- -	7 30	3 17	101.3	.........Haleeka......	.....	- -	6 34	10 06	.....	1 17	.....	.....
.....	.....	7 36	- -	7 33	- -	103.0	.........Powys.......	.....	- -	6 31	10 03	.....	- -	.....	.....
.....	.....	7 46	- -	7 42	3 27	106.3	+.....Trout Run...♁	.....	12 01	6 24	9 57	.....	1 08	.....	.....
.....	.....	7 53	- -	7 49	- -	110.2	.... Field	.....	- -	6 16	9 49	.....	- -	.....	.....
.....	.....	7 57	- -	7 53	3 37	112.2	+.......Bodine.....♁	.....	- -	6 12	9 45	.....	s12 57	.....	.....
.....	.....	8 02	- -	7 57	3 40	113.9	..Marsh Hill Junction.	.....	- -	6 07	9 41	.....	- -	.....	.....
.....	.....	8 11	3 26	8 06	3 47	116.9	+...... Ralston....♁	.....	11 44	6 01	9 36	.....	12 48	.....	.....
.....	.....	8 20	- -	8 16	3 56	120.9	+...Roaring Branch♁	.....	11 36	5 50	9 25	.....	12 40	.....	.....
.....	.....	8 33	- -	8 30	- -	125.7	+.......Penbryn....♁	.....	- -	5 41	9 16	.....	- -	.....	.....
.....	.....	8 37	- -	8 34	- -	127.5	+.......Grover........	.....	- -	5 37	9 12	.....	- -	.....	.....
.....	.....	- -	- -	8 37	- -	129.3	+....Cedar Ledge....	.....	- -	- -	9 07	.....	- -	.....	.....
.....	.....	8 45	3 56	8 42	4 19	131.2	+.......Canton.....♁	.....	11 19	5 29	9 04	.....	12 23	.....	.....
.....	.....	8 56	- -	8 51	- -	135.0	+.........Alba.......	.....	- -	5 20	8 56	.....	- -	.....	.....
.....	.....	9 02	- -	8 57	- -	138.1	+.......Cowley.....♁	.....	- -	5 14	8 50	.....	- -	.....	.....
.....	.....	9 12	4 18	9 07	4 41	143.3	+........Troy.......♁	.....	10 57	5 00	8 40	.....	11 54	.....	.....
.....	.....	9 20	- -	9 15	4 49	148.0	+ Columbia X Roads♁	.....	10 49	4 49	8 30	.....	11 45	.....	.....
.....	.....	9 29	- -	9 23	- -	152.1	+......Snediker......	.....	- -	4 36	8 23	.....	- -	.....	.....
.....	.....	- -	- -	9 27	- -	154.9	.........Dunning......	.....	- -	- -	8 17	.....	- -	.....	.....
45	.....	9 36	- -	9 30	5 04	156.0	+.......Gillett.....♁	46	- -	4 25	8 15	.....	- -	.....	.....
P M	.....	9 43	- -	9 36	- -	159.7	+........Fassett.......	P M	- -	4 16	8 08	.....	- -	.....	.....
†1 14	.....	10 07	- -	9 52	5 28	167.5	+....Henry Street....	9 08	10 12	3 53	7 53	.....	- -	.....	.....
1 17	.....	10 10	5 05	9 55	5 31	168.3	arr....+**Elmira**...lve.	9 05	10 09	3 50	†7 50	.....	10 55	.....	.....
1 22	.....	10 17	5 15	P M	5 36	168.3	lve......**Elmira**♁.arr.	9 05	10 04	3 41	A M	.....	10 50	.....	.....
1 33	.....	10 28	5 26	.....	5 48	173.6	+...**Horse Heads**.♁	8 53	9 55	3 31	.....	.....	10 40	.....	.....
1 40	.....	10 35	- -	.....	- -	178.0	+.... Pine Valley..♁	8 43	- -	3 23	.....	.....	- -	.....	.....
1 45	.....	10 40	5 37	.....	- -	180.9	+......Millport....♁	8 36	- -	3 16	.....	.....	- -	.....	.....
1 57	.....	10 50	5 47	.....	6 10	186.6	+...Montour Falls.♁	8 25	9 30	3 04	.....	.....	10 11	.....	.....
2 04	.....	10 57	5 54	.....	6 18	189.9	+.....**Watkins**....♁	8 16	9 23	2 56	.....	.....	10 03	.....	.....
2 10	.....	11 10	6 08	.....	6 31	196.3	+....Rock Stream....	8 04	9 12	2 46	.....	.....	s9 49	.....	.....
2 22	.....	11 15	- -	.....	- -	198.3	+......Glenora......	7 58	9 08	2 41	.....	.....	s9 44	.....	.....
2 25	.....	11 18	- -	.....	6 38	199.4	........Lakemont.....	7 55	9 05	2 38	.....	.....	- -	.....	.....
2 35	.....	11 22	6 19	.....	6 42	200.8	+.......Starkey....♁	7 53	9 03	2 35	.....	.....	9 39	.....	.....
2 43	.....	11 29	6 26	.....	6 49	204.8	+.....**Himrods**....♁	7 45	8 56	2 27	.....	.....	s9 31	.....	.....
2 50	.....	11 37	m6 33	.....	- -	208.4	+.........Milo.........	7 37	- -	2 18	.....	.....	- -	.....	.....
2 59	.....	11 47	6 44	.....	7 05	212.4	+.....**Penn Yan**...♁	7 28	8 43	2 10	.....	.....	9 16	.....	.....
3 06	.....	11 54	- -	.....	- -	216.5	+.........Benton.......	7 17	8 36	2 02	.....	.....	- -	.....	.....
3 10	.....	11 59	6 56	.....	- -	218.3	+....... Bellona	7 08	8 31	1 58	.....	.....	s9 04	.....	.....
3 17	.....	12 06	7 03	.....	7 21	222.2	+.........Hall.........	6 58	8 25	1 51	.....	.....	8 58	.....	.....
3 24	.....	12 13	7 11	.....	7 29	224.9	+......**Stanley**....♁	6 51	8 20	1 45	.....	.....	8 53	.....	.....
3 31	.....	12 20	7 19	.....	7 35	228.6	+........Lewis........	6 36	- -	1 38	.....	.....	s8 45	.....	.....
3 45	.....	12 35	7 35	.....	7 50	236.6	+..**Canandaigua**.♁	†8 20	†8 00	*1 20	.....	.....	*8 30	.....	.....
P M	.....	Noon	A M	.....	P M	.....	ARRIVE] [LEAVE	P M	A M	P M	.....	.....	P M	.....	.....
5 50	.....	2 10	9 00	.....	9 00	.....	......**Rochester**......	5 10	6 30	11 40	.....	.....	7 05	.....	.....
8 05	.....	4 20	12 25	.....	11 05	.....	........**Buffalo**........	3 20	†4 10	10 00	.....	.....	5 15	.....	.....
9 05	.....	5 35	■1 45	.....	11 59	.....	....**Niagara Falls**....	†2 25	A M	†8 37	.....	.....	*4 17	.....	.....
P M	.....	P M	P M	.....	P M	.....	ARRIVE] [LEAVE	P M	.....	A M	.....	.....	P M	.....	.....

Additional Trains — Leaves Harrisburg †5 30 p.m., arriving Millersburg 6 28 p.m.

Table 86—SODUS BAY BRANCH.

145	109	Ms.	*November 21, 1909.*	168	148	954
P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M
†3 35	*8 00	0	......**Stanley**......	9 30	8 40	8 40
3 48	8 13	6.6	+......Orleans......♁	9 10	8 25	8 24
3 59	8 26	10.5	+.Phelps Junction..♁	9 00	8 13	8 16
4 12	8 45	16.9	+.**Newark** (W.S.).♁	8 45	6 00	8 02
4 17	8 52	17.9	...**Newark** (N.Y.C.)...	8 38	5 50	7 54
4 41	9 17	28.6	+...Sodus Centre....♁	8 13	5 24	7 28
4 45	9 22	29.7	+.....Wallington.....♁	8 10	5 21	7 26
4 52	9 30	33.4	+...**Sodus Point**...♁	8 00	5 14	7 17
4 55	9 33	34.0	......**Lake Shore**●......	†7 55	†5 10	§7 15
P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M

* Daily; † daily, except Sunday; § Sunday only; a on Sunday leaves 7 50 a.m.; b stops only on notice to conductor to leave passengers; c regular stop to take on passengers; d regular stop to leave passengers; m stops for passengers destined to points beyond Canandaigua and for points on Sodus Bay Branch; n stops to take for Harrisburg and beyond; p stops only on signal or on notice to agent to take passengers for Philadelphia, Baltimore and points beyond; s stops Sunday only. □ On Sunday leaves Philadelphia 8 20 a.m., arrives Hudson Terminal 10 33 a.m., Cortlandt and Desbrosses Streets 10 38 a.m., West 23d Street, New York, 10 45 a.m. ● On Sunday arrives 7 30 a.m. ■ On Sunday arrives 2 20 p.m.
‡ Meals. + Coupon stations; ♁ Telegraph stations.

Additional Sunday Train—Leaves Williamsport §8 15 a.m., arriving Harrisburg 11 30 a.m.

STANDARD—*Eastern time.*

THROUGH CAR ARRANGEMENT. (Coaches on all trains unless otherwise noted.)

Buffalo Express No. 35-59—Buffet Sleeping Car Philadelphia to Williamsport. (No smoking accommodations for Coach passengers Harrisburg to Williamsport). **Main Line Express No. 1**—Parlor Car Washington to Harrisburg. Parlor Car and Dining Car Philadelphia to Harrisburg. **Northern Accommodation No. 53-9**—Sleeping Car Philadelphia to Williamsport (car open to receive passengers at Philadelphia at 10 00 p.m., may be occupied until 7 30 a.m.) Sleeping Car Washington to Harrisburg. Drawing-room Buffet Sleeper Harrisburg to Scranton week-days. **Northern Express No. 39-9**—Buffet Sleeper Washington to Rochester. Sleeper Philadelphia to Rochester. **Buffalo Day Express No. 51**—Parlor Car and Cafe Car Washington to Williamsport. Parlor Car Philadelphia to Williamsport. Dining Car Philadelphia to Harrisburg. **Buffalo Night Express No. 57**—Sleeper Washington to Williamsport and Drawing-room Sleepers Philadelphia to Williamsport. Buffet Parlor Car Philadelphia to Harrisburg week-days. Drawing-room Parlor Car Washington to Harrisburg. **Niagara Express No. 61**—Buffet Parlor Car Philadelphia to Canandaigua. Dining Car Philadelphia to Harrisburg. **Williamsport Express No. 87 (week-days)**—Broiler Buffet Parlor Car Philadelphia to Williamsport. Drawing-room Sleeper Washington to Harrisburg. **Williamsport Express No. 67 (Sundays)**—Sleepers and Dining Car New York to Harrisburg. Drawing-room Sleeper Washington to Harrisburg. Parlor Car Philadelphia to Harrisburg. **Main Line Express No. 12**—Buffet Parlor Car Canandaigua to Philadelphia. Drawing-room Parlor Car Harrisburg to Washington. **Washington Day Express No. 52**—Parlor Car and Cafe Car Williamsport to Washington. Parlor Car Williamsport to Philadelphia. Dining Car Harrisburg to Philadelphia. **Southern Express No. 54**—Sleeper Rochester to Philadelphia. Buffet Sleeper Rochester to Washington. **Washington Night Express No. 58**—Sleeper Williamsport to Washington. Buffet Sleeper Williamsport to Philadelphia. Dining Car Harrisburg to Washington. **Harrisburg Express No. 62**—Sleeper Williamsport to Philadelphia (car open at 9 00 p.m. and may be occupied until 7 00 a.m.) **Williamsport and Philadelphia Express No. 64**—Broiler Buffet Parlor Car Williamsport to Philadelphia. Buffet Parlor Car Harrisburg to Washington. **Harrisburg Accommodation No. 68**—Drawing-room Buffet Sleeper Scranton to Pittsburgh week-days. Sleeper Harrisburg to New York; open 10 00 p.m. **Seashore Express No. 50**—Buffet Parlor Car Harrisburg to Philadelphia. **Buffalo-Philadelphia Express No. 56**—Sleeper Williamsport to Philadelphia.

THE PENNSYLVANIA RAILROAD COMPANY

NORTHERN CENTRAL RAILWAY COMPANY—Continued.

Table 87—FREDERICK BRANCH.

962	960	624	622	632	602	620	600	Ms.	*November* 7, 1909.	631	621	601	623	603	625	621	.....
P M	Night	P M	P M	A M	A M	.....	Night	....	lve. **New York.** arr.	Noon	P M	P M	P M	P M	.....	P M	.....
1 56	1210	6 55	2 55	11 55	8 55	.....	12 10	....	..*West 23d Street*..	12 00	2 15	5 00	8 15	11 30	A M	3 00	.....
2 00	1215	6 00	3 00	12 00	9 00	.....	12 15	....	.Desbrosses & Cort. Sts.	11 53	2 03	4 53	8 08	11 23	3 53	2 53	.....
2 05	1220	6 05	3 05	12 05	9 05	.....	12 20	....	Hud. Term. (H. & M. R.R.)	11 48	1 58	4 48	8 03	11 18	3 48	2 48	.....
P M	A M	P M	P M	P M	A M	A M	A M	....	LEAVE ARRIVE	A M	A M	P M	P M	P M	P M	Noon	.....
5 40	4 37	8 40	5 25	2 40	11 35	8 40	4 25	.....	**Philadelphia**	9 37	11 50	2 30	5 47	8 40	11 38	12 17	.....
c544	c441	c8 44	c5 28	c2 44	c11 39	c8 44	c4 20	.....	**West Philadelphia**	d9 33	d11 46	d2 26	d5 43	d8 36	d11 34	d12 13	.....
7 37	7 03	10 30	7 20	5 20	1 50	10 45	6 40	.....	**Lancaster**	7 45	10 00	12 30	3 35	8 37	9 55	10 03	.....
P M	A M	P M	P M	P M	P M	A M	A M	.....	LEAVE ARRIVE	A M	A M	Noon	P M	P M	P M	A M	.....
§806	§730	†11 05	†7 44	†5 53	†2 20	§11 20	†7 15	0	+..**Columbia**..ô	7 11	9 38	12 03	3 06	8 03	9 25	9 38	.....
8 12	7 36	11 11	7 50	5 58	2 28	11 28	7 20	1.2	+..Wrightsville..ô	7 06	9 32	11 56	2 59	8 58	9 20	9 32	.....
8 17	7 41	— —	—	6 05	2 34	11 33	— —	3.1	.....Strickler.....	y7 01	9 28	11 50	2 54	8 51	s —	9 28	.....
8 20	7 43	— —	—	6 07	2 37	11 36	— —	4.5	.....Stoner.....	y6 59	9 25	11 47	2 51	8 48	s —	9 25	.....
8 22	7 45	11 19	7 59	6 10	2 42	11 39	7 28	6.1	+.....Hellam.....ô	6 57	9 23	11 45	2 48	8 44	9 09	9 23	.....
8 24	7 47	— —	—	6 12	2 46	11 43	— —	7.3	.....Campbell.....	y6 55	9 20	11 43	2 46	8 41	s —	9 20	.....
8 30	7 53	— —	—	6 18	2 51	11 50	— —	9.6	.....Hiestand.....	y6 51	9 10	11 38	2 42	8 35	s —	9 16	.....
8 37	8 00	11 32	8 11	6 35	3 05	11 57	8 00	13.2	+.....**York**.....ô	6 45	†9 10	11 30	†2 36	8 27	*8 57	§9 10	.....
P M	A M	P M	P M	6 40	3 10	A M	8 05	13.9	+..West York.....	9 33	A M	11 15	P M	8 15	P M	A M	.....
.....	.....	.....	.....	6 55	3 24	.....	8 20	20.1	.....Bair.....	6 17	.....	11 00	.....	8 58	.....	.....	.....
.....	.....	.....	.....	6 58	3 27	.....	8 23	21.5	.....Martin.....	6 14	.....	10 58	.....	8 56	.....	.....	.....
.....	.....	.....	.....	7 01	3 30	.....	8 27	23.2	+..Spring Grove.ô	6 10	.....	10 55	.....	8 53	.....	.....	.....
.....	.....	.....	.....	7 06	3 34	.....	8 31	25.1	...Menges Mills...	6 06	.....	10 51	.....	8 48	.....	.....	.....
.....	.....	.....	.....	7 11	3 38	.....	8 35	27.0	.....Iron Ridge.....	6 02	.....	10 47	.....	8 44	.....	.....	.....
.....	.....	.....	.....	7 14	3 41	.....	8 37	28.0	...Jacob's Mills...	5 59	.....	10 45	.....	8 42	.....	.....	.....
.....	.....	.....	.....	7 24	3 55	.....	8 50	31.7	+...**Hanover**...ô	5 51	.....	10 38	.....	8 35	.....	.....	.....
.....	.....	.....	.....	7 28	3 58	.....	8 54	33.7	.....McSherry.....	5 47	.....	10 30	.....	8 25	.....	.....	.....
.....	.....	.....	.....	7 32	4 02	.....	8 58	35.7	.....Sell.....	5 43	.....	10 25	.....	8 21	.....	.....	.....
.....	.....	.....	.....	7 35	4 04	.....	9 01	37.0	.....Lefevre.....	5 41	.....	10 21	.....	8 19	.....	.....	.....
.....	.....	.....	.....	7 39	4 13	.....	9 08	38.8	+..Littlestown...ô	†5 38	.....	10 13	.....	8 13	.....	.....	.....
.....	.....	.....	.....	P M	4 20	.....	9 13	40.9	.....Kingsdale.....	A M	.....	10 07	.....	8 07	.....	.....	.....
.....	.....	.....	.....	.....	4 27	.....	9 18	43.6	.....Galt.....	.....	.....	10 00	.....	8 00	.....	.....	.....
.....	.....	.....	.....	.....	4 34	.....	9 24	46.5	+..Taneytown..ô	.....	.....	9 54	.....	7 53	.....	.....	.....
.....	.....	8 46	8 44	.....	4 39	8 42	9 29	48.6	.....Crabster.....	8 41	8 42	9 49	8 45	3 48	.....	.....	.....
.....	.....	P M	A M	.....	4 44	A M	9 33	50.8	.....Sharret's.....	A M	A M	9 44	P M	3 45	.....	.....	.....
.....	.....	†6 05	†10 40	.....	4 47	†8 15	9 36	51.9	+..**Bruceville**..ô	8 05	10 25	9 40	5 25	3 40	.....	.....	.....
.....	.....	6 10	10 45	.....	4 53	8 20	x9 41	54.2	+...Ladiesburg.....	7 59	10 18	9 27	5 17	3 26	.....	.....	.....
.....	.....	6 15	10 50	.....	4 58	8 25	x9 45	56.1	...New Midway...	7 54	10 14	9 23	5 12	3 21	.....	.....	.....
.....	.....	6 22	10 56	.....	5 05	8 31	9 49	58.4	+...Woodsboro...ô	7 46	10 08	9 17	5 05	3 16	.....	.....	.....
.....	.....	— —	11 02	.....	5 15	8 37	x9 54	60.9	.....McAleer.....	— —	10 02	9 11	5 00	3 10	.....	.....	.....
.....	.....	6 31	11 06	.....	5 19	8 41	9 58	62.8	+..Walkersville..ô	7 36	9 58	9 08	4 57	3 07	.....	.....	.....
.....	.....	— —	11 09	.....	5 21	8 43	x10 04	64.0	...Fountain Rock..	— —	9 55	9 06	4 54	3 04	.....	.....	.....
.....	.....	6 38	11 17	.....	5 27	8 50	x10 09	66.1	..Harmony Grove..	7 29	9 49	9 01	4 48	2 59	.....	.....	.....
.....	.....	6 45	11 25	.....	5 35	9 00	10 16	68.7	+..**Frederick**..ô	†7 23	†9 40	†8 53	†4 40	†2 50	.....	.....	.....
.....	.....	P M	A M	.....	P M	A M	A M	....	ARRIVE LEAVE	A M	A M	A M	P M	P M	.....	.....	.....

Table 88—Sparrow's Point Branch and Baltimore & Sparrow's Point R.R.

—Leave Baltimore, Union Station, for Biddle St. (2.5 miles), Orangeville (4.0 miles), Highlandtown (4.9 miles), Fifth Ave. (6.0 miles), Colgate Creek (7.0 miles) (B. & S. P. R.R.), Sutton (7.3 miles), St. Helena (7.8 miles), Dundalk (8.5 miles), Turner (9.6 miles), Sellers (10.1 miles), Chesapeake Mills (11.4 miles), and Sparrow's Point (11.9 miles), *5 58, †7 30, †8 20, §8 45, §10 45 a.m., *1 22, †4 07, *5 15, †6 15, §10 10, †11 45 p.m.

Returning, leave Sparrow's Point *7 10, †8 05, §9 25, †9 55 a.m., §12 55 noon, †2 00, §3 45, †5 00, *6 15, †7 08, §10 45 p.m., †12 25 night.

Running time, about 30 minutes.

November 8, 1909.

Trains marked * run daily.
† Daily, except Sunday.
§ Sunday only.
c Regular stop to receive passengers.
d Regular stop to leave passengers.
x Stops to let off passengers from points north of Ladiesburg.
y Stops to take passengers for Columbia and points beyond.
□ Monday, Wednesday and Friday.
+ Coupon stations.
ô Telegraph stations.
STANDARD—*Eastern time.*

Table 89—LYKENS VALLEY RAILROAD.

205	201	231	233	Mls	*November* 21, 1909.	202	212	206
P M	P M	A M	A M	....	LEAVE ARRIVE	A M	P M	P M
†6 28	†4 10	†10 55	†5 35	0	+..**Millersburg**.ô	7 58	2 15	8 06
6 38	4 25	11 10	— —	3.4	+...Woodside.....	7 50	2 07	5 57
6 43	4 35	11 19	— —	6.1	.....Lenkers.....	7 44	2 00	5 49
6 50	4 46	11 28	5 25	8.9	+..Elizabethville..	7 38	1 53	5 40
6 56	4 57	11 38	6 25	11.8	.....Oakdale.....	7 32	1 45	5 33
7 03	5 10	11 50	6 40	15.1	+.....**Lykens**....ô	†7 24	†135	†525
P M	P M	A M	A M	....	ARRIVE LEAVE	A M	P M	P M

Table 90—SHAMOKIN DIVISION.

	No. 332	No. 312	No. 330	No. 302	No. 320	Mls	*November* 21, 1909.	No. 331	No. 361	No. 301	No. 321	No. 367	.....
.....	†5 35 P M	†2 05 P M	†10 05 A M	†6 05 A M	.....	0	lve..+ **Sunbury** ô. arr.	8 50 A M	12 38 Noon	4 40 P M	.....	8 10 P M	.....
.....	5 53 »	2 23 »	10 24 »	6 21 »	.....	7.5	+... Snydertown ... ô	3 32 »	12 18 »	4 22 »	.....	7 52 »	.....
.....	6 02 »	2 32 »	10 32 »	6 27 »	.....	11.5	.....Reed.....	8 23 »	12 12 »	4 14 »	.....	7 43 »	.....
.....	6 08 »	2 38 »	10 38 »	6 32 »	.....	13.5	+..... Paxinos	8 17 »	12 07 Noon	4 09 »	.....	7 38 »	.....
.....	6 20 »	2 50 »	10 52 »	6 45 »	.....	18.9	arr. } + **Shamokin** ô { lve.	8 05 »	11 55 A M	3 58 »	.....	7 27 »	.....
.....	6 20 »	2 50 »	10 52 »	6 45 »	†6 00 A M	18.9	lve. }	8 05 »	11 55 »	3 58 »	4 55 P M	7 27 »	.....
.....	6 31 »	3 02 »	11 02 »	6 54 »	6 12 »	22.4	.....Fulton.....	7 56 »	11 45 »	3 48 »	4 45 »	7 18 »	.....
.....	6 42 »	3 12 »	11 12 »	— —	6 24 A M	26.1	...Sagon Junction...	7 48 »	11 37 »	3 38 »	†4 35 P M	7 08 »	.....
.....	8 45 P M	3 15 P M	11 15 A M	7 10 A M	.....	27.2	ar. + **Mount Carmel** ô lv.	†7 45 A M	†11 35 A M	†3 35 P M	.....	†7 05 P M	.....

Table 91—ADDITIONAL LOCAL TRAINS BETWEEN BALTIMORE AND COCKEYSVILLE.

November 7, 1909.	101	401	403	845	821	407	105	823	411	109	413	205	817	415	827	417	119	121	419	941	911	913	943	985	983	.....
Baltimore....lve.	A M	A M	A M	....	A M	Noon	P M	....	P M	P M	P M	P M	....	P M	....	P M	P M	P M	P M	A M	A M	Noon	P M	....	....	....
Calvert Street ..	†6 00	†6 10	†7 05	A M	§10 30	†12 10	†1 30	P M	†3 56	†4 30	*5 00	†5 10	P M	†6 10	P M	*9 45	*10 00	†11 35	□11 41	§8 25	§9 00	§12 30	§1 10	P M	P M	....
Union Station ..	6 04	6 14	7 10	†8 40	*10 35	12 14	1 34	†2 35	3 59	4 34	5 04	5 15	†5 35	6 14	†7 40	9 49	10 04	11 39	11 45	8 29	9 04	12 34	1 14	§1 35	§11 20	....
Woodberry.....	6 10	6 20	7 16	8 45	10 40	12 20	1 40	2 41	4 05	4 40	5 10	— —	5 40	6 20	7 45	9 55	10 10	11 44	11 50	8 35	9 10	12 40	1 20	1 40	11 26	....
Melvale.....	6 12	6 22	7 18	8 47	10 42	12 22	1 42	2 43	4 07	4 42	5 12	— —	5 42	6 22	7 47	9 57	10 12	11 46	11 52	8 37	9 12	12 42	1 22	1 42	11 27	....
Cylburn.....	6 14	6 24	7 20	8 49	10 44	12 24	1 44	2 45	4 09	4 44	5 14	— —	5 44	6 24	7 49	9 59	10 14	11 48	11 54	8 39	9 14	12 44	1 24	1 44	11 29	....
Mt. Washington...	6 16	6 26	7 22	8 51	10 46	12 26	1 46	2 47	4 11	4 46	5 16	— —	5 46	6 26	7 51	10 01	10 16	11 50	11 56	8 41	9 16	12 46	1 26	1 46	11 31	....
Hollins	6 19	6 30	7 25	8 55	10 49	12 30	1 50	2 50	4 15	4 49	5 20	— —	5 49	6 30	7 54	10 05	10 19	11 52	11 59	8 45	9 19	12 49	1 30	1 49	11 33	....
Brightside	6 20	A M	A M	A M	10 50	Noon	1 52	2 52	P M	4 50	P M	— —	5 50	P M	7 55	P M	10 20	11 53	P M	A M	9 20	12 50	P M	1 50	11 34	....
Lake.....	6 21	....	....	....	10 51	....	1 53	2 53	....	4 51	....	5 29	5 51	....	7 56	....	10 21	11 54	....	....	9 21	12 51	....	1 51	11 35	....
Ruxton	6 23	....	....	....	10 53	....	1 55	2 55	....	4 53	....	5 30	5 53	....	7 58	....	10 23	11 56	....	....	9 23	12 53	....	1 53	11 37	....
Sherwood	6 25	....	....	....	10 55	....	1 57	2 57	....	4 55	....	5 32	5 55	....	8 00	....	10 26	11 58	....	....	9 25	12 55	....	1 55	11 39	....
Lutherville.....	6 29	....	....	....	10 59	....	2 01	3 01	....	4 59	....	5 35	5 59	....	8 04	....	10 29	12 02	....	....	9 29	12 59	....	1 59	11 43	....
Timonium	6 32	....	....	....	11 02	....	2 04	3 04	....	5 02	....	5 38	6 02	....	8 07	....	10 32	12 05	....	....	9 32	1 02	....	2 02	11 46	....
Texas.....	6 36	....	....	....	11 06	....	2 10	3 08	....	5 06	....	5 43	6 06	....	8 11	....	10 36	12 09	....	....	9 36	1 06	....	2 06	11 50	....
Cockeysville....	6 40	....	....	....	11 10	....	2 15	3 12	....	5 10	....	5 47	6 10	....	8 15	....	10 40	12 13	....	....	9 40	1 10	....	2 10	11 54	....
ARRIVE	A M	....	....	....	A M	....	P M	P M	....	P M	....	P M	P M	....	P M	....	P M	Night	....	....	A M	P M	....	P M	P M	....

(*Eastern time.*)	100	104	200	404	108	406	72	822	50	112	840	824	412	816	414	418	118	32	826	418	400	940	980	942	982	924	916
LEAVE	A M	A M	A M	....	A M	....	A M	Noon	P M	P M	....	P M	....	....	....	....	P M	P M	P M	....	....	....	Noon	....	P M	P M	P M
Cockeysville.....	†6 00	*7 05	†7 34	....	†9 00	....	†10 25	†12 35	*2 35	†3 50	....	†4 35	....	†6 37	....	....	*7 35	†9 47	†11 05	....	....	....	§12 35	....	§4 35	§10 05	§11 05
Texas.....	6 03	7 08	7 37	....	9 03	....	10 28	12 38	2 38	3 53	....	4 38	....	5 40	....	....	7 38	9 50	11 08	....	....	....	12 38	....	4 38	10 08	11 08
Timonium	6 08	7 13	7 42	....	9 06	....	10 33	12 43	2 43	3 58	....	4 43	....	5 44	....	....	7 43	9 54	11 13	....	....	....	12 43	....	4 43	10 13	11 13
Lutherville.....	6 11	7 16	7 45	....	9 11	....	10 36	12 46	2 46	4 01	....	4 48	....	5 46	....	....	7 46	9 56	11 16	....	....	....	12 46	....	4 46	10 16	11 16
Sherwood	6 15	7 19	7 48	....	9 14	....	10 39	12 49	2 49	4 04	....	4 49	....	5 49	....	....	7 49	9 59	11 19	....	....	....	12 49	....	4 49	10 19	11 19
Ruxton	6 17	7 21	7 50	....	9 16	....	10 41	12 51	2 51	4 08	....	4 51	....	5 51	....	....	7 51	10 01	11 21	....	....	....	12 51	....	4 51	10 21	11 21
Lake.....	6 19	7 23	7 52	....	9 18	....	10 43	12 53	2 53	4 08	....	4 53	....	5 53	....	....	7 53	10 03	11 23	....	□	....	12 53	....	4 53	10 23	11 23
Brightside	6 20	7 24	7 53	A M	9 19	A M	10 44	12 54	2 54	4 09	P M	4 54	P M	5 54	P M	P M	7 54	10 04	11 24	P M	Night	A M	12 54	P M	4 54	10 24	11 24
Hollins	6 22	7 25	7 54	†8 31	9 20	§ 9 50	10 45	12 55	2 55	4 10	†3 50	4 55	†5 15	5 55	†6 15	*7 40	7 55	10 05	11 25	*11 00	12 47	§9 40	12 55	§4 15	4 55	10 25	11 25
Mt. Washington...	6 25	7 28	7 58	8 34	9 23	9 53	10 48	12 58	2 58	4 13	3 53	4 58	5 18	5 58	6 18	7 43	7 58	10 08	11 28	11 03	12 49	9 43	12 58	4 18	4 58	10 28	11 28
Cylburn.....	6 27	7 30	8 00	8 36	9 25	9 55	10 50	1 00	3 00	4 15	3 55	5 00	5 20	6 00	6 20	7 45	8 00	— —	11 30	11 05	12 51	9 45	1 00	4 20	5 00	10 30	11 30
Melvale.....	6 30	7 32	8 02	8 38	9 27	9 57	10 52	1 02	3 02	4 17	3 57	5 02	5 22	6 02	6 22	7 47	8 02	10 12	11 32	11 07	12 53	9 47	1 02	4 22	5 02	10 32	11 32
Woodberry.....	6 33	7 35	8 05	8 40	9 30	10 00	10 55	1 05	3 05	4 20	3 59	5 04	5 25	6 05	6 25	7 50	8 05	10 14	11 34	11 10	12 56	9 50	1 05	4 25	5 04	10 35	11 35
Union Station ..	6 40	7 41	8 11	8 46	9 36	10 06	11 01	1 11	3 11	4 26	4 05	5 10	5 31	6 11	6 31	7 56	8 11	10 20	11 40	11 16	1 01	9 56	1 11	4 31	5 10	10 41	11 41
Calvert Street ..	6 45	7 45	8 15	8 50	9 40	10 10	11 05	P M	3 15	4 30	P M	P M	5 35	P M	6 35	8 00	8 15	10 25	P M	11 20	1 05	10 00	P M	4 35	P M	10 45	11 45
Baltimore....arr.	A M	A M	A M	A M	A M	A M	A M	....	P M	P M	....	....	P M	....	P M	P M	P M	P M	....	P M	A M	A M	....	P M	....	P M	P M

THE PENNSYLVANIA RAILROAD COMPANY

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY.

For List of Officers, see page 382.

Table 92—LOCAL TRAINS BETWEEN PHILADELPHIA AND WILMINGTON.—WEEK-DAYS.

January 3, 1910.	Ms.	37	161	255	113	111	101	257	167	105	165	103	31	163	259	125	115	169	41	153	117	173	131	133	139	147	....
[LEAVE	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Philadelphia	....	A M	A M	....	A M	A M	A M	....	Noon	P M	P M	P M	P M	P M	....	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	
Broad Street	0	†5 50	†6 25	....	†7 00	†7 48	†10 35	....	†12 49	†1 28	†2 30	†3 23	†4 01	†4 04	....	†4 43	†5 32	†5 46	†5 59	†6 24	†6 28	†7 09	†7 40	†8 38	†10 22	†11 50	
West Phila.	1.1	c5 54	c6 29	....	c7 04	c7 52	c10 39	....	c12 53	c1 32	c2 34	c3 27	c4 05	c4 08	....	c4 47	c5 36	c5 50	c6 03	c6 28	c6 32	c7 13	c7 44	c8 42	c10 26	c11 54	
Gray's Ferry	....	- -	- -	....	- -	- -	- -	....	- -	- -	- -	- -	- -	- -	....	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	
Darby + ♁	6.1	- -	- -	....	- -	8 01	- -	....	- -	1 41	- -	- -	- -	- -	....	- -	- -	5 59	- -	6 38	- -	7 22	- -	- -	- -	- -	
Academy	6.8	- -	- -	....	- -	8 03	- -	....	1 02	- -	- -	- -	- -	4 17	....	- -	- -	6 01	- -	6 40	- -	- -	- -	- -	- -	12 03	
Sharon Hill + ♁	7.2	- -	- -	....	7 14	8 04	10 49	....	1 04	1 43	2 44	3 37	- -	4 19	....	4 57	- -	6 03	6 13	6 42	- -	7 25	- -	8 52	10 36	12 04	
Folcroft +	7.7	- -	- -	....	- -	8 06	10 51	....	1 06	- -	2 46	- -	- -	4 21	....	4 59	- -	6 05	- -	6 44	- -	7 27	- -	8 54	10 38	12 06	
Glenolden +	8.3	- -	- -	....	7 17	8 08	10 53	....	1 08	1 46	2 48	3 40	- -	4 23	....	5 01	- -	6 07	6 17	6 46	- -	7 29	- -	8 56	10 40	12 08	
Norwood +	9.0	- -	- -	....	7 19	8 10	10 55	....	1 10	1 48	2 50	3 42	- -	4 25	....	5 03	- -	6 09	6 20	6 48	- -	7 31	- -	8 58	10 42	12 10	
Moore +	9.5	6 06	- -	....	7 21	8 12	10 56	....	1 12	1 50	2 52	3 44	- -	4 27	....	5 05	- -	6 11	6 22	6 50	- -	7 33	- -	9 00	10 44	12 12	
Ridley Park + ♁	10.4	6 08	- -	....	7 23	8 14	10 58	....	1 15	1 53	2 54	3 46	- -	4 29	....	5 08	5 51	6 14	6 24	6 53	- -	7 36	- -	9 02	10 47	12 14	
Crum Lynne +	11.1	- -	- -	....	7 25	8 16	11 00	....	1 17	1 55	2 56	3 48	- -	4 31	....	5 10	- -	6 16	- -	6 55	- -	7 38	- -	9 04	10 49	12 16	
Eddystone. +	12.3	- -	6 50	....	7 27	8 18	11 02	....	1 20	1 57	2 58	3 50	- -	4 33	....	5 13	- -	6 19	- -	6 58	- -	7 41	- -	9 06	10 52	12 18	
Chester + ♁	13.4	6 13	6 53	....	7 30	8 21	11 05	....	1 23	2 00	3 01	3 53	4 23	4 36	....	5 16	5 56	6 22	6 30	7 01	6 51	7 44	8 02	9 09	10 56	12 21	
Lamokin + ♁	14.3	6 16	6 55	....	7 33	8 24	11 08	....	1 25	2 03	3 03	3 56	- -	4 39	....	5 19	- -	6 25	- -	7 04	6 54	7 47	- -	9 12	10 58	12 24	
Thurlow + ♁	15.4	6 19	A M	....	7 36	8 26	11 11	....	P M	2 05	P M	P M	- -	4 42	....	5 21	- -	P M	- -	P M	6 56	P M	- -	9 14	11 01	12 26	
Trainer +	16.3	6 21	....	....	- -	8 27	- -	....	....	2 07	....	....	- -	4 43	....	5 23	- -	....	- -	....	6 57	....	- -	- -	11 02	12 27	
Marcus Hook + ♁	17.1	6 23	....	....	7 39	8 29	11 14	....	....	2 09	....	....	- -	4 45	....	5 25	- -	....	- -	....	6 59	....	- -	9 17	11 04	12 29	
Claymont	19.5	6 28	....	....	7 43	8 33	11 19	....	....	2 13	....	....	- -	4 50	....	5 29	- -	....	- -	....	7 04	....	- -	9 21	11 08	12 33	
Binstead	20.6	6 31	....	....	- -	8 36	11 21	....	....	2 16	....	....	- -	- -	....	5 31	- -	....	- -	....	7 07	....	- -	9 23	- -	- -	
Holly Oak	21.2	6 33	....	....	7 45	8 38	11 23	....	....	2 18	....	....	- -	4 53	□	5 33	- -	....	- -	....	7 09	....	- -	9 25	b11 11	12 36	
Bellevue +	22.1	6 35	....	A M	- -	8 40	11 25	Noon	....	2 20	....	....	b4 34	4 56	P M	5 35	- -	....	- -	....	7 11	....	- -	9 27	11 13	12 38	
Edge Moor +	23.9	6 38	....	†6 51	- -	8 44	11 28	k12 14	....	2 23	....	....	- -	4 59	5 24	5 38	- -	....	- -	....	7 14	....	- -	9 30	11 16	12 41	
Wilmington + ♁	26.7	6 45	....	6 59	7 55	8 51	11 35	12 22	....	2 30	....	....	4 42	5 06	5 33	6 45	6 14	....	6 48	....	7 20	....	8 22	9 37	11 22	12 47	
[ARRIVE	....	A M	....	A M	A M	A M	A M	Noon	....	P M	....	....	P M	P M	P M	P M	P M	....	P M	....	P M	....	P M	P M	P M	Night	

□ Daily, except Saturday and Sunday. + Coupon stations; ♁ Telegraph stations.

STATIONS.	50	254	102	158	112	106	108	186	38	24	116	40	128	44	26	256	182	42	144	258	164	148	142	174	178	138	140
[LEAVE	†A M	A M	A M	....	A M	A M	A M	A M	A M	A M	A M	†A M	†A M	A M	†A M	A M	†N'n	P M	P M	□ P M	....	P M	P M	....	....	P M	P M
Wilmington	4 15	†6 17	†6 05	....	†7 10	†7 42	†7 50	†8 07	†8 50	†8 58	†10 09	10 20	10 33	†11 27	11 32	k11 36	12 42	†2 35	†3 57	4 03	....	†5 35	†6 40	....	....	†10 00	†11 25
Edge Moor	- -	6 25	6 10	....	7 16	7 48	- -	8 13	- -	9 04	h10 14	- -	10 42	- -	11 38	11 43	12 48	2 41	4 05	4 11	....	5 41	6 46	....	....	10 06	11 31
Bellevue	- -	A M	6 13	....	- -	- -	- -	- -	g8 58	- -	- -	- -	10 45	- -	- -	A M	12 51	- -	4 08	P M	....	5 44	6 49	....	....	10 09	- -
Holly Oak	- -		6 15	....	- -	7 53	- -	- -	- -	9 08	- -	- -	- -	- -	- -		- -	- -	4 10		....	5 46	- -	....	....	- -	11 35
Binstead	- -	....	- -	....	- -	- -	8 00	- -	- -	- -	- -	- -	10 48	- -	- -	....	12 53	- -	4 11	....	....	5 48	6 52	....	....	10 11	11 36
Claymont	- -	....	6 18	....	7 23	7 56	- -	- -	- -	9 11	- -	- -	10 51	- -	11 44	....	12 56	- -	4 14	....	....	5 51	6 54	....	....	10 14	11 39
Marcus Hook	- -	....	6 23	....	7 27	- -	8 05	- -	- -	9 16	- -	- -	10 55	- -	11 48	...	1 00	2 51	4 19	....	....	5 56	6 58	....	....	10 19	11 44
Trainer	- -	154	6 25	....	- -	- -	8 07	- -	- -	9 18	- -	- -	- -	- -	- -	162	1 02	- -	- -	170	....	5 58	- -	....	....	- -	11 46
Thurlow	- -	A M	6 27	A M	7 30	- -	8 09	- -	- -	9 20	- -	- -	10 58	- -	11 51	P M	1 04	2 54	4 22	P M	P M	6 00	7 01	P M	P M	10 22	11 48
Lamokin	- -	†5 57	6 30	†7 10	- -	- -	8 12	8 25	- -	9 23	- -	- -	11 01	- -	11 54	†1 00	1 07	2 57	4 25	†5 03	†5 55	6 03	7 04	†7 45	†9 45	10 25	11 51
Chester	4 39	6 00	6 33	7 13	7 35	8 06	8 15	8 28	9 11	9 28	10 26	10 38	11 04	11 46	11 57	1 03	1 10	3 00	4 28	5 06	5 58	6 06	7 07	7 52	9 48	10 28	11 54
Eddystone	- -	6 03	6 39	7 16	- -	- -	- -	- -	- -	9 31	- -	- -	11 07	- -	- -	1 06	1 13	3 03	4 31	5 09	6 01	6 09	7 10	7 55	9 51	10 31	11 57
Crum Lynne	- -	6 06	- -	7 19	- -	- -	8 19	- -	- -	- -	- -	- -	11 09	- -	- -	- -	1 16	3 06	4 34	5 15	- -	6 13	7 13	7 58	9 53	- -	11 59
Ridley Park	- -	6 08	6 46	7 21	7 40	- -	8 21	8 33	- -	9 35	10 32	- -	11 11	- -	12 02	1 10	1 18	3 07	4 36	5 17	- -	6 16	7 15	8 00	9 56	10 35	12 02
Moore	- -	6 10	6 49	7 24	7 43	- -	8 24	8 36	- -	9 38	- -	- -	11 14	- -	- -	- -	1 21	3 10	4 39	5 20	- -	6 19	7 18	8 03	9 59	10 38	12 04
Norwood	- -	6 12	- -	7 26	- -	8 13	- -	8 38	- -	9 40	- -	- -	11 16	- -	- -	- -	1 23	3 12	4 41	5 22	- -	6 21	7 20	8 05	10 01	10 40	12 06
Glenolden	- -	6 14	6 53	7 28	7 46	8 15	- -	8 40	- -	9 42	- -	- -	11 18	- -	- -	- -	1 25	3 14	4 43	5 24	- -	6 23	7 22	8 07	10 03	10 42	12 08
Folcroft	- -	6 16	- -	7 30	- -	- -	- -	8 42	- -	- -	- -	- -	11 20	- -	12 08	- -	1 27	3 16	4 45	5 26	- -	6 25	7 24	8 09	10 05	- -	12 10
Sharon Hill	- -	6 18	6 57	7 32	7 50	- -	8 29	8 44	- -	9 46	10 38	- -	11 22	- -	- -	1 16	1 29	3 18	4 47	5 28	- -	6 27	7 26	8 11	10 07	10 45	12 12
Academy	- -	- -	- -	- -	- -	- -	- -	8 45	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	4 48	- -	- -	- -	- -	- -	- -	- -	- -
Darby	- -	6 21	7 00	7 35	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1 32	- -	- -	5 31	- -	6 30	- -	- -	- -	- -	- -
Gray's Ferry	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
West Phila	d5 06	d6 31	d7 09	d7 44	d8 00	d8 26	d8 39	d8 56	d9 30	d9 56	d10 48	d10 56	d11 31	d12 04	d12 18	d1 26	d1 41	d3 28	d4 58	d5 40	d6 22	d6 40	d7 36	d8 20	d10 17	d10 56	d12 21
Broad Street	5 10	6 35	7 13	7 48	8 04	8 30	8 43	9 00	9 34	10 00	10 52	11 00	11 35	12 08	12 22	1 30	1 45	3 32	5 02	5 44	6 26	6 44	7 40	8 24	10 21	11 00	12 25
Philadelphia	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night
[ARRIVE	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....

Table 92—LOCAL TRAINS BETWEEN PHILADELPHIA AND WILMINGTON.—SUNDAYS.

147	639	617	133	615	131	609	33	607	605	101	603	29	Ms.	*January 3, 1910.*	50	602	604	24	30	610	612	144	148	34	622	638	138	70
....	....	....	....	....	....	....	....	....	....	....	....	....	....	LEAVE} [ARRIVE	....	....	....	....	....	....	....	....	....	....	....	....	....	....
P M	P M	P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	....	**Philadelphia**	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	Night
ʒ11 50	ʒ10 40	ʒ10 22	ʒ8 38	ʒ8 35	ʒ7 40	ʒ6 13	ʒ3 46	ʒ2 25	ʒ12 23	ʒ10 35	ʒ8 00	ʒ7 06	0	*.Broad Street.*	5 10	8 05	9 10	10 00	11 00	1 14	3 00	5 02	6 44	7 37	8 28	9 54	11 00	12 25
c11 54	c10 44	c10 26	c8 42	c8 39	c7 44	c6 17	c3 50	c2 29	c12 27	c10 39	c8 04	c7 10	1.1	*..West Phila..*	d5 06	d8 01	d9 06	d9 56	d10 56	d1 10	d2 56	d4 58	d6 40	d7 33	d8 24	d8 50	d10 56	d12 21
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	....	.Gray's Ferry.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	6.1	+ ...Darby... ♁	- -	- -	- -	- -	- -	- -	- -	- -	6 30	- -	- -	- -	- -	- -
12 05	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	8 13	- -	6.8	...Academy...	- -	- -	- -	- -	10 46	- -	- -	4 48	- -	- -	- -	- -	- -	- -
12 04	10 54	- -	8 52	- -	- -	6 27	- -	2 39	12 37	10 49	8 15	- -	7.2	+ Sharon Hill ♁	- -	7 50	8 56	9 46	10 45	1 01	2 46	4 47	6 27	- -	- -	8 41	10 45	12 12
12 06	10 56	- -	8 54	- -	- -	6 29	- -	2 41	12 39	10 51	8 17	- -	7.7	+ ..Folcroft....	- -	7 48	8 54	9 44	- -	12 59	2 43	4 45	6 25	- -	- -	8 39	- -	12 10
12 08	10 58	- -	8 56	- -	- -	6 31	- -	2 43	12 41	10 53	8 19	- -	8.3	+ .Glenolden...	- -	7 46	8 52	9 42	- -	12 57	2 41	4 43	6 23	- -	- -	8 37	10 42	12 08
12 10	11 00	- -	8 58	- -	- -	6 33	- -	2 45	12 43	10 55	8 21	- -	9.0	+ ..Norwood...	- -	7 44	8 50	9 40	- -	12 55	2 38	4 41	6 21	- -	- -	8 35	10 40	12 06
12 12	11 02	- -	9 00	- -	- -	6 35	- -	2 47	12 45	10 56	8 23	- -	9.5	+ ...Moore....	- -	7 42	8 48	9 38	- -	12 53	2 36	4 39	6 19	- -	- -	8 34	10 38	12 04
12 14	11 05	- -	9 02	- -	- -	6 37	- -	2 49	12 48	10 58	8 25	- -	10.4	+ Ridley Park ♁	- -	7 39	8 45	9 35	10 38	12 50	2 33	4 36	6 16	- -	8 10	8 31	10 35	12 02
12 15	11 06	- -	9 04	- -	- -	6 38	- -	- -	12 50	11 00	8 27	- -	11.1	+ Crum Lynne.	- -	7 37	- -	9 33	- -	- -	2 31	4 34	6 13	- -	- -	8 29	- -	11 59
12 18	11 10	- -	9 06	- -	- -	6 40	- -	2 52	12 52	11 02	8 29	- -	12.3	+ .Eddystone..	- -	7 35	8 41	9 31	- -	12 46	2 29	4 31	6 09	- -	- -	8 26	10 31	11 57
12 21	11 13	10 43	9 09	8 56	8 02	6 43	4 06	2 55	12 55	11 05	8 32	7 26	13.4	+ ..Chester.. ♁	4 39	7 32	8 38	9 28	10 33	12 43	2 26	4 28	6 06	7 16	8 03	8 23	10 28	11 54
12 24	11 16	10 46	9 12	- -	- -	6 46	- -	2 58	12 58	11 08	8 35	7 29	14.3	+ .**Lamokin**. ♁	- -	7 29	8 35	9 23	10 30	12 40	2 23	4 25	6 03	- -	8 00	ʒ8 20	10 25	11 51
12 26	P M	10 48	9 14	- -	- -	6 48	- -	3 00	1 00	11 11	8 37	7 31	15.4	+ . Thurlow . ♁	- -	7 26	8 32	9 20	10 27	12 37	2 20	4 22	6 00	- -	7 57	P M	10 22	11 48
12 27	.....	10 50	- -	- -	- -	6 50	- -	- -	1 01	- -	8 38	7 33	16.3	+ .. Trainer....	- -	- -	- -	9 18	- -	- -	- -	- -	5 58	- -	7 54	....	- -	11 46
12 29	.....	10 52	9 17	- -	- -	6 52	- -	3 03	1 03	11 14	8 40	7 35	17.1	+ .Marcus Hook. ♁	- -	7 23	8 29	9 16	10 24	12 34	2 17	4 19	5 56	- -	7 52	....	10 19	11 44
12 33	.....	10 56	9 21	- -	- -	6 57	- -	3 07	1 08	11 19	8 45	- -	19.5	...Claymont...	- -	7 18	8 25	9 11	- -	12 30	2 12	4 14	5 51	- -	7 46	....	10 14	11 39
- -	.....	10 58	9 23	- -	- -	6 59	- -	- -	- -	11 21	8 48	- -	20.6	....Binstead....	- -	- -	- -	- -	- -	12 27	- -	4 11	5 48	- -	7 42	....	10 11	11 36
12 36	.....	- -	9 25	- -	- -	- -	- -	- -	- -	11 23	8 50	- -	21.2	...Holly Oak...	- -	7 15	- -	9 08	- -	- -	- -	4 10	5 46	- -	7 40	....	- -	11 35
12 38	.....	- -	9 27	- -	- -	- -	- -	3 12	- -	11 25	8 52	- -	22.1	+ ..Bellevue ...	- -	- -	8 21	- -	- -	12 24	- -	4 08	5 44	- -	7 37	....	10 09	- -
12 41	.....	11 04	9 30	- -	- -	7 05	- -	3 15	1 13	11 28	8 55	- -	23.0	+ .Edge Moor..	- -	7 11	8 18	9 04	- -	12 21	2 07	4 05	5 41	- -	7 34	....	10 06	11 31
12 47	.....	11 10	9 37	9 15	8 22	7 12	4 27	3 22	1 20	11 35	9 02	7 50	26.7	+ **Wilmington** ♁	ʒ4 15	ʒ7 05	ʒ8 12	ʒ8 58	ʒ10 00	ʒ12 15	ʒ2 00	ʒ3 57	ʒ5 35	ʒ6 55	ʒ7 29	....	ʒ10 00	ʒ11 25
Night	.....	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	....	ARRIVE} [LEAVE	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	....	P M	P M

Table 93—LOCAL TRAINS BETWEEN PRESIDENT STREET STATION AND BAY VIEW.

November 7, 1909.	701	703	705	707	709	....
[LEAVE	A M	A M	A M	P M	P M	....
Bay View	†6 45	†8 15	†10 17	†5 10	†6 56	....
Canton Crossing	- -	- -	- -	- -	- -	....
Clinton Street	6 51	8 21	10 22	5 16	7 01	....
Broadway	7 02	8 32	10 33	5 26	7 12	....
President Street	7 06	8 36	10 37	5 30	7 16	....
[ARRIVE	A M	A M	A M	P M	P M	....

STATIONS.	702	704	706	708	....
[LEAVE	A M	P M	P M	P M	....
President Street	†6 15	†2 00	†4 05	†6 25	....
Broadway	6 19	2 04	4 09	6 29	....
Clinton Street	6 30	2 15	4 20	6 40	....
Canton Crossing	- -	- -	- -	- -	....
Bay View	6 35	2 20	4 25	6 45	....
[ARRIVE	A M	P M	P M	P M	....

Trains marked † run daily, except Sunday; ʒ Sunday only; *b* stops only on notice to conductor to leave passengers; *c* regular stop to take passengers; *d* regular stop to leave passengers; *g* stops on signal or notice to agent to take passengers for points east of Philadelphia; *h* stops on signal or notice to agent to take passengers for Philadelphia; *k* Saturday only.

THE PENNSYLVANIA RAILROAD COMPANY

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY—Continued.

Table 94—COLUMBIA AND PORT DEPOSIT BRANCH.

November 7, 1909.	Ms.	524	414	410	412	544	416	418	558	288	420	724
[LEAVE	....	....	....	A M	A M	....	A M	P M	P M	P M	P M	P M
Washington (Un. Sta.)	....	A M	A M	†700	†9 10	....	†155	†155	†310	†430	§155	
Baltimore (Un. Sta.)	....	†410	†6 35	†755	†10 14	P M	†100	†257	†257	†420	§532	§257
Perryville	0	†633	†7 57	†855	†11 15	†100	†210	†400	†410	†546	†635	§446
Port Deposit	4.3	6 46	8 09	9 07	11 27	1 14	2 25	4 12	4 22	5 57	6 47	4 58
Rock Run	5.0	6 48	8 11	9 09	A M	1 16	P M	4 14	— —	5 59	6 49	5 00
Canal	6.1	6 50	8 13	9 11	.....	1 19	....	4 16	— —	6 02	6 51	5 02
Octoraro	8.5	6 56	8 17	9 17	.....	1 28	....	4 21	4 30	6 08	6 57	5 08
Cromley's Mountain	9.7	A M	A M	9 19	.....	P M	....	4 26	P M	P M	7 01	P M
Conowingo	11.5	....	....	9 22	.....	....	....	4 29	....	....	7 04	....
Peach Bottom	17.1	....	....	9 36	.....	....	....	4 43	....	....	P M	....
Whitaker	17.9	....	....	9 38	.....	....	....	4 45	....	....	....	....
Benton	18.9	....	....	9 40	.....	....	....	4 47	....	....	....	....
Fishing Creek	20.1	....	....	9 44	.....	....	....	4 50	....	....	....	....
McCall's Ferry	25.3	....	....	10 01	.....	....	....	5 03	....	....	....	....
Pequea	29.7	....	....	10 13	.....	....	....	5 13	....	....	....	....
Safe Harbor	32.8	....	....	10 20	.....	....	....	5 20	....	....	....	....
Creswell	38.4	....	....	10 33	.....	....	....	5 33	....	....	....	....
Washington Borough	40.6	....	....	10 38	.....	....	....	5 38	....	....	....	....
Columbia ..arr.	43.6	....	....	10 45	.....	....	....	5 45	....	....	....	....
Philadelphia	§23.8	....	....	2 30	.....	....	....	8 40	....	....	....	....
[ARRIVE	....	....	....	P M	.....	....	....	P M	....	....	....	....

STATIONS.	255	417	411	509	413	521	415	419	543	421	701
[LEAVE	....	....	A M	.....	....	....	....	A M	....	....	....
Philadelphia	....	....	†425	.....	....	....	....	†11 35	....	....	....
Columbia+...♂lve.	....	....	8 30	.....	....	....	....	4 15	....	....	....
Washington Borough...+	....	....	8 37	.....	....	....	....	4 22	....	....	....
Creswell.....♂	....	....	8 42	.....	....	....	....	4 27	....	....	....
Safe Harbor+.....♂	....	....	8 54	.....	....	....	....	4 39	....	....	....
Pequea	....	....	9 00	.....	....	....	....	4 45	....	....	....
McCall's Ferry+...♂	....	....	9 10	.....	....	....	....	5 03	....	....	....
Fishing Creek	....	....	9 21	.....	....	....	....	5 15	....	....	....
Benton	....	....	9 23	.....	....	....	....	5 18	....	....	....
Whitaker	....	....	9 25	.....	....	....	....	5 20	....	....	....
Peach Bottom+....♂	....	....	9 36	.....	....	....	....	5 22	....	PM	....
Conowingo+.....♂	....	....	9 48	.....	....	....	....	5 35	....	†714	....
Cromley's Mountain..	A M	A M	9 52	A M	.....	PM	....	5 39	P M	7 18	A M
Octoraro.....♂	†634	†817	9 55	†1006	....	†128	....	5 43	†708	7 22	§11 42
Canal	6 39	8 24	10 00	10 12	.....	1 34	....	5 48	7 11	7 28	11 47
Rock Run	6 42	8 27	10 03	10 14	Noon	1 38	P M	5 51	7 14	7 31	11 50
Port Deposit+...♂	6 46	8 30	10 05	10 16	†1223	1 38	†324	5 57	7 16	7 33	11 52
Perryville+..♂arr.	6 57	8 44	10 17	10 27	12 35	1 50	3 35	6 10	7 28	7 46	12 04
Baltimore+ (Union Sta.)	8 21	9 40	11 35	11 35	1 51	PM	4 55	7 12	8 40	8 40	1 51
Washington+(Union Sta.)	9 45	10 45	1 00	1 00	3 00	....	6 16	8 15	9 44	9 44	3 00
[ARRIVE	A M	A M	P M	P M	P M	....	P M	P M	P M	PM	P M

Table 95—CHESTERTOWN BRANCH.

	233	245	243	Mls.	*November 7, 1909.*	240	232	234
	P M	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	P M
	§3 48	†5 00	†7 45	.....	....**Philadelphia**....	11 00	6 12	7 37
	5 49	4 41	9 50	.....	lve...**Townsend**...arr.	9 01	3 56	6 25
	P M	P M	A M	.....	LEAVE} [ARRIVE	A M	P M	P M
	§8 18	†6 11	†10 22	0	+.....**Massey**.....♂	8 31	3 28	4 58
	8 25	5 18	10 29	3.6	+.....Lambson.....♂	8 24	3 19	4 51
	6 32	5 25	10 36	6.0	+.....Black .....♂	8 17	3 12	4 44
	6 40	5 33	10 44	9.2	+...Kennedyville ..♂	8 09	3 04	4 36
	6 47	5 40	10 51	11.5	+.....Still Pond ....♂	8 02	2 57	4 29
	6 51	5 44	10 55	13.1	+.....Lynch .....♂	7 58	2 53	4 25
	8 56	5 49	11 00	15.2	+.....Worton .....♂	7 53	2 48	4 20
	7 08	6 01	11 12	20.3	+..**Chestertown** .♂	†7 41	†2 36	§4 08
	P M	P M	A M		ARRIVE] [LEAVE	A M	P M	P M

Table 96—CAMBRIDGE BRANCH.

	733	745	743	Mls.	*November 7, 1909.*	744	746	734
	P M	P M	A M	.....	LEAVE] [ARRIVE	Noon	P M	P M
	§3 48	†5 00	†7 45	.....	.....**Philadelphia**.....	†208	7 45	7 37
	§7 27	†6 28	†11 43	0	lve..+**Seaford**♂..arr.	8 14	3 52	3 35
	7 57	6 38	11 53	5.5	+.... Oak Grove	8 05	3 48	3 28
	7 46	6 45	12 02	9.8	+... Federalsburg ...♂	7 56	3 34	3 16
	7 54	6 53	12 10	13.6	+.... Williamsburg ...♂	7 47	3 25	3 08
	8 05	7 04	12 21	15.9	+.....Hurlock.....♂	7 40	3 18	3 01
	8 14	7 13	12 30	19.9	+.East New Market..♂	7 28	3 06	2 52
	8 23	7 22	12 39	24.3	+.....Linkwood.....♂	7 19	2 57	2 42
	8 30	7 29	12 46	27.1	+.....Airey.....	7 12	2 50	2 35
	8 36	7 35	12 52	29.5	.....Thompson.....	7 06	2 44	2 29
	8 43	7 42	12 59	32.9	+....**Cambridge**....♂	†659	†237	§222
	P M	P M	Noon	.....	ARRIVE] [LEAVE	A M	P M	P M

Table 97—POPE'S CREEK BRANCH.

	901	331	333	Mls.	*November 7, 1909.*	332	334	902
	A M	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	P M
	§8 51	†4 36	†7 30	.....	.....**Baltimore**.....	8 26	4 45	8 50
	§9 15	†5 03	†7 30	.....	lve.**Washington**.arr.	8 20	4 40	8 25
	§9 55	†6 43	†8 12	0	lve...+**Bowie**..♂arr.	7 29	3 54	8 54
	10 09	5 57	8 26	6.2	+.....Mulliken	7 17	3 41	8 39
	10 28	6 16	8 45	13.8	+.....Mariboro.....♂	6 59	3 24	8 21
	10 48	6 38	9 05	22.2	+...Cheltenham	6 39	3 03	8 01
	10 56	6 45	9 13	25.0	+..**Brandywine**..♂	6 34	3 02	4 58
	11 10	6 58	9 27	31.1	+.....Waldorf	6 22	2 47	4 42
	11 29	7 16	9 46	38.8	+.....La Plata.....	6 06	2 31	4 24
	11 34	7 21	9 51	40.5	+...Port Tobacco.....	6 01	2 27	4 19
	11 40	7 27	9 57	43.4	+.....Cox.....	5 55	2 21	4 13
	11 44	7 31	10 01	45.2	.....Lothair.....	5 50	2 17	4 08
	11 53	7 40	10 10	48.7	+.**Pope's Creek**...	†5 42	†2 10	§4 00
	A M	P M	A M		ARRIVE] [LEAVE	A M	P M	P M

Table 98—NEWARK AND DELAWARE CITY BRANCH.

270	262	274	278	276	Mls	*November 7, 1909.*	275	281	277	273	279
P M	P M	....	Noon	A M	....	LEAVE] [ARRIVE	A M	A M	A M	.....	P M
†5 47	†4 55	....	†209	†837	0	+...**Newark**.....	8 27	10 01	11 10	.....	5 35
5 51	4 58	....	12 13	8 40	1.7	+....Wilson.....	8 21	9 58	11 07	.....	5 29
5 55	5 00	....	12 17	8 42	3.0	.....Cooch.....	8 19	9 56	11 03	.....	5 26
5 59	5 02	....	12 21	8 45	4.3	.....Keeney	8 16	9 53	10 58	.....	5 23
6 01	5 04	....	12 23	8 47	5.6	+...Glasgow.....	8 14	9 51	10 55	.....	5 20
6 04	5 07	P M	12 26	8 49	6.8	arr.+**Porter**..lve.	8 12	9 49	10 52	P M	5 17
6 05	5 15	†332	12 27	9 13	6.8	lve...**Porter**..arr.	8 07	9 43	10 40	3 25	4 57
6 08	5 18	3 36	12 31	9 16	8.6	.....Corbit.....	8 04	9 40	10 37	3 22	4 53
6 11	5 22	3 40	12 35	9 20	10.2	.....Reybold.....	8 00	9 36	10 32	3 19	4 50
6 16	5 27	3 47	12 40	9 25	12.5	+**Delaware City**	†7 55	†9 30	†10 25	†3 13	†4 45
P M	P M	P M	Noon	A M	....	ARRIVE] [LEAVE	A M	A M	A M	P M	P M

Table 99—OXFORD BRANCH.

....	433	431	443	Mls.	*November 7, 1909.*	440	432	434	....
.....	P M	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	P M	.....
.....	§3 46	†4 01	†7 45	.....	.....**Philadelphia**	11 00	6 12	7 37	.....
.....	§5 55	†5 59	†10 04	0	lve.... +**Clayton**♂....arr.	8 46	4 02	5 12	.....
.....	6 04	6 08	10 13	4.7	+..... Kenton .....♂	8 37	3 53	5 03	.....
.....	6 13	6 17	10 22	9.6	+.....Hartly .....♂	8 28	3 44	4 54	.....
.....	6 15	6 19	10 24	10.3	..... Slaughter	8 26	3 42	4 52	.....
.....	6 22	6 26	10 31	13.8	+.....Marydel.....♂	8 19	3 35	4 45	.....
.....	6 28	6 32	10 37	16.6	+.....Henderson.....♂	8 13	3 29	4 39	.....
.....	6 34	6 38	10 43	19.6	+.....Goldsboro .....♂	8 07	3 23	4 33	.....
.....	6 44	6 48	10 53	23.9	+.....Greensboro .....♂	7 57	3 13	4 23	.....
.....	6 53	6 57	11 02	28.2	+..... Ridgely.....♂	7 48	3 04	4 14	.....
.....	7 02	7 06	11 11	32.4	+....**Queen Anne**.....♂	7 39	2 55	4 05	.....
.....	7 11	7 15	11 20	36.2	+.....Cordova .....♂	7 30	2 46	3 56	.....
.....	7 18	7 22	11 27	39.1	+.....Chapel.....♂	7 23	2 39	3 49	.....
.....	7 32	7 36	11 41	44.2	+.....Easton.....♂	7 14	2 30	3 40	.....
.....	7 48	7 50	11 55	50.5	+.....Trappe.....♂	6 55	2 11	3 21	.....
.....	7 56	7 59	12 04	54.2	+.....**Oxford**.....♂	†6 46	†2 02	§3 12	.....
.....	P M	P M	Noon	.....	ARRIVE] [LEAVE	A M	P M	P M	.....

Table 100—CENTREVILLE BRANCH.

....	133	145	143	Mls.	*November 7, 1909.*	140	132	134	....
.....	P M	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	P M	.....
.....	§3 46	†3 00	†7 45	.....	.....**Philadelphia**.....	11 00	6 12	7 37	.....
.....	P M	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	P M	.....
.....	§5 49	†4 41	†9 50	0	+.....**Townsend**	9 01	3 59	5 25	.....
.....	5 55	4 48	10 01	3.7	.....Vandyke	8 54	3 48	5 18	.....
.....	6 01	4 54	10 07	5.9	+.....Golt.....♂	8 48	3 43	5 13	.....
.....	6 13	5 06	10 17	9.1	+.....**Massey**.....♂	8 42	3 37	5 08	.....
.....	6 20	5 13	10 24	12.7	+.....Millington .....♂	8 30	3 25	4 56	.....
.....	6 30	5 23	10 34	17.8	+.... Sudlersville .....♂	8 20	3 15	4 46	.....
.....	6 37	5 30	10 41	20.8	+.....Barclay.....♂	8 13	3 08	4 39	.....
.....	6 45	5 38	10 49	24.3	..... Roberts	8 05	3 03	4 30	.....
.....	6 51	5 44	10 55	26.8	+.....Price.....♂	7 59	2 54	4 24	.....
.....	6 56	5 49	11 00	28.5	+..... Ashland.....	7 54	2 48	4 19	.....
.....	7 02	5 55	11 06	31.1	..... Carville	7 48	2 43	4 18	.....
.....	7 09	6 02	11 13	34.9	+....**Centreville**....♂	†7 41	†2 36	§4 06	.....
.....	P M	P M	A M	.....	ARRIVE] [LEAVE	A M	P M	P M	.....

†Daily except Sunday; § Sunday only; + Coupon stations; ♂ Telegraph stations.

STANDARD—*Eastern time.*

Table 101—DELAWARE, MARYLAND & VIRGINIA RAILROAD.

533	529	31	543	Mls.	*November 7, 1909.*	540	544	32	530	534
P M	A M	P M	A M	.....	(*Eastern time.*)	A M	Noon	P M	A M	P M
§3 48	§7 06	†4 01	†7 45	.....	lve.**Philadelphia**.arr.	11 00	12 08	8 12	11 00	7 37
§6 51	§10 14	†8 54	†11 01	0	lv.+**Harrington**♂ar.	7 52	8 52	5 14	7 47	4 09
6 58	10 21	7 02	11 03	4.3	+.....Houston.....♂	7 45	8 45	5 07	7 40	4 02
7 05	10 28	7 11	11 18	8.4	+.....Milford.....♂	7 38	8 37	2 59	7 33	3 56
7 11	10 34	7 17	11 24	11.3	+...Lincoln City...♂	7 29	8 30	2 51	7 25	3 48
7 18	10 41	7 25	11 31	15.7	+....**Ellendale**....♂	7 22	8 22	2 43	7 18	3 40
7 28	10 46	7 31	11 37	18.7	+.....Robbins.....	— —	8 16	2 37	7 13	3 36
7 27	10 50	7 34	11 41	20.2	+.....Redden .....♂	7 14	8 13	2 34	7 10	3 33
7 35	11 00	7 41	11 51	23.9	ar..+**Georgetown**♂.lv.	7 08	†8 06	†2 27	7 04	3 27
7 49	11 00	7 55	12 03	23.9	lve..**Georgetown**.arr.	7 08	A M	2 17	7 04	3 22
7 59	11 10	8 03	12 13	29.8	+.....Broadkill.....♂	6 56	.....	2 07	6 52	3 12
8 04	11 15	8 11	12 18	32.0	+....Cool Spring.....	6 51	.....	2 02	6 47	3 07
8 11	11 22	8 18	12 25	35.5	+.....Nassau.....♂	6 44	.....	1 55	6 41	3 01
8 18	11 29	8 26	12 32	38.2	arr...+**Lewes**♂..lve.	6 39	.....	1 49	6 37	2 57
8 29	11 40	8 36	12 43	43.6	.....**Rehoboth**....♂	†6 26	.....	†1 36	§6 24	§2 44
P M	A M	P M	Noon	.....	ARRIVE] [LEAVE	A M	.....	P M	A M	P M

P M	.....	P M	A M	.....	LEAVE] [ARRIVE	.....	A M	P M	.....	P M
§7 45	.....	†7 51	†11 59	23.9	....**Georgetown**	.....	8 00	2 12	.....	3 17
7 54	.....	8 00	12 08	28.4	+.....Stockley.....♂	.....	7 51	2 04	.....	3 07
8 03	.....	8 09	12 17	32.9	+.....Millsboro.....♂	.....	7 42	1 55	.....	2 58
8 11	.....	8 17	12 25	36.6	+.....Dagsboro.....♂	.....	7 34	1 47	.....	2 50
8 16	.....	8 23	12 31	38.8	+....Frankford.....♂	.....	7 28	1 39	.....	2 44
8 24	.....	8 32	12 40	42.9	+.....Selbyville .....♂	.....	7 19	1 31	.....	2 36
8 28	.....	8 36	12 44	45.0	+..... Bishop .....♂	.....	7 13	1 24	.....	2 31
8 32	.....	8 40	12 48	47.0	+.....Showell.....♂	.....	7 08	1 19	.....	2 27
8 36	.....	8 44	12 52	48.8	.....Friendship.....♂	.....	7 04	1 15	.....	2 23
8 44	.....	8 52	1 03	52.0	+.....Berlin .....♂	.....	6 58	1 08	.....	2 17
8 60	.....	9 00	1 11	54.9	.....Ironshire.....	.....	6 48	12 52	.....	2 09
8 57	.....	9 08	1 18	58.5	+.....Queponco.....♂	.....	6 41	12 46	.....	2 03
9 06	.....	9 14	1 26	62.6	.....Wesley	.....	6 33	12 38	.....	1 55
9 12	.....	9 22	1 32	65.7	+....Snow Hill.....♂	.....	6 27	12 32	.....	1 49
9 19	.....	9 29	1 40	68.8	.....Scarboro.....	.....	6 19	12 24	.....	1 41
9 25	.....	9 35	1 48	71.5	+.....Girdletree.....♂	.....	6 14	12 19	.....	1 36
9 32	.....	9 41	1 52	74.3	+.....Hursley .....♂	.....	6 08	12 13	.....	1 30
9 40	.....	9 49	2 00	78.2	+..**Franklin City**..♂	.....	†6 00	†12 05	.....	§1 22
P M	.....	P M	P M	.....	ARRIVE] [LEAVE	.....	A M	Noon	.....	P M
.....	.....	.....	.....	.....	arr.+ **Chincoteague** lve.	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	(*Via Steamer.*)	.....	.....	.....	.....	.....

Table 102—CATONSVILLE BRANCH.—From Baltimore, Md., to Catonsville, Md., (9.3 miles). Operated for freight only.

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY—Maryland Division.

Table 103—TRAINS BETWEEN PHILADELPHIA, BALTIMORE AND WASHINGTON.

January 3, 1910.	Mls.	79	71	185	43	5	107	1	47	27
New York ♁ ..lve.	....	Night	....	....	....	....	....	....	A M	....
West 23d Street	....	*1210	....	....	....	....	....	....	†7 25	....
Desb.& Cort.Sts.	....	1215	....	....	....	....	....	....	7 30	....
Hud.Ter.(H.&M.R.R.)	....	1220	....	....	....	....	....	....	7 35	....
Brooklyn ♁	....	1145	....	....	....	....	....	....	7 15	....
Philadelphia ♁ ..lve.	....	....	A M	A M	A M	A M	A M	A M	A M	A M
Broad St. Station	0	A M	*635	†620	†745	*720	†824	†832	†1000	*9 00
West Phila	1.1	*335	c639	c624	c749	c724	c828	c836	c1004	c9 04
Darby+ ♁	6.1	— —	— —	6 35	— —	— —	— —	— —		9 13
Glenolden+ ♁	8.3	— —	— —	6 42	— —	— —	— —	— —		9 19
Norwood+	9.0	— —	— —	6 44	— —	— —	— —	— —		9 21
Moore+ ♁	9.5	— —	— —	6 46	— —	— —	— —	— —		9 23
Ridley Park+ ♁	10.4	— —	— —	6 49	8 03	— —	— —	— —		9 26
Chester+ ♁	13.4	— —	— —	6 58	8 09	7 41	8 46	— —	10 21	9 33
Wilmington+ ♁	26.7	4 17	7 14	7 36	8 35	8 02	9 03	c910	10 40	10 06
Newport+ ♁	30.5	— —	— —	7 44	A M	— —		— —	A M	— —
Stanton+ ♁	32.9	— —	— —	7 49		— —	288	— —		— —
Pencader ♁	38.0	— —	— —	8 00	....	— —	†800	— —	261	— —
Newark Center+(Br.) ♁	38.7	— —	— —	8 05	....	— —	— —	— —	A M	— —
Newark+ ♁	38.7	— —	— —	A M	....	— —	8 02	— —	†1002	10 26
Iron Hill+ ♁	41.4	— —	— —		....	— —	8 06	— —	— —	10 30
Elkton+ ♁	44.8	4 42	7 36	....	285	— —	8 11	— —	10 12	10 38
North-east+ ♁	51.0	— —		....	and	— —	8 21		10 22	10 49
Charlestown+	53.6	— —		....	815	— —	8 25		— —	10 54
Principio+	56.8	— —		....	A M	— —	8 30		— —	11 00
Perryville+ ♁	59.0	5 04		....	†700	8 49	9 00		10 36	11 06
Havre-de-Grace+ ♁	60.2	a507		....	7 04	8 53	9 04		10 40	11 11
Swan Creek	63.2	— —		....	7 11	— —	9 11		— —	s —
Aberdeen+ ♁	65.0	— —		....	7 14	— —	9 15		10 48	11 20
Perryman+ ♁	68.6	— —		....	7 22	— —	9 22		— —	11 27
Bush River ♁	71.4	— —		....	7 29		9 30		— —	11 32
Edgewood+ ♁	74.7			....	7 36		9 37		— —	11 39
Magnolia+ ♁	76.7			....	7 40		9 42		— —	11 43
Gunpowder	77.9			....	7 43		9 44		— —	s —
Harewood Park	79.5			....	7 47		9 48		— —	— —
Chase+ ♁	80.5			....	7 49		9 50	— —	11 15	11 51
Bengies+ ♁	83.0			....	7 55		9 55	— —	— —	11 55
Middle River	84.8			....	7 58		9 59	— —	— —	11 58
Stemmer's Run+	86.5	— —		....	8 01		1002	— —	— —	12 01
Bay View ♁	91.6	— —		....	8 11	— —	1013	— —	— —	12 10
Biddle Street	93.7	— —	— —	....	8 16	— —	1018	— —	— —	12 15
Baltimore *Union Sta*+ar.	95.2	6 01	8 41	....	8 21	9 40	1023	1031	11 35	12 20
Baltimore President St+ .ar.	95.2	....	....	....	8 36	....	1037	....		
Baltimore *Calvert St*+ar.	96.2	....	....	311	A M	....		....	301	321
Baltimore *Calvert St*+lv.	....	....	....	A M	A M	....	A M	....	A M	Noon
Baltimore *Union Sta*+lv.	95.2	6 06	8 45	†730	*920	9 45	*738	1036	*7 15	*1205
Pennsylvania Av+	96.3	6 11	— —	7 34	— —	— —	— —	— —	— —	— —
Lafayette	97.5	— —	— —	7 37	— —	— —	— —	— —	— —	— —
Gwynns Run+	98.2	— —	— —	— —	— —	— —	— —	— —	— —	— —
Frederick Road+	99.3	— —	— —	— —	— —	— —	— —	— —	— —	— —
Arbutus	101.7	— —	— —	— —	— —	— —	— —	— —	— —	— —
Halethorpe	102.4	— —	— —	— —	— —	— —	— —	— —	— —	— —
Patapsco	104.3	— —	— —	— —	— —	— —	— —	— —	— —	— —
Odenton+ ♁	113.0	s638	— —	7 57	— —	— —	— —	— —	— —	— —
Patuxent+	115.8	— —	— —	— —	— —	— —	— —	— —	— —	— —
Bowie+ ♁	119.9	— —	— —	8 07	— —	— —	— —	— —	— —	— —
Glenndale+	122.5	— —	— —	— —	— —	— —	— —	— —	— —	— —
Seabrook	124.1	— —	— —	— —	— —	— —	— —	— —	— —	— —
Lanham	125.5	— —	— —	— —	— —	— —	— —	— —	— —	— —
Ardwick	126.7	— —	— —	— —	— —	— —	— —	— —	— —	— —
Landover+	128.2	— —	— —	— —	— —	— —	— —	— —	— —	— —
Tuxedo	130.7	— —	— —	— —	— —	— —	— —	— —	— —	— —
Washington+ ♁	135.2	7 12	9 45	8 30	1025	1045	8 40	1132	8 25	1 00
[ARRIVE	....	A M	A M	A M	A M	A M	A M	A M	A M	P M
		Sleeping Cars.	Federal Express. Dining Car. Sleeping Car through from Boston.			Buffet Parlor Car.		Broiler Buffet Parlor Car.	Old Point Express.	

January 3, 1910.	Mls.	77	17	78	75	85	93	61	16	21	39	45
New York ♁ ..lve.	....	A M	A M	A M	A M	A M	A M	A M	....	....	A M	....
West 23d Street	....	†7 55	*7 55	*825	†9 55	*9 55	*1025	*1055	....	....	†1155	....
Desb.& Cort.Sts.	....	8 00	8 00	8 30	10 00	10 00	10 30	11 00	....	....	12 00	....
Hud.Ter.(H.&M.R.R.)	....	8 05	8 05	8 35	10 05	10 05	10 35	11 05	....	....	12 05	....
Brooklyn ♁	....	7 45	7 45	8 15	9 45	9 45	....	10 45	....	....	11 45	....
Philadelphia ♁ ..lve.	....	....	A M	A M	Noon	....	....	....	P M	P M	P M	P M
Broad St. Station	0	A M	*1030	*1106	†1213	Noon	Noon	P M	*125	†200	†2 10	†300
West Phila	1.1	†1023	c1034	c1110	c1217	*1221	*1250	*1 21	c129	c204	c2 14	c304
Darby+ ♁	6.1	— —	— —		— —	— —	— —	— —	— —	— —	— —	— —
Glenolden+ ♁	8.3	— —	— —		— —	— —	— —	— —	— —	— —	— —	— —
Norwood+	9.0	— —	— —		— —	— —	— —	— —	— —	— —	— —	— —
Moore+ ♁	9.5	— —	— —		— —	— —	— —	— —	— —	— —	— —	— —
Ridley Park+ ♁	10.4	— —	— —		— —	— —	— —	— —	— —	— —	— —	— —
Chester+ ♁	13.4	— —	v1051	11 27	— —	— —	— —	— —	v148	2 22	2 32	3 22
Wilmington+ ♁	26.7	10 58	11 10	11 47	12 52	12 59	1 25	1 55	2 05	2 42	2 53	3 40
Newport+ ♁	30.5	— —	— —		— —	— —	— —	— —	— —	— —	P M	P M
Stanton+ ♁	32.9	— —	— —		— —		— —	— —	— —	2 54		
Pencader ♁	38.0	— —	— —		— —			— —	— —	....		....
Newark Center+(Br.) ♁	38.7	— —	— —		— —			— —	— —	— —		....
Newark+ ♁	38.7	— —	11 27	1207	— —			— —	— —	3 04		....
Iron Hill+ ♁	41.4	— —	— —	1211				— —	— —	3 09		....
Elkton+ ♁	44.8	— —	— —	1216				— —		3 15		....
North-east+ ♁	51.0		— —	1226						3 25		....
Charlestown+	53.6		— —	1231						3 30		....
Principio+	56.8		— —	— —						3 36		....
Perryville+ ♁	59.0			1240						3 41		....
Havre-de-Grace+ ♁	60.2			1244						3 46		....
Swan Creek	63.2			— —						3 51		....
Aberdeen+ ♁	65.0			1252						3 54		....
Perryman+ ♁	68.6			1259						4 01		....
Bush River ♁	71.4			— —						4 06		....
Edgewood+ ♁	74.7			1 12						4 14		....
Magnolia+ ♁	76.7			1 18					— —	4 18		....
Gunpowder	77.9			— —					— —	4 21		....
Harewood Park	79.5							— —	— —	— —		....
Chase+ ♁	80.5	— —	— —	1 25	— —			— —	— —	4 27		....
Bengies+ ♁	83.0	— —	— —	1 31	— —			— —	— —	4 32		....
Middle River	84.8	— —	— —	— —	— —			— —	— —	4 36		....
Stemmer's Run+	86.5	— —	— —	r137	— —	— —	— —	— —	— —	4 40		....
Bay View ♁	91.6	— —	— —	— —	— —	— —	— —	— —	— —	— (		....
Biddle Street	93.7	— —	— —	b147	— —	— —	— —	— —	— —	b451		....
Baltimore *Union Sta*+ar.	95.2	12 28	12 40	1 51	2 22	2 36	2 56	3 20	3 35	4 55		....
Baltimore President St+ .ar.	95.2	....	....	....	....	....	....	....	....	P M	....	331
Baltimore *Calvert St*+ar.	96.2	....	....	....	....	....	....	....	....	....	317	P M
Baltimore *Calvert St*+lv.	....	....	....	....	....	....	....	....	....		Noon	†431
Baltimore *Union Sta*+lv.	95.2	12 33	12 43	1 56	2 27	2 40	3 00	3 23	3 40		*1250	4 35
Pennsylvania Av+	96.3	— —	— —	2 01	— —	— —	— —	— —	— —		12 55	4 39
Lafayette	97.5	— —	— —	— —	— —	— —	— —	— —	— —		12 58	4 42
Gwynns Run+	98.2	— —	— —	— —	— —	— —	— —	— —	— —		1 00	4 44
Frederick Road+	99.3	— —	— —	— —	— —	— —	— —	— —	— —		1 03	4 47
Arbutus	101.7	— —	— —	s211	— —	— —	— —	— —	— —		1 07	4 51
Halethorpe	102.4	— —	— —	s212	— —	— —	— —	— —	— —		1 09	4 53
Patapsco	104.3	— —	— —	— —	— —	— —	— —	— —	— —		1 14	4 59
Odenton+ ♁	113.0	— —	t1 11	— —	— —	— —	— —	— —	— —		1 36	5 16
Patuxent+	115.8	— —	— —	— —	— —	— —	— —	— —	— —		1 43	5 22
Bowie+ ♁	119.9	— —	— —	— —	— —	— —	— —	— —	d416		1 53	5 30
Glenndale+	122.5	— —	— —	— —	— —	— —	— —	— —	— —		2 00	P M
Seabrook	124.1	— —	— —	— —	— —	— —	— —	— —	— —		2 04	....
Lanham	125.5	— —	— —	— —	— —	— —	— —	— —	— —		2 08	....
Ardwick	126.7	— —	— —	— —	— —	— —	— —	— —	— —		2 11	....
Landover+	128.2	— —	— —	— —	— —	— —	— —	— —	— —		2 15	....
Tuxedo	130.7	— —	— —	— —	— —	— —	— —	— —	— —		2 18	....
Washington+ ♁	135.2	1 33	1 46	3 00	3 25	3 45	4 05	4 23	4 40		2 30	....
[ARRIVE	....	P M	P M	P M	P M	P M	P M	P M	P M		P M	....
		Parlor Car. Dining Car.	Buffet Parlor Car.	Buffet Parlor Car.	Parlor Cars. Dining Car.	Dining Car. Sleeping Cars. No Coaches.	Sleeping Cars. Dining Car. No Coaches.	Parlor Cars. Dining Car.	Buffet Parlor Car.	v Stops on signal or notice to agent to take for Baltimore and Washington.	t Stops to leave passengers from Philadelphia and points East.	

January 3, 1910.	Mls.	67	11	81	23	57	25	7	59	187	88
New York ♁ ..lve.	....	Noon	Noon	P M	....	P M	P M	P M	P M	....	P M
West 23d Street	....	†1255	§1255	*125	....	g210	†255	†255	*325	....	*325
Desb.& Cort.Sts.	....	1 00	1 00	1 30	....	y220	3 00	3 00	3 30	....	3 30
Hud.Ter.(H.&M.R.R.)	....	1 05	1 05	1 35	....	x225	3 05	3 05	3 35	....	3 35
Brooklyn ♁	....	12 45	12 45	1 15	....	1 45	2 45	2 45	3 15	....	3 15
Philadelphia ♁ ..lve.	....	....	P M	....	P M	P M	P M	P M	P M	P M	....
Broad St. Station	0	— —	*3 20	P M	†357	*448	†505	*525	*PM	†537	P M
West Phila	1.1	— —	c3 24	*355	c4 01	c450	c509	c529	— —	c541	*544
Darby+ ♁	6.1	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Glenolden+ ♁	8.3	— —	— —	— —	— —	— —	5 22	— —	— —	5 55	— —
Norwood+	9.0	— —	— —	— —	— —	— —	5 24	— —	— —	5 57	— —
Moore+ ♁	9.5	— —	— —	— —	— —	— —	5 26	— —	— —	5 59	— —
Ridley Park+ ♁	10.4	— —	— —	— —	— —	— —	5 29	— —	— —	6 02	— —
Chester+ ♁	13.4	— —	— —	— —	4 18	s p	5 35	— —	— —	6 10	p603
Wilmington+ ♁	26.7	b3 50	3 58	4 32	4 38	5 25	5 55	6 03	h610	6 42	6 26
Newport+ ♁	30.5	— —	— —	— —	4 46	— —	6 19	— —	— —	6 50	— —
Stanton+ ♁	32.9	— —	— —	— —	4 51	— —	6 24	— —		6 56	— —
Pencader ♁	38.0	— —	— —		— —	— —	— —	— —		7 05	— —
Newark Center+(Br.) ♁	38.7	— —	— —		— —	— —	— —	— —		7 08	— —
Newark+ ♁	38.7	— —	— —		5 02	5 42	6 35	— —		P M	— —
Iron Hill+ ♁	41.4	— —			5 06	— —	6 39	— —		....	— —
Elkton+ ♁	44.8	— —			5 11	5 51	6 44			....	
North-east+ ♁	51.0	— —			5 21	6 01	7 07			....	
Charlestown+	53.6				5 25	6 08	7 11			....	
Principio+	56.8				5 30	— —	7 16			....	
Perryville+ ♁	59.0				5 36	6 16	7 21			....	
Havre-de-Grace+ ♁	60.2				5 40	6 20	7 25			....	
Swan Creek	63.2				5 46	— —	7 31			....	
Aberdeen+ ♁	65.0				5 49	e627	7 34			....	
Perryman+ ♁	68.6				5 55	— —	7 41			....	
Bush River ♁	71.4				6 01		7 47			....	
Edgewood+ ♁	74.7				6 08		7 54			....	
Magnolia+ ♁	76.7				6 12		7 58			....	
Gunpowder	77.9				6 14		8 01			....	
Harewood Park	79.5	— —			6 18		8 03	— —		....	
Chase+ ♁	80.5	— —			6 21		8 05	— —		....	
Bengies+ ♁	83.0	— —			6 27		8 11	— —		....	— —
Middle River	84.8	— —	— —	— —	6 30		8 15	— —		....	— —
Stemmer's Run+	86.5	— —	— —	— —	6 34		8 18	— —		....	— —
Bay View ♁	91.6	— —	— —	— —	6 45		— —	— —		....	— —
Biddle Street	93.7	— —	— —	— —	6 50	— —	8 31	— —		....	— —
Baltimore *Union Sta*+ar.	95.2	5 15	5 22	6 00	6 55	7 12	8 35	7 26	7 33	....	8 15
Baltimore President St+ .ar.	95.2	....	....	....	7 16	....	P M	....	....	....	....
Baltimore *Calvert St*+ar.	96.2	....	....	....		....		....	....	329	....
Baltimore *Calvert St*+lv.	....	....	....	....	P M	....		....	....	P M	....
Baltimore *Union Sta*+lv.	95.2	6 19	5 27	6 05	*6 15	7 17		7 29	7 36	*750	8 20
Pennsylvania Av+	96.3	— —	— —	— —	6 19	— —		— —	— —	— —	— —
Lafayette	97.5	— —	— —	— —	6 22	— —		— —	— —	— —	— —
Gwynns Run+	98.2	— —	— —	— —	6 25	— —		— —	— —	— —	— —
Frederick Road+	99.3	— —	— —	— —	6 27	— —		— —	— —	— —	— —
Arbutus	101.7	— —	— —	— —	6 32	— —		— —		— —	— —
Halethorpe	102.4	— —	— —	— —	6 34	— —		— —		— —	— —
Patapsco	104.3	— —	— —	— —	6 38	— —		— —		— —	— —
Odenton+ ♁	113.0	— —	— —	— —	6 54	— —		— —		— —	— —
Patuxent+	115.8	— —	— —	— —	7 00	— —		— —		— —	— —
Bowie+ ♁	119.9	— —	s6 01	— —	7 10	— —		— —		— —	— —
Glenndale+	122.5	— —	— —	— —	7 16	— —		— —		— —	— —
Seabrook	124.1	— —	— —	— —	7 20	— —		— —	— —	— —	— —
Lanham	125.5	— —	— —	— —	7 23	— —		— —	— —	— —	— —
Ardwick	126.7	— —	— —	— —	7 26	— —		— —	— —	— —	— —
Landover+	128.2	— —	— —	— —	7 30	— —		— —	— —	— —	— —
Tuxedo	130.7	— —	— —	— —	7 33	— —		— —	— —	— —	— —
Washington+ ♁	135.2	6 18	6 25	7 10	7 45	8 15		8 23	8 30	8 44	9 25
[ARRIVE	....	P M	P M	P M	P M	P M		P M	P M	P M	P M
		Parlor Cars. Dining Car.	Buffet Parlor Car week-days. Parlor Cars and Dining Car Sunday only.	Dining Car. Parlor Car. Sleeping Cars.		Buffet Parlor Cars.	+ Coupon stations; ♁ Telegraph stations. STANDARD—*Eastern time.*	Broiler Buffet Parlor Car.	Congressional Limited. This train is composed entirely of Pullman Parlor Cars. Dining Car.	t Regular stop to leave passengers.	Sleeping Cars. Dining Car.

January 3, 1910.	Mls.	81	63	65	91	49	3	89	671	135
New York ♁ ..lve.	....	....	P M	P M	P M	P M	....	P M	....	P M
West 23d Street	....	....	*425	*455	*555	*8 55	....	*925	....	§825
Desb.& Cort.Sts.	....	....	4 30	n510	6 00	9 00	....	9 30	....	6 30
Hud.Ter.(H.&M.R.R.)	....	....	4 35	n515	6 05	9 05	....	9 35	....	6 35
Brooklyn ♁	....	....	4 15	4 45	5 45	8 45	....	9 15	....	6 15
Philadelphia ♁ ..lve.	....	P M	P M	P M	P M	P M	P M	Night	P M	P M
Broad St. Station	0	†620	P M	P M	*825	*1122	*1128	*1215	§502	§831
West Phila	1.1	c624	*650	*740	c829	c1126	c1132	c1218	c506	c835
Darby+ ♁	6.1		— —	— —	— —		— —	— —	— —	— —
Glenolden+ ♁	8.3		— —	— —	— —		— —	— —	5 19	— —
Norwood+	9.0		— —	— —	— —		— —	— —	5 21	— —
Moore+ ♁	9.5		— —	— —	— —		11 46	— —	5 23	— —
Ridley Park+ ♁	10.4		— —	— —	— —		11 49	— —	5 26	— —
Chester+ ♁	13.4	p641	— —	p757	p845	— —	11 55	1259	5 31	9 53
Wilmington+ ♁	26.7	p700	p729	p8 15	n803	12 02	12 15	1 00	5 58	1013
Newport+ ♁	30.5		— —	— —	— —	Night	z —	— —	6 19	P M
Stanton+ ♁	32.9		— —	— —	— —		— —	— —	6 24	
Pencader ♁	38.0		— —	— —	— —	....	— —	— —	— —	....
Newark Center+(Br.) ♁	38.7		— —	— —	— —	....	— —	— —	— —	....
Newark+ ♁	38.7	7 18	— —	s831	— —	....	12 35	— —	6 35	....
Iron Hill+ ♁	41.4	— —	— —	— —	— —	....	12 40	— —	6 39	....
Elkton+ ♁	44.8	7 27		s837	— —	....	12 45	— —	6 44	....
North-east+ ♁	51.0	— —		— —	— —		12 58	— —	7 07	....
Charlestown+	53.6	— —		— —	— —		1 01	— —	7 12	641
Principio+	56.8	— —		— —			# —		7 19	P M
Perryville+ ♁	59.0	7 47		8 54			1 10		7 24	§520
Havre-de-Grace+ ♁	60.2	7 51		8 58			1 14		7 28	5 24
Swan Creek	63.2	— —					— —		7 35	5 30
Aberdeen+ ♁	65.0						1 22		7 38	5 33
Perryman+ ♁	68.6						1 28		7 45	5 40
Bush River ♁	71.4						— —		7 50	5 46
Edgewood+ ♁	74.7						1 42		7 57	5 53
Magnolia+ ♁	76.7				— —		1 45	— —	8 01	5 58
Gunpowder	77.9				— —		— —	— —	8 04	6 01
Harewood Park	79.5				— —		— —	— —	8 08	6 05
Chase+ ♁	80.5		— —		— —		1 54	— —	8 11	6 08
Bengies+ ♁	83.0		— —		— —	....	1 59	— —	8 17	6 14
Middle River	84.8		— —		— —	....	— —	— —	8 21	6 18
Stemmer's Run+	86.5		— —		— —	....	2 05	— —	8 25	6 21
Bay View ♁	91.6		— —		— —	....	— —	— —	— —	6 30
Biddle Street	93.7	— —	— —	— —	— —	....	— —	— —	8 41	6 35
Baltimore *Union Sta*+ar.	95.2	8 40	9 14	9 50	1027	....	2 20	2 42	8 45	6 40
Baltimore President St+ .ar.	95.2	....	....	....	....	....	....	....	P M	P M
Baltimore *Calvert St*+ar.	96.2	....	....	....	....	303	....	....		
Baltimore *Calvert St*+lv.	....	....	....	....	....	P M	....	....		
Baltimore *Union Sta*+lv.	95.2	8 43	9 20	9 55	1032	k1137	2 30	2 50		
Pennsylvania Av+	96.3		— —	s958	— —	11 42	— —			
Lafayette	97.5		— —	— —	— —	11 45	— —			
Gwynns Run+	98.2		— —	— —	— —	11 47	— —			
Frederick Road+	99.3		— —	— —	— —	11 49	— —			
Arbutus	101.7		— —	— —	— —	11 55	— —			
Halethorpe	102.4		— —	— —	— —	11 57	— —			
Patapsco	104.3		— —	— —	— —	12 01	— —			
Odenton+ ♁	113.0		— —	— —	— —	12 18	— —			
Patuxent+	115.8		— —	— —	— —	12 23	— —			
Bowie+ ♁	119.9		— —	— —	— —	12 30	— —			
Glenndale+	122.5		— —	— —	— —	12 35	— —			
Seabrook	124.1		— —	— —	— —	12 38	— —			
Lanham	125.5		— —	— —	— —	12 40	— —			
Ardwick	126.7		— —	— —	— —	12 42	— —			
Landover+	128.2		— —	— —	— —	12 45	— —			
Tuxedo	130.7		— —	— —	— —	12 48	— —			
Washington+ ♁	135.2	9 44	1026	1055	1130	1 00	3 30	3 55		
[ARRIVE	....	P M	P M	P M	P M	A M	A M	A M		
		Colonial Express. Buffet Parlor Car and Coaches through from Boston.	Dining Car. Sleeping Cars.	Dining Car and Parlor Car.	Parlor Cars.	Sleeping Cars. x On Sunday leaves 2 05 p.m. # Stops Monday morning.		Sleeping Cars. Pullman Sleeping Car opens at Philadelphia 10 00 p.m.	r Stops only on notice to agent on Sunday to take for Baltimore and Washington; n regular stop week-days; makes p stop on Sundays; y on Sunday leaves 2 00 p.m.	

Additional Local Trains—Leaves Baltimore (Calvert Station) †6 35 a.m., arrives Washington 8 20 a.m. Leave Union Station †5 40, *8 51 a.m., arriving Washington 6 57, 10 16 a.m.

*Daily; † daily, except Sunday; § Sunday only; *a* stops on signal or notice to agent to receive passengers; *b* stops only on notice to conductor to leave passengers; *c* regular stop to take passengers; *d* does not stop on Sunday; *e* stops week-days to leave from Delaware Division; *g* on Sunday leaves 1 55 p.m.; *h* stops on notice to conductor to leave from points east of Philadelphia; *k* Saturday only; *n* on Sunday leaves 5 minutes later; *p* stops on notice to conductor to let off from east of Philadelphia and on signal or notice to agent to take on for Baltimore and Washington; *s* stops Sunday.

THE PENNSYLVANIA RAILROAD COMPANY

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY—Maryland Division—Continued.

Table 103—TRAINS BETWEEN WASHINGTON, BALTIMORE AND PHILADELPHIA.

(Eastern time.)	90	80	22	902	24	332	14	62
[LEAVE	Night	Night	....	A M	....	....	A M	A M
Washington	*12 10	*12 30	....	†5 15	....	....	*7 00	†7 30
Tuxedo	—	—	....	5 27	....	....	—	—
Landover	—	—	....	5 30	....	....	—	Colonial Express.
Ardwick	—	—	....	5 32	....	....	—	
Lanham	—	Sleeping Cars.	....	5 34	....	....	7 14	
Seabrook	—		....	5 38	....	....	—	
Glenndale	—		....	5 41	....	A M	—	
Bowie	—		....	5 51	....	†7 36	—	7 54
Patuxent	—		....	5 58	....	7 44	—	
Odenton	—		....	6 03	....	7 50	—	8 05
Patapsco	—		....	6 18	....	8 03	—	
Halethorpe	—		....	6 23	....	8 08	—	
Arbutus	—	—	....	6 25	....	8 10	—	
Frederick Road	—	—	....	6 32	....	8 15	—	
Gwynns Run	—	—	....	6 35	....	e —	—	
Lafayette	—	—	....	6 37	....	e —	—	
Pennsylvania Ave.	—	1 34	....	6 41	....	8 22	—	—
Baltimore *Union Sta.* ar.	1 15	1 38	....	6 45	....	8 26	7 52	8 34
Calvert St. ar.	....	....	....	A M	....	8 30	....	....
Calvert St. lv.	....	....	....	....	A M	A M	....	....
President St. lv.	....	....	A M	....	†6 15	....	....	....
Union Sta. lv.	1 20	1 48	†4 10	....	*6 35	u Regular stop week-days; on Sunday stops only on signal to take passengers.	7 55	8 40
Biddle Street	—	—	4 15	....	6 40		—	—
Bay View	—	—	4 19	....	6 45		Buffet Parlor Car.	—
Stemmer's Run	—	—	4 26	....	6 54			—
Middle River	—	—	4 28	....	6 57			—
Bengies	—	Sleeping Car for Philadelphia. Ready at Washington at 10 00 p.m.	4 31	....	7 00			Vestibuled Broiler Buffet Parlor Car and Coaches through to Boston.
Chase	—		4 35	....	7 04			
Harewood Park	Sleeping Car for New York may be occupied until 7 30 a.m.		4 37	....	7 06			
Gunpowder			4 39	....	7 09			
Magnolia			4 43	....	7 13			
Edgewood			4 47	....	7 17			
Bush River			4 54	....	7 26			
Perryman			4 58	....	7 31		—	
Aberdeen			5 05	....	7 38		o8 37	
Swan Creek			5 08	280	7 41		—	
Havre De Grace			5 16	A M	7 48		8 44	
Perryville			5 20	†7 00	7 52		8 48	
Principio			5 24	7 05	7 57		—	
Charlestown			5 28	7 11	8 02		—	
North-east			5 33	7 16	8 07		—	
Elkton			5 46	7 26	8 20	....	9 06	
Iron Hill			5 53	7 32	8 26	188	—	
Newark			5 59	7 37	8 35	A M	—	
Newark Center	—		—	—	—	†7 39	—	—
Pencader	—		—	7 39	—	7 42	—	—
Stanton	—	—	6 10	—	—	7 52	—	—
Newport	—	—	6 15	A M	—	7 57	—	—
Wilmington	3 02	3 39	6 30	†7 20	8 58	8 07	9 35	b10 02
Chester	—	p3 59	6 56	7 43	9 28	8 28	9 53	—
Ridley Park	—	—	7 02	7 50	9 35	8 33	—	—
Moore	—	—	7 05	7 53	9 38	8 36	—	—
Norwood	—	—	—	7 55	9 40	8 38	—	—
Glenolden	—	—	—	—	9 42	8 40	—	—
Darby	—	—	—	8 03	—	—	—	—
West Phila.	3 40	b4 21	d7 21	d8 12	d9 56	d8 56	d10 11	d10 36
Broad St. Station	....	4 25	7 25	8 16	10 00	9 00	10 15	10 40
Philadelphia arr.	A M	A M	A M	A M	A M	A M	A M	A M
Brooklyn	8 05	7 35	10 05	11 05	....	11 35	1 35	....
Hud. Ter. (H. & M. R. R.)	■6 08	7 18	9 28	10 28	....	10 58	1 18	....
Desb. & Cort. Sts.	■6 13	7 23	9 33	10 33	....	11 03	1 23	....
West 23d Street	6 30	7 30	9 45	10 45	....	11 15	1 30	....
New York arr.	A M	A M	A M	A M	....	A M	P M	....

(Eastern time.)	86	26	58	16	326	2	76	68
[LEAVE	A M	....	A M	A M	A M	A M	A M	A M
Washington	†8 00	....	*9 00	*9 10	*9 15	†10 00	†10 00	*11 00
Tuxedo	—	....	—	—	9 27	—	—	—
Landover	—	....	—	—	9 30	—	Washington and New York	—
Ardwick	—	....	—	—	9 33	—		—
Lanham	—	....	—	—	9 36	—		—
Seabrook	—	....	—	—	9 39	—		—
Glenndale	—	....	—	—	9 41	—		—
Bowie	—	....	—	—	9 47	—		—
Patuxent	—	....	—	—	9 54	—		—
Odenton	—	....	—	—	9 59	—		—
Patapsco	—	....	—	—	10 14	—		—
Halethorpe	—	....	—	—	10 19	—		—
Arbutus	—	....	—	—	10 21	—		—
Frederick Road	—	....	—	—	10 27	—		—
Gwynns Run	—	....	—	—	10 30	—		—
Lafayette	—	....	—	—	10 31	—		—
Pennsylvania Ave.	—	....	—	10 05	10 36	—	—	—
Baltimore *Union Sta.* ar.	8 56	....	9 52	10 09	10 40	10 54	11 02	12 00
Calvert St. ar.	....	....	....	....	A M	....	....	....
Calvert St. lv.	....	....	....	....	....	....	....	....
President St. lv.	....	A M	....	....	....	....	....	....
Union Sta. lv.	9 00	†9 05	9 55	10 14	u Stops on notice to agent to take for points east of New York.	10 57	11 05	12 05
Biddle Street	—	9 10	—	m		—	—	—
Bay View	—	9 15	—	m Buffet		—	—	—
Stemmer's Run	—	9 22	—	m		—	—	—
Middle River	—	9 25	—	m		—	—	—
Bengies	—	9 28	—	m		—	—	—
Chase	—	9 32	—	10 34		—	—	—
Harewood Park	—	9 34	Parlor Car. Dining Car.	m Parlor Car.		—	Express. Parlor Car.	Parlor Cars. Dining Car.
Gunpowder	Parlor Car.	9 37		m		Broiler Buffet Parlor Car.		
Magnolia		9 51		m				
Edgewood		9 56		m				
Bush River		10 05		m				
Perryman	—	10 10		m		—		
Aberdeen	—	10 17		m		—		
Swan Creek	—	10 21		m		—		
Havre De Grace	—	10 28		11 06		—		
Perryville	—	10 32		11 10		—		
Principio	—	10 36		m r		—		
Charlestown	—	10 41		m r		—		
North-east	—	10 45		m r	....	—		
Elkton	—	11 02		m r	....	—		
Iron Hill	—	11 08		m r	182	—		
Newark	—	11 12	—	m r	Noon	—		
Newark Center	—	—	—	m r	†12 20	—		
Pencader	—	—	—	m r	—	—		
Stanton	—	—	—	m r	12 30	—		
Newport	—	—	—	m r	12 34	—		
Wilmington	10 27	11 32	p11 20	12 00	12 42	12 22	a12 34	p1 37
Chester	—	11 57	—	12 18	1 10	—	Dining Car.	p1 58
Ridley Park	—	12 02	—	—	1 18	—		—
Moore	—	—	—	—	1 21	—		—
Norwood	—	—	—	—	1 23	—		—
Glenolden	—	—	—	—	1 28	—		—
Darby	—	—	—	—	1 32	—		—
West Phila.	11 01	d12 18	d11 53	d12 36	d1 41	d12 56		b2 16
Broad St. Station	A M	12 22	....	12 40	1 45	1 00	....	2 20
Philadelphia arr.	....	Noon	P M	Noon	P M	P M	P M	P M
Brooklyn	1 35	3 06	2 35	†3 36	....	3 36	3 56	6 05
Hud. Ter. (H. & M. R. R.)	1 08	2 48	1 58	†2 58	....	2 58	3 18	4 48
Desb. & Cort. Sts.	1 13	2 53	2 05	†3 03	....	3 03	3 23	4 53
West 23d Street	1 15	3 00	2 15	†3 15	....	3 15	3 30	5 00
New York arr.	P M	P M	P M	P M	....	P M	P M	P M

(Eastern time.)	6	78	282	312	4	70	12	320
[LEAVE	A M	Noon	....	P M	P M	P M	P M	P M
Washington	†11 55	†12 30	....	*1 10	*1 55	*3 00	*3 10	*3 40
Tuxedo	—	—	....	1 22	—	—	—	—
Landover	—	—	....	1 25	—	—	—	—
Ardwick	—	—	....	1 28	—	—	—	—
Lanham	—	—	....	1 31	—	—	—	—
Seabrook	—	—	....	1 34	s2 12	—	—	—
Glenndale	—	—	....	1 37	—	—	—	—
Bowie	—	—	....	1 44	—	—	—	u4 02
Patuxent	—	—	....	1 52	—	—	—	—
Odenton	a12 24	—	....	1 58	—	—	—	b
Patapsco	—	—	....	2 16	—	—	—	—
Halethorpe	—	—	....	2 20	—	—	—	—
Arbutus	—	—	....	2 22	—	—	—	—
Frederick Road	—	—	....	2 28	—	—	—	—
Gwynns Run	—	—	....	2 30	—	—	—	—
Lafayette	—	—	....	2 32	—	—	—	—
Pennsylvania Ave.	12 48	—	....	2 36	2 48	—	—	—
Baltimore *Union Sta.* ar.	12 52	1 30	....	2 40	2 52	3 56	4 07	4 45
Calvert St. ar.	....	....	....	P M	....	....	....	....
Calvert St. lv.	....	....	P M	....	....	....	....	262
President St. lv.	....	....	†2 00	....	....	....	....	P M
Union Sta. lv.	1 00	1 35	†2 15	....	2 57	4 00	4 10	†3 30
Biddle Street	—	—	2 20	....	m	—	—	—
Bay View	—	—	2 25	....	m	—	—	—
Stemmer's Run	—	—	2 36	....	m	—	—	—
Middle River	—	—	2 38	• Stops at North Philadelphia to leave from south of Philadelphia.	m	—	Buffet Parlor Car.	—
Bengies	b1 17	—	2 42		m	—		—
Chase	1 21	—	2 46		m	—		—
Harewood Park	—	Parlor Cars. Dining Car.	2 48		m	—		—
Gunpowder	—		2 51		m	Dining Car. Parlor Cars.		—
Magnolia	1 30		2 56		m s			—
Edgewood	1 34		3 00		m			—
Bush River	—		3 06		m			—
Perryman	1 47		3 12		m s			—
Aberdeen	1 53		3 20		m			4 12
Swan Creek	—		3 24		m			—
Havre De Grace	2 01		3 31		3 49		5 02	4 19
Perryville	2 06		3 36		3 53		5 06	4 23
Principio	—		P M		3 57		a5 11	—
Charlestown	2 13		....		4 03		—	—
North-east	2 17		....		4 10		5 20	4 34
Elkton	2 26		....		4 23		5 32	4 44
Iron Hill	—		....		4 30		—	—
Newark	2 37		....		4 36		5 44	4 53
Newark Center	—		....		—		—	P M
Pencader	—		....		—		—	—
Stanton	—		128	48	4 48		—	114
Newport	—		P M	P M	4 53		—	P M
Wilmington	3 00	p3 10	*1 30	†4 43	5 05	5 25	6 07	†4 30
Chester	3 18	—	1 49	5 01	5 27	—	6 26	4 48
Ridley Park	—	—	—	Old Point Express.	—	—	—	4 53
Moore	—	—	—		—	—	—	—
Norwood	—	—	—		—	—	—	—
Glenolden	—	—	—		—	—	—	—
Darby	—	—	—		—	—	—	—
West Phila.	d3 36	d3 46	d2 08	d5 21	d5 46	5 58	d6 45	d5 08
Broad St. Station	3 40	3 50	2 12	5 26	5 50	P M	6 49	5 12
Philadelphia arr.	P M	P M	P M	P M	P M	....	P M	P M
Brooklyn	6 05	6 36	4 36	8 35	8 36	8 36	9 36	....
Hud. Ter. (H. & M. R. R.)	5 48	6 18	4 18	8 03	8 03	8 03	9 18	....
Desb. & Cort. Sts.	5 53	6 23	4 23	8 08	8 08	8 08	9 23	....
West 23d Street	6 00	6 30	4 30	8 18	8 15	8 15	9 30	....
New York arr.	P M	P M	P M	P M	P M	P M	P M	....

(Eastern time.)	8	80	314	54	322	72	28	308
[LEAVE	P M	P M	P M	P M	P M	P M	....	P M
Washington	*4 00	*4 00	†5 00	*4 30	†5 03	*5 35	....	*5 45
Tuxedo	—	—	—	—	5 14	—	....	—
Landover	—	—	—	—	5 17	—	....	—
Ardwick	—	—	—	—	5 19	—	....	—
Lanham	—	Congressional Limited.	—	—	5 21	—	....	—
Seabrook	—		—	—	5 25	Federal Express.	....	—
Glenndale	—		—	—	5 28		....	—
Bowie	—		—	u4 51	5 37		....	6 07
Patuxent	—		—	—	5 45		....	—
Odenton	—		5 27	—	5 50		....	6 18
Patapsco	—		—	—	6 06		....	—
Halethorpe	—		5 40	—	—		....	s6 34
Arbutus	—		5 42	—	—		....	—
Frederick Road	—		5 47	—	—		....	—
Gwynns Run	—		5 50	—	—		....	—
Lafayette	—		5 52	—	—		....	—
Pennsylvania Ave.	—	—	5 55	5 25	6 22	—	....	6 46
Baltimore *Union Sta.* ar.	4 52	5 00	6 00	5 29	6 26	6 32	....	6 50
Calvert St. ar.	....	....	P M	....	6 30	....	....	P M
Calvert St. lv.	....	....		....	P M	....	P M	
President St. lv.	....	....	†4 06	....	....	....	†6 25	o Stops on notice to conductor to leave passengers, or on signal to take for Philadelphia or points east.
Union Sta. lv.	4 55	5 03	†4 20	5 32	....	6 35	*6 45	
Biddle Street	—	—	4 25	—	h Stops on signal or notice to conductor to take passengers for points east of Philadelphia; r stops to leave passengers from Central Division.	—	6 50	
Bay View	—	—	4 30	Parlor Car. Dining Car.		Sleeping Car through to Boston. Dining Car.	6 55	
Stemmer's Run	—	—	4 39				7 05	
Middle River	—	This train is composed entirely of Pullman Vestibule Parlor Cars. Dining Car.	4 42				7 08	
Bengies	—		4 49				7 12	
Chase	—		4 50				7 16	
Harewood Park	Broiler Buffet Parlor Car.		4 52				7 18	
Gunpowder			4 55				7 21	
Magnolia			4 59				7 24	
Edgewood			5 03				7 29	
Bush River			5 09				7 36	
Perryman			5 15				7 42	
Aberdeen			5 22				7 50	
Swan Creek			5 26				7 54	
Havre De Grace			5 32	6 22			8 03	
Perryville			5 35	6 26			8 07	
Principio			P M	—			8 12	
Charlestown			....	—			8 19	
North-east			....	—			8 25	
Elkton			....	b6 44			8 37	
Iron Hill			....	—			8 44	
Newark			....	—			8 49	
Newark Center	—	—	....	—		—	—	
Pencader	—	—	....	—		—	—	
Stanton	—	—	32	—		—	—	46
Newport	—	—	P M	—		—	—	P M
Wilmington	6 20	b6 28	†5 30	7 10		8 00	9 13	†7 19
Chester	—	—	5 49	—		—	9 35	7 37
Ridley Park	—	—	—	—		—	s9 42	—
Moore	—	—	—	—		—	—	—
Norwood	—	—	—	—		—	—	—
Glenolden	—	—	—	—		—	—	—
Darby	—	—	—	—		—	—	—
West Phila.	d6 52	*	d6 08	d7 48		d8 36	d9 56	d7 56
Broad St. Station	6 56	P M	6 12	7 50		8 40	10 00	8 00
Philadelphia arr.	P M	....	P M	P M	....	P M	P M	P M
Brooklyn	9 36	9 36	....	10 36	....	11 35	....	10 35
Hud. Ter. (H. & M. R. R.)	9 18	9 03	....	10 18	....	11 18	....	10 18
Desb. & Cort. Sts.	9 25	9 08	....	10 24	....	11 23	....	10 23
West 23d Street	9 30	9 15	....	10 30	....	11 30	....	10 30
New York arr.	P M	P M	....	P M	....	P M	....	P M

(Eastern time.)	324	84	66	52	316	318	606
[LEAVE	P M	P M	P M	P M	P M	P M	A M
Washington	*6 20	*6 50	*9 00	*10 45	*7 00	*7 56	ʒ11 55
Tuxedo	6 28	—	—	—	—	—	—
Landover	6 31	—	—	—	—	—	—
Ardwick	6 33	—	—	—	—	—	—
Lanham	6 36	—	—	b10 59	—	—	—
Seabrook	6 39	—	—	—	—	—	—
Glenndale	6 43	—	Parlor Car.	s11 04	—	—	—
Bowie	6 50	—		—	—	—	—
Patuxent	6 57	—		—	—	—	—
Odenton	7 02	—		—	—	—	a12 24
Patapsco	7 16	—		—	—	—	—
Halethorpe	7 19	—		—	—	—	—
Arbutus	7 21	—		—	—	—	—
Frederick Road	7 27	—		—	—	—	—
Gwynns Run	7 29	—		—	—	—	—
Lafayette	7 31	—		—	—	—	—
Pennsylvania Ave.	7 35	7 42	—	11 41	—	—	12 48
Baltimore *Union Sta.* ar.	7 39	7 46	9 52	11 46	7 52	8 50	12 52
Calvert St. ar.	P M	....	....	....	....	P M	....
Calvert St. lv.	....	....	....	....	640	....	....
President St. lv.	For Additional Trains between Wilmington and Philadelphia, see page 426.	....	....	....	A M	....	....
Union Sta. lv.		7 52	9 55	11 55	ʒ8 20	....	1 00
Biddle Street		—	—	—	8 25	....	1 04
Bay View		—	—	—	8 30	Additional Trains—Leave Washington ʒ7 50, §10 00 a.m., †11 35 p.m., arrive Baltimore (Union Station) 8 50, 11 00 a.m., 12 51 night.	—
Stemmer's Run		—	—	b12 09	8 40		1 15
Middle River		—	—	—	8 44		1 18
Bengies		—	Sleeping Car for New York may be occupied until 7 30 a.m.	12 15	8 48		1 22
Chase		a8 12		12 20	8 52		1 26
Harewood Park		—		—	8 55		—
Gunpowder		—		b12 26	8 58		—
Magnolia		—		12 30	9 01		1 36
Edgewood		—		12 34	9 05		1 40
Bush River		Buffet Parlor Car.		—	9 14		—
Perryman				12 50	9 19		1 55
Aberdeen				12 56	9 26		2 01
Swan Creek				—	9 29		—
Havre De Grace				1 07	9 36		2 08
Perryville				1 11	9 40		2 13
Principio				1 16	A M		—
Charlestown				—	....		2 21
North-east				1 27	....		2 25
Elkton				1 38	....		2 34
Iron Hill				—	....		—
Newark				1 49	....		2 46
Newark Center		—	—	—	....		—
Pencader		—	—	—	....		—
Stanton		—	—	—	624		—
Newport		—	—	—	P M		—
Wilmington		p9 25	11 17	2 10	ʒ9 05		3 10
Chester		j9 44	—	2 29	9 24		3 28
Ridley Park		—	—	—	—		Buffet Parlor Car.
Moore		—	—	—	—		
Norwood		—	—	—	—		
Glenolden		—	—	—	—		
Darby		—	—	—	—		
West Phila.		d10 01	d11 50	d2 50	d9 43		d3 48
Broad St. Station		10 05	11 55	2 55	9 47		3 50
Philadelphia arr.		P M	P M	A M	P M		P M
Brooklyn		....	....	....	....	....	6 35
Hud. Ter. (H. & M. R. R.)		12 48	3 48	....	....	....	6 18
Desb. & Cort. Sts.		12 53	3 53	....	....	....	6 23
West 23d Street		1 00	A M	....	....	....	6 30
New York arr.		A M	....	....	....	....	P M

*Daily; †daily, except Sunday; ʒ Sunday only; *a* stops only on signal or on notice to agent to receive passengers; *b* stops on notice to conductor to leave passengers; *d* regular stop to leave passengers; *e* stops on notice to conductor to leave passengers from the Pope's Creek Branch; *j* stops on notice to conductor to leave from Baltimore or points south; *m* stops on notice to conductor to let off from points south of Baltimore; *p* stops on signal to take passengers for points east of Philadelphia or on notice to conductor to leave from Baltimore or Washington; *s* stops Sunday. ■ Sunday arrives ten minutes later.

THE JANNEY "X" COUPLER THE McCONWAY & TORLEY CO. PITTSBURGH, PA.

THE PENNSYLVANIA RAILROAD COMPANY

Table 104.

BOSTON, NEW YORK, WASHINGTON AND RICHMOND THROUGH LINE.—SOUTHWARD.

January 3, 1910.

Station	No. 79	No. 89	91	65	◈No. 63	No. 61	69	No. 59	57	81	87	99	No. 67	No. 67	15	51	93	85	75	73	No. 77	1	No. 71
Lv. Boston....(*South Sta.*)	*5 30 P M	*3 00 P M	*10 03	*10 03	†10 00 A M	†9 00 A M															*12 01 Night		*8 00 P M
" Providence	6 33 P M	4 04 P M	11 10	11 10	11 00 A M	10 07 A M															1 20 A M		9 07 P M
" New London	8 08 P M	5 28 P M	12 50	12 50	12 17 Noon	11 45 A M															3 15 A M		10 43 P M
" New Haven	9 15 P M	6 38 P M	2 01	2 31	1 18 P M	12 55 Noon															4 45 A M		12 00 Night
Ar. New York	11 00 P M	8 30 P M	4 00	4 00	3 00 P M	Runs via Steamer *Maryland* Route.	A M														6 57 A M		Runs via Steamer *Maryland* Route.
Lv. Boston (*Via Spr'gfield*)	*4 00 P M	†2 00 P M	†9 15	†9 15	†9 15 A M		†8 00	†8 30 A M													*11 30 P M		
" Worcester	6 02 P M	Via Willimantic.	10 20	10 20	10 20 A M		–	Via Willimantic.													12 52 Night		
" Springfield	6 22 P M		11 47	11 47	11 47 A M		–														2 35 A M		
" Hartford	6 58 P M	5 04 P M	12 23	12 23	12 23 Noon		11 04	11 04 A M													3 14 A M		
" New Haven	7 50 P M	6 03 P M	1 23	1 23	1 23 P M		12 01	12 01 Noon													4 20 A M		
Ar. New York	9 35 P M	8 00 P M	3 15	3 15	3 15 P M		1 45	1 45 P M													6 25 A M		
Lv. Boston (*Fall Riv. Line*)			P M	P M	◈All Parlor Cars Boston to N.Y., via 10 00 a.m. train; special form of ticket required.		P M	All Parlor Cars N.Y. to Wash. No extra fare other than regular Pullman charge.													*6 00 P M		
" Newport																					9 15 P M		
Ar. New York....(*Pier 19*)																					7 00 A M		
Lv. Boston (*Norwich Line*)																					†8 00 P M		
Ar. New York....(*Pier 40*)																					¶7 00 A M		
Lv. Boston ..(Providence Line)																							
Ar. New York....(*Pier 18*)			P M	P M			P M		P M	P M	P M	P M	Noon	Noon		A M	A M	A M	A M	A M			
Lv. New York { West 23d St.	*12 10 Night	*9 25 P M	*5 55	*4 55	*4 25 P M		*3 25	*3 25 P M	†2 10	*1 25	†1 25	†1 10	§12 55	†12 55		*10 55	*10 25	*9 55	†9 55	*8 25	†7 55 A M		
Lv. New York { Desb.& Cort. Sts.	12 15 Night	9 30 P M	6 00	5 10	4 30 P M		3 30	3 30 P M	2 20	1 30	1 30	1 20	1 00	1 00		11 00	10 30	10 00	10 00	8 30	8 00 A M		
Lv. New York { Hud. T. (H.& M.)	12 20 Night	9 35 P M	6 05	5 15	4 35 P M		3 35	3 35 P M	2 25	1 36	1 35	1 25	1 05	1 05		11 05	10 35	10 05	10 05	8 35	8 05 A M		
" Brooklyn	11 45 P M	9 15 P M	5 45	4 45	4 15 P M		3 16	3 15 P M	1 45	1 15	1 15	12 45	12 45	12 45		10 45	10 15	9 45	9 45	8 15	7 45 A M		
" Jersey City	12 31 Night	9 44 P M	6 13	5 26	4 45 P M	–	3 46	3 44 P M	2 34	1 44	1 42	1 34	1 14	1 15		11 17	10 43	10 18	10 13	8 44	8 17 A M		–
" Newark	n12 47 Night	n9 58 P M	–	a5 40	a4 58 P M	†b4 28 P M	a3 58	–	a2 46	a1 56	n1 54	n1 47	a1 28	a1 27		a11 32	n10 56	n10 32	n10 25	8 57	a8 30 A M		b*4 23 A M
" Elizabeth	n12 58 Night	n10 08 P M	a6 35	–	–	–	–	–	–	a2 05	n2 03	n1 55	–	–		–	n11 05	n10 41	–	9 06	a8 40 A M		–
" New Brunswick	n1 34 A M	–	6 55	–	–	–	–	–	3 12	2 30	–	–	–	–		–	–	–	–	9 32	–		–
" Trenton	n2 20 A M	n11 05 P M	–	6 49	–	b5 21 P M	4 54	n4 48 P M	3 46	3 00	n2 55	n2 45	2 21	2 25		12 31	n11 58	n11 33	11 16	10 06	9 31 A M		5 25 A M
" North Philadelphia	n3 14 A M	g11 48 P M	g7 57	7 28	n6 38 P M	d5 58 P M	n5 32	n5 21 P M	4 23	d3 43	n3 36	n3 28	g2 57	g3 00		g1 09	c12 36	n12 09	g11 48	g10 44	g10 08 A M		d6 02 A M
Ar. West Philadelphia	h3 36 A M	d11 57 P M	d8 06	7 38	6 48 P M	d6 06 P M	5 40	–	d4 32	d3 53	3 46	c3 37	d3 06	a3 10		1 19	c12 46	c12 18	d11 56	d10 53	10 18 A M	▲	d6 11 A M
Ar. Philadelphia..(Broad St. Sta.)	–	12 01 Night	8 16	–	–	6 10 P M	–	–	4 38	–	–	–	3 10	–	P M	–	–	–	12 00	10 57	–	A M	6 15 A M
Lv. Philadelphia..(Broad St. Sta.)	–	12 15 Night	8 25	–	–	6 20 P M	–	–	*4 46	–	–	–	*3 20	–	*1 26	–	–	–	12 13	11 06	–	*8 32	6 35 A M
" West Philadelphia	3 35 A M	c12 19 Night	c8 29	7 40	6 50 P M	c6 24 P M	5 44	–	c4 50	d3 55	3 50	3 42	c3 24	a3 15	c1 29	1 21	c12 50	c12 21	c12 17	c11 10	10 23 A M	l8 36	c6 39 A M
Ar. Chester	–	12 39 Night	l8 45	l7 57	–	l6 41 P M	l6 03	–	l5 07	–	–	–	–	–	l1 46	–	–	–	–	11 27	–	–	–
Ar. Wilmington	4 17 A M	1 00 A M	l9 03	l8 15	l7 29 P M	l7 00 P M	6 26	p6 10 P M	5 25	4 32	a4 25	a4 17	3 58	b3 50	2 05	1 55	1 26	12 59	12 52	11 47	10 58 A M	c9 10	7 14 A M
Ar. Baltimore (*Union Sta.*)	6 01 A M	2 46 A M	10 27	9 50	9 14 P M	8 40 P M	8 15	7 33 P M	7 12	6 00	6 00	5 52	5 22	5 15	3 35	3 20	2 56	2 35	2 22	1 51	12 28 Noon	10 31	8 41 A M
Lv. Baltimore (*Union Sta.*)	6 06 A M	2 50 A M	10 42	9 55	9 20 P M	8 43 P M	8 20	7 36 P M	7 17	6 06	6 00	5 52	5 27	5 19	3 40	3 23	3 00	2 40	2 27	1 58	12 33 Noon	10 36	8 45 A M
Arr. Annapolis (W.B.& A.R.R.)	†8 45 A M									*7 45											†1 45 P M		
Ar. Washington	*7 12 A M	*3 55 A M	*11 30	*10 55	*10 25 P M	†9 44 P M	*9 25	*8 30 P M	*8 15	*7 10	†7 05	†6 55	*6 26	†6 16	*4 40	4 20	4 05	3 45	3 25	*3 00	†1 33 P M	11 32	*9 45 A M
Lv. Washington (W.S.& R.F.& P.)	10 05 A M	4 30 A M	P M	P M			10 00		P M	7 25	†7 10	†7 00	P M	P M	5 40	6 40	4 25	4 05	P M	P M		12 01	10 05 A M
Ar. Alexandria	10 22 A M	4 37 A M					10 17			7 42	–	–			5 57	5 57	4 42	4 22				12 16	10 22 A M
" Fredericksburg	11 32 A M	5 50 A M					11 31			8 58	–	–			7 08	7 08	5 56	5 36				1 20	11 32 A M
Ar. Richmond (*Byrd St. Sta.*)		7 50 A M					1 10				10 20				9 00	9 00		7 15				2 50	
Ar. Richmond . (15th & Main Sta.)	1 10 P M						A M		P M	10 35	P M	10 05			P M	P M	7 35	P M				P M	1 10 P M

▲ On Sundays leaves Philadelphia 7 20 a.m., arrives Washington 10 45 a.m.

EXPLANATION OF SIGNS.—*See also opposite page.*

* Daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only; *a* stops only on signal or notice to agent to receive passengers; *b* stops only on notice to conductor to discharge passengers; *c* regular stop to receive passengers; *d* regular stop to discharge passengers; *e* regular stop on Sundays; *g* stops only on notice to agent to receive for points south of Philadelphia, or on notice to conductor to discharge passengers; *h* stops on notice to conductor to discharge from points south of Philadelphia; *i* stops to discharge passengers from points east of Philadelphia, or to receive passengers for Baltimore, Washington and points south; *j* regular stop week-days; *l* regular stop week-days and on Sundays stops on signal or notice to agent to receive passengers; *m* stops only on notice to conductor to discharge passengers from Baltimore or points south thereof; *n* stops on notice to agent only to receive passengers for points south of Philadelphia.—(*Continued on opposite page*).

NOTE.—Buffets in Pullman Cars will not be opened when a Dining Car is attached to train.

FEDERAL EXPRESS No. 71—Sleeping Cars Boston to Washington (Drawing-room); Boston to Philadelphia (Drawing-room); may be occupied until 7 00 a.m. Dining Cars Philadelphia to Washington. Coach Boston to Washington.

No. 1—Parlor Car Philadelphia to Washington (Broiler Buffet); Washington to Richmond. Dining Car Washington to Richmond.

No. 77—Parlor Cars N. Y. to Wash. Parlor Smoking Car N. Y. to Wash. Dining Car N. Y. to Wash.

No. 73 Parlor Car N.Y. to Washington (Buffet).

ATLANTIC COAST EXPRESS No. 85—Sleeping Cars New York to Port Tampa (D. R.); N. Y. to Jacksonville (D. R.); Washington to Jacksonville. Coaches Sundays only. Dining Car N. Y. to Jacksonville.

No. 75—Parlor Cars New York to Washington. Dining Car Philadelphia to Washington.

SOUTHERN RY. AND SEABOARD AIR LINE EXPRESS No. 93—Sleeping Cars New York to Birmingham (Drawing-room), via So Ry.; New York to Jacksonville (Drawing-room), via So. Ry.; New York to Augusta (Drawing-room), via So. Ry.; New York to Aiken (Drawing-room Stateroom), via So. Ry.; New York to Jacksonville (Drawing-room), via Seaboard Air Line. Dining Car New York to Washington; Washington to Richmond. Combined Car and Coach New York to Washington.

No. 51—Parlor Cars New York to Washington. Parlor Smoking Car New York to Washington, week-days. Dining Cars New York to Washington.

PHILADELPHIA AND WASHINGTON EXPRESS No. 15—Parlor Cars Philadelphia to Washington (Buffet).

No. 67—Parlor Cars New York to Washington. Parlor Smoking Car New York to Washington. Dining Car New York to Washington.

SEABOARD FLORIDA LIMITED No. 99—Compartment Car New York to St. Augustine. Sleeping Cars N.Y. to Palm Beach (D. R.); N.Y. to Miami (D. R.); N.Y. to Knights Key (D. R.). Observation Car N. Y. to Jacksonville. Parlor Smoking Car N.Y. to Jacksonville. Dining Car N.Y. to Jacksonville.

SEABOARD AIR LINE EXPRESS No. 81—Sleeping Cars New York to Memphis (D.R.); New York to Tampa (D. R.). Parlor Cars N. Y. to Washington; Washington to Acca, thence to Elba Station, Richmond. Cafe Car N. Y. to Washington. Dining Car and Chair Car Washington to Richmond.

NEW YORK AND FLORIDA SPECIAL No. 87—Compartment Car New York to St. Augustine. Sleeping Cars N. Y. to St. Augustine (D. R.); N. Y. to Knights Key (D. R.); N. Y. to Palm Beach (D. R.); Washington to Miami (D. R.). Observation Car N. Y. to St. Augustine. Dining Car N. Y. to Ft. Pierce.

No. 57—Parlor Cars N. Y. to Wash., week-days (Buffet). Phila. to Washington, Sundays (Buffet).

CONGRESSIONAL LIMITED No. 59—Parlor Cars N. Y. to Washington. Parlor Smoking Car N. Y. to Washington. Observation Car N. Y. to Washington. Dining Car New York to Washington. No Coaches.

NORFOLK & WESTERN RY. AND SOUTHERN RY. AND A. C. L. EXPRESS No. 69—Sleeping Cars New York to New Orleans (D. R.), via N. & W.; N. Y. to Atlanta (Broiler Buffet), via A. C. L. and Augusta; N. Y. to Charleston, via A. C. L.; N. Y. to St. Petersburg (D. R.), via A. C. L.; Washington to Jacksonville, via A. C. L.; Washington to Wilmington. Compartment Car New York to Augusta, Wed. and Sat. via A. C. L. Dining Car New York to Washington.

COLONIAL EXPRESS No. 61—Parlor Cars Boston to Washington (Broiler Buffet). Parlor Smoking Car Boston to Washington. Dining Car Boston to South Norwalk. Coach Boston to Washington.

SOUTHERN RY. EXPRESS No. 63—Sleeping Cars New York to New Orleans (Drawing-room); New York to New Orleans; N.Y. to Charlotte; N. Y. to Macon (Drawing-room); N. Y. to Asheville (Drawing-room). Observation Car N. Y. to New Orleans. Dining Car N. Y. to Washington. No Coaches south of Wash.

CHESAPEAKE & OHIO RY. EXPRESS No. 65—Sleeping Cars New York to Cincinnati (Drawing-room); New York to Louisville (Drawing-room); New York to Hot Springs, Va. Parlor Car N.Y. to Washington. Dining Car N. Y. to Wash. Coach N. Y. to Cincinnati.

No. 91—Parlor Cars N. Y. to Wash. Parlor Smoking Car N. Y. to Wash. Dining Car N. Y. to Wash.

ATLANTIC COAST LINE, SOUTHERN RY. AND NORFOLK & WESTERN RY. EXPRESS No. 89—Sleeping Cars New York to Jacksonville (Buffet), via A. C. L.; N. Y. to Richmond; N. Y. to Washington (may be occupied until 7 30 a.m.); N. Y. to Memphis, via So. Ry. and N. & W. Ry. (D. R.); N. Y. to Nashville, via So. Ry., N. & W. Ry. and N. C. & St. L. Ry. (D. R.; may be occupied until 7 00 a.m.); Philadelphia to Washington (open 10 00 p.m.; may be occupied until 7 30 a.m.); Washington to Richmond (open 10 00 p.m.) (D. R.).

NEW YORK AND SOUTHERN EXPRESS No. 79—Sleeping Cars New York to New Orleans, via Southern Ry. (D. R.); New York to Birmingham, via Southern Ry.; New York to Birmingham, via S. A. L. (D. R.); New York to Jacksonville, via S. A. L. (Buffet D. R.); New York to Washington; New York to Baltimore (may be occupied until 7 30 a.m.)—All New York Sleeping Cars are open in Jersey City at 10 00 p.m.

THE PENNSYLVANIA RAILROAD COMPANY

Table 104.
BOSTON, NEW YORK, WASHINGTON AND RICHMOND THROUGH LINE.—NORTHWARD.

January 3, 1910.	66	No. 90	No. 80	No. 96	No. 56	88	98	62	No. 86	84	58	82
(R. F. & P. R.R. and Wash. So. Ry.)	P M						A M			A M		
Lv. Richmond (15th & Main Sts.)	*6 15					A M	¶7 30			*4 35		A M
Lv. Richmond (Byrd St. Station)		*8 20 P M	*8 20 P M			¶7 15				4 50		*5 20
» Fredericksburg	7 01	10 09 P M	10 09 P M			- -	- -			6 25		7 21
» Alexandria	8 18	11 33 P M	11 33 P M			- -	- -			7 43		8 33
Ar. Washington	8 36	11 50 P M	11 50 P M			10 25	10 35	A M		8 00	A M	8 50
Lv. Washington (*P.R.R.*)	*9 00	*12 10 Night	*12 30 Night	*6 45 A M	*7 05 A M	¶10 30	¶10 40	†7 30	†8 00 A M	8 15	*9 00	*9 05
Lv. Annapolis (W.B. & A.R.R.)								†7 30				
Lv. Baltimore (Union Station)	9 55	1 20 A M	1 48 A M	7 45 A M	8 05 A M	11 30	11 38	8 40	9 00 A M	9 20	9 55	10 05
» Wilmington	11 17	3 02 A M	3 39 A M	m9 22 A M	m9 42 A M	b1 08	b1 15	o10 02	10 27 A M	m10 57	t11 20	m11 42
» Chester	- -	- -	t3 59 A M	- -	- -	- -	- -	- -	- -	- -	- -	- -
Ar. West Philadelphia	d11 51	3 40 A M	b4 21 A M	d10 03 A M	d10 23 A M	1 46	1 53	d10 36	11 01 A M	11 35	d11 53	12 23
Ar. Philadelphia (Broad St.)	11 56	- -	4 25 A M	- -	- -	- -	- -	10 40	- -	- -	- -	- -
Lv. Philadelphia »	12 14	- -	4 40 A M	- -	- -	- -	- -	c10 50	- -	- -	- -	- -
» West Philadelphia	■12 18	d3 45 A M	c4 44 A M	d10 08 A M	d10 25 A M	d1 51	d1 57	c10 54	d11 06 A M	h11 40	d11 55	c12 25
» North Philadelphia	12 29	■3 53 A M	■4 53 A M	d10 16 A M	d10 34 A M	h2 00	h2 06	a11 02	b11 14 A M	h11 49	h12 03	■12 33
» Trenton	1 35	h4 33 A M	h5 34 A M	h10 51 A M	h11 13 A M	b2 36	h2 44	a11 33	b11 46 A M	h12 24	- -	h1 08
» New Brunswick	2 25	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -
» Elizabeth	3 02	h5 29 A M	h6 43 A M	- -	- -	h3 30	h3 40	- -	- -	h1 19	- -	h2 01
» Newark	3 16	b5 39 A M	b6 52 A M	h11 52 A M	h12 16 Noon	b3 40	h3 50	a12 34	b12 42 Noon	h1 28	h1 34	h2 11
Ar. Jersey City	3 38	5 55 A M	7 08 A M	12 07 Noon	12 30 Noon	3 55	4 07	- -	12 55 Noon	1 41	1 48	2 25
» New York — Hud. T. (H. & M.)	3 48	6 08 A M	7 18 A M	12 18 Noon	12 38 Noon	4 08	4 18		1 08 P M	1 48	1 58	2 38
» New York — Desb. & Cort. Sts.	3 53	6 13 A M	7 23 A M	12 23 Noon	12 43 Noon	4 13	4 23		1 13 P M	1 53	2 03	2 43
» New York — West 23d St.	A M	6 30 A M	7 30 A M	12 30 Noon	1 00 P M	4 15	4 30		1 15 P M	2 00	2 15	2 45
Ar. Brooklyn		□6 35 A M	□7 35 A M	12 35 Noon	*1 05 P M	4 35	4 35		†1 35 P M	2 05	*2 35	*3 05
Lv. New York (*Shore Line*)				❨1 00 P M	*3 00 P M	P M	P M		*3 00 P M	3 00	*3 00	❨†5 00
Ar. New Haven				2 39 P M	4 50 P M			4 15	4 50 P M	4 50	4 50	6 39
» New London				3 40 P M	5 57 P M			5 30	5 57 P M	5 57	5 57	7 40
» Providence				4 59 P M	7 25 P M			7 13	7 25 P M	7 25	7 25	8 59
Ar. Boston (*Term. Sta.*)				6 00 P M	8 30 P M			8 20	8 30 P M	7 30	8 30	10 00
Lv. New York (Via Springfield)		†8 00 A M	†8 00 A M	†2 00 P M	†2 00 P M			P M	†2 00 P M	4 00	*4 00	*4 00
Ar. New Haven		9 43 A M	9 43 A M	3 55 P M	3 55 P M			Runs via Steamer	3 55 P M	5 39	6 39	5 39
» Hartford		10 45 A M	10 45 A M	4 55 P M	4 55 P M			*Maryland* Route.	4 55 P M	6 35	6 35	6 35
» Springfield		Via Willi-	Via Willi-	Via Willi-	Via Willi-				Via Willi-	7 11	7 11	7 11
» Worcester		mantic.	mantic.	mantic.	mantic.				mantic.	8 32	8 32	8 32
Ar. Boston		1 45 P M	1 45 P M	8 00 P M	8 00 P M				8 00 P M	9 30	9 30	9 30
Lv. New York ....(*Pier* 19)										P M	P M	P M
Ar. Newport												
Ar. Boston (*Fall River Line*)												
Lv. New York .....(*Pier* 40)												
Ar. Boston (*Norwich Line*)												
Lv. New York .....(*Pier* 18)												
Ar. Boston ...(Providence Line)												

January 3, 1910.	76	68	92	6-606	78	4	70	60	8	54	72	64
(R. F. & P. R.R. and Wash. So. Ry.)												
Lv. Richmond (15th & Main Sts.)					A M	A M	Noon	Noon	Noon	Noon	Noon	
Lv. Richmond (Byrd St. Station)					*8 40	*8 40	*12 01	*12 01	*12 01	*12 01	*12 01	
» Fredericksburg					10 29	10 29	1 28	1 28	1 28	1 28	1 28	
» Alexandria				●	12 01	12 01	2 30	2 30	2 30	2 30	2 30	
Ar. Washington	A M	A M	A M	A M	12 20	12 20	2 45	2 45	2 45	2 45	2 45	P M
Lv. Washington (*P.R.R.*)	†10 00	*11 00	*11 10	*11 55	†12 30	*1 55	*3 00	*4 00	*4 00	*4 30	*5 35	*6 50
Lv. Annapolis (W.B. & A.R.R.)				*11 30								*5 30
Lv. Baltimore (Union Station)	11 05	12 05	12 15	1 00	1 36	2 57	4 00	5 03	4 55	5 32	6 35	7 52
» Wilmington	a12 34	t1 37	b1 40	3 00	t3 10	5 05	5 25	w6 28	6 20	7 10	8 00	t9 25
» Chester	- -	t1 56	- -	3 18	- -	5 27	- -	- -	- -	- -	- -	m9 44
Ar. West Philadelphia	- -	b2 16	2 20	d3 38	d3 46	d5 46	5 58	- -	d6 52	d7 48	d8 36	d10 01
Ar. Philadelphia (Broad St.)	- -	2 20	- -	*3 40	3 50	5 50	- -	- -	6 56	7 50	8 40	10 05
Lv. Philadelphia »	- -	2 30	- -	P M	*4 00	P M	- -	- -	P M	8 00	8 55	10 12
» West Philadelphia	- -	c2 34	h2 28		c4 04		c6 00	- -		c8 04	c8 59	c10 16
» North Philadelphia	b1 19	2 42	h2 37		4 12		6 08	h7 08	P M	8 12	c9 07	10 24
» Trenton	b1 58	3 20	h3 15		4 45		b6 43	h7 40	P M	8 48	a9 42	11 06
» New Brunswick	- -	- -	- -		5 20		- -	- -		- -	- -	11 40
» Elizabeth	- -	- -	h4 13		5 45		- -	- -		9 45	- -	12 12
» Newark	b2 57	b4 27	h4 24		b5 54		b7 40	h8 42	P M	b9 55	a10 45	r12 25
Ar. Jersey City	■3 10	4 41	4 38		6 10		7 53	8 55	P M	10 10	- -	12 40
» New York — Hud. T. (H. & M.)	3 18	4 48	4 48		6 18		8 03	9 03	P M	10 18		12 48
» New York — Desb. & Cort. Sts.	3 23	4 53	4 53		6 23		8 08	9 08	P M	10 23		12 53
» New York — West 23d St.	3 30	6 00	5 00		6 30		8 15	9 15	P M	10 30		1 00
Ar. Brooklyn	†3 35	*5 05	*5 05		*6 35		*8 36	*9 36	P M	*10 55		A M
Lv. New York (*Shore Line*)	❨†5 00	*5 33	*5 33		P M		P M	*12 00	Night	*12 00		
Ar. New Haven	6 39	7 16	7 16					2 12	A M	2 12	*2 46	
» New London	7 40	8 22	8 22					3 42	A M	3 42	3 59	
» Providence	8 59	9 57	9 57					5 38	A M	5 38	5 45	
Ar. Boston (*Term. Sta.*)	10 00	11 00	11 00					6 57	A M	6 57	7 00	
Lv. New York (Via Springfield)	*4 00	P M	P M					*11 00	P M	A M		
Ar. New Haven	6 39							1 00	A M		Runs via Steamer	
» Hartford	6 35							2 20	A M		*Maryland* Route.	
» Springfield	7 11							3 20	A M			
» Worcester	8 32							5 09	A M			
Ar. Boston	9 30							6 25	A M			
Lv. New York ....(*Pier* 19)	♯5 00											
Ar. Newport	2 30											
Ar. Boston (*Fall River Line*)	7 05											
Lv. New York .....(*Pier* 40)	†5 00											
Ar. Boston (*Norwich Line*)	¶7 00											
Lv. New York .....(*Pier* 18)	A M											
Ar. Boston ...(Providence Line)												

NOTE.—Buffets in Pullman Cars will not be opened when a Dining Car is attached to train.

All Parlor Cars from Wash. to N.Y. No extra fare other than regular Pullman charges.

EXPLANATION OF SIGNS.—*Continued from opposite page.*

o Stops on signal or notice to agent to receive passengers for points east of New York; *p* stops only on notice to conductor to discharge passengers from points east of Philadelphia; *r* regular stop daily, except Sunday, "*b*" stop Sunday; *t* stops only on notice to agent to receive passengers for points east of Philadelphia or on notice to conductor to discharge passengers from Baltimore or Washington; *v* makes "*h*" stop week-days, "*b*" stop Sundays; *w* stops only on signal or notice to agent to receive passengers for points east of Philadelphia; *y* stops only on signal or notice to agent to receive passengers for Baltimore and points south; *z* stops only to take passengers for points south of Washington and to leave passengers. ❨All Parior Cars, via Shore Line, special ticket required. ■Stops on notice to conductor to discharge passengers from points south of Philadelphia, or on notice to agent to receive passengers. ● On Sunday this train runs from Philadelphia to New York on schedule of Train No. 78. □ On Sunday arrives 8 05 a.m. ♯ On Sunday train arrives Boston 8 00 a.m.

Eastern time.

ATLANTIC COAST LINE AND SOUTHERN EXPRESS No. 90—Sleeping Cars New Orleans to New York, via Southern Ry. (D.R.); Birmingham to New York, via Southern Ry.; Jacksonville to New York, via A. C. L. (Buffet); Richmond to N.Y.; Washington to N.Y.

WASHINGTON AND NEW YORK, SO. RY. AND N. & W. RY. EXPRESS No. 80—Sleeping Cars Memphis to New York (D. R.), via N. & W. Ry. and South. Ry.; Nashville to N.Y., via N. C. & St. L. Ry., N. & W. Ry. and South. Ry. (D. R.); Washington to New York, open 10 00 p.m. (D. R.); Washington to Philadelphia (open 10 00 p.m.); Baltimore to N.Y. (open 10 00 p.m.); Parlor Car Richmond to Washington.

SOUTHERN RY. EXPRESS No. 96—Sleeping Cars New Orleans to New York (D. R.); New Orleans to New York; Macon to New York (D. R.); Charlotte to New York (D. R.); Asheville to New York (D. R.). Observation Car New Orleans to New York. Dining Car Washington to New York. No Coaches.

CHESAPEAKE & OHIO RY., SOUTHERN RY. AND NORFOLK & WESTERN RY. EXPRESS No. 56—Sleeping Cars Cincinnati to N. Y. (D. R.); Louisville to N. Y. (D. R.); Hot Springs to N.Y., New Orleans to N.Y. (D. R.), via N. & W. Ry. and Southern Ry. Dining Car Washington to N.Y. Coach Cincinnati to N.Y.

NEW YORK AND FLORIDA SPECIAL No. 88—Compartment Car St. Augustine to N.Y. Sleeping Cars Knights Key to N.Y. (D. R.); Palm Beach to N.Y. (D.R.); Miami to Wash. (D. R.); St. Augustine to N.Y. (D. R). Obervation Car St. Augustine to N.Y. Dining Car.

SEABOARD NEW YORK LIMITED No. 98—Compartment Car St. Augustine to N.Y. Sleeping Cars Palm Beach to N.Y. (D. R.); Miami to N.Y. (D. R.); Knights Key to N.Y. (D. R.); Memphis to N.Y. (D. R.). Observation Car, Parlor Smoking Car and Dining Car Jacksonville to N.Y.

COLONIAL EXPRESS No. 62—Parlor Car Washington to Boston (Broiler Buffet). Parlor Smoking Car Wash. to Boston. Dining Car So. Norwalk to Boston.

WASHINGTON AND NEW YORK EXPRESS No. 86—Parlor Cars Washington to New York. Parlor Smoking Car Washington to New York.

SEABOARD AIR LINE AND A. C. L. EXPRESS No. 84—Sleeping Cars Tampa to N.Y., via S. A. L. (D.R); Jacksonsonville to N.Y., via S. A. L. (D.R.); Atlanta to N.Y., via Augusta and A. C. L. (D. R.); Charleston to N.Y., via A. C. L. (D. R.); St. Petersburg to N.Y., via A. C. L. (D. R.); Jacksonville to Washington, via A. C. L. (D. R.); Wilmington to Washington, via A. C. L. Dining Car Washington to N.Y. No Coaches.

No. 58—Parlor Cars Washington to New York. Cafe Car Washington to New York.

ATLANTIC COAST LINE EXPRESS No. 82—Sleeping Cars Port Tampa to N.Y., via A. C. L. (Buffet); Jacksonville to N.Y., via A. C. L. (D. R.); Jacksonville to Wash., via A. C. L. Dining Cars Jacksonville to N.Y., via A. C. L. No Coaches.

No. 76—Parlor Cars Wash. to N.Y. Parlor Smoking Car Wash. to N.Y. Dining Car Wash. to N.Y.

SOUTHERN RY. EXPRESS No. 92—Sleeping Cars Birmingham to N.Y., via So. Ry. (D. R.); Jacksonville to N.Y., via So. Ry. (D. R.); Augusta to N.Y., via So. Ry. (D. R.); Aiken to N.Y., via So. Ry. (D. R. Stateroom). Dining Car Washington to N.Y.

No. 68—Parlor Cars Washington to New York. Dining Car Washington to Philadelphia.

No. 78—(12 30 noon from Washington, week-days, and No. 606, 11 55 a.m. from Wash., Sundays). Parlor Cars Washington to New York (week-days); Washington to New York, Buffet (Sundays only); Washington to Philadelphia (week-days); Richmond to Washington. Dining Car Washington to New York (week-days).

WASHINGTON AND PHILADELPHIA EXPRESS No. 4—Parlor Car Richmond to Washington.

WASHINGTON AND NEW YORK EXPRESS No. 70—Parlor Cars Washington to N.Y.; Richmond to Washington. Parlor Smoking Car Washington to N.Y. Dining Cars Washington to N.Y.; Richmond to Wash.

WASHINGTON AND PHILADELPHIA EXPRESS No. 8—Parlor Cars Washington to Phila. (Broiler Buffet); Richmond to Washington. Parlor Smoking Car Washington to Phila. Dining Car Richmond to Washington.

CONGRESSIONAL LIMITED No. 60—Parlor Cars Washington to New York; Richmond to Washington. Parlor Smoking Car Washington to N.Y. Observation Car Washington to N.Y. Dining Cars Washington to N.Y.; Richmond to Washington. No Coaches.

No. 54—Parlor Cars Washington to N.Y.; Richmond to Wash. Parlor Smoking Car Wash. to N.Y. Dining Cars Washington to N.Y.; Richmond to Washington.

FEDERAL EXPRESS No. 72—Sleeping Cars Washington to Boston (Drawing-room); Philadelphia to Boston (Drawing-room): Boston cars may be occupied until 7 30 a.m. Parlor Car Richmond to Washington. Dining Cars Washington to Philadelphia; Richmond to Washington. Coach Washington to Boston.

WASHINGTON AND NEW YORK EXPRESS No. 64—Parlor Cars Washington to New York (Buffet); Washington to Philadelphia (Buffet), Sundays only.

SEABOARD AIR LINE EXPRESS No. 66—Sleeping Car Jacksonville to N. Y. (Buffet); Birmingham to Washington; to N.Y. on No. 80. Parlor Cars Wash. to Phila. Dining Car Hamlet to Rich.; Acca to Wash.

CENTRAL DIVISION.

TRAINS BETWEEN PHILADELPHIA, WEST CHESTER AND INTERMEDIATE STATIONS.

Table 105. For Additional Trains to West Chester, see Philadelphia Division.

November 7, 1909. Mls.	5	7	9	13	17	19	21	27	29	31	33	39	43	47	49	51	53	55	59	61	65	67	69	73	75	101	107	109	113	115	118	121	125	127
LEAVE																																		
Philadelphia...δ	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	Noon	P M	P M	P M	P M	P M	P M
Broad St. Station+.. 0	†6 10	†6 48	†7 15	†8 20	†9 50	†10 45	†11 04	†12 15	†1 30	†2 20	†2 50	†3 25	†4 32	†4 35	†5 00	†5 15	†5 35	†5 44	†6 01	†6 26	†7 15	†8 23	†10 00	†11 15	†11 55	‖8 40	‖10 10	‖12 49	‖2 15	‖3 15	‖5 22	‖7 15	‖8 16	‖10 09
West Phila+.... 1.1	c6 14	c6 52	c7 19	c8 24	c9 54	c10 49	c11 08	c12 19	c1 34	c2 24	c2 54	c3 29	c4 36	c4 39	c5 04	c5 19	c5 39	c5 48	c6 05	c6 30	c7 19	c8 27	c10 04	c11 19	c11 59	c8 44	c10 14	c12 53	c2 19	c3 19	c5 26	c7 19	c8 20	c10 13
49th Street+..... 3.3	— —	6 57	— —	— —	— —	— —	— —	12 24	— —	2 29	— —	3 34	— —	4 44	— —	5 24	— —	— —	6 10	— —	7 24	— —	— —	11 24	12 04	8 49	10 19	12 58	— —	3 24	5 31	7 24	8 25	10 18
Fernwood+..... 5.5	6 22	7 07	— —	8 32	10 01	— —	— —	12 29	— —	2 33	— —	3 38	— —	4 48	— —	5 28	— —	— —	6 15	6 39	7 29	8 34	10 12	11 28	12 09	8 54	10 23	1 03	2 27	3 28	5 36	7 28	8 30	10 23
Landsdowne+..... 6.4	6 24	7 05	7 28	8 35	10 03	10 58	— —	12 32	1 43	2 36	— —	3 41	— —	4 51	5 13	5 31	5 48	5 57	6 18	6 42	7 32	8 36	10 15	11 30	12 11	8 57	10 26	1 06	2 30	3 31	5 39	7 31	8 33	10 26
Burmont+..... δ 7.0	— —	7 08	— —	8 37	— —	10 59	— —	12 34	— —	2 38	— —	3 43	— —	— —	— —	5 33	— —	— —	6 20	— —	7 33	— —	10 18	11 32	12 13	8 59	10 28	1 09	2 32	3 33	5 41	7 33	8 35	10 28
Clifton+..... 7.6	6 27	7 10	7 31	8 39	10 06	11 01	— —	12 36	1 46	2 40	— —	3 45	— —	4 54	— —	5 35	— —	6 00	6 22	6 46	7 35	8 39	10 18	11 34	12 16	9 02	10 30	1 11	2 34	3 35	5 43	7 35	8 37	10 30
Primos+..... 8.2	6 29	7 12	— —	8 41	10 07	11 03	— —	12 38	— —	2 42	— —	3 47	— —	4 56	— —	5 37	— —	— —	6 24	8 49	7 37	8 41	10 20	11 36	12 17	9 04	10 32	1 13	2 36	3 37	5 45	7 37	8 40	10 32
Secane+..... 8.9	6 31	7 15	— —	8 43	10 09	11 04	— —	12 40	1 49	2 44	— —	3 50	— —	4 58	— —	5 40	— —	— —	6 27	6 52	7 39	8 43	10 22	11 38	12 20	9 07	10 34	1 16	2 38	3 39	5 47	7 39	8 42	10 34
Morton+..... δ 10.0	6 34	7 18	— —	8 46	10 12	11 07	— —	12 43	1 52	2 47	— —	3 53	— —	5 01	5 19	5 43	5 55	6 05	6 30	6 55	7 42	8 46	10 25	11 41	12 23	9 10	10 37	1 19	2 41	3 42	5 50	7 42	8 45	10 37
Swarthmore+..... 11.3	6 37	7 21	7 37	8 49	10 14	11 10	— —	12 46	1 55	2 50	3 08	3 56	4 51	5 04	5 22	5 46	5 58	6 08	6 33	6 58	7 45	8 49	10 28	11 44	12 28	9 13	10 40	1 22	2 44	3 45	5 53	7 45	8 48	10 40
Wallingford+..... δ 12.4	6 40	7 25	— —	8 52	10 17	11 13	— —	12 49	1 58	2 53	3 12	3 59	— —	5 07	5 25	5 49	6 01	6 11	6 38	7 01	7 48	8 52	10 31	11 47	12 29	9 16	10 43	1 25	2 47	3 48	5 56	7 48	8 51	10 43
Moylan+..... 13.3	6 43	7 28	— —	8 55	10 20	11 15	— —	12 52	2 01	2 56	3 15	4 02	— —	5 10	5 28	5 52	6 04	6 14	6 33	7 04	7 51	8 55	10 34	11 50	12 32	9 19	10 46	1 28	2 50	3 51	6 00	7 51	8 54	10 47
Media+..... δ 14.0	6 46	7 31	7 44	8 58	10 22	11 18	11 29	12 54	2 03	2 58	3 17	4 05	4 58	5 12	5 30	5 55	6 07	6 17	6 42	7 07	7 54	8 57	10 36	11 52	12 34	9 22	10 48	1 31	2 52	3 53	6 02	7 54	8 56	10 49
Elwyn+..... δ 15.1	A M	7 35	— —	9 01	A M	A M	11 32	12 57	2 08	3 01	3 20	4 08	— —	P M	5 33	P M	6 10	6 20	P M	7 10	7 57	9 00	10 39	11 55	12 37	9 26	10 51	1 35	2 55	3 58	6 05	7 58	8 59	10 52
Williamson School.. 15.9	.....	7 37	— —	9 03	.....	.....	11 34	12 59	2 08	3 03	— —	4 10	— —	.....	— —	— —	6 12	— —	.....	— —	7 59	9 02	10 41	11 57	12 39	9 28	10 53	1 37	2 57	3 58	6 07	— —	9 01	10 54
Glen Riddle+..... δ 16.7	.....	7 41	— —	9 06	.....	.....	11 36	1 01	2 11	3 05	3 24	4 12	— —	.....	5 37	.....	6 14	6 24	.....	7 14	8 01	9 04	10 43	11 59	12 41	9 31	10 56	1 41	2 59	4 01	6 10	8 02	9 04	10 57
Lenni+..... δ 17.4	.....	7 44	— —	9 10	.....	.....	11 39	1 03	2 13	3 07	3 26	4 14	— —	.....	5 39	.....	6 16	6 26	.....	7 16	8 03	9 06	10 46	12 01	12 43	9 33	10 58	1 43	3 01	4 03	6 12	8 04	9 06	10 59
Wawa+..... δ 18.1	.....	7 49	7 52	9 12	.....	.....	11 45	1 05	2 16	3 09	3 33	4 17	5 08	.....	5 41	.....	6 18	6 31	.....	7 20	8 05	9 08	10 48	12 04	12 46	9 37	11 00	1 45	3 07	4 05	6 14	8 08	9 08	11 01
Darlington..... 18.8	.....	7 57	A M	9 14	.....	.....	11 50	P M	2 18	P M	3 35	4 19	5 11	.....	5 42	.....	P M	6 33	.....	7 22	P M	9 10	10 54	12 06	12 48	9 42	11 02	P M	3 10	P M	6 18	8 10	P M	P M
Glen Mills+..... δ 20.3	.....	8 02	.....	9 18	.....	.....	11 54	.....	2 22	.....	3 39	4 23	5 15	.....	5 46	.....	.....	6 37	.....	7 26	.....	9 14	10 58	12 10	12 52	9 46	11 06	.....	3 16	.....	6 20	8 14	.....	.....
Locksley..... 27.6	.....	8 07	.....	9 20	.....	.....	11 56	.....	2 24	.....	3 41	4 28	5 17	.....	— —	.....	.....	— —	.....	7 29	.....	9 16	11 00	12 12	12 54	9 48	11 08	.....	3 19	.....	6 22	8 16	.....	.....
Cheyney..... δ 22.5	.....	8 10	.....	9 23	.....	.....	11 59	.....	2 27	.....	3 44	4 29	5 19	.....	5 50	.....	.....	6 42	.....	7 32	.....	9 19	11 02	12 15	12 56	9 51	11 11	.....	3 23	.....	6 25	8 19	.....	.....
Westtown+..... δ 24.0	.....	8 14	.....	9 26	.....	.....	12 02	.....	2 30	.....	3 47	4 32	5 23	.....	5 53	.....	.....	6 47	.....	7 35	.....	9 22	11 05	12 18	12 59	9 54	11 14	.....	3 28	.....	6 28	8 22	.....	.....
Oakbourne+..... 25.5	.....	8 18	.....	9 33	.....	.....	12 05	.....	2 34	.....	3 50	4 38	5 26	.....	— —	.....	.....	6 52	.....	7 39	.....	9 26	11 08	12 21	1 02	9 58	11 18	.....	3 32	.....	6 32	8 26	.....	.....
West Chester+ δ 27.5	.....	8 22	.....	9 37	.....	.....	12 09	.....	2 38	.....	3 55	4 43	5 31	.....	6 00	.....	.....	6 57	.....	7 43	.....	9 30	11 12	12 26	1 06	10 03	11 23	.....	3 37	.....	6 37	8 30	.....	.....
ARRIVE	.....	A M	.....	A M	.....	.....	Noon	.....	P M	.....	P M	P M	P M	.....	P M	.....	.....	P M	.....	P M	.....	P M	P M	Night	A M	A M	A M	.....	P M	.....	P M	P M	.....	.....

(*Eastern time.*)	2	8	10	12	14	18	20	22	24	26	28	30	32	36	40	42	46	52	56	60	64	68	68	70	74	108	108	112	118	120	124	126	128
LEAVE																																	
West Chester....	A M	..	A M	.....	.....	A M	A M	.....	A M	A M	A M	.....	A M	.....	Noon	.....	P M	P M	.....	P M	.....	P M	.....	P M	P M	A M	.....	Noon	.....	P M	.....	P M	.....
East Market St...	†5 15	.....	†6 44	.....	.....	†7 30	†7 54	.....	†8 25	†8 25	†9 22	.....	†11 13	.....	†12 48	.....	†3 04	†4 28	.....	†6 03	.....	†6 40	.....	†9 30	†10 30	‖7 55	.....	‖12 35	.....	‖5 00	.....	‖7 20	.....
Oakbourne.....	5 18	.....	6 47	.....	.....	7 33	— —	.....	8 28	8 28	9 25	.....	11 16	.....	12 51	.....	3 07	4 31	.....	6 06	.....	6 44	.....	9 33	10 33	7 58	.....	12 39	.....	5 03	.....	7 24	.....
Westtown.....	5 22	.....	6 51	.....	.....	7 37	7 59	.....	8 32	8 32	9 29	.....	11 20	.....	12 55	.....	3 11	4 35	.....	6 10	.....	6 48	.....	9 37	10 37	8 02	.....	12 43	.....	5 07	.....	7 28	.....
Cheyney.....	5 25	.....	6 54	.....	.....	7 40	— —	.....	8 36	8 36	9 32	.....	11 24	.....	12 58	.....	3 14	4 38	.....	6 13	.....	6 51	.....	9 40	10 40	8 06	.....	12 47	.....	5 10	.....	7 32	.....
Locksley.....	5 27	.....	6 56	.....	.....	7 42	— —	.....	8 38	8 38	9 34	.....	11 26	.....	1 00	.....	3 16	4 40	.....	6 15	.....	6 53	.....	9 42	10 42	8 08	.....	12 49	.....	5 12	.....	7 34	.....
Glen Mills.....	5 30	.....	6 59	.....	.....	7 45	— —	.....	8 41	8 41	9 37	.....	11 30	.....	1 03	.....	3 19	4 43	.....	6 18	.....	6 56	.....	9 45	10 45	8 11	.....	12 52	.....	5 15	.....	7 37	.....
Darlington.....	5 34	A M	7 03	.....	A M	7 49	— —	A M	8 44	8 44	9 41	.....	11 34	.....	1 07	P M	3 23	4 47	.....	6 22	.....	7 00	.....	9 48	10 48	8 15	A M	12 55	P M	5 19	P M	7 41	P M
Wawa.....	5 37	†6 29	7 06	.....	†7 34	7 52	— —	†8 13	8 50	9 00	9 43	.....	11 42	.....	1 10	†2 29	3 30	4 49	.....	6 31	.....	7 02	.....	9 55	10 51	8 18	‖9 12	‖2 58	‖3 25	5 27	‖7 20	7 44	‖9 39
Lenni.....	5 39	6 31	7 08	.....	7 39	— —	— —	8 15	— —	9 02	9 45	.....	11 44	.....	1 12	2 31	3 32	4 51	.....	6 33	.....	7 04	.....	9 57	10 53	8 20	9 14	1 00	3 27	5 29	— —	7 46	9 41
Glen Riddle.....	5 41	6 33	7 10	.....	— —	7 56	— —	8 17	— —	9 05	9 47	.....	11 47	.....	1 15	2 34	3 34	4 53	.....	6 35	.....	7 06	.....	9 59	10 55	8 22	9 17	1 03	3 29	5 31	— —	7 48	9 43
Williamson School..	5 43	6 35	— —	.....	— —	— —	— —	8 20	— —	— —	9 49	.....	11 49	.....	1 17	2 36	3 38	4 55	.....	6 37	.....	7 08	.....	10 01	10 57	8 24	9 19	1 05	— —	5 33	— —	7 50	9 45
Elwyn.....	5 46	6 38	7 15	A M	— —	8 00	— —	8 23	— —	9 10	9 52	A M	11 52	Noon	1 20	2 39	3 39	4 58	P M	6 40	P M	7 11	P M	10 03	10 59	8 26	9 22	1 07	3 34	5 36	— —	7 53	9 48
Media.....	5 49	6 41	7 18	†7 28	7 48	8 03	8 14	8 26	8 58	9 13	9 55	†11 00	11 55	†12 10	1 23	2 42	3 43	5 01	†8 00	6 43	†8 52	7 14	†8 26	10 08	11 02	8 29	9 25	1 10	3 37	5 39	7 30	7 58	9 51
Moylan.....	5 51	6 43	7 20	7 30	7 50	8 05	— —	8 28	— —	9 15	9 57	11 02	— —	12 12	1 25	2 44	3 45	5 03	6 02	— —	6 54	7 16	8 27	10 08	11 04	8 31	9 27	1 12	3 39	5 41	— —	7 58	9 53
Wallingford.....	5 54	6 46	— —	7 33	— —	8 07	— —	8 30	— —	9 17	10 00	11 04	— —	12 15	1 28	2 47	3 47	5 06	6 04	— —	6 56	7 19	8 29	10 10	11 06	8 33	9 30	1 15	3 42	5 44	— —	8 01	9 56
Swarthmore.....	5 57	6 49	7 24	7 36	7 55	8 10	8 20	8 33	— —	9 20	10 03	11 07	— —	12 18	1 31	2 50	3 50	5 09	6 07	6 49	6 59	7 22	8 32	10 12	11 09	8 36	9 33	1 18	3 45	5 47	7 35	8 04	9 59
Morton.....	6 00	6 52	7 27	7 39	7 58	8 13	— —	8 36	— —	9 23	10 06	11 10	— —	12 21	1 34	2 53	3 53	5 12	6 10	— —	7 02	7 25	8 35	10 14	11 12	8 39	9 36	1 21	3 48	5 50	7 38	8 07	10 02
Secane.....	6 03	6 55	7 30	7 42	8 01	— —	— —	8 39	— —	9 26	10 09	11 12	— —	12 24	1 37	2 56	3 55	5 15	6 12	— —	7 04	7 28	8 37	10 17	11 14	8 42	9 39	1 24	3 51	5 53	— —	8 10	10 05
Primos.....	6 05	6 57	— —	7 44	— —	— —	— —	8 41	— —	9 28	10 11	11 13	— —	12 26	1 39	2 58	— —	5 18	6 14	— —	7 06	7 30	8 39	— —	11 16	8 44	9 41	1 28	3 53	5 55	— —	8 12	10 07
Clifton.....	6 07	6 59	7 33	7 46	8 05	— —	— —	8 43	— —	9 30	10 13	11 15	— —	12 28	1 41	3 00	3 59	5 20	6 16	— —	7 08	7 32	8 41	— —	11 18	8 46	9 43	1 28	3 55	5 57	7 43	8 14	10 09
Burmont.....	6 09	7 01	— —	7 48	— —	— —	— —	8 45	— —	9 32	10 15	11 17	— —	12 30	— —	3 02	— —	5 22	6 18	— —	— —	7 34	8 43	— —	11 20	8 48	9 45	1 30	3 57	5 59	— —	8 16	10 11
Lansdowne.....	6 11	7 03	7 36	7 50	8 08	8 20	8 28	8 47	— —	9 34	10 18	11 19	12 07	12 32	1 44	3 04	4 02	5 24	6 20	— —	7 11	7 37	8 45	10 22	11 22	8 50	9 47	1 32	3 59	6 01	7 46	8 18	10 13
Fernwood.....	6 14	7 06	— —	7 53	— —	— —	— —	8 50	— —	9 36	10 20	— —	— —	12 34	1 47	3 08	4 06	5 27	6 22	— —	7 13	7 39	8 47	— —	11 24	8 52	9 50	1 34	4 02	6 04	— —	8 21	10 18
49th Street.....	6 19	7 11	— —	7 58	— —	8 25	— —	8 54	— —	9 41	— —	— —	— —	— —	1 51	— —	— —	5 32	6 27	— —	— —	7 44	8 52	b10 27	11 29	8 57	9 55	1 39	4 07	6 09	— —	8 28	10 21
West Phila.....	d6 24	d7 16	d7 46	d8 03	d8 18	d8 29	d8 37	d8 59	d9 17	d9 45	d10 28	d11 28	d12 16	d12 42	d1 56	d3 14	d4 13	d5 36	d6 31	d7 04	d7 21	d7 49	d8 56	d10 31	d11 34	d9 02	d10 00	d1 44	d4 12	d6 14	d7 56	d8 31	d10 26
Broad St. Station.	6 28	7 20	7 50	8 07	8 22	8 33	8 41	9 03	9 21	9 49	10 32	11 32	12 20	12 46	2 00	3 18	4 17	5 40	6 35	7 08	7 25	7 53	9 00	10 35	11 38	9 06	10 04	1 48	4 16	6 18	7 59	8 35	10 30
Philadelphia..arr.	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	P M	P M	P M	P M	P M	P M

N.B.—† Daily, except Sunday; ‖ Sunday only; *b* stops on notice to conductor to leave passengers; *c* regular stop to take on passengers; *d* regular stop to leave passengers; *k* Saturday only.
+ Coupon stations; δ Telegraph stations.

THE PENNSYLVANIA RAILROAD COMPANY

PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY—Continued.

Table 106—CENTRAL DIVISION.—For Local Trains Between Philadelphia, Wawa and West Chester, see page 432.

	123	131	1	63	45	35	23	9	285	Mls.	November 7, 1909.	14	24	34	44	58	288	72	102	124
	P M	A M	P M	P M	P M	P M	A M	A M			lve. Philadelphia ♁ .arr.	A M	A M	Noon	P M	P M		P M	A M	P M
	§7 15	§8 40	b1155	†6 28	†4 32	†2 50	†1104	†7 15		0	...Broad Street Station...	8 22	9 21	1220	4 17	7 08		11 38	9 06	7 59
	c7 18	c8 44	c1159	c6 30	c4 36	c2 54	c1108	c7 19		1.1	...West Philadelphia...	d8 18	d9 17	d1216	d4 13	d7 04		d11 34	d9 02	d7 56
	7 54	9 22	12 34	7 07	4 58	3 17	11 29	7 44		14.0	+..... Media ♁	7 48	8 58	11 55	3 43	6 43		11 02	8 29	7 30
	8 10	9 37	12 50	7 21	5 07	3 36	11 45	7 53		18.1	+..... Wawa ♁	7 34	8 47	11 41	3 25	6 31		10 46	8 17	7 18
	8 14	9 41	12 53	7 24	5 10	3 39	11 48	7 58		19.3	+...Chester Heights... ♁	7 30	8 44	11 36	3 22	6 27		10 43	8 13	7 14
	8 18	9 46	12 58	7 29	5 16	3 44	11 53	8 02		21.4	+.....Markham ♁	7 25	8 39	11 31	3 17	6 22		10 38	8 08	7 09
	8 23	9 49	1 00	7 31	5 18	3 47	11 56	8 08		22.3	+.....Concordville ♁	7 23	8 37	11 28	3 14	6 20		10 36	8 05	7 06
	8 28	9 54	1 04	7 36	5 22	3 51	12 00	8 14		24.2	+ Brandywine Summit ♁	7 18	8 33	11 23	3 08	6 15		10 32	7 55	7 00
	8 35	10 00	1 09	7 41	5 27	3 56	12 05	8 20		26.8	+....Chadd's Ford.....	7 11	8 26	11 17	3 01	6 09		10 26	7 45	6 52
	8 38	10 02	1 10	7 42	5 28	3 57	12 07	8 22		27.0	...Chadd's Ford Jn. ♁	7 09	— —	11 15	2 59	6 07		10 25	7 42	6 50
	8 43	10 08	1 15	7 47	5 37	4 03	12 12	8 31		29.6	+.....Mendenhall..... ♁	7 04	8 16	11 10	2 54	6 01		10 20	7 37	6 44
	8 46	10 11	1 18	7 50	5 40	4 06	12 15	8 34		30.9	+.....Rosedale.....	7 01	8 13	11 07	2 51	5 58		10 17	7 33	6 41
	8 53	10 22	1 24	7 56	5 46	4 12	12 21	8 42		33.5	+.....Kennett..... ♁	6 56	8 07	11 02	2 42	5 51		10 12	7 26	6 35
	8 57	10 27	1 29	8 00	5 52	4 16	12 26	8 48		36.1	+...Toughkenamon... ♁	6 51	8 01	10 57	2 37	5 41		10 06	7 19	6 24
	8 02	10 32	1 33	8 04	5 56	4 21	12 30	8 52		37.8	+.....Avondale..... ♁	6 47	7 57	10 53	2 32	5 37		10 02	7 14	6 20
	8 08	10 38	1 38	8 09	6 02	4 26	12 36	8 58		40.5	+.....West Grove..... ♁	6 42	7 52	10 48	2 27	5 31		9 57	7 08	6 14
	8 18	10 44	1 43	8 14	6 08	4 31	12 41	9 04		43.2	+.....Kelton..... ♁	6 37	7 46	10 43	2 22	5 24		9 52	7 02	6 08
	9 22	10 47	1 46	8 18	6 11	4 34	12 43	9 06		44.2	+.....Elkview..... ♁	6 34	7 43	10 40	2 19	5 21		9 49	6 52	6 04
	9 30	10 52	1 50	8 20	6 15	4 38	12 47	9 10	A M	45.9	+..Lincoln University. ♁	6 31	7 39	10 36	2 15	5 17	P M	9 46	5 43	6 00
	9 38	10 59	1 56	8 26	6 23	4 44	12 54	9 18	†6 00	49.1	+.....Oxford..... ♁	†6 25	7 33	†1030	2 09	5 11	6 45	b9 40	§6 39	5 54
	P M	11 10	A M	P M	6 32	P M	12 59	9 25	6 03	50.7	.....Barnsley.....	A M	7 25	A M	2 01	5 00	8 41	P M	A M	5 39
		11 15			6 38		1 05	9 30	6 07	52.6	+.....Nottingham..... ♁		7 22		1 58	4 57	8 34			5 36
		11 19			6 42		1 07	9 34	6 11	54.6	+.....Sylmar.....		7 17		1 54	4 53	8 29			5 32
		11 25			6 48		1 12	9 44	6 16	57.1	+.....Rising Sun..... ♁		7 13		1 48	4 48	8 24			5 27
		11 30			6 53		1 17	9 49	6 21	59.7	+.....Colora..... ♁		7 07		1 44	4 40	8 19			5 21
		11 34			6 58		1 21	9 55	6 26	61.7	+....Liberty Grove.....		7 03		1 39	4 36	8 14			5 18
		11 39			7 03		1 26	10 00	6 31	63.3	+.....Rowlandville.....		6 58		1 35	4 32	8 10			5 11
		11 42			7 06		1 28	10 03	6 34	63.8	+.....Octoraro..... ♁		6 56		1 33	4 30	8 08			5 08
		11 52			7 18		1 38	10 16	6 46	68.0	+...Port Deposit... ♁		6 46		1 14	4 22	8 57			4 58
		12 04			7 28		1 50	10 28	6 57	72.3	+.....Perryville..... ♁		6 33		†1 00	4 10	8 45			4 46
		1 51			8 40		P M	11 35	8 21	108.5	Baltimore (Union Sta.)		†4 10		P M	†2 57	†4 20			§2 57
		P M			P M			A M	A M		ARRIVE] [LEAVE		A M			P M	P M			P M

Wednesday and Saturday only.

Table 107—DELAWARE DIVISION.—NEW YORK, PHILADELPHIA AND NORFOLK, THROUGH LINE.

33	29	No. 49	41	31	45	39	No. 47	43	37	Mls.	December 15, 1909.	50	38	40	No. 44	42	48	32	46	30	34
Noon	Night		P M	Noon	A M	A M			Night		New York	A M	Noon	P M		P M	P M	P M		P M	P M
1255	1210	8 55 P M	3 25	1255	11 55	11 55	7 25 A M		1210		lve..West 23d Street..arr.	8 00	1200	1 15	3 00 P M	6 00	8 15	9 30		1 30	1030
1 00	1215	9 00 P M	3 30	1 00	12 00	12 00	7 30 A M		1215		lv..Desb. & Cort. Sts..ar.	7 43	11 53	1 05	2 55 P M	5 53	8 08	9 23		1 23	1023
1 05	1220	9 05 P M	3 35	1 05	12 05	12 05	7 35 A M		1220		lv..Hud. Ter. (H.&M.R.R.).ar.	7 38	11 48	12 58	2 48 P M	5 48	8 03	9 18		1 18	1018
P M	A M		P M	P M	P M	P M		A M	A M		lve.. Philadelphia ..arr.	A M	A M	A M		P M	P M	P M	P M	A M	P M
§346	§706	*§22 P M	†5 58	†401	†3 00	†2 10	†1000 A M	†7 45	†550		...Broad Street Station..	5 10	9 34	11 00	12 08 Noon	3 32	5 25	8 12	8 00	11 00	7 37
c350	c710	c§28 P M	c6 03	c405	c3 04	c2 14	c1004 A M	c7 49	c554		...West Philadelphia...	d5 06	d9 30	d10 56	d12 04 Noon	d3 28	d5 21	d808	d768	d10 56	d733
§100	§148	*§9 55 P M	†4 55	†350	†1 35	†1205	9 00 A M	†6 35	†410		lve.... Baltimore ...arr.	6 01	10 31	†11 35	†12 40 Noon	4 55	7 12	7 25	9 14	12 40	9 14
P M	A M		P M	P M	P M	P M	A M	A M			(Eastern time.)	A M	A M	A M		P M	P M	P M	A M	P M	A M
§430	§753	*§205 Night	†6 52	†445	†3 44	†2 58	†1044 A M	†8 40	†655	c	ve..+Wilmington ♁..arr.	4 10	8 42	10 15	11 22 A M	2 30	4 40	5 27	7 14	10 05	6 52
4 41	8 04	— —	7 03	— —	— —	3 09	— —	h8 50	7 07	4.2	⊢.....Farnhurst..... ♁	— —	8 32	/1005	11 11 »	2 19	— —	5 17	7 04	9 55	6 42
4 46	8 09	12 20 »	7 08	4 59	3 58	3 15	— —	8 55	7 14	6.4	+.....New Castle..... ♁	— —	8 27	10 00	11 06 »	2 14	— —	5 12	6 59	9 50	6 37
4 51	8 14	— —	7 13	— —	— —	3 20	— —	h8 59	7 19	9.2	+.....State Road..... ♁	— —	8 21	— —	11 00 »	2 08	— —	— —	6 52	9 45	6 31
4 56	8 19	— —	7 18	— —	— —	3 26	— —	9 04	7 24	11.9	+.....Bear..... ♁	— —	8 16	— —	10 55 »	2 03	— —	— —	6 47	9 40	6 26
5 01	8 24	— —	7 23	5 14	— —	3 30	j1107 »	9 11	7 30	14.5	+.....Porter..... ♁	— —	8 11	9 46	10 49 »	1 58	— —	4 58	6 41	9 35	6 20
5 08	8 29	— —	7 28	— —	— —	3 35	r1110 »	9 16	7 35	16.5	+.....Kirkwood..... ♁	— —	8 05	— —	10 44 »	1 53	— —	— —	6 36	9 30	6 19
5 15	8 39	— —	7 37	— —	— —	3 44	— —	9 25	7 44	20.7	+.....Mt. Pleasant..... ♁	— —	7 55	— —	10 36 »	1 46	— —	— —	3 26	9 21	6 04
5 19	8 43	— —	7 41	— —	— —	3 48	— —	h9 28	7 48	22.8	.....Armstrong ..... ♁	— —	7 51	— —	— —	1 41	— —	— —	6 21	9 17	5 59
5 26	8 50	12 50 Night	7 48	5 34	4 28	3 55	11 25 »	9 35	7 57	25.0	+.....Middletown..... ♁	3 23	7 47	9 26	10 29 »	1 37	4 03	4 40	6 17	9 13	5 55
5 35	8 59	— —	7 56	— —	4 37	4 09	— —	9 45	8 12	29.2	+.....Townsend..... ♁	— —	7 38	9 16	10 20 »	1 28	— —	4 31	6 07	9 05	5 45
5 40	9 04	— —	8 01	— —	— —	4 14	— —	h9 49	8 17	31.2	+.....Blackbird..... ♁	— —	7 33	— —	10 15 »	1 24	— —	— —	5 57	9 00	5 36
5 46	9 09	— —	8 06	— —	— —	4 19	— —	h9 54	8 22	35.0	.....Green Spring..... ♁	— —	7 28	— —	— —	1 19	— —	— —	— —	8 55	5 30
5 52	9 15	1 08 A M	8 11	5 56	4 50	4 30	11 42 A M	10 01	8 33	36.9	arr....+Clayton ♁ ..lve.	3 03	7 24	8 58	10 07 A M	1 16	— —	4 14	5 48	8 51	5 26
....	....	....	8 17	5 02	4 56	4 36	11 48 A M	10 12	8 39	38.3	arr.{ +..Smyrna....{lve.	....	7 14	8 48	9 50 A M	1 05	..	4 04	5 38	....	....
....	....	....	8 00	5 38	4 40	4 04	11 32 A M	9 54	8 23	38.3	lve.} {arr.	....	7 29	9 03	10 12 A M	1 20	..	4 38	6 02	....	....
5 57	9 20	— —	8 18	— —	— —	4 33	— —	h1005	8 38	39.5	+.....Brenford..... ♁	— —	7 16	— —	10 00 A M	1 07	— —	— —	5 39	8 45	5 12
6 02	9 25	— —	8 23	— —	— —	4 40	— —	10 10	8 43	42.5	+.....Cheswold..... ♁	— —	7 11	— —	9 55 »	1 02	— —	4 01	5 34	8 40	6 07
6 12	9 35	1 25 A M	8 33	6 14	5 07	4 53	11 58 A M	10 21	8 58	47.7	+.....Dover..... ♁	2 44	7 01	8 39	9 46 »	12 53	3 31	3 52	5 25	8 31	4 53
6 18	9 41	e1 31 »	8 39	h621	5 14	4 59	12 04 Noon	10 27	9 05	50.9	+.....Wyoming..... ♁	e2 38	6 54	8 32	9 39 »	12 47	—	3 46	5 18	8 25	4 51
6 24	9 47	— —	8 46	h627	— —	5 05	— —	h1033	9 11	54.2	+.....Woodside..... ♁	— —	6 47	8 25	9 32 »	12 40	— —	— —	5 11	8 18	4 45
6 28	9 51	— —	8 50	6 32	— —	5 10	— —	h1037	9 16	56.2	.....Viola..... ♁	— —	6 42	8 20	9 28 »	12 35	— —	— —	5 06	8 14	4 40
6 38	9 56	e1 43 »	8 56	6 37	5 27	5 15	12 16 »	10 41	9 21	58.4	+.....Felton..... ♁	e2 25	6 37	8 15	9 23 »	12 30	— —	3 32	5 01	8 10	4 35
6 46	10 09	1 54 »	9 05	6 46	5 41	5 24	12 28 »	10 55	9 31	64.4	+.....Harrington..... ♁	2 16	†626	8 06	9 14 »	†1220	3 07	†323	4 51	8 01	4 25
6 53	10 16	— —	9 14	P M	5 48	P M	— —	11 03	A M	68.2	+.....Farmington..... ♁	— —	A M	7 54	8 56 »	Noon	— —	P M	4 36	7 49	4 10
7 01	10 24	— —	9 22	....	5 56	....	12 40 »	11 11	....	72.6	+.....Greenwood..... ♁	— —	....	7 47	8 49 »	....	2 51	....	4 28	7 42	4 03
7 09	10 32	2 16 »	9 30	....	6 04	....	12 48 Noon	11 19	....	77.1	+.....Bridgeville..... ♁	1 45	....	7 40	8 42 »	....	2 43	....	4 20	7 34	3 55
7 14	10 37	— —	b9 35	....	6 09	....	— —	11 24	....	80.1	+.....Cannon..... ♁	— —	....	7 35	8 36 »	....	— —	....	4 15	7 28	3 50
7 23	10 46	2 30 »	9 44	....	6 22	....	1 01 P M	11 39	....	84.3	+.....Seaford..... ♁	1 30	....	7 27	8 28 »	....	2 31	....	4 06	7 20	3 42
7 34	10 57	2 41 »	9 55	....	6 33	....	1 12 P M	11 50	....	90.7	+.....Laurel..... ♁	1 16	....	7 15	8 12 »	....	2 20	....	3 47	7 10	3 30
7 44	11 07	2 51 A M	10 06	....	6 44	....	1 22 P M	12 01	....	97.4	arr....+Delmar ♁ ..lve.	*1 03	....	†7 05	†8 01 A M	....	†2 10	....	†335	§7 00	§320
P M	A M	8 00 A M	P M	....	P M	....	9 35 P M	6 35	....	216.3	Old Point Comfort (N.Y.P.&N.)	7 00	....	A M		....	7 50	....	P M	A M	P M
....	....	9 05 A M	....	....	....	....	7 25 P M	7 25	....	228.3	.....Norfolk.....	6 00	....	....		....	7 05	....	....	....	....
....	....	9 45 A M	....	....	....	....	7 50 P M	7 50	....		Portsmouth (High St. Wht.)	*5 00	....	....		....	†6 30	....	....	....	....
								P M			ARRIVE] [LEAVE	● P M					A M				

Table 108—CHESTER CREEK RAILROAD.

133	131	45	77	Mls.	November 7, 1909.	76	60	130	132
P M	A M	P M	A M		LEAVE] [ARRIVE	A M	P M	A M	P M
§7 00	§9 10	†4 41	†7 13	0	+ .. Lamokin.. ♁	8 21	6 53	8 52	5 45
7 02	9 12	4 43	7 15	0.8	+....Upland..... ♁	8 19	6 51	8 49	5 42
7 06	9 16	4 47	7 19	2.5	....Bridgewater ...	8 15	6 47	8 46	5 38
7 08	9 19	4 49	7 22	3.1	.....Morgan.....	8 13	6 45	8 43	5 36
7 12	9 21	4 51	7 25	3.9	+...Knowlton..... ♁	8 11	6 43	8 41	5 34
7 16	9 24	4 54	7 28	4.7	+..Mt. Alverno.... ♁	8 08	6 40	8 38	5 31
7 18	9 27	4 57	7 31	5.9	.....Rockdale	8 05	6 37	8 35	5 28
7 22	9 30	5 00	7 34	6.8	+.... Lenni..... ♁	8 02	6 34	8 32	5 25
7 26	9 32	5 02	7 36	7.5	+.... Wawa..... ♁	†8 00	†6 32	§8 30	§5 22
P M	A M	P M	A M		ARRIVE] [LEAVE	A M	P M	A M	P M

*Daily; †daily, except Sunday; § Sunday only; b stops on notice to conductors to leave passengers; c regular stop to take on passengers; d regular stop to leave passengers; e stops only on notice to agent or conductor to leave passengers from or to take for Wilmington and points north and to take for or leave from Delmar and points south; h stops to leave passengers from Wilmington and points north, from points on Maryland Division, via Porter, and from Centreville Branch, Chestertown Branch and Oxford Branch; j stops on notice to agent or on signal to take on passengers for Cape Charles and points beyond; k Saturday only; l stops to leave passengers from Middletown and points south; r stops to leave passengers from New York Division; y connection for and from Baltimore made via Porter. b Wednesday and Saturday only. ● Sunday leaves Portsmouth 5 50 p.m., Norfolk 6 10 p.m. + Coupon stations; ♁ Telegraph stations. STANDARD—Eastern time.

THE PENNSYLVANIA RAILROAD COMPANY.

WEST JERSEY & SEASHORE RAILROAD COMPANY.

For List of Officers, see page 382.

PENNSYLVANIA RAILROAD DOUBLE-TRACK LINE TO THE SEA.

EXPRESS TRAINS BETWEEN PHILADELPHIA (BROAD STREET) AND ATLANTIC CITY, VIA DELAWARE RIVER BRIDGE.

Leave PHILADELPHIA. Broad St. Station.	West Philadelphia.	North Philadelphia.	WEEK-DAYS.	Arrive ATLANTIC CITY.
9 40 A M	c9 44 A M	c9 53 A M	.....Express.....	11 00 A M
1 30 P M	c1 34 P M	c1 43 P M	.....Express.....	2 50 P M
4 14 P M	c4 18 P M	c4 27 P M	.....Express.....	5 35 P M
7 14 P M	c7 18 P M	c7 27 P M	.....Express.....	8 35 P M
			SUNDAYS.	
9 40 A M	c9 44 A M	c9 53 A M	.....Express.....	11 00 A M
1 30 P M	c1 34 P M	c1 43 P M	.....Express.....	2 50 P M
7 14 P M	c7 18 P M	c7 27 P M	.....Express.....	d 8 35 P M

Leave ATLANTIC CITY.	WEEK-DAYS.	Arrive PHILADELPHIA. North Philadelphia.	West Philadelphia.	Broad St. Station.
7 45 A M	.....Express.....	d8 53 A M	d9 01 A M	9 05 A M
10 00 A M	.....Express.....	d11 12 A M	d11 21 A M	11 25 A M
2 15 P M	.....Express.....	d3 24 P M	d3 32 P M	3 36 P M
4 45 P M	.....Express.....	d5 53 P M	d6 01 P M	6 05 P M
	SUNDAYS.			
▣ 10 00 A M	.....Express.....	d11 12 A M	d11 21 A M	11 25 A M
4 45 P M	.....Express.....	d5 53 P M	d6 01 P M	6 05 P M
9 00 P M	.....Express.....	d10 11 P M	d10 21 P M	10 26 P M

On trains from and to Broad Street Station, via the Delaware River Bridge, an additional fare of 25 cents is charged in each direction in connection with tickets good via Market Street Wharf.

PHILADELPHIA (Market St. Wharf) AND ATLANTIC CITY.

Leave PHILADA. Market St. Wharf.	WEEK-DAYS.	Arrive ATLANTIC CITY.	Leave ATLANTIC CITY.	WEEK-DAYS.	Arrive PHILADA. Market St. Wharf.
9 20 A M	....Express....	10 40 A M	7 30 A M	....Express....	8 39 A M
4 00 P M	....Express....	5 06 P M	9 30 A M	....Express....	10 50 A M
5 16 P M	....Express....	6 35 P M	5 15 P M	....Express....	6 35 P M
	SUNDAYS.			**SUNDAYS.**	
9 20 A M	...Express....	10 40 A M	5 45 P M	....Express....	7 05 P M

Parlor Cars on all Express Trains.

Table 109—NEW YORK AND ATLANTIC CITY TRAINS.

THROUGH EXPRESS BUFFET PARLOR CAR.

.....	.....	A M	P M	A M	lve.. **New York**.. arr.	Noon	P M	P M	.....	.....
.....	.....	§7 55	†12 55	†9 55	..*West 23d Street*...	12 30	5 45	6 45	.....	.....
.....	.....	8 00	3 00	10 00	..*Cort. or Desb. Sts*...	12 23	5 33	6 38	.....	.....
.....	.....	8 05	3 05	10 05	Hudson Term. (H. & M. R.R.)	12 18	5 28	6 33	.....	.....
.....	.....	7 45	2 45	9 45	..... **Brooklyn**	12 35	6 05	8 05	.....	.....
.....	.....	8 14	3 15	10 16	..... **Jersey City**	12 10	5 20	8 25	.....	.....
.....	.....	a8 26	a3 27	a10 29	..... **Newark**	b11 58	b5 05	b8 13	.....	.....
.....	.....	a8 33	a3 35	a10 38	..... **Elizabeth**	11 50	4 57	b8 03	.....	.....
.....	.....	a9 21	4 27	11 28	..... **Trenton**	11 04	4 11	b7 12	.....	.....
.....	.....	11 05	6 10	1 06	...**Atlantic City**...	†9 20	†2 30	§5 30	.....	.....
.....	.....	A M	P M	P M	ARRIVE]	[LEAVE	A M	P M	P M	.....

Table 110—ATLANTIC CITY DIVISION EXPRESS TRAINS.

	151	193	269	191	265	189	185	45	*September 28, 1909.*	256	184	258	186	198	188	54	272	192	
.....	.....	P M	.....	P M		P M	A M	.....	lve.. **Philadelphia** .arr.	.....	A M	.....	A M	P M	P M	.....	.....	P M	.....
.....	A M	*7 14	P M	†4 14	P M	*1 30	*9 40	A M	.*Broad Street Station*.	A M	9 05	A M	11 25	3 38	6 05	P M	P M	10 25	.....
.....	§9 20	.....	†5 16	.....	†4 06	.....	.....	†9 20	.*Market Street Wharf*.	8 39	.....	10 50	.....	.....	.....	6 35	7 05	.....	.....
.....	9 27	.....	5 22	.....	4 06	.....	.....	9 27	..... **Camden**	8 32	.....	10 42	.....	.....	.....	6 27	6 57	.....	.....
.....	10 06	- -	5 57	- -	- -	- -	- -	10 06	..... Hammonton.....	7 59	- -	10 05	- -	- -	- -	5 50	6 18	- -	.....
.....	10 19	- -	6 11	- -	- -	- -	- -	10 19	..... Egg Harbor.....	- -	- -	9 51	- -	- -	- -	5 36	6 08	- -	.....
.....	- -	- -	6 24	- -	- -	- -	- -	- -	..... Absecon.....	- -	- -	9 39	- -	- -	- -	- -	- -	- -	
.....	10 40	8 35	6 35	5 35	5 05	2 50	11 00	10 40	.....**Atlantic City**.....	†7 30	†7 45	†9 30	*1000	†2 15	*4 45	†5 15	§5 45	§9 00	.....
.....	A M	P M	P M	P M	P M	P M	A M	A M	ARRIVE]	[LEAVE	A M	A M	A M	A M	P M	P M	P M	P M	.....

* Daily; † daily, except Sunday; § Sunday only; *a* stops to take passengers; *b* stops to leave passengers; *c* regular stop to take passengers; *d* regular stop to leave passengers; *k* Saturday only; *v* daily, except Saturday and Sunday. ▣ Stops at Frankford Junction to leave passengers on notice to conductor.

Table 111—ATLANTIC CITY DIVISION.

For Additional Trains between Philadelphia and Haddonfield, see Medford Branch.

279	275	239	209	235	237	207	267	217	203	225	231	221	255	Ms.	*Sept. 28, 1909.*	232	234	202	252	218	236	240	242	260	208	210	268	270
P M	A M	P M	P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	....	LEAVE] [ARRIVE	AM	AM	AM	A M	A M	P M	P M	P M	PM	P M	P M	A M	P M
§4 50	§8 00	†11 40	†8 00	†6 28	†6 00	†5 20	†4 38	†3 29	k1 05	v12 25	†10 30	†9 00	†8 00	0	+ Philada. (Market St) ◊	6 27	7 31	7 51	8 31	11 20	1 50	3 25	5 35	6 55	7 30	10 46	9 45	5 45
4 38	8 09	11 47	8 08	6 35	6 08	5 27	4 42	3 26	1 12	12 33	10 38	9 07	8 07	1.0	+ Camden (Federal St) ◊	6 19	7 22	7 43	8 23	11 12	1 45	3 17	5 27	6 27	7 21	10 37	9 37	5 35
4 45	8 15	11 54	8 15	6 42	6 16	5 35	- -	3 32	1 19	12 39	10 45	9 13	8 13	3.2	...Liberty Park...	6 12	7 15	7 35	- -	11 05	1 35	3 10	5 20	6 21	7 14	10 30	9 30	5 28
4 47	8 19	11 58	8 20	6 47	6 20	5 40	4 51	3 36	1 23	12 43	10 49	9 17	8 16	5.4	+ .Collingswood... ◊	6 07	7 10	7 31	8 13	11 01	1 30	3 06	5 16	6 17	7 10	10 26	9 26	5 24
4 49	8 22	12 01	8 23	6 51	6 23	5 43	- -	3 40	1 26	12 45	10 52	9 19	8 18	6.1	.... Westmont..... ◊	6 04	7 04	7 27	8 09	10 58	1 26	3 03	5 13	6 12	7 04	10 22	9 22	5 19
4 54	8 28	12 08	8 28	6 56	6 28	5 48	4 57	3 45	1 30	12 50	10 55	9 23	8 24	7.8	+.**Haddonfield**. ◊	6 01	7 00	7 25	8 07	10 54	1 23	3 00	5 08	5 10	7 02	10 29	9 20	5 18
5 00	8 34	12 11	8 34	7 02	6 33	5 54	5 02	3 51	1 36	12 56	11 01	9 29	8 29	10.8	+... Ashland ... ◊	5 55	6 52	7 17	8 01	10 41	1 16	2 50	4 55	5 03	6 54	10 14	9 14	5 06
5 04	8 39	12 16	8 38	7 07	6 38	5 59	5 06	3 55	1 40	1 00	11 05	9 33	8 34	12.5	+ ...Kirkwood... ◊	5 50	6 47	7 12	7 57	10 37	1 12	2 46	4 51	4 59	6 50	10 10	9 10	5 03
5 06	8 42	12 18	8 41	7 10	6 41	6 02	5 09	3 58	1 43	1 03	11 08	9 36	8 37	13.6	+ ..Lindenwold....	5 47	6 43	7 09	7 53	10 34	1 09	2 42	4 47	4 56	6 47	10 06	9 06	4 58
5 09	8 46	12 22	8 44	7 13	6 45	6 05	5 12	4 02	1 47	1 07	11 11	9 40	8 40	14.8	+ ...Lucaston... ◊	5 44	6 40	7 06	7 50	10 30	1 06	2 38	4 43	4 53	6 44	10 05	9 03	4 56
5 16	8 54	12 28	8 52	7 20	6 53	6 12	5 18	4 10	1 56	1 16	11 20	9 51	8 47	17.6	+ .....Berlin .... ◊	5 36	6 34	7 00	7 45	10 24	1 01	2 32	4 37	4 47	6 37	9 59	8 57	4 49
5 22	8 59	12 33	8 58	7 27	6 59	6 20	5 31	4 16	2 09	1 22	11 26	1000	8 52	20.1	+ .....Atco ..... ◊	5 30	6 28	6 54	7 39	†10 17	12 56	v2 28	4 31	4 42	†6 30	†8 53	8 52	4 43
5 30	9 08	12 45	P M	7 38	7 09	P M	5 40	P M	2 18	P M	11 34	A M	9 01	23.8	+.. Waterford .. ◊	5 20	6 18	6 45	7 31	A M	12 47	P M	k2 23	4 34	P M	P M	8 45	4 34
5 34	9 12	Night	....	P M	7 16	....	5 44	....	P M	....	11 38	....	9 05	25.8	+ ....Ancora..... ◊	†	6 12	†	7 26	....	12 42	....	P M	4 29	....	....	8 40	4 29
5 38	9 17	....	....	....	7 21	....	5 65	....	....	....	11 43	....	9 09	28.2	+.**Winslow Jn.** ◊	AM	6 08	AM	7 22	....	12 37	....	....	4 25	....	....	8 36	4 25
5 45	9 24	....	....	....	7 30	....	6 01	....	....	....	11 50	....	9 16	31.3	+ . Hammonton . ◊	....	6 00	....	7 15	....	†12 30	....	....	4 18	....	....	8 30	4 18
5 56	9 34	....	....	....	P M	....	6 11	....	....	....	A M	....	9 26	37.5	+ ....Elwood.... ◊	....	†	....	7 05	....	Noon	....	....	4 08	....	....	8 20	4 08
6 03	9 42	....	....	....	....	....	6 19	....	....	....	....	....	9 34	42.4	+..Egg Harbor.. ◊	....	AM	....	6 58	....	....	....	....	4 00	....	....	8 13	4 00
6 07	9 46	....	....	....	....	....	6 23	....	....	....	....	....	9 39	45.1	.....Germania... ◊	....	....	....	6 53	....	....	....	....	3 55	....	....	8 08	3 55
6 12	9 51	....	....	....	....	....	6 28	....	....	....	....	....	9 44	47.6	+ ....Pomona.... ◊	....	....	....	6 49	....	....	....	....	3 51	....	....	8 04	3 51
6 23	10 01	....	....	....	....	....	6 37	....	....	....	....	....	9 54	53.1	+ ....Absecon.... ◊	....	....	....	6 40	....	....	....	....	3 42	....	....	7 55	3 42
6 35	10 12	....	....	....	....	....	6 48	....	....	....	....	....	10 05	59.7	+..**Atlantic City**.. ◊	....	....	....	†6 30	....	....	....	....	†3 31	....	....	§7 45	§3 31
P M	A M	....	....	....	....	....	P M	....	....	....	....	....	A M	....	ARRIVE] [LEAVE	....	....	....	A M	....	....	....	....	PM	....	....	A M	P M

Additional Train—Leaves Atco †4 25 p.m., arrives Philadelphia (Market Street Wharf) 5 25 p.m.

Table 112—MEDFORD BRANCH.

881	No 877	No. 873	No. 869	867	No. 865	No. 861	Ms.	*September 28, 1909.*	No. 860	No. 864	No. 868	870	No. 872	No. 876	880
P M	.....	.....	.....	P M	.....	.....	....	LEAVE] [ARRIVE	.....	.....	.....	P M	.....	.....	P M
§6 20	§9 10 A M	†5 48 P M	†3 20 P M	k1 05	†10 30 A M	†7 00 A M	....	+.**Phila.** (Market St. Wharf). ◊	7 59 A M	11 20 A M	3 25 P M	3 35	6 07 P M	8 15 A M	5 15
6 28	9 17 »	5 56 »	3 28 »	1 12	10 38 »	7 09 »	....	+**Camden** (*Federal St.*) ◊	7 52 »	11 12 »	3 17 »	3 27	5 58 »	8 07 »	5 06
6 38	9 28 »	6 06 »	3 38 »	1 23	10 49 »	7 20 »	....	+ . ...Collingswood..... ◊	7 42 »	11 01 »	3 06 »	3 16	5 47 »	7 57 »	4 56
6 46	9 36 »	6 14 »	3 47 »	1 31	10 56 »	7 40 »	0	+.....**Haddonfield**..... ◊	7 37 »	10 54 »	3 00 »	3 08	5 41 »	7 50 »	4 48
6 50	9 40 »	6 19 »	3 51 »	1 35	11 01 »	7 48 »	1.3	..... Freeman	7 30 »	10 38 »	2 45 »	2 57	5 38 »	7 38 »	4 41
6 53	9 43 »	6 21 »	3 54 »	1 37	11 04 »	7 54 »	2.1	.....Orchard.....	7 27 »	10 36 »	2 40 »	2 53	5 34 »	7 34 »	4 38
6 57	9 47 »	6 25 »	3 58 »	1 41	11 09 »	7 58 »	4.0	.....Springdale.....	7 23 »	10 32 »	2 35 »	2 48	5 30 »	7 29 »	4 35
7 00	9 50 »	6 27 »	4 01 »	1 43	11 11 »	8 02 »	4.7	.....Locust Grove.....	7 20 »	10 30 »	2 31 »	2 44	5 28 »	7 25 »	4 33
7 03	9 52 »	6 30 »	4 04 »	1 45	11 14 »	8 07 »	5.5	.....Cropwell..... ◊	7 17 »	10 28 »	2 27 »	2 40	5 26 »	7 22 »	4 31
7 07	9 56 »	6 34 »	4 09 »	1 49	11 19 »	8 17 »	6.6	+.....Marlton.....	7 14 »	10 25 »	2 23 »	2 36	5 23 »	7 19 »	4 28
7 11	10 00 »	6 37 »	4 13 »	1 53	11 23 »	8 25 »	8.4	.....Elmwood Road.....	7 03 »	10 19 »	2 14 »	2 29	5 18 »	7 13 »	4 23
7 15	10 03 »	6 41 »	4 18 »	1 57	11 27 »	8 33 »	10.2	.....Melrose.....	6 59 »	10 14 »	2 09 »	2 24	5 14 »	7 09 »	4 19
7 20	10 08 A M	6 45 P M	4 23 P M	2 01	11 32 A M	8 40 A M	11.7	+.....**Medford**..... ◊	†6 55 A M	†10 10 A M	v2 05 P M	k2 20	†5 10 P M	§7 05 A M	§4 15
P M	.....	.....	.....	P M	.....	.....	....	ARRIVE] [LEAVE	.....	.....	.....	P M	.....	.....	P M

Table 113—SOUTH ATLANTIC BRANCH.—Electric Cars from Atlantic City (Tennessee Avenue) to Chelsea, Sea View, Ventnor, Margate City, Lennig, Oberon and Longport (7 miles).

THE PENNSYLVANIA RAILROAD COMPANY

WEST JERSEY & SEASHORE RAILROAD COMPANY—Continued.

CAPE MAY DIVISION.

Table 114—PHILADELPHIA, CAMDEN, NEWFIELD AND CAPE MAY.

For Additional Trains Between Philadelphia and Millville, see Page 436.

611	111	105	103	609	13	607	11	605	33	5	3	603	Ms.	*September* 28, 1909.	6	602	8	604	14	606	20	34	608	108	114	100	612
⊙	⊙	▲	⊙	⊙	▲	⊙	⊙	⊙	⊙	▲	⊙	⊙	...	LEAVE] [ARRIVE	▲	⊙	⊙	⊙	⊙	⊙	▲	⊙	⊙	⊙	⊙	▲	⊙
P M	P M	A M	A M	A M	P M	P M	P M	□ N'n	A M	A M	A M	A M	....	+**Phila.**(Broad St.) ♁	A M	A M	A M	P M	P M	P M	P M	P M	P M	A M	P M	P M	P M
§5 30	§2 30	§8 40	§7 30	§6 30	†3 52	†3 48	†2 46	*12 30	†9 32	†8 36	†7 32	†6 48	0	*Market St. Wharf*	9 39	9 43	10 55	2 55	4 55	5 43	5 51	6 55	9 55	9 55	4 55	5 55	8 55
5 44	2 44	8 47	7 44	6 44	3 59	3 58	2 58	12 44	9 44	8 42	7 44	6 58	1.0	.....**Camden**... ♁	9 31	9 35	10 47	2 47	4 47	5 35	5 43	6 47	9 47	9 47	4 47	5 46	8 47
c3 46	c2 46	c8 50	c7 46	c6 46		c4 00	c3 00	c12 46	c9 46	c8 45	c7 46	c7 00	....	.... Broadway		d9 33	d10 45	d2 45	d4 45	d5 33	d5 40	d6 45	d9 45	d9 45	d4 45	d5 42	d8 45
4 49	3 49	Runs via Winslow Junction.	8 49	7 49	Runs via Winslow Junction.	4 49	3 49	1 49	10 49	Runs via Winslow Junction.	8 49	7 49	31.3	.... **Newfield**	Runs via Winslow Junction.	8 47	9 47	1 47	3 47	4 47	Runs via Winslow Junction.	5 47	8 47	8 47	3 47	Runs via Winslow Junction.	7 47
4 52	3 52		8 52	7 52		4 52	3 52	1 52	10 52		8 52	7 52	32.5	..North Vineland..		8 44	9 44	1 44	3 44	4 44		5 44	8 44	8 44	3 44		7 44
4 57	3 57		8 57	7 57		4 57	3 57	1 57	10 57		8 57	7 57	35.4	+...Vineland... ♁		8 39	9 39	1 39	3 39	4 39		5 39	8 39	8 39	3 39		7 39
5 03	4 03		9 03	8 03		5 03	4 03	2 03	11 03		9 03	8 03	38.1	..South Vineland..		8 33	9 33	1 33	3 33	4 33		5 33	8 33	8 33	3 33		7 33
5 16	4 20		9 15	9 00		5 16	4 20	*2 16	11 15		9 15	9 00	41.2	+...Millville... ♁		8 27	9 27	1 27	3 27	4 27		5 27	8 27	8 27	3 27		7 27
5 27	4 32		9 27	9 11		5 27	4 32	†2 26	11 27		9 27	9 11	47.5	...Manumuskin. ♁		†8 04	8 49	†12 59	3 08	†3 59		5 05	†6 29	8 06	3 08		§6 59
P M	4 42		9 37	A M		P M	4 42	P M	11 37		9 37	A M	54.3	.... Belleplain		A M	8 36	Noon	2 55	P M		4 54	P M	7 55	2 55		P M
....	4 48		9 43				4 48		11 43		9 43	....	57.6	.... Woodbine .. ♁			8 29		2 49			4 47	.....	7 49	2 49		....
....	4 51		9 46	P M		P M	4 52	P M	11 46		9 46	....	59.4	..Mount Pleasant..		A M	8 24	A M	2 44	P M		4 39	.....	7 44	2 44		....
....	4 58	10 08	9 53	§2 45	5 18	†4 31	4 56	†2 45	11 53	10 04	9 50	....	62.1	.Sea Isle Junction.	8 13	9 55	†8 19	11 45	2 40	3 26	4 28	†4 34	.....	7 40	2 40	4 28	....
....	5 06	10 16	10 16	2 50	5 26	4 36	P M	2 50	12 01	10 12	10 12	....	64.0	lve. Ocean View. arr.	7 59	9 48	A M	11 39	2 29	3 20	4 14	4 14	.....	7 29	2 29	4 14	....
....	5 13	10 23	10 23	2 55	5 33	4 41	....	2 55	12 08	10 22	10 22	....	66.6	..**Sea Isle City** ♁	7 54	9 43	.....	11 34	2 24	†3 15	4 09	4 09	.....	7 24	2 24	4 09	....
....	5 41	10 51	10 51	3 23	6 01	5 09	....	P M	12 36	10 47	10 47	....	77.4	ar. **Ocean City** ♁ lv.	†7 25	†9 15	.....	†11 05	†1 55	P M	†3 40	†3 40	.....	§6 55	§1 55	§3 40	....
....	5 01	10 11	9 56	P M	5 21	P M	....	.....	11 56	10 07	A M	....	63.2	......Seaville.... ♁	8 06	A M	.....	A M	2 35	....	4 21	P M	....	7 35	2 35	4 21	....
....	5 08	10 18	10 03	....	5 28	.....	....	.....	12 03	10 14	.....	....	67.4	...... Swain	7 59	....	....	.....	2 28	....	4 14	....	.....	7 28	2 28	4 14	....
....	5 13	10 23	10 08	....	5 33	.....	....	.....	12 08	10 19	.....	....	70.6	.Cape May C. H. ♁	7 54	....	.....	.....	2 23	....	4 09	....	.....	7 23	2 23	4 09	....
....	5 21	10 32	10 16	....	5 42	.....	....	.....	12 16	10 27	.....	....	73.3	..**Wildwood Jn.** ♁	7 49	....	.....	.....	2 18	....	4 04	....	.....	7 18	2 18	4 04	....
....	5 27	10 38	10 22	....	5 48	.....	....	.....	12 22	10 33	.....	....	76.1	....Rio Grande....	7 41	....	.....	.....	2 11	....	3 56	....	.....	7 11	2 11	3 56	....
....	5 33	10 43	10 28	....	5 53	.....	....	.....	12 27	10 38	.....	....	78.9	......Bennett	7 36	....	.....	.....	2 06	....	3 51	....	.....	7 06	2 06	3 51	....
....	5 40	10 50	10 35	....	6 00	.....	....	.....	12 35	10 45	.....	....	82.4	+..**Cape May**.. ♁	†7 30	....	.....	.....	†2 00	....	†3 45	....	.....	§7 00	§2 00	§3 45	....
....	P M	A M	A M	...	P M	.....	....	....	Noon	A M	.....	....	....	ARRIVE] [LEAVE	A M	....	.....	.....	P M	....	P M	....	.....	A M	P M	P M	....

Additional Sunday Train—Leaves Manumuskin ⊙10 59 a.m., arrives Philadelphia (Market Street Wharf) 12 55 noon.

Table 115—QUINTON BRANCH.

No. 813	No. 811	No. 809	No. 807	No. 803	Mls.	*September* 28, 1909.	No. 804	No. 808	No. 810	No. 812	No. 814
†5 40 P M	†4 40 P M	†1 20 P M	†9 56 A M	†6 30 A M	0	lve...+**Salem** ♁..arr.	8 00 A M	12 10 Noon	3 15 P M	6 00 P M	6 30 P M
5 45 "	4 45 "	1 25 "	10 01 "	6 35 "	3.1	........Acton........	7 53 "	– –	3 08 "	– –	6 23 "
5 47 "	4 47 "	1 27 "	10 03 "	6 38 "	3 8	........Penton........	7 51 "	– –	3 06 "	– –	6 21 "
5 52 "	5 05 "	1 31 "	10 08 "	6 42 "	5.4	+..**Alloway Junc**.. ♁	7 47 "	11 56 A M	3 04 "	5 51 "	6 18 "
5 58 "	5 09 "	1 36 "	10 18 "	6 48 "	5.7	+ .....Alloway...... ♁	7 12 "	11 50 "	2 25 "	5 37 "	6 11 "
6 02 P M	5 15 P M	1 43 P M	10 27 A M	6 56 A M	9.5	arr..+**Quinton** ♁ .lve.	†7 00 A M	†11 40 A M	†2 05 P M	†5 30 P M	†6 06 P M

Table 116 PHILADELPHIA AND SALEM, VIA ELMER.

93	•91	Mls	*September* 28, 1909.	94	•96
P M	A M	....	LEAVE] [ARRIVE	A M	P M
†3 30	†8 04	0	**Philadelphia** (Market St.)	9 15	4 55
3 36	8 14	1.0	+.......**Camden**[1]..... ♁	9 08	4 47
– –	8 36	9.6	+......**Woodbury**..... ♁	– –	4 25
4 09	8 58	19.0	+.....**Glassboro**..... ♁	8 38	4 08
4 25	9 17	27.0	+........**Elmer**........ ♁	8 15	3 41
4 34	9 24	30.5	.........Newkirk..........	7 57	3 18
4 39	9 31	31.7	+.......Daretown.........	7 47	3 10
4 42	9 35	33.1	.........Paulding	7 36	2 53
4 47	9 43	34.4	+.......Yorketown...... ♁	7 32	2 48
4 52	9 49	36.6	.........Oakland..........	7 25	2 36
4 54	9 51	37.4	........**Riddleton**........	– –	2 34
4 56	9 53	38.0	....Mower..........	7 22	2 32
§5 04	10 08	38.6	+.**Alloway Junction**. ♁	7 20	2 30
5 06	10 11	40.2	..........Penton	6 38	1 27
5 15	10 20	44.0	+....... **Salem** .... ♁	†6 30	†1 20
P M	A M	....	ARRIVE] [LEAVE	A M	P M

Table 117—MAURICE RIVER BRANCH.

⊙611	⊙609	⊙607	⊙605	⊙603	601	Mls.	*September* 28, 1909.	⊙602	⊙604	⊙606	⊙608	⊙610	⊙612
P M	A M	P M	○	A M	....	....	LEAVE] [ARRIVE	A M	P M	P M	P M	Noon	P M
§3 30	§7 30	†3 48	†12 30	†7 32	.....	0	+**Philadelphia** (Mkt. St. Whf.) ♁	9 43	2 55	5 43	9 55	12 55	8 55
3 44	7 44	3 58	12 44	7 44	A M	1.0	+....... **Camden**....... ♁	9 35	2 47	5 35	9 47	12 47	8 47
5 16	9 15	5 16	2 15	9 15	†6 30	41.2	+.......**Millville**	8 27	1 27	4 27	8 27	11 27	7 27
5 28	9 28	5 28	2 28	9 28	6 41	47.5	+.... **Manumuskin** .... ♁	8 04	12 59	3 59	8 29	10 59	6 59
5 36	9 36	5 36	2 36	9 36	6 49	50.9	+.... **Mauricetown**.... ♁	7 54	12 49	3 49	8 19	10 49	6 49
5 40	9 40	5 40	2 40	9 40	6 53	52.1	+......**Dorchester**. .... ♁	7 49	12 44	3 44	8 14	10 44	6 44
5 56	9 56	5 56	2 56	9 56	7 09	57.1	+....**Maurice River**... ♁	7 35	12 30	3 30	6 00	10 30	6 30
6 01	10 01	6 05	3 01	10 01	7 14	58.1	+..... **Port Norris**.......	†7 25	†12 20	†3 20	†5 50	§10 20	§6 20
P M	A M	P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	Noon	P M	P M	A M	P M

Table 118—STONE HARBOR BRANCH.

Sea Isle City to Townsend Inlet (2.5 miles), Leaming (3.2 miles), Avalon, 8th Street (3.8 miles), Peermont (5.1 miles) and Stone Harbor (8 miles). Leave Sea Isle City Station for Stone Harbor and intermediate stations †6 45, †10 22, §10 26 a.m., †12 11 noon, *2 56, †5 36 p.m. Returning, leave Stone Harbor for Sea Isle City Station †7 20, *11 05 a.m., †1 50, *3 35, †6 15 p.m.

Table 119—BRIDGETON BRANCH.

71	69	•95	•73	65	63	•99	•67	•61	•75	Mls.	*September* 28, 1909.	62	•98	64	•78	•68	•86	•74	•92	70	72
P M	A M	P M	P M	P M	P M	P M	A M	A M	A M	.....	LEAVE] [ARRIVE	A M	A M	A M	A M	P M	P M	P M	P M	A M	P M
§5 30	§8 00	k11 55	†6 04	†6 04	†3 30	†2 45	†11 30	†8 04	†6 00	0	+**Phila**(Mkt.St.Whf.) ♁	8 03	8 43	9 15	10 40	1 55	4 55	6 40	11 55	8 45	6 15
5 37	8 07	12 05	6 14	6 11	3 36	2 58	11 44	8 14	6 14	1.0	+....**Camden**.... ♁	7 56	8 35	9 08	10 30	1 47	4 47	6 30	11 47	8 37	6 08
a5 55	– –	12 27	6 36	– –	– –	– –	12 06	8 36	6 36	9.6	.... **Woodbury** .. ♁	– –	b8 18	– –	– –	1 25	4 25	6 13	11 25	b8 18	5 49
6 10	8 40	12 48	6 58	6 45	4 09	3 31	12 29	8 58	6 58	19.0	+...**Glassboro**... ♁	7 18	8 06	8 38	10 01	1 08	4 08	6 01	11 08	8 03	5 35
6 15	8 45	12 53	7 03	– –	– –	3 36	12 34	9 03	7 03	21.3	........Aura........	7 11	– –	– –	9 50	12 50	3 57	5 50	10 58	7 53	5 27
6 18	8 48	12 56	7 06	– –	– –	3 40	12 37	9 06	7 08	22.9	......Harding......	7 08	– –	– –	b9 47	12 47	3 53	5 46	10 55	7 49	5 24
6 22	8 52	12 59	7 10	b5 55	4 18	3 48	12 44	9 10	7 13	24.5	.....Monroeville.....	7 05	– –	8 21	9 44	12 44	3 48	5 43	10 52	7 45	5 21
6 30	8 58	1 05	7 16	6 00	4 26	3 54	12 51	9 16	7 18	27.0	+.....**Elmer**..... ♁	6 59	7 47	8 15	9 39	12 39	3 41	5 37	10 46	7 37	5 16
6 40	9 08	1 13	7 26	– –	4 33	4 05	1 00	9 29	7 27	31.8	+.....Husted.......	6 40	–	– –	9 29	12 30	3 26	5 27	10 36	7 16	5 06
6 46	9 14	1 18	7 32	– –	– –	4 09	1 06	9 36	7 34	35.3	........Finley.......	6 34	–	– –	9 24	12 24	3 18	5 21	10 30	7 10	4 58
6 56	9 24	1 30	7 42	6 20	4 48	4 20	1 16	9 47	7 45	39.7	.....**Bridgeton**... ♁	†6 25	†7 25	†7 50	†9 15	†12 15	†3 10	†5 12	k10 20	§7 00	§4 50
P M	A M	A M	P M	P M	P M	P M	P M	A M	A M	.....	ARRIVE] [LEAVE	A M	A M	A M	A M	Noon	P M	P M	P M	A M	P M

Table 120—WILDWOOD BRANCH.

567	565	563	561	559	557	545	543	3	551	Mls.	*September* 28, 1909.	550	552	554	544	556	558	560	562	564	566
⊙	.....	.....	.....	.....	.....	.....	⊙	....	.....	.....	LEAVE] [ARRIVE	.....	.....	.....	⊙	....	.....	⊙	.....	⊙	....
P M	.....	A M	.....	P M	.....	.....	A M	A M	.....	.....	+.... **Philadelphia**.... ♁	A M	.....	.....	P M	P M	.....	A M	.....	P M	P M
§2 30	.....	§8 40	....	†3 52	.....	.....	†9 32	†8 36	.....	0	..*Market Street Wharf*..	9 39	.....	.....	4 55	5 51	.....	9 55	.....	4 55	5 55
2 44	P M	8 47	A M	3 59	P M	P M	9 44	8 42	A M	1.0	+.......**Camden**....... ♁	9 31	A M	A M	4 47	5 43	P M	9 47	A M	4 47	5 45
5 24	§2 21	10 35	§7 21	5 45	†4 10	†2 21	12 19	10 30	†7 55	73.3	lve. + .**Wildwood Jn.** ♁ arr.	7 42	10 17	11 57	2 12	3 57	5 27	7 12	10 07	2 12	3 57
5 39	2 36	10 50	7 36	6 00	4 25	2 36	12 34	10 45	8 10	78.1	+.......Anglesea....... ♁	7 28	10 03	11 43	1 58	3 43	5 08	6 58	9 53	1 58	3 43
5 46	2 43	10 57	7 43	6 07	4 32	2 43	12 41	10 52	8 17	79.8	+.......Wildwood....... ♁	7 23	9 58	11 38	1 53	3 38	5 03	6 53	9 48	1 53	3 38
5 49	2 46	11 00	7 46	6 10	4 35	2 46	12 44	10 55	8 20	80.5	+.... **Holly Beach** .... ♁	7 18	9 53	11 33	1 48	3 33	4 58	6 48	9 43	1 48	3 33
5 52	2 49	11 03	7 49	6 13	4 38	2 49	12 47	10 58	8 23	81.2	....**Wildwood Crest**....	†7 15	†9 50	†11 30	†1 45	†3 30	†4 55	§6 45	§9 40	§1 45	§3 30
P M	P M	A M	A M	P M	P M	P M	Noon	A M	A M	.....	ARRIVE] [LEAVE	A M	A M	A M	P M	P M	P M	A M	A M	P M	P M

* Daily; † daily, except Sunday; § Sunday only; *a* stops only on signal or notice to agent to take passengers; *b* stops on notice to conductor to leave passengers; *c* regular stop to receive passengers; *d* regular stop to leave passengers; *j* on Saturday leaves at 4 58 p.m.; *k* Saturday only. • Electric trains run between Camden and Glassboro. □ On Saturday connection leaves Philadelphia 12 45 noon, Camden 12 58 noon. Trains marked ⊙ are electric trains between Camden and Millville and steam trains beyond Millville. ▲ Steam trains.

\+ Coupon stations; ♁ Telegraph stations

STANDARD—*Eastern time.*

THE JANNEY "X" COUPLER THE McCONWAY & TORLEY CO. PITTSBURGH, PA.

THE PENNSYLVANIA RAILROAD COMPANY

WEST JERSEY & SEASHORE RAILROAD COMPANY—Continued.

Table 121—CAPE MAY DIVISION—PHILADELPHIA TO MILLVILLE.

Jan. 3, 1910.	Ms.	1205	1409	1213	1417	1221	1425	1427	1229	1237	1245	1453	1461	1261	1263	1465	1269	1473	1477	1279	□63	1485	1287	1493	□83	1295	□65	1497
Philadelphia, lve.	....	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Market St. Whf. δ	0	†530	†600	a632	†704	a732	†804	†816	a832	a9 32	*1030	‡1130	k1230	‡1230	k1245	k1 05	*130	†205	†260	†245	†330	†330	†348	†432	†444	†448	†504	†604
Camden δ	1.0	5 44	6 14	6 44	7 14	7 44	8 14	8 28	8 44	9 44	10 44	11 44	12 44	12 44	12 58	1 14	1 44	2 14	2 44	2 58	3 36	3 44	3 58	4 44	4 50	4 58	5 11	5 14
Gloucester	5.1	5 56	6 26	6 56	7 26	7 56	8 26	8 38	8 56	9 56	10 56	11 56	12 56	12 56	— —	1 26	1 56	2 26	2 56	— —	— —	3 56	— —	4 56	— —	— —	— —	5 26
Westville	6.9	6 00	6 30	7 00	7 30	8 00	8 30	8 41	9 00	10 00	11 00	12 00	1 00	1 00	— —	1 30	2 00	2 30	3 00	— —	— —	4 00	— —	5 00	— —	— —	— —	5 30
Woodbury δ	9.6	6 06	6 36	7 06	7 36	8 06	8 36	8 45	9 06	10 06	11 06	12 06	1 06	1 06	— —	1 36	2 06	2 36	3 06	— —	— —	4 06	— —	5 06	5 07	— —	— —	5 36
Wenonah	12.7	6 12	6 42	7 12	7 42	8 12	8 42	8 49	9 12	10 12	11 12	12 12	1 12	1 12	— —	1 42	2 12	2 42	3 12	— —	— —	4 12	— —	5 12	P M	— —	— —	5 42
Sewell	14.5	6 16	6 46	7 16	7 46	8 16	8 46	8 51	9 16	10 16	11 16	12 16	1 16	1 16	— —	1 46	2 16	2 46	3 16	— —	— —	4 16	— —	5 16	....	— —	— —	5 46
Pitman	17.1	6 21	6 51	7 21	7 51	8 21	8 51	8 54	9 21	10 21	11 21	12 21	1 21	1 21	1 25	1 51	2 21	2 51	3 21	3 25	— —	4 21	4 25	5 21	....	5 25	5 40	5 51
Glassboro	19.0	6 28	6 55	7 28	7 55	8 28	8 55	8 57	9 28	10 28	11 28	12 25	1 25	1 28	1 28	1 55	2 28	2 55	3 25	3 28	4 06	4 25	4 28	5 25	....	5 28	5 44	5 55
Clayton δ	22.6	6 33	A M	7 33	A M	8 33	A M	A M	9 33	10 33	11 33	Noon	P M	1 33	1 33	P M	2 33	P M	P M	3 33	P M	P M	4 33	P M	....	5 33	P M	P M
Franklinville	25.3	6 38	....	7 38	....	8 38	....	....	9 38	10 38	11 38	....	....	1 38	1 38	....	2 38	....	....	3 38	....	....	4 38	....	....	5 38	....	....
Iona	26.5	6 40	....	7 40	....	8 40	....	....	9 40	10 40	11 40	....	....	1 40	1 40	....	2 40	....	....	3 40	....	....	4 40	....	....	5 40	....	....
Malaga	28.9	6 44	....	7 44	....	8 44	....	....	9 44	10 44	11 44	....	....	1 44	1 44	....	2 44	....	....	3 44	....	....	4 44	....	....	5 44	....	....
Newfield	31.3	6 49	....	7 49	....	8 49	....	....	9 49	10 49	11 49	....	....	1 49	1 49	....	2 49	....	....	3 49	....	....	4 49	....	....	5 49	....	....
North Vineland	32.5	6 52	....	7 52	....	8 52	....	....	9 52	10 52	11 52	....	....	1 52	1 52	....	2 52	....	....	3 52	....	....	4 52	....	....	5 52	....	....
Vineland	35.4	6 57	....	7 57	....	8 57	....	....	9 57	10 57	11 57	....	....	1 57	1 57	....	2 57	....	....	3 57	....	....	4 57	....	....	5 57	....	....
South Vineland	38.1	7 03	....	8 03	....	9 03	....	....	10 03	11 03	12 03	....	....	2 05	2 03	....	3 05	....	....	4 05	....	....	5 05	....	....	6 03	....	....
Clayville	39.0	7 05	....	8 05	....	— —	....	....	— —	— —	‡1205	....	....	— —	— —	....	— —	....	....	4 05	....	....	— —	....	....	6 05	....	....
Millville δ	41.2	7 08	....	8 08	....	9 08	....	....	10 08	11 08	12 08	....	....	2 08	2 08	....	3 08	....	....	4 08	....	....	5 08	....	....	6 08	....	....
[ARRIVE	....	A M	....	A M	....	A M	....	....	A M	A M	Noon	....	....	P M	P M	....	P M	....	....	P M	....	....	P M	....	....	P M	....	....

January 3, 1910.	1499	1501	□85	1303	1505	1507	1509	1309	1517	1325	1533	1341	□837	1553	□89	□161	□853	1253	1277	1285	1295	1407	□71	1501	163	1317	857
[LEAVE	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	□PM	P M	□PM
Phila. (Mkt. St. Wf.)	†516	†532	†544	†548	†552	†604	†616	a632	†730	*830	†930	*1030	k1140	‡1156	§800	§810	§8 30	§1130	§230	§330	§430	§500	§530	§550	§550	§730	§940
Camden	5 29	5 44	5 51	5 58	6 06	6 14	6 29	8 44	7 44	8 44	9 44	10 44	11 46	12 06	8 07	8 16	8 36	11 44	2 44	3 44	4 44	5 10	5 37	5 44	5 56	7 44	9 46
Gloucester	5 41	5 56	— —	— —	6 17	6 26	6 41	8 56	7 56	8 56	9 56	10 56	— —	12 17	— —	— —	— —	11 56	2 56	3 56	4 56	— —	— —	5 56	— —	7 56	9 58
Westville	5 45	6 00	— —	— —	6 21	6 30	6 45	7 00	8 00	9 00	10 00	11 00	— —	12 21	— —	— —	— —	12 00	3 00	4 00	5 00	— —	— —	6 00	— —	8 00	1002
Woodbury	5 51	6 06	6 08	— —	6 27	6 36	6 51	7 06	8 06	9 06	10 06	11 06	12 03	12 27	— —	8 35	8 54	12 06	3 06	4 06	5 06	5 27	d555	6 06	6 13	8 06	1007
Wenonah	5 57	6 12	P M	— —	6 33	6 42	6 57	7 12	8 12	9 12	10 12	11 12	Night	12 33	— —	A M	A M	12 12	3 12	4 12	5 12	— —	— —	6 12	P M	8 12	P M
Sewell	6 01	6 16	....	— —	6 37	6 46	7 01	7 16	8 16	9 16	10 16	11 16	....	12 37	— —	....	....	12 16	3 16	4 16	5 16	— —	— —	6 16	....	8 16	....
Pitman	6 06	6 21	....	6 25	6 42	6 51	7 06	7 21	8 21	9 21	10 21	11 21	....	12 42	— —	....	....	12 21	3 21	4 21	5 21	— —	— —	6 21	....	8 21	....
Glassboro	6 10	6 25	....	6 28	6 46	6 55	7 10	7 28	8 25	9 28	10 25	11 28	....	12 46	8 38	....	....	12 28	3 28	4 28	5 28	5 39	6 08	6 28	....	8 28	....
Clayton	P M	P M	....	6 33	P M	P M	P M	7 33	P M	9 33	P M	11 33	....	Night	A M	....	....	12 33	3 33	4 33	5 33	P M	P M	6 33	....	8 33	....
Franklinville	....	....	....	6 38	....	....	....	7 38	....	9 38	....	11 38	....	....	....	....	....	12 38	3 38	4 38	5 38	....	....	6 38	....	8 38	....
Iona	....	....	....	6 40	....	....	....	7 40	....	9 40	....	11 40	....	....	....	....	....	12 40	3 40	4 40	5 40	....	....	6 40	....	8 40	....
Malaga	....	....	....	6 44	....	....	....	7 44	....	9 44	....	11 44	....	....	....	....	....	12 44	3 44	4 44	5 44	....	....	6 44	....	8 44	....
Newfield	....	....	....	6 49	....	....	....	7 49	....	9 49	....	11 49	....	....	....	....	....	12 49	3 49	4 49	5 49	....	....	6 49	....	8 49	....
North Vineland	....	....	....	6 52	....	....	....	7 52	....	9 52	....	11 52	....	....	....	....	....	12 52	3 52	4 52	5 52	....	....	6 52	....	8 52	....
Vineland	....	....	....	6 57	....	....	....	7 57	....	9 57	....	11 57	....	....	....	....	....	12 57	3 57	4 57	5 57	....	....	6 57	....	8 57	....
South Vineland	....	....	....	7 03	....	....	....	8 03	....	10 03	....	12 03	....	....	....	....	....	1 03	4 03	5 03	6 03	....	....	7 03	....	9 03	....
Clayville	....	....	....	— —	....	....	....	— —	....	— —	....	12 05	....	....	....	....	....	— —	4 05	— —	6 05	....	....	— —	....	— —	....
Millville	....	....	....	7 08	....	....	....	8 08	....	10 08	....	12 08	....	....	....	....	....	1 08	4 08	5 08	6 08	....	....	7 08	....	9 08	....
[ARRIVE	....	....	....	P M	....	....	....	P M	....	P M	....	Night	....	....	....	....	....	P M	P M	P M	P M	....	....	P M	....	P M	....

Jan. 3, 1910.	1402	1406	1204	1410	1412	1414	1212	82	1416	□62	1420	826	1220	1426	□84	□64	1228	1432	§436	1236	1244	.252	□88	1464	1468	1268	1476	1278
[LEAVE	....	....	A M	....	....	....	A M	....	....	....	....	....	A M	....	....	....	A M	....	....	A M	A M	A M	....	....	....	P M	....	P M
Millville	....	....	†527	....	....	....	†627	....	....	....	....	....	†727	....	....	....	†827	....	....	*927	*1027	*1127	....	....	....	*1 27	....	*227
Clayville	....	....	— —	....	....	....	6 31	....	....	....	....	....	7 31	....	....	....	— —	....	....	— —	— —	— —	....	....	....	‡1 31	....	— —
South Vineland	....	....	5 33	....	....	....	6 33	....	....	....	....	....	7 33	....	....	....	8 33	....	....	9 33	10 33	11 33	....	....	....	1 33	....	2 33
Vineland	....	....	5 39	....	....	....	6 39	....	....	....	....	....	7 39	....	....	....	8 39	....	....	9 39	10 39	11 39	....	....	....	1 39	....	2 39
North Vineland	....	....	5 44	....	....	....	6 44	....	....	....	....	....	7 44	....	....	....	8 44	....	....	9 44	10 44	11 44	....	....	....	1 44	....	2 44
Newfield	....	....	5 47	....	....	....	6 47	....	....	....	....	....	7 47	....	....	....	8 47	....	....	9 47	10 47	11 47	....	....	....	1 47	....	2 47
Malaga	....	....	5 51	....	....	....	6 51	....	....	....	....	....	7 51	....	....	....	8 51	....	....	9 51	10 51	11 51	....	....	....	1 51	....	2 51
Iona	....	....	5 54	....	....	....	6 54	....	....	....	....	....	7 54	....	....	....	8 54	....	....	9 54	10 54	11 54	....	....	....	1 54	....	2 54
Franklinville	....	....	5 56	....	....	....	6 56	....	....	....	....	....	7 56	....	....	....	8 56	....	....	9 56	10 56	11 56	....	....	....	1 56	....	2 56
Clayton	A M	A M	6 01	A M	A M	A M	7 01	....	A M	A M	A M	....	8 01	A M	....	A M	9 01	A M	A M	10 01	11 01	12 01	....	P M	P M	2 01	P M	3 01
Glassboro	†523	†553	6 08	†623	†638	†653	7 06	....	†708	†718	†738	....	8 06	†823	....	†838	9 06	†908	†9 38	10 08	11 08	12 08	....	†108	k1 38	2 08	k2 38	3 08
Pitman	5 26	5 56	6 11	6 26	6 41	6 56	7 09	....	7 11	7 22	7 41	....	8 09	8 26	....	— —	9 09	9 11	9 41	10 11	11 11	12 11	....	1 11	1 41	2 11	2 41	3 11
Sewell	5 31	6 01	6 16	6 31	6 46	7 01	— —	□	7 16	7 28	7 46	□	— —	8 31	....	— —	— —	9 16	9 46	10 16	11 16	12 16	....	1 18	1 46	2 16	2 46	3 16
Wenonah	5 34	6 04	6 19	6 34	6 49	7 04	— —	A M	7 19	7 32	7 49	A M	— —	8 34	A M	— —	— —	9 19	9 49	10 19	11 19	12 19	P M	1 19	1 49	2 19	2 49	3 19
Woodbury	5 40	6 10	6 25	6 40	6 55	7 10	— —	†723	7 25	— —	7 55	†802	b818	8 40	†825	— —	— —	9 25	9 55	10 25	11 25	12 25	†116	1 25	1 55	2 25	2 56	3 25
Westville	5 46	6 16	6 31	6 46	7 01	7 16	— —	— —	7 31	— —	8 01	— —	— —	8 46	— —	— —	— —	9 31	10 01	10 31	11 31	12 31	— —	1 31	2 01	2 31	3 01	3 31
Gloucester	5 50	6 20	6 35	6 50	7 05	7 20	— —	— —	7 35	— —	8 05	— —	— —	8 50	— —	— —	— —	9 35	10 05	10 35	11 35	12 35	— —	1 35	2 06	2 35	3 05	3 35
Camden	6 02	6 32	6 47	7 02	7 17	7 32	7 35	7 41	7 47	7 56	8 17	8 20	8 35	9 02	8 43	9 08	9 35	9 47	10 17	10 47	11 47	12 47	1 34	1 47	2 17	2 47	3 17	3 47
Market St. Wharf.	6 11	6 39	6 55	7 11	7 27	7 39	7 43	7 47	7 55	8 03	8 27	8 27	8 43	9 12	8 51	9 15	9 43	9 55	10 25	10 55	11 55	12 55	1 40	1 55	2 25	2 55	3 25	3 55
Philadelphia, arr.	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M

Jan. 3, 1910.	1488	1284	1492	1292	1500	1300	1508	1308	1520	1324	1536	1340	1212	□852	160	□70	1228	1260	1234	1292	1300	162	□72	1308	1316	□856	1324	1332
[LEAVE	....	P M	....	P M	....	P M	....	P M	....	P M	....	P M	A M	....	....	....	A M	Noon	P M	P M	P M	....	....	P M	P M	....	P M	P M
Millville	....	†327	....	†427	....	†527	....	†627	....	†827	....	*1027	§627	....	....	....	§827	§1227	§327	§427	§527	....	....	§627	§727	....	§827	§927
Clayville	....	3 31	....	— —	....	5 31	....	— —	....	— —	....	‡10 31	6 31	....	....	....	— —	— —	3 31	— —	5 31	....	....	— —	— —	....	— —	— —
South Vineland	....	3 33	....	4 33	....	5 33	....	6 33	....	8 33	....	10 33	6 33	....	....	....	8 33	12 33	3 33	4 33	5 33	....	....	6 33	7 33	....	8 33	9 33
Vineland	....	3 39	....	4 39	....	5 39	....	6 39	....	8 39	....	10 39	6 39	....	....	....	8 39	12 39	3 39	4 39	5 39	....	....	6 39	7 39	....	8 39	9 39
North Vineland	....	3 44	....	4 44	....	5 44	....	6 44	....	8 44	....	10 44	6 44	....	....	....	8 44	12 44	3 44	4 44	5 44	....	....	6 44	7 44	....	8 44	9 44
Newfield	....	3 47	....	4 47	....	5 47	....	6 47	....	8 47	....	10 47	6 47	....	....	....	8 47	12 47	3 47	4 47	5 47	....	....	6 47	7 47	....	8 47	9 47
Malaga	....	3 51	....	4 51	....	5 51	....	6 51	....	8 51	....	10 51	6 51	....	....	....	8 51	12 51	3 51	4 51	5 51	....	....	6 51	7 51	....	8 51	9 51
Iona	....	3 54	....	4 54	....	5 54	....	6 54	....	8 54	....	10 54	6 54	....	....	....	8 54	12 54	3 54	4 54	5 54	....	....	6 54	7 54	....	8 54	9 54
Franklinville	....	3 56	....	4 56	....	5 56	....	6 56	....	8 56	....	10 56	6 56	....	....	....	8 56	12 56	3 56	4 56	5 56	....	....	6 56	7 56	....	8 56	9 56
Clayton	P M	4 01	P M	5 01	P M	6 01	P M	7 01	P M	9 01	P M	11 01	7 01	....	....	A M	9 01	1 01	4 01	5 01	6 01	....	P M	7 01	8 01	....	9 01	10 01
Glassboro	†4 06	4 08	†438	5 06	†538	6 08	†638	7 08	†808	9 08	†1008	11 08	7 08	....	....	§803	9 08	1 08	4 08	5 08	6 08	....	§535	7 08	8 08	....	9 08	10 08
Pitman	4 09	4 11	4 41	5 09	5 41	6 11	6 41	7 11	8 11	9 11	10 11	11 11	7 11	....	....	— —	9 11	1 11	4 11	5 11	6 11	....	— —	7 11	8 11	....	9 11	10 11
Sewell	4 12	4 16	4 46	— —	5 46	6 16	6 46	7 16	8 16	9 16	10 16	11 16	7 16	....	....	8 10	9 16	1 16	4 16	5 16	6 16	....	— —	7 16	8 16	....	9 16	10 16
Wenonah	4 14	4 19	4 49	— —	5 48	6 19	6 49	7 19	8 19	9 19	10 19	11 19	7 19	A M	□AM	8 14	9 19	1 19	4 19	5 19	6 19	□PM	— —	7 19	8 19	P M	9 19	10 19
Woodbury	4 18	4 25	4 55	5 18	5 55	6 25	6 55	7 25	8 25	9 25	10 25	11 25	7 25	§7 51	§758	b818	9 25	1 25	4 25	5 25	6 25	§539	5 49	7 25	8 25	§7 16	9 25	10 25
Westville	4 22	4 31	5 01	— —	6 01	6 31	7 01	7 31	8 31	9 31	10 31	11 31	7 31	— —	— —	— —	9 31	1 31	4 31	5 31	6 31	— —	— —	7 31	8 31	— —	9 31	10 31
Gloucester	4 25	4 35	5 05	— —	6 05	6 35	7 05	7 35	8 35	9 35	10 35	11 35	7 35	— —	— —	— —	9 35	1 35	4 35	5 35	6 35	— —	— —	7 35	8 35	— —	9 35	10 35
Camden	4 35	4 47	5 17	5 35	6 17	6 47	7 17	7 47	8 47	9 47	10 47	11 47	7 47	8 08	8 17	8 37	9 47	1 47	4 47	5 47	6 47	5 57	6 08	7 47	8 47	7 35	9 47	10 47
Market St. Wharf.	4 43	4 55	5 27	5 43	6 27	6 55	7 25	7 55	8 55	9 55	10 55	11 55	7 55	8 15	8 25	8 45	9 55	1 55	4 55	5 55	6 55	6 05	6 15	7 55	8 55	7 45	9 55	10 55
Philadelphia, arr.	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

Additional Steam Trains—Leave Philadelphia (Market Street Wharf) †8 52 a.m., †12 25 noon, *k*1 44, *y*3 44 p.m., arrive Woodbury 9 16 a.m., 12 50 noon, 2 07, 4 07 p.m. Returning, leave Woodbury †10 04 a.m., *k*7 20 p.m., arrive Philadelphia (Market Street Wharf) 10 30 a.m., 7 45 p.m.

STANDARD—*Eastern time.*

* Daily; † daily, except Sunday; ‡ daily, except Saturday; § Sunday only; *a* runs daily, but on Sunday leaves two minutes earlier; *b* stops on notice to conductor to leave passengers; *d* stops only on signal or notice to agent to take passengers; *k* Saturday only; *t* does not stop on Sunday; *y* daily, except Saturday and Sunday. Trains marked □ are steam trains; all other trains on this division are electric. δ Telegraph stations.

THE JANNEY "X" COUPLER THE McCONWAY & TORLEY CO. PITTSBURGH, PA.

THE PENNSYLVANIA RAILROAD COMPANY

WEST JERSEY & SEASHORE RAILROAD COMPANY—Continued.

Table 122—ELECTRIC EXPRESS TRAINS PHILADELPHIA AND ATLANTIC CITY, VIA NEWFIELD.

September 28, 1909.	Ms.	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M
Philadelphia (Market St. Wharf) ⊡ lv.	....	†4 30	†7 00	†9 00	†1100	†1 00	†3 00	†5 00	†8 00	†11 00	♁4 30	♁7 00	♁9 00	♁1100	♁1 00	♁3 00	♁5 00	♁8 00	♁11 00
Camden	0	4 40	7 10	9 10	11 10	1 10	3 10	5 10	8 10	11 10	4 40	7 10	9 10	11 10	1 10	3 10	5 10	8 10	11 10
Woodbury	8.5	4 57	7 27	— —	11 27	g127	— —	— —	— —	11 27	4 57	7 27	— —	11 27	— —	— —	5 27	— —	11 27
Glassboro	17.9	5 09	7 39	— —	11 39	g139	— —	5 39	8 39	— —	5 09	7 39	— —	11 39	— —	— —	5 39	— —	— —
Newfield	20.1	5 25	7 55	9 55	11 55	1 55	3 55	5 55	8 55	11 55	5 25	7 55	9 55	11 55	1 55	3 55	5 55	8 55	11 55
May's Landing (C. H.)	47.4	5 51	8 23	10 15	12 23	2 15	4 15	6 23	9 15	12 15	5 51	8 23	10 15	12 23	2 15	4 15	6 23	9 15	12 15
Pleasantville	58.9	6 11	8 43	10 31	12 43	2 31	4 31	6 43	9 31	12 31	6 11	8 43	10 31	12 43	2 31	4 31	6 43	9 31	12 31
Tennessee Avenue	64.6	6 20	8 52	10 40	12 52	2 40	4 40	6 52	9 40	12 40	6 20	8 52	10 40	12 52	2 40	4 40	6 52	9 40	12 40
Atlantic City — ARRIVE	....	A M	A M	A M	Noon	P M	P M	P M	P M	Night	A M	A M	A M	Noon	P M	P M	P M	P M	Night
Atlantic City — LEAVE		A M	A M	A M	Noon	P M	P M	P M	P M	P M	A M	A M	A M	Noon	P M	P M	P M	P M	P M
Tennessee Avenue	....	†7 30	†9 00	†1100	†1245	†3 00	†4 45	†7 00	†9 00	†1100	♁7 30	♁9 00	♁1100	♁1245	♁3 00	♁4 45	♁7 00	♁9 00	♁11 00
Pleasantville	....	7 40	9 09	11 09	12 55	3 09	4 56	7 09	9 08	11 09	7 40	9 09	11 09	12 55	3 09	4 55	7 09	9 08	11 09
Mays Landing (C. H.)	....	7 59	9 22	11 22	1 14	—	5 14	7 22	— —	11 22	7 59	9 22	11 22	1 14	— —	5 14	7 22	— —	11 22
Newfield	....	8 30	9 45	11 45	1 45	3 45	5 45	7 45	9 45	11 45	8 30	9 45	11 45	1 45	3 45	5 45	7 45	9 45	11 45
Glassboro	....	8 46	10 01	— —	2 01	b4 01	6 01	8 01	10 01	b12 01	8 46	— —	— —	2 01	— —	8 01	— —	— —	— —
Woodbury	....	8 58	— —	— —	2 13	— —	6 13	— —	— —	b12 13	8 58	— —	— —	2 13	— —	6 13	— —	— —	— —
Camden	....	9 15	10 30	12 30	2 30	4 30	6 30	8 30	10 30	12 30	9 15	10 30	12 30	2 30	4 30	6 30	8 30	10 30	12 30
Philadelphia (Market St. Wharf)	....	9 23	10 40	12 40	2 40	4 39	6 40	8 40	10 40	12 45	9 25	10 45	12 45	2 45	4 45	6 45	8 45	10 45	12 45
	ARRIVE	A M	A M	Noon	P M	P M	P M	P M	P M	Night	A M	A M	Noon	P M	P M	P M	P M	P M	Night

Table 123—LOCAL ELECTRIC TRAINS ON THE NEWFIELD BRANCH.

P M	A M	A M	A M	P M	A M	A M	A M	Mls	*September* 28, 1909.	A M	P M	P M	Night	A M	P M	P M
♁5 00	♁1100	♁7 00	♁4 30	†5 00	†1100	†7 00	†4 30	0	lv. **Phila** (Market St. Wh'f) ar.	9 23	2 40	8 40	12 45	9 25	2 45	8 45
5 10	11 10	7 10	4 40	5 10	11 10	7 10	4 40	1.0	..... **Camden**	9 15	2 30	8 30	12 30	9 15	2 30	8 30
5 55	11 55	7 55	5 25	5 55	11 55	7 55	5 25	31.3	arr. ..... **Newfield** ..... lve.	8 30	1 45	5 45	11 45	8 30	1 45	5 45
5 55	11 55	7 55	5 25	5 55	11 55	7 55	5 25	31.3	lve. ..... **Newfield** ..... arr.	8 30	1 45	5 45	11 45	8 30	1 45	5 45
5 59	11 59	7 59	— —	5 59	11 59	7 59	— —	34.1	..... Forest Grove	8 24	1 39	5 39	— —	8 24	1 39	5 39
6 02	12 02	8 02	5 32	6 02	12 02	8 02	5 32	35.7	..... Minotola	8 21	1 36	5 36	11 36	8 21	1 36	5 36
6 05	12 05	8 05	— —	6 05	12 05	8 05	— —	36.9	..... Buena	8 17	1 32	5 32	— —	8 17	1 32	5 32
6 10	12 10	8 10	5 39	6 10	12 10	8 10	5 39	40.3	..... Richland	8 12	1 27	5 27	11 32	8 12	1 27	5 27
6 13	12 13	8 13	— —	6 13	12 13	8 13	— —	42.1	..... Mizpah	8 09	1 24	5 24	— —	8 09	1 24	5 24
6 21	12 21	8 21	5 49	6 21	12 21	8 21	5 49	48.0	..... May's Landing	8 01	1 16	5 16	— —	8 01	1 16	5 16
6 23	12 23	8 23	5 51	6 23	12 23	8 23	5 51	48.5	{Court House Platform. / ...(May's Landing)...}	7 59	1 14	5 14	11 22	7 59	1 14	5 14
6 28	12 28	8 28	5 56	6 28	12 28	8 28	5 56	52.2	..... Reega	7 54	1 09	5 09	— —	7 54	1 09	5 09
6 32	12 32	8 32	5 59	6 32	12 32	8 32	5 59	54.7	..... McKee City	7 50	1 05	5 05	h11 16	7 50	1 05	5 05
6 35	12 35	8 35	6 02	6 35	12 35	8 35	6 02	56.5	..... Cardiff	7 46	1 01	5 01	h11 14	7 46	1 01	5 01
6 38	12 38	8 38	— —	6 38	12 38	8 38	— —	58.6	..... Mount Calvary	7 43	12 58	4 58	— —	7 43	12 58	4 58
6 40	12 40	8 40	— —	6 40	12 40	8 40	— —	59.6	. Pleasantville Cemetery .	7 41	12 56	4 56	— —	7 41	12 56	4 56
6 45	12 42	8 43	6 11	6 43	12 43	8 43	6 11	60.0	.... **Pleasantville**	7 40	12 55	4 55	11 09	7 40	12 55	4 55
6 52	12 52	8 52	6 20	6 52	12 52	8 52	6 20	65.6	**Atlantic City** (Tenn. Ave.)	†7 30	†1245	†4 45	†11 00	§7 30	§1245	♁4 45
P M	Noon	A M	A M	P M	Noon	A M	A M	....	ARRIVE / LEAVE	A M	Noon	P M	P M	A M	Noon	P M

Trains marked † run daily, except Sunday; ♁ Sunday only; *b* stops only on notice to conductor to leave passengers; *g* stops only on signal or notice to agent to receive passengers for Pleasantville and Atlantic City; *h* stops on notice to conductor to leave passengers Saturday only; *k* Saturday only; *v* daily, except Saturday and Sunday.

⊡ Electric trains run between Camden and Woodbury.

⊡ Trains will not be held at Camden more than 3 minutes for boat connection except train leaving Philadelphia 11 00 p.m. daily, which train will be held indefinitely for boat connection.

+ Coupon stations.

♂ Telegraph stations.

STANDARD—*Eastern time.*

Table 124—SALEM BRANCH.

153	181	663	⊡657	85	93	83	659	87	655	653	⊡81	⊡651	Ms.	*September* 28, 1909.	⊡652	82	84	654	86	656	682	180	102
P M	A M	P M	P M	P M	....	P M	P M	P M	Noon	....	A M	A M	....	LEAVE / ARRIVE	A M	A M	A M	....	P M	P M	....	P M	P M	A M	P M
♁550	♁810	♁1155	†6 32	†644	....	†444	†5 44	♁1 44	†1225	....	†8 04	†600	0	. **Phila** (Market St. Wharf).	6 39	7 47	8 51	10 30	....	1 40	5 27	....	7 25	11 55	8 25	6 06
5 56	8 16	12 06	8 44	5 51	....	4 50	5 50	1 50	12 32	....	8 14	6 14	1.0	+ ..... **Camden**[2] .... ♂	6 32	7 41	8 43	10 22	....	1 34	5 17	....	7 17	11 47	8 17	5 52
6 15	8 36	12 30	7 08	6 09	....	5 08	4 08	2 08	12 51	....	8 39	6 39	9.6	+ .... **Woodbury** .... ♂	6 10	7 23	8 25	10 04	....	1 16	4 56	....	6 55	11 26	7 58	5 39
6 19	8 43	12 35	7 15	....	....	— —	4 12	2 12	12 56	....	8 45	6 43	12.2	..... Parkville	6 01	7 15	— —	— —	....	1 09	4 44	....	6 39	11 18	7 45	5 24
6 23	8 48	12 39	7 17	6 17	....	—	4 18	2 16	12 59	....	8 49	6 47	13.5	..... Mount Royal	5 57	7 12	— —	9 53	....	1 05	4 40	....	6 35	11 12	7 40	5 18
6 27	8 52	12 42	7 20	6 20	....	5 17	4 19	2 18	1 03	....	8 52	6 50	14.5	+ .... Clarksboro .... ♂	5 55	7 10	8 15	9 51	....	1 03	4 38	....	6 33	11 10	7 37	5 15
6 29	8 55	12 44	7 22	6 22	....	— —	4 21	2 21	1 06	....	8 54	6 52	15.6	..... Mickleton	5 52	7 06	— —	9 48	....	12 59	4 35	....	6 29	11 06	7 33	5 11
6 37	9 03	12 60	7 28	6 29	....	— —	4 27	2 27	1 12	....	9 01	7 00	18.2	..... Asbury	5 45	7 00	— —	— —	....	12 53	4 27	....	6 21	10 58	7 24	5 02
6 45	9 11	12 57	7 35	6 38	....	5 28	4 33	2 33	1 17	....	9 08	7 09	20.3	+ ... **Swedesboro** ... ♂	5 40	6 55	8 05	9 40	....	12 48	4 21	....	6 16	10 53	7 18	4 56
6 52	9 19	1 04	7 41	6 42	....	—	4 39	2 39	1 23	....	9 15	7 17	24.1	+ ... Harrisonville ... ♂	5 30	6 47	— —	9 33	....	12 40	4 14	....	6 08	10 45	7 08	4 48
6 55	9 22	1 07	7 44	— —	....	— —	4 43	2 43	1 26	....	9 19	7 21	25.5	..... Point Airy	5 27	6 43	— —	— —	....	12 36	4 10	....	6 05	10 41	7 02	4 44
7 03	9 26	1 11	7 48	6 50	....	5 39	4 50	2 50	1 30	....	9 26	7 26	27.2	+ .... Woodstown .... ♂	5 23	6 37	7 53	9 26	....	12 33	4 07	....	6 03	10 38	6 56	4 41
7 08	9 31	1 16	7 53	6 55	....	— —	4 55	2 55	1 35	....	9 32	7 31	29.4	..... Fenwick	5 17	6 31	— —	— —	....	12 27	4 01	....	5 57	10 32	6 45	4 35
7 12	9 35	1 20	—	....	P M	— —	4 59	2 59	1 39	A M	9 36	— —	31.7	..... **Riddleton** .... ♂	5 13	6 27	— —	— —	A M	12 23	3 57	P M	5 53	10 28	6 41	4 29
7 18	9 38	1 23	8 00	7 03	†618	5 51	5 04	3 04	1 43	†1008	9 41	7 47	32.9	+ **Alloway Junction** ♂	5 11	6 24	7 39	9 14	1007	12 20	3 55	4 51	5 51	10 25	6 39	4 26
7 21	9 41	1 26	8 03	7 06	6 21	—	5 06	3 06	1 45	10 11	9 44	7 51	34.5	..... Penton	5 07	6 18	— —	— —	1003	12 17	3 52	4 47	5 47	10 22	6 29	4 22
7 30	9 50	1 35	8 10	7 15	6 30	6 00	5 15	3 15	1 55	10 20	9 53	8 00	38.3	+ ..... **Salem** ..... ♂	†5 00	†610	†730	†9 05	†956	†12 10	†345	♁440	†540	♁10 15	♁620	♁415
P M	A M	A M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	....	ARRIVE / LEAVE	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	A M	P M

Additional Trains—Leave Alloway Junction †11 56 a.m., *k*4 58 p.m., arrive Salem 12 10 noon, 5 10 p.m.

Table 125—PENN'S GROVE BRANCH.

857	855	853	837	⊡835	833	⊡831	829	827	⊡825	⊡821	Mls	*September* 28, 1909.	⊡824	822	826	828	832	⊡834	⊡836	838	852	854	Sun.
Y M	P M	A M	P M	P M	P M	P M	A M	A M	A M	A M	....	LEAVE / ARRIVE	A M	A M	A M	A M	P M	P M	P M	P M	A M	P M	P M
♁8 45	♁555	♁6 30	♁1140	♁8 04	†4 44	†2 50	†12 30	♁8 32	†7 04	†530	0	**Philadelphia** (Market St. Wh'f)	6 11	7 47	8 27	10 30	1 40	4 55	6 27	7 46	8 15	6 05	7 45
9 46	6 56	8 36	11 46	8 14	4 59	2 44	12 44	8 50	7 14	5 34	1.0	v ..... **Camden** ..... ♂	6 02	7 41	8 20	10 22	1 34	4 47	6 17	7 36	8 28	5 57	7 35
10 07	8 13	8 54	12 03	8 36	5 07	3 06	12 06	9 16	7 36	6 06	9.6	arr. ... + **Woodbury** ♂ ... lve.	5 40	7 23	8 02	10 04	1 16	4 26	5 55	7 20	7 51	5 39	7 18
10 08	9 15	8 56	12 04	8 38	5 08	3 08	12 08	9 17	7 38	6 07	9.6	lve. ..... **Woodbury** ..... art.	5 36	7 16	8 01	9 58	1 08	4 17	5 52	7 13	7 50	5 36	7 15
10 11	8 18	8 59	12 07	8 41	— —	3 11	12 11	9 20	7 42	6 11	10.5	..... West End	5 33	7 13	7 58	— —	1 06	4 13	5 49	7 16	7 47	5 25	7 10
10 14	8 21	9 03	12 10	8 44	5 17	3 14	12 14	9 23	7 44	6 15	12.4	..... Thoroughfare	5 30	7 10	7 54	9 52	1 03	4 10	5 44	7 13	7 44	5 21	7 06
10 17	8 23	9 05	12 12	8 46	— —	3 16	12 16	9 25	7 46	6 18	13.1	..... Leonards	5 27	7 08	7 52	— —	1 00	4 07	5 42	7 11	7 41	5 18	7 03
10 18	8 26	9 08	12 14	8 48	— —	3 18	12 18	9 27	7 50	6 21	14.0	..... Paradise	5 25	7 06	7 50	— —	12 58	4 04	5 40	7 09	7 39	5 16	7 00
10 23	8 31	9 13	12 18	8 52	5 25	3 22	12 22	9 31	7 55	6 27	15.1	+ ..... Paulsboro ..... ♂	5 23	7 03	7 46	9 47	12 55	4 01	5 37	7 06	7 36	5 12	6 56
10 27	8 35	9 17	12 22	8 56	— —	3 26	12 26	9 35	7 59	6 31	17.0	..... Greens	5 18	6 58	7 40	— —	12 50	3 57	5 33	7 01	7 32	5 08	6 48
10 30	8 38	9 21	12 25	8 59	5 31	3 28	12 28	9 40	8 01	6 34	17.9	..... Gibbstown ..... ♂	5 17	†6 56	7 38	9 40	12 48	3 56	5 31	6 59	7 29	5 04	6 46
10 33	8 41	9 25	12 28	7 02	— —	3 31	12 31	9 43	8 04	A M	19.4	..... Repaupo	5 14	A M	7 33	— —	12 44	3 52	5 25	6 54	7 25	5 00	6 41
10 36	8 45	9 29	12 31	7 05	— —	3 34	12 34	9 46	8 07	....	20.8	..... Coopers	5 12	....	7 30	— —	12 41	3 49	5 22	6 51	7 22	4 56	6 37
10 40	8 50	9 34	12 34	7 08	5 39	3 37	12 39	9 49	8 09	....	21.7	+ ..... Bridgeport ..... ♂	5 10	....	7 28	9 33	12 39	3 47	5 20	6 49	7 20	4 54	6 34
10 43	8 53	9 37	12 37	7 11	— —	3 40	12 42	9 52	8 11	....	22.7	..... Prospect	5 06	....	7 23	— —	12 36	3 44	5 17	6 48	7 17	4 49	6 29
10 46	8 57	9 41	12 40	7 14	5 45	3 42	12 45	9 55	8 14	....	24.2	..... Centre Square	5 03	....	7 20	— —	12 33	3 42	5 14	6 45	7 14	4 46	6 26
10 51	7 03	9 48	12 46	7 19	5 50	3 48	12 50	10 00	8 10	....	25.8	+ ..... Pedricktown ..... ♂	4 59	....	7 16	9 23	12 29	3 34	5 10	6 39	7 10	4 42	6 22
10 54	7 06	9 51	12 47	7 22	— —	3 50	12 52	10 02	8 22	....	26.9	..... Oldman	4 57	....	7 12	— —	12 26	3 31	5 07	6 36	7 07	4 37	6 17
10 57	7 09	9 54	12 50	7 25	— —	3 53	12 55	10 05	8 25	....	27.9	..... Perkinstown	4 54	....	7 09	— —	12 24	3 29	5 04	6 34	7 04	4 34	6 14
11 02	7 15	10 00	12 56	7 30	6 00	3 58	1 00	10 10	8 30	....	29.9	+ ..... **Penn's Grove** .... ♂	†4 50	....	†7 05	†915	†1220	†3 25	†5 00	k6 30	♁700	♁4 30	♁6 10
P M	P M	A M	Night	P M	P M	P M	P M	A M	A M	....	....	ARRIVE / LEAVE	A M	....	A M	A M	Noon	P M	P M	P M	A M	P M	P M

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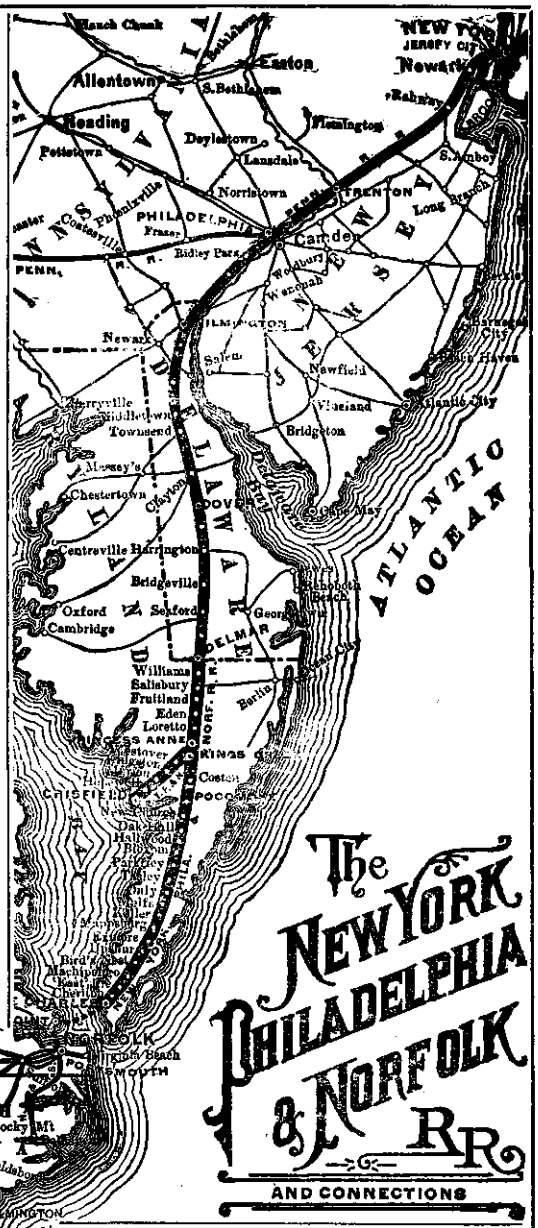
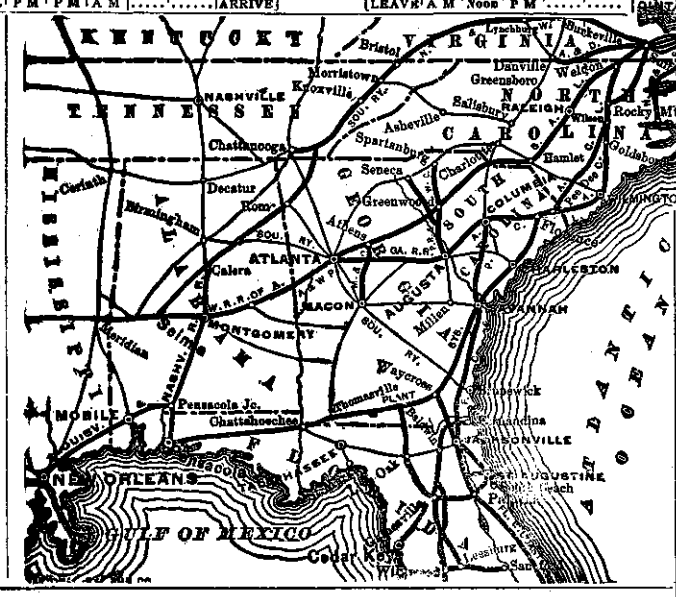
D. S. NEWHALL, Purchasing Agt., Broad St Sta. Philadelphia, Pa.

General Offices—26 South 15th Street, Philadelphia, Pa.

49	45	47	81	49	Miles	*November 7, 1909.*	40	48	80	50	50
P M	A M	A M	...	P M	.....	lve....**New York**....arr.	P M	P M	....	A M	A M
8 55	11 55	7 45	.....	8 55	..	.....*West 23d Street*.....	1 15	8 15	....	8 00	8 00
9 00	12 00	7 30	.....	9 00	0	Cortlandt and Desbrosses Streets	1 03	8 08	...	7 43	7 43
11 22	3 00	10 00	.....	11 22	90.3	.**Philadelphia** (*Broad St.*).	12 00	5 25	....	5 10	5 10
12 06	3 44	10 44	.....	12 05	117.0	.....**Wilmington**.....	10 20	4 43	....	4 15	4 15
2 51	6 44	1 22	...	2 51	214.3	arr.....**Delmar**.....lve.	7 05	2 10	....	1 03	1 03
A M	P M	P M	A M	A M	.....	LEAVE] [ARRIVE	A M	P M	P M	Night	Night
§3 01	†6 52	†1 50	†7 00	§3 01	0	.....**Delmar**[1].....ô	6 55	1 59	8 00	12 46	12 46
3 10	7 04	1 43	7 15	3 10	6.1	.....**Salisbury**[2]. ..ô	6 44	1 50	7 40	12 25	12 25
3 15	7 16	— —	7 25	— —	9.7	.....Fruitland.....ô	6 32	— —	7 32	— —	12 13
3 20	7 21	— —	7 30	— —	12.9	....Eden.....ô	6 26	— —	7 25	— —	12 09
3 23	7 26	—	7 35	— —	15.6	.....Loretto.....	6 18	— —	7 19	— —	12 05
3 23	7 55	2 04	7 42	3 28	19.1	....**Princess Anne**..ô	6 12	1 28	7 10	11 59	11 59
3 33	7 55	2 11	7 48	-	21.6	.....**King's Creek**...ô	6 05	1 20	7 00	-	11 53
3 43	8 15	2 27	8 03	3 45	30.6	.....**Pocomoke**....ô	§5 45	1 00	6 40	11 43	11 45
3 56	P M	2 36	8 16	3 56	37.3	.....New Church.....ô	A M	12 50	6 25	a11 34	11 34
4 03	—	a242	8 26	a4 05	41.3	.....Oak Hall.....ô	—	a12 43	6 15	a11 24	11 24
4 08	.....	2 46	8 31	a4 08	42.7	.....Makemie Park....ô	.....	12 38	6 10	a11 20	11 20
4 15	.....	2 51	8 37	a4 15	44.0	.....Hallwood.....ô	.....	12 33	6 04	a11 15	11 15
4 22	.....	2 58	8 44	a4 22	48.3	.....Bloxom.....ô	.....	12 25	5 56	a11 06	11 06
4 29	.....	3 04	8 54	a4 29	52.4	.....Parksley.....ô	.....	12 19	5 45	a11 00	11 00
4 39	.....	3 14	9 05	4 39	58.0	.....Tasley.....ô	.....	12 10	5 33	10 51	10 51
4 44		3 19	9 10	a4 44	59.6	.....Onley.....ô	.....	12 05	5 28	a10 46	10 46
4 50	.....	3 24	9 16	a4 50	62.7	.....Melfa.....	.....	11 59	5 22	a10 41	10 41
4 56	...	3 30	9 22	a4 56	65.1	.....Keller .....ô	.....	11 53	5 16	a10 36	10 36
5 02	.....	3 36	9 28	a5 02	67.7	.....Painter.....	.....	11 47	5 06	a10 29	10 29
— —	.....	—	9 33	— —	.....	..... Belle Haven	.....	— —	4 57	— —	— —
5 10	.....	3 44	9 38	a5 10	72.0	.....Exmore.....ô	.....	11 40	4 54	a10 21	10 21
5 17	...	3 52	9 45	a5 17	76.3	.... ..Nassawadox. ..ô	...	11 32	4 44	a10 11	10 11
5 22	.....	3 58	9 50	a5 22	79.1	.....Bird's Nest.....ô	.....	11 20	4 37	a10 04	10 04
5 27		4 04	9 55	a5 27	81.8	.....Machipongo ....ô	.....	11 20	4 3	a9 59	9 59
5 33	...	4 12	10 04	a5 33	85.9	.....Eastville .....ô	.....	11 14	4 23	9 52	9 52
5 40	.....	4 18	10 10	a5 40	88.9	.....Cobbs .....ô	...	11 07	4 16	a9 46	9 46
5 45	.....	4 23	10 16	a5 45	90.4	.....**Cheriton**.....ô	....	11 03	4 11	a9 41	9 41
5 55	.....	4 30	10 25	5 55	95.0	arr.**Cape Charles**.ô lve.	.....	10 55	†4 00	9 30	9 30
6 15	.....	4 40	A M	6 15	95.0	lve..**Cape Charles**..arr.	.....	10 45	P M	9 10	9 10
8 00	.....	6 35	—	8 00	119.0	..**Old Point Comfort**[3].	.....	8 45		7 15	7 15
9 05	.....	7 30	.....	9 05	131.0	.....**Norfolk**[4].....	.....	8 05		6 15	6 15
9 45	.....	7 50	.....	9 45	.....	arr..**Portsmouth**[6]..lve.	.....	†7 20		†6 15	§5 15
A M	145	P M	181	A M	.....	.....(*High Street*).....	140	A M	150	P M	P M
.....	P M	P M	A M	.....	.....	**CRISFIELD BRANCH.**	A M	P M	P M	.....	.....
.....	†7 45	†2 15	†7 50	.....	21.6	lve..**King's Creek**..arr.	6 00	1 10	6 50	.....	.....
....	7 55	2 21	7 58	.....	24.2	.....Westover.....ô	5 53	1 01	6 42	.....	.....
.....	8 05	2 29	8 04	.....	27.8	.....Kingston.....ô	5 47	12 54	6 35	.....	.....
.....	8 15	2 38	8 10	.....	31.4	.....Marion.....ô	5 41	12 43	6 27	.....	.....
.....	8 23	2 45	8 17	.....	34.7	.....Hopewell.....ô	5 35	12 35	6 20	.....	.....
.....	8 35	2 55	8 30	.....	37.9	.....**Crisfield**.....ô	§5 25	†12 25	†6 10	.....	.....
.....	P M	P M	A M	.....	.....	ARRIVE] [LEAVE	A M	Noon	P M	.....	.....

Additional Train—Leaves Philadelphia †7 45 a.m., Delmar †12 06 noon, arrives Salisbury 12 18 noon.





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Nos. 47 and 48—Broiler Buffet Parlor Car between Philadelphia and Cape Charles.

Nos. 49 and 50—Sleeping Car between New York, Philadelphia and Cape Charles. Philadelphia Sleeping Car open at 10 00 p.m. in Broad Street Station. Berths retainable in Philadelphia Sleeping Car until 7 00 a.m. in Broad Street Station.

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All through tickets of foreign lines' issue convey a stopover privilege at Old Point Comfort only.

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PENNSYLVANIA RAILROAD

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CHAMBERLIN HOTEL, at Old Point Comfort;
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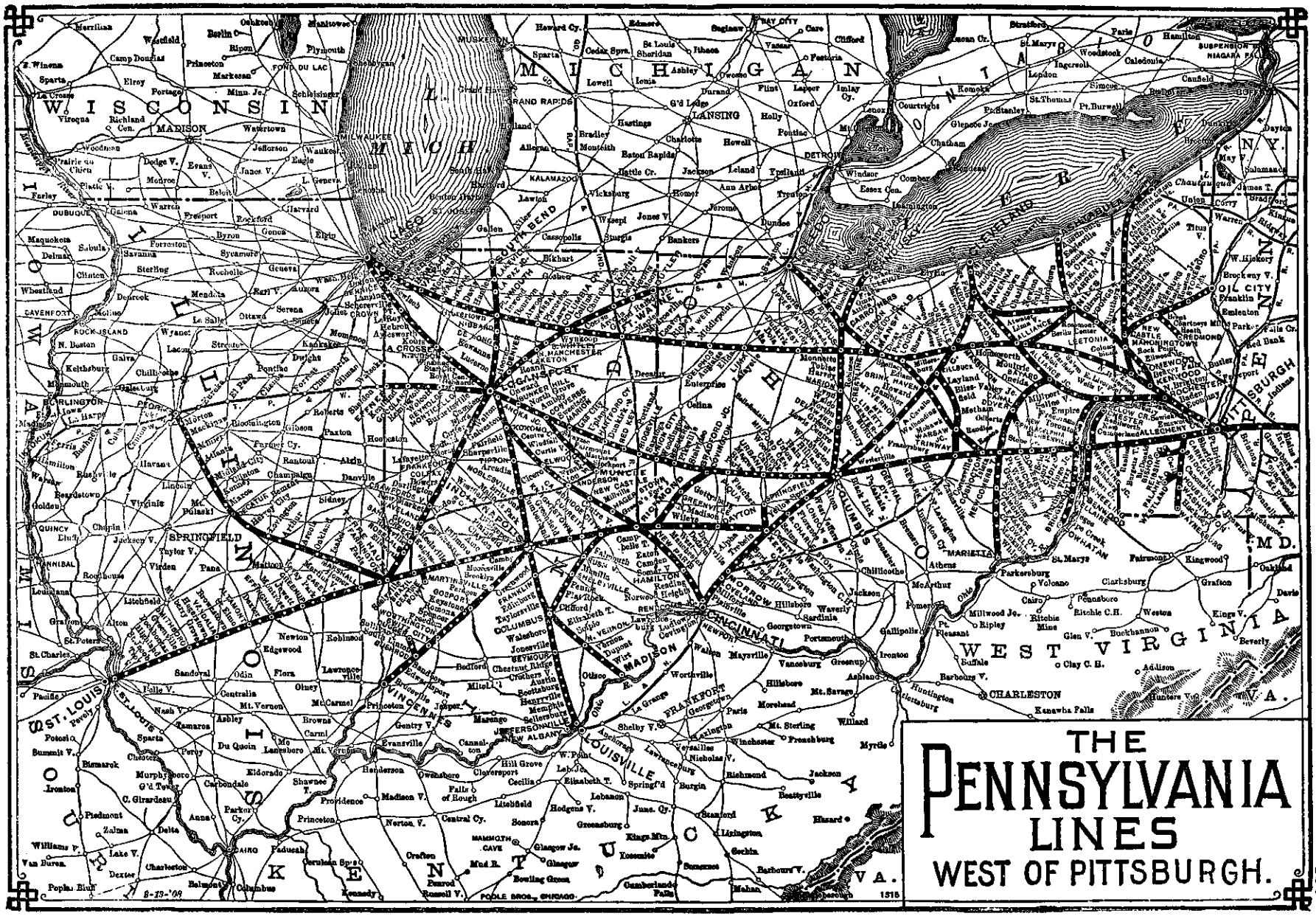
Connections.—[1] With Delaware Division Philadelphia, Baltimore & Washington R.R. [2] With Baltimore, Chesapeake & Atlantic Ry. [3] With Chesapeake & Ohio and James River and local steamboat lines. [4] With Norf. & West. Ry.; Norf. & South. R.R.; Atl. Coast Line R.R. and South. Ry. [5] With Seab. Air Line Ry. (no transfer).

Trains marked † run daily, except Sunday; § Sunday only; *a* stops to take for or to leave passengers from Cape Charles and points south and to leave from or to take for Wilmington and points beyond. ô Telegraph stations. STANDARD—*Eastern time.*

Through connections between the North, South and Southwest.


THE
PENNSYLVANIA
LINES
WEST OF PITTSBURGH.
WISCONSIN
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General Offices—Union Station, Pittsburgh, Pa., and Century Bldg, St. Louis, Mo.

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F. L. CAMPBELL, . . .	Supt. Peoria Division,	Decatur, Ill.	C. R. PEDDLE, ...	Purchasing Agent, .	St. Louis, Mo.

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W. B. STIMSON, . . .	Asst. to Gen. Mgr.,	Grand Rapids, Mich.	G. A. CELLAR, ...	Supt. of Telegraph,	Pittsburgh, Pa.
E. H. BARNES, ...	Chief Engineer, . . .	Grand Rapids, Mich.	J. H. CAMPBELL, . .	Act. Gen. Counsel, .	Grand Rapids, Mich.
C. L. LOCKWOOD, . .	Gen. Pas. Agt., . . .	Grand Rapids, Mich.	HENRY SULLIVAN, .	Purch. Agent & Paymaster	Grand Rapids, Mich.
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E. J. KEATE, ...	General Agent . . .	Grand Rapids, Mich.	B. H. HUDSON, ...	Supt. Southern Div.,	Fort Wayne, Ind.

The Cleveland, Akron & Columbus Railway Company

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S. C. SCOTT, ...	Vice-President, . . .	Pittsburgh, Pa.	J. K. DILLON, ...	Asst. Gen. Pas. Agt.,	Cleveland, O.
J. W. RENNER, ...	Comptroller, ...	Pittsburgh, Pa.	L. B. FREEMAN, . . .	Asst. Gen. Pas. Agt.,	Columbus, O.
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S. B. LIGGETT, ...	Secretary, ...	Pittsburgh, Pa.	T. S. TRAINER, . . .	Gen. Fht. & Ticket Agent,	Zanesville, O.
JOHN W. RENNER, .	Auditor, ...	Pittsburgh, Pa.			

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T. H. B. McKNIGHT, .	Treasurer	Pittsburgh, Pa.	R. C. BARNARD, . . .	Superintendent, . .	Cincinnati, O.
S. B. LIGGETT, ...	Secretary	Pittsburgh, Pa.			

GENERAL OFFICES—Cincinnati, O.

The Waynesburg & Washington Railroad Company

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J. J. BROOKS, ...	Vice-President.	JOHN W. RENNER, ...	Auditor.
T. H. B. McKNIGHT, ...	Treasurer.	C. E. BOWEE, ...	Superintendent, Waynesburg, Pa.

GENERAL OFFICES—Pittsburgh, Pa.

THE PENNSYLVANIA LINES WEST OF PITTSBURGH embrace the western portion of the great Pennsylvania Railroad System. In connection with that system they form THROUGH LINES of modernized passenger service between the important cities of LOUISVILLE, CINCINNATI, INDIANAPOLIS, ST. LOUIS, CHICAGO, COLUMBUS, TOLEDO, CLEVELAND, PITTSBURGH, HARRISBURG, BALTIMORE, WASHINGTON, PHILADELPHIA and NEW YORK, as shown on the following pages.

LOOK AT THE MAP!!!

PENNSYLVANIA LINES

West of Pittsburgh

Pullman Sleeping and Parlor Cars, Pennsylvania Dining Cars,

ARE IN SERVICE ON THROUGH TRAINS OF THE PENNSYLVANIA LINES.
SEE NOTES UNDER CONDENSED THROUGH TIME-TABLES ON THE FOLLOWING PAGES.

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TICKET AND BAGGAGE REGULATIONS.

Mileage Transportation.—Central Passenger Association Interchangeable 1000 Mile Exchange Orders, valid over 20,000 miles of railway, are on sale at Principal Ticket Offices of the Pennsylvania Lines at rate of $25.00 each. They will not be accepted for transportation, but their coupons must be exchanged by Ticket Agents for train tickets on which baggage will be checked. These orders are not transferable, and if used exclusively by original purchaser within one year, a rebate of $5.00 will be paid by the Commissioner of the Central Passenger Association.

FARES FOR CHILDREN.—Children under five years of age in charge of a competent person are carried free; those between five and twelve years of age are required to pay half fare, and those twelve years of age and over, full fare. This rule is rigidly enforced, and if children are old enough to render payment for their passage necessary, it will be a saving to purchase tickets for them before taking the cars.

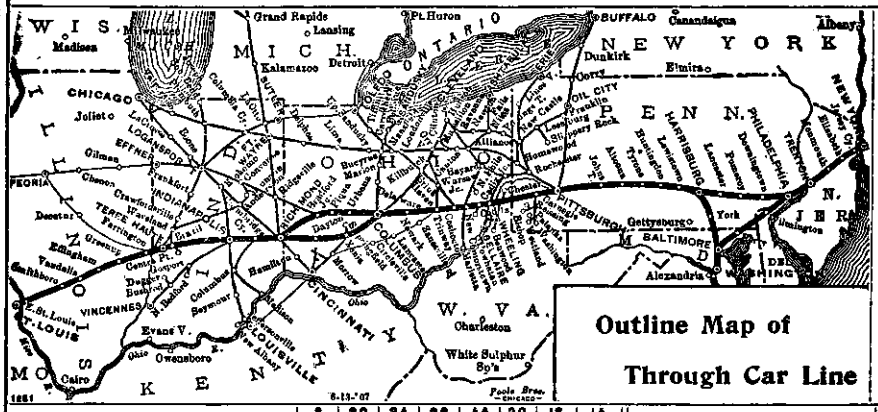
Optional Routes.—*Eastbound:* Coupons of tickets reading from Chicago to Pittsburgh over the Fort Wayne Route will be honored on through trains of the Fort Wayne Route and on through trains of the Pan Handle Route—at the option of the passenger, but coupons of tickets reading from Chicago to Pittsburgh over the Pan Handle Route will not be honored on trains of the Fort Wayne Route and will be honored *only* on trains of the Pan Handle Route. *Westbound:* Coupons of tickets reading from Pittsburgh to Chicago over the Fort Wayne Route will be honored on through trains of the Fort Wayne Route and on through trains of the Pan Handle Route—at the option of the passenger; but coupons of tickets reading from Pittsburgh to Chicago over the Pan Handle Route will not be honored on trains of the Fort Wayne Route, and will be honored *only* on trains of the Pan Handle Route.

Tickets issued over lines of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company, between Columbus, Ohio, and Richmond, Ind., will be honored on through trains between those points either via Piqua or via Dayton.

BAGGAGE.—Baggage, not exceeding one hundred and fifty pounds to each full ticket, and seventy-five pounds to each half ticket, will be checked free and carried on passenger trains. No single piece of baggage weighing over two hundred and fifty pounds will be checked; if weight of baggage exceeds that amount it will have to be divided. Excess weight will be charged for at regular tariff rates, which are usually about twelve per cent. of ticket rates per 100 pounds. To avoid inconvenience and possible detention passengers with baggage should purchase tickets at least twenty minutes before advertised leaving time of train on which it is the intention to take passage, as the rules require Baggage Agents to examine tickets before checking baggage.

PENNSYLVANIA LINES

Condensed Through Time-Tables—December, 1909.



Outline Map of Through Car Line

ST. LOUIS, INDIANAPOLIS, COLUMBUS, PITTSBURGH, BALTIMORE, WASHINGTON, PHILADELPHIA, NEW YORK.

ST. LOUIS TO INDIANAPOLIS.

Mls.	(Central time.)	8 *	20 *	24 *	26 *	44 *	30 *	18 *	14 *
		A M	A M	Noon	P M	P M	P M	P M	P M
0	**St. Louis** ..... lve.	7 24	8 44	12 45	1 02	5 00	6 00	8 15	11 35
51.5	**Greenville** ..... "	9 12	10 16	2 12	– –	6 38	– –	9 53	1 28
69.6	**Vandalia** ..... "	9 45	– –	2 38	– –	– –	– –	10 18	1 55
101.2	**Effingham** ..... "	11 24	11 24	3 27	3 42	7 50	– –	11 20	3 00
169.1	**Terre Haute** ..... "	1 45	1 00	5 06	5 16	9 20	1005	1 12	5 00
203.0	**Greencastle** ..... "	2 55	2 00	6 02	– –	10 17	– –	2 19	5 57
241.8	**Indianapolis** ..... arr.	4 10	2 60	6 55	7 05	11 10	1146	3 25	6 50
.....	(Central time.)	P M	P M	P M	P M	P M	P M	A M	A M

INDIANAPOLIS TO COLUMBUS.

Mls.	(Central time.)	8 *	20 *	24 *	26 *	44 *	30 *	18 *	14 *
		P M	P M	P M	P M	P M	P M	A M	A M
0	**Indianapolis** ..... lve.	5 00	3 05	7 20	7 10	11 15	1150	3 35	8 10
33.9	**Knightstown** ..... "	6 03	– –	– –	– –	– –	– –	– –	– –
68.4	**Richmond** ..... "	7 30	4 55	9 10	9 00	1 00	– –	5 10	9 55
93.5	**Greenville** ..... "	8 14		9 52			– –	5 57	
114.9	**Piqua** ..... "	9 01	Dayton	10 28	Via Dayton	Via Dayton	– –	6 36	Via Dayton
141.0	**Urbana** ..... "	9 54		11 13			– –	7 28	
188.0	**Columbus** ..... arr.	11 30	7 55	12 20	12 05	3 35	4 00	8 40	12 45
.....	(Central time.)	P M	P M	Night	Night	A M	A M	A M	Noon

COLUMBUS TO PITTSBURGH.

Mls.	(Central time.)	8 *	20 *	24 *	26 *	44 *	30 *	18 *	14 *
		Night	P M	Night	Night	A M	A M	A M	Noon
0	**Columbus** ..... lve.	12 45	8 20	12 40	12 30	3 40	4 05	8 55	12 50
33.1	**Newark** ..... "	1 45	9 15	t –	– –	– –	– –	9 50	1 45
68.5	**Coshocton** ..... "	2 34	10 05	–	– –	– –	– –	10 42	– –
100.3	**Dennison** ..... "	3 27	11 00	t –	– –	t –	– –	11 45	3 15
147.7	**Steubenville** ..... "	4 45	12 15	4 28	– –	t –	– –	1 05	4 28
190.9	**Pittsburgh** (Central time).. arr.	6 20	1 45	6 00	5 50	8 15	8 25	2 30	5 50
190.9	**Pittsburgh** (Eastern time).. arr.	7 20	2 45	7 00	6 50	9 15	9 25	3 30	8 50
.....	.....	A M	A M	A M	A M	A M	A M	P M	P M

PITTSBURGH TO NEW YORK.

Mls.	(Eastern time.)	8	20	8	26	.....	30	10	6
		A M	A M	A M	A M		A M	P M	P M
0	**Pittsburgh** ..... lve.	*7 55	*3 00	*7 55	*7 05	h Stops at North Phila. to leave.	*930	*4 55	*7 10
113.8	**Altoona** ..... arr.	11 30	6 15	11 30	10 04		– –	8 50	10 50
244.9	**Harrisburg** ..... "	2 43	9 30	2 43	12 54		3 05	1 00	2 00
328.2	**Baltimore** ..... "	5 15	12 00	5 15	3 20		5 56	7 05	7 05
368.2	**Washington** ..... "	6 25	1 00	6 25	4 40		7 10	8 25	8 25
348.8	**Philadelphia** ..... "	5 47	12 17	5 47	3 20		h –	4 23	4 40
439.1	**New York** (*West 23d St.*).arr.	8 15	3 00	8 15	5 30		7 00	7 15	7 30
.....	(Eastern time.)	P M	P M	P M	P M		P M	A M	A M

NEW YORK TO PITTSBURGH.

	(Eastern time.)	25 *	27 *	21 *	31 *	7 *	19 *
		A M	A M	P M	P M	P M	P M
	New York (*West 23d St.*).lve.	7 55	10 55	1 55	6 25	8 25	8 25
	Philadelphia ..... "	10 25	1 10	4 30	a –	8 58	11 06
	Washington ..... "	10 00	11 55	3 40	7 00	7 55	7 55
	Baltimore ..... "	11 12	1 06	4 56	8 00	8 55	8 55
	Harrisburg ..... "	12 50	3 35	7 37	10 34	11 30	1 40
	Pittsburgh (Eastern time)..arr.	6 52	8 35	2 10	3 50	5 37	8 00
	Pittsburgh (Central time)..arr.	6 52	8 35	1 10	2 50	4 37	7 00
	.....	P M	P M	A M	A M	A M	A M

PITTSBURGH TO COLUMBUS.

	(Central time.)	25 *	27 *	21 *	31 *	7 *	19 *	13 *
	Pittsburgh ..... lve.	P M	P M	A M	A M	A M	A M	P M
	Steubenville ..... "	8 65	8 45	1 30	2 55	4 50	8 15	5 00
	Dennison ..... "	11 29	– –	2 53	– –	6 10	9 42	6 15
	Newcomerstown ..... "	11 56	– –	4 07	– –	7 24	11 00	7 26
	Coshocton ..... "	12 17	– –	– –	– –	– –	11 29	– –
	Newark ..... "	1 10	– –	4 53	– –	8 06	11 54	– –
	Columbus ..... arr.	2 00	1 45	5 45	– –	9 05	12 50	8 60
	(Central time.)	A M	A M	6 35	7 15	9 55	1 45	8 40
		A M	A M	A M	A M	A M	P M	P M

COLUMBUS TO INDIANAPOLIS.

	(Central time.	25 *	27 *	21 *	31 *	7 *	19 *	13 *
	Columbus ..... lve.	A M	A M	A M	A M	A M	P M	P M
	Urbana ..... "	2 15	1 55	6 50	7 20	10 05	2 00	9 45
	Piqua ..... "	3 20			– –	11 10	3 06	
	Greenville ..... "	3 55	Dayton	Via Dayton	– –	11 55	3 40	Via Dayton
	Richmond ..... "	4 33			– –	12 37	4 17	
	Knightstown ..... "	5 10	5 00	10 05	– –	1 16	5 00	12 33
	Indianapolis ..... arr.	– –	– –	b1100	– –	– –	– –	– –
	(Central time.)	7 10	7 00	11 55	11 30	3 06	6 36	2 15
		A M	A M	A M	A M	P M	P M	A M

INDIANAPOLIS TO ST. LOUIS.

	(Central time.)	25	27	21	31	7	35	13
		A M	A M	Noon	A M	P M	P M	A M
	Indianapolis ..... lve.	*7 20	*7 10	*1205	*1135	*3 15	*1135	*2 20
	Greencastle ..... "	8 13	v –	12 57	– –	4 11	12 33	3 12
	Terre Haute ..... "	9 10	8 50	1 52	1 07	5 10	1 40	4 06
	Effingham ..... "	10 57	10 28	3 37	–	6 45	3 45	5 45
	Vandalia ..... "	11 46	v –	4 27	– –	– –	4 39	– –
	Greenville ..... "	12 12	v –	4 54	– –	– –	5 13	6 54
	St. Louis ..... arr.	1 53	1 25	6 33	5 25	9 40	7 00	8 30
	(Central time.)	P M	P M	P M	P M	P M	A M	A M

* Daily; *a* stops at N. Phila. to take; *b* stops to leave from Dayton and east, thereof or to take for points west of Indianapolis; *v* stops to discharge from Columbus, O., or points east. *t* Stops to leave from west of Columbus.

PULLMAN SLEEPING CAR SERVICE—PENNSYLVANIA DINING CAR SERVICE.

No. 8—The Main Line Express—Coach Service. Sleeping Car Columbus to Pittsburgh. Parlor and Dining Cars Pittsburgh to New York.

No. 20—The Keystone Express—Vestibuled Sleeping Car and Coaches St. Louis to New York. Dining Car St. Louis, through Indianapolis, to Columbus. Dining Car Altoona to New York. Buffet Parlor Car connection at Harrisburg for Baltimore and Washington.

No. 24—The Atlantic Express—Coaches St. Louis to Pittsburgh. Sleeping Car St. Louis to Pittsburgh and Pittsburgh to Baltimore and Washington. Parlor Car, Coaches and Dining Car Pittsburgh to Phila. and N.Y. Parlor Car St. Louis to Indianapolis. Dining Car St. Louis to Columbus.

No. 26—The New York Limited—A solid vestibuled and electric-lighted train of Library-Smoking, Dining, Sleeping and Compartment-Observation Cars from St. Louis to Philadelphia and New York. Buffet Parlor Car connection at Harrisburg for Baltimore and Washington. No Coaches.

No. 44—The Pittsburgh Special—A solid train of Coaches, Sleeping Cars, Dining Car and Library-Smoking Car St. Louis to Pittsburgh.

No. 30—The 24-Hour New Yorker—Sleeping, Compartment-Observation, Library-Smoking and Dining Cars, a solid Electric-lighted vestibuled train, from St. Louis to N.Y. in 24 hours. Maid, stenographer and barber, who will also see that clothes are pressed. No Coaches. Extra fare train.

No. 18—The Eastern Express—Buffet Sleeping Car St. Louis to Columbus and Buffet Sleeping Car Pittsburgh to N. Y. Sleeping Car Evansville to Indianapolis. Coaches St. Louis to Pittsburgh and Pittsburgh to N. Y.

No. 14—The New York Express—Vestibuled Sleeping Car and Coaches St. Louis to New York. Sleeping Car St. Louis to Baltimore and Washington. Sleeping Car St. Louis to Indianapolis. Dining Car Service.

No. 25—The Capital Express—Parlor Cars and Dining Car New York to Pittsburgh. Parlor Car Washington to Pittsburgh. Coach Service.

No. 27—The St. Louis Limited—A solid vestibuled and electric-lighted train of Library-Smoking, Sleeping and Compartment-Observation Cars from New York to St. Louis. Parlor Car Washington to Harrisburg (Buffet) and Indianapolis to St. Louis. Sleeping Car Pittsburgh to St. Louis. Dining Car Service. No Coaches.

No. 21—The Chicago and St. Louis Express—Sleeping Cars and Coaches New York and Philadelphia to St. Louis. Sleeping Car Washington to St. Louis Dining Car New York to Altoona and Columbus to St. Louis.

No. 31—The 24-Hour St. Louis—Sleeping Cars, Compartment-Observation Car, Library-Smoking and Dining Cars, a solid Electric-lighted vestibuled train, from N.Y. to St. Louis in 24 hours. Maid, stenographer and barber, who will also see that clothes are pressed. No Coaches. Extra fare train.

No. 7—The St. Louis Express—Sleeping Cars and Coaches New York to St. Louis. Buffet Sleeping Car connection at Harrisburg from Wash. and Baltimore. Dining Car New York to Phila. and from Pitts. to St. Louis.

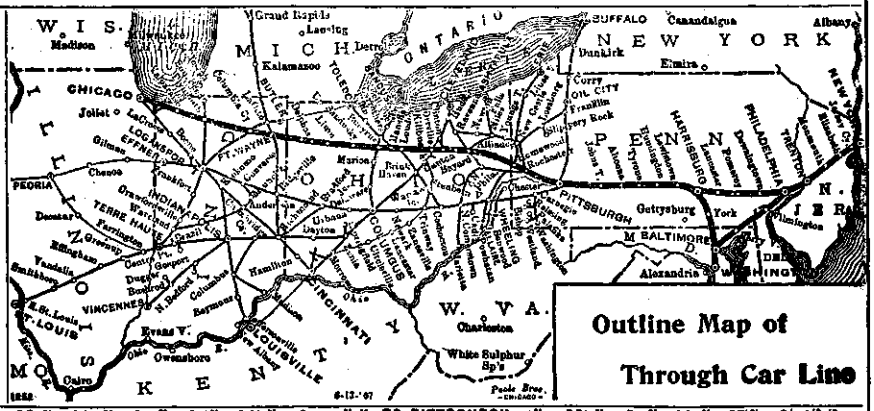
No. 19—The Cincinnati and Indianapolis Express—Sleeping Car New York and Philadelphia to Pittsburgh. Buffet Sleeping Car Washington to Harrisburg. Parlor Car Pittsburgh to Indianapolis. Dining Car Pittsburgh to Columbus. Buffet Sleeping Car Columbus to St. Louis and Sleeping Car Indianapolis to St. Louis and Indianapolis to Evansville, leaving Indianapolis in No. 35 at 11 15 p.m. Coach Service.

No. 13—The St. Louis Special—A solid train of Vestibuled Library-Smoking Car, Dining Car, Sleeping Cars and Coaches from Pittsburgh to St. Louis. Parlor Car Pittsburgh to Columbus.

PENNSYLVANIA LINES

Condensed Through Time-Tables—December, 1909.

CHICAGO, FORT WAYNE, PITTSBURGH, HARRISBURG, BALTIMORE, WASHINGTON, PHILADELPHIA, NEW YORK.



Outline Map of Through Car Line

CHICAGO TO PITTSBURGH.

Mls.	(Central time.)	No. 16	No. 22	No. 28	No. 8	No. 2	No. 24	No. 6
		A M	A M	P M	P M	P M	P M	P M
0	Chicago.....lve.	*8 15	*10 30	*2 45	*3 15	*5 30	*8 00	*11 45
43.6	Valparaiso..... »	9 33	– –	– –	4 55	– –	– –	1 35
83.9	Plymouth..... »	10 27	– –	– –	6 00	7 43	10 15	2 50
108.7	Warsaw..... »	11 02	– –	– –	6 39	– –	10 52	3 41
129.1	Columbia City. ... »	– –	– –	– –	7 14	– –	– –	4 26
148.1	Fort Wayne.....arr.	11 55	2 00	5 25	7 40	9 05	11 50	5 00
	.....lve.	12 03	2 05	5 27	7 45	9 10	11 55	5 05
180.4	Van Wert..... »	12 48	– –	– –	8 42	– –	– –	6 12
207.5	Lima..... »	1 27	3 22	– –	9 33	v –	1 19	7 06
250.4	Upper Sandusky.. »	2 23	– –	– –	10 49	– –	– –	8 36
267.2	Bucyrus..... »	2 49	– –	– –	11 20	– –	– –	9 09
279.7	Crestline.....arr.	3 10	5 05	– –	11 45	v –	3 02	9 40
	.....lve.	3 13	5 10	– –	11 50	v –	3 07	10 00
293.2	Mansfield..... »	3 34	5 32	– –	12 15	– –	3 30	10 24
333.4	Wooster..... »	4 28	– –	– –	1 05	– –	– –	11 34
344.4	Orrville..... »	4 49	– –	– –	1 35	– –	4 43	12 03
358.9	Massillon..... »	5 09	– –	– –	2 20	– –	5 05	12 47
367.1	Canton..... »	5 28	7 15	– –	2 40	– –	5 21	1 06
385.4	Alliance.....arr.	8 00	7 50	– –	3 17	v –	5 55	1 40
385.4	Alliance.....lve.	Extra Fare Train.	†9 40	Extra Fare Train.	.....	Extra Fare Train.	6 10	2 10
412.8	Niles..... »		10 30		.....		6 55	2 55
422.3	Youngstown..... »		10 50		.....		7 15	3 15
443.3	New Castle.....arr.		P M		.....		7 55	3 55
462.8	Rochester..... »		.....		.....		9 36	.....
488.5	Pittsburgh.....arr.		.....		.....		10 20	5 15
385.4	Alliance.....lve.	8 00	*7 50	– –	3 17	v –	5 55	2 00
398.9	Salem..... »	8 21	– –	– –	3 42	y –	– –	2 32
408.8	Columbiana..... »	– –	– –	– –	– –	– –	– –	2 51
442.7	Rochester..... »	– –	– –	– –	4 53	– –	– –	4 12
468.4	Pittsburgh(Cent.time)arr.	8 10	9 55	11 49	5 50	5 30	8 15	5 05
468.4	Pittsburgh(East.time)arr.	8 10	10 55	12 49	6 50	6 30	9 15	6 05
.....	.....	P M	P M	Night	A M	A M	A M	P M

PITTSBURGH TO NEW YORK.

Mls.	(Eastern time.)	No. 16	No. 22	No. 28	No. 8	No. 2	No. 6
		P M	P M	Night	A M	A M	P M
0	Pittsburgh.....lve.	*8 40	*11 14	*12 54	*7 55	*6 45	*7 10
113.8	Altoona.....arr.	b	2 06	– –	11 30	9 45	10 30
244.9	Harrisburg..... »	3 35	4 50	5 54	2 43	12 45	2 00
328.2	Baltimore..... »	7 05	7 20	.....	6 15	3 15	7 05
368.2	Washington..... »	8 25	8 40	.....	6 25	4 40	8 25
348.8	Philadelphia..... »	a –	a –	a –	6 47	3 18	4 40
439.1	New York (W.23dSt.)arr.	8 15	9 30	9 45	8 15	6 30	7 30
.....	(Eastern time.)	A M	A M	A M	P M	P M	A M

N. Y. TO PITTSBURGH.

(Eastern time.)	No. 25	No. 5	No. 29	No. 23	No. 9
	A M	A M	P M	P M	P M
New York (W.23dSt.)lve.	*7 55	*10 55	*3 55	*4 55	*5 55
Philadelphia..... »	10 25	1 20	b –	7 02	8 40
Washington..... »	10 00	11 55	3 40	5 45	7 55
Baltimore..... »	11 12	1 05	4 55	7 05	8 55
Harrisburg..... »	12 50	3 43	7 34	9 53	11 55
Pittsburgh(East.time)arr.	6 52	9 45	12 40	4 30	7 00
Pittsburgh(Cent.time)arr.	5 52	8 45	11 40	3 30	6 00
.....	P M	P M	P M	A M	A M

PITTSBURGH TO CHICAGO.

(Central time.)	No. 15	No. 5	No. 29	No. 23	No. 9
	P M	P M	P M	A M	A M
Pittsburgh.....lve.	*8 00	*8 55	*11 45	*3 50	*7 00
Rochester..... »	– –	– –	– –	– –	7 48
Columbiana..... »	– –	– –	– –	– –	8 55
Salem..... »	– –	– –	– –	c –	9 13
Alliance.....arr.	10 05	v –	– –	6 00	9 40
Pittsburgh.....lve.	.....	Extra Fare Train.	Extra Fare Train.	Extra Fare Train.	.....
Rochester..... »	.....				.....
New Castle..... »	*7 00				*4 45
Youngstown..... »	7 35				7 00
Niles..... »	7 55				7 20
Alliance.....arr.	8 60				8 1[illegible]
Alliance.....lve.	10 05	v –	– –	6 00	9 40
Canton..... »	– –	– –	– –	6 27	10 08
Massillon..... »	– –	– –	Pennsylvania Special.	c n	10 23
Orrville..... »	11 05	– –		c –	10 50
Wooster..... »	– –	– –		c –	11 08
Mansfield..... »	– –	– –		8 15	12 05
Crestline.....arr.	12 50	v –		8 45	12 35
.....lve.	12 55	v –		8 50	12 40
Bucyrus..... »	– –	– –		c –	1 02
Upper Sandusky.. »	– –	– –		c –	1 27
Lima..... »	– –	v –		10 38	2 39
Delphos..... »	– –	– –		– –	2 58
Van Wert..... »	– –	– –		c z	3 20
Fort Wayne.....arr.	3 55	4 50	5 54	12 00	4 05
.....lve.	4 00	4 55	5 56	12 05	4 10
Columbia City..... »	– –	– –	– –	–	4 40
Warsaw..... »	– –	– –	– –	c –	5 35
Plymouth..... »	– –	6 21	– –	1 38	5 20
Valparaiso..... »	– –	– –	– –	c z	7 13
Chicago.....arr.	8 00	8 45	8 55	4 00	8 45
(Central time.)	A M	A M	A M	P M	P M

a Stops at North Philadelphia to take passengers; b stops to take passengers; c second section with coach stops daily; h stops at North Philadelphia to leave passengers; n flag stop to let off passengers from Pittsburgh and points east and take on passengers for Fort Wayne and Chicago; s stops Sunday only; y stops Monday only. | Meals.

v Stops only to discharge passengers to and from Chicago and Fort Wayne and to receive passengers for Pittsburgh and points east.

z Flag stop to let off passengers from east of Pittsburgh.

No. 16—The New York Special—Sleeping Car Chicago to New York. Parlor Car, Dining Car and Coaches Chicago to Pittsburgh. Sleeping Cars Pittsburgh to Baltimore, Washington and Philadelphia, leaving Pitts. 10 40 p.m., Eastern time. Extra fare Chicago to N. Philadelphia and N.Y.

No. 22—The Manhattan Limited—Solid train of Vestibuled and Electric-lighted Library-Smoking, Dining, Sleeping and Compartment Observation Cars Chicago to New York. Sleeping Car Chicago to Washington and Dining Car Harrisburg to Washington. Parlor Car Chicago to Pittsburgh. Extra fare Chicago, Alliance and intermediate stations to North Philadelphia and New York.

No. 28—The Pennsylvania Special—Solid train of Vestibuled and Electric-lighted Library-Smoking, Dining, Sleeping and Compartment Observation Cars Chicago to New York. The 18-Hour train between Chicago and New York. Extra fare train.

No. 8—The Atlantic Express—Sleeping Cars Chicago to Washington, Philadelphia and New York. Coaches Chicago to Pittsburgh and Pittsburgh to New York. Parlor Car Pittsburgh to New York. Dining Car Chicago to Ft. Wayne and Pittsburgh to New York

No. 2—The Pennsylvania Limited—Solid train of Vestibuled and Electric lighted Library-Smoking, Sleeping and Compartment Observation Cars Chicago to New York. Independent Sleeping Car Chicago to Pittsburgh. Sleeping Car Chicago to Wash. Buffet Parlor Car Harrisburg to Wash. Dining Car Chicago to Ft. Wayne and Pitts. to N.Y. Extra fare train.

No. 24—The Pittsburgh Special—Sleeping Cars, Library-Smoking Car and Coaches Chicago to Pittsburgh. Sleeping Car Chicago to Youngstown and New Castle and to Cleveland. Dining Car Alliance to Pitts.

No. 6—The New York Express—Sleeping Car Chicago to Pittsburgh. Sleeping Cars Pittsburgh to Philadelphia and New York, and Pittsburgh to Washington. Dining Car Pittsburgh to Altoona. Coach service.

No. 25-15—The Chicago Special—Sleeping Car N. Y. to Chic. Parlor Cars N. Y. and Phila. to Pittsburgh. Dining Car and Coaches N. Y. to Pittsburgh. Parlor Car and Coach Washington to Pittsburgh. Sleeping Car and Library Smoking Car Pittsburgh to Chicago. Sleeping Car New Castle and Youngstown to Chicago and Cleveland to Chicago. Dining Car Fort Wayne to Chicago. Extra fare New York to Fort Wayne and Chicago and Philadelphia to Chicago.

No. 5—The Pennsylvania Limited—Solid train of Vestibuled and Electric-lighted Library-Smoking, Dining, Sleeping and Compartment Observation Cars N.Y. to Chic. Sleeping Car Wash. to Chic. Independent Sleeping Car Pitts. to Chic. Buffet Parlor Car Wash. to Harrisb'g. Extra fare train.

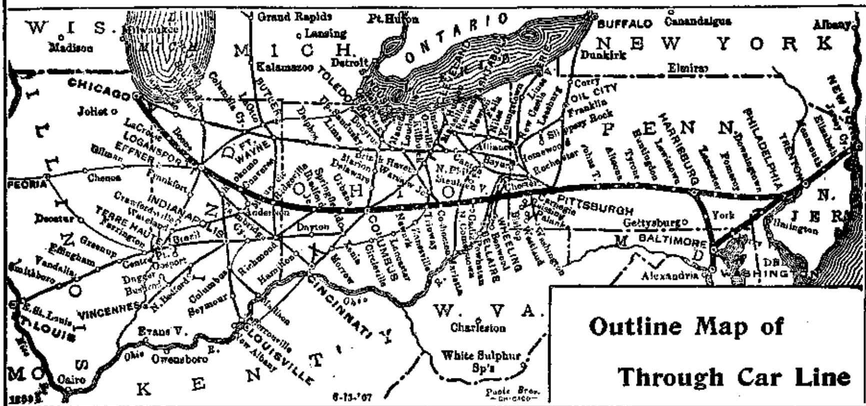
No. 29—The Pennsylvania Special—Solid train of Vestibuled and Electric lighted Library-Smoking, Dining, Sleeping and Compartment Observation Cars N. Y. to Chicago. Buffet Parlor Car Washington to Harrisburg. The 18-Hour train between N. Y. and Chicago. Extra fare train.

No. 23—The Chicago Limited—Solid train of Vestibuled and Electric lighted Library-Smoking, Dining, Sleeping and Compartment Observation Cars N. Y. to Chic. Sleeping Car Wash. to Chic Dining Car Wash. to Harrisburg. Parlor Car Pitts. to Chic. Extra fare to Ft. Wayne and Chic

No. 9—The Western Express—Sleeping Car New York to Chicago, Philadelphia to Pittsburg. Sleeping Car Washington to Chicago. Coaches N. Y. to Pitts. Dining Car N. Y. to Phila. and Sleeper Washington to Harrisburg. Parlor Car, Dining Car and Coaches Pittsburgh to Chicago.

PENNSYLVANIA LINES

Condensed Through Time-Tables—December, 1909.



CHICAGO, COLUMBUS, PITTSBURGH, HARRISBURG, BALTIMORE, WASHINGTON, PHILADELPHIA, NEW YORK.

CHICAGO TO COLUMBUS.		No. 20	No. 10	No. 40	......	......	......
Mls.	(*Central time.*)	A M	P M	P M			
0	**Chicago**............lve.	*10 05	*9 45	*4 15			
41.2	**Crown Point**........ "	11 27	– –	6 03			
77.5	**North Judson** ...... "	*d h*	– –	7 14			
92.3	**Winamac** .... "	12 42	12 17	7 41			
117.5	**Logansport**........arr.	1 20	12 55	8 30			
	Logansport........lve.	1 25	1 00	†7 20			
133.0	**Bunker Hill**......... "	1 58	– –	7 51			
146.3	**Converse** .... "	2 22	1 55	8 25			
157.6	**Marion** .... "	2 47	2 22	8 52			
176.6	**Hartford City**...... "	3 25	2 57	9 30			
190.2	**Red Key**............. "	3 52	3 19	10 00			
197.8	**Ridgeville** .... "	4 09	3 33	10 18			
211.3	**Union City**.......... "	4 30	3 56	10 48			
232.0	**Bradford**............ "	5 15	4 37	11 55			
242.2	**Piqua** .... "	5 38	4 55	12 17			
268.3	**Urbana**.............. "	6 25	5 37	1 11			
287.3	**Milford Center**..... "	7 03	6 14	1 50			
315.3	**Columbus**...........arr.	7 55	7 10	2 55			
.....	(*Central time.*)	P M	A M	P M			

COLUMBUS TO PITTSBURGH.		No. 20	No. 10	No. 26	No. 6	No. 8	No. 14
Mls.	(*Central time.*)	P M	A M	Night	Noon	Night	Noon
0	**Columbus**...........lve.	*8 20	*7 30	*12 30	*12 01	*12 45	*12 50
33.1	**Newark** .... "	9 15	8 30	– –	12 55	1 45	1 43
58.5	**Coshocton** .... "	10 05	9 30	– –	1 43	2 34	– –
100.3	**Dennison**........... "	11 00	10 50	– –	2 37	3 27	3 15
147.7	**Steubenville** .... "	12 15	12 32	– –	3 55	4 45	4 28
173.0	**Wheeling** ....arr.	– –	†2 10	– –	5 06	6 37	– –
190.9	**Pittsburgh** (Central time).arr.	1 45	1 55	5 50	5 20	6 20	5 50
190.9	**Pittsburgh** (Eastern time).arr.	2 45	2 55	6 50	6 20	7 20	6 50
.....	....	A M	P M	A M	P M	A M	P M

PITTSBURGH TO NEW YORK.		No. 20	No. 10	No. 28	No. 6	No. 8	No. 4
Mls.	(*Eastern time.*)	A M	P M	A M	P M	A M	P M
0	**Pittsburgh** ....lve.	*3 00	*4 55	*7 05	*7 10	*7 55	*8 33
113.8	**Altoona** ....arr.	6 15	8 50	10 04	10 30	11 30	12 15
244.9	**Harrisburg** .... "	9 30	1 00	12 54	2 00	2 43	3 20
328.2	**Baltimore** .... "	12 00	7 05	3 20	7 05	5 15	7 05
368.2	**Washington**......... "	1 00	8 25	4 40	8 25	6 25	8 25
348.8	**Philadelphia** .... "	12 17	4 23	3 20	4 40	5 47	6 30
439.1	**New York** (*W. 23d St.*).arr.	3 00	7 15	6 30	7 30	8 15	●9 15
.....	(*Eastern time.*)	P M	A M	P M	A M	P M	A M

NEW YORK TO PITTSBURGH.		No. 21	No. 3	No. 27	No. 7	No. 19
Mls.	(*Eastern time.*)	P M	P M	A M	P M	P M
0	**New York** (*W. 23d St.*).lve.	*1 55	*7 55	*10 55	*8 25	*8 25
90.3	**Philadelphia** .... "	4 30	11 35	1 10	8 58	11 36
0	**Washington**......... "	3 40	10 45	11 55	7 55	7 55
40.0	**Baltimore** .... "	4 55	11 59	1 05	8 55	8 55
194.2	**Harrisburg** .... "	7 57	2 50	3 35	11 30	1 40
439.1	**Pittsburgh** (Eastern time).arr.	2 10	11 00	9 35	5 37	8 00
439.1	**Pittsburgh** (Central time).arr.	1 10	10 00	8 35	4 37	7 00
.....	....	A M	A M	P M	A M	A M

PITTSBURGH TO COLUMBUS.		No. 21	No. 3	No. 27	No. 7	No. 19
Mls.	(*Central time.*)	A M	Noon	P M	A M	A M
0	**Pittsburgh** ....lve.	*1 30	*12 30	*8 45	*4 50	*8 15
.....	**Wheeling**........... "	– –	12 15	– –	– –	†8 40
43.2	**Steubenville**....... "	2 53	1 55	– –	6 10	*9 42
90.5	**Dennison**........... "	4 07	3 40	– –	7 24	11 00
108.1	**Newcomerstown**... "	– –	4 17	– –	– –	11 29
122.4	**Coshocton**.......... "	4 53	4 47	– –	8 06	11 54
157.8	**Newark** .... "	5 45	6 05	– –	9 05	12 50
190.9	**Columbus**. ....arr.	6 35	7 10	1 45	9 55	1 45
.....	(*Central time.*)	A M	P M	A M	A M	P M

COLUMBUS TO CHICAGO.		No. 21	No. 3	......	7-33
Mls.	(*Central time.*)	A M	P M	......	A M
0	**Columbus**...........lve.	*7 30	*8 45	......	†10 05
28.0	**Milford Center**..... "	8 20	10 36	......	– –
47.0	**Urbana** .... "	8 55	11 08	......	11 10
73.1	**Piqua** .... "	9 37	11 56	......	11 55
83.3	**Bradford**............ "	10 03	12 26	......	3 20
104.0	**Union City** .... "	10 48	1 03	......	4 06
117.5	**Ridgeville**.......... "	11 10	1 23	......	4 34
125.1	**Red Key** .... "	11 26	1 41	......	4 53
138.7	**Hartford City**...... "	11 51	2 08	......	5 24
157.7	**Marion** .... "	12 24	2 47	......	6 08
169.0	**Converse**........... "	12 45	3 12	......	6 35
182.3	**Bunker Hill**......... "	1 08	– –	......	7 05
197.8	**Logansport**........arr.	1 38	4 05	......	7 40
	Logansport........lve.	1 45	4 10	......	P M
223.0	**Winamac** .... "	2 26	– –	......	......
237.8	**North Judson**...... "	*d h*	– –	......	......
274.1	**Crown Point** .... "	3 38	– –	......	......
315.3	**Chicago**.............arr.	5 00	7 30	......	......
.....	(*Central time.*)	P M	A M	......	......

● On Sunday arrives New York 10 45 a.m.

PULLMAN SLEEPING CAR SERVICE—PENNSYLVANIA DINING CAR SERVICE.

No. 20—The Keystone Express—Sleeping Car Chicago to New York. Coach Chicago to New York. Parlor Car Chicago to Columbus. Meals in Dining Car. Buffet Parlor Car and Coach Harrisburg to Washington.

No. 10—The Eastern Express—Sleeping Cars Chicago to Columbus and Pittsburgh. Buffet Sleeping Car Pittsburgh to Philadelphia and New York. Coach service.

No. 26—The New York Limited—Electric-lighted Train of Sleeping, Library-Smoking and Compartment Observation Cars Columbus to New York. Buffet Parlor Car Harrisburg to Washington. *No Coaches.* Meals in Dining Cars.

No. 6—The New York Express—Sleeping Cars Columbus and Pittsburgh to New York. Sleeping Car Pittsburgh to Washington in No. 36, leaving Pittsburgh 8 50 p.m. Meals in Dining Car. Coach service.

No. 8—The Atlantic Express—Sleeping Cars Columbus to Pittsburgh. Parlor Car and Dining Car Pittsburgh to New York.

No. 14—The New York Express—(No. 36 East of Pittsburgh)—Sleeping Cars and Coaches Columbus to Pittsburgh. Sleeping Car Pittsburgh to Philadelphia and Washington, and Pittsburgh to Harrisburg.

No. 21—The Chicago Express—Sleeping Cars New York to Chicago. Coach New York to Chicago. Sleeping Car Washington to Columbus, and Pittsburgh to Columbus. Parlor Car Columbus to Chicago. Meals in Dining Cars.

No. 7—Sleeping Car New York to Bradford. Buffet Sleeping Car Washington to Harrisburg. Meals in Dining Cars. Coach service.

No. 3—The Pacific Express—Buffet Sleeping Car New York to Pittsburgh. Sleeping Car Washington to Pittsburgh. Sleeping Car Pittsburgh to Chicago. Coach Service. Dining Car Dennison to Columbus.

No. 27—Electric-lighted Train of Sleeping, Library-Smoking and Compartment Observation Cars New York to Columbus. Buffet Parlor Car Washington to Harrisburg. *No Coaches.* Meals in Dining Cars.

No. 19—Sleeping Car New York to Columbus. Parlor Car Pittsburgh to Columbus. Buffet Sleeping Car Washington to Harrisburg. Dining Car Pittsburgh to Columbus. Coach service.

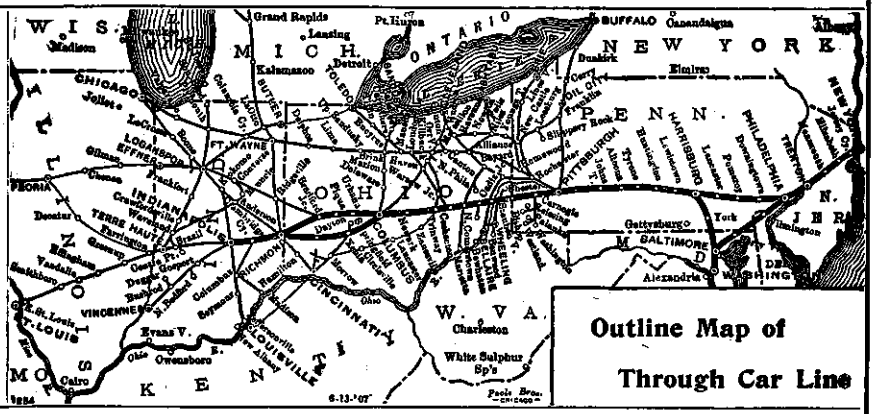
* Daily; *a* stops at North Philadelphia to leave passengers; *b* stops at North Philadelphia to take passengers; *d* stops to take or leave for or from Chicago; *g* stops to take on or let off for or from east of Pittsburgh; *h* stops to take or leave for or from Logansport and beyond; *r* stops Sunday; *u* stops to take for Fort Wayne and points east; *v* stops to take or leave from Pittsburgh and points east and to leave or take for Chicago and Fort Wayne. ‖ Stops for meals.

On 148,000 Cars, || Over 160 railroads

PENNSYLVANIA LINES

Condensed Through Time-Tables—December, 1909.

INDIANAPOLIS, COLUMBUS, PITTSBURGH, HARRISBURG, BALTIMORE, WASHINGTON, PHILADELPHIA, NEW YORK.



Outline Map of Through Car Line

INDIANAPOLIS TO COLUMBUS.	44 *	30 *	18 *	14 *	40 *	20 *	8 *	26 *	24 *
Mls. (*Central time.*)	PM	PM	AM	AM	PM	PM	PM	PM	PM
0 **Indianapolis**.....lve.	11 15	1150	3 35	8 10	1 30	3 05	5 00	7 10	7 20
20.7 **Greenfield**..... »	– –	– –	– –	– –	– –	3 40	5 36	– –	7 59
33.9 **Knightstown**..... »	– –	– –	– –	– –	– –	– –	6 03	– –	– –
52.9 **Cambridge City**..... »	– –	– –	– –	– –	– –	– –	6 37	– –	– –
68.4 **Richmond**.....arr.	12 55	– –	5 10	9 50	3 03	4 50	7 16	8 55	9 10
68.4 **Richmond**.....lve.	.....	.....	5 10	.....	3 03	.....	7 30	.....	9 10
93.5 **Greenville**..... »	.....	.....	5 57	.....	3 58	P M	8 14	.....	9 52
114.9 **Piqua**..... »	.....	.....	6 36	.....	4 08	5 38	8 91	.....	10 28
141.0 **Urbana**..... »	.....	.....	7 28	.....	4 35	6 25	9 64	.....	11 13
188.0 **Columbus**.....arr.	.....	.....	8 40	.....	5 35	7 55	11 30	.....	12 20
68.4 **Richmond**.....lve.	1 00	– –	A M	9 55	P M	4 55	P M	8 00	Night
109.9 **Dayton**..... »	2 00	– –	.....	11 00	....	6 00	.....	10 05	.....
125.9 **Xenia**..... »	– –	– –	.....	11 30	.....	6 35	.....	10 40	.....
155.5 **London**..... »	– –	– –	.....	– –	.....	*h* –	.....	c11 28	.....
180.6 **Columbus**.....arr.	3 35	4 00	.....	12 45	.....	7 55	.....	12 05	.....
..... (*Central time.*)	A M	A M	.....	Noon	.....	P M	.....	Night	

COLUMBUS TO PITTSBURGH.	44 *	30 *	18 *	14 *	40 *	20 *	8 *	26 *	24 *
Mls. (*Central time.*)	A M	A M	A M	Noon	P M	P M	Night	Night	Night
0 **Columbus**.....lve.	3 40	4 05	8 35	12 50	5 45	8 20	12 45	12 30	12 40
33.1 **Newark**..... »	– –	– –	9 50	1 43	– –	9 15	1 45	– –	*v* –
63.5 **Coshocton**..... »	– –	– –	10 42	– –	7 47	10 05	2 34	– –	– –
100.3 **Dennison**..... »	*v* –	– –	11 45	3 15	– –	11 00	3 27	– –	*v* –
147.7 **Steubenville**..... »	*v* –	– –	1 05	4 28	– –	12 15	4 45	– –	4 28
190.9 **Pittsburgh** (Central time)..arr.	8 15	8 25	2 30	6 50	10 00	1 45	6 20	5 50	6 00
190.9 **Pittsburgh** (Eastern time)..arr.	9 15	9 25	3 30	6 50	11.00	2 45	7 20	6 50	7 00
.....	A M	A M	P M	P M	P M	A M	A M	A M	A M

PITTSBURGH TO NEW YORK.	30 *	10 *	6 *	40 *	20 *	8 *	26 *	8 *
Mls. (*Eastern time.*)	A M	P M	P M	P M	A M	A M	A M	A M
0 **Pittsburgh**.....lve.	9 30	4 55	7 10	11 10	3 00	7 55	7 05	7 55
113.8 **Altoona**.....arr.	– –	8 50	10 30	1 58	6 15	11 30	10 04	11 30
244.9 **Harrisburg**..... »	3 05	1 00	2 00	4 40	9 30	2 43	12 54	2 43
328.2 **Baltimore**..... »	5 55	7 05	7 05	7 20	12 00	5 15	3 20	5 15
368.2 **Washington**..... »	7 10	8 25	8 25	8 40	1 00	6 25	4 40	6 25
348.8 **Philadelphia**..... »	*d* –	4 23	4 40	*d* –	12 17	5 47	3 20	5 47
439.1 **New York** (*West 23d St.*).arr.	7 00	7 15	7 30	9 15	3 00	8 16	5 30	8 15
..... (*Eastern time.*)	P M	A M	A M	A M	P M	P M	P M	P M

w Stops to leave from west of Xenia.

NEW YORK TO PITTSBURGH.	25 *	27 *	21 *	7 *	31 *	19 *
(*Eastern time.*)	A M	A M	P M	P M	P M	P M
New York (*W. 23d St.*).lve.	7 55	10 55	1 55	6 25	6 25	8 25
Philadelphia ..... »	10 25	1 10	4 30	8 58	*a* –	11 05
Washington..... »	10 00	11 55	3 40	7 55	7 00	7 55
Baltimore..... »	11 12	1 05	4 55	8 55	8 00	8 55
Harrisburg..... »	12 50	3 35	7 37	11 30	10 34	1 40
Pittsburgh (East. time)..arr.	6 52	8 36	2 10	5 37	3 50	8 00
Pittsburgh (Cent. time). arr.	5 52	8 36	1 10	4 37	2 50	7 00
.....	P M	P M	A M	A M	A M	A M

s Stops to let off from west of Columbus.

PITTSBURGH TO COLUMBUS.	25 *	27 *	21 *	7 *	31 *	19 *	13 *
(*Central time.*)	P M	P M	A M	A M	A M	A M	P M
Pittsburgh.....lve.	8 55	8 45	1 30	4 50	2 55	8 15	5 00
Steubenville..... »	10 15	– –	2 53	6 10	– –	9 42	6 15
Dennison..... »	11 28	– –	4 07	7 24	–	11 00	7 26
Newcomerstown.... »	11 55	– –	– –	– –	– –	11 29	– –
Coshocton..... »	12 17	– –	4 53	8 06	– –	11 54	– –
Newark..... »	1 10	– –	5 45	9 05	– –	12 50	8 50
Columbus.....arr.	2 00	1 45	6 35	9 55	7 15	1 45	9 40
(*Central time.*)	A M	A M	A M	A M	A M	P M	P M

COLUMBUS TO INDIANAPOLIS.	25 *	27 *	21 *	7 *	31 *	19 *	13 *
(*Central time.*)	A M	.....	A M	A M	A M	P M	.....
Columbus.....lve.	2 15	.....	7 30	10 05	7 20	2 00	.....
Urbana..... »	3 20	.....	8 55	11 10	– –	3 08	.....
Piqua..... »	3 55	.....	9 37	11 55	– –	3 40	.....
Greenville..... »	4 33	.....	A M	12 37	– –	4 17	.....
Richmond.....arr.	5 10	A M	A M	1 15	– –	5 00	P M
Columbus.....lve.	.....	1 55	6 50	.....	.....	.....	9 45
London..... »	.....	– –	*n* –	.....	.....	.....	– –
Xenia..... »	.....	3 15	8 20	.....	.....	.....	10 57
Dayton..... »	.....	3 43	8 50	.....	.....	.....	11 25
Richmond.....arr.	.....	4 50	10 00	...	.....	.....	12 28
Richmond.....lve.	5 10	5 00	10 05	1 15	– –	5 00	12 33
Cambridge City ..... »	5 44	– –	*w* –	– –	– –	– –	– –
Knightstown ..... »	– –	– –	*w* –	– –	– –	– –	– –
Greenfield ..... »	6 34	– –	11 20	– –	– –	– –	– –
Indianapolis.....arr.	7 10	7 00	11 55	3 05	11 30	6 35	2 15
(*Central time.*)	A M	A M	A M	P M	A M	P M	A M

PULLMAN SLEEPING CAR SERVICE—PENNSYLVANIA DINING CAR SERVICE.

No. 44—The Pittsburgh Special—Library, Smoking, Dining and Sleeping Cars and Coaches St. Louis through Indianapolis and Dayton to Columbus and to Pittsburgh. **No. 18—The Eastern Express**—Buffet Sleeping Cars St. Louis through Indianapolis to Columbus. Sleeping Car Evansville to Indianapolis. Coaches Indianapolis to Pittsburgh. Pittsburgh to New York. Sleeping Cars Pittsburgh to New York (Buffet). **No. 14 The New York Express**—(No. 6 East of Pittsburgh)—Sleeping Cars St. Louis through Indianapolis to Washington and New York. Coach Indianapolis to New York. Meals in Dining Car. **No. 30—The 24-Hour New Yorker**—Sleeping Cars, Compartment Observation Car, Library-Smoking and Dining Cars, forming a Solid Electric-lighted Vestibuled Train, running from St. Louis to New York in 24 hours Maid, stenographer and barber, who will also see that clothes are pressed. Extra fare train. **No. 40—The New York Special**—Sleeping Car Indianapolis to New York. Parlor Car Indianapolis to Pittsburgh. Dining Car Columbus to Pittsburgh and Harrisburg to New York. No coach service Columbus to Pittsburgh. Extra fare train. **No. 20—The Keystone Express**—Sleeping Car St. Louis and Indianapolis to New York. Coach Indianapolis to New York. Meals in Dining Cars. Buffet Parlor Car and Coach Harrisburg to Washington. **No. 8**—Sleeping Car Columbus to Pittsburgh. Parlor Car Pittsburgh to New York. Meals in Dining Car. Coach service. **No. 26—The New York Limited**—Electric-lighted Train of Sleeping, Library-Smoking and Compartment Observation Cars St. Louis through Indianapolis to New York. Buffet Parlor Car Harrisburg to Washington. *No Coaches* Meals in Dining Cars.

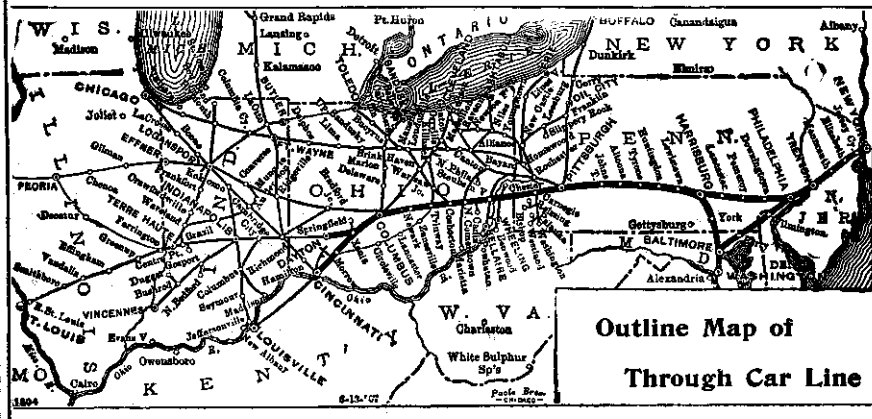
No. 25—Parlor Cars New York and Philadelphia to Pittsburgh. Sleeping Cars Pittsburgh through Indianapolis to Louisville. Meals in Dining or Cafe Car. Coaches. **No. 27—The St. Louis Limited**—Electric-lighted Train of Sleeping, Library-Smoking and Compartment Observation Cars New York to Indianapolis. Sleeping Car Pittsburgh through Indianapolis to St. Louis. Buffet Parlor Car Washington to Harrisburg. *No Coaches* Meals in Dining Cars. **No. 21—The St. Louis Express**—Sleeping Cars New York and Washington through Indianapolis to St. Louis. Coach New York to Indianapolis Dining Car Columbus to Indianapolis, New York to Altoona. **No. 7—The St. Louis Express**—Sleeping Car New York through Indianapolis to St. Louis. Buffet Sleeping Car Washington to Harrisburg Coach New York to Indianapolis. Meals in Dining Cars. **No. 31—The 24-Hour St. Louis**—Sleeping Cars, Compartment Observation Cars, Library-Smoking and Dining Cars, forming a Solid Electric-lighted Vestibuled Train, running from New York to St Louis in 24 hours. Maid, stenographer and barber, who will also see that clothes are pressed. Extra fare train. **No. 19**—Sleeping Cars New York to Pittsburgh and Columbus. Parlor Cars Pittsburgh to Indianapolis. Dining Car Pittsburgh to Columbus. Coach service. **No. 13—The St. Louis Special**—Library, Smoking, Dining and Sleeping Cars and Coaches Pittsburgh, via Dayton, through Indianapolis to St. Louis. Parlor Car Pittsburgh to Columbus.

d Stops at North Philadelphia to leave passengers; *n* stops to take for Indianapolis and points west; *s* stops on Sunday; *w* stops to leave from Dayton and points east and to take for west of Indianapolis.

* Daily; *a* stops at North Philadelphia to take passengers; *b* stops to leave passengers; *c* stops to take passengers for Dayton or points west.

PENNSYLVANIA LINES

Condensed Through Time-Tables—December, 1909.



Outline Map of Through Car Line

CINCINNATI, DAYTON, COLUMBUS, PITTSBURGH, BALTIMORE, WASHINGTON, PHILADELPHIA, NEW YORK.

CINCINNATI TO COLUMBUS.

Mls.	(Central time.)	No. 6 *	No. 20 *	No. 8 *	No. 8 *	No. 40 *
		A M	P M	P M	P M	P M
0	Cincinnati.....lve.	9 00	5 00	9 00	9 00	3 10
23.0	Loveland..... "	– –	– –	9 41	9 41	– –
36.5	Morrow..... "	9 55	– –	10 03	10 03	– –
65.0	Xenia.....arr.	10 35	6 35	11 00	11 00	4 37
83.7	South Charleston..... "	– –	– –	g11 29	g11 29	– –
94.6	London..... "	11 13	x y	11 45	11 45	– –
119.7	Columbus.....arr.	11 45	7 55	12 20	12 20	5 40
.....	(Central time.)	A M	P M	Night	Night	P M

DAYTON TO COLUMBUS.

Mls.	(Central time.)	No. 306 *	No. 20 *	No. 26 *	No. 8 *	
		A M	P M	P M	P M	
0	Dayton.....lve.	7 35	6 00	10 05	10 05	Extra Fare Train.
10.1	Alpha..... "	– –	– –	– –	– –	
16.0	Xenia.....arr.	10 35	6 35	10 40	10 40	
34.7	South Charleston..... "	– –	– –	– –	– –	
45.6	London..... "	11 13	x y	c11 28	c11 28	
70.7	Columbus.....arr.	11 45	7 55	12 05	12 05	
.....	(Central time.)	A M	P M	Night	Night	

COLUMBUS TO PITTSBURGH.

Mls.	(Central time.)	No. 6 *	No. 20 *	No. 26 *	No. 8 *	No. 40 *
		Noon	P M	Night	Night	P M
0	Columbus.....lve.	12 01	8 20	12 30	12 45	5 45
33.1	Newark..... "	12 55	9 15	– –	1 45	– –
68.5	Coshocton..... "	1 43	10 06	– –	2 34	– –
100.3	Dennison..... "	2 37	11 00	– –	3 27	7 47
147.7	Steubenville..... "	3 56	12 15	– –	4 45	– –
190.0	Pittsburgh (Central time)..arr.	5 20	1 45	5 50	6 20	10 00
190.9	Pittsburgh (Eastern time)..art.	6 20	2 45	6 50	7 20	11 00
.....	.....	P M	A M	A M	A M	P M

PITTSBURGH TO NEW YORK.

Mls.	(Eastern time.)	No. 6 *	No. 20 *	No. 26 *	No. 8 *	No. 40 *
		P M	A M	A M	A M	P M
0	Pittsburgh.....lve.	7 10	3 00	7 05	7 55	11 10
113.8	Altoona.....arr.	10 30	6 15	10 04	11 30	1 58
244.9	Harrisburg..... "	2 00	9 30	12 54	2 45	4 40
328.2	Baltimore..... "	7 05	12 00	3 20	5 15	7 20
368.2	Washington..... "	8 25	1 00	4 40	6 25	8 40
348.8	Philadelphia..... "	4 40	12 17	3 20	5 47	d7 03
439.1	New York (West 23d St.).arr.	7 30	3 00	6 30	8 15	9 15
.....	(Eastern time.)	A M	P M	P M	P M	A M

NEW YORK TO PITTSBURGH.

Mls.	(Eastern time.)	No. 27 *	No. 21 *	No. 31 *	No. 18 *	No. 7 *
		A M	P M	P M	P M	P M
0	New York (West 23d St.).lve.	10 55	1 55	6 25	8 25	8 25
90.3	Philadelphia..... "	1 10	4 30	a8 17	11 06	8 58
0	Washington..... "	11 55	3 40	7 00	7 55	7 56
40.0	Baltimore..... "	1 05	4 55	8 00	8 55	8 56
194.2	Harrisburg..... "	12 50	7 37	10 34	1 40	11 30
439.1	Pittsburgh (Eastern time)..arr.	6 52	2 10	3 50	8 00	5 37
439.1	Pittsburgh (Central time)..arr.	5 52	1 10	2 50	7 00	4 37
.....	.....	P M	A M	A M	A M	A M

PITTSBURGH TO COLUMBUS.

Mls.	(Central time.)	No. 27 *	No. 21 *	No. 31 *	No. 19 *	No. 7 *
		P M	A M	A M	A M	A M
0	Pittsburgh.....lve.	8 45	1 30	2 55	8 15	4 50
43.2	Steubenville..... "	– –	2 53	– –	9 42	6 10
90.5	Dennison..... "	– –	4 07	Extra	11 00	7 24
108.1	Newcomerstown..... "	– –	– –	Fare	11 29	– –
122.4	Coshocton..... "	– –	4 53	Trains.	11 54	– –
157.8	Newark..... "	– –	5 43	– –	12 50	9 05
190.9	Columbus.....arr.	1 45	6 35	7 15	1 45	9 55
.....	(Central time.)	A M	A M	A M	P M	A M

COLUMBUS TO DAYTON.

Mls.	(Central time.)	No. 27 *	No. 21 *	.....	No. 19 *	No. 7 *
		A M	A M	.....	A M	A M
0	Columbus.....lve.	1 55	7 20	.....	2 00	10 05
25.1	London..... "	– –	– –	.....	2 42	10 44
36.0	South Charleston..... "	– –	– –	.....	3 01	– –
54.7	Xenia..... "	3 15	8 20	.....	3 40	11 30
60.6	Alpha..... "	– –	– –	.....	– –	11 42
70.7	Dayton.....arr.	3 43	8 50	.....	4 05	11 59
.....	(Central time.)	A M	A M	.....	P M	A M

COLUMBUS TO CINCINNATI.

Mls.	(Central time.)	No. 25 *	No. 121 *	No. 121 *	No. 19 *	No. 7 *
		A M	A M	A M	P M	A M
0	Columbus.....lve.	2 30	7 20	7 20	2 00	10 05
25.1	London..... "	3 21	x –	x –	2 42	10 44
36.0	South Charleston..... "	– –	x –	x –	3 01	– –
54.7	Xenia..... "	4 30	8 45	8 45	3 35	11 30
83.2	Morrow..... "	5 14	– –	– –	4 21	12 05
96.7	Loveland..... "	5 42	– –	– –	4 44	12 24
119.7	Cincinnati.....arr.	6 30	10 25	10 25	5 25	1 00
.....	(Central time.)	A M	A M	A M	P M	P M

PULLMAN SLEEPING CAR SERVICE—PENNSYLVANIA DINING CAR SERVICE.

No. 6—The New York Express—Sleeping Car Nashville, through Cincinnati, to New York. Sleeping Car Pittsburgh to Harrisburg, Wilkes-Barre, Philadelphia and Washington in No. 36, leaving Pittsburgh at 8 50 p.m. Meals in Dining Car. Coach service.

No. 40—The New York Special—Sleeping Car Cincinnati to New York and Washington. Parlor Car Cincinnati to Pittsburgh. Extra fare from Cincinnati, Xenia and Columbus to North Philadelphia and New York. Meals in Dining Cars. No Coaches east of Columbus.

No. 20—The Keystone Express—Sleeping Car Nashville (via L. & N. R.R. through Louisville and Cincinnati) to New York. Sleeping Car Dayton to New York. Coach service. Meals in Dining Car.

Nos. 8-26—The New York Limited—Sleeping Car Cincinnati to New York. Electric-lighted train of Sleeping, Library-Smoking and Compartment Observation Cars Dayton to New York. Buffet Parlor Car Harrisburg to Washington. *No Coaches.* Meals in Dining Car. Extra fare train from Cincinnati to Philadelphia and New York.

No. 8—The Atlantic Express—Sleeping Cars Cincinnati to Pittsburgh, Columbus to Pittsburgh. Parlor Car Pittsburgh to New York. Meals in Dining Car. Coach service.

No. 27—Sleeping Car New York to Cincinnati. Compartment Observation and Library-Smoking Cars New York to Pittsburgh. Dining Car New York to Pittsburgh (a la carte). Buffet Parlor Car Washington to Harrisburg, Cincinnati to Louisville. No Coaches east of Pittsburgh. Coach passengers leave New York 7 55 a.m., Philadelphia 10 25 a.m., Washington 10 00 a m., Baltimore 11 12 a.m.

No. 21—Sleeping Car New York to Nashville (via Cincinnati and Louisville and L. & N. R.R.). Sleeping Cars New York and Washington to Dayton. Coach service. Meals in Dining Cars.

No. 7—Sleeping Car New York and Washington to Cincinnati. Meals in Dining Cars. Coach service.

No. 31—Sleeping Car New York to Cincinnati. Compartment Observation Car New York to Columbus. Dining Car Dennison to Columbus and Columbus to Cincinnati. No Coaches east of Columbus. Extra fare train.

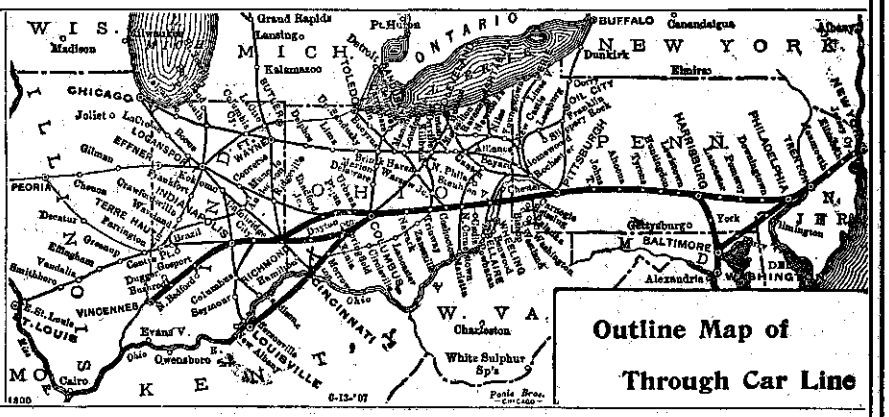
No. 19—The Cincinnati Express—Sleeping Car New York, through Cincinnati, to Nashville. Parlor Car Pittsburgh to Cincinnati. Dining Car Pittsburgh to Columbus. Coach service.

* Daily; † daily, except Sunday; *a* stops North Philadelphia to take on passengers; *c* stops to take passengers for Dayton or points west; *d* stops North Philadelphia to leave passengers; *g* stops to leave from Xenia and beyond and to take for Columbus and points east; *x* stops to leave from or take for east of Columbus; *y* stops to leave from west of Xenia. ‖Meals.

PENNSYLVANIA LINES

Condensed Through Time-Tables—December, 1909.

LOUISVILLE,
VINCENNES,
COLUMBUS,
PITTSBURGH,
BALTIMORE,
WASHINGTON,
PHILADELPHIA,
NEW YORK.



Outline Map of Through Car Line

VINCENNES TO COLUMBUS.		No. 20 *	No. 28 *	No. 24 *	No. 32 *	No. 44 *	No. 30 *	No. 40 *
Mls.	(*Central time.*)	A M	P M	.....	.....	P M	.....	.....
0	**Vincennes** .....lve.	6 00	2 10	.....	.....	6 30	.....	.....
87.1	**Martinsville** ..... »	9 13	5 20	P M	A M	8 25	P M	P M
117.8	**Indianapolis** ..... »	3 05	7 10	7 20	7 30	11 15	11 50	1 30
186.2	**Richmond** ..... »	4 55	8 00	8 10	10 15	1 00	– –	3 03
227.7	**Dayton** .....arr.	6 00	10 05	– –	– –	2 00	– –	– –
232.7	**Piqua**..... »	– –	– –	10 28	12 17	– –	– –	4 08
298.4	**Columbus** .....arr.	7 55	12 05	12 20	2 55	3 35	4 00	5 35
.....	(*Central time.*)	P M	Night	Night	P M	A M	A M	P M

LOUISVILLE TO COLUMBUS.		No. 20	No. 8	No. 24	No. 6	.....	.....	No. 40
Mls.	(*Central time.*)	P M	P M	P M	A M	.....	.....	A M
0	**Louisville** (L. & N.)..lve.	*1 15	*5 00	*3 45	*3 15	.....	.....	*8 15
114.0	**Cincinnati** ..... »	5 00	9 00	Via Indianapolis	9 00	.....	.....	3 10
137.0	**Loveland** ..... »	– –	9 41		– –	.....	.....	– –
179.0	**Xenia** .....arr.	6 35	11 00		10 35	.....	.....	4 37
197.7	**South Charleston** »	– –	*n x*		– –	.....	.....	– –
208.6	**London** ..... »	*w x*	11 46		11 13	.....	.....	– –
233.7	**Columbus** .....arr.	7 55	12 20	12 20	11 45	.....	.....	5 40
.....	(*Central time.*)	P M	Night	Night	A M	.....	.....	P M

COLUMBUS TO PITTSBURGH.		No. 20	No. 26	No. 24	No. 6	No. 44	No. 30	No. 40
Mls.	(*Central time.*)	P M	Night	Night	Noon	A M	A M	P M
0	**Columbus** .....lve.	*8 20	*1230	*1240	*1201	*3 40	*4 05	*5 45
33.1	**Newark** ..... »	9 15	– –	*v* –	12 55	– –	– –	– –
68.5	**Coshocton** ..... »	10 05	– –	– –	1 43	– –	– –	– –
100.3	**Dennison** ..... »	11 00	– –	*v* –	2 37	*v* –	– –	7 47
147.7	**Steubenville** ..... »	12 15	– –	4 28	3 56	*v* –	– –	– –
190.9	**Pittsburgh** (Cent. time) ar.	1 45	5 50	6 00	5 20	8 15	8 25	10 00
190.9	**Pittsburgh** (East. time) ar.	2 45	6 50	7 00	6 20	9 15	9 25	11 00
.....	.....	A M	A M	A M	P M	A M	A M	P M

PITTSBURGH TO NEW YORK.		No. 20 *	No. 26 *	No. 8 *	No. 6 *	No. 24 *	No. 30 *	No. 40 *
Mls.	(*Eastern time.*)	A M	A M	A M	P M	Noon	A M	P M
0	**Pittsburgh** .....lve.	3 00	7 05	7 55	7 10	12 01	9 30	11 10
113.8	**Altoona** .....arr.	6 15	10 04	11 30	10 30	3 13	– –	1 58
244.9	**Harrisburg** ..... »	9 30	12 54	2 45	2 00	6 17	3 05	4 40
328.2	**Baltimore** ..... »	12 00	3 20	5 15	7 05	10 20	5 55	7 20
368.2	**Washington** ..... »	1 00	4 40	6 25	8 25	11 30	7 10	8 40
348.4	**Philadelphia** ..... »	12 17	3 20	5 47	4 40	8 40	*d* –	*d*703
439.1	**New York** (W. 23d St.) arr.	3 00	5 30	8 15	7 30	11 30	7 00	9 15
.....	(*Eastern time.*)	P M	P M	P M	A M	P M	P M	A M

NEW YORK TO PITTSBURGH		No. 27 *	No. 21 *	No. 31 *	No. 7 *	No. 19 *
Mls.	(*Eastern time.*)	A M	P M	P M	P M	P M
0	**New York** (W. 23d St.) lve.	10 55	1 55	6 25	6 25	8 25
90.3	**Philadelphia** ..... »	1 10	4 30	*a* –	8 58	11 05
0	**Washington**..... »	11 55	3 40	7 00	7 55	7 55
40.0	**Baltimore** ..... »	1 05	4 55	8 00	8 55	8 55
194.2	**Harrisburg** ..... »	3 25	7 37	10 34	11 30	1 40
439.1	**Pittsburgh** (East. time) arr.	8 35	2 10	3 50	5 37	8 00
439.1	**Pittsburgh** (Cent. time) arr.	8 35	1 10	2 50	4 37	7 00
.....	.....	P M	A M	A M	A M	A M

PITTSBURGH TO COLUMBUS.		No. 27	No. 21	No. 31	No. 7	No. 19
Mls.	(*Central time.*)	P M	A M	A M	A M	A M
0	**Pittsburgh**.....lve.	*8 45	*1 30	*2 55	*4 50	*8 15
43.2	**Steubenville** ..... »	– –	2 53	– –	6 10	9 42
90.5	**Dennison**..... »	– –	4 07	– –	7 24	11 00
108.1	**Newcomerstown**. »	– –	– –	– –	– –	11 29
122.4	**Coshocton**..... »	– –	4 53	– –	– –	11 54
157.8	**Newark** ..... »	– –	5 45	– –	9 05	12 50
190.9	**Columbus**.....arr.	1 45	6 35	7 15	9 55	1 45
.....	(*Central time.*)	A M	A M	A M	A M	P M

COLUMBUS TO LOUISVILLE.		No. 25	121	121	No. 7	No. 19
Mls.	(*Central time.*)	A M	A M	A M	A M	P M
0	**Columbus** .....lve.	*2 30	*7 20	*7 20	*10 05	*2 00
25.1	**London**..... »	3 21	*x* –	*x* –	10 44	2 42
36.0	South Charleston.... »	– –	*x* –	*x* –	– –	3 01
54.7	**Xenia**..... »	4 30	8 45	8 45	11 30	3 35
96.7	**Loveland**..... »	5 42	– –	– –	12 24	4 44
119.7	**Cincinnati**.....arr.	6 30	10 25	10 25	1 00	5 25
233.7	**Louisville** (L. & N.)..arr.	11 45	2 30	2 30	†6 40	9 20
.....	(*Central time.*)	A M	P M	P M	P M	P M

COLUMBUS TO VINCENNES.		No. 27 *	No. 21 *	No. 31 *	No. 7 *	No. 19 *
Mls.	(*Central time.*)	A M	A M	A M	A M	P M
0	**Columbus** .....lve.	1 55	6 50	7 20	10 05	2 00
70.7	**Dayton** ..... »	3 43	8 50	– –	– –	– –
73.1	**Piqua**..... »	– –	– –	– –	11 55	3 40
112.2	**Richmond** ..... »	4 50	10 05	– –	1 15	5 00
180.6	**Indianapolis** .....arr.	7 00	11 55	11 30	3 05	6 35
211.3	**Martinsville**..... »	8 56	1 21	1 21	5 52	P M
298.4	**Vincennes**.....arr.	12 15	4 20	4 20	9 00	.....
.....	(*Central time.*)	Noon	P M	P M	P M	.....

* Runs daily; *a* stops at North Philadelphia to take passengers; *c* stops for passengers for or from Dayton or points west; *d* stops at North Philadelphia to leave passengers; *v* stops to leave from Xenia or points beyond; *v* stops to leave from west of Columbus; *w* stops to leave from west of Xenia; *x* stops to leave from or take for east of Columbus.

PULLMAN SLEEPING CAR SERVICE—PENNSYLVANIA DINING CAR SERVICE.

No. 44—The Pittsburgh Special—Sleeping Car and Library-Smoking Car Indianapolis to Pittsburgh. Parlor Car Pittsburgh to New York. Meals in Dining Car. Coach service.

No. 20—The Keystone Express—Sleeping Car Nashville (via L. & N. R.R. through Louisville and Cincinnati) to New York. Sleeping Car Indianapolis to New York. Meals in Dining Cars. Buffet Parlor Car Harrisburg to Washington. Coach service.

No. 6—The New York Express—Sleeping Car Nashville through Louisville and Cincinnati to New York. Sleeping Cars Pittsburgh to Washington, Philadelphia, Wilkesbarre and Harrisburg in Train 36, leaving Pittsburgh 8 50 p.m. Meals in Dining Car. Coach service.

No. 26—The New York Limited—Electric-lighted Train of Sleeping, Library-Smoking and Compartment Observation Cars Indianapolis to New York. Sleeping Car Cincinnati to New York. Buffet Parlor Car Harrisburg to Washington. *No Coaches.* Meals in Dining Cars. Extra fare from Cincinnati to Philadelphia and New York.

No. 40—The New York Specia—Sleeping Car Indianapolis to New York and Cincinnati to New York, and Cincinnati to Washington. Parlor Car Cincinnati to Pittsburgh. Meals in Dining Cars. Extra fare to North Philadelphia and New York. No coach service Columbus to Pittsburgh.

No. 24—The Atlantic Express—Sleeping Cars Louisville and Indianapolis to Pittsburgh and Pittsburgh to Washington. Parlor Car Louisville to Indianapolis. Parlor Car Pittsburgh to New York. Meals in Dining Car. Coach service.

No. 30—The 24-Hour New Yorker—Sleeping Cars, Compartment-Observation Car, Library-Smoking and Dining Cars, forming a solid Electric-lighted Vestibuled train, running from St. Louis through Indianapolis to New York in 24 hours. Maid, stenographer and barber, who will also see that clothes are pressed. Dining Car service. *No Coaches.* Extra fare train.

No. 27—Sleeping Car New York to Cincinnati and Indianapolis, and Pittsburgh to Indianapolis. Compartment Observation, Library-Smoking Car and Dining Car St. Louis to Indianapolis.

No. 21—The St. Louis Express—Sleeping Car New York (through Cincinnati and Louisville via L. & N. R.R.) to Nashville. Sleeping Car Washington to Indianapolis. Coach service. Meals in Dining Car.

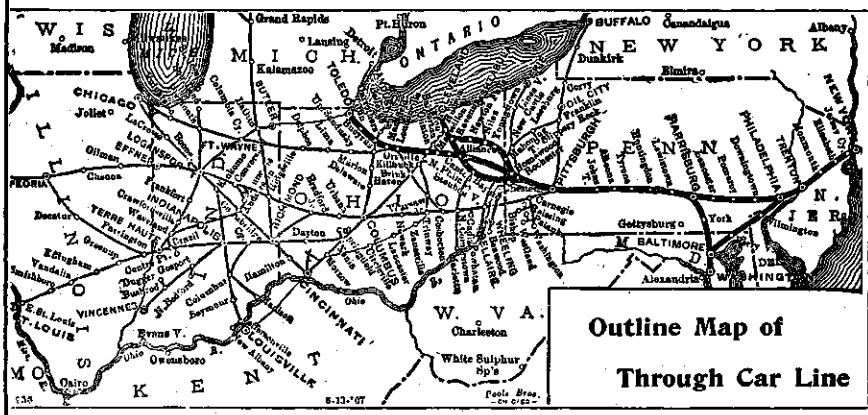
No. 31—The 24-Hour St. Louis—Sleeping, Compartment-Observation and Library-Smoking Cars, forming a solid Electric-lighted Vestibuled train, running from New York to Indianapolis. Dining Car service. *No Coaches.* Maid, stenographer and barber, who will also see that clothes are pressed. Extra fare train.

No. 7—The St. Louis Express—Sleeping Cars New York and Washington to Cincinnati and Indianapolis. Buffet Sleeping Car Washington to Harrisburg. Meals in Dining Car. Coach service.

No. 19—The Cincinnati Express—Sleeping Car New York to Nashville through Cincinnati and Louisville. Parlor Car Pittsburgh to Indianapolis. Buffet Sleeping Car Washington to Harrisburg. Meals in Dining Car. Coach service.

PENNSYLVANIA LINES

Condensed Through Time-Tables—December, 1909.



Outline Map of Through Car Line

TOLEDO, CLEVELAND, PITTSBURGH, HARRISBURG, BALTIMORE, WASHINGTON, PHILADELPHIA, NEW YORK.

TOLEDO TO PITTSBURGH.		406 *	416 *	416 *	426 *
Mls.	(Central time.)	A M	P M	P M	P M
0	Toledo ..... lve.	7 15	2 20	2 20	10 15
41.5	Tiffin ..... "	8 38	3 23	3 23	11 35
84.8	Mansfield ..... "	10 57	4 30	4 30	1 05
260.0	Pittsburgh (Cent. time) arr.	3 30	8 55	8 55	6 00
260.0	Pittsburgh (East. time) arr.	4 30	9 55	9 55	7 00
		P M	P M	P M	A M

CLEVELAND TO PITTSBURGH.		324 *	314 *	316 *	340 *	316 *	326 *
Mls.	(Central time.)			P M		P M	
0	Cleveland ..... lve.			5 00		5 00	
55.4	Alliance ..... "			6 28		6 28	
68.9	Salem ..... "			6 47		6 47	
138.4	Pittsburgh (Cent. time) arr.			8 25		8 25	
138.4	Pittsburgh (East. time) arr.			9 25		9 25	
		A M	P M	P M	P M	P M	
0	Cleveland ..... lve.	7 15	1 30		6 00		
37.4	Ravenna ..... "	8 13	2 32		7 02		
73.1	Youngstown ..... "	9 05	3 27		8 00		
138.5	Pittsburgh (Cent. time) arr.	10 45	5 15		9 45		
138.5	Pittsburgh (East. time) arr.	11 45	6 15		10 45		P M
0	Cleveland ..... lve.	A M	P M		P M		11 30
55.4	Alliance ..... "						1 38
100.2	Wellsville ..... "						3 40
148.4	Pittsburgh (Cent. time) arr.						5 40
148.4	Pittsburgh (East. time) arr.						6 40
							A M

PITTSBURGH TO NEW YORK.		24 *	6 *	16 *	40 *	42 *	26 *	8 *
Mls.	(Eastern time.)	Noon	P M	P M	P M	P M	A M	A M
0	Pittsburgh ..... lve.	12 01	7 10	9 40	11 10	10 40	7 05	7 59
113.8	Altoona ..... arr.	3 13	10 30	b —	1 58	1 38	10 04	11 30
244.9	Harrisburg ..... "	6 17	2 00	3 35	4 40	4 30	12 54	2 43
328.2	Baltimore ..... "	10 20	7 05		7 20	7 05	3 20	5 15
368.2	Washington ..... "	11 50	8 25		8 40	8 25	4 40	6 25
348.8	Philadelphia ..... "	8 40	4 40			7 00	3 20	5 47
354.3	North Phila ..... "		5 06	5 56	7 03	A M	3 33	6 10
430.1	New York ..... arr.	11 30	7 30	8 15	9 15		5 30	8 15
		P M	A M	A M	A M		P M	P M

NEW YORK TO PITTSBURGH		1 *	5 *	23 *	31 *	19 *	3 *	43 *
	(Eastern time.)	A M	A M	P M	P M	P M	P M	A M
	New York ..... lve.	a8 55	10 55	4 55	6 25	8 25	7 55	9 55
	North Phila ..... "		12 57	7 02	8 17	10 33	10 25	11 53
	Philadelphia ..... "	11 35	1 20			11 05	11 35	
	Washington ..... "	10 00	11 55	5 45	7 00	7 55	10 45	10 00
	Baltimore ..... "	11 12	1 05	7 05	8 00	8 55	11 59	11 12
	Harrisburg ..... "	2 50	3 43	9 53	10 34	1 40	2 50	2 07
	Altoona ..... "	6 52	6 50	1 16		4 42	7 40	5 00
	Pittsburgh (East. time) arr.	10 25	8 45	4 30	3 50	8 00	11 00	7 55
	Pittsburgh (Cent. time) arr.	9 25	8 45	3 30	2 50	7 00	10 00	6 55
		P M	P M	A M	A M	A M	A M	P M

PITTSBURGH TO CLEVELAND.		301 *	301 *	323 *	323 *	217 *	333 *	343 *
	(Central time.)	P M	P M					
	Pittsburgh ..... lve.	11 00	11 00					
	Wellsville ..... arr.	12 50	12 50					
	Alliance ..... "	2 42	2 42					
	Cleveland ..... arr.	5 00	5 00					
		A M	A M					
	(Central time.)			A M	A M	A M	P M	P M
	Pittsburgh ..... lve.			3 45	3 45	7 15	1 30	7 05
	Youngstown ..... arr.			5 30	5 30	9 30	3 07	8 40
	Ravenna ..... "			6 28	6 28	A M	4 02	9 33
	Cleveland ..... arr.			7 30	7 30	319	5 05	10 30
				A M	A M	*	P M	P M
	(Central time.)					A M		
	Pittsburgh ..... lve.					8 00		
	Salem ..... arr.					9 40		
	Alliance ..... "					9 58		
	Cleveland ..... arr.					11 30		
						A M		

PITTSBURGH TO TOLEDO.		406 *	423 *	403 *
	(Central time.)	P M	A M	A M
	Pittsburgh ..... lve.	9 00	3 50	11 30
	Mansfield ..... arr.	1 55	8 15	4 10
	Tiffin ..... "	3 15	10 00	5 27
	Toledo ..... arr.	4 40	11 30	6 40
		A M	A M	P M

PULLMAN SLEEPING CAR SERVICE—PENNSYLVANIA DINING CAR SERVICE.

Nos. 324 and 24—Coaches and Parlor Car Cleveland to Pittsburgh. Parlor Car and Coaches Pittsburgh to Philadelphia and New York. Dining Car Pittsburgh to Philadelphia.

Nos. 406-314-6—Coaches Toledo to Mansfield and Mansfield to Pittsburgh. Parlor Car and Coaches Cleveland to Pittsburgh. Sleeping Cars and Coaches Pittsburgh to New York. Dining Car Pittsburgh to Altoona.

Nos. 316 16—Sleeping Car Cleveland to New York. Parlor Car, Dining Car and Coaches Cleveland to Pittsburgh.

Nos. 318 42—Sleeping Car Cleveland to Philadelphia and Pittsburgh to Washington. Parlor Car, Dining Car and Coaches Cleveland to Pittsburgh.

Nos. 416-340-40—Parlor Car Detroit through Toledo to Pittsburgh. Parlor Car Cleveland to Pittsburgh. Sleeping Cars Cleveland to New York. Sleeping Car Cleveland to Washington, leaving Pittsburgh P. R.R. No. 22 at 11 14 p.m. Dining Car Cleveland to Pittsburgh and Harrisburg to New York. Coach service.

Nos. 426-8—Sleeping Car and Coaches Toledo to Pittsburgh. Coaches, Parlor Car and Dining Car Pittsburgh to New York.

Nos. 326-26—Sleeping Car and Coaches Cleveland to Pittsburgh. Connects at Pittsburgh with "The New York Limited," a solid vestibuled and electric-lighted train of Library-Smoking, Dining, Sleeping and Compartment-Observation Cars from Pittsburgh to New York. Buffet Parlor Car Harrisburg to Washington.

Nos. 1 and 301—Buffet Parlor Car New York to Philadelphia and Pittsburgh. Parlor Car Washington to Harrisburg. Sleeping Car Pittsburgh to Cleveland. Coach service.

Nos. 5-301-405—A solid train of vestibuled and electric-lighted Library-Smoking, Dining, Sleeping and Compartment-Observation Cars New York to Pittsburgh. Buffet Parlor Car Washington to Harrisburg. Coaches and Sleeping Car Pittsburgh to Cleveland and from Pittsburgh to Toledo and Detroit, arriving Detroit 6 45 a.m.

Nos. 23-323-423—Sleeping Cars New York and Washington to Cleveland, via Youngstown. Meals in Dining Car. Broiler Buffet Parlor Car and Coaches Pittsburgh to Cleveland.

Nos. 31-323—The 24-Hour St. Louis.—Drawing-room Sleeping Car New York to Cleveland. Broiler Buffet Parlor Car and Coaches New York to Cleveland.

Nos. 19-217-319—Sleeping Cars New York to Cleveland. Parlor Cars and Dining Car Pittsburgh to Cleveland. Coach service.

Nos. 3-333—Buffet Sleeping Cars and Coaches New York and Washington to Pittsburgh. Parlor Car and Coaches Pittsburgh to Cleveland. Meals in Dining Car.

* Daily; † daily, except Sunday; *a* on Sunday leaves 8 25 a.m.; *b* stops to take passengers.

PENNSYLVANIA LINES

Condensed Through Time-Tables—December, 1909.

CHICAGO, LOGANSPORT, KOKOMO, INDIANAPOLIS, VINCENNES, MADISON, NEW ALBANY, LOUISVILLE.

Outline Map of Through Car Line

CHICAGO TO INDIANAPOLIS.

Mls.	(Central time.)	No. 18 *	No. 6 *	No. 12 *	
0	CHICAGO ... lve.	9 50 A M	8 50 P M	12 01 Night	
41.2	Crown Point ... "	– –	11 18 P M	a 12 1 A M	
61.3	Kouts ... "	– –	– –	– –	
77.5	North Judson ... "	– –	– –	– –	
92.3	Winamac ... "	– –	– –	– –	
117.5	Logansport ... "	12 50 Noon	1 25 A M	3 20 "	
140.1	Kokomo Junction ... "	1 30 P M	2 15 "	4 05 "	
155.2	Tipton ... "	2 04 "	2 45 "	4 34 "	
172.7	Noblesville ... "	2 29 "	3 15 "	5 07 "	
194.9	Indianapolis ... arr.	3 10 P M	4 00 A M	6 00 A M	

LOUISVILLE TO INDIANAPOLIS.

Mls.	(Central time.)	No. 19 *	No. 25 *	No. 7 *	
0	LOUISVILLE ... lve.	8 30 A M	3 45 P M	9 30 P M	
0	New Albany ... "	8 20 "	2 30 "	8 30 "	
3.7	Jeffersonville ... "	8 54 "	4 09 "	8 64 "	
22.3	Henryville ... "	– –	– –	– –	
41.0	Crothersville ... "	9 56 "	5 01 "	– –	
52.5	Seymour ... "	10 15 "	5 20 "	11 08 "	
70.5	Columbus ... "	10 55 "	5 55 "	11 45 P M	
81.0	Edinburg ... "	11 11 "	6 10 "	12 01 Night	
91.2	Franklin ... "	11 29 A M	6 26 "	12 20 Night	
111.5	Indianapolis ... arr.	12 10 Noon	7 05 P M	1 05 A M	

INDIANAPOLIS TO LOUISVILLE.

		No. 18 *	No. 6 *	No. 12 *	
0	Indianapolis ... lve.	3 25 P M	4 10 A M	7 20 A M	
20.3	Franklin ... "	4 05 "	4 48 "	7 54 "	
30.5	Edinburg ... "	4 23 "	5 05 "	8 10 "	
41.0	Columbus ... "	4 45 "	5 25 "	8 30 "	
59.0	Seymour ... "	5 20 "	5 55 "	8 58 "	
70.5	Crothersville ... "	5 38 "	6 13 "	9 14 "	
89.2	Henryville ... arr.	– –	– –	– –	
107.8	Jeffersonville ... "	6 36 "	7 11 "	10 11 "	
111.7	New Albany ... "	7 20 "	7 45 "	10 45 "	
111.5	Louisville ... arr.	7 00 P M	7 35 A M	10 35 A M	

VINCENNES TO INDIANAPOLIS.

		No. 50 *		No. 58 *	No. 54 *
0	Vincennes ... lve.	6 00 A M		6 50 P M	2 10 P M
19.2	Edwardsport ... "	6 43 "		7 15 "	2 55 "
38.2	Switz City ... "	7 26 "		7 56 "	3 38 "
45.4	Worthington ... "	7 42 "		8 10 "	3 52 "
64.2	Spencer ... "	8 16 "		8 41 "	4 27 "
72.8	Gosport ... "	8 34 "		8 58 "	4 46 "
87.1	Martinsville ... "	9 13 "		9 25 "	5 20 "
101.0	Mooresville ... "	9 41 "		9 47 "	5 46 "
105.8	Camby ... "	9 50 "		– –	5 55 "
117.8	Indianapolis ... arr.	10 15 A M		10 20 P M	6 20 P M

INDIANAPOLIS TO MADISON.

		No. 132 *	No. 130 †	No. 140 ‡	
0	Indianapolis ... lve.	4 15 P M	8 10 A M	7 30 A M	
10.7	Greenwood ... "	4 39 "	8 36 "	7 54 "	
20.3	Franklin ... "	4 57 "	8 56 "	8 12 "	
30.5	Edinburg ... "	5 18 "	9 15 "	8 32 "	
41.0	Columbus ... "	5 40 "	9 35 "	8 55 "	
48.6	Elizabethtown ... "	5 56 "	9 49 "	9 09 "	
55.1	Scipio ... "	6 08 "	10 01 "	9 21 "	
62.2	North Vernon ... "	6 26 "	10 20 "	9 40 "	
72.7	Dupont ... "	6 47 "	10 43 "	10 07 "	
85.8	Madison ... arr.	7 20 P M	11 20 A M	10 45 A M	

MADISON TO INDIANAPOLIS.

		No. 137 *		No. 133 †	No. 141 ‡
0	Madison ... lve.	6 55 A M		3 00 P M	5 00 P M
13.1	Dupont ... "	7 28 "		3 34 "	5 38 "
23.6	North Vernon ... "	7 54 "		4 00 "	6 06 "
30.7	Scipio ... "	8 07 "		4 13 "	6 20 "
37.2	Elizabethtown ... "	8 19 "		4 25 "	6 34 "
44.8	Columbus ... "	8 40 "		4 58 "	6 55 "
55.3	Edinburg ... "	8 57 "		5 18 "	7 14 "
65.5	Franklin ... "	9 17 "		5 40 "	7 36 "
75.1	Greenwood ... "	9 37 "		6 00 "	7 56 "
85.8	Indianapolis ... arr.	10 05 A M		6 30 P M	8 20 P M

INDIANAPOLIS TO VINCENNES.

		No. 51 *	No. 55 *	No. 57 *	
0	Indianapolis ... lve.	4 55 P M	8 00 A M	12 30 Noon	
12.0	Camby ... "	5 17 "	8 21 "	– –	
16.8	Mooresville ... "	5 25 "	8 30 "	12 58 Noon	
30.7	Martinsville ... "	5 52 "	8 56 "	1 21 P M	
45.0	Gosport ... "	6 23 "	9 34 "	1 43 "	
53.6	Spencer ... "	6 42 "	9 53 "	2 02 "	
72.4	Worthington ... "	7 16 "	10 28 "	2 35 "	
79.6	Switz City ... "	7 30 "	10 44 "	2 48 "	
98.6	Edwardsport ... "	8 16 "	11 28 A M	3 37 "	
117.8	Vincennes ... arr.	9 00 P M	12 15 Noon	4 20 P M	

INDIANAPOLIS TO CHICAGO.

		No. 18 *	No. 1 *	No. 7 *	
0	Indianapolis ... lve.	12 25 Noon	12 01 Night	1 25 A M	
22.2	Noblesville ... "	1 08 P M	12 44 Night	2 12 "	
39.7	Tipton ... "	1 30 "	1 15 A M	2 45 "	
54.8	Kokomo Junction ... "	2 03 "	1 45 "	3 20 "	
77.4	Logansport ... "	2 45 "	3 35 "	4 50 "	
102.6	Winamac ... "	– –	4 20 "	– –	
117.4	North Judson ... "	– –	4 43 "	– –	
133.6	Kouts ... "	– –	– –	– –	
153.7	Crown Point ... "	– –	5 39 "	a –	
194.9	Chicago ... arr.	5 45 P M	7 10 A M	8 00 A M	

PULLMAN SLEEPING CAR SERVICE.

On Train No. 18—The Louisville Special—Parlor Car, Library-Smoking Car, Dining Car and Coaches from Chicago, through Indianapolis to Louisville.

On Train No. 6—The Southern Express—Sleeping Car and Coaches from Chicago to Louisville. Buffet Sleeping Car Indianapolis through Louisville over L. & N., via Knoxville, Atlanta and Macon, to Jacksonville, Fla.

On Train No. 12—The Indianapolis Midnight Special—Sleeping Cars Chicago to Indianapolis, ready at 10 45 p.m. (may be occupied until 7 30 a.m.). Broiler Buffet Parlor Car Indianapolis to Louisville. Coach service.

On Train No. 1—Sleeping Car and Coaches Indianapolis to Chicago.

On Train No. 7—The Night Express—Sleeping Car Louisville to Chicago. Sleeping Car Jacksonville, Fla., through Louisville to Indianapolis. Coach service.

On Train No. 19—The Chicago Special—Parlor Car, Library-Smoking Car, Dining Car and Coaches Louisville to Chicago.

On Train No. 25—Broiler Buffet Parlor Car and Coaches Louisville to Indianapolis.

STOP-OVERS AT BALTIMORE, WASHINGTON AND PHILADELPHIA.

First-class tickets to Philadelphia and New York, via Washington and Baltimore, may be obtained at same fares as apply via direct line. When routed via Washington, tickets to Philadelphia and to New York are good for stop-over not to exceed ten days at Baltimore and at Washington if deposited with the Station Ticket Agent immediately upon arrival.

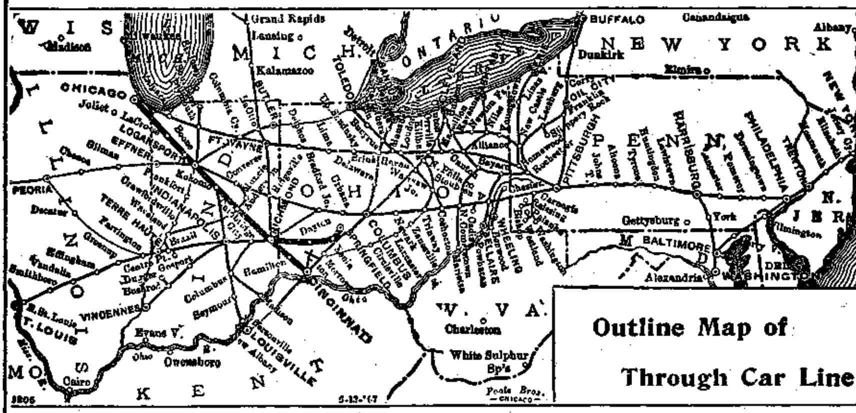
First-class tickets to New York, reading via Washington or via direct line, are good for stop-over at Philadelphia not to exceed ten days if deposited immediately upon arrival with the Broad Street Station Ticket Agent.

EXPLANATION OF SIGNS.

Trains marked * run daily; † daily, except Sunday; ‡ Sunday only; *a* stops to take or leave passengers from Chicago.

PENNSYLVANIA LINES

Condensed Through Time-Tables—December, 1909.



Outline Map of Through Car Line

CHICAGO, LOGANSPORT, RICHMOND, DAYTON, XENIA, SPRINGFIELD, HAMILTON, CINCINNATI.

CHICAGO TO RICHMOND.		24 *	No. 18 *	No. 6 *	No. 12 *	34 †	40 †
Mls.	(*Central time.*)	A M	....	....	....	....	....
0	**CHICAGO**.........lve.	9 30	9 50 A M	9 50 P M	12 01 Night	A M	P M
117.5	**Logansport**.......arr.	12 15	12 45 Noon	1 10 A M	3 05 A M	6 15	3 30
140.2	**Kokomo**........... "	12 55	1 35 P M	1 58 "	3 50 "	7 00	4 15
161.9	**Elwood**........... "	– –	2 08 "	2 35 "	4 25 "	7 40	5 00
176.7	**Anderson**.......... "	1 53	2 32 "	3 05 "	4 46 "	8 09	5 25
198.0	**New Castle**........ "	– –	3 05 "	3 45 "	5 17 "	8 50	6 05
225.1	**Richmond**..........arr.	3 00	3 45 P M	4 30 A M	5 55 A M	9 48	7 00

CINCINNATI TO RICHMOND		No. 23 *	No. 19 *	35 †	No. 1 *	No. 7 *
Mls.	(*Central time.*)	....	....	P M	....	....
0	**CINCINNATI**.......lve.	8 30 A M	9 15 A M	2 00	9 20 P M	12 01 Night
8.5	**Madisonville**...... "	– –	– –	2 19	– –	– –
15.1	**Reading**........... "	– –	*b* –	2 32	9 52 "	– –
20.4	**Crescentville**...... "	– –	– –	2 43	– –	– –
30.7	**Hamilton**.......... "	9 20 "	10 10 "	3 10	10 20 "	12 48 Night
49.5	**Camden**............ "	– –	*b* –	4 00	10 55 "	*c* –
58.3	**Eaton**............. "	– –	10 51 "	4 15	11 12 "	*c* –
74.6	**Richmond**.........arr.	10 25 A M	11 25 A M	4 45	11 42 P M	1 55 A M

RICHMOND TO CINCINNATI.		24 *	No. 18 *	No. 6 *	No. 12 *	34 †	....
....	....	P M	....	....	....	A M	....
0	**Richmond**.........lve.	3 07	3 50 P M	4 40 A M	6 02 A M	10 20	....
16.3	**Eaton**............. "	– –	4 15 "	5 10 "	6 28 "	10 51	....
25.1	**Camden**............ "	– –	– –	5 24 "	*e* –	11 03	....
43.9	**Hamilton** ....arr.	4 15	4 56 "	6 00 "	7 05 "	11 40	....
54.2	**Crescentville**..... "	– –	– –	*b* –	– –	*b* 11 58	....
59.5	**Reading**........... "	– –	*e x*	6 31 "	– –	12 07	....
66.1	**Madisonville**...... "	– –	*e x*	*b* –	*e* –	*b* 12 18	....
74.6	**Cincinnati**.........arr.	6 15	5 56 P M	7 10 A M	8 00 A M	12 40	....

SPRINGFIELD TO RICHMOND.		No. 301 *	No. 21 *	....	No. 329 *	No. 13 *
0	**Springfield**.........lve.	7 05 A M	....	....	8 00 P M	....
9.2	**Yellow Springs**... "	7 20 "	....	....	8 16 "	....
19.2	**Xenia**.............. "	7 45 "	8 20 A M	....	8 47 "	10 57 P M
35.2	**Dayton**............. "	8 17 "	8 50 A M	....	9 27 "	11 25 P M
50.4	**Dodson**............. "	8 47 "	....	....	10 07 "	....
63.4	**Eldorado** .... "	9 10 "	....	....	10 31 "	....
76.7	**Richmond**..........arr.	9 33 A M	10 00 A M	....	10 55 P M	12 28 Night

RICHMOND TO SPRINGFIELD.		3 *	No. 318 *	No. 306 *	No. 306 *	14 *	26 *
....	....	P M	....	....	....	A M	P M
0	**Richmond**..........lve.	3 52	3 52 P M	6 00 A M	6 00 A M	9 55	9 00
13.3	**Eldorado**........... "	4 15	4 15 "	6 24 "	6 24 "	....	....
26.3	**Dodson**............. "	4 38	4 38 "	6 48 "	6 48 "	....	....
41.5	**Dayton**.............arr.	5 05	5 06 "	7 20 "	7 20 "	11 00	10 05
57.5	**Xenia**.............. "	5 47	5 47 "	8 04 "	8 04 "	11 27	10 35
67.5	**Yellow Springs**.... "	6 58	6 58 "	8 35 "	8 35 "	A M	P M
76.7	**Springfield**.........arr.	7 15	7 15 P M	8 55 A M	8 55 A M	....	....

COLUMBUS TO RICHMOND.		No. 33 *	....	19 *	No. 35 *	....
....	....	....	....	P M	....	....
0	**Columbus**...........lve.	6 05 A M	....	2 00	5 00 P M	....
28.0	**Milford Centre**... "	6 56 "	....	– –	5 53 "	....
47.0	**Urbana**............. "	7 30 "	....	3 06	6 31 "	....
73.1	**Piqua**.............. "	8 15 "	....	3 40	7 21 "	....
83.3	**Bradford**...........arr.	8 38 "	....	– –	7 45 "	....
94.5	**Greenville**......... "	8 57 "	....	4 17	8 14 "	....
119.6	**Richmond**..........arr.	9 45 A M	....	5 00	9 00 P M	....

RICHMOND TO COLUMBUS.		40 *	No. 8 *	No. 18 *	No. 32 *	32 *	8 *
....	....	P M	....	....	....	A M	P M
0	**Richmond**..........lve.	3 03	7 30 P M	5 10 A M	10 15 A M	10 15	7 30
25.1	**Greenville**......... "	3 38	8 14 "	5 57 "	11 03 "	11 03	8 14
36.3	**Bradford**........... "	....	8 35 "	6 12 "	‡11 55 A M	‡11 55	8 35
46.5	**Piqua**..............arr.	4 08	9 01 "	6 36 "	12 17 Noon	12 17	9 01
72.6	**Urbana**............. "	4 36	9 54 "	7 28 "	1 11 P M	1 11	9 54
91.6	**Milford Centre**... "	....	10 33 "	7 57 "	1 50 "	1 50	10 33
119.6	**Columbus**..........arr.	5 35	11 30 P M	8 40 A M	2 55 P M	2 55	11 30

RICHMOND TO CHICAGO.		No. 23 *	No. 19 *	35 †	No. 1 *	No. 7 *
....	....	....	....	P M	....	....
0	**Richmond**..........lve.	10 30 A M	11 30 A M	5 05	11 57 P M	2 00 A M
27.1	**New Castle**........ "	– –	12 09 Noon	5 53	12 40 Night	2 35 "
48.4	**Anderson**.......... "	11 35 A M	12 42 Noon	6 30	1 15 A M	3 05 "
63.2	**Elwood**............ "	– –	1 07 P M	6 57	1 40 "	3 25 "
84.9	**Kokomo** .... "	12 28 Noon	1 50 "	7 40	2 30 "	4 00 "
107.6	**Logansport**.........arr.	1 10 P M	2 30 "	8 26	3 25 "	4 45 "
225.1	**Chicago** ....arr.	4 15 P M	5 45 P M	P M	7 10 A M	8 00 A M

PULLMAN SLEEPING CAR SERVICE.

On Train No. 24—Cincinnati 24—Parlor Car, Dining Car, Library-Smoking Car and Coaches Chicago to Cincinnati.

On Train No. 12—The Cincinnati Midnight Special—Sleeping Cars from Chicago to Cincinnati and from Chicago to Dayton and Springfield, ready at 10 45 p.m. Coach service.

On Train No. 18—The Cincinnati Daylight Special—Buffet Parlor Car and Coaches from Chicago to Cincinnati. Library-Smoking Car and Dining Car Chicago to Logansport.

On Train No. 6—The Southern Express—Sleeping Car and Coaches from Chicago to Cincinnati. Drawing-room Sleeping Car Chicago through Cincinnati to Jacksonville, Fla.

On Train No. 19—The Chicago Daylight Special—Buffet Parlor Car and Coaches Cincinnati to Chicago. Library-Smoking Car and Dining Car Logansport to Chicago.

On Train No. 1—The Chicago Express—Sleeping Car from Cincinnati to Chicago. Sleeping Car Springfield and Dayton to Chicago. Coach service. Drawing-room Sleeping Car Jacksonville, Fla., through Cincinnati to Chicago.

On Train No. 23—Chicago 23—Parlor Car, Dining Car, Library-Smoking Car and Coaches Cincinnati to Chicago.

On Train No. 7—The Chicago Midnight Special—Sleeping Car from Cincinnati to Chicago, ready 9 30 p.m. Coach from Cincinnati to Chicago.

EXPLANATION OF SIGNS.

Trains marked * run daily; † daily, except Sunday; *b* stops to take or leave passengers for or from west of Richmond; *c* stops to leave passengers from Cincinnati; *e* stops to leave passengers from Chicago; *x* stops to leave from Grand Rapids, Mich. ‡ Stops for meals.

SAFETY CAR HEATING & LIGHTING CO. | **PINTSCH GAS**
Steam Heat · Straight Port Steam Coupling

PENNSYLVANIA LINES

The Pennsylvania Railroad Company

Through Time-Tables—December, 1909.

PENNSYLVANIA RAILROAD DIVISION

PITTSBURGH TO WASHINGTON, PHILADELPHIA AND NEW YORK—VIA HARRISBURG.

TO PHILADELPHIA AND NEW YORK.

(Eastern time.)	28	20	2	26	12	8	30	44	24	46	10	6	4	16	42	40	22
	Night	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M
PITTSBURGH lv.	*12 54	*3 00	*6 45	*7 05	*7 15	*7 55	*9 30	*9 40	*12 01	*3 30	*4 56	*7 10	*8 33	*9 40	*10 40	*11 10	*11 14
East Liberty ... »	—	—	6 57	7 17	7 26	8 07	—	a	a	3 40	5 08	7 22	8 44	a	a	a	a
Wilkinsburg ... »	—	—	—	—	7 32	—	—	—	—	—	s	—	8 49	—	—	—	—
Braddock ... »	—	—	—	—	7 39	—	—	—	—	—	5 17	—	8 56	—	—	—	—
Wilmerding ... »	—	—	—	—	7 46	8 25	—	—	—	—	5 24	—	9 03	—	—	—	—
Irwin ... »	The Pennsylvania	—	The Pennsylvania	The New York	7 59	8 38	The 24-Hour	—	—	—	5 36	—	9 17	The New York Special.	Philadelphia Special.*	Cincinnati and New York	The Manhattan
Jeannette ... »	—	—	—	—	8 10	—	—	—	—	—	5 45	—	9 28	—	—	—	—
Greensburg ... »	—	—	—	—	8 19	8 58	—	10 31	12 53	4 16	5 55	8 08	9 39	—	—	—	—
Latrobe ... »	—	—	—	—	8 34	9 14	—	—	—	4 29	6 10	—	9 55	—	—	—	—
Derry ... »	—	—	—	—	8 45	—	—	—	—	—	6 22	—	10 04	—	—	—	—
Blairsville Int. »	—	—	—	—	8 55	9 32	—	—	1 22	4 46	6 34	—	—	—	—	—	—
Bolivar ... »	—	—	—	—	9 03	—	—	—	—	—	6 41	—	10 22	—	—	—	—
New Florence »	—	—	—	—	9 11	—	—	—	—	—	6 50	—	10 30	—	—	—	—
Johnstown ... »	—	4 50	—	—	9 32	10 07	—	11 25	1 56	5 16	7 12	9 10	10 51	—	—	—	—
Conemaugh ... »	—	—	—	—	—	—	—	—	—	—	7 18	—	s	—	—	—	—
South Fork ... »	—	—	—	—	9 52	—	—	—	—	—	7 33	—	11 10	—	—	—	—
Lilly ... »	—	—	—	—	—	—	—	—	—	—	8 03	—	11 33	—	—	—	—
Cresson ... »	—	—	—	—	10 20	—	—	—	2 40	5 55	8 14	—	11 41	—	—	—	—
Gallitzin ... »	—	—	—	—	10 28	—	—	—	—	—	8 24	—	11 49	—	—	—	—
Altoona ar.	—	6 15	9 45	10 04	10 53	11 30	—	12 36	3 13	6 23	8 50	10 30	12 15	a	1 33	1 58	2 06
Altoona lv.	—	6 25	9 50	10 09	10 58	11 35	—	12 43	3 18	6 28	9 00	10 37	12 20	a	1 38	2 03	2 11
Bellwood ... »	—	—	—	—	11 10	—	—	—	3 28	—	9 14	—	12 30	—	—	—	—
Tipton ... »	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tyrone ... »	—	6 47	—	—	11 22	11 57	—	—	3 39	6 49	9 28	11 00	12 41	No accommodation	No accommodation	—	—
Birmingham ... »	—	—	—	—	cds	—	—	—	—	—	w	—	—	—	—	—	—
Huntingdon ... »	Special.	7 17	Limited.	Limited.	11 52	12 26	New Yorker.	—	4 08	7 16	10 07	—	1 10	—	—	Express.	Limited.
Mill Creek ... »	—	—	—	—	—	—	—	—	—	—	w	—	—	—	—	—	—
Mt. Union ... »	—	—	—	—	12 11	—	—	—	4 23	—	10 28	—	—	—	—	—	—
Newton Hamilton »	—	—	—	—	—	—	—	—	—	—	w	—	—	—	—	—	—
Lewistown Junc »	—	8 08	—	—	12 50	1 16	—	—	4 55	8 02	11 13	—	—	—	—	—	—
Mifflin ... »	—	—	—	—	1 08	—	—	—	—	—	11 34	—	—	—	—	—	—
Newport ... »	—	—	—	—	s	—	—	—	—	—	w	—	—	—	—	—	—
Duncannon ... »	—	—	—	—	s	—	—	—	—	—	w	—	—	—	—	—	—
Harrisburg ar.	5 54	9 30	12 45	12 54	2 24	2 43	3 05	3 17	6 17	9 18	1 00	2 00	3 20	3 35	4 30	4 40	4 50
Harrisburg lv.	6 00	9 40	12 52	1 00	2 30	2 55	3 10	3 25	6 22	9 23	1 15	2 10	3 45	3 40	4 35	4 45	5 00
Conewago ... »	—	—	—	—	t	—	—	—	—	—	—	—	—	—	—	—	—
Elizabethtown »	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mount Joy ... »	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landisville ... »	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lancaster ... »	—	10 30	—	—	3 24	3 52	—	—	7 10	10 10	2 17	—	4 39	for Coach passengers.	for Coach passengers.	—	—
Bird-in-Hand »	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kinzer's ... »	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Christiana ... »	Extra Fare	—	Extra Fare	Extra Fare	—	—	Extra Fare	—	—	—	See Note ▣	—	—	—	—	—	Extra Fare Train.
Parkesburg ... »	—	—	—	—	4 03	—	—	—	—	—	—	—	—	—	—	—	—
Pomeroy ... »	—	—	—	—	t	—	—	—	—	—	—	—	—	—	—	—	—
Coatesville ... »	—	—	—	—	4 13	—	—	—	—	10 46	—	—	5 26	—	—	—	—
Downingtown »	—	—	—	—	4 23	—	—	—	—	—	—	—	s x	—	—	—	—
Frazer ... »	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Paoli ... »	—	—	—	—	l	l	—	—	l	l	—	—	l	—	l	—	—
W. Philadelphia »	—	l	l	l	l	l	—	—	l	l	l	l	l	—	l	—	—
Philadelphia ar.	—	12 17	3 18	3 20	5 20	5 47	—	—	8 40	11 38	4 23	4 40	6 30	—	7 00	—	—
Philadelphia lv.	—	12 30	3 22	3 22	P M	5 57	—	—	9 00	12 14	4 38	4 53	7 00	—	A M	—	—
No. Philadelphia »	l7 54	j	j a	j a	.....	j a	l5 08	l5 30	a	12 29	j a	j a	a	l5 56	.....	l7 03	l7 20
Cornwells ... »	—	—	—	—	.....	—	—	—	—	1 02	—	—	—	—	.....	—	—
Bristol ... »	—	—	—	—	.....	—	—	—	—	1 12	s	—	—	—	.....	—	—
Trenton ... »	Train.	j	Train.	Train.	.....	—	Train.	See Note ▣	8 50	1 35	5 29	5 45	See Note ▣	—	.....	—	See Note ▣
Princeton Junc. »	—	—	—	—	.....	—	—	—	10 03	1 52	—	—	—	—	.....	—	—
Monmouth Jn. »	—	—	—	—	.....	—	—	—	—	2 06	—	—	—	—	.....	—	—
New Brunswick »	—	—	—	—	.....	—	—	—	10 23	2 25	6 02	—	—	—	.....	—	—
Metuchen ... »	—	—	—	—	.....	—	—	—	—	2 37	6 11	—	—	—	.....	—	—
Rahway ... »	—	—	—	—	.....	—	—	—	10 39	2 49	—	—	—	—	.....	—	—
Elizabeth ... »	—	—	—	—	.....	—	—	—	10 47	3 02	6 30	—	—	—	.....	—	—
Newark ... »	—	j	j	j	.....	l	—	—	10 57	3 16	l	l	—	l	.....	j	l
Jersey City ... »	9 25	2 40	5 10	5 10	.....	7 56	6 40	7 10	11 10	3 38	6 55	7 10	8 51	7 50	.....	8 49	9 11
Hud.T.(H.&M.R.R.) ar.	9 38	2 48	5 18	5 18	.....	8 03	6 48	7 18	11 18	3 48	7 08	7 18	8 58	7 58	.....	8 58	9 18
Des. & Cor. Sts. »	9 43	2 53	5 23	5 23	.....	8 08	6 53	7 23	11 23	3 53	7 13	7 23	9 03	8 03	.....	9 03	9 23
West 23d St. ar.	9 45	3 00	5 30	5 30	.....	8 15	7 00	7 30	11 30	A M	7 15	7 30	9 15	8 15	.....	9 15	9 30
NEW YORK ...	A M	P M	P M	P M	.....	P M	P M	P M	P M	.....	A M	A M	A M	A M	.....	A M	A M

TO NEW YORK, VIA WASHINGTON.

(Eastern time.)	20	2	26	8	30	44	24	18	6	36	42	40	22
	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M
PITTSBURGH lv.	*3 00	*6 45	*7 05	*7 55	*9 30	*9 40	*12 01	*4 50	*7 10	*8 50	*10 40	*11 10	*11 14
Greensburg ... »	—	Penna. Limited.	New York Limited.	8 58	24-Hour New Yorker.	10 31	12 53	5 46	8 08	9 54	—	—	—
Latrobe ... »	—			9 14		—	—	6 00	—	10 11	—	—	—
Bolivar ... »	—			—		—	—	—	—	—	—	—	—
Johnstown ... »	4 50			10 07		11 25	1 56	6 50	9 10	11 08	—	—	—
Cresson ... »	—	—	—	—		—	2 40	—	—	—	—	—	—
Altoona ar.	6 15	9 45	10 04	11 30		12 36	3 13	8 13	10 30	12 23	1 33	1 58	2 06
Altoona lv.	6 25	9 50	10 09	11 35		12 43	3 18	8 18	10 37	12 30	1 38	2 03	2 11
Tyrone ... »	6 47	Extra Fare Train.	Extra Fare Train.	11 57		—	3 39	—	11 00	—	—	—	—
Huntingdon ... »	7 17			12 26		—	4 08	—	—	—	—	—	—
Mt. Union ... »	—			—		—	4 23	—	—	—	—	—	—
Mifflin ... »	—			—		—	—	—	—	—	—	—	—
Harrisburg ar.	9 30	12 45	12 54	2 43	3 05	3 17	6 17	11 25	2 00	3 25	4 30	4 40	4 50
Harrisburg lv.	9 40	1 00	1 00	2 55	3 35	3 35	7 30	11 50	4 40	4 40	4 40	5 00	5 00
Goldsboro ... »	—	—	—	—	—	—	7 53	12 13	—	—	—	—	—
Mt. Wolf ... »	—	—	—	—	—	—	8 06	12 26	—	—	—	—	—
York ... »	10 25	1 45	1 46	3 38	4 20	4 20	8 24	12 45	5 25	5 25	5 25	5 45	5 45
Glatfelter ... »	—	—	—	—	Extra Fare Train.	—	8 40	—	—	—	—	—	—
Hanover Jn. ... »	—	—	—	—		—	8 45	—	—	—	—	—	—
Shrewsbury ... »	—	—	—	—		—	8 59	v	—	—	—	—	—
New Freedom »	—	—	—	4 16		—	9 03	1 23	—	—	—	—	—
Parkton ... »	—	—	—	4 30		—	9 21	—	—	—	—	—	—
Baltimore ar.	12 00	3 20	3 20	6 15	5 55	5 55	10 25	2 20	7 05	7 05	7 05	7 20	7 20
Baltimore lv.	12 05	3 40	3 40	5 27	6 05	6 05	10 32	2 50	7 15	7 15	7 15	7 38	7 38
Odenton ... »	—	—	—	—	—	—	—	—	—	—	—	—	—
Bowie ... »	—	4 16	4 16	s	—	—	—	—	—	—	—	—	—
Landover ... »	—	—	—	—	—	—	—	—	—	—	—	—	—
WASHINGTON ar.	1 00	4 40	4 40	6 25	7 10	7 10	11 30	3 55	8 25	8 25	8 25	8 40	8 40
(Eastern time.)	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M	A M

(Eastern time.)	88	58	76	68	6	78	....
	A M	A M	A M	A M	A M	Noon	....
WASHINGTON .. lv.	†8 00	*9 00	†10 00	*11 00	*11 55	†12 30	....
Baltimore ... »	9 00	9 55	11 05	12 05	1 00	1 35	....
Wilmington ... »	10 27	b a	s12 34	b a	3 00	b a	....
Chester ... »	—	—	—	b a	3 18	—	....
West Philadelphia ar.	11 01	l11 53	—	l2 16	l3 36	l3 46	....
Philadelphia ar.	—	—	—	2 20	3 40	3 50	....
Philadelphia lv.	—	—	—	2 30	4 00	4 00	....
North Philadelphia »	l11 14	h12 03	l1 19	2 42	4 12	4 12	....
Trenton ... »	l11 46	—	l1 58	3 20	4 45	4 45	....
New Brunswick ... »	—	—	—	—	5 20	5 20	....
Elizabeth ... »	—	—	—	—	5 45	5 45	....
Newark ... »	l12 42	h1 34	l2 57	l4 27	l5 54	l5 54	....
Jersey City ... »	12 55	1 48	3 10	4 41	6 10	6 10	....
Hud.Ter.(H.& M.R.R.) ar.	1 08	1 58	3 18	4 48	6 18	6 18	....
Des. & Cort. Sts. »	1 13	2 03	3 23	4 53	6 23	6 23	....
West 23d Street ar.	1 15	2 15	3 30	5 00	6 30	6 30	....
NEW YORK ...	P M	P M	P M	P M	P M	P M	....

(Eastern time.)	70	60	54	64	66	90	80
	P M	P M	P M	P M	P M	Night	Night
WASHINGTON .. lv.	*3 00	*4 00	*4 30	*6 50	*9 00	*12 10	*12 30
Baltimore ... »	4 00	5 03	5 32	7 52	9 55	1 20	1 48
Wilmington ... »	5 25	s6 25	7 10	b a	11 17	3 02	3 39
Chester ... »	—	—	—	y8 44	—	—	b a
West Philadelphia ar.	6 58	—	l7 46	l10 01	l11 51	3 40	l4 21
Philadelphia ar.	—	—	7 50	10 06	11 55	—	4 25
Philadelphia lv.	—	—	8 00	10 12	12 14	—	4 40
North Philadelphia »	6 08	h7 08	8 12	10 24	12 29	a l	a l
Trenton ... »	h6 40	h7 40	8 48	11 06	1 35	h4 33	h5 34
New Brunswick ... »	—	—	—	11 40	2 25	—	—
Elizabeth ... »	—	—	9 45	12 12	3 02	h5 29	h6 43
Newark ... »	l7 40	h8 42	l9 55	12 23	3 16	l5 39	l6 52
Jersey City ... »	7 53	8 55	10 10	12 40	3 38	5 55	7 08
Hud.Ter.(H.& M.R.R.) ar.	8 03	9 03	10 18	12 48	3 48	6 08	7 18
Des. & Cort. Sts. »	8 08	9 08	10 23	12 53	3 53	6 13	7 23
West 23d Street ar.	8 15	9 15	10 30	1 00	A M	6 30	7 30
NEW YORK ...	P M	P M	P M	A M	.....	A M	A M

* Daily; † daily, except Sunday; *a* stops to take on; *b* stops to leave from Baltimore and Washington; *c* stops to take for Harrisburg and beyond; *d* stops to leave from Pittsburgh and points west thereof; *h* stops to let off from points south of Philadelphia; *j* stops to leave from points west of Philadelphia; *l* stops to leave passengers; *s* stops Sunday; *t* does not stop on Sunday; *u* stops week-days to leave passengers; *v* stops to leave from York; *w* coach section stops on flag; *x* stops Saturday; *y* stops to leave passengers from Baltimore or south thereof; *z* stops to take for east of Philadelphia.

NOTE ▣—Sundays No. 44 arrives New York 7 45 p.m.; No. 10 arrives 7 30 a.m.; No. 22 arrives 9 45 a.m.; No. 4 leaves Philadelphia Sundays 8 20 a.m., arrives New York 10 45 a.m.

PENNSYLVANIA LINES

The Pennsylvania Railroad Company

Through Time-Tables—December, 1909.

PENNSYLVANIA RAILROAD DIVISION

NEW YORK, PHILADELPHIA AND WASHINGTON TO PITTSBURGH—VIA HARRISBURG.

NEW YORK AND PHILADELPHIA TO PITTSBURGH.

(Eastern time.)	25	15	1	43	27	6	21	29	23	9	31	7	39	35	3	19	37
	A M	....	*A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	....	....	P M	P M	P M
NEW YORK. West 23d St. lv.	*7 55	....	g6 55	*9 55	*10 55	*10 55	*1 55	*3 55	*4 55	*5 55	*6 25	*6 25	....	....	*7 55	*8 25	*9 55
Desb. and Cort. Sts. »	8 00	....	g9 00	10 00	11 00	11 00	2 00	4 00	5 00	6 00	6 30	6 30	....	....	8 00	8 30	10 00
Hud.T.(H.&M.RR) »	8 05	....	g9 05	10 05	11 05	11 05	2 05	4 05	5 05	6 05	6 35	6 35	....	....	8 05	8 35	10 05
Jersey City »	8 15	....	9 14	10 15	11 14	11 16	2 14	4 14	5 15	6 14	6 43	6 45	....	....	8 14	8 44	10 15
Newark »	j —	....	a —	—	j —	j —	j —	—	j —	a —	—	a —	....	....	a —	a —	a —
Elizabeth »	—	....	—	—	—	—	a —	—	—	—	—	—	....	....	a —	a —	a —
Rahway »	—	....	—	—	—	—	—	—	—	—	—	—	....	....	—	—	—
Metuchen »	—	....	—	—	The St. Louis	The Pennsylvania	—	The Pennsylvania	The Chicago	—	The 24-Hour	—	....	....	v —	—	—
New Brunswick »	—	....	—	—			—			—		—	....	....	v8 58	—	—
Monmouth Jn. »	—	....	—	—			—			—		—	....	....	d9 07	—	—
Princeton Junc. »	—	....	—	—			—			—		—	....	....	—	—	—
Trenton »	—	....	10 16	—			a —			7 35		—	....	....	9 31	—	—
Bristol »	—	....	—	—			—			—		—	....	....	9 44	—	j —
Cornwells »	—	....	—	—			—			—		—	....	....	—	—	—
N. Philadelphia »	l —	....	l —	a11 53	j l	j l	j l	a6 57	7 02	j l	a8 17	j l	....		10 25	j l	a12 08
Philadelphia ar.	10 10	A M	11 00	—	1 05	1 11	4 17	—	—	8 28	—	8 48	P M	P M	10 38	10 46	—
Philadelphia lv.	10 25	*8 40	11 35	—	1 10	1 20	4 30	—	—	8 40	—	8 58	*9 02	*10 45	11 35	11 05	—
W. Philadelphia »	a —	a —	a	—	a —	a —	a —	—	—	a —	—	a —	a —	a —	a —	a —	—
Paoli »	—	v9 18	12 16	—	—	—	—	—	—	9 19	—	—	—	—	—	—	—
Frazer »	—	9 25	12 23	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Downingtown »	—	—	12 35	—	—	—	—	—	—	—	—	—	—	—	12 36	—	—
Coatesville »	—	9 49	12 46	—	—	—	—	—	—	—	—	—	10 03	—	12 47	—	—
Pomeroy »	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parkesburg »	The Chicago Special.	—	12 57	—	—	—	—	—	—	—	—	—	—	—	12 59	—	—
Christiana »		—	—	—	Limited.	Limited.	—	Special.	Limited.	—	St. Louis.	—	—	—	—	—	—
Kinzer's »		—	—	—			—			—		—	—	—	—	—	—
Bird-in-Hand »		—	—	—			—			—		—	—	—	—	—	—
Lancaster »		10 35	1 35	—			—			10 23		—	10 50	—	1 34	—	—
Landisville »		—	—	—			—			—		—	—	—	—	—	—
Mount Joy »		—	s —	—			—			—		—	—	—	—	—	—
Elizabethtown »		—	s —	—			—			—		—	—	—	—	—	—
Conewago »	—	v11 05	v2 11	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Harrisburg ar.	12 45	11 25	2 35	1 57	3 30	3 35	7 10	7 30	9 40	11 15	10 27	11 20	11 40	1 10	2 30	1 35	2 35
Harrisburg lv.	12 50	11 37	2 50	2 07	3 35	3 43	7 37	7 34	9 53	11 35	10 34	11 30	12 01	1 15	2 50	1 40	2 41
Duncannon »	—	—	c —	—	—	—	—	—	—	—	—	—	—	—	3 18	—	—
Newport »	—	—	c —	—	—	—	—	—	—	—	—	—	—	—	3 38	—	—
Mifflin »	—	—	4 06	—	—	—	—	—	—	—	—	—	—	—	4 12	—	—
Lewistown Junc »	—	12 59	4 23	—	—	—	9 00	—	—	—	—	—	—	—	4 33	—	—
Newton Hamilton »	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5 13	—	—
Mt. Union »	—	l —	l —	—	Extra Fare	Extra Fare	9 34	Extra Fare	Extra Fare	—	—	—	—	—	5 19	—	—
Mill Creek »	—	—	—	—			—			—	—	—	—	—	5 32	—	—
Huntingdon »	—	1 48	5 22	—			9 52			2 08	—	—	—	—	5 44	—	—
Birmingham »	—	—	l —	—			—			—	—	—	—	—	6 28	—	—
Tyrone »	3 24	2 22	6 00	—			10 26			2 46	—	—	—	—	6 37	—	—
Tipton »	—	—	—	—			—			—	—	—	—	—	6 48	—	—
Bellwood »	—	c —	—	—			—			—	—	—	—	—	6 59	—	—
Altoona ar.	3 48	2 52	6 28	4 56	6 35	6 45	10 54	—	1 02	3 15	Extra Fare Train.	2 30	3 30	4 15	7 20	4 37	5 48
Altoona lv.	3 54	3 07	6 52	5 00	6 40	6 50	11 00	—	1 16	3 20		2 35	3 40	4 20	7 40	4 42	5 55
Gallitzin »	—	—	7 24	—	—	—	11 32	—	—	—		—	—	—	—	—	—
Cresson »	4 28	3 45	7 30	5 33	—	—	11 37	—	—	—		—	—	—	8 17	—	6 29
Lilly »	—	—	n s	—	—	—	—	—	—	—		—	—	—	—	—	—
South Fork »	—	4 02	7 51	—	—	—	—	—	—	—		—	—	—	8 39	—	—
Conemaugh »	—	—	s —	—	—	—	—	—	—	—		—	—	—	—	—	—
Johnstown »	5 00	4 20	8 08	8 04	—	—	12 10	—	—	4 32		—	4 52	5 30	8 57	5 46	7 02
New Florence »	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bolivar »	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Blairsville Int. »	—	4 55	—	—	Train.	Train.	—	Train.	Train.	5 06	—	—	n —	n —	9 30	—	7 32
Derry »	—	—	8 52	—			—			—	—	—	—	—	—	—	—
Latrobe »	—	5 13	9 02	—			12 58			5 27	—	—	n —	6 25	9 48	6 33	7 50
Greensburg »	5 59	5 31	9 19	n —	—	—	1 15	—	—	5 46	—	—	n —	6 43	10 01	6 51	—
Jeannette »	—	5 41	9 29	—	—	—	—	—	—	—	—	—	—	—	10 10	—	—
Irwin »	—	5 49	9 38	—	—	—	—	—	—	—	—	—	—	—	10 17	—	—
Wilmerding »	—	6 01	9 51	—	—	—	—	—	—	6 25	—	—	n —	—	10 29	—	—
Braddock »	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wilkinsburg »	—	6 17	10 08	—	—	—	—	—	—	—	—	—	—	—	—	—	—
East Liberty »	l —	6 25	10 15	l —	9 25	9 36	1 59	—	—	6 48	—	—	7 04	7 32	10 50	7 50	l —
PITTSBURGH ar.	6 52	6 35	10 25	7 55	9 35	9 46	2 10	12 40	4 30	7 00	3 50	5 37	7 35	7 43	11 00	8 00	9 00
(Eastern time.)	P M	P M	P M	P M	P M	P M	A M	Night	A M	A M	A M	A M	A M	A M	A M	A M	A M

TO PITTSBURGH, VIA WASHINGTON.

(Eastern time.)	5	77	73	85	75	51	15	87	67
	....	A M	A M	A M	A M	A M	....	Noon	Noon
NEW YORK. West 23d St. lve.	....	†7 55	*8 25	*9 55	†9 55	*10 55	....	†12 55	§12 55
Desb. & Cort. Sts. »	....	8 00	8 30	10 00	10 00	11 00	....	1 00	1 00
Hud.T.(H.&M.R.R.) »	....	8 05	8 35	10 05	10 05	11 05	....	1 05	1 05
Jersey City »	....	8 17	8 44	10 18	10 13	11 17	....	1 15	1 14
Newark »	....	a8 30	8 57	j —	a —	a11 32	....	a1 27	a1 26
Elizabeth »	....	a8 40	9 06	j —	—	—	....	—	—
New Brunswick »	....	—	9 38	—	—	—	....	—	—
Trenton »	....	9 37	10 06	j —	11 16	12 31	....	2 25	2 21
N. Philadelphia »	....	j l	j l	j —	j l	j l	....	j l	j l
Philadelphia arr.	A M	—	10 57	—	12 00	—	P M	—	3 10
Philadelphia lve.	*7 20	—	11 06	—	12 13	—	*1 25	—	*3 20
W. Philadelphia »	a7 24	10 23	a11 10	12 21	a12 17	1 21	a1 28	—	a3 24
Chester »	7 41	—	11 27	—	—	—	b1 48	—	—
Wilmington »	8 02	10 58	11 47	12 59	12 52	1 56	2 05	l —	3 58
Baltimore »	9 45	12 33	1 56	2 40	2 27	3 23	3 40	5 19	5 27
WASHINGTON arr.	10 45	1 33	3 00	3 45	3 25	4 20	4 40	6 16	6 25
	A M	P M	P M	P M	P M	P M	P M	P M	P M

(Eastern time.)	81	57	69	63	65	91	89	79
	P M	P M	P M	P M	P M	P M	P M	Night
NEW YORK. West 23d St. lve.	*1 25	†2 10	*3 25	*4 25	*4 55	*5 55	*9 25	*12 10
Desb. & Cort. Sts. »	1 30	2 20	3 30	4 30	5 10	6 00	9 30	12 15
Hud.T.(H.&M.R.R.) »	1 35	2 25	3 35	4 35	5 15	6 05	9 35	12 20
Jersey City »	1 44	2 34	3 46	4 45	5 26	6 13	9 44	12 31
Newark »	a1 58	a2 46	a3 58	a4 58	a5 40	a6 35	j —	j —
Elizabeth »	a2 05	—	—	—	—	—	j —	j —
New Brunswick »	2 30	3 12	—	—	—	—	j —	j —
Trenton »	3 00	3 46	4 54	—	6 49	—	j —	j —
N. Philadelphia »	l —	4 23	j5 32	j s	7 28	j l	j l	j3 14
Philadelphia arr.	—	4 36	—	—	—	8 10	12 01	—
Philadelphia lve.	—	*4 46	—	—	—	8 25	12 15	—
W. Philadelphia »	3 55	a4 50	5 44	6 50	7 40	a8 29	a12 19	3 35
Chester »	—	e b s	e b	—	e b	e b	12 39	—
Wilmington »	4 32	5 26	6 26	e b	e b	b9 03	1 00	4 17
Baltimore »	6 05	7 17	8 20	8 20	9 55	10 32	2 50	6 06
WASHINGTON arr.	7 10	*8 15	9 25	10 25	10 55	11 30	3 55	7 12
	P M	P M	P M	P M	P M	P M	A M	A M

■ Daily, but on Sun. lves. 7 50 a.m. ♭ Regular stop week-days, e b stop Sundays.

(Eastern time.)	15	43	27	5	29	21	23	31	7	39	9	37	3
	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M
WASHINGTON lv.	■7 30	*10 00	*11 55	*11 55	*3 40	*3 40	*5 45	*7 00	*7 55	*7 55	*7 55	*10 45	*10 45
Landover »	—	—	—	—	—	—	—	—	—	—	—	—	—
Bowie »	7 54	—	The St. Louis Ltd.	The Pa. Ltd.	v —	v —	6 07	—	—	—	—	—	—
Odenton »	v8 05	—	a —	a —	—	—	6 18	—	—	—	—	—	—
Baltimore ar.	8 40	11 00	1 00	1 00	4 45	4 45	6 50	7 52	8 50	8 50	8 50	11 46	11 46
Baltimore lv.	8 55	11 12	1 05	1 05	4 55	4 55	7 05	8 00	8 55	8 55	8 55	11 59	11 59
Parkton »	—	11 57		Extra Fare Train.	—	—	—	—	—	—	—	12 47	12 47
New Freedom »	—	12 16			5 57	5 57	—	—	—	—	—	h —	h —
Shrewsbury »	—	12 19			—	—	—	—	—	—	—	h —	h —
Hanover Junc. »	—	12 33			—	—	The Extra	—	—	—	—	—	—
Glatfelter »	—	12 39	—		—	—		—	—	—	—	—	—
York »	10 35	1 01	2 40	2 40	6 35	6 35	8 58	9 40	10 35	10 36	10 35	1 47	1 47
Mt. Wolf »	—	1 16	—		—	—	s —	—	—	—	—	—	—
Goldsboro »	—	1 30	—		—	—	sma	—	—	—	—	—	—
Harrisburg ar.	11 15	1 56	3 25	3 25	7 20	7 20	9 40	10 25	11 20	11 20	11 20	2 30	2 30
Harrisburg lv.	11 37	2 07	3 35	3 35	7 34	7 37	9 53	10 34	11 30	12 01	11 35	2 41	2 50
Mifflin »	—	—	Extra Fare Train.	First Class passengers only.	The Pennsylvania Special. Extra Fare Train.	—	Chicago Fare	24-Hour St. Louis. Extra Fare Train.	—	—	—	—	4 12
Mt. Union »	l —	—				9 34			—	—	—	—	5 19
Huntingdon »	1 48	—				9 52			—	—	2 08	—	5 44
Tyrone »	2 22	—				10 28			—	—	2 46	—	6 37
Altoona ar.	2 52	4 55	6 35	6 45		10 54	1 02		2 30	3 30	3 15	5 48	7 20
Altoona lv.	3 07	5 00	6 40	6 50		11 00	1 16		2 35	3 40	3 20	5 55	7 40
Cresson »	3 45	5 33				11 37	Limited. Train.		—	—	—	6 29	8 17
Johnstown »	4 20	6 04				12 10			—	4 52	4 32	7 02	8 57
Bolivar »	—	—		—		—			—	—	—	—	—
Latrobe »	5 13	—	—	—		12 58			—	l —	5 27	7 50	9 48
Greensburg »	5 31	l —	—	—		1 15	—	—	—	l —	5 46	—	10 01
PITTSBURGH ar.	6 35	7 55	9 35	9 45	12 40	2 10	4 30	3 50	5 37	7 15	7 00	9 00	11 00
(Eastern time.)	P M	P M	P M	P M	Night	A M	A M	A M	A M	A M	A M	A M	A M

* Daily; † daily, except Sunday; § Sunday only; a stops to take on; b stops to take for Baltimore and Washington; c stops to leave from east and south of Harrisburg, d regular stop week-days, stops to take on, Sundays; e stops to leave from east of Philadelphia; g on Sunday leaves 30 minutes earlier; h stops to let off from Baltimore or south; j stops to take for points south or west of Philadelphia; l stops to leave passengers; m stops to leave from York; n stops to leave from Altoona and east; s stops on Sunday; v does not stop Sunday.

PENNSYLVANIA LINES

The Pennsylvania Company

Official Local Time-Tables—December, 1909.

PITTSBURGH, FORT WAYNE & CHICAGO DIVISION

BETWEEN PITTSBURGH AND CHICAGO—VIA CRESTLINE AND FORT WAYNE.

Mls.	(Central time.) LEAVE	23	9	19	25	15	5	29	403	11
		A M	A M	A M	P M	P M	P M	P M	A M	
0	PITTSBURGH + .. ♂	*3 50	*7 00	*8 15	*7 15	*8 00	*8 55	*11 45	*11 30	Through Coach to Chicago, leaving Pittsburgh at 11 30 a.m. in No. 403, goes forward from Mansfield in No. 11. No baggage handled on No. 11.
1.0	Allegheny + ... ♂	3 55	7 05	8 20	7 20	8 05	9 00	- -	11 35	
12.5	Sewickley ..... ♂	- -	h -	- -	7 36	w -	- -	- -	11 50	
25.7	Rochester + ... ♂	- -	7 48	8 51	7 55	- -	- -	- -	12 07	
28.4	New Brighton + .. ♂	No Coaches on First Section.	7 56	No. 19 has Coaches only.	8 02	- -	The Pennsylvania Limited.	The Pennsylvania Special.	12 13	
30.2	Beaver Falls + ... ♂		8 03		8 09	- -			12 20	
34.8	Homewood ..... ♂		- -		- -	- -			- -	
40.2	New Galilee ..... ♂		8 25		- -	- -			- -	
45.2	Enon + ... ♂		- -		- -	- -			- -	
49.9	East Palestine ... ♂		8 42		- -	- -			12 50	
54.2	New Waterford .. ♂		- -		- -	- -			- -	
59.6	Columbiana + ... ♂		- -		- -	- -			- -	
63.1	Leetonia + ... ♂	- -	9 02		- -	- -			1 10	
69.5	Salem + ... ♂	j -	9 15	9 56	9 04	- -			1 22	
75.6	Garfield ..... ♂	- -	- -	- -	- -	- -			- -	
77.7	Beloit ..... ♂	- -	- -	- -	- -	- -			- -	
83.0	**Alliance** + . ♂ arr.	6 00	9 40	10 18	9 30	10 05	b -		1 45	
	♂ lve.	6 00	9 40	10 18	9 30	10 05	b -		1 45	
89.2	Maximo ..... ♂	- -	- -	- -	- -	- -	- -		- -	
94.7	Louisville ..... ♂	- -	- -	- -	- -	- -	- -		- -	
101.3	Canton + ... ♂	6 27	10 08	10 45	9 58	- -	- -		2 12	
109.5	Massillon + ... ♂	b j	10 23	10 59	10 12	- -	- -		2 26	
116.6	Lawrence ..... ♂	- -	- -	- -	- -	- -			- -	
120.5	Burton City	- -	- -	- -	- -	- -			- -	
124.0	**Orrville** + . ♂ arr.	j -	10 50	11 20	10 35	11 05	No Coach passengers.	No Coach passengers.	2 50	
	♂ lve.	j -	10 50	11 20	10 35	11 05			2 50	
129.5	Smithville + ... ♂	- -	- -	- -	- -	- -			- -	
135.0	Wooster + ... ♂	j -	11 08	11 38	10 53	- -			3 08	
144.5	Shreve + ... ♂	- -	- -	- -	- -	- -			- -	
147.3	Custaloga	- -	- -	- -	- -	- -			- -	
148.5	Big Prairie	- -	- -	- -	- -	- -			- -	
150.1	Lakeville ..... ♂	- -	- -	- -	- -	- -			- -	
156.5	Loudonville + ...	j -	- -	- -	- -	- -			3 33	
160.9	Perrysville ..... ♂	- -	- -	- -	- -	- -			P M	
168.3	Lucas	- -	- -	- -	- -	- -				
175.2	Mansfield + ... ♂	8 15	12 05	12 32	11 48	- -	- -	- -	4 10	*4 32
188.7	**Crestline** + .. ♂ arr.	8 45	12 35	12 55	12 10	12 50	b -	- -	P M	4 55
	♂ lve.	8 50	12 40	1 00	12 15	12 55	b	- -		5 00
195.2	Robinson ..... ♂	- -	- -	- -	- -	- -				5 10
201.2	Bucyrus + ... ♂	j -	1 02	1 21	12 36	- -				5 20
209.7	Nevada + ... ♂	- -	- -	- -	- -	- -				6 34
218.0	Upper Sandusky + .. ♂	j -	1 27	1 46	1 00	- -				5 49
224.8	Kirby ..... ♂	- -	- -	- -	- -	- -				6 00
229.7	Forest + ... ♂	- -	1 46	2 03	- -	- -				6 10
236.8	Dunkirk + ... ♂	- -	1 56	- -	- -	- -				6 22
239.2	Dola ..... ♂	- -	- -	- -	- -	- -				6 28
246.1	Ada + ... ♂	j -	2 14	- -	d -	- -				6 38
252.8	Lafayette ..... ♂	- -	- -	- -	- -	- -				6 48
260.9	Lima + ... ♂	10 38	2 39	2 52	2 02	- -	b -	- -		7 05
275.1	Delphos + ... ♂	- -	2 59	3 11	- -	- -				7 24
280.8	Middlepoint ..... ♂	- -	- -	- -	- -	- -				- -
288.0	Van Wert + ... ♂	ej	3 20	3 29	2 38	- -				7 44
293.3	Convoy ..... ♂	- -	- -	- -	- -	- -				- -
300.8	Dixon ..... ♂	- -	- -	- -	- -	- -				- -
304.8	Monroeville ..... ♂	- -	- -	- -	- -	- -				- -
310.5	Maples ..... ♂	- -	- -	- -	- -	- -				- -
320.3	**Fort Wayne** + ♂ arr.	12 00	4 06	4 16	3 20	3 55	4 50	5 54		8 25
	♂ lve.	12 05	4 10	4 20	3 25	4 00	4 55	5 56		8 30
328.8	Arcola ..... ♂	- -	- -	- -	- -	- -	- -	- -		8 47
334.5	Coesse ..... ♂	- -	- -	- -	- -	- -	- -	- -		8 55
339.3	Columbia City + . ♂	- -	4 40	4 49	3 55	- -	- -	- -		9 04
346.9	Larwill ..... ♂	- -	- -	- -	- -	- -	- -	- -		9 17
351.3	Pierceton + ... ♂	- -	5 17	- -	- -	- -	- -	- -		9 26
357.8	Winona Lake ..... ♂	- -	m528	- -	● -	- -	- -	- -		-
359.7	Warsaw + ... ♂	j -	5 35	5 18	4 27	- -	- -	- -		9 41
374.8	Bourbon ..... ♂	- -	5 59	- -	- -	- -	- -	- -		10 07
384.5	Plymouth + ... ♂	1 38	6 20	5 52	5 02	- -	6 21	- -		10 27
398.9	Hamlet ..... ♂	- -	- -	- -	- -	- -	- -	- -		- -
409.3	Hanna ..... ♂	- -	- -	- -	- -	- -	- -	- -		- -
415.6	Wanatah ..... ♂	- -	- -	- -	- -	- -	- -	- -		- -
424.8	Valparaiso + ... ♂	ej	7 13	6 46	5 56	- -	- -	- -		11 21
435.3	Hobart ..... ♂	- -	7 27	- -	6 12	- -	- -	- -		11 35
440.9	Gary ..... ♂	- -	7 37	- -	6 22	- -	- -	- -		11 45
444.4	Clarke ..... ♂	- -	- -	- -	- -	- -	- -	- -		- -
448.5	Indiana Harbor . ♂	- -	- -	- -	- -	- -	- -	- -		- -
451.6	Whiting ..... ♂	- -	- -	- -	- -	- -	- -	- -		- -
455.9	South Chicago + . ♂	- -	i -	- -	r -	r -	r -	- -		- -
459.2	Grand Crossing + ... ♂	- -	i -	- -	r -	r -	r -	- -		- -
461.3	Englewood + ... ♂	3 36	8 21	n -	7 09	7 35	8 20	8 32		12 27
468.4	**CHICAGO** + ♂ arr.	4 00	8 45	8 20	7 30	8 00	8 45	8 55		12 50
	(Central time.)	P M	P M	P M	A M	A M	A M	A M		Night

Mls.	(Central time.) LEAVE	18	16	22	28	8	2	24	6	36
		A M	A M	A M	P M	P M	P M	P M	P M	A M
0	**CHICAGO** ..... ♂	*2 55	*8 15	*10 30	*2 45	*3 15	*5 30	*8 00	*11 45	†7 00
7.1	Englewood ..... ♂	- -	8 34	10 46	3 00	3 34	5 49	8 19	12 07	7 20
9.2	Grand Crossing . ♂	- -	8 40	i -	- -	3 41	r -	- -	12 13	7 26
12.5	South Chicago .. ♂	No baggage handled on No. 18	8 48	10 58	-	3 50	r -	8 33	12 22	7 34
16.8	Whiting ..... ♂		- -	- -	The Pennsylvania Special.	r -	The Pennsylvania Limited.	- -	12 36	7 43
19.9	Indiana Harbor . ♂		- -			r -		- -	12 44	7 50
24.0	Clarke ..... ♂		- -			- -		- -	12 52	7 57
27.5	Gary ..... ♂		9 13	The Manhattan Limited.		4 26		- -	1 01	8 05
33.1	Hobart ..... ♂		- -			- -		- -	1 13	8 17
43.6	Valparaiso ..... ♂	4 14	9 33			4 55		- -	1 35	8 35
52.8	Wanatah ..... ♂	- -	- -			- -		- -	1 53	8 49
59.1	Hanna ..... ♂	- -	- -			- -		- -	2 03	8 59
69.5	Hamlet ..... ♂	- -	- -			- -		- -	2 19	9 17
83.9	Plymouth ..... ♂	5 12	10 27			6 00	7 43	10 16	2 50	9 47
94.6	Bourbon ..... ♂	- -	- -			- -		- -	3 15	10 07
108.7	Warsaw ..... ♂	5 52	11 02			6 39		10 52	3 41	10 31
110.6	Winona Lake ..... ♂	- -	- -			q -		- -	3 48	10 37
117.1	Pierceton ..... ♂	- -	- -			- -		- -	4 01	10 50
121.5	Larwill ..... ♂	- -	- -			- -		- -	4 11	10 58
129.1	Columbia City ... ♂	6 25	- -			7 14		- -	4 26	11 12
133.9	Coesse ..... ♂	- -	- -			- -		- -	4 33	11 21
139.6	Arcola ..... ♂	v -	- -			- -		- -	4 43	11 31
148.1	**Fort Wayne** . ♂ arr.	6 55	11 55	2 00	5 25	7 40	9 05	11 50	5 00	11 45
	♂ lve.	7 00	12 03	2 05	5 27	7 45	9 10	11 55	5 05	12 10
157.9	Maples ..... ♂	- -	- -			a -		- -	- -	12 31
163.6	Monroeville ..... ♂	- -	- -			8 14		- -	5 34	12 41
167.6	Dixon ..... ♂	- -	- -			- -		- -	5 44	12 47
173.1	Convoy ..... ♂	- -	- -			- -		- -	5 54	12 57
180.4	Van Wert ..... ♂	7 49	12 48			8 42		- -	6 12	1 12
187.6	Middlepoint ..... ♂	- -	- -			- -		- -	6 25	1 28
193.3	Delphos ..... ♂	8 09	- -			9 04		- -	6 38	1 37
207.5	Lima ..... ♂	8 32	1 27	3 22		9 33	b -	1 19	7 06	2 05
215.6	Lafayette ..... ♂	- -	- -			- -		- -	7 25	2 20
222.3	Ada ..... ♂	8 53	- -			9 59		- -	7 39	2 33
229.2	Dola ..... ♂	- -	- -			- -		- -	7 51	2 44
231.6	Dunkirk ..... ♂	9 06	- -			10 16		- -	7 59	2 52
238.7	Forest ..... ♂	- -	- -			10 27		- -	8 12	3 06
243.6	Kirby ..... ♂	- -	- -			- -		- -	8 23	3 17
250.4	Upper Sandusky ♂	9 35	2 23			10 49		- -	8 36	3 31
258.7	Nevada ..... ♂	- -	- -			- -		- -	8 51	3 47
267.2	Bucyrus ..... ♂	10 04	2 49			11 20		- -	9 09	4 04
273.2	Robinson ..... ♂	- -	- -			- -		- -	9 24	4 17
279.7	**Crestline** . ♂ arr.	10 25	3 10	5 05		11 45	b -	3 02	9 40	‖4 30
	♂ lve.	10 35	3 13	5 10		11 50	b -	3 07	10 00	5 20
293.2	Mansfield ..... ♂	10 57	3 34	5 32		12 15		3 30	10 24	5 50
300.1	Lucas	- -	- -			- -		- -	10 34	6 00
307.5	Perrysville ..... ♂	- -	- -			- -		- -	10 45	6 13
311.9	Loudonville	- -	i -	No Coach passengers.	No Coach passengers.	- -	No Coach passengers.	- -	10 53	6 25
318.3	Lakeville ..... ♂	- -	- -			- -		- -	11 06	6 35
319.9	Big Prairie	- -	- -			- -		- -	11 08	6 39
321.1	Custaloga	- -	- -			- -		- -	11 13	6 44
323.9	Shreve ..... ♂	- -	- -			- -		- -	11 18	6 50
333.4	Wooster ..... ♂	- -	4 28			1 05		- -	11 34	7 07
338.9	Smithville ..... ♂	- -	- -			- -		- -	11 49	7 20
344.4	**Orrville** ... ♂ arr.	12 15	4 49			1 35		4 43	12 03	7 35
	♂ lve.	12 15	4 49			1 35		4 43	12 03	7 35
347.9	Burton City ..... ♂	- -	- -			- -		- -	12 10	7 41
351.8	Lawrence ..... ♂	- -	- -			- -		- -	12 30	7 46
358.9	Massillon ..... ♂	- -	5 08			2 20		5 05	12 47	8 00
367.1	Canton ..... ♂	12 48	5 26	7 15		2 40		5 21	1 06	8 22
373.7	Louisville ..... ♂	- -	- -			- -		- -	1 18	8 35
379.2	Maximo ..... ♂	- -	- -			- -		- -	1 26	8 45
385.4	**Alliance** ... ♂ arr.	1 18	6 00	7 50		3 17	b -	5 55	1 40	9 00
	♂ lve.	1 18	6 00	7 50		3 17	b -	5 55	2 00	P M
390.7	Beloit ..... ♂	- -	- -			- -		- -	2 12	.....
392.8	Garfield ..... ♂	- -	- -			- -		- -	2 20	.....
398.9	Salem ..... ♂	- -	6 21			3 42		y -	2 32	.....
405.3	Leetonia ..... ♂	- -	- -			- -		- -	2 44	.....
408.8	Columbiana ..... ♂	- -	- -			- -		- -	2 51	.....
414.2	New Waterford .. ♂	- -	- -			- -		- -	3 03	.....
418.5	East Palestine ... ♂	- -	- -			- -		- -	3 12	.....
423.2	Enon ..... ♂	- -	- -			- -		- -	3 21	.....
428.2	New Galilee ..... ♂	- -	- -			- -		- -	3 35	.....
433.6	Homewood ..... ♂	- -	- -			- -		- -	3 48	.....
438.2	Beaver Falls ..... ♂	- -	7 15			g s		w -	3 55	.....
440.0	New Brighton ... ♂	- -	- -			4 45		- -	4 04	.....
442.7	Rochester ..... ♂	2 43	■ -			4 53		■ -	4 12	.....
455.9	Sewickley ..... ♂	- -	u -			g -		g -	4 39	.....
467.4	Allegheny ..... ♂	3 25	8 05	9 47		5 45	5 25	8 10	5 00	.....
468.4	**PITTSBURGH** ♂ arr.	3 30	8 10	9 55	1149	5 50	5 30	8 15	5 05	.....
	(Central time.)	P M	P M	P M	P M	A M	A M	A M	P M	.....

NOTE—No. 24 does not have through connection to the East, therefore tickets to points east of Pittsburgh will not be sold for this train.

The Chicago Limited. Second section will have accommodations for Coach passengers, but will not handle baggage.

In addition to Broiler-Buffet Parlor Car and Coaches running through to Toledo, No. 403 has Through Coach to Chicago going forward from Mansfield in No. 11.

For time of Local Trains, see pages 458 and 459

For explanation of signs, see following page.

DOUBLE TRACKS OF STEEL all the way from Chicago to Pittsburgh, Philadelphia and New York over "The New York Short Line."

PENNSYLVANIA LINES

The Pennsylvania Company

Official Local Time-Tables—December, 1909.

PITTSBURGH, FORT WAYNE & CHICAGO DIVISION

BETWEEN PITTSBURGH AND CRESTLINE—VIA ALLIANCE AND ORRVILLE.

Mls.	(Central time.)	41	403	35	405	241	.....
.....	.....	A M	A M	Noon	P M	.....	.....
0	**Pittsburgh** + .. ♁ lve.	†4 50	*1130	*1245	*9 00	.....	.....
1.0	Allegheny + ... ♁ "	4 55	11 35	12 50	9 05	.....	.....
12.5	Sewickley ..... ♁ "	5 22	11 50	1 08	*l o*	.....	.....
25.7	Rochester + ... ♁ "	5 58	12 07	1 34	9 44	.....	.....
28.4	New Brighton ... ♁ "	6 10	12 13	1 42	9 50	.....	.....
30.2	Beaver Falls + ... ♁ "	6 23	12 20	1 51	9 56	.....	.....
34.8	Homewood ..... ♁ "	6 39	– –	2 02	– –	.....	.....
40.2	New Galilee ..... ♁ "	6 55	– –	2 15	– –	From Youngstown.	.....
45.2	Enon + ... ♁ "	7 14	– –	2 25	– –	.....	.....
49.9	East Palestine ... ♁ "	7 22	12 50	2 35	10 29	.....	.....
54.2	New Waterford .. ♁ "	7 35	– –	2 44	– –	.....	.....
59.6	Columbiana + ... ♁ "	7 50	– –	2 55	10 42	.....	.....
63.1	Leetonia + ... ♁ "	7 57	1 10	3 02	10 48	.....	.....
69.5	Salem + ... ♁ "	8 13	1 22	3 15	11 00	.....	.....
75.6	Garfield ..... ♁ "	8 25	– –	3 27	– –	.....	.....
77.7	Beloit ..... "	8 30	– –	3 32	– –	.....	.....
79.0	Sebring ..... "	8 33	– –	3 37	– –	.....	.....
83.0	**Alliance** + ... ♁ arr.	8 45	1 46	3 46	11 27	A M	.....
	♁ lve.	9 05	1 46	4 16	11 27	†8 10	.....
89.2	Maximo ..... ♁ "	9 17	– –	4 30	– –	– –	.....
94.7	Louisville ..... ♁ "	9 25	– –	4 38	– –	– –	.....
101.3	Canton + ... ♁ "	9 36	2 12	4 60	11 67	8 34	.....
109.5	Massillon + ... ♁ "	9 50	2 26	5 06	12 12	8 48	.....
116.6	Lawrence ..... ♁ "	10 01	– –	5 19	– –	– –	.....
124.0	**Orrville** + ... ♁ arr.	10 17	2 50	5 38	12 34	9 10	.....
	♁ lve.	10 17	2 50	5 38	12 34	A M	.....
129.5	Smithville + ... ♁ "	10 26	– –	5 46	– –	.....	.....
135.0	Wooster + ... ♁ "	10 36	3 06	5 56	12 52	.....	.....
144.5	Shreve + ... ♁ "	10 49	– –	6 15	Toledo Train.	.....	.....
147.3	Custaloga ..... "	10 54	– –	6 20		.....	.....
150.1	Lakeville ..... ♁ "	11 03	– –	6 30		.....	.....
156.5	Loudonville ..... "	11 13	3 33	6 40		.....	.....
160.9	Perrysville ..... ♁ "	11 21	– –	6 52	– –	.....	.....
175.2	Mansfield + ... ♁ "	11 52	4 10	7 20	1 55	.....	.....
188.7	**Crestline** + ... ♁ arr.	12 20	P M	P M	A M	.....	.....
.....	.....	Noon	⊙			.....	.....

Mls.	(Central time.)	428	32	416	34	222	.....
.....	.....	.....	.....	.....	.....	.....	.....
0	**Crestline** ..... ♁ lve.	A M	A M	P M	A M	.....	.....
13.5	Mansfield ..... ♁ "	*1 05	†5 50	*4 30	♂6 25	.....	.....
27.8	Perrysville ..... ♁ "	– –	6 11	– –	6 46	.....	.....
32.2	Loudonville ..... "	Toledo Train.	6 20	Toledo Train.	6 55	.....	.....
38.6	Lakeville ..... ♁ "		6 30		7 05	.....	.....
41.4	Custaloga ..... "		6 37		7 12	.....	.....
44.2	Shreve ..... ♁ "		6 42		7 17	.....	.....
53.7	Wooster ..... ♁ "	1 52	6 59	♂ –	7 33	.....	.....
59.2	Smithville ..... ♁ "	– –	7 10	– –	7 45	.....	.....
64.7	**Orrville** ..... ♁ arr.	2 15	7 20	5 40	7 55	P M	.....
	♁ lve.	2 15	7 20	5 40	7 55	†8 30	.....
72.1	Lawrence ..... ♁ "	– –	7 30	– –	8 05	8 39	.....
79.2	Massillon ..... ♁ "	2 36	7 45	♂ –	8 20	8 52	.....
87.4	Canton ..... ♁ "	2 53	8 05	6 16	8 39	9 08	.....
94.0	Louisville ..... ♁ "	– –	8 20	– –	8 50	– –	.....
99.5	Maximo ..... ♁ "	– –	8 31	– –	8 57	9 26	.....
105.7	**Alliance** ..... ♁ arr.	3 29	8 45	6 48	9 10	9 40	.....
	♁ lve.	3 29	9 30	6 48	9 35	P M	.....
109.7	Sebring ..... "	– –	9 38	– –	9 41		To Youngstown.
111.0	Beloit ..... "	– –	9 41	– –	9 44		
113.1	Garfield ..... ♁ "	– –	9 48	– –	9 49		
119.2	Salem ..... ♁ "	3 52	9 59	♂ –	9 58		
125.6	Leetonia ..... ♁ "	– –	10 11	7 17	10 08		
129.1	Columbiana ..... ♁ "	– –	10 18	– –	10 14		
134.5	New Waterford .. ♁ "	– –	10 28	– –	10 24		
138.8	East Palestine ... ♁ "	– –	10 36	7 34	10 32		
143.5	Enon ..... ♁ "	– –	10 45	– –	10 42		
148.5	New Galilee ..... ♁ "	– –	10 57	– –	10 53		
153.9	Homewood ..... ♁ "	– –	11 10	– –	11 06		
158.5	Beaver Falls ..... ♁ "	g –	11 20	♂ –	11 16		
160.3	New Brighton ... ♁ "	– –	11 30	– –	11 23		
163.0	Rochester ..... ♁ "	g –	11 39	– –	11 33		
176.2	Sewickley ..... ♁ "	g –	12 14	♂ –	12 06		
187.7	Allegheny ..... ♁ "	5 52	12 35	8 50	12 33		
188.7	**Pittsburgh** .... ♁ arr.	6 00	12 40	8 65	12 40		
.....	.....	A M	Noon	P M	Noon	.....	.....

* Daily; † daily, except Sunday; ♂ Sunday only.

a Stops Saturday to leave passengers

b Stops to take on or let off passengers to or from Pittsburgh and points east, and to let off or take on passengers from or to Fort Wayne and Chicago.

d Stops to leave passengers from Pittsburgh and to take on passengers for Chicago.

e Stops to leave passengers from east of Pittsburgh.

g Stops week-days on signal and regularly on Sunday to take on for points east of Pittsburgh or to let off passengers from west of Mansfield.

h Week-days stops to take on passengers for Alliance and points west thereof, regular stop on Sunday.

i Stops to take for Pittsburgh and points east.

j Second Section with coach stops daily.

l Stops to take passengers for Alliance, Mansfield and points west thereof.

m Stops on week-days.

n Stops to leave passengers.

o Stops to leave passengers on Sunday.

p Stops to leave passengers from Toledo Division or Mansfield.

q Stops week-days to take passengers for Fort Wayne or points east and to leave from Plymouth or points west.

r Stops to take on or let off to and from Fort Wayne and points east; *s* stops on Sunday.

t Stops to leave passengers from Gary or points east.

u Stops to leave passengers from points west of Crestline.

v Stops Monday to take passengers.

w Stops to take passengers for or to leave from Chicago.

y Stops Monday only.

z Stops to leave passengers from Toledo Division.

⊙ Train No. 11 leaves Mansfield *4 52 p.m., arriving Crestline 4 55 p.m., carrying Through Coach from Pittsburgh to Chicago in connection with No. 403. See schedule.

■ Stops to leave passengers from Fort Wayne and points west thereof.

▲ Stops on Sunday to take for Chicago.

● Stops week-days to take for Plymouth or west.

‖ Meals.

+ Coupon stations.

♁ Telegraph stations.

BETWEEN CRESTLINE AND CHICAGO—VIA FORT WAYNE AND PLYMOUTH.

Mls.	(Central time.)	39	11	37	49	47	187
.....	.....	A M	P M	.....	.....	.....	.....
0	**Crestline** + ... ♁ lve.	†6 45	*5 00	.....	.....	.....	.....
6.5	Robinson ..... ♁ "	6 59	5 10	.....	.....	.....	.....
12.5	Bucyrus + ... ♁ "	7 12	5 20	.....	.....	.....	.....
21.0	Nevada + ... ♁ "	7 28	5 34	.....	.....	.....	.....
29.3	Upper Sandusky + .. ♁ "	7 43	5 48	.....	.....	.....	.....
36.1	Kirby ..... ♁ "	7 54	6 00	.....	.....	.....	.....
41.0	Forest + ... ♁ "	8 05	6 10	.....	.....	.....	.....
48.1	Dunkirk + ... ♁ "	8 17	6 22	.....	.....	.....	.....
50.5	Dola ..... ♁ "	8 23	6 28	.....	.....	.....	.....
57.4	Ada + ... ♁ "	8 33	6 38	.....	.....	.....	.....
64.1	Lafayette ..... ♁ "	8 43	6 48	.....	.....	.....	.....
72.2	Lima + ... ♁ "	9 03	7 05	.....	.....	.....	.....
78.3	Elida ..... ♁ "	9 15	– –	.....	.....	.....	.....
86.4	Delphos + ... ♁ "	9 27	7 24	.....	.....	.....	.....
92.1	Middlepoint ..... ♁ "	9 36	– –	.....	.....	.....	.....
99.3	Van Wert + ... ♁ "	9 51	7 44	.....	.....	.....	.....
106.6	Convoy ..... ♁ "	10 05	– –	.....	.....	.....	.....
112.1	Dixon ..... ♁ "	10 15	– –	.....	.....	.....	.....
116.1	Monroeville ..... ♁ "	10 23	– –	.....	.....	.....	.....
121.8	Maples ..... ♁ "	10 33	– –	.....	.....	.....	.....
131.6	**Fort Wayne** + ♁ arr.	‖10 55	8 26	A M	.....	.....	.....
	♁ lve.	11 10	8 30	†7 00	.....	.....	.....
140.1	Arcola ..... ♁ "	11 26	8 47	7 19	.....	.....	.....
145.8	Coesse ..... ♁ "	11 39	8 55	7 29	.....	.....	.....
150.6	Columbia City + ♁ "	11 48	9 04	7 39	.....	.....	.....
158.2	Larwill ..... ♁ "	12 04	9 17	7 52	.....	.....	.....
162.6	Pierceton + ... ♁ "	12 14	9 26	8 03	.....	.....	.....
171.0	Warsaw + ... ♁ "	12 34	9 41	8 20	.....	.....	.....
181.3	Etna Green ..... ♁ "	12 55	10 00	8 38	.....	.....	.....
185.1	Bourbon ..... ♁ "	1 06	10 07	8 45	.....	.....	.....
189.8	Inwood ..... ♁ "	1 16	10 14	8 54	A M	.....	.....
195.8	Plymouth + ... ♁ "	1 30	10 27	9 07	*6 30	.....	.....
206.2	Grovertown ..... ♁ "	2 05	▲ –	9 29	6 50	.....	.....
210.2	Hamlet ..... ♁ "	2 13	– –	9 36	6 58	.....	.....
220.5	Hanna ..... ♁ "	2 34	– –	9 53	7 26	.....	.....
226.8	Wanatah ..... ♁ "	2 47	– –	10 03	7 45	A M	P M
236.1	Valparaiso + ... ♁ "	3 07	11 21	10 19	8 18	†6 40	28 20
246.6	Hobart ..... ♁ "	3 28	11 35	10 37	8 53	6 56	6 38
252.2	Gary ..... ♁ "	3 44	11 46	10 47	9 11	7 11	6 49
259.8	Indiana Harbor .. ♁ "	4 06	– –	11 05	9 37	– –	7 06
262.9	Whiting ..... ♁ "	4 13	– –	11 10	9 45	– –	7 14
266.2	South Chicago – . ♁ "	4 26	– –	11 20	10 00	7 37	7 27
270.5	Grand Crossing + ♁ "	4 36	– –	11 28	10 14	7 44	7 35
278.6	Englewood + ... ♁ "	4 42	12 27	11 35	10 21	7 48	7 42
279.7	**Chicago** + ... ♁ arr.	5 05	12 50	12 00	10 55	8 10	8 05
.....	.....	P M	Night	Noon	A M	A M	P M

Mls.	(Central time.)	36	38	48	46	186
.....	.....	A M	P M	P M	P M	A M
0	**Chicago** ..... ♁ lve.	†7 00	†8 00	*1 00	†5 00	♂7 30
7.1	Englewood ..... ♁ "	7 20	8 20	1 20	5 20	7 50
9.2	Grand Crossing .. ♁ "	7 26	8 26	1 27	5 26	7 56
12.5	South Chicago ... ♁ "	7 34	8 34	1 35	5 34	8 04
16.8	Whiting ..... ♁ "	7 43	8 42	1 46	– –	8 14
19.9	Indiana Harbor .. ♁ "	7 50	8 48	1 53	5 48	8 20
27.5	Gary ..... ♁ "	8 05	7 05	2 12	6 05	8 35
33.1	Hobart ..... ♁ "	8 17	7 19	2 27	6 16	8 46
43.6	Valparaiso ..... ♁ "	8 35	7 37	2 51	6 30	9 00
52.8	Wanatah ..... ♁ "	8 49	7 51	3 07	P M	A M
59.1	Hanna ..... ♁ "	8 59	8 02	3 21	.....	.....
69.5	Hamlet ..... ♁ "	9 17	8 21	3 41	.....	.....
73.5	Grovertown ..... ♁ "	9 23	8 27	3 47	.....	.....
83.9	Plymouth ..... ♁ "	9 47	8 49	4 10	.....	.....
89.9	Inwood ..... ♁ "	9 59	9 00	P M	.....	.....
94.6	Bourbon ..... ♁ "	10 07	9 08	.....	.....	.....
98.4	Etna Green ..... ♁ "	10 13	9 14	.....	.....	.....
108.7	Warsaw ..... ♁ "	10 31	9 33	.....	.....	.....
117.1	Pierceton ..... ♁ "	10 50	9 51	.....	.....	.....
121.5	Larwill ..... ♁ "	10 58	9 59	.....	.....	.....
129.1	Columbia City ... ♁ "	11 12	10 13	.....	.....	.....
133.9	Coesse ..... ♁ "	11 21	10 21	.....	.....	.....
139.6	Arcola ..... ♁ "	11 31	10 31	.....	.....	.....
148.1	**Fort Wayne** .. ♁ arr.	‖11 45	10 45	.....	.....	.....
	♁ lve.	12 10	P M	.....	.....	.....
157.9	Maples ..... ♁ "	12 31	.....	.....	.....	.....
163.0	Monroeville ..... ♁ "	12 41	.....	.....	.....	.....
167.6	Dixon ..... ♁ "	12 47	.....	.....	.....	.....
173.1	Convoy ..... ♁ "	12 57	.....	.....	.....	.....
180.4	Van Wert ..... ♁ "	1 12	.....	.....	.....	.....
187.6	Middlepoint ..... ♁ "	1 26	.....	.....	.....	.....
193.3	Delphos ..... ♁ "	1 37	.....	.....	.....	.....
201.4	Elida ..... ♁ "	1 50	.....	.....	.....	.....
207.5	Lima ..... ♁ "	2 05	.....	.....	.....	.....
215.6	Lafayette ..... ♁ "	2 20	.....	.....	.....	.....
222.3	Ada ..... ♁ "	2 33	.....	.....	.....	.....
229.2	Dola ..... ♁ "	2 44	.....	.....	.....	.....
231.6	Dunkirk ..... ♁ "	2 52	.....	.....	.....	.....
238.7	Forest ..... ♁ "	3 05	.....	.....	.....	.....
243.6	Kirby ..... ♁ "	3 17	.....	.....	.....	.....
250.4	Upper Sandusky. ♁ "	3 31	.....	.....	.....	.....
258.7	Nevada ..... ♁ "	3 47	.....	.....	.....	.....
267.2	Bucyrus ..... ♁ "	4 04	.....	.....	.....	.....
273.2	Robinson ..... ♁ "	4 17	.....	.....	.....	.....
279.7	**Crestline** ..... ♁ arr.	‖4 30	.....	.....	.....	.....
.....	.....	P M	.....	.....	.....	.....

PENNSYLVANIA LINES

The Pennsylvania Company

Official Local Time-Tables—December, 1909.

PITTSBURGH, FORT WAYNE & CHICAGO DIVISION

FROM PITTSBURGH TO ALLIANCE—VIA BEAVER FALLS AND ENON.

Ms.	(Central time.)	41	307	209	217	309	319	237	81	63	203	65	35	51	201	45	67	69	71	211	311	73	953	75	385	337
....	LEAVE	A M	A M	A M	A M	A M	A M	A M	.....	.....	Noon	.....	Noon	.....	P M	P M	.....	P M	P M	P M	P M	.....	P M	P M	P M	P M
0	**Pittsburgh** + ♁	†4 50	*5 30	*6 30	*7 15	†7 40	*8 00	*8 20	A M	A M	†1200	Noon	*1245	P M	†3 15	†3 20	P M	†4 00	†4 07	*4 40	*5 00	P M	†6 51	†1035	§3 00	§6 30
1.0	**Allegheny** + ♁	4 55	5 35	6 35	7 20	7 45	8 05	8 25	†9 00	†11 10	12 05	†2 10	12 50	†2 30	3 19	3 25	†3 30	4 04	4 13	4 45	5 05	†6 16	6 56	10 40	3 06	6 35
6.0	Avalon	5 07	— —	—	— —	— —	— —	— —	9 11	11 19	— —	12 20	— —	— —	— —	— —	3 41	— —	— —	— —	— —	6 24	8 06	10 49	— —	— —
7.0	Emsworth	5 10	— —	— —	— —	— —	— —	— —	9 16	11 23	— —	12 24	— —	— —	— —	— —	3 45	— —	4 23	— —	— —	6 28	8 10	10 53	— —	— —
8.4	Dixmont	— —	— —	— —	— —	— —	— —	— —	9 20	11 27	— —	12 2[illegible]	— —	— —	— —	— —	3 48	— —	4 26	— —	— —	— —	— —	10 58	— —	— —
9.4	Glenfield	5 15	— —	s —	— —	— —	— —	— —	9 24	11 30	— —	12 31	— —	— —	— —	— —	3 51	— —	4 29	— —	— —	6 33	8 15	10 58	— —	— —
12.5	Sewickley	5 22	5 51	6 55	7 36	8 03	— —	8 41	9 34	11 39	12 22	12 40	1 08	2 47	— —	3 43	3 59	— —	— —	5 03	— —	6 41	8 22	11 07	3 22	5 54
13.7	Edgeworth	5 25	— —	— —	— —	— —	— —	— —	9 38	11 43	— —	12 44	s —	2 52	— —	3 47	4 03	— —	— —	— —	— —	— —	8 26	11 11	— —	— —
14.8	Leetsdale ♁	5 27	— —	— —	— —	— —	— —	— —	9 43	11 54	— —	12 48	— —	2 56	— —	3 52	4 06	— —	4 42	— —	— —	6 46	8 39	11 15	— —	— —
16.4	Ambridge	5 33	5 57	7 03	— —	8 12	— —	— —	9 50	12 00	— —	12 53	—	3 00	— —	3 57	4 10	— —	4 47	— —	— —	6 50	8 33	11 19	3 32	— —
20.5	Baden ♁	5 43	— —	— —	— —	8 18	— —	— —	10 04	12 10	— —	1 04	s —	3 09	— —	4 07	—	— —	4 57	— —	— —	6 61	8 39	11 28	— —	— —
23.8	Freedom	5 49	— —	— —	— —	8 23	— —	— —	10 10	12 16	— —	1 10	— —	3 15	— —	4 13	4 23	— —	5 03	— —	— —	6 07	8 44	11 31	— —	8 13
25.7	Rochester + ♁	5 58	6 13	7 17	7 56	8 29	— —	9 00	10 16	12 22	12 41	1 15	1 34	3 19	3 48	4 19	4 28	4 34	5 08	5 22	— —	6 11	8 48	11 35	3 50	8 19
28.4	New Brighton + ♁	6 10	A M	7 24	8 02	A M	— —	9 07	10 26	12 31	12 48	1 22	1 42	3 27	—	4 26	4 34	4 43	5 14	5 28	— —	6 18	8 55	11 42	P M	P M
29.2	Kenwood	6 15	.....	— —	— —	.....	— —	— —	10 30	12 35	— —	1 26	1 46	3 31	3 57	4 29	4 36	4 46	5 16	— —	— —	6 21	— —	11 45	.....	.....
30.2	Beaver Falls + ♁	6 23	.....	7 30	8 10	.....	8 46	9 14	10 35	12 40	12 55	1 30	1 51	3 35	P M	4 34	4 40	4 50	5 20	5 35	5 45	6 25	7 06	11 50	.....	.....
34.8	Homewood ♁	6 39	.....	7 40	8 20	.....	— —	A M	A M	Noon	Noon	P M	2 02	3 50	.....	4 45	P M	P M	P M	P M	— —	P M	P M	P M	.....	.....
40.2	New Galilee ♁	6 55	.....	A M	A M	.....	— —	.....	.....	.....	.....	.....	2 15	4 03	.....	4 55	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....
45.2	Enon +	7 14	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....	2 25	4 20	.....	5 05	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....
49.9	East Palestine ♁	7 22	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....	2 35	P M	.....	5 15	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....
54.2	New Waterford ♁	7 35	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....	2 44	.....	.....	5 25	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....
59.6	Columbiana + ♁	7 50	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....	2 55	.....	.....	5 34	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....
63.1	Leetonia + ♁	7 57	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....	3 02	.....	.....	5 40	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....
69.5	Salem + ♁	8 13	.....	.....	.....	.....	9 40	.....	.....	.....	.....	.....	3 15	.....	.....	5 51	.....	.....	.....	.....	.....	6 33	.....	.....	.....	.....
75.6	Garfield ♁	8 25	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....	3 27	.....	.....	6 02	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....
77.7	Beloit ♁	8 30	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....	3 32	.....	.....	6 07	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....
79.0	Sebring ♁	8 33	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....	3 37	.....	.....	6 12	.....	.....	.....	.....	— —	.....	.....	.....	.....	.....
83.0	**Alliance** + ♁	8 45	.....	.....	.....	.....	9 58	.....	.....	.....	.....	.....	3 45	.....	.....	6 20	.....	.....	.....	.....	6 48	.....	.....	.....	.....	.....
....	ARRIVE	A M	.....	.....	.....	.....	A M	.....	.....	.....	.....	.....	P M	.....	.....	P M	.....	.....	.....	.....	P M	.....	.....	.....	.....	.....

Accommodation Trains—For Leetsdale and intermediate stations depart as follows: Daily, except Sunday, from Pittsburgh 6 45 a.m., 1 55, 4 20, 4 42, 5 05 7 35, 10 00, 10 25 p.m.; daily, except Sunday, from Allegheny 5 05, 5 45, 6 50, 8 40 a.m., 12 30 noon, 1 40, 2 40, 4 15, 4 25, 4 28, 4 47, 5 10, 7 40, 10 05, 10 30 p.m.; Sunday only, from Pittsburgh 8 30 a.m., 1 40 p.m.; Sunday only, from Allegheny 8 35, 11 40 a.m., 1 45, 3 40, 7 40, 9 10 p.m. Accommodation trains for Baden leave Pittsburgh †6 05, †6 25 a.m., k1 05, †2 05 p.m., Allegheny †6 10, †6 30, k6 50, k11 05 a.m., k1 10, †2 10 p.m. For Ambridge leave Pittsburgh †2 50, †4 05, †5 15, †8 35, §9 10, †8 25, †9 20 p.m., Allegheny †10 00, §11 37 a.m., †2 55, †4 10, †5 20, †6 40, §8 15, †8 50, †9 25 p.m. For Rochester leave Pittsburgh §7 30 a.m., Allegheny §7 35 a.m.

Additional trains for Beaver Falls, leave Pittsburgh §9 00 a.m.; Allegheny §9 04 a.m., §12 55 noon, §3 50, §5 40, §10 40 p.m.

FROM ALLIANCE TO PITTSBURGH—VIA ENON AND BEAVER FALLS.

Ms.	(Central time.)	60	62	64	66	50	252	40	234	310	32	318	210	68	70	308	72	206	74	304	216	316	242	44	956	334	84	336
....	LEAVE	.....	.....	.....	.....	.....	.....	A M	.....	A M	A M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	P M	.....	P M	.....	.....	A M	.....
0	**Alliance** ♁	.....	.....	.....	.....	.....	.....	†620	.....	*9 23	†9 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*628	.....	†715	.....	.....	§9 35	.....
4.0	Sebring ♁	.....	.....	.....	.....	.....	.....	6 28	.....	— —	9 38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	— —	.....	7 23	.....	.....	9 41	.....
5.3	Beloit ♁	.....	.....	.....	.....	.....	.....	6 31	.....	— —	9 41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	— —	.....	7 28	.....	.....	9 44	.....
7.4	Garfield ♁	.....	.....	.....	.....	.....	.....	6 37	.....	— —	9 48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	— —	.....	7 34	.....	.....	9 49	.....
13.5	Salem ♁	.....	.....	.....	.....	.....	.....	6 48	.....	9 40	9 59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 47	.....	7 47	.....	.....	9 58	.....
19.9	Leetonia ♁	.....	.....	.....	.....	.....	.....	6 59	.....	— —	10 11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	— —	.....	7 57	.....	.....	10 08	.....
23.4	Columbiana ♁	.....	.....	.....	.....	.....	.....	7 06	.....	— —	10 18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	— —	.....	8 05	.....	.....	10 14	.....
28.8	New Waterford ♁	.....	.....	.....	.....	.....	.....	7 16	.....	— —	10 28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	— —	.....	8 17	.....	.....	10 24	.....
33.1	East Palestine ♁	.....	.....	.....	.....	A M	.....	7 23	.....	— —	10 36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	— —	.....	8 27	.....	.....	10 32	.....
37.8	Enon ♁	.....	.....	.....	.....	†630	.....	7 31	.....	— —	10 45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	— —	.....	8 52	.....	.....	10 42	.....
42.8	New Galilee ♁	.....	.....	.....	.....	6 31	.....	7 44	.....	— —	10 57	.....	.....	.....	.....	.....	.....	P M	.....	.....	.....	— —	.....	9 11	.....	.....	10 53	.....
48.2	Homewood ♁	A M	A M	A M	A M	6 43	A M	8 00	A M	— —	11 10	.....	Noon	P M	P M	.....	P M	*445	P M	.....	P M	— —	P M	9 27	P M	.....	11 06	.....
52.8	Beaver Falls ♁	†455	†545	†6 05	†6 45	6 50	†727	8 10	*9 22	10 27	11 20	.....	†222	*1 06	†240	.....	†350	4 53	†540	.....	*703	d —	*818	9 36	†945	.....	11 16	.....
53.8	Kenwood	4 57	5 47	6 07	6 47	6 53	— —	8 12	— —	— —	11 25	.....	— —	1 08	2 42	.....	3 52	y —	5 43	.....	— —	— —	— —	—	9 47	.....	11 19	.....
54.6	New Brighton ♁	5 00	5 50	6 10	6 49	6 57	7 32	8 16	9 30	— —	11 30	A M	12 28	1 11	2 44	P M	3 54	4 59	5 46	P M	7 06	— —	8 24	9 43	9 50	A M	11 23	P M
57.3	Rochester ♁	5 06	5 57	6 17	6 56	7 04	7 39	8 25	9 36	— —	11 39	†11 57	12 34	1 19	2 52	†322	3 58	5 04	5 52	†617	7 15	— —	8 30	9 59	9 56	§7 52	11 33	§522
59.2	Freedom	5 10	6 01	6 21	— —	7 09	— —	8 29	— —	— —	11 45	— —	— —	1 24	2 58	— —	4 03	— —	5 57	— —	— —	— —	— —	y —	10 00	— —	11 39	d —
62.5	Baden ♁	5 16	6 07	6 26	— —	7 16	— —	— —	— —	— —	11 50	— —	— —	1 30	3 06	3 32	4 10	— —	6 02	— —	— —	— —	— —	y —	10 06	— —	y —	— —
66.6	Ambridge	5 26	6 16	6 35	— —	7 27	— —	— —	— —	— —	12 03	— —	— —	1 40	3 15	3 57	4 25	— —	6 12	— —	— —	— —	— —	10 05	10 12	8 05	11 56	5 35
68.2	Leetsdale ♁	5 31	6 23	6 40	— —	7 34	— —	— —	— —	— —	12 08	— —	— —	1 46	3 20	— —	4 30	— —	6 17	— —	— —	— —	— —	— —	10 18	— —	y —	d —
69.3	Edgeworth	5 33	.....	— —	— —	7 38	— —	— —	— —	— —	— —	— —	— —	1 50	3 23	— —	— —	— —	6 21	— —	— —	— —	— —	—	10 22	— —	y —	— —
70.3	Sewickley	5 37	— —	6 45	— —	7 42	7 59	8 50	9 55	— —	12 14	d —	— —	1 54	3 29	3 47	4 34	6 22	6 25	d —	7 35	— —	8 51	10 15	10 26	8 15	12 06	5 45
73.6	Glenfield	5 47	— —	6 52	— —	— —	— —	8 56	— —	— —	— —	— —	— —	2 04	— —	— —	4 40	— —	— —	— —	— —	— —	— —	— —	10 33	— —	y —	— —
74.6	Dixmont	5 49	— —	—	— —	— —	— —	— —	— —	— —	— —	— —	— —	2 07	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
76.0	Emsworth	5 53	— —	— —	— —	7 53	— —	9 00	— —	— —	— —	— —	— —	2 11	— —	— —	— —	— —	— —	— —	— —	— —	— —	—	10 39	— —	— —	d —
77.0	Avalon	5 57	— —	6 58	— —	— —	— —	— —	— —	— —	— —	— —	— —	2 15	— —	— —	— —	— —	— —	— —	— —	— —	—	—	10 43	— —	y —	d —
82.0	**Allegheny** ♁	6 10	6 45	7 10	7 30	8 05	8 15	9 15	10 15	11 05	12 35	12 40	1 10	2 30	3 50	4 10	4 55	5 45	6 45	6 55	7 55	8 20	9 15	10 39	10 55	8 40	12 33	6 10
83.0	**Pittsburgh** ♁	A M	A M	A M	7 35	8 10	8 20	A M	10 20	11 10	12 40	12 45	1 15	P M	P M	4 15	5 00	5 50	6 50	7 08	8 00	8 25	9 20	10 45	11 00	8 45	12 40	6 15
....	ARRIVE	.....	.....	.....	A M	A M	A M	.....	A M	A M	Noon	Noon	P M	.....	.....	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	Noon	P M

Accommodation Trains—From Leetsdale and intermediate stations arrive as follows: Daily, except Sunday, at Allegheny 5 20, 6 25, 6 40, 7 05, 7 20, 7 25, 9 05, 11 00 a.m., 2 00, 3 20, 4 05, 5 35, 6 15, 6 40, 7 20, 9 05 p.m.; Sunday only, at Allegheny 6 10, 7 55, 8 55 a.m., 3 20, 6 05, 10 30 p.m. Daily, except Sunday, at Pittsburgh 5 25, 6 30, 7 10, 7 25, 7 30 a.m., 4 10 6 20, 7 25, 9 10 p.m. Sunday only at Pittsburgh 6 15, 8 00 a.m. Accommodation trains from Baden arrive at Allegheny †8 00, †10 00, k11 45 a.m., k1 00, k3 47, †4 34 p.m., Pittsburgh †8 05, †10 05, k11 50 a.m., †4 50 p.m. From Ambridge trains arrive at Allegheny daily, except Sunday, 12 25 noon, 4 50, 5 40, 7 45, 8 50, 10 10 p.m., Sunday 1 40, 7 25 p.m.; at Pittsburgh 12 40 noon, 4 55, 5 45, 7 50, 8 35 p.m., Sunday 7 50 p.m.

Additional trains for Allegheny and intermediate stations, leave Beaver Falls §8 05, §11 00 a.m., §3 30, §6 25, §9 05 p.m.; for Pittsburgh §8 25 p.m.

* Daily; † daily, except Sunday; § Sunday only; d stops to let off from C. & P. Division points; k Saturday only; s stops on Sunday; y stops to let off passengers. + Coupon stations; ♁ Telegraph stations.

PENNSYLVANIA LINES

The Pennsylvania Company

Official Local Time-Tables—December, 1909.

TOLEDO DIVISION

BETWEEN MANSFIELD AND TOLEDO—VIA TIFFIN AND BURGOON.

Mls.	(Central time.)	405	423	403
		P M	A M	A M
	Pittsburgh+...ō lve.	*8 00	*3 50	*11 30
0	**Mansfield**+....ō lve.	*1 55	*8 40	*4 10
11.4	Vernon.....ō "	2 15	8 59	— —
17.3	Tiro.....ō "	2 26	9 11	4 37
23.4	New Washington.ō "	2 35	9 23	4 46
27.1	Carrothers +.....ō "	2 46	9 30	4 55
33.3	Bloomville.....ō "	2 57	9 41	5 07
36.4	Swander..... "	— —	9 50	— —
43.3	Tiffin +.....ō "	3 15	10 00	5 27
50.7	Maple Grove.....ō "	3 30	10 14	5 42
52.7	Bettsville.....ō "	3 35	10 18	5 46
54.4	Burgoon.....ō "	3 39	10 22	5 50
57.9	Millersville..... "	— —	10 28	s —
60.0	Helena.....ō "	3 48	10 33	5 59
63.4	Gibsonburg.....ō "	3 54	10 40	6 05
68.5	Woodville.....ō "	a —	10 50	—
76.4	Latcha..... "	— —	11 03	— —
80.3	Walbridge.....ō "	— —	11 10	— —
84.8	**Toledo**+.....ō arr.	4 40	11 30	6 40
143.8	**Detroit** (Mich. Cent.) arr.	6 45	4 00	8 25
		A M	P M	P M

Mls.	(Central time.)	406	408	416	426
		A M	A M	Noon	P M
	Detroit (Mich. Cent.) lve.	*1235	*8 06		
0	**Toledo**.....ō lve.	*7 15	*7 15	*2 20	*10 15
4.5	Walbridge.....ō "	7 30	7 30	— —	10 28
8.4	Latcha..... "	7 36	7 36	— —	— —
16.3	Woodville.....ō "	7 49	7 49	— —	10 48
21.4	Gibsonburg.....ō "	7 58	7 58	— —	10 57
24.8	Helena.....ō "	8 04	8 04	— —	11 03
26.9	Millersville..... "	8 08	8 08	— —	11 07
30.4	Burgoon.....ō "	8 15	8 15	— —	11 13
32.1	Bettsville.....ō "	8 19	8 19	— —	11 17
34.1	Maple Grove.....ō "	8 24	8 24	— —	— —
41.5	Tiffin.....ō "	8 38	8 38	3 23	11 36
48.4	Swander..... "	8 49	8 49	— —	— —
51.5	Bloomville.....ō "	9 00	9 00	3 42	11 57
57.7	Carrothers.....ō "	9 15	9 15	— —	12 10
61.4	New Washington.ō "	9 23	9 23	3 58	12 17
67.5	Tiro.....ō "	9 35	9 35	— —	12 28
73.4	Vernon.....ō "	9 45	9 45	— —	12 40
84.8	**Mansfield**.....ō arr.	10 05	10 05	4 30	1 05
266.0	**Pittsburgh**.....ō arr.	3 30	6 05	8 65	6 00
		P M	P M	P M	A M

BETWEEN SANDUSKY AND COLUMBUS—VIA BUCYRUS AND MARION.

Mls.	(Central time.)	No. 441	No. 445
0	**Sandusky**+.....ō lve.	*8 05 A M	†5 00 P M
6.7	Weyers.....ō "	8 18 "	5 13 "
9.0	Parkertown.....ō "	8 23 "	5 18 "
14.5	Bellevue+.....ō "	8 31 "	5 25 "
17.3	Flat Rock.....ō "	8 37 "	5 34 "
20.7	Frank.....ō "	8 44 "	5 41 "
25.2	Omar.....ō "	8 53 "	5 50 "
27.9	Attica Junction...ō "	8 59 "	5 56 "
29.5	Attica+.....ō "	9 03 "	6 00 "
34.4	Carrothers+.....ō "	9 15 "	6 10 "
37.4	Chatfield+.....ō "	9 21 "	6 17 "
41.4	Ridgeton.....ō "	9 28 "	6 28 "
43.9	Brandywine..... "	9 32 "	6 29 "
48.0	Bucyrus +.....ō "	9 40 "	6 36 "
55.4	Monnette.....ō "	9 54 "	6 48 "
57.8	Tobias..... "	9 58 "	6 52 "
61.5	Harvey..... "	— —	— —
65.9	Marion +.....ō "	10 11 "	7 10 "
72.4	Lynn..... "	10 27 "	7 24 "
75.3	Waldo.....ō "	10 33 "	7 30 "
76.9	Norton.....ō "	10 37 "	7 33 "
79.7	Troyton..... "	10 42 "	7 38 "
86.5	Delaware +.....ō "	10 56 "	7 53 "
91.6	Gregory..... "	11 04 "	— —
94.5	Lewis Centre.....ō "	11 15 "	8 10 "
99.5	Flint..... "	11 17 "	—
102.1	Worthington.....ō "	11 28 "	8 23 "
106.1	Chaseland.....ō "	11 29 "	8 25 "
111.0	**Columbus**+.....ō arr.	11 45 A M	8 40 P M
181.7	**Dayton**.....arr.	4 05 P M	11 25 P M
230.7	**Cincinnati**.....arr.	5 25 P M	
291.6	**Indianapolis**.....arr.	6 36 P M	2 15 A M
533.4	**St. Louis**.....arr.	7 00 A M	8 30 A M

Mls.	(Central time.)	No. 442	No. 444	No. 484
	St. Louis.....lve.	8 15 P M	11 35 P M	
	Indianapolis.....lve.	3 35 A M	8 10 A M	1 30 P M
	Cincinnati.....lve.	6 00 A M	9 00 A M	3 10 P M
	Dayton.....lve.	7 35 A M	11 00 A M	
0	**Columbus**.....ō lve.	†10 45 A M	†5 00 P M	§6 30 P M
4.9	Chaseland.....ō "	10 59 "	5 14 "	6 47 "
8.9	Worthington.....ō "	11 02 "	5 17 "	6 50 "
11.5	Flint..... "	—	5 23 "	6 55 "
16.5	Lewis Centre.....ō "	11 15 "	5 30 "	7 04 "
19.4	Gregory..... "	— —	5 35 "	7 09 "
24.5	Delaware.....ō "	11 30 "	5 45 "	7 18 "
31.3	Troyton..... "	11 43 "	5 58 "	7 30 "
34.1	Norton.....ō "	11 48 "	6 03 "	7 35 "
35.7	Waldo.....ō "	11 52 "	6 07 "	7 38 "
38.6	Lynn..... "	11 57 A M	6 12 "	7 43 "
45.1	Marion.....ō "	12 10 Noon	6 25 "	7 55 "
49.5	Harvey..... "	— —	6 35 "	— —
53.2	Tobias..... "	12 24 "	6 43 "	8 10 "
55.0	Monnette.....ō "	12 28 "	6 48 "	8 15 "
63.0	Bucyrus.....ō "	12 45 "	7 02 "	8 31 "
67.1	Brandywine..... "	12 50 "	7 09 "	8 38 "
69.6	Ridgeton.....ō "	12 58 Noon	7 15 "	8 45 "
73.6	Chatfield.....ō "	1 05 P M	7 23 "	8 53 "
76.6	Carrothers.....ō "	1 12 "	7 30 "	9 00 "
81.5	Attica.....ō "	1 21 "	7 40 "	9 10 "
83.1	Attica Junction..ō "	1 24 "	7 43 "	9 13 "
85.8	Omar.....ō "	1 29 "	7 49 "	9 18 "
90.3	Frank.....ō "	1 37 "	7 57 "	9 28 "
93.5	Flat Rock.....ō "	1 44 "	8 03 "	9 34 "
96.5	Bellevue.....ō "	1 52 "	8 10 "	9 41 "
102.0	Parkertown.....ō "	2 01 "	8 21 "	9 50 "
104.3	Weyers.....ō "	2 04 "	8 24 "	9 53 "
111.0	**Sandusky**.....ō arr.	2 20 P M	8 40 P M	10 10 P M

BETWEEN MANSFIELD AND DENNISON—VIA COSHOCTON AND NEWCOMERSTOWN.

Mls.	(Central time.)	No. 432	No. 436
0	**Mansfield**+.....ō lve.	†6 10 A M	†7 00 A M
18.7	South Loudonville..... "	7 05 "	7 32 "
23.5	Spellacy..... "	7 20 "	7 43 "
30.0	Edlam.....ō "	7 40 "	7 54 "
34.4	Brink Haven.....ō "	8 04 "	8 04 "
45.9	Walhonding.....ō "	8 54 "	8 25 "
50.6	Mohawk.....ō "	9 12 "	8 34 "
53.8	Warsaw Junction.....ō "	9 28 "	8 40 "
63.2	**Coshocton**.....ō arr.	10 20 "	†9 00 "
69.8	West Lafayette..... "	— —	*9 44 "
73.9	Isleta..... "	— —	9 51 "
77.5	**Newcomerstown**+..ō "	11 06 "	9 57 "
83.8	Port Washington..... "	— —	10 14 "
88.7	Gnadenhutten..... "	— —	10 24 "
93.8	Uhrichsville.....ō "	11 31 "	10 35 "
95.1	**Dennison**.....ō "	11 45 A M	*10 50 A M

Mls.	(Central time.)	No. 431	No. 459
0	**Dennison**.....ō lve.	*11 00 A M	*3 40 P M
1.3	Uhrichsville.....ō "	11 05 "	3 45 "
6.4	Gnadenhutten..... "	— —	3 54 "
11.3	Port Washington..... "	—	4 03 "
17.6	**Newcomerstown**...ō "	11 29 A M	4 17 "
21.2	Isleta..... "	— —	4 22 "
25.3	West Lafayette..... "	— —	4 32 "
31.0	**Coshocton**.....ō "	†2 00 P M	†5 00 "
41.3	Warsaw Junction.....ō "	2 43 "	5 20 "
44.5	Mohawk.....ō "	2 58 "	5 26 "
49.2	Walhonding.....ō "	3 22 "	5 34 "
60.7	Brink Haven.....ō "	4 14 "	5 56 "
65.1	Edlam.....ō "	4 38 "	6 05 "
71.6	Spellacy..... "	5 01 "	6 17 "
76.4	South Loudonville..... "	5 20 "	6 28 "
95.1	**Mansfield**.....ō arr.	†6 00 P M	†7 00 P M

*Daily; †daily, except Sunday; *a* stops to leave passengers; *s* stops Sundays. + Coupon stations: ō Telegraph stations.

The PENNSYLVANIA LINES present to the traveling public the Shortest and Most Direct Route from Toledo to Pittsburgh, Philadelphia and New York.

PENNSYLVANIA LINES

The Pennsylvania Company

Official Local Time-Tables—December, 1909.

ERIE & PITTSBURGH DIVISION.

BETWEEN PITTSBURGH AND ERIE.

Mls.	(Central time.)	323	209	217	237	203	333	201	211	343	....
....		A M	A M	A M	A M	Noon	P M	P M	P M	P M	....
0	**Pittsburgh** + . ♁ lve.	*345	*630	*715	*820	†1200	*130	†315	*440	*706	....
1.0	Allegheny + ... ♁ »	350	635	720	825	1205	133	319	445	709	....
12.5	Sewickley .... »	– –	655	736	841	1222	– –	– –	503	*c* –	....
25.7	Rochester + ... ♁ »	*c* –	717	756	900	1241	*c* –	348	522	737	....
28.4	New Brighton + ♁ »	– –	724	802	907	1248	– –	– –	528	– –	....
29.2	Kenwood .... ♁ »	– –	– –	– –	– –	– –	– –	357	– –	– –	....
30.2	Beaver Falls + ... »	– –	730	810	914	1255	– –	– –	535	– –	....
34.8	Homewood ..... ♁ »	– –	740	820	– –	– –	– –	– –	– –	– –	....
36.5	Koppel .... ♁ »	– –	742	822	– –	107	– –	– –	550	– –	....
40.7	Wampum .... ♁ »	– –	749	829	– –	112	– –	416	– –	– –	....
44.0	Moravia .... »	– –	754	832	– –	– –	– –	– –	– –	– –	....
47.5	Mahoningtown.. ♁ »	500	805	849	– –	125	239	428	608	812	....
49.8	New Castle + ... ♁ »	505	810	853	950	130	245	435	615	816	....
60.1	Pulaski .... ♁ »	A M	826	A M	– –	148	P M	451	– –	P M	....
64.7	West Middlesex. ♁ »	....	836	....	– –	156	....	501	– –	....	....
67.5	Wheatland ..... ♁ »	....	841	....	–	200	....	505	– –	....	....
68.6	South Sharon... ♁ »	....	843	....	1014	202	....	507	639	....	....
69.9	Sharon + ... ♁ »	....	850	....	1020	210	....	512	645	....	....
73.1	Sharpsville...... ♁ »	....	858	....	1027	218	....	520	652	....	....
75.7	Clarksville........ »	....	900	....	– –	220	....	525	– –	....	....
78.8	Transfer......... ♁ »	....	910	....	– –	229	....	538	– –	....	....
82.9	Shenango....... ♁ »	....	918	....	1039	236	....	546	704	....	....
84.5	Greenville + ... ♁ »	....	923	....	1045	241	....	553	709	....	....
90.6	**Jamestown** + ♁ arr.	....	935	....	1055	255	....	605	719	....	....
	lve.	....	935	....	1055	255	....	605	719	....	....
96.3	Westford.......... »	....	945	....	– –	312	....	618	– –	....	....
99.7	Espyville.......... »	....	951	....	– –	320	....	626	– –	....	....
103.7	Linesville....... ♁ »	....	1000	....	1115	330	....	635	739	....	....
107.8	Summit......... ♁ »	....	A M	....	1123	P M	....	P M	747	....	....
111.3	Conneautville... ♁ »	....	....	....	1130	....	....	....	754	....	....
114.1	Springboro....... »	....	....	....	1134	....	....	....	758	....	....
120.4	Albion.......... ♁ »	....	....	....	1141	....	....	....	808	....	....
131.0	North Girard... ♁ »	....	....	....	1158	....	....	....	825	....	....
146.3	**Erie** + ... ♁ arr.	....	....	....	1220	....	....	....	845	....	....
....	....	....	....	....	Noon	....	....	....	P M	....	....

(Central time.)	252	234	262	210	268	206	216	284	288	....
	....	A M	....	....	....	....	P M	....	....	....
Erie .... ♁ lve.	....	*620	....	....	....	....	*400	....	....	....
North Girard... ♁ »	....	640	....	....	....	....	420	....	....	....
Albion.......... ♁ »	....	657	....	....	....	....	437	....	....	....
Springboro....... »	....	703	....	....	....	....	443	....	....	....
Conneautville.. ♁ »	....	710	....	....	....	....	450	....	....	....
Summit......... ♁ »	A M	715	....	A M	....	P M	455	....	....	....
Linesville...... ♁ »	†510	722	....	†1005	....	*230	502	....	....	....
Espyville......... »	515	– –	....	1010	....	238	– –	....	....	....
Westford......... »	522	– –	....	1016	....	245	– –	....	....	....
Jamestown... ♁ arr.	535	738	....	1025	....	255	518	....	....	....
lve.	535	738	....	1025	....	255	518	....	....	....
Greenville...... ♁ »	545	747	....	1035	....	306	527	....	....	....
Shenango ...... ♁ »	549	750	....	1039	....	309	530	....	....	....
Transfer .... ♁ »	557	– –	....	1048	....	316	– –	....	....	....
Clarksville....... »	600	– –	....	1052	....	318	– –	....	....	....
Sharpsville..... ♁ »	606	803	....	1058	....	326	543	....	....	....
Sharon......... ♁ »	613	811	....	1107	....	335	551	....	....	....
South Sharon.. ♁ »	615	812	....	1108	....	337	552	....	....	....
Wheatland..... ♁ »	– –	– –	....	1112	....	342	– –	....	....	....
West Middlesex ♁ »	623	– –	....	1116	....	347	– –	....	....	....
Pulaski......... ♁ »	628	– –	A M	1122	P M	352	– –	P M	P M	....
New Castle .... ♁ »	655	845	*925	1145	*345	416	625	*725	*817	....
Mahoningtown. ♁ »	700	850	930	1150	350	420	630	730	821	....
Moravia.......... »	– –	– –	– –	– –	– –	– –	– –	740	– –	....
Wampum....... ♁ »	– –	859	– –	1200	– –	431	– –	752	– –	....
Koppel .... ♁ »	– –	910	– –	1207	– –	437	– –	– –	– –	....
Homewood..... ♁ »	– –	– –	– –	– –	– –	445	– –	– –	– –	....
Beaver Falls ..... »	727	922	– –	1222	– –	453	703	818	– –	....
Kenwood....... ♁ »	– –	– –	– –	– –	– –	*h* –	– –	– –	– –	....
New Brighton.. ♁ »	732	930	– –	1228	– –	459	708	824	– –	....
Rochester...... ♁ »	739	936	*h* –	1234	*h* –	504	715	830	– –	....
Sewickley......... »	759	955	– –	– –	– –	522	735	851	*920	....
Allegheny. .... ♁ arr.	815	1015	1040	110	510	545	755	915	940	....
Pittsburgh... ♁ arr.	820	1020	1045	115	515	550	800	920	945	....
....	A M	A M	A M	P M	P M	P M	P M	P M	P M	....

BETWEEN NEW CASTLE AND CLEVELAND—VIA YOUNGSTOWN.

Ms.	(Central time.)	256	258	260	210	266	268	282	286	.....
....		A M	A M	A M	A M	P M	P M	P M	P M	.....
0	**New Castle**.......lve.	*445	*800	*835	*1145	*225	†225	*700	*800	.....
2.3	Mahoningtown ..... »	450	810	840	1155	230	230	706	806	.....
8.2	Edenburg .... »	– –	817	855	1202	– –	255	*y* –	– –	.....
11.1	Hillsville........... »	– –	820	858	1205	– –	258	*y* –	– –	.....
13.8	Lowellville......... »	– –	823	904	1208	– –	305	*y* –	– –	.....
17.0	Struthers........... »	– –	831	910	1216	– –	315	*y* –	– –	.....
22.0	**Youngstown**...... »	530	845	930	1230	307	330	735	840	..
24.5	Brier Hill.......... »	– –	– –	935	– –	– –	– –	– –	– –	.....
26.9	Girard.............. »	– –	854	940	1238	*a* –	342	*y* –	– –	.....
31.5	Niles............... »	552	905	950	1250	327	355	755	900	.....
42.6	Newton Falls....... »	607	A M	A M	Noon	342	P M	P M	– –	.....
57.6	Ravenna........... »	628	.....	.....	.....	402	.....	.....	933	.....
60.9	Brady's Lake....... »	*m* –	.....	.....	.....	– –	.....	.....	– –	.....
63.1	Earlville........... »	*m* –	.....	.....	.....	– –	.....	.....	– –	.....
69.5	Hudson .... »	642	.....	.....	.....	418	.....	.....	947	.....
75.7	Macedonia .... »	*m* –	.....	.....	.....	– –	.....	.....	– –	.....
81.1	Bedford............ »	*m* –	.....	.....	.....	– –	.....	.....	– –	.....
87.7	Newburgh.......... »	707	.....	.....	.....	442	.....	.....	*m* –	.....
90.4	Woodland Avenue.. »	713	.....	.....	.....	448	.....	.....	– –	.....
91.8	Euclid Avenue ..... »	720	.....	.....	.....	456	.....	.....	1020	.....
95.0	**Cleveland**........arr.	730	.....	.....	.....	505	.....	.....	1030	.....
....	....	A M	.....	.....	.....	P M	.....	.....	P M	.....

Ms.	(Central time.)	224	324	238	232	206	314	242	340	....
....		.....	A M	.....	.....	.....	P M	.....	P M	....
0	**Cleveland** ....lve.	.....	*715	.....	.....	.....	*130	.....	*600	....
3.2	Euclid Avenue...... »	.....	725	.....	.....	.....	140	.....	610	....
4.6	Woodland Avenue.. »	.....	*x* –	.....	.....	.....	*x* –	.....	– –	....
7.3	Newburgh........... »	.....	*x* –	.....	.....	.....	*x* –	.....	– –	....
13.9	Bedford............. »	.....	– –	.....	.....	.....	–	.....	– –	....
19.3	Macedonia .... »	.....	– –	.....	.....	.....	– –	.....	– –	....
25.5	Hudson .... »	.....	758	.....	.....	.....	216	.....	645	....
31.9	Earlville............ »	.....	– –	.....	.....	.....	– –	.....	– –	....
34.1	Brady's Lake....... »	.....	– –	.....	.....	.....	– –	.....	– –	....
37.4	Ravenna .... »	.....	813	.....	.....	.....	232	.....	702	....
52.4	Newton Falls....... »	A M	833	A M	A M	P M	251	P M	– –	....
63.6	Niles................ »	*655	847	†856	*1045	*255	307	*638	738	....
68.2	Girard .... »	– –	– –	905	1055	304	– –	648	– –	....
70.5	Brier Hill........... »	– –	– –	– –	1059	– –	– –	– –	– –	....
73.1	**Youngstown**...... »	715	905	915	1105	315	327	700	800	....
78.1	Struthers........... »	*y*	– –	925	1118	324	– –	710	– –	....
81.3	Lowellville......... »	–	–	933	1124	329	– –	715	– –	....
84.0	Hillsville........... »	– –	– –	937	1129	333	– –	719	– –	....
86.9	Edenburg .... »	– –	– –	945	1135	340	– –	725	– –	....
92.8	Mahoningtown ..... »	750	937	1000	1150	350	359	737	832	....
95.1	**New Castle**.......arr.	755	941	1005	1155	355	403	741	836	....
....	....	A M	A M	A M	A M	P M	P M	P M	P M	....

BETWEEN PITTSBURGH AND OIL CITY.

Ms.	(Central time.)	No. 209	No. 203	No. 211
....	**Pittsburgh** + ... ♁ lve.	†630 A M	†1200 Noon	†440 P M
....	Mahoningtown..... ♁ »	815 »	125 P M	610 »
0	**New Castle** + ... ♁ »	830 »	135 »	620 »
7.8	Wilmington Junc + . ♁ »	845 »	150 »	633 »
8.9	Neshannock Falls .... »	848 »	153 »	636 »
12.3	Volant .... ♁ »	855 »	200 »	642 »
14.7	Leesburg.......... ♁ »	902 »	208 »	650 »
16.8	Millburn .... »	907 »	210 »	654 »
18.3	Hope Mills.......... »	908 »	211 »	655 »
21.5	Mercer + ... ♁ »	918 »	220 »	706 »
22.4	Houston Junction.... »	920 »	225 »	708 »
26.6	Jackson Centre + ... ♁ »	928 »	234 »	717 »
32.7	Coulson .... »	940 »	248 »	730 »
35.1	**Stoneboro** + ... ♁ arr.	950 »	255 P M	†740 »
	lve.	950 »	....	*745 »
36.4	L.S.&M.S.Ry. **Sandy Lake**.... »	955 »	....	748 »
42.5	L.S.&M.S.Ry. **Raymilton**...... »	1005 »	....	800 »
46.7	L.S.&M.S.Ry. **Polk**............ »	1012 »	....	808 »
55.6	L.S.&M.S.Ry. **Franklin**........ »	1032 »	....	825 »
64.8	L.S.&M.S.Ry. **Oil City**........arr.	1059 A M	....	*855 P M

Mls.	(Central time.)	No. 234	No. 206	No. 240
0	L.S.&M.S.Ry. **Oil City**.........lve.	*525 A M	†125 P M	†620 P M
9.2	L.S.&M.S.Ry. **Franklin**......... »	555 »	153 »	650 »
18.1	L.S.&M.S.Ry. **Polk**............. »	615 »	212 »	808 »
22.3	L.S.&M.S.Ry. **Raymilton** ..... »	623 »	220 »	615 »
28.4	L.S.&M.S.Ry. **Sandy Lake**..... »	633 »	230 »	626 »
29.7	**Stoneboro** .... ♁ arr.	*642 »	235 »	635 »
	lve.	†700 »	235 »	635 »
32.1	Coulson.............. »	703 »	238 »	638 »
38.2	Jackson Centre..... ♁ »	720 »	253 »	651 »
42.4	Houston Junction..... »	727 »	258 »	658 »
43.3	Mercer............. ♁ »	733 »	305 »	705 »
46.5	Hope Mills........... »	735 »	307 »	– –
48.0	Millburn .... »	740 »	313 »	712 »
50.1	Leesburg.......... ♁ »	745 »	318 »	718 »
52.5	Volant .... ♁ »	750 »	325 »	725 »
55.9	Neshannock Falls.... »	755 »	328 »	728 »
57.0	Wilmington Junc... ♁ »	800 »	335 »	734 »
64.8	**New Castle**....... ♁ arr.	820 »	400 »	750 »
67.3	Mahoningtown ..... ♁ »	830 »	410 »	800 »
114.8	**Pittsburgh**....... ♁ arr.	†1020 A M	550 P M	945 P M

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; ‡ Sunday only; *a* stops for Cleveland passengers; *c* stops to take passengers for Cleveland and E. & A. Division points; *h* stops to let off passengers; *m* stops to leave from east of Ravenna; *s* stops Sunday to take or leave passengers; *x* stops on signal for passengers for points east of Ravenna; *y* stops for passengers to or from stations west of Niles.

+ Coupon stations.

♁ Telegraph stations.

PENNSYLVANIA LINES

The Pennsylvania Company

Official Local Time-Tables—December, 1909.

PITTSBURGH, YOUNGSTOWN & ASHTABULA DIVISION

BETWEEN PITTSBURGH AND ASHTABULA.

Mls.	(Central time.)	323	209	217	333	333	343	235	215	....
....		A M	A M	A M	P M	P M	P M	....	....	....
0	**Pittsburgh** +.. ♂ lve.	*345	*6 30	*7 15	*1 30	*1 30	*7 05	....	....	....
1.0	Allegheny + ... ♂ "	3 50	6 35	7 20	1 35	1 35	7 09	....	....	....
12.5	Sewickley ..... "	- -	6 55	7 36	- -	- -	c	....	....	....
25.7	Rochester + ... ♂ "	c -	7 17	7 56	c -	c -	7 37	....	....	....
28.4	New Brighton + . ♂ "	- -	7 24	8 02	- -	- -	- -	....	....	....
30.2	Beaver Falls + ... "	- -	7 30	8 10	- -	- -	- -	....	....	....
34.8	Homewood ..... ♂ "	- -	7 40	8 20	- -	- -	- -	....	....	....
36.5	Koppel ..... ♂ "	- -	7 42	8 22	- -	- -	- -	....	....	....
40.7	Wampum ..... ♂ "	- -	7 49	8 29	- -	- -	- -	....	....	....
44.0	Moravia ..... "	- -	7 54	8 32	- -	- -	- -	A M	P M	....
47.5	Mahoningtown .. ♂ "	- -	8 10	- -	- -	- -	- -	*1155	*705	....
51.6	Edenburg ..... ♂ "	- -	8 17	8 55	- -	2 56	- -	12 02	h -	....
54.5	Hillsville ..... ♂ "	- -	8 20	8 58	- -	2 58	- -	12 05	h -	....
57.2	Lowellville ..... ♂ "	- -	8 23	9 04	- -	3 05	- -	12 08	h -	....
60.4	Struthers ..... ♂ "	- -	8 31	9 10	- -	3 15	- -	12 16	h -	....
65.4	Youngstown ..... ♂ "	5 30	8 45	9 30	3 07	3 30	8 40	12 30	7 36	....
67.9	Brier Hill ..... ♂ "	- -	- -	9 35	- -	- -	- -	- -	- -	....
70.3	Girard + ... ♂ "	- -	8 54	9 40	b -	3 42	- -	12 38	h -	....
74.9	**Niles** + ... ♂ arr. / lve.	5 52	9 05	9 50	3 27	3 56	9 00	12 50	7 55	....
		A M	A M	9 50	P M	3 55	P M	Noon	P M	....
80.1	Warren + ... ♂ "	....	....	10 05	....	4 10	....	Runs to Chicago, via Niles and Alliance.	Runs to Chicago, via Niles and Alliance.	....
91.1	Bristolville ..... ♂ "	....	....	10 25	....	4 30	....			....
92.3	Oakfield ..... ♂ "	....	....	10 28	....	4 33	....			....
96.0	Lockwood ..... ♂ "	....	....	10 37	....	4 40	....			....
101.0	East Orwell ..... ♂ "	....	....	10 47	....	4 56	....			....
104.8	New Lyme ..... ♂ "	....	....	10 52	....	5 00	....			....
105.9	Rome ..... ♂ "	....	....	10 57	....	5 03	....			....
109.8	Rock Creek ..... ♂ "	....	....	11 05	....	5 17	....			....
113.4	Eagleville ..... "	....	....	11 10	....	5 20	....			....
117.5	Austinburg ..... ♂ "	....	....	11 25	....	5 30	....			....
124.6	**Ashtabula** + ... ♂ arr.	....	....	11 40	....	5 46	....			....
....	.....	....	....	A M	....	P M	....			....

Mls.	(Central time.)	224	324	236	232	206	314	242	340	....
....		....	....	A M	....	....	....	P M	....	....
0	**Ashtabula** ..... ♂ lve.	Runs from Chicago, via Alliance and Niles.	....	†7 00	....	....	....	*4 20	....	....
7.1	Austinburg ..... ♂ "		....	7 13	....	....	....	4 45	....	....
11.2	Eagleville ..... "		....	7 17	....	....	....	4 50	....	....
14.8	Rock Creek ..... ♂ "		....	7 26	....	....	....	5 10	....	....
18.7	Rome ..... ♂ "		....	7 38	....	....	....	5 20	....	....
19.8	New Lyme ..... ♂ "		....	7 42	....	....	....	5 25	....	....
23.6	East Orwell ..... ♂ "		....	7 50	....	....	....	5 40	....	....
28.6	Lockwood ..... ♂ "		....	8 00	....	....	....	5 50	....	....
32.3	Oakfield ..... ♂ "		....	8 06	....	....	....	5 58	....	....
33.5	Bristolville ..... ♂ "		....	8 10	....	....	....	6 00	....	....
44.5	Warren ..... ♂ "		....	8 30	....	....	....	6 28	....	....
49.7	**Niles** ..... ♂ arr. / lve.	A M	A M	8 40	A M	P M	P M	6 38	P M	....
		*6 55	*847	8 56	*1045	*255	*3 07	6 38	*7 38	....
54.3	Girard ..... ♂ "	- -	- -	9 05	10 55	3 04	- -	6 48	- -	....
56.7	Brier Hill ..... ♂ "	- -	- -	- -	10 59	- -	- -	- -	- -	....
59.2	Youngstown ..... ♂ "	7 15	9 05	9 15	11 05	3 16	3 27	7 00	8 00	....
64.2	Struthers ..... ♂ "	h -	- -	9 25	11 18	3 24	- -	7 10	- -	....
67.4	Lowellville ..... ♂ "	- -	- -	9 33	11 24	3 28	- -	7 15	- -	....
70.1	Hillsville ..... ♂ "	- -	- -	9 37	11 29	3 33	- -	7 19	- -	....
73.0	Edenburg ..... ♂ "	- -	- -	9 45	11 35	3 40	- -	7 25	- -	....
77.9	Mahoningtown .. ♂ "	7 50	- -	10 00	†1150	3 50	- -	- -	- -	....
80.6	Moravia ..... "	A M	- -	A M	- -	- -	- -	7 40	- -	....
83.9	Wampum ..... ♂ "	....	- -	....	12 00	- -	- -	7 52	- -	....
88.1	Koppel ..... ♂ "	....	- -	....	12 07	- -	- -	- -	- -	....
89.8	Homewood ..... ♂ "	....	- -	....	- -	- -	- -	- -	- -	....
94.4	Beaver Falls ..... "	....	- -	....	12 22	- -	- -	8 18	- -	....
96.2	New Brighton ... ♂ "	....	- -	....	12 28	- -	- -	8 24	- -	....
98.9	Rochester ..... ♂ "	....	e -	....	12 34	e -	e -	8 30	- -	....
102.1	Sewickley ..... "	....	- -	....	- -	- -	- -	8 51	9 20	....
123.6	Allegheny ..... ♂ "	....	1040	....	1 10	5 10	5 10	9 15	9 40	....
124.6	**Pittsburgh** .... ♂ arr.	....	1045	....	†1 15	5 15	5 15	9 20	9 45	....
....	.....	....	A M	....	P M	P M	P M	P M	P M	....

BETWEEN PITTSBURGH AND CLEVELAND—VIA YOUNGSTOWN.

Mls.	(Central time.)	323	333	343	....
....		A M	P M	P M	....
0	**Pittsburgh** ..... lve.	*345	*1 30	*706	....
1.0	Allegheny ..... "	3 50	1 35	7 08	....
12.5	Sewickley ..... "	- -	- -	c -	....
25.7	Rochester ..... "	c -	c -	7 37	....
28.4	New Brighton ..... "	- -	- -	- -	....
30.2	Beaver Falls ..... "	- -	- -	- -	....
34.8	Homewood ..... "	- -	- -	- -	....
36.5	Koppel ..... "	- -	-	- -	....
40.7	Wampum ..... "	- -	- -	- -	....
44.0	Moravia ..... "	- -	- -	- -	....
46.6	Lawrence Junction. "	4 55	2 37	8 10	....
51.6	Edenburg ..... "	- -	- -	- -	....
54.5	Hillsville ..... "	- -	- -	- -	....
57.2	Lowellville ..... "	- -	- -	- -	....
60.4	Struthers ..... "	- -	- -	- -	....
65.4	Youngstown ..... "	5 30	3 07	8 40	....
67.9	Brier Hill ..... "	- -	- -	- -	....
70.3	Girard ..... "	- -	b -	- -	....
74.9	Niles ..... "	5 52	3 27	9 00	....
86.7	Newton Falls ..... "	6 07	3 42	- -	....
101.7	Ravenna ..... "	6 28	4 02	9 33	....
105.0	Brady's Lake ..... "	l -	- -	- -	....
107.2	Earlville ..... "	l -	- -	- -	....
113.6	Hudson ..... "	6 42	4 18	9 47	....
119.8	Macedonia ..... "	l -	- -	- -	....
125.2	Bedford ..... "	l -	- -	- -	....
131.8	Newburgh ..... "	7 07	4 42	m -	....
134.5	Woodland Ave ..... "	7 13	4 48	- -	....
135.9	Euclid Ave ..... "	7 20	4 55	1020	....
139.1	**Cleveland** ..... arr.	7 30	5 05	1030	....
....	.....	A M	P M	P M	....

Mls.	(Central time.)	324	314	340	....
....		A M	P M	P M	....
0	**Cleveland** ..... lve.	*715	*1 30	*600	....
3.2	Euclid Ave ..... "	7 25	1 40	6 10	....
4.6	Woodland Ave ..... "	a -	a -	- -	....
7.3	Newburgh ..... "	a -	a -	- -	....
13.9	Bedford ..... "	- -	- -	- -	....
19.3	Macedonia ..... "	- -	- -	- -	....
25.5	Hudson ..... "	7 58	2 15	6 45	....
31.9	Earlville ..... "	- -	- -	- -	....
34.1	Brady's Lake ..... "	- -	- -	- -	....
37.4	Ravenna ..... "	8 13	2 32	7 02	....
52.4	Newton Falls ..... "	8 33	2 51	- -	....
64.2	Niles ..... "	8 47	3 07	7 36	....
68.8	Girard ..... "	- -	- -	- -	....
71.2	Brier Hill ..... "	- -	- -	- -	....
73.7	Youngstown ..... "	9 05	3 27	8 00	....
78.7	Struthers ..... "	- -	- -	- -	....
81.9	Lowellville ..... "	- -	- -	- -	....
84.6	Hillsville ..... "	- -	- -	- -	....
87.5	Edenburg ..... "	- -	- -	- -	....
92.5	Lawrence Junction. "	9 33	3 55	8 30	....
95.1	Moravia ..... "	- -	- -	- -	....
98.4	Wampum ..... "	- -	- -	- -	....
101.9	Koppel ..... "	- -	- -	- -	....
103.6	Homewood ..... "	- -	- -	- -	....
108.9	Beaver Falls ..... "	- -	- -	- -	....
110.7	New Brighton ..... "	- -	- -	- -	....
113.4	Rochester ..... "	e -	e -	- -	....
126.6	Sewickley ..... "	- -	- -	9 20	....
138.1	Allegheny ..... "	1040	5 10	9 40	....
139.1	**Pittsburgh** ..... arr.	1045	5 15	9 45	....
....	.....	A M	P M	P M	....

BETWEEN PITTSBURGH AND ALLIANCE—VIA YOUNGSTOWN.

Mls.	(Central time.)	241	209	235	211
....		....	A M	....	P M
0	**Pittsburgh** + .. ♂ lve.	....	*6 30	....	*440
1.0	Allegheny + ... ♂ "	....	6 35	A M	4 45
47.5	Mahoningtown ... ♂ "	....	8 10	*1155	7 05
52.4	Edenburg ..... ♂ "	A M	8 17	12 02	h -
66.2	Youngstown + ... ♂ "	†7 00	8 45	12 30	7 35
75.7	Niles + ... ♂ "	7 20	9 05	12 50	7 55
84.2	North Jackson ... ♂ "	7 34	9 20	1 05	8 10
86.9	Rosemont ..... "	7 38	9 25	1 10	8 15
92.3	Berlin Centre .... ♂ "	7 48	9 38	1 22	8 27
96.8	Snodes ..... "	7 53	9 45	1 28	8 35
103.1	**Alliance** + ... ♂ arr.	8 10	10 05	1 40	8 50
....	.....	A M	A M	P M	P M

Mls.	(Central time.)	224	232	206	222
....		A M	A M	P M	P M
0	**Alliance** ..... ♂ lve.	*6 10	*9 55	*2 10	†940
6.3	Snodes ..... "	6 20	10 07	2 21	9 52
10.8	Berlin Centre .... ♂ "	6 27	10 13	2 27	9 58
16.2	Rosemont ..... "	6 34	10 23	2 35	1008
18.9	North Jackson ... ♂ "	6 40	10 29	2 40	1013
27.4	Niles ..... ♂ "	6 55	10 45	2 55	1030
36.9	Youngstown ..... ♂ "	7 15	11 05	3 15	1050
50.7	Edenburg ..... ♂ "	- -	11 35	3 40	P M
55.6	Mahoningtown .. ♂ arr.	7 50	11 45	3 50	....
102.1	Allegheny ..... ♂ arr.	10 15	†1 10	5 10	....
103.1	**Pittsburgh** ..... ♂ arr.	10 20	†1 15	5 15	....
....	.....	A M	P M	P M	....

+Coupon stations.

♂Telegraph stations.

FROM LEESBURG TO REDMOND.

Ms.	(Central time.)	No. 209	No. 211	....	....	....
0	**Leesburg** ..... ♂ lve.	†9 05 A M	†7 20 P M	....	....	....
2.1	Schollard ..... "	9 09 "	7 24 "	....	....	....
5.5	Brent ..... "	9 21 "	7 38 "	....	....	....
9.3	Carmona ..... "	9 36 "	7 50 "	....	....	....
11.0	Courtneys Mills ..... "	9 42 "	7 58 "	....	....	....
11.9	Heath ..... "	9 46 "	8 00 "	....	....	....
13.1	Armstrong ..... "	9 50 "	8 04 "	....	....	....
14.1	**Redmond** ..... arr.	9 55 A M	8 10 P M	....	....	....

FROM REDMOND TO LEESBURG.

Ms.	(Central time.)	No. 234	No. 240	....	....	....
0	**Redmond** ..... lve.	†6 45 A M	†5 50 P M	....	....	....
1.0	Armstrong ..... "	6 50 "	5 55 "	....	....	....
2.2	Heath ..... "	6 54 "	5 59 "	....	....	....
3.1	Courtneys Mills ..... "	6 58 "	6 03 "	....	....	....
4.8	Carmona ..... "	7 03 "	6 08 "	....	....	....
8.6	Brent ..... "	7 15 "	6 20 "	....	....	....
12.0	Schollard ..... "	7 25 "	6 30 "	....	....	....
14.1	**Leesburg** ..... arr.	7 30 A M	6 35 P M	....	....	....

*Daily; †daily, except Sunday; *a* stops on signal for passengers to points east of Ravenna; *b* stops for Cleveland passengers; *c* stops to receive or discharge passengers to or from Cleveland and Erie and Ashtabula Division points; *e* stops to let off passengers; *h* stops for passengers to or from points west of Niles; *l* stops to let off from east of Pittsburgh; *m* stops to let off from east of Ravenna.

PENNSYLVANIA LINES

The Pennsylvania Company

Official Local Time-Tables—December, 1909.

CLEVELAND & PITTSBURGH DIVISION

BETWEEN CLEVELAND AND PITTSBURGH—VIA ALLIANCE AND WELLSVILLE.

Mls.	(Central time.)	318	324	310	314	304	316	344	340	326	384	342
....		A M	A M	A M	P M	P M	P M	P M	P M	P M	A M	P M
0	Cleveland + lv.	†6 45	*7 15	*8 00	*1 30	†2 00	*5 00	*5 10	*6 00	*11 30	‡6 15	‡4 00
3.2	Euclid Avenue	6 55	7 25	8 10	1 40	2 10	5 10	5 20	6 10	11 40	6 25	4 10
4.6	Woodland Ave.	7 00	o –	c –	o –	2 15	c –	5 25	– –	11 45	6 30	4 15
7.3	Newburgh +	7 07	o –	c –	o –	2 22	r –	5 33	– –	11 56	6 37	4 22
13.9	Bedford	7 17	– –	– –	– –	2 30	– –	5 42	– –	12 07	6 40	4 32
19.3	Macedonia	7 28	– –	– –	– –	– –	– –	5 52	– –	12 17	6 58	4 40
25.5	Hudson + ar.	7 40	7 58	8 40	2 15	2 50	5 46	6 06	6 45	12 30	7 10	4 50
	Hudson + lv.	7 40	7 58	8 40	2 15	2 50	5 46	6 05	6 45	12 30	7 10	4 50
31.9	Earlville	7 49	– –	– –	– –	– –	– –	6 17	– –	– –	7 19	5 00
37.4	Ravenna +	8 00	8 13	– –	2 32	3 05	6 00	6 30	7 02	12 56	7 30	5 12
41.1	Rootstown	8 08	....	– –	....	3 10	– –	6 37	....	– –	7 38	5 20
47.3	Atwater	8 20		– –		3 19	– –	6 47		1 12	7 46	5 28
50.3	Limaville	8 26		– –		3 25	– –	6 52		– –	7 52	5 32
55.4	Alliance + ar.	8 35		9 20		3 40	6 24	*7 05		1 27	8 05	5 47
	Alliance + lv.	9 00		9 23		3 50	6 28	†7 15		1 38	8 05	5 47
61.6	Homeworth	9 13		....		4 02	....	....		1 52	8 14	6 02
64.4	Moultrie	9 17				4 06				– –	8 19	6 06
67.6	Bayard	9 28				4 12				2 12	8 27	6 15
69.2	East Rochester	9 29				– –				– –	8 33	6 17
73.6	Kensington	9 40	Via Ravenna, Niles and Youngstown.	Via Salem.	Via Ravenna, Niles and Youngstown.	4 23	Via Salem.	Via Salem.	Via Ravenna, Niles and Youngstown.	2 26	8 45	6 27
78.4	Millport	9 45				– –				– –	8 50	6 31
79.8	Summitville	9 50				4 33				2 39	8 53	6 37
85.1	Salineville	9 59				4 42				2 49	9 02	6 47
92.4	Irondale	10 15				4 56				3 06	9 20	7 02
93.6	Hammondsville	10 22				– –				3 10	9 24	7 10
97.0	Yellow Creek	10 33				5 10				– –	9 35	7 20
99.3	Wellsville Shop	10 38				5 15				3 25	9 40	7 24
100.2	Wellsville + ar.	10 55				5 25				3 40	9 45	7 30
	Wellsville + lv.	10 55				5 25				3 40	9 45	7 30
104.1	E. Liverpool +	11 10				5 35				3 50	9 55	7 40
114.1	Industry	11 31				– –				4 16	10 22	7 53
121.5	Beaver +	11 48	....	....	....	6 10	....	....	....	4 37	10 40	8 17
122.7	Rochester +	11 57	e –	– –	e –	6 17	– –	9 50	– –	4 45	10 47	8 26
147.4	Allegheny +	12 40	10 40	11 05	5 10	6 55	8 20	10 39	9 40	5 35	11 30	9 10
148.4	Pittsburgh + ar.	12 45	10 45	11 10	5 15	7 00	8 25	10 45	9 45	5 40	11 35	9 15
....		Noon	A M	A M	P M	P M	P M	†P M	P M	A M	A M	P M

(Central time.)	323	349	307	319	303	333	311	343	301	385
	A M	....	A M	A M	P M	P M	P M	P M	P M	P M
Pittsburgh lv.	*3 45	....	*5 30	*8 00	†1 00	*1 30	*5 00	*7 05	*11 00	‡3 00
Allegheny	3 50	....	5 35	8 05	1 05	1 33	5 05	7 09	11 05	3 05
Rochester	d	....	6 13	– –	1 44	d –	– –	7 37	11 56	3 50
Beaver		....	6 19	....	1 47		....		12 01	3 56
Industry		....	6 32	....	– –		....		12 12	4 04
East Liverpool		....	6 55	....	2 23		....		12 38	4 30
Wellsville ar.		....	7 10	....	2 35		....		12 50	4 40
Wellsville lv.		....	7 10	....	2 35		....		12 50	4 40
Wellsville Shop		....	7 15		– –		....		12 55	4 45
Yellow Creek		....	– –		– –				– –	4 50
Hammondsville		....	7 23		– –				1 08	4 55
Irondale		....	7 28		2 56				1 10	5 00
Salineville	Via Youngstown, Niles and Ravenna.	....	7 45	Via Salem.	3 09	Via Youngstown, Niles and Ravenna.	Via Salem.	Via Youngstown, Niles and Ravenna.	1 30	5 12
Summitville		....	7 56		3 17				1 40	5 22
Millport		....	8 03		– –				– –	5 28
Kensington		....	8 10	....	3 30		....		1 55	5 34
East Rochester		....	8 18	....	– –		....		– –	5 40
Bayard		....	8 27	....	3 45		....		2 12	5 48
Moultrie		....	8 30	....	– –		....		– –	5 53
Homeworth		....	8 38	....	3 55		....		2 25	5 58
Alliance ar.		A M	8 55	9 58	4 10		6 48		2 43	6 15
Alliance lv.		*6 10	9 10	10 02	4 10		6 50		2 55	6 15
Limaville		6 15	9 18	h –	4 20		– –		– –	6 20
Atwater		6 20	9 24	h –	4 27		– –		3 07	6 25
Rootstown	....	6 30	9 33	h –	4 40	....	– –	....	– –	6 35
Ravenna	6 28	6 40	9 40	10 25	4 50	4 02	– –	9 33	3 30	6 45
Earlville	h –	6 49	9 52	h –	5 00	– –	– –	– –	– –	6 55
Hudson ar.	6 42	7 10	10 05	10 42	5 10	4 18	7 28	9 47	3 55	7 05
Hudson lv.	6 42	7 10	10 05	10 42	5 10	4 18	7 28	9 47	3 55	7 05
Macedonia	h –	7 22	10 15	h	5 17	– –	– –	– –	4 04	7 12
Bedford	h –	7 43	10 26	h	5 26	– –	– –	– –	4 15	7 20
Newburgh	7 07	7 55	10 35	p –	5 36	4 42	p –	m –	4 30	7 30
Woodland Avenue	7 13	8 07	10 42	p –	5 42	4 48	7 58	– –	4 37	7 38
Euclid Avenue	7 20	8 12	10 50	11 18	5 50	4 56	8 04	10 20	4 45	7 45
Cleveland ar.	7 30	8 25	11 00	11 30	6 00	5 05	8 15	10 30	5 00	7 55
....	A M	A M	A M	A M	P M	P M	P M	P M	A M	P M

Additional Train—Leaves Ravenna for Cleveland †8 00 a.m. Leaves Cleveland for Ravenna †4 40 p.m.

For additional trains between Hudson and Cleveland, see Cleveland, Akron & Columbus schedule.

BETWEEN BELLAIRE AND PITTSBURGH VIA WELLSVILLE AND STEUBENVILLE.

Mls.	(Central time.) [LEAVE	338	382	346	306	348	334	336
....		A M	....	A M	Noon	P M	A M	P M
0	Bellaire +	†4 45	....	†8 40	†12 55	†3 15	‡5 20	‡2 40
4.0	Bridgeport +	4 55	....	8 48	1 04	3 24	5 26	2 48
5.8	Martin's Ferry +	4 59	....	8 52	1 08	3 28	5 30	2 52
10.6	Yorkville	5 07	....	9 03	– –	3 40	5 40	3 03
11.5	Tiltonville	5 08	....	9 04	– –	3 42	5 41	3 04
12.8	Rayland	5 10	....	9 06	1 20	3 45	5 43	3 06
15.3	Rush Run	5 15	....	9 13	1 27	3 50	5 50	3 14
19.9	Brilliant +	5 23	A M	9 21	1 34	4 03	5 57	3 23
23.4	Mingo Junction	5 35	†6 00	9 29	1 42	4 14	6 02	3 30
26.3	Steubenville +	5 45	6 08	9 40	1 50	4 25	6 10	3 40
35.0	Toronto	5 55	6 19	9 56	2 03	4 37	6 24	3 52
36.9	Freemans	– –	6 23	10 01	2 08	4 41	6 28	3 57
38.1	Empire	– –	6 28	10 06	2 10	4 46	6 33	4 02
43.3	Yellow Creek	– –	6 35	10 20	2 19	4 57	6 45	4 15
45.0	Wellsville Shop	– –	6 40	10 25	– –	5 02	6 50	4 20
46.5	Wellsville +	6 20	6 50	10 30	2 30	5 10	6 55	4 25
		6 20	6 50	10 55	2 30	5 26	6 55	4 25
50.4	E. Liverpool +	6 27	7 00	11 10	2 40	5 35	7 05	4 35
55.2	Smith's Ferry	– –	7 08	11 19	2 49	5 43	7 15	4 48
58.2	Midland	6 40	7 13	11 25	2 55	5 50	7 22	4 53
60.4	Industry	– –	7 19	11 31	3 00	– –	7 29	4 58
66.1	Vanport	– –	7 29	11 40	3 10	– –	7 40	5 10
67.8	Beaver +	6 56	7 35	11 48	3 15	6 10	7 45	5 15
69.0	Rochester +	7 00	7 46	11 57	3 22	6 17	7 52	5 22
93.7	Allegheny +	7 35	8 35	12 40	4 10	6 55	8 40	6 10
94.7	Pittsburgh +	7 40	8 40	12 45	4 15	7 00	8 45	6 15
....	[ARRIVE	A M	A M	Noon	P M	P M	A M	P M

(Central time.) [LEAVE	307	309	303	339	383	335	337
	A M	A M	P M	P M	P M	A M	P M
Pittsburgh	*5 30	†7 40	†1 00	†4 02	†6 30	‡7 30	‡5 30
Allegheny	5 35	7 45	1 06	4 07	6 35	7 35	5 35
Rochester	6 13	8 29	1 44	4 39	7 15	8 24	6 19
Beaver	6 19	8 33	1 47	4 42	7 19	8 29	6 26
Vanport	6 23	8 35	– –	– –	7 23	8 31	6 30
Industry	6 32	8 44	– –	– –	7 29	8 42	6 38
Midland	6 36	8 48	2 04	4 54	7 34	8 46	6 43
Smith's Ferry	6 42	8 53	2 09	– –	7 40	8 52	6 49
East Liverpool	6 55	9 10	2 23	5 08	7 50	9 08	7 00
Wellsville	*7 10	9 20	2 35	5 17	8 05	9 20	7 10
	†7 19	10 20	2 52	5 17	8 06	9 20	7 10
Wellsville Shop	7 23	10 25	2 57	– –	8 10	9 25	7 15
Yellow Creek	7 27	10 33	3 02	5 24	8 15	9 35	7 20
Empire	7 35	10 48	3 13	– –	8 25	9 43	7 30
Freemans	7 40	10 53	3 17	– –	8 29	9 46	7 35
Toronto	7 45	10 57	3 24	5 34	8 37	9 50	7 38
Steubenville	8 05	11 18	3 43	5 50	8 50	10 06	7 58
Mingo Junction	8 12	11 25	3 50	5 55	8 55	10 13	8 05
Brilliant	8 21	11 32	3 57	6 00	P M	10 20	8 11
Rush Run	8 32	11 42	4 07	6 09	....	10 29	8 24
Rayland	8 36	11 46	4 13	6 12	....	10 35	8 28
Tiltonville	8 38	– –	4 15	6 14	....	10 38	8 30
Yorkville	8 44	11 53	4 18	6 19	....	10 42	8 35
Martin's Ferry	8 57	12 05	4 28	6 30	....	10 55	8 50
Bridgeport	9 05	12 10	4 35	6 35	....	11 00	8 55
Bellaire	†9 15	12 20	4 45	6 45	....	11 10	9 05
[ARRIVE	A M	Noon	P M	P M	....	A M	P M

BETWEEN BAYARD AND NEW PHILADELPHIA.

Mls.	(Central time.)	318	304
....		A M	P M
0	New Phila. + lve.	†7 00	†2 15
2.5	Canal Dover	7 10	2 24
9.8	Zoar	7 25	2 40
12.1	Mineral City	7 31	2 47
17.2	Magnolia	7 42	2 59
20.1	Waynesburg	7 47	3 04
24.4	Malvern	7 57	3 14
26.2	Oneida	8 05	3 19
29.3	Minerva	8 11	3 27
31.9	Bayard arr.	8 20	3 35
....		A M	P M

(Central time.)	307	303
	A M	P M
Bayard lve.	†9 35	†4 26
Minerva	9 42	4 27
Oneida	9 48	4 34
Malvern	9 52	4 40
Waynesburg	9 59	4 48
Magnolia	10 06	4 56
Mineral City	10 19	5 08
Zoar	10 25	5 15
Canal Dover	10 40	5 32
New Philada. arr.	10 50	5 40
	A M	P M

BETWEEN BELLAIRE AND POWHATAN.

Ms.	(Central time.)	387	389
....		A M	P M
0	Bellaire + lve.	†6 00	†3 30
1.4	West End	6 05	3 35
2.9	Shady Side	6 15	3 40
4.8	Wegee	6 23	3 46
7.5	Dille	6 33	3 54
10.4	Pipe Creek	6 45	4 02
14.9	Powhatan arr.	7 00	4 15
....		A M	P M

(Central time.)	388	388
	A M	P M
Powhatan lve.	†7 15	†4 20
Pipe Creek	7 28	4 33
Dille	7 36	4 50
Wegee	7 45	5 00
Shady Side	7 50	5 08
West End	7 55	5 16
Bellaire arr.	8 00	5 20
	A M	P M

* Daily; † daily, except Sunday; ‡ Sunday only.
\+ Coupon stations; ♁ Telegraph stations.

c Stops to take for points east of Alliance on Eastern Division and for east of Pittsburgh; d stops to take passengers for Cleveland and E. & A. Division points; e stops to leave passengers; h stops to leave from east of Pittsburgh; m stops to leave from east of Ravenna; o stops for passengers for points east of Ravenna at which train is scheduled to stop; p stops to let off from Allegheny, Pittsburgh and points east; r stops to take for Allegheny, Pittsburgh and points beyond.

CLEVELANDERS go to New York in fourteen hours and five minutes on "The New York Special" of The Pennsylvania Short Line, leaving Euclid Avenue Station daily at 5 10 p.m.

PENNSYLVANIA LINES

The Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co.

Official Local Time-Tables—December, 1909.

PITTSBURGH DIVISION

BETWEEN PITTSBURGH AND COLUMBUS—VIA STEUBENVILLE AND COSHOCTON.

Mls.	(Central time.)	21	31	7	19	3	13	27	25	73-75
		A M	A M	A M	A M	Noon	P M	P M	P M	P M
0	**Pittsburgh** + ♂ lve.	*1 30	*2 55	*4 50	*8 15	*1230	*5 00	*6 45	*8 55	†2 25
1.3	Birmingham. + ♂	—	—	—	—	12 35	—	—	—	2 28
8.5	Carnegie..... ♂	—	—	—	s —	12 49	—	—	—	2 42
14.8	Oakdale.....	—	—	—	—	—	—	—	—	3 00
18.3	McDonald.....	—	—	—	—	1 07	—	—	—	3 12
21.5	Midway ..... ♂	—	—	—	—	—	—	—	—	3 20
27.5	Burgettstown. ...	—	—	—	—	—	—	—	—	3 36
32.1	Hanlin	—	—	—	—	—	—	—	—	3 45
35.6	Collier ..... ♂	—	—	—	—	—	—	—	—	3 51
40.1	**New Cumberland Jn** ♂	—	—	—	—	—	—	—	—	4 01
41.8	Wheeling Junc. ♂	—	—	—	c —	1 45	—	—	—	4 05
43.2	**Steuben-** arr.	2 53	—	6 10	9 42	1 55	6 15	—	10 15	4 18
	ville + ♂ ... lve.	2 53	—	6 10	9 42	1 55	6 15	—	10 15	4 18
46.3	Mingo Junction.	—	—	—	—	9 48	2 02	—	—	4 26
49.1	Gould..... ♂	—	—	—	—	—	—	—	—	4 32
50.4	**New Alexandria**... ♂	—	—	—	—	—	—	—	—	4 35
52.8	Fernwood.....	—	—	—	—	2 14	—	—	—	4 38
55.5	Reed	—	—	—	—	—	—	—	—	4 42
57.7	Skelly.....	—	—	—	—	2 26	—	—	—	4 51
59.5	Fairplay.....	—	—	—	—	2 29	—	—	—	4 56
61.4	Unionport.....	—	—	—	—	2 34	—	—	—	5 01
64.3	Miller.....	—	—	—	—	2 41	—	—	—	5 08
66.0	Cadiz Junc. + ... ♂	—	—	—	/1022	2 48	—	—	—	5 14
69.9	Jewett.....	—	—	—	—	2 55	—	—	—	5 21
72.4	Rumley.....	—	—	—	—	—	—	—	—	5 26
75.1	Scio + ... ♂	—	—	—	—	3 04	—	—	—	5 30
78.9	Connotton.....	—	—	—	—	3 08	—	—	—	5 38
81.2	Bowerston + ...	—	—	—	—	3 15	—	—	—	5 42
84.5	Fishers.....	—	—	—	—	—	—	—	—	5 47
86.5	Phila. Road.....	—	—	—	—	3 22	—	—	—	5 50
90.5	**Dennison** + ♂ arr.	4 07		7 24	11 00	3 40	7 25		11 29	6 00
	♂ lve.	4 07		7 24	11 00	3 40	7 25		11 29	†5 12
91.8	Uhrichsville + . ♂	—		—	—	11 05	3 45	—	—	5 17
94.1	Tuscarawas.....	—		—	—	—	3 48	—	—	5 20
96.9	Gnadenhutten ...	—		—	—	—	3 54	—	—	5 25
97.9	Lock No. 17... ♂	—		—	—	—	3 57	—	—	5 28
101.8	Port Washington.	—		—	—	—	4 03	—	—	5 35
108.1	**Newcomerstown** + . ♂	—		—	—	11 29	4 17	—	11 55	5 47
111.7	Isleta ..... ♂	—		—	—	—	4 22	—	—	5 52
115.8	West Lafayette..	—		—	—	—	4 32	—	—	6 02
122.4	Coshocton + ...	4 53		8 06	11 54	4 47	—	—	12 17	6 15
127.1	Franklin + ...	—		—	—	4 56	—	—	—	6 23
128.9	Conesville ..... ♂	—		—	—	5 00	—	—	—	6 27
132.4	Adams Mill.....	—		—	—	5 07	—	—	—	6 33
136.1	**Trinway** + ... ♂	n —		—	8 26	12 15	5 18	—	—	6 42
141.9	Frazeysburg.....	—		—	—	—	5 28	—	—	6 52
145.0	Black Run.....	—		—	—	—	5 38	—	—	6 59
149.8	Hanover.....	—		—	—	—	5 48	—	—	7 08
157.8	Newark + ... ♂	5 45		—	9 05	12 50	6 05	8 50	—	7 27
161.8	Central City.....	—		—	—	—	6 17	—	—	7 35
164.2	Union ..... ♂	—		—	—	—	—	—	—	7 40
169.1	Outville ..... ♂	—		—	—	—	6 28	—	—	7 51
173.3	Pataskala ..... ♂	—		—	—	—	6 34	—	—	7 58
177.4	Summit.....	—		—	—	—	6 41	—	—	8 06
180.6	Black Lick..... ♂	—		—	—	—	6 48	—	—	8 11
190.0	**Columbus** + ♂ . arr.	6 35	7 15	9 55	1 45	7 10	9 40	1 45	2 00	8 35
		A M	A M	A M	P M	P M	P M	A M	A M	A M

The 24-Hour St. Louis. No Coaches. St. Louis Limited. No Coaches.

Mls.	(Central time.)	44	30	10	18	6	14	40	20	28	24	8	74-70
		A M	A M	A M	A M	Noon	Noon	P M	P M	Night	Night	Night	P M
0	**Columbus** ... ♂ lve.	*340	*405	*7 30	*8 55	*1201	*1250	*5 45	*8 20	*1250	*1240	*1245	†4 00
	Black Lick..... ♂	—	—	—	—	—	—	—	—	—	—	—	4 24
	Summit.....	—	—	7 52	—	—	—	—	—	—	—	—	4 31
	Pataskala ..... ♂	—	—	7 57	—	—	—	—	—	—	—	—	4 40
	Outville ..... ♂	—	—	8 04	—	—	—	—	—	—	—	—	4 47
	Union..... ♂	—	—	8 10	—	—	—	—	—	—	—	—	4 53
	Central City.....	—	—	8 15	—	—	—	—	—	—	—	—	4 58
	Newark ..... ♂	—	—	8 30	9 50	12 55	1 45	—	9 15	—	v —	1 45	5 12
	Hanover.....	—	—	8 42	—	—	—	—	—	—	—	—	5 26
	Black Run.....	—	—	8 50	—	—	—	—	—	—	—	—	5 33
	Frazeysburg.....	—	—	8 56	—	—	—	—	—	—	—	—	5 40
	Trinway..... ♂	—	—	9 05	10 23	1 25	—	s —	9 45	—	—	2 15	5 52
	Adams Mill.....	—	—	9 10	—	—	—	—	—	—	—	—	5 58
	Conesville ... . ♂	—	—	9 16	—	—	—	—	—	—	—	—	6 06
	Franklin.....	—	—	9 20	—	—	—	—	—	—	—	—	6 08
	Coshocton	—	—	9 30	10 42	1 45	—	—	10 05	—	—	2 34	6 17
	West Lafayette...	—	—	9 44	—	—	—	—	—	—	—	—	6 32
	Isleta ..... ♂	—	—	9 51	—	—	—	—	—	—	—	—	6 39
	Newcomerstown... ♂	—	—	9 57	11 06	2 05	—	—	10 26	—	—	2 57	6 47
	Port Washington.	—	—	10 14	—	—	—	—	—	—	—	—	6 59
	Lock No. 17... ♂	—	—	10 21	—	—	—	—	—	—	—	—	7 06
	Gnadenhutten....	—	—	10 24	—	—	—	—	—	—	—	—	7 08
	Tuscarawas.....	—	—	10 28	—	—	—	—	—	—	—	—	7 10
	Uhrichsville... ♂	—	—	10 35	11 31	z —	—	—	—	—	—	—	7 18
	Dennison ♂ arr.	v —		10 50	11 45	2 37	3 15	7 47	11 00		v —	3 27	7 25
	♂ lve.	v —		10 50	11 45	2 37	3 15	7 47	11 00		v —	3 27	†4 45
	Phila. Road.....	—		10 58	—	—	—	—	—		—	—	4 53
	Fishers.....	—		—	—	—	—	—	—		—	—	4 59
	Bowerston.....	—		11 09	—	—	—	—	—		—	—	5 06
	Connotton.....	—		11 13	—	—	—	—	—		—	—	5 12
	Scio ..... ♂	—		11 20	—	—	—	—	—		—	—	5 20
	Rumley.....	—		—	—	—	—	—	—		—	—	5 24
	Jewett.....	—		11 30	—	—	—	—	—		—	—	5 31
	Cadiz Junction . ♂	—		11 40	12 28	3 15	—	—	—		—	—	5 43
	Miller	—		11 43	—	—	—	—	—		—	—	5 47
	Unionport.....	—		11 50	—	—	—	—	—		—	—	5 54
	Fairplay.....	—		11 55	—	—	—	—	—		—	—	5 58
	Skelly.....	—		12 00	—	—	—	—	—		—	—	6 03
	Reed.....	—		—	—	—	—	—	—		—	—	6 07
	Fernwood.....	—	—	12 09	—	—	—	—	—	—	—	—	6 12
	New Alexandria... ♂	—	—	—	—	—	—	—	—	—	—	—	6 16
	Gould..... ♂	—	—	12 15	—	—	—	—	—	—	—	—	6 19
	Mingo Junction..	—	—	12 22	—	3 42	—	—	—	—	—	—	6 26
	Steuben- arr.	v —	—	12 32	1 05	3 55	4 28	—	12 15	—	4 28	4 45	6 37
	ville. .... ♂ lve.	v —	—	12 32	1 05	3 55	4 28	—	12 15	—	4 28	4 45	6 37
	Wheeling Junc. ♂	—	—	a —	—	s —	—	—	—	—	—	—	6 50
	New Cumberland Jn. ♂	—	—	—	—	—	—	—	—	—	—	—	6 56
	Collier..... ♂	—	—	—	—	—	—	—	—	—	—	—	7 16
	Hanlin.....	—	—	—	—	—	—	—	—	—	—	—	7 34
	Burgettstown. ...	—	—	—	—	—	—	—	—	—	—	—	7 50
	Midway..... ♂	—	—	—	—	—	—	—	—	—	—	—	8 11
	McDonald.....	—	—	—	—	—	—	—	—	—	—	—	8 23
	Oakdale.....	—	—	—	—	—	—	—	—	—	—	—	8 35
	Carnegie..... ♂	—	—	1 32	—	r —	—	—	—	—	—	—	8 54
	Birmingham ... ♂	—	—	1 48	—	—	—	—	—	—	—	—	9 15
	Pittsburgh ♂ . . arr.	8 15	8 25	1 55	2 30	5 20	5 50	10 00	1 45	5 50	6 00	6 20	9 21
		A M	A M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M

The 24-Hour New Yorker. No Coaches. No Coaches between Columbus and Pittsburgh. New York Limited. No Coaches.

Additional Local Train—Leaves Pittsburgh *5 40 a.m., arriving Dennison 9 25 a.m. Leaves Dennison §6 00 a.m., arriving Columbus 9 15 a.m. Leaves Dennison *3 25 p.m., arriving Pittsburgh 7 00 p.m. Leaves Columbus §5 50 p.m., arriving Dennison 9 00 p.m.

a Stops on Sunday to transfer passengers from points west of Steubenville to No. 210 to points at which the latter train stops; *c* stops week-days to take passengers for west of Steubenville; *r* stops on Sunday to discharge passengers; *z* stops to let off B. & O. passengers.

MARIETTA DIVISION

BETWEEN VALLEY JUNCTION AND MARIETTA—VIA NEW COMERSTOWN AND CAMBRIDGE.

Mls.	(Central time.)	611	613	No. 631	No. 617	No. 615
0	**Valley Junc** + ♂ lve.	.....	A M	.....	†1 35 P M	.....
7.6	Canal Dover + ♂ »	.....	†6 00	†7 30 A M	1 53 »	‡6 45 A M
17.5	Stone Creek... ♂ »	.....	6 19	7 55 »	2 10 »	7 04 »
26.7	**New Comerstown** + ♂ »	.....	6 45	9 15 »	2 36 »	7 30 »
33.4	Guernsey ..... »	.....	6 59	9 45 »	2 45 »	7 43 »
41.9	Kimbolton .... ♂ »	.....	7 15	10 20 »	3 04 »	7 59 »
52.9	Cambridge + . ♂ »	A M	7 40	11 30 A M	3 30 »	8 25 »
58.0	Byesville + ... ♂ »	†5 42	7 59	12 15 Noon	3 48 »	8 45 »
61.5	Derwent..... »	5 50	8 06	12 30 »	3 54 »	8 53 »
62.8	**Pleasant City** + .. ♂ »	6 00	8 13	12 45 Noon	4 02 »	9 00 »
68.3	Ava ..... »	6 14	8 27	1 05 P M	4 17 »	9 14 »
72.1	Belle Valley .. ♂ »	6 25	8 37	1 30 »	4 27 »	9 25 »
75.5	Caldwell ..... ♂ »	A M	8 47	1 50 »	4 37 »	9 35 »
82.1	South Olive..... »	.....	9 01	2 10 »	4 61 »	9 49 »
83.6	Dexter City + . ♂ »	.....	9 05	2 20 »	4 56 »	9 54 »
86.0	Macksburg .... ♂ »	.....	9 11	2 30 »	5 01 »	10 00 »
88.6	Elba ..... »	.....	9 17	2 53 »	5 07 »	10 06 »
93.2	Warner + ... ♂ »	.....	9 27	3 15 »	5 17 »	10 16 »
96.9	Whipple..... ♂ »	.....	9 35	3 30 »	5 25 »	10 25 »
101.8	**Stanleyville**..... »	.....	9 42	3 40 »	5 32 »	10 32 »
110.8	**Marietta** + .. ♂ arr.	.....	1005	4 20 » M	6 00 P M	10 55 A M

Mls.	(Central time.)	No. 612	No. 632	No. 614	No. 616
0	**Marietta** .... ♂ lve.	†6 35 A M	†7 15 A M	†2 05 P M	‡4 30 P M
9.0	Stanleyville..... »	6 57 »	7 40 »	2 27 »	4 52 »
13.9	Whipple..... ♂ »	7 05 »	8 00 »	2 36 »	5 00 »
17.6	Warner..... ♂ »	7 13 »	8 15 »	2 43 »	5 08 »
22.2	Elba ..... »	7 23 »	8 30 »	2 53 »	5 18 »
24.8	Macksburg.... ♂ »	7 29 »	8 45 »	2 59 »	5 24 »
27.2	Dexter City... ♂ »	7 35 »	9 05 »	3 05 »	5 30 »
28.7	South Olive..... »	7 39 »	9 18 »	3 08 »	5 35 »
35.3	Caldwell ..... ♂ »	7 53 »	10 00 »	3 23 »	5 55 »
38.7	Belle Valley .. ♂ »	8 04 »	10 30 »	3 34 »	6 04 »
42.5	Ava..... »	8 14 »	10 45 »	3 47 »	6 15 »
48.0	Pleasant City. ♂ »	8 27 »	11 10 »	4 02 »	6 30 »
49.3	Derwent..... »	8 32 »	11 15 »	4 07 »	6 37 »
52.8	Byesville..... ♂ »	8 40 »	11 30 A M	4 14 »	6 46 »
57.9	Cambridge ... ♂ »	9 00 »	12 20 Noon	4 35 »	7 10 »
68.9	Kimbolton..... ♂ »	9 20 »	1 00 P M	4 55 »	7 29 »
77.4	Guernsey..... »	9 34 »	1 22 »	5 08 »	7 40 »
84.1	**New Comerstown**. ♂ »	9 57 »	2 38 »	5 30 »	8 05 »
93.3	Stone Creek... ♂ »	10 15 »	3 26 »	5 50 »	8 25 »
103.2	Canal Dover.. ♂ arr.	10 40 »	4 00 P M	6 16 P M	8 46 P M
110.8	**Valley Junc**.. ♂ arr.	11 00 A M	.....	.....	.....

* Daily; † daily, except Sunday; § Sunday only; *n* stops to leave passengers from points east of Pittsburgh; *z* stops on Sunday; *v* stops to leave passengers from points west of Columbus. / does not stop Sunday; + Coupon stations; ♂ Telegraph stations.

PENNSYLVANIA LINES

The Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co.

Official Local Time-Tables—December, 1909.

PITTSBURGH DIVISION.

BETWEEN PITTSBURGH AND WASHINGTON—VIA CARNEGIE AND CANONSBURG.

Ms.	(Central time.)	151	153	155	157	159	161	163	165	169	141
....		A M	A M	A M	Noon	P M	P M	P M	P M	P M	A M
0	**Pittsburgh**+ ♁ lve.	†6 15	†8 40	†9 45	†12 35	†3 00	†4 10	†4 42	†8 15	†10 30	§7 30
8.5	Carnegie... ♁ »	6 35	8 58	10 10	12 54	3 19	4 27	5 01	8 38	10 55	7 55
9.3	Glenn..... »	— —	— —	— —	— —	3 22	— —	— —	— —	10 57	— —
10.2	Woodville.. ♁ »	s e	— —	10 15	12 59	3 24	— —	5 06	6 42	11 00	8 00
12.3	Bridgeville. ♁ »	6 44	9 05	10 20	1 04	3 30	4 35	5 12	6 47	11 06	8 05
14.9	Marshalsea... »	6 49	9 09	10 25	1 09	3 35	— —	5 16	6 52	11 11	8 09
16.0	Boyce..... ♁ »	6 52	— —	10 28	1 12	3 38	— —	5 21	6 55	11 14	8 12
17.0	Hill's..... »	6 55	— —	10 31	1 15	3 41	— —	5 23	6 57	11 18	8 14
20.9	Morganza.. ♁ »	7 01	9 20	10 40	1 25	3 51	— —	5 32	7 03	11 25	8 22
22.6	Canonsburg ♁ »	7 07	9 24	10 46	1 28	3 57	4 51	5 36	7 06	11 28	8 27
23.8	Houston... ♁ »	7 10	— —	10 49	1 31	3 59	— —	5 40	r7 08	11 32	8 29
26.4	Meadow Lands ♁ »	7 17	— —	10 55	1 37	4 08	— —	5 50	r7 13	11 37	8 35
28.3	Arden..... »	7 22	— —	11 00	r1 40	4 11	— —	5 55	— —	11 41	8 39
....	Tylerdale.. ♁ »	r —	— —	— —	— —	d —	— —	d —	— —	d —	d —
31.2	**Washington**+ ♁ ar.	7 29	9 38	11 07	1 46	4 18	5 08	6 02	7 23	11 49	8 47
....		A M	A M	A M	P M	P M	P M	P M	P M	P M	A M

Ms.	(Central time.)	150	152	154	156	158	160	162	164	166	140
....		A M	A M	A M	A M	A M	P M	P M	P M	P M	A M
0	**Washington**. ♁ lve.	†4 55	†5 55	†6 57	†8 50	†11 35	†1 00	†3 37	†5 40	†8 28	§6 50
....	Tylerdale.. ♁ »	5 01	6 01	— —	8 55	— —	1 05	3 42	— —	— —	6 55
2.9	Arden..... »	5 05	6 04	— —	8 59	— —	1 08	3 45	— —	8 28	6 58
4.8	Meadow Lands ♁ »	5 10	6 08	— —	9 03	— —	1 11	3 48	— —	8 30	7 01
7.4	Houston ... ♁ »	5 17	6 13	— —	9 09	— —	1 16	3 54	— —	8 35	7 05
8.6	Canonsburg ♁ »	5 22	6 19	7 13	9 13	r1 49	1 19	3 58	5 58	8 38	7 09
10.3	Morganza.. ♁ »	5 26	6 23	— —	9 19	— —	1 23	4 03	5 58	8 41	7 13
14.2	Hill's..... »	5 36	6 29	— —	9 27	— —	1 31	4 09	— —	8 48	7 21
15.2	Boyce..... ♁ »	5 40	6 32	— —	9 30	— —	1 34	4 12	— —	8 51	7 23
16.3	Marshalsea... »	— —	6 35	— —	9 33	— —	1 38	4 15	— —	8 53	7 26
18.9	Bridgeville. ♁ »	5 47	6 40	7 27	9 37	r2 04	1 43	4 20	6 12	8 57	7 30
21.0	Woodville.. ♁ »	5 53	6 45	— —	9 40	— —	1 47	4 25	— —	9 00	7 34
21.9	Glenn..... »	5 55	6 48	— —	— —	— —	— —	— —	— —	— —	— —
22.7	Carnegie.... ♁ »	6 00	6 52	7 35	9 45	r2 12	1 52	4 30	6 20	9 05	7 40
31.2	**Pittsburgh**.. ♁ arr.	6 25	7 14	7 52	10 10	r2 30	2 10	4 53	6 45	9 27	8 03
....		A M	A M	A M	A M	Noon	P M	P M	P M	P M	A M

Additional Trains—Leave Pittsburgh §9 45 a.m., §4 10, §6 45, §10 05 p.m., arriving Washington 11 01 a.m., 5 28, 8 00, 11 27 p.m. Leave Washington §9 30 a.m., §1 00, §4 40, §8 27 p.m., arriving Pittsburgh 10 49 a.m., 2 20, 6 00, 8 37 p.m. Leave Pittsburgh for Bridgeville †6 25, §6 35, †11 30 a.m., §12 35 noon, †3 50, †7 30 p.m. Leave Bridgeville for Pittsburgh §8 03, †8 06 a.m., †12 57 noon, §4 54, †5 22, †8 20 p.m. Leave Pittsburgh for Bishop †6 25, §6 35, †11 30 a.m., §12 35 noon, †3 50 p.m. Returning, leave Bishop §7 40, †7 45 a.m., †12 40 noon, §4 35, †5 05 p.m.

Accommodation Trains for Carnegie—Leave Pittsburgh †6 00, †7 05, †11 00 a.m., †12 15 noon, †1 45, †2 45, †3 35, †4 18, †4 30, †4 46, †5 30, †9 50, §10 45 p.m. Returning, leave Carnegie †4 25, *5 10, †5 40, †6 35, †6 57, †7 20, †7 40, †11 45 a.m., †1 57, †2 45, §3 35, †4 08, †7 30 p.m. Running time, about 25 minutes.

BETWEEN PITTSBURGH AND WHEELING—VIA WHEELING JUNCTION AND WELLSBURG.

Ms.	(Central time.)	201	209	219	203	211	215	3-328	....	....
....		....	A M	A M	A M	P M	P M	Noon	....	....
0	**Pittsburgh**+. ♁ lve.	A M	*6 45	*8 20	†11 55	*3 15	*7 00	§ 230	....	....
41.8	Wheeling Junc. ♁ »	*5 47	7 55	9 37	1 50	4 25	8 20	1 47	....	....
43.4	Middle Ferry..... »	— —	7 58	9 39	1 52	4 28	8 23	— —	....	....
48.3	Lazearville..... »	5 58	— —	— —	— —	— —	— —	— —	....	....
49.7	Wellsburg+.... ♁ »	6 02	8 11	9 50	1 44	4 41	8 36	2 04	....	....
54.3	Beech Bottom.... »	— —	— —	— —	— —	— —	— —	— —	....	....
65.7	**Wheeling**+... ♁ arr.	6 37	8 35	10 15	2 10	5 05	9 00	2 28	....	....
....		A M	A M	A M	P M	P M	P M	P M	....	....

Ms.	(Central time.)	200	212	210	206	220	218	224	....	....	....
....		A M	A M	Noon	P M	P M	P M	A M		....	....
0	**Wheeling**... ♁ lve.	*6 10	†8 40	*12 15	*2 50	*5 05	*6 30	§8 40	....	....	....
11.4	Beech Bottom.. »	— —	— —	— —	— —	— —	— —	— —	....	....	....
16.0	Wellsburg..... ♁ »	6 34	9 02	12 38	3 12	5 27	6 52	9 02	....	....	....
17.4	Lazearville..... »	— —	— —	— —	— —	5 30	— —	— —	....	....	....
22.3	Middle Ferry... »	s —	9 14	12 49	s —	— —	7 03	— —	....	....	....
23.9	Wheeling Jn.. ♁ arr.	6 50	9 18	12 55	3 27	5 43	— —	9 18	....	....	....
65.7	**Pittsburgh**. ♁ arr.	8 06	10 30	2 07	4 46	P M	8 20	A M	....	....	....
....		A M	A M	P M	P M		P M		....	....	....

BETWEEN PITTSBURGH AND STEUBENVILLE—VIA McDONALD AND BURGETTSTOWN.

Ms.	(Central time.)	71	209	219	51	203	73	211	53	61	215	63	55	65	59	67	69
....		A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	A M	A M	A M	P M	P M
0	**Pittsburgh**+..... ♁ lve.	*5 40	*6 45	*8 20	†8 25	†11 55	†2 23	*3 15	†4 14	†5 10	*7 00	*8 26	†10 45	♁9 10	♁11 25	♁2 40	§5 20
8.5	Carnegie..... ♁ »	6 07	7 03	8 39	8 50	12 14	2 42	o3 32	4 35	5 34	7 18	8 48	11 07	9 34	12 00	3 03	5 43
18.3	McDonald ..... »	6 36	7 19	8 59	9 16	12 39	3 12	3 51	4 59	6 06	7 37	9 10	11 30	9 58	12 27	3 28	6 05
19.8	Primrose..... »	6 40	— —	— —	9 21	12 43	3 16	— —	5 04	6 12	— —	8 16	11 34	10 04	12 32	3 32	6 10
27.5	Burgettstown..... »	7 00	— —	9 16	9 46	12 59	3 35	— —	5 23	P M	7 58	P M	11 50	A M	12 47	P M	P M
40.1	NewCumberland Jn. ♁ »	7 25	— —	— —	10 12	1 23	4 01	e4 21	d5 47	....	— —	....	12 11	....	1 10	....	....
41.8	Wheeling Junction. ♁ »	7 30	7 55	9 37	— —	1 30	4 06	4 25	— —	....	8 20	....	12 14	....	1 13	....	....
43.2	**Steubenville**+... ♁ arr.	7 42	A M	A M	10 22	P M	4 18	P M	5 55	....	P M	....	12 18	....	1 20	....	....
....		A M	....	....	A M	....	P M	....	P M	....	....	....	Night	....	P M	....	....

Ms.	(Central time.)	60	50	200	70	212	52	10	210	54	208	72	62	58	66	68
....		....	A M	....	A M	....	A M	Noon	....	P M	....	P M	....	A M	....	....
0	**Steubenville**..... ♁ lve.	....	†5 10	A M	†6 37	A M	†12 00	*12 32	Noon	†1 50	P M	*5 05	....	♁7 15	....	....
1.4	Wheeling Junction. ♁ »	....	— —	*6 50	6 50	†9 18	11 05	y —	*12 55	1 55	*3 27	5 10	....	7 20	....	....
3.1	NewCumberland Jn. ♁ »	....	5 19	— —	6 56	— —	11 08	— —	— —	1 58	♁3 31	5 13	....	7 24	....	....
15.7	Burgettstown..... »	A M	5 49	7 14	7 50	— —	11 33	— —	1 17	2 26	3 51	5 41	P M	7 54	A M	P M
23.4	Primrose..... »	*5 35	6 12	— —	8 15	— —	11 52	— —	— —	2 44	— —	6 00	*9 30	8 12	♁11 20	♁7 10
24.9	McDonald ..... »	5 45	6 18	7 30	8 23	9 54	11 57	— —	1 33	2 48	4 08	6 06	9 34	8 16	11 23	7 13
34.7	Carnegie..... ♁ »	6 18	6 45	7 47	8 54	10 10	12 24	1 32	1 48	3 16	4 27	6 34	9 57	8 42	11 45	7 35
43.2	**Pittsburgh**..... ♁ arr.	6 45	7 04	8 06	9 21	10 30	12 47	1 55	2 07	3 42	4 48	7 00	10 19	9 08	12 10	7 58
....		A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	A M	Noon	P M

WESTLAND BRANCH.

803	801	Ms	(Central time.)	800	802
P M	A M	...	LEAVE] [ARRIVE	A M	P M
†4 53	†5 10	0	.. **Canonsburg**..	6 05	6 35
4 57	5 17	1.2	.... **Houston**....	6 01	6 30
5 06	5 25	3.7	McConnells Mills	5 50	6 22
5 10	5 30	5.0	..... Brevard.....	5 45	6 18
5 16	5 40	5.9	...**Westland**...	†5 40	†6 15
P M	A M	...	ARRIVE] [LEAVE	A M	P M

* Daily; † daily, except Sunday; ♁ Sunday only; *d* stops to discharge passengers; *e* stops to leave or take passengers from or to Pittsburgh; *g* on Sunday arrives 1 20 p.m; *r* stops for passengers to or from points east of Canonsburg; *s* stops Sunday only; *t* does not stop on Sunday; *u* stops to take on or let off to or from points on P. W. & K.; *z* stops to take or leave passengers to or from points west of Bridgeville.

BETWEEN CHESTER AND STEUBENVILLE—VIA NEW CUMBERLAND JUNCTION.

Ms.	(Central time.)	251	253	255	257
....		A M	A M	P M	....
0	**Chester**.....lve.	†5 45	†10 00	†2 55	....
4.3	**Kenilworth**.....lve.	5 55	10 10	2 45	P M
14.0	New Cumberland.. ♁ »	6 21	10 35	3 10	†4 45
16.6	Zalia..... ♁ »	6 28	10 43	3 17	4 53
21.6	New Cumberland Junc. ♁ »	6 42	10 55	3 30	5 05
23.3	Wheeling Junction ♁ »	6 50	10 59	3 35	5 09
24.7	**Steubenville**+. ♁ arr.	7 00	11 05	3 40	5 15
....		A M	A M	P M	P M

Ms.	(Central time.)	250	252	254	256
....		A M	A M	P M	P M
0	**Steubenville**.. ♁ lve.	†4 35	†7 35	†11 15	†4 10
1.4	Wheeling Junction ♁ »	4 40	7 40	1 23	4 15
3.1	New Cumberland Junc.. ♁ »	4 45	7 45	1 28	4 20
8.1	Zalia..... ♁ »	4 56	7 57	1 39	4 32
10.7	New Cumberland.. ♁ »	5 02	8 05	1 47	4 43
20.4	**Kenilworth** .....arr.	5 28	8 33	2 10	P M
24.7	**Chester**.....arr.	5 37	8 43	2 20	....
....		A M	A M	P M	....

BETWEEN CADIZ AND CADIZ JN.

Ms	(Cent. time.)	501	503	505	507	509	511
...		A M	A M	A M	A M	P M	P M
0	**Cadiz Jn**+ ♁ lv.	†5 45	†8 40	†10 24	†11 40	†3 15	†5 17
2.3	Folk..... »	5 55	8 50	10 34	11 46	3 25	5 23
4.9	Wykega ... »	6 05	8 55	10 35	11 51	3 32	5 27
7.9	**Cadiz**+. ♁ ar.	6 15	9 05	10 45	12 05	3 45	5 40
...		A M	A M	A M	Noon	P M	P M

Ms	(Cent. time.)	500	502	504	506	508	510
...		A M	A M	A M	A M	P M	P M
0	**Cadiz** ♁ .. lve.	†5 15	†8 00	†9 45	†11 00	†2 10	†4 40
3.0	Wykega ... »	5 22	8 07	9 52	11 06	2 18	4 47
5.6	Folk..... »	5 29	8 15	10 00	11 15	2 25	4 55
7.9	**Cadiz Jn.** ♁ arr.	5 40	8 30	10 15	11 30	2 40	5 10
...		A M	A M	A M	A M	P M	P M

BETWEEN STEUBENVILLE AND WHEELING.

Ms.	(Central time.)	201	209	203	211	209	223
....		A M	A M	P M	P M	A M	P M
0	**Steubenville**+ ♁ lv.	*5 40	†7 35	†1 15	†4 10	♁7 15	§1 40
1.4	Wheeling Jn. ♁ »	5 47	7 55	1 30	4 25	7 55	1 47
7.9	Lazearville..... »	5 58	— —	— —	— —	— —	— —
9.3	Wellsburg ... ♁ »	6 02	8 11	1 44	4 41	8 11	2 04
16.3	Short Creek.... »	— —	— —	— —	— —	— —	— —
25.3	**Wheeling**+. ♁ ar.	6 37	8 35	2 10	5 05	8 35	2 28
....		A M	A M	P M	P M	A M	P M

Ms.	(Central time.)	200	210	206	220	224
....		A M	Noon	P M	P M	A M
0	**Wheeling**.. ♁ lve.	*6 10	*12 15	†2 50	*5 05	♁8 40
....	Short Creek.... »	— —	— —	— —	— —	— —
7.9	Wellsburg.... ♁ »	6 34	12 38	3 12	5 27	9 02
....	Lazearville..... »	— —	— —	— —	5 30	— —
16.3	Wheeling Jn. ♁ »	6 50	12 55	3 27	5 43	9 18
25.3	**Steubenville**. ♁ arr.	e7 00	g1 55	3 40	5 50	9 25
....		A M	P M	P M	P M	A M

HICKORY BRANCH.

....	522	520	M	(Central time.)	521	523	....
....	P M	A M	...	LEAVE] [ARRIVE	A M	P M	....
....	†3 45	†6 35	0	.. **Center Ave** ..	7 10	4 20	....
....	3 52	6 41	2.2	..... Hickton.....	7 01	4 11	....
....	3 56	6 44	3.0	.. Bonnymeade ..	6 58	4 08	....
....	4 00	6 50	4.0	..**Cherry Valley**..	†6 55	†4 05	....
....	P M	A M	...	ARRIVE] [LEAVE	A M	P M	....

♁ Daily, but on Sunday leaves at 3 55 p.m.; *y* stops Sunday to leave passengers. • On Sunday arrives 7 42 a.m. + Coupon stations; ♁ Telegraph stations.

PENNSYLVANIA LINES

The Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co.

Official Local Time-Tables - December, 1909.

INDIANAPOLIS DIVISION

BETWEEN COLUMBUS AND INDIANAPOLIS—VIA PIQUA AND RICHMOND.

Mls.	(Central time.)	27	25	33	21	31	7	19	35	13
.....		A M	A M	A M	A M	A M	A M	P M	P M	P M
0	**Columbus**+..ō lve.	*1 55	*2 15	*6 05	*6 50	*7 20	*10 05	*2 00	*5 00	*9 45
4.0	Marble Cliff...ō "	.....	— —	6 13	.....	— —	— —	— —	5 07	.....
10.1	Hilliard's..... "	.....	— —	6 25	.....	— —	— —	— —	5 20	.....
12.7	Hayden .....ō "	.....	— —	6 30	.....	— —	— —	— —	5 25	.....
17.7	Plain City+ ..ō "	.....	— —	6 38	.....	— —	— —	— —	5 36	.....
21.9	Unionville.... "	— —	— —	6 46	(See Cincinnati Division.)	— —	— —	— —	5 43	(See Cincinnati Division.)
28.0	Milford Centre+..ō "	— —	— —	6 56		— —	— —	— —	5 53	
32.7	Woodstock....ō "	— —	— —	7 04		— —	— —	— —	6 03	
38.1	Cable.....ō "	— —	— —	7 15		— —	— —	— —	6 14	
47.0	Urbana+.....ō "	— —	3 20	7 30		— —	11 10	3 06	6 31	
51.1	Westville.....ō "	— —	— —	7 38		— —	— —	— —	6 40	
57.9	St. Paris.....ō "	— —	— —	7 50		— —	11 29	— —	6 52	
62.8	Conover.....ō "	— —	— —	7 57		— —	— —	— —	7 01	
66.1	Fletcher.....ō "	— —	— —	8 03		— —	— —	— —	7 08	
73.1	Piqua+.....ō "	— —	3 55	8 15		— —	11 55	3 40	7 21	
79.3	Covington+...ō "	— —	— —	8 28		— —	— —	— —	7 34	
83.3	**Bradford**+..ō "	— —	4 15	8 38		— —	12 15	— —	7 45	
87.0	Gettysburg..... "	— —	— —	8 45		— —	— —	— —	7 58	
94.5	Greenville+...ō "	— —	4 33	8 57		— —	12 37	4 17	8 14	
100.2	Weaver's..... "	— —	— —	9 07		— —	— —	— —	8 26	
104.8	New Madison.ō "	— —	— —	9 14		— —	— —	— —	8 33	
114.1	New Paris....ō "	— —	— —	9 31		— —	— —	— —	8 47	
119.6	**Richmond**+ ō arr.	4 50	5 10	9 45	10 00		1 15	5 00	9 00	12 28
	ō lve.	5 00	5 10	10 10	10 05		1 15	5 00	9 10	12 33
121.7	East Haven..... "	— —	— —	10 19	— —		— —	— —	— —	— —
125.6	Centreville....ō "	— —	— —	10 27	— —		— —	— —	9 23	— —
133.1	Germantown.... "	— —	— —	10 38	— —		— —	— —	— —	— —
135.1	Cambridge City+.ō "	— —	5 44	10 43	e —		— —	— —	9 38	— —
137.1	Dublin..... "	— —	— —	10 49	— —		— —	— —	— —	— —
141.4	Strawn's.....ō "	— —	— —	10 56	— —		— —	— —	— —	— —
144.7	Lewisville....ō "	— —	— —	11 02	— —		— —	— —	— —	— —
149.1	Dunreith+.....ō "	— —	— —	11 09	— —		— —	— —	— —	— —
154.1	Knightstown+ō "	— —	— —	11 18	e —		— —	— —	10 15	— —
158.8	Charlottsville.ō "	— —	— —	11 26	— —		— —	— —	— —	— —
167.3	Greenfield+...ō "	— —	6 34	11 40	11 20		— —	— —	10 35	— —
171.1	Philadelphia.... "	— —	— —	11 47	— —		— —	— —	— —	— —
176.9	Cumberland ..ō "	— —	— —	11 56	— —		— —	— —	— —	— —
183.2	Irvington+...ō "	— —	— —	12 05	— —		— —	— —	— —	— —
188.0	**Indianapolis**+..ō arr.	7 00	7 10	12 25	11 55	11 30	3 05	6 35	11 15	2 15
.....	.....	A M	A M	Noon	A M	A M	P M	P M	P M	A M

Runs via Xenia and Dayton. (See Cincinnati Division.) — All Pullman Cars. No Coaches.

Mls.	(Central time.)	44	18	14	32	40	20	8	26	24	30	42
.....		P M	A M	A M	A M	P M	P M	P M	P M	P M	P M	....
0	**Indianapolis**ō lve.	*11 15	*3 35	*8 10	*7 30	*130	*3 06	*5 00	*7 10	*7 20	*1150	....
6.7	Irvington.....ō "	— —	— —	— —	7 44	— —	— —	— —	— —	— —	— —	....
12.7	Cumberland...ō "	— —	— —	— —	7 52	— —	— —	5 22	— —	— —	— —	....
17.3	Philadelphia..ō "	— —	— —	— —	8 00	— —	— —	— —	— —	— —	— —	....
21.3	Greenfield..... "	— —	— —	— —	8 05	— —	3 40	5 36	— —	7 58	— —	....
28.3	Charlottsville.ō "	— —	— —	— —	8 18	— —	— —	5 55	— —	— —	— —	....
32.3	Knightstown. ō "	— —	— —	— —	8 26	— —	— —	6 03	— —	— —	— —	....
37.8	Dunreith..... "	— —	— —	— —	8 37	— —	— —	6 13	— —	— —	— —	....
42.5	Lewisville.....ō "	— —	— —	— —	8 45	— —	— —	6 19	— —	— —	— —	....
45.5	Strawn's.....ō "	— —	— —	— —	8 52	— —	— —	6 25	— —	— —	— —	....
49.5	Dublin..... "	— —	— —	— —	9 00	— —	— —	6 32	— —	— —	— —	P M
54.5	CambridgeCityō "	— —	— —	— —	9 06	— —	— —	6 37	— —	— —	All Pullman Cars. No Coaches.	†730
58.5	Germantown.... "	— —	— —	— —	9 12	— —	— —	— —	— —	— —		7 38
61.5	Centreville....ō "	— —	— —	— —	9 26	— —	— —	7 02	— —	— —		7 45
69.5	East Haven..... "	— —	— —	— —	9 33	— —	— —	7 09	— —	— —		7 50
73.5	**Richmond**. ō arr.	12 55	5 10	9 50	9 45	3 03	4 50	7 15	8 55	9 10		7 55
	ō lve.	1 00	5 10	9 55	10 15	3 03	4 55	7 30	9 00	9 10		P M
78.5	New Paris....ō "	.....	a —	.....	10 26	— —	.....	7 41	.....	— —		
87.5	New Madison.ō "	.....	— —	.....	10 43	— —	.....	7 56	.....	— —		....
96.5	Weaver's..... "	.....	— —	.....	10 52	— —	.....	— —	.....	— —		....
102.5	Greenville....ō "	.....	5 37	.....	11 03	3 38	.....	8 14	.....	9 52		20
107.5	Gettysburg..... "	.....	— —	.....	11 17	— —	.....	8 27	.....	— —		P M
112.5	**Bradford**.....ō "	.....	6 12	.....	11 55	— —	.....	8 35	.....	10 07		*516
117.5	Covington.....ō "	.....	6 24	.....	12 04	— —	.....	8 49	.....	— —		5 24
123.5	Piqua.....ō "	.....	6 36	.....	12 17	4 08	.....	9 01	.....	10 28		5 36
130.5	Fletcher.....ō "	.....	6 53	.....	12 32	— —	.....	9 17	.....	— —		— —
135.5	Conover.....ō "	.....	7 00	.....	12 39	— —	.....	9 24	.....	— —		— —
139.5	St. Paris.....ō "	.....	7 10	.....	12 50	— —	.....	9 33	.....	— —		6 07
144.5	Westville.....ō "	.....	7 20	.....	1 03	— —	.....	— —	.....	— —		— —
150.5	Urbana.....ō "	.....	7 28	.....	1 11	4 36	.....	9 54	.....	11 15		6 25
156.5	Cable.....ō "	.....	— —	.....	1 30	— —	.....	10 14	.....	— —		— —
160.5	Woodstock.....ō "	.....	— —	.....	1 40	— —	.....	10 26	.....	— —		6 54
165.5	Milford Centre ō "	.....	7 57	.....	1 50	— —	.....	10 33	.....	— —		7 03
169.5	Unionville.....ō "	.....	— —	.....	2 02	— —	.....	a —	.....	— —		— —
174.5	Plain City.....ō "	.....	8 12	.....	2 11	— —	.....	10 52	.....	— —		7 20
179.5	Hayden..... "	.....	— —	.....	2 24	— —	.....	— —	.....	— —		— —
183.5	Hilliard's..... "	.....	— —	.....	2 31	— —	.....	— —	.....	— —		— —
188.5	Marble Cliff..ō "	.....	— —	.....	2 45	— —	.....	— —	.....	— —		— —
192.5	**Columbus**..ō arr.	3 35	8 40	12 45	2 55	5 35	7 55	11 30	12 05	12 20	4 00	7 55
.....	.....	A M	A M	Noon	P M	P M	P M	P M	Night	Night	A M	P M

Runs via Dayton and Xenia. (See Cincinnati Division.) — Runs via Dayton and Xenia. (See Cincinnati Division.) — Runs via Dayton and Xenia. (See Cincinnati Division.) — Runs via Dayton and Xenia. (See Cincinnati Division.)

Additional Trains—Leave Columbus *7 30 a.m., *8 45 p.m., arriving Bradford 10 00 a.m., 12 20 night. Leave Richmond †6 35 a.m., †1 45 p.m., arriving Cambridge City 7 00 a.m., 2 10 p.m. Leaves Bradford *4 37 a.m., arriving Columbus 7 10 a.m. Leaves Cambridge City †10 55 a.m., arriving Richmond 11 25 a.m.

CINCINNATI AND INDIANAPOLIS DIVISIONS

BETWEEN COLUMBUS AND INDIANAPOLIS—VIA DAYTON AND RICHMOND.

Mls.	(Central time.)	No. 27	No. 21	7	19	No. 13
.....		.....	.....	A M	P M	.....
0	**Columbus**+.....lve.	*1 55 A M	*6 50 A M	*1005	*2 00	*9 45 P M
25.1	London+..... "	— —	l —	10 44	2 42	— —
36.0	South Charleston+. "	— —	— —	— —	3 01	— —
54.7	Xenia+..... "	3 15 "	8 20 "	11 30	3 40	10 57 "
58.6	Trebeins..... "	— —	— —	— —	— —	— —
60.6	Alpha..... "	— —	— —	11 42	— —	— —
70.7	**Dayton**+..... "	3 43 "	8 50 "	11 59	4 05	11 25 P M
112.2	Richmond+..... "	5 00 "	10 05 "	A M	P M	12 35 Night
127.7	Cambridge City+.. "	— —	e —	.....	.....	— —
146.7	Knightstown..... "	— —	e —	.....	.....	— —
159.9	Greenfield+..... "	— —	11 20 "	.....	.....	— —
180.6	**Indianapolis**+...arr.	7 00 A M	11 55 A M	.....	.....	2 15 A M

Mls.	(Central time.)	No. 44	18	18	14	316	20	No. 26	320
.....		.....	A M	A M	A M	.....	P M	.....	.....
0	**Indianapolis**.....lve.	*11 15 P M	*335	*3 35	*8 10	.....	*306	*7 10 P M	.....
20.7	Greenfield..... "	— —	— —	— —	— —	.....	3 40	— —	.....
33.7	Knightstown..... "	— —	— —	— —	— —	.....	— —	— —	.....
52.9	Cambridge City.... "	— —	— —	— —	— —	.....	— —	— —	.....
68.4	Richmond..... "	1 00 A M	6 00	6 00	9 55	P M	4 55	9 00 "	P M
109.9	**Dayton**..... "	2 00 "	7 35	7 35	11 00	*2 50	6 00	10 05 "	*8 55
120.0	Alpha..... "	— —	— —	— —	— —	3 08	— —	— —	10 12
122.0	Trebeins..... "	— —	— —	— —	— —	3 11	— —	— —	10 16
125.9	Xenia..... "	— —	†815	10 35	11 30	4 37	6 35	10 40 P M	11 00
144.6	South Charleston... "	— —	8 48	— —	— —	— —	— —	— —	g —
155.5	London..... "	— —	9 07	11 13	— —	n —	c —	— —	11 45
180.6	**Columbus**.....arr.	3 35 A M	†945	11 45	12 45	5 40	7 55	12 05 Night	12 20

EXPLANATION OF SIGNS.

Trains marked * run daily.

a Stops to leave off passengers from Indianapolis and points beyond.

c Stops for passengers for Dayton and points west.

d Stops to take passengers.

e Stops to leave from Dayton and east thereof and to take for west of Indianapolis.

g Stops to leave off passengers from Xenia and beyond and to take on passengers for Columbus and points east.

l Stops to take on passengers for Indianapolis and points west.

n Stops to leave passengers from west of Xenia and for Cincinnati train to take for east of Columbus.

‖ Stops for meals. + Coupon stations; ō Telegraph stations.

The Pennsylvania presents the Shortest Line between Indianapolis, Columbus, Pittsburgh, Philadelphia and New York. Through Sleeping and Dining Car Service all the way and in both directions. Excellent Passenger Service also between Indianapolis and Chicago. Meals in Dining or Cafe Cars.

The St. Louis and New York "Limited" trains, composed exclusively of Library-Smoking, Dining, Sleeping and Compartment-Observation Cars, run through Indianapolis, Columbus and Pittsburgh over "The Pennsylvania Short Line."

PENNSYLVANIA LINES

The Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co.

Official Local Time-Tables—December, 1909.

CINCINNATI DIVISION

BETWEEN COLUMBUS AND CINCINNATI—VIA XENIA AND LOVELAND.

Mls.	(Central time.)	25	41	121	7	19	43	51	27	21	13
		A M	A M	A M	A M	P M	P M		A M	A M	P M
0	**Columbus**+... ♂ lv.	*230	*6 15	*720	*1005	*200	*550	....	*1 55	*650	*845
9.2	Alton..... ♂ »	— —	6 34	— —	— —	— —	— —	....	— —	— —	— —
14.8	West Jefferson . ♂ »	— —	6 43	— —	— —	— —	— —	....	— —	— —	— —
16.9	Glade Run ..... ♂ »	— —	6 46	— —	— —	— —	— —	....	— —	— —	— —
25.1	London+..... ♂ »	3 21	6 56	n —	10 44	2 42	6 06	....	— —	f —	— —
30.6	Florence ..... ♂ »	— —	7 06	— —	— —	— —	— —	....	— —	— —	— —
36.0	So. Charleston.. ♂ »	— —	7 14	n —	— —	3 01	6 22	....	— —	— —	— —
40.8	Selma..... »	— —	7 22	— —	— —	— —	6 30	....	— —	— —	— —
46.8	Cedarville ..... ♂ »	— —	7 29	— —	— —	— —	6 37	....	— —	— —	— —
54.7	**Xenia**+..... ♂ ar.	4 30	8 10	8 45	11 30	3 35	6 50	....	3 10	8 15	1054
	♂ lv.	4 30	8 10	8 45	11 30	3 55	6 53	....	A M	A M	P M
61.4	Spring Valley .. ♂ »	— —	8 20	— —	— —	— —	7 03	....			
68.9	Waynesville+.. ♂ »	s —	8 30	— —	— —	— —	7 18	....	....	....	....
74.5	Oregonia..... ♂ »	— —	8 40	— —	— —	— —	7 28	....	221	55	219
78.0	Fort Ancient..... »	— —	8 46	— —	— —	— —	7 33	A M	A M	P M	P M
83.2	Morrow. ..... ♂ »	5 14	8 57	— —	12 05	4 21	7 42	†615	†1015	†245	†460
88.0	South Lebanon. ♂ »	— —	9 06	— —	— —	— —	b s	6 24	10 23	2 55	4 58
89.2	Middletown Jn. ♂ »	— —	9 09	— —	— —	— —	— —	6 27	10 26	2 55	— —
90.2	Kings Mills.... ♂ »	— —	9 12	— —	— —	— —	7 54	6 30	10 28	2 58	5 02
92.6	Foster's ..... ♂ »	s —	9 17	— —	— —	— —	7 59	6 36	10 33	3 03	5 07
96.7	Loveland+..... ♂ »	5 42	9 26	— —	12 24	4 44	8 07	6 47	10 40	3 10	5 18
99.2	Branch Hill..... »	— —	9 31	— —	— —	— —	d s	6 53	10 45	3 16	5 22
102.2	Miamiville ..... »	— —	9 37	— —	— —	— —	d s	6 59	10 49	3 20	5 27
103.7	Camp Dennison .. »	— —	9 40	— —	— —	— —	d s	7 02	— —	3 23	5 31
105.6	Milford ..... ♂ »	— —	9 44	— —	— —	— —	d s	7 07	10 54	3 27	5 36
109.9	Plainville ..... ♂ »	— —	— —	— —	— —	— —	— —	7 18	— —	3 37	— —
110.9	Clare..... ♂ »	— —	— —	— —	— —	— —	— —	7 21	— —	3 38	k —
112.3	Rendcomb Junc. ♂ »	— —	9 57	— —	— —	— —	d —	7 26	— —	3 44	k —
113.5	Linwood..... ♂ »	— —	— —	— —	— —	— —	— —	7 28	— —	3 46	— —
115.0	Carrel Street ... ♂ »	— —	— —	— —	— —	— —	— —	7 32	— —	3 50	h —
116.2	Pendleton Shop ♂ »	— —	10 03	— —	— —	— —	— —	— —	— —	3 54	— —
117.0	Torrence Road... »	6 20	10 06	1016	12 52	5 16	8 42	7 38	11 13	4 08	6 56
119.7	**Cincinnati**+.. ♂ ar.	6 30	10 15	1025	1 00	5 25	8 50	7 45	11 20	4 15	6 05
....		A M	A M	A M	P M	P M	P M	A M	A M	P M	P M

Mls.	(Central time.)	42	206	6	40	20	8	52	220	48	54	46
		A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	A M
	Cincinnati... ♂ lv.	†600	†730	*900	*310	*500	*9 00	†1 00	†3 20	*410	†6 25	§7 20
	Torrence Road... »	6 08	7 37	9 07	3 18	5 07	9 08	1 07	3 27	4 18	6 33	7 28
	Pendleton Shop ♂ »	6 10	— —	— —	— —	— —	— —	1 09	— —	4 20	— —	7 30
	Carrel Street... ♂ »	6 14	— —	— —	— —	— —	— —	1 14	3 33	— —	6 40	7 36
	Linwood ..... ♂ »	— —	— —	— —	— —	— —	— —	1 18	— —	— —	6 43	7 40
	Rendcomb Jn.. ♂ »	6 18	— —	— —	— —	— —	— —	1 20	— —	4 28	6 45	7 41
	Clare..... ♂ »	— —	— —	— —	— —	— —	— —	1 25	— —	— —	6 50	— —
	Plainville ..... ♂ »	6 24	— —	— —	— —	— —	— —	1 28	3 41	4 33	6 52	7 48
	Milford..... ♂ »	6 32	7 57	— —	— —	— —	— —	1 41	3 52	4 43	6 06	8 01
	Camp Dennison.. »	6 35	— —	— —	— —	— —	— —	1 46	3 56	4 47	6 10	8 05
	Miamiville..... »	6 39	— —	— —	— —	— —	— —	1 48	3 58	4 50	6 13	8 09
	Branch Hill..... »	6 44	— —	— —	— —	— —	— —	1 53	4 04	4 56	6 19	8 15
	Loveland..... ♂ »	6 52	8 10	— —	— —	— —	9 41	2 01	4 11	5 05	6 26	8 23
	Foster's ..... ♂ »	7 00	— —	— —	— —	— —	— —	2 09	4 19	5 11	6 34	8 31
	Kings Mills.... ♂ »	7 05	— —	— —	— —	— —	— —	2 14	4 23	5 18	6 39	8 37
	Middletown Jn. ♂ »	—	— —	— —	— —	— —	— —	2 17	— —	5 18	6 42	— —
	South Lebanon. ♂ »	7 10	8 23	— —	— —	— —	— —	2 21	4 30	5 21	6 46	8 43
	Morrow..... ♂ »	7 20	8 30	9 55	— —	— —	10 03	2 30	4 37	5 31	6 55	8 57
	Fort Ancient..... »	7 29	A M	— —	— —	— —	— —	P M	P M	5 40	P M	9 05
	Oregonia ..... ♂ »	7 35	....	— —	— —	— —	— —			5 46	....	9 11
	Waynesville ... ♂ »	7 45	....	— —	— —	— —	— —	....	....	5 56	....	9 21
	Spring Valley.. ♂ »	7 57	....	— —	— —	— —	— —	14	26	6 07	....	9 33
	Xenia..... ♂ ar.	8 08	....	1035	4 37	6 35	11 00	A M	P M	6 17	....	9 50
	♂ lv.	8 15	....	1035	4 37	6 35	11 00	*1130	*1040	6 50	....	9 50
	Cedarville ..... ♂ »	8 31	....	— —	— —	— —	— —	— —	— —	7 05	....	10 06
	Selma..... »	8 41	....	— —	— —	— —	— —	— —	— —	7 14	....	10 16
	So. Charleston. ♂ »	8 48	....	— —	— —	— —	g —	— —	— —	7 21	....	10 23
	Florence..... ♂ »	8 58	....	— —	— —	— —	— —	— —	— —	7 32	....	10 33
	London..... ♂ »	9 07	....	1113	— —	e —	11 46	— —	c —	7 41	....	10 42
	Glade Run .... ♂ »	9 17	....	— —	— —	— —	— —	— —	— —	7 52	....	10 52
	West Jefferson. ♂ »	9 21	....	— —	— —	— —	— —	— —	— —	7 56	....	10 56
	Alton..... ♂ »	9 29	....	— —	— —	— —	— —	— —	— —	8 04	....	11 04
	Columbus.... ♂ ar.	9 45	....	1145	5 40	7 55	12 20	12 45	12 05	8 20	....	11 20
....		A M	....	A M	P M	P M	Night	Noon	Night	P M	....	A M

Additional Sunday Trains—Leave Morrow 9 35 a.m., 12 25 noon, arriving Cincinnati 10 50 a.m., 1 50 p.m. Leave Cincinnati 10 10 a.m., 6 50 p.m., arriving Morrow 11 35 a.m., 8 00 p.m.

BETWEEN SPRINGFIELD AND RICHMOND—VIA XENIA AND DAYTON.

Mls	(Central time.)	27	No. 301	21	307	319	No. 329	13
0	**Springfield**+... ♂ lve.	....	*7 05 A M	....	....	....	*8 00 P M	....
3.6	Emery Chapel ..... »	....	7 11 »	....	....	....	— —	....
5.1	Oakview..... »	....	7 13 »	....	....	....	— —	....
6.7	Hustead ..... »	....	7 15 »	....	....	....	— —	....
9.2	Yellow Springs+. ♂ »	....	7 20 »	....	....	....	8 18 »	....
13.1	Goes..... »	....	7 26 »	....	....	....	— —	....
15.1	Oldtown ..... »	....	7 29 »	....	....	....	— —	....
15.7	Bryson..... »	....	7 30 »	....	....	....	— —	....
19.2	**Xenia**+..... ♂ ar.	A M	7 38 »	A M	A M	P M	8 35 »	P M
	♂ lve.	*3 15	7 45 »	*8 20	*1130	*3 40	8 47 »	*1057
23.1	Trebein..... ♂ »	— —	— —	— —	— —	— —	— —	— —
25.1	Alpha..... »	— —	7 54 »	— —	11 42	— —	— —	— —
35.2	**Dayton**+..... ♂ ar.	3 43	8 17 »	8 50	11 59	4 05	9 13 »	11 25
	♂ lve.	3 43	8 17 »	8 50	A M	P M	9 27 »	11 25
36.5	Miami City..... ♂ »	No Coaches.	8 22 »	— —	....	....	9 33 »	— —
42.4	Trotwood ..... ♂ »		8 30 »	— —	....	....	9 47 »	— —
48.3	Brookville..... ♂ »		8 41 »	— —	....	....	10 01 »	— —
50.4	Dodson ..... ♂ »		8 47 »	— —	....	....	10 07 »	— —
56.2	West Sonora..... »		8 55 »	— —	....	....	10 16 »	— —
60.8	West Manchester+.. ♂ »		9 03 »	— —	....	....	10 25 »	— —
63.4	El Dorado..... ♂ »		9 10 »	— —	....	....	10 31 »	— —
71.2	New Paris..... ♂ »	— —	9 22 »	— —	....	....	10 44 »	— —
76.7	**Richmond**+.... ♂ arr.	4 50	9 33 A M	10 00	....	....	10 55 P M	12 28
....		A M	....	A M	....	....	....	Night

Mls	(Central time.)	44	No. 306	14	316	318	20	320	26
0	**Richmond**..... ♂ lve.	*1 00	*6 00 A M	*9 55	....	*3 52	*4 55	....	*9 00
5.5	New Paris ..... »	— —	6 10 »	— —	....	4 02	— —	....	— —
13.3	El Dorado ..... ♂ »	— —	6 24 »	— —	....	4 15	— —	....	No Coaches.
15.9	West Manchester ♂ »	— —	6 31 »	— —	....	4 20	— —	....	
20.5	West Sonora..... »	— —	6 38 »	— —	....	4 26	— —	....	
26.3	Dodson ..... ♂ »	— —	6 48 »	— —	....	4 36	— —	....	
28.4	Brookville ..... ♂ »	— —	6 54 »	— —	....	4 40	— —	....	
34.3	Trotwood ..... ♂ »	— —	7 04 »	— —	....	4 49	— —	....	
40.2	Miami City..... ♂ »	— —	7 14 »	— —	....	4 58	— —	....	
41.5	**Dayton**..... ♂ arr.	2 00	7 20 »	11 00	P M	5 05	6 00	P M	10 06
	♂ lve.	A M	7 35 »	11 00	*250	5 20	6 00	*9 55	10 05
51.6	Alpha..... »	....	— —	— —	3 08	— —	— —	10 12	— —
53.6	Trebein..... ♂ »	....	— —	— —	3 11	— —	— —	10 15	— —
57.5	**Xenia**..... ♂ arr.	....	8 04 »	11 27	3 18	5 47	6 28	10 22	10 36
	♂ lve.	....	8 15 »	A M	P M	5 40	P M	P M	P M
61.0	Bryson..... »	....	8 22 »	....	....	— —	....	....	....
61.6	Oldtown ..... »	....	8 24 »	....	....	5 48	....	....	....
63.6	Goes..... »	....	8 28 »	....	....	5 51	....	....	....
67.5	Yellow Springs... ♂ »	....	8 35 »	....	....	5 58	....	....	....
70.0	Hustead..... »	....	— —	....	....	7 03	....	....	....
71.6	Oakview ..... »	....	8 43 »	....	....	7 06	....	....	....
73.1	Emery Chapel..... »	....	8 46 »	....	....	7 08	....	....	....
76.7	**Springfield**.... ♂ arr.	....	8 55 A M	....	....	7 15	....	....	....
....		....	....	....	....	P M	....	....	....

BETWEEN CINCINNATI AND LOVELAND.—ACCOMMODATION TRAINS.

Mls	(Central time.	62	84	66	....	....	....	....	....
		A M	A M	P M					
0	**Cincinnati**+ ..... ♂ lve.	†7 15	†9 25	*6 15	....	....	....	....	....
3.5	Pendleton Shop..... ♂ »	7 24	9 35	6 26	....	....	....	....	....
4.7	Carrel Street ..... ♂ »	7 28	9 40	6 30	....	....	....	....	....
6.6	Rendcomb Junction.. ♂ »	7 33	9 45	6 35	....	....	....	....	....
8.8	Clare ..... ♂ »	7 37	9 50	6 40	....	....	....	....	....
9.8	Plainville ..... ♂ »	7 39	9 52	6 42	....	....	....	....	....
14.1	Milford ..... ♂ »	7 49	10 04	6 56	....	....	....	....	....
16.0	Camp Dennison ..... »	A M	10 08	7 00	....	....	....	....	....
17.5	Miamiville ..... »	....	10 11	7 03	....	....	....	....	....
20.5	Branch Hill ..... »	....	10 17	7 09	....	....	....	....	....
23.0	**Loveland**+ ..... ♂ arr.	....	10 25	7 15	....	....	....	....	....
....		....	A M	P M	....	....	....	....	....

Mls	(Central time.)	61	65	67	63	....	....	....	....
		A M		Noon	A M				
0	**Loveland** ..... ♂ lve.	†6 05	....	†1235	§6 45	....	....	....	....
2.5	Branch Hill ..... »	6 10	....	12 40	6 50	....	....	....	....
5.5	Miamiville ..... »	6 16	....	12 46	6 57	....	....	....	....
7.0	Camp Dennison ... »	6 20	A M	12 49	7 00	....	....	....	....
8.9	Milford ..... ♂ »	6 25	†8 00	12 54	7 05	....	....	....	....
13.2	Plainville ..... ♂ »	6 35	8 09	1 06	7 15	....	....	....	....
14.2	Clare ..... ♂ »	6 38	— —	1 07	7 18	....	....	....	....
16.4	Rendcomb Junc.. ♂ »	6 43	8 15	1 12	7 23	....	....	....	....
18.3	Carrel Street .... ♂ »	6 49	8 21	1 17	7 29	....	....	....	....
19.5	Pendleton Shop.. ♂ »	6 54	— —	1 21	— —	....	....	....	....
23.0	**Cincinnati** .... ♂ arr.	7 05	8 35	1 30	7 45	....	....	....	....
....		A M	A M	P M	A M	....	....	....	....

○ + Coupon stations; * Telegraph stations.

*Daily; †daily, except Sunday; §Sunday only; *b* stops to leave passengers from points east of Morrow; *c* stops to take passengers for Dayton and points west; *d* stops to discharge passengers from points east of Loveland; *e* stops to leave from west of Xenia and to take for east of Columbus; *f* stops to take for Indianapolis and west; *g* stops to leave from Xenia and beyond, and to take for Columbus and points east; *h* stops to discharge passengers from C. & M. V. points; *n* stops to discharge passengers from points east of Columbus; *s* stops Sunday only.

The Shortest and Quickest Route from Cincinnati to New York is over "The Pennsylvania Short Line."

PENNSYLVANIA LINES

The Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co.

Official Local Time-Tables—December, 1909.

RICHMOND DIVISION

BETWEEN CINCINNATI AND LOGANSPORT—VIA HAMILTON AND RICHMOND.

Mls.	(Central time.)	23	19	43	35	1	7	45-41	47
		A M	A M	A M	P M	P M	Night	P M	P M
0	**Cincinnati** + ... ♂ lve	*8 30	*9 15	*10 00	†2 00	*9 20	*12 01	*9 10	*4 45
6.6	Rendcomb Junction... ♂ »	– –	– –	10 15	a –	a –	– –	n –	5 02
8.5	Madisonville..... »	– –	– –	10 19	2 19	– –	– –	n –	5 06
11.2	Norwood Heights..... »	– –	b –	10 24	2 25	b –	c –	n –	5 12
15.1	Reading..... ♂ »	– –	b –	10 30	2 32	9 52	– –	n –	5 20
20.4	Crescentville..... ♂ »	– –	– –	10 39	2 43	– –	– –	n –	5 31
22.4	Rialto..... »	– –	– –	10 43	2 47	– –	– –	– –	5 34
23.3	Port Union..... »	– –	– –	10 45	2 49	– –	– –	– –	5 36
29.4	Moslers..... »	– –	– –	10 59	– –	– –	– –	– –	5 51
30.7	Hamilton + ... ♂ »	9 20	10 10	11 06	3 10	10 20	12 48	10 00	5 57
37.2	Seven Mile..... ♂ »	– –	– –	11 20	3 28	– –	– –	n –	6 10
40.9	Collinsville..... »	– –	– –	11 28	3 38	– –	– –	– –	6 17
44.7	Somerville..... ♂ »	– –	– –	11 35	3 50	– –	– –	n –	6 26
49.5	Camden + ... ♂ »	– –	b –	11 45	4 00	10 55	v –	n –	6 36
58.3	Eaton + ... ♂ »	– –	10 51	12 00	4 15	11 12	v –	n –	6 53
63.3	New Hope..... »	– –	– –	12 09	4 22	– –	– –	– –	7 00
65.3	Campbellstown..... »	– –	– –	12 13	4 27	– –	– –	– –	7 08
74.6	**Richmond** + ... ♂ arr.	10 25	11 25	12 30	4 45	11 42	1 55	11 15	7 25
	♂ lve	10 30	11 30	Noon	5 05	11 57	2 00	†6 40	P M
83.7	Green's Fork..... ♂ »	– –	– –	.....	5 21	– –	– –	6 57	.....
90.3	Hagerstown + ... ♂ »	– –	11 50	.....	5 32	– –	– –	7 10	.....
95.6	Millville..... ♂ »	– –	– –	.....	5 42	– –	– –	7 20	.....
98.3	Ashland..... »	– –	– –	.....	5 44	– –	– –	7 23	.....
101.7	New Castle + ... ♂ »	– –	12 00	.....	5 53	12 40	2 35	7 30	.....
108.5	Sulphur Springs..... ♂ »	– –	– –	.....	6 07	– –	– –	7 44	.....
111.5	Honey Creek..... »	– –	– –	.....	6 12	– –	– –	7 50	.....
115.3	Middletown ..... ♂ »	– –	c –	.....	6 18	h 1 03	– –	7 57	.....
123.0	Anderson..... ♂ »	11 35	12 42	.....	6 30	1 15	3 05	8 09	.....
127.3	Florida..... »	– –	– –	.....	6 38	– –	– –	8 19	.....
132.8	Frankton..... ♂ »	– –	c –	.....	6 47	– –	– –	8 28	.....
137.8	Elwood + ... ♂ »	– –	1 07	.....	6 57	1 40	3 25	8 37	.....
142.1	Curtisville..... »	– –	– –	.....	7 04	– –	– –	8 46	.....
146.4	Windfall..... ♂ »	– –	c –	.....	7 11	– –	– –	8 54	.....
149.9	Nevada..... »	– –	– –	.....	7 18	– –	– –	9 01	.....
152.4	Hemlock..... ♂ »	– –	– –	.....	7 23	– –	– –	9 07	.....
153.9	Center..... »	– –	– –	.....	7 25	– –	– –	9 09	.....
159.5	Kokomo + ... ♂ »	12 28	1 50	.....	7 40	2 30	4 00	9 23	.....
166.0	Galveston ..... ♂ »	– –	– –	.....	7 50	– –	– –	9 35	.....
168.8	Lincoln..... »	– –	– –	.....	7 56	– –	– –	9 41	.....
172.2	Walton..... ♂ »	– –	– –	.....	8 02	– –	– –	9 47	.....
177.4	Anoka Junction..... ♂ »	– –	– –	.....	– –	– –	– –	– –	.....
182.2	**Logansport** + ... ♂ arr.	1 10	2 30	.....	8 25	3 25	4 45	10 10	.....
299.7	**Chicago** + ... arr.	4 15	5 45	.....	P M	*7 10	8 00	A M	.....
		P M	P M			A M	A M		

Mls.	(Central time.)	8	12	24	34	18	40-44	46	42
		P M	Night	A M	.....	A M	.....	.....	.....
.....	**Chicago** ..... lve.	*9 50	*12 01	*9 30	A M	*9 50	P M	.....	.....
.....	**Logansport** ..... ♂ lve.	*1 15	*3 10	*1220	†6 15	*1 00	†3 30	.....	.....
4.8	Anoka Junction..... ♂ »	– –	– –	– –	– –	– –	– –	.....	.....
10.0	Walton..... ♂ »	– –	– –	– –	6 38	– –	3 52	.....	.....
13.4	Lincoln..... »	– –	– –	– –	6 43	– –	3 58	.....	.....
16.2	Galveston ..... ♂ »	– –	– –	– –	6 49	– –	4 03	.....	.....
22.7	Kokomo..... ♂ »	1 58	3 50	12 55	7 00	1 35	4 15	.....	.....
28.3	Center..... »	– –	– –	– –	7 10	– –	4 25	.....	.....
29.8	Hemlock..... ♂ »	– –	– –	– –	7 14	– –	4 30	.....	.....
32.3	Nevada..... »	– –	– –	– –	7 22	– –	4 34	.....	.....
35.8	Windfall..... ♂ »	– –	– –	– –	7 26	– –	4 40	.....	.....
40.1	Curtisville..... »	– –	– –	– –	7 32	– –	4 48	.....	.....
44.4	Elwood..... ♂ »	2 35	4 25	– –	7 40	2 08	5 00	.....	.....
49.4	Frankton..... ♂ »	– –	– –	– –	7 47	– –	5 08	.....	.....
54.9	Florida..... »	– –	– –	– –	7 55	– –	5 13	.....	.....
59.2	Anderson..... ♂ »	3 05	4 46	1 50	8 09	2 32	5 25	.....	.....
66.9	Middletown..... ♂ »	d –	– –	– –	8 23	e –	5 37	.....	.....
70.7	Honey Creek..... »	– –	– –	– –	8 30	– –	5 44	.....	.....
73.7	Sulphur Springs..... ♂ »	– –	– –	– –	8 36	– –	5 50	.....	.....
80.5	New Castle..... ♂ »	3 45	5 17	– –	8 50	3 05	6 05	.....	.....
83.9	Ashland..... »	– –	– –	– –	8 55	– –	6 10	.....	.....
86.6	Millville..... ♂ »	– –	– –	– –	9 02	– –	6 17	.....	.....
91.9	Hagerstown..... ♂ »	– –	– –	– –	9 13	– –	6 27	.....	.....
98.5	Green's Fork..... ♂ »	– –	– –	– –	9 29	– –	6 42	.....	.....
107.6	**Richmond** ..... ♂ arr.	4 30	5 55	3 00	9 48	3 45	7 00	A M	P M
	♂ lve.	4 40	6 02	3 07	10 20	3 50	*4 25	*700	*4 10
116.9	Campbellstown..... »	– –	– –	– –	10 37	– –	n –	7 17	4 27
118.9	New Hope..... »	– –	– –	– –	– –	– –	– –	7 20	4 31
123.9	Eaton ..... ♂ »	5 10	6 28	– –	10 51	4 15	n –	7 30	4 40
132.7	Camden..... ♂ »	5 24	c –	– –	11 03	– –	5 05	7 43	4 53
137.5	Somerville..... ♂ »	b –	– –	– –	b –	– –	5 14	7 51	5 01
141.3	Collinsville..... »	b –	– –	– –	b –	– –	5 21	7 58	5 08
145.0	Seven Mile..... ♂ »	5 45	– –	– –	b –	– –	5 28	8 05	5 14
151.5	Hamilton..... ♂ »	6 00	7 05	4 15	11 40	4 55	5 45	8 20	5 30
152.8	Moslers ..... »	– –	– –	– –	– –	– –	– –	8 23	5 34
158.9	Port Union..... »	– –	– –	– –	– –	– –	– –	8 33	5 45
159.8	Rialto..... »	– –	– –	– –	– –	– –	6 01	8 36	5 47
161.8	Crescentville..... ♂ »	b –	– –	– –	b –	– –	6 07	8 43	5 50
167.1	Reading..... ♂ »	6 31	– –	– –	12 07	c x	6 17	8 57	5 58
171.0	Norwood Heights..... »	b –	c –	c –	12 14	c x	p –	9 05	6 05
173.7	Madisonville..... »	b –	c –	– –	b –	c x	p –	9 11	6 10
175.6	Rendcomb Junction... ♂ »	b –	– –	– –	b –	– –	y –	9 17	6 15
188.2	**Cincinnati** ..... ♂ arr.	7 10	8 00	5 15	12 40	5 55	6 55	9 35	6 30
		A M	A M	P M	Noon	P M	A M	A M	P M

CHICAGO TERMINAL AND LOGANSPORT DIVISIONS

BETWEEN CHICAGO AND INDIANAPOLIS—VIA KOKOMO AND LOGANSPORT.

Mls.	(Central time.)	34	24	18	20	40	10	6	12	....
		A M	A M	A M	A M	P M	P M	P M	Night	....
0	**Chicago** + ... ♂ lve.	*7 00	*9 30	*9 50	*1005	*4 15	*9 45	*9 50	*12 01	....
3.7	West Madison St.. »	7 15	.....	.....	.....	4 30	.....	.....	.....	....
16.1	**Washington Heights** ♂ »	7 48	.....	.....	.....	5 02	.....	.....	.....	....
.....	**Englewood** ..... lve.	.....	9 49	10 09	10 24	.....	10 04	10 09	12 20	....
.....	Grand Crossing ... »	.....	9 54	10 15	10 31	.....	10 10	10 15	– –	....
.....	South Chicago .... »	.....	10 02	10 23	10 40	.....	10 18	10 24	– –	....
28.0	Lansing..... ♂ lve.	8 15	– –	– –	– –	5 32	– –	– –	c –	....
41.2	Crown Point..... ♂ »	8 45	– –	– –	11 27	6 03	– –	11 18	c –	....
47.4	Leroy ..... »	8 56	– –	– –	– –	6 20	– –	– –	– –	....
52.1	Hebron ..... ♂ »	9 04	– –	– –	– –	6 28	c –	– –	– –	....
61.3	Kouts..... ♂ »	9 22	– –	– –	– –	6 47	c –	– –	– –	....
68.2	La Crosse ..... ♂ »	9 34	– –	– –	– –	6 58	– –	– –	– –	....
77.5	North Judson ... ♂ »	9 52	– –	– –	c h	7 14	– –	– –	– –	....
92.3	Winamac + ... ♂ »	10 17	– –	– –	12 42	7 41	12 17	– –	– –	....
98.2	Star City..... ♂ »	10 28	– –	– –	– –	7 52	– –	– –	– –	....
106.4	Royal Centre ... ♂ »	10 43	– –	– –	– –	8 08	– –	– –	– –	....
117.5	**Logansport** + ♂ arr.	11 05	12 15	12 45	1 20	8 30	12 55	1 10	3 05	....
	♂ lve.	A M	Noon	12 50	P M	P M	Night	1 25	3 20	....
127.5	Walton ..... ♂ »	.....	.....	– –	.....	.....	.....	– –	i –	....
130.9	Lincoln ..... ♂ »	.....	.....	– –	.....	.....	.....	– –	i –	....
133.7	Galveston ..... ♂ »	.....	.....	– –	.....	.....	.....	– –	i –	....
140.1	Kokomo Junc... ♂ »	.....	.....	1 30	.....	.....	.....	2 15	4 05	....
155.2	Tipton ..... ♂ »	.....	.....	2 04	.....	.....	.....	2 45	4 34	....
172.7	Noblesville..... ♂ »	.....	.....	2 29	.....	.....	.....	3 15	5 07	....
194.9	**Indianapolis** + ♂ arr.	.....	.....	3 10	.....	.....	.....	4 00	6 00	....
306.4	**Louisville** + ... arr.	.....	.....	7 00	.....	.....	.....	7 35	10 35	....
				P M				A M	A M	

Mls.	(Central time.)	1	3	7	43	23	21	19	35	....
		.....	.....	P M	.....	.....	.....	A M	.....	....
.....	**Louisville** ..... lve.	Night	.....	*6 30	.....	.....	.....	*8 30	.....	....
0	**Indianapolis** .. ♂ lve.	*12 01	.....	*1 25	.....	.....	.....	*1225	.....	....
22.2	Noblesville ..... ♂ »	12 44	.....	2 12	.....	.....	.....	1 06	.....	....
39.7	Tipton ..... ♂ »	1 15	.....	2 45	.....	.....	.....	1 30	.....	....
54.8	Kokomo Junc... ♂ »	1 45	.....	3 20	.....	.....	.....	2 03	.....	....
61.2	Galveston ..... ♂ »	– –	.....	i –	.....	.....	.....	– –	.....	....
64.0	Lincoln ..... ♂ »	– –	.....	i –	.....	.....	.....	– –	.....	....
67.4	Walton..... ♂ »	– –	.....	i –	.....	.....	.....	– –	.....	....
77.4	**Logansport** .. ♂ arr.	2 50	A M	4 25	A M	P M	P M	2 40	P M	....
	♂ lve.	3 35	*4 10	4 50	*6 00	*1 15	*1 45	2 45	*4 00	....
88.5	Royal Centre .... ♂ »	– –	– –	– –	6 26	– –	– –	– –	4 25	....
96.7	Star City..... ♂ »	– –	– –	– –	6 39	– –	– –	– –	4 40	....
102.6	Winamac..... ♂ »	4 20	– –	– –	6 50	– –	2 28	– –	4 50	....
117.4	North Judson ... ♂ »	4 43	– –	– –	7 14	– –	c h	– –	5 16	....
126.7	La Crosse ..... ♂ »	– –	– –	– –	7 29	– –	– –	– –	5 33	....
133.6	Kouts..... ♂ »	– –	– –	– –	7 40	– –	– –	– –	5 44	....
142.8	Hebron..... ♂ »	– –	– –	– –	7 59	– –	– –	– –	6 03	....
147.5	Leroy ..... »	– –	– –	– –	8 10	– –	– –	– –	6 11	....
153.7	Crown Point..... ♂ »	5 39	– –	c –	8 31	– –	3 38	– –	6 24	....
166.9	Lansing ..... ♂ »	– –	– –	c –	9 07	– –	– –	– –	6 49	....
.....	South Chicago .... lve.	j –	.....	.....	.....	j –	j –	.....	.....	....
.....	Grand Crossing ... »	j –	.....	.....	.....	j –	j –	.....	.....	....
.....	**Englewood** ..... »	6 44	.....	.....	.....	3 51	4 36	.....	.....	....
178.8	Washington Heights ♂ lve.	.....	– –	j –	9 32	.....	.....	j –	7 22	....
191.2	West Madison St.. »	.....	7 15	7 45	10 15	.....	.....	5 30	7 55	....
194.0	**Chicago** ..... ♂ arr.	7 10	7 30	8 00	10 30	4 15	5 00	5 45	8 10	....
		A M	A M	A M	A M	P M	P M	P M	P M	

Trains marked * run daily; † daily, except Sunday; *a* stops to receive passengers; *b* stops to receive or discharge passengers to or from points west of Richmond; *c* stops to receive or discharge passengers for or from Chicago; *d* stops Monday to take passengers; *e* stops to take passengers for Columbus, Cincinnati, Indianapolis or beyond; *h* stops to take or leave passengers for or from Logansport and beyond; *i* stops to receive or leave passengers for or from points south of Kokomo at which trains are scheduled to stop; *j* stops to receive or discharge passengers for or from Logansport or points south or east thereof; *l* stops Saturday nights; *n* flag-stop to receive or discharge passengers to or from G. R. & I. Ry.; *p* stops to leave passengers; *x* stops to leave passengers from Grand Rapids, Mich.; *v* stops to discharge passengers from Cincinnati; *y* stops to leave from Hamilton and points west. + Coupon stations. ♂ Telegraph stations.

As good a route as any between Cincinnati and Chicago is over the Pennsylvania Short Line. Excellent Equipment and Passenger Service.

PENNSYLVANIA LINES

The Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co.

Official Local Time-Tables—December, 1909.

LOGANSPORT AND CHICAGO TERMINAL DIVISIONS

BETWEEN COLUMBUS AND CHICAGO—VIA BRADFORD AND LOGANSPORT.

Mls.	(Central time.)	21	3	41-23	1	7	43	19	35	33
.....		A M	P M	.....	.....	.....	.....	.....	.....	A M
0	**Columbus**+.....lve.	*7 30	*2 45	A M	.....	.....	.....	.....	.....	†1005
83.3	**Bradford** ..... ♂ »	*1003	*1225	*7 00	.....	.....	.....	.....	.....	†3 20
90.0	Stelvideo..... »	– –	– –	7 12	.....	.....	.....	.....	.....	3 32
92.9	Pikeville ..... ♂ »	– –	– –	7 18	.....	.....	.....	.....	.....	3 39
96.8	Woodington..... »	– –	– –	7 29	.....	.....	.....	.....	.....	3 48
104.0	Union City+.... ♂ »	10 48	1 03	7 50	.....	.....	.....	.....	.....	4 05
110.4	Saratoga..... »	– –	– –	8 02	.....	.....	.....	.....	.....	4 15
114.2	Deerfield..... »	– –	– –	8 09	.....	.....	.....	.....	.....	4 24
117.5	Ridgeville+..... ♂ »	11 10	1 23	8 18	.....	.....	.....	.....	.....	4 34
121.4	Powers..... »	– –	– –	8 28	.....	.....	.....	.....	.....	4 42
125.1	Red Key+..... ♂ »	11 26	1 41	8 37	.....	.....	.....	.....	.....	4 53
128.7	Dunkirk+..... ♂ »	11 34	1 48	8 46	.....	.....	.....	.....	.....	5 02
132.8	Mill Grove ..... »	– –	– –	8 58	.....	.....	.....	.....	.....	5 12
138.7	Hartford City + . ♂ »	11 51	2 08	9 08	.....	.....	.....	.....	.....	5 24
145.4	Upland..... »	12 03	– –	9 22	.....	.....	.....	.....	.....	5 38
152.6	Gas City +..... ♂ »	12 14	2 35	9 35	.....	.....	.....	.....	.....	5 57
157.7	Marion+..... ♂ »	12 24	2 47	9 46	.....	.....	.....	.....	.....	6 08
163.6	Sweetser..... ♂ »	– –	– –	10 00	.....	.....	.....	.....	.....	6 22
166.6	Mier..... »	– –	– –	10 06	.....	.....	.....	.....	.....	6 28
169.0	Converse+..... ♂ »	12 45	3 12	10 12	.....	.....	.....	.....	.....	6 35
172.3	Amboy..... ♂ »	– –	– –	10 18	.....	.....	.....	.....	.....	6 42
174.4	North Grove..... ♂ »	– –	– –	10 22	.....	.....	.....	.....	.....	6 47
177.2	McGrawsville..... »	– –	– –	10 28	.....	.....	.....	.....	.....	6 53
182.3	Bunker Hill+.... ♂ »	1 08	– –	10 38	.....	.....	.....	.....	.....	7 05
187.7	Onward ..... »	– –	– –	10 47	.....	.....	.....	.....	.....	7 17
193.0	Anoka Junction.. ♂ »	– –	– –	10 57	.....	.....	.....	.....	.....	7 27
197.8	**Logansport**+. ♂ arr.	1 38	4 05	11 10	A M	A M	A M	P M	P M	7 40
	♂ lve.	1 45	4 10	*1 15	*3 35	*4 50	*6 00	*2 45	*4 00	P M
208.9	Royal Centre..... »	– –	– –	– –	– –	– –	6 26	– –	4 25	.....
217.1	Star City..... ♂ »	– –	– –	– –	– –	– –	6 39	– –	4 40	.....
223.0	Winamac..... ♂ »	2 26	– –	– –	4 20	– –	6 50	– –	4 50	.....
231.9	Denham..... ♂ »	– –	– –	– –	– –	– –	7 04	– –	5 08	.....
237.8	North Judson.... ♂ »	*a h*	– –	– –	4 43	– –	7 14	– –	5 16	.....
242.0	English Lake..... »	– –	– –	– –	– –	– –	7 20	– –	5 24	.....
247.1	La Crosse ..... ♂ »	– –	– –	– –	– –	– –	7 29	– –	5 33	.....
254.0	Kouts..... ♂ »	– –	– –	– –	– –	– –	7 40	– –	5 44	.....
263.2	Hebron..... »	– –	– –	– –	– –	– –	7 59	– –	6 03	.....
267.9	Leroy ..... »	– –	– –	– –	– –	– –	8 10	– –	6 11	.....
274.1	Crown Point+.... ♂ »	3 38	– –	– –	5 39	*a* –	8 31	– –	6 24	.....
287.3	Lansing ..... ♂ »	– –	– –	– –	– –	*a* –	9 07	– –	6 49	.....
288.7	Bernice..... ♂ »	– –	– –	– –	– –	– –	9 10	– –	6 52	.....
299.2	Washington Heights. ♂ »	⊙	– –	⊙	⊙	*b* –	9 32	*b* –	7 22	.....
315.3	**Chicago**+..... ♂ arr.	5 00	7 30	4 15	7 10	8 00	10 30	5 45	8 10	.....
.....	.....	P M	A M	P M	A M	A M	A M	P M	P M	.....

Mls.	(Central time.)	34	24	18	20	40	10	6	12-52	48
.....		A M	A M	A M	A M	P M	P M	P M	Night	.....
0	**Chicago**..... ♂ lve.	*7 00	*9 30	*9 50	*1005	*4 15	*9 45	*8 50	*12 01	.....
16.1	Washington Heights.. ♂ »	7 48	⊙	⊙	⊙	5 02	⊙	⊙	– –	.....
26.6	Bernice..... ♂ »	8 12	– –	– –	– –	5 29	– –	– –	– –	.....
28.0	Lansing..... ♂ »	8 15	– –	– –	– –	5 32	– –	– –	*c* –	.....
41.2	Crown Point..... ♂ »	8 45	– –	– –	11 27	6 03	– –	12 18	*c* –	.....
47.4	Leroy ..... »	8 56	– –	– –	– –	6 20	– –	– –	– –	.....
52.1	Hebron..... »	9 04	– –	– –	– –	6 28	*c* –	– –	– –	.....
61.3	Kouts..... ♂ »	9 22	– –	– –	– –	6 47	*c* –	– –	– –	.....
68.2	La Crosse..... ♂ »	9 34	– –	– –	– –	6 58	– –	– –	– –	.....
73.3	English Lake..... »	9 41	– –	– –	– –	7 08	– –	– –	– –	.....
77.5	North Judson ... ♂ »	9 52	– –	– –	*c h*	7 14	– –	– –	– –	.....
83.4	Denham..... ♂ »	10 02	– –	– –	– –	7 28	– –	– –	– –	.....
92.3	Winamac..... ♂ »	10 17	– –	– –	12 42	7 41	12 17	– –	– –	.....
98.2	Star City..... ♂ »	10 28	– –	– –	– –	7 52	– –	– –	– –	.....
106.4	Royal Centre..... »	10 43	– –	– –	– –	8 08	– –	– –	– –	.....
117.5	**Logansport**... ♂ arr.	11 05	12 15	12 45	1 20	8 30	12 56	1 10	3 05	P M
	♂ lve.	A M	Noon	Noon	1 25	P M	1 00	A M	†7 20	*4 15
122.3	Anoka Junction.. ♂ »	.....	.....	.....	– –	.....	– –	.....	7 33	4 28
127.6	Onward ..... ♂ »	.....	.....	.....	– –	.....	– –	.....	7 42	4 38
133.0	Bunker Hill..... ♂ »	.....	.....	.....	1 58	.....	– –	.....	7 51	4 50
138.1	McGrawsville..... »	.....	.....	.....	– –	.....	– –	.....	8 04	5 01
140.9	North Grove..... ♂ »	.....	.....	.....	– –	.....	– –	.....	8 12	5 07
143.0	Amboy..... ♂ »	.....	.....	.....	– –	.....	– –	.....	8 16	5 13
146.3	Converse..... ♂ »	.....	.....	.....	2 22	.....	1 55	.....	8 25	5 20
148.7	Mier ..... »	.....	.....	.....	– –	.....	– –	.....	8 32	5 27
151.7	Sweetser ..... ♂ »	.....	.....	.....	– –	.....	– –	.....	8 38	5 30
157.6	Marion..... ♂ »	.....	.....	.....	2 47	.....	2 20	.....	8 52	5 46
162.7	Gas City..... ♂ »	.....	.....	.....	3 02	.....	2 35	.....	9 02	5 57
169.9	Upland..... »	.....	.....	.....	3 14	.....	– –	.....	9 17	6 12
176.6	Hartford City ... ♂ »	.....	.....	.....	3 25	.....	2 57	.....	9 30	6 25
182.5	Mill Grove ..... »	.....	.....	.....	– –	.....	– –	.....	9 42	6 37
186.6	Dunkirk..... ♂ »	.....	.....	.....	3 48	.....	3 13	.....	9 52	6 47
190.2	Red Key..... ♂ »	.....	.....	.....	3 52	.....	3 19	.....	10 00	6 53
193.9	Powers ..... »	.....	.....	.....	– –	.....	– –	.....	10 08	7 01
197.8	Ridgeville..... ♂ »	.....	.....	.....	4 09	.....	3 33	.....	10 18	7 10
201.1	Deerfield ..... »	.....	.....	.....	– –	.....	– –	.....	10 25	7 18
204.9	Saratoga..... »	.....	.....	.....	– –	.....	– –	.....	10 34	7 28
211.3	Union City..... ♂ »	.....	.....	.....	4 30	.....	3 56	.....	10 48	7 37
218.5	Woodington..... »	.....	.....	.....	– –	.....	– –	.....	11 08	7 58
222.4	Pikeville ..... ♂ »	.....	.....	.....	– –	.....	– –	.....	11 20	8 08
225.3	Stelvideo..... »	.....	.....	.....	– –	.....	– –	.....	11 27	8 15
232.0	**Bradford** ..... ♂ arr.	.....	.....	.....	5 10	.....	4 32	.....	11 40	8 30
315.3	**Columbus**..... arr.	.....	.....	.....	7 56	.....	7 10	.....	2 55	11 30
.....	.....	.....	.....	.....	P M	.....	A M	.....	P M	P M

BETWEEN LOGANSPORT AND EFFNER, IND., VIA REYNOLDS.

Mls.	(Central time.)	No. 331	No. 319	No. 329
0	**Logansport**+..... ♂ lve.	†8 00 A M	†4 15 P M	‡7 00 P M
8.7	Lake Ciecott..... ♂ »	8 19 »	4 34 »	7 17 »
12.1	Burnettsville..... ♂ »	8 27 »	4 41 »	7 24 »
15.1	Idaville..... »	8 33 »	4 47 »	7 30 »
21.2	Monticello+..... ♂ »	8 45 »	4 59 »	7 42 »
26.9	Reynolds..... ♂ »	8 57 »	5 11 »	7 53 »
32.7	Seafield..... »	9 07 »	5 22 »	8 04 »
35.8	Wolcott..... ♂ »	9 13 »	5 29 »	8 10 »
41.5	Remington+..... ♂ »	9 23 »	5 40 »	8 21 »
49.0	Goodland +..... ♂ »	9 38 »	5 55 »	8 36 »
57.0	Kentland ..... »	9 55 »	6 10 »	8 51 »
61.2	**Effner**..... ♂ arr.	10 05 A M	6 20 P M	9 00 P M

Mls.	(Central time.)	No. 332	No. 318	No. 328
0	**Effner**..... ♂ lve.	†5 15 A M	†1050 A M	‡7 25 A M
4.2	Kentland ..... »	5 23 »	11 00 »	7 35 »
12.2	Goodland ..... ♂ »	5 39 »	11 14 »	7 50 »
19.7	Remington..... ♂ »	5 53 »	11 28 »	8 04 »
25.4	Wolcott..... ♂ »	6 04 »	11 40 »	8 15 »
28.5	Seafield..... »	6 11 »	11 45 »	8 21 »
34.3	Reynolds..... ♂ »	6 21 »	11 55 A M	8 32 »
40.0	Monticello..... ♂ »	6 33 »	12 06 Noon	8 42 »
46.1	Idaville..... »	6 44 »	12 17 »	8 54 »
49.1	Burnettsville..... ♂ »	6 50 »	12 23 »	8 59 »
52.5	Lake Ciecott..... ♂ »	6 57 »	12 31 »	9 06 »
61.2	**Logansport**..... ♂ arr.	7 15 A M	12 50 Noon	9 25 A M

BETWEEN CONVERSE AND MUNCIE.

Mls.	(Central time.)	No. 432	No. 420
0	**Converse**.....lve.	*8 30 A M	*2 30 P M
2.5	Rich..... »	8 37 »	2 37 »
5.9	Swayzee..... »	8 44 »	2 44 »
8.7	Cole..... »	8 50 »	2 50 »
12.8	Radley..... »	8 57 »	2 57 »
17.9	Fairmount..... »	9 08 »	3 08 »
22.1	Fowlerton..... »	9 17 »	3 17 »
26.4	Matthews..... »	9 27 »	3 27 »
28.6	Wheeling..... »	9 32 »	3 32 »
31.6	Stockport..... »	9 38 »	3 38 »
35.0	Anthony..... »	9 45 »	3 45 »
41.1	**Muncie**.....arr.	10 00 A M	4 00 P M

Mls.	(Central time.)	No. 421	No. 433
0	**Muncie**.....lve.	*1100 A M	*5 00 P M
6.1	Anthony..... »	11 14 »	5 14 »
9.5	Stockport..... »	11 21 »	5 21 »
12.5	Wheeling..... »	11 27 »	5 27 »
14.7	Matthews..... »	11 33 »	5 33 »
19.0	Fowlerton..... »	11 43 »	5 43 »
23.2	Fairmount..... »	11 53 A M	5 53 »
28.3	Radley..... »	12 04 Noon	6 04 »
32.4	Cole..... »	12 11 »	6 11 »
35.2	Swayzee..... »	12 17 »	6 17 »
38.6	Rich..... »	12 23 »	6 23 »
41.1	**Converse**.....arr.	12 30 Noon	6 30 P M

+ Coupon stations; ♂ Telegraph stations. ⊙ Via Englewood. ⊡ Via Indiana Harbor.

* Daily; † daily, except Sunday; ‡ Sunday only; *a* stops to receive passengers for Chicago; *b* stops to receive or leave passengers for or from Logansport or points south or east thereof; *c* stops to leave passengers from Chicago; *h* stops to take or leave for or from Logansport and beyond.

CHICAGO TERMINAL DIVISION.—BETWEEN CLARKE JUNCTION AND CHICAGO.

185	183	171	169	167	165	163	161	159	157	155	153	151	Ms.	(Central time.)	150	152	154	156	158	160	162	164	166	168	170	182	184
P M	A M	....	P M	P M	P M	P M	Noon	A M	A M	A M	A M	....	....	LEAVE] [ARRIVE	A M	A M	A M	....	....	Noon	P M	P M	P M	....	....	A M	....
§205	‡9 50	P M	*547	*618	†504	†512	†1222	A M	*655	*629	†627	....	0	**.Clarke Junction.**	6 25	6 25	6 50	A M	A M	12 20	3 10	5 16	5 45	P M	P M	9 49	....
2 10	9 56	*840	....	5 23	....	3 18	12 27	†757	....	6 35	....	A M	2.3	..Kennedy Avenue..	6 20	....	....	7 08	9 03	....	....	....	5 40	6 40	7 20	....	Night
2 13	9 59	6 47	⊡	5 26	⊡	3 26	12 30	8 00	⊡	6 37	⊡	†545	3.2	**..East Chicago.** ♂	6 17	⊡	⊡	7 05	9 01	⊡	⊡	⊡	6 37	6 37	7 17	⊡	12 37
2 18	10 04	6 52	....	5 32	....	3 31	12 36	8 05	....	6 42	....	5 50	4.9	.....Hammond... ♂	6 11	....	....	6 59	8 56	....	....	....	5 25	6 32	7 12	....	12 32
2 24	10 12	6 58	....	5 41	....	3 39	12 44	8 12	....	6 50	....	5 56	7.7	.....Hegewisch... ♂	6 05	....	....	6 50	8 49	....	....	....	5 17	6 25	7 06	....	12 26
2 33	....	....	– –	....	– –	3 46	....	....	– –	....	– –	– –	11.6	.....Colehour.... ♂	....	– –	– –	....	....	11 59	– –	– –	....	– –	– –	6 56	9 30
2 37	10 26	7 12	8 15	5 56	5 28	3 51	12 59	8 27	7 17	7 04	6 51	6 07	13.0	...South Chicago. ♂	5 49	5 56	6 26	6 32	8 34	11 54	2 48	4 50	5 00	6 14	6 50	9 25	12 13
2 45	10 33	7 19	8 22	6 02	5 35	3 58	1 07	8 34	7 24	7 12	6 58	6 15	16.3	+..Grand Crossing. ♂	5 40	5 47	6 18	6 24	8 27	11 46	2 38	4 41	4 51	6 06	6 41	9 17	12 05
2 51	10 38	7 25	8 28	6 07	5 40	4 05	1 12	8 38	7 30	7 18	7 05	6 21	18.4	+..**Englewood.** ♂	5 34	5 40	6 14	6 19	8 21	11 40	2 31	4 35	4 45	6 00	6 35	9 10	11 59
3 10	11 00	7 45	8 60	8 30	6 00	4 25	1 35	9 00	7 50	7 40	7 25	6 40	25.5	+...**Chicago**... ♂	†515	*520	†555	†600	†800	†1120	†210	*415	*4 25	*5 40	†6 15	8 50	‡11 40
P M	A M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	A M	P M

PENNSYLVANIA LINES

The Pittsburgh, Cincinnati, Chicago & St. Louis Railway Co.

Official Local Time-Tables—December, 1909.

LOUISVILLE DIVISION

BETWEEN LOUISVILLE AND INDIANAPOLIS—VIA SEYMOUR AND COLUMBUS.

Mls.	(Central time.)	37	No. 19	33	No. 25	No. 7	41
0	**Louisville**+.....ȣ	.....	.....	P M	.....	.....	.....
.....	10th & Broadway.lve.	.....	*8 30 A M	*2 30	*3 45 P M	*9 30 P M	.....
.....	14th & Main Sts ȣ »	.....	8 44 »	2 44	3 59 »	9 44 »	.....
3.7	Jeffersonville+...ȣ »	.....	8 54 »	2 54	4 09 »	9 54 »	.....
8.8	Cementville..... »	.....	- -	3 04	- -	- -	.....
12.0	Sellersburg..... »	.....	9 10 »	3 10	- -	- -	.....
18.2	Memphis.....ȣ »	.....	9 21 »	3 21	- -	- -	.....
22.3	Henryville..... »	.....	- -	3 28	- -	- -	.....
26.8	Underwood.....ȣ »	.....	9 37 »	3 36	- -	- -	.....
32.4	Scottsburg.....ȣ »	.....	9 44 »	3 45	4 49 »	10 39 »	.....
36.5	Austin..... »	.....	- -	3 52	- -	- -	.....
41.0	Crothersville.....ȣ »	.....	9 56 »	3 59	5 01 »	- -	.....
52.5	Seymour+.....ȣ »	.....	10 15 »	4 18	5 20 »	11 08 »	.....
54.6	Rockford..... »	.....	- -	4 23	- -	- -	.....
59.7	Jonesville.....ȣ »	.....	10 30 »	4 31	- -	- -	.....
65.8	Walesboro..... »	.....	- -	4 40	- -	- -	.....
70.5	**Columbus**+....ȣ {arr.	A M	10 50 »	4 53	5 50 »	11 40 »	P M
	ȣ {lve.	*8 40	10 55 »	4 58	5 55 »	11 45 P M	§6 55
77.0	Taylorsville..... »	8 51	- -	5 10	- -	- -	7 07
81.0	Edinburg+.....ȣ »	8 57	11 11 »	5 18	6 10 »	12 01 Night	7 14
86.4	Amity..... »	9 08	- -	5 29	- -	- -	7 25
91.2	Franklin+.....ȣ »	9 17	11 29 A M	5 40	6 26 »	12 20 Night	7 36
96.2	Whiteland..... »	9 27	- -	5 50	- -	- -	7 46
100.8	Greenwood.....ȣ »	9 37	- -	6 00	- -	- -	7 56
104.4	Southport..... »	9 43	- -	6 07	- -	- -	8 02
111.5	**Indianapolis**....ȣ arr.	10 05	12 10 Noon	6 30	7 06 P M	1 05 A M	8 20
188.9	**Logansport**.....arr.	A M	2 40 P M	P M	.....	4 25 A M	P M
306.4	**Chicago**.....arr.	.....	5 45 P M	.....	.....	8 00 A M	.....

Mls.	(Central time.)	No. 6	No. 12	36	No. 18	32	40
.....	**Chicago**.....lve.	*8 50 P M	*12 01 Night	.....	*9 50 A M	.....	.....
.....	**Logansport**.....lve.	1 25 A M	3 20 A M	A M	12 50 Noon	P M	A M
0	**Indianapolis**...ȣ lve.	*4 10 A M	*7 20 A M	*8 10	*3 25 P M	*4 15	§7 30
7.1	Southport..... »	- -	- -	8 30	- -	4 34	7 48
10.7	Greenwood.....ȣ »	- -	- -	8 36	- -	4 39	7 54
15.3	Whiteland..... »	- -	- -	8 46	- -	4 48	8 03
20.3	Franklin.....ȣ »	4 48 »	7 54 »	8 56	4 05 »	4 67	8 12
25.1	Amity..... »	- -	- -	9 06	- -	5 07	8 22
30.5	Edinburg.....ȣ »	5 05 »	8 10 »	9 15	4 23 »	5 18	8 32
34.5	Taylorsville..... »	- -	- -	9 20	- -	5 24	8 38
41.0	**Columbus**.....ȣ {arr.	5 20 »	8 25 »	9 30	4 40 »	5 35	8 50
	{lve.	5 25 »	8 30 »	9 35	4 45 »	P M	A M
45.7	Walesboro..... »	- -	- -	9 44	-	.....	.....
51.8	Jonesville..... »	- -	- -	9 55	5 03 »	.....	.....
56.9	Rockford..... »	- -	- -	10 05	- -	.....	.....
59.0	Seymour.....ȣ »	5 55 »	8 58 »	10 15	5 20 »	.....	.....
70.5	Crothersville.....ȣ »	6 13 »	9 14 »	10 35	5 38 »	.....	.....
75.0	Austin..... »	- -	- -	10 43	- -	.....	.....
79.1	Scottsburg.....ȣ »	6 26 »	9 28 »	10 51	5 51 »	.....	.....
84.7	Underwood.....ȣ »	- -	- -	11 00	- -	.....	.....
89.6	Henryville..... »	- -	- -	11 08	- -	.....	.....
93.3	Memphis.....ȣ »	- -	- -	11 15	- -	.....	.....
99.5	Sellersburg..... »	- -	- -	11 26	- -	.....	.....
102.7	Cementville..... »	- -	- -	11 32	- -	.....	.....
107.8	Jeffersonville.....ȣ »	7 11 »	10 11 »	11 41	6 38 »	.....	.....
.....	14th & Main Sts ȣ »	7 21 »	10 21 »	11 51	6 46 »	.....	.....
.....	10th & Broadway arr.	7 35 A M	10 35 A M	12 05	7 00 P M	.....	.....
111.5	**Louisville**.....ȣ	.....	.....	Noon	.....	.....	.....

BETWEEN MADISON AND INDIANAPOLIS—VIA NORTH VERNON AND COLUMBUS.

Ms.	(Central time.)	No. 137	No. 133	No. 141	.....
0	**Madison**+.....ȣ lve.	*6 55 A M	†3 00 P M	§5 00 P M	.....
2.1	North Madison.....ȣ »	7 10 »	3 15 »	5 15 »	.....
5.2	Wirt..... »	7 17 »	3 22 »	5 24 »	.....
9.8	Middlefork..... »	7 23 »	3 29 »	5 31 »	.....
13.1	Dupont.....ȣ »	7 28 »	3 34 »	5 38 »	.....
18.9	Grayford..... »	7 38 »	3 44 »	5 50 »	.....
22.1	Vernon..... »	7 45 »	3 51 »	5 57 »	.....
23.6	North Vernon+.....ȣ »	7 54 »	4 00 »	6 06 »	.....
27.8	Queensville..... »	8 02 »	4 08 »	6 14 »	.....
30.7	Scipio..... »	8 07 »	4 13 »	6 20 »	.....
33.4	Hege..... »	8 12 »	4 18 »	6 26 »	.....
37.2	Elizabethtown.....ȣ »	8 19 »	4 25 »	6 34 »	.....
44.8	**Columbus**.....ȣ arr.	8 35 »	4 40 »	6 50 »	.....
65.5	**Franklin**..... arr.	9 17 »	5 40 »	7 36 »	.....
85.8	**Indianapolis**..... arr.	10 05 A M	6 30 P M	8 20 P M	.....

Ms.	(Central time.)	No. 136	No. 132	No. 140	.....
0	**Indianapolis**.....lve.	†8 10 A M	*4 15 P M	§7 30 A M	.....
20.3	**Franklin**.....lve.	8 56 »	4 57 »	8 12 »	.....
41.0	**Columbus**.....ȣ lve.	9 35 »	5 40 »	8 55 »	.....
48.6	Elizabethtown.....ȣ »	9 49 »	5 56 »	9 09 »	.....
52.4	Hege..... »	9 56 »	6 05 »	9 16 »	.....
55.1	Scipio..... »	10 01 »	6 08 »	9 21 »	.....
58.0	Queensville..... »	10 07 »	6 14 »	9 26 »	.....
62.2	North Vernon.....ȣ »	10 20 »	6 25 »	9 40 »	.....
63.7	Vernon..... »	10 25 »	6 30 »	9 45 »	.....
66.9	Grayford..... »	10 32 »	6 38 »	9 54 »	.....
72.7	Dupont.....ȣ »	10 43 »	6 47 »	10 07 »	.....
76.0	Middlefork..... »	10 50 »	6 53 »	10 14 »	.....
80.6	Wirt..... »	10 57 »	6 58 »	10 22 »	.....
83.7	North Madison.....ȣ »	11 05 »	7 06 »	10 30 »	.....
85 8	**Madison**.....ȣ arr.	11 20 A M	7 20 P M	10 45 A M	.....

BETWEEN COLUMBUS, INDIANA AND RICHMOND—VIA CAMBRIDGE CITY.

Ms.	(Central time.)	No. 237	No. 233	No. 241	.....
0	**Columbus**+.....ȣ lve.	†6 45 A M	†5 10 P M	§7 00 P M	.....
6.4	Clifford..... »	8 57 »	5 23 »	7 11 »	.....
9.2	St. Louis Crossing..... »	9 03 »	5 28 »	7 16 »	.....
12.4	Flat Rock.....ȣ »	9 09 »	5 35 »	7 22 »	.....
15.1	Lewis Creek..... »	9 14 »	5 40 »	7 27 »	.....
19.2	Fenns..... »	9 22 »	5 48 »	7 34 »	.....
23.3	Shelbyville+.....ȣ »	9 31 »	5 58 »	7 42 »	.....
29.9	Ray's Crossing..... »	9 42 »	6 10 »	7 63 »	.....
33.0	Manilla.....ȣ »	9 48 »	6 16 »	7 58 »	.....
35.2	Homer..... »	9 52 »	6 20 »	8 02 »	.....
42.2	Rushville+.....ȣ »	10 05 »	6 35 »	8 15 »	.....
48.4	Ging's..... »	10 20 »	6 50 »	8 30 »	.....
52.7	Falmouth.....ȣ »	10 29 »	6 59 »	8 39 »	.....
57.3	Bentonville..... »	10 38 »	7 08 »	8 48 »	.....
63.2	**Cambridge City**....+ȣ arr.	10 50 »	7 20 »	9 00 »	.....
....	**Cambridge City**.....lve.	10 55 »	7 30 »	9 10 »	.....
....	Germantown..... »	10 59 »	7 33 »	9 14 »	.....
....	Centerville.....ȣ »	11 12 »	7 46 »	9 26 »	.....
....	**Richmond**+.....ȣ arr.	11 25 A M	7 55 P M	9 40 P M	.....

Ms.	(Central time.)	No. 236	No. 218	No. 240	.....
....	**Richmond**.....ȣ lve.	†6 35 A M	†1 45 P M	§6 00 A M	.....
....	Centerville.....ȣ »	6 45 »	1 55 »	6 11 »	.....
....	Germantown..... »	6 56 »	2 06 »	6 21 »	.....
....	**Cambridge City**.....ȣ arr.	7 00 »	2 10 »	6 25 »	.....
0	**Cambridge City**.....lve.	7 10 »	2 20 »	6 30 »	.....
5.9	Bentonville..... »	7 22 »	2 32 »	6 42 »	.....
10.5	Falmouth.....ȣ »	7 31 »	2 41 »	6 51 »	.....
14.8	Ging's..... »	7 40 »	2 50 »	7 00 »	.....
21.0	Rushville.....ȣ »	7 55 »	3 05 »	7 15 »	.....
28.0	Homer..... »	8 09 »	3 19 »	7 28 »	.....
30.2	Manilla.....ȣ »	8 14 »	3 24 »	7 32 »	.....
33.3	Ray's Crossing..... »	8 20 »	3 30 »	7 37 »	.....
39.9	Shelbyville.....ȣ »	8 32 »	3 42 »	7 48 »	.....
44.0	Fenns..... »	8 42 »	3 52 »	7 56 »	.....
48.1	Lewis Creek..... »	8 50 »	4 00 »	8 03 »	.....
50.8	Flat Rock.....ȣ »	8 56 »	4 06 »	8 08 »	.....
54.0	St. Louis Crossing..... »	9 03 »	4 12 »	8 14 »	.....
56.8	Clifford..... »	9 08 »	4 17 »	8 19 »	.....
63.2	**Columbus**.....ȣ arr.	9 20 A M	4 30 P M	8 30 A M	.....

LOUISVILLE, NEW ALBANY AND JEFFERSONVILLE TRAINS—Leave Louisville for New Albany (7.6 miles) and Jeffersonville (3.7 miles) †5 10, †5 30, *6 00, *6 30, *7 01, †7 30, *7 55, *9 00, *10 00, *11 00, §11 30 a.m., *12 00, §12 30 noon, §1 00, *1 30, §2 00, §2 30, *3 00, §3 30, *4 00, *4 30, *5 00, *5 30, *6 00, *6 30, *7 00, *7 30, *8 00, †8 30, §8 55, †9 30, §10 00, †10 30, §11 00 p.m. Leave New Albany for Louisville (7.6 miles) and Jeffersonville (4.0 miles) †5 35, †6 00, *6 30, †7 00, *7 30, †8 00, *8 20, *9 30, *10 30, *11 30 a.m., §12 30 noon, *1 00, §1 30, *2 00, §2 24, §3 00, *3 30, §4 00, *4 30, *5 00, *5 30, *6 00, *6 30, *7 00, *7 30, *8 00, *8 30, †9 00, §9 20, †10 00, §10 30, ⊡†11 00, ⊡†11 30 p.m. Leave Jeffersonville for Louisville (3.7 miles) †5 30, *6 00, †6 30, §6 35, †7 00, *7 35, †7 55, *8 25, *9 35, *10 35, *11 35 a.m., §12 30 noon, §1 00, †1 05, §1 30, §2 00, †2 05, §2 30, §3 00, §3 30, †3 55, §4 00, *4 30, *5 00, *5 30, *6 00, *6 30, *7 00, *7 30, *8 00, †8 30, §8 35, *9 05, §9 25, †10 05, §10 35, †11 05, §11 35 p.m.; for New Albany (4.0 miles) *5 30, †6 00, *6 30, †7 00, *7 30, *7 55, *9 00, *10 00, *11 00, a.m., *12 00, §12 30 noon, §1 00, *1 30, §2 00, §2 30, *3 00, §3 30, *4 00, *4 30, *5 00, *5 30, *6 00, *6 30, *7 00, *7 30, †8 00, †8 30, §8 55, †9 30, §10 00, †10 30, §11 00 p.m.

*Runs daily; † daily except Sunday; § Sunday only. ⊡ Will not carry Jeffersonville passengers. + Coupon stations; ȣ Telegraph stations.

☞ **TIME-TABLES OF COMMUTATION TRAINS running between suburban stations and the larger cities on the Pennsylvania Lines can be obtained at Station and City Ticket Offices.**

Between Louisville and the East and between Louisville and Chicago, the Pennsylvania Lines tender to the traveling public most excellent Passenger Service.

Through Sleeping Line between Louisville and New York over the "L. & N." via Cincinnati.

PINTSCH GAS In use on 148,000 Cars, 6,690 Locomotives and 1,900 Buoys. | **SAFETY CAR HEATING & LIGHTING CO.** NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

PENNSYLVANIA LINES

The Vandalia Railroad Company

Official Local Time-Tables—December, 1909.

ST. LOUIS DIVISION

BETWEEN INDIANAPOLIS AND ST. LOUIS—VIA TERRE HAUTE AND EFFINGHAM.

Mls.	Central time.	34	8	20	24	28	44	30	38	18	14
.....	(Union Depot) LEAVE	.....	A M	A M	Noon	P M	P M	P M	P M	P M	P M
0	**St. Louis**+.... ♂	.....	*7 24	*8 44	*1245	*1 02	*5 00	*8 00	*6 30	*8 15	*1135
.....	*Washington Av.*	.....	— —	— —	— —	— —	— —	— —	5 40	— —	— —
3.2	**E. St. Louis**+.... ♂	.....	7 44	□	1 07	□	□	□	5 53	8 35	□
9.6	Griswold	.....	7 56	— —	— —	— —	— —	— —	6 04	— —	— —
11.2	Caseyville	.....	8 00	— —	— —	— —	— —	— —	6 07	— —	— —
14.0	Collinsville .... ♂	.....	8 05	— —	— —	— —	— —	— —	6 11	— —	*l* —
15.7	Cantine	.....	8 12	— —	— —	— —	— —	— —	6 14	— —	— —
19.7	Formosa	.....	8 16	— —	— —	— —	— —	— —	6 20	— —	— —
21.4	Troy ..... ♂	.....	8 18	— —	— —	— —	— —	— —	6 23	— —	*l* —
27.6	St. Jacob ..... ♂	.....	8 27	— —	— —	New York Limited.	— —	— —	6 35	— —	*l* —
32.6	Highland + ... ♂	.....	8 38	— —	1 46		— —	— —	6 45	8 23	12 56
37.9	Pierron ..... ♂	.....	8 48	— —	— —		— —	— —	6 55	— —	*a* —
42.1	Pocahontas .... ♂	.....	8 55	— —	— —		— —	— —	7 05	— —	— —
47.3	Stubblefield .... ♂	.....	9 03	— —	— —		— —	— —	7 13	— —	— —
51.5	**Greenville**+.. ♂	.....	9 12	10 26	2 12		6 38	The 24-Hour New Yorker.	7 40	8 53	1 28
55.5	**Smithboro**.... ♂	.....	9 19	— —	— —		— —		7 50	— —	— —
59.8	Mulberry Grove ♂	.....	9 27	— —	— —		— —		8 00	— —	*l* —
65.6	Hagarstown ... ♂	.....	9 35	— —	— —		— —		8 11	— —	— —
69.6	**Vandalia**+ ... ♂	.....	9 45	— —	2 36		— —		8 20	10 18	1 55
77.8	Brownstown ... ♂	.....	10 00	— —	— —		— —		8 35	— —	*l* —
79.8	Avena	.....	10 04	— —	— —		— —		8 40	— —	— —
83.9	**St. Elmo**+... ♂	.....	10 11	— —	2 57		— —		8 47	10 42	2 19
89.4	**Altamont** +... ♂	.....	10 22	— —	3 06		— —		8 57	10 53	2 29
93.4	Dexter ..... ♂	.....	10 29	— —	— —		— —		9 05	— —	— —
96.9	Funkhouser	.....	10 35	— —	— —		— —		9 12	— —	— —
101.2	**Effingham**+ arr.	A M	10 43	11 19	3 22	3 37	7 45		9 20	11 15	2 50
101.2	**Effingham** ♂ lve.	*5 45	11 24	11 24	3 27	3 42	7 50		P M	11 20	3 00
105.4	Teutopolis ..... ♂	5 54	11 43	— —	— —	— —	— —		.....	— —	— —
110.8	Montrose ..... ♂	6 03	11 53	— —	— —	— —	— —		.....	— —	— —
115.5	Woodbury ..... ♂	6 09	11 59	— —	— —	— —	— —		.....	— —	— —
118.9	Jewett ..... ♂	6 14	12 05	— —	— —	— —	— —		.....	— —	— —
123.5	**Greenup** +.... ♂	6 21	12 13	— —	3 56	— —	— —		.....	11 50	3 34
130.2	Vevay Park .... ♂	6 31	12 24	— —	— —	— —	— —		.....	— —	— —
133.7	**Casey** + ... ♂	6 38	12 31	12 05	4 11	— —	*p* —	— —	.....	12 07	3 53
140.1	Martinsville + . ♂	6 48	12 43	— —	4 21	— —	— —	— —	.....	12 18	— —
143.4	Homer ..... ♂	6 52	— —	— —	— —	— —	— —	— —	.....	— —	— —
150.8	Marshall + ... ♂	7 04	1 01	*n* —	4 36	— —	— —	— —	.....	12 37	4 20
158.2	Dennison	7 19	1 14	— —	— —	— —	— —	— —	.....	— —	— —
169.1	**Terre Haute** ♂ .arr.	7 45	1 40	12 55	5 00	5 10	9 15	10 00	36	1 05	4 50
169.1	**Terre Haute**+ .lve.	8 00	1 45	1 00	5 05	5 15	9 20	10 05	P M	1 12	5 00
176.6	Seelyville ..... ♂	8 11	1 58	— —	— —	— —	— —	— —	†4 00	— —	— —
180.9	Staunton ..... ♂	8 19	2 07	— —	— —	— —	— —	— —	4 14	— —	— —
182.8	Turner	8 23	2 11	— —	— —	— —	— —	— —	4 20	— —	— —
184.9	**Brazil** + ... ♂	8 29	2 17	1 24	5 28	— —	9 45	— —	4 28	1 38	5 26
187.0	Knightsville ... ♂	8 34	2 21	— —	— —	— —	— —	— —	4 35	— —	— —
188.2	Harmony ..... ♂	8 38	2 25	— —	— —	Pullman Cars only.	— —	— —	4 40	— —	— —
191.4	Eagles ..... ♂	8 41	2 30	— —	— —		— —	— —	P M	— —	— —
194.6	Reelsville ..... ♂	8 46	2 34	— —	— —		— —	— —	.....	— —	— —
198.1	Hamrick ..... ♂	8 52	2 42	— —	— —		— —	— —	.....	— —	— —
201.6	**Limedale** + .. ♂	8 58	2 48	1 53	5 56		— —	— —	.....	2 09	— —
203.0	Greencastle + .. ♂	9 03	2 55	2 00	6 02		10 17	— —	.....	2 19	5 57
209.3	Fillmore ..... ♂	9 14	3 05	— —	— —		— —	— —	.....	— —	— —
213.9	Coatesville .... ♂	9 19	3 11	— —	— —		— —	— —	.....	— —	— —
216.9	Amo ..... ♂	9 24	3 18	— —	— —		— —	— —	.....	— —	— —
219.0	Pecksburg	— —	3 24	— —	— —		— —	— —	.....	— —	— —
221.7	Clayton ..... ♂	9 32	3 28	— —	— —		— —	— —	.....	— —	— —
225.0	Cartersburg .... ♂	— —	3 35	— —	— —		— —	— —	.....	— —	— —
228.3	Plainfield ..... ♂	9 40	3 42	— —	— —		— —	— —	.....	— —	— —
241.8	**Indianapolis**+.. ♂	10 00	4 10	2 50	6 55	7 06	11 10	11 45	.....	3 25	6 50
.....	[ARRIVE	A M	P M	P M	P M	P M	P M	P M	.....	A M	A M

Central time.	35	13	27	25	9	31	21	7	133	33	155
[LEAVE	P M	A M	A M	A M	A M	A M	Noon	P M	.....	P M	....
Indianapolis+	*1135	*2 20	*7 10	*7 20	*7 55	*1135	*1205	*3 15	.....	*8 45	....
Plainfield	*e* —	— —	— —	— —	8 16	— —	— —	— —	.....	*v* —	....
Cartersburg	— —	— —	— —	— —	8 19	— —	— —	— —	.....	— —	....
Clayton	12 04	— —	— —	— —	8 25	— —	— —	— —	.....	*v* —	....
Pecksburg	— —	— —	— —	— —	8 28	— —	— —	— —	.....	— —	....
Amo	*d* —	— —	— —	— —	8 32	— —	— —	— —	.....	— —	....
Coatesville	*d* —	— —	— —	— —	8 38	— —	— —	— —	.....	*v* —	....
Fillmore	*m* —	— —	— —	— —	8 43	— —	— —	— —	.....	*y* —	....
Greencastle ...+	12 33	3 12	*c* —	8 13	8 53	The 24-Hour St. Louis.	12 57	4 11	.....	7 36	....
Limedale ...+	12 35	— —	*m* —	— —	8 58		12 59	— —	.....	7 37	....
Hamrick	— —	— —	— —	— —	9 04		— —	— —	.....	— —	....
Reelsville	— —	— —	— —	— —	9 11		— —	— —	.....	7 47	....
Eagles	— —	— —	— —	— —	9 17		— —	— —	.....	— —	....
Harmony	— —	— —	— —	— —	9 22		— —	— —	.....	— —	P M
Knightsville	— —	— —	— —	— —	9 25		— —	— —	.....	*y* —	†445
Brazil ..... +	1 03	— —	*c* —	8 42	9 30		1 25	4 39	.....	8 02	4 51
Turner	— —	— —	— —	— —	9 35		— —	— —	.....	— —	4 58
Staunton	— —	— —	— —	— —	9 39		— —	— —	.....	— —	5 02
Seelyville	— —	— —	— —	— —	9 45		— —	— —	.....	*y* —	5 10
Terre Haute..arr.	1 30	4 01	8 45	9 05	10 00	1 02	1 47	5 05	P M	8 25	P M
Terre Haute+lve.	1 40	4 06	8 50	9 10	10 05	1 07	1 52	5 10	*6 35	P M	
Dennison	— —	— —		— —	10 30	— —	— —	— —	8 56		
Marshall .....+	2 08	— —		9 38	10 46	— —	2 19	5 38	7 07		
Homer	— —	— —		— —	11 02	— —	— —	— —	7 22		
Martinsville...+	2 25	— —		*h* —	11 10	— —	— —	— —	7 28		
Casey..... +	2 36	— —	St. Louis Limited. Pullman Cars only.	10 07	11 30	— —	2 44	6 01	7 41		
Vevay Park	— —	— —		— —	11 36	— —	— —	— —	7 47		
Greenup.....+	2 53	— —		10 21	11 51	— —	2 58	— —	8 02		
Jewett	— —	— —		— —	12 05	— —	— —	— —	8 12		
Woodbury	— —	— —		— —	12 10	— —	— —	— —	8 22		
Montrose	*e* —	— —		— —	12 17	— —	— —	— —	8 34		
Teutopolis	*e* —	— —		— —	12 26	— —	— —	— —	8 49		39
Effingham+ ar.	3 35	5 40		10 52	12 35	— —	3 27	6 40	9 00		A M
Effingham.lve.	3 45	5 45		10 57	12 55	— —	3 37	6 45	P M		*420
Funkhouser	— —	— —		— —	1 03	— —	— —	— —			4 27
Dexter	— —	— —		— —	1 10	— —	— —	— —			4 32
Altamont....+	4 06	6 01		11 17	1 19	— —	3 56	— —			4 39
St. Elmo....+	4 16	— —		11 26	1 32	— —	4 07	— —			4 48
Avena	— —	— —		— —	1 40	— —	— —	— —			4 53
Brownstown.....	*e* —	— —		— —	1 45	— —	— —	— —			4 57
Vandalia ....+	4 39	— —	*c* —	11 46	2 01	— —	4 27	— —			5 10
Hagarstown	— —	— —		— —	2 09	— —	— —	— —			5 20
Mulberry Grove.	— —	— —		— —	2 23	— —	— —	— —			5 34
Smithboro....	5 03	— —		— —	2 36	— —	— —	— —			5 43
Greenville.. +	5 13	6 54	*c* —	12 12	2 43	— —	4 54	— —			5 55
Stubblefield.....	— —	— —		— —	2 51	— —	— —	— —			6 02
Pocahontas	— —	— —		— —	2 57	— —	— —	— —			6 08
Pierron	— —	— —		— —	3 08	— —	— —	— —			6 23
Highland.....+	5 42	— —		12 40	3 17	— —	— —	8 26			6 38
St. Jacob	5 51	— —		— —	3 25	— —	— —	— —			6 45
Troy	— —	— —		— —	3 37	— —	— —	— —			7 04
Formosa	— —	— —		— —	3 42	— —	— —	— —			7 06
Cantine	— —	— —		— —	3 50	— —	— —	— —			7 08
Collinsville	6 12	— —		— —	3 53	— —	— —	— —			7 22
Caseyville	— —	— —		— —	3 56	— —	— —	— —			7 26
Griswold	— —	— —		— —	4 00	— —	— —	— —			7 30
E. St. Louis + arr.	6 35	□	□	1 26	4 20	□	□	□			7 50
Washington Av.	6 48	— —	— —	— —	4 33	— —	— —	— —			8 04
St. Louis.... +	7 00	8 30	1 26	1 53	4 45	5 25	6 33	8 40			8 15
[ARRIVE	A M	A M	P M	P M	P M	P M	P M	P M			A M

CENTRE POINT DIVISION.

154	152	Mls.	STATIONS.	153	155	.....
P M	A M	....	LEAVE] [ARRIVE	A M	P M	.....
†3 35	†6 30	0	.....**Brazil**..... ♂	7 45	4 51	.....
3 41	6 35	2.1	.... Knightsville .. ♂	7 38	4 45	.....
3 53	6 48	6.6	..... Asherville	7 25	4 32	.....
3 58	6 53	8.6	..... Stearleys.....	7 20	4 27	.....
4 03	7 00	10.4	...**Centre Point**. ♂	†7 15	†4 22	.....
P M	A M	....	ARRIVE] [LEAVE	A M	P M	.....

*Daily; †daily, except Sunday; *a* stops on Sunday to discharge passengers from St. Louis; *c* stops only to discharge passengers from Columbus, O., or points east thereof; *d* stops to leave from Indianapolis or to take for Effingham and points beyond; *e* stops to take for St. Louis; *h* stops to leave passengers from Indianapolis or Terre Haute or to take for Effingham and points beyond; *l* stops to leave from St. Louis; *m* stops to discharge passengers from Indianapolis and points east thereof; *n* stops to receive for Indianapolis and points east thereof; *p* stops to receive for Terre Haute and Indianapolis and points east thereof and to leave from St. Louis; *v* stops to take for Terre Haute and to leave for Indianapolis; *y* stops to leave from Indianapolis.

□ Runs via Merchants Bridge. *s* Meals.

+ Coupon stations; ♂ Telegraph stations.

For Junction Point Connections, see page 470.

The Finest Trains Running Between St. Louis and New York over the Quickest Route— The Pennsylvania Short Line

"THE 24-HOUR NEW YORKER."
Leaves St. Louis . . . . 6 00 p.m. To-day
Arrives New York 7 00 p.m. To-morrow

"THE 24-HOUR ST. LOUIS."
Leaves New York . . . 6 25 p.m. To-day
Arrives St. Louis . 5 25 p.m. To-morrow

"THE NEW YORK LIMITED."
Leaves St. Louis. . . . . 1 02 p.m. To-day
Arrives New York . 5 30 p.m. To-morrow

"THE ST. LOUIS LIMITED."
Leaves New York . . 10 55 a.m. To-day
Arrives St. Louis . 1 25 p.m. To-morrow

THESE REAL "Limited" Trains have all the special features offered by the high-class service of the Pennsylvania, including Ladies' Maid, Stenographer, Library, Bathroom and Barber. The equipment consists of Library-Smoking, Dining, Sleeping and Compartment-Observation Cars, vestibuled and electric-lighted, running as solid trains between St. Louis, Pittsburgh, Philadelphia and New York. NO COACHES.

PENNSYLVANIA LINES

The Vandalia Railroad Company

Official Local Time-Tables—December, 1909.

PEORIA, MICHIGAN AND VINCENNES DIVISIONS

BETWEEN TERRE HAUTE AND PEORIA.

65	63	61	83-87	Mls.	STATIONS. (*Central time.*)	60	86-84	62	64
	P M	A M	A M			A M	P M	P M	
	†3 00	†7 10	†6 15	0	lve. + **Terre Haute** ♂ arr.	10 40	4 50	7 05	
	3 05	7 15	6 35	2.4	Macksville	10 30	4 26	6 58	
	3 16	7 25	7 00	7.9	**Farrington** ♂	10 22	4 00	6 51	
	3 20	7 31	7 15	10.8	Ferrell	10 16	3 43	6 46	
	3 24	7 35	7 23	12.8	Marley	10 12	3 38	6 41	
	3 28	7 38	7 38	14.8	Nevins	10 08	3 28	6 37	
	3 41	7 52	8 35	20.3	arr. + **Paris** ♂ lve.	9 54	2 55	6 24	
	3 41	7 52	8 35	20.3	lve. **Paris** arr.	9 54	2 55	8 24	
	3 53	8 06	8 55	26.1	Mays ♂	9 42	1 20	6 12	
	4 02	8 16	9 34	30.0	Redmon ♂	9 34	1 10	6 04	
	4 10	8 25	9 44	34.1	**Borton** ♂	9 24	12 50	5 55	
	4 12	8 27	9 50	34.8	Isabel ♂	9 22	12 45	5 53	
	4 20	8 35	10 25	38.6	+ **Oakland** ♂	9 14	12 30	5 46	
	4 34	8 49	11 20	45.0	+ Hindsboro ♂	9 00	11 20	5 31	
	4 40	8 54	11 35	48.1	Kemp ♂	8 54	11 00	5 25	
	4 46	9 00	11 45	50.5	Filson	8 48	10 45	5 20	
	4 53	9 08	12 20	54.4	+ **Arcola** ♂	8 40	10 30	5 12	
	5 02	9 18	12 45	59.3	Chesterville ♂	8 30	9 50	5 02	
	5 12	9 28	1 40	63.6	+ **Arthur** ♂	8 20	9 28	4 52	
	5 18	9 34	1 55	66.6	Fairbanks	8 12	8 45	4 44	
	5 24	9 39	2 05	69.0	Williamsburg ♂	8 07	8 35	4 39	
	5 32	9 48	2 30	72.1	+ **Lovington** ♂	8 00	8 00	4 32	
	5 40	9 55	2 40	75.2	Ullrich	7 53	7 40	4 24	
	5 47	10 02	3 05	77.5	+ Lake City ♂	7 47	7 30	4 18	
	5 56	10 09	3 20	81.0	Prairie Hall	7 40	7 14	4 19	
	8 03	10 17	4 02	84.7	**Harvey City** ♂	7 32	7 00	4 02	
	8 07	10 21	4 12	86.3	Mount Zion ♂	7 28	6 47	3 58	
	6 12	10 28	4 22	88.9	Turpin	7 22	6 37	3 52	
A M	6 25	10 39	4 60	94.4	arr. + **Decatur** lve.	†7 10	†6 20	3 40	P M
†7 20	P M	10 44	†7 30	94.4	lve. **Decatur** ♂ arr.	A M	3 20	3 30	9 00
7 46		11 07	8 20	107.5	+ **Maroa** ♂		2 50	3 10	8 33
7 59		11 19	9 05	112.3	Rowell ♂		2 10	2 58	8 21
8 07		11 26	9 35	115.8	+ **Kenney** ♂		1 45	2 50	8 13
8 19		11 37	10 05	120.1	+ **Midland City** ♂		1 10	2 39	8 00
8 25		11 42	10 25	122.7	Tabor		12 50	2 33	7 53
8 39		11 52	10 55	126.8	+ Waynesville ♂		12 32	2 25	7 43
8 53		12 03	11 30	132.8	+ **Atlanta** ♂		12 03	2 14	7 32
9 04		— —	12 11	136.0	Mt. Joy		11 15	2 07	7 23
9 15		12 18	12 50	140.6	+ Armington ♂		10 45	1 59	7 09
9 19		— —	1 00	142.1	Center		10 30	1 56	7 06
9 29		12 32	1 46	147.1	+ **Minier** ♂		10 15	1 46	6 56
9 39		12 40	2 00	150.8	Tazewell		9 39	1 38	6 48
9 50		12 50	2 40	155.1	**Mackinaw** ♂		8 55	1 30	6 35
9 58		12 58	3 00	158.4	Allentown		8 35	1 23	6 28
10 10		1 08	3 25	163.4	**Morton** ♂		8 20	1 15	6 17
10 24		1 19	3 45	168.4	+ **Farmdale** ♂		7 40	1 03	6 00
10 40		1 30	4 15	173.6	+ **Peoria** ♂		†7 15	†12 50	†5 45
A M		P M	P M		ARRIVE]	[LEAVE	A M	Noon	P M

BETWEEN INDIANAPOLIS AND VINCENNES.

	51	57	55	Mls.	STATIONS. (*Central time.*)	50	54	56	
	P M	Noon	A M			A M	P M	P M	
	*4 55	*12 30	*8 00	0	lve. + **Indianapolis** ♂ arr.	10 15	6 20	10 20	
	5 17	— —	8 21	11.9	Camby	9 50	5 56	— —	
	5 25	12 58	8 30	16.7	Mooresville ♂	9 41	5 46	9 47	
	5 37	— —	8 37	21.5	Brooklyn ♂	9 33	5 37	— —	
	5 44	— —	— —	25.6	Camobells	9 24	— —	— —	
	5 52	1 21	8 56	30.6	+ **Martinsville** ♂	9 13	5 20	9 25	
	5 59	— —	— —	34.0	Hynds	9 05	— —	— —	
	6 08	1 32	9 14	38.4	Paragon ♂	8 57	5 06	— —	
	6 13	— —	— —	41.0	Whitaker	8 52	— —	— —	
	— —	— —	— —	44.2	**Gosport Junc.** ♂	8 46	4 55	— —	
	6 23	1 43	9 34	45.0	+ **Gosport** ♂	8 34	4 46	8 58	
	6 33	— —	9 44	49.7	Romona ♂	8 26	4 37	a8 50	
	6 42	2 02	9 53	53.8	+ Spencer ♂	8 16	4 27	8 41	
	6 56	2 17	10 10	62.7	Freedom ♂	8 00	4 12	8 28	
	7 04	— —	10 16	65.8	Farmers	7 53	4 05	— —	
	7 16	2 35	10 28	72.3	+ **Worthington** ♂	7 42	3 52	8 10	
	7 30	2 48	10 44	79.8	**Switz City** ♂	7 26	3 38	7 56	
	7 38	2 56	10 52	83.1	Lyons ♂	7 18	3 28	7 48	
	7 44	3 02	10 58	85.1	Bushrod ♂	7 13	3 24	7 44	
	7 50	3 07	11 02	86.3	**Beehunter** ♂	7 07	3 19	7 39	
	7 54	3 15	11 06	88.0	Marco ♂	7 03	3 15	7 35	
	8 02	3 23	11 14	91.7	Sandborn ♂	6 56	3 09	7 28	
	8 09	3 29	11 20	94.7	Westphalia	6 50	3 02	7 22	
	8 16	3 37	11 28	98.5	Edwardsport ♂	6 43	2 55	7 15	
	8 26	3 47	11 38	102.9	Bicknell ♂	6 35	2 46	7 06	
	8 40	4 00	11 52	109.3	Bruceville	6 23	2 34	6 54	
	8 56	4 15	12 08	117.0	**Union Depot**	6 10	2 20	6 40	
	9 00	4 20	12 15	117.7	+ **Vincennes** ♂	*6 00	*2 10	*6 30	
	P M	P M	Noon		ARRIVE]	[LEAVE	A M	P M	P M

* Daily; † daily, except Sunday; § Sunday only.
a Stops Wednesday and Saturday only.
‖ Meals. + Coupon stations; ♂ Telegraph stations.

BETWEEN TERRE HAUTE AND SOUTH BEND.

53	48	42	40	Mls.	STATIONS. (*Central time.*)	41	43	45	47	49	
	P M	P M	A M			A M	P M	P M		P M	
	†5 29	†1 00	*6 30	0	lv. + **Terre Haute** ♂ ar.	11 15	5 00	11 15		9 15	
	5 44	1 13	5 44	5.9	Otter Creek Junc. ♂	11 02	4 45	11 03		9 02	
	5 49	— —	6 50	8.3	Heckland	10 56	— —	— —		— —	
	5 57	1 24	6 58	12.2	Rosedale ♂	10 50	4 28	10 48		8 50	
	6 03	1 29	7 04	14.9	Jessups ♂	10 45	4 22	10 43		8 45	
	6 08	1 34	7 09	17.8	Carlin	10 39	4 16	10 37		8 40	
	6 18	1 44	7 20	22.9	+ Rockville ♂	10 30	4 06	10 27		8 30	
	6 25	1 50	7 29	26.7	Sand Creek ♂	10 22	3 58	10 19		8 22	
	6 31	1 56	7 35	29.9	Judson ♂	10 16	3 50	10 14		8 16	
	6 36	2 01	7 40	32.3	**Guion**	10 11	3 44	— —		8 11	
	6 47	2 11	7 50	37.2	+ Waveland ♂	10 01	3 35	10 01		8 02	
	6 55	— —	7 57	40.4	Brown's Valley	9 54	3 26	9 55		7 55	
	7 07	2 25	8 08	45.6	New Market ♂	9 44	3 14	9 44		7 46	
	7 16	2 33	8 18	52.0	**Crawfordsville Junc** ♂	9 32	3 03	9 35		7 35	
	7 24	2 40	8 23	52.5	+ **Crawfordsville** ♂	9 29	3 00	9 32		7 32	
	7 30	— —	8 30	57.4	Garfield ♂	9 20	— —	9 23		7 23	
	7 37	2 54	8 30	62.1	Darlington ♂	9 13	2 38	9 16		7 16	
	7 46	— —	8 44	64.6	Bowers	9 04	— —	9 08		7 08	
			†6 40		lve. **Indianapolis** ar.	10 30					
	7 56	3 09	*8 55	68.5	+ **Colfax** ♂	8 55	2 24	9 06		7 00	
	8 06	— —	9 03	73.7	Manson	8 45	— —	8 51		8 51	
	8 20	3 27	9 12	78.2	+ **Frankfort** ♂	8 38	2 07	8 42		6 42	
	8 30	— —	9 19	83.3	Kilmore	8 27	— —	8 30		6 30	
	8 35	3 39	9 24	85.9	Moran ♂	8 22	1 50	8 25		6 24	
	8 40	3 44	9 29	87.9	Sedalia ♂	8 18	1 46	8 22		6 20	
	8 48	3 52	9 37	92.2	Cutler ♂	8 09	1 37	8 14		6 11	
	8 54	3 58	9 43	95.6	Bringhurst	8 01	1 30	8 07		6 04	
	8 58	4 04	9 48	97.1	+ Flora ♂	7 57	1 27	8 04		6 00	
	9 07	4 13	9 58	101.2	Camden ♂	7 48	1 18	7 55		5 51	
	9 14	— —	10 05	105.3	Woodville	7 41	— —	7 49		5 44	
	9 21	4 27	10 13	109.2	Clymers ♂	7 34	1 04	7 42		5 37	
	— —	4 34	10 20	113.4	Long Cliff	7 25	12 55	— —		— —	
P M	9 35	4 40	10 25	115.5	ar. **Logansport** lv.	7 20	12 50	7 30	A M	5 25	
§4 50	†7 05	4 50	10 30	115.5	lv. + **Logansport** ♂ ar.	7 05	12 35	7 20	10 30	5 16	
5 00	7 15	5 00	10 40	120.4	Verona	6 56	— —	7 10	10 19	— —	
5 07	7 22	5 07	10 47	124.2	Lucerne ♂	6 49	12 16	7 04	10 13	4 52	
5 16	7 32	5 18	10 56	129.8	Grass Creek	6 39	12 06	6 54	10 03	4 42	
5 25	7 42	5 25	11 06	134.7	**Kewanna** ♂	6 30	11 57	6 45	9 54	4 33	
5 31	7 49	5 31	11 12	138.3	Bruce Lake	6 23	11 50	6 38	9 47	4 26	
5 40	7 58	5 40	11 21	143.0	**De Long** ♂	6 15	11 41	6 29	9 39	4 19	
5 52	8 11	5 52	11 30	148.8	ar. ‖ **Culver** ♂ ‖ lv.	6 04	11 30	6 18	9 29	4 08	
5 52	8 11	5 52	11 30	148.8	lv. ‖ (Lk. Maxinkuckee) ‖ ar.	6 04	11 30	6 18	9 29	4 08	
5 58	8 17	5 58	11 42	151.6	**Hibbard** ♂	5 58	11 23	6 12	9 21	4 01	
6 06	8 23	6 06	11 47	154.8	Twin Lakes	5 52	11 16	6 06	9 15	3 54	
6 20	8 30	6 20	11 53		P., Ft. W. & C. Crossing	5 45	11 10	6 00	9 09	3 48	
6 25	8 35	6 25	11 57	159.2	+ **Plymouth** ♂	5 42	11 08	5 56	9 07	3 48	
6 35	8 45	6 35	12 06	164.2	Harris	— —	10 58	5 48	8 57	3 35	
6 43	8 51	6 43	12 13	167.3	**La Paz Junction** ♂	5 27	10 53	5 38	8 32	3 29	
6 52	9 00	8 52	12 21	172.1	Lakeville ♂	5 18	10 44	5 29	8 43	3 20	
7 01	9 09	— —	— —	176.7	Nutwood	— —	— —	5 20	8 35	— —	
7 15	9 20	7 15	12 40	182.2	+ **South Bend** ♂	†5 00	†10 25	†5 10	§8 25	§3 00	
P M	A M	P M	Noon		ARRIVE]	[LEAVE	A M	A M	P M	A M	P M

BETWEEN LOGANSPORT AND BUTLER.

	No. 142		No. 140	Mls	STATIONS. (*Central time.*)	Mls	No. 143		No. 145
	†4 55	P M	†7 10	A M	lv. + **Logansport** ♂ ar.	93.0	10 20	A M	6 50 P M
	5 05	"	7 20	"	Adamsboro	87.3	10 09	"	6 38 "
	5 13	"	7 28	"	+ **Hoover** ♂	83.1	10 00	"	6 29 "
	5 21	"	7 36	"	Mexico	78.8	9 51	"	6 20 "
	5 30	"	7 44	"	**Denver** ♂	74.8	9 43	"	6 12 "
	5 35	"	7 48	"	Chili ♂	72.0	9 36	"	6 05 "
	5 40	"	7 53	"	Pettysville	69.5	9 31	"	6 00 "
	5 50	"	8 00	"	Roann ♂	65.8	9 23	"	5 50 "
	6 00	"	8 10	"	**Laketon**	59.8	9 12	"	5 40 "
	6 02	"	8 12	"	Newton ♂	59.2	9 09	"	5 37 "
	6 10	"	8 20	"	+ **North Manchester** ♂	55.9	9 03	"	5 31 "
	6 18	"	8 28	"	Liberty Mills	52.6	8 53	"	5 25 "
	6 30	"	8 40	"	+ **South Whitley** ♂	45.9	8 40	"	5 14 "
	6 37	"	8 47	"	Wynkoop	41.6	8 33	"	5 05 "
	6 48	"	8 56	"	+ **Columbia City** ♂	37.1	8 25	"	4 57 "
	6 59	"	9 06	"	Coilins	30.9	8 13	"	4 45 "
	7 08	"	9 14	"	+ Churubusco ♂	26.9	8 05	"	4 37 "
	7 16	"	9 22	"	Ari	22.6	7 57	"	4 29 "
	7 23	"	9 30	"	+ **La Otto** ♂	19.3	7 51	"	4 23 "
	7 30	"	9 40	"	Cedar	16.7	7 45	"	4 17 "
	7 40	"	9 50	"	+ **Auburn Junc.** ♂	11.7	7 36	"	4 08 "
	7 44	"	9 55	"	+ Auburn ♂	10.6	7 33	"	4 05 "
	7 55	"	10 05	"	Moore	4.6	7 24	"	3 54 "
	8 05	P M	10 15	A M	+ **Butler** ♂	0	†7 15	A M	†3 45 P M
					ARRIVE]	[LEAVE			

For Junction Point Connections, see page 470

PENNSYLVANIA LINES

WEST OF PITTSBURGH

Official Local Time-Tables—December, 1909.

CLEVELAND, AKRON & COLUMBUS RAILWAY.

Mls.	Westward. (Central time.)	502	508	506	504	516	510	520	500
		A M	Noon	P M					P M
0	Lv. **Cleveland** + . ♁	*9 00	†1240	*9 00	....	....	....	....	§530
3.2	» Euclid Avenue +	9 10	12 50	9 10	....	....	....	....	5 40
4.6	» Woodland Ave +	9 15	12 55	g9 15	....	....	....	....	5 45
7.3	» Newburgh ....+	b9 21	1 02	g9 22	....	....	....	....	5 51
13.9	» Bedford.....+	b9 26	1 10	— —	....	P M	P M	....	5 58
25.5	» **Hudson** + ...♁	b9 45	1 30	9 50	....	*4 20	*730	....	6 18
33.4	» **Cuyahoga Falls** + . ♁	b c	1 42	c —	....	4 35	7 45	....	6 33
38.4	Ar. **Akron** + ...♁	10 05	1 53	10 10	A M	4 50	7 55	A M	6 42
38.4	Lv. **Akron**.....	10 10	2 00	10 15	†500	4 50	8 05	§700	6 50
45.8	» Barberton + ...♁	10 24	2 15	10 30	5 13	5 05	8 21	7 17	7 03
52.0	» Clinton.....♁	— —	2 24	— —	5 23	P M	8 34	7 28	7 11
52.7	» **Warwick** + ...♁	10 35	2 27	— —	5 25	═══	8 38	7 35	7 14
57.9	» Marshalville...♁	— —	2 37	— —	5 33	....	8 47	7 44	7 22
62.7	Ar. **Orrville** + ...♁	10 50	2 46	11 00	5 40	518	8 55	7 55	7 32
....	Ar. **Chicago**	8 45	12 50	8 00	....	A M	P M	....	....
62.7	Lv. **Orrville**.....	10 55	2 58	11 07	5 50	†9 20	....	7 55	7 32
70.6	» Apple Creek ..♁	— —	3 16	— —	6 02	— —	....	8 08	7 43
76.5	» Fredericksburg♁	11 13	3 28	— —	6 13	— —	....	8 20	7 55
80.8	» Holmesville...♁	— —	3 38	— —	6 20	— —	....	8 28	8 02
86.3	» **Millersburg** + ♁	11 29	3 50	11 41	6 31	9 54	....	8 40	8 13
92.2	» Killbuck .....♁	— —	4 02	— —	6 41	— —	....	8 52	8 25
98.3	» Glenmont .....♁	— —	4 13	— —	6 51	— —	....	9 03	8 38
106.6	» Brink Haven..♁	— —	4 30	— —	7 07	— —	....	9 19	8 56
110.7	» Danville .....♁	— —	4 40	— —	7 15	10 34	....	9 28	9 06
115.4	» Howard.....♁	— —	4 50	— —	7 23	— —	....	9 37	9 16
119.8	» Gambier + ...♁	12 24	5 00	a —	7 30	10 48	....	9 46	9 26
125.5	» **Mt. Vernon** + ♁	12 36	5 15	12 41	7 44	11 00	....	9 58	9 37
130.1	» Bangs.....	— —	5 25	— —	7 54	— —	....	10 07	9 48
134.4	» Mount Liberty.♁	— —	5 35	— —	8 03	— +	....	10 16	9 56
138.8	» Centerburg....+	— —	5 46	— —	8 13	11 23	....	10 26	10 06
144.7	» Condit .....♁	— —	5 58	— —	8 25	— —	....	10 36	10 18
148.7	» Sunbury + ...♁	— —	6 08	— —	8 32	11 37	....	10 42	10 25
150.5	» Galena.....♁	— —	6 17	— —	8 37	— —	....	10 46	10 27
157.6	» Westerville + ..♁	— —	6 29	— —	8 50	11 52	....	10 58	10 38
169.9	Ar. **Columbus** + . ♁	1 46	6 50	1 50	9 15	12 15	....	11 20	11 00
		P M	P M	A M	A M	Noon	....	A M	P M
289.6	Ar. **Cincinnati**	5 25	.....	6 30	1 00	5 25	....	....	....
		P M	.....	A M	P M	P M	....	....	....
350.5	Ar. **Indianapolis** ..	6 35	2 15	7 00	3 05	....	....	....	....
592.3	Ar. **St. Louis**	7 00	8 30	1 25	9 40	....	....	....	....
....	.....	A M	A M	P M	P M	....	....	....	....

Eastward. (Central time.)	509	503	507	505	519	501	521
	P M	P M	P M	P M	....	P M	....
Lv. **St. Louis**.....	*8 00	*8 15	*1 02	*1135	P M	*6 00	P M
Lv. **Indianapolis** .	*1150	*3 35	*7 20	*8 10	*130	*1150	*130
	.....	A M	P M	.....	P M	.....	....
Lv. **Cincinnati** ...	.....	*9 00	*9 00	.....	*310	.....	*310
	A M	Noon	A M	P M	P M	A M	P M
Lv. **Columbus**	†7 00	*1201	*1 00	†4 30	†550	§6 00	§545
» Westerville.....	7 22	12 25	1 28	4 52	— —	6 22	6 08
» Galena.....	7 33	— —	— —	5 03	— —	6 34	6 18
» Sunbury	7 37	12 38	— —	5 07	— —	6 37	6 24
» Condit	7 44	— —	— —	5 16	— —	6 45	6 32
» Centerburg.....	7 54	12 58	2 03	5 26	— —	6 57	6 43
» Mount Liberty .	8 03	— —	— —	5 36	— —	7 06	6 53
» Bangs.....	8 11	— —	— —	5 43	— —	7 14	7 01
» **Mt. Vernon** ...	8 19	1 20	2 25	5 53	8 52	7 24	7 10
» Gambier.....	8 29	1 30	2 38	6 05	g —	7 36	7 22
» Howard.....	8 37	— —	— —	6 16	— —	7 44	7 32
» Danville.....	8 46	1 44	— —	6 25	— —	7 54	7 42
» Brink Haven...	8 54	— —	— —	6 35	— —	8 03	7 52
» Glenmont.....	9 10	— —	— —	6 51	— —	8 19	8 12
» Killbuck.....	9 20	2 15	— —	7 02	— —	8 29	8 25
» **Millersburg**...	9 34	2 28	3 43	7 14	7 48	8 40	8 38
» Holmesville.....	9 44	— —	— —	7 24	— —	8 51	8 48
» Fredericksburg..	9 54	2 43	4 03	7 34	— —	9 00	8 57
» Apple Creek....	10 06	s2 52	4 15	7 45	— —	9 10	9 08
Ar. **Orrville**	10 20	3 13	4 28	8 00	8 20	9 25	9 22
Lv. **Chicago**	.....	.....	*8 00	.....	P M	.....	....
Lv. **Orrville**.....	10 30	3 13	4 55	8 20	═══	9 25	8 22
» Marshalville....	10 43	— —	5 04	8 28	....	9 35	8 31
» **Warwick**.....	10 53	3 28	5 12	8 38	513	9 44	9 40
» Clinton	10 55	— —	— —	8 39	P M	9 45	8 41
» Barberton.....	11 05	3 40	5 24	8 52	*800	9 57	8 56
Ar. **Akron**	11 19	4 00	5 37	9 10	8 20	10 13	1010
Lv. **Akron**.....	11 25	4 00	5 47	P M	6 20	10 20	P M
» Cuyahoga Falls.	11 34	4 09	5 58	.....	6 28	10 32	....
» **Hudson**	11 45	4 20	6 12	.....	6 40	10 45	....
» Bedford.....	12 06	— —	6 29	.....	P M	11 05	....
» Newburgh	12 17	4 52	6 39	.....	....	11 20	....
» Woodland Ave..	12 23	4 58	6 48	.....	....	11 27	....
» Euclid Avenue .	12 30	5 05	6 55	.....	....	11 35	....
Ar. **Cleveland**	12 40	5 15	7 05	.....	....	11 45	....
.....	Noon	P M	A M	.....	....	A M	....

Additional Trains—Leave Akron *6 00 a.m., *1 45 p.m., arrive Hudson 6 30 a.m., 2 10 p.m. Leave Hudson *6 45, *10 45 a.m., arrive Akron 7 15, 11 10 a.m. Leaves Orrville *7 20 a.m., arriving Hudson 8 37 a.m.

THROUGH CAR ARRANGEMENTS.—**Pullman Buffet Parlor Car on 9 00 a.m. train** from Cleveland through Columbus, to Cincinnati. **Pullman Sleeping Car on 9 00 p.m. train** from Cleveland, through Columbus, to Cincinnati, may be occupied until 7 30 a.m. **Pullman Sleeping Car on 9 00 p.m. train** from Cleveland to Columbus. Passengers may remain in this car at Union Station, Columbus, until 7 00 a.m. **Pullman Sleeping Car on 9 00 p.m. train** from Cleveland to Chicago, via Akron & Orrville. **Parlor Car (Buffet) on 9 00 a.m. train** from Cincinnati to Cleveland. **Pullman Sleeping Car on 9 00 p.m. train** from Cincinnati, through Columbus, to Cleveland. **Pullman Sleeping Car**, which passengers may occupy at Union Station, Columbus, after 9 00 p.m., leaves Columbus at 1 00 a.m., running through to Cleveland. **Pullman Sleeping Car on 8 00 p.m. train** from Chicago to Cleveland, via Orrville & Akron, arriving Cleveland 7 05 a.m. **Coaches run** between Cleveland and Columbus and Columbus and Cincinnati on all passenger trains.

Trains marked * run daily; † daily, except Sunday; § Sunday only; *a* stops to leave from Orrville and points north and from Pittsburgh, Fort Wayne & Chicago Ry.; *b* stops to take passengers for Orrville and points beyond. + Coupon stations; ♁ Telegraph stations.

FROM MILLERSBURG TO ZANESVILLE.

Ms.	(Central time.)	536
	.....	A M
0	Lv. **Millersburg** + ♁	†140
5.9	» Killbuck ...♁	1230
10.9	» Layland	1 00
14.0	» Helmick	1 10
15.3	» Blissfield ...♁	1 20
18.5	» Metham	1 30
24.0	» Warsaw Jn. + ♁	2 10
30.2	» Tunnel Hill ..	2 35
32.9	» Cooperdale . ♁	2 50
34.9	» Wakatomika..	2 55
39.2	Ar. Trinway.... ♁	3 50
55.3	Ar. **Zanesville** ♁	4 20
	.....	P M

FROM ZANESVILLE TO MILLERSBURG.

Ms.	STATIONS.	537
	.....	A M
0	Lv. **Zanesville** ..	†600
16.1	» Trinway.....	720
20.4	» Wakatomika..	7 35
22.4	» Cooperdale ...	7 50
25.1	» Tunnel Hill ..	800
31.3	» Warsaw Junc.	940
36.8	» Metham	9 55
40.0	» Blissfield	1015
41.3	» Helmick.....	1020
44.4	» Layland	1050
49.4	Ar. Killbuck	1120
55.3	Ar. **Millersburg**	1230
	.....	Noon

c Stops to discharge passengers from Cleveland; *g* stops to take passengers for or leave from Columbus or beyond; *s* stops Sunday only.

CONDENSED TIME-TABLE BETWEEN AKRON AND NEW YORK—VIA HUDSON.

Lve. **Akron**	*8 20 P M	Lve. **New York** (W. 23d St.)	*8 25 P M
Lve. **Cuyahoga Falls** ..	8 28 P M	Lve. **Philadelphia**	11 06 P M
Lve. **Hudson**	8 45 P M	Lve. **Washington**	7 55 P M
Lve. **Ravenna**	7 02 P M	Lve. **Baltimore**	8 55 P M
Arr.. **Pittsburgh**	9 45 P M	Lve. **Pittsburgh**	8 00 A M
Arr.. **Baltimore**	7 20 A M	Arr.. **Ravenna**	10 25 A M
Arr.. **Washington**	8 40 A M	Arr.. **Hudson**	10 42 A M
Arr.. **North Philadelphia**...	7 03 A M	Arr.. **Cuyahoga Falls** ..	11 00 A M
Arr.. **New York** (W. 23d St.)	9 15 A M	Arr.. **Akron**	11 10 A M

Pullman Drawing-room Sleeping Cars from Hudson to New York and from Hudson to Baltimore and Washington. Coaches and Dining Car Hudson to New York. Parlor Car Hudson to Pittsburgh.

Pullman Drawing-room Sleeping Car from New York to Hudson and from Washington and Baltimore to Pittsburgh. Baltimore and Washington passengers change cars in Pittsburgh, Union Station. Parlor Car and Dining Car Pittsburgh to Hudson. Coaches New York to Hudson, and Washington and Baltimore to Hudson.

For runs of through cars between Columbus and the West and Southwest, see time-tables of the Pennsylvania Lines on preceding pages.

CONNECTIONS FOR VANDALIA RAILROAD.—(See pages 468-469.)

Altamont, Ill.—With Wabash R.R.; Baltimore & Ohio Southwestern R.R. and Chicago & East. Illinois R.R. **Arcola**, Ill.—With Ill. Cent. R.R. **Arthur**, Ill.—With Chic. & East. Ill. R.R. **Atlanta**, Ill.—With Chic. & Alton Ry. **Auburn Junction**, Ind.—With Balt. & Ohio R.R. and Lk. Shore & Mich. So. Ry. **Beehunter**, Ind.—With So. Ind. R.R. **Borton**, Ill.—With Cin. Ham. & Dayton Ry. **Butler**, Ind.—With Lk. Shore & Mich. So. Ry. and Wabash R.R. **Casey**, Ill.—With Cin. Ham. & Dayton Ry. **Colfax**, Ind.—With Big Four Route. **Columbia City**, Ind.—With Penna. Lines. **Crawfordsville Junction**, Ind.—With Big Four Route and Monon Route. **Decatur**, Ill.—With Wabash R.R.; Cin. Ham. & Dayton Ry. and Ill. Cent. R.R. **De Long**, Ind.—With Chic. & Erie R.R. **Denver**, Ind.—With Lk. Erie & West. Ry. **Effingham**, Ill.—With Ill. Cent. and Wabash R.Rs. **Frankfort**, Ind.—With Lk. Erie & West. Ry.; Tol. St. L. & W. R.R. and Monon Route. **Gosport**, Ind.—With Monon Route. **Greenup**, Ill.—With Ill. Cent. R.R. **Guion**, Ind.—With Cin. Ham. & Dayton Ry. **Hibbard**, Ind.—With N. Y. Chic. & St. L. R.R. **Hoover**, Ind.—With Chic. Cin. & Louisv. Ry. **Indianapolis**, Ind.—With railroads diverging. **Kenney**, Ill.—With Ill. Cent. R.R. **Kewanna**, Ind.—With Chic. Cin. & Louisv. Ry. **Laketon**, Ind.—With Chic. & Erie R.R. **La Otto**, Ind.—With Gd. Rap. & Ind. Ry. **La Paz Junc.**, Ind.—With Balt. & Ohio R.R. **Limedale**, Ind.—With Monon Route. **Logansport**, Ind.—With Penna. Lines and Wabash R.R. **Lovington**, Ill.—With Wabash R.R. **Marshall Crossing**, Ill.—With Big Four Route. **Martinsville**, Ind.—With Big Four Route. **Midland City**, Ill.—With Ill. Cent. R.R. **Minier**, Ill.—With Chic. & Alton Ry. **Morton**, Ill.—With Atch. Top. & S. F. Ry. **North Manchester**, Ind.—With Big Four Route. **Oakland**, Ill.—With Tol. St. L. & West R.R. **Paris**, Ill.—With Big Four Route. **Peoria**, Ill.—With railroads diverging. **Plymouth**, Ind.—With Penna. Lines and Lk. Erie & West. R.R. **St. Elmo**, Ill.—With Chic. & East. Ill. R.R. **St. Louis**, Mo.—With railroads diverging. **Smithboro**, Ill.—With Chic. Burl. & Quincy Ry. **South Bend**, Ind.—With Gd. Trunk Ry.; Mich. Cent. R.R.; Lk. Shore & Mich. So. Ry. and Chic. Ind. & South. R.R. **South Whitley**, Ind.—With N.Y. Chic. & St. L. Ry. **Switz City**, Ind.—With Ill. Cent. R.R. **Terre Haute**, Ind.—With Terre Haute & Logansp. & Peoria Divs.; Evansv. & Terre Haute R.R.; Evansv. & Indianap. R.R.; Chic. & East. Ill. R.R. and So. Ind. Ry. **Vandalia**, Ill.—With Ill. Cent. R.R. **Vincennes**, Ind.—With Evansv. & Terre Haute R.R.; Balt. & O. S. W. R.R. and Big Four Route. **Worthington**, Ind.—With Evansv. & Indianap. R.R.

PENNSYLVANIA LINES

WEST OF PITTSBURGH

Official Local Time-Tables—December, 1909.

CINCINNATI & MUSKINGUM VALLEY RAILROAD.

43	45	18	7	49	Mls.	November 7, 1909.	42	6	32	20	52
....	....	P M	....	A M	.....	(P. C. C. & St. L.)	....	.....	A M	....	....
....	....	8 45	....	10 05	.....	lve...Chicago...arr.	....	.....	7 30	....	....
....	P M	P M	....	A M	.....	(Vandalia Line.)	P M	.....	A M	....	....
....	8 15	8 15	....	8 44	.....	lve...St. Louis...arr.	8 40	.....	8 30	....	....
....	A M	A M	....	P M	.....	(P. C. C. & St. L.)	P M	.....	A M	....	....
....	3 35	3 35	....	3 06	.....	lve...Indianapolis...arr.	3 05	.....	2 15	....	....
....	9 00	.....	....	5 00	.....	lve...Cincinnati...arr.	1 30	.....	.....	....	....
....	Noon	A M	....	P M	.....	(P. C. C. & St. L.)	A M	.....	P M	....	....
....	12 01	8 55	....	8 20	.....	lve...Columbus...arr.	9 55	.....	7 10	....	....
P M	....	P M	P M	....	....	(P. R. R.)	....	A M	....	P M	....
7 56	....	8 25	8 26	....	....	lve...New York...arr.	....	7 30	....	3 00	....
11 35	....	11 06	8 17	....	....	lve...Philadelphia...arr.	....	4 40	....	12 17	....
P M	....	P M	P M	....	....	(P. R. R.)	....	A M	....	P M	....
10 45	....	7 55	7 00	....	....	lve.Washington arr.	....	8 25	....	1 00	....
11 59	....	8 55	8 00	....	....	lve..Baltimore..arr.	....	7 05	....	12 00	....
Noon	A M	A M	A M	....	....	(P. C. C. & St. L.)	P M	P M	....	A M	P M
12 30	8 15	8 15	4 50	....	....	lve. Pittsburgh. arr.	1 55	5 20	....	1 45	2 30
P M	P M	Noon	A M	P M	....	(Central time.)	A M	P M	P M	P M	A M
*6 20	*1 25	†12 20	*8 30	*9 45	0	lve.+Trinway[1] ♂ arr.	8 20	1 15	5 10	9 40	10 10
6 24	1 30	12 24	8 34	8 49	1.6	.....Dresden ..... ♂	8 10	1 10	5 00	9 30	10 00
6 35	1 42	— —	8 46	— —	8.1	.....Ellis'..... ♂	7 58	— —	4 48	c —	9 48
6 55	1 56	12 45	9 05	10 15	16.1	.... Zanesville[2] . ♂	*7 45	*12 45	*4 35	9 05	*9 35
....	P M	.....	....	P M	....	ARRIVE] [LEAVE	....	.....	.....	....	....
....	....	.....	....	....	....	.....	....	.....	.....	....	....
....	....	.....	....	2 1	....	.....	....	.....	.....	....	....
....	....	.....	....	A M	....	LEAVE] [ARRIVE	....	.....	.....	....	....
5 55	....	12 50	9 05	†6 05	16.1	+.. Zanesville	†7 45	†12 35	†4 35	8 05	§9 35
5 58	....	12 53	9 08	6 07	16.7	.....Putnam..... ♂	7 34	12 32	4 25	8 52	9 25
6 04	....	— —	9 13	6 12	18.9	...South Zanesville...	7 28	— —	4 18	a —	9 18
6 07	....	— —	— —	6 14	20.7	.....Darlington.....	7 25	— —	4 14	— —	9 15
6 18	....	1 10	9 26	6 23	26.4	.....Roseville.....	7 15	12 15	4 05	8 33	9 03
6 23	....	1 16	9 33	6 29	29.3	.....Crooksville..... ♂	7 08	12 05	3 58	8 24	8 55
6 28	....	— —	9 39	6 35	31.8	.....McLuney..... ♂	7 03	— —	3 53	8 18	8 48
6 45	....	1 32	9 55	6 52	37.9	+..New Lexington[3] . ♂	6 50	11 50	3 40	8 07	8 35
6 55	....	1 40	10 02	7 00	42.4	+Junction City[4] ♂	6 40	11 41	3 30	7 58	8 28
7 06	2 3	1 53	10 13	7 13	49.3	.....Bremen[5]..... ♂	6 27	11 30	3 17	7 47	8 17
7 23	A M	2 07	10 30	7 30	59.1	arr. +Lancaster[6] ♂ lve.	†6 10	11 15	†3 00	*7 30	§8 00
P M	§6 50	2 15	A M	7 35	59.1	lve..Lancaster..arr.	A M	11 08	P M	†7 23	10 45
....	7 10	2 30	....	7 50	68.3	..... Amanda ..... ♂	....	10 54	....	7 07	10 30
....	— —	2 35	....	7 55	71.7	....Wyandotte[7] . ♂	....	10 48	....	n —	— —
....	7 35	2 52	....	8 13	80.6	+..Circleville[8] . ♂	....	10 30	....	6 46	10 05
....	7 45	3 00	....	8 23	87.1	.....Kinderhook.....	....	10 14	....	6 28	9 48
....	7 50	3 08	....	8 28	89.6	.....Williamsport.. ♂	....	10 10	....	6 23	9 46
....	8 02	3 20	....	8 41	97.3	....New Holland.. ♂	....	9 57	....	6 10	9 30
....	8 20	3 37	....	9 00	107.1	+..Washington[9] ♂	....	9 45	....	5 55	9 15
....	8 37	3 52	....	9 17	118.0	+.....Sabina..... ♂	....	9 25	....	5 32	8 55
....	8 40	d —	....	9 20	120.4	.....Reesville..... ♂	....	d —	....	5 27	8 50
....	8 58	4 12	....	9 40	128.9	+...Wilmington... ♂	....	9 08	....	5 17	8 40
....	9 03	4 18	....	9 47	133.7	.....Ogden.....	....	8 56	....	5 06	8 29
....	9 10	4 28	....	9 55	138.1	.....Clarksville.... ♂	....	8 50	....	5 00	8 22
....	9 30	4 45	....	10 15	148.2	ar..+Morrow[10] ♂ lv.	....	†8 35	....	†4 45	§8 05
....	10 50	6 05	....	11 20	184.7	....Cincinnati... ♂	....	†7 30	....	†3 20	§6 50
....	A M	P M	....	A M	.....	ARRIVE] [LEAVE	....	A M	....	P M	P M

+ Coupon stations. ♂ Telegraph stations.

Additional Train—Leaves Zanesville †11 30 a.m., arriving Trinway 12 01 noon. Leaves Trinway *10 25 a.m., arriving Zanesville 10 55 a.m.

* Daily; † daily, except Sunday; § Sunday only; *a* on Sunday stops to leave passengers, and on week-days to leave from west of Lancaster; *c* stops to leave passengers; *d* stops to take for or leave from Morrow and beyond; *n* stops Saturdays; *s* stops Sunday only.

Connections.—[1] With Pittsburgh, Cincinnati, Chicago & St. Louis Ry. [2] With railroads diverging. [3] With Ohio Central Lines. [4] With Straitsville Div. Baltimore & Ohio R.R. [5] With Ohio Central Lines. [6] With Hocking Valley Ry. [7] With Columbus & Southern Ry. [8] With Norfolk & Western Ry. [9] With Cin. Ham. & Day. Ry., Detroit Southern and Balt. & Ohio R.Rs. [10] With Pittsb. Cin. Chic. & St. L. Ry.

CINCINNATI, LEBANON & NORTHERN RAILWAY.

4	8	12	6	2	Ms.	December 19, 1909.	1	5	7	11	3
A M	P M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M	A M
§10 30	†5 25	†4 00	†2 00	†8 10	0	...Cincinnati[1]..	7 55	11 15	5 00	7 05	10 00
10 37	a5 32	4 08	2 07	8 17	1.8	....Oak Street....	— —	— —	4 52	6 57	9 51
10 38	5 33	4 07	2 08	8 18	2.1	..Shillito Street..	7 45	11 05	4 50	6 55	9 50
10 42	5 37	4 11	2 12	8 22	3.6	....Idlewild[2]....	7 41	11 02	4 47	6 52	9 46
10 43	5 38	4 12	2 13	8 23	4.2	.....Ivanhoe.....	7 38	— —	4 45	6 50	9 44
10 45	5 40	4 13	2 15	8 24	4.5	.Hopkin's Avenue.	7 36	— —	4 43	6 48	9 42
10 47	5 42	4 15	2 17	8 25	5.0	..Norwood Park..	7 34	— —	4 42	6 47	9 40
10 48	5 45	4 16	2 18	8 28	5.4	.East Norwood[3]	7 32	10 56	4 41	6 44	9 38
10 50	5 47	4 18	2 20	8 30	6.2	..McCullough's..	7 28	— —	4 37	6 39	9 36
10 51	5 48	4 19	2 21	8 31	6.4	.....Lester.....	7 26	— —	4 36	6 38	9 33
10 52	5 49	4 20	2 22	8 32	6.8	..Pleasant Ridge..	7 24	— —	4 34	6 37	9 32
10 56	5 51	4 23	2 26	8 36	7.5	.....Kennedy.....	7 22	10 49	4 33	6 36	9 31
10 57	5 52	4 24	2 27	8 37	8.1	.....Euclid.....	7 19	— —	4 31	6 34	9 28
10 59	5 53	4 26	2 29	8 39	8.7	.....Silverton.....	7 18	— —	4 30	6 33	9 27
11 00	5 55	4 28	2 30	8 41	9.2	....Deer Park.....	7 16	— —	4 28	6 32	9 25
11 02	5 57	4 30	2 32	8 43	10.4	.... Rossmoyne...	7 13	10 43	4 25	6 28	9 23
11 03	5 59	4 31	2 33	8 44	11.0	....Terre Alta....	7 11	— —	4 24	6 26	9 21
11 05	6 01	4 33	2 35	8 46	11.7	.... Blue Ash	7 10	10 40	4 23	6 25	9 20
.....	.....	4 37	c —	.....	13.1	..Montgomery..	7 05	10 35	.....	.....	9 15
11 08	6 03	4 47	2 38	8 49	13.5	..Winslow Park..	6 57	10 27	4 20	6 22	9 07
11 10	6 06	4 48	2 40	8 51	14.5	....Hazlewood....	6 55	10 25	4 18	6 20	9 05
11 12	6 08	4 51	2 42	8 54	15.4	.....Brecon.....	6 53	10 23	4 16	6 18	9 03
11 17	6 13	4 58	2 47	9 00	18.3	....Miltomson....	6 48	10 19	4 11	6 13	8 58
11 23	6 18	5 02	2 53	9 07	21.4	.....Mason.....	6 42	10 15	4 06	6 05	8 52
11 26	6 21	5 05	2 56	9 10	23.4	.....Stokes.....	6 37	— —	4 01	6 00	8 47
11 30	6 25	5 10	3 00	9 15	24.9	... Hageman[4] ..	6 34	10 08	3 58	5 58	8 44
11 35	6 30	5 15	3 06	9 20	26.8	.. Turtle Creek...	6 29	10 04	3 54	5 54	8 39
11 40	6 35	5 20	3 10	9 25	29.5	+..Lebanon[5]...	†6 25	†10 00	†3 50	†5 50	§8 35
A M	P M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M	A M

Additional Trains—Leave Cincinnati §8 20 p.m., arrive Lebanon 7 45 p.m. Leave Lebanon §5 00 p.m., arrive Cincinnati 8 10 p.m. Leave Brecon †5 34 a.m., arrive Cincinnati 6 25 a.m.

Montgomery and Way Point Trains.—Leave Cincinnati †5 50, †6 20 p.m., arriving Montgomery 8 35, 7 05 p.m. Leaves Cincinnati *b6* 35 a.m., arriving Highland Avenue 6 54 a.m. Leaves Montgomery †6 30 a.m., arriving Cincinnati 7 15 a.m. Leaves Highland Avenue *d*5 42 p.m., arriving Cincinnati 8 05 p.m.

MIDDLETOWN BRANCH.

.....	No. 305	Mls.	December 19, 1909.	No. 306	.....	.....
.....	.....	.....	LEAVE] [ARRIVE	.....	.....	.....
.....	†5 00 A M	0	.....Middletown[6]....	7 00 P M	.....	.....
.....	5 03 »	0.6	Garfield Ave. (C. & D. Ry.)[7]	6 56 »	.....	.....
.....	5 14 »	4.7	..... Oakland	6 46 »	.....	.....
.....	5 21 »	6.8	.....Union Village.....	6 40 »	.....	.....
.....	5 26 »	9.3	.....Glenwood.....	6 34 »	.....	.....
.....	5 38 »	11.4	.....Hageman[4].....	6 30 »	.....	.....
.....	5 42 »	13.1	.....Bowyer.....	6 27 »	.....	.....
.....	5 45 A M	14.1	.Middletown Junc[8].	†6 25 P M	.....	.....
.....	.....	.....	ARRIVE] [LEAVE	.....	.....	.....

† Daily, except Sunday; § Sunday only; *a* stops on signal to take on passengers; *b* daily, except Sunday and holidays; *c* runs into Montgomery Saturdays only; *d* daily, except Saturday, Sunday and holidays.
+ Coupon station. STANDARD—*Central time.*

Connections.—[1] With railroads diverging. [2] With Norfolk & Western Ry. and Cincinnati Connecting Belt R.R. [3] With Baltimore & Ohio Southwestern R.R. [4] Junction Main Line and Middletown Branch. [5] With Dayton, Lebanon & Cincinnati R.R. [6] With railroads diverging. [7] With Cincinnati, Hamilton & Dayton Ry. [8] With Pittsburgh, Cincinnati, Chicago & St. Louis Ry.

WAYNESBURG & WASHINGTON RAILROAD.

148	164	162	158	154	Ms.	November 7, 1909.	149	151	157	161	141
P M	P M	P M	†A M	A M	....	LVE.] (Cent. time) [ARR.	A M	A M	P M	P M	A M
§3 15	†4 15	†2 05	10 20	†5 25	0	.... Waynesburg....	7 31	8 57	3 31	6 27	10 15
3 26	4 26	2 17	— —	5 37	4.5	.....Sycamore.....	7 20	8 46	3 20	— —	10 04
3 32	4 32	2 22	— —	5 42	6.5	.....Swart.....	7 14	8 39	3 13	— —	9 57
3 37	4 37	2 29	10 39	5 49	8.8	..... Deer Lick.....	7 08	8 33	3 07	6 06	9 51
3 42	4 42	2 35	— —	5 55	10.3	..... West Union.....	7 02	8 27	3 01	— —	9 45
3 49	4 49	2 42	10 49	6 02	12.1	..... Dunn	6 57	8 22	2 56	5 56	9 40
3 51	4 51	2 44	— —	6 04	12.9	..... Conger	6 55	8 20	2 54	— —	9 38
3 56	4 56	2 49	10 56	6 09	15.0	..... Hackney	6 51	8 15	2 49	5 50	9 33
3 58	4 58	2 51	— —	6 11	15.5	..... West Amity.....	6 48	8 12	2 42	— —	9 30
4 02	5 02	2 55	— —	6 15	16.9	..... Luellen	6 43	8 07	2 37	— —	9 25
4 06	5 05	2 58	11 03	6 18	18.4	..... Baker	6 40	8 05	2 34	5 42	9 23
4 08	5 08	3 01	— —	6 21	19.7	.....McCracken.....	6 38	8 03	2 31	— —	9 21
4 16	5 16	3 09	— —	6 29	22.4	..... Vankirk.....	6 29	7 53	2 21	5 31	9 11
4 25	5 25	3 18	— —	6 38	25.0	..... Braddock	6 23	7 45	2 13	5 25	9 03
4 35	5 35	3 30	11 30	6 50	28.2	arr. Washington[1] . lve.	†6 05	7 37	2 05	5 10	8 55
6 00	6 45	4 55	12 30	7 52	....	arr. . + Pittsburgh . . lve.	A M	†6 15	†12 35	†4 10	§7 30
P M	P M	P M	Noon	A M	....	(P. C. C. & St. L.)	....	A M	Noon	P M	A M

Additional Train—Leaves Pittsburgh §4 10 p.m., Washington §5 38 p.m., arrives Waynesburg 6 56 p.m. Leaves Waynesburg §5 25 a.m., arrives Washington 6 45 a.m., Pittsburgh 8 03 a.m.

† Daily, except Sunday; § Sunday only, + Coupon station.

Connection.—[1] With Pittsburgh, Cincinnati, Chicago & St. Louis Ry

PENNSYLVANIA LINES

Connections continued from following page.

Valley Junction—With Wheel. & Lake Erie R.R. and Balt. & Ohio R.R.
Vandalia—With Illinois Central R.R.
Van Wert—With Cincinnati Northern R.R.
Vernon—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Vicksburg—With Grand Trunk Ry.
Vincennes—With railroads diverging.
Wanatah—With Chicago, Indianapolis & Louisville Ry.
Warren—With Baltimore & Ohio R.R. and Erie R.R.
Warsaw—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Warsaw Junction—With Cleveland, Akron & Columbus Ry.
Warwick, O.—With Baltimore & Ohio R.R.
Washington C. H.—With railroads diverging.
Washington, Pa.—With railroads diverging.
West Manchester—With Cincinnati Northern R.R.
Wheeling—With railroads diverging.
Wilmington Junction—With Sharpsville R.R.
Winchester—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Worthington, Ind.—With Evansville & Indianapolis R.R.
Worthington, O.—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Xenia—With Cincinnati, Hamilton & Dayton Ry.
Youngstown—With railroads diverging.
Zanesville—With Cleve. Akron & Col. Ry. and railroads diverging.

PENNSYLVANIA LINES

WEST OF PITTSBURGH

CONNECTIONS ALPHABETICALLY ARRANGED.

Akron—With railroads diverging.
Alliance—With Lake Erie, Alliance & Wheeling R.R.
Altamont—With Wabash R.R.; Baltimore & Ohio Southwestern R.R. and Chicago & Eastern Illinois R.R.
Anderson—With Central Indiana Ry. and Cleve. Cin. Chic. & St. L. Ry.
Ashtabula—With Lk. Shore & Mich. So. Ry. and N.Y. Chic. & St. L. R.R.
Attica Junction—With Baltimore & Ohio R.R.
Auburn, Ind.—With Lake Shore & Michigan Southern Ry.
Avilla—With Baltimore & Ohio R.R.
Bellaire—With Baltimore & Ohio R.R. and Ohio River & Western Ry.
Belle Valley—With Ohio River & Western Ry.
Bellevue, O.—With railroads diverging.
Bowerston, O.—With Wheeling & Lake Erie R.R.
Brazil, Ind.—With Central Indiana Ry. and Chicago & East. Ill. R.R.
Bridgeport—With Baltimore & Ohio R.R.
Brink Haven—With Cleveland, Akron & Columbus Ry.
Bucyrus—With Ohio Central R.R.
Bunker Hill—With Lake Erie & Western R.R.
Burgoon—With Lake Erie & Western R.R.
Burlington—With railroads diverging.
Butler—With Lake Shore & Michigan Southern Ry.
Caldwell—With Ohio River & Western Ry.
Cambridge—With Baltimore & Ohio R.R.
Cambridge City—With Cleveland, Cincinnati, Chicago & St. Louis Ry. and Fort Wayne, Cincinnati & Louisville R.R.
Canal Dover—With Baltimore & Ohio R.R.
Canal Fulton, O.—With Baltimore & Ohio R.R.
Canton—With Wheeling & Lake Erie R.R. and Baltimore & Ohio R.R.
Casey—With Cincinnati, Hamilton & Dayton Ry.
Chatfield—With Northern Ohio Ry.
Chicago—With railroads diverging.
Cincinnati—With railroads diverging.
Circleville—With Norfolk & Western R.R.
Cleveland—With railroads diverging.
Clymer's, Ind.—With Wabash R.R.
Colfax—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Columbia City—With Vandalia R.R.
Columbus, Ind.—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Columbus, O.—With Cleve. Akron & Col. Ry. and railroads diverging.
Converse—With Chicago, Cincinnati & Louisville Ry.
Coshocton—With Wheeling & Lake Erie R.R.
Covington, O.—With Cincinnati, Hamilton & Dayton Ry.
Crawfordsville—With Cleveland, Cincinnati, Chicago & St. Louis Ry. and Chicago, Indianapolis & Louisville Ry.
Crestline—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Custaloga—With Ashland & Western Ry.
Dayton—With railroads diverging.
Decatur, Ind.—With Erie R.R. and Toledo, St. Louis & Western R.R.
Decatur, Ill.—With Illinois Central R.R.; Cincinnati, Hamilton & Dayton Ry. and Wabash R.R.
Delaware—With railroads diverging.
De Long—With Erie R.R.
Delphos—With Tol. St. L. & W. R.R.; No. O. Ry. and Cin. Ham & D Ry.
Denver, Ind.—With Lake Erie & Western R.R.
Dunkirk—With Ohio Central Lines.
Dunreith, Ind.—With Fort Wayne, Cincinnati & Louisville R.R.
Effingham—With Illinois Central R.R. and Wabash R.R.
Effner—With Toledo, Peoria & Western Ry.
Elizabethtown—With Southern Indiana Ry.
Elwood—With Lake Erie & Western R.R.
Erie—With railroads diverging.
Fairmount, Ind.—With Cleveland, Cincinnati, Chic. & St. Louis Ry.
Forest—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Forrest—With Wabash R.R.
Fort Wayne—With Grand Rapids & Indiana Ry. and railroads diverging.
Fowlerton—With Chicago, Cincinnati & Louisville R.R.
Frankfort—With Lake Erie & Western R.R.; Chicago, Indiana & Louisville Ry. and Toledo, St. Louis & Western R.R.
Franklin, Ind.—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Franklin, Pa.—With railroads diverging.
Gilman—With Illinois Central R.R.
Goodland—With Chicago & Eastern Illinois R.R.
Gosport—With Chicago, Indianapolis & Louisville Ry.
Grand Rapids—With railroads diverging.
Greenup—With Illinois Central R.R.
Greencastle, Ind.—With Chicago, Indianapolis & Louisville R.R.
Greenville, O.—With Dayton & Union R.R. and Cin. Northern R.R.
Greenville, Pa.—With Erie R.R. and Bessemer & Lake Erie R.R.
Guion—With Cincinnati, Hamilton & Dayton R.R.
Hageman—With Cincinnati, Lebanon & Northern R.R.
Hagerstown—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Hamilton, O.—With Cincinnati, Hamilton & Dayton Ry.
Hamlet—With Chicago, Indiana & Southern R.R.
Hanna, Ind.—With Pere Marquette R.R.
Hartford City—With Fort Wayne, Cincinnati & Louisville R.R.
Hibbard—With New York, Chicago & St. Louis R.R.
Houston Junction—With Bessemer & Lake Erie R.R.
Howard City—With Pere Marquette R.R.
Hudson, O.—With Cleveland, Akron & Columbus Ry.
Indianapolis—With Vandalia R.R. and railroads diverging.
Jamestown—With Lake Shore & Michigan Southern Ry.
Jewett, O.—With Wheeling & Lake Erie R.R.
Kalamazoo—With Michigan Central R.R.; Lake Shore & Michigan Southern Ry. and Chicago, Kalamazoo & Saginaw R.R.
Kendallville—With Lake Shore & Michigan Southern Ry.
Keokuk—With railroads diverging.
Kewanna—With Chicago, Cincinnati & Louisville R.R.
Knightstown, Ind.—With Cleveland, Cin. Chic. & St. Louis Ry.
Kokomo—With Lake Erie & West. R.R. and Tol. St. L. & West. R.R.
La Crosse—With Pere Marquette R.R.; Chicago & Eastern Illinois R.R. and Chicago, Indianapolis & Louisville Ry.
Lancaster—With Columbus, Hocking Valley & Toledo Ry.
La Otto—With Grand Rapids & Indiana Ry.
La Paz Junction—With Baltimore & Ohio R.R.
Leetonia—With Erie R.R.
Lima—With Cincinnati, Hamilton & Dayton Ry.; Lake Erie & Western R.R.; Detroit, Toledo & Ironton R.R. and Ohio Southern R.R.
Limesdale—With Chicago, Indianapolis & Louisville Ry.
Linesville—With Bessemer & Lake Erie R.R.
Logansport—With Vandalia R.R. and Wabash R.R.
London—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Louisville, Ky.—With railroads diverging.
Lynn—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Mansfield—With Erie R.R. and Baltimore & Ohio R.R.
Maple Grove—With New York, Chicago & St. Louis R.R.
Marietta—With railroads diverging.
Marion, Ind.—With Cleveland, Cincinnati, Chicago & St. Louis Ry.; Toledo, St. Louis & Western R.R. and Chic. Cin. & Louisville R.R.
Marion, O.—With railroads diverging.
Marshall—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Martinsville—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Massillon—With Baltimore & Ohio R.R. and Wheeling & Lake Erie Ry.
Maynard, Ind.—With Chic. Indianap. & Louisv. Ry. and Gd. Trunk Ry.
Meekers—With Cincinnati Northern R.R.
Mercer—With Bessemer & Lake Erie R.R.
Middletown Junction—With Cincinnati, Lebanon & Northern R.R.
Milford Centre—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Millersburg, O.—With Baltimore & Ohio R.R.
Mineral City—With Baltimore & Ohio R.R.
Minerva—With Wheel. & Lk. Erie R.R. and Lk. Erie, All. & Wheel. R.R
Monticello—With Chicago, Indianapolis & Louisville Ry.
Mount Vernon, O.—With Baltimore & Ohio R.R.
Muncie—With Clev. Cin. Chic. & St. L. Ry. and Chic. Cin. & Louis. R.R.
Muskegon—With railroads diverging.
Newark—With Baltimore & Ohio R.R.
New Castle, Ind.—With Fort Wayne, Cincinnati & Louisville R.R. and Cleveland, Cincinnati, Chicago & St. Louis Ry.
New Castle, Pa.—With railroads diverging.
New Galilee, Pa.—With Pittsburgh, Lisbon & Western R.R.
New Philadelphia—With Baltimore & Ohio R.R.
Newton—With Erie R.R.
Niles, O.—With railroads diverging.
North Judson—With Chicago, Indiana & Southern R.R.; Chicago, Cincinnati & Louisville R.R. and Erie R.R.
North Vernon, Ind.—With Baltimore & Ohio Southwestern R.R. and Cleveland, Cincinnati, Chicago & St. Louis Ry.
Oil City—With railroads diverging.
Orrville—With Cleveland, Akron & Columbus Ry. and railroads diverging.
Peoria—With railroads diverging.
Piqua—With Cincinnati, Hamilton & Dayton Ry.
Pittsburg—With Pennsylvania R.R. and railroads diverging.
Plymouth—With Vandalia R.R. and Lake Erie & Western R.R.
Polk—With Lake Shore & Michigan Southern Ry.
Portland—With Lake Erie & Western R.R.
Ravenna—With Erie R.R. and Baltimore & Ohio R.R.
Raymilton—With Lake Shore & Michigan Southern Ry.
Red Key—With Lake Erie & Western R.R.
Reed City—With Pere Marquette R.R.
Reynolds—With Chicago, Indianapolis & Louisville Ry.
Richmond—With Gd Rap. & Indiana Ry. and Chic. Cin. & Louis. R.R.
Ridgeville—With Grand Rapids & Indiana Ry.
Rushville—With Cincinnati, Hamilton & Dayton Ry.; Fort Wayne, Cincinnati & Louisville R.R. and Cleve. Cin. Chic. & St. L. Ry.
St. Joseph—With railroads diverging.
St. Louis—With railroads diverging.
St. Paris—With Detroit, Toledo & Ironton Ry.
Sandusky—With railroads diverging.
Sandy Lake—With Lake Shore & Michigan Southern Ry.
Scio, O.—With Wheeling & Lake Erie R.R.
Seymour—With B. & O. Southw. R.R. and with Southern Indiana Ry.
Shelbyville—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Shenango—With Bessemer & Lake Erie R.R. and Erie R.R.
Smithboro—With Chicago, Burlington & Quincy Ry.
South Bend—With railroads diverging.
South Charleston—With Detroit, Toledo & Ironton Ry.
S. I. Crossing—With Southern Indiana Ry.
Springfield—With railroads diverging.
Stonebero—With Lake Shore & Michigan Southern Ry.
Sturgis—With Lake Shore & Michigan Southern Ry.
Swayzee—With Toledo, St. Louis & Western R.R.
Switz City—With Illinois Central R.R. and Chic. Ind. & Louis. Ry.
Terre Haute—With diverging railroads.
Tiffin—With Clev. Cin. Chic. & St. L. Ry. and Baltimore & Ohio R.R.
Toledo—With railroads diverging.
Trinway—With Cin. & Muskingum Val. R.R. and Cleve. Ak. & Col. Ry.
Uhrichsville—With Baltimore & Ohio R.R.
Union City—With Cleve. Cin. Chic. & St. L. Ry. and Dayton & Union R.R.
Upper Sandusky—With Columbus, Hocking Valley and Toledo Ry.
Urbana—With Erie R.R. and Cleve. Cin. Chic. & St. Louis Ry.

Continued on preceding page.

TOLEDO, PEORIA & WESTERN RAILWAY.

E. M. Armstrong, President.
F. L. Fox, Sec'y and Treasurer.
S. M. Russell, Superintendent.
G. W. Winters, Gen. Pas. Agt.
D. Mowat, General Freight Agent.
R. S. Hay, Auditor.

General Offices—Peoria, Ill.

9	1	5	7	3	Mls.	*November 7, 1909.*	4	2	6	8
....	P M	A M	....	....	....	(*Central time.*)	P M	....	A M	....
....	†6 35	*540	....	....	0	lve.....**Effner**[1] ♁..arr.	4 25	....	10 40	....
....	6 49	1145	....	....	2.1	+.....**Sheldon**[2]..... ♁	4 20	....	10 35	....
....	— —	1154	....	....	5.8	.....Eastburn..... ♁	4 10	....	10 27	....
....	7 02	1206	....	....	11.1	+.....**Watseka**[3]..... ♁	3 57	....	10 16	....
....	7 15	1218	....	....	17.4	.....Crescent City..... ♁	3 43	....	10 04	....
....	7 23	1224	....	....	20.8	.....Leonard.....	3 35	....	9 57	....
....	7 32	1232	....	....	24.6	+.....**Gilman**[4]..... ♁	3 28	....	9 50	....
....	7 42	1242	....	....	29.5	..... La Hogue..... ♁	3 17	....	9 40	....
....	7 53	1253	....	....	35.0	+.....Piper City..... ♁	3 05	....	9 30	....
....	8 05	1 05	....	....	40.3	+...**Chatsworth**..... ♁	2 54	....	9 18	....
....	8 17	1 17	A M	A M	46.2	arr...+**Forrest**[5]...lve.	†2 42	P M	9 06	A M
....	*8 18	1 18	*7 30	*4 20	46.2	lve.....**Forrest** ♁..arr.	*2 40	8 45	9 05	3 05
....	8 32	1 30	7 42	4 34	51.9	+.....**Fairbury**[6]..... ♁	2 30	8 32	8 53	2 50
....	8 44	1 42	7 55	4 48	57.0	.....Weston..... ♁	2 18	8 20	8 40	2 30
....	8 10	2 05	8 05	5 10	62.8	+.....**Chenoa**[7]..... ♁	2 10	8 11	8 30	2 15
....	— —	— —	8 17	5 20	67.2	.....Meadows..... ♁	— —	8 03	8 17	1 50
....	8 22	2 18	8 25	5 30	71.2	+.....Gridley..... ♁	1 45	7 55	8 10	1 40
....	— —	— —	8 33	— —	75.7	.....Enright.....	— —	7 47	— —	— —
....	8 34	2 30	8 40	5 45	78.3	+.....**El Paso**[8]..... ♁	1 33	7 42	7 58	1 20
....	8 45	2 41	8 53	6 00	84.8	+.....Secor..... ♁	1 22	7 29	7 46	12 59
....	— —	— —	— —	— —	91.6	...Streator Junction...	— —	— —	— —	— —
....	8 55	2 53	9 05	6 15	92.0	+.....**Eureka**[9]..... ♁	1 12	7 16	7 35	12 44
....	— —	— —	9 10	6 20	94.0	.....Cruger..... ♁	— —	7 10	7 31	12 36
....	— —	— —	— —	— —	97.5	....Pekin Junction.. ♁	— —	— —	— —	— —
....	10 07	3 08	9 21	6 31	99.5	+..**Washington**[10] ♁	1 01	6 58	7 22	12 21
....	— —	— —	9 33	6 45	105.8	.....**Farmdale**[11].. ♁	— —	6 44	7 11	12 01
....	— —	— —	9 40	6 52	108.9	..P. & P. U. Junction..	— —	6 36	— —	11 51
P M	10 50	*530	9 45	*7 00	111.1	arr...+**Peoria**[12]..lve.	*1240	*630	*7 00	*11 45
§600	P M	†410	A M	†7 42	111.1	lve.....**Peoria** ♁..arr.	11 10	†815	A M	P M
9 25	═══	4 55	═══	8 05	118.6	.....Hollis..... ♁	10 48	6 52	═══	═══
— —	....	— —	....	— —	119.4	....Orchard Mines....	10 45	— —	....	....
9 34	....	4 44	....	8 14	122.5	.....Mapleton..... ♁	10 39	6 44	....	....
9 36	....	4 47	....	8 17	123.8	..... Reed City.....	10 37	— —	....	....
9 45	....	4 55	....	8 27	127.1	.....Glasford..... ♁	10 30	5 35	....	....
9 57	....	5 08	....	8 40	133.7	.....Breeds..... ♁	10 18	5 23	....	....
7 04	....	5 15	....	8 46	136.8	.....Rawalts.....	— —	5 16	....	....
7 10	....	5 27	....	8 57	139.4	+.....**Canton**[13]..... ♁	10 08	5 10	....	....
7 20	....	5 38	....	9 10	144.1	.....Civer..... ♁	9 55	4 58	....	....
7 31	....	5 49	....	9 21	149.1	+.....**Cuba**[14]..... ♁	9 44	4 48	....	....
7 45	....	5 58	....	9 32	154.4	.....Smithfield..... ♁	9 32	4 36	....	....
7 54	....	6 05	....	9 40	157.7	.....Seville.....	9 24	4 27	....	....
8 02	....	6 13	....	9 47	161.1	.....Marietta..... ♁	9 18	4 20	....	....
8 11	....	6 23	....	9 56	165.4	...New Philadelphia ♁	9 09	4 12	....	....
8 25	....	6 40	....	10 10	170.8	+....**Bushnell**[15]..... ♁	8 58	4 00	....	....
8 33	....	6 49	....	10 19	175.3	..... Scottsburg.....	8 46	3 49	....	....
8 41	....	6 58	....	10 29	179.5	.....Good Hope..... ♁	8 38	3 40	....	....
8 50	....	7 06	....	10 37	183.3	.....Sciota..... ♁	8 30	3 32	....	....
9 02	....	7 18	13	10 49	189.1	+...Blandinsville..... ♁	8 18	3 21	14	....
9 15	....	7 30	A M	11 00	195.1	arr.+**La Harpe**[16] ♁lve.	8 05	3 08	P M	....
....	....	....	†1100	....	195.1	lve....**La Harpe**...arr.	....	....	4 20	....
....	....	....	11 20	....	199.6	.....Disco..... ♁	....	....	4 00	....
....	....	....	11 40	....	205.5	.....Iowa.....	....	....	3 35	....
....	....	....	12 25	....	214.8	arr.+**Burlington**[17] ♁lve.	....	....	†3 00	....
9 15	....	7 30	Noon	11 00	195.1	lve...+**La Harpe** ♁..arr.	8 05	3 08	P M	....
8 24	....	7 39	═══	11 10	199.8	.....La Crosse..... ♁	7 54	2 57	═══	....
8 34	....	7 49	....	11 20	204.9	.....Burnside..... ♁	7 43	2 47	....	....
9 44	....	7 57	....	11 29	209.4	.....**Ferris**[18]..... ♁	7 34	2 38	....	....
9 48	....	8 00	....	11 33	211.3	.....McCall..... ♁	7 30	2 34	....	....
9 57	9	8 08	3	11 42	215.9	.....Elvaston..... ♁	7 23	2 25	8	....
1010	P M	8 20	A M	11 55	222.4	arr..**Hamilton**[19] ♁lve.	*7 10	2 12	P M	....
....	†2 10	....	†6 15	....	222.4	lve....**Hamilton** ♁ arr.	7 05	....	5 45	....
....	2 30	....	6 30	....	227.4	arr...+**Warsaw** ♁..lve.	†6 50	....	†5 25	....
1010	P M	8 20	A M	11 55	222.4	lve..**Hamilton**[19] ♁arr.	7 10	2 12	P M	....
1020	....	8 30	....	12 05	223.7	+.....**Kookuk**[20]... ♁	*7 00	†200	....	....
P M	....	P M	....	Noon	....	ARRIVE] [LEAVE	A M	P M	....	....

No stop-over privileges granted on any kind or class of tickets.

* Daily; † daily, except Sunday; § Sunday only. | Meals. + Coupon stations; ♁ Telegraph stations.

Additional Train—Leaves Chenoa †5 25 p.m., arrives Peoria 7 00 p.m. Leaves Peoria †11 00 p.m., Canton 12 10 night. Returning, leaves Canton †1 50 p.m., arrives Peoria 3 05 p.m., Chenoa 4 50 p.m.

PEORIA TO CHICAGO, VIA CHENOA AND C. & A. R.R.

STATIONS.	No. 6	No. 4	No. 8	No. 12	.....
Lve. **Peoria**....	*7 00 A M	*1240 Noon	*‖45 P M	†3 15 P M	.....
Arr. **Chicago**.....	11 00 A M	4 45 P M	7 00 A M	8 02 P M	.....

No. 6—Through Coach Peoria to Chicago. **No. 4**—Combination Day Coach and Reclining Chair Cars Peoria to Chicago. **No. 8**—Reclining Chair Cars and Pullman Drawing-room Sleeping Car Peoria to Chicago.

CHICAGO TO PEORIA, VIA CHENOA AND T. P. & W. RY.

STATIONS.	No. 5	No. 1	No. 3	No. 11	.....
Lve. **Chicago**.....	*1125 A M	*6 30 P M	*‖43 P M	†1 45 P M	.....
Arr. **Peoria**.....	3 30 P M	10 30 P M	7 00 A M	7 00 P M	.....

No. 5—Combination Day Coach and Reclining Chair Cars Chicago to Peoria. **No. 1**—Through Coach Chicago to Peoria. **No. 3**—Reclining Chair Cars and Pullman Drawing-room Sleeping Car Chicago to Peoria.

Connections.—[1] With Pitts. Cin. Chic. & St. L. Ry. [2] With Cleve. Cin. Chic. & St. L. Ry. [3] With Chic. & East. Ill. R.R. [4] With Ill. Cent. R.R. [5] With Wabash R.R. [6] With Wabash R.R. [7] With Chic. & Alton Ry. [8] With Ill. Central R.R. [9] With Atch. Top. & S. Fe Ry. [10] With Atch. Top. & Santa Fe Ry. and Chic. & Alton R.R. [11] With Peo. Div. Vandalia Line. [12] With Chic. Burl & Q. R.R.; Iowa Cent. Ry.; Chic. Rk. Isl. & Pac. Ry.; Peo. Div. Vandalia Line; Ill. Cent. R.Rs.; Cleve. Cin. Chic. & St. L.; Chic. Peo. & St. L.; Chic. & Alton Rys. and Lake Erie & West. R.R. [13] With C. B. & Q. R.R. [14] With C. B. & Q. R.R. [15] With C. B. & Q. R.R. [16] With Burl. Branch. [17] With railroads diverging. [18] With C. B. & Q. R.R. [19] With Warsaw Branch. [20] With railroads diverging.

CUMBERLAND & PENNSYLVANIA RAILROAD.

C. W. Watson, President, Cont'l Trust Bldg, Baltimore, Md.
J. H. Wheelwright, Vice-Prest., Cont'l Trust Bldg, Baltimore, Md.
T. K. Stuart, Sec'y and Treas., Cont'l Trust Bldg, Baltimore, Md.
A. S. Dunham, General Auditor, Cont'l Trust Bldg, Baltimore, Md.
C. L. Bretz, General Manager, Cumberland, Md.
Henry T. Bruck, Superintendent of Motive Power, Mt. Savage, Md.
Jas. T. Robertson, Gen. Pas. & Fht. Agt., Cumberland, Md.
H. Rittenhouse, Engineer M. of W., Cumberland, Md.
E. T. Dixon, Aud. and Asst. Treas., Cumberland, Md.

November 17, 1907.	Mls	No. 122	No. 124	No. 128	.....
[LEAVE	....	.....	.....	.....	.....
Piedmont[1].....	0	*6 10 A M	*1115 A M	*6 05 P M	.....
Franklin.....	2.3	6 13 "	11 18 "	6 08 "	.....
Morrison's.....	3.6	6 20 "	11 25 "	6 15 "	.....
Barton.....	5.2	6 25 "	11 30 "	6 20 "	.....
Lonaconing.....	8.2	6 37 "	11 42 "	6 32 "	.....
Midland.....	11.2	6 50 "	11 55 "	6 45 "	.....
Ocean.....	11.9	6 53 "	11 58 A M	6 48 "	.....
Carlos Junction.....	12.5	6 55 "	12 00 Noon	6 50 "	.....
Borden Shaft.....	13.9	6 58 "	12 03 "	6 53 "	.....
Grahamtown.....	15.6	7 03 "	12 08 "	6 58 "	.....
Frostburg.....	16.4	7 08 "	12 13 "	7 03 "	.....
Morantown.....	20.9	7 23 "	12 28 "	7 20 "	.....
Mount Savage.....	22.5	7 31 "	12 36 "	7 29 "	.....
Barrelville.....	24.5	7 36 "	12 41 "	7 34 "	.....
Kreigbaum.....	27.7	7 42 "	12 47 "	7 40 "	.....
Mt. Savage Junc....	28.3	7 44 "	12 48 Noon	7 42 "	.....
Cumberland[2].....	31.9	7 55 A M	1 00 P M	7 50 P M	.....
[ARRIVE	....	.....	.....	.....	.....

(*Eastern time.*)	Mls	No. 123	No. 125	No. 127	.....
[LEAVE	....	.....	.....	.....	.....
Cumberland[2].....	0	*8 50 A M	*3 20 P M	*‖00 P M	.....
Mt. Savage Junc....	3.6	8 59 "	3 29 "	11 09 "	.....
Kreigbaum.....	4.2	9 02 "	3 32 "	11 12 "	.....
Barrelville.....	7.4	9 09 "	3 38 "	11 19 "	.....
Mount Savage.....	9.4	9 17 "	3 45 "	11 27 "	.....
Morantown.....	11.0	9 25 "	3 52 "	11 35 "	.....
Frostburg.....	15.5	9 45 "	4 10 "	11 55 "	.....
Grahamtown.....	16.3	9 48 "	4 13 "	11 58 P M	.....
Borden Shaft.....	18.0	9 53 "	4 18 "	12 03 Night	.....
Carlos Junction.....	19.4	9 57 "	4 22 "	12 07 "	.....
Ocean.....	20.0	9 59 "	4 24 "	12 09 "	.....
Midland.....	20.7	10 02 "	4 27 "	12 12 "	.....
Lonaconing.....	23.7	10 14 "	4 39 "	12 24 "	.....
Barton.....	26.7	10 25 "	4 49 "	12 35 "	.....
Morrison's.....	28.3	10 28 "	4 52 "	12 39 "	.....
Franklin.....	29.6	10 35 "	4 58 "	12 45 "	.....
Piedmont[1].....	31.9	10 40 A M	5 00 P M	12 50 Night	.....
[ARRIVE	....	.....	.....	.....	.....

Connections.—[1] With Baltimore & Ohio R.R. and Western Maryland R.R. [2] With Baltimore & Ohio R.R., Pennsylvania R.R. and Western Maryland R.R.

* Daily. ‖ Special train. Will run only on account of theatre or other special occasions.

CINCINNATI, BLUFFTON & CHICAGO RAILROAD.

S. H. Bracey, Prest., Chicago, Ill.
Fred. Bimel, V.-Prest., Portland, Ind.
Chas. Blackburn, Sec'y, Chicago, Ill.
Henry George, Treas., Aurora, Ill.
John C. Curtis, General Mgr., Huntington, Ind.
Fred T. Hassloch, Auditor and Asst. Traf. Mgr., Huntington, Ind.
John L. Morgrett, Supt., "
David R. Taylor, Car Accountant, Huntington, Ind.

7	3	5	1	Ms	*June 28, 1908.*	2	6	4	8
A M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	A M
§8 20	*5 00	†1100	†720	0	.....**Huntington**[1]....	9 30	3 20	7 10	10 30
8 28	5 08	11 10	7 28	5	.....Simpson.....	9 19	3 05	6 59	10 19
8 37	5 17	11 45	7 37	9	.....Markle.....	9 09	2 50	6 49	10 09
8 49	5 28	12 10	7 49	15	.....Uniondale.....	8 53	2 05	6 35	9 53
8 58	5 38	12 25	7 58	19	.....Murray.....	8 41	1 50	6 21	9 41
9 20	6 00	1 00	8 20	23	.....**Bluffton**[2].....	8 30	1 35	6 10	9 30
9 41	6 21	1 30	8 41	30	.....Reiffsburg.....	8 08	12 55	5 48	9 08
9 48	6 28	2 00	8 48	33	.....Petroleum.....	8 03	12 50	5 43	9 03
9 53	6 35	2 10	8 53	35	.....Nottingham.....	7 57	12 25	5 37	8 57
9 58	6 38	2 20	8 58	37	.....Fiat.....	7 52	12 20	5 32	8 52
10 02	6 42	2 38	9 02	38	.....Belbec.....	7 48	12 10	5 28	8 48
10 09	6 49	3 00	9 09	42	.....**Pennville**.....	7 41	11 55	5 21	8 41
10 30	7 10	3 30	9 30	52	.....**Portland**[3].....	†7 20	†1100	*500	§8 20
A M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	A M	..

Connections.—[1] With Wabash and Erie R.Rs. [2] With L. E. & W. and Tol. St. L. & West. R.Rs. [3] With G. R. & I. Ry. and L. E. & W. R.R.

* Daily; † daily, except Sunday; § Sunday only. *Central time.*

KENNEBEC CENTRAL RAILROAD.

F. A. Lawton, Superintendent, Gardiner, Me.

From **Randolph**[1] to Chelsea and National Home (5 m.). Leave Randolph †7 05, †8 45, §9 30, †10 50 a.m., †12 40 noon, §2 40, †2 50, §3 30, †4 40 p.m. Returning, leave National Home †7 35, †9 10, §10 00, †11 15 a.m., †1 30, §3 05, †3 30, *5 05 p.m. Running time 20 minutes. *June 21, 1909.*

* Daily; † daily, except Sunday; § Sunday only. *Eastern time.*

Connections.—[1] Randolph adjoins Gardiner, Me., where connection is made with Maine Central R.R. and Kennebec Steamboats for Boston.

LAUREL RAILWAY.

A. A. Mock, President, Damascus, Va.

Trains leave Damascus †7 15 a.m., †1 10 p.m., arriving **Mountain City**[1] (16 miles) 9 25 a.m., 3 06 p.m. Leave Mountain City †9 45 a.m., †3 10 p.m., arriving Damascus 11 25 a.m., 5 06 p.m.

† Daily, except Sunday. *Eastern time.* *January 1, 1908.*

Connection.—[1] With Virginia & Southwestern Ry.

INDIANA NORTHERN RAILWAY.

J. D. Oliver, General Manager, South Bend, Ind.

Connecting freight road at South Bend, Ind. (2 miles). *Feb., 1907.*

G. R. & I. CINCINNATI MACKINAW CITY

Through Sleeping and Parlor Cars.

NORTHBOUND.

Penn. Lines Sta.

Lve. **Cincinnati**.....	*9 10 P M	†10 00 A M
Arr. **Grand Rapids**...	6 45 A M	9 45 P M
Lve. **Grand Rapids**...	7 20 A M	10 50 P M
Arr. **Mackinaw City**.	4 25 P M	7 25 A M

Train leaving Cincinnati 9 10 p.m. daily has Through Sleeping Car Cincinnati to Mackinaw City.

Train leaving at 10 00 a.m. daily, except Sunday, has Parlor Car Cincinnati to Grand Rapids, and Sleeping Car Grand Rapids to Mackinaw City.

SOUTHBOUND.

Lve. **Mackinaw City**.	*12 15 Noon	‡10 10 P M
Arr. **Grand Rapids**...	9 00 P M	†6 40 A M
Lve. **Grand Rapids**...	8 10 P M	7 06 A M
Arr. **Cincinnati**.....	6 55 A M	5 55 P M

Train leaving Mackinaw City 12 15 noon daily has Through Sleeping Car Mackinaw City to Cincinnati.

Train leaving Mackinaw City at 10 10 p.m. has Sleeping Car to Grand Rapids and Parlor Car Grand Rapids to Cincinnati.

*Daily; †daily, except Sunday; ‡daily, except Saturday.

MICHIGAN CENTRAL G. R. & I.

CHICAGO-GRAND RAPIDS LINE.

(Via Kalamazoo.)

Chicago to Grand Rapids

Trains leave from 12th Street Station.

NOON FLYER.

Leave **Chicago**.....†1 15 P M
Arrive **Grand Rapids**..... 5 55 P M

Solid Train, Buffet Parlor Car.

AFTERNOON FLYER.

Leave **Chicago**.....†6 40 P M
Arrive **Grand Rapids**.....10 35 P M

Solid Train, Parlor Car, Dining Car, serving meals a la carte.

NIGHT EXPRESS.

Leave **Chicago**.....*12 05 Night
Arrive **Grand Rapids**..... 6 45 A M

Combination Baggage, Smoking Car, Coach and Sleeping Car (open for passengers at 10 30 p.m.)

MORNING TRAIN.

Without Through Cars.

Leave **Chicago**.....*9 05 A M
Arrive **Grand Rapids**..... 2 10 P M

Connection made at Kalamazoo Junction.

Grand Rapids to Chicago

MORNING FLYER.

Leave **Grand Rapids**.....†7 06 A M
Arrive **Chicago**.....12 35 Noon

Combination Baggage and Smoking Car, Coach and Buffet Parlor Car.

NOON FLYER.

With Dining Car.

Leave **Grand Rapids**.....†12 01 Noon
Arrive **Chicago**..... 4 50 P M

Solid Train, Parlor Car, Dining Car, serving meals a la carte.

AFTERNOON TRAIN.

Without Through Cars.

Leave **Grand Rapids**..... *1 50 P M
Arrive **Chicago**.....ƒ8 00 P M

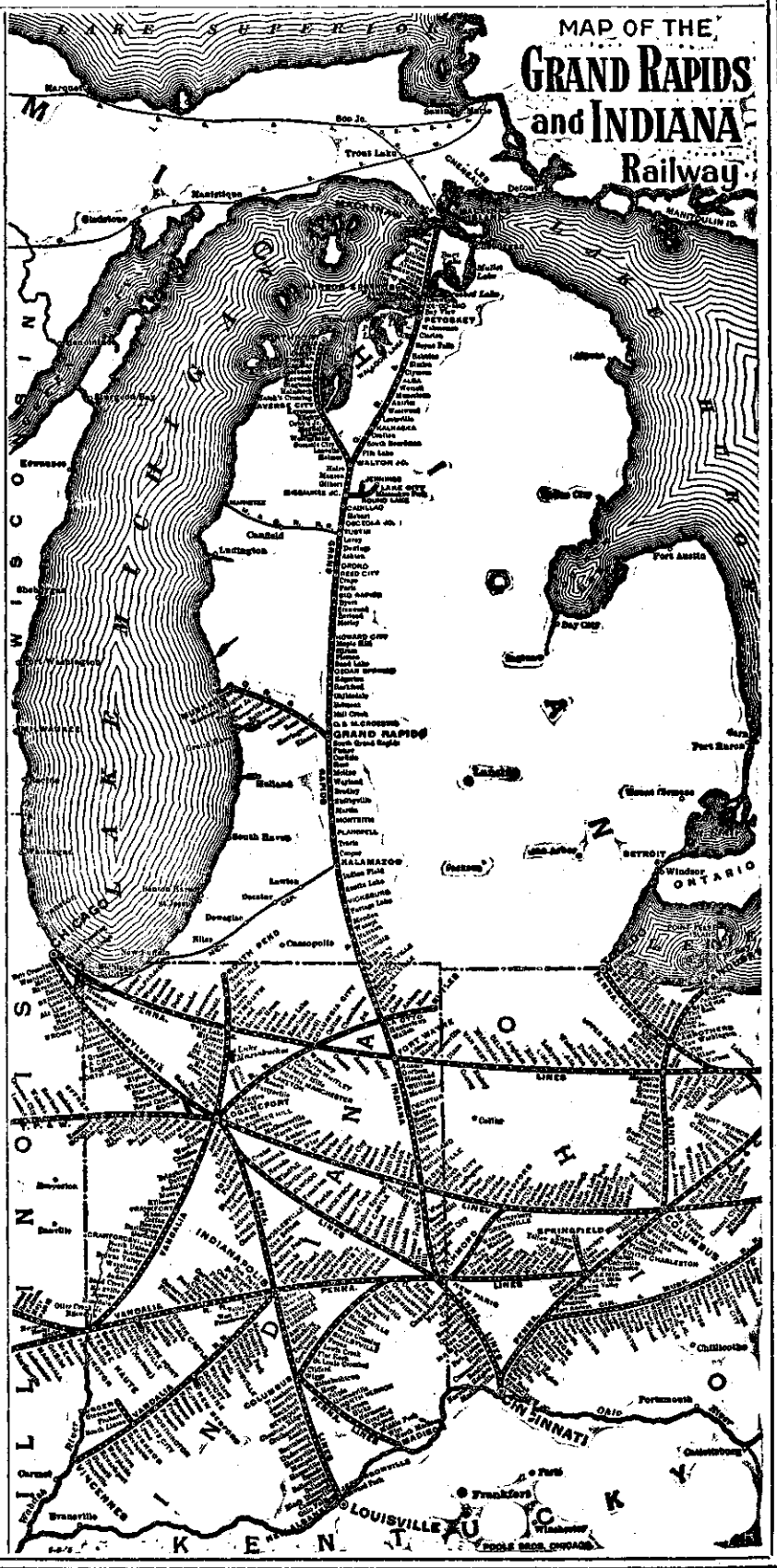
Connection made at Kalamazoo Junction, except Sunday.

ƒOn Sunday this train leaves Michigan Central Station, Kalamazoo, 5 15 p.m., arrives Chicago 9 10 p.m.

NIGHT EXPRESS.

Leave **Grand Rapids**.....*11 50 P M
Arrive **Chicago**..... 7 20 A M

Solid Train, Sleeping Car (open for passengers at 9 00 p.m.).



GRAND RAPIDS & INDIANA RAILWAY.

JOSEPH WOOD, President, Pittsburgh, Pa.
W. R. SHELBY, Vice-President and Treasurer, Grand Rapids, Mich.
J. H. P. HUGHART, Vice-Prest. & Gen. Mgr., "
S. C. SCOTT, Asst. to the Prest., Pittsburgh, Pa.
R. R. METHEANY, Sec'y, Grand Rapids, Mich.
S. B. LIGGETT, Asst. Secretary, Pittsburgh, Pa.
W. B. STIMSON, Asst. to Gen. Mgr., Grand Rapids, Mich.
E. H. BARNES, Chief Engineer, "
C. L. LOCKWOOD, Gen. Passenger Agt., "

E. C. LEAVENWORTH, Gen. Freight Agent, Grand Rapids, Mich.
E. J. KEATE, General Agent, "
L. H. ACCARD, General Agent, 604 Marquette Bldg, Chicago, Ill.
E. O. WAGNER, Com'l Agt., Fort Wayne, Ind.
M. F. QUAINTANCE, Com'l Agt., Petoskey, Mich.
J. W. RENNER, Comptroller, Pittsburgh, Pa.
R. R. METHEANY, Aud'tor, Grand Rapids, Mich.
J. E. KEEGAN, Supt. of Motive Power, "

G. A. CELLAR, Supt. of Telegraph, Pittsburgh, Pa.
J. H. CAMPBELL, Gen. Counsel, Grand Rapids, Mich.
HENRY SULLIVAN, Purch. Agt. and Paymaster, Grand Rapids, Mich.
J. W. HUNTER, Supt. Northern Division, Grand Rapids, Mich.
B. H. HUDSON, Supt. Southern Division, Fort Wayne, Ind.

17	5	3	9	1	7	Mls.	December 5, 1909.	6	4	2	12	8	16
.....	P M	A M	.....	.....	.....	.....	lve..Cincinnati ♁ arr.	.....	A M	P M	Noon	.....	.....
.....	*9 10	†1000	.....	.....	.....	.....	(P. C. C. & St. L. Ry.)	.....	6 55	†5 55	12 40	.....	.....
.....	P M	Noon	.....	.....	A M	.....	LVE.] Central time. [ARR.	.....	A M	P M	A M	.....	P M
.....	*11 20	†1250	.....	.....	*5 40	0	+...Richmond...♁	.....	4 15	†3 40	9 42	.....	10 30
.....	11 38	1 08	.....	.....	5 58	8.9	....Fountain City..♁	.....	– –	3 21	9 24	.....	10 09
.....	11 50	1 20	.....	.....	6 11	15.3	.....Lynn.....♁	.....	3 45	3 07	9 12	.....	9 55
.....	12 08	1 37	.....	.....	6 27	24.5	+...Winchester..♁	.....	3 28	2 48	8 54	.....	9 37
.....	12 24	1 51	.....	.....	6 43	33.0	+...Ridgeville...♁	.....	3 13	2 30	8 37	.....	9 19
.....	12 43	2 10	.....	.....	7 01	43.2	+.....Portland....♁	.....	2 52	2 10	8 16	.....	8 58
.....	– –	2 25	.....	.....	7 16	50.3	.....Briant.....♁	.....	– –	1 54	7 59	.....	8 41
.....	1 01	2 34	.....	.....	7 25	54.2	.....Geneva.....♁	.....	2 31	1 45	7 50	.....	8 33
.....	1 09	2 44	.....	.....	7 35	58.8	.....Berne.....♁	.....	2 22	1 35	7 39	.....	8 23
.....	– –	2 56	.....	.....	7 47	64.8	.....Monroe.....♁	.....	– –	1 24	7 27	.....	8 13
.....	1 28	3 07	.....	.....	7 57	70.7	+.....Decatur.....♁	.....	2 03	1 11	7 14	.....	8 00
.....	– –	3 30	.....	.....	8 17	79.6	.....Hoagland.....♁	.....	– –	12 50	6 56	.....	7 39
.....	2 10	3 55	P M	.....	8 40	91.8	arr.+Fort Wayne. lve.	P M	1 25	12 25	†6 35	P M	§7 15
.....	2 20	4 15	†1 00	.....	8 50	91.8	lve..Fort Wayne♁ arr.	10 50	1 15	‖201	A M	6 50	P M
.....	– –	4 40	1 28	.....	9 20	104.0	.....Huntertown....♁	10 22	– –	11 33	═══	6 24	═══
.....	– –	4 50	1 36	.....	9 30	108.7	.....La Otto.....♁	10 13	– –	11 25	.....	6 14	.....
.....	– –	4 54	1 41	.....	9 35	110.4	.....Swan.....♁	10 09	– –	11 20	.....	6 10	.....
.....	– –	5 03	1 50	.....	9 44	114.3	.....Avilla.....♁	10 02	– –	11 12	.....	6 03	.....
.....	3 12	5 18	2 02	.....	9 57	120.2	+..Kendallville..♁	9 48	12 26	10 57	.....	5 50	.....
.....	3 24	5 32	2 17	.....	10 12	127.3	.....Rome City.....♁	9 32	– –	10 43	.....	5 36	.....
.....	3 30	5 40	2 23	.....	10 19	129.5	....Wolcottville..♁	9 26	– –	10 38	.....	5 30	.....
.....	3 44	‖6 20	2 40	.....	10 40	138.4	+.....La Grange....♁	9 09	– –	10 22	.....	5 12	.....
.....	3 54	6 32	2 52	.....	10 50	143.7	+.....Howe.....♁	8 57	– –	10 11	.....	5 00	.....
.....	4 04	6 44	3 05	.....	11 01	149.0	+.....Sturgis.....♁	8 45	11 36	10 00	.....	4 48	.....
.....	– –	7 00	3 22	.....	11 17	157.9	.....Nottawa.....♁	8 27	– –	9 45	.....	4 31	.....
.....	– –	7 04	3 27	.....	11 22	159.5	.....Wasepi.....♁	8 22	– –	9 40	.....	4 26	.....
.....	4 30	7 14	3 37	.....	11 31	164.1	.....Mendon.....♁	8 12	– –	9 30	10	4 16	18
☐	4 45	7 30	3 53	.....	11 46	173.0	+....Vicksburg....♁	7 54	10 58	9 14	☐	4 00	☐
P M	5 10	7 55	4 20	.....	12 10	185.4	arr..Kalamazoo ♁ lve.	7 27	10 35	8 50	P M	3 35	A M
†5 40	*1205	.....	†1 15	A M	*9 05	.....	lv. Chicago (M. C.) ar.	.....	.....	12 35	4 50	§8 00	7 20
9 15	5 15	8 00	e4 25	†7 25	12 30	185.4	lve.+Kalamazoo..arr.	7 22	10 30	8 45	1 10	3 30	1 35
– –	5 36	8 21	4 54	7 44	12 51	196.7	+....Plainwell....♁	7 00	– –	8 24	12 51	3 09	1 08
See Note ▣	▣	8 31	▣	7 54	1 03	202.1	.....Monteith....♁	6 50	– –	8 14	– –	2 59	– –
	– –	8 33	– –	7 56	1 05	203.2	.....Martin.....♁	6 48	– –	8 12	– –	2 57	12 56
	– –	8 42	d –	8 04	1 13	207.2	.....Shelbyville....♁	6 40	– –	8 04	t –	2 49	12 47
	– –	8 49	– –	8 12	1 19	210.0	.....Bradley.....♁	6 33	– –	7 57	– –	2 43	12 41
	– –	8 56	– –	8 20	1 26	213.1	.....Wayland.....♁	6 27	– –	7 50	t –	2 37	12 35
	– –	9 06	– –	8 30	1 36	217.6	.....Moline.....♁	6 17	– –	7 40	– –	2 27	12 25
10 35	6 45	9 45	5 55	9 10	*2 10	234.0	arr.+Grand Rapids ..lve.	5 40	9 10	7 06	12 01	*1 50	*11 50
P M	7 20	10 50	6 10	A M	†2 25	234.0	lve..Grand Rapids ♁ arr.	‖5 40	9 00	6 40	11 03	P M	P M
.....	7 33	– –	6 24	═══	2 38	236.8	.Fuller (G. T. Junc.) ♁	4 35	– –	6 25	10 50	.....	.....
.....	7 47	– –	6 39	.....	2 52	243.7	.....Belmont.....♁	4 20	s –	6 11	10 37	.....	.....
.....	7 56	11 27	6 48	.....	3 01	247.8	.....Rockford.....♁	4 10	8 20	6 02	10 28	.....	.....
.....	8 11	11 43	7 04	.....	3 16	255.2	...Cedar Springs..♁	3 55	8 05	5 48	10 15	.....	.....
.....	8 21	11 53	7 15	.....	3 26	260.3	.....Sand Lake....♁	3 44	7 53	5 38	10 05	.....	.....
.....	8 26	c –	7 20	.....	3 31	262.3	.....Pierson.....♁	3 39	7 48	5 33	‖10 00	.....	.....
.....	8 39	12 10	7 37	.....	3 45	268.0	+..Howard City..♁	3 25	7 37	5 23	9 50	.....	.....
.....	8 52	c –	7 49	.....	3 59	274.4	.....Morley.....♁	3 10	7 25	5 09	9 36	.....	.....
.....	9 04	c –	8 02	.....	4 13	280.9	.....Stanwood.....♁	2 54	7 13	b –	9 24	.....	.....
.....	9 25	12 56	8 21	.....	4 32	289.9	+...Big Rapids...♁	2 28	6 56	4 40	9 02	.....	.....
.....	9 36	c –	8 33	.....	4 44	295.4	.....Paris.....♁	2 19	6 43	b –	8 53	.....	.....
.....	9 55	1 23	8 48	.....	5 00	302.7	+....Reed City....♁	2 05	6 30	4 12	8 41	.....	.....
.....	10 04	– –	– –	.....	5 10	307.2	.....Orono.....♁	1 52	s –	– –	8 28	.....	.....
.....	10 08	c –	9 02	.....	5 16	309.6	.....Ashton.....♁	1 48	6 16	b –	8 24	.....	.....
.....	10 20	c –	9 14	.....	5 27	315.2	.....Le Roy.....♁	1 36	6 05	b –	8 14	.....	.....
.....	10 31	c –	9 25	.....	5 38	319.8	+.....Tustin.....♁	1 25	5 55	b –	8 04	.....	.....
.....	10 39	– –	– –	15	5 47	323.4	...Osceola Junction.♁	1 17	– –	– –	7 57	14	.....
.....	10 45	– –	– –	A M	5 53	326.0	.....Hobart.....♁	1 12	5 42	– –	7 52	P M	.....
.....	‖11 20	2 35	9 55	†6 00	‖6 25	331.8	+....Cadillac....♁	‖1 00	5 30	3 15	7 40	11 00	.....
.....	11 50	3 03	10 20	6 32	6 52	344.0	.....Manton.....♁	12 05	4 42	2 34	7 09	10 20	.....
.....	12 15	c –	10 35	6 55	7 10	352.8	.Walton Junction.♁	11 45	4 25	b –	6 55	9 55	.....
.....	1 15	.....	11 30	.....	8 10	378.8	ar.+Traverse City ♁ lv.	10 40	*3 20	.....	†6 00	.....	.....
.....	†6 30	.....	P M	.....	P M	407.9	arr..Northport..lve.	†8 00	.....	.....	A M	.....	.....
.....	12 38	c –	.....	7 27	7 31	363.4	....South Boardman..♁	11 16	3 68	b –	.....	8 21	.....
.....	12 58	4 00	.....	7 50	7 50	371.5	+....Kalkaska.....♁	10 58	3 40	1 36	.....	8 57	.....
.....	1 29	4 28	.....	8 25	8 20	384.5	+....Mancelona....♁	10 31	3 12	1 10	.....	8 20	.....
.....	1 43	c –	.....	8 42	8 33	391.5	+.....Alba.....♁	10 16	2 57	b –	.....	7 55	.....
.....	2 01	c –	.....	9 03	8 50	400.1	.....Elmira.....♁	10 00	2 42	b –	.....	7 32	.....
.....	2 20	5 20	.....	9 37	9 08	409.0	.....Boyne Falls....♁	9 34	2 15	12 15	.....	6 55	.....
.....	2 35	c –	.....	9 57	9 25	417.2	.....Clarion.....♁	9 16	1 58	b –	.....	6 32	.....
.....	3 00	6 00	.....	10 20	9 45	424.8	+....Petoskey....♁	9 00	1 40	11 40	.....	6 05	.....
.....	– –	– –	.....	– –	– –	425.7	lve...Bay View...lve.	– –	– –	– –	.....	– –	.....
.....	4 25	7 55	.....	11 55	.....	432.6	arr.+Harbor Springs lve.	†8 20	●1201	‡5 25	.....	‡5 25	.....
.....	3 12	6 12	.....	10 33	8 56	430.0	.....Conway.....♁	8 44	1 23	11 22	..	5 48	.....
.....	3 17	6 17	.....	10 41	10 01	432.2	.....Oden.....♁	8 39	1 18	11 17	.....	5 42	.....
.....	3 23	6 23	.....	10 47	10 07	434.8	.....Alanson.....♁	8 33	1 13	11 10	.....	5 35	.....
.....	3 31	6 31	.....	10 56	10 15	438.5	.....Brutus.....♁	8 25	1 05	11 02	.....	5 25	.....
.....	3 42	6 42	.....	11 07	10 25	442.6	+.....Pellston.....♁	8 16	12 55	10 53	.....	5 15	.....
.....	3 58	6 56	.....	11 22	10 38	448.4	.....Levering.....♁	8 01	12 41	10 38	.....	5 00	.....
.....	4 08	7 05	.....	11 32	10 48	452.6	.....Carp Lake....♁	7 52	12 32	10 27	.....	4 50	.....
.....	4 25	¶7 25	.....	11 50	11 05	459.7	ar.+Mackinaw City ♁ lv.	†7 35	*1215	‖10 10	.....	†4 30	.....
.....	P M	A M	.....	A M	P M	.....	..Mackinac Island..	A M	Noon	P M	.....	P M	.....
.....	.....	.....	.....	.....	.....	.....	ARR.] (Steamer.) [LVE.	.....	.....	.....	.....	.....	.....

♁ Stops to take for Grand Rapids or beyond; c stops to let off from Grand Rapids or south thereof; d stops to take for Grand Rapids; e leaves M. C. Station, Kalamazoo, 4 35 p.m. b Wednesday and Saturday. ▣ Stops at any station between Kalamazoo and Grand Rapids to discharge passengers from any station in Chicago on the M. C. R. R.

g On Sunday arrives Chicago 9 10 p.m.; t stops to take for Chicago. ☐ M. C. Station, Kalamazoo. ● Leaves at 1 00 p.m. on Sunday.

Petoskey and Harbor Springs.—Trains leave Petoskey *7 30, †11 30 a.m., §12 30 noon, *4 00 p.m., arrive Harbor Springs 7 55, 11 55 a.m., 12 55 noon, 4 25 p.m. Leave Harbor Springs *8 20 a.m., †12 01 noon, §1 00, *5 25 p.m., arrive Petoskey 8 50 a.m., 12 25 noon, 1 25, 5 55 p.m.

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; § Sunday only; s stops Sunday only. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

WALTON JUNCTION AND TRAVERSE CITY BRANCH.

45	9	47	43	Mls.	Dec. 5, 1909.	10	44	46
P M	P M	P M	Noon	....	LVE.] [ARR.	A M	A M	P M
§4 40	†10 55	†7 10	*12 15	0	Walton Jn. ♁	6 55	11 40	4 20
4 55	10 48	7 25	1230	6.2	Summit City ♁	a6 40	11 25	4 05
5 03	10 55	7 33	1238	9.3	...Kingsley. ♁	a6 32	11 16	3 56
5 11	11 02	7 42	1247	12.6	...Mayfield...	a6 25	11 08	3 48
5 27	11 17	7 57	1 02	19.5	..Keystone..	a6 12	10 53	3 33
5 40	11 30	8 10	1 15	26.0	.Traverse City.	†6 00	*10 40	*3 20
P M	P M	P M	P M	..	ARR.] [LVE.	A M	A M	P M

a Stops to leave passengers from Traverse City or to take for main line stations or beyond.

TRAVERSE CITY, LEELANAU & MANISTIQUE R.R.

(Operated by Union Trust Co., Receiver.)

....	93	Mls.	December 5, 1909.	92	....	....
....	P M	....	LEAVE] [ARRIVE	A M	....	....
....	†4 10	0	...Traverse City...	9 20	....	....
....	4 28	5.7	...Hatch's Crossing...	9 00	....	....
....	5 00	16.7	.....Suttons Bay.....	8 50	....	....
....	5 30	29.2	.....Northport.....	†8 00	....	....
....	P M	....	ARRIVE] [LEAVE	A M	....	....

MUSKEGON DIVISION.

	LEAVE	Mls.	A M	P M	P M	P M	....
Grand Rapids+..♁		0	*7 35	†1 15	†4 15	*6 30	....
Bridge Street		1.1	7 40	1 20	4 20	6 35	....
Muskegon Junction..		2.7	7 47	1 27	4 27	6 43	....
Herrington		11.6	8 04	1 40	4 40	6 58	....
Conklin ♁		17.2	8 14	1 51	4 52	7 09	....
Ravenna ♁		22.4	8 23	2 00	5 00	7 19	....
Sullivan ♁		27.8	8 33	2 09	5 09	7 29	....
Muskegon+ ♁		39.6	8 55	2 30	5 30	7 50	....
	ARRIVE	....	A M	P M	P M	P M	....
	LEAVE		A M	A M	P M	P M	....
Muskegon			*8 10	†10 50	†4 00	*6 30	....
Sullivan			8 33	– –	4 21	6 51	....
Ravenna			8 40	11 15	4 29	6 59	....
Conklin			8 48	11 23	4 37	7 09	....
Herrington			8 58	– –	4 47	7 17	....
Muskegon Junction..			9 13	11 46	5 03	7 32	....
Bridge Street			9 19	11 53	5 09	7 40	....
Grand Rapids			9 25	11 58	5 15	7 45	....
	ARRIVE		A M	A M	P M	P M	....

LAKE CITY BRANCH.

39	37	35	Mls	Dec. 5, 1909.	34	36	38
P M	Noon	A M	...	LEAVE] [ARRIVE	A M	P M	P M
†3 20	†1201	†6 45	0	+..Cadillac. ♁	10 55	3 05	5 20
3 30	12 28	7 00	4	..Missaukee Jn..	10 40	2 50	5 10
3 50	12 55	– –	12	....Jennings....	– –	†2 20	3 56
4 25	Noon	7 40	16	...Lake City...	†1005	P M	†430
P M	.....	A M	...	ARRIVE] [LEAVE	A M	.....	P M

Walloon Lake Branch.—Leave **Petoskey** for Walloon Lake *h* 9 15 a.m., *h* 1 30 p.m. Returning, leave Walloon Lake *h* 9 45 a.m., *h* 2 00 p.m. Running time, 25 minutes.

SLEEPING AND PARLOR CAR SERVICE.

No. 5—Sleeping Car Cincinnati to Mackinaw City. Sleeping Car, Coach and Baggage Car Chicago to Grand Rapids, via M. C. R.R. and G. R. & I. Ry.

No. 7—Parlor Car Fort Wayne to Mackinaw City.

No. 9—Parlor Car Fort Wayne to Grand Rapids. Solid Train Chicago to Grand Rapids with Buffet Parlor Car Chicago to Traverse City.

No. 17—Solid Train with Parlor Car and Dining Car Chicago to Grand Rapids.

No. 3—Parlor Car Cincinnati to Grand Rapids. Sleeping Car Grand Rapids to Petoskey and Mackinaw City.

No. 4—Sleeping Car Mackinaw City to Cincinnati.

No. 6—Parlor Car Mackinaw City to Grand Rapids. Parlor Car Grand Rapids to Fort Wayne.

No. 10—Buffet Parlor Car Traverse City to Chicago. Solid Train with Dining Car Grand Rapids to Chicago.

No. 8—Parlor Car Grand Rapids to Fort Wayne.

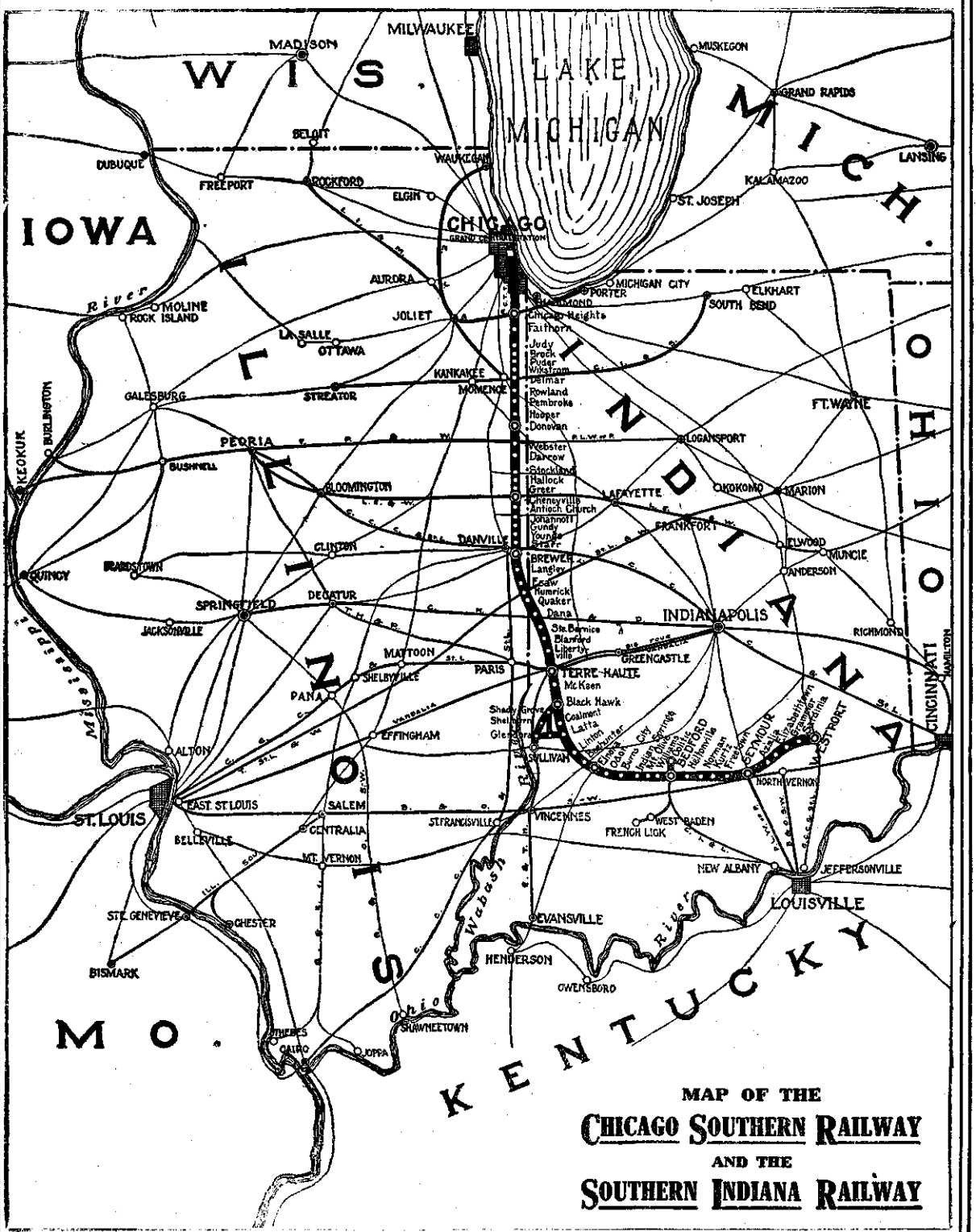
No. 2—Sleeping Car Mackinaw City and Petoskey to Grand Rapids. Parlor Car Grand Rapids to Cincinnati. Coach, Baggage Car, Buffet Parlor Car Grand Rapids to Chicago.

No. 18—Combination Baggage and Smoking Car, Coach and Sleeping Cars Grand Rapids to Chicago, via G. R. & I. Ry. and M. C. R.R. Sleeping Cars open for passengers 9 00 p.m.

THE CHICAGO SOUTHERN RAILWAY COMPANY.
THE SOUTHERN INDIANA RAILWAY COMPANY.

MYRON J. CARPENTER, Receiver.

Chicago Offices, - - - - - Grand Central Station.



MAP OF THE

CHICAGO SOUTHERN RAILWAY

AND THE

SOUTHERN INDIANA RAILWAY

THE CHICAGO SOUTHERN RAILWAY COMPANY.
THE SOUTHERN INDIANA RAILWAY COMPANY.

MYRON J. CARPENTER, Receiver.

M. W. WELLS, General Manager, Chicago, Ill.
E. F. YOUNG, Treasurer, "
D. M. CAMERON, Auditor, "
SILAS W. HOWLAND, General Attorney, "

W. E. BECKER, Superintendent, Terre Haute, Ind.
GEO. J. SCHAPPERT, Purchasing Agent, Chicago, Ill.
E. H. PFAFFLIN, Engineer of Way and Structures, "
H. KNOWLES, Car Accountant, "
F. H. VAN ETTEN, Superintendent of Telegraph, "
T. A. LAWES, Master Mechanic, Bedford, Ind.

TRAFFIC DEPARTMENT.

H. P. RADLEY, General Freight and Passenger Agent, Southern Indiana Railway, Terre Haute, Ind.
J. T. AVERITT, General Freight Agent, Chicago Southern Railway, Chicago, Ill.
W. V. SEVERNS, Commercial Agent, "
IRA BRAMWELL, Traveling Freight Agent, "
C. V. LINK, Traveling Freight and Passenger Agent, Bedford, Ind.

No. 121	No. 5	No. 3	No. 1	Mls	*September 10, 1909.*	No. 2	No. 4	No. 6	No. 122
					(C. S. Ry. Co.)				
				0	lve.... **Chicago**[1] ..arr.				
				31	..**Chicago Heights**[2].				
				36	..... Faithorn.....				
				42	..... Judy.....				
				46	..... Brock.....				
				48	..... Puder.....				
				51	..... Wickstrom.....				
				53	..... Delmar.....				
				55	..... Sheridan.....				
				58	..... **Rowland**[3].....				
				64	..... Pembroke.....				
				69	..... Hooper.....				
				73	..... Donovan.....				
	Passenger Service			83	..... Webster.....	**Passenger Service**			
	Not Established.			85	..... Darrow.....	**Not Established.**			
				92	..... **Stockland**[4].....				
				95	..... Hallock.....				
				98	..... Prairie Green.....				
				103	.... **Cheneyville**[5]...				
				106	... Antioch Church ...				
				110	..... Johannott.....				
				111	..... Gundy.....				
				113	..... Carter.....				
				115	..... Young.....				
				118	..... Star.....				
				125	..... **Brewer**[6].....				
				130	..... Langley.....				
				136	..... Esaw.....				
				137	...Georgetown Road...				
				142	arr... **Humrick**[7] ♂ lve.				
					(S. I. Ry. Co.)				
†1 00 P M				0	lve.... **Humrick**...arr.				11 00 A M
1 20 "				4	..... Quaker..... ♂				10 25 "
1 45 "				8	..... **West Dana**[8].. ♂				10 05 "
2 20 "				14	..... Ste. Bernice ... ♂				9 42 "
2 38 "				17	..... Blanford.....				9 17 "
3 00 P M				21	..... Libertyville ... ♂				8 55 A M
	*6 35 P M	*1115 A M	*6 00 A M	36	lv.+**Terre Haute**[9] ♂ ar.	11 00 A M	4 30 P M	9 45 P M	
4 30 P M	6 45 "	11 25 "	6 10 "	38	.... Hulman Street.. ♂	10 50 "	4 20 "	9 35 "	†7 00 A M
	6 57 "	11 37 "	6 22 "	46	..... Keller.....	10 38 "	— —	9 22 "	
	6 04 "	11 44 "	6 29 "	50	..... Blackhawk.... ♂	10 31 "	4 01 "	9 14 "	
	8 11 "	11 51 A M	6 36 "	54	..... Lewis..... ♂	10 24 "	3 54 "	9 07 "	
	6 20 "	12 01 Noon	6 44 "	59	+.....Coalmont..... ♂	10 17 "	3 47 "	8 58 "	
	6 27 "	12 08 "	6 51 "	61	+..... Jasonville..... ♂	10 11 "	3 42 "	8 53 "	
	6 35 "	12 16 "	6 59 "	64	..... Midland..... ♂	10 01 "	3 35 "	8 43 "	
	6 38 "	12 20 "	7 03 "	67	..... Vicksburg..... ♂	9 56 "	3 30 "	8 38 "	
	6 51 "	12 30 "	7 12 "	71	+..... **Linton**[10]..... ♂	9 47 "	3 22 "	8 30 "	
	6 56 "	12 35 "	— —	....	..... Stockton.....	9 38 "	— —	8 22 "	
	7 04 "	12 43 "	7 23 "	77	..... **Beehunter**[11]. ♂	9 32 "	3 07 "	8 15 "	
	7 08 "	12 47 "	7 26 "	78	..... Ilene..... ♂	9 27 "	3 02 "	8 10 "	
	7 13 "	12 52 "	7 31 "	81	.....Riverside.....	9 21 "	2 58 "	8 06 "	
	7 19 "	12 58 Noon	7 38 "	83	+..... **Elnora**[12].... ♂	9 17 "	2 54 "	8 02 "	
	7 29 "	1 08 P M	7 48 "	89	+.....Odon..... ♂	9 07 "	2 44 "	7 52 "	
	7 39 "	1 18 "	7 58 "	95	+..... Burns City.... ♂	8 57 "	2 34 "	7 42 "	
	7 52 "	1 28 "	8 08 "	98	.....Blankenship.....	8 47 "	2 24 "	7 32 "	
	8 01 "	1 39 "	8 18 "	103	.... Indian Springs .. ♂	8 37 "	2 14 "	7 22 "	
	8 10 "	1 48 "	8 28 "	107	.....Mt. Olive..... ♂	8 28 "	2 05 "	7 12 "	
	8 17 "	1 58 "	8 35 "	110	..... Williams..... ♂	8 20 "	1 58 "	7 06 "	
	8 27 "	2 12 "	8 44 "	115	..... Coxton.....	8 10 "	1 48 "	6 55 "	
	8 40 "	2 25 "	9 00 "	121	+..... **Bedford**[13]... ♂	8 00 "	1 38 "	6 45 "	
	8 48 "	2 33 "	9 07 "	126	..... Shawswick.....	7 47 "	1 24 "	6 32 "	
	8 54 "	2 38 "	9 12 "	129	..... Heltonville.... ♂	7 42 "	1 19 "	6 27 "	
	9 01 "	2 45 "	— —	133	.....Zelma.....	7 35 "	1 12 "	6 20 "	
	9 06 "	2 49 "	9 22 "	135	+.....Norman..... ♂	7 31 "	1 08 P M	6 16 "	
	9 13 "	2 57 "	9 30 "	139	.....Kurtz..... ♂	7 21 "	12 58 Noon	6 06 "	
	9 21 "	3 05 "	9 38 "	144	.....Freetown..... ♂	7 13 "	12 50 "	5 58 "	
	9 28 "	3 13 "	9 45 "	148	..... Surprise.....	7 05 "	12 42 "	5 50 "	
No. 25	9 38 "	3 21 "	9 53 "	153	.....Cortland.....	6 58 "	12 35 "	6 43 "	No. 28
†2 25 P M	9 50 P M	3 35 P M	10 07 A M	158	+.... **Seymour**[14] .. ♂	*6 45 A M	*1220 Noon	*5 30 P M	8 25 P M
2 46 "				163	.....Reddington.....				6 55 "
3 00 "				167	..... Azalia..... ♂				5 38 "
3 16 "				171	..**Elizabethtown**[15] ♂				6 25 "
3 36 "				176	.....Grammer..... ♂				6 11 "
3 48 "				179	..... Alert..... ♂				5 06 "
3 55 "				181	..... Sardinia..... ♂				4 51 "
4 10 P M				184	arr. + **Westport**[16] ♂ lve.				†4 40 P M

BRANCHES.

October 11, 1908.

STATIONS.	Mls	No. 201	No. 202
Terre Haute ♂ ... lve.	0	†5 30 A M	†3 00 P M
Hulman Street	3	5 36 "	3 12 "
Blackhawk.....	11	5 45 "	3 27 "
Shady Grove.....	14	5 54 "	3 37 "
Marts.....	16	6 00 "	3 49 "
Hymera.....	20	6 06 "	4 14 "
Abbott.....	22	6 12 "	4 24 "
Hawton	24	6 18 "	4 50 "
Glendora.....	27	6 24 "	5 00 "
Sullivan[17] ♂ ... arr.	30	7 30 A M	5 30 P M

April 11, 1909.

STATIONS.	Mls	No. 71	No. 72
		[ARRIVE]	[LEAVE]
Sullivan ♂ ... lve.	0	†5 00 P M	†6 00 A M
Glendora.....	3	5 12 "	6 12 "
Hawton	5	5 27 "	6 27 "
Abbott	7	5 34 "	6 34 "
Hymera.....	9	5 49 "	6 49 "
Marts.....	13	5 54 "	6 54 "
Shady Grove.....	16	6 04 "	7 04 "
Blackhawk.....	19	6 14 "	7 14 "
Hulman Street.....	23	6 24 "	7 24 "
Terre Haute ... arr.	26	6 30 P M	7 30 P M

STATIONS.	Mls	No. 71	No. 72
		[ARRIVE]	[LEAVE]
Oolitic ♂	0	†5 30 P M	†6 00 A M
Bedford	5	5 50 P M	6 20 A M

Trains marked * run daily; † daily, except Sunday. + Coupon stations; ♂ Telegraph stations. STANDARD—*Central time.*

CONNECTIONS.

[1] With roads diverging. [2] With roads diverging. [3] With C. & E. I. R.R. [4] With C. & E. I. R.R. [5] With L. E. & W. R.R. [6] With C. & E. I. R.R. [7] With T. St. L. & W. R.R. [8] With C. H. & D. Ry. [9] With roads diverging. [10] With Indianapolis So. R.R. and C. I. & L. Ry. [11] With Vandalia R.R. [12] With E. & I. R.R. [13] With C. I. & L. Ry. and B. & O. S. W. R.R. [14] With P. C. C. & St. L. Ry. and B. & O. S. W. R.R. [15] With P. C. C. & St. L. Ry. [16] With C. C. C. & St. L. Ry. [17] With E. & T. H. R.R. and Indianapolis So. R.R.

THE TYLER TUBE & PIPE CO. WASHINGTON, PA. 26 Cortlandt St., New York. Old Colony Bldg, Chicago.
BOILER TUBES Guaranteed to Pass A. R. M. M. Specifications
GEO. E. MOLLESON, Manager R.R. Dept., NEW YORK

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY (STATEN ISLAND RAILWAY COMPANY)

OSCAR G. MURRAY, President.
GEO. H. CAMPBELL, Vice-President.
S. P. KRETZER, Secretary.
C. W. WOOLFORD, Asst. Secretary.

J. V. MCNEAL, Treasurer.
W. B. FOSTER, Asst. Treasurer.
GEO. J. BROWN, Auditor and General Traffic Agent.

P. H. CASSIDY, Supt., St. George, S.I.
J. H. CLARK, Chief Engineer of Ferries and Master Mechanic, Clifton, S. I.
C. H. KOHLER, Supt. Ferries, St. George, S.I.

W. B. REDGRAVE, Div. Engineer, St. George, S. I.
E. H. BANKARD, Purchasing Agent.
General Offices—17 State St., New York.

■42	40	38	36	34	32	28	26	24	22	18	12	10	6	4	Mls	*December 16, 1909.*	1	3	7	9	11	13	17	25	33	35	37	39	■41
Night	P M	P M	PM	PM	PM	PM	PM	PM	PM	PM	A M	A M	A M	A M	....	(*Eastern time*)	AM	AM	AM	AM	AM	AM	A M	PM	PM	PM	PM	P M	Night
†1230	†1100	†9 20	†800	†700	†630	†545	†530	†515	†440	†130	†1120	†1000	†800	†700	0	lve..**New York**.arr.	6 32	7 32	8 22	8 37	8 52	9 07	10 12	3 12	6 52	8 12	9 52	11 07	12 37
12 53	11 23	9 43	8 23	7 23	6 53	6 08	6 53	5 38	5 03	1 53	11 43	10 23	8 23	7 30	5.0	....**St. George**....	6 05	7 05	7 55	8 11	8 25	8 40	9 45	2 46	6 26	7 36	9 20	10 41	12 11
12 57	11 27	9 47	8 27	7 27	6 57	6 12	— —	— —	5 07	1 57	11 47	10 27	8 27	7 34	6.3	..... Stapleton.....	6 01	— —	7 51	— —	8 21	— —	9 41	2 42	6 22	7 31	9 16	10 37	12 07
— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	11 49	— —	8 29	7 36	6.7	.....Clifton.....	5 59	6 59	— —	— —	— —	— —	— —	2 40	— —	— —	— —	— —	— —
1 03	11 32	9 53	8 33	7 33	7 01	6 17	— —	5 46	5 12	2 03	11 53	10 33	8 33	7 39	8.2	.... Grasmere.....	5 56	6 56	7 45	— —	8 16	— —	9 35	2 36	6 17	7 28	9 11	10 32	12 02
1 06	11 35	9 56	8 36	7 36	7 04	6 20	6 03	5 48	5 15	2 06	11 56	10 36	8 36	7 41	9.5	....Dongan Hills....	5 52	6 52	7 42	— —	8 12	— —	9 31	2 32	6 14	7 22	9 07	10 28	11 58
1 09	11 38	9 59	8 39	7 39	7 07	6 23	— —	— —	5 18	2 09	11 59	10 39	8 39	7 44	10.4	.....Grant City.....	5 49	6 49	7 39	— —	8 09	— —	9 29	2 29	6 11	7 19	9 04	10 25	11 56
1 11	11 40	10 01	8 41	7 41	7 09	6 25	6 07	5 53	5 20	2 11	12 01	10 41	8 41	7 46	10.0	.....New Dorp.....	5 47	6 47	7 37	7 58	8 07	8 27	9 27	2 27	6 09	7 17	9 02	10 23	11 64
1 13	11 42	10 03	8 43	7 43	7 11	6 27	— —	6 55	5 22	2 13	12 03	10 43	8 43	7 49	11.8	Oakwood Heights (O. H.)	5 44	6 44	7 34	— —	8 04	— —	9 24	2 24	6 06	7 14	8 59	10 20	11 51
1 16	11 46	10 06	8 46	7 46	7 15	6 31	6 12	5 59	5 26	2 16	12 06	10 46	8 46	7 53	13.3	....Great Kills....	5 40	6 40	7 30	7 52	8 00	— —	9 20	2 21	6 02	7 09	8 55	10 15	11 48
1 18	11 48	10 08	8 48	7 48	7 17	6 33	— —	— —	5 28	2 18	12 08	10 48	8 48	7 55	14.2	.....Eltingville.....	5 37	6 37	7 28	— —	7 58	— —	9 18	2 18	5 59	7 06	8 52	10 12	11 45
1 20	11 50	10 10	8 50	7 50	7 19	6 35	— —	6 03	5 30	2 20	12 10	10 50	8 50	7 58	14.9	.....Annadale.....	5 35	6 35	7 26	— —	7 56	— —	9 16	2 17	5 57	7 03	8 50	10 10	11 43
1 23	11 53	10 13	8 53	7 53	7 22	6 38	— —	6 06	5 33	2 23	12 13	10 53	8 53	8 01	15.9	..Huguenot Park .	5 31	6 31	7 23	— —	7 53	8 18	9 13	2 14	5 54	7 00	8 47	10 07	11 40
1 25	11 56	10 15	8 55	7 55	7 24	6 40	— —	6 09	5 36	2 26	12 15	10 55	8 55	8 03	16.6	....Princess Bay....	5 29	6 29	7 20	— —	7 50	— —	9 10	2 11	5 51	6 58	8 45	10 05	11 37
1 28	11 58	10 18	8 58	7 58	7 26	6 43	6 20	6 12	5 39	2 28	12 18	10 58	8 58	8 06	17.5	...Pleasant Plains...	5 26	6 26	7 18	7 44	7 48	8 14	9 08	2 09	5 48	6 55	8 42	10 02	11 34
1 30	12 01	10 21	9 01	8 01	7 29	6 46	— —	6 14	5 41	2 31	12 21	11 01	9 01	8 08	18.1	..Richmond Valley..	5 23	6 23	7 15	— —	7 45	— —	9 05	2 06	5 48	6 53	8 39	9 59	11 31
1 34	12 05	10 25	9 05	8 05	7 33	6 50	6 25	6 18	5 45	2 35	12 25	11 05	9 05	8 12	19.4	... **Tottenville** ...	§520	6 20	7 11	7 39	7 42	8 10	9 01	2 02	5 42	6 50	8 35	9 56	11 27
¶1 44	12 15	10 35	9 15	8 15	7 43	7 00	6 35	6 35	5 55	2 45	12 35	11 15	9 15	8 22	20.0	.. **Perth Amboy** ..	AM	†610	†700	†729	†729	†800	†8 50	†152	†530	†640	†825	†9 45	†11 17
A M	Night	P M	PM	PM	PM	PM	PM	PM	PM	PM	Noon	A M	A M	A M	....	ARRIVE	LEAVE	AM	AM	AM	AM	AM	A M	PM	PM	PM	PM	P M	P M

Additional Trains—Leave New York for Perth Amboy †6 00, ¶9 00 a.m., ‡12 30 noon, ‡2 40, ‡3 40, ‡6 15 p.m. Leave Perth Amboy for New York †6 30, †8 00, ¶9 50, ‡11 17 a.m., ‡12 17 noon, ‡2 50, ‡3 55, ‡4 25 p.m. *Sundays and Holidays*—Leave New York for Perth Amboy 7 30, 9 00, 10 00, 11 00 a.m., 12 30 noon, 2 00, 3 30, 5 00, 6 00, 7 00, 8 00, 9 30, 11 30 p.m. Leave Perth Amboy for New York 6 15, 7 46, 8 46, 9 46, 11 16 a.m., 12 46 noon, 2 16, 3 42, 4 50, 5 42, 6 42, 8 05, 9 35 p.m.

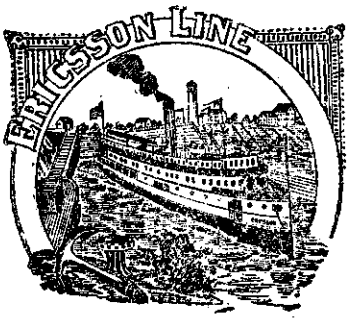
Rapid Transit Trains—*Daily, except Sundays and Holidays*—Leave N.Y. for St. George, Tompkinsville, Stapleton, Clifton, Rosebank, Fort Wadsworth, Arrochar and South Beach, also for New Brighton, Snug Harbor, Livingston, West New Brighton, Port Richmond, Tower Hill, Elm Park, Mariners' Harbor and Arlington 1 00, 5 00 a.m., and every 15 or 20 minutes until 12 30 night. Returning from South Beach and Arlington at similar intervals. Leave N.Y. for St. George only ‡1 30, ‡2 15, ‡3 00, ‡3 45, ‡4 30, ¶9 45 a.m. Leave St. George for N.Y. ‡2 15, ‡3 00, ‡3 45, ‡4 30 a.m., ‡4 45 p.m. Leave Clifton for N.Y. ‡4 48, ‡5 18 a.m. *Sundays and Holidays*—Leave N.Y. for South Beach, Arlington and intermediate stations, first boat 5 15 a.m., last boats 12 30 night and 1 00 a.m. Leave South Beach for N.Y., first train 6 22 a.m., last train 12 58 night. Leave Arlington for N.Y., first train 4 50 a.m., last train 12 55 night. Leave N.Y. for St. George 1 30, 2 15, 3 00, 3 45, 4 30 a.m. St. George for N.Y. 2 15, 3 00, 3 45, 4 30 a.m. Leave Clifton for N.Y. 5 03, 5 48 a.m. *Distances.*—St. George to South Beach, 4 miles; St. George to Arlington, 5 miles.

Perth Amboy Ferry—Leave Tottenville ¶1 34, ¶6 20, ¶6 42, ¶7 08, ¶7 45, ¶8 12, ¶9 05, ¶9 30, ¶10 05, ¶10 30, ‡11 05, ‡11 30 a.m., ‡12 00, ‡12 25 noon, ‡1 00, ‡1 35, ‡2 05, ‡2 35, ‡3 05, ‡3 43, ‡4 15, ‡4 45, ‡5 15, ‡5 45, ‡6 18, ‡6 25, ‡6 50, ‡7 17, ‡7 33, ‡8 05, ‡8 40, ‡9 05, ‡9 30, ‡10 00, ‡10 25, ‡11 00 p.m., ‡12 05 night. *Sundays and Holidays*—‡11 34, ◻6 25, 7 15, 8 00, 8 35, 9 25, 10 05, 10 35, 11 05, 11 35 a.m., 12 05, 12 30 noon, 1 05, 1 35, 2 00, 2 35, 3 05, 3 30, 3 55, 4 15, 4 35, 5 05, 5 30, 6 05, 6 30, 7 05, 7 30, 7 56, 8 05, 9 05, 10 00, 10 35, 11 00, 11 40 p.m., 12 33 night. Returning, leave Perth Amboy †6 10, †6 30, †7 00, †7 20, †8 00, †8 50, ¶9 20, ¶9 50, ¶10 20, ¶10 45, ‡11 17, ‡11 50 a.m., ‡12 17, ‡12 45 noon, ‡1 20, ‡1 52, ‡2 20, ‡2 50, ‡3 35, ‡4 00, ‡4 25, ‡5 00, ‡5 30, ‡6 10, ‡6 40, ‡7 05, ‡7 25, ‡7 55, ‡8 25, ‡8 55, ‡9 20, ‡9 45, ‡10 15, ‡10 45, ‡11 17 p.m., ‡12 45 night. *Sundays and Holidays*—◻7 00, 6 15, ◻6 45, 7 46, 8 20, 8 46, 9 46, 10 20, 10 50, 11 16, 11 50 a.m., 12 20, 12 46 noon, 1 20, 1 50, 2 18, 2 50, 3 20, 3 42, 4 05, 4 30, 4 55, 5 20, 5 42, 6 20, 6 42, 7 20, 7 45, 8 05, 8 45, 9 35, 10 20, 10 60, 11 17 p.m., 12 20 night.

† Daily, except Sunday; ¶ daily, except Monday. ■ Trains Nos. 41 and 42 will run holidays. ◻ Holidays only.

NOTE.—On holidays trains will run on Sunday time-table.

Baltimore & Philadelphia



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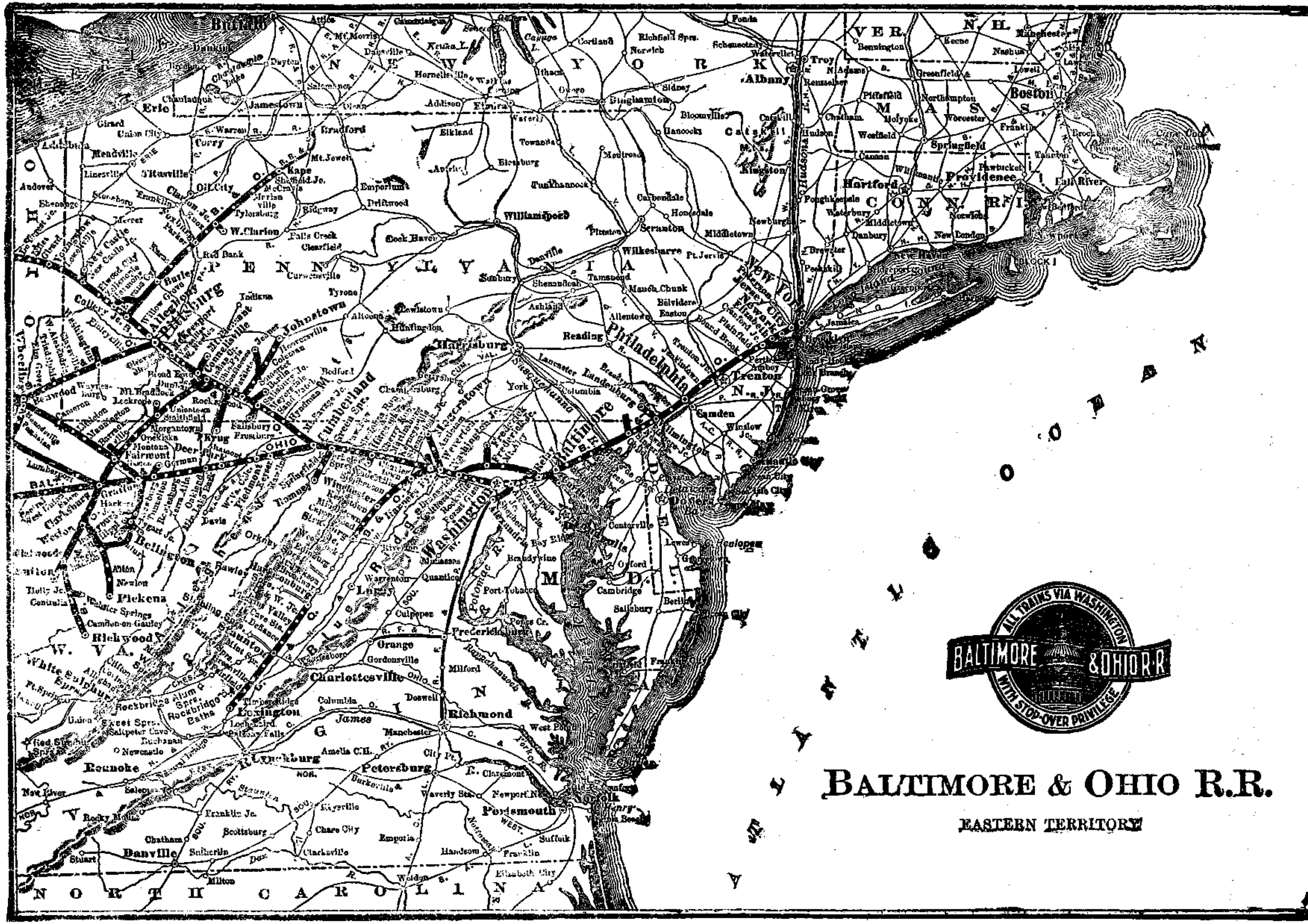
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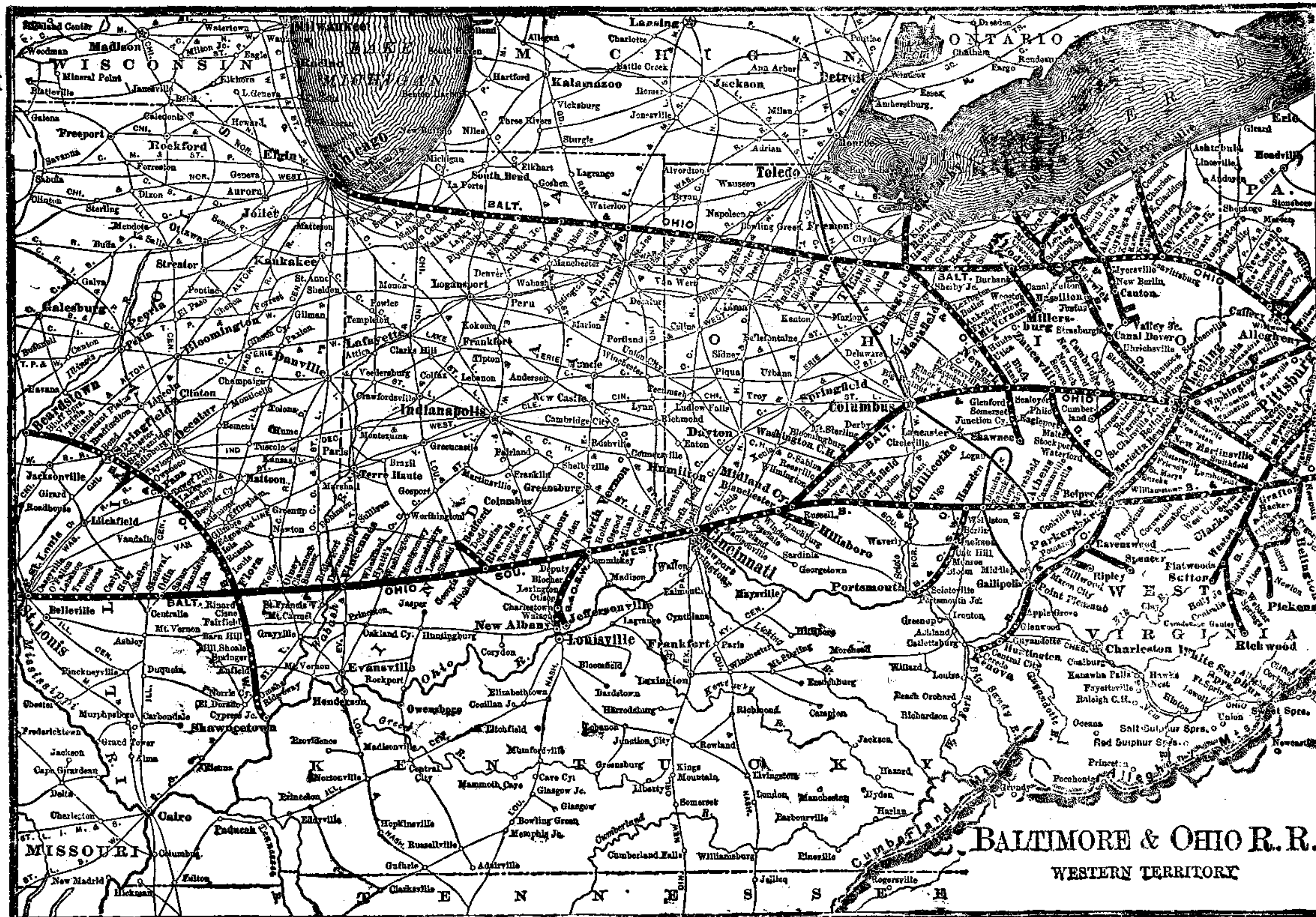
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Frankfort
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Vincennes
Flora
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St. Louis
Cairo
Paducah
Shawneetown
Kenova
Huntington
Beardstown
Jacksonville
Galesburg
Erie
Meadville

BALTIMORE & OHIO SYSTEM

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MILEAGE.

TOTAL MILEAGE EAST OF OHIO RIVER	1,990.23
TOTAL MILEAGE WEST OF OHIO RIVER	1,471.92
SOUTHWESTERN DIVISION	985.75
TOTAL MILEAGE OF SYSTEM	4,447.90

CONNECTIONS ALPHABETICALLY ARRANGED.

Akron, O.—With Cleveland, Akron & Columbus Ry.; Erie R.R. and Northern Ohio Ry.
Alida, Ind.—With Chicago, Indianapolis & Louisville Ry.
Allegheny, Pa.—With lines diverging.
Annapolis Junction, Md.—With Annapolis, Washington & Baltimore R.R.
Attica, O.—With Pennsylvania Co.
Auburn Junction, Ind.—With Lake Shore & Michigan Southern Ry. and Wabash R.R.
Avilla, Ind.—With Grand Rapids & Indiana Ry.
Baltimore, Md.—With Northern Central; Philadelphia, Baltimore & Washington and Western Maryland R.Rs.; also with steamers for Europe and steamers for Norfolk, Portsmouth, etc.; Maryland Electric Rys. and Maryland & Pennsylvania R.R.
Belington, W. Va.—With Western Maryland R.R.
Bellaire, O.—With Pennsylvania Co. and Ohio River & Western Ry.
Bridgeport, O.—With Pennsylvania Co.
Buckeye, O.—With Zanesville & Western Ry.
Butler, Pa.—With Bessemer & Lake Erie R.R.; Buffalo, Rochester & Pittsburg Ry. and Pennsylvania R.R.
Cambridge, O.—With Pennsylvania Co.
Canal Dover, O.—With Pennsylvania Co.
Canton, O.—With Pennsylvania Co. and Wheeling & L. E. R.R.
Central City, O.—With Ohio Central Lines and Pittsburgh, Cincinnati, Chicago & St. Louis Ry.
Chardon, O.—With stages for Bass Lake.
Charlestown, W. Va.—With Norfolk & Western Ry.
Chicago, Ill.—With railroads diverging.
Cleveland, O.—With railroads diverging.
Columbus, O.—With railroads diverging.
Creston, O.—With Erie R.R. and Wheeling & Lake Erie R.R.
Cumberland, Md.—With Cumberland & Pennsylvania R.R.; Pennsylvania R.R. and Western Maryland R.R.
Cuyahoga Falls, O.—With Cleveland, Akron & Columbus Ry.
Defiance, O.—With Wabash R.R.
Deshler, O.—With Cincinnati Hamilton and Dayton Ry.
East Cla...ion, O.—With stages for Huntersburg.
Elsmere Junction, Pa.—With Philadelphia & Reading Ry.
Elyria, O.—With Lake Shore & Michigan Southern Ry.
Fostoria, O.—With Hocking Valley Ry.; Ohio Central Lines; Lake Erie & Western Ry. and New York, Chicago & St Louis R.R.
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Frederick, Md.—With Pennsylvania R.R.
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Grafton, O.—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Greenwich, O.—With Cleveland, Cincinnati, Chicago & St. Louis Ry. and Northern Ohio Ry.
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Holly Junction, W. Va.—With West Virginia Midland R.R.
Holmesville, O.—With Cleveland, Akron & Columbus Ry.
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Kenova, W. Va.—With Chesapeake & Ohio and Norfolk & Western Rys.
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Kimball, O.—With New York, Chicago & St. Louis R.R.
Landenberg, Pa.—With Pennsylvania R.R.
La Paz Junction, Ind.—With Vandalia Line.
Leavittsburg, O.—With Erie R.R.
Lexington Va.—With Chesapeake & Ohio Ry.
Lodi, O.—With Wheeling & Lake Erie R.R.
Lorain, O.—With New York, Chicago & St. Louis Ry.
Mansfield, O.—With Erie R.R. and Pennsylvania Co.
Marietta, O.—With Baltimore & Ohio Southwestern R.R.; Marietta, Columbus & Cleveland R.R. and Pennsylvania Co.
Martinsburg, W. Va.—With Cumberland Valley R.R.
Martin's Ferry, O.—With Wheeling & Lake Erie R.R. and Pennsylvania Co.
Massilon, O.—With Pennsylvania Co. and Wheeling & Lake Erie R.R.
Medina, O.—With Northern Ohio Ry.
Milford Junction, Ind.—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Millersburg, O.—With Cleveland, Akron & Columbus Ry.
Mineral City, O.—With Pennsylvania Co.
Monroeville, O.—With Lake Shore & Michigan Southern Ry. and Wheeling & Lake Erie R.R.
Mt. Vernon, O.—With Cleveland, Akron & Columbus Ry.
Newark, O.—With Pennsylvania Co.
New Castle Junction, Pa.—With Pittsburgh & Lake Erie R.R.
New Castle, Pa.—With Pennsylvania R.R.; Erie R.R. and Pittsburgh & Lake Erie R.R.
Newton Falls, O.—With Lake Erie, Alliance & Wheeling R.R.
Niles, O.—With Erie R.R. and Pennsylvania Co.
Painesville, O.—With New York, Chicago & St. Louis Ry. and Lake Shore & Michigan Southern Ry.
Parkersburg, W. Va.—With Baltimore & Ohio Southwestern R.R.
Philadelphia, Pa.—With lines diverging.
Piedmont, W. Va.—With Cumberland & Pennsylvania R.R.
Pittsburg, Pa.—With lines diverging.
Point Pleasant, W. Va.—With Ohio Central Lines.
Ravenna, O.—With Pennsylvania Co. and Erie R.R.
Rowlesburg, W. Va. (M. & K. Junction)—With Morgantown & Kingwood R.R.
Sandusky, O.—With Cleveland, Cincinnati, Chicago & St. Louis Ry.; Lake Shore & Michigan Southern Ry.; Lake Erie & Western R.R. and Pennsylvania Co.
Sheffield Junction, Pa.—With Tionesta Valley R.R.
Shelby Junction, O.—With Cleveland, Cincinnati, Chic. & St. Louis Ry.
Shenandoah Junction, W. Va.—With Norfolk & Western Ry.
Sherwood, O.—With Cincinnati Northern R.R.
Staunton, Va.—With Chesapeake & Ohio Ry.
Sterling, O.—With Erie R.R.
Strasburg Junction, Va.—With Southern Ry.
Tiffin, O.—With Cleveland, Cincinnati, Chicago & St. Louis Ry. and Pennsylvania Co.
Uhrichsville, O.—With Pennsylvania Co.
Valley Junction, O.—With Pennsylvania Co. and Wheeling & Lake Erie R.R.
Walkerton, Ind.—With Lake Erie & Western Ry. and Indiana, Illinois & Iowa R.R.
Warren, O.—With lines diverging.
Warwick, O.—With Cleveland, Akron & Columbus Ry.
Willow Creek, Ind.—With Michigan Central R.R.
Washington, D. C.—With Philadelphia, Baltimore & Washington R.R.; Southern Ry. and Washington Southern Ry.
Washington, Pa.—With Pennsylvania Co. and Waynesburg & Washington Ry.
Wellsboro, Ind.—With Grand Trunk Ry. and Pere Marquette R.R.
West Marietta, O.—With Baltimore & Ohio Southwestern and Marietta, Columbus & Cleveland R.R.
Wheeling, W. Va.—With Pittsburg, Cincinnati, Chicago & St. Louis Ry.
Wooster, O.—With Pennsylvania Co.
Youngstown, O.—With lines diverging.
Zanesville, O.—With Cincinnati & Muskingum Valley R.R.; Cleveland, Akron & Columbus Ry.; Ohio River & Western Ry.; Wheeling & Lake Erie R.R. and Zanesville & Western Ry.

Schedule in Effect January 3, 1910

ROYAL BLUE LINE

BALTIMORE & OHIO RAILROAD
PHILADELPHIA & READING RAILWAY
CENTRAL RAILROAD OF NEW JERSEY

THROUGH PARLOR CARS

BETWEEN

New York Baltimore Philadelphia Washington and Richmond, Va.

DAILY VIA

Royal Blue Line, Washington Southern Railway and Richmond, Fredericksburg & Potomac Railroad

Southbound

Leave	NEW YORK (23d Street Terminal)	11 50 a.m.
Leave	NEW YORK (Liberty Street)	12 00 noon
Leave	PHILADELPHIA (24th and Chestnut Street Station)	2 17 p.m.
Leave	BALTIMORE (Mt. Royal Station)	4 16 p.m.
Leave	BALTIMORE (Camden Station)	4 30 p.m.
Arrive	WASHINGTON (Union Station)	5 20 p.m.
Leave	WASHINGTON (Union Station)	5 50 p.m.
Arrive	RICHMOND (Elba Station)	9 00 p.m.

Northbound

Leave	RICHMOND (Byrd Street Station)	12 01 noon
Arrive	WASHINGTON (Union Station)	2 45 p.m.
Leave	WASHINGTON (Union Station)	3 00 p.m.
Arrive	BALTIMORE (Camden Station)	3 44 p.m.
Arrive	BALTIMORE (Mt. Royal Station)	3 52 p.m.
Arrive	PHILADELPHIA (24th and Chestnut Streets)	5 50 p.m.
Arrive	NEW YORK (Liberty Street)	8 00 p.m.
Arrive	NEW YORK (23d Street)	8 10 p.m.

From NEW YORK to RICHMOND, only 9 hours
From RICHMOND to NEW YORK, only 8 hours
From WASHINGTON to NEW YORK, only 5 hours, via Royal Limited

"ROYAL LIMITED" .... THE FINEST TRAIN OF THE .... ROYAL BLUE LINE

All Pullman-Cafe Smoking, Parlor Cars, Observation Car and Dining Car

No Extra Fare other than regular Pullman charges

W. C. HOPE, G. P. A.,
CENTRAL R.R. OF NEW JERSEY, NEW YORK

EDSON J. WEEKS, G. P. A.,
PHILADELPHIA & READING RY., PHILADELPHIA

C. W. BASSETT, G. P. A.,
BALTIMORE & OHIO R.R., BALTIMORE

W. P. TAYLOR, TRAFFIC MANAGER,
RICH. FRED. & POT. R.R.-WASH. SO. RY.

C. S. WIGHT, GENERAL TRAFFIC MANAGER,
BALTIMORE & OHIO R.R., BALTIMORE

ROYAL BLUE LINE

NEW YORK, PHILADELPHIA, BALTIMORE and WASHINGTON

Via C. R.R. of N. J., P. & R. RY., and B. & O. R.R.

WESTBOUND.

May 30, 1909.	No. 555	No. 517	No. 505	No. 501	No. 507	No. 527	No. 509	No. 503	No. 511
(*C. R.R. of N.J.*)	P M	.....	A M	A M	A M	P M	P M	P M	P M
Lve. **New York** .....(*West 23d Street*)	*11 50	.....	*7 50	*9 50	*11 50	*1 50	*3 50	*5 50	*6 50
» **New York** .....(*Foot Liberty St.*)	11 30	.....	8 00	10 00	12 00	2 00	4 00	6 00	7 00
» **Jersey City**.....(*C. R.R. of N.J.*)	11 41	.....	8 12	10 13	12 12	2 12	4 12	6 12	7 12
» **Newark, N.J.**..... »	— —	.....	b7 55	av9 48	ap11 36	‡a1 18	ah3 55	ax5 38	— —
» **Elizabeth**..... »	— —	.....	8 29	a10 30	ax12 28	a2 28	a4 29	a6 28	a7 29
» **Plainfield**..... »	— —	.....	8 45	a10 43	ax12 42	2 45	— —	a6 44	a7 43
» **Bound Brook**.....(*P. & R. Ry.*)	2 27	.....	8 56	a10 54	ax12 51	2 56	— —	6 58	7 52
» **Trenton**..... »	1 55	.....	9 11	— —	12 54	— —	— —	7 22	— —
» **Jenkintown**..... »	— —	.....	— —	— —	— —	— —	— —	o8 01	— —
» **Wayne Junction**..... »	3 47	.....	9 58	12 08	1 58	3 58	6 53	8 11	9 00
Arr. PHILA. **31st and Girard Ave**.....	— —	.....	— —	— —	— —	— —	— —	— —	— —
Arr. PHILA. **12th and Market Sts**.....	.....	.....	.....	b —	b —	b —	b —	b —	b —
Arr. PHILA. **24th and Chestnut Sts**.....	4 25	A M	10 13	12 23	2 13	4 13	6 08	8 26	9 16
Lve. PHILA. **24th and Chestnut Sts**.....	4 15	†8 15	10 17	12 30	2 17	4 16	6 12	8 31	9 21
» **Chester**.....(*B. & O. R.R.*)	4 35	8 33	‡ —	12 48	x2 34	— —	— —	8 49	‡9 37
» **Wilmington**..... »	4 55	8 50	10 49	1 08	2 50	4 47	6 44	9 08	9 54
» **Newark, Del**..... »	5 17	9 09	— —	1 28	— —	— —	— —	9 27	— —
» **Singerly**..... »	— —	d9 20	— —	— —	— —	— —	— —	— —	— —
Arr. **Baltimore**.....(*Mt. Royal Station*)	6 45	10 50	12 16	2 43	4 18	6 08	8 08	10 50	11 23
» **Baltimore**.....(*Camden Station*)	6 50	10 55	12 20	2 47	4 20	6 13	8 13	10 55	11 27
Lve. **Baltimore** ..... »	7 00	11 00	12 30	3 00	4 30	6 16	8 16	11 05	11 32
Arr. **Washington**.....(*B. & O. R.R.*)	7 50	11 45	1 20	3 50	5 20	7 00	8 00	12 00	12 22
(*New Union Station.*)	A M	A M	P M	P M	P M	P M	P M	Night	Night

EASTBOUND.

Eastern time. (*New Union Station.*)	No. 512	No. 504	No. 526	No. 528	No. 502	No. 524	No. 506	No. 516	No. 518	No. 514	No. 522
	A M	A M	A M	A M	P M	P M	P M	P M	.....	Night	A M
Lve. **Washington**.....(*B. & O. R.R.*)	*2 52	*7 00	†9 00	†11 00	*1 00	*3 00	*5 00	*8 00	.....	*12 15	‡9 00
Arr. **Baltimore** .....(*Camden Station*)	3 42	7 50	9 45	11 45	1 47	3 44	5 50	8 50	.....	1 05	9 45
Lve. **Baltimore** ..... »	3 46	7 55	9 50	11 50	1 56	3 48	6 00	9 00	.....	1 15	9 52
» **Baltimore**.....(*Mt. Royal Station*)	3 51	8 00	9 54	11 54	1 59	3 52	6 05	9 05	.....	1 25	9 57
» **Singerly**.....(*B. & O. R.R.*)	— —	— —	— —	—	— —	— —	s7 13	10 28	.....	— —	— —
» **Newark, Del**..... »	— —	9 19	— —	1 07	s3 10	— —	7 21	10 34	.....	— —	11 15
» **Wilmington** ..... »	5 26	9 38	11 18	1 28	3 28	5 17	7 40	10 53	.....	3 10	11 35
» **Chester**..... »	— —	9 56	— —	1 44	— —	— —	7 59	11 15	.....	— —	11 53
Arr. PHILA. **24th and Chestnut Sts**.....	6 00	10 15	11 50	2 02	4 06	5 50	8 19	11 35	.....	3 50	12 11
Lve. PHILA. **24th and Chestnut Sts**.....	6 05	10 20	11 56	2 07	4 10	5 56	8 24	11 50	P M	4 00	12 16
Lve. PHILA. **12th and Market Sts**.....	y —	y —	— —	y —	y —	y —	y —	— —	*11 53	— —	y —
Lve. PHILA. **31st and Girard Ave**.....	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
» **Wayne Junction** ....(*P. & R.Ry.*)	6 21	10 36	12 13	2 21	4 27	6 13	8 40	12 06	12 14	4 17	12 32
» **Jenkintown**..... »	— —	— —	— —	— —	— —	— —	— —	Night	— —	— —	— —
Arr. **Trenton**..... »	— —	— —	— —	— —	e5 54	— —	— —	.....	1 22	— —	1 34
» **Bound Brook**....(*C. R.R. of N.J.*)	‡7 28	‡11 42	— —	— —	‡5 33	— —	‡9 45	.....	1 55	‡5 29	1 37
» **Plainfield**..... »	‡7 38	11 52	— —	‡5 50	‡5 43	— —	‡9 56	.....	2 10	5 41	‡1 47
» **Elizabeth** ..... »	‡7 58	‡12 05	‡1 30	‡5 42	‡6 59	‡7 31	‡10 10	.....	2 30	‡6 01	‡2 01
» **Newark, N.J.**..... »	‡8 40	‡q12 46	‡2 13	‡5 16	‡x6 55	j‡8 30	th10 42	.....	— —	— —	‡2 36
» **Jersey City** ..... »	8 28	12 24	1 48	4 02	6 18	7 48	10 28	.....	2 55	6 22	2 18
» **New York**.....(*Foot Liberty St.*)	8 38	12 35	2 00	4 15	6 30	8 00	10 40	.....	3 17	6 35	2 30
Arr. **New York**.....(*West 23d Street*)	8 43	12 45	2 10	4 25	6 46	8 10	10 50	.....	6 33	7 00	2 40
(*C. R.R. of N.J.*)	A M	Noon	P M	P M	P M	P M	P M	.....	A M	A M	P M

* Daily; † daily, except Sunday; ‡ Sunday only; *a* stops to take passengers for points on B. & O. R.R. where train is scheduled to stop; *b* passengers for this station change cars at Wayne Junction; *d* stops to leave passengers from Philadelphia, Chester and Wilmington or to take passengers for Baltimore and points west; *e* Sunday 6 02 p.m.; *h* Sunday 3 55 p.m.; *i* Sunday 8 26 a.m.; *j* Sunday 8 22 p.m.; *l* stops to receive passengers for Pittsburg only; *n* Sunday 10 54 p.m.; *o* stops to leave passengers from Elizabeth and points east and to take for west of Philadelphia; *p* Sunday 11 55 a.m.; *q* Sunday 12 39 noon; *s* Sunday only; *t* stops to let off passengers from Philadelphia and points west; *u* stops to take passengers for Baltimore and points west; *v* Sunday leaves 9 55 a.m.; *x* Sunday 6 33 p.m.; *y* connection from Terminal Station for this train is made at Wayne Junction; *z* Sunday 5 30 p.m. ♭ Sunday leaves 8 05 a.m. ♮ Sunday 1 56 p.m. ‡ Stops to take for Chicago and points west.

THROUGH CAR SERVICE.

WESTWARD.

No. 555—Separate Pullman Drawing-room Sleeping Cars New York to Baltimore, Washington and Cincinnati. (Open at 10 00 p.m. for reception of passengers.)

No. 517—Pullman Drawing-room Parlor Car Philadelphia to Washington.

No. 505—Pullman Observation Parlor Car New York to Pittsburg. Dining Car, a la carte, New York to Philadelphia. Dining Car Baltimore to Pittsburg.

No. 501—Pullman Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507—Pullman Drawing-room Parlor Car New York to Washington and Richmond, Va. Dining Car, a la carte, New York to Baltimore.

No. 527—**Five Hour Train.**—Pullman Broiler Smoking-room Parlor Car New York to Washington.

No. 509—**"Royal Limited."—Five Hour Train.** Exclusively Pullman equipment. Buffet and Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503—Pullman Drawing-room Parlor Car New York to Washington. Dining Car, a la carte, New York to Washington.

No. 511—Drawing-room Sleeping Car New York to Pittsburgh. Pullman Buffet Drawing-room Parlor Car New York to Washington.

EASTWARD.

No. 512—Pullman Drawing-room Sleeping Cars Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 504—Pullman Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526—**Five Hour Train.**—Pullman Drawing-room Parlor Car Washington to New York. Dining Car, a la carte, Philadelphia to New York.

No. 522—Pullman Drawing-room Parlor Car Washington to New York. Dining Car, a la carte, Washington to New York.

No. 528—Pullman Drawing-room Parlor Cars Washington to New York. Dining Car, a la carte, Washington to New York.

No. 502—Pullman Drawing-room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524—**"Royal Limited."—Five Hour Train.** Exclusively Pullman equipment. Buffet and Smoking Car, Parlor and Observation Cars Washington to New York. Drawing-room Parlor Car Richmond to New York, daily. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506—Pullman Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to Philadelphia.

No. 516—Pullman Sleeping Car Philadelphia to New York.

No. 514—Separate Pullman Sleeping Cars Washington and Baltimore to New York. (Open for reception of passengers at Union Station, Washington, and Mt. Royal Station, Baltimore, at 10 00 p.m.)

BALTIMORE & OHIO

CONDENSED TIME-TABLES OF THROUGH TRAINS.

NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, PITTSBURG, AKRON, CLEVELAND AND CHICAGO LINE.

STATIONS. Westward. (*Eastern time.*)	No. 5 Chicago Limited.	No. 9 See Note.	● No. 11 Pittsburg Limited.	Nos. 55-15	No. 15
Lve. **New York** (*West 23d St.*)	*7 50 A M	*3 50 P M	*6 50 P M	*11 50 P M	.....
Lve. **New York** (*Liberty St.*)	8 00 A M	4 00 P M	7 00 P M	1 30 A M	.....
Lve. **Jersey City**	8 12 A M	4 12 P M	7 12 P M	1 41 A M	.....
Lve. **Newark** (*C. of N.J.*)	a7 55 A M	e3 55 P M	.....	.....	.....
Lve. **Bound Brook** (*P. & R.*)	8 36 A M	– –	7 52 P M	2 27 A M	.....
Lve. **Trenton, N.J.** (*P. & R.*)	9 11 A M	– –	.....	1 55 A M	.....
Lve. **Philadelphia** (Chest. St.)	10 17 A M	8 12 P M	8 21 P M	4 15 A M	.....
Lve. **Chester**	†10 33 A M	– –	z9 37 P M	4 35 A M	.....
Lve. **Wilmington**	10 49 A M	8 44 P M	9 54 P M	4 55 A M	.....
Lve. **Baltimore** (*Mt. Royal*)	12 16 Noon	8 09 P M	11 23 P M	*7 45 A M	.....
Lve. **Baltimore** (*Camden*)	12 30 Noon	*8 00 P M	11 32 P M	8 00 A M	.....
Lve. **Washington** (Union Sta.)	1 27 P M	9 10 P M	12 30 Night	9 10 A M	.....
Lve. **Harper's Ferry**	a2 54 P M	10 54 P M	– –	10 42 A M	.....
Lve. **Martinsburg**	3 21 P M	11 28 P M	– –	11 18 A M	.....
Arr. **Cumberland**	5 12 P M	1 40 A M	4 27 A M	1 25 P M	.....
Lve. **Cumberland**	5 17 P M	1 50 A M	4 32 A M	1 30 P M	.....
Arr. **Connellsville**	7 56 P M	4 52 A M	7 00 A M	4 30 P M	.....
Arr. **Pittsburg** (*E. time*)	9 40 P M	6 45 A M	8 50 A M	6 25 P M	.....
Lve. **Pittsburg** (*E. time*)	10 00 P M	7 55 A M	.....	.....	*5 25 P M
Arr. **Youngstown** (*C. time*)	11 30 P M	9 35 A M	.....	.....	7 02 P M
Arr. **Ravenna**	– –	10 26 A M	.....	.....	8 00 P M
Arr. **Akron** (*Union Depot*)	12 44 Night	.....	.....	.....	8 57 P M
Arr. **Akron** (*Howard St.*)	.....	11 05 A M	.....	.....	8 50 P M
Arr. **Cleveland**	.....	12 00 Noon	.....	.....	9 45 P M
Lve. **Cleveland**	7 30 P M	.....	.....	.....	7 30 P M
Lve. **Akron** (*Union Depot*)	12 50 Night	.....	.....	.....	8 46 P M
Lve. **Chicago Junction**	2 45 A M	.....	.....	.....	11 25 P M
Arr. **Fostoria**	3 33 A M	.....	.....	.....	12 20 Night
Arr. **Garrett**	5 43 A M	.....	.....	.....	2 55 A M
Arr. **South Chicago**	8 46 A M	.....	.....	.....	6 26 A M
Arr. **Chicago** (Gd. Cent. Sta.)	9 45 A M	.....	.....	.....	7 30 A M

STATIONS. Eastward. (*Central time.*)	No. 6	No. 14	No. 12 Duquesne Limited.	No. 10
Lve. **Chicago** (Gd. Cent. Sta.)	*5 40 P M	*9 30 P M	.....	.....
Lve. **South Chicago**	6 39 P M	9 25 P M	.....	.....
Lve. **Garrett**	9 38 P M	12 35 Night	.....	.....
Lve. **Fostoria**	11 54 P M	2 49 A M	.....	.....
Lve. **Chicago Junction**	12 53 Night	4 00 A M	.....	.....
Arr. **Akron**	2 40 A M	6 05 A M	.....	.....
Arr. **Cleveland**	.....	7 50 A M	.....	.....
Lve. **Cleveland**	*7 30 P M	.....	.....	*5 00 P M
Lve. **Akron**	2 45 A M	6 17 A M	.....	4 10 P M
Lve. **Ravenna**	– –	6 50 A M	.....	4 46 P M
Lve. **Youngstown** (*C. time*)	4 00 A M	7 46 A M	.....	5 57 P M
Arr. **Pittsburg** (*E. time*)	7 40 A M	11 35 A M	.....	8 20 P M
Lve. **Pittsburg** (*E. time*)	8 10 A M	1 15 P M	*8 00 P M	10 00 P M
Lve. **Connellsville**	9 55 A M	3 00 P M	7 44 P M	11 46 P M
Arr. **Cumberland**	12 40 Noon	4 00 P M	10 24 P M	2 40 A M
Lve. **Cumberland**	12 45 Noon	6 20 P M	10 30 P M	2 45 A M
Lve. **Hancock**	2 02 P M	7 38 P M	c11 50 P M	c4 01 A M
Lve. **Martinsburg**	2 35 P M	8 15 P M	12 28 Night	4 38 A M
Lve. **Harper's Ferry**	3 08 P M	8 48 P M	– –	5 11 A M
Arr. **Washington** (Union Sta.)	4 42 P M	10 26 P M	2 37 A M	6 40 A M
Arr. **Baltimore** (*Camden*)	5 50 P M	11 30 P M	3 42 A M	7 50 A M
Arr. **Baltimore** (*Mt. Royal*)	6 05 P M	1 25 A M	3 51 A M	8 00 A M
Arr. **Wilmington**	7 40 P M	3 10 A M	5 26 A M	9 38 A M
Arr. **Chester**	7 58 P M	– –	– –	9 56 A M
Arr. **Philadelphia** (Chest. St.)	8 19 P M	3 50 A M	6 00 A M	10 15 A M
Arr. **Trenton, N.J.** (*P. & R.*)	– –	– –	– –	– –
Arr. **Bound Brook**	h9 45 P M	k5 29 A M	h7 28 A M	h11 42 A M
Arr. **Newark** (*C. of N.J.*)	h10 42 P M	– –	b8 40 A M	g12 46 Noon
Arr. **Jersey City**	10 28 P M	6 22 A M	8 18 A M	12 24 Noon
Arr. **New York** (*Liberty St.*)	10 40 P M	6 35 A M	8 32 A M	12 35 Noon
Arr. **New York** (*West 23d St.*)	10 50 P M	7 00 A M	8 43 A M	12 45 Noon

* Daily; † daily, except Sunday; a on Sunday leaves 7 30 a.m.; b on Sunday arrives 8 26 a.m., week-days makes h stop; c stops to leave passengers; e stops to take for Philadelphia and points west, on Sunday leaves 3 55 p.m.; g Sunday arrives 12 39 noon; k stops to leave from Philadelphia and points west; z stops Saturday to leave from Washington; y stops to take for Chicago and beyond; z stops to receive passengers for Pittsburg only. ● This train connects with Train No. 3, leaving Washington 12 40 night for Cincinnati and St. Louis. ‖ Meals.

NOTE.—From New York, Philadelphia and Wilmington connection is made with Train No. 9 at Washington by Train No. 509, "Royal Limited," exclusively Pullman Train.

THROUGH CAR SERVICE.

Train No. 5—Solid Vestibuled Train with Through Coaches New York to Chicago. Pullman Drawing-room Sleeping Car New York to Chicago. Pullman Drawing-room Sleeping Car Pittsburg to Chicago. Pullman Observation Parlor Car New York to Washington and Pittsburg. Dining Cars New York to Philadelphia, Baltimore to Pittsburg and Garrett to Chicago.

Train No. 9—Solid Vestibuled Train with Day Coaches Baltimore to Pittsburg. Pullman Sleeping Car Baltimore to Pittsburg and Pullman Buffet Drawing-room Sleeping Car Washington to Cleveland.

Train No. 11—"**Pittsburg Limited.**"—Solid Vestibuled Train with Through Coaches New York to Pittsburg. Pullman Drawing-room Sleeping Car New York to Pittsburg. Pullman Drawing-room Sleeping Car Philadelphia to Pittsburg. Pullman Buffet Drawing-room Parlor Car New York to Washington. Dining Car Connellsville to Pittsburg.

Train No. 55-15—Through Coaches Baltimore to Cumberland. Pullman Buffet Parlor Car Baltimore to Pittsburg. Dining Car Martinsburg to Cumberland.

Train No. 15—Pullman Drawing-room Buffet Sleeping Car Pittsburg to Chicago. Pullman Drawing-room Sleeping Car Cleveland to Chicago.

Train No. 6—Solid Vestibuled Train with Day Coaches Chicago to New York. Pullman Drawing-room Sleeping Car Chicago to New York and Drawing-room Sleeping Car Chicago to Pittsburg. Parlor Car Pittsburg to New York, Observation to Washington. Dining Cars Chicago to Garrett, Pittsburg to Washington and Baltimore to Philadelphia.

Train No. 12—"**Duquesne Limited.**"—Solid Vestibuled Train with Through Coaches and Pullman Drawing-room Sleeping Car Pittsburg to New York and Drawing-room Sleeping Car Pittsburg to Philadelphia. Dining Car Pittsburg to Connellsville and Philadelphia to New York.

Train No. 10—Solid Vestibuled Train with Day Coaches Pittsburg to Washington. Pullman Buffet Drawing-room Sleeping Car Cleveland to Washington and Pullman Sleeping Car Pittsburg to Baltimore. Pullman Drawing-room Parlor Car Washington to New York. Dining Car Washington to Philadelphia.

Train No. 14—Has Pullman Drawing-room Sleeping Car Chicago to Cleveland and Pullman Buffet Drawing-room Sleeping Car Chicago to Pittsburg. Pullman Buffet Parlor Car Pittsburg to Baltimore.

RULES GOVERNING STOP-OVER PRIVILEGES

At Philadelphia, Baltimore, Washington, Pittsburg, Columbus, Chicago, Cincinnati, Louisville and St. Louis.

STOP-OVER PRIVILEGE ON REGULAR TICKETS.

Stop-overs will be permitted at Philadelphia Pa., Baltimore, Md., Washington, D.C., Pittsburg, Pa., Columbus, O., Akron, O., Cleveland, O., Newark, O., Chicago, Ill., Cincinnati, O., Louisville, Ky., and St. Louis, Mo., on all first-class one-way tickets for a period not exceeding ten days at each point; on round-trip tickets for a period not to exceed ten days at each point, but within final return limit.

Stop-overs will not be permitted on Mileage Exchange, Charity or Clergy tickets, or on continuous passage tickets issued from New York, N.Y., Wilmington Del., and intermediate points to Connellsville, McKeesport, Braddock and Pittsburg, Pa., and from Pittsburg, Braddock, McKeesport and Connellsville, Pa., to Wilmington, Del., New York, N.Y., and intermediate points.

In order to obtain such stop-overs, passengers must notify train conductor of their desire to stop over, and on arrival must immediately deposit ticket with Station Ticket Agent, who will secure necessary identification and issue receipt; tickets so deposited will be surrendered within thirty (30) minutes of departure of train on which owner wishes to leave.

BALTIMORE & OHIO

CONDENSED TIME-TABLES OF THROUGH TRAINS.

NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, WHEELING, NEWARK, COLUMBUS AND CHICAGO LINE.

STATIONS. Westward. (*Eastern time.*)	No. 7	No. 15	.....	.....
Lve. **New York** (*West 23d Street*)	*11 50 A M	.....	.....	.....
Lve. **New York** (*Liberty Street*)	12 00 Noon	.....	.....	.....
Lve. **Jersey City**	12 12 Noon	.....	.....	.....
Lve. **Newark** ..(*C. R. R. of N. J.*)	g11 30 A M	.....	.....	.....
Lve. **Trenton, N. J.** (*P. & R. Ry.*)	12 54 Noon	.....	.....	.....
Lve. **Philadelphia** (*Chestnut St.*)	2 17 P M	.....	.....	.....
Lve. **Chester**	d2 34 P M	.....	.....	.....
Lve. **Wilmington**	2 50 P M	.....	.....	.....
Lve. **Baltimore** (*Mt. Royal Sta.*)	4 16 P M	.....	.....	.....
Lve. **Baltimore** (*Camden Sta.*)	4 30 P M	.....	.....	.....
Lve. **Washington** (New Union Station)	5 30 P M	.....	.....	.....
Lve. **Harper's Ferry**	7 06 P M	.....	.....	.....
Lve. **Martinsburg**	7 37 P M	.....	.....	.....
Lve. **Cumberland**	9 52 P M	.....	.....	.....
Arr.. **Deer Park Hotel**	— —	.....	.....	.....
Arr.. **Mountain Lake Park**	— —	.....	.....	.....
Lve. **Oakland**	11 54 P M	.....	.....	.....
Lve. **Grafton**	1 47 A M	.....	.....	.....
Arr.. **Wheeling** (*Eastern time*)	5 35 A M	.....	.....	.....
Lve. **Wheeling** (*Central time*)	3 40 A M	*4 15 P M	.....	.....
Arr.. **Bellaire** (*Central time*)	4 21 A M	4 40 P M	.....	.....
Arr.. **Cambridge**	5 57 A M	6 25 P M	.....	.....
Arr.. **Zanesville**	6 47 A M	7 13 P M	.....	.....
Arr.. **Newark, O.**	7 35 A M	7 56 P M	.....	.....
Arr.. **Columbus**	8 45 A M	9 25 P M	.....	.....
Arr.. **Mt. Vernon**	8 26 A M	8 50 P M	.....	.....
Arr.. **Mansfield**	9 24 A M	10 05 P M	.....	.....
Arr.. **Chicago Junction**	10 05 A M	10 57 P M	.....	.....
Arr.. **Sandusky**	†12 10 Noon	.....	.....	.....
Arr.. **Tiffin**	*10 40 A M	12 01 Night	.....	.....
Arr.. **Fostoria**	10 59 A M	12 20 Night	.....	.....
Arr.. **Defiance**	12 11 Noon	1 42 A M	.....	.....
Arr.. **Garrett**	1 09 P M	2 55 A M	.....	.....
Arr.. **South Chicago**	4 17 P M	6 26 A M	.....	.....
Arr.. **Chicago** (Grand Central Station)	5 15 P M	7 30 A M	.....	.....

STATIONS. Eastward. (*Central time.*)	No 8	No. 14	No. 14	.....
Lve. **Chicago** (Grand Central Station)	*10 40 A M	*8 30 P M	.....	.....
Lve. **South Chicago**	11 30 A M	9 25 P M	.....	.....
Lve. **Garrett**	2 32 P M	12 35 Night	.....	.....
Lve. **Defiance**	3 25 P M	1 31 A M	.....	.....
Lve. **Fostoria**	4 36 P M	2 49 A M	.....	.....
Lve. **Tiffin**	4 54 P M	3 08 A M	.....	.....
Lve. **Sandusky**	†3 25 P M	.....	.....	.....
Lve. **Chicago Junction**	*5 40 P M	4 00 A M	.....	.....
Lve. **Mansfield**	6 27 P M	4 47 A M	.....	.....
Lve. **Mt. Vernon**	7 29 P M	5 50 A M	.....	.....
Lve. **Columbus**	*7 00 P M	.....	.....	.....
Lve. **Newark, O.**	8 20 P M	6 40 A M	.....	.....
Lve. **Zanesville**	9 02 P M	7 25 A M	.....	.....
Arr.. **Cambridge**	9 53 P M	8 16 A M	.....	.....
Arr.. **Bellaire**	11 35 P M	9 58 A M	.....	.....
Arr.. **Wheeling** (*Central time*)	12 10 Night	10 25 A M	.....	.....
Lve. **Wheeling** (*Eastern time*)	12 25 Night	.....	*10 50 A M	.....
Arr.. **Grafton**	4 08 A M	.....	2 18 P M	.....
Arr.. **Oakland**	c6 07 A M	.....	4 17 P M	.....
Arr.. **Mountain Lake Park**	— —	.....	— —	.....
Arr.. **Deer Park Hotel**	— —	.....	— —	.....
Arr.. **Cumberland**	7 51 A M	.....	‖6 00 P M	.....
Arr.. **Martinsburg**	10 05 A M	.....	8 12 P M	.....
Arr.. **Harper's Ferry**	10 42 A M	.....	8 48 P M	.....
Arr.. **Washington** (New Union Station)	12 30 Noon	.....	10 25 P M	.....
Arr.. **Baltimore** (*Camden Sta.*)	1 47 P M	.....	11 30 P M	.....
Arr.. **Baltimore** (*Mt. Royal Sta.*)	1 59 P M	.....	1 25 A M	.....
Arr.. **Wilmington**	3 28 P M	.....	3 10 A M	.....
Arr.. **Chester**	— —	.....	— —	.....
Arr.. **Philadelphia** (*Chestnut St.*)	4 05 P M	.....	3 50 A M	.....
Arr.. **Trenton, N. J.** (*P. & R. Ry.*)	a811 P M	.....	— —	.....
Arr.. **Newark**...(*C. R. R. of N. J.*)	b6 55 P M	.....	— —	.....
Arr.. **Jersey City**	6 18 P M	.....	6 22 A M	.....
Arr.. **New York** (*Liberty Street*)	6 30 P M	.....	6 35 A M	.....
Arr.. **New York** (*West 23d Street*)	6 45 P M	.....	7 00 A M	.....

THROUGH CAR SERVICE.

Train No. 7—Solid Vestibuled Train with Day Coaches New York to Chicago. Pullman Drawing-room Sleeping Car New York to Chicago. Pullman Drawing-room Parlor Car New York to Washington. Pullman Drawing-room Sleeping Car Washington to Columbus. Pullman Drawing-room Sleeping Car Washington to Wheeling. Dining Cars New York to Baltimore; Washington to Martinsburg; Zanesville to Chicago.

Train No. 15—Solid Vestibuled Train with Day Coaches and Pullman Drawing-room Sleeping Car Wheeling to Chicago. Cafe Parlor Car Wheeling to Newark.

Train No. 8—Solid Vestibuled Train with Day Coaches Chicago to Washington. Pullman Drawing-room Sleeping Car Chicago to New York. Pullman Drawing-room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars Chicago to Zanesville and Keyser to Martinsburg. Dining Car Washington to Philadelphia.

Train No. 14—Through Coaches and Pullman Drawing-room Sleeping Car Chicago to Wheeling. Cafe Parlor Car Newark to Wheeling.

Train No. 14—Through Coaches Wheeling to Baltimore and Pullman Drawing-room Parlor Car Wheeling to Cumberland. Pullman Buffet Parlor Car Pittsburg to Baltimore.

BALTIMORE, WASHINGTON, PITTSBURG, AKRON AND CLEVELAND LINE.

Westward.	⊙No. 9	No. 15	.....	.....
Lve. **New York** (*West 23d Street*)	*3 50 P M	.....	.....	.....
Lve. **New York** (*Liberty Street*)	4 00 P M	.....	.....	.....
Lve. **Philadelphia**	6 12 P M	.....	.....	.....
Lve. **Baltimore** (*Camden*)	8 00 P M	.....	.....	.....
Lve. **Washington** (*New Un. Sta.*)	9 10 P M	.....	.....	.....
Lve. **Cumberland**	1 50 A M	.....	.....	.....
Arr.. **Pittsburg**	6 45 A M	.....	.....	.....
Lve. **Pittsburg**	7 55 A M	*6 25 P M	.....	.....
Arr.. **New Castle** (*Central time*)	9 15 A M	8 45 P M	.....	.....
Arr.. **Youngstown**	9 35 A M	7 02 P M	.....	.....
Arr.. **Ravenna**	10 26 A M	8 00 P M	.....	.....
Arr.. **Akron** (*Union Depot*)	.....	8 37 P M	.....	.....
Lve. **Akron** (*Howard Street*)	11 05 A M	8 50 P M	.....	.....
Arr.. **Cleveland**	12 00 Noon	9 45 P M	.....	.....

Eastward.	No. 10	No. 8	No. 14	.....
Lve. **Cleveland**	*3 00 P M	*7 30 P M	.....	.....
Arr.. **Akron** (*Howard Street*)	3 50 P M	8 30 P M	.....	.....
Lve. **Akron** (*Union Depot*)	4 10 P M	2 45 A M	*6 17 A M	.....
Lve. **Ravenna**	4 46 P M	— —	6 50 A M	.....
Lve. **Youngstown**	5 37 P M	4 00 A M	7 46 A M	.....
Lve. **New Castle** (*Central time*)	6 00 P M	4 10 A M	8 10 A M	.....
Arr.. **Pittsburg** (*Eastern time*)	9 20 P M	7 40 A M	11 35 A M	.....
Lve. **Pittsburg**	10 00 P M	8 10 A M	1 15 P M	.....
Arr.. **Cumberland**	2 40 A M	12 40 Noon	6 00 P M	.....
Arr.. **Washington** (*New Un. Sta.*)	6 40 A M	4 42 P M	10 25 P M	.....
Arr.. **Baltimore** (*Camden*)	7 50 A M	5 50 P M	11 30 P M	.....
Arr.. **Philadelphia**	10 15 A M	8 19 P M	3 50 A M	.....
Arr.. **New York** (*Liberty Street*)	12 35 Noon	10 40 P M	6 35 A M	.....
Arr.. **New York** (*West 23d Street*)	12 45 Noon	10 50 P M	7 00 A M	.....

THROUGH CAR SERVICE.—**No. 9**—Solid Vestibuled Train Baltimore to Pittsburg, with Pullman Buffet Drawing-room Sleeping Car Washington to Cleveland. Pullman Sleeping Car Baltimore to Pittsburg. **No. 10**—Solid Vestibuled Train Pittsburg to Washington, with Pullman Buffet Drawing-room Sleeping Car Cleveland to Washington. Pullman Sleeping Car Pittsburg to Baltimore. **No. 8**—Solid Vestibuled Train Pittsburg to New York. Pullman Drawing-room Sleeping Car Pittsburg to New York, and Parlor Car Pittsburg to New York. Observation Parlor Car to Washington. Dining Car Pittsburg to Washington. Dining Car Baltimore to Philadelphia.

* Daily; † daily, except Sunday; *a* on Sunday arrives 6 02 p.m.; *b* stops to leave passengers from Philadelphia and points west, on Sunday arrives 6 38 p.m.; *c* stops to leave passengers from west of Grafton; *d* on Sunday arrives 7 33 a.m.; *e* stops to take passengers for Baltimore and points west where train is scheduled to stop; *g* on Sunday leaves 11 55 a.m.; *s* Sunday only; *t* does not stop Sundays. ‖ Meals. ⊙ From points of Baltimore connection with No. 9 is made at Washington by No. 509, "Royal Limited" all Pullman Train.

BALTIMORE & OHIO

CONDENSED TIME-TABLES OF THROUGH TRAINS.

NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON, PARKERSBURG, CINCINNATI, LOUISVILLE AND ST. LOUIS LINE.

STATIONS. Westward. (*Eastern time.*)	No. 1 Limited Daily.	No. 3 Limited Daily.	No. 55 Daylight Tr. Daily.	.....
Lve. **New York** (*West 23d Street*)	*9 50 A M	*5 50 P M	*11 50 P M	.....
Lve. **New York** (*Liberty Street*)	10 00 A M	6 00 P M	1 30 A M	.....
Lve. **Jersey City**	10 13 A M	6 12 P M	1 41 A M	.....
Lve. **Newark** (*C. R.R. of N. J.*)	ea9 48 A M	eb5 38 P M	– –	.....
Lve. **Trenton, N.J.** (*P. & R. Ry.*)	– –	7 22 P M	2 55 A M	.....
Lve. **Philadelphia** (*Chestnut St.*)	12 30 Noon	8 31 P M	4 15 A M	.....
Lve. **Chester**	12 48 Noon	8 49 P M	4 35 A M	.....
Lve. **Wilmington**	1 09 P M	9 08 P M	4 55 A M	.....
Lve. **Baltimore** (*Mt. Royal Sta.*)	2 43 P M	10 50 P M	7 45 A M	.....
Lve. **Baltimore** (*Camden Sta.*)	3 00 P M	11 05 P M	8 00 A M	.....
Lve. **Washington** (New Union Sta.)	4 05 P M	12 40 Night	9 10 A M	.....
Lve. **Washington Junction**	5 15 P M	1 55 A M	10 18 A M	.....
Lve. **Harper's Ferry**	5 38 P M	2 20 A M	10 42 A M	.....
Lve. **Martinsburg**	6 11 P M	2 50 A M	11 18 A M	.....
Lve. **Hancock**	6 60 P M	c3 28 A M	11 53 A M	.....
Lve. **Cumberland**	8 28 P M	5 12 A M	1 35 P M	.....
Lve. **Keyser**	8 05 P M	5 50 A M	2 12 P M	.....
Lve. **Piedmont**	8 15 P M	6 02 A M	2 22 P M	.....
Arr.. **Deer Park Hotel**	– –	– –	– –	.....
Arr.. **Mountain Lake Park**	– –	– –	– –	.....
Lve. **Oakland**	10 26 P M	7 12 A M	3 33 P M	.....
Arr.. **Grafton**	12 06 Night	9 00 A M	5 15 P M	.....
Arr.. **Wheeling**	.....	.....	– –	.....
Arr.. **Parkersburg** (*Eastern time*)	3 33 A M	12 35 Noon	8 50 P M	.....
Lve. **Parkersburg** (*Central time*)	2 38 A M	11 40 A M	7 55 P M	.....
Arr.. **Athens**	3 35 A M	12 41 Noon	9 00 P M	.....
Arr.. **Chillicothe**	5 05 A M	2 20 P M	10 31 P M	.....
Arr.. **Cincinnati** (*Union Station*)	8 05 A M	5 55 P M	1 45 A M	.....
Lve. **Cincinnati**	*9 00 A M	*9 15 P M	†2 30 A M	.....
Arr.. **Vinconnes**	1 46 P M	2 40 A M	8 23 A M	.....
Arr.. **St. Louis** (*Union Station*)	5 50 P M	7 28 A M	1 40 P M	.....
Lve. **Cincinnati**	*8 20 A M	*6 00 P M	†2 30 A M	.....
Arr.. **Louisville**	11 50 A M	9 35 P M	7 20 A M	.....

STATIONS. Eastward. (*Central time.*)	No. 2 Limited Daily.	No. 4 Limited		No. 12 Limited Daily.	.....
		A M	A M		
Lve. **St. Louis** (*Union Station*)	*9 00 A M	†1 45	?1 00	*9 28 P M	.....
Lve. **Vinconnes**	1 02 P M	6 03	5 21	1 57 A M	.....
Arr.. **Cincinnati**	8 00 P M	11 50	11 00	7 30 A M	.....
Lve. **Louisville**	*2 10 P M	*8 10 A M	z2 30 A M		.....
Arr.. **Cincinnati**	5 30 P M	12 00 Noon		7 30 A M	.....
Lve. **Cincinnati** (*Union Station*)	*6 35 P M	*12 15 Noon		*8 00 A M	.....
Lve. **Chillicothe**	9 32 P M	3 12 P M		11 05 A M	.....
Lve. **Athens**	11 12 P M	4 54 P M		12 55 Noon	.....
Arr.. **Parkersburg** (*Central time*)	12 10 Night	5 50 P M		2 00 P M	.....
Lve. **Parkersburg** (*Eastern time*)	1 15 A M	6 55 P M		3 05 P M	.....
Lve. **Wheeling**	.....	*5 00 P M			.....
Lve. **Grafton**	4 45 A M	10 30 P M		6 32 P M	.....
Arr.. **Oakland**	6 31 A M	12 27 Night		8 29 P M	.....
Arr.. **Mountain Lake Park**	– –	– –		– –	.....
Arr.. **Deer Park Hotel**	– –	– –		– –	.....
Arr.. **Piedmont**	7 25 A M	1 22 A M		9 20 P M	.....
Arr.. **Keyser**	7 35 A M	1 33 A M		9 30 P M	.....
Arr.. **Cumberland**	8 18 A M	2 15 A M		10 10 P M	.....
Arr.. **Hancock**	9 50 A M	c3 40 A M		c1 50 P M	.....
Arr.. **Martinsburg**	10 28 A M	4 19 A M		12 26 Night	.....
Arr.. **Harper's Ferry**	11 03 A M	4 53 A M		– –	.....
Arr.. **Washington Junction**	11 27 A M	5 17 A M		1 24 A M	.....
Arr.. **Washington** (New Union Sta.)	12 40 Noon	6 30 A M		2 37 A M	.....
Arr.. **Baltimore** (*Camden Sta.*)	1 47 P M	7 50 A M		3 42 A M	.....
Arr.. **Baltimore** (*Mt. Royal Sta.*)	1 59 P M	8 00 A M		3 51 A M	.....
Arr.. **Wilmington**	3 28 P M	9 38 A M		5 26 A M	.....
Arr.. **Chester**	– –	9 56 A M		– –	.....
Arr.. **Philadelphia** (*Chestnut St.*)	4 05 P M	10 15 A M		6 00 A M	.....
Arr.. **Trenton, N. J.** (*P. & R. Ry.*)	n4 11 P M				.....
Arr.. **Newark, N.J.** (*C.R.R. of N.J.*)	ng4 56 P M	hn12 46 N'n		in8 40 A M	.....
Arr.. **Jersey City**	5 18 P M	12 24 Noon		8 18 A M	.....
Arr.. **New York** (*Liberty Street*)	5 30 P M	12 35 Noon		8 32 A M	.....
Arr.. **New York** (*West 23d Street*)	5 45 P M	12 45 Noon		8 43 A M	.....

THROUGH CAR SERVICE.

Train No. 55—"The Daylight Train."—Solid Vestibuled Train with Day Coaches Baltimore to Cincinnati. Pullman Drawing-room Sleeper New York to Cincinnati. Pullman Buffet Drawing-room Parlor Car Baltimore to Pittsburg. Pullman Parlor Car Cumberland to Wheeling. Pullman Sleeping Cars Cincinnati to Louisville and St. Louis. Dining Car Martinsburg to Grafton. Dining Car Clarksburg to Cincinnati. Grill Car Cincinnati to St. Louis. Connects with No. 15, leaving Cumberland 1 30 p.m., arriving Pittsburg 8 25 p.m.

Train No. 1—Solid Vestibuled Train with Day Coaches New York to Cincinnati. Pullman Drawing-room Sleeping Car New York to St. Louis. Pullman Drawing-room Sleeping Car New York to Cincinnati. Parlor Car New York to Washington. Pullman Parlor Car Cincinnati to St. Louis. Dining Cars Philadelphia to Washington, Martinsburg to Keyser, Chillicothe to Cincinnati, Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

Train No. 3—Solid Vestibuled Train with Day Coaches New York to Cincinnati. Pullman Drawing-room Sleeping Car New York to St. Louis. Pullman Drawing-room Sleeping Car Baltimore (10 05 p.m.) to Parkersburg. Pullman Drawing-room Parlor Car New York to Washington. Dining Cars New York to Washington and Deer Park to Cincinnati. Supper at Cincinnati or in Cafe Parlor Car to Louisville.

Train No. 2—Solid Vestibuled Train with Day Coaches Cincinnati to New York. Pullman Drawing-room Sleeping Car St. Louis to New York. Pullman Drawing-room Sleeping Car Louisville to Washington. Pullman Parlor Cars St. Louis and Louisville to Cincinnati. Parlor Car Washington to New York. Dining Cars St. Louis to Cincinnati, Cincinnati to Chillicothe, Keyser to Martinsburg and Washington to Philadelphia.

Train No. 4—Solid Vestibuled Train with Day Coaches Cincinnati to New York. Pullman Drawing-room Sleeping Car St. Louis to Cincinnati and Cincinnati to New York. Pullman Drawing-room Sleeping Car Parkersburg to Washington. Pullman Drawing-room Sleeping Car Wheeling to Washington. Pullman Drawing-room Parlor Car Washington to New York. Grill Car St. Louis to Cincinnati. Dining Car Cincinnati to Grafton and Washington to Philadelphia.

Train No. 12—Solid Vestibuled Train with Day Coaches Cincinnati to Cumberland. Pullman Drawing-room Sleeper St. Louis to New York. Dining Cars Cincinnati to Clarksburg, Grafton to Keyser and Philadelphia to New York.

CLEVELAND, AKRON AND CHICAGO LINE.

STATIONS.	No. 7	No. 15	No. 5	.....
Lve. **Cleveland**	See Note.	*7 30 P M	*7 30 P M	.....
Arr.. **Akron** (*Howard Street*)	.....	8 30 P M	8 30 P M	.....
Arr.. **Akron** (*Union Depot*)	.....	8 40 P M	8 40 P M	.....
Lve. **Akron** (*Union Depot*)	*7 35 A M	8 45 P M	12 50 Night	.....
Lve. **Warwick**	8 00 A M	9 10 P M	– –	.....
Lve. **Lodi**	8 45 A M	9 60 P M	– –	.....
Arr.. **Chicago Junction**	9 55 A M	11 10 P M	2 40 A M	.....
Lve. **Chicago Junction**	10 10 A M	11 26 P M	2 45 A M	.....
Arr.. **Tiffin**	10 40 A M	12 01 Night	3 15 A M	.....
Arr.. **Fostoria**	10 59 A M	12 20 Night	3 33 A M	.....
Arr.. **Defiance**	12 11 Noon	1 42 A M	4 45 A M	.....
Arr.. **South Chicago**	4 17 P M	6 26 A M	8 46 A M	.....
Arr.. **Chicago**	5 15 P M	7 30 A M	9 45 A M	.....

STATIONS.	No. 8	No. 14	.....
Lve. **Chicago**	*10 40 A M	*8 30 P M	.....
Lve. **South Chicago**	11 30 A M	9 25 P M	.....
Lve. **Defiance**	3 25 P M	1 31 A M	.....
Lve. **Fostoria**	4 36 P M	2 49 A M	.....
Lve. **Tiffin**	4 64 P M	3 08 A M	.....
Arr.. **Chicago Junction**	5 56 P M	3 50 A M	.....
Lve. **Chicago Junction**	6 45 P M	4 00 A M	.....
Arr.. **Lodi**	6 57 P M	5 02 A M	.....
Arr.. **Warwick**	7 40 P M	5 38 A M	.....
Arr.. **Akron** (*Union Depot*)	8 15 P M	6 05 A M	.....
Lve. **Akron** (*Union Depot*)	8 40 P M	6 25 A M	.....
Lve. **Akron** (*Howard Street*)	8 50 P M	6 35 A M	.....
Arr.. **Cleveland**	9 45 P M	7 50 A M	.....

NOTE.—C. L. & W. No. 16, leaving Cleveland 7 00 a.m., makes connection with No. 7 at Sterling 8 35 a.m.

THROUGH CAR SERVICE.—**No. 15**—Has Through Pullman Drawing-room Sleeping Car Cleveland to Chicago. **No. 14**—Has Through Pullman Drawing-room Sleeping Car Chicago to Cleveland.

* Daily; *b* on Sunday leaves 5 30 p.m.; *c* stops to leave passengers; *d* on Sunday arrives 8 02 p.m.; *e* stops to take passengers for points on B. & O. where train stops; *g* on Sunday arrives 6 55 p.m.; *h* on Sunday arrives 12 30 noon; *i* on Sunday arrives 8 26 a.m.; *n* stops to leave passengers from Philadelphia and points west; *x* on Sunday leaves 9 55 a.m.; *z* on Sunday leaves 1 15 a.m.

BALTIMORE & OHIO

CONDENSED TIME-TABLES OF THROUGH TRAINS.

PITTSBURG, WHEELING, ZANESVILLE, NEWARK, COLUMBUS, CINCINNATI, LOUISVILLE AND ST. LOUIS LINE.

STATIONS.	101	709	103	719	703	723	109	105	.....	.....
(*Eastern time.*)	A M	A M	A M	A M	P M	P M	P M	P M	.....	.....
Lve. **Pittsburg**	*7 00	†7 45	*9 00	*1020	†1 25	*5 30	*4 25	*8 25	.....	.....
Lve. **Finleyville**	7 46	– –	*b*9 38	10 56	2 04	– –	5 11	10 08	.....	.....
Lve. **Washington, Pa**	8 30	8 54	10 11	11 31	2 58	6 37	5 58	10 42	.....	.....
Lve. **Claysville**	8 57	– –	– –	11 53	3 00	– –	6 27	11 04	.....	.....
Lve. **West Alexander**	9 11	– –	– –	– –	3 12	– –	6 40	– –	.....	.....
Arr.. **Wheeling**	9 45	9 55	11 10	12 30	3 45	7 30	7 15	11 45	.....	.....
.....	A M	A M	A M	Noon	P M	P M	P M	P M	.....	.....
.....	.....	.....	103	.....	15	.....	.....	105	7	.....
(*Central time.*)	.....	.....	A M	.....	P M	.....	.....	P M	A M	.....
Lve. **Wheeling**	.....	.....	*1015	.....	*4 15	.....	.....	*[illegible]55	*3 40	.....
Lve. **Bellaire**	.....	.....	10 40	.....	4 40	.....	.....	11 25	4 21	.....
Lve. **Barnesville**	.....	.....	11 33	.....	5 36	.....	.....	12 21	5 17	.....
Lve. **Lore City**	.....	.....	– –	.....	– –	.....	.....	*v* –	– –	.....
Lve. **Cambridge**	.....	.....	12 13	.....	6 25	.....	.....	1 05	5 57	.....
Lve. **Zanesville**	.....	.....	1 02	.....	7 13	.....	.....	2 02	6 47	.....
Lve. **Newark**	.....	.....	1 55	.....	8 26	.....	.....	2 55	7 50	.....
Arr.. **Columbus**	.....	.....	2 40	.....	9 25	.....	.....	3 50	8 45	.....
.....	.....	.....	P M	.....	P M	.....	.....	A M	A M	.....
.....	.....	.....	103	.....	.....	.....	.....	105	.....	.....
(*B. & O. S.W.*)	.....	.....	P M	.....	.....	.....	.....	A M	.....	.....
Lve. **Columbus**	.....	.....	*t*2 45	.....	.....	.....	.....	*3 55	.....	.....
Arr.. **Cincinnati**	.....	.....	5 50	.....	.....	.....	.....	7 30	.....	.....
.....	.....	.....	P M	.....	.....	.....	.....	A M	.....	.....
Lve. **Cincinnati**	.....	.....	*8 00	.....	.....	.....	.....	*8 20	.....	.....
Arr.. **Louisville**	.....	.....	9 35	.....	.....	.....	.....	11 50	.....	.....
.....	.....	.....	P M	.....	.....	.....	.....	A M	.....	.....
Lve. **Cincinnati**	.....	.....	*9 15	.....	.....	.....	.....	*9 00	.....	.....
Arr.. **St. Louis**	.....	.....	7 28	.....	.....	.....	.....	5 50	.....	.....
.....	.....	.....	A M	.....	.....	.....	.....	P M	.....	.....

STATIONS.	108	.....	.....	.....	.....	.....	104	.....	.....	.....
(*B. & O. S.W.*)	Noon	.....	.....	.....	.....	.....	P M	.....	.....	.....
Lve. **St. Louis**	*1200	.....	.....	.....	.....	.....	*9 28	.....	.....	.....
Arr.. **Cincinnati**	8 00	.....	.....	.....	.....	.....	7 30	.....	.....	.....
.....	P M	.....	.....	.....	.....	.....	A M	.....	.....	.....
Lve. **Louisville**	*2 10	.....	.....	.....	.....	.....	*2 30	.....	.....	.....
Arr.. **Cincinnati**	5 30	.....	.....	.....	.....	.....	7 30	.....	.....	.....
.....	P M	.....	.....	.....	.....	.....	A M	.....	.....	.....
Lve. **Cincinnati**	*8 20	.....	.....	.....	.....	.....	*8 25	.....	.....	.....
Arr.. **Columbus**	11 46	.....	.....	.....	.....	.....	11 30	.....	.....	.....
.....	P M	.....	.....	.....	.....	.....	A M	.....	.....	.....
.....	106	8	.....	.....	.....	.....	104	.....	.....	.....
.....	P M	P M	.....	.....	.....	.....	A M	.....	.....	.....
Lve. **Columbus**	*11 52	*7 00	.....	.....	A M	.....	*1150	.....	.....	.....
Lve. **Newark**	12 45	8 20	.....	.....	*6 40	.....	12 40	.....	.....	.....
Lve. **Zanesville**	1 27	9 02	.....	.....	7 23	.....	1 23	.....	.....	.....
Lve. **Cambridge**	2 18	9 53	.....	.....	8 16	.....	2 15	.....	.....	.....
Lve. **Lore City**	*g* –	– –	.....	.....	8 31	.....	2 28	.....	.....	.....
Lve. **Barnesville**	3 05	10 46	.....	.....	9 07	.....	3 05	.....	.....	.....
Lve. **Bellaire**	3 59	11 35	.....	.....	9 58	.....	4 00	.....	.....	.....
Arr.. **Wheeling**	4 25	12 10	.....	.....	10 25	.....	4 25	.....	.....	.....
(*Central time.*)	A M	Night	.....	.....	A M	.....	P M	.....	.....	.....
.....	108	110	704	706	108	714	104	716	.....	.....
(*Eastern time.*)	A M	A M	A M	A M	P M	P M	P M	P M	.....	.....
Lve. **Wheeling**	*5 35	*6 15	†8 30	*1005	*1 15	*3 25	*5 35	†7 40	.....	.....
Lve. **West Alexander**	– –	6 47	– –	– –	1 47	3 50	*d*6 05	– –	.....	.....
Lve. **Claysville**	– –	6 59	9 11	– –	2 00	4 03	6 13	– –	.....	.....
Lve. **Washington, Pa**	6 34	7 24	9 32	11 04	2 28	4 25	6 37	8 38	.....	.....
Lve. **Finleyville**	– –	8 23	10 05	– –	3 14	4 58	7 16	– –	.....	.....
Arr.. **Pittsburg**	7 45	9 20	10 45	12 05	4 05	5 40	8 00	9 45	.....	.....
.....	A M	A M	A M	Noon	P M	P M	P M	P M	.....	.....

THROUGH CAR SERVICE.

No. 103—Cafe Parlor Car Pittsburg to Cincinnati. Pullman Sleeping Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 105—Pullman Sleeping Car Pittsburg to Cincinnati. Pullman Sleeping Car Columbus to Cincinnati daily, except Sunday night. Dining Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 104—Pullman Drawing-room Sleeping Cars St. Louis and Louisville to Cincinnati. Dining Car North Vernon to Cincinnati. Cafe Parlor Car Cincinnati to Pittsburg.

No. 106—Pullman Sleeping Car Cincinnati to Pittsburg. Dining Car St. Louis to Cincinnati. Pullman Parlor Car Louisville to Cincinnati. Supper at Cincinnati.

PITTSBURG, WHEELING, PARKERSBURG, HUNTINGTON, CHARLESTON AND KENOVA LINE.

STATIONS.	No. 709	No. 719	No. 703	No. 723
Lve. **Pittsburg**	†7 45 A M	*1020 A M	†1 25 P M	*5 30 P M
Lve. **Wheeling**	10 00 A M	12 40 Noon	4 00 P M	7 40 P M
Lve. **Moundsville**	10 34 A M	1 15 P M	4 35 P M	8 14 P M
Lve. **New Martinsville**	11 12 A M	1 59 P M	5 27 P M	8 56 P M
Lve. **Sistersville**	11 32 A M	2 21 P M	5 56 P M	9 15 P M
Lve. **Williamstown**	12 18 Noon	3 13 P M	7 19 P M	10 07 P M
Arr.. **Parkersburg**	12 42 Noon	3 35 P M	7 50 P M	10 30 P M
Lve. **Parkersburg**	12 50 Noon	3 45 P M	.....	10 40 P M
Lve. **Ravenswood**	1 35 P M	5 11 P M	.....	11 25 P M
Lve. **Huntington**	3 58 P M	8 26 P M	.....	1 45 A M
Arr.. **Kenova**	4 20 P M	8 45 P M	.....	2 15 A M

STATIONS.	No. 704	No. 706	No. 714	No. 716
Lve. **Kenova**	*1 15 A M	.....	*6 45 A M	†1 10 P M
Lve. **Huntington**	1 45 A M	.....	7 05 A M	1 30 P M
Lve. **Ravenswood**	4 00 A M	.....	10 15 A M	3 54 P M
Arr.. **Parkersburg**	4 45 A M	.....	11 40 A M	4 38 P M
Lve. **Parkersburg**	†5 00 A M	*7 10 A M	11 50 A M	4 47 P M
Lve. **Williamstown**	5 22 A M	7 31 A M	12 18 Noon	5 08 P M
Lve. **Sistersville**	6 21 A M	8 21 A M	1 20 P M	5 56 P M
Lve. **New Martinsville**	6 41 A M	8 42 A M	1 39 P M	6 18 P M
Lve. **Moundsville**	7 41 A M	9 21 A M	2 36 P M	6 56 P M
Arr.. **Wheeling**	8 20 A M	10 00 A M	3 15 P M	7 30 P M
Arr.. **Pittsburg**	10 45 A M	12 05 Noon	5 40 P M	8 45 P M

THROUGH CAR SERVICE.

Train No. 709—Through Coaches and Pullman Buffet Parlor Car Pittsburg to Kenova.

Train No. 719—Through Coaches and Pullman Buffet Parlor Car Pittsburg to Kenova.

Train No. 703—Through Coaches Pittsburg to Parkersburg.

Train No. 723—Through Coaches Pittsburg to Kenova. Buffet Parlor Car Pittsburg to Parkersburg, and Drawing-room Buffet Sleeping Car Pittsburg to Charleston, W. Va., via Huntington and Chesapeake & Ohio Ry.

Train No. 704—Through Coaches Kenova to Pittsburg and Drawing-room Buffet Sleeping Car Charleston, W. Va., to Pittsburg, via Huntington and Chesapeake & Ohio Ry. On Sunday this Sleeping Car runs from Parkersburg to Pittsburg on Train No. 706.

Train No. 706—Through Coaches and Pullman Buffet Parlor Car Parkersburg to Pittsburg.

Train No. 714—Through Coaches and Pullman Buffet Parlor Car Kenova to Pittsburg.

Train No. 716—Through Coaches and Pullman Buffet Parlor Car Kenova to Pittsburg.

PITTSBURG, CONNELLSVILLE, UNIONTOWN, FAIRMORT AND CLARKSBURG LINE.

STATIONS.	No. 4	No. 2	8 and 88	.....
Lve. **Pittsburg**	†5 00 P M	†2 20 P M	*d*4 00 P M	.....
Lve. **Connellsville**	6 50 P M	4 45 P M	6 50 P M	.....
Arr.. **Uniontown**	7 18 P M	5 14 P M	7 21 P M	.....
Arr.. **Morgantown**	8 40 P M	6 33 P M	8 54 P M	.....
Arr.. **Fairmont**	9 40 P M	7 40 P M	10 05 P M	.....
Arr.. **Clarksburg**	11 05 P M	.....	.....	.....

STATIONS.	No. 3	No. 1	1 and 201	.....
Lve. **Clarksburg**	†6 10 A M	.....	.....	.....
Lve. **Fairmont**	7 40 A M	†5 00 A M	*z*5 00 A M	.....
Lve. **Morgantown**	8 29 A M	5 53 A M	5 53 A M	.....
Lve. **Uniontown**	9 34 A M	7 13 A M	7 13 A M	.....
Arr.. **Connellsville**	10 10 A M	7 50 A M	7 50 A M	.....
Arr.. **Pittsburg**	11 59 A M	10 00 A M	10 20 A M	.....

THROUGH CAR SERVICE.—Trains Nos. 4 and 3—Run solid between Pittsburg and Clarksburg with Pullman Parlor Cars between Pittsburg and Clarksburg and Baltimore & Ohio Parlor Cafe Cars between Pittsburg and Fairmont.

* Daily; † daily, except Sunday; *b* stops to receive passengers for Barnesville and points west; *d* stops to leave passengers from west of Bellaire; *g* stops Sunday to leave passengers from Cincinnati; *v* stops Sunday to take for Cincinnati and beyond; *z* on Sunday leaves 1 15 a.m.

BALTIMORE & OHIO

PHILADELPHIA DIVISION.—Between Philadelphia, Baltimore and Washington.

For Landenberg Branch, see page 492.

May 30, 1909.	Mls.	555	121	21	517	221	505	43	501	507	123	527	227	135	27	45	509	29	503	511	31	125	25	131	229	47
New York........lve.	....	P M	....	....	....	....	A M	....	A M	A M	....	P M	....	....	....	....	P M	....	P M	P M	....	....	....	....	....	....
West 23d Street....	....	*11 50	....	....	....	....	*7 50	....	*9 50	*11 50	....	*1 50	....	....	....	....	*3 50	....	*5 50	*6 50	....	....	....	....	....	....
Liberty Street.....	....	1 30	....	....	....	....	8 00	....	10 00	12 00	....	2 00	....	....	....	....	4 00	....	6 00	7 00	....	....	....	....	....	....
Philadelphia +..lve.	....	A M	....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M	P M	P M
24th & Chestnut Sts	0	*4 15	....	†7 00	†8 15	*9 15	*10 17	†11 30	*12 30	*2 17	†2 20	*4 16	†4 45	†5 15	†5 30	†5 50	*6 12	†6 30	*8 31	*9 21	†11 35	‡7 50	‡2 20	‡4 55	‡6 30	‡10 30
East Side.........♁	1.7	– –	....	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	"The Royal Limited" Dining Car; Exclusively Pullman Equipment, Philadelphia to Washington.	– –	*n* –	– –	– –	– –	– –	– –	– –	– –
60th Street..........	3.1	– –	....	7 09	– –	9 23	– –	11 38	– –	– –	*a*2 28	– –	4 54	– –	– –	5 58		6 39	*n* – Dining Car.	– –	11 42	7 58	2 28	5 03	6 38	10 38
Darby...........♁	4.7	– –	....	7 12	– –	9 26	– –	11 41	– –	– –	– –	– –	4 57	– –	– –	6 01		6 43	*n*	– –	*a*11 45	8 01	2 32	5 06	6 41	10 42
Collingdale..........	6.0	– –	....	7 15	– –	9 30	– –	11 44	– –	– –	– –	– –	5 00	– –	– –	6 05		6 47	*n*	– –	*a*11 47	8 03	2 35	5 09	6 44	10 45
Holmes.........♁	7.9	– –	....	7 20	– –	9 35	– –	11 49	– –	– –	– –	– –	5 05	– –	– –	6 11		6 53	*n*	– –	11 52	8 08	2 40	5 15	6 48	10 50
Ridley..........	9.4	– –	....	7 24	– –	9 38	– –	11 53	– –	– –	– –	– –	5 09	– –	– –	6 15		6 57	*n*	– –	*a*11 55	8 12	2 44	5 19	– –	10 54
Woodlyn.........♁	10.4	– –	....	7 27	– –	9 41	– –	11 56	– –	– –	*b* –	– –	5 12	– –	– –	6 19		7 00	*n* –	– –	*a*11 57	8 14	2 47	5 23	6 52	10 57
Chester +.........♁	11.8	4 35	....	7 30	8 33	9 45	*o* –	12 03	12 48	*d*2 34	2 40	– –	5 15	5 33	5 49	6 28		7 03	8 49	*x*9 37	12 00	8 17	2 50	5 28	6 55	11 00
Felton..........♁	14.1	– –	....	7 35	– –	9 49	– –	12 06	– –	– –	2 45	– –	5 20	– –	5 53	6 34		7 08	*n* –	– –	12 04	8 22	2 56	5 31	6 59	11 05
Boothwyn.........♁	16.5	– –	....	7 40	– –	9 55	– –	12 13	– –	– –	2 50	– –	5 25	– –	5 59	6 40		7 13	*n*	– –	12 08	8 28	3 03	5 37	7 05	11 10
Carpenter..........	18.2	– –	....	7 45	– –	10 00	– –	12 20	– –	– –	2 54	– –	5 29	– –	6 04	6 45		7 18	*n* Car.	– –	12 12	8 33	3 12	5 42	7 10	11 14
Carrcroft..........	21.5	– –	A M	7 52	– –	10 09	– –	12 32	– –	– –	3 03	– –	5 37	– –	– –	6 54		7 27	*n*	– –	*a*12 18	8 42	3 22	5 51	7 18	11 22
Wilmington (Del. Av.)+ ♁	25.0	4 55	†7 00	8 00	8 50	10 15	10 49	12 40	1 06	2 50	3 10	4 47	6 00	5 50	6 18	7 00	6 44	7 35	9 08	9 54	12 26	8 49	3 30	5 58	7 26	11 30
Elsmere Junc....♁	26.8	– –	7 05	8 05	*d*8 54	10 20	– –	12 45	– –	– –	3 15	– –	6 05	– –	6 23	7 05	– –	7 40	*n* –	– –	12 30	8 54	3 35	6 03	7 30	11 34
West Junction......♁	28.8	– –	7 10	A M	– –	10 25	– –	12 53	– –	– –	3 20	– –	6 10	– –	P M	7 10		P M	*n* –	– –	Night	8 59	P M	6 08	7 35	– –
Kiamensi..........♁	29.9	– –	7 12		– –	A M	– –	12 56	– –	– –	3 25	– –	P M	5 59	....	7 13		....	*n* –	– –		9 02	....	6 11	P M	11 40
Stanton..........	31.2	– –	7 15	....	– –	....	– –	12 59	– –	– –	3 26	Buffet Parlor Car.	....	– –	....	7 16		*v* Stops to take on passengers for Philadelphia and points east.	*n* –	– –	....	9 05	....	6 15	....	11 43
Harmony..........	33.5	– –	7 19	....	– –	....	– –	1 03	– –	– –	3 30		....	– –	....	7 20			*n* –	– –	....	9 10	....	6 21	....	11 46
Newark +.........♁	37.2	5 17	7 26	....	9 09	....	– –	1 13	1 26	– –	3 39		....	6 09	....	7 28			9 27	– –	....	9 19	....	6 31	....	11 53
Elk Mills..........	41.3	– –	7 34	....	*g* –	....	– –	*a*1 21	– –	– –	3 46		....	*w* –	....	7 36			*n* –	– –	....	9 26	....	6 39	....	*a*12 01
Singerly.........♁	42.7	– –	7 37	....	*g*9 20	....	– –	1 25	– –	– –	3 50		....	6 16	....	7 40			*n* –	– –	....	9 30	....	6 43	....	12 05
Childs..........♁	43.9	– –	7 39	....	– –	....	– –	P M	– –	– –	3 53		....	*g* –	....	P M			*n* –	– –	....	9 33	....	6 46	*w* Stops Saturdays to leave from Philadelphia.	Night
Leslie..........♁	48.8	– –	7 47	....	*g*9 30	....	– –	....	Dining Car.	Dining Car.	4 02		....	*g* –	....	*x* Stops to take for Pittsburg; *y* stops to leave from Baltimore.			*n* –	– –	....	9 42	....	6 55		....
Jackson..........	54.5	– –	7 56	....	– –	....	– –	....			4 11		....	– –	....				*n* –	– –	....	9 52	....	7 04		+ Coupon stations; ♁ Telegraph stations.
Aikin..........	56.1	– –	7 59	....	*g*9 41	....	– –	....			4 14		....	*g* –	....				*n* –	– –	....	9 55	....	7 07		
Oakington..........	60.5	– –	8 10	119	– –	....	– –	....			4 25		....	– –	....				*n* –	– –	127	10 07	....	7 19		
Swan Creek..........	61.4	– –	8 13	A M	– –	....	– –	....			4 28	– –	....	– –	....				*n* –	– –	A M	10 10	....	7 23		
Aberdeen.........♁	63.3	5 58	8 17	†7 00	*g*9 58	....	– –	....			4 32	– –	....	*g* –	....				*n* –	– –	‡7 50	10 14	....	7 32		
Belcamp.........♁	68.2	– –	8 26	7 09	– –	....	– –	....	– –	– –	4 41	– –	....	*g* –	....				*n* –	– –	7 59	10 23	....	7 45		
Van Bibber.........♁	71.9	– –	8 35	7 19	10 11	....	– –	....	– –	– –	4 50	*h*5 43	....	*g* –	....				*n* –	– –	8 09	10 32	....	7 58		
Joppa.........♁	74.9	– –	8 41	7 27	*g*10 17	....	– –	....	– –	– –	4 57	– –	....	*g* –	....		– –		*n* –	– –	8 17	10 37	....	8 04		
Bradshaw.........♁	76.2	– –	8 45	7 30	10 20	....	– –	....	– –	– –	5 00	– –	....	*g* –	....		– –		*n* –	– –	8 20	10 40	....	8 08		
Loreley..........	78.1	–	8 51	7 35	*g*10 24	....	– –	....	– –	– –	5 06	– –	....	– –	....		– –		*n* –	– –	8 25	10 45	....	8 15		
Cowenton..........	80.2	– –	8 56	7 40	– –	....	– –	....	– –	– –	5 11	– –	....	*g* –	....		– –		*n* –	– –	8 30	10 50	....	8 20		
Rossville..........	84.4	– –	9 04	7 48	– –	....	– –	....	– –	– –	5 20	– –	....	– –	....		– –		*n* –	– –	8 38	10 58	....	8 30		
Bay View.........♁	89.0	– –	9 14	7 58	– –	....	– –	....	– –	– –	5 31	– –	....	– –	....		– –		*n* –	– –	8 48	11 08	....	8 41	....	
Baltimore (Mt. Royal) + ♁	94.3	6 45	9 26	8 10	10 50	....	12 16	....	2 43	4 16	5 45	6 09	....	7 40	....		8 09		10 50	11 23	9 00	11 20	....	8 55	....	
Baltimore (Camden) + ♁	95.8	6 50	9 30	8 15	10 55	....	12 20	....	2 47	4 20	5 50	6 13	....	7 45	....		8 13		10 56	11 27	9 05	11 25	....	9 00	....	
[ARRIVE	....	A M	A M	A M	A M	....	Noon	....	P M	P M	P M	P M	....	P M	....		P M		P M	P M	A M	A M	....	P M	....	
Washington ♁ ...arr.	135.8	7 50	10 50	9 50	11 45	....	1 20	....	3 50	5 20	6 50	7 00	....	8 50	....		9 00	....	12 00	12 22	10 50	1 00	....	10 50	....	....
(*New Union Station*)	....	A M	A M	A M	A M	....	P M	....	P M	P M	P M	P M	....	P M	....		P M	....	Night	Night	A M	P M	....	P M	....	....

(*Eastern time.*)	514	512	20	22	24	42	222	504	122	526	528	44	502	124	524	136	508	120	516	40	224	130	522	26	128	138
(*New Union Station*)	Night	A M	....	....	....	....	....	A M	A M	A M	A M	....	P M	P M	P M	P M	P M	P M	P M	....	....	A M	A M	....	....	P M
Washington ♁...lve.	*12 15	*2 52	....	....	....	....	....	*7 00	†7 00	†9 00	†11 00	....	*1 00	†1 00	*3 00	†4 00	*5 00	†6 00	*8 00	....	....	‡7 00	‡9 00	....	....	‡6 00
[LEAVE	A M	A M	....	....	....	....	....	A M	A M	A M	▲	....	P M	P M	P M	P M	P M	P M	P M	....	....	A M	A M	....	P M	P M
Baltimore (Camden) + ♁	*1 15	*3 46	....	....	....	....	....	*7 55	†8 15	†9 50	†11 50	....	*1 55	†2 10	*3 48	†5 00	*6 00	†6 10	*9 00	....	....	‡8 15	‡9 52	....	‡1 00	‡6 10
Baltimore (Mt. Royal) + ♁	1 25	3 51	....	....	....	....	....	8 00	8 20	9 54	11 54	....	1 59	2 15	3 52	6 05	6 05	6 15	9 05	....	....	8 20	9 57	....	1 05	6 15
Bay View.........♁	– –	– –	....	....	....	....	....	*t* –	8 33	– –	– –	....	– –	2 28	"The Royal Limited" Exclusively Pullman Equipment. Dining Car Phila. to New York.	– –	– –	6 27	– –	....	....	8 33	– –	....	*n* –	6 28
Rossville..........	– –	– –	....	....	....	....	....	*t* –	8 42	– –	– –	....	– –	2 36		– –	– –	6 36	– –	....	....	8 43	– –	....	1 24	6 37
Cowenton..........	– –	– –	....	....	....	....	....	*t* –	8 49	– –	– –	....	– –	2 45		*y*5 27	– –	6 44	*a*8 27	....	....	8 54	– –	....	1 32	6 46
Loreley..........	– –	– –	....	....	....	....	....	*t* –	8 54	– –	– –	....	– –	2 50		*y*5 31	– –	6 48	*a*9 30	....	....	8 59	– –	....	1 36	6 51
Bradshaw.........♁	– –	– –	....	....	....	....	....	*t* –	8 59	– –	– –	....	– –	2 56		5 36	Dining Car.	6 54	*a*9 33	....	....	9 05	– –	....	1 41	6 56
Joppa.........♁	– –	– –	....	....	....	....	....	*t* –	9 02	– –	– –	....	– –	2 58		*y*5 38		6 58	*a*9 36	....	....	9 09	– –	....	1 46	6 59
Van Bibber.........♁	– –	– –	....	....	....	....	....	*t* –	9 09	– –	– –	....	– –	3 06		5 44		7 05	*a*9 41	....	....	9 17	– –	....	1 52	7 05
Belcamp.........♁	– –	– –	....	....	....	....	....	*t* –	9 18	– –	– –	....	– –	3 15		*y*5 52		7 15	*a*9 47	....	....	9 28	– –	....	2 01	7 14
Aberdeen.........♁	– –	– –	....	....	....	....	....	*t* Dining Car.	9 26	Dining Car.	Dining Car.	....	Dining Car.	3 24		6 01		7 25	*a*9 52	....	....	9 38	Dining Car.	....	2 10	7 23
Swan Creek..........	– –	– –	....	....	....	....	....	*t*	9 29			....		3 27		– –		P M	– –	....	....	9 42		....	P M	7 26
Oakington..........	– –	– –	....	....	....	....	....	*t*	9 32			....		3 31		*y*6 08			– –	....	....	9 46		....		7 29
Aikin..........	– –	– –	....	....	....	....	....	*t*	9 43			....		3 42		*y*6 18	– –	....	– –	....	....	9 57		....	....	7 40
Jackson..........	– –	– –	....	....	....	....	....	*t*	9 47			....		3 46		– –	– –	....	– –	....	....	10 01		....	....	7 44
Leslie.........♁	– –	– –	....	....	....	....	....	*t*	9 58			....		3 57		*y*6 30	– –	....	*a*10 17	....	....	10 12		....	....	7 54
Childs.........♁	– –	– –	....	....	....	A M	....	*t* –	10 09	– –	– –	P M	– –	4 06		6 36	– –	....	– –	A M	....	10 23	– –	....	....	8 03
Singerly.........♁	– –	– –	....	....	....	†7 15	....	*t* –	10 13	– –	– –	†2 25	– –	4 09		6 39	*s*7 15	....	10 26	‡6 40	....	10 27	– –	....	....	8 06
Elk Mills..........	– –	– –	....	....	....	7 19	....	*t* –	10 17	– –	– –	2 28	– –	4 13		– –	– –	....	– –	6 44	....	10 31	– –	....	....	8 10
Newark.........♁	– –	– –	....	....	....	7 30	....	9 10	10 25	– –	1 07	2 38	*s*3 10	4 22		6 48	7 21	....	10 34	6 55	....	10 39	11 15	....	....	8 19
Harmony +..........	– –	– –	....	....	....	7 39	....	*t* –	10 33	– –	– –	2 42	– –	4 30		– –	– –	....	– –	7 02	....	10 47	– –	....	....	8 28
Stanton..........	– –	– –	....	....	....	7 45	....	*t* –	10 37	– –	– –	– –	– –	4 34		– –	– –	2 28	– –	7 06	....	10 52	– –	....	2 30	8 33
Kiamensi.........♁	– –	– –	....	....	....	7 48	A M	*t* –	10 40	– –	– –	2 49	– –	4 37		– –	– –	P M	– –	7 09	A M	10 55	– –	....	P M	8 38
West Junction.......♁	– –	– –	A M	A M	A M	– –	†7 58	*t* –	10 43	– –	– –	– –	– –	– –		– –	– –	†6 09	– –	7 11	‡8 20	10 58	– –	P M	‡6 59	8 40
Elsmere Junc.....♁	– –	– –	†5 23	†6 33	†7 12	– –	8 03	*t* –	10 48	– –	– –	2 55	– –	4 44		– –	– –	6 14	– –	7 15	8 29	11 03	– –	‡4 24	7 00	8 46
Wilmington (Del. Av.) + ♁	3 10	5 26	5 30	6 40	7 20	8 00	8 15	9 38	10 57	11 18	1 26	3 00	3 28	4 50	5 17	7 08	7 40	6 20	10 53	7 20	8 34	11 08	11 35	4 30	7 05	8 52
Carrcroft..........	– –	– –	5 36	–	7 28	– –	– –	*t* –	11 05	– –	– –	3 07	– –	*a*4 55	– –	– –	– –	6 27	– –	7 28	8 41	11 15	– –	4 36	7 12	9 00
Carpenter..........	– –	– –	5 42	*v*6 52	7 39	– –	*v*8 25	*t* –	11 15	– –	– –	3 15	– –	5 03	– –	– –	– –	6 36	*a*11 05	7 39	8 49	11 23	– –	4 44	7 19	9 09
Boothwyn.........♁	– –	– –	5 46	*v*6 57	7 45	*v* –	8 30	*t*	11 20	– –	– –	3 18	– –	5 08	– –	– –	– –	6 41	*a*11 07	7 45	8 53	11 27	– –	4 48	7 24	9 15
Felton..........	– –	– –	5 50	*v*7 03	7 51	– –	*v*8 34	*t* –	11 30	– –	– –	3 24	– –	5 14	– –	– –	– –	6 47	– –	7 51	8 58	11 32	– –	4 54	7 30	9 21
Chester +.........♁	– –	– –	5 55	7 07	7 56	8 17	8 38	9 56	11 37	– –	1 44	3 30	– –	5 18	– –	7 26	7 59	6 53	11 15	7 56	9 03	11 37	11 53	5 00	7 35	9 26
Woodlyn.........♁	– –	– –	5 58	*v*7 10	7 59	– –	– –	*t* –	11 40	– –	– –	3 33	– –	– –	– –	– –	– –	6 58	– –	7 59	9 06	– –	– –	5 03	7 38	9 29
Ridley..........	– –	– –	6 02	– –	8 03	– –	– –	*t* –	11 43	– –	– –	– –	– –	– –	– –	– –	– –	6 59	– –	8 03	9 08	– –	– –	5 06	7 42	9 32
Holmes.........♁	– –	– –	6 06	*v*7 16	8 07	– –	– –	*t* –	11 49	– –	– –	3 37	– –	– –	– –	– –	– –	7 03	– –	8 07	9 11	– –	– –	5 10	7 46	9 36
Collingdale..........	– –	– –	6 12	*v*7 22	8 13	– –	– –	*t* –	11 55	– –	– –	3 41	– –	– –	– –	– –	– –	7 09	– –	8 13	9 15	– –	– –	5 15	7 52	9 42
Darby.........♁	– –	– –	6 16	– –	8 17	– –	*a* –	*t* –	11 59	– –	– –	3 44	– –	– –	– –	– –	– –	7 12	– –	8 17	9 18	*a*11 49	– –	5 18	7 56	9 45
60th Street..........	– –	– –	6 20	*a*7 27	8 21	– –	– –	*t* –	12 02	– –	– –	3 47	– –	*a*5 31	– –	– –	– –	7 16	– –	8 21	9 21	*a*11 52	– –	5 22	8 00	9 48
East Side.........♁	– –	– –	– –	– –	– –	– –	– –	*t* –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –	– –
24th & Chestnut Sts.	3 50	6 00	6 30	7 35	8 30	8 35	9 00	10 15	12 10	11 50	2 02	3 56	4 05	5 40	5 50	7 46	8 19	7 25	11 35	8 30	9 30	12 00	12 11	5 30	8 10	8 55
Philadelphia ♁ ..arr.	A M	A M	A M	A M	A M	A M	A M	A M	Noon	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	Noon	Noon	P M	P M	P M
Liberty Street......	6 35	8 32	....	....	....	....	....	12 35	....	2 00	4 15	....	6 30	....	8 00	....	10 40	....	3 17	....	....	....	2 30	....	....	....
West 23d Street.....	7 00	8 43	....	....	....	....	....	12 45	....	2 10	4 25	....	6 45	....	8 10	....	10 50	....	6 33	....	....	....	2 40	....	....	....
New York........arr.	A M	A M	....	....	....	....	....	Noon	....	P M	P M	....	P M	....	P M	....	P M	....	A M	....	....	....	P M	....	....	....

* Daily; † daily, except Sunday; ‡ Sunday only; *a* stops to leave passengers; *b* stops Saturday only to leave passengers; *d* stops to take passengers for Baltimore and points west; *g* stops to leave passengers from Philadelphia, Chester and Wilmington or to take for Baltimore and points west; *h* stops to leave passengers from east of Philadelphia; *n* stops to leave passengers from New York or Elizabeth; *o* stops to take for Chicago or beyond; *s* stops Sunday only; *t* stops to leave passengers from points west of Washington; *u* stops to take passengers. ▲ Train No. 528 will stop at any telegraph station west of Wilmington to take on passengers for New York, provided notice is given in time to notify the train where it stops regularly.

BALTIMORE & OHIO

NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON AND CUMBERLAND.

WESTBOUND.

May 30, 1909.	Mls.	141	13	143	145 and 59	555	147	17	55	149	151	153	517 and 61	155	159	5	161	165	63	1	167	19	41	65
New York ..... lve.						P M			P M							A M				A M				
West 23d Street						*1150			*1160							*7 50				*9 50				
Liberty Street						*1 30			*1 30				A M			8 00				10 00				
Phila. (24th & Chestnut Sts.)						*4 15			*4 15				8 15			‖017				*1230				
[LEAVE		A M		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	Noon	P M	P M		P M	P M	P M	P M	
Baltimore (Camden Sta.) +	0	†5 00		*6 15	†6 20	*7 00	†7 20	†7 35	*8 00	*8 20	*9 00	*1000	†1100	†1200	†1202	*1230	†1 00	†2 00		*3 00	†3 05	†3 50	†4 00	
Relay	9.0	5 16		6 27	6 35	— —	7 32	7 54	8 12	8 38	9 11	10 12	— —	— —	12 20	— —	— —	2 11		— —	3 24	4 04	— —	
Hanover	11.5	5 21		— —	6 41	— —	— —		— —	8 44	— —	— —	— —	— —	12 26	— —	— —	— —		— —	3 30		— —	
Dorsey	13.8	5 25		6 34	6 45	— —	— —		— —	8 48	— —	— —	— —	— —	12 30	— —	— —	— —		— —	3 35		— —	
Jessup	15.8	5 30		— —	6 51	— —	7 42		— —	8 57	— —	10 20	— —	— —	12 35	— —	— —	x219		— —	3 40		4 19	
Annapolis Junc. ... arr.	17.6	5 34		— —	6 57	— —	7 47		8 25	8 57	s9 21	— —	— —	— —	12 39	— —	x	— —		— —	3 46		— —	
Annapolis ..... arr.									9 14						1 40						5 14			
Annapolis ..... lve.									†7 12						11 30									
Annapolis Junction. lve.	17.9	5 34		— —	6 57	— —	7 47	Via Old Line.	8 25	8 57	s9 21	— —	— —	— —	12 39	— —	— —	— —		— —	3 46	Via Old Line.	— —	
Savage	19.4	5 37		6 43	7 00	— —	— —		— —	9 00	— —	— —	— —	— —	12 42	— —	— —	— —		— —	3 49		— —	
Laurel	21.3	5 41		6 46	7 04	— —	7 54		8 30	9 03	9 25	— —	11 23	— —	12 54	— —	1 27	2 24		— —	3 54		4 26	
Muirkirk	24.9	5 49		6 53	7 14	— —	7 59		— —	9 10	— —	— —	— —	— —	1 05	— —	— —	— —		— —	4 02		— —	
Beltsville	27.1	5 53		6 58	7 19	— —	8 03		— —	9 14	— —	— —	— —	— —	1 07	— —	— —	— —		— —	4 06		— —	
Branchville	29.9	5 58		7 02	7 24	— —	— —		— —	9 19	— —	— —	— —	— —	1 13	— —	— —	— —		— —	4 12		— —	
Hyattsville	33.4	6 06		7 11	7 42	— —	8 18		— —	9 29	— —	— —	— —	— —	1 21	— —	x	— —		— —	4 20		— —	
Washington (New Union) ♁ ar.	40.0	6 20		7 20	8 00	7 50	8 30		8 55	9 45	9 50	10 50	11 45	12 45	1 35	1 20	1 50	2 50	P M	3 50	4 35		4 50	P M
ton Station ♁ + lv.	40.0	A M		A M	8 20	A M	A M		9 10	A M	A M	A M	12 35	Noon	P M	1 27	P M	P M	†3 50	4 05	P M		*5 05	
Rockville ♁	56.5				9 01				— —				1 16			— —			4 12	— —			5 33	5 40
Gaithersburg ♁	61.5				9 13				— —				1 27			— —			4 30	— —			5 45	5 55
Boyd ♁	69.1		A M		9 31	455			— —				P M			— —		401	P M	— —			5 58	P M
Washington Junc. ♁	82.8		*6 51		10 00	A M			10 18							2 32		P M		5 15			6 18	6 27
Brunswick + ♁	89.8		†7 10		A M	†1005			10 56	s —						b2 44		†5 10		b5 27			6 31	6 43
Weverton ♁	92.7		7 25			10 12			11 05	10 36						— —		5 17		— —			6 50	6 50
Harper's Ferry + ♁	95.6		7 38			10 20			11 12	10 42						v254		5 26		5 38			6 58	P M
Shenandoah Junc. + ♁	103.0	15	7 55			A M			11 29	10 59						— —		P M		5 53			P M	
Kerneysville	106.5	A M	8 04						11 37	— —						— —				— —				
Martinsburg + ♁	114.2	†6 30	8 20						11 55	11 18						3 21				6 11				
North Mountain	121.6	6 44	A M						A M	— —						— —				6 28				
Cherry Run +	127.6	6 55								— —						— —				— —				
Hancock + ♁	137.0	7 14							11 53							3 54				6 50				
Sir John's Run ♁	142.6	7 29							— —							— —				— —				
Woodmont	147.5	7 40							— —							— —				— —				
Orleans Road ♁	152.9	7 52							— —							— —				— —				
Baird ♁	159.8	8 07							— —							— —				— —				
Magnolia ♁	163.1	8 14							— —							— —				— —				
Paw Paw ♁	168.0	8 25							12 44							— —				— —				
Okonoko ♁	172.8	8 36							— —							— —				— —				
Green Spring ♁	178.3	8 48							1 02							— —				— —				
Patterson Creek ♁	185.1	9 03							— —							— —				— —				
Cumberland + ♁	192.2	9 20							1 25							6 12				8 22				
[ARRIVE		A M							P M							P M				P M				

For explanation of signs, see next page.

EASTBOUND.

(Eastern time.)	12	140	142	4	10	144	58 and 148	60	52 and 148	526	20	42	150	64	528	154	156	8	2	160	524	162	18	68
[LEAVE	P M			A M	A M													A M	A M					
Cumberland	*1050			*2 20	*2 45													*8 01	*8 24					
Patterson Creek	— —			— —	— —													— —	— —					
Green Spring	— —			— —	— —													8 23	— —					
Okonoko	— —			— —	— —													— —	— —					
Paw Paw	— —			— —	— —													8 38	— —					
Magnolia	— —			— —	— —													— —	— —					
Baird	— —			— —	— —													— —	— —					
Orleans Road	— —			— —	— —													— —	— —					
Woodmont	— —			— —	— —													— —	— —					
Sir John's Run	— —			— —	— —													— —	— —					
Hancock	a1150			a340	a401													9 25	9 50					
Cherry Run	— —			— —	— —													— —	— —					
North Mountain	— —			— —	— —													9 51	— —					
Martinsburg	12 26			4 19	4 38													10 05	10 28					
Kerneysville	— —			— —	— —													— —	— —					
Shenandoah Junction	— —			— —	4 57						A M							10 27	— —					
Harper's Ferry	— —			4 53	5 11						†7 10	A M						10 45	11 03					
Weverton	— —			— —	— —						7 18	†7 25						10 54	x1108					
Brunswick	— —			b5 —	— —				A M		7 25	7 34						11 03	— —					
Washington Junction	1 27			5 20	5 38			A M	†6 48		7 50	7 53						11 20	11 31					
Boyd	— —			— —	— —		A M	†6 45	7 25			8 18		A M				— —	— —					P M
Gaithersburg	— —			— —	— —		†6 25	7 06	7 41			8 36		†9 55				— —	— —					*1 50
Rockville	— —			— —	— —		6 36	7 21	7 54			8 48		10 05				— —	— —					2 03
Washington (New Union) ♁ arr.	2 37	A M	A M	6 30	6 40	A M	7 20	8 15	†8 25	A M		9 20	A M	10 50	A M	Noon	Noon	12 30	12 40	P M	P M	P M		2 50
ton Station ♁ lve.	2 52	†5 00	†6 30	7 00	7 00	*7 20	8 00	A M	*8 30	†9 00		9 30	†1000	A M	†1100	*1200	†1205	1 00	1 00	†2 00	*3 00	†3 20		P M
Hyattsville	— —	5 11	6 42	— —	— —	7 30	— —		8 43	— —		9 40	— —		— —	— —	12 18	— —	— —	— —	— —	3 30		
Branchville	— —	5 19	6 51	— —	— —	7 38	— —		8 52	— —		— —	— —		— —	— —	12 27	— —	— —	— —	— —	3 39		
Beltsville	— —	5 24	6 56	— —	— —	7 43	— —		8 56	— —		— —	— —		— —	— —	12 33	— —	— —	— —	— —	3 44		
Muirkirk	— —	5 28	7 00	— —	— —	7 46	— —		9 00	— —		— —	— —		— —	— —	12 38	— —	— —	— —	— —	3 48		
Laurel	— —	5 38	7 09	— —	— —	7 54	8 22		9 10	— —		9 37	10 29		— —	12 22	12 46	— —	— —	2 24	— —	3 54		
Savage	— —	5 43	7 14	— —	— —	— —	— —		9 13	— —		— —	— —		— —	— —	12 50	— —	— —	— —	— —	— —		
Annapolis Junction. arr.	— —	5 46	7 18	— —	— —	8 02	8 27		9 18	— —		10 03	— —		— —	12 30	12 54	— —	— —	— —	— —	4 00		
Annapolis ..... arr.						9 14	9 14										1 40					5 14		
Annapolis ..... lve.						*7 12										†1142	†1130					†1 22		
Annapolis Junction. lve.	— —	5 46	7 26	— —	— —	*8 02	8 27		9 26	— —		10 03	— —		— —	12 30	12 54	— —	— —	— —	— —	4 00		
Jessup	— —	5 52	7 31	— —	— —	8 05	— —		9 32	— —		10 06	— —		— —	— —	1 00	— —	— —	— —	— —	4 04		
Dorsey	— —	5 58	7 39	— —	— —	— —	— —		9 37	— —		— —	— —		— —	— —	1 05	— —	— —	— —	— —	4 07		
Hanover	— —	6 04	7 43	— —	— —	— —	— —		9 41	— —		— —	— —		— —	— —	1 10	— —	— —	— —	— —	4 11		
Relay	— —	6 10	7 49	— —	— —	8 15	— —		9 47	— —	10 10	10 16	10 37		— —	12 37	1 15	— —	— —	2 38	— —	4 18	4 21	
Baltimore (Camden Station)	3 42	6 30	8 10	7 50	7 50	8 30	8 50		10 05	9 45	10 25	10 30	10 50		11 45	12 50	1 35	1 47	1 47	2 50	3 44	4 35	4 40	
[ARRIVE	A M	A M	A M	A M	A M	A M	A M		A M	A M	A M	A M	A M		A M	Noon	P M	P M	P M	P M	P M	P M	P M	
Phila. (24th & Chestnut Sts.)	6 00			10 15	10 15					11 50					2 02			4 06	4 06		5 50			
Liberty Street	8 32			12 35	12 35					2 06					4 16			6 30	6 30		8 00			
West 23d Street	8 43			12 45	12 45					2 10					4 25			6 46	6 45		8 10			
New York ..... arr.	A M			Noon	Noon					P M					P M			P M	P M		P M			

Via Old Line. — "Royal Limited," Exclusively Pullman Equipment. — Via Old Line.

For Curtis Bay Branch, Berkeley Springs Branch, Romney Branch, Washington County Branch and Old Main Line, see page 492

BALTIMORE & OHIO

NEW YORK, PHILADELPHIA, BALTIMORE, WASHINGTON AND CUMBERLAND.

Trains marked * run daily; † daily, except Sunday; § Sunday only; a stops to leave passengers; b stops to take passengers for or to leave from Philadelphia and points east; c stops to take passengers for Washington or Baltimore; d stops to leave passengers from Baltimore and points east; e stops to take passengers; f stops to leave from Washington, Baltimore and points east; m stops to leave passengers from points west of Washington; s stops Sunday only; v stops Saturday to leave passengers from Washington; w stops to leave passengers from Martinsburg and points east; z stops to leave from points on Baltimore & Ohio Southwestern R.R.

WESTBOUND.

May 30, 1909.	7	51	169	171	69	173	527	175	177	9	509	77	181	3	11	79	157 and 73	163	71	33	179
New York ....lve.	A M						P M			* PM	P M			P M	P M						
West 23d Street	*11 50						*1 50			x3 50	*3 50			*5 50	*6 50						
Liberty Street	12 00					P M	2 00			4 00	4 00			6 00	7 00						
Phila. (24th & Chestnut Sts.)	*2 17					†2 20	*4 16			x6 12	*6 12			*8 51	*8 21						
[LEAVE	P M		P M	P M		P M	P M	P M	P M	P M	P M		P M	P M	P M		Noon	P M			P M
Baltimore (Camden Sta.) +	*4 50		†5 00	†5 05		†8 00	*8 16	*6 20	†7 00	*8 00	*8 16		*10 05	*11 05	*11 32		§12 00	§1 05			§10 00
Relay	—		5 11	5 21		—	—	6 34	7 12	8 12	—		10 28	11 17	—		12 13	1 24			—
Hanover	—			5 27		—	—	6 40	—	—			10 32	—	—		—	1 30			—
Dorsey	—		—	5 31		—	—	6 44	—	—	"Royal Limited," Exclusively Pullman Equipment.		10 37	—	—		—	1 35			—
Jessup	—		5 20	5 36		8 20	—	6 48	7 22	—			10 42	a11 27	—		12 23	1 40			—
Annapolis Junction arr.	—		5 23	5 42		8 25	—	6 54	—	—			10 46	—	—		12 26	1 46			—
Annapolis + ...arr.								7 24													
Annapolis ....lve.			†3 30			5 30		§6 10													
Annapolis Junction lve.	—		5 23	5 42		6 25	—	*6 54	—	—			10 48	—	—		12 26	1 46			—
Savage	—		—	5 45		—	—	6 57	—	—			10 49	—	—		—	1 49			—
Laurel	—		5 27	5 50		6 30	—	7 01	7 29	s8 27			10 55	11 35	—		12 31	1 54			10 28
Muirkirk	—		—	5 55		—	—	7 08	—	—			11 01	—	—		—	2 02			—
Beltsville	—		—	5 59		—	—	7 12	—	—			11 05	—	—		—	2 06			—
Branchville	—		—	6 04		—	—	7 16	—	—			11 09	—	—		—	2 12			—
Hyattsville	—		—	6 13		—	—	7 24	—	—			11 18	—	—		12 50	2 20			—
Washington (New Union Station) arr.	6 20	P M	5 55	6 25	P M	6 50	7 00	7 40	7 55	8 50	8 00	P M	11 30	12 00	12 22	A M	1 00	2 35	P M	P M	10 50
Washington (New Union Station) lve.	6 30	†5 45	P M	P M	†7 00	P M	P M	P M	P M	9 10	P M	†11 30	P M	12 40	12 30	§9 15	1 30	P M	§7 35	§10 15	P M
Rockville	—	6 20			7 44					9 40		12 09		—	—	10 02	2 17		8 18	11 01	
Gaithersburg	—	6 34			8 00					—		12 30		—	—	10 14	2 28		8 36	11 22	
Boyd	—	6 55			P M					—		1 04		—	—	10 31	2 48		P M	11 54	
Washington Junction	6 42	7 25								10 28		A M		1 55	1 47	11 00	3 15			P M	
Brunswick	b6 57	P M								d10 45				i2 10	—	A M	P M				
Weverton	—									—				—	—						
Harper's Ferry +	7 06									10 54				2 20	—						
Shenandoah Junc. +	—									11 08				—	2 12						
Kearneysville	—									—				—	—						
Martinsburg +	7 37									11 28				2 50	—						
North Mountain	—									—				—	—						
Cherry Run +	—									—				—	—						
Hancock +	8 14									a12 09				a3 28	a3 04						
Sir John's Run	—									—				—	—						
Woodmont	—									—				—	—						
Orleans Road	—									—				—	—						
Baird	—									—				—	—						
Magnolia	—									—				—	—						
Paw Paw	—									—				—	—						
Okonoko	—									—				—	—						
Green Spring	—									—				—	—						
Patterson Creek	—									—				—	—						
Cumberland +	8 45									1 40				5 05	4 27						
[ARRIVE	P M									A M				A M	A M						

x Connection with Train No. 9 from New York is made at Washington by Train No. 509, "Royal Limited"—exclusively Pullman train.

+ Coupon stations; ♂ Telegraph stations.

EASTBOUND.

(*Eastern time*)	188	166	6	168	170	172	176	66	178	516	78 and 180	18	14	418	514	50	522	54	152	158	164	174	70	32
[LEAVE			Noon									P M	P M											
Cumberland			*12 45									†3 15	*6 20											
Patterson Creek			—									3 32	—											
Green Spring			—									3 47	8 42											
Okonoko			—									4 03	—											
Paw Paw			—									4 18	—											
Magnolia			—									4 28	—											
Baird			—									4 35	—											
Orleans Road			—									4 53	—											
Woodmont			—									5 03	—											
Sir John's Run			—									5 16	—											
Hancock			2 02									5 31	7 38											
Cherry Run			—									5 52	—											
North Mountain			—									6 13	—											
Martinsburg			2 35									6 30	8 16											
Kearneysville			—									6 48	—											
Shenandoah Junction			2 54									6 57	8 34	P M										
Harper's Ferry			3 08									7 16	8 48	†7 07										
Weverton			3 16									7 26	—	7 16										
Brunswick			c3 24					P M				*7 46	b8 03	7 23				A M					P M	
Washington Junction			3 38					†4 44				8 05	9 18	P M		A M		§7 55					§4 44	
Boyd			—					b5 15			P M	8 32	—			§7 25		8 34					5 15	P M
Gaithersburg			—					5 38			†6 50	8 49	—			7 47		8 55					5 38	§10 00
Rockville			—					5 50			7 00	9 00	—	182		8 00		9 06					5 51	10 18
Washington (New Union Station) arr.	P M	P M	4 42	P M	P M	P M	P M	6 25	P M	P M	7 40	9 35	10 25	P M	Night	8 45	A M	9 45	A M	P M	P M	P M	8 40	10 50
Washington (New Union Station) lve.	†4 00	†4 45	5 00	†5 03	*5 30	†8 00	†8 30	P M	†7 00	*8 00	9 00	10 00	10 35	*11 30	*12 15	A M	§9 00	A M	§11 00	§1 15	§3 30	§6 30	P M	P M
Hyattsville	—	4 55	—	5 14	5 42	—	6 46		—	—	9 09	10 09	—	11 42	—		—		—	1 28	3 39	6 45		
Branchville	—	—	—	6 24	5 49	—	6 54		—	—	9 15	—	—	11 48	—		—		—	1 39	—	6 54		
Beltsville	—	—	—	5 29	5 53	—	7 00		—	—	—	—	—	11 53	—		—		—	1 45	—	7 00		
Muirkirk	—	—	—	5 33	5 56	—	7 05		—	—	—	m10 21	—	11 57	—		—		—	1 50	—	7 05		
Laurel	4 24	5 12	—	5 41	6 04	6 22	7 22		7 22	8 22	9 27	10 26	—	12 04	—		—		11 22	1 59	3 58	7 13		
Savage	—	—	—	5 44	6 08	—	7 27		—	—	—	—	—	—	—		—		—	2 03	—	7 17		
Annapolis Junction arr.	4 30	5 18	—	5 47	6 11	6 27	7 32		—	—	9 32	—	—	12 11	—		—		—	2 06	4 03	7 21		
Annapolis ....arr.					§7 24	7 24															5 14			
Annapolis ....lve.	†5 30					6 30																		
Annapolis Junction lve.	4 30	5 18	—	5 47	*6 11	6 27	7 32		—	—	9 32	—	—	12 11	—		—		—	2 06	4 03	7 21		
Jessup	—	—	—	5 51	6 15	—	7 36		—	s8 29	9 35	—	—	12 14	—		—		—	2 11	4 06	7 26		
Dorsey	—	—	—	5 56	i6 18	—	7 41		—	—	—	—	—	12 17	—		—		—	2 16	—	7 31		
Hanover	—	—	—	6 02	s6 22	—	7 46		—	—	—	—	—	12 21	—		—		—	2 22	—	7 36		
Relay	4 41	5 32	—	6 08	6 26	—	7 52		7 37	—	9 45	10 45	11 15	12 28	—		—		11 37	2 27	4 16	7 42		
Baltimore (Camden Station)	4 55	5 45	6 50	6 30	6 40	6 50	8 10		7 50	8 50	10 00	11 00	11 30	12 40	1 05		9 45		11 50	2 45	4 30	8 00		
[ARRIVE	P M	P M	P M	P M	P M	P M	P M		P M	P M	P M	P M	P M	Night	A M		A M		A M	P M	P M	P M		
Phila. (24th & Chestnut Sts.)	7 45		8 19							11 35			3 50		3 50		12 11							
Liberty Street	P M		10 40							3 17			6 35		6 35		2 30							
West 23d Street			10 50							6 33			7 00		7 00		2 40							
New York ....arr.			P M							A M			A M		A M		P M							

BALTIMORE & OHIO

LANDENBERG BRANCH.—Philadelphia Division.

May 30, 1909.	Mls	221	227	229	....
[LEAVE	....	A M	P M	P M	....
Wilmington + ... ♂	0	*10 15	†6 00	‡7 25	....
Elsmere Junc ..... ♂	3.4	10 20	6 05	7 30	....
West Junction ..... ♂	5.0	10 25	6 10	7 35	....
Marshallton	5.4	10 27	6 12	7 38	....
Faulkland	6.9	10 33	6 18	7 44	....
Wooddale	8.3	10 37	6 23	7 49	....
Mt. Cuba	10.0	10 45	6 30	7 56	....
Ashland	11.5	10 50	6 35	8 00	....
Yerklyn ..... ♂	12.7	10 55	6 41	8 05	....
Hockessin ..... ♂	14.0	11 01	6 50	8 11	....
Southwood ..... ♂	16.2	11 06	6 56	8 16	....
Broad Run	17.5	11 10	7 00	8 20	....
Landenberg ..... ♂	19.3	11 15	7 05	8 25	....
[ARRIVE	....	A M	P M	P M	....

STATIONS.	222	228	224	230
[LEAVE	A M	P M	A M	P M
Landenberg	†7 05	†5 20	‡7 30	‡6 05
Broad Run	7 10	5 25	7 35	6 10
Southwood	7 15	5 30	7 40	6 15
Hockessin	7 19	5 34	7 44	6 19
Yorklyn	7 29	5 40	7 52	6 25
Ashland	7 36	5 45	7 57	6 30
Mt. Cuba	7 41	5 50	8 02	6 35
Wooddale	7 46	5 56	8 07	6 42
Faulkland	7 50	6 01	8 11	6 47
Marshallton	7 56	6 07	8 18	6 53
West Junction	7 58	6 08	8 20	6 56
Elsmere Junction	8 03	8 14	8 29	7 00
Wilmington	8 15	6 20	8 34	7 05
[ARRIVE	A M	P M	A M	P M

CURTIS BAY BRANCH.

May 30, 1909.	Mls	991	....	....	....
[LEAVE	....	A M	....	....	....
Baltimore ..... ♂	0	†6 28	....	....	....
Clifford ..... ♂	3.6	6 37	....	....	....
Curtis Bay ..... ♂	7.3	6 50	....	....	....
[ARRIVE	....	A M	....	....	....
(Eastern time.)	Mls	992	....	....	....
[LEAVE	....	P M	....	....	....
Curtis Bay	0	†5 50	....	....	....
Clifford	3.7	6 05	....	....	....
Baltimore	7.3	6 15	....	....	....
[ARRIVE	....	P M	....	....	....

Stops to leave passengers from Baltimore.

* Daily; † daily, except Sunday; ‡ Sunday only; ¶ daily, except Monday; *a* stops to leave passengers from main line; *e* stops to take passengers for Baltimore.

BALTIMORE, FREDERICK AND WASHINGTON JUNCTION, VIA OLD MAIN LINE.

May 30, 1909.	Mls	13	17	25	19	21	23	29	27	31
[LEAVE	....	....	A M	P M	P M	P M	P M	P M	A M	P M
Baltimore + ...	0	....	†7 35	†1 25	†5 50	*6 30	*11 45	‡9 15	‡5 20	
Relay Station ..... ♂	9.0	....	7 54	1 43	6 08	6 48	12 05	9 35	5 36	
Ilchester	12.6	....	8 02	1 52	4 12	6 44	7 00	12 17	9 46	5 44
Ellicott City ..... ♂	14.7	....	8 08	1 58	4 17	5 49	7 07	12 25	9 53	5 49
Alberton	19.9	....	8 20	2 09	4 28	6 01	7 18	12 40	10 06	6 01
Woodstock ..... ♂	24.3	....	8 27	2 18	4 37	6 11	7 29	12 54	10 17	6 11
Marriottsville	26.8	....	8 33	2 24	c4 43	6 17	7 35	1 00	10 24	6 17
Sykesville	31.3	....	8 45	2 38	4 52	6 27	7 45	1 12	10 36	6 27
Hood's Mill	33.9	....	8 51	2 44	5 01	6 36	7 52	1 22	10 47	6 35
Woodbine	36.5	A M	8 58	2 50	5 07	6 42	8 00	1 30	10 56	6 42
Mount Airy ..... ♂	42.1	*5 45	9 13	3 06	5 22	6 57	8 15	1 45	11 13	6 57
Monrovia ..... ♂	49.2	6 04	9 29	3 19	5 36	7 14	P M	A M	11 31	7 14
Frederick Junc ..... ♂	57.2	6 26	9 50	3 35	5 54	7 35	....	....	11 53	7 35
Frederick ..... arr.	60.5	†6 40	10 00	3 45	6 10	7 45	....	....	12 05	7 46
Frederick + ... ♂ lve.	60.5	*6 10	†10 05	P M	†5 30	†7 25	....	....	Noon	P M
Adamstown ..... ♂	63.4	6 41	10 29	....	6 08	7 48	....	....	....	....
Washington Jn + ... ♂	67.7	6 51	10 38	....	6 19	7 58	....	....	....	....
[ARRIVE	....	A M	A M	....	P M	P M	....	....	....	....

(Eastern time.)	22	No. 24	No. 20	No. 16	No. 26	28
[LEAVE	....	....	....	....	....	....
Washington Junc + ... ♂	....	....	†7 50 A M	†1 34 P M	....	....
Adamstown ..... ♂	....	....	8 00 A M	1 50 P M	....	....
Frederick + ... ♂ arr.	....	....	8 35 A M	2 25 P M	....	P M
Frederick ..... lve.	....	*6 10 A M	†8 10 A M	†1 55 P M	†4 40 P M	‡6 00
Frederick Junction ♂	....	6 18 A M	8 19 A M	2 04 P M	4 50 P M	6 10
Monrovia ..... ♂	A M	6 38 "	8 37 "	2 26 "	5 07 "	6 28
Mount Airy ..... ♂	*5 50	6 58 "	8 54 "	2 48 "	5 25 "	6 41
Woodbine	6 03	7 11 "	9 04 "	2 59 "	5 38 "	6 53
Hood's Mill	6 09	7 19 "	e9 10 "	3 07 "	5 44 "	6 59
Sykesville	6 19	7 30 "	9 19 "	3 18 "	5 52 "	7 10
Marriottsville	6 31	7 40 "	— —	3 27 "	6 03 "	7 22
Woodstock ..... ♂	6 38	7 48 "	9 34 "	3 34 "	6 10 "	7 28
Alberton	6 47	7 57 "	9 43 "	3 44 "	6 20 "	7 37
Ellicott City ..... ♂	6 59	8 08 "	9 55 "	3 59 "	6 33 "	7 52
Ilchester	7 06	8 15 "	10 01 "	4 06 "	6 40 "	7 58
Relay Station ..... ♂	7 16	8 30 "	10 10 "	4 21 "	6 53 "	8 10
Baltimore + ... ♂	7 40	8 45 A M	10 25 A M	4 40 P M	7 10 P M	8 30
[ARRIVE	A M	....	....	....	....	P M

ADDITIONAL TRAINS BETWEEN FREDERICK AND WASHINGTON JUNCTION.

May 30, 1909.	247	251	205	269	201	253	....	....	....	....
[LEAVE	A M	A M	A M	P M	P M	A M	....	....	....	....
Frederick + ... ♂	†4 30	†6 00	‡9 30	*4 00	†4 20	‡7 05	....	....	....	....
Frederick Junc ..... ♂	4 40	6 10	9 40	4 10	4 30	7 15	....	....	....	....
Adamstown ..... ♂	4 52	6 25	9 52	4 22	— —	7 31	....	....	....	....
Washington Jn + ... ♂	5 05	6 38	10 05	4 35	4 50	7 45	....	....	....	....
[ARRIVE	A M	A M	A M	P M	P M	A M	....	....	....	....

(Eastern time.)	210	258	202	206	252	218	278	248	....	....
[LEAVE	A M	A M	A M	P M	P M	P M	A M	P M	....	....
Washington Junc ..... ♂	‡5 45	†10 15	‡11 35	†5 15	†7 35	†8 10	‡12 20	‡3 25	....	....
Adamstown ..... ♂	5 56	10 26	11 46	5 26	7 46	8 18	12 31	3 36	....	....
Frederick Junc ..... ♂	6 15	10 40	12 00	5 40	8 00	8 35	12 45	3 50	....	....
Frederick ..... ♂	6 40	10 50	12 10	5 50	8 10	8 45	12 55	4 00	....	....
[ARRIVE	A M	A M	Noon	P M	P M	P M	A M	P M	....	....

BALTIMORE, WEVERTON AND HAGERSTOWN.

May 30, 1909.	Mls	313	17	41
(Eastern time.)	....	....	A M	P M
Baltimore + ... ♂ lve.	....	....	†7 35	†4 00
Weverton ♂ ..... arr.	....	A M	11 05	6 60
Weverton ..... lve.	0	†7 28	11 10	6 55
Augusta	3	7 40	11 18	7 03
Gapland ..... ♂	6	7 48	11 24	7 08
Rhorersville	8	7 57	11 29	7 15
Eakle's Mill	11	8 07	11 35	7 21
Keedysville + ... ♂	13	8 18	11 39	7 26
Breatheds	18	8 33	11 50	7 37
Hagerstown + ... ♂	24	9 00	12 05	7 55
[ARRIVE	....	A M	Noon	P M

STATIONS.	42	8	6	318
[LEAVE	A M	A M	P M	P M
Hagerstown + ... ♂	†6 30	†9 35	†2 15	†4 40
Breatheds	6 44	9 49	2 29	5 05
Keedysville + ... ♂	6 52	9 59	2 39	5 24
Eakle's Mill	6 56	10 02	2 42	5 34
Rhorersville	7 02	10 08	2 48	5 47
Gapland ..... ♂	7 09	10 14	2 54	6 08
Augusta	7 15	10 20	3 00	6 21
Weverton ♂ ..... arr.	7 25	10 30	3 10	6 35
Weverton ..... lve.	7 25	10 54	3 18	7 26
Baltimore	10 30	1 47	6 50	11 00
[ARRIVE	A M	P M	P M	P M

GREEN SPRINGS AND ROMNEY BRANCH.

May 30, 1909.	Mls.	47	55	13
(Eastern time.)	....	A M	P M	P M
Green Spring ♂ ..... lve.	0	†8 55	†1 15	†6 50
Donaldson	3.5	9 06	1 27	7 01
Springfield	7.5	9 20	1 42	7 16
Grace	9.2	9 26	1 48	7 21
Wapocomo	12.5	9 37	1 59	7 32
Romney + ... ♂	16.0	9 50	2 15	7 45
[ARRIVE	....	A M	P M	P M

STATIONS.	Mls	8	18	14
[LEAVE	....	A M	A M	P M
Romney	0	†7 10	†11 55	†5 25
Wapocomo	3.5	7 18	12 03	5 33
Grace	6.8	7 28	12 13	5 43
Springfield	8.5	7 40	12 25	5 55
Donaldson	12.5	7 57	12 42	6 12
Green Spring	16.0	8 15	12 55	6 30
[ARRIVE	....	A M	Noon	P M

+ Coupon stations; ♂ Telegraph stations.

BERKELEY SPRINGS AND POTOMAC BRANCH.

May 30, 1909.	Mls	15	47	55	1
[LEAVE	....	A M	A M	P M	P M
Hancock + ... ♂	0	†7 20	†10 00	†2 10	†7 00
Berkeley Springs + ... ♂	6	7 40	10 20	2 30	7 20
[ARRIVE	....	A M	A M	P M	P M

(Eastern time.)	Mls	8	2	6	18
[LEAVE	....	A M	A M	P M	P M
Berkeley Springs	0	†6 50	†8 50	†1 20	†4 30
Hancock	6	7 10	9 10	1 40	4 50
[ARRIVE	....	A M	A M	P M	P M

SHENANDOAH DIVISION.

May 30, 1909.	Mls	17	55	1	19	Mix.
[LEAVE	...	....	A M	P M	P M	A M
Harper's Ferry + ... ♂	0	....	†10 50	†5 45	†7 15	†2 45
Millville	4	....	10 58	5 54	7 24	— —
Halltown	6	....	11 02	5 58	7 28	— —
Charlestown + ... ♂	10	....	11 10	6 07	7 36	3 23
Aldridge	14	....	a11 18	6 15	7 44	— —
Summit Point ..... ♂	18	....	11 27	6 27	7 54	— —
Wadesville	23	....	11 36	6 38	8 04	— —
Stephenson	27	....	11 45	6 48	8 14	— —
Winchester + ... ♂	32	....	11 55	7 00	8 25	4 49
Kernstown	36	....	M205	7 10	P M	— —
Bartonville	38	....	— —	7 14	....	— —
Stephens City	39	....	12 12	7 18	....	— —
Middletown ..... ♂	44	....	12 21	7 28	....	5 35
Cedar Creek	46	....	12 25	7 35	....	— —
Capon Road	50	....	12 33	7 45	....	— —
Strasburg Junc + ... ♂	51	....	12 38	7 48	....	6 02
[ARRIVE	...	....	Noon	P M	....	A M
(Southern Ry.)	...	....	Noon	P M	....	A M
Strasburg Junc ..... lve.	0	....	12 43	8 17	....	6 02
Harrisonburg ..... arr.	50	....	2 55	10 25	....	10 00
[LEAVE	...	....	A M	P M	P M	A M
Harrisonburg + ... ♂	0	....	†7 05	†3 10	....	†10 20
Chesapeake & W Junc	1	....	7 07	3 11	....	10 22
Pleasant Valley	5	....	7 17	3 21	....	10 40
Mt. Crawford	8	....	7 24	3 28	....	10 55
Cave Station ..... ♂	12	....	7 34	3 38	....	11 16
Mt. Sidney	15	....	7 41	3 45	....	11 32
Fort Defiance	17	....	7 45	3 48	....	11 43
Verona	21	....	7 52	3 56	....	12 03
Staunton + ... ♂	29	....	8 05	4 13	....	12 30
Brookewood	32	....	8 20	4 30	....	Noon
Mint Spring	33	....	8 24	4 35	....	....
Greenville ..... ♂	39	....	8 38	4 49	....	....
Spottswood	43	....	8 51	5 02	....	....
Raphine ..... ♂	45	....	8 56	5 08	....	....
Davis	46	....	9 00	5 12	....	....
Fairfield	50	....	9 08	5 21	....	....
Decatur	52	....	9 14	5 28	....	....
Timber Ridge ..... ♂	55	....	9 20	5 35	....	....
East Lexington ..... ♂	61	....	9 38	5 53	....	....
Lexington + ... ♂	62	....	9 45	6 00	....	....
[ARRIVE	..	....	A M	P M	....	....

(Eastern time.)	20	8	18	Mix.
[LEAVE	....	A M	Noon	P M
Lexington + ... ♂	....	†4 00	†12 00	†1 30
East Lexington ..... ♂	....	4 06	12 06	1 40
Timber Ridge ..... ♂	....	4 27	12 26	2 06
Decatur	....	4 34	12 32	2 17
Fairfield	....	4 41	12 38	2 28
Davis	....	4 50	12 46	2 43
Raphine ..... ♂	....	4 54	12 50	2 49
Spottswood	....	4 58	12 54	2 55
Greenville ..... ♂	....	5 07	1 04	3 12
Mint Spring	....	5 19	1 16	3 22
Brookewood	....	5 22	1 20	3 36
Staunton + ... ♂	....	5 39	1 43	4 09
Verona	....	5 50	1 56	4 38
Fort Defiance	....	5 56	2 03	4 55
Mt. Sidney	....	5 59	2 06	5 06
Cave Station ..... ♂	....	6 05	2 13	5 21
Mt. Crawford	....	6 15	2 22	5 42
Pleasant Valley	....	6 20	2 28	6 00
Chesapeake & W. Junc	....	6 28	2 36	6 23
Harrisonburg + ... ♂	....	6 30	2 40	6 30
[ARRIVE	....	A M	P M	P M
(Southern Ry.)	....	A M	P M	P M
Harrisonburg ..... lve.	....	6 40	2 56	7 25
Strasburg Junc ..... arr.	....	8 27	5 04	10 30
[LEAVE	....	A M	P M	P M
Strasburg Junc + ... ♂	....	†8 40	†6 08	†10 50
Capon Road	....	8 43	6 11	— —
Cedar Creek	....	8 52	6 19	— —
Middletown ..... ♂	....	8 57	6 24	11 20
Stephens City	....	9 09	6 36	— —
Bartonville	....	9 13	— —	— —
Kernstown	....	A M	6 45	— —
Winchester + ... ♂	....	†6 00	9 28	6 55	12 08
Stephenson	....	6 09	9 39	8 07	— —
Wadesville	....	6 17	9 47	8 17	— —
Summit Point ..... ♂	....	6 26	9 55	8 27	— —
Aldridge	....	6 35	10 04	— —	— —
Charlestown + ... ♂	....	6 43	10 12	8 43	1 32
Halltown	....	6 51	10 22	8 51	— —
Millville	....	6 55	10 27	8 56	— —
Harper's Ferry + ... ♂	....	7 05	10 35	7 05	¶2 15
[ARRIVE	....	A M	A M	P M	A M

BALTIMORE & OHIO

BALTIMORE, WASHINGTON, CINCINNATI, LOUISVILLE AND ST. LOUIS LINE.

For Local Service East of Cumberland, see pages 490-491.

December, 1909.	Mls	71	3	71	15	55	5	1	7	.....
New York.....lve.	....	....	P M	....	....	P M	A M	A M	A M	....
West 23d Street.....	....	....	*5 50	....	....	*11 50	†7 50	*9 50	*11 50	....
Liberty Street.....	....	....	6 00	....	....	1 30	8 00	10 00	12 00	....
Philadelphia....lve.	....	....	8 31	....	....	4 15	10 17	12 30	2 17	....
Baltimore.....lve.	0	....	11 05	....	....	8 00	12 30	3 00	4 30	....
Washington.....	40	....	12 40	....	....	9 10	1 27	4 05	5 36	....
[LEAVE	....	....	Night	....	....	A M	P M	P M	P M	....
[LEAVE	....	....	A M	A M	....	P M	P M	P M	P M	....
Cumberland+.... ♂	192	....	*5 12	†7 00	....	*1 35	†6 20	*6 28	*9 52	....
Brady	199	....	— —	7 15	....	— —	6 34	— —	— —	....
Rawlings..... ♂	206	....	— —	7 29	....	— —	6 48	— —	— —	....
Dawson.....	212	....	— —	7 39	....	— —	6 58	— —	— —	....
Keyser+ ..... ♂	216	....	5 50	7 47	....	2 12	6 08	9 05	10 30	....
Piedmont+..... ♂	221	....	6 02	7 59	....	2 22	6 18	9 15	10 41	....
Bloomington.....	223	....	— —	8 08	....	— —	6 26	— —	— —	....
Frankville..... ♂	228	....	— —	8 30	....	— —	6 46	— —	— —	....
Swanton..... ♂	233	....	— —	8 47	....	— —	7 01	— —	— —	....
Altamont..... ♂	237	....	— —	8 58	....	— —	7 11	— —	— —	....
Deer Park Hotel+ ♂	241	....	— —	9 07	....	— —	7 18	— —	— —	....
Mountain Lake Park+.. ♂	243	....	— —	9 15	....	— —	7 24	— —	— —	....
Oakland+..... ♂	246	....	7 12	9 26	....	3 33	7 31	10 26	11 54	....
Corinth ..... ♂	253	....	— —	9 44	....	— —	7 47	— —	— —	....
Terra Alta+..... ♂	256	....	7 33	9 57	....	3 51	7 58	— —	— —	....
M. & K. Junction...	267	....	7 53	10 24	....	4 11	8 22	— —	— —	....
Rowlesburg..... ♂	268	....	7 57	10 28	....	— —	8 26	— —	— —	....
Blaser ..... ♂	273	....	— —	10 45	....	— —	8 42	— —	— —	....
Tunnelton..... ♂	275	....	8 19	10 51	....	4 34	8 48	— —	— —	....
Austen	278	....	— —	11 00	....	— —	8 55	— —	— —	....
Newburg..... ♂	281	....	8 32	11 10	....	— —	9 03	— —	— —	....
Independence.....	283	....	— —	11 13	....	— —	9 07	— —	— —	....
Hardman.....	284	....	— —	11 17	....	— —	9 11	— —	— —	....
Thornton ..... ♂	289	....	— —	11 25	....	— —	9 19	— —	— —	....
Grafton.....arr.	294	A M	9 00	11 40	P M	5 16	9 35	12 06	1 40	....
Grafton+ ♂.....lve.	294	*6 30	9 20	A M	*3 00	5 25	P M	12 11	A M	....
Bryden..... ♂	300	6 45	— —	....	3 15	— —	....	— —	....	....
Simpson.....	302	6 50	— —	....	3 20	— —	....	— —	....	....
Flemington..... ♂	304	6 55	— —	....	3 25	— —	....	— —	....	....
Rosemont.....	306	7 00	— —	....	3 30	— —	....	— —	....	....
Oral.....	309	7 06	— —	....	3 36	— —	....	— —	....	....
Bridgeport..... ♂	311	7 11	— —	....	3 42	— —	....	— —	....	....
Clarksburg+ ..... ♂	316	7 28	9 55	....	4 00	6 08	....	12 53	....	....
Wilsonburg..... ♂	320	7 37	— —	....	4 11	— —	....	— —	....	....
Maken.....	325	7 53	— —	....	4 28	— —	....	— —	....	....
Bristol.....	328	7 59	— —	....	4 34	— —	....	— —	....	....
Salem..... ♂	330	8 07	10 26	....	4 40	6 36	....	— —	....	....
Long Run..... ♂	336	8 22	— —	....	4 57	— —	....	— —	....	....
Smithburg..... ♂	341	8 33	— —	....	5 07	— —	....	— —	....	....
West Union	344	8 40	— —	....	5 14	7 00	....	— —	....	....
Central..... ♂	347	8 55	— —	....	5 23	— —	....	— —	....	....
Pennsboro..... ♂	356	9 20	11 19	....	5 50	— —	....	— —	....	....
Ellenboro..... ♂	361	9 29	— —	....	6 00	— —	....	— —	....	....
Cornwallis..... ♂	366	9 38	— —	....	6 11	— —	....	— —	....	....
Cairo.....	369	9 43	11 39	....	6 17	— —	....	— —	....	....
Petroleum ..... ♂	376	10 00	— —	....	6 33	— —	....	— —	....	....
Kanawha..... ♂	388	10 24	— —	....	6 58	— —	....	— —	....	....
Nicolette.....	392	10 33	— —	....	7 12	— —	....	— —	....	....
Parkersburg+ ♂ arr.	398	10 50	12 35	....	7 30	8 50	....	3 33	....	....
(*Eastern time.*)	....	A M	Noon	....	P M	P M	....	A M	....	....
(*Central time.*)	....	....	A M	....	....	P M	....	A M	....	....
Parkersburg....lve.	398	....	*11 40	....	....	*7 55	....	*2 38	....	....
Athens.....arr.	435	....	12 41	....	....	9 00	....	3 35	....	....
Chillicothe.....arr.	495	....	2 20	....	....	10 31	....	5 05	....	....
Cincinnati.....arr.	593	....	5 35	....	....	1 45	....	8 05	....	....
(*B. & O. S.W.*)	....	....	P M	....	....	A M	....	A M	....	....
Cincinnati.....lve.	593	....	*6 00	....	....	†2 30	....	*8 20	....	....
Louisville.....arr.	723	....	9 35	....	....	7 20	....	11 50	....	....
(*B. & O. S.W.*)	....	....	P M	....	....	A M	....	A M	....	....
Cincinnati .....lve.	593	....	*8 15	....	....	†2 30	....	*9 00	....	....
Vincennes .....arr.	782	....	2 40	....	....	8 25	....	2 00	....	....
Odin .....arr.	867	....	5 11	....	....	10 58	....	5 57	....	....
St. Louis .....arr.	932	....	7 28	....	....	1 40	....	6 50	....	....
(*Central time.*)	....	....	A M	....	....	P M	....	P M	....	....

STATIONS.	8	2	6	14	14	72	12	72	4	....
(*Central time.*)	....	A M	....	....	....	....	P M	....	A M	....
St. Louis.....lve.	....	*9 00	....	....	....	....	*9 28	....	♭1 45	....
Odin.....lve.	....	10 58	....	....	....	....	11 38	....	3 48	....
Vincennes.....lve.	....	1 02	....	....	....	....	1 57	....	6 03	....
Cincinnati.....arr.	....	6 00	....	....	....	....	7 30	....	11 50	....
(*B. & O. S.W.*)	....	P M	....	....	....	....	A M	....	A M	....
[LEAVE	....	P M	....	....	....	....	A M	....	A M	....
Louisville.....	....	*2 10	....	....	....	....	*2 30	....	*3 10	....
Cincinnati.....arr.	....	5 30	....	....	....	....	7 30	....	12 00	....
Cincinnati.....lve.	....	*6 35	....	....	....	....	*8 00	....	*12 15	....
Chillicothe.....lve.	....	8 32	....	....	....	....	11 05	....	3 12	....
Athens.....lve.	....	11 12	....	....	....	....	12 55	....	4 54	....
Parkersburg....arr.	....	12 10	....	....	....	....	2 00	....	5 59	....
(*Central time.*)	....	Night	....	....	....	....	P M	....	P M	....
(*Eastern time.*)	....	A M	....	A M	....	....	P M	P M	P M	....
Parkersburg....lve.	....	*1 15	....	*7 00	....	....	*3 05	*3 40	*6 55	....
Nicolette.....	....	— —	....	7 10	....	....	— —	3 51	— —	....
Kanawha.....	....	— —	....	7 20	....	....	— —	4 02	— —	....
Petroleum.....	....	— —	....	7 45	....	....	— —	4 29	— —	....
Cairo.....	....	— —	....	8 02	....	....	— —	4 45	7 47	....
Cornwallis.....	....	— —	....	8 08	....	....	— —	4 53	— —	....
Ellenboro.....	....	— —	....	8 18	....	....	— —	5 04	— —	....
Pennsboro.....	....	— —	....	8 30	....	....	h4 15	5 17	— —	....
Central.....	....	— —	....	8 55	....	....	— —	5 47	— —	....
West Union.....	....	— —	....	9 02	....	....	b4 40	5 54	— —	....
Smithburg.....	....	— —	....	9 10	....	....	— —	6 06	— —	....
Long Run.....	....	— —	....	9 21	....	....	— —	6 17	— —	....
Salem.....	....	— —	....	9 38	....	....	5 10	6 38	9 08	....
Bristol.....	....	— —	....	9 43	....	....	— —	6 41	— —	....
Maken.....	....	— —	....	9 48	....	....	— —	6 47	— —	....
Wilsonburg.....	....	— —	....	10 05	....	....	— —	7 01	— —	....
Clarksburg.....	....	3 52	....	10 20	....	....	5 40	7 28	9 35	....
Bridgeport.....	....	— —	....	10 36	....	....	— —	7 35	— —	....
Oral.....	....	— —	....	10 47	....	....	— —	7 39	— —	....
Rosemont.....	....	— —	....	10 47	....	....	— —	7 46	— —	....
Flemington.....	....	— —	....	10 54	....	....	— —	7 53	— —	....
Simpson.....	....	— —	....	10 59	....	....	— —	7 59	— —	....
Bryden.....	....	— —	....	11 05	....	....	— —	8 05	— —	....
Grafton.....arr.	A M	4 37	A M	11 20	P M	P M	6 25	8 20	10 26	....
Grafton.....lve.	*4 13	4 45	†8 00	A M	*2 28	†2 35	6 32	P M	10 38	....
Thornton.....	— —	— —	8 13	....	— —	2 48	— —	....	— —	....
Hardman.....	— —	— —	8 22	....	— —	2 56	— —	....	— —	....
Independence.....	— —	— —	8 26	....	— —	3 00	— —	....	— —	....
Newburg.....	— —	— —	8 29	....	— —	3 03	6 54	....	— —	....
Austen.....	— —	— —	8 40	....	— —	3 11	— —	....	— —	....
Tunnelton.....	— —	5 23	8 51	....	3 08	3 21	7 14	....	— —	....
Blaser.....	— —	— —	8 57	....	— —	3 25	— —	....	— —	....
Rowlesburg.....	— —	— —	9 08	....	— —	3 36	7 29	....	— —	....
M. & K. Junction...	— —	— —	9 11	....	3 24	3 40	7 33	....	— —	....
Terra Alta.....	— —	6 12	9 47	....	3 58	4 15	8 08	....	— —	....
Corinth.....	— —	— —	9 58	....	— —	4 25	— —	....	— —	....
Oakland.....	a6 07	6 31	10 11	....	4 17	4 40	8 29	....	12 27	....
Mountain Lake Park..	— —	— —	10 18	....	— —	4 47	— —	....	— —	....
Deer Park Hotel...	— —	— —	10 27	....	— —	4 55	— —	....	— —	....
Altamont.....	— —	— —	10 36	....	— —	5 05	— —	....	— —	....
Swanton.....	— —	— —	10 44	....	— —	5 13	— —	....	— —	....
Frankville.....	— —	— —	10 54	....	— —	5 23	— —	....	— —	....
Bloomington.....	— —	— —	11 07	....	— —	5 36	— —	....	— —	....
Piedmont.....	7 00	7 25	11 13	....	5 12	5 42	9 20	....	1 22	....
Keyser.....	7 10	7 35	11 23	....	5 22	5 54	9 30	....	1 33	....
Dawson.....	— —	— —	11 31	....	— —	6 04	— —	....	— —	....
Rawlings.....	a c	— —	11 42	....	— —	6 14	— —	....	— —	....
Brady.....	— —	— —	11 56	....	— —	6 31	— —	....	— —	....
Cumberland.....	7 51	8 18	12 15	....	6 00	6 50	10 10	....	2 15	....
[ARRIVE	A M	A M	Noon	....	P M	P M	P M	....	A M	....
		Noon	Noon					....	A M	....
Washington.....	12 30	12 40	....	....	10 25	....	2 37	....	6 30	....
Baltimore.....arr.	1 47	1 47	....	....	11 50	....	3 42	....	7 50	....
Philadelphia....arr.	4 05	4 05	....	....	3 50	....	6 00	....	10 15	....
Liberty Street.....	6 30	6 30	....	....	6 35	....	8 32	....	12 35	....
West 23d Street....	6 45	6 45	....	....	7 00	....	8 43	....	12 45	....
New York.....arr.	P M	P M	....	....	A M	....	A M	....	Noon	....

GRAFTON AND BELINGTON BRANCH.

May 30, 1909.	Mls	50	7	1	207	54	3	....	....	....
[LEAVE	....	....	....	A M	....	....	P M	....	....	....
Grafton ..... ♂	0	....	....	*9 15	....	....	*6 30	....	....	....
Cecil	6.8	....	....	9 32	....	....	6 47	....	....	....
Cove Run.....	11.0	....	....	9 40	....	....	6 55	....	....	....
Moatsville.....	13.9	....	....	9 48	....	....	7 03	....	....	....
Arden ..... ♂	17.4	A M	....	9 57	....	P M	7 12	....	....	....
Berryburg.....lve.	....	†7 30	....	†9 45	....	†3 40	....	....	....	....
Hackers Junction ♂	21.6	7 55	....	*10 08	....	4 00	*7 25	....	....	....
Philippi ..... ♂	24.2	A M	A M	10 15	P M	P M	7 32	....	....	....
Tygart Junction.. ♂	29.6	....	†7 50	10 30	†3 50	....	7 48	....	....	....
Century .....arr.	38.4	....	....	†12 10	....	....	....	....	....	....
Buckhannon ....arr.	46.3	....	....	†11 20	4 40	....	†8 35	....	....	....
Clements	35.5	....	8 05	*10 44	P M	....	*8 03	....	....	....
McLean.....	39.3	....	8 14	10 53	....	....	8 12	....	....	....
Belington ♂ .....arr.	41.3	....	8 20	11 00	....	....	8 20	....	....	....
Elkins....(*West. Md.*)	....	....	A M	*11 50	....	....	*9 05	....	....	....
[ARRIVE	....	....	....	A M	....	....	P M	....	....	....

(*Eastern time.*)	2	53	8	4	208	....	....	....	....	....
[LEAVE	A M	....	....	P M	....	....	....	....	....	....
Elkins....(*West. Md.*)	*6 30	....	A M	*2 20	....	....	....	....	....	....
Belington ♂ .....lve.	*7 20	....	†9 45	*3 15	....	....	....	....	....	....
McLean.....	7 24	....	9 49	3 20	....	....	....	....	....	....
Clements.....	7 31	....	9 57	3 28	P M	....	....	....	....	....
Buckhannon....lve.	†6 35	....	....	†2 55	†6 50	....	....	....	....	....
Century.....	....	....	....	†12 50	....	....	....	....	....	....
Tygart Junction.. ♂	*7 46	....	10 15	*3 43	7 35	....	....	....	....	....
Philippi ..... ♂	7 57	A M	A M	3 58	P M	....	....	....	....	....
Hackers Junction ♂	8 03	†10 10	....	4 07	....	....	....	....	....	....
Berryburg.....arr.	†8 35	10 30	....	†4 35	....	....	....	....	....	....
Arden ..... ♂	*8 11	A M	....	*4 18	....	....	....	....	....	....
Moatsville.....	8 21	....	....	4 28	....	....	....	....	....	....
Cove Run.....	8 28	....	....	4 37	....	....	....	....	....	....
Cecil	8 36	....	....	4 46	....	....	....	....	....	....
Grafton ..... ♂	*8 55	....	....	5 05	....	....	....	....	....	....
[ARRIVE	A M	....	....	P M	....	....	....	....	....	....

* Daily; † daily, except Sunday; *a* stops to leave passengers from west of Grafton; *b* stops to take passengers for Cumberland and points east; *c* stops to take passengers for east of Cumberland; *h* stops to take passengers for points east of Grafton; *s* stops Sundays. ♭ On Sunday leaves 1 00 a.m. + Coupon stations; ♂ Telegraph stations.

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Steam Heat

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U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

Used on most of the Prominent Railways in Europe and the United States.

BALTIMORE & OHIO

OHIO RIVER DIVISION.

November 21, 1909.	Mls.	705	701	709	719	703	723		
(Eastern time.)				A M	A M	P M	P M		
Pittsburgh (B. & O.) lve.				†7 45	*10 20	†1 25	*5 30		
Wheeling .... " arr.				⊙ 9 55	12 30	3 45	7 50		
(Eastern time.)				A M	A M	Noon	P M	P M	
Wheeling + ... ♁ lve.	0		*7 20	†10 00	*12 40	†4 00	*7 40		
Benwood (Bellaire, O.) + ♁	4		7 22	10 20	1 00	4 18	8 00		
Glendale	9		7 34	- -	- -	- -	- -		
Moundsville r ..... ♁	11		7 41	10 34	1 15	4 35	8 14		
Chestnut Hill	16		7 53	- -	- -	4 42	- -		
Powhatan (Powhatan, O.) ♁	19		8 00	- -	1 28	4 49	s -		
Foster	22		8 06	- -	- -	4 55	- -		
Woodland	23		8 10	- -	- -	4 57	- -		
Clarington (Clarington, O.) ♁	27		8 18	- -	1 41	5 07	6 39		
Proctor ..... ♁	31		8 27	- -	1 50	5 16	- -		
Hannibal	36		8 37	- -	- -	5 24	- -		
New Martinsville + ... ♁	38		8 42	11 12	1 56	5 27	8 56		
Mendota	41		9 01	- -	- -	5 40	- -		
Paden City	43		9 06	- -	- -	5 45	- -		
Sistersville + ... ♁	47		9 16	11 32	2 21	5 58	9 15		
Matamoras ..... ♁	51		9 26	- -	- -	6 06	- -		
Friendly ..... +	52		9 27	- -	2 28	6 08	- -		
Long Reach	54		9 33	- -	- -	- -	- -		
Ben's Run ..... ♁	56		9 37	- -	- -	6 24	- -		
Raven Rock ..... ♁	59		9 46	- -	2 41	6 31	- -		
St. Mary's + ... ♁	64		9 55	11 56	2 46	6 40	9 42		
Vaucluse (Newport, O.)	65		10 01	- -	- -	6 42	- -		
Belmont	67		10 05	- -	- -	6 49	- -		
Eureka	69		10 09	- -	- -	6 53	- -		
Salama	70		10 13	- -	- -	- -	- -		
Willow Island	71		10 16	- -	- -	7 00	- -		
Waverly + ... ♁	74		10 24	- -	3 06	7 08	- -		
James Lane	75		10 26	- -	- -	- -	- -		
Williamstown (Marietta, O.) + ♁	81		10 34	11 18	3 13	7 19	10 07		
Pohick	83		10 38	- -	- -	- -	- -		
Kellar	85		10 43	- -	- -	- -	- -		
Briscoe	86		10 45	- -	- -	- -	- -		
Vienna	89		10 49	- -	- -	7 37	- -		
Parkersburg + ... ♁ arr.	94	A M	11 05	12 42	3 35	7 50	10 30		
Parkersburg ..... lve.	94	*7 30	A M	12 50	3 45	P M	10 40		
Blennerhassett	97	7 35		- -	3 51		- -		
Washington	100	7 43		- -	3 57		- -		
Meldahl's	103	7 48		- -	4 04		- -		
Harris Ferry ..... ♁	107	7 59		- -	4 20		- -		
Belleville ..... ♁	112	8 07		- -	4 30		- -		
Murrayville ..... ♁	118	8 22		- -	4 45		- -		
Muses Bottom	121	8 30		- -	4 51		- -		
Portland	124	8 38		- -	- -		- -		
Sherman	125	8 40		- -	5 01		- -		
Ravenswood + ... ♁	129	8 50		1 35	5 11		11 25		
Pleasant View	132	9 03		- -	5 22		- -		
Willow Grove	135	9 10		- -	5 29		- -		
Millwood + ... ♁	139	9 20		- -	5 36		- -		
Letart (Letart Falls, O.) .. ♁	144	9 33		- -	5 46		- -		
Graham (Racine, O.)	150	9 44		- -	5 56		- -		
New Haven (Syracuse, O.) ..	153	9 51		- -	6 03		- -		
Hartford ..... ♁	155	9 57		- -	6 10		- -		
Mason City (Pomeroy, O.) + .. ♁	158	10 05		2 20	6 19		- -		
Clifton (Middleport, O.) .. +	159	10 10		- -	6 24		- -		
Spilman	162	10 17		- -	6 31		- -		
Maggie	164	10 23		- -	6 36		- -		
York	168	10 28		- -	6 45		- -		
Locust Lane	170	10 33		- -	- -		- -		
Point Pleasant + . ♁ arr.	172	10 45		3 00	6 59		12 40		
K. & M. Junction ... lve.	172	10 45		3 00	6 59		12 40		
Henderson	174	10 50		- -	- -		- -		
Gallipolis Ferry (Gallip., O.) + .. ♁	178	10 57		3 09	7 10		- -		
Ben Lomond	184	11 09		- -	- -		- -		
Apple Grove ..... ♁	188	11 14		- -	7 29		- -		
Mercer's Bottom	189	11 16		- -	7 31		- -		
Ashton	190	11 18		- -	7 33		- -		
Glenwood ..... ♁	193	11 24		- -	7 39		- -		
Crown City Ferry	198	11 34		- -	7 49		- -		
Millersport Ferry	201	11 40		- -	7 54		- -		
Lesage	203	11 45		- -	7 59		- -		
Cox Landing ..... ♁	205	11 50		- -	8 05		- -		
Guyandotte	211	12 00		- -	8 15		- -		
Huntington + ... ♁	215	12 10		3 58	8 25		1 45		
Central City ..... ♁	217	12 19		- -	8 34		- -		
Ceredo	222	12 27		- -	- -		- -		
Kenova + ... ♁ arr.	223	12 30		4 20	8 45		2 15		
(Eastern time.)		Noon		P M	P M		A M		

STATIONS. (Eastern time.)	704	706	714	716	702	710		
	A M		A M	P M		P M		
Kenova ..... lve.	*1 15		*6 45	†1 10		*3 35		
Ceredo	- -		- -	- -		3 37		
Central City	- -		6 55	- -		3 48		
Huntington	1 45		7 05	1 30		3 58		
Guyandotte	- -		7 13	- -		4 08		
Cox Landing	- -		7 23	- -		4 17		
Lesage	- -		7 28	- -		4 22		
Millersport Ferry	- -		7 33	- -		4 28		
Crown City Ferry	- -		7 38	- -		4 33		
Glenwood	- -		7 50	- -		4 45		
Ashton	- -		7 56	- -		4 49		
Mercer's Bottom	- -		7 58	- -		4 51		
Apple Grove	- -		8 00	- -		4 53		
Ben Lomond	- -		- -	- -		4 58		
Gallipolis Ferry (Gallip., O.)	- -		8 19	2 28		5 10		
Henderson	- -		- -	- -		5 18		
K. & M. Junction ... arr.	2 50		8 33	2 39		5 27		
Point Pleasant ..... lve.	2 50		8 33	2 39		5 27		
Locust Lane	- -		- -	- -		5 35		
York	- -		8 44	- -		5 40		
Maggie	- -		8 49	- -		5 45		
Spilman	- -		8 54	- -		5 51		
Clifton (Middleport, O.)	- -		9 00	- -		5 56		
Mason City (Pomeroy, O.)	- -		9 05	3 07		6 01		
Hartford	- -		9 12	- -		6 10		
New Haven (Syracuse, O.)	- -		9 17	- -		6 15		
Graham (Racine, O.)	- -		9 23	- -		6 21		
Letart (Letart Falls, O.)	- -		9 33	- -		6 32		
Millwood	- -		9 43	3 36		6 42		
Willow Grove	- -		9 51	- -		6 50		
Pleasant View	- -		9 59	- -		7 57		
Ravenswood	4 00		10 15	3 54		7 07		
Sherman	- -		10 25	- -		7 15		
Portland	- -		- -	- -		7 17		
Muses Bottom	- -		10 35	- -		7 25		
Murrayville	- -		10 42	- -		7 33		
Belleville	- -		10 57	- -		7 48		
Harris Ferry	- -		11 05	- -		7 56		
Meldahl's	- -		11 17	- -		8 07		
Washington	- -		11 24	- -		8 14		
Blennerhassett	- -		11 30	- -		8 20		
Parkersburg ..... arr.	*4 45	A M	11 40	4 38	P M	8 30		
Parkersburg ..... lve.	*5 00	*7 10	11 50	4 47	*6 10	P M		
Vienna	5 08	- -	- -	- -	5 18			
Briscoe	- -	- -	- -	- -	5 21			
Kellar	- -	- -	- -	- -	5 23			
Pohick	- -	- -	- -	- -	5 27			
Williamstown (Marietta, O.)	5 22	7 31	12 18	5 08	5 31			
James Lane	- -	- -	- -	- -	5 40			
Waverly	5 31	- -	12 31	- -	5 43			
Willow Island	5 36	- -	- -	- -	5 49			
Salama	- -	- -	- -	- -	5 51			
Eureka	5 40	- -	- -	- -	5 55			
Belmont	5 44	- -	- -	- -	6 00			
Vaucluse (Newport, O.)	5 49	- -	- -	- -	6 05			
St. Mary's	5 51	7 55	12 50	5 31	6 08			
Raven Rock	5 59	- -	12 58	- -	6 17			
Ben's Run	6 04	s -	- -	- -	6 24			
Long Reach	- -	- -	- -	- -	6 29			
Friendly	6 12	- -	1 11	- -	6 35			
Matamoras	6 13	- -	- -	- -	6 37			
Sistersville	6 21	8 21	1 20	5 58	6 47			
Paden City	6 28	- -	- -	- -	6 56			
Mendota	6 31	- -	- -	- -	7 00			
New Martinsville	6 41	8 42	1 39	6 16	7 10			
Hannibal	6 44	- -	- -	- -	7 14			
Proctor	6 55	- -	1 50	- -	7 24			
Clarington (Clarington, O.)	7 04	- -	2 01	- -	7 34			
Woodland	7 11	s -	- -	- -	7 42			
Foster	7 14	- -	- -	- -	7 46			
Powhatan (Powhatan, O.)	7 20	s -	2 17	- -	7 54			
Chestnut Hill	7 28	- -	- -	- -	8 01			
Moundsville	7 41	9 21	2 38	6 56	8 14			
Glendale	- -	- -	- -	-	8 20			
Benwood (Bellaire, O.)	7 55	9 35	2 50	7 10	8 33			
Wheeling ..... arr.	8 20	10 00	3 15	7 50	8 50			
(Eastern time.)	A M	A M	P M	P M	P M			
Wheeling ... (B. & O.) lve.	8 30	10 05	3 25	7 40	⊙			
Pittsburgh .. " arr.	10 45	12 05	5 40	9 45				
(Eastern time.)	A M	Noon	P M	P M				

For Ravenswood, Spencer and Glenville Branch, and West Virginia Short Line, see page 495.

RIPLEY & MILL CREEK VALLEY RAILROAD.

November 21, 1909.	Mls.	No. 781	No. 783		
LEAVE					
Millwood + ... ♁	0	†10 05 A M	†5 50 P M		
Cottageville	3	10 15 "	6 00 "		
Angerona	6	10 25 "	6 10 "		
Evans	8	10 32 "	6 17 "		
Ripley	13	10 50 A M	6 35 P M		
ARRIVE					

(Eastern time.)	Mls.	No. 782	No. 784		
LEAVE					
Ripley	0	†8 15 A M	†2 30 P M		
Evans	5	8 33 "	2 48 "		
Angerona	7	8 40 "	2 55 "		
Cottageville	10	8 50 "	3 05 "		
Millwood	13	9 00 A M	3 15 P M		
ARRIVE					

* Daily; † daily, except Sunday; s stops to leave passengers from west of Millwood; s stops Sunday only. ⊙ No. 701 leaves from and No. 702 arrives at P. C. C. & St. L. Ry. Station, Wheeling. + Coupon stations; ♁ Telegraph stations.

BALTIMORE & OHIO

PITTSBURG, FAIRMONT, CLARKSBURG AND RICHWOOD LINE.

November 21, 1909.	Ms	8	62 and 2	50	6	2	4	50	64	68
(*Eastern time.*)				A M		P M	P M	A M		P M
Pittsburg + ... ♁ lve				†8 10		†2 20	†5 00	§8 10		§4 00
Connellsville + .. ♁ lve.	0			†1000		†4 45	†8 50	§1000		§6 50
Gibson ..... ♁	1			– –		– –	– –	– –		– –
Dunbar + ... ♁	4			10 12		4 55	6 58	10 12		7 02
Mt. Braddock ..... ♁	7			10 23		5 04	7 07	10 23		7 11
Evans	10			10 32		5 11	– –	10 32		7 18
Uniontown + ... ♁	13			10 35		5 14	7 18	10 35		7 21
Brownfield	16			10 54		– –	– –	10 54		7 35
Fairchance ..... ♁	20			11 04		5 34	7 38	11 04		7 41
Smithfield	23			11 12		5 42	7 43	11 12		7 50
Gans	27			11 22		5 52	7 54	11 22		8 03
Cheat Haven	30			11 28		5 58	– –	11 28		8 13
Point Marion ..... ♁	33		A M	11 37		6 09	8 11	11 37		8 24
Morgantown + ... ♁	45		†5 50	12 04		6 33	8 40	12 04		8 54
Uffington	48		6 02	12 12		6 42	– –	12 12		9 03
Little Falls	54		6 12	12 22		6 53	– –	12 22		9 14
Opekiska ..... ♁	59		6 23	12 35		7 07	– –	12 35		9 28
Murray	61		6 27	12 39		7 12	– –	12 39		9 34
Catawba	63		6 32	12 45		7 18	– –	12 45		9 39
Montana ..... ♁	65		6 36	12 52		7 24	– –	12 52		9 44
Hoult	68		6 42	1 00		7 30	– –	1 00		9 55
Fairmont + ... ♁ arr.	70		6 50	1 10		7 40	9 40	1 10		10 05
Fairmont ..... lve.	70		7 10	P M		P M	9 45	P M		P M
Jayenn	73		7 25				– –			
Monongah ..... ♁	76		7 32				10 01			
Everson	78		7 37				10 06			
Worthington	81		7 46				10 15			
Enterprise ..... ♁	83		7 54				10 19			
Shinnston ..... ♁	86		8 03				10 26			
Haywood	89		8 10				10 33			
Gypsy ..... ♁	91		8 14				10 36			
Meadowbrook ..... ♁	93		8 20				10 42			
Farnum	96		8 26				10 46	86		
Clarksburg + ... ♁ arr.	103	A M	8 45			P M	11 05	A M	P M	
Clarksburg ..... lve.	103	†6 00	11 30			†6 15	P M	§1025	§8 15	
Byron ..... ♁	111	6 25	11 54			6 38		10 50	8 38	
Lost Creek ..... ♁	116	6 37	12 08			6 52		11 02	8 52	
Jane Lew ..... ♁	121	6 50	12 22			7 05		11 15	7 06	62
Weston + ... ♁ arr.	128	7 15	12 45			7 25		11 35	7 25	P M
Weston ..... lve	128	7 20	1 05			P M		A M	P M	§4 30
Roanville ..... ♁	140	7 57	1 37							5 02
Arnold ..... ♁	142	8 04	1 44							5 08
Orlando ..... ♁	149	8 20	2 00							5 26
Burnsville ..... ♁	153	8 34	2 12							5 37
Coger ..... ♁	155	8 40	2 17							5 42
Heaters ..... ♁	162	8 57	2 34							5 59
Flatwoods ..... ♁	166	9 12	2 48							6 13
Gillespie ..... ♁	171	9 30	3 05							6 30
Holly Junction ..... ♁	173	9 37	3 12							6 37
Holly Junc. .. {West Va.} lv.			3 40							
Webster Spgs. {Midland} ar.			5 50							
Centralia ..... ♁	178	9 50	3 24							6 48
Erbacon ..... ♁	186	10 16	3 56							7 15
Camden-on-Gauley ..... ♁	205	11 10	5 06							8 23
Richwood ..... ♁	224	12 00	6 00							9 20
[ARRIVE		Noon	P M							P M

(*Eastern time.*)	1	3	1	51	5	7	63	61	66
[LEAVE					A M	P M		A M	
Richwood					†7 35	†1 10		§7 00	
Camden-on-Gauley					8 30	2 05		7 55	
Erbacon					9 21	2 55		8 46	
Centralia					9 50	3 24		9 15	
Webster Spgs. {West Va.} lv.					†7 20				
Holly Junc. {Midland} ar.					9 20				
Holly Junction					10 05	3 57		9 28	
Gillespie					10 16	3 45		9 36	
Flatwoods					10 40	4 00		9 55	
Heaters					10 52	4 10		10 05	
Coger					11 14	4 28		10 25	
Burnsville					11 20	4 33		10 30	
Orlando					11 35	4 47		10 45	
Arnold					11 55	5 05		11 03	
Roanville					12 03	5 12		11 10	
Weston ..... arr.					12 40	5 45	A M	11 45	P M
Weston ..... lve.					†7 40		§8 30	A M	§4 15
Jane Lew					1 22	6 12	8 50		4 35
Lost Creek					1 35	6 23	9 02		4 47
Byron					1 47	6 38	9 15		5 00
Clarksburg ..... arr.					2 16	7 05	9 40		5 25
Clarksburg ..... lve.					3 16	P M	A M		P M
Farnum					3 31				
Meadowbrook					3 37				
Gypsy					3 43				
Haywood					3 48				
Shinnston					3 58				
Enterprise					4 05				
Worthington					4 12				
Everson					4 22				
Monongah					4 28				
Jayenn					4 36	69		51	
Fairmont ..... arr.					4 45	P M		P M	
Fairmont ..... lve.					†8 00	†8 00		§2 15	
Hoult					2 23	8 07		2 23	
Montana					2 31	8 13		2 31	
Catawba					2 36	8 20		2 38	
Murray					2 41	8 26		2 41	
Opekiska					2 46	8 29		2 46	
Little Falls					3 00	8 42		3 00	
Uffington					3 10	8 53		3 10	
Morgantown					3 20	10 00		3 20	
Point Marion					3 53	P M		3 53	
Cheat Haven					3 59			3 59	
Gans					4 10			4 10	
Smithfield					4 24			4 24	
Fairchance					4 31			4 31	
Brownfield					4 39			4 39	
Uniontown					4 48			4 48	
Evans					4 53			4 53	
Mt. Braddock					5 04			5 04	
Dunbar					5 14			5 14	
Gibson					– –			– –	
Connellsville ..... arr.					5 26			5 26	
Pittsburg					7 30			8 55	
[ARRIVE					P M			P M	

WESTON AND PICKENS.

May 30, 1909.	M	18	206	6	66	64
[LEAVE		A M	P M	P M	A M	P M
Weston .... ♁	0	†7 25	†2 10	†7 30	§11 40	§7 30
Lorentz	12	8 10	2 43	8 04	12 14	8 04
Buckhannon .. ♁	16	8 30	2 56	8 15	12 25	8 15
Hampton	22	8 55	P M	8 30	Noon	P M
Alton	34	1022		8 02		
Alexander	38	1048		9 13		
Newlon .... ♁	42	11 12		9 23		
Pickens .... ♁	51	12 10		9 56		
[ARRIVE		Noon		P M		

(Eastern time.)	M	1	205	17	63	65
[LEAVE		A M		P M		
Pickens ...	0	†500		†100		
Newlon	9	5 25		1 45		
Alexander	13	5 34		2 06		
Alton	17	5 43		2 26		
Hampton ...	29	6 12	A M	3 18	A M	P M
Buckhannon .	34	6 25	†1120	4 10	§7 45	§5 30
Lorentz	39	6 33	11 28	4 20	7 52	5 38
Weston	51	7 05	12 00	5 00	8 25	4 10
[ARRIVE		A M	Noon	P M	A M	P M

FLATWOODS AND SUTTON.

May 30, 1909.	Ms	No. 30	No. 32	No. 34	No. 36
[LEAVE					
Flatwoods ..... ♁	0	†9 15 A M	†1055 A M	†2 55 P M	†4 06 P M
Sutton ..... ♁	6	9 40 A M	11 20 A M	3 20 P M	4 30 P M
[ARRIVE					

(*Eastern time.*)	Ms	No. 31	No. 33	No. 35	No. 37
[LEAVE					
Sutton	0	†8 35 A M	†1005 A M	†2 15 P M	†3 25 P M
Flatwoods	6	9 00 A M	10 30 A M	2 40 P M	3 50 P M
[ARRIVE					

WEST VIRGINIA SHORT LINE.

November 21, 1909.	Mls	716	717
[LEAVE			P M
Pittsburg ..... ♁		A M	†1 25
Wheeling ♁ ..... lve.		†7 10	†4 00
New Martinsville ♁ lve.	0	†8 55	*6 25
Minnie	8	9 14	6 42
Porters Falls	12	9 19	6 47
Reader	15	9 27	6 55
Galmish ..... ♁	17	9 31	6 59
Pine Grove ..... ♁	19	9 37	7 06
Jacksonburg ..... ♁	23	9 48	7 17
Smithfield ..... ♁	31	10 06	7 37
Folsom ..... ♁	34	10 14	7 45
Tunnel ..... ♁	36	10 20	7 50
Rinehart ..... ♁	37	10 25	7 55
Wallace ..... ♁	39	10 29	7 59
Brown	42	10 36	8 07
Dola ..... ♁	45	10 42	8 13
Lumberport ..... ♁	50	10 55	8 26
Short Line Junc. ♁	58	11 20	8 50
Clarksburg ..... ♁	61	11 25	8 55
[ARRIVE		A M	P M

(*Eastern time.*)	718	720
[LEAVE	A M	P M
Clarksburg	*6 00	†2 45
Short Line Junc. ..	6 05	2 50
Lumberport	6 25	3 10
Dola	6 37	3 23
Brown	6 42	3 29
Wallace	6 49	3 36
Rinehart	6 53	3 40
Tunnel	6 57	3 44
Folsom	7 02	3 50
Smithfield	7 10	3 58
Jacksonburg	7 24	4 15
Pine Grove	7 36	4 26
Galmish	7 40	4 31
Reader	7 45	4 37
Porters Falls	7 55	4 45
Minnie	8 01	4 51
New Martinsville .. arr.	8 25	5 15
Wheeling ..... arr.	10 00	7 30
Pittsburg	12 05	9 45
[ARRIVE	Noon	P M

RAVENSWOOD, SPENCER AND GLENVILLE.

November 21, 1909.	Ms	707	711
(*Eastern time.*)		A M	P M
Ravenswood + ♁ lve.	0	†9 00	†5 15
Silverton	3	9 10	5 25
Crow Summit	6	9 17	5 32
Sandyville	9	9 23	5 39
Meadowdale	12	9 33	5 49
Duncan	14	9 38	5 55
Leroy	16	9 43	6 00
Liverpool	17	9 47	6 04
Sandy Summit	19	9 54	6 11
Seaman	21	9 59	6 17
Dukes	22	10 02	6 20
Reedy	23	10 07	6 25
Billings	27	10 19	6 37
Barrs	30	10 29	6 49
Spencer ..... ♁	33	10 40	7 00
[ARRIVE		A M	P M

(*Eastern time.*)	Ms	708	712
[LEAVE		A M	P M
Spencer	0	†7 00	†2 00
Barrs	3	7 10	2 10
Billings	6	7 20	2 20
Reedy	10	7 32	2 32
Dukes	11	7 36	2 38
Seaman	12	7 39	2 39
Sandy Summit	14	7 45	2 45
Liverpool	16	7 52	2 52
Leroy	17	7 55	2 55
Duncan	19	7 59	2 59
Meadowdale	21	8 04	3 04
Sandyville	24	8 14	3 14
Crow Summit	27	8 21	3 21
Silverton	30	8 28	3 28
Ravenswood	33	8 40	3 40
[ARRIVE		A M	P M

Paw Paw Branch.—Trains leave Fairmont †8 00 a.m., †4 00 p.m., arrive Federal Mine (9 miles) 8 40 a.m., 4 40 p.m. Leave Federal Mine †9 15 a.m., †5 00 p.m., arrive Fairmont 9 55 a.m., 5 40 p.m.

Trains marked * run daily; † daily, except Sunday; § Sunday only; *a* stops to leave passengers; *e* Sunday arrives Pittsburg 10 20 a.m. + Coupon stations; ♁ Telegraph stations.

BALTIMORE & OHIO

BALTIMORE, WASHINGTON, COLUMBUS AND CHICAGO LINE.—Via Wheeling.

For Service East of Grafton, see pages 490, 491 and 493.

December 12, 1909.	Mls	7	17	105-3	11	19	71-15	55	105	5	5
New York.....lve.	....	A M	....	....	....	....	P M	P M	....	A M	A M
West 23d Street.....	....	*1150	....	....	....	....	*6 50	*1 50	....	*7 50	†7 50
Liberty Street.....	....	12 00	....	....	....	....	7 00	1 30	....	8 00	8 00
Philadelphia....lve.	....	2 17	....	....	....	....	9 21	4 15	....	10 17	10 17
Baltimore.....lve.	0	4 30	....	....	....	....	11 32	8 00	....	12 30	12 30
Washington....lve.	40	5 30	....	....	....	....	12 30	9 10	....	1 27	1 27
Cumberland.....	192	9 52	....	....	....	....	†7 00	1 35	....	5 12	5 20
Grafton.....	294	1 40	....	....	....	....	11 40	5 15	....	P M	9 35
[ARRIVE	....	A M	....	....	....	....	A M	P M	....	....	P M
	....	A M	A M	....	....	....	Noon	P M	....		P M
Grafton+.....§	294	*1 47	*6 45	....	....	....	*12 30	*5 22	....		†9 40
Fairmont+.....§	316	2 24	7 45	....	....	....	1 26	6 05	....		10 35
Underwood.....§	326	— —	8 12	....	....	....	1 52	6 23	....		P M
Mannington+.....§	334	3 05	8 28	....	....	....	2 10	6 38	....		....
Glover Gap.....§	341	— —	8 48	....	....	....	2 27	6 54	....		....
Denver.....§	358	— —	9 20	....	....	....	3 08	— —	....		....
Cameron+.....§	366	4 17	9 50	....	....	....	3 30	7 52	....		....
Moundsville+....§	382	*a*4 49	10 22	....	....	....	4 08	8 25	....		....
Benwood§.....arr.	389	5 03	10 35	....	....	....	4 20	8 40	....		....
Wheeling+§....arr.	393	5 35	10 55	....	....	....	4 40	9 00	....		....
(*Eastern time.*)	....	A M	A M	....	....	....	P M	P M	....		....
(*Central time.*)	....	A M		A M	A M	P M	P M		P M		....
Wheeling+§....lve.	....	*3 40	....	*10 15	†7 00	*3 10	*4 15	....	*10 55		....
Benwood+.....§	389	4 15	....	10 35	7 20	3 25	4 35	....	11 20		....
Bellaire+.....§	390	4 21	....	10 40	7 25	3 30	4 40	....	11 25		....
Neff.....§	394	— —	....	— —	7 36	3 48	— —	....	*v* —		....
Warnock.....+	402	— —	....	— —	7 54	4 09	— —	....	*v* —		....
Belmont.....+	409	— —	....	— —	8 08	4 24	— —	....	*v* —	No. 5 runs via Pittsburg and Akron.	....
Speidel.....	413	— —	....	— —	8 22	4 36	— —	....	*v* —		....
Barnesville+.....§	417	5 17	....	11 33	8 32	4 47	5 36	....	12 21		....
Elden+.....§	423	— —	....	— —	8 48	5 02	— —	....	*v* —		....
Quaker City.....+	425	— —	....	— —	8 54	5 04	— —	....	*v* —		....
Lore City.....§	434	— —	....	— —	9 16	5 23	— —	....	*v* —		....
Cambridge+.....§	442	5 57	....	12 13	9 30	5 48	8 25	....	105		....
New Concord+.....§	451	— —	....	*i*12 27	9 55	6 10	— —	....	*v* —		....
Sundale+.....§	454	— —	....	— —	10 03	6 20	— —	101	*v* —		....
Sonora.....§	461	— —	....	— —	10 17	6 34	— —	P M	*v* —		....
Zanesville+.....§	469	6 47	....	1 02	10 35	6 55	7 13	*7 25	2 02		....
Tobosо.....§	484	— —	....	— —	A M	P M	— —	7 54	*v* —		....
Newark+§.....arr.	494	7 35	17	1 50	....	....	7 55	8 15	2 50		....
Columbus.....arr.	527	8 45	A M	2 40	....	....	9 25	9 25	3 50		....
Newark+§.....lve.	494	7 45	†8 10	1 55	....	....	8 05	P M	A M		....
Utica+.....§	508	— —	8 38	2 22	....	....	8 31	....	....		....
Hunt.....	514	— —	8 47	2 32	....	....	— —	....	....		....
Mt. Vernon+.....§	519	8 26	8 57	2 44	....	....	8 50	....	....		....
Frederick.....+	527	— —	9 09	2 57	....	....	9 04	....	....		....
Butler+.....§	537	— —	9 27	3 18	....	....	9 23	....	....		....
Belleville+.....§	543	— —	9 37	3 28	....	....	9 33	....	....		....
Lexington+.....§	548	— —	9 48	3 38	....	....	9 45	....	....		....
Mansfield+.....§	556	9 24	10 10	3 58	....	....	10 06	....	....		....
Shelby Junc+.....§	568	9 42	10 34	4 21	....	....	10 28	....	....		....
Plymouth+.....§	576	— —	10 48	4 33	....	....	10 42	....	17		....
Chicago Junc+.arr.	582	10 05	11 05	*4 50	....	....	10 57	....	A M	A M	....
Chicago Junc§.lve.	582	10 10	A M	†4 55	....	....	11 25	....	†7 35	*2 45	....
Attica+.....§	590	*b*10 21		5 08	....	....	— —	....	7 28	— —	....
Republic+.....§	598	*b*10 30	....	5 23	....	....	— —	....	7 41	— —	....
Tiffin+.....§	606	10 40	....	5 40	....	....	12 01	....	7 56	3 15	....
Fostoria+.....§	619	10 59	....	6 07	....	....	12 20	....	8 21	3 33	....
Galatea.....§	631	*b*11 15	....	6 33	....	....	— —	....	8 44	— —	....
North Baltimore+..§	633	11 18	....	6 37	....	....	12 41	....	8 49	— —	....
Deshler+.....§	644	11 38	....	6 57	....	....	1 04	....	9 10	4 08	....
Hamler.....§	652	*b*11 48	....	7 10	....	....	— —	....	9 30	— —	....
Holgate+.....§	657	*b*11 55	....	7 20	....	....	— —	....	9 40	— —	....
Defiance+.....§	670	12 11	....	7 48	....	....	1 42	....	10 03	4 45	....
Sherwood.....§	679	*b*12 22	....	8 06	....	....	— —	....	10 20	— —	....
Hicksville+.....§	690	*b e*	....	8 26	....	....	— —	....	10 42	*e*5 12	....
St. Joe+.....§	697	*b*12 46	11	8 42	....	....	— —	....	10 54	— —	....
Auburn Junc.....+	707	1 02	A M	8 03	....	....	*h*2 47	....	11 16	*h* —	....
Garrett+.....§	710	1 14	*6 10	†9 10	....	....	3 00	....	11 30	5 46	....
Avilla+.....§	715	*l a*	6 20	P M	....	....	— —	....	11 40	— —	....
Albion+.....§	725	*l h*	6 35	....	....	....	*e*3 25	....	11 56	— —	....
Cromwell.....§	735	*l* —	6 51	....	....	....	— —	....	12 13	— —	....
Wawasee.....	740	*l* —	6 58	....	....	....	— —	....	12 22	— —	....
Syracuse+.....§	743	*l c*	7 03	....	....	....	*e*3 52	....	12 32	— —	....
Milford Junc+.....§	748	*l* —	7 13	....	....	....	— —	....	12 42	— —	....
Napanee+.....§	756	*l e*	7 25	....	....	....	*e*4 13	....	1 00	— —	....
Bremen+.....§	764	*l* —	7 38	....	....	....	*e*4 25	....	1 25	— —	....
La Paz Junction.....§	772	*i* —	7 50	....	....	....	— —	....	1 37	— —	....
Walkerton+.....§	781	*l y*	8 10	....	....	....	*h*4 52	....	1 56	— —	....
Wellsboro+.....§	796	*l* —	8 38	....	....	....	— —	....	2 21	— —	....
Alida.....§	803	*l* —	8 51	....	....	....	— —	....	2 36	— —	....
Willow Creek.....	819	*l* —	9 46	....	....	....	— —	....	3 06	— —	....
Gary.....	840	*l z*	10 01	....	....	....	*z* —	....	3 22	*z* —	....
South Chicago+.....§	841	4 17	A M	....	....	....	6 26	....	4 01	8 46	....
Chicago+§.....arr.	860	5 15	⊙	....	....	....	7 30	....	5 00	9 45	....
(*Central time.*)	....	P M		....	....	....		....	P M	A M	....

(*Central time.*)	4-104	16	8	6	14	12	18	102	12
[LEAVE	....	A M	A M	P M	P M	....	....	....	....
Chicago.....	....	†7 15	*10 40	*5 40	*8 50	▣	....	....	....
South Chicago.....	....	8 05	11 30	6 30	9 25	P M	....	....	....
Gary.....	....	8 34	*x* —	*x* —	*x* —	*4 36	....	....	....
Willow Creek.....	....	8 50	— —	— —	— —	4 53	....	....	....
Alida.....	....	9 20	— —	— —	— —	5 33	....	....	....
Wellsboro.....	....	9 33	— —	— —	— —	5 46	....	....	....
Walkerton.....	....	9 58	— —	— —	— —	6 10	....	....	....
La Paz Junction.....	....	10 14	— —	— —	— —	6 27	....	....	....
Bremen.....	....	10 26	— —	— —	p11 16	6 40	....	....	....
Napanee.....	....	10 40	— —	8 24	— —	6 55	....	....	....
Milford Junction.....	....	10 54	— —	— —	— —	7 10	....	....	....
Syracuse.....	....	11 05	p1 38	p8 42	— —	7 20	....	....	....
Wawasee.....	....	11 13	— —	— —	— —	7 26	....	....	....
Cromwell.....	....	11 21	— —	— —	— —	7 35	....	....	....
Albion.....	....	11 40	— —	9 08	— —	7 52	....	....	....
Avilla.....	A M	11 59	— —	— —	— —	8 10	....	....	....
Garrett.....	†4 30	12 15	2 32	9 38	12 35	8 20	....	....	....
Auburn Junction..	4 37	12 21	2 37	9 44	— —	P M	....	....	....
St. Joe.....	4 54	12 37	— —	— —	— —		....	....	....
Hicksville.....	5 08	12 51	p2 59	p1005	— —	....	....	....	....
Sherwood.....	5 30	1 10	— —	— —	— —	....	....	....	....
Defiance.....	5 48	1 28	3 25	10 32	1 31	....	....	....	....
Holgate.....	6 13	1 50	— —	p1050	— —	....	....	....	....
Hamler.....	6 22	2 00	— —	— —	— —	....	....	....	....
Deshler.....	6 35	2 13	3 58	11 12	2 12	....	....	....	....
North Baltimore.....	7 00	2 33	4 15	11 32	— —	....	....	....	....
Galatea.....	7 04	2 39	— —	— —	— —	....	....	....	....
Fostoria.....	7 35	3 10	4 36	11 54	2 49	....	....	....	....
Tiffin.....	8 04	3 32	4 54	12 12	3 08	....	....	....	....
Republic.....	8 20	3 55	— —	— —	— —	....	....	....	....
Attica.....	8 37	4 15	— —	— —	— —	....	....	....	....
Chicago Junc...arr.	†8 53	4 30	5 36	12 48	3 50	....	....	....	....
Chicago Junc...lve.	*9 08	4 37	5 40	Night	4 00	....	....	....	....
Plymouth.....	9 22	4 50	j5 50		4 10	....	....	....	....
Shelby Junction...	9 42	5 03	6 04		4 25	....	....	....	....
Mansfield.....	10 10	5 28	6 27		4 47	....	....	....	....
Lexington.....	10 25	5 47	— —		5 04	....	....	....	....
Belleville.....	10 33	5 57	— —		5 12	....	....	....	....
Butler.....	10 42	6 08	j7 01		5 21	....	....	....	....
Frederick.....	11 02	6 28	— —	No. 6 runs via Akron and Pittsburg.	5 38	....	....	....	....
Mt. Vernon.....	11 18	6 42	7 29		5 50	....	....	....	....
Hunt.....	11 30	6 51	— —		— —	....	....	....	....
Utica.....	11 42	7 04	— —		6 07	108	....	....	....
Newark.....arr.	12 15	7 30	8 10		6 30	P M	....	A M	....
Columbus.....lve.	*1150	P M	*7 00		....	*1152	....	*6 35	....
Newark.....lve.	*1240		8 20		6 40	*1245	....	*7 45	....
Toboso.....	— —	....	— —		— —	*g* —	A M	8 04	P M
Zanesville.....	1 23	....	9 02		7 25	1 27	*6 00	8 35	†4 30
Sonora.....	— —	....	— —		*n* —	*g* —	6 14	A M	4 46
Sundale.....	— —	....	— —		*n* —	*g* —	6 30		4 56
New Concord.....	d1 57	....	9 36		*n* —	*g* —	6 40	....	5 08
Cambridge.....	2 15	....	9 53		8 16	2 18	7 00	....	5 23
Lore City.....	2 28	....	—		8 31	*g* —	7 16	....	5 40
Quaker City.....	— —	....	— —		*n* —	*g* —	7 36	....	6 01
Eldon.....	— —	....	— —		*n* —	*g* —	7 39	....	6 08
Barnesville.....	3 06	....	10 45		9 07	3 05	8 00	....	6 35
Speidel.....	— —	....	— —		*n* —	*g* —	8 09	....	6 43
Belmont.....	— —	....	— —		*n* —	*g* —	8 24	....	6 54
Warnock.....	— —	....	— —		*n* —	*g* —	8 37	....	7 07
Neff.....	3 48	....	— —		*n* —	*g* —	8 58	....	7 27
Bellaire.....	4 00	....	11 35		9 58	3 59	9 10	....	7 44
Benwood.....	4 05	....	11 40		10 02	4 04	9 15	....	7 50
Wheeling.....arr.	4 26	....	12 10		10 25	4 25	9 35	....	8 10
(*Central time.*)	P M	72	Night		A M	A M	A M	4	P M
(*Eastern time.*)		A M	Night		A M		....	P M	
Wheeling.....lve.		*7 25	*12 25		*1050		....	*5 00	....
Benwood.....		7 40	12 50		11 07		....	6 20	....
Moundsville.....		7 57	1 04		11 20		....	6 39	....
Cameron.....		8 34	1 42		11 52		....	6 38	....
Denver.....		8 54	— —		— —		....	6 57	....
Glover Gap.....		9 43	— —		12 45		....	7 47	....
Mannington.....		10 02	2 50		1 00		....	8 06	6
Underwood.....		10 22	— —		1 12		....	8 22	A M
Fairmont.....		10 51	3 25		1 35		....	8 50	†7 00
Grafton.....		11 50	4 08		2 18		....	9 44	7 55
[ARRIVE		A M	A M		P M		....	P M	A M
[LEAVE	....	....	A M	....	P M	....	....	P M	A M
Grafton.....	A M	....	4 13	Noon	2 28	Noon	....	10 30	†8 00
Cumberland.....	2 15	....	7 51	12 40	6 00	12 40	....	2 15	12 15
Washington....arr.	6 30	....	12 30	4 42	10 26	4 42	....	6 30	Noon
Baltimore.....arr.	7 50	....	1 47	5 50	11 30	6 50	....	7 50	....
Philadelphia....arr.	10 15	....	4 05	8 19	3 50	8 19	....	10 15	....
Liberty Street.....	12 35	....	6 30	10 40	6 35	10 40	....	12 35	....
West 23d Street....	12 45	....	6 45	10 50	7 00	10 50	....	12 45	....
New York.....arr.	Noon	....	P M	P M	A M	P M	....	Noon	....

Via Pittsburg.

Via Pittsburg.

* Daily; † daily, except Sunday; § Sunday only; *a* stops to take passengers for west of Bellaire or to leave from east of Cumberland; *b* stops Sundays to leave passengers from east of Chicago Junction; *d* stops to take passengers for east of Wheeling or to leave from west of Zanesville; *e* stops to let off passengers from east of Chicago Junction and to take passengers for Chicago; *g* stops Sunday to leave passengers from Cincinnati; *h* stops to take for Chicago; *j* stops to leave passengers from Chicago; *l* stops daily to leave from east of Chicago Junction; *n* stops to leave passengers from points west of Zanesville; *o* stops to leave passengers from east of Chicago Junction; *p* stops to leave passengers from Chicago or to take for east of Chicago Junction; *r* stops to take passengers for north and west of Newark or to leave from east of Wheeling; *v* stops Sunday to take for Cincinnati and points beyond; *x* stops to receive passengers for points east of Garrett; *y* stops Sunday to take for Chicago; *z* stops to discharge passengers from points east of Garrett. ⊙ Arrives Brookdale 11 05 a.m. ▣ Leaves Brookdale *8 50 p.m. + Coupon stations; § Telegraph stations.

BALTIMORE & OHIO

OHIO & LITTLE KANAWHA RAILWAY.

OSCAR G. MURRAY, President, Baltimore, Md.
F. A. DURBAN, Vice-President, Zanesville, O.
C. W. WOOLFORD, Secretary, Baltimore, Md.

J. V. MCNEAL, Treasurer, Baltimore, Md.
J. L. KIRK, Auditor, "
A. N. KINSMAN, Chief Engineer, "

J. D. MCCUBBIN, JR., Real Estate Agent, Baltimore, Md.
C. S. WIGHT, General Traffic Manager, "

November 21, 1909.	Mls.	No. 146	No. 204	No. 74
[LEAVE				
Zanesville + ... ♂	0	†8 50 A M	†1 40 P M	†4 10 P M
Putnam ..... ♂	0.6	8 53 "	1 43 "	4 13 "
Fair Oaks ..... ♂	1.6	8 56 "	1 46 "	4 16 "
Sealover	5.9	9 06 "	1 55 "	4 29 "
Philo ..... ♂	9.2	9 14 "	2 01 "	4 41 "
Merriam ..... ♂	13.5	9 24 "	2 11 "	4 52 "
Stone	14.9	9 27 "	2 15 "	4 55 "
Cedar Run	15.8	9 29 "	2 17 "	4 57 "
Dursat	17.8	9 33 "	2 21 "	5 01 "
Eagleport ..... ♂	19.0	9 36 "	2 24 "	5 05 "
Shawnee Junction ...	23.1	9 43 "	2 32 "	5 14 "
Malta + ... ♂	26.4	9 50 "	2 39 "	5 25 P M
Hooksburg	33.0	10 03 "	2 53 "	
Stockport + ... ♂	35.9	10 11 "	3 02 "	
Roxbury	39.2	10 20 "	3 10 "	
Swift	43.2	10 30 "	3 20 "	
Beckett	45.4	10 36 "	3 26 "	
Relief ..... ♂	46.6	10 40 "	3 28 "	
Waterford + ... ♂	51.3	10 53 "	3 40 "	
Equity	56.0	11 05 "	3 51 "	
Lowell ..... ♂	60.8	11 20 "	4 05 "	
Rainbow	64.1	11 29 A M	4 13 "	
Marietta + ... ♂	74.3	12 03 Noon	4 36 P M	
[ARRIVE				
Parkersburg + ... ♂		12 40 Noon	5 10 P M	
[ARRIVE				

Central time.	No. 203	No. 147	No. 79
[LEAVE			
Parkersburg ..... ♂	†7 45 A M	†3 00 P M	
[LEAVE			
Marietta ..... ♂	†8 15 A M	†3 35 P M	
Rainbow	8 45 "	3 58 "	
Lowell ..... ♂	8 53 "	4 05 "	
Equity	9 03 "	4 15 "	
Waterford ..... ♂	9 15 "	4 27 "	
Relief ..... ♂	9 20 "	4 38 "	
Beckett	9 28 "	4 42 "	
Swift	9 33 "	4 47 "	
Roxbury	9 44 "	4 55 "	
Stockport ..... ♂	9 55 "	5 03 "	
Hooksburg	10 03 "	5 09 "	
Malta ..... ♂	10 19 "	5 25 "	†5 25 A M
Shawnee Junction ...	10 26 "	5 33 "	5 33 "
Eagleport ..... ♂	10 35 "	5 40 "	5 43 "
Durant	10 39 "	5 43 "	5 47 "
Cedar Run	10 43 "	5 47 "	5 51 "
Stone	10 45 "	5 49 "	5 53 "
Merriam ..... ♂	10 49 "	5 52 "	5 56 "
Philo ..... ♂	11 02 "	6 00 "	6 11 "
Sealover	11 09 "	— —	6 20 "
Fair Oaks ..... ♂	11 24 "	6 19 "	6 34 "
Putnam ..... ♂	11 27 "	6 22 "	6 37 "
Zanesville ..... ♂	11 30 A M	6 25 P M	6 40 A M
[ARRIVE			

PARKERSBURG AND MARIETTA.

November 21, 1909.	Mls.	No. 203	No. 121	No. 147	123	125	127
[LEAVE					P M	P M	Night
Parkersburg + ... ♂	0	†7 45 A M	*1205 Noon	†3 00 P M	*8 10	†8 10	†12 15
Belpre + ... ♂	2	7 50 "	12 12 "	3 07 "	8 17	8 17	12 22
Briggs	5	7 56 "	12 19 "	3 13 "	8 26	8 24	12 30
Constitution ..... ♂	7	7 59 "	12 23 "	3 17 "	8 28	8 27	12 32
Moore's Junc. ♂	11	8 06 "	12 31 "	3 24 "	8 36	8 36	12 41
West Marietta ... ♂	13	8 12 "	12 37 "	3 31 "	8 42	8 42	12 47
Marietta + ... ♂	14	8 15 A M	12 40 Noon	3 35 P M	8 46	8 45	12 50
[ARRIVE					P M	P M	Night

(Central time.)	No. 120	No. 146	204	No. 122	No. 124	126
[LEAVE			P M			P M
Marietta ..... ♂	*1045 A M	†1203 Noon	†4 36	*5 00 P M	†7 00 P M	†11 00
West Marietta .. ♂	10 48 "	12 08 "	4 40	5 03 "	7 03 "	11 03
Moore's Junc. ♂	10 54 "	12 14 "	4 46	5 08 "	7 09 "	11 08
Constitution ..... ♂	11 03 "	12 23 "	4 55	5 18 "	7 18 "	11 18
Briggs	11 05 "	12 25 "	— 7	5 20 "	7 20 "	11 20
Belpre ..... ♂	11 13 "	12 33 "	5 03	5 28 "	7 28 "	11 28
Parkersburg .. ♂	11 20 A M	12 40 Noon	5 10	5 35 P M	7 35 P M	11 35
[ARRIVE			P M			P M

COLUMBUS AND NEWARK BRANCH.

November 7, 1909.	Mls	105	107	103	101
[LEAVE		A M	A M	P M	P M
Newark + ... ♂	0	*2 55	*7 50	*1 55	*8 25
Central City ..... ♂	4	— —	— —	— —	8 53
Pataskala ..... ♂	16	— —	8 14	— —	8 51
Black Lick ..... ♂	23	— —	— —	— —	9 03
Taylor	25	— —	— —	— —	9 05
Columbus + ... ♂	33	3 50	8 45	2 40	9 25
[ARRIVE		A M	A M	P M	P M

(Central time.)	102	104	108	106
[LEAVE	A M	A M	P M	P M
Columbus + ... ♂	*6 35	*1150	*7 00	*1152
Taylor	6 49	— —	— —	— —
Black Lick ..... ♂	6 52	— —	— —	— —
Pataskala ..... ♂	7 05	— —	7 28	— —
Central City ..... ♂	7 24	— —	— —	— —
Newark + ... ♂	7 35	12 35	7 50	12 40
[ARRIVE	A M	Noon	P M	Night

ST. CLAIRSVILLE AND NEFF.

November 21, 1909.	Mls.	No. 52	No. 64
[LEAVE			
St. Clairsville	0	†8 20 A M	†3 00 P M
Claremont	4	8 32 "	3 11 "
Echo	5	8 39 "	3 18 "
North Neff	6	8 41 "	3 20 "
Neff ..... ♂	7	8 45 A M	3 25 P M
[ARRIVE			

EASTERN OHIO BRANCH.

November 21, 1909.	Mls.	No. 55	No. 1
[LEAVE			
Lore City ..... ♂	0	†2 50 P M	†6 45 P M
Senecaville	4.1	2 46 "	6 00 "
Buffalo	8.0	2 55 P M	6 10 "
Blue Bell	11.8	.....	6 25 "
Cumberland	16.7	.....	6 40 P M
[ARRIVE			

(Central time.)	No. 2	No. 56
[LEAVE		
Cumberland	†7 15 A M	.....
Blue Bell	7 25 "	.....
Buffalo	7 38 "	†3 05 P M
Senecaville	7 48 "	3 15 "
Lore City	8 15 A M	3 30 P M
[ARRIVE		

NEFF AND ST. CLAIRSVILLE.

(Central time.)	Mls.	No. 51	No. 53
[LEAVE			
Neff	0	†9 50 A M	†4 10 P M
North Neff	1	9 54 "	4 16 "
Echo	2	9 57 "	4 18 "
Claremont	3	10 05 "	4 27 "
St. Clairsville	7	10 15 A M	4 35 P M
[ARRIVE			

NEWARK AND SHAWNEE.

November 21, 1909.	Mls	No. 208	No. 210
Newark ♂ ..... lve.	0	†7 50 A M	†2 15 P M
National Road	7.8	8 05 "	2 29 "
Bruno	10.0	8 10 "	2 34 "
Thornville	11.8	8 14 "	2 38 "
Glenford	17.8	8 25 "	2 52 "
Somerset + ... ♂	24.4	8 40 "	3 09 "
Wellan	27.1	8 46 "	3 16 "
Junction City + .. ♂	33.2	9 00 "	3 30 "
Bristol	38.0	9 10 "	3 42 "
McCuneville	41.5	9 18 "	3 49 "
Shawnee + ... ♂ arr.	43.7	9 30 A M	4 05 P M

(Central time.)	No. 207	No. 209
Shawnee + ... ♂ lve.	†9 40 A M	†4 25 P M
McCuneville	9 46 "	4 31 "
Bristol	10 00 "	4 45 "
Junction City + ... ♂	10 15 "	5 05 "
Wellan	10 31 "	5 21 "
Somerset + ... ♂	10 39 "	5 29 "
Glenford	10 56 "	5 46 "
Thornville	11 10 "	6 00 "
Bruno	11 15 "	6 05 "
National Road	11 22 "	6 12 "
Newark ♂ ..... arr.	11 45 A M	6 35 P M

SMITHFIELD AND LECKRONE.

November 21, 1909.	Mls	No. 102
[LEAVE		
Smithfield	0	†6 00 P M
York Run Junction	1.9	6 07 P M
Colliers	4.1	6 14 P M
York Run Junction	1.9	6 22 P M
Strumm	2.1	6 25 "
Shoaf	3.3	6 30 "
High House	5.5	6 38 "
Leckrone	8.6	6 50 P M
[ARRIVE		

CHICAGO JUNCTION AND SANDUSKY.

November 21, 1909.	Mls	17	3
(Central time.)		A M	P M
Newark ..... lve.		†8 10	*1 55
Chicago Jn + .. ♂ lve.	0	†1105	*4 50
Centerton	2	11 10	5 00
Havana	6	11 18	5 07
Pontiac	10	11 25	5 14
Monroeville + ... ♂	14	11 34	5 22
Kimball	19	11 43	5 30
Prout	21	11 50	5 35
Wilmer	25	11 57	5 41
Sandusky + ... ♂	29	12 10	5 55
[ARRIVE		Noon	P M

(Central time.)	4	16
[LEAVE	A M	P M
Sandusky + ... ♂	*7 55	†3 25
Wilmer	8 06	3 36
Prout	8 12	3 42
Kimball	8 18	3 48
Monroeville + ... ♂	8 25	3 55
Pontiac	8 41	4 06
Havana	8 48	4 13
Centerton	8 55	4 22
Chicago Jn + ... ♂ arr.	9 08	4 37
Newark	12 15	7 30
[ARRIVE	Noon	P M

LECKRONE AND SMITHFIELD.

(Eastern time.)	Mls	No. 101
[LEAVE		
Leckrone	0	†5 50 A M
High House	3.1	6 02 "
Shoaf	5.3	6 10 "
Strumm	6.5	6 14 "
York Run Junction	6.7	6 16 A M
Colliers		†6 24 A M
York Run Junction	6.7	6 31 A M
Smithfield	8.6	6 40 A M
[ARRIVE		

Trains marked * run daily; † daily, except Sunday.
+ Coupon stations; ♂ Telegraph stations.

BALTIMORE & OHIO

NEW YORK, PITTSBURG, AKRON, CLEVELAND AND CHICAGO.

For Local Service East of Cumberland, see pages 498 and 499.

November 21, 1909.	Ms	9	11	57-3	15	49	5	207	1	7	201
(Eastern time.) [LEAVE	...	*P M	P M	.....	P M	....	A M	....	....	....	....
New York (W. 23d St.)	...	x3 50	*6 50	.....	*11 50	....	*7 50	....	....	....	....
New York (Liberty St.)	...	x4 00	7 00	.....	1 30	....	8 00	....	....	....	....
[LEAVE	...	P M	P M	.....	A M	....	A M	....	....	....	....
Phila. (24th & Chest. Sts.)	...	x6 12	*9 21	.....	*4 15	....	*10 17	....	....		
Baltimore (Camden Sta.)	...	*8 00	11 32	.....	8 00	....	12 30	....	....		
Washington, D.C.	..	9 10	12 30	.....	9 10	....	1 27	....	....		
[LEAVE	...	A M	A M	A M	P M	P M	P M	....	....		
Cumberland + .. ♁	0	*1 50	*4 32	†6 20	*1 30	*2 50	*5 17	....	....		
Mt. Savage Junc ♁	4	— —	— —	6 27	— —	2 58	— —	....	....		
Ellerslie	6	— —	Pittsburg Limited.	6 32	— —	3 04	— —	....	....		
Hyndman + ♁	14	2 14		6 45	1 54	3 21	— —	....	....		
Fairhope	20	— —		6 58	— —	3 34	— —	....	....		
Glencoe ♁	24	— —		7 10	— —	3 46	— —	....	....		
Philson ♁	27	— —		7 18	— —	3 54	— —	....	....		
Mance	30	— —		7 26	— —	4 02	— —	....	....		
Sand Patch ♁	33	— —		7 37	— —	4 14	— —	....	....		
Keystone	35	— —	— —	7 40	— —	4 17	— —	A M	....		
Meyersdale + ♁	37	— —	5 49	7 47	2 46	4 24	8 35	*6 30	....		
Salisbury Junc. ♁	39	— —	— —	7 49	— —	4 27	— —	— —	....		
Garrett + ♁	42	— —		7 57	2 55	4 33	— —	6 38	....		
McSpadden	46	— —		8 04	— —	4 40	— —	6 45	....		
Rockwood + ♁	49	3 42		8 15	3 10	4 49	8 53	6 55	....		
Cassellman	53	— —		8 25	— —	4 59	— —	A M	....		
Markleton ♁	56	3 52		8 31	3 25	5 05	— —		....		
Pinkerton ♁	57	— —		8 35	— —	5 08	— —	....	....		
Ursina ♁	64	— —	— —	8 48	— —	5 22	— —	....	....		
Confluence + ♁	66	— —	— —	8 52	3 39	5 27	— —	....	....		
Bidwell ♁	71	— —	— —	9 04	— —	5 38	— —	....	....		
Ohio Pyle ♁	76	— —	p —	9 14	3 56	5 49	— —	....	....	....	....
Indian Creek ♁	85	— —	— —	9 38	— —	6 12	— —	....	....	....	....
Gibson ♁	91	— —	— —	9 49	— —	— —	— —	....	....	....	....
Connellsville + arr.	93	4 52	7 09	9 55	4 30	6 30	7 56	....	A M	P M	A M
Connellsville ♁ lve.	93	5 00	7 14	10 15	4 36	6 35	8 01	....	†7 55	†5 32	ȝ7 55
Broad Ford ♁	95	— —	— —	— —	— —	6 41	— —	....	7 59	— —	7 59
Dawson ♁	98	— —	— —	10 24	s4 45	6 48	— —	....	8 05	5 42	8 05
Layton ♁	105	— —	— —	— —	4 58	7 05	— —	19	8 19	5 55	8 19
Smithton ♁	111	— —	— —	10 45	s5 09	7 21	— —	A M	8 34	6 06	8 34
West Newton + ♁	117	h5 39	— —	10 55	5 18	7 36	— —	†6 25	8 47	6 18	8 47
Scott Haven ♁	123	— —	— —	— —	s5 28	7 50	— —	6 38	9 01	6 30	9 02
Coulter	128	— —	— —	— —	— —	8 03	— —	6 53	— —	— —	9 16
Versailles ♁	133	— —	— —	— —	— —	8 14	— —	7 08	— —	6 47	9 27
McKeesport + ♁	135	6 10	8 19	11 27	5 51	8 22	8 07	7 20	9 30	6 55	9 36
Bessemer ♁	139	— —	— —	— —	— —	8 30	— —	— —	— —	7 03	9 48
Braddock + ♁	141	6 21	8 29	11 39	6 03	8 35	— —	7 29	9 40	7 06	9 52
Glenwood	145	— —	— —	— —	— —	8 44	— —	— —	— —	7 17	10 07
Hazelwood ♁	146	— —	— —	— —	— —	8 46	— —	7 41	9 51	7 20	10 10
Pittsburg + ♁	150	6 45	8 50	11 59	6 25	8 55	9 40	7 50	10 00	7 30	10 20
[ARRIVE	...	....	A M	A M	P M	P M	....	A M	A M	P M	A M

Train 7: Additional Train—Leaves Allegheny ȝ7 30 a.m., arriving Callery 8 35 a.m.

Train 201: Additional Train—Leaves West Newton †12 05 noon, arriving Pittsburg 1 35 p.m.

	Ms										
[LEAVE	...	....	151	157	153	15 P M	.....	159	161	163	303
Pittsburg	150	7 55	A M	P M	A M	*5 25	10 00	P M	P M	P M	P M
Allegheny + ♁	...	....	†7 00	†1 05	*8 15	....	....	†3 25	†5 20	†6 15	ȝ6 16
Bennett ♁	157	— —	7 08	1 12	— —	— —	— —	3 32	5 27	6 22	6 22
Sharpsburg ♁	159	— —	7 13	1 18	8 27	— —	— —	3 37	5 32	6 27	6 27
Wittmer ♁	161	— —	7 19	1 23	— —	— —	— —	— —	5 38	6 34	6 33
Glenshaw ♁	162	— —	7 21	1 26	— —	— —	— —	3 45	5 40	6 36	6 35
Wildwood ♁	168	— —	7 38	1 39	— —	— —	— —	4 01	5 56	6 53	6 52
Bakerstown ♁	173	— —	7 47	1 50	— —	— —	— —	4 10	6 05	7 03	7 01
Valencia ♁	175	— —	7 52	1 55	— —	— —	— —	4 14	6 09	7 08	7 06
Mars ♁	176	— —	7 56	1 59	— —	— —	— —	4 19	6 14	7 12	7 10
Callery + ♁	180	8 59	8 05	2 07	9 05	6 32	— —	4 28	6 42	7 20	7 20
Evans City + ♁	182	9 06	A M	P M	A M	— —	— —	P M	6 50	P M	7 27
Harmony + ♁	187	9 15		....		— —	— —		6 58	....	7 36
Zelienople + ♁	188	9 18	....	....	....	— —	— —	....	7 01	....	7 39
North Sewickley	197	9 36	....	....	....	— —	— —	....	7 20	....	7 58
Ellwood City + ♁	199	9 40	....	....	....	7 05	11 37	....	7 25	....	8 02
Chewton ♁	202	9 48	....	....	....	— —	— —	....	7 32	....	8 11
West Pittsburg	206	o9 55	....	....	....	— —	— —	....	7 39	....	8 18
New Castle Junc ♁ arr.	208	10 02	....	....	....	7 26	11 55	....	7 45	....	8 25
(*Central time.*)	...	....	....	....	....	....	....	....	....	....	....
New Castle + ♁ arr.	...	9 15	....	....	....	6 45	11 15	....	7 00	....	7 40
New Castle ..... lve	...	*8 50	....	....	....	*6 00	*10 40	....	P M	....	P M

	Ms							
New Castle Junc. .. lve.	208	9 07	.....	....	....	*6 30	11 00	....
Mahoningtown	209	— —	169	....	....	— —	— —	....
Lowellville ♁	219	— —	A M	....	....	6 45	— —	....
Haselton ♁	225	— —	†9 15	....	....	— —	— —	....
Youngstown + ♁	227	9 35	9 40	....	....	7 02	11 30	....
Girard ♁	232	....	9 50	....	201	....	....	203
Niles + ♁	237	....	10 00	....	A M	....	....	P M
Warren + ♁	241	....	10 17	....	†6 45	....	....	†4 40
Leavittsburg ♁	244	....	A M	....	6 53	....	....	4 48
Newton Falls + ♁	248	10 03	Arrives Painesville 11 55 a.m.	....	7 10	7 34	— —	6 05
Wayland ♁	253	10 13		....	A M	7 45	— —	P M
Ravenna + ♁	263	10 26		....	....	8 00	— —	....
Kent + ♁	270	10 36		....	....	8 12	— —	....
Cuyahoga Falls + ♁	277	10 49		....	....	8 25	— —	....
Akron (Howard St.) + ♁	...	11 05		....	....	....	....	....
Akron + ... ♁ arr.	282	A M		....	....	8 37	12 44	....
(*Union Depot.*)	...	....		....	....	P M	Night	....
Cleveland	...	12 00		....	....	9 45	....	....
[ARRIVE	...	Noon		....	....	P M	....	....
Chicago Junction	...	....		....	....	11 10	2 40	....
[ARRIVE	...	....		....	....	P M	A M	....
Chicago	...	....		....	....	7 30	9 45	....
[ARRIVE	...	....		....	....	A M	A M	....

x Connection east of Baltimore is with the Royal Limited—exclusively Pullman train; y stops Saturday to leave from Pittsburg and McKeesport.

+ Coupon stations; ♁ Telegraph stations.

STANDARD OF TIME—East of New Castle Junction, *Eastern time.* West of New Castle and New Castle Junction, *Central time.*

(*Central time.*)	48	8	14	202	204	10	168	160	162	164	304
[LEAVE	.....	P M	P M	.....	.....	.....	Leaves Painesville †2 50 p.m.	.....	.....	.....	....
Chicago	.....	*5 40	*8 30	.....	.....	.....		.....	.....	.....	....
[LEAVE	.....	Night	A M	.....	.....	.....		.....	.....	.....	....
Chicago Junc.	.....	12 53	4 00	.....	.....	P M		.....	.....	.....	....
Cleveland	.....	*7 30	.....	.....	.....	*3 00		.....	.....	.....	....
[LEAVE	.....	P M	.....	.....	.....	P M		.....	.....	.....	....
(*Union Depot.*)	.....	A M	A M	.....	.....	P M		.....	.....	.....	....
Akron .... lve.	.....	*2 45	*6 17	.....	.....	*4 10		.....	.....	.....	....
Akron (Howard St.)	.....	.....	.....	.....	.....	.....		.....	.....	.....	....
Cuyahoga Falls	.....	— —	6 26	.....	.....	4 20		.....	.....	.....	....
Kent	.....	— —	6 37	.....	.....	4 32		.....	.....	.....	....
Ravenna	.....	— —	6 50	.....	.....	4 46		.....	.....	.....	....
Wayland	.....	— —	7 04	A M	P M	4 57		.....	.....	.....	....
Newton Falls	.....	— —	7 15	†7 15	†5 15	5 10		.....	.....	.....	....
Leavittsburg	.....	.....	.....	7 27	5 27	.....	P M	.....	.....	.....	....
Warren	.....	.....	.....	7 35	5 35	.....	†4 38	.....	.....	.....	....
Niles	.....	.....	.....	A M	P M	.....	4 52	.....	.....	.....	....
Girard	.....	.....	.....			.....	5 03	.....	.....	.....	....
Youngstown	.....	4 00	7 46	.....	.....	5 37	5 16	.....	.....	.....	....
Haselton	.....	— —	— —	.....	.....	— —	5 20	.....	.....	.....	....
Lowellville	.....	— —	8 02	.....	.....	— —	P M	.....	.....	.....	....
Mahoningtown	.....	— —	— —	.....	.....	— —		.....	.....	.....	....
New Castle Jn. arr.	.....	4 30	8 25	.....	156	6 10	.....	.....	.....	.....	....
New Castle. arr.	.....	4 50	8 40	.....	A M	6 45	.....	.....	.....	.....	....
New Castle. lve.	.....	*4 10	*8 10	.....	*5 20	*6 00	.....	.....	.....	.....	....
(*Eastern time.*)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
New Castle Jn. lve.	.....	*5 35	*9 30	.....	*6 30	*7 15	.....	.....	.....	.....	....
West Pittsburg	.....	— —	— —	.....	6 38	— —	.....	.....	.....	.....	....
Chewton	.....	— —	— —	.....	6 44	— —	.....	.....	.....	.....	....
Ellwood City	.....	5 52	9 47	.....	6 51	7 32	.....	.....	.....	.....	....
North Sewickley	.....	— —	— —	.....	6 55	— —	.....	.....	.....	.....	....
Zelienople	.....	— —	10 08	.....	7 21	— —	.....	.....	.....	.....	....
Harmony	.....	— —	10 11	154	7 24	7 56	158	.....	.....	.....	....
Evans City	.....	— —	10 19	A M	7 33	v8 04	A M	Noon	P M	P M	P M
Callery	.....	— —	10 25	†6 30	7 40	8 10	†9 45	†12 05	†4 05	*6 32	ȝ4 05
Mars	.....	— —	— —	6 37	7 47	— —	9 52	12 11	4 12	6 36	4 12
Valencia	.....	— —	— —	6 42	7 52	— —	9 57	12 14	4 17	6 42	4 17
Bakerstown	.....	— —	— —	6 47	7 57	— —	— —	12 19	4 22	6 47	4 22
Wildwood	.....	— —	— —	6 59	8 09	— —	— —	12 28	4 35	a6 56	4 35
Glenshaw	.....	— —	— —	7 18	8 26	— —	10 21	12 42	4 49	7 11	4 49
Wittmer	.....	— —	— —	7 20	— —	— —	— —	— —	4 51	a7 13	4 51
Sharpsburg	.....	— —	— —	7 25	8 32	— —	10 27	12 48	4 57	7 17	4 57
Bennett	.....	— —	— —	7 31	8 37	— —	— —	— —	5 02	7 22	5 02
Allegheny	.....	.....	.....	7 40	8 45	.....	10 40	1 00	5 10	7 30	5 10
Pittsburg	.....	7 40	11 35	A M	A M	9 20	A M	P M	P M	P M	P M
[ARRIVE	.....	.....	.....		.....	.....					....

				20	12		2	8	4	34	
[LEAVE	A M	.....	.....	A M	P M	.....	P M	P M	P M	P M	....
Pittsburg	*6 15	8 10	1 15	†8 30	*6 00	10 00	†2 20	*4 00	†5 00	†6 30	....
Hazelwood	6 24	— —	— —	8 38	— —	— —	2 29	4 10	— —	6 39	....
Glenwood	6 26	— —	— —	8 40	— —	— —	— —	4 12	— —	6 41	....
Braddock	6 37	8 29	1 35	8 50	6 20	10 19	2 40	4 23	5 20	6 54	....
Bessemer	6 40	— —	— —	8 55	— —	— —	— —	4 27	— —	6 57	....
McKeesport	6 52	8 39	1 45	9 07	6 31	10 29	2 50	4 37	5 30	7 08	....
Versailles	7 00	— —	— —	9 15	— —	— —	2 59	4 45	— —	7 16	....
Coulter	7 12	— —	— —	9 28	Duquesne Limited.	— —	3 10	4 54	— —	7 28	....
Scott Haven	7 28	— —	— —	9 43		— —	3 26	5 07	— —	7 44	....
West Newton	7 41	9 07	2 14	10 00		10 59	3 41	5 21	6 00	8 00	....
Smithton	7 56	— —	— —	A M		— —	3 56	5 36	— —	P M	....
Layton	8 11	— —	— —			— —	4 10	5 51	— —	....	....
Dawson	8 25	— —	— —	.....		— —	4 26	6 10	6 32	....	....
Broad Ford	8 33	— —	— —	50		— —	4 34	6 18	— —	....	....
Connellsville ar.	8 40	9 50	2 55	P M	7 39	11 40	4 40	6 25	6 45	....	....
Connellsville lv.	8 45	9 55	3 00	†4 50	7 44	11 45	P M	P M	P M	....	....
Gibson	8 48	— —	— —	4 53	— —	— —					
Indian Creek	8 58	— —	— —	5 02	— —	— —	....				
Ohio Pyle	9 16	— —	3 30	5 21	p8 11	12 14	....				
Bidwell	9 29	— —	— —	5 30	— —	— —	....				
Confluence	9 44	— —	3 50	5 43	— —	12 31	....				
Ursina	9 49	— —	— —	5 48	— —	— —	....				
Pinkerton	10 02	— —	— —	6 00	— —	— —	....				
Markleton	10 05	e10 56	4 09	6 05	y8 42	p12 48	208				
Cassellman	10 11	— —	— —	6 13	— —	— —	P M				
Rockwood	10 23	11 09	4 28	6 23	8 56	1 03	*6 37				
McSpadden	10 28	— —	— —	6 32	— —	— —	6 44				
Garrett	10 36	— —	4 41	6 39	— —	— —	6 51				
Salisbury Junc	10 46	— —	— —	6 46	— —	— —	— —				
Meyersdale	10 55	11 29	4 50	6 50	9 20	— —	7 05				
Keystone	10 59	— —	— —	6 56	— —	— —	P M				
Sand Patch	11 05	— —	— —	7 00	— —	— —	....				
Mance	11 11	— —	— —	7 07		— —	....				
Philson	11 20	— —	— —	7 15		— —					
Glencoe	11 25	— —	— —	7 22		— —					
Fairhope	11 33	— —	— —	7 31		— —					
Hyndman	11 47	d12 14	5 35	7 43		— —					
Ellerslie	12 01	— —	— —	7 57	— —	— —					
Mt. Savage Jn.	12 07	— —	— —	7 59	— —	— —					
Cumberland	12 17	12 40	6 00	8 10	10 24	2 40					
[ARRIVE	Noon	Noon	P M	P M	P M	A M					
Washington, D.C.	.....	4 42	10 25	.....	2 37	6 40					
Baltimore (Cam. Sta.)	.....	5 50	11 50	.....	3 42	7 50					
Phila. 24th & Chest. Sts.	.....	8 18	3 50	.....	6 00	10 15					
[ARRIVE	.....	P M	A M	.....	A M	A M					
New York (Liberty St.)	.....	10 40	6 35	.....	8 32	12 35					
New York (W. 23d St.)	.....	10 50	7 00	.....	8 43	12 45	....				
[ARRIVE	.....	P M	A M	.....	A M	Noon	....				

a Stops to leave passengers from B. & L. E. points.

* Daily; † daily, except Sunday; ‡ daily, except Monday; ȝ Sunday only; d stops to leave from Connellsville and points west en route to Bedford Springs and to receive for points east of Cumberland; e stops to leave from Pittsburg and McKeesport or to take for points east of Cumberland; h stops to leave passengers from Washington and points east; o stops to take for west of Youngstown and to leave from east of Ellwood City; p stops to take for or leave from Pittsburg; s stops Sunday; v stops to leave from west of New Castle Junction.

BALTIMORE & OHIO

AKRON AND CHICAGO JUNCTION.

November 21, 1909.	Mls	No. 7	No. 15	No. 5
(Eastern time.)	....	.....	.....	.....
Pittsburg.....lve.	....	.....	*5 25 P M	*10 00 P M
(Central time.)	....	Note ▣	.....	.....
Cleveland.....lve.	....	*7 05 A M	*7 50 P M	.....
Akron Junc ♁....lve.	0	.....	.....	.....
Akron+.....♁lve.	1.4	*7 35 A M	*8 45 P M	*12 60 Night
Barberton+.....♁	8.8	7 48 »	8 58 »	— —
Clinton.....♁	14.9	7 55 »	— —	— —
Warwick+.....♁	15.6	8 00 »	9 10 »	— —
Easton.....♁	20.9	8 08 »	— —	— —
Rittman.....	23.7	8 13 »	9 23 »	— —
Sterling+.....♁	27.3	8 25 »	9 31 »	— —
Creston+.....♁	29.7	8 30 »	9 36 »	— —
Lodi+.....♁	36.9	8 45 »	9 50 »	— —
Homer.....	43.2	8 56 »	10 02 »	— —
Newtons.....♁	43.6	— —	— —	— —
Sullivan.....♁	48.6	9 08 »	10 14 »	— —
Nova.....♁	52.9	9 16 »	10 22 »	— —
Hereford.....♁	58.0	9 24 »	— —	— —
Ramey.....	60.3	9 28 »	— —	— —
Greenwich+.....♁	64.4	9 35 »	10 44 »	— —
Boughtonville.....♁	69.7	9 45 »	— —	— —
Chicago Junc+ ♁arr.	76.1	9 55 A M	11 10 P M	2 40 A M
Chicago.....♁	....	6 15 P M	7 30 A M	9 45 A M
[ARRIVE	....	.....	.....	.....

November 21, 1909.	No. 14	No. 8	No. 6
(Central time.)	.....	.....	.....
Chicago ♁.....lve.	*8 30 P M	*10 40 A M	*5 40 P M
Chicago Junc ♁.lve.	*4 00 A M	*5 45 P M	*12 55 Night
Boughtonville.....♁	— —	5 57 »	— —
Greenwich.....♁	4 20 »	6 07 »	— —
Ramey.....	— —	6 10 »	— —
Hereford.....♁	— —	6 17 »	— —
Nova.....♁	4 37 »	6 25 »	— —
Sullivan.....♁	4 43 »	6 32 »	— —
Newtons.....♁	— —	— —	— —
Homer.....	4 52 »	6 45 »	— —
Lodi.....♁	5 02 »	6 57 »	— —
Creston.....♁	5 15 »	7 10 »	— —
Sterling.....♁	5 20 »	7 15 »	— —
Rittman.....	— —	7 23 »	— —
Easton.....♁	— —	7 27 »	— —
Warwick.....♁	5 38 »	7 40 »	— —
Clinton.....♁	— —	7 42 »	— —
Barberton.....♁	5 50 »	7 56 »	— —
Akron ♁.....arr.	6 05 A M	8 15 P M	2 40 A M
Akron Junc ♁ ...arr.	.....	.....	.....
Cleveland.....arr.	7 50 A M	9 45 P M	.....
(Central time)	.....	.....	.....
Pittsburg.....arr	11 35 A M	.....	7 40 A M
(Eastern time.)	.....	.....	.....

Note. ▣—Connection from Cleveland for Train No. 7 is made at Sterling.

*Daily; †daily, except Sunday; ‡Sunday only; ♁ stops to leave passengers from Pittsburg and Washington, Pa.; ♂ stops to receive passengers for Barnesville and points west; ♂ stops to leave passengers from west of Bellaire; ♂ stops to take passengers.

ADDITIONAL LOCAL TRAINS—BETWEEN PITTSBURG AND VERSAILLES.

November 21, 1909.	Ms.	13	17	21	23	25	29	31	33	35	37	39
(Eastern time.)	....	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M
Versailles ♁ .lve.	0	†5 30	*6 35	†7 37	†8 30	†10 25	†1 45	*3 00	†4 30	*5 25	*6 30	*10 15
McKeesport+ ♁	2.9	5 38	6 43	7 45	8 40	10 33	1 55	3 08	4 40	5 33	6 38	10 25
Bessemer.....	6.8	5 50	6 55	7 54	8 48	10 45	2 03	3 17	— —	5 42	6 49	10 32
Braddock+.....♁	8.1	5 54	6 59	7 58	8 51	10 49	2 07	3 21	4 49	5 46	6 54	10 36
Rankin.....♁	9.0	5 57	7 02	8 00	8 53	10 52	2 09	3 24	4 51	5 48	6 57	10 39
Glenwood.....	13.1	6 08	7 13	8 09	9 01	11 03	2 18	3 34	4 59	6 00	7 08	10 49
Hazelwood.....♁	13.9	6 10	7 15	8 11	9 03	11 05	2 20	3 36	5 01	6 02	7 10	10 51
Pittsburg+...♁	17.8	6 20	7 25	8 20	9 15	11 15	2 30	3 45	5 10	6 10	7 20	11 00
[ARRIVE	....	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M

Nov. 21, 1909.	16	18	22	24	26	28	30	32	36	38	40
[LEAVE	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M
Pittsburg.....♁	†5 50	†7 30	†10 30	†12 10	*3 20	†4 40	†5 20	†6 05	†7 15	*9 00	*11 50
Hazelwood.....♁	6 00	7 38	10 38	12 20	3 28	4 48	5 28	6 15	7 23	9 08	11 38
Glenwood.....	6 02	7 40	10 40	12 22	3 30	4 50	5 30	6 17	7 25	9 10	11 40
Rankin.....♁	6 10	7 47	10 47	12 33	3 37	4 57	5 37	6 26	7 32	9 17	11 47
Braddock.....♁	6 15	7 50	10 50	12 36	3 40	5 00	5 40	6 28	7 36	9 20	11 50
Bessemer.....♁	6 20	7 55	10 55	12 40	3 45	5 06	5 46	6 32	— —	9 25	11 54
McKeesport.♁	6 34	8 05	11 05	12 52	3 55	5 15	5 55	6 41	7 46	9 35	12 05
Versailles...♁	6 45	8 15	11 15	1 00	4 05	5 25	6 05	6 50	7 55	9 45	12 15
[ARRIVE	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	Night

Additional Trains—Leaves Versailles ‡1 15 p.m., arriving Pittsburg 2 05 p.m. Returning, leave Pittsburg §8 40 a.m., ‡12 35 noon, §8 45 p.m., arriving Versailles 9 30 a.m., 1 20, 7 55 p.m.

MOUNT PLEASANT AND CONNELLSVILLE.

November 21, 1909.	Ms	No. 86	.....
[LEAVE	...	.....	.....
Mt. Pleasant+ ♁	0	†1 50 P M	.....
Pershing.....	1	1 54 »	.....
West Overton.....	4	1 59 »	.....
Scottdale.....	5	2 01 »	.....
Everson.....♁	5	2 04 »	.....
Tintsman.....	7	2 08 »	.....
Morgan.....	9	2 13 »	.....
Broad Ford....♁	10	2 17 »	.....
Connellsville+ ♁	12	2 22 P M	.....
[ARRIVE	...	.....	.....

(Eastern time.)	No. 57	.....
[LEAVE	.....	.....
Connellsville.♁	†10 25 A M	.....
Broad Ford...♁	10 30 »	.....
Morgan.....	10 32 »	.....
Tintsman.....	10 37 »	.....
Everson.....♁	10 42 »	.....
Scottdale.....	10 44 »	.....
West Overton.....	10 46 »	.....
Pershing.....	10 52 »	.....
Mt. Pleasant.♁	10 56 A M	.....
[ARRIVE	.....	.....

LODI AND MILLERSBURG.

November 21, 1909.	Mls	108	.....
[LEAVE	....	A M	.....
Lodi+.....♁	0	†10 00	.....
Armstrong.....	8.7	11 26	.....
Wooster+.....♁	18.1	12 10	.....
Millersburg+..♁	36.6	12 55	.....
[ARRIVE	....	Noon	.....

(Central time.)	109	.....	.....
[LEAVE	P M	.....	.....
Millersburg....♁	†2 00	.....	.....
Wooster.....♁	3 45	.....	.....
Armstrong.....	4 05	.....	.....
Lodi.....♁	4 30	.....	.....
[ARRIVE	P M	.....	.....

BERLIN AND GARRETT.

November 21, 1909.	Ms	347	311
[LEAVE	...	A M	P M
Garrett.....♁	0	†11 22	†4 50
Berlin.....	8	11 55	5 15
[ARRIVE	...	A M	P M

(Eastern time.)	Ms	314	346
[LEAVE	...	A M	P M
Berlin.....	0	†7 20	†1 40
Garrett.....♁	8	7 55	2 10
[ARRIVE	...	A M	P M

ROCKWOOD AND JOHNSTOWN.

Nov. 21, 1909.	Ms	207	247	205
[LEAVE	...	.....	A M	P M
Pittsburg.....	...	A M	†8 00	*1 15
Meyersdale.....	...	*6 30	.....	.....
Rockwood .♁	0	7 05	†12 00	*4 55
Milford.....	5	7 16	12 30	5 05
Somerset.....♁	9	7 29	12 44	5 18
Adams.....	15	7 34	12 59	5 40
Boswell...arr.	30	†8 55	1 10	.....
Jenner.....	...	†9 10	1 20	.....
Acosta.....	35	†9 30	†9 40	.....
Jenner.....	...	A M	9 50	P M
Boswell...lve.	...	.....	10 40	†4 40
Adams.....	...	*7 54	11 59	*5 40
Friedens.....	16	7 59	12 01	5 42
Stoyestown..♁	22	8 20	12 17	5 59
Hooversville.♁	27	8 31	12 28	6 10
Johnstown+ .♁	45	9 25	1 20	7 05
[ARRIVE	...	A M	P M	P M

(Eastern time.)	208	246	208	210
[LEAVE	A M	P M	P M	A M
Johnstown.♁	†6 10	†2 00	*4 30	§8 00
Hooversville.♁	6 57	2 48	5 19	8 53
Stoyestown..♁	7 09	3 00	5 32	9 03
Friedens.....	7 25	3 18	5 48	9 19
Adams.....	7 28	3 18	5 52	9 22
Boswell...arr.	8 55	4 10	.....	.....
Jenner.....	9 10	P M	.....	.....
Acosta.....	9 30	P M	.....	.....
Jenner.....	A M	†1 35	P M	.....
Boswell...lve.	.....	†2 00	†4 40	.....
Adams.....	7 28	3 18	*5 52	9 22
Somerset.....♁	7 47	3 38	6 15	9 40
Milford.....	7 58	3 50	6 23	9 51
Rockwood..♁	8 10	4 00	6 35	10 00
Meyersdale.....	.....	.....	7 05	.....
Pittsburg.....	11 59	8 05	9 42	6 25
[ARRIVE	A M	P M	P M	P M

CONFLUENCE AND KENDALL.

Train leaves Confluence †10 40 a.m. for Somerfield, Watson and Friendsville, arriving at Kendall (20 miles) 12 10 noon. Returning, leaves Kendall †12 20 noon, arriving at Confluence 3 00 p.m.

BERLIN AND MACDONALDTON.

Mixed Train—Leaves Berlin †12 10 noon, arriving Macdonaldton (3 miles) 12 30 noon. Leaves Macdonaldton †1 10 p.m., arr. Berlin 1 30 p.m.

PITTSBURG, WHEELING, COLUMBUS, CINCINNATI LINE.

November 21, 1909.	Ms.	101	709	103	719	703	109	723	105
(Eastern time.)	....	A M	A M	A M	A M	P M	P M	P M	P M
Pittsburg+.....♁lve.	0	*7 00	†7 45	*9 00	*10 20	†1 25	*4 25	*5 30	*8 25
Glenwood.....♁	5	7 12	— —	— —	— —	— —	4 38	— —	— —
Miller's Grove.....	10	— —	— —	— —	— —	— —	— —	— —	— —
Bruceton.....♁	12	7 31	— —	— —	— —	1 52	4 56	— —	8 55
Finleyville.....♁	18	7 46	— —	b9 38	10 56	2 04	5 11	— —	10 08
Thomas.....♁	23	7 58	— —	— —	— —	2 12	5 25	— —	— —
Wyland.....♁	27	8 10	— —	— —	— —	— —	5 38	— —	— —
Zediker.....	31	8 17	— —	— —	— —	— —	5 47	— —	— —
Washington, Pa.+....♁	35	8 30	8 54	10 11	11 31	2 38	5 58	6 37	10 42
Taylorstown.....♁	43	8 50	— —	— —	— —	2 53	6 20	— —	— —
Claysville.....♁	46	8 57	— —	— —	11 53	3 00	6 27	— —	11 04
Vienna.....	49	9 05	— —	— —	— —	— —	6 35	— —	— —
West Alexander.....♁	53	9 11	— —	— —	— —	3 12	6 40	— —	— —
Point Mills.....	57	9 19	— —	— —	— —	— —	6 48	— —	— —
Triadelphia.....	61	9 26	— —	— —	— —	— —	6 57	— —	— —
Elm Grove.....♁	62	9 31	— —	— —	— —	— —	7 02	a7 20	a11 34
Wheeling+.....♁	67	9 45	9 55	11 10	12 30	3 46	7 15	7 30	11 46
(Central time.)	....	A M	A M	A M	Noon	P M	P M	P M	P M
Newark.....arr.	....	.....	.....	1 50	.....	7 56	.....	.....	2 50
Columbus.....arr.	....	.....	.....	2 40	.....	8 25	.....	.....	3 50
Cincinnati.....	....	.....	.....	5 50	.....	P M	.....	.....	7 30
[ARRIVE	....	.....	.....	P M	.....	.....	.....	.....	A M

November 21, 1909.	108	110	704	706	108	714	104	716	....
(Central time.)	P M	.....	.....	.....	.....	.....	A M	.....	....
Cincinnati.....lve.	*8 20	.....	.....	.....	.....	.....	*8 35	.....	....
Columbus.....lve.	11 52	.....	.....	.....	.....	.....	11 50	.....	....
Newark.....lve.	12 45	.....	.....	.....	.....	.....	12 40	.....	....
(Eastern time.)	A M	A M	A M	A M	P M	P M	P M	P M	....
Wheeling♁.....lve.	*5 35	*6 15	†8 30	*10 05	*1 15	*3 25	*5 55	†7 40	....
Elm Grove.....♁	— —	6 25	8 41	— —	1 25	†3 32	— —	— —	....
Triadelphia.....	— —	6 29	— —	— —	1 29	— —	— —	— —	....
Point Mills.....♁	— —	6 36	— —	— —	1 37	— —	d5 53	— —	....
West Alexander.....♁	— —	6 47	— —	— —	1 47	3 50	d6 03	— —	....
Vienna.....	— —	6 53	— —	— —	1 54	— —	— —	— —	....
Claysville.....♁	— —	6 59	9 11	— —	2 00	4 03	6 13	— —	....
Taylorstown.....♁	— —	7 07	— —	— —	2 08	— —	6 20	— —	....
Washington, Pa.+....♁	6 34	7 24	9 32	11 04	2 28	4 25	6 37	8 38	....
Zediker.....	— —	7 32	— —	— —	2 38	— —	— —	— —	....
Wyland.....	— —	7 45	— —	— —	2 48	— —	— —	— —	....
Thomas.....♁	— —	8 06	— —	— —	3 00	— —	— —	— —	....
Finleyville.....♁	— —	8 23	10 05	— —	3 14	4 58	7 16	— —	....
Bruceton.....♁	— —	8 40	— —	— —	3 30	— —	— —	— —	....
Miller's Grove.....	— —	— —	— —	— —	— —	— —	— —	— —	....
Glenwood.....♁	— —	9 05	— —	— —	3 53	— —	— —	— —	....
Pittsburg+.....♁	7 45	9 20	10 45	12 05	4 05	5 40	8 00	9 45	....
[ARRIVE	A M	A M	A M	Noon	P M	P M	P M	P M	....

+ Coupon stations; ♁ Telegraph stations.

STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. CHICAGO. ST. LOUIS.

BALTIMORE & OHIO

ALLEGHENY, BUTLER, FOXBURG AND KANE.

November 21, 1909.	Mls.	151	153	121	157	159	123	125	301	309
(Eastern time.)			A M	A M			P M	P M		
Pittsburg.....lve.		A M	A M	*9 05	P M	P M	†4 35	*1025	A M	P M
Allegheny+ ♂ .lve.	0	†7 00	*8 15		†1 05	†3 25			§7 30	§8 15
Gallery+ ♂.....lve.	25.6	8 05	9 05	– –	†2 10	†4 28	– –	– –	§8 35	§7 25
Renfrew.....♂	33.4	8 22	– –	– –	2 25	4 44	– –	– –	8 52	7 42
Butler+ ♂.....arr.	39.5	8 35	9 30	10 35	2 35	4 57	8 05	11 55	9 05	7 55
(Eastern time.)			A M	A M	P M	P M	P M	P M		
Butler (B.& L.E.).lve.			*9 35		†2 45	†5 02				
Mercer.....			11 03		3 56	6 29				
Greenville.....			11 33		4 36	7 07				
Meadville.....			†12 54		7 18	P M				
Erie.....arr.			*1 50		8 47					
Butler (B.time.)..lve.	39.5	9 42	P M		P M	5 07			9 10	8 00
Chicora+ .....♂	52.4	10 18				5 44			9 49	8 40
Karns .....♂	56.6	10 30				5 57			10 01	8 53
Petrolia.....♂	58.1	10 35				6 02			10 06	8 58
Bruin.....♂	61.0	10 43				6 11			10 15	9 07
Parker's Landing+ ♂	66.3	11 01				6 27			10 33	9 25
Foxburg .....arr	69.4	11 10				6 35			10 45	9 35
Foxburg+ ♂....lve	69.4	11 25				6 40			A M	P M
St. Petersburg.....♂	73.4	11 42				6 54				
Knox+.....♂	85.4	12 24				7 38				
Shippenville.....♂	90.0	12 40				7 50				
Clarion Junc+..♂	93.6	12 55				8 05				
West Clarion ♂...arr.	95.0					P M				
Lucinda .....♂	100.2	1 17								
Tylersburg.....♂	106.1	1 37								
Vowinckle.....♂	111.7	1 55								
Marienville +.....♂	119.8	2 18								
McCray's.....♂	121.8	2 25								
Sheffield Junc..♂	133.9	3 00								
Kane+ ♂□.....arr.	151.7	4 00								
Kane (B. L. & L.) ♂ lve.	153.0	4 30								
Mt. Jewett.....	162.8	5 12								
Bradford (B. R. & P.)..	192.4	6 15								
[ARRIVE		P M								

November 21, 1909.	122	158	124	160	162	126	164	302 and 312	306	308 and 310
(B. R. & P.)					A M					
Bradford.....lve.					†7 45					
Mt.Jewett(B.L.&L.)lve.					8 40					
Kane ♂.....arr.					9 20					
Kane□ ♂.....lve.					†9 25					
Sheffield Junc..♂					10 24					
McCray's.....♂					10 37					
Marienville.....♂					11 05					
Vowinckle.....♂					11 28					
Tylersburg.....♂					11 47					
Lucinda.....♂					12 04					
West Clarion ♂...arr.		A M								
Clarion Junc.....♂		†6 00			12 25					
Shippenville.....♂		6 14			12 40					
Knox.....♂		6 29			12 57					
St. Petersburg.....♂		7 11			1 40					
Foxburg ♂.....arr.		7 24			1 55			A M		P M
Foxburg.....lve.		7 35			2 05			§540		§4 25
Parker's Landing. ♂		7 40			2 14			5 50		4 34
Bruin.....♂		7 56			2 28			6 05		4 49
Petrolia.....♂		8 05			2 38			6 14		4 58
Karns.....♂		8 10			2 42			6 19		5 02
Chicora.....♂		8 26			2 55			6 33		5 15
Butler ♂ (B. time) arr.		9 05		A M	3 30		P M	7 05		5 50
Erie.....lve.					†7 15			*1 32		§1 32
Meadville.....		A M			7 10			†2 29		– –
Greenville.....		†7 00			9 32			*3 46		3 46
Mercer.....		7 40			10 09			4 30		4 30
Butler (B.& L. E.).arr.		9 15			11 30			6 00		6 00
(Eastern time.)	A M	A M	A M	A M			P M	P M		A M	P M
Butler ♂.....lve.	*5 50	9 20	†930	11 40	*3 55	*445	*6 05	7 05	§9 35	8 15
Renfew.....arr.	– –	– –	– –	– –	5 48	– –	δ –	7 18	9 48	8 27
Gallery.....arr	– –	9 45	– –	12 05	4 06	– –	6 32	7 35	10 04	8 45
Allegheny.....♂		10 40		1 00	5 10		7 30	8 45		P M
Pittsburg.....	7 20	A M	11 00	P M	P M	6 15	P M	A M	11 35	
[ARRIVE	A M		A M			P M			A M	

TRAINS BETWEEN ALLEGHENY AND BUTLER.

ALLEGHENY TO BUTLER.

November 21, 1909.	Mls	151	153	157	159	163	307	301	305	309
(Eastern time.)		A M	A M	P M	P M	P M		A M		P M
Allegheny+ ♂ .....lve.	0	†7 00	*8 15	†1 05	†3 25	§6 15	A M	§7 30	A M	§8 15
Gallery ♂ .....lve.	25.6	8 05	9 05	2 10	4 28	7 20	§7 45	8 35	§1030	7 25
Renfrew.....♂	33.4	8 22	– –	2 26	4 44	7 34	8 01	8 52	10 47	7 42
Butler+.....♂	39.5	8 35	9 30	2 35	4 57	7 50	8 15	9 05	11 00	7 55
[ARRIVE		A M	A M	P M	P M	P M	A M	A M	A M	P M

BUTLER TO ALLEGHENY.

November 21, 1909.	154	156	160	162	164	312	308	310
[LEAVE	A M	A M	A M	P M	P M	A M	A M	P M
Butler+.....♂	†6 00	†9 20	†11 40	*3 35	*6 05	§7 05	§9 35	§8 15
Renfrew.....♂	6 13	– –	– –	3 48	δ –	7 18	9 48	8 27
Gallery ♂ .....arr.	6 30	9 45	12 05	4 05	6 32	7 35	10 04	8 45
Allegheny+.....♂	7 40	10 40	1 00	5 10	7 30	8 45	A M	P M
[ARRIVE	A M	A M	P M	P M	P M	A M		

Magnolia Branch.—Leaves **Sandyville** †10 00 a.m., arriving Magnolia (5 miles) 10 20 a.m. Returning, leaves Magnolia †10 50 a.m., arriving Sandyville 11 10 a.m.

CLEVELAND, AKRON, CANTON AND VALLEY JUNCTION.

November 21, 1909.	Ms	6	4	10	8	14	12
[LEAVE		A M	A M	P M	P M	P M	P M
Cleveland +.....♂	0	*7 05	†1100	*300	*430	*530	*7 30
Brooklyn.....♂	5	7 18	a –	a –	4 43	a –	a –
Thornburgh.....♂	10	a –	a –	a –	4 52	a –	a –
South Park.....♂	12	7 27	11 19	a –	4 56	5 49	7 50
Brecksville.....♂	17	7 37	11 27	a –	5 05	5 57	a –
Boston Mill.....♂	21	7 46	11 33	a –	5 13	6 03	a –
Peninsula.....♂	22	7 52	11 38	a –	5 17	6 07	8 07
Everett.....♂	25	7 59	a –	a –	5 24	a	a –
Ira.....	27	8 02	a –	a –	5 28	6 18	a –
Botzum.....♂	29	8 06	11 48	a –	5 31	a –	a –
Akron (Howard St.)+ ♂	35	8 19	11 58	3 50	5 45	6 28	8 30
Akron (Un. Depot)+ ♂	38	8 38		4 07			8 40
Chicago.....				P M		7 30	P M
[ARRIVE						A M	
Akron Junction...♂	37	8 45	12 04		5 50	a –	
East Akron.....♂	38	8 50	12 08		5 54	6 37	
Krumroy.....♂	42	8 57	12 15		6 00	a –	
Myersville.....♂	45	9 04	a –		6 07	a –	
Aultman.....♂	49	9 11	a –		6 13	6 56	
New Berlin.....♂	52	9 17	a –		6 18	a –	
Canton+.....♂	58	9 30	12 40		6 30	7 10	
North Industry.....♂	62	9 40	12 58		6 39	P M	
East Sparta.....♂	68	9 50	1 08		6 51		
Sandyville.....♂	70	9 55	1 13		6 57		
Mineral City+.....♂	73	10 00	1 20		7 04		
Valley Junc.....♂	75	10 10	1 26		7 10		
Marietta (Penna. lines)		A M	6 00		P M		
[ARRIVE			P M				

(Central time.)	5	3	11-9	13	7	15
[LEAVE				A M		
Marietta (Penna. lines)		A M		†6 35	P M	
Valley Junc.....♂		*7 25		†1110	*4 10	
Mineral City+...♂		7 32		11 14	4 16	
Sandyville.....♂		7 39		11 20	4 21	
East Sparta.....♂		7 44		11 25	4 27	
North Industry.....♂	A M	7 54		11 34	4 37	
Canton+.....♂	*5 30	8 08		11 45	4 48	
New Berlin.....♂	5 39	a –		11 55	4 57	
Aultman.....♂	5 45	8 22		12 01	5 03	
Myersville.....♂	5 51	a –		a –	5 10	
Krumroy.....♂	5 58	8 32		12 15	5 18	
East Akron.....♂	6 05	8 40		12 25	5 23	
Akron Junction..♂	6 08	8 45		12 30	5 28	
[LEAVE	P M					A M
Chicago.....	*8 30			A M		*1040
Akron (Un. Depot) + ♂	6 25		†1043	12 40	5 40	*8 40
Akron (Howard St.)+ ♂	6 35	8 50	*1105	12 55	5 55	8 50
Botzum.....♂	6 43	a s	a c	1 06	6 06	a s
Ira.....	6 48	9 01	a c	1 08	6 09	a s
Everett.....♂	6 52	a s	a c	1 11	6 13	a s
Peninsula.....♂	6 59	9 08	a c	1 16	6 19	9 07
Boston Mill.....♂	7 05	a s	a c	1 20	6 24	a –
Brecksville.....♂	7 16	9 27	a c	1 27	6 34	9 17
South Park.....♂	7 27	a s	a c	1 38	6 44	9 25
Thornburgh.....♂	a –	a –	a c	a –	a –	a –
Brooklyn.....♂	7 36	a –	a c	a –	6 56	a –
Cleveland +.....♂	7 50	9 45	12 00	2 00	7 10	9 45
[ARRIVE	A M	A M	Noon	P M	P M	P M

Through Coaches between Marietta and Cleveland on Trains Nos. 4 and 13.

EXPLANATION OF SIGNS.

Trains marked * run daily.

† Daily, except Sunday.

§ Sunday only.

a Stops to leave passengers holding through tickets from other lines.

δ Stops to leave from B. & L. E. points.

c Stops to leave passengers from east of Pittsburg.

□ Pennsylvania R.R. Depot.

+ Coupon stations.

♂ Telegraph stations.

DE FOREST JUNCTION AND PAINESVILLE.

November 21, 1909.	Mls	No. 168
Pittsburg.....lve.		†7 55 A M
Youngstown+..♂lv.		†9 40 A M
Niles+ ♂.....lve.	0	†1000 A M
De Forest Junc . ♂	2.2	10 05 »
Warren+..... ♂	5.8	10 27 »
West Farmington+.♂	18.8	10 40 »
Middlefield..... ♂	26.8	11 03 »
Burton ..... ♂	29.2	11 08 »
East Claridon ... ♂	32.3	11 15 »
Chardon ..... ♂	39.5	11 30 »
Concord.....	44.8	11 42 »
Painesville ♂...arr.	50.6	11 55 A M

(Central time.)	No. 166
Painesville ♂ .....lve.	†2 50 P M
Concord.....	3 02 »
Chardon..... ♂	3 17 »
East Claridon..... ♂	3 34 »
Burton..... ♂	3 42 »
Middlefield ..... ♂	3 50 »
West Farmington..... ♂	4 12 »
Warren +..... ♂	4 38 »
De Forest Junction. ♂	4 48 »
Niles+ ♂.....arr.	4 52 P M
Youngstown+ ♂....arr.	5 20 P M
Pittsburg.....arr.	8 20 P M

BALTIMORE & OHIO

CLEVELAND, LORAIN & WHEELING RAILWAY.

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GEO. F. RANDOLPH, Vice-President, Baltimore, Md.
C. W. WOOLFORD, Secretary, "

J. V. McNEAL, Treasurer, Baltimore, Md.
J. M. LESSIGK, General Counsel, Cleveland, O.
J. T. JOHNSON, Superintendent, "
C. S. WIGHT, General Traffic Manager, Baltimore, Md.

CLEVELAND AND BRIDGEPORT (Wheeling).

November 21, 1909.	Mls.	14	16	18	2	40
(*Central time.*)						
[LEAVE			A M	P M	P M	P M
Cleveland+ ..... ♁	0		*7 00	†3 00	†5 45	§6 30
South Brooklyn .... ♁	5.3		7 12		8 00	6 45
Parma	10.5		*a* –		8 10	8 53
Berea ..... ♁	15.6		*a s*		6 17	7 00
Strongsville ..... ♁	18.9		*a s*	Via Akron.	6 23	7 07
Beebetown	21.6		*a s*		6 28	7 10
Liverpool ..... ♁	24.7		*a s*		6 35	7 20
Lester ..... ♁ arr.	29.7		7 45		6 50	7 30
Lester ..... lve.	29.7		7 45		6 55	7 50
Mallet Creek	31.1		*a s*		6 52	7 52
Medina+ ..... ♁	34.2		7 57		7 02	7 46
Chamberlain	35.3		*a* –		– –	– –
Chippewa Lake ..... ♁	39.7		*a s*		7 10	7 57
Seville+ ..... ♁	43.7		8 13		7 21	8 10
Sterling+ ..... ♁	46.6		8 20		7 27	8 16
Easton (Doylestown) ..	52.8		A M *a s*		7 40	8 28
Akron ..... lve.			†6 00		†4 10	
Barberton ..... lve.			6 15		4 25	
[LEAVE			P M	P M		A M
Chicago			*8 30	*8 30		§10 40
Warwick+ ..... ♁	58.2	†6 27	8 45	†4 38	7 49	8 42
Canal Fulton+ ..... ♁	61.6	6 36	8 55	4 46	7 56	8 52
Pauls	65.6	6 44	*a* –	*a* –	8 04	8 58
Massillon+ ..... ♁	70.6	6 58	9 12	5 00	8 15	9 15
Columbia ..... ♁	72.5	*a* –	*a* –	*a* –	8 25	– –
Navarre ..... ♁	76.7	7 05	*a* –	*a* –	P M	– –
Justus ..... ♁	79.0	7 13	*a s*	5 16		9 32
Beach City+ ..... ♁	81.5	7 20	*a s*	5 23		9 42
Strasburgh+ ..... ♁	87.6	7 30	*a s*	5 31		9 56
Canal Dover+ .... ♁	93.4	7 43	9 58	5 43		10 00
New Philadelphia+ ♁	96.7	7 50	9 57	5 52		10 07
Goshen	100.3	7 57	*a* –	5 59		10 14
Midvale ..... ♁	102.6	8 00	*a s*	6 04		10 18
Uhrichsville+ .. arr.	105.8	8 10	10 12	6 10		10 30
Uhrichsville .. ♁ lve.	105.8	8 10	10 12	6 10		P M
Newport	108.4	8 15	*a s*	6 15		
Stillwater ..... ♁	112.4	8 22	*a s*	6 25		
Tippecanoe ..... ♁	116.7	8 30	10 30	6 35		
Freeport+ ..... ♁	123.0	8 42	10 40	6 47		
Piedmont ..... ♁	126.9	8 50	*a s*	6 57		
Holloway (C. time.) ♁ ar.	131.1	9 00	11 00	7 10		
Holloway (E. time.) .. lv.	131.1	10 00	12 00	8 10		
Flushing ..... +	135.1	10 11	12 09	8 21		
Lafferty	139.0	10 19	§12 17	8 28		
Bannock	141.8	10 25	§12 20	8 34		
Fairpoint ..... ♁	145.5	10 34	§12 25	8 42		
Maynard ..... ♁	149.6	10 43	§12 32	8 49		
Crescent	152.0	10 48	§12 36	8 54		
St. Clairsville Jn. ♁	153.6	– –	– –	– –		
Barton	153.8	10 55	12 41	9 00		
Blaine	157.4	11 01	– –	– –		
Wheeling Creek	159.9	11 08	– –	– –		
Bridgeport+ } ♁ arr.	162.4	11 15	12 55	9 20		
Wheeling□ + } .... ♁		A M	Noon	P M		

(*Eastern time.*)	1	11	17	15	41	43
Wheeling□+} .... ♁		A M	P M	P M		P M
Bridgeport+} ♁ lve.		†7 30	†2 00	†5 00		§5 00
Wheeling Creek		– –	– –	5 08		– –
Blaine		– –	– –	5 12		– –
Barton		7 48	2 16	5 18		5 18
St. Clairsville Jn. ♁		– –	– –	– –		– –
Crescent		7 56	– –	5 26		5 26
Maynard ..... ♁		8 03	– –	5 31		5 31
Fairpoint ..... ♁		8 11	– –	5 40		5 40
Bannock		8 18	– –	5 49		5 49
Lafferty		8 23	– –	5 58		5 58
Flushing ..... +		8 31	2 48	6 07		6 07
Holloway (E. time.) ♁ ar.		8 40	2 56	6 16		6 16
Holloway (C. time.) .. lv.		7 40	1 56	5 16		5 16
Piedmont ..... ♁		7 49	*a* –	5 24		5 22
Freeport+ ..... ♁		7 59	2 10	5 33		5 30
Tippecanoe ..... ♁		8 11	2 21	5 45		5 40
Stillwater ..... ♁		8 22	*a* –	5 56		5 48
Newport		8 27	*a* –	6 58		5 54
Uhrichsville+ .. arr.		8 32	2 41	6 10	A M	6 03
Uhrichsville .. ♁ lve.		8 32	2 41	6 10	‡6 00	6 03
Midvale ..... ♁		8 39	*a* –	6 15	6 06	6 08
Goshen		8 44	*a* –	6 18	6 10	6 12
New Philadelphia+ ♁		8 52	2 57	6 27	6 18	6 19
Canal Dover+ .... ♁		8 59	3 03	6 35	6 26	6 28
Strasburgh+ ..... ♁		9 09	*a* –	6 46	6 36	6 38
Beach City+ ..... ♁		9 18	*a* –	6 56	6 46	6 48
Justus ..... ♁		9 27	*a* –	7 05	6 53	6 55
Navarre ..... ♁		*a* –	*a* –	7 07	*a* –	*a* –
Columbia	A M	*a* –	*a* –	*a* –	*a* –	*a* –
Massillon+ ..... ♁	†6 15	9 45	3 38	7 26	7 13	7 15
Pauls	6 25	*a* –	*a* –	7 35	7 22	*a* –
Canal Fulton+ ..... ♁	6 33	10 01	3 55	7 42	7 30	7 31
Warwick+ ..... ♁	6 42	10 10	4 03	7 56	7 40	7 40
Chicago	5 15			7 30		7 30
[ARRIVE	P M			A M		A M
Barberton ..... arr.		10 24		8 09		
Akron ..... arr.		10 43		8 25		
Easton (Doylestown) ..	6 52		*a* –		7 52	7 52
Sterling+ ..... ♁	7 04		4 25		8 04	8 05
Seville+ ..... ♁	7 09		4 30		8 13	8 15
Chippewa Lake ..... ♁	7 21		*a* –		8 24	8 30
Chamberlain	*a* –		*a* –		*a* –	*a* –
Medina+ ..... ♁	7 32	Via Akron.	4 50	Via Akron.	8 35	8 41
Mallet Creek	7 35		*a* –		8 40	8 46
Lester ..... ♁ arr.	7 40		5 00		8 50	8 00
Lester ..... ♁ lve.	7 55		5 00		8 50	9 00
Liverpool ..... ♁	8 05		5 11		9 02	9 10
Beebetown	8 10		*a* –		9 09	9 15
Strongsville ..... ♁	8 15		*a* –		9 12	9 22
Berea ..... ♁	8 21		*a* –		9 20	9 28
Parma	8 31		*a* –		9 31	*a* –
South Brooklyn .... ♁	8 44		5 41		9 44	9 45
Cleveland+ ..... ♁	9 00	12 00	6 00	9 45	10 00	10 00
[ARRIVE	A M	Noon	P M	P M	A M	P M
(*Central time.*)						

LORAIN AND LESTER.

November 21, 1909.	Mls.	No. 26	No. 22	No. 42
(*Central time.*) [LEAVE				
Lorain+ ..... ♁	0	*6 30 A M	†4 00 P M	§8 30 P M
Beaver ..... ♁	4.7	6 40 "	4 10 "	8 40 "
Elyria+ ..... ♁	6.8	6 45 "	4 17 "	8 47 "
Patterson	10.5	6 52 "	4 24 "	8 55 "
Grafton, O+ ..... ♁	14.8	7 00 "	4 33 "	7 05 "
Bolden	18.0	7 10 "	4 39 "	7 12 "
Erhart	21.7	7 20 "	4 48 "	7 20 "
Lester ..... ♁	24.0	7 30 A M	4 55 P M	7 30 P M
[ARRIVE				

LESTER AND LORAIN.

(*Central time.*)	No. 21	No. 27	No. 45	No. 47
[LEAVE				
Lester ..... ♁	†8 00 A M	†5 05 P M	§9 00 A M	§8 00 P M
Erhart ..... ♁	8 10 "	5 15 "	9 11 "	8 10 "
Belden	8 18 "	5 22 "	9 17 "	8 17 "
Grafton, O+ ..... ♁	8 25 "	5 30 "	9 25 "	8 25 "
Patterson	8 35 "	5 38 "	9 33 "	8 33 "
Elyria+ ..... ♁	8 45 "	5 48 "	9 40 "	8 40 "
Benton ..... ♁	8 50 "	5 50 "	– –	8 45 "
Lorain+ ..... ♁	9 00 A M	6 00 P M	10 00 A M	10 00 P M
[ARRIVE				

ST. CLAIRSVILLE AND BELLAIRE.

November 21, 1909.	Mls.	32	34	36	38	40
(*East. time.*) [LEAVE		A M	Noon	P M	P M	P M
St. Clairsville .... ♁	0	†9 15	†1290	†1 50	†4 00	†8 00
St. Clairsville Jn. ♁	3.6	– –	– –	– –	– –	– –
Barton	3.8	9 32	12 38	2 07	4 17	8 15
Blaine ..... ♁	7.4	9 38	– –	P M	4 23	8 22
Wheeling Creek	0.9	9 44	– –		4 30	8 30
Bridgeport ..... ♁	12.4	9 50	12 55		4 36	8 36
Bellaire+ ..... ♁	17.5	A M	Noon		P M	P M
[ARRIVE						

BELLAIRE AND ST. CLAIRSVILLE.

(*Eastern time.*)	31	33	35	37	39
[LEAVE					
Bellaire+ ..... ♁	A M	A M		P M	P M
Bridgeport ..... ♁	†8 35	†10 30		†2 00	†5 20
Wheeling Creek	8 42	10 38		– –	5 25
Blaine ..... ♁	8 48	10 45	Noon	– –	5 32
Barton	8 56	11 00	†1 55	2 20	5 40
St. Clairsville Jn. ♁	– –	– –	– –	– –	– –
St. Clairsville ... ♁	9 10	11 15	1 10	2 35	5 55
[ARRIVE	A M	A M	P M	P M	P M

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; § Sunday only; *a* stops to leave passengers holding through tickets from other lines; *s* stops Sunday only.

□ Electric car connections from and to Bridgeport Depot. + Coupon stations; ♁ Telegraph stations.

BALTIMORE & OHIO SOUTHWESTERN RAILROAD.

FOR MAP OF THROUGH LINES, SEE B. & O. R.R.

General Offices—Central Union Station, Cincinnati, O.

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E. R. BACON, Vice-President, 2 Wall Street, New York.
J. V. McNEAL, Treasurer B. & O. R.R. Co., Baltimore, Md.
GEORGE F. MAY, Secretary, Baltimore, Md.
E. W. SCHEER, Assistant Secretary, Cincinnati, O.

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(ACCOUNTING DEPARTMENT BALTIMORE & OHIO R.R. CO.)

GEORGE W. BOOTH, Comptroller, Baltimore, Md.
——, Assistant Comptroller, "
J. T. LEARY, General Auditor, "
J. M. WATKINS, Auditor of Revenue, "
G. E. PRYOR, Auditor of Disbursements, "
WM. McGOWAN, Auditor of Merchandise Receipts, Baltimore, Md.
C. C. GLESSNER, Auditor C. and C. Receipts, "
C. H. POUMAIRAT, Auditor Passenger Receipts, "
Q. E. TURNER, Chief Traveling Auditor, "

LEGAL DEPARTMENT.

EDWARD BARTON, General Attorney, Cincinnati, O.

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W. H. BRIMSON, General Superintendent, Cincinnati, O.
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ARTHUR M. KINSMAN, Chief Engineer, "
JOHN HAIR, Superintendent Motive Power, Cincinnati, O.
E. R. SCOVILLE, Superintendent Ohio Division, Chillicothe, O.
J. C. HAGERTY, Superintendent Indiana Division, Cincinnati, O.
J. B. CAROTHERS, Superintendent Illinois Div., Washington, Ind.
R. H. WILSON, Acting Supt. of Dining Cars, Cincinnati, O.
H. A. TREUDLEY, Special Agent, "
C. SELDEN, Superintendent of Telegraph, Baltimore, Md.
E. H. BANKARD, Purchasing Agent, "
D. A. WILLIAMS, General Storekeeper, "

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O. P. McCARTY, General Passenger Agent, Cincinnati, O.
W. G. BROWN, Asst. to General Passenger Agent, "
F. D. GILDERSLEEVE, Assistant General Passenger Agent, 6th and Olive Streets, St. Louis, Mo.
W. O. JOHNSON, General Baggage Agent, Cincinnati, O.
C. H. WISEMAN, District Passenger Agent, 513 Traction Building, Cincinnati, O.
H. C. STEVENSON, Trav. Passenger Agt., " "
S. T. SEELY, Traveling Passenger Agent, " "
GEO. A. MANN, Passenger Agent, " "
R. S. BROWN, Dist. Pas. Agt., 4th and Market Sts., Louisville, Ky.
EVAN PROSSER, Trav. Pas. Agt., " "
F. P. COPPER, Dist. Pas. Agt., 13 South High Street, Columbus, O.
N. J. NEER, Division Passenger Agent, Springfield, Ill.
W. F. GEISERT, Traveling Passenger Agent, St. Louis, Mo.
L. L. HORNING, City Passenger Agent, "
A. C. GOODRICH, Traveling Passenger Agent, Kansas City, Mo.
W. P. TOWNSEND, Division Passenger Agent, Vincennes, Ind.
S. M. SHATTUC, Traveling Passenger Agent, Room 4, Union Station, Denver, Colo.
JOHN P. ROGERMAN, Traveling Passenger Agent, 203-204 Slaughter Bldg, 247-251 Main St., Dallas, Tex.
EDWIN ANDERSON, Pacific Coast Agent, 203 Monadnock Building, San Francisco, Cal.
D. L. MELVILLE, Trav. Pas. Agt., 210 Marion Block, Seattle, Wash.
C. S. KINNEAR, Traveling Passenger Agent, Lynchburg, Va.
D. BANKHARDT, Gen. Agent Republic of Mexico, Oficina: Avenida 5 De Mayo 3, City of Mexico.

FREIGHT.

S. T. McLAUGHLIN, General Freight Agent, Cincinnati, O.
ARCHIBALD FRIES, Asst. General Freight Agent, "
EDWARD HART, Jr., Asst. General Freight Agent, St. Louis, Mo.
C. V. LEWIS, Freight Claim Agent, Baltimore, Md.
J. F. MURPHY, Commercial Freight Agent, St. Louis, Mo.
G. C. SEMPLE, Traveling Freight Agent, "
J. D. MARNEY, Division Freight Agent, Springfield, Ill.
D. C. ODELL, Traveling Freight Agent, "
J. M. RYAN, Division Freight Agent, Louisville, Ky.
NORTON L. JONES, Commercial Freight Agent, "
EDWARD MORGAN, Traveling Freight Agent, "
W. C. McLAUGHLIN, Division Freight Agent, Cincinnati, O
CHAS. E. WINALL, Commercial Freight Agent, "
A. L. DOGGETT, Traveling Freight Agent, "
N. G. SPANGLER, Division Freight Agent, Chillicothe, O.
O. B. OYER, Traveling Freight Agent, "
J. W. LINDSEY, Division Freight Agent, Vincennes, Ind.
W. A. HARTMAN, Traveling Freight Agent, "
W. W. BLAKELY, Southern Freight Agent, Memphis, Tenn.
M. J. ALLEN, Agent, Kansas City, Mo.
A. T. SIMPSON, T. F. A., 203-204 Slaughter Bldg, 247-251 Main St., Dallas, Tex.
EDWIN ANDERSON, Pac. Coast Agt., 203 Monadnock Bldg, San Francisco, Cal.
D. L. MELVILLE, Trav. Fht. Agt., 210 Marion Block, Seattle, Wash.
J. G. FRY, Southwestern Freight Agent, 203-204 Slaughter Bldg, 247-251 Main St., Dallas, Tex.

T. H. NOONAN General Manager, Continental Line and The Central States Despatch, Cincinnati, O.

CONNECTIONS ALPHABETICALLY ARRANGED.

42 Altamont, Ill.—With Vandalia Line, Wabash and Chicago & Eastern Illinois R.Rs.
37 Ashland, Ill.—With Chicago & Alton Ry.
3 Athens, O.—With Hocking Valley Ry., and Ohio Central Lines.
35 Beardstown, Ill.—With Chicago, Burlington & Quincy Ry.
48 Bedford, Ind.—With Chic. Ind. & Louisv. and Southern Indiana Rys.
10 Blanchester, O.—With Hillsboro Division.
6 Chillicothe, O.—With Cin. Ham. & Day. Ry. and Norf. & West. Ry.
14 Cincinnati, O.—With Chesapeake & Ohio Ry.; Cincinnati & Muskingum Valley Ry.; Cincinnati, Georgetown & Portsmouth R.R.; Cincinnati, Hamilton & Dayton Ry.; Cincinnati, Lebanon & Northern Ry.; Norfolk & Western Ry.; Cleveland, Cincinnati, Chicago & St. Louis Ry.; Louisville & Nashville R.R.; Erie R.R.; Pittsburg, Cincinnati, Chicago & St. Louis Ry.; Chicago, Cincinnati & Louisville R.R.; Queen & Crescent Route, and steamers on Ohio River.
49 Columbus, O.—With railroads diverging.
41 Cowden, Ill.—With Toledo, St. Louis & Western R.R.
4 Dundas, O.—With Hocking Valley Ry.
12 East Norwood, O.—With Cincinnati, Lebanon & Northern Ry.
31 East St. Louis, Ill.—With Chicago & Alton Ry.; Chicago, Burlington & Quincy Ry. and Illinois Central R.R.; Chicago, Peoria & St. Louis Ry.; Louisville & Nashville; Mobile & Ohio and Wabash R.Rs.
43 Edgewood, Ill.—With Illinois Central R.R.
45 Enfield, Ill.—With Louisville & Nashville R.R.
27 Flora, Ill.—With Springfield Division.
44 Fairfield, Ill.—With Southern Ry.
8 Greenfield, O.—With Detroit, Toledo & Ironton Ry.
5 Hamden, O.—With Portsmouth Division.
18 Hillsboro, O.—With Norfolk & Western Ry.
17 Jackson, O.—With Detroit, Toledo & Ironton Ry.
11 Loveland, O.—With Pittsburgh, Cincinnati, Chicago & St. Louis Ry.
25 Lawrenceville, Ill.—With Cleveland, Cin. Chicago & St. Louis Ry.
33 Louisville, Ky.—With Chicago, Indianapolis & Louisville Ry.; Southern and Chesapeake & Ohio Rys.; Illinois Central R.R.
19 Marietta, O.—With Pennsylvania Co.; Marietta, Columbus & Cleveland R.R. and Ohio & Little Kanawha Line, B. & O.R.R.
22 Mitchell, Ind.—With Chicago, Indianapolis & Louisville Ry.
7 Musselman, O.—With Cincinnati, Hamilton & Dayton Ry.
34 New Albany, Ind.—With Chicago, Indianapolis & Louisville and Southern Rys.
20 North Vernon, Ind.—With Cleveland, Cincinnati, Chicago & St. Louis, and Pittsburgh, Cincinnati, Chicago & St. Louis Rys.
46 Norris City, Ill.—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
28 Odin, Ill.—With Illinois Central R.R.
26 Olney, Ill.—With Illinois Central R.R.
40 Pana, Ill.—With Cleve. Cin. Chic. & St. L. Ry., and Illinois Cent. R.R.
1 Parkersburg, W. Va.—With Baltimore & Ohio R.R.
15 Portsmouth, O.—With Chesapeake & Ohio Ry., and Norfolk and Western Ry.
32 St. Louis, Mo.—With Chicago, Burlington & Quincy Ry.; Chicago & Alton Ry.; Illinois Central R.R.; Chicago, Peoria & St. Louis Ry.; Louisville & Nashville R.R.; Missouri, Kansas & Texas Ry.; Missouri Pacific Ry.; Mobile & Ohio R.R.; St. Louis Southwestern Ry.; St. Louis, Iron Mountain & Southern Ry.; Chicago, Rock Island & Pacific Ry.; Frisco System; St. Louis & Hannibal Ry., and Wabash R.R.
2 Salem, Ill.—With Chic. & Eastern Ill. R.R. and Ill. Southern Ry.
29 Sandoval, Ill.—With Illinois Central R.R.
16 Sciotoville, O.—With Norfolk & Western Ry.
21 Seymour, Ind.—With Southern Indiana Ry., and Pittsburgh, Cincinnati, Chicago & St. Louis Ry.
30 Shattuc, Ill.—With Chicago, Burlington & Quincy Ry.
47 Shawneetown, Ill.—With Louisville & Nashville R.R.
38 Springfield, Ill.—With Chicago & Alton Ry., Ill. Central R.R., Chic. Peoria & St. Louis Ry., and Wabash R.R.
39 Taylorville, Ill.—With Wabash R.R.
24 Vincennes, Ind.—With Cleveland, Cincinnati, Chicago & St. Louis Ry.; Evansville & Terre Haute R.R., and Pittsburgh, Cincinnati, Chicago & St. Louis Ry.
36 Virginia, Ill.—With Chicago, Peoria & St. Louis Ry.
23 Washington, Ind.—With Evansville & Terre Haute R.R.
50 Washington Court House, O.—With railroads diverging.

BALTIMORE & OHIO SOUTHWESTERN RAILROAD.

THROUGH CAR ARRANGEMENTS.

Between St. Louis, Louisville, Cincinnati, Washington, Baltimore, Philadelphia and New York.

No. 2—Royal Blue Limited—Daily.—Solid Vestibuled train. Pullman Parlor Car St. Louis to Cincinnati. Pullman Drawing-room Sleeping Cars St. Louis to Cincinnati and New York. Drawing-room Sleeping Car Louisville to New York. Dining Car serves breakfast and luncheon St. Louis to Cincinnati. Dinner Cincinnati to Chillicothe. Breakfast Keyser to Martinsburg (on Sundays, Keyser to Brunswick). Luncheon Washington to Philadelphia.

Nos. 4 and 10—Fast Mail—Daily.—Solid Vestibuled train. Pullman Drawing-room Sleeping Car St. Louis to Cincinnati and Cincinnati to New York. Grill Car St. Louis to Cincinnati. Sleeping Cars open for passengers after 9 30 p.m. Dining Car serves luncheon and dinner Cincinnati to Deer Park. Breakfast Washington to Philadelphia.

No. 12—Metropolitan Express—Daily.—Pullman Drawing-room Sleeping Cars St. Louis to Cincinnati and New York. Passengers for Philadelphia can transfer at Cumberland to Sleeper which remains in Philadelphia Station until 7 30 a.m. Dining Car Cincinnati to Clarksburg, Grafton to Keyser, Philadelphia to New York.

No. 6—Queen City Limited—Daily.—Vestibuled train. Cafe Parlor Car and Coaches St. Louis to Cincinnati.

No. 1—Royal Blue Limited—Daily.—Solid Vestibuled train with Day Coaches New York to Cincinnati and Cincinnati to St. Louis. Has Pullman Drawing-room Sleeping Cars New York to Cincinnati and St. Louis. Pullman Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville. Dining Car serves luncheon Philadelphia to Baltimore. Dinner Brunswick to Keyser. Breakfast Chillicothe to Cincinnati. Breakfast and luncheon Cincinnati to St. Louis.

No. 3—St. Louis Express—Daily.—Solid Vestibuled train Baltimore and Washington to Cincinnati. Has Pullman Sleeping Cars New York to Cincinnati and St. Louis, with added Sleeper Cincinnati to St. Louis. Cafe Parlor Car and Free Reclining Chair Car Cincinnati to Louisville. Buffet Service New York to Washington. Dining Car serves breakfast and luncheon Deer Park to Cincinnati. Dinner in Cafe Car on Louisville train. Dinner in Cincinnati Station for St. Louis passengers.

No. 5—Fast Mail—Daily to Cincinnati; except Sunday beyond.—Solid train Baltimore to Cincinnati. Pullman Sleeping Cars New York to Cincinnati and Cincinnati to Louisville and St. Louis, open in Cincinnati station 9 00 p.m. for reception of passengers. Grill Car Cincinnati to St. Louis. Dining Car Martinsburg to Cumberland and Clarksburg to Cincinnati.

No. 9—Fast Mail—Sunday only.—Pullman Sleeping Cars and Coaches Cincinnati to Louisville and St. Louis. Grill Car Cincinnati to St. Louis. Sleeping Cars open for passengers in Cincinnati station after 9 50 p.m.

No. 11—Mound City Limited—Daily.—Vestibuled train. Cafe Parlor Car and Coaches Cincinnati to St. Louis.

Between Louisville and Cincinnati.

Nos. 5 and 9—Day Coaches and Pullman Sleeping Car Cincinnati to Louisville. Open for reception of passengers in Central Union Station after 9 50 p.m.

No. 15—Cafe Parlor Car and Coaches Cincinnati to Louisville. Pullman Sleeping Car Cincinnati to Memphis and New Orleans.

No. 17—Pullman Parlor Car and Day Coaches Cincinnati to Louisville.

No. 19—Vestibuled train with free Reclining Chair Car and Pullman Drawing-room Sleeping Car, Cincinnati to Louisville, Memphis and New Orleans. Cafe Parlor Car Cincinnati to Louisville. Pullman Ordinary Sleeper every Tuesday to San Francisco, via New Orleans without change.

No. 16—Vestibuled train with Free Reclining Chair Car and Pullman Sleeping Car New Orleans, Memphis and Louisville to Cincinnati. Cafe Parlor Car Louisville to Cincinnati.

No. 18—Pullman Car and Day Coaches Louisville to Cincinnati.

Nos. 14 and 12-46 and 12—Pullman Sleeping Car Louisville to Cincinnati. Open for reception of passengers in Seventh Street Station, Louisville, after 9 00 p.m.

No. 20—Cafe Parlor Car and Coaches Louisville to Cincinnati. Pullman Sleeping Car New Orleans and Memphis to Cincinnati. Pullman Ordinary Sleeper leaves San Francisco for Cincinnati, via New Orleans, every Tuesday.

Nos. 48 and 6—Coaches Louisville to North Vernon. Cafe Parlor Car and Coaches North Vernon to Cincinnati.

Between Cincinnati, Columbus and Pittsburg.

No. 101—Solid train with Day Coaches Columbus to Cincinnati.

No. 103—Cafe Parlor Car and Coaches Pittsburg and Columbus to Cincinnati.

No. 105—Pullman Sleeper and Day Coaches Pittsburg and Columbus to Cincinnati. Pullman Sleeper Columbus to Cincinnati (except Mondays), which can be occupied in Columbus station after 9 00 p.m.

No. 107—Solid train with Day Coaches Columbus to Cincinnati. Pullman Buffet Car, daily, Columbus to Cincinnati.

No. 102—Daily.—Solid train with Day Coaches Cincinnati to Columbus and Newark. Pullman Buffet Sleeping Car, daily, Cincinnati to Columbus. Sleeper is placed in Central Union Station for occupancy at 10 00 o'clock each evening, except Saturdays.

No. 104—Cafe Parlor Car and Coaches Cincinnati to Columbus and Pittsburg.

No. 106—Pullman Sleeper and Day Coaches Cincinnati to Columbus and Pittsburg.

No. 108—Solid train with Day Coaches Cincinnati to Columbus, Newark and Zanesville. Pullman Car Cincinnati to Columbus.

Between Louisville and St. Louis.

Nos. 14 and 5, 46 and 9—Pullman Sleeping Car and Coaches Louisville to North Vernon and North Vernon to St. Louis. Grill Car North Vernon to St. Louis.

Nos. 16 and 1—Free Reclining Chair Car and Cafe Parlor Car Louisville to North Vernon. Pullman Car North Vernon to St. Louis. Dining Car North Vernon to St. Louis.

No. 44 and 3—Pullman Sleeping Car and Free Reclining Chair Car Louisville to St. Louis without change.

Nos. 4 and 15, 10 and 15—Pullman Sleeping Car St. Louis to North Vernon. Grill Car St. Louis to North Vernon. Cafe Parlor Car North Vernon to Louisville.

Nos. 2 and 17—Pullman Car St. Louis to North Vernon. Dining Car St. Louis to North Vernon. Pullman Parlor Car North Vernon to Louisville.

Nos. 6 and 47—Cafe Parlor Car St. Louis to North Vernon. Coaches North Vernon to Louisville.

Nos. 12 and 41—Pullman Sleeping Car and Free Reclining Chair Car St. Louis to Louisville without change.

CINCINNATI TO COLUMBUS, WHEELING AND PITTSBURG.

Mls.	STATIONS. (*Central time.*)	No. 102	No. 104	No. 108	No. 106	.....
.....	**St. Louis**..(Union Station) lve.	.....	*9 28 P M	†1 45 A M	*12 00 Noon	.....
.....	**Louisville**.(B. & O. S. W.) lve.	.....	*8 30 A M	†8 10 A M	c4 00 P M	.....
0	**Cincinnati**..(B & O. S. W.).+ lve.	*8 40 A M	*8 25 A M	†2 00 P M	*8 20 P M	.....
1	C. H. & D. Crossing..... »	a –	a –	a –	a –	.....
45	**Midland City** +.....ȣ »	4 21 A M	9 45 A M	3 34 P M	9 55 P M	.....
50	Cuba.....ȣ »	4 18 »	– –	3 41 »	b –	.....
56	Wilmington+.....ȣ »	4 27 »	10 01 »	3 51 »	10 12 »	.....
67	Sabina+.....ȣ »	4 43 »	10 18 »	4 16 »	10 28 »	.....
77	**Washington C.H.**[50]+ȣ »	5 08 »	10 35 »	4 35 »	10 48 »	.....
83	Bloomingburg.....ȣ »	5 18 »	– –	4 45 »	b –	.....
87	Madison Mills.....ȣ »	5 24 »	– –	4 51 »	b –	.....
90	Cook's..... »	5 29 »	– –	4 55 »	b –	.....
93	Mt. Sterling+.....ȣ »	5 35 »	10 54 »	5 03 »	11 08 »	.....
95	Era..... »	5 38 »	– –	5 07 »	b –	.....
98	Derby.....ȣ »	5 44 »	– –	5 14 »	b –	.....
102	Orient.....ȣ »	5 52 »	– –	5 28 »	b –	.....
108	Grove City.....ȣ »	6 05 »	– –	5 39 »	b –	.....
116	**Columbus**[42]+.....ȣ arr.	6 30 A M	11 30 A M	6 00 P M	11 45 P M	.....
149	**Newark**.....(*B. & O.*) »	7 35 A M	12 35 Noon	7 50 P M	12 40 Night	.....
174	**Zanesville**.... » »	8 35 A M	1 23 P M	8 02 P M	1 27 A M	.....
258	**Wheeling** (East. time) » »	.....	5 26 P M	1 10 A M	5 25 A M	.....
329	**Pittsburg**..... » arr.	.....	8 00 P M	.....	7 45 A M	.....

PITTSBURG, WHEELING AND COLUMBUS TO CINCINNATI.

STATIONS. (*Eastern time.*)	No. 105	No. 101	No. 103	No. 107
Pittsburg...(*B. & O.*) lve.	*9 25 P M	.....	*9 00 A M	.....
Wheeling.... » »	11 55 P M	.....	11 15 A M	.....
Zanesville (Cent. time) » »	2 02 A M	.....	1 02 P M	.....
Newark..... » »	2 55 A M	.....	1 55 P M	.....
Columbus[49]..(B. & O. S. W.) »	3 55 A M	†7 20 A M	2 45 P M	*5 20 P M
Grove City..... »	b –	7 37 »	– –	5 39 »
Orient..... »	b –	7 48 »	– –	5 49 »
Derby..... »	b –	7 56 »	– –	5 55 »
Era..... »	b –	8 00 »	– –	5 59 »
Mt. Sterling..... »	4 32 »	8 04 »	3 18 »	6 03 »
Cook's..... »	b –	8 09 »	– –	6 08 »
Madison Mills..... »	b –	8 14 »	– –	6 13 »
Bloomingburg..... »	b –	8 22 »	– –	6 21 »
Washington C.H.[50]... »	4 52 »	8 28 »	3 38 »	6 27 »
Sabina..... »	5 14 »	8 51 »	3 59 »	6 48 »
Wilmington..... »	5 30 »	9 10 »	4 14 »	7 07 »
Cuba..... »	b –	9 18 »	– –	7 15 »
Midland City.....arr.	5 45 A M	9 24 »	4 28 P M	7 21 »
C. H. & D. Crossing.....arr.	a –	a –	a –	a –
Cincinnati.....arr.	7 30 A M	11 00 A M	5 50 P M	8 55 P M
Louisville....(B. & O. S. W.) arr.	11 50 A M	5 45 P M	9 35 P M	7 20 A M
St. Louis (Union Sta.) » arr.	5 50 P M	8 00 P M	7 28 A M	1 40 P M

Trains marked * run daily; † daily, except Sunday; *a* stops to take on or let off passengers from or for C. H. & D. R.R. and Q. & C. Route; *b* stops Sundays to take or leave passengers for or from Cincinnati or points beyond; *c* Sunday leaves 2 10 p.m.

+ Coupon stations; ȣ Telegraph stations.

BALTIMORE & OHIO SOUTHWESTERN RAILROAD.

MAIN LINE—EASTWARD.

November 21, 1909. (*Central time.*)	Ms	4	2	8	6	12	22	38	10	28
	...	A M	A M	A M	Noon	P M	P M	.....	A M	A M
St. Louis[32]+.... ♁ lve.	0	†1 45	*9 00	†7 41	*1200	*8 26	*6 35	.....	‡1 00	‡7 56
East St. Louis[31]+.. ♁	3	V –	9 15	7 59	12 15	V –	5 53	.....	V –	8 14
Cone..... ♁	4	– –	– –	8 03	– –	– –	5 56	.....	– –	8 17
Hanover..... ♁	7	– –	– –	8 09	– –	– –	8 02	.....	– –	8 23
Caseyville..... ♁	11	– –	– –	8 15	– –	– –	6 05	.....	– –	8 28
Furman..... ♁	15	– –	– –	8 23	– –	– –	6 18	.....	– –	8 36
Carbon.....	17	– –	– –	8 26	– –	– –	6 22	.....	– –	8 39
O'Fallon..... ♁	19	– –	– –	8 31	– –	– –	6 27	.....	– –	8 44
Lebanon..... ♁	25	– –	– –	8 41	– –	– –	6 37	.....	– –	8 53
Summerfield..... ♁	27	– –	– –	8 45	– –	– –	6 43	.....	– –	8 58
Trenton..... ♁	31	– –	– –	8 53	– –	t –	7 00	.....	– –	9 04
Aviston..... ♁	35	– –	– –	9 00	– –	– –	7 15	.....	– –	9 12
Breese..... ♁	40	– –	– –	9 08	– –	– –	7 26	.....	– –	9 20
Beckemeyer..... ♁	45	– –	– –	9 17	– –	– –	7 38	.....	– –	9 29
Carlyle..... ♁	48	3 21	10 32	9 27	– –	11 10	7 48	.....	2 36	9 39
Huey..... ♁	52	– –	– –	9 36	– –	– –	7 57	.....	– –	9 48
Shattuc[30]..... ♁	58	– –	– –	9 46	– –	– –	8 07	.....	– –	9 58
Sandoval[29] +..... ♁	62	– –	– –	9 52	– –	– –	8 15	.....	2 54	10 07
Odin[28]+..... ♁	65	3 48	10 58	10 00	– –	11 38	8 26	.....	3 03	10 15
Salem[3]..... ♁	71	3 57	x ⊙	10 10	– –	11 48	8 36	.....	3 13	10 25
Bannister.....	75	– –	– –	10 18	– –	– –	8 44	.....	– –	10 35
Iuka..... ♁	80	– –	– –	10 29	– –	– –	8 52	.....	– –	10 43
Greendale.....	85	– –	– –	10 37	– –	– –	9 00	.....	– –	10 50
Xenia..... ♁	88	– –	– –	10 45	– –	– –	9 07	A M	– –	10 56
Flora[27]+..... ♁	96	4 39	11 45	11 05	2 14	12 33	9 30	†5 40	3 52	11 16
Clay City..... ♁	104	c –	– –	11 16	– –	– –	9 41	5 51	– –	11 27
Noble..... ♁	111	c –	– –	11 26	– –	– –	9 51	6 00	– –	11 37
Higgins.....	114	– –	– –	11 31	– –	– –	9 57	6 05	– –	11 42
Olney[26] +..... ♁	119	5 11	12 23	11 41	## –	1 05	10 07	6 15	4 24	11 52
Claremont..... ♁	125	c –	– –	11 52	– –	– –	10 17	6 25	– –	12 02
Sumner..... ♁	131	c –	– –	12 02	– –	– –	10 26	6 35	– –	12 11
Bridgeport..... ♁	137	c –	– –	12 11	– –	– –	10 35	6 45	– –	12 20
Lawrenceville[25]+.. ♁	141	c –	– –	12 19	– –	– –	10 42	6 53	– –	12 26
Vincennes[24] +..... ♁	151	6 03	1 02	1 12	5 25	1 57	11 00	7 10	5 21	12 47
Fritchton..... ♁	156	– –	– –	1 28	– –	– –	P M	A M	– –	Noon
Wheatland..... ♁	162	6 21	– –	1 39	– –	– –	═══	═══	– –	═══
Washington[23]+.... ♁	169	6 41	1 34	2 00	4 01	z 39	.....	.....	6 03	.....
Black Oak.....	174	– –	– –	2 08	– –	– –	.....	.....	– –	.....
Montgomery..... ♁	176	– –	– –	2 11	– –	– –	.....	.....	– –	.....
Cannelburg..... ♁	179	– –	– –	2 15	– –	– –	.....	.....	– –	.....
Loogootee..... ♁	184	7 02	z1 56	2 22	– –	● –	.....	.....	6 27	.....
Shoals..... ♁	192	7 17	– –	2 34	– –	○ –	.....	.....	6 41	.....
Willow Valley.....	198	– –	– –	2 43	– –	– –	.....	.....	– –	.....
Huron..... ♁	201	7 35	– –	2 49	– –	– –	.....	.....	– –	.....
Georgia..... ♁	207	– –	– –	3 02	– –	– –	.....	.....	– –	.....
Mitchell[22]+..... ♁	213	8 00	2 50	3 12	4 55	3 47	.....	.....	7 19	.....
Riverdale..... ♁	218	r8 10	□ –	3 22	– –	– –	.....	.....	– –	.....
Tunnelton.....	221	8 15	– –	3 28	– –	– –	.....	.....	– –	.....
Fort Ritner..... ♁	225	8 22	– –	3 34	– –	– –	.....	.....	– –	.....
Sparksville.....	229	8 27	– –	3 39	– –	– –	.....	.....	– –	.....
Medora..... ♁	234	8 36	– –	3 48	– –	– –	.....	.....	– –	.....
Vallonia..... ♁	238	8 44	– –	3 53	– –	– –	.....	.....	– –	.....
Brownstown..... ♁	242	8 49	s –	3 59	– –	– –	.....	.....	8 03	.....
Shields Mill.....	247	– –	– –	4 10	– –	– –	.....	.....	– –	.....
Seymour[21]+..... ♁	252	9 12	3 43	4 22	5 49	4 48	.....	.....	8 22	.....
Hayden..... ♁	260	– –	– –	4 35	– –	– –	18	18	– –	20
Louisville+.....arr.	...	11 50	5 45	P M	8 30	7 20	A M	P M	.....	P M
Louisville.....lve.	...	A M	*2 10	†2 10	†4 00	z2 30	*8 10	*2 10	.....	*5 45
North Vernon[20]+.. ♁	267	9 40	4 05	4 50	6 12	*5 25	*9 52	*3 40	8 52	*7 17
Oakdale.....	271	– –	– –	4 57	– –	– –	– –	– –	– –	– –
Butlerville..... ♁	274	– –	– –	5 02	– –	– –	– –	– –	– –	– –
Nebraska..... ♁	277	– –	– –	5 08	– –	– –	– –	– –	– –	– –
Holton..... ♁	281	– –	– –	5 15	– –	– –	– –	– –	– –	– –
Dabney..... ♁	284	– –	– –	5 19	– –	– –	– –	– –	– –	– –
Osgood..... ♁	288	– –	‖4 36	5 29	– –	z5 56	10 30	– –	– –	– –
Delaware..... ♁	292	– –	– –	5 35	– –	– –	– –	– –	– –	– –
Pierceville.....	294	– –	– –	5 40	– –	– –	– –	– –	– –	– –
Milan..... ♁	296	10 32	j y	5 49	– –	z6 12	– –	– –	9 41	– –
Moore's Hill.....	299	– –	– –	5 54	– –	– –	– –	– –	– –	– –
Cold Springs..... ♁	302	– –	– –	5 59	– –	– –	– –	– –	– –	– –
Dillsboro..... ♁	305	– –	– –	6 07	– –	– –	– –	– –	– –	– –
Cochran..... ♁	312	– –	– –	6 17	– –	– –	– –	– –	– –	– –
Aurora+.....	323	– –	v5 18	6 22	– –	6 41	11 14	4 45	– –	u w
Lawrenceburg+..... ♁	317	11 08	v5 24	6 43	– –	6 50	☽ –	4 53	10 18	l u
North Bend..... ♁	324	– –	– –	7 01	– –	– –	– –	– –	– –	– –
Addyston..... ♁	327	– –	– –	7 06	– –	– –	– –	– –	– –	– –
Delhi..... ♁	329	v –	o –	7 12	– –	v –	– –	– –	– –	– –
Cullom..... ♁	334	– –	– –	– –	– –	– –	– –	– –	– –	– –
Cincinnati[14]+..... ♁	339	11 50	8 00	7 40	8 00	7 30	12 00	5 30	11 00	9 15
[ARRIVE	...	A M	P M	P M	P M	A M	Noon	P M	A M	P M

STATIONS. (*Central time.*)	Ms	4	2	106	12	16	104	108	8	102 14
	...	Noon	P M	P M	A M	A M	A M	P M	P M	A M
Cincinnati[14]+.. ♁ lve.	339	*1215	*6 35	*8 20	*8 00	†7 05	*8 25	‡2 00	‡3 38	*2 40
C. H. & D. Crossing....	340	a –	a –	a –	a –	a –	a –	a –	a –	a –
Eighth Street..... ♁	341	– –	– –	– –	– –	7 12	– –	e –	– –	– –
Brighton..... ♁	342	– –	– –	– –	– –	7 14	– –	e –	– –	– –
Stock Yards..... ♁	343	– –	– –	– –	– –	7 16	– –	e –	3 41	– –
Cumminsville..... ♁	344	– –	– –	– –	– –	7 18	– –	– –	3 44	– –
Winton Place..... ♁	345	12 30	6 52	8 36	8 15	7 22	8 41	2 17	3 46	– –
Ivorydale.....	346	– –	– –	– –	– –	7 25	– –	– –	– –	– –
Bond Hill..... ♁	348	– –	– –	6 42	– –	7 29	– –	2 22	3 54	– –
Norwood.....	349	– –	– –	– –	– –	7 32	– –	– –	3 57	– –
East Norwood[12]... ♁	350	12 40	7 00	8 46	‖8 25	7 33	8 42	2 28	3 58	3 03
Oakley..... ♁	351	– –	– –	– –	– –	7 36	– –	w –	4 01	– –
Madisonville..... ♁	352	– –	– –	‖6 52	– –	7 40	– –	2 32	4 05	– –
Madeira..... ♁	355	– –	– –	– –	– –	7 47	– –	2 38	4 12	– –
Remington..... ♁	359	– –	– –	– –	– –	7 55	– –	e –	4 19	– –
Symmes..... ♁	361	– –	– –	– –	– –	8 00	– –	e –	4 24	– –
Loveland[11] + ... ♁	364	1 06	7 27	9 16	8 54	8 06	– –	2 55	4 34	3 27
Hills..... ♁	368	– –	– –	– –	– –	8 18	– –	– –	4 44	– –
Coxaddale..... ♁	370	– –	– –	– –	– –	8 22	– –	– –	4 51	– –
Pleasant Plain..... ♁	373	– –	– –	– –	– –	8 33	– –	‖‖	4 57	3 44
Windsor..... ♁	376	– –	– –	– –	– –	8 40	– –	– –	5 02	– –
Blanchester[10].. + arr.	381	1 33	7 56	9 45	9 22	8 47	– –	3 21	5 12	3 58
Blanchester.... ♁ lve.	381	1 33	7 56	9 45	9 22	8 47	– –	3 21	5 12	3 58
Midland City..... ♁	384	1 44	8 05	9 52	9 34	8 58	9 42	‡3 30	5 25	†4 35
Martinsville..... ♁	389	– –	– –	P M	– –	9 08	A M	P M	5 33	4 45
Farmers..... ♁	392	– –	– –	═══	– –	9 13	═══	═══	5 39	4 52
New Vienna..... ♁	395	– –	– –	.....	y Ψ	9 19	═══	═══	5 46	4 58
Highland..... ♁	401	– –	– –	.....	– –	9 26	═══	═══	5 54	5 05
Leesburg..... ♁	403	– –	– –	.....	y Ψ	9 33	═══	═══	6 00	5 12
East Monroe.....	406	– –	– –	.....	– –	9 38	═══	═══	6 05	5 18
Greenfield[6] +..... ♁	413	2 28	8 50	.....	10 22	9 50	═══	═══	6 18	5 28
Thrifton..... ♁	424	– –	– –	.....	– –	9 51	═══	═══	6 17	– –
Lyndon.....	427	– –	– –	.....	– –	9 57	═══	═══	6 23	5 35
Harpers..... ♁	420	– –	– –	.....	– –	10 02	═══	═══	6 30	5 43
Roxabel..... ♁	424	– –	– –	.....	y Ψ	10 03	═══	═══	6 37	5 50
Musselman[7]..... ♁	427	– –	– –	.....	g –	10 14	═══	═══	6 42	5 55
Anderson.....	430	– –	– –	10 –	– –	10 21	═══	═══	6 48	6 02
Chillicothe[6]+.. ♁ arr.	437	3 05	9 25	P M	10 58	10 35	═══	═══	7 00	6 20
Chillicothe..... ♁ lve.	437	3 12	9 32	†3 35	11 05	A M	═══	═══	P M	6 35
Schooleys..... ♁	444	– –	– –	3 47	– –	.....	═══	═══	.....	6 47
Vigo.....	449	– –	– –	3 56	– –	.....	═══	═══	.....	6 56
West Junction..... ♁	451	– –	– –	4 01	– –	.....	═══	═══	.....	7 01
Ray..... ♁	456	– –	– –	4 09	– –	.....	═══	═══	.....	7 09
Byers Junction..... ♁	459	– –	– –	– –	– –	.....	═══	═══	.....	– –
Byers.....	460	– –	– –	4 15	– –	.....	═══	═══	.....	7 15
Hamden[5]..... + arr.	467	4 00	10 18	4 35	11 53	.....	═══	═══	.....	7 30
Hamden..... ♁ lve.	467	4 00	10 18	4 35	11 53	.....	═══	═══	.....	7 43
Dundas[4]+..... ♁	471	– –	– –	4 44	12 01	.....	═══	═══	.....	7 50
Vinton.....	475	– –	– –	4 52	– –	.....	═══	═══	.....	7 57
Zaleski..... ♁	479	– –	– –	4 58	12 14	.....	═══	═══	.....	8 03
Moonville.....	484	– –	– –	5 08	– –	.....	═══	═══	.....	8 15
Inghams.....	485	– –	– –	5 12	– –	.....	═══	═══	.....	8 18
Mineral..... ♁	488	– –	– –	5 17	– –	.....	═══	═══	.....	8 23
New Marshfield..... ♁	490	– –	– –	5 25	– –	.....	═══	═══	.....	8 32
Luhrig..... ♁	492	– –	– –	5 30	– –	.....	═══	═══	.....	8 36
Grosvenor.....	496	– –	– –	5 36	– –	.....	═══	═══	.....	8 42
West Athens.....	497	– –	– –	– –	– –	.....	═══	═══	.....	– –
Athens[3]+..... ♁	497	4 54	11 12	5 49	12 55	.....	═══	═══	.....	8 55
Canaanville..... ♁	504	– –	– –	6 00	– –	.....	═══	═══	.....	9 07
Guysville..... ♁	509	– –	– –	6 09	– –	.....	═══	═══	.....	9 16
Stewart..... ♁	511	– –	– –	6 14	– –	.....	═══	═══	.....	9 21
Frosts.....	516	– –	– –	6 24	– –	.....	═══	═══	.....	9 30
Coolville..... ♁	520	– –	– –	6 32	– –	.....	═══	═══	.....	9 38
Torch Hill..... ♁	523	– –	– –	6 37	– –	.....	═══	═══	.....	9 43
Little Hocking..... ♁	526	– –	– –	6 43	– –	.....	═══	═══	.....	9 50
Porterfield.....	529	– –	– –	6 49	– –	.....	═══	═══	.....	9 56
Rockland.....	531	– –	– –	6 54	– –	.....	═══	═══	.....	10 01
Belpre +..... ♁	533	– –	– –	7 02	– –	.....	═══	═══	.....	10 07
Parkersburg[1]+... arr.	534	5 50	12 10	7 10	2 00	.....	═══	═══	.....	10 15
(*Central time.*)	...	P M	Night	P M	P M	.....	═══	═══	.....	A M
(*Eastern time.*)	...	P M	A M	○ Stops Monday.	P M	.....	═══	═══	.....	▼Stops Sunday and Mon. morning only.
Parkersburg..... lve.	...	6 55	1 15		3 05	.....	═══	═══	.....	
Grafton..... arr.	...	10 20	4 37		8 26	.....	═══	═══	.....	
Washington.....	...	6 30	12 40		2 37	.....	═══	═══	.....	
[ARRIVE	...	A M	Noon		A M	.....	═══	═══	.....	
Baltimore.....	...	7 50	1 47		3 42	.....	═══	═══	.....	
Philadelphia.....	...	10 15	4 05		6 00	.....	═══	═══	.....	
[ARRIVE	...	A M	P M		A M	.....	═══	═══	.....	
Liberty Street.....	...	10 35	8 30		8 32	.....	═══	═══	.....	
West 23d Street.....	...	12 45	6 45		8 43	.....	═══	═══	.....	
New York..... arr.	...	Noon	P M		A M	.....	═══	═══	.....	

* Daily; † daily, except Sunday; ‡ daily except Saturday; z Sunday only. ♠ On Sunday leaves 1 25 a.m. ‖ Stops to take for Wilmington and beyond. □ Stops to take passengers from Bedford for Cincinnati and Louisville or beyond. ‖‖ Stops to leave from south of Olney on I.C. ‖ Meals. + Coupon stations; ♁ Telegraph stations. (*Central time.*)

Additional Train—Leaves North Vernon †5 45 p. m., arrives Cincinnati 8 35 a. m., making all stops.

Stop-over Checks.—One stop-over will be allowed on unlimited coupon tickets.

▼ Stops to leave from west of Cincinnati or from Midland District.

a Stops to take on or let off passengers from or for C. H. & D. R.R. and Q. & C. Route; b stops to leave from Midland District and B. & O. R.R.; c stops to take passengers for east of Vincennes where train stops; d stops to leave from or take to Louisville, New Albany and Jeffersonville; e stops to take for points on Midland District and B. & O. R.R.; f stops to take for or leave from east of Loveland; g stops to take from C. H. & D. for Hamden and east thereof; h stops Sunday to leave from Cincinnati; i stops to take passengers for stations where No. 108 is scheduled to stop; j stops Sunday to take for Cincinnati and beyond; k Saturday only; l stops Sunday to take for Cincinnati; m on Sunday leaves 1 00 a.m.; n stops to leave for C. H. & D. from points east of Chillicothe; o stops to leave from East St. Louis, St. Louis and beyond; p stops Sundays to leave from points on main line, not including North Vernon; q stops to take for East St. Louis and beyond; r stops to leave for Bedford from west of Mitchell; s stops on Sunday; t stops to leave from west of St. Louis; u stops to leave from Louisville Division and North Vernon; v stops to leave from St. Louis and beyond; w stops to take for or leave from Cincinnati; x stops to leave passengers from Cincinnati and to take for points west at which train stops; y stops Sunday to leave passengers; z daily, except Sunday, on Sunday leaves at 1 15 a.m. ▲ Stops to leave or take passengers holding through tickets from or to Indianapolis, via North Vernon. ● Stops to leave from Cincinnati, Louisville and points beyond and to take for East St. Louis or beyond. △ Stops to leave from Blanchester and points east. ⊙ Stops to leave from East St. Louis or beyond and to take for Cincinnati, Louisville and beyond. ▯ Stops to take for Columbus and points east. ◇ Stops to leave passengers from east of Athens to points on K. & M. and T. & O. C. ‖ Stops Sunday to take passengers for North Vernon and points east. ⊡ Stops to leave passengers from Springfield and Taylorville or to take for Taylorville, Pana and points east. ⊳⊲ Stops to let off passengers from east of Pana or to take on passengers for Springfield. ◆ Stops to leave passengers. ● Stops to leave passengers from St. Louis or beyond and to take for Cincinnati or Louisville or beyond, and for six or more passengers from or to points where train stops. ‡ Saturday and Sunday only.

BALTIMORE & OHIO SOUTHWESTERN RAILROAD.

MAIN LINE—WESTWARD.

November 21, 1909.	1	3	13	5	9	7	101	103	107	....
New York .....lve.	A M	P M	.....	P M	.....	.....	.....	.....	.....	.....
West 23d Street.....	*9 50	*6 50	.....	*11 50	.....	.....	.....	.....	.....	.....
Liberty Street.....	10 00	6 00	.....	*1 30	.....	.....	.....	.....	.....	.....
[LEAVE	Noon	P M	.....	A M	.....	.....	.....	.....	.....	.....
Philadelphia	12 30	8 31	.....	4 15	.....	.....	.....	.....	.....	.....
Baltimore.....	3 00	11 05	.....	8 00	.....	.....	.....	.....	.....	.....
[LEAVE	P M	Night	.....	A M	.....	.....	.....	.....	.....	.....
Washington	4 05	12 40	.....	9 10	.....	.....	.....	.....	.....	.....
Grafton	12 11	9 10	.....	6 25	.....	.....	.....	.....	.....	.....
Parkersburg ....arr.	3 33	12 35	.....	8 50	.....	.....	.....	.....	.....	.....
(*Eastern time.*)	A M	Noon	.....	P M	.....	.....	.....	.....	.....	.....
(*Central time.*)	A M	A M	P M	P M	A M	.....	.....	.....	.....	.....
Parkersburg[1] + ♁ lv.	*2 38	*11 40	†2 15	*7 56	†7 00	.....	.....	.....	.....	.....
Belpre + ... ♁	— —	— —	2 20	— —	7 05	.....	.....	.....	.....	.....
Rockland..... ♁	— —	— —	2 25	— —	7 09	.....	.....	.....	.....	.....
Porterfield..... ♁	— —	— —	2 28	— —	7 14	.....	.....	.....	.....	.....
Little Hocking ..... ♁	— —	— —	2 34	— —	7 20	.....	.....	.....	.....	.....
Torch Hill..... ♁	— —	— —	2 40	— —	7 27	.....	.....	.....	.....	.....
Coolville..... ♁	— —	— —	2 45	— —	7 32	.....	.....	.....	.....	.....
Frost's..... ♁	— —	— —	2 52	— —	7 39	.....	.....	.....	.....	.....
Stewart..... ♁	— —	— —	3 01	— —	7 48	.....	.....	.....	.....	.....
Guysville..... ♁	— —	— —	3 06	— —	7 53	.....	.....	.....	.....	.....
Canaanville ..... ♁	— —	— —	3 13	— —	8 00	.....	.....	.....	.....	.....
Athens[3] + ... ♁	3 35	12 41	3 30	9 00	8 10	.....	.....	.....	.....	.....
West Athens.....	— —	— —	◇333	— —	— —	.....	.....	.....	.....	.....
Grosvenor.....	— —	— —	3 35	— —	8 17	.....	.....	.....	.....	.....
Luhrig ..... ♁	— —	— —	3 43	— —	8 25	.....	.....	.....	.....	.....
New Marshfield..... ♁	— —	— —	3 49	— —	8 32	.....	.....	.....	.....	.....
Mineral..... ♁	— —	— —	3 54	— —	8 39	.....	.....	.....	.....	.....
Inghams.....	— —	— —	3 58	— —	8 42	.....	.....	.....	.....	.....
Moonville	— —	— —	4 02	— —	8 45	.....	.....	.....	.....	.....
Zaleski ..... ♁	— —	— —	4 20	— —	8 56	.....	.....	.....	.....	.....
Vinton	— —	— —	4 29	— —	9 02	.....	.....	.....	.....	.....
Dundas[4] + ... ♁	— —	1 25	4 44	— —	9 09	.....	.....	.....	.....	.....
Hamden[5] .....+arr.	4 23	1 37	4 54	8 48	9 25	.....	.....	.....	.....	.....
Hamden ..... ♁ lve.	4 23	1 37	4 54	8 48	9 25	.....	.....	.....	.....	.....
Byers	— —	— —	5 08	— —	9 38	.....	.....	.....	.....	.....
Byers Junction..... ♁	— —	— —	— —	— —	— —	.....	.....	.....	.....	.....
Ray ..... ♁	— —	— —	5 13	— —	9 45	.....	.....	.....	.....	.....
West Junction..... ♁	— —	— —	5 20	— —	9 52	.....	.....	.....	.....	.....
Vigo	— —	— —	5 25	— —	9 58	.....	.....	.....	.....	.....
Schooleys..... ♁	— —	— —	5 33	— —	10 05	.....	.....	.....	.....	.....
Chillicothe[6]...+arr.	5 05	2 29	5 47	10 31	10 20	A M	.....	.....	.....	.....
Chillicothe.... ♁ lve.	5 14	2 30	5 58	10 40	A M	†6 30	.....	.....	.....	.....
Anderson..... ♁	— —	— —	6 10	— —	═══	6 42	.....	.....	.....	.....
Musselman[7].....	— —	✕ —	6 16	— —	.....	6 48	.....	.....	.....	.....
Roxabel ..... ♁	— —	— —	6 21	— —	.....	6 54	.....	.....	.....	.....
Harpers ..... ♁	— —	— —	6 30	— —	.....	7 02	.....	.....	.....	.....
Lyndon	— —	— —	6 37	— —	.....	7 08	.....	.....	.....	.....
Thrifton.....	— —	— —	— —	— —	.....	7 14	.....	.....	.....	.....
Greenfield[8] + ... ♁	5 56	3 15	6 48	11 23	.....	7 28	.....	.....	.....	.....
East Monroe.....	— —	— —	6 59	— —	.....	7 39	.....	.....	.....	.....
Leesburg ..... ♁	— —	— —	7 06	— —	.....	7 35	.....	.....	.....	.....
Highland..... ♁	— —	— —	7 10	— —	.....	7 39	.....	.....	.....	.....
New Vienna..... ♁	— —	— —	7 19	— —	.....	7 47	.....	.....	.....	.....
Farmers..... ♁	— —	— —	7 24	— —	105	7 53	.....	.....	.....	.....
Martinsville ..... ♁	— —	— —	7 29	— —	A M	7 59	A M	P M	P M	.....
Midland City + ... ♁	6 45	4 01	7 45	12 15	*5 49	8 09	†9 30	*4 31	*7 26	.....
Blanchester[10] +arr.	— —	4 10	7 58	— —	5 57	8 20	9 37	4 38	7 33	.....
Blanchester .. ♁ lve.	— —	4 10	7 59	— —	5 57	8 20	9 37	4 38	7 33	.....
Windsor..... ♁	— —	— —	8 03	— —	— —	8 25	*b* —	— —	*s* —	.....
Pleasant Plain..... ♁	— —	— —	8 09	— —	— —	8 33	*b* —	— —	*s* —	.....
Cozaddale ..... ♁	— —	— —	8 14	— —	— —	8 39	*b* —	— —	*s* —	.....
Hills ..... ♁	— —	— —	8 18	— —	— —	8 43	*b* —	— —	*s* —	.....
Loveland[11] + ... ♁	7 14	4 54	8 30	— —	6 27	9 00	10 10	5 02	8 04	.....
Symmes ..... ♁	— —	— —	8 36	— —	— —	9 06	*b* —	— —	— —	.....
Remington ..... ♁	— —	— —	8 41	— —	— —	9 11	*b* —	— —	— —	.....
Madeira..... ♁	— —	— —	8 51	— —	— —	9 18	*b* —	— —	— —	.....
Madisonville..... ♁	— —	— —	8 59	— —	— —	9 24	*b* —	— —	△ —	.....
Oakley ..... ♁	— —	— —	9 02	— —	— —	9 26	*b* —	— —	— —	.....
East Norwood[12] .. ♁	*f* —	*f* —	9 05	— —	*b* —	9 29	*b* —	*b* —	△ —	.....
Norwood	— —	— —	— —	— —	— —	— —	*b* —	— —	— —	.....
Bond Hill ..... ♁	— —	— —	9 10	— —	— —	9 34	*b* —	— —	— —	.....
Ivorydale.....	— —	— —	— —	— —	— —	— —	*b* —	— —	— —	.....
Winton Place..... ♁	*f* —	*f* —	9 15	— —	*b* —	9 39	*b* —	*b* —	△ —	.....
Cumminsville..... ♁	— —	— —	9 18	— —	— —	— —	*b* —	— —	— —	.....
Stock Yards ..... ♁	— —	— —	— —	— —	*b* —	9 45	*b* —	— —	— —	.....
Brighton..... ♁	— —	— —	— —	— —	— —	— —	*b* —	— —	— —	.....
Eighth Street..... ♁	— —	— —	— —	— —	— —	— —	*b* —	— —	— —	.....
C. H. & D. Crossing..	*a* —	*a* —	*a* —	*x* —	*a* —	*a* —	*a* —	*a* —	— —	.....
Cincinnati[14] + ... ♁	8 05	5 35	9 35	1 45	7 30	10 00	11 00	5 50	9 55	.....
[ARRIVE	A M	P M	P M	A M	A M	A M	A M	P M	P M	.....

STATIONS.	1	3	5	7	11	15	17	27	19	9
[LEAVE	A M	P M	A M	A M	Noon	A M	P M	P M	P M	A M
Cincinnati[14] + ... ♁	*9 00	*8 15	†2 30	†7 00	*1200	*2 20	*2 00	†4 45	*6 00	§12 15
Culloms ..... ♁	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Delhi ..... ♁	*q* —	*q* —	— —	7 25	— —	— —	— —	5 10	— —	— —
Addyston ..... ♁	— —	— —	— —	7 28	— —	— —	— —	5 14	— —	— —
North Bend..... ♁	— —	— —	— —	7 32	— —	— —	— —	5 19	— —	— —
Lawrenceburg + ... ♁	9 33	9 48	— —	7 47	— —	8 52	2 34	5 42	6 33	*x* —
Aurora + ...	9 40	9 57	— —	7 59	— —	9 00	2 41	5 52	6 41	*x* —
Cochran ..... ♁	— —	— —	— —	8 03	— —	— —	— —	5 55	— —	— —
Dillsboro ..... ♁	— —	— —	— —	8 14	— —	— —	2 53	6 05	— —	— —
Cold Springs..... ♁	— —	— —	— —	8 22	— —	— —	— —	6 14	— —	— —
Moore's Hill.....	— —	— —	— —	8 28	— —	— —	— —	6 20	— —	— —
Milan ..... ♁	10 14	◆ —	— —	8 37	1 06	9 29	3 12	6 28	◆ —	— —
Pierceville.....	— —	— —	— —	8 42	— —	— —	— —	6 33	— —	— —
Delaware ..... ♁	— —	— —	— —	8 47	— —	— —	— —	6 43	— —	— —
Osgood ..... ♁	— —	*w* —	— —	8 58	— —	*9 42	3 28	6 54	— —	— —
Dabney ..... ♁	— —	— —	— —	9 05	— —	— —	— —	7 00	— —	— —
Holton ..... ♁	— —	— —	— —	9 10	— —	— —	— —	7 07	— —	— —
Nebraska ..... ♁	— —	— —	— —	9 18	— —	— —	— —	7 14	— —	— —
Butlerville..... ♁	— —	— —	— —	9 24	— —	— —	— —	7 27	— —	— —
Oakdale	— —	— —	— —	9 29	— —	— —	— —	7 32	— —	— —
North Vernon[20] + ♁ arr.	10 58	11 15	4 24	9 40	1 41	10 15	4 00	7 40	7 57	3 15
Louisville + ...arr.	12 55	P M	7 20	11 50	.....	11 50	5 45	9 35	9 35	7 20
Louisville .....lve.	*8 10	*8 00	†2 30	A M	.....	A M	P M	P M	P M	§12 15
Hayden ..... ♁	— —	— —	— —	10 05	— —	.....	.....	.....	.....	— —
Seymour[21] + ... ♁	11 22	11 53	5 07	10 24	2 03	.....	.....	.....	.....	3 49
Shields Mill	— —	— —	— —	10 35	— —	.....	.....	.....	.....	— —
Brownstown ..... ♁	*s* —	12 09	5 21	10 41	— —	.....	.....	.....	.....	— —
Vallonia ..... ♁	— —	— —	5 27	10 46	— —	.....	.....	.....	.....	— —
Medora ..... ♁	— —	— —	5 35	10 53	— —	.....	.....	.....	.....	— —
Sparksville ..... ♁	— —	— —	5 44	11 02	— —	.....	.....	.....	.....	— —
Fort Ritner..... ♁	— —	— —	5 50	11 08	— —	.....	.....	.....	.....	— —
Tunnelton.....	— —	— —	5 58	11 15	— —	.....	.....	.....	.....	— —
Rivervale..... ♁	— —	— —	— —	11 24	— —	.....	.....	.....	.....	— —
Mitchell[22] + ... ♁	12 16	12 52	6 14	11 35	2 50	.....	.....	.....	.....	4 44
Georgia..... ♁	— —	— —	— —	11 44	— —	.....	.....	.....	.....	— —
Huron ..... ♁	— —	— —	6 35	11 54	— —	.....	.....	.....	.....	— —
Willow Valley.....	— —	— —	— —	11 59	— —	.....	.....	.....	.....	— —
Shoals..... ♁	— —	▼ —	6 53	12 12	— —	.....	.....	.....	.....	— —
Loogootee ..... ♁	*s* —	1 39	7 16	12 31	— —	.....	.....	.....	.....	— —
Cannelburg..... ♁	— —	— —	7 23	12 39	— —	.....	.....	.....	.....	— —
Montgomery ..... ♁	— —	— —	7 28	12 45	— —	.....	.....	.....	.....	— —
Black Oak.....	— —	— —	— —	12 48	— —	.....	.....	.....	.....	— —
Washington[23] + .. ♁	1 23	2 05	7 43	12 56	3 52	.....	.....	.....	.....	5 52
Wheatland..... ♁	— —	— —	7 58	1 20	— —	21	39	23	29	— —
Fritchton ..... ♁	— —	— —	8 05	1 28	— —	A M	P M	A M	P M	— —
Vincennes[24] + ... ♁	2 00	2 50	8 23	2 05	4 23	†3 10	†5 00	§5 25	§4 30	6 25
Lawrenceville[26] + ♁	— —	— —	8 40	2 18	— —	3 25	5 15	5 44	4 47	— —
Bridgeport ..... ♁	— —	— —	8 49	2 26	— —	3 32	5 25	5 51	4 55	— —
Sumner ..... ♁	— —	— —	9 01	2 36	— —	3 42	5 35	6 02	5 05	— —
Claremont ..... ♁	— —	— —	9 11	2 52	— —	3 51	5 45	6 12	5 16	— —
Olney[26] + ... ♁	2 42	3 39	9 22	3 03	6 04	4 01	5 55	6 25	5 28	7 08
Higgins	— —	— —	— —	3 10	— —	4 07	6 01	6 31	5 35	— —
Noble ..... ♁	— —	— —	9 35	3 18	— —	4 13	6 08	6 37	5 41	— —
Clay City..... ♁	— —	— —	9 46	3 28	— —	4 23	6 18	6 47	5 52	— —
Flora[27] + ... ♁	3 15	4 17	10 03	3 45	5 35	4 39	6 30	7 02	6 10	7 40
Xenia ..... ♁	— —	— —	10 16	3 58	— —	4 54	P M	7 16	6 25	— —
Greendale	— —	— —	— —	4 04	— —	5 00	.....	7 21	6 32	— —
Iuka..... ♁	— —	— —	10 29	4 12	— —	5 07	.....	7 30	6 40	— —
Bannister.....	— —	— —	— —	4 18	— —	5 12	.....	7 36	6 47	— —
Salem[2] ..... ♁	*s* —	5 00	10 45	4 28	— —	5 20	.....	7 44	6 56	— —
Odin[28] + ... ♁	3 57	5 11	10 58	4 38	— —	5 29	.....	7 54	7 08	— —
Sandoval[29] + ... ♁	— —	— —	11 05	4 44	— —	5 35	.....	8 00	7 16	— —
Shattuc[30]..... ♁	— —	— —	11 19	4 51	— —	5 44	.....	8 08	7 24	— —
Huey ..... ♁	— —	— —	— —	4 59	— —	5 54	.....	8 16	7 33	— —
Carlyle ..... ♁	4 22	5 39	11 35	5 09	— —	6 13	.....	8 29	7 48	8 50
Beckemeyer ..... ♁	— —	— —	11 42	5 15	— —	6 23	.....	8 35	7 56	— —
Breese..... ♁	— —	— —	11 53	5 28	— —	6 38	.....	8 45	8 07	— —
Aviston ..... ♁	— —	— —	12 03	5 34	— —	6 48	.....	8 54	8 15	— —
Trenton ..... ♁	— —	— —	12 15	5 45	— —	7 03	.....	9 04	8 25	— —
Summerfield ..... ♁	— —	— —	12 25	5 50	— —	7 10	.....	9 13	8 33	— —
Lebanon..... ♁	— —	— —	12 45	5 58	— —	7 17	.....	9 23	8 39	— —
O'Fallon..... ♁	— —	— —	12 55	6 06	— —	7 30	.....	9 47	8 49	— —
Carbon.....	— —	— —	— —	6 11	— —	7 36	.....	9 50	8 54	— —
Furman..... ♁	— —	— —	— —	6 18	— —	7 42	.....	9 55	8 59	— —
Casey ville ..... ♁	— —	— —	— —	6 28	— —	7 50	.....	10 05	9 07	— —
Hanover	— —	— —	— —	— —	— —	— —	.....	— —	— —	— —
Cone	— —	— —	— —	6 46	— —	8 04	.....	10 19	9 20	— —
East St. Louis[31] + ♁	5 52	7 08	1 20	6 56	7 42	8 12	.....	10 26	9 28	10 05
St. Louis[32] + ... ♁	5 50	7 28	1 40	7 16	8 00	8 32	.....	10 46	9 45	10 25
[ARRIVE	P M	A M	P M	P M	P M	A M	.....	A M	P M	A M

For Additional Trains between Midland City and Cincinnati, see next page.

HILLSBORO DIVISION.

Westward.	No. 65	No. 63	No. 61	No. 59	No. 57	Mls	*November 21, 1909.*	No. 58	No. 56	No. 60	No. 62	No. 64	*Eastward.*
.....	.....	.....	.....	.....	.....	....	LEAVE] [ARRIVE	.....	.....	.....	.....	.....	.....
.....	§8 10 A M	*6 40 P M	†4 15 P M	†2 15 P M	†7 25 A M	0	+..... **Hillsboro**[15] .... ♁	10 30 A M	4 08 P M	6 26 P M	8 45 P M	10 20 A M	.....
.....	8 25 "	6 53 "	4 30 "	2 30 "	7 38 "	6	..... Russell's	10 17 "	3 55 "	6 51 "	8 35 "	10 04 "	.....
.....	8 35 "	6 53 "	4 40 "	2 40 "	7 48 "	10	..... Lynchburg ..... ♁	10 08 "	3 45 "	5 42 "	8 22 "	9 55 "	.....
.....	8 50 "	7 15 "	4 55 "	2 54 "	8 00 "	17	..... Westboro	9 53 "	3 33 "	5 28 "	8 08 "	9 39 "	.....
.....	9 00 A M	7 25 P M	5 05 P M	3 00 P M	8 10 A M	21	+.... **Blanchester**[16] ... ♁	†9 45 A M	†3 25 P M	†5 20 P M	*8 00 P M	§9 30 A M	.....
.....	.....	.....	.....	.....	.....	....	ARRIVE] [LEAVE	.....	.....	.....	.....	.....	.....
.....	.....	8 55 P M	.....	5 35 P M	10 00 A M	63	+.....**Cincinnati**	†8 00 A M	†2 00 P M	†3 30 P M	*6 35 P M	§8 00 A M	.....
.....	.....	.....	.....	.....	.....	....	ARRIVE] [LEAVE	.....	.....	.....	.....	.....	.....

For explanation of signs, see preceding page.

BALTIMORE & OHIO SOUTHWESTERN RAILROAD.

SPRINGFIELD DIVISION.

Southward. — *Northward.*

124	126	128	122	Ms.	November 21, 1909.	123	125	127	121	129
P M	P M		A M		LEAVE] [ARRIVE		Noon	P M	P M	A M
*5 45	†1 25		*5 15	0	+ **Beardstown**[35] ♂ Ill.		12 25	5 25	9 25	10 10
5 57	1 38		5 28	5	....Bluff Springs.... »		12 12	5 10	9 11	9 58
6 07	1 48		5 38	10	........Cass........ »		12 03	5 01	9 02	9 49
6 17	1 58		5 48	13	+... **Virginia**[36].. ♂ »		11 54	4 52	8 53	9 41
6 19	2 00		5 50	14	..Virginia Junction.. »		11 52	4 50	s –	9 38
6 24	2 05		5 55	16	.....Burlingame..... »		11 46	4 44	8 46	9 32
6 29	2 10		6 00	19	....Philadelphia.. ♂ »		11 40	4 38	8 39	9 27
6 38	2 18		6 08	23	.......Gurney....... »		11 31	4 29	8 29	9 17
6 44	2 24		6 14	25	+....**Ashland**[37].. ♂ »		11 25	4 23	8 23	9 12
6 55	2 35		6 25	30	...Pleasant Plains ♂ »		11 15	4 13	8 12	9 01
7 05	2 45		6 35	34	..... Richland ..... »		11 05	4 04	8 03	8 52
7 13	2 53		6 43	37	....Farmingdale..... »		10 57	3 56	7 56	8 44
7 22	3 02		6 52	41	....Bradfordton..... »		10 49	3 48	7 48	8 36
7 33	3 25	A M	7 20	46	ar. + **Springfield**[38] lv. »	A M	10 32	3 32	7 33	8 20
8 00	3 25	†11 10	7 20	46	lv....**Springfield** ♂ ar. »	8 25	10 32	3 32	7 33	8 20
8 20	3 45	11 30	7 40	54	.....Rochester... ♂ »	8 04	10 10	3 11	7 10	7 58
s ⊡	3 54	11 38	7 48	58	.... Berry........ »	7 54	10 01	3 02	7 01	7 48
s ⊡	3 58	11 41	7 51	59	....Breckenridge.... »	7 51	9 58	2 58	6 58	7 42
8 40	4 07	11 50	7 59	64	......Edinburg.... ♂ »	7 39	9 50	2 51	6 50	7 33
s ⊡	4 16	11 59	8 08	67	...... Sharp's ...... »	DD	9 40	2 42	6 40	7 23
9 00	4 26	12 09	8 18	73	+ . **Taylorville**[39] ♂ »	7 22	9 30	2 33	6 30	7 13
s9 08	4 36	12 17	– –	77	.......Velma....... »	– –	9 20	2 23	6 20	7 03
9 14	4 42	12 23	8 31	80	.....Owaneco.... ♂ »	7 06	9 14	2 17	6 14	6 57
s ⊡	4 48	12 29	8 37	83	.... Millersville .... »	7 01	9 08	2 11	6 09	6 51
9 33	5 00	12 40	8 50	89	+.....**Pana**[40]... ♂ »	6 50	†8 50	†2 00	5 57	6 39
9 46	P M	Noon	9 03	95	+ .. Tower Hill.. ♂ »	6 37	A M	P M	5 42	6 24
9 56			9 13	101	.....Lakewood..... »	6 27			5 31	6 13
10 07			9 24	106	+....**Cowden**[41].. ♂ »	6 17			5 20	6 02
10 13			9 31	110	......Holliday...... »	6 09			5 12	5 54
10 19			9 37	112	....Beecher City.. ♂ »	6 04			5 07	5 49
10 26			9 43	116	......Moccasin...... »	5 58			5 01	5 42
10 38			9 55	122	+...**Altamont**[42] ♂ »	5 47			4 49	5 30
10 50			10 05	127	......Gilmore...... »	5 36			4 38	5 18
11 01			10 15	133	+ ..**Edgewood**[43] ♂ »	5 26			4 28	5 03
11 14			10 27	139	........Iola........ »	5 14			4 16	4 56
– –			10 35	144	........Riffle........ »	– –			4 07	– –
11 30	130	132	10 42	147	........Louis...... ♂ »	4 59	131	133	4 00	4 40
11 45	P M	A M	10 55	154	ar. } + **Flora**[27] ♂ { lv. »	†4 45	A M	P M	*3 45	‡4 25
P M	†3 50	*5 30	A M	154	lv. } { ar.	A M	9 50	3 00	P M	A M
	4 05	5 45		161	........Rinard........ »		9 35	2 45		
	4 15	5 55		165	........Cisne...... ♂ »		9 25	2 33		
	4 26	6 06		171	........Geff......... »		9 14	2 21		
	4 37	6 17		175	+...**Fairfield**[44]. ♂ »		9 03	2 09		
	4 44	6 24		178	...... Hubbard....... »		8 53	1 59		
	4 52	6 31		182	......Barn Hill...... »		8 45	1 53		
	5 00	6 38		185	.... Mill Shoals .. ♂ »		8 39	1 44		
	5 13	6 51		190	.......Springer....... »		8 26	1 31		
	5 26	7 04		195	......**Enfield**[45].. ♂ »		8 14	1 19		
	5 36	7 13		200	.... Sacramento .... »		8 04	1 09		
	5 47	7 23		203	...**Norris City**[46] ♂ »		7 54	1 00		
	5 55	7 30		207	...... Roland ...... »		7 45	12 52		
	6 04	7 38		210	.......Omaha .... ♂ »		7 38	12 45		
	6 20	7 55		217	......Ridgway ... ♂ »		7 19	12 29		
	6 27	8 02		220	.......Bartley....... »		7 11	12 21		
	6 35	8 09		222	......Junction.... ♂ »		7 05	12 15		
	6 50	8 25		228	+ ..**Shawneetown**[47] ♂ Ill.		†6 50	*12 00		
	P M	A M			ARRIVE] [LEAVE		A M	Noon		

BEDFORD BRANCH.

Westward. — *Eastward.*

No. 207	No 205	Mls	November 21, 1909.	No. 206	No. 208
			LEAVE] [ARRIVE		
†11 30 A M	†8 10 A M	0	.....**Rivervale**... ♂	11 10 A M	2 50 P M
11 45 »	8 25 »	4.8	........Carr........	10 47 »	2 17 »
11 52 A M	8 33 »	7.3	........Dodd	10 40 »	2 10 »
12 10 Noon	9 00 A M	10.8	+ ....**Bedford**[48].. ♂	†10 30 A M	†2 00 P M
			ARRIVE] [LEAVE		

ADDITIONAL TRAINS BETWEEN CINCINNATI, LOVELAND AND MIDLAND CITY.

Eastward.

40	36	34	32	30	28	26	8	38	24	22	November 21, 1909.
P M	A M	P M	P M	P M	P M	P M	P M	P M	A M	A M	LEAVE] [ARRIVE
‡5 35	‡8 45	*11 30	†6 12	†5 45	†5 15	†4 50	†3 30	‡1 20	†10 15	†6 05	....**Cincinnati**[14] ♂
a –	a –	a –	a –	a –	a –	a –	a –	a –	a –	a –	C. H. & D. Crossing
5 42	8 53	– –	6 20	5 52	5 23	– –	– –	1 27	10 22	6 11	....Eighth Street.. ♂
5 46	8 55	11 39	6 23	5 55	5 26	4 58	– –	1 31	10 25	6 14	......Brighton.... ♂
5 48	8 57	– –	6 26	5 58	5 28	5 02	3 41	1 33	10 28	6 18	....Stock Yards.. ♂
5 52	9 00	– –	6 29	– –	5 31	– –	3 44	1 37	10 31	6 22	....Cumminsville.. ♂
5 55	9 04	11 46	6 32	6 01	5 34	5 08	3 46	1 40	10 36	6 26	....Winton Place.. ♂
5 58	9 08	– –	6 34	– –	5 37	– –	– –	1 43	10 38	– –	..... Ivorydale... ♂
6 02	9 12	11 51	6 39	6 09	5 41	5 14	3 54	1 47	10 42	6 35	.....Bond Hill... ♂
6 06	9 16	11 54	6 42	6 12	5 45	5 17	3 57	1 51	10 46	6 39	..... Norwood .....
6 08	9 18	11 56	6 44	6 14	5 47	5 19	3 58	1 53	10 48	6 45	**East Norwood**[12] ♂
6 11	9 20	11 59	6 47	6 17	5 50	5 22	4 01	1 56	10 51	6 50	.......Oakley .... ♂
6 15	9 26	12 02	6 51	6 23	5 55	5 26	4 05	2 01	10 56	A M	....Madisonville.. ♂
6 18	9 27	12 04	6 53	6 25	5 58	5 29	– –	2 03	10 58		.East Madisonville.
6 25	9 33	12 11	7 00	6 33	6 07	5 36	4 12	2 11	11 06		.......Madeira. ... ♂
6 28	9 37	12 14	7 02	6 36	6 09	5 39	4 14	2 14	11 09		......Allandale. ....
6 33	9 42	12 18	7 07	6 40	6 14	5 44	4 18	2 19	11 14		.....Remington... ♂
6 38	9 48	12 24	7 12	6 45	6 19	5 49	4 24	2 24	11 19		......Symmes. .....
6 45	9 55	12 30	7 17	6 52	6 25	5 55	4 34	2 30	11 25		.....**Loveland**[11]. ♂
P M	A M	Night	P M	P M	P M	P M	4 44	P M	A M		........Hills....... ♂
							4 51				.....Cozaddale... ♂
							4 57				...Pleasant Plain. ♂
							5 02				......Windsor.... ♂
							5 12				...**Blanchester**. ♂
							5 23				...**Midland City**... ♂
							P M				ARRIVE] [LEAVE

Westward.

November 21, 1909.	21	23	25	27	7	29	37	31	33	35
LEAVE] [ARRIVE	A M	A M	A M	A M	A M	P M	P M	P M	P M	A M
....**Cincinnati**[14] ♂	6 26	7 20	7 48	8 30	10 00	1 50	5 00	6 25	7 35	9 10
C. H. & D. Crossing	a –	a –	a –	a –	a –	a –	a –	a –	a –	a –
....Eighth Street.. ♂	6 18	7 12	7 40	8 22	– –	1 42	4 50	6 17	7 27	9 01
......Brighton.... ♂	6 15	7 08	7 37	8 19	– –	1 39	4 48	6 15	7 24	8 58
....Stock Yards.. ♂	6 12	7 04	7 31	8 15	9 45	1 35	4 46	6 12	7 22	8 55
....Cumminsville.. ♂	6 09	7 02	◆ –	8 11	– –	1 30	4 42	6 08	7 19	8 51
....Winton Place.. ♂	6 05	6 57	7 24	8 07	9 39	1 27	4 37	6 02	7 15	8 47
..... Ivorydale... ♂	6 02	6 54	7 21	– –	– –	1 24	4 34	5 59	7 12	8 44
.....Bond Hill... ♂	5 59	6 49	7 19	8 00	9 34	1 21	4 32	5 56	7 08	8 42
..... Norwood	5 56	6 45	7 16	7 57	– –	1 18	4 29	5 53	7 05	8 39
East Norwood[12] ♂	5 54	6 43	7 15	7 55	9 29	1 16	4 27	5 50	7 02	8 37
.......Oakley .... ♂	5 51	6 40	7 12	7 52	f –	1 14	4 24	†5 45	6 58	8 34
....Madisonville.. ♂	5 48	6 35	7 07	7 48	9 24	1 10	4 20	P M	6 55	8 30
.East Madisonville.	5 46	6 33	7 04	7 46	– –	1 08	4 17		6 52	8 28
.......Madeira. ... ♂	5 40	6 26	6 59	7 40	9 18	1 03	4 12		6 47	8 22
......Allandale.	5 36	6 21	6 54	7 36	– –	12 58	4 07		6 43	8 17
.....Remington... ♂	5 31	6 16	6 49	7 33	9 11	12 53	4 01		6 37	8 10
......Symmes.	5 26	6 11	6 44	7 28	9 06	12 46	3 56		6 31	8 06
.....**Loveland**[11]. ♂	†5 20	*6 05	†6 38	†7 23	9 00	*12 40	k3 50		*6 25	‡8 00
........Hills....... ♂	A M	A M	A M	A M	8 43	Noon	P M		P M	A M
.....Cozaddale... ♂					8 39					
...Pleasant Plain. ♂					8 33					
......Windsor.... ♂					8 25					
...**Blanchester**. ♂					8 20					
...**Midland City**... ♂					†8 09					
ARRIVE] [LEAVE					A M					

LOUISVILLE DIVISION.

Northward. — *Southward.*

46	44	20	48	18	16	72	14	M	November 21, 1909.	41	15	43	17	47	19
A M	P M	P M	P M	P M	A M		A M		LEAVE] [ARRIVE	A M	A M	Noon	P M	P M	P M
‡1 15	*9 00	*5 45	†4 00	*2 10	*8 10		†2 30	0	+ ..**Louisville**[33] ♂	7 20	11 50	12 55	5 45	8 50	9 35
	P M	P M		P M	A M	A M			LEAVE] [ARRIVE	A M		Noon	P M		
	*9 00	*5 50		*2 16	*8 15	†5 10			+ **Jeffersonville** ♂	7 05		12 45	5 30		
A M	P M	P M	P M	P M	A M	A M	A M		LEAVE] [ARRIVE	A M	A M	Noon	P M	P M	P M
‡1 27	*9 12	*5 58	†4 12	*2 22	*8 24	†5 05	†2 42	4	+ **New Albany**[34] ♂	7 05	11 33	12 39	5 30	8 10	9 19
– –	◆ –	– –	– –	– –	– –	5 06	– –	4	........Floyd........	– –	– –	– –	p –	– –	– –
1 40	9 28	6 11	4 24	2 34	8 36	5 25	2 55	11	......**Watson**.... ♂	6 47	11 22	12 24	5 14	7 50	– –
1 48	9 38	6 19	4 32	2 42	8 45	5 40	3 03	17	.....Charlestown... ♂	6 36	– –	12 10	5 04	7 40	– –
• –	◆ –	– –	– –	– –	– –	5 45	– –	19	.... Clarke	– –	– –	– –	p –	– –	– –
– –	9 51	– –	4 42	– –	– –	6 00	– –	24	.... Otisco..... ♂	6 22	– –	11 58	p –	7 27	– –
– –	◆ –	– –	4 49	– –	– –	6 39	– –	28	......Marysville... ♂	6 16	– –	11 51	p –	7 21	– –
– –	◆ –	– –	4 54	– –	– –	6 50	– –	29	.... Nabbs	6 13	– –	11 48	p –	7 17	– –
2 12	◆ –	– –	5 00	▲ –	d #	7 05	3 26	33	......Lexington..... ♂	6 07	▲ –	11 42	p d	7 11	– –
2 20	10 16	– –	5 10	– –	– –	7 25	3 35	38	.......Blocher..... ♂	6 00	– –	11 34	p –	7 03	– –
2 30	◆ –	– –	5 18	– –	d9 24	7 50	3 45	43	.......Deputy..... ♂	5 53	– –	11 25	p –	6 53	– –
2 34	◆ –	– –	5 23	– –	d9 27	8 00	3 50	45	........Paris.........	5 49	– –	11 21	p –	6 47	– –
2 40	◆ –	– –	5 33	– –	– –	8 25	3 55	47	.....Commiskey.....	5 44	– –	11 17	p –	6 44	– –
2 45	10 43	– –	5 42	– –	– –	8 40	4 03	51	.... Lovett..... ♂	5 40	– –	11 12	p –	6 39	– –
3 05	11 00	7 12	6 00	3 35	9 49	9 00	4 20	58	+ **No. Vernon, Ind.**[20] ♂	*5 30	*10 20	*11 02	*4 05	†6 30	*8 02
A M	P M	P M	P M	P M	A M	A M	A M		ARRIVE] [LEAVE	A M	A M	A M	P M	P M	P M
		9 15	9 00	6 30	12 00	11 5	7 30		.....**Cincinnati**.....	‡2 30	8 20	9 00	2 00		*6 00
		P M	P M	P M	Noon	A M	A M		ARRIVE] [LEAVE	A M	A M	A M	P M		P M
10 25	7 28				5 50		1 40		......**St. Louis**.....	*9 28	m11 45		*9 00	†12 00	
A M	A M				P M		P M		ARRIVE] [LEAVE	P M	A M		A M	Noon	

STANDARD—*Central time.*

PORTSMOUTH DIV.

Northward. — *Southward.*

52	50	Ms	November 21, 1909.	51	53
P M	A M		LEAVE] [ARRIVE	A M	P M
†2 00	†7 00	0	+...**Portsmouth**[15].. ♂	10 20	6 35
2 05	7 05	1	..Portsmouth Junction..	10 10	6 25
2 12	7 12	4	.......New Boston......	10 02	6 18
2 18	7 16	6	.. Sciotoville Junction ..	9 57	6 11
2 20	7 19	7	......**Sciotoville**[16].. ♂	9 56	6 10
2 26	7 25	9	.........Slocums.........	9 50	6 04
2 34	7 35	14	.........Gepharts.........	9 41	5 58
2 39	7 41	16	.....Scioto Furnace.....	9 34	5 52
2 47	7 49	18	.....South Webster... ♂	9 29	5 46
2 53	7 56	21	.... Bloom Junction .. ♂	9 21	5 37
2 57	8 00	22	.......Hales Creek......	9 17	5 32
3 02	8 05	24	..........Eifort. ...... ♂	9 11	5 27
3 07	8 10	26	.... Monroe	9 05	5 22
3 12	8 14	28	.... Blackfork ..... ♂	9 00	5 15
3 19	8 20	31	.........Oak Hill...... ♂	8 54	5 09
3 26	8 27	34	..........Clay..........	8 44	5 00
3 29	8 30	36	.........Banner	8 40	4 56
3 32	8 33	38	..........Camba.........	8 33	4 52
3 36	8 37	39	.........Keystone.......	8 25	4 48
3 51	8 49	44	+......**Jackson**[17].... ♂	8 15	4 40
4 08	9 00	50	..........Berlin..........	7 58	4 24
4 18	9 11	53	+.......Wellston....... ♂	7 50	4 18
4 30	9 20	56	+.......**Hamden**[5] .... ♂	†7 40	†4 05
P M	A M		ARRIVE] [LEAVE	A M	P M
9 35	5 35		.......**Cincinnati**......	2 40	12 15
P M	P M		ARRIVE] [LEAVE	A M	Noon

For Explanation of Signs, see page 504.

The New York & Porto Rico Steamship Co.

12 BROADWAY, NEW YORK.

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FRANKLIN D. MOONEY, Vice-Prest. & Gen. Mgr., " "
A. R. NICOL, Treasurer, " "
WILSON C. PEEK, Asst. Treasurer, " "
V. K. HULL, General Freight Agent, " "

M. SECKENDORF, Gen. Pas. Agent, 12 Broadway, New York.
R. D. WRIGLEY, Mgr. Chartering Dept., " "
DAVID LLOYD, Marine Superintendent, Pier 35, Brooklyn, N.Y.
D. A. WHAMOND, Purchasing Agent, " "

FLEET CONSISTS OF THE FOLLOWING AMERICAN STEAMSHIPS:

Coamo.....5,000 Tons.
Ponce.....3,500 Tons.
San Juan.....3,500 Tons.
Carolina.....5,100 Tons.
Arkadia.....2,300 Tons.
Massapequa.....3,200 Tons.
Pathfinder.....2,900 Tons.
Berwind.....2,600 Tons.
Windber.....2,500 Tons.
Santurce.....1,900 Tons.
Ramos.....850 Tons.
Vasco.....300 Tons.
} Porto Rico Coastwise Service.

CARRYING UNITED STATES MAIL UNDER GOVERNMENT CONTRACT

Steamers sail from Pier No. 35, Brooklyn (near Hamilton Avenue Ferry), Saturdays at 12 00 noon.

SAILINGS OF PASSENGER STEAMERS.

STEAMER.	LEAVES NEW YORK, 12 00 noon Saturdays.	DUE SAN JUAN.	DUE PONCE.	DUE MAYAGUEZ.	LEAVES MAYAGUEZ.	LEAVES PONCE	LEAVES SAN JUAN, 3 00 p.m. Wed'days.	DUE NEW YORK.
SAN JUAN	Dec. 18	.....	Dec. 24, A M	.....	.....	January 4	.....	Jan. 10, A M
CAROLINA	Dec. 25	December 30	.....	Jan. 2, P M	.....	.....	Jan. 12	Jan. 17, A M
PONCE	January 1	.....	.....	Jan. 7, A M	January 18	.....	.....	Jan. 24, A M
COAMO	January 8	January 13	Jan. 16, P M	.....	.....	.....	Jan. 26	Jan. 31, A M
SAN JUAN	January 15	.....	Jan. 21, A M	.....	.....	February 1	.....	Feb. 7, A M
CAROLINA	January 22	January 27	.....	Jan. 30, P M	.....	.....	Feb. 9	Feb. 14, A M
PONCE	January 29	.....	.....	Feb. 4, A M	February 15	.....	.....	Feb. 21, A M
COAMO	February 5	February 10	Feb. 13, P M	.....	.....	.....	Feb. 23	Feb. 28, A M
SAN JUAN	February 12	.....	Feb. 18, A M	.....	.....	March 1	.....	March 7, A M
CAROLINA	February 19	February 24	.....	Feb. 27, P M	.....	.....	March 9	March 14, A M
PONCE	February 26	.....	.....	March 4, A M	March 15	.....	.....	March 21, A M
COAMO	March 5	March 10	March 13, P M	.....	.....	.....	March 23	March 28, A M

DIRECT NEW ORLEANS—PORTO RICO SERVICE

Office—619 Common Street, New Orleans, La.
FOR SAN JUAN—PONCE—MAYAGUEZ AND OTHER ISLAND PORTS
Also GALVESTON—PORT ARTHUR—PORTO RICO SERVICE.

RED "D" LINE.

ESTABLISHED 1889

PASSENGER AND U. S. MAIL CONTRACT STEAMERS

BETWEEN

New York, Porto Rico & Venezuela

SAILING AS FOLLOWS:

From PIER 11, BROOKLYN (adjoining Wall Street Ferry), at 12 00 noon.

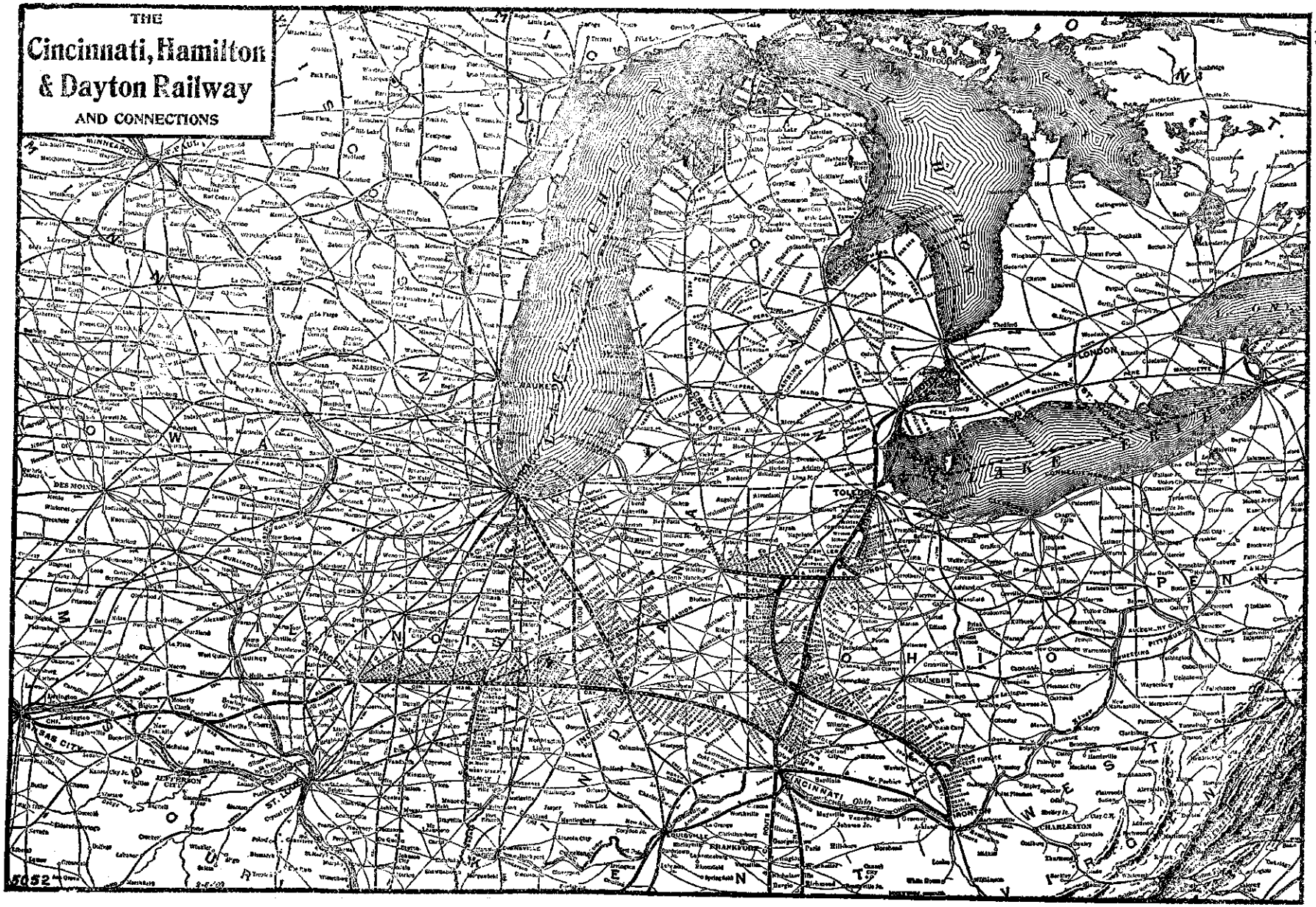
To San Juan

STEAMSHIP	Leave New York 12 00 o'clock noon Saturday	Arrive San Juan Thursday	.....
CARACAS	January 1	January 6	.....
PHILADELPHIA	January 15	January 20	.....
CARACAS	January 29	February 3	.....
PHILADELPHIA	February 12	February 17	.....
CARACAS	February 26	March 3	.....
PHILADELPHIA	March 12	March 17	.....
CARACAS	March 26	April 3	.....
PHILADELPHIA	April 9	April 14	.....
CARACAS	April 23	April 28	.....
.....	.....	.....	.....

From San Juan

STEAMSHIP	Leave San Juan Wednesday	Arrive New York Monday	.....
PHILADELPHIA	January 5	January 10	.....
CARACAS	January 19	January 24	.....
PHILADELPHIA	February 2	February 7	.....
CARACAS	February 16	February 21	.....
PHILADELPHIA	March 2	March 7	.....
CARACAS	March 16	March 21	.....
PHILADELPHIA	March 30	April 4	.....
CARACAS	April 13	April 18	.....
PHILADELPHIA	April 27	May 2	.....
.....	.....	.....	.....

BOULTON, BLISS & DALLETT, General Managers,
82 Wall Street, New York.


THE
Cincinnati, Hamilton
& Dayton Railway
AND CONNECTIONS
MINNEAPOLIS
ST. PAUL
MADISON
MILWAUKEE
DES MOINES
CHICAGO
TOLEDO
LONDON
COLUMBUS
CINCINNATI
DAYTON
HAMILTON
CHARLESTON
FRANKFORT
LOUISVILLE
ST. LOUIS
KANSAS CITY
LEXINGTON
QUINCY
5052

The Cincinnati, Hamilton & Dayton Railway Co.

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J. LEE BARRETT, Northern Passenger Agent, Detroit, Mich.
F. P. WADE, Traveling Passenger Agent, Louisville, Ky.

ELECTRIC-LIGHTED PULLMAN SLEEPER, DAILY, BETWEEN DAYTON AND CHICAGO, VIA C. H. & D.—MONON.

NORTHBOUND.			SOUTHBOUND.	
9 05 P M	Leave	Dayton	Arrive	8 00 A M
9 20 P M	Leave	Miamisburg	Arrive	7 48 A M
9 40 P M	Leave	Middletown	Arrive	7 26 A M
12 05 Night	Leave	Hamilton	Arrive	7 02 A M
2 48 A M	Leave	Indianapolis	Arrive	4 12 A M
7 40 A M	Arrive	Chicago	Leave	11 50 P M

OTHER TRAINS BETWEEN DAYTON AND CHICAGO.

NORTHBOUND. Daily.	Daily.			SOUTHBOUND. Daily.	Daily.	Daily
8 00 A M	11 30 A M	Leave	Dayton	7 15 P M	9 10 P M	12 00 Noon
8 14 A M	11 44 A M	Leave	Miamisburg	6 58 P M	— —	11 43 A M
8 30 A M	12 01 Noon	Leave	Middletown	6 36 P M	9 40 P M	11 25 A M
9 10 A M	12 41 Noon	Leave	Hamilton	6 18 P M	8 22 P M	11 03 A M
11 45 A M	3 18 P M	Leave	Indianapolis	2 25 P M	5 00 P M	8 05 A M
5 42 P M	8 05 P M	Arrive	Chicago	8 30 A M	12 00 Noon	2 45 A M

These Trains all carry Through Coaches, Parlor and Cafe Cars between Hamilton and Chicago.

C. H. & D.

Through Pullman Service

TO

FLORIDA

Commencing **Tuesday, January 4, 1910,** and continuing every Tuesday, Thursday and Saturday during the Winter Tourist Season

Through Pullman Drawing-room Sleeper

will be run on schedule shown below, via

P. M., C. H. & D., QUEEN & CRESCENT and SOUTHERN RYS.

DETROIT-TOLEDO—JACKSONVILLE

Tuesday—Thursday—Saturday

12 20 noon	lve.....DETROIT.....arr.	7 15 a.m.
2 00 p.m.	lve.....TOLEDO.....arr.	5 15 a.m.
4 00 p.m.	lve.....LIMA.....arr.	1 45 a.m.
5 00 p.m.	lve.....PIQUA.....arr.	12 23 night
5 16 p.m.	lve.....TROY.....arr.	12 08 night
5 50 p.m.	lve.....DAYTON.....arr.	11 25 p.m.
7 25 p.m.	arr.....CINCINNATI.....lve.	9 30 p.m.
8 10 p.m.	lve.....CINCINNATI.....arr.	8 35 p.m.
6 15 a.m.	arr.....CHATTANOOGA.....lve.	10 25 a.m.
9 05 a.m.	arr.....ROME.....lve.	7 37 a.m.
11 10 a m.	arr.....ATLANTA.....lve.	5 35 a.m.
1 35 p.m.	arr.....MACON.....lve.	2 48 a.m.
5 45 p.m.	arr.....JESUP.....lve.	10 40 p.m.
8 20 p.m.	arr.....JACKSONVILLE.....lve.	7 55 p.m.

Northbound this car leaves Jacksonville on Tuesday, Thursday and Saturday, and goes north on C. H. & D. Wednesday, Friday and Sunday.

Requests for literature on Southern Resorts should be addressed to

W. B. CALLOWAY
General Passenger Agent
CINCINNATI, O.

The Cincinnati, Hamilton & Dayton Railway Co.

CINCINNATI, TOLEDO AND DETROIT.

68	58	80	12	52	10	▲56	4	54	6	90	2	Mls.	*October*, 1900.	7	11	55	1	49	5	3	29	51	9	61	63	69
P M	A M	A M	P M	P M	P M	P M	P M	A M	A M	A M	A M		(*Central time.*)	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M
2530	2 30	2305	*9 30	*740	†5 30	*2 00	*100	*1000	*8 15	†600	†345	0	lv.+Cincinnati ♁..ar.	7 20	9 30	11 45	1 10	2 50	4 25	7 25	7 45	8 40	11 05	9 00	10 05	9 25
— —	7 33	— —	— —	7 43	*e* —	2 08	— —	10 03	8 18	— —	— —	0.8	+**Cincinnati Jn**...	7 14	— —	— —	1 06	2 46	4 22	*x* —	7 41	*b d*	— —	— —	— —	— —
5 35	7 35	— —	— —	— —	*e* —	*p*	— —	10 05	— —	6 05	— —	1.5	.....Gest Street...♁	— —	— —	11 40	1 04	*b s*	— —	— —	7 38	*b d*	11 00	8 54	9 58	8 19
5 38	7 38	— —	— —	— —	*e n*	*p*	— —	10 08	— —	6 08	— —	2.6	.....Brighton....♁	— —	— —	11 37	*m* —	*b s*	*m* —	— —	7 34	*b d*	— —	8 50	9 54	8 19
5 40	7 40	— —	— —	— —	*e* —	*p*	— —	10 10	— —	6 10	— —	3.4	.....Fairmount...♁	— —	— —	11 34	— —	*b s*	— —	— —	7 31	*b d*	— —	8 48	9 52	8 14
5 42	— —	— —	— —	— —	*e* —	*p* —	— —	10 13	— —	6 12	— —	4.9	.....Southside.....	— —	— —	— —	— —	*b s*	— —	— —	7 28	*b d*	— —	8 45	— —	— —
5 45	7 44	*g* —	*g* —	*g* —	*g n*	*g p*	*y* —	10 15	*g* —	6 16	*g* —	5.5	.....Northside...♁	*x* —	— —	11 31	*m* —	*b s*	*m* —	*x* —	7 26	*b d*	*a* —	8 43	9 47	8 16
5 48	— —	— —	— —	— —	*e* —	*p* —	— —	10 18	— —	6 17	— —	5.9	.....Dane Street.....	— —	— —	11 29	— —	*b s*	— —	— —	7 25	*b d*	— —	8 41	— —	8 08
5 48	7 47	*e* —	9 45	7 53	5 46	2 13	1 12	10 18	8 27	6 19	4 00	6.6	...Winton Place..♁	*x* —	*a* —	11 27	*n* —	2 51	*n* —	*x* —	7 21	*b d*	*a* —	8 39	9 43	8 08
5 50	7 50	— —	— —	— —	*e* —	*p* —	— —	10 20	— —	6 23	— —	7.6	.....Ivorydale...♁	— —	— —	11 23	— —	*b s*	— —	— —	7 18	*b d*	10 48	8 37	9 42	8 08
5 52	7 52	— —	— —	— —	*e* —	*p* —	— —	10 22	— —	6 26	4 04	8.5	..Elmwood Place.♁	— —	— —	11 20	— —	*b s*	— —	— —	7 15	*b d*	— —	8 35	9 39	8 01
5 55	7 55	— —	— —	— —	*e* —	*p* —	— —	10 24	— —	6 29	4 06	9.4	.....Carthage.....	— —	— —	11 18	*m* —	*b s*	*m* —	— —	7 13	*b d*	10 43	8 33	9 37	8 59
— —	— —	— —	— —	— —	*e* —	*p* —	— —	10 26	— —	— —	— —	10.3	.....Rensselaer.....	— —	— —	— —	— —	*b s*	— —	— —	7 11	*b d*	— —	8 31	— —	— —
5 58	7 58	— —	*e* —	— —	*e* —	*p* —	— —	10 28	— —	6 32	4 08	10.6	.....Hartwell....♁	— —	— —	11 15	*m* —	2 28	*m* —	— —	7 10	*b d*	10 41	8 30	9 34	8 56
6 00	— —	— —	— —	— —	*e* —	*p* —	— —	10 30	— —	— —	— —	11.2	.....Maplewood.....	— —	— —	11 13	— —	*b s*	— —	— —	7 08	*b d*	— —	8 28	9 32	8 54
6 04	8 02	— —	9 52	*p* —	5 58	*p e*	— —	10 32	*e* —	6 35	4 10	11.8	.....Wyoming...♁	*x* —	— —	11 12	12 42	2 21	*m s*	*x* —	7 07	*b d*	10 38	8 26	9 30	8 52
6 05	— —	— —	— —	— —	*e* —	*p* —	— —	10 34	— —	— —	— —	12.8	.....Park Place.....	— —	— —	11 10	— —	*b s*	— —	— —	7 04	*b d*	— —	8 24	9 27	8 58
6 07	8 07	— —	— —	— —	*e* —	*p* —	— —	10 36	— —	6 40	— —	13.6	.....Woodlawn.....	— —	— —	11 08	— —	*b s*	— —	— —	7 05	*b d*	— —	8 22	— —	8 48
6 10	8 10	— —	9 58	— —	6 01	*p* —	— —	10 39	— —	6 43	4 16	15.0	.....Glendale....♁	*x* —	9 03	11 06	12 37	2 18	*m s*	— —	7 00	*b d*	10 31	8 19	9 22	8 46
6 14	8 14	— —	— —	— —	*e* —	*p* —	— —	10 42	— —	6 47	— —	17.1	.....Crestvue.....	— —	— —	11 02	— —	*b s*	— —	— —	6 57	*b d*	— —	8 16	9 19	8 41
6 17	8 16	— —	— —	— —	*e* —	*p* —	— —	10 44	— —	6 50	— —	18.6	....Muhlhauser.....	— —	— —	11 00	— —	*b s*	— —	— —	6 54	*b d*	— —	8 13	9 16	8 38
6 19	8 18	— —	— —	— —	*e* —	*p* —	— —	10 46	— —	6 52	— —	19.2	.....Jones.....♁	— —	— —	10 58	*m* —	*b s*	*m* —	— —	6 52	*b d*	10 25	8 11	9 14	8 36
6 21	— —	— —	— —	— —	*e* —	*p* —	— —	10 49	— —	— —	— —	21.2	.....Fairsmith.....	— —	— —	10 54	— —	*b s*	— —	— —	6 49	*b d*	— —	8 08	9 11	8 32
6 23	— —	— —	— —	— —	*e* —	*p* —	— —	10 51	— —	— —	— —	22.8	.....Schenck.....	— —	— —	— —	— —	*b s*	— —	— —	6 47	*b d*	— —	8 06	9 08	8 30
6 25	— —	— —	— —	— —	*e* —	*p* —	— —	10 53	— —	— —	— —	24.0	.....Lindenwald.....	— —	— —	10 50	— —	*b s*	— —	— —	6 44	*b d*	— —	8 03	— —	8 28
6 27	8 27	— —	— —	— —	*e* —	*p* —	— —	10 56	— —	7 01	— —	24.7	..South Hamilton...	— —	— —	10 49	— —	*b s*	— —	— —	6 42	*b d*	— —	8 02	9 05	8 27
6 29	8 30	3 47	10 13	8 19	8 16	2 37	1 35	10 58	8 50	7 03	4 30	25.5	arr.**Hamilton**+lve.	6 27	8 50	10 44	12 23	2 05	3 43	8 37	*640	7 58	10 15	8800	9 03	8 25
6 35	8 33	3 50	10 18	8 22	8 20	2 40	1 37	11 03	8 53	7 08	4 33	25.5	lve.**Hamilton**♁arr.	6 22	8 47	10 37	12 20	2 00	3 40	8 34	P M	7 55	10 00	A M	9 00	P M
— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	28.0	..New River Junc♁	— —	— —	— —	— —	— —	— —	— —	....	*b* —	— —	....	— —	.....
6 42	8 42	— —	— —	— —	— —	— —	— —	11 13	— —	7 16	— —	30.1	.....Overpeck.....	— —	— —	10 28	— —	— —	— —	— —	....	*b* —	— —	....	8 49	.....
6 44	8 46	— —	— —	— —	— —	— —	— —	11 15	— —	7 18	— —	32.0	.....Busenbark...♁	— —	— —	10 25	— —	— —	— —	— —	....	*b* —	— —	....	8 46	.....
6 47	8 49	— —	— —	— —	*i* —	— —	— —	11 18	— —	7 21	4 45	33.8	.....Trenton.....	— —	— —	10 23	— —	— —	— —	— —	....	*b* —	9 46	....	8 42	.....
6 54	8 55	— —	10 37	8 40	8 40	2 58	1 52	11 25	9 09	7 26	4 51	37.6	+..Middletown..♁	6 04	8 30	10 18	12 01	1 40	3 20	8 18	....	7 38	9 40	....	8 36	.....
6 58	8 59	— —	— —	— —	— —	— —	— —	11 30	— —	7 30	— —	40.3	....Poast Town.....	— —	— —	10 13	— —	— —	— —	— —	....	*b* —	9 34	....	8 30	.....
7 06	9 05	— —	— —	— —	8 50	— —	— —	11 35	— —	7 36	5 00	44.0	.....**Carlisle**...♁	— —	— —	10 08	11 52	— —	3 07	— —	....	7 29	9 28	....	8 25	.....
7 14	9 13	— —	10 55	*l p*	8 59	*l p*	— —	11 44	*v* —	7 45	5 08	49.3	+..Miamisburg..♁	— —	8 14	10 00	11 44	1 24	2 57	*v* —	....	7 21	9 20	....	8 16	.....
7 18	9 17	— —	— —	— —	— —	— —	— —	11 48	— —	7 48	— —	51.4	.....Whitfield....♁	— —	— —	9 57	— —	— —	— —	— —	....	*b* —	9 17	....	8 13	.....
7 30	9 30	4 38	11 10	9 10	7 15	3 30	2 20	12 00	9 40	8 00	5 25	59.2	arr...**Dayton**+lve.	5 30	8 00	*9 45	11 30	*1 10	2 40	5 50	....	*7 05	9 05	....	8 00	.....
7 40	A M	4 45	11 25	P M	7 20	4 20	2 25	Noon	9 45	A M	5 30	59.2	lve...**Dayton**♁arr.	5 15	7 55	A M	11 20	P M	2 35	5 45	....	P M	8 50	....	7 55	.....
7 54	.....	— —	— —	....	7 38	4 36	— —	.....	— —	.....	5 46	66.6	.....Johnson's.....	— —	7 37	.....	11 03	....	— —	— —	....	....	8 35	....	7 37	.....
7 58	.....	— —	— —	....	7 41	4 40	— —	.....	*s* —	.....	5 50	69.5	.....Tadmor.....♁	— —	7 32	.....	10 58	....	*216	— —	....	....	8 31	....	7 32	.....
8 06	.....	5 20	11 55	....	7 48	4 48	*c* —	.....	10 10	.....	5 58	74.0	+Tippecanoe City♁	— —	7 25	.....	10 50	....	2 10	— —	....	....	8 24	....	7 25	.....
8 15	.....	5 28	12 08	....	8 00	4 59	3 01	.....	10 20	.....	6 10	79.2	+.....**Troy**.....♁	4 39	7 15	.....	10 40	....	2 02	5 16	....	....	8 15	....	7 15	.....
8 25	.....	— —	— —	....	8 07	— —	— —	.....	— —	.....	— —	83.1	.....Eldean.....	— —	7 02	.....	— —	....	— —	— —	....	....	8 07	....	7 02	.....
— —	.....	— —	— —	....	— —	— —	— —	.....	— —	.....	— —	84.9	.....Farrington.....	— —	— —	.....	— —	....	— —	— —	....	....	— —	....	— —	.....
8 34	.....	5 32	12 23	....	8 20	5 20	3 16	.....	10 36	.....	6 28	87.9	+.....**Piqua**.....♁	4 19	6 54	.....	10 18	....	1 45	5 00	....	....	7 59	....	6 54	.....
8 46	.....	— —	— —	....	8 32	5 33	— —	.....	— —	.....	6 40	93.9	.....Kirkwood.....♁	— —	6 40	.....	— —	....	1 36	— —	....	....	7 50	....	6 40	.....
8 58	.....	5 50	12 45	....	8 40	5 44	3 34	.....	10 55	.....	6 50	99.2	+....**Sidney**.....♁	3 59	6 30	.....	9 58	....	1 27	4 45	....	....	7 42	....	6 30	.....
9 06	.....	— —	— —	....	8 48	5 53	— —	.....	— —	.....	6 58	104.5	.....Swanders.....	— —	6 21	.....	— —	....	— —	— —	....	....	7 31	....	6 21	.....
9 11	.....	— —	— —	....	8 53	6 00	— —	.....	*v* —	.....	7 03	106.9	.....Anna.....♁	— —	6 18	.....	9 47	....	1 16	— —	....	....	7 27	....	6 18	.....
9 22	.....	— —	— —	....	9 05	6 10	— —	.....	*v* —	.....	7 11	111.9	.....Botkins.....♁	— —	6 11	.....	9 39	....	1 08	— —	....	....	7 18	....	6 08	.....
9 38	.....	6 18	1 16	....	9 20	6 24	4 00	.....	11 23	.....	7 25	119.1	+.**Wapakoneta**.♁	3 23	6 00	.....	9 30	....	12 56	4 19	....	....	7 05	....	5 57	.....
9 48	.....	— —	— —	....	9 30	6 35	— —	.....	*v* —	.....	7 35	125.4	....Cridersville..♁	— —	5 48	.....	— —	....	— —	— —	....	....	6 52	....	5 46	.....
1000	.....	6 40	1 45	....	9 45	6 50	4 22	.....	11 45	.....	7 50	132.1	arr.....**Lima**+..lve.	3 00	†535	.....	9 10	....	12 35	4 00	....	....	6 40	....	†5 35	.....
P M	.....	6 43	2 05	....	P M	7 00	4 27	.....	11 50	.....	8 00	132.1	lve.....**Lima**♁..arr.	2 50	A M	.....	9 05	....	12 30	3 55	....	....	6 30	....	A M	.....
....	.....	— —	— —	....	....	7 12	— —	.....	— —	.....	8 11	137.9	.....Cairo.....♁	— —	.....	.....	8 52	....	— —	— —	....	....	6 18	....	.....	.....
....	.....	*a*7 01	2 35	....	....	7 22	4 48	.....	12 12	.....	8 22	144.3	+ **Columbus Grove** ♁	*e* —	.....	.....	8 42	....	12 07	*e* —	....	....	6 08	....	.....	.....
....	.....	7 09	2 47	....	....	7 33	4 57	.....	12 22	.....	8 34	151.3	+....**Ottawa**....♁	2 20	.....	.....	8 30	....	11 57	3 27	....	....	5 55	....	.....	.....
....	.....	— —	— —	....	....	7 43	— —	.....	12 32	.....	8 41	157.7	+....**Leipsic**.....	— —	.....	.....	8 20	....	11 47	— —	....	....	5 45	....	.....	.....
....	.....	*a*7 17	3 07	....	....	7 45	5 08	.....	12 33	.....	8 45	158.1	+.**Leipsic Junc**♁	2 07	.....	.....	8 18	....	11 45	3 18	....	....	5 43	....	.....	.....
....	.....	— —	— —	....	....	7 52	— —	.....	— —	.....	8 56	162.1	.....Belmore.....♁	— —	.....	.....	8 12	....	— —	— —	....	....	5 38	....	.....	.....
....	.....	*a*7 28	3 33	....	....	8 10	5 22	.....	12 47	.....	9 07	166.2	+....**Deshler**....♁	1 55	.....	.....	8 05	....	11 33	3 04	....	....	5 27	....	.....	.....
....	.....	— —	— —	....	....	8 20	— —	.....	— —	.....	9 20	172.4	.....Custar.....♁	— —	.....	.....	7 51	....	— —	— —	....	....	5 15	....	.....	.....
....	.....	— —	— —	....	....	8 23	— —	.....	— —	.....	9 23	173.7	.....Milton.....	— —	.....	.....	7 49	....	— —	— —	....	....	5 09	....	.....	.....
....	.....	— —	— —	....	....	8 29	— —	.....	1 06	.....	9 30	177.1	.....Weston.....♁	1 30	.....	.....	7 43	....	11 15	— —	....	....	5 03	....	.....	.....
....	.....	— —	4 04	....	....	8 39	5 47	.....	1 15	.....	9 41	182.9	+..**Yontogany**..♁	— —	.....	.....	7 32	....	11 05	— —	....	....	4 53	....	.....	.....
....	.....	— —	— —	....	....	8 45	— —	.....	— —	.....	9 48	186.6	.....Haskins.....♁	— —	.....	.....	7 25	....	10 58	— —	....	....	4 45	....	.....	.....
....	.....	— —	— —	....	....	8 47	— —	.....	— —	.....	— —	187.4	....Hull Prairie....	— —	.....	.....	— —	....	— —	— —	....	....	4 43	....	.....	.....
....	.....	— —	— —	....	....	8 53	— —	.....	— —	.....	9 57	191.2	.....Roachton.....	— —	.....	.....	— —	....	— —	— —	....	....	4 38	....	.....	.....
....	.....	— —	4 28	....	....	8 58	— —	.....	— —	.....	10 02	194.2	.....Perrysburg...♁	— —	.....	.....	7 13	....	10 46	— —	....	....	4 33	....	.....	.....
....	.....	8 35	5 15	....	....	9 35	6 42	.....	2 05	.....	10 40	211.4	+....**Toledo**....♁	*1230	.....	.....	*6 40	....	*1010	*2 00	....	....	*4 00	....	.....	.....
....	.....	A M	A M	....	....	P M	P M	.....	P M	.....	A M	.....	ARRIVE [LEAVE	Night	.....	.....	A M	....	A M	P M	....	....	P M	....	.....	.....
....	.....	....	7 15	....	....	....	8 25	.....	3 50	.....	....	.....	**Detroit** (*Via P. M.*)	*1045	.....	.....	.....	....	*8 27	*1220	....	....	.....	....	.....	.....
....	.....	....	A M	....	....	....	P M	.....	P M	.....	....	.....	ARRIVE [LEAVE	P M	.....	.....	.....	....	A M	Noon	....	....	.....	....	.....	.....

For Additional Trains between Cincinnati and Hamilton, see following page.

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; ♁ Sunday only; *a* stops to leave passengers; *b* stops to leave passengers from Erie R.R.; *c* stops to take passengers for Lima and beyond; *d* will stop to leave passengers from Dayton; *e* stops to take passengers for Dayton and points beyond; *g* stops to receive passengers for Middletown, Dayton or points beyond; *i* stops to leave passengers from south of Hamilton and to take for Dayton and beyond; *l* stops to leave passengers from Cincinnati and from west of Hamilton; *m* stops to leave passengers from Middletown and points beyond; *n* stops to take passengers for or leave from Hamilton and beyond; *p* stops to take passengers for Erie R.R.; *r* stops Saturday only; *s* stops Sunday only; *v* stops to leave passengers from or to take for Toledo or beyond; *x* stops to leave passengers from Dayton and points beyond; *y* stops to take passengers for Toledo and beyond. ▲ No. 56 is known as Train No. 8 north of Dayton. + Coupon stations; ♁ Telegraph stations.

THROUGH CAR SERVICE.

NORTHBOUND.

No. 6—Parlor Cafe Cars between Cincinnati, Toledo and Detroit.

No. 4—Observation Vestibuled Train, Parlor Car and Cafe Dining Car Cincinnati to Toledo and Detroit. Electrically equipped throughout.

No. 12—Pullman Sleeping Cars Cincinnati to Toledo and Detroit.

No. 16—Parlor Cafe Car Cincinnati to Lima. On Sundays this car is carried on No. 68.

SOUTHBOUND.

No. 1—Through Train Toledo to Cincinnati, making connection at Hamilton for Indianapolis and Chicago.

No. 7—Pullman Sleeping Cars Detroit and Toledo to Cincinnati.

No. 5—Parlor Cafe Cars Detroit, Toledo and Cincinnati.

No. 3—Observation Vestibuled Train, Parlor Car and Cafe Dining Car Detroit and Toledo to Cincinnati. Electrically equipped throughout.

No. 11—Parlor Cafe Car Lima to Cincinnati.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | Over 160 railroads use the SAFETY systems of ..... **Steam Heat**

The Cincinnati, Hamilton & Dayton Railway Co.

CINCINNATI, INDIANAPOLIS AND CHICAGO.

36	34	38	30	40	32	Mls.	*March 7, 1909.*	35	31	37	41	33	39
P M	P M	P M	Noon	A M	A M	.....	LEAVE [ARRIVE	A M	A M	P M	P M	P M	P M
*11 25	*7 30	†3 15	*12 00	*8 30	*3 00	0	..Cincinnati ♂	7 50	11 20	*1 58	5 40	*8 00	11 05
— —	7 35	c —	— —	8 33	3 03	0.8	Cincinnati Jn ♂	7 44	11 17	s —	— —	7 57	— —
a —	a —	c —	a —	a —	— —	2.6	....Brighton.. ♂	— —	m —	s —	m —	— —	— —
— —	— —	c —	— —	— —	— —	4.9	....Southside....	— —	— —	s —	— —	— —	— —
a —	a —	c —	a —	a —	a —	5.5	... Northside . ♂	m —	m —	s —	m —	m —	j —
a —	7 43	3 28	12 13	8 43	s —	6.6	..Winton Place ♂	m —	m —	s —	5 28	m —	j —
— —	— —	c —	— —	— —	— —	7.6	....Ivorydale.. ♂	— —	— —	s —	— —	— —	10 48
— —	— —	c —	— —	— —	— —	8.5	Elmwood Place ♂	— —	— —	s —	— —	— —	— —
a —	a —	c —	a —	a —	— —	9.4	...Carthage... ♂	— —	m —	s —	m —	— —	10 43
a —	a —	c —	a —	a —	— —	10.6	....Hartwell.. ♂	— —	m —	s —	m —	— —	10 41
— —	— —	c —	— —	— —	— —	11.2	...Maplewood...	— —	— —	s —	— —	— —	— —
a —	a —	3 37	a —	a —	— —	11.8	....Wyoming.. ♂	m —	m —	s —	m —	m —	10 36
— —	— —	c —	— —	— —	— —	12.8	...Park Place...	— —	— —	s —	— —	— —	— —
— —	— —	c —	— —	— —	— —	13.6	... Woodlawn...	— —	— —	s —	— —	— —	— —
a —	a —	3 42	a —	a —	— —	15.0	....Glendale.. ♂	— —	m —	s —	5 13	— —	10 31
12 02	8 07	3 57	12 38	9 07	3 40	25.5	arr + Hamilton ive.	7 05	10 43	1 18	5 00	7 18	10 16
12 06	8 10	4 00	12 41	9 10	3 43	25.5	lve Hamilton ♂ arr.	7 02	10 40	1 16	4 57	7 16	10 05
y —	l —	4 16	— —	d —	— —	33.2	...McGonigle. ♂	e —	e —	12 57	e —	— —	h —
y —	s —	4 19	— —	— —	— —	35.2	.....Woods¹.....	e —	10 24	— —	e —	— —	h —
12 28	8 36	4 28	1 06	9 32	o —	39.5	+ ...Oxford .. ♂	6 41	10 17	12 47	4 36	gs	9 40
xy	8 48	4 38	s —	9 41	— —	45.0	College Corner ♂	e w	10 07	12 37	4 25	— —	9 32
y —	b —	4 48	— —	9 46	— —	48.2	..Cottage Grove ♂	e —	10 02	— —	e —	— —	9 26
12 51	8 57	4 53	s —	9 54	4 30	53.0	+ ...Liberty... ♂	6 21	9 54	12 24	4 12	s —	9 17
y —	— —	5 03	— —	10 03	— —	59.2	...Brownsville. ♂	e —	e —	12 14	es —	— —	9 06
y —	— —	5 10	— —	— —	— —	62.9	..Lyons Station..	e —	e —	12 08	es	— —	8 56
1 15	9 21	5 21	1 48	10 17	4 57	67.3	+ .Connersville. ♂	5 58	9 31	12 02	3 51	6 18	8 50
y —	— —	— —	— —	— —	— —	72.6	...Longwood ...	e —	e —	— —	e —	— —	— —
y —	— —	5 38	— —	— —	— —	76.9	....Glenwood.. ♂	e —	e —	11 45	e —	— —	— —
y —	— —	5 40	— —	— —	— —	79.0	.....Griffin ... ♂	e —	e —	— —	e —	— —	— —
y —	9 45	5 52	2 14	10 47	5 29	85.1	+ .Rushville. ♂	5 29	9 03	11 34	3 26	5 52	8 21
y —	— —	6 03	— —	— —	— —	92.1	....Arlington.. ♂	e —	e —	11 23	e —	— —	8 11
y —	— —	— —	— —	— —	— —	96.2	...Gwynneville..	e —	e —	— —	e —	— —	— —
y —	— —	6 13	— —	— —	5 48	99.0	+ .Morristown. ♂	e —	e —	11 09	e —	— —	8 02
y —	— —	— —	— —	— —	— —	103.6	.Fountaintown ♂	e —	e —	— —	e —	— —	— —
y —	— —	— —	— —	— —	— —	106.0	....Reedville....	e —	e —	— —	e —	— —	— —
y —	— —	— —	— —	— —	— —	109.7	.New Palestine ♂	e —	8 30	— —	e —	— —	— —
y —	— —	— —	— —	— —	6 09	113.5	.....Julietta... ♂	e —	e —	— —	e —	— —	— —
y —	— —	— —	— —	— —	— —	119.8	....Irvington....	e —	e —	— —	e —	— —	— —
*2 38	10 35	6 55	*3 05	*11 45	*6 35	124.5	+ .Indianapolis. ♂	*4 32	*8 05	†10 35	*2 25	*5 00	*7 25
A M	P M	P M	P M	A M	A M	.....	ARRIVE] [LEAVE	A M	A M	A M	P M	P M	P M
A M	.....	.....	P M	A M	A M	.....	LEAVE] [ARRIVE	A M	A M	.....	P M	P M	.....
*2 48	.....	.....	*3 10	*11 45	*7 00	124.5	.Indianapolis.	4 22	7 50	.....	2 20	4 52	.....
4 02	.....	.....	4 27	1 25	8 29	172.0	+.Frankfort. ♂	3 04	6 26	.....	12 48	3 55	.....
4 34	.....	.....	5 04	2 05	9 07	197.0	+ .. Delphi .. ♂	2 24	5 48	.....	11 59	2 58	.....
4 53	.....	.....	5 23	2 24	9 23	209.4	+ Monticello ♂	— —	5 28	.....	11 37	2 40	.....
5 15	.....	.....	5 47	2 50	9 43	219.6	.... Monon .. ♂	1 52	5 15	.....	11 20	2 25	.....
6 52	.....	.....	7 17	4 52	11 23	287.3	.. Hammond. ♂	12 17	— —	.....	9 18	12 47	.....
7 22	.....	.....	7 47	5 22	11 52	301.5	..Englewood ♂	11 48	3 03	.....	8 48	12 18	.....
7 26	.....	.....	7 51	5 27	11 56	303.5	.47th Street ♂	11 45	— —	.....	8 43	12 13	.....
7 40	.....	.....	8 05	5 42	12 10	308.0	... Chicago . ♂	*11 30	*2 45	.....	*8 30	*12 00	.....
A M	.....	.....	P M	P M	Noon	.....	ARRIVE] [LEAVE	P M	A M	.....	A M	Noon	.....

THROUGH SERVICE.

No. 32—Through Coaches and Electric-lighted Pullman Sleeper Cincinnati to Indianapolis and Chicago. Sleeper ready for occupancy at 8 30 p.m.
No. 40—Parlor and Cafe Cars Cincinnati to Indianapolis and Chicago.
No. 30—Parlor and Cafe Cars Cincinnati to Indianapolis and Chicago.
Nos. 34 and 37—Parlor Car between Cincinnati and Indianapolis.
No. 38—Through Coaches and Electric-lighted Pullman Sleeper Cincinnati to Indianapolis and Chicago. Electric-lighted Pullman Sleeper from Dayton, via Hamilton, to Chicago.
No. 35—Through Coaches and Electric-lighted Pullman Sleepers from Chicago to Cincinnati and Dayton.
No. 31—Through Coaches and Electric-lighted Pullman Sleeper Chicago to Cincinnati.
Nos. 33 and 41—Parlor and Cafe Cars Chicago to Cincinnati.

DELPHOS DIVISION.

386	388	302	Mls	*January 3, 1909.*	303	387	389
.....	....	A M	.....	LEAVE] [ARRIVE	P M	.....	.....
■	....	*3 45	.....	.....Cincinnati.....	7 25	■	.....
A M	....	A M	.....	LEAVE] [ARRIVE	P M	P M	.....
†7 05	....	†7 00	0	Dayton¹ (*Union Dep.*)	4 50	4 15	.....
7 30	....	7 04	1.4	.....West Dayton.....	4 44	3 45	.....
7 37	....	7 08	2.8	...West Third Street...	4 41	3 35	.....
7 55	....	7 15	5.2	..Stillwater Junction..	4 34	3 20	.....
8 35	....	7 30	10.8	.....Kinsey's.....	4 21	2 40	.....
8 45	....	7 34	12.6	.....Englewood.....	4 16	2 25	.....
9 00	....	7 38	14.0	..... Union ..... ♂	4 11	2 10	.....
9 10	....	7 43	16.0	.....County Line.....	4 05	1 50	.....
9 50	....	7 51	19.0	+ ...West Milton .... ♂	3 58	1 35	.....
10 20	....	7 58	21.4	.....Ludlow Falls.....	3 51	12 50	.....
11 10	....	8 07	25.2	.....Pleasant Hill.... ♂	3 42	12 15	.....
11 40	....	8 21	30.0	+ ....Covington .... ♂	3 31	11 40	.....
12 30	....	8 29	33.9	.....Rangeville.....	3 20	10 50	.....
12 50	....	8 34	36.4	.....Bloomer's.....	3 15	10 35	.....
1 50	....	8 43	40.6	.....Versailles.... ♂	3 06	10 00	.....
2 30	....	8 50	47.0	.....Yorkshire..... ♂	2 50	8 56	.....
2 46	....	8 59	48.0	.....Osgood.....	2 46	8 30	.....
3 30	....	9 10	53.7	.....Maria Stein.... ♂	2 34	7 50	.....
3 56	■	9 14	55.8	.....Chickasaw .... ♂	2 28	7 30	■
4 26	A M	9 23	60.4	.....Montezuma.....	2 18	7 00	P M
5 00	†6 00	9 38	64.9	+ .....Celina..... ♂	2 06	†6 30	6 00
P M	6 25	9 49	69.6	.....Oregon.....	1 53	A M	4 35
....	6 45	9 56	72.8	.....Mercer.....	1 46	.....	4 15
....	7 10	10 06	76.6	.....Mendon..... ♂	1 38	.....	3 55
....	7 30	10 15	80.2	.....Byrds.....	1 30	.....	3 35
....	7 45	10 20	81.7	.....Monticello.....	1 24	.....	3 25
....	8 30	10 32	86.0	+ ....Spencerville.... ♂	1 14	.....	3 00
....	10 00	10 55	94.9	+ .....Delphos..... ♂	12 54	.....	2 00
....	10 10	10 59	96.1	.. Northern Junction ..	12 50	.....	1 15
....	10 40	11 10	101.3	.....Ottoville..... ♂	12 40	.....	1 00
....	11 00	11 25	107.4	... East Mandale . ♂	†12 25	.....	†12 35
....	A M	A M	.....	ARRIVE] [LEAVE	Noon	.....	Noon

■ These trains will carry male passengers only.

CINCINNATI, FINDLAY AND FORT WAYNE DIVISION.

80	4	86	Mls.	*May 2, 1909.*	1	87	81
A M	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	A M
†6 10	†4 10	†6 30	0	..... South Findlay ... ♂	9 25	3 00	7 45
6 16	4 16	6 50	1.8	.....Findlay Shops.....	9 14	2 50	7 41
6 28	4 23	7 10	7.8	.....Benton Ridge.....	9 04	2 00	7 34
6 35	4 25	7 22	10.3	..... Moffits.....	8 58	1 45	7 31
6 44	4 34	7 36	14.2	.....Gilboa..... ♂	8 50	1 30	7 25
6 48	4 37	8 00	16.1	.....Crawfis College.....	8 46	1 00	7 22
7 00	5 05	9 00	20.8	..... Ottawa..... ♂	8 35	12 45	‡7 15
A M	5 07	9 20	22.1	..... Glandorf..... ♂	8 19	11 45	A M
.....	5 17	9 45	27.1	..... Avis.....	8 10	11 30	.....
.....	5 21	10 10	28.7	..... Croswell..... ♂	8 08	11 25	.....
.....	5 24	10 15	29.6	.....Dornition.....	8 06	11 15	.....
.....	5 35	10 45	34.2	+ ..... Cloverdale..... ♂	7 57	10 45	.....
.....	5 40	10 52	36.2	..... East Mandale... ♂	7 53	10 40	.....
.....	5 45	11 00	37.0	.....Mandale..... ♂	7 49	10 00	.....
.....	5 50	11 15	40.1	.....Roselms.....	7 42	9 45	.....
.....	5 57	11 55	43.3	+ .....Grover Hill..... ♂	7 35	9 34	.....
.....	6 03	12 20	48.7	+ .....Haviland..... ♂	7 23	8 37	.....
.....	6 19	12 35	53.3	.....Tipton.....	7 13	8 07	.....
.....	6 26	12 50	57.2	.....Batson.....	7 06	7 56	.....
.....	6 30	1 00	58.7	.....McGill.....	7 02	7 47	.....
.....	6 38	1 17	60.3	.....Baldwin..... ♂	6 56	7 40	.....
.....	6 41	1 30	61.4	..... Smith's Mill.....	6 52	7 34	.....
.....	6 46	1 40	63.5	.....Townley.....	6 48	7 29	.....
.....	6 50	1 50	65.0	.....Tillmans.....	6 43	7 26	.....
.....	6 55	1 58	67.6	.....Nails.....	6 38	7 10	.....
.....	7 06	2 10	72.4	.....Roulus	6 28	7 02	.....
.....	7 25	2 50	78.4	+ .....Fort Wayne..... ♂	†6 10	†6 45	.....
.....	P M	P M	.....	ARRIVE] [LEAVE	A M	A M	.....

For explanation of signs, see following page.

ADDITIONAL TRAINS BETWEEN CINCINNATI, GLENDALE AND HAMILTON.

66	28	22	78	84	26	82	74	20	Mls	*May 2, 1909.*	19	21	75	17	23	85	83
P M	P M	P M	P M	P M	P M	P M	Noon	A M	....	LEAVE] [ARRIVE	A M	A M	A M	A M	A M	P M	P M
11 02	*11 30	*8 30	†8 00	†5 51	†5 15	†4 25	†12 25	†7 00	0	+ ...Cincinnati... ♂	6 45	7 15	8 05	8 35	10 00	4 00	6 05
— —	11 33	— —	8 02	— —	— —	4 28	12 28	7 03	0.8	+ .Cincinnati Jn...	— —	7 10	8 01	— —	— —	3 57	— —
1 08	11 35	8 35	8 06	5 37	5 20	4 30	12 30	7 05	1.5	.....Gest Street.... ♂	6 39	7 08	7 57	8 29	9 54	3 54	6 00
1 09	11 38	8 38	8 08	5 40	— —	4 33	12 33	7 08	2.6	.....Brighton..... ♂	6 36	7 05	7 54	8 25	9 51	3 50	5 57
1 11	11 40	8 40	8 10	5 42	— —	4 35	12 35	7 10	3.4	.....Fairmount..... ♂	6 33	7 02	7 52	8 23	9 48	3 48	5 55
1 14	11 42	8 42	8 13	5 46	— —	4 38	12 37	— —	4.9	.....Southside.....	6 29	6 58	— —	8 20	9 46	3 45	5 52
1 16	11 45	8 44	8 16	5 47	— —	4 40	12 40	7 14	5.5	.....Northside..... ♂	6 27	6 56	7 47	8 18	9 44	3 43	5 50
1 18	11 47	8 46	8 18	5 49	— —	4 41	12 41	7 15	5.9	.....Dane Street.....	6 25	6 53	— —	8 17	9 42	3 42	5 48
1 20	11 49	8 48	8 18	5 51	5 28	4 43	12 44	7 18	6.6	....Winton Place... ♂	6 22	6 51	7 44	8 15	9 40	3 40	5 47
1 22	11 51	8 50	8 20	5 53	— —	4 45	12 46	7 21	7.6	.....Ivorydale..... ♂	6 19	6 48	7 41	8 13	9 38	3 38	5 45
1 24	11 53	8 52	8 22	5 55	5 32	4 47	12 48	7 24	8.5	....Elmwood Place.. ♂	6 17	6 46	7 39	8 11	9 36	3 36	5 42
1 26	11 55	8 54	8 24	5 57	5 34	4 49	12 50	7 26	9.4	.....Carthage.....	6 15	6 44	7 37	8 09	9 34	3 34	5 40
1 28	11 57	8 56	8 26	5 59	— —	4 51	12 51	— —	10.3	.....Rensselaer.....	6 12	6 42	— —	— —	9 32	3 32	5 38
1 30	11 58	8 58	8 27	6 01	5 37	4 52	12 54	7 29	10.6	.....Hartwell..... ♂	6 10	6 41	7 34	8 06	9 31	3 31	5 37
1 32	12 00	7 00	8 29	6 03	— —	4 54	12 56	7 30	11.2	.....Maplewood.....	6 08	6 38	7 32	8 04	9 29	3 29	5 35
1 34	12 02	7 02	8 31	6 05	5 40	4 56	12 58	7 32	11.8	.....Wyoming..... ♂	6 06	6 36	7 30	8 02	9 27	3 27	5 33
1 37	12 04	7 04	8 33	6 07	— —	4 58	1 00	— —	12.8	.....Park Place.....	6 03	6 33	7 28	8 00	9 25	3 25	5 30
1 40	12 06	7 06	8 36	6 09	— —	5 01	†1 02	7 37	13.6	.....Woodlawn.....	6 01	6 30	7 26	7 58	9 23	3 23	5 28
1 44	12 10	7 10	8 40	6 12	5 47	5 05	‡1 05	7 40	15.0	.....Glendale..... ♂	5 57	6 27	†7 23	7 55	9 20	†3 20	†5 25
1 48	12 14	7 13	P M	P M	5 50	P M	1 08	7 43	17.1	.....Crestvue.....	5 53	6 23	A M	7 51	9 16	‡3 15	P M
1 51	12 16	7 15	.....	.....	5 53	.....	1 10	7 45	18.6	.....Muhlhauser.....	5 50	6 20	.....	7 48	9 13	3 12	.....
1 53	12 18	7 18	.....	.....	5 56	.....	1 12	7 47	19.2	.....Jones ..... ♂	5 48	6 18	.....	7 46	9 11	3 10	.....
1 56	12 21	7 21	.....	.....	5 59	.....	1 15	7 50	21.2	.....Fairsmith.....	5 44	6 14	.....	7 43	9 08	3 07	.....
1 59	12 23	7 23	.....	.....	— —	.....	1 17	7 52	22.8	.....Schenck.....	5 41	6 11	.....	7 41	9 06	3 05	.....
2 02	12 26	7 26	.....	.....	6 04	.....	1 19	7 54	24.0	.....Lindenwald.....	5 38	6 09	.....	7 38	9 03	3 03	.....
2 05	12 28	7 28	.....	.....	— —	.....	1 20	7 57	24.7	...South Hamilton. ♂	— —	6 07	.....	— —	— —	3 02	.....
2 05	12 30	7 30	.....	.....	6 10	.....	1 25	8 00	25.5	+ .....Hamilton.....	*5 35	†6 05	.....	†7 35	†9 00	‡3 20	.....
P M	Night	P M	.....	.....	P M	.....	P M	A M	....	ARRIVE] [LEAVE	A M	A M	.....	A M	A M	P M	.....

The Cincinnati, Hamilton & Dayton Railway Co.

CINCINNATI, DECATUR AND SPRINGFIELD.

60	42	30	32	Mls.	March 7, 1909.	37	33	43
A M		Noon	A M		LEAVE] [ARRIVE	P M	P M	
§3 00		†12 00	†3 00	0	..Cincinnati ♂	1 58	8 00	
a —		a —	a —	5.5	...North Side. ♂	s —	m —	
— —		12 13	— —	6.6	..Winton Place ♂	s —	m —	
— —		a —	— —	11.8	... Wyoming.. ♂	s —	m —	
— —		a —	— —	15.0	....Glendale.. ♂	s —	— —	
3 43		12 41	3 43	25.5	+.Hamilton. ♂	1 18	7 18	
o —		1 09	o —	39.5	+.. Oxford... ♂	12 47	— —	
4 57		1 43	4 57	67.3	+ Connersville ♂	12 02	6 18	
5 29		2 14	5 29	85.1	+.Rushville. ♂	11 34	5 52	
6 35		3 05	6 35	124.5	+.Indianapolis. ♂	†10 35	†5 00	
A M		P M	A M		ARRIVE] [LEAVE	A M	P M	
		†3 30	†7 30	124.5	.Indianapolis.	†10 30	†4 60	
		3 38	7 38	126.6	... Moorefield. ♂	10 21	— —	
		3 50	7 48	132.6	..Mitchellville..	10 11	4 30	
		— —	— —	137.8	.....Tyrone.....	— —	— —	
		4 04	8 02	139.8	...Tilden... ♂	9 56	4 20	
		4 18	8 09	143.5	.. Maplewood ..	9 49	4 13	
		4 21	8 16	147.3	....Montclair....	9 42	4 04	
		4 30	8 24	151.5	+ North Salem ♂	9 33	3 55	
		4 38	8 29	154.3	.... Barnard	9 28	3 49	
		— —	— —	156.7	....Wheaton.....	— —	— —	
		4 48	8 41	159.8	+Roachdale ♂	9 20	3 38	
		4 55	8 51	164.5	.... Raccoon... ♂	9 10	3 29	
		5 04	9 02	169.5	.. Russellville ♂	9 02	3 19	
		5 11	9 08	172.9	.... Milligan.. ♂	8 55	3 12	
		5 18	9 14	176.4	.....Gulon... ♂	8 47	3 03	
		— —	— —	178.6	.....Bethany.....	— —	— —	
		5 28	9 23	180.9	+..Marshall.. ♂	8 38	2 55	
		5 37	9 31	184.4	+Bloomingdale ♂	8 31	2 48	
		5 51	9 45	191.9	+.Montezuma. ♂	8 17	2 34	
		5 57	9 52	192.7	...Hillsdale. ♂	8 10	2 28	
		6 10	10 05	199.3	+.... Dana ... ♂	7 59	2 18	
		6 16	10 12	202.2	.....Raven.....	7 53	— —	
		6 22	10 18	205.0	....Scotland.. ♂	7 48	2 07	
		6 30	10 27	209.1	+.Chrisman. ♂	7 40	1 59	
		6 35	10 33	211.5	..Cherry Point..	7 34	1 54	
	A M	6 45	10 42	215.9	+.Metcalfe. ♂	7 26	1 48	P M
	†6 45	6 51	10 51	219.1	+...Hume... ♂	7 20	1 42	7 20
	6 53	— —	10 57	222.1	....McCown.....	7 12	— —	7 12
	7 06	7 05	11 04	225.4	+..Newman.. ♂	7 06	1 27	7 06
	7 14	7 15	11 13	230.2	....Murdock.. ♂	6 56	1 18	6 54
	7 21	7 25	11 22	235.0	....Camargo.. ♂	6 48	1 10	6 45
	7 32	7 40	11 35	241.4	+..Tuscola.. ♂	6 37	1 00	6 34
	7 39	7 48	11 43	245.0	.....Ficklin.....	6 29	12 47	6 26
	7 45	7 56	11 51	248.7	.....Garrett... ♂	6 21	12 40	6 18
	7 50	8 02	11 56	250.7	+.. Atwood .. ♂	6 16	12 35	6 13
	7 57	8 10	12 04	254.2	.... Pierson .. ♂	6 09	12 27	6 05
	8 04	8 18	12 11	257.6	...Hammond. ♂	6 02	12 20	5 58
	8 09	8 23	— —	259.6	..Burrowsville..	5 57	— —	5 53
	8 13	8 28	12 19	261.6	.... Lintner .. ♂	5 53	12 08	5 48
	8 18	8 34	12 24	264.2	+..La Place.. ♂	5 48	12 01	5 45
	8 25	8 42	12 32	268.2	.....Casner.....	5 40	11 53	5 34
	8 35	8 52	— —	272.7	.....Antioch.....	5 32	— —	5 24
	8 45	9 00	12 50	277.0	ar. + Decatur ♂ lv.	†5 25	11 35	5 15
	8 50	9 00	Noon	277.0	lve. Decatur arr.	A M	11 20	5 15
	9 05	9 15	.....	285.2	.....Boody... ♂		11 00	5 00
	9 12	9 23	.....	288.2	... Blackland ...		10 53	4 53
	9 19	9 32	.....	292.1	.. Osbornville ♂		10 46	4 44
	9 28	9 42	.....	296.6	..Mt. Auburn ♂		10 37	4 34
	9 36	9 52	.....	301.1	.....Bolivia.....		10 29	4 24
	9 42	9 59	.....	304.1	..... Roby ... ♂		10 23	4 17
	9 47	10 06	.....	306.6	... Buckhart ...		10 17	4 09
	9 56	10 17	.....	311.4	...Derry Farm...		10 09	3 59
	10 04	10 25	.....	313.9	..... Keys ... ♂		10 04	3 52
	10 12	— —	.....	317.7	East Springfield		9 56	3 43
	10 30	10 50	.....	321.2	+Springfield ♂		†9 45	†3 30
	A M	P M	.....		ARRIVE] [LEAVE		A M	P M

WELLSTON DIVISION.
Dayton, Wellston and Ironton.

262	260	58	202	Mls.	January 3, 1909.	55	203	261	203
					LEAVE] [ARRIVE				
P M	A M	P M	A M		(Union Depot)..	A M	P M	A M	P M
§8 00	§7 00	†6 06	†8 00	0	+..Dayton.. ♂	9 35	5 46	11 15	10 15
8 10	7 10	5 13	8 08	1.8	..East Dayton ♂	9 27	5 36	11 05	10 05
8 20	7 20	5 25	8 18	7.3	.Lebanon Jn. ♂	9 17	5 25	10 54	9 54
8 26	7 26	5 31	8 23	10.8	.....Shoup's.....	9 11	5 17	10 46	9 46
8 28	7 29	5 35	8 26	12.9	....Harbines.....	9 08	5 14	10 42	9 42
8 33	7 33	5 39	8 29	15.0	.....Trebein... ♂	9 05	5 11	10 38	9 38
8 44	7 44	5 52	8 40	19.3	+....Xenia... ♂	8 56	5 00	10 27	9 27
8 53	7 53	6 02	8 50	23.4	.....Monroe.....	8 50	4 51	10 16	9 18
8 58	7 58	6 08	8 55	26.3	...New Jasper...	8 43	4 46	10 10	9 10
7 08	8 08	6 17	9 06	30.3	...Jamestown. ♂	8 33	4 38	10 00	9 00
7 17	8 17	6 27	9 15	36.1	....Edgefield....	8 22	4 27	9 47	8 47
7 20	8 20	6 30	9 18	37.7	.....Octa ... ♂	8 19	4 24	9 44	8 44
7 24	8 24	6 34	9 22	39.4	..Milledgeville ♂	8 15	4 21	9 40	8 40
7 31	8 31	6 41	9 29	43.6	..... Luray	8 07	4 13	9 32	8 32
7 45	8 45	7 00	9 45	48.9	+.Washington. ♂	7 53	4 01	9 18	8 18
7 57	8 57	7 12	9 57	55.3	.....Cisco.....	7 39	— —	9 03	8 03
8 00	9 00	7 15	10 00	56.9	....Fairview....	7 36	3 44	9 00	8 00
8 12	9 12	7 27	10 12	63.1	.....Austin.... ♂	7 24	3 31	8 48	7 48
8 22	9 22	7 37	10 22	66.6	+..Frankfort.. ♂	7 14	3 21	8 40	7 40
8 29	9 29	7 45	10 29	69.9	.Musselmans ♂	7 07	3 14	8 34	7 34
8 40	9 40	7 54	10 40	75.4	...Slate Mills...	6 57	3 04	8 24	7 24
8 54	9 54	8 10	10 55	80.7	+Chillicothe ♂	6 47	2 53	8 14	7 14
8 57	9 57	8 13	10 57	81.4	.N.&W.Crossing.	6 40	2 47	8 10	7 10
9 07	10 07	8 22	11 05	86.9	.....Vauces.....	6 31	2 37	8 01	7 01
9 11	10 11	8 25	11 08	88.9	.....Rupel's.....	6 27	2 33	7 57	6 57
9 20	10 20	8 35	11 16	93.6	..Richmondale..	6 20	2 25	7 50	6 50
9 25	10 25	8 40	11 21	96.3	.West Junction ♂	6 15	2 20	7 45	6 45
9 55	10 55	9 08	11 51	109.6	+...Coalton... ♂	5 47	1 52	7 17	6 17
10 00	11 00	9 13	11 59	111.4	....Glen Roy....	5 42	1 47	7 12	6 12
10 06	11 06	9 20	12 05	113.1	arr. Ironton Jn. lve.	5 38	1 43	7 08	6 08
10 15	11 15	9 30	12 20	115.5	+.Wellston. ♂	†5 30	†1 35	§7 00	§6 00
P M	A M	P M	Noon	.....	ARRIVE] [LEAVE	A M	P M	A M	P M

§ Stops to take for beyond Indianapolis; s stops to leave from Indianapolis Division. + Coupon stations; ♂ Telegraph stations.

COLUMBUS, FINDLAY AND NORTHERN DIVISION.

409	487	401	Mls.	May 2, 1909.	402	486	408
Noon				LEAVE] [ARRIVE	P M	P M	
†12 35	A M			.... Detroit	3 50	6 25	P M
†2 00	†6 40			lve..Toledo .arr.	10 40	8 42	8 35
P M	A M	A M		LEAVE] [ARRIVE	A M	P M	P M
†5 50	†10 00	†7 10	0	+..Deshler... ♂	8 55	2 55	7 15
5 43	10 15	7 25	4.4	....Hancock.....	8 42	2 38	7 00
5 47	10 25	7 30	7.0	...Dewcyville....	8 38	2 29	6 56
5 52	10 40	7 35	9.3	+.McComb.. ♂	8 34	2 25	6 54
5 57	10 55	7 41	11.9	.....Conine.....	8 28	1 45	6 48
6 00	11 01	7 44	13.1	.... Murphy.....	8 25	1 40	6 45
6 03	11 05	7 47	14.4	..... Chase	8 22	1 30	6 42
6 08	— —	7 52	17.1	..Broad Avenue .	8 18	— —	— —
6 10	11 30	7 55	18.0	+..Findlay... ♂	†8 15	†1 20	†6 38
P M	A M	A M		ARRIVE] [LEAVE	A M	P M	P M

HAMILTON AND EAST MIDDLETOWN.

158	150	Mls.	October, 1909.	159	129
P M	A M		LEAVE] [ARRIVE	A M	P M
†2 00	†3 45		... Cincinnati ...	11 45	7 25
†2 45	†7 00	0	lve. Hamilton. arr.	10 30	6 15
2 56	7 12	3.6	..... Sheley's	10 17	6 02
3 00	7 17	5.3	.Woodsdale Park. ♂	10 10	5 55
3 03	7 20	5.9	.... Woodsdale....	10 05	5 51
3 08	7 26	7.0	..... Rockdale	9 58	5 45
3 09	7 32	8.7	..Le Sourdsville ..	9 53	5 41
3 18	7 42	10.8	...South Excello...	9 45	5 34
3 25	7 48	11.4	...North Excello...	9 40	5 29
3 35	8 00	13.9	..East Middletown..	§9 30	†5 20
P M	A M		ARRIVE] [LEAVE	A M	P M

OHIO RIVER DIVISION.

1	187	Mls.	March 7, 1909.	2	188
P M	A M		LEAVE] [ARRIVE	A M	P M
†1 20	†5 45	0	+.....Sidell..... ♂	11 20	4 30
1 28	6 05	3.1	.....Hildreth.....	11 06	4 10
1 50	7 30	8.2	....Hume..... ♂	10 50	3 30
2 08	8 10	14.8	+.....Brocton..... ♂	10 25	2 36
2 17	8 30	19.0	....Borton Junc... ♂	10 14	2 17
2 24	8 45	21.9	.....Warrington	10 06	1 40
2 34	9 10	26.2	+.....Kansas..... ♂	9 55	1 10
2 55	10 25	33.7	+.....Westfield ..... ♂	9 34	12 00
3 05	10 55	38.1	.....Oilfield..... ♂	9 22	11 30
3 22	11 45	44.6	+.....Casey..... ♂	9 05	10 35
3 40	12 30	51.8	+....Hazel Dell .... ♂	8 43	10 00
3 54	1 10	57.6	.....Yale..... ♂	8 26	9 25
4 08	1 40	62.3	.....Hunt City..... ♂	8 16	9 00
4 16	2 05	65.9	.....Willow Hill ... ♂	8 06	8 45
4 28	2 35	70.4	.....St. Marie..... ♂	7 54	8 20
4 45	3 05	76.9	....West Liberty.. ♂	7 40	8 00
5 00	3 50	85.2	+.....Olney..... ♂	†7 25	†7 30
P M	P M	.....	ARRIVE] [LEAVE	A M	A M

Trains marked * run daily; † daily, except Sunday; a stops to take passengers for Indianapolis and beyond; b stops Sunday for C. C. & L. connection. STANDARD—*Central time.*

DAYTON, WELLSTON AND IRONTON.

222	214	Mls.	January 3, 1909.	223	215
A M			LEAVE] [ARRIVE	P M	
†8 00	A M	0	..... Dayton.....	5 45	P M
†11 45	†6 45	115.5	lve..Wellston. arr.	10 50	6 15
12 05	7 10	113.1	lve..Ironton Jn. .arr.	10 31	6 00
12 15	7.15	114.5	.....Berlin .... ♂	10 26	5 50
12 30	7 35	119.4	....Ridgeland	10 09	5 35
12 38	7 45	122.0	....Rocky Hill....	10 00	5 25
12 50	8 05	126.4	.Madison Furnace.	9 45	5 05
12 59	8 17	129.3	....McKitterick....	9 35	4 53
1 06	8 25	131.4	.....Kitchen.....	9 27	4 45
1 20	9 15	135.1	.....Gallia .... ♂	9 15	4 30
1 40	9 45	141.0	...Tunnel No. 1....	8 50	4 06
1 55	10 00	144.2	.....Olive.....	8 35	3 50
2 10	10 30	147.3	.....Campbell... ♂	8 20	3 30
2 30	10 50	151.8	arr.....Dean.....lve.	†8 00	†3 05
3 20	11 55	164.3	+....Ironton... ♂	†7 00	†2 00
P M	A M	.....	ARRIVE] [LEAVE	A M	P M

c Stops to take passengers for points beyond Hamilton; d stops Sunday to leave passengers from Hamilton or beyond; e stops to leave passengers from Chicago, Springfield, Decatur, St. Louis and beyond.

TOLEDO, BOWLING GREEN AND NORTH BALTIMORE DIVISION.

509	587	Mls.	May 2, 1909.	514	586
.....	A M	.....	(Central time.)	A M	P M
P M	†6 40	.....	lve.... Toledo ♂..arr.	10 40	6 42
†5 55	†9 45	0	lve. Tontogany ♂ arr.	7 25	4 30
6 05	10 10	5.4	+ Bowling Green ♂	7 05	4 10
6 11	10 20	8.8	..... Portage.....	6 55	3 58
6 16	10 40	10.9	..... Rudolph..... ♂	6 49	3 16
6 18	10 45	12.0	.....Dukay.....	6 46	3 08
6 21	10 55	13.0	..... Bays ..... ♂	6 43	2 55
6 24	11 00	14.0	.....Plaza.....	6 39	2 42
6 28	11 05	14.9	..... Eberly.....	6 37	2 37
6 28	11 10	15.9	....Hammansburg....	6 35	2 30
6 30	11 15	16.9	..... Bassett.....	6 33	2 16
6 35	11 50	18.9	+. North Baltimore . ♂	†6 30	†2 05
P M	A M	.....	ARRIVE] [LEAVE	A M	P M

g Stops to leave passengers from Chicago; h stops Sunday to take passengers; j stops to leave passengers; l stops Sunday to leave passengers from Hamilton; m stops to leave passengers from Indianapolis and beyond; o stops to take passengers; s stops Sunday only; w stops to take passengers for Cincinnati and beyond; x stops to leave from Cincinnati.

SAFETY CAR HEATING & LIGHTING CO.
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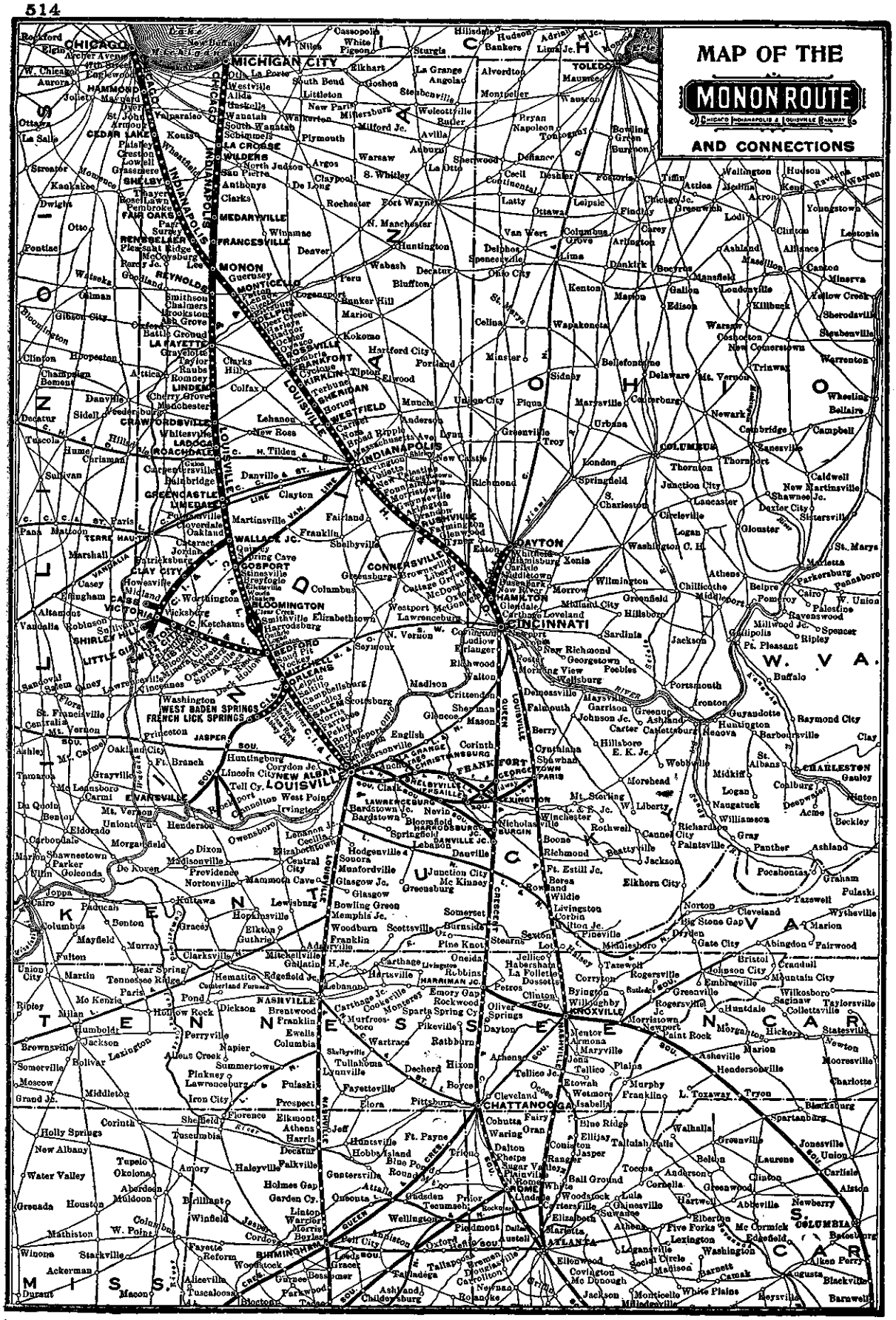
MAP OF THE
MONON ROUTE
CHICAGO INDIANAPOLIS & LOUISVILLE RAILWAY
AND CONNECTIONS
CHICAGO
MICHIGAN CITY
TOLEDO
INDIANAPOLIS
LOUISVILLE
CINCINNATI
DAYTON
COLUMBUS
CHATTANOOGA
ATLANTA
NASHVILLE
KNOXVILLE
MONON
MEDARYVILLE
FRANCESVILLE
WALLACE JC.
COSPORT
BLOOMINGTON
NEW ALBANY
WEST BADEN SPRINGS
FRENCH LICK SPRINGS
EVANSVILLE
CHARLESTON
ILLINOIS
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISS.
ALA.
GA.
N. CAR.
S. CAR.
VA.
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General Offices—198 Federal Street, Chicago. *New York Office—52 Broadway.*

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ARRANGEMENT OF EQUIPMENT.

CHICAGO-LOUISVILLE-FRENCH LICK LINE.

Trains 3 and 4—Through vestibuled trains, carrying one 16-section electric-lighted Sleeper between Chicago and Louisville; also one 12-section Drawing-room electric-lighted Sleeper between Chicago and French Lick and West Baden Springs. These trains also carry modern Coaches with high-back seats between Chicago and Louisville.

Trains 5 and 6—Through vestibuled trains, carrying Parlor-Dining Car and modern Coaches with high-back seats between Chicago and Louisville. Also Parlor-Dining Car and Coach between Chicago and Monon, en route to Indianapolis and Cincinnati.

Train 33-9—Parlor Car and Dining Car Chicago to Monon. Coaches Monon to French Lick. This train also carries Through Coach between Indianapolis and French Lick, via Vandalia R.R. and Gosport Junction.

Trains 11 and 12—Coaches between LaFayette and West Baden and French Lick Springs; also Parlor Car Coach between Indianapolis and French Lick Springs, via Vandalia R.R. and Gosport Junction.

Train 9—Coaches Michigan City to French Lick. Also Through Coach Indianapolis to French Lick, via Vandalia R.R. and Gosport Junction.

Train 10—Coaches French Lick to LaFayette. Also Through Coach French Lick to Indianapolis, via Vandalia R.R. and Gosport Junction.

Trains 39 and 40—Coaches between Chicago and LaFayette.

Trains 1 and 2—Coaches between LaFayette and Monon.

Train 14—Coaches LaFayette to Michigan City.

Train 7—Daily—Coaches Bloomington to Louisville.

Train 8—Except Sunday—Coaches Louisville to Bloomington.

Train 58—Sunday only—Coaches Louisville to Bloomington.

CHICAGO-INDIANAPOLIS-CINCINNATI-DAYTON LINE.

Trains 30 and 33—"The Flyer"—Through vestibuled trains, carrying Parlor Car, Cafe Dining Car and modern Coaches with high-back seats between Chicago, Indianapolis and Cincinnati.

Trains 31 and 32—"The Fast Mail"—Through vestibuled trains, carrying 16-section electric-lighted Sleeper and modern Day Coaches with high-back seats between Chicago, Indianapolis and Cincinnati. Sleeper ready for occupancy at Chicago and Cincinnati at 9 50 p.m. On No. 32 the Sleeper is used as Parlor Car from Indianapolis to Chicago.

Train 35—"The Limited"—A through vestibuled train, carrying 16-section electric-lighted Sleeping Car Chicago to Cincinnati. 12-section Drawing-room electric-lighted Sleeping Car Chicago to Dayton. 16-section electric-lighted Sleeping Car Chicago to Indianapolis (cut off at Indianapolis and may be occupied until 7 30 a.m.). This train carries modern Coaches with high-back seats between Chicago, Indianapolis and Cincinnati. All Sleepers open for passengers in Dearborn Station at 9 50 p.m.

Train 36—"The Limited"—A through vestibuled train, carrying 16-section electric-lighted Sleeping Car Cincinnati to Chicago. 12-section Drawing-room electric-lighted Sleeping Car Dayton to Chicago. 16-section electric-lighted Sleeping Car Indianapolis to Chicago. Cincinnati Sleeper may be occupied in Cincinnati Depot at 9 50 p.m. Indianapolis Sleeper open for passengers in Union Station, Indianapolis, at 9 00 p.m. This train carries modern Coaches with high-back seats Cincinnati to Chicago.

Train 5-37—"Day Express"—Parlor-Dining Car Chicago to Indianapolis and Cincinnati. Coaches Chicago to Indianapolis and Cincinnati.

Train 38-6—"Day Express"—Parlor-Dining Car Cincinnati to Indianapolis and Chicago. Coaches Cincinnati to Chicago.

MONON ROUTE — CHICAGO, INDIANAPOLIS & LOUISVILLE RAILWAY CO.

CHICAGO-LOUISVILLE-FRENCH LICK LINE.

October 10, 1909.	Mls.	5	3	33-9	39	31	1-11	41
Chicago— [LEAVE	.....	A M	P M	Noon	P M	A M	.....	.....
Dearborn Station ..... ♁	0	*8 30	*9 00	*12 00	*3 15	*2 45	.....	.....
47th Street ..... ♁	4.6	8 43	9 13	12 13	3 28	– –	.....	.....
Englewood ..... ♁	6.6	8 48	9 18	12 18	3 33	3 03	.....	.....
Hammond ..... ♁	20.7	9 18	9 48	12 47	4 03	– –	.....	.....
South Hammond ..... ♁	23.2	9 27	9 57	12 57	4 12	3 39	.....	.....
Maynard	25.5	– –	– –	– –	4 17	– –	.....	.....
Dyer ..... ♁	29.0	9 37	– –	– –	4 30	– –	.....	.....
St. John ..... ♁	33.5	9 45	– –	– –	4 39	– –	.....	.....
Cedar Lake ..... ♁	39.5	9 57	– –	– –	4 51	– –	.....	.....
Creston	41.5	– –	– –	– –	4 54	– –	.....	.....
Lowell	44.8	10 07	10 27	– –	5 01	– –	.....	.....
Shelby ..... ♁	52.6	10 18	– –	– –	5 15	– –	.....	.....
Thayer	54.1	– –	– –	– –	5 18	– –	.....	.....
Rose Lawn ..... ♁	56.5	10 28	– –	– –	5 23	– –	.....	.....
Fair Oaks ..... ♁	62.2	10 37	– –	– –	5 33	– –	.....	.....
Parr	65.8	– –	– –	– –	5 39	– –	.....	.....
Surrey	68.1	– –	– –	– –	5 44	– –	.....	.....
Rensselaer ..... ♁	72.8	10 55	11 06	1 59	6 02	4 45	.....	.....
Pleasant Ridge	76.0	– –	– –	– –	6 10	– –	.....	.....
Lee	83.1	– –	– –	– –	6 23	– –	A M	.....
Monon ..... ♁	88.4	11 19	11 30	2 25	6 37	5 10	*5 15	.....
Reynolds ..... ♁	95.8	11 30	– –	2 38	6 50	A M	5 27	.....
Smithson	98.2	– –	– –	– –	6 53		– –	.....
Chalmers ..... ♁	102.1	11 43	– –	2 48	7 01	.....	5 36	.....
Brookston ..... ♁	106.2	11 52	– –	2 56	7 08	.....	5 42	.....
Ash Grove	110.2	– –	– –	– –	7 16	.....	5 48	.....
Battle Ground ..... ♁	112.9	12 05	– –	– –	7 20	.....	5 52	.....
LaFayette Shops ..... ♁	118.2	12 16	12 20	3 25	– –	.....	6 15	.....
LaFayette (*North Street*) ... ♁	120.0	12 25	12 28	3 32	7 30	.....	6 30	.....
Raubs	129.5	– –	– –	3 50	P M	.....	6 49	.....
Romney ..... ♁	132.9	– –	– –	3 55	═══	.....	6 56	.....
Linden ..... ♁	137.0	12 57	1 01	4 02	.....	.....	7 04	.....
Crawfordsville ..... ♁	147.3	1 17	1 20	4 22	.....	.....	7 25	.....
Crawfordsville Junction	148.4	1 25	– –	4 27	.....	.....	7 30	.....
Whitesville	153.9	– –	– –	4 36	.....	.....	7 40	.....
Ladoga ..... ♁	159.8	1 42	1 42	4 42	.....	.....	7 48	.....
Roachdale ..... ♁	162.2	1 49	1 49	4 50	.....	.....	7 57	.....
Carpentersville	165.5	– –	– –	4 56	.....	.....	8 02	.....
Bainbridge ..... ♁	168.7	– –	– –	5 04	.....	.....	8 08	.....
Greencastle ..... ♁	177.8	2 17	2 20	5 21	.....	.....	8 25	.....
Limedale ..... ♁	180.0	2 25	2 28	5 30	.....	.....	8 33	.....
Putnamville	183.0	– –	– –	5 35	.....	.....	8 38	.....
Cloverdale ..... ♁	189.2	*h* –	– –	5 48	.....	.....	8 51	.....
Wallace Junction ..... ♁	194.0	– –	– –	5 58	.....	.....	9 05	.....
Quincy ..... ♁	195.3	– –	– –	6 00	.....	.....	9 08	.....
Gosport ..... ♁	203.9	3 01	3 01	6 24	.....	.....	9 40	.....
Stinesville ..... ♁	207.8	*h* –	– –	6 32	7	.....	9 50	.....
Ellettsville ..... ♁	213.1	*h* –	– –	6 44	A M	.....	10 03	.....
Bloomington ..... ♁	220.5	3 32	3 35	6 58	*6 20	.....	10 20	.....
Clear Creek ..... ♁	224.2	– –	– –	7 08	6 28	.....	10 43	.....
Ketchams	227.5	– –	– –	7 16	– –	.....	– –	.....
Smithville ..... lve.	228.2	.....	.....	.....	6 37	.....	10 55	.....
Harrodsburg ..... ♁	232.4	*h* –	– –	7 27	6 47	.....	11 11	.....
Guthrie	235.4	– –	– –	7 33	6 53	.....	11 19	.....
Logan	238.6	– –	– –	– –	7 00	.....	11 28	.....
Bedford ..... ♁	245.9	4 31	4 27	7 57	7 23	.....	11 45	.....
Yockey	251.7	– –	– –	– –	7 43	.....	– –	.....
Mitchell ..... ♁	256.0	4 50	4 45	8 20	8 00	.....	12 16	.....
Orleans ♁ ..... arr.	261.1	5 05	4 57	8 30	8 10	.....	12 30	.....
West Baden Springs ..... arr.	277.7	6 05	6 40	9 10	8 50	.....	1 05	.....
French Lick Springs ..... arr.	278.8	6 10	6 45	9 15	8 55	.....	1 10	.....
French Lick Springs .... lve.	.....	*4 15	.....	P M	*7 15	.....	P M	.....
West Baden Springs .... lve.	.....	4 20	.....	.....	7 20	.....	.....	.....
Orleans ..... lve.	261.1	5 05	4 57	.....	8 10	.....	.....	.....
Leipsic	265.7	– –	– –	.....	8 18	.....	.....	.....
Saltillo	270.1	– –	– –	.....	8 25	.....	.....	.....
Campbellsburg ..... ♁	271.9	5 20	– –	.....	8 28	.....	.....	.....
Hitchcock	277.2	– –	– –	.....	8 37	.....	.....	P M
Salem ..... ♁	282.3	5 41	5 35	.....	8 48	.....	.....	†1 07
Norris	286.9	– –	– –	.....	8 56	.....	.....	1 30
Farrabee	290.2	– –	– –	.....	9 03	.....	.....	1 47
Pekin	294.9	*s* –	– –	.....	9 15	.....	.....	2 06
Borden ..... ♁	299.0	6 08	– –	.....	9 25	.....	.....	2 31
Bridgeport	303.8	– –	– –	.....	9 36	.....	.....	P M
Wilson	305.6	– –	– –	.....	9 40	.....	.....	.....
Bennettsville	307.3	– –	– –	.....	9 43	.....	.....	.....
St. Joseph	309.4	– –	– –	.....	9 48	.....	.....	.....
Smith	310.9	– –	– –	.....	9 51	.....	.....	.....
New Albany ..... ♁	318.9	6 44	6 48	.....	10 12	.....	.....	.....
Louisville (*14th Street*) ..... ♁	323.9	6 57	7 01	.....	10 25	.....	.....	.....
Louisville (*Union Station*) .. ♁	324.3	7 11	7 15	.....	10 39	.....	.....	.....
[ARRIVE	.....	P M			A M			

STATIONS. (*Central time.*) [LEAVE	Mls.	6	4	8	10	12	58	42
Louisville (*Union Station*) ... +	0	*8 06	*8 50	†5 00	.....	.....	§5 30	.....
Louisville (*14th Street*)	1.4	8 20	8 04	5 14	.....	.....	5 50	.....
New Albany ..... +	6.7	8 33	9 17	5 27	.....	.....	6 03	.....
Smith	13.4	– –	– –	5 45	.....	.....	6 28	.....
St. Joseph	14.9	– –	– –	5 48	.....	.....	6 29	.....
Bennettsville	17.0	– –	– –	5 52	.....	.....	6 33	.....
Wilson	18.7	– –	– –	5 54	.....	.....	6 37	.....
Bridgeport	20.5	– –	– –	5 58	.....	.....	6 40	A M
Borden	25.3	9 06	*h* –	4 07	.....	.....	6 52	†7 30
Pekin	30.3	*s* –	– –	4 17	.....	.....	7 01	7 44
Farrabee	34.1	– –	– –	4 23	.....	.....	7 10	7 56
Norris	37.4	– –	– –	4 30	.....	.....	7 17	8 05
Salem ..... +	42.0	9 36	10 22	4 38	.....	.....	7 28	8 48
Hitchcock	47.1	– –	– –	4 48	.....	.....	7 37	A M
Campbellsburg ..... +	52.4	9 52	– –	4 57	.....	.....	7 48	═══
Saltillo	54.2	– –	– –	5 00	.....	.....	7 52	.....
Leipsic	58.6	– –	– –	5 12	.....	.....	8 01	.....
Orleans ..... arr.	63.2	10 07	10 57	5 22	.....	.....	8 10	.....
West Baden Springs .... arr.	79.8	10 50	.....	6 05	.....	.....	9 10	.....
French Lick Springs .... arr.	80.9	10 55	.....	6 10	A M	P M	9 15	.....
French Lick Springs ..... lve.	.....	*9 10	*9 15	†4 15	*5 45	*1 55	§4 00	.....
West Baden Springs .... lve.	.....	9 15	9 20	4 20	5 50	2 00	4 05	.....
Orleans ..... +	63.2	10 07	10 57	5 22	*6 30	2 35	8 10	.....
Mitchell ..... +	68.3	10 15	11 08	5 38	6 39	2 50	8 20	.....
Yockey	72.6	– –	– –	5 51	– –	– –	8 30	.....
Bedford ..... +	78.4	10 33	11 28	6 05	6 57	3 10	8 42	.....
Logan	85.7	– –	– –	6 26	– –	– –	8 57	.....
Guthrie	88.9	– –	– –	6 34	7 21	– –	9 04	.....
Harrodsburg	91.9	*h* –	– –	6 43	7 26	3 35	9 11	.....
Smithville ..... lve.	96.1	.....	.....	6 56	.....	3 47	9 21	.....
Ketchams	98.1	– –	– –	– –	7 38	– –	– –	.....
Clear Creek	100.1	– –	– –	7 08	7 45	3 58	9 30	.....
Bloomington ..... +	103.8	11 20	12 27	7 20	7 55	4 10	9 40	.....
Ellettsville	111.2	*h* –	– –	P M	8 08	4 26	P M	.....
Stinesville	116.5	*h* –	– –	═══	8 20	4 37	═══	.....
Gosport ..... +	120.4	11 44	12 57	.....	8 31	4 48	.....	.....
Quincy	129.0	– –	– –	.....	9 02	5 08	.....	.....
Wallace Junction	130.3	– –	– –	.....	9 05	5 11	.....	.....
Cloverdale	135.7	*h* –	– –	.....	9 17	5 22	.....	.....
Putnamville	141.3	– –	– –	.....	9 29	5 35	.....	.....
Limedale	144.3	12 19	1 35	.....	9 35	5 41	.....	.....
Greencastle ..... +	146.5	12 28	1 45	.....	9 42	5 48	.....	.....
Bainbridge	155.6	– –	– –	.....	10 00	6 08	.....	.....
Carpentersville	158.8	– –	– –	.....	10 05	6 11	.....	.....
Roachdale ..... +	162.1	12 50	2 16	.....	10 11	6 17	.....	.....
Ladoga ..... +	166.5	12 57	2 23	.....	10 18	6 24	.....	.....
Whitesville	170.4	– –	– –	.....	10 24	6 31	.....	.....
Crawfordsville Junction	175.9	1 11	– –	.....	10 33	6 40	.....	.....
Crawfordsville ..... +	177.0	1 17	2 45	.....	10 38	6 46	.....	.....
Linden	187.3	1 31	3 04	.....	10 55	7 04	.....	.....
Romney	191.4	– –	– –	40	11 02	7 12	2-32	14-30
Raubs	194.8	– –	– –	A M	11 07	7 18	A M	P M
LaFayette (*North Street*) ... +	204.3	1 58	3 39	*6 00	11 25	7 40	*8 45	*4 30
LaFayette Shops	206.1	2 08	3 48	– –	11 35	7 50	– –	– –
Battle Ground	211.4	– –	– –	6 15	A M	P M	9 00	4 47
Ash Grove	214.1	– –	– –	6 19	.....	.....	– –	4 52
Brookston	218.1	– –	– –	6 26	.....	.....	9 09	4 57
Chalmers	222.2	– –	– –	6 33	.....	.....	9 15	5 07
Smithson	226.1	– –	– –	6 39	.....	.....	– –	5 14
Reynolds	228.5	2 38	– –	6 44	.....	.....	9 23	5 18
Monon ..... +	235.9	2 50	4 30	7 00	.....	.....	9 43	5 41
Lee	241.2	– –	– –	7 10	.....	.....	– –	– –
Pleasant Ridge	247.4	– –	– –	7 22	.....	.....	– –	– –
Rensselaer ..... +	251.5	3 17	4 59	7 31	.....	.....	10 05	6 02
Surrey	256.2	– –	– –	7 42	.....	.....	– –	– –
Parr	258.5	– –	– –	7 48	.....	.....	– –	– –
Fair Oaks	262.1	3 35	– –	7 55	.....	.....	– –	– –
Rose Lawn	267.8	3 44	– –	8 00	.....	.....	– –	– –
Thayer	270.2	– –	– –	8 15	.....	.....	– –	– –
Shelby	271.7	3 51	*b* –	8 20	.....	.....	– –	– –
Lowell ..... +	279.5	4 03	5 48	8 38	.....	.....	– –	– –
Creston	282.8	– –	– –	8 44	.....	.....	– –	– –
Cedar Lake	284.8	4 12	– –	8 48	.....	.....	– –	– –
St. John	290.8	4 25	– –	9 03	.....	.....	– –	– –
Dyer	295.3	4 30	*c* –	9 13	.....	.....	– –	– –
Maynard	298.8	– –	– –	9 21	.....	.....	– –	– –
South Hammond	301.1	4 44	6 30	9 27	.....	.....	11 16	7 12
Hammond ..... +	303.6	4 52	6 37	9 36	.....	.....	11 23	7 17
Englewood ..... +	317.8	5 21	7 06	10 07	.....	.....	11 51	7 46
47th Street	319.8	5 26	7 11	10 14	.....	.....	11 56	7 51
Dearborn Station ..... +	324.3	5 40	7 25	10 35	.....	.....	12 20	8 05
Chicago— [ARRIVE	.....	P M	A M	A M			Noon	P M

* Daily; † daily, except Sunday; § Sunday only; *b* stops to let off passengers from LaFayette and points south; *c* stops Wednesday only; *h* stops for Chicago and Louisville passengers; *s* stops Sunday only. + Coupon stations; ♁ Telegraph stations.

ALL MONON ROUTE TRAINS arrive at and depart from DEARBORN STATION, CHICAGO, the handy Depot to all Hotels, Theatres, the Business District and other Railroad Depots

CHICAGO, INDIANAPOLIS & LOUISVILLE RAILWAY Co. — MONON ROUTE

CHICAGO-INDIANAPOLIS-CINCINNATI-DAYTON LINE.

			17	35	33	5-37	31	Mls.	October 4, 1909.	36	32	38-6	30	18		
				P M	Noon	A M	A M		(Dearborn Station.)	A M	Noon	P M	P M			
				*11 50	*12 00	*8 30	*2 45	0	lve..+ Chicago ♁. arr.	7 40	12 10	5 40	8 05			
				11 43	12 13	8 43	— —	4.6	.....47th Street.... ♁	7 26	11 56	5 26	7 51			
				11 48	12 18	8 48	3 03	6.6	..... Englewood.... ♁	7 21	11 51	5 21	7 46			
				12 17	12 47	9 18	— —	20.7	.....Hammond.... ♁	6 52	11 23	4 52	7 17			
				12 27	12 57	9 27	3 39	23.2	...South Hammond. ♁	6 45	11 16	4 44	7 12			
				— —	— —	9 37	— —	29.0	.....Dyer..... ♁	— —	— —	4 30	— —			
				— —	— —	9 45	— —	33.5	.....St. John..... ♁	— —	— —	4 25	— —			
				— —	— —	9 57	— —	39.5	.....Cedar Lake.... ♁	— —	— —	4 12	— —			
				— —	— —	10 07	— —	44.8	.....Lowell..... ♁	— —	— —	4 03	— —			
				— —	— —	10 18	— —	52.6	..... Shelby..... ♁	— —	— —	3 51	— —			
				— —	— —	10 28	— —	56.5	.....Rose Lawn.... ♁	— —	— —	3 44	— —			
		Mix.		— —	— —	10 37	— —	62.2	.....Fair Oaks.... ♁	— —	— —	3 35	— —	Mix.		
		A M		— —	1 59	10 55	4 45	72.8	.....Rensselaer.... ♁	— —	10 05	3 17	6 02	P M		
		†7 00		1 52	2 25	11 20	5 15	88.4	..... Monon..... ♁	5 15	9 43	2 50	5 41	9 55		
		7 13		— —	— —	— —	— —	93.8	.....Guernsey.....	— —	— —	— —	— —	9 35		
		7 25		— —	2 40	11 37	5 28	98.6	+... Monticello... ♁	4 53	9 23	2 24	5 23	9 20		
		7 31		— —	— —	— —	— —	101.7	.....Patton.....	— —	— —	— —	— —	9 10		
		7 38		— —	— —	11 48	— —	104.4	.....Lennox.....	— —	— —	2 16	— —	9 04		
		7 40		— —	— —	— —	— —	105.8	.....Sleeth.....	— —	— —	— —	— —	9 00		
		7 55		2 24	2 58	11 59	5 48	111.0	+..... Delphi..... ♁	4 34	9 07	2 05	5 04	8 45		
		8 22		— —	— —	12 13	— —	118.6	.....Radnor.....	— —	— —	1 53	— —	8 25		
		8 27		— —	— —	12 16	— —	120.3	.....Ockley..... ♁	— —	8 55	1 50	— —	8 21		
		8 33		— —	— —	— —	— —	122.2	.....Owasco.....	— —	— —	— —	— —	8 15		
		8 45		— —	— —	12 27	6 09	125.6	.....Rossville..... ♁	— —	8 47	1 42	— —	8 07		
		9 00		— —	— —	12 34	— —	129.7	.....Cambria.....	— —	— —	1 35	— —	7 56		
		9 29		3 04	3 35	12 48	6 26	136.0	+.... Frankfort.... ♁	4 02	8 29	1 25	4 27	7 35		
		9 47		— —	— —	— —	— —	142.2	.....Cyclone.....	— —	— —	— —	— —	7 15		
		10 02		— —	3 52	1 07	6 45	146.9	.....Kirklin..... ♁	— —	8 11	1 07	m —	7 02		
		10 15		— —	— —	1 16	— —	151.5	.....Terhune..... ♁	— —	8 05	12 58	— —	6 50		
		10 27		— —	4 08	1 22	6 58	155.4	.....Sheridan..... ♁	— —	7 56	12 50	3 55	6 40		
		10 40		— —	— —	1 30	— —	159.9	.....Horton.....	— —	— —	12 41	— —	6 25		
		10 50		— —	4 17	1 36	7 12	163.4	+.....Westfield..... ♁	— —	7 43	12 33	m —	6 15		
		11 02		— —	— —	1 45	— —	167.8	.....Carmel..... ♁	— —	7 36	12 23	— —	6 02		
		11 16		— —	— —	— —	— —	172.4	.....Nora.....	— —	— —	— —	— —	5 47		
		11 24		— —	— —	— —	— —	175.3	.....Broad Ripple... ♁	— —	— —	12 07	— —	5 40		
		11 45		— —	4 39	2 08	7 38	180.4	.....Belt Junction... ♁	— —	7 12	11 57	— —	†5 25		
		A M		— —	4 42	2 11	7 40	181.7	..Massachusetts Ave. ♁	— —	7 10	11 54	3 19	P M		
				4 22	4 52	2 20	7 50	183.5	arr...Indianapolis ♁ lve.	2 48	7 00	11 45	3 10			
									+(Union Depot.)							
				4 32	5 00	2 25	8 05	183.5	lv. Indianapolis (U.I.&D.) ar.	2 38	6 35	11 45	3 05			
				e —	— —	e —	8 30	198.3	.... New Palestine.. ♁	y —	— —	— —	— —			
				e —	— —	e —	e —	204.3	.... Fountaintown.. ♁	y —	— —	— —	— —			
				e —	— —	e —	e —	209.0	.....Morristown.... ♁	y —	5 48	— —	— —			
				5 29	5 52	3 25	9 03	222.9	+.... Rushville.... ♁	1 41	5 29	10 47	2 14			
				e —	— —	e —	e —	231.1	.....Glenwood..... ♁	y —	— —	— —	— —			
				5 58	6 18	3 51	9 31	240.7	+.. Connersville.. ♁	1 15	4 57	10 17	1 48			
				6 21	— —	4 12	9 54	255.0	+..... Liberty..... ♁	12 51	4 30	9 54	— —			
				e —	— —	e —	10 02	259.8	...Cottage Grove.. ♁	— —	— —	9 46	— —			
				e —	— —	4 25	10 07	263.0	....College Corner.. ♁	— —	— —	9 41	— —			
				6 41	g —	4 38	10 17	268.5	+..... Oxford..... ♁	12 22	— —	9 32	1 06			
				7 02	7 15	4 57	10 40	282.5	+.... Hamilton.... ♁	12 05	3 43	*9 10	12 41			
				†7 26	8 02	6 42	11 25	294.6	+.. Middletown.. ♁	9 40		8 30	12 01			
				†7 36	— —	6 52	11 35	301.0	..... Carlisle..... ♁	9 29		— —	11 51			
				†7 45	— —	7 00	11 43	306.3	+.. Miamisburg.. ♁	8 20		8 14	11 44			
				†8 00	9 35	7 15	12 00	316.2	+..... Dayton..... ♁	*8 00		†8 00	*11 30			
				A M	P M	P M	Noon		ARRIVE] [LEAVE	P M		A M	A M			
				— —	— —	m —	m —	292.9	.....Glendale..... ♁	a —	— —	a —	a —			
				m —	m —	m —	m —	296.1	..... Wyoming..... ♁	a —	— —	a —	a —			
				— —	— —	m —	m —	297.3	.....Hartwell..... ♁	a —	— —	a —	a —			
				— —	— —	m —	m —	298.6	.....Carthage.....	a —	— —	a —	a —			
				m —	m —	m —	m —	301.2	.... Winton Place.. ♁	a —	— —	8 43	12 13			
				m —	m —	m —	m —	302.3	..... Northside..... ♁	a —	a —	a —	a —			
				7 44	7 57	— —	11 17	307.2	..Cincinnati Juno..	— —	3 03	8 33	12 03			
				7 50	8 00	6 40	11 20	307.9	+... Cincinnati... ♁	*11 25	*3 00	*8 30	*12 00			
				A M	P M	P M	A M		ARRIVE] [LEAVE	P M	A M	A M	Noon			

CHICAGO AND FRENCH LICK.
Via Monon Route.

3	5	STATIONS.	6	4
P M	A M	[LEAVE] [ARRIVE	P M	A M
*8 00	*8 30	..... Chicago	5 40	7 25
6 15	5 30	..... Orleans	10 07	10 57
7 00	6 10	... French Lick...	*9 10	*9 15
A M	P M	ARRIVE] [LEAVE	A M	P M

LOUISVILLE AND FRENCH LICK.
Via Monon Route.

58	8	6	STATIONS.	7	5
P M	P M	A M	[LEAVE] [ARRIVE	A M	P M
§5 36	†3 00	*8 06	.... Louisville	10 39	7 11
6 03	5 27	8 33	... New Albany ...	10 12	8 44
8 30	5 30	10 15	..... Orleans	8 10	5 05
9 15	6 10	10 55	... French Lick...	*7 15	*4 00
P M	P M	A M	ARRIVE] [LEAVE	A M	P M

INDIANAPOLIS AND FRENCH LICK.
Vandalia R.R. and Monon Route, via Gosport Junction.

11	9	STATIONS.	12	10
A M	P M		A M	A M
*8 00	*4 55	lve.. Indianapolis...arr.	6 20	10 15
9 50	6 19	lve.. Gosport Junc..arr.	4 50	8 36
10 20	6 58	lve.. Bloomington..arr.	4 10	7 55
11 45	7 57	lve..... Bedford ....arr.	3 10	6 57
12 30	8 30	arr..... Orleans ....lve.	2 55	6 30
1 10	9 15	arr... French Lick..lve.	*1 55	*5 45
P M	P M		P M	A M

CINCINNATI AND FRENCH LICK.
Via B. & O. S. W. Ry. and Monon Route, via Mitchell.

	Nos. 1-11	STATIONS.	Nos. 12-2
		[LEAVE] [ARRIVE	
	*9 00 A M	.....Cincinnati.....	6 00 P M
	12 16 Noon	.....Mitchell.....	2 50 P M
	1 10 P M	....French Lick....	*1 55 P M
		ARRIVE] [LEAVE	

ST. LOUIS AND FRENCH LICK.
Via B. & O. S. W. Ry. and Monon Route, via Mitchell.

No. 7	STATIONS.	8	No. 12
	LEAVE] [ARRIVE		
†1 45 A M	.....St. Louis.....	5 50	8 00 P M
6 06 A M	.....Vincennes.....	2 00	4 23 P M
8 00 A M	..... Mitchell.....	10 15	2 50 P M
8 10 A M	..... Orleans.....	10 07	2 35 P M
8 55 A M	....French Lick....	*9 10	*1 55 P M
	ARRIVE] [LEAVE	A M	

INDIANAPOLIS & LOUISVILLE RY.
(C. I. & L. Ry. Co., Lessee.)

No. 101	Mls.	May, 1909.	No. 102
†9 05 A M	0	lv... Wallace Jn ♁..ar.	4 10 P M
9 27 "	6.4	.....Cataract.....	3 43 "
9 50 "	12.9	..... Jordan ..... ♁	3 15 "
10 00 "	15.3	.....Beamer.....	3 05 "
10 15 "	19.1	.....Patricksburg... ♁	2 48 "
10 48 "	27.7	.....Clay City.... ♁	2 10 "
11 18 "	35.8	.....Howesville.....	1 36 "
11 40 "	42.0	.....Midland.....	1 08 "
12 45 A M	43.1	.....Vicksburg.....	1 02 P M
12 01 Noon	47.1	..... Victoria .... ♁	†12 45 Noon
	54.6	arr..Shirley Hill..lve.	

MICHIGAN CITY DIVISION.

67	9-37	53	Ms.	May, 1909.	14-30	54
P M	A M	A M		[LEAVE] [ARRIVE	P M	P M
*7 00	*9 05	†7 00	0	+.. Michigan City.. ♁	8 00	5 00
7 40	9 23	7 25	9	.....Otis..... ♁	7 40	4 20
8 00	9 32	7 40	13	.....Westville..... ♁	7 31	3 55
8 11	9 37	7 53	15	..... Alida ..... ♁	7 26	3 15
8 21	9 40	8 05	17	.....Haskell's..... ♁	7 21	3 00
8 40	9 48	8 20	21	..... Wanatah ..... ♁	7 12	2 40
8 59	9 52	8 45	22	... South Wanatah .. ♁	7 08	2 30
9 22	10 05	9 30	28	..... La Crosse .... ♁	6 54	1 50
9 38	10 12	9 50	31	.....Wilders..... ♁	6 47	1 35
— —	10 13	— —	32	.....Riverside.....	6 44	— —
10 05	10 25	10 25	36	.....San Pierre..... ♁	6 35	1 10
10 45	10 41	11 20	44	..... Medaryville .... ♁	6 16	12 30
11 20	10 53	11 59	51	.....Francesville .... ♁	6 01	11 59
12 05	11 10	12 30	60	arr..... Monon ♁ ...lve.	*6 41	†11 20
Night	12 25	Noon	...	arr... LaFayette... lve.	*4 30	†8 45
.....	2 20	.....	...	arr... Indianapolis.. lve.	*3 10	†7 00
.....	5 40	.....	...	..... Cincinnati	*1200	†3 00
.....	P M	.....	...	ARRIVE] [LEAVE	Noon	A M

BEDFORD AND BLOOMFIELD BRANCH.

67	Mls.	May, 1909.	68
A M		[LEAVE] [ARRIVE	P M
†7 25	0	+.....Bedford.... ♁	4 00
7 38	3.9	.....Dark Hollow.....	3 30
7 43	5.5	.....Reed.....	3 20
7 47	6.5	.....Avoca.....	3 10
8 02	11.0	.....Springville.... ♁	2 45
8 14	14.8	.....Armstrong.....	2 25
8 28	18.9	.....Owensburg.... ♁	2 03
8 38	22.3	.....Dresden.....	1 45
8 43	23.8	.....Robinson.....	1 38
8 52	26.3	.....Koleen..... ♁	1 25
8 57	28.0	.....Rockwood.....	1 18
9 02	29.7	.....Mineral City.....	1 07
9 17	34.3	+.... Bloomfield.... ♁	12 43
9 23	36.0	.....Elliston..... ♁	12 33
9 45	40.5	.....Switz City... ♁	12 10
10 22	46.5	.....Linton..... ♁	†1100
A M		ARRIVE] [LEAVE	A M

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; § Sunday only; *a* stops to take passengers for Indianapolis and beyond; *e* stops to leave passengers from Chicago, Springfield, Decatur, St. Louis and beyond; *g* stops to leave passengers from Chicago; *m* stops to leave passengers from Indianapolis and beyond; *s* stops Sunday only; *y* on Sunday leaves St. Louis 1 00 a.m.

+ Coupon stations.

♁ Telegraph stations.

ORLEANS, WEST BADEN AND FRENCH LICK BRANCH.

No. 9	No. 27	No. 11	No. 23	No. 21	No. 19	Ms	October 10, 1909.	No. 10	No. 20	No. 22	No. 12	No. 26	No. 28
*8 30 P M	*6 30 P M	*1230 Noon	*1015 A M	*8 15 A M	*6 15 A M	0	lve.....+ Orleans ♁ ....arr.	6 30 A M	8 00 A M	9 50 A M	2 35 P M	4 45 P M	10 00 P M
8 48 "	6 49 "	12 46 Noon	10 31 "	8 31 "	6 33 "	8	+..... Paoli ..... ♁	6 12 "	7 42 "	9 34 "	2 19 "	4 27 "	9 42 "
8 57 "	6 58 "	— —	10 38 "	8 38 "	— —	11	..... Glass Rock	6 03 "	7 33 "	9 27 "	2 12 "	4 18 "	— —
9 10 "	6 05 "	1 05 P M	10 50 "	8 50 "	6 55 "	17	+..West Baden Springs.. ♁	5 50 "	7 20 "	9 15 "	2 00 "	4 05 "	9 20 "
9 15 P M	6 10 P M	1 10 P M	10 55 A M	8 55 A M	7 00 A M	18	ar.+ French Lick Springs ♁ lv..	*5 45 A M	*7 15 A M	*9 10 A M	*1 55 P M	*4 00 P M	*8 15 P M

MARIETTA, COLUMBUS & CLEVELAND RAILROAD.

H. H. Isham, President, Marietta, O.
J. A. Powers, Vice-President, Marietta, O.
H. A. Clare, Treasurer, Marietta, O.
E. A. Epler, Auditor, "
J. C. Riddell, Gen. Mgr., "

52	32	4	2	Ms.	March 21, 1909.	Mls	3	5	21	41
....	....	P M	A M	....	LVE.] (Cent. time.) [ARR.	....	Noon	P M	....	....
....	....	†2 10	†8 15	0	+ .... Marietta[1] ... ♂	44.5	12 25	6 15	....	....
....	....	2 13	8 18	0.3	.... West Marietta	44.2	12 22	6 12	....	....
....	....	– –	– –	3.2	....Moore's Junc.. ♂	41.3	– –	– –	....	....
....	....	2 22	8 28	3.9	..... Clearys.....	40.6	12 12	6 03	....	....
....	....	2 30	8 35	6.0	..... Tunnel.....	38.5	12 04	5 54	....	....
....	....	2 33	8 38	7.5	..... McAvan	37.0	12 00	5 50	....	....
....	....	2 39	8 44	9.5	..... Fleming	35.0	11 55	5 45	....	....
....	....	2 42	8 47	11.1	..... Henry.....	33.4	11 52	5 42	....	....
....	....	2 48	8 53	13.0	..... Vincent ..... ♂	31.5	11 46	5 36	....	....
....	....	2 54	8 58	15.5	..... Napier	29.0	11 40	5 30	....	....
....	....	2 59	9 05	17.6	..... Dunbar	26.9	11 35	5 25	....	....
....	....	3 02	9 08	18.6	..... Qualey.....	25.9	11 32	5 22	....	....
....	....	3 06	9 12	20.2	..... Cutler	24.3	11 28	5 18	....	....
....	....	3 11	9 17	22.5	..... Morris	22.0	11 22	5 12	....	....
....	....	3 17	9 23	25.0	..... Big Run.....	19.5	11 17	5 07	....	....
....	....	3 22	9 28	26.7	..... Broadwell	17.8	11 12	5 02	....	....
....	....	3 28	9 34	29.0	..... Utley.....	15.5	11 06	4 56	....	....
P M	A M	3 32	9 38	31.0	.....Curtis Junc.....	13.5	11 02	4 52	A M	P M
†4 52	†11 02	3 37	9 38	31.0	lve..Curtis Junc..arr.	3.5	11 02	4 52	9 38	3 32
5 02	11 12	3 42	9 53	33.5	..... Lathrop	1.0	10 47	4 37	9 23	3 17
5 07	11 17	3 47	9 58	34.5	.....Sharpsburg... ♂	0	†10 42	†4 32	†9 18	†3 12
P M	A M	P M	A M	....	ARRIVE] [LEAVE	....	A M	P M	A M	P M
....	....	3 36	9 42	32.5	..... Amesville..... ♂	12.0	10 58	4 48	....	....
....	....	3 42	9 49	35.0	..... Hines.....	9.5	10 51	4 41	....	....
....	....	3 45	9 52	36.5	..... Federal	8.0	10 49	4 39	....	....
....	....	3 49	9 56	38.5	..... Lewis.....	6.0	10 43	4 33	....	....
....	....	3 54	10 03	40.0	..... Burnnfield.....	4.5	10 40	4 30	....	....
....	....	3 59	10 08	42.5	.....Bishopville.....	2.0	10 36	4 26	....	....
....	....	4 06	10 15	44.5	..... Palos[2] ..... ♂	0	†10 30	†4 20	....	....
....	....	P M	A M	....	ARRIVE] [LEAVE	....	A M	P M	....	....
....	....	6 45	2 00	....	Columbus (O.C. Lines)	....	7 45	12 01	....	....
....	....	10 50	6 10	....	Toledo..... "	....	3 50	7 50	....	....
....	....	6 45	8 40	....	Detroit ..... "	....	10 35	A M	....	....
....	....	A M	P M	....	ARRIVE] [LEAVE	....	P M	....	....	....
....	....	7 30	1 20	....	Chicago. (L.S. & M.S. Ry.)	....	8 30	10 50	....	....
....	....	A M	A M	....	ARRIVE] [LEAVE	....	P M	P M	....	....

Trains marked † run daily, except Sunday.

+ Coupon station; ♂ Telegraph stations.

Connections.—[1] With Baltimore & Ohio R.R. and Pennsylvania Co. [2] With Ohio Central Lines.

WEST VIRGINIA NORTHERN RAILROAD COMPANY.

J. H. Weaver, President, Philadelphia, Pa.
Henry Hanst, General Manager Tunnelton, W.Va.
J. E. Wilkinson, G. F. & P. A., Philadelphia, Pa.
Stewart Frazer, Sec'y & Treas., Philadelphia, Pa.
Martin Griffin, Master Mech., Kingwood, W.Va.
O. F. Shaw, Roadmaster, Kingwood, W.Va.
Philadelphia Offices—731 Land Title Building.

No. 3	No. 1	Mls.	October 14, 1907.	No. 2	No. 4
....	....	....	LEAVE] [ARRIVE	....	....
†1 45 P M	†6 50 A M	0	.....Kingwood.....	9 45 A M	5 35 P M
1 51 "	6 56 "	1.7	.....Snider.....	9 40 "	5 30 "
2 05 "	7 10 "	3.0	.....Irona.....	9 32 "	5 21 "
2 15 "	7 20 "	4.6	.....Mattingly.....	9 25 "	5 15 "
2 20 "	7 25 "	5.7	.....Howesville.....	9 22 "	5 12 "
2 25 "	7 30 "	6.7	.....Mountain View.....	9 19 "	5 09 "
2 30 "	7 35 "	7.3	.....Jessop.....	9 15 "	5 05 "
2 42 "	7 47 "	9.4	.....Marion	9 05 "	4 55 "
2 50 P M	7 55 A M	10.4	.....Tunnelton[1]	†9 00 A M	†4 50 P M
....	....	....	ARRIVE] [LEAVE	....	....
4 47 P M	10 18 A M	40	...Mountain Lake Park...	7 06 A M	3 26 P M
4 55 P M	10 27 A M	44	.....Deer Park.....	6 59 A M	3 19 P M
6 00 P M	12 15 Noon	92	.....Cumberland.....	5 12 A M	1 35 P M
8 48 P M	3 08 P M	289	.....Harper's Ferry.....	2 50 A M	10 42 A M
10 25 P M	4 42 P M	244	.....Washington.....	12 40 Night	9 10 A M
11 30 P M	5 50 P M	284	.....Baltimore.....	11 05 P M	8 00 A M
....	....	....	ARRIVE] [LEAVE	....	....
3 50 A M	8 19 P M	380	.....Philadelphia.....	8 31 P M	4 15 A M
6 32 A M	10 40 P M	470	.....New York.....	6 50 P M	1 30 A M
....	....	....	ARRIVE] [LEAVE	....	....
....	6 25 P M	180	.....Pittsburg.....	10 00 P M	8 10 A M
....	....	....	ARRIVE] [LEAVE	....	....
1 45 A M	5 35 P M	329	.....Cincinnati.....	6 35 P M	....
....	....	....	ARRIVE] [LEAVE	....	....
1 40 P M	7 28 A M	670	.....St. Louis.....	9 00 A M	....
....	....	....	ARRIVE] [LEAVE	....	....
....	8 30 A M	596	.....Chicago.....	10 40 A M	....
....	....	....	ARRIVE] [LEAVE	....	....

Trains marked † run daily, except Sunday. *Eastern time.*

Connection.—[1] With Baltimore & Ohio R.R.

Line under construction between Kingwood and Morgantown (26 miles).

OHIO RIVER & WESTERN RAILWAY CO.

S. L. Mooney, Prest., Woodsfield, O.
J. Edward Hambleton, 1st V.-P., Baltimore, Md.
W. C. Mooney, 2d V.-P. and Treasurer, Woodsfield, O.
J. K. Geddes, Gen. Mgr., "
W. E. Mallory, Counsel, "
E. E. Mooney, Gen. Pat. & Pas. Agt., Woodsfield, O.
Chas. A. Brown, Auditor, "
J. K. Geddes, Chief Eng., Zanesville, O.
V. B. Stubbins, Mast. Mech., "
A. R. Doan, Roadmaster, Summerfield, O.

27-29	23-31	33-35	21	Ms	October 10, 1909.	20-22	26	24	34	30-28
P M	P M	P M	A M	...	LEAVE] [ARRIVE	P M		A M	Noon	A M
‡4 10	†4 10	†1 25	†9 40	0	.....Bellaire[1] .... ♂	3 10		8 40	12 30	9 25
4 20	4 20	1 39	9 50	2	..... Shadyside.....	3 00		8 30	12 05	9 15
4 29	4 29	1 47	9 59	6	.....Mapleton.....	2 52		8 22	11 57	9 07
4 37	4 37	1 59	10 07	9	.....Vallonia.....	2 44		8 13	11 45	8 59
4 46	4 48	2 35	10 16	12	..... Key	2 33		8 04	11 34	8 50
4 57	4 57	2 45	10 26	14	.....Jacobsburg	2 28		7 54	11 17	8 41
5 00	5 00	2 48	10 29	15	..... Kelsey.....	2 25		7 51	11 14	8 37
5 17	5 17	3 20	10 45	19	.....Captina ..... ♂	2 06		7 33	10 45	8 21
5 25	5 25	3 28	10 51	21	.....Armstrongs.....	2 00		7 27	10 19	8 15
5 31	5 31	3 40	10 58	23	.....Alledonia.....	1 47		7 13	10 05	8 02
5 40	5 40	3 49	11 07	26	..... Crabapple	1 38		7 04	9 51	7 53
5 52	5 52	4 10	11 18	29	.....Beallsville.... ♂	1 28		6 53	9 40	7 43
6 03	6 03	4 30	11 28	33	..... Jerusalem	1 17		6 42	9 20	7 32
6 10	6 10	4 45	11 35	35	..... Ozark	1 09		6 34	9 04	7 24
6 19	6 19	4 54	11 44	38	.....Coats	1 00	....	6 23	9 00	7 15
6 35	6 35	5 20	12 00	42	arr. } Woodsfield ♂ { lve.	†1 45	P M	†6 10	8 30	‡7 00
‡6 30	†6 20	†5 55	12 20	42	lve. } Woodsfield ♂ { arr.	11 35	8 40	A M	7 40	6 40
6 52	7 05	6 19	12 43	49	..... Lewisville .... ♂	11 12	8 20		7 05	6 20
7 04	7 17	6 32	12 55	53	..... Brister.....	11 00	8 08	....	6 32	6 07
7 08	7 25	6 36	1 00	54	..... Herlan.....	10 55	8 05	....	6 18	6 03
7 13	7 30	6 40	1 03	55	..... Doherty.....	10 50	8 58	32	6 07	5 58
7 18	7 38	6 45	1 08	57	.....Ethel.....	10 44	8 55	P M	6 01	5 52
7 26	7 52	6 54	1 19	59	.....Summerfield ... ♂	10 38	5 47	5 30	†5 55	5 48
7 38	8 03	7 05	1 31	63	.....Whigville.... ♂	10 23	5 32	5 01	A M	5 31
7 44	8 12	7 12	1 38	65	.....Mt. Ephraim.....	10 17	5 26	4 55	....	5 25
7 56	8 28	7 24	1 50	69	.....Sarahsville.... ♂	10 04	5 13	4 30	....	5 12
8 20	9 01	7 50	2 15	76	.....Caldwell[2] .... ♂	9 41	4 50	3 58	....	4 48
8 33	9 27	8 04	2 26	80	.....Belle Valley[3] . ♂	9 27	4 37	3 36	....	4 34
8 42	9 40	8 12	2 35	83	..... Hiramsburg.....	9 18	4 28	3 17		4 26
9 00	10 10	8 31	2 55	89	.....Cumberland[4] . ♂	8 59	4 10	2 55		4 07
9 14	10 24	8 45	3 09	94	...Sheppards Ridge....	8 45	3 58	2 24		3 48
9 20	10 39	8 52	3 17	96	.....Freeland..... ♂	8 34	3 45	2 13		3 42
9 29	10 55	9 01	3 28	99	.....Chandlersville.. ♂	8 25	3 38	1 56		3 33
9 34	11 00	9 06	3 31	100	..... Seawright	8 20	3 31	1 50		3 30
9 46	11 17	9 16	3 43	105	.....Carlwick.....	8 10	3 18	1 30		3 18
10 03	11 45	9 33	4 01	111	.....Mill Run..... ♂	7 53	2 58	1 06		2 58
10 05	11 48	9 35	4 03	111	..... B. Z. Tower.....	7 50	2 56	12 23		2 56
10 10	11 55	9 40	4 10	112	.....Zanesville[5] .. ♂	†7 45	†2 50	†12 15		‡2 50
A M	A M	A M	P M	...	ARRIVE] [LEAVE	A M	P M	Noon		P M

Daily, except Sunday. ‡Sundays only. ♂ Telegraph stations.

Central time.

Connections.—[1] With B. & O. R.R. and Cleve. & Pittsb. R.R. (Penna. Co.) [2] With Penna. Co. [3] With Penna. Co. [4] With B. & O. R.R. [5] With B. & O. R.R. and Cinc. & Musk. Val. Ry.

AU SABLE & NORTH-WESTERN RAILWAY COMPANY.

HENRY N. LOUD, President, Au Sable, Mich.
GEORGE A. LOUD, Vice-President, "
EDWARD F. LOUD, General Manager, "
H. KIMBALL LOUD, Secretary and Treasurer, "
GEO. B. LOUD, Auditor and Purchasing Agent, "
A. R. CODE, General Passenger Agent, "

.....	Pas'nger.	Mls	October 25, 1909.	Mls.	Pas'nger.	.....
.....	.....	....	LEAVE] [ARRIVE	....	.....	.....
.....	†7 30 A M	0	.....Au Sable[1] ..... / .....Oscoda.....	57	5 00 P M	.....
.....	8 10 "	10	.....Doan.....	47	4 15 "	.....
.....	8 15 "	12	.....Bisonnette.....	45	4 10 "	.....
.....	8 30 "	19	..... Bryant.....	38	3 55 "	.....
.....	8 35 "	21	.....Lott.....	36	3 44 "	.....
.....	8 45 "	24	.....Glennie.....	33	3 30 "	.....
.....	9 00 "	28	..... Bamfield	29	3 15 "	.....
.....	9 15 "	30	....Flat Rock Lodge....	27	3 05 "	.....
.....	9 25 "	34	..... Russell.....	23	2 50 "	.....
.....	9 40 "	40	.....Hardy.....	17	2 10 P M	.....
.....	9 52 "	45	.....McCollum.....	12	‡12 10 Noon	.....
.....	10 00 "	47	.....Millen.....	10	12 00 Noon	.....
.....	10 10 "	48	.....Dew.....	9	11 45 A M	.....
.....	10 30 A M	51	..... Comins	6	†11 15 A M	.....
.....	.....	57	.....Bonard.....	0	.....	.....
.....	.....	....	ARRIVE] [LEAVE	....	.....	.....

CURRAN BRANCH.

.....	Pas'nger.	Mls	October 25, 1909.	Mls.	Pas'nger.	.....
.....	†12 20 Noon	0	lve.....Hardy.....arr.	6	1 55 P M	.....
.....	1 00 P M	6	..... Curran	0	†1 25 P M	.....
.....	.....	....	arr.....Byers.....lve.	....	.....	.....

Trains marked † run daily, except Sunday. *Central time.*

Connection.—[1] With Detroit & Mackinac Ry.

TEXAS SHORT LINE RAILWAY.

F. E. Whittemore, Asst. Gen. Mgr. and Auditor, Grand Saline, Tex.

Train leaves **Grand Saline**[1] †12 30 noon, arrives **Hoyt**[2] (9 miles.) 1 15 p.m. Returning, leaves Hoyt †2 45 p.m., arrives Grand Saline 3 30 p.m.

Connections.—[1] With Texas & Pacific Ry. [2] With Missouri, Kansas & Texas Ry. *Central time.* *November*, 1909.

BERKELEY RAILROAD.

D. L. Risley, President, 320 Bartlett Bldg., Atlantic City, New Jersey.

Trains leave Chicora †4 00 p.m., Pinopolis †4 30 p.m., for **Monck's Corners**[1] (10 miles). Returning, leave Monck's Corners †5 50 p.m., Pinopolis †6 45 p.m. † Daily, except Sunday. *February*, 1906.

Connection.—[1] With Atlantic Coast Line R.R. *Eastern time.*

THE LAKE SHORE ELECTRIC RY. CO.

M. W. MOORE, President,
JNO. P. WITT, Secretary and Treasurer,
Cleveland, O. | F. W. COXE, Vice-President and General Manager, Sandusky, O.
" | A. G. KENNY, Auditor, "

CLEVELAND, ELYRIA, LORAIN, SANDUSKY, NORWALK AND TOLEDO.

Limited Trains — IN EFFECT SEPTEMBER 7, 1909.

[LEAVE	Mls			A M	A M	A M	P M	P M	P M	P M						A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	Night					
Cleveland	0			*7 30	*9 30	*11 30	*1 30	*3 30	*5 30	*7 30						*5 00	*6 00	*7 00	*8 00	*9 00	*10 00	*12 00	*12 00	*1 00	*2 00	*3 00	*4 00	*5 00	*6 00	*8 00	*7 00	*8 00	*9 00	*10 00	*11 15	*12 00					
Rocky River	8			8 00	10 00	12 00	2 00	4 00	6 00	8 00						5 38	6 38	7 38	8 38	9 38	10 38	11 38	12 38	1 38	2 38	3 38	4 38	5 38	6 38	8 38	7 38	8 38	9 38	10 38	11 45	12 30					
Eagle Cliff	15		A M	—	—	—	—	—	—	—	A M					A M	5 59	6 59	7 59	8 59	9 59	10 59	11 59	12 59	1 58	2 58	3 58	4 58	5 58	6 58	7 58	8 58	9 58	10 58	12 00	12 42					
Beach Park	20		*6 10	—	—	—	—	—	—	—	*5 05					*5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10	1 10	2 10	3 10	4 10	5 10	6 10	7 10	8 10	9 10	10 10	11 10	12 10	12 50					
Lorain	27		6 30	8 32	10 32	12 32	2 32	4 32	6 32	8 32	5 20					5 30	— —	7 30	8 25	9 30	10 30	11 30	12 25	1 30	2 30	3 30	4 25	5 30	6 25	7 30	8 25	9 30	10 30	11 25	12 30	Night					
Vermillion	37		6 52	8 51	10 51	12 51	2 51	4 51	6 51	8 51	A M					6 00	— —	8 00	— —	10 00	11 00	12 00	— —	2 00	3 00	4 00	— —	6 00	— —	8 00	— —	10 00	11 00	P M	12 50						
Ceylon Junc. arr.	46		7 07	9 07	11 07	1 07	3 07	5 07	7 07	9 07						6 20	7 20	8 20	9 10	10 20	11 20	12 20	1 10	2 20	3 20	4 20	5 10	6 20	7 20	8 20	9 10	10 20	11 20		Night						
Huron	49	A M			11 13		3 13		7 13							6 30	7 30	8 30	9 19	10 30	11 30	12 30	1 19	2 30	3 30	4 30	5 19	6 30	7 30	8 30	9 18	10 30	11 34							
Sandusky	60	*6 45	8 05	9 55	11 45	1 55	3 45	5 55	7 45	9 55						7 30	8 05	9 45	9 55	11 05	12 05	1 05	2 10	3 05	4 05	5 10	6 10	7 05	8 05	9 45	9 55	11 00	12 05							
Castalia	67	7 05	A M	A M	12 05	P M	4 05	P M	8 05	P M						7 50	A M	10 03	A M	A M	Noon	P M	2 30	P M	P M	5 30	6 30	P M	P M	10 04	P M	11 20	Night							
Vickery	74	7 18			12 18		4 18		8 18							8 03		10 14					2 43			5 43	6 43			10 13		11 36							
Fremont arr.	89	7 40			12 40		4 40		8 40							8 30		10 35					3 10			6 10	7 10			10 35		11 56							
Ceylon Junc. lve.	46		7 07	9 07		1 07		5 07		9 07						6 20		8 20		10 20	11 20	12 20		2 20	3 20	4 20		6 20	7 20	8 20		10 20	11 20							
Berlin Heights	49		7 16	9 16		1 16		5 16		9 16					A M	6 32		8 32		10 32	11 32	12 32		2 32	3 32	4 32		6 32	— —	8 32		— —	11 32							
Norwalk	58		7 45	9 45		1 45		5 45		9 45					*6 00	7 00		9 00		11 00	12 00	1 00		3 00	4 00	5 00		7 00	8 00	9 00		11 00	12 00							
Monroeville[5]	63		7 57	9 57		1 57		5 57		9 57					6 16	7 16		9 16		11 16	12 16	1 16		3 16	4 16	5 16		7 16	8 16	9 16		11 16	Night							
Bellevue[4]	71		8 10	10 10		2 10		6 10		10 10					6 36	7 36		9 36		11 36	12 36	1 36		3 36	4 36	5 36		7 36	8 36	9 36		11 36								
Clyde[3]	79		8 23	10 23		2 23		6 23		10 23	A M	A M	6 55	7 55		9 55				11 55	12 55	1 55		3 55	4 55	5 55		7 55	8 55	9 55		11 55								
Fremont[2]	87	7 40	8 40	10 40	12 40	2 40	4 40	6 40	8 40	10 40	*5 16	*6 16	7 16	8 16		10 16				12 16	1 16	2 16	3 16	4 16	5 16	6 16	7 16	8 16		9 16	10 16		12 16							
Gibsonburg Jn.	99	— —	— —	— —	— —	— —	— —	6 58	— —	*a* —	5 48	6 48	7 48	8 48		10 48				12 48	1 48	2 48	3 48	4 48	5 48	P M	7 48	P M		9 48	P M		Night							
Woodville	101	8 05	9 05	11 05	1 05	3 05	5 05	7 05	9 05	11 05	5 56	6 56	7 56	8 56		10 56				12 56	1 56	2 56	3 56	4 56	5 56		7 56			9 56										
Genoa	106	8 12	9 12	11 12	1 12	3 12	5 12	7 12	9 12	11 12	6 07	7 07	8 07	9 07		11 07				1 07	2 07	3 07	4 07	5 07	6 07		8 07			10 07										
Toledo[1]	121	8 50	9 50	11 50	1 50	3 50	5 50	7 50	9 50	11 50	7 00	8 00	9 00	10 00		12 00				2 00	3 00	4 00	5 00	6 00	7 00		9 00			11 00										
[ARRIVE		A M	A M	A M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M		Noon				P M	P M	P M	P M	P M	P M		P M			P M										

TOLEDO, NORWALK, SANDUSKY, LORAIN, ELYRIA AND CLEVELAND.

Limited Trains

[LEAVE			A M	A M	A M	P M	P M	P M	P M								A M		A M	A M	A M		Noon		P M	P M	P M	P M	P M	P M		P M	P M	P M	P M		
Toledo			*7 30	*9 30	*11 30	*1 30	*3 30	*5 30	*7 30								*6 00		*8 00	*9 00	*10 00		*12 00		*2 00	*3 00	*4 00	*5 00	*6 00	*7 00		*8 00	*9 00	*10 00	*11 30		
Genoa			8 08	10 08	12 08	2 08	4 08	6 08	8 08								6 45		8 45	9 45	10 45		12 45		2 45	3 45	4 45	5 45	6 45	7 45		8 45	9 45	10 45	12 14		
Woodville			8 17	10 17	12 17	2 17	4 17	6 17	8 17								6 56		8 56	9 56	10 56		12 56		2 56	3 56	4 56	5 56	6 56	7 56		8 56	9 56	10 56	12 21		
Gibsonburg Jn.			8 22	— —	12 22	2 22	— —	— —	— —							A M	A M	7 05	A M	9 05	10 05	11 05	Noon	1 05		3 05	4 05	5 05	6 05	7 05	8 05	P M	9 05	10 05	11 05	12 28		
Fremont arr.			8 40	10 40	12 40	2 40	4 40	6 40	8 40							*5 30	*6 30	7 35	*8 45	9 35	10 35	11 35	*1 45	1 35		3 35	4 35	5 35	6 35	7 35	8 35	*9 45	9 35	10 35	11 35	12 50		
Vickery				11 00		3 08		7 00								5 50	6 48		9 01					1 01			4 07	5 01				9 01	10 03					
Castalia		A M		11 10		3 10		7 10							A M	A M	6 10	7 02	A M	9 15	A M	Noon	P M	1 15	P M	P M	P M	4 18	5 15	P M		9 15	10 15	P M			P M	Night
Sandusky		*6 35		9 40	11 35	1 40	3 35	5 40	7 35	9 40						*5 20	*6 20	7 20	8 20	*9 20	10 20	*11 20	*12 20	*1 20	2 20	*3 20	*4 20	5 20	6 20	*7 20	*8 20	*8 20	9 40	10 40	*10 45			
Huron		7 04		A M	12 04	P M	4 04	P M	8 04	P M						5 54	6 54	7 54	8 54	9 54	10 54	11 54	12 54	1 54	2 54	3 54	4 54	5 54	6 54	7 54	8 54	9 54	P M	P M	11 12			
Ceylon Junc. arr.		7 14	A M		12 14		4 14		8 14							6 05	7 05	8 05	9 05	10 05	11 05	12 05	1 05	2 05	3 05	4 05	5 05	6 05	7 05	8 05	9 05	10 05			11 22			
Fremont lve.		*6 35	8 40		12 40		4 40		8 40							A M	*5 35		7 35		9 35	10 35	11 35		1 35	2 35	3 35		5 35	6 35	7 35		9 35	10 35				
Clyde		6 56	8 56		12 56		4 56		8 56								5 55		7 55		9 55	10 55	11 55		1 55	2 55	3 55		5 55	6 55	7 55		9 55	10 55				
Bellevue		7 10	9 10		1 10		5 10		9 10								6 18		8 18		10 18	11 18	12 18		2 18	3 18	4 18		6 18	7 18	8 18		10 18	11 18				
Monroeville		7 25	9 25		1 25		5 25		9 25								6 37		8 37		10 37	11 37	12 37		2 37	3 37	4 37		6 37	7 37	8 37		10 37	11 37				
Norwalk		7 45	9 45		1 45		5 45		9 45						*6 00		7 00		9 00		11 00	12 00	1 00		3 00	4 00	5 00		7 00	8 00	9 00		11 00	12 00				
Berlin Heights		8 04	10 04		2 04		6 04		10 04						6 24		7 24		9 24		11 24	12 24	1 24		3 24	4 24	5 24		7 24	— —	9 24			Night				
Ceylon Junc.	7 14	8 14	10 14	12 14	2 14	4 14	6 14	8 14	10 14					A M	6 35		7 35		9 35		11 35	12 35	1 35		3 35	4 35	5 35		7 35	— —	9 35							
Vermillion	7 28	8 28	10 28	12 28	2 28	4 28	6 28	8 28	10 28		A M		*5 45	6 55		7 55		9 55		11 55	12 55	1 55		3 55	4 55	5 55		7 55	— —	9 55	P M						
Lorain	7 50	8 50	10 50	12 50	2 50	4 50	6 50	8 50	10 50	A M	*5 25	A M	6 25	7 25		8 25	9 25	10 25	11 25	12 25	1 25	2 25	3 25	4 25	5 25	6 25	7 25	8 25	9 25	10 25	*11 30						
Beach Park	— —	— —	— —	— —	— —	— —	— —	— —	— —	*4 45	5 42	*6 12	6 42	7 42		8 42	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	5 42	6 42	7 42	8 42	9 42	10 42	11 50						
Eagle Cliff	— —	— —	— —	— —	— —	— —	— —	— —	— —	4 52	5 51	6 21	6 51	7 51		8 51	9 51	10 51	11 51	12 51	1 51	2 51	3 51	4 51	5 51	6 51	7 51	8 51	9 51	10 51	P M						
Rocky River	8 20	9 20	11 20	1 20	3 20	5 20	7 20	9 20	11 20	5 09	6 09	6 39	7 09	8 09		9 09	10 09	11 09	12 09	1 09	2 09	3 09	4 09	5 09	6 09	7 09	8 09	9 09	10 09	11 09							
Cleveland	8 50	9 50	11 50	1 50	3 50	5 50	7 50	9 50	11 50	5 45	6 45	7 15	7 45	8 45		9 45	10 45	11 45	12 45	1 45	2 45	3 45	4 45	5 45	6 45	7 45	8 45	9 45	10 45	11 45							
[ARRIVE	A M	A M	A M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M		A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M							

Connections.—1 With railroads diverging and with Det. & Cleve. Nav. Co. and Cleveland & Buffalo Steamboat Co. for all points on the great lakes. 2 With Lake Erie & West. R.R. 3 With Cleve. Cin. Chic. & St. Louis Ry. 4 With New York, Chic. & St. Louis R.R. 5 With Baltimore & Ohio R.R.

Beach Park and South Lorain Service.—Cars for Beach Park leave South Lorain at *6 40, *8 10, *10 10 a.m., *12 10 noon, *2 10, *4 10, *8 10 p.m. Cars for South Lorain leave Beach Park at *7 10, *9 10, *11 10 a.m., *1 10, *3 10, *5 10, *7 10 p.m.

SANDUSKY AND NORWALK.

IN EFFECT SEPTEMBER 7, 1909.

P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M		Mls.	[LEAVE]	[ARRIVE	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	
*1000	*8 30	*7 00	*5 30	*4 00	*2 30	*1 00	*11 30	*10 00	*8 30	*7 00	*5 30		0	**Sandusky**		6 30	8 00	9 30	11 00	12 30	2 00	3 30	5 00	6 30	8 00	9 30	11 00	
10 26	8 50	7 20	5 50	4 20	2 50	1 20	11 50	10 20	8 50	7 20	5 50		5	Bogart		6 10	7 40	9 10	10 40	12 10	1 40	3 10	4 40	6 10	7 40	9 10	10 40	
10 32	9 02	7 32	6 02	4 32	3 02	1 32	12 02	10 32	9 02	7 32	6 02	A M	9	Avery		5 56	7 26	8 56	10 26	11 56	1 26	2 58	4 26	5 56	7 26	8 56	10 26	
10 43	9 13	7 43	6 13	4 43	3 13	1 43	12 13	10 43	9 13	7 43	6 13	*5 10	12	Milan		5 48	7 18	8 48	10 18	11 48	1 18	2 48	4 18	5 48	7 18	8 48	10 18	11 50
11 00	9 30	8 00	6 30	5 00	3 30	2 00	12 30	11 00	9 30	8 00	6 30	5 25	18	**Norwalk**		*5 30	*7 00	*8 30	*10 00	*11 30	*1 00	*2 30	*4 00	*5 30	*7 00	*8 30	*10 00	*11 10
P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M				[ARRIVE]	[LEAVE	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M

Trains marked * run daily; *a* stops Saturday and Sunday only.

STANDARD—*Central time.*

GIBSONBURG BRANCH.—Leave **Gibsonburg Junction** for Gibsonburg (3.3 miles) *7 05, *8 23, *9 05, *10 05, *11 05 a.m., *12 23 noon, *1 05, *2 23, *3 05, *4 05, *5 05, *6 05, *7 05 p.m., and on Saturday and Sunday additional cars will leave at 8 05, 9 05, 10 05, 11 05 p.m., 12 28 night. Leave Gibsonburg for Gibsonburg Junction *6 35, *7 35, *8 35, *9 35, *10 35 a.m., *12 00, *12 35 noon, *1 35, *2 35, *3 35, *4 35, *5 35, *6 35 p.m., and on Saturday and Sunday additional cars leave at 7 35, 8 35, 9 35, 10 35 p.m., 12 10 night. Running time, 15 min.

THE OHIO ELECTRIC RAILWAY COMPANY.

General Offices—Traction Building, Cincinnati, O.

W. KESLEY SCHOEPF, President, Cincinnati, O.
DANA STEVENS, Vice-President, "
J. B. FORAKER, Jr., Vice-President, "
F. A. HEALY, Secretary and Treasurer, "
B. J. JONES, General Manager, Springfield, O.
A. BENHAM, Asst. General Manager, Dayton, O.
GAYLORD THOMPSON, Chief Engineer, Springfield, O.
E. L. KASEMEIER, Auditor, Springfield, O., and Cincinnati, O.
C. BURCKMYER, Purchasing Agt., Cincinnati, O.
J. M. BOYER, Claim Agent, Columbus, O.
FRANK P. EDSON, Tax and Land Agent, Van Wert, O.
W. R. POMERENE, Counsel, Columbus, O.
F. A. DURBIN, Counsel, Zanesville, O.

MARTIN & MARTIN, Counsel, Springfield, O.
McMAHON & McMAHON, Counsel, Dayton, O.
D. J. CABLE, Counsel, Lima, O.
W. B. RICHIE, Counsel, "
W. S. WHITNEY, Gen. Pas. Agt., Springfield, O.
J. C. FORESTER, Gen. Freight Agent, "
A. G. JENSEEN, Dist. Pas. and Fht. Agt., Toledo, O.
F. A. BURKHARDT, Dist. Pas. and Fht. Agt., Lima, O.
J. D. SADLER, Dist. Pas. & Fht. Agt., Columbus, O.
H. P. BLUM, Dist. Pas. and Fht. Agt., Dayton, O.
H. G. GILPIN, Superintendent, Lima, O.
N. C. DRAPER, Superintendent, Zanesville, O.
H. F. DICKE, Supt. Transportation, Lima, O.
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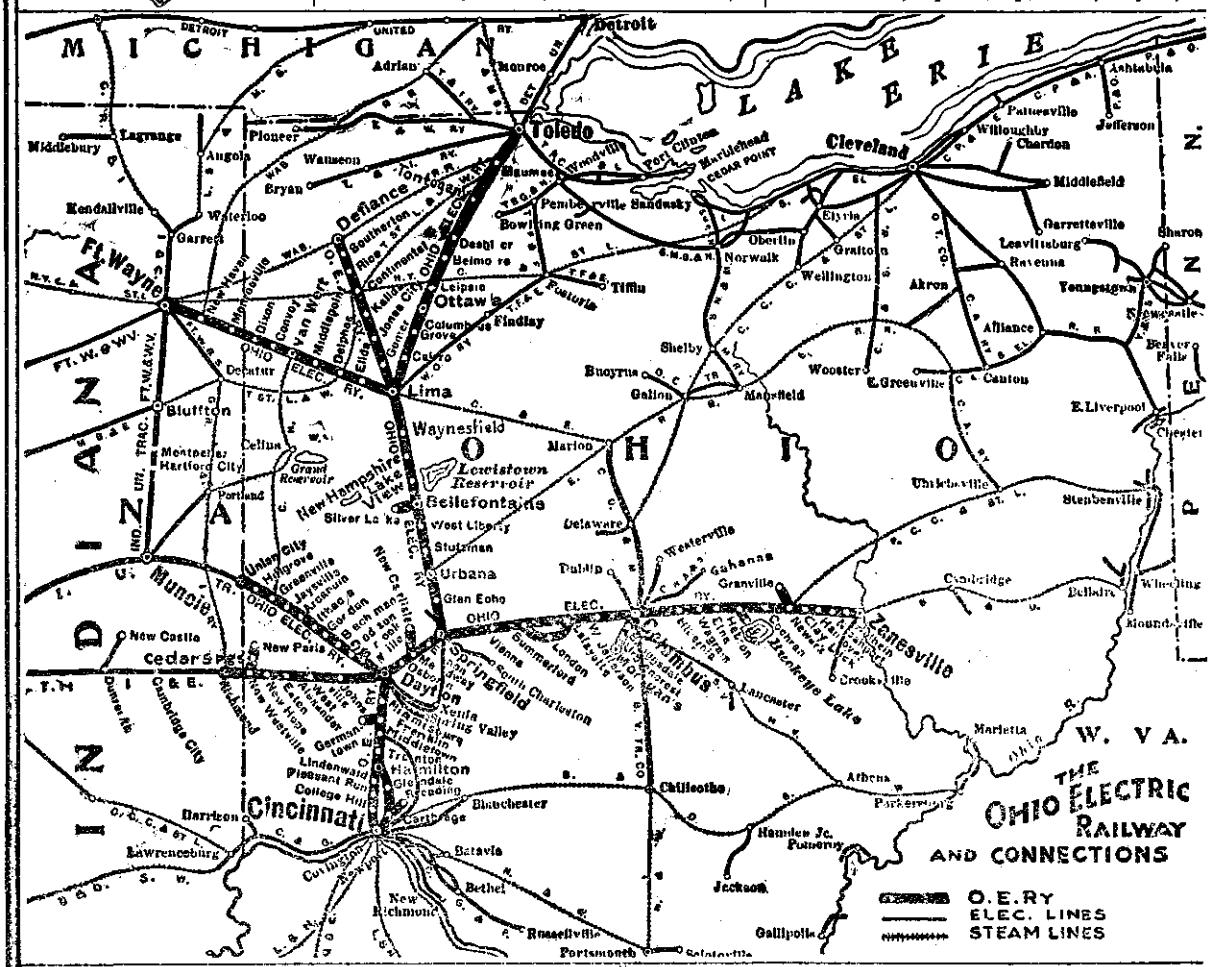
B. M. BROWN, Supt. Transportation, Dayton, O.



Limited Trains

FAST LIMITED TRAINS afford Quick and Clean Service between

DAYTON and INDIANAPOLIS
DAYTON and COLUMBUS
COLUMBUS and ZANESVILLE
LIMA and FORT WAYNE
LIMA and TOLEDO
LIMA and SPRINGFIELD

No Excess Fare

THE UNITED STATES Express Company

Operates over the Entire Line of this Company

FAST AND FREQUENT SERVICE
TO

Buckeye Lake and Lewistown Reservoir

BOATING :: BATHING :: FISHING
AMPLE HOTEL ACCOMMODATIONS

THE OHIO ELECTRIC RAILWAY COMPANY.

CINCINNATI-DAYTON DIVISION.

SOUTHBOUND.

December, 1900.

LEAVE	Ms					A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	And HALF-HOURLY thereafter until	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night
Dayton	0					*6 00	*6 30	*7 00	*7 30	*8 00	*8 30	*9 00	*9 30	*10 00	*10 30	*11 00	*11 30	*12 00		*2 00	*2 30	*3 00	*3 30	*4 00	*4 30	*5 00	*5 30	*6 00	*6 30	*7 00	*7 30	*8 00	*8 30	*9 00	*10 00	*11 00		*12 00
Carrmonte	3					6 15	6 45	7 15	7 45	8 15	8 45	9 15	9 45	10 15	10 45	11 15	11 45	12 15		2 15	2 45	3 15	3 45	4 15	4 45	5 15	5 45	6 15	6 45	7 15	7 45	8 15	8 45	9 15	10 15	11 15		12 15
Alexandersville	7					6 24	6 54	7 24	7 54	8 24	8 54	9 24	9 54	10 24	10 54	11 24	11 54	12 24		2 24	2 54	3 24	3 54	4 24	4 54	5 24	5 54	6 24	6 54	7 24	7 54	8 24	8 54	9 24	10 24	11 24		12 24
West Carrollton	8					6 25	6 55	7 25	7 55	8 25	8 55	9 25	9 55	10 25	10 55	11 25	11 55	12 25		2 25	2 55	3 25	3 55	4 25	4 55	5 25	5 55	6 25	6 55	7 25	7 55	8 25	8 55	9 25	10 25	11 25		12 25
Miamisburg	11					6 35	7 05	7 35	8 05	8 35	9 05	9 35	10 05	10 35	11 05	11 35	12 05	12 35		2 35	3 05	3 35	4 05	4 35	5 05	5 35	6 05	6 35	7 05	7 35	8 05	8 35	9 05	9 35	10 35	11 35		12 35
Chautauqua	15			A M	A M	6 46	7 16	7 46	8 16	8 46	9 16	9 46	10 16	10 46	11 16	11 46	12 16	12 46		2 46	3 16	3 46	4 16	4 46	5 16	5 46	6 16	6 46	7 16	7 46	8 16	8 46	9 16	9 46	10 46	11 46	Night	12 46
Franklin	17		A M	*5 25	*5 55	6 55	7 25	7 55	8 25	8 55	9 25	9 55	10 25	10 55	11 25	11 55	12 25	12 55		2 55	3 25	3 55	4 25	4 55	5 25	5 55	6 25	6 55	7 25	7 55	8 25	8 55	9 25	9 55	10 55	11 55	*1221	12 55
Middletown	23		*5 15	5 45	6 30	7 15	7 45	8 15	8 45	9 15	9 45	10 15	10 45	11 15	11 45	12 15	12 45	1 15		3 15	3 45	4 15	4 45	5 15	5 45	6 15	6 45	7 15	7 45	8 15	8 45	9 15	9 45	10 15	11 15	12 15	12 45	1 15
Engleside	26		5 24	5 54	6 39	7 24	7 54	8 24	8 54	9 24	9 54	10 24	10 54	11 24	11 54	12 24	12 54	1 24		3 24	3 54	4 24	4 54	5 24	5 54	6 24	6 54	7 24	7 54	8 24	8 54	9 24	9 54	10 24	11 24	12 24	12 54	1 24
Trenton	28		5 30	6 00	6 45	7 30	8 00	8 30	9 00	9 30	10 00	10 30	11 00	11 30	12 00	12 30	1 00	1 30		3 30	4 00	4 30	5 00	5 30	6 00	6 30	7 00	7 30	8 00	8 30	9 00	9 30	10 00	10 30	11 30	12 30	1 00	1 30
Busenbarks	30		5 37	6 07	6 52	7 37	8 07	8 37	9 07	9 37	10 07	10 37	11 07	11 37	12 07	12 37	1 07	1 37		3 37	4 07	4 37	5 07	5 37	6 07	6 37	7 07	7 37	P M	8 37	P M	9 37	P M	10 37	11 37	Night	A M	A M
Overpecks	32		5 40	6 10	6 55	7 40	8 10	8 40	9 10	9 40	10 10	10 40	11 10	11 40	12 10	12 40	1 10	1 40		3 40	4 10	4 40	5 10	5 40	6 10	6 40	7 10	7 40		8 40		9 40		10 40	11 40			
Ohlingers	34	A M	5 47	6 17	7 02	7 47	8 17	8 47	9 17	9 47	10 17	10 47	11 17	11 47	12 17	12 47	1 17	1 47		3 47	4 17	4 47	5 17	5 47	6 17	6 47	7 17	7 47		8 47		9 47		10 47	11 47			
Hamilton	37	*5 00	6 00	6 30	7 15	8 00	8 30	9 00	9 30	10 00	10 30	11 00	11 30	12 00	12 30	1 00	1 30	2 00		4 00	4 30	5 00	5 30	6 00	6 30	7 00	7 30	8 00		8 00		10 00		11 00	12 00			
Lindenwald	39	5 10	6 10	6 40	7 25	8 10	8 40	9 10	9 40	10 10	10 40	11 10	11 40	12 10	12 40	1 10	1 40	2 10		4 10	4 40	5 10	5 40	6 10	6 40	7 10	7 40	8 10		8 10		10 10		11 10	12 10			
Symmes	42	5 15	6 15	6 45	7 30	8 15	8 45	9 15	9 45	10 15	10 45	11 15	11 45	12 15	12 45	1 15	1 45	2 15		4 15	4 45	5 15	5 45	6 15	6 45	7 15	P M	8 15		8 15		10 15		11 15	Night			
Pleasant Run	44	5 21	6 22	6 52	7 37	8 22	8 52	9 22	9 52	10 22	10 52	11 22	11 52	12 22	12 52	1 22	1 52	2 22		4 22	4 52	5 22	5 52	6 22	6 52	7 22		8 22		8 22		10 22		11 22				
New Burlington	47	5 27	6 30	7 00	7 45	8 30	9 00	9 30	10 00	10 30	11 00	11 30	12 00	12 30	1 00	1 30	2 00	2 30		4 30	5 00	5 30	6 00	6 30	7 00	7 30		8 30		8 30		10 30		11 30				
Mount Healthy	49	5 35	6 37	7 07	7 52	8 37	9 07	9 37	10 07	10 37	11 07	11 37	12 07	12 37	1 07	1 37	2 07	2 37		4 37	5 07	5 37	6 07	6 37	7 07	7 37		8 37		8 37		10 37		11 37				
College Hill	51	5 40	6 42	7 12	7 57	8 42	9 12	9 42	10 12	10 42	11 12	11 42	12 12	12 42	1 12	1 42	2 12	2 42		4 42	5 12	5 42	6 12	6 42	7 12	7 42		8 42		8 42		10 42		11 42				
Cincinnati	55	5 55	6 55	7 25	8 10	8 55	9 25	9 55	10 25	10 55	11 25	11 55	12 25	12 55	1 25	1 55	2 25	2 55		4 55	5 25	5 55	6 25	6 55	7 25	7 55		8 55		8 55		10 55		11 55				
ARRIVE	...	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M		P M	P M	P M	P M	P M	P M	P M		P M		P M		P M		P M				

Germantown Trains—Leave Miamisburg 6 05 a.m. daily and hourly thereafter until 8 05 p.m., also 9 35, 10 35, 11 35 p.m. and 12 05 night.

NORTHBOUND.

LEAVE							A M		A M		A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	And HALF-HOURLY thereafter until	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night
Cincinnati							A M	*6 00		*7 00		*8 00	*8 30	*9 00	*9 30	*10 00	*10 30	*11 00	*12 30	*12 00	*12 30		*1 00	*1 30	*2 00		*4 00	*4 30	*5 00	*5 30	*6 00	*6 30	*7 00	*7 30	*8 00	*9 00	*10 00	*11 00	*12 00
College Hill							*5 47	6 17		7 17		8 17	8 47	9 17	9 47	10 17	10 47	11 17	11 47	12 17	12 47		1 17	1 47	2 17		4 17	4 37	5 17	5 37	6 17	6 37	7 17	7 37	8 17	9 17	10 17	11 17	12 34
Mount Healthy							5 52	6 22		7 22		8 22	8 52	9 22	9 52	10 22	10 52	11 22	11 52	12 22	12 52		1 22	1 52	2 22		4 22	4 52	5 22	5 52	6 22	6 52	7 22	7 52	8 22	9 22	10 22	11 22	12 38
New Burlington							6 00	6 30		7 30		8 30	9 00	9 30	10 00	10 30	11 00	11 30	12 00	12 30	1 00		1 30	2 00	2 30		4 30	5 00	5 30	6 00	6 30	7 00	7 30	8 00	8 30	9 30	10 30	11 30	12 45
Pleasant Run						A M	6 07	6 37		7 37		8 37	9 07	9 37	10 07	10 37	11 07	11 37	12 07	12 37	1 07		1 37	2 07	2 37		4 37	5 07	5 37	6 07	6 37	7 07	7 37	8 07	8 37	9 37	10 37	11 37	12 50
Symmes						*5 45	6 15	6 45		7 45	A M	8 45	9 15	9 45	10 15	10 45	11 15	11 45	12 15	12 45	1 15		1 45	2 15	2 45		4 45	5 15	5 45	6 15	6 45	7 15	7 45	8 15	8 45	9 45	10 45	11 45	12 57
Lindenwald						5 50	6 20	6 50		7 50	*8 20	8 50	9 20	9 50	10 20	10 50	11 20	11 50	12 20	12 50	1 20		1 50	2 20	2 50		4 50	5 20	5 50	6 20	6 50	7 20	7 50	8 20	8 50	8 50	10 50	11 50	1 02
Hamilton						6 00	6 30	7 00		8 00	8 30	9 00	9 30	10 00	10 30	11 00	11 30	12 00	12 30	1 00	1 30		2 00	2 30	3 00		5 00	5 30	6 00	6 30	7 00	7 30	8 00	8 30	9 00	10 00	11 00	12 00	1 10
Ohlingers						6 10	6 40	7 10		8 10	8 40	9 10	9 40	10 10	10 40	11 10	11 40	12 10	12 40	1 10	1 40		2 10	2 40	3 10		5 10	5 40	6 10	6 40	7 10	7 40	8 10	P M	9 10	10 10	11 10	12 10	A M
Overpecks						6 17	6 47	7 17		8 17	8 47	9 17	9 47	10 17	10 47	11 17	11 47	12 17	12 47	1 17	1 47		2 17	2 47	3 17		5 17	5 47	6 17	6 47	7 17	7 47	8 17		9 17	10 17	11 17	12 17	
Busenbarks	A M	A M	A M	A M	A M	6 22	6 52	7 22	A M	8 22	8 52	9 22	9 52	10 22	10 52	11 22	11 52	12 22	12 52	1 22	1 52		2 22	2 52	3 22		5 22	5 52	6 22	6 52	7 22	7 52	8 22		8 22	10 22	11 22	12 22	
Trenton	*4 30	*4 45	*5 00	*5 30	*6 00	6 30	7 00	7 30	*8 00	8 30	9 00	9 30	10 00	10 30	11 00	11 30	12 00	12 30	1 00	1 30	2 00		2 30	3 00	3 30		5 30	6 00	6 30	7 00	7 30	8 00	8 30		9 30	10 30	11 30	12 30	
Engleside	4 35	4 48	5 05	5 35	6 05	6 35	7 05	7 35	8 05	8 35	9 05	9 35	10 05	10 35	11 05	11 35	12 05	12 35	1 05	1 35	2 05		2 35	3 05	3 35		5 35	6 05	6 35	7 05	7 35	8 05	8 35		9 35	10 35	11 35	12 35	
Middletown	4 45	4 57	5 15	5 45	6 15	6 45	7 15	7 45	8 15	8 45	9 15	9 45	10 15	10 45	11 15	11 45	12 15	12 45	1 15	1 45	2 15		2 45	3 15	3 45		5 45	6 15	6 45	7 15	7 45	8 15	8 45		9 45	10 45	11 45	12 45	
Franklin	5 05	5 15	5 35	6 05	6 35	7 05	7 35	8 05	8 35	9 05	9 35	10 05	10 35	11 05	11 35	12 05	12 35	1 05	1 35	2 05	2 35		3 05	3 35	4 05		6 05	6 35	7 05	7 35	8 05	P M	9 05		10 05	11 05	12 05	Night	
Chautauqua	5 13	A M	5 43	6 13	6 43	7 13	7 43	8 13	8 43	9 13	9 43	10 13	10 43	11 13	11 43	12 13	12 43	1 13	1 43	2 13	2 43		3 13	3 43	4 13		6 13	6 43	7 13	7 43	8 13		9 13		10 13	11 13	Night		
Miamisburg	5 25		5 55	6 25	6 55	7 25	7 55	8 25	8 55	9 25	9 55	10 25	10 55	11 25	11 55	12 25	12 55	1 25	1 55	2 25	2 55		3 25	3 55	4 25		6 25	6 55	7 25	7 55	8 25		9 25		10 25	11 25			
West Carrollton	5 34		6 04	6 34	7 04	7 34	8 04	8 34	9 04	9 34	10 04	10 34	11 04	11 34	12 04	12 34	1 04	1 34	2 04	2 34	3 04		3 34	4 04	4 34		6 34	7 04	7 34	8 04	8 34		9 34		10 34	11 34			
Alexandersville	5 35		6 05	6 35	7 05	7 35	8 05	8 35	9 05	9 35	10 05	10 35	11 05	11 35	12 05	12 35	1 05	1 35	2 05	2 35	3 05		3 35	4 05	4 35		6 35	7 05	7 35	8 05	8 35		9 35		10 35	11 35			
Carrmonte	5 45		6 15	6 45	7 15	7 45	8 15	8 45	9 15	9 45	10 15	10 45	11 15	11 45	12 15	12 45	1 15	1 45	2 15	2 45	3 15		3 45	4 15	4 45		6 45	7 15	7 45	8 15	8 45		9 45		10 45	11 45			
Dayton	5 58		6 28	6 58	7 28	7 58	8 28	8 58	9 28	9 58	10 28	10 58	11 28	11 58	12 28	12 58	1 28	1 58	2 28	2 58	3 28		3 58	4 28	4 58		6 58	7 28	7 58	8 28	8 58		9 58		10 58	11 58			
ARRIVE	A M		A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M		P M	P M	P M		P M	P M	P M	P M	P M		P M		P M	P M			

Germantown Trains—Leave Germantown for Miamisburg daily 5 30 a.m. and hourly thereafter until 7 30 p.m., also 9 00, 10 00, 11 00 p.m. and 12 00 night. Running time, 23 minutes.

Trains marked * run daily.

Connections at Franklin for Red Lion and Lebanon.

CONNECTIONS.—At **Bellefontaine**—With Ohio Central Lines. At **Cincinnati**—With Cincinnati & Columbus Traction Co., Cincinnati, Georgetown & Portsmouth R.R., Cincinnati, Lawrenceburg & Aurora Electric Co., Cincinnati, Milford & Loveland Traction Co., Baltimore & Ohio Southwestern R.R., Chesapeake & Ohio Ry., Chicago, Cincinnati & Louisville R.R., Cincinnati & Muskingum Valley R.R., Cincinnati, New Orleans & Texas Pacific Ry., Louisville & Nashville R.R. and Norfolk & Western Ry. At **Columbus**—With Columbus, Delaware & Marion Ry., Scioto Valley Traction Co., Baltimore & Ohio R.R., Baltimore & Ohio Southwestern R.R., Cleveland, Akron & Columbus Ry., Hocking Valley Ry., Norfolk & Western Ry. and Ohio Central Lines. At **Continental**—With New York, Chicago & St. Louis R.R. and Toledo, St. Louis & Western R.R. At **Dayton**—With Dayton & Troy Electric Ry., Dayton, Covington & Piqua Traction Co., Dayton & Xenia Transit Co. and Erie R.R. At **Defiance**—With Baltimore & Ohio R.R. and Wabash R.R. At **Delphos**—With Toledo, St. Louis & Western R.R. At **Deshler**—With Baltimore & Ohio R.R. and Cincinnati, Hamilton & Dayton Ry. At **Fort Wayne**—With Fort Wayne & W. V. Tr. Co., Fort Wayne & Springfield Ry. Co., Toledo & Chicago Int. Ry., Grand Rapids & Indiana R.R., Lake Erie & Western R.R., Lake Shore & Michigan Southern Ry., New York, Chicago & St. Louis R.R., Pennsylvania Lines and Wabash R.R. At **Granville**—With Ohio Central Lines. At **Greenville**—With Cincinnati Northern R.R. and Pittsburgh, Cincinnati, Chicago & St. Louis Ry. At **Hamilton**—With Ohio Traction Co. At **Hebron**—With Ohio Central Lines. At **Leipsic**—With New York, Chicago & St. Louis R.R. At **Lima**—With Western Ohio Ry., Chicago & Erie R.R., Cincinnati, Hamilton & Dayton R.R., Detroit, Toledo & Ironton R.R., Lake Erie & Western R.R. and Pennsylvania Lines. At **Richmond**—With T. H. I. & E. Tr. Co., Chicago, Cincinnati & Louisville R.R. and Grand Rapids & Indiana Ry. At **Springfield**—With Springfield & Xenia Traction Co., Springfield, Troy & Piqua Traction Co., Washington Traction Co., Detroit, Toledo & Ironton R.R. and Erie R.R. At **Urbana**—With Erie R.R. At **Union City**—With Indiana Union Traction Co. At **Van Wert**—With Cincinnati Northern R.R. At **Zanesville**—With Southeastern Ohio Ry. Light & Power Co.

THE OHIO ELECTRIC RAILWAY COMPANY.

DAYTON-RICHMOND DIVISION.

DECEMBER, 1909.

WESTBOUND.

——Limited Trains.—— (first three train columns)

[LEAVE	Ms													And HOURLY until		P M		P M	P M
Dayton	0	*7 55 A M	*12 55 Noon	*6 55 P M	....	....	*6 00 A M	*7 00 A M	*8 00 A M	*9 00 A M	*10 00 A M		*7 00 P M	*8 00	*9 00 P M	*10 00	*11 30
New Lebanon	11	⊡	⊡	⊡	....	....	6 40 ″	7 40 ″	8 40 ″	9 40 ″	10 40 ″		7 40 ″	8 40	9 40 ″	10 40	12 10
Johnsville	12				A M	A M	6 45 ″	7 45 ″	8 45 ″	9 45 ″	10 45 ″		7 45 ″	8 45	9 45 ″	10 45	12 15
West Alexandria	18	8 36 ″	1 36 P M	7 36 ″	*4 59	*5 59	6 59 ″	7 59 ″	8 59 ″	9 59 ″	10 59 ″		7 59 ″	8 59	9 59 ″	10 59	12 28
Eaton	24	8 45 ″	1 45 ″	7 45 ″	5 14	6 14	7 14 ″	8 14 ″	9 14 ″	10 14 ″	11 14 ″		8 14 ″	9 14	10 14 ″	P M	12 44
New Hope	29	– –	– –	– –	5 30	6 30	7 30 ″	8 30 ″	9 30 ″	10 30 ″	11 30 ″		8 30 ″	P M	10 30 ″	....	Night
New Westville	34	– –	– –	– –	5 40	6 40	7 40 ″	8 40 ″	9 40 ″	10 40 ″	11 40 ″		8 40 ″	....	10 40 ″	....	....
Richmond ...arr.	39	9 23 A M	2 23 P M	8 23 P M	5 57	6 57	7 57 A M	8 57 A M	9 57 A M	10 55 A M	11 57 A M		8 57 P M	....	10 57 P M	....	....

EASTBOUND.

——Limited Trains.—— (first three train columns)

[LEAVE	Ms			⊡									And HOURLY until		P M	P M	P M
Richmond	0	*10 55 A M	*4 55 P M	*9 55 P M	....	....	*6 00 A M	*7 00 A M	*8 00 A M	*9 00 A M	*10 00 A M	*11 00 A M		*7 00 P M	*8 00	*9 00	*11 00
New Westville	5	⊡	⊡	10 12 ″	....	....	6 20 ″	7 20 ″	8 20 ″	9 20 ″	10 20 ″	11 20 ″		7 20 ″	8 20	9 20	11 20
New Hope	10			10 18 ″	....	A M	6 30 ″	7 30 ″	8 30 ″	9 30 ″	10 30 ″	11 30 ″		7 30 ″	8 30	9 30	11 30
Eaton	16	11 29 ″	6 29 ″	10 29 ″	A M	*5 42	6 42 ″	7 42 ″	8 45 ″	9 42 ″	10 42 ″	11 42 ″		7 42 ″	8 42	9 42	11 42
West Alexandria	21	11 42 A M	6 42 ″	10 42 ″	*4 57	5 57	6 57 ″	7 57 ″	8 57 ″	9 57 ″	10 57 ″	11 57 A M		7 57 ″	8 57	9 57	11 57
Johnsville	27	– –	– –	10 54 ″	5 11	6 11	7 11 ″	8 11 ″	9 11 ″	10 11 ″	11 11 ″	12 11 Noon		8 11 ″	9 11	P M	P M
New Lebanon	29	– –	– –	10 57 ″	5 15	6 15	7 15 ″	8 15 ″	9 15 ″	10 15 ″	11 15 ″	12 15 ″		8 15 ″	9 15	....	....
Dayton	39	12 30 Noon	6 30 P M	11 30 P M	5 55	6 55	7 55 A M	8 55 A M	9 55 A M	10 55 A M	11 55 A M	12 55 Noon		8 55 P M	9 55	....	....
[ARRIVE					A M	A M									P M		

DAYTON-UNION CITY DIVISION.

P M	P M	P M	And HOURLY thereafter until	A M	A M	A M	A M	A M	A M	....	....	....	Ms	LEAVE] [ARRIVE	A M	A M	A M	A M	A M	A M	A M	Noon	And HOURLY thereafter until	P M	....	....	....
*11 00	*10 00	*9 00		*11 00	*10 00	*9 00	*8 00	*7 00	*6 00	....	....	....	0	**Dayton**	5 55	6 55	7 55	8 55	9 55	10 55	11 55	12 55		10 55	....	....	....
11 16	10 16	9 16		11 16	10 15	9 16	8 16	7 16	6 16	....	....	....	3	Fairview	5 39	6 39	7 39	8 39	9 39	10 39	11 39	12 39		10 39	....	....	....
11 20	10 20	9 20		11 20	10 20	9 20	8 20	7 20	6 20	....	....	....	5	Fort McKinley	5 35	6 35	7 35	8 35	9 35	10 35	11 35	12 35		10 35	....	....	....
11 31	10 31	9 31		11 31	10 31	9 31	8 31	7 31	6 31	....	....	....	8	Taylorsburg	5 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25		10 25	....	....	....
11 40	10 40	9 40		11 40	10 40	9 40	8 40	7 40	6 40	A M	A M	....	12	Salem	5 16	6 16	7 16	8 16	9 16	10 16	11 16	12 16		10 16	P M	Night	....
11 49	10 49	9 49		11 49	10 49	9 49	8 49	7 49	6 49	*5 49	*4 49	....	15	Brookville	*5 07	6 07	7 07	8 07	9 07	10 07	11 07	12 07		10 07	11 04	12 04	....
11 57	P M	9 57		11 57	10 57	9 57	8 57	7 57	6 57	5 57	4 57	....	17	Dodson	A M	5 59	6 59	7 59	8 59	9 59	10 59	11 59		9 59	10 59	11 59	....
11 59	....	9 59		11 59	10 59	9 59	8 59	7 59	6 59	5 59	4 59	....	18	Bachman	....	5 57	6 57	7 57	8 57	9 57	10 57	11 57		9 57	10 57	11 57	....
12 01	....	10 01		12 01	11 01	10 01	9 01	8 01	7 01	6 01	5 01	....	19	Wengerlawn	....	5 55	6 55	7 55	8 55	9 55	10 55	11 55		9 55	10 55	11 55	....
12 07	....	10 07		12 07	11 07	10 07	9 07	8 07	7 07	6 07	5 07	....	22	West Baltimore	....	5 51	6 51	7 51	8 51	9 51	10 51	11 51		9 51	10 51	11 51	....
12 12	....	10 12		12 12	11 12	10 12	9 12	8 12	7 12	6 12	5 12	....	24	Gordon	....	5 45	6 45	7 45	8 45	9 45	10 45	11 45		9 45	10 45	11 45	....
12 19	....	10 19		12 19	11 19	10 19	9 19	8 19	7 19	6 19	5 19	....	27	Ithaca	....	5 38	6 38	7 38	8 38	9 38	10 38	11 38		9 38	10 38	11 38	....
12 30	....	10 30		12 30	11 30	10 30	9 30	8 30	7 30	6 30	5 30	....	30	Arcanum	....	5 30	6 30	7 30	8 30	9 30	10 30	11 30		9 30	10 30	11 30	....
12 41	....	10 41		12 41	11 41	10 41	9 41	8 41	7 41	6 41	5 41	....	34	Abbottsville	....	5 19	6 19	7 19	8 19	9 19	10 19	11 19		9 19	10 19	11 19	....
12 44	....	10 44		12 44	11 44	10 44	9 44	8 44	7 44	6 44	5 44	A M	35	Jaysville	....	5 16	6 16	7 16	8 16	9 16	10 16	11 16		9 16	10 16	11 16	Night
1 00	....	11 00		1 00	12 00	11 00	10 00	9 00	8 00	7 00	6 00	*5 00	41	Greenville	....	*5 00	6 00	7 00	8 00	9 00	10 00	11 00		9 00	10 00	11 00	12 00
A M	....	11 09		1 09	12 09	11 09	10 09	9 09	8 09	7 09	6 09	5 09	46	Coletown	....	A M	5 49	6 49	7 49	8 49	9 49	10 49		8 49	9 49	10 49	11 49
....	....	11 19		1 19	12 19	11 19	10 19	9 19	8 19	7 19	6 19	5 19	51	Hillgrove	....	....	5 39	6 39	7 39	8 39	9 39	10 39		8 39	9 39	10 39	11 39
....	....	11 27		1 27	12 27	11 27	10 27	9 27	8 27	7 27	6 27	5 27	54	**Union City**	....	....	*5 30	*6 30	*7 30	*8 30	*9 30	*10 30		*8 30	*9 30	*10 30	*11 30
....	....	P M		P M	Noon	A M	A M	A M	A M	A M	A M	A M	...	ARRIVE] [LEAVE	....	....	A M	A M	A M	A M	A M	A M		P M	P M	P M	P M

SPRINGFIELD-LIMA DIVISION.

[LEAVE	Ms	....	....	A M	■A M	....	A M	....	A M	....	P M	■P M	....	P M	And every TWO HOURS thereafter until / HOURLY thereafter until	P M	....	P M
Lima	0	....	....	*6 00	*7 30	....	*9 00	....	*11 00	....	*1 00	*2 30	....	*3 00		*9 00	....	*11 00
South Warsaw	7	....	....	6 21	– –	....	9 21	....	11 21	....	1 21	– –	....	3 21		9 21	....	11 21
Waynesfield	12	....	....	6 33	7 54	....	9 33	....	11 33	....	1 33	2 54	....	3 33		9 33	....	11 33
New Hampshire	15	....	....	6 39	7 59	....	9 42	....	11 39	....	1 39	2 59	....	3 39		9 39	....	11 39
Lakeview	21	....	....	6 50	8 06	....	9 50	....	11 50	....	1 50	3 08	....	3 50		9 50	....	11 50
Russels Point	22	....	....	6 54	8 10	....	9 54	....	11 54	....	1 54	3 10	....	3 54		9 54	....	11 54
Huntsville	28	....	A M	7 05	8 19	A M	10 05	....	12 05	....	2 05	3 19	....	4 05		10 05	....	12 05
Bellefontaine	34	....	*6 20	7 20	8 30	*9 20	10 20	....	12 20	....	2 20	3 30	....	4 20		10 20	....	12 20
West Liberty	42	A M	6 42	7 42	8 49	9 42	10 42	Noon	12 42	P M	2 42	3 49	P M	4 42		10 42	P M	Night
Urbana	52	†5 45	7 10	8 10	9 12	10 10	11 10	*12 10	1 10	*2 10	3 10	4 12	*4 15	5 10		11 10	*11 50	....
Bowlusville	58	6 02	7 26	8 26	– –	10 26	11 26	12 26	1 26	2 26	3 26	– –	4 29	5 26		11 26	12 02	....
Springfield	66	6 22	7 47	8 47	9 45	10 47	11 47	12 47	1 47	2 47	3 47	4 45	4 50	5 47		11 47	12 20	....
[ARRIVE	...	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M		P M	Night	....

[LEAVE	A M	....	A M	A M	■A M	A M	A M	HOURLY thereafter until / And every TWO HOURS thereafter until	P M	■P M	P M	P M	P M	P M	P M	P M	P M
Springfield	†5 05	....	*6 05	*7 05	*8 05	*9 05	*10 05		*4 05	*5 06	*5 05	*6 06	*7 05	*8 05	*9 05	*10 05	*11 06
Bowlusville	5 24	....	6 27	7 27	– –	9 27	10 27		4 27	– –	5 27	6 27	7 27	8 27	9 27	10 27	11 27
Urbana	5 40	....	6 45	7 45	8 33	9 45	10 45		4 45	5 35	5 45	6 45	7 45	8 45	9 45	10 45	11 45
West Liberty	A M	A M	7 10	8 10	8 55	10 10	11 10		5 10	5 56	P M	7 10	P M	9 10	P M	11 10	P M
Bellefontaine	....	*5 35	7 35	8 32	9 13	10 35	11 35		5 35	6 13	....	7 35	....	9 35	....	11 35	....
Huntsville	....	5 50	7 50	A M	9 25	10 50	11 50		5 50	6 25	....	7 50	....	9 50	....	P M	....
Russels Point	....	6 02	8 02	....	9 32	11 02	12 02		6 02	6 32	....	8 02	....	10 02	....	....	....
Lakeview	....	6 06	8 06	....	9 36	11 06	12 06		6 06	6 36	....	8 06	....	10 06	....	....	....
New Hampshire	....	6 16	8 16	....	9 42	11 16	12 16		6 16	6 42	....	8 16	....	10 16	....	....	....
Waynesfield	....	6 21	8 21	....	9 44	11 21	12 21		6 21	6 47	....	8 21	....	10 21	....	....	....
South Warsaw	....	6 31	8 31	....	– –	11 31	12 31		6 31	– –	....	8 31	....	10 31	....	....	....
Lima	....	6 50	8 50	....	10 10	11 50	12 50		6 50	7 10	....	8 50	....	10 50	....	....	....
[ARRIVE	....	A M	A M	....	A M	A M	Noon		P M	P M	....	P M	....	P M	....	....	....

LIMA-DEFIANCE DIVISION. (Steam.)

Pas.	Pas.	Ms	*December*, 1909.	Pas.	Pas.
P M	A M	...	LEAVE] [ARRIVE	A M	P M
†5 00	†9 00	0	**Lima**	8 00	3 16
5 13	9 17	8	Gomer	7 47	2 55
5 21	9 28	11	**Jones City**	7 39	2 45
5 34	9 55	18	Kalida	7 26	2 25
5 39	10 05	20	**Dornington**	7 21	2 10
5 52	10 35	26	**Continental**	7 08	1 50
6 06	10 53	32	Southerton	6 52	1 20
6 30	11 15	40	**Defiance**	†6 30	†1 00
P M	A M	...	ARRIVE] [LEAVE	A M	P M

* Daily; † daily, except Sunday. ⊡ Dayton and Indianapolis through trains. New Paris trains connect with all Main Line trains at New Westville. Trains leaving Dayton and Richmond on the even hours carry baggage. Close connections at Carlisle Junction for New Carlisle. ■ Limited trains.

DAYTON-COLUMBUS DIVISION.

——Limited Trains.—— (left: the four columns before Ms; right: the four columns after [ARRIVE)

P M	P M	P M	And HOURLY thereafter until	A M	....	....	P M	Noon	A M	A M	Ms	LEAVE] [ARRIVE	A M	Noon	P M	P M	A M	A M	A M	A M	A M	And HOURLY thereafter until	Night		
*11 15	*9 55	*8 55		*4 55	....	....	*3 40	*12 40	*9 40	†6 40	0	**Columbus**	9 05	12 05	3 05	6 05	6 25	7 45	8 45	9 45	10 45		12 45		
11 50	10 30	9 30		5 30	....	....	– –	– –	– –	– –	9	Rome	– –	– –	– –	– –	5 59	7 19	8 19	9 19	10 19		12 19		
11 54	10 36	9 36		5 35	....	....	– –	– –	– –	– –	11	Alton	– –	– –	– –	– –	5 53	7 13	8 13	9 13	10 13		12 13		
12 00	10 41	9 41		5 41	....	....	– –	– –	– –	– –	14	Darby	– –	– –	– –	– –	5 48	7 07	8 07	9 07	10 07		12 07	A M	
12 04	10 46	9 46		5 45	....	....	4 18	1 18	10 18	7 18	16	West Jefferson	8 33	11 33	2 33	5 33	*5 45	7 04	8 04	9 04	10 04		12 04	1 00	
12 15	11 00	10 00		6 00	....	....	– –	– –	– –	– –	23	**Lafayette**	– –	– –	– –	– –	A M	6 49	7 49	8 49	9 49		11 49	12 46	
12 26	11 10	10 10		6 10	....	....	– –	– –	– –	– –	28	London	– –	– –	– –	– –	....	6 38	7 38	8 38	9 38		11 38	12 36	
12 34	11 21	10 21		6 21	....	....	– –	– –	– –	– –	32	**Summerford**	– –	– –	– –	– –	....	6 28	7 28	8 28	9 28		11 28	12 26	
12 38	11 28	10 28		6 28	A M	....	– –	– –	– –	– –	35	Brighton	– –	– –	– –	– –	....	6 20	7 20	8 20	9 20		11 20	12 20	
12 42	11 34	10 34		6 34	*5 35	....	– –	– –	– –	– –	38	Vienna	– –	– –	– –	– –	....	6 14	7 14	8 14	9 14		11 14	12 14	
12 47	11 43	10 43		6 43	5 43	....	– –	– –	– –	– –	43	Harmony	– –	– –	– –	– –	....	6 06	7 06	8 06	9 06		11 06	12 06	
1 00	12 00	11 00		7 00	6 00	A M	5 02	2 02	11 02	8 02	49	arr. **Springfield** .lve.	7 50	10 50	1 50	4 50	....	*5 50	6 50	7 50	8 50		10 50	11 50	Night
A M	Night	11 05		7 05	6 05	*4 55	5 05	2 05	11 05	8 05	49	lve. **Springfield** .arr.	7 47	10 47	1 47	4 47	....	A M	6 20	7 15	8 45		10 45	11 45	12 30
....	....	11 23		7 23	6 23	5 07	– –	– –	– –	– –	54	Durbin	– –	– –	– –	– –	....	....	6 03	6 57	8 27		10 27	11 27	12 15
....	....	11 28		7 31	6 28	5 12	– –	– –	– –	– –	57	Enon	– –	– –	– –	– –	....	....	5 58	6 50	8 22		10 21	11 21	12 11
....	....	11 32		7 34	6 32	5 15	– –	– –	– –	– –	59	Donnelsville	– –	– –	– –	– –	....	....	5 54	6 45	8 17		10 17	11 17	12 08
....	....	11 36		7 37	6 38	5 19	– –	– –	– –	– –	60	Medway	– –	– –	– –	– –	....	....	5 50	6 38	8 13		10 13	11 13	12 04
....	....	11 38		7 39	6 40	5 20	– –	– –	– –	– –	61	**Carlisle Junction**	– –	– –	– –	– –	....	....	5 48	6 36	8 11		10 11	11 11	12 02
....	....	11 43		7 46	6 47	5 26	– –	– –	– –	– –	65	Osborn	– –	– –	– –	– –	....	....	5 40	6 29	8 03		10 03	11 03	11 56
....	....	11 45		7 48	6 49	5 28	– –	– –	– –	– –	66	Fairfield	– –	– –	– –	– –	....	....	5 38	6 27	8 01		10 01	11 01	11 54
....	....	12 15		8 20	7 20	5 56	5 55	2 55	11 55	8 55	76	**Dayton**	†7 00	*10 00	*1 00	*4 00	....	....	*5 10	*6 00	*7 30		*9 30	*10 30	*11 30
....	....	Night		A M	A M	A M	P M	P M	A M	A M	...	ARRIVE] [LEAVE	A M	A M	P M	P M			A M	A M	A M		P M	P M	P M

THE OHIO ELECTRIC RAILWAY COMPANY.

DECEMBER, 1909.

COLUMBUS-ZANESVILLE DIVISION.

P M	P M	P M	P M	And Hourly thereafter until	A M	....	....	P M	P M	A M	A M	Ms	LEAVE / ARRIVE	A M	A M	P M	P M	A M	A M	A M	And Hourly thereafter until	P M	....	Night	....
								—Limited Trains—						—Limited Trains—											
*11 20	*10 06	*9 05	*8 05		*6 05	....	....	*4 00	*1 00	*10 00	†7 00	0	Columbus	8 55	11 55	2 55	5 55	6 20	8 00	9 00		11 00	....	12 55	....
11 42	10 31	9 31	8 31		6 31	....	....	—	—	—	—	6	Doney	—	—	—	—	5 55	7 31	8 33		10 31	....	12 31	....
11 49	10 38	9 38	8 38		6 38	....	....	—	—	—	—	9	Hibernia	—	—	—	—	5 47	7 23	8 23		10 23	....	12 23	....
11 54	10 43	9 43	8 43		6 43	....	....	—	—	—	—	11	Reynoldsburg	—	—	—	—	5 42	7 17	8 17		10 17	....	12 20	....
12 02	10 50	9 50	8 50		6 50	....	....	—	—	—	—	15	Wagram	—	—	—	—	5 34	7 10	8 10		10 10	....	12 12	....
12 08	10 57	9 57	8 57		6 57	....	....	—	—	—	—	17	Etna	—	—	—	—	5 28	7 04	8 04		10 04	....	12 05	....
12 19	11 05	10 05	9 05		7 05	....	....	—	—	—	—	22	Kirkersville	—	—	—	—	5 19	6 56	7 56		9 56	....	11 58	....
12 32	11 15	10 15	9 15		7 15	A M	A M	—	—	—	—	28	Hebron	—	—	—	—	5 07	6 45	7 47		9 45	P M	11 45	Night
1 00	11 40	10 40	9 45		7 45	*6 45	*5 45	5 05	2 05	11 05	8 05	37	Newark	7 45	10 45	1 45	4 45	†4 40	*6 20	7 20		9 20	10 15	11 20	12 15
A M	P M	P M	10 05		8 05	7 05	6 05	—	—	—	—	43	Caly Lick	—	—	—	—	A M	A M	6 55		8 55	9 55	10 55	11 55
....	....	....	10 07		8 07	7 07	6 07	—	—	—	—	44	Hanover	—	—	—	—	....	....	6 52		8 52	9 52	10 52	11 52
....	....	....	10 14		8 14	7 14	6 14	—	—	—	—	48	Black Hand	—	—	—	—	....	....	6 45		8 45	9 45	10 45	11 45
....	....	....	10 22		8 22	7 22	6 22	▣	▣	▣	▣	52	Nashport	▣	▣	▣	▣	....	....	6 36		8 36	9 36	10 36	11 36
....	....	....	10 28		8 28	7 28	6 28	—	—	—	—	55	Pleasant Valley	—	—	—	—	....	....	6 28		8 28	9 28	10 28	11 28
....	....	....	10 36		8 36	7 36	6 36	—	—	—	—	59	Holbein	—	—	—	—	....	....	6 18		8 18	9 18	10 18	11 18
....	....	....	10 55		8 55	7 55	6 55	5 55	2 55	11 55	8 55	64	Zanesville	†6 55	*9 55	*12 55	*3 55	....	....	*6 00		*8 00	*9 00	*10 00	*11 00
....	....	....	P M		A M	A M	A M	P M	P M	A M	A M	...	ARRIVE / LEAVE	A M	A M	Noon	P M	....	....	A M		P M	P M	P M	P M

Granville Trains leave Newark for Granville hourly from 5 00 a.m. to 11 00 p.m., and from Granville to Newark hourly from 5 30 a.m. to 11 30 p.m. First train each way annulled on Sunday. **Buckeye Lake Trains** leave Hebron daily, every half hour from 6 45 a.m. until 5 45 p.m. Returning, leave Buckeye Lake daily, every half hour from 7 00 a.m. to 6 00 p.m.

LIMA-TOLEDO DIVISION.

NORTHBOUND.

P M	P M	P M	▣ P M	P M	A M	▣ A M	A M	▣ A M	A M	....	Ms	LEAVE / ARRIVE	A M	A M	▣ A M	A M	P M	▣ P M	P M	P M	P M	....	....
*11 00	*8 15	*5 30	*4 15	*3 00	*1 00	*11 00	*10 15	*9 00	*7 15	*6 00	....	0	Lima (Depot)	7 05	8 35	9 50	11 45	1 45	2 26	3 46	5 46	8 25	8 00	10 45	....	....
11 19	8 35	5 51	4 32	3 20	1 20	11 20	10 32	9 20	7 32	6 20	....	7	Cairo	6 47	8 17	9 33	11 23	1 23	2 08	3 23	5 23	8 18	7 45	10 25	....	....
11 32	8 48	6 07	4 45	3 34	1 38	11 34	10 43	9 34	7 43	6 33	....	13	Columbus Grove	6 33	8 02	9 22	11 05	1 05	1 58	3 05	5 05	8 03	7 32	10 12	....	....
11 43	8 00	6 19	4 54	3 46	1 50	11 46	10 54	9 46	7 54	6 45	....	20	Ottawa	6 22	7 49	9 12	10 49	12 49	1 47	2 49	4 49	6 53	7 21	10 00	....	....
11 57	9 14	6 33	5 06	4 01	2 04	12 01	11 06	10 01	8 06	7 00	....	26	Leipsic	6 08	7 33	9 00	10 35	12 35	1 35	2 35	4 35	6 41	7 07	9 46	....	....
12 07	9 24	6 43	— —	4 12	2 13	12 12	— —	10 12	— —	7 10	A M	31	Belmore	5 58	7 23	— —	10 25	12 25	— —	2 25	4 25	— —	6 57	9 36	Night	....
12 16	9 32	6 52	5 22	4 21	2 21	12 21	11 22	10 21	8 22	7 19	*5 55	35	Deshler	*5 50	7 15	8 44	10 17	12 17	1 20	2 17	4 17	5 25	6 48	9 28	12 28	....
Night	9 44	7 04	5 34	4 34	2 34	12 34	11 35	10 34	8 35	7 32	6 08	41	Custar	A M	7 01	8 31	10 03	12 03	1 08	2 03	4 03	5 11	6 34	9 15	12 16	....
....	8 46	7 07	5 37	4 37	2 37	12 37	11 37	10 37	8 37	7 35	6 10	43	Milton	....	6 59	8 30	10 01	12 01	1 07	2 01	4 01	5 09	6 31	9 14	12 14	....
....	8 53	7 14	5 44	4 44	2 44	12 44	11 44	10 44	8 44	7 42	6 17	46	Weston	....	6 51	8 24	9 53	11 53	1 02	1 58	3 53	5 03	6 24	9 06	12 06	....
....	10 04	7 25	5 55	4 56	2 56	12 56	11 53	10 58	8 53	7 53	6 28	52	Tontogany	....	6 39	8 14	9 41	11 42	12 52	1 42	3 42	4 52	6 13	8 56	11 56	....
....	10 09	7 30	— —	5 02	3 02	1 02	— —	11 02	— —	7 58	6 34	55	Haskins Road	....	6 34	— —	9 36	11 37	— —	1 37	3 37	— —	6 03	8 51	11 51	....
....	10 15	7 36	— —	5 08	3 09	1 08	— —	11 08	— —	8 04	6 40	58	Waterville	....	6 29	— —	9 30	11 31	— —	1 31	3 31	— —	6 02	8 46	11 46	....
....	10 25	7 46	8 11	5 20	3 20	1 20	12 11	11 20	9 11	8 16	6 51	64	Maumee	....	6 19	7 55	9 20	11 20	12 33	1 20	3 20	4 33	5 49	8 34	11 34	....
....	10 45	8 05	8 25	5 45	3 40	1 40	12 25	11 40	9 25	8 35	7 10	72	Toledo	*6 00	*7 40	*9 00	*11 00	*12 15	*1 00	*3 00	*4 15	*5 30	*8 15	*11 15	....
....	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	...	ARRIVE / LEAVE	....	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	....

SOUTHBOUND

COLUMBUS-MORGAN DIVISION.

WESTBOUND.

LEAVE	Ms	....	....	A M	A M	And Hourly until	P M	P M	P M	P M	P M	P M
Columbus	0	A M	A M	†5 45	*6 20		*7 20	*8 20	*9 20	‖10 20	*11 20	*5 55
Greenlawn	3	†4 50	*5 36	6 01	6 34		7 34	8 34	9 34	10 34	11 34	6 08
Briggsdale	4	4 54	5 41	6 06	6 40		7 40	8 40	9 40	10 40	11 40	6 14
Big Run	5	4 57	5 45	6 10	6 44		7 44	8 44	9 44	10 44	11 44	6 18
Urbancrest	7	5 02	5 48	6 13	6 47		7 47	8 47	9 47	10 47	11 47	6 21
Grove City	8	5 08	5 54	6 18	6 53		7 53	8 53	9 53	10 53	11 53	6 27
Pleasant Corners	11	A M	6 04	A M	7 03		8 03	9 03	10 03	P M	12 03	P M
Miller's	13	....	6 09	....	7 09		8 08	9 08	10 08	....	12 08	....
Morgan's	15	....	6 15	....	7 15		8 15	9 15	10 15	....	12 15	....
[ARRIVE	....	....	A M	....	A M		P M	P M	P M	....	Night	....

EASTBOUND.

LEAVE	....	A M	....	A M	And Hourly until	P M	P M	P M	....	....
Morgan's	....	*5 20	....	*6 20		*8 20	*9 20	*10 20	....	....
Miller's	....	5 26	....	6 26		8 26	9 26	10 26	....	....
Pleasant Corners	A M	5 31	A M	6 31		8 31	9 31	10 31	P M	P M
Grove City	†5 10	5 42	†6 18	6 42		8 42	9 42	10 42	*6 28	‖10 53
Urbancrest	5 15	5 48	6 23	6 47		8 47	9 47	10 47	6 33	10 58
Big Run	5 18	5 52	6 26	6 50		8 50	9 50	10 50	6 36	11 01
Briggsdale	5 21	5 56	6 29	6 53		8 53	9 53	10 53	6 40	11 04
Greenlawn	5 26	6 01	6 34	6 58		8 58	9 58	10 58	6 45	11 08
Columbus	5 45	6 20	6 53	7 17		9 17	10 17	11 17	P M	P M
[ARRIVE	A M	A M	A M	A M		P M	P M	P M	....	....

LIMA-FORT WAYNE DIVISION.

WESTBOUND.

LEAVE	Ms	....	....	A M	....	A M	....	A M	P M	....	P M	....	P M	P M	P M	P M	....	....	....	....	....	....
Lima	0	....	....	*7 05	*8 15 A M	*9 05	*10 15 A M	*11 05	*1 05	*2 15 P M	*3 05	*4 15 P M	*5 05	*6 15	*8 05	*11 00	....	....	....	....	....	....
Elida	7	....	....	7 24	8 32	9 24	10 32	11 24	1 24	2 32	3 24	4 32	5 24	6 34	8 24	11 18	....	....	....	....	....	....
Auglaize	9	....	....	7 30	— —	9 31	— —	11 31	1 31	— —	3 31	— —	5 31	6 40	8 30	11 25	....	....	....	....	....	....
Delphos	15	....	....	7 46	8 45	9 44	10 45	11 44	1 44	2 45	3 44	4 46	5 44	6 50	8 40	11 34	....	....	....	....	....	....
Middlepoint	21	....	A M	7 58	8 55	9 58	10 55	11 58	1 58	2 55	3 58	4 55	5 58	7 05	8 52	11 46	....	....	....	....	....	....
Van Wert	28	....	*6 22	8 22	9 10	10 22	11 10	12 22	2 10	3 10	4 22	5 10	6 22	7 24	9 12	12 00	....	....	....	....	....	....
Convoy	36	....	6 39	8 39	9 27 A M	10 39	11 27 A M	12 39	2 38	3 27 P M	4 39	5 27 P M	6 39	P M	9 30	12 22	....	....	....	....	....	....
Dixon	42	A M	6 50	8 50	— —	10 50	— —	12 50	2 50	— —	4 50	— —	6 50	....	9 40	12 32	....	....	....	....	....	....
Monroeville	46	*5 40	7 02	9 02	9 42 »	11 02	11 42 A M	1 02	3 02	3 42 »	5 02	5 42 »	7 02	....	9 48	12 40	....	....	....	....	....	....
New Haven	58	6 05	7 30	9 30	10 02 »	11 30	12 02 Noon	1 30	3 30	4 02 »	5 30	6 02 »	7 30	....	10 12	Night	....	....	....	....	....	....
Fort Wayne	65	6 30	7 55	9 55	10 25 A M	11 55	12 25 Noon	1 55	3 55	4 25 P M	5 55	6 25 P M	7 55	....	10 40	....	....	....	....	....	....	....
[ARRIVE	....	A M	A M	A M	....	A M	....	P M	P M	....	P M	....	P M	....	P M	....	....	....	....	....	....	....

Limited. Limited. Limited.

EASTBOUND.

LEAVE	....	....	A M	....	A M	....	A M	P M	....	P M	....	P M	P M	P M	P M	....	....	....	....	....	....	....
Fort Wayne	....	....	*7 05	*8 20 A M	*9 05	*10 20 A M	*11 05	*1 05	*2 20 P M	*3 05	*4 20 P M	*5 05	*6 05	*8 05	*11 00	....	....	....	....	....	....	....
New Haven	....	....	7 30	8 40 »	9 30	10 40 »	11 30	1 30	2 40 »	3 30	4 40 »	5 30	6 30	8 28	11 22	....	....	....	....	....	....	....
Monroeville	....	....	7 56	8 59 »	9 56	10 59 »	11 56	1 56	2 59 »	3 56	4 59 »	5 56	6 56	8 51	11 45	....	....	....	....	....	....	....
Dixon	....	....	8 05	— —	10 05	— —	12 05	2 05	— —	4 05	— —	6 05	7 05	8 57	11 51	....	....	....	....	....	....	....
Convoy	A M	A M	8 15	9 14 A M	10 15	11 14 A M	12 15	2 15	3 14 P M	4 15	5 14 P M	6 15	7 15	9 06	12 01	....	....	....	....	....	....	....
Van Wert	*6 00	*7 15	8 38	9 30	10 38	11 30	12 38	2 38	3 30	4 38	5 30	6 38	7 38	9 25	12 18	....	....	....	....	....	....	....
Middlepoint	6 16	7 33	9 01	9 45	11 01	11 45	1 01	3 01	3 45	5 01	5 45	7 01	P M	9 45	Night	....	....	....	....	....	....	....
Delphos	6 28	7 46	9 14	9 56	11 14	11 56	1 14	3 14	3 56	5 14	5 56	7 14	....	10 03	....	....	....	....	....	....	....	....
Auglaize	6 37	7 55	9 22	— —	11 24	— —	1 28	3 28	— —	5 28	— —	7 26	....	10 08	....	....	....	....	....	....	....	....
Elida	6 45	8 05	9 35	10 10	11 35	12 10	1 35	3 35	4 10	5 35	6 10	7 35	....	10 17	....	....	....	....	....	....	....	....
Lima	7 05	8 30	9 55	10 25 A M	11 55	12 25 Noon	1 55	3 55	4 25 P M	5 55	6 25 P M	7 55	....	10 40	....	....	....	....	....	....	....	....
[ARRIVE	A M	A M	A M	....	A M	....	P M	P M	....	P M	....	P M	....	P M	....	....	....	....	....	....	....	....

Limited. Limited. Limited.

Trains marked * run daily; † daily, except Sunday; ‖ Saturday only. ▣ Limited trains connect with Granville cars at Pine and West Main Streets, Newark. ▣ Limited trains.

BAGGAGE may be checked through to all stations. An allowance of 150 pounds on each full ticket and 75 pounds on each half ticket will be handled free.

MORGANTOWN & KINGWOOD RAILROAD.

DAVIS ELKINS, Pres.
S. B. ELKINS, JR., Vice-President.
RICHARD ELKINS, Sec'y.
F. K. BRETZ, Gen. Mgr. & Pur. Agt.
CHAS. F. SUTHERLAND, G. F. & P. A.

T. F. BURK, Auditor.
W. K. WATSON, Car Accountant.
E. H. WINGROVE, Supervisor.
D. G. DESMOND, Master Mechanic.
C. W. MURPHY, Master Carpenter.
C. R. METZLER, Train Master.

General Offices—Morgantown, W. Va.

Trains marked * run daily.

....	19	17	15	Mls.	*May* 30, 1909.	16	18	20	....
....	P M	Noon	A M	....	LVE. *East. time.* ARR.	A M	P M	P M	....
....	*4 50	*12 50	*6 50	0	....**Morgantown**[1]...	11 30	5 29	9 47	....
....	4 57	12 57	6 57	1.9	.....Pool Rocks.....	11 23	5 22	9 40	....
....	4 59	12 59	6 59	2.4	.....Sabraton.....	11 21	5 20	9 38	....
....	5 04	1 04	7 04	3.8	.....Rock Forge.....	11 16	5 15	9 33	....
....	5 06	1 06	7 06	4.5	.....Richard.....	11 14	5 13	9 33	....
....	5 10	1 19	7 10	5.9	.....Dellslow.....	11 10	5 08	9 28	....
....	5 18	1 20	7 18	9.0	.....Sturgisson.....	11 02	5 01	9 21	....
....	5 28	1 31	7 28	12.5	.....Cascade.....	10 51	4 50	9 10	....
....	5 32	1 35	7 32	13.5	.....Masontown.....	10 47	4 46	9 06	....
....	5 38	1 41	7 38	15.2	.....Bretz.....	10 41	4 40	9 00	....
....	5 44	1 47	7 44	17.8	.....Reedsville.....	10 35	4 34	8 54	....
....	5 59	2 02	7 59	23.1	.....Manown.....	10 19	4 19	8 39	....
....	6 18	2 21	8 18	29.5	.....Kingwood.....	10 02	4 01	8 21	....
....	6 30	2 33	8 30	33.9	.....Albright.....	9 50	4 50	8 10	....
....	6 56	3 00	8 55	45.7	.....Manheim.....	9 25	4 25	7 45	....
....	7 00	3 05	9 00	47.4	.....Rowlesburg.....	9 22	4 22	7 42	....
....	7 01	3 06	9 01	47.9	..**M. & K. Junction**[3].	*9 20	*4 20	*7 40	....
....	P M	P M	A M	....	ARRIVE} {LEAVE	A M	P M	P M	....

Connections.—[1] and [3] With Baltimore & Ohio R.R.

DULUTH & NORTHERN MINNESOTA RAILWAY.

JOHN MILLEN, Vice-President and General Manager, Duluth, Minn.
R. N. MARBLE, Asst. G. M., Pur. Agt. & Gen. Fht. Agt., "
J. W. BAYLY, Asst. Aud. and in charge of Accts. & Gen. Pas. Agt., "
JOHN WHITE, General Superintendent, "
C. REYNOLDS, General Agent, Knife River, Minn.

No. 3	No. 1	Mls	*November* 1, 1908.	No. 2	No. 4
§8 40 A M	†8 45 A M	0	lve...**Knife River**[1]⊙arr.	4 45 P M	5 30 P M
8 59 "	9 12 "	6	.....**Stanley**.....⊙	4 25 "	5 15 "
9 19 "	9 30 "	15	..... **Summit** .....⊙	3 55 "	5 00 "
9 25 "	9 37 "	17	..... **Howlet** .....⊙	3 45 "	4 52 "
9 40 "	10 12 "	22	..... **Clark** .....⊙	3 25 "	4 41 "
9 51 "	10 32 "	27	..... **London** .....⊙	3 10 "	4 30 "
10 00 "	10 47 "	31	.....**Beaver**.....⊙	3 00 "	4 20 "
10 07 "	11 00 "	32	**North Branch Junction**⊙	2 50 "	4 11 "
10 12 "	11 05 "	33	.....**Lenox**.....⊙	2 45 "	4 07 "
10 21 "	11 15 "	37	.....**Scott**.....⊙	2 35 "	3 58 "
10 45 "	11 50 A M	45	.....**Lax Lake**.....⊙	2 00 "	3 28 "
11 00 A M	12 15 Noon	50	arr.....**Finland**⊙..lve.	†1 35 P M	§3 10 P M

† Daily, except Sunday; § Sunday only. ⊙ Telephone stations.

NORTH BRANCH LINE.

....	M	*November* 1, 1908.	....
....	0	lve...**No. Branch Jn**⊙arr.	....
....	2	...Cloudy Junction..⊙	....
....	6	arr.....**Zeno**.....lve.	....

SCOTT BRANCH.

....	M	*November* 1, 1908.	....
....	0	lve.....**Scott**⊙...arr.	....
....	3	.....Curry.....⊙	....
....	..	arr.....**Cedar** ⊙..lve.	....

Connection.—[1] With Duluth & Iron Range R.R. *Central time.*

MARINETTE, TOMAHAWK & WESTERN RAILWAY.

CHAS. H. GRUNDY, Superintendent, Tomahawk, Wis.

Main Line Division.—Train leaves Spirit Falls *a*5 00 p.m., arriving **Tomahawk**[1] (14.3 miles) 4 15 p.m.; leaves Tomahawk †8 25 a.m., Antigo Junction (23.2 miles) †9 05 a.m., arriving **Harrison**[2] (27.7 miles) 9 45 a.m. Returning, leaves Harrison †9 55 a.m., Antigo Junction †10 25 a.m., arriving Tomahawk †11 35 a.m.; leaves Tomahawk *a*1 00 p.m., arriving Spirit Falls 2 15 p.m.

Soo Division.—Trains leave **Tomahawk** †9 35 a.m., †3 50 p.m., arriving **Tomahawk Junction**[2] (5.4 miles) 9 55 a.m., 4 10 p.m. Returning, leave Tomahawk Junction †10 10 a.m., †4 25 p.m., arriving Tomahawk 10 30 a.m., 4 45 p.m. *March* 1, 1908.

† Daily, except Sunday; *a* Tuesday, Thursday and Saturday.

Connections.—[1] With Chicago, Milwaukee & St. Paul Ry. [2] With Chicago & North-Western Ry. [3] With Minneapolis, St. Paul & Sault Ste. Marie Ry. *Central time.*

GLENN SPRINGS RAILROAD.

H. S. SIMPSON, President, Glenn Springs, S.C.

During Summer season, commencing about June 1st, trains run as follows: Leaves Glenn Springs †9 00 a.m. for **Roebuck**[1] (10 miles), arriving at **Spartanburg**[2] (16 miles) via Char. & W. C. Ry. 10 00 a.m. Returning, leaves Spartanburg †3 55 p.m., arriving at Glenn Springs 5 00 p.m. † Daily, except Sunday. *Eastern time. February*, 1907.

Connections.—[1] With Charleston & West. Car. Ry. [2] With So. Ry.

SANDERSVILLE RAILROAD.

LOUIS COHEN, President and General Manager, Sandersville, Ga.

Trains leave **Sandersville**[1] *6 30, *10 45 a.m., *1 15, *6 15 p.m., arrive **Tennille**[2] (3.5 miles) 6 45, 11 00 a.m., 1 30, 6 30 p.m. Returning, leave Tennille *8 00, *11 30 a.m., *1 30, *7 55 p.m., arriving Sandersville 8 15, 11 45 a.m., 1 45, 7 50 p.m. * Daily. *April*, 1908.

Connections.—[1] With Southern Ry. [2] With Central of Georgia Ry. and Wrightsville & Tennille R.R. *Central time.*

WOODSTOCK RAILWAY.

J. G. PORTER, General Manager, Woodstock, Vt.

Trains leave Woodstock †10 40 a.m., †12 20 noon, †3 30, *5 20 p.m., arriving at **White River Junction**[1] + (14 miles) 11 15 a.m., 1 08, 4 08, 6 00 p.m. Returning, leave White River Junction †7 15, †8 00 a.m., †1 40, *4 30 p.m., arriving at Woodstock 7 52, 8 50 a.m., 2 25, 5 05 p.m. *June* 28, 1909.

*Daily; † daily, except Sunday. + Coupon station. *Eastern time.*

Connections.—[1] With Central Vermont Ry. and Boston & Maine R.R.

The Louisville & Cincinnati Packet Co.

F. A. ROTHIER, President.
F. A. LAIDLEY, General Manager.

GEO. P. QUIGGIN, Secretary.
W. H. QUIGGIN, Gen. Fht. & Pas. Agt.

General Office—Wharf-boat, foot of Main Street, Cincinnati, O.

DAILY LINE OF STEAMERS
Leave Week-days 5 00 p.m. Sundays 9 00 a.m.

Between CINCINNATI and MADISON and CINCINNATI and LOUISVILLE.

STEAMERS

CITY OF CINCINNATI, CITY OF LOUISVILLE, LIZZIE BAY, HELEN M. GOULD, INDIANA and HATTIE BROWN.

MILES OPERATED, 300.

The fast and elegant side wheel steamers of this line run on as close schedule time as railroad trains. The steamers are constructed with great care and kept up to a standard of general excellence. The state-rooms are large and commodious, heated with steam and lighted with electricity. Special and particular attention paid to pleasure parties. The saloons are luxuriously appointed and the tables liberally supplied with all the delicacies in season that the markets afford.

This line makes close connection at Louisville with the Louisville & Nashville R.R., Illinois Central R.R., Louisville & Evansville Mail Line, Cincinnati, Hamilton & Dayton Ry., Baltimore & Ohio Southwestern R.R., Chicago, Indianapolis & Louisville Ry., and at Cincinnati with the Pennsylvania Lines and Baltimore & Ohio R.R. and Chesapeake & Ohio Ry. for the East and South; Cleveland, Cincinnati, Chicago & St. Louis Ry., Baltimore & Ohio Southwestern R.R. and Cincinnati, Hamilton & Dayton Ry. for points North and West; Cincinnati, New Orleans & Texas Pacific Ry. and Louisville & Nashville R.R. for points South.

Oldest Steamboat Line west of the Alleghanies. *March*, 1909.

CHESAPEAKE BEACH RAILWAY.

W. F. JONES, President.
PAUL Y. WATERS, Gen. Mgr., Sec'y, Act'g Treas., Aud. & Traf. Mgr.

W. J. HAYWARD, Superintendent and Master Mechanic.

General Offices—716 Fourteenth Street, N.W., Washington, D.C.

18	11	103	101	Mls	*January* 3, 1909.	Mls	102	104	10	12
....	....	P M	A M	....	(*B. & O. R.R.*)	....	A M	P M	....	....
....	....	†3 05	†7 20	....	lve.. **Baltimore** ..arr.	....	10 10	5 45	....	....
....	....	P M	A M	....	(*C. B. Ry.*)	....	A M	P M	....	....
....	....	†6 07	†8 55	0	lve..**Nyattsville**[1].arr.	34.2	8 43	4 55	....	....
P M	A M	6 23	9 10	4.2	. **Chesapeake Juno** .	30.0	8 02	4 02	A M	P M
§5 40	§10 00	5 40	9 25	....	+ . **District Line**....	....	7 55	3 55	8 15	5 15
5 43	10 03	5 44	9 30	....	.....Brooks.....	....	7 52	3 48	8 10	5 12
5 45	10 05	5 46	9 32	....	.....Behrend	....	7 49	3 45	8 08	5 10
5 47	10 07	5 47	9 34	9.1	.....Berry.....	25.1	7 47	3 43	8 07	5 07
5 50	10 10	5 50	9 39	10.1	+.....Ritchie.....	24.1	7 44	3 39	8 04	5 04
5 57	10 17	5 57	9 47	12.1	.....Marr.....	22.1	7 38	3 31	7 58	4 58
6 00	10 20	6 00	9 50	13.1	.....Brown.....	21.1	7 35	3 28	7 55	4 55
6 02	10 22	6 02	9 52	....	.....Hills.....	....	7 33	3 25	7 53	4 53
6 04	10 24	6 04	9 55	13.9	.....Clagett.....	20.3	7 30	3 21	7 50	4 50
6 10	10 30	6 10	10 07	16.7	+ . Upper Marlboro ...	17.5	7 25	3 15	7 45	4 45
6 14	10 34	6 18	10 12	....	..**Penna. Junction**[2].	....	7 20	3 10	7 40	4 40
6 19	10 39	6 23	10 18	20.0	.....Mt. Calvert.....	14.2	7 16	3 04	7 36	4 36
6 24	10 44	6 28	10 26	22.2	+.....Pindell.....	12.0	7 11	2 58	7 31	4 31
6 27	10 47	6 31	10 31	23.5	.....Lyons Creek.....	10.7	7 07	2 55	7 27	4 27
6 32	10 52	6 36	10 36	25.0	+.....Chaney.....	9.2	7 02	2 47	7 22	4 22
6 35	10 55	6 38	10 41	26.6	.....Wilson.....	7.6	7 00	2 43	7 20	4 20
6 40	11 00	6 44	10 47	28.2	+.....Owings.....	6.0	6 55	2 37	7 15	4 15
6 44	11 04	6 49	10 52	29.6	.....Mt. Harmony.....	4.6	6 51	2 32	7 11	4 11
6 48	11 08	6 52	10 57	31.0	.....Pushaw.....	3.2	6 47	2 27	7 07	4 07
6 55	11 15	6 59	11 05	34.2	+.**Chesapeake Beach**...	0	†6 40	†2 20	§7 00	§4 00
P M	A M	P M	A M	....	ARRIVE} {LEAVE	....	A M	P M	A M	P M

† Daily, except Sunday; § Sunday only. + Coupon stations.

Connections.—[1] With Baltimore & Ohio R.R. [2] With Philadelphia, Baltimore & Washington R.R. *Eastern time.*

ROARING FORK RAILROAD.

C. J. CREVELING, General Manager, Blackwood, Wise Co., Va.

Train leaves **Blackwood**[1] †2 30 p.m., arrives Roaring Fork (7.5 miles) 2 55 p.m. Returning, leaves Roaring Fork †5 30 p.m., arriving Blackwood 5 55 p.m. *May* 1, 1908.

† Daily, except Sunday. STANDARD—*Eastern time.*

Connection.—[1] With Louisville & Nashville R.R.

ARKANSAS EASTERN RAILROAD.

H. F. WILLIS, General Freight Agent, Turrell, Ark.

Operating and constructing a line from Turrell (Big Creek), Ark., on the Frisco System to Earl, Ark., on the St. L. I. M. & S. R.R. Six miles in operation for freight service from Turrell. *July*, 1909.

CHESAPEAKE & OHIO RAILWAY

C&O ROUTE

"THE RHINE, THE ALPS, AND THE BATTLEFIELD LINE"

GENERAL OFFICES—805 EAST MAIN STREET, RICHMOND, VA.; 71 BROADWAY, NEW YORK.

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CARL REMINGTON, Asst. Sec'y & Asst. Treas., "
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F. I. CABELL, Engineer Maintenance of Way, "
J. S. STEVENS, Superintendent Telegraph, "
G. S. SIPP, Car Service Agent, "
B. T. JELLISON, Fuel Agent, "
M. S. McDONALD, General Claim Agent, "
R. L. MORRIS, General Storekeeper, "
L. L. SCHERER, General Agent, "
H. H. PARKER, General Agent, Newport News, Va.
H. C. BOUGHTON, General Agent, Ashland, Ky.
M. L. AKERS, General Agent, Louisville, Ky.
J. W. KNAPP, Gen. Supt. Virginia General Div., Richmond, Va.
R. J. KING, Superintendent Richmond Div., "
J. H. CARLISLE, Supt. Clifton Forge Div., Clifton Forge, Va.
E. I. FORD, Superintendent Terminals, Newport News, Va.
E. W. GRICE, Gen. Supt. W. Va. General Div., Hinton, W.Va.
J. R. CARY, Superintendent Hinton Div., "
C. P. SNOW, Supt. Huntington Div., Huntington, W.Va.
J. W. HAYNES, Supt. Greenbrier Div., Ronceverte, W.Va.
E. P. GOODWIN, Gen. Supt. Kentucky Gen. Div., Covington, Ky.
J. P. STEVENS, Supt. Cincinnati Div., "
J. A. FOX, Superintendent Ashland Div., Ashland, Ky.
W. S. MOORE, Supt. Terminals, Louisville, Ky.

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H. W. FULLER, Passenger Traffic Manager, Washington, D.C.
J. D. POTTS, General Passenger Agent, Richmond, Va.
WM. S. BROWSON, Asst. Gen. Passenger Agent, "
JOHN KURVY, General Eastern Passenger Agent, New York.
A. L. ELLETT, Gen. Western Passenger Agent, Cincinnati, O.
C. LORRAINE, General Baggage Agent, Richmond, Va.
W. H. GREEGOR, General Agent Pas. Dept., Washington, D.C.
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W. O. WARTHEN, District Passenger Agent, Richmond, Va.
H. B. CULLEN, Traveling Passenger Agent, "
F. W. CURD, Passenger Agent, Norfolk, Va.
W. P. MEHURIN, Passenger Agent, Staunton, Va.
_____, Passenger Agent, Charleston, W.Va.
JOS. NEWMAN, Ticket Agent, Huntington, W.Va.
GEO. W. BARNEY, District Passenger Agent, Lexington, Ky.
R. E. PARSONS, District Passenger Agent, Louisville, Ky.
E. B. POPE, Western Passenger Agent, St. Louis, Mo.
W. C. HAZARD, Northwestern Passenger Agent, Chicago, Ill.
D. R. HOLMES, Central Passenger Agent, Cincinnati, O.
O. N. SPAIN, Traveling Passenger Agent, "
H. S. CALCUTT, Superintendent Dining Cars, Covington, Ky.
E. D. HOTCHKISS, General Freight Agent, Richmond, Va.
THORNTON LEWIS, Gen. Western Freight Agent, Cincinnati, O.
W. S. UPSHUR, Assistant General Freight Agent, Richmond, Va.
A. P. GILBERT, Assistant General Freight Agent, "
W. F. HITE, Assistant General Freight Agent, Huntington, W.Va.
W. L. DIVINE, General Import Freight Agent, Cincinnati, O.
A. S. CARY, Division Freight Agent, Richmond, Va.
W. O. SYDNOR, Division Freight Agent, Charleston, W.Va.
C. H. LEHMAN, Division Freight Agent, Ashland, Ky.
M. L. AKERS, Gen. Agt., Fht., Pas. and Transp., Louisville, Ky.
A. MITCHELL, Jr., Gen. Agt., Fht., Pas. & Transp., Lexington, Ky.
O. N. SEELY, Commercial Agent, Cincinnati, O.
R. H. VAUGHAN, Gen. Mgr. Blue Ridge Dispatch, "
THORNTON LEWIS, Manager Kanawha Dispatch, "
S. G. BECKLEY, G. E. A. Kanawha Dispatch, New York.
B. T. STOKES, Agt. Kanawha Dispatch, Baltimore, Md.
JAS. HARRIS, Agt. Kanawha Dispatch, Philadelphia, Pa.
B. A. P. WALKER, N. E. Agt. Kanawha Dispatch, Boston, Mass.
H. P. HATHAWAY, G. W. A., Kanawha Dispatch, St. Louis, Mo.
J. F. JEFFERS, Agent, Kanawha Dispatch, Chicago, Ill.
E. C. BROWN, Agt., Blue Ridge Dispatch, 362 Broadway, New York.

STOP-OVER ARRANGEMENTS.

All tickets reading between Clifton Forge, Va., and Richmond, Va., will be honored at the option of the holders, via either Main Line through Charlottesville or via James River Line through Natural Bridge, Va.

UNLIMITED STOP-OVER POINTS.

Charlottesville, Va. (Eastward only), Clifton Forge, Va., Covington, Va., Natural Bridge, Va., White Sulphur, W.Va., Williamsburg, Va.

On All First-Class One-Way Tickets and within transit limit going and final limit returning on all **Round-Trip Tickets.**

Unlimited First-Class One-Way Interline Tickets permit of stop-over upon application to conductors at all scheduled stopping points, excepting between Orange, Va., and Washington, D.C., and between Lexington, Ky., and Louisville, Ky.

LIMITED STOP-OVER POINTS.

Baltimore, Md., Cincinnati, O., Louisville, Ky., New York, N.Y., Norfolk, Va., Old Point, Va., Philadelphia, Pa., Richmond, Va., Washington, D.C.

On First-Class One-Way Tickets not to exceed ten days, and on **Round-Trip Tickets** in either or both directions within transit limit going and within final limit returning not exceeding ten days, including date of deposit, no stop-overs being allowed at New York on **Special One-Way or Excursion Tickets** when issued for conventions unless covered by tariff authorization.

Winter Tourist Tickets with limit of May 31st, and **All-Year Tourist Tickets** with limit of three, six or nine months from date of sale of open form not requiring validation, stop-overs permitted in either direction at scheduled stopping points east of Hinton, W.Va., except stations between Orange, Va., and Washington, D.C. On such tickets of Iron Clad Form bearing signature of purchaser and requiring validation at destination, stop-overs permitted only at regular authorized stop-over points shown above.

Homeseekers' Tickets to C. & O. points in Virginia. Stop-overs permitted on going trip only within final limit and to points on connecting lines in Virginia, North and South Carolina on going trip only, within fifteen days from date of sale, by endorsement of conductors.

Tickets reading via Deepwater, W.Va., and **Virginian Railway** permit of stop-over at **Charleston, W.Va.,** between connecting trains.

No Stop-Overs permitted on **Second-Class or Party Tickets.**

Stop-Overs on Foreign Lines in accordance with local regulations.

HOW OBTAINED.

Application for stop-overs should be made to conductors for endorsement and tickets deposited with Depot Ticket Agents immediately upon arrival.

VALIDATION OF TICKETS.

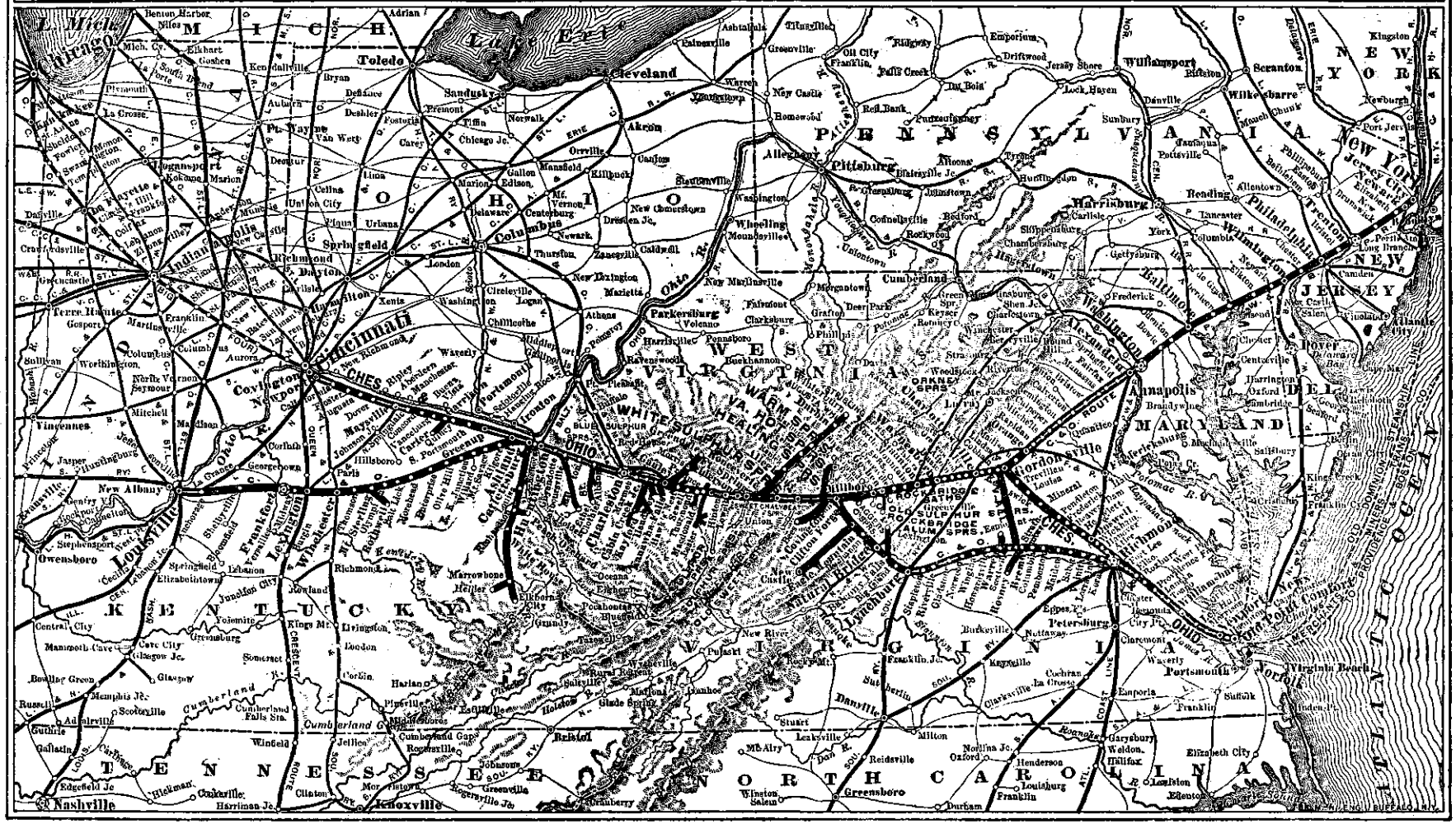
All Iron-Clad Tickets require validation at destination before recognized for return passage.

SUMMER EXCURSION TICKETS.

Special stop-over arrangements prevail on **Summer Excursion Tickets** June 1st to October 31st.

CHESAPEAKE & OHIO ROUTE

Double Track



CHESAPEAKE & OHIO RAILWAY

C&O ROUTE

"THE RHINE, THE ALPS, AND THE BATTLEFIELD LINE"

Solid Vestibuled Electric-Lighted Trains.

Standard Coaches on all Trains.

Arrangement of Through Cars.

Pennsylvania R.R. East of Washington. ═══ Big Four Route West of Cincinnati.

WESTWARD.

Nos. 45-15—WESTERN EXPRESS.

Through train Washington and Richmond to Cincinnati, daily, with Pullman Sleeper Washington to Louisville and Richmond to Cincinnati. Buffet Parlor Car Gordonsville to Clifton Forge.

No. 1—ST. LOUIS-CHICAGO SPECIAL.

Fast new limited train through solid from Washington to St. Louis, daily, stopping only at important points. New York connection, via Pennsylvania Railroad. Pullman Sleepers Washington to Cincinnati, Indianapolis and St. Louis and Washington to Chicago without change. Pullman Sleeper Richmond to Cincinnati, Indianapolis and Chicago without change (handled in No. 7 east of Gordonsville). Parlor Car Charleston to Cincinnati.

A la carte Dining Car from Washington.

No. 3—F. F. V. LIMITED.

Solid Vestibule Limited train from New York to Cincinnati, daily. Pullman Parlor Car New York to Washington. Pullman Sleepers New York to Cincinnati and New York to Louisville, daily. Pullman Sleeper New York to Virginia Hot Springs, daily. Pullman Sleeper Richmond to Cincinnati (handled in train No. 5 east of Charlottesville). Pullman Sleepers Cincinnati to Chicago and St. Louis.

A la carte Dining Car from New York.

EASTWARD.

No. 2—F. F. V. LIMITED.

Solid Vestibule Limited train from Cincinnati to New York, via Washington, daily. Pullman Sleepers Cincinnati to New York and Louisville to New York. Pullman Sleeper Cincinnati to Old Point (handled in No. 6 east of Charlottesville). Pullman Sleeper Virginia Hot Springs to New York, daily. Pullman Sleeper Chicago to Cincinnati and St. Louis to Cincinnati.

A la carte Dining Car from Cincinnati and on Louisville Division.

No. 4—C. & O. SPECIAL.

Fast new limited train solid from St. Louis to Washington, daily. Pullman Sleepers St. Louis to Washington, Chicago to Washington, and Louisville to Washington without change. Pullman Sleeper Chicago to Richmond without change (handled in No. 8 east of Gordonsville).

A la carte Dining Ca .

Nos. 8-4—EASTERN EXPRESS.

Through train from Cincinnati to Richmond and Washington, daily. Pullman Sleeper Cincinnati to Richmond. Parlor Car Cincinnati to Charleston. Buffet Parlor Car Clifton Forge to Richmond.

THROUGH SCHEDULES.

No. 3	No. 1	Nos. 45-15	STATIONS.			No. 2	Nos. 8-4	No. 4
.....	.....	.....	.....	**New York** (*Pennsylvania R.R.*)	.....	.....	.....	.....
*4 55 P M	†12 55 Noon	†7 55 A M	lve.	*West 23d Street Station*	arr.	1 00 P M	8 15 P M	8 15 P M
6 10 P M	1 00 P M	8 00 A M	lve.	*Desbrosses and Cortlandt Streets*	arr.	12 43 Noon	8 08 P M	8 08 P M
.....	.....	.....	.....	**Philadelphia** (*Pennsylvania R.R.*)	.....	.....	.....	.....
.....	.....	.....	lve.	*Broad Street Station*	arr.	.....	.....	.....
7 40 P M	.....	10 23 A M	lve.	**West Philadelphia**	arr.	10 23 A M	5 58 P M	5 58 P M
9 56 P M	5 19 P M	12 33 Noon	lve.	**Baltimore**	arr.	8 02 A M	3 56 P M	3 56 P M
10 55 P M	6 16 P M	1 33 P M	arr.	**Washington**	lve.	7 05 A M	3 00 P M	3 00 P M
11 10 P M	*6 30 P M	*2 00 P M	lve.	**Washington**	arr.	6 40 A M	2 40 P M	2 40 P M
*4 00 P M	*4 00 P M	*9 00 A M	lve.	**Norfolk**	arr.	11 35 A M	6 35 P M	6 35 P M
4 30 P M	4 30 P M	9 30 A M	lve.	**Old Point Comfort**	arr.	11 00 A M	6 00 P M	6 00 P M
5 05 P M	5 05 P M	10 05 A M	lve.	**Newport News**	arr.	10 30 A M	5 30 P M	5 30 P M
6 35 P M	6 35 P M	11 40 A M	arr.	**Richmond**	lve.	9 00 A M	4 00 P M	4 00 P M
11 00 P M	6 45 P M	2 00 P M	lve.	**Richmond**	arr.	7 30 A M	2 45 P M	2 45 P M
8 20 A M	9 40 A M	11 00 P M	arr.	**Virginia Hot Springs**	lve.	7 55 P M	.....	*6 55 A M
.....	.....	*7 55 P M	lve.	**Virginia Hot Springs**	arr.	.....	9 40 A M	9 40 A M
6 25 A M	12 20 Night	9 05 P M	arr.	**Clifton Forge**	arr.	12 05 Night	7 10 A M	8 42 A M
5 00 P M	10 00 A M	8 00 A M	arr.	**Cincinnati**	lve.	12 01 Noon	7 00 P M	8 00 P M
11 45 P M	12 35 Noon	11 25 A M	arr.	**Indianapolis** (Big Four Route)	lve.	7 30 A M	3 05 P M	*6 10 P M
7 10 A M	6 00 P M	5 25 P M	arr.	**Chicago** "	lve.	11 45 P M	10 15 A M	1 00 P M
7 17 A M	6 10 P M	5 58 P M	arr.	**St. Louis** "	lve.	11 55 P M	*8 50 A M	12 00 Noon
4 50 P M	.....	8 05 A M	arr.	**Lexington**	lve.	11 20 A M	.....	8 50 P M
6 49 P M	.....	9 05 A M	arr.	**Frankfort**	lve.	10 15 A M	.....	7 42 P M
7 30 P M	.....	11 00 A M	arr.	**Louisville**	lve.	*8 30 A M	.....	*6 00 P M

Trains marked * run daily; † daily, except Sunday.

New York, Old Point, Norfolk and Portsmouth.

THROUGH PULLMAN SLEEPER.

Southbound.—Daily.

Lve.	**New York**	9 25 P M
Lve.	**Philadelphia**	12 15 Night
Lve.	**Baltimore**	2 50 A M
Lve.	**Washington**	4 20 A M
Arr.	**Richmond**	7 50 A M
Lve.	**Richmond**	9 00 A M
Arr.	**Newport News**	10 30 A M
Arr.	**Old Point**	11 00 A M
Arr.	**Norfolk**	11 35 A M
Arr.	**Portsmouth**	11 55 A M

Northbound.—Daily.

Lve.	**Portsmouth**	3 30 P M
Lve.	**Norfolk**	4 00 P M
Lve.	**Old Point**	4 30 P M
Lve.	**Newport News**	5 05 P M
Arr.	**Richmond**	6 35 P M
Lve.	**Richmond**	8 20 P M
Arr.	**Washington**	11 50 P M
Arr.	**Baltimore**	1 38 A M
Arr.	**Philadelphia**	4 25 A M
Arr.	**New York**	7 30 A M

Train leaving Old Point Comfort at 9 30 a.m., Portsmouth 8 25 a.m., Norfolk 9 00 a.m. and Newport News 10 05 a.m., daily, connects week-days at Richmond for Washington, Baltimore, Philadelphia and New York. Parlor Car Old Point to Richmond and Richmond to New York.

Pintsch Gas Steam Heat | **SAFETY CAR HEATING & LIGHTING CO.** U. S. Express Bldg, Trinity Place and Rector St., NEW YORK. | Used on most of the Prominent Railways in Europe and the United States.

CHESAPEAKE & OHIO RAILWAY

C&O ROUTE

"THE RHINE, THE ALPS, AND THE BATTLEFIELD LINE"

RICHMOND AND CLIFTON FORGE DIVISIONS—MAIN LINE.

	13	3	5-3	17	29	19	7-1	1	15 45	Mls.	November 7, 1909.	2	2-6	16	30	6	8	4	16-46	18	14	44
							P M		A M		LEAVE (Steamer) [ARRIVE					A M	P M					
							*3 30		*8 25		Portsmouth					11 55	6 55					
							4 00		9 00		Norfolk					11 35	6 35					
						A M	P M		A M		(Eastern time.)					A M	P M			P M		
						*5 30	*4 30		*9 30	0	lve. Old Point Comfort ♁ arr.					11 00	8 00			7 50		
						5 33	4 33		9 33	1	Phœbus					10 57	5 57			7 47		
						5 38	4 37		9 37	3	Hampton ♁					10 53	5 53			7 42		
				P M		5 55	4 55		9 55	10	arr. Newport News ♁ lve.			A M		10 35	5 35			7 25		
				*5 20		6 00	5 05		10 05	10	lve. Newport News arr.			10 00		10 30	5 30			7 20		
				5 33		6 11	— —		— —	17	Morrison ♁			9 49		— —	— —			7 08		
				5 45		6 23	— —		— —	23	Oriana ♁			9 38		— —	— —			6 58		
				5 55		6 32	— —		— —	28	Lee Hall ♁			9 29		— —	— —			6 47		
				6 05		6 41	— —		— —	33	Grove ♁			9 20		— —	— —			6 38		
				6 15		6 50	5 57		10 38	37	Williamsburg ♁			9 12		9 58	4 58			6 28		
				6 35		7 11	— —		— —	47	Toano ♁			8 52		— —	— —			6 09		
				6 44		7 20	— —		— —	52	Diascund ♁			8 43		— —	— —			6 00		
				6 54		7 30	— —		— —	56	Walker ♁			8 34		— —	— —			5 51		
				7 08		7 42	— —		— —	62	Providence Forge ♁			8 23		— —	— —			5 41		
				7 18		7 53	— —		— —	67	Roxbury ♁			8 12		— —	— —			5 31		
				7 28		8 03	— —		— —	72	Elko ♁			8 03		— —	— —			5 22		
			P M	7 50	P M	8 25	6 35		11 40	85	arr. Richmond ♁ lve.		A M	*7 40	A M	*9 00	4 00		P M	*5 00		A M
			*11 00	P M	†5 15	8 30	6 45		2 00	85	lve. Richmond arr.		7 30	A M	8 30	A M	2 45		*7 50	P M		9 50
			11 14		5 30	8 43	— —		— —	92	Ellerson		b s		8 13		b —		7 36			— —
			11 20		5 37	8 49	— —		— —	95	Atlee ♁		b s		8 06		b —		7 30			— —
			11 28		5 45	8 55	— —		— —	97	Ashcake		b g s		8 00		b —		7 25			— —
			11 31		5 48	9 00	— —		— —	100	Peake		b g s		7 55		b —		7 20			— —
			11 40		5 58	9 08	— —		2 45	103	Hanover ♁		6 54		7 48		2 10		7 18			9 19
			11 46		6 04	9 15	— —		— —	106	Wickham		6 48		7 41		b g		7 01			9 15
			11 57		6 16	9 27	— —		2 59	112	Doswell ♁		6 37		7 29		1 55		6 50			9 03
			s —		6 22	9 32	— —		— —	115	Verdon		b s		7 23		b —		6 44			— —
			12 08		6 28	9 37	— —		— —	118	Noel		b s		7 17		b —		6 38			— —
			12 12		6 34	9 40	— —		3 13	120	Hewlett ♁		b s		7 13		b g		6 34			8 50
			12 21		6 42	9 49	— —		3 22	125	Beaver Dam ♁		6 14		7 05		1 30		6 24			8 42
			12 26		6 47	9 54	— —		— —	128	Tyler		b s		6 57		b —		6 15			8 35
			12 34		6 56	10 02	— —		— —	132	Buckner		b s		6 48		b —		6 04			8 29
			12 40		7 03	10 08	— —		3 40	135	Frederick Hall ♁		5 50		6 41		1 69		5 58			8 24
			s —		7 12	10 16	— —		— —	140	Pendleton		b s		6 31		b —		5 46			8 16
			12 51		7 15	10 19	— —		3 51	141	Mineral ♁		5 38		6 28		b g		5 43			8 14
			1 01		7 25	10 29	— —		4 01	147	Louisa ♁		5 28		6 18		12 47		5 31			8 05
			1 10		7 33	10 38	— —		— —	152	Trevilian		b s		6 09		12 38		5 21			7 57
			1 17		7 39	10 44	— —		— —	155	Green Springs		b s		6 03		b —		5 14			7 51
			s —		7 44	10 50	— —		— —	158	Melton		b s		5 57		b —		5 07			7 46
			1 30		7 60	10 57	8 40		4 30	161	arr. Gordonsville ♁ lve.		5 00		†5 50		12 20		5 00			7 40
		P M			P M			P M	P M		LEAVE [ARRIVE	A M			A M			P M	P M			
		*11 10						*8 30	*2 00	0	Washington	6 40						2 40	7 55			
		11 27						6 47	2 17	7	Alexandria	6 23						2 23	7 38			
		h12 12						— —	h2 53	33	Manassas	‡546						w143	‡857			
		h12 35						— —	h3 08	46	Calverton	‡526						w128	‡835			
		h1 10						— —	h5 40	68	Culpeper	‡455						w100	‡555			
		1 42						— —	4 10	85	Orange	4 30						12 37	5 26			
		— —						— —	4 17	89	Madison Run	— —						— —	5 17			
		1 58						8 47	4 25	94	arr. Gordonsville ♁ lve.	4 16						12 22	6 10			
		2 03	1 35			10 57	8 48	8 48	4 35	161	lve. Gordonsville arr.	4 13	4 13					12 00	12 17	4 55		7 40
		— —	1 44			11 05	— —	— —	4 43	166	Lindsay ♁	— —	— —					11 50	— —	4 43		7 31
		— —	1 48			11 09	— —	— —	4 47	168	Cobham ♁	— —	— —					11 45	— —	4 34		7 27
		— —	s —			11 14	— —	— —	4 52	171	Campbell	— —	— —					11 39	— —	4 28		7 23
		— —	1 59			11 20	— —	— —	4 59	175	Keswick ♁	— —	— —					11 32	s —	4 20		7 16
		— —	s —			11 27	— —	— —	5 03	177	Shadwell	— —	— —					11 27	— —	4 16		7 12
	A M	2 43	2 15			*11 40	8 17	9 17	5 15	182	ar. Charlottesville ♁ lv.	3 37	3 37					11 15	11 45	*4 05	P M	*7 00
	†5 30	2 48	2 48			†11 45	8 20	8 20	5 20	182	lv. Charlottesville ar.	3 32	3 32					11 10	11 42	†4 00	8 30	A M
	5 34	2 52	2 52			11 50	8 26	8 26	5 25	183	Union Station ♁	3 28	3 28					11 05	11 37	3 55	8 25	
	5 48	— —	— —			12 07	— —	— —	5 40	189	Ivy ♁	— —	— —					10 45	— —	3 33	8 00	
	5 55	— —	— —			12 13	— —	— —	5 47	192	Mechum's River ♁	— —	— —					10 38	— —	3 27	8 53	
	6 01	— —	— —			12 20	— —	— —	5 53	195	Crozet ♁	— —	— —					10 31	— —	3 20	8 47	
	6 11	— —	— —			12 32	— —	— —	8 05	200	Greenwood ♁	— —	— —					10 19	— —	3 10	8 37	
	6 22	— —	— —			12 43	— —	— —	8 13	204	Afton ♁	— —	— —					10 08	— —	2 59	8 27	
	6 32	3 58	3 58			12 52	— —	— —	6 22	208	Basic ♁	2 36	2 36					9 58	— —	2 50	8 19	
	6 34	— —	— —			12 55	— —	— —	6 24	209	Waynesboro ♁	— —	— —					9 55	— —	2 48	8 17	
	6 43	— —	— —			1 07	— —	— —	6 34	214	Fishersville ♁	— —	— —					9 44	— —	2 36	8 08	
	6 51	— —	— —			1 17	— —	— —	— —	218	Brand	— —	— —					— —	— —	2 27	7 57	
	6 58	4 23	4 23			1 30	10 37	10 37	6 50	221	Staunton ♁	2 09	2 09					9 27	10 27	2 20	7 50	
	— —	— —	— —			— —	— —	— —	— —	225	La Grange	— —	— —					— —	— —	— —	— —	
	7 13	— —	— —			1 50	— —	— —	7 08	229	Swoope ♁	— —	— —					9 06	— —	2 01	7 33	
	7 17	— —	— —			1 57	— —	— —	7 12	231	Christian ♁	— —	— —					9 02	— —	1 57	7 28	
	7 19	— —	— —			1 59	— —	— —	7 14	232	Buffalo Gap	— —	— —					9 00	— —	1 55	7 28	
	7 24	— —	— —			2 06	— —	— —	— —	234	North Mountain ♁	— —	— —					— —	— —	— —	7 20	
	7 26	— —	— —			— —	— —	— —	— —	235	Chapin	— —	— —					— —	— —	— —	— —	
	7 31	— —	— —			2 14	— —	— —	7 28	238	Ferrol	— —	— —					8 43	— —	1 42	7 05	
	7 35	— —	— —			2 18	— —	— —	7 33	240	Augusta Springs ♁	— —	— —					8 38	— —	1 37	7 01	
	7 41	‡5 15	‡5 15			2 28	— —	— —	7 41	243	Fordwick	— —	— —					8 30	— —	1 30	6 53	
	7 43	— —	— —			2 28	— —	— —	7 43	244	Craigsville ♁	— —	— —					8 27	— —	1 28	6 51	
	7 52	— —	— —			2 38	— —	— —	7 55	249	Bell's Valley	— —	— —					8 15	— —	1 17	6 40	
	8 05	5 34	5 34			2 48	— —	— —	8 05	253	Goshen ♁	1 05	1 05					8 05	— —	1 08	6 32	
	8 18	‡5 48	‡5 48			3 03	— —	— —	8 22	260	Millboro ♁	f —	f —					7 52	— —	12 54	6 14	
	8 29	— —	— —			3 18	— —	— —	8 37	267	Crane ♁	— —	— —					7 41	— —	— —	5 58	
	8 33	— —	— —			— —	— —	— —	— —	269	Copeland	— —	— —					— —	— —	12 35	5 55	
	8 37	— —	— —			3 26	— —	— —	8 45	271	Griffith	— —	— —					7 38	— —	12 31	5 51	
	8 45	— —	— —			3 38	— —	— —	8 55	274	Longdale ♁	— —	— —					7 27	— —	12 23	5 42	
	8 55	6 25	6 25			†3 45	12 20	12 20	9 05	278	Clifton Forge ♁	*12 15	*12 15					*7 20	*8 52	†12 15	†5 35	
	A M	A M	A M			P M	Eight	Eight	P M		ARRIVE	LEAVE	Eight	Eight				A M	A M	Noon	P M	

For explanation of signs, see third page following.

C&O ROUTE — CHESAPEAKE & OHIO RAILWAY

"THE RHINE, THE ALPS, AND THE BATTLEFIELD LINE"

COAL RIVER DISTRICT.—HUNTINGTON DIVISION.

213	233	207	Mls	November 7, 1909.	232	214	206
	A M	A M		LEAVE] [ARRIVE	A M		P M
	†9 44	†5 35	0	Peytona	9 30		5 40
P M	10 18	5 56	6	Dartmont	8 56	A M	5 19
†2 39	10 56	6 14	12	Brounland	8 28	9 11	5 01
2 45	11 06	6 20	14	Sproul	8 18	9 04	4 55
2 56	11 23	6 31	18	Alum Creek	8 04	8 54	4 44
3 15	11 53	6 50	24	Upper Falls	7 41	8 35	4 25
3 35	12 24	7 10	30	St. Albans	†7 15	†8 15	†4 06
P M	Noon	A M		ARRIVE] [LEAVE	A M	A M	P M

PAINT CREEK BRANCH.—HUNTINGTON DIVISION.

172	170	Mls	November 7, 1909.	171	173
P M	A M		LEAVE] [ARRIVE	A M	P M
†5 30	†9 55	0	Paint Creek Junc ♁	8 45	4 40
5 50	10 25	4	Mucklow	8 32	4 08
6 01	10 55	6	Standard	8 23	3 53
6 22	11 30	11	Tomsburg	8 04	3 27
6 34	11 55	13	Burnwell	7 53	3 17
6 50	12 30	16	Mahan	†7 45	†2 55
P M	Noon		ARRIVE] [LEAVE	A M	P M

HINTON, HUNTINGTON AND CINCINNATI DIVISIONS—MAIN LINE.

151	149	33	31	7	1	15	13	3	35	Mls.	November 7, 1909.	2	8	4	14	6	32	34	16	150	152
					P M	A M					LEAVE] [ARRIVE	A M	P M	P M							
					*4 00	*9 00					Norfolk	11 35	6 35	6 35							
					4 30	9 30		P M		0	Old Point Comfort	11 00	6 00	6 00							
					6 45	2 00		†11 00			Richmond	7 30	2 45	2 45							
					6 30	2 00		*11 10			Washington	6 40	2 40	2 40							
					Night	P M	A M	A M			(Eastern time.)	Night	A M	A M	P M						
					*12 25	*9 16	*9 25	*6 35		278	lve. Clifton Forge ♁ arr.	12 05	7 10	3 42	5 30						
					— —	— —	9 32	— —		282	Low Moor ♁	— —	— —	— —	5 19						
					12 48	9 38	9 50	6 59		290	Covington ♁	11 59	6 44	8 18	4 58						
					— —	— —	10 00	— —		295	Callaghan	— —	— —	— —	4 41						
					— —	— —	10 22	— —		301	Back Bone	— —	— —	— —	4 28						
					— —	d #	10 40	d #		307	Alleghany, Va ♁	a —	a —	— —	4 10						
					— —	— —	10 44	— —		308	Tuckahoe ♁	— —	— —	— —	4 05						
					— —	d #	10 53	d #		312	White Sulphur, W.Va ♁	a —	a —	— —	3 55						
					— —	— —	10 58	— —		315	Dickson	— —	— —	— —	3 45						
					1 53	10 48	11 18	8 13		323	Ronceverte ♁	10 25	5 39	7 15	3 26						
					— —	— —	11 27	— —		327	Rockland ♁	— —	— —	— —	3 09						
					— —	d #	11 35	d #		329	Fort Spring ♁	a —	a —	— —	3 02						
					— —	11 16	11 51	8 38		336	Alderson	9 53	5 07	— —	2 40						
					— —	— —	12 07	— —	A M	344	Pence Springs ♁	— —	— —	— —	2 28	P M					
					2 55	12 01	12 55	9 20	†6 35	357	Hinton ♁	9 20	4 33	6 12	1 55	8 45					
					— —	— —	1 04	— —	6 43	362	Brooks ♁	— —	— —	— —	1 39	— —					
					— —	— —	1 15	— —	6 51	367	Sandstone	— —	— —	— —	1 29	8 28					
					— —	— —	1 19	— —	6 57	370	Meadow Creek ♁	— —	— —	— —	1 23	8 21					
					— —	d —	1 48	— —	7 17	379	Quinnimont ♁	— —	— —	— —	1 05	8 03					
					— —	— —	1 54	— —	7 22	380	Prince ♁	— —	3 52	— —	12 53	7 54					
					— —	— —	2 09	— —	7 35	385	Thayer	— —	— —	— —	12 35	7 40					
					3 49	12 59	2 35	10 11	7 58	391	Thurmond ♁	8 19	3 33	5 13	12 20	7 25					
					— —	— —	2 45	— —	8 10	395	Fire Creek ♁	— —	— —	— —	11 55	7 11					
					— —	— —	3 01	— —	8 22	398	Sewell ♁	— —	— —	— —	11 45	7 03					
					— —	— —	3 15	— —	8 33	402	Nuttall ♁	— —	— —	— —	— —	— —					
					— —	— —	3 26	n —	8 43	405	Fayette ♁	y —	— —	— —	11 25	6 40					
					— —	— —	3 40	— —	8 55	409	Hawk's Nest ♁	— —	— —	— —	— —	— —					
					— —	— —	3 48	— —	9 01	411	Cotton Hill ♁	— —	— —	— —	11 05	6 25					
					— —	— —	4 00	— —	9 12	416	Gauley ♁	— —	— —	— —	10 55	6 15					
			A M		— —	— —	4 10	— —	9 20	418	Kanawha Falls ♁	— —	— —	— —	10 37	6 06		P M			
			†8 15		— —	— —	4 25	— —	9 30	422	Deepwater	— —	— —	— —	10 30	5 59		8 15			
			— —		— —	— —	4 32	— —	9 37	424	Mount Carbon	— —	— —	— —	10 20	5 53		— —			
		P M	8 25		— —	— —	4 37	— —	9 42	426	Eagle ♁	— —	— —	— —	10 15	5 48	Noon	8 04			
		†2 10	8 39		4 50	2 04	4 46	11 13	9 51	428	Montgomery ♁	7 12	2 26	4 08	10 07	5 40	12 40	7 56			
		2 15	8 45		— —	— —	5 00	— —	10 05	430	Handley ♁	— —	— —	— —	9 57	5 31	12 36	7 51			
		2 20	8 50		— —	— —	5 05	# —	10 10	432	Paint Creek Junction ♁	— —	— —	— —	9 45	5 21	12 27	7 44			
		2 24	8 54		— —	— —	5 08	— —	10 12	433	Hansford ♁	— —	— —	— —	9 38	5 15	12 21	7 38			
		2 40	9 10		— —	— —	5 20	— —	10 22	439	Cabin Creek Junction ♁	— —	— —	— —	9 25	5 05	12 10	7 27			
		2 48	9 18		— —	— —	5 29	# —	10 30	441	Winifrede Junction	— —	—	— —	9 08	4 50	12 01	7 18			
		2 58	9 28	A M	— —	— —	5 38	— —	10 38	445	Marmet ♁	— —	— —	— —	9 00	4 41	11 52	7 09			
		3 25	9 55	†6 50	5 35	2 50	6 00	12 00	11 00	454	Charleston ♁	6 30	1 40	3 25	8 40	4 20	11 30	6 47			
		3 40	10 10	7 02	— —	— —	6 13	— —	A M	459	Spring Hill ♁	— —	— —	— —	8 20	4 00	11 15	6 31			
		3 55	10 25	7 17	— —	— —	6 27	z —		466	St. Albans ♁	z —	— —	— —	8 05	3 50	†11 00	†6 20			
		P M	A M	7 47	— —	— —	6 54	— —		480	Hurricane ♁	— —	— —	— —	7 29	3 20	A M	P M			
				8 00	— —	— —	7 09	— —		486	Milton ♁	— —	— —	— —	7 12	3 08					
P M	A M			8 09	— —	— —	7 19	— —		491	Ona ♁	— —	— —	— —	7 02	2 58				A M	P M
†6 08	*10 43			8 21	— —	— —	7 30	— —		495	Barboursville ♁	— —	— —	— —	6 50	2 48				8 29	3 54
8 22	10 55			8 30	— —	— —	7 40	— —	17	501	Guyandotte	— —	— —	— —	6 38	2 38				8 15	3 40
8 35	11 05			8 40	6 50	4 25	7 55	1 15	A M	504	arr. Huntington (Eastern time) ♁ lve.	5 15	12 15	2 05	*6 30	†2 30			P M	†8 05	*3 30
P M	A M			*12 01	5 55	3 30	P M	12 20	†5 20	504	lve. Huntington (Central time.) arr.	4 10	11 10	1 00	A M	*1 25			8 45	A M	P M
		39	37	12 05	— —	— —		— —	5 26	507	Central City ♁	— —	— —	— —		1 13	36	38	8 40		
		P M	A M	12 17	— —	3 45		12 35	5 39	512	Kenova, W.Va	— —	10 58	— —		1 00	A M	P M	8 29		
		†6 00	*10 20	12 23	— —	— —		— —	— —	514	Big Sandy Junction ♁	— —	— —	— —		12 56	6 20	4 20	— —		
		5 05	10 23	12 26	6 12	3 52		12 42	5 47	514.7	Catlettsburg, Ky	3 50	10 54	— —		12 54	6 15	4 15	8 23		
		5 20	10 35	12 42	6 25	4 10		1 02	5 58	520	Ashland ♁	3 40	10 46	12 38		12 46	6 00	4 00	8 12		
		5 25	10 37	— —	— —	— —		— —	— —	520.3	Ashland Junction ♁	— —	— —	— —		— —	†5 50	*3 50	— —		
		P M	A M	1 25	6 36	4 21		1 15	6 10	524	(■Ironton, O.) Russell, Ky ♁	5 26	10 36	12 28		12 31	A M	P M	8 01		
				1 38	— —	— —		— —	6 22	532	Riverton ♁	— —	— —	— —		12 14			7 44		
				1 41	— —	4 34		— —	6 24	533	Greenup	— —	10 18	— —		12 12			7 41		
				1 58	— —	— —		— —	6 40	542	Limeville ♁	— —	— —	— —		11 57			7 20		
				2 06	— —	— —		— —	6 47	547	Frost ♁	— —	— —	— —		11 50			7 11		
				2 18	7 14	4 58		1 54	7 00	551	(■Portsmouth, O.) South Portsmouth, Ky.	2 48	9 52	11 47		11 37			7 01		
				— —	— —	— —		— —	— —	555	Glenn ♁	— —	— —	— —		— —			— —		
				2 50	— —	— —		— —	7 20	561	Quincy ♁	— —	— —	— —		11 16			6 40		
				2 56	— —	— —		— —	7 34	563	Garrison, Ky ♁	— —	— —	— —		11 10			6 34		
				3 05	— —	— —		— —	7 49	568	Buena Vista ♁	— —	— —	— —		11 02			6 28		
				3 13	— —	5 29		— —	8 00	572	Vanceburg	— —	9 19	— —		10 53			6 16		
				3 26	— —	— —		— —	8 13	580	Carrs ♁	— —	— —	— —		10 41			6 04		
				3 32	— —	— —		— —	8 20	584	Concord, Ky.	— —	— —	— —		10 33			5 57		
				3 46	— —	— —	19	— —	8 32	591	(■Manchester, O.) Manchester, Ky. ♁	— —	— —	— —		10 22			5 44	18	
				3 55	— —	— —	A M	— —	8 41	596	Springdale ♁	— —	— —	— —		10 12			5 34	P M	
				4 12	8 28	6 16	†5 15	3 17	8 58	602	Maysville, Ky ♁	1 35	8 35	10 34		9 58			5 18	8 15	
				4 26	— —	— —	5 29	— —	9 12	611	(■Ripley, O.) South Ripley, Ky.	— —	— —	— —		9 45			5 03	7 52	
				4 31	— —	— —	5 34	— —	9 17	613	Dover ♁	— —	— —	— —		9 40			4 57	7 46	
				4 45	— —	m —	5 46	— —	9 30	619	Augusta ♁	1 10	8 10	— —		9 30			4 46	7 34	
				4 58	— —	— —	5 58	— —	9 45	625	Wellsburg ♁	— —	— —	— —		9 18			4 32	7 22	
				5 25	— —	— —	6 25	— —	10 14	638	Mentor ♁	— —	— —	— —		8 45			4 05	6 55	
				5 37	— —	— —	6 37	— —	10 26	643	(■New Richmond, O.) New Richmond, Ky. ♁	— —	— —	— —		8 34			3 46	6 43	
				5 50	— —	— —	6 50	— —	10 38	648	Ross ♁	— —	— —	— —		8 23			3 34	6 31	
				6 24	9 44	7 39	7 21	4 39	11 12	662	Newport, Ky ♁	12 17	7 17	9 17		7 47			3 04	5 59	
				6 35	9 50	7 46	7 29	4 46	11 20	664	Covington, Ky ♁	12 09	7 08	9 08		7 38			2 56	5 51	
				6 45			7 45		11 30	665	arr. *4th Street Station* lve.								†2 50	†5 45	
				P M	10 00	8 00	A M	5 00	A M	665	arr. *Central Union Depot* lve.	*12 01	*7 00	*9 00		*7 30			P M	P M	
					A M	A M		P M			Cincinnati, O.	Noon	P M	P M		A M					

For explanation of signs, see second page following.

PINTSCH GAS In use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

C&O CHESAPEAKE & OHIO RAILWAY ROUTE

"THE RHINE, THE ALPS, AND THE BATTLEFIELD LINE"

ASHLAND DIVISION.
LEXINGTON AND LOUISVILLE DISTRICT.

27	25	23	21	Mls	November 7, 1909.	22	24	26	28
		P M	P M		LEAVE] [ARRIVE	A M	P M	A M	
		*11 10	*2 00		Washington	6 40	2 40	6 40	
		P M	A M		LEAVE] [ARRIVE	A M	P M	A M	
		*4 00	*9 00		Norfolk	11 35	6 35	11 35	
		4 50	9 30		Old Point	11 00	6 00	11 00	
		A M							
		11 00	2 00		Richmond	7 30	2 45	7 30	
	†10 40	*1 10	*4 15	0	lve. + Ashland, Ky. ♁ arr.	5 20	12 30	12 30	
	— —	— —	— —	1	+ . Ashland Junc. . ♁	— —	— —	— —	
	11 03	— —	— —	14	Kilgore ♁	— —	— —	12 04	
	11 17	— —	— —	22	Denton ♁	— —	— —	11 50	
	11 20	— —	— —	24	Mt. Savage	— —	— —	11 46	
	11 25	1 53	4 59	26	E. K. Junc. ♁	2 27	11 44	11 42	
	11 35	— —	— —	29	Leon	— —	— —	11 35	
	11 45	— —	— —	33	Aden ♁	— —	— —	11 24	
	12 03	2 24	5 30	41	Olive Hill ♁	1 54	11 15	11 03	
	12 17	— —	— —	47	Enterprise ♁	— —	— —	10 49	
	12 24	— —	— —	50	Soldier ♁	— —	— —	10 43	
	12 33	— —	— —	54	Gates	— —	— —	10 34	
	12 46	2 58	6 03	59	+ Morehead ♁	1 23	10 39	10 24	
	1 06	v —	6 16	67	Farmer ♁	1 06	10 26	10 09	
	1 10	— —	— —	69	Midland ♁	— —	— —	10 03	
	1 17	v —	6 24	71	Salt Lick	12 58	10 20	9 59	
	1 29	— —	— —	75	Olympia ♁	12 50	— —	9 50	
	1 38	3 51	6 42	79	+ Preston ♁	12 43	10 06	9 41	
	1 48	— —	— —	83	Stepstone ♁	— —	— —	9 32	
A M	1 58	— —	— —	88	Ewington ♁	— —	— —	9 24	P M
†5 50	2 10	3 54	7 04	91	+ . . Mt. Sterling . . ♁	12 20	9 47	9 18	7 06
6 07	2 32	— —	— —	99	+ . . L. & E. Junc . . ♁	— —	— —	9 00	6 45
6 22	2 50	4 20	7 33	106	+ . . Winchester . . ♁	11 52	9 20	8 42	6 30
6 37	3 06	— —	— —	113	Pine Grove ♁	— —	— —	8 19	6 12
6 43	3 11	— —	— —	116	Chilesburg ♁	— —	— —	8 12	6 07
— —	— —	— —	— —	123	Netherland . . ♁	— —	— —	— —	— —
7 00	3 30	4 50	8 05	124	arr. + Lexington . . lve.	11 20	8 50	†7 55	†6 50
A M	P M	5 00	8 15	124	lve. . . Lexington ♁ arr.	11 10	8 40	A M	P M
		5 49	9 05	153	Frankfort	10 15	7 42		
		6 32	9 56	177	Shelbyville	9 27	7 00		
		v	v	196	Anchorage	⊡	▲		
		— —	— —	208	+ . . . Preston Street	— —	— —		
		7 30	11 00	209	+ . . Seventh Street	*8 30	*6 00		
		P M	A M		arr. . . Louisville . . . lve.	A M	P M		

Central time.

KENTUCKY AND SOUTH ATLANTIC BRANCH—ASHLAND DIV.

	No. 123	Mls.	November 7, 1909.	No. 122
	†1 00 P M	0	lve. . . . Rothwell . . . . arr.	11 25 A M
	1 26 »	5	. . . . . Cedar Grove	11 00 »
	1 52 »	9	. . . . . Johnsons	10 34 »
	2 55 P M	20	arr. + Mt. Sterling . lve.	†9 30 A M

BIG SANDY DISTRICT—ASHLAND DIVISION.

43	41	39	37	Mls.	November 7, 1909.	38	36	40	42
P M	A M				LVE.] (Central time.) [ARR.			A M	P M
†2 50	†8 50			0	. . . . . Elkhorn City . . . . ♁			8 45	2 40
3 15	9 15			8.0	. . . . . Marrowbone . . . . ♁			8 20	2 15
3 55				16.0	. . . . . Hellier . . . . . ♁			7 45	
4 20	9 15			8.0	. . . . . Marrowbone . . . . ♁			7 15	2 15
4 40	9 35	Noon	A M	15.0	. . . . . Shelby . . . . . ♁	A M	P M	6 55	1 55
5 05	10 00	†12 30	*6 00	23.0	. . . . . Pikeville . . . . . ♁	11 20	8 50	†6 30	†1 30
P M	A M	1 00	6 30	34.0	. . . . . Harold . . . . . ♁	10 50	8 20	A M	P M
		1 25	6 55	44.0	. . . . . Beaver Creek . . . . . ♁	10 25	7 56		
		1 50	7 21	54.0	. . . . . Prestonburg . . . . . ♁	10 00	7 38		
		2 24	7 54	67.0	. . . . . Paintsville . . . . . ♁	9 26	6 56		
		2 49	8 19	76.0	. . . . . White House . . . . . ♁	9 01	6 31		
		3 06	8 40	85.0	. . . . . Richardson . . . . . ♁	8 40	6 11		
				88.0	. . . . . Peach Orchard . . . . ♁	8 28			
		3 08	8 40	85.0	. . . . . Richardson . . . . . ♁	8 11	6 11		
		3 18	8 50	90.0	. . . . . Kise	8 00	6 00		
		3 31	9 02	95.0	. . . . . Chapman	7 47	5 47		
		3 54	9 24	103.0	. . . . . Louisa . . . . . ♁	7 24	5 24		
		4 03	9 34	107.0	. . . . . Potters	7 13	5 13		
		4 24	9 49	115.0	. . . . . Buchanan . . . . . ♁	6 54	4 54		
		4 40	10 03	120.0	. . . . . Lockwood	6 40	4 40		
		5 00	10 20	128.0	. . . . . Big Sandy Junc	6 20	4 20		
		5 05	10 23	128.7	. . . . . Catlettsburg . . . . . ♁	6 15	4 16		
		5 20	10 35	134.0	. . . . . Ashland . . . . . ♁	†6 00	*4 00		
		P M	A M		ARRIVE] [LEAVE	A M	P M		

KINNICONNICK BRANCH—ASHLAND DIVISION.

	No. 128	Mls	November 7. 1909.	No. 127
			(Central time.)	
	†8 00 A M	0	lve. . . . . Garrison . . . . . arr.	4 15 P M
	8 30 »	5	. . . . . Sullivan	2 06 »
	9 15 »	13	. . . . . Ruggles	1 16 »
	9 30 »	14	. . . . . Trace	1 05 P M
	10 10 »	16	. . . . . Smith Creek	12 35 Noon
	10 30 A M	18	. . . . . Poplar	12 20 »
	12 01 Noon	20	arr. . . . . Carter . . . . . lve.	†12 05 Noon

For explanation of signs, see next page following.

RICHMOND AND CLIFTON FORGE DIVISIONS.
VIA LYNCHBURG AND NATURAL BRIDGE.

14	33	9	Mls.	November 7, 1909.	12	10	34
P M		A M		LVE.] (Eastern time.) [ARR.	A M	P M	
†5 15		*10 00	0	. . . . . Richmond . . . . . ♁	8 35	6 00	
5 31		10 17	5.0	. . . . . Korah . . . . . ♁	8 20	5 45	
5 40		10 22	8.0	. . . . . Westham	8 15	5 40	
5 49		10 31	12.0	. . . . . Lorraine . . . . . ♁	8 05	5 31	
5 57		10 39	16.0	. . . . . Vinita . . . . . ♁	7 56	5 24	
6 07		10 50	20.0	. . . . . Sabot . . . . . ♁	7 45	5 15	
6 16		10 59	25.0	. . . . . Lee . . . . . ♁	7 35	5 05	
6 27		11 11	31.0	. . . . . Maiden . . . . . ♁	7 21	4 52	
6 34		11 18	34.0	. . . . . Irwin . . . . . ♁	7 14	4 45	
6 46		11 31	41.0	. . . . . Rock Castle . . . . . ♁	7 02	4 32	
6 55		11 41	45.0	. . . . . Stokes . . . . . ♁	6 52	4 22	
7 01		11 47	48.0	. . . . . Pemberton . . . . . ♁	6 45	4 15	
7 11		11 57	52.0	. . . . . Elk Hill . . . . . ♁	6 35	4 05	
7 22		12 08	57.0	. . . . . Columbia . . . . . ♁	6 24	3 54	
7 34		12 19	63.0	. . . . . Boswell . . . . . ♁	6 11	3 41	
7 44		12 29	67.0	. . . . . Bremo Bluff . . . . . ♁	6 02	3 32	
7 48		12 33	68.6	. . . . . Strathmore . . . . . ♁	5 58	3 28	
7 57		12 42	73.0	. . . . . Hardware . . . . . ♁	5 50	3 19	
8 11		12 57	80.0	. . . . . Scottsville . . . . . ♁	5 36	3 05	
8 19		1 06	84.0	. . . . . Hatton	5 27	2 57	
8 26		1 11	86.0	. . . . . Warren . . . . . ♁	5 21	2 51	
8 38		1 23	91.0	. . . . . Howardsville . . . . . ♁	5 09	2 39	
8 49		1 33	96.0	. . . . . Manteo . . . . . ♁	4 58	2 28	
8 56		1 39	100.0	. . . . . Warminster . . . . . ♁	4 51	2 21	
9 06		1 49	104.0	. . . . . Wingina . . . . . ♁	4 41	2 11	
9 16		2 01	109.0	. . . . . Norwood . . . . . ♁	4 31	2 01	
9 28		2 13	114.0	. . . . . Greenway . . . . . ♁	4 20	1 50	
9 46		2 30	119.0	. . . . . Gladstone . . . . . ♁	4 10	1 40	
9 53		2 38	123.0	. . . . . Riverville . . . . . ♁	3 51	1 26	
10 00		2 45	127.0	. . . . . Walkerford . . . . . ♁	3 44	1 19	
10 08		2 54	131.0	. . . . . Stapleton . . . . . ♁	3 35	1 10	
10 20		3 06	137.0	. . . . . Joshua Falls . . . . . ♁	3 22	12 57	
10 27		3 12	140.0	. . . . . Deacon	3 15	12 50	
10 34		3 18	145.0	. . . . . Tyree . . . . . ♁	3 07	12 42	
10 45	A M	3 30	147.0	arr. . . . . Lynchburg ♁ . . lve.	†3 00	12 35	P M
P M	†6 00	4 00	147.0	lve. . . . . Lynchburg . . . . arr.	A M	12 25	9 05
	6 11	4 12	151.0	. . . . . Reusens		12 11	8 52
	6 21	4 23	155.0	. . . . . Abert . . . . . ♁		12 00	8 42
	6 31	4 35	160.0	. . . . . Pearch . . . . . ♁		11 47	8 30
	6 41	4 47	164.0	. . . . . Waugh . . . . . ♁		11 35	8 19
	6 47	4 56	168.0	. . . . . Major		11 27	8 13
	6 55	5 04	171.0	. . . . . Snowden . . . . . ♁		11 18	8 06
	7 07	5 18	175.0	. . . . . Balcony Falls . . . . ♁		11 07	7 55
	7 11	5 21	178.0	. . . . . Virginia Manor		11 00	7 49
	7 13	5 23	178.5	. . . . . Greenlee . . . . . ♁		10 59	7 47
	7 14	5 24	179.0	. . . . . Natural Bridge		10 58	7 46
	7 20	5 31	182.0	. . . . . Gilmore Mills . . . . . ♁		10 52	7 40
	7 37	5 52	189.0	. . . . . Indian Rock . . . . . ♁		10 36	7 22
	7 53	6 11	196.0	. . . . . Buchanan . . . . . ♁		10 21	7 06
	8 00	6 19	201.0	. . . . . Springwood		10 14	6 58
	8 33	6 54	213.0	. . . . . Eagle Mountain . . . . ♁		9 45	6 21
	8 43	7 04	217.0	. . . . . Gala . . . . . ♁		9 36	6 12
	8 49	7 10	220.0	. . . . . Haden		9 30	6 06
	8 58	7 20	224.0	. . . . . Glen Wilton . . . . . ♁		9 21	5 57
	9 10	7 32	229.0	. . . . . Iron Gate . . . . . ♁		9 10	5 47
	9 20	7 40	230.0	. . . . . Clifton Forge . . . . ♁		*9 00	†5 40
	A M	P M		ARRIVE] [LEAVE		A M	P M

ALBERENE BRANCH.

	No. 209	Mls.	November 7, 1909.	No. 210
	†2 52 P M	0	lve. . . . . Warren ♁ . . . arr.	2 40 P M
	3 14 P M	7	arr. . . . . Esmont . . . . lve.	†2 15 P M

CRAIG VALLEY BRANCH.

109	113	115	Ms	November 7, 1909.	110	116	114
P M	A M	A M		LEAVE] [ARRIVE	A M	Noon	P M
*7 00	†9 50	†8 10	0	. . . Eagle Mountain . ♁	8 10	12 30	5 45
7 47	10 58	9 20	16	. . . . . Oriskany . . . . . ♁	7 23	10 58	4 46
8 08	11 28	1000	22	. . . . . Barbour's Creek . . . ♁	7 04	†1010	4 20
8 20	11 50	A M	28	. . . . . New Castle . . . . ♁	†6 50	A M	*4 00
P M	A M			ARRIVE] [LEAVE	A M		P M

LEXINGTON BRANCH.

106	108	104	102	Ms	November 7, 1909.	107	101	103	105
P M	Noon	A M	A M		LEAVE] [ARRIVE	A M	A M	P M	P M
*5 25	†1225	*11 15	†7 20	0	+ . . . Balcony Falls . . ♁	8 55	10 55	5 00	7 46
5 30	12 45	— —	7 25	1	. . . . . Glasgow	8 30	10 50	4 55	7 40
6 01	2 06	11 50	7 56	11	+ . . . . . Buena Vista . . . . . ♁	7 56	10 20	4 26	7 10
6 25	2 35	12 14	8 20	19	. . . . . East Lexington . . . ♁	6 40	9 59	4 04	6 49
6 30	3 00	12 20	8 25	21	+ . . . Lexington, Va. . . ♁	†6 30	†9 55	*4 00	*6 45
P M	P M	Noon	A M		ARRIVE] [LEAVE	A M	A M	P M	P M

BUCKINGHAM BRANCH.

No. 309	No. 307	Mls	November 7, 1909.	No. 308	No. 310
†1 30 Noon	†7 00 A M	0	lve. . . Bremo Bluff ♁ . arr.	11 45 A M	3 20 P M
12 46 Noon	7 25 »	4	. . . . . Arvonia . . . . . ♁	11 15 »	3 04 »
1 50 P M	9 05 A M	21	arr. . . . . Rosney . . . . . lve.	†9 10 A M	†1 55 P M

CHESAPEAKE & OHIO RAILWAY

ROUTE

"THE RHINE, THE ALPS, AND THE BATTLEFIELD LINE"

GREENBRIER DIVISION.

No. 144	No. 142	Mls.	November 7, 1909. (Eastern time.)	No. 141	No. 143
*5 55 P M	†8 25 A M	0	lve.. Ronceverte ♁ arr.	10 35 A M	7 00 P M
5 41 "	8 31 "	3	.....Whitcomb..... ♁	10 28 "	6 54 "
5 45 "	8 35 "	5	.....North Caldwell... ♁	10 24 "	6 50 "
4 07 "	8 56 "	14	..... Keister	10 04 "	6 30 "
4 15 "	9 03 "	17	.....Anthony..... ♁	9 57 "	6 23 "
4 35 "	9 23 "	25	.....Spring Creek.....	9 37 "	6 03 "
4 45 "	9 30 "	28	.....Renick..... ♁	9 30 "	5 55 "
5 01 "	9 48 "	35	....Droop Mountain....	9 10 "	5 37 "
5 20 "	10 05 "	42	.....Beards..... ♁	8 53 "	5 20 "
5 38 "	10 23 "	49	..... Seebert ..... ♁	8 35 "	5 01 "
5 58 "	10 40 "	55	.....Buckeye.....	8 19 "	4 44 "
6 05 "	10 50 "	59	.....Marlinton..... ♁	8 10 "	4 35 "
6 22 "	11 10 "	65	.....Clawson.....	7 55 "	4 15 "
6 44 "	11 30 "	74	..... Clover Lick .... ♁	7 35 "	3 55 "
7 01 "	11 46 "	80	.....Sitlington	7 19 "	3 39 "
7 10 "	11 55 A M	84	.....Cass..... ♁	7 10 "	3 30 "
7 28 "	12 13 Noon	91	.....Hosterman..... ♁	6 53 "	3 13 "
7 37 "	12 22 "	95	..... Boyer.....	6 44 "	3 04 "
7 45 "	12 30 "	98	..... Durbin..... ♁	6 35 "	2 55 "
7 53 "	12 40 "	101	..... Bartow	6 23 "	2 43 "
8 00 P M	12 50 Noon	105	arr.. Winterburn ♁ lve.	*6 15 A M	†2 35 P M

GAULEY BRANCH.—HINTON DIVISION.

No. 129	Mls	November 7, 1909.	No. 128
†10 56 A M	0	LEAVE] [ARRIVE ..... Gauley..... ♁	5 55 P M
11 05 "	2	.. K. & M. Junction ..	5 40 "
11 35 "	7	..... Belva.....	5 00 "
11 50 A M	8	..Open Fort Junction..	2 50 P M
12 01 Noon	12	.....Carterboro.....	
12 30 Noon	8	..Open Fort Junction..	2 40 P M
12 32 "	9	..... Bell Creek.....	2 35 "
12 50 Noon	13	.....Vaughan.....	2 17 "
1 00 P M	14	arr.. Greendale .. lve.	†2 10 P M

PINEY CREEK BRANCH.—HINTON DIV.

157	155	Mls	November 7, 1909.	156	158
P M	A M		LEAVE] [ARRIVE	Noon	P M
†2 05	*7 25		.... Quinnimont	12 30	7 10
2 10	7 30	0	..... Prince ..... ♁	12 26	7 06
2 24	7 44	4	.....Wright	12 08	6 48
2 32	7 52	6	..... Stonewall	12 00	6 40
2 38	7 56	6	.....Lanark	11 56	6 36
2 40	8 00	6	..... Stanaford	11 52	6 32
2 50	8 10	8	.....Knob Branch	11 45	6 25
3 05	8 25	11	..... Rodes.....	11 33	6 13
3 09	8 29	12	.....Whorley.....	11 29	6 09
3 20	8 40	14	..... Raleigh..... ♁	11 20	6 00
3 32	8 52	16	...Beckley Junction...	11 07	5 47
3 36	8 56	17	.....Mabscott..... ♁	11 03	5 43
3 48	9 08	19	.....Cabell.....	10 52	5 32
4 00	9 20	21	.....Eccles.....	10 41	5 21
4 11	9 31	24	.....Baylor..... ♁	10 32	5 12
4 20	9 40	26	..... Surveyor..... ♁	10 25	5 05
4 30	9 50	28	..... Lester.....	*10 15	†4 55
P M	A M		ARRIVE] [LEAVE	A M	P M

VIRGINIA AIR LINE BRANCH.

Train leaves Strathmore †6 15 a.m. for Fork Union (4.6 miles), Carysbrook (9.5 miles), Rockaway ♁ (12.4 miles), Palmyra (13.3 miles), Wildwood (16.3 miles), Troy ♁ (20.0 miles), Zion (21.3 miles) and Thelma (26.6 miles), arriving at **Lindsay** (30 miles) 7 25 a.m., and **Charlottesville** (46 miles) 8 10 a.m. Returning, leaves Charlottesville †5 50 p.m., Lindsay †6 15 p.m., arriving at Strathmore 7 25 p.m. Leaves Strathmore †3 35 p.m., arriving at Lindsay (30 miles) 5 45 p.m., Gordonsville (35 miles) 6 10 p.m., Returning, leaves Gordonsville †10 20 a.m., Lindsay †11 10 a.m., arriving at Strathmore 1 25 p.m.

November 7, 1909.

WARM SPRINGS VALLEY BRANCH.—HINTON DIVISION.

No. 101	105	103	Mls	November 7, 1909.	No. 104	106	102
	A M	A M		LEAVE] [ARRIVE		A M	P M
*9 45 P M	*8 25	*7 05	0	+.. Covington, Va.. ♁	8 10 A M	11 15	9 10
10 16 "	8 55	7 35	11	.....Falling Springs.....	7 35 "	10 40	8 35
10 27 "	9 07	7 47	16	.....Jenkins Ford ... ♁	7 25 "	10 30	8 25
11 00 P M	9 40	8 20	25	+.. Hot Springs, Va. ♁	*6 55 A M	†10 00	*7 55
	A M	A M		ARRIVE] [LEAVE		A M	P M

GUYANDOTTE VALLEY DISTRICT.—HUNTINGTON DIVISION.

162	150	Mls.	November 7, 1909.	149	151
P M	A M		LEAVE] [ARRIVE	A M	P M
*3 55	†8 30	0	... Barboursville. ♁	10 42	6 07
4 14	8 44	6	..... Martha	10 29	5 54
4 26	8 56	10	.....Inez.....	10 17	5 42
4 36	9 10	14	..... Salt Rock	10 05	5 30
4 50	9 21	18	.....West Hamlin .. ♁	9 55	5 20
5 03	9 30	21	.....Sheridan.....	9 42	5 10
5 05	9 36	23	..... Branchland ... ♁	9 36	5 05
5 09	9 40	24	..... Brown City	9 28	4 58
5 15	9 48	27	..... Midkiff	9 22	4 51
5 27	10 03	32	.....Ranger ..... ♁	9 10	4 40
5 37	10 13	35	.....Lattin.....	9 01	4 33
5 41	10 17	37	.....Gill.....	8 56	4 29
5 55	10 30	42	.....Eden Park.....	8 43	4 15
6 02	10 37	45	..... Harts	8 35	4 08
6 05	10 41	46	..... Ferrellsburg.....	8 31	4 04
6 20	10 55	51	..... Big Creek .... ♁	8 20	3 53
6 26	11 02	53	..... Kitchen.....	8 11	3 45
6 32	11 09	55	.... Chapmanville.. ♁	8 04	3 40
6 42	11 19	59	.....Pecks Mill.....	7 53	3 29
6 56	11 33	64	.....Peach Creek.....	7 42	3 17
7 01	11 39	66	.....Logan..... ♁	7 35	3 10
7 20	12 05	71	..... Ethel.....	*7 20	†2 50
P M	Noon		ARRIVE] [LEAVE	A M	P M

LOUP CREEK AND WHITE OAK BRANCHES.—HINTON DIVISION AND WHITE OAK RAILWAY.

164	136	134	132	Mls.	November 7, 1909.	133	135	137
	P M	P M	A M		LEAVE] [ARRIVE	A M	Noon	P M
	*7 26	*2 40	†8 20	0	..... Thurmond ... ♁	7 55	12 10	7 00
	7 41	3 00	8 40	6	..... Harvey ..... ♁	7 37	11 50	6 40
	7 46	3 06	8 45	6	.....Red Star.....	7 32	11 44	6 34
	7 50	3 10	8 50	7	.....Glen Jean.....	7 28	11 39	6 29
	7 55	3 16	8 55	8	.. White Oak Junc ♁	7 24	11 34	6 24
	7 58	3 19	8 50	8	..... Sun.....	7 21	11 30	6 20
	8 05	3 28	9 08	9	.....Dun Loup.....	7 14	11 21	6 11
	8 08	3 31	9 11	10	..... Turkey Knob....	7 12	11 18	6 08
	8 10	3 35	9 15	10	.... Macdonald... ♁	7 10	11 15	6 06
	8 11	3 36	9 16	11	Price Hill Junction	†7 05	*11 10	*6 00
	*7 57	*3 17	†8 57	8	lv. White Oak Junc. ar.	7 20	11 30	6 20
	8 02	3 22	9 02	9	..... Wingrove.....	7 12	11 25	— —
	8 05	3 27	9 07	10	.....Scarboro.....	7 05	11 20	— —
	8 07	3 32	9 12	11	.. Whipple Junction ..	7 03	11 15	6 05
	8 17	3 47	9 22	11	..... Carlisle.....	6 58	11 10	6 00
A M	8 27	4 02	9 37	14	..... Oak Hill	6 40	10 55	5 45
‡1005	8 37	4 12	9 47	16	..... Parral.....	†6 30	10 45	5 35
10 12 P M	4 26		9 55	18	..... Stuart.....	A M	*10 35	*5 25
A M	P M		A M		ARRIVE] [LEAVE		A M	P M

WHITE OAK RAILWAY.—Price Hill Branch.—Trains leave Price Hill †6 30, †8 30, *10 40 a.m., *3 20, *5 25 p.m. arriving **Macdonald** (2 miles) 6 45, 8 45, 10 55 a.m., 3 35, 5 40 p.m. Returning, leave Macdonald †6 10, †9 25, *11 10 a.m., *3 55, *6 55 p.m., arriving Price Hill 7 05, 9 40, 11 25 a.m., 4 10, 6 10 p.m. *January 31, 1909.*

LAUREL CREEK BRANCH.—HINTON DIVISION.

No. 158	Mls.	November 7, 1909.	No. 157
†2 00 P M	0	lve. Quinnimont ♁ arr.	12 50 Noon
2 35 P M	6	arr.. Hemlock Hollow.. lve.	†12 15 Noon

LITTLE COAL EXTENSION.—HUNTINGTON DIVISION.

213	235	217	Mls	November 7, 1909.	234	214	216
Noon				LEAVE] [ARRIVE		A M	
†12 10	A M	A M	0	..... Clothier	A M	11 45	P M
1 07	†10 50	†5 05	12	.....Madison.....	8 44	10 50	6 16
1 14	11 00	5 12	15	.....Danville.....	8 34	10 41	6 06
1 57	11 50	5 55	28	.....MacCorkle.....	7 35	9 58	5 23
2 20	12 20	6 18	35	..... Sproul	†6 50	†9 35	†5 00
P M	Noon	A M		ARRIVE] [LEAVE	A M	A M	P M

Powellton Branch.—From Powellton to **Mount Carbon** (5 miles). Connects at Mount Carbon with main line local trains.

CABIN CREEK BRANCH.—HUNTINGTON DIVISION.

No. 120	No. 118	No. 114	Mls.	November 7, 1909.	No. 131	No. 133	116
†6 25 P M		†9 35 A M	0	lv.. Cabin Creek Jn. ♁ .. ar.	9 08 A M		4 50
6 13 "		10 23 "	12	..... Leewood ..... ♁	8 25 "		4 05
6 33 P M		10 48 A M	17	..... Dacota..... ♁	8 05 A M		3 44
	†1 15 P M		0	lve.... Colcord ... arr.		1 10 P M	
	1 22 "		2	.....Dorothy.....		1 00 P M	
	2 20 P M		18	arr.. Red Warrior.. lve.		11 50 A M	
7 01 P M	2 21 P M	11 21 A M	13	lve.. Red Warrior.. arr.	7 37 A M	11 49 A M	3 20
7 10 P M	2 35 P M	11 32 A M	16	arr.... Kayford.... lve.	†7 25 A M	†11 37 A M	†3 05

EXPLANATION OF SIGNS.

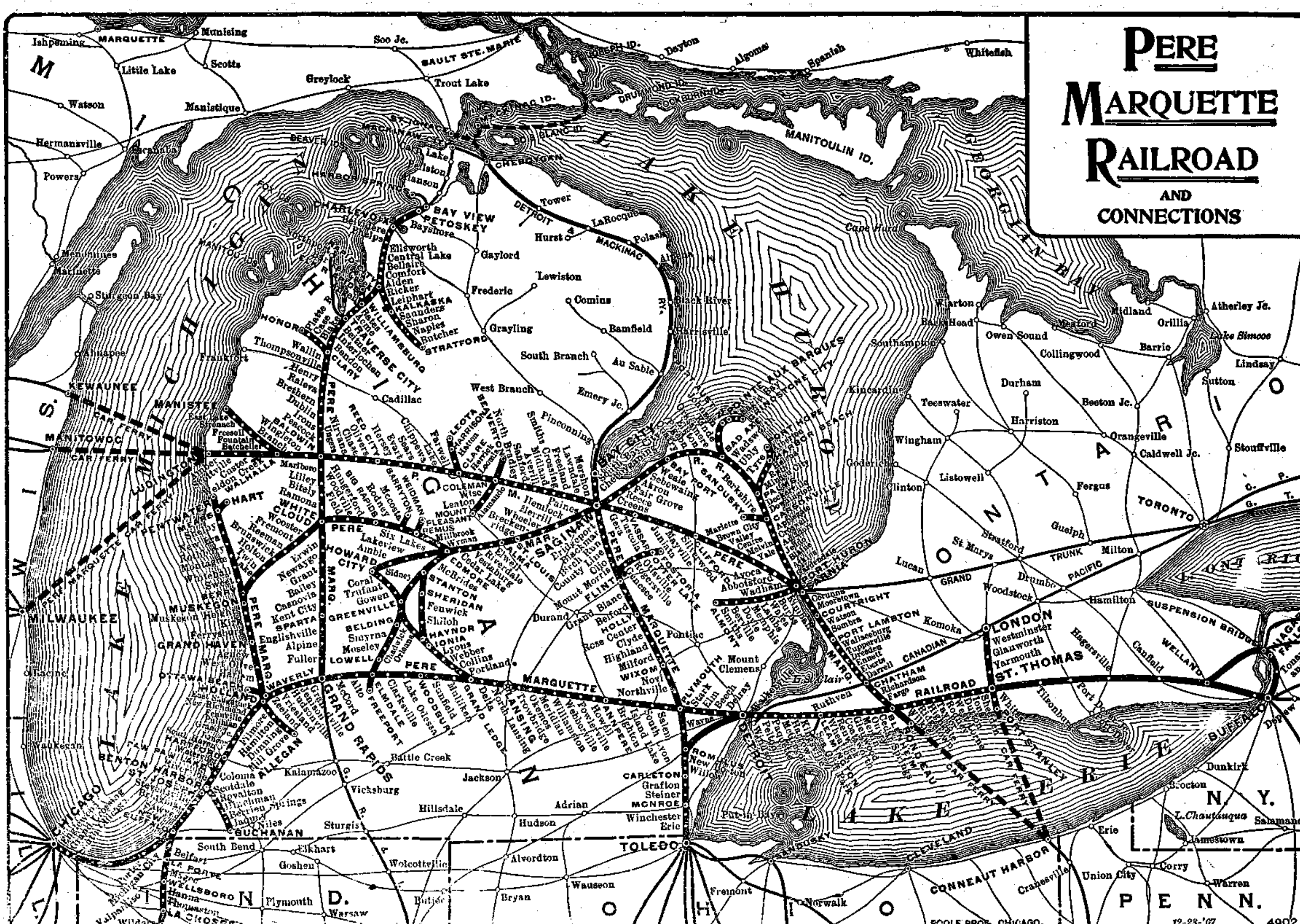
* Daily; † daily, except Sunday; ‡ Sunday only; *a* stops to leave from Hinton and points beyond, and to take for Clifton Forge and points beyond, where train is scheduled to stop; *b* stops to leave from west of Clifton Forge and north of Orange; *d* stops to take for Charleston and beyond; *f* stops to take for Washington and points beyond and Richmond and beyond; *g* stops to take passengers holding tickets for Richmond; *h* stops to take and let off to and from C. & O. Ry.; *i* stops to leave passengers holding tickets from Richmond, Washington and points beyond and to take passengers holding tickets to Charleston and beyond, where train stops; *m* stops Sunday only to take on passengers holding tickets for Cincinnati and beyond and to leave from Ashland Division and points east of Huntington; *n* stops to leave from east of Clifton Forge and to take for Charleston and beyond where train stops; *s* stops Sunday; *u* stops to leave from east of Lexington; *v* stops to leave from Ashland and beyond and to take for Lexington and beyond; *w* stops to leave from points west of Clifton Forge; *x* stops to leave from points beyond Cincinnati; *y* stops to leave from Charleston and beyond and to take for Clifton Forge and beyond where train is scheduled to stop; *z* stops to leave from or take for Cincinnati, Louisville and beyond and to take for or leave from east of Clifton Forge.

‡ Stops to leave from east and north of Gordonsville. ▲ Stops to take for east of Ashland. ⊡ Stops to take for east of Lexington. { Meals. + Coupon stations; ♁ Telegraph stations.

*** Tickets should be sold and baggage checked through to Ironton, Portsmouth, Manchester, Ripley and New Richmond, O.**

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling


PERE MARQUETTE RAILROAD
AND CONNECTIONS
LAKE MICHIGAN
LAKE HURON
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ONTARIO
N. Y.
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IND.
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CHICAGO
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DETROIT
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PORT HURON
SARNIA
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ST. THOMAS
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TORONTO
GRAND RAPIDS
MUSKEGON
GRAND HAVEN
HOLLAND
BENTON HARBOR
ST. JOSEPH
MANISTEE
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PERE MARQUETTE RAILROAD

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Boston, Mass.—409 Old South Building—
T. L. PIERCE, New England Agent.
H. K. PATRIARCHE, Traveling Freight Agent.
E. P. LANDON, Traveling Freight Agent.

Buffalo, N.Y.—412 Prudential Building—
J. E. CLARK, General Agent.
G. G. JANES, Traveling Freight Agent.
B. S. PINNEY, Traveling Freight Agent.

Chicago, Ill.—206 South Clark Street—
W. E. WOLFENDEN, Gen. West. Passenger Agent.
E. A. HOPPERSTEAD, Trav. Passenger Agent.
JOHN G. VAN NORSDALL, Traveling Pas. Agt.
INGERSOLL GOODWIN, City Passenger Agent.
O. L. KINNEY, City Ticket Agent.
J. R. VEITCH, Asst. General Freight Agent.
G. E. HUNT, Traveling Freight Agent.

Cincinnati, O.—508 Mercantile Library Bldg.
J. H. ANDERSON, Commercial Agent.

Detroit, Mich.—7 Fort Street, West—
H. W. JAMESON, District Passenger Agent.
N. C. CHAPMAN, City Passenger Agent.
H. DEAN, Division Freight Agent.

Grand Rapids, Mich.—Union Station—
H. J. GRAY, District Passenger Agent.
NEIL DEYOUNG, City Passenger Agent.
F. M. BRIGGS, Division Freight Agent.

Indianapolis, Ind.—
C. S. STEPHENS, Traveling Freight Agent.

Ionia, Mich.—
THOS. MCGUIRE, Division Freight Agent.

London, Ont.—327 Richmond Street—
JNO. W. KEARNS, Traveling Passenger Agt.
R. W. YOUNGS, Division Freight Agent.

Milwaukee, Wis.—712 Railway Exch. Bldg—
E. F. BLOMEYER, Asst. Gen. Freight Agent.
J. M. CLEAVELAND, Traveling Freight Agent.
S. B. CHAPMAN, Westbound Agent.

Minneapolis, Minn.—420 Guaranty Loan Building—
W. L. WHITE, Northwestern Freight Agent.
J. H. WHITTLESEY, Traveling Freight Agent.

New York City, N.Y.—290 Broadway—
E. B. JOHNS, General Eastern Agent.
E. T. REYNOLDS, Eastbound Agent.
F. R. YEALLAND, Traveling Freight Agent.

Pittsburg, Pa.—712 Park Building—
P. BIRREL, Commercial Agent.
HOMER C. DITHRIDGE, Traveling Freight Agt.

Portland, Ore.—410 Failing Building—
C. D. MOORHEAD, Traveling Freight Agent.

St. Louis, Mo.—726 Pierce Building—
FRANK T. BYRNE, Southwestern Fht. Agent.
E. B. WOOD, Traveling Freight Agent.

Saginaw, Mich.—
H. J. SUGRU, District Passenger Agent.
WM. HENDERSON, Division Freight Agent.

San Francisco, Cal.—15 James Flood Bldg.
E. S. ANDREWS, Commercial Agent.

Seattle, Wash.—470 Colman Building—
F. W. GOLDIE, Pacific Coast Agent.

Toledo, O.—423 Madison Avenue—
W. C. TOUSEY, District Passenger Agent.
J. W. REDMOND, Commercial Agent.
C. H. WALTERS, Traveling Freight Agent.

PARLOR AND SLEEPING CAR SERVICE.

Chicago-Grand Rapids.

Trains Nos. 2 and 3—Buffet Parlor Cars.
Trains Nos. 4 and 5—Parlor Cars and full Dining Car service.
Trains Nos. 6 and 7—Parlor Cars and full Dining Car service.
Trains Nos. 1 and 8—Sleeping Cars.

Detroit-Grand Rapids.

Trains Nos. 2 and 5—Parlor Cars.
Trains Nos. 3, 4, 6 and 7—Parlor Cars and Cafe.

Detroit-Saginaw-Bay City.

Trains Nos. 2 and 5—Parlor Car.
Trains Nos. 3 and 8—Parlor Cars and Cafe through between Detroit and Cheboygan.
Trains Nos. 4 and 7—Parlor Cars and Cafe.
Trains Nos. 1 and 12—Sleeping Car to Bay City in No. 1; from Cheboygan in No. 12.
Trains Nos. 8 and 13—Through Sleeping Cars, via Flint and Grand Trunk Ry., between Bay City, Saginaw and Chicago.

Grand Rapids-Saginaw-Bay City.

Trains Nos. 31, 32, 33 and 34—Parlor Cars and Cafe.

Grand Rapids-Petoskey.

Trains Nos. 1 and 8—Parlor Car Grand Rapids and Traverse City.
Trains Nos. 3 and 6—Parlor Car Grand Rapids and Petoskey.

Holland-Pentwater.

Trains Nos. 101 and 108—Sleeping Cars Chicago and Pentwater.
Trains Nos. 104 and 105—Parlor Cars Holland and Pentwater.

PERE MARQUETTE RAILROAD.

CHICAGO, ST. JOSEPH, BENTON HARBOR AND GRAND RAPIDS LINE.

	1	7	5	3	Mls	*November 15, 1909.*	2	4	6	8
	P M	P M	Noon	A M		(*Grand Centrl Sta.*)	P M	P M	P M	A M
	*‖5 55	*4 40	†12 00	†7 40	0	lve.. **Chicago** ♁ arr.	1 15	4 50	‖10 55	6 55
	12 21	5 00	12 20	7 58	6	.... **Englewood**	12 49	4 26	10 29	6 30
	12 29	5 08	12 26	8 03	9	.. **Grand Crossing** .	12 42	4 20	10 23	6 23
	12 37	5 14	12 32	8 11	12	.. **South Chicago** ..	12 34	4 13	10 16	6 16
	1 25	5 55	— —	8 50	40	..... Porter ..... ♁	11 50	— —	9 50	5 20
	1 44	6 16	1 23	9 07	51	.. **Michigan City** ♁	11 32	3 13	9 08	4 55
	2 05	6 32	— —	9 24	62	... **New Buffalo** . ♁	11 12	— —	8 45	4 30
	— —	6 40	— —	9 32	66	.... Union Pier... ♁	10 58	— —	8 34	4 20
	— —	6 44	— —	9 36	68	..... Lakeside.....	10 56	— —	8 28	4 15
	— —	6 49	— —	9 41	70	..... Harbert.....	10 53	— —	8 24	4 10
	— —	6 52	— —	9 45	72	..... Sawyer ..... ♁	10 50	— —	8 20	4 05
	2 29	7 01	— —	9 53	77	..... Bridgman ... ♁	10 42	— —	8 11	3 55
	— —	7 05	— —	9 57	79	..... Livingston	10 38	— —	8 07	3 49
	— —	7 11	— —	10 03	82	.... Stevensville .. ♁	10 32	— —	8 00	3 43
	— —	7 16	— —	10 07	85	..... Glenlord	10 28	— —	7 56	3 38
	— —	7 18	— —	10 10	87	..... Hilltop.....	— —	— —	— —	— —
	2 55	7 26	2 15	10 18	89	+.. **St. Joseph** .. ♁	10 18	2 25	7 45	3 25
	3 05	7 38	2 20	10 30	91	‡ .. **Benton Harbor** .. ♁	10 08	2 20	7 38	3 05
	— —	7 55	— —	10 40	97	..... Riverside ... ♁	9 55	— —	7 24	2 51
	3 23	8 02	— —	10 48	101	..... Coloma..... ♁	9 49	— —	7 16	2 45
	3 28	8 08	2 45	10 55	103	..... Watervliet... ♁	9 42	1 58	7 10	2 39
	3 37	8 18	2 54	11 05	109	+.... **Hartford** .. ♁	9 31	1 47	6 58	2 25
	— —	— —	— —	11 12	112	..... McDonald... ♁	9 21	— —	6 47	2 09
	3 49	8 34	3 05	11 20	116	+..... Bangor..... ♁	9 13	1 35	6 38	1 57
	— —	8 40	— —	11 26	119	..... Breedsville... ♁	9 07	— —	6 31	1 50
	4 08	8 49	— —	11 33	123	. **Grand Junction** ♁	8 59	— —	6 25	1 40
	— —	— —	— —	11 39	127	..... Lee.....	8 53	— —	6 18	— —
	4 20	8 58	— —	11 43	129	..... Pullman ..... ♁	8 47	— —	6 13	1 29
	4 25	9 02	— —	11 47	131	..... Bravo	8 43	— —	6 09	1 25
	— —	— —	— —	11 51	133	..... Pearle.....	8 39	— —	6 05	1 21
	4 35	9 11	3 35	11 58	137	..... Fennville... ♁	8 34	1 08	6 58	1 15
	4 42	9 19	— —	12 08	141	.. New Richmond. ♁	8 24	— —	5 48	1 05
	4 50	— —	— —	12 15	144	...East Saugatuck. ♁	8 15	— —	5 38	12 55
	5 20	9 45	4 05	12 30	152	..... ‖ **Holland** .. ♁	8 03	12 44	*‖526	*‖230
	6 25	.....	5 00	†1 53	173	ar. **Grand Haven** lve.	....	†11 32	†425	*‖042
	7 05	.....	5 35	†2 35	185	arr. **Muskegon** . lve.	....	†11 00	†355	*‖010
	*5 28	— —	— —	12 47	156	..... Zeeland..... ♁	7 51	— —	5 07	12 16
	5 34	10 01	— —	12 56	161	..... Vriesland ... ♁	7 43	— —	4 58	12 10
	5 43	10 08	— —	1 05	165	... Hudsonville .. ♁	7 35	— —	4 50	12 01
	5 49	— —	— —	1 15	170	..... Jenison.....	7 27	— —	4 41	11 51
	6 00	— —	— —	1 17	171	..... Grandville... ♁	7 23	— —	4 37	11 47
	*6 20	10 30	4 40	1 35	177	+ ‖ **Grand Rapids** ♁	†7 10	†12 05	*425	*‖130
	A M	P M	P M	P M		ARRIVE] [LEAVE	A M	Noon	P M	P M

DETROIT, LANSING AND GRAND RAPIDS LINE.

	7	5	3	Mls	*November 15, 1909.*	2	4	6
	P M	P M	A M		(*Fort Street Station.*)	A M	P M	P M
	*6 15	†1 20	†8 15	0	lve. + ‖ **Detroit** ♁ .. arr.	11 55	3 05	10 20
	d —	*d* —	*d* -	4	..... ‖ **Delray** ..... ♁	— —	*c* —	*m*
	d —	— —	*d* —	16	..... Beech ..... ♁	*e* —	— —	9 47
	d —	— —	*d* -	18	..... Elm.....	*e* —	— —	9 44
	d —	— —	*d* —	20	..... Stark..... ♁	*e* —	— —	9 40
	5 52	1 55	8 50	25	+ .... **Plymouth** .... ♁	11 15	*2 25	9 33
	†4 00	†1155	†7 05	....	lve.... **Toledo** .... arr.	1 00	†4 15	11 10
	*6 08	— —	9 03	31	..... Salem ..... ♁	11 00	— —	9 22
	6 18	2 19	9 11	36	+ ... **South Lyon** ... ♁	10 48	1 59	9 12
	— —	— —	9 20	42	..... Island Lake.....	— —	— —	9 00
	6 37	— —	9 27	45	+ ..... Brighton ..... ♁	10 27	— —	8 55
	6 49	— —	9 40	53	..... **Annpere**	10 13	— —	— —
	6 52	2 42	9 43	54	+ ..... Howell ..... ♁	10 11	1 32	8 37
	7 07	2 56	9 59	62	+ .... Fowlerville.... ♁	9 59	1 18	8 20
	7 17	— —	10 09	68	..... Webberville... ♁	9 47	— —	8 10
	7 27	3 10	10 21	73	+ .... Williamston.... ♁	9 37	1 04	7 58
	7 35	— —	10 30	78	..... Meridian.....	9 25	— —	7 50
	7 42	— —	10 40	81	..... Okemos..... ♁	9 19	— —	7 42
	7 50	— —	10 46	85	..... **Trowbridge** ... ♁	9 13	— —	7 35
	7 58	3 30	10 55	87	+ .... **Lansing** ..... ♁	9 09	12 45	7 30
	8 05	— —	11 02	88	.... North Lansing .. ♁	9 01	— —	7 21
	8 18	— —	11 11	94	..... Delta..... ♁	8 54	— —	7 13
	8 28	3 49	11 20	99	ar. + **Grand Ledge** . lv.	8 45	12 27	7 05
	8 35	3 55	11 25	99	lv. **Grand Ledge** ♁ . ar.	8 40	12 22	7 00
	8 50	— —	11 40	107	..... Mulliken ..... ♁	8 25	— —	6 48
	8 59	— —	11 50	112	..... Sunfield..... ♁	8 18	— —	6 40
	9 07	4 19	12 01	116	+ .... **Woodbury** .... ♁	8 11	— —	6 32
	9 15	4 26	12 07	120	.... **Lake Odessa** .. ♁	8 05	11 56	6 25
	9 27	— —	12 18	126	..... Clarksville .... ♁	7 53	— —	6 14
	9 35	4 40	12 28	130	..... **Elmdale** ..... ♁	7 45	11 42	6 07
	9 42	— —	*i* —	134	..... Alto ..... ♁	7 38	— —	*g* —
	9 48	— —	*i* —	137	..... McCord..... ♁	7 33	— —	*g* —
	10 15	5 15	1 10	152	+ ‖ **Grand Rapids** .. ♁	†7 12	*1110	†5 35
	P M	P M	P M		ARRIVE] [LEAVE	A M	A M	P M

* Daily; † daily, except Sunday; *a* stops to take or leave passengers to or from White Cloud or north, or to leave or take passengers from or to Grand Rapids; *c* stops to let off passengers holding through tickets via Lake Shore to points east of Toledo; *d* stops to take for west of Plymouth; *e* stops to leave passengers from west of Plymouth; *g* passengers for stations east of Elmdale to Detroit inclusive will take No. 34 to Elmdale; *h* stops to let off passengers from or to points east of Lowell inclusive or to Freeport; *i* stops to leave passengers from points east of Elmdale; *m* stops to leave passengers; *z* stops on signal to take passengers for Williamsburg and north thereof. △ No. 39 runs from Big Rapids. See Train No. 26, Grand Ledge, Howard City and Big Rapids Line.

‖ Meals. + Coupon stations; ♁ Telegraph stations.

STANDARD—*Central time.*

GRAND RAPIDS, TRAVERSE CITY AND PETOSKEY LINE.

	11	5	3	1	Mls	*November 15, 1909.*	4	6	8	12
		P M	P M	A M		LEAVE] [ARRIVE	A M	P M	P M	
		†530	†210	†740	0	+ . ‖ **Grand Rapids** .. ♁	1100	4 10	‖1100	
		5 44	2 24	7 54	3	..... **Fuller** ..... ♁	1046	3 56	‖1046	
		5 58	— —	8 08	8	..... Alpine	1032	— —	‖1033	
		6 05	— —	8 15	11	..... Englishville	1025	— —	‖1026	
		6 14	2 49	8 25	15	..... **Sparta** ..... ♁	1019	3 33	‖1020	
		6 25	*a* —	8 36	20	..... Kent City .... ♁	1007	*a*	1010	
		6 32	*a* —	8 43	22	..... Casnovia .... ♁	1001	*a* —	1004	
		6 38	*z* —	8 50	26	..... Bailey ..... ♁	9 54	— —	9 57	
		6 46	*a* -	9 00	30	..... Grant ..... ♁	9 46	*a* —	9 50	
		6 57	3 27	9 12	36	+ ..... Newaygo ..... ♁	9 32	2 53	9 36	
		— —	— —	— —	39	..... Erwin.....	— —	— —	— —	
		7 37	3 52	9 43	47	... ‖ **White Cloud** .. ♁	9 10	2 35	9 17	
		7 47	— —	9 53	52	..... Ramona	8 56	— —	9 05	
		7 57	— —	10 03	58	..... Otia	8 46	— —	8 56	
		8 06	*z* —	10 12	63	..... Biteley ..... ♁	8 36	— —	8 45	
		8 08	—	10 14	65	..... Lilley	8 34	— —	8 42	
		8 13	— —	10 19	67	..... Alderson	8 30	— —	8 35	
		8 19	— —	10 25	71	..... Rainbow	8 24	— —	8 29	
		8 25	4 30	10 30	73	+ ... ‖ **Baldwin** .... ♁	8 20	1 57	8 25	
		8 40	5 35	11 40	....	arr.. **Ludington** .. lve.	†700	†1255	†650	
		1300	6 00	1205	....	arr... **Manistee** .. lve.	†635	†12 20	†630	
		8 53	*z* —	10 59	85	..... Peacock .... ♁	7 56	— —	7 46	
		9 04	— —	11 10	91	..... Irons.....	7 44	— —	7 33	
		9 10	*z* —	11 16	95	..... Dublin..... ♁	7 38	— —	7 27	
		9 15	— —	11 21	98	..... Wellston	7 32	— —	7 20	
		9 29	*z* —	11 35	106	..... Brethren.....	7 18	— —	7 05	
		9 40	5 42	11 47	110	..... **Kaleva** ..... ♁	7 10	12 47	6 58	
		9 50	—	11 59	117	..... Henry ..... ♁	6 58	— —	6 46	
		9 58	6 00	12 07	121	... **Thompsonville** . ♁	6 51	12 25	6 39	
		.....	.....	1 30	....	arr... **Frankfort** .. lve.	....	†1000	†420	
		10 09	*z* —	12 18	125	..... Wallin ..... ♁	6 42	— —	6 28	
		10 15	— —	12 25	128	..... Clary	6 37	— —	6 23	
		10 21	*z* —	12 30	130	..... Bendon ..... ♁	6 32	— —	6 18	
		10 29	6 24	12 37	134	..... Interlochen .... ♁	6 26	12 02	6 10	
		10 37	*z* —	12 44	138	..... Grawn ..... ♁	6 20	— —	6 02	
		10 44	— —	12 50	141	..... Beitner	6 13	— —	5 52	
	A M	1100	6 50	1 05	148	arr. ‖ **Traverse City** .. lve.	†600	11 30	†535	P M
	†730	P M	7 10	P M	148	lv. + **Traverse City** ♁ . ar.	A M	11 20	P M	6 20
	7 48	....	7 30	....	153	..... Acme	....	10 52	....	4 59
	7 56	....	7 38	....	157	..... Bates	....	10 46	....	4 51
	8 10	....	7 43	....	159	.... **Williamsburg** .. ♁	....	10 42	....	4 46
	8 40	....	8 15	....	167	arr. **Elk Rapids** ♁ . lve.	....	†1010	....	†405
	8 20	....	7 53	....	164	..... Barker Creek.....	....	10 31	....	4 25
	8 43	....	8 05	....	168	..... **Rapid City** .... ♁	....	10 23	....	4 15
	8 50	....	8 10	....	172	..... Alden ..... ♁	....	10 15	....	3 53
	9 05	....	8 23	....	179	..... Comfort	....	10 02	....	3 38
	9 25	....	8 33	....	183	..... ‖ **Bellaire** .... ♁	....	9 53	....	3 28
	1130	....	....	....	....	arr.. **East Jordan** . lve.	....	8 45	....	....
	9 42	....	— —	....	188	..... Snowflake.....	....	— —	....	3 10
	9 52	....	8 48	....	191	..... Central Lake... ♁	....	9 36	....	3 03
	10 10	....	9 01	....	198	..... Ellsworth..... ♁	....	9 23	....	2 45
	10 20	....	9 08	....	202	..... Phelps..... ♁	....	9 15	....	2 32
	10 36	....	9 22	....	209	..... Belvedere	....	9 03	....	2 15
	10 45	....	9 25	....	210	..... Charlevoix .... ♁	....	9 00	....	2 12
	11 07	....	9 41	....	218	..... Bayshore..... ♁	....	8 44	....	1 46
	11 25	....	9 56	....	225	arr... **Petoskey** ♁ lve.	....	†8 30	....	†1 30
	A M	....	P M	....	226	..... **Bay View** ..... ♁	....	A M	....	P M
		....		....	....	ARRIVE] [LEAVE	....		....	

GRAND RAPIDS, SAGINAW AND BAY CITY LINE.

	39	33	31	Mls	*November 15, 1909.*	32	34	48
		P M	A M		LEAVE] [ARRIVE	Noon	P M	
		†3 40	†6 20	0	..... **Bay City** ..... ♁	12 25	10 27	
		3 51	6 31	2	... **South Bay City** . ♁	12 13	10 16	
		4 50	7 00	13	..... ‖ **Saginaw** .... ♁	11 45	9 45	
		4 53	7 03	13.5	..... **Mershon** .... ♁	11 42	9 42	
		5 00	7 10	16	.... **Court Street** .. ♁	11 29	9 35	
		5 15	7 23	20	..... **Paines** ..... ♁	11 15	9 23	
		5 22	— —	25	..... Graham	11 04	— —	
		5 30	7 36	30	..... Hemlock ..... ♁	10 54	9 08	
		5 41	7 46	35	..... Merrill..... ♁	10 44	8 55	
		5 53	7 56	40	..... Wheeler..... ♁	10 32	8 44	
		5 58	8 00	42	..... Breckenridge... ♁	10 27	8 40	
		6 12	8 13	49	..... St. Louis ..... ♁	10 14	8 28	
		6 25	8 22	52	..... ‖ **Alma** ..... ♁	10 05	8 20	
		6 35	8 31	57	..... Elwell..... ♁	9 52	8 07	
		6 45	8 41	61	..... Riverdale..... ♁	9 43	7 58	
		6 56	8 51	65	..... Vestaburg ..... ♁	9 33	7 50	
	△	7 05	8 57	69	..... Cedar Lake.....	9 26	7 42	
	P M	7 15	9 05	72	arr.. + **Edmore** .... lve.	9 20	7 35	
	†3 50	7 25	9 15	72	lve.... **Edmore** ♁ . arr.	9 15	7 25	
	3 58	7 32	9 23	76	..... McBrides..... ♁	9 08	7 18	P M
	4 08	7 40	9 31	80	..... Stanton..... ♁	9 00	7 08	4 00
	4 15	7 47	9 38	85	..... Sidney ..... ♁	8 51	7 00	3 45
	4 35	8 05	9 55	94	..... **Greenville** .... ♁	8 36	6 42	3 17
	4 50	8 20	10 10	101	..... ‖ **Belding** .... ♁	8 20	6 28	†2 56
	P M	8 30	10 20	105	..... Smyrna ..... ♁	8 10	6 17	P M
		8 38	10 29	109	..... Moseley ..... ♁	8 03	6 10	
		8 55	10 45	117	..... **Lowell** ..... ♁	7 50	5 55	
		9 10	11 00	123	..... **Elmdale** ..... ♁	7 35	5 38	
		h -	11 07	127	..... Alto ..... ♁	*h* -	5 31	
		h -	11 12	130	..... McCord ..... ♁	*h* -	5 23	
		9 45	11 40	145	.. ‖ **Grand Rapids** .. ♁	†7 00	†5 00	
		P M	A M		ARRIVE] [LEAVE	A M	P M	

PERE MARQUETTE RAILROAD.

DETROIT, TOLEDO, SAGINAW, BAY CITY, LUDINGTON, MANISTEE.

13	7	5	3	1	Mls.	*November* 15, 1909.	2	4	6	8	12
	P M	A M	A M			LEAVE] [ARRIVE	P M	P M	P M		
	†4 00	†11 55	†7 05		0	+ ..... **Toledo** ..... ♁	1 00	4 15	11 10		
	4 20	12 15	7 23		10	..... Erie	12 35	— —	10 45		
	4 30	12 25	7 33		16	..... Winchester	12 25	— —	10 36		
	4 42	12 37	7 43		20	+ ..... **Monroe** ..... ♁	12 16	3 40	10 28		
	4 50	12 41	7 52		25	..... Steiner	12 06	— —	10 20		
	5 00	12 51	8 00		30	..... **Carleton** ..... ♁	11 58	3 23	10 12		
	5 04	1 01	8 05		33	..... Waltz	11 52	— —	10 07		
	5 08	1 04	8 07		34	..... Willow	11 50	— —	10 06		
	5 15	1 10	8 3		37	..... New Boston ..... ♁	11 44	3 10	10 00		
	5 23	1 19	8 21		42	..... **Romulus** ..... ♁	11 37	3 01	9 53		
	5 32	1 27	8 27		45	+ ..... **Wayne** ..... ♁	11 30	2 55	9 46		
	5 50	1 40	8 45		53	arr.. + **Plymouth** ♁ lve.	†11 15	†2 40	†9 35		
	P M	P M	A M	A M		LEAVE] [ARRIVE	A M	P M	P M		A M
	*5 30	*1 30	†8 30	*2 20		..... ‖ **Detroit** ..... ♁	11 00	3 15	9 30		7 45
	c —	c —	c —	2 32		..... ‖ **Delray** ..... ♁	— —	d —	e —		7 33
	5 57	— —	8 56	2 53		..... Beech	— —	— —	— —		7 10
	6 06	— —	9 01	3 03		..... Stark	— —	— —	— —		6 53
	6 18	2 08	9 10	3 15	53	+ ..... **Plymouth** ..... ♁	10 22	2 55	8 53		6 45
	6 26	2 18	9 18	3 25	57	+ ..... Northville ..... ♁	10 15	2 18	8 40		6 30
	6 34	— —	9 29	3 34	61	+ ..... Novi ..... ♁	— —	— —	8 33		6 19
	6 43	2 30	9 40	3 43	65	+ ..... **Wixom** ..... ♁	— —	— —	8 25		6 07
	6 53	2 39	9 52	3 54	70	+ ..... Milford ..... ♁	9 52	1 56	8 15		5 57
	7 00	— —	9 58	4 03	74	+ ..... Highland ..... ♁	9 46	— —	8 07		5 47
	7 05	— —	10 05	4 08	77	+ ..... Clyde ..... ♁	— —	— —	8 00		5 42
	h —	— —	10 11	4 15	81	..... Rose Centre	— —	— —	7 52		5 34
	7 20	3 05	10 22	4 22	85	+ ..... ‖ **Holly** ..... ♁	9 27	1 30	7 42		5 25
	— —	— —	10 30	4 29	90	..... Newark ..... ♁	— —	— —	7 30		5 15
	A M										
	7 35	3 20	10 38	4 36	95	+ ..... Grand Blanc ..... ♁	9 10	— —	7 19	P M	5 05
	*6 40	7 50	3 38	10 50	5 05	102	+ ..... **Flint** ..... ♁	9 00	1 03	7 05	11 10	4 50
	6 51	8 03	3 50	11 03	5 20	109	+ ... Mount Morris ... ♁	8 42	— —	6 46	10 55	4 25
	6 59	8 11	3 58	11 12	5 32	114	+ ..... Clio ..... ♁	8 34	12 43	6 36	10 45	4 15
	— —	8 18	— —	11 21	5 45	120	..... Birch Run ..... ♁	8 25	— —	6 26	— —	4 03
	— —	— —	— —	11 27	5 52	123	..... Blackmar	— —	— —	6 20	— —	3 57
	— —	— —	— —	g —	6 04	129	..... Bridgeport ..... ♁	8 12	— —	6 12	— —	3 45
	7 25	8 40	4 30	11 50	*6 20	135	arr.. + ‖ **Saginaw** ♁.. lve.	8 00	*12 15	6 00	10 15	*3 30
	†7 35	8 56	5 00	12 00	†6 35	138	arr. **Saginaw, W. S.** lve.	†7 45	*1200	†6 35	†9 35	†8 35
	*7 50	9 01	4 53	12 13	*6 49	145	arr.. **So. Bay City** ♁ lve.	7 41	11 51	6 31	9 56	10 41
	8 05	9 12	5 05	12 25	*7 00	148	arr.. + **Bay City** ♁.. lve.	†7 30	*1140	†6 20	*9 45	*1030
	A M	P M	†5 40	†1240	†6 20		lve.... **Bay City** ... arr.	A M	12 25	6 30	P M	P M
			r 4 50	†1220	6 45		lve. **Saginaw, W. S.** arr.	A M	11 52	— —		
			†4 35	†1245	†6 50	135	lve... ‖ **Saginaw** ♁.. arr.	7 50	12 35	5 40		
			4 38	— —	6 53	135.5	..... **Mershon** ..... ♁	7 46	12 32	— —		
			4 48	— —	7 01	141	..... Lawndale	7 36	— —	5 24		
			4 58	1 08	7 10	146	..... Freeland ..... ♁	7 26	— —	5 14		
			5 15	1 25	7 28	155	+ ..... Midland ..... ♁	7 10	10 58	4 55		
			5 28	— —	7 38	161	..... Averill ..... ♁	6 59	— —	4 42		
			5 35	1 38	7 43	164	..... Sanford	6 54	— —	4 37		
			5 48	— —	7 55	170	..... North Bradley ... ♁	6 43	— —	4 25		
			6 05	2 05	8 05	175	+ ..... **Coleman** ..... ♁	6 32	10 25	4 15		
			6 13	— —	8 15	180	+ ..... Loomis ..... ♁	6 17	— —	4 06		
			6 25	2 27	8 28	186	+ ..... ‖ **Clare** ..... ♁	†6 05	10 08	3 56		
			P M	2 35	8 37	190	+ ..... Farwell ..... ♁	A M	9 57	3 46		
				2 50	8 52	198	..... Lake ..... ♁		9 45	3 31		
				3 03	9 03	204	..... Chippewa ..... ♁		9 35	3 18		
				3 10	9 11	208	..... Sears ..... ♁		9 26	3 10		
				3 17	9 18	211	+ ..... Evart ..... ♁		9 18	3 02		
				3 35	9 34	221	+ ..... Hersey ..... ♁		9 02	2 41		
				3 45	9 44	225	+ ... ‖ **Reed City** ..... ♁		8 55	2 32		
				3 53	9 55	228	..... Olivers ..... ♁		8 45	2 21		
				3 58	10 01	231	..... Chase ..... ♁		8 40	2 16		
			15	4 06	10 10	235	..... Nirvana		8 33	2 10	8	
			P M	4 12	— —	238	..... Ungers		— —	2 03	P M	
			†8 35	4 35	10 40	243	..... ‖ **Baldwin** ..... ♁		8 20	1 55	7 55	
			— —	— —	10 47	247	..... Wingleton		— —	1 44	— —	
			8 54	— —	10 58	252	..... Branch ..... ♁		7 47	— —	7 38	
			9 00	5 00	11 05	256	arr.... **Walhalla** ♁.. lve.		7 40	1 30	7 30	
			10 00	6 00	12 05	282	arr... + **Manistee** ... lve.		†6 35	†1230	†6 30	
			— —	— —	11 15	259	..... Weldon Creek		— —	1 19	7 18	
			9 18	5 15	11 20	261	..... Custer ..... ♁		7 20	1 14	7 13	
			9 28	5 20	11 25	264	..... Scottsville ..... ♁		7 15	1 09	7 07	
			9 28	— —	11 29	266	..... Amber		7 10	1 06	7 02	
			9 40	5 36	11 40	273	arr. + **Ludington** ♁ lve.		7 00	12 55	†6 50	
			9 45	5 40	11 45		... **Ludington** (*Dock*) ...		†6 50	†1245	P M	
			P M	P M	A M		ARRIVE] [LEAVE		A M	Noon	
			3 30	3 30	3 30	333	arr... **Manitowoc** .. lve.		25 30	*5 30	*5 30
			5 30	5 30	A M	370	..... **Milwaukee**		*8 00	A M	A M
			A M	A M			ARRIVE] (*Stmr.*) [LEAVE		P M		

‖ Meals. + Coupon stations: ♁ Telegraph stations. STANDARD—*Central time.*

DETROIT, TOLEDO AND CINCINNATI.

7	3	5	Mls	*November* 15, 1909.	Mls	12	6	4
P M	Noon	A M		LEAVE] [ARRIVE		A M	P M	P M
*10 45	*12 20	*8 27	0	..... **Detroit**	272	7 15	3 50	8 25
— —	1 04	— —	30	..... Carleton	242	6 15	— —	— —
11 40	1 18	9 25	40	..... **Monroe**	232	6 00	2 40	7 20
12 20	1 55	10 05	61	arr... **Toledo** .. lve.	211	*5 30	*2 18	*6 50
7 20	7 25	4 25	272	**Cincinnati** (C. H. & D.)	0	*8 30	*8 15	*1 00
A M	P M	P M		ARRIVE] [LEAVE		P M	A M	P M

Additional Train—Lvs Toledo *6 40a m., arr. Cincinnati †10p m.

PORT HURON, SAGINAW AND BAY CITY LINE.

	27	23	Mls	*November* 15, 1909.	Mls	22	28
	P M	A M		LEAVE] [ARRIVE		A M	P M
	†6 20	†8 45	0	+ ‖ **Port Huron** . ♁	90	10 15	9 10
	6 32	8 57	2	... Tunnel Station . ♁	88	10 05	9 00
	6 42	9 08	8	..... Wadham	83	9 47	8 42
	6 53	9 20	13	.... Abbottsford	78	9 38	8 32
	7 01	9 30	17	..... Avoca ..... ♁	74	9 30	8 21
	7 16	9 43	24	+ ..... Yale ..... ♁	66	9 17	8 06
	7 27	9 54	29	..... Melvin ..... ♁	61	9 07	7 54
	7 32	9 59	32	... Valley Center .. ♁	58	9 02	7 49
	7 40	10 06	36	+ ... Brown City ... ♁	54	8 53	7 40
	7 58	10 21	45	+ .... Marlette .... ♁	45	8 36	7 21
	8 10	10 32	50	+ .... **Clifford** .... ♁	40	8 26	7 10
	8 16	10 39	53	..... Silverwood ... ♁	36	8 20	7 03
	8 28	10 48	59	+ .... Mayville .... ♁	31	8 10	6 53
	8 38	10 58	65	..... Juniata .... ♁	25	7 58	6 42
	8 51	11 09	72	+ ..... **Vassar** .... ♁	20	7 47	6 31
	9 07	11 25	79	..... Gera ..... ♁	11	7 30	6 15
	9 30	11 45	90	arr.. ‖ **Saginaw** ♁ lve.	0	7 10	5 55
		12 00	93	arr. **Saginaw W. S.** lve.		†6 45	†5 35
	10 30	12 25	103	..... **Bay City** .. ♁		†6 20	†5 20
	P M	Noon		ARRIVE] [LEAVE		A M	P M

PORT HURON AND POINTE AUX BARQUES LINE.

305	3	1	Mls	*November* 15, 1909.	2	4	306
	P M	A M		LEAVE] [ARRIVE	A M	P M	
	†3 52	†1005	0	.... **Tunnel Station** .. ♁	10 35	8 12	
	4 10	10 30	2.0	+ ... ‖ **Port Huron** .... ♁	10 00	5 55	
	4 18	10 38	3.6	... Pine Grove Avenue ...	9 52	5 47	
	4 30	10 48	8.9	..... Gratiot Centre	9 40	5 36	
	4 37	10 52	10.9	..... North Street	9 34	5 29	
	4 43	11 00	13.7	..... Atkins ..... ♁	9 28	5 23	
	4 52	11 07	17.3	..... Blaine ..... ♁	9 21	5 16	
	4 57	11 12	19.7	..... Jeddo ..... ♁	9 16	5 11	
	5 06	11 18	23.0	..... Amadore ..... ♁	9 12	5 06	
	5 18	11 31	28.7	+ ..... Croswell ..... ♁	9 01	4 53	
	5 31	11 42	34.4	..... Applegate ..... ♁	8 51	4 41	
	5 43	11 55	39.6	..... **Carsonville** ... ♁	8 40	4 30	
	5 55	12 05	45.2	..... McGregor	8 28	4 18	
	6 00	12 09	47.3	..... Dowuington ..... ♁	8 24	4 15	
	6 02	12 12	48.3	..... Deckerville ..... ♁	8 22	4 13	
A M	6 15	12 25	54.3	arr..... **Palms** ♁ .. lve.	8 10	4 00	Noon
†8 10	†6 20	†1230	54.3	lve..... **Palms** ..... arr.	8 05	3 55	12 15
8 20	6 28	12 38	58.4	..... Minden City .... ♁	7 56	3 48	12 55
8 30	6 34	12 46	61.9	..... Ruth	7 50	3 39	12 50
8 40	6 43	12 55	66.7	..... Helena	7 41	3 30	11 45
8 48	6 55	1 02	72.6	arr.. + **Harbor Beach** ♁ . lve.	†7 30	3 20	†1140
A M	P M	1 30	79.9	arr... **Port Hope** ... lve	A M	†2 55	A M
	6 20	12 30	54.3	lve..... **Palms** ..... arr.	8 05	3 55	
	6 35	12 42	61.9	..... Tyre ..... ♁	7 50	3 38	
	6 42	12 48	64.9	..... Ubly ..... ♁	7 44	3 29	
	6 50	12 56	68.4	..... Wadsworth	7 37	3 21	
	7 05	1 05	72.1	+ ..... **Bad Axe** ..... ♁	7 30	3 12	
	7 19	1 17	78.6	..... Filion ..... ♁	7 11	2 57	
	7 25	1 23	81.6	..... Kinde ..... ♁	7 05	2 51	
	7 31	1 30	84.6	..... Johnson	6 58	2 44	
	7 40	1 38	88.9	..... Port Austin .... ♁	†6 50	2 37	
	P M	1 43	91.2	. **Pointe Aux Barques** .	A M	2 32	
		1 47	92.9	..... Eagle Bay		2 28	
		1 50	94.2	... **Grindstone City** . ♁		†2 25	
		P M		ARRIVE] [LEAVE		P M	

HARRISON BRANCH.

	No. 805	Ms	*November* 15, 1909.	Ms	No. 802
	†6 30 P M	0	lve..... ‖ **Clare** ♁ .... arr.	17	6 00 A M
	6 40 »	5	..... Moore's	12	5 53 »
	6 48 »	8	..... Atwood's Siding	9	5 47 »
	6 52 »	9	..... Hatton	7	5 44 »
	7 00 »	12	..... Mann's Siding	4	5 38 »
	7 15 P M	17	arr..... **Harrison** ♁ .. lve.	0	†5 30 A M

SAGINAW AND BAY CITY TRAINS.

	411	407	421	405	403	415	413	401	Ms	*November* 15, 1909.	400	402	414	404	420	406	408	412
	P M		P M		A M		A M			LVE.] **Saginaw** [ARR.	A M				P M			
	†8 35		†6 35		†1120		†645		0	**W. S.** (*Court Street*)	7 10				4 25			
	8 42	P M	5 42	P M	11 42	A M	6 53	A M	2	..... Mershon	7 03	A M	A M	Noon	4 15	P M	P M	P M
	8 55	*8 45	6 00	†4 35	11 55	†9 55	*730	*6 35	3	.... **Saginaw** .. ♁	6 46	7 55	9 10	12 05	4 10	5 45	10 10	11 00
	— —	— —	6 03	— —	— —	9 58	— —	6 41	5	... Loop Switch . ♁	— —	— —	9 05	— —	4 06	— —	— —	
	— —	— —	6 15	— —	— —	10 10	— —	6 46	11	.. Cheboyganing ♁	— —	— —	8 56	— —	3 58	— —	8 59	— —
	10 18	8 01	6 19	4 55	12 13	10 14	7 50	6 49	13	. **South Bay City** .	6 31	7 41	8 51	12 51	3 51	5 51	8 56	10 41
	10 25	9 09	6 26	5 01	12 21	10 21	7 58	6 56	15	.. Columbus Ave ..	6 24	7 34	8 44	11 44	3 44	5 24	8 49	10 34
	10 30	9 12	6 30	5 05	12 25	10 25	8 05	7 00	16	.... **Bay City** .. ♁	†6 20	†7 30	†8 40	*1140	†3 40	†5 20	*8 45	*1030
	P M	P M	P M	P M	Noon	A M	A M	A M		ARRIVE] [LEAVE	A M	A M	A M	A M	P M	P M	P M	P M

* Daily; † daily, except Sunday; *c* stops to take passengers for Plymouth or north; *d* stops to leave passengers holding through tickets via Lake Shore Ry. to points east of Toledo; *e* stops only to leave passengers; *g* stops to leave from south of Flint; *h* stops to leave from south or east of Plymouth; *z* stops on signal to take passengers for Williamsburg and north thereof.

PERE MARQUETTE RAILROAD.

ALMONT BRANCH.

No. 313	No. 311	Mls	November 15, 1909.	No. 312	No. 316
			(Central time.)		
†8 05 P M	†10 20 A M	0	lve. + ‖Port Huron ♁ arr.	34 8 25 A M	4 05 P M
6 17 "	10 35 "	2	.....Tunnel Station.....	32 8 20 "	3 57 "
6 38 "	10 55 "	8	.....Kimball.....	26 7 53 "	3 25 "
6 42 "	11 06 "	11	.....Burns.....	23 7 48 "	3 17 "
6 53 "	11 19 "	14	.....Wales.....	20 7 38 "	3 05 "
6 58 "	11 26 "	16	.....Lambs.....	18 7 35 "	2 55 "
7 11 "	11 40 "	20	.....Memphis.....♁	14 7 26 "	2 39 "
7 22 "	11 54 A M	23	.....Doyle.....	11 7 16 "	2 15 "
7 27 "	12 05 Noon	25	.....Berville.....	9 7 10 "	2 03 "
7 36 "	12 18 "	29	.....Smiths.....	5 6 59 "	1 47 "
7 42 "	12 25 "	32	.....Hopkins Road.....	2 6 52 "	1 31 "
7 50 P M	12 35 Noon	34	arr.....Almont ♁...lve.	0 †6 45 A M	†1 15 P M

FLINT BRANCH.

	No. 207	Mls	November 15, 1909.	No. 208	
	†5 45 P M	0	lve.....Flint ♁.....arr.	24 8 15 A M	
	4 00 "	5	.....McGrew.....	19 8 00 "	
	4 15 "	8	.....Genesee.....	16 7 40 "	
	4 30 "	11	.....Rogersville.....	13 7 20 "	
	4 55 "	14	.....Otisville.....♁	10 7 05 "	
	5 10 "	19	.....Otter Lake.....♁	5 6 50 "	
	5 30 P M	24	arr.....Fostoria ♁...ive.	0 †6 30 A M	

LA CROSSE AND NEW BUFFALO LINE.

	No. 183	Mls	November 15, 1909.	No. 184	
			LEAVE] [ARRIVE		
	†7 00 A M	0	.....La Crosse.....♁	5 00 P M	
	7 20 "	6	.....Thomaston.....♁	4 30 "	
	7 35 "	9	.....Hanna.....♁	4 15 "	
	7 55 "	15	.....Wellsboro.....♁	3 50 "	
	9 00 "	23	.....La Porte.....♁	3 00 "	
	9 55 A M	37	.....New Buffalo.....♁	†1 00 P M	
			ARRIVE] [LEAVE		

GRAND LEDGE, HOWARD CITY AND BIG RAPIDS LINE.

27	25	23	21	Mls	November 15, 1909.	22	24	26	218	210
P M	P M	A M			(Central time.)	A M	Noon	P M		
†7 58	†3 30	†10 55			lve....Lansing ♁..arr.	9 09	12 45	7 30		
8 35	3 55	11 25		0	lv. Grand Ledge ♁ ar.	8 30	12 10	6 30		
9 18	4 31	12 07 A M		21	+.....Lyons.....♁	7 43	11 30	5 50		
9 30	4 50	12 20	†6 45	25	.....‖Ionia.....♁	†7 30	11 20	5 40		
P M	5 00	Noon	6 53	30	.....Haynor.....♁	A M	11 05	5 20		
	5 10		7 02	35	.....Orleans.....♁		10 56	5 10		
	5 16		7 08	38	.....Chadwick.....		10 50	5 01		
	5 25		7 17	41	+....‖Belding.....♁		10 40	4 52		P M
	5 40		7 32	47	.....Greenville...♁		10 20	4 35		1 20
	6 03		7 59	57	.....Trufant.....		9 50			12 30
	6 25		8 20	66	...‖Howard City..♁		9 32	□		11 50
	6 48		8 42	76	.....Lakeview.....		9 09			11 00
	7 00		8 55	83	.....Six Lakes.....		8 55			10 20
218	7 35		9 20	88	+.....Edmore.....♁		8 45	3 50		†10 00
P M	7 50		9 39	97	.....Blanchard.....♁		8 20	3 27	Noon	A M
†5 30	8 05		9 55	104	.....Remus.....♁		8 05	3 10	12 00	
4 15	8 15		10 05	109	.....Mecosta.....♁		7 55	3 00	11 45	
4 40	8 30		10 20	115	.....Rodney.....♁		7 40	2 45	9 25	
5 00	8 50		10 40	123	+...Big Rapids...♁		†7 25	†2 30	†9 00	
P M	P M		A M		ARRIVE] [LEAVE		A M	P M	A M	

Remus Branch.—Leaves Remus †12 10 noon, arr. Weidman (13 miles) 12 50 noon. Leaves Weidman †1 30 p.m., arr. Remus 2 30 p.m.

Sandusky Branch.—Trains leave Sandusky †7 40 a.m., †3 50 p.m., arriving Carsonville (8 miles) 8 10 a.m., 4 15 p.m. Returning, leave Carsonville †12 00 noon, †6 50 p.m., arr. Sandusky 12 25 noon, 6 20 p.m.

ALLEGAN, MUSKEGON AND PENTWATER LINE.

47	105	103	101	Mls	November 15, 1909.	46	104	106	108	
P M		A M			LEAVE] [ARRIVE	A M		P M		
†7 00		†11 30		0	+.....Allegan.....♁	9 25		8 26		
7 29		11 59		13	.....Hamilton.....♁	8 53		8 56		
7 37	P M	12 07 A M		17	.....Filmore.....♁	8 45	Noon	5 47	P M	
7 50	†4 10	1 00	*5 35	23	+....‖Holland.....♁	†8 30	12 20	5 36	11 30	
P M	4 26	1 19	5 51	29	.....Harlem.....♁	A M	12 02	4 58	11 14	
	4 36	1 27	6 00	33	.....West Olive.....♁		11 54	4 50	11 06	
	4 42	1 35	6 07	36	.....Agnew.....♁		11 47	4 42	10 58	
	5 00	1 53	6 25	44	+....Grand Haven....♁		11 32	4 25	10 42	
	5 03	1 58	6 30	45	.....Ferrysburg...♁		11 27	4 20	10 37	
	5 35	2 36	7 05	57	arr...+Muskegon...lve.		11 00	3 55	10 10	
	5 35	2 35	7 05	57	lve....Muskegon ♁..arr.		11 00	3 55	10 10	
	5 50	2 50	7 20	62	.....Berry.....♁		10 30	3 30	9 50	
	6 12	3 10	7 43	71	+.....Whitehall.....♁		10 13	3 10	9 25	
	6 17	3 15	7 48	72	+.....Montague.....♁		10 09	3 00	9 20	
	6 50	3 50	8 22	86	+.....Shelby.....♁		9 42	2 32	8 52	
	7 05	4 05	8 37	92	.....Mears.....♁		9 30	2 20	8 40	
	7 20	4 20	8 52	95	arr....+Hart ♁...lve.		†9 22	†2 10	*8 30	
	7 50	4 50	9 25	99	+...Pentwater....♁		†8 55	†1 40	*8 00	
	P M	P M	A M		ARRIVE] [LEAVE		A M	P M	P M	

For Detroit, Monroe and Toledo Line, see page preceding.

LUDINGTON AND MANISTEE LINE.

	708	706	704	Mls	November 15, 1909.	Mls	701	703	715	
	P M	Noon	A M		(Central time.)		Noon	P M	P M	
	†8 30	†12 30	†6 35	0	lve...Manistee ♁..arr.	27	12 05	6 00	10 00	
	6 38	12 36	6 40	3	.....East Lake....♁	24	11 55	5 50	9 54	
	6 41	12 41	6 47	6	.....Stronach.....	21	11 49	5 44	9 48	
	6 57	12 57	7 01	14	.....Free Soil.....♁	13	11 35	5 30	9 32	
	7 07	1 08	7 13	18	.....Fountain.....♁	9	11 23	5 18	9 21	
	7 16	1 15	7 20	22	.....Batcheller.....	5	11 17	5 12	9 14	
	7 25	1 25	7 30	27	.....Walhalla.....♁	0	†11 10	†5 05	†8 05	
	9 40	5 35	8 30	44	.....Ludington.....		†9 15	†12 55	†6 50	
	P M	P M	A M		ARRIVE] [LEAVE		A M	Noon	P M	

MT. PLEASANT BRANCH.

No. 503	No. 501	Mls.	November 15, 1909.	Mls.	No. 502	No. 506
†12 45 Noon	†5 50 A M	0	lve. Mt. Pleasant ♁ arr.	14.4	9 25 A M	6 50 P M
12 51 "	5 54 "	2.7	.....Isabella.....	11.7	9 19 "	6 42 "
12 55 Noon	5 58 "	4.0	.....Jordan.....	10.4	9 13 "	6 37 "
1 05 P M	6 02 "	5.4	.....Leaton.....	9.0	9 05 "	6 32 "
1 15 "	6 10 "	7.9	.....Delwin.....	6.5	8 53 "	6 25 "
1 25 "	6 18 "	10.8	.....Wise.....	3.6	8 43 "	6 18 "
1 45 P M	6 25 A M	14.4	arr....Coleman ♁..lve.	0	†8 30 A M	†6 10 P M

Beaverton Branch.—Leave Beaverton †5 40 a.m., †3 30 p.m., arriving Coleman (11 miles) 6 10 a.m., 4 00 p.m. Returning, leave Coleman †2 15, †6 10 p.m., arriving Beaverton 2 45, 6 40 p.m.

BAY CITY, SAGINAW AND BAD AXE LINE.

No. 43	No. 41	Mls	November 15, 1909.	Mls	No. 42	No. 44
†5 40 P M	†7 30 A M		lve.....Bay City ♁..arr.		10 25 A M	9 50 P M
†4 35 "	†8 15 "	0	lve...‖Saginaw ♁..arr.	66	9 55 "	6 45 "
4 45 "	8 25 "	5	.....Crecns.....	61	9 44 "	6 35 "
4 54 "	8 33 "	9	.....Arthur.....	57	9 37 "	6 28 "
5 00 "	8 40 "	13	.....Reese.....♁	53	9 31 "	6 22 "
5 12 "	8 49 "	17	.....Gilford.....	49	9 23 "	6 12 "
5 20 "	8 59 "	22	.....Fair Grove.....♁	44	9 14 "	6 02 "
5 27 "	9 09 "	25	.....Akron.....♁	41	9 09 "	4 55 "
5 37 "	9 20 "	31	.....Unionville.....♁	35	8 58 "	4 44 "
5 51 "	9 32 "	37	.....Sebewaing.....♁	29	8 47 "	4 33 "
6 01 "	9 41 "	43	.....Weale.....	23	8 34 "	4 20 "
6 10 "	9 50 "	46	.....Bay Port.....♁	20	8 27 "	4 12 "
6 19 "	9 59 "	48	.....Quarry.....	18	8 18 "	4 03 "
6 28 "	10 07 "	51	.....Pigeon.....♁	15	8 11 "	3 56 "
6 38 "	10 18 "	56	.....Elkton.....♁	10	8 00 "	3 45 "
6 47 "	10 27 "	59	.....Grassmere.....	7	7 52 "	3 37 "
7 05 P M	10 45 A M	66	arr.....Bad Axe ♁...lve.	0	†7 35 A M	†3 20 P M

Mecosta Branch.—Leaves Mecosta †10 05 a.m., arriving Barryton (12 miles) 10 35 a.m. Returning, leaves Barryton †11 05 a.m., arriving Mecosta 11 35 a.m.

Belding and Freeport Branch.—Train leaves Belding †2 55 p.m. for Elmdale (22 miles), arriving Freeport (28 miles) 6 05 p.m. Leaves Elmdale †7 35 a.m., arrives Freeport 7 55 a.m. Returning, leaves Freeport †7 05, †8 00 a.m., arriving Belding 8 20, 11 00 a.m.

Stanton Branch.—Leaves Ionia †7 00 a.m., arrives Stanton (24 miles) 8 10 a.m. Returning, leaves Stanton †4 10 p.m., arrives Ionia 5 10 p.m.

Elk Rapids Branch—Trains leave Williamsburg †8 15, †10 55 a.m., †4 50, †7 50 p.m., arriving Elk Rapids (9 miles) 8 40, 11 20 a.m., 5 15, 8 15 p.m. Leave Elk Rapids †7 30, †10 10 a.m., †4 05, †7 10 p.m., arriving Williamsburg 7 55, 10 35 a.m., 4 30, 7 35 p.m.

MUSKEGON AND BIG RAPIDS LINE.

115	26	No. 111	Mls	November 15, 1909.	No. 114	No. 118	21
†5 45		†7 40 A M	0	lve. + Muskegon ♁ .arr.	10 55 A M	8 55 P M	
6 00		7 55 "	5	.....Berry.....♁	10 40 "	8 40 "	
6 30		8 19 "	17	.....Holton.....♁	10 17 "	8 17 "	
7 15	P M	9 00 "	36	arr..‖White Cloud ♁ lve.	†9 40 A M	7 40 "	A M
P M	†1 15	9 45 "	36	lve...White Cloud.. arr.		1 15 P M	11 45
	2 15	10 45 A M	56	arr. + Big Rapids ♁ .lve.		†1 45 A M	†10 45

BENTON HARBOR BRANCH.

	No. 24	Mls	November 15, 1909.	No. 25	
	†1 00 P M	0	lv. + Benton Harbor ♁ ar.	5 30 P M	
	1 20 "	6	.....Scotdale.....	5 06 "	
	1 25 "	8	.....Royalton.....	4 50 "	
	1 35 "	11	.....Hinchman.....♁	4 40 "	
	2 00 "	16	+..Berrien Springs..♁	4 15 "	
	2 30 P M	28	ar...+Buchanan..♁ lv.	†3 30 P M	

KALKASKA BRANCH.

	184	182	180	Mls.	November 15, 1909.	181	183	185		
	P M	P M	A M		LEAVE] [ARRIVE	A M	P M	P M		
	†8 05	†4 20	†9 00	0	.....Rapid City....♁	8 38	4 00	7 53		
	8 16	4 31	9 11	3	.....Ricker.....	8 27	3 48	7 42		
	8 23	4 38	9 18	5	.....Rugg.....	8 20	3 40	7 35		
	8 30	4 45	9 25	7	.....Leiphart.....	8 13	3 33	7 28		
	8 45	4 58	9 38	11	.....Kalkaska.....	†8 00	†3 20	†7 15		
	P M	P M	A M		ARRIVE] [LEAVE	A M	P M	P M		

EXPLANATION OF SIGNS.

† Daily, except Sunday.
□ Runs via Grand Rapids, Saginaw and Bay City Line.
‖ Meals.
+ Coupon stations ; ♁ Telegraph stations.
STANDARD—*Central time.*

PERE MARQUETTE RAILROAD.

BUFFALO DIVISION.

4	2	Mls	*November 15, 1909.* (*Eastern time.*)	1	3
P M	A M			Noon	P M
†4 20	†7 30	0	lve. **Walkerville**[1] ♂ arr.	12 05	8 40
4 28	7 38	3	.. **Walkerville Junc**[2].	11 55	8 30
4 33	7 43	6	.....**Pelton**[3]..... ♂	11 49	8 25
4 47	7 56	13	.....**McGregor**[4]... ♂	11 35	8 13
5 03	8 13	21	.....Harrow..... ♂	11 20	7 58
5 19	8 28	30	.....Kingsville.... ♂	11 02	7 42
5 26	8 35	34	.....Ruthven..... ♂	10 52	7 33
5 35	8 44	38	....**Leamington**... ♂	10 42	7 24
5 46	8 58	46	.....Wheatley..... ♂	10 28	7 10
6 03	9 10	53	.....Coatsworth.... ♂	10 15	6 57
6 19	9 25	61	.....Merlin..... ♂	10 00	6 41
6 36	9 42	71	.....Cedar Springs.....	9 42	6 20
6 45	9 56	75	arr.. **Blenheim** ♂ .lve.	9 28	6 11
7 02	10 05	74	.....**Blenheim**.... ♂	9 15	4 40
7 10	10 15	78	.....**Fargo**[16]..... ♂	9 02	4 30
7 25	10 30	85	arr...**Chatham**[6] ♂ lve.	†8 45	†4 15
†8 16	†9 20	...	lve...**Chatham** ♂..arr.	9 51	6 35
8 33	9 28	...	.....**Fargo**..... ♂	9 38	6 20
8 43	9 30	...	.....**Blenheim**..... ♂	9 35	6 12
7 00	10 02	75	ive...**Blenheim** ♂ .arr.	9 20	5 55
7 17	10 19	84	.....**Ridgetown**[7].. ♂	9 04	5 41
7 29	10 31	89	.....Highgate..... ♂	8 53	5 30
7 34	10 36	92	.....Muirkirk..... ♂	8 48	5 25
7 45	10 47	98	..... Rodney..... ♂	8 38	5 15
7 54	10 56	102	.....West Lorne.... ♂	8 29	5 07
8 06	11 08	109	.....Dutton..... ♂	8 18	4 56
8 16	11 17	115	.....Iona ..... ♂	8 08	4 46
8 23	11 24	119	.....Shedden.....	8 01	4 37
8 50	11 50	128	arr. **St. Thomas**[8] ♂ lve.	7 38	4 10
8 20	12 20	143	.....**London**[9]..... ♂	†7 10	†3 40
P M	Noon	...	[ARRIVE] [LEAVE	A M	P M

ERIE AND HURON DIVISION.

14	22	12	20	Mls	*November 15, 1909.* (*Eastern time*	11	21	13	23
P M		A M				A M		P M	
†420		†7 25		0	lve.....**Sarnia**[11] ♂..arr.	11 58		8 35	
4 29		7 35		6	.....Corunna.....	11 48		8 26	
4 36		7 41		10	.....Mooretown.....	11 41		8 19	
4 38		7 44		11	.....**Courtright**[12].. ♂	11 38		8 16	
4 56		8 00		19	.....**Sombra**[13].... ♂	11 20		7 57	
5 04		8 08		23	....**Port Lambton**[14] ♂	11 10		7 42	
5 10		8 14		25	.....Whitebread	11 03		7 42	
5 23		8 26		31	.....Wallaceburg.... ♂	10 52		7 32	
5 33		8 37		37	.....Tupperville..... ♂	10 39		7 19	
5 42	P M	8 46	A M	42	.....Dresden..... ♂	10 29	A M	7 10	P M
6 18	†415	9 20	†845	55	.....**Chatham**[6].... ♂	10 02	10 30	6 43	7 25
6 35	4 50	9 38	9 02	62	.....**Fargo**[15]..... ♂	9 36	10 25	6 20	7 10
6 45	4 40	9 50	9 13	67	.....**Blenheim**..... ♂	†9 30	†10 05	†6 12	†7 02
P M	P M	A M	A M		[ARRIVE]	A M	A M	P M	P M

LONDON AND PORT STANLEY RAILWAY.

(*Operated by Lake Erie & Detroit River Ry. Co.*)

3	47	43	1	41	Mls	*November 15, 1909.* (*Eastern time.*)	40	2	42	44	4
P M	P M	A M	A M	A M			A M	Noon	P M	P M	P M
†340	†2 30	†9 40	†7 10	†5 05	0	lve....**London**[9] ♂ .arr.	8 45	†12 20	1 50	4 40	8 20
--	--	--	--	--	1	.. London Junction. ♂	--	--	--	--	--
3 50	2 42	10 02	--	5 17	5	.....Westminster.....	8 34	--	1 31	4 29	--
3 57	2 49	10 11	--	5 24	10	.....Glanworth.... ♂	8 27	12 01	1 22	4 22	--
--	2 56	10 18	--	5 28	12	.....Yarmouth	8 20	--	1 16	4 16	--
4 10	3 02	10 25	7 38	5 35	15	.....**St. Thomas**[8].. ♂	8 15	†12 50	1 10	4 10	†850
P M	3 13	10 47	A M	6 04	20	..... White's.....	8 01	A M	12 44	3 58	P M
....	3 25	11 00	....	6 15	24	... **Port Stanley**[10] ♂	†7 50	....	†12 30	†3 45	....
....	P M	A M	....	A M		[ARRIVE]	A M	....	Noon	P M	....

Additional Train—Leaves London †7 15 p.m., arrives St. Thomas 8 05 p.m.

CHATHAM, BLENHEIM AND ROND EAU TRAINS.

22	Mls	*November 15, 1909.* (*Eastern time.*)	13
P M			P M
†4 15	0	lve.. **Chatham** ♂ ..arr.	6 35
4 19	1	**Chatham Jn.**	6 32
4 30	4	**Fargo**.....	6 20
4 42	7	**Blenheim**.....	6 08
5 00	12	**Rond Eau**.....	†5 15
P M		[ARRIVE] [LEAVE	P M

† Daily, except Sunday. ♂ Telegraph stations.

POINTS AT WHICH CONNECTIONS ARE MADE WITH FOREIGN LINES.

Allegan—With Michigan Central R.R. and Lake Shore & Michigan Southern Ry.
Alma—With Ann Arbor R.R.
Annpere—With Ann Arbor R.R.
Bay City—With Detroit & Mackinac and Michigan Central R.Rs.
Bay View—With Grand Rapids & Indiana Ry.
Belfast—With Lake Erie & Western R.R.
Bellaire—With East Jordan & Southern R.R.
Benton Harbor—With Cleveland, Cincinnati, Chicago & St. Louis Ry.
Big Rapids—With Grand Rapids & Indiana Ry.
Buchanan—With Michigan Central R.R.
Carleton—With Detroit, Toledo & Ironton Ry.
Chatham—With Grand Trunk, Canadian Pacific and Wabash Rys.
Chicago—With railroads diverging.
Clare—With Ann Arbor R.R.
Clifford—With Pontiac, Oxford & Northern R.R.
Courtright—With Michigan Central R.R. and steam ferry for St. Clair, Mich., and "Oakland House" Sanitarium.
Delray—With Michigan Central and Wabash R.Rs. and Lake Shore & Michigan Southern Ry.
Detroit—With railroads and steamer lines diverging.
Englewood—With Chicago & Eastern Illinois and Chicago, Rock Island & Pacific Rys.
Fargo—With Michigan Central R.R.
Ferrysburg—With Grand Trunk Ry. (D. & M. Div.)
Flint—With Grand Trunk Ry.
Fuller—With Grand Trunk Ry. (D. & M. Div.)
Grand Junction—With Michigan Central R.R.
Grand Rapids—With Michigan Central R.R. and Grand Rapids & Indiana, Lake Shore & Michigan Southern and Grand Trunk Rys.
Greenville—(See North Greenville).
Hanna—With Pennsylvania Lines.
Hartford—With Kalamazoo, Lake Shore & Chicago Ry.
Holland—With Graham & Morton Transportation Co's steamers.
Holly—With Grand Trunk Ry. (D. & M. Div.)
Howard City—With Grand Rapids & Indiana Ry.
Ionia—With Grand Trunk Ry. (D. & M. Div.)
Interlochen—With Manistee & North-eastern R.R.
Kaleva—With Manistee & North-eastern R.R.
La Crosse—With Chicago, Indianapolis & Louisville, Pittsburgh, Cincinnati, Chicago & St. Louis Rys., Chicago & Eastern Illinois and Chicago, Cincinnati & Louisville R.Rs.
Lansing—With Michigan Central R.R. and Lake Shore & Michigan Southern and Grand Trunk Rys.
La Porte—With Lake Shore & Michigan Southern Ry. and Lake Erie & Western R.R.
London—With Grand Trunk and Canadian Pacific Rys.
Lowell—With Grand Trunk Ry. (D. & M. Div.)
Ludington—With steamers for Milwaukee and Manitowoc.
Magee—With Wabash R.R.
Manistee—With Manistee & North-eastern R.R.
McGregor, Ont.—With Michigan Central R.R.
Mershon—With Michigan Central R.R.
Muskegon—With Grand Rapids & Indiana and Grand Trunk Rys. (T. S. & M. Div.)
North Greenville—With Grand Trunk Ry. (T. S. & M. Div.)
Ottawa Beach—With Graham & Morton Transportation Co.
Paines—With Michigan Central R.R.
Peacock—With Manistee & Grand Rapids R.R.
Pelton—With Michigan Central R.R.
Petoskey—With Grand Rapids & Indiana Ry.
Pigeon—With Pontiac, Oxford & Northern R.R.
Port Huron Tunnel—With Grand Trunk Ry.
Port Lambton—For Algonac and Detroit, Mich., by Star Line steamers during navigation.
Port Stanley—With Marquette & Bessemer Dock & Navigation Company (car ferries for freight only), running between Port Stanley and Conneaut Harbor, Ohio, connecting at Conneaut Harbor with Bessemer & Lake Erie R.R.
Reed City—With Grand Rapids & Indiana Ry.
Reese—With Michigan Central R.R.
Romulus—With Wabash R.R.
Rond Eau—With Lake Erie Navigation Co. (freight only) for Conneaut Harbor, Ohio, connecting at Conneaut Harbor with Bessemer & Lake Erie R.R.
Saginaw—With Michigan Central R.R. and Grand Trunk Ry. (C. S. & M. Div.)
St. Joseph—With Michigan Central R.R. and Graham & Morton Transportation Company's steamers.
St. Thomas—With Grand Trunk and Canadian Pacific Rys. and Michigan Central and Wabash R.Rs.
Sheridan—With Grand Trunk Ry. (T. S. & M. Div.)
Sombra—For Marine City, Mich., by ferry.
South Lyon—With Grand Trunk Ry. (Air Line Div.)
Sparta—With Grand Trunk Ry. (T. S. & M. Div.)
Thomaston—With New York, Chicago & St. Louis R.R.
Thompsonville—With Ann Arbor R.R.
Toledo—With railroads diverging.
Traverse City—With Grand Rapids & Indiana Ry. and Manistee & North-eastern R.R.; during Summer season with steamers for Traverse Bay resorts.
Trowbridge—With Grand Trunk Ry.
Vassar—With Michigan Central R.R.
Walkerville—With Grand Trunk Ry., and Wabash R.R.
Walkerville Junction—With Canadian Pacific Ry.
Wayne—With Michigan Central R.R.
Wellsboro—With Baltimore & Ohio R.R. and Grand Trunk Ry.
Wixom—With Grand Trunk Ry. (Air Line Div.)
Woodbury—With Chicago, Kalamazoo & Saginaw Ry.

THE CHICAGO, CINCINNATI & LOUISVILLE RAILROAD CO.

The Straight Line

J. P. GOODRICH, Receiver.

W. A. BRADFORD, President, Chicago, Ill.
H. C. STARR, Vice Pres't. and Executive Officer, "
J. A. S. GRAVES, Asst. Secretary, Treasurer and Purch. Agent, Chicago, Ill.
F. D. HODGSON, Auditor, Chicago, Ill.
R. P. DALTON, General Superintendent, "
W. H. ROWLAND, Car Accountant, "

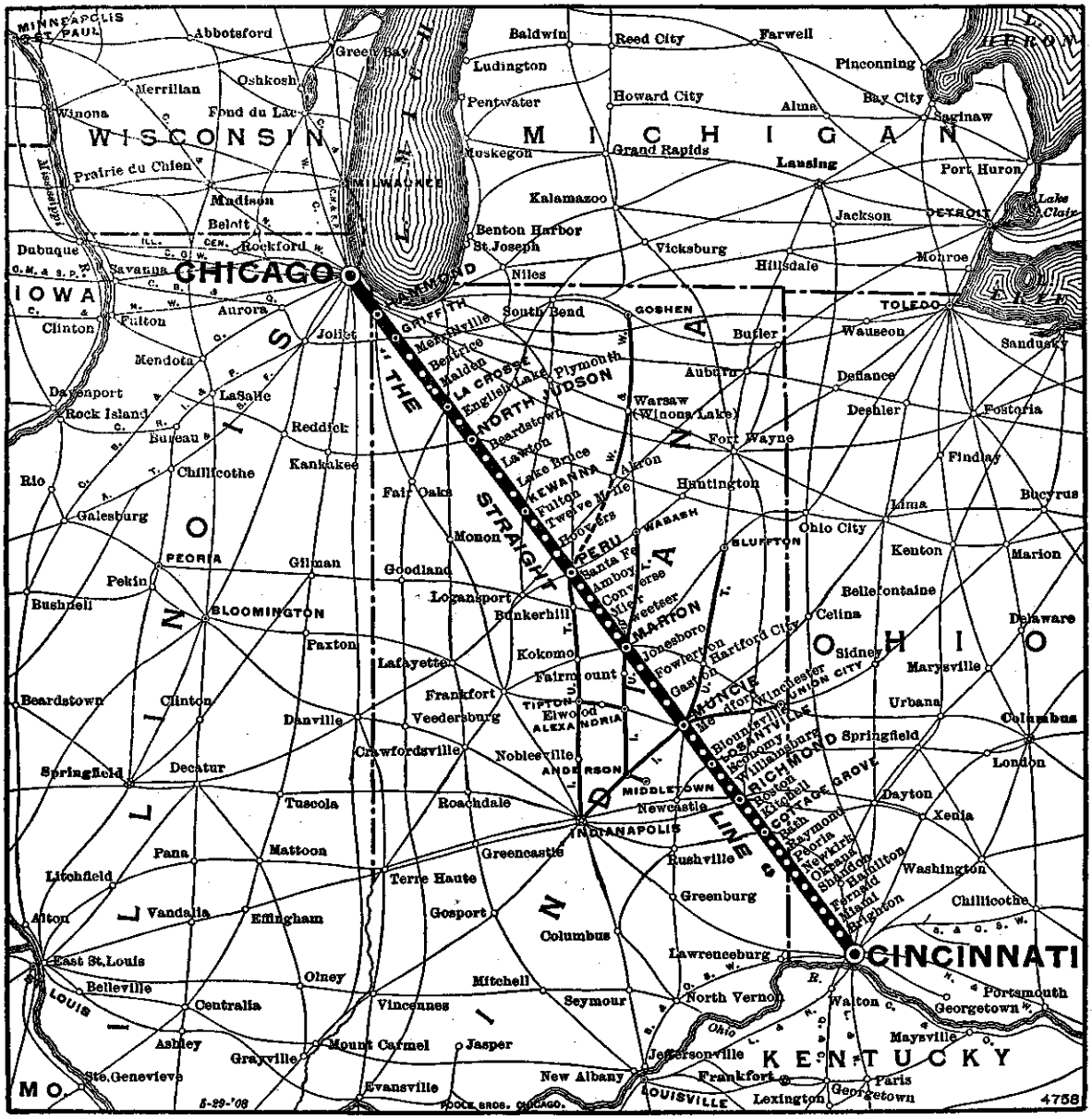
TRAFFIC DEPARTMENT—Freight.

WM. FITZGERALD, Jr., General Freight Agent, Chicago, Ill.
J. J. JOHNSON, Division Freight Agent, Cincinnati, O.
H. M. HALL, Division Freight Agent, Muncie, Ind.
C. M. SAFFARANS, Gen. Agt. Fht. Dept., Chicago, Ill.
D. W. CHAMPLIN, Agent, Asheville Line, "
F. J. ROHIG, Traveling Freight Agent, "
F. W. MILLER, Commercial Agent, Atlanta, Ga.
OSCAR PLUNKET, Traveling Freight Agent, "
DAN. G. WHEELER, Traveling Freight Agent, "
A. H. HECKENDORF, Commercial Agent, Milwaukee, Wis.
I. W. DUDLEY, Commercial Agent, Seattle, Wash.

Passenger.

T. H. GURNEY, General Passenger Agent, Chicago, Ill.
F. E. LANDMEIER, District Passenger Agent, Cincinnati, O.
A. E. YARDLEY, District Passenger Agent, Chicago, Ill.

General Offices—Ellsworth Building, Chicago, Ill.



CHICAGO $5 CINCINNATI

One Dollar Less than Other Lines

THE CHICAGO, CINCINNATI & LOUISVILLE RAILROAD CO.

J. P. GOODRICH, Receiver.

The Straight Line C&L

	No. 8	No. 4	No. 2	Mls.	November 14, 1909 LEAVE / ARRIVE	No. 1	No. 3	No. 5	
		*10 00 P M	*8 15 A M	0	+ ... Cincinnati ... ♂	8 50 P M	7 20 A M		
		10 07 »	8 20 »	1.7	..... Brighton	8 45 »	7 13 »		
		a –	8 50 »	14.7	..... Miami	8 18 »	a –		
		– –	8 53 »	16.6	..... Valley View	8 14 »	– –		
		a –	8 58 »	19.2	..... Fernald ..... ♂	8 10 »	a –		
		a –	9 05 »	22.6	..... Shandon ..... ♂	8 03 »	a –		
		a –	9 12 »	26.0	..... Okeana	8 56 »	a –		
		– –	9 22 »	30.6	..... Newkirk	8 47 »	– –		
		a –	9 27 »	33.1	..... Peoria ..... ♂	8 42 »	a –		
		a –	9 34 »	36.2	..... Raymond	8 35 »	a –		
		a –	9 40 »	39.0	..... Bath ..... ♂	8 29 »	a –		
		11 46 P M	9 53 »	45.0	+ . Cottage Grove . ♂	8 19 »	5 43 »		
		a –	10 03 »	51.0	..... Kitchell ..... ♂	8 08 »	a –		
		a –	10 06 »	53.0	..... Witts	8 02 »	a –		
		a –	10 10 »	54.9	..... Boston ..... ♂	7 58 »	a –		
	*8 45 P M	12 17 Night	10 23 »	61.9	+ . South Richmond ...	7 45 »	5 13 »	9 27 A M	
	7 00 »	12 25 Night	10 31 »	63.0	+ ... Richmond ... ♂	7 40 »	5 08 »	9 22 »	
	7 22 »	– –	10 51 »	73.9	+ ... Williamsburg .. ♂	7 14 »	– –	9 00 »	
	7 32 »	– –	11 03 »	79.6	..... Economy .... ♂	7 02 »	– –	8 47 »	
	7 38 »	– –	– –	82.3	..... Thornburg	– –	– –	8 42 »	
	7 43 »	– –	11 16 »	86.5	+ .. Losantville .. ♂	6 49 »	– –	8 35 »	
	7 53 »	– –	11 24 »	90.5	..... Blountsville ... ♂	6 41 »	– –	8 25 »	
	8 05 »	– –	11 35 »	96.8	..... Medford	6 30 »	– –	8 12 »	
	8 50 »	1 40 A M	11 48 A M	103.1	+ ..... Muncie ..... ♂	6 16 »	3 55 »	7 59 »	
	8 45 »	– –	– –	110.3	..... Benadum	– –	– –	7 46 »	
	8 50 »	– –	12 07 Noon	113.6	..... Gaston	5 58 »	– –	7 40 »	
	8 58 »	– –	– –	117.8	..... Janney	– –	– –	7 32 »	
	9 01 »	– –	12 19 »	121.1	+ ... Fowlerton ... ♂	5 46 »	– –	7 24 »	
	9 14 »	2 21 »	12 29 »	127.5	+ ... Jonesboro ... ♂	5 35 »	3 11 »	7 10 »	
	9 30 »	2 35 »	12 41 »	132.5	+ ..... Marion ..... ♂	5 25 »	3 01 »	6 59 »	
	9 40 »	– –	12 52 Noon	138.0	+ ..... Sweetser ..... ♂	5 13 »	– –	6 45 »	
	9 48 »	– –	– –	141.0	..... Mier	– –	– –	6 39 »	
	9 53 »	a –	1 02 P M	143.7	+ .... Converse .... ♂	5 02 »	a –	6 34 »	
	10 00 »	– –	1 08 »	146.9	..... Amboy ..... ♂	4 56 »	– –	6 25 »	
	10 10 »	– –	1 18 »	152.7	..... Santa Fe	4 47 »	– –	6 15 »	
	10 30 P M	3 36 »	1 42 »	160.5	+ ..... Peru ..... ♂	4 32 P M	2 12 A M	*6 00 A M	
		a –	2 02 »	170.1	+ .... Hoovers .... ♂	12 59 Noon	a –		
		a –	2 10 »	174.5	..... Twelve Mile ... ♂	12 50 »	a –		
		a –	2 19 »	180.4	..... Fulton ..... ♂	12 40 »	a –		
		a –	2 34 »	189.8	+ .... Kewanna .... ♂	12 23 »	a –		
		b –	2 41 »	194.2	..... Lake Bruce	12 15 »	d –		
		– –	2 47 »	198.0	+ ..... Lawton	12 08 »	– –		
		– –	2 54 »	202.7	.. Beardstown (Bass Lake) ..	12 01 Noon	– –		
		b –	3 12 »	213.4	+ .. North Judson .. ♂	11 43 A M	d –		
		– –	– –	217.6	..... English Lake	– –	– –		
		– –	– –	220.4	..... Runnymede	– –	– –		
		b –	3 27 »	222.5	+ ... La Grosse ... ♂	11 25 »	d –		
		– –	3 40 »	230.9	..... Malden	11 12 »	– –		
		– –	3 56 »	240.1	..... Beatrice	10 56 »	– –		
		– –	4 08 »	248.7	..... Merrillville .... ♂	10 41 »	– –		
		6 13 »	4 15 »	254.0	+ ..... Griffith ..... ♂	10 31 »	11 23 P M		
		– –	4 21 »	256.0	..... Highlands .... ♂	10 25 »	– –		
		– –	– –	259.5	..... Saxony	– –	– –		
		6 31 »	4 36 »	261.6	+ ... Hammond	10 13 »	11 08 »		
		– –	4 58 »	267.7	..... Dolton	9 57 »	– –		
		– –	– –	269.0	..... Riverdale	– –	– –		
		7 01 »	5 10 »	271.4	..... Kensington	9 47 »	10 39 »		
		7 11 »	5 18 »	276.5	.... Grand Crossing	9 37 »	10 29 »		
		7 16 »	5 22 »	278.0	.. Woodlawn (63d St.) ..	9 32 »	10 24 »		
		7 20 »	5 26 »	279.4	.. Hyde Park (53d St.) ..	9 28 »	10 20 »		
		7 24 »	5 30 »	280.7	..... 43d Street	9 24 »	10 16 »		
		7 30 »	5 35 »	282.3	..... 31st Street	9 20 »	10 10 »		
		7 35 A M	5 40 P M	284.5	arr .. + Chicago ♂ .. lve. (Lake Front and 12th St.)	*9 15 A M	*10 05 P M		

Local Sleeper on No. 6 Muncie to Peru, thence No. 4 Peru to Chicago.

Local Sleeper Chicago to Peru on No. 3, thence to Muncie on No. 5.

EXPLANATION OF SIGNS.

* Daily; *a* stops to leave or take Chicago or Cincinnati passengers; *b* stops to land passengers from Peru and east, or to pick up for Hammond and Chicago; *d* stops to leave from Chicago and Hammond and take for Peru or east.

+ Coupon stations; ♂ Telegraph stations. STANDARD—*Central time.*

CONNECTIONS.—At **Cincinnati**—With railroads diverging. At **Cottage Grove**—With Cincinnati, Hamilton & Dayton Ry. At **Richmond**—With Pennsylvania Lines and Grand Rapids & Indiana Ry. At **Losantville**—With Peoria and Eastern Division Cleveland, Cincinnati, Chicago & St. Louis Ry. At **Muncie**—With Pennsylvania Lines, Cleveland, Cincinnati, Chicago & St. Louis Ry., Fort Wayne, Cincinnati & Louisville R.R., Central Indiana Ry. and Lake Erie & Western R.R. At **Fowlerton**—With Pennsylvania Lines. At **Jonesboro**—With Cleveland, Cincinnati, Chicago & St. Louis Ry. At **Marion**—With Toledo, St. Louis & Western R.R., Cleveland, Cincinnati, Chicago & St. Louis Ry. and Pennsylvania Lines. At **Peru**—With Lake Erie & Western and Wabash R.Rs. At **Hoovers** and **Kewanna**—With Vandalia Line. At **North Judson**—With Erie, Chicago, Indiana & Southern R.R. and Pittsburgh, Cincinnati, Chicago & St. Louis Ry. At **La Crosse**—With Chicago & Eastern Illinois R.R., Chicago, Indianapolis & Louisville Ry., Pere Marquette R.R. and Pittsburgh, Cincinnati, Chicago & St. Louis Ry. At **Griffith**—With Grand Trunk Ry. At **Chicago**—With railroads diverging.

STATIONS.—At **Chicago**—All trains arrive and depart from Central Station, Lake Front and 12th Street. At **Cincinnati**—All Chicago, Cincinnati & Louisville R.R. trains arrive and depart from our own station, Eighth Street and McLean Avenue. This station is afforded the best street car facilities of any in Cincinnati; but 10 minutes to "Fountain Square," 10 minutes to Grand Central, and 20 minutes to Norfolk & Western and Louisville & Nashville stations.

THE

NEW SHORT LINE

BETWEEN

Chicago
Hammond
North Judson
Peru
Marion
Muncie
Richmond
Cincinnati

COMPLETED AND THRU SERVICE COMMENCED APRIL 7, 1907

BUFFET SERVICE ON DAY TRAINS

Night Trains carry New Pullmans between Chicago and Cincinnati and Chicago and Muncie.

Unquestionably Best Service between

CHICAGO and PERU MARION MUNCIE

LOCAL SLEEPER Leaves Daily.

Lve. CHICAGO..... 10 05 p.m.
Lve. PERU..... 6 00 a.m.
Arr. MARION..... 6 59 a.m.
Arr. MUNCIE..... 7 59 a.m.

CHICAGO $5 CINCINNATI
One Dollar Less than Other Lines

TOLEDO & OHIO CENTRAL RY.—ZANESVILLE & WESTERN RY.

CHARLES T. LEWIS, President and General Counsel, Toledo, O.
CHARLES G. HICKOX, 1st Vice-President, Cleveland, O.
J. LANDGRAF, Jr., Secretary and Auditor, Toledo, O.
FRANK C. LEWIS, Solicitor, "
L. D. KELLEY, Treasurer and Assistant Secretary, "
CLIFFORD BUXTON, Chief Engineer, "

H. A. COOPER, Purchasing Agent, Toledo, O.
H. E. SPEAKS, General Superintendent, "
A. E. FILLMORE, Car Service Agent, Columbus, O.
S. S. STIFFEY, Superintendent of Motive Power, "
C. L. GARDNER, Superintendent, "

TRAFFIC DEPARTMENT.

HUDSON FITCH, Traffic Manager, Toledo, O.

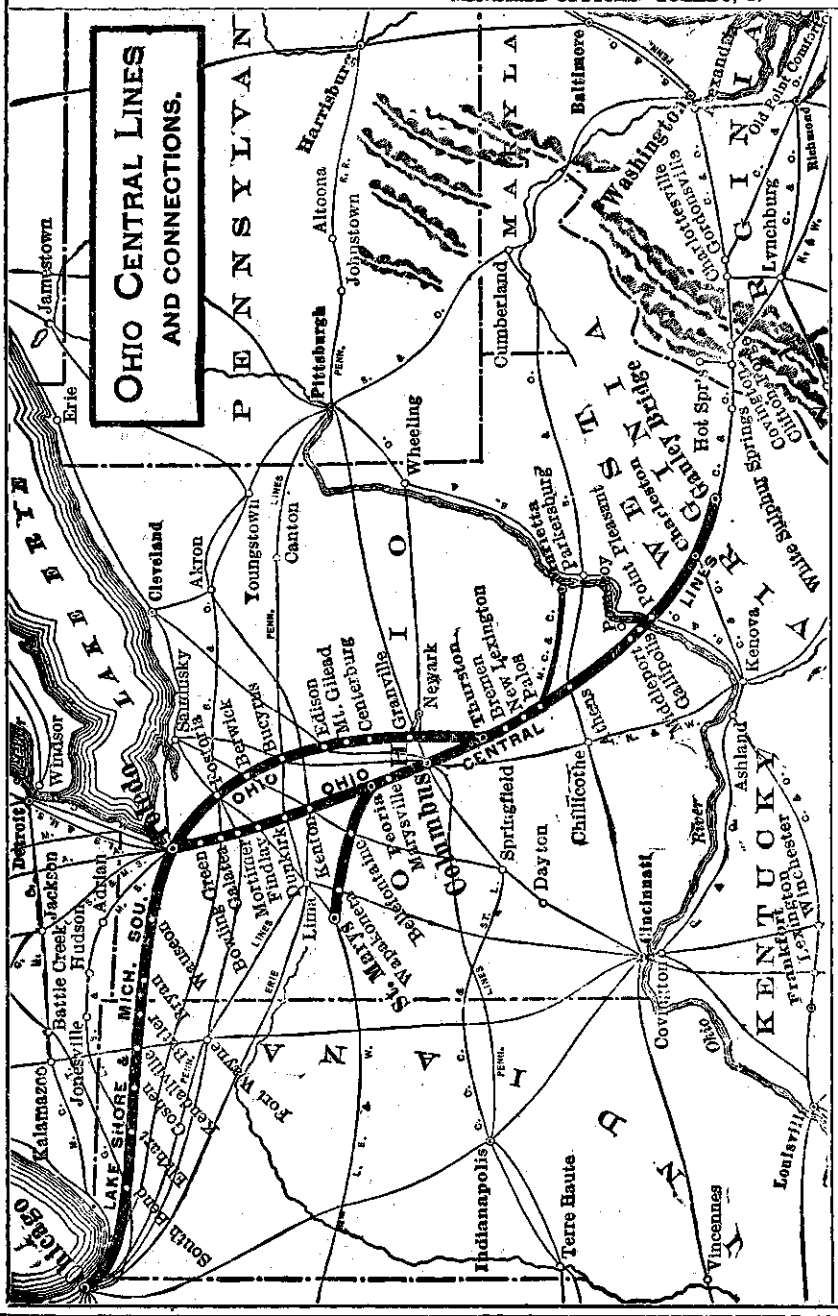
FREIGHT DEPARTMENT.

E. L. JAMISON, General Freight Agent, Toledo, O.
F. H. HYSELL, General Agent Freight Department, Columbus, O.
H. O. YANT, Traveling Freight Agent, Toledo, O.
A. C. WINDT, Traveling Freight Agent, Jackson, Mich.

PASSENGER DEPARTMENT.

MOULTON HOUK, General Passenger Agent, Toledo, O.
H. E. STALKER, District Passenger Agent, "
E. N. KRAUS, City Passenger Agent, "
L. P. LEWIS, General Agent Passenger Department, Columbus, O.
GEO. L. WHEELER, City Passenger Agent, "

GENERAL OFFICES—TOLEDO, O.



SLEEPING, PARLOR AND DINING CAR ARRANGEMENTS.

Train No. 2—Carries Pullman Sleeping Car Chicago to Columbus and Charleston and Dining Car Toledo to Charleston.

Train No. 4—Carries Dining and Parlor Car Toledo to Charleston.

Train No. 6—Carries Parlor Car Toledo to Columbus.

Train No. 8—Carries Dining Car and Parlor Car from Toledo to Columbus.

Train No. 1—Carries Dining and Parlor Car Columbus to Toledo.

Train No. 3—Carries Dining and Parlor Car Charleston to Toledo.

Train No. 5—Carries Pullman Sleeping Car from Charleston to Toledo and Chicago and Dining Car Charleston to Toledo.

Train No. 7—Carries Parlor Car Columbus to Toledo.

DINING SERVICE, A LA CARTE.

EXPLANATION OF SIGNS.

Trains marked * run daily.

† Daily, except Sunday.

§ Sunday only.

a Stops to leave passengers.

b Stops for passengers for Columbus and south thereof.

c Stops to leave passengers going to points on or via the N. Y. C. & St. L. R.R.

e Stops for passengers for Chicago or beyond.

g Stops for passengers for points north of Peoria at which train stops.

h Daily, but leaves on Sunday at 7 55 p.m.

n Stops to let off passengers from north of Peoria.

s Stops on Sunday.

x Will stop on signal to let off passengers from Chicago or beyond.

y Daily, but leaves on Sunday at 6 00 p.m.

| Meals. + Coupon stations; ♁ Telegraph stations.

STANDARD—*Central time.*

TOLEDO & OHIO CENTRAL RY.—ZANESVILLE & WESTERN RY.

BETWEEN TOLEDO, COLUMBUS AND MARIETTA.

8	16-10	6	4	2	Ms	November, 1909.	3	7	1	5	17
A M	.....	A M	P M	P M	...	LEAVE] [ARRIVE	A M	P M	P M	A M	....
*1030	.....	*8 25	*1030	*8 30	...	**Chicago** (L.S.&M.S.)	1 20	4 00	9 00	7 30	....
2 45	.....	Noon	*9 00	*8 00	...	**Detroit** (L.S.&M.S.)	8 55	11 59	5 40	6 45	....
P M	.....	*1235	*1035	*1035	...	**Detroit** (Mich. Cent.)	8 40	A M	4 10	6 45	....
P M	.....	P M	A M	A M	...	LEAVE] [ARRIVE	P M	A M	P M	P M	....
*442	.....	†2 15	*7 50	*3 50	0	+ **Toledo** (Union Depot).	6 10	9 43	1 30	1050	....
s —	.....	— —	— —	x —	2	+ . Fassett Street... ♁	— —	— —	s —	e —	....
s —	.....	— —	— —	x —	3	.....Whitmore..... ♁	— —	— —	s —	e —	....
5 01	.....	— —	8 11	x —	9	.....Lime City..... ♁	5 49	9 22	1 10	es	....
5 08	.....	— —	— —	x —	13	.....Dowling.....	5 40	9 15	s —	e —	....
5 11	.....	— —	8 20	x —	15	..... Dunbridge ... ♁	5 38	9 12	1 02	e —	....
5 15	.....	— —	8 24	x —	17	.....Sugar Ridge .. ♁	5 34	9 07	s —	es	....
5 23	.....	2 50	8 32	4 29	21	+ . Bowling Green.. ♁	5 23	9 00	12 54	1012	....
5 30	.....	— —	8 38	x —	24	+ .....Portage..... ♁	5 17	8 53	s —	es	....
5 34	.....	— —	8 42	x —	26	+ .....Mermill..... ♁	5 14	8 50	s —	es	....
s —	.....	— —	— —	x —	29	.....Trombley..... ♁	— —	— —	s —	e —	....
5 42	.....	3 03	8 51	a x	30	+ .....Cygnet..... ♁	5 08	8 43	12 37	ae	....
5 48	....	3 09	8 58	x —	35	Galatea 10 (No. Baltimore) ♁	4 59	8 36	12 30	948	....
5 53	.....	—	9 02	x —	37	.....VanBuren..... ♁	4 52	8 31	s —	e —	....
5 57	.....	3 15	9 07	4 53	39	..... **Mortimer**... ♁	4 50	c —	12 21	940	....
s —	.....	— —	— —	x —	43	. . North Findlay . ♁	— —	— —	s —	e —	....
6 10	.....	3 27	9 20	5 05	45	+ ..... **Findlay** .... ♁	4 40	8 19	12 11	828	....
6 27	....	3 43	9 36	x —	54	+ .... **Arlington** ... ♁	4 21	8 02	11 54	e —	....
6 34	.....	— —	9 43	x —	58	.....Williamstown... ♁	4 15	— —	11 48	e —	....
6 40	.....	3 55	9 48	5 33	62	+ ..... **Dunkirk**.... ♁	4 09	7 52	11 43	902	....
6 57	.....	4 17	10 05	5 50	73	+ ..... **Kenton** .... ♁	3 53	7 37	11 27	847	....
7 10	.....	4 33	10 20	6 06	82	..... **Ridgeway** ... ♁	3 34	7 18	11 09	828	....
s —	.....	— —	— —	6 13	86	.....Horton.....	3 28	— —	s —	e —	....
7 24	.....	4 47	10 33	6 22	90	+ . West Mansfield . ♁	3 22	7 07	10 55	815	....
s —	.....	— —	— —	6 26	92	..... Lunda	3 17	— —	s —	e —	....
s —	A M	4 57	10 44	6 31	96	.....Raymonds ... ♁	3 12	6 59	10 44	ae	P M
7 36	*9 00	5 01	10 47	6 34	98	..... **Peoria** .... ♁	3 08	— —	10 41	801	5 30
— —	9 06	— —	— —	x —	101	..... Otter	— —	— —	s —	e —	5 23
7 49	9 13	5 15	11 00	6 47	104	+ . Marysville	2 59	6 47	10 29	749	5 16
— —	9 20	— —	— —	x —	108	..... Dipple	— —	— —	s —	e —	5 01
n —	9 30	— —	— —	x —	114	..... Arnold	— —	— —	s —	e —	4 53
n —	9 37	— —	— —	x —	117	..... Kile	g —	— —	s g	e —	4 48
n —	9 41	— —	— —	b x	120	.....Amlin.....	g —	— —	s g	e —	4 41
— —	9 46	— —	— —	x —	122	.....Renner.....	— —	— —	s —	e —	4 36
— —	9 57	— —	— —	x —	125	..... Highway	— —	— —	s —	e —	4 29
— —	10 10	— —	— —	x —	127	. West Columbus ...	— —	— —	s —	e —	4 20
8 30	10 15	‖5 55	‖1140	‖7 30	132	ar. } + **Columbus** ♁ { lv.	2 15	*6 05	9 45	705	y415
P M	*5 15	P M	†1201	7 45	132	lve... } { ar.	2 00	A M	9 35	‖645	P M
.....	5 23	.....	12 10	7 53	137	...South Columbus. ♁	1 52	.....	9 28	6 38	....
.....	— —	.....	— —	x —	142	..... **Truro** ..... ♁	— —	.....	s —	e —	....
.....	5 38	.....	12 29	8 09	144	.....Brice..... ♁	1 35	.....	9 11	6 22	....
.....	5 46	.....	12 40	8 18	149	.....Pickerington... ♁	1 26	.....	9 01	6 13	....
.....	6 00	.....	12 55	8 30	157	+ .....Basil..... ♁	1 13	.....	8 48	6 00	....
.....	6 03	.....	12 57	8 32	158	..... Baltimore..... ♁	1 11	.....	8 46	5 58	....
.....	6 15	.....	1 04	8 50	161	+ .... **Thurston**.... ♁	1 04	.....	8 40	5 52	....
.....	6 22	.....	1 08	8 57	164	+ . Pleasantville .. ♁	12 59	.....	8 29	5 40	....
.....	6 35	.....	1 19	9 09	170	+ .....Rushville..... ♁	12 49	.....	8 19	5 28	....
.....	6 45	.....	1 29	9 20	174	+ ..... **Bremen** .... ♁	12 39	.....	8 09	5 19	....
.....	6 55	.....	1 40	9 31	181	+ . **Junction City**. ♁	12 26	.....	7 57	5 07	....
.....	7 05	.....	1 50	9 41	185	+ .. **New Lexington** .. ♁	12 17	.....	7 47	4 57	....
.....	7 20	.....	2 06	9 55	192	..... Moxahala..... ♁	12 03	.....	7 33	4 43	....
.....	7 30	.....	2 16	10 05	196	+ .... **Rendville** ... ♁	11 55	.....	7 25	4 35	....
.....	7 35	.....	2 20	10 10	198	arr. . + **Corning** ♁ . lve.	11 50	.....	7 20	*430	....
.....	.....	.....	6 15	†1225	...	ar. **Marietta** (M.O.&O.) lv.	†8 15	.....	.....	†210	....
.....	8 38	.....	3 23	11 18	...	ar. **Athens** (X. & M.) lv.	10 40	.....	6 25	5 28	....
.....	10 08	.....	4 53	1 05	...	ar. **Middleport**. » lv.	8 59	.....	*5 00	1 56	....
.....	P M	.....	6 24	1 40	...	ar. **Gallipolis** .. » lv.	8 30	.....	A M	1 20	....
.....	.....	.....	5 42	2 00	...	ar. **Pt. Pleasant** » lv.	8 07	.....	.....	1 00	....
.....	.....	.....	7 36	*4 15	...	ar. **Charleston**. » lv.	†6 05	.....	.....	*1120	....
.....	.....	.....	P M	P M	...		A M	.....	.....	A M	....

Additional Trains—Leaves Peoria *a*4 25 p.m., arrives Columbus 6 50 p.m. Leaves Columbus *6 40 a.m., arrives Peoria 7 53 a.m.

NOTE ⊡.—For additional service, see St. Marys Branch.

BETWEEN COLUMBUS AND ZANESVILLE.

308	207	105	203	101	M	November, 1909.	204	102	208	110	312
A M	P M	P M	A M	A M	..	LEAVE] [ARRIVE	A M	A M	P M	P M	P M
‖820	*700	†4 00	†9 35	*6 55	0	[+ . . **Zanesville** .... ♁	8 00	10 35	5 00	8 00	6 00
8 20	7 10	4 12	9 45	7 07	3	. . South Zanesville... ♁	7 48	10 23	4 48	7 48	5 48
8 22	7 12	4 14	9 47	7 09	4	.... **Muskingum**.....	7 46	10 21	4 47	7 46	5 46
8 24	7 14	4 16	9 49	7 11	5	..... Darlington..... ♁	7 44	10 19	4 45	7 44	5 44
8 25	7 15	4 17	9 50	7 12	6	.....Lewis.....	7 43	10 18	4 44	7 43	5 43
8 29	7 19	4 21	9 54	7 16	7	.....Elizabeth.....	7 39	10 14	4 40	7 39	5 39
8 34	7 24	4 26	9 59	7 21	9	...White Cottage... ♁	7 35	10 10	4 36	7 35	5 35
8 40	7 30	4 34	10 05	7 29	11	..... **Fultonham**.... ♁	*7 29	10 05	†4 31	7 30	‖530
A M	P M	4 48	A M	7 41	17	.....Mt. Perry ..... ♁	A M	9 50	P M	7 16	P M
.....	.....	4 58	.....	7 51	21	.....Glass Rock.....	.....	9 40	.....	7 05	....
.....	.....	5 01	.....	7 56	23	..... **Glenford**..... ♁	.....	9 35	.....	7 00	....
.....	.....	5 05	.....	8 00	25	.....Yost.....	.....	9 31	.....	6 56	....
.....	.....	5 15	.....	8 10	29	.....Thornville..... ♁	.....	9 20	.....	6 45	....
.....	.....	5 26	.....	8 21	34	.....New Salem..... ♁	.....	9 09	.....	6 34	....
.....	.....	5 36	.....	8 30	38	[arr... **Thurston** ♁ . lve.	.....	9 00	.....	6 25	....
.....	.....	6 45	.....	9 35	67	arr.... **Columbus**... lve.	.....	†7 45	.....	*5 15	....
.....	.....	P M	.....	A M	..	(*Toledo & Ohio Cent.*)	.....	A M	.....	P M	....

Zanesville & Western Ry.

CANNELVILLE BRANCH.

a Wednesday and Saturday only.	Pas'nger.	M	September, 1908.	Pas'nger.	.....	....
	*a*4 00 P M	0	W. lve.... **Muskingum**.....arr.	7 36 A M	.....	....
	— —	1	..... Grangers	— —	.....	....
	4 18 »	2	♁ .....Buckeye.....	7 25 »	.....	....
	— —	6	.....Stoverton.....	— —	.....	....
	4 45 P M	8	N. arr.... **Cannelville** ♁ . lve.	*a*7 00 A M	.....	....

BETWEEN COLUMBUS AND ST. MARYS.

....	18	16	16	Ms	November, 1909	15	17	17	....
....	P M	P M	A M	...	LEAVE] [ARRIVE	A M	P M	P M	....
....	‖800	†2 30	*7 00	0	+ ..... **St. Marys**	9 45	7 25	910	....
....	6 08	2 39	7 08	5	.....Moulton.....	9 34	7 13	8 58	....
....	6 20	2 50	7 18	10	+ ..... **Wapakoneta**	9 23	7 04	8 48	....
....	6 35	3 05	7 31	17	.... **Slater** (Columbus Jn)...	9 11	6 51	8 38	....
....	6 38	3 08	7 34	19	.....Gutman.....	9 08	8 48	8 33	....
....	6 44	3 14	7 40	22	.....Santa Fe.....	9 02	8 41	8 26	....
....	6 51	3 21	7 47	26	.....Lake View.....	8 55	8 34	8 19	....
....	6 54	3 24	7 50	28	..... Russell's Point	8 51	8 31	8 18	....
....	7 01	3 31	7 57	31	.....Lewistown.....	8 44	8 24	8 09	....
....	7 17	3 47	8 14	39	+ ... **Bellefontaine**	8 30	8 09	7 54	....
....	7 31	4 01	8 32	46	.....Zanesfield.....	8 16	5 55	7 40	....
....	7 43	4 12	8 44	51	..... East Liberty.....	8 06	5 44	7 29	....
....	7 55	4 25	9 00	58	..... **Peoria**	7 53	5 30	7 15	....
....	8 00	4 30	9 06	61	.....Otter.....	7 45	5 23	7 08	....
....	8 07	4 37	9 13	64	+ ..... Marysville.....	7 38	5 15	7 00	....
....	8 13	4 43	9 20	68	.....Dipple.....	7 29	5 01	6 48	....
....	8 23	4 53	9 30	74	.....Arnoid.....	7 21	4 53	6 38	....
....	8 30	5 00	9 37	77	.....Kile.....	7 16	4 46	6 31	....
....	8 40	5 10	9 46	82	.....Renner.....	7 00	4 36	6 21	....
....	8 46	5 16	9 57	85	.....Highway.....	6 55	4 29	6 14	....
....	8 55	5 26	10 10	91	..... West Columbus	6 45	4 20	6 05	....
....	9 00	5 30	10 15	92	+ ..... **Columbus**	*6 40	†4 15	‖600	....
....	P M	P M	A M	...	ARRIVE] [LEAVE	A M	P M	P M	....

BETWEEN TOLEDO, BUCYRUS AND THURSTON.

28	26	24	28-88	22	Ms	November, 1909.	27-21	23	25	21-89
.....	.....	P M	.....	.....	...	lve.... **Toledo**... arr.	.....	P M	P M	.....
.....	.....	1035	P M	.....	...	(*Via Mich. Cent. R.R.*)	A M	4 10	8 40	.....
.....	.....	*900	*2 45	.....	...	(*Via L. S. & M. S. Ry.*)	1159	5 40	8 55	.....
P M	Noon	A M	P M	.....	...	LEAVE] [ARRIVE	A M	P M	P M	A M
‖6 30	†1230	†735	†4 50	.....	0	+ . **Toledo** (O.C.Depot) ♁	8 50	2 05	5 35	9 20
6 36	12 35	7 40	4 55	.....	2	+ . . Fassett Street.. ♁	8 44	1 59	5 30	9 14
6 55	12 54	7 56	6 15	.....	10	.....Stony Ridge... ♁	8 26	1 39	5 15	8 56
7 03	1 02	8 04	5 23	.....	14	.....Luckey..... ♁	8 18	1 31	5 07	8 48
7 08	1 08	8 12	5 29	.....	17	+ ... **Pemberville**... ♁	8 12	1 25	5 01	8 42
7 23	1 25	8 27	5 43	.....	25	+ . . Prairie Depot.. ♁	7 57	1 10	4 47	8 27
7 30	1 32	8 34	5 50	.....	28	.....Hatton..... ♁	7 50	1 03	4 40	8 20
7 45	1 48	8 50	6 05	.....	36	+ .... **Fostoria**.... ♁	7 36	12 50	4 26	8 06
8 03	2 05	9 07	6 23	.....	44	.....New Reigel... ♁	7 17	12 34	4 04	7 47
8 07	2 09	9 12	6 27	.....	46	..... **Berwick**.... ♁	7 13	12 30	3 59	7 43
8 13	2 15	9 17	6 33	.....	49	.. McCutchenville. ♁	7 07	12 23	3 53	7 37
8 26	2 29	9 30	6 46	.....	55	+ ... **Sycamore**... ♁	6 56	12 10	3 40	7 26
8 38	2 42	9 43	6 58	.....	61	.....Lemert..... ♁	6 45	11 57	3 27	7 15
8 55	3 00	1000	7 15	A M	70	arr. } + **Bucyrus** ♁ { lve.	†630	11 40	†310	‖700
P M	3 00	A M	†7 10	†5 45	70	lve. } { arr.	9 00	11 40	P M	†5 55
.....	3 14	.....	7 25	5 58	76	... New Winchester ..	8 46	11 23	.....	3 40
.....	3 21	.....	7 50	6 05	79	..... **Martel**..... ♁	8 39	11 17	.....	3 21
.....	3 37	.....	8 45	6 21	87	+ ..... **Edison**..... ♁	8 23	11 01	.....	2 15
.....	3 40	.....	8 55	6 25	89	+ . . **Mt. Gilead** ... ♁	8 19	10 57	.....	1 45
.....	3 52	.....	9 35	6 37	95	.....Fulton..... ♁	8 07	10 46	.....	1 15
.....	4 01	.....	10 02	6 46	99	..... **Marengo**..... ♁	7 58	10 37	.....	12 35
.....	4 20	.....	11 40	7 06	108	+ . . **Conterburg**.. ♁	7 38	10 18	.....	11 40
.....	4 29	.....	11 59	7 15	113	+ ..... Croton..... ♁	7 28	10 08	.....	11 10
.....	4 41	.....	1 00	7 27	119	.....Johnstown ... ♁	7 18	9 55	.....	10 40
.....	4 53	.....	1 22	7 38	125	.....Alexandria ... ♁	7 05	9 41	.....	9 55
.....	4 59	.....	1 30	7 44	127	.....Clemons. ... ♁	6 59	9 36	.....	9 36
.....	5 05	.....	1 45	7 50	130	+ Granville (Newark) ♁	6 53	9 20	.....	9 00
.....	5 12	.....	2 10	7 58	133	... **Central City**.. ♁	6 45	9 21	.....	8 37
.....	5 22	.....	2 45	8 10	139	.....Hebron..... ♁	6 34	9 10	.....	8 10
.....	5 42	.....	3 30	8 30	148	ar. + . **Thurston**. ♁ lv.	†815	†8 50	.....	†7 00
.....	6 45	.....	P M	9 35	176	arr... **Columbus**.. lve.	†515	†7 45	.....	A M
.....	7 35	.....	.....	10 10	185	arr... **Corning**.. lve.	4 30	7 20	.....	.....
.....	.....	.....	.....	12 25	234	arr. **Marietta** (M.C.&C.) lve.	†210	.....	.....	
.....	8 35	.....	.....	11 11	207	..... **Athens**.....	†328	†6 25	.....	.....
.....	P M	.....	.....	A M	...	ARRIVE] [LEAVE	P M	A M	.....	.....

Zanesville & Western Ry.

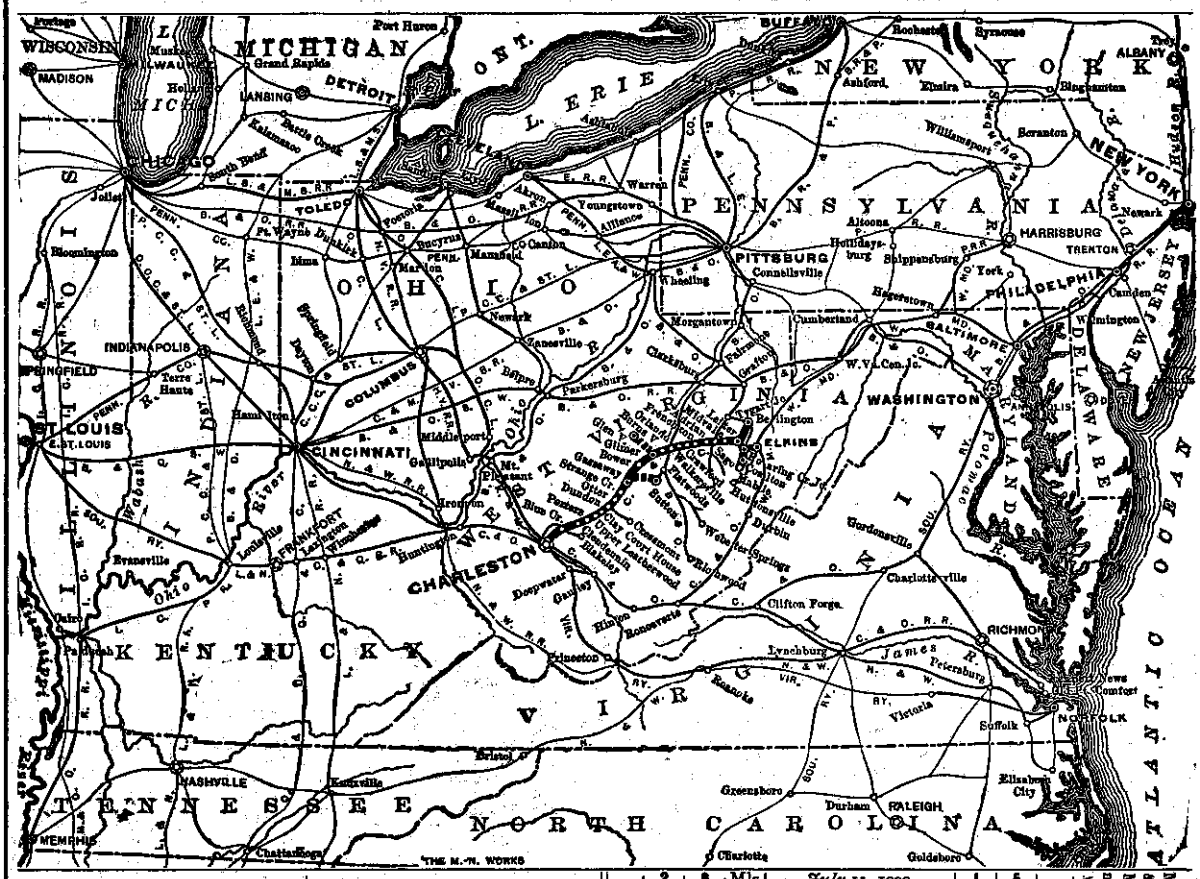
BETWEEN ZANESVILLE AND SHAWNEE.

311	205	201	Ms.	November, 1909	202	210	310	....	....
P M	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	A M	.....	....
‖400	†5 00	*6 00	0	[+ ... **Shawnee** ..... ♁	11 30	8 56	10 05	.....	....
4 10	5 10	6 10	4	.....Carrington..... ♁	11 20	8 45	9 55	.....	....
4 17	5 17	6 17	5	.....Hemlock..... ♁	11 17	8 42	9 52	.....	....
4 20	5 20	6 20	5½	.....Buckingham.... ♁	11 14	8 39	9 49	.....	....
4 25	5 25	6 25	6	..... **Drakes**..... ♁	11 12	8 37	9 47	.....	....
4 30	5 30	6 30	9	.....Congo..... ♁	11 07	8 32	9 42	.....	....
4 38	5 38	6 36	10	..... **Corning**..... ♁	11 00	8 25	9 35	.....	....
4 39	5 39	6 39	11	..... **Rendville**.... ♁	10 57	8 22	9 32	.....	....
4 51	5 51	6 51	17	.....Sayre..... ♁	10 45	8 10	9 20	.....	....
4 57	5 57	6 57	19	.....Misco..... ♁	10 39	8 04	9 14	.....	....
5 01	4 01	7 01	21	.....Tropic..... ♁	10 35	8 00	9 10	.....	....
5 07	4 07	7 07	23	... **Crooksville**.... ♁	10 29	7 54	9 04	.....	....
5 18	4 18	7 18	28	.....Saltillo..... ♁	10 17	7 42	8 52	.....	....
5 23	4 23	7 23	30	.....Cannon.....	10 12	7 37	8 47	.....	....
5 27	4 27	7 27	32	... **Fultonham** ... ♁	10 08	7 33	8 43	.....	....
6 00	5 09	8 00	44	[....**Zanesville**.... ♁	†9 35	*7 00	‖8 10	.....	....
P M	P M	A M	.....	ARRIVE] [LEAVE	A M	P M	A M	.....	....

Buckingham Branch.—Extends from **Drakes** to Hartleyville (3 miles), McLeish (6 miles), Oakdale (7 miles) and **Glouster** (9 miles). **Operated for freight traffic only.**

For explanation of signs, see preceding page.

COAL & COKE RAILWAY



H. G. Davis, Prest., Elkins, W.Va.
T. B. Davis, Vice-Prest., "
Arthur Lee, 2d Vice-President and Treasurer, Elkins, W.Va.
C. M. Hendley, Sec'y, "
A. M. Smith, Gen. Mgr. and Pur. Agent, Elkins, W.Va.
J. A. Emmart, Asst. Gen. Mgr., Gassaway, W.Va.

M. L. Rouzer, Aud., Elkins, W.Va.
I. K. Dye, General Freight and Pas. Agt., Elkins, W.Va.
B. C. Downing, Car Accountant, Elkins, W.Va
I. N. Kalbaugh, Supt. Motive Power, Gassaway, W.Va.
C. S. Wilkins, Train Master, " General Offices—Elkins, W.Va.

		4	2	Mls.	July 11, 1909.	3	1			
		P M	A M		LEAVE [ARRIVE	A M	P M			
		*3 56	*6 30	0	**Charleston**[1] ..ō	11 00	5 00			
		3 44	6 39	3.8	Barlow	10 46	4 51			
		3 50	6 44	6.0	Mill Creek—Elk	10 40	4 48			
		3 54	6 47	7.3	Mason	10 36	4 43			
		4 01	6 53	10.0	Pinch	10 29	4 36			
		4 03	6 55	11.0	Jarrett's Ford	10 27	4 34			
		4 10	7 00	13.0	**Blue Creek**[2] ..ō	10 21	4 29			
		4 20	7 10	17.0	Falling Rock ..ō	10 10	4 20			
		—	—	18.6	Reamer	—	—			
		4 30	7 19	20.5	**Clendennin** ..ō	10 01	4 12			
		4 36	7 24	22.7	Turner ..ō	9 55	4 07			
		4 40	7 29	24.4	Queen Shoals	9 50	4 02			
		4 44	7 33	25.0	Barren Creek	9 45	3 59			
		4 49	7 37	27.6	Porters ..ō	9 4[illegible]	3 55			
		4 56	7 43	30.3	King	9 34	3 48			
		5 00	7 47	31.8	Camp	9 30	3 46			
		5 11	7 56	35 0	Rouzer	9 29	3 38			
		5 2[illegible]	8 04	39 5	Shelton	9 09	3 26			
		5 25	—	41.1	Big Sycamore	9.04	—			
		5 27	8 10	42.0	Dorfee ..ō	9 01	3 19			
		5 32	8 15	44.2	Elkhurst ..ō	8 56	3 14			
		5 43	8 24	48.1	Upper Leatherwood ..ō	8 46	3 05			
		5 50	8 30	50.8	Clay Court House ..ō	8 38	2 57			
		5 53	8 35	51.9	**Dundon**[3]	8 33	2 54			
		6 07	8 46	57.3	Spread	8 15	2 40			
		6 23	9 00	63.6	**Otter** ..ō	7 59	2 23			
		6 33	9 12	68.1	Jessica	7 47	2 12			
		6 41	9 17	70.8	Groves	7 42	2 07			
		6 46	9 26	73.7	Villa Nova	7 34	1 59			
		6 57	9 34	76.6	**Strange Creek**[4] ..ō	7 27	1 51			
		7 03	9 40	79.1	Glendon	7 21	1 46			
		7 10	9 46	81.6	Rockton	7 15	1 40			
		7 16	9 50	83.2	Frametown ..ō	7 11	1 38			
		7 27	10 01	87.4	Shady Side	7 00	1 28			
		7 40	10 12	91.8	**Gassaway** ..ō	*6 50	*1 15			
		P M	A M		ARRIVE] [LEAVE	A M	P M			

Trains marked * run daily; † daily, except Sunday. ō Telegraph stations. STANDARD—*Eastern time*

New Line to Webster Springs.

		2	6	Mls.	July 11, 1909.	1	5			
		A M			LEAVE] [ARRIVE	P M				
		6 30		0	**Charleston**	5 00				
		A M	A M		LEAVE] [ARRIVE	Noon	P M			
		*10 15	*7 00	91.8	**Gassaway** ..ō	12 55	7 00			
		10 27	7 12	96.3	Pembroke	12 41	6 50			
		10 31	7 16	97.9	Riffle	12 36	6 46			
		10 36	7 21	99.8	Exchange	12 30	6 41			
		10 45	7 30	102.9	Delta	12 21	6 33			
		10 52	7 37	105.8	Copen	12 12	6 24			
		10 59	7 44	107.6	Bower ..ō	12 06	6 18			
		11 04	7 49	109.2	Gilmer ..ō	12 01	6 15			
		11 09	7 54	110.9	Hyers	11 56	6 11			
		11 17	8 02	114.1	**Burnsville**[6] ..ō	11 47	6 03			
		11 35	8 20	118.2	**Orlando**[7] ..ō	11 35	5 52			
		11 45	8 31	121.7	Chapman	11 15	5 43			
		12 01	8 45	126.0	Emmart	10 59	5 29			
		12 04	8 50	128.4	Walkersville ..ō	10 54	5 25			
		12 07	8 54	129.6	Crawford ..ō	10 50	5 21			
		12 20	9 11	134.0	Frenchton ..ō	10 34	5 05			
		12 33	9 22	139.3	Abbott	10 23	4 54			
		12 40	9 30	141.9	Adrian ..ō	10 15	4 47			
		12 48	9 37	144.8	Sago ..ō	10 06	4 38			
		12 58	9 47	148 5	Strader	9 56	4 29			
		1 05	9 51	149.9	Goodwin	9 51	4 26			
		1 10	10 00	152.6	Sand Run	9 44	4 18			
		1 18	10 08	155.2	Midvale ..ō	9 30	4 10			
		1 29	10 18	159.2	Kingsville	9 21	3 59			
		1 40	10 28	161.1	Loop	9 10	3 48			
		1 50	10 38	166.4	**Leiter** ..ō	9 00	3 37			
		2 00	10 48	168.0	**Roaring Creek Jn.** ..ō	8 53	*3 30			
		2 10	A M	173.5	Buxton	— —	P M			
		2 15		174.4	Elkins Junction	— —				
		2 20		175.6	**Elkins**[8] ..ō	*8 30				
		P M			ARRIVE] [LEAVE	A M				

Maryland R.R.

Connections.—[1] With Chesapeake & Ohio Ry. and Kanawha & Michigan Ry. [2] With Kanawha & West Virginia R.R. [3] With Buffalo & Gauley R.R. [4] With Meadvale & Somerville R.R. [5] With Western Maryland R.R. [6] and [7] With Baltimore & Ohio R.R. [8] With Baltimore & Ohio R.R. and Western Maryland R.R. [9] With Western Maryland R.R.

NORTHERN DIVISION.

5	19	7	1	11	Mls.	July 11, 1909.	20	6	2	12	8
						lve. **Elkins** arr.					
P M	P M	A M			0	**Mable**	A M	A M			P M
*3 15	†1 15	*11 13	A M	A M	3.4	Coalton ..ō	9 15	11 03	P M	P M	3 05
3 30	—	11 28	*8 53	†6 15	7.6	**Roaring Creek Jn.**	8 50	10 48	2 00	2 50	*2 50
3 37	2 30	A M	9 00	7 00	9.2	**Leiter**	7 00	*10 38	*1 50	†2 53	P M
P M	2 40		A M	A M	11.1	Skidmore	6 50	A M	P M	P M	
	2 55				14.1	West Junior	6 38				
	3 15				17.7	**Belington**[9] ..ō	†6 20				
	P M					ARRIVE] [LEAVE	A M				

POTOMAC & CHESAPEAKE STEAMBOAT COMPANY.

COLIN H. LIVINGSTONE, President.
W. B. EMMERT, Vice-President and Gen. Mgr.
A. K. STRATON, Treasurer.
W. F. CARNE, General Agent.
F. B. HUSBELL, Gen. Agent, Commerce St. Wharf, Norfolk, Va.

General Office: Eighth Street Wharf, Washington, D.C.

NEW LINE BETWEEN

Washington, D.C., and Norfolk and Old Point Comfort, Va.

Steamer "ST. JOHNS," 1100 Tons. Service First-class Throughout.

Fare: $2.00 One Way; $3.00 Round Trip.

SAILINGS { From Eighth Street Wharf, Washington. Commerce Street Dock, Norfolk.

SOUTHBOUND. Tuesday, Thursday and Saturday.		NORTHBOUND. Sunday, Wednesday and Friday.	
Lve. **Washington**	5 00 P M	Lve. **Norfolk**	4 00 P M
Lve. **Alexandria**	5 30 P M	Lve. **Old Point**	5 00 P M
Lve. **Colonial Beach**	10 00 P M	Lve. **Colonial Beach**	12 00 Night
Arr. **Old Point**	6 00 A M	Arr. **Alexandria**	5 30 A M
Arr. **Norfolk**	7 00 A M	Arr. **Washington**	6 00 A M

Connections.—At Colonial Beach and Washington—With steamers for Potomac River points. At Norfolk and Washington—With all diverging lines.

POTOMAC RIVER AND TRIBUTARIES.

FIRST-CLASS SERVICE. DAILY SAILINGS from WASHINGTON

STEAMERS:

"Queen Anne," "Capital City," "Wakefield," "Estelle Randall"

DELIGHTFUL TRIPS on the Historic and Beautiful **Potomac,** passing in view of **War College, Fort Washington, Fort Hunt, Mount Vernon, Indian Head Proving Grounds,** and many other interesting and historic points.

LANDINGS—Washington, Alexandria, River View, Fort Washington, Fort Hunt, Bryan's Point, Marshall Hall, Gunston, Glymont, Posey's, Liverpool Point, Deat's, Smith's, Somerset Beach, Stuart's, Riverside, Mathias Point, Dill's, Brick House, Berry's, Wilkerson, Colonial Beach, Massey's, Wirt's, Bushwood, Rock Point, Chaptico, Colton's, Curriemen, Beale's, McGuire's, Deep Point, Mount Holly, Nomini, Edgewater, Parham's Point.

TICKETS AND STATEROOMS RESERVED. *October*, 1909.

LOS ANGELES & SAN DIEGO BEACH RAILWAY.

E. A. HORNBECK, General Manager, San Diego, Cal.

Operated by steam and electricity for passenger service between **San Diego**[1] and La Jolla (14 miles). Daily service. First train leaves San Diego 7 45 a.m., last train leaves 6 10 p.m. Returning, first train leaves La Jolla 6 55 a.m., last train leaves 6 50 p.m. Running time about 45 minutes. *September* 20, 1909.

Connections.—[1] With Nat. City & Otay, San Diego, Cuyamaca & Eastern Ry. and Atch. Top. & S. F. Ry. Coast Lines. *Pacific time.*

DEERING SOUTHWESTERN RAILWAY.

F. B. MONTGOMERY, President and General Manager, Chicago, Ill.

Operated for freight traffic only from Deering, Mo., to Camp, Mo. (6 miles). *March*, 1908.

Connection.—At Deering, Mo., with Frisco System.

FLOVILLA & INDIAN SPRINGS RAILWAY.

R. V. SMITH, General Manager, Flovilla, Ga.

From Indian Springs to **Flovilla**[1] (3 miles). Trains are run to connect at Flovilla with trains of the Southern Ry. Operate only from May 1st to October 1st each year. *April*, 1908.

Connection.—[1] With Southern Ry. *Central time.*

THE MONONGAHELA RAILROAD COMPANY.

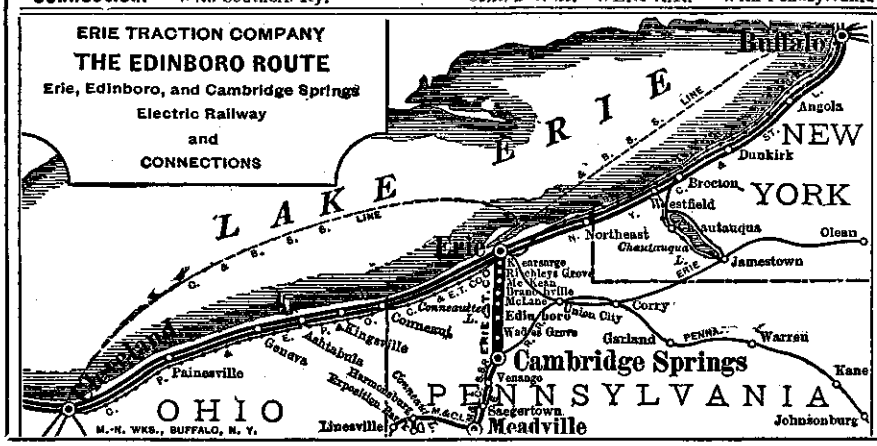
J. M. SCHOONMAKER, President, Pittsburg, Pa.
JOSEPH WOOD, Vice-Prest., "
F. W. SCHWARZ, Secretary, Philadelphia, Pa.

T. H. B. MCKNIGHT, Treasurer, Pittsburg, Pa.
C. K. ELDER, Aud., Brownsville, Pa.
G. B. OBEY, Superintendent, "
D. K. ORR, Engineer, "

Southbound. 42	40	34	30	Mls	*August* 2, 1909. (*Eastern time.*)	Northbound. 33	37	41	43
					(*River Division.*)				
	A M	Noon	A M	0	lve. **Brownsville Junc.** arr.	A M	P M		P M
	§6 25	†12 50	†6 00	1.1	**Brownsville**[1]	11 45	6 55		7 20
	6 28	12 53	6 03	2.0	South Brownsville	11 41	6 51		7 16
	6 30	12 55	6 06	2.8	Lock No. 5	11 38	6 48		7 13
	6 32	12 58	6 08	4 0	Rush Run	11 35	6 45		7 10
	6 37	1 02	6 12	5.6	Big Meadow Run	11 30	6 40		7 05
	6 39	1 04	6 14	7.2	Maxwell	11 28	6 38		7 03
	6 41	1 07	6 16	7.7	La Belle	11 26	6 36		7 01
	6 43	1 10	6 18	8 6	East Fredericktown	11 24	6 34		6 59
	6 48	1 14	6 22	10.1	East Millsboro	11 21	6 29		6 54
	6 52	1 18	6 26	12.5	East Rice's Landing	11 17	6 4		6 50
	6 57	1 23	6 31	15.0	Arensberg	11 12	6 19		6 45
	7 01	1 28	6 36	17.4	East Riverside	11 08	6 15		6 41
	7 03	1 31	6 39	18.6	Antram	11 05	6 12		6 38
	- -	- -	- -	20.0	Middle Run Junction	- -	- -		- -
	- -	1 47	- -	23 2	Lambert	10 50	- -		- -
	- -	- -	- -	20.0	Middle Run Junction	- -	- -		- -
	7 07	2 00	6 44	20.2	Gates	10 36	6 08		6 34
	7 12	2 05	6 49	21.5	**Huron**	10 31	6 03		6 29
	7 14	2 07	6 51	22.1	Ronco	10 29	6 01		6 27
	7 18	2 11	6 55	23 8	Masontown	10 25	5 56		6 23
	- -	- -	- -	25 3	Cats Run Junction	- -	- -		- -
	- -	- -	- -	26.7	Ifield	- -	- -		- -
	- -	- -	- -	25.3	Cats Run Junction	- -	- -		- -
	7 23	2 17	7 00	25.6	Grays Landing	10 20	5 50		6 18
	7 28	2 22	7 05	27.2	arr. Martin lve.	10 15	5 45		6 13
	7 30	2 25	7 08		lve. Martin arr.	10 11	5 41		6 10
	7 35	2 30	7 13		Grays Landing	10 06	5 36		6 06
	- -	- -	- -		Cats Run Junction	- -	- -		- -
	- -	2 35	- -		Ifield	- -	- -		- -
	- -	- -	- -		Cats Run Junction	- -	- -		- -
	7 41	2 44	7 19		Masontown	10 00	5 30		6 00
	7 46	2 49	7 24		Ronco	9 55	5 25		5 55
	7 48	2 51	7 26		arr **Huron** lve.	†9 53	†5 23		§5 53
	A M	P M	A M		(*Brown's Run Branch.*)	A M	P M		P M
	†7 52	†2 56	†7 31	0	lve. **Huron** arr.	9 48	5 18		5 48
	8 00	3 04	7 39	1.8	Lardin	9 40	5 10		5 40
	8 02	3 06	7 41	2.4	Moser Run Junction	9 38	5 08		5 38
	- -	3 11	- -	3.3	Edenborn	9 33	- -		- -
	8 02	3 16	7 41	2.4	Moser Run Junction	9 28	5 08		5 38
	8 05	3 19	7 44	3.4	**Leokrone**[3]	9 25	5 05		5 35
	8 10	3 25	7 50	5.2	**Ache Junction**[3]	†9 20	†5 00		§5 30
	A M	P M	A M		ARRIVE] [LEAVE	A M	P M		P M
		36	32		(*Dunlap's Creek Division.*)	31	35		
P M		P M	A M		LEAVE] [ARRIVE	A M	P M	A M	
§3 30		†2 10	†7 16	0	**Brownsville**[1]	10 35	5 35	10 10	
3 40		2 19	7 23	2.8	Simpson	10 26	5 27	10 00	
3 47		2 26	7 29	3.2	Merrittstown	10 19	5 21	9 53	
3 50		2 29	7 32	6.0	Republic	10 16	5 18	9 50	
4 00		2 40	- -	8 2	Brier Hill	10 06	- -	9 40	
4 10		2 48	7 32	6.0	Republic	9 57	5 18	9 30	
4 13		2 52	7 35	6 8	Orient	9 53	5 15	9 27	
4 15		2 54	7 38	8.2	Fairbank	9 51	5 12	9 25	
4 19		3 14	7 41	9.5	New Salem	9 31	5 09	9 21	
4 30		3 25	7 50	13 0	arr. **Ache Junction**[3] lve.	†9 20	†5 00	§9 10	
833	831	137	135		(*Coal Lick Run Branch.*)	136	138	832	834
P M	A M	P M	A M		LEAVE] [ARRIVE	A M	P M	A M	P M
§4 38	§8 10	†3 30	†7 55	0	**Ache Junction**[2]	9 15	4 55	9 10	5 30
4 39	8 20	3 40	8 05	3.0	Newcomer	9 05	4 45	9 01	5 21
4 43	8 24	3 45	8 0	4 7	Walnut Hill	9 00	4 40	8 57	5 17
4 51	8 31	3 53	8 18	7 5	South Uniontown	8 52	4 32	8 49	5 09
4 55	8 35	4 00	8 25	8.7	**Redstone Junction**	†8 45	†4 20	§8 4	§5 05
P M	A M	P M	A M		ARRIVE] [LEAVE	A M	P M	A M	P M

† Daily, except Sunday; § Sunday only.

Connections.—[1] With Pennsylvania R.R. and Pittsburgh & Lake Erie R.R. [2] With Pennsylvania R.R. [3] With Baltimor & Ohio R.R.



ERIE TRACTION CO.

Erie to Kearsarge (4.4 miles), McKean (10.7 miles), McLane (14.1 miles), Edinboro (19.4 miles) and **Cambridge Springs** (26 4 miles).

Carrying U. S. Mail. American Express Service. All cars carry baggage.

TIME-TABLE.

Southbound.—Cars leave **Erie** at *7 15, *8 30, *9 30, *10 30, *11 30 a.m., *1 30 noon, *3 30, *2 30, *3 30, *4 30, *5 05, *⊙5 40, *7 05, *9 05 and *11 00 p.m.

Northbound.—Cars leave **Cambridge Springs** at *7 00, *8 05, *⊙9 00, *10 05, *11 05 a.m., *12 05 noon, *1 05, *2 05, *3 05, *4 05, *5 05, *6 05, *7 00 and *9 05 p.m.

Lve. Edinboro for Cambridge *6 30, *7 35 a m. Lvs. Cambridge for Edinboro *10 30 p.m. Lvs. McKean for Erie *6 15 a.m. *November* 15, 1909.

*Daily. ⊙Limited. *Eastern time.*

CHAS. M. HATCH, Manager,
508 Down Building, ERIE.

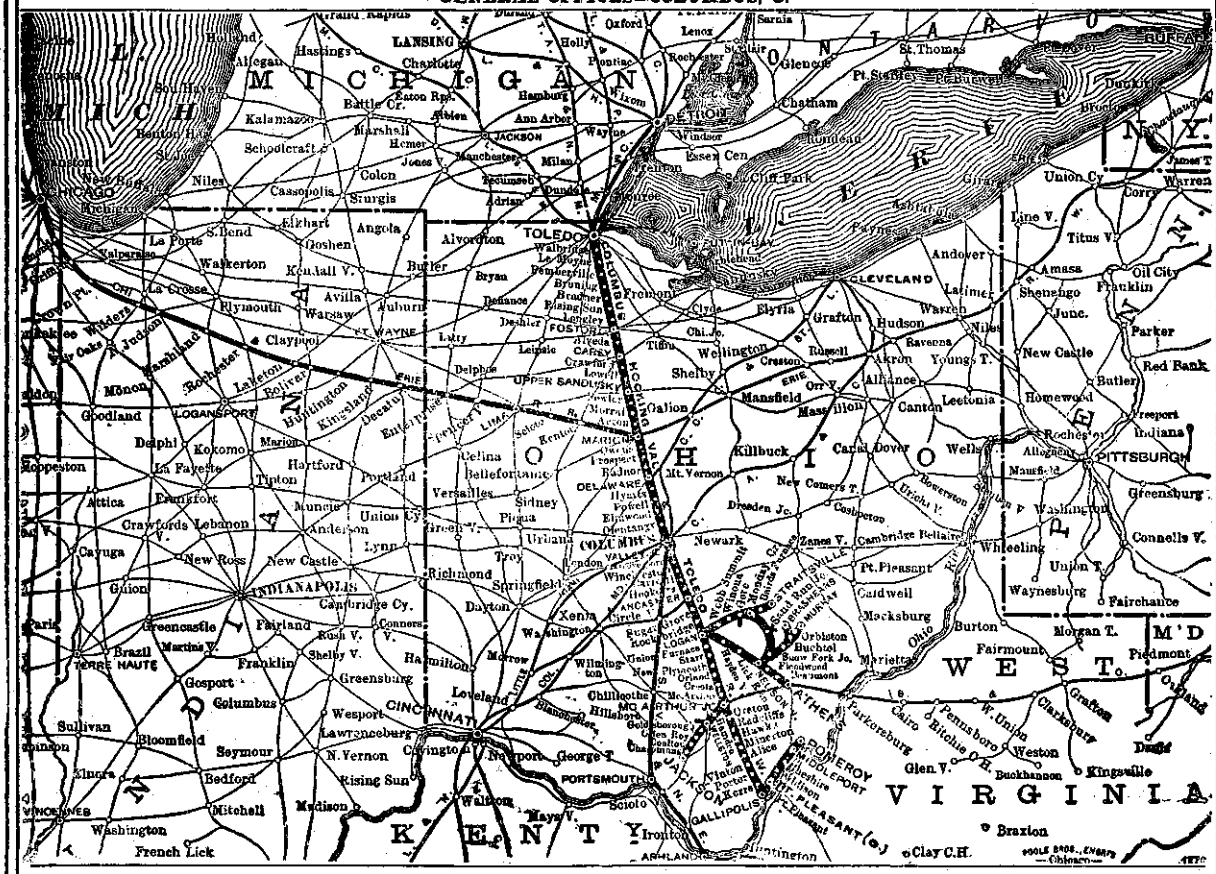
STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | **SAFETY CAR HEATING & LIGHTING CO.** NEW YORK. CHICAGO. ST. LOUIS.

THE HOCKING VALLEY RAILWAY.

N. MONSARRAT, President, Columbus, O.
RALPH W. HICKOX, 1st Vice-President, Cleveland, O.
JAS. H. HOYT, 2d Vice-President and General Counsel, "
F. B. SHELDON, Asst. to President & Chief Engineer, Columbus, O.
W. N. COTT, Secretary and Treasurer, "
A. H. GILLARD, Assistant Secretary and Treasurer, New York.
C. O. HUNTER, General Solicitor, Columbus, O.
H. B. DUNHAM, Traffic Manager, "
W. H. FISHER, General Passenger Agent, "
H. Q. WASSON, General Freight Agent, "
C. B. DUFFY, Purchasing Agent, "
LOUIS P. ECKER, Auditor, "
M. S. CONNORS, General Superintendent, "
WM. MICHEL, Engineer Maintenance of Way, "

G. J. DeVILBISS, Superintendent Motive Power, Columbus, O.
T. M. CONNORS, Superintendent, "
THOS. R. LIMER, Superintendent Car Service, "
J. F. YOUSE, General Agent, Toledo, O.
H. E. THATCHER, General Agent, Cincinnati, O.
J. W. PATON, Traveling Freight Agent, Columbus, O.
J. D. ANDERSON, Northern Freight Agent, Toledo, O.
CHAS. A. ULRICH, Traveling Freight Agent, "
B. H. AKIN, General Agent, Wellston, O.
C. C. KILBURY, District Passenger Agent, Toledo, O.
F. J. HOWELL, Contracting Freight Agent, Detroit, Mich.
S. E. CLARK, Northern Pas. Agt., 429 Majestic Bldg, "
L. W. BUCKMASTER, Central Passenger Agent, Columbus, O.
W. H. HARTSOUGH, Jr., Traveling Passenger Agent, "

GENERAL OFFICES—COLUMBUS, O.



THROUGH PULLMAN SLEEPING CAR SERVICE.

BETWEEN COLUMBUS AND CHICAGO.

WESTBOUND—DAILY.

Lve. Columbus..(Hocking Val.)	11 00 P M	.....	.....	.....	.....
Lve. Delaware..... "	11 44 P M	.....	.....	.....	.....
Arr.. Lima .....(Erie)	1 58 A M	.....	.....	.....	.....
Arr.. Chicago..... "	8 13 A M	.....	.....	.....	.....

EASTBOUND—DAILY.

Lve. Chicago.....(Erie)	9 30 P M	.....	.....	.....	.....
Lve. Lima..... "	3 43 A M	.....	.....	.....	.....
Arr.. Delaware...(Hocking Val.)	6 25 A M	.....	.....	.....	.....
Arr.. Columbus..... "	7 10 A M	.....	.....	.....	.....

BETWEEN COLUMBUS, TOLEDO AND DETROIT.

NORTHBOUND—DAILY.

Lve. Columbus..(Hocking Val.)	11 00 P M	.....	.....	.....	.....
Arr.. Toledo..... "	2 40 A M	.....	.....	.....	.....
Lve. Toledo.....(Mich. Cent.)	4 55 A M	.....	.....	.....	.....
Arr.. Detroit..... "	6 45 A M	.....	.....	.....	.....

Toledo passengers may remain in Sleeper until 7 00 a.m.

SOUTHBOUND—DAILY.

Lve. Detroit.....(Mich. Cent.)	10 55 P M	.....	.....	.....	.....
Arr.. Toledo..... "	12 20 Night	.....	.....	.....	.....
Lve. Toledo.....(Hocking Val.)	12 45 Night	.....	.....	.....	.....
Arr.. Columbus..... "	7 10 A M	.....	.....	.....	.....

Toledo passengers may occupy Sleeper after 9 00 p.m.

SEE NEXT PAGE FOR THROUGH TIME BETWEEN TOLEDO AND NORFOLK.

CONNECTIONS—[1] With railroads diverging. [2] With Baltimore & Ohio R.R. and Lake Erie & Western Ry. [3] With Cleveland, Cincinnati, Chicago & St. Louis Ry. and Northern Ohio Ry. [4] With Pittsburgh, Fort Wayne & Chicago Ry. [5] With Cleveland, Cincinnati, Chicago & St. Louis Ry. and Erie R.R. [6] With Cleveland, Cincinnati, Chicago & St. Louis Ry. [7] (Union Depot) With Pittsburgh, Cincinnati, Chicago & St. Louis Ry.; Cleveland, Cincinnati, Chicago & St. Louis Ry.; Norfolk & Western Ry.; Baltimore & Ohio R.R. and Cleveland, Akron & Columbus Ry. [8] With Cincinnati & Muskingum Valley Ry. [9] With Baltimore & Ohio Southwestern R.R. [10] With steamboats on Ohio River. [11] With Baltimore & Ohio R.R. (by Ferry to Mason City). [12] With Baltimore & Ohio Southwestern R.R. [13] and [14] With steamboats on Ohio River.

38	36	34	32	30	Mls	*May* 30, 1909.	31	39	33	35	37
P M	A M	.....	.....	P M	.....	LEAVE] [ARRIVE	.....	.....	P M	.....	A M
*1058	*1100	.....	.....	9 30	.....	...**Chicago** (*Erie*)...	A M	.....	5 54	P M	8 13
.....	*2 45	A M	.....	P M	.....	**Detroit** (*L.S.&M.S.*)	11 59	.....	5 40	8 55	6 45
.....	*1235	8 27	.....	10 35	.....	**Detroit** (*Mich. Cent.*)	.....	.....	4 00	8 25	6 45
.....	P M	A M	A M	Night	.....	LEAVE] [ARRIVE	A M	.....	Noon	P M	A M
.....	*4 50	†1110	*7 55	*1245	0	**Toledo**[1] (Union Depot) ♂	9 15	.....	12 10	632	2 40
.....	5 00	11 20	8 05	12 55	4.4	.....Walbridge.....♂	905	.....	12 00	621	2 30
.....	5 09	11 31	8 15	1 10	11.2	.....Le Moyne.....♂	855	.....	*s* –	610	2 17
.....	5 17	11 41	8 25	1 20	17.2	.....Pemberville.....♂	846	.....	11 41	601	2 07
.....	5 26	11 51	8 37	1 30	23.2	.....Bradner.....♂	837	.....	11 33	552	1 57
.....	5 32	11 57	8 44	1 36	26.8	.....Rising Sun.....♂	830	.....	11 28	545	1 50
.....	*s* –	12 03	8 50	1 43	30.1	.....Longley.....♂	824	.....	*s* –	539	1 43
.....	5 48	12 12	9 00	1 50	34.4	.....**Fostoria**[2]...♂	817	.....	11 19	530	1 37
.....	*g s*	12 15	903	1 54	35.4	...B. & O. Crossing.♂	813	.....	*s* –	526	1 33
....	6 05	12 25	9 14	2 06	42.1	.....Alveda.....♂	802	.....	*s* –	516	1 21
.....	8 15	12 37	9 27	2 20	49.2	.....**Carey**[3]....♂	751	.....	10 58	505	1 07
.....	*d s*	12 42	9 32	2 26	51.8	.....Crawford.....	744	.....	*s* –	457	12 58
.....	*s* –	12 46	9 36	2 30	53.9	.....Lovell.....	741	.....	*s* –	454	12 55
.....	‖8 45	‖1 06	9 45	2 40	58.9	**Upper Sandusky**[4] ♂	735	.....	10 40	446	12 48
.....	8 55	1 14	9 55	2 52	65.3	.....Harpster.....♂	720	.....	*e s*	436	12 38
A M	7 00	1 22	10 02	3 00	69.5	.....Morral.....♂	713	P M	*s* –	430	12 32
*7 20	7 16	1 35	10 15	*b*5 45	77.2	.....**Marion**[5]....♂	700	8 10	10 15	420	12 20
7 29	7 23	1 44	10 25	5 54	82.1	.....Owens.....♂	651	6 00	10 05	408	12 10
7 38	7 32	1 52	10 34	6 03	86.9	.....Prospect.....♂	643	5 50	958	400	12 02
7 47	7 40	2 00	10 42	6 11	92.0	.....Meredith.....♂	635	5 42	949	352	11 52
8 00	7 51	2 10	10 54	6 25	98.9	.....**Delaware**[6]...♂	625	5 30	939	343	11 44
8 10	7 59	2 18	11 02	6 37	104.3	.....Hyatts.....♂	613	5 20	929	333	11 34
8 17	8 06	2 25	11 10	6 43	108.4	.....Powell.....♂	606	5 12	923	327	11 26
8 25	8 13	2 32	11 18	6 50	113.3	.....Linworth.....♂	559	6 03	916	320	11 17
8 29	*s* –	*s* –	*s* –	*s* –	115.4	.....Olentangy.....	*s* –	4 59	*s* –	*s* –	*s* –
8 45	8 30	2 50	11 35	7 10	122.7	**Columbus**[7] (Union Dep.) ♂	†5 45	‖4 45	*9 00	*5 05	*‖100
A M	P M	P M	A M	A M	.....	ARRIVE] [LEAVE	A M	P M	A M	P M	P M
P M	.....	P M	A M	A M	.....	LEAVE] [ARRIVE	.....	P M	A M	P M	P M
*8 10	.....	†3 15	*1145	*7 30	0	**Columbus** (Union Depot) ♂	.....	4 30	8 45	2 40	7 50
6 20	.....	3 22	11 53	7 37	1.5	.....Broad Street.....	.....	4 22	8 38	2 30	7 43
8 27	.....	3 30	12 02	7 45	4.0	...South Columbus.♂	.....	4 15	8 30	2 22	7 35
8 33	.....	3 37	12 08	7 51	7.5	..**Valley Crossing**♂	.....	4 09	8 23	2 15	7 27
6 41	.....	3 45	12 17	7 58	11.9	.....Groveport.....♂	.....	4 02	8 15	2 07	7 20
6 48	.....	3 53	12 26	8 08	16.0	..Canal Winchester♂	.....	3 53	8 08	1 58	7 12
6 54	.....	3 59	12 32	8 16	19.4	.....Lockville.....	.....	3 42	8 01	1 51	7 05
7 00	.....	4 05	12 38	8 23	22.6	.....Carroll.....♂	.....	3 35	7 55	1 45	7 00
7 10	.....	4 15	12 48	8 32	27.4	.....Hookers.....♂	.....	3 25	7 45	1 36	6 51
7 23	.....	4 28	12 58	8 46	31.5	.....**Lancaster**[8]..♂	.....	3 15	7 38	1 27	6 43
7 35	.....	4 39	1 11	8 58	38.4	.....Sugar Grove...♂	.....	2 55	7 20	1 11	6 30
7 42	.....	4 46	1 18	9 04	42.2	.....Rockbridge....♂	.....	2 45	7 13	1 04	6 23
7 48	.....	4 53	1 26	9 10	45.4	.....Enterprise.....♂	.....	2 38	7 07	12 57	6 17
8 00	.....	‖5 00	1 35	9 18	49.6	.....**Logan**.....♂	.....	*2 30	*7 00	†1250	*6 10
P M	.....	P M	P M	A M	.....	ARRIVE] [LEAVE	.....	P M	A M	Noon	P M
P M	.....	P M		A M	.....	LEAVE] [ARRIVE	.....		A M	Noon	P M
*8 00	.....	†5 15	.....	*9 30	49.6	.....**Logan**.....♂	.....		‖6 45	‖1235	‖6 50
8 12	502	5 28	.....	9 42	56.5	.....Haydenville...♂	503	.....	6 34	12 23	6 38
s –	A M	5 34	.....	9 47	59.7	.....East Clayton...♂	P M	.....	6 29	– –	6 34
8 28	†5 15	5 45	.....	10 00	62.1	.....**Nelsonville**...♂	5 05	.....	6 25	12 15	6 30
8 33	5 22	5 50	.....	10 06	64.3	.....Kimberly.....♂	4 58	.....	6 23	– –	6 18
8 36	5 27	5 53	.....	10 09	65.8	.....Floodwood.....♂	4 54	.....	6 11	12 06	6 15
8 38	5 30	5 55	.....	10 11	66.7	.....Glen Ebon.....♂	4 51	.....	6 09	– –	6 13
8 41	5 34	5 58	.....	10 14	68.0	.... Hamley Run	4 47	.....	6 06	– –	6 10
8 51	5 56	6 07	.....	10 23	73.0	.....Hocking.....♂	†4 35	.....	5 56	11 51	6 01
9 00	A M	6 15	.....	10 30	76.3	.....**Athens**[12]...♂	P M	.....	*5 50	†1145	*4 55
P M	.....	P M	428	A M	.....	ARRIVE] [LEAVE	.....	.....	A M	A M	P M
P M	.....	P M	A M	A M	.....	LEAVE] [ARRIVE	.....	.....	A M	Noon	P M
§8 15	.....	†5 18	†7 25	†9 35	49.6	.....**Logan**.....♂	.....	.....	‖6 40	‖1230	‖5 45
8 28	.....	5 33	7 40	9 48	56.7	...Union Furnace..♂	.....	.....	6 29	12 17	5 33
8 38	.....	5 43	7 50	9 58	61.1	.....Starr.....♂	.....	.....	6 20	12 07	5 23
8 42	.....	5 47	7 55	10 03	63.5	...New Plymouth.....	.....	.....	6 15	12 03	5 18
8 45	.....	5 51	8 00	10 07	65.1	.....Orland.....	.....	.....	6 12	11 59	5 15
8 55	.....	6 01	– –	10 17	70.5	.....Creola.....♂	.....	.....	6 02	11 47	5 05
9 04	432	6 11	8 20	10 27	75.3	.....**McArthur**....♂	429	439	5 52	11 36	4 55
9 09	A M	6 18	8 25	10 36	78.1	arr....**Dundas**[9]...lve.	A M	P M	5 45	11 30	4 50
9 10	†1135	6 25	8 30	10 38	78.1	lve....**Dundas**..♂arr.	10 30	6 15	5 44	11 24	4 45
9 17	11 45	6 35	8 45	10 46	82.6	.....Hamden.....♂	10 21	– –	5 34	11 15	4 36
9 26	11 50	6 45	8 58	10 51	85.6	.....Wellston.....♂	†1015	†6 00	5 27	†1110	†4 30
9 36	A M	6 58	A M	A M	89.1	.....Glen Roy.....♂	A M	P M	5 18	A M	P M
9 42	.....	7 02	.....	.....	90.8	.....Coalton.....♂	.....	.....	5 13	.....	.....
9 46	.....	7 07	.....	.....	92.5	.....Chapmans.....	.....	.....	5 07	.....	.....
9 55	.....	7 15	.....	.....	95.4	.....**Jackson**.....♂	.....	.....	*5 00	.....	.....
P M	.....	P M	.....	A M	.....	ARRIVE] [LEAVE	.....	.....	A M	.....	.....
.....	.....	P M	.....	A M	.....	LEAVE] [ARRIVE	.....	.....	.....	A M	P M
.....	.....	†6 18	.....	†1036	78.1	.....**Dundas**.....♂	.....	.....	.....	11 30	4 44
.....	.....	6 30	.....	10 47	83.6	.....Oreton.....♂	.....	.....	.....	11 15	4 30
.....	.....	6 37	.....	10 55	86.2	.....Radcliffs.....♂	.....	.....	.....	11 09	4 24
.....	.....	6 43	.....	11 03	88.6	.....Hawks.....♂	.....	.....	.....	11 03	4 18
.....	.....	6 52	.....	11 13	92.4	.....Minerton.....♂	.....	.....	.....	10 54	4 09
.....	.....	7 02	.....	11 23	96.4	.....Alice.....	.....	.....	.....	10 43	3 58
.....	.....	7 05	.....	11 25	97.4	.....Durgan.....	.....	.....	.....	10 40	3 56
.....	.....	7 13	.....	11 33	100.2	.....Vinton.....♂	.....	.....	.....	10 34	3 49
.....	.....	7 19	.....	11 39	102.6	.....Glenns.....	.....	.....	.....	10 26	3 41
.....	.....	7 24	.....	11 44	105.0	.....Bidwell.....♂	.....	.....	.....	10 20	3 35
.....	.....	7 29	.....	11 49	107.0	.....Evergreen.....	.....	.....	.....	10 15	3 30
.....	.....	7 34	.....	11 54	109.1	.....Kerrs.....	.....	.....	.....	10 11	3 26
.....	.....	7 38	.....	11 59	111.3	.....Mills.....	.....	.....	.....	10 06	3 21
.....	.....	7 50	.....	12 10	114.6	.....**Gallipolis**[10]..♂	.....	.....	.....	10 00	3 16
.....	.....	7 55	.....	12 15	118.0	.....**Kanauga**[13]...♂	.....	.....	.....	9 52	3 09
.....	.....	8 01	.....	12 21	120.7	.....Addison.....	.....	.....	.....	9 47	3 03
.....	.....	8 09	.....	12 29	125.2	.....Cheshire.....♂	.....	.....	.....	9 40	2 57
.....	.....	8 16	.....	12 36	128.7	.....Hobson.....♂	.....	.....	.....	9 34	2 49
.....	.....	8 20	.....	12 40	130.6	....**Middleport**[14].♂	.....	.....	.....	9 30	2 45
.....	.....	8 25	.....	12 45	132.9	.....**Pomeroy**[11]..♂	.....	.....	.....	†9 25	†2 40
.....	.....	P M	.....	Noon	.....	ARRIVE] [LEAVE	.....	.....	.....	A M	P M

Additional Trains—Leaves Dundas †4 58 p.m., arrive Wellston 5 19 p.m.

TOLEDO AND CHILLICOTHE, PORTSMOUTH, ROANOKE, LYNCHBURG AND NORFOLK.

Southbound.			*Northbound.*
.....	*1245 Night	lv. **Toledo**.....(*H. V.*) ar.	2 40 A M
.....	1 50 A M	lv. **Fostoria**..... » ar.	1 37 A M
.....	2 40 A M	lv. **Up. Sandusky** » ar.	12 48 Night
.....	5 45 A M	lv. **Marion**..... » ar.	12 20 Night
.....	6 25 A M	lv. **Delaware**.... » ar.	11 44 P M
.....	7 10 A M	ar. **Columbus**... » lv.	11 00 P M
.....	8 10 A M	lv. **Columbus** (*N. & W.*) ar.	7 05 P M
.....	9 10 A M	lv. **Circleville**... » lv.	6 00 P M
.....	9 45 A M	lv. **Chillicothe**.. » lv.	5 17 P M
.....	11 42 A M	lv. **Portsmouth**. » lv.	3 42 P M
.....	12 32 Noon	lv. **Ironton**..... » lv.	2 36 P M
.....	1 00 P M	ar. **Kenova**..... » lv.	2 10 P M
.....	12 18 Night	ar. **Roanoke**..(*N. & W.*) lv.	4 20 A M
.....	2 00 A M	ar. **Lynchburg**.. » lv.	2 30 A M
.....	5 55 A M	ar. **Petersburg**.. » lv.	10 20 P M
.....	7 00 A M	ar. **Richmond**... » lv.	9 00 P M
.....	8 35 A M	ar. **Norfolk**..... » lv.	7 40 P M

Columbus Sleeper in Toledo, Union Station, 9 00 p.m., for occupancy on Southbound trip, and may be occupied at Toledo until 7 00 a.m., Northbound.

EXPLANATION OF SIGNS.

s Stops on Sunday.
□ Leaves from Electric Junction.
⊙ Leaves from Jackson Station.
‖ Meals.
+ Coupon stations; ♂ Telegraph stations.
STANDARD—*Central time.*

PARLOR CAR SERVICE.

Between Columbus and Toledo.
Between Columbus and Athens.
Between Columbus and Pomeroy.

MONDAY CREEK, SNOW FORK, BRUSH FORK, LOST RUN AND STRAITSVILLE BRANCHES.

334	8	330	2 & 4	Mls	*May* 30, 1909.	333	5	9	337
P M	.....	A M	.....	.....	LEAVE] [ARRIVE	A M	.....	.....	P M
†6 15	P M	†9 30	A M	.....	.....**Logan**.....♂	6 45	Noon	.....	5 50
†6 00	†3 30	†1050	†4 50	0	lve. **Nelsonville** ♂ arr.	6 08	12 35	.....	4 53
6 15	3 45	11 05	5 03	5	arr. **Snow Fork Jn.** ♂ lve.	5 55	– –	.....	4 38
6 18	3 49	11 10	5 07	6	.....Buchtel.....♂	5 52	12 04	.....	4 35
6 26	3 55	11 15	5 12	8	.....Orbiston.....♂	5 46	11 57	.....	4 28
6 27	3 58	11 17	5 14	9	arr..**Brush Fork Jn.**..lve.	5 44	11 51	.....	4 27
6 28	4 02	11 19	5 40	10	arr. **Murray City** ♂ lve.	†5 41	†1121	.....	†4 03
6 35	4 06	11 24	5 14	9	lve..**Brush Fork Ja.**.arr.	5 35	11 51	.....	4 27
6 38	4 10	11 27	5 17	10	.....Jobs.....♂	5 32	11 43	.....	4 24
6 42	4 13	11 30	5 20	10½	.....Consol.....	– –	– –	.....	– –
6 45	4 16	11 33	5 23	11	..**New Pittsburgh** ♂	†5 24	†1135	.....	†4 17
P M	P M	A M	A M	.....	ARRIVE] [LEAVE	A M	A M	P M	P M
.....	.....	.....	†5 20	.....	lve..**Nelsonville**.arr.	.....	.....	7 00	.....
.....	.....	.....	5 33	5	lve..**Snow Fork Jn** ♂ arr.	.....	.....	6 40	.....
.....	.....	.....	5 38	7	.....Monday.....♂	.....	.....	6 34	.....
.....	.....	.....	5 40	8	.....Longstreth.....	.....	.....	6 31	.....
.....	.....	.....	5 44	9	.....Carbon Hill....♂	.....	.....	6 27	.....
.....	.....	.....	5 49	11	..Sand Run Junction..	.....	.....	6 22	.....
.....	.....	.....	5 54	13	....Kachelmacher....	.....	.....	6 17	.....
.....	.....	237	6 05	18	....Baird's Furnace...	230	.....	– –	.....
.....	.....	P M	6 09	20	ar..**New Straitsville** ♂ lv.	A M	.....	†8 00	.....
.....	.....	†3 15	†6 15	20	lv..**New Straitsville**..ar.	10 25	.....	5 50	.....
.....	.....	– –	6 18	22	....Baird's Furnace...	10 18	.....	5 47	.....
.....	.....	3 25	6 22	24	.....Gore.....	10 13	.....	5 43	.....
.....	.....	– –	6 27	27	.....Winona.....	10 03	.....	5 37	.....
.....	.....	3 37	6 30	28	....Webb's Summit...	9 58	.....	5 33	.....
.....	.....	3 55	6 45	33	.....**Logan**.....♂	†9 40	.....	†5 20	.....
.....	.....	P M	A M	.....	ARRIVE] [LEAVE	A M	.....	P M	.....

THE WELLSTON & JACKSON BELT RAILWAY.

Operated by The Hocking Valley Railway Co.

Dundas to Jackson (17.1 miles). For time of through trains see H. V. Ry. schedule. Electric service between Wellston and Jackson as follows:

Southbound—Leave Wellston for Jackson □†5 35, †6 30, †7 00, *7 30, *8 30, *9 30, *10 30, *11 30, *11 59 a.m., *12 30 noon, *1 00, *1 30, *2 00, *2 30, *3 00, *3 30, *4 00, *4 30, *5 15, §5 30, *6 00, §6 30, *7 00, *8 00, *9 00, *10 00, *11 00 p.m.

Northbound—Leave Jackson (Pearl Street for Wellston ⊙†5 35, †6 00, †6 30, *7 30, *8 30, *9 30, *10 30, *11 30, *11 59 a.m., *12 30 noon, *1 00, *1 30, *2 00, *2 30, *3 00, *3 30, *4 00, *4 30, *5 00, §5 30, *6 00, §6 30, *7 00, *8 00, *9 00, *10 00, *11 00 p.m.

Union Depot at Toledo. No Transfers. Union Depot at Columbus.

* Daily; † daily, except Sunday; § Sunday only; *b* arrives Marion 3 15 a.m.; *d* stops to leave passengers from Toledo; *e* stops to leave passengers from Columbus or to take for Toledo; *g* stops to take or leave B. & O. R.R. passengers; *h* leaves daily, but on Sunday runs 1 hour and 15 minutes later.

THE KANAWHA & MICHIGAN RAILWAY.

36	202	10	4	2	Ms	*May* 2, 1909.	1	35-3	205	5
....	....	....	P M	P M	...	LEAVE] [ARRIVE	P M	A M	....	A M
....	....	....	*1030	*8 30	...	**Chicago** (*L.S.& M.S.*)	9 00	1 20	....	7 30
....	....	....	P M	P M	...	**Detroit** (*L.S.& M.S.*)	5 40	8 55	....	6 45
....	....	....	*1035	*1035	...	**Detroit** (*Mich. Cent.*)	4 00	8 25	....	6 45
....	....	....	A M	A M	...	LEAVE] [ARRIVE	P M	P M	....	P M
....	....	P M	†7 50	*3 50	...	+ **Toledo** (*T. & O. C.*).	1 50	6 10	....	10 50
....	A M	‡5 15	12 01	7 45	...	lv + **Columbus** (T.&O.C) ♁ ar	9 35	2 00	P M	18 45
....	†5 40	*7 40	†2 25	*1015	0	lve.. + **Corning** ♁ .. arr.	7 15	11 45	5 20	4 25
....	5 52	7 60	– –	10 25	4	..... Burr Oak..... ♁	7 06	11 35	6 09	4 15
....	5 54	7 65	2 56	10 28	5	..... **Palos** ..... ♁	7 03	11 30	5 06	*4 12
....	....	....	6 15	12 25	...	arr. **Marietta** (M.C.& C.) lve.	....	†8 15	....	†2 10
....	6 01	7 59	2 42	10 34	8	+ .... **Glouster** .... ♁	6 57	11 20	4 59	4 04
....	6 07	8 03	2 48	10 38	9	..... Trimble ..... ♁	6 53	11 14	4 52	3 58
....	6 12	8 07	2 50	10 41	10	+ .. **Jacksonville** .. ♁	6 50	11 10	4 48	3 54
....	6 14	– –	– –	– –	11	..... Doty ..... ♁	– –	– –	†4 46	*e* –
....	A M	8 14	2 57	10 47	14	.... . Millfield	6 44	11 01	P M	3 47
....	═══	8 20	3 03	10 55	17	..... Chauncey .... ♁	6 38	10 55	═══	3 42
....	....	8 30	3 13	11 08	21	..... Armitage ..... ♁	6 28	10 43	....	3 33
....	....	8 39	3 23	11 18	23	+ .... **Athens**	6 25	10 40	....	3 28
....	....	8 45	3 28	11 23	21	..... Armitage	6 17	10 30	....	3 16
....	....	8 57	3 40	11 41	27	..... Fisher ..... ♁	6 07	10 16	....	*e* –
....	....	9 02	3 45	11 47	30	.... Hebbardsville	6 02	10 11	....	2 59
....	....	9 08	3 51	11 55	33	+ ..... Albany ..... ♁	5 56	10 05	...	2 54
....	....	9 18	4 01	12 06	38	..... Carpenter .... ♁	5 46	9 54	.	2 44
....	....	9 32	4 15	12 23	44	..... Dexter ..... ♁	5 32	9 39	....	2 31
....	....	9 40	4 23	12 32	48	..... Langsville .... ♁	5 25	9 31	....	2 23
....	....	9 47	4 30	12 41	51	..... Rutland .... ♁	5 19	9 24	....	2 17
....	32	10 00	4 41	12 52	57	..... Hobson ..... ♁	5 07	9 06	31	2 03
....	A M	10 08	†4 49	1 00	59	arr. { + **Middleport** ♁ { lve.	*5 00	†8 59	P M	1 56
....	†5 40	P M	*4 53	1 05	59	lve. { + **Middleport** ♁ { arr.	A M	*8 57	5 15	1 54
....	5 51	═══	5 05	1 17	60	..... Cheshire	═══	8 48	5 03	*e* –
....	5 59	....	5 11	1 24	65	..... Addison	....	8 41	4 54	*e* –
....	6 04	....	5 16	1 30	67	..... Kanauga ..... ♁	....	8 36	4 50	1 30
....	6 12	....	5 24	1 40	71	+ .... **Gallipolis**	....	8 30	4 44	1 20
....	6 24	....	5 36	1 52	67	..... Kanauga	....	8 16	4 31	1 06
....	6 30	....	5 42	2 00	69	+ . **Pt. Pleasant, W.Va.** ♁	....	8 07	4 25	1 00
....	– –	....	*d s*	*d* –	70	..... Wagner ..... ♁	....	*s* –	– –	*e* –
....	6 46	....	*d s*	2 23	77	..... Beech Hill .... ♁	....	7 47	4 06	*e* –
....	6 52	....	6 07	2 30	80	..... Leon ..... ♁	....	7 40	4 00	12 38
....	7 00	....	6 13	2 36	83	..... Arbuckle ..... ♁	....	7 33	3 54	12 33
....	7 20	....	6 25	2 51	90	..... Buffalo ..... ♁	....	7 20	3 38	*e* –
....	7 30	....	*d s*	3 03	94	..... Rumer ..... ♁	....	7 11	3 28	*e* –
....	7 38	....	6 47	3 12	99	+ .. **Red House (Winfield)** .. ♁	....	7 04	3 19	12 07
....	7 49	....	6 52	3 24	102	..... Black Betsey ... ♁	....	6 52	3 08	11 58
....	7 53	....	6 56	3 30	106	.... Raymond City .. ♁	....	6 46	3 04	11 53
....	8 03	....	*d s*	3 42	111	..... Lock Seven ..... ♁	....	6 36	2 53	*e* –
....	8 07	....	7 11	3 47	113	.. Sattes (St. Albans) ♁	....	6 32	2 49	11 41
....	8 26	34	7 28	4 05	123	.... West Charleston . ♁	33	6 13	2 24	*e* –
P M	8 40	A M	7 35	4 15	12	arr. { + **Charleston** ♁ { lve.	A M	*6 05	2 15	*1120
*2 25	8 40	*4 30	P M	P M	125	lve. { + **Charleston** ♁ { arr.	8 20	6 10	2 15	A M
2 38	8 57	4 44	.....	.....	131	..... Malden ..... ♁	8 03	5 53	1 56	.....
2 59	9 15	5 04	.....	.....	138	..... Dickinson .... ♁	7 43	5 33	1 33	.....
3 13	9 27	5 18	.....	.....	143	..... Cedar Grove ... ♁	7 27	5 17	1 22	.....
3 34	9 46	5 38	.....	....	152	.. Cannelton (Montgomery) ♁	7 05	4 55	1 00	.....
3 38	9 50	5 41	.....	..	153	..... **Smithers** .... ♁	7 03	4 53	12 58	.....
3 38	9 53	5 44	.....	.....	154	..... Longacre ..... ♁	7 00	4 50	12 55	.....
4 00	10 10	6 05	....	.....	160	..... Glen Ferris .... ♁	6 40	4 30	12 35	.....
4 05	10 15	6 10	....	.....	162	.... Gauley Bridge .. ♁	*6 35	*4 25	†1230	....
*P M	A M	A M	....	....	162	.. **C. & O. Junction** ..	A M	P M	Noon	.....
....	....	....	....	....	163	arr..... **Gauley** .... lve.	....	....	....	.....

DECATUR AXTELL, Chairman of Board, Richmond, Va.
N. MONSARRAT, President, Columbus, O.
RALPH W. HICKOX, 1st Vice-President, Cleveland, O.
JAS. H. HOYT, 2d Vice-President and General Counsel, "
F. B. SHELDON, Asst. to President & Chief Engineer, Columbus, O.
W. N. COTT, Secretary and Treasurer, "
H. B. DUNHAM, Traffic Manager, "
W. H. FISHER, General Passenger Agent, "
H. Q. WASSON, General Freight Agent, "
C. B. DUFFY, Purchasing Agent, "
LOUIS P. ECKER, Auditor, "
THOS. R. LIMER, Superintendent Car Service, Columbus, O.
M. S. CONNORS, General Superintendent, "
G. J. DeVILBISS, Superintendent Motive Power, "
A. N. LYON, Acting Superintendent, Charleston, W.Va.
O. F. PAYNE, General Agent Freight Dept., Charleston, W.Va.
C. B. DAUM, Passenger Agent, "

GENERAL OFFICES—COLUMBUS, O.

SLEEPING, PARLOR AND CAFE CAR ARRANGEMENTS.

Train No. 2—Carries Pullman Sleeping Car Chicago to Charleston and Cafe Dining Car Toledo to Charleston.

Train No. 4—Carries Cafe Dining and Parlor Car Toledo to Charleston.

Train No. 4—Between Middleport and Charleston, Sunday only, carries Parlor and Cafe Dining Car.

Train No. 3—Carries Cafe Dining and Parlor Car Charleston to Toledo.

Train No. 3—Between Charleston and Middleport, Sunday only, carries Parlor and Cafe Dining Car.

Train No. 5—Carries Pullman Sleeping Car from Charleston to Toledo and Chicago and Cafe Dining Car Charleston to Toledo.

CAFE SERVICE, A LA CARTE.

EXPLANATION OF SIGNS.

Trains marked * run daily.
† Daily, except Sunday.
d Stops to leave passengers from Athens and points north.
e Stops for passengers for Chicago or beyond.
s Stops on Sunday.
‡ Daily, but leaves on Sunday at 6 30 p.m.
‖ Meals.
+ Coupon stations; ♁ Telegraph stations.
STANDARD—*Central time.*

SMITHERS CREEK BRANCH.

No. 136	No. 134	STATIONS.	No. 133	No. 135
....	....	LEAVE] [ARRIVE	.....	.....
†3 40 P M	†6 05 A M	..... **Smithers**	6 48 A M	4 18 P M
3 43 "	6 08 "	..... Carbondale	6 45 "	4 15 "
3 58 P M	6 23 A M	..... **Marting**	†6 30 A M	†4 00 P M
....	....	ARRIVE] [LEAVE	.....	.....

TOLEDO & WESTERN RAILROAD CO.

C. F. FRANKLIN, President and General Manager, Sylvania, O.
H. S. SWIFT, Auditor, Toledo, O.
T. U. FRANKLIN, Purchasing and Freight Claim Agt., Sylvania, O.
C. T. CHAPMAN, Traffic Manager, Toledo, O.

28	25	23	95	19	93	15	13	9	91	7	3	1	Mls	*November*, 1909.	6	90	8	10	92	16	18	94	24	28	34
P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	A M	....	(*Central time.*)	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M
*8 30	*630	*540	*530	*5 40	*160	*1 50	*1230	*1030	*9 50	*9 30	*7 25	*620	0	lve.....**Toledo**[1]...arr.	8 20	8 55	9 30	10 30	1 20	1 30	2 30	5 25	6 40	7 40	11 15
9 55	6 55	6 05	– –	4 05	– –	1 55	12 55	10 55	– –	9 55	7 55	6 45	3.9	....**West Toledo**.....	7 55	– –	9 05	10 05	– –	1 06	2 05	– –	5 08	7 15	10 50
9 58	6 58	6 08	– –	– –	– –	1 58	12 58	10 58	– –	9 58	7 58	6 48	6.0	.....**Fitch**[2].....	7 52	– –	9 02	10 02	– –	1 02	2 02	– –	5 03	7 12	10 47
10 18	7 18	6 28	6 13	4 22	2 31	2 18	1 18	11 18	10 31	10 18	8 18	7 10	11.9	+.....Sylvania.....	7 35	8 18	8 45	9 45	12 38	12 45	1 45	4 40	4 45	6 55	10 32
10 30	7 30	6 40	– –	4 30	– –	2 30	1 30	11 30	– –	10 30	8 30	7 23	15.9	...**Allen Junction**...	7 23	– –	8 30	9 30	– –	12 30	1 30	– –	4 30	6 40	10 16
....	....	7 00	....	4 50	....	2 48	....	....	....	10 48	8 48	7 47	22.5	+....Metamora	7 03	....	8 10	....	....	12 12	....	....	4 12	6 25	9 56
....	....	7 25	....	5 15	....	3 10	....	....	....	11 10	9 10	8 15	31.5	+.....Lyons.....	6 40	....	7 45	....	....	11 50	....	....	3 50	6 03	9 25
....	....	7 35	....	5 25	....	3 20	....	....	....	11 20	9 20	8 25	35.5	+.....**Denson**[3].....	6 30	....	7 35	....	....	11 40	....	....	3 40	5 55	8 15
....	....	7 50	....	5 40	....	3 35	....	....	....	11 35	9 35	8 36	39.3	+.....Morenci.....	6 20	....	7 25	....	....	11 25	....	....	3 25	5 40	9 00
....	....	8 10	....	6 00	....	3 55	....	....	....	11 55	9 55	8 55	47.2	+.....Fayette.....	*6 00	....	7 05	....	....	11 05	....	....	3 05	5 28	*8 40
....	....	P M	....	6 10	....	4 05	....	....	....	12 05	10 05	A M	51.5	.....**Franklin**[4].....	A M	....	6 55	....	....	10 55	....	....	2 55	5 10	P M
....	....	....	....	6 15	....	4 10	....	....	....	12 10	10 10	....	53.0	+.....Alvordton.....	....	....	6 50	....	....	10 50	....	....	2 50	5 05	.....
....	....	....	....	6 30	....	4 25	....	....	....	12 25	10 25	....	59.2	arr..+ **Pioneer**...lve.	....	....	*6 30	....	....	*1035	....	....	*2 35	*4 50	.....
10 30	7 30	....	– –	P M	– –	P M	1 30	11 30	– –	Noon	A M	7 23	15.9	lve...**Allen Junc**..arr.	7 23	– –	8 30	9 30	– –	A M	1 30	– –	P M	6 40	10 15
10 48	7 48	....	6 37	....	2 57	....	1 48	11 48	10 57	....	....	7 48	23.5	.....Riga.....	7 02	7 48	8 10	9 08	12 16	....	1 08	4 16	....	8 20	9 50
10 55	7 55	....	6 41	....	3 05	....	1 55	11 55	11 03	....	....	7 56	26.1	+.....Blissfield.....	6 56	7 43	8 04	9 03	12 12	....	1 03	4 12	....	8 15	9 45
11 30	8 30	....	7 10	....	3 30	....	2 28	12 28	11 30	....	....	8 28	37.0	+.....**Adrian**[5].....	*6 25	*7 15	*7 30	*8 31	*1145	....	*1231	*3 45	....	*5 40	*9 15
P M	P M	....	P M	....	P M	....	P M	Noon	A M	....	....	A M	....	ARRIVE] [LEAVE	A M	A M	A M	A M	A M	....	Noon	P M	....	P M	P M

Additional Trains—Leave Toledo *11 30 a.m., *7 40 p.m., arrive Fayette 1 55, 10 10 p.m. Leave Toledo *8 25 a.m., *2 30, *3 30, *4 30, *11 30 p.m., arrive Sylvania 9 15 a.m., 3 15, 4 15, 5 15 p.m., 12 15 night, Adrian 10 28 a.m., 4 28, 5 30, 6 25 p.m. Leaves Sylvania *6 05 a.m., arrives Adrian 7 20 a.m. Leave Adrian *10 31 a.m., *2 31, *4 31, *7 30 p.m., arrive Toledo 12 30 noon, 4 30, 6 30, 9 30 p.m. Leave Sylvania *5 30, *6 30 a.m., *2 35 p.m., arrive Toledo 6 20, 7 25 a.m., 3 30 p.m. Leave Fayette *9 05 a.m., *1 05 p.m., arrive Toledo 11 30 a.m., 3 30 p.m.

* Daily. + Coupon stations.

CONNECTIONS.—[1] With roads diverging. [2] With Toledo Ry. & Term. Co. [3] With Detroit, Toledo & Ironton Ry. [4] and [5] With Wabash R.R.

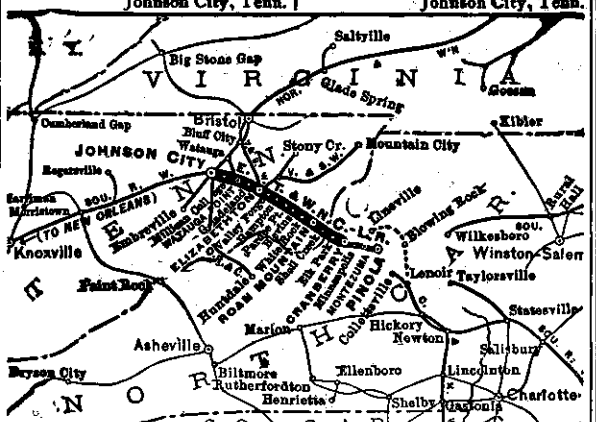
Operated by Steam and Electricity. Carload and Less Carload Freight Handled.

BEAUMONT WHARF & TERMINAL COMPANY.
J. A. GLEN, Superintendent, Beaumont, Tex.
Switching road at Beaumont, Tex. Trackage, 3 miles. Connects with all diverging roads. *March*, 1908.

AKRON & BARBERTON BELT RAILROAD.
JAMES CORBETT, Superintendent, Barberton, O.
Freight switching road in and around Akron and Barberton, 40 miles track, connecting with diverging railroads. *April*, 1908.

EAST TENNESSEE & WESTERN NORTH CAROLINA R.R.

F. P. Howe, President, Johnson City, Tenn. | J. S. Wise, Sec'y and Treas., Johnson City, Tenn.
Geo. W. Hardin, V. P. & Supt., Johnson City, Tenn. | J. E. Vance, Auditor, Johnson City, Tenn.



No. 4	No. 2	Mls.	October 11, 1909.	No. 1	No. 3
			(Central time.)		
†3 40 P M	†10 20 A M	0	lve. Johnson City[1] ♂ .arr.	9 00 A M	3 20 P M
3 53 "	10 33 "	4	.....Milligan.....	8 45 "	3 05 "
3 57 "	10 37 "	6	....Watauga Point....	8 38 "	2 58 "
4 00 "	10 40 "	7	...Sycamore Shoals...	8 35 "	2 55 "
4 10 "	10 50 "	10	+. Elizabethton[2]. ♂	8 30 "	2 50 "
4 18 "	10 58 "	12	.....Valley Forge.....	8 15 "	2 35 "
4 28 "	11 08 "	14	+.....Hampton..... ♂	8 10 "	2 30 "
4 36 "	11 16 "	17	.....Pardee Point.....	8 02 "	2 22 "
4 46 "	11 26 "	20	.....Blevins..... ♂	7 53 "	2 13 "
4 51 "	11 31 "	22	..... White Rock	7 45 "	2 05 "
5 04 "	11 44 "	26	+Roan Mountain[3] ♂	7 31 "	1 53 "
5 10 "	11 50 A M	28	.....Shell Creek ... ♂	7 28 "	1 48 "
5 30 "	12 10 Noon	32	+.....Elk Park..... ♂	7 10 "	1 30 "
5 40 P M	12 20 Noon	34	+....Cranberry[4]... ♂	†7 00 A M	†1 20 P M
.....	.....	....	ARRIVE] [LEAVE	.....	.....

† Daily, except Sunday. + Coupon stations; ♂ Telegraph stations.

Connections.—[1] With Southern Ry. [2] With Virginia & Southwestern Ry. [3] With stages for Roan Mountain. [4] With stages for Elk and Linville Falls.

SURRY, SUSSEX & SOUTHAMPTON RAILWAY.

Francis E. Waters, President, Baltimore, Md. | M. T. Hargis, Auditor, Snow Hill, Md.
John Walter Smith, Vice-Prest., Snow Hill, Md. | Edward Rogers, Superintendent, Deadron, Va.
John P. Moore, Sec'y and Treas., " | General Offices—Baltimore, Md.

No. 3	No. 1	Mls	March, 1901.	Mls	No. 2	No. 4
.....	.....	....	LEAVE] [ARRIVE	....	.....	.....
†9 00 A M	.....	0	.....Dory.....	28.1	8 45 A M	.....
10 30 "	.....	8.2	.....Wakefield.....	19.9	8 15 "	.....
11 00 "	†5 30 A M	14.8	.....Dendron.....	13.3	7 45 "	3 10 P M
11 18 "	5 47 "	19.2	.....Moorings.....	8.9	7 15 "	2 45 "
11 28 "	5 58 "	22.3	.....Surry C. H.....	5.8	7 05 "	2 35 "
11 53 A M	6 22 A M	28.1	.....Scotland.....	0	†6 45 A M	†2 00 P M
.....	.....	....	ARRIVE] [LEAVE	....	.....	.....

† Daily, except Sunday. *Eastern time.*

Connections.—Trains connect at Scotland on Monday, Wednesday and Friday with steamers of the Virginia Navigation Co. from Richmond and intermediate landings, and to Norfolk and intermediate landings, and on Tuesday, Thursday and Saturday with the same steamers making the reverse trip. Trains connect at Wakefield daily, except Sunday, with Norfolk & Western Railway for all points east and west.

Virginia Navigation Co's

JAMES RIVER DAY LINE

Tri-weekly Service between

Richmond, Claremont, Jamestown, Newport News, Old Point Comfort, Portsmouth and Norfolk.

James River by Daylight. Richest River in America in Colonial and War Scenery.

Steamer "Pocahontas" leaves Richmond Monday, Wednesday and Friday 7 00 a.m., Petersburg 8 30 a.m., arriving at Old Point Comfort 8 00 p.m., Norfolk 7 00 p.m.

Leaves Norfolk Tuesday, Thursday and Saturday 7 00 a.m., Old Point 8 00 a.m., arrive at Petersburg 4 30 p.m., Richmond 7 00 p.m.

Landings.—Richmond, Varina, Meadowville, Curle's Neck, Presque Isle, Shirley, City Point (Petersburg), Westover, Blairs, Willcox's, Weyanoke, Stanley, Sturgeon Point, Wilson's, Oldfield, Brandon, Sandy Point, Claremont, Jamestown, Scotland, Cobham, Homewood, Fergusson's, Newport News, Old Point Comfort, Portsmouth, Norfolk.

Fare one way, $1.25; Round Trip, $2.50.
Meals Table d'Hote, 50c.

Staterooms can be reserved for day or night.

IRVIN WEISIGER, General Agent, 821 E. Main St., Richmond, Va.
821 East Main St., Richmond Transfer Co., 809 East Main St.,
The Jefferson and Murphy's Hotel, Richmond, Va. *Dec.*, 1909.

MOBILE & GULF STEAMSHIP CO.

S.S. "MANTEO" (719 Tons)

FIRST-CLASS FREIGHT AND PASSENGER SERVICE

BETWEEN

New Orleans, Mobile, Pensacola, Panama City and St. Andrews, Fla.

WEEKLY SAILINGS—LEAVING NEW ORLEANS EVERY FRIDAY.

CONNECTIONS.

At Mobile—With Mobile & Ohio R.R., Southern Ry., Louisville & Nashville R.R., Mobile, Jackson & Kansas City R.R., Mallory S.S. Line and Birmingham & Gulf Ry. & Navigation Co.
At Pensacola—With Louisville & Nashville R.R.
At Panama City—With Atlanta & St. Andrews Bay Ry.

For further information address

A. B. STEELE, President, Atlanta, Ga.
G. H. PURVIS, Vice-President, Dothan, Ala.
R. R. POWERS, Gen. Manager, Panama City, Fla.
E. B. KIRKBRIDE, Agent, Mobile, Ala.
E. B. SECKINGER, Agent, Pensacola, Fla.
DAVID B. PENN, Agent, New Orleans, La.

August, 1909.

Natchez & Bayou Sara Packet Co.

R. F. LEARNED, President.
A. B. LEARNED, Vice-President.

General Office—Natchez, Miss.

Steamer "Betsy Ann"

CARRYING THE UNITED STATES MAIL.

Leaves NATCHEZ for Torras, Bayou Sara and all intermediate points on the Mississippi River every Tuesday, Thursday and Saturday at noon. Returning, leaves BAYOU SARA every Wednesday, Friday and Sunday at 4 00 a.m. *March*, 1909.

Connects with Y. & M. V. R.R., N. O. & N. W. R.R. and T. & P. R.R.

TOLUCA & TENANGO RAILROAD (Narrow Gauge).

Luis Gonzalez, General Freight and Passenger Agent, Toluca, Mex.

Leave **Toluca**[1] *7 00, *10 15 a.m., for Metepec, Mexicalcingo Calimaya, Tenango, arriving Atla (19 miles) 8 15, 11 30 a.m. Returning leave Atla *8 30, *11 45 a.m., arriving Toluca 9 45 a.m., 1 00 p.m. Leave Toluca *c* 7 30, *c*11 30 a.m., *2 15, *5 15 p.m., arriving Tenango 8 50 a.m., 12 40 noon, 3 15, 6 15 p.m. Returning, leave Tenango *c*9 45 a.m., *c*1 50, *3 50, *6 50 p.m., arriving Toluca 10 50 a.m., 3 25, 4 25, 7 25 p.m.

* Daily; *c* Monday only. *May*, 1908.

Connection.—[1] With Nat. Rys. of Mex. and Toluca & San Juan R.R.

THE POTOMAC, FREDERICKSBURG & PIEDMONT R.R.

L. H. Richards, President. | M. Masteller, Superintendent.
George W. Richards, V.-P. & Treas. | General Offices—Fredericksburg, Va.

....	....	No. 1	Mls	August, 1909.	Mls	No. 2
....	....	.....	....	(Eastern time.)	....	.....
....	....	†8 00 A M	0	lv..+Fredericksburg[1] ⊙.ar.	38	3 20 P M
....	....	8 16 "	5	.....White.....	33	3 04 "
....	....	8 20 "	6	.....Mine Road.....	32	2 59 "
....	....	8 23 "	7	.....Robey.....	31	2 54 "
....	....	8 29 "	9	.....Screamerville.....	29	2 48 "
....	....	8 32 "	10	.....Alrich.....	28	2 45 "
....	....	8 35 "	11	.....Furnace.....	27	2 38 "
....	....	8 40 "	13	.....Brock Road.....	25	2 29 "
....	....	8 43 "	14	.....Stephens.....	24	2 26 "
....	....	9 00 "	18	.....Parker..... ⊙	20	2 11 "
....	....	9 08 "	20	.....New Hope.....	18	1 57 "
....	....	9 18 "	22	.....Tinder..... ⊙	16	1 45 "
....	....	9 28 "	24	.....Reynolds.....	14	1 35 "
....	....	9 38 "	26	.....Verdiersville.....	12	1 26 "
....	....	9 48 "	28	.....La Fayette.....	10	1 18 "
....	....	10 03 "	30	.....Unionville..... ⊙	8	1 08 P M
....	....	10 14 "	33	.....Nason.....	5	†2 50 Noon
....	....	10 24 "	35	.....Taylor.....	3	†2 40 "
....	....	10 40 A M	38	.....Orange[2]..... ⊙	0	†12 30 Noon
....	....	.....	....	ARRIVE] [LEAVE	....	.....

† Daily, except Sunday. + Coupon stations; ⊙ Telephone stations.

Connections.—[1] With Richmond, Fredericksburg & Potomac R.R.; Md. Del. & Va. Ry., and Weems Steamboat Company. [2] With Southern and Chesapeake & Ohio Rys.

THE TYLER TUBE & PIPE CO. WASHINGTON, PA. 26 Cortlandt St., New York. Old Colony Bldg, Chicago.
BOILER TUBES Guaranteed to Pass A. R. M. M. Specifications
GEO. E. MOLLESON, Manager R.R. Dept., NEW YORK

GRAHAM & MORTON LINE

The Gateway to All Michigan

St. Joseph-Benton Harbor Division.

BETWEEN CHICAGO AND ST. JOSEPH

Navigation is Closed on this Division for 1909. The Season of Navigation will Open for 1910 some time in March

Holland Division.

BETWEEN CHICAGO AND HOLLAND

Navigation is Closed on this Division for 1909. The Season of Navigation will Open for 1910 some time in March

J. S. MORTON, President, Benton Harbor, Mich.
W. H. MORTON, Assistant to President, Chicago, Ill.
A. REICHLE, Asst. Secretary and Auditor, Benton Harbor, Mich.
H. MEYERING, Gen. Passenger and Freight Agent, Chicago, Ill.
HENRY BABY, Asst. Advertising and Pas. Agt., "
CHAS. A. FLOYD, General Agent, Grand Rapids, Mich.

CHICAGO DOCK, FOOT OF WABASH AVENUE. Chicago Telephone, Central 2162

GRAND RAPIDS PASSENGER STATION, 75 NORTH MARKET STREET.

ST. JOSEPH VALLEY RAILWAY CO.

"THE VALLEY LINE."

H. E. BUCKLEN, President, 275 Michigan Ave., Chicago, Ill.
JOHN FIELDHOUSE, First Vice-President, Elkhart, Ind.
H. R. BUCKLEN, Second Vice-President, Chicago, Ill.
G. H. WINCHESTER, Treasurer, Elkhart, Ind.
S. MAXON, Secretary and Auditor, Elkhart, Ind.
R. C. JONES, General Manager, La Grange, Ind.
G. P. PAINE, Master Mechanic, "
W. H. JENNER, Auditor Receipts, 278 Michigan Ave., Chicago, Ill.

WEST DIVISION.

3	9	7	3	1	Mls	September 9, 1909.	Mls	4	6	10	12	6
A M	P M	P M	A M	A M	....	LEAVE / ARRIVE	....	A M	Noon	P M	P M	A M
§9 35	*6 10	†3 00	†10 05	†7 45	0	..... **La Grange**[1]	16.3	9 35	12 05	5 05	7 50	11 35
f –	f –	f –	f –	f –	1.0	.....County Farm.....	15.3	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	1.7	..... Carter.....	14.6	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	3.7	..... Camp	12.6	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	4.2	.....Latta	12.1	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	4.7	.....Bethel.....	11.6	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	....	.....Christler.....	....	f –	f –	f –	f –	f –
9 48	6 23	3 15	10 18	7 58	5.1	..... Yoder.....	11.2	9 15	11 45	4 48	7 30	11 15
f –	f –	f –	f –	f –	5.6	..... Evert	10.7	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	6.1	.....Antonides.....	10.2	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	6.6	..... Dillon.....	9.7	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	7.1	..... Bollinger	9.2	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	7.6	... Township Line ...	8.7	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	8.1	..... Marsh.....	8.2	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	8.6	.....Dallman.....	7.7	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	9.1	..... Davis	7.2	f –	f –	f –	f –	f –
10 05	6 40	3 30	10 35	8 15	9.6	... **Shipshewana**[2] ..	6.7	9 05	11 35	4 35	7 20	11 05
f –	f –	f –	f –	f –	10.3	..... Walker	6.0	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	10.8	..Shipshewana Lake..	5.5	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	11.8	..... Pashan	4.5	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	12.3	.....Bontragers.....	4.0	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	12.8	.....Eash	3.5	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	13.3	.....Oak.....	3.0	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	13.8	.....County Line.....	2.5	f –	f –	f –	f –	f –
f –	f –	f –	f –	f –	14.3	.....Haines	2.0	f –	f –	f –	f –	f –
10 25	7 00	3 50	10 55	8 35	16.3	.... **Middlebury**[3] ...	0	†8 45	†11 15	†4 15	*7 05	§10 45
A M	P M	P M	A M	A M	....	ARRIVE / LEAVE	....	A M	A M	P M	P M	A M

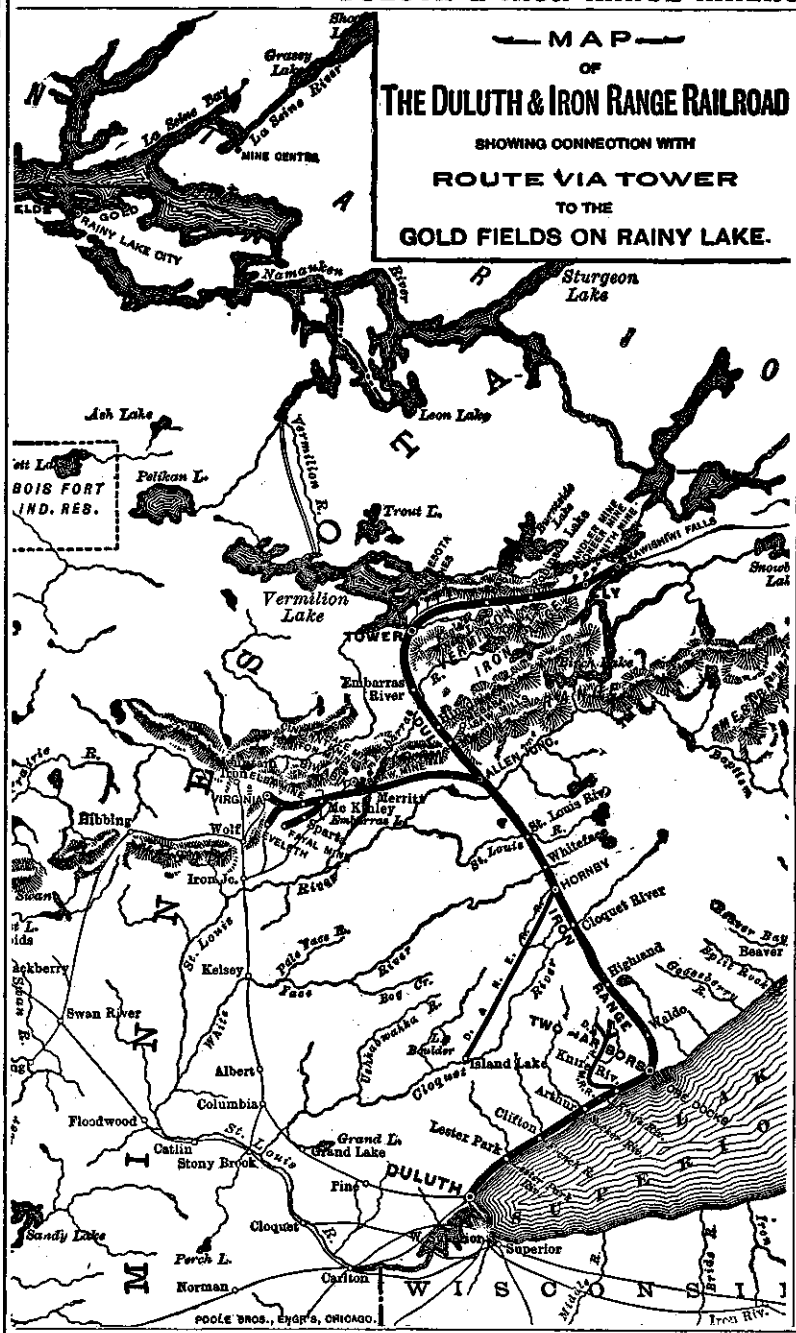
EAST DIVISION.

September 9, 1909.	Mls	2	4	8	12	2	....	....
LEAVE	....	A M	A M	P M	P M	A M	....	....
La Grange[1].....	0	†7 00	*10 03	*2 00	*8 00	§8 00	.....	.....
Pleasant Hill.....	2.6	– –	11 05	f –	8 05	– –	.....	.....
McCally	5.7	f –	11 12	f –	8 12	f –	.....	.....
Mongo	8.4	7 20	11 25	2 20	8 20	8 20	.....	.....
Custer	12.0	f –	11 35	f –	8 30	f –	.....	.....
Orland.....	15.0	7 38	11 45	2 45	8 40	8 38	.....	.....
Lake Gage.....	18.8	f –	f –	f –	f –	f –	.....	.....
Inverness	20.0	f –	12 00	f –	8 55	f –	.....	.....
Crooked Lake.....	22.9	f –	12 08	f –	9 05	f –	.....	.....
Angola Junction[4]..	26.0	8 15	– –	3 30	– –	9 15	.....	.....
Angola (*Public Sq.*)..	27.0	8 20	12 30	3 35	9 25	9 20	.....	.....
ARRIVE	....	A M	Noon	P M	P M	A M	.....	.....

September 9, 1909.	Mls	3	5	9	11	3	5	.....
LEAVE	....	A M	.....	P M	P M	A M	A M	.....
Angola (*Public Sq.*)..	0	†8 30	A M	*4 15	*8 50	§8 00	§9 20	.....
Angola Junction...	1.0	– –	†9 30	4 30	– –	– –	9 30	.....
Crooked Lake.....	4.1	8 50	– –	f –	6 50	8 20	– –	.....
Inverness	7.1	9 00	9 52	4 52	7 00	8 30	9 52	.....
Lake Gage.....	8.2	f –	– –	f –	f –	f –	– –	.....
Orland.....	12.0	9 15	10 10	5 10	7 15	8 45	10 10	.....
Custer	14.8	f –	– –	f –	f –	f –	– –	.....
Mongo	18.6	9 35	10 30	5 30	7 30	9 05	10 30	.....
McCally	21.3	9 45	f –	f –	f –	9 15	f –	.....
Pleasant Hill.....	24.4	9 54	– –	– –	f –	9 24	– –	.....
La Grange.....	27.0	10 00	11 00	6 00	7 55	9 30	11 00	.....
ARRIVE	....	A M	A M	P M	P M	A M	A M	.....

Trains marked * run daily; † daily, except Sunday; § Sunday only; f stops on signal. STANDARD—*Central time.*

CONNECTIONS.—[1] With Grand Rapids & Indiana Ry. [2] With Lake Shore & Michigan Southern Ry. [3] With Lake Shore & Michigan Southern Ry. [4] With Lake Shore & Michigan Southern Ry.



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J. H. HEARDING, Second Vice-President, "
F. C. MARSHALL, Treasurer, "
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C. F. GRAFF, Assistant Auditor, "
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F. D. ADAMS, Assistant General Solicitor, Duluth, Minn.
THOS. OWENS, Superintendent, Two Harbors, Minn.
A. D. HOLLIDAY, Assistant Superintendent, "
W. A. CLARK, Chief Engineer, Duluth, Minn.
F. H. WHITE, Purchasing Agent, "
H. S. BRYAN, Supt. Motive Power, Two Harbors, Minn.

NORTHWARD.	Mls	3	1	23	111	113
November 7, 1909.	....	A M	P M	....	....	....
Duluth[1] ♂.....lve.	0	*7 30	†3 15	....	....	....
Endion.....♂	2	7 38	3 23	....	....	....
Knife River[2].....♂	20	8 15	3 56	....	....	....
Two Harbors[2]..♂	27	8 35	4 16	....	....	....
Waldo	30	9 00	4 36	....	....	....
Drummond...arr.	39	♂9 40	....	....	....	....
Highland.....♂	41	9 35	5 06	....	....	....
Brimson .....♂	51	9 55	5 23	....	....	....
Fairbanks .....♂	57	10 08	5 37	....	....	....
Skibo.....	67	10 25	5 54	P M	A M	P M
Allen Junction.♂	73	10 45	6 16	†3 26	§10 45	§3 25
Aurora.....♂	80	11 03	6 35	3 45	11 03	3 45
Biwabik.....♂	88	11 20	6 55	4 06	11 20	4 06
McKinley .....♂	91	11 30	7 05	4 16	11 30	4 16
Gilbert	93	11 38	7 13	4 23	11 38	4 23
Virginia♂.....arr.	97	11 55	7 30	4 40	11 50	4 36
Eveleth♂.....arr.	100	12 00	7 35	4 45	12 50	5 35
Mesaba .....♂	77	10 56	6 23	P M	Noon	P M
Embarrass.....♂	84	11 10	6 39	....	....	....
Tower Junc.♂..arr.	96	11 35	7 05	....	....	....
Tower[4].....♂	98	11 40	7 10	....	....	....
Ely.....♂	117	12 30	8 00	....	....	....
[ARRIVE	....	Noon	P M	....	....	....

SOUTHWARD. (*Central time.*)	2	4	24	110	112
	A M	P M	....	....	....
Ely.....lve.	*7 20	†1 40	....	....	....
Tower.....	8 08	2 28	....	....	....
Tower Junction.....lve.	8 15	2 35	....	....	....
Embarrass	8 38	2 57	....	....	....
Mesaba	8 53	3 10	P M	A M	P M
Eveleth.....lve.	†7 45	†2 00	†4 50	§8 35	§1 15
Virginia.....lve.	†7 50	†2 05	†4 55	§9 26	§2 06
Gilbert	8 05	2 15	5 05	9 40	2 20
McKinley.....	8 20	2 30	5 20	9 50	2 30
Biwabik.....	8 30	2 40	5 30	10 00	2 40
Aurora.....	8 44	2 55	5 45	10 15	2 55
Allen Junction.....	9 10	3 25	6 10	10 40	3 20
Skibo.....	9 22	3 37	P M	A M	P M
Fairbanks.....	9 41	4 01	....	....	....
Brimson.....	9 55	4 15	....	....	....
Highland.....	10 20	4 40	....	....	....
Drummond .....lve.	♂9 50	....	....	....	....
Waldo.....	10 40	5 00	....	....	....
Two Harbors.....	11 00	5 25	....	....	....
Knife River.....	11 15	5 39	....	....	....
Endion.....	11 50	6 20	....	....	....
Duluth.....	12 00	6 30	....	....	....
[ARRIVE	Noon	P M	....	....	....

Additional Sunday Trains—Leave McKinley 9 00 a.m., 1 40 p.m., arrive Virginia 9 25 a.m., 2 05 p.m. Returning, leave Virginia 11 51 a.m., 4 36 p.m., arrive McKinley 12 20 noon, 5 05 p.m.

* Daily; † daily, except Sunday; § Sunday only.
♂ Tuesday, Thursday and Saturday only.
♂ Telegraph stations.

CONNECTIONS.

[1] With railroads and steamboat lines diverging. [2] With Duluth & Northern Minnesota Ry. [3] With lake steamers. [4] With steamers on Vermilion Lake.

HETCH-HETCHY & YOSEMITE VALLEY RAILWAY CO.

J. R. PRINCE, Secretary and Treasurer, Tuolumne, Cal.

Extends from **Tuolumne**, Cal., to Thompson's Meadows (35 miles 65 miles to Yosemite Valley, and 30 miles to Hetch-Hetchy from terminus. Logging road. No freight or passenger service. *March*, 1908.

ONTONAGON RAILROAD.

T. A. GREEN, President and General Manager, Ontonagon, Mich.

Extends from **Ontonagon**[1], Mich., to Green, Mich. (7 miles). Has also 14 miles of branches. Operated for freight only. *March*, 1908.

Connection.—[1] With Chicago, Milwaukee & St. Paul Ry.

MARTINDALE & OUACHITA RIVER RAILROAD.

S. H. BOLINGER, President, Shreveport, La.

Extends from **Bolinger**[1] eastward about 18 miles. Operated on irregular schedule for freight traffic only. *April*, 1908.

Connection.—[1] With St. Louis Southwestern Ry.

ALEXANDER & EASTERN RAILWAY.

O. A. ANNAN, General Manager, Alexander, W. Va.

This road extends from Alexander, W.Va., to Long Run Junction with a branch up Long Run of ¼ mile and a branch up Left Fork of Buckhannon River ¼ mile. Total mileage, 18 miles. Operated for freight traffic only. *May*, 1908.

Connection.—At Alexander with Baltimore & Ohio R.R.

CHICAGO HEIGHTS TERMINAL TRANSFER RAILROAD.

T. M. KILGALLEN, General Superintendent, Chicago Heights, Ill.

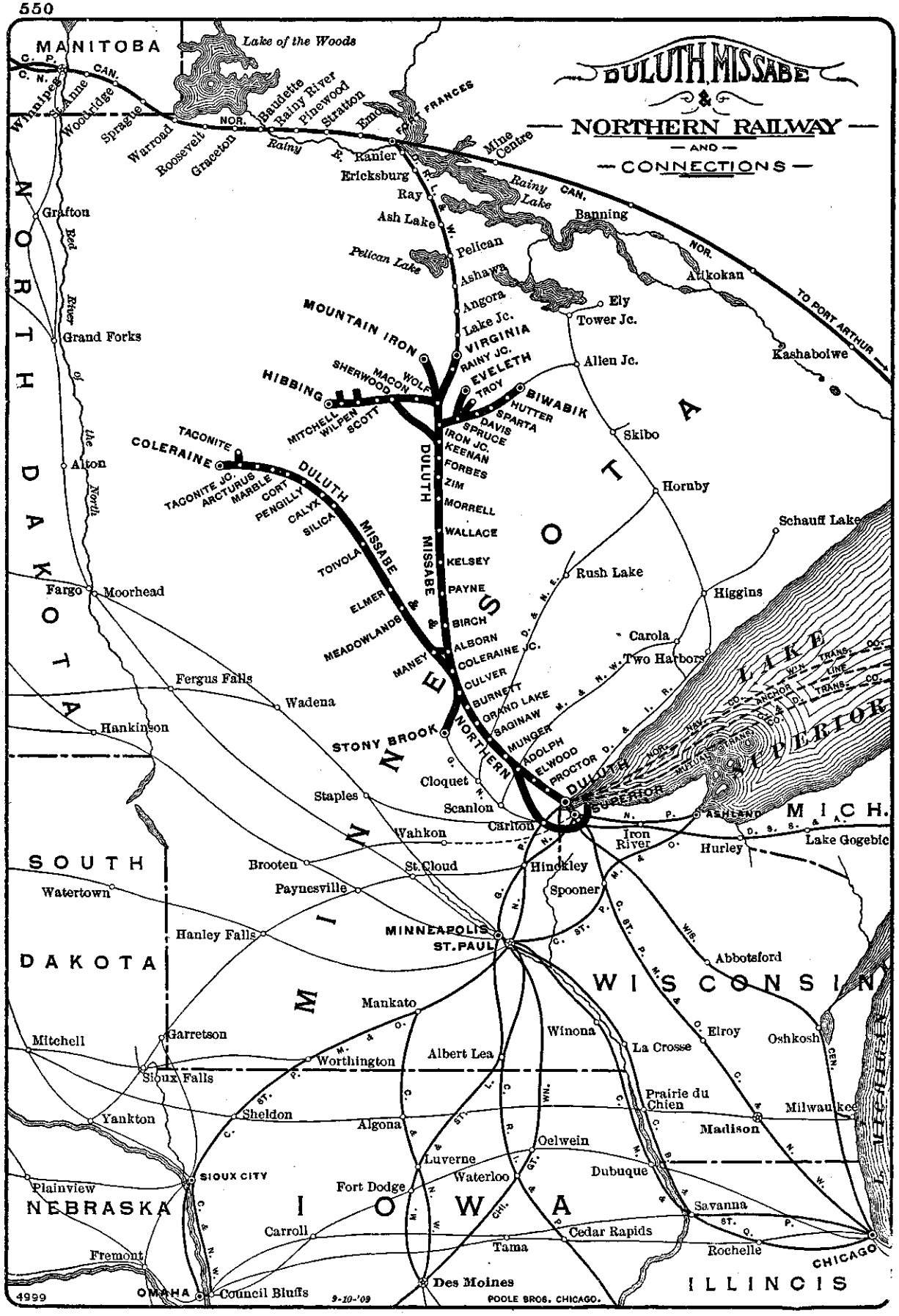
Freight switching road in and about Chicago Heights (38 miles). *September*, 1906.

ETNA & MONTROSE RAILROAD.

WM. J. POST, Secretary and Auditor, Pittsburgh, Pa.

From **Etna**[1] to Pine Creek, Pa., (2 miles). Operated for freight only. *March*, 1908.

Connections.—[1] With Pennsylvania and Baltimore & Ohio R.Rs.


DULUTH, MISSABE & NORTHERN RAILWAY
AND
CONNECTIONS
MANITOBA
Lake of the Woods
Winnipeg
C. P.
C. N.
CAN.
St. Anne
Woodridge
Sprague
Warroad
Roosevelt
Graceton
NOR.
Baudette
Rainy River
Pinewood
Stratton
Emo
FRANCES
Rainy R.
Ranier
Ericksburg
Ray
Ash Lake
Pelican
Pelican Lake
Ashawa
Angora
Lake Jc.
VIRGINIA
RAINY JC.
EVELETH
TROY
BIWABIK
HUTTER
SPARTA
DAVIS
SPRUCE
IRON JC.
KEENAN
FORBES
ZIM
MORRELL
WALLACE
KELSEY
PAYNE
BIRCH
ALBORN
COLERAINE JC.
CULVER
BURNETT
GRAND LAKE
SAGINAW
MUNGER
ADOLPH
ELWOOD
PROCTOR
DULUTH
SUPERIOR
MOUNTAIN IRON
HIBBING
SHERWOOD
MACON
WOLF
MITCHELL
WILPEN
SCOTT
TACONITE
COLERAINE
TACONITE JC.
ARCTURUS
MARBLE
CORT
PENGILLY
CALYX
SILICA
TOIVOLA
ELMER
MEADOWLANDS
MANEY
DULUTH MISSABE & NORTHERN
STONY BROOK
Mine Centre
Rainy Lake
Banning
Atikokan
TO PORT ARTHUR
Ely
Tower Jc.
Allen Jc.
Kashabowe
Skibo
Hornby
Schauff Lake
Rush Lake
Higgins
Carola
Two Harbors
LAKE SUPERIOR
Grafton
Red River of the North
Grand Forks
Alton
Fargo
Moorhead
Fergus Falls
Wadena
Hankinson
NORTH DAKOTA
Cloquet
Scanlon
Staples
Carlton
Wahkon
Iron River
Hurley
ASHLAND
Lake Gogebic
MICH.
SOUTH DAKOTA
Brooten
St. Cloud
Hinckley
Spooner
Watertown
Paynesville
Hanley Falls
MINNEAPOLIS
ST. PAUL
Abbotsford
WISCONSIN
MINNESOTA
Mankato
Winona
Elroy
La Crosse
Oshkosh
Mitchell
Garretson
Worthington
Albert Lea
Sioux Falls
Prairie du Chien
Milwaukee
Madison
Yankton
Sheldon
Algona
Oelwein
Luverne
Waterloo
Dubuque
Plainview
SIOUX CITY
Fort Dodge
NEBRASKA
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Savanna
Carroll
Cedar Rapids
Tama
Rochelle
Fremont
CHICAGO
OMAHA
Council Bluffs
Des Moines
ILLINOIS
4999
9-10-'09
POOLE BROS. CHICAGO.

DULUTH, MISSABE & NORTHERN RAILWAY.

W. A. McGONAGLE, President and Gen. Manager, Duluth, Minn.
W. J. OLOOTT, First Vice-President, "
PENTECOST MITCHELL, Second Vice-President, "
E. B. RYAN, Jr., Secretary, "
CHAS. D. FRASER, Assistant Secretary, New York, N.Y.
R. S. KEMPTON, Treasurer and Auditor, Duluth, Minn.
CHAS. E. SCHEIDE, Assistant Treasurer, New York, N.Y.

S. F. McLEOD, Purchasing Agent, Duluth, Minn.
J. W. KREITTER, Superintendent, Proctor, Minn.
J. B. HANSON, General Freight and Passenger Agent, Duluth, Minn.
H. L. DRESSER, Chief Engineer, "
C. W. SEDDON, Supt. of Motive Power and Cars, Proctor, Minn.
C. W. KIESWETTER, General Agent, Duluth, Minn.

General Offices—Duluth, Minn.

DULUTH TO MISSABE RANGE.

9	7	5	3	1	Ms	September 11, 1909.	6	2	4	8	10
....	....	P M	P M	A M	....	LEAVE ARRIVE	A M	A M	P M	....	....
....	....	*710	*3 50	*7 40	0	.....Duluth.... ♂	7 31	10 31	3 21	....	....
....	....	--	3 56	7 46	2	..Missabe Junction ♂	a--	10 25	3 15	....	....
....	....	--	4 04	7 54	4	.... 57th Ave. W	--	10 17	3 07	....	....
....	....	--	4 25	8 15	9	.....Proctor.....♂	a--	10 00	2 50	....	....
....	....	--	4 40	8 30	17	.....Munger	a--	9 45	2 37	....	....
....	....	--	4 53	8 43	23	..... Saginaw	a--	9 33	2 25	....	....
....	....	--	4 57	8 47	24	.....Grand Lake.....	a--	9 29	2 21	....	....
....	....	--	5 04	8 54	28	.....Burnett.....♂	a--	9 22	2 14	....	....
....	....	--	5 10	9 00	31	..... Culver.....	a--	9 15	2 07	....	....
....	....	--	--	--	34	..Coleraine Junc..	a--	--	--	....	....
....	....	--	5 18	9 08	35	.....Alborn.....♂	a--	9 08	1 58	....	....
....	....	--	5 26	9 16	39	.....Birch.....	a--	8 53	1 51	....	....
....	....	--	5 35	9 25	43	..... Payne	a--	8 43	1 42	....	....
....	....	--	5 43	9 33	47	.....Kelsey.....♂	a--	8 35	1 35	....	....
....	....	--	5 51	9 41	51	..... Wallace	a--	8 27	1 28	....	....
....	....	--	6 03	9 53	57	.....Morrell.....	a--	8 16	1 18	....	....
....	P M	--	6 14	10 04	62	..... Forbes.....	a--	8 05	1 08	A M	P M
P M	†120	--	6 22	10 12	66	..Iron Junction.♂	a--	7 58	1 00	9 15	5 29
†330	1 35	--	6 30	10 20	68	.....Wolf.....♂	a--	7 45	*1250	--	--
....	....	....	....	†1040	74	arr..Mountain Iron.lve.	....	....	†1220	....	....
....	....	9 30	6 45	‖1037	73	arr...Virginia ♂ lve.	*515	*6 55	‖1235	....	....
3 37	1 41	P M	6 37	10 27	70	.....Macon.....	A M	7 39	12 44	8 57	5 14
3 45	--	....	6 45	10 35	74	.....Sherwood.....	....	7 31	12 36	--	5 06
3 49	1 55	....	6 49	10 39	76	.....Scott.....	....	7 28	12 33	8 43	5 05
3 55	2 01	....	6 55	10 45	79	.....Wilpen.....	....	7 22	12 27	8 35	4 57
4 02	2 09	....	7 02	10 52	82	..... Mitchell.....	....	7 15	12 20	8 26	4 50
4 06	2 15	....	7 06	10 56	84	.....Hibbing.....♂	....	*7 10	*1215	†820	†445
P M	P M	....	P M	A M	....	ARRIVE LEAVE	....	A M	Noon	A M	P M

DULUTH TO COLERAINE LINE.

No. 69	No. 67	Ms	September 11, 1909.	No. 68	No. 70	
*3 50 P M	*7 40 A M	0	lve.....Duluth♂...arr.	10 31 A M	3 21 P M	....
5 18 P M	9 08 A M	35	.....Alborn.....♂	9 08 A M	1 58 P M	....
*5 20 P M	*9 15 A M	....	lve..Coleraine Jn.arr.	9 00 A M	1 53 P M	....
5 25 "	9 20 "	37	..... Maney	8 54 "	1 48 "	....
5 42 "	9 37 "	45	.....Meadowlands.....	8 37 "	1 31 "	....
5 48 "	9 43 "	47	.....Elmer.....	8 31 "	1 25 "	....
6 02 "	9 57 "	54	..... Toivola.....	8 16 "	1 11 P M	....
6 21 "	10 16 "	63	.....Silica.....♂	7 57 "	12 52 Noon	....
6 25 "	10 20 "	65	.....Calyx.....	7 53 "	12 48 "	....
6 44 "	10 39 "	74	.....Pengilly.....	7 34 "	12 29 "	....
6 50 "	10 45 "	76	.....Cort	7 28 "	12 23 "	....
6 52 "	10 47 "	77	..... Calumet	7 26 "	12 21 "	....
6 54 "	10 50 "	79	..... Marble.....	7 24 "	12 19 "	....
7 04 "	11 00 "	83	..... Taconite	7 14 "	12 09 "	....
7 10 "	11 06 "	84	.....Bovey.....	7 08 "	12 03 Noon	....
7 19 P M	11 15 A M	86	arr....Coleraine...lve.	*6 59 A M	*1154 A M	....

VIRGINIA BRANCH.

Sept. 11, 1909.	Mls	103	21	25	27	29	31	101	33	35	3
LEAVE	....	....	A M	A M	P M	P M	P M	....	A M	P M	P M
Iron Junction ♂	0	....	*8 00	†1007	†1 10	*6 00	†6 57	....	§1039	§1 03	§6 52
Wolf.....♂	2.2	A M	8 07	10 20	1 18	6 30	7 02	P M	10 44	1 08	6 57
Rainey Junction .	6.8	*5 05	8 19	10 32	1 28	6 40	7 12	*8 15	--	--	7 07
Virginia .....♂	8.5	5 10	8 25	10 37	1 33	6 45	7 17	8 20	10 58	1 22	7 12
ARRIVE	....	A M	A M	A M	P M	P M	P M	P M	A M	P M	P M

STATIONS.	102	22	26	28	30	32	100	34	38	
LEAVE	A M	A M	A M	Noon	P M	P M	P M	A M	P M	....
Virginia.....	*520	*6 55	†9 40	†1235	†3 15	†5 52	*8 35	§9 20	§5 05	....
Rainey Junction.....	5 25	6 59	9 44	12 39	3 18	5 56	8 40	--	--	....
Wolf.....	A M	7 08	9 53	12 55	3 28	6 05	P M	9 35	5 20	....
Iron Junction.....	....	7 18	10 00	1 05	P M	6 12	....	9 40	5 25	....
ARRIVE	....	A M	A M	P M	....	P M	....	A M	P M	....

EVELETH BRANCH.

Sept. 11, 1909.	Mls	45	61	55	57	47	49	51	59	53	43
LEAVE	....	A M	A M	A M	....	P M	P M	A M	A M	Noon	P M
Iron Junction ♂	0	*7 18	†9 30	†1012	Noon	*5 30	†6 25	§9 42	§1012	§1233	§6 22
Spruce.....	2.1	7 23	9 35	10 19	†1233	5 35	6 30	9 47	10 17	12 38	6 27
Eveleth .....♂	5.1	7 32	9 45	10 29	12 42	5 45	6 40	9 56	10 24	12 46	6 37
ARRIVE	....	A M	A M	A M	Noon	P M	P M	A M	A M	Noon	P M

STATIONS.	46	62	56	58	48	50	52	60	54	44
LEAVE	A M	A M	A M	Noon	P M	P M	A M	A M	Noon	P M
Eveleth	*732	†9 48	†1032	†1242	*5 45	†8 42	§9 56	§1024	§1246	§6 37
Spruce	7 42	9 56	10 41	12 51	5 55	8 52	10 06	10 34	12 54	6 48
Iron Junction.....	7 47	10 01	A M	12 58	6 00	8 57	10 12	10 39	1 00	6 51
ARRIVE	A M	A M	....	Noon	P M	P M	A M	A M	P M	P M

BIWABIK BRANCH.

	No. 77	Mls	September 11, 1909.	No. 78	
.....	†1041 A M	0	lve.....Spruce.....arr.	12 33 Noon	.....
.....	10 50 "	2.8	.....Davis.....	12 25 "	.....
.....	10 56 "	4.7	.....Sparta	12 20 "	.....
.....	11 08 "	9.1	.....Hutter	12 08 Noon	.....
.....	11 20 A M	12.9	arr..... Biwabik .....lve.	†1157 A M	.....

DULUTH TO WINNIPEG AND WESTERN CANADA.

No. 15	No. 5	Mls	STATIONS.	No. 6	No. 16	....
.....	.....	....	(Central time.)	.....	.....	....
.....	*7 10 P M	0	lve.....Duluth.....arr.	*7 31 A M	.....	
.....	9 30 P M	74	arr.....Virginia....lve.	5 15 A M	.....	
.....	.....	....	(Dul.Rainy Lk.& W.Ry.)	.....	.....	
.....	9 35 P M	74	lve.....Virginia....arr.	5 10 A M	.....	
.....	10 25 P M	96	.....Angora	4 23 A M	.....	
.....	10 38 P M	103	..... Cook	4 10 A M	.....	
.....	11 08 P M	119	.....Orr	3 40 A M	.....	
.....	11 48 P M	137	.....Kinmount.....	3 02 A M	.....	
.....	12 17 Night	151	..... Ray	2 33 A M	.....	
.....	12 35 Night	159	.....Ericsburg.....	2 15 A M	.....	
.....	12 56 Night	169	.....Ranier.....	1 55 A M	.....	
.....	1 10 A M	171	arr..Fort Frances .lve.	1 40 A M	.....	
.....	.....	....	(Canadian North. Ry.)	.....	.....	
.....	†8 30 A M	171	lve..Fort Frances .arr.	11 45 P M	.....	
.....	11 26 A M	243	.....Banning	8 59 P M	.....	
.....	12 05 Noon	261	.....Atikokan.....	8 00 P M	.....	
.....	2 20 P M	321	..... Kashaboywe.....	6 55 P M	.....	
.....	5 28 P M	400	.....Fort William.....	2 55 P M	.....	
.....	5 40 P M	403	arr...Port Arthur..lve.	†2 45 P M	.....	
.....	1 25 A M	171	lve..Fort Frances .arr.	1 25 A M	.....	
.....	2 20 A M	198	.....Barwick.....	12 23 Night	.....	
.....	2 36 A M	206	.....Stratton	12 08 Night	.....	
.....	3 30 A M	225	.....Rainy River.....	11 25 P M	.....	
.....	3 38 A M	227	.....Beaudette.....	11 10 P M	.....	
.....	4 19 A M	244	..... Williams	10 26 P M	.....	
.....	4 33 A M	251	.....Roosevelt	10 09 P M	.....	
.....	8 03 A M	343	.....Gireoux.....	6 30 P M	.....	
.....	8 22 A M	351	.....Ste. Anne.....	6 11 P M	.....	
.....	8 47 A M	363	.....Loretto.....	5 45 P M	.....	
.....	9 13 A M	377	.....St. Boniface.....	5 20 P M	.....	
.....	9 25 A M	378	arr.... Winnipeg ...lve.	5 10 P M	.....	
.....	8 00 P M	378	lve.... Winnipeg ...arr.	9 00 A M	.....	
.....	11 00 P M	434	..Portage la Prairie..	7 00 A M	.....	
.....	†2 30 Night	471	.....Gladstone.....	5 28 A M	.....	
.....	3 45 A M	556	.....Dauphin.....	2 15 A M	.....	
.....	4 5 A M	576	.... Gilbert Plains	1 07 A M	.....	
.....	5 18 A M	586	.....Grand View.....	†2 45 Night	.....	
.....	6 44 A M	619	.....Roblin.....	11 19 P M	.....	
.....	8 20 A M	657	arr.....Kamsack....lve.	9 25 P M	.....	
.....	.....	....	(Mountain time.)	.....	.....	
.....	*7 35 A M	657	lve.....Kamsack....arr.	8 20 P M	.....	
.....	8 39 A M	681	.....Canora	7 21 P M	.....	
.....	11 01 A M	744	.....Wadena.....	5 02 P M	.....	
.....	12 55 Noon	798	.....Muenster.....	3 03 P M	.....	
.....	1 15 P M	804	.....Humbolt	2 50 P M	.....	
.....	2 42 P M	839	..... Howell	1 08 P M	.....	
.....	3 26 P M	856	.....Aberdeen.....	12 27 Noon	.....	
.....	4 00 P M	869	arr.....Warman ....lve.	11 50 A M	.....	
.....	*7 20 P M	942	arr..Prince Albert.lve.	*8 50 A M	.....	
.....	*4 50 P M	883	arr....Saskatoon...lve.	*1050 A M	.....	
.....	4 52 P M	886	.....Langham.....	11 04 A M	.....	
.....	5 45 P M	907	.....Radisson.....	10 13 A M	.....	
.....	7 45 P M	951	...North Battleford...	8 40 A M	.....	
.....	11 31 P M	1036	.....Lloydminster.....	4 34 A M	.....	
.....	1 30 A M	1076	.....Vermilion.....	2 50 A M	.....	
.....	6 11 A M	1188	.Fort Saskatchewan.	9 52 P M	.....	
.....	7 00 A M	1205	arr....Edmonton...lve.	*9 00 P M	.....	
.....	†1025 A M	378	lve.... Winnipeg ...arr.	4 10 P M	.....	
.....	12 30 Noon	431	.....Carman.....	2 05 P M	.....	
.....	3 59 P M	505	..... Belmont	10 45 A M	.....	
.....	8 05 P M	560	.....Hartney.....	8 35 A M	.....	
.....	7 30 P M	596	arr.....Virden .....lve.	†7 10 A M	.....	
.....	†4 10 P M	505	lve.....Belmont....arr	10 20 A M	.....	
.....	5 15 P M	523	..... Wawanesa	8 45 A M	.....	
.....	6 50 P M	548	arr.....Brandon....lve.	†7 25 A M	.....	
.....	†1015 A M	378	lve.... Winnipeg ...arr.	4 45 P M	.....	
.....	d305 P M	495	.....Neepawa.....	12 20 Noon	.....	
.....	4 08 P M	520	.....Clanwilliam	10 50 A M	.....	
.....	7 09 P M	578	.....Rossburn.....	8 15 A M	.....	
.....	8 15 P M	604	arr.....Russell.....lve.	e7 15 A M	.....	
†6 40 P M	.....	378	lve.... Winnipeg ...arr.	.....	10 05 A M	
--	.....	434	..Portage la Prairie..	.....	8 27 A M	
.....	.....	490	.....Carberry.....	.....	.....	
11 15 P M	.....	514	arr.....Brandon....lve.	.....	*5 30 A M	
*1155 P M	.....	514	lve.....Brandon....arr.	.....	5 15 A M	
4 09 A M	.....	642	..... Kipling	.....	12 08 Night	
7 40 A M	.....	736	arr.....Regina.....lve.	.....	*7 30 P M	

* Daily; † daily, except Sunday; ‖ Sunday only; a stops to save passengers from D. R. L. & W. Ry. and C. N. Ry. points; § Sunday arrives 10 58 a.m.; c Sunday leaves 12 10 noon; d Tuesday, Thursday and Saturday; e Monday, Wednesday and Friday. ♂ Telegraph stations.

THROUGH CAR SERVICE.

Trains Nos. 1, 2, 3 and 4 consist of Solid Vestibuled Coaches and Observation Cafe Cars between Duluth and Missabe Range points.

Train No. 5—Solid Vestibuled—First and Second-class Coaches. Sleeping Car Duluth to Winnipeg. Dining Car Rainy River to Winnipeg. Connections at Winnipeg for Brandon, Regina, Saskatoon, Edmonton and all points in Western Canada.

Train No. 6—Solid Vestibuled—First and Second-class Coaches. Sleeping Car Winnipeg to Duluth. Dining Car Winnipeg to Rainy River. Connections at Duluth for Eastern Canada points and all Eastern points in the United States.

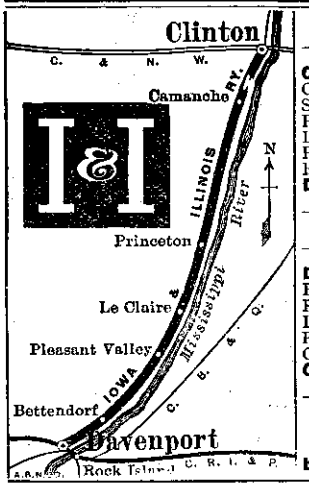
IOWA & ILLINOIS RAILWAY (Electric)

General Offices—Clinton, Iowa.

G. E. LAMB, President, Clinton, Iowa.
F. W. ELLIS, First Vice-President, "
HENRY THUENEN, Jr., Second Vice-President, Davenport, Iowa.
R. B. McCOY, Secretary, Clinton, Iowa.
C. B. MILLS, Treasurer, Clinton, Iowa.
P. P. CRAFTS, General Manager, "
F. A. PERKINS, Superintendent, "
J. C. FEDDERSEN, Auditor, "

THE MISSISSIPPI VALLEY

Connecting Link between the Main Lines of the Chicago & North Western Ry. and the Chicago, Rock Island & Pacific Ry.



Southbound Time-table.

(Central time.)	Mls.	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M
Clinton ..... lve.	0	*6 15	*7 30	*8 30	*9 30	*10 30	*11 30	*12 30	*1 30	*2 30	*3 30	*4 30	*5 30	*6 30	*8 00	*9 30	*11 00
Camanche	5.88	6 32	7 42	8 42	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	5 42	6 42	8 11	9 41	11 11
Shaffton	10.39	6 43	7 51	8 51	9 51	10 51	11 51	12 51	1 51	2 51	3 51	4 51	5 51	6 51	8 19	9 49	11 19
Princeton	16.16	6 57	8 02	9 02	10 02	11 02	12 02	1 02	2 02	3 02	4 02	5 02	6 02	7 02	8 29	9 59	11 29
Leclaire	21.71	7 10	8 11	9 11	10 11	11 11	12 11	1 11	2 11	3 11	4 11	5 11	6 11	7 11	8 37	10 07	11 37
Pleasant Valley	26.51	7 21	8 21	9 21	10 21	11 21	12 21	1 21	2 21	3 21	4 21	5 21	6 21	7 21	8 50	10 20	— —
Bettendorf	32.43	7 31	8 31	9 31	10 31	11 31	12 31	1 31	2 31	3 31	4 31	5 31	6 31	7 31	9 03	10 33	— —
Davenport	36.10	7 48	8 48	9 48	10 48	11 48	12 48	1 48	2 48	3 48	4 48	5 48	6 48	7 48	9 18	10 48	12 15
ARRIVE	.....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night

Northbound Time-table.

LEAVE	Mls.	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Davenport	0	*7 00	*8 00	*9 00	*10 00	*11 00	*12 00	*1 00	*2 00	*3 00	*4 00	*5 00	*6 00	*7 00	*8 00	*9 30	*11 00
Bettendorf	3.67	7 12	8 12	9 12	10 12	11 12	12 12	1 12	2 12	3 12	4 12	5 12	6 12	7 12	8 12	9 42	11 12
Pleasant Valley	9.59	7 22	8 22	9 22	10 22	11 22	12 22	1 22	2 22	3 22	4 22	5 22	6 22	7 22	8 22	9 52	11 22
Leclaire	14.39	7 32	8 32	9 32	10 32	11 32	12 32	1 32	2 32	3 32	4 32	5 32	6 32	7 32	8 32	10 02	11 32
Princeton	19.94	7 42	8 42	9 42	10 42	11 42	12 42	1 42	2 42	3 42	4 42	5 42	6 42	7 42	8 42	10 14	11 44
Camanche	30.22	8 00	9 00	10 00	11 00	12 00	1 00	2 00	3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 32	12 01
Clinton	36.10	8 18	9 18	10 18	11 18	12 18	1 18	2 18	3 18	4 18	5 18	6 18	7 18	8 18	9 18	10 48	12 15
ARRIVE	.....	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night

Trains marked * run daily.

EVERY TRAIN CARRIES BAGGAGE—150 pounds checked free. Efficient passenger and baggage transfer service.

SPECIAL ATTENTION given train connections at *Clinton* with the *Chicago & North Western Railway* and at *Davenport* with *Chicago, Rock Island & Pacific Railway.*

DIRECT CONNECTIONS with street cars for *Rock Island* and *Moline, Illinois,* and during open navigation with ferries to *Port Byron* and *Cordova, Illinois.*

All trains pass principal HOTELS and BUSINESS HOUSES.

WAITING ROOMS—217 Brady Street, Davenport; corner Fifth Avenue and Third Street, Clinton.

FAST FREIGHT SERVICE. UNITED STATES MAIL. AMERICAN EXPRESS.

WASHBURN & NORTHWESTERN RAILWAY.

EDWARD HINES, President.
L. L. BARTH, Vice-President.
C. F. WIEHE, General Manager.
ISAAC BAKER, Gen. Superintendent.
S. J. CUSSON, G. F. & P. A.
ROBERT SHIELDS, Tax Agent.
General Offices—Ashland, Wis.

Hines Branch.

	Pas'nger.	Mls	See Note ◆	Pas'nger.	
.....	†7 00 A M	0	lve.... **Hines Siding**[2] .. arr.	4 41 P M	.....
Central time.	7 14 "	3	.....Sproule.....	4 24 "	.....
	8 06 "	16	.....Lakeview	3 30 "	.....
	8 36 "	23	..... Rutledge.....	3 00 "	.....
	9 00 "	29	..... Elba	2 38 "	.....
.....	9 27 "	36	.....Sand Hill.....	2 09 "	.....
.....	10 00 A M	41	arr..**Duluth & St. Croix Jn.** lve.	†1 45 P M	.....

Blanchard Branch.

◆It is expected that train service will be inaugurated shortly on Time-Table, as shown.

Pas'nger.	Mls	See Note ◆	Pas'nger.	
†7 00 A M	0	lve..... **Blanchard**[3] .... arr.	6 08 P M	.....
7 26 "	6	.....Hillsdale.....	4 38 "	.....
7 52 "	12	....Hudson	4 20 "	.....
8 18 "	18	.....McDermott.....	3 54 "	.....
8 36 "	22	.....Ashley	3 26 "	.....
9 06 "	29	..... Olson.....	2 56 "	.....
9 32 "	35	.....Johnson.....	2 30 "	.....
10 17 "	44	.....Salmon Falls.....	1 47 "	.....
10 40 "	49	.....Pittsburgh	1 25 "	.....
11 00 A M	54	arr..**Pacific Junction**..lve.	†1 00 P M	.....

Connections.—[1] With Northern Pacific R.R. and Chicago, St. Paul, Minneapolis & Omaha Ry [2] With Chicago, St. Paul, Minneapolis & Omaha Ry. [3] With Northern Pacific R.R.

KANSAS SOUTHERN & GULF RAILROAD.

O. J. COLLMAN, General Manager, Westmoreland, Kan.

Trains leave Westmoreland †5 00 a.m., †8 00 p.m., arriving **Blaine**[1] 6 00 a.m., 9 45 p.m. Returning, leave Blaine †7 15 a.m., †10 20 p.m., arriving Westmoreland 8 15 a.m., 10 05 p.m.

† Daily, except Sunday. *April*, 1908.

Connection.—[1] With Union Pacific R.R.

KINSTON & SNOW HILL RAILROAD.

LOVITT HINES, General Manager, Kinston, N.C.

Trains leave Snow Hill †6 40, ‡7 00 a.m., arrive **Kinston**[1] (13 miles) 7 30, 7 45 a.m. Returning, leave Kinston ‡5 30, †5 30 p.m., arriving Snow Hill 6 15, 6 30 p.m. *June* 27, 1909.

† Daily, except Sunday; ‡ Sunday only. STANDARD—*Eastern time.*

Connection.—[1] With Norfolk & Southern Ry.

WAUPACA-GREEN BAY RAILWAY.

A. G. NELSON, President, Waupaca, Wis.
JOHN GORDON, Vice-Prest., "
A. M. PENNEY, Gen. Mgr. and Gen. Fht. & Pas. Agt., Waupaca, Wis.
I. P. LORD, Gen. Counsel, "

....	5	3	1	Mls.	May, 1909.	Mls.	2	4	6	....
....	P M	P M	A M	.....	(Central time.)	.....	A M	P M	P M	....
....	†7 20	†3 05	†7 20	0	lve.... **Waupaca**... arr.	10	9 50	4 35	8 45	Bay & Western R.R. Connection.—[1] With Green
....	7 30	3 20	7 30	4	.....Granite.....	6	9 20	4 15	8 15	
....	8 00	3 45	8 00	10	arr. **Scandinavia**[1] .lve.	0	†9 10	†3 55	†8 05	
....	P M	P M	A M	.....	(G. B. & W. R. R.)	.....	A M	P M	P M	
....	9 20	.....	10 15	.....	arr.. **Stevens Point** .lve.	.....	6 45	2 30	.....	
....	9 25	.....	10 22	.....	arr. **Grand Rapids** .lve.	.....	6 40	2 36	.....	
....	P M	.....	12 10	.....	arr... **Merrillan** ..lve.	.....	A M	1 00	.....	
....	.....	.....	3 45	.....	.....**Winona**.....	.....	.....	9 35	.....	
....	.....	.....	P M	.....	ARRIVE | LEAVE	.....	.....	A M	.....	
....	.....	.....	4 55	.....	.....**St. Paul**.....	.....	.....	8 30	.....	
....	.....	.....	P M	.....	ARRIVE | LEAVE	.....	.....	A M	.....	
....	.....	P M	A M	.....	(G. B. & W. R. R.)	.....	.....	.....	P M	
....	.....	6 00	11 00	.....	..... **Green Bay**	.....	.....	.....	7 04	
....	.....	P M	A M	.....	ARRIVE | LEAVE	.....	.....	.....	5 00	
....	.....	.....	5 55	.....	.....**Chicago**.....	.....	.....	.....	P M	
....	.....	.....	P M	.....	(Via C. & N. W.)	.....	.....	.....	9 00	
....	.....	.....	.....	.....	.....	.....	.....	.....	A M	....

Trains marked † run daily, except Sunday.

SUMPTER VALLEY RAILWAY.

JOS. A. WEST, Supt. and Gen. Fht. and Pas. Agt., Baker City, Ore.

Train leaves **Baker City**[1] *9 30 a.m., for Lockhart, McEwen, Sumpter (21 miles), Tipton (54 miles), Austin (62 miles) 1 10 p.m. Leaves Austin *2 10 p.m., Sumpter *4 05 p.m., arriving Baker City 5 30 p.m.

* Daily. *Pacific time.* *June* 14, 1908.

Connection.—[1] With Oregon R.R. & Navigation Co.

ELGIN & HAVELOCK RAILWAY.

A. H. ROBINSON, Superintendent, Havelock, N.B.

Train leaves Havelock †7 15 a.m. for **Petitcodiac**[1] (13 miles), arriving Elgin (27 miles) 11 00 a.m. Returning, leaves Elgin †12 50 noon, arriving Havelock 5 00 p.m.

† Daily, except Sunday. *June*, 1904.

Connection.—[1] With Intercolonial Ry. *Eastern time.*

ESCAMBIA RAILWAY.

H. L. GLOVER, Manager, Century, Fla.

Extends from Camp Eleven to **Century**[1] (46 miles). Lumber road operated by Alger-Sullivan Lumber Company. *May*, 1907.

Connection.—[1] With Louisville & Nashville R.R.

LIVE OAK, PERRY & GULF RAILROAD.

H. H. TIFT, Chairman of Board, Tifton, Ga.
J. LEE ENSIGN, President, Live Oak, Fla.
R. L. DOWLING, Vice-President, "
D. L. GILLESPIE, 2d Vice-President, "
W. L. ROACH, Secretary, "
JOHN H. POWELL, Treasurer, "
B. P. HOPKINS, Traf. Mgr., Asst. Sec'y, Asst. Treas. and Purch. Agt., "
C. C. SMITH, Assistant Auditor, "
D. M. LEWIS, Traveling Freight and Passenger Agent, "
R. L. MATTHEW, Master Mechanic, "
E. J. HARRIS, Car Accountant and Train Master, "

No. 5	No. 1	Mls	*September* 6, 1909. (*Central time.*)	Mls	No. 2	No. 6
			lve.....**Live Oak**[1]...arr.	49.0	4 00 P M	4 00 P M
§8 30 A M	†7 45 A M	0				
8 47 "	8 05 "	6.5	.....Starr.....	42.5	3 35 "	3 43 "
8 52 "	8 10 "	8.5	.....Mercer.....	40.5	3 30 "	3 38 "
8 57 "	8 15 "	10.0	.....Platt.....	39.0	3 25 "	3 35 "
9 10 "	8 30 "	14.0	.....Lancaster.....	35.0	3 10 "	3 23 "
9 20 "	8 45 "	17.0	.....Dowling Park...ȣ	32.0	3 00 "	3 18 "
9 25 "	8 50 "	18.0	.....Chancey.....	31.0	2 45 "	3 08 "
9 30 "	8 55 "	20.7	....**Mayo Junction**....	28.3	2 40 "	3 03 "
9 35 "	9 05 "	22.0	.....Day.....ȣ	27.0	2 36 "	2 58 "
9 40 "	9 15 "	25.0	.....Silo.....	24.0	2 29 "	2 50 "
9 45 "	9 23 "	27.0	.....Townsend.....	22.0	2 21 "	2 45 "
10 00 "	9 40 "	33.0	.....Smith.....	16.0	2 04 "	2 30 "
10 15 "	9 57 "	38.0	.....Fenholloway.....	11.0	1 47 "	2 15 "
10 20 "	10 04 "	40.0	..Blue Creek Junction..	9.0	1 40 "	2 10 "
10 30 "	10 20 "	44.0	.....Perry.....ȣ	5.0	1 30 "	2 00 "
10 45 A M	10 35 A M	49.0	..**Hampton Sorings**..	0	†1 10 P M	§1 45 P M
			ARRIVE] [LEAVE]			

LIVE OAK AND ALTON.

No. 7	No. 3	Mls.	*September* 6, 1909.	Mls.	No. 4	No. 8
			LEAVE] [ARRIVE			
§4 15 P M	†2 15 P M	0	.....**Live Oak**[1].....	35.0	10 30 A M	10 35 A M
4 32 "	2 40 "	6.5	.....Starr.....	28.5	10 05 "	10 15 "
4 37 "	2 45 "	8.5	.....Mercer.....	26.5	10 00 "	10 10 "
4 40 "	2 50 "	10.0	.....Platt.....	25.0	9 55 "	10 05 "
4 55 "	3 10 "	14.0	.....Lancaster.....	21.0	9 40 "	9 52 "
5 05 "	3 30 "	17.0	.....Dowling Park.....	18.0	9 30 "	9 45 "
5 10 "	3 35 "	18.0	.....Chancey.....	17.0	9 05 "	9 35 "
5 15 "	3 40 "	20.7	...**Mayo Junction**...	14.3	9 00 "	9 30 "
5 25 "	3 55 "	25.5	.....Dell.....	9.5	8 40 "	9 20 "
5 31 "	4 05 "	28.5	.....Peterson.....	6.5	8 30 "	9 14 "
5 40 "	4 25 "	32.7	.....Mayo.....ȣ	2.3	8 15 "	9 05 "
5 45 P M	4 35 P M	35.0	.....**Alton**.....ȣ	0	†8 00 A M	§9 00 A M
			ARRIVE] [LEAVE			

† Daily, except Sunday; § Sunday only. ȣ Telegraph stations.

Connection.—[1] With Atlantic Coast Line R.R. and Seab. Air Line Ry.

GALVESTON, HOUSTON & HENDERSON RAILROAD.

JAMES N. WALLACE, Prest., New York.
I. M. GRIFFIN, Vice-Prest., Galveston, Tex.
J. H. HILL, Manager, Sec'y & Treas., Galveston, Tex.
F. A. LISTER, Superintendent, Galveston, Tex.
JOHN E. O'NEILL, Auditor, "
H. B. HENSON, Asst. Sec'y and Treas., New York.
W. F. MCCLURE, Gen. Fht. & Pas. Agent, Galveston, Tex.
W. M. PAUL, Master Mechanic, Galveston, Tex.
General Offices—Galveston, Texas.

June 20, 1909.	Mls.	5 I.&G.N.	45 M.K.&T.	1 G.H.&H.	7 G.H.&H.	3 G.H.&H.	11 G.H.&H.	9 G.H&H
[LEAVE			A M					
Houston[1](M.K.&T.Depot)ȣ	0		*7 55	A M	P M	P M	P M	P M
Houston[1](H.&T.C.Depot)..	0	A M		*9 00	*4 50	†7 10	§1 30	§8 30
Houston[1](I.&G.N.Depot).ȣ	1.1	*6 15	8 05	9 10	5 00	7 20	1 40	8 40
Harrisburg[2].....ȣ	5.9	6 25	*a* –	9 21	5 10	– –	– –	– –
Dumont.....	10.5	*a* –	*a* –	9 29	5 17	– –	– –	8 54
Genoa.....ȣ	14.4	*a* –	*a* –	9 37	5 25	– –	– –	– –
Webster.....ȣ	21.2	*a* –	*a* –	9 49	5 37	– –	– –	– –
League City.....ȣ	25.4	6 51	*a* –	9 54	5 42	7 55	– –	– –
Dickinson.....ȣ	28.7	7 00	*a* –	10 01	5 50	8 02	– –	– –
La Marque.....ȣ	36.2	7 12	*a* –	10 13	6 03	– –	– –	– –
Texas City Junc.[3]..ȣ	38.9	*a* –	*a* –	10 18	6 09	– –	– –	– –
Virginia Point[4]...ȣ	42.7	*a* –	*a* –	10 25	6 15	– –	– –	– –
Galveston[5].....ȣ	49.5	7 45	9 30	10 45	6 35	8 40	2 50	9 55
[ARRIVE		A M	A M	A M	P M	P M	P M	P M

(*Central time.*)	Mls	10 G.H.&H.	8 G.H.&H.	4 I.&G.N.	2 G.H.&H.	46 M.K.&T.	14 G.H.&H.	12 G.H.&H.
[LEAVE		A M	A M	P M	P M	P M	P M	P M
Galveston.....	0	*4 10	*8 30	*2 00	†4 20	*7 00	§5 30	§10 20
Virginia Point.....	6.8	4 30	8 50	– –	4 40	*a* –	5 50	– –
Texas City Junc....	10.6	– –	8 56	– –	4 48	*a* –	5 67	– –
La Marque.....	13.3	– –	9 00	2 30	4 51	7 32	6 03	– –
Dickinson.....	20.8	– –	9 13	2 42	5 02	7 45	6 15	– –
League City.....	25.1	– –	9 20	2 50	5 09	7 55	6 22	– –
Webster.....	27.7	– –	9 25	2 55	5 14	8 00	6 26	– –
Genoa.....	35.1	– –	9 37	– –	5 25	*a* –	6 37	– –
Dumont.....	30.0	– –	9 43	– –	5 32	*a* –	6 42	– –
Harrisburg.....	43.6	– –	9 50	3 19	5 40	8 24	6 50	– –
Houston (I. & G. N. Depot).	48.4	5 35	10 00	3 30	5 50	8 35	7 00	11 40
Houston (H. & T. C. Depot).	49.5	A M	10 10	P M	6 00	.....	7 25	11 50
Houston (M.K. & T. Depot).	49.5	.....	A M	.....	P M	8 45	P M	P M
[ARRIVE						P M		

Additional Train—Lvs. Galveston §6 50 p.m., arr. Houston 8 10 p.m.

* Daily; † daily, except Sunday; § Sunday only; *a* stops to take or leave passengers for or from points north of Houston. ȣ Telegraph stations.

Connections.—[1] With lines diverging. [2] With Galveston, Harrisburg & San Antonio Ry. [3] With Texas City Terminal Ry. [4] With Galveston, Harrisburg & San Antonio Ry. and Gulf, Colorado & Santa Fe Ry. [5] With Mallory and Morgan lines steamers.

MUSCATINE NORTH & SOUTH RAILWAY.

CHARLES HOWARD, President and Gen. Mgr., Muscatine, Ia.
GEORGE REEDER, Secretary, Treasurer and Auditor, "
WILLIAM L. CHRISMAN, Asst. Secretary and Asst. Treasurer, Philadelphia, Pa.
G. B. BIRCH, General Freight and Passenger Agent, Muscatine, Ia.

October 18, 1908.	Mls	No. 6	No. 2	No. 4	
[LEAVE					
Muscatine[1].....ȣ	0	*a*5 00 A M	†11 00 A M	†6 40 P M	
Roundhouse.....	2.0	5 09 "	11 08 "	5 48 "	
Fruitland.....	6.0	5 19 "	11 22 "	6 00 "	
Grandview.....ȣ	13.8	5 40 "	11 55 A M	6 30 "	
Wapello.....ȣ	21.0	6 00 "	12 25 Noon	7 00 "	
Elrick Junction[2].....ȣ	28.7	6 20 A M	12 50 Noon	7 30 P M	
[ARRIVE					

STATIONS.	Mls	No. 1	No. 3	No. 5	
[LEAVE					
Elrick Junction.....	0	†7 00 A M	†2 00 P M	*k*8 00 P M	
Wapello.....	7.7	7 30 "	2 30 "	8 20 "	
Grandview.....	14.9	8 00 "	3 00 "	8 41 "	
Fruitland.....	22.7	8 25 "	3 25 "	9 04 "	
Roundhouse.....	26.7	8 40 "	3 40 "	9 16 "	
Muscatine.....	28.7	8 50 A M	3 50 P M	9 25 P M	
[ARRIVE					

† Daily, except Sunday; *a* Monday only; *k* Saturday only.

ȣ Telegraph stations. STANDARD—*Central time.*

CONNECTIONS.

[1] With Chicago, Rock Island & Pacific Ry. and Chicago, Milwaukee & St. Paul Ry.

[2] With Iowa Central Ry.

YOSEMITE VALLEY RAILROAD.

F. G. DRUM, President, San Francisco, Cal.
H. L. TEVIS, Vice-Prest., "
O. W. LEHMER, Supt. & Traf. Mgr., Merced, Cal.
J. H. ELLIS, Secretary, "
G. H. NICKERSON, Chief Engineer, Merced, Cal.
F. L. HIGGINS, Mechanical Supt., Merced, Cal.
C. H. WRIGHT, Gen. Bag. Agt. and Car Accountant, Merced, Cal.

No. 2	No. 8	Mls	*May* 3, 1908.	Mls	No. 1	No. 7
*2 50 P M	†7 15 A M	0	lve.....**Merced**[1]....arr.	49	11 00 A M	3 35 P M
– –	7 23 "	4	.....Bellevue.....	44	– –	3 25 "
2 51 "	7 36 "	11	.....Edendale.....	37	10 36 "	3 10 "
3 06 "	8 09 "	18	.....Snelling.....	30	10 22 "	2 44 "
3 20 "	8 35 "	24	.....Merced Falls.....	25	10 10 "	2 29 "
3 36 "	9 00 "	32	.....Exchequer.....	17	9 46 "	1 55 "
3 51 "	9 32 "	37	...**Pleasant Valley**[2]..	12	9 32 "	1 40 P M
4 05 "	10 13 "	41	.....Mast.....	8	9 20 "	12 46 Noon
4 26 "	10 50 A M	49	.....**Bagby**[3].....	0	9 00 "	†12 15 Noon
4 54 "	.....	56	.....Mountain King.....	....	8 33 "	.....
6 20 P M	.....	78	arr....**El Portal**[4].□.lve.	....	*7 10 A M	.....

Trains marked * run daily; † daily, except Sunday. □ El Portal is at Yosemite National Park Line. STANDARD—*Pacific time.*

Connections.—[1] With Southern Pacific Company and Santa Fe Ry. [2] With stage for Coulterville. [3] With stage for Mariposa. [4] With stages for all parts of the Yosemite Valley.

FOURCHE RIVER VALLEY & INDIAN TERRITORY RAILWAY.

F. H. HARTSHORN, Prest., Bigelow, Ark.
N. P. BIGELOW, 1st Vice-Prest., 309 Tacoma Bldg, Chicago, Ill.
L. T. WALKER, 2d Vice-Prest., 309 Tacoma Bldg, Chicago, Ill.
CHAS. NEIMEYER, Sec'y & Treas., Little Rock, Ark.
WM. COLLINS, General Manager, Bigelow, Ark.
C. E. HENRICKS, Auditor, "
F. OSTERMAN, Master Mechanic, Bigelow, Ark.
J. A. CHAPMAN, Mast. Car Builder, Bigelow, Ark.

†Daily, except Sunday.	3	1	Mls	*June*, 1909.	Mls	2	4
	P M	A M		LEAVE] [ARRIVE		A M	P M
	†2 00	†8 00	0	.....**Bigelow**[1].....	13.4	11 15	5 15
	2 05	8 05	0.5	.....Graytown.....	12.9	11 10	5 10
	2 20	8 20	5.3	.....Rankin.....	8.1	10 45	4 45
	2 55	8 55	9.5	.....Wye.....	3.9	10 30	4 30
	3 00	9 00	10.8	.....**Orchard**.....	2.6	10 25	4 25
	3 15	9 15	13.4	.....**Bellevue**.....	0	†10 15	†4 15
	P M	A M		ARRIVE] [LEAVE		A M	P M

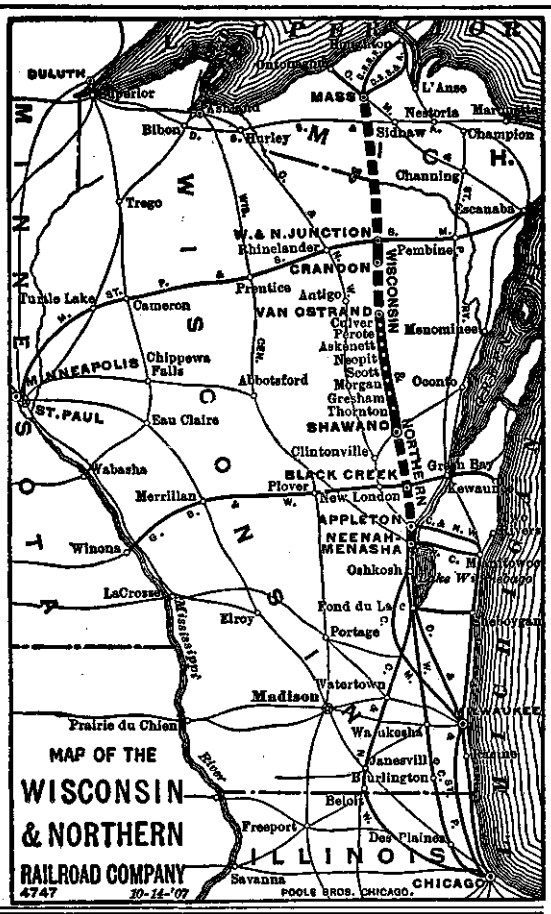
38 miles under construction.

Connection.—[1] With Chicago, Rock Island & Pacific Ry., Choctaw District. STANDARD—*Central time.*

WISCONSIN & NORTHERN RAILROAD COMPANY.

H. F. WHITCOMB, President, Milwaukee, Wis.
LEANDER CHOATE, Vice-President, Oshkosh, Wis.
F. H. JOSSLYN, Secretary, "
R. H. EDWARDS, Treasurer, "
C. H. HARTLEY, General Manager, "
WM. CAMBIER, Chief Engineer, "
General Offices—Oshkosh, Wis.

All communications pertaining to traffic and accounts should be addressed to the General Manager.



SHAWANO DISTRICT.

Northbound. No. 3	Northbound. No. 1	Mls	(Central time.) June 14, 1909.	Mls	Southbound. No. 2	Southbound. No. 4
			LEAVE / ARRIVE			
†12 30 Noon	†7 00 A M	0	Shawano	36.3	9 30 A M	5 15 P M
12 43 Noon	7 11 "	5.1	Thornton	31.2	9 15 "	4 57 "
1 01 P M	7 24 "	11.0	Gresham	25.3	9 00 "	4 39 "
1 10 "	7 30 "	13.9	Morgan	22.4	8 25 "	4 30 "
1 18 "	7 35 "	16.2	Scott	20.1	8 15 "	4 22 "
2 00 "	7 45 A M	20.2	Neopit	16.1	†7 50 A M	4 10 "
2 10 "		24.0	Askenett	12.3		3 45 "
2 23 "		28.7	Perote	7.6		3 30 "
2 31 "		31.6	Culver	5.7		3 20 "
2 45 P M		36.3	Van Ostrand	0		†3 00 P M
			ARRIVE / LEAVE			

CRANDON DISTRICT.

Northbound. No. 7	Northbound. No. 5	Mls	(Central time.) June 14, 1909.	Mls	Southbound. No. 6	Southbound. No. 8
			LEAVE / ARRIVE			
†6 40 P M	†7 40 A M	0	Crandon	6.4	8 45 A M	6 40 P M
6 05 P M	8 00 A M	6.4	W. & N. Junction	0	†8 20 A M	†6 15 P M
			ARRIVE / LEAVE			

Trains marked † run daily, except Sunday.

CONNECTIONS.

Trains Nos. 5, 6, 7 and 8 make close connection at **W. & N. Junction** with east and westbound trains on Soo Line.

Trains Nos. 2, 3 and 4 make connection at **Shawano** with Chicago & North-Western Ry. trains.

Grand Rapids, Grand Haven & Muskegon Railway Co.—(Electric.)

W. K. MORLEY, Vice-President and General Manager. S. L. VAUGHAN, Traffic Manager.
L. R. McNAUGHTON, Train Master. R. BOYLAND, General Accountant.
General Offices—81 Lyon Street, Grand Rapids, Mich.

Pas.	Pas.	Pas.	Pas.	Pas.		Pas.	Pas.	Pas.	Pas.	Pas.	Mls.	May 27, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.		Pas.	Pas.	Pas.	Pas.
P M	P M	P M	P M	P M		A M	A M	A M	A M			LEAVE / ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M		P M	P M	P M	
*11 15	*9 10	*7 50	*7 50	*6 00	Cars follow every hour until 6 00 p.m.; then	*9 00	*8 00	*7 00	*6 10		0	Grand Rapids	6 40	6 30	6 40	7 35	8 25	9 25	10 25	11 25	Cars follow every hour until 6 35 p.m.; then	8 25	9 45	11 15	
11 40	9 35	– –	7 57	6 29		9 29	8 29	7 29	6 35		3.5	Walker	– –	6 05	– –	7 05	7 57	8 57	9 57	10 57		7 57	9 18	10 51	
11 47	9 42	– –	8 04	6 37		9 37	8 37	7 37	6 45		7.5	Berlin	– –	5 56	– –	6 57	7 50	8 50	9 50	10 50		7 50	9 11	10 44	
11 57	9 55	– –	8 16	6 52		9 52	8 52	7 52	6 55		13.5	Coopersville	– –	5 45	– –	†6 45	7 37	8 37	9 37	10 37		7 37	9 00	10 33	
12 08	10 07	– –	8 29	7 05		10 05	9 05	8 05	7 07	A M	20.2	Nunica	– –	5 35	– –	A M	7 23	8 23	9 23	10 23		7 23	8 49	10 22	Night
12 16	10 15	8 55	8 40	7 15		10 15	9 15	8 15	7 15	*5 45	24.7	Grand Haven Junc.	5 44	5 28	5 44		7 15	8 15	9 15	10 15		7 15	8 40	10 15	12 15
12 18	10 18		8 43	7 18		10 18	9 18	8 18	7 18	5 48	25.8	Fruitport	5 40	*5 25			7 10	8 10	9 10	10 10		7 10	8 34	10 10	12 10
12 28	10 28		8 53	7 28		10 28	9 28	8 28	7 28	5 58	31.8	Lake Harbor	5 30	A M			6 57	7 57	8 57	9 57		6 57	8 24	9 57	11 57
12 30	10 30		8 55	7 30		10 30	9 30	8 30	7 30	6 00	33.0	Muskegon Heights	5 28				6 55	7 55	8 55	9 55		6 55	8 22	9 55	11 55
12 50	10 50		9 15	7 50		10 50	9 50	8 50	7 50	6 18	35.0	Muskegon	*5 10				*635	*735	*835	*9 35		*635	*803	*9 35	*11 35
12 15	10 15	8 55	8 40	7 15		10 15	9 15	8 15	7 15	A M	24.7	Grand Haven Junc.	A M		5 44		7 15	8 15	9 15	10 15		7 15	8 40	10 15	12 15
12 24	10 24	9 02	8 49	7 24		10 24	9 24	8 24	7 24		27.9	Spring Lake			5 37		7 01	8 01	9 01	10 01		7 01	8 28	10 01	12 01
12 35	10 35	9 11	9 00	7 35		10 35	9 35	8 35	7 35		31.1	Grand Haven			*5 30		*650	*750	*850	*9 50		*650	*815	*9 50	*11 50
Night	P M	P M	P M	P M		A M	A M	A M	A M			ARRIVE / LEAVE			A M		A M	A M	A M	A M		P M	P M	P M	P M
												(Goodrich Transit Co.)													
		6 00	6 00									arr. Chicago lve.			*7 45										
		A M	A M									(Crosby Transit Co.)			P M										
		6 00	6 00									Milwaukee			*9 00										
		A M	A M									ARRIVE / LEAVE			P M										

Trains marked * run daily; † daily, except Sunday.

The Lake Line Touching the famous Summer Resorts on **Spring Lake** **Muskegon Lake** **Mona Lake** **Lake Michigan**

Through Tickets Sold and Baggage Checked
FREIGHT HANDLED

MATTOON RAILWAY.

E. E. HEMINGWAY, Treasurer and General Manager, Mattoon, Wis.

Trains leave **Mattoon**[1] †7 05, †10 30 a.m., arrive Aniwa (10 miles) 7 40, 11 05 a.m. Leave Aniwa †8 00 a.m., †1 05 p.m., arrive Mattoon 8 35 a.m., 1 40 p.m. † Daily, except Sunday. *Central time.* *March*, 1908.

Connection.—[1] With Chicago & North-Western Ry.

VERSAILLES & SEDALIA RAILROAD.

W. E. BRADFORD, General Superintendent, Versailles, Mo.

Extends from **Versailles**[1], Mo., to Ouachita, Mo., a distance of (6 miles). Operates frieght service.

Connection.—[1] With Missouri Pacific Ry. and Chicago, Rock Island & Pacific Ry. *March* 7, 1908.

BROWNSTONE & MIDDLETOWN RAILROAD.

R. J. WALTON, Superintendent, Waltonville, Dauphin Co., Pa.

Trains leave **Brownstone**[1] †6 40 a.m., †1 00 p.m., arriving Waltonville (2½ miles) 6 55 a.m., 1 15 p.m. Returning, leave Waltonville †12 00 noon, *b* 10, *a* 10 p.m., arriving Brownstone 12 15 noon, 6 25, 6 25 p.m.

† Daily, except Sunday; *a* daily, except Saturday and Sunday; *b* Saturday only. *March* 6, 1908.

Connection.—[1] With Philadelphia & Reading Ry. *Eastern time.*

TALBOTTON RAILROAD.

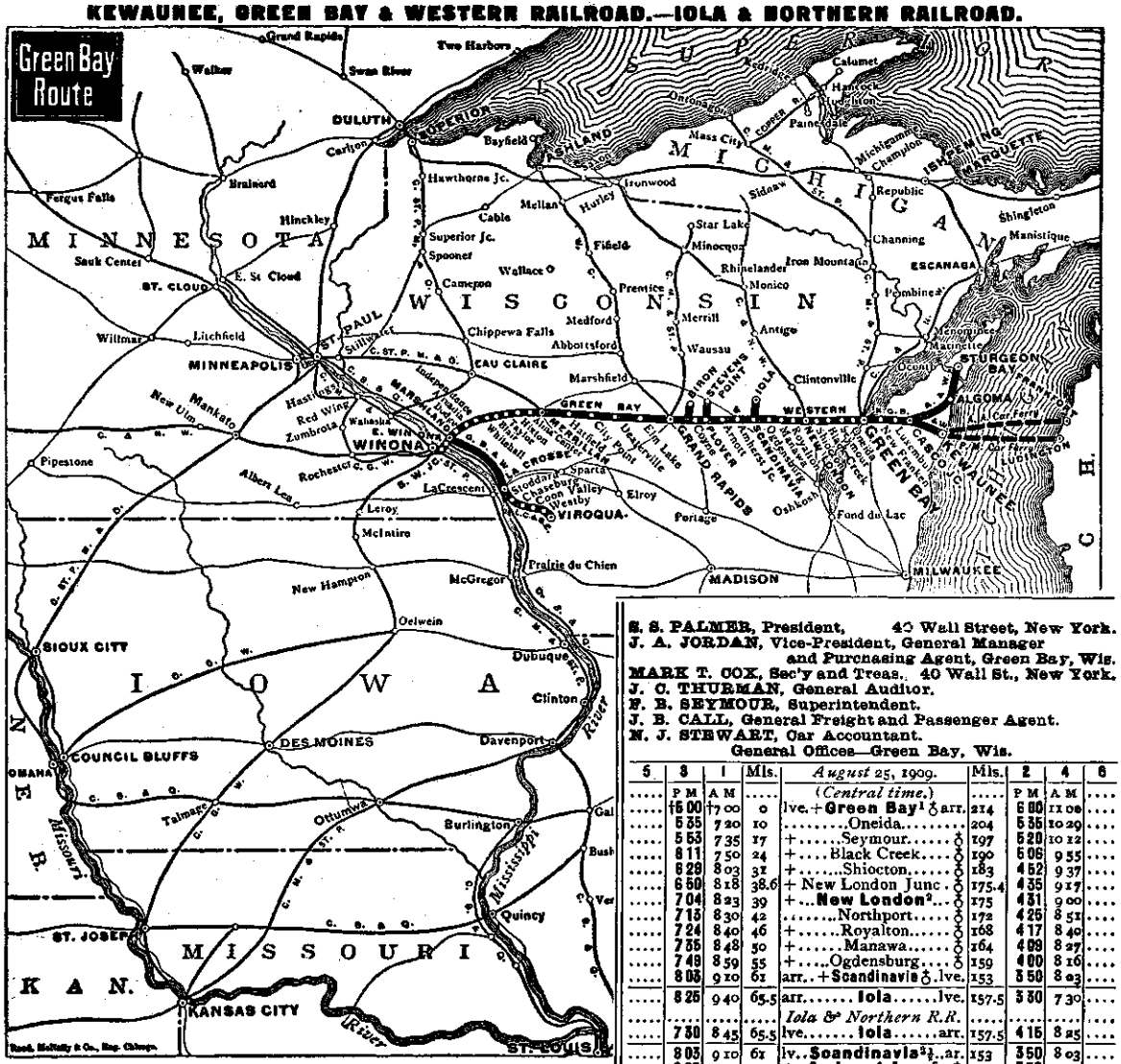
T. H. PEARSONS, President, Talbotton, Ga.

From Talbotton to **Paschal**[1] (7 miles). *January*, 1909.

Connections.—[1] With Central of Georgia Ry.

GREEN BAY & WESTERN RAILROAD.

KEWAUNEE, GREEN BAY & WESTERN RAILROAD.—IOLA & NORTHERN RAILROAD.



S. S. PALMER, President, 40 Wall Street, New York.
J. A. JORDAN, Vice-President, General Manager and Purchasing Agent, Green Bay, Wis.
MARK T. COX, Sec'y and Treas., 40 Wall St., New York.
J. C. THURMAN, General Auditor.
F. B. SEYMOUR, Superintendent.
J. B. CALL, General Freight and Passenger Agent.
N. J. STEWART, Car Accountant.
General Offices—Green Bay, Wis.

5	3	1	Mls.	*August 25, 1909.*	Mls.	2	4	6
	P M	A M		(*Central time.*)		P M	A M	
	†5 00	†7 00	0	lve. + **Green Bay**[1] ♂ arr.	214	6 00	11 00	
	5 35	7 20	10	.....Oneida.....	204	5 35	10 29	
	5 53	7 35	17	+ .....Seymour..... ♂	197	5 20	10 12	
	6 11	7 50	24	+ ....Black Creek.... ♂	190	5 06	9 55	
	6 29	8 03	31	+ .....Shiocton..... ♂	183	4 52	9 37	
	6 50	8 18	38.6	+ New London Junc . ♂	175.4	4 35	9 17	
	7 04	8 23	39	+ ...**New London**[2]... ♂	175	4 31	9 00	
	7 15	8 30	42	.....Northport..... ♂	172	4 26	8 51	
	7 24	8 40	46	+ .....Royalton..... ♂	168	4 17	8 40	
	7 35	8 48	50	+ .....Manawa..... ♂	164	4 09	8 27	
	7 49	8 59	55	+ .....Ogdensburg.... ♂	159	4 00	8 16	
	8 03	9 10	62	arr.. + **Scandinavia** ♂ lve.	153	3 50	8 03	
	8 25	9 40	65.5	arr..... **Iola**.....lve.	157.5	3 30	7 30	
				Iola & Northern R.R.				
	7 30	8 45	65.5	lve..... **Iola**.....arr.	157.5	4 15	8 25	
	8 03	9 10	62	lv...**Scandinavia**[2½]..ar.	153	3 50	8 03	
	8 25	9 25	70	+ ..**Amherst Junc**[2] . ♂	144	3 30	7 45	
	8 55	9 48	81	arr... + **Plover**[4] ♂ .. lve.	133	3 04	7 13	
	9 20	10 15	87.4	ar. + **Steven's Point** lv.	139	2 30	6 45	
	8 05	9 15	87.4	lv... **Steven's Point** ar.	139	3 30	7 40	
	8 55	9 48	81	lve..... **Plover**[4] ♂ .. arr.	133	3 04	7 13	
	9 07	10 00	87	.....Meehan.....	127	2 54	7 00	
			99	.....**Biron**.....				
	9 25	10 22	96	+ ..**Grand Rapids**[5].. ♂	118	2 36	†6 40	
	P M	10 52	110	+ ...**Dexterville**[6]... ♂	104	2 05	A M	
		11 18	121	.....City Point..... ♂	93	1 43		
A M		11 33	130	.....Pray..... ♂	84	1 25		P M
†7 00		11 57	142	.....Hatfield..... ♂	72	1 07	+	8 55
‖7 40		‖12 10	148	arr... + **Merrillan**[7] .. lve.	66	1 00		8 35
		4 55		arr.....**St. Paul**....lve.		8 30		
7 40		1 00	148	lve....**Merrillan**[7] .. arr.	66	12 15		8 35
7 49		1 07	152	+ .....Alma Center.... ♂	62	12 07		8 24
8 02		1 18	158	+ .....Hixton..... ♂	56	11 55		8 08
8 18		1 33	165	+ .....Taylor..... ♂	49	11 41		7 51
8 33		1 47	171	+ .....Blair..... ♂	43	11 29		7 35
8 50		2 03	178	+ .....Whitehall..... ♂	36	11 15		7 17
9 09		2 17	184	+ ....Independence.... ♂	30	11 03		7 03
9 34		2 36	192	+ .....Arcadia..... ♂	22	10 45		6 41
10 20		3 04	205	.....Dodge..... ♂	9	10 20		6 13
10 35		3 20	209	.....**Marshland**.... ♂	5	10 00		6 00
10 55		3 28	212	.....East Winona.....	2	9 52		5 47
11 15		3 45	214	arr... + **Winona**[8] .. lve.	0	†9 35		†5 30
10 40		P M	209	lve...**Marshland**..arr.		A M		6 00
11 50			239	.....+ **La Crosse**[9].....				†4 50
A M				ARRIVE] [LEAVE				P M

Daily, except Sunday. ‖ Meals.

Coupon stations: ♂ Telegraph stations. *Central time.*

Stop-over Checks are furnished by passenger conductors upon application on all first-class full-fare tickets, and are good when used within fifteen days from date of issue.

KEWAUNEE, GREEN BAY & WESTERN RAILROAD.
AHNAPEE & WESTERN RAILWAY.

		No. 14	No. 12	Ms.	*August 25, 1909.*	No. 13	No. 11	
					LEAVE] [ARRIVE			
		†5 20 P M	†6 40 A M	0	+ ...**Green Bay**[1] ... ♂	9 00 A M	4 30 P M	
		5 32 "	6 52 "	3	... Webster Avenue ...	8 46 "	4 15 "	
		5 54 "	7 20 "	13	+ ...New Franken... ♂	8 18 "	3 54 "	
		4 08 "	7 35 "	19	+ ....Luxemburg.... ♂	8 04 "	3 42 "	
		4 16 "	7 52 "	23	...**Casco Junction**...	7 52 "	3 31 "	
		4 24 "	7 58 "	26	.....Casco.....	7 42 "	3 23 "	
		4 36 "	8 08 "	31	..... Rio Creek	7 30 "	3 08 "	
		4 52 "	8 23 "	37	.....Algoma..... ♂	7 17 "	2 56 "	
		5 12 "	8 41 "	44	..... Forestville.... ♂	6 59 "	2 36 "	
		5 23 "	8 51 "	51	.....Maplewood.....	6 49 "	2 26 "	
		5 45 "	9 09 "	56	.....Sawyer..... ♂	6 30 "	2 05 "	
		5 50 P M	9 15 A M	57	ar. **Sturgeon Bay** ♂ lv.	†6 25 A M	†2 00 P M	
		†4 16 P M	†8 00 A M	23	lve. . **Casco Junc** . . arr.	7 52 A M	3 30 P M	
		4 31 "	8 15 "	26	.....Clyde.....	7 25 "	3 06 "	
		6 00 P M	8 45 A M	37	+ .. **Kewaunee**[10] .. ♂	†7 00 A M	†2 40 P M	
					ARRIVE] [LEAVE			

† Daily, except Sunday.

Connections.—[1] With Chicago & No. West. Ry. for all points north and south; with Lake Superior Div. C. M. & St. P. Ry. for all points on that line. [2] With Ashland Div. Ch. & N. W. Ry. for all points on that line. [2½] With Waupaca-Green Bay Ry. [3] With Wis. Cent. Ry. (Soo Line). [4] With Wis. Cent. Ry. (Soo Line). [5] With C M. & St. P. Ry. for Tomah and Wausau. [6] With C. M. & St. P. Ry. [7] With Ch. St. P. Min. & Omaha Ry. for Neillsville, Black River Falls, Madison, Eau Claire, Stillwater, St. Paul and Minneapolis. [8] With Ch. Mil. & St. Paul Ry. for Wabasha, Red Wing, Hastings, St. Paul and Minneapolis; with Winona & Western R.R. for all points on that line; with Winona & St. Peter Div. C. & No. W. Ry. for Rochester, Owatonna, Mankato, Huron, Watertown, Aberdeen, Pierre and all points on Chicago & North Western Ry. in Minnesota and Dakota, also with Northern Div. C. B. & Q. R.R. for all points on that line. [9] With C. M. & St. P. Ry. for all points on the Southern Minnesota and Dubuque Divisions of that line. [10] With Ann Arbor Car Ferry steamers for Frankfort and Pere Marquette System.

D&C LAKE LINES

Detroit & Cleveland Navigation Company

DETROIT & BUFFALO LINE
CLEVELAND & TOLEDO LINE

The Largest Lake Passenger Steamer Company in the World

PHILIP H. McMILLAN, President, Detroit, Mich.
GEO. HENDRIE, Vice-President and Chairman Board of Directors, "
A. A. SCHANTZ, General Manager, "
G. M. BLACK, Secretary and Treasurer, "
JAS. T. McMILLAN, Assistant to General Manager, "
D. C. McINTYRE, Gen. Freight Traffic Mgr., Cleveland, O.
L. G. LEWIS, General Passenger Agent, Detroit, Mich.
E. C. WILDER, General Auditor, "

C. L. SPRAGUE, Traveling Passenger Agent, Cincinnati, O.
J. B. GILLESPIE, Traveling Freight Agent, Cleveland, O.
O. L. PERKINS, General Agent, Buffalo, N.Y.
STEPHEN VAN HORNE, General Eastern Agent, 82 Wall St., New York City, N.Y.
JOHN McARTHUR, General Agent, Toledo, O.
F. W. YOKOM, Passenger and Ticket Agent, "
GEO. H. HIGGS, Passenger and Ticket Agent, Cleveland, O.
General Offices—Detroit, Mich.

DETROIT AND BUFFALO DIVISION.

Steamers "EASTERN STATES" and "WESTERN STATES." *May 1st to November 1st.*

0	Leave. Buffalo	Service Discontinued Season 1909.	0	Leave. Detroit	Service Discontinued Season 1909.
265.5	Arrive. Detroit		265.5	Arrive. Buffalo	

DETROIT AND CLEVELAND DIVISION.

DAILY SERVICE—APRIL 1st TO DECEMBER 1st.

Steamers (New) "CITY OF CLEVELAND" and "CITY OF DETROIT."

Ms.	April 1st to Dec. 1st.		Ms.	April 1st to Dec. 1st.	
0	Leave. Cleveland	Service Discontinued Season 1909.	0	Lve. Detroit	Service Discontinued Season 1909.
110	Arrive. Detroit		110	Arr. Cleveland	

CLEVELAND AND TOLEDO DIVISION.

Steamers "CITY OF THE STRAITS" and "STATE OF OHIO." *June 10th to September 10th.*

Ms.	PORTS		Ms.	PORTS	
0	Leave. Cleveland	Service Discontinued Season 1909.	0	Leave. Toledo	Service Discontinued Season 1909.
51	Arrive. Put-in-Bay		43	Arrive. Put-in-Bay	
51	Leave. Put-in-Bay		43	Leave. Put-in-Bay	
102	Arrive. Toledo		102	Arrive. Cleveland	

MACKINAC DIVISION.

Steamer "CITY OF ALPENA."

April 15th to December 1st.

GOING NORTH.

Ms.	PORTS	
....	Cleveland	LEAVE
0	Toledo	LEAVE
60	Detroit	arr. / lve.
110	St. Clair	Service Discontinued Season 1909.
122	Port Huron	
....	Goderich	
184	Harbor Beach	
240	Oscoda	
288	Alpena	arr. / lve.
....	Rogers City	
389	Cheboygan	
405	Mackinac Island	arr. / lve.
410	St. Ignace	arr.

GOING SOUTH.

Ms.	PORTS	
0	St. Ignace	lve.
5	Mackinac Island	
21	Cheboygan	
....	Rogers City	
122	Alpena	arr. / lve.
170	Oscoda	Service Discontinued Season 1909.
226	Harbor Beach	
....	Goderich	
288	Port Huron	
350	Detroit	arr. / lve.
410	Toledo	arr.
....	Cleveland	arr.

BAY CITY AND SAGINAW DIV.

Steamer "STATE OF NEW YORK."

May 15th to October 1st.

NORTHBOUND.

Ms.		
0	Detroit	lve.
50	St. Clair	Service Discontinued Season 1909.
62	Port Huron	
84	Lexington	
97	Port Sanilac	
104	Forester	
127	Forestville	
142	Harbor Beach	
232	Bay City	arr.
232	Bay City	lve.
246	Saginaw	arr.

SOUTHBOUND.

Ms.		
....	Saginaw	lve.
0	Bay City	arr.
14	Bay City	lve.
117	Harbor Beach	Service Discontinued Season 1909.
130	Forestville	
137	Forester	
150	Port Sanilac	
168	Lexington	
181	Port Huron	
197	St. Clair	
246	Detroit	arr.

WHARVES:

Foot of Main St., Buffalo, N.Y.
Foot of Superior Ave., Cleveland.
Foot of Wayne Street, Detroit.
Foot of Madison Street, Toledo.
Foot of Third Street, Bay City.
Foot of Germania Street, Saginaw.

Connections.—At Mackinac—With steamers for Chicago, Milwaukee, Petoskey, Soo, Marquette, Duluth, etc., and with Duluth, South Shore & Atlantic Ry. for Soo, Marquette, Duluth and copper regions.

Arnold Transit Co.

THE "SOO" ARNOLD TRANSIT COMPANY ROUTE

GENERAL OFFICES—MACKINAC ISLAND, MICH.

GEO. T. ARNOLD, President and Manager.

GEO. L. CRAIG, Vice-President.
HENRY HOFFMAN, Sec'y and Gen. Counsel.
FRANK BREUCKMAN, Treas. and Asst. Sec'y.
H. L. ARNOLD, Traffic Manager.
MICHAEL DOUD, General Passenger Agent.
MUN McCARTY, General Freight Agent.
WM. McCARTY, General Superintendent.
A. L. GRAVES, General Baggage Agent.

THE NEW STEEL STEAMERS "CHIPPEWA" AND "MACKINAC"

AND THE

STEAMERS "ISLANDER," "COLUMBIA" AND "ELVA"

OPERATING BETWEEN

Cheboygan, Mackinaw City, St. Ignace, Mackinac Island, Sault Ste. Marie, Les Cheneaux and Intermediate Ports.

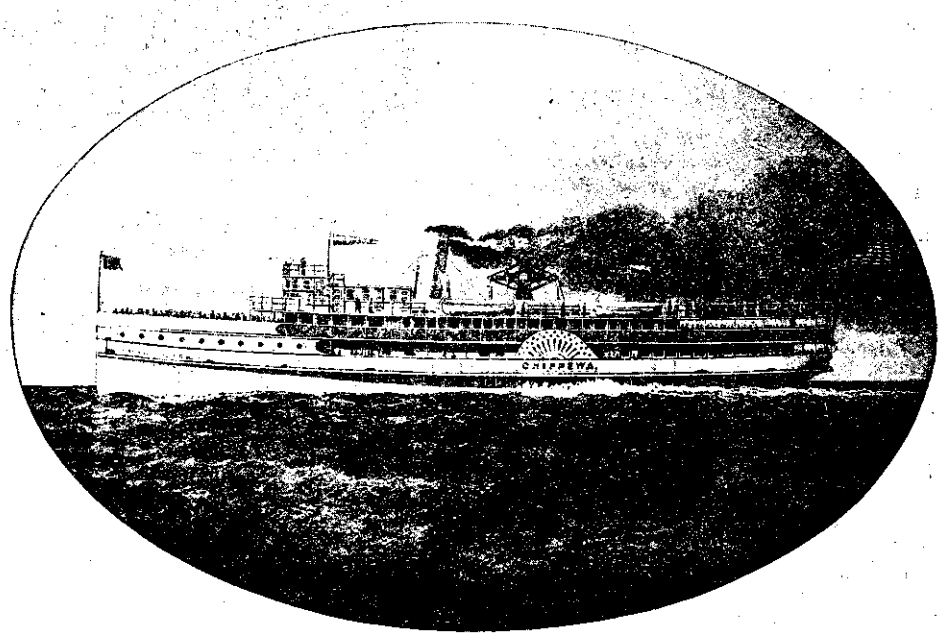
The Connecting Link of Tourist Travel between Lakes Michigan, Huron and Superior.

Service for Season of 1909 Discontinued on November 20th.

	CALLING PLACES.	
lve.	**Cheboygan**	arr.
	Pointe aux Pins	
	St. Ignace	
	Mackinaw City	
	Mackinac Island	
	De Tour	
	Raber	
	Encampment	
arr.	**Sault Ste. Marie**	lve.

	CALLING PLACES.	
lve.	**St. Ignace**	arr.
	Mackinac Island	lve.
	Hessel	
	Les Cheneaux Club	
	Pennsylvania	
	"Snows" Hotel	
	Buckeye Dock	
	Elliotts	
	Islington	
	Dunn Lodge	
	Cedarville	
arr.	**Lakeside**	lve.

The Company reserves the right to change these schedules without notice, and does not hold itself responsible for delays.



NEW STEEL STEAMER "CHIPPEWA."

This beautiful side-wheel steamer, guaranteed speed 19 miles per hour, is operated on the "Soo" Division, making a round trip daily, July 1st to September 10th, between Cheboygan and Sault Ste. Marie, calling at Pointe aux Pins, Mackinaw City, Mackinac Island, De Tour and Encampment.

MARQUETTE & BESSEMER DOCK AND NAVIGATION CO.

GENERAL OFFICES—10 WALL STREET, NEW YORK.

OPERATING

CAR FERRY ACROSS LAKE ERIE

BETWEEN

Conneaut Harbor, Ohio, and Port Stanley, Ont.,

in connection with **BESSEMER & LAKE ERIE RAILROAD** on the American side and **PERE MARQUETTE RAILROAD** and connections on the Canadian Side.

Car Ferry *Marquette & Bessemer No. 2*—capacity 30 loaded cars—is in daily service, weather permitting, running between Conneaut Harbor, O., and Port Stanley, Ont., operated for freight traffic exclusively.

March, 1908.

F. C. BAIRD, General Freight Agent,

NO. 222 FRICK BUILDING, PITTSBURG, PA.

CHICAGO & DULUTH TRANSPORTATION CO.

THE ONLY DIRECT LAKE LINE TO

Lake Superior Ports and the Northwest.

Three Modern Steel Freight Steamers in Service.
Each with a Capacity of Five Thousand Tons.

Sailing Every Four Days

FROM

CHICAGO and MILWAUKEE

FOR

Calumet, Mich.	**Duluth, Minn.**
Sault Ste. Marie, Mich.	**Superior, Wis.**
Dollar Bay, Mich.	**St. Paul, Minn.**
Hancock, Mich.	**Minneapolis, Minn.**
Houghton, Mich.	**Port Arthur, Ont.**
Laurium, Mich.	**Fort William, Ont.**
Lake Linden, Mich.	**Winnipeg, Man.**

Connections at Duluth with all rail lines for St. Paul, Minneapolis and all points in Minnesota, North and South Dakota, Montana, Washington, North Pacific Coast points and Canada.

General Offices—Illinois Central Pier, foot Randolph Street, Chicago.
Telephone Central 4168.

C. E. KREMER, President.
J. W. PRINDIVILLE, Vice-President and General Manager.
F. E. CHAMBERLAIN, Secretary.
S. W. LARSON, Treasurer.
D. F. DONAHOE, Auditor.
B. L. BURKE, Traffic Manager.
H. T. ROBINSON, Asst. Gen. Freight Agent.
W. J. RILEY, Contracting Freight Agent. *April*, 1909.

INDIANA TRANSPORTATION CO.

MICHIGAN CITY and CHICAGO LINE STEAMERS

Operating NEW STEEL STEAMERS, including *S.S. Theodore Roosevelt* and *S.S. United States*, the fastest and finest ships crossing Lake Michigan.

Passenger and Freight Service.

"SOUTH BEND SHORT ROUTE."

LA PORTE, NILES, SOUTH BEND,
GOSHEN, ELKHART, PERU, Etc.

Service discontinued for Season of 1909.
Will re-open in April, 1910.

Connecting at Michigan City—With Michigan Central R.R., Chicago, Indianapolis & Louisville Ry., Lake Erie & Western R.R., and electric lines for all Indiana and Michigan points.

Connecting at Chicago—With all boat and rail lines for Western, Northern and Southern points.

DOCKS

MICHIGAN CITY—**Franklin Street Bridge.**
CHICAGO { **Freight—G. & M. Docks, Foot Wabash Avenue.**
Passenger—Clark Street Bridge.

I. I. SPIRO, President. W. K. GREENEBAUM, General Manager, Chicago, Ill.
S. LARSEN, Vice-President, Michigan City, Ind.
F. BOECKLING, Trav. Freight and Passenger Agt., Chicago, Ill.
September, 1909.

HOUSTON & BRAZOS VALLEY RAILWAY.

J. C. BAILEY, Auditor, Velasco, Tex.

Train leaves **Anchor**[1] *10 10 a.m. for Angleton, Ross and Clute, arriving Velasco (20.2 miles) 11 35 a.m. Returning, leave Velasco *8 20 a.m., arriving Anchor 9 35 a.m. *March* 8, 1909.

*Daily. *Central time.*

Connection.—[1] With International & Great Northern R.R.

LORAMA RAILROAD.

M. K. DUTY, President and General Manager, Pennsboro, W.Va.

Trains leave **Pennsboro**[1] for Harrisville (9 miles) †8 30, *9 30 a.m., *6 00 p.m. Leave Harrisville for Pennsboro *7 15 a.m., *3 15 p.m. Running time 45 minutes. *April*, 1908.

* Daily; † daily, except Sunday.

Connection.—[1] With Baltimore & Ohio R.R.

LAKE SUPERIOR & ISHPEMING RAILWAY.
MUNISING RAILWAY COMPANY.
MARQUETTE & SOUTHEASTERN RAILWAY.

GENERAL OFFICERS.

LAKE SUPERIOR & ISHPEMING RAILWAY.

WM. G. MATHER, President, Cleveland, O.
J. B. LAUGHLIN, Vice-President, Pittsburg, Pa.
J. H. HOYT, Secretary, Cleveland, O.
WM. G. POLLOCK, Treasurer, "

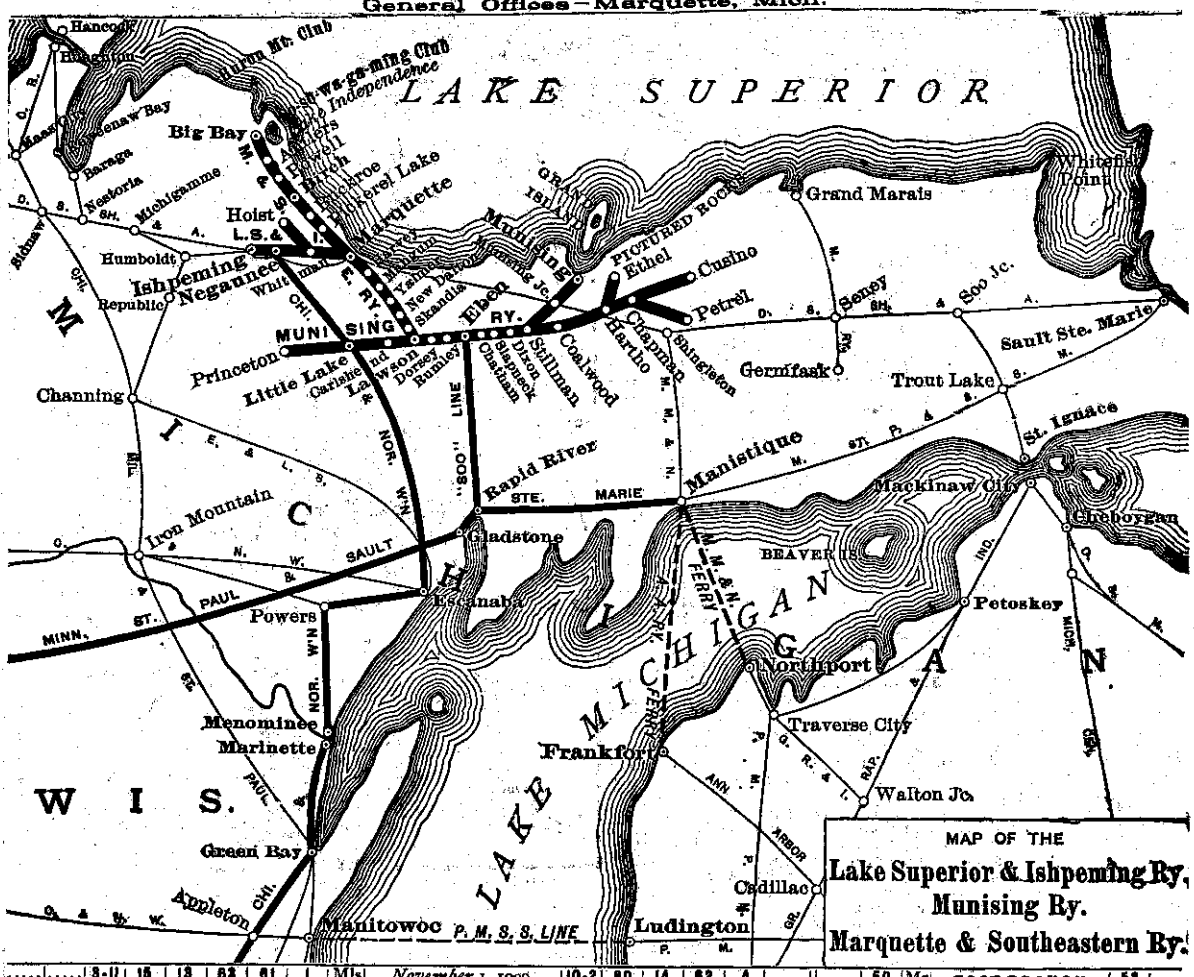
MUNISING RY. CO. and MARQUETTE & SOUTHEASTERN RY.

WM. G. MATHER, President, Cleveland, O.
E. R. PERKINS, Vice-President, "
R. C. MANN, Secretary Munising Ry. Co., "
J. H. HOYT, Secretary Marquette & Southeastern Ry., "
WM. G. MATHER, Treasurer, "

H. R. HARRIS, General Manager, Marquette, Mich.
H. A. ST. JOHN, Auditor, Gen. Fht. & Pas. Agt., "
WILLIAM P. BELDEN, Solicitor, Ishpeming, Mich.
WM. H. RICHMOND, Master Mechanic, Marquette, Mich.
R. C. YOUNG, Chief Engineer, "
ARTHUR WARD, Supt. M. Ry. and M. & S. E. Ry., Munising, Mich.

For Balances remit to or drew on G. F. ST. JOHN, Cashier, Marquette, Mich.

General Offices—Marquette, Mich.



MAP OF THE
Lake Superior & Ishpeming Ry., Munising Ry. Marquette & Southeastern Ry.

3-11	15	13	63	61	1	Mls	November 1, 1909.	10-2	80	14	62	4
P M	P M	Noon			A M		LVE.] Central time. [ARR.	A M		P M		P M
†4 45	†3 45	†1 55			†7 00	0	+ .... Munising .... ♁	10 00		2 00		7 50
a4 55	3 55	1 06			7 09	4	.....Hallston.....	9 45		1 48		7 20
— —	4 00	1 12			— —	6	... Munising Junc [1] ♁	— —		†1 40		— —
5 10	P M	P M			7 20	9	.....Stillman.....	9 25		P M		7 08
5 28					7 35	16	.....Calciferous.....	9 00				6 54
5 35					7 40	18	.....Chatham.... ♁	8 52				6 49
5 43					7 45	20	.....Eben.....	8 44				6 44
5 53					7 53	23	.....Rumely.....	8 35				6 37
6 10			P M	A M	8 08	28	..... Lawson .... ♁	8 20	A M		P M	6 25
7 50			†3 40	†10 05	8 47	38	.....Little Lake.... ♁	7 30	9 35		2 55	5 25
8 10			4 05	10 30	9 05	45	arr...Princeton...lve.	†6 15	†9 10		†2 30	†4 50
6 35			P M	A M	8 35	34	.....Skandia.....	7 49	A M		P M	5 59
6 39					8 39	36	.....New Dalton.....	7 44				5 55
6 42					8 43	37	.....Yalmar.....	7 40				5 51
6 52					8 55	42	.....Mangum.....	7 27				5 40
7 03					9 07	47	.....Harvey.....	7 13				5 27
7 15					9 20	52	..... Marquette [2] ... ♁	7 00				5 15
7 30					9 42	55	.....West Yard..... ♁	†6 35				4 55
P M					10 16	70	.....Negaunee.....	A M				4 20
					10 25	73	..... Ishpeming [4] ♁					†4 10
					A M		ARRIVE] [LEAVE					P M

50	Ms	EAST BRANCH.	53
A M		LVE.] Cent. time. [ARR.	P M
†8 10	0	.....Munising.....	3 40
9 25	9	.....Stillman.....	2 30
9 40	11	.....Coalwood.....	2 10
9 50	13	.....Roscoe.....	2 00
		arr.... Petrel ...lve.	
		lve.....Petrel ...arr.	
10 40	24	.....Chapman.....	12 55
11 20	32	.....Cusino.....	†12 15
A M		ARRIVE] [LEAVE	Noon

31	M	BIG BAY BRANCH.	32
A M		LEAVE] [ARRIVE	P M
†7 00		.....Munising.....	7 30
9 25	0	.....Marquette... ♁	1 55
10 40	15	.....Birch.....	1 00
11 25	27	.....Big Bay.....	†11 45
A M		ARRIVE] [LEAVE	A M

† Daily, except Sunday; § Sunday only; a stops to take passengers. + Coupon stations; ♁ Telegraph stations.

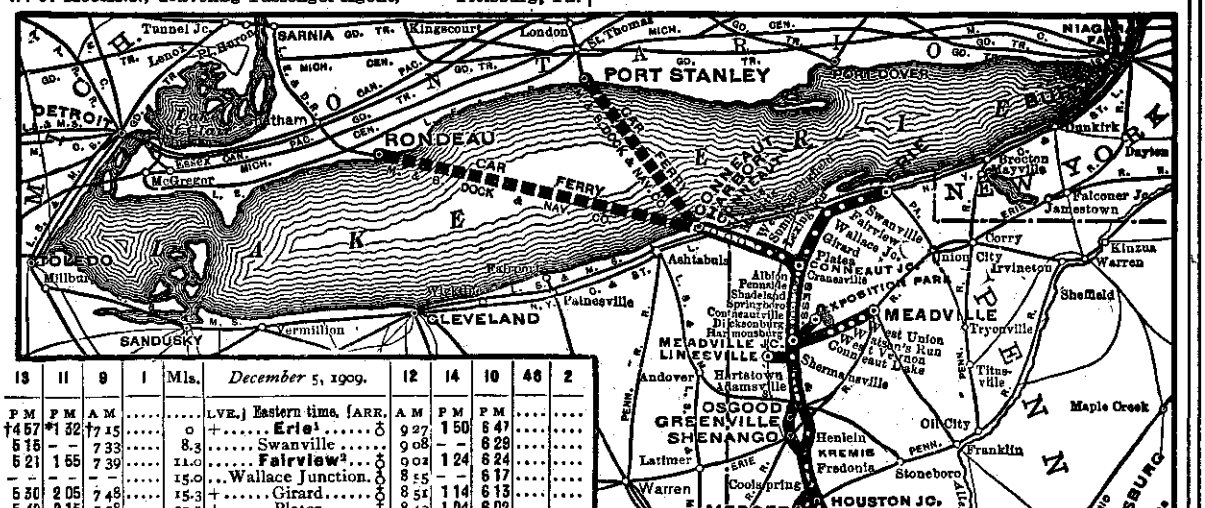
CONNECTIONS.—[1] With D. S. S. & A. Ry. [2] With C. & N. W. Ry. [3] With D. S. S. & A. Ry. [4] With D. S. S. & A. Ry. and C. & N. W. Ry.

BESSEMER & LAKE ERIE RAILROAD CO.

J. H. REED, President, Pittsburg, Pa.
E. H. UTLEY, Vice-President and General Manager, "
D. G. KERR, 2d Vice-President, "
G. W. KEPLER, Secretary and Treasurer, "
WM. J. POST, Auditor, "
F. C. BAIRD, General Freight Agent, Frick Building, "
E. D. COMSTOCK, General Passenger Agent, "
J. C. GROVE, General Agent, Erie, Pa.
W. J. McCANN, Traveling Passenger Agent, Pittsburg, Pa.

WILLIAM A. PARKER, Purchasing Agent, Pittsburg, Pa.
J. J. SAINT, Land Agent, "
J. S. MATSON, Superintendent, Greenville, Pa.
C. L. PASHO, Assistant Superintendent, "
H. T. PORTER, Chief Engineer, "
E. B. GILBERT, Superintendent of Motive Power, "
F. L. FAY, Car Accountant, "

General Offices—Carnegie Building, Pittsburg, Pa.



13	11	9	1	Mls.	December 5, 1909.	12	14	10	46	2
P M	P M	A M	.....	.....	LVE.] Eastern time. [ARR.	A M	P M	P M	.....	.....
†4 57	*1 32	†7 15	.....	0	+.....**Erie**[1] ..... ♁	9 27	1 50	6 47	.....	.....
5 15	- -	7 33	.....	8.3	.....Swanville ..... ♁	9 08	- -	6 29	.....	.....
5 21	1 55	7 39	.....	11.0	.....**Fairview**[2]... ♁	9 02	1 24	6 24	.....	.....
- -	- -	- -	.....	15.0	...Wallace Junction. ♁	8 55	- -	6 17	.....	.....
5 30	2 05	7 48	.....	15.3	+.....Girard..... ♁	8 51	1 14	6 13	.....	.....
5 40	2 15	7 58	.....	20.1	+.....Platea..... ♁	8 40	1 04	6 02	.....	.....
5 49	- -	8 05	.....	23.6	+...**Cranesville**... ♁	8 31	- -	5 55	.....	.....
5 52	2 25	8 10	.....	24.6	+.....**Albion**..... ♁	8 28	12 55	5 52	.....	.....
5 59	- -	8 18	.....	28.4	.....Pennside..... ♁	8 18	- -	5 42	.....	.....
6 04	2 37	8 22	.....	31.1	.....Shadeland.....	8 13	12 44	5 37	.....	.....
6 07	2 40	8 25	.....	32.3	+....Springboro.... ♁	8 10	12 41	5 34	.....	.....
6 17	2 46	8 33	.....	35.3	+...Conneautville... ♁	8 04	12 35	5 28	.....	.....
6 24	- -	8 40	.....	39.6	.....Dicksonburg... ♁	7 57	- -	5 21	.....	.....
6 31	3 00	8 47	.....	42.7	.....Harmonsburg.....	7 52	12 24	5 16	.....	.....
6 35	3 04	8 51	.....	44.7	arr.**Meadville Junc** ♁ lve.	7 48	12 20	5 12	.....	.....
7 19	3 43	9 30	.....	60.3	ar. + **Meadville**[3] ♁ .lv.	†7 10	†11 40	†4 35	.....	.....
†4 35	†2 39	†7 10	.....	60.3	lve..**Meadville** ♁ .arr.	9 30	12 54	7 19	.....	.....
.....	.....	.....	.....	.....	lve.**Exposition Park**.arr.	.....	.....	.....	.....	.....
6 42	3 09	8 55	.....	44.7	lve.**Meadville Junc** ♁ arr.	7 43	12 15	5 07	.....	.....
6 45	- -	8 58	.....	46.2	.... Shermansville .. ♁	7 40	- -	5 04	.....	.....
6 55	3 20	9 09	.....	51.9	+....Hartstown.... ♁	7 31	12 05	4 55	.....	.....
7 01	3 25	9 14	.....	54.8	+....Adamsville.... ♁	7 26	12 00	4 50	.....	.....
7 10	3 35	9 23	A M	59.8	.....**Osgood**[5]..... ♁	7 17	11 52	4 42	.....	P M
7 20	3 45	9 32	†7 00	63.2	+....**Greenville**.... ♁	7 10	11 45	4 35	.....	7 07
7 30	4 00	9 40	7 10	65.2	.....**Shenango**[6]... ♁	7 03	11 40	4 30	.....	7 03
7 40	- -	9 50	7 20	70.3	.....Kremis..... ♁	6 40	11 24	- -	.....	6 50
7 48	4 18	9 56	7 26	74.0	+.....Fredonia..... ♁	6 33	11 17	4 07	.....	6 43
7 53	- -	- -	7 31	76.2	.....Coolspring.... ♁	6 28	11 12	- -	.....	6 37
8 03	4 30	10 09	7 40	81.4	+.....**Mercer**[7].... ♁	6 20	11 03	3 55	.....	6 28
8 08	- -	10 13	7 44	81.2	... **Houston Junc**[8] ♁	- -	- -	- -	.....	6 24
8 16	4 41	10 21	7 52	85.6	+.....Pardoe..... ♁	6 07	10 47	- -	.....	6 16
8 25	4 52	10 30	8 01	90.5	+....Grove City.... ♁	5 58	10 38	3 35	.....	6 07
8 37	5 04	10 42	8 14	96.9	+....Harrisville.... ♁	5 46	10 27	- -	.....	5 55
8 44	5 11	10 48	8 21	99.7	+...**Branchton**... ♁	5 40	10 22	3 22	.....	5 50
8 48	5 15	10 52	8 25	101.6	+.....Keister..... ♁	5 35	10 16	3 17	.....	5 45
8 53	- -	- -	8 30	104.5	.....Hallston..... ♁	5 30	- -	- -	.....	5 39
8 58	5 23	11 00	8 33	106.0	.....Claytonia .... ♁	5 28	10 08	3 10	.....	5 36
9 03	5 30	11 06	8 40	108.7	+.....Euclid..... ♁	5 24	10 03	- -	.....	5 30
9 08	5 35	11 09	8 47	110.2	..**Queen Junction** ♁	5 20	9 58	- -	.....	5 25
- -	5 39	- -	8 52	112.2	.....Jamisonville... ♁	5 17	9 53	- -	.....	5 20
9 30	6 00	11 30	9 15	120.5	arr...+ **Butler**[10] ♁ lve.	†5 00	*9 35	†2 45	.....	†5 02
P M	7 30	1 00	10 40	.....	arr...**Allegheny**..lve.	A M	*8 15	†1 05	.....	†3 25
A M	P M	P M	A M	.....	(*via B. & O.*)	P M	A M	P M	.....	P M
†7 30	*8 10	†11 40		120.5	lve.....**Butler**[10] ♁ arr.	7 05	9 25	2 35	.....	.....
7 42	8 20	11 50	.....	124.0	.....Renfrew.....	6 53	9 11	2 24	.....	.....
7 47	8 24	11 54	.....	127.7	.....McBride.....	6 50	9 07	2 22	.....	.....
7 54	8 33	12 03	.....	131.5	.....Rockdale.....	6 43	9 00	2 14	.....	.....
8 02	8 39	12 09	.....	133.5	...West Saxonburg...	6 38	8 52	2 10	.....	.....
8 08	8 47	12 17	.....	136.6	.....Bartley	6 29	8 45	2 04	.....	.....
8 16	8 53	12 23	.....	139.4	.....Cunningham.....	6 21	8 37	- -	.....	.....
8 20	8 58	12 28	.....	141.0	.....Culmerville.....	6 18	8 35	1 54	.....	.....
8 27	7 04	12 34	.....	144.0	.....Russellton.....	6 10	8 27	1 48	.....	.....
8 37	7 15	12 45	.....	149.2	..... Red Raven	5 58	8 16	1 37	.....	.....
8 41	7 19	12 49	.....	150.0	.....Black's Run.....	5 54	8 12	1 33	.....	.....
8 46	7 25	12 55	.....	152.5	..... Milltown	5 49	8 08	1 28	.....	.....
8 50	7 30	1 00	41	154.1	**North Bessemer**[11] ♁	5 45	8 05	1 25	.....	.....
.....	.....	.....	A M	.....	(*Union R.R.*)	.....	.....	.....	P M	.....
8 50	7 30	1 00	*7 20	154.1	..**North Bessemer**..	5 45	8 05	1 25	8 15	.....
8 58	7 36	1 08	7 26	155.8	..... Universal	5 39	7 59	1 18	8 08	.....
9 01	7 39	1 11	7 29	157.2	.....Gascola.....	5 36	7 56	- -	8 06	.....
- -	- -	- -	- -	159.2	.....Oak Hill.....	- -	- -	- -	- -	.....
9 09	7 48	1 18	7 37	159.6	.....Newtown	5 28	7 48	1 08	7 58	.....
- -	- -	- -	- -	161.1	....**Turtle Creek**[12]..	- -	- -	- -	- -	.....
9 13	7 50	1 23	7 40	161.5	.. **East Pittsburg**[13]	*5 25	*7 45	†1 05	*7 55	.....
A M	P M	P M	A M	....	ARRIVE] [LEAVE	P M	A M	P M	P M	.....

.....	.....	.....	.....	Mls.	December 5, 1909.	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	(*Union R.R.*)	.....	.....	.....	.....	.....
.....	.....	.....	.....	161.5	lve.**East Pittsburg**[13] arr.	.....	.....	.....	.....	.....
.....	.....	.....	.....	162.3	.....**Bessemer**[14]...	.....	.....	.....	.....	.....
.....	.....	.....	.....	163.2	Monongahela Junction	.....	.....	.....	.....	.....
.....	.....	.....	.....	163.9	..**Duquesne (Cochran)**[15]	.....	.....	.....	.....	.....
.....	.....	.....	.....	165.3	.....**Munhall**[16]	.....	.....	.....	.....	.....
.....	.....	.....	.....	166.1	.....**Rankin**[17]	.....	.....	.....	.....	.....
.....	.....	.....	.....	167.3	.....**Homestead**[18]...	.....	.....	.....	.....	.....
.....	.....	.....	.....	165.2	..Mifflin Mines No. 1..	.....	.....	.....	.....	.....
.....	.....	.....	.....	165.7	..Mifflin Mines No. 2..	.....	.....	.....	.....	.....
.....	.....	.....	.....	167.5	.....Rest's Siding.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	168.7	.. River Coal Siding ..	.....	.....	.....	.....	.....
.....	.....	.....	.....	169.2	arr.**Mifflin Junc**[19] lve.	.....	.....	.....	.....	.....

MEADVILLE, CONNEAUT LAKE AND LINESVILLE DIVISION.

.....	208	208	204	202	Ms	December 5, 1909.	201	203	205	207	.....
.....	P M	.....	.....	A M	...	LV.] Eastern time. [AR.	A M	.....	.....	P M	.....
.....	†6 20	.....	.....	†8 40	0	+..**Linesville**[4] ♁	7 59	.....	.....	5 23	.....
.....	6 27	P M	Noon	8 48	3	.. Shermansville ♁	7 51	Noon	P M	5 15	.....
.....	6 43	†5 09	†12 20	8 55	5	..**Meadville Junc.** ♁	7 48	12 15	3 04	5 12	.....
.....	.....	.....	.....	.....	7	..**Exposition Park** ♁	.....	.....	.....	.....	.....
.....	6 52	5 18	12 29	9 03	9	+ **Conneaut Lake** ♁	7 35	12 05	2 54	5 00	.....
.....	7 02	5 28	12 39	9 14	14	.. Watson's Run ..	7 25	11 55	2 44	4 50	.....
.....	7 19	5 43	12 54	9 30	21	+..**Meadville**[3] ♁	†7 10	†11 40	†2 39	†4 35	.....
.....	P M	P M	Noon	A M	...	ARRIVE] [LEAVE	A M	A M	P M	P M	.....

Trains marked * run daily; † daily, except Sunday. + Coupon stations; ♁ Telegraph stations.

BESSEMER & LAKE ERIE RAILROAD CO.

CONNEAUT BRANCH.

....	110	114	112	Mls	December 5, 1909.	109	111	113	....	....
....	....	....	....	....	(*Eastern time.*)	....	....	....	....	....
....	P M	Noon	A M	....	LEAVE] [ARRIVE	A M	A M	P M	....	....
....	†5 57	†12 55	†8 30	0	........**Albion**......♁	8 05	11 30	5 45	....	....
....	6 01	1 00	8 35	2	.....**Cranesville**...♁	8 01	11 25	5 41	....	....
....	6 16	1 33	8 49	7	... West Springfield .♁	7 45	11 05	5 25	....	....
....	6 19	1 38	8 52	8	........Merritts........	7 42	10 52	5 22	....	....
....	6 31	1 53	9 04	13	+.....Conneaut.....♁	†7 30	10 38	5 10	....	....
....	P M	2 00	9 10	15	..**Conneaut Harbor**♁	A M	†10 20	†5 00	....	....
....	....	P M	A M	....	ARRIVE] [LEAVE	....	A M	P M	....	....

HILLIARD BRANCH.

68	66	64	62	Mls	December 5, 1909.	61	63	65	67	....
P M	P M	A M	A M	....	LVE.] *East. time.* [ARR.	A M	A M	P M	P M	....
†6 55	†3 30	†10 50	†8 25	0	+....**Branchton**...♁	8 15	10 17	3 10	5 05	....
6 58	3 34	10 54	8 28	1.1	........Bovard........	8 11	10 12	3 01	5 00	....
6 15	3 50	11 20	8 45	6.2	......Annandale	7 54	9 58	2 40	4 43	....
6 22	....	....	....	8.0	.... Goff	7 47	....	....	....	....
6 30	3 55	11 32	8 49	7.7	........Keenan........	7 39	9 53	2 10	4 38	....
6 32	3 57	11 37	8 51	8.3	.........Ferris.........	7 37	9 51	2 08	4 36	....
6 56	4 03	12 05	9 15	10.3	.......**Hilliard**.......	†7 12	†9 45	†1 40	†4 12	....
P M	P M	Noon	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M	....

Trains marked † run daily, except Sunday. + Coupon stations; ♁ Telegraph stations.

CONNECTIONS.—[1] With New York, Chicago & St. Louis R.R.; Lake Shore & Michigan Southern Ry. and Philadelphia & Erie R.R. Div. Pennsylvania R.R. [2] With New York, Chicago & St. Louis R.R. [3] With Erie R.R. [4] With Erie and Pittsburg Div. Pennsylvania Co. [5] With Lake Shore & Michigan Southern Ry. [6] With Erie and Pittsburg Div. Pennsylvania Co. and Erie R.R. [7] With New Castle and Oil City Div. Pennsylvania Co. [8] With New Castle and Oil City Div. Pennsylvania Co. [10] With Pennsylvania R.R., Baltimore & Ohio R.R. and Buffalo, Rochester & Pittsburgh Ry. [11] With Union R.R. [12] With N. Y. & C. Gas Coal Co. [13] With Pennsylvania R.R. [14] With Pennsylvania R.R., Baltimore & Ohio R.R. and Pittsburgh & Lake Erie R.R. [15] With Pennsylvania R.R. [16] With Pennsylvania R.R. [17] With Baltimore & Ohio R.R. and Pittsburgh & Lake Erie R.R. [18] With Pennsylvania R.R. and Pittsburgh & Lake Erie R.R. [19] With Wabash R.R.

CHICAGO, ANAMOSA & NORTHERN RAILWAY.

Henry Kiene, Prest., Dubuque, Ia.
D. C. Glasser, Vice-President, Dubuque, Ia.
T. W. Ruete, Secretary, »
C. H. Eighmey, Treasurer, »
Paul Kiene, Assistant Treasurer, Anamosa, Ia.
Clifford L. Niles, Auditor, Anamosa, Ia.
J. L. Kelsey, Gen. Mgr., »
H. C. Kenline, Gen. Attorney, Dubuque, Ia.
E. F. Shugert, Roadmaster, Anamosa, Ia.

No. 3	No. 1	Mls	*May* 1, 1909.	Mls	No. 2	No. 4
....	....	....	LEAVE] [ARRIVE	....	....	....
†3 00 P M	†9 00 A M	0	......**Anamosa**[1]......	19.2	11 50 A M	6 05 P M
3 05 »	9 05 »	....	...C. A. & N. Junction...	....	11 45 »	6 00 »
3 15 »	9 15 »	....	.........Fremont.........	....	11 30 »	5 45 »
3 25 »	9 25 »	5.9	........Jackson........	11.7	11 20 »	5 35 »
3 30 »	9 30 »	....	.........Anderson........	....	11 15 »	5 32 »
3 35 »	9 35 »	....	..........Nielly..........	....	11 10 »	5 29 »
3 40 »	9 40 »	....	.......McNamara........	....	11 05 »	5 25 »
3 50 »	9 50 »	12.5	.......Prairieburg.......	6.7	11 00 »	5 20 »
4 20 P M	10 20 A M	19.2	........**Coggon**[2]......	0	†10 30 A M	†5 05 P M
....	....	....	ARRIVE] [LEAVE	....	....	....

† Daily, except Sunday. Standard—*Central time.*

Connections.—[1] With Chicago & North Western Ry. and Chicago, Milwaukee & St. Paul Ry. [2] With Illinois Central R.R.

NEW JERSEY, INDIANA & ILLINOIS R.R. CO.

G. M. Hughes, President and General Manager.
C. B. Zabriskie, Vice-President.
D. W. Van Buskirk, Secretary and Counsel.
J. F. Jaquith, Treasurer.
W. A. Ballard, Superintendent, South Bend, Ind.
General Offices—100 William Street, New York.

No. 9	No. 7	Mls.	*December* 1, 1909.	No. 8	No. 10	....
....	....	....	LEAVE] [ARRIVE	....	....	....
†2 15 P M	†7 45 A M	0	.....**South Bend**[1]....	10 00 A M	4 20 P M	....
2 34 »	8 04 »	4.1	.........Kizer.........	9 41 »	4 01 »	....
2 45 »	8 15 »	6.6	.......Whartons.......	9 30 »	3 50 »	....
2 55 »	8 25 »	8.6	.......Sweeneys.......	9 22 »	3 42 »	....
3 05 P M	8 35 A M	11.6	.........**Pine**[2]........	†9 10 A M	†3 30 P M	....
....	....	....	ARRIVE] [LEAVE	....	....	....

† Daily, except Sunday. Standard—*Central time.*

Standard gauge.

Connections.—[1] With railroad diverging. [2] With Wabash R.R. for freight.

DETROIT & CHARLEVOIX RAILROAD.

H. B. Ledyard, President, Detroit, Mich.
F. O. Waldo, Secretary, »
Jno. E. Griffiths, Treas., »
Clark Haire, Gen. Mgr., East Jordan, Mich.
W. P. Squier, Auditor, »

....	....	No. 1	Ms	*January* 3, 1908.	No. 2
....	....	....	....	LEAVE] [ARRIVE	....
....	....	†2 25 P M	0	+.....**Frederic**[1]......	12 25 Noon
....	....	2 45 »	6.9	.........Fayette.........	12 00 Noon
....	....	3 10 »	11.8	+.......Deward.........	11 40 A M
....	....	3 55 P M	15.4	.**Blue Lake Junction.**	11 20 A M
....	....	....	....	......Crooked Lake......	....
....	....	....	....	........Squaw Lake......	....
....	....	....	....	arr....**Blue Lake**...lve.	....
....	....	3 55 P M	16.7	....Mancelona Road....	11 15 A M
....	....	4 15 »	20.5	......Lake Harold......	11 05 »
....	....	4 30 »	25.5	+........**Alba**[2].........	10 50 »
....	....	4 50 »	30.8	......Green River......	9 40 »
....	....	5 10 »	35.8	......Jordan River......	9 25 »
....	....	5 15 »	37.0	........**Wards**[3]........	9 20 »
....	....	6 30 P M	43.5	+....**East Jordan**[4]....	†9 00 A M
....	....	....	....	ARRIVE] [LEAVE	....

Connections.—[1] With Michigan Central R.R. [2] With Grand Rapids & Indiana Ry. [3] With East Jordan & Southern R.R. [4] With steamers for Charlevoix, Petoskey, Bay View and Harbor Springs and East Jordan & Southern R.R.

† Daily, except Sunday. + Coupon stations. *Central time.*

WESTERN ALLEGHENY RAILROAD.

Emmet Queen, President, Pittsburgh, Pa.
Thos. Liggett, V.-P. & G.M., »
A. H. Eames, Sec'y and Treas., »
J. E. Collin, Assistant Treas., »
J. E. Stauffer, Pur. Agt., »
H. E. Bateman, Auditor, »
E. D. Comstock, Gen. Pas. Agt., »
F. C. Baird, Gen. Fht. Agt., »
H. F. Bickell, Supt., New Castle, Pa.
J. C. Murphy, Chief Train Disp., »
John A. Lee, Master Mech., Kaylor, Pa.
Thos. Liggett, Jr., Chief Eng'r, New Castle, Pa.
J. P. Smith, Roadmaster, »
P. P. Gillig, Master Carpenter, »
L. S. Liggett, Storekeeper, Queen Junction, Pa.

27	25	23	21	Mls	*December* 5, 1909.	20	22	24	26	....
P M	P M	A M	A M	....	(*Eastern time.*	A M	A M	P M	P M	....
†8 56	†4 08	†11 20	†7 30	0	lve.....**Dewey**♁..arr.	7 30	11 20	3 00	6 55	....
7 10	4 23	11 35	7 45	3.1	........**Kaylor**.......♁	†7 15	11 05	†2 45	6 40	....
P M	4 33	A M	7 55	5.3	......Blackburn.....♁	A M	10 55	P M	6 30	....
....	4 41	....	8 03	7.7	........Liggett........	....	10 40	....	6 16	....
....	4 46	....	8 08	9.2	.......Buena Vista.......	....	10 36	....	6 12	....
....	4 52	....	8 14	11.4	.........Utley.........	....	10 30	....	6 06	....
....	5 03	....	8 25	15.0	........Hooker.......♁	....	10 20	....	5 56	....
....	5 08	....	8 30	17.0	........Gilbert.........	....	10 14	....	5 50	....
....	5 23	....	8 45	21.3	arr...**Queen Jn**[1]♁lve.	....	10 00	....	5 37	....
....	5 37	....	10 00	21.3	lve...**Queen Jn**...arr.	....	8 45	....	5 23	....
....	5 58	....	10 23	27.5	..........Isle..........	....	8 25	....	5 03	....
....	6 04	....	10 30	29.7	.........Nealey.........	....	8 18	....	4 58	....
....	6 12	....	10 39	32.3	......Portersville....♁	....	8 09	....	4 47	....
....	6 20	....	10 47	35.2	.......Grant City.......	....	8 00	....	4 38	....
....	6 23	....	10 50	35.9	.......Rose Point.......	....	7 57	....	4 35	....
....	6 33	....	11 00	39.8	......Gibsondale......	....	7 46	....	4 24	....
....	6 43	....	11 10	43.5	**East New Castle**[2]♁	....	†7 35	....	†4 15	....
....	P M		A M	....	ARRIVE] [LEAVE	....	A M	....	P M	....

Trains marked † run daily, except Sunday.

Connections.—[1] With B. & L. E. R.R. [2] With B. R. & P. Ry.

For Map, see page 554.

GREENE LINE

Cincinnati, Pomeroy & Charleston PACKET COMPANY

Steamers ***Greenland, Greenwood, Tacoma, Courier*** and ***Chilo.***

Steamers leave **Cincinnati** daily, except Sunday, at **5 00** p.m., from foot of Main Street, for **Pittsburgh, Charleston** and all intermediate points on the Ohio and Kanawha Rivers.

Special excursion rates during the Summer season.

Steamers of this line are all first-class in every respect.

Miles Operated, 1,000.

GENERAL OFFICES—CINCINNATI, O.

J. GREENWOOD, President.
JESSIE P. HUGHES, Vice-Prest.
GORDON C. GREENE, Gen. Mgr.
JAS. A. WIRTHLIN, Gen. Freight and Pas. Agt.
CARRIE GREENWOOD, Sec'y.

March, 1909.

COLORADO & SOUTH-EASTERN RAILWAY.

W. H. Huff, Traffic Manager, Denver, Colo.

Extends from Delagua to **Barnes**[1], and from Delagua to **Ludlow**[2] and **Trinidad**[3]. Total trackage, 30 miles. Operated on irregular schedule for freight and passenger traffic. *March*, 1908.

Connections.—[1] With Denver & Rio Grande R.R. [2] With Colorado & Southern Ry. [3] With Atchison, Topeka & Santa Fe Ry.

HECLA & TORCH LAKE RAILROAD.

Will A. Childs, Superintendent, Calumet, Mich.

From **Calumet**,[1] Mich., to **Lake Linden**[2] and Lake Linden (South), Mich. (7 miles). Operated for freight traffic only. *March*, 1908.

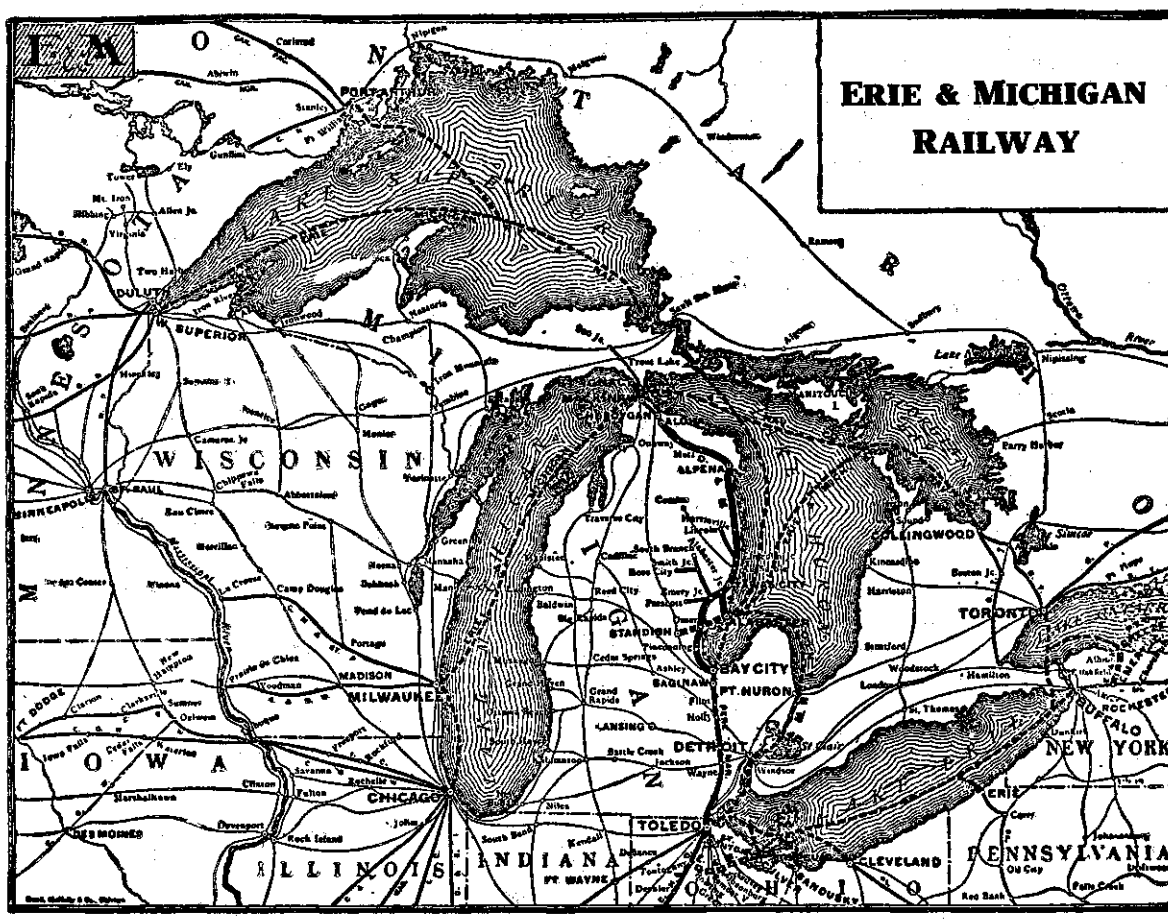
Connections.—[1] and [2] With Mineral Range R.R. and Copper Range R.R.

ERIE & MICHIGAN RAILWAY.

CHAS. G. ROOT, President and General Manager, Chicago, Ill.
S. F. MESERVEY, Vice-President, "
ARTHUR W. DOWLER, Secretary, "
S. S. JENKINS, Treasurer, "
J. J. WALSH, Auditor, "

C. W. LUCE, General Superintendent, East Tawas, Mich.
E. E. WILHELM, Gen. Freight and Passenger Agent, Chicago, Ill.
C. A. CHAMBERLAIN, Vessel Agent, Detroit, Mich.
P. F. POWRIE, Superintendent of Boat Line, Port Huron, Mich.
J. B. WALKER, General Agent, Alabaster, Mich.

General Offices—Fifth Floor, 184 La Salle Street, Chicago, Ill.



OPERATING A LINE OF STEAMERS BETWEEN

Chicago, Milwaukee, Superior, Duluth, Port Arthur, Alabaster, Bay City, Port Huron, Detroit, Toledo, Port Clinton, Sandusky, Cleveland, Erie, Buffalo, Toronto, Point Breeze, and all Georgian Bay Ports and Railway Lines diverging therefrom.

TIME-TABLE OF RAILWAY LINE.

No. 1	No. 3	Mls.	*October 13, 1907.*	No. 4	No. 2
†1201 Noon	†5 20 P M	0	lve..... Alabaster .....arr.	3 40 P M	8 45 A M
12 05 "	5 24 "	1	" ..... Robinson..... "	3 36 "	8 41 "
12 08 "	5 27 "	2	" .... Slingerland .... "	3 32 "	8 37 "
12 16 "	5 35 "	4	" ..... Grise..... "	3 26 "	8 29 "
12 20 "	5 40 "	5	" .. Alabaster Junc .. "	3 22 "	8 25 "
12 32 "	5 53 "	8	" .....Tawas City..... "	3 06 "	8 12 "
12 40 Noon	6 00 P M	9	arr..... East Tawas....lve.	†2 50 P M	†8 00 A M
.....	.....	.....	(*Detroit & Mackinac Ry.*)	.....	.....
.....	8 17 P M	36	arr..... Omer.....lve.	1 52 P M	11 58 P M
.....	8 45 P M	40	" .....Pinconning..... "	1 28 P M	11 28 P M
.....	8 30 P M	70	" ..... Bay City ..... "	12 45 Noon	10 40 P M
4 38 P M	.....	74	" ..... Alpena ..... "	7 21 A M	.....
7 20 P M	.....	145	arr..... Cheboygan ....lve.	5 00 A M	.....

Parlor Cars between Tawas City and Bay City on Trains 3 and 4.

STEAMERS NOW IN COMMISSION:

M. T. GREENE
1,000 Tons.

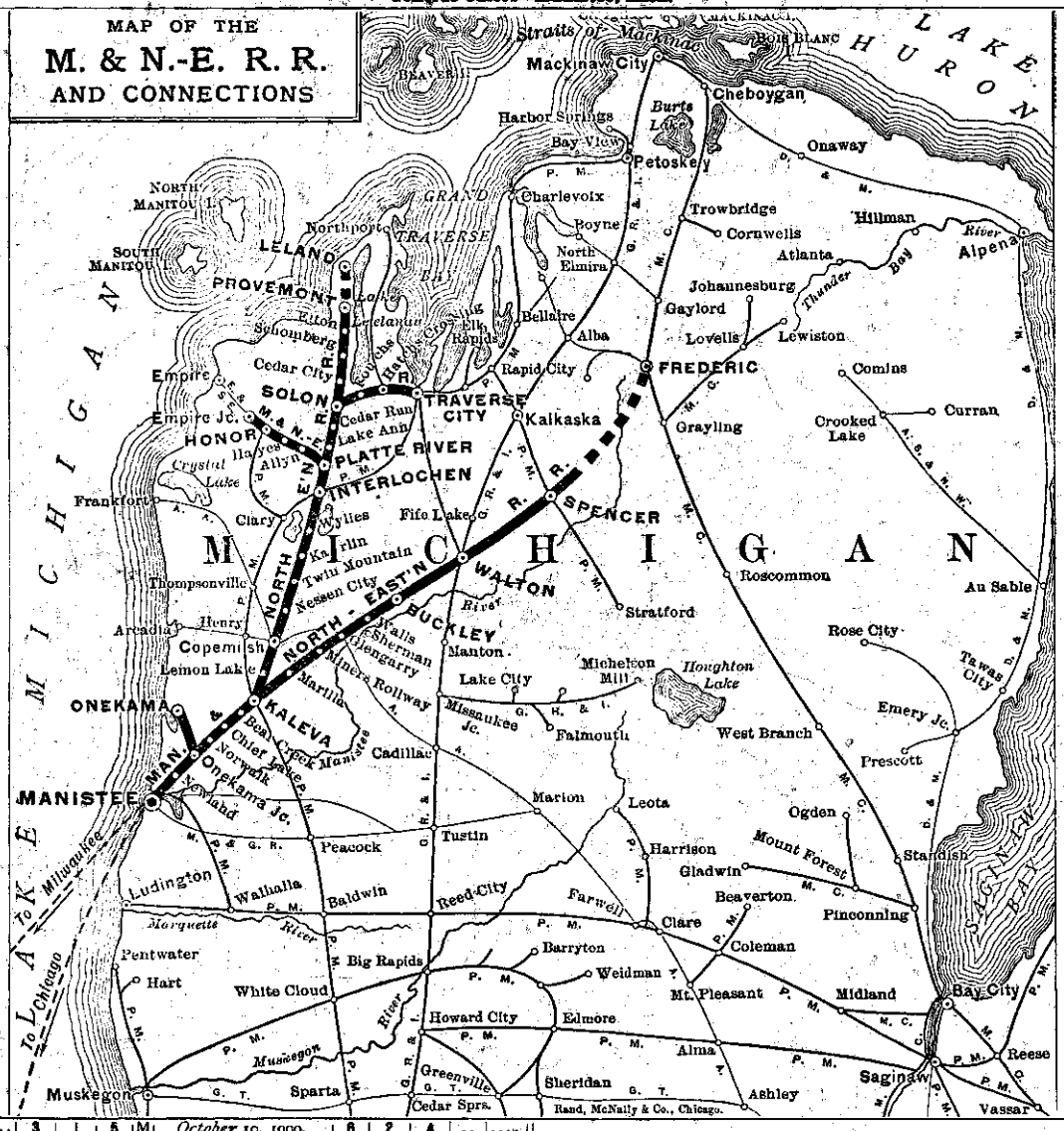
WINNEBAGO
(Steel), 1,800 Tons.

JESSE SPALDING
(Steel), 2,000 Tons.

MANISTEE & NORTH-EASTERN RAILROAD.

EDWARD BUCKLEY, President.
P. R. L. CARL, General Manager.
WM. DOUGLAS, Vice-President and General Superintendent.
T. J. ELTON, Assistant Secretary.
F. A. MITCHELL, General Traffic Manager.
D. RIELY, General Freight and Passenger Agent.
O. L. LARSON, Commercial Agent.
C. F. KUEHL, Auditor.

General Offices—Manistee, Mich.



PROVEMONT BRANCH.

		3	1	5	M	October 10, 1909.	6	2	4		
		P M	A M	A M		LEAVE / ARRIVE	A M	Noon	P M		
		†4 10	†8 00	†6 00	0	+ . . . **Manistee** . . . ♂	7 20	12 05	6 27		
		4 31	8 21	6 25	10	**Onekama Junction**	6 53	11 44	6 07		
				6 33	13	arr. . **Onekama** . . lve.	†6 45				
		4 31	8 21	A M	10	**Onekama Junction**	A M	11 44	6 07		
		4 35	8 26		12	. . . . . Norwalk		11 38	6 00		
		4 44	8 35		15	+ . . . Chief Lake . . . ♂		11 32	5 54		
		4 51	8 42		18	. . . . . Bear Creek		11 24	5 47		
		4 56	8 46		20	+ . . . . . **Kaleva** . . . . . ♂		11 21	5 42		
		5 08	8 57		25	+ . . . Lemon Lake . . . ♂		11 10	5 30		
		5 20	9 07		30	+ . . . **Copemish** . . . ♂		11 00	5 20		
		5 27	9 14		33	+ . . . Nessen City . . . ♂		10 49	4 56		
		5 38	9 25		39	. . . . . Karlin		10 38	4 45		
		5 46	9 37		45	+ . . . **Interlochen** . . ♂		10 26	4 36		
		5 58	9 48		49	. . . **Platte River** . . ♂		10 17	4 28		
		6 05	9 56		52	+ . . . . Lake Ann . . . . ♂		10 11	4 23		
		6 13	10 02		55	+ . . . Cedar Run . . . . ♂		10 02	4 15		
		6 23	10 11		59	+ . . . . . **Solon** . . . . . ♂		9 53	4 04		
		6 30	10 17		62	+ . . . . . Fouch . . . . . ♂		9 47	3 56		
		6 45	10 30		70	+ . **Traverse City** . ♂		†9 35	†3 40		
		P M	A M			ARRIVE / LEAVE		A M	P M		

PROVEMONT BRANCH.

No. 4-45	No. 14-43	Ms.	October 10, 1909.	No. 44-13	No. 48-3
†3 40 P M	†6 30 A M	0	lve. . **Traverse City** . . arr.	8 44 A M	6 45 P M
3 52 "	6 40 "	6	. . . . . Hatch's	8 33 "	6 35 "
4 05 "	6 53 "	11	. . . . . **Solon**	8 26 "	6 23 "
4 33 "	7 17 "	20	. . . . . Schomberg	7 59 "	5 19 "
4 52 P M	7 33 A M	26	arr. . . **Provemont** . . . lve.	†7 43 A M	†5 00 P M

MANISTEE RIVER BRANCH.

		No. 51	Ms.	November, 1909.	No. 50	
		†8 00 A M		lve. . **Manistee** . arr.	6 27 P M	
		9 00 "		. . . . . **Kaleva**	3 30 "	
		9 20 "		. . . . . Marilla	3 13 "	
		9 37 "		. . . Miners Rollway . .	3 00 "	
		9 50 "		. . . . . Glengarry	2 50 "	
		10 40 "		. . . . . Buckley	2 00 "	
		11 05 "		. . . . . Baxter	1 35 "	
		11 30 A M		. . . . . **Walton**	†1 00 P M	
		□		. . . . . Sigma □	□	
				arr. . **Spencer** . lve.		

□ Service open to Sigma at an early date.

PLATTE RIVER BRANCH.

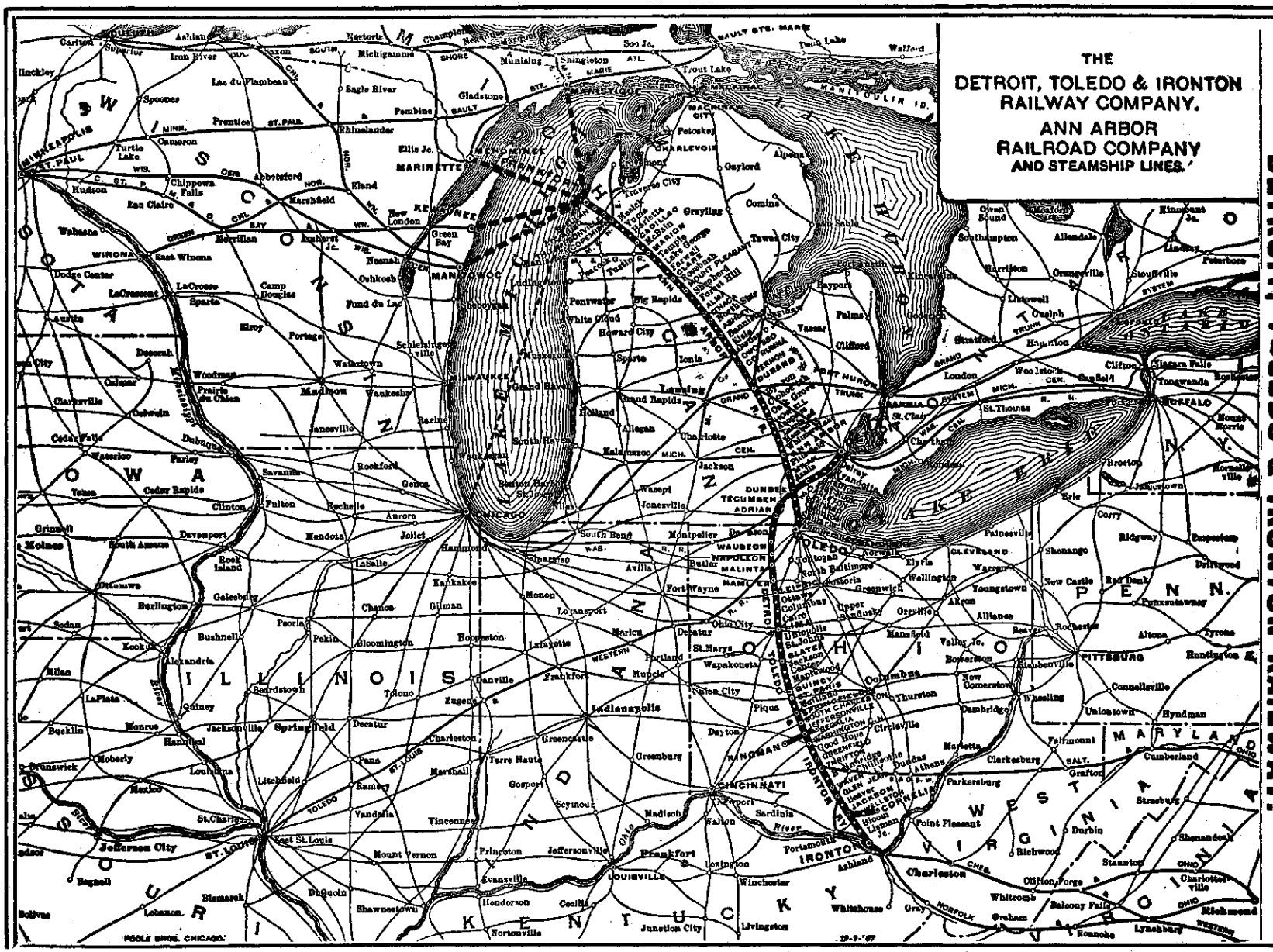
No. 35	No. 33	No. 31	M	October 10, 1909.	No. 32	No. 34
†8 00 P M	†10 30 A M	. . . . .	0	lv. **Platte River** ♂ ar.	9 25 A M	4 15 P M
6 13 "	10 41 "	. . . . .	4	. . . . . Allyn	9 04 "	3 50 "
6 27 "	10 52 "	. . . . .	9	. . . . . State Road	8 50 "	3 30 "
6 35 P M	11 04 "	†7 00 A M	11	. . . . . Honor . . . . . ♂	8 45 "	3 26 "
. . . . .	11 30 A M	7 25 A M	17	ar. **Empire Junc** ♂ lv.	†8 15 A M	†3 05 P M

EMPIRE & SOUTH-EASTERN RAILROAD.

. . . . .	†11 35 A M	0	lv. **Empire Junc.** ar.	8 05 A M	2 52 P M	. . . . .
. . . . .	11 48 A M	5	. . . Lake Junction . . .	7 45 "	2 35 "	. . . . .
. . . . .	12 10 Noon	12	arr. . . . **Empire** . . . lve.	†7 05 A M	†1 55 P M	. . . . .

† Daily, except Sunday.
+ Coupon stations; ♂ Telegraph stations.
STANDARD—*Central time.*

ANN ARBOR RAILROAD AND STEAMSHIP LINES AND DETROIT, TOLEDO & IRONTON RAILWAY.



ANN ARBOR RAILROAD AND STEAMSHIP LINES.

EUGENE ZIMMERMAN, President, Detroit, Mich.
BERNARD J. BURKE, Vice-President, New York, N.Y.
JOS. RAMSEY, Jr., Vice-President, "
GEO. K. LOWELL, Vice-Prest. and Gen. Mgr., Detroit, Mich.
J. A. STRUBEL, Assistant to General Manager, "
C. CASPER NILES, Secretary, New York, N.Y.
BENJAMIN S. WARREN, General Counsel, Detroit, Mich.
T. D. HINCHCLIFFE, Auditor, "
E. C. DAVIS, Cashier, "
J. H. FRASER, General Superintendent, Toledo, O.
K. A. GOHRING, Superintendent, Owosso, Mich.
W. H. STRANG, Master of Trains and Engines, "
R. E. RANDERSON, Superintendent Car Service, Toledo, O.

R. TAWSE, Superintendent Motive Power, Toledo, O
J. WANEECQ, Resident Engineer, "
J. J. KIRBY, General Passenger Agent, Detroit, Mich.
H. C. BELL, General Freight Agent, "
T. F. BUTLER, Division Freight Agent, Toledo, O.
C. S. MAY, Commercial Agent, Milwaukee, Wis.
A. ALLISON, Commercial Agent, Minneapolis, Minn.
F. F. BARKOW, Trav. Fht. and Pas. Agt., Menominee, Mich.
C. A. BOYDEN, Traveling Freight Agent, Toledo, O.
T. M. BELL, Traveling Freight Agent, "
D. BINKHORST,
General Immigration and Industrial Agent, Detroit, Mich.

ANN ARBOR RAILROAD.

5	3	1	7	Miles	*December 16, 1909.*	4	2	6	8
.....	P M	A M	....	.....	lve.....**Toledo** .....arr.	P M	P M	....	.....
A M	*2 45	*7 28	....	0	+....*Union Station*.....δ	1 10	9 15	A M	.....
†1115	– –	– –	....	.....	..*Cherry Street Station*..	– –	– –	9 00	.....
11 39	– –	7 58	....	16.52	.....Samaria.....δ	*a* –	8 58	8 35	.....
11 53	– –	*s* –	....	23.72	.....**Federman**.....δ	*a* –	*cs*	8 21	.....
12 15	3 52	8 15	....	27.11	+.....**Dundee**.....δ	12 15	8 18	8 15	.....
12 24	+ –	8 22	....	31.91	.....Azalia.....δ	*a* –	8 06	7 59	.....
12 33	3 50	8 32	....	35.94	+.....**Milan**.....δ	11 54	7 56	7 48	.....
12 50	– –	*s* –	....	45.54	.....**Pittsfield**.....δ	*a* –	*cs*	7 28	.....
1 00	4 18	9 00	....	50.32	+.....**Ann Arbor**.....δ	11 26	7 28	†7 20	.....
P M	4 38	9 23	....	61.73	.....Whitmore Lake.....δ	11 02	7 06	A M	.....
....	4 43	9 29	....	64.51	+.....Hamburg.....δ	10 55	6 58	....	.....
....	4 47	9 36	....	66.84	.....**Lakeland**.....δ	10 50	6 54	....	.....
.....	– –	9 45	....	71.99	.....Chilson.....δ	10 39	6 44	....	.....
.....	5 04	9 54	....	77.13	.....**Annpere**.....δ	10 30	*s* –	....	.....
.....	5 10	9 58	....	79.02	+.....**Howell**.....δ	10 25	6 30	....	.....
.....	5 25	10 10	.	85.37	.....Oak Grove.....δ	10 10	6 18	....	.....
.....	5 32	10 20	....	89.68	.....Cohoctah.....δ	10 02	6 10	....	.....
.....	5 40	10 30	....	94.06	+.....Byron.....δ	9 52	6 02	....	.....
.....	5 05	10 47	....	100.75	+.....**Durand**.....δ	9 40	5 45	....	.....
.....	6 12	10 56	....	103.88	+.....Vernon.....δ	9 20	5 22	....	.....
.....	6 21	11 06	A M	109.18	+.....Corunna.....δ	9 10	5 12	....	P M
.....	6 40	11 20	†635	112.27	+.....**Owosso**.....δ	9 02	5 02	....	11 35
.....	6 45	11 27	6 38	112.93	+.**Owosso Junction**..δ	8 48	4 53	....	11 30
.....	7 12	11 49	7 02	125.39	+.....Elsie.....δ	8 22	4 28	....	11 05
.....	7 21	11 57	7 09	128.95	.....Bannister.....δ	8 12	4 18	....	10 55
.....	7 32	12 07	7 19	133.51	+.....**Ashley**.....δ	8 02	4 10	....	10 44
.....	7 42	12 18	7 29	138.91	.....North Star.....δ	7 50	4 00	....	10 33
.....	7 53	12 29	7 40	143.52	+.....**Ithaca**.....δ	7 40	3 50	....	10 23
.....	8 10	12 45	8 00	150.48	+.....**Alma**.....δ	7 25	3 34	....	10 07
.....	8 35	1 08	8 23	161.29	.....Shepherd.....δ	6 59	3 07	....	9 42
.....	8 55	1 26	8 40	168.91	+....**Mt. Pleasant**....δ	6 44	2 50	....	9 27
.....	9 10	1 40	8 53	175.60	.....Rosebush.....δ	6 28	2 34	....	9 10
.....	9 32	1 57	9 10	183.96	–.....**Clare**.....δ	6 13	2 18	....	8 53
.....	9 42	2 08	9 21	188.83	+ .....Farwell.....δ	6 02	2 09	....	8 42
.....	10 00	*bs*	9 42	199.31	.....Lake George.....	5 41	*sb*	....	8 22
.....	10 07	*bs*	9 50	202.88	.....Clarence.....	5 33	*s* –	....	8 14
.....	10 17	2 42	9 58	205.98	.....Temple.....δ	5 27	1 58	....	8 07
.....	10 36	2 56	10 15	213.90	.....Marion.....δ	5 10	1 28	....	7 49
.....	10 44	*bs*	10 24	217.98	.....Park Lake.....	5 00	*s* –	....	7 38
.....	10 53	3 12	10 33	221.71	+.....McBain.....δ	4 52	1 08	....	7 30
.....	11 02	3 20	10 41	225.70	.....Lucas.....	4 43	12 58	....	7 20
.....	11 20	3 34	10 58	232.35	arr.... +**Cadillac**δ...lve.	†4 30	12 45	....	7 06
.....	P M	3 39	11 05	232.35	lve.....**Cadillac**.....arr.	A M	12 40	....	7 00
.....	.....	4 07	11 35	243.16	.....Boon.....	.....	12 07	....	6 32
.....	.....	4 20	11 52	249.77	.....Harrietta.....δ	.....	11 52	....	6 16
.....	.....	4 30	12 01	254.29	..... Yuma.....δ	.....	11 42	....	6 05
.....	.....	4 42	12 12	259.46	+.....Mesick.....δ	.....	11 32	....	5 53
.....	.....	4 50	12 17	262.60	.....Bagnall.....	.....	11 25	....	5 46
.....	.....	5 07	12 31	270.20	.....Pomona.....	.....	11 06	....	5 27
.....	.....	5 20	12 40	272.75	+.....**Copemish**.....δ	.....	11 00	....	‖5 20
.....	.....	5 28	12 48	275.56	+...**Thompsonville**...δ	.....	10 47	....	5 04
.....	.....	5 40	1 02	283.15	.....Homestead.....	.....	10 32	....	4 50
.....	.....	5 52	1 10	288.06	.....Beulah.....δ	.....	10 22	....	4 40
.....	.....	6 20	1 30	296.96	+.....**Frankfort**.....δ	.....	*1000	....	†4 20
.....	.....	P M	P M	.....	ARRIVE] [LEAVE	.....	A M	....	P M

EXPLANATION OF SIGNS.

Trains marked * run daily.
† Daily, except Sunday.
‡ Daily, except Saturday.
¶ Daily, except Monday.
a Stops only to leave passengers from north of Ann Arbor.
b Stops to take for or leave passengers from points south of Owosso.
c Stops to leave from north of Ithaca.
s Stops Sunday.
‖ Meals.
+ Coupon stations; δ Telegraph stations.

LAKE MICHIGAN STEAMSHIP LINES.

Between Frankfort and Menominee—Leave Frankfort Monday, Wednesday and Friday, 9 30 a.m. Leave Menominee Monday, Wednesday and Friday, 11 45 p m. **Between Frankfort and Manistique**—Leave Frankfort Tuesday, Thursday and Saturday, 9 30 a.m. Leave Manistique Tuesday, Thursday and Saturday, 9 00 p.m. **Between Frankfort, Kewaunee and Manitowoc**—Car Ferry will sail between Frankfort and Manitowoc daily and between Frankfort and Kewaunee twice each week. The public is notified that trips between these ports will not be made on regular schedule, but it is expected that steamer will leave Frankfort about 8 00 p.m , Kewaunee 5 00 a.m. and Manitowoc about 10 00 a.m

SOLID VESTIBULED TRAINS

BETWEEN

TOLEDO and FRANKFORT

The Loveliest Spot on all Lake Michigan

EQUIPMENT.

Trains 1 and 2—Standard Day Coaches, Dining Car and Pullman Observation Car, vestibuled throughout.

Trains 3 and 4—Day Coaches and Observation Parlor Cafe Car. Equipment of this train is constructed of steel, lighted by electricity and cooled by electric fans. It is the only all-steel passenger train in Michigan or Ohio and is unquestionably the handsomest train ever offered for Michigan travel. Vestibuled throughout.

Trains 5 and 6—Day Coaches and Pullman Sleeping Car.

CONNECTIONS.

Toledo—With Penna. Co., Hocking Valley and Cincinnati, Hamilton & Dayton Rys., Wabash R.R., Lake Shore & Mich. So. Ry., Toledo, St. Louis & West. R. R., T. & O. C. Ry. and Wheeling & Lk. Erie R.R.
Federman—With Lake Shore & Michigan Southern Ry.
Milan—With Wabash R.R.
Dundee—With Detroit, Toledo & Ironton Ry.
Pittsfield—With Lake Shore & Michigan Southern Ry.
Ann Arbor—With Michigan Central R.R., Main Line.
Lakeland—With Grand Trunk Ry., Michigan Air Line Division.
Annpere—With Pere Marquette R.R.
Durand—With Grand Trunk Western Div. Grand Trunk Ry. Detroit, Grand Haven & Milwaukee Div. Grand Trunk Ry. Cincinnati, Saginaw & Mackinaw Div. Grand Trunk Ry.
Owosso Junction—With Michigan Central R.R., Saginaw Div., Detroit, Grand Haven & Milwaukee Div. Grand Trunk Ry.
Ashley—With Toledo, Saginaw & Muskegon Div. Grand Trunk Ry.
Alma—With Pere Marquette R.R., Omnibus Line to and from St. Louis.
Clare—With Pere Marquette R.R.
Cadillac—With Grand Rapids & Indiana Ry.
Copemish—With Manistee & North-eastern and Arcadia & Betsy River R.Rs.
Thompsonville—With Pere Marquette R.R.
Frankfort—With steamers for Traverse City, Petoskey, Mackinaw City, St. Ignace, Cheboygan, Charlevoix, Suttons Bay, Kewaunee, Menominee, Sturgeon Bay, Escanaba, Manitowoc, Manistique, Chicago and Milwaukee.
Kewaunee—With Kewaunee, Green Bay & Western R.R.
Menominee—With Chicago & North-Western, Chicago, Milwaukee & St. Paul and Wisconsin & Michigan Rys.
Manistique—With Minneapolis, St. Paul & Sault Ste. Marie Ry. and Manistique & Lake Superior R.R.
Manitowoc—With Minneapolis, St. Paul & Sault Ste. Marie and Chicago & North Western Rys.
Marion—With Manistee & Grand Rapids R.R.

MANISTIQUE & LAKE SUPERIOR RAILROAD COMPANY.

R. R. GOVIN, President, New York, N.Y.
GEO. K. LOWELL, Vice-Prest. and Gen. Mgr., Detroit, Mich.
H. C. DICKINSON, Vice-President, New York, N.Y.
C. J. S. DeVERE, Secretary, "
J. A. ROBINSON, Manager, Manistique, Mich.
B. A. CRAVER, Trainmaster, "
C. H. COX, Auditor, "

.....	No. 1	Mls.	*July 11 1909.*	No. 2	.....	.....
.. ....	†1005 A M	0	lve..**Manistique**[1]..arr.	6 50 P M	.....	.....
.....	10 15 "	2	... Manistique River...	6 45 "	.....	.....
.....	10 30 "	6.5	..... Station 9	6 38 "	.....	.....
.....	10 45 "	11	.....Hiawatha.....	6 20 "	.....	.....
.....	10 55 "	13	.....Beeson's Spur.....	6 10 "	.....	.....
.....	11 20 "	22	.... Steuben.....	5 50 "	.....	.....
.....	11 40 A M	26	..... Klondike	5 35 "	.....	.....
.....	12 01 Noon	29	.....Scott's.....	5 25 "	.....	.....
.....	12 25 "	33	..... Richardson.....	5 00 "	.....	.....
.....	12 40 Noon	37	arr. .**Shingleton**[2] .lve.	†4 50 P M	.....	.....

Connections.—[1] With Minneapolis, St. Paul & Sault Ste. Marie Ry. and Ann Arbor R.R. [2] With Duluth, South Shore & Atlantic Ry.

DETROIT, TOLEDO & IRONTON RAILWAY COMPANY.

GEO. K. LOWELL, BENJ. S. WARREN, THOS. D. RHODES, Receivers.

GEO. K. LOWELL, General Manager for Receivers, Detroit, Mich.
BENJ. S. WARREN, General Counsel for Receivers, "
THOS. D. RHODES, Receiver, 30 Broad Street, New York.
J. A. STRUBEL, Receivers' Secretary, Detroit, Mich.
T. D. HINCHCLIFFE, Auditor, "
E. C. DAVIS, Cashier, "
J. H. FRASER, General Superintendent, Toledo, O.
H. B. WARNER, Division Superintendent, Springfield, O.
W. M. LOCKARD, Division Superintendent, "
BERT POWERS, Master of Trains and Engines, "

R. B. RANDERSON, Superintendent Car Service, Toledo, O.
R. TAWSE, Superintendent Motive Power, "
J. WANBECQ, Resident Engineer, "
J. J. KIRBY, General Passenger Agent, Detroit, Mich.
H. C. BELL, General Freight Agent, "
H. A. FIDLER, Division Freight Agent, Ironton, O.
J. F. BLUMENSTEIL, Division Freight Agent, Springfield, O.
D. W. DIRR, Division Freight Agent, Detroit, Mich.
F. B. PETERS, Traveling Freight Agent, Ironton, O.
D. BINKHORST, Gen. Immigration and Indus. Agt., Detroit, Mich.

DETROIT, TOLEDO & IRONTON RAILWAY COMPANY.

CORPORATE OFFICERS:

EUGENE ZIMMERMAN, President, Detroit, Mich.
F. A. DURBAN, Vice-President, Zanesville, O.
GEO. K. LOWELL, Vice-Prest. and Gen. Manager, Detroit, Mich.
C. CASPER NILES, Secretary, New York, N.Y.

DETROIT, TOLEDO & IRONTON RAILWAY.

7	5	3	1	Mls	*June* 20, 1909.	6	4	2	8	12
			A M		LEAVE} {ARRIVE			P M		
			†7 30	0	+Detroit(*M.C. Depot*) ♂			6 05		
			7 52	7	.....Delray..... ♂			5 40		
			8 00	11	.....Ecorces.....			– –		
			8 05	14	+....Wyandotte.... ♂			5 20		
			8 14	19	.....Trenton.....			5 08		
			8 28	25	+.... Flat Rock .... ♂			4 53		
			8 41	31	+....Carleton .... ♂			4 40		
			8 52	36	.....Scofield..... ♂			4 26		
			8 57	38	.....Maybee.....			4 20		
		P M	9 17	46	+.....Dundee..... ♂		Noon	4 00		
		†4 00	9 57	62	+....Tecumseh.... ♂		12 20	3 15		
		4 20	10 20	71	+.....Adrian..... ♂		11 58	2 54		
		4 37	10 39	79	.....Sand Creek.... ♂		11 41	2 37		
		4 54	10 56	86	..... Bimo..... ♂		11 25	2 21		
		5 01	11 03	89	.....Denson..... ♂		11 19	– –		
		5 27	11 31	99	+....Wauseon .... ♂		10 53	1 54		
		5 56	11 55	110	+....Napoleon.... ♂		10 25	†1 30		
		6 12	A M	117	+.....Malinta..... ♂		10 04	P M		
		6 28		124	+.....Hamler..... ♂		9 48			
		6 45		133	+.....Leipsic..... ♂		9 25			
		6 58		139	+.....Ottawa..... ♂		9 11			
		7 14		147	+Columbus Grove ♂		8 55			
	A M	7 27		153	.....Cairo.....	P M	8 42			
	*8 45	7 46		160	+.....Lima..... ♂	8 50	8 25			
	8 53	7 55		159	..... East Lima.....	8 22	†8 10			
	9 12	P M		169	..... Uniopolis..... ♂	8 02	A M			
	9 19			173	.....St. John's..... ♂	5 55				
	9 23			174	.....Slater ..... ♂	5 51				
	9 37			181	+..Jackson Center.. ♂	5 57				
	9 48			185	.....Maplewood.... ♂	5 27				
	10 04			191	+.....Quincy..... ♂	5 15				
	10 18			197	.....Rosewood..... ♂	5 02				
	10 34			203	+.....St. Paris..... ♂	4 50				
	10 49			210	.....Thackery..... ♂	4 37				
	11 02			215	.... Tremont City .. ♂	4 19				
P M	11 20			223	ar.} {+.Springfield. ♂ {lv.	4 00			A M	
†6 30	11 25			223	lv.} {ar.	3 50			9 15	
6 01	12 04			237	+.So. Charleston. ♂	3 13			8 42	
6 14	12 15			243	+....South Solon.... ♂	3 01			8 30	
6 28	12 27			250	+..Jeffersonville.. ♂	2 50			8 16	
6 36	12 33			253	.....Parrotts.....	2 43			8 09	
6 40	12 37			255	.....Heglers.....	2 38			8 05	
7 01	12 50			260	+WashingtonC.H. ♂	2 25			7 53	
7 19	1 06			268	.....Good Hope.... ♂	2 06			7 30	
7 34	1 19			275	+... Greenfield ... ♂	1 52			7 18	
7 38	1 21			276	.....Thrifton..... ♂	1 49			7 14	
8 00	1 53			286	+.... Bainbridge.... ♂	1 25			†6 50	
P M	2 28			298	.....Summit..... ♂	12 57			A M	
	2 55			309	+.....Waverly..... ♂	12 29				
	2 59			310	.....Glen Jean.... ♂	12 26				
	3 11			316	.....Givens.....	12 14				
	3 24			321	+.....Beaver..... ♂	12 04				
	3 28		11	324	..... Glade	11 59				
	3 34		A M	326	..... Cove.....	11 54				P M
	3 58		†7 28	334	+.....Jackson ..... ♂	11 40				6 10
	4 50		8 20	358	....Bloom Junction.. ♂	10 46				5 10
	5 00		8 32	362	..... Andre	10 35				5 00
	5 12		8 42	367	.....Crawford.....	10 25				4 48
	5 23		8 53	372	.....Goldcamp.....	10 14				4 37
	5 35		9 05	377	..Lisman Junction ♂	10 02				4 25
	5 38		9 08	378	..... Etna.....	9 57				4 22
	5 43		9 13	379	.....Royersville	9 52				4 17
	5 45		9 15	380	.....Vesuvius.....	9 50				4 15
	5 50		9 22	382	..... La Grange.....	9 45				4 10
	6 00		9 35	386	+.....Ironton..... ♂	*9 35				†4 00
	P M		A M		ARRIVE} {LEAVE	A M				P M

DEAN BRANCH.

No. 20	No. 18	Mls	*June* 20, 1909.	No. 17	No. 19
			LEAVE} {ARRIVE		
†4 30 P M	†7 36 A M	0	.. Lisman Junction. ♂	8 25 A M	5 10 P M
4 33 "	7 38 "	1	.....Lawrence.....	8 20 "	5 05 "
4 38 P M	7 43 A M	3	.....Bartles.....	8 15 A M	5 00 P M
4 45 P M	8 00 A M		arr..... Center.....lve	†8 00 A M	†4 50 P M
		4	.....Dean.....		
			ARRIVE} {LEAVE		

WELLSTON BRANCH.

No. 12	No. 68	Mls	*June* 20, 1909.	Mls	No. 11	No. 67
†6 10 P M	†5 15 A M	0	lve.....Jackson ♂..arr.	20	7 26 A M	5 30 P M
6 20 "	5 23 "	3	.....Chapmans	17	7 13 "	5 20 "
6 26 "	5 28 "	5	.....Coalton.....	15	7 08 "	5 05 "
6 32 "	5 33 "	7	.....Glen Roy.....	13	7 03 "	4 50 "
6 46 P M	5 45 "	10	.....Wellston..... ♂	10	†6 55 A M	4 35 "
	6 10 "	13	..... Ratchford.....	7		4 05 "
	6 35 "	16	.....Lincoln.....	4	.....	3 40 "
	7 00 A M	20	arr.....Cornelia....lve.	0		†3 30 P M

Electric Car connections between Jackson and Wellston—hourly service.

KINGMAN BRANCH.

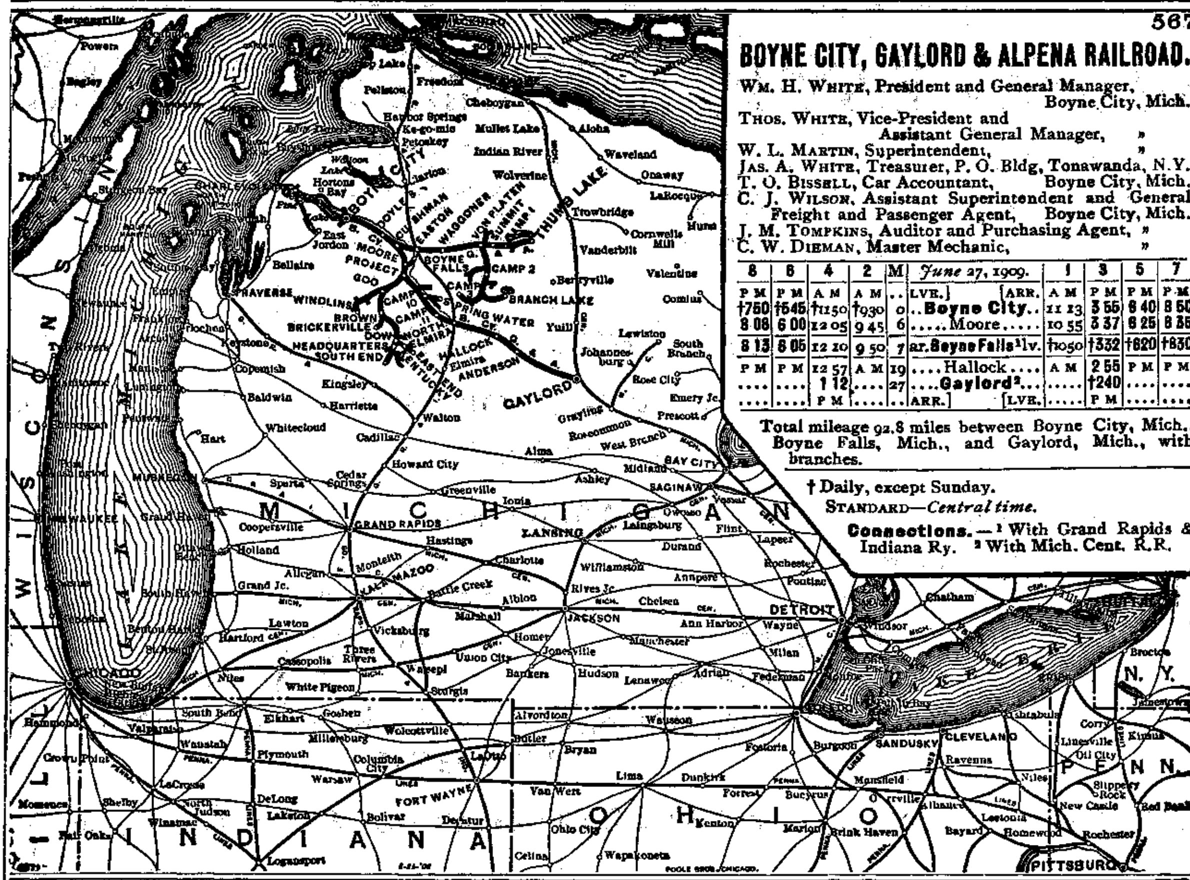
	No. 63	No. 61	Mls	*June* 20, 1909.	No. 62
	†2 45 P M		0	lve...Sedalia...arr.	2 45 P M
	3 05 "		4	.....Buchwalter.....	2 25 "
	3 25 P M	†10 15 A M	7	..Jeffersonville...	1 55 "
		10 40 "	12	.....Octa	1 35 "
		10 55 "	15	.....Pearsons.....	1 20 "
		11 05 "	17	..... Bowersville.....	1 10 P M
		11 25 "	22	.....Port William....	12 50 Noon
		11 40 "	25	.....Ogles.....	12 35 "
		11 50 A M	27	.....McKays.....	12 25 "
		12 05 Noon	31	arr..Kingman...lve.	†12 05 Noon

Trains marked * run daily; † daily, except Sunday.
+ Coupon stations; ♂ Telegraph stations. STANDARD—*Central time.*

CONNECTIONS.

Detroit—With Pere Marquette R.R., Canadian Pacific Ry., Wabash and Mich. Central R.Rs., Lake Shore & Mich. So. and Grand Trunk Rys.
Delray—With Pere Marquette, Wabash, Michigan Central R.Rs., and Lake Shore & Michigan Southern Ry.
Wyandotte—With Lake Shore & Mich. So. Ry. and Mich. Cent. R.R.
Trenton—With Lake Shore & Mich. So. Ry. and Mich. Cent. R.R.
Carleton—With Pere Marquette R.R.
Dundee—With Ann Arbor R.R. and Lake Shore & Michigan Southern Ry.
Tecumseh—With Lake Shore & Michigan Southern Ry.
Adrian—With Wabash R.R. and Lake Shore & Michigan Southern Ry.
Bimo—With Fayette Branch Lake Shore & Michigan Southern Ry.
Wauseon—With Wabash R.R. and Lake Shore & Mich. Southern Ry.
Napoleon—With Wabash R.R.
Malinta—With Toledo, St. Louis & Western R.R.
Hamler—With Baltimore & Ohio R.R.
Leipsic—With New York, Chicago & St. Louis R.R. (Nickel Plate) and Cincinnati, Hamilton & Dayton Ry.
Ottawa—With Cincinnati, Hamilton & Dayton Ry.
Columbus Grove—With Northern Ohio and Cin. Ham. & Dayton Rys.
Lima—With Erie and Lake Erie & Western R.Rs., Pennsylvania Co. and Cincinnati, Hamilton & Dayton Ry.
Slater—With Ohio Central Lines.
Quincy—With Cleve. Cin. Chic. & St. Louis Ry. (Big Four Route).
St. Paris—With Pittsburgh, Cin. Chic. & St. Louis Ry. (Penna. Co.).
Springfield—With Cleve. Cin. Chic. & St. Louis Ry. (Big Four Route); Pittsburgh, Cin. Chic. & St. Louis Ry. (Penna. Co.) and Erie R.R.
South Charleston—With Pittsburgh, Cin. Chic. & St. L. Ry. (Penna. Co.).
Jeffersonville—With Kingman Branch Detroit, Toledo & Ironton Ry.
Octa—With Cincinnati, Hamilton & Dayton Ry.
Washington C. H.—With Midland Division Baltimore & Ohio R.R. Cin. Ham. & Dayton Ry. and Cin. & Muskingum Valley R.R.
Greenfield—With Baltimore & Ohio Southwestern R.R.
Thrifton—With Baltimore & Ohio Southwestern R.R.
Waverly—With Norfolk & Western Ry.
Glen Jean—With Norfolk & Western Ry.
Jackson—With Baltimore & Ohio Southwestern R.R., Hocking Valley Ry. and Jackson & Wellston Electric Belt Ry.
Wellston—With Baltimore & Ohio Southwestern R.R., Cincinnati, Hamilton & Dayton Ry. and Jackson & Wellston Electric Belt Ry.
Dean—With Cincinnati, Hamilton & Dayton Ry.
Lisman Junc.—With Dean and Centre Branches Det. Tol. & Ironton Ry.
Ironton—With Norfolk & Western and Chesapeake & Ohio Rys.

For Map, see page 564.



BOYNE CITY, GAYLORD & ALPENA RAILROAD.

WM. H. WHITE, President and General Manager, Boyne City, Mich.
THOS. WHITE, Vice-President and Assistant General Manager, "
W. L. MARTIN, Superintendent, "
JAS. A. WHITE, Treasurer, P. O. Bldg, Tonawanda, N.Y.
T. O. BISSELL, Car Accountant, Boyne City, Mich.
C. J. WILSON, Assistant Superintendent and General Freight and Passenger Agent, Boyne City, Mich.
J. M. TOMPKINS, Auditor and Purchasing Agent, "
C. W. DIEMAN, Master Mechanic, "

8	6	4	2	M	*June 27, 1909.*	1	3	5	7
P M	P M	A M	A M	..	LVE.] [ARR.	A M	P M	P M	P M
†7 50	†6 45	†11 50	†9 30	0	..**Boyne City**..	11 13	3 55	6 40	8 50
8 08	6 00	12 05	9 45	6	.....Moore.....	10 55	3 37	6 25	8 35
8 13	6 05	12 20	9 50	7	ar.**Boyne Falls**[1] lv.	†10 50	†3 32	†6 20	†8 30
P M	P M	12 57	A M	19	....Hallock....	A M	2 55	P M	P M
....	....	1 12	....	27	....**Gaylord**[2]...	....	†2 40	....	....
....	....	P M	....	..	ARR.] [LVE.	....	P M	....	....

Total mileage 92.8 miles between Boyne City, Mich., Boyne Falls, Mich., and Gaylord, Mich., with branches.

† Daily, except Sunday.
STANDARD—*Central time.*

Connections.—[1] With Grand Rapids & Indiana Ry. [2] With Mich. Cent. R.R.

MUTUAL TRANSIT CO.

OPERATING THE STEEL STEAMERS

Northern King **Northern Queen** **Minneapolis** **Wm. Castle Rhodes**
Northern Light **Northern Wave** **St. Paul**
North Lake **North Sea** **North Wind** **Huron**

—BETWEEN—

BUFFALO, N.Y., FAIRPORT, O., CLEVELAND, O., WINDSOR, ONT.

—AND—

Duluth, Minn. **Superior, Wis.** **Houghton, Mich.**
Hancock, Mich. **Green Bay, Wis.** **Gladstone, Mich.**
Hubbell, Mich. **Dollar Bay, Mich.**

Navigation suspended from about December 5th until April 10th

CHAS. M. HEALD, President and General Manager.
H. S. NOBLE, Assistant Manager.
P. D. CHANDLER, General Freight Agent.
W. E. EVANS, Auditor and Claim Agent.

General Offices: BUFFALO, NEW YORK.

L. W. LAKE, General Eastern Agent, 82 Wall St., New York.
W. H. ZELIFF, Traveling Freight Agent, Philadelphia, Pa.
W. K. YOUNG, General Agent, Pittsburgh, Pa.
W. B. RIDDLE, General Agent, Buffalo, N.Y.
P. H. DIVER, General Agent, Cleveland, O.
F. W. WINSHIP, General Agent, Duluth, Minn.
P. L. STUART, New England Agent, Boston, Mass.
D. R. PECK, General Western Agent, Minneapolis, Minn.
C. B. BAKER, General Agent, St. Paul, Minn.
F. FAIRCHILD, General Agent, Minneapolis, Minn.
C. W. ROBINSON, Traveling Freight Agent, St. Paul, Minn.
M. J. SEABROOK, General Agent, Seattle, Wash.
C. A. GOULD, Traveling Freight Agent, Spokane, Wash.
GEO. E. ROSS, Agent, Hancock, Mich.

NORTHERN MICHIGAN TRANSPORTATION COMPANY.

A. E. CARTIER, President.
J. SEYMOUR, Vice-President.
E. W. SEYMOUR, Secretary and General Manager.
R. F. CHURCH, Treas. and Gen. Fht. and Pas. Agt.

J. C. CONLEY, Asst. Gen. Pas. Agt. and Ticket Agt.
C. A. DONLIN, Assistant General Freight Agent.
C. E. BARRY, Assistant General Freight Agent.
R. S. HAIR, Traveling Passenger Agent.

OFFICES AND DOCK—East End of Michigan Street, Chicago, Ill.

EAST SHORE DIVISION.

DURING SEASON OF NAVIGATION STEAMERS LEAVE CHICAGO FOR

Ludington, Manistee, Frankfort, Traverse City, Charlevoix, Harbor Springs, Old Mission, Petoskey, St. Ignace, Elk Rapids, Bay View, Mackinac Island, Cheboygan.

SERVICE DISCONTINUED UNTIL APRIL 1, 1910.

WEST SHORE DIVISION—CHICAGO to WAUKEGAN, ILL., and KENOSHA, WIS.

Steamers leave CHICAGO 6 00 p.m. DAILY SERVICE THE YEAR AROUND.

CHICAGO, RACINE AND MILWAUKEE LINE.

(Successors to Barry Transportation Co.)

W. A. CARTIER, President.
JOHN BARRY, Vice-President.
E. W. SEYMOUR, General Manager.

R. J. BARRY, Secretary.
L. C. BUTLER, Auditor.
R. F. CHURCH, Treas. & Gen. Fht. & Pas. Agt.

E. O. HENDERSON, General Agent.
C. A. DONLIN, Asst. Gen. Freight Agent.
C. E. BARRY, Asst. Gen. Freight Agent.

NORTHBOUND—DAILY		SOUTHBOUND—DAILY	
Leave **Chicago**	8 00 P M	Leave **Milwaukee**	8 00 P M
Leave **Racine**	1 00 A M	Leave **Racine**	10 30 P M
Arrive **Milwaukee**	5 00 A M	Arrive **Chicago**	5 00 A M

DAILY SERVICE THE YEAR AROUND. OFFICES AND DOCK—East End of Michigan Street, Chicago, Ill.

MICHIGAN, INDIANA AND ILLINOIS LINE.

GENERAL OFFICE—RAILWAY EXCHANGE, CHICAGO.

JOY MORTON, President.
DANIEL PETERKIN, Vice-Prest. & Treasurer.
STERLING MORTON, Sec'y.

W. J. TOMKINS, Gen. Mgr.
E. K. WARREN, Asst. Sec'y & Treasurer.

S.S. JOHN OADES, 2000 Tons.
S.S. MARION, 1000 Tons. S.S. NORMANDIE, 800 Tons.

Steamers of this line will leave **Manistee** or **Ludington** Mondays, Wednesdays and Fridays, and returning will leave **Chicago** Tuesdays, Thursdays and Saturdays.

Subject to special announcement calls will be made at Duluth, Milwaukee, Manitowoc, Sheboygan and Superior, Wis.

Subject to special announcement sailings will be made from Manistee, Marine City, St. Clair, Ludington, Bay City, Port Huron and Wyandotte, Mich., to Toledo, O.

Subject to special announcement sailings will be made from Buffalo, N. Y., to Port Huron, Chicago Milwaukee, Sheboygan, Manitowoc and Duluth.

Schedule of sailings subject to change without notice.

May, 1909.

ASHLEY & DUSTIN'S STEAMER LINE. "Put-in-Bay Route."

E. A. DUSTIN, General Manager.
W. H. MCFALL, JR., Gen. Pas. Agt.
O. S. DUSTIN, Gen. Freight Agent.
W. C. ATCHESON, Traveling Agent.
General Offices—Detroit, Mich.

Spring Service, commencing April 12th.

Steamer leaves Detroit Monday, Wednesday and Friday 8 00 a.m. for Sandusky and intermediate points. Returning, leaves Sandusky Tuesday, Thursday and Saturday 7 30 a.m., arriving at Detroit 1 00 p.m.

Summer Schedule, commencing June 12th. Steamer Kirby.

Southbound.		*Standard Central time.*		Northbound.	
Sunday.	Week-days	LEAVE	ARRIVE	Week-days	Sunday.
9 00 A M	8 00 A M	..... **Detroit**	.....	9 00 P M	9 00 P M
5 30 P M	11 30 A M	..... Put-in-Bay	.....	5 00 P M	5 00 P M
3 45 P M	11 45 A M	..... Middle Bass	.....	4 45 P M	– –
4 30 P M	12 30 Noon	..... Kelley's Island	.....	4 15 P M	11 15 A M
– –	1 05 P M	..... Cedar Point	.....	3 40 P M	– –
6 00 P M	1 20 P M	arr. ..... **Sandusky**	..... lve.	3 30 P M	10 30 A M

Sunday steamer *Kirby* runs to Put-in-Bay only, connecting with steamer *Arrow* to and from Sandusky. Going south connection made at Put-in-Bay daily with steamers for Cleveland, Toledo and Lakeside; at Sandusky by rail for all points south. Going north passengers that arrive at Put-in-Bay from Cleveland, Toledo and Lakeside take passage on the *Kirby* for Detroit.

Goodrich Transit Co.

OFFICIALS OF THE GOODRICH TRANSIT CO.

A. W. GOODRICH, President,	Chicago, Ill.
E. L. UPTON, Vice-President,	"
W. J. LOUDERBACK, Treasurer,	"
H. W. THORP, General Manager,	"
D. M. COCHRANE, Superintendent,	"
W. S. WILLARD, General Auditor,	"
E. M. LANGRELL, Purchasing Agent,	"
CHAS. B. HOPPER, Gen. Freight Agt.,	"
R. C. DAVIS, Gen. Passenger Agent,	"
C. V. HOWARD, Gen. Agt. Pas. Dept.,	"
W. M. HERBST, Agent Freight Dept.,	"
W. P. O'CONNOR, Gen. Agt.,	Milwaukee, Wis.
P. ROBBINS, Gen. Mich. Agt.,	Grand Rapids, Mich.
C. F. GLEW, General Agent,	Muskegon, Mich.
J. A. BROWN, Agent,	Racine, Wis.
A. J. AUTON, Gen. Agt.,	Manitowoc, Wis.
GEO. SULLIVAN, Gen. Agt.,	Sheboygan, Wis.

General Offices and Docks—

Foot Michigan Avenue,	Chicago, Ill.
City Ticket Office, 101 Adams Street,	"
Docks, Foot Sycamore Street,	Milwaukee, Wis.
City Ticket Office, 91 Monroe Street,	Grand Rapids, Mich.

CHICAGO AND MILWAUKEE LINE.

NORTHBOUND.	Daily, except Sunday.
Lve. Chicago	8 15 P M
Lve. Racine	1 00 A M
Arr. Milwaukee	5 00 A M

SOUTHBOUND.	Daily, except Sunday.
Lve. Milwaukee	8 15 P M
Lve. Racine	10 30 P M
Arr. Chicago	5 00 A M

NORTHBOUND.
Lve. Chicago
Arr. / Lve. Milwaukee
Lve. Sheboygan
Arr. / Lve. Manitowoc
Lve. Kewaunee
Lve. Algoma
Arr. / Lve. Sturgeon Bay
Arr. / Lve. Green Bay
Arr. Marinette
Lve. Menominee
Lve. Fish Creek
Lve. Ephraim
Arr. Sister Bay
Arr. Washington Island
Arr. Escanaba
Arr. Mackinac Island

SOUTHBOUND.
Lve. Mackinac Island
Arr. / Lve. Escanaba
Lve. Washington Island
Lve. Sister Bay
Lve. Ephraim
Lve. Fish Creek
Arr. Menominee
Lve. Marinette
Arr. / Lve. Sturgeon Bay
Lve. Algoma
Lve. Kewaunee
Arr. / Lve. Manitowoc
Lve. Sheboygan
Arr. / Lve. Milwaukee
Arr. Chicago

CHICAGO, GRAND HAVEN, MUSKEGON, GRAND RAPIDS AND WHITE LAKE LINE.

EASTBOUND.	Mon., Wed. and Fri.
Lve. Chicago (*Steamer*)	7 45 P M
Arr. Grand Haven "	5 00 A M
Arr. Muskegon "	7 30 A M
Arr. White Lake (Sylvan Beach Michillinda) "	
Arr. White Hall "	
Lve. Grand Haven. (*Interurban Ry.*)	5 25 A M
Arr. Grand Rapids "	6 30 A M

WESTBOUND.	Tues., Thur. and Sat.
Lve. Grand Rapids. (*Interurban Ry.*)	7 55 P M
Arr. Grand Haven "	8 05 P M
Lve. White Hall (*Steamer*)	
Lve. White Lake (Sylvan Beach Michillinda) "	
Lve. Muskegon "	7 00 P M
Lve. Grand Haven "	8 15 P M
Arr. Chicago "	6 00 A M

SOUTH HAVEN LINE STEAMERS

Chicago and South Haven Steamship Company

THE GREATEST RESORT ROUTE ON LAKE MICHIGAN

P. NOUD, President.
G. T ARNOLD, Vice-President.
W. H. COCHRANE, General Manager.

D. K. COCHRANE, Secretary.
G. B. CALDWELL, Treasurer.
C. L. BEIGH, Auditor.

F. L. COMSTOCK, Gen. Freight Agent.
C. H. MILLER, Agent Freight Dept.
F. H. SWIFT, Michigan Agent.

GENERAL OFFICE AND DOCKS: NORTH END CLARK STREET BRIDGE.

SIX UNITED STATES MAIL STEAMERS

NEW STEEL STEAMSHIP "CITY OF SOUTH HAVEN."

Fastest Steamships on Fresh Water. Passenger Capacity, 3,000 People. Speed, 21 Miles per Hour.

—BETWEEN—

Chicago, South Haven, Saugatuck and Douglas

SCHEDULE:

Leave Chicago, June 19th to Sept. 8th, 9 30 a.m. and 9 00 p.m. daily, except Sunday; 2 00 p.m. and 11 30 p.m. Saturday; 10 00 a.m. Sunday.
Leave South Haven, June 19th to Sept. 8th, 5 00 p.m. and 9 00 p.m. daily, except Saturday; 9 00 a.m., 4 30 p.m. and 7 30 p.m. Saturday.

Passenger Rates between Chicago and South Haven: One Way, $1.00; Round Trip, $1.50.
$1.00 Round Trip Day Excursions, Good on Day Boat only, returning same day.

The Short and Popular Route to Kalamazoo, Battle Creek and Jackson, Lawton, Paw Paw Lake and Lake Cora, Mich., Michigan's Popular Summer Resorts.

BAGGAGE CHECKED THROUGH TO DESTINATION.

ABILENE & SOUTHERN RAILWAY.

MORGAN JONES, President, Abilene, Tex.
W. E. KAUFMAN, Secretary, Treasurer and Auditor, "
E. P. HUDDLESTON, Gen. Freight and Passenger Agt., "
Principal Offices—Abilene, Tex.

	Mixed.	Mls	October, 1909.		Mixed.		
			LEAVE]	[ARRIVE			
	*8 30 A M	0	Abilene		6 30 P M		
	8 55 "	8.0	Iberis		6 05 "		
	9 55 "	20.0	Ovalo		5 15 "		
	10 25 "	27.5	Bradshaw		4 40 "		
	11 25 "	38 2	Winters		3 50 "		
	11 55 A M	45.9	Hatchel		3 10 "		
	12 30 Noon	54.0	Ballinger		*2 30 P M		
			ARRIVE]	[LEAVE			

Mileage operated, 55 miles. Proposed construction, 150 miles.
Trains marked * run daily. STANDARD—*Central time.*

CONNECTIONS.

At Abilene—With the Wichita Valley Ry. and the Texas & Pacific Ry.
At Ballinger—With the Gulf, Colorado & Santa Fe Ry.

LOTBINIERE & MEGANTIC RAILWAY.

G. W. ROBINS, Superintendent, Lyster, Que.

Train leaves **Lyster**[1] †8 15 a.m., for **Villeroy**[2] (13 miles), arriving St. Jean des Chaillons (30 miles) 10 00 a.m. Returning, leaves St. Jean des Chaillons †12 30 noon, arriving at Lyster 2 45 p.m. *March*, 1908.
†Daily, except Sunday. *Eastern time.*

Connections.—[1] With Grand Trunk Ry. [2] With Intercolonial Ry.

RIO GRANDE RAILROAD.

C. B. RODGERS, President and General Manager, Kingsville, Tex.

Trains leave **Brownsville**[1] for Point Isabel (20 miles) *9 00 a.m., *b* 5 30 p.m. Returning, leave Point Isabel *c* 7 00 a.m., *b* 3 30, *a* 5 00 p.m.
† Daily; *a* daily, except Saturday and Sunday; *b* Saturday and Sunday; *c* Sunday and Monday. *June* 1, 1909.

Connection.—[1] With St. Louis, Brownsville & Mexico Ry.

GIDEON & NORTH ISLAND RAILROAD.

N. V TURNER, Secretary and General Manager, Malden, Mo.

This road extends from **Malden**[1] to Five Point (2 miles), Baxter (4 miles), Sarff (6 miles), **Gideon**[2] (8 miles) and **Glendale** (12 miles). Operated for freight service only. *October*, 1908.

Connections.—[1] With St. Louis & San Francisco R.R. [2] With St. Louis & San Francisco R.R.

CHICAGO NAVIGATION COMPANY.

G. T. ARNOLD, President.
D. K. COCHRANE, Secretary and Treasurer.

S. B. COCHRANE, Traffic Manager.
J. W. STURDIVANT, Auditor.

MAGNIFICENT STEEL PASSENGER STEAMSHIPS

OPERATING DAILY BETWEEN

Chicago and Waukegan, Ill.

Season 1909 opens June 26th.

CONNECTIONS.—At Chicago—With all railroads.

Office and Docks—Wells Street Bridge, Chicago, Ill.

THE MINNESOTA & NORTH WISCONSIN RAILROAD COMPANY.

D. F. Brooks, President.
M. J. Scanlon, Vice-President.
P. R. Brooks, Treasurer.
H. E. Gipson, Secretary.

J. P. Keyes, General Manager, Scanlon, Minn.
S. D. Brooks, Gen. Supt., "
H. K. Brooks Gen. Fht. Agt., "

General Offices—Minneapolis, Minn.

	No. 1	Mls	February, 1907.	Mls	No. 2	No. 2
.....	†10 50 A M	0	lve.....**Scanlon**[1]...arr.	44	4 60 P M	.....
.....	11 05 "	5	.....Finntown.....	39	4 40 "	.....
.....	11 23 A M	11	arr...**Adolph Junc**..lve.	33	4 21 P M	.....
.....	†11 25 A M	11	lve...**Adolph Junc**..arr.	1	.....	11 33 A M
.....	11 28 A M	12	arr.....**Adolph**[2]....lve.	0	.....	†11 30 A M
.....	11 35 A M	11	lve...**Adolph Junc**..arr.	33	4 20 P M	
.....	11 38 "	12	.....Keyes.....	32	4 18 "	
.....	11 50 A M	16	.....Martin.....	28	4 08 "	
.....	12 08 Noon	22	.....Beaver.....	22	3 55 "	
.....	12 14 "	24	.....Gipson.....	20	3 50 "	
.....	12 25 "	28	.....Brooks.....	16	3 37 "	
.....	12 27 "	29	.....Rehbine.....	15	3 35 "	
.....	12 35 "	32	.....Colbroth.....	12	3 26 "	
.....	12 40 "	34	.....Ross.....	10	3 21 "	
.....	12 42 Noon	35	arr...**Alden Junc**..lve.	9	3 18 P M	
.....	†12 43 Noon	35	lve...**Alden Junc**..arr.	4	1 17 P M	
.....	12 50 Noon	37	.....Gallagher Lake.....	2	— —	
.....	1 00 P M	39	arr...**Alden Lake**..lve.	0	†1 05 P M	
.....	1 18 P M	35	lve...**Alden Junc**..arr.	9	3 17 P M	
.....	1 25 "	37	.....Bolin.....	7	3 11 "	
.....	1 34 P M	40	arr..**Sucker River**..lve.	4	3 02 P M	
.....	†1 35 P M	40	lve..**Sucker River**..arr.	3	1 58 P M	
.....	1 45 P M	43	arr.....**West**.....lve.	0	†1 47 P M	
.....	1 58 P M	40	lve..**Sucker River**..arr.	4	3 00 P M	
.....	2 02 P M	42	arr..**Hurd Junction**.lve.	2	2 56 P M	
.....	†2 05 P M	42	lve..**Hurd Junction**.arr.	4	2 32 P M	
.....	2 17 P M	46	arr.....**Hurd**.....lve.	0	†2 20 P M	
.....	2 33 P M	42	lve..**Hurd Junction**.arr.	2	2 55 P M	
.....	2 35 "	43	.....Hurley.....	1	2 53 "	
.....	2 38 P M	44	arr.....**Carolan**....lve.	0	†2 50 P M	

† Daily, except Sunday.
Connections.—[1] With Northern Pacific and Great Northern Rys. [2] With Duluth, Missabe & Northern Ry.
Central time.

MARITIME COAL, RAILWAY & POWER CO. (LIMITED).

David Mitchell, General Manager, Chignecto, Nova Scotia.

Trains leave **Maccan,**[1] **N.S.,** †8 30 a.m., †12 50 noon for River Hebert, arriving Joggins (12 miles) 9 15 a.m., 1 35 p.m. Returning, leave Joggins †7 00, †11 00 a.m., arriving Maccan 7 45, 11 45 a.m.

Branch line, operated for freight only, extends from Chignecto, N.S., to Maccan (3 miles).

December, 1907.

† Daily, except Sunday. Standard—*Atlantic time.*

Connection.—[1] With Intercolonial Ry.

"THE OLD RELIABLE."

Diamond Jo Line Steamers

THE GREAT RIVER ROUTE.

Comfort. Safety. Speed. Economy. Pleasure. Luxury.

NAVIGATION CLOSED

Between St. Louis and St. Paul

Via this Route only can the famed scenery of the Mississippi Valley be best enjoyed.

Write for circulars, souvenirs, etc.

JAY MORTON, President, Chicago, Ill. **JOHN KILLEEN, Superintendent,** Dubuque, Ia.

General Offices—St. Louis, Mo.

ISAAC P. LUSK, Gen. Freight and Passenger Agt., St. Louis, Mo.
HARRY CLARK, General Agent, St. Paul, Minn.

November, 1909.

Pere Marquette Line Steamers

PERE MARQUETTE LINE STEAMERS

LUDINGTON ROUTE

BETWEEN

Milwaukee, Wis. and Ludington and Manistee, Mich.

FOR FREIGHT AND PASSENGER SERVICE

Steamships Pere Marquette 3 and 4 leave Milwaukee, Pere Marquette Dock, 68 West Water Street, for Ludington, Manistee, Pentwater, Onekama, Arcadia and Frankfort, connecting at Ludington with Pere Marquette R.R. for all Michigan, Eastern and Canadian points.

Irregular Service during the Winter months.

GUS KITZINGER, Prest. & Gen. Manager, MANISTEE, MICH.

F. C. REYNOLDS, Vice-Prest. & Traf. Manager, MILWAUKEE, WIS.

December, 1909.

BLANEY & SOUTHERN RAILWAY.

William Mueller, Jr., President and Gen. Manager.
William Mueller, Treasurer.

James Jeffrey, Secretary.
F. W. Bunker, Superintendent.

General Offices—Blaney, Mich.

Pas'nger.	Pas'nger.	Ms	November 1, 1908.	Pas'nger.	Pas'nger.
.....	.....	...	LEAVE] [ARRIVE	.....	.....
†4 20 P M	†7 30 A M	0	.....**Bear Creek**.....	10 30 A M	6 40 P M
4 30 "	8 00 "	1	.....Blaney.....	10 00 "	6 30 "
4 40 "	8 10 "	2	.....Mooreville.....	9 45 "	6 25 "
4 50 P M	8 20 A M	4	.....**Camp No. 14**.....	9 30 A M	6 15 P M
.....	.....	9	.....**Camp No 15**.....	.....	.....
.....	.....	11	.....**New Kentucky**.....	.....	.....
.....	.....	13	.....**Camp No. 16**.....	.....	.....
4 55 P M	8 25 A M	5	.....**Nicholsonville**.....	9 20 A M	6 05 P M
5 00 "	8 30 "	5½	.....Saint Thomas.....	9 15 "	6 00 "
5 20 P M	8 50 A M	8	.....**Blaney Junction**[1].....	†9 00 A M	†5 45 P M
.....	.....	...	ARRIVE] [LEAVE	.....	.....

Trains marked † run daily, except Sunday. *Central time.*

Connection.—[1] With Minneapolis, St. Paul & Sault Ste. Marie Ry.

WASHINGTON, IDAHO & MONTANA RY. CO.

F. H. THATCHER, President, Winona, Minn.
F. E. WEYERHAEUSER, Vice-President, St. Paul, Minn.
F. S. BELL, Treasurer, Winona, Minn.
A. W. LAIRD, Assistant Treasurer, Potlatch, Idaho.
C. B. MUSSER, Secretary, Muscatine, Ia.
WILLIAM DEARY, General Manager, Potlatch, Idaho.
J. D. MORRISSEY, Superintendent, "

General Offices—Potlatch, Idaho.

Address all Communications to the Company.

No. 4	No. 2	Ms.	November 1, 1908.	No. 3	No. 1	.....
*4 35 P M	*8 30 A M	0	lve..**Palouse**[1].arr.	3 25 P M	7 55 A M	.....
5 00 "	8 52 "	7	...Kennedy Ford...	3 03 "	7 33 "	.....
5 08 P M	9 00 "	11	arr...Potlatch..lve.	2 55 "	*7 25 A M	.....
.....	9 10 "	11	lve...Potlatch..arr.	2 45 "	.....	.....
.....	9 20 "	14	.....Princeton.....	2 35 "	.....	.....
.....	9 42 "	20	.....Harvard.....	2 18 "	.....	.....
.....	10 12 "	25	.....Yale.....	2 00 "	.....	.....
.....	10 22 "	29	.....Stanford.....	1 44 "	.....	.....
.....	10 28 "	31	.....Vassar.....	1 38 "	.....	.....
.....	10 50 "	34	.....Deary.....	1 20 "	.....	.....
.....	11 10 "	40	.....Cornell..	1 00 P M	.....	.....
.....	11 35 A M	47	arr....**Bovill**...lve.	*12 35 Noon	.....	.....

Trains marked * run daily. *Pacific time.*

Connections.—[1] With North. Pac. and Spokane & Inland Empire Rys.

POPULAR ROUTE TO MACKINAC ISLAND, THE "SOO" AND NORTHERN RESORTS

DETROIT & MACKINAC RAILWAY COMPANY.

THE LAKE HURON SHORE LINE.

HENRY K. McHARG, President, Stamford, Conn.
J. D. HAWKS, Vice-Prest. & Gen. Manager, Detroit, Mich.
G. M. CROCKER, V.-P., Aud. and Purch. Agt., "
C. E. GLASS, Accountant, "
C. B. COLEBROOK, Sec'y-Treasurer, 40 Wall St., New York.
JAMES McNAMARA, General Attorney, Detroit, Mich.
W. G. MacEDWARD, General Pas. Agt., Bay City, Mich.

J. K. HUDSON, General Freight Agent, Bay City, Mich.
C. W. LUCE, General Superintendent, East Tawas, Mich.
P. RICHARDSON, Asst. Superintendent, Alpena, Mich.
O. A. PINKERTON, Car Accountant, East Tawas, Mich.
H. S. WATERMAN, Chief Engineer, "
H. T. THOMAS, Master Mechanic, "
General Offices—Majestic Building, Detroit, Mich.

MAIN LINE.—BAY CITY AND CHEBOYGAN.

Solid Vestibuled Trains between Detroit and Cheboygan.

51 Mix	11 Pas.	37 Mix	21 Mix	9 Exp.	3 Exp.	Mls.	December 19, 1909.	48	4 Mail	10 Exp.	22 Mix	32 Pas.	52 Mix
....	....	....	....	P M	A M	....	LEAVE] [ARRIVE	....	P M	A M	....	....	....
....	....	....	....	*5 50	†8 30	....	Detroit (P.M.R.R.)	....	3 15	7 45	....	....	....
....	....	....	....	*10 40	†12 45	0	lv. + Bay City[1] ♂ ar.	....	11 25	8 50	....	....	....
....	....	....	....	11 01	— —	6.7	..... Tobico	....	11 04	8 11	....	....	....
....	....	....	....	11 08	1 10	10.2	+ . Linwood Park . ♂	....	10 58	8 04	....	....	....
....	....	....	....	11 21	1 20	16.4	..... Michie	....	10 46	8 52	....	....	....
....	....	....	....	11 28	1 28	19.8	+ . Pinconning[2] . ♂	....	10 39	8 45	....	....	....
....	....	....	....	11 38	1 36	25.7	+ . . Saganing . . . ♂	....	10 28	8 34	....	....	....
....	P M	....	....	11 49	1 43	29.4	+ . . Pine River . . ♂	....	10 22	8 27	....	....	....
....	†3 05	....	....	11 59	1 52	34.2	+ . . . . Omer . . . . ♂	....	10 13	8 17	....	....	....
....	3 16	....	....	12 08	2 02	39.2	+ . . . Twining . . . ♂	....	10 03	8 07	....	....	....
....	3 21	P M	A M	12 14	2 06	41.5	+ . . . Turner . . . ♂	....	9 58	8 02	P M	A M	....
....	3 35	†5 31	†9 45	12 28	2 20	48.8	+ . Emery Junc. ♂	....	9 45	7 48	2 15	7 30	....
....	P M	5 37	9 53	12 31	2 23	50.6	..... McIvor	....	9 40	7 44	2 00	7 25	....
....	....	5 48	10 08	12 37	2 28	54.3	..... Marks	....	‖9 32	7 38	1 45	7 17	....
....	....	6 08	10 30	12 46	2 38	59.7	+ . . Tawas City[3] ♂	....	9 23	7 26	1 25	7 05	....
P M	....	6 16	10 40	12 53	2 43	61.0	arr. } + East { lve.	....	9 18	7 20	†1 10	†7 00	P M
†2 05	....	P M	A M	12 53	2 43		lve. } Tawas ♂ { arr.	....	9 18	7 00	P M	A M	6 45
....	....	....	....	....	....	63.3	ar. Tawas Beach lv.	....	....	....	....	....	....
3 11	....	....	....	1 18	3 06	74.3	+ AuSable[4]—Oscoda ♂	....	8 55	6 35	....	....	6 05
3 25	....	....	....	1 28	3 16	79.8	Lincoln Junction	....	8 45	6 25	....	....	†5 50
P M	....	....	....	1 42	3 28	86.5	+ . . Greenbush . . ♂	....	8 34	6 13	....	....	P M
....	....	....	....	1 53	3 38	92.2	+ . . Harrisville . . ♂	....	8 24	6 03	....	....	....
....	....	....	....	2 05	3 47	98.9	..... Alcona	....	8 11	5 50	....	....	....
....	....	....	....	2 13	3 56	103.0	+ . . Black River . . ♂	....	8 04	5 42	....	....	....
....	....	....	....	2 32	4 11	112.8	+ . . . Ossineke . . . ♂	....	7 47	5 23	....	....	....
....	....	....	....	2 55	4 34	125.2	. . Alpena Junc. ♂	....	7 25	5 01	....	....	....
....	....	4 7	....	3 00	4 39	126.0	arr. + Alpena[5] ♂ lve.	....	7 21	4 56	....	....	....
....	....	A M	....	6 00	4 42	126.0	lve. . . Alpena . . . arr.	P M	7 19	4 52	....	....	....
....	....	†6 15	....	6 05	4 47	125.2	. . . Alpena Junc. ♂	5 35	7 14	4 47	....	....	....
....	....	7 00	....	6 21	5 06	133.6	..... Cathro	5 05	7 00	4 30	....	....	....
....	....	7 10	....	6 26	5 09	136.0	..... Bolton	4 40	6 56	4 26	....	....	....
....	....	7 30	....	6 35	5 18	140.9	..... Polaski	3 55	6 47	4 17	....	....	....
....	....	7 47	....	6 42	5 23	143.7	+ ..... Posen ..... ♂	3 40	6 42	4 12	....	....	....
....	....	8 20	....	6 53	5 34	149.0	+ ..... Metz ..... ♂	2 50	6 32	4 02	....	....	....
....	....	8 45	....	7 02	5 43	153.5	. . . . La Rocque . . ♂	2 06	6 22	3 53	....	....	....
....	....	9 00	....	7 08	5 49	156.4	..... Bunton	1215	6 18	3 47	....	....	....
....	....	9 40	....	7 20	6 01	162.4	+ . . Millersburg . . ♂	1150	6 06	3 37	....	....	....
....	....	9 55	....	7 29	6 09	165.8	..... Case	1045	5 57	3 28	....	....	....
....	....	1030	....	7 38	6 16	171.0	+ . . . . Onaway . . . . ♂	1030	5 50	3 21	....	....	....
....	....	1130	....	7 47	6 26	174.7	+ . . . . . Tower . . . . . ♂	9 20	5 42	3 13	....	....	....
....	....	1150	....	7 56	6 35	179.2	. . . . . Waveland	8 50	5 32	3 04	....	....	....
....	....	1245	....	8 14	6 55	188.9	+ Aloha (Mullet Lake) ♂	8 14	5 15	2 46	....	....	....
....	....	1 05	....	8 22	7 02	193.5	. . . . . Inverness	— —	5 07	2 37	....	....	....
....	....	1 50	....	8 30	7 10	197.0	ar. + Cheboygan[7] ♂ lv.	†730	†5 00	*2 30	....	....	....
....	....	P M	A M	A M	P M	....	(Via Boat.)	A M	A M	P M	P M	....	....
....	....	....	8 00	11 30	7 30	....	lv. . Cheboygan . . ar.	....	....	10 15	7 00	....	....
....	....	....	....	12 00	8 00	....	ar. Pointe Aux Pins lv.	....	....	9 45	6 30	....	....
....	....	....	8 30	1 15	8 15	....	ar. Mackinac Island. lv.	....	....	8 30	5 15	....	....
....	....	....	12 45	2 35	....	....	. . Mackinaw City . .	....	....	7 45	4 30	....	....
....	....	....	9 20	2 45	8 45	....	. . . . St. Ignace	....	....	*7 30	4 00	....	....
....	....	....	10 15	3 00	P M	....	Les Chenaux Islands	....	....	*6 45	†11 50	....	....
....	....	....	4 00	P M	....	....	Sault Ste. Marie	....	....	A M	A M	....	....
....	....	....	P M	....	....	....	ARRIVE] [LEAVE	....	....	....	....	....	....

PRESCOTT DIVISION.

No. 38	No. 32	Mls	December 19, 1909.	No. 31	No. 37
†3 50 P M	†7 31 A M	0	lve. . . Emery Junc ♂ . arr.	8 55 A M	5 30 P M
4 06 "	7 39 "	4.1	+ . . . . Whittemore . . . . ♂	8 42 "	5 16 "
4 15 "	7 46 "	7.2	. . . . . Mills	8 35 "	5 06 "
4 50 P M	8 00 A M	11.8	arr. . . + Prescott ♂ . . lve.	†8 25 A M	†4 50 P M

ROSE CITY DIVISION.

No. 22	Mls	December 19, 1909.	No. 21
†2 30 P M	0	lve. . . Emery Junc ♂ . arr.	9 25 A M
2 47 "	5.0	. . . . Cooper's Crossing	9 08 "
2 54 "	6.7	. . . . . Taft	9 02 "
3 10 "	11.5	. . . . . Hale	8 45 "
3 28 "	16.5	. . . . . Long Lake	8 27 "
3 37 P M	19.2	. . . Smith Junction . . .	8 17 A M
3 40 P M	20.0	arr. South Branch. lve.	8 12 A M
3 45 P M	19.2	. . . Smith Junction . . .	8 08 A M
3 57 "	22.2	. . . . . Maltby	7 55 "
4 15 "	27.0	. . . . . Lupton	7 35 "
4 35 P M	31.8	arr. . . + Rose City . . . . lve.	†7 15 A M

AU GRES DIVISION.

No. 63	Mls	December 19, 1909.	No. 64
†1 55 P M	0	lve. . . . . Omer . . . . . arr.	3 00 P M
2 08 "	4.3	. . . . . Umstead	2 45 "
2 15 "	6.4	. . . . . Souveigny	2 37 "
2 20 P M	8.0	arr. . . . . Au Gres . . . . lve.	†2 30 P M

Connections.—[1] With Pere Marquette, Michigan Central and Grand Trunk R.Rs. [2] With Michigan Central R.R. [3] With Erie & Michigan Ry. [4] With Au Sable & Northwestern R.R. [5] With Detroit & Cleveland steamers. [7] With Michigan Central R.R., Arnold Transit Line, Detroit & Cleveland Line, Northern Michigan Line, Hart Line, Inland Route boats.

LINCOLN DIVISION.

....	No. 51	Mls	December 19, 1909.	No. 52	....
....	†2 05 P M	0	lve. . East Tawas ♂ . . arr.	6 45 P M	.....
....	3 11 "	13.3	. . . . . Au Sable[4] . . . . . ♂	6 06 "	.....
....	3 45 "	18.8	. . Lincoln Junction . .	5 50 "	.....
....	3 55 "	24.0	. . . . . Handy	5 26 "	.....
....	4 05 "	26.6	+ . . . . . Mikado	5 15 "	.....
....	4 20 P M	29.1	. . . . . Gustin	5 00 "	.....
....		33.2	arr. . . . + Lincoln . . . . lve.	†4 45 P M	.....

HILLMAN DIVISION.

....	62	68	Mls	December 19, 1909.	61	67	....	....
....	P M	A M	....	LEAVE] [ARRIVE	A M	P M	....	....
....	†5 00	†9.00	0	. . . . . Alpena . . . . . ⊙	7 10	3 50	....	....
....	5 28	9 40	7.6	. . . . . Kerston	6 42	3 16	....	....
....	5 34	9 52	10.1	. . . . . Paxton . . . . . ⊙	6 36	3 03	....	....
....	5 40	10 02	12.3	. . . . . Emerson . . . . ⊙	6 30	2 48	....	....
....	6 48	10 22	15 8	. . . . . Lachine . . . . . ⊙	6 22	2 23	....	....
....	5 53	10 31	17.6	. . . . . Selina	6 18	2 15	....	....
....	6 10	11 10	24.7	. . . . . Hillman . . . ⊙	†6 00	†1 45	....	....
....	P M	A M	....	ARRIVE] [LEAVE	A M	P M	....	....

TAWAS BEACH RESORT

AMONG THE PINES ON LAKE HURON'S SHORE.

Furnished Cottages, Club House (Hotel), with Orchestra, Fishing, Hunting, Yachting, Boating, Canoeing, Bathing.

SOME TRAINS RUN TO THE BEACH.

Agents can issue tourist tickets to Tawas Beach at East Tawas, Mich., rates.

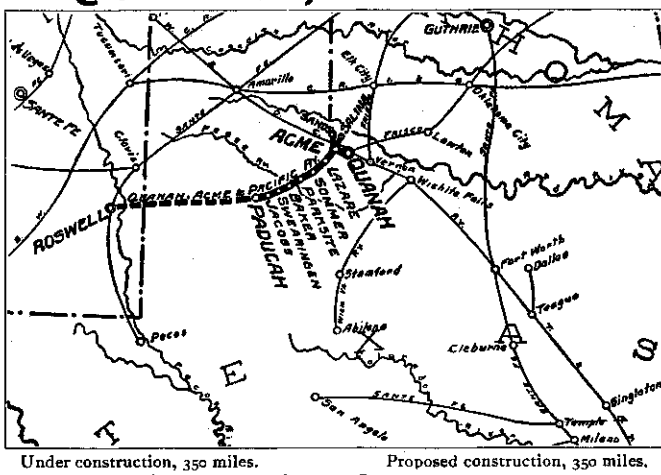
WRITE FOR BOOKLET.

PARLOR AND PULLMAN SLEEPING CAR SERVICE.

Vestibuled Observation Parlor Cars between Detroit and Cheboygan on Trains Nos. 3 and 4. Vestibuled Pullman Drawing-room Sleeping Cars between Detroit and Cheboygan on Trains Nos. 9 and 10.

* Daily; † daily, except Sunday; *a* Sunday, Wednesday and Friday; ‖ stops to leave passengers from north of East Tawas. | Meals.
+ Coupon stations: ♂ Telegraph stations. ⊙ Telephone stations.

QUANAH, ACME & PACIFIC RAILWAY.



Under construction, 350 miles. Proposed construction, 350 miles.
Mileage operated, 50.5 Locomotives, 4. Cars, 58.

SAM LAZARUS, President,
New National Bank of Commerce Bldg, St. Louis, Mo.
CHAS. H SOMMER, 1st V.-P and Asst. to Prest., "
CHAS. E. ENSMINGER, 2d V.-P. & G. M., Quanah, Tex.
R. D. YOAKUM, 3d Vice-President, St. Louis, Mo.
GEORGE HENDERSON, 4th V.-P., 11 Pine St, New York.
D. E. DECKER, General Attorney, Quanah, Tex.
T. K. HAWKINS, Secretary and Treasurer, Auditor,
General Freight and Passenger Agent. Quanah, Tex.
F. M. SANDS, Superintendent, Acme, Tex.
CHAS. H. SOMMER, Officer in Charge of
Purchasing Supplies, St. Louis, Mo.
General Offices—Quanah, Tex.

No. 31	No. 51	Mls.	*November* 15, 1909.	No. 52	No. 32
†4 20 P M	*8 30 A M	0	lve...**Quanah**[1].arr.	3 05 P M	3 05 P M
4 40 P M	8 45 A M	5.7	arr...**Acme**[2]..lve.	2 45 P M	†2 45 P M
⊡	⊡	7.2 8.2	.....Salina..... .....**Sands**.....	⊡	⊡
.....	9 00 A M	5.7	lve...**Acme**..arr.	2 30 P M	.....
.....	9 30 "	15.1	.....Lazare.....	2 00 "	.....
.....	9 45 "	20.1	.....Sommer.....	1 45 "	.....
.....	10 03 "	26.2	.....Baker.....	1 27 "	.....
.....	10 15 "	30.2	....Swearingen....	1 16 P M	.....
.....	11 00 A M	43.2	arr...**Paducah**.lve.	*12 30 Noon	.....
■	■	350.0	.....**Roswell**.....	■	■

* Daily; † daily, except Sunday. ⊡ Switching service only.
■ Under construction. STANDARD—*Central time.*

CONNECTIONS.—[1] With Fort Worth & Denver City Ry. and St. Louis & San Francisco Ry. [2] With Fort Worth & Denver City Ry.

WISCONSIN & MICHIGAN RAILWAY.

J. P. HOPKINS, Prest., Chicago, Ill.
W. T. ABBOTT, Vice Prest., "
F. B. HUNTINGTON, Auditor, "
L. E. HART, Secretary, "
M. F. SCHULZE, Treasurer, "
J. C. FITZGERALD, G. F. & P. A., "
S. N. HARRISON, Superintendent, Peshtigo, Wis.
A. J. CARLSON, General Agent, Iron Mountain, Mich.
H. N. BRECKHEIMER, Contracting Agt., Menominee, Mich.
General Offices—Grand Central Passenger Station, Chicago, Ill.

....	6	No 2	Mls.	*May* 2, 1909.	Mls.	No. 5	3	7
....	P M	.....	.....	LEAVE [ARRIVE	.....	.....	P M	P M
	*3 00	*8 00 A M	0	...**Iron Mountain**...	76.3	10 50 A M	7 40	10 40
	3 14	8 14 "	4.5	+.....Quinnesec.....§	71.8	10 35 "	7 25	10 20
	3 22	8 22 "	8.4	+.....Norway.....§	67.9	10 25 "	7 15	10 10
	3 30	8 30 "	12.6	+.....Loretto.....§	63.7	10 15 "	7 05	10 00
	3 55	8 54 "	21.1	+..**Faithorn Junc**[1].§	55.2	9 59 "	6 45	9 40
	4 02	9 01 "	24.4	.....Bird.....	51.9	9 50 "	6 37	9 31
	4 13	9 11 "	29.3	+.....Nathan.....§	47.0	9 41 "	6 27	9 21
	4 15	9 13 "	30.1	.....**Everett**.....	46.2	9 39 "	6 25	9 19
	4 28	9 28 "	36.8	.....Swanson.....§	39.5	9 28 "	6 11	9 05
	4 43	9 43 "	43.4	+.....Koss.....§	32.9	9 14 "	5 55	8 50
	4 48	9 48 "	46.0	.....Packard.....	30.3	9 09 "	5 50	8 44
	4 54	9 53 "	48.5	.....McAllister.....§	27.8	9 04 "	5 45	8 38
	4 57	9 57 "	50.4	+.....Wagner.....§	25.9	9 00 "	5 41	8 34
	5 03	10 04 "	53.6	.....Kinsman.....	22.7	8 53 "	5 34	8 28
	5 08	10 07 "	55.5	.....Miles.....	20.8	8 49 "	5 31	8 24
	5 14	10 14 "	59.4	+.....Walsh.....§	16.9	8 42 "	5 25	8 17
	5 19	10 18 A M	62.3	arr.**Bagley Junc**[2]§lve.	14.0	8 36 A M	5 19	8 11
	5 21	10 20 A M	62.3	lve.**Bagley Junc**..arr.	.....	8 35 A M	5 15	8 10
	5 34	10 33 "	69.0	+....**Marinette**[3]...§	.....	8 22 "	5 02	7 57
	5 40	10 40 "	70.8	ar.}+.**Menominee**[4]§{lv.	.....	8 15 "	4 55	7 50
	5 41	10 41 "	.....	lv.} {ar.	22.5	8 14 "	4 10	7 49
	8 00	11 00 "	.....	.....**Marinette**[3].....	20.7	7 58 "	4 02	7 28
	8 16	11 13 A M	.....	arr .**Bagley Junc**..lve.	14.0	7 45 A M	3 47	7 15
	8 20	11 18 A M	62.3	lve..**Bagley Junc**[2].arr.	14.0	7 40 A M	3 42	7 10
....	8 36	11 30 A M	68.3	+.....**Peshtigo**[5]....§	8.0	*7 30 A M	†3 30	27 00
....	P M	.....	76.3	arr..**Peshtigo Harbor**.lve.	0	....	P M	P M

* Daily; † daily, except Sunday; § Sunday only. + Coupon stations; § Telegraph stations.

21	Ms.	WESTERN DIV.	22
A M	....	LEAVE [ARRIVE	P M
†9 45	0	.....**Everett**.....	3 15
10 00	3.8	.....Phee.....	3 00
10 10	6.6	..Miscauno Island..	2 50
10 15	6.9	.....Marek.....	2 47
10 21	8.0	.....Pines.....	2 43
10 30	9.9	.....Oaks.....	2 35
10 33	10.3	.....Jason.....	2 33
10 37	11.0	.....Coles.....	2 30
10 41	11.9	.....Pangborn.....	2 25
10 55	15.4	..**Holmes Junc**.[6].§	2 06
11 05	18.0	.....Prest.....	1 46
11 25	22.1	.....**Walton**....§	†1 25
A M	....	ARRIVE] [LEAVE	P M

Connections.—[1] With Minn St. P. & Slt. Ste. M. Ry. for all points east and west. [2] With Chic. Mil. & St. P. Ry for all points north and south. [3] With Chic. Mil. & St. P. Ry. and Chic. & N. W. Ry. for all points north and south. [4] With Chic. Mil. & St. P. Ry., Chic. & N. W. Ry. and Ann Arbor R.R. for all points east and south-east. [5] With Chic. & N. W. Ry. for all points north and south. [6] With Chic. Mil. & St. P. Ry. for all points north and south.
STANDARD—*Central time.*

LITTLE KANAWHA RAILROAD.

(*Operated by Baltimore & Ohio R.R. Co.*)

Leave **Parkersburg**[1] †7 00 a.m., †3 20 p.m. for South Parkersburg, Kanawha, Slate, Newark, Elizabeth and Palestine (30 miles). Returning, leave Palestine †9 00 a.m., †6 20 p.m., arriving Parkersburg 10 40 a.m., 7 00 p.m † Daily, except Sunday. *Eastern time. June*, 1908.

Connections.—[1] With Baltimore & Ohio R.R.; Baltimore & Ohio Southwestern R.R. and Packet Lines between Pittsburg and Cincinnati.

CLARENDON & PITTSFORD RAILROAD.

CLAUDE I. HUNTER, Superintendent, Proctor, Vt.

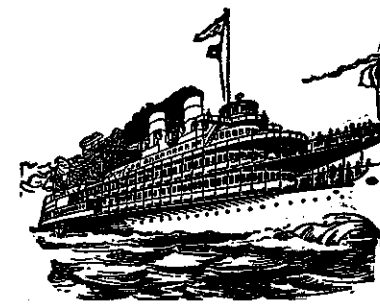
From **Rutland**[1] Vt., to Hollister, Vt. (12 miles). **Branch.**—Center Rutland to Albertson (5 miles). Operated for freight only.

Connection.—[1] With Del. & Hud. Co. and Rut. R.R. *Nov.*, 1908.

WHITE STAR LINE

L. C. WALDO, President.
B. W. PARKER, Vice-Prest. and General Manager.
JOHN PRIDGEON, JR., Treasurer.
C. F. BIELMAN, Secretary and Traffic Manager.
G. E. PHILLIPS, Assistant Traffic Manager.

General Offices—Foot of Griswold Street, Detroit, Mich.



Five Magnificent Steel Passenger Steamers

OPERATING BETWEEN

Toledo, Ohio, & Detroit, Michigan

TWICE DAILY BETWEEN

Detroit, The Famous St. Clair Flats, Port Huron and all Points on the Beautiful St. Clair River

Service discontinued for the Winter. Will resume about May 1, 1910, between Detroit and the Flats, Tashmoo Park, Grande Pointe, Algonac, Port Lambton, Ont., Marine City, St. Clair, Sarnia, Ont., and Port Huron. *November*, 1909.

CHICAGO & LAKE SUPERIOR RAILWAY.

B. L. DELAMATER, President and General Manager, Cambridge, Wis.

Leave Cambridge †8 00, †11 10 a.m., †1 05, †5 15 p.m., arriving **London**[1] (3 miles) 8 20, 11 30 a.m., 1 25, 5 35 p.m. Returning, leave London †8 50 a.m., †12 05 noon, †1 60, †7 15 p.m., arriving Cambridge 9 10 a.m., 12 25 noon, 2 10, 7 35 p.m. † Daily, except Sunday. *April*, 1907.

Connection.—[1] With Chicago & North-Western Ry. *Central time.*

LA SALLE & BUREAU COUNTY RAILROAD.

G. WEERTS, Secretary and Treasurer, La Salle, Ill.

Extends from **La Salle**[1] to **Hegeler**[2] (6 miles). Operated for freight service only. *March*, 1908.

Connections.—[1] With diverging railroads. [2] With Chicago & North-Western and Chicago, Burlington & Quincy Rys.

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

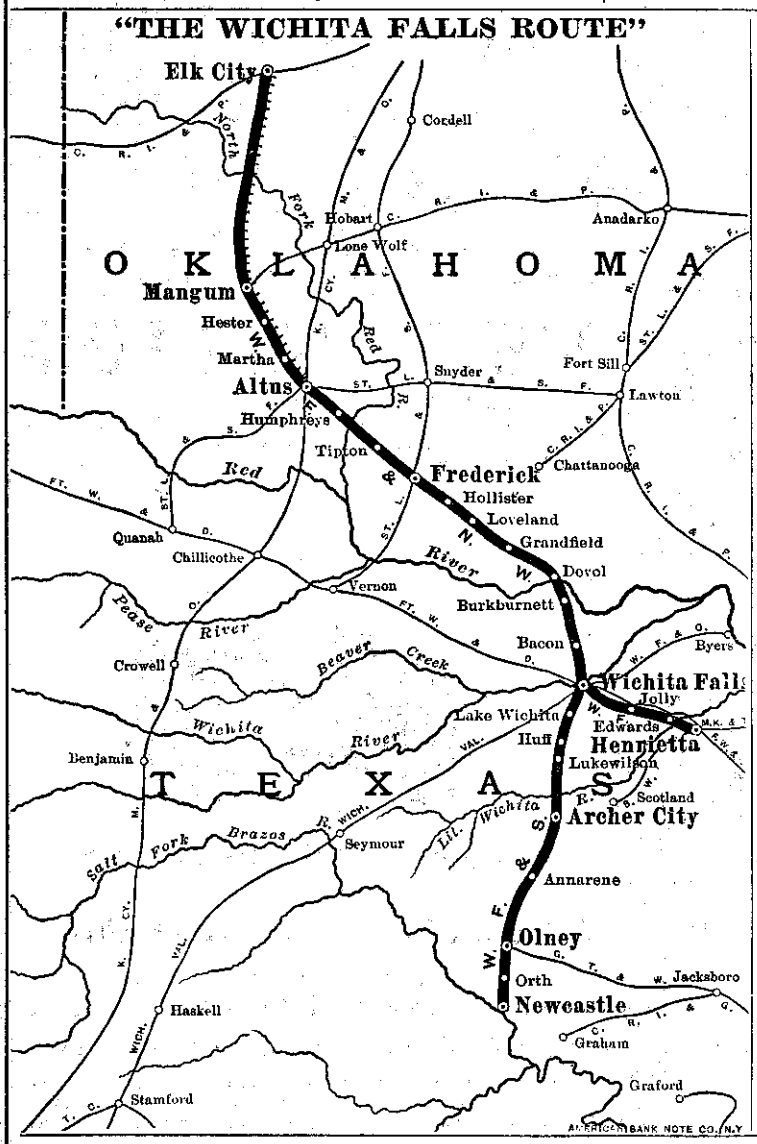
PINTSCH GAS
Steam Heat: Straight Port Steam Coupling

THE WICHITA FALLS ROUTE.

WICHITA FALLS & NORTHWESTERN RAILWAY COMPANY OF TEXAS.
WICHITA FALLS & NORTHWESTERN RAILWAY COMPANY.
WICHITA FALLS & SOUTHERN RAILWAY COMPANY

J. A. KEMP, President.
FRANK KELL, Vice-President and General Manager.
WILEY BLAIR, Secretary and Treasurer.
M. M. MURRAY, Auditor.
CHAS. C. HUFF, General Attorney.

R. E. HUFF, General Attorney.
C. L. FONTAINE, General Freight and Passenger Agent.
R. A. THOMPSON, Chief Engineer.
THOMAS R. T. ORTH, Superintendent.
General Office—Wichita Falls, Tex.



WICHITA FALLS & NORTHWESTERN RAILWAY.

NORTHBOUND.

(Central time.)	Mls	No. 2	No. 8
Wichita Falls ♁ ..... lve.	0	*2 00 P M	†7 30 A M
Denver Junction	0.9	2 05 "	7 35 "
Bacon	6.7	2 20 "	8 00 "
Burkburnett ♁	14.0	2 40 "	8 35 "
Devol ♁	20.9	3 05 "	9 05 "
Grandfield ♁	27.1	3 20 "	9 35 "
Loveland ♁	34.3	3 45 "	10 10 "
Hollister ♁	41.0	4 00 "	10 40 "
Frederick ♁ ..... arr.	50.7	4 25 "	11 20 A M
Frederick ..... lve.	50.7	4 40 "	.....
Tipton	61.1	5 15 "	.....
Humphreys ♁	67.7	5 35 "	.....
Altus ♁	75.6	6 00 "	.....
Martha	83.3	6 35 "	.....
Hester	89.3	7 10 "	.....
Mangum ♁ ..... arr.	95.4	7 50 P M	.....

SOUTHBOUND.

November 21, 1900.	Mls	No. 1	No. 7
Mangum ♁ ..... lve.	0	*6 15 A M	.....
Hester	6.1	6 55 "	.....
Martha	12.1	7 25 "	.....
Altus ♁	19.8	8 05 "	.....
Humphreys ♁	27.7	8 30 "	.....
Tipton ♁	34.3	8 55 "	.....
Frederick ♁ ..... arr.	44.7	9 25 "	.....
Frederick ..... lve.	44.7	9 35 "	†12 40 Noon
Hollister ♁	54.4	9 55 "	1 20 P M
Loveland ♁	61.1	10 10 "	1 45 "
Grandfield ♁	67.3	10 35 "	2 20 "
Devol ♁	74.5	10 52 "	3 05 "
Burkburnett ♁	81.4	11 20 "	3 45 "
Bacon	88.7	11 40 "	4 35 "
Denver Junction	94.5	11 57 A M	5 00 "
Wichita Falls ♁ ..... arr.	95.4	12 02 Noon	5 10 P M

WICHITA FALLS & SOUTHERN RAILWAY.

SOUTHBOUND.

November 21, 19 9.	Mls	No. 11	.....
Wichita Falls ♁ ..... lve.	0	*2 20 P M	.....
Southern Junction	3.0	2 40 "	.....
Lake Wichita	7.0	3 00 "	.....
Huff	13.0	3 35 "	.....
Wilson	15.	3 40 "	.....
Archer City ♁	25.7	4 20 "	.....
Annarene	33.[illegible]	4 40 "	.....
Olney ♁	43.6	5 30 "	.....
Orth	49.3	6 00 "	.....
Newcastle ♁ ..... arr.	56.1	6 30 P M	.....

NORTHBOUND.

(Central time.)	Mls	No. 12	.....
Newcastle ♁ ..... lve.	0	*6 30 A M	.....
Orth	6.8	6 50 "	.....
Olney ♁	12.5	7 30 "	.....
Annarene	22.4	8 05 "	.....
Archer City ♁	30.4	8 40 "	.....
Wilson	40.4	9 10 "	.....
Huff	43.1	9 20 "	.....
Lake Wichita	49.1	9 40 "	.....
Southern Junction	52.2	9 55 "	.....
Wichita Falls ♁ ..... arr.	56.1	10 15 A M	.....

Trains marked * run daily ; † daily, except Sunday. ♁ Telegraph stations.

CONNECTIONS.

At **Wichita Falls**—With Fort Worth & Denver City, Missouri, Kansas & Texas and Wichita Valley Rys.
At **Frederick**—With St. Louis & San Francisco Ry.
At **Altus**—With St. Louis & San Francisco and Kansas City, Mexico & Orient Rys.
At **Mangum**—With Chicago, Rock Island & Pacific Ry.
At **Olney**—With Gulf, Texas & Western Ry.

Train Service is now being operated to Mangum, Oklahoma.
Under construction from Mangum to Elk City, Oklahoma.

THE COLORADO & SOUTHERN LINES.

THE COLORADO & SOUTHERN RAILWAY COMPANY.
FORT WORTH & DENVER CITY RAILWAY COMPANY.
THE TRINITY AND BRAZOS VALLEY RAILWAY COMPANY.
THE WICHITA VALLEY RAILWAY COMPANY.
THE COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY COMPANY.

THE COLORADO & SOUTHERN RAILWAY COMPANY.—"THE COLORADO ROAD."

General Offices—Cooper Building, Denver, Colo.

GEORGE B. HARRIS, Chairman of the Board and President, Chicago, Ill.

DARIUS MILLER, Vice-President, Chicago, Ill.
DANIEL WILLARD, Vice-President, "
A. D. PARKER, Vice-President, Denver, Colo.
W. A. WEBB, Assistant to Vice-President, "
E. F. JAMES, Secretary and Treasurer, "
L. E. KATZENBACH, Asst. Secretary and Asst. Treasurer, 26 Liberty Street, New York.
A. C. REARICK, General Attorney, 71 Broadway, "
E. E. WHITTED, General Solicitor, Denver, Colo.
T. S. McMURRAY, Special Attorney, "
J. H. BRADBURY, General Auditor, "
E. I. GRENFELL, Assistant General Auditor, "
C. L. WELLINGTON, Traffic Manager, "
T. E. FISHER, General Passenger Agent, "
C. L. KENNEY, General Baggage Agent, "
H. A. JOHNSON, General Freight Agent, "
H. F. LAMBERT, Assistant General Freight Agent, "

J. D. WELSH, General Superintendent, Denver, Colo.
H. W. COWAN, Chief Engineer, "
E. F. VINCENT, Assistant Chief Engineer, "
H. C. VAN BUSKIRK, Superintendent Motive Power, "
S. S. MORRIS, Superintendent Northern Division, "
HENRY E. RENICK, Asst. Supt. Ft. Collins, Clear Creek & Pueblo Dists., "
J. H. ABRAMS, Superintendent Southern Div., Trinidad, Colo.
E. F. LOTT, Assistant Superintendent Southern Division, "
W. M. BACON, Superintendent South Park Division, Denver, Colo.
J. DWYER, Superintendent Wyoming Division, Cheyenne, Wyo.
W. T. POWELL, Supt. Bridges and Buildings, Denver, Colo.
A. D. GILLELAND, Supt. Dining Car Service, "
J. L. HENRITZY, Supt. of Telegraph, "
H. W. RIDGWAY, Division Master Mechanic, "
A. PARDOE, Car Accountant, "
R. H. DOOLITTLE, Claim Agent, "

TRAVELING AND COMMERCIAL AGENCIES.

JOHN T. BOWE, Commercial Agent, 203 S. Clark St., Chicago, Ill.
G. B. MAGRUDER, Southeastern Freight and Pas. Agent, 708 Common St., under St. Charles Hotel, New Orleans, La.
———, Traveling Freight and Passenger Agent, "
HOYT SHERMAN, Western Freight and Passenger Agent, 52 W. Second South St., Salt Lake City, Utah.
W. C. SHOEMAKER, Trav. Freight and Pas. Agent, "
———, Trav. Freight and Pas. Agent, "
G. OWENS, Com'l Agt., 400 E. Bennett Ave., Cripple Creek, Colo.
N. F. BROWN, Traveling Passenger Agent, Denver, Colo.
R. R. BILTER, Traveling Passenger Agent, "
F. O. SANDSTROM, Traveling Freight Agent, "
S. S. SMITH, Traveling Freight Agent, Trinidad, Colo.

GEO. W. DeLANOY, General Eastern Agent, Room 806, Dun Bldg, 290 Broadway, New York.
J. G. DUNHAM, Trav. Freight and Pas. Agent, " "
J. F. VALLERY, Gen. Agt., Fht. Dept., 17th and California Sts., Denver, Colo.
L. C. ZIMMERMAN, Asst. Gen. Agt., Fht. Dept., " "
E. A. COOPER, Gen. Agt. Pas. Dept., " "
G. H. LOGAN, Commercial Agent, 119 East Pike's Peak Ave., Colorado Springs, Colo.
A. S. CUTHBERTSON, Commercial Agent, Pueblo, Colo.
G. S. CRAIG, Commercial Agent, Leadville, Colo.
F. J. DUPPS, City Pas. and Ticket Agt., 3d & Main Sts., Pueblo, Colo.
E. FOOTE, Agent, Trinidad, Colo.
F. J. COOK, Passenger Agent, "

FORT WORTH & DENVER CITY RAILWAY COMPANY.—"THE DENVER ROAD."

General Offices—Fort Worth, Tex.

GEO. B. HARRIS, President, Chicago, Ill.
D. B. KEELER, Vice-President, Fort Worth, Tex.
W. O. HAMILTON, Secretary and Treasurer, "
L. E. KATZENBACH, Asst. Sec'y & Asst. Treas., 26 Liberty St., New York.
S. M. HUDSON, Auditor, Fort Worth, Tex.
SPOONTS, THOMPSON & BARWISE, Gen. Attorneys, "
H. A. GAUSEWITZ, General Superintendent, "
O. E. MAER, Superintendent, Childress, Tex.
L. L. DAWSON, Supt. Motive Power and Car Depts., "
GEO. SIEMANTEL, Master Mechanic, "
A. D. GILLELAND, Supt. Dining Car Service, Denver, Colo.
R. L. MAY, Car Accountant, Fort Worth, Tex.
R. C. GOWDY, Resident Engineer, "
W. F. STERLEY, General Freight Agent, "
A. A. GLISSON, General Passenger Agent, "
J. D. SHUFORD, General Live Stock Agent, "
R. H. TUCKER, General Claim Agent, "

W. D. McKOY, Tax and Right of Way Agent, Fort Worth, Tex.
H. B. SPERRY, Commercial Agent, "
N. S. DAVIS, Traveling Passenger Agent, "
BEN T. SCOTT, City Passenger and Ticket Agent, "
G. B. MAGRUDER, Southeastern Freight and Pas. Agent, 708 Common St., New Orleans, La.
———, Trav. Fht. and Pas. Agt., "
HOYT SHERMAN, Western Freight and Passenger Agent, 52 West 2d South St., Salt Lake City, Utah.
W. C. SHOEMAKER, Trav. Freight and Pas. Agent, "
———, Traveling Freight and Passenger Agent, "
JOHN T. BOWE, Commercial Agent, 203 S. Clark St., Chicago, Ill.
GEO. W. DeLANOY, General Eastern Agent, Room 806, Dun Bldg, 290 Broadway, New York.
J. G. DUNHAM, Trav. Fht. and Pas. Agt., " "
L. B. SIMMONS, Commercial Agent, Amarillo, Tex.
R. P. NEELY, Trav. Fht. and Pas. Agt., Wichita Falls, Tex.

THE TRINITY AND BRAZOS VALLEY RAILWAY COMPANY.

General Offices—Houston, Tex.

R. H. BAKER, President and General Manager, Houston, Tex.
L. H. ATTWELL, Jr., Secretary and Auditor, "
G. A. GANDRE, Treasurer, "
L. E. KATZENBACH, Assistant Treasurer, New York.
ANDREWS, BALL & STREETMAN, Gen. Att'ys, Houston, Tex.
W. C. CONNOR, Jr., Gen. Freight and Passenger Agent, "
J. E. W. FIELDS, Asst. Gen. Freight and Passenger Agent, "
J. MUNDAY, Superintendent, Teague, Tex.
P. G. BURNS, Chief Engineer, Houston, Tex.
C. H. SEABROOK, Supt. of Motive Power and Equipment, Teague, Tex.
H. S. BOTTOMS, Superintendent Car Service, Houston, Tex.
J. M. HUFFINGTON, General Claim Agent, "
W. D. McKOY, Tax and Right of Way Agent, Fort Worth, Tex.

J. I. JOHNSON, Commercial Agent, Galveston, Tex.
W. A. SCRIVNER, Commercial Agent, Fort Worth, Tex.
B. T. SCOTT, City Ticket Agent, "
E. E. PEACOCK, Commercial Agent, Dallas, Tex.
S. J. TUCKER, City Ticket Agent, "
B. H. STEPHENS, General Agent, Corsicana, Tex.
C. C. LEWIS, Commercial Agent, Houston, Tex.
E. J. PETERS, Acting City Ticket Agent, "
G. Q. DAFFAN, Acting City Ticket Agent, Galveston, Tex.
O. B. PRESTON, Traveling Freight Agent, Houston, Tex.
D. W. CALLOWAY, Traveling Freight Agent, Fort Worth, Tex.
GEO. W. DeLANOY, General Eastern Agent, Room 806, Dun Bldg, 290 Broadway, New York.

THE WICHITA VALLEY RAILWAY COMPANY.

GEO. B. HARRIS, President, Chicago, Ill.

D. B. KEELER, Vice-President, Fort Worth, Tex.
W. Y. McCUNE, Secretary and Auditor, Wichita Falls, Tex.
W. O. HAMILTON, Treasurer, Fort Worth, Tex.
L. E. KATZENBACH, Asst. Sec'y and Asst. Treas., 26 Liberty Street, New York.

H. A. GAUSEWITZ, General Superintendent, Wichita Falls, Tex.
SPOONTS, THOMPSON & BARWISE, Gen. Attorneys, Fort Worth, Tex.
W. F. STERLEY, General Freight Agent, "
A. A. GLISSON, General Passenger Agent, "
R. G. FITZPATRICK, Superintendent, Wichita Falls, Tex.

THE COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY COMPANY.

"THE CRIPPLE CREEK SHORT LINE."

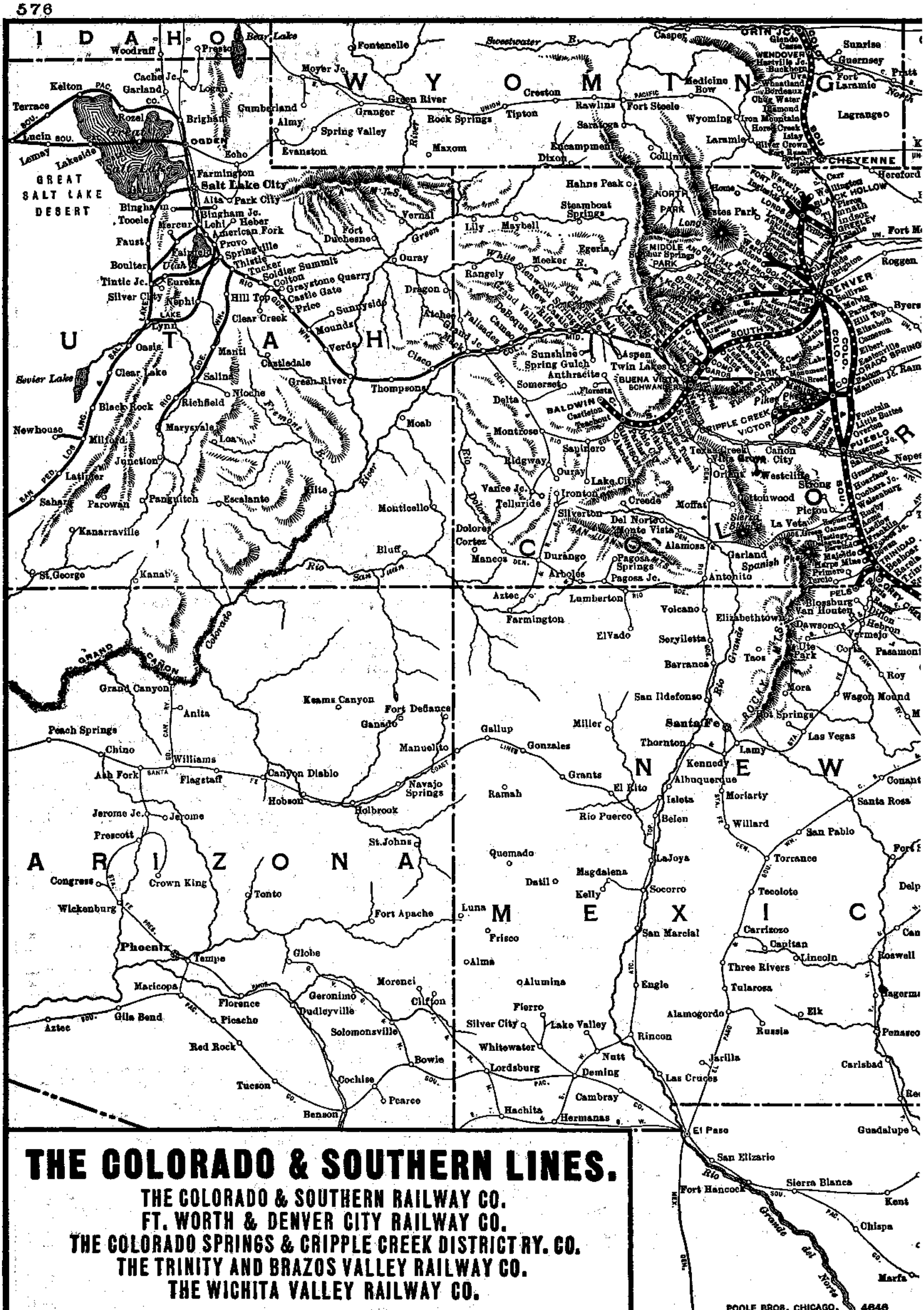
General Offices—Colorado Springs, Colo.

DANIEL WILLARD, President, Chicago, Ill.
A. D. PARKER, Vice-President, Denver, Colo.
E. S. HARTWELL, Secretary and Auditor, Colorado Springs, Colo.
J. R. FUSSELMAN, Treasurer, "
L. E. KATZENBACH, Asst. Secretary and Asst. Treasurer, 26 Liberty Street, New York.

J. H. WATERS, General Manager, Colorado Springs, Colo.
E. E. WHITTED, General Counsel, Denver, Colo.
K. C. SCHUYLER, Attorney, Colorado Springs, Colo.
W. S. CORE, Purchasing Agent, Canon City, Colo.
F. C. MATTHEWS, Gen. Fht. & Pas. Agt., Colorado Springs, Colo.
J. B. FLAHERTY, Superintendent, Cripple Creek, Colo.

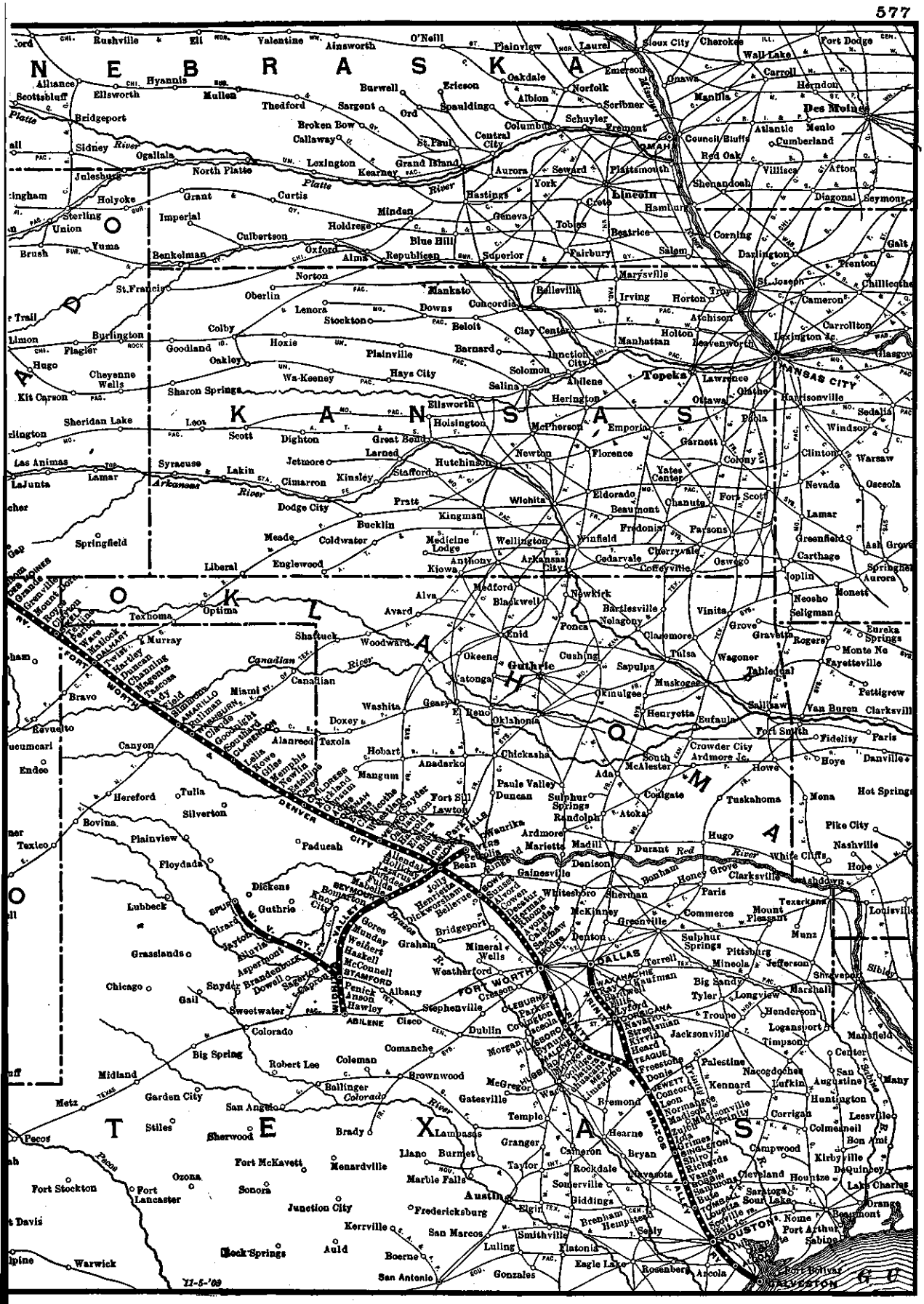
MILEAGE.

Colorado & Southern Ry	1,249.64	Wichita Valley Ry	175.00
Fort Worth & Denver City Ry	454.14	Trinity & Brazos Valley Ry	455.52
Colorado Springs & Cripple Creek District Ry	74.30	Total	2,408.60



THE COLORADO & SOUTHERN LINES.

THE COLORADO & SOUTHERN RAILWAY CO.
FT. WORTH & DENVER CITY RAILWAY CO.
THE COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RY. CO.
THE TRINITY AND BRAZOS VALLEY RAILWAY CO.
THE WICHITA VALLEY RAILWAY CO.


NEBRASKA
KANSAS
OKLAHOMA
TEXAS
Rushville
Valentine
Ainsworth
O'Neill
Plainview
Laurel
Sioux City
Cherokee
Fort Dodge
Wall Lake
Carroll
Onawa
Manilla
Herndon
Des Moines
Alliance
Hyannis
Ellsworth
Mullen
Scottsbluff
Bridgeport
Sidney
Ogallala
Thedford
Sargent
Burwell
Ericson
Spaulding
Ord
Oakdale
Albion
Norfolk
Scribner
Schuyler
Fremont
Columbus
Broken Bow
Callaway
St. Paul
Central City
OMAHA
Council Bluffs
Atlantic
Menlo
Cumberland
Red Oak
Villisca
Afton
Shenandoah
Diagonal
Seymour
Julesburg
North Platte
Lexington
Kearney
Grand Island
Aurora
Seward
Plattsmouth
York
Hastings
Lincoln
Holyoke
Sterling
Union
Grant
Curtis
Imperial
Minden
Geneva
Crete
Hamburg
Tobias
Beatrice
Corning
Yuma
Brush
Culbertson
Holdrege
Blue Hill
Fairbury
Salem
Darlington
Galt
Benkelman
Oxford
Alma
Republican
Superior
Trenton
Norton
Marysville
St. Francis
Oberlin
Mankato
Belleville
Irving
Troy
St. Joseph
Chillicothe
Lenora
Downs
Concordia
Horton
Cameron
Stockton
Beloit
Clay Center
Atchison
Carrollton
Colby
Burlington
Goodland
Hoxie
Plainville
Barnard
Manhattan
Holton
Leavenworth
Lexington Jc.
Glasgow
Hugo
Cheyenne Wells
Oakley
Wa-Keeney
Hays City
Junction City
Solomon
Abilene
Topeka
Lawrence
KANSAS CITY
Kit Carson
Sharon Springs
Salina
Herington
Ottawa
Olathe
Harrisonville
Sheridan Lake
Leoti
Scott
Dighton
Ellsworth
Holsington
McPherson
Emporia
Paola
Sedalia
Windsor
Great Bend
Garnett
Clinton
Warsaw
Larned
Newton
Florence
Colony
Las Animas
Syracuse
Lakin
Jetmore
Hutchinson
Stafford
Yates Center
Nevada
Osceola
LaJunta
Lamar
Arkansas River
Cimarron
Kinsley
Eldorado
Chanute
Fort Scott
Pratt
Wichita
Beaumont
Lamar
Springfield
Dodge City
Bucklin
Kingman
Fredonia
Parsons
Greenfield
Meade
Coldwater
Medicine Lodge
Wellington
Winfield
Cherryvale
Asil Grove
Liberal
Englewood
Anthony
Arkansas City
Cedarvale
Oswego
Carthage
Kiowa
Coffeyville
Joplin
Springfield
Aurora
Texhoma
Optima
Alva
Medford
Blackwell
Newkirk
Neosho
Monett
Avard
Bartlesville
Vinita
Seligman
Nelagony
Ponca
Claremore
Grove
Gravette
Rogers
Eureka Springs
Shattuck
Woodward
Enid
Tulsa
Monte Ne
Okeene
Cushing
Wagoner
Fayetteville
Canadian River
Canadian
Guthrie
Sapulpa
Tahlequal
Watonga
Muskogee
Pattigrew
Miami
Kinulgee
Sallisaw
Van Buren
Clarksville
Washita
Geary
El Reno
Henryetta
Eufaula
Fort Smith
Bravo
Doxey
Oklahoma
Fidelity
Paris
Revuelto
Alanreed
Texola
Hobart
Chickasha
Crowder City
Ardmore Jc.
Danville
Canyon
Anadarko
South McAlester
Howe
Hoye
Endee
Mangum
Paula Valley
Ada
Coalgate
Tuskahoma
Mena
Hot Springs
Hereford
Tulia
Fort Sill
Duncan
Sulphur Springs
Randolph
Atoka
Silverton
Lawton
Waurika
Ardmore
Hugo
Pike City
Bovina
Plainview
Paducah
Marietta
Madill
Durant
Red River
Nashville
Texico
Floydada
Denison
Bonham
Honey Grove
White Cliffs
Clarksville
Hope
Ashdown
Dickens
Gainesville
Sherman
Paris
Lubbock
Guthrie
Whitesboro
Texarkana
Commerce
McKinney
Mount Pleasant
Louisville
Grasslands
Bridgeport
Greenville
Munz
Graham
Denton
Sulphur Springs
Mineral Wells
Pittsburg
Chicago
Westherford
DALLAS
Terrell
Mineola
Jefferson
Shreveport
Big Sandy
Marshall
Gail
Sweetwater
Stephenville
Albany
Tyler
Longview
Cisco
ABILENE
Dublin
Troupe
Henderson
Colorado
Comanche
Jacksonville
Logansport
Mansfield
Big Spring
Coleman
Palestine
Timpson
Center
Midland
Robert Lee
Brownwood
Nacogdoches
San Augustine
Many
Ballinger
Kennard
Lufkin
Huntington
Metz
Garden City
San Angelo
Gatesville
Bremond
Corrigan
Leesville
Temple
Colmesneil
Stiles
Sherwood
Brady
Hearne
Bon Ami
Llano
Burnet
Granger
Cameron
Bryan
Campwood
Kirbyville
Fort McKavett
Menardville
Taylor
Rockdale
Cleveland
Hountze
DeQuincy
Marble Falls
Somerville
Sabinas
Lake Charles
Fort Stockton
Fort Lancaster
Sonora
Junction City
Austin
Elgin
Biddings
Saratoga
Sour Lake
Orange
Fredericksburg
Brenham
Hempstead
Seely
Nome
Beaumont
Kerrville
San Marcos
Smithville
HOUSTON
Port Arthur
Sabine
Rock Springs
Auld
Boerne
Flatonia
Lulling
Eagle Lake
Rosenberg
Ancola
Warwick
San Antonio
Gonzales
Port Bolivar
GALVESTON
11-5-'09

THE COLORADO & SOUTHERN LINES.

THE COLORADO & SOUTHERN RAILWAY COMPANY.
FORT WORTH & DENVER CITY RAILWAY COMPANY.
THE TRINITY AND BRAZOS VALLEY RAILWAY COMPANY.
THE WICHITA VALLEY RAILWAY COMPANY.
THE COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY COMPANY.

DENVER, COLORADO SPRINGS, PUEBLO AND CRIPPLE CREEK SERVICE.

VIA DIRECT LINE. Standard Gauge.

SOUTHBOUND.	Mls	No. 608	No. 4	No. 12	No. 12	No. 2	No. 610	No. 10	No. 6	No. 8
Lve. Denver	0	*3 50 A M	*8 00 A M	*8 30 A M	*9 30 A M	*12 15 Noon	†3 45 P M	*6 00 P M	*7 45 P M	*11 50 P M
Arr. Littleton	11	4 13 A M	—	— —	— —	— —	4 08 P M	6 25 P M	— —	— —
Arr. Castle Rock	32	4 50 A M	— —	— —	10 28 A M	1 14 P M	4 49 P M	7 08 P M	— —	12 31 Night
Arr. Palmer Lake	52	5 34 A M	*9 40 A M	10 20 A M	11 10 A M	1 55 P M	5 36 P M	7 46 P M	8 43 P M	1 15 A M
Arr. Colorado Springs	74	6 20 A M	10 15 A M	11 00 A M	11 50 A M	2 35 P M	6 15 P M	8 20 P M	10 29 P M	1 55 A M
Lve. Colorado Springs	74	6 40 A M	10 20 A M	11 05 A M	.....	2 40 P M	6 40 P M	.....	10 30 P M	2 00 A M
Arr. Pueblo	119	7 50 A M	11 30 A M	12 15 Noon	.....	3 50 P M	7 55 P M	.....	11 40 P M	3 10 A M
Arr. Cripple Creek	132	.....	1 35 P M	.....	.....	.....	.....	.....	.....	.....

Trains marked * run daily; † daily, except Sunday; § Sunday only. ‖ Meals. + Coupon stations; ♁ Telegraph stations. STANDARD—*Mountain time.*

NORTHBOUND.	No. 7	No. 13	No. 5	No. 607	No. 1	No. 609	No. 611	No. 3	No. 15
Lve. Pueblo	*2 35 A M	.....	*5 30 A M	*10 15 A M	*11 35 A M	*1 45 P M	*2 30 P M	*5 00 P M	.....
Lve. Cripple Creek	.....	.....	.....	.....	.....	.....	.....	*3 10 P M	.....
Arr. Colorado Springs	3 55 A M	.....	7 00 A M	11 40 A M	12 45 Noon	3 00 P M	4 05 P M	6 10 P M	.....
Lve. Colorado Springs	4 05 A M	*5 50 A M	7 20 A M	11 50 A M	12 50 Noon	3 05 P M	4 10 P M	6 15 P M	*8 20 P M
Lve. Palmer Lake	4 53 A M	6 40 A M	8 15 A M	12 50 Noon	1 40 P M	4 00 P M	5 05 P M	6 59 P M	9 09 P M
Lve. Castle Rock	5 25 A M	7 12 A M	8 47 A M	1 30 P M	— —	— —	5 46 P M	— —	9 46 P M
Lve. Littleton	6 10 A M	7 46 A M	— —	2 05 P M	— —	— —	6 25 P M	— —	10 17 P M
Arr. Denver	7 00 A M	8 10 A M	10 00 A M	2 50 P M	3 15 P M	6 30 P M	7 10 P M	8 30 P M	10 40 P M

All trains leave and arrive Denver, Colorado Springs and Pueblo at Union Passenger Stations. No transfer necessary.

NORTHERN COLORADO SERVICE.

Fort Collins District. DENVER, BOULDER, FORT COLLINS AND GREELEY. Standard Gauge.

223	221	No. 33	No. 23	No. 25	No. 21	No. 35	M	*November 7, 1909.*	Elev.	No. 22	No. 34	No. 24	No. 36	No. 26	226	228
....	....	.....	.....	.....	.....	.....	..	LEAVE] [ARRIVE	.....	.....	.....	.....	.....	.....	....	....
....	....	*7 00 P M	*4 00 P M	*12 30 Noon	*8 15 A M	*8 00 A M	0	.....Denver.....♁	5,170	9 25 A M	10 30 A M	5 10 P M	6 00 P M	8 55 P M	....	....
....	....	— —	4 05 »	— —	8 20 »	— —	2	.....Argo.....♁	5,213	— —	— —	5 04 »	— —	— —	....	....
....	....	7 07 »	4 08 »	12 37 Noon	8 23 »	8 08 »	3	.....Utah Junction..♁	5,237	9 14 »	10 23 »	5 01 »	5 51 »	8 45 »	....	....
....	....	— —	4 14 »	— —	8 29 »	— —	6	.....Westminster.....	5,300	9 07 »	— —	4 56 »	— —	— —	....	....
....	....	— —	4 20 »	— —	8 38 »	— —	9	.....Semper .....♁	5,327	9 00 »	— —	4 49 »	— —	— —	....	....
....	....	— —	4 30 »	— —	8 47 »	— —	14	.....Broomfield.....	5,410	8 52 »	— —	4 39 »	— —	8 28 »	....	....
....	....	— —	— —	— —	— —	— —	15	....Burns Junction..♁	5,406	8 50 »	— —	— —	— —	— —	....	....
....	....	— —	4 42 »	— —	8 53 »	8 40 »	16	..Louisville Junc.♁	5,486	8 45 »	— —	4 38 »	5 20 »	— —	....	....
....	....	— —	5 00 »	1 10 P M	9 12 »	— —	24	.....Marshall.....♁	5,410	8 25 »	— —	4 12 »	— —	8 10 »	....	....
....	....	— —	5 10 »	1 16 »	9 20 »	— —	28	.....University.....	5,335	8 15 »	— —	4 03 »	— —	8 03 »	....	....
....	....	7 50 »	5 20 »	1 24 »	9 28 »	9 15 A M	30	.....Boulder.....♁	5,335	8 13 »	9 40 »	4 00 »	*4 40 P M	5 59 »	....	....
....	....	— —	5 38 »	1 40 »	9 47 »	.....	38	.....Niwot.....	5,085	7 48 »	— —	3 38 »	.....	5 38 »	....	....
....	....	8 16 »	5 55 »	1 54 »	10 00 »	.....	44	.....Longmont.....♁	4,935	7 34 »	9 12 »	3 24 »	.....	5 22 »	....	....
....	....	— —	6 12 »	— —	10 17 »	.....	49	.....Highland.....	5,107	7 17 »	— —	— —	.....	5 04 »	....	....
....	....	8 44 »	6 24 »	2 23 »	10 29 »	.....	54	.....Berthoud.....♁	4,747	7 06 »	8 43 »	2 56 »	.....	4 52 »	....	....
....	....	— —	6 31 »	— —	10 36 »	.....	57	.....Campion.....	4,853	6 59 »	— —	— —	.....	4 45 »	....	....
....	....	8 57 »	6 40 »	2 39 »	10 45 »	.....	61	.....Loveland.....♁	4,972	6 49 »	8 30 »	2 39 »	.....	4 38 »	....	....
....	....	— —	6 50 »	— —	10 55 »	.....	64	.....Marion.....	5,045	6 42 »	— —	— —	.....	4 28 »	....	....
....	....	— —	7 01 »	— —	11 06 »	.....	69	.....McClellands.....	4,994	6 32 »	— —	— —	.....	4 18 »	....	....
P M	A M	— —	7 10 »	3 08 »	11 17 »	.....	73	..Agricultural College..	4,995	6 23 »	— —	2 08 »	.....	4 07 »	A M	P M
*330	*8 30	9 30 P M	7 13 »	3 10 P M	11 20 »	.....	74	.....Fort Collins..♁	4,972	6 20 »	*8 00 A M	2 05 »	.....	*4 05 P M	10 50	6 00
3 47	8 47	.....	7 33 »	.....	11 40 »	.....	81	.....Timnath.....♁	4,886	6 03 »	.....	1 48 »	.....	.....	10 33	5 43
4 01	9 01	.....	7 50 »	.....	11 53 A M	.....	86	.....Windsor.....♁	4,804	5 49 »	.....	1 34 »	.....	.....	10 19	5 29
4 20	9 20	.....	8 09 »	.....	12 13 Noon	.....	93	..... Farmers	.....	5 30 »	.....	1 15 »	.....	.....	10 00	5 10
4 35	9 35	.....	8 25 P M	.....	12 30 Noon	.....	99	arr.....Greeley♁..lve.	4,637	*5 15 A M	.....	*1 00 P M	.....	.....	*9 45	*4 55
P M	A M	.....	*4 00 P M	.....	*8 15 A M	*8 00 A M	0	lve.....Denver....arr.	.....	9 25 A M	.....	5 10 P M	6 00 P M	.....	A M	P M
....	....	.....	4 45 »	.....	8 55 »	8 40 »	16	lve...Louisville Junc.arr.	.....	8 35 »	.....	4 25 »	5 20 »	.....	....	....
....	....	.....	5 06 »	.....	9 10 »	8 52 A M	19	arr...Louisville♁.lve.	.....	8 27 »	.....	4 15 »	*5 11 P M	.....	....	....
....	....	.....	5 15 P M	.....	9 20 A M	.....	22	.....Lafayette.....♁	.....	*8 05 A M	.....	*4 05 P M	.....	.....	....	....
....	....	.....	.....	.....	.....	.....	..	ARRIVE] [LEAVE	.....	.....	.....	.....	.....	.....	....	....

THE LOOP LINE

Clear Creek District. BETWEEN DENVER, IDAHO SPRINGS, GEORGETOWN AND SILVER PLUME. Narrow Gauge.

.....	No. 53	No. 51	Mls	*September 27, 1909.*	Elev.	No. 52	No. 54	.....
.....	.....	.....	....	.....	.....	.....	.....	.....
.....	*3 20 P M	*8 10 A M	0	lve... + Denver♁...arr.	5,170	9 40 A M	5 35 P M	.....
.....	3 37 »	8 30 »	8	» .....Arvada♁ ... »	5,31[illegible]	9 20 »	5 15 »	.....
.....	3 46 »	8 40 »	11	» .. Mount Olivet .. »	5,489	9 06 »	5 06 »	.....
.....	4 02 »	8 52 »	16	» ...+ Golden♁... »	5,655	8 52 »	4 58 »	.....
.....	4 08 »	9 55 »	29	arr.. Forks Creek♁lve.	6,880	8 00 »	4 04 »	.....
.....	5 12 »	10 05 »	29	lve.. Forks Creek..arr.	6,880	7 50 »	3 56 »	.....
.....	5 41 »	10 37 »	37	» + Idaho Springs♁ »	7,543	7 24 »	3 27 »	.....
.....	5 58 »	10 55 »	42	» .....Dumont..... »	8,090	7 07 »	3 08 »	.....
.....	6 06 »	11 02 »	44	» ..... Lawson ..... »	8,112	7 02 »	3 01 »	.....
.....	6 11 »	11 06 »	46	» ..... Empire♁ ... »	8,247	6 57 »	2 58 »	.....
.....	6 26 P M	11 25 A M	50	lve. + Georgetown♁..lve.	8,476	6 45 A M	2 42 P M	.....
.....	.....	.....	....	(*The Loop.*)	.....	.....	.....	.....
.....	8 50 P M	11 30 A M	54	arr. + Silver Plume♁lve.	9,176	*6 25 A M	*2 20 P M	.....
.....	.....	.....	70	arr. Mt. McClellan.lve.	14,007	.....	.....	.....

BETWEEN DENVER, BLACK HAWK AND CENTRAL CITY.

Elev.	*September 27, 1909.*	Mls	No. 151	No. 153
5,170	Lve..Denver+.....♁	0	*8 10 A M	*3 20 P M
6,880	Arr..Forks Creek.....♁	29	9 55 »	15 03 »
6,880	Lve..Forks Creek.....	29	10 00 »	5 05 »
8,032	Lve..Black Hawk+.....♁	36	10 35 A M	5 40 P M
.....	(*The Switch Back.*)	....	.....	.....
8,503	Arr..Central City+...♁	40	10 55 A M	6 00 P M

STATIONS.	Mls	No. 152	No. 154
Lve..Central City	0	*6 55 A M	*2 55 P M
(*The Switch Back.*)	....	.....	.....
Lve..Black Hawk	4	7 20 A M	3 15 P M
Arr..Forks Creek	11	7 53 »	3 53 »
Lve..Forks Creek	11	8 00 »	4 04 »
Arr..Denver	40	9 40 A M	5 35 P M

THROUGH CAR SERVICE.

Trains Nos. 1 and 2—Between Denver and Fort Worth.—Carry First-Class Modern Coaches and Pullman Drawing-room Sleepers between Denver and Fort Worth and Denver and Galveston, via the H. & T. C. from Fort Worth. Electric-lighted Dining Car between Denver and Fort Worth.

Trains Nos. 7 and 8—Pullman Drawing-room Sleeping Cars between Denver and Fort Worth. Sleepers ready for occupancy at Denver and Colorado Springs at 10 00 p.m. in Train No. 8. Electric-lighted Dining Cars between Denver and Fort Worth. Through Coaches between Denver and Fort Worth.

Train No. 12—Carries Observation Pullman Sleeper Denver to Ogden and Free Chair Car Denver to Grand Junc.; also Through Tourist Sleeper Chicago to Los Angeles, leaving Chicago every Tuesday, via Burlington Route at 8 10 p.m.; Denver every Thursday, 9 30 a.m.; arriving Los Angeles Sunday 2 30 p.m. Dining Car (service a la carte) Colorado Springs to Grand Junction.

Train No. 11—Carries Observation Pullman Sleeper Ogden to Denver. Free Chair Car Grand Junction to Denver. Dining Car (service a la carte) Grand Junction to Colorado Springs.

Trains Nos. 13 and 16—Carry Pullman Sleeper and Chair Car between Denver and Grand Junction; also Pullman Sleeping Car between Denver and Leadville. Cafe Car between Denver and Colorado Springs. Dining Car between Colorado Springs and Grand Junction.

Trains Nos. 3 and 4—Between Denver, Colorado Springs, Pueblo, Victor and Cripple Creek. Through Cars bet. Denver, Victor and Cripple Creek.

THE COLORADO & SOUTHERN LINES.

THE COLORADO & SOUTHERN RAILWAY COMPANY.
FORT WORTH & DENVER CITY RAILWAY COMPANY.
THE TRINITY AND BRAZOS VALLEY RAILWAY COMPANY.
THE WICHITA VALLEY RAILWAY COMPANY.
THE COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY COMPANY.

BETWEEN DENVER AND FORT WORTH.

No. 8	No. 2	Mls	October 10, 1909.	Elev.	No. 1	No. 7
			LVE.] Mount. time. [ARR.			
*11 30 P M	*12 15 Noon	0	...Denver (C. & S.). ♁	5170	3 15 P M	7 00 A M
1 55 A M	2 35 P M	74	ar. + Colorado Spgs. lv.	6158	12 50 Noon	4 05 A M
2 00 A M	2 40 P M	74	lve. Colorado Spgs. arr.	6158	12 45 Noon	3 55 A M
3 10 A M	3 50 P M	119	arr. } + . Pueblo. ♁ { lve.	4816	11 35 A M	2 35 A M
3 20 A M	3 57 P M	119	lve. } { arr.	4816	11 30 A M	2 25 A M
5 35 "	6 00 "	175	+ ....Walsenburg .... ♁	....	9 37 "	11 56 P M
5 59 "	6 20 "	183	.....Mayne..... ♁	....	9 10 "	11 32 "
6 05 "	6 26 "	185	.....Monson.....	....	9 05 "	11 25 "
6 25 "	6 45 "	194	.....Lynn ..... ♁	....	8 42 "	11 00 "
6 42 "	7 01 "	201	.....Ludlow ..... ♁	....	8 28 "	10 45 "
6 52 "	7 12 "	206	...Forbes Junction.. ♁	....	8 14 "	10 29 "
— —	— —	207	.....Suffield.....	....	— —	— —
7 00 "	7 21 "	209	.....Bowen..... ♁	....	8 04 "	10 17 "
7 20 "	7 40 "	216	arr..+ Trinidad ♁ ..lve.	6000	7 50 "	10 00 "
7 35 "	7 50 "	216	lve.... Trinidad....arr.	6000	7 35 "	9 60 "
7 53 "	8 05 "	223	....Beshoar Junction....	5913	7 15 "	9 30 "
8 20 "	8 33 "	236	.....Barela..... ♁	5733	6 51 "	9 06 "
8 45 "	9 01 "	248	..... Nola	5764	6 25 "	8 40 "
8 55 "	9 12 "	254	.....Trinchere..... ♁	5801	6 15 "	8 30 "
9 10 "	9 27 "	260	....Watervale, Colo.. ♁	6057	6 04 "	8 19 "
9 34 "	9 50 "	269	...Emery Gap, N. M. ♁	6472	5 46 "	8 01 "
9 45 "	10 02 "	274	.....Alps.....	6519	5 34 "	7 49 "
10 12 "	10 27 "	285	..... Folsom ..... ♁	6410	5 10 "	7 25 "
10 40 "	10 56 "	296	.....Des Moines.... ♁	6632	4 48 "	7 02 "
10 55 "	11 12 "	303	..... Grande ..... ♁	6418	4 30 "	6 43 "
11 14 "	11 30 "	314	..... Grenville	5962	4 06 "	6 17 "
11 29 "	11 45 P M	325	.....Mt. Dora ..... ♁	5686	3 50 "	6 00 "
11 48 A M	12 02 Night	333	.....Royce.....	....	3 27 "	5 37 "
12 07 Noon	12 19 "	341	+.....Clayton..... ♁	5064	3 10 "	5 20 "
12 27 Noon	12 37 Night	350	arr. Sixela (Mt. time). lve.	....	*2 48 A M	*4 58 P M
			(Ft. W. & D. C.)			
*1 27 P M	*1 37 A M	359	lve. Sixela (Cent. time). arr.	....	3 48 A M	5 58 P M
1 35 "	1 45 "	351	.....Texline.....	....	3 45 "	5 55 "
1 58 "	2 15 "	362	.....Perico..... ♁	....	3 09 "	5 13 "
2 22 "	— —	372	..... Ware	....	— —	4 44 "
2 42 "	— —	383	.....Matlock	....	— —	4 12 "
2 53 "	3 09 "	386	..... Dalhart ..... ♁	....	2 05 A M	4 04 "
3 02 "	— —	391	.....Twist.....	....	— —	3 50 "
3 25 "	— —	401	.....Hartley..... ♁	....	— —	3 25 "
3 39 "	— —	408	.....Duncan.....	....	— —	3 08 "
3 57 "	4 09 "	416	..... Channing..... ♁	....	12 54 Night	2 48 "
4 21 "	— —	427	..... Magenta	....	— —	2 20 "
4 33 "	4 41 "	432	.....Tascosa..... ♁	....	12 16 Night	2 09 "
5 05 "	— —	446	..... Field	....	— —	1 34 "
5 30 "	— —	457	.....Simmons.....	....	— —	1 08 P M
6 05 "	6 00 "	468	+.....Amarillo..... ♁	....	10 50 P M	12 40 Noon
6 17 "	— —	475	.....Pullman.....	....	—	12 05 Noon
6 32 "	6 30 "	483	.....Washburn.... ♁	....	10 05 "	11 45 A M
6 57 "	6 57 "	496	..... Claude ..... ♁	....	9 39 "	11 12 "
7 18 "	7 22 "	508	..... Goodnight .... ♁	....	9 13 "	10 40 "
7 35 "	7 38 "	516	..... Southard	....	8 54 "	10 15 "
7 55 "	8 00 "	526	+....Clarendon..... ♁	....	8 31 "	9 47 "
8 15 "	8 18 "	533	..... Lelia Lake	....	8 15 "	9 27 "
8 30 "	8 33 "	539	..... Rowe.....	....	8 00 "	9 10 "
8 46 "	8 50 "	546	.....Giles ..... ♁	....	7 42 "	8 50 "
9 05 "	9 05 A M	553	..... Memphis ..... ♁	....	7 22 "	8 20 A M
9 31 "	9 26	564	.....Newlin	....	6 51 "	7 53
9 40 "	9 32 4	567	..... Estelline ..... ♁	....	6 41 "	7 47 3
10 00 "	9 49 A M	576	.....Carey.....	....	6 21 "	7 27 P M
10 30 "	10 10 *7 00	584	+.... Childress .... ♁	....	6 00 "	7 10 5 00
10 48 "	b — 7 25	593	..... Kirkland ..... ♁	....	— —	6 37 4 37
b —	b — 7 55	604	.....Goodlet.....	....	— —	— — 4 11
b —	b — 8 02	607	.....Acme..... ♁	....	— —	6 00 4 02
11 22 "	11 02 8 12	612	+.... Quanah .... ♁	....	4 50 "	5 46 3 49
b —	b — 8 25	618	.....Evans.....	....	— —	— — 3 34
11 46 P M	11 26 8 39	625	..... Chillicothe .... ♁	....	4 18 "	5 12 3 15
b —	b — 8 54	633	.....Tolbert ..... ♁	....	— —	— — 2 53
12 15 Night	11 55 9 10	641	+..... Vernon ..... ♁	....	3 44 P M	4 33 2 39
12 37 "	b — 9 30	649	.....Oklaunion..... ♁	....	— —	4 12 2 18
12 56 Night	b — 9 50	656	.....Harrold..... ♁	....	— —	3 53 1 58
1 15 A M	b — 10 08	664	..... Electra ..... ♁	....	— —	3 34 1 40
b —	b — 10 33	673	..... Burk	....	— —	— — 1 15
1 57 6	b — 10 47	679	+.....Iowa Park..... ♁	....	— — 5	2 54 1 00
2 25 A M	1 50 ‖11 15	690	arr. + Wichita Falls ♁ lve.	....	1 50 P M	2 25 12 35
2 35 *325	1 55 11 35	690	lve... Wichita Falls..arr.	....	1 45 1145	2 15 ‖12 15
b — 3 47	b — 11 55	699	.....Jolly ..... ♁	....	— — 1115	— — 11 55
3 16 4 10	2 40 12 25	708	+.... Henrietta .... ♁	....	1 00 1051	1 25 11 30
3 54 4 49	b — 1 08	725	.....Bellevue ..... ♁	....	— — 1011	12 45 10 53
4 18 5 14	3 33 1 33	736	+.....Bowie ..... ♁	....	12 02 9 45	12 17 10 30
b — 5 25	b — 1 44	741	.....Fruitland.....	....	— — 9 33	— — 10 17
b — 5 35	b — 1 52	744	.....Sunset ..... ♁	....	— — 9 24	11 55 10 09
4 56 5 53	b — 2 29	752	+..... Alvord ..... ♁	....	— — 9 04	11 35 9 50
b — 6 07	b — 2 22	758	.....Cowen	....	— — 8 50	— — 9 38
5 22 6 20	4 25 2 36	764	+.....Decatur..... ♁	....	11 00 8 36	11 08 9 25
b — 6 33	b — 2 47	770	.....Herman.....	....	— — 8 22	— — 9 13
b — 6 54	b — 3 08	779	..... Rhome ..... ♁	....	— — 8 00	— — 8 52
b — 7 11	b — 3 25	785	.....Avondale.....	....	— — 7 44	— — 8 37
b — 7 20	b — 3 33	789	.....Calef.....	....	— — 7 36	— — 8 29
b — 7 33	b — 3 45	794	.....Saginaw..... ♁	....	— — 7 23	— — 8 15
7 00 8 00	5 46 4 10	804	+... Fort Worth.... ♁	....	*9 40 *700	*8 30 *7 50
A M A M	P M P M	....	ARRIVE] [LEAVE	....	A M P M	P M A M

BETWEEN FORT WORTH AND GALVESTON.

No. 3	No. 1	Mls.	November 28, 1909.	No. 2	No. 4
.....	*9 00 A M	0	lve.... Fort Worth ♁ ...arr.	7 45 P M	.....
.....	10 00 "	28.5	+ . Cleburne (T. & B. V.). ♁	6 45 "	.....
.....	10 36 "	43.5	+ .....Covington..... ♁	6 05 "	.....
.....	10 46 "	47.4	.....Osceola..... ♁	5 55 "	.....
.....	11 15 "	58.2	.....Hillsboro..... ♁	5 25 "	.....
.....	11 37 "	67.7	.....Bynum..... ♁	5 00 "	.....
.....	11 58 A M	75.2	+.....Malone..... ♁	4 35 "	.....
.....	12 25 Noon	83.4	+..... Hubbard ..... ♁	4 10 "	.....
.....	12 42 "	90.5	.....Munger.....	3 45 "	.....
.....	12 52 Noon	95.0	+.....Cooledge..... ♁	3 34 "	.....
.....	1 28 P M	106.9	+.....Mexia..... ♁	3 02 "	.....
.....	‖2 00 "	120.5	arr.....Teague ♁ .....lve.	2 30 "	.....
*2 30 A M	2 20 "	120.5	lve.....Teague.....arr.	‖1 55 "	3 15 A M
— —	2 45 "	131.6	.....Donie ..... ♁	1 30 P M	— —
— —	3 20 "	148.2	.....Concord	12 54 Noon	— —
— —	3 39 "	156.3	.....Flynn	12 36 "	— —
3 58 "	3 58 "	165.1	.....Normangee..... ♁	12 19 Noon	1 45 A M
— —	4 21 "	175.0	.....Zulch..... ♁	11 55 A M	— —
— —	4 44 "	183.3	..... Iola..... ♁	11 35 "	— —
— —	5 05 "	194.2	.....Singleton..... ♁	11 12 "	— —
— —	5 28 "	205.5	.....Richards.....	10 47 "	— —
— —	5 58 "	218.8	.....Bobbin..... ♁	10 15 "	— —
— —	6 15 "	227.6	.....Karen	9 58 "	— —
— —	6 25 "	233.1	..... Ventura	9 44 "	— —
6 28 "	6 40 "	239.6	.....Tomball ..... ♁	9 30 "	‖11 12 P M
7 40 "	7 55 P M	272.1	arr.....Houston ♁ ....lve.	*8 15 A M	10 00 "
9 15 A M	.....	325.0	arr.....Galveston.....lve.	.....	*8 20 P M

BETWEEN DALLAS, WAXAHACHIE AND TEAGUE.

No. 3	No. 5	Mls.	November 28, 1909.	No. 4	No. 6
*11 00 P M	*10 00 A M	0	lve. Dallas (T. & B. V.). arr.	7 00 A M	5 55 P M
12 05 Night	11 05 "	31.1	.....Waxahachie.....	5 45 "	4 45 "
12 30 Night	11 36 A M	43.2	.....Bardwell.....	5 12 "	4 14 "
1 10 A M	12 25 Noon	62.0	..... Corsicana.....	4 35 "	3 36 "
— —	12 43 Noon	70.4	.....Navarro.....	— —	3 19 "
2 25 A M	1 45 P M	97.6	arr.....Teague.....lve.	*3 20 A M	*2 15 P M

BETWEEN DENVER AND COLORADO SPRINGS.
Via Elizabeth.

No. 38	No. 18	Mls.	September 27, 1909.	Elev.	No. 17	No. 37
			(Mountain time.)			
‡1 30 P M	†1 30 P M	0	lve..... Denver ♁ .. arr.	5170	12 10 Noon	10 50 A M
2 27 "	2 57 "	23	.....Parkers..... ♁	6020	10 48 A M	9 53 "
3 07 "	3 58 "	39	.....Elizabeth ..... ♁	6604	10 00 "	9 15 "
3 34 "	4 43 "	52	.....Elbert..... ♁	6870	9 12 "	8 48 "
4 00 "	5 25 "	64	..... Eastonville ..... ♁	7380	8 30 "	8 20 "
4 42 P M	6 18 P M	82	.... Manitou Junc.. ♁	5492	†7 38 A M	§7 35 A M
			ARRIVE] [LEAVE			
5 20 P M	6 55 P M	91	+ .. Colorado Spgs....	6158	†7 00 A M	§7 00 A M
			ARRIVE] [LEAVE			

BETWEEN DENVER AND MORRISON.
Narrow Gauge.

67	83	65	63	M	September 12, 1909	Elev	62	64	84	66
P M	P M	A M	A M	..	(Mountain time.)	....	A M	Noon	P M	P M
*5 15	†1 00	*10 25	*8 05	0	lve..... Denver ♁ ... arr.	5170	10 15	12 35	4 35	7 20
5 28	1 20	10 38	8 17	3	.....Valverde.....	5214	10 03	12 23	4 22	7 08
5 40	1 40	10 50	8 30	8	.... Sheridan Junc.. ♁	5284	9 50	12 10	4 07	6 55
5 43	1 44	10 53	8 33	9	..... Fort Logan.....	5311	9 47	12 07	4 03	6 52
5 58	2 09	11 08	8 48	13	.....Lee Siding.....	....	9 32	11 52	3 44	6 37
6 04	2 18	11 14	8 54	14	.....Cowan.....	....	9 26	11 46	3 36	6 31
6 15	2 35	11 25	9 05	17	..... Morrison ..... ♁	5753	*9 15	*11 35	†3 20	*6 20
P M	P M	A M	A M	..	ARRIVE] [LEAVE	....	A M	A M	P M	P M

CRIPPLE CREEK SERVICE.
BETWEEN DENVER, PUEBLO AND CRIPPLE CREEK.

No. 3	Mls	September 26, 1909.	Altitude.	No. 4
*8 00 A M	....	lve.. Denver (C. & S.). arr.	5,197	8 30 P M
*5 30 A M	....	lve.. Pueblo (C. & S.) arr.	4,668	7 55 P M
		(C. S. & C. C. D. Ry.)		
*10 20 A M	....	lve.. Colorado Springs..arr.	5,992	6 05 P M
10 27 "	0	.. Colorado Springs Yard. ♁	5,992	5 58 "
10 35 "	2.2	.. Colorado City Junction..	6,323	5 50 "
10 51 "	6 6	.....Sublime.....	7,159	5 35 "
11 09 "	10.7	.....Fairview..... ♁	7,926	5 21 "
11 26 "	14.9	.....St. Peter's.....	8,715	5 09 "
11 39 A M	18.1	.....Duffields.....	9,304	4 59 "
12 01 Noon	21.4	..... Summit..... ♁	9,918	4 48 "
12 04 "	22.8	.....Rosemont.....	9,821	4 34 "
12 08 "	24.2	.....Saderlind.....	9,956	4 31 "
12 27 "	30.1	.....Clyde..... ♁	9,440	4 13 "
12 39 "	34.2	.....Love.....	9,706	4 03 "
12 51 "	38.8	.....Grassy	9,977	3 52 "
12 53 Noon	39.5	+ Cameron Junction ♁	10,040	3 50 "
— —	42.0	+ ....Independence .... ♁	.....	— —
1 16 P M	44.5	+ .....Victor..... ♁	9,734	3 30 "
1 25 "	46.3	+ .....Elkton	.....	3 21 "
1 29 "	47.9	+ .....Anaconda..... ♁	.....	3 15 "
1 35 P M	50.8	ar. + Cripple Creek ♁ .lv.	9,505	*3 10 P M

* Daily; † daily, except Sunday; b stops to leave passengers from points north of Childress. ‖ Meals. + Coupon stations; ♁ Telegraph stations; ⊙ Telephone stations.

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THE WICHITA VALLEY RAILWAY COMPANY.
THE COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY COMPANY.

BETWEEN CHEYENNE, WHEATLAND AND ORIN JUNCTION.
Wyoming District.—Standard Gauge.

No. 41	Mls	*September 27, 1909.* (*Mountain time.*)	Elev.	No. 42
*7 10 A M	0	lve...+**Cheyenne** ♂..arr.	6050	7 15 P M
7 20 "	4	.....Fort Russell.... ♂	6161	7 05 "
7 40 "	13	.....Silver Crown.....	....	6 47 "
8 22 "	34	+.... Horse Creek .... ♂	6508	6 02 "
8 36 "	39	.....Altus.....	....	5 50 "
8 48 "	46	.....Iron Mountain.....	6247	5 35 "
9 18 "	60	.....Diamond.....	....	5 03 "
9 43 "	71	+..... Chugwater..... ♂	5278	4 40 "
10 08 "	84	.....Bordeaux.....	....	4 10 "
10 33 "	96	+.....Wheatland..... ♂	4737	3 45 "
11 05 "	113	..... Buckhorn	....	3 15 "
11 20 "	119	.....**Hartville Jn**[1]... ♂	4411	3 00 "
11 30 A M	122	..... Wendover	....	2 50 "
12 45 Noon	154	+.. **Orin Junction**[2]. ♂	4700	*1 35 P M
		ARRIVE]		[LEAVE

Maxwell Branch.—Trinidad to Pels (23 miles). No train service.

BETWEEN HILL TOP JUNCTION AND LEAVICK.

Mls	*June 6, 1909.* (*Mountain time.*)	Elev.
	LEAVE]	[ARRIVE
0	.....**Hill Top Junction**.....	
8	.....Horse Shoe.....	
10	.....Mudsill.....	
11	.....**Leavick**.....	
	ARRIVE]	[LEAVE

BETWEEN FORT COLLINS AND WELLINGTON.

No. 226	No. 233	Mls	*September 27, 1909.*	Mls	No. 234	No. 224
			LEAVE]		[ARRIVE	
*1 15 P M	*6 55 A M	0	..... **Fort Collins**.... ♂	15.4	7 55 A M	3 10 P M
1 24 "	7 01 "	2.7	..... Plummers	12.7	7 49 "	2 56 "
1 32 "	7 07 "	5.3	.....Giddings.....	10.1	7 43 "	2 48 "
1 40 "	7 13 "	7.8	.....Barnett.....	7.6	7 37 "	2 41 "
1 50 P M	7 20 A M	10.8	..... Wellington.....	4.6	*7 30 A M	*2 30 P M
		15.4	..... **Waverly**.....	0		
			ARRIVE]		[LEAVE	

BETWEEN DICKEY, DILLON AND KEYSTONE.

No. 89	No. 87	Mls	*September 12, 1909.*	Elev.	No. 88	No. 90
			LEAVE]		[ARRIVE	
*3 06 P M	*10 52 A M	0	.....**Dickey**..... ♂	8977	11 12 A M	3 26 P M
3 16 P M	11 02 A M	3	.....Dillon..... ♂	8805	*11 02 A M	*3 16 P M
		7	+.... **Keystone**.....	9159		
			ARRIVE]		[LEAVE	

BETWEEN BYERS, WICHITA FALLS AND ABILENE.

No. 6-8	No. 2-10	Mls	*June 6, 1909.*	No. 1-7	No. 5-9
			LVE.] *Cent. time.* [ARR.		
*7 10 P M	*5 15 A M	0	....**Abilene** (*W. V.*)....	9 35 P M	8 10 A M
7 52 "	5 55 "	14	..... Hawley	8 57 "	7 35 "
8 25 "	6 20 "	25	..... Anson	8 25 "	7 02 "
9 00 "	6 40 "	33	.....Penick.....	8 05 "	6 40 "
9 30 "	7 05 "	39	arr....**Stamford**⊙..lve.	7 45 "	6 15 "
9 30 "	7 05 "	39	lve....**Stamford**....arr.	†7 25 "	6 15 "
9 52 "	7 27 "	47	.....McConnell.....	7 02 "	5 48 "
10 15 "	7 50 "	55	..... Haskell	6 40 "	5 22 "
10 50 "	8 25 "	67	.....Weinert.....	6 05 "	4 45 "
11 15 "	8 45 "	76	..... Munday.....⊙	5 40 "	4 16 "
11 30 "	9 00 "	81	..... Goree	5 25 "	4 00 "
11 55 P M	9 22 "	88	..... Bomarton	5 00 "	3 35 "
12 30 Night	9 55 "	100	+.....**Seymour**..... ♂	4 30 "	3 00 "
1 15 A M	10 38 "	116	.....Fulda	3 42 "	2 05 "
1 40 "	11 00 "	124	.....Dundee..... ♂	3 20 "	1 40 A M
2 20 "	11 32 A M	137	.....Holliday..... ♂	2 45 "	12 56 Night
3 15 A M	12 15 Noon	152	arr..**Wichita Falls** ♂ lve.	*2 00 P M	*12 05 Night
†7 30 A M	†2 30 P M	152	ive.**Wichita Falls**..arr.	11 30 A M	6 15 P M
8 55 "	3 50 "	169	.....Petrolia.....⊙	10 10 "	4 55 "
9 20 A M	4 15 P M	175	arr.....**Byers**⊙....lve.	†9 40 A M	†4 30 P M

BETWEEN STAMFORD AND SPUR.

No. 13	Mls	*November 22, 1909.*	Mls	No. 14
*7 30 A M	0	lve....**Stamford** ...arr.	82.2	7 00 P M
7 55 "	7.1	.....Capron.....	75.1	6 35 "
8 20 "	14.6	.....Sagerton.....	67.6	6 05 "
8 45 "	21.3	.....Brandenburg.....	60.9	5 40 "
9 20 "	31.6	.....Aspermont.....	50.6	5 05 "
9 35 "	36.7	.....Gowdy.....	46.5	4 45 "
10 05 "	44.6	.....Alluvia.....	37.6	4 20 "
10 15 "	48.0	.....Orianna	34.2	4 10 "
10 45 "	58.5	.....Jayton.....	23.7	3 45 "
11 15 "	68.3	.....Girard.....	13.9	3 10 "
11 55 A M	82.2	arr.....**Spur**.....lve.	0	*2 30 P M

STANDARD OF TIME { East of Texline, *Central time.* / West of Texline, *Mountain time.*

BETWEEN DENVER, BRECKENRIDGE AND LEADVILLE.
Narrow Gauge.

81	71	Mls	*September 12, 1909.*	Elev.	72	82
P M	A M		LEAVE]	[ARRIVE	P M	A M
†6 30	*8 15	0	+.....**Denver**..... ♂	5170	6 00	†1 10
6 55	8 28	3	.....Valverde.....	5208	5 44	12 48
— —	8 36	6	.....Overland.....	5282	5 38	— —
7 26	8 40	8	**Sheridan Junction** ♂	5284	5 31	12 28
7 40	8 49	11	.....MacRose.....	5353	5 20	12 08
7 55	9 01	17	+..... Willard	5417	5 07	11 48
8 05	9 10	20	.....Platte Canon.....	5492	4 57	11 24
8 33	9 31	27	....Strontia Springs....	5847	4 33	10 48
8 43	9 30	29	.....South Platte... ♂	6085	4 25	10 33
8 53	9 46	32	.....Dome Rock.....	6199	4 18	10 18
9 06	9 55	35	.....Dawsons.....	6397	4 08	9 51
9 25	10 10	40	.....Buffalo..... ♂	6619	3 55	9 25
9 40	10 20	42	.....**Pine Grove**... ♂	6738	3 46	9 02
9 54	10 32	46	.....Cliff.....	....	3 35	8 47
10 05	10 38	48	.....Crosson's.....	7059	3 28	8 36
10 30	10 52	52	.....Estabrook.....	7547	3 16	8 12
10 42	11 02	55	.....Baileys.....	7714	3 07	7 50
10 58	11 15	59	..... Alturia	8017	2 54	7 26
11 19	11 30	64	..... Chase	8222	2 40	7 07
11 32	11 39	66	.....Grant..... ♂	8555	2 30	6 56
11 52	11 51	69	.....Webster.....	8979	2 21	6 43
12 45	12 21	76	.....Kenosha.....	9972	2 02	6 15
1 10	12 34	81	.....Jefferson..... ♂	9490	1 44	5 20
1 23	12 44	84	..... Michigan	....	1 36	4 40
1 45	1 00	88	arr....+**Como** ♂...lve.	9775	1 25	†4 20
2 05	1 20	88	lve.....**Como**.....arr.	9775	1 05	8 20
2 30	1 42	94	.....Half Way.....	10529	12 48	7 55
3 10	2 10	99	.....Boreas..... ♂	11470	12 28	7 35
3 16	2 14	100	.....Farnham.....	11236	12 19	7 15
3 32	2 26	104	..... Bacon	10579	11 59	6 30
3 43	2 37	106	..... Mayo.....	10162	11 46	5 55
4 00	2 48	110	+..**Breckenridge**.. ♂	9524	11 30	5 15
— —	— —	113	..... Braddocks	9173	— —	— —
4 25	3 06	116	arr.....**Dickey** ♂..lve.	8977	11 12	— —
4 25	3 26	116	lve.....**Dickey**....arr.	8977	10 52	— —
4 35	3 38	120	.....Frisco.....	9072	10 43	3 57
4 45	3 45	122	.....Curtin	9268	10 37	3 45
5 05	4 01	126	.....Wheeler	9707	10 26	3 30
5 45	4 23	132	..... Kokomo ..... ♂	10642	10 05	3 00
5 55	4 30	135	.....Robinson.....	10822	9 57	2 27
6 10	4 46	137	.....Climax..... ♂	11292	9 47	2 15
6 37	5 07	145	.....Birds Eye.....	....	9 20	1 20
†7 00	5 30	151	+....**Leadville**.... ♂	10185	*9 00	†1 00
A M	P M		ARRIVE]	[LEAVE	A M	A M

BETWEEN DENVER, ALMA, BUENA VISTA, GUNNISON AND BALDWIN.

93	81	Mls	*September 12, 1909.*	Elev.	92	94
P M	A M		LEAVE]	[ARRIVE	P M	P M
†6 30	*8 15	0	..... **Denver**	5170	6 00	7 30
‖2 15	*1 35	88	lve.....+**Como** ♂.....arr.	9775	12 40	7 30
2 37	1 56	94	.....Red Hill.....	9517	12 20	7 08
2 52	2 12	98	.....Hay Ranch.....	....	12 02	6 48
3 08	2 30	103	.....Arthurs.....	9162	11 45	6 27
3 20	2 40	105	arr.....**Garos** ♂.....lve.	9172	11 35	6 18
	3 50	115	.....Fairplay ..... ♂	....	10 47	
	4 00	121	arr.....**Alma** ♂.....lve.	10228	*10 20	
3 20	P M	105	lve.....**Garos**.....arr.	9172	A M	6 18
3 55		114	.....Platte River.....	8934		5 40
4 30		120	.....Bath.....	9460		5 13
4 47		124	.....Newett.....			4 45
5 05		127	.....McGees.....	8648		4 20
5 40		133	arr.....**Macune** ♂.....lve.	7814		3 45
5 55		135	arr.....+**Buena Vista** ♂....lve.	7943		†3 30
‖6 05		135	lve.....**Buena Vista**.....arr.	7943		3 20
6 20		133	lve..... **Macune** .....arr.	7814		3 06
7 10		137	.....Nathrop.....			2 22
7 40		142	.....Mount Princeton.....	8169		1 58
8 30		147	.....Glencliff.....			1 28
8 45		149	.....Fisher.....	9247		1 20
9 25		153	.....St. Elmo..... ♂	10041		12 55
9 50		156	.....Romley.....	11005		12 36
10 20		158	.....Hancock.....			12 22
10 50		161	.....Atlantic.....			— —
11 00		162	.....Alpine Tunnel..... ♂	11596		11 55
11 15		164	.....Sherrod.....	11423		11 35
11 25		165	.....Woodstock.....			11 25
11 50		168	.....Valley Spur.....			10 30
12 10		172	.....Quartz.....			9 55
12 25		175	.....Pitkin..... ♂	9180		9 40
12 55		181	.....Ohio City..... ♂			8 30
1 36		190	.....Parlins..... ♂	7911		7 45
2 20		202	+.....**Gunnison**..... ♂	7649		†7 00
P M			.....Teachout.....			A M
		217	.....Castleton.....	8377		
		219	.....**Baldwin** ..... ♂	8686		
			ARRIVE]	[LEAVE		

* Daily; † daily, except Sunday; ‡ daily, except Monday; ‖ Sunday only. ⊙ Meals. + Coupon stations; ♂ Telegraph stations.

For Map, see pages 576-577.

THE COLORADO & SOUTHERN LINES.

THE COLORADO & SOUTHERN RAILWAY COMPANY.
FORT WORTH & DENVER CITY RAILWAY COMPANY.
THE TRINITY AND BRAZOS VALLEY RAILWAY COMPANY.
THE WICHITA VALLEY RAILWAY COMPANY.
THE COLORADO SPRINGS & CRIPPLE CREEK DISTRICT RAILWAY COMPANY.

BETWEEN DENVER AND TEXAS, LOUISIANA AND MEXICO.

11 50 P M	12 15 Noon	lve. **Denver, Colo.**	(*C. & S.*)	arr.	3 15 P M	7 00 A M
2 00 A M	2 40 P M	lve. **Colorado Spgs.**	"	arr.	12 45 Noon	3 55 A M
3 20 A M	3 57 P M	lve. **Pueblo**	"	arr.	11 30 A M	2 25 A M
7 35 A M	7 50 P M	lve. **Trinidad**	"	arr.	7 35 A M	10 00 P M
7 00 A M	5 45 P M	arr. **Ft. Worth, Tex**	(Ft. W. & D. C.)	lve.	9 40 A M	9 30 P M
7 40 A M	7 40 P M	lve. **Fort Worth**	(*H. & T. C.*)	arr.	8 00 A M	8 30 P M
10 50 A M	10 48 P M	arr. **Corsicana**	"	lve.	5 00 A M	5 30 P M
6 30 P M	6 10 A M	arr. **Houston**	"	lve.	9 40 P M	10 30 A M
8 15 P M	8 45 A M	arr. **Galveston, Tex**	(G.H.&S.A.)	lve.	7 25 P M	7 25 A M
7 25 A M	8 45 P M	arr. **New Orleans**	"	lve.	6 50 A M	9 00 P M
7 30 A M	7 15 P M	lve. **Fort Worth**	(*Tex.& Pac.*)	arr.	8 35 A M	8 35 P M
8 30 A M	8 15 P M	arr. **Dallas**	"	lve.	7 15 A M	7 30 P M
1 17 P M	1 30 A M	arr. **Marshall**	"	lve.	1 10 A M	2 55 P M
3 00 P M	4 45 A M	arr. **Shreveport, La.**	"	lve.	11 00 P M	1 20 P M
8 55 A M	7 50 P M	arr. **New Orleans**	"	lve.	9 00 A M	7 30 P M
7 55 A M	6 30 P M	lve. **Fort Worth**	(*M.K. & T.*)	arr.	8 10 A M	8 35 P M
11 35 A M	10 56 P M	arr. **Waco**	"	lve.	4 40 A M	4 30 P M
9 55 P M	7 35 A M	arr. **Houston**	"	lve.	9 00 P M	7 00 A M
.....	9 30 A M	arr. **Galveston**	"	lve.	7 00 P M	.....
9 30 A M	8 45 P M	lve. **Fort Worth**	(*G.C. & S.F.*)	arr.	7 45 A M	8 15 P M
2 10 P M	1 10 A M	arr. **Temple**	"	lve.	3 35 A M	3 10 P M
7 20 P M	6 30 A M	arr. **Austin**	(*I. & G. N.*)	lve.	11 10 P M	10 45 A M
10 40 P M	10 10 A M	arr. **San Antonio**	"	lve.	7 45 P M	7 30 A M
7 55 A M	8 30 P M	lve. **Fort Worth**	(*M. K. & T.*)	arr.	8 10 A M	8 35 P M
11 50 A M	10 35 P M	arr. **Waco**	"	lve.	4 40 A M	4 30 P M
4 55 P M	4 15 A M	arr. **Austin**	"	lve.	11 59 P M	11 20 A M
7 45 P M	7 30 A M	arr. **San Antonio**	"	lve.	9 00 P M	7 10 A M
7 00 A M	.....	lve. **San Antonio**	(*I. & G. N.*)	arr.	1 20 P M	.....
12 04 Noon	.....	lve. **Laredo**	(*Nat. of Mex.*)	arr.	6 00 A M	.....
6 50 P M	.....	arr. **Monterey, Mex.**	"	lve.	9 30 P M	.....
1 37 P M	.....	arr. **Queretaro**	"	lve.	2 05 A M	.....
8 00 P M	.....	arr. **Mexico City**	"	lve.	7 30 P M	.....
.....	9 00 A M	lve. **San Antonio**	(G. H. & S. A.)	arr.	7 30 P M	.....
.....	4 20 P M	lve. **Diaz** (Eagle Pass)	(Mex. Int.)	arr.	10 30 A M	.....
.....	6 30 A M	arr. **Monterey, Mex.**	"	lve.	9 25 P M	.....
.....	7 15 A M	arr. **Torreon**	"	lve.	8 15 P M	.....
.....	2 30 P M	arr. **Durango**	"	lve	2 00 P M	.....
.....	5 20 P M	arr. **Jimulco**	(*Nat. of Mex.*)	lve.	10 06 A M	.....
.....	4 50 A M	arr. **Aguascalientes**	"	lve.	11 25 P M	.....
.....	8 00 P M	arr. **Mexico City**	"	lve.	7 45 A M	.....
.....	12 15 Noon	lve. **Denver**	(*C. & S.*)	arr.	.....	7 00 A M
.....	2 40 P M	lve. **Colorado Spgs**	"	lve.	.....	4 05 A M
.....	3 57 P M	lve. **Pueblo**	"	lve.	.....	2 35 A M
.....	7 50 P M	lve. **Trinidad**	"	lve.	.....	10 00 P M
.....	3 09 A M	arr. **Dalhart, Tex**	(F. W. & D. C.)	lve.	.....	4 04 P M
.....	3 35 A M	lve. **Dalhart**	(R. I. & E. P. Route)	arr.	.....	12 50 A M
.....	5 50 P M	arr. **El Paso**	"	lve.	.....	6 55 P M

BETWEEN DENVER, PUEBLO, UTAH, NEVADA, CALIFORNIA AND THE NORTHWEST.

No. 16	No. 12	STATIONS.	No. 11	No. 13
6 00 P M	9 30 A M	lve. **Denver** (*C. & S.*) arr.	10 40 P M	8 10 A M
.....	10 15 A M	lve. **Pueblo** " arr.	.....	7 50 A M
8 30 P M	12 01 Noon	lve. **Colorado Springs** (C. M.) arr.	8 00 P M	5 35 A M
8 45 P M	12 13 Noon	lve. **Colorado City** arr.	7 47 P M	5 18 A M
8 55 P M	12 25 Noon	lve. **Manitou** arr.	7 38 P M	5 08 A M
9 32 P M	1 10 P M	lve. **Cascade** arr.	7 18 P M	4 50 A M
9 46 P M	1 26 P M	lve. **Green Mt. Falls** arr.	7 05 P M	4 37 A M
10 06 P M	1 47 P M	lve. **Woodland** arr.	6 53 P M	4 25 A M
10 38 P M	2 16 P M	lve. **Divide** arr.	6 38 P M	4 10 A M
11 13 P M	2 45 P M	lve. **Florissant** arr.	5 58 P M	3 30 A M
12 13 Night	3 48 P M	lve. **Spinney** arr.	5 06 P M	2 41 A M
12 38 Night	4 18 P M	lve. **Hartsel** arr.	4 42 P M	2 20 A M
2 03 A M	5 53 P M	lve. **Buena Vista** arr.	3 12 P M	12 57 Night
3 17 A M	7 03 P M	lve. **Snowden** arr.	2 13 P M	— —
4 05 A M	7 45 P M	arr. **Leadville** lve.	1 35 P M	11 25 P M
3 25 A M	7 30 P M	lve. **Leadville** arr.	2 15 P M	12 05 Night
5 12 A M	8 53 P M	lve. **Sellar** arr.	12 28 Noon	10 15 P M
5 45 A M	9 23 P M	lve. **Thomasville** arr.	11 33 A M	9 23 P M
6 33 A M	10 23 P M	arr. **Basalt** lve.	10 25 A M	8 13 P M
7 20 A M	.....	arr. **Watson** lve.	6 02 A M	7 21 P M
7 50 A M	.....	arr. **Aspen** lve.	5 30 A M	6 50 P M
6 48 A M	10 40 P M	lve. **Wheeler** arr.	10 05 A M	7 55 P M
7 01 A M	10 56 P M	lve. **Carbondale** arr.	9 54 A M	7 45 P M
7 30 A M	11 30 P M	lve. **Cardiff** arr.	9 32 A M	7 22 P M
7 44 A M	11 44 P M	lve. **Glenwood Springs** arr.	9 13 A M	7 02 P M
8 13 A M	12 20 Night	lve. **Newcastle** arr.	8 40 A M	6 30 P M
8 42 A M	12 48 Night	lve. **Rifle** arr.	8 10 A M	5 56 P M
9 12 A M	1 16 A M	lve. **Grand Valley** arr.	7 35 A M	5 24 P M
9 35 A M	1 38 A M	lve. **De Beque** arr.	7 08 A M	5 03 P M
10 45 A M	2 45 A M	arr. **Grand Junction** lve.	6 10 A M	4 00 P M
11 15 A M	3 10 A M	lve. **Grand Junc.** (*R.G.W.*) arr.	5 30 A M	.....
10 40 P M	2 15 P M	arr. **Salt Lake City.** " lve.	7 10 P M	.....
11 55 P M	3 30 P M	arr. **Ogden** " lve.	6 00 P M	.....
10 45 A M	4 50 P M	arr. **Sacramento.** (So. Pac. Co.) lve.	12 50 Noon	.....
2 48 P M	8 28 P M	arr. **San Francisco.** " lve.	9 00 A M	.....
8 30 A M	8 00 A M	arr. **Los Angeles.** (So. Pac. Co.) lve.	6 00 P M	.....
4 00 P M	7 30 A M	arr. **Butte** (*O. S. L.*) lve.	1 45 A M	.....
.....	11 10 A M	arr. **Helena** (*Great North.*) lve.	7 35 P M	.....
11 15 A M	11 00 P M	arr. **Spokane** (*O. R.R. & N.*) lve.	7 00 A M	.....
8 40 A M	8 00 P M	arr. **Portland** " lve.	10 00 A M	.....

SIERRA RAILWAY COMPANY OF CALIFORNIA.

T. S. Bullock, President.
Wm. H. Crocker, Vice-President, San Francisco Cal.
S. D. Freshman, Gen. Mgr. & Treas.
S. H. Smith, Traffic Manager.
E. J. Bouchard, Superintendent.
C. N. Hamblin, Auditor.
General Offices—Jamestown, Cal.

2	4	6	M	*November 29, 1908.* (*Pacific time.*)	1	5	3
A M	.....	.....	..		P M	.....	.....
*8 20	.....	.....	..	lve. **San Francisco.** arr.	4 48	.....	.....
1 30	.....	A M	..	.....**Stockton**.....	11 45	P M	.....
*7 45	.....	†6 45	0	.....**Oakdale**[1].....	10 30	5 15	.....
2 50	.....	6 50	11	**Santa Fe Junction**	10 25	5 10	.....
3 32	.....	8 00	16	.....Warnerville.....	9 42	4 00	.....
3 41	.....	8 30	19	..**Cooperstown**[2]..	9 33	3 45	.....
3 58	.....	9 18	26	.....Rosasco.....	9 18	3 10	.....
4 08	.....	9 35	29	.....Keystone.....	9 09	2 58	.....
4 24	A M	10 20	35	.....**Chinese**[3].....	8 52	2 30	P M
4 40	†9 30	10 50	41	....**Jamestown**[4]...	8 35	†2 00	1 40
8 35	.....	A M	60	arr...**Angels**[5]..lve.	*6 45	P M	.....
6 05	10 30	.....	45	.....**Sonora**[5].....	8 11	.....	1 18
5 38	11 23	.....	54	.....Ralph.....	7 43	.....	12 30
5 45	11 45	.....	57	.....**Tuolumne**.....	*7 35	.....	†12 15
P M	A M	.....	..	ARRIVE] [LEAVE	A M	.....	Noon

Connections.—[1] With So. Pac. Co. and A. T. & S. Fe Ry. [2] Stages for LaGrange. [3] Stages for Chinese Camp, Jacksonville, Big Oak Flat, Groveland, Coulterville and Yosemite Valley. [4] Stages for Quartz Mountain and Stent. [5] Stages for Columbia, Confidence and Sugar Pine. * Stages for Murphy and Calaveras Big Trees.

* Daily; † daily, except Sunday; ¶ daily, except Monday.

IDAHO NORTHERN RAILWAY.

E. H. Dewey, President and General Manager.
E. P. Shaw, Auditor & Traf. Mgr.
J. F. Barnes, Superintendent.
General Offices—Nampa, Idaho.

3	7	5	1	Mls	*December 27, 1906.*	6	2	4	8	.....
P M	.....	A M	.....	....	LEAVE] [ARRIVE	A M	.....	P M	.....	.....
†2 00	.....	*9 10	.....	0	.....**Murphy**.....	8 55	.....	1 55	.....	.....
2 25	.....	9 35	.....	7	.....**Guffey**[1].....	8 30	.....	1 10	.....	.....
2 50	P M	10 00	A M	16	.....Rock Spur.....	8 05	A M	12 45	P M	.....
3 35	*1 00	10 45	†8 00	31	.....**Nampa**[2].....	*7 20	11 30	†12 00	4 10	.....
P M	1 05	A M	8 05	32	.Idaho Northern Jn.	A M	11 25	Noon	4 07	.....
.....	1 17	.....	8 17	35	.....Leonards.....	.....	11 13	.....	3 56	.....
.....	1 32	.....	8 32	40	.....Middleton.....	.....	10 58	.....	3 40	.....
.....	2 00	.....	9 00	50	.....Summit.....	.....	10 30	.....	3 16	.....
.....	2 12	.....	9 12	53	.....Bramwell.....	.....	10 18	.....	3 03	.....
.....	2 30	.....	9 30	59	.....**Emmett**[2].....	.....	†10 00	.....	*2 45	.....
.....	P M	.....	A M	....	ARRIVE] [LEAVE	.....	A M	.....	P M	.....

* Daily; † daily, except Sunday. Standard—*Mountain time.*

Forty-five miles additional under construction on the Idaho North. Ry.

Connections.—[1] With Murphy, Silver City, Dewey and DeLamar stage line. [2] With Oregon Short Line R.R. [3] With Sinker Creek and Oreana stage line for points in Castle Valley; with stage for Thunder Mountain and all points north of Emmett.

MANISTIQUE RAILWAY.

John Millen, General Manager, Grand Marais, Mich.

Train leaves Grand Marais †9 40 a.m. for **Seney**[1] (32 miles), Germfask (40 miles), arriving Wilman (54 miles) 1 30 p.m. Leaves Wilman †1 45 p.m., arriving Grand Marais 5 45 p.m. *November* 1, 1907.

† Daily, except Sunday. *Central time.*

Connection.—[1] With Duluth, South Shore & Atlantic Ry.

UINTAH RAILWAY.

M. W. Cooley, General Manager, Mack, Colo.

Train leaves **Mack**[1] *2 00 p.m. for Atchee, Baxters Pass and **Dragon**[2], arriving at Dragon (55 miles) 7 00 p.m. Returning, leaves Dragon *8 00 a.m., arriving at Mack 12 38 noon. * Daily. *March*, 1908.

Connections.—[1] With Rio Grande Western Ry. [2] With stages for Fort Duchesne and Vernal, Utah.

BEARDEN & OUACHITA RIVER RAILROAD.

J. H. Beland, Vice-President and General Manager, Bearden, Ark.

Extends from Caney to **Best**[1] (14 miles). *November*, 1907.

Connection.—[1] With St. Louis South-western Ry. *Central time.*

LAKE CHAMPLAIN & MORIAH RAILROAD.

S. F. Lane, Superintendent, Port Henry, N.Y.

From **Port Henry**[1] to Mineville (7 miles). Operated on irregular schedule. *March*, 1908.

Connection.—[1] With Delaware & Hudson Co. *Eastern time.*

582 COLORADO MIDLAND RAILWAY.

DANIEL WILLARD, President, 209 Adams St., Chicago, Ill.
C. H. SCHLACKS, Vice-President, San Francisco, Cal.
GEO. W. VALLERY, General Manager, Denver, Colo.
HENRY T. ROGERS, General Solicitor, "
L. B. JOHNSON, Secretary, "
H. L. HOBBS, Treasurer, "
L. E. KATZENBACH, Asst. Secretary, 26 Liberty St., New York.
H. B. HENSON, Assistant Treasurer, 195 Broadway, New York.
H. C. BUSH, Traffic Manager, Denver, Colo.
C. H. SPRERS, General Passenger Agent, "
W. S. WING, Auditor, "
GEO. L. LINNEY, Car Accountant, Colorado City, Colo.
F. B. MILLER, Superintendent, "
J. R. GROVES, Superintendent of Machinery, "

C. N. DAVIDS, Gen. Storekeeper & Purch. Agt., Colorado City, Colo.
F. H. McNAUGHT, Chief Surgeon, Denver, Colo.
W. H. DAVENPORT, Gen. Agt., 665 Market St., San Francisco, Cal.
L. H. HARDING, Gen. Agt., 10 East 3d South St., Salt Lake City, Utah.
W. B. THROCKMORTON, T.F. & P.A., " "
H. W. JACKSON, General Agent, 107 Adams St., Chicago, Ill.
A. E. BROWN, Trav. Fht. and Pas. Agt., " "
CHAS. D. SIMONSON, Gen. East. Agt., 425 Broadway, New York.
W. J. BROWN, T. F. and P. A., " "
MALONE JOYCE, Gen. Agent, 609 So. Spring St., Los Angeles, Cal.
J. H. DAVIS, General Agent, 929 Pierce Bldg, St. Louis, Mo.
O. F. SPINDLER, General Agent, 522 Park Bldg, Pittsburgh, Pa.
M. R. SUTTON, Gen. Agent, 566 Sheidley Bldg, Kansas City, Mo.
F. L. FEAKINS, General Agent, 219 So. 14th St., Omaha, Neb.
N. L. DREW, Gen. Agt., 9 North Tejon St., Colorado Springs, Colo.
R. E. VICKERY, General Agent, Grand Junction, Colo.

3	▲11	5	Ms	October 3, 1909.	4	▲8	6
P M	P M	A M	...	LEAVE] ARRIVE	P M	Noon	A M
*8 00	*4 15	*9 30	0	+........Denver........♁	10 40	12 15	8 10
5 00	5 00	10 15	...	+........Pueblo........♁	....	11 30	7 50
P M	P M	Noon	...	LEAVE] [ARRIVE	P M	A M	A M
*8 30	*6 55	*12 01	74	+..Colorado Springs..♁	8 00	9 50	5 35
8 45	7 05	12 13	78	+.....Colorado City.....♁	7 47	9 40	5 18
8 55	7 13	12 25	81	+.......Manitou.......♁	7 38	9 31	5 08
– –	– –	–	82	....Manitou Iron Springs....	– –	– –	– –
9 32	7 37	1 10	86	.......Cascade Canon.....♁	7 18	9 15	4 50
9 46	7 46	1 26	90	......Green Mt. Falls......	7 05	9 02	4 37
10 06	8 05	1 47	95	......Woodland Park.....♁	6 53	8 50	4 25
10 38	8 30	2 15	102	arr.......Divide ♁.....lve.	6 38	8 35	4 10
.....	*8 30	....	102	lve.. Divide (Mid. Term. Ry.) arr.	.....	8 35	.....
.....	8 47	.....	108	arr.. Midland.... " lve.	.....	8 22	.....
.....	9 18	.....	116	....Gillett...... "	.....	7 57	.....
.....	9 35	....	122	....Cameron Jn.. "	.....	7 43	.....
.....	9 55	.....	127	....Victor...... "	.....	7 20	.....
.....	10 11	.....	130	....Anaconda.. "	.....	7 05	.....
.....	10 15	.....	132	arr.. Cripple Creek. " lve.	....	*7 00	.....
10 38	P M	2 15	102	lve.......Divide ♁.. ..arr.	6 38	A M	4 10
11 15	.....	2 46	111	........Florissant.......♁	5 58	.....	3 30
12 13	.....	3 46	133	.. ..Spinney..........	5 06	.....	2 41
12 38	.....	4 16	144	...........Hartsel.........♁	4 42	.....	2 20
1 33	.....	5 26	165	...........Newett.........♁	3 47	.....	1 33
2 03	.....	5 53	176	+.....Buena Vista.....♁	3 12	.....	12 57
2 52	.....	6 40	194	...........Granite.........♁	2 30	.....	12 20
3 40	.....	7 20	209	arr....Arkansas Junc.. ♁ lve.	2 00	.....	11 50
4 05	.....	7 45	213	arr. } ..+Leadville ♁... { lve.	1 35	.....	11 25
3 25	.....	7 05	213	lve. } { arr.	2 15	.....	12 05
3 50	.....	7 30	209	lve....Arkansas Junc.. ♁ arr.	1 50	.....	11 40
4 35	.....	8 15	222	............Busk..........♁	1 25	.....	11 15
4 45	.....	8 25	224	...........Ivanhoe.........♁	1 15	.....	11 05
5 12	.....	8 53	234	...........Sellar..........♁	12 28	.....	10 15
5 45	.....	9 23	245	........Thomasville.......♁	11 33	.....	9 23
6 33	.....	10 23	265	arr........Basalt ♁......lve.	10 25	.....	8 13
7 50	.....	.....	283	arr......+ Aspen ♁.....lve.	.....	.....	*6 50
*5 30	.....	.....	283	lve........Aspen.......arr.	.....	.....	9 40
6 33	....	10 23	265	lve........Basalt ♁.....arr.	10 25	.....	8 13
7 01	.....	10 55	277	.........Carbondale.......♁	9 54	.....	7 43
7 30	.....	11 30	286	+........Cardiff.........♁	9 32	.....	7 22
7 44	.....	11 44	289	+...Glenwood Springs...♁	9 13	.....	7 02
8 13	.....	12 20	301	+.......New Castle.......♁	8 40	.....	6 30
8 42	.....	12 48	315	............Rifle..........♁	8 10	.....	5 56
9 12	.....	1 16	332	.......Grand Valley.....♁	7 35	.....	5 24
9 35	.....	1 38	345	.........De Beque.......♁	7 08	.....	5 03
10 15	.....	2 17	365	..........Palisade..........	6 32	.....	4 24
10 45	.....	2 40	378	+...Grand Junction...♁	*6 10	.....	*4 00
A M	.....	A M	...	ARRIVE] [LEAVE	A M	.....	P M
10 40	.....	2 15	670	........Salt Lake.......♁	7 10	.....	.....
11 55	.....	3 30	706	..........Ogden........♁	*8 00	.....	.....
P M	.....	P M	...	ARRIVE] [LEAVE	P M	.....	.....

*Daily; †daily, except Sunday. ▲ Trains Nos. 8 and 11 connect from Denver, via Denver & Rio Grande R.R. ‡ Meal stations. + Coupon stations; ♁ Telegraph stations. STANDARD—*Mountain time*.

JEROME PARK BRANCH.—Trains leave Cardiff *7 00 a.m., †1 00 p.m., arriving Gulch (15 miles) 9 30 a.m., 3 15 p.m. Returning, leave Gulch *9 45 a.m., †3 30 p.m., arriving Cardiff 12 01 noon, 6 45 p.m.

TRAIN SERVICE AND EQUIPMENT.

Westbound.

No. 3—Solid Through Train Denver to Grand Junction. Carries Chair Car and Drawing-room Pullman Sleeping Car, also Drawing-room Pullman Sleeping Car, Denver to Leadville. Dining Car service Denver to Colorado Springs and Thomasville to Grand Junction. Meals a la carte.

No. 5—Solid Through Train Denver to Grand Junction. Carries Observation Pullman Parlor Sleeper Denver to Ogden, via Salt Lake. Dining Car (meals a la carte). Chair Car and Coach Denver to Grand Junction. Tourist Sleeper each Thursday and Monday en route Chicago to Los Angeles. First-class Coach Denver to Ogden.

No. 11—Solid Through Train Colorado Springs to Cripple Creek.

Eastbound.

No. 4—Solid Through Train between Grand Junction and Denver. Carries Observation Pullman Parlor Sleeping Car, en route Ogden to Denver, Coach and Chair Car and Dining Car (meals a la carte). Pullman Tourist Sleeper each Friday and Saturday en route Los Angeles to Chicago. First-class Coach Ogden to Denver.

No. 6—Solid Through Train Grand Junction to Denver. Carries Chair Car and Coach Grand Junction to Denver. Pullman Sleeper Grand Junction to Denver and Pullman Sleeper Leadville to Denver. Dining Car service Grand Junction to Thomasville and Colorado Springs to Denver. Meals a la carte.

No. 8—Local Accommodation Train between Cripple Creek and Colorado Springs. Carries Through Chair Car Cripple Creek to Denver.

Dining Car Service, meals a la carte on trains Nos. 3, 4, 5 and 6.

Stop-over Privileges.

Stop-over privileges will be allowed at all points on the Colorado Midland Railway on passes and on all through tickets the limit of which will permit, regardless of the conditions of the ticket, whether stamped "Continuous Passage," "No Stop-overs Allowed," etc., or not, provided there is a final limit on one way ticket or a transit limit on round-trip tickets of sufficient length to enable the passenger to make the stop-over desired, resume the journey and reach destination within said final or transit limit. On condition however that the passenger assumes all risk of ticket expiring in his hands beyond our own line.

(a) The through tickets referred to above to be tickets between Colorado common points and Utah common points and beyond, or through tickets originating at points outside the State of Colorado and destined to local points on our lines or beyond, and vice versa, but not tickets from points within the State of Colorado, destined to points in Colorado.

(b) On tickets between points in the State of Colorado the conditions of the contract and endorsements on same will govern stop-over privileges.

(c) Stop-overs will not be granted on local tickets when presented in connection with a Clergy special rate permit.

TOURIST CAR SERVICE.—Regular Tourist Car Service maintained between Chicago, San Francisco and Los Angeles, via C. B. & Q. (leaving Chicago Tuesday) and C. R. I. & P. Ry. (leaving Chicago Saturday), passing over the Colorado Midland (Train No. 5) Thursdays and Mondays, respectively.

EASTBOUND SERVICE.—Via Southern Pacific, R. G. W., C. M., C. R. I. & P., Los Angeles to Chicago, leaving Los Angeles every Saturday.

CONNECTIONS.

Denver, in Union Depot—With Atchison, Topeka & Santa Fe Ry., Chicago, Burlington & Quincy Ry., Chicago, Rock Island & Pacific Ry. and Union Pacific R.R. and Colorado & Southern Ry.

Colorado Springs—With Chicago, Rock Island & Pacific, Atchison, Topeka & Santa Fe and Colorado Southern Rys.

Manitou—With Manitou & Pike's Ry.

Divide—With Midland Terminal Ry. for Victor, Cripple Creek, etc.

Buena Vista—With Colorado & Southern Ry. and with stage lines.

Grand Junction—With Rio Grande Western Ry.

THE CRIPPLE CREEK CENTRAL RAILWAY COMPANY

OWNERS AND OPERATORS OF THE FOLLOWING LINES:

THE FLORENCE & CRIPPLE CREEK R.R.	40.30 Miles.	Total Mileage, 130.62 Miles.
THE GOLDEN CIRCLE RAILROAD	6.00 "	
THE CANON CITY & CRIPPLE CREEK R.R.	7.50 "	
THE MIDLAND TERMINAL RAILWAY	29.40 "	
SPURS AND BRANCHES TO MINES	47.42 "	

H. M. BLACKMER, President, New York. | R. E. F. FLINSCH, Vice-President, New York. | JOHN GORLOW, Secretary and Treasurer, New York. | General Offices—111 Broadway, New York.

FLORENCE & CRIPPLE CREEK, GOLDEN CIRCLE AND CANON CITY & CRIPPLE CREEK RAILROADS.

HENRY M. BLACKMER, Chmn. of Board, New York City.
J. H. WATERS, President and General Manager, Colorado Springs, Colo.
K. C. SCHUYLER, Vice-Prest. and Gen. Counsel, Colorado Springs, Colo.
E. S. HARTWELL, Secretary and Auditor, Colorado Springs, Colo.
J. R. FUSSELMAN, Treasurer, "
W. S. CORE, Purchasing Agent, Canon City, Colo.
F. C. MATTHEWS, Gen. Fht. and Pas. Agent, Colorado Springs, Colo.
M. J. BURGDORF, Chief Engineer, Cripple Creek, Colo.
J. B. FLAHERTY, Superintendent, "
FRANK SINGER, Master Mechanic, Colorado Springs, Colo.
General Offices—Mining Exchange Building, Colorado Springs, Colo.

101	1	97	Mls.	*December 22, 1907.*	2	98	102
....	....	P M	....	*(Mountain time.)*	P M	....	....
....	....	*9 05	0	lve. **Denver** (D.&R.G.) .arr.	4 55	....	....
....	....	11 50	75.2	lve.. **Colorado Springs** ..arr.	2 10	....	....
....	P M	1 20	119.6	lve..... **Pueblo** .....arr.	1220	P M	....
P M	*3 15	*7 00	0	lve..+ **Canon City** ♂ .arr.	1030	2 30	A M
*3 15	....	....	....	lve..+ **Florence** ♂ ..arr.	....	....	10 30
3 35	3 35	7 25	7.3	.....**Oro Junta**.....	1008	2 00	*1008
P M	5 39	10 08	35.0	+.....**Victor**..... ♂	8 23	11 27	A M
....	6 00	10 30	40.7	+.. **Cripple Creek** .. ♂	*800	*1100	....
....	P M	A M	...	ARRIVE] [LEAVE	A M	A M	....

MIDLAND TERMINAL RAILWAY—"THE CRIPPLE CREEK ROAD."

HENRY M. BLACKMER, Chmn. of Board, New York City.
J. H. WATERS, President and General Manager, Colorado Springs, Colo.
K. C. SCHUYLER, Vice-Prest. and Gen. Counsel, Colorado Springs, Colo.
E. S. HARTWELL, Secretary and Auditor, Colorado Springs, Colo.
J. R. FUSSELMAN, Treasurer, "
W. S. CORE, Pur. Agt., Canon City, Colo.
F. C. MATTHEWS, Gen. Fht. and Pas. Agent, Colorado Springs, Colo.
M. J. BURGDORF, Chief Engineer, Cripple Creek, Colo.
J. B. FLAHERTY, Superintendent, "
FRANK SINGER, Master Mechanic, Colorado Springs, Colo.

	No. 21	No. 11	No. 3	M	*September 26, 1909.*	No. 20	No. 8	No. 4	
					(Mountain time.)				
		*4 15 P M	*8 00 A M	..	lv. **Denver** (D.& R.G.R.R.) ar.		12 15 Noon	8 30 P M	Connections.—At Divide—With Colorado Midland Ry.
		5 00 "	8 30 A M	..	" **Pueblo**.... " "		11 45 A M	7 50 P M	
		6 55 P M	10 20 A M	..	" **Colorado Spgs** (Col. Mid.) "		9 50 A M	6 05 P M	
			Via C. S. & C. D. Ry.	..	" **Manitou**.... " "			Via C. S. & C. D. Ry.	
		*8 30 P M		0	lve..... **Divide** ♂ ...arr.		8 35 A M		
		8 47 "		6	.....Midland.....		8 22 "		
		8 18 "		14	.....Gillett..... ♂		7 57 "		
		8 35 P M	12 53 Noon	20	... Cameron Junction . ♂		7 43 A M	5 50 P M	
				22	lve.....Hull City				
		— —	— —	21	.....Bull Hill.....		— —	— —	
		*4 35 P M	— —	22	+....Independence.... ♂		7 20 A M	— —	
		4 46 "	9 55 P M	1 16 P M	25	+.....**Victor**..... ♂	7 09 "	7 20 A M	3 30 P M
		4 53 "	10 04 "	1 23 "	27	+.....Elkton..... ♂	6 59 "	7 11 "	3 21 "
		4 59 "	10 11 "	1 29 "	28	+.....**Anaconda** .... ♂	6 55 "	7 05 "	3 15 "
		5 05 P M	10 15 P M	1 35 P M	30	ar. + **Cripple Creek** ♂ lv.	*6 50 A M	*7 00 A M	*3 10 P M

THROUGH CARS.

No. 3—Solid Train. Colorado Springs to Cripple Creek. Carries Dining Car Denver to Colorado Springs and Through Observation Car Denver to Cripple Creek. **No. 11**—Solid Train. Colorado Springs to Cripple Creek. Carries Dining Car Denver to Colorado Springs and Through Coach Denver to Cripple Creek. **No. 8**—Solid Train. Cripple Creek to Colorado Springs. Carries Through Coach Cripple Creek to Denver. **No. 4**—Solid Train. Cripple Creek to Colorado Springs. Dining Car Colorado Springs to Denver. Through Observation Car Cripple Creek to Denver.

* Daily; † daily, except Sunday; ¶ daily, except Monday. + Coupon stations; ♂ Telegraph stations.

WARREN & OUACHITA VALLEY RAILWAY CO.

F. E. WEYERHAEUSER, President, St. Paul, Minn.
J. W. EMBREE, Vice-President, Chicago, Ill.
C. J. MANSFIELD, Secretary, Warren, Ark.
N. H. CLAPP, Jr., Treasurer, "
W. S. HOBBS, General Manager, "
O. W. WHELESS, Auditor, "
General Offices—Warren, Ark.

	No. 3	No. 1	Mls.	*October 31, 1909.*	No. 2	No. 4	
				LEAVE] [ARRIVE			
	†5 05 P M	*9 55 A M	0	.....**Warren**[1].....	12 05 Noon	7 20 P M	
	— —	— —	1.00	.....Carey.....	— —	— —	
	5 15 "	10 00 "	1.50	.....Cloquet.....	11 55 A M	7 12 "	
	5 30 "	10 11 "	6.00	.....McKinney.....	11 40 "	7 02 "	
	5 45 "	10 25 "	11.60	.....Glynn.....	11 25 "	6 50 "	
	6 00 P M	10 35 A M	16.00	.....**Banks**[2].....	*11 15 A M	*6 40 P M	
				ARRIVE] [LEAVE			

Trains marked * run daily.

Connections.—At **Warren**—[1] With St. Louis, Iron Mountain & Southern Ry. At **Banks**—[2] With Chicago, Rock Island & Pacific Ry.

SANTA FE, RATON & EASTERN RAILROAD.

C. W. BARDEN, President, 31 Nassau Street, New York, N.Y.
——————, General Manager, Raton, N.M.
N. C. ANDERSON, General Auditor, "

	No. 2	Mls	*July 20, 1908.*	No. 1	
			LEAVE] [ARRIVE		
	†2 30 P M	0	.....**Yankee**.....	1 30 P M	
	2 37 "	1.2	.....Chicorica.....	1 23 "	
	2 45 "	4.2	arr... **Carlsbrook**[2] .lve.	1 15 "	
	2 46 "	4.2	lve... **Carlsbrook** ..arr.	1 15 "	
	3 00 P M	8.6	.....**Raton**[1].....	†1 00 P M	
			ARRIVE] [LEAVE		

† Daily, except Sunday. STANDARD—*Mountain time.*

Branch.—From Carlsbrook to Lake Alice.

Total mileage, 14 miles.

CONNECTIONS.

[1] With Atchison, Topeka & Santa Fe Ry.
[2] With Santa Fe, Raton & Des Moines R.R.

FARMERS GRAIN & SHIPPING COMPANY'S RAILROAD.

JOS. M. KELLY, Prest. & Gen. Mgr., Devil's Lake, N.D.
R. SORENSON, Vice-Prest. & Treas., Webster, N.D
F. A. BAKER, Secretary, Devil's Lake, N.D.
A. M. MIKKELSON, Aud. & Asst. Mgr., "
EDWARD F. FLYNN, Attorney, "
General Offices—Devil's Lake, N.D.

	No. 1	Mls	*May 24, 1908.*	Mls	No. 2	
			LEAVE] [ARRIVE			
	†7 00 A M	0	.....**Devil's Lake**[1] .. ♂	66	3 45 P M	
	7 27 "	8	..... Sweet Water.....	58	3 06 "	
	7 45 "	12	..... Webster ..... ♂	54	2 50 "	
	8 06 "	18	.....Garske.....	48	2 28 "	
	8 37 "	24	.....Starkweather.... ♂	42	2 08 "	
	9 02 "	34	.....Newville..... ♂	32	1 27 "	
	9 27 "	40	.....Olmstead..... ♂	26	1 11 P M	
	9 48 "	47	.....Crocus..... ♂	19	12 48 Noon	
	10 14 "	53	.....Rock Lake..... ♂	13	12 31 "	
	10 34 "	59	..... Elsberry	7	12 12 Noon	
	11 00 A M	66	.....**Hansboro**..... ♂	0	†11 55 A M	
			ARRIVE] [LEAVE			

† Daily, except Sunday. STANDARD—*Central time.*
♂ Telegraph stations.

Connection.—[1] With Great Northern Ry.

ARGENTINE CENTRAL RAILWAY—Grays Peak Route.

D. W. BROWN, Prest., Denver, Colo.
CHAS. M. HEBERTON, V.-P., "
C. S. BIRKINS, 2d Vice-President, Idaho Springs, Colo.
W. W. BOOTH, Treas., Denver, Colo.
A. J. WOODRUFF, Sec'y, "
E. J. TUTTLE, General Manager, Denver, Colo.
E. J. TUTTLE, G. F. & P. A., "
R. J. MATTHESON, Auditor, "
A. G. BEVERLY, Master Mechanic, Silver Plume, Colo.

			Mls.	*November, 1909.*		
				(Mountain time.)		
			0	lv..**Denver** (*C. & S. Ry.*) .ar.		
			16	.....**Golden**.....		
Passenger Service discontinued for season.			37	.....**Idaho Springs**.....	Passenger Service discontinued for season.	
			50	.....**Georgetown**.....		
			54	arr....**Silver Plume**...lve.		
			0	lv..**Silver Plume** (A.C.Ry.) .ar.		
			6	..... Sidneyville.....		
			9	....| Waldorf		
			12	.....Independence.....		
			15	..... Ice Palace		
			16	....**Summit Mt. McClellan**....		
				ARRIVE] [LEAVE		

Highest standard railroad in America. The trip from Denver to the summit of Mt. McClellan is the most scenic one-day excursion in the Rockies.

Connection.—At Silver Plume—With Colorado & Southern Ry.

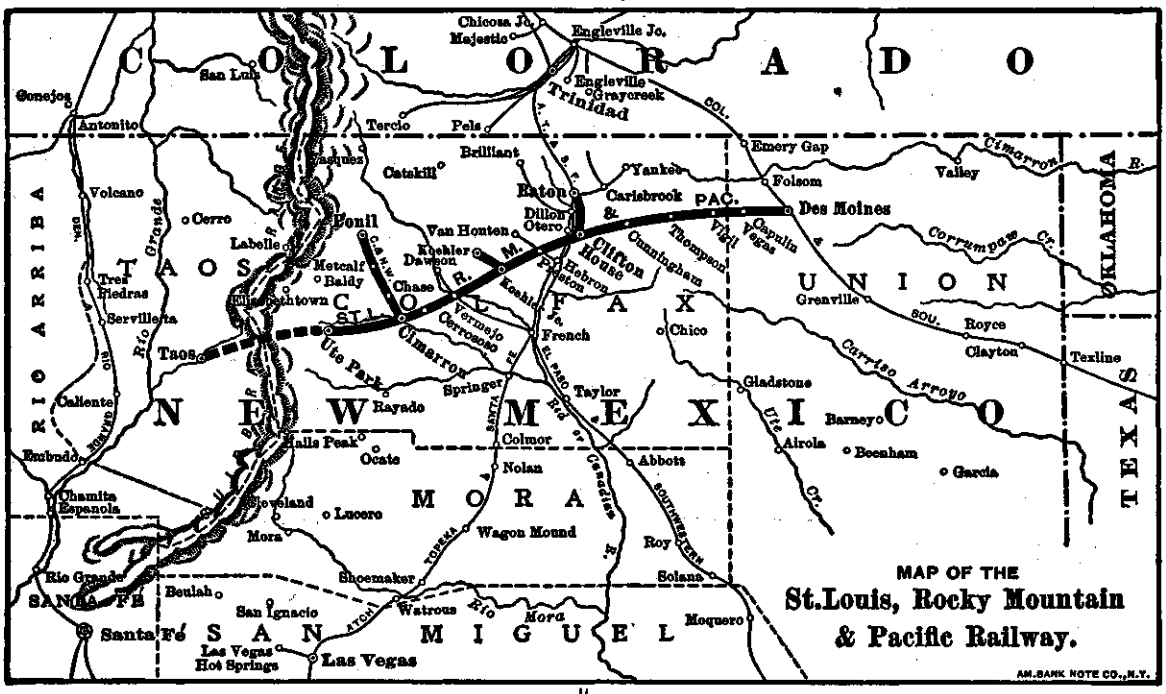
ROCKY MOUNTAIN ROUTE

ST. LOUIS, ROCKY MOUNTAIN & PACIFIC RY.

GENERAL OFFICERS.

HENRY KOEHLER, Jr., President, 1105 Missouri Trust Bldg, St. Louis, Mo.
THOS. B. HARLAN, Vice-President and General Counsel, 1105 Missouri Trust Bldg, St. Louis, Mo.
J. H. THOMPSON, Vice-Prest. and Consulting Eng'r, New York.
J. VAN HOUTEN, Vice-President and Gen. Mgr., Raton, N.M.
E. J. DEDMAN, Superintendent, »
CHARLES A. SPIESS, General Attorney, Las Vegas, N.M.
CHARLES SPRINGER, Treasurer, Raton, N.M.
H. P. ROSEBERRY, Assistant Treasurer, »
A. H. OFFICER, Secretary and Auditor, »
R. E. HANSON, Assistant Auditor, »
A. W. NEWMAN, Assistant Secretary, New York.
W. A. GORMAN, General Freight and Pas. Agent, Raton, N.M.
O. H. B. TURNER, Chief Engineer, »

General Offices—Raton, New Mexico.



DES MOINES AND RATON TO UTE PARK.

3	1	19	11	Mls	*November 7, 1909.*	2	20	6		
		A M			LEAVE] [ARRIVE		P M			
		*7 30		0	.....Des Moines[1].....		5 00			
		7 40		4	.....Rumaldo.....		4 50			
		8 05		11	.....Dedman.....		4 30			
		8 20		16	.....Capulin.....		4 15			
		8 35		20	.....Vigil.....		4 05			
		8 50		25	.....Thompson.....		3 45			
		9 10		31	.....Cunningham.....		3 25			
	P M	9 35		42	arr.Clifton House.lve.	Noon	2 55			
	*355	10 00		49	lve.....Raton[2]....arr.	12 00	*2 30			
	4 12	A M		42	lve.Clifton House.arr	11 37	P M			
A M	4 30			49	.....Preston[3].....	11 20		P M		
*1040	4 50			56	arr..Koehler Junc.lve.	11 00		5 10		
10 58	5 00			59	arr.....Koehler.....lve.	*1051		*5 01		
A M	5 40			68	arr.....Colfax[4].....lve.	10 10		P M		
	6 08		A M	77	.....Cerrososo.....	9 42				
	6 25		*7 00	83	.....Cimarron[5].....	9 25				
	P M		7 08	86	.....Nash.....	8 47				
			7 18	89	.....Harlan.....	8 37				
			7 35	95	.....Ute Park.....	*8 29				
			A M		ARRIVE] [LEAVE	A M				

CONDENSED THROUGH TIME.

	8	4	2	10	*November 7, 1909.*	1	7	9	3	
	P M	P M	A M	A M	*(A. T. & S. F.)*	P M	P M	P M	Noon	
	*7 25	*6 20	*3 25	*7 00	lve..Albuquerque..arr.	7 45	10 55	11 50	12 20	
	1 25	11 45	2 10	12 45	lve...Las Vegas...arr.	1 50	5 15	6 45	6 55	
	5 30	3 25	6 10	4 45	arr.....Raton.....arr.	10 10	1 55	5 40	3 35	
	7 25	4 49	7 55	6 30	.....Trinidad.....	*8 35	*1155	*2 15	*2 05	
	A M	A M	P M	P M	LEAVE] [ARRIVE	A M	A M	P M	A M	
				A M	*(St. L. R. M. & P.)*	A M				
				*8 20	lve....Ute Park....arr.	7 35				
				9 25	lve....Cimarron....arr.	6 25				
				10 00	arr.....Colfax.....arr.	5 40				
				12 00	.....Raton.....	*3 55				
				Noon	ARRIVE] [LEAVE	P M				
				A M	*(E. P. & S. W.)*	P M				
				*9 45	lve.....Dawson.....arr.	6 35				
				10 15	arr.....Colfax.....arr.	5 50				
				7 00	.....Tucumcari.....	*9 45				
				P M	ARRIVE] [LEAVE	A M				

CONNECTIONS.

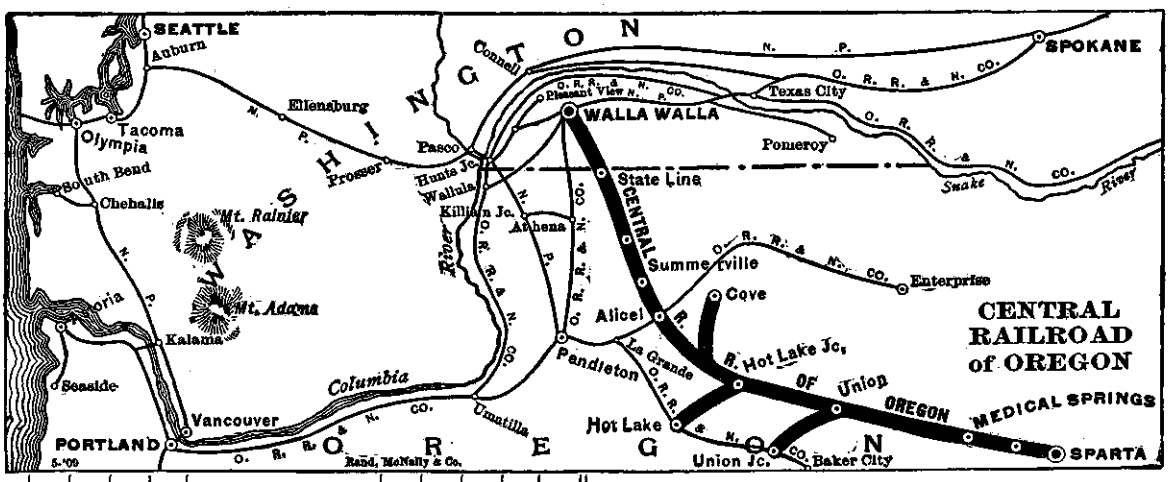
[1] With Colorado & Southern Lines.
[2] With Atchison, Topeka & Santa Fe Ry.
[3] With Atchison, Topeka & Santa Fe Ry. and stage for Van Houten, N.M.
[4] With El Paso & Southwestern Ry.
[5] With Cimarron & Northwestern Ry.

Trains marked * run daily.

Cimarron, N.M., is depot for following stations in New Mexico: Ocate, Rayado, Aurora and Red Lakes.

Ute Park, N.M., is depot for following stations in New Mexico: Arroyo Seco, Arroyo Hondo, Baldy, Black Lakes, Cerro, Elizabethtown, Lebo, Questa, Ranches de Taos, Red River City, Taos and Twining.

CENTRAL RAILROAD OF OREGON.



	Pas.	Pas.	Pas.	Mls	*August*, 1908.	Pas.	Pas.	Pas.
	P M		A M		LEAVE [ARRIVE	A M		P M
	*8 60		*8 35	0	...**Union Junction**[1]..	7 40		8 10
	8 55		8 40	1.0	....Valley Junction....	7 36		8 06
	8 00		8 50	2.0	.....Dobbs Lane.....	7 32		8 02
	9 05	P M	8 55	2.5	arr.....Union.....lve.	*7 30	P M	*8 00
	P M	*1 50	A M	2.5	lve.....Union.....arr.	A M	6 00	P M
		1 40		5.0	.....Eaton.....		5 50	
		1 45		6.0	.....Millersburg.....		5 47	
		1 46		7.0	.....Wrightsville		5 43	
		1 50		8.0	.....Hempes.....		5 40	
		1 53		9.0	.....Hunts.....		5 37	
		1 55		11.0	.....Phys Point.....		5 34	
		2 05		14.0	....Conley Junction....		5 27	
		2 10		18.0	.....**Cove**.....		*5 20	
		P M		30.0	.....Alicel.....		P M	
				44.0	..... Summerville			
				50.0	.....Elgin.....			
				54.0	.....Grays			
				63.0	..... Stoups			
				68.0	..... Tanks			
				72.0	.....Tamarack			
				76.0	..... Milton			
				81.0	..... State Line			
				86.0	..... England			
				88.0	..... Tracy			
				91.0	.... **Walla Walla**[2]			
					ARRIVE] [LEAVE			

Trains marked * run daily. *Pacific time.*

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CHAS. E. STORMONT, Secretary.

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JACOB HAIGHT, Master Mechanic.
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HOT LAKE BRANCH.

		0	..... **Union**		
		1	..Valley Junction..	Will be	in operation
		3	.Hot Lake Junction.	at early	date.
		6	.....**Hot Lake**.....		

MEDICAL SPRINGS BRANCH.

		0	..... **Union**		
		10	.....Park.....	Will be	in operation
		15	.....Sunset.....	at early	date.
		22	.**Medical Springs**.		

HOT LAKE HOTEL AND SANATARIUM—THE ARKANSAS OF THE WEST—Representing an investment of $400,000. Equal to the Hot Springs of Arkansas. The finest Fruit, Grain and Timber Lands in the West. For further information, address the General Manager, Union, Ore.

Connections.—[1] With Oregon R.R. & Navigation Co. [2] With Northern Pacific R.R.

PEMBERTON & HIGHTSTOWN RAILROAD.

(*Union Transportation Co. Lessees.*)

W. S. CHAFEY, General Passenger and Freight Agent, New Egypt, N.J.

Trains leave **Hightstown**[1] †6 24, ‡6 35, †10 00 a.m., †7 20 p.m. for Imlaystown, Davis, Cream Ridge, Hornerstown, New Egypt, arriving **Lewistown**[2] (27 m.) †7 40, §7 52 a.m., †12 11 noon, †8 14 p.m., **Pemberton**[3] (25.4 m.) †7 48, §8 00 a.m., †12 19 noon, †8 20 p.m. Returning, leave Pemberton †7 17 a.m., †1 30, †6 00, §6 52 p.m., Lewistown †7 23 a.m., †1 40, †6 08, §6 58 p.m., arriving Hightstown †8 20 a.m., †4 40, †6 55, §8 14 p.m. Leaves New Egypt †4 08, §6 58 p.m., arrives Lewistown †4 27, §6 17 p.m., Pemberton †4 55, §6 25 p.m. Leaves Pemberton §9 36 a.m., †2 07 p.m., Lewistown §9 42 a.m., †2 13 p.m., arrives New Egypt §10 01 a.m., 2 31 p.m. *November* 7, 1909.

† Daily, except Sunday; § Sunday only. *Eastern time.*

Connections.—[1] With Main Line, Amboy Division, Pennsylvania R.R. [2] With Kinkora Branch, Amboy Division, Pennsylvania R.R. [3] With Amboy Division, Pennsylvania R.R.

EAST CAROLINA RAILWAY.

HENRY CLARK BRIDGERS, General Manager, Tarboro, N.C.

Trains leave **Tarboro**[1] †10 30 a.m., §2 25, †5 55 p.m. for Henrietta (5 miles), Davistown (8 miles), Pinetops (11 miles), Macclesfield (14 miles), Fountains (19 miles), **Farmville**[2] (26 miles), arriving Hookerton (38 miles) †2 30, §4 05, †7 35 p.m. Returning, leave Hookerton †7 30, §8 15 a.m., †3 50 p.m., arrive Tarboro †9 10, §10 00 a.m., †7 00 p.m. *March* 21, 1909.

† Daily, except Sunday; § Sunday only. *Eastern time.*

Connections.—[1] With Atl. Coast Line R.R. [2] With Norf. & So. Ry.

CARILLON & GRENVILLE RAILROAD AND OTTAWA RIVER NAVIGATION COMPANY.

R. W. SHEPHERD, Managing Director, Montreal, Que.

The Carillon & Grenville R.R. is run during the season of navigation in connection with the Ottawa River Navigation Co. Steamers, and trains leave Carillon on arrival of steamers from Lachine †12 25 noon, arriving at Grenville (13 miles) 12 55 noon, connecting at Grenville with steamer for Ottawa. Returning, leaves Grenville †1 00 p.m., or on arrival of steamer from Ottawa, arriving at Carillon 1 25 p.m., connecting with steamer for Lachine and Montreal. *March*, 1909.

† Daily, except Sunday. *Eastern time.*

SANDY RIVER & RANGELEY LAKES RAILROAD.

FRED. N. BEAL, General Freight and Passenger Agent, Phillips, Me.

Leaves **Farmington**[1] †5 15 p.m., Strong (11 miles) †6 47 p.m., arrives Phillips (18 miles) †6 10 p.m., leaves Phillips ‡6 15 p.m., arrives Rangeley (47 miles) 8 00 p.m. Returning, leaves Rangeley †10 45 a.m., Phillips †1 25 p.m., Strong †1 45 p.m., arriving Farmington 2 15 p.m. Leaves Farmington †12 00 noon, Strong †12 32 noon, arrives Phillips 12 55 noon. Leaves Phillips *a*2 00 p.m., arrives Rangeley 3 45 p.m. Leaves Phillips †6 10 a.m., Strong †6 30 a.m., arrives Farmington 7 00 a.m.

Train leaves **Strong** †5 50 p.m., arrives Kingfield (15 miles) 6 35 p.m. Leaves Bigelow †11 00 a.m. for **Carrabasset**[2] (6 miles), arrives Strong 1 35 p.m. Leaves Kingfield †8 00 a.m. for Carrabasset, arrives Bigelow 8 52 a.m. *Eastern time.* *December* 20, 1909.

† Daily, except Sun.; *a* daily, except Sat. and Sun.; *k* Sat. only.

Connections.—[1] With Maine Central R.R. [2] With stages for Stratton and Eustis.

CAROLINA & WESTERN RAILROAD CO.

W. F. CUMMINGS, President and Treasurer, Hampton, S.C.

Trains leave **Fechtig**[1] for Grays (8 miles) †6 00, †9 15 a.m., †5 30 p.m. Returning, leave Grays †7 00, †11 20 a.m., †8 20 p.m., arriving Fechtig 7 30 a.m., 12 00 noon, 7 00 p.m. **Branch**—Smithville to Freeman (5 miles).

† Daily, except Sunday. *December* 26, 1908.

Connection.—[1] With Charleston & Western Carolina Ry.

FLINT RIVER & NORTH-EASTERN RAILROAD CO.

F. R. PIDCOCK, Vice-President and Gen. Superintendent, Moultrie, Ga.

Trains leave **Pelham**[1] *7 00 a.m., *2 48 p.m. for Wilma (1 mile), Mapleton (7 miles), Hinsonton (10 miles), Floride (12 miles), Akridge (15 miles), Sale City (17 miles), Tuton Junction (20 miles), arriving **Ticknor**[2] (26 miles) 8 30 a.m., 4 15 p.m. Returning, leave Ticknor *10 25 a.m., *7 00 p.m., arriving Pelham 11 55 a.m., 8 30 p.m.

* Daily. *September* 2, 1906.

Connections.—[1] With Atl. Coast Line R.R. [2] With Ga. North. R.R.

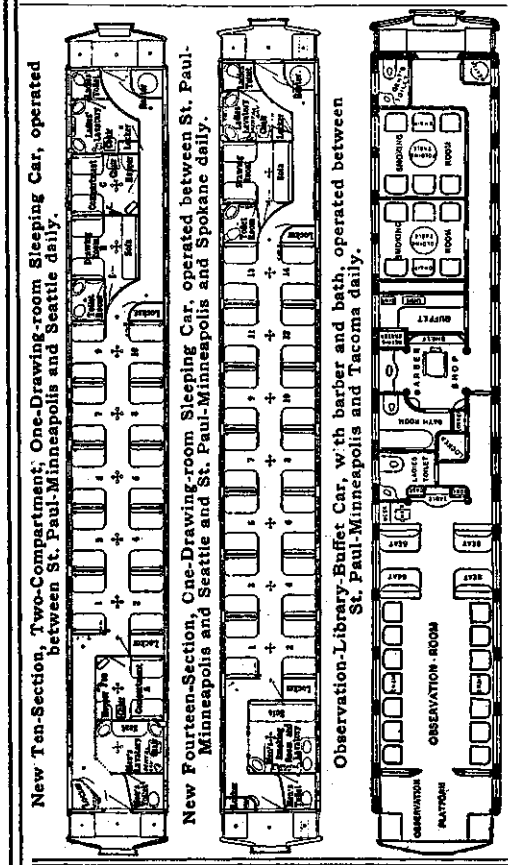
ELWOOD, ANDERSON & LAPEL RAILROAD.

D. B. EDMONDS, General Agent, Elwood, Ind.

Switching road at Elwood, Ind., (5 miles). Connects at Elwood with Lake Erie & Western R.R. and P. C. C. & St. L. Ry. *March*, 1908.

YELLOWSTONE NATIONAL PARK ROUTE

Park Season for 1910: June 15th to September 15th



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Brand new Drawing-room and Compartment-Drawing-room Sleeping Cars have been installed in North Coast Limited service.

The **"CRACK TRAIN OF THE NORTHWEST"** is the only exclusively first-class All-Sleeping Car train to the North Pacific Coast.

Electric Berth Lamps in upper and lower berths; Dental Lavatories; Barber; Bath; Clothes-pressing Service; a la carte Dining Cars, famed for their excellence—these are distinctive features.

Afternoon Tea served gratuitously to Standard Sleeping Car patrons on all transcontinental trains. Pokegama bottled spring water used exclusively on dining cars. Products from our own poultry farm and bakeries served.

Route your passengers via the Northern Pacific for

Service that Sets the Pace

INDEPENDENCE & MONMOUTH RAILWAY.

H. Hirschberg, President and Treasurer, Independence, Ore.

Trains leave **Independence**[1] for Monmouth (2½ miles) and Airlie (11 miles) *7 30 a.m., *3 50 p.m. Returning, leave Airlie for Monmouth and Independence *9 00 a.m., *5 05 p.m. Leave Independence for Monmouth and **Dallas**[2] (9 miles) †6 00, *11 05 a.m., *6 15 p.m. Returning, leave Dallas for Monmouth and Independence §6 55, †8 30 a.m., *1 00, *7 35 p.m. Leave Monmouth for Airlie *7 40 a.m., *3 50 p.m. Leave Monmouth for Independence §7 20, *8 55, *9 35 a.m., *1 25, *2 50, *5 10, *8 00 p.m. Leave Monmouth for Dallas †6 15, *11 20 a.m., *6 30 p.m. Leave Independence for Monmouth *2 15 p.m. *March* 11, 1907.

* Daily; † daily, except Sunday; § Sunday only. *Pacific time.*

Connections.—[1] and [2] With Southern Pacific Co.

SALT LAKE & LOS ANGELES RAILWAY.

Joseph Nelson, President, Salt Lake City, Utah.

Trains leave **Salt Lake City**[1] for Saltair (14 miles) *10 00 a.m., *2 00, *2 45, *3 30, *4 15, *5 00, *5 45, *6 30, *7 15, *8 00, *8 45, *9 30, *10 15 p.m. Returning, leave Saltair for Salt Lake City *12 30 noon, *2 45, *3 30, *4 15, *5 00, *5 45, *6 30, *7 15, *8 00, *8 45, *9 30, *10 15, *11 00 p.m.

* Daily. *May* 30, 1907.

Connections.—[1] With Oregon Short Line, Denver & Rio Grande and San Pedro, Los Angeles & Salt Lake R.Rs. *Mountain time.*

SALT LAKE & OGDEN RAILWAY.

S. Bamberger, President and General Manager, Salt Lake City, Utah.

From **Salt Lake City**[1] to Bonneville (6 miles), Parkins (7 miles), Bountiful (9 miles), Centreville (11 miles), Farmington (15 miles), Lagoon (16 miles), Kaysville (20 miles) and Layton (22½ miles). Trains run at frequent intervals during day and evening. Running time, 50 minutes. *Mountain time.* *May* 30, 1908.

Connections.—[1] With O. S. L. R.R. and Denver & Rio Grande R.R.

SYDNEY & LOUISBURG RAILWAY.

L. MacLean, Superintendent, Glace Bay, N.S.

Train leaves **Sydney**[1] †8 00 a.m. for Glace Bay (15 miles), arriving Louisburg (39 miles) 9 55 a.m. Returning, leaves Louisburg †3 45 p.m., arriving Sydney 5 40 p.m. Leaves Glace Bay †5 30 p.m., arriving Louisburg 6 35 p.m. Leaves Louisburg †6 30 a.m., arriving Glace Bay 7 35 a.m.

† Daily, except Sunday. *October* 4, 1909.

Connection.—[1] With Intercolonial Ry. *Atlantic time.*

OCEAN SHORE RAILWAY.

E. T. Charlton, Traffic Manager, San Francisco, Cal.

Train leaves **San Francisco** *9 30 a.m., arriving Arleta (31 miles) 11 32 a.m., Tunitas Glen (38 miles) 12 15 noon. Leave San Francisco §11 45 a.m., †2 10, *5 40 p.m., arriving Arleta 1 47, 4 12, 7 42 p.m. Leave Tunitas Glen *2 30 p.m., Arleta *3 20 p.m., arriving San Francisco 6 23 p.m. Leave Arleta †5 25, *6 37, §9 10 a.m., arriving San Francisco 7 25, 8 40, 11 13 a.m. Leave Swanton §6 55, †9 15 a.m., *5 25 p.m., arriving Santa Cruz (16 miles) 7.40, 10 30 a.m., 6 15 p.m. Leaves Davenport †6 35 a.m., arriving Santa Cruz (11 miles) 7 02 a.m. Returning, leave **Santa Cruz**[1] §6 00, †8 00 a.m., *4 30 p.m., arriving Swanton 6 50, 9 00 a.m., 5 20 p.m. Leaves Santa Cruz †6 00 a.m., arrives Davenport 6 30 a.m.

* Daily; † daily, except Sunday; § Sunday only. *October* 4, 1909.

Connection.—[1] With Southern Pacific Ry. *Pacific time.*

PAJARO VALLEY CONSOLIDATED RAILROAD.

R. H. Moore, General Manager, Spreckels, Cal.

Train leaves **Spreckels**[1] †12 00 noon for **Moss Landing**[2] (18 miles), arriving **Watsonville**[3] (27 miles) 1 45 p.m. Returning, leaves Watsonville †3 00 p.m., arriving Spreckels 4 30 p.m.

Branch Lines.—Spreckels to Alisal (6.70 miles), Spreckels to Buena Vista (5.36 miles), irregular freight service only. Spreckels to Salinas (4.70 miles), passenger service, six round trips daily. *March*, 1909.

† Daily, except Sunday. *Pacific time.*

Connections.—[1] With Southern Pacific Co. [2] With Pacific Coast S.S. Co. [3] With Southern Pacific Co.

RED SPRINGS & BOWMORE RAILROAD.

J. A. Byrne, General Freight and Passenger Agent, Red Springs, N.C.

Extends from Bowmore to **Red Springs**[1] (12 miles) and from Wagram to Red Springs (12 miles). Logging road. *March*, 1908.

Connection.—[1] With Atlantic Coast Line R.R. *Eastern time.*

ELLAVILLE, WESTLAKE & JENNINGS RAILROAD.

E. E. West, President and Gen. Mgr., West Bld'g, Jacksonville, Fla.

From Westlake to **Ellaville,**[1] Fla., (30 miles), and from Ellaville to Higdon (12 miles). *March*, 1908.

Connection.—[1] With Seaboard Air Line Ry. *Central time.*

YELLOWSTONE NATIONAL PARK ROUTE

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C. E. LANG, City Passenger Agent.
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Wallace, Idaho—Depot—C.R. LONERGAN, Agt.
Walla Walla, Wash.—S.B. CALDERHEAD, G.A.
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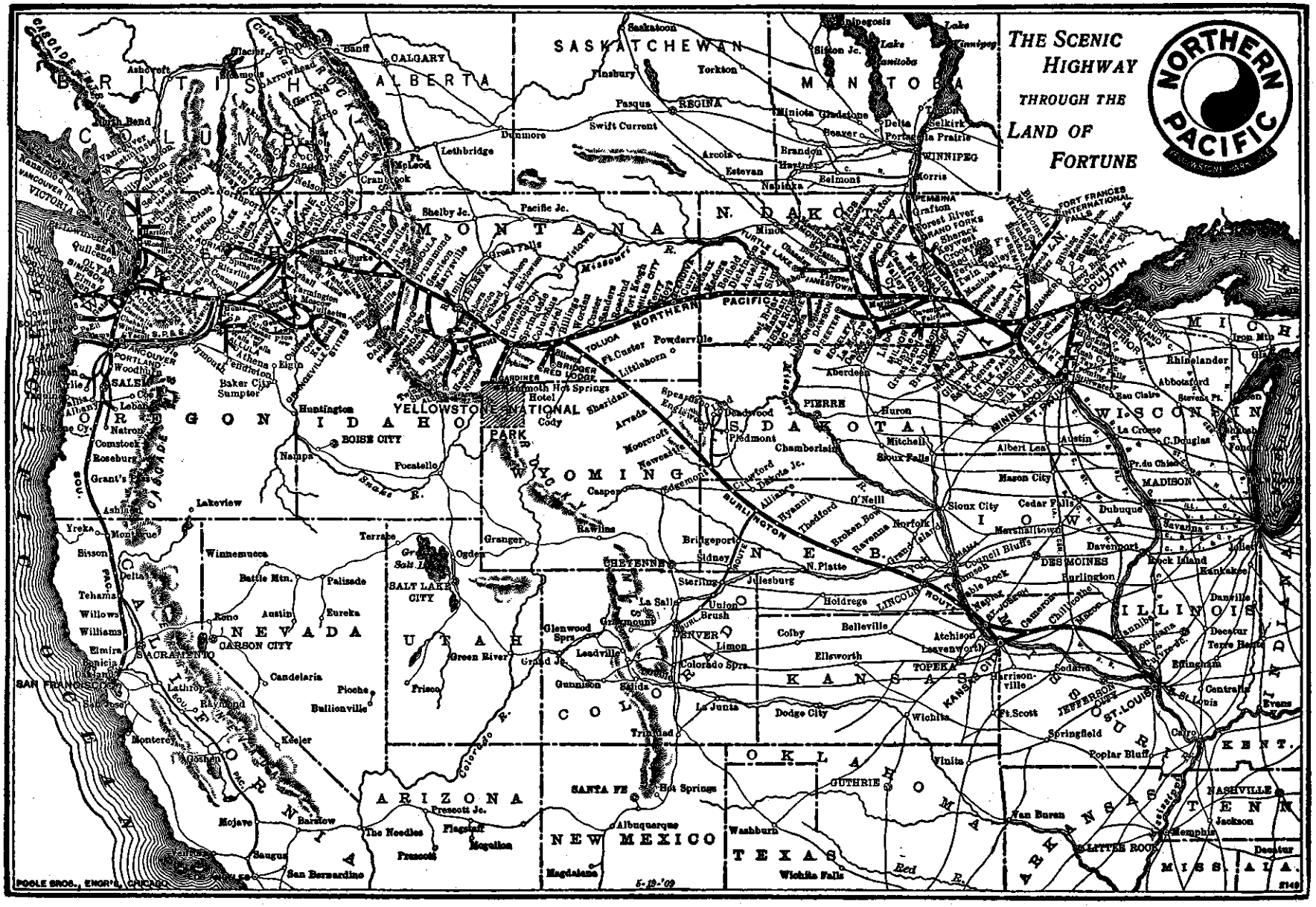
W. C. HARTNETT, General Agent.
W. H. COLLUM, Soliciting Freight Agent.

Miles of Northern Pacific Ry. and Controlled Lines, 5,983.11.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Through Pacific Coast and California Tickets are honored via Seattle or Tacoma.

ARRANGEMENT OF THROUGH CAR SERVICE.

Train No. 1—WESTBOUND. THE NORTH COAST LIMITED, VIA BUTTE AND SEATTLE. Train No. 2—EASTBOUND.

NOTE.—The attention of Ticket Agents and Representatives is called to announcement on page 592 of new Compartment Drawing-room Sleeping Cars installed in North Coast Limited Service.

Train No. 1: Electric Lighted, Steam Heated, Broad Vestibuled Train—St. Paul-Minneapolis to Seattle, Tacoma, via Butte, Spokane, with Direct Connection for Helena, and for Portland, via S. P. & S. Ry.

Pullman Drawing-room and Compartment Sleeping Cars St. Paul-Minneapolis to Seattle. Pullman Drawing-room Sleeping Car St Paul-Minneapolis to Spokane. (Passengers may remain in car until 8 00 a.m.) Parlor Car Spokane to Seattle. Observation Library Car, with barber and bath, St. Paul-Minneapolis to Tacoma. Dining Car St. Paul-Minneapolis to Seattle.

Train No. 2: Electric Lighted, Steam Heated, Broad Vestibuled Train—Seattle, Tacoma to Minneapolis-St. Paul via Spokane and Butte, with Direct Connection from Helena, and from Portland, via S. P. & S. Ry.

Pullman Drawing-room and Compartment Sleeping Cars Seattle to Minneapolis-St. Paul. Pullman Drawing-room Sleeping Cars Spokane to Minneapolis-St. Paul. Observation Library Car, with barber and bath, Tacoma to Minneapolis-St. Paul. Dining Car Seattle to Minneapolis-St. Paul.

Day	Daily.		STATIONS.		Daily.	Day
1st	11 00 A M	lve.	St. Paul	arr.	7 55 A M	4th
»	11 25 A M	lve.	Minneapolis	arr.	7 30 A M	»
»	8 05 A M	lve.	Duluth	arr.	6 25 P M	»
»	8 20 A M	lve.	Superior	arr.	6 10 P M	»
»	5 35 P M	lve.	Fargo	arr.	1 02 A M	»
2d	10 40 A M	arr.	Billings	lve.	5 05 A M	3d
»	2 05 P M	arr.	Livingston	lve.	1 55 A M	»
»	6 45 P M	arr.	Helena	lve.	.....	
»	7 00 P M	arr.	Butte	lve.	9 28 P M	2d
»	12 30 Night	arr.	Anaconda	lve.	6 40 P M	»
»	10 40 P M	arr.	Missoula	lve.	5 28 P M	»
3d	6 20 A M	arr.	Spokane	lve.	8 05 A M	»
»	8 15 P M	arr.	Tacoma	lve.	7 00 P M	1st
»	8 15 P M	arr.	Seattle	lve.	7 10 P M	»
»	a815 P M	arr.	Portland	lve.	a700 P M	1st

Train No. 3—WESTBOUND. NORTHERN PACIFIC EXPRESS. Train No. 4—EASTBOUND ATLANTIC EXPRESS.

Train No. 3: Electric Lighted, Steam Heated, Broad Vestibuled—Chicago, St. Paul-Minneapolis to Portland, Seattle, Tacoma, via Helena and Spokane, with Direct Connections to and from Butte, via C. B. & Q. R.R. Chicago to St. Paul, S. P. & S. Ry. Spokane to Portland.

Pullman Drawing-room Sleeping Car Chicago, via St. Paul-Minneapolis to Portland and to Seattle; St. Paul to Fargo (open for occupancy 9 00 p.m. Passengers may remain in car until 8 00 a.m.) Observation Car Spokane to Seattle and Spokane to Portland. Tourist Sleeping Car, leather upholstered, Chicago, via St. Paul-Minneapolis to Portland and Seattle. Smoker and First-class Coach Chicago, via Minneapolis-St. Paul, to Portland and Spokane to Seattle. Dining Car Chicago to St. Paul-Minneapolis; St. Paul to Seattle and Spokane to Portland.

Train No. 4: Electric Lighted, Steam Heated, Broad Vestibuled Train—Portland, Tacoma and Seattle to Chicago, via Spokane, Helena and Minneapolis-St. Paul. Direct Connections from Butte, via S. P. & S. Ry., Portland to Spokane; C. B. & Q. R.R. St. Paul to Chicago.

Pullman Drawing-room Sleeping Car Portland to Chicago, Seattle to Chicago, via Minneapolis-St. Paul. Observation Library Car Seattle to Spokane. Tourist Sleeping Cars, leather upholstered, Portland to Chicago and Seattle to Chicago, via Minneapolis-St. Paul. Smoker and First-class Coach Portland, via Minneapolis-St. Paul, to Chicago and Seattle to Spokane. Dining Car Seattle to Minneapolis-St. Paul, Portland to Spokane and St. Paul to Chicago. Parlor Car Seattle to Spokane.

Day	Daily.		STATIONS.		Daily.	Day
1st	10 00 A M	lve.	Chicago	arr.	11 00 A M	4th
»	11 00 P M	lve.	St. Paul	arr.	10 00 P M	3d
»	11 30 P M	lve.	Minneapolis	arr.	9 30 P M	»
»	7 30 P M	lve.	Duluth	arr.	8 15 A M	»
»	7 45 P M	lve.	Superior	arr.	8 00 A M	»
2d	6 07 A M	arr.	Fargo	arr.	3 02 P M	»
»	12 05 Night	arr.	Billings	lve.	7 05 P M	2d
3d	3 40 A M	arr.	Livingston	lve.	3 55 P M	»
»	8 10 A M	arr.	Helena	lve.	11 38 A M	»
»	8 50 A M	arr.	Butte	lve.	10 35 A M	»
»	10 40 A M	arr.	Anaconda	lve.	8 00 A M	»
»	7 45 P M	arr.	Spokane	lve.	9 55 P M	1st
4th	10 15 A M	arr.	Tacoma	lve.	8 30 A M	»
»	10 15 A M	arr.	Seattle	lve.	8 45 A M	»
»	a800 A M	arr.	Portland	lve.	a900 A M	1st

Train No. 5—WESTBOUND. WESTERN AND EASTERN EXPRESS, VIA HELENA. Train No. 6—EASTBOUND.

Train No. 5: Electric Lighted, Steam Heated, Broad Vestibuled—St. Paul-Minneapolis, via Helena, to Seattle and Tacoma, with Connections to and from Butte and Connections for Portland from Spokane, via S. P. & S. Ry.

Pullman D.-R. Sleeping Cars St. Paul-Minneapolis to Tacoma. Tourist Sleeping Car, leather upholstered, St Paul-Minneapolis to Tacoma. First-class Coach St. Paul Minneapolis to Tacoma. Smoker St. Paul-Minneapolis to Tacoma. Dining Car St. Paul-Minneapolis to Seattle.

Train No. 6: Electric Lighted, Steam Heated, Broad Vestibuled—From Seattle and Tacoma to Minneapolis-St. Paul, via Helena, with Connections from Portland, via S. P. & S. Ry. and Connections from Butte.

Pullman Drawing-room Sleeping Cars Tacoma to Minneapolis-St. Paul; Helena to Billings; Seattle to Walla Walla. Tourist Sleeping Car, leather upholstered, Tacoma to Minneapolis-St. Paul. First-class Coaches and Smoker Tacoma to Minneapolis-St. Paul. Dining Car Seattle to Minneapolis-St. Paul.

Day	Daily.		STATIONS.		Daily.	Day
1st	9 15 A M	lve.	St. Paul	arr.	5 35 P M	4th
»	9 40 A M	lve.	Minneapolis	arr.	5 05 P M	»
»	8 05 A M	lve.	Duluth	arr.	6 25 P M	»
»	8 20 A M	lve.	Superior	arr.	6 10 P M	»
»	4 25 P M	lve.	Fargo	arr.	9 20 A M	»
2d	11 00 A M	lve.	Billings	arr.	10 50 A M	3d
»	2 50 P M	arr.	Livingston	lve.	7 10 A M	»
»	8 15 P M	arr.	Butte	lve.	11 50 P M	2d
3d	7 40 A M	arr.	Spokane	lve	11 30 A M	»
»	10 00 P M	arr.	Seattle	lve.	9 30 P M	1st
»	10 00 P M	arr.	Tacoma	lve.	9 30 P M	»
»	a815 P M	arr.	Portland	lve.	a700 P M	»

Train No. 7—WESTBOUND. PUGET SOUND EXPRESS—VIA BUTTE—TWIN CITY EXPRESS. Train No. 8—EASTBOUND.

Train No. 7: Electric Lighted, Steam Heated, Broad Vestibuled—St. Paul-Minneapolis to Tacoma and Seattle, via Butte, with Direct Connection to Helena.

Pullman D. R. Sleeping Cars St. Paul-Minneapolis to Seattle; St. Paul-Minneapolis to Jamestown; Spokane to Walla Walla (open for occupancy 9 00 p.m.); Duluth-Superior to Tacoma; Billings to Helena (open for occupancy 9 00 p.m.); Spokane to Seattle. Tourist Sleeper St. Paul-Minneapolis to Seattle. Smoker and First-class Coach St. Paul-Minneapolis to Tacoma. Diner St. Paul-Minneapolis to Seattle.

Train No. 8: Electric Lighted, Steam Heated, Broad Vestibuled—Tacoma, Seattle to Minneapolis-St. Paul, via Butte, with Direct Connection from Helena.

Pullman Drawing-room Sleeping Cars Seattle to Minneapolis-St. Paul; Tacoma to Duluth-Superior. Tourist Sleeper, leather upholstered, Seattle to Minneapolis-St. Paul. Diner Seattle to Minneapolis-St. Paul. Smoker and First-class Coach Tacoma to Minneapolis St. Paul.

Day	Daily.		STATIONS.		Daily.	Day
1st	10 15 P M	lve.	St. Paul	arr.	7 40 A M	4th
»	10 45 P M	lve.	Minneapolis	arr.	7 10 A M	»
»	7 30 P M	lve.	Duluth	arr.	8 15 A M	»
»	7 45 P M	lve.	Superior	arr.	8 00 A M	»
2d	7 00 A M	lve.	Fargo	arr.	11 10 P M	3d
3d	3 20 A M	lve.	Billings	arr.	11 35 P M	2d
»	7 00 A M	arr.	Livingston	lve.	8 10 P M	»
»	12 20 Noon	arr.	Butte	lve.	5 10 P M	»
»	11 40 P M	arr.	Spokane	lve.	12 55 Night	1st
4th	2 30 P M	arr.	Seattle	lve.	10 00 A M	»
»	2 30 P M	arr.	Tacoma	lve.	10 00 A M	»
»	a815 P M	arr.	Portland	lve.	a900 A M	»

Train No. 41—WESTBOUND. MISSOURI RIVER EXPRESS, VIA BUTTE. Train No. 42—EASTBOUND.

Train No. 41: St. Louis, Kansas City, Omaha and Denver, via Butte to Seattle, Tacoma, Portland and Puget Sound points, via Burlington-Northern Pacific Lines. Direct Connection Spokane to Portland, via S. P. & S. Ry.

Pullman Drawing-room Sleeping Cars St. Louis to Seattle; Denver to Seattle. Dining Car Kansas City to Billings and Billings to Seattle Pullman Tourist Sleeping Car St. Louis to Seattle; Denver to Seattle. Coach Kansas City to Seattle. Reclining Chair Cars Kansas City to Seattle.

Train No. 42: Seattle, Tacoma and Puget Sound points, via Butte to Denver, Kansas City Omaha and St. Louis, via Northern Pacific-Burlington Lines. Connection at Spokane from Portland, via S. P. & S. Ry.

Pullman Drawing-room Sleeping Cars Seattle to St. Louis; Walla Walla to Spokane; Seattle to Denver. Dining Car Seattle to Billings and Billings to Kansas City. Pullman Tourist Sleeping Cars Seattle to St. Louis; Seattle to Denver. Coach Seattle to Kansas City. Reclining Chair Cars Seattle to Kansas City. Through Standard Sleeping Car Seattle to Lewiston.

Day	Daily.		STATIONS.		Daily.	Day
1st	8 01 P M	lve.	St. Louis	arr.	7 19 A M	5th
2d	10 30 A M	lve.	Kansas City	arr.	11 20 P M	4th
»	12 40 Noon	lve.	St. Joseph	arr.	8 45 P M	»
»	4 10 P M	lve.	Omaha	arr.	6 10 P M	»
»	7 15 P M	lve.	Denver	arr.	11 30 A M	»
3d	8 00 P M	lve.	Billings	arr.	8 25 A M	3d
»	11 30 P M	arr.	Livingston	lve.	5 00 A M	»
...	.....	arr.	Gardiner	lve.	.....	....
4th	4 50 A M	arr.	Butte	lve.	11 50 P M	2d
»	8 10 A M	arr.	Helena	lve.	3 05 P M	»
»	4 25 P M	arr.	Spokane	lve.	8 15 A M	»
5th	8 30 A M	arr.	Tacoma	lve.	4 00 P M	1st
»	8 30 A M	arr.	Seattle	lve.	4 00 P M	»
»	a800 A M	arr.	Portland	lve.	a700 P M	»

a Trains leave from and arrive at Spokane, Portland & Seattle Ry. Station, 11th and Hoyt Streets, Portland.

For Through Car Service of the "Duluth Short Line," see page 596.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | Over 160 railroads use the SAFETY systems of ..... **Steam Heat**

YELLOWSTONE NATIONAL PARK ROUTE

INDEX OF STATIONS.

The number opposite each station is the number of the table in which it is shown. Stations marked * are located on the branch indicated, but are not shown in the table. The + indicates coupon stations.

TABLE No.

+Aberdeen, Wash..12
+Acme, Wash..44
*Adams, Wash.....46
Adkins, Wash.....46
Adna, Wash.....49
Adrian, N.D.....8
Adrian, Wash.....39
Agatha, Idaho.....43
Ahsahka, Idaho.....43
*Ainsworth, Wash...46
+Aitkin, Minn.....14
+Alder, Mont.....30
Alderton, Wash.....48
Aldrich, Minn.....1
+Alfalfa, Wash.....7
Alfred, N.D.....4
Alice, N.D.....9
Allard, Mont.....5
+Almira, Wash.....39
*Almont, N.D.....5
*Aloha, Wash.....52
Alta, N.D.....1
*American Lk., Wash.53
+Anaconda, Mont..5,38
+Anoka, Minn.....1,10
Antelope, N.D.....5
*Apex, Ore.....46
Arlee, Mont.....7
+Arlington, Wash....44
Arrow, Idaho.....40,43
+Ashland, Wis.....24
+Athena, Ore.....46
Athol, Idaho.....7
Attalia, Wash.....46
+Auburn, Wash....7,12
Audubon, Minn.....1
Austin, Mont.....5
Avon, Mont.....5

*Babcock, Wash....46
Backus, Minn.....23
Bacon, Wash.....39
Balleys, Minn.....1
Bald Eagle, Minn.....18
Barberton, Wash.....53
Barker, Minn.....14
Barlow, N.D.....11
Barney, N.D.....10
*Barneston, Wash....48
Barnum, Minn.....13
Battle Ground, Wash.53
+Battle Lake, Minn..10
Baxter, Minn.....14
+Beach, N.D.....5
+Bearmouth, Mont..7
Becker, Minn.....1
Belfield, N.D.....5
+Belgrade, Mont.....5
*Belknap, Mont.....7
Belle Prairie, Minn...2
+Bellingham, Wash.,
44,54
+Belmont, Wash.....40
Belmore, Wash.....53
Bemidji, Minn.....23
Bena, Wis.....25
Benson, Wis.....21
Beres, N.D.....1
Berlin, N.D.....4
Beroun, Minn.....18
Bessoba, N.D.....17
Big Falls, Minn.....23
Big Horn, Mont.....5
Big Lake, Minn.....1
+Big Lake, Wash.....44
+Big Timber, Mont...5
+Billings, Mont..5,27,28
Binford, N.D.....16
+Bismarck, N.D....1,17
Blackduck, Minn.....23
*Black River, Wash...12
Blatchford, Mont.....5
Bloom, N.D.....1
Blossburg, Mont.....5
Blueberry, Wis.....24
Blue Canyon, Wash..54
Bluffton, Minn.....1
Bonita, Mont.....7
+Bonner, Mont.....7
+Bothell, Wash.....44
Boulder, Mont.....32
+Bowdon, N.D.....15
Bowesmont, N.D.....6
Boyd, Mont.....27
+Bozeman, Mont.....5
+Brainerd, Minn.,
1,2,14,23
+Breckenridge, Minn.10
Bremerton, Wash....60
Bridger, Mont.....28
Brinsmade, N.D.....11
Brisbin, Mont.....26
Brofy, N.D.....17
Brownell, Minn.....18
+Brule, Wis.....24
Brush Prairie, Wash..58
+Bryant, Wash.....44
Buchanan, N.D.....11
+Buckley, Wash.....48

TABLE No.

Bucoda, Wash.....12
Buffalo, N.D.....1
Buford, Mont.....36
Burdick, N.D.....17
+Burke, Idaho.....31
Burleigh, N.D.....1
Buroker, Wash.....46
*Burnett, Wash.....48
Burtrum, Minn.....3
Bush, Wash.....57
+Butte, Mont..5,7,29,30,
34,35,36,37 38
Buttzville, N.D.....4

Cabinet, Idaho.....7
Cable, Minn.....1
+Carbonado, Wash...48
Cardwell, Mont.....5
+Carlton, Minn.14,18,20
*Carlton's Spur, Mont.35
+Carrington, N.D.11,15
Carroll's, Wash.....12
Carthage Junc., Minn. 6
Cascade Junc., Wash.48
Cashel, N.D.....6
+Casselton, N.D....1,9
+Castle Rock, Wash..12
Cataldo, Idaho.....36
Cedar Lake, Minn....14
+Centralia, Wash.,
12,49,52
+Central Ave.,
Superior, Wis.14,18,24
*Central Park, Mont..5
Centre City, Minn....19
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Chambers, Wash.....42
Charleston, Wash....60
Chaseley, N.D.....15
+Chehalis, Wash.....12
+Cheney, Wash.....7,39
Chestnut, Mont.....5
Chickery, Mont.....26
Chisago City, Minn...19
*Cinnabar, Mont.....26
+Clark's Fork, Idaho 7
Clarkston, Wash.....40
+Clear Lake, Minn...1
+Clear Lake, Wash...44
+Cle Elum, Wash.....7
Cleveland, N.D.....1
Cliffs, Wash.....7
*Climax, Wash.....48
Clinton, Mont.....7
Clitheral, Minn.....10
+Cloquet, Minn.....20
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Clyde, Wash.....46
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+Coeur d'Alene,
Idaho.....36
Cogel, Minn.....3
Colton, Wash.....42
+Columbus, Mont....5
Como, Mont.....35
Conlin Mont.....5
+Connell, Wash.....7
Coon Creek, Minn....1
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+Cooperstown, N.D..16
Coppel, Wash.....46
Corona, Minn.....14
Cosgrove, Wash.....53
Cosmopolis, Wash....52
Cotters, N.D.....4
+Cottonwood, Idaho.38
+Coulee City, Wash..39
Coulee Junc., Wash..39
Country Club, Wash..53
Covington, Wash....7
+Creston, Wash.....39
Crocker, Wash.....48
Crockers Lake, Wash.56
Cromwell, Minn.....14
+Crookston, Minn.,
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Crow Wing, Minn....2
Cruso, Mont.....33
Crystal Springs, N.D..1
+Cul de Sac, Idaho...38
Cumberland, Wash...48
+Cunningham, Wash. 7
Curlew, N.D.....5
Cushing, Minn.....1
Custer, Mont.....5
Cutter, Wis.....24
Cyanide, Mont.....33
Cyr, Mont.....36
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Dalleys, Mont.....26
Dana, N.D.....17
Darby, Mont.....35
Darling, Minn.....1
Darrington, Wash....59
+Davenport, N.D.....4
+Davenport, Wash...39
Davidson, Minn.....6
+Dawson, N.D.....1

TABLE No.

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+Dayton, Wash.....46
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Deer Creek, Minn.....10
+Deer Lodge, Mont...7
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Deisem, N.D.....4
+De Lamere, N.D.....10
De Lion, Wash.....56
+Deming, Wash.....44
Demores, N.D.....5
Dempsey, Mont.....7
+Denhoff, N.D.....15
+De Smet, Mont....7,36
+Detroit, Minn...1,6,14
+Dickey, N.D.....8
+Dickinson, N.D.....5
Dieringer, Wash....7,12
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Divide, N.D.....11
Dixie, Wash.....46
Dixon, Mont.....7
Dopelius, Minn.....1
Dorothy, Minn.....6
Dorsey, Idaho.....36
*Doty, Wash.....49
Dover, N.D.....15
+Drayton, N.D.....6
+Driscoll, N.D.....1
+Drummond, Mont.7,34
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Dugdale, Minn.....6
+Duluth, Minn.,
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*Dupont, Wash.....53
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Eagle Gorge, Wash..7
Eastedge, N.D.....9
+East Grand Forks,
Minn.....6
*Eastman, Wash.....46
Easton, Wash.....7
East 7th St., Minn....18
+Eckelson, N.D.....1
Eddy, Mont.....7
Eden, Wash.....40
Edgar, Mont.....28
+Edgecomb, Wash....44
+Edgeley, N.D.....4
+Edmunds, N.D.....11
Eldridge, N.D.....1
Electric, Mont.....26
Elizabeth, N.D.....9
+Elk River, Minn.....1
Elkhorn, Mont.....32
+Ellensburg, Wash..7
Elliott, N.D.....4
Ellston, Mont.....5
+Elma, Wash.....52,53
+Eltopia, Wash.....7
*Elwood, Wash.....46
Embden, N.D.....9
+Emerson Junc., Man. 6
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+Englevale, N.D.....4
Engoe, Wis.....25
+Enumclaw, Wash...48
Esmond, N.D.....13
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*Everdell, Minn.....10
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Fairfax, Wash....48
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Fallon, Mont.....5
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+Fargo, N.D.,
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Farmington, N.D....10
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Fellows, Wash.....39
Fenn, Idaho.....38
+Fergus Falls, Minn .10
+Fertile, Minn.....6
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Finlayson, Minn.....18
Finn, Mont.....32
Flensburg, Minn.....3
Flint, Mont.....34
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+Frances, Wash.....49
Franconia, Minn.....19
+Frazee, Minn.....1
Freeman's, Minn.....6
Fremont, Wash.....44
French, Minn.....10
+Frenchtown, Mont..36
Friesland, Minn.....18
Fromberg, Mont.....28
Fulton, Ore.....46
Funkley, Minn.....23

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+Gardiner,
Mont.....5,26
+Garfield, Wash.....40
+Garrison, Mont.,
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Gary, Minn.....6
Gate, Wash.....49,52,53
Gemmell, Minn.....28
+Genesee, Idaho.....42
Genin, N.D.....13
Getchell, Wash.....44
+Gilby, N.D.....6
*Gilliam, Wash.....46
Gilmore, Wash.....57
Gladstone, Minn.....18
Gladstone, N.D.....5
+Glendive, Mont.....5
+Glenullen, N.D.....5
+Glenwood, Minn.....3
*Globe, Wash.....49
Glover, N.D.....8
+Glyndon, Minn.....1
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Goodrich, N.D.....15
+Govan, Wash.....39
+Grafton, N.D.....6,14
Grand Falls, Minn....23
+Grand Forks, N.D.,
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Grand Mound, Wash..52
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+Granger, Wash.....45
+Grangeville, Idaho.38
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Gregsons, Mont.....7
Greycliff, Mont.....5
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Guptill, N.D.....11
+Gwinner, N.D.....10

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Haggart, N.D.....1
Halle, Mont.....34
+Hamilton, Mont.....35
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*Harbert, Wash.....46
Harris, Minn.....13
Harrison, Idaho.....36
Harrison, Mont....29,37
+Hartford, Wash.....44
+Hartline, Wash.....39
Hastings, N.D.....9
Hathaway, Mont.....5
+Hatton, Wash.....7
Hauser, Idaho.....7,36
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Hebron, N.D.....5
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Henderson, Mont.....36
+Henning, Minn.....10
*Heron, Mont.....7
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Hillhurst, Wash.....12
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+Hinckley, Minn.....18
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Howell, Idaho.....40
Hoyt, Mont.....5
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Huntley, Mont.....5
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*Huntsville, Wash....46
Hurdsfield, N.D.....15
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MAIN LINE TRAINS.

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11	15	13-95	9	7	5	3	1	Ms	October 31, 1909. (Central time.)	2	4	6	8	10	96-14	16	12
P M	P M	A M	A M	P M	A M	P M	A M	...		A M	P M	P M	A M	P M	P M	A M	A M
†6 30	*8 30	*8 10	*8 20	*10 15	*9 15	*11 00	*11 00	0	lv. + **St. Paul** ♁ ar.	7 55	10 00	5 35	7 40	8 25	8 30	7 25	10 30
7 00	9 02	8 35	8 50	10 45	9 40	11 30	11 25	10	lv. + **Minneapolis** ♁ ar.	7 30	9 30	5 05	7 10	5 55	9 00	6 50	10 00
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7 33	- -	a -	9 19	- -	- -	- -	- -	25	....Coon Creek.. ♁	- -	- -	- -	- -	5 25	b -	- -	9 30
7 44	9 38	a -	9 29	- -	- -	- -	- -	29	+.....Anoka.... ♁	- -	- -	- -	- -	5 18	8 19	6 08	9 17
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8 06	10 00	a -	9 51	- -	- -	- -	- -	41	+..Elk River.. ♁	- -	- -	- -	- -	4 55	8 00	5 46	8 55
8 16	- -	a -	10 03	- -	- -	- -	- -	46	.....Bailey's.....	- -	- -	- -	- -	4 45	b -	- -	8 44
8 23	- -	a -	10 10	- -	- -	- -	- -	49	.....Big Lake... ♁	- -	- -	- -	- -	4 38	b -	5 29	8 37
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11 15	†1255	A M	†1 20	.....	.....	.....	.....	138	ar + **Brainerd** ♁ lv.	.....	.....	.....	.....	†1 30	P M	¶2 20	†5 45
P M	Night	†5 45	P M	.....	.....	.....	.....	138	lv. **Brainerd**..ar.	.....	.....	.....	.....	P M	†11 15	A M	A M
	*11 59	*11 15	*12 29	1 55	12 20	h -	d -	108	lv..**Little Falls** ♁ ar.	g -	r -	2 30	4 20	2 45	6 15	3 35	
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7 02	2 09	a 38	2 11	4 00	1 48	- -	- -	159	+...**Wadena**... ♁	- -	- -	- -	- -	12 21	4 50	1 30	5 21
7 12	- -	a -	2 21	p -	- -	- -	- -	164	..... Bluffton ... ♁	- -	- -	- -	- -	12 11	- -	- -	5 13
7 18	- -	a -	- -	p -	- -	- -	- -	167	.....Dopelius.....	- -	- -	- -	- -	- -	- -	- -	5 08
7 27	2 35	a -	2 35	p -	- -	- -	- -	172	. New York Mills ♁	- -	- -	- -	- -	11 55	- -	1 05	4 59
7 36	- -	a -	2 45	p -	- -	- -	- -	177	.....Richdale.....	- -	- -	- -	- -	11 45	- -	- -	4 49
7 45	2 55	a -	2 55	p -	- -	- -	- -	182	+....Perham.... ♁	- -	- -	- -	- -	11 35	- -	12 42	4 40
7 55	- -	a -	3 05	p -	- -	- -	- -	189	.....Luce..... ♁	- -	- -	- -	- -	11 23	- -	- -	4 30
8 05	3 17	a	3 15	p -	- -	- -	- -	194	+....Frazee.... ♁	- -	- -	- -	- -	11 13	- -	12 18	4 20
8 14	- -	a -	3 25	p -	- -	- -	- -	199	.....McHugh.....	- -	- -	- -	- -	11 03	- -	- -	4 10
8 23	3 37	1 40	3 55	5 05	2 45	h -	d -	204	+....Detroit.... ♁	g -	r -	11 15	1 08	10 50	3 42	11 55	4 00
8 31	- -	a -	- -	p -	- -	- -	- -	208	.... Oak Lake .. ♁	- -	- -	- -	- -	- -	- -	- -	3 51
8 36	3 53	a -	3 49	p -	- -	- -	- -	211	.....Audubon.... ♁	- -	- -	- -	- -	10 36	- -	11 38	3 45
8 46	4 05	2 03	4 00	p	- -	- -	- -	217	+..Lake Park.. ♁	- -	- -	- -	- -	10 25	- -	11 27	3 35
8 59	- -	2 20	4 15	p -	3 16	- -	- -	223	ar..**Manitoba Jn.** ♁ lv	- -	- -	- -	- -	10 07	3 05	- -	3 20
.....	....	4 25	.....	.....	.....	.....	.....	293	+ ..**Crookston**...	.....	.....	.....	.....	.....	1 05	.....	.....
.....	...	5 25	.....	.....	.....	.....	.....	320	+ **Grand Forks**...	.....	.....	.....	.....	.....	12 10	.....	.....
.....	...	10 25	.....	.....	.....	.....	.....	482	ar. + **Winnipeg**. lv.	.....	.....	.....	.....	.....	*7 05	.....	.....
8 59	-	2 25	4 15	p -	3 16	- -	- -	223	lv..**Manitoba Jn**..ar.	- -	- -	- -	- -	10 07	2 18	- -	3 00
9 06	4 31	2 32	4 22	p -	- -	- -	- -	228	+ ... Hawley.... ♁	- -	- -	- -	- -	9 59	2 10	11 01	2 50
9 17	-	- -	4 34	p -	- -	- -	- -	232	.....Muskoda.... ♁	- -	- -	- -	- -	- -	- -	- -	2 39
9 28	- -	- -	- -	p -	- -	- -	- -	237	....Stockwood.. ♁	- -	- -	- -	- -	- -	- -	- -	2 30
9 36	5 06	3 02	4 50	p -	- -	- -	- -	241	+ ....Glyndon.... ♁	- -	- -	- -	- -	9 31	1 43	10 32	2 23
9 48	5 25	3 16	5 04	p -	- -	- -	- -	246	.....Dilworth.... ♁	- -	- -	- -	- -	9 20	1 33	10 20	2 13
9 55	5 32	3 25	5 13	6 45	4 12	h -	d -	249	ar. + Moorhead..lv.	e -	rv	9 33	11 24	9 05	1 25	10 06	2 03
10 00	5 45	3 30	5 20	6 50	4 15	6 07	5 28	250	arr. + **Fargo** ♁ .lve.	1 12	3 12	9 30	11 20	9 00	*1 20	10 00	*2 00
A M	7 30	P M	6 05	7 00	4 25	6 14	5 35	250	lve... **Fargo**...arr.	1 02	3 02	9 20	11 10	8 50	P M	7 45	P M
.....	- -		6 15	- -	- -	- -	- -	256	.....Haggart.....	- -	- -	- -	- -	8 39	.....	- -	
.....	- -		- -	- -	- -	- -	- -	259	.....Fife..... ♁	- -	- -	- -	- -	- -	.....	- -	
.....	7 55		6 30	- -	- -	- -	- -	263	+ ..Mapleton.... ♁	- -	- -	- -	- -	8 25	.....	7 15	
.....	- -		- -	- -	- -	- -	- -	265	.....Greene.....	- -	- -	- -	- -	- -	.....	- -	
.....	8 14		6 45	7 39	- -	h -	- -	270	+ ..**Casselton**.. ♁	- -	- -	8 40	10 30	8 08	....	6 56	
.....	8 29		6 56	- -	- -	- -	- -	277	+ ..Wheatland.. ♁	- -	- -	- -	- -	7 55	.....	6 39	
.....	- -		7 03	- -	- -	- -	- -	281	.....Magnolia.... ♁	- -	- -	- -	- -	- -	....	6 28	
.....	8 52		7 11	- -	- -	- -	- -	286	.....Buffalo..... ♁	- -	- -	- -	- -	7 35	.....	6 16	
.....	9 05		7 21	- -	- -	- -	- -	292	+ ..Tower City.. ♁	- -	- -	- -	- -	7 23	.....	6 02	
.....	9 18		7 32	- -	- -	- -	- -	298	+ ....Oriska.... ♁	- -	- -	- -	- -	7 08	.....	5 50	
.....	- -		7 44	- -	- -	- -	- -	302	.....Alta..... ♁	- -	- -	- -	- -	- -	.....	5 40	
.....	9 42		7 59	8 51	- -	- -	- -	308	+ ..Valley City.. ♁	- -	- -	- -	9 15	6 42	.....	5 17	
.....	- -		8 12	- -	- -	- -	- -	313	..... Berea..... ♁	- -	- -	- -	- -	- -	.....	5 07	
.....	10 10		8 28	- -	- -	- -	- -	319	+ .. **Sanborn**... ♁	- -	- -	- -	- -	6 18	.....	4 55	
.....	10 24		8 45	- -	- -	- -	- -	325	+ ...Eckelson.... ♁	- -	- -	- -	- -	6 08	.....	4 44	
.....	- -		8 55	- -	- -	- -	- -	328	.....Urbana.....	- -	- -	- -	- -	- -	.....	4 36	
.....	10 44		9 03	- -	- -	- -	- -	332	....Spiritwood.. ♁	- -	- -	- -	- -	5 53	.....	4 30	
.....	- -		9 17	- -	- -	- -	- -	338	.....Bloom..... ♁	- -	- -	- -	- -	5 42	.....	4 16	
.....	11 15		9 30	10 00	6 50	8 45	8 00	343	ar. **Jamestown** ♁ lv.	10 33	12 33	6 16	8 10	*5 30	.....	4 05	
.....	11 40		P M	10 05	6 55	8 50	8 05	343	lv + **Jamestown**..ar.	10 28	12 28	6 06	7 55	A M	.....	3 50	
.....	12 00		....	- -	- -	- -	- -	350	.... Eldridge.... ♁	- -	- -	- -	- -	- -	.....	3 30	
.....	12 28		....	- -	- -	- -	- -	359	..... Windsor.... ♁	- -	- -	- -	- -	- -	.....	3 08	
.....	12 35		....	- -	- -	- -	- -	363	.... Cleveland... ♁	- -	- -	- -	- -	- -	.....	2 58	
.....	12 52		....	- -	- -	- -	- -	372	+ ....Medina.... ♁	- -	- -	- -	6 45	o +	.....	2 36	
.....	1 10		....	- -	- -	- -	- -	380	..**Crystal Springs** ♁	- -	- -	- -	- -	- -	.....	2 18	
.....	1 24		....	- -	- -	- -	- -	388	.....Tappen.... ♁	- -	- -	- -	- -	- -	.....	2 01	
.....	1 35		....	- -	- -	- -	- -	393	+ ... Dawson .... ♁	- -	- -	- -	- -	- -	.....	1 50	
.....	1 51		....	11 52	8 24	- -	- -	401	+ .... Steele .... ♁	- -	- -	- -	5 55	- -	.....	1 32	
.....	2 10		....	- -	- -	- -	- -	402	+ ... Driscoll .... ♁	- -	- -	- -	- -	- -	.....	1 15	
.....	2 27		....	- -	- -	- -	- -	420	.....Sterling..... ♁	- -	- -	- -	- -	- -	.....	1 01	
.....	2 42		....	- -	- -	- -	- -	426	....**McKenzie**.. ♁	- -	- -	- -	- -	- -	.....	12 50	
.....	2 52		....	- -	- -	- -	- -	432	.....Burleigh.... ♁	- -	- -	- -	- -	- -	.....	12 40	
.....	3 20		....	1 05	9 35	11 35	10 45	445	+ ..**Bismarck**.. ♁	7 45	9 45	3 07	4 57	....	.....	12 05	
.....	3 40		....	1 20	9 50	11 50	11 00	450	ar. + **Mandan** ♁ lv.	*7 30	*9 30	*2 50	*4 20	....	.....	*11 50	
.....	P M		....	P M	P M	A M	P M	...	(Central time.)	P M	A M	A M	P M	...	.....	A M	

STANDARDS—East of Mandan, *Central time*. Between Mandan and Trout Creek, *Mountain time*. West of Trout Creek, *Pacific time*.

a Stops to take passengers from S. P. & S. Ry. points west of Spokane; *t* stops to take passengers for west of Wadena.

b Stops to take for Chicago and points east.

h Stops to take passengers for points on S. P. & S. Ry. west of Spokane; *o* stops to leave passengers from west of Wadena.

p Stops to leave Sleeping Car passengers from Brainerd and points east; *s* stops Sunday.

+ Coupon stations; ♁ Telegraph stations.

■ Main Line continued on following page. For index of Stations, see pages 590-591.

BRANCH LINES.

Table 2—ST. PAUL AND BRAINERD.

October 31, 1909.	Mls	9-31	11	15-33
[LEAVE	....	A M	P M	P M
St. Paul + ... ♁	0	†8 20	†6 30	†8 30
Minneapolis + ... ♁	10	8 50	7 00	9 02
Little Falls + ...arr.	108	11 55	10 15	11 53
Little Falls ♁ ...lve.	108	12 15	10 20	12 05
Belle Prairie..... ♁	112	12 26	10 31	- -
Topeka	115	12 32	10 37	- -
Fort Ripley..... ♁	121	12 42	10 46	- -
Lenox	126	12 52	10 55	- -
Crow Wing	130	1 02	11 01	- -
Brainerd + ... ♁	138	1 20	11 15	12 55
[ARRIVE	....	P M	P M	Night

STATIONS.	Mls	34-16	12	32-6
[LEAVE	....	A M	A M	P M
Brainerd	0	¶2 20	†5 45	†1 30
Crow Wing	8	- -	5 57	1 43
Lenox	12	- -	6 03	1 49
Fort Ripley.....	17	- -	6 10	1 57
Topeka.....	23	- -	6 18	2 08
Belle Prairie.....	26	- -	6 26	2 15
Little Falls.....arr.	30	3 15	6 40	2 30
Little Falls.....lve.	30	3 35	6 45	2 30
Minneapolis.....	128	6 50	10 00	6 05
St. Paul.....	138	7 25	10 30	6 35
[ARRIVE	....	A M	A M	P M

Table 3—LITTLE FALLS AND DAKOTA BRANCH.

No. 5-29	Ms	October 31, 1909. (Central time.)	No. 30-8
.....	...		
†9 15 A M	...	lve..**St. Paul**.arr.	5 35 P M
9 40 A M	...	lve.**Minneapolis**.arr.	5 05 P M
†3 00 P M	0	lv. + **Little Falls** ♁ ar.	10 35 A M
3 18 "	8	.... Flensburg	10 15 "
3 32 "	15	.... Swanville .. ♁	10 00 "
3 48 "	20	.....Burtrum... ♁	9 49 "
3 53 "	22	..... Cogel	9 45 "
4 00 "	24	... Grey Eagle . ♁	9 39 "
4 08 "	28	.. Ward Springs ..	9 32 "
4 15 "	30	.... Spaulding	9 26 "
4 33 "	36	+ . Sauk Centre . ♁	9 15 "
4 48 "	42	..... Stiles	9 00 "
4 59 "	47	.... Westport .. ♁	8 48 "
5 08 "	52	..... Villard ... ♁	8 37 "
5 24 "	60	+ .. Glenwood .. ♁	8 21 "
5 44 "	68	+ ...Starbuck... ♁	8 01 "
5 54 "	73	... New Prairie...	7 50 "
6 06 "	78	..... Cyrus .... ♁	7 40 "
6 30 P M	87	+ ... **Morris** ... ♁	†7 20 A M
.....	...	ARRIVE] [LEAVE	.....

Table 4—FARGO AND SOUTH-WESTERN BRANCH.

No. 7-111	Ms	October 31, 1909. (Central time.)	No. 112-16
*10 15 P M	...	lve..**St. Paul**.arr.	7 25 A M
10 45 P M	...	lve.**Minneapolis**.arr.	6 50 A M
†8 30 A M	0	lve. + **Fargo** ♁ .arr.	7 00 P M
8 43 "	4	..... Cotters	6 47 "
8 48 "	6	..... Osgood	6 41 "
9 00 "	11	..... Horace ... ♁	6 30 "
9 13 "	16	.....Schaible.....	6 17 "
9 20 "	20	+ ..Davenport.. ♁	6 10 "
9 34 "	26	.....Woods.....	5 55 "
9 43 "	29	..... Leonard ... ♁	5 45 "
9 58 "	36	..... Coburn	5 30 "
10 12 "	42	+ ... Sheldon ... ♁	5 15 "
10 35 "	51	.... Buttzville.. ♁	4 55 "
10 50 "	56	+ ....Lisbon.... ♁	4 36 "
11 10 "	64	..... Elliott..... ♁	4 15 "
11 22 "	69	+ .. Englevale .. ♁	4 03 "
11 45 A M	77	..... Verona ... ♁	3 41 "
12 05 Noon	83	. Oakes Junction .	3 25 "
12 20 Noon	88	arr. + **La Moure** ♁ lve.	3 15 P M
1 30 P M	97	arr. + **Oakes** ♁ .lve.	†2 10 P M
1 20 P M	98	..... Berlin .... ♁	2 50 P M
1 38 "	104	..... Medberry	2 36 "
1 55 "	110	ar. + **Edgeley** ♁ lv.	2 25 P M
2 50 "	110	lve..**Edgeley**.arr.	11 30 A M
3 18 "	118	..... Deisem	10 47 "
3 56 "	125	..... Jud ..... ♁	10 13 "
4 29 "	133	..... Alfred.....	9 41 "
5 02 "	140	.....Gackle..... ♁	9 13 "
6 00 P M	151	arr. **Streeter** ♁ lve.	†8 30 A M

Trains marked * run daily; † daily, except Sunday; ¶ daily, except Monday; *a* stops only to take passengers for points on Red River Branch; *b* stops only to leave passengers from points on Red River Branch; *d* stops to take Standard Sleeping Car passengers for points at which No. 1 stops Livingston and west; *g* stops to leave Standard Sleeping Car passengers from Livingston and west.

YELLOWSTONE NATIONAL PARK ROUTE

NORTHERN PACIFIC — YELLOWSTONE PARK LINE

Table 5. MAIN LINE TRAINS—Continued.

169	41	7	5	3	1	Mls	*October 31, 1909.* (*Mountain time.*)	2	4	6	8	42	170
....	....	Noon	P M	A M	P M	....		P M	A M	A M	P M	....	....
....	....	*1230	*900	*1100	*10 10	450	lv. + **Mandan** ♁ .ar.	6 20	8 20	1 40	3 10	....	....
....	....	— —	— —	— —	— —	459	.....Lyons.....	— —	— —	— —	— —	....	....
....	....	— —	— —	— —	— —	466	....Sweet Briar... ♁	— —	— —	— —	— —	....	....
....	....	1 10	— —	— —	— —	472	.....Judson.... ♁	— —	— —	— —	2 30	....	....
....	....	1 25	— —	— —	— —	478	+ ..New Salem.. ♁	— —	— —	— —	2 16	....	....
....	....	1 38	— —	— —	— —	486	.....Sims..... ♁	— —	— —	— —	2 00	....	....
....	....	— —	— —	— —	— —	496	.....Curlew.... ♁	— —	— —	— —	— —	....	....
....	....	— —	— —	— —	— —	503	.....Kurtz.....	— —	— —	— —	— —	....	....
....	....	2 18	— —	— —	— —	508	+ .. Glenullen... ♁	— —	— —	— —	1 15	....	....
....	....	2 38	— —	— —	— —	521	.....Hebron.... ♁	— —	— —	— —	1251	....	....
....	....	— —	— —	— —	— —	530	.....Antelope.....	— —	— —	— —	1226	....	....
....	....	3 06	— —	— —	— —	536	....Richardton.. ♁	— —	— —	— —	1215	....	....
....	....	3 18	— —	— —	— —	541	.....Taylor.... ♁	— —	— —	— —	1202	....	....
....	....	3 36	— —	— —	— —	549	.... Gladstone .. ♁	— —	— —	— —	1140	....	....
....	....	— —	— —	— —	— —	555	.....Lehigh.....	— —	— —	— —	— —	....	....
....	....	4 00	1155	2 00	1 10	560	ar. + Dickinson .. lv.	3 00	5 00	10 25	1115	....	....
....	....	4 10	1205	2 10	1 15	560	lv. . Dickinson ♁ .ar.	2 50	4 50	10 15	1105	....	....
....	....	4 28	— —	— —	— —	571	....South Heart....	— —	— —	— —	— —	....	....
....	....	4 48	— —	— —	— —	580	.....Belfield.... ♁	— —	— —	— —	1028	....	....
....	....	— —	— —	— —	— —	591	...Sully Springs. ♁	— —	— —	— —	— —	....	....
....	....	5 25	— —	— —	— —	600	+ ....Medora..... ♁	— —	— —	— —	9 39	....	....
....	....	— —	— —	— —	— —	611	.....Demores..... ♁	— —	— —	— —	— —	....	....
....	....	6 02	— —	— —	— —	616	.. Sentinel Butte ♁	— —	— —	— —	9 09	....	....
....	....	6 21	— —	— —	— —	625	..... Beach .... ♁	— —	— —	— —	8 49	....	....
....	....	6 41	— —	— —	— —	635	+ ....Wibaux.... ♁	— —	— —	— —	8 26	....	....
....	....	— —	— —	— —	— —	646	.....Hodges.... ♁	— —	— —	— —	— —	....	....
....	....	— —	— —	— —	— —	656	.....Allard .... ♁	— —	— —	— —	— —	....	....
....	....	7 45	3 10	5 20	4 20	666	ar. + Glendive ♁ .lv.	1115	1 15	6 40	7 10	....	....
....	....	7 55	3 20	5 30	4 30	666	lv... Glendive... ar.	1105	1 05	6 30	7 00	....	....
....	....	8 25	— —	— —	— —	681	.....Hoyt..... ♁	— —	— —	— —	6 26	....	....
....	....	— —	— —	— —	— —	689	.....Conlin.....	— —	— —	— —	— —	....	....
....	....	8 53	— —	— —	— —	696	.....Fallon .... ♁	— —	— —	— —	5 56	....	....
....	....	9 14	— —	— —	— —	705	+ .....Terry .... ♁	— —	— —	5 17	5 33	....	....
....	....	9 34	— —	— —	— —	716	.....Blatchford.....	— —	— —	— —	5 11	....	....
....	....	9 53	— —	— —	— —	726	.....Shirley.... ♁	— —	— —	— —	4 50	....	....
....	....	10 12	— —	— —	— —	736	..... Tusler.....	— —	— —	— —	4 27	....	....
....	....	10 33	5 19	7 27	6 29	745	+ .. Miles City .. ♁	8 55	11 00	4 09	4 10	....	....
....	....	— —	5 24	— —	— —	747	....Fort Keogh.....	— —	— —	3 58	— —	....	....
....	....	— —	5 38	— —	— —	756	.....Horton.....	— —	— —	3 41	— —	....	....
....	....	— —	5 53	— —	— —	765	.... Hathaway .. ♁	— —	— —	3 27	— —	....	....
....	....	— —	6 16	— —	— —	778	..... Rosebud .. ♁	— —	— —	3 05	3 16	....	....
....	....	11 55	6 40	8 55	7 45	790	ar. + Forsythe ♁ lv.	7 45	9 47	2 40	2 55	....	....
....	....	12 05	6 47	9 05	7 50	790	lve.. Forsythe.. arr	7 38	9 40	2 30	2 45	....	....
....	....	— —	7 03	— —	— —	801	..... Howard	— —	— —	2 07	— —	....	....
....	....	— —	7 26	— —	— —	811	.....Sanders.... ♁	— —	— —	1 43	— —	....	....
....	....	— —	7 44	— —	— —	822	..... Myers	— —	— —	1 18	— —	....	....
....	....	— —	8 03	— —	— —	833	.....Big Horn... ♁	— —	— —	12 58	— —	....	....
....	....	— —	8 16	— —	— —	839	.....Custer..... ♁	— —	— —	12 45	1 10	....	....
....	....	— —	9 05	— —	— —	863	. Pompey's Pillar ♁	— —	— —	11 57	— —	....	....
....	....	— —	9 54	— —	— —	879	.....Huntley .... ♁	— —	— —	11 21	1156	....	....
....	P M	3 10	10 24	12 05	10 40	892	arr. + **Billings**. lve.	5 05	7 05	11 00	1135	A M	....
....	*800	3 00	1100	12 15	10 50	892	lve.. **Billings** ♁ arr.	4 55	6 55	10 50	1125	8 25	....
....	8 30	— —	1130	— —	— —	907	..... **Laurel**..... ♁	— —	— —	10 20	— —	7 55	....
....	8 44	— —	1145	— —	— —	914	.... Park City .. ♁	— —	— —	— —	— —	7 41	....
....	9 15	4 36	1220	— —	— —	932	+ .. Columbus... ♁	— —	— —	9 32	1015	7 10	....
....	— —	— —	1 19	— —	— —	962	.....Greycliff... ♁	— —	— —	8 34	— —	— —	....
....	1025	5 57	1 40	— —	— —	973	+ .. Big Timber.. ♁	— —	— —	8 14	9 07	5 57	....
....	1053	6 25	2 12	— —	— —	988	+ .. Springdale .. ♁	— —	— —	7 46	8 42	5 33	....
....	1130	7 00	2 50	3 40	2 05	1007	ar. + **Livingston** .. lv.	1 55	3 55	7 10	*810	5 00	....
....	....	†2 00	....	....	....	1061	arr. **Gardiner** ♁ lve.	...	....	..	†300	....	....
P M	....	P M	....	....	....	....	(Yellowstone Park.)	....	....	....	P M	....	Noon
*230	1140	7 10	3 00	3 50	2 15	1007	lv.. **Livingston** ♁ .ar.	1 45	3 45	7 00	8 00	4 50	1255
3 10	— —	— —	— —	— —	— —	1019	.....Muir.....	— —	— —	— —	— —	— —	1230
3 22	— —	8 02	— —	— —	— —	1023	.....Chestnut.... ♁	— —	— —	— —	— —	— —	1214
3 45	1250	8 20	4 10	4 55	3 20	1032	+ ...Bozeman.... ♁	1245	2 40	5 55	7 00	— —	1150
4 05	— —	8 40	4 29	— —	— —	1042	+ .... Belgrade.... ♁	— —	— —	— —	6 37	— —	1127
4 27	— —	9 00	4 48	— —	— —	1051	+ .. Manhattan... ♁	— —	— —	— —	6 14	— —	1104
4 40	1 40	9 10	5 05	5 45	4 00	1056	arr. + **Logan** ♁ lve.	1155	1 48	4 55	6 00	2 35	1050
....	....	9 20	5 05	5 45	4 10	1056	lve... **Logan** .. arr.	....	1 48	4 55	5 45	....	1035
....	....	9 47	— —	— —	4 42	1071	.....Magpie.....	....	— —	— —	5 10	....	1010
....	....	10 00	d —	— —	4 55	1077	+ .. **Lombard** .. ♁	....	— —	— —	4 55	....	1000
....	....	10 17	d —	— —	5 14	1086	.....Toston..... ♁	....	— —	— —	4 36	....	9 42
....	....	10 40	d —	— —	5 35	1097	+ .. Townsend .. ♁	....	— —	— —	4 12	....	9 20
....	....	11 10	d —	— —	6 05	1110	..... Winston .. ♁	....	— —	— —	3 45	....	8 53
....	....	11 46	— —	— —	6 38	1126	+ Prickly Pear Jn. ♁	....	— —	— —	3 14	....	8 20
....	....	11 58	7 30	8 10	6 45	1130	arr. + **Helena** ♁ lve.	....	11 38	2 25	*305	....	*810
....	....	A M	7 40	8 20	P M	1130	lve... **Helena** .. arr.	....	11 28	2 15	P M	....	A M
....	....	....	— —	— —	....	1139	.. **Clough Junc** ..	....	— —	—	....	....	....
....	....	....	8 16	— —	....	1143	.....Austin..... ♁	....	10 54	1 41	....	....	....
....	....	....	8 45	— —	....	1151	.....Blossburg... ♁	....	10 35	1 20	....	....	....
....	....	....	9 06	9 45	....	1159	.....Elliston..... ♁	....	10 07	12 51	....	....	....
....	....	....	9 25	10 04	....	1168	.....Avon..... ♁	....	9 43	12 28	....	....	....
....	....	....	9 55	10 30	....	1181	ar. + **Garrison** ♁ lv.	....	*9 08	*1155	....	....	....
5 10	1 45	9 15	5 10	5 50	4 00	1056	lve... **Logan**... arr.	1155	1 30	P M	5 55	2 30	1035
5 20	— —	c —	5 20	6 01	— —	1062	....Three Forks...	— —	1 15	....	c —	— —	1022
5 32	— —	— —	5 32	6 15	— —	1069	...Willow Creek...	— —	1 01	....	— —	— —	1007
5 47	— —	— —	5 47	6 28	— —	1076	...**Sappington**. ♁	— —	12 48	....	— —	— —	9 51
6 04	— —	— —	6 04	6 43	— —	1083	.... Lime Spur.....	— —	12 33	....	— —	— —	9 35
6 15	— —	— —	6 15	6 51	— —	1088	.....Cardwell.....	— —	12 23	....	— —	— —	9 27
6 30	3 00	10 30	6 30	7 05	— —	1095	....**White Hall**.. ♁	— —	12 10	....	4 40	1 20	9 15
6 50	— —	— —	6 50	7 25	— —	1102	.....Pipestone.....	— —	11 53	....	— —	1 06	9 01
7 26	— —	— —	7 26	8 0	— —	1111	.....Welch .... ♁	— —	11 30	....	— —	— —	8 40
8 15	4 50	12 20	8 15	8 50	7 00	1128	+ .... **Butte**..... ♁	*928	*1035	....	*310	1150	*745
1230	A M	2 00	1230	10 40	12 30	1155	+ .. **Anaconda**.. ♁	*640	*8 00	....	1125	* PM	*415
Night	....	P M	Night	A M	Night	....	ARRIVE] [LEAVE	P M	A M	....	*AM	....	A M

Main Line continued on following page.

BRANCH LINES.

Table 6—ST. PAUL AND MINNEAPOLIS TO WINNIPEG.

439	95	13	Mls	*October 31, 1909.* (*Central time.*)	14	96	440
....	A M	A M	....		P M	P M	....
....	*8 10	*8 10	0	lve..... + **St. Paul** ♁ ....arr.	9 30	9 30	....
....	8 35	8 35	10	lve... + **Minneapolis** ♁ ..arr.	9 00	9 00	....
....	....	....	....	lve..... + **Duluth** ♁ .....arr.	....	....	....
....	....	....	....	lve..... + **Superior** ♁ ....arr.	....	....	....
A M	1 40	1 40	204	.....**Detroit**..... ♁	3 42	3 42	P M
b8 15	*2 30	*2 20	224	lve.. + **Manitoba Jn.** ♁ ..arr.	3 05	2 20	5 15
8 45	2 55	c —	230	.....Hitterdale..... ♁	c —	2 06	4 45
9 15	3 10	c —	237	+ .....Ulen..... ♁	c —	1 51	4 05
9 45	3 24	c —	244	.....Syre..... ♁	c —	1 36	3 24
10 15	3 35	3 06	250	+ .....Twin Valley..... ♁	2 20	1 23	2 20
10 45	3 51	c —	258	+ .....Gary..... ♁	c —	1 05	1 45
11 50	4 15	3 42	270	arr.....+ **Fertile** ♁ .....lve.	1 45	12 40	12 50
12 45	Via Main Line.	Via Main Line.		lve.....**Fertile**.....arr.	Via Main Line.	Via Main Line.	12 05
1 26			11	.....Dugdale..... ♁			11 05
2 06			24	+ .....Red Lake Falls..... ♁			10 10
2 36			32	.....Dorothy.....			9 40
3 33			48	.....Key-West.....			8 45
3 55			54	.. ...Carthage Junction.....			8 15
4 16			59	+ ....East Grand Forks.... ♁			a800
P M			59	arr...+ **Grand Forks** ♁ ..lve.			A M
....	4 16	3 42	270	lve.....**Fertile**.....arr.	1 45	12 40	....
....	4 31	c —	278	.....Melvin.....	c —	12 22	....
....	4 47	c —	286	.....Harold.....	c —	12 05	....
....	5 02	4 25	293	+ .....**Crookston**..... ♁	1 05	11 50	....
....	5 17	c —	300	....Hixon.....	c —	11 33	....
....	5 25	c —	303	.....Freeman's.....	c —	11 24	....
....	5 37	c —	309	.....Davidson.....	c —	11 12	....
....	5 48	c —	314	.....Carthage Junction.....	c —	11 01	....
....	6 05	5 20	319	.....East Grand Forks..... ♁	12 20	10 50	....
....	6 10	5 25	320	+ .....**Grand Forks**..... ♁	12 10	10 38	....
....	8 45	c —	337	.....Meckinock..... ♁	c —	10 03	....
....	6 57	c —	342	.....Honeyford..... ♁	c —	9 51	....
....	7 04	c —	346	+ .....Gilby..... ♁	c —	9 43	....
....	7 13	c —	350	.....Johnstown..... ♁	c —	9 34	....
....	7 22	6 19	355	+ .....Forest River..... ♁	11 16	9 25	....
....	7 34	c —	360	.....Voss..... ♁	c —	9 12	....
....	7 53	6 42	369	+ .....**Grafton**..... ♁	10 53	8 53	....
....	8 08	c —	376	.....Cashel..... ♁	c —	8 37	....
....	8 27	7 10	385	+ .....Drayton..... ♁	10 28	8 18	....
....	8 37	c —	389	.....Pittsburg..... ♁	c —	8 08	....
....	8 46	c —	394	.....Bowesmont..... ♁	c —	7 58	....
....	9 07	c —	403	.....Joliette..... ♁	c —	7 38	....
....	9 30	8 05	414	arr.....+ **Pembina** ♁ ....lve.	*9 40	*7 15	....
....	P M	....	....	(*Canadian Northern Ry.*)	....	A M	....
....	....	8 25	417	lve. **Emerson Junction**. arr.	9 05	....	....
....	....	9 11	441	arr.....**Morris**.....lve.	8 15	....	....
....	....	10 25	482	+ .....**Winnipeg**.....	*7 05	....	....
....	....	P M	....	ARRIVE] [LEAVE	A M	....	....

Trains Nos. 13 and 14—Winnipeg Express—The New Fast Daylight Service between St. Paul-Minneapolis, St. Cloud, Little Falls, Detroit, Crookston, Grand Forks, Pembina, Winnipeg and the Canadian Northwest, composed of Smoking Car, First-class Day Coach, Electric Lighted; Parlor Dining Car and Parlor Observation Car.

CANADIAN NORTHERN RAILWAY.

Pas'nger.	Mls	BRANDON—VIRDEN SECTION.	Pas'nger.
....	....	LEAVE] [ARRIVE	....
†1025 A M	0	.....**Winnipeg**.....	4 10 P M
12 30 Noon	53	.....Carman.....	2 05 P M
3 49 P M	127	.....**Belmont**.....	10 45 A M
5 05 P M	181	.....Hartney.....	8 35 A M
7 30 P M	218	arr.....**Virden**.....lve.	†7 10 A M
6 50 P M	170	.....**Brandon**.....	†7 25 A M
....	....	ARRIVE] [LEAVE	....
Daily.	....	**MAIN LINE—EAST.**	Daily.
....	....	LEAVE] [ARRIVE	....
*5 10 P M	0	.....**Winnipeg**.....	9 25 A M
9 44 P M	115	arr.....Warroad.....	5 01 A M
11 23 P M	153	.....Rainy River.....	3 30 A M
1 25 A M	208	.....**Fort Frances**.....	*1 25 A M
....	....	ARRIVE] [LEAVE	....
Daily.	....	**MAIN LINE—WEST.**	Daily.
....	....	LEAVE] [ARRIVE	....
*9 00 P M	0	.....**Winnipeg**.....	9 00 A M
11 00 P M	56	.....**Portage la Prairie**.....	7 00 A M
3 45 A M	178	.....**Dauphin**.....	2 15 A M
7 45 P M	573	.....**North Battleford**.....	8 40 A M
1 15 A M	696	.....Vermillion.....	2 50 A M
7 00 A M	825	.....**Edmonton**.....	*9 00 P M
....	....	ARRIVE] [LEAVE	....
....	....	**PRINCE ALBERT SECTION.**	....
....	....	LEAVE] [ARRIVE	....
†1015 A M	....	.....**Winnipeg**.....	†4 45 P M
†1210 Noon	....	.....Portage la Prairie.....	2 45 P M
†1 16 P M	....	.....Neepawa Junction.....	†1 40 P M
a445 P M	0	.....**Dauphin**.....	b1005 A M
9 00 P M	102	.....Swan River.....	b5 50 A M
5 22 A M	301	.....**Melfort**.....lve.	7 10 P M
b8 10 A M	....	.....**Prince Albert**.....	a400 P M
....	....	ARRIVE] [LEAVE	....

* Daily; † daily, except Sunday; ‡ daily, except Saturday; *a* Monday, Wednesday and Friday; *b* Tuesday, Thursday and Saturday; *c* stops to take for or let off from north of Pembina; *d* stops to leave from east of Livingston; *e* stops to leave from or take for Minneapolis and St. Paul, and Spokane and west. + Coupon stations; ♁ Telegraph stations.

For Index of stations, see pages 590-691.

Pintsch Gas Steam Heat | SAFETY CAR HEATING & LIGHTING CO. U. S. Express Bldg. Trinity Place and Rector St. NEW YORK | Used on most of the Prominent Railways in Europe and the United States

YELLOWSTONE NATIONAL PARK ROUTE

Table 7. MAIN LINE TRAINS—Continued.

For Complete Service between Seattle and Portland, see Table 12.

197	195	41	7	5	3	1	Mls	October 31, 1909.	2	4	6	8	42	196	198
P M	A M	A M	Noon			P M		(Mountain time.)	P M			P M	P M	P M	P M
*6 30	*8 00	*5 00	*1230			*715	1128	lve. + Butte ♂ arr.	9 18			3 00	11 40	1 10	10 10
6 45	8 13						1135	...Silver Bow. ♂							9 47
6 56	8 27	5 27	12 55				1142	.....Durant.... ♂				2 13	10 51	12 24	9 28
	8 31						1143	.....Gregsons.....						12 17	
7 05	8 37						1146	.....Stuart..... ♂						12 12	9 18
7 16	8 51	5 46					1153	.. Warm Springs ♂					10 23	11 58	9 04
7 27	9 05						1160	.....Dempsey.....						11 44	8 50
7 42	9 20	6 10	1 39				1168	....Deer Lodge..♂				1 13	9 53	11 31	8 35
8 05	9 40	6 30	2 00	P M	A M	8 53	1179	ar + Garrison ♂ lv.	7 18	A M	P M	12 53	9 30	11 10	8 15
*8 10	*9 45	*6 35	*2 05	*1000	*1030	*853	1179	lv..Garrison..ar.	7 18	9 08	11 50	12 48	9 25	11 05	8 10
8 25	10 00						1188	....Gold Creek..♂						10 50	7 55
8 46	10 23		2 40	a	a		1202	+.Drummond.♂		b		12 13		10 29	7 35
9 05	10 40			a	a		1214	+..Bearmouth..♂		b				10 04	7 14
9 28	11 03						1229	.....Bonita.....♂						9 36	6 46
9 37	11 15			a	a		1236	.....Clinton.....♂		b				9 23	6 33
9 55	11 35	8 20	3 46	a	a		1247	+....Bonner.....♂		b				9 05	6 15
10 10	11 50	8 35	4 00	12 05	12 10	1040	1254	ar + Missoula ♂ lv.	5 28	7 18	8 55	10 48	7 25	*8 50	*6 00
P M	A M	8 45	4 10	12 15	12 20	1050	1254	lv..Missoula..ar.	5 18	7 08	8 45	10 38	7 15	A M	P M
							1261	+...De Smet.....♂							
							1271	.....Evaro.....♂					8 30		
	9 56	5 24					1282	.....Arlee.....♂				9 19	5 50		
	227	10 15	5 45	1 49			1292	.....Ravalli.....♂				8 07	8 58	5 26	260
	and	10 28	5 59	2 05			1299	.....Dixon.....♂				7 53	8 44		and
	257	11 20	6 55	3 00	2 55	1 30	....	ar } (Mount time) { lv.	2 55	4 38	7 12	8 03	4 25	228	
	A M						1325	} Paradise ♂ {						P M	
	*5 00	10 25	6 05	2 05	2 00	1240	....	lv } (Pacific time) { ar.	1 50	3 33	6 05	6 58	3 20	5 30	
	5 15		6 17				1331	+.....Plains.....♂			5 42			5 11	
	5 43						1346	.....Eddy.....♂						4 35	
	6 13	11 27					1357	+ Thompson Falls ♂					2 08	4 02	
	6 55						1375	.....Vermillion.....						3 23	
	7 05						1380	+.Trout Creek.♂						3 05	
	7 40						1394	.....Noxon.....♂						2 30	
	8 25						1411	.....Cabinet.....♂						1 48	
	8 40						1420	+..Clark's Fork.♂						1 27	
	9 05						1428	.....Hope.....♂						1 03	
	9 28						1437	.....Kootenai...♂						12 35	
	9 43	2 17	8 35				1443	+..Sand Point..♂			1 57		11 02	12 27	
	10 50						1465	.....Granite.....♂						11 28	
	11 12						1471	.....Athol.....♂						11 12	
	11 55	3 38	10 55				1484	+...Rathdrum...♂			12 28		9 22	10 37	
	12 15						1491	....Hauser.....♂						10 22	
	1 30	4 25	11 40	7 40	7 45	6 20	1511	ar. + Spokane ♂ lv.	8 05	9 55	11 30	12 55	8 15	*9 30	
		P M		A M	P M	A M		(S. P. & S. Ry.)	A M	P M	A M	P M	A M		
		*8 45		*8 00	*8 45	*800	1511	lve..Spokane.arr.	7 00	9 00	7 00	9 00	7 00		
		10 02		9 23	10 02	9 23	15 6	.....Lamont.....	5 37	7 40	5 37	7 40	5 37		
		12 55		12 20	12 55	12 40	1658	.....Pasco.....	2 20	4 25	2 20	4 25	2 20		
		3 57		3 57	3 57	3 57	17	.....Cliffs.....	1107	1 17	11 07	1 17	11 07		
		5 02		5 07	5 02	5 07	1803	.....Lyle.....	1000	12 15	10 00	12 15	10 00		
259		8 05		8 15	8 00	8 15	1888	ar. Portland. lve.	*700	*9 00	*7 00	*9 00	*7 00		258
A M		A M		P M	A M	P M		11th & Hoyt Sts.	P M	A M	P M	A M	P M		P M
*6 55	*7 00	4 35	11 50	7 50	8 00	6 30	1511	lve..Spokane arr.	7 55	9 35	11 20	12 45	7 40	10 45	2 30
7 35							1520	.....Marshall..♂						10 20	
7 55	7 40	5 20	12 40				1528	+...Choney...♂				12 05	6 45	10 05	1 55
8 40	8 30	6 05	1 20				1553	+...Spragueue...♂				11 20	5 45	9 10	1 05
8 57							1563	.....Keystone...♂						8 50	12 45
9 25	9 15	6 56	1 55	9 55			1576	+..Ritzville...♂		7 30	9 10	10 45	5 05	8 15	12 15
9 45							1586	.....Paha.....♂						7 50	11 54
10 00	9 45	7 30	2 25	10 30			1593	+.....Lind.....♂		6 55	8 35	10 05	4 25	7 30	11 35
10 30	10 15						1609	..Cunningham..♂						6 5	11 00
10 35	10 20						1613	+....Hatton.....♂						6 42	10 53
10 42	10 35		3 15	11 25			1622	+....Connell.....♂				8 56	3 15	6 20	10 35
11 08	10 49						1630	.....Mesa.....♂						6 00	10 15
11 25	11 00						1640	+....Eltopia.....♂						5 40	9 57
11 59	11 30	9 50	4 30	12 25	12 40	10 00	1657	arr. + Pasco ♂ lve.	3 15	4 55	6 35	7 45	2 15	5 00	9 20
12 03	11 40	10 00	4 40	12 30	12 45	11 5	1657	lve..Pasco...arr.	3 10	4 50	6 25	7 35	2 05	4 45	9 10
12 15		10 07	4 46	12 35			1660	+ .Kennewick..♂			6 19	7 25	1 5	4 37	9 03
12 55			5 40				1681	+....Kiona.....♂						3 55	8 15
1 36	1 08	11 35	6 15	1 50			1697	+....Prosser.....♂				6 05	12 20	3 25	7 40
2 18	1 30	11 59	6 35	2 13			1709	+....Mabton.....♂		3 23		5 42	11 59	3 05	7 15
3 03			7 05				1723	+....Alfalfa.....♂						2 40	6 40
3 15	2 05	12 45	7 15	2 55			1728	+..Toppenish.♂		2 55		6 05	11 20	2 30	6 30
3 30			7 30				1735	+...Wapato.....♂					11 06	2 20	6 10
3 55	2 40	1 35	8 00	3 35	3 30	1 45	1747	+ North Yakima ♂	1250	2 30	3 50	4 30	10 45	2 05	5 45
5 25	3 55	3 05	9 20	4 55	5 00	3 10	1784	ar. + Ellensburg. lv.	1150	1 30	2 35	3 10	9 35	12 55	4 30
5 35	4 00	3 15	9 25	5 00	5 05	3 15	1784	lv. Ellensburg ♂ ar.	1145	1 25	2 25	3 15	8 25	12 45	4 25
6 50	4 24		9 41				1791	+....Thorp.....♂						12 23	
8 24	5 00		10 20				1808	+...Cle Elum..♂				2 20	8 40	*1150	3 40
	†9 30						1813	ar. + Roslyn ♂ lv.						†1100	
6 50	*5 29		10 55				1822	.....Easton.....♂						11 15	
7 55			12 01				1846	.....Lester.....♂				12 55		10 00	
8 00	6 45		12 06	7 26			1848	....Hot Springs..♂				12 45	6 45	9 43	2 04
8 29			12 32				1860	....Eagle Gorge..♂						9 13	
8 48	7 28		12 48				1868	....Kanaskat..♂				11 55	6 55	8 52	
9 02	7 33		1 00				1874	+..Ravensdale..♂				11 35	5 33	8 25	
9 20	7 45						1881	.....Covington..♂						8 02	
9 45	8 05	7 30	1 35	9 05	9 20	7 20	1889	ar. + Auburn ♂ lv.	7 55	9 30	10 25	10 55	4 55	7 40	12 25
10 00	8 15	7 45	1 45	9 15	9 30	7 30	1889	lve...Auburn...arr.	7 50	9 25	10 15	10 45	4 45	7 30	12 15
							1894	+.....Kent.....♂						7 17	
10 45	9 00	8 30	2 30	10 00	10 15	8 15	1911	ar. + Seattle ♂ lv.	*710	*8 45	*8 30	*1000	*4 00	*6 45	*11 30
10 00	8 15	7 45	1 45	9 15	9 30	7 30	1889	lve...Auburn..arr.	7 40	9 15	10 16	10 45	4 46	7 30	12 15
		7 57					1893	.....Dieringer...♂						7 15	
10 16		8 03					1896	.....Sumner.....♂		8 55	9 55	10 25	4 25	7 09	11 55
10 25		8 13					1899	+...Puyallup...♂	7 16	8 47	9 48	10 17	4 17	7 01	11 48
10 45	9 00	8 30	2 30	10 00	10 15	8 15	1907	+...Tacoma....♂	*700	*8 30	*9 30	*1000	*4 00	*6 45	*11 30
P M	A M	A M	P M	P M	A M	P M	....	ARRIVE] [LEAVE	P M	A M	P M	A M	P M	A M	P M

a Stops to leave from Helena, Elliston and Avon; b stops to take for Helena.

BRANCH LINES.

Table 8—JAMES RIVER AND OAKES BRS.

No. 7-136	Mls	October 31, 1909.	No. 135-8
*10 15 P M	...	lve...St. Paul...arr.	7 40 A M
10 45 P M	...	lv..Minneapolis.ar.	7 10 A M
7 00 A M	...	lve....Fargo ♂...arr.	11 10 P M
†10 10 A M	0	lv..+Jamestown ♂.ar.	5 30 P M
10 41 "	13	.....Ypsilanti....♂	4 56 "
10 55 "	19	.....Montpelier...♂	4 40 "
11 15 "	26	.....Adrian.....♂	4 20 "
11 30 "	33	+.....Dickey.....♂	4 04 "
11 50 A M	41	....Grand Rapids..♂	3 42 "
12 35 Noon	49	+... La Moure...♂	3 20 "
12 50 Noon	54	...Oakes Junction...	2 56 "
1 10 P M	62	..... Glover.....♂	2 30 "
1 30 P M	69	arr...+Oakes ♂ .lve.	†2 10 P M

Table 9—CASSELTON BRANCH.

No. 7-113	Mls	October 31, 1909.	No. 114-16
.....	..	(Central time.)	.....
‡10 15 P M	..	lvé..St. Paul...arr.	7 25 A M
10 45 P M	..	lv. Minneapolis.ar.	6 50 A M
10 00 A M	...	lve....Fargo....arr.	6 15 P M
†10 40 A M	0	lv. +Casselton ♂ ar.	5 35 "
10 44 "	2	.....Langers.....	5 29 "
10 48 "	4	.....Persis.....	5 25 "
10 53 "	6	.....Myra.....	5 20 "
11 18 "	13	..... Embden ....♂	4 59 "
11 30 "	17	.....Fabian.....	4 45 "
11 37 "	19	.....Alice.....♂	4 40 "
11 55 A M	25	..... Elizabeth.....	4 22 "
12 03 Noon	28	.....Lucca.....♂	4 15 "
12 15 "	32	.....Nome.....♂	4 00 "
12 25 "	37	.....Eastedge.....	3 48 "
12 38 Noon	41	..... Kathryn ....♂	3 36 "
1 00 P M	48	.....Hastings.....♂	3 15 "
1 35 "	53	.....Litchville ...♂	3 00 "
2 00 P M	60	arr...Marion ♂ ..lve.	†2 40 P M

Table 10—FERGUS FALLS BRANCH.

437	7-435	9-9	Mls	October 31, 1909.	92-10	436-14	438
	P M	A M	...	LEAVE] [ARRIVE	P M	P M	....
	*1015	†820	...	.....St. Paul...♂	6 25	9 30	....
	1045	8 50	...	lv..Minneapolis ♂ ar.	5 55	9 00	...
	- -	9 29	...	.....Anoka....♂	5 16	8 19	
	1255	1055	...	.....St. Cloud ..♂	3 52	7 05	
	7 30	1 50	...	lv....Staples ♂.ar.	12 45	4 25	
	†825	†228	0	lv..+Wadena ♂.ar.	12 07	3 25	
	9 05	2 53	8	...Deer Creek..♂	11 44	2 53	
	9 45	3 10	16	+... Henning ...♂	11 27	1 50	
	10 10	3 23	22	+.... Vining ....♂	11 13	1 20	
	10 32	3 34	27	..... Clitheral ...♂	11 02	12 50	
	10 51	3 43	31	+..Battle Lake..♂	10 51	12 20	
	11 45	3 59	39	....Underwood...♂	10 34	11 45	
	12 01	4 09	44	.....Wall Lake.....	10 23	11 10	
	1 15	4 25	50	+.Fergus Falls.♂	10 07	10 45	
	1 40	4 40	56	..... French.....	9 51	9 22	.....
	2 00	4 52	61	..... Foxhome... ♂	9 39	9 02	.....
	3 00	5 20	75	+..Breckenridge..♂	9 10	8 10	.....
A M	3 05	5 25	76	ar. + Wahpeton. lv.	9 05	†8 00	P M
†700	P M	5 25	76	lv. Wahpeton ♂ ar.	9 05	A M	3 15
7 28	....	5 43	83	....Farmington..♂	8 47	.....	2 35
7 55	....	6 58	89	.....Moreton....♂	8 33	.....	2 00
8 20	....	6 13	95	.....Barney.....♂	8 20	.....	1 25
9 15	....	6 30	101	+ .. Wyndmere ..♂	8 06	.....	12 45
1000	....	6 51	111	+...De Lamere..♂	7 48	.....	12 01
115	....	7 05	117	+.....Milnor.....♂	7 35	.....	11 15
205	....	7 35	127	+.... Gwinner ....♂	7 04	.....	10 35
235	....	7 54	134	..... Stirum .....♂	6 44	.....	10 05
1 36	....	8 40	150	..... Oakes..... ♂	†6 00	.....	†9 00
P M	....	P M		ARRIVE] [LEAVE	P M	.....	A M

* Daily; † daily, except Sunday; ‡ daily, except Saturday.

+ Coupon stations. ♂ Telegraph stations.

Table 11—DEVILS LAKE BRANCH.

No. 15-131	Mls	October 31, 1909.	No. 132-16
*8 30 P M	...	lve..... St. Paul .....arr.	7 25 A M
9 02 P M	...	lve.... Minneapolis....arr.	6 50 A M
7 30 A M	...	lve.....Fargo.....arr.	7 45 P M
†1205 Noon	0	lve...+Jamestown ♂ ..arr.	3 30 P M
12 20 "	5	.....Parkhurst.....	3 14 "
12 37 "	12	.....Buchanan.....♂	2 58 "
12 55 Noon	20	+.....Pingree.....♂	2 40 "
1 11 P M	27	+.....Edmunds.....♂	2 25 "
1 28 "	33	.....Melville.....♂	2 10 "
1 60 "	42	+.....Carrington .....♂	1 50 "
2 03 "	47	.....Guptill.....	1 00 P M
2 15 "	51	.....Barlow.....	12 50 Noon
2 34 "	58	+.... New Rockford ....♂	12 30 "
2 52 "	65	.....Divide.....	12 10 Noon
3 06 "	70	+.....Sheyenne .....♂	11 58 A M
3 30 "	78	+.....Oberon.....♂	11 35 "
3 42 "	82	.....Lallie.....	11 24 "
4 05 "	89	+.....Minnewaukan.....♂	11 06 "
4 35 "	98	.....Brinsmade.....♂	10 44 "
5 05 P M	108	arr.....+Leeds ♂.....lve.	†1020 A M

STANDARDS—East of Mandan, *Central time.* Between Mandan and Trout Creek, *Mountain time.* West of Trout Creek, *Pacific time.*

IMPORTANT.—The "North Coast Limited" train will carry a limited amount of baggage only. When necessary, baggage of passengers on this train will be forwarded by another train.

For Index of Stations, see pages 590-591.

YELLOWSTONE NATIONAL PARK ROUTE

ADDITIONAL BRANCH LINE TRAINS.

Table 12—SEATTLE, TACOMA AND PORTLAND LINE.

301	339	337	313	309	333	327	307	311	303	Ms	October 31, 1909.	302	316	322	312	308	314	330	334	310	304
P M	P M	P M	P M	P M	P M	A M	A M	A M	A M		LEAVE [ARRIVE	A M	A M	A M	P M	P M	P M	P M	P M	P M	A M
*10 40	*8 35	*8 15	*4 10	*3 15	*1 15	*10 35	*8 00	*7 00	*6 00	0	+ Seattle ♂	7 30	8 40	10 05	3 00	4 08	4 20	6 50	10 15	11 00	1 20
11 13	— —	— —	— —	3 47	1 49	— —	8 32	— —	— —	17	+ Kent ♂	6 51	— —	— —	2 25	— —	— —	— —	9 42	— —	— —
11 23	— —	9 00	— —	4 00	2 05	— —	8 44	— —	— —	23	+ Auburn ♂	6 40	— —	9 15	2 13	3 13	— —	— —	9 30	— —	— —
— —	— —	P M	— —	4 09	— —	— —	— —	— —	— —	27	Dieringer	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
11 38	— —		— —	4 16	2 20	— —	8 59	— —	— —	29	Sumner ♂	6 25	— —	8 55	1 58	2 58	— —	— —	9 10	— —	— —
11 46	— —		— —	4 25	2 30	— —	9 10	— —	— —	32	+ Puyallup ♂	6 15	— —	8 47	1 50	2 50	— —	— —	9 02	— —	— —
12 06	10 10		5 25	4 45	2 50	12 01	9 25	8 15	7 05	41	arr. + Tacoma ♂ lve.	6 00	*7 15	*8 30	1 30	2 30	3 05	*5 25	8 45	9 45	*12 01
12 15	P M		5 30	4 55	3 05	Noon	9 40	8 20	A M	41	lve. Tacoma arr.	5 45	A M	A M	1 20	2 15	3 00	P M	8 35	9 40	Night
				6 15				9 35		75	arr. + Olympia ♂ lve.				*11 40				*6 35	*8 25	
P M				9 10	A M			11 45		145	arr. Aberdeen ♂ lve.				*8 30	P M			*3 40	*6 15	
*8 15				P M	*8 30			A M		145	lve. Aberdeen arr.				A M	9 10			P M	P M	
— —			— —		— —		10 15			55	Hillhurst	5 10				1 40	— —		— —		
1 03			— —		3 49		10 29			61	Roy ♂	5 00				1 30	— —		7 46		
1 13			— —		3 59		10 39			67	Yelm ♂	4 48				1 17	— —		7 36		
1 24			— —		4 10		10 50			72	Rainier ♂	4 37				1 08	— —		7 25		
— —			— —		— —		10 58			76	McIntosh	—				12 58	— —		— —		
1 40			— —		4 25		11 12			81	+ Tenino ♂	4 20				12 48	— —		7 03		
1 46			— —		4 32		11 20			84	Bucoda ♂	— —				12 40	— —		6 53		
2 10			7 15		4 50		11 10			91	+ Centralia ♂	4 00				12 25	1 30		6 40		
2 25			7 27		5 05		12 05			95	+ Chehalis ♂	3 45				12 05	1 15		6 25		
2 50			— —		5 28		12 30			103	+ Napavine ♂	3 31				11 46	— —		6 06		
3 06			— —		5 41		12 46			109	+ Winlock ♂	3 15				11 29	— —		5 50		
— —			— —		5 57		1 05			115	Sopenah ♂	— —				11 02	— —		5 27		
— —			— —		— —		1 11			118	Olequa	— —				10 55	— —		— —		
4 00			— —		6 17		1 27			125	+ Castle Rock ♂	2 35				10 40	— —		5 05		
4 31			— —		6 36		1 48			136	+ Kelso ♂	2 15				10 20	— —		4 47		
— —			— —		— —		1 58			142	Carrolls	— —				10 09	— —		— —		
5 00			— —		7 00		2 10			146	+ Kalama ♂	1 55				10 00	— —		4 30		
— —			— —		— —		2 20			150	Martins Bluff	— —				9 45	— —		— —		
5 22			— —		7 17		2 31			155	Woodland ♂	1 34				9 34	— —		4 10		
5 40			— —		7 29		2 46			160	Ridgefield ♂	1 20				9 20	— —		3 59		
5 58			— —		— —		2 59			167	Knapps	1 09				9 08	— —		— —		
6 04			— —		— —		3 06			169	Felida ♂	1 03				9 04	— —		— —		
— —			— —		— —		—			172	Vancouver Junction ♂	—				—	— —		— —		
6 25			9 55		8 00		3 25			175	+ Vancouver ♂	12 50				8 50	10 35		3 35		
6 38			— —		8 13		3 38			178	St. John	12 36				8 35			3 20		
7 00			10 30		8 35		4 00			185	+ Portland ♂	*12 15				*8 15	*10 00		*3 00		
A M			P M		P M		P M				ARRIVE] [LEAVE	Night				A M	A M		P M		

Trains marked * run daily; † daily, except Sunday.
+ Coupon stations. ♂ Telegraph stations.

Table 13—OBERON BRANCH.

15-463	Mls	October 31, 1909.	464-16
*8 30 P M		lve. St. Paul arr.	7 25 A M
9 02 P M		lve. Minneapolis arr.	6 50 A M
†3 45 P M	0	lve. Oberon ♂ arr.	10 30 A M
4 05 "	5	Genin	10 00 "
4 25 "	10	Flora ♂	9 40 "
4 55 "	15	Maddock ♂	9 05 "
5 15 "	20	Hesper	8 00 "
5 30 "	24	Pendennis	7 42 "
5 45 P M	28	arr. Esmond ♂ lve.	†7 30 A M

Table 14—DULUTH AND FARGO.

57-15	55-5	Mls	(Central time.) October 31, 1909.	6-56	8-58
*7 30 P M	*8 05 A M	0	lve. + Duluth ♂ arr.	6 25 P M	8 15 A M
7 45 "	8 20 "	4	lve. + Superior ♂ arr.	6 10 "	8 00 "
7 55 "	8 30 "	8	lve. + Central Ave., Sup. ♂ arr.	6 00 "	7 50 "
8 01 "	8 35 "	11	Pokegama	5 54 "	7 44 "
— —	8 42 "	15	St. Louis	5 46 "	— —
8 12 "	8 44 "	16	Walbridge	5 44 "	7 33 "
— —	— —	19	State Line ♂	— —	— —
8 24 "	8 54 "	20	Barker	5 34 "	7 25 "
8 32 "	9 02 "	23	Wrenshall ♂	5 28 "	7 19 "
8 46 "	9 15 "	27	+ Carlton ♂	5 20 "	7 10 "
8 58 "	9 25 "	33	Pine Grove	5 10 "	7 00 "
9 11 "	9 35 "	37	Sawyer ♂	5 01 "	6 52 "
9 21 "	9 46 "	44	Corona	4 49 "	6 42 "
9 33 "	9 56 "	49	Cromwell ♂	4 39 "	6 32 "
9 46 "	10 06 "	55	Wright ♂	4 28 "	6 20 "
9 57 "	10 16 "	61	Tamarack ♂	4 18 "	6 10 "
10 08 "	10 24 "	65	Grayling	4 07 "	6 02 "
10 15 "	10 35 "	70	McGregor ♂	3 59 "	5 54 "
10 25 "	10 43 "	74	Ude	3 50 "	5 43 "
10 34 "	10 50 "	79	Kimberly ♂	3 42 "	5 36 "
10 46 "	11 00 "	85	Rossburg	3 32 "	5 26 "
10 58 "	11 12 "	91	+ Aitkin ♂	3 21 "	5 16 "
11 08 "	11 20 "	96	Cedar Lake	3 11 "	5 05 "
11 21 "	11 30 "	101	Deerwood ♂	3 02 "	4 56 "
11 30 "	11 40 "	105	Klondyke	2 53 "	4 47 "
11 40 "	11 49 A M	111	Loerch ♂	2 44 "	4 38 "
11 55 P M	12 06 Noon	118	arr. + Brainerd ♂ lve.	2 30 "	4 25 "
12 05 Night	12 10 "	118	lve. Brainerd arr.	2 25 "	4 20 "
12 13 "	12 18 "	123	Baxter	2 17 "	4 12 "
12 24 "	12 27 "	128	Sylvan	2 08 "	4 02 "
12 31 "	12 33 "	132	Pillager ♂	2 03 "	3 56 "
12 40 "	12 41 "	137	Wheelock	1 54 "	3 48 "
12 47 "	12 48 "	140	+ Motley ♂	1 48 "	3 42 "
12 55 Night	12 54 Noon	145	Hayden	1 40 "	3 35 "
1 00 A M	1 00 P M	148	arr. + Staples ♂ lve.	1 35 P M	3 30 "
2 09 "	1 48 "	165	+ Wadena	— —	— —
3 37 "	2 45 "	210	Detroit	11 15 A M	1 08 A M
— —	3 18 "	230	+ Manitoba Junction ♂	— —	— —
5 45 A M	4 15 P M	256	arr. + Fargo ♂ lve.	*9 30 A M	*11 20 P M

Table 15—SYKESTON BRANCH.

15-133	Ms.	October 31, 1909.	134-16
*8 30 P M		lve. St. Paul arr.	7 25 A M
9 02 P M		lve. Minneapolis arr.	6 50 A M
†2 15 P M	0	lve. + Carrington ♂ arr.	12 20 Noon
2 30 "	7	Dover	11 58 A M
2 47 "	13	+ Sykeston ♂	11 43 "
3 05 "	20	Heaton ♂	11 23 "
3 25 "	27	Bowdon ♂	11 00 "
3 38 "	32	Chaseley	10 47 "
3 52 "	38	Hurdsfield ♂	10 33 "
4 22 "	47	Goodrich ♂	10 03 "
4 40 "	54	arr. + Denhoff ♂ lve.	9 45 "
4 40 "	54	lve. Denhoff arr.	9 45 "
6 15 "	63	+ McCluskey ♂	9 10 "
6 55 "	76	Mercer ♂	8 30 "
6 30 P M	84	arr. + Turtle Lake ♂ lve.	†8 00 A M

Table 16—COOPERSTOWN BRANCH.

No. 15-116	Mls	October 31, 1909.	No. 116-18
†8 30 P M		lve. St. Paul arr.	7 25 A M
9 02 P M		lve. Minneapolis arr.	6 50 A M
7 30 A M		lve. Fargo arr.	7 45 P M
†10 25 A M	0	lve. + Sanborn ♂ arr.	4 40 P M
10 50 "	10	Rogers ♂	4 13 "
11 10 "	18	Dazey ♂	3 50 "
11 25 "	23	Walum ♂	3 36 "
11 35 "	26	Hannaford ♂	3 25 "
11 50 A M	33	Shepard	3 10 "
12 02 Noon	36	+ Cooperstown ♂	3 00 "
12 12 "	41	Lovell	2 47 "
12 27 "	45	Jessie ♂	2 33 "
12 40 "	51	Binford ♂	2 20 "
12 56 Noon	56	Mose	2 03 "
1 15 P M	63	arr. + McHenry ♂ lve.	†1 45 P M

Table 17—LINTON BRANCH.

15-466	Mls	October 31, 1909.	465-16
*8 30 P M		lve. St. Paul arr.	7 25 A M
9 02 P M		lve. Minneapolis arr.	6 50 A M
11 40 A M		lve. Jamestown arr.	3 30 P M
*1 50 A M		lve. Mandan arr.	3 40 P M
12 05 Noon		lve. Bismark arr.	3 20 P M
†3 45 P M	0	lve. McKenzie ♂ arr.	10 15 A M
4 05 "	7	Burdick	9 45 "
4 20 "	12	Moffitt	9 25 "
4 25 "	13	Bessoba	9 20 "
4 45 "	20	Dana	8 55 "
5 10 "	28	Hazelton ♂	8 30 "
5 45 "	37	Brofy	7 45 "
6 15 P M	45	arr. Linton ♂ lve.	†7 15 A M

For Index of Stations, see pages 590-591.

YELLOWSTONE NATIONAL PARK ROUTE

ADDITIONAL BRANCH LINE TRAINS.

Table 18—"DULUTH SHORT LINE."

Trains 61 and 62—Morning Express—Broad Vestibuled Day Coaches. Parlor Observation Cafe Car.
Trains 63 and 64—Lake Superior Limited—Broad Vestibuled Electric-lighted Train. Observation Cafe and Parlor Cars. First-class Coach and Smoking Car.
Trains 65 and 66—Broad Vestibuled Electric-lighted Sleeping Cars and First-class Coaches.
Passengers may occupy Sleeping Cars at 9 00 p.m. and remain in them until 8 00 a.m.

66	64	62	Mls	October 31, 1909.	61	63	65
P M	P M	A M		(Central time.)	P M	P M	A M
*1 00	*2 00	†8 15	0	lve.+Minneapolis ♂ arr.	3 30	7 00	*7 00
11 36	2 50	8 45	10	lve...+St. Paul ♂..arr.	2 50	6 25	6 20
11 45	— —	8 53	13	..East Seventh Street..	2 40	— —	6 06
11 59	— —	9 00	15	.....Gladstone.....	2 35	— —	6 00
— —	— —	9 12	21	.....Lake Shore.....	2 22	— —	5 43
12 06	3 02	9 17	22	+...White Bear...♂	2 20	6 00	5 40
.....	*1 45	†8 45	34	lve.+Stillwater ♂ arr.	3 35	7 15	7 00
12 10	— —	9 19	43	.....Bald Eagle....♂	2 15	— —	5 32
12 20	— —	9 25	27	.....Hugo.....♂	2 08	— —	5 22
12 35	3 19	9 38	35	.....Forest Lake....♂	1 54	5 36	5 04
12 44	3 26	9 46	40	.....Wyoming.....♂	1 45	5 28	4 55
12 53	— —	9 55	44	.....Stacy.....♂	1 36	— —	4 45
1 08	3 43	10 10	52	+...North Branch...♂	1 20	5 10	4 26
1 18	s —	10 20	57	.....Harris.....♂	1 10	s —	4 15
1 41	4 00	10 32	64	+....Rush City.....♂	12 57	4 51	4 00
1 53	— —	10 52	69	+....Rock Creek.....♂	12 37	— —	3 47
2 05	4 17	11 02	74	+.....Pine City.....♂	12 28	4 38	3 36
2 20	— —	11 12	79	.....Beroun.....	12 17	— —	3 22
2 26	— —	11 18	83	.....Mission Creek.....	12 09	— —	3 15
2 52	4 38	11 30	87	+.....Hinckley.....♂	12 02	4 13	3 07
3 04	— —	11 43	91	.....Friesland.....	11 43	— —	2 38
3 15	— —	11 50	96	.....Groningen.....♂	11 31	— —	2 25
3 22	— —	11 55	100	.....Finlayson.....♂	11 24	— —	2 16
3 32	— —	12 04	105	.....Rutledge.....♂	11 14	— —	2 03
3 42	s —	12 11	108	.....Willow River...♂	11 05	s —	1 54
3 53	— —	12 21	113	....Sturgeon Lake...♂	10 55	— —	1 45
4 07	5 23	12 33	119	.....Moose Lake....♂	10 45	3 31	1 32
4 18	s —	12 43	123	.....Barnum.....♂	10 32	s —	1 21
4 33	— —	12 53	130	.....Mahtowa.....♂	10 20	— —	1 08
5 05	5 53	1 15	141	arr...+Carlton ♂..lve.	10 00	3 00	12 40
— —	— —	.....	145	..... Wrenshall.....	— —	— —	— —
5 45	— —	.....	160	+Central Avenue, Sup.	.....	— —	11 50
5 55	6 33	.....	165	arr..+Superior...lve.	.....	2 19	11 40
— —	— —	.....	168	arr.+W Duluth Junc lve.	.....	— —	— —
.....	.....	1 15	141	lve.....Carlton.....arr.	10 00	.....	.....
.....	.....	1 20	143	.....Thomson.....	9 50	.....	.....
.....	.....	1 28	146	.....Brownell.....	9 43	.....	.....
.....	.....	1 34	151	....Short Line Park..♂	9 32	.....	.....
.....	.....	1 43	154	.....Smithville.....	9 23	.....	.....
6 15	6 48	1 50	158	.....West Duluth...♂	9 13	2 06	11 25
6 25	— —	2 00	161	..Twentieth Avenue♂	9 04	— —	11 15
5 55	6 33	2 19	160	arr..+Superior♂..lve.	.....	2 19	11 40
*6 30	*7 00	2 05	163	+.....Duluth.....♂	†9 00	*1 55	*11 10
A M	P M	P M		ARRIVE] [LEAVE	A M	P M	P M

Table 19—TAYLORS FALLS BRANCH.

68	418	Mls	October 31, 1909.	67	417
P M	A M		(Central time.)	A M	P M
†6 10	†8 15		lve..Minneapolis.arr.	9 20	3 30
6 40	8 45		lve.....St. Paul....arr.	8 40	2 50
8 13	9 17		lve...White Bear..arr.	8 05	2 20
8 45	9 55	0	lve....Wyoming♂.arr.	7 30	1 30
6 59	10 22	6	.....Chisago City...♂	7 15	1 00
7 06	10 35	9	..... Lindstrom.....♂	7 07	12 45
7 10	10 45	11	.....Center City....♂	7 01	12 30
7 18	10 58	14	.....Shafers.....♂	6 53	12 15
7 27	11 08	17	.....Franconia.....	6 45	12 01
7 35	11 20	20	+..Taylors Falls..♂	†6 35	†11 50
P M	A M		ARRIVE] [LEAVE	A M	A M

Table 20—CLOQUET BRANCH.

October 31, 1909.	Mls	72	422	74	424	426
[LEAVE		A M	Noon	P M	P M	P M
Cloquet+.....♂	0	*8 30	†12 00	†4 50	*8 45	
Scanlon.....♂	3	8 38	12 10	2 28	4 58	6 55
Carlton+.....♂	7	8 50	12 25	2 40	5 10	7 10
Superior.....	23	.....	2 19	6 10	6 33	5 55
Duluth.....	28	9 45	2 05	6 25	7 00	6 30
St. Paul.....	138	2 50	6 25	6 25	6 20	6 20
Minneapolis.....	148	3 30	7 00	7 00	7 00	7 00
[ARRIVE		P M	P M	P M	A M	A M

(Central time.)	421	423	75	425	71	73
[LEAVE	P M	P M	A M	A M	P M	P M
Minneapolis.....	11 00	11 00	8 15	8 15	2 00	11 00
St. Paul.....	11 36	11 36	8 45	8 45	2 30	11 35
Duluth	11 10	8 05	9 00	1 55	5 10	11 10
Superior.....	11 40	8 30	.....	2 18	.....	11 40
Carlton	†6 40	†10 00	†1 25	†3 05	*6 05	§7 45
Scanlon.....	7 00	10 20	1 37	3 25	6 17	7 57
Cloquet.....	7 30	10 35	1 45	3 40	6 25	8 05
[ARRIVE	A M	A M	P M	P M	P M	A M

Table 21—GRANTSBURG BRANCH.

62-420	Mls	October 31, 1909.	419-61
.....	....	(Central time.)	.....
†8 15 A M	....	lve...Minneapolis..arr.	5 30 P M
8 45 A M	....	lve.....St. Paul....arr.	2 50 P M
†10 35 A M	0	lve...+Rush City♂.arr.	12 52 Noon
10 48 »	5	.....St. Croix River.....	12 30 »
10 53 »	7	..... Benson.....	12 21 »
11 15 A M	17	arr..+Grantsburg♂.lve.	†12 01 Noon

Table 22—FOND DU LAC BRANCH.

163	167	161	Mls	May 23, 1909.	162	168	164
P M	A M	A M		(Central time.)	A M	P M	P M
†6 30	†9 05	†6 50	0	lve...+Duluth ♂..arr.	8 20	4 30	7 05
5 35	9 30	6 55	1	..20th Ave., Duluth♂	8 15	4 20	7 01
5 46	10 00	7 05	4	+...West Duluth...♂	8 05	3 10	6 53
— —	— —	— —	5	..West Duluth Junc..	— —	— —	— —
5 54	10 20	7 14	8	.....Spirit Lake.....	7 56	1 15	6 41
6 03	11 10	7 23	11	.....New Duluth....♂	7 47	12 55	6 32
6 10	11 40	7 30	14	+..Fond du Lac..♂	†7 40	†12 45	†6 20
P M	A M	A M		ARRIVE] [LEAVE	A M	Noon	P M

Table 23—MINNESOTA & INTERNATIONAL RAILWAY.

HOWARD ELLIOTT, President, St. Paul, Minn.
J. N. HILL, Vice-President, New York.
W. H. GEMMELL, Gen. Mgr., Brainerd, Minn.
R. H. RELF, Secretary, St. Paul, Minn.
C. A. CLARK, Treas., »
M. W. DOWNIE, Auditor.
G. H. WARNER, Train Master.
Offices—Brainerd, Minn.

No. 31	No. 33	Mls.	April 20, 1909.	No. 30	No. 32
†8 20 A M	†8 30 P M	0	lve..... St. Paul .....arr.	6 25 P M	7 25 A M
8 50 A M	7 00 P M	10	lve.....Minneapolis....arr.	5 55 P M	6 50 A M
†2 25 P M	‡1205 Night	138	lve.....+Brainerd♂....arr.	11 55 A M	1 55 A M
3 17 »	1 06 A M	159	+.....Pequot.....	10 59 »	1 06 A M
3 35 »	1 23 »	168	+.....Pine River.....	10 42 »	12 50 Night
3 55 »	1 44 »	178	+.....Backus.....	10 22 »	12 30 »
4 11 »	2 00 »	186	+.....Hackensack.....	10 06 »	12 14 Night
4 41 »	2 30 »	199	+.....Walker.....	9 37 »	11 48 P M
5 08 »	2 56 »	211	.....Laporte.....	9 10 »	11 20 »
6 00 »	3 45 »	230	+.....Bemidji.....	8 25 »	10 35 »
6 28 »	4 11 »	240	+.....Turtle River.....	7 46 »	10 03 »
6 41 »	4 26 »	246	+.....Tenstrike.....	7 33 »	9 49 »
7 00 »	4 44 »	254	+.....Blackduck.....	7 15 »	9 31 »
7 15 P M	4 58 A M	261	arr.....+Funkley.....lve.	†7 00 A M	9 16 P M
8 25 P M	.....	272	arr.....+Kelliher.....lve.	*6 00 A M	.....
.....	5 19 A M	270	+.....Northome.....	.....	8 56 P M
.....	5 31 »	276	.....Mizpah.....	.....	8 43 »
.....	5 42 »	280	..... Gemmell.....	.....	8 33 »
.....	6 07 »	293	.....Margie.....	.....	8 08 »
.....	6 27 »	302	..... Big Falls.....	.....	7 48 »
.....	6 30 A M	303	arr.....Grand Falls.....lve.	.....	7 44 P M
.....	.....	...	(Big Fork & Internat. Falls.)	.....	.....
.....	6 30 A M	303	lve.....Grand Falls.....arr.	.....	7 44 P M
.....	6 41 »	308	..... Waukanha	.....	7 34 »
.....	6 51 »	312	..... Wisner	.....	7 24 »
.....	7 09 »	320	.....Littlefork.....♂	.....	7 08 »
.....	7 30 »	330	..... Nacoda.....	.....	6 45 »
.....	‡7 45 A M	337	arr...International Falls♂.lve.	.....	‡6 30 P M

Table 24—ASHLAND AND DULUTH.

No. 53	No. 51	Mls	October 31, 1909.	No. 54	No. 52
*3 40 P M	*8 20 A M	0	lve....+Ashland♂...arr.	11 00 A M	7 00 P M
4 00 »	8 40 »	10	.....Moquah.....	10 36 »	6 36 »
4 19 »	8 50 »	16	.....Ino.....	10 23 »	6 24 »
4 16 »	8 55 »	18	.....Spider.....	10 17 »	6 18 »
4 25 »	9 05 »	24	.....Topside.....	10 06 »	6 08 »
4 35 »	9 15 »	28	+.....Iron River.....♂	9 56 »	5 59 »
4 48 »	9 26 »	32	.....Muskeg.....	9 46 »	5 49 »
4 52 »	9 32 »	35	.....Pearson.....	9 40 »	5 42 »
4 56 »	9 37 »	36	+.....Brule.....♂	9 37 »	5 39 »
5 08 »	9 48 »	42	.....Blueberry.....	9 24 »	5 30 »
5 11 »	9 53 »	44	.....Maple.....	9 18 »	5 24 »
5 17 »	9 57 »	46	.....Wiehe.....	9 13 »	5 17 »
5 22 »	10 02 »	48	.....Poplar.....	9 07 »	5 10 »
5 28 »	10 07 »	50	.....Wentworth.....	8 59 »	5 05 »
5 45 »	10 20 »	57	.....Cutter.....	8 48 »	4 48 »
6 05 »	10 37 »	63	+.Superior, East End.♂	8 36 »	4 35 »
6 15 »	10 48 »	67	+Central Avenue, Sup.♂	8 25 »	4 25 »
6 25 »	11 00 »	71	arr...+Superior♂...lve.	8 15 »	4 15 »
6 40 P M	11 15 A M	75	arr....+Duluth♂....lve.	*8 00 A M	*4 00 P M

Table 25—WASHBURN BRANCH.

415-51	Mls	October 31, 1909.	52-416
.....	....	(Central time.)	.....
b7 15 A M	0	lve.....+Washburn♂....arr.	8 00 P M
7 23 »	4	.....Engoe.....	7 50 »
7 39 »	10	.....Enderlin.....	7 34 »
7 49 »	14	.....Headquarters.....	7 24 »
8 06 »	20	.....Lenawee.....	7 01 »
8 19 »	24	..... Coda	6 46 »
8 26 »	28	.....Slow Bridge.....	6 40 »
8 42 »	30	..... Bena	6 25 »
9 00 A M	34	arr....+Iron River♂....lve.	c6 10 P M
11 00 A M	77	arr..... Superior♂ ....lve.	4 15 P M
11 15 A M	81	arr.....Duluth♂.....lve.	c4 00 P M

EXPLANATION OF SIGNS.

Trains marked * run daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; b Tuesday, Thursday and Saturday; c Monday, Wednesday and Friday; s stops on Sundays.

‖ Meals. + Coupon stations; ♂ Telegraph stations.

STANDARD—*Central time.*

For Index of Stations, see pages 590-591.

YELLOWSTONE NATIONAL PARK ROUTE

ADDITIONAL BRANCH LINE TRAINS.

Table 26—YELLOWSTONE PARK BRANCH.

No. 7-493	Mls	October 31, 1909.	No. 494-8
*10 15 P M	....	lve.....St. Paul.....arr.	7 40 A M
10 45 P M	....	lve.....Minneapolis.....arr.	7 10 A M
3 00 P M	....	lve.....Portland.....arr.	4 00 P M
8 30 P M	....	lve.....Tacoma.....arr.	8 30 A M
8 30 P M	....	lve.....Seattle.....arr.	8 30 A M
†10 30 A M	0	lve....+Livingston ♂...arr.	6 30 P M
11 08 "	10	.....Brisbin.....	6 48 "
11 24 "	14	.....Trail Creek.....	6 32 "
11 45 "	20	.....Chickery.....	6 11 "
11 56 A M	23	.....Emigrant..... ♂	4 56 "
12 24 Noon	30	.....Daileys.....	4 28 "
1 00 P M	40	.....Sphinx.....	3 52 "
1 37 "	49	.....Electric..... ♂	3 17 "
1 48 "	51	.....Deevers.....	3 08 "
2 00 P M	54	arr.....+Gardiner ♂....lve.	†3 00 P M

Gardiner—Gateway to Yellowstone Park.

Table 27—ROCKY FORK BRANCH.

No. 5-165	Mls	October 31, 1909.	No. 166-4
*9 15 A M	....	lve.....St. Paul.....arr.	10 00 P M
9 40 A M	....	lve.....Minneapolis.....arr.	9 30 P M
10 24 A M	....	arr.....+Billings ♂.....lve.	7 05 P M
*10 30 A M	0	lve.....Billings.....arr.	6 30 P M
11 10 "	15	.....Laurel..... ♂	5 55 "
11 28 "	23	.....Mason.....	5 34 "
11 45 A M	25	.....Silesia..... ♂	5 24 "
12 06 Noon	33	.....Joliet..... ♂	5 07 "
12 25 "	36	.....Boyd.....	4 52 "
12 42 "	44	.....Selmes.....	4 40 "
12 53 Noon	47	.....Roberts.....	4 32 "
1 40 P M	59	arr.....+Red Lodge ♂....lve.	*4 00 P M

Table 28—CLARK'S FORK BRANCH.

No. 491	No. 5-167	Mls	October 31, 1909.	No. 492-4	No. 168
.....	*9 15 A M	....	lve.....St. Paul.....arr.	10 00 P M	.....
.....	9 40 A M	....	lve.....Minneapolis.....arr.	9 30 P M	.....
.....	10 24 A M	....	arr.....+Billings ♂.....lve.	7 05 P M	.....
.....	†10 30 A M	0	lve.....Billings ♂.....arr.	6 30 P M	.....
†5 50 A M	11 10 "	15	.....Laurel..... ♂	5 55 "	.....
6 40 "	11 45 A M	25	.....Silesia..... ♂	5 05 "	11 15 A M
7 20 "	12 05 Noon	31	.....Edgar.....	4 15 "	10 50 "
8 45 "	12 25 "	37	.....Fromberg..... ♂	3 25 "	10 25 "
9 15 A M	12 50 Noon	44	arr.....Bridger ♂....lve.	†2 50 P M	†10 00 A M

Table 29—RED BLUFF BRANCH.

No. 495	Mls	October 31, 1909.	No. 496
†7 45 A M	....	lve.....+Butte ♂.....arr.	8 15 P M
†8 00 A M	....	lve.....+Logan ♂.....arr.	4 35 P M
†10 00 A M	0	lve...+Sappington ♂..arr	2 55 P M
10 55 "	9	.....Harrison.....	2 10 P M
11 45 A M	21	arr.....+Norris ♂.....lve.	†12 10 Noon

Table 30—RUBY VALLEY BRANCH.

No. 499	Mls	October 31, 1909.	No. 500
†7 45 A M	....	lve.....+Butte.....arr.	8 15 P M
†5 50 A M	....	lve.....+Logan.....arr.	5 55 P M
†9 20 A M	0	lve....+Whitehall ♂...arr.	4 25 P M
9 36 "	4	.....Renovo.....	4 00 "
10 03 "	10	.....Waterloo.....	3 35 "
10 43 "	19	.....Iron Rod.....	2 55 "
11 13 "	26	+.....Twin Bridges..... ♂	2 25 "
11 53 A M	35	.....Sheridan..... ♂	1 44 "
12 21 Noon	43	.....Laurin.....	1 10 P M
12 40 Noon	45	arr.....+Alder ♂.....lve.	†12 55 Noon

Table 31—BURKE BRANCH.

225	223	221	219	Mls	October 31, 1909.	220	222	224	226	...
P M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	P M	....
k11 25	*7 00	†2 55	†8 40	0	+.....Burke ..... ♂	8 30	2 40	6 50	11 20	....
11 55	7 30	3 25	9 10	7	+.....Wallace .... ♂	†7 50	†2 00	*8 10	k10 45	....
P M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	P M	....

Table 32—ELKHORN BRANCH.

No. 501	Mls	October 31, 1909.	No. 502
b11 15 A M	0	lve....G. N. Transfer...arr.	10 00 A M
11 30 "	2.3	arr.....Boulder.....lve.	9 45 "
11 55 A M	2.3	lve.....Boulder.....arr.	9 45 "
12 17 Noon	5.9	.....Hot Springs.....	9 25 "
12 49 Noon	11.3	.....Finn.....	8 56 "
1 55 P M	22.7	arr.....Elkhorn.....lve.	a7 30 A M

Table 33—MARYSVILLE BRANCH.

No. 511	Mls	October 31, 1909.	No. 512
†3 15 P M	0	lve.....+Helena ♂....arr.	6 35 P M
3 50 "	9	.....Clough Junction.....	6 03 "
4 10 "	15	.....Cruso.....	5 38 "
— —	17	.....Cyanide.....	— —
4 40 P M	22	arr....+Marysville ♂...lve.	†5 15 P M

STANDARDS—East of Mandan, *Central time.* Between Mandan and Trout Creek, *Mountain time.* West of Trout Creek, *Pacific time.*

For Index of Stations, see pages 590-591.

Table 34—PHILIPSBURG BRANCH.

No. 517	Mls	October 31, 1909.	No. 518
†8 00 A M	....	lve.....Butte.....arr.	1 10 P M
8 20 A M	....	lve.....Helena.....arr.	.....
10 30 A M	....	lve.....Garrison.....arr.	11 05 A M
†1 35 P M	0	lve...+Drummond ♂..arr.	10 00 A M
1 45 "	3	.....New Chicago.....	9 45 "
2 00 "	6	.....Halls.....	9 30 "
2 20 "	12	.....Stone.....	9 17 "
2 35 "	15	.....Flint.....	9 04 "
3 15 P M	26	arr...+Philipsburg ♂...lve.	†8 35 A M

Table 35—BITTER ROOT BRANCH.

No. 207	No. 205	Mls	October 31, 1909.	No. 208	No. 206
*8 00 A M	.....	....	lve.....Butte.....arr.	1 10 P M	9 18 P M
8 20 A M	.....	....	lve.....Helena.....arr.	.....	2 15 A M
10 30 A M	.....	....	lve.....Garrison.....arr.	11 05 A M	7 18 P M
*3 00 P M	*8 00 A M	0	lve....+Missoula ♂....arr.	8 40 A M	5 20 P M
3 10 "	8 27 "	4	.....Post.....	8 27 "	5 05 "
3 26 "	8 43 "	12	.....Lo Lo.....	8 12 "	4 48 "
3 47 "	9 07 "	20	.....Florence..... ♂	7 48 "	4 24 "
4 06 "	9 26 "	28	+.....Stevensville..... ♂	7 30 "	4 06 "
4 24 "	9 45 "	35	+.....Victor..... ♂	7 12 "	3 44 "
4 39 "	10 03 "	43	.....Woodside.....	6 55 "	3 24 "
4 47 "	10 10 "	46	.....Riverside.....	6 48 "	3 18 "
4 50 P M	10 20 "	47	+.....Hamilton..... ♂	*6 45 A M	3 05 "
.....	10 55 "	60	.....Como.....	.....	2 20 "
.....	11 15 A M	64	arr.....Darby.....lve.	.....	*2 00 P M

Table 36—CŒUR D'ALENE LINE.

215	213	No. 199	Mls	October 31, 1909.	No. 200	216	214
.....	.....	*8 20 A M	....	lve.....Helena.....arr.	2 15 A M	.....	.....
.....	.....	*8 00 A M	....	lve.....Butte.....arr.	8 18 P M	.....	.....
.....	.....	10 30 A M	....	lve.....Garrison...arr.	7 18 P M	.....	.....
.....	.....	*12 30 Noon	0	lve..+Missoula ♂.arr.	4 40 P M	.....	.....
.....	.....	12 45 Noon	6	.....De Smet..... ♂	4 22 "	.....	.....
.....	.....	12 55 Noon	8	.....Grass Valley.....	4 16 "	.....	.....
.....	.....	1 13 P M	17	+.....Frenchtown..... ♂	3 56 "	.....	.....
.....	.....	1 23 "	22	.....Huson.....	3 44 "	.....	.....
.....	.....	1 34 "	26	.....Nine Mile.....	3 31 "	.....	.....
.....	.....	1 46 "	31	+.....Lothrop..... ♂	3 20 "	.....	.....
.....	.....	2 07 "	39	.....Cyr.....	2 53 "	.....	.....
.....	.....	2 19 "	48	.....Rivulet.....	2 38 "	.....	.....
.....	.....	2 28 "	52	+.....Quartz.....	2 28 "	.....	.....
.....	.....	2 39 "	56	.....Westfall.....	2 17 "	.....	.....
.....	.....	2 52 "	64	+..Iron Mountain ..♂	2 03 "	.....	.....
.....	.....	3 01 "	69	.....Spring Gulch.....	1 30 "	.....	.....
.....	.....	3 23 "	78	+.....St. Regis..... ♂	1 10 "	.....	.....
.....	.....	3 29 "	80	.....Buford.....	1 05 P M	.....	.....
.....	.....	3 52 "	90	.....Henderson.....	12 42 Noon	.....	.....
.....	.....	3 58 "	93	+.....DeBorgia.....	12 36 "	.....	.....
.....	.....	4 17 "	102	+.....Saltese..... ♂	12 17 "	.....	.....
.....	.....	4 27 "	111	.....Taft.....	12 05 Noon	.....	.....
.....	.....	5 07 "	116	.....Lookout.....	11 39 A M	.....	.....
P M	A M	5 17 "	120	.....Dorsey.....	11 18 "	P M	A M
*4 50	†9 5	5 31 P M	125	.....Larson.....	11 00 "	4 45	9 45
5 00	10 00	5 40	128	+.....Mullan..... ♂	10 52 "	4 35	9 35
5 20	10 20	6 00 Noon	135	arr..+Wallace ...lve.	*10 30 A M	*4 15	†9 15
P M	A M	P M	*12 40	135	lve....Wallace ♂..arr.	2 00	A M
.....	.....	.....	12 50	139	.....Osborne.....	1 45	
.....	.....	.....	1 10	146	+.....Wardner.....	1 25	
.....	.....	.....	1 40	158	.....Cataldo.....	12 55	.....
.....	.....	.....	2 30	185	arr....Harrison...lve.	*11 55	.....
.....	.....	.....	A M	....	(*Via Steamer*)	.....	.....
.....	229	.....	9 30	185	lve....Harrison...arr.	.....	11 35	230
.....	A M	.....	11 00	208	ar. Cœur d'Alene ♂.lv.	.....	*10 00	A M
.....	*11 15	.....	A M	210	lv.+Cœur d'Alene.ar.	.....	A M	10 15
.....	— —	.....	.....	219	.....Post Falls.....	.....	.....	— —
.....	11 50	.....	.....	223	.....Hauser..... ♂	.....	.....	9 40
.....	12 30	.....	.....	243	+.....Spokane..... ♂	.....	.....	*9 00
.....	Noon	.....	.....	ARRIVE] [LEAVE	.....	.....	A M

* Daily; † daily, except Sunday; a Tuesday, Thursday and Saturday; b Monday, Wednesday and Friday; k Saturday only. + Coupon stations; ♂ Telegraph stations.

Table 37—PONY BRANCH.

No. 497	Mls	October 31, 1909.	No. 498
.....	....	LEAVE] [ARRIVE	.....
†7 45 A M	....	+.....Butte..... ♂	8 15 P M
†8 00 A M	....	lve.....+Logan ♂.....arr.	4 35 P M
†10 00 A M	0	lve...+Sappington ♂..arr.	2 55 P M
1 00 P M	9	.....Harrison.....	2 10 "
1 30 P M	15	.....Pony..... ♂	†1 40 P M
.....	....	ARRIVE] [LEAVE	.....

Table 38—LAPWAI BRANCH.

No. 241	Mls	October 31, 1909.	No. 242
*8 10 A M	....	lve....Spokane....arr.	10 15 P M
*2 00 P M	....	lve....Lewiston ...arr.	11 25 A M
*2 40 P M	0	lve.....Joseph.....arr.	10 55 A M
3 05 "	5	.....Sweetwater.....	10 35 "
3 30 "	12	+.....Cul de Sac..... ♂	10 10 "
4 40 "	26	+.....Reubens..... ♂	9 15 "
5 05 "	35	+.....Vollmer..... ♂	8 50 "
5 30 "	43	.....Steunenberg.....	8 20 "
5 55 "	51	+.....Cottonwood.....	7 50 "
6 20 "	60	.....Fenn.....	7 20 "
6 45 P M	66	arr.+Grangeville.lve.	*7 00 A M

YELLOWSTONE NATIONAL PARK ROUTE

ADDITIONAL BRANCH LINE TRAINS.

Table 39—WASHINGTON CENTRAL BRANCH.

	No. 235	Mls	*October* 31, 1909.	No. 236	
	*2 00 P M	0	lve...... **Spokane** ♁ ....arr.	11 00 A M	
	2 40 P M	16	lve..... +**Cheney** ♁ .....arr.	10 20 A M	
	3 10 "	26	+.... **Medical Lake**..... ♁	10 00 "	
	3 20 "	31	Deep Creek	9 47 "	
	3 35 "	37	Hite	9 37 "	
	3 50 "	42	Reardan ♁	9 27 "	
	4 10 "	49	+ Mondovi	9 11 "	
	4 30 "	57	+ Davenport ♁	8 55 "	
	4 45 "	63	Rocklyn	8 37 "	
	5 05 "	72	Fellows	8 20 "	
	5 25 "	80	+ Creston ♁	8 05 "	
	5 48 "	90	+ Wilbur ♁	7 33 "	
	6 05 "	97	Govan ♁	7 17 "	
	6 18 "	103	+ Almira ♁	7 05 "	
	6 38 "	112	+ Hartline ♁	6 47 "	
	6 53 P M	121	**Coulee Junction**	6 30 A M	
	7 20 P M	124	+ **Coulee City** ♁	6 25 A M	
	7 30 P M	121	**Coulee Junction**	6 14 A M	
	8 00 "	132	Bacon	5 52 "	
	8 35 P M	142	arr. **Adrian** ♁ lve.	*5 30 A M	

Table 40—PALOUSE AND LEWISTON BRANCH.

243	533	233	231	Mls	*October* 31, 1909.	232	234	534	244	
		P M	A M		LEAVE] [ARRIVE	P M	P M			
		*4 15	*8 10	0	+ **Spokane** ♁	2 45	10 15			
		4 40	8 40	9	**Marshall** ♁	2 15	9 50			
		5 05	9 12	20	+ Spangle ♁	1 50	9 22			
		5 25	9 26	28	Plaza ♁	1 32	9 05			
		5 42	9 43	36	+ Rosalia ♁	1 17	8 50			
		5 54	9 55	41	McCoys	1 05	8 34			
	A M	6 07	10 09	47	+ Oakesdale ♁	12 52	8 24	A M		
	c9 30	6 21	10 25	52	arr. + **Belmont** ♁ lve.	12 40	8 14	10 25		
	9 55			58	ar. + **Farmington** ♁ lv.			c10 00		
	A M	6 35	10 35	50	Eden	12 23	8 00	A M		
		6 42	10 43	58	+ Garfield ♁	12 15	7 55			
		7 00	11 10	68	+ Palouse ♁	11 50	7 35			
		7 20	11 30	74	Fallons	11 30	7 20			
		7 34	11 45	79	Whelan	11 20	7 05			
		7 50	12 05	85	+ **Pullman** ♁	11 07	6 50			
		8 00	12 10	86	**Pullman Junction**	10 55	6 40			
		8 18	12 18	90	Sunshine	10 50	6 30			
		8 40	12 37	95	+ **Moscow** ♁	10 40	6 15			
		9 05	12 55	101	Joel	10 15	5 50			
		9 25	1 08	106	Howell	10 05	5 40			
		9 35	1 15	108	+ Troy ♁	9 55	5 30			
	239	10 15	1 45	120	+ Kendrick ♁	9 10	4 45	2 40		
	A M	10 27	1 55	124	+ Juliaetta ♁	8 55	4 30	P M		
A M	†8 35	10 50	2 15	133	**Arrow**	8 30	4 05	2 10	P M	
*10 55	8 43	11 00	2 25	135	**Joseph**	8 15	3 55	1 57	2 40	
11 00	8 48	11 02	2 30	137	+ North Lapwai ♁	8 10	3 50	1 55	2 35	
- -	- -	- -	2 45	142	Porters	7 55	- -	- -	- -	
11 25	9 10	11 30	3 00	147	arr. + **Lewiston** ♁ lve.	*7 45	*3 30	†1 35	*2 00	
A M	A M	P M	P M		**Clarkston**	A M	P M	P M	P M	
					ARRIVE] [LEAVE					

Table 41—CAMAS PRAIRIE LINE.

	No. 289	Mls	*December* 3 1909.	No. 285		
	*6 00 P M	0	lve... **Lewiston**... arr.	7 40 A M		
	8 45 "	72	Lewiston Junction	5 00 "		
	10 30 "	112	Snake River Junction	3 10 "		
	11 20 P M	138	arr.... **Pasco**.....lve.	2 30 A M		
	11 40 P M	138	lve.... **Pasco**.....arr.	2 05 A M		
	9 00 A M	389	arr.... **Tacoma**....lve.	4 00 P M		
	9 00 A M	393	arr.... **Seattle**....lve.	*4 00 P M		

Table 42—GENESEE BRANCH.

531	Ms	*October* 31, 1909.	532
A M	...	(*Pacific time.*)	P M
*8 10	...	lve.. + **Spokane**...arr.	2 45
12 10	...	lve.. + **Pullman** ...arr.	10 38
*12 15	0	lve. **Pullman Junc.** arr.	10 28
12 35	5	Staley	10 14
12 45	7	Chambers	10 07
1 00	10	Johnsons ♁	10 00
1 20	15	Colton ♁	9 40
1 30	18	+ Uniontown ♁	9 32
1 40	20	Leon	9 22
2 10	27	+ **Genesee** ♁	*9 05
P M	...	ARRIVE] [LEAVE	A M

Trains marked * run daily.
† Daily, except Sunday.
§ Sunday only.

Table 43—CLEARWATER SHORT LINE.

237	Ms	*October* 31, 1909.	238
A M	...	(*Pacific time.*)	P M
†8 10	...	lve.. **Spokane** arr.	2 45
†11 35	...	lve.. **Lewiston** arr.	9 10
†2 25	0	lve.... **Arrow**... arr.	8 25
2 35	3	Myrtle	8 15
3 00	12	Agatha	7 55
3 05	13	Lenore ♁	7 50
3 22	20	+ Peck ♁	7 31
3 36	25	Ahsahka	7 19
3 46	29	+ Oro Fino ♁	7 03
4 05	37	+ Greer ♁	6 50
4 32	46	Tramway	6 26
4 50	52	+ Kamiah ♁	6 14
5 15	60	+ Kooskia ♁	5 54
5 25	63	+ **Stites** ♁	†5 45
P M	...	ARRIVE] [LEAVE	A M

EXPLANATION OF SIGNS.

a Monday, Wednesday and Friday; *c* Monday, Wednesday and Saturday; *m* Monday only.

\+ Coupon stations; ♁ Telegraph stations.

STANDARD—East of Mandan, *Central time;* between Mandan and Trout Creek, *Mountain time;* west of Trout Creek, *Pacific time.*

For Index of Stations, see pages 590-591.

Table 44—SEATTLE TO VANCOUVER, B.C.

347	343	No. 341		Mls	*October* 31, 1909.	No. 342	344	348	584
A M	Night				LEAVE] [ARRIVE		P M	A M	
*8 15	*12 15	*12 15 Night			**Portland**		8 55	7 00	
2 30	6 00	8 30 A M			lve.... **Tacoma**....arr.		2 50	†2 05	
*4 20	*7 40	*10 25 A M		0	lve...+ **Seattle** ♁ ..arr.	4 50 P M	12 40	9 00	
4 35	7 55	- -		4	Interbay ♁	- -	12 25	8 45	
4 40	8 00	- -		6	Fremont ♁	4 30 "	12 20	8 40	
4 58	8 20	- -		11	Keith	- -	12 02	8 18	
5 08	8 30	- -		15	Lake	- -	11 52	8 07	
5 25	8 47	- -		22	+ Bothell ♁	- -	11 35	7 50	
5 30	8 52	11 30 A M		24	+ **Woodinville** ♁	- -	11 30	7 45	
5 50	9 15	- -		30	+ Maltby ♁	- -	11 15	7 30	
6 15	9 40	12 15 Noon		38	arr. + **Snohomish** ♁ lve.	3 05 P M	*10 50	7 05	
				46	arr.. + **Everett**....lve.		†8 15		
	A M				*Everett Ry. & Electric Co.*		A M		
	†8 15			46	lve.... **Everett**....arr.				
6 15	*9 40	12 15 Noon		38	lve... **Snohomish** ..arr.	3 05 P M	10 50	7 05	
6 30	9 55	12 25 Noon		43	+ Machias ♁	2 51 "	10 35	6 50	
6 40	10 05	- -		46	+ **Hartford** ♁	- -	10 25	6 40	
6 52	10 15	- -		51	Getchell	- -	10 15	6 30	
7 07	10 32	- -		57	+ Edgecomb	- -	9 58	6 13	
7 15	10 40	1 03 P M		60	+ **Arlington** ♁	2 15 "	9 50	6 05	
7 25	10 50	- -		64	+ Bryant	- -	9 40	5 55	
7 40	11 05	1 25 P M		70	+ McMurray ♁	- -	9 25	5 40	
7 55	11 20	- -		76	+ Montborne	- -	9 10	5 25	
7 58	11 23	- -		77	+ Big Lake ♁	- -	9 05	5 22	
8 10	11 35	- -		83	+ Clear Lake ♁	- -	8 50	5 10	
8 20	11 45	2 10	5 55	86	+ Sedro-Woolley ♁	1 10 P M	8 40	5 00	
8 35	12 01	- -	P M	91	Thornwood	- -	8 25	4 45	A M
8 50	12 15	2 40	†3 45	97	ar. + **Wickersham** ♁ lv.	12 40 Noon	8 10	4 30	8 15
9 55	1 15			119	arr. + **Bellingham** ♁ lve.		*7 10	*5 30	
P M	P M	2 50	3 59	102	+ Acme	12 30 Noon	A M	P M	7 55
		3 15	4 20	110	+ Deming ♁	12 08 Noon			7 32
		3 40	4 45	120	+ Nooksack ♁	11 45 A M			7 15
		3 55	5 00	126	arr.... + **Sumas** ♁ ...lve.	*11 30 A M			†7 00
		10 00	P M	178	ar. **Vancouver, B.C.** lv.	*7 50 A M			A M
		P M			(*Canadian Pacific Ry.*)				

Table 45—SUNNYSIDE BRANCH.

275	273	No. 6-271	Mls	*October* 31, 1909.	No. 272-5	274	276
P M				LEAVE] [ARRIVE			P M
*9 30		*8 30 P M		**Seattle**	8 15 P M		10 00
*8 30	P M	*9 30 P M		lve...... **Tacoma**......arr.	8 15 P M	P M	10 00
§8 00	†3 00	†7 00 A M		lve... **North Yakima**...arr.	11 20 A M	7 20	3 20
§8 55	†4 20	†8 00 A M	0	lve. **Sunnyside Junc** ..arr.	10 20 A M	6 20	2 16
9 10	4 32	8 10 "	3	+ Granger	10 10 "	6 10	2 10
9 30	4 50	8 30 "	8	Outlook	9 50 "	5 48	2 00
9 45	5 05	8 45 "	12	+ Sunnyside	9 35 "	5 30	1 45
10 00	5 20	9 00 A M	20	**Grand View**	†9 20 A M	†5 15	§1 30
A M	P M			ARRIVE] [LEAVE		P M	P M

Table 46—WALLA WALLA BRANCH.

No. 554		No. 270	Mls	*October* 31, 1909.	No. 553		No. 269	
		*4 30 P M	0	lve.. + **Pendleton** ♁ .arr.			11 00 A M	
		4 48 "	7	Fulton			10 40 "	
		5 15 "	17	Helix ♁			10 18 "	
		5 27 P M	21	arr..... **Smeltz**.....lve.			10 05 A M	
a11 25 A M			0	lve... + **Athena** ♁ ...arr.	10 55 A M			
12 01 Noon			11	Hillsdale	10 20 "			
12 10 Noon			14	arr..... **Smeltz** .....lve.	a10 10 A M			
		5 27 P M	21	lve..... **Smeltz**.....arr.			10 05 A M	
		5 30 "	22	Stanton			10 00 "	
		5 48 "	29	Ring			9 30 "	
		6 15 "	40	arr...... **Hunt's**.....lve.			9 00 "	
		6 20 P M	41	arr...... **Wallula**....lve.			*8 50 A M	
	267			(*Pacific time.*)			266	
	Night	261-547			No. 262		A M	
	*12 15	*3 00 P M		lve.... **Portland**.....arr.	4 00 P M		7 00	
	8 30	9 30 P M		lve..... **Tacoma**......arr.	8 30 A M		8 15	
	8 45	9 30 P M		lve..... **Seattle** ......arr.	8 30 A M		8 15	
	7 50	11 50 P M		lve.... **Spokane**.....arr.	7 40 A M		9 35	
	*5 15	*6 40 A M	0	lve....... **Pasco** ♁ ...arr.	9 40 P M		9 10	
	5 50	7 20 A M	12	**Attalia** ♁	9 00 P M		8 35	
		8 45 A M		arr...... **Wallula** ....lve.	*8 25 P M			
549	6 27	8 03 A M	27	Adkins	8 18 P M		8 03	550
A M	6 40	8 20 A M	32	arr..... **Eureka** ♁ ...lve.	8 05 P M		7 50	A M
a11 40			0	lve. **Pleasant View**..arr.				11 15
12 25			12	Clyde				10 30
1 30			19	arr...... **Eureka** ....lve.				9 30
1 40	6 40	8 20 A M	32	lve...... **Eureka** ....arr.	8 05 P M		7 50	9 00
2 05	6 55	8 35 "	39	Lamar ♁	7 50 P M		7 30	8 35
3 10	7 37	9 16 "	55	Dry Creek	7 07		6 51	7 38
3 20	7 45	9 24 "	58	Waterloo	6 59	548	6 44	7 30
3 45	8 00	9 40 A M	63	arr.. + **Walla Walla** ♁ ..lve.	*6 45	A M	*6 30	a7 15
P M	P M	*5 30 P M	63	lve.... **Walla Walla**....arr.	P M	9 00	A M	A M
		5 45 "	68	Evans		8 40		
		5 52 "	71	Buroker		8 30 A M		
		6 10 "	74	Dixie ♁		8 20 "		
		6 35 "	79	Minnick		8 00 "		
		6 50 "	84	Coppei		7 25 "		
		7 10 "	87	+ **Waitsburg** ♁		7 10 "		
		7 27 "	93	Longs		6 53 "		
		7 45 P M	97	arr... + **Dayton** ♁ ...lve.		*6 45 A M		

Table 47—TRACY BRANCH.—Train leaves **Walla Walla** *m*7 00 a.m., arriving Tracy (7.4 miles) 7 30 a.m. Leaves Tracy *m*8 00 a.m., arriving Walla Walla 8 30 a.m.

YELLOWSTONE NATIONAL PARK ROUTE

ADDITIONAL BRANCH LINE TRAINS.

Table 48—BRANCH LINES FROM TACOMA.

No. 384	No. 362	M	October 31, 1909.	No. 381	No. 219
			(Pacific time.)		
*4 10 P M			lve...Seattle ♁.arr.		10 15 P M
*5 40 P M	*915 A M	0	lve...Tacoma ♁.arr.	8 45 A M	7 10 P M
— —	— —	9	.....Meeker.....♁	— —	— —
6 09 "	9 45 "	12	.....Alderton.....	8 16 "	6 38 "
6 14 "	9 50 "	14	..... McMillan.....	8 10 "	6 33 "
6 26 "	9 58 "	17	.....Orting.....♁	8 02 "	6 25 "
6 32 P M	1003 A M	21	arr...Crocker..lve.	7 55 A M	6 15 P M
		26	arr...Wingate..lve.		
6 46 P M	1014 A M	25	ar.South Prairie ♁.ar.	7 45 A M	6 05 P M
7 14 P M		58	arr.. Pittsburg.lve.	7 16 A M	
7 15 P M		58	lve.. Pittsburg.arr.	7 15 A M	
— —		26	lve.Cascade Jn.arr.	— —	
7 48 P M		30	+....Wilkeson.....♁	6 45 A M	
8 10 "		33	+...Carbonado...♁	6 30 "	
8 35 "		37	.....Melmont.....♁	6 10 "	
8 50 P M		39	arr...Fairfax.♁lve.	*6 00 A M	
7 02 P M	1030 A M	30	lve. + Buckley ♁.arr.	7 26 A M	5 51 P M
7 14 "	1045 "	33	arr. + Enumclaw..♁	7 15 "	5 40 "
7 27 "	1054 "	40	....Cumberland....	7 00 "	5 23 "
7 38 P M	1100 A M	42	arr....Palmer ♁.lve.	*6 55 A M	*5 17 P M
*7 50 P M		44	lve..Kanaskat ♁arr.	6 40 A M	
7 55 "		46	..Kangley Junction..	6 30 "	
8 12 "		51	.....Hemlock.....	6 10 "	
8 40 P M		59	arr..Kerriston.lve.	*5 35 A M	

Table 49—SOUTH BEND BRANCH.

No. 369	No. 367	M	October 31, 1909.	No. 368	No. 370
			(Pacific time.)		
*300 P M	*8 15 A M		lve..Portland..arr.	4 00 P M	10 30 P M
4 10 P M	8 00 A M		lve...Seattle...arr.	4 00 P M	10 15 P M
5 30 P M	9 40 A M		lve...Tacoma...arr.	2 15 P M	8 35 P M
*550 P M	*1040 A M		lve.....Gate....arr.	2 05 P M	7 15 P M
*815 P M	*1245 Noon	0	lve..Centralia..arr.	11 05 A M	6 10 P M
8 30 P M	1 15 P M	4	lve..Chehalis ♁arr.	10 50 A M	6 00 P M
8 45 "	1 30 "	9	.....Littell.....♁	10 34 "	5 45 "
8 48 "	1 35 "	10	.....Adna.....	10 30 "	5 41 "
9 01 "	1 50 "	15	.....Ceres.....	10 16 "	5 25 "
9 18 "	2 08 "	21	.....Dryad.....♁	10 00 "	5 05 "
9 35 "	2 30 "	27	.....Pe Ell.....♁	9 45 "	4 47 "
9 55 "	2 55 "	34	.....Pluvius.....	9 26 "	4 23 "
10 15 "	3 15 "	40	+....Frances.....♁	9 03 "	4 02 "
10 23 "	3 23 "	43	.....Lebam.....	8 54 "	3 51 "
10 37 "	3 37 "	47	.....Holcomb.....	8 43 "	3 37 "
10 51 "	3 50 "	52	.....Menlo.....	8 30 "	3 25 "
10 55 "	4 01 "	56	.....Willapa.....	8 17 "	3 13 "
11 15 "	4 13 "	61	+....Raymond.....♁	8 12 "	3 06 "
11 30 P M	4 25 P M	62	ar. + South Bend ♁lv.	*8 00 A M	*2 55 P M

Table 50—SNOQUALMIE BRANCH. Via Black River and Lake Washington Belt Line.

	No. 325	Mls	October 31, 1909.	No. 320	
	*4 25 P M	0	lve....+Seattle ♁...arr.	10 30 A M	
	4 50 "	10	.....Black River.....♁	10 05 "	
	5 35 "	28	.....Kirkland.....	9 20 "	
	5 55 "	35	+....Woodinville....♁	9 00 "	
	6 05 "	38	.....Willows.....	8 45 "	
	6 17 "	41	+.....Redmond.....	8 28 "	
	6 45 "	49	+.....Monohon.....	8 04 "	
	6 57 "	53	+.....Issaquah.....♁	7 53 "	
	7 25 "	61	+.....Preston.....♁	7 33 "	
	7 37 "	64	+.....Falls City.....♁	7 20 "	
	7 45 "	67	.....Snoqualmie Falls.....	7 13 "	
	7 48 "	68	+.....Snoqualmie.....♁	7 10 "	
	8 00 P M	70	+.....North Bend.....♁	*7 00 A M	
		73	arr.....Sallal.....lve.		

Table 51—MONTE CRISTO BRANCH.

No. 567	563	Mls	October 31, 1909.	568	No. 570
	A M		LEAVE] [ARRIVE		
7 50 A M	7 50		.....Seattle.....		8 55 P M
7 45 A M	7 45		lve.....Everett.....arr.	P M	
a1030 A M	b1030	0	lve....+Hartford ♁...arr.	1 00	2 50 P M
11 30 A M	11 15	6	+.... Granite Falls ....♁	b1215	2 05 "
12 30 Noon	A M	14	+..... Robe.	Noon	a1 20 P M
		29	.....Silverton.....		
		42	arr...Monte Cristo..lve.		

Table 52—GRAY'S HARBOR BRANCH, VIA CENTRALIA.

377	373	No. 379	375-365	M	October 31, 1909.	312-374	No. 378	376	380
A M					(Pacific time.)				
*1000		*3 00 P M	*8 15 A M		lve....Portland...arr.	4 00 P M	10 30 P M		
1 15		1 15 P M	8 00 A M		lve.... Seattle....arr.	4 00 P M	10 15 P M		
*3 05 A M		3 05 P M	9 40 A M		lve.... Tacoma....arr.	2 15 P M	8 35 P M	P M	P M
*5 00	*9 50	*6 45 P M	*1 55 P M	0	lve....Centralia ♁.arr.	11 10 A M	6 20 P M	2 46	7 55
5 12	10 05	6 57 "	1 47 "	6	.....Grand Mound.....	10 58 "	6 07 "	2 33	7 42
5 20	10 15	7 05 "	1 55 "	10	.....Rochester.....	10 47 "	5 57 "	2 22	7 32
5 30	10 25	7 25 "	2 15 "	13	.....Gate.....♁	10 40 "	5 50 "	*2 15	*7 25
P M	A M	7 35 "	2 28 "	18	.....Oakville.....♁	10 15 "	5 26 "	P M	P M
		7 53 "	2 47 "	26	.....Porter.....	9 58 "	5 08 "		
		8 10 "	3 08 "	32	+.....Elma.....♁	9 45 "	4 50 "		
		8 20 "	3 20 "	36	.....Satsop.....♁	9 27 "	4 39 "		
		8 32 "	3 35 "	42	+.... Montesano....♁	9 15 "	4 26 "		
		8 10 "	4 20 "	53	+....Aberdeen....♁	8 30 "	3 40 "		
		9 25 P M	4 40 "	57	arr..+ Hoquiam ♁.lve.	8 10 "	*3 25 P M		
			4 40 "	57	lve....Hoquiam...arr.	8 00 "			
			4 50 "	60	..Gray's Harbor City..	7 50 "			
			5 17 "	69	.....Tulips.....	7 23 "			
			5 40 "	77	.....Onslow.....	7 01 "			
			5 57 "	82	.....Pacific.....	6 45 "			
			6 05 P M	85	.....Moclips.....	*6 35 A M			
					ARRIVE] [LEAVE				
					ARRIVE] [LEAVE				
			†4 25 P M	54	.....Cosmopolis...♁	†7 45 A M	No. 384		
			e4 30 P M	54	lve...Cosmopolis.arr.		e6 30 P M		
			e4 43 P M	53	....South Aberdeen....		6 24 P M		
			e4 53 "	55	....West Aberdeen....		6 20 "		
			e5 23 "	63	.....Markham.....		5 50 "		
			e5 30 P M	66	.....Ocosta.....		e5 40 P M		
					ARRIVE] [LEAVE				

Table 53—GRAY'S HARBOR BRANCH, VIA OLYMPIA.

		309	365	311	Mls	October 31, 1909.	312	368	310			
		P M		A M		(Pacific time.)	P M	P M	P M			
		*315	A M	*7 00		lve.....Seattle.....arr.	3 00	10 15	11 00			
		*455	*1110	*8 20		lve.....Tacoma.....arr.	1 20	8 05	9 40			
		*520	*1140	*8 40	0	lve.....Lakeview ♁...arr.	12 55	7 40	— —			
		5 24	11 44	— —	2	.....Country Club.....	12 48	7 34	— —			
		5 27	11 49	— —	4	.....Cosgrove.....	12 43	7 29	— —			
		5 46	12 16	— —	13	.....Sherlock.....	12 16	7 08	— —			
		6 01	12 45	— —	20	.....Lacey.....	11 58	6 50	— —			
		6 26	1 10	9 35	25	+.....Olympia.....♁	11 40	6 35	8 25			
		6 41	1 25	— —	30	.....Belmore.....	11 16	6 16	— —			
		6 56	1 40	— —	36	.....Little Rock.....♁	11 01	6 04	— —			
		7 02	1 50	— —	40	.....Mima.....	10 51	5 57	— —			
		7 25	2 15	— —	44	.....Gate.....♁	10 40	5 50	— —			
		7 36	2 28	10 15	49	.....Oakville.....♁	10 15	5 26	7 35			
		7 53	2 47	— —	57	.....Porter.....	9 58	5 08	— —			
		8 10	3 08	10 50	63	.....Elma.....♁	9 45	4 50	7 10			
		8 20	3 20	— —	67	.....Satsop.....♁	9 27	4 39	— —			
		8 32	3 36	11 10	72	.....Montesano.....♁	9 15	4 26	6 55			
		8 10	4 20	11 45	84	.....Aberdeen.....♁	8 30	3 40	6 15			
		8 25	4 40	12 01	88	arr.....lve.	*8 10	*3 25	*6 00			
		P M	6 05	Noon	116	.....Moclips.....	*6 35	P M	P M			
			P M			ARRIVE] [LEAVE	A M					

Table 54—BELLINGHAM BRANCH.

	No. 347	No. 343	Mls.	October 31, 1909.	No. 344	No. 348	
	*4 20 P M	*7 40 A M		lve..... Seattle ♁...arr.	12 40 Noon	9 00 P M	
	*8 50 P M	*1215 Noon	0	lve...Wickersham ♁.arr.	8 10 A M	4 30 P M	
	8 56 "	12 20 "	1	.....Mirror Lake.....	8 05 "	4 25 "	
	9 00 "	12 25 "	4	.....Park.....	8 00 "	4 20 "	
	9 03 "	12 28 "	5	.....Blue Canyon.....	7 55 "	4 15 "	
	9 27 "	12 48 "	11	.....Woodlawn.....	7 35 "	3 55 "	
	9 37 "	12 58 Noon	15	.....Silver Beach.....♁	7 25 "	3 45 "	
	9 55 P M	1 15 P M	22	arr..+ Bellingham ♁.lve.	*7 10 A M	*3 30 P M	

Table 56—PORT TOWNSEND SOUTHERN RAILROAD.

	Pas.	Mls	October, 1906.	Pas.		
	A M		(Pacific time.)	P M		
	†6 30	0	lv. + Port Townsend.ar.	3 00		
	10 50	6	..... Tukey's	2 25		
	11 00	9	..... Woodman's.....	2 15		
	11 10	11	..... Fairmont.....	2 05		
	11 25	14	..... Cooper	1 50		
	11 35	16	... Crocker's Lake ...	1 40		
	11 55	20	..... Leland	1 30		
	12 15	24	..... De Lion	1 10		
	12 30	26	.....Quilcene	†1 00		
	Noon		ARRIVE] [LEAVE	P M		

Table 57—OLYMPIA DIVISION.

1	Mls	October, 1906.	2
A M		(Pacific time.)	P M
*1050	0	lve. + Olympia ..arr.	1 50
11 00	2	..... Tumwater	1 43
— —	6	..... Bush.....	— —
11 20	9	..... Plumb	1 23
— —	13	.....Gilmore.....	— —
11 40	15	arr.... Tenino ...lve.	*1 05
8 35		..... Portland.....	*8 30
P M		ARRIVE] [LEAVE	A M

Table 58—YACOLT BRANCH.

372	Mls	October 31, 1909.	371
P M		(Pacific time.)	A M
*4 00	0	lve.. Portland ..arr.	9 00
4 52	14	.Vancouver Junction.	8 07
5 04	17	..... Hidden.....	7 57
5 14	20	.....Barberton.....	7 52
5 20	21	..... Homan	7 47
5 30	24	.... Brush Prairie....	7 40
5 40	28	....Battle Ground..♁	7 28
5 57	33	..... Heison.	7 04
6 20	40	.....Yacolt.....♁	*6 45
P M		ARRIVE] [LEAVE	A M

Table 59. DARRINGTON BRANCH.

569	Mls	October 31, 1909.	572
A M		LEAVE] [ARRIVE	P M
†7 40		.....Seattle....♁	3 00
†1100	0	.....Arlington...♁	5 00
11 30	5	..... Trafton	4 30
12 01	11	..... Oso	3 55
— —	15	.....Rowan.....	— —
12 30	17	..... Hazel.....	3 25
12 45	20	.....Lampson	3 05
1 10	22	.....Irving ....♁	2 50
1 30	28	....Darrington..♁	†2 30
P M		ARRIVE] [LEAVE	P M

Table 60—STEAMERS "NAVY YARD ROUTE"—SEATTLE.

Leave **Seattle** for **Bremerton, Port Orchard** and **Charleston** †6 40, *7 30, *8 45, *▣10 00, *11 30 a.m., *1 30, *2 30, *4 00, *6 15 p.m. (Thursday and Saturday only 11 30 p.m.). Returning, leave Charleston for Seattle †6 55, *7 45, *10 00 a.m., *2 15, *4 45, *6 45 p.m. Leave Port Orchard for Seattle †6 50, *8 00, *9 55 a.m., *2 10, *4 40, *6 40 p.m. Leave Bremerton for Seattle †7 10, *8 15, *10 15, *11 15 a.m., *2 45, *5 15, *6 00, *7 15 p.m.

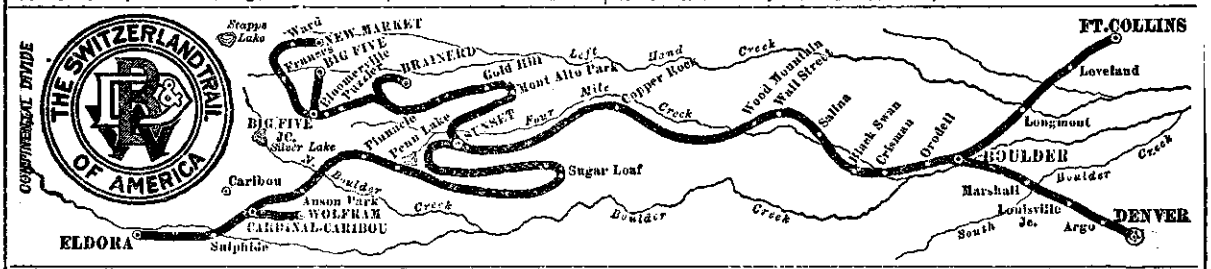
June 14, 1909.

* Daily; † daily, except Sunday; *a* Monday, Wednesday and Friday; *b* Tuesday, Thursday and Saturday; *e* Wednesday and Saturday. ▣ Runs to Bremerton only. + Coupon stations; ♁ Telegraph stations.

For Index of Stations, see pages 590-591.

DENVER, BOULDER & WESTERN RAILROAD.

W. B. HAYES, President and Treasurer, Boulder, Colo. | C. M. WILLIAMS, Secretary and Superintendent, Boulder, Colo.
L. R. FORD, Traffic Manager and Auditor, " | C. J. KENNEDY, Master Mechanic, "



No. 7	No. 35	Mls.	November 15, 1909.	Eleva.	No. 8	No. 36
			LEAVE / ARRIVE			
*1230 Noon	*8 00 A M		Denver	5,280	10 30 A M	6 00 P M
	5 15 A M		lve. Greeley arr.			8 25 P M
	6 20 A M		lve. Fort Collins arr.	4,072		7 15 P M
*1 30 P M	*9 25 A M	0	lve. Boulder ♁ arr.	5,400	9 05 A M	4 35 P M
1 52 "	9 45 "	2.9	Orodell	6,000	8 51 "	4 22 "
2 18 "	10 05 "	6.5	Crisman	6,500	8 36 "	4 07 "
2 32 "	10 14 "	7.5	+ Salina ♁	6,800	8 27 "	4 00 "
2 45 "	10 24 "	9.0	Wall Street	7,100	8 18 "	3 52 "
3 17 "	10 45 "	13.3	arr. + Sunset ♁ lve.	7,800	8 00 "	3 35 "
3 30 "	10 50 "	13.3	lve. Sunset arr.	7,800	8 00 "	3 30 "
— —	— —	17.8	Sugar Loaf	8,440	7 39 "	3 09 "
3 57 "	11 15 "	17.9	Tungsten	9,050	7 37 "	3 07 "
4 21 "	11 39 "	22.4	Glacier Lake	9,050	7 34 "	2 44 "
4 24 "	11 42 A M	23.3	Hill	9,070	7 10 "	2 40 "
5 07 P M	12 25 Noon	30.0	Cardinal ♁	8,715	6 33 A M	2 05 P M
		31.3	Nederland			
5 20 P M	12 37 Noon	32.1	Sulphide	8,263	6 21 A M	1 51 P M
		33.4	Powor Camp	8,500		
5 23 P M	12 40 Noon	32.7	Lake Eldora	8,700	6 17 A M	1 47 P M
5 30 P M	12 45 Noon	35.9	+ Eldora ♁	8,730	*6 15 A M	*1 45 P M
			ARRIVE / LEAVE			

Nos. 35-5	Mls	December 5, 1909.	Eleva.	Nos. 6-36
		LEAVE / ARRIVE		
8 00 A M		Denver	5,280	6 00 P M
5 15 A M		lve. Greeley arr.		8 25 P M
6 20 A M		lve. Fort Collins arr.	4,072	7 15 P M
§9 25 A M	0	lve. Boulder ♁ arr.	5,400	4 35 P M
9 45 "	2.9	Orodell	6,000	4 22 "
10 05 "	6.5	Crisman	6,500	4 07 "
10 14 "	7.5	+ Salina ♁	6,800	4 00 "
10 24 "	9.0	Wall Street	7,100	3 52 "
10 45 "	13.3	arr. + Sunset ♁ lve.	7,800	3 35 "
10 50 "	13.3	lve. Sunset arr.	7,800	3 25 "
11 12 "	16.4	Mont Alto Park	8,600	3 09 "
11 19 "	17.8	Gold Hill	8,740	3 00 "
11 29 "	20.0	Brainerd	8,780	2 44 "
11 37 "	21.9	Puzzler	8,800	2 29 "
11 44 A M	23.0	Bloomerville	9,030	2 21 P M
— —	23.6	Big Five Junction	9,100	— —
	24.6	Big Five	8,900	
11 53 A M	24.6	Frances	9,300	2 10 P M
12 01 Noon	27.1	+ Ward ♁	9,450	§2 00 P M
		ARRIVE / LEAVE		

Mountain time.

* Daily; § Sunday only. + Coupon stations; ♁ Telegraph stations.

Direct Connections.—At Boulder—With Colorado & Southern Ry. and Union Pacific R.R., for all points North, East, South and West. Solid Through Trains between Denver and all Denver, Boulder & Western points.

Stage Connections.—Stage lines operate daily between **Salina and Gold Hill** (3½ miles), and daily between **Cardinal and Nederland** (1½ miles).

SALISBURY & ALBERT RAILWAY.

A. S. SWAN, President, New York, N.Y. | A. SHERWOOD, Manager, Hillsboro, N.B.
J. D. NEWTON, Vice-Prest., " | H. LARSEN, Trackmaster, "
WILLIAM LUDEWIG, Sec'y, " | J. MCDONALD, Master Mechanic, "

No. 2	Ms.	October 18, 1909. (Atlantic time.)	No. 1
†6 00 A M	0	lve. Albert arr.	2 52 P M
b6 04 "	1	Riverside	b2 48 "
b6 12 "	3	Hopewell Hill	b2 41 "
b6 28 "	7	Daniels	b2 26 "
6 40 "	10	Cape	2 14 "
b6 48 "	12	Curryville	b2 06 "
b6 52 "	13	McHenry's	b2 02 "
b6 56 "	14	Wilson's	b1 58 "
b7 00 "	15	Woodworth's	b1 54 "
b7 04 "	16	Albert Mines	b1 50 "
7 20 "	21	arr. Hillsboro lve.	1 30 "
7 30 "	21	lve. Hillsboro arr	1 00 P M
b7 38 "	23	Weldon	b12 52 Noon
b7 46 "	25	Salem	b12 45 "
b7 58 "	28	Stony Creek	b12 35 "
b8 10 "	32	Baltimore	b12 25 "
b8 26 "	35	Turtle Creek	b12 10 Noon
b8 50 "	41	Coverdale	b11 46 A M
b8 54 "	42	Price's	b11 42 "
9 05 A M	45	arr. Salisbury Jn.[1] lve.	†11 30 A M

Trains marked † run daily, except Sunday; b stops on signal to leave passengers.

Connection.—[1] With Intercolonial Ry.

TEMISCOUATA RAILWAY.

D. B. LINDSAY, General Manager. | F. X. BELANGER, Gen. Freight Agt.
G. G. GRUNDY, Superintendent. | General Offices—Riviere du Loup, P.Q.

No. 3	No. 1	Ms	November 1, 1909.	No. 4	No. 2
†11 00 A M	†7 20 A M	0	lv. Riviere du Loup[1] ar.	4 00 P M	9 00 P M
11 30 A M	7 39 "	7	Ste. Modeste	3 37 "	8 40 "
12 05 Noon	8 02 "	16	Whitworth	2 57 "	8 18 "
12 50 Noon	8 29 "	27	St. Honore	2 20 "	7 52 "
1 55 P M	8 47 "	33	St. Louis	1 55 "	7 32 "
2 15 "	8 59 "	38	St. Louis Church	1 30 "	7 20 "
2 40 "	9 11 "	43	Cabano	1 05 P M	7 08 "
— —	9 33 "	51	Cloutiers	12 19 Noon	6 46 "
3 58 "	9 36 "	52	Notre Dame du Lac	12 09 Noon	6 43 "
4 31 "	10 00 "	60	Ste. Rose	11 23 A M	6 21 "
5 52 "	10 35 "	75	St. Jacques Church	10 28 "	5 44 "
6 12 "	10 50 "	81	arr. Edmundston lve.	9 59 "	5 28 "
7 02 "	11 05 "	81	lve. Junction[2] arr.	9 07 "	5 13 "
7 32 "	11 28 "	89	St. Hilaire	8 32 "	4 50 "
7 40 "	11 34 "	91	St. Hilaire Church	8 22 "	4 44 "
7 52 "	11 44 "	95	Baker Brook	8 02 "	4 34 "
8 04 "	11 53 A M	98	Caron Brook	7 52 "	4 25 "
8 16 "	12 02 Noon	101	Clairs	7 37 "	4 18 "
8 32 "	12 16 "	106	The Ledges	7 17 "	4 02 "
8 55 P M	12 33 Noon	113	arr. Connors lve.	†6 50 A M	†3 45 P M

† Daily, except Sunday. Eastern time.

Connections.—[1] With Intercolonial Ry. [2] With Canadian Pacific Ry.

CENTRAL ONTARIO RAILWAY.

C. E. RITCHIE, President, Akron, O. | J. D. ROWE, Treasurer, Trenton, Ont.
J. J. WARREN, Vice-Prest., Toronto, Ont. | J. D. EVANS, Chief Eng'r., "
GEO. COLLINS, Mgr., Trenton, Ont. | G. A. HOAG, Supt., "

8	4	2	6	Ms	May 24, 1909. (Eastern time.)	1	5	3	7	9
	P M	A M				A M		P M		P M
	†3 30	†9 00		0	lve. Picton[1] arr.	8 30		1 15		7 00
	3 40	9 10		4	Bloomfield[2]	8 15		1 05		6 50
	3 46	9 15		7	Hallowell	8 10		1 00		6 45
	3 55	9 25		11	Wellington	8 00		12 50		6 36
	4 05	9 35		15	Niles' Corners	7 50		12 40		6 25
	4 08	9 38		18	Hillier	7 45		12 30		6 20
	4 20	9 50		21	Consecon	7 35		12 20		6 10
	4 30	10 00		25	Weller's Bay	7 25		12 10		6 00
Noon	4 32	10 02	A M	27	Canal	7 20	A M	12 05	P M	5 56
†12 45	4 45	10 15	†6 15	30	Trenton[3]	7 15	10 25	12 00	5 00	5 50
1 00	4 55	10 25	6 25	32	Trenton Junction[4]	†7 00	10 15	†11 50	4 45	§5 40
1 20	P M	A M	6 40	38	Frankford	A M	10 00	A M	4 30	P M
1 40			6 55	45	Anson Junction[5]		9 40		4 15	
1 55			7 10	50	Rawdon		9 25		4 05	
2 05			7 18	53	Springbrook		9 15		4 00	
2 20			7 25	55	C. P. Ry. Junction[6]		9 10		3 56	
2 40			7 40	60	Marmora		8 45		3 40	
3 00			7 55	66	Malone		8 25		3 25	
3 10			8 00	71	Eldorado[7]		8 10		3 10	
3 25			8 25	76	Bannockburn[8]		7 55		3 00	
3 40			8 35	80	Millbridge		7 30		2 50	
4 10			9 00	89	Gilmour		7 00		2 25	
4 25			9 15	92	St. Ola		6 50		2 10	
4 40			9 25	97	Ormsby Junction		6 35		2 00	
4 50				99	Ormsby		6 25			
5 10				104	Coe Hill		†6 10			
P M			9 30	99	Brinklow		A M		1 55	
			9 50	105	Turiff				1 40	
			10 00	109	L'Amable				1 25	
			10 10	113	Bronson				1 10	
			10 25	117	Bancroft				1 00	
			10 45	120	Birds Creek				12 40	
			11 05	126	Hybla				12 25	
			11 25	132	Maynooth				†12 10	
			A M		ARRIVE / LEAVE				Noon	

Additional Train — Leaves Picton *k*1 15 p.m., arriving Trenton Junction 8 40 p.m.

† Daily, except Sunday; *k* Saturday only.

Connections.—[1] With boats for Deseronto, Napanee and Kingston. [2] With stage for Sandbanks. [3] With boats for all Bay ports. [4] With Gd. Tk. Ry. for all points east and west. [5] With Gd. Tk. Ry., Mid. Div. [6] With Can. Pac. Ry. for all points east and west. [7] With stage for Madoc. [8] With Bay of Quinte Ry.

BUTTE, ANACONDA & PACIFIC RAILWAY.

JOHN D. RYAN, President, Butte, Mont.
M. S. DEAN, Vice-President, 1559 Railway Exchange, Chicago, Ill.
B. B. THAYER, 2d Vice-President, 42 Broadway, New York.
F. A. JONES, General Superintendent, Anaconda, Mont.
P. M. HALLORAN, Auditor and Treasurer, "
C. F. KELLEY, General Counsel, Butte, Mont.
E. C. THOMAS, Gen. Freight and Passenger Agt., Anaconda, Mont.
M. KINGSLEY, Superintendent Transportation, "
DAVID GRATTAN, Master Mechanic, "
WILLIAM SANDER, Car Accountant, "

No. 7	No. 5	No. 3	No. 1	Mls	*August* 15, 1909.	No. 10	No. 2	No. 4	No. 6	No. 8
					LEAVE] [ARRIVE					
*11 30 P M	*5 00 P M	*1 00 P M	*9 40 A M	0	.....**Butte**[1].....ō	5 05 A M	9 00 A M	12 25 Noon	4 00 P M	7 40 P M
— —		— —	— —	1.0	.....West Butte.....	— —		— —	— —	— —
11 40 "	5 10 "	1 10 "	9 50 "	3.9	.....Rocker.....ō	— —	8 50 "	12 15 "	3 50 "	7 30 "
11 44 "	5 14 "	— —	9 55 "	5.8	.....Nissler.....	— —	8 45 "	— —	3 45 "	— —
11 47 P M	5 17 "	1 17 "	9 57 "	6.8	.....**Silver Bow**[2]...ō	— —	8 43 "	12 08 Noon	3 43 "	7 23 "
— —	5 21 "	— —	10 03 "	8.8	.....Dawson.....	— —	8 37 "	— —	— —	7 17 "
12 05 Night	5 35 "	1 35 "	10 15 "	13.7	.....**Durant**[3]....ō	— —	8 25 "	11 50 A M	3 25 "	7 05 "
12 10 "	5 40 "	1 40 "	10 20 "	16.0	.....Gregson.....ō	— —	8 20 "	11 45 "	3 20 "	7 00 "
— —		— —	— —	21.0	.....Staton.....	— —	— —	— —	— —	— —
12 22 "	5 52 "	— —	10 32 "	21.9	.....Silica.....	— —	8 08 "	11 33 "	3 08 "	6 48 "
12 24 "	5 54 "	1 54 "	10 34 "	23.8	.....Smelters.....	— —	8 06 "	— —	— —	6 46 "
— —		— —	— —	24.2	....East Anaconda..ō	— —	— —	— —	— —	— —
12 30 Night	6 00 P M	2 00 P M	10 40 A M	25.9	+.....**Anaconda**....ō	*4 15 A M	*8 00 A M	*11 25 A M	*3 00 P M	*6 40 P M
					ARRIVE] [LEAVE					

STUART BRANCH.

Operated for freight service only.

Mls	*August* 15, 1909.
	LEAVE] [ARRIVE
0	.....**Stuart**.....ō
4.5	.....Mill Creek.....
8.4	.....**Anaconda**....ō
	ARRIVE] [LEAVE

ROCKER HILL LINE.

Operated for freight service only.

Mls	*August* 15, 1909.
0	lve...**Butte Hill**ō arr.
.4	.....Gagnon Spur.....
1.6	....School of Mines....
2.0	.....Spur No. 1.....
4.5	arr.....**Rocker**ō..lve.

STANDARD—*Mountain time.*

GREAT NORTHERN RAILWAY LINE CONNECTIONS AT BUTTE.

No. 8—With Great Northern Flyer leaving Butte 4 30 p.m.
No. 7—With Great Northern Flyer arriving Butte 5 10 p.m.
No. 10—With train leaving Butte 8 00 a.m.

NORTHERN PACIFIC RAILWAY CONNECTIONS AT DURANT

No. 1—With westbound through train.
No. 4—With eastbound through train.
No. 8—With eastbound through train.
No. 7—With westbound through train.

Trains marked * run daily.
+Coupon stations; ō Telegraph stations.

CONNECTIONS.

[1] With Great Northern Ry. and Northern Pacific Ry.
[2] With Oregon Short Line R.R.
[3] With Northern Pacific Ry.

COLORADO & WYOMING RAILWAY COMPANY.

J. F. WELBORN, President, Denver, Colo.
L. M. BOWERS, Vice-President and Treasurer, "
D. C. BEAMAN, Vice-President, Gen. Counsel and Sec'y, "
R. L. HEARON, General Manager, "
J. A. WRITER, Auditor, "
S. G. PIERSON, Purchasing Agent, Denver, Colo.
R. M. HOSEA, Chief Engineer, Pueblo, Colo.
J. B. McKENNAN, Gen. Supt. Middle Div., "
GEO. VAN BRIMER, Supt. Middle and Northern Divs., "
A. L. DAIN, Superintendent Southern Div., Trinidad, Colo.

General Offices—Boston Building, Denver, Colo.

SOUTHERN DIVISION.

No. 1	Mls	*May* 24, 1908.	Mls	No. 2
		lve.....**Trinidad**ō..arr.		
*7 55 A M	0	(*A. T. & S. F. Depot.*)	31.1	5 45 P M
8 05 "	2.1	.....**Jansen**[1].....ō	29.0	5 38 "
8 10 "	4.6	.....Sopris Crossing.....	26.5	5 27 "
8 14 "	6.1	.....Longsdale.....	25.0	5 23 "
— —	7.4	.....**Sopris**[2].....	23.7	— —
8 18 "	7.8	.....Madrid.....	23.3	5 19 "
8 31 "	13.6	+.....Segundo.....ō	17.5	5 04 "
8 34 A M	15.0	arr...**Primero Junc**lve.	16.1	5 01 P M
8 42 A M	17.6	arr...+**Primero**ō..lve.	18.7	*4 53 P M
*8 43 A M	17.6	lve.....**Primero**....arr.	18.7	4 52 P M
8 54 A M	15.0	lve..**Primero Junc**.arr.	16.1	4 42 P M
8 56 "	16.0	.....Sarcillo.....	15.1	4 40 "
8 58 "	16.7	.....Lorencito.....	14.4	4 38 "
9 09 "	21.1	+.....Weston.....ō	10.0	4 28 "
9 21 "	26.1	.....Bingham.....	5.0	4 17 "
9 28 "	29.1	.....Leon.....	2.0	4 10 "
9 35 A M	31.1	+.....**Tercio**.....ō	0	*4 05 P M
		ARRIVE] [LEAVE		

* Daily; † daily, except Sunday. +Coupon stations; ō Telegraph stations. STANDARD—*Mountain time.*

NORTHERN DIVISION.

No. 4	No. 2	Mls	*May* 30, 1909.	Mls	No. 1	No. 3
†3 05 P M	†11 25 A M	0	lve..**Hartville Jn**[3]ō arr.	14.5	11 05 A M	2 45 P M
3 11 "	11 31 "	1.6	.....Mitchell.....	12.9	10 59 "	2 39 "
3 39 "	11 59 A M	9.4	.....**Guernsey**[4]....ō	4.1	10 28 "	2 08 "
4 02 "	12 22 Noon	12.8	.....Hartville.....	1.7	10 06 "	1 46 "
4 10 P M	12 30 Noon	14.5	arr.....**Sunrise**ō..lve.	0	†10 00 A M	†1 40 P M

MILEAGE.

Northern Division in Wyoming—Main Line	14.5
" " Spurs and Sidings	5.2
Middle Division at Minnequa, Colo.—Spurs and Sidings	73.3
Southern Division in Colorado—Main Line	31.1
" " Spurs and Sidings	42.5
Total mileage	166.6

CONNECTIONS.

[1] With A. T. & S. F. Ry. and D. & R. G. R.R.
[2] With C. & S. Ry.
[3] With C. & S. Ry.
[4] With C. B. & Q. Ry.

CRYSTAL RIVER RAILROAD COMPANY.

J. F. WELBORN, President, Denver, Colo.
L. M. BOWERS, Vice-President and Treasurer, "
D. C. BEAMAN, Vice-President, Gen. Counsel and Sec'y, "
R. L. HEARON, General Manager, "
J. A. WRITER, Auditor, Denver, Colo.
S. G. PIERSON, Purchasing Agent, "
R. M. HOSEA, Chief Engineer, Pueblo, Colo.
T. M. GIBB, Superintendent, Redstone, Colo.

General Offices—Boston Building, Denver, Colo.

MAIN LINE.—Standard Gauge.

No. 1	Mls	*February*, 1907.	Mls	No. 2
†11 00 A M	0	lve..**Carbondale**[1]ō arr.	20.1	7 35 A M
11 07 "	1.7	.....Grubbs.....	18.3	7 30 "
11 32 "	4.6	.....Sewell.....	15.4	7 18 "
11 56 A M	10.5	.....Janeway.....	9.4	6 40 "
12 11 Noon	12.8	.....Avalanche.....	7.2	6 30 "
12 25 Noon	16.6	arr..+**Redstone**ō.lve.	3.4	†6 20 A M
	16.6	lve....**Redstone**....arr.	3.4	
	18.1	.....Crystal Ranch.....	2.0	
	20.1	arr.....**Placita**ō...lve.	0	

COALBASIN BRANCH.—Narrow Gauge.

Mls	*March*, 1909.	Mls
	LEAVE] [ARRIVE	
0	.....**Redstone**.....ō	11.8
7.8	..... Medio	4.0
11.8	+.....**Coalbasin**.....ō	0
	ARRIVE] [LEAVE	

Not in operation. *Not in operation.*

† Daily, except Sunday. + Coupon stations; ō Telegraph stations.
STANDARD—*Mountain time.*
Connection.—[1] With Denver & Rio Grande R.R.

NORTHWESTERN PACIFIC RAILROAD COMPANY.

SUCCESSOR TO

THE EUREKA & KLAMATH RIVER R.R. CO.—THE SAN FRANCISCO & NORTH PACIFIC RY. CO.
SAN FRANCISCO & NORTHWESTERN RY. CO.—CALIFORNIA NORTH-WESTERN RY. CO.
FORT BRAGG & SOUTHEASTERN R.R. CO.—NORTH SHORE R.R. CO.

A. H. PAYSON, Pres't. and Chairman Executive Com., San Francisco, Cal.
E. B. CALVIN, Vice-President, »
THOS. MELLERSH, Comptroller, »
G. L. KING, Secretary, »
C. H. REDINGTON, Treasurer, »
J. B. DOYLE, Cashier, »
J. W. LILIENTHAL, General Counsel, »
W. S. PALMER, General Manager, »
J. J. GEARY, General Pas. and Fht. Agent, »
H. W. ELLIOTT, General Purchasing Agent, »
T. LOVE, Agent, Union Ferry Depot, Acting Gen. Bag. Agt., »

W. C. EDES, Chief Engineer, San Francisco, Cal.
F. K. ZOOK, Engineer Maintenance of Way, Sausalito, Cal.
J. K. BRASSILL, Master Mechanic and Supt. of Steamers, Tiburon, Cal.
W. J. HUNTER, Superintendent Southern Division, Sausalito, Cal.
C. B. QUIRELL, Storekeeper, Tiburon, Cal.
F. T. VANATTA, Chief Electrician and Supt. Power House, Sausalito, Cal.
JOHN H. McRAE, Superintendent Northern Division, Albion, Cal.
B. F. PORTER, Assistant General Manager, Eureka, Cal.
T. R. LEVER, Asst. Gen. Fht. and Pas. Agent, »
F. R. LATHAM, Sec'y & Land Agt. North Shore Land Co., San Francisco, Cal.

ELECTRIC SUBURBAN SERVICE.

STATIONS.	Mls.	Minutes.	Minutes.
San Francisco	0	0	0
Sausalito	6.0	32	32
Mill Valley Junction	9.5	43	....
Alto	10.5	45	....
Chapman	11.8	46	....
Corte Madera	12.1	50	....
Baltimore Park	12.4	51	45
Detour	13.8	....	47
Green Brae	14.4	....	48
Scheutzen	15.2	....	50
San Rafael	16.4	....	52
B Street	17.0	....	56
West End	17.5	....	59
San Anselmo	18.9	....	1 h. 4 m.

From San Francisco to San Rafael and San Anselmo, via Detour.

Leave San Francisco for San Anselmo †7 00, †7 40, *8 20, §9 00, ‖10 00, §11 00 a.m., ‖12 00 noon, §1 00, *2 00, *4 00, *4 40, *5 20 p.m.; for West End *8 00 p.m.; for B Street *6 40 p.m. Leave Sausalito for San Anselmo †6 54 a.m., §3 18 p.m.

Returning, leave San Anselmo for San Francisco ⊡†6 17, ⊡†6 57, †7 32, †8 12, *8 52, *9 32, §10 32, §11 32 a.m., §12 32 noon, §1 32, §2 32, *3 12, *5 12, *6 52, *8 32 p.m.

Trai s marked ⊡ start from West End.

November 15, 1909.

Baltimore Park	12.4	51	....
Larkspur	12.9	52	....
Escalle	13.4	54	....
Kentfield	14.2	56	....
Ross	15.0	58	....
San Anselmo	16.0	1 hour.	....
West End	17.4	1 h. 5 m.	....
B Street	17.9	1 h. 8 m.	....
San Rafael	18.4	1 h. 10 m.	....
Yolanda	16.7	1 h. 2 m.	....
Lansdale	17.1	1 h. 3 m.	....
Pastori	17.4	1 h. 4 m.	....
Fairfax	17.7	1 h. 7 m.	....

From San Francisco to San Anselmo, Fairfax and San Rafael, via Larkspur.

Leave San Francisco for San Anselmo *7 00, *7 40, *8 20, *9 00, *10 00, *11 00 a.m., *12 00 noon, *1 00, *2 00, *3 00, *4 00, *4 40, *5 20, *6 00, *6 40, *8 00, *10 00 p.m., *12 01 night. Lve. San Francisco for Fairfax †7 00, *7 40, *8 20, *9 00, *10 00, §11 00 a.m., §12 00 noon, §1 00, *2 00, *4 00, *4 40, *5 20, *8 00 p.m. Lve. San Francisco for San Rafael §7 00, †9 00, †10 00, †11 00 a.m., ‖12 00 noon, †1 00, *3 00, *6 40, *8 00, *10 00 p.m., 1 09 a.m. Lve. Sausalito for San Anselmo and Fairfax †6 10, †6 49 a.m.; for San Anselmo and San Rafael §6 49 a.m.

Returning, leave San Rafael for San Francisco † 29, §6 07, §7 27, §8 11, †10 27, †11 27 a.m., †12 27 noon, †1 27, †2 27, †3 50, *4 27, *7 57, *9 57, *11 55 p.m. Leave Fairfax for San Francisco †6 10, †6 50, †7 30, †8 10, *8 50, *9 30, *10 28, *11 28 a.m., §1 30, §2 30, *3 10, *5 10, *5 50, *8 30 p.m. Leave San Anselmo for San Francisco †5 39, *6 17, *6 57, *7 37, *8 17, *8 57, *9 37, *10 37, *11 37 a.m., *12 37 noon, *1 37, *2 37, *3 17, *4 00, *4 37, *5 17, *5 57, *8 57, *8 07, *10 07 p.m., *12 05 night.

MILL VALLEY BRANCH.

STATIONS.	Mls.	Minutes.
San Francisco	0	0
Sausalito	6.0	32
Pine	7.2	⊙
Waldo	7.8	⊙
Manzanita	8.7	⊙
Mill Valley Junction	9.5	40
Locust Avenue	10.4	42
Park Avenue	10.7	43
Mill Valley	11.3	45

Trains leave San Francisco for Mill Valley *7 00, *7 40, *8 20, *9 00, *10 00, *11 00 a.m., *2 00 noon, *1 00, *2 00, *3 00, *4 00, *4 40, *5 20, *6 00, *6 40, *8 00, *10 00 p.m., *12 01 night. Leave Sausalito for Mill Valley †6 05, *6 45 a.m., *3 05 p.m. Leave Mill Valley for San Francisco †5 49, *6 29, *7 09, *7 45, *8 29, *9 09, *9 49, *10 49, *11 49 a.m., *12 49 noon, *1 49, *2 49, *3 19, *4 09, *4 49, *5 29, *6 09, *6 48, *8 19, *10 19 p.m., *12 05 night.

⊙ Trains from San Francisco do not stop at Pine, Waldo or Manzanita, but trains for San Francisco stop at those points when flagged.

November 15, 1909.

Connection.—With **Mill Valley & Mount Tamalpais Scenic Ry.** at Mill Valley for Summit and Mt. Tamalpais. Two trains week-days and seven on Sunday.

SONOMA VALLEY BRANCH.

144	140	Mls.	*November* 15, 1909.	141	143	145
P M	A M		LEAVE — ARRIVE	A M	P M	P M
*4 40	*8 20	0	**San Francisco**	9 17	5 37	6 57
6 05	9 45	23	**Ignacio**	7 45	3 52	5 25
6 34	10 17	36	**Wingo**	7 14	3 19	4 49
6 40	10 24	39	**Schellville**	7 08	3 13	4 43
6 53	10 38	43	Sonoma	6 56	3 01	4 31
7 02	10 48	46	Agua Caliente	6 47	2 49	4 19
7 06	10 52	47	Madrone	6 43	2 45	4 15
7 15	10 57	49	**Glen Ellen**	*6 38	†2 40	§4 10
P M	A M		ARRIVE — LEAVE	A M	P M	P M

GUERNEVILLE BRANCH.

404	402	Mls.	*November* 15, 1909.	403	401	429
P M	A M		LEAVE — ARRIVE	A M	P M	P M
*3 00	*7 40	0	**San Francisco**	10 37	6 17	7 37
6 45	10 23	56.9	**Fulton**	7 43	3 23	4 42
5 50	10 29	58.9	Meacham	7 39	3 19	4 37
5 53	10 3[illegible]	59.8	Woolsey	7 36	3 15	4 34
5 58	10 3[illegible]	62.3	Trenton	7 30	3 10	4 29
6 05	10 4[illegible]	64.2	Forestville	7 24	3 05	4 24
6 08	10 4[illegible]	65.9	Green Valley	7 19	3 00	4 19
6 15	10 53	67.8	Hilton	7 14	2 55	4 14
6 18	10 58	69.2	Korbel	7 10	2 50	4 10
6 23	11 03	70.6	Eagle Nest	7 05	2 45	4 05
6 29	11 0[illegible]	72.2	Guerneville	7 00	2 40	4 00
6 34	11 1[illegible]	73.1	Guernewood Park	6 54	2 34	3 52
6 39	11 19	73.7	Graystone	6 47	2 27	3 46
6 41	11 21	73.9	Montesano	6 46	2 26	3 46
6 43	11 23	74.2	Russian R. Hts	6 42	2 24	3 43
6 45	11 25	75.3	Rio Campo	6 40	2 22	3 41
6 55	11 35	76.5	Monte Rio	6 33	2 15	3 33
6 59	11 39	77.4	Mesa Grande	6 30	2 12	3 30
7 05	11 45	79.8	**Duncan Mills**	*6 23	†2 05	§3 23
P M	A M		ARRIVE — LEAVE	A M	P M	P M

SAN FRANCISCO AND CAZADERO LINE.

10	8	Mls.	*November* 15, 1909.	7	17
P M	A M		LEAVE — ARRIVE	P M	P M
k4 00	*8 20	0	**San Francisco.** ♂	6 57	7 37
4 40	9 00	6	**Sausalito** ♂	6 15	6 55
5 05	9 23	16	**San Anselmo** ♂	5 53	6 32
	*8 11		lve. **San Rafael** ♂ arr.	6 44	6 44
	8 20		ar. **San Anselmo** ♂ lv.	†6 32	§6 32
5 05	9 23	16	lve. **San Anselmo.** arr.	5 53	6 32
— —	9 30	18	Fairfax	5 47	6 27
— —	9 32	19	Pacheco	5 45	6 24
5 33	9 47	23	San Geronimo ♂	5 33	6 12
5 38	9 52	25	Lagunitas	5 27	6 07
5 45	9 59	27	Camp Taylor	5 14	5 56
— —	10 02	28	Taylorville	5 08	5 49
5 55	10 09	31	Tocaloma	5 03	5 44
— —	10 15	32	Garcia	4 57	5 39
6 13	10 27	36	**Point Reyes** ♂	4 48	5 29
6 25	10 39	40	Millerton	4 25	5 12
6 38	10 52	45	Marshalls ♂	4 12	4 49
6 44	11 03	49	Hamlet	3 58	4 45
7 04	11 18	51	Tomales	3 48	4 34
7 09	11 23	53	Fallon ♂	3 39	4 24
— —	11 30	56	Clark's Summit	3 34	4 19
7 22	11 36	59	Valley Ford ♂	3 27	4 09
7 29	11 43	62	Bodega Roads	3 17	3 59
7 34	11 48	63	Freestone ♂	3 13	3 55
7 50	12 03	67	**Occidental** ♂	3 01	3 43
P M	12 08	68	Camp Meeker ♂	2 54	3 36
	12 23	72	Tyrone	2 39	3 21
	12 29	73	Monte Rio ♂	2 34	3 16
	12 32	76	Mesa Grande	2 30	3 12
	12 50	77	Duncan's Mills ♂	2 23	3 05
	1 02	79	Kidd Creek ♂	1 36	2 52
	1 16	84	**Cazadero** ♂	†1 25	§2 40
	P M		ARRIVE — LEAVE	P M	P M

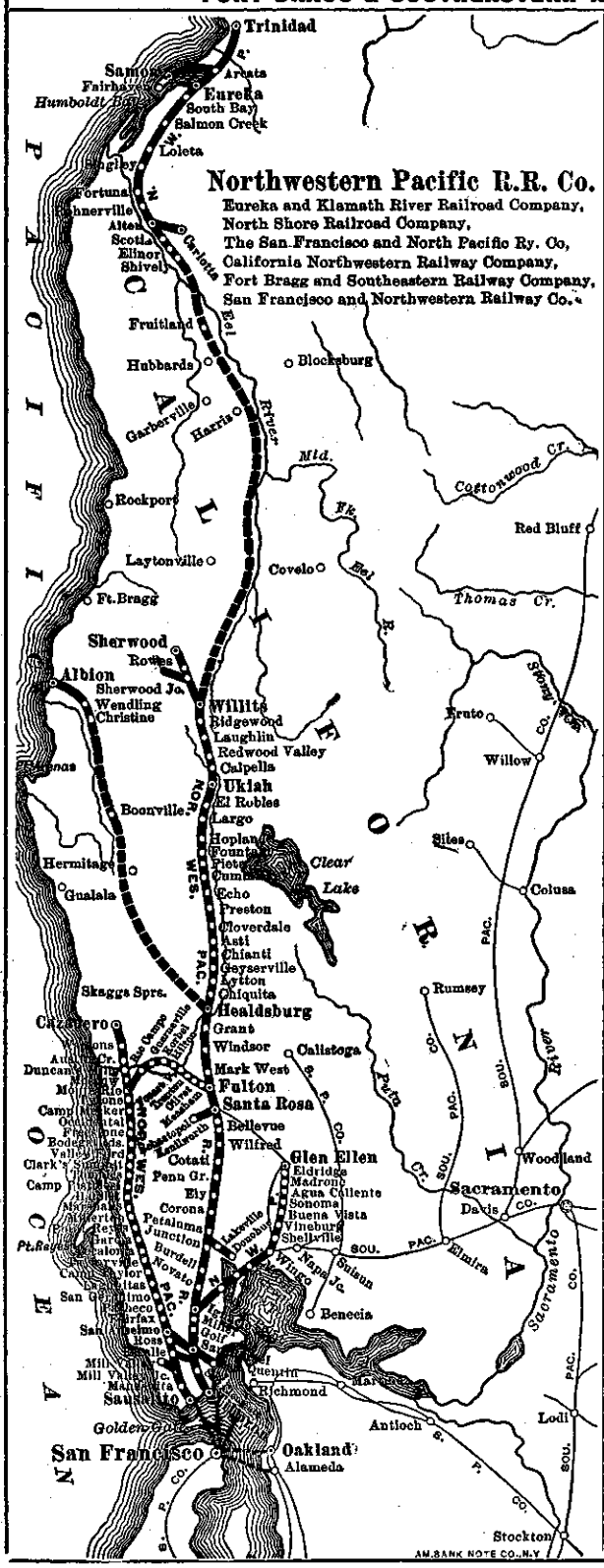
Trains marked ♂ run daily; † daily, except Sunday; ‖ Sunday only. STANDARD—*Pacific time.* ♂ Telegraph stations.

Stage Connections.—Stages leave **Cazadero** daily, except Sunday, for Stewart's Point, Gualala, Point Arena, Cuffey's Cove, Navarro, Mendocino City and all points on the North Coast. Stages from above points will connect daily, except Sunday, at Cazadero with trains for San Francisco. Stage leaves **San Rafael** for Bolinas daily, except Sunday, on arrival of 9 20 a.m. train from San Francisco. Stage to and from Santa Rosa daily, except Sunday, will make connections at **Occidental** (Howards) with train from San Francisco. Stage to and from Inverness will meet trains at Point Reyes Station.

NORTHWESTERN PACIFIC RAILROAD COMPANY.

SUCCESSOR TO

THE EUREKA & KLAMATH RIVER R.R. CO.—THE SAN FRANCISCO & NORTH PACIFIC RY. CO.
SAN FRANCISCO & NORTHWESTERN RY. CO.—CALIFORNIA NORTH-WESTERN RY. CO.
FORT BRAGG & SOUTHEASTERN R.R. CO.—NORTH SHORE R.R. CO.



DONAHUE BRANCH.

November 15, 1909.	Mls.	No. 231	No. 232
		†1025 A M / 10 28 P M	10 48 A M / 6 [illegible]
Ivc. Donahue. arr.	0		
Lakeville	1		
Petaluma. lvc.	6	†1000 A M	10 20 P M

SAN QUENTIN BRANCH.

November 15, 1909.	Mls.	No. 2	No. 140	No. 18	No. 4	No. 144	No. 6	No. 28	No. 92	No. 90	No. 91	No. 93
(Ferry.) [LEAVE	.....	A M	A M	A M	P M	P M	P M	A M	*3 15 P M	*1015 A M	*3 57 P M	*3 27 P M
San Francisco+..ǒ	0	*7 40	*8 20	*1100	*300	*4 40	*5 20	§9 00	3 25 P M	10 25 A M	6 27 P M	6 17 P M
Sausalito .....ǒ	7	8 20	8 56	11 38	3 40	5 18	5 58	9 38				
San Rafael.....ǒ	15	8 45	9 18	12 05	4 05	5 37	6 23	10 05				
Miller.....	20	– –	9 30	12 17	– –	5 50	– –	10 17				
Ignacio.....ǒ	23	9 10	9 40	12 25	4 25	6 00	6 41	10 25				
Novato.....ǒ	26	9 17	A M	12 31	4 32	P M	6 49	10 32				
Burdell.....	30	– –	.....	12 37	4 40	.....	6 55	10 39				
Petaluma.....ǒ	37	9 40	.....	12 52	5 00	.....	7 09	10 55				
Penn Grove.....	42	9 49	.....	1 02	5 10	.....	7 19	11 05				
Cotati	44	9 55	.....	1 08	5 18	.....	7 29	11 11				
Wilfred.....	47	– –	.....	1 12	– –	.....	7 32	11 16				
Santa Rosa....ǒ	52	10 15	.....	1 21	5 37	.....	7 41	11 30				
Fultonǒ.....arr.	57	10 22	.....	P M	5 45	.....	P M	11 38				
Mark West.....lve.	58	10 24	.....	═══	5 49	.....	═══	11 41				
Windsor.....ǒ	61	10 30	.....	.....	5 56	.....	.....	11 47				
Grant.....	65	10 38	.....	.....	6 03	.....	.....	11 55				
Healdsburg.....ǒ	66	10 45	.....	.....	6 10	.....	.....	12 03				
Lytton.....ǒ	70	10 53	.....	.....	6 18	.....	.....	12 10				
Geyserville.....ǒ	74	11 01	.....	.....	6 27	.....	.....	12 18				
Asti.....	80	11 10	.....	.....	6 37	.....	.....	12 29				
Cloverdale.....ǒ	84	11 20	.....	.....	6 45	.....	.....	12 35				
Echo.....	88	11 32	.....	.....	6 58	.....	.....	Noon				
Fountain.....	95	11 49	.....	.....	7 16	.....	.....	.....				
Hopland.....ǒ	98	12 00	.....	.....	7 23	.....	34	.....				
El Robles.....	108	12 22	.....	.....	7 45	.....	P M	.....				
Ukiah.....ǒ	112	12 40	.....	.....	7 55	.....	†3 45	.....				
Calpella.....	118	12 50	.....	.....	P M	.....	4 00	.....				
Redwood Valley...	120	12 54	.....	502	.....	.....	4 10	.....				
Ridgewood.....ǒ	130	1 30	.....	P M	.....	.....	5 15	.....				
Willits .....ǒ	138	‖1 55	.....	*2 30	.....	.....	6 00	.....				
Sylvan Dale.....	148	P M	.....	3 22	.....	.....	P M	.....				
Sherwood	152	.....	.....	3 45	.....	.....	.....	.....				
[ARRIVE	.....	.....	.....	P M	.....	.....	.....	.....				

STATIONS.	Mls	5	33	3	1	501	143	145	29
	...	.....	.....	.....	.....	P M	.....	.....	.....
Sherwood..lve.	0	.....	.....	.....	.....	*4 00	.....	.....	.....
Sylvan Dale.....	4	.....	A M	.....	Noon	4 30	.....	.....	.....
Willits	14	.....	†6 45	.....	*1205	5 45	.....	.....	.....
Ridgewood.....	22	.....	7 15	.....	12 30	P M	.....	.....	.....
Redwood Valley.	32	.....	8 00	.....	1 05	═══	.....	.....	.....
Calpella.....	34	.....	8 07	A M	1 10	.....	.....	.....	.....
Ukiah.....	40	.....	8 20	*5 50	1 30	.....	.....	.....	.....
El Robles.....	44	.....	A M	5 58	1 38	.....	.....	.....	.....
Hopland.....	54	.....	═══	6 17	1 58	.....	.....	.....	.....
Fountain.....	57	.....	.....	6 25	2 05	.....	.....	.....	.....
Echo.....	64	.....	..	6 41	2 22	.....	.....	.....	P M
Cloverdale.....	68	.....	.....	7 00	2 37	.....	.....	.....	§358
Asti.....	72	.....	.....	7 06	2 44	.....	.....	.....	4 06
Geyserville.....	78	.....	.....	7 17	2 55	.....	.....	.....	4 16
Lytton.....	82	.....	...	7 24	3 02	.....	.....	.....	4 24
Healdsburg.....	86	.....	...	7 35	3 12	.....	.....	.....	4 36
Grant	87	.....	...	7 38	3 16	.....	.....	.....	4 40
Windsor.....	91	.....	.....	7 46	3 24	.....	.....	.....	4 48
Mark West...arr.	94	.....	.....	7 52	3 30	19	.....	.....	4 54
Fulton.....lve.	95	A M	.....	7 55	3 35	P M	.....	.....	4 57
Santa Rosa.....	100	*613	.....	8 07	3 50	*1 55	.....	.....	5 11
Wilfred.....	105	6 23	.....	– –	– –	2 04	.....	.....	5 21
Cotati	108	6 28	.....	8 22	4 06	2 09	.....	.....	5 28
Penn Grove.....	110	6 34	.....	8 28	4 13	2 15	.....	.....	5 34
Petaluma.....	115	6 48	.....	8 42	4 27	2 28	.....	.....	5 48
Burdell.....	122	7 00	141	8 54	– –	2 40	.....	.....	6 01
Novato.....	126	7 09	A M	9 02	4 50	2 48	P M	P M	6 09
Ignacio.....	129	7 16	*7 50	9 10	4 57	2 55	†357	§530	6 17
Miller.....	132	– –	7 59	9 18	– –	3 02	4 04	6 39	6 25
San Rafael.....	137	7 34	8 14	9 35	5 15	3 14	4 25	5 54	6 38
Sausalito	145	7 55	8 35	9 55	5 35	3 35	4 55	6 25	6 58
San Francisco.	152	8 37	9 17	10 37	6 17	4 17	5 37	6 57	7 37
(Ferry.) [ARRIVE	...	A M	A M	A M	P M	P M	P M	P M	P M

* Daily; † daily, except Sunday; ǒ Sunday only. + Coupon stations; § Telegraph stations.

STANDARD—*Pacific time.*

Sebastopol Branch.—Leave San Francisco *7 40 a.m., *3 00 p.m., Santa Rosa *10 15 a.m., *5 37 p.m., arrive Sebastopol (6 miles) 10 30 a.m., 5 55 p.m. Leave Sebastopol *7 35 a.m., *3 25 p.m., arrive Santa Rosa 7 50 a.m., 3 40 p.m., San Francisco 10 37 a.m., 6 17 p.m.

Trains leave Tiburon *7 00 a.m., *5 05 p.m., arrive San Rafael (9 miles) 7 17 a.m., 5 22 p.m. Returning, leave San Rafael *7 30 a.m., *5 30 p.m., arrive Tiburon 7 52 a.m., 5 52 p.m.

Steamer connections at Tiburon for passenger service with the Southern Pacific Co. and for freight service with the A. T. & S. F. Ry. Connection at Schellville with Southern Pacific Co. for freight service.

Stages connect at Santa Rosa for Mark West Springs; at Geyserville for Skaggs Springs; at Cloverdale for the Geysers; at Hopland for Highland Springs, Kelseyville, Lakeport and Bartlett Springs; at Ukiah for Vichy Springs, Saratoga Springs, Blue Lakes, Upper Lake, Lakeport, Willits, Cahto, Calpella, Potter Valley, Sherwood Valley, Mendocino City, Hydesville and Eureka.

Train leaves **Elinor** for Scotia (5 miles), Eureka (36 miles) and Arcata (42 miles) *6 55 a.m., arriving Arcata 9 30 a.m. Leaves Arcata *3 00 p.m., arriving Elinor 5 30 p.m. Leaves Scotia *1 35 p.m., arriving Arcata 4 05 p.m. Leaves Arcata *8 10 a.m., arriving Scotia 10 55 a.m. Leave Arcata for Eureka †10 45 a.m., *4 15, ǂ7 10 p.m. Leave Eureka for Arcata †1 00, *5 20, ǂ7 45 p.m.

Branch.—From Carlotta to Alton (5.1 miles)

LA CROSSE & SOUTHEASTERN RAILWAY.

W. S. Cargill, President.
W. W. Cargill, Vice-Prest.
P. Valier, General Manager.
J. B. Taylor, Sec'y & Treas.
W. S. Burroughs, Gen. Counsel.
A. L. Eidemiller, G. F. & P. A.
C. H. Tate, Asst. G. F. & P. A.
S. J. Lennon, Auditor.

General Offices—226 Main Street, La Crosse, Wis.

24	22	4	2	Mls	*December* 5, 1909.	Mls	1	3	21	23
P M	A M	P M	A M	....	LEAVE] [ARRIVE	....	A M	P M	A M	P M
§4 00	§7 40	†3 00	†7 40	0	.....**La Crosse**[1].....	42.2	10 15	4 50	10 00	5 00
4 30	8 10	3 35	8 10	11.7	.....**Stoddard**[2].....	30.5	9 45	4 15	9 25	4 30
4 50	8 30	3 55	8 30	18.9	.....Chaseburg.....	23.3	9 15	3 55	9 05	4 05
5 05	8 50	4 20	8 55	24.1	.....Coon Valley.....	18.1	8 55	3 35	8 50	3 50
5 40	9 25	5 00	9 40	34.8	.....**Westby**[3].....	7.4	8 25	3 05	8 20	3 20
6 00	9 45	5 40	10 10	42.2	.....**Viroqua**.....	0	†8 00	†2 45	§8 00	§3 00
P M	A M	P M	A M	....	ARRIVE] [LEAVE	....	A M	P M	A M	P M

† Daily, except Sunday; § Sunday only. *Central time.*

Connections.—[1] With Chicago, Burlington & Quincy R.R., Chicago, Milwaukee & St. Paul Ry., Chicago & North-Western Ry. and Green Bay & Western R.R. [2] With Chicago, Burlington & Quincy R.R. [3] With Chicago, Milwaukee & St. Paul Ry.

MINERAL POINT & NORTHERN RAILWAY.

C. W. McIlhon, President, Mineral Point, Wis.
Wm. A. Jones, General Manager, "
Wm. D. Brown, Assistant General Manager, "
Walter D. Main, Sec'y & Treas., 1111 Marquette Building, Chicago, Ill.
E. C. Lange, Auditor and General Freight Agent, Mineral Point, Wis.
T. F. Hassett, General Agent, 1111 Marquette Building, Chicago, Ill.

605	603	No. 601	Mls.	*February* 7, 1909.	No. 602	No. 604	606
....	P M	.....	.....	LEAVE] [ARRIVE	.....	.....	.....
....	†1 50	†9 10 A M	0	.....**Highland**.....	11 00 A M	5 25 P M	.....
....	1 40	9 20 "	4.3	.....Shea.....	10 25 "	5 00 "	.....
P M	1 55	9 35 "	8.4	arr... **Whitson Jn**[1] .lve.	10 20 "	4 50 "	P M
†4 20	2 02	10 20 "	8.4	lve... **Whitson Jn.** .arr.	10 00 "	3 25 "	4 50
4 35	2 20	10 40 "	12.8	arr..... Linden .....lve.	9 45 "	3 10 "	†4 35
P M	2 30	10 40 "	12.8	lve..... Linden .....arr.	9 45 "	2 50 "	P M
....	2 40	10 55 "	17.7	..... Harker.....	8 55 "	2 40 "	.....
....	3 05	11 05 "	22.7	..... Kodatz.....	8 40 "	2 25 "	.....
....	3 15	11 30 "	26.4	...Highland Junction...	8 30 "	2 15 "	.....
....	4 00	11 50 A M	30.6	.... **Mineral Point**[2]...	†8 05 A M	†1 30 P M	.....
....	P M	.....	.....	ARRIVE] [LEAVE	.....	.....	.....

Trains marked † run daily, except Sunday.
Standard—*Central time.*

Connections.—[1] With Chicago & North-Western Ry. [2] With Chicago, Milwaukee & St. Paul Ry.

MANCHESTER AND ONEIDA RAILWAY.

Joseph Hutchinson, President.
R. R. Robinson, Vice-President.
L. Matthews, Secretary.
M. F. LeRoy, Treasurer.
Chas. J. Seeds, Auditor.
E. E. Brewer, Traffic Manager.

General Offices—Manchester, Ia.

August, 1908.	Mls	No. 2	No. 4	No. 6	No. 8	No. 10
[LEAVE	....	.....	.....	.....	.....	.....
Manchester.....	0	†5 15 A M	*7 25 A M	†8 45 A M	*2 00 P M	†4 45 P M
Oneida[1].....	8	5 40 A M	7 50 A M	9 10 A M	2 25 P M	5 10 P M
[ARRIVE	....	.....	.....	.....	.....	.....

Central time.	Mls	No. 1	No. 3	No. 5	No. 7	9	11
[LEAVE	....	.....	.....	.....	.....	P M	P M
Oneida.....	0	†5 47 A M	*7 58 A M	†9 20 A M	*2 35 P M	†5 24	§4 09
Manchester.....	8	6 15 A M	8 20 A M	9 45 A M	4 00 P M	5 45	4 30
[ARRIVE	....	.....	.....	.....	.....	P M	P M

Trains marked * run daily; † daily, except Sunday; § Sunday only.

Connections.—[1] With Chicago, Milwaukee & St. Paul and Chicago Great Western Rys.

Columbia River & Puget Sound Navigation Co.

L. B. SEELEY, President and Gen. Mgr., Portland, Ore.
S. H. BROWN, Jr., Vice-President, Boston, Mass.
E. W. CRICHTON, Secretary and Treas., Portland, Ore.
URI SEELEY, Agent, Seattle, Wash.

PUGET SOUND DIVISION.

"FLYER." "FLEETWOOD."

SEATTLE-TACOMA ROUTE.

Four round trips daily. Leave SEATTLE 6 45, 10 25 a.m., 2 05, 5 45 p.m. Leave TACOMA 8 35 a.m., 12 15 noon, 3 55, 7 30 p.m.

Meals served a la carte.

All tourists and visitors to Alaska-Yukon-Pacific Exposition take this trip. Time of trip between Seattle and Tacoma about one hour and a half.

April 1909.

SALT LAKE & MERCUR RAILROAD.

L. L. NUNN, President, Provo City, Utah.
A. D. SMITH, Vice-Prest. and Gen. Mgr., Salt Lake City, Utah.

.....	No. 1	Mls	*October* 31, 1909.	No. 2	.....
.....	.....	....	(*Via S. P. L. A. & S. L. R.R.*)	.....	.....
.....	*8 00 A M	0	lve... **Salt Lake City**...arr.	5 40 P M	.....
.....	8 15 A M	29.0	lve... **Lehi Junction**...arr.	4 30 P M	.....
.....	10 20 A M	44.4	lve..... **Cedar Fort**.....arr.	3 28 P M	.....
.....	11 00 A M	49.5	arr..... **Fairfield**.....lve.	*3 10 P M	.....
.....	.....	.....	LEAVE] [ARRIVE	.....	.....
.....	*12 00 A M	49.5	.....**Fairfield**	3 08 P M	.....
.....	11 30 A M	53.5	..... Manning.....	2 35 "	.....
.....	12 20 Noon	59.6	..... Summit.....	1 55 "	.....
.....	12 45 Noon	62.2	..... **Mercur**	*1 45 P M	.....
.....	.....	....	ARRIVE] [LEAVE	.....	.....

Trains marked * run daily. Standard—*Mountain time.*

Connection.—At Fairfield—With San Pedro, Los Angeles & Salt Lake R.R.

NEVADA NORTHERN RAILWAY CO.

S. W. Eccles, President, 165 Broadway, New York.
W. B Thompson, Vice-President, 40 Broad Street, New York.
L. G. Cannon, Vice-President and General Manager, East Ely, Nev.
R. S. Durkee, Auditor, East Ely, Nev.
Herman Wise, Cashier and Paymaster, "
J. K. MacGowan, Purch. Agt., 165 Broadway, New York.

Traffic Department Address—General Manager, East Ely, Nev.
Car Accounts Address—Auditor, East Ely, Nev.

* Daily; † daily, except Sunday. ♂ Telegraph stations.	4	Mls.	*August* 10, 1900.	3
	P M	.....	LVE.] (*Mount. time.*) [ARR.	Noon
	†1 20	0	.....**Cobre**.....♂	12 05
	1 50	18.6	.....Shafter.....	11 25
	2 35	40.6	.....Dolly Varden.....	10 45
	3 00	53.0	.....Mizpah.....	10 23
	3 20	63.2	.....**Currie**.....♂	10 05
	3 38	71.0	.....Goshute.....	9 49
	3 55	80.5	.....Greens.....	9 30
	4 15	91.7	.....**Cherry Creek**.....♂	9 10
	4 47	108.1	.....Warm Springs.....	8 38
	5 08	118.9	.....Steptoe.....	8 18
	5 25	127.9	.....**McGill Junction**...♂	8 00
	5 55	139.1	.....East Ely.....♂	7 35
	8 00	140.4	.....**Ely** .....♂	†7 30
	P M	.....	ARRIVE] [LEAVE	A M

Connections.—At Cobre, Nev.—With Southern Pacific Ry. At Cherry Creek—Tuesdays, Thursdays and Saturdays stage for Aurum, Schellbourne, Osceola, Trippett and Ibapah, Nev. At Ely—Tri-weekly stage for Pioche, Lund and Preston, Nev.

ELY, EAST ELY AND McGILL.

August 10, 1909.	Mls	7	9	11	15	17	19	23	5	25	33
[LEAVE	....	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M
Ely.....♂	0	*6 35	*8 40	*1005	*1205	*1 25	*2 35	*4 50	†8 10	*8 40	*10 30
East Ely.....♂	1.2	6 40	8 45	10 10	12 10	1 30	2 40	4 55	6 15	8 45	10 35
McGill Junc...♂	12.5	7 05	A M	10 35	Noon	P M	3 05	5 25	P M	P M	11 05
McGill.....♂	15.5	7 15	.....	10 45	.....	.....	3 15	5 35	.....	.....	11 15
[ARRIVE	....	A M	.....	A M	.....	.....	P M	P M	.....	.....	P M

STATIONS.	6	2	8	10	12	14	16	18	20	24	34
[LEAVE	.....	.....	A M	.....	A M	.....	.....	.....	P M	P M	P M
McGill.....	.....	.....	*7 45	.....	*1050	.....	.....	.....	*3 45	*5 50	*11 45
McGill Junc...	A M	A M	8 00	A M	11 00	A M	P M	P M	3 55	6 00	11 55
East Ely.....	*6 20	†7 10	8 25	*9 50	11 25	*1150	*1 10	*2 20	4 20	6 25	12 25
Ely.....	6 25	7 15	8 30	9 55	11 35	11 55	1 15	2 25	4 30	6 30	12 30
[ARRIVE	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	Night

Additional Trains—Leave Ely for East Ely *7 45, *8 15, *9 15 p.m., *12 40 night. Returning, leave East Ely *4 55, *7 30, *8 00, *9 00, *10 15 p.m.

MINES BR.—Trains lve. East Ely for Veteran (13 miles) *6 40, *11 30 a.m., *4 25 p.m. Ret'g, lve. Veteran for East Ely *7 35 a.m., *1 25, *5 35 p.m.

FREIGHT FOR INTERIOR POINTS HANDLED

Via **Currie** for **Aurum, Ibapah, Muncy, Siegel** and **Trippett.**
Via **Ely** for **Cleveland, Kimberly, Osceola, Taylor** and **Ward.**

THE GREAT WESTERN RAILWAY.

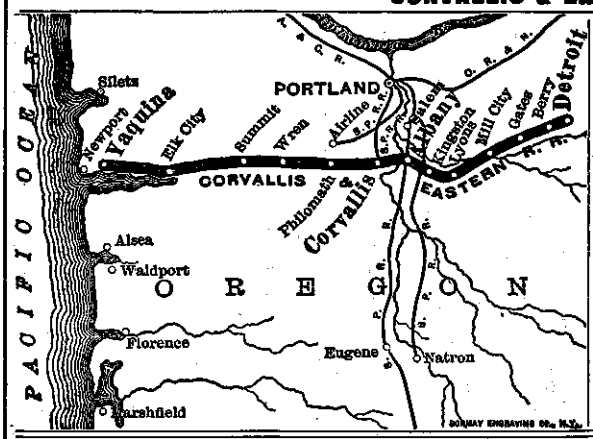
C. S. Morey, President, Denver, Colo.
Chas. Boettcher, Vice-President, Denver, Colo.
M. D. Thatcher, Treasurer, Pueblo, Colo.
W. A. Dixon, Sec'y, Denver, Colo.
E. R. Griffin, Gen. Mgr., "
C. E. Angove, Superintendent, Loveland, Colo.
E. R. Griffin, Purchasing Agt., Denver, Colo.

† Daily, except Sunday. Standard—*Mountain time.*	5	3	1	Ms.	*February* 1, 1908.	2	4	8
	.....	.....	P M	....	LEAVE] [ARRIVE	A M	.....	.....
	.....	.....	†1 00	1	.....**Longmont**[1].....	9 50	.....	.....
	.....	.....	1 30	7.9	..... Mead	9 20	.....	.....
	.....	.....	1 45	11.9	.....Walker.....	9 05	.....	.....
	.....	A M	3 00	17.5	.....Johnstown.....	8 40	P M	.....
	P M	†10 55	3 20	22.2	arr.....**Officer**.....lve.	†8 10	4 40	A M
	†4 40	.....	†3 20	22.2	lve.....**Officer**.....arr.	8 10	.....	10 55
	4 50	.....	3 30	25.1	..... Bird.....	8 00	.....	10 45
	5 05	.....	3 45	29.0	arr....**Loveland**[2]..lve.	†7 45	.....	†10 30
	P M	12 15	P M	30.0	lve.... **Windsor**[2]...arr.	A M	3 35	A M
	.....	12 35	.....	34.1	..... Severance	.....	3 15	.....
	.....	1 15	.....	42.0	..... **Eaton**[4].....	.....	†2 30	.....
	.....	P M	.....	.....	ARRIVE] [LEAVE	.....	P M	.....

Connections.—[1] With Chic., Burl. & Quincy R.R. [2] With Colo. & So. Ry. † With Un. Pac. R.R.

Hillsboro Branch.—Johnstown to Hillsboro (2 m.), irregular schedule.
Welty Branch.—Johnstown to Welty (6 miles), irregular schedule.

CORVALLIS & EASTERN RAILROAD.



J. P. O'Brien, Prest., Portland, Ore.
M. J. Buckley, Gen. Supt., »
R. B. Miller, Gen. Fht. Agt., »
Wm. McMurray, Gen. Pas. Agt., »

K. Kohler, Gen. Pur. Agent., Portland, Ore.
C. B. SegER, Aud., San Francisco, Cal.
J. T. Walch, Supt., Albany, Ore.

* Daily; † daily, except Sunday. ♂ Telegraph stations. STANDARD—*Pacific time*

9	7	3	1	Ms	*December 12, 1909.*	2	6	8	4
....	....	....	A M	....	LEAVE] [ARRIVE	P M	....	....	....
....	....	....	†7 15	0	.... **Yaquina** .. ♂	5 15	....	....	....
....	....	....	7 44	9	.....Toledo.... ♂	4 45	....	....	....
....	....	....	8 12	18	.....Elk City.....	4 15	....	....	....
....	....	....	8 21	21	.....Morrison.....	4 05	....	....	....
....	....	....	8 46	29	.....Eddyville....	3 40	....	....	....
....	....	....	9 26	41	.....Nashville....	3 01	....	....	....
....	....	....	9 48	46	.....Summit.... ♂	2 39	....	....	....
....	....	....	10 05	52	.....Blodgett.....	2 22	....	....	....
P M	A M	A M	†1055	66	.....Philomath.. ♂	1 31	A M	Noon	P M
*600	†9 20	*6 15	*1115	71	.....**Corvallis** . ♂	†1 15	8 30	12 35	8 55
6 40	10 00	†7 30	*1155	83	.....**Albany** ... ♂	*1235	*750	*1155	*8 15
P M	A M	8 15	A M	97	.....Shelburn.....	Noon	A M	A M	4 52
....	....	8 35	....	103	.....Kingston .. ♂	....	....	....	4 30
....	....	10 36	....	119	.....Mill City... ♂	....	....	....	3 07
....	....	11 11	....	126	.....Niagara.....	....	....	....	2 20
....	....	12 10	....	138	.....Detroit	....	....	....	1 10
....	....	12 30	....	140	.....**Hoover**.....	....	....	....	†1 00
....	....	Noon	....	....	ARRIVE] [LEAVE	....	....	....	P M

Connections.—At Albany and Corvallis—With Southern Pacific Co. and Willamette River steamers.

MASON CITY & CLEAR LAKE RAILWAY.

(Operated by Electricity for Passengers and Freight.)

W. E. Brice, President, Mason City, Ia.
F. J. Hanlon, Gen. Mgr., »
C. H. McNider, Treasurer, Mason City, Ia.
G. E. Peck, Auditor, »

Sept. 27, 1909.	Ms	3	7	11	15	19	23	25	13	....	....
[LEAVE	...	A M	A M	P M	P M	P M	P M	P M	P M	....	....
Mason City[1]	0	*8 09	*1045	*1 30	*400	*605	*9 10	*1045	§2 30	....	....
Emery	5	8 25	11 10	1 55	4 26	6 50	9 35	11 10	2 55	....	....
Clear Lake[2]	10	8 45	11 30	2 15	4 45	6 50	9 55	11 30	3 20	....	....
[ARRIVE	...	A M	A M	P M	P M	P M	P M	P M	P M	....	....

(*Central time.*)	4	6		12	16	20	24	14	....	....	....
[LEAVE	A M	A M	Noon	P M	P M	P M	P M	P M	....	....	....
Clear Lake...	*715	*900	*1215	*2 30	*6 00	*7 15	*1000	§400	....	....	....
Emery.....	7 35	9 20	12 35	2 55	5 25	7 40	10 20	4 25	....	....	....
Mason City...	8 00	9 45	1 00	3 20	5 45	8 00	10 45	4 45	....	....	....
[ARRIVE	A M	A M	P M	P M	P M	P M	P M	P M	....	....	....

Trains marked * run daily; § Sunday only.

Connections.—[1] With Chicago, Milwaukee & St. Paul, Iowa Central, Chicago Great Western and Chicago & North-Western Rys. [2] With Chicago, Milwaukee & St. Paul Ry.

TENNESSEE & NORTH CAROLINA RAILROAD.

J. B. Hart, President, Clarksburg, W.Va.
J. D. Lacey, Vice-President, Chicago, Ill.
Dr. Cooper R. Drewry, Secretary and Treasurer, Baltimore, Md.
A. J. McMahan, Superintendent and Auditor, Newport, Tenn.

No. 2	No. 4	Mls.	*November 1, 1909.*	Mls.	No. 1	No. 3
.....	.....	....	LEAVE] [ARRIVE	....	.....	.....
†2 00 P M	*a*445 A M	0	..**Newport Junction**[1].	21	7 45 A M	8 15 P M
2 13 »	4 58 »	4	..... Edwina.....	17	7 15 »	8 02 »
2 25 »	5 07 »	7	.....Wilton Springs.....	14	7 06 »	6 52 »
2 31 »	5 12 »	9	..... Denton	12	7 00 »	6 46 »
2 46 »	5 25 »	13	..... Bluffton.....	8	6 46 »	6 38 »
2 51 »	5 30 »	15	.....Hartford.....	6	6 38 »	6 30 »
2 58 »	5 35 »	16	..... Naillon.....	5	6 25 »	6 20 »
3 10 »	5 45 »	18	..... Browns.....	3	6 20 »	6 15 »
3 20 »	5 50 »	19	....Waterville, N.C....	2	6 15 »	6 10 »
3 40 P M	5 55 A M	21	..**Mt. Sterling, N.C.**..	0	†6 00 A M	*h*500 P M
.....	.....	....	ARRIVE] [LEAVE	....	.....	.....

† Daily, except Sunday; *a* Monday only; *h* Saturday only.

Connection.—[1] With Southern Ry.

DAYTON, LEBANON & CINCINNATI R.R. & TERMINAL CO.

M. L. Sternberger, Prest., Jackson, O.
F. Brandon, V.-P. & Treas., Lebanon, O.
H. S. Williard, Sec'y, Wellston, O.
H. W. Ivins, Asst. Sec'y, Lebanon, O.
E. R. Childs, Auditor, Lebanon, O.
H. C. Mordue, G.F. & P.A., »
Edw. Kahoe, Supt., »
M. B. Wright, Master Mech., »

24	8	4	2	Mls	*May 7, 1909.*	Mls	1	3	5	21
.....	P M	.....	A M	....	LEAVE] [ARRIVE	....	A M	.....	P M	.....
P M	5 05	P M	8 00	....	.**Dayton** (*C. H. & D.*).	....	9 40	A M	5 50	A M
6 00	6 00	2 00	8 00	....	**Dayton**(*D.& N.T.El.*)	....	8 35	11 55	6 00	9 00
§6 50	†5 30	†2 30	†8 30	0	lve.**Lebanon Jn**[1] ♂ arr.	23	8 10	11 22	5 20	8 24
6 53	5 31	2 32	8 32	1	... Shaker Crossing ...	22	8 09	11 23	5 18	8 22
6 45	5 43	2 44	8 45	5	.....Oak Ridge.....	18	7 58	11 07	5 05	8 12
6 55	5 55	2 55	8 55	7	.....Centerville..... ♂	16	7 50	11 00	4 55	8 07
7 01	6 02	3 03	9 03	10	..... Manor.....	13	7 42	10 51	4 47	8 00
7 08	6 10	3 10	9 10	12	.....Lytle..... ♂	11	7 35	10 47	4 40	7 56
7 09	6 14	3 14	9 14	13	..... Edgewood	10	7 31	10 42	4 36	7 51
7 14	6 19	3 19	9 19	15	..... Venable	8	7 26	10 39	4 31	7 46
7 20	6 24	3 24	9 24	17	.....Dodds	6	7 20	10 33	4 25	7 40
7 40	6 40	3 40	9 40	23	..... **Lebanon**[2] ... ♂	0	†7 00	†10 15	†4 05	§7 20
P M	P M	P M	A M	....	ARRIVE] [LEAVE	....	A M	A M	P M	A M

Sunday Train—Leaves Lebanon 5 00 p.m., arrives Dayton 6 50 p.m. Returning, lvs. Dayton 8 00 a.m., arr. Lebanon 9 40 a.m. *Central time.*
† Daily, except Sunday; § Sunday only. ♂ Telegraph stations.
Connections.—[1] With C. H. & D. Ry. [2] With C. L. & N. Ry.

MESABE SOUTHERN RAILWAY.

F. E. Weyerhaeuser, President.
Wm. Irvine, Vice-President.
R. M. Weyerhaeuser, Gen. Mgr.
J. E. Lynds, Treasurer.
Hugo Schlenk, Secretary.
F. H. Gilmore, Superintendent.
General Offices—Cloquet, Minn.

.....	.....	Mls	*December, 1907.*	.....	.....	.....
.....	.....	0	lve...**St. Louis River**..arr.	.....	.....	.....
.....	.....	7	..... **Macon**[1]	.....	.....	.....
.....	.....	12	.....**Kinross**[2].....	.....	.....	.....
.....	.....	15	.....**Italy**.....	.....	.....	.....
.....	.....	20	arr.....**Cordy**.....lve.	.....	.....	.....
.....	.....	15	.....**Italy**.....	.....	.....	.....
.....	.....	16	.....**McDermott**.....	.....	.....	.....
.....	.....	19	..... Lowe	.....	.....	.....
.....	.....	23	arr.....**Gowans**....lve.	.....	.....	.....

Logging Road. *Central time.*

CONNECTIONS.

[1] **Macon**—With Duluth, Missabe & Northern Ry.
[2] **Kinross**—With Great Northern Ry.

HEARNE & BRAZOS VALLEY RAILROAD.

T. H. Hubbard, President, New York.
E. M. Moursund, V-Prest. & Gen. Mgr.
W. P. Ferguson, Sec'y & Treas.
J. W. Green, Gen. Freight and Pas. Agt. and Auditor.
General Offices—Hearne, Tex.

No. 3	No. 1	Mls	*February, 1907.*	Mls	No. 2	No. 4
.....	.....	....	LEAVE] [ARRIVE	....	.....	.....
*3 20 P M	*9.00 A M	0	.....**Hearne**[1].....	18.5	11 45 A M	6 05 P M
3 25 »	9 10 »	3.0	... .Glass.....	15.5	11 35 »	6 00 »
3 35 »	9 15 »	3.5	.....Westbrook.....	15.0	11 30 »	5 50 »
3 40 »	9 20 »	4.5	.....Rache.....	14.0	11 25 »	5 45 »
3 45 »	9 25 »	5.4	.....Providence.....	13.0	11 20 »	5 40 »
3 55 »	9 35 »	7.5	.....Carrs.....	11.0	11 10 »	5 30 »
4 00 »	9 40 »	8.8	.....Watts.....	9.7	11 05 »	5 25 »
4 05 »	9 45 »	10.5	.....Wilson.....	8.0	11 00 »	5 20 »
4 10 »	9 50 »	11.1	.....**Mumford**[2].....	7.3	10 55 »	5 15 »
4 15 »	9 55 »	13.1	.....Astin	5.4	10 50 »	5 10 »
4 25 »	10 05 »	15.0	.....Steele's Stores.....	3.4	10 40 »	5 00 »
4 35 »	10 15 »	17.3	.....Mills.....	1.7	10 30 »	4 50 »
4 40 P M	10 20 A M	18.5	arr....**Stone City**...lve.	0	*1025 A M	*4 45 P M

Trains marked * run daily. STANDARD—*Central time.*

Connections.—[1] With International & Great Northern R.R. and Houston & Texas Central R.R. [2] With Int. & Great Northern R.R.

CHICAGO & ILLINOIS MIDLAND RAILWAY.

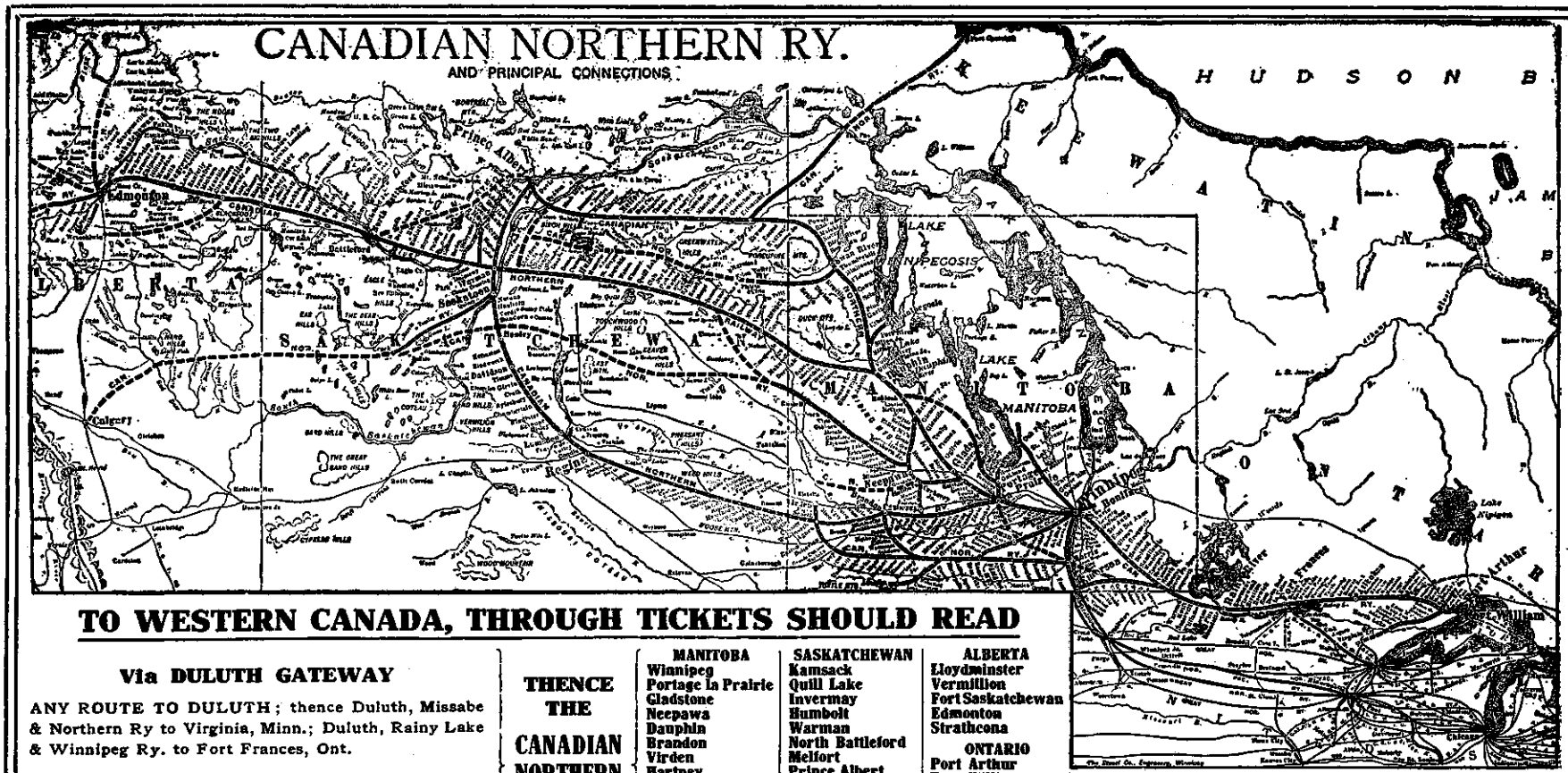
Samuel Insull, President.
F. S. Peabody, Vice-Prest. & Mgr.
J. D. Adams, Treasurer.
J. S. Macpherson, Auditor.
H. H. Seaverns, Traffic Manager.
W. S. Cooke, Supt., Taylorville, Ill.
General Offices—125 Monroe Street, American Trust Bldg, Chicago, Ill.

.....	5	3	1	51	Ms	*May 24, 1908.*	52	2	4	6	.....
.....	P M	P M	A M	.....	....	LEAVE] [ARRIVE	.....	A M	P M	A M	.....
.....	§3 50	†2 50	*7 45	.....	0	...**Taylorville**[1] ♂	.....	11 15	7 00	10 46	.....
.....	3 54	2 54	7 49	.....	0.7	.B. & O. S. W. Jn.	.....	11 08	6 55	10 41	.....
.....	4 01	3 02	7 56	.....	3.3	.... Vollentine....	.....	11 00	6 48	10 34	.....
.....	4 03	3 04	7 58	.....	4.0	.... Callaway....	.....	10 58	6 46	10 32	.....
.....	4 19	3 21	8 13	.....	8.1	..... Kincaid... ♂	.....	10 41	6 30	10 17	.....
.....	4 30	3 38	8 24	A M	11.5	.....Sicily..... ♂	A M	10 27	6 18	10 07	.....
.....	4 46	4 06	8 39	†6 15	16.2	..... Pawnee.... ♂	7 40	10 10	6 05	9 53	.....
.....	5 01	4 21	8 53	6 30	20.3	...**Pawnee Jn**[2] ♂	7 26	9 49	5 50	9 39	.....
.....	5 08	4 28	8 59	6 37	22.2	.... Beechley	7 19	9 43	5 43	9 33	.....
.....	5 20	4 40	9 11	6 50	25.2	.....**Auburn**[3].. ♂	†7 05	†9 32	*5 32	§9 22	.....
.....	P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	A M	.....

Trains marked * run daily; † daily, except Sunday; § Sunday only.
♂ Telegraph stations.
STANDARD—*Central time.*

Connections.—[1] With Wabash R.R. and B. & O. S. W. R.R. [2] With Illinois Central R.R. [3] With Chicago & Alton Ry.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | Over 160 railroads use the SAFETY systems of ..... **Steam Heat**



TO WESTERN CANADA, THROUGH TICKETS SHOULD READ

Via DULUTH GATEWAY

ANY ROUTE TO DULUTH; thence Duluth, Missabe & Northern Ry to Virginia, Minn.; Duluth, Rainy Lake & Winnipeg Ry. to Fort Frances, Ont.

Via ST. PAUL GATEWAY

ANY ROUTE TO ST. PAUL; thence Great Northern Ry. or Northern Pacific Ry. to Emerson, Man.

Total Mileage in Operation West of Port Arthur, 3,400 Miles.

THENCE THE CANADIAN NORTHERN RAILWAY TO

MANITOBA
Winnipeg
Portage La Prairie
Gladstone
Neepawa
Dauphin
Brandon
Virden
Hartney
Holmfield
Carman
Morris
Swan River

SASKATCHEWAN
Kamsack
Quill Lake
Invermay
Humbolt
Warman
North Battleford
Melfort
Prince Albert
Rosthern
Saskatoon
Hanley
Davidson
Regina

ALBERTA
Lloydminster
Vermillion
Fort Saskatchewan
Edmonton
Strathcona

ONTARIO
Port Arthur
Fort William
Fort Frances
Rainy River

MINNESOTA
Beaudette
Virginia
Warroad

EXECUTIVE.
WM. MACKENZIE, President, Toronto, Ont.
D. D. MANN, Vice-President, "
D. B. HANNA, 3d Vice-President, "
Z. A. LASH, Senior Counsel, "
F. H. PHIPPEN, K.C., General Counsel, "
W. H. MOORE, Secretary, "
HUGH SUTHERLAND, Executive Agt., Winnipeg, Man.

TRAFFIC.
GEO. H. SHAW, Traffic Mgr., Winnipeg, Man.
R. CREELMAN, Asst. Gen. Pas. Agt., "
G. STEPHEN, General Freight Agent, "
W. G. MANDERS, Asst. Gen. Fht. Agt., "

FINANCIAL AND ACCOUNTING.
———, Treasurer, Toronto, Ont.
C. E. FRIEND, Auditor, Winnipeg, Man.
JULIUS SOBOTTA, Loc. Aud., D.R.L. & W.Ry., Virginia, Minn.

OPERATING.
M. H. MACLEOD, Gen. Mgr., Winnipeg, Man.
J. R. CAMERON, Gen. Supt., "
A. SHIELDS, Master Mechanic, "
J. P. DRISCOLL, Supt. Car Service, "
W. PRATT, JR., Supt. of Sleep. & Din. Cars, "
SCOTT GRIFFIN, Mgr. Exp. & Teleg., Toronto, Ont.
W. C. MUIR, Supt. Exp. & Teleg., Winnipeg, Man.

LAND, IMMIGRATION & INDUSTRIAL.
DAVIDSON & MCRAE,
General Agents,
Toronto and Winnipeg.

PURCHASING.
E. LANGHAM,
Purchasing Agent and General Storekeeper,
Winnipeg, Man.

Homeseekers' Excursions

FROM U. S. POINTS

First and Third Tuesday, Monthly

PRINCIPAL AGENTS.
WM. PHILLIPS, Gen. Eastern Agent, 52 King St., E., Toronto, Ont.
R. H. BELL, Commercial Agent, 311 Bessemer Bldg, Pittsburgh, Pa.
F. A. SHAW, Commercial Agt., Imperial Bank Bldg, Montreal, P.Q.
G. ROY HALL, Commercial Agt., 430 Nat. Bank Bldg, Chicago, Ill
HENRY J. COWIE, Fht. Agt., Can. Nor. Ry., 5 Chapel St., Liverpool.
F. A. YOUNG, Trav. Passenger Agt., 52 King St., E., Toronto, Ont.
W. E. DUNN, Trav. Pas. Agt., 166 E. Third St., St. Paul, Minn.
W. STAPLETON, Trav. Pas. Agt., Room 32, Scott Block, Winnipeg, Man.

SOLID THROUGH TRAINS TO THE CANADIAN NORTHWEST.

Via DULUTH. D. M. & N. RY., D. R. L. & W. RY., C. N. RY.

*7 10 P M	lv. **Duluth.** (*D. M. & N. Ry.*) ar.	*7 30 A M
9 35 P M	lv. **Virginia** (*D. R. L. & W. Ry.*) ar.	5 10 A M
1 10 A M	lv. **Ft. Frances.** (*C. N. Ry.*) lv.	1 32 A M
*9 25 A M	ar. **Winnipeg**... " lv.	*5 10 P M

Via ST. PAUL. GT. NORTHERN RY., CANADIAN NORTHERN RY.

*5 15 P M	lve. **St. Paul.** (*G. N. Ry.*) arr.	*7 45 A M
5 50 P M	lve. **Minneapolis** " arr.	7 15 A M
5 07 A M	lve. **Emerson.** (*C. N. Ry.*) arr.	7 30 P M
*7 25 A M	arr. **Winnipeg.** " lve.	*5 20 P M

Via ST. PAUL. NORTH. PACIFIC RY., CANADIAN NORTHERN RY.

*8 10 A M	lve. **St. Paul.** (*N. P. Ry.*) arr.	*8 30 P M
8 35 A M	lve. **Minneapolis** " arr.	8 00 P M
8 20 P M	arr. **Emerson.** (*C. N. Ry.*) lve.	9 05 A M
*1025 P M	arr. **Winnipeg.** " lve.	*7 05 A M

MAIN LINES WEST.

"THE ALBERTA EXPRESS."

15	3	1	Mls	*October* 10, 1909.	2	4	16	...
*1840	†1015	*2100	0	lve....+**Winnipeg**[3] δ ..arr.	9 00	†1645	10 05	....
18 48	10 25	21 08	3	....**Portage Junction**....	8 52	16 35	9 57	....
- -	10 43	21 27	11	........St. Charles........	8 29	16 15	- -	....
- -	11 03	21 47	21	........White Plains...... δ	8 08	15 53	- -	....
- -	11 23	22 07	31	............Eli.......... δ	7 49	15 33	- -	....
- -	11 44	22 29	42	+........Oakville........ δ	7 28	15 12	- -	....
- -	11 56	22 44	49	...........Curtis...........	7 16	15 01	- -	....
20 18	12 10	23 00	56	+..**Portage la Prairie**. δ	7 00	14 45	*8 27	....
	12 22	23 12	61	..........Walldon..........	6 46	14 32		....
.....	12 55	23 44	75	...........Beaver........ δ	6 14	14 00	....	....
.....	13 16	24 08	83	...**Neepawa Junction**...	5 50	†1340	....	....
.....	b1325	24 18	87	......Golden Stream......	5 40	13 30	....	....
.....	13 39	24 30	93	+.....‖**Gladstone**...... δ	5 28	13 18	....	....
.....	14 09	1 04	107	...........Plumas........ δ	4 55	12 46	....	....
.....	14 57	1 53	128	..........Glencairn.........	4 04	11 52	....	....
.....	15 19	2 15	139	..**McCreary Junction**..	3 41	11 23	....	....
.....	15 21	2 18	140	..........McCreary....... δ	3 39	11 27	....	....
.....	15 58	3 00	157	..........Makinak........ δ	3 00	10 50	....	....
.....	16 15	3 16	164	........Ochre River....... δ	2 44	10 34	....	....
67	b1645	3 45	178	arr. ..‖+**Dauphin** δ ....lve.	2 15	a1005	68	....
b8 00		4 00	178	lve......**Dauphin**......arr.	2 00		16 00	....
8 10	.....	4 10	181	**Gilbert Plains Junction**	1 50	.....	15 45	....
8 46	.....	4 30	189	..........Ashville..........	1 27	.....	15 10	....
9 22	.....	4 50	198	+.....Gilbert Plains...... δ	1 07	.....	14 30	....
10 06	.....	5 18	207	+.....**Grand View**...... δ	24 43	.....	13 30	....
11 07	.....	5 41	220	..........Streve[1]..........	24 10	.....	11 45	....
11 54	.....	6 21	233	..........Shevlin..........	23 39	.....	10 55	....
13 00	.....	6 44	240	...........Roblin......... δ	23 19	.....	10 25	....
13 58	.....	7 17	252	..........Makaroff.........	22 45	.....	9 25	....
14 20	.....	7 29	257	...........Togo.......... δ	22 33	.....	9 05	....
15 05	.....	7 47	266	.........Runnymede.........	22 10	.....	8 40	....
16 00	.....	8 20	279	ar. +**Kamsack** (Cent. time) δ lv.	21 35	.....	a730	....
.....	.....	7 35	279	lv...**Kamsack** (Mount. time).ar.	20 20	.....	.....	....
.....	.....	8 00	287	..........Veregin......... δ	20 00	.....	.....	....
.....	.....	8 20	295	..........Mikado...........	19 40	.....	.....	....
.....	.....	8 39	303	..........Canora......... δ	19 21	.....	.....	....
.....	.....	9 15	317	.........Buchanan....... δ	18 45	.....	.....	....
.....	.....	9 55	336	.........Invermay....... δ	18 06	.....	.....	....
.....	.....	10 17	344	...........Margo...........	17 49	.....	.....	....
.....	.....	10 32	351	..........Kuroki...........	17 33	.....	.....	....
.....	.....	10 46	358	.........Kylemore..........	17 17	.....	.....	....
.....	.....	11 01	366	..........Wadena......... δ	17 02	.....	.....	....
.....	.....	11 16	373	.........Paskwegin.........	16 46	.....	.....	....
.....	.....	11 44	387	.........Quill Lake....... δ	16 17	.....	.....	....
.....	.....	11 57	393	..........Wimmer...........	16 02	.....	.....	....
.....	.....	12 09	400	..........Watson......... δ	15 49	.....	.....	....
.....	.....	12 30	412	.........St. Gregor.........	15 19	.....	.....	....
.....	.....	12 55	420	.........Muenster....... δ	15 03	.....	.....	....
.....	.....	13 15	425	.........**Humbolt**....... δ	14 50	.....	.....	....
.....	.....	13 39	436	..........Carmel...........	14 16	.....	.....	....
.....	.....	13 59	443	...........Bruno......... δ	13 59	.....	.....	....
.....	.....	14 20	452	...........Dana.......... δ	13 32	.....	.....	....
.....	.....	15 05	469	..........Vonda......... δ	12 46	.....	.....	....
.....	.....	15 26	478	.........Aberdeen....... δ	12 27	.....	.....	....
.....	.....	15 44	485	.........Clarkboro..........	12 08	.....	.....	....
	2	16 00	491	arr......**Warman** δ....lve.	11 50	1	.....	....
	*1148	16 20	491	lve......**Warman**.....arr.	11 20	16 00	.....	
	12 15	16 50	505	arr.....**Saskatoon** δ ..lve.	*1050	15 25	.....	
	19 00	.....	665	arr.......**Regina**......lve.	.....	*8 20	.....	
	.....	*1610	491	lve......**Warman**.....arr.	11 38	.....	.....	
	.....	19 20	565	arr....**Prince Albert** δ lve.	*8 50	.....	.....	
	.....	16 15	491	lve......**Warman**.....arr.	11 38	.....	.....	
	.....	16 36	499	.........Dalmeny........ δ	11 20	.....	.....	
	.....	16 52	507	.........Langham........ δ	11 04	.....	.....	
	.....	17 25	521	..........Borden......... δ	10 31	.....	.....	
	.....	17 45	529	.........Radisson........ δ	10 13	.....	.....	
	.....	18 05	536	..........Fielding........ δ	9 57	.....	.....	
	.....	18 22	544	.........Maymont........ δ	9 41	.....	.....	....
	.....	18 38	551	..........Ruddell........ δ	9 26	.....	.....	....
	.....	19 12	567	...........Brada............	8 53	.....	.....	....
	.....	19 45	573	....**North Battleford**.. δ	8 40	.....	.....	....
	.....	20 00	579	....Battleford Junction....	8 05	.....	.....	....
	.....	20 18	583	..........Highgate..........	7 47	.....	.....	....
	.....	20 40	592	..........Delmas...........	7 24	.....	.....	....
	.....	21 00	599	.........Bresaylor..........	7 02	.....	.....	....
	.....	21 21	607	..........Paynton........ δ	6 40	.....	.....	....
	.....	22 03	623	.........Maidstone....... δ	6 02	.....	.....	....
	.....	22 22	630	..........Waseca...........	5 43	.....	.....	....
.....	.....	22 39	637	.........Lashburn........ δ	5 26	.....	.....	....
.....	.....	23 01	645	.........Marshall........ δ	5 04	.....	.....	....
.....	.....	23 16	652	.........Aberfeldy..........	4 49	.....	.....	....
.....	.....	23 31	657	.......Lloydminster...... δ	4 34	.....	.....	....
.....	.....	23 51	664	.........Blackfoot..........	4 14	.....	.....	....
.....	.....	24 39	682	...........Islay......... δ	3 26	.....	.....	....
.....	.....	24 57	690	.........Borradaile.........	3 08	.....	.....	....
.....	.....	1 15	697	arr.....**Vermilion** δ...lve.	*2 50	.....	.....	....

BATTLEFORD BRANCH.—A mixed train leaves North Battleford †9 00 for Battleford. Returning, leaves Battleford †11 30.

Connections.—[1] With Northern Pacific Ry. [2] and [3] With Canadian Pacific Ry. [4] With Great Northern Ry.

STANDARD { *Central time* east of Kamsack, Kipling and Swan River. *Mountain time* west of Kamsack, Kipling and Swan River.

"THE ALBERTA EXPRESS."

.....	.....	79	1	Mls	*October* 10, 1903.	2	78	.....	.....	.....
.....	.....	†7 10	*1 30	697	lve.....**Vermilion** δ...arr.	2 40	17 40	.....	.....	.....
.....	.....	7 35	1 48	705	.........Claysmore.........	2 23	17 10	.....	.....	.....
.....	.....	8 10	2 06	712	..........Manville........ δ	2 06	16 30	.....	.....	.....
.....	.....	8 50	2 27	720	..........Minburn...........	1 44	15 55	.....	.....	.....
.....	.....	9 20	2 45	729	..........Innisfree....... δ	1 27	15 30	.....	.....	.....
.....	.....	10 35	3 27	745	...........Lavoy......... δ	24 44	14 20	.....	.....	.....
.....	.....	‖11 55	3 54	754	.........Vegreville....... δ	24 16	13 46	.....	.....	.....
.....	.....	12 20	4 08	761	............Raith............	24 02	13 05	.....	.....	.....
.....	.....	12 40	4 26	768	..........Mundare....... δ	23 43	‖12 40	.....	.....	.....
.....	.....	13 05	4 42	775	..........Hilliard...........	23 26	11 45	.....	.....	.....
.....	.....	13 35	5 00	782	..........Chipman....... δ	23 07	11 20	.....	.....	.....
.....	.....	14 10	5 17	790	..........Lamont........ δ	22 49	10 40	.....	.....	.....
.....	.....	14 40	5 35	797	........Bruderheim..........	22 30	10 10	.....	.....	.....
.....	.....	15 45	6 11	810	.....Ft. Saskatchewan... δ	21 52	9 20	.....	.....	.....
.....	.....	17 10	7 00	827	arr.....**Edmonton** δ ..lve.	*2100	†7 40	.....	.....	.....
.....	.....	.....	.....	.....	arr....**Strathcona**....lve.	.....	.....	.....	.....	.....

"THE SASKATCHEWAN EXPRESS."

49	Pas.	15	Mls	*October* 10, 1909.	16	Pas.	50	.....	.....	.....
.....	.....	*1840	0	lve.....**Winnipeg**.....arr.	10 05	.....	.....	.....	.....	.....
.....	.....	20 18	56	...**Portage la Prairie**...	8 27	.....	.....	.....	.....	.....
.....	.....	20 30	61	.........McArthur.........	8 15	.....	.....	.....	.....	.....
.....	.....	20 58	74	........Rossendale.........	7 47	.....	.....	.....	.....	.....
.....	.....	21 09	79	.........Lavenham.........	7 36	.....	.....	.....	.....	.....
.....	.....	21 28	92	..........Gateside..........	7 07	.....	.....	.....	.....	.....
.....	.....	21 57	101	.......Pleasant Point......	6 48	.....	.....	.....	.....	.....
.....	.....	22 47	123	............Shilo............	5 58	.....	.....	.....	.....	.....
.....	.....	23 15	136	arr.....**Brandon**.....lve.	5 30	.....	.....	.....	.....	.....
b9 00	.....	23 35	136	lve....**Brandon**.....arr.	5 15	.....	19 20	.....	.....	.....
9 30	.....	23 54	144	...........Vilette...........	4 56	.....	18 57	.....	.....	.....
9 58	...	24 12	151	............Merle............	4 38	.....	18 40	.....	.....	.....
11 03	.....	24 54	168	............Algar............	3 56	.....	17 34	.....	.....	.....
11 28	.....	1 11	176	............Maon............	3 39	.....	17 11	.....	.....	.....
12 00	.....	1 32	183	...........Scarth...........	3 18	.....	16 44	.....	.....	.....
12 20	.....	1 47	189	........Woodworth.........	3 03	.....	16 24	.....	.....	.....
13 10	.....	2 25	205	...........Butler...........	2 2[illegible]	.....	15 40	.....	.....	.....
13 40	.....	2 47	212	arr.....**Maryfield**.....lve.	2 03	.....	15 10	.....	.....	.....
‖14 00	.....	2 47	212	lve.....**Maryfield**.....arr.	2 0[illegible]	.....	‖14 50	.....	.....	.....
14 25	.....	3 06	21[illegible]	..........Fairlight..........	1 53	.....	14 25	.....	.....	.....
14 45	.....	3 20	225	.........Doonside..........	1 38	.....	14 01	.....	.....	.....
15 13	.....	3 38	232	...........Kelso............	1 20	.....	13 38	.....	.....	.....
16 11	.....	4 16	249	.........Langbank..........	24 42	.....	12 45	.....	.....	.....
16 36	.....	4 34	257	........Hawthorne..........	24 21	.....	12 20	.....	.....	.....
16 56	.....	4 54	265	arr..**Kipling** (Cent. time)..lve.	24 05	.....	a1200	.....	.....	.....
.....	.....	4 09	265	lve..**Kipling** (Mount. time)..arr.	22 51	.....	.....	.....	.....	.....
.....	.....	4 35	277	.........Carisberg.........	22 25	.....				
.....	.....	4 47	282	...........Lovat............	22 13	.....				
.....	.....	5 04	289	.........Glenavon..........	21 57	.....				
.....	.....	5 21	294	..........Candiac..........	21 41	.....				
.....	.....	5 35	304	........Montmartre.........	21 27	.....				
.....	.....	5 54	311	..........Kendal...........	21 10	.....				
.....	.....	6 11	319	..........Odessa...........	20 54	.....				
.....	.....	6 27	327	..........Vibank...........	20 37	.....				
.....	...	6 45	334	...........Davin............	20 20	.....				
.....	.....	7 03	343	.........Jameson..........	20 03	.....				
.....	.....	7 40	357	arr......**Regina**......lve.	19 30	...				
.....	.....	8 20	357	lve.......**Regina**......arr.	19 00	.....				
.....	.....	8 43	366	..........Condie......... δ	18 36	.....				
.....	.....	9 12	377	.........Lumsden........ δ	18 07	..				
.....	.....	9 41	386	..........Disley......... δ	17 43	.....				
.....	.....	10 01	394	.........Bethune........ δ	17 23	.....				
.....	.....	10 23	404	.........Findlater..........	16 57	.....				
.....	.....	10 44	413	.......Chamberlain...... δ	16 38	.....				
.....	.....	11 05	421	........Aylesbury....... δ	16 18	.....				
.....	.....	11 27	430	...........Craik......... δ	15 57	...				
.....	.....	11 50	439	..........Girvin......... δ	15 37	.....				
.....	.....	12 10	447	.........Davidson....... δ	15 17	.....				
.....	.....	12 34	457	........Bladworth....... δ	14 54	.....				
.....	.....	13 00	468	.........Kenaston....... δ	14 30	.....				
.....	.....	13 27	479	..........Hanley......... δ	14 07	.....				
.....	.....	14 05	493	.........Dundurn........ δ	13 30	.....				
.....	.....	14 30	504	.........Haultain...........	13 05	....				
.....	.....	14 55	515	..........Nutana......... δ	12 40	.....				
.....	.....	15 05	517	arr....**Saskatoon** δ ..lve.	12 30	.....				
.....	*105	15 25	517	lve....**Saskatoon**....arr.	12 15	16 50				
.....	11 10	15 45	526	......Clark's Crossing......	11 57	16 30				
.....	11 20	16 00	531	arr......**Warman** δ....lve.	11 48	*1620				
.....	...	16 15	531	lve......**Warman**......arr.	11 38	.....				
.....	.....	7 00	867	arr....**Edmonton**....lve.	*2100	.....				
.....	11 50	.....	531	lve......**Warman**......arr.	.....	16 00				
.....	9 00	.....	1022	arr.....**Winnipeg**.....lve.	.....	*2100				
.....	.....	16 10	531	lve......**Warman**......arr.	11 38	.....				
.....	.....	16 20	535	...........Osler......... δ	11 30	.....				
.....	.....	16 43	546	...........Hague......... δ	11 07	.....				
.....	.....	17 10	557	.........Rosthern....... δ	10 44	.....				
.....	.....	17 34	569	........Duck Lake....... δ	10 20	.....				
.....	.....	18 17	586	........Macdowall.........	9 40	.....				
.....	.....	19 20	604	.......Prince Albert..... δ	8 50	.....				
.....	.....	19 35	606	arr..**East Prince Albert** δ lve.	*8 35	.....				

a Tuesday, Thursday and Saturday; b Monday, Wednesday and Friday; ‖ Meals. c stops to take for or leave from points in the United States.

* Daily; † daily, except Sunday. + Coupon stations; δ Telegraph stations.

RIDGEVILLE SECTION.

35	Ms	*October* 10, 1909.	36
b4 30	0	lve...**South Junc** δ arr.	12 30
14 40	3	........Wampum..........	12 15
15 10	11	..........Piney....... δ	11 45
17 10	46	.......Stuartburn.........	9 25
18 00	61	.......Ridgeville...... δ	8 30
18 30	72	......**Emerson**...... δ	7 40
18 40	73	arr...**Emerson Jn** δ lve.	a7 30

NORTH LAKE BRANCH.

31	Ms	*November* 8, 1909.	32
b8 15	0	lve...**Port Arthur**[3] δ ..arr.	14 15
8 40	8	.......**Fort William**...... δ	14 02
10 20	20	......Stanley Junction.... δ	13 00
12 35	40	......Silver Mountain.......	10 10
13 10	43	..........White Fish.........	9 50
15 30	71	arr....**North Lake** δ..lve.	a7 50
.....	86	arr.......**Gunflint**.......lve.	.....

CANADIAN NORTHERN RAILWAY.

MAIN LINE EAST.

38	34	2	Ms	October 10, 1909.	1	33	35
....	....	*1710	0	lv. + Winnipeg[3] ♁ ar.	9 25	....	....
....	....	17 20	2	.... St. Boniface.. ♁	9 18	....	....
....	....	17 45	15	..... Lorette.... ♁	8 47	....	....
....	....	18 11	29	..... St. Anne ... ♁	8 22	....	....
....	....	18 30	35	..... Giroux.... ♁	8 03	....	....
....	....	18 58	48	..... Marchand... ♁	7 36	....	....
....	....	19 14	55	..... Bedford.....	7 22	....	....
....	....	19 38	66	.... Woodridge .. ♁	7 00	....	....
a1230	....	20 37	86	. South Junction.	6 05	....	1430
13 25	....	20 55	97	+ .... Sprague.... ♁	5 48	....	1400
15 40	....	21 44	117	+ ... Warroad ... ♁	5 01	....	1230
16 40	....	22 09	130	..... Roosevelt... ♁	4 33	....	1020
18 35	....	23 10	152	+ . Beaudette.. ♁	3 38	....	8 25
18 45	b7 30	23 23	153	+ . ‖ Rainy River.. ♁	3 30	1800	b800
....	8 20	23 50	165	..... Pinewood... ♁	2 57	1655	....
....	9 45	24 38	187	+ ..... Emo ..... ♁	2 08	1500	....
....	11 05	1 25	208	ar. + Fort Frances. lv.	*1 25	a1320	....
....	....	....	....	(D. R. L. & W.)	....	....	....
....	18	*1 40	208	lv. Ft. Frances, Ont. ar.	1 10	15	....
....	a7 00	1 55	211	.. Ranier, Minn..	24 55	1710	....
....	7 45	2 15	220	..... Ericsburg.....	24 35	1610	....
....	8 20	2 33	228	..... Ray.....	24 17	1530	....
....	9 00	– –	238	..... Arbutus.....	– –	1440	....
....	9 25	3 02	244	..... Kinmount.....	23 48	1415	....
....	9 50	– –	248	..... Ash Lake.....	– –	1350	....
....	10 40	3 40	260	..... Orr.....	23 08	1300	....
....	10 50	– –	262	..... Glendale.....	– –	1250	....
....	11 10	3 53	266	..... Gheen	22 55	1230	....
....	11 30	– –	271	..... Haley.....	– –	1210	....
....	11 50	4 10	276	..... Cook.....	22 38	1150	....
....	12 15	– –	280	..... Leander.....	– –	1105	....
....	12 30	4 23	283	..... Angora.....	22 25	1050	....
....	12 40	– –	285	..... Idington	– –	1035	....
....	12 55	– –	289	..... Taber.....	– –	1015	....
4	13 15	4 45	294	..Lake Junction...	22 03	9 55	3
*2100	14 00	5 00	301	{....Virginia ....} {(D. R. L. & W. Depot.)}	21 48	b930	1722
....	....	....	....	(D. M. & N.)	....	....	....
21 15	....	5 10	305	{..Virginia..} ar. {(D.M.& N.Dep.)} lv.	21 35	....	*1710
....	....	7 30	379	ar.... Duluth... lv.	*1910	....	....
....	b1150	†8 30	208	lv.. Fort Frances ♁ ar.	23 45	1255	....
....	14 50	10 18	239	+ . Mine Centre . ♁	22 07	1018	....
....	15 25	10 41	258	..... Glenorchy	21 44	9 25	....
....	16 45	11 26	279	..... Banning ... ♁	20 59	8 10	....
....	18 00	12 25	296	+ .. ‖ Atikokan.... ♁	20 20	b700	....
....	....	14 30	357	.... Kashabowie.. ♁	17 55	....	....
32	....	15 52	394	.... Mattawin... ♁	16 31	....	31
c1300	....	16 49	420	Stanley Junction ♁	15 32	....	9 40
14 02	....	17 28	436	+ Fort William ♁	14 55	....	8 40
14 15	....	17 40	439	ar. + Port Arthur[2] ♁ lv.	†1445	....	f815

No. 2—Through Canadian Northern Sleeper Winnipeg to Duluth. Dining Car Service.

No. 1—Through Canadian Northern Sleeper Duluth to Winnipeg. Dining Car Service.

OAK POINT SECTION.

41	Ms	October 10, 1909.	42	....
b8 20	0	lve... Winnipeg ♁ .arr.	18 00	....
9 50	23	..... Grosse Isle	16 25	....
10 45	37	..... Woodlands	15 40	....
11 15	47	.....Lake Frances.....	15 10	....
12 00	56	..... St. Laurent .... ♁	14 30	....
12 25	61	arr.... Oak Point ♁ .lve.	b1400	....

ROSSBURN SECTION.

17	Ms.	October 10, 1909.	18	....
a1505	0	lve.... Neepawa ♁ .arr.	11 50	....
15 40	14	.....Orrville..... ♁	11 16	....
16 09	25	.....Clanwilliam.... ♁	10 50	....
18 00	58	.....Elphinstone.... ♁	9 23	....
19 09	84	.....Rossburn..... ♁	8 15	....
20 15	109	arr..... Russel ♁ .. lve.	b7 15	....

WAKOPA SECTION.

43	Ms	October 10, 1909.	44
f1420	....	lve..... Somerset ♁ ... arr.	10 35
15 20	0	..... Greenway..... ♁	9 10
16 25	18	.....Neelin ..... ♁	7 50
17 15	29	.....Holmfield..... ♁	7 10
18 30	47	.....Wakopa..... ♁	c6 00
18 50	52	arr..... Adolphe ..... lve.	....

WINNIPEGOSIS BRANCH.

65	Ms	October 10, 1909.	66
g1600	0	lve..... Dauphin ♁ ... arr.	23 15
16 10	3	Gilbert Plains Junction	23 05
17 48	18	.....Sifton Junction.....	22 05
18 30	27	..... Fork River	21 25
19 10	39	arr... Winnipegosis ♁ lve.	g2045

GOOSE LAKE BRANCH.

23	Ms	October 10, 1909.	24	....
b1730	0	lve... Saskatoon .. arr.	10 20	....
17 51	7	..... Eaton.....	9 59	....
18 18	17	..... Vanscoy.....	9 32	....
18 44	26	..... Delisle	9 06	....
19 08	34	..... Laura.....	8 42	....
19 29	41	..... Tessier	8 21	....
19 54	49	..... Harris	7 55	....
21 00	72	arr... Rosetown... lve.	a6 50	....

* Daily; † daily, except Sunday; *a* Tuesday, Thursday and Saturday; *b* Monday, Wednesday and Friday; *c* Wednesday and Saturday; *f* Tuesday and Friday; *g* Monday and Friday; *j* Monday only; *n* Wednesday and Friday; *o* Tuesday and Thursday. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

CARMAN, WAWANESA AND HARTNEY SECTION.

43	11	Ms	October 10, 1909.	12	44
....	†1025	0	lve... Winnipeg ♁ arr.	16 10	....
....	10 48	9	...Carman Junction. ♁	15 48	....
....	11 18	22	.....Sanford..... ♁	15 18	....
....	11 57	39	..... Sperling ..... ♁	14 40	....
....	12 13	46	.....Homewood..... ♁	14 24	....
....	12 30	53	.....Carman..... ♁	14 05	....
....	13 05	68	.....Roseisle..... ♁	13 25	....
....	13 15	72	..... Leary's.....	13 15	....
....	13 40	80	..... Cardinal..... ♁	12 55	....
ft230	14 20	87	..... Somerset..... ♁	12 35	10 35
12 55	14 34	93	.....Swan Lake..... ♁	12 01	10 15
13 40	14 59	105	.....Marieapolis..... ♁	11 34	9 35
14 05	15 14	110	..... Greenway..... ♁	11 19	c9 10
....	15 49	126	..... Belmont..... ♁	10 45	....
....	t7 15	144	..... Wawanesa..... ♁	8 45	....
....	18 40	164	...Methven Junction. ♁	7 35	....
51	18 50	184	arr.... Brandon... lve.	†7 25	52
a9 50	15 59	126	lve..... Belmont... arr.	10 40	18 25
11 10	16 44	143	..... Dunrea..... ♁	9 55	17 16
13 10	17 23	178	..... Fairfax..... ♁	9 16	15 25
15 25	18 05	180	..... Hartney ..... ♁	8 35	13 20
17 00	18 45	198	..... Belleview..... ♁	7 55	11 45
18 30	19 22	214	..... Maples..... ♁	7 18	10 15
18 45	19 30	217	arr..... Virden ♁ .. lve.	†7 10	n9 50

OAKLAND BRANCH.

55	53	Ms	October 10, 1909.	54	56
....	j7 35	0	lve. Portage la Prairie. arr.	17 05	....
....	7 55	4	..... Alpha	16 30	....
j1505	8 35	10	..... Oakland.....	16 00	15 55
15 15	....	13	..... Huddlestone	....	15 45
15 25	....	17	..... Delta	....	j1535
....	8 50	13	..... Fulton	14 35	....
....	10 00	28	arr.... Totogan ... lve.	j1330	....

SWAN RIVER, ERWOOD AND MELFORT SECTION.

69	3	Ms	October 10, 1909.	4	70
a8 00	b1700	0	lve.. + Dauphin .. arr.	a9 50	17 20
8 10	17 07	3	. Gilbert Plains Junc.	9 43	17 07
8 30	17 20	9	..... Valley River	9 30	16 30
9 00	17 38	16	..... Sifton..... ♁	9 12	15 55
9 08	17 42	18	....Sifton Junction....	9 08	15 40
9 55	18 17	33	.....Ethelbert..... ♁	8 33	14 55
10 30	18 38	42	.....Garland.....	8 12	13 45
11 10	19 00	52	..... Pine River	7 50	13 05
11 50	19 25	62	.....Sclater.....	7 25	12 30
12 15	19 43	70	..... Cowan	7 07	12 00
12 50	20 07	80	..... Fishers.....	6 43	11 25
14 00	20 31	90	.....Minitonas..... ♁	6 19	10 45
14 30	20 55	100	.. Thunderhill Junc..	5 55	10 05
14 40	21 00	101	arr.. ‖ Swan River ♁ . lve.	5 50	b1000
....	21 15	101	lve. + Swan River... arr.	5 35	....
....	21 38	111	.....Bowsman..... ♁	5 12	....
....	22 07	123	.....Birch River.....	4 42	....
....	22 59	144	.....Mafeking..... ♁	3 55	....
....	23 51	162	...Barrows Junction. ♁	3 08	....
....	1 35	203	ar. Hudson Bay Junc. lv.	1 35	....
....	....	....	(Central time.)	....	....
81	....	....	(Mountain time.)	....	62
e7 00	24 50	203	lv. Hudson Bay Junc. ar.	24 20	21 15
7 50	1 32	216	..... Greenbush	23 35	20 25
8 35	– –	228	..... Prairie River.....	– –	19 40
11 25	3 37	262	.... Crooked River .. ♁	21 15	16 30
13 15	4 10	275	+ ..... Tisdale..... ♁	20 35	15 35
14 35	4 42	288	+ ..... Star City ..... ♁	19 55	14 30
16 30	5 22	301	+ ..... Melfort..... ♁	19 10	13 15
17 05	5 45	310	..... Beatty	18 19	11 30
18 15	6 07	320	..... Kinistino..... ♁	17 54	10 50
19 00	6 42	331	.....Branspeth.....	17 27	10 00
19 35	7 00	338	..... Birch Hills.... ♁	17 10	9 25
20 15	7 23	347	..... Fenton.....	16 45	8 45
20 50	7 43	354	..... Davis	16 25	8 10
21 30	a8 10	364	ar. Prince Albert ♁ lv.	b1600	g7 30

EMERSON AND MIAMI SECTIONS.

5	8	14	Ms	October 10, 1909.	13	7	6
†8 05	*1720	*7 05	0	lve. + Winnipeg[3] ♁ arr.	22 25	7 25	16 55
8 15	17 30	7 15	3	. Portage Junction .	22 15	7 15	16 45
8 42	– –	c –	16	..... Cartier.....	c –	– –	16 20
9 00	18 00	c –	24	..... St. Agathe.... ♁	c –	6 40	16 03
9 08	– –	c –	28	..... Union Point.....	c –	– –	15 55
9 35	18 30	8 15	41	arr.... + Morris ♁ .. lve.	21 11	6 11	15 25
....	18 44	8 29	47	... St. Jean Baptiste. ♁	20 59	5 59	....
....	19 02	8 47	57	..... Letellier ..... ♁	20 41	5 41	....
....	19 30	....	66	+ ..... Emerson[4] ... ♁	....	*5 07	....
....	....	9 25	69	arr.... Pembina[1] ♁ lve.	*2035	....	....
9 35	....	....	41	lve..... Morris ♁ .. arr.	....	....	15 25
10 20	....	....	62	..... Myrtle ..... ♁	....	....	14 32
10 30	....	....	67	+ ..... Roland..... ♁	....	....	14 20
11 05	....	....	81	+ ..... Miami ..... ♁	....	....	13 45
12 10	....	....	103	+ ..... Somerset..... ♁	....	....	12 51
15 14	....	....	127	arr. + Greenway ♁ lve.	....	....	†1119

MORINVILLE BRANCH.

83	M	November 13, 1909.	82	....
b9 00	c	lve. Edmonton. arr.	16 40	....
9 10	8	.Edmonton Junction	16 3[illegible]	....
9 40	10	..... St. Albert.....	15 5[illegible]	....
10 40	23	arr. Morinville. lve.	b1500	....

STONY PLAINS BRANCH.

81	Ms	October 10, 1909.	80	....
a830	0	lve. Edmonton. arr.	15 30	....
840	2	.Edmonton Junction	15 20	....
940	16	....Spruce Grove...	14 20	....
1000	21	ar. Stony Plains. lv.	a1400	....

THUNDERHILL BRANCH.

72	Ms	October 10, 1909.	71
a1555	0	lve... Swan River.. arr.	8 35
16 00	1	.. Thunderhill Junc..	8 30
17 25	15	..... Durban.....	7 15
19 30	36	arr..... Pelly..... lve.	n8 00

Can. No. First-class Sleeping Cars. **EQUIPMENT OF THROUGH TRAINS.** **Unexcelled Dining Car Service.**

No. 2—WINNIPEG-DULUTH SHORT LINE EXPRESS (Daily)—First and Second class Coaches, Sleeping and Dining Cars Winnipeg to Duluth. **Connections.**—With Alberta and Saskatchewan Expresses and all trains from the West. At **Duluth**—With all rail routes to all points in Eastern Canada and the United States. At **Fort Frances**—For Port Arthur and Fort William.

No. 1—DULUTH SHORT LINE EXPRESS—DULUTH-WINNIPEG (Daily)—First and Second class Coaches, Sleeping and Dining Cars Duluth to Winnipeg. **Connections.**—At **Duluth**—With all rail routes from Eastern Canada and United States. At **Fort Frances**—For Port Arthur and Fort William. At **Winnipeg**—With the Alberta and Saskatchewan Expresses and trains for all points west.

No. 1—ALBERTA EXPRESS—WINNIPEG-EDMONTON (Daily)—First and Second class Coaches, Sleeping and Dining Cars Winnipeg to Edmonton. **Connections.**—At **Winnipeg**—With Duluth Express from Eastern Canada and United States by all rail and lake lines, and with Great Northern and Northern Pacific Expresses from the South.

No. 2—ALBERTA EXPRESS—EDMONTON-WINNIPEG (Daily)—First and Second class Coaches, Sleeping and Dining Cars Edmonton to Winnipeg. **Connections.**—At **Winnipeg**—With Duluth Short Line Express, via Fort Frances, for Duluth and all points in Eastern Canada and United States by all rail routes, and with Northern Pacific and Great Northern Expresses for the South.

No. 15—SASKATCHEWAN EXPRESS (Daily)—(**New Train, New Equipment**)—Winnipeg, via Portage La Prairie and Brandon, to Regina, Saskatoon and Prince Albert. First and Second class Coaches, Sleeping and Dining Cars. Cafe Parlor Car Regina to Prince Albert. **Connections** At **Winnipeg**—With Duluth Short Line Express, via Fort Frances, from Duluth and all points in Eastern Canada and United States by all rail routes, and with North. Pac. and Gt. North. Expresses from the South.

No. 16—SASKATCHEWAN EXPRESS (Daily)—Prince Albert, Regina and Saskatoon, via Kipling, Brandon and Portage to Winnipeg. First and Second class Coaches, Sleeping and Dining Cars. Cafe Parlor Car Prince Albert to Regina. **Connections**—At **Winnipeg**—With Duluth Short Line Express, via Fort Frances, for Duluth and all points in Eastern Canada and United States by all rail routes, and with Northern Pacific and Great Northern Expresses for the South.

No. 3—PRINCE ALBERT EXPRESS—WINNIPEG-PRINCE ALBERT (Tri-weekly)—First and Second class Coaches and Sleeping Cars Winnipeg to Prince Albert. **Connections.**—At **Winnipeg**—With Duluth Short Line Express and Great Northern and Northern Pacific Expresses.

No. 4—PRINCE ALBERT EXPRESS—PRINCE ALBERT-WINNIPEG (Tri-weekly)—First and Second class Coaches and Through Sleeping Cars Prince Albert to Winnipeg. **Connections.**—At **Winnipeg**—With Duluth Short Line Express and Great Northern and Northern Pacific Expresses.

CANADIAN NORTHERN RAILWAY—EASTERN LINES.

CANADIAN NORTHERN ONTARIO RAILWAY.

WM. MACKENZIE, Prest., Toronto, Ont.
D. D. MANN, Vice-Prest., "
D. B. HANNA, 3d Vice-Prest., "
J. D. MORTON, Gen. Aud., "

WM. PHILLIPS, Gen. Fht. and Pas. Agt., Toronto, Ont.
A. J. HILLS, Supt., "
C. PRICE GREEN, Pas. Agt., "

5	7	1	Ms	*September 12, 1909.*	2	6	8	....
P M		A M		(*Union Station.*)	A M	P M		
†5 15		†9 00	0	lve... **Toronto**[1] ♁ arr.	10 30	5 30		
8 04		9 46	17	..... Thornlea	9 46	4 46		
8 14		9 57	21	....Richmond Hill.. ♁	9 39	4 37		
6 55		10 45	41	..... Mount Albert .. ♁	8 55	3 58		
7 37		11 30	64	.....Beaverton..... ♁	8 10	3 16		
7 47		11 40	69	.....Gamebridge.....	7 58	3 06		
7 54		11 47	72	..... Brechin..... ♁	7 51	2 59		
8 28		12 27	89	.....Washago ..... ♁	7 17	2 28		
8 16		1 20	113	.....**Bala Park**[2].....	6 23	1 37		
9 37		1 43	125	..... Footes Bay	5 59	1 12		
9 48	P M	1 52	130	.....Lake Joseph.....	5 48	1 03	Noon	
10 30	†2 50	2 35	150	....**Parry Sound**.. ♁	†5 00	†12 20	12 00	
P M	4 30	P M	172	.....Deer Lake.....	A M	Noon	10 47	
	6 05		184	.South Maganetawan..			10 13	
9	6 37		216	....Pickerel River....	10		8 45	
A M	6 40		217	.... French River.....	P M		▲8 42	
†8 00	9 20		267	.....**Sudbury**[2]... ♁	3 05		†6 00	
9 35	P M		281	.....Norman.....	1 30		A M	
10 25			290	.....**Sellwood**.... ♁	†1 00			
A M				ARRIVE]	[LEAVE	P M		

Connections.—[1] With Grand Trunk and Can. Pac. Rys. Passenger connections with all rail and steamer lines at Toronto. [2] With Muskoka Nav. Co. [3] With Alg. Cent. & Hud. Bay and Can. Pac. Rys. *Eastern time.*

† Daily, except Sunday. ♁ Telegraph stations.

CANADIAN NORTHERN QUEBEC RAILWAY.

The New Shore Line between Ottawa, Montreal and Quebec.

D. B. HANNA, Prest., Toronto, Ont.
W. D. BARCLAY, Gen. Manager, Quebec, Que.
J. D. MORTON, Gen. Aud., Toronto, Ont.
F. M. SPAIDAL, Gen. Supt., Quebec, Que.
R. S. RICHARDSON, Asst. Supt., Montreal, Que.
GUY TOMBS, G. F. & P. A., "

G. E. BEEKMAN, New England Pas Agt., Boston, Mass.
H. MCDONALD, Chief Claims Clerk, Quebec, Que
E. G. ROUSSIN, Traveling Agent, Montreal, Que.
W. A. KINGSLAND, Auditor, Quebec, Que.

8	6	4	2	Ms.	*January 3, 1910.*	1	3	7	5
P M	P M	P M	A M		LEAVE] [ARRIVE	P M	A M	A M	A M
*11 45	†5 30	†4 30	†9 00	0	+....**Montreal**.... ♁	4 20	11 45	6 20	8 45
12 21	6 01	5 08	9 31	14	+...Charlemagne... ♁	3 50	11 09	5 42	8 14
12 33	6 16	5 23	9 45	21	+...L'Assomption... ♁	3 36	10 55	5 25	8 00
12 39	6 22	5 31	9 52	24	+.. **L'Epiphanie** .. ♁	3 28	10 48	5 18	7 53
1 05	6 50	6 00	10 20	36	arr..+**Joliette** ♁ .lve.	3 00	10 20	*4 50	†7 25
— —	8 14			62	+...New Glasgow... ♁			— —	6 16
6 10	9 45			73	+...**St. Jerome**... ♁			11 55	†5 45
6 57	P M			89	+.... **Lachute**..... ♁			11 09	A M
7 27				103	+.. **Hawkesbury** .. ♁			10 40	
8 50				138	.....**Rockland**.... ♁			9 21	
9 45				162	arr....**Ottawa**....lve.			*8 30	
— —	12	6 52	11 05	55	.... St. Barthelemi	2 16	9 24	— —	11
3 00	A M	8 09	12 07	82	..... St. Boniface .... ♁	1 13	8 04	3 00	Night
3 20	†4 00	8 35	12 25	91	...**Shawinigan Jn.** ♁	12 50	7 40	*2 35	1205
†8 20		9 00	1 15	94	ar.+**S'winigan Falls** ♁ lv.	†12 00	†7 10	†8 05	†805
*3 35	4 20	8 45	12 40	94	+...Grand Mere... ♁	12 40	†7 30	2 25	1150
3 45	4 40	P M	1 00	98	... **Garneau Junc.** ♁	12 25	A M	2 15	1130
			3 30	138	+**Riviere a Pierre Junc** ♁	9 55			
			7 45	190	arr...**La Tuque**..lve.	†6 00			
4 47	6 20		2 03	124	.....St. Casimir... ♁	11 12		1 12	9 35
5 20	8 00		2 34	137	..... Port Neuf .... ♁	10 40		12 40	8 30
6 48	10 05		3 44	165	.....Cap Rouge..... ♁	9 30		11 30	6 10
*7 20	10 45		4 15	176	+.....**Quebec**..... ♁	†9 00		*11 00	†5 30
A M	A M		P M		ARRIVE]	[LEAVE	A M	P M	P M

*Daily; †daily, except Sunday; ♁ Sunday only; + Coupon stations; ♁ Telegraph stations.

Additional Train—Leaves Joliette †7 15 a.m., arrives Ottawa 8 10 p.m. Leaves Ottawa †8 00 a.m., arrives Joliette 7 50 p.m.

No. 43	Ms.	**MONTFORT BR.**	No. 40
		LEAVE] [ARRIVE	
†4 00 P M		..**Montreal** (*C. P. Ry.*)..	11 00 A M
†5 17 P M	0	..St. Jerome Junction ♁	9 25 A M
7 23 "	27	..... Montfort.....	7 30 "
8 09 "	36	..... 16 Island Lake.....	6 50 "
8 47 "	46	.....**Arundel**.....	6 05 "
9 00 P M	47	arr...**Huberdeau**...lve.	†6 00 A M

ST. JACQUES BRANCH.—Leave **L'Epiphanie** ♁ †9 57 a.m., †8 27 p.m., arriving St. Jacques ♁ (9 miles) 10 25 a.m., 6 55 p.m. Leave St. Jacques †7 00 a.m., †2 40 p.m., arriving L'Epiphanie 7 30 a.m., 3 10 p.m.

In Operation—404 Miles. Under Construction—10 Miles.

Connections.—At Quebec—With railroads diverging. At **Riviere a Pierre**—With Q. & L. St. J. Ry. At **Montreal**—With railroads diverging. At **St. Jerome**—With C. P. Ry. At **Lachute**—With C. P. Ry. At **Hawkesbury**—With G. T. Ry. and C. N. Q. Ry. At **Grenville**—With Car. & Gren. R.R.

INVERNESS RAILWAY & COAL COMPANY.

WM. MACKENZIE, Prest., Toronto, Ont.
D. D. MANN, Vice-President, "

W. D. BARCLAY, G.M., Quebec, Que.
J. MCGILLVRAY, Supt., Inverness, C.B.

No. 52	No. 54	Ms.	*October 17, 1909.*	No. 51	No. 53
†9 30 A M	†3 35 P M	0	lve..**Point Tupper**[1]..arr.	10 30 A M	3 20 P M
10 55 "	3 40 "	1.5	... Inverness Junction...	10 24 "	3 15 "
11 01 "	3 45 "	2.8	....Port Hawkesbury....	10 19 "	3 07 "
11 20 A M	4 03 "	6.2	.....**Port Hastings**.....	10 02 "	†2 50 P M
.....	5 28 "	34.0	.....Port Hood.....	8 30 "	.....
.....	7 00 P M	62.4	arr....**Inverness**....lve.	†6 45 A M	.....

Connection.—[1] With Intercolonial Ry. *Eastern time.*

† Daily, except Sunday.

HALIFAX & SOUTHWESTERN RAILWAY.

WM. MACKENZIE, Prest., Toronto, Ont.
D. D. MANN, Vice-Prest., "
D. B. HANNA, 3d Vice-Prest., "
W. D. BARCLAY, G.M., Quebec, Que.
J. D. MORTON, Gen. Aud., Toronto, Ont.

P. MOONEY, Gen. Fht. & Pas. Agt., Halifax, N.S.
J. BAIN, Supt., Bridgewater, N.S.
J. BRIGNELL, Local Auditor, Bridgewater, N.S.

1	3	Ms	*January 2, 1910.*	2	4
a7 10	b6 00	0	lve... **Halifax**[1]....arr.	21 55	20 25
8 11	6 51	20	.... French Village	20 50	19 35
8 39	7 15	29	.....Ingram Port.....	20 22	19 12
10 01	8 12	51	.....Chester	19 04	18 15
11 30	9 00	70	..**Mahone Junction**..	18 00	17 29
12 05	10 00	77	arr...**Lunenburg**..lve.	16 50	b16 50
a6 30	b7 00	77	lve... **Lunenburg**..arr.	▲	20 00
12 20	9 40	81	....**Bridgewater**	17 25	17 00
13 32	10 34	103	.....Medway	15 48	15 53
14 10	10 54	112	..... **Liverpool**	15 20	15 31
15 55	11 59	141	.....Sable River	13 13	14 22
17 16	13 10	163	.....Shelburne.....	11 48	13 10
19 00	14 28	182	.....Barrington	10 10	11 46
19 11	14 38	198	.. Barrington Passage ..	10 00	11 38
19 30	14 51	204	..... Shag Harbor	9 40	11 23
20 23	15 30	220	.....Pubnico.....	8 41	10 41
21 20	16 14	238	.....Tusket.....	7 39	9 58
21 55	16 40	248	arr...**Yarmouth**[3]..lve.	a7 00	b9 30

† Daily, except Sunday; a Monday, Tuesday, Thursday and Friday; b Wednesday and Saturday; d Monday and Friday. ▲ Tuesday and Thursday arrives 20 00. ♁ Meals.

MIDDLETON SECTION.

13	11	9	7	Ms	*October 18, 1909.*	10	8	12	14
.....	†6 50	b7 00	a6 30	...	lve... **Lunenburg**..arr.	10 00	12 05	20 00	21 00
.....	17 29	7 35	7 00	....	...**Mahone Junction**..	9 35	11 40	19 35	20 35
.....	18 30	9 50	7 55	81	.... **Bridgewater**	8 45	10 40	18 35	20 00
.....	19 25	10 37	8 50	97	....**New Germany**....	7 25	9 00	15 36	18 49
.....	19 54	....	.....	103	..... Hemford	6 56	8 29	.....	.....
.....	20 29	....	.....	113	... Brookfield Mines ...	6 23	7 55	.....	.....
.....	20 55	.....	.....	120	arr...**Caledonia**...lve.	b6 00	a7 30	.....	.....
.....	....	11 00	9 13	104	..... Cherryfield	.....	.....	15 13	18 27
.....	.....	11 15	9 30	107	..... Springfield	.....	.....	14 59	18 15
.....	.....	12 00	10 28	126	..... Alpena	.....	.....	14 04	17 20
.....	.....	12 24	10 43	132	.....Nictaux.....	.....	.....	13 44	17 05
d11 30	.....	12 35	11 00	136	.....**Middleton**[2].....	.....	.....	e13 30	16 50
12 01	.....	.....	.....	143	.....Clarence.....	.....	.....	.....	15 44
12 18	.....	.....	.....	149	.....Bridgetown.....	.....	.....	.....	15 26
13 01	.....	.....	.....	162	.... Granville Ferry	.....	.....	.....	14 40
13 40	.....	.....	.....	174	arr...**Port Wade**..lve.	.....	.....	d14 00	.....

Connections.—[1] With Intercolonial Ry. [2] With Dominion Atlantic Ry. [3] With Dominion Atlantic Ry. and steamer for Boston.

QUEBEC & LAKE ST. JOHN RAILWAY.

D. B. HANNA, Prest., Toronto, Ont.
W. D. BARCLAY, Gen. Manager, Quebec, Que.
J. D. MORTON, Gen. Aud., Toronto, Ont.
F. M. SPAIDAL, Gen. Supt., Quebec, Que.
JAS. J. SUNDERLAND, Asst. Supt., Quebec, Que.

GUY TOMBS, Gen. Fht. & Pas. Agt., Montreal, Que.
G. E. BEEKMAN, New England Pas. Agt., Boston, Mass.
H. MCDONALD, Chief Claims Clerk, Quebec, Que.
W. A. KINGSLAND, Auditor, "

5	19	3	1	Ms	*November 14, 1909.*	4	2	6	20
P M		P M	A M		(*Eastern time.*)	A M	P M	A M	
†8 00		†5 20	†8 30	0	lve.. **Quebec**[1] ♁ arr.	8 45	7 00	m7 00	
—		5 35	— —	4	....Charlesbourg.. ♁	8 26	— —	6 48	
8 35		6 55	9 03	9	...Indian Lorette.. ♁	8 10	6 33	6 35	
8 56		6 15	9 21	17	.... **Valcartier**....	7 44	6 15	6 17	
— —		— —	— —	22	Lk. St. Joseph Hotel	— —	— —	— —	
9 15		6 35	9 36	23	..Lake St. Joseph ♁	7 26	5 57	6 01	
9 28		6 48	9 48	28	... Lake Sergent...	7 11	5 44	5 48	
9 45		7 10	10 05	34	+..St. Raymond.. ♁	†6 50	5 25	5 30	
10 57		P M	10 53	50	.....Perthuis.... ♁	A M	4 37	4 42	
11 03			11 15	57	..**Riv. a Pierre Jn**[2]...		a4 15	4 20	
		A M		195	arr..**Montreal**..lve.		a9 00		P M
		†9 00		195	lve...**Montreal** .arr.		A M		4 20
11 00	†4 10		11 20	57	..**Riv. a Pierre Jn.**[2]..		4 10	4 15	9 45
12 03	5 15		12 21	79	..**La Tuque Junc.**		3 11	3 07	†6 40
1 55	P M		2 10	112	..Lake Edward .. ♁		1 50	1 25	A M
3 02			3 10	134	..... Kiskisink ... ♁		12 25	12 07	
4 17			4 19	160	...Lake Bouchette ♁		11 15	10 52	
4 29			4 29	163	..... Dablon .... ♁		11 05	10 38	
5 10			5 05	176	ar.+**Chambord Jn.** ♁ lv.		10 20	9 50	
6 10			6 05	188	ar.+**Roberval** ♁ .lv.		a9 10	§8 40	
					...**Hotel Roberval**.....				
§4 10			‖4 00	188	lv...**Roberval** ♁ ar.		11 15	10 40	
5 20			5 15	176	lv. **Chambord Jn.** ♁ ar.		10 10	9 40	
5 37			5 31	186	...Desbiens Mills. ♁		9 52	9 22	
6 07			6 00	191	.....St. Gedeon... ♁		9 22	8 52	
6 27			6 19	198	+.. Hebertville .. ♁		9 01	8 31	
7 25			7 17	217	..... Jonquiere ... ♁		8 05	7 35	
§8 00			7 50	227	+..**Chicoutimi**[3]. ♁		a7 30	§7 00	
A M			P M		ARRIVE]	[LEAVE	A M	P M	

LA TUQUE BR.—Train leaves **La Tuque Junction** for La Tuque (39 m.) †5 30 p.m. Ret'g, leaves La Tuque for La Tuque Junc. †6 00 a.m.

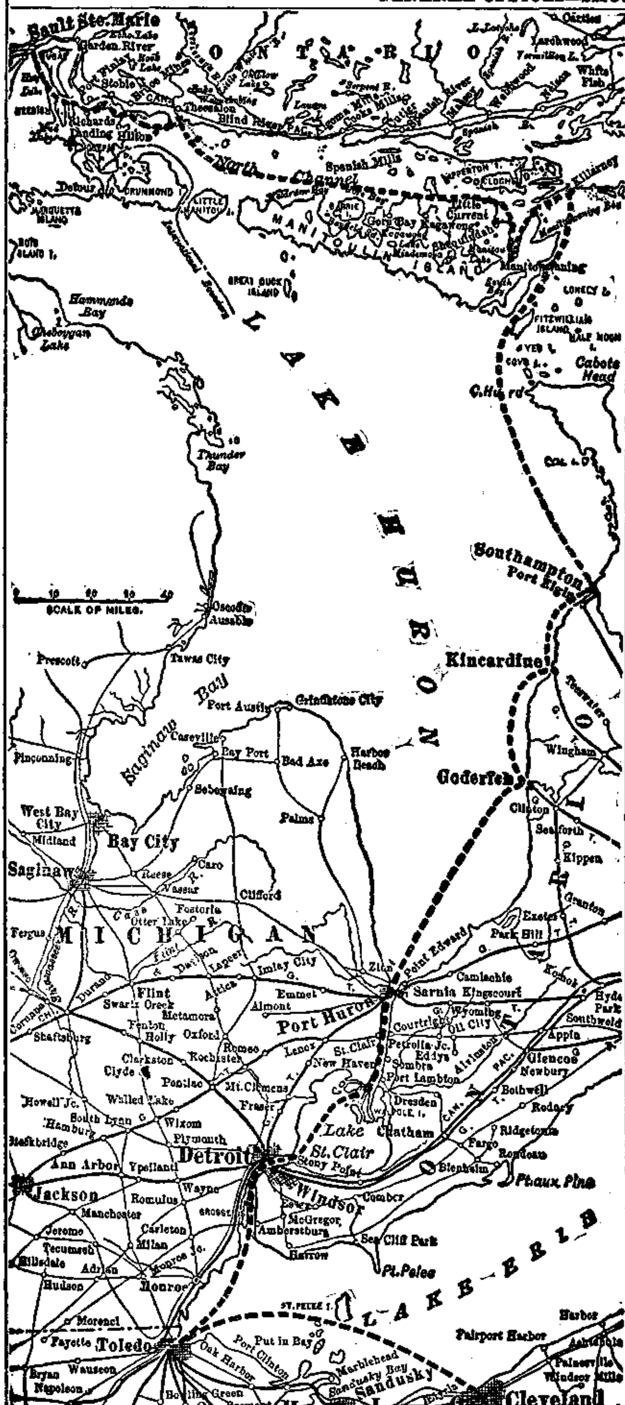
† Daily, except Sunday; § Sunday only; a daily, except Sunday and Monday; b daily, except Saturday and Sunday; § Saturday only; m Monday only. + Coupon stations; ♁ Telegraph stations.

Connections.—[1] With Can. North. Quebec Ry.; Can. Pac. Ry.; Que. Ry., Light & Power Co., by ferry with Grand Trunk Ry.; Intercolonial Ry.; Quebec Cent. Ry., and Richelieu & Ontario Nav. Co. [2] With Can. North. Quebec Ry. [3] With Richelieu & Ontario Nav. Co. during season of navigation.

ALGOMA CENTRAL & HUDSON BAY RAILWAY COMPANY.

T. J. DRUMMOND, President,	Montreal, Que.	J. BOURKE, Auditor,	Sault Ste. Marie, Ont.
J. TATNALL LEA, 1st Vice-President,	Philadelphia, Pa.	T. J. KENNEDY, General Superintendent,	"
J. FRATER TAYLOR, 2d Vice-President,	Sault Ste. Marie, Ont.	T. H. McGILLIVRAY, Purchasing Agent,	"
W. K. WHIGHAM, 3d Vice-President,	New York, N. Y.	D. J. GRAHAM, Car Accountant,	"
THOS. GIBSON, Secretary and Treasurer,	Toronto, Ont.	T. FRASER, Master Mechanic,	"
W. C. FRANZ, General Manager,	Sault Ste. Marie, Ont.	W. MILLS, Master Car Builder,	"
J. S. WYNN, Comptroller,	"	C. N. COBURN, Chief Engineer,	"

GENERAL OFFICES—SAULT STE. MARIE, ONT.



MAIN LINE.

No. 3	Mls.	*May* 1, 1909.	No. 4
		LEAVE] [ARRIVE	
†8 00 A M	0	+**Sault Ste. Marie**	6 00 P M
8 10 "	1	......Tagona......	5 45 "
8 30 "	8	.....Root River.....	5 21 "
8 37 "	10	...Granite Quarry...	5 16 "
8 43 "	11	... Perry Junction ...	5 10 "
8 55 "	13	...... Heyden	5 02 "
9 04 "	16	.....Island Lake.....	4 49 "
9 16 "	19	...... Bellevue	4 35 "
9 33 "	24	...... Wilde	4 15 "
10 30 "	31	.....Searchmont.....	3 30 "
10 50 "	36	...... Wabos	2 40 "
11 10 "	40	....Superior Mine....	2 23 "
11 14 "	41	...... Achigan	2 20 "
11 40 A M	48	...... Ogidaki	2 00 P M
– –	52	.....Mashkode.....	– –
– –	56	.....Trout Lake.....	– –
4 00 P M	63	......Mekatina......	7 40 A M
6 00 P M	70	.....**Pangissin**.....	†7 00 A M
		ARRIVE] [LEAVE	

† Daily, except Sunday. + Coupon station. *Eastern time.*

Connections.—At Sault Ste. Marie with Canadian Pacific Ry., Duluth, South Shore & Atlantic Ry., and Minneapolis, St. Paul & Sault Ste. Marie Ry.

MICHIPICOTEN BRANCH.

No 1	Mls	*August*, 1905.	Ms	No. 2
†8 00 A M	0	lv..**Michipicoten** .ar.	12	5 55 P M
8 05 "	1	.... Brient	11	5 50 "
8 18 "	4	.......Trembley.......	8	5 37 "
8 27 "	7	.... Magpie........	5	5 28 "
8 33 "	8	.... Wawa	4	5 20 "
8 42 "	10	**Josephine Junction.**	2	5 10 "
8 55 A M	12	arr..**Helen Mine**..lve.	0	†5 00 P M

MANITOULIN & NORTH SHORE RAILWAY.

No. 7	No. 5	Mls	*August*, 1905.	Mls	No. 8	No. 6
†1 00 P M	†7 30 A M	0	lve....**Sudbury**...arr.	13	10 45 A M	4 45 P M
1 15 "	7 50 "	3	..Clara Belle Junction..	10	10 35 "	4 30 "
1 45 "	7 55 "	4	.........Elsie.........	9	10 25 "	4 20 "
1 55 "	8 02 "	6	......Ballast Pit......	7	10 18 "	4 13 "
2 15 "	8 22 "	9	......North Star......	4	10 00 "	3 46 "
2 35 "	8 32 "	11	...... Creighton	2	9 25 "	3 20 "
2 40 P M	8 40 A M	13	arr...**Gertrude**...lve.	0	†9 15 A M	†3 15 P M

ALGOMA CENTRAL STEAMSHIP LINE.

CLEVELAND, TOLEDO, DETROIT & GEORGIAN BAY ROUTE.

Sailing Schedule—Season 1909—S.S. "King Edward."

Season Opens June 23d—Closes September 7th.

NORTHBOUND.		PORTS.	SOUTHBOUND.	
Saturday.	2 00 P M	lve...◈ **Cleveland**.....arr.	7 15 A M	Saturday.
"	10 00 P M	arr.....◈**Toledo**.......lve.	11 15 P M	Friday.
Saturday.	11 30 P M	lve.....◈**Toledo**.......arr.	10 45 P M	"
Sunday.	4 30 A M	arr......**Windsor**......lve.	– –	
"	7 50 A M	lve......**Windsor**......arr.	– –	
"	7 00 A M	arr.... ◈ **Detroit**......lve.	5 45 P M	"
"	8 00 A M	lve....◈**Detroit**......arr.	4 45 P M	"
"	2 30 P M	lve........**Sarnia**.......arr.	1 30 P M	"
"	8 00 P M	arr......**Goderich**.....lve.	8 00 A M	"
"	8 30 P M	lve......**Goderich**.....arr.	7 30 A M	"
"	12 00 Night	arr.....**Kincardine**....lve.	4 00 A M	"
Sunday.	12 00 Night	lve.....**Kincardine**....arr.	1 00 A M	Friday.
Monday.	2 30 A M	" ...**Southampton**..lve.	10 00 P M	Thursday
"	11 30 A M	" ......**Killarney**..... "	1 00 P M	"
"	2 00 P M	" ...**Manitowaning**.. "	11 00 A M	"
Monday.	5 00 P M	" ...**Little Current**.. "	9 00 A M	"
Tuesday.	1 00 A M	lve.....**Thessalon**..... "	1 00 A M	Thursday.
"	2 00 A M	arr....**Bruce Mines**...lve.	11 00 P M	Wednesday.
"	5 00 A M	lve....**Bruce Mines**...arr.	11 00 P M	"
"	7 00 A M	lve.**Richards Landing**.lve.	9 00 P M	"
Tuesday.	9 00 A M	arr..**Sault Ste. Marie**.lve.	7 00 P M	Wednesday.

◈ Cleveland, Toledo and Detroit *Central time;* all other points *Eastern time.*

FREIGHTERS—**Steamers "Agawa," "Paliki," "Theano" and "Leafield," and Barge "Barium."**

PASSENGER BOATS – **"King Edward," "Minnie M" and "Ossifrage."**

PEORIA & PEKIN UNION RAILWAY.

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R. H. JOHNSON, General Manager, "
J. F. KIEFER, Secretary and Treasurer, "
GEO. E. DEYO, Auditor, "

GEO. WALLISER, Superintendent, Peoria, Ill.
T. J. McPHERSON, Master Mechanic, "
R. FOLLIOTT, Car Accountant, "
WALTER E. EMERY, Chief Engineer, "

Address all correspondence pertaining to freight business to the President.

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TENANT LINES: Chicago & Alton Railway. Iowa Central Railway. Vandalia Line. Chicago, Rock Island & Pacific Railway. Chicago, Burlington & Quincy Railroad.

EASTERN DIVISION.

Sept. 12, 1909.	Mls	1	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	37	39	41	43	45	47	49	53	55
LEAVE	....	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Peoria[1] (*U.D.*) ♂	0	*6 25	*7 20	*7 30	†7 40	*8 00	*8 07	† 022	*1130	*1200	*1215	†1220	*1 02	†1 32	†2 47	*3 40	†440	†4 55	*5 15	†5 45	*6 10	*8 15	*8 00	*11 25	§6 06	§6 30
Bridge Junc.. ♂	1.3	6 32	- -	- -	- -	- -	8 14	10 29	11 37	- -	- -	- -	1 09	1 39	2 54	3 47	- -	- -	5 22	- -	- -	6 22	- -	11 32	- -	- -
Wesley ..... ♂	2.8	6 36	- -	- -	- -	- -	8 18	10 33	11 41	- -	- -	- -	1 13	1 43	2 58	3 51	- -	- -	5 26	- -	- -	6 26	- -	11 38	- -	- -
Grove ..... ♂	5.4	6 40	7 35	- -	- -	- -	8 22	10 37	11 45	- -	- -	12 35	1 17	1 47	3 02	3 55	- -	- -	5 30	- -	6 25	6 30	- -	11 43	- -	- -
Big Four Junc... ♂	8.3	- -	A M	- -	8 03	- -	- -	- -	- -	12 21	- -	Noon	- -	- -	- -	- -	- -	5 15	- -	- -	P M	- -	8 24	- -	- -	- -
Ill. Cent. Junc. ♂	9.2	6 48	.....	7 54	A M	8 23	.....	.....	.....	Noon	12 38	.....	.....	.....	.....	.....	5 03	P M	.....	6 08	.....	.....	P M	.....	6 29	6 55
Pekin[2] (Court St.) ♂	9.2	A M	.....	A M	.....	A M	8 32	10 47	11 55	.....	Noon	.....	1 27	1 57	3 12	4 05	P M	.....	5 35	P M	.....	6 40	.....	11 55	P M	P M
ARRIVE	....	.....	.....	.....	.....	.....	A M	A M	A M	.....	.....	.....	P M	P M	P M	P M	.....	.....	P M	..	.....	P M	.....	P M	..	.....

(*Central time.*)	2	4	6	8	10	12	14	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	50	52	54
LEAVE	.....	A M	A M	.....	.....	.....	A M	.....	Noon	P M	.....	P M	.....	.....	P M	P M	.....	.....	.....	.....	P M	.....	P M	.....	.....
Pekin (Court St.)	.....	*7 15	*8 32	.....	....	A M	†1047	A M	*1205	*1 27	.....	†1 57	.....	P M	†3 17	*405	P M	P M	P M	.....	*7 25	....	*1155	P M	P M
Illinois Central Junc...	A M	.....	.....	.....	A M	*1017	.....	*1125	.....	.....	.....	.....	P M	*2 25	.....	.....	†4 40	*6 04	†6 18	P M	.....	.....	.....	§8 38	§1005
Big Four Junction.....	*6 45	7 20	- -	A M	†9 57	- -	- -	- -	- -	- -	P M	- -	†2 22	- -	- -	- -	- -	- -	- -	*8 27	- -	P M	- -	- -	- -
Grove	- -	7 27	8 42	*9 01	- -	- -	10 57	- -	12 15	1 37	†2 00	2 07	- -	- -	3 27	4 15	- -	6 12	- -	- -	7 35	*8 00	12 07	- -	- -
Wesley	- -	7 32	8 46	- -	- -	- -	11 01	- -	12 19	1 41	- -	2 11	- -	- -	3 31	4 19	4 53	6 15	- -	- -	7 39	- -	12 12	- -	- -
Bridge Junction	- -	7 38	8 50	- -	- -	- -	11 05	- -	12 23	1 45	- -	2 15	- -	- -	3 35	- -	- -	6 19	- -	- -	7 43	- -	12 18	- -	- -
Peoria (*U.D.*)	7 10	7 45	8 57	9 20	10 20	10 40	11 12	11 50	12 30	1 52	2 15	2 22	2 47	2 50	3 42	4 30	5 05	6 26	6 40	6 50	7 50	8 15	12 25	9 03	10 30
ARRIVE	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	P M	P M

WESTERN DIVISION.

215	213	211	209	207	205	203	201	Mls	*September* 12, 1909.	200	202	204	206	208	210	212
P M	P M	P M	P M	P M	A M	A M	A M	....	LEAVE ARRIVE	A M	A M	A M	A M	P M	P M	P M
§6 00	†5 10	†5 00	14 27	*4 00	†7 45	†7 42	†6 30	0	..... **Peoria**[1] ..... ♂	7 05	11 02	11 10	11 35	5 42	6 15	8 20
- -	- -	5 07	- -	- -	- -	- -	6 37	1.3	..... Bridge Junction... ♂	6 58	- -	- -	- -	5 34	- -	- -
- -	5 20	5 11	- -	- -	- -	- -	6 41	2.2	.... **C. & N. W. Junc.**.. ♂	6 54	†1052	- -	- -	5 31	- -	- -
- -	P M	5 12	- -	4 11	7 56	- -	6 42	2.8	..... Iowa Junction.... ♂	6 53	A M	- -	*1124	5 30	- -	†6 09
- -	.....	- -	- -	P M	A M	- -	- -	4.0	..... Collier.....	- -	.....	- -	A M	- -	- -	P M
- -	.....	5 15	- -	.....	.....	- -	6 45	4.1	..... Acme.....	†6 48	.....	- -	.....	†5 25	- -	.....
- -	.....	P M	- -	.....	.....	- -	A M	4.2	.... South Bartonville....	A M	.....	- -	.....	P M	- -	.....
- -	.....	.....	- -	.....	.....	- -	.....	6.6	..... Bismark	.....	.....	- -	.....	.....	- -	.....
6 25	.....	.....	4 50	.....	.....	8 05	.....	7.5	.....Hollis Junction.... ♂	.....	.....	*1048	.....	.....	†5 54	.....
P M	.....	.....	P M	.....	.....	A M	.....	....	arr.....**Pekin**[2] ♂ ....lve.	.....	.....	A M	.....	.....	P M	.....

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; § Sunday only.

♂ Telegraph stations.

CONNECTIONS.

[1] With railroads diverging. [2] With railroads diverging.

WASHINGTON, ALEXANDRIA & MOUNT VERNON RAILWAY CO.—ELECTRIC.

The Only Direct Route to the Home and Tomb of Washington and to the Arlington National Cemetery.

CLARENCE P. KING, President.
H. H. PEARSON, Vice-President.
R. W. KING, General Manager.

JOHN W. PITTOCK, Treasurer.
P. E. CLIFT, Superintendent.

OFFICE AND STATION: PENNSYLVANIA AVENUE AND TWELFTH STREET, WASHINGTON, D.C.

TRAINS FOR MOUNT VERNON.

Grounds and Mansion open every day, except Sunday, May 1 to Nov. 1, from 11 00 a.m. to 5 00 p.m.; Nov. 1 to May 1, 11 00 a.m. to 4 00 p.m.

Schedule in effect May 3, 1908. *Eastern time.*

Leave **Washington**	†10 00 A M	†11 00 A M	†12 00 Noon	†1 00 P M	†2 00 P M	†3 00 P M	.....
Arrive **Mount Vernon**	10 50 A M	11 50 A M	12 50 Noon	1 50 P M	2 50 P M	4 00 P M	.....
Leave **Mount Vernon**	†12 00 Noon	†1 00 P M	†2 00 P M	†3 00 P M	†4 08 P M	†5 05 P M	.....
Arrive **Washington**	12 55 Noon	1 55 P M	2 56 P M	3 55 P M	5 05 P M	6 05 P M	.....

Trains to Mount Vernon run through Alexandria and make connection at Arlington Junction for Arlington and Fort Myer. Distance, Washington to Mount Vernon, 15.8 miles. † Daily, except Sunday.

ARLINGTON NATIONAL CEMETERY.

Open daily from sunrise to sunset. Trains from Washington daily every twenty minutes for Arlington, Fort Myer and Rosslyn. Trains are run at twenty-minute intervals daily between Washington and Alexandria. A Parlor Car can be chartered for special parties.

Toledo, Angola & Western Railway Co.

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FRANK JANES, Secretary, Treasurer and Traffic Manager.
KING, TRACY, CHAPMAN & WELLS, General Counsel.

Offices—Rooms 233-4-5-6 Ohio Building, Toledo, Ohio.

No. 4	No. 2	Mls	*August* 16, 1908.	No. 1	No. 3	....
.....	.....	....	LEAVE ARRIVE	.....	.....	....
†5 00 P M	†9 00 A M	0	..... **Silica**.....	11 10 A M	6 40 P M	....
5 20 "	9 20 "	....	.....Patnoe.....	10 50 "	6 20 "	....
5 30 "	9 30 "	....	.....Richards.....	10 40 "	6 10 "	....
5 40 P M	9 40 A M	10	..... **Vulcan**[1]	†1030 A M	†6 00 P M	....
.....	.....	....	ARRIVE LEAVE	.....	.....	....

† Daily, except Sunday. STANDARD—*Central time.*

Connections.—[1] With the Toledo Terminal R.R. Company and Lake Shore & Michigan Southern Ry.

IRONTON RAILROAD.

S. R. THOMAS, Superintendent, Hokendauqua, Pa.

Trains leave **Hokendauqua** *6 00 a.m., *k*3 26, *a*5 05 p.m. for **Coplay**[1] (1 mile), Egypt (4 miles), Ormrod (6 miles), arriving at Siegersville (8 miles) 6 25 a.m., 3 56, 5 30 p.m. Returning, leave Siegersville *6 25 a.m., *k*3 50, *a*5 30 p.m., arriving at Hokendauqua 6 55 a.m., 4 26, 6 00 p.m.

March, 1908.

* Daily; *a* daily, except Saturday and Sunday; *k* Saturday only.

Connection.—[1] With Lehigh Valley R.R. *Eastern time.*

ST. LOUIS, KENNETT & SOUTH-EASTERN RAILROAD.

G. N. LASSWELL, Superintendent, Campbell, Mo.

Main Line.—From **Campbell** to **Nimmons** (15 miles), and Buckhorn (20 miles).

Old River Line.—From Nimmons to Webber's Mill (5 miles).

Connections.—At Campbell—With St. L. S. W. Ry. and Frisco System. *Central time.* *August*, 1908.

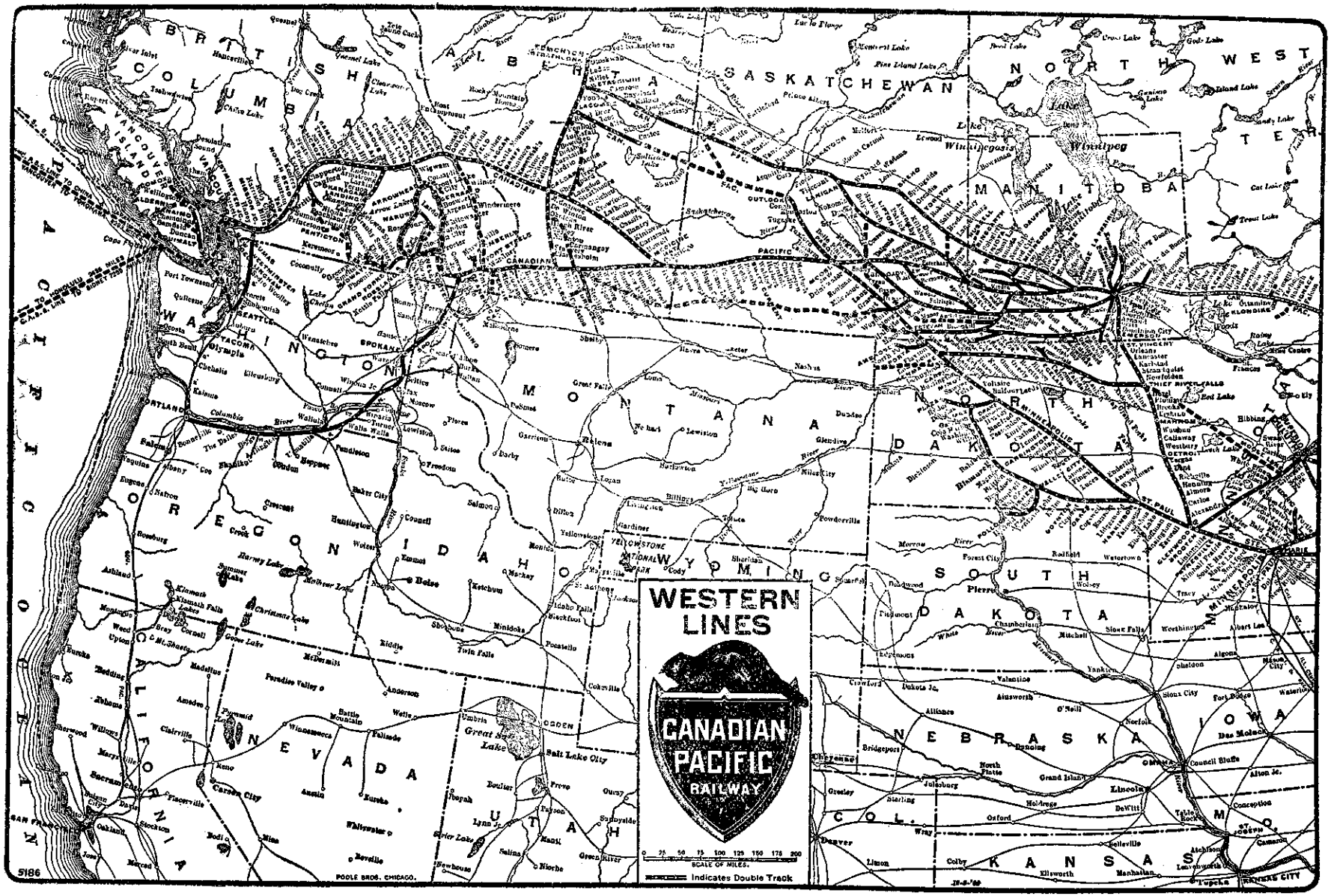
KANAWHA CENTRAL RAILWAY.

F. H. PALMER, Superintendent, Charleston, W.Va.

Extends from **Brounland**[1] to Olcott and Dungriff (5 miles).

Connection.—[1] With Coal River Ry. *January*, 1908.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | Over 160 railroads use the SAFETY systems of ..... **Steam Heat**


WESTERN LINES
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Indicates Double Track
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UTAH
COLORADO
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EASTERN
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Indicates Double Track
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CANADIAN PACIFIC RAILWAY COMPANY

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S. BUCHANAN, ... Supt. Upper Lake Service, . Owen Sound.

CANADIAN PACIFIC RAILWAY.

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Auckland, New Zealand . UNION S.S. CO. OF NEW ZEALAND, Limited.
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Bombay, India ..... EWART, LATHAM & CO.
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B. R. WHITE, Freight Agent, 710 Mercantile Library Building.
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Colombo, Ceylon ..... BOIS BROTHERS & CO.
Copenhagen, Denmark .. A. TERKELSEN, Correspondent, 17 Nyhavn.
Detroit, Mich ..... A. E. EDMONDS, D.P.A.; E. OLSON, D.F.A., 7 Fort Street, West.
Dunedin, New Zealand .. UNION S.S. CO. OF NEW ZEALAND, Limited.
Fiji (Levuka and Suva) ... UNION S.S. CO. OF NEW ZEALAND, Limited.
Glasgow, Scotland ... ... THOS. RUSSELL, Agent, 67 St. Vincent Street.
Halifax, N.S ..... J. D. CHIPMAN, 37 George Street.
Hamburg, Germany ..... CARL F. FLUGGE, Agent.
Hamilton, Bermuda ..... WATLINGTON & CONYERS.
Hamilton, Ont ..... W. J. GRANT, Cor. James and King Streets.
Hong Kong ..... D. W. CRADDOCK, Gen. Traf. Agt., China, etc.
Honolulu, Hawaii ..... THEO H. DAVIES & CO., Limited.
Johannesburg, South Africa . WM. COTTS & CO., Ticket Agents.
Kansas City, Mo ..... L. C. JACK, Freight Agent, } 442 Sheidley
E. MERCHANT, T. P. A., } Building.
Kingston, Jamaica ..... GEORGE & BRANDAY.
Kobe, Japan ..... J. RANKIN, Agent, 14 A, Maye-Machi.
Liverpool, England ..... H. S. CARMICHAEL, G. P. A.; 24 James St.
London, England ..... GEO. McL. BROWN, General Traffic Agent;
H. D. ANNABLE, G. F. A., 62-65 Charing Cross, Trafalgar Square, S. W., 67 and 68 King William Street, E. C.
London, Ontario ..... W. FULTON, 161 Dundas Street.
Los Angeles, Cal ..... A. A. POLHAMUS, T. P. A., 609 So. Spring St.
Madras, India ..... BEST & CO.
Madrid, Spain ..... THOS. COOK & SON, 30 Calle de Arenal.
Manila, Philippine Islands .... SMITH, BELL & CO.
Melbourne, Victoria ..... UNION S.S. CO. OF NEW ZEALAND, Limited.
Milwaukee, Wis ..... A. G. G. LAUDER, Fht. Agt., 518-520 Ry. Exchange.
Montreal, Que ..... E. J. HEBERT, Gen. Agt. Pas. Dept., Windsor St. Sta.
A. E. LALANDE, City Pas. Agt., 120 St. James St.
Moscow, Russia ..... INTERNAT. SLEEP. CAR CO., Hotel Metropole.
Nagasaki, Japan ..... HOLME, RINGER & CO.
Nelson, B.C ..... R. G. MCNIELLIE, D. P. A., Kootenay Dist.
New York, N.Y ..... ALLAN CAMERON, Gen. Traf. Agt., 458 Broadway.
Niagara Falls, N.Y ..... D. ISAACS, Ticket Agent, Prospect House.
Ottawa, Ontario ..... GEO. DUNCAN, 42 Sparks Street.
Paris, France ..... THOS. COOK & SON, 1 Place de l'Opera.
HERNU, PERON & CO., Ticket Agents, 61 Boulevard Haussman.
INT. SLEEPING CAR CO., 3 Boulevard des Capucines.
Philadelphia, Pa ..... F. T. GOODMAN, Dist. Fht. Agt., } 629-631
F. W. HUNTINGTON, G. A. P. D., } Chestnut St.
Pittsburg, Pa ..... ROBERT MAIN, Dist. Fht. Agt., } 320 Fifth
THOMAS G. ORR, T. P. A., } Ave.
Portland, Ore ..... F. R. JOHNSON, 142 Third Street.
Quebec, Que ..... J. HONE, C.P.A., 30 St. John St., Cor. Palace Hill.
Rome, Italy ..... THOS. COOK & SON, 54 Piazza Esedra di Termini.
San Francisco, Cal ..... E. E. PENN, G.A.P.D., } 645 Market Street,
J. H. GRIFFIN, D. F. A., } Palace Hotel.
Seattle, Wash ..... A. B. CALDER, G. A. P. D.; J. W. DRAPER, G. A. F. D., 609 First Avenue.
Shanghai, China ..... A. R. OWEN, Agent.
Singapore, Straits Settlements .. BOUSTEAD & CO.
Spokane, Wash ..... J. S. CARTER, G. A. P. D., 14 Wall Street.
St. John, N.B ..... W. B. HOWARD, District Passenger Agent.
St. Louis, Mo ..... W. M. PORTEOUS, Fht. Agt., Room 428 Pierce Bldg.
T. J. BARNES, C. P. A., 725 Olive Street.
St. Petersburg, Russia ... INT. SLEEP. CAR CO., 5 Perspective Newsky.
Sydney, N. S. W., Australia . Canadian-Australian Line, 259 George St.
Tacoma, Wash ..... C. H. READE, C. P. A., } Arcade Bldg,
O. H. BECKER, Fht. Agt., } 1113 Pacific Ave.
Toronto, Ontario ..... R. L. THOMPSON, Dist. Pas. Agt., 67 Yonge St.
Vancouver, B.C ..... C. B. FOSTER, Asst. Gen. Passenger Agent.
Victoria, B.C ..... L. D. CHETHAM, C.P.A., 1102 Government St.
Vienna, Austria ..... THOS. COOK & SON, Stefensplatz 2.
Washington, D.C ..... E. P. ALLEN, C. F. and P. A., Bond Building, 14th Street and New York Avenue.
Winnipeg, Manitoba ..... A. C. SMITH, Tkt. Agt., Cor. Main St. and Portage Ave.
Yokohama, Japan ..... W. T. PAYNE, Manager Trans-Pacific S.S. Line, 14 Bund.

BOSTON, PORTLAND AND MONTREAL.

St. Gabriel Branch.—Leaves Montreal †5 00 p.m. for Joliette (55 miles), St. Felix (66 miles), St. Gabriel (77 miles). Leave St. Gabriel †6 05 a.m., ‡3 15 p.m., arrive Montreal 8 50 a.m., 6 05 p.m. Leaves Montreal for Joliette †8 20 a.m. Leaves Lanoraie †11 05 a.m., arrives St. Gabriel 12 25 noon. Leaves Joliette for Lanoraie †10 25 a.m.

16	14	12	Ms	October 3, 1909.		Mls	11	13	15
A M	....	P M	....	LEAVE]	[ARRIVE	....	P M	....	A M
*10 00	....	*8 30	....	**Boston** (B.&M.R.R.)		341	8 20	....	7 30
10 38	....	9 10	....	**Lowell** ...	»	375	7 56	....	6 47
7 50	....	†4 12	....	**Providence** (N. Y. N. H. & H.)		398	11 50	....	12 30
9 35	....	†6 25	....	**Worcester** (B. & M. R.R.)		349	9 06	....	9 13
11 01	....	8 56	....	**Nashua** ...	»	302	7 12	....	6 21
12 00	....	10 45	....	**Concord** ...	»	267	6 10	....	5 15
1 47	....	12 32	....	**Plymouth** ..	»	217	4 25	....	3 30
9 10	....	8 20	....	**Springfield** (B. & M. R.R.)		338	P M	....	7 15
A M	....	P M	....	LEAVE]	[ARRIVE	....	....	....	A M
†7 25	....	....	....	**Old Orchard** (B. & M.)		....	P M	....	....
†8 50	....	....	....	**Portland** (M. C. R.R.)		286	8 00	....	....
10 55	....	....	....	**North Conway**	»	226	6 00	....	....
12 40	....	....	....	**Fabyan's** ...	»	195	†4 50	....	....
P M	....	A M	....	LEAVE]	[ARRIVE	....	P M	....	A M
*3 55	....	*3 00	....	**St. Johnsbury** (B. & M.)		153	2 20	....	1 10
5 23	....	4 42	....	arr. ... **Newport** ...	lve.	108	12 50	....	11 35
P M	A M	A M	....	LEAVE]	[ARRIVE	....	Noon	P M	P M
*5 33	†7 45	*4 55	0	**Newport** + ◊ (C. P. Ry.)		108	12 35	9 00	11 15
6 02	8 15	5 23	15	..... North Troy	◊	94	12 02	8 30	10 42
6 31	8 50	5 53	32	+ ..... Richford	◊	77	11 30	7 55	10 10
s –	8 55	– –	34	..... Abercorn	◊	75	s11 22	7 47	– –
6 48	9 06	6 06	40	..... Sutton	◊	69	11 12	7 38	9 53
8 57	9 13	– –	43	**Drummondville Jn**	◊	66	q –	7 26	– –
7 15	9 32	6 25	52	..... Cowansville	◊	57	10 46	7 02	8 28
– –	9 45	m –	59	... Brigham Junction.	◊	50	– –	6 45	– –
7 42	10 20	6 53	65	+ .... **Farnham**	◊	44	10 20	6 32	9 03
8 15	10 50	7 28	79	+ .... **St. Johns**	◊	30	9 53	5 38	8 34
8 59	11 48	8 08	104	... Montreal Junction.	◊	5	9 10	4 42	7 55
9 10	12 00	8 20	108	+ **Montreal** (Windsor St.)	◊	0	*9 00	†4 30	*7 45
P M	Noon	A M	...	ARRIVE]	[LEAVE	....	A M	P M	P M

HALIFAX, ST. JOHN, N.B., AND MONTREAL.

208	210	58	10	Mls	October 10, 1909.		9	83	87	207	209
....	....	....	A M	....	LVE.]	(Atl. time.) [ARR.	P M	....	....	....	....
....	....	....	†8 00	0	**Halifax** .... (I. C. Ry.)		†1000	....	....	....	....
....	....	Mix.	*5 50	276	+ .... **St. John**		*1200	Mix	....	....	....
....	....	A M	†4 45	....	+ .. **St. Andrews**		†1225	P M	....	....	....
....	....	†1 25	*8 25	360	+ . **McAdam Junc** ...		9 25	1000	....	....	....
....	....	....	....	....	(Eastern time.)		....	....	....	....	....
....	....	†1 40	*7 42	366	+ .... **Vanceboro** ..	◊	8 06	8 05	....	....	....
....	....	5 20	8 27	423	.... Mattawamkeag ..	◊	6 38	5 20	....	....	....
....	....	9 45	10 45	466	.. **Brownville Junc**	◊	5 18	2 45	....	....	....
....	....	12 00	11 52	499	+ . Greenville Junc ...	◊	4 10	1155	Mix.	....	....
P M	A M	2 07	1 04	539	..... Jackman	◊	3 03	9 46	A M	P M	....
†4 00	†800	4 46	2 40	583	..... Megantic	◊	1 30	†700	11 40	8 10	....
5 50	9 47	P M	4 12	630	..... Cookshire	◊	11 29	A M	9 15	5 50	....
6 45	10 35	....	5 03	652	arr. + **Sherbrooke** ◊ .	lve.	10 38	....	†8 00	†4 30	P M
†8 20	†325	....	5 09	652	lve. **Sherbrooke** ..	arr.	10 33	....	A M	12 00	8 20
8 51	3 56	....	5 41	670	..... Magog	◊	†10 04	....	....	11 24	7 43
9 30	4 30	....	6 20	688	..... **Foster**	◊	9 28	....	....	10 45	7 06
10 15	6 12	....	7 08	714	+ ..... Farnham	◊	8 43	....	....	9 55	6 20
12 00	6 40	....	8 30	758	+ **Montreal** (Windsor St.)	◊	*7 25	....	....	†8 25	†4 30
Noon	P M	....	A M	....	ARRIVE]	[LEAVE	P M	....	....	A M	P M

MONTREAL AND OTTAWA.—Via North Shore Ottawa River.

....	....	....	73	17	Mls	October 3, 1909.		18	72	....	....	....
....	....	....	P M	A M	....	lve. + **Montreal** .	arr.	A M	P M	....	....	....
....	....	....	†5 45	†8 30	0	.... *Place Viger* ..	◊	11 30	10 45	....	....	....
....	....	....	6 10	8 47	5	..... Mile End	◊	11 16	10 30	....	....	....
....	....	....	6 28	9 05	13	.. **Quebec Junc** .	◊	10 51	10 08	....	....	....
....	....	....	6 40	9 16	18	..... Ste. Rose	◊	10 41	9 58	....	....	....
....	....	....	6 50	9 25	20	.. **Ste. Therese**	◊	10 35	9 52	....	....	....
....	....	....	7 47	10 14	44	..... Lachute	◊	9 48	9 07	....	....	....
....	....	....	8 27	10 51	60	..... **Calumet** ...	◊	9 08	8 35	....	....	....
....	....	....	9 50	12 11	100	Buckingham Junc	◊	7 45	7 05	....	....	....
....	....	....	9 58	12 19	104	..... **Angers**	◊	7 33	6 53	....	....	....
....	....	....	10 25	12 45	119	..... Hull	◊	7 06	6 26	....	....	....
....	....	....	10 35	12 55	121	+ .... **Ottawa** ...	◊	†7 00	†6 20	....	....	....
....	....	....	P M	Noon	...	ARRIVE]	[LEAVE	A M	P M	....	....	....

QUEBEC AND MONTREAL.

132	40	84	42	46	October 3, 1909.		Ms	133	41	83	47	39
P M	P M	P M	A M	....	LEAVE]	[ARRIVE	....	A M	P M	P M	....	A M
†4 55	*1130	*130	†8 30	....	+ .... **Quebec**	◊	173	9 30	†3 25	6 50	....	6 45
6 14	11 49	– –	8 47	....	..... Lorette	◊	†66	9 12	3 08	– –	....	6 27
6 26	12 02	– –	9 01	....	..... Belair	◊	160	9 01	2 57	– –	....	6 15
6 14	12 54	2 51	9 47	....	..... Portneuf	◊	138	8 19	2 09	5 34	....	5 26
7 01	1 49	3 05	10 41	....	..... Batiscan	◊	115	7 35	1 16	4 54	....	4 26
7 12	2 04	– –	10 54	A M	..... Champlain ..	◊	108	7 22	1 03	– –	P M	4 10
7 35	2 50	3 44	11 33	†630	+ **Three Rivers**	◊	96	†700	†1238	4 25	8 55	3 39
P M	3 07	– –	11 50	6 45	.... Pointe du Lac ..	◊	88	A M	12 06	– –	8 38	3 07
.....	3 31	4 20	12 14	7 10	..... Louiseville ...	◊	75	....	11 41	3 42	8 14	2 40
.....	4 10	4 46	12 51	7 45	.. **Berthier Junc**	◊	57	....	11 04	▼ –	7 38	1 58
.....	4 27	– –	1 07	7 59	..... Lanoraie	◊	49	....	10 49	– –	7 23	1 40
.....	4 57	– –	1 34	8 26	.... **L'Epiphanie** .	◊	36	....	10 23	2 43	6 57	1 05
.....	5 23	s –	2 00	8 53	.... Terrebonne ...	◊	24	....	9 59	2 22	6 30	12 38
.....	5 49	5 54	2 27	9 21	.. **Quebec Junc** .	◊	13	....	9 38	2 04	6 10	12 12
.....	6 30	6 30	3 00	1000	.... *Place Viger* ..	◊	0	....	*9 00	*1 30	†5 30	*11 30
.....	A M	P M	P M	A M	arr. + **Montreal**	lve.	.....	....	A M	P M	P M	P M

Additional Train—Leaves Quebec for Three Rivers ‡9 00 a.m. Leaves Three Rivers for Montreal ‡6 50 p.m.; for Quebec ‡7 10 p.m.

23	97	7	37	35	Ms	Short Line.		8	96	36	38	24
A M	P M	P M	P M	A M	....	lve. + **Montreal**	arr.	A M	A M	A M	P M	P M
§8 55	*1030	*9 50	†400	†8 35	0	.. *Windsor Street*	◊	8 00	8 25	11 50	7 15	1000
9 45	11 10	10 30	4 35	9 10	e4	.... **Vaudreuil** ..	◊	– –	– –	11 10	6 35	8 00
10 13	– –	– –	5 03	9 38	41	..... **Rigaud**	◊	– –	s7 10	10 40	6 06	8 22
– –	– –	– –	– –	– –	48	.... Point Fortune .	◊	– –	– –	– –	– –	– –
10 45	12 10	11 30	5 40	10 15	58	.... Vankleek Hill ..	◊	6 25	6 46	10 15	5 40	7 57
10 59	– –	11 40	5 53	10 28	66	Caledonia Springs	◊	6 09	– –	9 55	5 20	7 40
11 14	– –	– –	6 09	10 44	75	.... **Plantagenet** .	◊	– –	– –	9 38	5 03	7 25
12 27	1 30	12 50	7 15	11 50	118	+ **Ottawa** (Central)	◊	5 00	5 25	†8 35	†4 00	§6 25
Noon	1 50	1 10	P M	A M	126	..... **Ottawa**	◊	*4 35	*5 00	A M	P M	P M
.....	A M	A M	.....	.....	...	ARRIVE]	[LEAVE	A M	A M	.....	.....	.....

Leave Montreal for Point Fortune *k*1 30, *a*5 15 p.m. Leaves Point Fortune for Montreal †7 00 a.m.

For explanation of reference marks, see page 620.

CANADIAN PACIFIC RAILWAY.

For Parlor, Sleeping and Dining Car Service see page 620, and for Explanation of Reference Marks, see page 620.

MONTREAL AND TORONTO.

57	25	5	3	Ms	October 3, 1909.	6	4	26	8	
	P M	P M	A M		LEAVE [ARRIVE	A M	P M	Noon		
	†4 15	†10 00	*8 45	0	+Montreal (Windsor St) ♁	7 35	7 05	12 15		
	4 25	10 10	8 55	5	Montreal Junction ♁	7 25	6 54	12 04		
	5 08	10 56	9 30	24	....Vaudreuil.. ♁	6 55	6 16	11 23		
	5 28	— —	10 00	41	St. Polycarpe Junc ♁	— —	5 56	10 52		
	5 46	— —	10 12	47	..Dalhousie Mills ♁	— —	5 46	10 42		
	5 58	— —	10 27	54	.. Green Valley . ♁	— —	5 33	10 27		
	6 50	— —	11 06	79	..... Finch .... ♁	— —	4 51	9 40		
	7 05	y1205	11 18	87	... Chesterville.. ♁	— —	4 38	9 27		
	7 18	y12 16	11 29	93	.... Winchester .. ♁	— —	4 27	9 13		
	7 50	— —	11 54	108	..Kemptville Junc ♁	— —	4 00	8 48		
	8 15	y1258	12 14	120	....Merrickville.. ♁	— —	3 44	8 21		
	8 40	1 25	12 40	129	+ ‖Smith's Falls‖ ♁	3 40	3 30	8 10		
	8 00	1 47	1 00	140	+..... Perth..... ♁	4 11	2 58	†7 40		
	P M	2 33	1 47	166	..Sharbet Lake ♁	3 29	2 10	A M		
		†8 00	3 55	213	arr. ‖Kingston‖ lve.	A M	†1201			
	7	A M	†1201		lve. ‖(K.&P.Ry.)‖ arr.	†8 00	3 55			
	A M	w —	2 30	191	.....Kaladar.... ♁	w —	1 24		P M	
	†6 10	3 40	2 56	207	.....Tweed ..... ♁	2 14	1 00		8 35	
		P M			(B. of Q. Ry. & N. Co.)	A M				
		†4 00		268	lve..Kingston..arr.	10 00				
	6 44	— —	3 28	225	Central Ontario Jn ♁	— —	12 30		9 05	
	7 10	4 48	3 55	238	..... Havelock ... ♁	1 21	12 10		8 39	
	7 21	— —	4 06	244	..... Norwood ... ♁	1 01	11 54		8 23	
P M	7 55	5 26	4 58	262	+..Peterboro.. ♁	12 31	11 28		7 51	
†2 00	8 49	6 18	6 32	292	‖Burketon Junc ♁	— —	10 36		6 58	
2 20	9 04	6 32	6 48	302	.....Myrtle .... ♁	11 23	10 17		6 31	
2 12	9 50	— —	6 26	326	.....Agincourt... ♁	— —	9 37		5 39	
4 00	10 20	7 35	6 55	338	arr. + ‖Toronto‖ .lve.	*1000	*9 02		†5 00	
P M	A M	A M	P M		(Eastern time.)	P M	A M		P M	

Trains 7 and 8 carry Parlor Car between Toronto and Havelock.

TORONTO, DETROIT AND CHICAGO.

3	11	9	5	Ms	September 20, 1909.	4	10	12	6
P M	P M	P M	A M		LEAVE [East. time. [ARRIVE	A M	A M	P M	P M
*7 20	†4 00	†2 45	*8 00	0	.....‖Toronto‖ .... ♁	8 30	11 25	3 50	9 20
7 28	4 08	2 53	8 08	2	..... Parkdale .... ♁	8 20	11 16	3 42	9 11
8 06	— —	3 36	8 45	22	..Streetsville Junc ♁	7 32	10 42	— —	8 33
8 30	— —	3 58	9 03	33	..... Milton..... ♁	7 11	10 21	— —	8 12
9 47	5 10	4 15	9 21	40	..Guelph Junction ♁	7 00	10 06	2 45	7 58
9 18	5 37	4 47	9 51	58	+.....Galt..... ♁	6 33	9 31	2 15	7 26
9 38	— —	5 06	10 08	68	..... Ayr ..... ♁	6 10	9 10	w —	7 05
w —	— —	5 17	10 21	75	..... Drumbo ..... ♁	6 00	8 58	— —	6 55
— —	—	5 29	10 31	82	..... Innerkip ..... ♁	— —	8 45	— —	6 40
10 10	6 27	5 42	10 45	88	arr. + ‖Woodstock‖ ♁ lve.	5 38	8 35	1 25	*6 27
....	6 40	....	†10 50	88	ive. + Woodstock .arr.	....	8 25	....	6 10
....	8 48	....	10 58	93	..... Beachville .... ♁	....	8 15	....	6 00
....	7 00	....	11 08	97	+.....Ingersoll .... ♁	....	8 03	....	5 48
....	7 45	....	11 55	112	.....Tillsonburg.....	....	7 20	....	5 01
....	8 25	....	12 35	130	arr. Port Burwell. lve.	....	†6 40	....	†4 20
....	7 21	....	11 37	113	.....Belmont ..... ♁	....	7 31	....	5 17
....	7 60	....	†11 55	122	arr. + ‖St. Thomas‖ ♁ lve.	....	†7 15	....	†5 00
10 10	8 27	5 42	*10 45	88	lve. + Woodstock..arr.	5 38	8 35	1 25	6 27
10 30	— —	6 05	11 05	101	.....Thamesford.... ♁	5 16	8 10	— —	6 05
11 06	7 10	6 40	11 33	115	+.....‖London‖ .... ♁	4 55	†7 45	12 45	5 42
w —	7 38	P M	11 54	130	.....Caradoc..... ♁	p —	A M	12 10	5 14
w —	8 00	....	12 13	146	.... North Glencoe .. ♁	p —	....	11 43	4 52
w —	8 20	....	12 30	157	.... North Bothwell.. ♁	p —	....	11 25	4 32
w —	8 32	....	12 41	164	.. North Thameswille ♁	p —	....	11 15	4 20
12 20	9 00	....	1 08	179	+..... Chatham..... ♁	3 08	....	10 48	3 54
12 50	9 23	....	1 31	195	.....Tilbury ..... ♁	2 40	....	10 20	3 26
1 45	10 18	....	2 30	228	+.....Windsor..... ♁	1 45	....	9 35	2 30
2 25	10 55	....	3 10	231	ar. + Detroit (E. time) ♁ lv.	*1 05	....	†9 00	*1 45
1 25	9 55	....	2 10	231	arr. (Un. Depot) (E. time) lve.	*1205	....	†8 00	*1245
A M	P M	....	P M	...	(Wabash R.R.)	Night	....	A M	Noon
2 20	....	....	7 33	719	arr.... St. Louis...lve.	8 30	....	....	11 32
9 50	†7 15	....	9 45	503	.....Chicago.....	*3 30	....	†11 00	*11 00
A M	A M	....	P M	...	arr. (Wabash R.R.) lve.	P M	....	P M	P M

TORONTO, GUELPH, LISTOWEL AND GODERICH.

219	97	205	91	Ms	September 20, 1909.	208	90	208	92	218
P M	P M	P M	A M		LEAVE [ARRIVE	A M	A M	P M	P M	P M
†7 20	†6 25	†4 00	†8 00	0	.....Toronto	8 30	11 25	3 50	6 35	9 20
7 28	6 33	4 08	8 08	2	.....Parkdale.....	8 20	11 16	3 42	6 26	9 11
8 50	7 03	5 15	9 25	39	.Guelph Junction.	6 55	9 53	2 38	5 06	7 46
8 25	7 40	5 45	9 58	54	..... Guelph	†6 30	9 25	†2 05	4 38	†7 00
P M	8 04	P M	10 23	70	..... Elmira.....	A M	8 56	P M	4 12	P M
....	8 22	....	10 45	80	LinwoodJunction	....	8 35	....	3 57	....
....	8 55	....	11 35	96	arr... Listowel.. lve.	....	†8 00	....	†3 10	....
....	8 40	....	10 56	89	..... Milverton.....	....	8 14	....	3 38	....
....	10 00	....	12 20	135	.....Goderich.....	....	†7 00	....	†2 25	....
....	P M	....	Noon		ARRIVE] [LEAVE	....	A M	....	P M	....

BROCKVILLE, OTTAWA AND TORONTO.

85	83	81	79	1	77	75	143	M	Oct ber 3, 1909.	84	76	78	2	80	82	142	86
A M	P M	P M	P M	A M	P M	A M	A M		LEAVE [ARRIVE	A M	A M	A M	P M	P M	P M	P M	P M
§10 45	*11 10	*6 45	†5 00	*1 55	†10 45	†8 30	....	0	+. ‖Ottawa‖. ♁	6 25	9 57	11 10	2 55	5 00	6 00	....	5 00
— —	— —	6 55	— —	— —	— —	— —	....	6	... Brittannia . ♁	— —	9 45	— —	— —	— —	— —	....	— —
11 20	11 40	7 15	5 30	— —	11 20	8 59	....	15	....Stittville.. ♁	5 55	9 29	10 43	— —	4 31	5 30	....	4 31
11 35	11 56	7 30	5 44	— —	11 35	9 13	....	24	..... Ashton .. ♁	5 40	9 13	10 28	— —	4 16	5 10	....	4 16
11 50	12 10	7 50	5 55	2 57	11 50	9 25	....	29	‖Carleton Place‖ ♁	5 30	9 00	†10 20	*155	4 06	†5 00	....	4 06
12 07	— —	8 09	P M	P M	12 07	A M	A M	37	...Franktown. ♁	— —	8 35	A M	P M	3 45	P M	P M	3 45
12 25	†2 45	8 35	....	....	12 40	....	†8 25	46	+ ‖Smith's Falls‖ ♁	*4 50	8 15	....	....	†3 30	....	8 25	§3 30
8 55	7 35	....	....	....	6 55	....	....	....	ar. ‖Toronto‖ ♁	*1000	....	....	....	†9 02	....	....	§9 02
P M	A M	9 35	....	....	1 55	....	10 40	74	+ Brockville ♁	P M	*7 10	....	....	†2 50	....	†6 30	A M
....	....	P M	....	....	P M	....	A M	..	ARRIVE] [LEAVE	....	A M	....	....	P M	....	P M	....

ST. JOHN, N.B., AND BOSTON.

16	12	10	6	20	4	Ms	October 3, 1909.	5	7	9	19	11
	P M	P M	P M		A M		LEAVE] [ARRIVE	A M	A M	Noon		
	†6 40	*5 50	†6 05		†6 45	0	+..‖St. John‖ ♁	8 55	11 40	12 00		11 20
	6 50	—	6 15		6 55	3	.....Fairville... ♁	8 45	11 30	11 50		11 10
	— —	— —	6 20		— —	5	.....South Bay.....	8 38	— —	o —		— —
	— —	— —	6 25		— —	7	..... Ketepec.....	8 31	— —	o —		— —
	7 03	— —	6 50		7 07	10	.....Grand Bay... ♁	8 25	11 15	o —		10 58
	7 09	— —	6 40		7 15	14	..Westfield Beach ♁	8 15	11 04	o —		10 47
	7 26	— —	8 05		7 33	24	.....Welsford.... ♁	7 53	10 47	o —		10 27
	— —	— —	6 15		7 43	29	.....Clarendon.....	7 43	— —	o —		10 18
	— —	— —	8 25		7 52	35	.... Enniskillen	7 30	—	o —		10 08
	7 46	— —	6 30		7 57	37	..... Hoyt ..... ♁	7 24	10 27	o —		10 03
P M	8 00	7 01	6 45	A M	8 15	45	Fredericton Jn. ♁	7 10	10 15	*10 45	P M	9 50
†3 55	....	†7 05	P M	†10 50	†8 20	45	lve. Fredericton Jn arr.	7 05	....	†10 30	6 45	9 40
10 10	....	7 28	....	11 12	8 38	53	....Russiagornis....	6 49	....	10 15	6 21	9 26
10 27	....	7 37	....	11 33	8 56	62	.....Glasier.....	6 33	....	9 58	6 00	9 12
10 40	....	7 50	....	11 50	9 10	67	ar. + Fredericton ♁ lv.	†6 20	....	†9 45	†5 45	†8 00
P M	8 42	1 -		A M	8 55	65	..... Harvey .... ♁	A M	9 40	o —	P M	8 08
	9 20	8 10			9 35	85	ar. + ‖McAdam Jn‖ ♁ lv.		9 10	9 40		8 35
	9 40	*8 57			10 15	91	...‖Vanceboro‖ . ♁		†8 38	*9 13		†8 00
	P M	P M			A M		ARRIVE] [LEAVE		A M	A M		P M
	†2 30	12 30			1 15	205	.....Bangor.....		3 50	3 50		3 25
	4 50	4 50			5 40	342	..... Portland		10 35	10 35		11 10
	†8 25	†8 25			9 05	457	..... Boston.....		†7 00	†7 00		†8 00
	A M	A M			P M		ARRIVE] [LEAVE		P M	P M		A M

VANCEBORO, WOODSTOCK, N.B., AND EDMUNDSTON.

31	37	33	43	51	Ms	October 3, 1909.	52	32	36	42	40
P M				A M		LEAVE] [ARRIVE	P M	A M			
†8 00				†8 38	0	+..‖Vanceboro‖ . ♁	8 37	10 15			
8 45				10 00	6	+.‖McAdam Junc‖. ♁	7 46	9 00			
9 42				10 53	28	.....Canterbury.... ♁	6 58	8 05			
10 07				11 15	39	..... Benton..... ♁	6 33	7 42			
10 30	P M	A M		11 40	46	arr. Debec Junc ♁ lve.	6 15	7 25	A M		P M
10 30	†6 15	†7 40		11 40	46	lve.. Debec Junc. arr.	5 55	7 20	11 25		10 10
10 39	6 24	7 54		11 49	50	..... Green Road.....	5 43	7 11	11 13		10 01
10 50	6 35	8 05		12 05	54	arr..+ Houlton ♁..lve.	†5 30	† 00	†1 00		†9 50
10 30	P M	A M		11 40	40	lve.. Debec Junc..arr.	6 15	7 25	A M		P M
10 57			P M	12 05	56	arr + Woodstock ♁ lve.	5 45	6 49			A M
10 57	...		†4 55	12 05	56	lve.. Woodstock..arr.	5 45	6 49	72		11 55
11 00	73		5 00	12 15	58	.Woodstock (Queen St.).	5 35	†6 45	A M		11 50
P M	4 520		†5 10	12 25	63	arr..Newburg Jn ♁ lve.	5 17	A M	11 35		†11 40
	6 10		a6 30		82	..... Millville ..... ♁			10 39		10 22
	7 52		a8 53		120	..... Gibson			8 50		7 50
	8 05		a9 10		122	ar. + Fredericton ♁ lv.			†8 45		†7 30
	P M		P M	1 10	70	..... Hartland..... ♁	4 53		A M		A M
				1 42	81	.....Florenceville.... ♁	4 22				
	75			1 59	87	.....Bath ..... ♁	4 05			74	
	P M			2 34	99	..... Kilburn ..... ♁	3 30			P M	
	†1 20		51	2 55	106	..Perth Junction. ♁	3 10	52		1 30	
	1 25		P M	3 08	107	..... Andover ..... ♁	3 06	P M		1 25	
	1 45		†3 35	3 20	112	..Aroostook Junc.. ♁	†2 55	2 30		†1 10	
	P M		3 57	P M	119	+...Fort Fairfield... ♁	P M	2 08		P M	
		75	4 27		131	+.....Caribou..... ♁		1 35	74		
		P M	5 05	P M	146	+.. Presque Isle .. ♁	P M	†1 50	Noon		
		†3 45	P M	†3 30	112	lve. Aroostook Junc ♁ arr.	2 45	Noon	12 01		
		6 25		5 04	143	.....St. Leonard's... ♁	1 10		9 25		
		8 15		6 15	169	.... Edmundston .. ♁	†1 00		†7 30		
		P M		P M		ARRIVE] [LEAVE	Noon		A M		

No. 52		No. 32	Ms	October 3, 1909.	No. 51		No. 31	
†6 50	P M	†6 45	A M	lve... + St. John ♁ ...arr.	11 40	A M	†1 20	P M
†8 00	P M	†8 38	A M	0 lve.... Vanceboro ♁ .arr.	10 15	A M	8 37	P M
†8 50	P M	†9 55	A M	6 lve..+ McAdam Jn ♁ .arr.	8 45	A M	7 30	P M
9 20	»	10 23	»	20 .....Lawrence.....	8 16	»	6 54	»
8 23	»	10 35	»	21 .....Watt Junction... ♁	8 13	»	6 50	»
9 33	»	10 51	»	26 .....Honeydale.....	8 02	»	6 27	»
9 45	»	11 13	»	32 .....Moore's Mills.....	7 50	»	6 03	»
9 53	»	11 25	»	35 .....Maxwell.....	7 42	»	5 50	»
10 05	P M	11 45	A M	40 arr. + St. Stephen ♁..lve.	†7 30	A M	†5 30	P M
		†10 45	A M	21 ive.. Watt Junction. arr.			8 25	P M
		10 57	»	25 .....Dumbarton.....			6 14	»
		11 32	A M	35 .....Roix Road.....			5 39	»
		12 09	Noon	44 .....Chamcook.....			5 03	»
		12 25	Noon	49 arr. + St. Andrews ♁ .lve.			†4 45	P M

TOBIQUE BRANCH.—Leaves Woodstock †12 05 noon **Perth Junction** †3 30 p.m., arriving Plaster Rock 177 miles 5 50 p.m. Returning, leaves Plaster Rock †10 00 a.m., arriving Perth Junction 12 20 noon, Woodstock 5 45 p.m.

STANDARD—*Atlantic time.*

For Map, see pages 612-613.

TORONTO, HAMILTON AND BUFFALO.

Sept. 20, 1909.	M	27	29	31	33	35	37	39
E. time. [LVE.	..	A M	A M	PM	P M	P M	P M	P M
Toronto.....	0	*7 50	*9 30	†1 15	†3 45	*5 20	†7 10	†10 10
Hamilton. +	40	8 50	10 30	2 15	4 45	6 20	8 10	11 10
Welland.....	..	10 05	11 33	3 30	6 10	7 25	9 17	Night
Buffalo.....	..	11 00	12 30	4 30	7 15	8 20	10 10	....
Niagara Falls, N.Y.	..	10 55	12 25	PM	P M	8 15	10 05	....
[ARR.	..	A M	Noon		....	P M	P M	....

STATIONS.	28	30	32	34	36	38	40
[LVE.	....	....	A M	....	P M	....	P M
Niagara Falls, N.Y.	A M	....	*7 55	A M	*1 00	....	*6 00
Buffalo.....	†5 20	....	7 55	†10 10	1 00	....	6 00
Welland.....	6 13	A M	8 48	11 08	1 53	P M	6 58
Hamilton. +	7 40	†8 35	10 00	12 25	3 15	†5 05	8 15
Toronto.....	8 40	9 35	11 00	1 25	4 15	6 05	9 15
[ARR.	A M	A M	A M	P M	P M	P M	P M

CANADIAN PACIFIC RY.—Trans-Continental Route and Soo and South Shore Lines.

For Parlor, Sleeping and Dining Car Service, see page 620, and for Explanation of Reference Marks, see page 620.

79	75	9	7	97	Mls	*January* 1, 1910.	98	8	10	78	82
....	....	....	A M	A M	....	LVE.] E. time. [ARR.	P M	P M	....	....	....
....	....	....	*10 00	*10 00	....	....**Boston**....	8 20	8 20	....	....	....
....	....	....	†8 50	†8 50	....	.**Portland** (M. Cent.).	8 00	8 00	....	....	....
....	....	....	A M	A M	....	LVE.] E. time. [ARR.	P M	P M	....	....	....
....	....	....	8 30	8 30	....	.**New York** (N.Y.C.).	10 08	10 08	....	....	....
....	....	....	A M	A M	....	LVE.] A. time. [ARR.	P M	P M	....	....	....
....	....	....	†8 00	†8 00	....	..**Halifax** (*I.C.*)..	10 00	10 00	....	....	....
....	....	....	P M	P M	....	LVE.] [ARR.	Noon	Noon	....	....	....
....	....	....	*5 50	*5 50	....	+ **St. John** (*C.P.*)	*12 00	*12 00	....	....	....
....	....	....	P M	P M	....	LVE.] E. time. [ARR.	P M	P M	....	....	....
....	....	....	*1 30	*1 30	....	+.. **Quebec**	†3 25	†3 25	....	....	....
....	....	....	P M	P M	....	lv. + **Montreal**...ar.	A M	A M	....	....	....
....	....	....	*8 50	*10 50	0	...*Windsor St.* ♁	*8 25	*8 00	....	....	....
....	....	....	P M	P M	....	LVE.] [ARR.	A M	A M	....	....	....
....	....	....	†2 15	†2 15	....	+..**Prescott**.. ♁	†9 53	†9 53	....	....	....
P M	A M	....	A M	A M	....	LVE.] [ARR.	A M	A M	....	A M	P M
†5 00	†8 30	....	*1 20	*2 00	116	+..‖**Ottawa**‖.. ♁	*4 50	*4 20	....	†11 10	†6 00
†2 30	†7 10	....	†2 30	†2 30	....	+.**Brockville**. ♁	†1 35	†1 35	....	†1 35	†9 35
P M	A M	....	A M	A M	....	LVE.] [ARR.	A M	A M	....	A M	P M
†5 55	†9 25	....	*2 10	*2 56	144	+ **Carleton Place** ♁	3 59	3 25	....	10 20	6 00
6 09	9 40	....	2 23	– –	151	.....Almonte... ♁	– –	3 11	....	10 04	4 41
6 26	10 08	....	– –	– –	160	....Pakenham.. ♁	– –	– –	....	9 46	4 22
6 42	10 23	....	2 53	n –	168	.....Arnprior... ♁	– –	2 38	....	9 30	4 07
6 53	10 35	....	– –	– –	173	...Sand Point.. ♁	– –	– –	....	9 17	3 54
7 10	11 02	....	3 34	4 30	186	+. **Renfrew**... ♁	2 40	2 05	....	8 54	3 24
7 34	11 22	....	– –	– –	195	.....Haley's... ♁	– –	– –	....	8 35	3 05
7 47	11 34	....	4 02	– –	202	.....Cobden.... ♁	– –	1 29	....	8 24	2 54
8 30	12 15	....	4 36	5 31	221	+.**Pembroke**. ♁	1 36	12 53	....	†7 50	†2 20
P M	Noon	....	5 35	6 28	243	‖**Chalk River**‖ ♁	12 55	12 12	....	A M	P M
		....	– –	– –	248	......Wylie......	– –	– –	....		
....	....	....	– –	6 51	258	....Moorlake.. ♁	– –	– –	....	....	....
....	....	....	– –	– –	267	.....Mackey... ♁	– –	– –	....	....	....
....	....	....	– –	– –	271	....Stonecliff....	– –	– –	....	....	....
....	....	....	– –	– –	281	.... Bissett ... ♁	– –	– –	....	....	....
....	....	....	6 56	– –	294	..Deux Rivieres ♁	– –	10 39	....	....	....
....	....	....	7 40	8 35	315	....**Mattawa**.. ♁	10 43	10 02	....	....	....
....	....	....	– –	9 11	334	...Rutherglen. ♁	– –	9 20	....	....	....
95	....	....	– –	9 24	341	.....Bonfield... ♁	– –	9 08	....	....	94
P M	....	....	9 00	10 00	360	ar. + **North Bay** ♁ lv.	*8 15	*8 30	....	....	P M
*1 45	....	....	*1 30	*1 30	....	lv. + **Detroit**..ar.	5 10	....	....	....	†10 55
†5 00	....	....	†5 00	†5 00	....	+ **St. Thomas**..	11 55	....	....	....	†7 40
P M	....	....	P M	P M	....	LVE.] [ARR.	A M	....	....	....	P M
P M	....	....	....	....	....	LVE.] [ARR.	A M	A M	....	....	P M
*10 10	....	....	....	....	....	....**Toronto**....	8 20	8 20	....	....	3 15
6 05	73	....	....	....	....	arr. **Sudbury**. lve.	‡10 15	‡10 15	....	74	6 50
....	P M	....	A M	A M	....	LVE.] [ARR.	P M	P M	....	A M	....
....	†4 45	....	9 20	10 20	360	+ **North Bay**‖..	8 55	8 10	....	10 50	....
....	5 06	....	△ –	– –	370	....Beaucage....	– –	□ –	....	10 24	....
....	5 32	....	10 01	11 01	384	..Sturgeon Falls ♁	8 15	7 31	....	10 01	....
....	5 55	....	△ –	11 24	394	..... Verner ... ♁	7 52	□ –	....	9 35	....
....	6 38	....	△ –	12 01	416	.... Markstay.. ♁	7 16	□ –	....	8 5[illegible]	....
....	7 25	....	11 24	12 35	433	..**Romford Jn** ♁	6 46	6 07	....	8 23	....
....	7 40	A M	11 35	12 50	440	ar. **Sudbury** ♁.lv.	6 32	*5 55	P M	8 10	....
....	7 50	†6 45	11 50	...	440	lv.. **Sudbury**..ar.	....	5 45	10 00	8 00	....
....	8 12	7 00	– –	....	451	....Naughton....	....	– –	9 36	7 35	....
....	8 25	7 20	– –	....	458	...White Fish . ♁	....	– –	9 22	7 20	....
....	9 30	8 22	1 20	....	488	... Webbwood.. ♁	....	4 20	8 22	†6 15	....
....	P M	8 58	– –	....	506	.....Walford.... ♁	....	– –	7 50	A M	....
....	....	9 21	2 10	....	517	......Cutler.... ♁	....	3 25	7 28	....	....
....	....	10 03	2 48	....	535	.....Algoma .... ♁	....	2 53	6 55	....	....
....	....	10 14	3 04	....	542	...Blind River. ♁	....	2 36	6 37	....	....
....	....	10 35	– –	....	552	....Dean Lake.. ♁	....	– –	6 17	....	....
....	....	11 17	4 00	....	573	....Thessalon.. ♁	....	1 45	5 40	....	....
....	....	11 55	4 35	....	591	....Desbarats.. ♁	....	1 10	5 05	....	....
....	....	12 22	5 02	....	604	..... Ekoba ... ♁	....	12 46	4 35	....	....
....	....	12 50	5 35	....	619	+ **Sault** (Can.). ♁	....	*12 20	†4 00	....	....
....	....	Noon	5 52	....	622	**Ste Marie** (Mich.) ♁	....	*11 59	P M	....	....
....	....	....	P M	....	....	(*Eastern time.*)	....	A M	....	....	....
....	....	....	4 52	....	....	(*Central time.*)	....	*10 59	....	....	....
....		....	P M	....	....	(*Soo Line.*)	....	A M	....	....	....
....		....	5 20	....	622	lv. + S.Ste.M., Mich. ar.	....	10 30	....	....	....
....		....	8 50	....	774	arr. **Gladstone**. lve.	....	5 55	....	....	....
....		....	11 35	....	828	arr.. **Pembine**..lve.	....	4 17	....	....	....
....		....	P M	....	....	ARR.] [LVE.	....	A M	....	....	....
....		....	8 45	....	1117	....**St. Paul**....	....	7 20	....	....	....
....		....	9 30	....	1127	..**Minneapolis**.	....	*6 35	....	....	....
....		....	A M	....	....	ARR.] [LVE.	....	P M	....	....	....
....		....	P M	....	....	(*D. S. S. & A. Ry.*)	....	A M	....	....	....
....		....	11 15	....	777	ar. ‖**Marquette**.lv.	....	4 55	....	....	....
....		....	P M	....	812	ar.. **Republic**.lv.	....	P M	....	....	....
....		....	5 40	....	872	ar. **Houghton**.lv.	....	11 05	....	....	....
....		....	10 30	....	1038	ar... **Duluth** ..lv.	....	*6 00	....	....	....
6 20		....	A M	*1 00	440	lve. **Sudbury** arr.	6 22	P M	....	....	6 40
– –		....	....	1 26	452	...Chelmsford. ♁	5 59	....	....	....	– –
– –		....	....	1 37	458	....Larchwood....	5 47	....	....	....	– –
7 30		....	....	2 25	475	arr...Cartier ♁ lve.	5 15	....	....	....	5 35
7 40		....	....	2 35	475	lve..Cartier..arr.	5 05	....	....	....	5 25
– –		....	....	2 56	486	..... Stralak ... ♁	4 35	....	....	....	– –
– –		....	....	3 12	495	....Pogamasing. ♁	4 17	....	....	....	– –
⊡		....	....	4 19	529	......Bisco.... ♁	3 08	....	....	....	⊡
– –		....	....	5 16	561	. Woman River ♁	2 05	....	....	....	– –
– –		....	....	6 20	596	....Nemegos.. ♁	1 02	....	....	....	– –
11 45		....	....	7 10	612	...‖Chapleau‖. ♁	12 30	....	....	....	1 15
– –		....	....	– –	658	..... Dalton	10 32	....	....	....	– –
– –		....	....	9 00	672	... Missanabie. ♁	10 02	....	....	....	– –
– –		....	....	– –	724	......Amyot.... ♁	8 08	....	....	....	– –
3 40	....	....	....	11 25	744	..‖White River‖ ♁	*7 30	....	....	....	*8 55
P M	....	....	....	P M	....	ARR.] [LVE.	A M	....	....	....	P M

Outlook Branch.—Lvs. Moose Jaw ƒ7 50, ƒ13 00, arr. Outlook (119 m.) 18 15, 18 20. Ret'g, lvs. Outlook ƒ6 00, ƒ9 35, arr. Moose Jaw 15 00, 15 20.

151	95	153	1	97	Mls	*January* 1, 1910.	96	2	164	94	152
....	P M	....	....	P M	....	LVE.] [ARR.	A M	....	....	P M	....
....	*3 50	....	....	*11 35	744	.‖White River‖. ♁	7 20	....	....	8 46	....
....	– –	....	....	– –	760	..... Bremner.....	– –	....	....	– –	....
....	– –	....	....	– –	800	...Heron Bay. ♁	– –	....	....	– –	....
....	– –	....	....	– –	819	.... Coldwell ... ♁	– –	....	....	– –	....
....	– –	....	....	2 40	844	....Jack Fish.. ♁	– –	....	....	– –	....
....	7 46	....	....	3 35	863	....Schreiber.. ♁	3 25	....	....	4 55	....
....	– –	....	....	– –	877	.... Rossport .. ♁	– –	....	....	– –	....
....	9 37	....	....	5 35	926	.....Nipigon... ♁	1 15	....	....	2 58	....
....	– –	....	....	– –	944	.....Hurkett... ♁	– –	....	....	– –	....
....	– –	....	....	◆ –	959	......Pearl .... ♁	● –	....	....	– –	....
....	11 30	....	....	7 45	992	+ .**Port Arthur**. ♁	11 10	....	....	1 12	....
....	11 45	....	....	8 00	995	+ .**Ft. William**.. ♁	11 00	....	....	1 00	....
....	....	....	....	....	....	ar..Eastern time..lv.	....	....	....	....	....
....	....	....	....	....	....	lv..Central time..ar.	....	....	....	....	....
†18 00	*23 05	....	....	*7 20	995	.**Fort William**.	21 40	....	....	11 40	16 30
8 15	– –	....	....	– –	998	.... Westfort .. ♁	– –	....	....	– –	16 10
9 45	– –	....	....	8 17	1019	. Kaministikwia ♁	20 57	....	....	– –	14 45
11 55	– –	....	....	– –	1049	......Raith ... ♁	– –	....	....	– –	13 20
12 50	– –	....	....	9 59	1067	.....Savanne... ♁	19 30	....	....	– –	11 55
13 35	– –	....	....	– –	1079	..... Upsala... ♁	– –	....	....	– –	11 10
15 10	– –	....	....	11 06	1108	.....English ... ♁	18 21	....	....	– –	10 00
– –	– –	....	....	– –	1114	......Martin.....	– –	....	....	– –	– –
16 05	– –	....	....	– –	1126	.... Bonheur .. ♁	– –	....	....	– –	9 00
17 05	3 30	....	....	12 10	1144	ar.‖**Ignace**‖ ♁.lv.	17 15	....	....	7 35	†8 00
	3 40	†7 30	....	12 20	1144	lve.. **Ignace**..arr.	17 05	....	17 35	7 25	
....	– –	8 05	....	– –	1159	.....Raleigh.... ♁	– –	....	16 35	– –	....
....	– –	8 35	....	– –	1172	......Tache.... ♁	– –	....	15 45	– –	....
....	– –	12 35	....	14 55	1224	......Eagle.... ♁	14 18	....	12 00	– –	....
....	– –	13 20	....	15 12	1234	....Vermilion.. ♁	13 58	....	11 10	– –	....
....	– –	15 20	....	– –	1271	......Hawk ... ♁	– –	....	9 10	– –	....
....	– –	16 25	....	– –	1281	.....Margach... ♁	– –	....	7 55	– –	....
131	8 25	17 00	....	17 20	1289	ar...**Kenora**. ♁ lv.	12 10	....	†7 30	2 45	132
†7 10	8 35		....	17 30	1289	lve.‖**Kenora**.arr.	12 00	....		2 35	21 15
7 20	– –	....	....	17 40	1292	....Keewatin.. ♁	11 50	....	....	– –	21 03
8 16	– –	....	....	– –	1321	......Ingolf.... ♁	– –	....	....	– –	20 00
8 55	– –	....	....	– –	1341	...... Rennie... ♁	– –	....	....	– –	19 20
9 26	– –	157	....	19 48	1361	...Whitemouth. ♁	9 30	....	....	– –	18 40
9 54	– –	†9 05	....	20 16	1377	.... **Molson** .. ♁	9 00	....	....	– –	18 10
– –	– –	9 30	....	– –	1384	.....Lydiatt.... ♁	– –	....	....	– –	17 57
– –	– –	10 20	....	– –	1396	... Hazelridge. ♁	– –	....	....	– –	17 37
– –	– –	10 52	....	– –	1402	.... Oakbank .. ♁	– –	....	....	– –	17 26
11 25	12 30	11 40	....	21 30	1415	ar. + **Winnipeg** ♁ lv.	*8 00	....	....	*22 40	†17 00
101	103	11	....	....	....	LVE.] [ARR.	....	....	12	104	102
†18 00	†8 30	†7 50	*13 30	*22 30	1415	+ ‖**Winnipeg**‖..	7 00	17 35	20 50	17 55	11 40
18 15	8 47	) –	– –	– –	1423	..... Bergen	– –	– –	) –	17 38	11 24
18 29	9 01	) –	– –	– –	1430	......Rosser.... ♁	– –	– –	) –	17 22	11 08
18 53	9 28	) –	– –	– –	1444	....Marquette.. ♁	– –	– –	) –	16 56	10 42
19 05	9 40	) –	– –	– –	1450	.....Reaburn... ♁	– –	– –	) –	16 44	10 31
19 16	9 51	) –	– –	– –	1456	...Poplar Point. ♁	– –	– –	) –	16 34	10 22
19 50	10 20	9 25	15 21	24 09	1471	+ Portage la Prairie ♁	5 20	15 53	19 07	†16 05	9 56
20 07		9 42	– –	– –	1478	.....Burnside... ♁	– –	– –	18 49		9 42
20 22	....	10 00	– –	– –	1486	......Bagot .. ♁	– –	– –	18 34	....	9 28
20 35	....	10 13	– –	– –	1493	..**MacGregor** ♁	– –	– –	18 21	....	9 17
20 49	....	10 27	– –	– –	1500	......Austin.... ♁	– –	– –	18 07	....	9 03
21 09	....	10 46	– –	– –	1508	......Sidney.... ♁	– –	– –	17 53	....	8 47
21 37	....	11 11	17 08	1 55	1521	.....Carberry... ♁	3 50	14 29	17 29	....	8 25
21 53	....	11 27	– –	– –	1530	......Sewell.... ♁	– –	– –	17 09	....	8 07
22 06	....	11 43	– –	– –	1537	.....Douglas... ♁	– –	– –	16 55	....	7 53
22 14	....	– –	– –	– –	1543	......**Chater**... ♁	– –	– –	16 42	....	7 42
22 25	....	12 05	18 00	2 55	1548	ar. + **Brandon**.lv.	3 00	13 35	16 30	....	†7 30
	....	12 15	18 10	3 05	1548	lv.. **Brandon** ♁ ar.	2 50	13 25	16 20	....	....
....	....	12 35	18 45	3 25	1556	.....Kemnay... ♁	– –	– –	16 00	....	....
....	....	12 55	18 48	– –	1564	....Alexander.. ♁	– –	12 55	15 43	....	....
....	....	13 12	19 05	– –	1573	.....Griswold... ♁	– –	12 35	15 22	....	....
....	....	13 28	19 22	– –	1580	....Oak Lake.. ♁	– –	12 20	15 05	....	....
....	....	13 58	19 51	– –	1596	..... Virden ... ♁	– –	11 50	14 33	....	....
....	....	14 40	20 35	5 22	1612	....**Elkhorn**.. ♁	24 52	11 15	13 58	....	....
....	....	14 54	– –	– –	1619	....**Kirkella**....	– –	– –	13 38	....	....
....	....	15 09	21 05	– –	1627	.....Fleming... ♁	– –	– –	13 25	....	....
....	....	15 30	21 25	– –	1635	....Moosomin.. ♁	– –	10 33	13 10	....	....
....	....	16 00	21 55	– –	1651	.....Wapella... ♁	– –	10 05	12 40	....	....
....	....	16 29	22 22	– –	1665	...Whitewood. ♁	– –	9 41	12 14	....	....
....	....	17 00	22 55	7 35	....	ar..C. time..lv.	22 55	9 10	11 45	....	....
....	....	....	....	....	1680	**Broadview**	....	....	....	....	....
....	....	16 10	22 05	6 45	....	lv..M. time..ar.	21 45	8 00	10 35	....	....
....	....	16 25	– –	– –	1688	.....Oakshela....	– –	– –	10 17	....	....
....	....	16 42	– –	7 30	1696	.....Grenfell... ♁	21 05	– –	10 01	....	....
....	....	17 10	23 06	8 05	1711	.....Wolseley... ♁	20 28	6 58	9 29	....	....
....	....	17 50	– –	8 50	1730	...Indian Head. ♁	19 35	– –	8 50	....	....
....	....	18 10	– –	9 10	1740	...Qu'Appelle. ♁	19 11	– –	8 27	....	....
....	....	19 40	1 12	10 25	1773	+ ...**Regina**... ♁	17 52	4 56	6 53	....	....
201	7	20 17	– –	11 04	1790	......Pense.... ♁	17 10	– –	6 18	8	....
P M	P M	20 55	– –	11 45	1808	....**Pasqua**... ♁	16 35	– –	5 45	P M	....
*7 00	*10 00	....	....	*10 30	0	lv.. **St. Paul**..ar.	5 55	....	....	1 30	....
7 40	10 45	....	....	11 15	0	..**Minneapolis**..	5 15	....	....	12 45	....
5 20	1 50	....	....	5 00	550	+ ...**Portal**.....	12 25	13 10	....	8 50	....
– –	– –	....	....	– –	711	.... .**Pasqua**.....	– –	– –	....	– –	....
23 00	18 15	....	....	10 40	717	ar. + ‖**Moose Jaw**. lv.	16 35	7 00	....	*13 25	....
....	*18 35	21 10	3 00	12 30	1814	lv. **Moose Jaw**‖ ♁ ar.	15 45	3 40	†5 30	13 05	....
....	– –	....	– –	13 10	1831	......Caron.... ♁	15 07	– –	....	– –	....
....	– –	....	– –	14 02	1849	.....Parkbeg... ♁	14 25	– –	....	– –	....
....	– –	....	– –	14 45	1868	.....Chaplin... ♁	13 47	– –	....	– –	....
....	– –	....	– –	16 12	1905	...Rush Lake.. ♁	12 38	– –	....	– –	....
....	– –	....	– –	16 49	1919	..... Aikins	12 10	– –	....	– –	....
....	21 40	....	7 00	17 15	1925	.‖ Swift Current .	12 00	24 01	....	9 55	....
....	24 00	....	10 05	20 10	2011	.. Maple Creek ♁	8 53	21 03	....	7 05	....
....	– –	....	11 32	– –	2053	......Irvine.... ♁	7 35	19 50	....	– –	....
....	1 30	....	12 00	22 05	2067	....Coleridge.. ♁	7 00	19 20	....	*5 20	....
....	....	....	12 15	22 20	2075	ar.‖Medicine Hat. lv.	*6 35	*18 55	....	....	....

Eastern time is adopted on lines east of Fort William, Detroit and Sault Ste. Marie and west of Vanceboro, Me.

CANADIAN PACIFIC RAILWAY.

For Parlor, Sleeping and Dining Car Service, see page 620, and for Explanation of Reference Marks, see page 620.

TRANS-CONTINENTAL ROUTE.—Continued.

309	1	97	Mls	*January 1, 1910.*	98	2	310
.....	*1235	*2250	2075	lv..**Medicine Hat**.ar.	6 10	18 30	.....
.....	1255	- -	2082	.....Stair.....	- -	18 14	.....
.....	13 15	- -	2089	.....Bowell.....◊	- -	18 00	.....
.....	13 35	- -	....	.....Suffield.....◊	- -	17 40	.....
.....	14 49	- -	2141	.....Brooks.....	- -	16 33	.....
.....	15 02	- -	2147	..... Cassils.....	- -	16 23	.....
.....	15 31	- -	2164	.....Lathom.....	- -	15 58	.....
.....	16 55	3 06	2199	.....**Gleichen**.....◊	2 30	14 55	.....
.....	17 45	- -	2220	.....Strathmore.....◊	- -	14 15	.....
.....	18 15	- -	2234	.....Langdon.....◊	- -	13 45	.....
.....	‖9 00	5 50	2255	+.....**Calgary**.....◊	24 40	*1305	.....
.....	.....	6 40	2277	.....Cochrane.....◊	23 27	.....	.....
.....	.....	7 22	2296	.....Morley.....◊	22 56	.....	.....
.....	.....	7 46	2309	.....Kananaskis.....	22 37	.....	.....
.....	.....	8 03	2317	..... The Gap	22 21	.....	.....
.....	.....	8 17	2322	.....**Canmore**.....◊	22 08	.....	.....
.....	.....	8 46	2334	.....Bankhead.....	21 42	.....	.....
.....	.....	8 57	2337	+.....**Banff**.....◊	21 35	.....	.....
.....	.....	9 40	2354	.....Castle.....	21 01	.....	.....
.....	.....	‖10 25	2371	.....**Laggan**.....◊	20 28	.....	.....
.....	.....	- -	2377	.....Stephen.....	- -	.....	.....
.....	.....	11 11	2380	.....Hector.....◊	19 55	.....	.....
.....	.....	12 00		arr...*M. time*...lve.	18 55	.....	.....
.....	.....	.....	2387	.....**Field**‖.....◊	.....	.....	.....
.....	.....	11 30	....	lve...*P. time*...arr.	17 25	.....	.....
.....	.....	9 40	2402	.....Leanchoil.....	16 24	.....	.....
.....	.....	12 36	2410	.....Palliser.....◊	15 59	.....	.....
.....	.....	13 22	2423	.....Golden.....	15 08	.....	.....
.....	.....	13 58	2439	.....**Donald**.....◊	14 31	.....	.....
.....	.....	14 34	2451	.....Beavermouth.....◊	13 53	.....	.....
.....	.....	16 06	2472	.....Roger's Pass.....◊	- -	.....	.....
.....	.....	16 19	2475	.....**‖Glacier‖**.....◊	12 15	.....	.....
.....	.....	17 14	2490	.....Illecillewaet.....◊	10 31	.....	.....
.....	.....	1 41	2497	.....Albert Canyon.....◊	9 57	.....	.....
.....	.....	18 10	2507	..... Twin Butte	9 19	.....	.....
.....	.....	19 10	2518	+...**Revelstoke**.....◊	8 40	.....	.....
.....	.....	21 18	2563	.....**‖Sicamous Junct‖**.....◊	6 06	.....	.....
.....	.....	22 08	2581	.....Salmon Arm.....◊	5 15	.....	.....
.....	.....	23 08	2598	..... Notch Hill .....◊	4 37	.....	.....
.....	.....	23 19	2614	.....**Shuswap**.....◊	3 50	.....	.....
.....	.....	24 38	2630	.....Ducks.....	3 17	.....	.....
.....	.....	1 40	2647	.....**Kamloops**.....◊	2 40	.....	.....
.....	.....	2 50	2672	.....Savonas.....	1 21	.....	.....
.....	.....	3 45	2694	.....**Ashcroft**.....◊	24 22	.....	.....
.....	.....	4 50	2719	.....**Spence's Bridge**.....◊	23 1[illegible]	.....	.....
.....	.....	5 50	2742	.....‖Lytton‖.....◊	22 05	.....	.....
.....	.....	- -	2757	.....Keefers.....◊	- -	.....	.....
.....	.....	7 10	2768	.....‖North Bend‖.....◊	20 45	.....	.....
.....	.....	8 16	2795	.....‖Yale‖.....◊	19 20	.....	.....
.....	.....	8 45	2808	.....Hope.....◊	18 50	.....	.....
.....	.....	- -	2816	.....Ruby Creek.....	- -	.....	.....
*7 35	.....	9 20	2827	.....‖Agassiz‖.....◊	18 10	.....	20 15
7 55	.....	9 37	2836	.....Harrison Mills.....◊	17 5[illegible]	.....	19 55
8 15	.....	9 55	2845	.....Nicomen.....	- -	.....	19 34
8 40	.....	10 22	2855	arr.**Mission Junc**◊.lve.	17 1[illegible]	.....	19 10
.....	.....	11 10	2865	arr...+**Sumas**....lve.	*1615	.....	.....
.....	.....	21 55	2887	arr...‖**Bellingham**‖..lve.	7 10	.....	.....
.....	.....	15 05	2953	arr...**Snohomish**..lve.	12 15	.....	.....
.....	.....	16 50	2991	arr....**Seattle**....lve.	10 25	.....	.....
.....	.....	24 05	3032	arr.....**Tacoma**....lve.	8 30	.....	.....
.....	.....	7 00	3176	arr....**Portland**...lve.	24 15	.....	.....
8 40	.....	10 37	2855	lve..**Mission Jn**..arr.	16 56	.....	19 10
9 50	.....	11 36	2880	ar.+Westminster Jn.◊lv.	16 00	.....	‖8 10
10 22	.....	12 10	2889	ar.**Westminster**◊lv.	*1525	.....	*1735
*7 55	.....	*11 0	2889	lve.**Westminster**.arr.	16 35	.....	18 45
9 50	.....	11 36	2880	lve.**Westminster Jn**.arr.	16 00	.....	18 10
10 00	.....	- -	2885	arr.**Port Moody**◊lve.	15 47	.....	17 58
10 35	.....	12 20	2897	ar.+**Vancouver**◊.lv.	*1515	.....	*1725
.....	.....	18 30	2977	ar.+**Victoria, B.C.**lv.	*1 00	.....	*1 00
*b*2100	.....	.....	.....	**arr....Seattle**...lve.	¶2330	.....	.....

VANCOUVER AND PORTLAND, ORE.

			Exp.	STATIONS.	Exp.		
.....	.....	.....	*8 25	lve...+**Vancouver**.arr.	18 55	.....	.....
.....	.....	.....	*7 55	lve.**Westminster**.arr.	18 45	.....	.....
.....	.....	.....	*1037	lve..**Mission Jn**..arr.	16 50	.....	.....
.....	.....	.....	11 10	.....**Sumas City**.....	16 15	.....	.....
.....	.....	.....	16 50	.....**Seattle**.....	10 25	.....	.....
.....	.....	.....	24 05	.....**Tacoma**.....	8 30	.....	.....
.....	.....	.....	7 00	arr...**Portland**...lve.	*2415	.....	.....

LAC DU BONNET BRANCH.

131	167	Ms.	STATIONS.	158		
.....	†7 45	0	lve...**Lac du Bonnet**..arr.	20 30	.....	.....
†9 54	9 05	22	.....**Molson**.....	18 55	.....	.....
10 15	- -	32	.....Beansejour.....	17 30	.....	.....
10 44	-	47	.....East Selkirk.....	16 32	.....	.....
11 08		57	.....Birds Hill.....	15 53	.....	.....
11 25	11 40	68	arr.....**Winnipeg**.....lve.	†1530	.....	.....

Teulon Branch.—Train leaves **Winnipeg** †17 35, arr. Teulon (40 m.) 19 55, Komarno (48 m.) 20 30. Lvs. Teulon †6 40, arr. Winnipeg 8 50. Train lvs. Winnipeg †10 55, arr. Stonewall 12 00. Lvs. Stonewall †14 20, arr. Winnipeg 15 25. Lvs. Komarno †21 00, arr. Teulon 21 45.

MINIOTA BRANCH.

.....	121	189	191	193	Ms	*October 31, 1909.*	188	190	192	122	.....
.....	‖1025	†1420	‖7 00	‖7 50	0	lve..+**Brandon**◊..arr.	11 50	15 45	17 20	16 20	.....
.....	.....	.....	.....	11 15	.....	56 arr.....**Lenore**.....lve.	.....	‖1200	.....	.....	.....
.....	11 50	16 40	.....	10 30	37	.....**Rapid City**.....◊	9 45	.....	15 05	14 45	.....
.....	12 25	.....	.....	11 35	.....	arr...**Minnedosa**..lve.	.....	.....	‖1410	‖1410	.....
.....	.....	19 50	.....	.....	77	arr.....**Miniota**◊..lve.	†6 35	.....	.....	.....	.....

MANIWAKI BRANCH.

	102	108	Mls	*October 3, 1909.*	101	107		
	P M	A M	....	LEAVE] [ARRIVE	A M	P M		
	5 06	9 05	2	+...**Ottawa** (*U. D.*)..◊	10 42	6 01		
	5 06	9 05	2	...**Hull** (*C. P. Station*)◊	10 32	5 51		
	5 16	9 15	6	.....Ironside.....	10 22	5 41		
	5 31	9 30	9	.....Chelsea.....◊	10 14	5 31		
	5 44	9 43	13	.....Kirk's Ferry.....	10 04	5 16		
	5 54	9 55	17	.....Cascades.....	9 55	5 06		
	6 15	10 17	23	.....Wakefield.....◊	9 37	4 45		
	6 25	10 27	26	....North Wakefield..◊	9 27	4 35		
	6 38	10 40	31	.....Farrellton.....	9 14	4 20		
	6 54	10 56	36	.....Low.....◊	8 59	4 04		
	7 10	11 12	42	.....Venosta.....	8 43	3 49		
	7 24	11 26	48	.....Kazubazua.....◊	8 29	3 34		
	7 31	11 33	50	.....Aylwin.....	8 22	3 27		
	7 56	11 57	60	.....Gracefield.....◊	7 57	3 02		
	8 14	12 16	68	.....Blue Sea.....	7 37	2 46		
	8 28	12 30	73	.....Burbidge.....◊	7 25	2 30		
	9 01	1 00	83	.....**Maniwaki**.....◊	†7 00	†2 05		
	P M	P M	....	ARRIVE] [LEAVE	A M	P M		

Okanagan Lake Steamer Service.—Steamer "Okanagan."—Steamer lvs. Okanagan Landing †12 45 noon, arr. Kelowna 2 35 p.m., Penticton 6 00 p.m. Ret'g, lve. Penticton †5 00 a.m., calling at Kelowna 7 15 a.m., arr. Okanagan Landing 10 45 a.m.

Okanagan Branch.—Train leaves **Sicamous Junction**◊ †9 50 for Enderby◊ (23 miles), Larkin (38 miles), arrives Okanagan Landing◊ (51 miles) 12 30. Returning, leaves Okanagan Landing †15 00, arrives Sicamous Junction 18 15.

WALTHAM BRANCH.

112	130	Mls.	*October 3, 1909.*	113	131
P M	A M	.....	LEAVE] [ARRIVE	A M	P M
†5 06	†7 30	0	+..**Ottawa** (*U.D.*)..◊	9 30	6 11
5 16	7 45	2	..**Hull** (*C.P. Station*)◊	9 20	5 55
5 35	8 20	10	.....**Aylmer**.....◊	9 05	5 35
5 55	8 51	17	.....Breckenridge.....	8 51	5 10
6 06	9 09	23	.....Eardley.....	8 41	4 50
6 10	9 15	25	.....Parker.....	8 37	4 46
6 18	9 22	29	.....Mohr.....	8 28	4 38
6 28	9 40	33	.....Quyon.....◊	8 20	4 25
6 36	9 50	36	.....Wyman.....	8 09	4 03
6 50	10 05	40	.....Maryland.....◊	7 58	3 50
6 56	10 15	43	.....McKee.....◊	7 50	3 42
7 07	10 40	46	.....Shawville.....◊	7 42	3 30
7 26	11 02	54	.....Morehead.....	7 24	3 00
7 33	11 30	58	....Campbell's Bay..◊	7 14	2 45
8 06	12 05	69	.....Fort Coulonge...◊	6 47	2 10
8 11	12 10	70	.....Davidson.....	6 40	1 55
8 24	12 25	76	.....Mellon.....	6 28	1 40
8 35	12 40	80	.....**Waltham**.....◊	†6 20	†1 30
P M	Noon	.....	ARRIVE] [LEAVE	A M	P M

Eganville Branch.—Trains leave **Renfrew** †11 22 a.m., †7 34 p.m., arrive Eganville (23 miles) 12 38 noon, 8 50 p.m. Ret'g, lve. Eganville †7 20 a.m., †2 00 p.m., arr. Renfrew 8 33 a.m., 5 10 p.m.

OTTAWA AND PRESCOTT.

92	90	Mls	*October 3, 1909.*	89	91
P M	A M	....	LEAVE] [ARRIVE	A M	P M
†2 35	†7 05	0	+.....**Ottawa**‖.....◊	10 23	4 20
2 50	7 25	5	...Chaudiere Junction...	9 59	3 59
3 02	7 38	9	.....Gloucester.....	9 49	3 49
3 09	7 48	14	.....Manotick.....◊	9 41	3 42
3 25	8 12	21	.....Osgoode.....◊	9 19	3 25
3 45	8 35	29	+.....Kemptville.....◊	8 55	3 05
4 00	8 50	31	.....**Kempton**.....◊	8 50	3 00
4 10	9 07	35	.....Oxford.....	8 22	2 45
4 26	9 28	43	.....Spencerville.....◊	8 00	2 30
4 50	9 53	52	+.....**Prescott**.....◊	†7 35	†2 15
P M	A M	....	ARRIVE] [LEAVE	A M	P M

ARCOLA BRANCH.

207	9	Ms	*October 31, 1909.*	10	208
.....	.....	...	LEAVE] [ARRIVE	.....	.....
.....	†9 05	0	+.....**Winnipeg**.....◊	21 45	.....
.....	15 00	151	.....**Souris**.....◊	16 15	.....
.....	16 08	182	.....Pipestone.....◊	14 52	.....
.....	16 24	189	.....**Reston**.....◊	14 36	.....
.....	18 15	233	Cont. time .....Manor.....◊	12 58	.....
.....	19 00	253	arr.....Arcola.....lve.	12 15	.....
.....	18 20	253	lve.....Arcola◊...arr.	11 00	.....
†10 08	19 07	278	.....**Stoughton**.....	10 08	18 30
.....	†19 30	278	.....**Stoughton**.....	9 55	.....
.....	22 00	...	M. time .....**Weyburn**.....	†7 00	.....
10 25	19 22	285	.....Heward.....◊	9 53	18 12
13 20	22 20	366	+.....**Regina**.....◊	†7 05	†15 30
.....	.....	.....	ARRIVE] [LEAVE	.....	.....

St. Maurice Valley Ry.—Trains lve. **Three Rivers** †7 30 a.m., †12 40 noon, †4 30 p.m., arr. Shawinigan Falls (21 miles) 8 45 a.m., 1 40, 5 45 p.m. Lve. Shawinigan Falls †9 30 a.m., †2 30, †7 00 p.m., arr. Three Rivers 11 00 a.m., 3 30, 8 15 p.m.

Wetaskiwin Branch.—Leaves **Wetaskiwin** †16 40, arriving Hardisty (95 miles) 21 00. Leaves Hardisty †6 00, arriving Wetaskiwin 9 45.

EDMONTON BRANCH.

221	Mls	*October 31, 1909.*	222
*8 00	0	lve.+**Calgary**‖◊.arr.	16 00
8 05	2	..Calgary Junction...	15 55
9 36	41	.....Carstairs.....	14 23
11 48	95	.....Red Deer.....◊	12 14
12 35	114	.....**Lacombe**.....◊	11 22
14 00	152	....**Wetaskiwin**.....◊	9 58
14 46	174	.....Leduc.....◊	9 09
15 30	192	arr..**Strathcona**◊.lve.	†8 30
.....	.....	(*South Edmonton*)	.....

Additional Train—Leaves Calgary †14 45, arrives Strathcona 22 00. Leaves Strathcona *15 00, arrives Calgary 22 15.

WINNIPEG BEACH BRANCH.

163	M	*October 31, 1909.*	164
†1600	0	lve.+**Winnipeg**‖◊.arr.	11 20
19 15	49	....Winnipeg Beach....	7 45
19 45	59	arr.....**Gimli**.....lve.	†7 00

Reston Branch.—Train leaves **Reston** †16 35, arrives Wolsely (123 miles) 23 35. Leaves Wolsely *f*6 00, *f*9 40, arrives Reston †14 25.

Nicola Branch.—Train leaves **Spence's Bridge Junc.** *f*8 30, arrives Nicola (47 miles) 11 30. Leaves Nicola *f*9 30, arrives Spence's Bridge Junction 12 30.

Lindsay Branch.—Trains leave **Burketon Junc.** †10 40 a.m., †7 00 p.m., arrive Bobcaygeon (39 miles) 12 10 noon, 8 15 p.m. Returning, leave Bobcaygeon †7 25 a.m., †3 45 p.m., arrive Burketon Junction 8 40 a.m., 5 25 p.m. Leaves Burketon Junction †6 25 a.m., arrives Lindsay 7 20 a.m. Lvs. Lindsay †12 45 noon, arrives Burketon Junction 1 50 p.m.

Varcoe Branch.—Train leaves **MacGregor** *f*10 20, arrives Varcoe (55 miles) *f*14 00, Rapid City (67 miles) *f*16 40. Leaves Rapid City *f*9 45, Varcoe *f*14 15, arrives at MacGregor *f*18 00.

Lacombe Branch.—Leaves **Lacombe** †12 50, arrives Stettler (51 miles) 14 50. Leaves Stettler †9 00, arrives Lacombe 11 00.

PHEASANT HILLS BRANCH.

129	Ms.	*October 31, 1909.*	130
†1440	....	lve...**Elkhorn**◊.arr.	13 48
15 25	0	.....**Kirkella**.....◊	13 25
19 25	107	ar...(**Neu-**◊. time.lv.	9 40
18 35	107	lv...(**dorf**◊M. time.ar.	8 30
19 17	125	.....Abernethy.....	7 47
24 45	256	.....Lanigan.....	†2 30
‖4 30	333	arr...Saskatoon..lve.	‖2245
‖9 00	333	lve...Saskatoon..arr.	16 00
11 00	359	.....Asquith.....	14 20
17 00	543	arr.....**Wilkie**....lve.	‖8 00

CANADIAN PACIFIC RAILWAY—Branch Lines.

For Parlor, Sleeping and Dining Car Service, see page 620, and for Explanation of Reference Marks, see page 620.

NORTH-WESTERN BRANCH.

187	103	Mls	*October* 31, 1909.	104	186
.....	†8 30	0	lve. +**Winnipeg** ☿ arr.	17 55	.....
.....	10 30	56	+.**Portage La Prairie.** ☿	15 50	.....
.....	11 45	91	......Gladstone‖ ... ☿	14 35	.....
.....	13 45	135	ar.‖ **Minnedosa**‖ ☿ lv.	†12 50	.....
.....	14 45	151	lve. **Rapid City** ☿ ..arr.	10 30	.....
.....	16 05	181	arr.... **Chater**....lve.	†8 15	.....
.....	†16 22	194	lve..... Birtle‖ ☿ ..lve.	10 08	.....
.....	17 00	211	arr.. **Binscarth** ☿ lve.	†9 30	.....
.....	17 40	223	arr... **Russell** ☿ ..lve.	†8 50	.....
f8 00	19 45	279	arr... **Yorkton** ☿ .lve.	†6 55	18 00
15 00	.....	367	.......Wynyard.......	.....	11 10
18 00	....	404	arr....**Lanigan**....lve.	....	j8 00

TORONTO, ORANGEVILLE AND OWEN SOUND.

19	15	Mls	*September* 20, 1909.	16	20
P M	A M	....	LEAVE] [ARRIVE	A M	P M
†4 50	†8 10	0	+.**Toronto** (Union Sta.) ☿	11 40	8 10
4 58	8 18	3	......**Parkdale**.... ☿	11 32	8 00
5 08	8 28	5	... **West Toronto**‖ ☿	11 23	7 50
5 18	8 37	9	........Weston...... ☿	11 13	7 41
5 36	8 53	17	......Woodbridge... ☿	10 56	7 27
5 47	9 04	22	...... Kleinburg..... ☿	10 45	7 18
5 58	9 15	27	.... **Bolton**..... ☿	10 35	7 08
6 11	9 29	28	..... Mono Road ... ☿	10 18	6 54
6 34	9 55	42	.......Caledon ..... ☿	9 55	6 34
6 51	10 10	49	arr. } +**Orange-** { lve.	9 40	6 18
7 08	10 17	49	lve. } **ville**‖ ☿ { arr.	9 31	6 02
7 20	10 28	53	... Fraxa Junction . ☿	9 21	5 52
7 42	10 53	65	.......Shelburne..... ☿	8 52	5 22
7 56	11 07	72	.......Corbetton..... ☿	8 34	5 04
8 06	11 18	76	.......Dundalk..... ☿	8 25	4 55
8 18	11 30	81	........Proton...... ☿	8 13	4 43
8 22	11 36	83	.**Saugeen Junction.**	8 08	4 38
8 31	11 45	86	......Flesherton.... ☿	8 00	4 30
8 46	11 59	93	.......Markdale..... ☿	7 44	4 17
8 56	12 09	98	.......Berkeley..... ☿	7 32	4 05
9 05	12 18	103	....Holland Centre.. ☿	7 23	3 53
9 20	12 32	109	......Chatsworth.... ☿	7 08	3 38
9 50	1 00	122	arr. +**Owen Sound** ☿ lve.	†6 40	†3 10

TORONTO, MT. FOREST AND TEESWATER.

23	21	Mls	*September* 20, 1909.	22	24
P M	A M	....	LEAVE] [ARRIVE	A M	P M
†4 45	†7 35	0	**Toronto** (*Union Sta.*)	11 55	8 35
†7 20	†10 28	56	lve+**Orangeville**‖ ☿ arr.	9 21	5 52
7 32	10 40	60	... Fraxa Junction . ☿	9 11	5 42
7 44	10 51	66	......Waldemar..... ☿	8 57	5 31
7 52	10 59	68	.....Grand Valley... ☿	8 50	5 26
8 13	11 19	80	.........Arthur...... ☿	8 29	5 05
8 49	11 51	94	+...**Mt. Forest**... ☿	7 59	4 37
9 13	12 12	104	+....**Harriston**.... ☿	7 37	4 15
9 31	12 29	113	.......Fordwich..... ☿	7 19	3 58
9 39	12 36	117	........Gorrie....... ☿	7 11	3 51
9 44	12 41	119	.......Wroxeter..... ☿	7 06	3 46
10 06	1 04	130	+....**Wingham**.... ☿	6 44	3 24
10 26	1 24	125	......Glenannan......	6 25	3 06
10 40	1 35	130	arr.. **Teeswater** ☿ lve.	†6 15	†2 55

TORONTO, ORANGEVILLE AND ELORA.

23	21	Mls	*September* 20, 1909.	22	24
P M	A M	....	LEAVE] [ARRIVE	A M	P M
†4 45	†7 35	....	+.... **Toronto**‖.... ☿	11 55	8 35
4 53	7 43	....	......**Parkdale**.... ☿	11 45	8 25
5 02	7 51	....	... **West Toronto**‖ ☿	11 35	8 15
5 35	8 26	....	....**Streetsville**....	11 00	– –
5 43	8 48	0	**Streetsville Junc** ☿	10 58	7 35
5 47	8 52	2	.....Meadowvale.... ☿	10 53	7 29
6 02	9 07	8	+....**Brampton**... ☿	10 41	7 18
6 22	9 27	17	......Cheltenham.... ☿	10 18	6 55
6 28	9 34	20	..**Inglewood Junc** ☿	10 12	6 49
6 50	9 55	27	arr. **Cataract Jn** ☿ lve.	9 55	6 30
6 55	10 10	27	lve. **Cataract Jn**..arr.	9 40	6 15
7 07	10 30	32	.........Erin....... ☿	9 28	6 00
7 18	10 50	35	.......Hillsburg..... ☿	9 19	5 40
7 37	11 30	45	.......Belwood..... ☿	8 58	4 55
7 53	12 10	52	........**Fergus**...... ☿	8 42	4 30
8 00	12 20	54	arr......**Elora** ☿...lve.	†8 35	†4 00
6 50	9 55	27	lve..**Cataract Jn**..arr.	9 55	6 30
6 57	10 04	30	.........Alton....... ☿	9 45	6 18
7 02	10 10	32	...Melville Junction. ☿	9 40	6 13
7 07	10 15	35	+..**Orangeville**‖.. ☿	†9 35	†6 08
P M	A M	....	ARRIVE] [LEAVE	A M	P M

Walkerton Br.—Lve. **Saugeen Jn.** †11 40 a.m., †8 25 p.m., arr. Walkerton (38 m.) 12 55 noon, 9 40 p.m. Ret'g, lve. Walkerton †6 45 a.m., †3 00 p.m.

St. Mary's Br.—Lve. **Code Jn.** †11 15 a.m., †6 55 p.m., arr. St. Marys (21 m.) 12 30 noon, 7 35 p.m. Ret'g, lve. St. Marys †7 20 a.m., †4 35 p.m.

Berthier Branch—Lv. Berthier for Berthier Junc. *i*7 30, †11 00 a.m., †12 30 noon, *k*3 00, †4 25, †7 20 p.m. Returning, lve. Berthier Junc. *i*7 50, †11 25 a.m., †12 55 noon, *k*3 20, †4 50, †7 45 p.m.

PILES BRANCH.

105	103	Mls	STATIONS.	100	102
P M	Noon	....	LEAVE] [ARRIVE	A M	P M
†5 00	†12 50	0	+..**Three Rivers**‖. ☿	9 35	3 20
6 31	1 17	10	......St. Maurice......	9 07	2 55
6 06	1 48	21	....Lac a la Tortue.. ☿	8 35	2 27
6 16	1 58	23	...Garneau Junction. ☿	8 25	2 20
6 31	2 10	27	........Proulx........	8 10	2 10
6 40	2 25	30	...**Grandes Piles.** ☿	†8 00	†2 00
P M	P M	....	ARRIVE] [LEAVE	A M	P M

Additional Trains—Lve. Three Rivers †7 20 a.m., arr. Grandes Piles 11 00 a.m. Lve. Grandes Piles †2 50 p.m. arr. Three Rivers 6 05 p.m.

MONTREAL AND ST. EUSTACHE.

169	167	163	M	*October* 3, 1909.	162	164
P M	P M	A M	..	LEAVE] [ARRIVE	A M	A M
†5 45	†4 30	†8 30	0	+**Montreal** (Place Viger)	9 20	11 00
6 55	5 30	9 28	20	lve. **Ste. Therese** ☿ arr.	8 03	10 13
7 12	5 47	9 45	26	arr. **St. Eustache** ☿ lve.	†7 45	†9 55

Additional Trains—Leaves Montreal for St. Eustache ‡8 45 a.m. Leave St. Eustache for Montreal †6 10, ‡8 15 p.m. Leaves Ste. Therese for St. Eustache §8 50 p.m. Leaves St. Eustache for Ste. Therese ‡9 15 a.m.

LAURENTIAN MOUNTAINS.

7	59	45	Ms	*Oct.* 3, 1909.	44	68	154
P M	P M	A M	...	lv+**Montreal** ar.	A M	A M	P M
†4 00	‡1 45	*8 45	0	.*Place Viger* ☿	8 30	11 00	9 40
4 45	2 43	9 40	20	. **Ste. Therese** ☿	7 33	10 13	8 43
5 22	3 22	10 14	34	**St. Jerome** ☿	†7 05	9 44	8 16
5 57	3 52	10 45	47	...Piedmont. ☿	6 29	9 05	7 39
6 22	4 16	11 10	54	.St. Margaret ☿	6 04	8 45	7 20
7 05	4 50	h11 45	64	..**Ste. Agathe** ☿	*i*5 45	8 21	6 55
7 42	P M	12 21	78	..St. Faustin ☿	A M	7 39	6 09
8 35	....	1 15	101	... **Labelle.** ☿	....	6 41	5 11
†9 30	....	h2 15	124	..**Nomining** ☿	....	†5 45	h4 15
‡11 50	....	g6 30	158	ar..**Duhamel**.lv.	....	A M	†12 15

Additional Trains— Leaves Montreal for St. Jerome *a*8 30 p.m. Returning, leaves Ste. Agathe ‡4 30 p.m.

WINNIPEG, GRETNA AND DELORAINE.

113	111	Ms.	*October* 31, 1909.	112	114
†13 05	†7 40	0	lve+**Winnipeg**‖ ☿ arr.	15 50	15 00
14 12	8 42	30	.......Osborne.......	14 42	13 46
14 48	9 08	43	.......Morris‖...... ☿	14 15	13 18
15 18	9 38	57	arr.. **Rosenfeld**‖ ☿ lve.	13 45	12 49
15 50	.....	70	arr... +**Gretna** ☿ ..lve.	.....	†12 15
	9 58	66	lve..Plum Coulee ☿ arr.	13 23	
.....	10 58	88	.......Thornbill...... ☿	12 13	.....
177	11 42	103	......**Manitou**‖.... ☿	11 42	176
f5 00	12 20	113	.......La Riviere..... ☿	11 15	10 15
5 25	12 44	121	.....**Wood Bay**......	10 45	9 50
7 00	.....	147	arr.. **Mowbray** ☿ lve.	.....	f8 00
	13 00	126	.....Pilot Mound... ☿	10 31	
.....	13 24	135	......Clearwater.... ☿	10 05	.....
....	13 55	149	......Cartwright.... ☿	9 32	.....
.....	14 11	156	.......Holmfield..... ☿	9 14	.....
.....	14 32	165	.......Killarney‖.... ☿	8 53	....
....	15 15	183	.....**Boissevain**... ☿	8 10	.....
121	15 37	194	......Whitewater.... ☿	7 50	122
†7 30	16 00	203	......**Deloraine**.... ☿	7 30	19 48
.....	21 30	241	arr....**Lyleton** ☿ .lve.	†5 10	....
8 15	16 45	282	arr....**Napinka** ☿ .lve.	†6 45	f10 03

Additional Train—Leaves Napinka j17 05, arrives Deloraine 17 50.

MACLEOD BRANCH.

239	237	Mls	STATIONS.	238	240
†15 15	†7 00	0	lve....**Macleod** ☿ .arr.	13 40	22 00
15 23	7 08	3	.....West Macleod.....	13 30	21 51
16 16	7 59	26	......Claresholm......	12 36	21 04
17 10	8 56	51	........Nanton........	11 38	20 07
17 48	9 35	69	......High River.... ☿	11 00	19 29
18 14	10 04	81	........Okotoks...... ☿	10 29	19 01
19 25	11 15	108	arr..+**Calgary** ☿..lve.	†9 25	†17 45

MONTREAL AND ST. LIN.

P M	A M	Mls	*October* 3, 1909.	A M	P M
†4 30	‡8 45	0	lv.+**Montreal** (*P.V.*) ☿ ar.	9 20	7 30
6 25	10 35	20	....**Ste. Therese**.. ☿	8 06	4 25
6 30	10 42	22	..**St. Lin Junction** ☿	8 00	4 15
5 43	10 57	28	........Lepage........	7 45	4 00
5 50	11 15	30	.... Bruchesi	7 38	3 52
6 10	11 40	37	arr..... **St. Lin**....lve.	†7 20	‡3 15

TORONTO TO SUDBURY.

95	85	Ms	*October*, 1909.	86	94	84
P M	A M	...	LEAVE] [ARRIVE	A M	P M	P M
*10 10	†9 40	0	+....**Toronto**.... ☿	8 20	3 15	6 40
10 18	9 48	2	.....**Parkdale**... ☿	8 12	3 05	6 32
10 29	9 57	5	..**West Toronto** ☿	8 04	2 57	6 23
Ψ –	10 35	26	.. ....**Bolton**.... ☿	7 22	Ψ –	5 37
– –	10 49	33	....Cedar Mills.. ☿	7 08	– –	5 22
– –	10 54	37	......Palgrave......	7 03	– –	5 17
– –	11 02	41	.....Tottenham... ☿	6 55	1 48	5 09
– –	11 09	44	.......Beeton..... ☿	6 48	⊙ –	5 02
11 58	11 22	51	......Alliston .... ☿	6 36	1 29	4 51
12 19	11 47	64	.......Utopia........	6 08	1 06	4 26
– –	12 14	79	.....Craighurst... ☿	5 44	– –	4 02
– –	12 30	87	.......Hobart.......	5 32	– –	3 50
1 07	12 48	96	.**Coldwater Junc.**	5 15	12 15	†3 35
....	.....	100	.**Victoria Harbor.**	....	....	P M
– –	12 58	101	......Lovering.... ☿	5 02	– –	Leaves Coldwater †3 50 p.m.
1 48	1 35	120	........Bala...... ☿	4 25	11 35	
2 20	2 00	132	.....Muskoka.... ☿	4 05	11 15	
– –	2 25	137	.....Barnesdale... ☿	3 35	10 56	
2 55	3 26	155	...‖Parry Sound.. ☿	2 55	10 20	
– –	4 09	173	.....Shawanaga... ☿	2 02	9 40	
x –	4 22	181	...Point au Baril. ☿	1 44	9 25	
4 13	4 53	195	.....Byng Inlet... ☿	1 12	9 00	
– –	5 30	213	......Pickerel..... ☿	12 25	8 19	
– –	5 54	224	........Rutter..... ☿	11 57	8 00	
– –	6 31	240	......Burwash.... ☿	11 16	7 30	
5 53	7 05	255	..**Romford Junc** ☿	10 38	7 05	
6 05	7 25	262	......**Sudbury**.... ☿	‡10 15	*6 50	
A M	P M	...	ARRIVE] [LEAVE	P M	A M	

Additional Train—Leaves Toronto †6 05 p.m., arrives Coldwater 9 20 p.m.

DRUMMONDVILLE JUNC. AND DRUMMONDVILLE.

212	200	Mls	*October* 3, 1909.	211	201
P M	A M	....	LEAVE] [ARRIVE	A M	P M
†5 40	†8 10	0	.. **Drummondville Junc** ☿	10 20	7 08
7 05	9 35	13	.........Foster....... ☿	9 35	5 50
7 20	10 00	17	........Waterloo...... ☿	9 05	5 00
8 35	11 30	37	......Roxton Falls ... ☿	7 45	3 30
8 50	11 55	42	.... Acton....... ☿	7 20	3 00
10 00	1 10	50	...**Drummondville.** ☿	†6 20	†1 50
P M	P M	....	ARRIVE] [LEAVE	A M	P M

STANBRIDGE AND ST. GUILLAUME.

204	202	M	*October* 3, 1909.	203	205	.....
P M	A M	..	LEAVE] [ARRIVE	A M	P M	.....
†4 10	†8 40	0	....**Stanbridge**.. ☿	11 30	7 20	.....
4 27	8 55	2	......Bedford......	11 10	6 56	.....
4 35	9 03	4	.......Mystic.......	11 00	6 48	.....
5 05	9 35	14	arr. +**Farnham** lve.	10 30	6 25	.....
6 25	10 15	14	lve. **Farnham** ☿ arr.	9 45	5 46	.....
6 45	10 35	20	..L'Ange-Gardien East..	9 25	5 16	.....
7 00	10 55	26	....Abbottsford.. ☿	9 05	4 55	.....
7 20	11 20	31	.......St. Pie..... ☿	8 45	4 35	.....
7 50	11 59	39	+**St. Hyacinthe** ☿	8 15	4 05	.....
7 58	12 10	41	St. Rosalie Junction	7 48	3 30	.....
8 18	12 30	47	.....St. Simon... ☿	7 25	3 10	.....
8 40	12 55	53	....St. Hugues.. ☿	7 10	2 50	.....
9 05	1 20	57	.....St. Prime.....	6 52	2 30	.....
9 20	1 40	61	..**St. Guillaume** ☿	†6 45	†2 20	.....
P M	P M	..	ARRIVE] [LEAVE	A M	P M	.....

SOUTH-WESTERN BRANCH.

169	9	Ms	*October* 31, 1909.	Ms	10	170
†8 10	†9 00	0	lve+**Winnipeg**‖ ☿ arr.	290	21 45	15 10
19 14	9 57	27	......Starbuck.... ☿	264	20 43	13 51
19 59	10 37	46	arr **Elm Creek** ☿ lve.	246	20 04	13 05
20 55	11 25	59	arr...**Carman** ☿ lve.	258	.....	†12 30
	†9 45	59	lve...**Carman**..arr.	258	20 55	
.....	†10 37	46	lve. **Elm Creek**.arr.	246	20 04	.....
.....	11 33	71	......Rathwell.... ☿	220	19 16	.....
.....	12 08	86	.....‖**Holland**.... ☿	205	18 44	.....
.....	13 06	105	.....**Glenboro**‖.. ☿	186	18 06	.....
.....	13 50	126	.....**Methven**... ☿	164	17 05	.....
121	14 50	151	arr...**Souris** ☿ .lve.	140	†16 15	122
f16 30	†13 50	...	lv.+**Brandon** ☿ ar.	...	17 10	10 20
17 28	15 15	151	lve...**Souris**...arr.	140	15 45	9 28
18 23	16 30	160	......**Lauder**......	131	14 30	8 33
18 43	16 52	185	arr...**Napinka** ☿ lve.	106	14 10	f8 15
.....	16 55	185	lve...**Napinka**..arr.	106	14 10	.....
.....	18 05	216	...Gainsborough.. ☿	75	13 00	.....
.....	19 58	257	......Alameda.... ☿	34	11 05	.....
.....	21 10	291	arr...**Estevan** ☿ lve.	0	†9 45	.....

Broomhill Br.—Lvs. Lauder for Tilston (29 m.) ■10 00. Ret'g, lvs. Tilston for Lauder ■12 25.

EMERSON BRANCH.

161	109	Mls	*October* 31, 1909.	110	162
†7 00	*5 30	0	lve. +**Emerson**‖ ☿ arr.	19 35	22 25
7 33	5 47	10	....Dominion City.. ☿	19 15	21 33
9 08	6 34	36	......Otterburne.... ☿	18 34	20 05
9 40	– –	43	......Niverville	– –	19 40
11 00	– –	64	......St. Boniface.... ☿	– –	18 45
11 07	– –	64	.. Whittier Junction ..	– –	18 38
11 15	7 30	65	arr.. **Winnipeg** ☿..lve.	*17 45	†18 30

Timiskaming and Kipawa Branches.—Lvs. **Mattawa** *j*9 00, *f*9 00 a.m., arr. Timiskaming (39 miles) 1 00, 11 30 a.m., and Kipawa (47 miles) 12 20 noon, 1 00 p.m. Returning, lvs. Kipawa *j*2 45, *f*3 00 p.m., Timiskaming 4 38, 4 30 p.m., arr. Mattawa *f*6 30, *j*7 00 p.m. Lvs. Timiskaming for Kipawa Junction *f*11 30 a.m., *f*12 01 noon. Returning, lvs. Kipawa Junction *j*3 25, *f*3 40 p.m.

SPOKANE AND PORTLAND (ORE.) SERVICE.

7	236	213	Ms	November 8, 1909. (Via Soo Line.)	214	238	8
P M		A M			P M		P M
*1000		*1030		lve. St. Paul arr.	5 55		1 30
10 45		11 15		lve. Minneapolis arr.	5 15		12 45
1 50		5 00		lve. Portal lve.	12 25		8 30
18 35		12 30		lve. Moose Jaw arr	15 45		13 05
	†9 00	*2300		lv. Medicine Hat ♁ (M. T.) ar.	4 45	18 45	
*1 40	†9 20	23 35		lv. Coleridge ♁ ar.	4 20	18 25	5 10
— —	— —	— —	0	Dunmore ♁	— —	— —	— —
4 00	12 05	2 30	75	Taber	1 35	16 06	2 52
5 05	13 15	3 50	100	Lethbridge ♁	24 35	15 10	1 50
6 20	15 00	5 20	143	Macleod ♁	23 20	13 55	24 35
— —	16 04	6 15	172	Pincher ♁	22 56	12 41	— —
8 32	17 07	7 45	197	Frank ♁	20 50	11 42	22 42
9 25	18 10	8 45	212	Crows Nest ♁	20 05	11 00	22 05
10 40	19 26	10 00	248	Fernie ♁	17 55	9 12	20 08
— —	19 49	10 22	256	Morrissey	17 33	8 55	19 49
12 50	21 50	12 25	311	arr. Cranbrook ♁ lve.	*1520	†7 00	*1755
		†3 30	0	lve. Cranbrook arr.	†1330		
		10 05	55	arr. Marysville lve.	11 30		
		†1035	10	arr. Kimberley lve.	†1100		
*1300		*1230	311	lve. Cranbrook arr.	25 10		17 45
14 34		14 10	354	Curzon ♁	13 27		16 28
14 55			363	arr. Kingsgate ♁ lve.			16 10
14 10			0	lv. Eastport (P.T.) (S. I. Ry.) ar.			14 50
15 15			32	lv. Bonners Ferry. " lv.			13 25
18 40			141	ar. Spokane " lv.			10 00
9 00				ar. Portland (O. R. R. & N. Co.) lv.			*1900
	241	14 55	366	lve. Kitchener (M. T.) lve.	12 42	242	
	*1030	16 00	391	Sirdar	11 30	16 45	
	10 40	16 15	394	arr. Kootenay Ldg (M. T.) lve.	11 20	*1635	
		15 45	394	lve. Kootenay Ldg (P. T.) arr.	10 00		
		19 15	446	arr. Nelson lve.	*6 00		

NELSON, SLOCAN, SANDON, NAKUSP AND REVELSTOKE.

353	367	Ms	November 8, 1909.	368	354
†8 00		0	lve. Nelson arr.		16 5
8 45		12	Slocan Junction		16 10
10 55		43	arr. Slocan City lve.		†400
12 50	†5 45	43	lve. Slocan City (Via Stmr.) arr.	†184*	11 35
15 30	†6 35	68	arr. Rosebery " lve.	†1555	18 45
	j1210	0	lve. Kaslo (K. & S. Ry.) arr.	15 10	
369	j1300	28	arr. McGuigan " lve.	j1215	370
†7 50	†7 35	0	lve. Sandon arr.	17 25	7 20
19 00	8 45	13	Rosebery	16 05	16 00
	11 00	41	arr. Nakusp lve.	†1315	
	*11 10	41	lve. Nakusp arr.	12 50	
	14 30	77	arr. Arrowhead lve.	10 00	
	16 55	104	arr. Revelstoke lve.	*8 25	

NELSON AND ROSSLAND.

305	391	M	October 21, 1909.	304	356
*1915	*1000	0	lve. Nelson (Pacific time) arr.	22 05	1215
20 08	10 38	12	Slocan Junction	21 33	1132
21 20	11 20	26	Castlegar Junction	20 25	1040
22 23	12 45	44	arr. Smelter Junction lve.	19 10	8 40
	13 00	46	arr. Trail lve.	*850	
		46	lve. Trail arr.	19 20	
22 23	12 45	44	lve. Smelter Junction arr.	19 05	8 40
23 35	14 00	55	arr. Rossland lve.	*8 10	*745

For Map, see pages 612-613.

■ Thursday only. □ Stops to leave from points on Soo Branch and points west. △ Stops to take passengers on Soo Branch, Victoria Mines and west, or points west of Sault Ste. Marie. ❯ Stops for passengers to or from west of MacGregor. ◆ Stops Monday to take passengers for Port Arthur and points west. ● Stops Saturday to leave passengers. ♀ Tuesday, Thursday and Friday. ⊠ Stops to leave from or to take to Toronto or points beyond. ✱ Nos. 94 and 95 stop for passengers to or from Sudbury and beyond and No. 95 to take for Parry Sound. ▼ Stops Saturday only. ♭ Will not carry passengers Seattle to Port Townsend.

KOOTENAY LAKE, LARDO AND TROUT LAKE.

Pas.	Pas.	Ms	November 8, 1909.	Pas.
j1500	‡4 00	0	lv. Nelson (Via Steamer) ar.	†3 00
18 30	17 25	45	ar. Kaslo " lv.	†5 30
	17 30	45	lv. Kaslo " ar.	‡2035
	19 00	62	ar. Lardo " lv.	19 05
	19 10	62	lve. Lardo arr.	18 50
	21 00	97	arr. Gerrard lve.	17 00
	21 05	97	lv. Gerrard (Via Steamer) ar.	16 55
	23 00	112	ar. Trout Lake City " lv.	‡5 00

NELSON, ROBSON AND REVELSTOKE.

305	Ms	November 8, 1909.	392
*1915	0	lve. Nelson arr.	22 05
20 50	26	Castlegar Junction	21 00
20 55	27	arr. West Robson lve.	20 55
23 00	27	lv. West Robson (Via Stmr.) ar.	20 30
11 30	97	lv. Nakusp " ar.	12 50
14 30	133	ar. Arrowhead " lv.	†1000
15 25	133	lve. Arrowhead arr.	9 45
16 55	160	arr. Revelstoke lve.	*8 25

NELSON AND BOUNDARY.

303	Ms	October 31, 1909.	304
†9 00	0	lve. Nelson arr.	20 40
10 15	27	West Robson	19 30
14 30	95	arr. Grand Forks lve.	15 15
†1520	95	lve. Grand Forks arr.	10 55
17 10	135	arr. Republic lve.	†9 00
†1535	109	arr. Eholt Junction lve.	14 30
17 05	118	arr. Phœnix lve.	†1325
†1635	127	arr. Midway lve.	†1315

THROUGH CAR SERVICE.

WESTBOUND.

No. 97—PACIFIC EXPRESS—Daily. Has First Class Coach, Standard and Tourist Sleeping Cars Montreal to Vancouver. Sleeping Cars Winnipeg to Calgary and Strathcona, Arrowhead to Vancouver. Tourist Cars for Vancouver leave Boston Wednesday. Standard and Tourist Sleeper St. Paul to Seattle, via Soo Pacific Route. Compartment Library Observation Car Montreal and Vancouver. Dining Car.

No. 1—IMPERIAL LIMITED—Daily. Has First Class Coaches, Standard Sleeper and Colonist Car Winnipeg to Calgary. Tourist Car Winnipeg to Calgary. (This car will be handled on Train 95 Toronto to Winnipeg.) Dining Car.

No. 95—WINNIPEG EXPRESS—Daily. Colonist and First-class Coaches, Tourist and Standard Sleepers and Dining Car Toronto to Winnipeg.

No. 7—SOO SPOKANE-PORTLAND EXPRESS—Daily. Coach, Standard and Tourist Sleeper, Compartment Library Observation Car and Dining Car through to Portland.

No. 3—EXPRESS—Leaving Montreal daily has First and Second Class Coaches to Detroit. First Class Coach and Sleeping Car to Chicago daily. Cafe Car to Galt. Sleeping Car Toronto to Detroit.

No. 5—CHICAGO EXPRESS—Daily. Has First and Second Class Coaches Montreal to Detroit and Sleeping Cars Montreal to Toronto and Chicago. Sleeper Ottawa to Toronto. Cafe Car Toronto to Detroit. Dining Car west of Detroit.

No. 7—ST. PAUL, MINNEAPOLIS AND DULUTH EXPRESS—Daily. Has First and Second Class Coaches Montreal to St. Paul and Minneapolis. Sleeping Car Boston to St. Paul and Minneapolis. Sleeping Car Montreal to Cobalt and Englehart. First and Second Class Coaches and Sleeper Sault Ste. Marie to Duluth, via Marquette Route. Dining Cars.

No. 9—HALIFAX EXPRESS—Daily, to St. John, N.B., except Saturday, to Halifax. First and Second Class Coaches and Sleeping Car to St. John, N.B., and Halifax, N.S. Dining Car Mattawamkeag to Truro.

No. 11—BOSTON EXPRESS—Leaving Montreal daily, has First and Second Class Coaches, Parlor and Cafe Car to Boston, and Sleeping Car from St. Paul and Minneapolis to Boston.

No. 15—N. E. EXP.—Daily. Has First and Second Class Coaches and Sleeping Cars to Boston.

No. 32—Leaving New York (N. Y. C.) daily at 8 00 p.m., has Sleeping Car for Toronto. Parlor and Dining Car Buffalo to Toronto.

No. 49—Daily. Solid train with Sleeping Car Quebec to Montreal.

No. 11—First Class Coaches and Standard Sleepers Toronto to Chicago. Cafe Car to Detroit.

EASTBOUND.

No. 96—ATLANTIC EXPRESS—Daily. Has First Class Coach, Colonist Car, Standard and Tourist Sleepers Vancouver to Montreal. Sleeper Strathcona and Calgary to Winnipeg. Tourist Car for Boston Thursday. Dining Car. Compartment Library Observation Car Vancouver and Montreal. Standard and Tourist Sleeper Seattle to St. Paul, via Soo Pacific Route.

No. 2—IMPERIAL LIMITED—Daily. Has First Class Coaches, Standard Sleeper and Colonist Car Calgary to Winnipeg. Tourist Car Calgary to Winnipeg. (This car will be handled on Train 94 Winnipeg to Toronto.)

No. 94—TORONTO EXPRESS—Daily. Colonist and First Class Coaches, Tourist and Standard Sleepers and Dining Car Winnipeg to Toronto.

No 8—SOO SPOKANE-PORTLAND EXPRESS—Leaving Portland daily, has First Class Coaches, Standard and Tourist Sleeper, Standard Library Observation Car and Dining Car through to St. Paul.

No. 4—EXPRESS—Leaving Chicago (Wabash R.R.) at 3 50 p.m. has First Class Coach and Sleeping Car to Toronto and Montreal daily. From Detroit has Sleeping Car and First and Second Class Coaches daily for Toronto. Cafe Car Galt to Montreal. Dining Cars west of Detroit.

No. 6—Daily. Coaches and Cafe Car Detroit to Toronto. Parlor Car Detroit to Toronto week-days. Sleeping Car Chicago to Montreal (on No. 12 week-days Detroit to Toronto). Coaches Detroit to Montreal.

No. 12—Daily, except Sunday. Coaches and Cafe Car Detroit to Toronto. Coach Chicago to Toronto. Sleeper Chicago to Toronto.

No. 8—MONTREAL AND BOSTON EXPRESS—Daily. Has First and Second Class Coaches Minneapolis and St. Paul to Montreal and Sleeping Car to Boston. First and Second Class Coaches and Sleeper Duluth to Sault Ste. Marie. Dining Cars en route. Sleeper Englehart and Cobalt to Montreal.

No. 10—HALIFAX EXPRESS—Leaving Halifax daily, except Sunday, and St. John, N.B., daily, has First and Second Class Coaches and Sleeping Car to Montreal. Dining Car Truro to Mattawamkeag.

No. 12—NEW ENGLAND EXPRESS—Leaving Boston daily, has First and Second Class Coaches with Sleeping Car to Montreal.

No. 16—BOSTON EXPRESS—Leaving Boston daily, has First and Second Class Coaches and Cafe Car and Sleeping Car to Montreal, St. Paul to Minneapolis.

No. 35—Leaving Toronto daily, has Sleeping Car for New York, via N. Y. C. Parlor and Dining Car Toronto to Buffalo.

No. 39—Solid Train with Sleeping Car Montreal to Quebec, daily.

PARLOR CARS on principal trains between important points.

Explanation of Reference Marks.—* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; § Sunday only; a daily, except Saturday and Sunday; b daily, except Tuesday; c stops to let off from Montreal or beyond; f Monday, Wednesday and Friday; g Monday, Wednesday and Saturday; h Sunday, Monday, Wednesday and Saturday; i Monday only; j Tuesday, Thursday and Saturday; k Saturday only; l stops for passengers for west of McAdam Junction, or for north or south; m stops Monday only; n stops to take passengers for Winnipeg and beyond; o stops to leave from west of Mattawamkeag; p stops to let off from west of Chatham and to take on for Toronto and points east only; q stops Sundays for passengers from Cowansville and beyond, and for Richford and beyond; s stops Sunday only; t daily, except Sunday and Monday; w stops to leave from or take for Toronto and points beyond; x stops to leave from Toronto or beyond or to take for points west of Cartier and Blind River or North Bay and beyond; y stops to leave from Montreal Sunday night. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

CANADIAN PACIFIC RAILWAY.

For Parlor, Sleeping and Dining Car Service, see page 620. For Explanation of Reference Marks, see page 620.

THROUGH EXPRESS TRAINS

STANDARD TIME—*Atlantic time.*—East of Vanceboro, Me. *Eastern time.*—Vanceboro, Me., to Port William, Sault Ste. Marie and Detroit. *Central time.*—Port William to Broadview, including Manitoba branches. *Mountain time.*—Broadview to Field and branches. *Pacific time.* Field to Vancouver and branches.

No. 1 Imperial Limited.	No. 97 Pacific Express.	*January* 1, 1910. STATIONS.		No. 98 Atlantic Express.	No. 2 Imperial Limited.
.....	10 30 P M	lve.... **Montreal** ... arr.		8 25 A M	.....
.....	2 00 A M	..... **Ottawa**		4 50 A M	.....
.....	4 30 A M	..... **Renfrew**		2 40 A M	.....
.....	10 00 A M	arr... **North Bay** .. lve.		9 15 P M	.....
.....	10 20 A M	lve... **North Bay** .. arr.		8 55 P M	.....
.....	1 00 P M	lve.... **Sudbury** .... lve.		6 30 P M	.....
.....	8 00 A M	arr. } (Eastern time.)	lve.	11 00 P M	.....
.....	.....	} **Ft. William** {		.....	.....
.....	7 20	lve. } (Central time.)	arr.	21 40	.....
.....	17 30	..... **Kenora**		12 10	.....
.....	21 30	arr.... **Winnipeg** ... lve.		8 00	.....
10 10 P M	.....	lve..... **Toronto** .... arr.		.....	3 15 P M
12 30 Noon	.....	arr.... **Winnipeg** ... lve.		.....	10 40 P M
13 30	22 30	lve..... **Winnipeg** ... arr.		7 00	17 35
18 00	2 55	arr. } .. **Brandon** .. { lve.		3 00	13 35
18 10	3 05	lve. }	arr.	2 50	13 25
1 12	10 25	. **Regina** (Mountain time.).		17 52	4 56
3 00	12 30	lve... **Moose Jaw** .. lve.		15 45	3 40
12 35	22 50	lve.. **Medicine Hat** . lve.		6 35	18 55
19 30	5 50	..... **Calgary**		24 40	*13 05
.....	8 57	..... **Banff**		21 35	.....
.....	10 25	..... **Laggan**		20 28	.....
.....	11 30	..... **Field**		18 55	.....
.....	16 19	..... **Glacier**		12 15	.....
.....	19 10	..... **Revelstoke**		8 40	.....
.....	7 10	arr. } **North Bend** {	lve.	20 45	.....
.....	7 10	lve. }	arr.	20 45	.....
.....	12 20	arr... **Vancouver** ... lve.		*15 15	.....

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINES.

ATLANTIC SERVICE.—St. John, N.B., and Liverpool.

NAME OF STEAMSHIP.	Intended Sailings from St. John, N.B.	
Empress of Britain	Friday	January 14, 1910
Corsican	Friday	January 28, 1910
Empress of Britain	Friday	February 11, 1910
Empress of Ireland	Friday	February 25, 1910

NAME OF STEAMSHIP.	Intended Sailings from Liverpool.	
Corsican	Friday	January 14, 1910
Empress of Britain	Friday	January 28, 1910
Empress of Ireland	Friday	February 11, 1910

UPPER LAKES SERVICE.—LAKES HURON AND SUPERIOR. EXPRESS S.S. "ASSINIBOIA," "KEEWATIN," "ALBERTA," "ATHABASCA" AND "MANITOBA."

SCHEDULE.

Ports of Call.—Westbound.	Mls.						
Toronto (via C.P.) ... lve.	0	8 10 A M	Tue	Sat	8 10 A M	Thu	⊙ On Thursday arrives Owen Sound 3 10 p.m., Toronto 8 10 p.m.
Owen Sound " ... arr.	122	1 00 P M	Tue	Sat	1 00 P M	Thu	
Owen Sound ..... lve.	122	1 30 P M	Tue	Sat	1 30 P M	Thu	
Sault Ste. Marie .... lve.	397	10 00 A M	Wed	Sun	10 00 A M	Fri	
Port Arthur ..... arr.	672	6 30 A M	Thu	Mon	7 00 A M	Sat	
Port William ..... arr.	677	7 30 A M	Thu	Mon	8 00 A M	Sat	

SCHEDULE.

Ports of Call.—Eastbound.	Mls.					
Fort William ..... lve.	0	3 00 P M	Tue	Fri	2 00 P M	Sun
Port Arthur ..... lve.	5	4 00 P M	Tue	Fri	3 00 P M	Sun
Sault Ste. Marie .... lve.	280	1 00 P M	Wed	Sat	1 00 P M	Mon
Owen Sound ..... arr.	555	8 00 A M	Thu	Sun	8 00 A M	Tue
Owen Sound (via C.P.) lve.	555	6 40 A M	⊙	Mon	3 10 P M	Tue
Toronto ..... " arr.	677	11 40 A M	⊙	Mon	8 10 P M	Tue

ROYAL MAIL STEAMSHIP SERVICE.—JAPAN AND CHINA.—*Subject to Change.*

INTENDED SAILINGS—EASTBOUND.

Hong Kong. Dep.	Shanghai (Woosung). Arr.	Nagasaki. Arr.	Kobe. Arr.	Yokohama. Dep.	Vancouver. Arr.	NAME OF STEAMSHIP.
1910	1910	1910	1910	1910	1910	
.....	.....	.....	.....	.....	.....	....Monteagle....
.....	.....	.....	.....	.....	.....	Empress of India
Jan. 1	Jan. 4	Jan. 6	Jan. 7	Jan. 9	Jan. 21	Empress of Japan
Jan. 29	Feb. 1	Feb. 3	Feb. 4	Feb. 6	Feb. 18	Empress of China
.....	.....	.....	.....	.....	.....	Empress of India
Feb. 15	Feb. 18	Feb. 20	Feb. 22	Feb. 25	Mar. 11	....Monteagle....
Feb. 26	Mar. 1	Mar. 3	Mar. 4	Mar. 6	Mar. 18	Empress of India
Mar. 26	Mar. 29	Mar. 31	April 1	April 3	April 15	Empress of Japan

INTENDED SAILINGS—WESTBOUND.

Vancouver. Dep. 12 45	Yokohama. Arr.	Kobe. Arr.	Nagasaki. Arr.	Shanghai (Woosung). Arr.	Hong Kong. Arr.
1909	1910	1910	1910	1910	1910
Dec. 28	Jan. 14	Jan. 16	Jan. 19	Jan. 21	Jan. 25
Jan. 12, '10	Jan. 25	Jan. 27	Jan. 29	Jan. 31	Feb. 3
Feb. 9, '10	Feb. 23	Feb. 24	Feb. 26	Feb. 28	Mar. 3
Mar. 9, '10	Mar. 23	Mar. 24	Mar. 26	Mar. 23	Mar. 31
April 6, '10	April 20	April 21	April 23	April 25	April 28
Apr. 12, '10	April 23	May 1	May 4	May 6	May 10
.....	.....	.....	.....	.....	.....
May 4, '10	May 18	May 19	May 21	May 23	May 26

Steamships for Japan leave Vancouver on arrival of Canadian Pacific Ry. "Pacific Express" and call at Victoria, B.C., to embark passengers, and returning to land passengers. *Monteagle* does not carry first-class passengers. Steamers sail frequently from **Hong Kong** to **Manila, Philippine Islands**, and passengers by this line, transfer at **Hong Kong** to **Manila** steamers. Steamships may leave intermediate ports (Yokohama, Kobe, Nagasaki and Shanghai) in advance of the dates given in the time-table. The usual stay at intermediate ports is: Yokohama, 24 hours; Kobe, 12 hours; Nagasaki, 10 hours; Shanghai, 12 to 24 hours, according to tide. These periods may be reduced or increased according to circumstances. Passengers should ascertain from company's agents at those ports the exact hours of departure.

CANADIAN-AUSTRALIAN ROYAL MAIL STEAMSHIP SERVICE.—*Subject to Change.*

Intended Sailings. Southbound.	Vancouver.	Honolulu, H.I. Dep.	Suva, Fiji. Dep.	Brisbane. Arr.	Brisbane. Dep.	Sydney, N.S.W. Arr.
	*					
Name of Steamship.	1909	1910	1910	1910	1910	1910
Aorangi	Dec. 31	Jan. 8	Jan. 18	Jan. 23	Jan. 24	Jan. 25
Moana	Jan. 28, '10	Feb. 5	Feb. 15	Feb. 20	Feb. 21	Feb. 22
Makura	Feb. 25, '10	Mar. 4	Mar. 14	Mar. 19	Mar. 20	Mar. 21

Intended Sailings. Northbound.	Sydney, N.S.W. Dep.	Brisbane. Arr.	Brisbane. Dep.	Suva, Fiji. Dep.	Honolulu, H.I. Arr.	Vancouver. Arr.
Name of Steamship.	1910	1910	1910	1910	1910	1910
Makura	Jan. 17	Jan. 19	Jan. 20	Jan. 24	Feb. 1	Feb. 9
Steamer	Feb. 14	Feb. 16	Feb. 17	Feb. 22	Mar. 2	Mar. 10
Marama	Mar. 14	Mar. 16	Mar. 17	Mar. 21	Mar. 29	April 6

Steamships call at Victoria, B.C., both ways. Passengers can ascertain from commanders of ships the time allowed at intermediate ports. Passengers for New Zealand points will be forwarded via Sydney. * Steamships leave Vancouver on arrival of C. P. Pacific Express.

From points west of Chicago, Sault Ste. Marie and Port Arthur berths can be secured from Assistant General Passenger Agent, Vancouver; east of those points from the General Passenger Agent, Montreal, through any Canadian Pacific Ry. Agent.

STEAMSHIP CONNECTIONS PACIFIC COAST.

VANCOUVER-VICTORIA-SEATTLE ROUTES.

b12 00 Noon	.....	*1 30 P M	lv. **Vancouver** . ar.	7 00 A M	..... / 8 30 A M
.....	.....	6 30 P M	ar.. **Victoria** .. lv.	*10 00 A M	.....
.....	¶12 05 Night	.....	lv.. **Victoria** .. ar.	.....	3 00 P M
.....	.....	.....	**Port Townsend**	.....	p12 15 Noon
/ 8 00 P M	†7 00 A M	.....	ar.. **Seattle** .. lv.	.....	†9 30 A M / ¶11 30 P M

VICTORIA-VANCOUVER-NANAIMO SERVICE.

7 00 A M Tues.	.....	lve..... **Victoria** .... arr.		.....	10 00 P M Sat
.....	†2 00 P M	lve... **Vancouver** .. arr.		10 30 A M	.....
4 00 P M Tues.	5 15 P M	arr.... **Nanaimo** ... lve.		†7 00 A M	2 30 P M Sat

Nanaimo-Comox-Union Service.—Leave **Nanaimo** 7 00 a.m. Wednesday and Friday. Returning, leave Comox 7 00 a.m., Union Bay 7 50 a.m. Thursday and Saturday, arr Nanaimo 2 00 p.m. same days.

Vancouver-Nanaimo-Union Bay and Comox Service.—Leaves Vancouver 11 00 p.m Monday, Nanaimo 7 00 a.m. Tues. Ret'g, lvs. Comox 5 00 p.m., Union Bay 11 30 p.m. Tues., arr. Vancouver 12 00 noon Wed.

Alaska Service.—S.S. *Princess May* leaves **Victoria** 11 00 p.m. January 7th, 21st, February 4th, 18th, **Vancouver** 11 00 p.m. next day, for Alert Bay, Swanson Bay, Port Essington, Prince Rupert, Port Simpson, Ketchikan, Juneau and Skagway. Returning, leaves Skagway January 11th, 28th, February 11th 25th, arrives Vancouver five days later.

WEST VANCOUVER ISLAND ROUTE—S.S. *Tees.*—**From Victoria 11 00 p.m. on the 1st of each month for Clayoquot** and way ports, calling each way at Port Renfrew, Carmanah, Cloose, Bamfield, New Alberni, Sechart, Ucluelet, Clayoquot Townsite, Christie School and Clayoquot. **From Victoria 11 00 p.m. on the 10th of each month for Quatsino**, making the same calls each way as on trip of the **1st of the month**, also calling each way at Hesquiot, Friendly Cove, Whaling Station, Kyuquot, Winter Harbor and Quatsino. **From Victoria 11 00 p.m. on the 20th of each month for Holberg** and way ports, making the same calls each way as on the trips of the **1st and 10th**, also calling at Holberg. By special arrangement with the captain or purser or general offices, when sufficient business offers, S.S. *Tees* will call at Dodger's Cove, Uchuckliset, Hayes Landing, Clayoquot Cannery, Ahouset, Sidney Inlet, Port Hughes, Nuchatlitz.

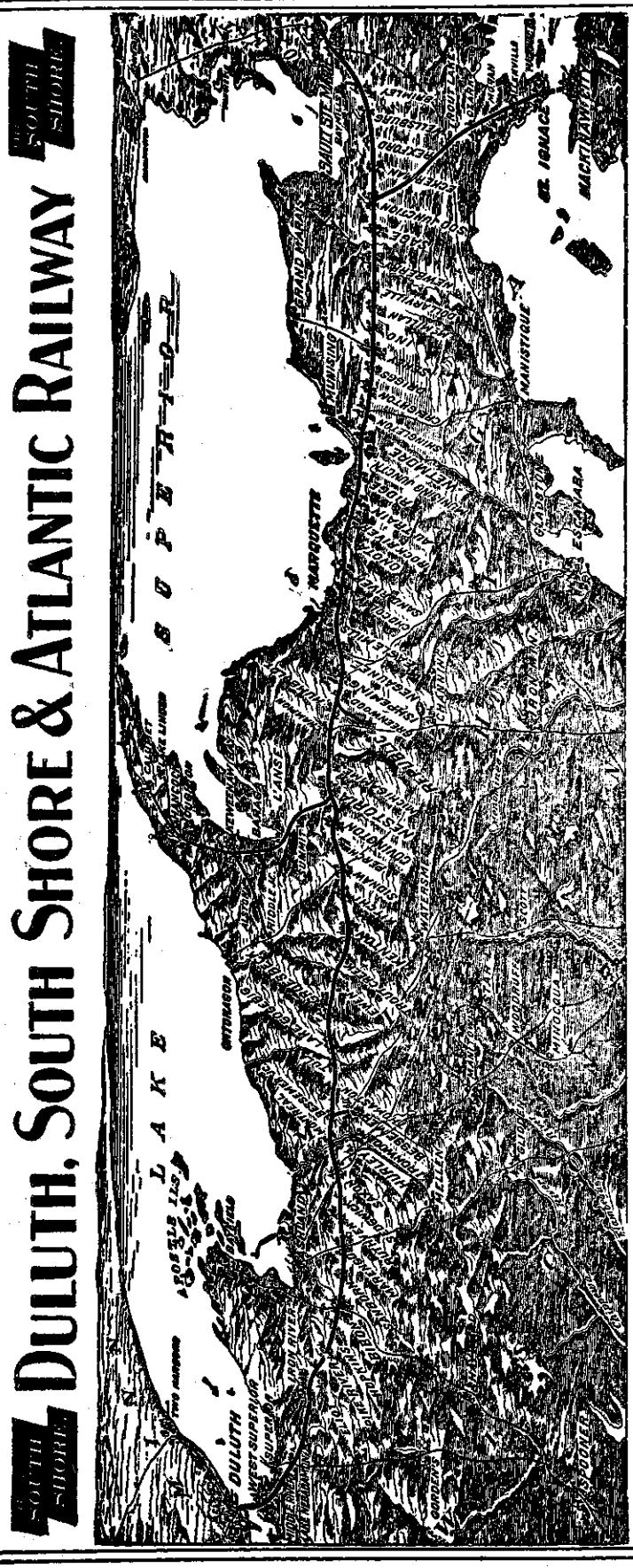
Queen Charlotte Island Service.—S.S. *Amur* leaves **Victoria** January 12th, 26th, **Vancouver** the following day, for Rivers Inlet, Collison Bay, Ikeda Bay, Jedway, Locke Harbor, Pacofi, Cumshewa, Skidegate, Queen Charlotte, Kitkatla, Prince Rupert, Metlakatlah, Port Simpson, Arrandale, Port Nelson, Kincolith and **Naas Harbor**. Leaves **Naas Harbor** for Vancouver, Victoria and intermediate landings January 5th, 19th, February 2d.

Northern British Columbia Coast Service.—S.S. **Princess Beatrice leaves Victoria 11 00 p m January 14th, 28th, February 11th, Vancouver 11 00 p m. next day**, for Campbell River, Alert Bay, Wadhams Cannery, Brunswick Cannery, R. I. C. Cannery, Namu, Bella Bella, China Hat, Swanson Bay, Hartley Bay, Lowe Inlet, Claxton, Port Essington, Oceanic Cannery, Inverness Cannery, Prince Rupert, Skidegate, Queen Charlotte, Cumshewa, Pacofi (Sewlyn Inlet), Locke Harbor, Jedway, Ikeda Bay and Coll son Bay. Returning, leaves Collison Bay January 6th, 20th, February 3d, 17th.

British Columbia Coast Mail Service.—S.S. *Queen City* leaves **Vancouver** Thursday 11 00 a.m. for Marble Bay, Van Anda, Scow Bay, Lund, Campbell River, Quathiaski Cove, Alert Bay, Sointula, Fort Rupert, Hardy Bay, and all logging camps en route. Returning, leaves Hardy Bay Friday evening, arriving at Vancouver Sunday afternoon.

Upper Fraser River Service.—Leave **Westminster** Mon., Wed. and Fri. 8 00 a.m. for Chilliwack and intermediate points. Returning, leave Chilliwack Tues., Thur. and Sat., arrive Westminster 2 00 p.m.

PINTSCH GAS In use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.



DULUTH, SOUTH SHORE & ATLANTIC RAILWAY.

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A. C. SHAW, General Agent Passenger Dept., 232 South Clark Street, Chicago, Ill.
A. J. PERRIN, General Agent, Duluth, Minn.
J. P. GORDON, Gen. Agt. Fht. Dept., "
J. D. MORRISSEY, General Agent, Superior, Wis.
R. L. THOMPSON, Gen. Agt., No. 15 E. 4th St., Cincinnati, O.
CHAS. SCHEAFFER, Traveling Passenger Agent.

GENERAL OFFICES:
Marquette, Mich. 44 Wall Street, New York.

MINERAL RANGE RAILROAD OFFICERS.

W. F. FITCH, President Mineral Range R.R.
A. B. ELDREDGE, President Hancock & Calumet R.R.
NORMAN W. HAIRE, Vice-President.
E. W. ALLEN, Treasurer.
W. F. FITCH, General Manager.
C. E. LYTLE, General Superintendent.
W. W. WALKER, Gen. Fht. Agent, Duluth, Minn.
JAMES ROBERTSON, Asst. Gen. Freight Agent, Houghton, Mich.
S. R. LEWIS, Asst. Gen. Fht. Agt., Duluth, Minn.
MART ADSON, Gen. Pas. Agent, "
JAMES MANEY, Asst. Gen. Pas. Agent, "
A. E. DELF, Auditor, Marquette, Mich.
A. B. ELDREDGE, General Attorney, "
THOS. SMITH, Superintendent, Calumet, Mich.
P. W. BROWN, Purchasing Agent, Marquette, Mich.
CHAS. SCHEAFFER, Traveling Passenger Agent.
General Offices—Marquette, Mich.

THROUGH CAR ARRANGEMENT.

Nos. 1 and 2—Detroit Express Trains—Have Observation Cafe Car between Houghton and Mackinaw City.

Nos. 7 and 8—Duluth and Boston Express Trains—Have first-class Sleeping Cars between Duluth and Calumet and Sault Ste. Marie. Dining Cars between Duluth and Saxon (meals a la carte). Dining Cars between Wetmore and Sault Ste. Marie.

Nos. 3 and 4—Have Sleeping Cars between Calumet and Chicago (via Negaunee and C. & N. W. Ry.). Dining Cars between Michigamme and Negaunee.

Nos. 103 and 104—Have Sleeping Cars between Calumet and Chicago (via Champion and the C. M. & St. P. Ry.). Dining Cars between Summit and Champion.

Connections.—[1] In Union Depot with G. R. & I. Ry. and M. C. R.R. for Lower Michigan, the south and east. [2] With boats during season of navigation. [3] With C. P. Ry. and with boats during season of navigation, and stage for Pickford. [4] With M. St. P. & S. Ste. M. Ry. [5] With stages for Emerson and Whitefish. [6] With Manistique Ry. for Grand Marias. [7] With M. & N. W. Ry. [8] With stages for Munising. [9] With Munising Ry. [10] With C. & N. W. Ry. for points south. [11] With C. M. & St. P. Ry. for points south. [12] With C. M. & St. P. Ry. for points south. [13] With C. M. & St. P. Ry. [14] With stages for Bessemer. [15] With C. & N. W. Ry. [16] With C. St. P. M. & O. Ry. [17] With C. St. P. M. & O. Ry. [18] With lines diverging for all points west, southwest and northwest. [19] With lines diverging for all points west, southwest and northwest. [20] With stages for Arvon, Skanee, Huron Bay and Pequaming. [21] With stages for Laird Monday, Wednesday and Friday. [22] Junction D. S. S. & Atl. Ry. and M. R. R.R. [23] With stages for Jacobsville. [24] Junction D. S. S. & Atl. Ry. and M. R. R.R. [25] With Lake steamers. [26] With Wisconsin Central Ry. from points south.

Duluth, South Shore & Atlantic Railway

No. 101 Sunday Special.	No. 1 Detroit Express.	15-7 Duluth Express.	Mls	*November* 15, 1909.	8-14 Boston Express.	No. 2 Detroit Express.	No. 102 Sunday Special.
....	....	....	....	LVE.] (East. time.) [ARR.	....	....	....
7 35 P M	7 35 P M	10 00 A M	....	**Boston.**(*B.&A.R.R.*)	8 30 P M	9 15 A M	9 15 A M
6 19 P M	6 19 P M	9 30 A M	....	**Boston**(*Fitchburg R.R.*)	....	12 30 Noon	12 30 Noon
12 03 Night	12 03 Night	12 50 Noon	....	**New York** (N.Y.C.&H.R.R.R.)	8 33 P M	7 03 A M	7 03 A M
6 50 A M	6 50 A M	4 16 P M	....	**Albany**...... "	4 25 P M	2 55 A M	2 55 A M
11 50 A M	11 50 A M	9 20 P M	....	**Rochester**.. "	9 40 A M	9 00 P M	9 00 P M
2 00 P M	2 00 P M	11 50 P M	....	**Buffalo**...(*M.C.R.R.*)	6 40 A M	5 05 P M	5 05 P M
2 42 P M	2 42 P M	....	....	**Niagara Falls.** "	5 57 A M	4 17 P M	4 17 P M
8 55 P M	8 55 P M	6 50 A M	....	**Detroit** (Cent. time.) "	9 40 P M	7 40 A M	7 40 A M
§7 45 A M	†7 45 A M	†4 35 P M	....	lve..**Mackinaw City**[1] arr.	11 20 A M	9 45 P M	8 55 P M
9 00 "	9 00 "	5 45 "	0	+....**St. Ignace**[2]..♁	10 25 "	8 46 "	8 58 "
9 24 "	9 24 "	6 10 "	11	+......Moran......♁	10 00 "	8 20 "	8 32 "
9 44 "	9 44 "	6 26 "	20	........Kenneth......	9 44 "	8 02 "	8 11 "
10 00 "	10 00 "	6 45 "	28	+...**Trout Lake**[4]..♁	9 20 "	7 44 "	7 52 "
10 18 "	10 18 "	– –	37	........Hendrie........	– –	7 26 "	7 30 "
10 30 A M	10 30 A M	7 15 P M	43	arr.+**Soo Junction**♁ lve.	†8 45 A M	†7 15 P M	§7 15 P M
	....	10 00 A M	....	lve.**Boston** (B.&M.R.R.) arr.	8 20 P M	....	
....	....	8 15 A M	....	**Boston**(*Fitchburg R.R.*)	7 40 P M	....	....
....	....	†8 30 A M	....	...**New York** (*N.Y.C.*)..	10 08 P M	....	....
....	....	†8 45 A M	....	...**New York** (*D.&H.*)..	†7 57 P M	....	....
....	....	9 50 P M	....	.......**Montreal**......	8 00 A M	....	....
....	....	5 35 P M	....	arr.**Sault Ste. Marie.** lve.	12 20 Noon	....	....

117	17	....	43	15-7		Mls	(*Eastern time.*)	8-14		No. 2		18	44
P M	P M	....	A M	P M	P M	....	(*Central time.*)	....		....		Noon	P M
§5 30	†3 45	....	†6 50	†5 30	§5 50	0	lv.+**Slt. Ste. Marie**[8]♁ ar.	10 15 A M		....		12 10	9 10
5 56	4 20	....	7 17	a –	– –	12	+.....**Brimley**.....♁	9 45 "		....		11 45	8 45
6 10	4 38	....	7 32	a –	– –	19	+.... Wellsburg.....♁	9 32 "		....		11 32	– –
6 23	4 57	....	7 45	a –	– –	25	........Rexford	9 20 "		....		a –	8 17
6 46	5 26	A M	8 08	a –	– –	35	+... **Eckerman**[5] ..♁	8 56 "		....		11 00	7 55
7 10	6 00	†10 40	8 35	*7 25	7 20	47	+..**Soo Junction**..♁	8 35 "		6 50 P M		*10 40	†7 30
P M	P M	10 47	A M	a –	P M	50	.........Sage.........	a –		6 40 "		A M	P M
		11 10		7 50		59	+.....Newberry.....♁	8 09 "		6 20 "			
....	....	11 15 A M		a s		60	+.... Dollarville....♁	a s		6 14 "		....	
....	....	11 32 A M		8 08 P M		67	+.....McMillan.....♁	7 53 "		6 00 "		....	
....	....	12 01 Noon		8 36 "		80	+......**Seney**[6].....♁	7 28 "		5 35 "		....	
....	....	12 36 "		a –		95	.......Creighton.....♁	a –		5 03 "		....	
....	....	12 57 Noon		a –		105	+... **Shingleton**[7].....	a –		4 45 "		....	
....	....	1 15 P M		9 45 P M		113	+....**Wetmore**[8]...♁	6 30 A M		4 27 "		....	
....	....	1 25 "		a –		117	+.**Munising Junc**[9]♁	a –		4 18 "		....	
....	8	1 47 P M		a –		125	+.....Au Train.....♁	a –		4 00 P M		....	4
....	and	1 57		a –		134	......Rock River......	a –		3 50		....	and
11	5	2 30	111	a –	105	140	......Sand River....♁	a –	106	3 26	110	10	6
P M	A M	3 15	A M	11 15	A M	155	arr+**Marquette**..lve.	4 55	P M	2 45	A M	A M	P M
*5 55	*6 45	3 30	*8 25	11 30	†8 00	155	lve..**Marquette**♁arr.	4 40	5 35	2 35	8 20	10 50	7 45
6 25	7 15	4 03	8 55	11 55	8 30	163	......Eagle Mills....♁	4 20	5 15	2 15	7 55	10 30	7 25
6 35	7 45	4 15	9 05	12 10	8 40	167	+....**Negaunee**[10] .♁	4 10	5 05	2 05	7 45	10 20	7 15
6 50	7 55	4 25	9 15	12 20	8 50	170	+.... Ishpeming....♁	4 00	4 55	1 55	*7 15	10 10	6 58
7 20	8 25	5 00	A M	a –	9 15	182	arr.+**Humboldt**♁ lve.	a –	4 25	1 25	A M	9 40	6 25
....	....	P M		....	....	191	arr.} +**Republic**[11]♁ {lve.	....	†4 00	....			
....	....	†4 00	103	....	....		lve.} {arr.	....	P M	....	104		
7 20	8 25	5 00	A M	a –	9 15	182	lve...**Humboldt**..arr.	a –		1 25	P M	9 40	6 25
7 40	8 35	5 10	*9 30	a h	9 30	186	+....**Champion**[12]..♁	a b		1 15	7 20	9 30	6 15
7 55	8 55	5 30	c –	a h	c –	193	+... Michigamme...♁	a b		1 00	d7 00	*9 00	5 55
P M	9 10	5 50	9 58	1 30	9 58	201	arr.+ **Nestoria**♁ .lve.	2 50 A M		†12 40	*6 40	A M	*5 35
....	†9 25	P M	A M	1 40	A M	201	lve... **Nestoria**...arr.	2 35 "		Noon	P M	....	5 25
....	10 00	....	....	a o		215	+.... Covington ....♁	a –		....	....		4 50
....	10 22	....	....	2 40 A M		224	+.....**Sidnaw**[13]....♁	1 35 "					4 27
....	10 36	....	....	a o		230	.... Kitchi	a –					4 13
....	10 45	....	....	3 02 "		233	+......Kenton......♁	1 11 A M					4 03
....	11 00	....	....	3 15 "		239	+... Trout Creek ...♁	12 58 Night					3 50
....	11 19	....	....	a o		247	.......Paynesville......	a –					3 32
....	11 42	....	....	3 52 "		255	+...... Ewen ......♁	12 20 Night					3 08
....	‖12 45	....	....	a o		272	+..**Lake Gogebic**..♁	a –					2 25
....	1 25	....	....	5 20 A M		288	+...**Thomaston**...♁	10 55 P M					1 25
....	1 35	....	....	a o		292	.... Abitosse	a –					1 13
....	1 42	....	....	a no		295	..**North Bessemer**[14]	a –					1 05
....	....	....	....	....		296	+....**Bessemer**....♁	....					....
....	2 30	....	....	6 20 A M		312	+......**Saxon**[15]....♁	9 50 P M					12 25
....	2 53	....	....	a o		322	.......Sedgwick.......	a –					11 59
....	3 16	....	....	a o		332	...... **Marengo**[16]....	a –					11 37
....	3 27	....	....	a o		337	+..... Sanborn	a –					11 26
....	3 45	....	....	7 34 "		344	+......**Bibon**[16]....♁	8 27 "					11 10
....	4 07	....	....	a o		353	......Pike River......	a –					10 49
....	4 38	....	....	8 20 "		366	+.... Iron River ....♁	7 32 "					10 18
....	5 13	....	....	8 55 "		382	+.Lake Nebegamon.♁	6 53 "					9 43
....	6 10	....	....	9 54 "		405	.... **Allouez**.....♁	5 48 "					8 35
....	– –	....	....	10 00 "		407	+.**Superior East End**[17].	5 40 "					8 25
....	6 40	....	....	10 15 "		411	+**Superior**[18] (Union Sta.)♁	5 20 "					8 05
....	6 55	....	....	10 30 A M		416	+..... **Duluth**[19] ...♁	*5 00 P M					†7 45
....	P M	....	....	....		....	ARRIVE] [LEAVE	....					A M

Additional Trains—Leaves Marquette *1 00 p.m., arrives Ishpeming 1 48 p.m. Leaves Michigamme †8 40 a.m., arrives Nestoria 8 56 a.m. Leaves Nestoria †5 50 p.m., arrives Michigamme 6 10 p.m. Leaves Ishpeming *4 00 p.m., arrives Marquette 4 40 p.m.

MINERAL RANGE RAILROAD.
SHORE LINE.

.....	.....	24	30	28	26	22	Ms	*November* 14, 1909.	21	23	27	29	....	....
.....	.....	.....	P M	.....	A M	A M	...	lve.**Houghton**.arr.	....	A M	P M	P M	....	....
.....	.....	P M	†8 00	P M	*11 10	*8 00	0	...Union Depot...	A M	10 25	3 20	6 35	....	....
.....	.....	§7 30	8 20	*4 30	12 10	8 45	1	+.. **Hancock** ..♁	8 35	10 00	2 55	6 15	....	....
.....	.....	7 40	8 31	4 40	12 20	8 55	3	......Ripley......	8 23	9 50	2 46	6 04	....	....
.....	.....	7 46	8 38	4 46	12 25	9 00	5	....Dollar Bay..♁	8 17	9 43	2 38	5 57	....	....
.....	.....	7 48	8 40	4 48	12 27	9 02	6	.... Woodside	8 15	9 41	2 36	5 55	....	....
.....	.....	7 56	8 46	4 56	12 32	9 07	8	...... Mason......	8 09	9 34	2 29	5 49	....	....
.....	.....	8 00	8 50	5 00	12 35	9 10	9	.......Mills.....♁	8 05	9 31	2 26	5 45	....	....
.....	.....	8 02	8 53	5 02	12 37	9 12	10	......Hubbell.....	8 02	9 28	2 23	5 42	....	....
.....	.....	8 03	8 54	5 03	12 38	9 13	10½	......Linwood......	8 01	9 26	2 21	5 41	....	....
.....	.....	8 05	8 55	5 05	12 40	9 15	11	+**Lake Linden**♁	*8 00	*9 25	*2 20	*6 40	....	....
.....	.....	P M	P M	P M	Noon	A M	...	ARRIVE] [LEAVE	A M	A M	P M	P M	....	....

For List of Officers, Through Car Service and Connections, see opposite page.

HOUGHTON LINE.

1	103	3	13	M	*Nov.* 15, 1909.	2	4	104	16
P M	A M	A M	A M	..	LEAVE] [ARRIVE	Noon	P M	P M	A M
†6 00	*9 58	*9 17	*3 15	0	+.**Nestoria**..♁	12 40	5 35	8 40	1 20
6 45	c –	9 57	4 15	17	+..**L'Anse**[20].♁	11 45	4 40	d5 40	12 22
6 55	c –	10 07	4 30	22	+..**Baraga**[21]♁	11 35	4 28	d5 30	12 10
7 10	10 59	10 23	4 47	29	+Keween'w B'y[22]♁	11 20	4 10	d5 16	11 55
7 20	c –	10 32	– –	33	+..Arnheim..♁	11 10	4 00	– –	11 45
7 40	c –	10 50	5 20	41	+ **Chassell**[23]♁	10 50	3 40	d4 48	11 25
8 00	11 45	11 10	5 40	49	ar+**Houghton**[24] lv	10 25	3 20	4 30	11 05
8 00	11 45	11 10	5 40	49	lv..**Houghton**♁ar.	10 25	3 20	4 30	11 05
8 15	11 59	11 25	5 55	50	....**Hancock**...	10 10	3 05	4 15	10 50
8 55	12 35	12 05	6 30	63	...**Calumet**....	9 35	2 38	3 40	10 15
P M	12 40	12 40	9 15	61	..**Lake Linden**.	†9 25	*2 20	*2 20	*6 40
.....	Noon	Noon	A M	..	AR.](M.R.R.R.)[LV.	A M	P M	P M	P M

Bay Mills Branch.—Bay Mills ♁ to Brimley (2 miles).

MACKINAW CITY AND SAULT STE. MARIE LINE

.....	44	18	Ms	*November* 8, 1909.	43	7	117	...
.....	P M	A M	..	LEAVE] [ARRIVE	A M	P M	P M	....
.....	†4 36	*7 45	..	+**Mackinaw City**.	11 20	9 45	8 55	....
.....	6 45	9 00	0	lv+**St. Ignace**[9]♁ar	10 25	8 46	8 59	....
.....	6 10	9 24	11	+.....Moran.....♁	10 00	8 20	8 32	....
.....	6 26	9 44	20	......Kenneth.	9 44	8 02	8 11	....
.....	6 45	10 00	28	arr.} +**Trout** {lve.	9 20	7 44	7 52	....
.....	6 45	10 00	28	lve.} **Lake**[4]♁ }arr.	9 20	7 44	7 52	....
.....	– –	10 18	37	......Hendrie......	– –	7 26	7 30	....
.....	7 15	10 30	43	arr.} + **Soo** ♁ {lve.	8 45	7 15	7 15	....
.....	7 30	10 40	43	lve.} **Junction** }arr.	8 35	7 00	7 10	....
.....	7 55	11 00	54	+..**Eckerman**[5].♁	8 08	a –	6 46	....
.....	8 17	a –	65	......Rexford......	7 45	a –	6 23	....
.....	– –	11 32	71	+... Wellsburg...♁	7 32	a –	6 10	....
.....	8 46	11 45	78	+... **Brimley** ...♁	7 17	a –	5 56	....
.....	9 10	12 10	90	+**Sault Ste. Marie**[8]♁	†6 50	†5 30	§5 30	....
.....	P M	Noon	..	ARRIVE] [LEAVE	A M	P M	P M	....

MINERAL RANGE RAILROAD.
MAIN LINE.

November 15, 1909.	Ms.	13	15	3	103	1	.....
[LEAVE	....	A M	A M	A M	A M	P M	.....
Houghton (*U.D.*)[24]...♁	0	*5 40	*8 00	*11 10	*11 45	*8 00	.....
Hancock+.........♁	1	5 55	8 15	11 25	11 59	8 15	.....
Osceola..............♁	12	6 25	8 45	11 59	– –	8 48	.....
Calumet+...........♁	14	6 30	8 50	12 05	12 35	8 55	.....
Laurium+............	17	A M	A M	Noon	Noon	P M	.....
[ARRIVE	....	....	....	....	....	....	.....

STATIONS.	2	4	104	14	16	....	....
[LEAVE	.....	.....	.....	.....	.....	....	....
Laurium..............	A M	P M	P M	P M	P M	....	....
Calumet.............	†9 35	*2 30	*3 40	*5 45	*10 15	....	....
Osceola..................	9 40	2 35	3 45	5 50	10 20	....	....
Hancock.............	10 10	3 05	4 15	6 20	10 50	....	....
Houghton (*U.D.*)......	10 25	3 20	4 30	6 35	11 05	....	....
[ARRIVE	A M	P M	P M	P M	P M	....	....

SOUTH RANGE DIVISION.

2-93	Mls	*November* 9, 1909.	13	92
†10 25 A M	0	lve....+ **Houghton** ♁....arr.	5 40 A M	.....
10 50 "	8	lve.....+**Chassell** ♁.....arr.	5 20 "	A M
11 20 A M	19	lve..+**Keweenaw Bay** ♁ .arr.	*4 47 A M	9 40
1 50 P M	52	arr......... **Mass** ♁ ......lve.	....	†7 00
....	55	arr...**Riddle Junction** ♁ lve.	....	A M

ALLOUEZ AND MOHAWK MINE LINES.

.....	19	15	Mls.	*November* 14, 1909.	10	14	.....
.....	P M	A M	.....	LEAVE] [ARRIVE	Noon	P M	.....
.....	†3 00	†8 55	0	.......**Calumet**.....♁	12 15	5 40	.....
.....	3 12	9 05	2.6	.......Kearsarge.....♁	12 05	5 30	.....
.....	3 18	9 11	4.7	........Ahmeek........	11 59	5 20	.....
.....	– –	– –	5.5	.... K. C. Junction	– –	– –	.....
.....	3 25	9 15	6.0	arr.... **Mohawk** ♁..lve.	11 55	5 15	.....
.....	– –	– –	6.5	....**Mohawk Mine**....	– –	– –	.....
.....	3 25	9 15	6.0	lve....**Mohawk**....arr.	11 55	5 15	.....
.....	3 42	9 35	11.3	........Hebard's........	11 38	4 54	.....
.....	– –	– –	13.3	........Traverse........	– –	– –	.....
.....	3 55	9 55	15.7	........Snowshoe.....♁	11 27	4 35	.....
.....	4 10	10 10	20.2	...........**Gay**........♁	†11 15	†4 20	.....
.....	P M	A M	.....	ARRIVE] [LEAVE	A M	P M	.....

EXPLANATION OF SIGNS.

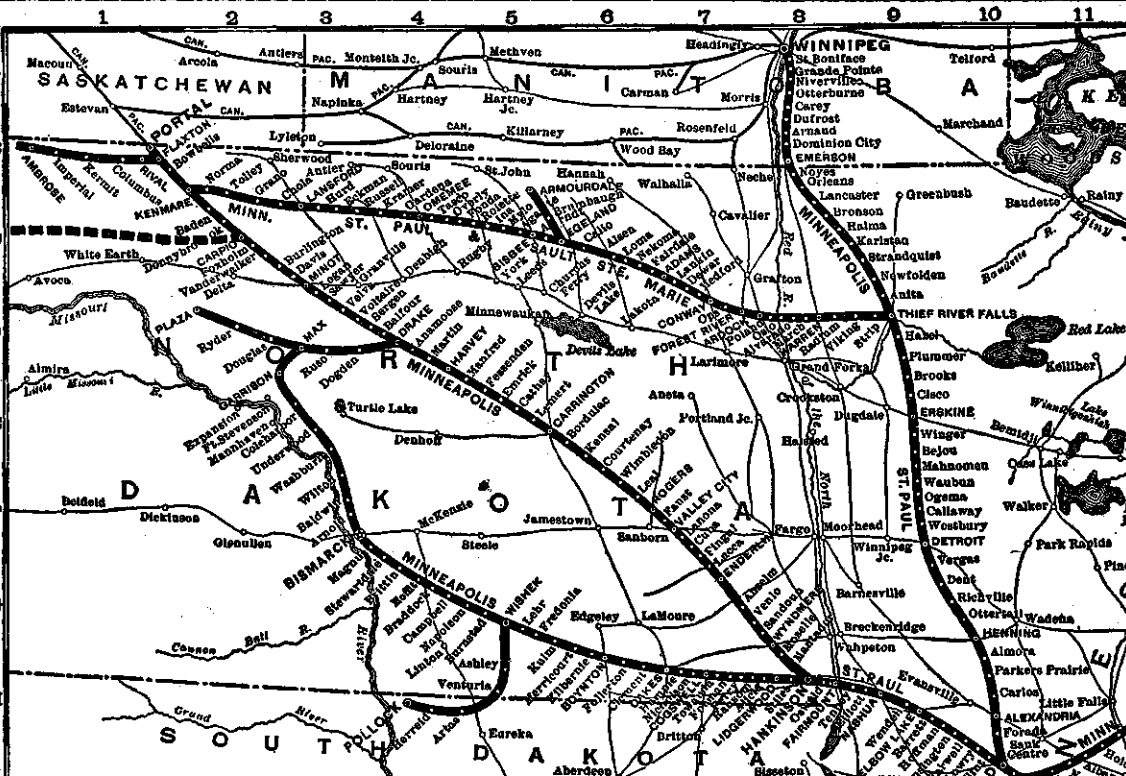
* Daily; † daily, except Sunday; § Sunday only; *a* stops to leave passengers from other lines; *b* stops to take passengers for points east of Marquette and to leave passengers from points west of Nestoria; *c* stops to leave passengers from Chicago, Milwaukee & St. Paul Ry.; *d* stops to take on passengers for Chicago, Milwaukee & St. Paul Ry.; *h* stops to take passengers for west of Duluth and to leave passengers from east of Marquette; *n* stops Sunday to leave for Bessemer, Ironwood or Hurley; *o* stops to leave from points in the copper country; *s* stops Sundays.
‖ Meals. + Coupon stations; ♁ Telegraph stations.

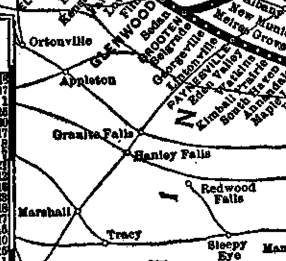
SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling

MINNEAPOLIS, ST. PAU

For Through Line East and W





ALPHABETICAL LIST OF THE MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY. STATIONS.

Index Letters and Figures refer to letters at sides and figures at top and bottom of Map. Thus: Minneapolis, J 13, is found at intersection of lines (if drawn) J-J, 13-13.

Abbotsford J17	Bisbee C 5	ChippewaFls. J15	Duluth Jc. J 14	Garrison D 2	Isabella G21	Manfred E 5	Nekoosa K17	Portage L18			
Adams C 7	Bismarck F 3	Chittamo G15	Dunbar H19	Georgeville I10	Joel I 14	Manistiq'e G22	Nemadji G14	Port Edwards K17			
Agate C 5	Blackhoof G16	Chola C 3	Dupl'nvile. M20	Gilchrist G23	Junction City J18	Manitowoc K 20	Newfolden C 9	Portal B 1			
Albany I 11	Blaney Jc. G22	Cisco E 9	Eau Claire J15	Gilman I 16	Karlstad C 8	Manson H17	Newhall H20	PoskinLake I15			
Alexandr'a H10	Bonneval H19	Clayton K19	Eben Jc. G21	Gladstone G21	Kenmare B 1	Mantador H 6	New Munich I 11	Potter K20			
Alicia H 7	Bordulac E 6	Clement H 6	Eckman C 3	Gladstone J 13	Kennan I 13	Maple Isl. I 13	NewRichmo'd J14	Prentice I 17			
Almena I 14	Bovee G23	Clifford H17	Eden Val. I 11	Glen Flora I 16	Kensal E 6	MapleLake I 12	Nicholson H 7	Radium D 8			
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Alvarado D 8	Boyd J 16	Coloma K18	Eldsvold J 10	Goodman H19	KimballPra'e I 11	Marshfield J17	NorthSt.Paul J 13	Reserve H16			
Alverno K20	Boynton H 6	Columbus B 1	Elliott H 9	Gordon G15	Kinross F24	Marine I 13	Noyes B 8	Rexton G23			
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Antioch N20	Brumbaugh C 5	Corinne G22	Erskine E 9	Hancock K18	Lancaster C 8	Medford I 17	OrchardPl. N20	Rogers F 6			
Apollonia I 15	Buffalo J 12	Corning L 18	Eustis H20	Hankinson H 8	Lankin D 7	Medina Jc. K19	Orleans B 8	Rolette C 5	Spencer J 17	Tony I 16	Waubun F 9
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CONNECTIONS.—[1] With railroads diverging. [2] With Chicago, Milwaukee & St. Paul Ry. [3] With Chicago & North Western and Chicago, Milwaukee & St. Paul Rys. [4] With Chicago, Milwaukee & St. Paul Ry. [5] With railroads diverging. [6] With Chicago & North Western and Chicago, Milwaukee & St. Paul Rys. [7] With Chicago & North Western and Chicago, Milwaukee & St. Paul Rys. [8] With Chicago, Milwaukee & St. Paul and Chicago & North Western Rys. [9] With Chicago & North Western Ry. [10] With Green Bay & Western R.R. [11] With Chicago, Milwaukee & St. Paul Ry. [12] With Chicago & North Western and Chicago, St. Paul, Minneapolis & Omaha Rys. [13] With Abbotsford & North-eastern R.R. [14] With Chicago, St. Paul, Minneapolis & Omaha and Chicago, Milwaukee & St. Paul Rys. [15] With Chicago, Milwaukee & St. Paul Ry. [16] With Chicago, St. Paul, Minneapolis & Omaha Ry. [17] With railroads diverging. [18] With all roads diverging. [19] With Great Northern Ry. [20] With Northern Pacific Ry. [21] With Great Northern Ry. [22] With Chicago, Milwaukee & St. Paul Ry. [23] With Great Northern Ry. [24] With Northern Pacific Ry. [25] With Northern Pacific Ry. [26] With Great Northern Ry. [27] With Canadian Pacific Ry. [28] With Great Northern Ry. [29] With Northern Pacific Ry. [30] With Northern Pacific Ry. [31] With Great Northern Ry. [32] With Great Northern Ry. [33] With Canadian Pacific

& SAULT STE. MARIE RY.

SOO LINE

see Map of Canadian Pacific Ry.

and Canadian Northern Rys. [34] With Northern Pacific Ry. [35] With Chicago, St. Paul, Minneapolis & Omaha Ry. [36] With Chicago, St. Paul, Minneapolis & Omaha Ry. [37] With Wisconsin Central Ry. [38] With Marinette, Tomahawk & Western Ry. [39] With Chicago, Milwaukee & St. Paul Ry. [40] With Chicago & North Western Ry. [41] With Chicago, Milwaukee & St. Paul Ry. [42] With Wisconsin & Michigan Ry. [43] With Chicago & North Western Ry. [44] With Escanaba & Lake Superior Ry. and electric street cars for Escanaba. [45] With Chicago & North Western Ry. [46] With Duluth, South Shore & Atlantic Ry. [47] With Canadian Pacific, Duluth, South Shore & Atlantic and Algoma Central Rys. [48] With Minneapolis, St. Paul & Sault Ste. Marie Ry. [49] With Chicago & North Western Ry. [50] With Chicago & North Western Ry. [51] With Duluth, South Shore & Atlantic Ry. [52] With Northern Pacific; Chicago, St. Paul, Minneapolis & Omaha and Chicago & North Western Rys. and steamers for all Lake Superior points. [53] With Chicago, Milwaukee & St. Paul Ry. [54] With railroads diverging. [55] With Great Northern Ry. [56] With Northern Pacific and Chicago & North Western Rys. [57] With Chicago, Milwaukee & St. Paul Ry. and Green Bay & Western R.R. [58] With Chicago, Milwaukee & St. Paul Ry.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY.

MILEAGE—East of Minneapolis..... 645.70
West of St. Paul..... 1,831.80
Chicago Division (*Wisconsin Central*)..... 1,412.27—3,889.77

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MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY.

INDEX OF STATIONS.

The number opposite each station is the number of the table in which it is shown. Stations marked * are located on the branch indicated, but are not shown in the table. The + indicates coupon stations.

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TABLE No.

*Castle, Minn..... 1
Catawba, Wis 5
Cathay, N.D..... 2
Cavour, Wis 5
*Cedar Lake, Wis.... 1
*Central Junc., Wis.. 1
Centuria, Wis..... 13
Chelsea, Wis..... 6
*Cherry Valley, Mich. 5
+Chicago, Ill 1, 6
+Chippewa Falls, Wis 1
Chittamo, Wis..... 9
*Chola, N.D..... 4
Cisco, Minn..... 3
*Clarendon, Wis..... 1
*Clayton, Wis..... 1
*Clement, N.D 10
Clifford, Wis..... 5
Cogswell, N.D..... 10
Colby, Wis..... 1
Coleharbor, N.D..... 14
Colfax, Wis..... 1
Colgate, Wis..... 1
Collins, Wis..... 8
Coloma, Wis..... 7
Columbus, N.D 11
Conrath, Wis 9
+Conway, N.D..... 4
Cook's Mill, Mich.... 5
*Coolidge, Wis..... 6
Copas, Minn..... 5
*Cordell, Mich 5
*Coria, Wis..... 6
Corinne, Mich 5
*Corning, Wis..... 7
Courtenay, N.D..... 2
*Crosby, N.D..... 11
*Crystal, Minn..... 2
Cuba, N.D 2
*Cuenca, Minn..... 5
*Curtiss, Wis..... 1
Custer, Wis 1
Cylon, Wis..... 1

Darter, Mich 5
*Dale, Wis..... 1
Dallas, Wis..... 15
*Davis, N.D..... 2
*Delta Junc., Mich.. 5
Denham, Minn..... 12
Dent, Minn..... 3
Deronda, Wis..... 5
Des Plaines, Ill..... 1
+Detroit, Minn..... 3
*Dewar, N.D 4
*Dickinson, Minn.... 2
Dogden, N.D 14
Dominion City, Man. 3
Donald, Wis..... 9
Donnybrook, N.D.... 2
Dorchester, Wis..... 6
Douglas, N.D..... 14
Downing, Wis 1
Drake, N.D 2,14
Dresser Jn., Wis..5,13
*Dryburg, Mich..... 5
Duluth, Minn 6,12
*Duluth Jn., Minn... 1
Dunbar, Wis..... 5
*Duplainville, Wis .. 1

+Eau Claire, Wis.... 1
Eben Junc., Mich ..19
Eckman, N.D 4
+Eden Valley, Minn. 2
Edgewater, Wis 18
+Egeland, N.D..... 4
+Elbow Lake, Minn. 2
Elliott, Minn..... 2
Elrosa, Minn..... 12
*Emerald, Wis..... 1
+Emerson, Man..... 3
Emrick, N.D 2
*Endeavor, Wis..... 7
+Enderlin, N.D..... 2
Engadine, Mich..... 5
Ensign, Mich 5
+Erskine, Minn 3
+Escanaba City, Mich 5
Eustis, Mich..... 5

Fairdale, N.D 4
+Fairmount, N.D.... 2
*Fair View, Ill 1
+Faithorn Jn., Mich. 5
*Farnham, Mich..... 5
Farwell, Minn 2
Faust, N.D..... 2
*Feehanville, Ill 1
+Fessenden, N.D.... 2
*Fibre, Mich..... 5
Fifield, Wis 6,20
Fingal, N.D..... 3
Flaxton, N.D.....2,11
*Flint, Minn..... 2
*Fonda, N.D..... 4
+Fond du Lac, Wis . 1
Forada, Minn..... 3
*Forest Home, Ill.... 1
+Forest River, N.D.. 4

TABLE No.

+Forman, N.D 10
Foxholm, N.D..... 2
*Franklin Park, Ill.. 1
Frederic, Wis.....13
Fredonia, N.D 10
*Fremont, Wis..... 1
Fullerton, N.D.....10

Gagen, Wis..... 5
Gardena, N.D..... 4
*Garnet, Mich..... 5
Garrison, N.D..... 14
Georgeville, Minn.... 2
*Germania, Wis 6
Gilchrist, Mich 5
*Gills Landing, Wis . 1
Gilman, Wis 9
+Gladstone, Mich. 5,19
Gladstone, Minn..... 1
Glen Flora, Wis..... 5
+Glenwood, Minn 2,3,12
Glenwood, Wis..... 1
Glidden, Wis..... 6
Goodman, Wis..... 5
Gordon, Wis 9
*Grampian, Minn..... 3
Grand Rapids, Wis. 1,17
+Grano, N.D..... 4
Gray's Lake, Ill..... 1
Greenwood, Wis.....16
*Greylock, Mich 5

Halma, Minn..... 3
Hamel, Minn..... 2
*Hamilton, Wis..... 1
*Hample, N.D..... 10
Hancock, Wis 7
+Hankinson, N.D .2,10
*Harmon, Wis 9
*Harrington, Wis.... 1
+Harvey, N.D 2
*Haslemere, Mich.... 5
+Hawkins, Wis 5
Hazel, Minn..... 3
+Heafford Jn., Wis. 5
+Henning, Minn 3
+Hermansville, Mich..... 5
Herreid, S.D..... 10
*Hewitt, Wis..... 1
*High Bridge, Wis... 6
Hilbert Junc., Wis.. 8
Hillcrest, Wis..... 9
Hillman, Minn..... 12
Hillsdale, Wis 15
Hobson, Wis..... 5
Hoffman, Minn..... 2
*Hoffman, Wis..... 1
Holdingford, Minn...12
*Home Park, Wis ... 1
Honey Creek, Wis... 1
*Hoop Spur, Mich....19
*Howard, Wis 1
*Hoyt, Wis..... 6
Hurd, N.D..... 4
+Hurley, Wis 6

Imperial, N.D..... 11
*Ina, N.D..... 4
Ingram, Wis..... 5
*Iron Belt, Wis..... 6
+Ironwood, Mich ... 6
*Irvine, Wis 1
Isabella, Mich..... 5

*Jerome, Wis 9
*Jewett, Wis..... 1
*Joel, Wis..... 5
Junction City, Wis.. 1

Karlstad, Minn 3
+Kenmare, N.D 2,4
Kennan, Wis 5
Kensal, N.D..... 2
Kensington, Minn... 2
Kermit, N.D 11
*Kief, N.D..... 14
Kilbernie, N.D..... 10
*Kiltey, Minn 1
Kimball Prairie, Minn 2
Kinross, Mich..... 5
*Kintyre, N.D..... 10
*Kippling, Mich..... 5
*Kolze, Ill..... 1
Kramer, N.D..... 4
Kremlin, Wis..... 5
Kulm, N.D..... 10

+Ladysmith, Wis.5,9,20
*Lafont, Wis..... 5
Lake Beulah, Wis ... 1
*Lake Emily, Wis ... 1
Lake Sarah, Minn ... 2
Lake Villa, Ill..... 1
Lancaster, Minn..... 3
Lankin, N.D..... 4
Lanona, N.D..... 2
+Lansford, N.D..... 4
*Laona Junc., Wis.. 5
Larch, Mich..... 5

TABLE No.

+Leal, N.D..... 2
Lehigh, Wis..... 5
Lehr, N.D..... 10
*Leithton, Ill..... 1
Lemert, N.D 2
*Liberty Bluff, Wis.. 7
+Lidgerwood, N.D..10
*Lime Quarry, Wis.. 8
Lintonville, Minn ... 2
*Little Block, Wis... 6
*Logan, N.D 2
Loma, N.D 4
*Lombard, Wis 1
Lomira, Wis 1
Loretto, Minn 2
Lowry, Minn..... 2
*Loyal, Wis 18
Lublin, Wis..... 9
Lucca, N.D..... 2
Luck, Wis..... 13

*M'Cord, Wis..... 5
*McDill, Wis 7
*M'Donald Lake, Mich 5
MacGrath, Minn.....12
*McKinley Junc., Ill. 1
McLeod, N.D..... 2
Madsen, Wis..... 8
*Magenta, Wis..... 1
Magnus, N.D..... 10
+Mahnomen, Minn.. 3
*Malacca, Mich 5
*Malta, Wis 9
Manfred, N.D 2
+Manistique, Mich.. 5
+Manitowoc, Wis... 8
*Mann, Wis 1
*Manson, Wis..... 5
Mantador, N.D..... 2
*Maple Island, Minn. 5
+Maple Lake, Minn. 2
*Marblehead, Mich.. 5
March, Minn..... 4
Marengo, Wis.....6,20
+Marine, Minn 5
*Marsh, Wis 1
+Marshfield, Wis., 1,16,17
*Marshfield Jn., Wis. 16
*Martells, N.D..... 2
Martin, N.D..... 2
*Masonville, Mich... 5
Max, N.D..... 14
Medford, N.D..... 4
+Medford, Wis..... 6
Medina Junc., Wis.. 1
Meier's Grove, Minn. 12
Mellen, Wis.....6,20
+Menasha, Wis 1,8
*Menasha Junc., Wis. 8
*Menominee River, Wis..... 5
*Merriam, Wis..... 9
*Merricourt, N.D..... 10
Mikana, Wis 18
*Milladore, Wis..... 1
*Milltown, Wis 13
*Miltona, Minn 3
+Milwaukee, Wis ..1,6
+Minneapolis, Minn., 1,2,3,4,5,10,11,12,13, 14,15,18,19,20
+Minot, N.D 2,14
*Mohle, Wis 16
*Moffit, N.D 10
Montello, Wis..... 7
Moose Lake, Minn...12
*Morse, Wis..... 6
*Moselle, N.D..... 2
*Moundville, Wis.... 7
Mukwonago, Wis.... 1
Murry, Wis..... 9
Mylo, N.D 4

Nahma Junc., Mich. 5
Napoleon, N.D 10
*Narrows, Wis..... 16
Nashua, Minn..... 2
*Naubinway Junc., Mich 5
+Neenah, Wis.....1,8
Nekoma, N.D 4
Nekoosa, Wis..... 17
*Nelsons, Wis..... 1
Nemadji, Minn..... 12
Newfolden, Minn.... 3
Newhall, Mich..... 5
New Munich, Minn... 12
+New Richmond, Wis..... 1
Nicholson, N.D 10
Niverville, Man..... 3
*Norma, N.D..... 4
*North Burlington, Wis..... 1
+North Crandon, Wis..... 5
+North Escanaba, Mich 5
North Fond du Lac, Wis..... 1

TABLE No.

*North St. Paul, Minn..... 1
*Northtown Junc., Minn..... 2
*Norton, Wis..... 1
*Norwegian, Wis.... 1
Noyes, Minn..... 3
Nye, Wis 5

+Oakes, N.D..... 10
Ogema, Minn..... 3
Ogema, Wis..... 6
+Omemee, N.D..... 4
Onamia, Minn..... 12
*Ops, N.D..... 4
Orchard Place, Ill.. 1
Orleans, Minn..... 3
+Osceola, Wis.....5,20
+Oshkosh, Wis..... 1
Oslo, Minn..... 4
Oswald, N.D..... 2
Otterburne, Man.... 3
Ottertail, Minn..... 3
+Overly, N.D..... 4
Owen, Wis.....1,9

Packwaukee, Wis... 7
Packwaukee Junc., Wis..... 7
+Parker's Prairie, Minn. 3
*Park Falls, Wis..... 6
*Pasha, N.D..... 4
+Paynesville, Minn. 2
+Pembine, Wis..... 5
Pennington, Wis..... 5
*Penokee, Wis..... 6
*Perry, N.D..... 10
*Petersons, Wis.....18
Phillips, Wis.....6,20
Pierz, Minn..... 12
*Pike Lake, Mich.... 5
Plainfield, Wis..... 7
Plaza, N.D..... 14
Plover, Wis..... 7
Plummer, Minn..... 3
*Plummer, Wis..... 6
Poland, N.D..... 4
Pollock, S.D..... 10
Portage, Wis..... 7
+Portal, N.D..... 2
Port Edwards, Wis..17
Poskin Lake, Wis.... 5
Potter, Wis..... 8
Prairie View, Ill..... 1
+Prentice, Wis..5,6,20

Radium, Minn..... 4
+Ransom, N.D..... 10
+Rapid River, Mich.....5,19
Redtop, Minn..... 12
Reserve, Wis..... 18
*Rexton, Mich..... 5
+Rhinelander, Wis. 5
*Rhodes, Ill..... 1
Rib Lake, Wis..... 6
+Rice Lake, Wis.....18
Richville, Minn..... 3
Ridgeland, Wis..... 15
Rival, N.D..... 11
*River Forest, Ill.... 1
*River View, Ill..... 1
Rockefeller, Ill..... 1
Rockford, Minn..... 2
Rogers, N.D..... 2
+Rolette, N.D..... 4
*Rollins, Ill..... 1
*Romeo, Wis..... 1
Roosevelt, Wis..... 5
*Rouse, Wis..... 6
*Rouses, N.D..... 2
Rudyard, Mich..... 5
Rugby Junc., Wis.... 1
Ruso, N.D..... 14
+Russell, N.D..... 4
Ryder, N.D..... 14

St. Boniface, Man.... 3
+St. Croix Falls, Wis. 13
*St. Croix Junc., Wis. 1
*St. Jacques, Mich.. 5
+St. Paul, Minn..1,2,3, 4,5,10,11,12,13,14, 15,18,19,20
+Sault Ste. Marie, Mich..... 5
Sawyer, N.D.....2,14
Schleisingerville, Wis..... 1
Sedan, Minn.....2,12
Sheldon, Wis..... 9
*Sheridan, Wis..... 1
*Sherry, Wis..... 1
Sherwood, Wis..... 8
*Shoreham, Minn..2,5
*Sidney, Wis..... 5
*Siemens, Mich..... 6
*Signor, Wis..... 16
Silver Lake, Wis.... 1
*Smiths, N.D..... 2
*Snells, Wis..... 1

TABLE No.

Solana, Minn.....12
Solon Springs, Wis.. 9
Somerset, Wis..... 1
*Soo Line Jn., Minn.. 5
*South Chippewa, Wis..... 1
South Haven, Minn.. 2
South Oshkosh, Wis. 1
*South Shore Junc., Mich..... 5
Spencer, Wis..... 1
*Spiral, N.D..... 2
*Spokeville, Wis.....16
Stanbery, Wis..... 9
Stanley, Wis..... 1
State Hospital, Wis.. 1
Stetsonville, Wis.... 6
+Stevens Point, Wis.....1,7
*Stewartdale, N.D...10
*Stiles, N.D..... 10
*Stockton, Wis..... 1
Stone Lake, Wis..... 9
Strandquist, Minn... 3
Strickland, Wis..... 5
*Strip, Minn..... 4
*Sturgeon River, Mich 5
*Sultan, Minn..... 3
*Summit (Chippewa Co.), Wis..... 1
*Summit (Polk Co.), Wis 13
Superior, Wis.....9,12
*Tasco, N.D 4
Templeton, Wis 1
Tenney, Minn..... 2
Theresa, Wis..... 1
+Thief River Falls, Minn 3,4
*Thorn Apple, Wis .. 5
Thorpe, Wis..... 1
+Tolley, N.D..... 4
Tomahawk, Wis..... 5
Tony, Wis..... 5
*Towanda, N.D.....10
Trenary, Mich..... 19
Trevor, Wis..... 1
*Tripoli, Wis..... 5
*Trout Brook Junc., Minn 1
+Trout Lake, Mich.. 5
+Turtle Lake, Wis.. 5
*Tyler Forks, Wis.... 6
Underwood, N.D 14
Unity, Wis 1
*Upson, Wis..... 6
*VadnaisPark, Minn. 5
Valders, Wis..... 8
+Valley City, N.D... 2
Vanderwalker, N.D.. 2
*Van Dyne, Wis..... 1
Vawter, Minn..... 12
*Veefkind, Wis 16
Velva, N.D.....2,14
Venlo, N.D 2
Venturia, N.D..... 10
Vergas, Minn 3
*Vernon, Wis 1
Vesper, Wis..... 17
Viking, Minn..... 4
Voltaire, N.D.....2,14
Wahkon, Minn..... 12
+Warren, Minn 4
Washburn, N.D..... 14
Watkins, Minn 2
Waubun, Minn 3
+Waukesha, Wis.... 1
+Waupaca, Wis..... 1
Way, Wis 9
*Webster, Wis..... 1
Weirgor, Wis..... 9
Wendell, Minn..... 2
Westboro, Wis..... 6
Westbury, Minn..... 3
Westfield, Wis..... 7
Weyauwega, Wis.... 1
Weyerhaeuser, Wis.. 5
*Wheatland, Wis.... 1
Wheeler, Wis.....
Wheeling, Ill..... 1
*White Bear Beach, Minn..... 5
White Dale, Mich.... 5
White River, Wis.... 6
*Whittlesey, Wis.... 6
*Wild Rose, N.D..... 4
*Willard, N.D..... 2
*Wilson, Minn..... 5
Wilton, N.D..... 14
Wimbledon, N.D 2
Winger, Minn..... 3
+Winnipeg, Man.... 3
*Wis. and Nor. Junc., Wis 5
+Wishek, N.D..... 10
*Withee, Wis..... 1
Withrow, Minn..... 5
Woodboro, Wis..... 5
Worcester, Wis..... 6
Wyndmere, N.D 2

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY.

THROUGH TIME **WEST** OF TWIN CITIES.

SOO-PACIFIC LINE.
NORTH PACIFIC COAST.

Westbound.	Mls.	(Central time.)	Eastbound.
*10 30 A M	0	lve..... St. Paul ....arr.	5 55 P M
11 15 A M	10	lve... Minneapolis..arr.	5 15 P M
1 11 P M	65	..... South Haven	3 08 P M
3 26 P M	130	..... Glenwood.....	1 15 P M
5 23 P M	201	..... Fairmount	11 05 A M
5 46 P M	215	..... Hankinson	10 40 A M
7 20 P M	267	..... Enderlin	9 15 A M
8 21 P M	297	..... Valley City	8 10 A M
8 52 P M	340	..... Kensal.....	– –
10 30 P M	362	..... Carrington	6 22 A M
11 17 P M	390	..... Fessenden	5 37 A M
11 55 P M	406	..... Harvey	5 10 A M
1 22 A M	457	..... Velva	3 40 A M
2 02 A M	478	..... Minot.....	3 05 A M
3 35 A M	528	..... Kenmare	1 35 A M
5 00 A M	560	arr..... Portal .....lve.	12 25 Night
		(Mountain time.)	
4 30 A M	560	lve..... Portal .....arr.	11 00 P M
5 23 A M	584	arr..... Estevan ....lve.	10 00 P M
8 35 A M	674	..... Milestone.....	6 40 P M
10 40 A M	728	arr... Moose Jaw ..lve.	4 35 P M
12 30 Noon	728	lve... Moose Jaw ..arr.	3 45 P M
5 15 P M	841	.... Swift Current.....	12 00 Noon
10 20 P M	980	.... Medicine Hat.....	6 35 A M
5 50 A M	1170	..... Calgary	12 20 Night
8 57 A M	1252	..... Banff	9 35 P M
10 25 A M	1286	lve..... Laggan.....arr.	8 28 P M
12 00 Noon	1308	arr..... Field .....lve.	6 65 P M
		(Pacific time.)	
11 30 A M	1308	lve..... Field.....arr.	5 25 P M
4 10 P M	1389	..... Glacier	12 15 Noon
5 41 P M	1411	.... Albert Canyon	9 57 A M
7 10 P M	1433	..... Revelstoke	8 40 A M
9 18 P M	1447	..Sicamous Junction..	6 06 A M
1 40 A M	1561	..... Kamloops.....	2 40 A M
3 45 A M	1608	..... Ashcroft	12 22 Night
4 50 A M	1633	...Spence's Bridge...	11 13 P M
7 10 A M	1683	.....North Bend.....	8 25 P M
10 22 A M	1769	.. Mission Junction...	5 10 P M
12 10 Noon	1802	arr... Westminster .lve.	3 25 P M
12 20 Noon	1812	arr... Vancouver...lve.	3 15 P M
6 30 P M	1896	arr..... Victoria ....lve.	1 00 A M
11 10 A M	1779	arr..... Sumas .....lve.	4 15 P M
4 50 P M	1904	arr..... Seattle.....lve.	10 25 A M
10 00 P M	1945	..... Tacoma.....	8 30 A M
7 00 A M	2087	..... Portland	12 15 Night
12 28 Noon	2861	arr..San Francisco.lve.	*2 20 P M

STEAMSHIP SERVICE.
VANCOUVER, VICTORIA, SEATTLE.

Lve. Vancouver		*1 50 P M
Arr.. Victoria		6 30 P M
Lve. Victoria	12 30 Night except Mon.	
Lve. Port Townsend	Does not call.	
Arr. Seattle	7 00 A M except Tues.	
S.S. Iroquois.		
Lve. Vancouver	12 00 Noon except Tues.	
Arr.. Seattle	9 00 P M except Tues.	
S.S. Iroquois.		
Lve. Seattle	11 30 P M except Mon.	
Arr.. Vancouver	8 30 A M except Tues.	
Lve. Seattle	9 30 A M except Tues.	
Lve. Port Townsend	12 30 Noon except Tues.	
Arr.. Victoria	3 00 P M except Tues.	
Lve. Victoria		*1 00 A M
Arr.. Vancouver		7 00 A M

SOLID TRAIN

Twin Cities to Seattle

VIA THE

Scenic Line of the World.

SPOKANE AND PORTLAND.
SPOKANE-PORTLAND DE LUXE.

Westbound.	STATIONS.	Eastbound.
*10 00 P M	lve..... St. Paul.....arr.	1 30 P M
10 45 P M	lve..... Minneapolis ....arr.	12 45 Noon
2 20 A M	..... Glenwood	9 00 A M
4 11 A M	.....Hankinson.....	6 22 A M
5 40 A M	..... Enderlin	4 55 A M
6 34 A M	..... Valley City.....	3 54 A M
9 40 A M	..... Harvey.....	12 45 Night
11 30 A M	..... Minot	10 48 P M
1 18 P M	..... Portal	8 30 P M
6 35 P M	..... Moose Jaw.....	1 25 P M
9 48 P M	..... Swift Current.....	9 55 A M
1 30 A M	..... Coleridge	5 20 A M
4 45 A M	..... Lethbridge	1 50 A M
6 20 A M	..... Macleod.....	12 35 Night
10 40 A M	..... Fernie	8 08 P M
12 50 Noon	..... Cranbrook.....	5 55 P M
	arr..Kootenay Landing.lve.	11 20 A M
	arr..... Nelson .....lve.	6 00 A M
2 34 P M	..... Curzon Junction	4 28 P M
2 55 P M	..... Kingsgate.....	4 10 P M
2 10 P M	.....Eastport.....	2 50 P M
3 10 P M	..... Bonner's Ferry	1 25 P M
4 25 P M	..... Sand Point.....	12 15 Noon
6 40 P M	arr..... Spokane .....lve.	10 00 A M
6 40 P M	lve..... Tekoa	7 05 A M
10 10 A M	..... Colfax	7 10 A M
11 30 A M	..... La Crosse	5 42 A M
– –	.....Attalia.....	– –
2 00 A M	..... Walluia.....	1 25 A M
3 00 A M	.....Umatilla.....	12 45 Night
8 40 A M	..... Pendleton.....	5 15 P M
4 20 A M	..... Arlington	11 18 P M
12 45 Noon	.....Biggs.....	12 20 Noon
5 55 A M	.....The Dalles.....	9 46 P M
6 45 A M	..... Hood River.....	9 00 P M
9 00 A M	arr..... Portland .....lve.	*7 00 P M
9 48 A M	arr.... San Francisco ...lve.	*8 20 P M

SOO-WINNIPEG.

No. 109	Mls.	STATIONS.	No. 110
*5 00 P M	0	lve..... St. Paul ....arr.	7 55 A M
5 40 P M	10.0	..... Minneapolis..arr.	7 15 A M
7 28 P M	65.8	.....South Haven	5 34 A M
9 10 P M	130.4	arr.... Glenwood ...lve.	3 50 A M
9 20 P M	130.4	lve.... Glenwood ...arr.	3 40 A M
9 48 P M	147.0	..... Alexandria	3 13 A M
10 20 P M	166.9	... Parker's Prairie ...	2 40 A M
10 43 P M	180.4	..... Henning.....	2 18 A M
11 55 P M	223.0	..... Detroit	1 06 A M
1 00 A M	259.4	arr... Mahnomen...lve.	12 01 Night
1 05 A M	259.4	lve... Mahnomen...arr.	11 55 P M
1 50 A M	283.9	..... Erskine	11 10 P M
2 21 A M	300.9	..... Plummer	10 40 P M
2 50 A M	316.6	...Thief River Falls...	10 10 P M
3 55 A M	352.1	..... Karlstad	9 07 P M
5 15 A M	396.7	.....Noyes.....	7 45 P M
5 30 A M	396.7	..... Emerson	7 35 P M
7 30 A M	461.7	arr.... Winnipeg....lve.	*5 45 P M

THROUGH TRAIN SERVICE.

Trains Nos. 109 and 110—MANITOBA EXPRESS—Solid Vestibuled Train with Electric-lighted Library-Compartment Observation Cars. Palace Sleeping Cars, Dining Cars and First and Second-class Coaches between Twin Cities and Winnipeg.

No. 109.		No. 110.	
Lve. St. Paul	*5 00 P M	Lve. Winnipeg	*5 45 P M
Lve. Minneapolis	5 40 P M	Arr.. Minneapolis	7 15 A M
Arr.. Winnipeg (C.P.R.)	7 30 A M	Arr.. St. Paul	7 55 A M

Trains Nos. 107 and 108—PACIFIC EXPRESS—Between St. Paul, Minneapolis and North Pacific Coast. Through Palace Sleeping and Dining Car Service between St. Paul, Minneapolis, Vancouver, Seattle and the Kootenay. Through Tourist Sleeping Car between St. Paul, Minneapolis and Seattle daily without change. Library Observation Compartment Car service between Moose Jaw and the Pacific Coast.

Trains Nos. 151 and 150—SPOKANE-PORTLAND TRAIN DE LUXE—The Route is Soo Line to Portal, Canadian Pacific Ry. via the Crow's Nest Pass Route to Kingsgate, Spokane International to Spokane, O. R. & N. Co. to Portland. The trains in this service are the best in the country. They are solidly vestibuled throughout, electric lighted and consist of Library-Compartment and Observation Cars, Palace and Tourist Sleeping Cars, Dining Cars and First and Second-class Sleepers.

Trains marked * run daily.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY.

THROUGH TIME **EAST** OF TWIN CITIES.

VIA SAULT STE. MARIE AND MACKINAW CITY.

.....		(*Central time.*)			.....
*6 35	P M	lve. **Minneapolis**...(*Soo Line*)		arr.	9 30 A M
7 20	P M	lve. **St. Paul**.....	»	arr.	8 45 A M
8 55	P M	arr. **Osceola, Wis**....	»	lve.	7 24 A M
9 10	P M	arr. **Amery**.....	»	lve.	6 48 A M
9 37	P M	arr. **Turtle Lake**.....	»	lve.	6 24 A M
9 45	P M	arr. **Almena**.....	»	lve.	6 13 A M
10 03	P M	arr. **Barron**.....	»	lve.	5 52 A M
10 15	P M	arr **Cameron**.....	»	lve.	5 41 A M
10 56	P M	arr. **Weyerhaeuser**..	»	lve.	5 05 A M
11 07	P M	arr. **Bruce**.....	»	lve.	4 49 A M
11 22	P M	arr. **Ladysmith**.....	»	lve.	4 35 A M
11 55	P M	arr. **Hawkins**.....	»	lve.	4 03 A M
12 38	Night	arr. **Prentice**.....	»	lve.	3 29 A M
2 10	A M	arr. **Rhinelander**.....	»	lve.	2 05 A M
2 57	A M	arr. **North Crandon**.	»	lve.	1 09 A M
4 00	A M	lve. **Dunbar**.....	»	arr.	11 58 P M
4 17	A M	arr. **Pembine**.....	»	lve.	11 35 P M
4 41	A M	arr. **Faithorn Jn., Mich.**	»	lve.	11 11 P M
4 54	A M	arr. **Hermansville**...	»	lve.	10 57 P M
5 42	A M	arr. **North Escanaba**	»	lve.	10 08 P M
6 30	A M	arr. **Escanaba**.....(*Soo Line*)		lve.	9 25 P M
5 55	A M	lve. **Gladstone**.....(*Soo Line*)		arr.	9 50 P M
7 10	A M	arr. **Manistique**.....	»	lve.	8 30 P M
7 58	A M	arr. **Corinne**.....	»	lve.	7 46 P M
9 00	A M	arr. **Trout Lake**.....	»	lve.	*6 50 P M
†1025	A M	arr. **St. Ignace** (*D. S. S. & A.*)		lve.	5 45 P M
11 20	A M	arr. **Mackinaw City**...(*M. C.*)		lve.	*4 35 P M
5 15	P M	arr. **Bay City**.....	»	lve.	11 05 A M
9 40	P M	arr. **Detroit**.....	»	lve.	†6 50 A M
*1220	Noon	lve. **Mackinaw City** (*G.R. & I.*)		arr.	4 25 P M
1 45	P M	arr. **Petoskey**.....	»	lve.	3 00 P M
9 30	P M	arr. **Grand Rapids**...	»	lve.	*7 20 A M
*1030	A M	arr. **Sault Ste. Marie** (*Soo Line*)		lve.	*5 20 P M
.....		(*Eastern time.*)			.....
*1220	Noon	lve. **Sault Ste. Marie**..(*C. P.*)		arr.	5 35 P M
5 45	P M	arr. **Sudbury**.....	»	lve.	*1155 A M
6 30	A M	arr. **Toronto**.....(*C. P.*)		lve.	*10 10 P M
†3 55	P M	arr. **Kingston**.....(*C. P.*)		lve.	†1201 Noon
†9 50	A M	arr. **Brockville**.....	»	lve.	†7 20 P M
*5 00	A M	arr. **Ottawa**.....	»	lve.	*1 20 A M
†9 53	A M	arr. **Prescott**.....	»	lve.	†2 15 P M
7 50	A M	arr. **Montreal Junc**..	»	lve.	†0 00 P M
*8 00	A M	arr. **Montreal**.....	»	lve.	*3 50 P M
*9 00	A M	lve. **Montreal**.....(*C. P.*)		arr.	9 10 P M
12 35	Noon	arr. **Newport**.....	»	lve.	6 33 P M
2 20	P M	arr. **St. Johnsbury** (*B. & M.*)		lve.	3 53 P M
2 53	P M	arr. **Wells River**.....	»	lve.	3 12 P M
4 25	P M	arr. **Plymouth**.....	»	lve.	1 47 P M
6 18	P M	arr. **Concord**.....	»	lve.	12 03 Noon
6 45	P M	arr. **Manchester**.....	»	lve.	11 27 A M
7 12	P M	arr. **Nashua**.....	»	lve.	11 01 A M
†9 08	P M	arr. **Worcester**.....(*B. & M.*)		lve.	†9 35 A M
7 36	P M	arr. **Lowell**.....(*B. & M.*)		lve.	10 38 A M
8 20	P M	arr. **Boston**.....	»	lve.	*1000 A M
†10 55	A M	lve. **Montreal**.....(*D. & H.*)		arr.	8 20 P M
1 00	P M	arr. **Plattsburgh**.....	»	lve.	6 00 P M
5 25	P M	arr. **Saratoga**.....	»	lve.	1 40 P M
6 40	P M	arr. **Albany**.....	»	lve.	12 25 Noon
10 08	P M	arr. **New York**..(*N.Y.C.&H.R.*)		lve.	†8 45 A M
†8 20	A M	lve. **Montreal Jn** (*N.Y.C.&H.R.*)		arr.	10 00 P M
10 05	A M	arr. **Malone**.....	»	lve.	8 00 P M
4 15	P M	arr. **Utica**.....	»	lve.	1 40 P M
6 57	P M	arr. **Albany**.....	»	lve.	11 28 A M
10 08	P M	arr. **New York**.....	»	lve.	†8 30 A M
†9 00	A M	lve. **Montreal Junc** (*Rutland*)		arr.	8 45 P M
11 45	A M	arr. **Burlington**.....	»	lve.	6 40 P M
1 40	P M	arr. **Rutland**.....	»	lve.	4 50 P M
4 32	P M	arr. **Troy**.....	»	lve.	2 05 P M
8 33	P M	arr. **New York**.....	»	lve.	†9 40 A M
*8 31	A M	lve. **Montreal**.....(*G. T.*)		arr.	8 40 P M
12 35	Noon	arr. **Montpelier**.....(*C. V.*)		lve.	3 40 P M
6 10	P M	arr. **Springfield**.....(*B. & M.*)		lve.	9 10 A M
7 45	P M	arr. **New Haven** (*N.Y.N.H.&H.*)		lve.	†6 35 A M
†9 00	A M	lve. **Montreal**.....(*C. P.*)		arr.	9 10 P M
2 20	P M	arr. **St. Johnsbury** (*B. & M.*)		lve.	3 53 P M
8 00	P M	arr. **Portland**..... (*M. C.*)		lve.	8 50 A M
3 30	A M	arr. **Bangor**.....	»	lve.	12 45 Night
†9 00	A M	lve. **Montreal**.....(*C. P.*)		arr.	6 30 P M
3 25	P M	arr. **Quebec**.....	»	lve.	*1 30 P M
†8 25	A M	lve. **Montreal**.....(*C. P.*)		arr.	6 40 P M
12 00	Noon	arr. **Sherbrooke**.....	»	lve.	3 25 P M
12 00	Noon	arr. **St. John, N. B**...	»	lve.	6 50 P M
3 35	P M	arr. **Moncton**.....(*Intercol.*)		lve.	2 25 P M
10 00	P M	arr. **Halifax**.....	»	lve.	†8 00 A M

ATLANTIC LIMITED—Solid Vestibuled Train between Minneapolis, St. Paul and Montreal. Through Palace Sleeper between Minneapolis, St. Paul and Boston without change. Dining Car Service on Soo Line, a la carte.

VIA THE CHICAGO DIVISION (*Wisconsin Central*).—Table No. 1.

11	13	7	5	3	1	Ms	*May 23, 1909.*	2	4	6	8	14
.....	P M	P M	A M	P M	P M	...	lve.. + **Chicago**[1]...arr.	P M	A M	P M	Noon	A M
.....	*3 45	†1 30	†8 35	*6 30	*1 30	0	(Cent. Sta., 12th St. & Park Row)	10 30	9 40	6 45	12 50	10 20
.....	4 39	— —	9 28	— —	— —	23	..... Orchard Place... ♁	*a b*	*e* —	5 46	11 55	9 12
.....	4 48	— —	9 34	— —	— —	26	..... Des Plaines .... ♁	*a b*	*e* —	5 41	— —	9 05
.....	5 05	— —	9 47	— —	— —	33	..... Wheeling ..... ♁	*a b*	*e* —	5 27	— —	8 44
.....	5 18	2 37	9 57	— —	— —	37	..... Prairie View .... ♁	*a b*	*e* —	5 18	11 35	8 28
.....	5 30	2 46	10 07	— —	— —	43	..... Rockefeller .... ♁	*a b*	*e* —	5 08	11 26	8 10
.....	5 44	2 54	10 17	— —	*g* —	48	..... Gray's Lake .... ♁	*a b*	*e* —	4 59	11 18	7 55
.....	6 00	3 04	10 28	8 02	1 08	54	..... Lake Villa..... ♁	8 40	8 03	4 49	11 10	7 42
.....	6 11	3 13	10 35	— —	*g* —	58	..... Antioch ..... ♁	8 30	*e* —	4 41	11 01	7 25
.....	6 19	3 18	10 40	— —	— —	61	..... Trevor..... ♁	*a b*	*e* —	4 35	10 55	7 15
.....	6 27	3 25	10 47	— —	— —	64	..... Silver Lake .... ♁	*a b*	*e* —	4 25	10 47	7 10
.....	6 50	3 46	11 12	8 54	1 43	75	+ .... **Burlington**[2] .. ♁	7 68	7 33	4 05	10 33	6 53
.....	6 59	3 56	11 22	— —	— —	80	..... Honey Creek ... ♁	*a b*	*e* —	3 58	10 25	6 42
.....	7 08	4 06	11 31	— —	— —	85	..... Lake Beulah..... ♁	*a b*	*e* —	3 48	10 16	6 34
.....	7 15	4 14	11 39	— —	— —	89	..... Mukwonago .... ♁	7 33	*e m*	3 38	10 12	6 28
.....	7 35	4 37	12 01	9 12	2 22	100	+ .... **Waukesha**[3] ... ♁	7 13	6 55	3 17	9 55	*6 05
.....	P M	4 55	12 18	— —	— —	109	..... **Templeton**[4] .. ♁	*a b*	*e* —	3 02	9 34	
A M	.....	5 02	12 25	— —	— —	114	..... Colgate ..... ♁	*a b*	*e* —	2 54	9 25	12
*7 30	.....	†4 25	†1155	*8 50	.....	...	lve. + **Milwaukee**[5] ♁ arr.	7 30	7 15	3 30	10 05	7 30
8 28	.....	5 20	12 48	10 00	3 00	120	lve... **Rugby Junc** ♁ arr.	6 35	6 15	2 05	9 15	6 20
8 38	.....	5 28	12 58	10 10	3 10	125	.... Schleisingerville.. ♁	6 24	5 58	2 25	9 00	6 09
8 51	.....	5 40	1 09	— —	— —	132	..... Allenton ..... ♁	*a* —	*e* -	2 13	8 51	5 58
9 05	.....	6 01	1 25	— —	— —	141	..... Theresa ..... ♁	*a* —	*e* —	1 57	8 37	5 39
9 13	.....	6 09	1 33	— —	— —	146	..... Lomira..... ♁	*a* —	*e* —	1 49	8 29	5 28
9 20	.....	6 16	1 42	— —	— —	150	..... Byron ..... ♁	*a* -	*e* —	1 42	8 21	5 18
9 35	.....	6 35	2 05	11 00	4 12	159	+ .... **Fond du Lac**[6] .. ♁	6 32	5 10	1 25	8 05	5 00
9 47	.....	6 45	2 19	11 13	4 26	164	...North Fond du Lac... ♁	6 23	5 01	1 14	†7 53	4 50
10 07		P M	2 40	— —	4 53	176	.... South Oshkosh .. ♁	4 59	*e* —	12 47	A M	4 20
10 15	.....		2 47	11 41	5 00	177	+ ..... **Oshkosh**[7]	4 53	4 35	12 40	.....	4 13
10 22	.....	.....	2 65	— —	5 07	181	..... State Hospital... ♁	*n* -	*e* —	12 30	.....	4 05
10 37	.....	.....	3 14	12 05	5 25	189	..... **Neenah**[8] ..... ♁	*4 35	*4 14	12 15	.....	*3 51
†1050	.....	.....	3 25	.....	.....	191	arr.. + **Menasha** ♁ .lve.	†4 20	.....	†1201	.....	†3 00
*1052	.....	.....	3 35	12 18	5 41	198	..... **Medina Junc**[9] . ♁	4 19	3 51	11 59	.....	3 35
11 25	.....	.....	4 13	— —	6 18	216	..... Weyauwega .... ♁	3 50	*e* —	11 25	.....	3 04
11 40	.....	.....	4 27	12 58	6 34	224	+ ..... Waupaca ..... ♁	3 40	3 15	11 10	.....	2 53
12 01	.....	.....	4 48	— —	6 56	236	..... **Amherst**[10] ... ♁	*a* —	*e* —	10 43	.....	2 32
12 15	.....	.....	5 05	— —	*h* —	244	..... Custer..... ♁	*a* —	*e* —	10 26	.....	2 18
12 31	.....	.....	5 29	1 50	7 30	252	+ .. **Steven's Point**.. ♁	2 55	2 30	10 12	.....	2 05
12 50	.....	.....	5 40	2 08	7 50	263	.... **Junction City**[11] ♁	2 36	2 08	9 49	.....	1 45
1 10	.....	.....	6 04	— —	8 15	275	..... Auburndale .... ♁	*a* —	*e* —	9 23	.....	1 25
1 31	.....	.....	6 20	2 38	8 34	284	+ .... **Marshfield**[12] .. ♁	2 04	1 25	9 07	.....	1 10
.....	.....	.....	9 25	.....	10 22	...	arr. **Grand Rapids**. lve.	.....	.....	†6 40	.....	.....
1 50	.....	.....	6 35	— —	8 50	293	..... Spencer ..... ♁	*a* —	*e* —	8 50	.....	12 50
2 06	.....	.....	6 50	— —	9 02	299	..... Unity ..... ♁	*a* —	*e* —	8 37	.....	12 38
2 13	.....	.....	6 58	— —	9 08	303	..... Colby ..... ♁	*a* —	*e* —	8 30	.....	12 30
2 20	.....	.....	7 10	3 25	9 20	306	..... **Abbotsford**[13] . ♁	1 30	12 50	8 25	.....	*1225
P M	.....	.....	7 32	3 45	9 47	319	..... **Owen**..... ♁	1 05	12 18	7 54	.....	Noon
4 25	P M	.....	7 52	— —	10 03	330	..... Thorpe ..... ♁	12 41	— —	7 32	.....	
6 18	P M	701	8 04	4 12	10 10	337	..... Stanley ..... ♁	12 26	11 47	7 18	.....	702
6 45	P M	A M	8 23	— —	10 46	348	..... Cadott..... ♁	12 05	— —	6 56	.....	A M
7 12	P M	*1145	8 50	4 50	11 15	360	ar. + **Chippewa Falls**[14] ♁ lv.	11 40	11 06	6 30	.....	11 05
†9 08	P M	12 15	9 20	5 40	12 15	371	arr. + **Eau Claire**[15]. lve.	*1035	*1025	†6 00	.....	*1035
7 36	P M	Noon	P M	5 32	12 07	381	..... Colfax... ♁	10 58	10 23	A M	.....	A M
8 20	P M	.....	.....	— —	12 26	491	..... Wheeler..... ♁	10 41	— —	.....	.....	.....
*10 55	A M	.....	.....	— —	12 38	498	..... Boyceville..... ♁	10 30	— —	.....	.....	.....
1 00	P M	.....	.....	— —	12 46	402	..... Downing ..... ♁	10 23	— —	.....	.....	.....
5 25	P M	.....	.....	6 12	12 51	405	..... Glenwood ..... ♁	10 19	9 45	.....	.....	.....
6 40	P M	.....	.....	— —	1 12	416	..... Cylon ..... ♁	10 01	— —	.....	.....	.....
10 08	P M	.....	.....	6 45	1 30	426	+ ... **New Richmond**[16] . ♁	9 45	9 10	.....	.....	.....
*8 20	A M	.....	.....	7 12	1 57	439	..... Somerset ..... ♁	9 18	— —	.....	.....	.....
10 05	A M	.....	.....	7 58	2 43	459	..... Gladstone..... ♁	8 32	— —	.....	.....	.....
4 15	P M	.....	.....	8 15	3 00	465	+ ..... **St. Paul**[17] ... ♁	8 15	7 40	.....	.....	.....
6 57	P M	.....	.....	8 50	3 45	475	+ ... **Minneapolis**[18]. ♁	*7 40	*7 05	.....	.....	.....
10 08	P M	.....	.....	A M	P M	...	ARRIVE] [LEAVE	A M	P M	.....	.....	.....

For Trains Nos. 5, 3 and 4, daily, and Nos. 2, 11 and 12, on Sundays, connections are made at Neenah with Omnibus Line for passengers to and from Menasha.

Additional Sunday Train—Lvs. Chicago 8 00 a.m., arr. Waukesha 11 30 a.m.

Additional Trains—Leave Waukesha 6 00 a.m., 8 40 p.m. Leave Chicago 8 45 a.m., 3 15 p.m., arrive Chicago 8 05 a.m.

Chicago Division trains arrive and leave Union Depot in Minneapolis.

THROUGH TRAIN SERVICE.

No. 1—Wide Vestibuled Train—Runs daily from Chicago and Milwaukee to St. Paul and Minneapolis, has Pullman Standard Sleeper (ready for occupancy at 9 30 p.m.) Chicago to Abbotsford. Free Reclining Cafe Chair Car, Day Coach and Smoker from Chicago to St. Paul and Minneapolis. **No. 2**—Wide Vestibuled Train—Runs daily from Minneapolis and St. Paul to Milwaukee and Chicago, has Pullman Sleeper (used as Parlor Car) Abbotsford to Chicago. Free Reclining Cafe Chair Car, Day Coach and Smoker from Minneapolis to Chicago. **No 3**—Wide Vestibuled Train—Runs daily from Chicago and Milwaukee to Minneapolis and Duluth, has Through Pullman Standard Sleepers from Chicago to St. Paul and Minneapolis; Milwaukee to St. Paul and Minneapolis; Chicago to Duluth. Free Reclining Chair Car and Smoker Chicago to St. Paul and Minneapolis. Day Coach Milwaukee to St. Paul and Minneapolis. Dining Car service on this train between Chicago and Waukesha; meals a la carte. **No. 4**—Wide Vestibule d Train—Runs daily from Minneapolis and Duluth to Milwaukee and Chicago, has Pullman Standard Sleepers from Minneapolis and St. Paul to Milwaukee; Duluth to Chicago. Free Reclining Chair Car and Smoker from Minneapolis and St. Paul to Chicago. Day Coach Minneapolis and St. Paul to Milwaukee. Dining Car Waukesha to Chicago; meals a la carte. **Nos. 5 and 6**—Cafe Parlor Car, Ladies' Coach and Smoker between Chicago and Eau Claire. Day Coach between Milwaukee and Fond du Lac. **Nos. 7 and 8**—Parlor Car, Day Coach and Smoker between Chicago and Menasha. Day Coach between Milwaukee and Menasha. **Nos. 11 and 12**—Day Coach and Smoker between Milwaukee and Ashland. **Nos. 13 and 14**—Day Coach and Smoker between Chicago and Waukesha. **Nos. 86 and 87**—Sleeping and Parlor Car Service between Escanaba and Sault Ste. Marie, Mich.

For Explanation of Signs, see page 630. **For Complete Index of Stations, see page 627.**

STANDARD OF TIME—Local—*Central.* East of Sault Ste. Marie—*Eastern.* West of Portal—*Mountain* and *Pacific.*

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY.

LOCAL LINES WEST OF TWIN CITIES.

Table No. 2—MINNESOTA DIVISION—MAIN LINE.

●109	103	●105	●107	●51	Mls.	*November* 5, 1909.	●150	●108	●106	104	●110
P M	.....	P M	A M	P M	.....	(*Central time.*)	P M	P M	A M	.....	A M
*5 00	.....	*7 00	*10 30	*10 00	0	lve...**St. Paul**[17] arr.	1 30	5 55	7 30	.....	7 55
5 40	.....	7 40	11 15	10 46	10.0	lv..**Minneapolis**[18].ar.	12 45	5 15	6 45	.....	7 15
– –	.....	8 32	– –	– –	25.5	.......Hamel.......	– –	– –	5 52	.....	– –
– –	.....	8 45	– –	– –	31.3	......Loretto....♁	– –	– –	5 38	.....	– –
– –	.....	8 50	– –	– –	34.0	....Lake Sarah....	– –	– –	5 32	.....	– –
– –	.....	8 55	12 20	– –	37.5	.....Rockford...♁	– –	4 04	5 27	.....	– –
– –	.....	9 18	12 37	– –	46.6	+.....Buffalo....♁	– –	3 44	5 04	.....	– –
– –	.....	9 35	12 52	– –	54.0	+..Maple Lake..♁	– –	3 29	4 46	.....	– –
– –	.....	9 48	1 02	– –	60.9	+...Annandale...♁	– –	3 17	4 32	.....	– –
7 28	.....	10 00	1 11	12 30	65.8	....South Haven..♁	– –	3 03	4 22	.....	5 34
– –	.....	10 10	1 24	– –	71.0	..Kimball Prairie ♁	– –	2 57	4 10	.....	– –
– –	.....	10 25	1 37	– –	76.4	......Watkins....♁	– –	2 47	3 57	.....	– –
– –	.....	10 38	1 53	–	83.2	+...Eden Valley...♁	– –	2 33	3 42	.....	– –
– –	.....	10 58	2 15	– –	92.5	+.**Paynesville**[19] ♁	– –	2 15	3 20	.....	– –
– –	.....	11 13	–	– –	99.5	.....Lintonville..♁	– –	– –	3 07	.....	– –
– –	.....	11 22	– –	– –	104.5	....Georgeville....	– –	– –	2 59	.....	– –
– –	.....	11 31	2 38	– –	107.7	+....Belgrade....♁	– –	1 51	2 50	.....	– –
– –	.....	11 46	2 50	– –	114.5	+....Brooten....♁	– –	1 40	2 47	.....	– –
– –	.....	12 05	– –	– –	122.3	.......Sedan.....♁	– –	– –	2 21	.....	– –
8 10	P M	12 20	3 15	2 05	130.4	arr+ **Glenwood**[20] lve.	9 00	1 15	2 05	Noon	*3 50
P M	†3 40	12 30	3 25	2 10	130.4	lve...**Glenwood** ♁ arr.	8 50	1 05	1 50	12 10	A M
	4 10	12 48	– –	– –	139.3	.......Lowry.....♁	– –	–	1 30	11 43	
.....	4 32	1 00	– –	– –	144.9	.......Farwell....♁	– –	– –	1 18	11 25	.....
.....	4 47	1 10	– –	– –	149.2	....Kensington..♁	– –	– –	1 10	11 11	.....
.....	5 08	1 22	4 07	– –	155.6	......Hoffman....♁	– –	12 19	12 55	10 53	.....
.....	5 34	1 40	– –	– –	163.2	.......Barrett....♁	– –	– –	12 35	10 30	.....
.....	5 58	1 55	4 31	– –	170.2	+.**Elbow Lake**[21] ♁	– –	11 53	12 17	10 08	.....
.....	6 23	2 12	– –	– –	177.0	......Wendell....♁	– –	– –	12 01	9 47	.....
.....	6 58	2 35	– –	– –	187.1	.......Nashua....♁	– –	– –	11 42	9 12	.....
.....	7 09	– –	– –	– –	190.2	.......Elliott.......	– –	– –	– –	9 00	.....
.....	7 23	2 48	– –	– –	194.1	...Tenney, Minn....	– –	– –	11 28	8 47	.....
.....	7 48	3 01	5 23	3 48	201.3	+**Fairmount, N.D.**[22]♁	6 48	11 05	11 16	8 21	.....
.....	8 10	– –	– –	– –	207.4	......Oswald......	– –	– –	– –	8 00	.....
.....	8 40	3 40	5 46	4 11	215.8	+..**Hankinson**[23] ♁	6 22	10 40	10 50	†7 30	.....
.....	P M	3 57	– –	– –	223.3	.....Mantador.....	– –	– –	10 15	A M	.....
.....		4 20	6 15	4 38	233.9	.....Wyndmere..♁	– –	10 10	9 55		.....
.....	.....	4 42	– –	– –	245.5	......McLeod......	– –	– –	9 32	.....	.....
.....	.....	– –	– –	– –	255.1	.......Venlo.......	– –	– –	– –	.....	.....
.....	31	5 30	– –	– –	258.9	......Anselm....♁	– –	– –	9 05	30	.....
.....	A M	5 45	7 10	5 30	267.2	arr.+**Enderlin** ♁ lve.	4 55	9 15	8 50	P M	.....
.....	†6 00	5 55	7 20	5 40	267.2	lve...**Enderlin**...arr.	4 45	9 05	8 40	5 00	.....
.....	6 40	6 10	– –	– –	275.4	.......Lucca.....♁	– –	– –	8 25	4 23	.....
.....	7 05	6 20	– –	– –	280.5	+.....Fingal.....♁	– –	8 40	8 16	4 00	.....
.....	7 27	6 32	– –	– –	286.1	.......Cuba.......	– –	– –	8 07	3 35	.....
.....	7 51	6 45	– –	– –	292.2	.......Lanona.....♁	– –	– –	7 58	3 05	.....
.....	8 10	6 55	8 21	6 34	297.1	+..**Valley City**[24] ♁	3 54	8 10	7 32	2 43	.....
.....	9 00	7 06	– –	– –	301.9	.......Faust.......	– –	– –	7 20	2 20	.....
.....	9 34	7 23	9 00	– –	310.8	.......Rogers.....♁	– –	7 45	7 05	1 40	.....
.....	9 56	7 35	– –	– –	316.7	+.......Leal.......♁	– –	– –	6 51	1 15	.....
.....	10 26	‖8 20	9 25	– –	324.9	.....Wimbledon..♁	– –	7 22	‖6 30	12 35	.....
.....	10 50	8 31	9 35	– –	331.1	......Courtenay...♁	– –	7 11	6 00	12 06	.....
.....	11 25	8 51	9 52	7 50	340.7	.......Kensal.....♁	– –	– –	5 45	11 25	.....
.....	12 50	9 16	– –	– –	353.7	......Bordulac...♁	– –	– –	5 16	10 17	.....
.....	1 45	9 34	10 30	8 25	362.4	+.**Carrington**[25] ♁	2 00	6 22	5 02	9 34	.....
.....	2 40	9 48	– –	– –	370.1	......Lemert......	– –	– –	4 47	8 38	.....
.....	3 38	10 04	– –	– –	377.5	.......Cathay....♁	– –	– –	4 32	8 10	.....
.....	4 20	10 14	– –	– –	383.1	......Emrick......	– –	– –	4 20	7 50	.....
.....	5 02	10 27	11 17	– –	389.8	+...Fessenden...♁	– –	5 37	4 07	7 27	.....
41	5 40	10 39	– –	– –	396.3	.......Manfred......	– –	– –	3 55	7 05	40
A M	6 45	11 00	11 45	9 35	406.3	arr.+ **Harvey** ♁ lve.	12 45	5 10	3 35	†6 30	P M
†5 05	P M	11 10	11 55	9 40	406.3	lve...**Harvey**..arr.	12 40	5 05	3 25	A M	4 15
5 45	261	11 30	– –	– –	415.8	......Martin......	– –	– –	3 06	256	3 30
6 30	P M	11 46	– –	– –	422.8	.....Anamoose...♁	– –	– –	2 50	A M	2 55
7 30	†2 45	12 02	12 30	– –	429.6	.......Drake.......	– –	– –	2 35	8 50	2 15
8 32	3 05	12 19	– –	– –	437.4	......Balfour......	– –	– –	2 18	8 32	1 32
9 38	3 27	12 40	– –	– –	446.9	......Bergen......	– –	– –	1 58	8 12	12 40
10 20	3 49	12 52	– –	– –	452.6	......Voltaire......	– –	– –	1 45	7 58	11 45
10 58	3 52	1 05	1 22	– –	457.6	.......Veiva......♁	– –	3 40	1 33	7 46	10 53
11 22	4 08	1 21	– –	– –	463.7	......Sawyer......	– –	– –	1 21	7 33	10 02
12 50	4 40	2 05	2 02	11 30	478.7	+.....**Minot**[26]..♁	10 48	3 05	12 50	†7 00	8 00
1 25	P M	2 23	– –	– –	486.5	....Burlington.....	– –	– –	12 28	A M	7 35
1 37		2 35	– –	– –	491.3	...Vanderwarker...	– –	– –	12 14		7 21
1 55	.....	2 47	– –	– –	496.5	......Foxholm......	– –	– –	11 59	.....	7 06
2 40	.....	3 07	– –	–	504.6	......Carpio......	– –	– –	11 43	.....	6 40
3 35	43	3 30	– –	– –	514.0	....Donnybrook..♁	– –	– –	11 29	42	6 14
4 20	A M	3 50	– –	– –	521.9	.......Baden.......	– –	– –	11 16	P M	5 50
5 00	†7 30	4 06	3 35	12 50	528.7	+...**Kenmare**...♁	9 25	1 35	11 05	5 20	†5 30
P M	8 45	4 35	4 07	– –	540.9	+....Bowbells...♁	– –	1 08	10 40	2 30	A M
.....	9 22	4 55	4 32	– –	550.4	.....**Flaxton**...♁	8 46	12 46	10 20	1 31	.....
.....	10 00	5 20	5 00	1 50	560.3	+.....**Portal**[27]...♁	*8 30	*12 25	*10 00	†1 00	.....
.....	A M	P M	A M	P M	.....	ARRIVE] [LEAVE	P M	Night	A M	P M	.....

Table No. 3—WINNIPEG LINE.

53	51	●111	●109	Mls.	*October* 31, 1909.	●110	●112	52	54
.....	.....	A M	P M	.....	LEAVE] [ARRIVE	A M	P M	.....	.....
.....	.....	†10 30	*6 00	0	....**St. Paul**....	7 55	6 55	.....	.....
.....	.....	11 15	5 40	10	..**Minneapolis**..	7 15	5 15	.....	.....
.....	A M	3 15	9 10	130	arr..**Glenwood**. lve.	3 50	1 15	P M	.....
.....	†7 30	3 35	9 20	130	lv.+**Glenwood** ♁ ar.	3 40	‖12 55	6 46	.....
.....	8 10	3 55	– –	140	.....Forada.....	– –	12 32	5 40	.....
.....	8 50	4 08	9 48	147	+..**Alexandria**[28] ♁	3 13	12 18	5 06	.....
.....	9 30	4 22	– –	154	.....Carlos...♁	– –	12 02	4 22	.....
.....	10 35	4 47	10 20	167	+ Parkers Prairie ♁	2 40	11 35	3 05	.....
.....	11 23	5 00	– –	174	.....Almora.....	– –	11 20	2 15	.....
.....	11 59	5 14	10 43	180	+. **Henning**[29] ♁	2 18	11 05	1 38	.....
.....	12 45	5 32	– –	189	....Ottertail..♁	– –	10 45	12 45	.....
.....	1 20	5 45	– –	196	....Richville..♁	– –	10 30	12 02	.....
.....	1 45	5 56	– –	202	......Dent....♁	– –	10 18	11 30	.....
.....	2 28	6 14	– –	211	......Vergas...♁	– –	9 58	10 38	.....
.....	3 30	6 40	11 55	224	+...**Detroit**[30].♁	1 06	9 30	9 35	.....
.....	4 02	6 53	– –	232	....Westbury....	– –	9 18	8 30	.....
.....	4 22	7 02	– –	236	....Callaway...♁	– –	9 10	8 10	.....
.....	5 00	7 13	12 30	245	.....Ogema...♁	12 30	8 55	7 25	.....
.....	5 25	7 28	– –	250	....Waubun....	– –	8 45	7 05	.....
A M	6 05	‖7 45	1 00	259	ar.+**Mahnomen** ♁ lv.	12 01	8 30	†6 30	P M
†6 45	P M	8 05	1 05	259	lve.**Mahnomen**.arr.	11 55	8 25	A M	5 55
7 25	.....	8 21	– –	268	......Bejou......	– –	8 08	.....	5 05
7 56	.....	8 33	– –	275	.....Winger...♁	– –	7 56	.....	4 30
8 45	.....	8 52	1 50	284	+..**Erskine**[31] ♁	11 10	7 39	.....	3 44
9 05	.....	9 01	– –	289	......Cisco......	– –	7 30	.....	3 18
9 30	.....	9 11	– –	294	.....Brooks...♁	– –	7 21	.....	2 53
10 00	.....	9 25	2 21	300	....Plummer...♁	10 40	7 08	.....	2 18
10 25	.....	9 40	– –	309	......Hazel.....	– –	6 54	.....	1 30
11 00	.....	9 55	2 50	317	+ **Thief** ♁	10 10	†6 40	.....	1 00
12 15			2 50		**River Falls**[32]	10 10			11 59
12 52	.....	P M	– –	325	......Anita......	– –	A M	.....	11 20
1 31	.....	.....	3 22	334	...Newfolden.♁	9 37	.....	.....	10 45
2 18	.....	.....	3 41	344	...Strandquist.♁	9 20	.....	.....	10 05
2 48	.....	.....	3 55	352	....Karlstad..♁	9 07	.....	.....	9 28
3 16	.....	.....	4 07	359	.....Halma...♁	8 55	.....	.....	8 52
3 43	.....	.....	4 17	365	.....Bronson..♁	8 43	.....	.....	8 22
4 30	.....	.....	4 37	376	....Lancaster..♁	8 24	.....	.....	7 30
5 02	.....	.....	4 50	383	.....Orleans...♁	8 10	.....	.....	6 51
6 00	.....	.....	5 15	396	.....Noyes....♁	7 45	.....	.....	†5 45
P M	.....	.....	5 30	397	...**Emerson**...	7 35	.....	.....	A M
.....	.....	.....	5 47	406	.Dominion City.	7 15	.....	.....	.....
.....	.....	.....	6 02	414	.....Arnaud.....	7 02	.....	.....	.....
.....	.....	.....	– –	428	......Carey.....	– –	.....	.....	.....
.....	.....	.....	6 34	432	...Otterburne...	6 34	.....	.....	.....
.....	.....	.....	– –	439	....Niverville...	– –	.....	.....	.....
.....	.....	.....	– –	459	..St. Boniface..	– –	.....	.....	.....
.....	.....	.....	7 30	462	ar.+**Winnipeg**[33] lv.	*5 45	.....	.....	.....

Table No. 4—THIEF RIVER FALLS AND KENMARE, N.D.

57	55	203	Mls.	*October* 31, 1909.	202	56	58	60
.....	.....	P M	.....	.....	A M	.....	.....	.....
.....	.....	*5 00	0.0	lve...**St. Paul**..arr.	7 55	.....	.....	.....
.....	.....	5 40	10.0	lve..**Minneapolis**..arr.	7 15	.....	.....	.....
.....	A M	2 50	316.5	arr.**Thief River Falls**.lve.	*10 10	P M	.....	.....
.....	†8 05	†7 30	316.5	lve.**Thief River Falls** ♁ arr.	8 10	4 30	.....	.....
.....	9 00	8 00	330.2	........Viking........	7 40	3 30	.....	.....
.....	9 50	8 23	340.3	.......Radium.....♁	7 15	2 45	.....	.....
.....	10 45	8 43	348.2	+.....Warren.....♁	6 58	2 06	.....	.....
.....	11 05	8 56	353.9	........March........	6 45	1 20	.....	.....
.....	11 35	9 07	358.3	......Alvarado....♁	6 34	1 00	.....	.....
.....	12 30	9 22	364.8	........Oslo......♁	6 18	12 30	.....	.....
.....	1 00	9 32	368.7	........Poland.......	6 08	12 01	.....	.....
.....	1 53	9 45	374.5	+.....Ardoch.....♁	5 55	11 40	.....	.....
.....	2 48	9 58	380.3	+...Forest River...♁	5 43	11 10	.....	.....
.....	3 55	10 21	390.0	+.....Conway.....♁	5 20	10 21	.....	.....
.....	4 58	10 43	399.2	......Medford.....♁	4 58	9 00	.....	.....
A M	5 55	11 05	408.9	.......Lankin.....♁	4 35	7 55	P M	.....
†7 30	7 00	‖11 50	419.4	+.....Adams.....♁	4 10	†7 00	5 45	.....
8 13	P M	12 12	428.1	.......Fairdale....♁	3 39	A M	2 45	.....
8 58		12 32	436.8	.......Nekoma....♁	3 18	.....	1 50	.....
9 40	.....	12 53	445.2	........Loma......♁	2 58	.....	12 53	.....
10 20	.....	1 12	453.2	........Alsen......♁	2 40	.....	12 11	.....
11 15	.....	1 35	463.6	........Calio......♁	2 14	.....	11 15	.....
12 02	.....	1 55	471.2	arr.+**Egeland** ♁.lve.	1 55	.....	10 42	.....
.....	.....	a7 00	471.2	......**Egeland**......	a11 59	.....	.....	.....
.....	.....	a8 00	482.1	.....Brumbaugh.....	a11 00	.....	.....	.....
.....	.....	a9 15	492.8	....**Armourdale**....	a10 00	.....	.....	.....
1 28	.....	2 22	484.2	+......Bisbee......♁	1 28	.....	9 43	.....
2 50	59	2 45	495.2	........Mylo......♁	1 03	.....	8 53	.....
3 53	A M	3 10	506.0	+.....Rolette.....♁	12 40	.....	8 05	P M
5 15	†8 00	3 45	520.1	+.....Overly.....♁	‖12 10	.....	†7 00	5 45
P M	9 00	4 07	524.7	+.....Omemee.....♁	11 22	.....	A M	4 55
.....	9 40	4 22	536.2	.......Gardena.....♁	11 07	.....	.....	4 22
.....	10 45	4 45	543.7	.......Kramer.....♁	10 45	.....	.....	3 25
.....	11 35	5 05	554.7	+.....Russell.....♁	10 23	.....	.....	2 30
.....	12 17	5 23	560.0	.......Eckman.....♁	10 06	.....	.....	1 45
.....	1 00	5 40	569.3	........Hurd......♁	9 49	.....	.....	1 00
.....	1 43	5 57	576.8	+.. Lansford.....♁	9 32	.....	.....	12 20
.....	2 38	6 20	586.3	+......Grano......♁	9 09	.....	.....	11 25
.....	4 00	6 53	600.9	+......Tolley......♁	8 35	.....	.....	10 05
.....	5 30	7 30	616.1	+...**Kenmare**...♁	†8 00	.....	.....	†8 40
.....	P M	P M	.....	ARRIVE] [LEAVE	A M	.....	.....	A M

EXPLANATION OF SIGNS.

a Mondays, Wednesdays and Fridays.

● Arrive and depart from 3d and Washington Ave. South, Minneapolis, and Union Depot, St. Paul.

+ Coupon stations.

For Complete Index of Stations, see page 627.

*Daily; † daily, except Sunday ‖ Meals. ♁ Telegraph stations.

STANDARD OF TIME—Local—*Central.* East of Sault Ste. Marie—*Eastern.* West of Portal—*Mountain* and *Pacific.*

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY.

LOCAL LINES EAST OF TWIN CITIES

Table No. 5. WISCONSIN AND PENINSULA DIVISION (MAIN LINE).

10	□ 60	⊃ 84	● 8	Mls.	*November* 20, 1909.	● 7	● 55	● 61	13
.....	P M	A M	P M	.....	(*Central time.*)	A M	P M	A M	.....
⊡	†4 50	†8 00	*6 35	0	lv+**Minneapolis**[16] ♁ ar	9 30	6 15	9 20	⊡
A M	6 05	9 15	7 20	10.0	lv.+**St. Paul**[17] ♁ ar.	8 45	4 55	9 05	P M
†7 00	6 30	9 35	– –	21.8	Cardigan Junction ♁	– –	4 35	8 40	4 35
7 39	6 45	9 48	– –	28.1	...**Bald Eagle**[34]. ♁	– –	4 23	8 27	4 00
8 15	5 55	10 00	– –	33.7	...... Withrow......	– –	4 12	8 15	3 32
9 27	6 14	10 21	– –	43.2	+.....Marine.... ♁	– –	3 53	7 56	2 45
9 45	6 19	10 26	– –	45.5	.......Copas..... ♁	– –	3 47	7 51	2 32
10 48	6 34	10 43	8 36	52.8	+..Osceola, Wis.. ♁	7 24	3 30	7 36	1 50
11 20	6 46	10 54	– –	57.7	..**Dresser Junc** ♁	– –	3 18	†7 25	1 23
11 40	P M	11 03	– –	61.8	........Nye........	– –	3 08	A M	1 00
12 20		11 22	– –	69.6	.......Deronda.... ♁	– –	2 50		12 20
12 35	.....	11 29	9 10	72.9	+.. ..Amery.... ♁	6 48	2 43	.....	12 05
2 21	.....	11 58	9 37	85.7	+ **Turtle Lake**[35] ♁	6 24	2 21	.....	10 03
2 [illegible]	.....	12 11	– –	91.0	.......Almena.... ♁	– –	2 11	.....	9 30
3 15	.....	12 21	– –	95.4	....Poskin Lake.. ♁	– –	2 03	.....	9 03
3 46	.....	12 34	10 03	101.0	+....**Barron**.... ♁	5 52	1 53	.....	8 27
4 18	.....	12 46	10 15	106.1	+..**Cameron**[36].. ♁	5 41	1 43	.....	7 55
4 40	.....	12 56	– –	110.6	.......Canton..... ♁	– –	1 33	.....	7 20
5 15	22	1 09	– –	116.6	.......Lehigh..... ♁	– –	1 20	21	6 58
5 30	A M	1 16	– –	118.9	.....Strickland....	– –	1 15	P M	6 50
6 00	†7 00	‡1 50	10 55	124.1	...Weyerheauser. ♁	5 05	†1 05	6 30	†6 30
P M	– –	2 02	– –	130.3	......Apollonia... ♁	– –	12 33	– –	A M
	7 37	2 04	11 07	131.3	+......Bruce..... ♁	4 49	12 31	4 45	
.....	8 20	2 21	11 22	139.8	+...Ladysmith... ♁	4 35	12 13	3 51	.....
.....	9 05	2 35	– –	145.7	........Tony..... ♁	– –	12 01	3 13	.....
.....	9 40	2 42	– –	150.6	.....Glen Flora... ♁	– –	11 50	2 42	.....
.....	10 07	2 51	– –	154.7	.......Ingram.... ♁	– –	11 42	2 18	.....
.....	10 40	3 00	11 55	159.3	+...Hawkins... ♁	4 03	11 33	1 52	.....
.....	11 21	3 12	– –	165.5	.......Kennan.... ♁	– –	11 21	1 17	.....
.....	11 40	3 18	– –	168.7	.......Catawba.... ♁	– –	11 14	1 00	.....
.....	12 24	3 32	– –	175.5	....Pennington.. ♁	– –	11 00	12 24	.....
.....	12 48	3 42	12 36	180.7	+..**Prentice**[37].. ♁	3 29	10 50	11 35	.....
.....	1 38	3 59	– –	189.1	.....Brantwood... ♁	– –	10 33	9 40	.....
.....	– –	4 09	– –	194.4	.......Clifford.......	– –	10 23	– –	.....
.....	3 32	4 37	– –	207.6	+....**Bradley**[38].. ♁	– –	9 57	7 27	.....
.....	.....	4 45	.....	.....	arr.**Tomahawk**.lve.	.....	†9 35	.....	.....
.....	3 45	4 41	– –	209.7	+.**Heafford Jn**[39] ♁	– –	9 53	7 15	.....
.....	5 04	4 59	– –	218.8	.....Woodboro... ♁	– –	9 35	6 30	.....
.....	5 45	5 16	2 05	226.8	+..**Rhinelander**[40] ♁	2 05	9 20	†6 00	...
30	P M	.....	.....	.....	ARRIVE] [LEAVE	.....	.....	A M	33
A M		.....	.....	.....	LEAVE] [ARRIVE	.....	.....		P M
†6 30	.....	5 25	2 10	226.8	...**Rhinelander**...	2 00	9 10	.....	6 30
6 50	.....	5 36	– –	232.4	......Roosevelt......	– –	8 59	.....	6 05
7 10	.....	5 45	– –	237.2	......Hobson.... ♁	– –	8 50	.....	5 45
7 25	.....	5 53	– –	241.2	......**Gagen**......	– –	8 42	.....	5 28
8 18	.....	6 17	2 57	254.0	+.North Crandon. ♁	1 09	8 18	.....	4 30
9 45	.....	6 41	– –	266.3	.......Cavour .... ♁	– –	7 53	.....	3 20
10 20	.....	6 58	– –	275.6	..Armstrong Creek ♁	– –	7 36	.....	2 30
10 40	.....	7 08	– –	280.0	.....Goodman.....	– –	7 27	.....	2 05
11 20	.....	7 25	4 00	289.6	.......Dunbar.... ♁	11 58	7 09	.....	1 10
12 05	.....	7 45	4 17	299.5	+...**Pembine**[41]. ♁	11 35	†6 50	.....	12 05
12 50	.....	P M	– –	308.5	....Kremlin, Wis....	– –	A M	.....	11 05
1 05	.....		4 41	313.0	+ Faithorn Jn., Mich[42] ♁	11 11		.....	10 40
.....	.....	.....	9 23	.....	arr.**Marinette**.lve.	8 07	.....	.....	.....
.....	.....	.....	9 30	.....	...**Menominee**....	8 00	.....	.....	.....
.....	.....	.....	10 15	.....	arr..**Peshtigo**.lve.	*7 15	.....	.....	.....
2 10	.....	.....	4 54	320.7	+..**Hermansville**[43] ♁	10 57	.....	.....	10 00
3 05	.....	.....	– –	335.1	.......Eustis......	– –	.....	.....	8 20
3 40	.....	▲86	– –	340.7	......Newhall.... ♁	– –	▲87	.....	7 50
4 25	.....	A M	5 42	347.7	+.**No. Escanaba**[44] ♁	10 06	P M	.....	7 15
.....	.....	†6 00	.....	.....	lve+ **Escanaba** arr.	.....	8 30	.....	.....
– –	.....	†6 10	– –	349.4	.......**Larch**[45].....	– –	8 20	.....	– –
6 00	.....	6 20	5 50	352.7	+..**Gladstone**.. ♁	9 55	8 10	....	†6 45
P M	40	.....	.....	.....	ARRIVE] [LEAVE	.....	.....	41	A M
	A M	.....	.....	.....	LEAVE] [ARRIVE	.....	.....	P M	
.....	†7 00	6 25	5 55	352.7	....**Gladstone**....	8 50	8 05	5 45	.....
.....	7 25	6 37	– –	359.0	+.**Rapid River**. ♁	– –	7 51	5 00	.....
.....	7 50	6 49	– –	364.8	......Ensign......	– –	7 39	4 20	.....
.....	8 20	7 04	– –	373.0	..Nahma Junction ♁	– –	7 24	3 45	.....
.....	8 45	7 13	– –	376.5	.......Isabella.......	– –	7 14	3 15	.....
.....	9 20	7 32	– –	385.1	.....Cook's Mill.. ♁	– –	6 58	2 45	.....
.....	10 35	‡8 15	7 10	396.7	+..Manistique.. ♁	8 30	‡6 30	2 00	.....
.....	11 15	8 41	– –	408.5	.....White Dale... ♁	– –	5 46	12 30	.....
.....	11 50	8 54	– –	414.5	..Blaney Junction ♁	– –	5 33	11 50	.....
.....	12 50	9 16	– –	424.4	.......Corinne.... ♁	– –	5 13	10 30	.....
.....	1 47	9 32	– –	432.0	.......Engadine... ♁	– –	4 58	9 32	.....
44	3 00	9 53	8 28	441.6	......Gilchrist.... ♁	– –	4 38	8 28	45
P M	4 18	10 15	– –	451.5	.......Caffey.......	– –	4 18	6 47	P M
†7 00	6 00	10 33	9 00	459.8	+.**Trout Lake**[46] ♁	6 50	4 00	†6 00	6 00
.....	P M	.....	†11 20	.....	..**Mackinaw City**..	†4 35	.....	A M	.....
.....	.....	.....	A M	.....	arr.(D. S. S. & A. Ry.).lve	P M	.....	.....	.....
8 15	.....	11 18	9 42	480.5	......Rudyard... ♁	6 03	3 15	.....	3 20
8 35	.....	11 30	– –	485.8	......Kinross.......	– –	3 06	.....	2 40
9 15	.....	11 47	– –	493.4	.......Dafter.......	– –	2 50	...	2 10
10 00	.....	12 10	10 30	505.0	+..Sault Ste. Marie[47] ♁	*5 20	†2 30	.....	†1 30
P M	.....	Noon	A M	.....	ARRIVE] [LEAVE	P M	P M	.....	P M

□ Arr. and depart from 5th and Washington Ave. North, Minneapolis, and Union Depot, St. Paul. ● Arr. and depart from 3d and Washington Ave. South, Minneapolis, and Union Depot, St. Paul.
▲ Arrives at and departs from C. & N. W. Station, Escanaba.
⊡ No. 10 lvs. Shoreham †6 15 a.m., No. 13 arr. Shoreham 5 45 p.m. ‡ Meals.

Table No. 6—ASHLAND DIVISION.

159	157	108	111	Mls	*May* 23, 1909.	112	104	156	158	....
.....	.....	P M	P M	....	LEAVE] [ARRIVE	P M	A M	.....	.....	....
.....	.....	*6 30	*11 30	....	........**Chicago**........	10 30	9 40	.....	.....	....
.....	.....	8 50	7 30	....	lve...**Milwaukee**..arr.	7 30	7 15	.....	.....	....
.....	.....	*3 25	*2 25	0	lve. **Abbotsford**[18] ♁ arr.	12 15	12 30	.....	.....	....
.....	.....	3 32	2 32	4	.......Dorchester..... ♁	12 05	12 20	.....	.....	....
.....	.....	l –	2 42	9	......Stetsonville......	11 54	l e	.....	.....	....
P M	A M	3 48	2 50	13	+......Medford...... ♁	11 45	12 01	A M	P M	....
*5 15	†11 30	4 09	3 10	25	........**Chelsea**...... ♁	11 25	11 37	11 00	2 45	....
5 45	12 01	.....	.....	30	arr....**Rib Lake**....lve.	.....	.....	†10 30	†2 15	....
P M	A M	4 17	3 18	29	.......Westboro...... ♁	11 17	11 28	A M	P M	....
		4 28	3 29	35	........Ogema....... ♁	11 05	11 14	.....	.....	....
.....	.....	4 40	3 42	42	.......**Prentice**[48].....	10 50	11 00	.....	.....	....
.....	.....	– –	3 49	46	........Worcester........	10 36	– –	.....	.....	....
.....	.....	5 03	4 05	55	........Phillips...... ♁	10 20	10 32	.....	.....	....
.....	.....	5 27	4 35	68	........Fifield...... ♁	10 02	10 04	.....	.....	....
305	303	5 45	4 54	79	.......Butternut..... ♁	9 32	9 40	.....	.....	....
P M	A M	6 02	5 14	89	........Glidden...... ♁	9 12	9 20	.....	.....	....
*7 10	*6 30	.....	.....	0	lve.+ **Bessemer**[49] ♁ arr.	9 55	9 55	.....	.....	....
7 24	6 45	.....	.....	6	+.....**Ironwood**..... ♁	9 40	9 40	.....	.....	....
7 29	6 47	.....	.....	7	+......**Hurley**[50]......	9 35	9 37	.....	.....	....
8 25	7 50	.....	.....	33	arr.....**Mellen** ♁...lve.	8 35	8 35	.....	.....	....
P M	A M	6 45	5 55	107	lve.....**Mellen** ♁...arr.	8 30	8 30	.....	.....	....
.....	.....	7 15	6 23	119	.......**Marengo**[51]... ♁	7 58	7 58	.....	.....	....
.....	.....	7 32	6 39	126	......White River......	7 45	7 40	.....	.....	....
.....	.....	7 45	6 55	132	arr..+**Ashland**[52] ♁ .lve.	*7 30	*7 25	.....	.....	....
.....	.....	11 15	P M	....	..**Duluth** (*Via N. P.*)..	A M	*4 00	.....	.....	....
.....	.....	A M	.....	....	ARRIVE] [LEAVE	.....	P M	.....	.....	....

Table No. 7—PORTAGE AND STEVENS' POINT.

....	....	513	504	502	Mls	*May* 23, 1909.	501	503	512	518	....
....	....	..	A M	A M	....	LEAVE] [ARRIVE	P M	A M	.....	.....	....
....	....	.....	†8 30	†10 12	0	.**Stevens' Point** ♁	8 00	9 30	.....	.....	....
....	....	.....	8 50	10 23	5	.......**Plover**..... ♁	7 45	8 50	.....	.....	....
....	....	.....	9 45	10 57	22	......Plainfield.... ♁	7 08	7 30	.....	.....	....
....	....	.....	10 15	11 09	28	.......Hancock.... ♁	6 56	7 00	.....	.....	....
....	....	.....	10 50	11 24	35	.......Colonia..... ♁	6 40	6 25	.....	.....	....
....	....	P M	11 49	11 49	46	.......Westfield.... ♁	6 17	5 40	P M	P M	....
....	....	†5 01	12 35	12 14	55	.**Packwaukee Jn.**	5 55	5 00	1 10	3 00	....
....	....	5 06	1 05	12 19	56	...**Packwaukee**. ♁	5 50	.....	1 05	2 55	....
....	....	5 25	1 30	12 40	63	arr..**Montello** ♁ lve.	†5 30	.....	†12 45	†2 35	....
....	....	P M	3 00	1 10	55	.**Packwaukee Jn.**	5 01	5 00	Noon	P M	....
....	....	....	4 00	1 40	71	.....**Portage**[53]... ♁	†4 30	†4 00	...	....	....
....	....	.....	P M	P M	....	ARRIVE] LEAVE	P M	A M	.....	.....	....

Table No. 8—MANITOWOC AND NEENAH.

....	....	423	405	403	Mls	*August* 29, 1909.	404	406	424	....	....
....	....	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	....	....
....	....	*6 00	†2 40	†8 15	0	+..**Manitowoc**.. ♁	7 45	2 00	4 10	....	....
....	....	6 20	2 50	8 30	5	.......Alverno......	7 31	1 50	3 40	....	....
....	....	6 40	2 58	8 42	9	.......Madsen.......	7 21	1 43	3 25	....	....
....	....	6 50	3 05	8 52	12	.......Valders..... ♁	7 12	1 37	3 05	....	....
....	....	7 15	3 19	9 08	17	......Collins..... ♁	6 53	1 27	1 50	....	....
....	....	7 35	3 30	9 23	23	.......Potter..... ♁	6 40	1 16	1 16	....	....
....	....	8 10	3 38	9 31	27	....Hilbert Junc.. ♁	6 30	1 07	12 40	....	....
....	....	8 36	3 53	9 48	32	.....Sherwood.... ♁	6 10	12 52	12 01	....	....
....	....	9 05	4 20	10 15	42	+...**Menasha**... ♁	5 39	12 28	11 15	....	....
....	....	9 15	4 30	10 30	44	+....**Neenah**[8]... ♁	†5 30	†12 20	*11 00	....	....
....	....	P M	P M	A M	....	ARRIVE] [LEAVE	A M	Noon	A M	....	....

Table No. 9. DULUTH-SUPERIOR DIVISION.

No. 901	Ms	*May* 23, 1909.	No. 502
....	...	LEAVE] [ARRIVE	....
†6 30 A M	0	..**Abbotsford** ♁	5 5 P M
7 55 "	12	......Owen......	4 45 "
8 30 "	24	.....Lublin.....	4 15 "
8 55 "	32	.....Gilman.....	3 45 "
9 15 "	38	.....Donald.....	3 10 "
9 35 "	44	... . Sheldon.....	2 40 "
10 00 "	50	.... Conrath	2 20 "
10 50 "	57	...Ladysmith . ♁	2 00 P M
11 25 "	67	..... Murry	12 45 Noon
11 45 A M	74	.....Weirgor.....	12 26 Noon
12 45 Noon	93	...Stone Lake...	11 25 A M
1 30 P M	106	....Stanbery	10 35 "
2 05 "	116	....Chittamo....	9 55 "
2 30 "	124	.... **Gordon**....	9 32 "
2 55 "	132	.**Solon Springs**.	9 08 "
3 36 "	144	....Hillcrest	8 30 "
3 55 "	149	......Way......	8 05 "
5 00 P M	165	...**Superior**[54] ♁	†7 00 A M
....	...	ARRIVE] [LEAVE	....

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; *a* stops to leave passengers from points west of Chippewa Falls; *b* stops to leave passengers from points north of Abbotsford and Duluth-Superior Division; *e* stops to let off passengers from Duluth and Superior; *g* stops on Saturday to leave Chicago passengers; *h* stops to take on for west of Abbotsford only; *l* stops for passengers from or for St. Paul and Minneapolis or Fond du Lac and points south; *m* stops Monday only for Chicago passengers; *n* stops daily to leave passengers from Manitowoc Branch and points west of Abbotsford only.

+ Coupon stations; ♁ Telegraph stations.

STANDARD—*Central time.*

For Complete Index of Stations, see page 627.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY.

BRANCH LINES EAST AND WEST OF TWIN CITIES.

Table No. 10. BISMARCK AND MISSOURI RIVER LINES.

●No. 251	Mls.	November 14, 1909.	●No. 250
.....	.....	LEAVE / ARRIVE	.....
*7 00 P M	0	..... St. Paul	7 30 A M
7 40 P M	10.0	... Minneapolis ...	6 45 A M
3 25 A M	215.8	arr. + Hankinson lve.	10 50 P M
*4 55 A M	215.8	lve. Hankinson ♁ arr.	9 50 »
5 32 »	227.9	+ . Lidgerwood[55] ♁	9 10 »
6 03 »	239.3	+ ..... Ransom ..... ♁	8 39 »
6 32 »	251.0	+ ..... Forman ..... ♁	8 05 »
6 51 »	258.3	..... Cogswell ..... ♁	7 45 »
7 01 »	262.6	..... Nicholson ..... ♁	7 32 »
‡7 30 »	273.9	arr. .... Oakes[44] .. lve.	*7 00 »
‡7 55 »	273.9	lve. ... + Oakes ♁ . arr.	‡6 38 »
8 40 »	290.7	..... Fullerton ..... ♁	5 40 »
9 07 »	300.8	..... Kilbernie	5 10 »
10 00 »	320.1	..... Kulm ..... ♁	4 20 »
10 18 »	327.2	..... Fredonia	4 03 »
10 50 »	340.6	..... Lehr ..... ♁	3 30 »
†11 15 A M	351.1	arr. . + Wishek ♁ . lve.	‡3 05 P M
‖12 40 Noon	372.3	..... Napoleon ..... ♁	2 04 P M
1 22 P M	389.2	..... Braddock ..... ♁	1 22 P M
2 42 »	423.0	..... Magnus ..... ♁	12 01 Noon
3 00 P M	430.1	+ ... Bismarck ... ♁	†12 45 A M
‡3 00 P M	351.1	lve. ... Wishek ♁ . arr.	11 00 A M
4 25 »	370.4	..... Ashley ..... ♁	9 40 »
5 05 »	379.3	... Venturia, N. D ...	8 50 »
5 07 »	394.9	..... Artas, S. D ..... ♁	7 50 »
5 55 »	408.2	..... Herreid ..... ♁	6 40 »
7 45 P M	420.8	arr. .... Pollock ♁ . lve.	†6 00 A M

Table No. 11. FLAXTON-AMBROSE EXTENSION.

107-141	Mls.	November 19, 1909.	146-108
*10 30 A M	0	lve. .. St. Paul ... arr.	5 55 P M
*11 15 A M	10	lve. . Minneapolis . . arr.	5 15 P M
†7 00 A M	529	lve. . Kenmare . . arr.	6 00 P M
7 42 A M	541	..... Bowbells	5 28 P M
8 15 A M	550	arr. .. Flaxton .. lve.	5 00 P M
‡8 45 A M	550	lve. .. Flaxton ... arr.	4 00 P M
9 28 »	560	..... Rival	3 28 »
10 03 »	568	..... Columbus	3 02 »
10 55 »	580	..... Kermit	2 25 »
11 41 A M	592	..... Crosby	1 50 »
12 30 Noon	601	arr. .. Ambrose .. lve.	†1 15 P M

Table No. 12. TWIN CITIES TO SUPERIOR AND DULUTH.

No. ●160	Mls.	November 28, 1909.	No. ●161
*7 00 P M	.....	lve. . St. Paul . . arr.	7 30 A M
7 40 P M	.....	lve Minneapolis arr.	6 45 A M
†7 00 A M	.....	lve. . Glenwood . arr.	7 46 P M
8 10 A M	0	lve. . Brooten . . arr.	6 50 P M
8 45 »	10.5	..... Elrosa	6 14 »
9 02 »	15.5	..... Eslarn	5 57 »
9 21 »	21.2	.... New Munich	5 38 »
9 52 »	30.4	..... Albany	5 05 »
10 20 »	38.7	.... Holdingford	4 35 »
10 44 »	45.9	..... Bowlus	4 10 »
11 15 »	56.0	..... Vawter	3 36 »
11 40 A M	63.1	..... Pierz	3 11 »
12 20 Noon	74.8	..... Hillman	2 30 »
1 30 P M	86.5	..... Onamia	‖1 50 »
1 56 »	94.3	..... Wahkon	1 00 P M
2 21 »	101.6	..... Redtop	12 36 Noon
2 48 »	109.1	..... McGrath	12 12 Noon
3 13 »	117.1	..... Solana	11 45 A M
3 50 »	128.2	..... Denham	11 10 »
4 30 »	140.2	.... Moose Lake	10 30 »
5 04 »	149.1	..... Nemadji	9 57 »
5 31 »	156.4	..... Blackhoof	9 30 »
6 00 »	164.2	..... Frogner	9 02 »
6 30 »	172.0	..... Borea	8 34 »
6 57 »	178.3	... Central Avenue ...	8 08 »
7 35 P M	184.8	..... Superior	†7 30 A M
.....	189.2	arr. .. Duluth ... lve.	.....

Table No. 13—FREDERIC AND ST. CROIX FALLS LINES.

□No. 50	Mls.	June 6, 1909.	□No. 61
†8 00 A M	0	lve. .. Minneapolis . . arr.	9 20 A M
9 15 A M	10.0	lve. ... St. Paul ... arr.	9 05 A M
10 54 A M	53.9	arr. Dresser Junc. . lve.	7 25 A M
†11 00 A M	53.9	lve. . Dresser Jn ♁ . arr.	7 20 A M
11 25 »	58.0	arr. . St. Croix Falls ♁ . lve.	7 10 »
11 45 A M	58.0	lve. . St. Croix Falls . . arr.	7 10 »
1 00 P M	65.9	arr. ... Centuria ♁ . lve.	6 45 »
2 30 »	76.6	arr. ..... Luck ♁ ... lve.	6 18 »
3 30 P M	81.9	arr. .. Frederic ♁ . lve.	†6 00 A M

Table No. 14. TWIN CITIES TO BISMARCK AND MINOT.

No. 257	Mls.	November 14, 1909.	No. 260
‡7 00 P M	0	lve. .. St. Paul ... arr.	‡7 30 A M
7 40 P M	10.0	lve. . Minneapolis . . arr.	6 45 A M
4 45 P M	430.1	arr. . Bismarck . . lve.	10 00 A M
‡7 30 A M	430.1	lve. + Bismarck ♁ . arr.	4 00 P M
7 58 »	440.4	..... Arnold	3 33 »
8 16 »	448.1	..... Baldwin	3 15 »
8 42 »	457.3	..... Wilton ..... ♁	2 50 »
9 20 »	475.7	..... Washburn ... ♁	2 10 »
9 56 »	488.3	..... Underwood ... ♁	1 35 »
10 15 »	496.6	..... Coleharbor ... ♁	1 17 P M
10 48 »	507.8	..... Garrison	‖12 45 Noon
‖12 25 A M	522.3	arr. .... Max .... lve.	11 25 A M
12 05 Noon	522.3	lve. .... Max .... arr.	11 15 »
12 56 Noon	550.3	..... Ruso	10 24 »
1 30 P M	553.7	..... Dogden	9 46 »
2 15 »	570.5	arr. .... Drake .... lve.	9 00 »
2 45 »	570.5	lve. .... Drake .... arr.	8 50 »
3 05 »	578.3	..... Balfour	8 32 »
3 27 »	587.8	..... Bergen	8 12 »
3 40 »	593.5	..... Voltaire	7 58 »
3 52 »	598.5	..... Velva ..... ♁	7 46 »
4 08 »	604.6	..... Sawyer	7 33 »
4 40 P M	619.6	arr. . + Minot ♁ . . lve.	†7 00 A M
†2 30 P M	522.3	lve. .... Max .... arr.	11 00 A M
3 25 »	533.4	..... Douglas	10 05 »
4 15 »	542.4	..... Ryder	9 10 »
5 30 P M	557.7	arr. .... Plaza .... lve.	†7 45 A M

During season of navigation steamers leave Washburn daily for Ft. Clark, Stanton, Hancock, Mannhaven, Coal Harbor, Ft. Stevenson, Ft. Berthold and Elbowoods (85 miles). Connection is also made at Washburn with stages for Coal Harbor, Mannhaven, Ft. Stevenson, Ft. Berthold and Elbowoods.

Table No. 15—BARRON LINE.

□No. 73	Mls.	June 6, 1909.	□No. 72
†8 00 A M	0	lve. . Minneapolis . . arr.	6 16 P M
9 15 A M	10.0	lve. . . St. Paul . . . arr.	4 55 P M
†6 10 P M	102.3	+ . . . Cameron . . . ♁	7 55 A M
6 50 »	97.2	+ . . . . . Barron . . . . ♁	7 35 »
6 56 »	97.8	. Barron Junction .	7 30 »
8 05 »	103.6	arr. . . Hillsdale	7 05 »
8 55 »	108.8	. . . . . Dallas . . . . . ♁	6 45 »
7 15 P M	115.3	arr. Ridgeland ♁ lve.	†6 20 A M

Table No. 16—GREENWOOD BRANCH.

No. 601	Mls.	May 23, 1909.	No. 602
†4 30 P M	0	lve. Marshfield ♁ arr.	8 15 A M
6 30 P M	23	arr. . Greenwood . lve	†6 30 A M

Table No. 17—NEKOOSA BRANCH.

804	802	Mls.	August 22, 1909.	801	803
P M	A M	...	LEAVE / ARRIVE	A M	P M
†1 35	¶9 10	0	..... Marshfield[12] . ♁	12 50	6 15
2 05	9 35	11	..... Arpin ..... ♁	11 37	4 45
2 30	9 47	16	..... Vesper	11 25	4 25
3 05	10 10	26	{ ..... Centralia[87] . ♁ }	11 05	4 00
3 05	10 10		{ . . . Grand Rapids . . . ♁ }	11 05	4 00
3 20	10 20	30	..... Port Edwards[58] .	10 55	3 45
3 30	10 30	33	..... Nekoosa .... ♁	†10 45	†3 35
P M	A M	...	ARRIVE / LEAVE	A M	P M

Table No. 18. BIRCHWOOD EXTENSION.

●No. 72	Mls.	June 6, 1909.	●No. 73
*6 55 P M	0	lve. . . Minneapolis . . arr.	9 30 A M
7 20 P M	10.0	lve. . . . St. Paul . . . arr.	8 45 A M
10 15 P M	102.3	arr. . Cameron . . lve.	5 41 A M
†8 25 A M	102.3	lve. + Cameron ♁ arr.	4 40 P M
8 45 »	108.9	arr. + Rice Lake ♁ lve.	4 16 »
10 20 »	114.5	arr. . . . . Campia . . . lve.	3 05 »
10 45 »	119.4	arr. . . . . Mikana . . . . lve.	2 40 »
11 15 »	125.4	arr. . . Birchwood ♁ . lve.	2 15 »
11 45 A M	133.1	arr. . Edgewater . . lve.	1 40 P M
12 30 Noon	144.4	arr. . . . Reserve . . . lve.	†12 45 Noon

Table No. 19—RAPID RIVER LINE.

●No. 80	Mls.	June 6, 1909.	●No. 81
*6 35 P M	0	lve. . Minneapolis . . arr.	9 30 A M
7 20 P M	10.0	lve. . . . St. Paul . . arr.	8 45 A M
5 50 A M	348.9	arr. + Gladstone ♁ . lve.	*8 55 P M
†7 00 A M	348.9	lve. . Gladstone . . arr.	8 05 P M
†8 00 A M	355.2	+ . . Rapid River . ♁	5 45 P M
10 30 A M	374.2	..... Trenary .... ♁	2 45 P M
12 00 Noon	388.4	arr. . Eben Junc . . lve.	†12 30 Noon

Table No. 20. TWIN CITIES-ASHLAND LINE.

No. 84	Mls.	June 6, 1909.	No. 85
†8 00 A M	0	lve. . Minneapolis . arr.	6 15 P M
9 15 A M	10.0	lve. . . St. Paul . . arr.	4 55 P M
10 43 A M	49.0	..... Osceola	3 30 P M
12 46 Noon	102.3	..... Cameron	1 43 P M
2 04 P M	127.5	..... Bruce	12 34 Noon
2 21 »	136.0	.... Ladysmith	12 13 Noon
3 42 »	176.9	arr. . . Prentice . . lve.	10 50 A M
3 42 »	176.9	lve. . . Prentice . . arr.	10 50 »
4 06 »	189.4	..... Phillips	10 20 »
4 33 »	203.0	..... Fifield	9 52 »
4 54 »	213.3	..... Butternut	9 32 »
5 55 »	241.5	..... Mellen	8 35 »
6 28 »	253.9	..... Marengo	7 58 »
6 55 P M	266.9	arr. . . . Ashland . . lve.	†7 30 A M

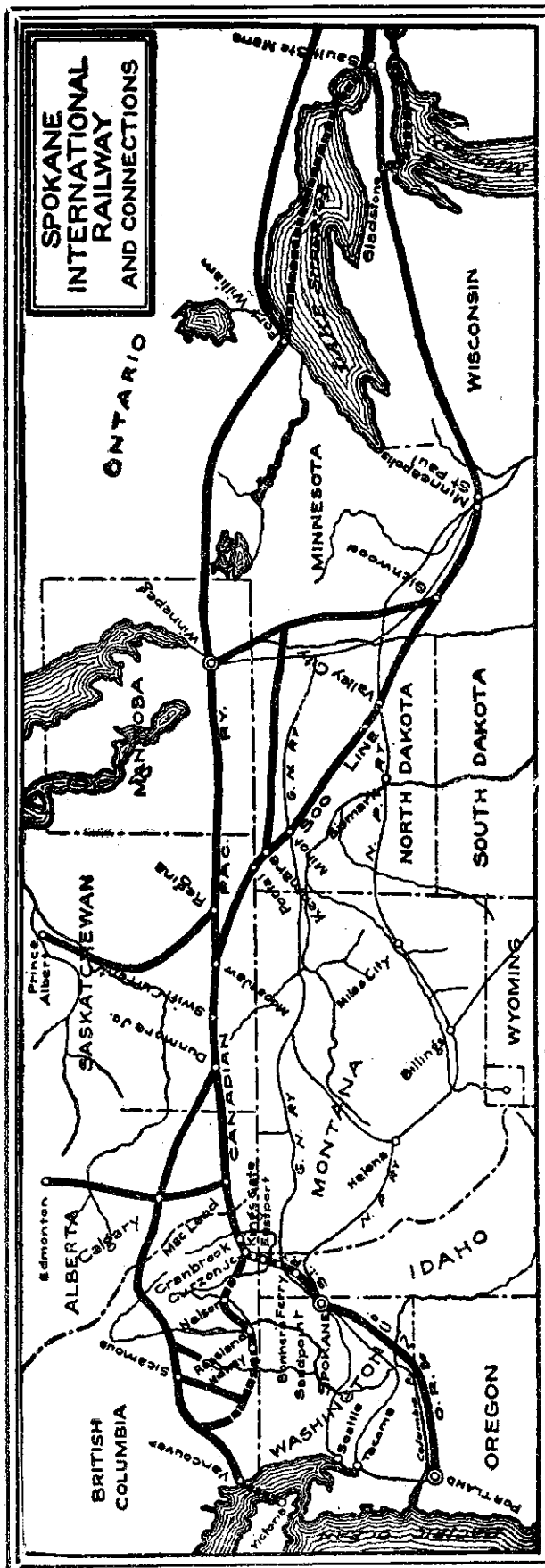
BRANCH LINES IN THE KOOTENAY.

.....	.....	.....	(Central time.)				
.....	.....	*10 30 A M	lve. St. Paul	(See Line)	arr.	6 55 P M	.....
.....	.....	11 15 A M	lve Minneapolis	»	arr.	6 15 P M	.....
.....	.....	3 15 P M	arr. Glenwood	»	lve.	1 15 P M	.....
.....	.....	5 48 P M	arr. Hankinson	»	lve.	10 40 A M	.....
.....	.....	2 02 A M	arr. Minot	»	lve.	3 05 A M	.....
.....	.....	5 00 A M	arr. Portal	»	lve.	12 25 Night	.....
.....	.....	.....	(Mountain time.)			.....	.....
.....	.....	4 30 A M	lve. Portal	(C. P.)	arr.	11 00 P M	.....
.....	.....	10 40 A M	arr. Moose Jaw	»	lve.	4 35 P M	.....
.....	.....	5 15 P M	arr. Swift Current ...	»	lve.	12 00 Noon	.....
.....	.....	10 05 P M	arr. Coleridge	»	lve.	7 00 A M	.....
.....	.....	10 20 P M	arr. Medicine Hat ...	»	lve.	6 35 A M	.....
.....	.....	11 00 P M	lve. Medicine Hat ...	»	lve.	4 45 A M	.....
.....	.....	3 50 A M	arr. Lethbridge	»	lve.	12 35 Night	.....
.....	.....	5 20 A M	arr. Macleod	»	lve.	11 29 P M	.....
.....	.....	12 25 Noon	arr. Cranbrook	»	lve.	3 20 P M	.....
.....	.....	3 45 P M	lve. Kootenay Landing.	(Str.)	lve.	12 20 A M	.....
.....	.....	7 15 P M	arr. Nelson	(C. P.)	lve.	6 00 A M	.....
.....	.....	†8 00 A M	lve. Nelson	(C. P.)	arr.	4 50 P M	.....
.....	.....	10 55 A M	arr. Slocan City	»	lve.	2 00 P M	.....
.....	.....	1 35 P M	arr. Rosebery	»	lve.	†8 55 A M	.....
.....	.....	.....	arr. Sandon	»	lve.	.....	.....
.....	.....	*7 15 P M	lve. Nelson	(C. P.)	arr.	10 05 P M	.....
.....	.....	8 55 P M	arr. West Robson	»	lve.	8 55 P M	.....
.....	.....	— —	arr. Trail	»	lve.	8 50 P M	.....
.....	.....	11 35 P M	arr. Rossland	»	lve.	*8 10 P M	.....
.....	.....	†10 15 A M	lve. West Robson	(C. P.)	arr.	7 30 P M	.....
.....	.....	2 30 P M	arr. Grand Forks	»	lve.	3 15 P M	.....
.....	.....	4 35 P M	arr. Midway	»	lve.	†1 15 P M	.....
.....	.....	11 00 P M	lve. West Robson ...	(Steamer)	arr.	10 05 P M	.....
.....	.....	11 30 A M	arr. Nakusp	»	lve.	11 30 A M	.....
.....	.....	2 30 P M	arr. Arrowhead	»	lve.	11 00 P M	.....
.....	.....	4 55 P M	arr. Revelstoke	(C. P.)	lve.	8 25 A M	.....
.....	.....	†9 50 A M	lve. Sicamous Junc	(C. P.)	arr.	6 15 P M	.....
.....	.....	12 30 Noon	arr. Okanagan Ldg ..	»	lve.	†3 00 P M	.....

a Tuesday, Thursday and Saturday; ♁ Monday, Wednesday and Friday.
● Arrive and depart from Third and Washington Avenue South, Minneapolis, and Union Depot, St. Paul. ○ Arrive and depart from Fifth and Washington Avenue North, Minneapolis, and Union Depot, St. Paul.

Trains marked * run daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday. ‖ Meals.
+ Coupon stations; ♁ Telegraph stations.

For Complete Index of Stations, see page 627.



Spokane International Railway.

D. C. CORBIN, President and General Manager.
AUSTIN CORBIN, 2d, Vice-President.
E. J. ROBERTS, Superintendent.
GEO. H. MARTIN, General Freight and Passenger Agent.
A. H. SPERRY, Assistant General Freight and Passenger Agent.
C. H. PRESCOTT, Master Mechanic.
J. C. WILLIAMS, Assistant Auditor.
General Offices—Spokane, Wash.

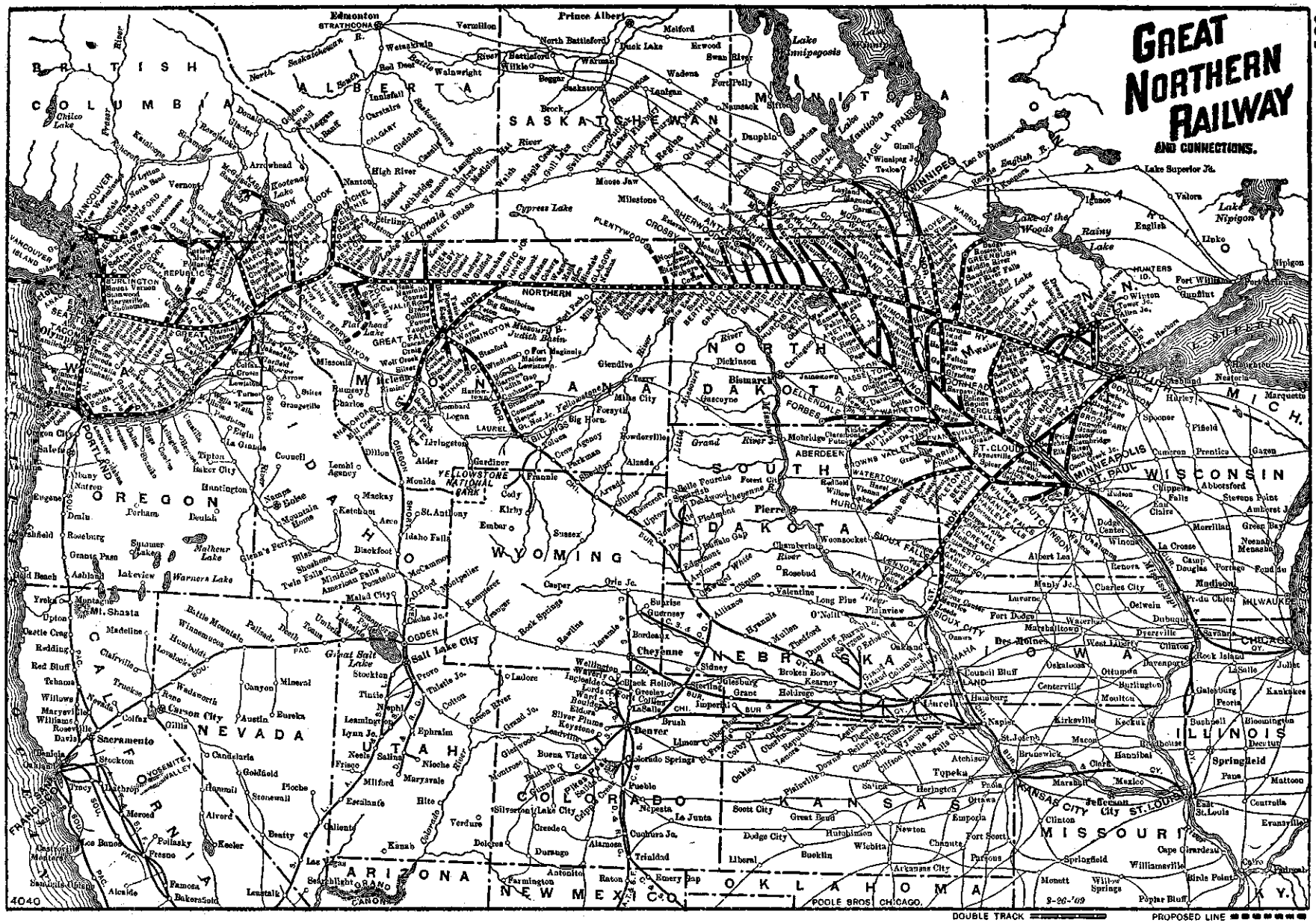
LOCAL PASSENGER TIME-TABLE

Subject to Change Without Notice.

Eastbound. Read Down.			November 8, 1909. Pacific time.	Westbound. Read Up.		
No. 8	No. 2	Mls.		Mls.	No. 1	No. 7
.....	.....	.....	.....	.....	.....	.....
*10 00 A M	*7 30 A M	0	lve..... **Spokane** ♁ ..arr.	140.8	8 30 P M	6 40 P M
– –	– –	1.3	.. O. R. & N. Junction ..	139.5	– –	– –
– –	– –	2.7	.....Spokane Shops... ♁	138.1	8 20 "	– –
– –	8 00 "	13.0	.....West Farms.....	127.8	5 53 "	– –
– –	8 08 "	17.2	.....East Farms.....	123.6	5 43 "	– –
– –	– –	18.5	.....State Line.....	122.3	– –	– –
– –	– –	22.0	..W. & I. Ry. Crossing..	119.1	– –	– –
– –	8 20 "	22.1	.....Grand Junction... ♁	118.7	5 30 "	– –
– –	8 30 "	26.5	.....Midway.....	114.3	5 15 "	– –
– –	8 50 "	34.4	..... Garwood.....	.....	4 58 "	– –
– –	8 55 "	36.4	..... Noyes.....	104.4	4 51 "	– –
– –	9 01 "	38.8	..... Corbin	102.0	4 45 "	– –
– –	9 10 "	42.7	.....Athol..... ♁	98.1	4 38 "	– –
– –	9 28 "	50.2	...Clagstone Junction. ♁	90.6	4 20 "	– –
– –	9 45 "	57.6	..... Valley.....	83.2	4 05 "	– –
– –	10 02 "	64.4	..... Morton Siding.....	76.4	3 49 "	– –
– –	10 20 "	71.5	.....Welty.....	69.3	3 33 "	– –
12 15 Noon	10 30 "	74.7	.....Sand Point..... ♁	66.1	3 25 "	4 25 "
– –	10 47 "	81.4	.....North Spur.....	59.4	3 08 "	– –
– –	11 00 "	86.8	....Pack River Siding....	54.0	2 55 "	– –
– –	11 08 "	90.0	..... Elmira	50.8	2 48 "	– –
– –	11 15 "	93.2	..... McArthur.....	47.6	2 41 "	– –
– –	11 22 "	95.5	.....Shiloh	45.3	2 35 "	– –
– –	11 28 "	97.7	..... Naples.....	43.1	2 30 "	– –
– –	11 45 "	103.7	.....Deep Creek.....	37.1	2 15 "	– –
1 25 P M	11 59 A M	109.6	.... **Bonners Ferry** .. ♁	31.2	*2 00 P M	3 15 "
1 55 "	.....	119.2	..... Moyie Springs	21.6	.....	2 52 "
2 05 "	.....	123.1	..... Summit Siding	17.7	.....	2 44 "
2 27 "	.....	131.7	..... Snyders	9.1	.....	2 27 "
2 50 P M	.....	140.8	arr... { **Eastport** / **Kingsgate** } ♁ lve.	0	.....	*2 10 P M
.....	.....	.....	*Mountain time.*	.....	.....	.....
4 28 P M	.....	.....	.....**Curzon**.....	.....	.....	2 34 P M
6 45 P M	.....	.....	.....**Cranbrook**.....	.....	.....	1 00 P M
8 08 P M	.....	.....	.....**Fernie**.....	.....	.....	10 40 A M
12 35 Night	.....	.....	.....**Macleod**.....	.....	.....	6 20 A M
1 50 A M	.....	.....	.....**Lethbridge**.....	.....	.....	5 05 A M
– –	.....	.....	..**Dunmore Junction**..	.....	.....	– –
5 10 A M	.....	.....	.....**Coleridge**.....	.....	.....	1 40 A M
9 55 A M	.....	.....	.....**Swift Current**.....	.....	.....	9 40 P M
1 05 P M	.....	.....	.....**Moose Jaw**.....	.....	.....	6 35 P M
.....	.....	.....	*Central time.*	.....	.....	.....
8 30 P M	.....	.....	.....**Portal**.....	.....	.....	1 50 P M
10 49 P M	.....	.....	.....**Minot**.....	.....	.....	11 30 A M
12 45 Night	.....	.....	.....**Harvey**.....	.....	.....	9 40 A M
3 54 A M	.....	.....	.....**Valley City**.....	.....	.....	6 34 A M
6 22 A M	.....	.....	.....**Hankinson**.....	.....	.....	4 11 A M
12 45 Noon	.....	.....	.....**Minneapolis**.....	.....	.....	10 45 P M
1 30 P M	.....	.....	arr..... **St. Paul** ....lve.	.....	.....	10 00 P M

Trains marked * run daily. ♁ Telegraph stations.

Connections.—At **Spokane**—With all lines diverging. At **Bonners Ferry**—With Great Northern Ry. and Kootenai Valley Ry. At **Eastport-Kingsgate**—With Canadian Pacific Ry.


GREAT NORTHERN RAILWAY
AND CONNECTIONS.
BRITISH COLUMBIA
ALBERTA
SASKATCHEWAN
MANITOBA
ONTARIO
WASHINGTON
OREGON
IDAHO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
WYOMING
NEBRASKA
IOWA
ILLINOIS
WISCONSIN
MICH.
MISSOURI
KANSAS
OKLAHOMA
COLORADO
UTAH
NEVADA
CALIFORNIA
ARIZONA
NEW MEXICO
Lake Superior
Lake Michigan
Lake Huron
Lake Winnipeg
Lake Manitoba
Lake Winnipegosis
Lake Nipigon
Lake of the Woods
Great Salt Lake
Flathead Lake
Cypress Lake
Rainy Lake
Malheur Lake
Warners Lake
Mt. Shasta
YELLOWSTONE NATIONAL PARK
YOSEMITE VALLEY
GRAND CANYON
Edmonton
Prince Albert
Winnipeg
Duluth
Minneapolis
St. Paul
St. Cloud
Fargo
Grand Forks
Great Falls
Spokane
Seattle
Tacoma
Portland
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Ogden
Denver
Cheyenne
Omaha
Sioux City
Des Moines
Chicago
Milwaukee
St. Louis
Kansas City
Sacramento
San Francisco
Los Angeles
POOLE BROS. CHICAGO.
8-26-'09
4040
DOUBLE TRACK
PROPOSED LINE

GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN

GREAT NORTHERN RAILWAY — GREAT NORTHERN RAILWAY LINE — GREAT NORTHERN RAILWAY

Great Northern Ry.	6,535.60 Miles.	Crows Nest Southern Ry.	74.16 Miles.	Vancouver, Victoria & East. Ry. & Nav. Co.	176.49 Miles.
Midland Ry. of Manitoba	91.77 Miles.	Bedlington & Nelson Ry.	15.30 Miles.	New Westminster Southern Ry.	24.10 Miles.
Brandon, Saskatchewan & Hudson Bay Ry.	69.45 Miles.	Nelson & Ft. Sheppard Ry.	55.42 Miles.	(Leased) Sirdar Junction to Kaslocock.	8.67 Miles.
Kootenai Valley Ry.	25.78 Miles.	Red Mountain Ry.	9.59 Miles.	Total	7,088.36 Miles.

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V. D. JONES, City Pas. & Tkt. Agent.

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H. G. DOW, District Freight Agent.
L. D. KITCHELL, District Passenger Agent.

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A BROSTEDT, District Freight & Pas Agt.

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GREAT NORTHERN RAILWAY LINE

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Waneta, B.C. 46
Warland, Mont. 4
+Warren, Minn. 6
Warroad, Minn. 17
Warwick, N.D 25
+Watertown, S.D. 15
Waukon, Wash. 5
Waverly, Minn. 2
Wawina, Minn. 12
Wayne, Mont. 38
Wayside, Wash. 43
Wayzata, Minn. 2, 19
Weaver, N.D. 28
Wellers Spur, Minn. 12
Wellington, Wash. .. 5
+Wenatchee, Wash., 5, 44
West Gretna, Man 21
Westhope, N.D. 30
West Junction, Minn 9
Weston, B.C. 40
West Union, Minn. .. 1
Whately, Mont. 3
Wheatville, Minn. 1
Wheelock, N.D. 3
White Earth, N.D. 3
White Fish, Mont. 4
White Rock, B.C. 48
Whitewater, B.C. 42
Whitney, Wash. 50
Wickes, Mont. 35
Wilder, Mont. 35
Wilkinson, Minn. 20
Williams, Wash. 45
Williston, N.D 3
+Willmar, Minn., 2, 13, 22
Willow City, N.D 30
Willow Lakes, S.D. .. 15
Wilson Creek, Wash. 5
Wilton, Minn. 12
Winchester, Wash. .. 5
Windham, Mont. 38
Wingate, Minn. 12
+Winnipeg, Man. .. 6, 7
Witney, Mont. 38
Withrow, Wash. 44
Woburn, N.D. 27
Wolf Creek, Mont. .. 35
Wolford, N.D. 29
Wolf Point, Mont. 3
Wolverton, Minn. 7
Woodville, Mont. 35
Wrencoe, Idaho 5
Wylie, Minn. 17

Xenia, Mont. 3

Yakt, Mont. 4
Yale, S.D. 15
Yankton, S.D. 22
Yantic, Mont. 3
Yarmouth, Minn. 2
Yarnell, Mont. 4
Ymir, B.C. 45
York, N.D. 2, 29
Zimmerman, Minn .. 8
Zurich, Mont. 3

Nippon Yusen Kaisha

(JAPAN MAIL STEAMSHIP CO.)

HONG KONG-AMERICA LINE

Connecting with Great Northern Railway at Seattle, Wash. Through tickets and through bills of lading between American ports and Yokohama, Kobe, Hong Kong, Shanghai and other principal ports.

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Leave **Seattle**.....**S.S. Awa Maru**.....February 15, 1910
Leave **Seattle**..**S.S. Sanuki Maru** (For Japan ports only). Feb. 26,'10
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GREAT NORTHERN RAILWAY

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

CONDENSED SCHEDULES OF THROUGH TRAINS.

THE ORIENTAL LIMITED.

Westbound. — *Eastbound.*

Example by Days.	1	STATIONS.	2	Example by Days.
.....	P M	(Burlington Route.)	P M	.....
SuMoTuWThFrSa	*10 15	lve.. Chicago ..arr.	9 00	WThFrSaSuMoTu
MoTuWThFrSaSu	2 40	..... Savanna	4 25	WThFrSaSuMoTu
MoTuWThFrSaSu	3 18	..... Dubuque	3 55	WThFrSaSuMoTu
MoTuWThFrSaSu	6 50	.. La Crosse	12 25	WThFrSaSuMoTu
MoTuWThFrSaSu	7 25	..... Winona.. ...	11 40	WThFrSaSuMoTu
MoTuWThFrSaSu	10 45	arr... St. Paul ..lve.	8 40	WThFrSaSuMoTu
.....	.....	(Great Northern.)	....	.....
MoTuWThFrSaSu	11 15	lve.. St. Paul ..arr.	8 10	WThFrSaSuMoTu
MoTuWThFrSaSu	11 45	lv. Minneapolis.ar.	7 40	WThFrSaSuMoTu
MoTuWThFrSaSu	1 47	..... St. Cloud.....	5 36	WThFrSaSuMoTu
MoTuWThFrSaSu	4 41	... Fergus Falls...	2 40	WThFrSaSuMoTu
MoTuWThFrSaSu	8 20	..... Fargo.....	1 00	WThFrSaSuMoTu
MoTuWThFrSaSu	8 40	... Grand Forks...	10 50	TuWThFrSaSuMo
MoTuWThFrSaSu	11 10	... Devil's Lake...	8 10	TuWThFrSaSuMo
TuWThFrSaSuMo	2 25	..... Minot.....	4 45	TuWThFrSaSuMo
TuWThFrSaSuMo	5 00	..... Williston	1 10	TuWThFrSaSuMo
TuWThFrSaSuMo	9 20	..... Glasgow	7 45	TuWThFrSaSuMo
TuWThFrSaSuMo	1 45	..... Havre.....	3 20	TuWThFrSaSuMo
TuWThFrSaSuMo	11 00	arr... Kalispell. lve.	5 55	MoTuWThFrSaSu
WThFrSaSuMoTu	1 50	lve..... Troy.... lve.	1 55	MoTuWThFrSaSu
WThFrSaSuMoTu	6 30	arr... Spokane.. lve.	7 55	MoTuWThFrSaSu
.....	.....	(Via S. P. & S.)	....	.....
WThFrSaSuMoTu	8 15	arr.. Portland .lve.	7 00	SuMoTuWThFrSa
WThFrSaSuMoTu	12 40	.... Wenatchee....	1 57	MoTuWThFrSaSu
WThFrSaSuMoTu	8 50	..... Everett	8 20	SuMoTuWThFrSa
WThFrSaSuMoTu	8 15	arr... Seattle .. lve.	7 10	SuMoTuWThFrSa
WThFrSaSuMoTu	10 10	arr... Tacoma .. lve.	5 25	SuMoTuWThFrSa
ThFrSaSuMoTuW	7 00	arr.. Portland .lve.	*1000	SuMoTuWThFrSa
.....	A M	(Via N. P. Ry.)	A M	.....

Equipment.—Electric-lighted, Vacuum Cleaned, Broad Vestibuled Compartment Observation Cars, Standard Sleeping Cars, Dining Cars (meals a la carte), Tourist Sleeping Cars, Day Coaches and Smoking Cars between Chicago, St. Paul, Minneapolis, Seattle and Tacoma without change, via Burlington Route, St. Paul and Great Northern Ry.; Standard and Tourist Sleeping Cars between Chicago and Portland, via Burlington Route; St. Paul, Great Northern Ry., Spokane and S. P. & S. Ry.; Standard Sleeping Car on Train No. 2 from Havre to St. Paul en route from Butte on Train No. 236. See Time-tables Nos. 1, 2, 3, 4 and 5.

THE FAST MAIL.

Westbound. — *Eastbound.*

Example by Days.	3	STATIONS.	4	Example by Days.
.....	P M	LEAVE] [ARRIVE	A M	.....
SuMoTuWThFrSa	*10 45	..... St. Paul	7 05	TuWThFrSaSuMo
SuMoTuWThFrSa	11 20	lv. Minneapolis. ar.	6 30	TuWThFrSaSuMo
MoTuWThFrSaSu	2 10	..... Willmar.....	3 25	TuWThFrSaSuMo
MoTuWThFrSaSu	3 00	..... Benson.....	2 05	TuWThFrSaSuMo
MoTuWThFrSaSu	3 40	..... Morris.....	1 07	TuWThFrSaSuMo
MoTuWThFrSaSu	5 20	.. Breckenridge ..	10 55	MoTuWThFrSaSu
MoTuWThFrSaSu	5 25	.... Wahpeton	10 45	MoTuWThFrSaSu
MoTuWThFrSaSu	6 50	.... Casselton	8 55	MoTuWThFrSaSu
.....	▲	..... Larimore	6 15	MoTuWThFrSaSu
MoTuWThFrSaSu	10 30	... Devil's Lake...	4 20	MoTuWThFrSaSu
MoTuWThFrSaSu	2 00	..... Minot.....	12 20	MoTuWThFrSaSu
MoTuWThFrSaSu	4 55	..... Williston.....	8 00	MoTuWThFrSaSu
MoTuWThFrSaSu	9 25	..... Glasgow	2 05	MoTuWThFrSaSu
TuWThFrSaSuMo	1 55	..... Havre.....	9 10	SuMoTuWThFrSa
TuWThFrSaSuMo	5 13	..... Shelby.....	5 42	SuMoTuWThFrSa
TuWThFrSaSuMo	11 50	arr... Kalispell .lve.	10 30	SuMoTuWThFrSa
TuWThFrSaSuMo	5 55	lve..... Troy.... lve.	5 20	SuMoTuWThFrSa
TuWThFrSaSuMo	4 40	.. Bonners Ferry..	3 00	SuMoTuWThFrSa
TuWThFrSaSuMo	8 45	..... Spokane.....	11 00	SaSuMoTuWThFr
.....	.....	(Via S. P. & S.)	....	.....
WThFrSaSuMoTu	8 00	arr.. Portland.. lve.	*9 00	SaSuMoTuWThFr
WThFrSaSuMoTu	2 50	.... Wenatchee....	4 15	SaSuMoTuWThFr
WThFrSaSuMoTu	8 50	..... Everett.....	10 10	SaSuMoTuWThFr
WThFrSaSuMoTu	10 15	arr... Seattle .. lve.	9 00	SaSuMoTuWThFr
WThFrSaSuMoTu	2 10	arr... Tacoma .. lve.	7 15	SaSuMoTuWThFr
WThFrSaSuMoTu	8 35	arr.. Portland .lve.	*12 15	FrSaSuMoTuWTh
.....	P M	(Via N. P. Ry.)	Night	.....

Equipment.—Electric-lighted, Standard Sleeping Cars, Dining Cars (meals a la carte), Tourist Sleeping Cars, Day Coaches and Smoking Cars between St. Paul, Minneapolis, Seattle and Tacoma without change. Standard Sleeping Car on Train No. 3 St. Paul and Minneapolis to Havre en route to Butte on Train No. 235. See Time-tables Nos. 2, 3, 4, 5 and 25.

Trains marked * run daily.

† Daily, except Sunday.

▲ Via Aneta.

GREAT NORTHERN EXPRESS—SOUTHEAST EXPRESS.

Westbound. — *Eastbound.*

Example by Days.	43	STATIONS.	44	Example by Days.
.....	P M	LEAVE] [ARRIVE	A M	.....
MoTuWThFrSaSu	*6 05	... Kansas City ...	8 15	TuWThFrSaSuMo
MoTuWThFrSaSu	8 30	.... St. Joseph....	5 55	TuWThFrSaSuMo
TuWThFrSaSuMo	1 35	..... Lincoln.....	1 00	TuWThFrSaSuMo
TuWThFrSaSuMo	4 20	... Grand Island...	10 00	MoTuWThFrSaSu
TuWThFrSaSuMo	5 25	..... Ravenna	8 50	MoTuWThFrSaSu
TuWThFrSaSuMo	8 00	..... Sterling	5 52	MoTuWThFrSaSu
TuWThFrSaSuMo	3 00	..... Denver... arr.	10 20	MoTuWThFrSaSu
TuWThFrSaSuMo	12 25	. . Alliance	12 25	MoTuWThFrSaSu
TuWThFrSaSuMo	2 35	..... Crawford.....	10 15	MoTuWThFrSaSu
TuWThFrSaSuMo	4 50	.... Edgemont	8 20	MoTuWThFrSaSu
TuWThFrSaSuMo	6 20	.... New Castle....	7 00	MoTuWThFrSaSu
WThFrSaSuMoTu	12 35	..... Sheridan.....	12 50	SuMoTuWThFrSa
WThFrSaSuMoTu	4 23	..... Toluca... arr.	9 00	SuMoTuWThFrSa
WThFrSaSuMoTu	6 10	arr... Billings.. lve.	7 30	SuMoTuWThFrSa
WThFrSaSuMoTu	6 30	lve... Billings .. arr.	6 35	SuMoTuWThFrSa
WThFrSaSuMoTu	10 40	.... Judith Gap....	2 30	SuMoTuWThFrSa
WThFrSaSuMoTu	11 33	..... Hobson.....	5 21	SuMoTuWThFrSa
WThFrSaSuMoTu	1 50	.... Armington .	10 37	SuMoTuWThFrSa
WThFrSaSuMoTu	3 15	arr.. Gt. Falls.. lve.	9 15	SuMoTuWThFrSa
WThFrSaSuMoTu	6 55	..... Shelby.....	5 30	SuMoTuWThFrSa
ThFrSaSuMoTuW	12 38	.. Columbia Falls..	11 47	SuMoTuWThFrSa
ThFrSaSuMoTuW	5 13	.. Bonners Ferry..	4 40	SaSuMoTuWThFr
ThFrSaSuMoTuW	9 10	..... Spokane.....	11 45	SaSuMoTuWThFr
ThFrSaSuMoTuW	3 02	.... Wenatchee....	5 15	SaSuMoTuWThFr
ThFrSaSuMoTuW	4 05	.. Leavenworth....	4 25	SaSuMoTuWThFr
ThFrSaSuMoTuW	9 10	..... Everett.....	11 10	FrSaSuMoTuWTh
ThFrSaSuMoTuW	10 50	..... Seattle.. ...	*1000	FrSaSuMoTuWTh
.....	P M	ARRIVE] [LEAVE	P M	.....

Equipment.—Standard Sleeping Cars, Tourist Sleeping Cars, Reclining Cars, Dining Cars and Smoking Cars between Kansas City and Seattle without change, via Burlington Route, Billings and Great Northern Ry. Standard Sleeping Car between Denver and Billings; ready for occupancy at Denver at 10 00 p.m. See Time-tables Nos. 4, 5 and 38.

ST. PAUL, MINNEAPOLIS, HAVRE, GREAT FALLS, HELENA AND BUTTE.

.....	No. 237	3-235	STATIONS.	236-2	No. 238	....
.....	.....	*1045 P M	lve... St. Paul... arr.	8 10 A M	.....	....
.....	.....	11 20 P M	... Minneapolis. arr.	7 40 A M	.....	....
.....	.....	1 55 A M	arr..... Havre.... lve.	3 20 A M	.....	....
.....	.....	4 30 A M	lve..... Havre.... arr.	2 50 A M	.....	....
.....	*3 40 P M	9 25 A M	.... Great Falls.. arr.	10 00 P M	5 00 P M	....
.....	7 25 P M	1 10 P M	arr..... Helena.....	6 20 P M	11 20 A M	....
....	11 25 P M	4 55 P M	..... Butte	3 00 P M	8 00 A M	....
.....	12 30 Night	6 00 P M	arr.. Anaconda .. lve.	*1125 A M	*6 40 P M	....

Equipment.—Standard Sleeping Cars between St. Paul, Minneapolis and Butte westbound on Train No. 3 to Havre, thence Train No. 235; eastbound on Train No. 236 Butte to Havre, thence Train No. 2, the Oriental Limited. Buffet Parlor Cars between Great Falls and Butte on Trains Nos. 237 and 238. See Time-table No. 35.

WINNIPEG SERVICE.

Westbound. — *Eastbound.*

5-137	9-137	No. 7	STATIONS.	No. 8	10-138
.....	.....	.....	LEAVE] [ARRIVE	.....	.....
*10 10 P M	*7 30 P M	*5 15 P M	..... St. Paul.....	7 45 A M	*7 50 A M
10 40 P M	8 03 P M	5 50 P M	.... Minneapolis.. ar.	7 15 A M	7 18 A M
12 30 Night	.....	7 45 P M	..... St. Cloud	5 15 A M	.....
3 39 A M	.....	10 54 P M	.... Fergus Falls....	2 06 A M	.....
7 30 A M	.....	2 20 A M	.... Crookston.....	10 25 P M	.....
.....	.....	5 07 A M	..... Emerson.....	7 20 P M	.....
.....	11 15 P M	.....	..... Willmar.....	.....	4 20 A M
.....	3 20 A M	.....	... Breckenridge.....	.....	12 40 Night
.....	5 17 A M	.....	..... Fargo.....	.....	10 48 P M
†8 35 A M	†8 35 A M	.....	.... Grand Forks....	.....	*8 05 P M
10 06 A M	10 06 A M	.....	..... Grafton	.....	6 24 P M
1 20 P M	1 20 P M	6 11 A M	..... Morris.....	6 30 P M	3 18 P M
†3 05 P M	†3 05 P M	7 25 A M	..... Winnipeg	*5 20 P M	†1 35 P M
Via C. P. R.	Via C. P. R.	Via C. N. R.	ARRIVE] [LEAVE	Via C. N. R.	Via C. P. R.

Equipment.—**Nos. 7 and 8—The Winnipeg Limited**—Daily. Compartment Observation Cars, Standard Sleeping Cars, Day Coaches and Smoking Cars between St. Paul, Minneapolis and Winnipeg without change. Standard Sleeping Car on Train No. 8 Crookston to St. Paul en route from Grand Forks on Train No. 36. Dining Car between St. Paul, Minneapolis and St. Cloud and between Winnipeg and Emerson, serving meals a la carte. See Time-tables Nos. 1 and 6.

Nos. 9 and 10—Standard Sleeping Cars between St. Paul, Minneapolis and Grand Forks; between St. Paul, Minneapolis and Fargo; between St. Paul, Minneapolis and Aberdeen, via Breckenridge. Buffet Sleeping Cars between St. Paul, Minneapolis and Yankton, via Willmar. See Time-tables Nos. 2 and 7.

GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN

GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN

GREAT NORTHERN RAILWAY

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

CONDENSED SCHEDULES OF THROUGH TRAINS—Continued.

DULUTH AND SUPERIOR SERVICE.

Northbound.					STATIONS.	Southbound.				
			15-32	18	20		19	17	16-31	
			P M	P M	A M	LEAVE] [ARRIVE	P M	A M	P M	
			†3 15	*1110	*900	.....St. Paul.....	8 15	6 30	1 15	
			3 45	1145	9 30	...Minneapolis...	7 46	5 55	12 45	
			.....	1 33	1044	...Cambridge...	6 24	4 15	.....	
			4 46	.....	.....	....Elk River.....	.....	.....	11 40	
			6 15	.....	.....	.....Milaca.....	.....	.....	10 10	
			7 37	3 13	1144	....Hinckley....	5 26	2 53	8 38	
			7 69	3 40	1201	...Sandstone...	5 13	2 30	8 19	
			10 00	6 15	1 40	.....Superior.....	3 40	1125	6 15	
			10 15	6 30	1 55	.....Duluth.....	*325	*1110	†6 00	
			P M	A M	P M	ARRIVE] [LEAVE	P M	P M	A M	

Equipment.—**Nos. 17 and 18—Night Express**—Via Cambridge. Daily. Standard Sleeping Cars and Day Coaches between St. Paul and Duluth and between Minneapolis and Duluth. Berths may be occupied by passengers at any time after 9 00 p.m. at St. Paul, Minneapolis and Duluth Union Depots. Passengers may remain in berths until 8 00 a.m. See Time-table No. 8.

Nos. 19 and 20—The Gopher State Express—Via Cambridge. Daily. Observation Parlor Cars, Dining Cars, Day Coaches and Smoking Car between St. Paul, Minneapolis and Duluth. See Time-table No. 8.

Nos. 15-16, 31-32—Day Express—Via Elk River and Milaca. Daily, except Sunday. Observation Parlor Cars, Day Coaches and Smoking Cars between St. Paul, Minneapolis and Duluth, via Princeton. See Time-table No. 8.

ST. PAUL, MINNEAPOLIS, SIOUX FALLS, YANKTON AND SIOUX CITY.

		9-161	9-51	13-31	STATIONS.	32-14	52-10	162-10	
		P M	P M	A M	LEAVE] [ARRIVE	P M	A M	A M	
		*7 30	*7 30	†9 20	.....St. Paul.....	6 30	7 51	7 51	
		8 03	8 03	9 55	...Minneapolis..arr.	5 56	7 15	7 15	
		11 10	11 10	1 30	arr...Willmar...lve.	2 30	4 15	4 15	
		12 01	12 01	2 00	lve...Willmar...arr.	2 00	3 43	3 45	
		4 53	4 36	5 34	.....Pipestone.....	10 37	12 06	12 06	
		5 50	5 40	6 20	arr...Garretson..lve.	9 50	11 20	11 20	
		5 55	6 00	6 32	lve...Garretson..arr.	9 45	11 00	11 05	
		9 40	.....	10 00	.....Sioux City.....	†6 30	.....	*7 40	
		A M	7 00	7 25	.....Sioux Falls.lve.	†8 40	10 15	P M	
			9 30	P M	.....Yankton.....	A M	*7 40	.....	
			A M	.....	ARRIVE] [LEAVE	.....	P M	.....	

Nos. 51 and 52—St. Paul, Minneapolis, Sioux City and Yankton Night Express—Buffet Standard Sleeping Cars between St. Paul, Minneapolis and Yankton, via Nos. 9 and 10 between St. Paul and Willmar. See Time-table No. 22.

ST. PAUL, MINNEAPOLIS, BRECKENRIDGE, RUTLAND, ABERDEEN AND ELLENDALE.

		8	3-335	9-191	STATIONS.	192-10	336	10	
		P M	P M	P M	LEAVE] [ARRIVE	A M	.....	A M	
		†7 30	†1045	*7 30	.....St. Paul.....	7 51	.....	¶7 51	
		8 03	11 20	8 03	....Minneapolis.arr.	7 18	.....	7 18	
		2 10	.....	2 10	lv. Breckenridge.ar.	1 05	A M	1 05	
		3 55	9 50	3 55	.....Hankinson.....	11 28	11 45	11 26	
		5 10	1 00	5 10	arr...Rutland.....	10 09	9 10	10 09	
		.....	6 00	7 50	arr...Aberdeen..lve.	*7 40	†5 00	.....	
		5 20	P M	A M	lve...Rutland...arr.	P M	A M	8 50	
		7 40	.....	.....	.....Ellendale.....	.....	.....	7 25	
		†8 10	.....	.....	.....Forbes.....	.....	.....	†6 50	
		A M	.....	.....	ARRIVE] [LEAVE	.....	.....	P M	

Equipment.—Standard Sleeping Cars between St. Paul, Minneapolis and Aberdeen. Coaches and Smoking Cars between Breckenridge and Aberdeen. See Time-table No 16.

ST. PAUL, MINNEAPOLIS, FERGUS FALLS, CROOKSTON, MINOT AND WILLISTON.

	11	3	1	5	STATIONS.	6	2	4	12	
	A M	P M	A M	P M	LEAVE] [ARRIVE	A M	A M	A M	P M	
	*835	*1045	*1115	*1040	.....St. Paul.....	10 40	8 10	7 05	6 05	
	9 05	11 20	11 45	11 10	...Minneapolis...	10 10	7 40	6 30	5 35	
	1135	.....	1 47	1 00	.....St. Cloud.....	7 55	5 45	....	3 20	
	5 50	.....	.....	.....	.....Fargo.....	.....	.....	....	*825	
	P M	.....	.....	8 00	.....Crookston.....	10 35	.....	....	A M	
	.....	.....	8 40	9 30	....Grand Forks...	9 35	10 50	....	....	
	.....	10 35	11 10	1 25	....Devils Lake....	5 45	8 10	4 20	....	
	.....	2 00	2 25	6 40	.....Minot.....	10 45	4 45	12 20	....	
	.....	5 50	5 55	10 30	.....Williston.....	*6 10	*1 10	*8 00	....	
	.....	P M	A M	P M	ARRIVE] [LEAVE	A M	P M	A M	....	

Equipment.—**Nos. 5 and 6**—Coaches and Smoking Cars between St. Paul, Minneapolis and Williston. Standard Sleeping Cars St. Paul, Minneapolis to Grand Forks on No. 5, returning on Nos. 36 and 8, via Crookston. Buffet Parlor Cars between Crookston and Minot. See Time-tables Nos. 1, 2 and 3. For equipment of Nos. 1, 2, 3 and 4, see page 638.

DULUTH, SUPERIOR, CROOKSTON, GRAND FORKS AND WEST.

Nos. 35-5	Nos. 33-1	STATIONS.	Nos. 2-34	Nos. 4-36	Nos. 6-36
*8 55 P M	*8 45 A M	lve....Duluth...arr.	6 35 P M	7 15 A M	7 15 A M
9 10 P M	9 00 A M	.....Superior.....	6 20 P M	7 00 A M	7 00 A M
3 05 A M	2 50 P M	.....Cass Lake.....	12 45 Noon	1 55 A M	1 55 A M
3 42 A M	3 30 P M	.....Bemidji.....	12 08 Noon	1 20 A M	1 20 A M
7 05 A M	6 55 P M	.....Crookston.....	8 35 A M	10 20 P M	10 20 P M
•3 00 P M	7 25 A M	.....Winnipeg.....	.....	5 20 P M	5 20 P M
9 00 A M	8 40 P M	....Grand Forks....	9 10 P M	9 35 P M	9 35 P M
6 20 P M	2 25 A M	.....Minot.....	4 45 P M	12 20 Noon	*1045 A M
.....	6 30 A M	arr...Spokane.....	7 55 A M	10 40 P M	.....
.....	8 50 P M	.....Everett.....	8 20 P M	10 10 A M	.....
.....	8 15 P M	arr....Seattle..lve	*7 10 P M	*9 00 A M	.....

Equipment.—**Nos. 33 and 34—Duluth and Grand Forks Day Express**—Buffet Parlor Cars, Coaches and Smoking Cars between Duluth, Superior and Grand Forks, connecting at Grand Forks with the Oriental Limited. See Time-tables Nos. 1, 2, 3, 4, 5 and 12.

Nos. 35 and 36—Duluth and Crookston Night Express—Standard Sleeping Cars between Duluth, Superior and Grand Forks. No. 4 connects with No. 36 at Larimore. No. 8 from Winnipeg connects at Crookston with No. 36 for Duluth. See Time-tables Nos. 1, 2, 3, 4, 5 and 12.

SPOKANE-SEATTLE SERVICE.

	25	43	3	1	STATIONS.	2	4	44	26	
	P M	A M	P M	A M	LEAVE] [ARRIVE	A M	P M	A M	A M	
	*730	*9 10	*845	*7 00	.....Spokane.....	7 40	10 25	11 30	7 15	
	8 07	10 55	— —	8 48	....Harrington....	5 58	8 40	9 47	5 25	
	1041	12 25	1204	10 20	...Wilson Creek...	4 26	7 05	8 05	3 49	
	1 00	3 02	2 50	12 42	....Wenatchee....	1 57	4 15	5 15	1 10	
	2 00	4 05	3 45	1 35	....Leavenworth...	1 15	3 20	4 25	12 15	
	4 55	7 05	6 50	4 40	....Skykomish....	10 15	12 20	1 05	9 10	
	6 59	— —	8 25	6 19	....Snohomish....	8 40	10 35	11 30	7 00	
	7 28	9 10	8 50	6 50	arr...Everett.....	8 20	10 10	11 10	6 35	
	9 00	10 50	1015	8 15	.....Seattle.....	*7 10	*9 00	*1000	*5 15	
	A M	P M	A M	P M	ARRIVE] [LEAVE	P M	A M	P M	P M	

Equipment.—For equipment of Nos. 1, 2, 3, 4, 43 and 44, see page 646.

Nos. 25 and 26—Parlor Observation Cars, Standard Sleeping Cars, Dining Cars, Day Coaches and Smoking Cars between Spokane and Seattle without change. See Time-table No. 5.

PORTLAND, TACOMA, SEATTLE, BELLINGHAM AND VANCOUVER.

No. 276	No. 270	No. 278	No. 272	No. 274	STATIONS.	No. 277	No. 273	No. 269	No. 271	No. 275
					LEAVE] [ARRIVE					
*3 00 P M	*12 15 Night	*8 15 A M	*1000 A M	*12 15 Night	.....Portland.....	8 35 P M	10 30 P M	10 30 P M	7 00 A M	4 00 P M
8 45 P M	6 00 A M	2 30 P M	3 05 P M	6 00 A M	.....Tacoma.....	3 05 P M	5 30 P M	5 30 P M	12 15 Night	9 40 A M
11 45 P M	12 25 Noon	5 45 P M	4 35 P M	8 05 A M	.....Seattle....arr.	11 50 A M	3 35 P M	3 55 P M	9 40 P M	7 45 A M
1 20 A M	1 52 P M	7 20 P M	5 52 P M	9 44 A M	.....Everett.....	10 07 A M	1 52 P M	2 35 P M	8 15 P M	6 07 A M
4 12 A M	4 30 P M	10 15 P M	8 00 P M	12 50 Noon	.....Bellingham.....	*7 15 A M	10 55 A M	12 30 Noon	6 00 P M	3 00 A M
6 20 A M	6 25 P M	.....	9 30 P M	2 55 P M	...New Westminster...	.....	8 50 A M	11 00 A M	4 30 P M	12 27 Night
7 00 A M	7 00 P M	.....	10 00 P M	3 30 P M	.....Vancouver.....	.....	*8 15 A M	*1030 A M	*4 00 P M	*1145 P M
					ARRIVE] [LEAVE					

EQUIPMENT.

•**Nos. 270 and 271—The Daylight Limited**—Observation Parlor and Dining Cars, Day Coaches and Smoking Cars between Seattle and Vancouver. See Time-tables Nos. 5 and 48.

No. 269—The Portland Limited; No. 272—The Vancouver Limited—Between Portland and Vancouver. Daily. Via N. P. Ry. and Seattle. Observation Parlor Cars, Dining Cars, Day Coaches and Smokers. See Time-tables Nos. 5 and 48.

Nos. 275 and 276—The Owl—Standard Sleeping Cars, Coaches and Smoking Car between Seattle and Vancouver. Standard Sleeping Cars between Seattle and Bellingham. Sleepers will be ready to receive passengers at Seattle, Bellingham and Vancouver at 9 30 p.m. See Time-tables Nos. 5 and 48.

Nos. 273 and 274—Buffet Parlor Observation Car and First-class Day Coaches between Seattle and Vancouver. See Time-tables Nos. 5 and 48.

Trains marked * run daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday. • Via Grand Forks.

GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN

Pintsch Gas
Steam Heat

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

Used on most of the Prominent Railways in Europe and the United States.

GREAT NORTHERN RAILWAY LINE

Table I—MAIN LINE, VIA ST. CLOUD, FARGO AND GRAND FORKS.

NOTE.—Trains Nos. 1 and 2, The Oriental Limited, carry but a limited amount of baggage. Baggage of passengers on these trains will be forwarded by another train when necessary.

*Daily; † daily, except Sunday; *a* stops to leave passengers from west of Cut Bank; *c* stops to take passengers for points beyond St. Paul and Minneapolis; *d* stops to take passengers for Twin Cities; *s* stops Sunday only.

STANDARD—*Central time.*

+ Coupon stations; ♁ Telegraph stations.

For Map, see page 634.

For Index of Stations, see pages 636 and 637.

13	9	No. 11	No. 7	No. 5	No. 1	Ms	October 31, 1909.	No. 2	No. 6	No. 8	No. 12	No. 10	4	14
A M	P M						LEAVE] [ARRIVE						A M	P M
†9 20	*7 50	*8 35 A M	*6 15 P M	*10 40 P M	*11 15 A M	0	+.....St. Paul.....♁	8 10 A M	10 40 A M	7 45 A M	8 05 P M	7 51 A M	7 05	6 30
9 55	8 05	9 05 A M	5 50 P M	11 10 P M	11 45 A M	10	lve.+Minneapolis ♁ arr.	7 40 A M	10 10 A M	7 15 A M	5 35 P M	7 18 A M	6 30	5 55
		9 20 »	— —	— —		17	.....Robbinsdale.....		9 48 »	— —				
		9 33 »	— —	11 34 P M		24	.....Osseo.....♁		9 33 »	— —				
		9 42 »	— —	— —		28	.....Maple Grove.....		9 20 »	— —				
		9 51 »	— —	— —		33	.....Rogers.....		9 13 »	— —				
		10 06 »	— —	— —		39	.....Alberville.....♁		9 01 »	— —				
		10 27 »	8 52 »	— —		48	.....Monticello.....♁		8 45 »	6 05 »				
		10 43 »	— —	— —		55	.....Enfield.....		8 30 »	— —				
		10 48 »	— —	— —		57	.....Hasty.....♁		8 26 »	— —				
		11 01 »	7 18 »	— —		62	.....Clearwater.....		8 18 »	— —				
		11 15 »	— —	— —		70	.....St. Augusta.....		8 05 »	— —				
		11 25 A M	7 43 P M	1 00 A M		75	arr..+St. Cloud ♁.lve.		7 55 A M	5 15 A M				
					— —	21	.....Coon Creek.....♁	— —			5 05 P M			
					— —	29	.....Anoka.....♁	— —			4 56 »			
					— —	36	.....Dayton.....♁	— —			4 43 »			
					— —	41	.....Elk River.....♁	— —			4 35 »			
					— —	46	.....Bailey's.....♁	— —			4 23 »			
					12 55 Noon	49	.....Big Lake.....♁	— —			4 17 »			
					— —	57	.....Becker.....♁	— —			4 04 »			
					1 19 P M	64	.....Clear Lake.....♁	— —			3 52 »			
					— —	70	.....Cable.....♁	— —			3 41 »			
					1 35 P M	75	arr.+St. Cloud ♁.lve.	5 57 A M			3 30 P M			
Via Willmar and Breckenridge Divisions. See Tables Nos. 2 and 7.	Via Willmar and Breckenridge Divisions. See Tables Nos. 2 and 7.	11 35 A M	7 45 P M	1 00 A M	1 47 P M	75	lve...St. Cloud...arr.	5 45 A M	7 50 A M	5 07 A M	3 18 P M	Via Willmar and Breckenridge Divisions. See Tables Nos. 2 and 7.	Via Willmar and Breckenridge Divisions. See Table No. 2.	Via Willmar and Breckenridge Divisions. See Tables Nos. 2 and 7.
		11 50 »	— —	— —	— —	82	.....St. Joseph.....♁	*a* —	7 33 »	— —	3 09 »			
		11 55 A M	— —	— —	— —	85	.....Collegeville.....	*a* —	7 27 »	— —	2 51 »			
		12 07 Noon	— —	— —	— —	90	.....Avon.....♁	*a* —	7 14 »	— —	2 38 »			
		12 21 »	— —	— —	— —	96	.....Albany.....♁	*a* —	7 01 »	— —	2 22 »			
		12 35 »	— —	— —	— —	102	.....Freeport.....♁	*a* —	6 47 »	— —	2 00 »			
		12 48 Noon	— —	— —	— —	108	.....Melrose.....♁	*a* —	6 33 »	— —	1 40 »			
		1 30 P M	8 58 »	2 12 »	— —	117	+..Sauk Centre..♁	*a* —	6 03 »	4 00 »	1 10 P M			
		1 44 »	— —	— —	— —	124	.....West Union.....♁	*a* —	5 49 »	— —	12 34 Noon			
		1 58 »	9 18 »	— —	— —	130	.....Osakis.....♁	*a* —	5 35 »	— —	12 22 »			
		2 08 »	— —	— —	— —	136	.....Nelson.....♁	*a* —	5 22 »	— —	12 07 Noon			
		2 19 »	9 38 »	2 55 »	— —	141	+..Alexandria..♁	*a* —	5 10 »	3 18 »	11 56 A M			
		2 32 »	— —	— —	— —	148	.....Garfield.....♁	*a* —	4 55 »	— —	11 40 »			
		2 43 »	— —	— —	— —	154	.....Brandon.....♁	*a* —	4 42 »	— —	11 28 »			
		2 54 »	10 07 »	— —	— —	159	+...Evansville...♁	*a* —	4 30 »	— —	11 16 »			
		3 02 »	— —	— —	— —	163	.....Melby.....	*a* —	4 15 »	— —	11 03 »			
		3 10 »	— —	3 39 »	— —	168	.....Ashby.....♁	*a* —	4 05 »	— —	10 56 »			
		3 25 »	— —	— —	— —	176	.....Dalton.....♁	*a* —	3 49 »	— —	10 42 »			
		3 38 »	— —	— —	— —	182	.....Parkdale.....	*a* —	3 29 »	— —	10 30 »			
		3 58 »	10 55 »	4 09 »	4 41 »	187	+..Fergus Falls..♁	3 43 »	3 15 »	2 05 »	10 20 »			
		4 07 »	— —	— —	— —	195	.....Carlisle.....	*a* —	2 54 »	— —	10 08 »			
		4 25 »	— —	4 35 »	— —	204	.....Rothsay.....♁	*a* —	2 35 »	— —	9 46 »			
		4 40 »	— —	— —	— —	210	.....Lawndale.....	*a* —	2 20 »	— —	9 33 »			
		4 55 P M	11 45 P M	5 00 A M	6 50 P M	217	arr..+Barnesville ♁.lve.	1 50 A M	2 05 A M	1 15 A M	*9 20 A M			
			*11 50 P M	*5 05 A M		217	lve....Barnesville...arr.		2 00 A M	1 10 A M				
			— —	5 22 »		225	.....Downer.....		1 35 »	— —				
			12 25 Night	5 39 »		235	+.....Glyndon.....♁		1 18 »	12 25 Night				
			— —	5 51 »		242	.....Averill.....		1 01 A M	— —				
			— —	5 56 »		250	.....Felton.....♁		12 46 Night	*d* 11 56 P M				
			— —	6 19 »		257	.....Borup.....		12 20 »	— —				
			— —	6 25 »		260	.....Wheatville.....		12 12 Night	— —				
			1 13 A M	6 39 »		265	+.....Ada.....♁		11 59 P M	11 31 »				
			— —	6 48 »		270	.....Hadler.....		11 42 »	— —				
			— —	6 58 »		275	.....Lockhart.....		11 31 »	— —				
			— —	7 12 »		282	.....Beltrami.....		11 16 »	*c* 11 00 »				
			— —	7 25 »		288	.....Russia.....		11 04 »	— —				
			— —	7 34 »		292	.....Kittson.....		10 54 »	— —				
			2 10 »	7 48 »		297	...Redland Junction...		10 37 »	10 27 »				
			2 15 A M	7 50 »		299	arr.+Crookston ♁ lve.		10 35 »	*10 25 P M				
			Runs to Winnipeg. See Table No. 6.	8 00 »		299	lve...Crookston..arr.		10 30 »	Runs from Winnipeg. See Table No. 6.				
				8 13 »		304	.....Hixon.....		10 19 »					
				8 26 »		310	.....Fisher.....♁		10 08 »					
				8 43 »		317	.....Mallory.....♁		9 55 »					
				8 55 »		323	...E. Grand Forks.♁		9 42 »					
				9 00 A M		324	arr.+Grand Forks ♁.lve.		*9 35 P M					
		5 00 P M		5 05 A M	5 35 P M	217	lve.+Barnesville ♁ arr.	1 45 A M	2 00 A M		9 15 A M			
		5 15 »			— —	226	.....Baker.....♁	— —			8 57 »			
		5 26 »			— —	232	.....Sabin.....♁	— —			8 46 »			
8 15	5 00	5 42 »	No. 111		6 10 »	241	+Moorhead, Minn ♁	1 08 »		No. 112	8 50 »	10 30 P M		7 50
8 20	5 17	5 50 P M	†3 40 P M		6 20 »	242	+...Fargo, N.D...♁	1 00 A M		10 50 A M	*8 25 A M	10 23 »		†7 45 A M
P M	5 35		3 55 »		— —	250	.....Harwood.....	— —		10 33 »		9 51 »		
	5 48		4 07 »	Via Crookston.	— —	256	.....Argusville.....♁	— —	Via Crookston.	10 23 »		9 39 »		
	6 02		4 20 »		— —	263	.....Gardner.....	— —		10 09 »		9 25 »		
	6 16		4 32 »		— —	269	.....Grandin.....	— —		9 56 »		9 14 »		
	6 29		4 44 »		— —	275	.....Kelso.....	— —		9 45 »		9 03 »		
	6 35		4 48 »		— —	278	.....Alton.....	— —		9 40 »		8 58 »		
201	6 49		4 57 »		7 18 »	281	+.....Hillsboro.....♁	11 51 P M		9 33 »		8 51 »		206
Runs to Devils Lake.	— —		5 05 »		— —	285	.....Taft.....	— —		9 23 »		— —		Runs from Hannah.
	7 03		5 14 »		— —	289	.....Cummings.....	— —		9 16 »		8 34 »		
	7 15		5 26 »		— —	295	.....Buxton.....♁	— —		9 05 »		8 23 »		
	7 25		5 36 »		— —	300	.....Reynolds.....♁	— —		8 55 »	No. 202 Runs from Devils Lake.	8 13 »		
	7 43		5 51 »		— —	307	.....Thompson.....♁	— —		8 42 »		7 59 »		
	7 54	No. 205	6 02 »		— —	312	.....Merrifield.....	— —		8 33 »		7 47 »		
	8 10	Runs to	6 17 »		— —	318	.....University.....	— —		8 20 »		— —		
P M	8 15	Hannah.	6 25 P M	9 00 A M	8 25 »	320	arr.+Grand Forks ♁ lve.	10 50 »	9 35 P M	†8 15 A M		*7 30 P M		P M
†3 00	A M	†9 10 A M		9 30 »	8 40 P M	320	lve...Grand Forks..arr.	*10 37 P M	6 50 »		11 30 A M			7 15
3 05		9 15 »		— —	— —	322	.....University.....	— —	— —		11 24 »			7 08
3 15		9 27 »		— —	— —	327	.....Powell.....	— —	—		11 13 »			6 58
3 23		9 37 »		*s* —	— —	331	.....Ojata.....	— —	*s* —		11 05 »			6 51
3 32		9 48 »		*s* —	— —	336	.....Emerado.....♁	— —	*s* —		10 55 »			6 42
3 44		10 00 »		*s* —	— —	342	.....Arvilla.....♁	— —	*s* —		10 45 »			6 30
4 10		10 22 A M		10 35 A M	— —	348	arr..+Larimore ♁.lve.	— —	*5 58 P M		†11 35 A M		*6 15 P M	†6 18 P M
P M							Connects with Table No. 2.							

GREAT NORTHERN RAILWAY LINE

Table 2—MAIN LINE, VIA WILLMAR, CASSELTON AND DEVILS LAKE.

183	815	21	No. 13	5	No. 9	No. 3	No. 1	Mls	November 28, 1909.	No. 4	2	No. 10	No. 6	No. 14	No. 22	816
	P M	P M		P M					LEAVE] [ARRIVE		A M					A M
	†4 35	*6 00	†9 20 A M	*10 40	*7 30 P M	*10 45 P M	*11 15 A M	0	+....St. Paul....♂	7 05 A M	8 10	7 51 A M	10 40 A M	6 30 P M	10 55 A M	9 20
	5 07	5 30	9 55 "	11 10	8 03 "	11 20 P M	11 45 A M	10	lve.+Minneapolis ♂ arr.	6 30 "	7 40	7 18 "	10 10 A M	5 55 "	10 25 "	8 50
	5 28	5 52	10 20 "		— —	— —		23	......Holdridge....♂	c —		— —		5 35 "	10 02 "	8 30
	5 32	5 55	10 23 "	Runs via Fergus Falls, Barnesville and Crookston. See Table No. 1.	8 50 "	— —	Runs via Fergus Falls, Fargo and Grand Forks. See Table No. 1.	24	......Wayzata......	c —	Runs via Grand Forks, Fargo and Fergus Falls. See Table No. 1.	6 51 "	Runs via Crookston, Barnesville and Fergus Falls. See Table No. 1.	5 30 "	9 59 "	†8 27
	P M	6 05	10 30 "		8 41 "	— —		27	......Long Lake....♂	5 50 "		6 40 "		5 20 "	9 48 "	A M
	Runs to Hutchinson.	6 15	10 41 "		— —	— —		32	......Maple Plain....♂	c —		— —		5 08 "	9 38 "	Runs from Hutchinson.
		6 28	10 55 "		— —	— —		38	......Delano.......♂	5 31 "		— —		4 53 "	9 26 "	
		6 43	11 10 "		— —	— —		45	......Montrose.....♂	c —		— —		4 39 "	9 05 "	
		6 52	11 18 "		— —	— —		48	......Waverly.......♂	c —		— —		4 34 "	8 56 "	
		7 08	11 32 "		— —	— —		53	+.. Howard Lake..♂	c —		— —		4 23 "	8 44 "	
		7 10	11 40 "		— —	— —		56	......Smith Lake....♂	c —		— —		4 16 "	8 36 "	
		7 20	11 50 A M		— —	— —		59	......Cokato.......♂	c —		— —		4 07 "	8 29 "	
		7 35	12 03 Noon		— —	— —		65	+......Dassel......♂	c —		— —		3 54 "	8 17 "	
		7 45	12 16 "		— —	— —		70	......Darwin.......♂	c —		— —		3 42 "	8 05 "	
		8 00	12 34 "		10 20 "	1 20 A M		76	+... Litchfield.....♂	4 25 "		5 10 "		3 30 "	7 53 "	
		8 15	12 40 Noon		— —	— —		84	......Grove City....♂	c —		— —		3 19 "	7 38 "	
		8 30	1 02 P M		— —	— —		89	......Atwater.......♂	c —		— —		3 09 "	7 27 "	
		8 47	1 16 "		— —	— —		96	......Kandiyohi.....♂	c —		— —		2 45 "	7 12 "	
		9 08	1 30 "		11 10 "	2 05 "		102	arr..+Willmar ♂..lve.	3 25 "		4 15 "		2 30 "	*7 00 A M	
		P M	2 26 "		11 15 "	2 10 "		102	lve....Willmar....arr.	3 20 "		4 10 "		1 40 d		
			2 38 "		11 27 "	— —		109	......Pennock.......♂	c —		— —		1 25 "		
			2 51 "		11 38 "	— —		116	......Kerkhoven.....♂	2 50 "		— —		1 11 "		
			3 00 "		11 49 "	— —		120	......Murdock.......♂	c d		— —		1 00 P M		
Runs from Aberdeen.			3 09 "		11 58 P M	— —		125	......DeGraff.......♂	c —		— —		12 49 Noon		184
			3 27 "		12 17 Night	3 00 "		132	+.....Benson.......♂	2 05 "		3 00 "		12 35 "		Runs to Aberdeen.
			3 39 "		— —	— —		138	......Clontarf......♂	c —		— —		12 10 Noon		
			4 02 "		12 50 Night	— —		148	+.....Hancock......♂	1 26 "		— —		11 44 A M		
			4 25 "		1 07 A M	3 40 "		157	+.....Morris.......♂	1 07 A M		2 15 A M		11 23 "		
			4 41 "		1 22 "	— —		165	......Donnelly......♂	12 46 Night		— —		11 02 "		
			4 53 "		— —	— —		171	......Moose Island......♂	c —		— —		10 52 "		
			5 05 "		1 41 "	— —		176	......Herman.......♂	12 14 Night		— —		10 44 "		
			5 17 "		— —	— —		181	......Norcross......♂	c —		— —		10 34 "		
			5 29 "		— —	— —		187	......Charlesville......	c —		— —		10 24 "		
			5 40 "		2 12 "	— —		192	+.....Tintah.......♂	11 41 P M		— —		10 15 "		
Night	589		— —		— —	— —		196	......Yarmouth........	c —		— —		— —		A M
*12 40	Mix.	197	5 55 "		2 40 "	— —		199	+....Campbell.....♂	11 25 "		12 47 Night		10 00 "		2 35
12 52	A M	A M	6 10 "		— —	— —		207	......Doran.......♂	c —		— —		9 48 "	No. 198	2 23
1 05	†7 30	†5 30	6 36 "		3 20 "	5 20 "		214	+Breckenridge, Minn ♂	10 55 "		12 15 "		9 35 "	9 50 P M	*2 10
A M	7 40	5 35	6 40 P M		3 25 A M	5 25 "		215	ar.+Wahpeton, N.D..lv.	10 45 "		*12 05 Night		†9 25 A M	9 45 "	A M
	7 55	— —	Runs to		Runs to	a —		218	......Slotten........	c —		Runs		Runs	— —	
	8 20	5 47	Fargo.		Grand	a —		222	......Dwight.......♂	c —		from		from	9 28 "	
	8 55	5 59			Forks.	a —		229	......Galchutt.....♂	c —		Grand		Fargo.	9 11 "	
	9 05	6 04				a —		232	......Pitcairn........	c —		Forks.			9 03 "	
	9 30	6 10				a —		235	......Coltax.......♂	c —					8 55 "	
	10 00	6 22				a —		241	......Walcott......♂	c —					8 40 "	
	10 45	6 37				a —		249	......Kindred......♂	c —					8 20 "	
	11 05	6 47	No. 345			a —		254	......Davenport.....♂	c —		No. 346			8 07 "	
	11 20	6 55	e2 20 P M			a —		258	......Addison......♂	c —		9 45 A M			7 57 "	
	11 40	7 04	2 35 "			a —		262	......Durbin.......♂	c —		9 30 "			7 47 "	
	12 01	7 10	2 50 "			a —		267	......Everest......♂	c —		9 13 "			7 35 "	
	12 10	7 35	3 05 P M			6 50 A M		270	+....Casselton....♂	8 55 "		e9 00 A M			7 25 "	
	Noon	— —						273	......Howes.......♂	c —					— —	
		7 50				Runs via Aneta Line. See Table No. 23.		277	......Amenia.....♂	8 30 "					6 48 "	
		8 05						284	......Arthur......♂	8 17 "					6 32 "	
		8 17						290	......Hunter.....♂	8 05 "					6 17 "	
		8 28						295	......Greenfield......	c —					6 04 "	
		— —						298	......Preston........	c —					— —	
		8 40						300	......Blanchard....♂	7 44 "					5 52 "	
		— —						304	......Volga........	c —					— —	
		8 51						307	......Murray........	c —					5 37 "	
		9 05						312	+....Mayville....♂	7 20 "					5 25 "	
		— —						316	......Ames........	c —					— —	
		9 15			No. 201			317	..Portland Junction..	c —					5 10 "	
		9 28			Runs			324	......Hatton......♂	6 58 "		No. 202			4 55 "	
		9 45			from			332	......Northwood....♂	6 42 "		Runs to			4 36 "	
		10 00			Grand			338	......Kempton........	6 30 "		Grand			4 20 "	
		10 20		10 35	Forks.		— —	345	arr.+Larimore ♂ lve.	6 15 P M	— —	Forks.	5 58 P M		†4 05 P M	
		A M		A M					Connects with Table No. 1.							
				10 35	†4 10 P M		— —	345	lve...Larimore..arr.	6 10 P M	— —	10 10 A M	5 58 P M			
				10 58	4 35 "		— —	352	......Shawnee........	c —	— —	9 56 "	5 37 "			
				11 14	4 51 "		— —	358	......Niagara.....♂	c —	— —	9 43 "	5 23 "			
				11 30	5 10 "		— —	364	......Petersburg....♂	c —	— —	9 31 "	5 10 "			
				11 43	5 25 "		— —	371	......Michigan....♂	c —	— —	9 19 "	4 58 "			
				11 52	5 40 "		— —	375	......Mapes.......♂	c —	— —	9 07 "	4 48 "			
				12 15	6 00 "		10 23 P M	381	......Lakota.....♂	5 08 "	— —	8 55 "	4 35 "			
				12 25	6 10 "		— —	385	......Bartlett.....♂	c —	— —	8 42 "	4 24 "			
				12 38	6 22 "		— —	390	......Doyon.......♂	c —	— —	8 32 "	4 14 "			
				12 50	6 34 "		— —	395	......Crary.......♂	c —	— —	8 22 "	4 04 "			
			No. 195	1 02	6 46 "		— —	401	......Keith........	c —	— —	8 10 "	3 55 "	No 196		
			†2 25 P M	1 25	7 00 P M	10 35 A M	11 10 P M	406	+..Devils Lake..♂	4 20 "	8 10	†8 00 A M	3 45 "	1 20 P M		
			2 40 "	1 40		— —	— —	413	....Grand Harbor...♂	c —	— —		3 20 "	1 05 P M		
			2 52 "	1 54		— —	— —	419	......Penn.......♂	c —	— —		3 05 "	12 55 Noon		
			3 05 P M	2 13		— —	— —	425	..Church's Ferry.♂	3 35 "	— —		2 50 "	†12 40 Noon		
				2 28		— —	— —	432	......Niles........	c —	— —		2 28 "			
				2 40		— —	— —	436	......Leeds......♂	3 10 "	— —		2 15 "			
				2 55		— —	— —	442	......York.......♂	2 55 "	— —		2 02 "			
				3 05		— —	— —	448	......Knox.......♂	c —	— —		1 47 "			
				3 20		— —	— —	454	....Pleasant Lake. ♂	c —	— —		1 36 "			
				3 28		— —	— —	458	......Fero........	c —	— —		1 26 "			
				3 45		12 05 Noon	12 43 Night	463	+.....Rugby......♂	2 20 "	*6 30		1 15 "			
				3 57		— —	— —	468	......Tunbridge......	c —	— —		1 02 P M			
				4 12		— —	— —	475	......Berwick.....♂	c —	— —		12 50 Noon			
				4 32		12 33 Noon	— —	482	......Towner.....♂	1 43 "	— —		12 33 "			
				4 47		— —	— —	491	......Denbigh.....♂	c —	— —		12 05 Noon			
				4 58		— —	— —	496	......Riga........	c —	— —		11 50 A M			
				5 20		— —	— —	503	......Granville....♂	*1 03 P M	— —		*11 35 A M			
				P M					ARRIVE] [LEAVE		P M					

*Daily; †daily, except Sunday; *a* stops to take passengers for west of Williston; *c* stops to leave passengers from west of Williston; *d* stops to take passengers for Minneapolis or St. Paul; *e* Tuesday, Thursday and Saturday.

+ Coupon stations; ♂ Telegraph stations.

STANDARD—*Central time.*

For Map, see page 634. For Index of Stations, see pages 636-637.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. || Over 160 railroads use the SAFETY systems of . . . . . Steam Heat

GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN

GREAT NORTHERN RAILWAY

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

Table 3. MAIN LINE—Continued.

219	5	3	1	Mls	October 31, 1909. (Central time.)	4	2	6	220
A M	P M	P M	A M			P M	P M	A M	P M
†1035	*5 20	- -	- -	503	lve..Granville ♁ arr	1 03	- -	11 35	6 00
10 47	5 40	- -	- -	510	.....Norwich.... ♁	e -	- -	11 15	4 41
11 00	5 56	- -	- -	516	.....Surrey.... ♁	e -	- -	11 00	4 30
11 30	6 20	*1 45	*2 15	523	arr..+ Minot ♁ .lve.	12 20	4 46	10 45	†4 15
†5 15	6 40	2 00	2 25	523	lve.... Minot....arr.	12 05	4 35	10 25	11 45
3 26	6 51	- -	- -	529	.....Gassman.....	e -	- -	10 12	11 34
3 35	- -	- -	- -	533	..... Ralston ..	e -	- -	- -	11 26
3 46	7 07	- -	- -	537	..... Des Lacs ... ♁	11 35	- -	9 55	11 18
3 58	7 15	- -	- -	542	.....Lone Tree.....	e -	- -	9 45	11 09
4 05	7 28	- -	- -	546	.....Berthold... ♁	11 17	- -	9 35	†11 00
P M	7 48	- -	- -	556	.....Tagus..... ♁	10 59	- -	9 15	A M
....	8 04	- -	- -	563	.....Blaisdell.....	e -	- -	9 01	
....	8 19	- -	- -	570	..... Palermo.... ♁	10 33	- -	8 47	
....	8 40	3 49	- -	578	.....Stanley..... ♁	10 16	- -	8 29	
....	8 55	- -	- -	585	.....Ross..... ♁	e -	- -	8 15	
....	9 16	- -	- -	590	.....Manitou.....	e -	- -	8 06	
....	9 42	4 23	- -	597	.....White Earth.. ♁	9 36	- -	7 51	
....	10 00	- -	- -	605	..... Tioga..... ♁	9 19	- -	7 34	
....	10 10	- -	- -	611	..... Temple	e -	- -	7 21	
....	10 22	4 57	- -	617	..... Ray..... ♁	8 55	- -	7 09	
....	10 32	- -	- -	623	.....Wheelock.... ♁	e -	- -	6 54	
....	10 44	- -	- -	628	.....Epping.....	e -	- -	6 43	
....	10 57	- -	- -	633	....Spring Brook.. ♁	e -	- -	6 32	
....	11 10	- -	- -	639	.....Avoca.....	e -	- -	6 21	
....	11 30	5 50	5 55	645	arr..Williston ♁ lve.	*8 00	*1 10	*6 10	....
....	P M	P M	A M	....	(Central time.)	A M	P M	A M	2 30
....	A M	P M	A M	..	(Mountain time.)	A M	Noon		P M
....	*6 30	4 55	5 00	645	lve..Williston..arr.	6 55	12 05	....	7 15
....	6 42	d -	- -	651	.....Todd.....	6 42	- -	....	7 00
....	6 52	d -	- -	656	.....Trenton.....	6 32	- -	....	6 50
....	7 02	d -	- -	660	..... Marley	6 24	- -	....	6 41
....	7 15	5 30	- -	665	...Buford, N. Dak. ♁	6 15	- -	....	6 30
....	7 30	5 40	- -	667	...Mondak, Mont. ♁	6 05	- -	....	6 18
....	7 40	d -	- -	671	.....Snowden.... ♁	b -	- -	....	6 05
....	7 51	d -	- -	676	..... Lakeside	b -	- -	....	5 55
....	8 05	d -	- -	679	.....Bainville.... ♁	5 32	- -	....	5 40
....	8 20	d -	- -	690	.....Lanark.....	b -	- -	....	5 25
....	8 40	6 30	6 21	697	.....Culbertson.... ♁	5 06	10 38	....	5 10
....	8 50	d -	- -	703	.....Blair.....	b -	- -	....	4 55
....	9 09	d -	- -	711	.....Calais.....	b -	- -	....	4 38
....	9 20	d -	- -	716	.....Brockton.... ♁	b -	- -	....	4 28
....	9 33	d -	- -	724	.....Sprole.....	b -	- -	....	4 15
....	9 45	d -	- -	730	.....Poplar..... ♁	4 10	- -	....	4 00
....	10 02	d -	- -	737	.....Chelsea.....	b -	- -	....	3 45
....	10 20	d -	- -	745	.....Macon.....	b -	- -	....	3 28
....	10 33	d -	- -	751	.....Wolf Point... ♁	b -	- -	....	3 17
....	10 45	d -	- -	757	..... Lohmiller	b -	- -	....	3 05
....	10 57	d -	- -	763	.....Oswego .... ♁	b -	- -	....	2 56
....	11 15	d -	- -	770	.....Frazer.....	b -	- -	....	2 41
....	11 27	d -	- -	775	..... Kintyre	b -	- -	....	2 31
....	11 42	d -	- -	781	.....Milk River... ♁	b -	- -	....	2 20
....	11 55	d -	- -	786	.....Nashua .... ♁	b -	- -	....	2 10
....	12 14	d -	- -	794	.....Whately.....	b -	- -	....	1 53
....	12 30	9 20	9 15	801	arr...Glasgow ♁ lve.	2 05	7 45	....	1 40
....	12 50	9 25	9 20	801	lve...Glasgow...arr.	2 00	7 40	....	1 20
....	1 05	d -	- -	806	.....Paisley.....	b -	- -	....	1 05
....	1 21	d -	- -	813	.....Tampico.....	b -	- -	....	12 45
....	1 32	d -	- -	818	.....Vandalia.....	b -	- -	....	12 32
....	1 56	10 10	- -	827	.....Hinsdale.... ♁	12 55	- -	....	12 12
....	2 10	d -	- -	835	.....Beaverton.....	b -	- -	....	11 53
....	2 20	10 35	- -	839	.....Saco..... ♁	12 30	- -	....	11 42
....	2 55	d -	- -	849	..... Ashfield.....	b -	- -	....	11 28
....	2 47	d -	- -	858	.....Bowdoin.....	b -	- -	....	11 15
....	3 00	d -	- -	861	..... Strater	b -	- -	....	11 00
....	3 15	11 26	11 11	867	.....Malta..... ♁	11 47	5 48	....	10 40
....	3 26	d -	- -	871	.....Exeter.....	11 35	- -	....	10 25
....	3 38	d -	- -	876	..... Wagner .... ♁	11 25	- -	....	10 15
....	3 55	11 54	- -	884	.....Dodson .... ♁	11 13	- -	....	10 00
....	4 09	d -	- -	890	.....Haro.....	11 03	- -	....	9 47
....	4 18	d -	- -	894	.....Coburg .... ♁	10 58	- -	....	9 38
....	4 30	d -	- -	889	.....Savoy.....	10 48	- -	....	9 27
....	4 44	d -	- -	906	.....Montauk.....	10 36	- -	....	9 14
....	4 58	12 57	- -	911	.....Harlem .... ♁	10 26	- -	....	9 03
....	5 11	d -	- -	917	..... Madras	10 14	- -	....	8 48
....	5 23	d -	- -	923	.....Zurich.....	10 04	- -	....	8 35
....	5 50	d -	- -	927	.....North Fork....	9 57	- -	....	8 27
....	5 46	1 15	12 53	932	.....Chinook.... ♁	9 47	4 10	....	8 15
....	6 02	d -	- -	940	..... Yantic	9 33	- -	....	7 58
....	6 15	d -	- -	947	.....Toledo.....	9 22	- -	....	7 45
....	6 30	1 55	1 30	954	arr..+Havre ♁ .lve.	9 10	3 20	....	*7 30
....	P M	2 10	1 45	954	lve....Havre....arr.	8 55	3 05	....	A M
....	....	2 28	n -	964	.....Burnham.....	8 35	- -	....	....
....	....	2 38	n -	968	.....Fresno.....	8 27	- -	....	....
....	....	2 45	n -	973	.....Kremlin .... ♁	8 19	- -	....	....
....	....	2 54	n -	979	.....Xenia.....	8 09	- -	....	....
....	....	3 01	n -	983	.....Gildford.... ♁	8 01	- -	....	....
....	....	3 11	n -	989	.....Hingham	*7 52	- -	....	....
....	....	A M	P M	....	ARRIVE]	[LEAVE	P M	A M	....

n Stops to leave from east of Devils Lake; e stops to leave from east or south of Shelby; b stops to take for south of Shelby; r stops to leave from west of Libby; t stops to leave from or take for south of Shelby. + Coupon stations; ♁ Telegraph stations.

Table 4.

43	3	1	263	Mls	October 31, 1909. (Mountain time.)	264	4	2	44
....	A M	P M	....			....	P M	A M	....
....	*3 11	n -	....	989	lve..Hingham ..arr.	....	7 52	- -	....
....	3 22	n -	....	995	.....Rudyard.....	....	7 42	- -	....
....	3 31	n -	....	1001	.....Inverness.... ♁	....	7 30	- -	....
....	3 38	n -	....	1005	.....Joplin.....	....	7 22	- -	....
....	3 46	n -	....	1010	.....Bison.....	....	7 13	- -	....
....	3 56	n -	....	1015	.....Chester .... ♁	....	7 02	- -	....
....	4 07	n -	....	1021	.....Tiber.....	....	6 49	- -	....
....	4 18	n -	....	1028	.....Lothair .... ♁	....	6 38	- -	....
....	4 27	n -	....	1034	.....Galata.....	....	6 26	- -	....
....	4 39	n -	....	1040	.....Concord.... ♁	....	6 17	- -	....
....	4 47	n -	....	1044	..... Hoffman	....	6 09	- -	....
....	4 54	n -	....	1049	.....Dunkirk.....	....	6 02	- -	....
P M	5 03	n -	....	1055	.....Farrell.....	....	5 52	- -	A M
*6 55	5 13	n -	....	1058	+.... Shelby.... ♁	....	5 42	- -	5 30
7 03	5 23	n -	....	1061	.....Virden.... ♁	....	5 32	- -	5 23
t -	5 35	n -	....	1066	.....Simla	....	5 22	- -	t -
t -	5 45	n -	....	1071	.....Ethridge.....	....	5 14	- -	t -
t -	6 05	n -	....	1079	.....Baltic.....	....	4 57	- -	t -
7 50	6 15	*5 40	....	1082	arr.. Cut Bank ♁ lve.	....	4 45	11 30	4 40
7 55	6 20	5 45	....	1082	lve.. Cut Bank..arr.	....	4 40	11 25	4 35
o -	6 38	n -	....	1088	.....Opal.....	....	4 22	- -	pr
o -	6 47	n -	....	1092	.....Seville.....	....	4 13	- -	pr
o -	6 57	n -	....	1097	..... Carlow	....	4 03	- -	pr
o -	7 06	n -	....	1103	..... Bombay.....	....	3 50	- -	pr
o -	7 17	n -	....	1109	..... Blackfoot	....	3 40	- -	pr
o -	7 26	n -	....	1113	..... Kipp	....	3 32	- -	pr
9 04	7 38	6 67	....	1116	.....Browning.... ♁	....	3 25	10 18	3 29
o -	7 53	n -	....	1121	.....Durham.....	....	3 10	- -	pr
o -	8 07	n -	....	1127	.....Kilroy.....	....	3 00	- -	pr
o -	8 14	n -	....	1130	.....Midvale.... ♁	....	2 50	- -	pr
o -	8 21	n -	....	1134	..... Talbot	....	2 44	- -	pr
o -	8 31	n -	....	1136	.....Lubec.....	....	2 37	- -	pr
o -	8 38	n -	....	1139	.....Arklow	....	2 31	- -	pr
10 12	8 49	8 02	....	1143	.....Summit.... ♁	....	2 25	9 27	2 35
o -	8 57	n -	....	1146	.....Skyland.....	....	2 11	- -	pr
o -	9 05	n -	....	1149	.....Fielding.... ♁	....	1 54	- -	pr
o -	9 13	n -	....	1153	.....Highgate.....	....	1 38	- -	pr
o -	9 23	n -	....	1157	.....Java.....	....	1 18	- -	pr
11 00	9 33	8 44	....	1161	.....Essex..... ♁	....	1 05	8 23	1 28
o -	9 43	n -	....	1167	.....Paola.....	....	12 50	- -	pr
o -	9 58	n -	....	1171	.....Garry.....	....	12 35	- -	pr
o -	10 12	n -	....	1177	.....Nyack..... ♁	....	12 20	- -	pr
o -	10 22	n -	....	1182	.....Rockhill.....	....	12 08	- -	pr
12 01	10 36	8 42	....	1183	.....Belton..... ♁	....	11 55	7 16	12 24
o -	10 45	n -	....	1191	..... Egan	....	11 47	- -	pr
o -	10 58	n -	....	1196	.....Coram.....	....	11 35	- -	pr
12 38	11 15	10 22	....	1203	.Columbia Falls ♁	....	11 15	6 44	11 47
1 35	11 50	11 00	....	1218	arr..Kalispell .lve.	....	*1030	*5 55	*9 35
o -	11 21	n -	....	1207	....Half Moon.....	....	11 05	- -	pr
12 55	11 35	10 40	....	1211	arr.. Whitefish ♁ lve.	....	10 45	6 25	11 30
1 10	11 45	10 50	....	1211	lve...Whitefish..arr.	....	10 30	6 10	11 16
o -	11 56	n -	....	1216	.....Vista.....	....	10 16	- -	pr
o -	12 10	n -	....	1223	.....Lupfer.....	....	10 03	- -	pr
o -	12 21	n -	....	1228	.....Olney.....	....	9 52	- -	pr
o -	12 34	n -	....	1234	.....Radnor.....	....	9 40	- -	pr
o -	12 46	n -	....	1241	.....Stryker..... ♁	....	9 27	- -	pr
o -	12 57	n -	....	1247	.....Trego.....	....	9 10	- -	pr
o -	1 09	n -	....	1252	.....Fortine..... ♁	....	8 57	- -	pr
o -	1 22	n -	....	1259	.....Tobacco.....	....	8 36	- -	pr
2 44	1 33	12 27	....	1263	.....Eureka..... ♁	....	8 24	4 22	9 28
o -	1 45	n -	....	1269	.....Shields	....	8 05	- -	pr
3 01	1 56	12 43	....	1272	.....Rexford.... ♁	....	7 57	3 58	9 01
o -	2 05	n -	....	1277	.....Rondo.....	....	7 42	- -	pr
o -	2 17	n -	....	1283	.....Stonehill.....	....	7 30	- -	pr
o -	2 28	n -	....	1289	.....Tweed.....	....	7 20	- -	pr
o -	2 39	n -	....	1294	.....Ural..... ♁	....	7 10	- -	pr
o -	2 49	n -	....	1299	.....Volcour.....	....	7 00	- -	pr
o -	3 08	n -	....	1304	.....Warland..... ♁	....	6 51	- -	pr
o -	3 18	n -	....	1309	.....Yarnell.....	....	6 39	- -	pr
o -	3 28	n -	....	1315	+....Jennings..... ♁	....	6 27	- -	pr
o -	3 38	n -	....	1321	..... Ripley	....	6 15	- -	pr
4 31	3 52	n -	....	1327	.....Libby..... ♁	....	6 00	2 29	7 31
o -	4 01	n -	....	1331	..... Rankin	....	5 50	- -	7 24
o -	4 16	n -	....	1338	...Kootenai Falls.....	....	5 35	- -	7 12
5 05	4 30	2 45	..	1345	(ar. Mountain time. lv.)	....	5 20	1 60	6 55
A M	P M	A M	....	....	(Troy ♁)	....	A M	P M	P M
4 15	3 55	1 50	....	1345	(lve. Pacific time. arr.)	....	4 15	12 45	5 50
o -	- -	n -	....	1352	.....Yakt, Mont.....	....	- -	- -	5 35
o -	- -	n -	....	1359	....Leonia, Idaho. ♁	....	- -	- -	5 20
o -	- -	n -	....	1366	.....Katka.....	....	- -	- -	5 05
o -	- -	n -	A M	1373	.....Crossport	....	P M	- -	4 50
5 13	4 40	3 00	†6 15	1377	+..Bonner's Ferry. ♁	....	9 30	*3 00	*11 35	4 40
o -	- -	n -	6 25	1382	.....Moravia.....	....	9 20	- -	- -	4 20
o -	- -	n -	6 40	1388	.....Napies..... ♁	....	9 07	- -	- -	4 05
o -	- -	n -	6 55	1396	.....Elmira.....	....	8 53	- -	- -	3 39
o -	- -	n -	7 10	1403	.....Colburn.....	....	†8 39	- -	- -	*3 21
A M	P M	A M	●AM	....	ARRIVE]	[LEAVE	●PM	A M	A M	P M

Trains marked * run daily; † daily, except Sunday; b stops to leave from Butte Division and to take for east of Williston; d stops to take passengers for Butte Division points west of Big Sandy; e stops to leave passengers from west of Williston. ● Runs to and from Spokane (see next page).

STANDARD TIME.—*Central time*—St. Paul to Williston. *Mountain time*—Williston to Troy. *Pacific time*—Troy to Seattle.

No Stop-over.—Tickets will be honored for continuous passage only, except that usual stop-over privileges will be granted on 30-day limited single-trip and round-trip tourist tickets to Montana and West.

For Map, see page 634. For index of Stations, see pages 636-637.

GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN

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GREAT NORTHERN RAILWAY LINE

Table 5—MAIN LINE—Continued.

283	25	43	3	1	Mls.	October 31, 1909.	4	2	44	26	264
A M	....	A M	P M	A M	....	LVE.] Pac. time. [ARR.	A M	A M	P M	....	P M
†7 10	....	o –	– –	n –	1403	Colburn	– –	– –	3 21	....	8 39
7 15	....	o –	– –	n –	1405	Bronx	– –	– –	3 09	....	8 32
7 30	....	*6 18	*5 51	n –	1411	**Sand Point** ♁	1 35	10 32	2 53	....	8 22
7 47	....	o –	– –	n –	1420	Wrencoe	– –	– –	2 30	....	8 05
8 00	....	o –	– –	n –	1425	Laclede ♁	– –	– –	2 18	....	7 55
8 17	....	o –	– –	n –	1433	**Priest River, Idaho** ♁	– –	– –	1 58	....	7 38
8 30	....	7 13	6 37	4 55	1440	**Newport, Wash** ♁	12 35	– –	1 42	....	7 25
8 37	....	o –	– –	n –	1443	Penrith	– –	– –	1 35	....	7 10
8 48	....	o –	– –	n –	1447	Scotia ♁	– –	– –	1 26	....	6 58
9 04	....	o –	– –	n –	1454	Camden	– –	– –	1 10	....	6 45
9 12	....	o –	– –	n –	1457	Elk ♁	– –	– –	1 02	....	6 40
9 20	....	o –	– –	n –	1461	Milan ♁	– –	– –	12 51	....	6 32
9 32	....	o –	– –	n –	1468	Chattaroy	– –	– –	12 37	....	6 22
9 40	....	8 15	7 40	5 51	1472	Colbert ♁	11 18	– –	12 27	....	6 15
– –	....	o –	– –	n –	1476	Morse	– –	– –	12 16	....	6 07
10 00	....	8 40	8 00	6 15	1481	**Hillyard** ♁	11 00	8 15	12 05	....	6 00
10 15	P M	8 55	8 15	6 30	1486	arr. + **Spokane** ♁ lve.	10 40	7 55	11 45	A M	†5 45
A M	*7 30	9 10	8 45	7 00	1486	lve. **Spokane** arr.	10 25	7 40	11 30	7 15	P M
....	– –	p –	p –	– –	1489	Fort Wright	– –	– –	r –	– –	....
....	7 49	p –	p –	– –	1495	Highland	– –	– –	r –	6 52	....
....	7 57	p –	p –	– –	1498	Lyons ♁	– –	– –	r –	6 44	....
....	8 09	p –	p –	– –	1503	Galena	– –	– –	r –	6 34	....
....	8 17	p –	p –	– –	1507	Espanola	– –	– –	r –	6 25	....
	8 27	p –	p –	– –	1514	Waukon	– –	– –	r –	6 11	....
	8 37	10 20	p –	– –	1520	Edwall ♁	9 15	– –	r –	5 59	....
	8 43	p –	p –	– –	1524	Canby	– –	– –	r –	– –	
	8 55	p –	p –	– –	1529	Bluestem	– –	– –	r –	5 40	
	9 07	10 55	p –	8 48	1536	Harrington ♁	8 40	5 58	9 47	5 25	
	9 15	p –	p –	– –	1541	Morocco	– –	– –	r –	5 12	
	9 18	p –	p –	– –	1543	Mohler	– –	– –	r –	5 08	
	9 26	p –	p –	– –	1547	Downs ♁	– –	– –	r –	5 00	
	9 36	p –	p –	– –	1551	Lamona	– –	– –	r –	4 50	
	9 44	p	p –	– –	1557	Nemo	– –	– –	r –	4 42	
	9 56	11 38	p –	c –	1561	Odessa ♁	7 55	– –	8 52	4 31	
	10 03	p –	p –	– –	1566	Seward	– –	– –	r –	– –	
	10 10	p –	p –	– –	1570	Irby ♁	– –	– –	r –	4 15	
	10 23	p –	p –	– –	1578	Krupp ♁	7 17	– –	8 20	4 02	
	10 36	12 20	11 59	10 15	1584	ar. Wilson Creek ♁ lv.	7 05	4 26	8 05	3 49	
	10 41	12 25	12 04	10 20	1584	lv. Wilson Creek ar.	7 00	4 21	8 00	3 44	
	– –	p –	p –	– –	1592	Stratford	6 40	– –	r –	– –	
	– –	12 50	12 30	– –	1197	Adrian ♁	6 30	– –	7 30	3 22	
	– –	p –	12 40	– –	1602	Soap Lake	6 20	– –	r –	– –	
	– –	1 10	12 55	– –	1607	Ephrata ♁	6 07	– –	7 10	3 02	
	– –	p –	1 05	– –	1612	Naylor	– –	– –	r –	2 51	
	– –	p –	1 15	– –	1618	Winchester	5 45	– –	6 46	– –	
	– –	1 42	1 27	– –	1624	Quincy ♁	5 35	– –	6 33	2 33	
	– –	p –	1 37	– –	1634	Crater	– –	– –	6 22	– –	
	– –	2 07	1 50	– –	1635	Trinidad ♁	5 11	– –	r –	2 10	
	– –	p –	2 00	– –	1640	Vulcan	– –	– –	r –	2 00	
	– –	2 26	2 10	– –	1644	Columbia River ♁	4 49	– –	5 48	1 50	
	– –	p –	2 18	– –	1648	Rock Island	4 40	– –	r –	1 40	
	– –	p –	2 30	– –	1653	Malaga	4 31	– –	r –	1 30	
	1 00	3 02	2 50	12 40	1660	+ Wenatchee ♁	4 15	1 57	5 15	1 10	
	– –	p –	3 02	– –	1667	Monitor	3 58	– –	r –	12 50	
	– –	3 29	3 15	– –	1671	Cashmere ♁	3 50	– –	4 52	12 40	
	– –	p –	3 22	– –	1675	Dryden	– –	– –	4 41	– –	
	– –	p –	3 30	– –	1679	Peshastin	3 30	– –	4 34	– –	
	1 55	4 00	3 40	1 30	1683	ar. Leavenworth ♁ lv.	3 20	1 15	4 25	12 15	
	2 00	4 05	3 45	1 35	1683	lv. Leavenworth ar.	3 15	1 10	4 20	12 10	
	– –	p –	p –	– –	1689	Drury	– –	– –	r –	11 55	
	– –	4 35	4 15	– –	1694	Chiwaukum ♁	2 45	– –	r –	11 43	
	– –	p –	4 29	– –	1701	Nason Creek	2 32	– –	r –	11 28	
	2 55	5 00	4 42	2 25	1704	Merritt ♁	2 25	– –	r –	11 22	
	– –	p –	p –	– –	1711	Berne	– –	– –	r –	11 02	
	3 38	5 45	5 27	3 20	1715	Cascade Tunnel ♁	1 55	11 50	2 45	10 50	
	3 51	5 58	5 40	3 33	1719	Wellington ♁	1 40	11 35	2 29	10 35	
	– –	6 27	6 10	4 02	1728	Scenic ♁	1 03	11 00	1 50	9 56	
	– –	p –	6 20	– –	1731	Nippon	– –	– –	r –	9 41	
	– –	p –	6 30	– –	1735	Tonga	– –	– –	r –	9 27	
	4 50	7 00	6 45	4 35	1740	ar. **Skykomish** ♁ lv.	12 20	10 15	1 05	9 10	
	4 55	7 05	6 50	4 40	1740	lv. **Skykomish** ar.	12 15	10 10	1 00	9 05	
	5 09	p –	p –	– –	1744	Grotto	– –	– –	r –	8 53	
	5 22	p –	p	– –	1749	Halford	– –	– –	r –	8 40	
	5 37	7 38	p –	– –	1754	Index ♁	11 38	– –	r –	8 25	
	5 48	p –	p –	– –	1759	Reiter	– –	– –	r –	8 10	
	5 59	p –	p –	– –	1763	Gold Bar ♁	– –	– –	r –	7 59	
	6 07	p –	p –	– –	1765	Startup	– –	– –	r –	7 49	
	6 17	8 12	p –	– –	1769	Sultan ♁	11 02	– –	r –	7 38	
	6 38	p –	8 09	8 02	1776	Monroe ♁	10 49	8 54	11 44	7 18	
	6 59	p –	8 25	8 19	1783	+ **Snohomish** ♁	10 35	8 40	11 30	7 00	
	7 13	p –	p –	– –	1789	Lowell ♁	– –	– –	r –	6 44	
	7 28	8 10	8 50	8 50	1792	+ **Everett** ♁	10 10	8 20	11 10	6 35	
	7 40	p –	p –	– –	1796	Mukilteo ♁	–	– –	r –	– –	
	– –	p –	p –	– –	1800	Mosher ♁	– –	– –	r –	– –	
	– –	p –	p –	– –	1803	Meadowdale ♁	– –	– –	r –	– –	
	8 12	p –	p –	– –	1807	Edmonds ♁	– –	– –	r –	5 59	
	8 20	p –	p –	– –	1810	Richmond Beach ♁	– –	– –	r –	5 52	
	– –	p –	p –	– –	1816	Metum ♁	– –	– –	r –	– –	....
	– –	p –	p –	– –	1820	**Ballard** ♁	– –	b –	r –	5 33	....
....	– –	p –	p –	– –	1821	Interbay ♁	– –	– –	r –	– –	....
....	– –	p –	p –	– –	1822	G. N. Dock ♁	– –	– –	r –	– –	....
....	9 00	10 50	10 15	8 15	1825	ar. + **Seattle** ♁ lv.	*9 00	*7 10	*10 00	*5 15	....
....	A M	P M	10 35	8 35	1825	lve. **Seattle** arr.	8 40	8 50	P M	P M	....
....	....	....	12 01	10 10	1866	+ **Tacoma** ♁	*7 15	*5 25	....	....	....
....	....	....	Noon	P M	....	ARRIVE] [LEAVE	A M	P M	....	....	....

* Daily; † daily, except Sunday; a stops to take or leave passengers for or from Duluth, St. Paul, Minneapolis or Winnipeg; b stops to take for Spokane or points east of there; c stops to leave from Spokane or points east and to take for west of Odessa.

n Stops to leave from east of Devils Lake; o stops to leave from east or south of Shelby; p stops to leave from east of Colbert; r stops to take for points south of Shelby. + Coupon stations; ♁ Telegraph stations.

For Index of Stations, see pages 636-637.

WINNIPEG SERVICE.

Table No. 6—ST. PAUL, MINNEAPOLIS AND WINNIPEG, VIA CROOKSTON.

(*For time of intermediate stations between St. Paul, Minneapolis and Crookston, see Table No. 1*).

No. 5-131	No. 7	Ms.	October 31, 1909.	No. 8	No. 132
....	....	....	(*Central time.*)	....	....
*10 40 P M	*6 15 P M	0	lve. + **St. Paul** ♁ arr.	7 45 A M	....
11 10 P M	5 50 P M	10	lve. + **Minneapolis** ♁ arr.	7 15 A M	....
7 50 A M	2 15 A M	299	arr. + **Crookston** ♁ lve.	10 25 P M	....
†8 30 A M	*2 20 A M	299	lve. **Crookston** arr.	10 10 P M	6 35 P M
8 46 "	– –	306	Shirley	– –	6 18 "
9 01 "	– –	313	Euclid	– –	6 04 "
9 16 "	– –	321	Angus	– –	5 48 "
9 25 "	– –	326	Roon	– –	5 35 "
9 37 "	3 10 "	329	+ **Warren** ♁	9 13 "	5 24 "
9 45 "	– –	334	Luna	– –	5 12 "
9 58 "	a3 25 "	339	Argyle ♁	a8 55 "	5 02 "
10 16 "	3 42 "	348	Stephen ♁	8 41 "	4 44 "
10 33 "	– –	356	Donaldson	– –	4 26 "
10 43 "	– –	361	Kennedy	– –	4 16 "
10 51 "	– –	366	Chatham	– –	4 08 "
11 03 "	4 19 A M	370	Hallock ♁	8 05 P M	3 58 "
11 15 "	– –	376	Northcote	– –	3 44 "
11 29 "	– –	383	Humboldt	– –	3 31 "
11 45 A M	....	390	**St. Vincent**	....	3 15 "
12 05 Noon	5 00 A M	391	**Noyes** ♁	7 30 P M	†3 00 P M
....	5 07 "	392	arr. **Emerson** lve.	7 20 "	....
....	6 11 "	417	+ **Morris**	6 30 "	....
....	7 25 A M	458	arr. + **Winnipeg** lve.	*5 20 P M	....

The "**Winnipeg Limited,**" trains **Nos. 7 and 8,** offer superior facilities for reaching Winnipeg, Portage La Prairie, Brandon, Fort Frances and intermediate points. Solid vestibuled trains, unexcelled dining car service, running daily between St. Paul, Minneapolis and Winnipeg without change.

Table No. 7—ST. PAUL, MINNEAPOLIS AND WINNIPEG, VIA FARGO AND GRAND FORKS.

(*For time of intermediate stations between St. Paul, Minneapolis and Breckenridge, see Table No. 2*).

111	13	1	9-187	Ms.	October 31, 1909.	138-10	2	14	112
....	A M	A M	P M	....	(*Central time.*)	A M	A M	P M	....
....	†9 20	*11 15	*7 30	0	lve. + **St. Paul** ♁ arr.	7 51	8 10	6 30	....
....	9 55	11 45	8 03	10	lve. + **Minneapolis** ♁ arr.	7 18	7 40	5 55	....
....	6 25	....	3 15	214	ar. + **Breckenridge** ♁ lv.	12 15	...	9 35	....
....	†6 35	Via Fergus Falls. See Table No. 1.	*3 20	214	lve. **Breckenridge** arr.	12 10	Via Fergus Falls. See Table No. 1.	9 30	....
...	6 40		3 25	215	+ **Wahpeton** ♁	12 05		9 25	....
....	6 57		– –	221	Lurgan	– –		9 07	....
....	7 00		– –	223	Brushvale	– –		9 04	....
....	7 10		3 53	228	Kent	11 33		8 54	....
....	7 19		– –	233	Romney	– –		8 45	....
....	7 29		4 11	237	+ Wolverton ♁	11 14		8 35	....
....	7 44		4 25	244	+ Comstock	11 00		8 21	....
....	7 54		– –	249	Rustad	10 49		8 10	....
....	8 04	....	– –	255	Finkle	– –	....	8 00	....
....	8 15	6 10	5 00	260	+ **Moorhead** ♁	10 30	1 08	7 50	....
P M	8 20	6 20	5 07	261	arr. + **Fargo** ♁ lve.	10 23	1 00	†7 45	A M
†3 40	P M	6 20	5 17	261	lve. **Fargo** arr.	10 08	1 00	A M	10 50
3 55		– –	5 35	270	Harwood	9 51	– –		10 33
4 07	....	– –	5 48	275	+ Argusville ♁	9 39	– –	....	10 23
4 20	....	– –	6 02	282	Gardner	9 25	– –	....	10 09
4 32	....	– –	6 16	287	Grandin ♁	9 14	– –	....	9 56
4 44	....	– –	6 29	293	Kelso	9 03	– –	....	9 45
4 48	...	– –	6 35	296	Alton	8 58	– –	....	9 40
4 57	....	7 18	6 49	299	+ Hillsboro ♁	8 51	11 51	....	9 33
5 05	....	– –	– –	303	Taft	– –	– –	....	9 23
5 14	....	–	7 03	307	Cummings	8 34	– –	....	9 16
4 26	....	– –	7 15	313	Buxton ♁	8 23	– –	....	9 05
5 36	....	– –	7 25	318	Reynolds ♁	8 13	– –	....	8 55
5 51	....	– –	7 43	325	Thompson ♁	7 59	– –	....	8 42
6 02	139	– –	7 54	330	Merrifield	7 47	– –	140	8 33
6 25	P M	8 25	*8 15	338	arr. + **Grand Forks** ♁ lve.	*7 30	*10 50	Noon	†8 15
P M	†4 45	P M	†8 35	338	lve. **Grand Forks** arr.	†7 10	P M	12 20	A M
....	4 50	....	8 40	341	University	– –	....	12 15	....
....	5 05	....	8 56	346	Schurmeier	6 49	....	12 01	....
....	6 17	....	9 11	352	Manvel	6 36	....	11 49	....
....	5 29	....	9 23	358	Levant	6 26	....	11 38	....
....	5 42	....	9 36	364	Ardock ♁	6 14	....	11 25	....
....	6 00	....	9 5.	371	+ Minto ♁	6 00	....	11 13	....
..	6 10	....	10 07	376	Herriott	5 50	....	11 01	....
...	6 25	....	10 18	379	+ **Grafton** ♁	5 41	...	†10 50	....
....	P M	....	10 32	386	Auburn	5 24	....	A M	....
....	Runs to Walhalla.	....	10 47	393	+ St. Thomas ♁	5 10	....	Runs from Walhalla.	....
....		....	10 59	399	Glasston	4 57	....		....
....		....	11 13	406	+ Hamilton ♁	4 42	....		....
....		....	11 25	412	Bathgate ♁	4 31	....		....
....		....	11 45	419	arr. + **Neche** ♁ lve.	4 15	....		....
....	....	....	11 50	420	arr. **Gretna, Man.** lve.	†3 55	....		....
....	....	....	12 15	420	lve. **Gretna** arr.	3 50	....	....	....
....	....	....	1 20	447	**Morris**	2 48	....	....	....
....	....	....	†3 00	489	**Winnipeg**	†1 05	....	....	....
....	....	....	P M	....	ARRIVE] [LEAVE	P M	....	....	....

For Map, see page 634.

GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

Table 8—ST. PAUL, MINNEAPOLIS AND DULUTH—SUPERIOR.

18	15-32	29	Mls.	October 31, 1909. (Central time.)	Mls.	16-30	19	17
P M	P M	A M				P M	P M	A M
*4 10	†3 15	*9 00	0	lve...+St. Paul ♁ ..arr.	160	1 15	6 15	6 30
11 46	3 45	9 30	10	lve.+Minneapolis ♁ arr.	150	12 45	7 46	5 55
12 09	4 07	— —	18	.....Fridley.....	142	12 22	— —	5 31
12 20	4 15	10 00	23	.....Coon Creek.... ♁	137	12 14	7 16	5 23
....	4 25	....	29	+.....Anoka..... ♁	....	12 04	....	....
....	4 38	....	36	.....Dayton.....	....	11 50	....	....
....	4 46	....	41	.....Elk River..... ♁	....	11 40	....	....
....	5 06	....	51	.....Zimmerman	....	11 15	....	....
....	5 27	....	60	.....Princeton..... ♁	....	10 56	....	....
....	5 33	....	62	.....Brickton.....	....	10 41	....	....
....	5 37	....	64	.....Long's Siding.....	....	10 35	....	....
....	5 49	....	69	..... Pease	....	10 22	....	....
....	6 15	....	74	.....Milaca..... ♁	....	10 10	....	....
....	6 26	....	79	.....Bock.....	....	9 42	....	....
....	6 39	....	86	.....Ogilvie.....	....	9 31	....	....
....	6 56	....	93	.....Mora ..... ♁	....	9 17	....	....
....	7 08	....	99	..... Quamba	....	9 04	....	....
....	12 32	— —	29	.....Andover	131	....	— —	5 10
....	12 45	— —	35	.....Cedar.....	125	....	—	4 56
....	1 01	....	10 25	41	.....Bethel ..... ♁	119	....	6 46	4 42
....	1 16	....	10 34	47	.....Isanti ..... ♁	113	....	6 35	4 27
....	1 33	....	10 44	52	.....Cambridge..... ♁	108	....	6 24	4 15
....	1 45	....	10 52	57	.....Grandy ..... ♁	103	....	6 15	4 02
....	2 02	....	11 03	63	.....Braham ..... ♁	97	....	6 05	3 50
....	2 17	....	11 12	69	.....Grasston..... ♁	91	....	5 55	3 38
....	2 31	....	11 21	74	.....Cornell.....	86	....	— —	3 25
....	2 47	7 20	11 30	79	.....Brookpark .... ♁	81	8 55	5 38	3 13
....	3 13	7 37	11 44	88	.....Hinckley ..... ♁	72	8 38	5 26	2 53
....	3 40	7 59	12 02	97	.....Sandstone..... ♁	63	8 19	5 15	2 30
....	3 57	8 14	— —	103	.....Partridge..... ♁	57	8 06	— —	2 15
....	4 18	8 30	12 23	111	.....Bruno ..... ♁	49	7 50	— —	1 55
....	4 32	8 41	— —	117	..... Kerrick..... ♁	43	7 38	— —	1 30
....	4 49	8 52	— —	123	.....Nickerson..... ♁	37	7 25	— —	1 20
....	5 08	9 05	12 52	130	..... Holyoke ..... ♁	30	7 10	— —	12 53
....	5 21	9 14	— —	135	.....Foxboro..... ♁	25	7 00	— —	12 34
....	5 37	9 25	— —	142	..... Dedham ..... ♁	19	6 49	— —	12 14
....	5 50	9 35	— —	147	.....Boylston ..... ♁	13	6 38	— —	11 57
....	5 58	— —	— —	150	.....Saunders.....	10	— —	— —	11 48
....	6 05	9 50	— —	152	.....Central Avenue... ♁	8	6 25	— —	11 35
....	6 15	10 00	1 40	156	+.Superior (Union Sta). ♁	4	6 15	3 40	11 25
....	6 30	10 15	1 55	160	+.....Duluth..... ♁	0	†6 00	*3 25	*11 10
A M	P M	P M		ARRIVE]		[LEAVE	A M	P M	P M

Table 9—DULUTH, SWAN RIVER AND HIBBING.

No. 116	No. 114	Mls.	December 13, 1909. (Central time.)	No. 113	No. 115
....	†2 20 P M	0	lve....+Duluth ♁ ...arr.	12 30 Noon	.....
....	†5 46 P M	92	lve....Swan River ♁ .arr.	9 13 A M	.....
....	5 57 »	98	..... Goodland	9 00 »	.....
....	6 03 »	101	..... Acropolis	8 54 »	.....
....	6 16 »	106	..... Bengal ..... ♁	8 43 »	.....
....	6 20 »	109	..... Stuart.....	8 37 »	.....
....	6 26 P M	113	..... Leighton	8 29 A M	.....
†7 06 A M	.....	....	lve..... Gunn ♁ .....arr.	.....	7 55 P M
7 20 »	.....	....	.....Coleraine ..... ♁	.....	7 37 »
7 29 »	.....	....	.....Holman..... ♁	.....	7 29 »
7 38 »	.....	....	..... Marble ..... ♁	.....	7 21 »
7 40 »	.....	....	.....Calumet ..... ♁	.....	7 19 »
7 56 »	.....	....	.....Nashwauk..... ♁	.....	7 04 »
8 05 »	.....	....	.....Moore.....	.....	6 55 »
8 06 A M	.....	....	..... Kewatin	.....	6 54 P M
8 25 A M	6 37 P M	117	..... Kelly Lake ..... ♁	8 20 A M	6 45 P M
8 40 »	6 52 »	122	+.....Hibbing..... ♁	8 10 »	6 25 »
9 00 »	7 12 »	125	..... Chisholm ..... ♁	7 44 »	5 59 »
9 12 »	7 25 »	130	..... Buhl ..... ♁	7 33 »	5 48 »
9 16 »	7 29 »	131	..... Lucknow	7 25 »	5 40 »
9 23 »	7 36 »	134	.....West Junction.....	7 17 »	5 32 »
9 24 »	7 37 »	135	..... Ellis ..... ♁	7 16 »	5 31 »
9 27 »	7 40 »	136	.....Kinross	7 14 »	5 29 »
9 28 »	7 41 »	137	..... Cardiff	7 12 »	5 27 »
9 32 »	7 45 »	138	..... Iroquois.....	7 09 »	5 24 »
9 45 A M	8 00 P M	142	arr.....Virginia ♁ ...lve.	†7 00 A M	†5 15 P M

Table 10—BROWN'S VALLEY BRANCH.

No. 189	No. 595	Mls.	June 13, 1909. (Central time.)	No. 190	No. 596
.....	.....	....		.....	.....
†9 20 A M	.....	0	lve.....St. Paul.....arr.	8 30 P M	.....
9 55 A M	.....	10	lve....Minneapolis...arr.	5 55 P M	.....
†4 32 P M	†7 00 A M	157	lve.....Morris ♁ ....arr.	11 00 A M	4 50 P M
4 50 »	7 35 »	165	.....Alberta.....	10 35 »	3 45 »
5 05 »	8 05 »	171	.....Chokio ..... ♁	10 22 »	3 05 »
5 20 »	8 45 »	177	..... Johnson	10 08 »	2 30 »
5 55 »	9 50 »	184	..... Graceville ..... ♁	9 50 »	1 55 »
6 47 »	10 30 »	189	..... Barry.....	9 34 »	1 10 P M
6 03 »	10 50 »	197	.....Beardsley ..... ♁	9 15 »	12 30 Noon
6 20 P M	11 20 A M	204	arr. Browns Valley ♁ lve.	†9 00 A M	†12 05 Noon

Table 11—TINTAH AND EVANSVILLE.

No. 339	Mls.	October 31, 1909. (Central time.)	No. 340
a2 45 P M	0	lve.+Evansville ♁ arr.	1 30 P M
3 10 »	7	.....Erdahl.....	1 00 P M
3 30 »	11	..... Thorsborg	12 25 Noon
3 55 »	16	..... Elbow Lake	11 50 A M
4 20 »	24	..... Hereford.....	11 10 »
4 45 P M	33	arr.+..Tintah ♁ ..lve.	a10 30 A M

Table 12—DULUTH AND GRAND FORKS.

37	35	33	Mls.	October 31, 1909. (Central time.)	34	38	38
P M	P M	A M			P M	A M	Noon
†2 20	*8 55	*8 45	0	lve..+Duluth ♁ .arr.	6 35	7 15	12 30
2 35	9 10	9 00	4	+...Superior .. ♁	6 20	7 00	12 15
2 46	9 20	9 10	8	..Central Avenue. ♁	6 10	6 50	12 05
2 52	— —	— —	10	.....Saunders.....	6 03	— —	11 58
2 59	9 38	— —	13	.....Boylston ... ♁	5 56	6 36	11 51
3 10	— —	— —	19	.....Dewey.....	— —	— —	11 39
3 18	9 57	— —	25	..State Line Tower ♁	— —	6 16	11 31
3 26	— —	— —	29	..... Huson	— —	— —	11 22
3 34	— —	— —	32	..... Wingate	— —	— —	11 16
3 40	10 27	10 06	35	.....Carlton..... ♁	5 14	5 56	11 10
3 49	10 36	10 15	38	.....Scanlon .... ♁	5 05	5 48	11 02
3 58	10 45	10 25	41	.....Cloquet..... ♁	4 58	5 43	10 54
4 08	— —	— —	46	.....Nagonab.....	— —	— —	10 43
4 19	11 06	10 48	52	.....Brevator .... ♁	4 38	— —	10 32
4 32	11 19	11 00	58	.....Brookston.. ♁	4 26	5 14	10 22
4 46	11 33	— —	66	.....Paupore's.....	— —	4 59	10 04
4 57	11 39	— —	70	.....Gowan.....	— —	— —	9 57
5 06	11 49	11 34	75	.....Floodwood... ♁	3 51	4 43	9 47
5 21	— —	11 45	82	..... Island	3 39	— —	9 35
5 34	— —	— —	88	.....Wawina	—	— —	9 22
5 44	12 24	12 08	92	....Swan River.. ♁	3 19	4 13	†9 15
P M	12 37	12 18	98	..... Verna	3 08	4 00	A M
	12 50	12 29	104	.....Blackberry.....	2 56	3 49	
	1 08	12 45	112	+.Grand Rapids. ♁	2 41	3 35	
	1 19	12 55	116	.....Cohasset .... ♁	2 28	3 24	
	— —	1 05	121	....Wellers Spur.....	2 19	— —	
	1 41	1 16	126	+...Deer River.... ♁	2 08	3 04	
	1 56	1 29	132	.....Ball Club.....	1 55	2 51	
	2 27	1 56	146	..... Bena..... ♁	1 26	2 27	
105	— —	2 13	153	.....Schley.....	1 10	— —	106
P M	3 00	2 46	165	arr. Cass Lake ♁ lve.	12 45	1 55	A M
†7 10	3 05	2 50	165	lve. Cass Lake..arr.	12 40	1 50	7 25
7 18	— —	2 59	169	..... Farris	12 29	— —	7 16
7 29	— —	3 10	174	.....Rosby	12 20	— —	7 08
7 40	3 42	3 30	180	.....Bemidji .... ♁	12 08	1 20	†7 00
P M	3 54	3 43	186	.....Wilton.....	11 47	1 07	A M
	4 06	3 58	192	.....Solway .... ♁	11 35	12 57	
	4 18	4 08	198	.....Shevlin..... ♁	11 23	12 48	
	4 32	4 23	205	.....Bagley..... ♁	11 09	12 34	
	4 46	4 38	213	.....Ebro.....	10 54	..	
	4 58	4 50	219	.....Lengby..... ♁	10 41	12 08	
	5 15	5 08	226	.....Fosston..... ♁	10 24	11 53	
	5 31	5 25	233	.....McIntosh .... ♁	10 05	11 39	
	5 44	5 40	239	.....Erskine .... ♁	9 50	11 28	
133	5 58	5 54	246	.....Mentor.....	9 35	11 15	134
P M	6 10	6 06	251	.....Dugdale.....	9 21	11 05	A M
†5 35	6 13	6 10	252	..Tilden Junction. ♁	9 18	11 00	9 28
5 44	6 22	6 20	257	..... Benoit.....	9 07	a —	9 17
5 55	6 35	6 32	264	..... Burwell.....	8 54	a —	9 04
6 10	6 50	6 45	270	.....Redland.....	8 40	10 25	8 50
6 16	7 05	6 55	272	+..Crookston .. ♁	8 15	10 20	†8 45
P M	7 15	7 05		.....Hixon	8 13	9 53	A M
	7 27	7 16	283	.....Fisher..... ♁	7 59	9 41	
	7 40	7 29	290	.....Mallory ..... ♁	7 40	9 27	
	7 52	7 40	296	..East Grand Forks ♁	7 28	9 16	
	8 00	7 45	297	+..Grand Forks .. ♁	*7 20	*9 10	
	A M	P M		ARRIVE]	[LEAVE	A M	P M

Runs to Virginia. Runs from Virginia. Runs from Sauk Centre. Runs to Sauk Centre. Runs from Warroad. Runs to Warroad.

For Index of Stations, see pages 636-637. For Map, see page 634.

Table 13—DULUTH AND WILLMAR.

No. 31	Mls.	October 31, 1909. (Central time.)	No. 32
†6 00 A M	0	lve..+Duluth. ♁ .arr.	10 15 P M
6 15 »	4	+....Superior.... ♁	10 00 »
6 19 »	63	....Sandstone... ♁	7 58 »
6 38 »	72	.....Hinckley.... ♁	7 37 »
6 55 »	81	.....Brookpark ... ♁	7 20 »
9 04 »	85	.....Quamba.....	7 08 »
9 17 »	91	.....Mora ..... ♁	6 58 »
9 31 »	99	.....Ogilvie..... ♁	6 39 »
9 42 »	106	.....Bock	6 26 »
10 05 »	111	.....Milaca..... ♁	6 15 »
10 12 »	114	.....Foreston	5 43 »
10 26 »	120	.....Oak Park.....	5 29 »
10 33 »	123	.....Ronneby	5 22 »
10 44 »	125	.....Foley..... ♁	5 15 »
10 54 »	129	..... Parent	5 01 »
11 03 »	134	.....Hobart	4 50 »
11 13 »	139	....East St. Cloud.....	4 40 »
11 40 »	140	+....St. Cloud..... ♁	4 35 »
11 59 A M	151	.....Rockville	4 09 »
12 09 Noon	155	.....Cold Springs... ♁	4 00 »
12 19 »	159	.....Richmond.... ♁	3 50 »
12 31 »	166	.....Roscoe.....	3 38 »
12 46 »	171	+...Paynesville.. ♁	3 29 »
12 56 Noon	177	.....Hawick.....	3 18 »
1 11 P M	183	.....New London .. ♁	3 05 »
1 22 »	187	.....Spicer ..... ♁	2 56 »
1 28 »	192	..... Grue	2 45 »
1 45 P M	197	arr..+Willmar ♁ .lve.	†2 35 P M

* Daily; † daily, except Sunday; a stops to leave passengers from Crookston; d Tuesday, Thursday and Saturday. + Coupon stations; ♁ Telegraph stations. Central time.

Table 14—FERGUS FALLS AND PELICAN RAPIDS.

No. 302	M	October 31, 1909. (Central time.)	No. 301
†8 00 A M	0	lve..Pelican Rapids ♁ arr.	6 55 P M
8 30 »	6	..... Erharts	6 25 »
9 10 »	13	.....Elizabeth.....	5 50 »
9 40 »	21	.Northern Pacific Junc.	5 0 »
9 50 A M	22	arr...Fergus Falls ♁ .lve.	†5 00 P M

GREAT NORTHERN RAILWAY LINE

Table 15—BENSON AND HURON.

329	185	Ms.	October 31, 1909.	186	330
Noon	P M	....	(Central time.)	Noon	P M
†12 45	†3 35	0	lve...Benson ♁ .arr.	12 15	6 30
1 15	3 54	8	Danvers	11 49	6 40
1 50	4 10	16	Holloway	11 35	5 06
3 00	4 25	22	+....Appleton ♁	11 22	4 25
3 45	4 42	31	Louisburg	11 02	3 46
4 30	4 55	37	Bellingham ♁	10 48	3 15
5 14	5 14	46	Nassau	10 28	2 45
5 55	5 30	52	Albee ♁	10 16	2 20
6 40	5 44	58	La Bolt ♁	10 02	1 50
7 30	6 01	66	Stockholm ♁	9 45	1 20
8 05	6 16	73	South Shore	9 31	12 50
8 40	6 29	79	Forestville	9 18	12 20
9 10	6 44	86	Rauville	9 03	11 55
9 45	7 00	92	ar+Watertown ♁.lv.	8 50	†11 30
†8 45	7 05	92	lv..Watertown..ar.	8 45	10 10
9 25	7 25	102	Grover ♁	8 23	9 25
9 50	7 40	108	Hazel ♁	8 09	8 50
10 25	7 58	116	Vienna ♁	7 52	8 20
11 05	8 16	124	Willow Lakes ♁	7 35	7 45
11 55	8 42	136	Bancroft ♁	7 09	7 09
12 15	8 52	141	Osceola	6 57	6 40
12 45	9 08	148	Yale ♁	6 42	6 20
1 05	9 18	153	Sheffield	6 32	6 05
1 45	9 40	162	+.....Huron ♁	†6 15	†5 40
P M	P M	....	ARRIVE] [LEAVE	A M	A M

Table 16—ST. PAUL, MINNEAPOLIS, ABERDEEN, FORBES.

335	9-191	Ms.	October 31, 1909.	192-10	336
.....	P M	....	(Central time.)	A M	.....
.....	*7 30	0	lve... St. Paul...arr.	7 51	.....
.....	8 03	10	lve. Minneapolis.arr.	7 18	.....
.....	2 30	199	Campbell	12 47	.....
.....	3 15	214	arr+Breckenridge..lve.	12 15	.....
.....	*2 10	0	lve. Breckenridge ♁ arr.	1 05	.....
.....	2 23	7	Doran ♁	12 52	.....
A M	2 50	15	Campbell ♁	12 27	P M
†8 15	3 15	25	Childs	12 02	1 15
8 30	3 26	28	Fairmount ♁	11 52	12 50
8 40	– –	30	De Villo ♁	– –	12 35
8 55	3 34	35	Sonora ♁	11 40	12 15
9 50	3 55	43	+...Hankinson ♁	11 26	11 45
10 15	4 13	50	Stiles	11 02	10 55
10 35	4 24	55	Lidgerwood ♁	10 50	10 35
11 25	4 39	61	Geneseo ♁	10 36	9 50
11 50	4 51	66	Cayuga ♁	10 23	9 30
1 00	5 10	72	Rutland ♁	10 09	9 10
1 50	5 35	81	Havana ♁	9 46	8 30
2 20	5 50	88	Kidder ♁	9 31	8 00
2 50	6 08	95	Burch ♁	9 15	7 40
3 25	6 25	102	Amherst	8 59	7 20
3 50	6 40	108	Claremont ♁	8 44	6 40
4 20	6 53	114	Huffton ♁	8 31	6 10
4 45	7 06	119	Putney ♁	8 18	5 55
5 05	7 16	123	Tacoma Park	8 07	5 34
5 25	7 25	127	Plana	7 59	5 25
6 00	7 50	136	arr+Aberdeen ♁ lve.	*7 40	†5 00
P M	†5 20	72	lve....Rutland ♁.arr.	9 50	A M
.....	5 35	79	Belle Plaine	9 28	.....
.....	5 50	84	Brookland	9 13	.....
.....	6 10	91	Straubville	8 53	.....
.....	6 25	97	Crescent Hill	8 38	.....
.....	6 35	101	Newton	8 29	.....
.....	6 45	103	Port Emma	8 18	.....
.....	7 00	109	Guelph	8 03	.....
.....	7 20	114	Silver Leaf	7 44	.....
.....	7 40	121	+....Ellendale ♁	7 26	.....
.....	8 10	135	Forbes ♁	†6 50	.....
.....	A M	....	ARRIVE] [LEAVE	P M	.....

Table 17—CROOKSTON AND WARROAD.

553	135	Ms.	October 31, 1909.	136	554
.....	A M	....	(Central time.)	P M	.....
.....	†8 45	0	lve.Crookston ♁.arr.	6 16	P M
A M	8 50	2	Redland ♁	6 10	6 00
c6 00	9 30	19	Tilden Junction ♁	5 35	4 50
7 05	10 05	32	Red Lake Falls ♁	4 55	3 45
7 35	10 35	42	St. Hilaire ♁	4 20	2 15
8 10		50	Wylie ♁	.....	.....
8 40	10 35	42	St. Hilaire	4 20	2 15
9 50	11 00	50	Thief River Falls ♁	3 50	1 30
10 25	11 25	57	Steiner	3 15	11 59
10 50	11 38	63	Sandridge	3 02	11 38
11 30	11 58	72	Middle River	2 40	11 15
12 15	12 15	81	Strathcona	2 22	10 50
2 00	1 05	91	Greenbush ♁	*2 00	10 15
2 35	1 30	100	Badger	1 50	9 30
2 58	1 45	107	Fox	1 12	9 02
3 35	2 05	113	Roseau ♁	12 57	8 40
3 55	2 20	123	Lucan	12 45	8 00
4 20	2 35	127	Salol	12 35	7 45
5 15	3 10	135	Warroad ♁	†12 05	b7 00
P M	P M	....	ARRIVE] [LEAVE	Noon	A M

For Map, see page 634.

Table 18—FARGO AND CROOKSTON, VIA HALSTAD.

No. 131	Ms	October 31, 1909.	No. 132
....	...	(Central time.)	....
†5 30 A M	0	lve..+Fargo ♁.arr.	9 55 P M
5 35 »	1	+. Moorhead ♁	9 50 »
5 54 »	10	Kragnes	9 26 »
6 10 »	15	Georgetown	9 09 »
6 25 »	22	Perley	8 52 »
6 40 »	28	Hendrum	8 38 »
6 54 »	34	Halstad ♁	8 21 »
7 11 »	41	Shelly	8 05 »
7 24 »	45	Nielsville	7 55 »
7 36 »	52	Climax	7 43 »
7 48 »	57	Eldred	7 30 »
7 59 »	62	Girard	7 17 »
8 10 »	68	Redland Junc. ♁	7 05 »
8 15 A M	69	ar.+Crookston ♁.lv.	†7 00 P M

♁+ Coupon stations; Telegraph stations.

Table 19—ST. PAUL, MINNEAPOLIS AND HUTCHINSON.

815	849	Ms	November 28, 1909.	816	850
P M	....	...	(Central time.)	A M	....
†4 35	....	0	lve..+St. Paul....arr.	9 20	....
4 45	....	3	Como ♁	9 11	....
4 49	A M	5	Hamline ♁	9 07	P M
5 07	†6 30	10	lv.+.Minneapolis..ar.	8 50	5 20
5 28	7 10	23	Holdridge	8 30	4 35
5 32	7 25	24	Wayzata ♁	8 27	4 30
5 38	– –	26	Orono	8 19	– –
5 42	7 40	27	Crystal Bay ♁	8 16	4 14
5 44	– –	28	Arco a.	8 11	– –
5 48	7 45	29	Minnetonka Beach ♁	8 09	3 55
5 50	– –	30	Navarre	8 07	– –
5 52	8 04	30½	Spring Park ♁	8 04	3 47
5 57	8 12	32	Mound ♁	7 59	3 35
6 06	8 37	37	St. Bonifacius	7 49	3 20
6 15	8 59	41	Maple	7 38	2 57
6 20	9 19	45	Mayer	7 31	2 45
6 34	9 49	49	New Germany ♁	7 21	2 24
6 44	10 29	52	Lester Prairie ♁	7 14	2 13
7 00	11 12	60	Silver Lake ♁	6 59	1 35
7 15	11 50	68	+...Hutchinson ♁	†6 45	†1 00
P M	A M	...	ARRIVE] [LEAVE	A M	P M

Frequent trains during Summer between St. Paul, Minneapolis and Lake Minnetonka stations. For details consult Minnetonka time card.

Table 20—SAUK CENTRE AND BEMIDJI.

No. 105	Mls	October 31, 1909.	No. 106
....	....	(Central time.)	....
†8 35 A M	0	lve...St. Paul...arr.	6 05 P M
9 05 A M	10	lve. Minneapolis.arr.	5 35 P M
†1 50 P M	117	lve.+Sauk Centre ♁.arr.	12 35 Noon
2 04 »	124	Albury	12 20 »
2 11 »	127	Little Sauk	12 15 »
2 19 »	131	Round Prairie	12 08 Noon
2 30 »	135	+..Long Prairie ♁	11 58 A M
2 45 »	143	Browerville ♁	11 41 »
2 56 »	149	Clarissa ♁	11 30 »
3 06 »	153	Eagle Bend ♁	11 20 »
3 22 »	161	Bertha ♁	11 04 »
3 31 »	165	Hewitt ♁	10 56 »
3 50 »	173	+....Wadena ♁	10 38 »
4 00 »	177	Leaf River	10 25 »
4 22 »	187	Sebeka ♁	10 05 »
4 41 »	196	Menahga ♁	9 45 »
4 49 »	200	Horton	9 36 »
5 10 »	208	Park Rapids ♁	9 21 »
5 24 »	215	Dorset	9 05 »
5 35 »	220	Nevis ♁	8 55 »
5 50 »	226	Akeley ♁	8 42 »
6 14 »	236	Walker ♁	8 20 »
6 28 »	241	Leech Lake	8 08 »
6 42 »	248	Wilkinson	7 55 »
7 05 P M	257	arr..Cass Lake ♁.lve.	†7 35 A M
7 40 P M	272	arr....Bemidji....lve.	†7 00 A M

Table 21—NECHE AND PORTAGE LA PRAIRIE.

349	Mls	October 31, 1909.	350
A M	....	(Central time.)	A M
c11 55	0	lve......Neche ♁....arr.	11 35
12 35	2	West Gretna ♁	11 25
1 10	10	Bergmann	10 55
2 00	17	Plum Coulee ♁	10 30
2 25	25	Kronsgart	10 00
3 00	32	Roland ♁	9 35
3 20	36	Graham	9 10
3 55	42	Carman ♁	8 55
4 20	50	Bradburn	8 20
4 45	58	Magnus	7 55
5 10	65	Layland	7 35
5 30	71	Dunn	7 20
5 55	78	Portage La Prairie ♁	b7 00
P M	....	ARRIVE] [LEAVE	A M

* Daily; † daily, except Sunday.

For Index of Stations, see pages 636-637.

Table 22—ST. PAUL, MINNEAPOLIS, SIOUX FALLS AND SIOUX CITY—YANKTON.

61	31	Mls.	October 31, 1909.	32	52
P M	A M	....	(Central time.)	P M	A M
*7 30	†9 20	0	lve...St. Paul..arr.	8 30	7 51
8 03	9 55	10	lv.Minneapolis.ar.	5 55	7 18
*12 01	†12 00	102	lve.+Willmar ♁.arr.	2 00	3 45
12 14	2 10	108	Priam	1 47	3 32
12 27	2 22	114	Raymond ♁	1 37	3 19
12 44	2 35	122	Clara City ♁	1 25	3 02
12 56	2 46	128	Maynard ♁	1 11	2 49
1 04	2 53	131	Asbury	1 03	2 38
1 17	3 08	137	+..Granite Falls ♁	12 53	2 27
1 28	3 18	142	Lorne	12 43	2 16
1 39	3 28	146	Hanley Falls ♁	12 36	2 08
1 56	3 40	152	Cottonwood ♁	12 24	1 56
2 15	3 53	160	Green Valley ♁	12 10	1 40
2 33	4 07	165	+...Marshall ♁	11 59	1 30
2 55	4 21	172	Lynd	11 46	1 14
3 13	4 34	178	Russell ♁	11 34	1 02
3 35	4 48	186	Florence	11 19	12 48
3 50	4 59	191	Ruthton ♁	11 08	12 38
4 10	5 14	199	Holland ♁	10 53	12 25
4 25	5 24	204	Pinney	10 43	12 13
4 36	5 34	207	+...Pipestone ♁	10 37	12 06
4 55	5 46	214	Ihlen	10 23	11 52
5 06	5 57	219	Jasper ♁	10 13	11 42
5 26	6 12	226	Sherman	9 58	11 28
5 40	6 20	230	arr.Garretson ♁ lve.	9 50	11 20
6 00	6 32	230	lve. Garretson.arr.	9 30	11 00
6 20	6 55	238	Corson	9 10	10 40
7 00	7 25	248	+..Sioux Falls ♁	†8 40	10 15
7 26	P M	259	Tea	A M	9 45
7 42	.....	266	Lennox ♁	.....	9 29
8 01	.....	274	Davis	.....	9 06
8 19	.....	282	Viborg ♁	.....	8 48
8 37	.....	289	Irene ♁	.....	8 31
8 59	.....	298	Volin	.....	8 09
9 13	.....	304	Mission Hill	.....	7 56
9 30	.....	311	arr.+Yankton ♁ lve.	.....	*7 40
5 55	6 35	230	lve.Garretson ♁ arr.	9 45	11 05
6 08	6 47	236	Booge ♁	9 33	10 53
6 18	6 56	240	Manley	9 24	10 44
6 33	7 10	247	Hills ♁	9 10	10 32
6 50	7 23	253	Lester ♁	8 58	10 20
7 05	7 36	260	Alvord	8 44	10 06
7 20	7 47	266	+....Doon ♁	8 33	9 54
7 40	8 05	275	Perkins	8 16	9 35
8 02	8 19	282	+.Sioux Center ♁	8 02	9 17
8 18	8 36	291	Maurice	7 45	8 59
8 30	8 48	296	Struble ♁	7 34	8 48
8 45	9 03	303	Dalton	7 20	8 31
8 57	9 15	308	Merrill ♁	7 10	8 21
9 10	9 28	315	Hinton	6 59	8 08
9 25	9 43	322	Leeds	6 46	7 54
9 40	10 00	327	arr.+Sioux City ♁ lve.	†6 30	*7 40
A M	P M	....	(Union Depot.)	A M	P M

Mixed Train—Leaves Yankton †9 40 a.m., arrives Garretson 6 45 p.m. Leaves Garretson †10 20 a.m., arrives Yankton 6 20 p.m.

Table 23—GRAND FORKS AND HANNAH.

No. 205	Ms	Central time.	No. 206
†9 10 A M	0	lve.Grand Forks.arr.	7 15 P M
10 22 »	28	lv..+Larimore ♁.ar.	6 18 »
10 39 »	36	McCanna	5 44 »
10 50 »	42	Orr	5 34 »
11 00 »	45	Inkster ♁	5 23 »
11 06 »	50	Flushing	5 13 »
11 13 »	53	Conway ♁	5 06 »
11 25 »	58	Pisek ♁	4 52 »
11 33 »	64	+. Park River ♁	4 43 »
11 53 A M	69	Kerry	4 30 »
12 03 Noon	74	Edinburg ♁	4 22 »
12 18 »	80	Union	4 06 »
12 33 »	86	Milton ♁	3 51 »
12 46 »	92	+..Osnabrock ♁	3 35 »
12 59 Noon	97	Easby	3 23 »
1 18 P M	104	+..Langdon ♁	3 10 »
1 33 »	111	Dresden	2 55 »
1 48 »	118	Wales	2 40 »
2 05 P M	125	arr.Hannah ♁.lve.	†2 25 P M

b Tuesday, Thursday and Saturday; c Monday, Wednesday and Friday.

Table 24—GRAFTON, WALHALLA AND MORDEN.

No. 139	Mls.	(Central time.)	No. 140
†4 45 P M	0	lve.Grand Forks.arr.	12 20 Noon
6 32 »	40	+....Grafton ♁	10 50 A M
6 48 »	47	Nash	10 30 »
7 04 »	54	Hoople	10 16 »
7 15 »	59	Crystal ♁	10 06 »
7 28 »	65	Hensel ♁	9 53 »
7 45 »	73	Cavalier ♁	9 39 »
7 56 »	78	Backoo	9 27 »
8 07 »	83	Leyden	9 16 »
8 20 »	89	arr...Walhalla ♁.lve.	9 05 »
8 20 »	89	lve...Walhalla..arr.	9 05 »
8 45 »	.....	Haskett, Man. ♁	8 45 »
9 00 »	.....	Glencross, Man.	8 28 »
9 10 P M	110	arr.Morden, Man. ♁.lve.	†8 15 A M

GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN

GREAT NORTHERN RAILWAY

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

Table 25—FARGO, CASSELTON, ANETA, DEVILS LAKE, CHURCH'S FERRY AND BRANDON.

341	3	3-195	Ms	October 31, 1909.	196-10	342
....	P M	P M	...	(Central time.)	A M	....
....	*1045	*7 30	0	lve. + St. Paul ♂ arr.	7 51	....
....	11 20	8 03	10	lve + Minneapolis ♂ arr.	7 18	....
....	....	5 07	261	arr . . + Fargo ♂ . . lve.	10 23	....
....	....	†6 45	0	lve. . . . Fargo . . . . arr.	8 10	....
A M	6 45	7 20	20	arr + Casselton ♂ lve.	7 25	P M
†830	*6 50	†7 50	0	lve. . Casselton . arr.	7 15	5 45
8 40	a —	— —	3	. . . . . Saxony	— —	5 27
8 50	a —	8 01	5	. . . . Fleming	7 02	5 15
9 10	a —	8 11	10	. . . . . Ripon	6 50	5 00
9 15	a —	8 15	11	. . . . . Absaraka . . . . ♂	6 47	†457
A M	a —	8 28	17	. . . . . Ayr . . . . . ♂	6 35	P M
	a —	8 48	26	. . . . . Page . . . . . ♂	6 13	
	a —	9 01	33	. . . . . Colgate . . . . ♂	5 54	
	a —	9 17	39	+ . . . . . Hope . . . . . ♂	5 42	
	a —	9 31	45	. . . . . Blabon . . . . . ♂	5 25	
	a —	9 38	48	. . . . . Pickert	5 17	
	a —	9 50	53	. . . . . Finley . . . . . ♂	5 06	
	a —	10 05	60	. . . . . Sharon . . . . . ♂	4 51	
	a —	10 25	67	+ . . . . . Aneta . . . . . ♂	4 35	
	a —	10 35	72	. . . . . Kloten	4 21	
	a —	10 48	78	. . . . . McVille . . . . ♂	4 08	
	a —	11 04	85	. . . . . Pekin . . . . . ♂	3 43	
	a —	11 17	91	. . . . . Tolna . . . . . ♂	3 30	
	a —	11 31	97	. . . . . Hamar . . . . . ♂	3 17	
	a —	11 45	104	. . . . Warwick . . . . . ♂	3 02	
	a —	11 59	111	. . . . . Tokio . . . . . ♂	2 47	
	a —	12 17	118	. . . . . Narrows . . . . ♂	2 30	
	10 30	12 35	125	arr. + Devils Lake ♂ lve.	2 15	
	10 35	2 25	125	lve . . Devils Lake . . arr.	1 20	
	— —	2 40	132	. . . . Grand Harbor ♂	1 06	
	— —	2 52	138	. . . . . Penn . . . . . ♂	12 53	
	— —	3 05	144	ar. Church's Ferry ♂ lv.	12 40	
	A M	3 15	144	lv . . Church's Ferry . ar.	12 35	
		3 34	51	. . . . . Maza . . . . . ♂	12 15	
		3 55	159	. . . . . Cando . . . . . ♂	11 55	
		4 11	165	. . . . . Considine	11 36	
		4 20	169	. . . . . Jarvis	11 27	
		4 29	172	. . . . . Bisbee . . . . . ♂	11 17	
		4 35	174	. . . . . Bement	11 12	
		4 47	179	. . . . . Perth . . . . . ♂	11 02	
		5 05	185	. . . . . Gronna	10 49	
		5 22	191	+ . . . . . Rolla . . . . . ♂	10 37	
		5 45	198	arr. + St. John ♂ lve.	10 20	
		5 55	198	lve . . . St. John . . arr.	10 15	
		6 35	206	. . . . . Bannerman . . . ♂	9 51	
		6 55	214	. . . . . Desford	9 31	
		7 06	218	. . . . . Fairburn	9 21	
		7 15	223	. . . . Boissevain . . . ♂	9 10	
		7 30	230	. . . . . Alcester	8 56	
		7 45	236	. . . . . Minto . . . . . ♂	8 42	
		8 00	241	. . . . . Heasiip	8 30	
		8 15	246	. . . . . Buncloudy	8 20	
		8 30	249	. . . . . Beverly	8 12	
		8 40	253	. . . . . Hebron	8 03	
		8 55	257	. . . . . Hayfield . . . . ♂	7 54	
		9 05	261	. . . . . McKelvie	7 44	
		9 15	265	. . . . . Roseland	7 36	
		9 30	272	. . . . . Brandon . . . . ♂	†7 20	
		P M	....	ARRIVE]	[LEAVE	A M

Runs to Portland Junction.

Runs to Spokane, Seattle and Tacoma.

Table 26—CASSELTON AND PORTLAND.

	No. 341	Ms	October 31, 1909.	No. 342	
	†8 30 A M	0	lve. + Casselton ♂ . arr.	5 45 P M	
	9 10 »	10	. . . . . Ripon	5 00 »	
	9 20 »	11	. . . . . Absaraka . . . . ♂	4 57 »	
	9 48 »	15	. . . . . Mason	4 35 »	
	10 25 »	20	. . . . . Erie . . . . . ♂	4 15 »	
	11 15 »	31	. . . . . Galesburg . . . . ♂	3 36 »	
	11 50 A M	36	. . . . . Clifford . . . . ♂	3 05 »	
	12 20 Noon	42	. . . . . Roseville	2 35 »	
	1 10 P M	47	. . . . . Portland . . . . ♂	2 15 »	
	1 35 P M	51	ar. + Portland Junc. ♂ lv.	†1 45 P M	

(Central time.)

Table 27—BERTHOLD AND CROSBY.

	No. 221	M.	October 31, 1909.	No. 222	
			(Central time.)		
	†4 10 P M	0	lv. Berthold ♂ ar.	10 55 A M	
	4 28 »	7	. . . . Hartland . . . . ♂	10 35 »	
	4 43 »	13	. . . . Aurelia . . . . ♂	10 20 »	
	5 00 »	21	. . . . Coulee . . . . ♂	10 00 »	
	5 17 »	28	. . . . Kenaston . . . . ♂	9 41 »	
	5 32 »	34	. . . . . Niobe . . . . . ♂	9 23 »	
	5 49 »	41	. . . . . Coteau . . . . ♂	9 04 »	
	6 06 »	48	. . . . . Woburn . . . . ♂	8 47 »	
	6 26 »	55	. . . . . Lignite . . . . ♂	8 30 »	
	6 47 »	63	. . . . Stampede . . . . ♂	8 12 »	
	7 02 »	69	. . . . . Larson . . . . ♂	7 59 »	
	7 20 »	76	. . . . . Noonan . . . . ♂	7 44 »	
	7 35 »	82	. . . . . Paulson	7 31 »	
	7 55 P M	89	. . . . Crosby . . . . ♂	†7 15 A M	
	....	....	ARRIVE]	[LEAVE	....

Table 28—LAKOTA AND SARLES.

No. 207	M	October 31, 1909.	No. 208
		(Central time.)	
†2 00 P M	0	lve. . . . Lakota ♂ . . arr.	11 15 A M
2 35 »	12	. . . . . Brockett . . . . . ♂	10 40 »
2 53 »	18	. . . . . Lawton . . . . . ♂	10 22 »
3 05 »	23	. . . . . Stover	10 10 »
3 14 »	27	. . . . . Edmore . . . . . ♂	9 59 »
3 33 »	34	. . . . . Derrick	9 40 »
3 50 »	40	. . . . . Hampden . . . . ♂	9 25 »
4 02 »	45	. . . . . Weaver	9 12 »
4 20 »	52	. . . . . Munich . . . . . ♂	8 53 »
4 38 »	60	. . . . . Clyde . . . . . ♂	8 33 »
4 56 »	66	. . . . . Calvin . . . . . ♂	8 18 »
5 15 P M	73	arr. . . . Sarles ♂ . . lve.	†8 00 A M

Table 29—YORK AND DUNSEITH.

No. 353	M	October 31, 1909.	No. 354
		(Central time.)	
†3 15 P M	0	lve. . . . . York ♂ . . . arr.	1 00 P M
3 40 »	7	. . . . . Hong	12 25 Noon
4 10 »	14	. . . . . Wolford . . . . ♂	11 45 A M
4 40 »	21	. . . . . Nansen . . . . ♂	10 50 »
4 55 »	25	. . . . . Barby	10 30 »
5 20 »	27	. . . . . Rolette . . . . ♂	10 15 »
6 00 »	34	. . . . . Thorne . . . . ♂	9 30 »
6 30 P M	41	arr. . . . Dunseith ♂ . lve.	†9 00 A M

Table 30—RUGBY AND ANTLER.

No. 213	Ms	(Central time.)	No. 214
†4 00 P M	0	lve. . + Rugby ♂ . . arr.	11 45 A M
4 24 »	13	. . . . . Barton . . . . . ♂	11 05 »
4 40 »	21	. . . . Willow City . . ♂	10 45 »
4 50 »	25	. . . . . Belmar	10 35 »
4 58 »	29	. . . . . Omemee . . . . ♂	10 25 »
5 04 »	31	. . . . . Arnedo	10 15 »
5 22 »	38	+ . . . Bottineau . . . ♂	10 00 »
5 37 »	45	. . . . . Carberry	9 40 »
5 55 »	51	. . . . . Souris . . . . . ♂	9 25 »
6 07 »	56	. . . . . Roth	9 12 »
6 20 »	62	. . . . . Landa . . . . . ♂	9 00 »
6 40 »	68	. . . . . Westhope . . . . ♂	8 45 »
6 55 »	73	. . . . . Kuroki	8 30 »
7 20 P M	80	arr. . . . Antler . . . . lve.	†8 15 A M

Table 31—GRANVILLE AND SHERWOOD.

220-217	M	(Central time.)	218-219
†4 15 P M	0	lve. . . + Minot ♂ . . . arr.	11 30 A M
5 30 P M	21	. . . . . Granville . . . . ♂	10 30 A M
6 00 »	34	. . . . . Deering . . . . . ♂	9 57 »
6 25 »	45	. . . . . Glenburn . . . . ♂	9 32 »
6 37 »	51	. . . . . Forfar	9 18 »
6 50 »	56	. . . . . Lansford . . . . . ♂	9 05 »
7 05 »	62	. . . . . Truro	8 50 »
7 20 »	67	. . . . . Mohall . . . . . ♂	8 35 »
7 40 »	75	. . . . . Lorain	8 15 »
8 00 P M	82	arr. . . Sherwood . . lve.	†8 00 A M

Table 32—TOWNER AND MAXBASS.

No. 355	Ms	(Central time.)	No. 356
†4 45 P M	0	lve. . . . Towner ♂ . arr.	11 50 A M
5 05 »	9	. . . . . Milroy	11 20 »
5 20 »	14	. . . . . Bantry . . . . . ♂	11 05 »
5 50 »	22	. . . . . Upham . . . . . ♂	10 10 »
6 25 »	29	. . . . . Deep . . . . . ♂	9 20 »
6 55 »	34	. . . . . Newburg . . . . ♂	8 50 »
7 15 »	41	. . . . . Dunning	8 15 »
7 30 P M	45	arr. . Maxbass ♂ . lve	†8 00 A M

Table 33—REXFORD AND MICHEL.

252	M	Oct. 31, 1909.	251
P M	..	LVE.] [ARR.	P M
†4 15	0	. . Rexford . ♂	1 40
4 26	5	. . . Hayden . . .	1 27
4 41	10	. . . Gateway . ♂	1 17
4 55	15	. . . Flagstone . .	12 57
5 06	20	. . . . Dorr	12 45
5 17	25	. . . . Krag	12 34
5 31	30	. . . Baynes . ♂	12 21
5 51	38	. . . . Mott	12 06
6 04	43	. . . . Elko	11 56
6 30	53	. . . Swinton . . .	11 30
6 55	62	. . . Fernie . ♂	11 05
7 13	69	. . . Hosmer . . .	10 40
7 25	74	. . . . Olson	10 32
7 50	83	. . . Michel . ♂	†10 10
P M	..	ARR.] [LVE.	A M

(Mountain time.)

Table 34—BONNER'S FERRY AND CRESTON.

379	M	Oct. 31, 1909.	380
A M	..	LV.] (Pac. T.) [AR.	Noon
d7 00	0	. Bonner's Ferry ♂	12 30
7 30	8	. . . . Ritz	12 00
8 00	17	. . Copeland . . .	11 30
8 30	26	. . . Port Hill . . .	11 00
8 35	27	. . . Rykert	10 55
9 00	33	. . . Creston . . .	d10 30
A M	..	ARR.] [LVE	A M

Table 35—ST. PAUL, MINNEAPOLIS, GREAT FALLS, HELENA AND BUTTE.

237	235	Mls	October 31, 1909.	236	238
....	P M	....	(Central time.)	A M	....
....	*1020	0	lve. . . St. Paul . . arr.	8 10	....
....	10 55	10	lv. Minneapolis . ar.	7 40	....
....	....	....	(Mountain time.)	....	....
....	*4 30	957	lve. . Havre ♂ . . arr.	2 50	....
....	4 40	961	. . Pacific Junction . .	2 40	....
....	4 50	964	. . Assiniboine . ♂	2 30	....
....	5 05	971	. . . . . Laredo	2 11	....
....	5 25	981	. . . . . Box Elder	1 53	....
....	5 45	991	. . . . . Big Sandy . . . ♂	1 30	....
....	6 00	998	. . . . . Verona	1 14	....
....	6 08	1002	. . . . . Cairo	1 06	....
....	6 17	1006	. . . . . Virgelle	12 57	....
....	6 27	1012	. . . . . Sayre	12 47	....
....	6 37	1017	. . . . . Lippard	12 37	....
....	6 48	1023	. . . . . Loma	12 26	....
....	6 58	1027	. . . . . Teton	12 15	....
....	7 04	1031	. . . . . Liscum	12 06	....
....	7 16	1035	+ . . . . Benton . . . . ♂	11 54	....
....	7 27	1041	. . . . Kershaw	11 42	....
....	7 30	1045	. . . . . Tunis	11 32	....
....	7 47	1051	. . . . . Carter	11 19	....
....	7 55	1056	. . . . Flowerce	11 09	....
....	8 12	1064	. . . . . Portage . . . . ♂	10 55	....
....	8 23	1070	. . . . . Goodale	10 44	....
....	8 33	1074	. . . . . Rainbow . . . . ♂	10 33	....
P M	8 50	1080	ar. + Great Falls ♂ . lv.	10 20	P M
*3 40	9 25	1080	lv . . . Great Falls . . . ar.	10 00	3 00
3 57	— —	1086	. . . . . Flood	— —	2 40
4 16	— —	1095	. . . . . Ulm	9 23	2 20
4 28	— —	1102	. . . . . Riverdale	— —	2 08
4 42	10 25	1110	+ . . . . Cascade . . . . ♂	8 57	1 55
5 00	— —	1118	. . . . . Hardy	— —	1 40
5 17	— —	1125	. . . . . Mid Canon	— —	1 22
5 34	11 15	1132	. . . . . Craig . . . . . ♂	8 06	1 08
5 52	11 33	1140	. . . . . Wolf Creek . . ♂	7 49	1250
6 12	— —	1144	. . . . . Mitchell	7 24	1224
6 25	— —	1156	. . . . . Johns	— —	1212
6 40	12 31	1162	. . . . . Silver . . . . . ♂	7 00	1159
6 60	— —	1166	. . . . . Gearing	— —	1150
7 03	— —	1171	. . . . . Iron	— —	1140
7 35	1 20	1179	+ . . . . Helena . . . . ♂	6 20	1120
7 50	— —	1184	. . . . . Easton	— —	1054
8 00	— —	1189	. . . Montana City . . .	— —	1044
8 15	2 00	1195	. . . . . Clancy . . . . . ♂	5 35	1033
8 20	2 05	1196	. . . . Alhambra	5 28	1028
8 35	— —	1199	. . . . . Moxon	— —	— —
8 42	2 27	1200	. . . . . Jefferson	5 18	1015
8 49	2 34	1201	. . . . . Corbin . . . . . ♂	5 14	1010
8 58	2 43	1205	. . . . . Wickes	5 07	1001
9 05	2 50	1208	. . . . . Portal . . . . . ♂	5 03	— —
9 10	2 55	1208	. . . . . Amazon	4 58	— —
9 20	3 05	1214	+ . . . Boulder . . . . ♂	4 46	9 37
9 34	— —	1219	. . . . . Fuller	4 37	— —
9 45	3 25	1222	. . . . . Basin . . . . . ♂	4 29	9 17
9 57	3 35	1226	. . . . . Bernice	4 19	9 07
10 12	— —	1229	. . . . . Wilder	4 11	— —
10 28	4 02	1234	. . . . . Elk Park	4 02	8 49
10 42	— —	1239	. . . . . Trask	3 50	— —
10 55	4 25	1242	. . . . . Woodville . . . ♂	3 40	8 32
11 25	4 55	1252	arr. + Butte ♂ . . lve.	*3 00	*800
....	....	....	(B. A. & P. Ry.)	....	....
*1130	*5 00	1252	lve. . . Butte ♂ . arr.	12 25	5 05
12 30	6 00	1278	. . . Anaconda . . ♂	*1125	*415
Night	P M	....	ARRIVE]	[LEAVE	A M A M

(Mountain time.)

Table 36—GREAT FALLS AND NEIHART.

	364	Ms	October 31, 1909.	363	
	A M	....	(Mountain time.)	P M	....
....	d3 00	0	lve. Great Falls . arr.	1 00	....
....	10 40	28	. . . . Armington . . ♂	10 37	....
....	11 10	39	. . . . . Riceville	9 55	....
....	11 40	44	. . B. & M. Siding . .	9 35	....
....	11 55	46	. . . Logging Creek . .	9 25	....
....	12 35	53	. . . . . Monarch . . . . ♂	8 55	....
....	1 25	66	. . . . . Neihart . . . ♂	d8 00	....
....	P M	....	ARRIVE]	[LEAVE	A M

(Mountain time.)

Table 37—COLUMBIA FALLS TO SOMERS AND MARION.

249	247	243	253	M	October 31, 1909.	244	248	250	254
P M	P M	A M	A M	..	(Mountain time.)	A M	P M	P M	Night
*1030	*655	*1120	*105	0	lv. Columbia Falls ♂ ar.	1105	6 30	1010	12 25
10 43	7 08	11 33	1 18	6	. . . . . La Salle	1050	6 15	9 55	12 10
11 00	7 25	11 50	1 35	15	arr. + Kalispell ♂ lve.	1030	5 55	*835	*1150
P M	P M	5 00	7 45	26	. . . . . Somers	*800	*515	P M	P M
....	....	d1150	A M	15	lve. . . Kalispell . . arr.	....	3 30	....	....
....	....	12 21	....	25	. . . . . Kila	....	2 55	....	....
....	....	1 06	....	33	. . . . . Athens	....	2 25	....	....
....	....	1 30	....	38	. . . . . Marion	....	d200	....	....
....	....	P M	....	..	ARRIVE]	[LEAVE	....	P M	....

* Daily; † daily, except Sunday; *a* stops to take passengers for west of Willis'on; *b* Monday, Wednesday and Friday; *c* Tuesday, Thursday and Saturday; *d* Tuesday and Friday. + Coupon stations; Telegraph stations.

For Map, see page 634.
For Index of Stations, see pages 636-637.

GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN

GREAT NORTHERN RAILWAY LINE

Table 38—SHELBY, GREAT FALLS AND BILLINGS.

240	44	384	368	Mls	October 31, 1909.	363	43	239
P M	A M				(Mountain time.)		P M	P M
*6 10	*5 30			0	lve. + Shelby ♁ .arr.		6 55	1 50
6 33	a –			9	Naismith		a –	1 25
7 00	a –			16	Fowler		a –	1 10
7 35	6 32			31	Conrad ♁		5 54	12 40
7 50	a –			38	Withey		a –	12 22
8 03	a –			44	Brady		a –	12 10
8 28	7 17			54	Collins ♁		5 05	11 45
8 44	a –			62	Dutton		a –	11 25
8 06	a –			72	Power		a –	11 05
9 25	a –			80	Gordon		a –	10 49
9 40	8 25			87	Vaughn ♁		4 00	10 35
9 51	a –			91	Manchester		a –	10 25
10 15	9 00 A M	A M		99	arr. Great Falls. lve.	P M	3 30	*10 00
P M	9 15	b8 00	†5 30	99	lve. Great Falls ♁ .arr.	1 00	3 15	A M
	9 30	8 20	6 00	106	Field	12 35	2 50	
	9 39	8 35	6 30	109	Gerber ♁	12 15	2 42	
	9 50	8 57	A M	113	Swift	11 55	2 30	
	10 11	9 27		120	Wayne	11 30	2 17	
	10 29	9 50		125	Belt ♁	10 50	2 00	
	10 37	10 10		127	Armington ♁	c10 37	1 50	
	10 53	A M		133	Blythe	A M	1 35	
	11 08			137	Raynsford		1 25	
	11 28			144	Spionkop ♁		1 10	
	11 40			151	Geyser		12 57	
	11 52			157	Merino		12 45	
	12 02			162	Dover		12 35	
	12 25			167	Stanford ♁		12 25	
	12 45			175	Windham ♁		12 10	
	12 57			181	Benchland		11 58	
	1 09			186	Mocassin		11 45	
	1 21			191	Hobson ♁		11 33	
	1 31			196	Hauck		11 23	
	1 41			201	Mendon		11 13	
	1 53			207	Buffalo		11 03	
	2 10			213	Barrows		10 53	
	2 30			219	Judith Gap ♁		10 40	
	2 42			226	Oxford		10 18	
	2 54			232	Bercail		10 04	
	3 09			239	Hedges ♁		9 47	
	3 22			246	Wallum		9 32	
	3 32			252	Franklin		9 22	
	3 47			258	Vebar		9 09	
	4 04			265	Cushman ♁		8 56	
	4 21			272	Belmont		8 36	
	4 38			279	Painted Robe		8 24	
	4 52			284	Broadview ♁		8 12	
	5 07			293	Comanche		7 57	
	5 19			299	Acton		7 45	
	5 34			307	Shorey		7 31	
	5 45			312	Rim Rock ♁		7 20	
	5 57			317	Hesper		7 07	
	– –			322	Great North Jn. ♁		– –	
	6 35			333	arr. Billings ♁ lve.		*6 30	
	P M				(Burlington Route.)		A M	
	8 15			1373	Kansas City		*8 05	
	A M				ARRIVE / LEAVE		P M	

No. 384: Runs to Neihart. No. 368: Arrives Lewis (112 miles) 6 45 a.m., Stockett (117 miles) 7 15 a.m. No. 363: Runs from Neihart.

Table 39. GREAT FALLS, SHELBY AND SWEET GRASS.

239	43	Mls	October 31, 1909.	44	240
A M	P M		(Mountain time.)	A M	P M
*10 00	*3 30	0	lve. Great Falls. arr.	9 00	10 15
1 50	6 55	100	Shelby ♁	5 30	8 10
2 00	7 03	103	Virden ♁	*5 23	*5 50
†3 40	P M	120	Kevin	A M	1 35
†4 30		139	Sweet Grass		†12 45
P M			ARRIVE / LEAVE		Noon

Table 40—GRAND FORKS AND PHOENIX.

No. 390	Ms	October 31, 1909.	No. 389
		(Pacific time.)	
†3 30 P M	0	lve. Grand Forks ♁ arr.	10 20 A M
3 35 "	1	Weston ♁	10 15 "
4 02 "	7	Spencer	9 58 "
4 27 "	14	Hale ♁	9 33 "
4 32 "	16	Denoro	9 27 "
4 40 "	17	Glenside	9 22 "
5 10 P M	24	arr. Phoenix ♁ lve.	†9 00 A M

Table 41—KOOTENAY RAILWAY & NAVIGATION CO.

Steamer.	Ms	(Pacific time.)	Steamer.
†7 00 A M	0	lve. + Nelson arr.	5 55 P M
– –	25	Troup Junction	– –
9 40 "	32	Ainsworth	3 00 "
10 50 A M	45	arr. + Kaslo lve.	†2 00 P M

Table 42—KASLO & SLOCAN RAILWAY

No. 1	Ms	November 3, 1908.	No. 2
		(Pacific time.)	
c11 00 A M	0	lve. Kaslo arr.	3 10 P M
12 25 Noon	18	Whitewater	1 35 "
1 00 P M	23	arr. McGuigan lve.	c1 15 P M

Table 43—SPOKANE, MARCUS, GRAND FORKS AND OROVILLE.

258	256	Mls.	October 31, 1909.	255	257	261
P M	A M		(Pacific time.)	P M	A M	P M
†4 26	*8 55	0	lv. + Spokane ♁ .ar.	5 36	10 25	8 35
4 40	9 10	5	Hillyard ♁	5 20	10 10	8 20
5 00	9 30	14	Colbert ♁	5 00	9 50	8 00
5 10	s9 40	18	Wayside	– –	9 40	7 47
5 18	s9 47	21	Darts	– –	9 33	7 40
5 25	s9 53	23	Denison	– –	9 28	7 35
5 37	10 02	27	Deer Park ♁	4 25	9 20	7 25
5 50	10 15	32	Clayton ♁	4 10	9 08	7 10
6 15	10 35	38	Loon Lake ♁	3 50	8 50	6 50
6 36	10 55	47	Springdale ♁	3 20	8 23	6 20
6 47	s11 05	51	Grays	– –	8 07	6 03
7 00	11 14	57	Valley ♁	2 50	7 55	5 50
7 18	11 29	64	Chewelah ♁	2 33	7 35	5 33
7 40	11 49	73	Addy ♁	2 13	7 13	5 13
8 00	s12 04	81	Arden	– –	6 55	4 55
8 08	s12 10	84	Kief	– –	6 48	4 48
8 20	12 17	87	Colville ♁	1 40	6 40	4 40
8 45	12 40	96	Meyers Falls ♁	1 20	6 20	4 20
9 00	*12 55	101	arr. Marcus ♁ lve.	1 00	†6 00	‡4 00
P M	†1 15	101	lve. Marcus. arr.	12 50	A M	P M
	1 30	106	Boyds	12 35		
	1 42	111	Barstow	12 20		
	1 52	116	Dulwich	12 06		
	1 56	118	Orient ♁	12 01		
	2 08	122	Hughes	11 50		
	2 35	128	Laurier ♁	11 36		
	2 48	134	Rideau	11 20		
	3 15	143	Grand Forks	11 00		
	3 40	146	Danville ♁	10 40		
	3 50	150	Hurlburt	10 25		
	4 05	157	Curlew ♁	10 10		
	4 19	162	Paxson	9 55		
	4 28	166	Toroda	9 45		
	4 40	171	Ferry	9 35		
	4 50	172	Midway ♁	9 22		
	5 10	180	Bergen	9 04		
	5 24	185	Myncaster ♁	8 50		
	5 35	190	Syackan	8 40		
	5 55	197	Bridesville ♁	8 25		
	6 10	202	Molson ♁	8 10		
	6 30	209	Nine Mile	7 45		
	6 50	213	Circle	7 25		
396	7 14	222	Mount Hull ♁	6 58	397	
A M	7 40	227	arr. Oroville ♁ lve.	†6 30	P M	
†8 00	P M	227	lve. Oroville. arr.	A M	4 30	
8 45		238	Night Hawk ♁		3 45	
9 30		248	Chopaka ♁		3 15	
10 05		258	Similkameen		2 25	
10 30		265	Keremeos ♁		†2 00	
A M			ARRIVE / LEAVE		P M	

* Daily; † daily, except Sunday; § Sunday only; a stops to take or leave passengers for or from points beyond Great Falls and Virden; b Monday, Wednesday and Friday; c Tuesday, Thursday and Saturday; s stops Sunday only. + Coupon stations; ♁ Telegraph stations.

For Map, see page 634. For Index of Stations, see pages 636-637.

Table 44—COLUMBIA RIVER AND MANSFIELD.

382	Mls.	October 31, 1909.	381
P M		(Pacific time.)	A M
†4 30	0	lv. Wenatchee ♁ ar.	11 45
4 48	7	Malaga	11 28
5 00	12	Rock Island	11 15
5 20	16	Columbia River ♁	11 00
5 35	22	Moses Coulee	10 40
5 55	27	Appledale	10 20
6 20	32	Palisades	10 00
6 50	38	McCue	9 40
7 30	48	Alstown	9 20
7 50	53	Douglas	9 00
8 20	60	Supplee	8 35
8 40	65	Withrow	8 15
9 00	71	Byron	7 50
9 30	77	Mansfield	†7 30
P M		ARRIVE / LEAVE	A M

Table 45. SPOKANE, MARCUS AND NELSON.

264	260	Ms	October 31, 1909.	259	263
A M	A M		(Pacific time.)	P M	P M
§8 55	†8 55	0	lve. Spokane arr.	5 35	8 35
12 55	12 55	101	arr. Marcus lve.	1 00	4 00
§1 10	†1 10	101	lve. Marcus ♁ arr.	12 40	12 40
1 30	1 30	110	Bossburg ♁	12 18	12 18
1 41	1 41	115	Williams	12 05	12 05
1 54	1 54	121	Marble	11 53	11 53
2 20	2 20	129	ar. + Northport. lv.	11 30	§11 30
P M	2 35	129	lv. Northport ♁ ar.	11 20	A M
	3 20	140	Waneta ♁	10 45	
	3 30	144	Sayward	10 33	
	3 45	149	Fruitvale	10 20	
	4 20	162	Erie	9 47	
	4 30	165	Salmo ♁	9 40	
	4 50	172	Ymir ♁	9 20	
	–	180	Hall	– –	
	–	183	Apex	– –	
	5 40	190	Mountain	8 25	
	6 00	194	Troup Junc. ♁	8 05	
	6 20	199	+ Nelson ♁	†7 45	
	P M		ARRIVE / LEAVE	A M	

NORTHPORT AND ROSSLAND.

386	M	Table 46.	395
P M		(Pacific time.)	A M
*2 35	0	lve. Northport. arr.	11 00
3 08	8	Velvet	10 33
3 18	9	Paterson	10 30
4 10	18	Rossland	*10 00
P M		ARRIVE / LEAVE	A M

Table 47—CURLEW AND REPUBLIC.

394	392	Ms	October 31, 1909.	391	393
P M	A M		(Pacific time.)	A M	P M
†4 10	†10 10	0	lve. Curlew arr.	10 00	3 00
4 24	10 28	6	Malo	9 43	2 40
4 41	11 00	13	Pollard	9 25	2 10
4 52	11 15	17	Torboy	9 15	1 55
5 10	11 40	22	Republic ♁	†9 00	†1 30
P M	A M		ARRIVE / LEAVE	A M	P M

SPOKANE AND PORTLAND, ORE.

3	1	(Via G. N. and S. P. & S. Rys.)	4	2
P M	A M		A M	A M
*10 45	*11 15	lve. St. Paul arr.	7 05	8 10
11 20	11 45	lv. Minneapolis. ar.	6 30	7 40
8 15	6 30	arr. Spokane. lve.	10 40	7 55
		(Via S. P. & S. Ry.)		
8 45	8 00	lve. Spokane. arr.	9 00	7 00
10 02	9 23	Lamont	7 40	5 37
12 55	12 40	Pasco	4 25	2 20
1 00	12 45	Kennewick	4 15	2 10
1 58	1 43	Plymouth	3 17	1 08
2 33	2 19	Luzon	2 41	12 30
3 09	3 03	Roosevelt	2 02	11 53
3 57	3 57	Cliffs	1 17	11 07
4 47	4 49	Granddales	12 31	10 17
5 02	5 07	Lyle	12 15	10 00
5 21	5 27	White Salmon	11 55	9 43
5 53	6 02	Ash	11 17	9 08
6 01	6 10	Stevenson	11 09	9 01
6 51	7 02	Washougal	10 13	8 12
6 56	7 08	Camas	10 07	8 06
7 25	7 37	Vancouver	9 37	7 40
8 00	8 15	Portland	*7 00	*7 00
A M	P M	ARRIVE / LEAVE	A M	P M

GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN ◆ GN

GREAT NORTHERN RAILWAY

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

Table 48—SEATTLE AND VANCOUVER.

280	276	278	272	270	274	Mls	October 31, 1909.	273	269	271	275	277	279
.....	P M	P M	P M	Noon	A M		(Pacific time.)	P M	P M	P M	A M	A M	
.....	*11 45	*5 45	*4 35	*12 25	*8 05	0	lve. + Seattle ♂ arr.	3 35	3 55	9 40	7 45	11 50	.....
.....	11 55	— —	— —	— —	— —	3	.....G. N. Dock....♂	— —	— —	— —	7 35	— —	.....
.....	12 01	6 00	— —	— —	8 20	4	.....Interbay....♂	3 20	— —	— —	7 30	11 35	.....
.....	12 05	6 05	— —	— —	8 25	5	.....Ballard.....♂	3 15	— —	— —	7 25	11 30	.....
.....	12 13	— —	— —	— —	— —	8	.....Metum.....♂	— —	— —	— —	7 18	— —	.....
.....	12 27	6 23	— —	1 04	8 49	14	..Richmond Beach♂	2 52	— —	— —	7 02	11 06	.....
.....	12 35	6 32	— —	1 12	8 58	17	.....Edmonds.....♂	2 42	— —	— —	6 52	10 56	.....
.....	12 45	6 40	— —	— —	9 07	22	....Meadowdale..♂	2 29	— —	— —	6 40	10 43	.....
.....	12 53	6 47	— —	— —	9 14	24	.....Mosher.....♂	2 21	— —	— —	6 32	10 34	.....
.....	1 03	7 00	— —	1 36	9 26	29	.....Mukilteo....♂	2 10	— —	— —	6 21	10 22	.....
.....	1 20	7 20	6 52	1 52	9 44	33	+....Everett....♂	1 52	2 35	8 15	6 07	10 07	.....
.....	— —	— —	— —	— —	— —	36	.....Delta.....	— —	— —	— —	— —	9 51	.....
.....	1 42	7 53	— —	2 18	10 06	41	.....Marysville....♂	1 35	— —	— —	5 45	9 44	.....
.....	1 59	8 08	— —	— —	10 20	48	.....English.....	1 15	— —	— —	5 2.	9 26	.....
.....	2 09	8 20	— —	2 46	10 31	52	.....Silvana.....♂	1 00	— —	— —	5 13	9 16	.....
.....	2 20	8 35	— —	2 55	10 46	57	.....Stanwood....♂	12 47	— —	7 23	4 58	8 58	.....
.....	2 35	8 50	—	3 07	11 05	64	.....Fir.....♂	12 30	— —	— —	4 41	8 42	.....
A M	2 50	9 05	7 00	3 20	11 22	70	+...Mt. Vernon...♂	12 15	1 28	7 00	4 28	8 29	P M
*8 20	3 05	9 20	7 10	3 35	11 40	74	....Burlington..♂	12 01	1 20	6 51	4 15	8 16	6 35
8 27	3 13	9 27	— —	— —	11 48	76	.....Belleville.....♂	11 48	— —	— —	4 01	8 04	6 25
8 40	3 25	9 37	— —	— —	12 01	81	.....Bow.....♂	11 36	— —	— —	3 50	7 56	6 15
8 45	— —	9 40	— —	— —	— —	...	.....Blanchard.....	— —	— —	— —	— —	7 50	6 10
8 51	3 38	9 45	— —	— —	12 12	85	.....Samish.....	11 16	— —	— —	3 38	7 46	6 03
9 04	3 50	9 56	— —	— —	12 26	91	.....Chuckanut.....	11 1.	— —	— —	3 23	7 34	5 48
9 15	4 02	10 06	7 51	4 21	12 38	95	+South Bellingham♂	10 55	12 38	6 08	3 10	7 25	5 35
9 30	4 12	10 15	8 00	4 30	12 50	97	+..Bellingham..♂	10 55	12 30	6.00	3 00	*7 15	5 25
A M	4 23	P M	— —	— —	1 05	104	..... Brennan.....	10 35	— —	—	2 37	A M	P M
.....	4 37	═══	8 15	4 50	1 13	106	.....Ferndale.....♂	10 28	— —	5 43	2 30	.....	.....
.....	4 42	.....	— —	—	1 20	109	.....Enterprise.....	10 20	— —	— —	2 20	...	.....
.....	4 50	.....	— —	5 02	1 28	112	.....Custer.....♂	10 13	— —	5 33	2 12	.....	.....
.....	5 10	.....	8 35	5 20	1 45	119	.....Blaine.....♂	9 55	11 45	5 20	1 50	.....	.....
.....	5 25	.....	8 48	5 35	2 00	123	.....White Rock...♂	9 39	11 35	5 10	1 30	.....	.....
.....	5 37	.....	— —	— —	2 14	128	.....Crescent.....	9 27	— —	— —	1 16	.....	.....
.....	5 49	398	9 08	5 56	2 25	132	.... Colebrook ..♂	9 17	11 20	4 54	1 05	397	.....
.....	6 03	A M	— —	— —	2 37	137	.....Townsend.....	9 05	— —	— —	12 45	P M	.....
.....	6 20	†9 20	9 30	6 25	2 55	143	+ New Westminster♂	8 50	11 00	4 30	12 27	3 30	.....
.....	6 24	9 30	— —	— —	2 59	144	.....Sapperton.....	8 45	— —	— —	— —	3 25	.....
.....	6 35	9 50	— —	— —	3 10	149	..... Burnaby.....	8 24	— —	— —	12 07	3 10	.....
.....	6 43	10 00	— —	— —	3 15	151	.....Ardley.....	8 29	— —	— —	12 02	3 00	.....
.....	6 48	10 05	— —	— —	3 19	153	.....Still Creek.....	8 25	— —	— —	11 57	2 50	.....
.....	7 00	10 20	10 00	7 00	3 30	157	.... Vancouver..♂	*8 15	*10 30	*4 00	*11 45	†2 30	.....
.....	A M	A M	P M	P M	P M	...	ARRIVE] [LEAVE	A M	A M	P M	P M	P M	.....

Trains marked * run daily; † daily, except Sunday; § Sunday only.
+ Coupon stations; ♂ Telegraph stations.

Table 49—SUMAS, NEW WESTMINSTER AND GUICHON.

387	397	Mls.	October 31, 1900.	398	388
P M	.....	.....	(Pacific time.)	....	A M
2 10	Runs from Vancouver.	0	lve.....Sumas.....arr.	Runs to Vancouver.	11 59
3 05		0.1	.....Huntingdon.....		11 55
3 15		3.6	.....Abbotsford.....		11 45
3 40		8.1	.....Pinegrove.....		11 30
4 00		12.7	.....Aldergrove.....		11 15
4 20		16.9	.....Otter.....		10 50
4 45	P M	21.6	.....Lincoln.....	A M	10 30
.....	†3 50	.....	lve. + New Westminster ♂. arr.	9 20	.....
.....	4 30	.....	.....Port Kells.....	8 30	.....
5 15	4 55	29.4	.....Cloverdale.....♂	8 10	10 00
— —	5 10	34.9	.....Southport.....	7 50	— —
6 00	5 25	35.9	.....Colebrook.....♂	7 40	9 20
6 17	5 45	42.7	.....Inverholm.....	7 15	8 45
6 25	5 55	45.1	.....Chalucthan.....	7 05	8 35
6 30	6 00	46.5	.....Guichon.....	†7 00	§8 00
P M	P M	.....	ARRIVE] [LEAVE	A M	A M

Table 50—ROCKPORT AND ANACORTES.

290	290	280	M	October 31, 1909.	399	289	279
....	P M	A M	..	(Pacific time.)	....	P M	P M
....	*4 25	*6 10	0	lve... Rockport ♂ arr.	....	2 20	9 15
....	4 45	6 27	6	.....Faber.....	....	2 03	8 59
....	5 02	6 36	9	.....Concrete.....♂	....	1 50	8 48
....	5 08	6 42	10	.....Grassmere.....	....	1 38	8 38
....	5 23	6 57	16	.....Birdsview.....	....	1 20	8 25
....	5 38	7 12	20	.....Hamilton....♂	....	1 05	8 12
....	5 50	7 23	23	.....Lyman.....	....	12 50	8 00
....	6 08	7 37	29	..Cokedale Junction..	....	12 35	7 45
....	6 23	7 52	32	...Sedro-Woolley.♂	....	12 23	7 36
....	6 29	7 58	35	.....Sterling.....	....	12 12	7 24
P M	6 40	8 10	37	arr. Burlington ♂. lve.	A M	12 05	7 15
*925	7 15	8 50	3.	lve.. Burlington..arr.	8 00	11 35	6 35
9 33	7 24	9 00	4.	.....Avon.....	7 49	11 27	6 27
9 41	7 33	9 10	4.	.....Fredonia.....	7 39	11 19	6 19
9 48	7 40	9 17	44	.....Whitney.....	7 31	11 13	6 12
10 02	7 58	9 36	5.	.....Fidalgo.....	7 15	10 57	5 58
10 15	8 10	9 50	54	.....Anacortes....♂	*700	*10 45	*5 45
P M	P M	A M	..	ARRIVE] [LEAVE	A M	A M	P M

For Index of Stations, see pages 636-637.
For Map, see page 634.

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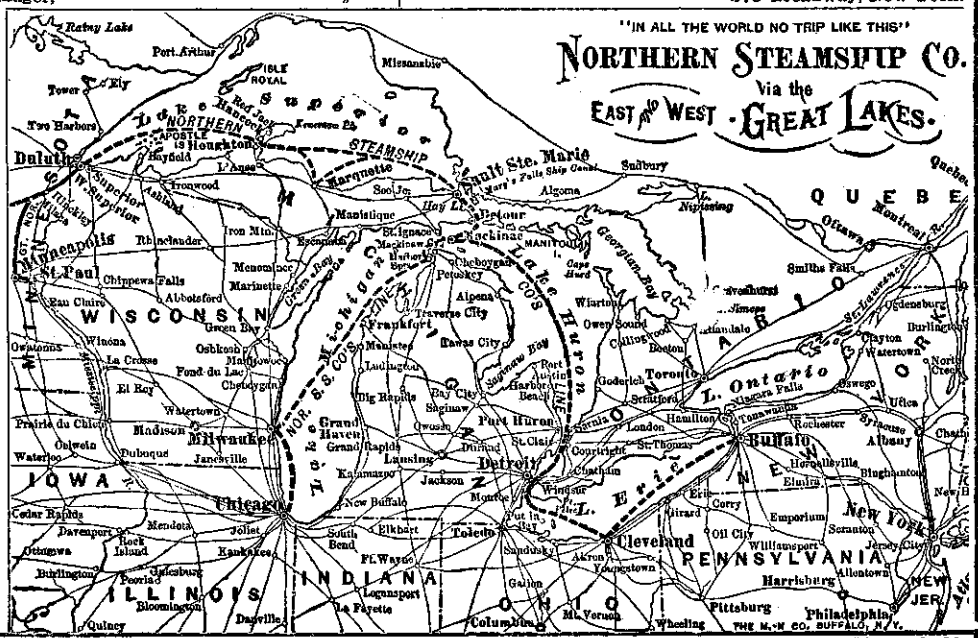

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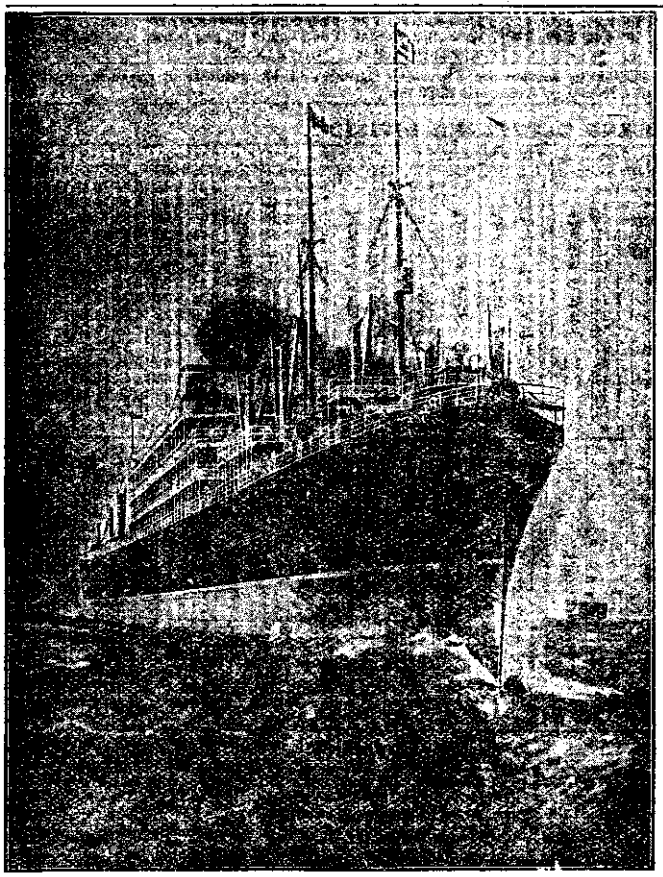

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AKRON, CANTON, CANAL DOVER AND NEW PHILADELPHIA DIVISION.

In Effect October 15, 1909.

Southbound.	Mls	....	....	....	....	....	A M	A M	A M	Ltd.	A M	Ltd.	A M	A M	Noon	Noon	Ltd.	P M	P M	P M	P M	P M	Ltd.	P M	P M	P M
Cleveland ....lve.	0	....	....	....	A M	A M	*500	*6 00	*720	*7 50	*8 00	*9 50	*1000	*1100	*1200	*1250	*150	*200	*3 00	*4 00	*4 20	*5 00	*5 50	*7 00	a900	b9 00
Akron	36	....	....	....	*540	*6 40	7 40	8 40	9 00	9 40	10 40	11 40	12 40	1 40	2 40	2 30	3 40	4 40	5 40	6 40	6 00	7 40	8 40	9 40	11 00	11 20
Uniontown.....	47	....	....	....	6 17	7 17	8 17	9 17	— —	10 17	11 17	12 17	1 17	2 17	3 17	— —	4 17	5 17	6 17	7 17	— —	8 17	9 17	10 17	11 29	11 59
Greentown	50	....	....	....	6 24	7 24	8 24	9 24	Ltd.	10 24	11 24	12 24	1 24	2 24	3 24	— —	4 24	5 24	6 24	7 24	Ltd.	8 24	9 24	10 24	11 36	12 06
New Berlin	53	....	A M	A M	6 34	7 34	8 34	9 34	— —	10 34	11 34	12 34	1 34	2 34	3 34	— —	4 34	5 34	6 34	7 34	— —	8 34	9 34	10 34	11 41	12 14
Canton	59	A M	*5 00	*600	7 00	8 00	9 00	10 00	1000	11 00	12 00	1 00	2 00	3 00	4 00	3 30	5 00	6 00	7 00	8 00	7 00	9 00	10 00	11 00	12 00	12 30
Massillon	67	*430	5 30	6 30	7 30	8 30	9 30	10 30	1030	11 30	12 30	1 30	2 30	3 30	4 30	4 00	5 30	6 30	7 30	8 30	7 30	9 30	10 30	11 30	Night	Night
Navarre.....	73	4 50	5 50	6 50	7 50	8 50	9 50	10 50	1050	11 50	12 50	1 50	2 50	3 50	4 50	P M	5 50	6 50	7 50	8 50	7 50	9 50	10 50	P M	....	....
Beach City.....	79	5 10	6 10	7 10	8 10	9 10	1010	11 10	1110	12 10	1 10	2 10	3 10	4 10	5 10	....	6 10	7 10	8 10	9 10	8 10	10 10	11 10	....	....	....
Strasburg	85	5 18	6 18	7 18	8 18	9 18	1018	11 18	1115	12 18	1 18	2 18	3 18	4 18	5 18	Limited.	6 18	7 18	8 18	9 18	8 18	10 18	11 18	....	....	....
Canal Dover	91	5 38	6 38	7 38	8 38	9 38	1038	11 38	1138	12 38	1 38	2 38	3 38	4 38	5 38		6 38	7 38	8 38	9 38	8 38	10 38	11 38	....	....	....
New Philadelphia ..	94	6 00	7 00	8 00	9 00	10 00	1100	12 00	1200	1 00	2 00	3 00	4 00	5 00	6 00		7 00	8 00	9 00	10 00	9 00	11 00	12 00	....	....	....
Uhrichsville	103	6 45	7 45	8 45	9 45	10 45	1145	12 45	1245	1 45	2 45	3 45	4 45	5 45	6 45		7 45	8 45	9 45	10 45	9 45	11 45	Night	....	....	....
[ARRIVE	....	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	....	P M	P M	P M	P M	P M	P M	..	....	....	....

Northbound.	....	....	Ltd.	Ltd.	....	A M	A M	Ltd.	Ltd.	....	A M	A M	Ltd.	Ltd.	....	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Uhrichsville ..lve.	....	....	A M	*515	Limited.	*615	*7 15	*8 15	*9 15	Limited.	*1015	*1115	*1215	*1 15	Limited.	*215	*3 15	*4 15	*5 15	*6 15	a715	*8 15	*8 15	*10 15	....	....
New Philadelphia ..	....	....	*500	6 00		7 00	8 00	9 00	10 00		11 00	12 00	1 00	2 00		3 00	4 00	5 00	6 00	7 00	8 00	9 00	10 00	11 00	....	....
Canal Dover.....	....	....	5 15	6 15		7 15	8 15	9 15	10 15		11 15	12 15	1 15	2 15		3 15	4 15	5 15	6 15	7 15	8 15	9 15	10 15	11 15	....	....
Strasburg.....	....	....	5 33	6 33		7 33	8 33	9 33	10 33		11 33	12 33	1 33	2 33		3 33	4 33	5 33	6 33	7 33	8 33	9 33	10 33	11 33	....	....
Beach City	....	....	5 42	6 42		7 42	8 42	9 42	10 42		11 42	12 42	1 42	2 42		3 42	4 42	5 42	6 42	7 42	8 42	9 42	10 42	11 42	....	....
Navarre.....	....	A M	6 02	7 02		8 02	9 02	10 02	11 02		12 02		1 02	2 02		3 02	4 02	5 02	6 02	7 03	8 02	9 02	10 02	11 02	12 02	....
Massillon.....	A M	*525	6 25	7 25	A M	8 25	9 25	10 25	11 25	Noon	12 25		1 25	2 25	3 25	P M	4 25	5 25	6 25	7 25	8 25	9 25	10 25	11 25	12 25	....
Canton.....	*505	6 05	7 05	8 05	*8 35	9 05	10 05	11 05	12 05	*1235	1 05	2 05	3 02	4 05	*4 35	5 05	6 05	7 05	8 05	9 05	*1005	11 05	12 05	Night	....	....
New Berlin.....	5 25	6 25	7 25	8 25	— —	9 25	10 25	11 25	12 25	— —	1 25	2 25	3 25	4 25	— —	5 25	6 25	7 25	8 25	9 25	10 25	11 25	Night	....	....	....
Greentown	5 35	6 35	7 35	8 35	— —	9 35	10 35	11 35	12 35	— —	1 35	2 35	3 35	4 35	— —	5 35	6 35	7 35	8 35	9 35	10 35	11 35	....	....	....	....
Uniontown.....	5 42	6 42	7 42	8 42	— —	9 42	10 42	11 42	12 42	— —	1 42	2 42	3 42	4 42	— —	5 42	6 42	7 42	8 42	9 42	10 42	11 42	....	....	....	....
Akron.....	6 20	7 20	8 20	9 20	9 30	1020	11 20	12 20	1 20	1 30	2 20	3 20	4 20	5 20	5 30	6 20	7 20	8 20	9 20	10 20	*1120	12 20	....	....	....	....
Cleveland.....	8 40	9 40	1010	1110	11 00	1240	1 40	2 10	3 10	3 10	4 40	5 40	6 10	7 10	7 10	8 40	9 40	10 40	11 40	12 40	P M	Night	....	....	....	....
[ARRIVE	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	....	....	....	....	....	....

Additional Train—Leaves Akron for Canton *b*10 40 p.m. Half-hour service daily between Canton and Massillon from 5 00 a.m. until 11 00 p.m. Half-hour service daily between Canal Dover and Uhrichsville from 4 30 a.m. until 10 38 p.m.

AKRON, BEDFORD AND CLEVELAND DIVISION.

Southbound.	Mls.	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Cleveland.lv.	0	*500	*600	*700	*720	*750	*800	*9 00	*950	*1000	*1100	*1200	*1250	*100	*150	*250	*300	*400	*420	*500	*600	*650	*700	*800	*9 00	*1000	*11 10	*1130
Garfield Park .	6.70	5 40	6 40	7 40	— —	— —	8 40	9 40	— —	10 40	11 40	12 40	— —	1 40	— —	— —	3 40	4 40	— —	5 40	6 40	— —	7 40	8 40	9 40	10 40	11 45	12 05
Greenhurst....	8.85	5 45	6 45	7 45	— —	— —	8 45	9 45	— —	10 45	11 45	12 45	— —	1 45	— —	— —	3 45	4 45	— —	5 46	6 45	— —	7 45	8 45	9 45	10 45	11 50	12 10
Bedford.....	11.00	5 55	6 55	7 55	Limited Train.	Limited Train.	8 55	9 55	Limited Train.	10 55	11 55	12 55	Limited Train.	1 55	Limited Train.	Limited Train.	3 55	4 55	Limited Train.	5 56	6 55	Limited Train.	7 55	8 55	9 55	10 55	11 59	12 19
County Line ..	14.75	6 05	7 05	8 05			9 05	10 05		11 05	12 05	1 05		2 05			4 05	5 05		6 06	7 05		8 05	9 05	10 05	11 06	12 09	12 29
Northfield	17.35	6 12	7 12	8 12			9 12	10 12		11 12	12 12	1 12		2 12			4 12	5 12		6 12	7 12		8 12	9 12	10 12	11 12	12 15	12 35
Little York....	18.00	6 15	7 15	8 15			9 15	10 15		11 15	12 15	1 15		2 15			4 15	5 15		6 15	7 15		8 15	9 15	10 15	11 15	12 18	12 38
Town Line....	20.30	6 20	7 20	8 20			9 20	10 20		11 20	12 20	1 20		2 20			4 20	5 20		6 20	7 20		8 20	9 20	10 20	11 20	12 23	12 43
Boston Ledges.	22.60	6 24	7 24	8 24			9 24	10 24		11 24	12 24	1 24		2 24			4 24	5 24		6 24	7 24		8 24	9 24	10 24	11 24	12 28	12 48
Seasons	25.95	6 29	7 29	8 29			9 29	10 29		11 29	12 29	1 29		2 29			4 29	5 29		6 29	7 29		8 29	9 29	10 29	11 29	12 33	12 53
Wyoga Lake ..	27.05	6 30	7 30	8 30	— —	— —	9 30	10 30	— —	11 30	12 30	1 30	— —	2 30	— —	— —	4 30	5 30	— —	6 30	7 30	— —	8 30	9 30	10 30	11 30	12 35	12 55
Springdale	27.80	6 31	7 31	8 31	— —	— —	9 31	10 31	— —	11 31	12 31	1 31	— —	2 31	— —	— —	4 31	5 31	— —	6 31	7 31	— —	8 31	9 31	10 31	11 31	12 37	12 57
Silver Lake Jn.	29.00	6 35	7 35	8 35	8 44	9 14	9 35	10 35	1114	11 35	12 35	1 35	2 14	2 35	3 14	4 14	4 35	5 35	5 44	6 35	7 35	8 14	8 35	9 35	10 35	11 35	12 40	1 00
Cuyahoga Falls	30.90	6 40	7 40	8 40	8 47	9 17	9 40	10 40	1117	11 40	12 40	1 40	2 17	2 40	3 17	4 17	4 40	5 40	5 47	6 40	7 40	8 17	8 40	9 40	10 40	11 40	12 45	1 05
Gorge.....	32.30	6 45	7 45	8 45	— —	— —	9 45	10 45	— —	11 45	12 45	1 45	— —	2 45	— —	— —	4 45	5 45	— —	6 45	7 45	— —	8 45	9 45	10 45	11 45	12 50	1 10
Akron.....	35.30	6 55	7 55	8 55	9 00	9 30	9 55	10 55	1130	11 55	12 55	1 55	2 30	2 55	3 30	4 30	4 55	5 55	6 00	6 55	7 55	8 30	8 55	9 55	10 55	11 55	1 00	1 20
[ARRIVE	....	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M

Northbound.	....	....	....	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Akron ....lv.	....	....	AM	*540	*640	*730	*740	*830	*840	*930	*940	*1040	*1140	*1230	*130	*140	*210	*240	*340	*430	*440	*530	*640	*640	*740	*840	*940	*1040
Gorge.....	AM	AM	*	5 52	6 52	— —	7 52	— —	8 52	— —	9 52	10 52	11 52	— —	12 52	— —	1 62	2 22	2 62	3 62	—	4 62	— —	6 62	6 62	7 62	8 62	9 62	10 62
Cuyahoga Falls..	*	*	5 28	5 58	6 58	7 43	7 58	8 43	8 58	9 43	9 58	10 58	11 58	12 43	12 58	1 43	1 68	2 28	2 58	3 58	4 43	4 68	5 43	5 58	6 58	7 58	8 58	9 58	10 68
Silver Lake Jn	4 10	5 03	5 33	6 03	7 03	7 46	8 03	8 46	9 03	9 46	1003	11 03	12 03	12 46	1 03	1 46	2 03	2 33	3 03	4 03	4 46	5 03	5 46	6 03	7 03	8 03	9 03	1003	11 03
Springdale	4 14	5 08	5 38	6 08	7 08	— —	8 08	— —	9 08	— —	1008	11 08	12 08	— —	1 08	— —	2 08	2 38	3 08	4 08	— —	5 08	— —	6 08	7 08	8 08	9 08	1007	11 07
Wyoga Lake .	4 16	5 10	5 40	6 10	7 10	— —	8 10	— —	9 10	— —	1010	11 10	12 10	— —	1 10	— —	2 10	2 40	3 10	4 10	— —	5 10	— —	6 10	7 10	8 10	9 10	1009	11 09
Seasons	4 19	5 13	5 43	6 13	7 13	Limited Train.	8 13	Limited Train.	9 13	Limited Train.	1013	11 13	12 13	Limited Train.	1 13	Limited Train.	2 13	2 43	3 13	4 13	Limited Train.	5 13	Limited Train.	6 13	7 13	8 13	9 13	1011	11 11
Boston Ledges	4 25	5 20	5 50	6 20	7 20		8 20		9 20		1020	11 20	12 20		1 20		2 20	2 50	3 20	4 20		5 20		6 20	7 20	8 20	9 20	1018	11 17
Town Line...	4 31	5 28	5 58	6 28	7 28		8 28		9 28		1028	11 28	12 28		1 28		2 28	2 58	3 28	4 28		5 28		6 28	7 28	8 28	9 28	1024	11 22
Little York...	4 34	5 32	6 02	6 32	7 32		8 32		9 32		1032	11 32	12 32		1 32		2 32	3 02	3 32	4 32		5 32		6 32	7 32	8 32	9 32	1028	11 26
Northfield ...	4 38	5 35	6 05	6 35	7 35		8 35		9 35		1035	11 35	12 35		1 35		2 36	3 05	3 36	4 35		5 35		6 35	7 35	8 35	9 36	1031	11 29
County Line .	4 44	5 43	6 13	6 43	7 43		8 43		9 43		1043	11 43	12 43		1 43		2 43	3 13	3 43	4 43		5 43		6 43	7 43	8 43	9 43	1037	11 38
Bedford.....	4 53	5 52	6 22	6 52	7 52		8 52		9 52		1052	11 52	12 52		1 52		2 52	3 22	3 52	4 52		5 52		6 52	7 52	8 52	9 52	1047	11 43
Greenhurst ..	5 00	6 01	6 31	7 01	8 01	— —	9 01	— —	1001	— —	1101	12 01	1 01	— —	2 01	— —	3 01	3 31	4 01	5 01	— —	6 01		7 01	8 01	9 01	1001	1054	11 49
Garfield Park.	5 07	6 08	6 38	7 08	8 08	— —	9 08	— —	1008	— —	1108	12 08	1 08	— —	2 08	— —	3 08	3 38	4 08	5 08	— —	6 08	— —	7 08	8 08	9 08	1008	1100	11 55
Cleveland ..	5 40	6 40	7 10	7 40	8 40	9 10	9 40	10 10	1040	11 10	1140	12 40	1 40	2 10	2 40	3 10	3 40	4 10	4 40	5 40	6 10	6 40	7 10	7 40	8 40	9 40	1040	1130	12 20
[ARRIVE	AM	AM	AM	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night

Additional Trains—Leave Cleveland *b*6 30, *8 30, *9 30, *b*10 30, *b*11 30 a.m., *b*12 30 noon, *b*1 30, *2 00, *3 30, *4 30, *5 30, *b*6 30, *b*7 30, *b*8 30, *b*9 30, *b*10 30 p.m., arrive Akron 8 25, 10 25, 11 25 a.m., 12 25 noon, 1 25, 2 25, 3 25, 3 55, 5 25, 6 25, 7 25, 8 25, 9 25, 10 25, 11 25 p.m., 12 20 night. Returning, leave Akron *b*8 10, *b*9 10, *b*10 10, *b*11 10 a.m., *1 10, *3 10, *b*4 10, *b*5 10, *b*6 10, *b*7 10, *b*8 10 p.m., arrive Cleveland 10 10, 11 10 a.m., 12 10 noon, 1 10, 3 10, 5 10, 6 10, 7 10, 8 10, 9 10, 10 10 p.m. Leaves Silver Lake Junction *b*4 40 a.m., arrives Cleveland 6 10 a.m. Leaves Akron *6 10 a.m., arrives Bedford 7 22 a.m. Leaves Bedford *b*7 22 a.m., arrives Cleveland 8 10 a.m. Leaves Bedford *b*8 22 a.m., arrives Cleveland 9 10 a.m.

AKRON, KENMORE, BARBERTON AND WADSWORTH DIVISION.—Cars leave Akron for Barberton every 15 minutes from 4 45 a.m. to 8 00 p.m.; then every 30 minutes to 11 00 p.m. (Saturdays, Sundays and holidays excepted). Saturdays, Sundays and holidays, every 15 minutes to 11 15 p.m. Cars leave Barberton for Akron every 15 minutes from 5 15 a.m. to 8 45 p.m.; then every 30 minutes to 12 15 night (Saturdays, Sundays and holidays excepted). Saturdays, Sundays and holidays, every 15 minutes to 12 00 night. Cars leave Akron for Wadsworth every hour from 5 30 a.m. to 10 30 p.m. Cars will leave Wadsworth for Akron every hour from 5 55 a.m. to 10 55 p.m. and 11 38 p.m. Cars leaving Akron at 4 45, 5 00, 5 15 and 5 45 a.m. and cars leaving Barberton at 5 30, 5 45, 6 00 and 6 30 a.m. do not run Sunday.

AKRON, CUYAHOGA FALLS, KENT AND RAVENNA DIVISION.—Cars leave Akron for Cuyahoga Falls, Kent and Ravenna †5 00, †5 30, *6 00, †6 30, *7 00, *7 30, *b*8 00, *8 30, *b*9 00, *9 30, *b*10 00, *10 30, *b*11 00, *11 30 a.m., *b*12 00, *12 30 noon, *b*1 00, *1 30, *b*2 00, *2 30, *b*3 00, *3 30, *4 00, *4 30, *5 00, *5 30, *b*6 00, *6 30, *b*7 00, *7 30, *8 30, *9 30, *10 30 p.m. Leaves Cuyahoga Falls for Ravenna †4 40 a.m. Leaves Akron for Cuyahoga Falls only *11 30 p.m. Car leaves Cuyahoga Falls for Akron *5 30 a.m. Leave Ravenna for Akron †5 30, *6 30, *7 00, *7 30, *8 00, *8 30, *9 00, *b*9 30, *10 00, *b*10 30, *11 00, *b*11 30 a.m., *12 00, *b*12 30 noon, *1 00, *b*1 30, *2 00, *b*2 30, *3 00, *b*3 30, *4 00, *4 30, *5 00, *5 30, *6 00, *6 30, *7 00, *b*7 30, *8 00, *b*8 30, *9 00, *10 00, *11 00, *11 30 p.m. Running time—Akron to Cuyahoga Falls, 20 minutes; to Kent, 50 minutes; to Ravenna, 1 hour and 20 minutes.

* Daily; † daily, except Sunday; *a* daily, except Saturday, Sunday and holidays; *b* Saturday, Sunday and holidays only. *Central time.*

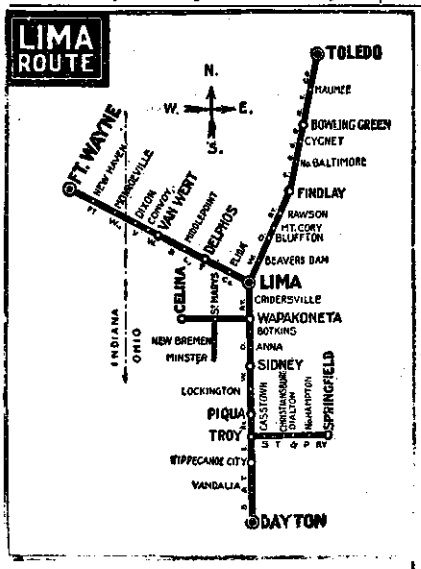
ELECTRIC PACKAGE AGENCY HANDLES BAGGAGE AND FREIGHT OVER SYSTEM.

THE WESTERN OHIO RAILWAY—LIMA ROUTE—(Electric).

L. J. WOLF, President, Cleveland, O.
M. J. MANDELBAUM, Vice-Prest., »
H. C. LANG, Secretary and Treasurer, »

F. D. CARPENTER, Vice-President and General Manager, Lima, O.
B. H. CARPENTER, Aud. & Pur. Agt., »

C. C. COLLINS, Traffic Manager, Lima, O.
E. C. RIDDLE, Supt. Transp., Wapakoneta, O.
W. P. GRAYDON, Master Mechanic, »



All trains carry baggage. 150 pounds checked free.

All Limiteds stop on signal at Rawson Beaver Dam, Cridersville, Botkins and Anna.

* Daily.

TOLEDO-DAYTON LIMITEDS.—Through Cars. No Excess.

SOUTHBOUND.

August 8, 1909.	Mls			A M	A M	A M	P M	P M	P M	P M	P M
Lve. **Toledo**.....(*T. U. & I.*)	0	.....	.....	*7 20	*9 20	*1120	*1 20	*3 20	*5 20	*7 20	*9 20
Lve. **Bowling Green**..... »	23	.....	.....	8 18	10 18	12 18	2 18	4 18	6 18	8 18	10 18
Lve. **Portage**..... »	26	.....	.....	8 25	10 25	12 25	2 25	4 25	6 25	8 25	10 25
Lve. **Cygnet**..... »	32	.....	.....	8 35	10 35	12 35	2 35	4 35	6 35	8 35	10 35
Lve. **North Baltimore**..... »	38	.....	.....	8 47	10 47	12 47	2 47	4 47	6 47	8 47	10 47
Lve. **Mortimer**..... »	46	.....	.....	9 00	11 00	1 00	3 00	5 00	7 00	9 00	11 00
Arr. **Findlay**..... »	51	.....	A M	9 15	11 15	1 15	3 15	5 15	7 15	9 15	11 15
Lve. **Findlay**.....(*W. O.*)	51	A M	*7 20	9 20	11 20	1 20	3 20	5 20	7 20	9 20	11 20
Lve. Bluffton..... »	67	*5 34	7 54	9 54	11 54	1 54	3 54	5 54	7 54	9 54	11 54
Lve. **Lima**..... »	83	6 15	8 35	10 35	12 35	2 35	4 35	6 35	8 35	10 35	12 35
Lve. **Wapakoneta**..... »	99	6 55	9 13	11 13	1 13	3 13	5 13	7 13	9 13	11 09	1 09
Lve. Sidney..... »	119	7 40	9 50	11 50	1 50	3 50	5 50	7 50	9 50	P M	A M
Arr. **Piqua**..... »	131	8 12	10 14	12 14	2 14	4 14	6 14	8 14	10 14	.....	.....
Lve. **Piqua**.....(*D. & T.*)	131	8 17	10 17	12 17	2 17	4 17	6 17	8 17	10 17	.....	.....
Lve. **Troy**..... »	140	8 37	10 37	12 37	2 37	4 37	6 37	8 37	10 37	.....	.....
Lve. **Tippecanoe City**..... »	146	8 49	10 49	12 49	2 49	4 49	6 49	8 49	10 49	.....	.....
Arr. **Dayton**..... »	162	9 25	11 25	1 25	3 25	5 25	7 25	9 25	11 25	.....	.....
.....	.....	A M	A M	P M	P M	P M	P M	P M	P M	.....	.....

NORTHBOUND.

(*Central time.*)	Mls			A M	A M	A M	P M	P M	P M	P M	P M
Lve. **Dayton**.....(*D. & T.*)	0	.....	.....	*7 10	*9 10	*1110	*1 10	*3 10	*5 10	*7 10	*9 10
Lve. **Tippecanoe City**..... »	16	.....	.....	7 43	9 43	11 43	1 43	3 43	5 43	7 43	9 43
Lve. **Troy**..... »	22	.....	.....	7 55	9 55	11 55	1 55	3 55	5 55	7 55	9 55
Arr. **Piqua**..... »	31	.....	A M	8 14	10 14	12 14	2 14	4 14	6 14	8 14	10 14
Lve. **Piqua**.....(*W. O.*)	31	.....	*6 00	8 18	10 18	12 18	2 18	4 18	6 18	8 18	10 18
Lve. Sidney..... »	43	.....	6 31	8 44	10 44	12 44	2 44	4 44	6 44	8 44	10 44
Arr. **Wapakoneta**..... »	64	A M	7 16	9 19	11 19	1 19	3 19	5 19	7 19	9 19	11 19
Lve. **Wapakoneta**..... »	64	*5 15	7 23	9 23	11 23	1 23	3 23	5 23	7 23	9 23	11 23
Lve. **Lima**..... »	80	5 55	8 00	10 00	12 00	2 00	4 00	6 00	8 00	10 00	12 00
Lve. Bluffton..... »	96	6 35	8 40	10 40	12 40	2 40	4 40	6 40	8 40	10 40	12 40
Arr. **Findlay**..... »	112	7 15	9 13	11 13	1 13	3 13	5 13	7 13	9 13	11 13	Night
Lve. **Findlay**.....(*T. U. & I.*)	112	7 20	9 20	11 20	1 20	3 20	5 20	7 20	9 20	11 20	.....
Lve. **Mortimer**..... »	117	7 33	9 33	11 33	1 33	3 33	5 33	7 33	9 43	11 43	.....
Lve. **North Baltimore**..... »	124	7 46	9 46	11 46	1 46	3 46	5 46	7 46	9 56	11 56	.....
Lve. **Cygnet**..... »	130	7 59	9 59	11 59	1 59	3 59	5 59	7 59	10 09	12 09	.....
Lve. **Portage**..... »	136	8 09	10 09	12 09	2 09	4 09	6 09	8 09	10 19	12 19	.....
Lve. **Bowling Green**..... »	139	8 16	10 16	12 16	2 16	4 16	6 16	8 16	10 26	Night	.....
Arr. **Toledo**..... »	162	9 15	11 15	1 15	3 15	5 15	7 15	9 15	11 30	.....	.....
.....	.....	A M	A M	P M	P M	P M	P M	P M	P M	.....	.....

FINDLAY-CELINA DIVISION.

August 8, 1909	Ms					A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M			
Lve. **Findlay**.....	0	....	....	.....	.....	*6 00	*7 20	*8 05	*9 20	*1000	*1120	*1200	*1 20	*2 00	*3 20	*4 00	*5 20	*6 00	*7 20	*9 20	*11 20	.....	.....	.....
Lve. Rawson.....	9	....	....	.....	.....	6 26	7 37	8 27	9 37	10 26	11 37	12 26	1 37	2 26	3 37	4 26	5 37	6 26	7 37	9 37	11 37	.....	.....	.....
Lve. Mount Cory.....	12	....	....	.....	A M	6 33	7 44	8 35	9 44	10 35	11 44	12 35	1 44	2 35	3 44	4 35	5 44	6 35	7 44	9 44	11 42	.....	.....	.....
Lve. Bluffton.....	16	....	....	.....	*5 34	6 45	7 54	8 49	9 54	10 49	11 54	12 49	1 54	2 49	3 54	4 49	5 54	6 49	7 54	9 54	11 54	.....	.....	.....
Lve. Beaver Dam.....	22	....	....	.....	5 46	6 58	8 05	9 02	10 05	11 02	12 05	1 02	2 05	3 02	4 05	5 02	6 05	7 02	8 05	10 05	12 05	.....	.....	.....
Lve. **Lima**.....	32	....	....	.....	6 15	7 34	8 35	9 34	10 35	11 34	12 35	1 34	2 35	3 34	4 35	5 34	6 35	7 34	8 35	10 35	12 35	.....	.....	.....
Lve. Cridersville.....	40	....	....	.....	6 39	8 03	8 56	10 03	10 56	12 03	12 56	2 03	2 56	4 03	4 56	6 03	6 56	8 08	8 56	10 56	12 56	.....	.....	.....
Arr. **Wapakoneta**.....	48	A M	A M	A M	6 51	8 24	9 09	10 24	11 09	12 24	1 09	2 24	3 09	4 24	5 09	6 24	7 09	8 24	9 09	11 08	1 09	.....	.....	.....
Lve. **Wapakoneta**.....	48	*4 45	*5 00	*6 00	7 20	8 24	9 25	10 24	11 25	12 24	1 25	2 24	3 25	4 24	5 25	6 24	7 25	P M	9 25	11 25	A M	.....	.....	.....
Lve. **St. Marys**.....	58	5 10	5 27	6 33	7 47	8 55	9 52	10 55	11 52	12 55	1 52	2 55	3 52	4 55	5 52	6 55	7 52	.....	9 52	11 50	.....	.....	.....	.....
Arr. **Celina**.....	68	A M	5 52	6 58	8 13	9 22	10 18	11 22	12 18	1 22	2 18	3 22	4 18	5 22	6 18	7 22	8 18	.....	10 18	P M	.....	.....	.....	.....
.....	.....	.....	.....	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	.....	.....	.....	.....	.....

(*Central time.*)	Ms			A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M					
Lve. **Celina**.....	0	....	....	*5 57	*7 30	*8 22	*9 30	*1022	*1130	*1222	*1 30	*2 22	*3 30	*4 22	*5 30	*6 22	*7 30	*8 22	*10 30	P M	.....	.....	.....	.....
Lve. **St. Marys**.....	10	....	....	6 25	8 00	8 46	10 00	10 46	12 00	12 46	2 00	2 46	4 00	4 46	6 00	6 46	8 00	8 46	10 55	*11 55	.....	.....	.....	.....
Arr. **Wapakoneta**.....	20	A M	A M	6 50	8 30	9 09	10 30	11 09	12 30	1 09	2 30	3 09	4 30	5 09	6 30	7 09	8 30	9 09	11 18	12 18	.....	.....	.....	.....
Lve. **Wapakoneta**.....	20	*5 15	*5 55	7 23	8 35	9 23	10 35	11 23	12 35	1 23	2 35	3 23	4 35	5 23	6 35	7 23	P M	8 28	11 23	Night	.....	.....	.....	.....
Lve. Cridersville.....	28	5 28	6 08	7 35	8 52	9 35	10 52	11 35	12 52	1 35	2 52	3 35	4 52	5 35	6 54	7 35	.....	9 35	11 35	.....	.....	.....	.....	.....
Lve. **Lima**.....	36	5 55	6 35	8 00	9 22	10 00	11 22	12 00	1 22	2 00	3 22	4 00	5 22	6 00	7 22	8 00	.....	10 00	12 00	.....	.....	.....	.....	.....
Lve. Beaver Dam.....	46	6 22	7 00	8 27	9 52	10 27	11 52	12 27	1 52	2 27	3 52	4 27	5 52	6 27	7 52	8 27	.....	10 27	12 27	.....	.....	.....	.....	.....
Lve. Bluffton.....	52	6 35	7 14	8 40	10 11	10 40	12 11	12 40	2 11	2 40	4 11	4 40	6 11	6 40	8 08	8 40	.....	10 40	12 40	.....	.....	.....	.....	.....
Lve. Mount Cory.....	56	6 44	7 25	8 49	10 23	10 49	12 23	12 49	2 23	2 49	4 23	4 49	6 23	6 49	8 20	8 49	.....	10 49	Night	.....	.....	.....	.....	.....
Lve. Rawson.....	59	6 46	7 30	8 55	10 31	10 55	12 31	12 55	2 31	2 55	4 31	4 56	6 31	6 55	8 26	8 55	.....	10 56	.....	.....	.....	.....	.....	.....
Arr. **Findlay**.....	68	7 13	7 58	9 13	11 00	11 13	1 00	1 13	3 00	3 13	5 00	5 13	6 56	7 13	8 50	9 13	.....	11 13	.....	.....	.....	.....	.....	.....
.....	.....	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	.....	P M	.....	.....	.....	.....	.....	.....

WAPAKONETA-PIQUA DIVISION.

August 8, 1909.	Ms	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M							
Lve. **Wapakoneta**.....	0	*4 50	*5 45	*6 55	*8 32	*9 13	*1032	*1113	*1232	*1 13	*2 32	*3 13	*4 32	*5 13	*8 32	*7 13	*8 13	.....	.....	.....	.....	.....	.....	.....
Lve. Botkins.....	8	5 03	5 59	7 10	8 50	9 27	10 50	11 27	12 50	1 27	2 50	3 27	4 50	5 27	6 50	7 27	8 27	.....	.....	.....	.....	.....	.....	.....
Lve. Anna.....	12	5 11	6 08	7 19	8 59	9 34	10 59	11 34	12 59	1 34	2 59	3 34	4 59	5 34	6 59	7 34	8 34	.....	.....	.....	.....	.....	.....	.....
Lve. Sidney.....	20	5 30	6 30	7 40	9 28	9 50	11 28	11 50	1 28	1 50	3 28	3 50	5 28	5 50	7 28	7 50	8 50	.....	.....	.....	.....	.....	.....	.....
Lve. Lockington.....	27	5 44	6 45	7 57	9 44	— —	11 44	— —	1 44	— —	3 44	— —	5 44	— —	7 44	— —	— —	.....	.....	.....	.....	.....	.....	.....
Arr. **Piqua**.....	32	5 57	6 58	8 12	9 57	10 14	11 57	12 14	1 57	2 14	3 57	4 14	5 57	6 14	7 57	8 14	10 14	.....	.....	.....	.....	.....	.....	.....
.....	.....	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	.....	.....	.....	.....	.....	.....	.....

(*Central time.*)	Ms	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M							
Lve. **Piqua**.....	0	*6 00	*7 05	*8 28	*9 00	*1018	*1100	*1218	*1 00	*2 18	*3 00	*4 18	*5 00	*6 18	*7 00	*8 18	*10 18	.....	.....	.....	.....	.....	.....	.....
Lve. Lockington.....	5	6 12	7 18	— —	9 12	— —	11 12	— —	1 12	— —	3 12	— —	5 12	— —	7 12	— —	10 28	.....	.....	.....	.....	.....	.....	.....
Lve. Sidney.....	12	6 30	7 38	8 44	9 29	10 44	11 29	12 44	1 29	2 44	3 29	4 44	5 29	6 44	7 29	8 44	10 44	.....	.....	.....	.....	.....	.....	.....
Lve. Anna.....	20	6 47	7 56	8 57	9 51	10 57	11 51	12 57	1 51	2 57	3 51	4 57	5 51	6 57	7 51	8 57	10 57	.....	.....	.....	.....	.....	.....	.....
Lve. Botkins.....	24	7 00	8 07	9 06	10 03	11 06	12 03	1 06	2 03	3 06	4 03	5 06	6 03	7 06	8 03	9 06	11 06	.....	.....	.....	.....	.....	.....	.....
Arr. **Wapakoneta**.....	32	7 16	8 22	9 19	10 20	11 19	12 20	1 19	2 20	3 19	4 20	5 19	6 20	7 19	8 20	9 19	11 19	.....	.....	.....	.....	.....	.....	.....
.....	.....	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	.....	.....	.....	.....	.....	.....	.....

ST. MARYS-MINSTER DIVISION.

.....	.....	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	Ms	*August* 8, 1909.	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	Night	.....	.....
.....	.....	*11 45	*8 00	*7 00	*5 00	*3 00	*1 00	*1100	*9 00	*7 00	*5 10	0	lve. **St. Marys**..arr.	6 20	8 40	10 40	12 40	2 40	4 40	6 40	8 12	10 40	12 48	.....	.....	.....
.....	.....	12 06	8 26	7 23	5 26	3 26	1 26	11 26	9 26	7 26	5 31	8	.....New Bremen.....	5 53	8 12	10 12	12 12	2 12	4 12	6 12	7 50	10 12	12 28	.....	.....	.....
.....	.....	12 15	8 40	7 33	5 40	3 40	1 40	11 40	9 40	7 40	5 40	11	arr....**Minster**...lve.	*5 42	*8 00	*1000	*1200	*2 00	*4 00	*6 00	*7 40	*1000	*12 18	.....	.....	.....
.....	.....	Night	P M	P M	P M	P M	P M	A M	A M	A M	A M	...	.....	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	Night	.....	.....

Map of the ELGIN JOLIET AND EASTERN Ry.
CHICAGO OUTER BELT LINE
AND CONNECTIONS.
SCALE OF MILES.
WISCONSIN AND ILLINOIS STATE LINE
Antioch
Lake Villa
Grays Lake
WAUKEGAN
NORTH CHICAGO
Libertyville
Upton
ROUNDOUT
Rockefeller
LEITHTON
Nunda
Gilmer
Diamond Lake
Lake Zurich
Lake Forest
Highwood
BARRINGTON
Wheeling
Lakeside
Winnetka
Evanston
Sutton
Elgin
SPAULDING
Des Plaines
MUNGER
Franklin Park
Mayfair
Ravenswood
INGALTON
WEST CHICAGO
Elmhurst
Maywood
Humboldt Pk. Jc.
GENEVA
WHEATON
Lombard
CHICAGO
Aldenham
Riverside
Warrenhurst
Warrenville
Brighton Park
Hyde Park
Downer's Grove
Naperville
Argo
Englewood
Electric Jc.
Frontenac
Grand Crossing
Chatham
SOUTH CHICAGO
Wolf
Du Page
Wheatland
Washington Heights
Palmer
Kensington
Tamarack
Northampton
Lemont
Blue Island
Kendall
Walker
Plainfield
Harvey
HAMMOND
Na-au-say
Coyne
Lockport
New Bremen
Caton Farm
Rockdale Jc.
Bridge Jc.
Dublin
Homewood
JOLIET
E. Joliet
Rockdale
New Lenox
Learned
MAYNARD
HOBART
McCOOL
GRIFFITH
HARTSDALE
MINOOKA
ELGIN
JOLIET
EASTERN
BRISBANE
Frankfort
MATTESON
CHICAGO HEIGHTS
St. John
CROWN POINT
VALPARAISO
Manhattan
Dixie
Dell Abbey
Carbon Hill
Wilmington
COAL CITY
Centreville
Braidwood
MAZONIA
Forring
FOSTER
Essex
Gardner
S. WILMINGTON
Bradley
Shelby
Zadoc
ILLINOIS
INDIANA
LAKE MICHIGAN
Rand McNally & Co. Engravers, Chicago

ELGIN, JOLIET & EASTERN RAILWAY.

A. F. BANKS, President, Chicago, Ill.
S. M. ROGERS, Vice-President, "
F. E. LEARNED, Traffic Manager, "
W. K. ALLEN, Secretary and Treasurer, "
F. L. KOONTZ, Assistant Secretary and Treasurer, "
H. M. DE GETTE, Freight Claim Agent, "
F. W. SUTTON, Auditor, "
K. K. KNAPP, General Counsel, "
R. W. CAMPBELL, Attorney, "
P. F. McMANUS, Superintendent, Joliet, Ill.
J. KIRK, Superintendent Terminals, Gary, Ind.
C. H. DOBLEY, Assistant Supt. Terminals, South Chicago, Ill.
GEO. S. ATTERBURY, General Agent, Com'l Nat'l Bank Bldg, Chicago, Ill.
G. A. COMSTOCK, Traveling Freight Agent, " "
W. J. DIBBLE, Traveling Freight Agent, " "
A. MONTZHEIMER, Chief Engineer, Joliet, Ill.
JOHN HORRIGAN, Superintendent of Motive Power, "
G. O. McNALLY, Superintendent of Car Service, "

General Offices—Commercial Nat'l Bank Bldg, Chicago, Ill.

JOLIET DIVISION.

Freight Service Only.

Extra trains will be run as volume of traffic demands.

12	10	8	4	Mls.	*June* 1, 1909.	5	11	15	9	....
P M	P M	A M	A M	......	LEAVE] [ARRIVE	P M	P M	A M	.....	....
*8 00	*2 00	*7 00	*4 00	0	**Waukegan** ♁	7 15	11 50	4 00	.....	....
8 15	2 15	7 15	4 15	3.63	North Chicago	8 50	11 25	3 25	.....	....
8 25	2 25	8 15	4 25	6.00	Upton	6 40	11 10	3 10	.....	....
10 30	4 00	9 20	6 30	7.51	**Rondout** ♁	6 30	11 00	3 00	.....	....
10 50	4 25	9 45	6 55	12.82	**Leithton** ♁	6 50	10 10	2 10	.....	....
11 00	4 35	9 55	7 05	14.29	Diamond Lake	5 35	9 50	1 55	.....	....
11 10	4 50	10 05	7 15	16.24	Gilmer ♁	5 27	9 42	1 45	.....	....
11 30	5 15	10 20	7 30	19.88	Lake Zurich ♁	5 15	9 30	1 35	.....	....
11 50	5 30	10 35	7 45	23.80	**Barrington** ♁	4 46	9 10	1 20	.....	....
12 10	5 50	10 55	8 05	29.35	Sutton ♁	4 15	8 40	12 45	A M	....
12 45	6 25	11 25	8 35	35.47	**Spaulding** ♁	3 55	8 15	12 25	7 45	....
12 55	6 35	11 35	8 45	37.95	Munger	2 40	7 05	11 20	7 35	....
1 10	6 50	11 45	8 55	39.38	**Wayne** ♁	2 30	6 50	11 10	7 25	....
1 30	7 05	11 50	9 00	42.14	**Ingalton** ♁	2 20	6 35	11 00	7 15	....
1 55	7 30	12 15	9 20	43.81	**West Chicago** ♁	1 40	5 20	10 05	6 35	....
2 20	7 45	12 25	9 32	48.46	Warrenhurst ♁	1 25	4 55	9 45	6.15	....
— →	— —	— —	— —	50.43	Electric Junction	— —	— —	— —	— —	....
2 35	8 05	12 45	9 50	54.35	Frontenac ♁	1 00	4 35	9 25	5 55	....
2 55	8 25	1 00	10 10	60.23	**Normantown** ♁	12 15	4 10	9 00	5 25	....
3 05	8 40	1 10	10 20	63.13	**Walker** ♁	11 55	3 50	8 40	5 00	....
3 07	8 42	1 12	10 22	63.66	Plainfield ♁	11 45	3 40	8 15	4 30	....
3 20	9 00	1 25	10 35	68.09	Coynes ♁	11 30	3 25	8 00	4 15	....
3 25	9 05	1 30	10 40	69.71	**Rockdale Junc.** ♁	11 20	3 20	7 55	4 05	....
.....	.....	.....	.....	73.31	**Rockdale**	.....	.....	.....	.....	....
6 30	12 15	6 00	3 00	73.09	**East Joliet** ♁	11 00	5 00	7 30	3 45	....
7 05	12 40	6 25	3 55	81.31	**Brisbane** ♁	6 35	11 35	3 50	2 00	....
7 30	1 10	6 55	4 15	87.12	**Frankfort** ♁	6 15	11 15	3 10	1 40	....
7 40	1 20	7 05	4 25	91.51	Learned ♁	6 00	11 00	2 45	1 20	....
7 50	1 30	7 15	4 30	94.65	**Matteson** ♁	5 45	10 45	2 30	1 05	....
8 05	1 40	7 35	4 40	98.23	**Chicago Heights** ♁	5 3	10 30	2 10	12 45	....
8 40	2 25	8 15	5 15	104.37	**Dyer** ♁	5 00	10 00	1 40	12 10	....
9 00	2 45	8 40	5 35	106.89	**Hartsdale** ♁	4 50	9 50	1 20	11 45	....
9 30	3 35	9 15	6 15	109.31	**Griffith** ♁	4 40	9 30	12 50	11 15	....
10 20	4 45	10 15	7 15	118.46	**Hobart** ♁	*4 10	8 50	*11 50	10 15	....
A M	5 15	10 40	7 35	125.19	**McCool** ♁	A M	8 25	A M	9 50	....
.....	5 35	10 50	7 45	126.58	**Crocker** ♁	.....	8 00	.....	9 15	....
.....	6 00	11 10	8 00	129.80	**Porter** ♁	.....	*7 30	.....	*8 45	....
.....	A M	P M	P M	......	ARRIVE] [LEAVE	.....	A M	.....	P M	....

GARY DIVISION.

....	....	....	....	Mls.	*June* 1, 1909.	....	....	....	....	....
....	....	....	....	0	lv. **South Chicago** ar.	....	....	....	....	....
....	....	....	....	1.19	100th Street Yard	....	....	....	....	....
....	....	....	....	4.13	Whiting (Lake Front)	....	....	....	....	....
....			....	7.33	**Indiana Harbor**	....			....	....
....	Freight		....	9.01	**Buffington**	....	Freight		....	....
....	Service		....	10.04	Steckton	....	Service		....	....
....			....	10.89	Kirk Yard	....			....	....
....	only.		....	13.78	**Gary**	....	only.		....	....
....			....	0	**South Chicago**	....			....	....
....	....	....	....	10.89	Kirk Yard	....	....	....	....	....
....	....	....	....	10.99	Pine	....	....	....	....	....
....	....	....	....	13.39	Clarke	....	....	....	....	....
....	....	....	....	13.75	**Curtis**	....	....	....	....	....
....	....	....	....	13.48	arr. **Cavanaugh** lve.	....	....	....	....	....

CONNECTIONS.

A. E. & C. Ry ....At Electric Junction and Wayne, Ill.
A. T. & S. F. Ry............At Joliet, Ill.
B. & O. R.R.................At McCool and Curtis, Ind.
Belt Ry.....................At South Chicago, Ill., and 98th Street.
C. C. & L. R.R..............At Griffith, Ind.
C. & A. R.R.................At Joliet, Ill.
C. & E. I. R.R..............At Chicago Heights, Ill.
C. B. & Q. R.R..............At Aurora, Ill.
C. & N. W. Ry...............At West Chicago, Barrington, Upton and Waukegan, Ill.
C. G. W. Ry.................At Ingalton, Ill.
C. I. & L. Ry...............At Dyer, Ind.
C. M. & St. P. Ry...........At Spaulding and Rondout, Ill.
C. M. & G. Ry...............At Joliet and Aurora, Ill.
C. R. I. & P. Ry............At Joliet and Minooka, Ill.
C. T. T. Ry.................At Whiting and Hammond, Ind.
C. C. C. & St. L. Ry........At Coster, Ill.
Erie R.R....................At Griffith, Ind.
Grand Trunk Ry. System ..At Griffith, Ind.
Illinois Central R.R........At Matteson and Munger, Ill.
Indiana Harbor R.R..........At Hammond and Indiana Harbor, Ind.
L. S. & M. S. Ry............At Porter and Pine, Ind.
M. C. R.R...................At Hartsdale, Ind., and Joliet, Ill.
M. St. P. & Slt. Ste. M. Ry..At Leithton, Ill.
N. Y. C. & St. L. Ry........At Hobart, Ind.
P. Ft. W. & C. Ry...........At Hobart and Clarke, Ind.
P. C. C. & St. L. Ry........At Hartsdale, Ind.
P. M. R.R...................At Porter, Ind.
Wabash R.R..................At Crocker, Ind., and Brisbane, Ill.

JOLIET DIVISION.

AURORA AND JOLIET.

....	Fht.	54	50	Mls.	*June* 1, 1909.	Fht.	55	57	....	....
....	.....	P M	A M	.....	LEAVE] [ARRIVE	.....	P M	P M	.....	....
....	.....	†3 00	†7 45	0	**Aurora** ♁	.....	1 25	7 40	.....	....
....	P M	3 05	7 50	.94	Aurora Junction ♁	A M	1 20	7 35	.....	....
....	*4 00	3 10	8 15	1.72	East Aurora ♁	10 25	1 00	7 15	.....	....
....	4 30	3 25	8 30	6.42	Wolfs ♁	10 05	12 35	6 55	.....	....
....	4 45	3 35	8 45	9.63	Normantown ♁	9 45	12 25	6 40	.....	....
....	6 30	4 25	9 45	.....	**East Joliet** ♁	*8 00	†11 10	†5 25	.....	....
....	P M	P M	A M	.....	ARRIVE] [LEAVE	A M	A M	P M	.....	....

Extra trains will be run as volume of traffic demands.

WALKER AND SOUTH WILMINGTON.—Freight Service Only.

....	.....	72	70	Mls.	*June* 1, 1909.	71	73	.....	.....	....
....	.....	P M	A M	.....	LEAVE] [ARRIVE	P M	P M	.....	.....	....
....	.....	*8 25	¶5 30	0	**Walker** ♁	2 00	10 50	.....	.....	....
....	.....	8 35	5 50	4.27	Caton Farm ♁	1 45	10 35	.....	.....	....
....	.....	8 50	6 15	11.64	Minooka ♁	1 20	10 00	.....	.....	....
....	.....	9 05	6 40	17.81	Divine ♁	12 20	9 05	.....	.....	....
....	.....	9 15	6 50	21.47	Dell Abbey	12 05	8 45	.....	.....	....
....	.....	9 25	7 00	23.92	Carbon Hill	11 55	8 35	.....	.....	....
....	.....	9 30	7 15	24.92	Coal City ♁	11 50	†8 30	.....	.....	....
....	.....	P M	A M	26.72	Centerville	11 45	P M	.....	.....	....
....	.....	.....	.....	30.39	Mazonia ♁	11 20	.....	.....	.....	....
....	.....	.....	.....	31.41	Coster ♁	*11 15	.....	.....	.....	....
....	.....	.....	.....	32.72	**South Wilmington** ♁	A M	.....	.....	.....	....
....	.....	.....	.....	.....	ARRIVE] [LEAVE	.....	.....	.....	.....	....

GRIFFITH AND SOUTH CHICAGO.—Freight Service Only.

....	.....	14	2	Mls.	*June* 1, 1909.	7	13	.....	.....	....
....	.....	P M	A M	.....	LEAVE] [ARRIVE	A M	A M	.....	.....	....
....	.....	†11 55	*8 00	0	**Griffith** ♁	4 20	11 00	.....	.....	....
....	.....	12 05	8 10	1.51	Ridge	4 10	10 50	.....	.....	....
....	.....	12 10	8 15	3.51	Van Loon	4 00	10 40	.....	.....	....
....	.....	12 15	8 20	4.50	Sand Pit ♁	3 55	10 35	.....	.....	....
....	.....	12 20	8 25	5.51	Ivanhoe	3 50	10 30	.....	.....	....
....	.....	12 25	8 30	6.61	Cavanaugh ♁	3 45	10 25	.....	.....	....
....	.....	12 35	8 35	8.57	**Shearson** ♁	¶3 30	10 20	.....	.....	....
....	.....	Night	8 50	11.88	**Hammond** ♁	A M	10 10	.....	.....	....
....	.....	.....	9 00	13.10	State Line ♁	.....	*10 00	.....	.....	....
....	.....	.....	A M	19.28	ar. **Ninety-eighth St.** ♁ lv.	.....	A M	.....	.....	....
....	.....	.....	.....	.....	(*South Chicago.*)	.....	.....	.....	.....	....

SHEARSON AND WHITING.—Freight Service Only.

....	...		14	Mls.	*June* 1, 1909.	7	.....	.....	.....	....
....	.....	.....	Night	.....	LEAVE] [ARRIVE	A M	.....	.....	.....	....
....	....	.....	†12 35	0	**Shearson** ♁	3 30	.....	.....	.....	....
....	.....	.....	1 00	3.32	**Whiting** ♁	¶2 45	.....	.....	.....	....
....	.....	.....	A M	.....	ARRIVE] [LEAVE	A M	.....	.....	.....	....

Trains marked * run daily; † daily, except Sunday; ¶ daily, except Monday. ♁ Telegraph stations.

THIS LINE performs a general interchange of carload traffic between all Eastern, Western, Northern and Southern roads and Fast Freight lines operating via Chicago.

Traffic routed via the E. J. & E. Ry. will avoid the congested terminals in the city of Chicago. Our fast train service assures quick handling. Icing facilities are maintained at Joliet.

This Company owns good dock facilities on Lake Michigan at South Chicago and Waukegan, Ill.

This line offers exceptionally good locations for factories and warehouses, offering cheap land, abundant fuel and water supply.

Labor conditions are good at all points, and good homes for employees.

Direct rail connections to all points in the United States via all lines entering Chicago. Chicago rates apply.

Further information upon application.

STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. CHICAGO. ST. LOUIS.

MINNEAPOLIS & RAINY RIVER RY. CO.

General Office—Minneapolis, Minn.
H. W. SEAMAN, President,
Corn Exch. National Bank Bldg, Chicago, Ill.
H. C. AKELEY, Vice-Prest., Minneapolis, Minn.
F. C. GERHARD, General Manager, "
FRED A. BILL, Gen. Fht. & Pas. Agt., "
W. C. LACROIX, Supt., Deer River, Minn.
F. M. SCOFIELD, Agent, "

Subject to change without notice.

No. 3	No. 1	Mls.	*August 16, 1909.*	No. 2	No. 4
.....	.....	0	lve..**Mississippi River**..arr.	.....	.....
b9 30 A M	a9 30 A M	2	lve.....**Deer River**[1] ⊙..arr.	3 48 P M	3 06 P M
9 45 "	9 45 "	6	.....County Road.....	3 35 "	2 48 "
10 17 "	10 17 "	14	.....Clarks..... ⊙	3 06 "	2 19 "
10 30 A M	10 35 "	18	.....**Jessie Junction**.... ⊙	2 52 "	2 05 P M
.....	10 45 A M	20	arr..**Marcell Junction**..lve.	2 42 P M	.....
.....	⊡	22	arr.....**Marcell** ⊙.....lve.	⊡	.....
.....	10 45 A M	20	lve..**Marcell Junction**..arr.	2 42 P M	.....
.....	11 05 "	25	.....Jaynes..... ⊙	2 22 "	.....
.....	11 18 A M	29	arr.**Round Lake Junc** ⊙lve.	2 10 P M	.....
.....	⊡	34	arr.....**Round Lake** ⊙..lve.	⊡	.....
.....	11 30 A M	29	lve..**Round Lake Junc**..arr.	2 10 P M	.....
.....	11 40 A M	32	arr.....**Big Fork** ⊙....lve.	a2 00 P M	.....
10 35 A M	.....	18	lve...**Jessie Junction** ⊙arr.	.....	2 01 P M
10 43 A M	.....	21	arr...**Turtle Junction** ⊙lve.	.....	1 53 P M
⊡	.....	23	arr..**Little Turtle Lake**..lve.	.....	⊡
10 43 A M	.....	21	lve...**Turtle Junction**..arr.	.....	1 53 P M
11 10 "	.....	25	..... Jessie Lake..... ⊙	.....	1 36 "
11 15 "	.....	26	.....Starks..... ⊙	.....	1 32 "
11 27 "	.....	29	..... Spring Lake ..... ⊙	.....	1 20 "
11 33 A M	.....	31	arr..**Fox Lake Junc** ⊙..lve.	.....	1 14 P M
⊡	.....	32	....**East Lake Junction**....	.....	⊡
⊡	.....	33	.....**East Lake**..... ⊙	.....	⊡
⊡	.....	32	....**East Lake Junction**....	.....	⊡
⊡	.....	35	.....**Fox Lake**..... ⊙	.....	⊡
11 33 A M	.....	31	lve.**Fox Lake Junction**.arr.	.....	1 14 P M
11 45 A M	.....	34	arr.**Whitefish Junction**.lve.	.....	1 02 P M
⊡	.....	36	arr.....**Whitefish** ⊙....lve.	.....	⊡
11 45 A M	.....	34	lve.**Whitefish Junction**.arr.	.....	1 02 P M
11 54 A M	.....	36	..... Bass Lake ..... ⊙	.....	12 53 Noon
12 05 Noon	.....	38	.....**Stanley**.....	.....	b12 45 Noon
.....	.....	....	ARRIVE] [LEAVE	....	.....

a Tuesday, Thursday and Saturday; b Monday, Wednesday and Friday. ⊡ Irregular schedule. ⊙ Telephone stations.
STANDARD—*Central time.*
Connection.—[1] With Great Northern Ry. Line.

ASHLAND, ODANAH & MARENGO RAILWAY CO.

L. K. BAKER, President, Odanah, Wis.
J. S. STEARNS, Vice-President, Ludington, Mich.
E. B. HILL, Secretary and Treasurer, Odanah, Wis.
F. J. DARKE, General Freight Agent, "
ED. MERCIER, Superintendent, "
D. J. McMAHON, Auditor, "

.....	No. 2	Mls	*January 1, 1907.*	No. 1	.....	....
.....	.....	....	LEAVE] [ARRIVE	.....	.....	....
.....	†8 00 A M	0	.....**Odanah**[1].....	1 00 P M	.....	....
.....	9 00 "	....	.....Mercier.....	12 10 Noon	.....	....
.....	9 10 "	....	..... Norway	11 40 A M	.....	....
.....	9 30 A M	26	.....**Echlin**.....	†11 20 A M	.....	....
.....	.....	....	ARRIVE] [LEAVE	.....	.....	....

Trains marked † run daily, except Sunday. *Eastern time.*
Connection.—[1] With Chicago & North-Western Ry.

The Canadian Lake Line

BI-WEEKLY SERVICE FOR FREIGHT

Montreal to Port Arthur and Fort William

Calling at Toronto, Hamilton, Cleveland, Windsor, Walkerville, Courtright, Sarnia and Sault Ste. Marie, Ont.

Connections.—At Cleveland—With all railways centering there. At Windsor—With Wabash R.R. At Courtright—With Michigan Central R.R. At Sarnia—With Pere Marquette R.R. At Port Arthur—With Canadian Northern Ry. At Fort William—With Canadian Pacific Ry.

F. PLUMMER, General Manager, Toronto, Ont.
C. H. F. PLUMMER, Secretary-Treasurer, "
H. A. YOUNG, Traffic Manager, "
C. C. PHILPOTT, General Agent, Cleveland, O.
WM. ASKIN, Western Agent, Winnipeg, Man.
J. J. NELLIGAN, General Agent, Montreal, Que.
April, 1909.

ST. LOUIS & HANNIBAL RAILWAY.

S. S. PALMER, President, 52 Wall Street, New York.
M. T. COX, Secretary and Treas., 52 Wall Street, New York.
Jos. A. JORDAN, Vice-President and General Manager.
H. M. MODISETT, Superintendent and Gen. Fht. & Pas. Agent.
J. M. WORLAND, Auditor.
W. D. DENT, Roadmaster.
A. M. PENDLETON, Soliciting Agent.
F. M. MASE, Commercial Agent, 201 Carleton Bldg, St. Louis, Mo.
General Offices—Hannibal, Mo.

7	5	3	1	Mls	*November 28, 1909.*	2	4	6	8
P M	P M	A M	A M	....	LEAVE] [ARRIVE	P M	P M	A M	A M
†4 15	†4 00	†11 00	†5 50	0	+....**Hannibal**[1]... ♂	2 15	10 55	10 00	11 50
5 05	4 35	11 35	6 16	10	+...New London... ♂	1 48	10 30	9 20	11 00
5 10	4 38	11 38	– –	11	...**Ralls Junction**...	1 43	– –	8 55	10 43
.....	5 20	.....	.....	19	.....Center.....	.....	.....	8 30	.....
.....	6 00	.....	.....	29	arr.....**Perry**.....lve.	.....	.....	†7 40	.....
6 45	P M	12 05	6 38	19	+.... Frankford .... ♂	1 25	10 07	A M	10 00
– –	.....	12 23	6 50	27	+..... McCune	12 58	9 46	.....	9 07
7 00	.....	1 05	7 07	33	+..**Bowling Green**[2] ♂	12 45	9 32	.....	8 47
7 30	.....	1 26	7 18	39	+.....Cyrene ..... ♂	12 20	9 16	.....	7 18
8 05	.....	1 50	7 35	46	+.....Eolia ..... ♂	12 00	8 59	.....	6 35
8 51	.....	2 05	7 45	50	+.... Whiteside .... ♂	11 50	8 51		6 20
9 27	.....	2 28	7 59	56	+.....Silex..... ♂	11 32	8 38		5 45
P M	.....	3 05	8 27	68	+.....**Troy**[3]..... ♂	11 03	8 06		4 35
.....	.....	3 20	8 37	73	.....**Moscow**[4].....	10 52	7 53		3 58
.....	.....	4 00	9 08	86	arr.. +**Gilmore**[5] ♂ lve.	†10 15	†7 21		†3 00
.....	.....	9 53	10 33	105	.....**St. Charles**.....	8 43	6 18		A M
.....	.....	10 17	11 00	115	.....**Ferguson**.....	8 18	5 53		.....
.....	.....	10 50	11 45	128	arr....**St. Louis**...lve.	7 45	5 16		.....
.....	.....	8 56	10 40	128	....**Montgomery**....	7 58	P M	.....	.....
.....	.....	9 29	11 33	154	.....**Mexico**.....	7 05	.....	.....	.....
.....	.....	10 55	12 45	192	.....**Moberly**.....	5 50	.....	.....	.....
.....	.....	P M	Noon	....	ARRIVE] [LEAVE	A M	.....	.....	.....

† Daily, except Sunday; ♂ daily, except Saturday. + Coupon stations; ♂ Telegraph stations. *Central time.*

Connections.—[1] With Missouri, Kansas & Texas Ry.; Wabash R.R. and Chicago, Burlington & Quincy R.R. [2] With Chicago & Alton Ry. [3] With Chicago, Burlington & Quincy R.R. [4] With Chicago, Burlington & Quincy R.R. [5] With Wabash R.R.

IDAHO NORTHERN RAILROAD CO.

B. F. O'NEIL, President, Wallace, Idaho.
E. P. SPALDING, Vice-Prest. and Gen. Manager, Wallace, Idaho.
E. L. PROEBSTING, Sec'y & Treas., Wallace, Idaho.
W. A. CLELAND, Gen. Counsel, Portland, Ore.
W P. SMITH, Chief Engineer, Enaville, Idaho.
A. WYMAN, Traf. Mgr., "
M. FITZGERALD, Auditor, "

.....	No. 1	Mls	*February 14, 1909.*	No. 2	.....	....
.....	.....	....	(*Ore. R.R. & Nav. Co.*)	.....	.....	....
.....	*12 30 Noon	0	lve.....**Wallace**....arr.	9 15 A M	.....	....
.....	12 45 Noon	4.3	.....**Osborne**.....	9 00 "	.....	....
.....	1 00 P M	11.0	.....**Wardner**.....	8 40 "	.....	....
.....	– –	12.4	.**Sierra Nevada Junc**.	– –	.....	....
.....	– –	15.9	.....**Pine Creek**.....	– –	.....	....
.....	1 35 P M	17.6	arr.....**Enaville**....lve.	8 15 A M	.....	....
.....	.....	....	(*Idaho Northern R.R.*)	.....	.....	....
.....	*1 46 P M	0	lve.....**Enaville**....arr.	7 55 A M	.....	....
.....	2 06 "	3.5	....Little North Fork.....	7 37 "	.....	....
.....	2 21 "	6.0	..... Haights	7 28 "	.....	....
.....	2 30 "	7.5	.....Smith's Spur.....	7 22 "	.....	....
.....	2 42 "	9.5	..... Steamboat	7 14 "	.....	....
.....	3 05 "	13.0	..... Nelson	7 00 "	.....	....
.....	3 40 "	19.2	.....Beaver.....	6 36 "	.....	....
.....	3 52 "	21.2	.....Pritchard.....	6 28 "	.....	....
.....	4 08 "	23.8	.....Eagle	6 16 "	.....	....
.....	4 35 P M	27.8	arr.....**Murray**.....lve.	*6 00 A M	.....	....
.....	.....	31.8	.....Raven.....	.....	.....	....
.....	.....	32.2	.....Monarch.....	.....	.....	....
.....	.....	33.0	.....**Paragon**.....	.....	.....	....

Trains marked * run daily.
Connection.—At Enaville—With O. R.R. & N. Co.

OKLAHOMA, KANSAS & MISSOURI INTER-URBAN RAILWAY.

FRANKLIN M. SMITH, President and General Manager, Miami, Okla.
Trains leave **Miami**[1] for Hattenville (5 miles) *6 30, *9 15, *11 00 a.m., *1 30, *4 30, *6 00 p.m. Returning, leave Hattenville *7 00, *9 45, *11 30 a.m., *4 00, *5 15, *6 20 p.m. *March*, 1909.
Trains marked * run daily. STANDARD—*Central time.*
Connections.—[1] With St. Louis & San Francisco R.R.

KELLY'S CREEK RAILROAD.

N. D. MONSARRAT, General Manager, Columbus, O.
Trains leave **Cedar Grove**[1] †9 30 a.m., †3 30 p.m. for Mammoth (7 miles). Returning, leave Mammoth †6 45 a.m., †12 30 noon.
† Daily, except Sunday. *March*, 1908.
Connection.—[1] With Ohio Central Lines. *Central time.*

ROANOKE RIVER RAILWAY.

W. J. TALLY, General Superintendent, Townsville, N.C.
Train leaves Townsville, N.C., †10 30 a.m., arrives **Manson,**[1] N.C. (12 miles) 12 00 noon. Returning, leaves Manson †2 15 p.m., arrives Townsville 3 45 p.m. *May* 15, 1908.
Connection.—[1] With Seaboard Air Line Ry. *Eastern time.*

STERLING MOUNTAIN RAILWAY.

B. MOFFATT, JR., Treasurer and Gen. Supt., Sterlington, N.Y.
From Sterlington on Erie R.R. to Lakeville (8 miles). Operated for freight only. *April*, 1908.

OREGON & EUREKA RAILROAD.

A. B. HAMMOND, President, Eureka, Cal.
F. M. FENWICK, Secretary, »
G. W. FENWICK, Treas. & Mgr., »
H. TRINWITH, Auditor, »

H. L. WALDEN, G. F. & P. A., Eureka, Cal.
W. W. PBRD, Supt. & Ch. Engr. »
R. T. EARLE, Mas. Mec., Samoa, Cal.
J. H. SULLIVAN, Road Master, »

.....	5	3	1	Ms.	*March* 25, 1909.	2	4	6
.....	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M
.....	*b*4 00	*a*1 58	*7 23	0	....**Eureka** (*Ferry*).. ♁	11 20	5 30	8 20
.....	4 20	2 18	7 43	2.0	.....**Samoa** ♁...lve.	11 03	5 16	8 05
.....	4 29	2 30	7 55	6.0	.....Manila.....	10 50	5 05	7 56
.....	4 41	2 39	8 03	9.1	.....**Arcata**..... ♁	10 42	4 56	7 43
.....	4 47	2 45	8 10	11.1	..... Janes Creek	10 33	4 43	7 31
.....	4 58	2 55	8 20	14.0	.....**Essex**..... ♁	10 27	4 39	7 25
.....	5 13	3 08	8 37	18.5	..... Fieldbrook.... ♁	10 13	4 26	7 08
.....	5 25	3 25	8 55	22.0	...Little River Junc. ♁	10 02	4 17	6 55
.....	5 40	3 37	9 08	25.6	.....**Luffenholtz**... ♁	9 49	4 06	6 20
.....	5 55	3 48	9 23	28.9	.....**Trinidad**.... ♁	*9 38	*a*3 55	*b*6 05
.....	P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M

Sat. and Sun. only. * Daily; *a* daily, except Sun.; *b* Sat. and Telegraph stations.

Connections.—At Eureka—With Hammond Lumber Co's Steamship Line and other steamship lines for San Francisco, San Pedro and Portland with Northwestern Pacific R.R. At Arcata—With Arcata & Mad River R.R. and Northwestern Pacific R.R. At Trinidad—With stage for Orick, Requa, Crescent City, Martin's Ferry and Orleans.

BELLINGHAM BAY & BRITISH COLUMBIA RAILROAD.
MT. BAKER LINE.

H. H. TAYLOR, President, San Francisco Cal.
F. G. DRUM, Vice-Pres., »
W. H. LAWSON, Aud., Bellingham, Wash.

H. B. PAIGE, Superintendent, Bellingham, Wash.
H. A. MACINTOSH, Train Master, »
W. J. MCLEAN, Master Mech., »

3	9	1	5	7	Ms.	*October* 31, 1909.	4	2	8	6	10	12
....	P M	P M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	Noon	....	P M	P M
....	†4 30	*2 50	†11 00	*8 00	0	+ **Bellingham**[1].	10 30	9 45	12 45	....	6 47	6 00
....	4 47	3 08	11 35	8 17	5.8	... Van Wyck ...	9 55	9 27	12 25	....	6 30	5 42
....	5 00	3 23	12 10	8 31	10.6	.....Goshen.....	9 30	9 12	12 10	....	6 17	5 27
....	5 10	3 34	12 35	8 43	14.8	.... Strandell.....	9 09	8 59	11 56	....	6 06	5 16
P M	5 13	3 38	1 10	8 47	15.8	..... Everson.....	9 05	8 55	11 52	P M	6 02	5 11
†4 50	5 17	3 43	1 20	8 51	17.1	... **Hampton** ...	8 51	8 51	11 47	4 45	5 56	5 07
5 00	5 26	....	....	....	20.2	.... Worthen	8 33	....	....	....	5 51	....
5 10	5 30	....	....	....	22.4	arr..**Lynden**.lve.	†8 25	....	....	....	†5 45	....
P M	P M	3 52	1 45	9 05	20.0	...Clearbrook...	A M	8 40	11 39	4 30	P M	4 59
....	....	†4 25	2 00	9 15	23.3	.....**Sumas**[2].....	....	8 30	*11 30	†4 15	....	§4 50
....	....	4 44	P M	A M	29.5	.....Nicolay.....	....	7 49	A M	P M	....	P M
....	....	4 56	....	....	30.3	.....Columbia.....	....	7 37	....	....	....	....
....	....	5 05	....	....	34.0	.....Kendall.....	....	7 20	....	....	....	....
....	....	5 30	....	....	37.2	...Maple Falls....	....	7 12	....	....	....	....
....	....	5 60	....	....	41.6	.....Warnick.....	....	6 30	....	....	....	....
....	....	6 00	....	....	44.4	.....**Glacier**.....	....	†6 20	....	....	....	....
....	....	P M	....	....	....	ARRIVE] [LEAVE	....	A M	....	....	....	....

* Daily; † daily, except Sunday; § Sunday only.
+ Coupon Stations. STANDARD—*Pacific time.*

Connections.—[1] With steamers of Puget Sound and Great Northern Ry. Line. [2] With Northern Pacific and Canadian Pacific Rys.

TAMA & TOLEDO ELECTRIC RY. & LIGHT CO.

W. C. WALTERS, President and Gen. Manager.
W. E. BRICE, Vice-President.
C. E. WALTERS, Treasurer.
J. P. WALTERS, Secretary.

General Offices: Toledo, Iowa.

In effect February 1, 1908.

Leave Tama for Toledo				Leave Toledo for Tama			
Except Sunday.		*Sundays.*		*Except Sunday.*		*Sundays.*	
6 40 AM	2 40 PM	7 20 AM	5 05 PM	7 00 AM	3 00 PM	7 00 AM	3 50 PM
7 20 »	3 30 »	8 00 »	5 45 »	7 40 »	3 50 »	7 40 »	4 40 »
8 00 »	4 20 »	8 40 »	6 30 »	8 20 »	4 40 »	8 20 »	5 25 »
8 40 »	5 05 »	9 20 »	7 20 »	9 00 »	5 25 »	9 00 »	6 05 »
9 20 »	5 45 »	10 00 AM	8 00 »	9 40 »	6 05 »	9 40 »	7 00 »
10 00 »	6 30 »	12 00 Noon	8 40 »	10 20 »	7 00 »	10 20 »	7 40 »
10 40 »	7 20 »	12 40 Noon	9 30 »	11 00 »	7 40 »	11 00 AM	8 20 »
11 20 AM	8 00 »	3 50 PM	10 30 »	11 40 AM	8 20 »	12 20 Noon	9 00 »
12 00 Noon	8 40 »	4 20 PM	11 30 PM	12 20 Noon	9 00 »	1 00 PM	10 00 »
12 40 Noon	9 30 »	.....	.....	1 00 PM	10 00 »	3 10 PM	11 00 PM
1 20 PM	10 30 »	.....	.....	1 40 »	11 00 PM	.....	.....
2 00 PM	11 00 PM	.....	.....	2 20 PM	.....	.....	.....

Operated in connection with Chicago, Milwaukee & St. Paul Railway and Wells Fargo Express Co. Bill through via Tama.
Miles operated, 2½ miles. STANDARD—*Central time.*

DARDANELLE & RUSSELLVILLE RAILROAD.

A. BERNARD, Superintendent, Dardanelle, Ark.

Trains leave **Russellville**[1] for Dardanelle (5 miles) †8 00 a.m., †12 01 noon, †5 00 p.m. Returning, leave Dardanelle †6 45, †10 30 a.m., †3 30 p.m. Running time, 30 minutes. *March* 1, 1908.
† Daily, except Sunday. *Central time.*
Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

BOSTWICK RAILROAD.

JOHN BOSTWICK, President, Bostwick, Ga.

Trains leave Bostwick *10 10 a.m., *3 15 p.m., arrive **Apalachee**,[1] Ga. (6 miles), 10 40 a.m., 3 45 p.m. Leave Apalachee *11 10 a.m., *4 35 p.m., arrive Bostwick 11 40 a.m., 5 05 p.m. *May* 27, 1907.
Trains marked * run daily. *Central time.*
Connection.—[1] With Central of Georgia Ry.

FORT DODGE, DES MOINES & SOUTHERN RAILROAD.

HOMER LORING, Prest., Boston, Mass.
FREDERICK A. FARRAR, V.-P. and Treas., Boston, Mass.
CHAS. F. CUSHMAN, Sec'y, »
W. CHAMBERLAIN, Aud., Boone, Ia.
J. L. BLAKE, Gen. Mgr., »
FRANK ARNOLD, Supt. »

C. H. CROOKS, G. F. & P. A., Boone, Ia.
V. T. HENNEY, Trav. Fht. & Pas. Agt., »
J. O. HARRISON, Master Mech., »
L. E. GAGNON, Roadmaster, »
J. H. HAIGH, Train Master, »
C. W. KENWORTHY, Chief Dispatcher, Boone, Ia.

No. 77	No. 79	Mls.	*October* 31, 1909.	No. 78	No. 80
†1 50 P M	.....	0	lve.. + **Newton**[1]...arr.	12 00 Noon	.....
1 60 »	.....	5.8	.....Metz.....	11 42 A M	.....
2 30 P M	.....	10.4	.....Goddard.....	11 30 A M	.....
.....	.....	14.4	lve.....**Colfax**[2]..lve.	†11 00 A M	.....
3 00 P M	.....	16.2	+ .....**Mingo**[3].....	10 00 A M	.....
3 40 »	.....	21.4	.....Farrar.....	9 20 »	.....
4 05 »	.....	25.5	... .Loring	9 00 »	.....
5 05 »	.....	32.0	+ .....Cambridge.....	8 30 »	.....
5 35 »	.....	36.7	**Des Moines Junction**	7 30 »	.....
6 10 »	.....	39.9	+ .....**Kelley**[4].....	7 20 »	.....
6 40 »	.....	43.1	..... Napier.....	6 40 »	.....
7 05 »	.....	48.4	.....Ericson.....	6 20 »	.....
7 30 P M	.....	54.1	arr..... **Boone**[5] ...lve.	†6 00 A M	.....
.....	†8 00 A M	54.1	lve... + **Boone** ....arr.	.....	8 30 P M
.....	9 20 »	62.2	..... Fraser	.....	8 00 »
.....	9 50 »	65.4	.. **Fraser Junction**[6].	.....	6 40 »
.....	10 30 »	70.2	.....Boxholm.....	.....	6 00 »
.....	11 00 »	75.9	.....Lanyon.....	.....	4 50 »
.....	11 45 A M	82.4	+ .....**Gowrie**[7].....	.....	4 30 »
.....	12 10 Noon	88.4	..... Easley	.....	3 40 »
.....	12 30 »	93.1	+ .....**Rinard**[8].....	.....	3 20 »
.....	12 50 Noon	97.1	..... Piper.....	.....	2 50 »
.....	1 10 P M	101.3	arr. + **Rockwell City**[9]. lve.	.....	†2 30 P M

* Daily; † daily, except Sunday. STANDARD—*Central time.*
+ Coupon stations.

Connections.—[1] With Iowa Central and C. R. I. & P. Rys. [2] With Inter-Urban Ry., Colfax Northern R.R. and C. R. I. & P. Ry. [3] With Chicago Great Western Ry. [4] With Chicago & North Western Ry. [5] With Chicago & North Western and Chicago, Milwaukee & St. Paul Rys. [6] With Minneapolis & St. Louis R.R. [7] With Chicago & North Western Ry., Minneapolis & St. Louis R.R., C. R. I. & P. and Gowrie & Northwestern Rys. [8] With Chicago Great Western Ry. [9] With Illinois Central and Chicago, Milwaukee & St. Paul Rys.

DES MOINES AND FORT DODGE.

October 31, 1909.	Mls.	1	3	5	47	7	9	51	11	13	15
[LEAVE	.....	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M
Des Moines...	0	†5 50	*7 00	*9 00	*1000	*1100	*1 00	*2 00	*3 00	*6 20	*7 00
Ankeny.....	11.7	6 25	7 40	9 40	10 40	11 40	1 40	2 40	3 40	6 00	7 40
Alleman.....	17.9	6 35	7 55	9 55	10 55	11 55	1 56	2 55	3 56	6 10	7 56
Huxley.....	23.0	6 45	8 06	10 07	11 07	12 07	2 07	3 07	4 07	6 20	8 07
Des Moines Jn.	25.5	6 50	8 15	10 15	11 15	12 15	2 16	3 15	4 15	6 25	8 15
Kelley.....	28.7	6 55	8 25	10 25	11 25	12 25	2 25	3 25	4 25	6 30	8 25
Ames.....arr.	36.2	7 45	.....	.....	11 45	.....	.....	3 45	.....	.....	.....
Ericson.....	37.2	7 10	8 40	10 40	A M	12 40	2 40	P M	4 40	6 45	8 40
Boone	42.9	*7 25	8 50	10 50	.....	1 00	2 50	.....	4 50	6 55	8 50
Fraser	51.0	7 40	9 15	11 15	.....	1 20	3 20	.....	5 20	7 15	9 17
Fraser Junction.	54.2	7 47	9 25	11 23	.....	1 27	3 27	.....	5 27	7 23	9 27
Boxholm.....	59.0	7 57	9 38	11 33	.....	1 38	3 38	.....	5 38	7 33	9 37
Ft. Dodge Junc..	63.2	8 05	9 48	11 41	.....	1 48	3 44	.....	5 48	7 40	9 45
Harcourt	67.1	8 12	9 57	11 48	.....	1 57	3 55	.....	5 57	7 47	9 51
Lundgren	74.5	8 27	10 12	12 03	.....	2 12	4 12	.....	6 12	8 03	10 03
Roberts.....	78.5	8 33	10 21	12 13	.....	2 21	4 21	.....	6 21	8 10	10 10
C. & Gt. W. Station.	.....	8 55	10 40	12 35	.....	2 40	4 40	.....	6 40	8 27	– –
Illinois Cent. Sta..	.....	*9 00	10 45	12 40	.....	2 46	4 46	.....	6 45	8 30	10 30
Fort Dodge...arr.	86.3	A M	A M	Noon	.....	P M	P M	.....	P M	P M	P M

October 31. 1909.	2	44	4	46	6	48	8	10	12	14	16
Fort Dodge...lve.	A M	.....	A M	.....	A M	.....	A M	P M	P M	P M	P M
Illinois Cent. Sta..	*6 00	.....	*7 00	.....	*9 05	.....	*11 30	*1 00	*3 00	*6 00	*7 00
C. & Gt. W. Station.	6 05	.....	7 05	.....	9 10	.....	11 35	1 05	3 05	6 05	7 05
Roberts.....	6 23	.....	7 32	.....	9 32	.....	11 55	1 32	3 32	5 32	7 25
Lundgren	6 28	.....	7 41	.....	9 42	.....	12 03	1 42	3 40	5 42	7 33
Harcourt	6 41	.....	7 57	.....	9 57	.....	12 18	1 57	3 55	5 57	7 47
Ft. Dodge Junc.	6 47	.....	8 05	.....	10 06	.....	12 25	2 06	4 05	6 06	7 55
Boxholm.....	6 54	.....	8 15	.....	10 17	.....	12 33	2 17	4 15	6 17	8 07
Fraser Junction.	7 02	.....	8 27	.....	10 27	.....	12 43	2 27	4 25	6 27	8 20
Fraser.....	7 10	.....	8 37	.....	10 37	.....	12 50	2 37	4 35	6 35	8 30
Boone.....	7 30	.....	9 00	.....	11 00	.....	1 10	3 00	5 00	6 55	9 00
Ericson.....	7 40	A M	9 10	A M	11 10	Noon	1 20	3 10	5 10	7 05	9 10
Ames.....lve.	†7 25	*8 00	.....	*1000	.....	*1200	.....	.....	.....	.....	.....
Kelley.....	*7 55	8 30	9 30	10 30	11 30	12 30	1 36	3 30	5 30	7 22	9 25
Des Moines Jn.	8 00	8 36	9 36	10 36	11 36	12 36	1 40	3 36	5 35	7 28	9 31
Huxley.....	8 06	8 42	9 42	10 42	11 42	12 42	1 45	3 42	5 40	7 35	9 38
Alleman.....	8 15	8 55	9 55	10 55	11 55	12 55	1 55	3 55	5 50	7 43	9 45
Ankeny.....	8 25	9 10	10 10	11 10	12 10	1 10	2 10	4 10	6 00	7 55	9 55
Des Moines...	9 00	9 45	10 45	11 45	12 45	1 45	2 45	4 45	6 30	8 30	10 30
[ARRIVE	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M

Additional Trains—Leave Des Moines *8 15 a.m., *12 00 noon, *4 00, *6 00, *8 00 p.m., arrive Ames 9 50 a.m., 1 50, 5 50, 7 45, 9 45 p.m. Returning, leave Ames *2 00, *4 00, *6 00, *8 00 p.m., arrive Des Moines 3 45, 5 45, 7 45, 9 45 p.m. Leaves Ames †7 00 a.m., arrives Kelley 7 25 a.m. Returning, leaves Kelley †7 25 a.m., arrives Ames 7 45 a.m.

UNION & GLENN SPRINGS RAILROAD.

AUG. W. SMITH, President, Union, S.C.

From Buffalo to Union (3 miles), Union to Pride (19 miles). Trains leave Buffalo *8 30 a.m., †1 30, *5 00 p.m., arriving at Union 8 45 a.m., 1 45, 5 15 p.m. Leave Union for **Pride**[1] *9 25 a.m., *6 30 p.m. Returning, leave Pride *10 45 a.m., *7 45 p.m., arriving at Union 11 45 a.m., 8 30 p.m. Leave Union *7 30 a.m., †12 30 noon, *3 30 p.m., arriving at Buffalo 7 45 a.m., 12 45 noon, 3 45 p.m. *April* 12, 1908.
* Daily; † daily, except Sunday.
Connection.—[1] With Seaboard Air Line Ry. *Eastern time.*

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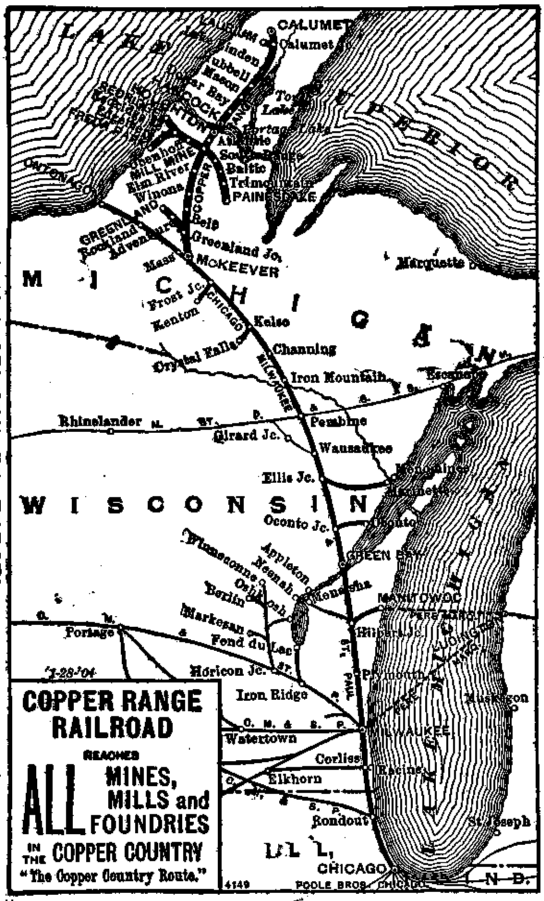

14	2	102	18	50	4	Ms.	*September* 19, 1909.	9	3	103	21	17	57
P M	P M	P M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M	P M	P M
‡1000	*550	*300	*1100	*930	*8 20	0	+.. **Calumet**[1].. ♁	9 08	1040	1 30	5 25	*815	9 15
10 10	5 40	3 10	†1100	....	†8 20	....	lv.+**Laurium** ♁ arr.	....	1040	....	5 38	§812	1008
10 15	5 45	3 15	*1105	9 37	*8 27	1.7	.**Calumet Junc** ♁	9 01	1035	1 20	5 20	*807	9 07
10 28	5 57	3 26	1117	9 48	8 38	6.4	+. Lake Linden. ♁	8 48	1022	1 07	5 08	7 56	8 55
10 30	5 59	— —	1119	9 50	8 40	7.0	...... Grove	8 46	1020	— —	5 06	7 54	8 54
10 32	6 01	— —	1121	9 52	8 43	7.8	South Lake Linden	8 43	1017	— —	5 04	7 52	8 52
10 34	6 03	3 30	1123	9 54	8 44	8.1	..... Hubbell	8 41	1016	1 02	5 03	7 51	8 51
10 37	6 06	— —	1126	9 57	8 46	9.2	.... Mills.......	8 38	1013	— —	5 00	7 48	8 48
10 40	6 10	— —	1129	1001	8 49	11.1	...... Mason	8 34	1009	— —	4 56	7 44	8 44
10 43	6 13	— —	1132	1004	8 52	12.7	......Woodside	8 31	1006	— —	4 52	7 41	8 41
10 45	6 14	3 40	1134	1005	8 54	13.3	+...Dollar Bay.. ♁	8 30	1005	12 53	4 51	7 40	8 40
10 50	6 19	— —	1141	1010	8 59	15.8	...... Ripley	8 24	9 59	— —	4 44	7 34	8 34
10 55	6 24	3 50	1145	1015	9 05	17.0	+ { **Hancock**. ♁	8 20	9 55	12 45	4 40	7 30	8 30
*1105	6 30	4 06	1150	1020	9 10		{ **Houghton**[2]	8 15	9 50	12 40	4 35	7 25	8 25
11 20	P M	4 19	1205	A M	9 25	22.1	..... Atlantic ... ♁	7 58	9 30	12 22	4 19	7 12	8 10
11 25	....	4 23	1208	....	9 30	23.6	**Mill Mine Junc** ♁	*755	*918	12 17	*405	7 09	§807
P M	....	— —	Noon	....	9 34	25.2	..... Messner	A M	A M	— —	P M	7 05	P M
....	....	— —	....	....	9 41	28.7	..... Ricedale	....	....	— —	....	6 57	....
....	....	4 40	....	....	9 49	32.6	......Toivola.... ♁	....	....	11 57	....	6 49	....
....	....	— —	....	....	9 53	34.5	.... Stonington	....	....	— —	....	6 44	....
....	....	4 55	....	....	10 02	38.8	.... Elm River .. ♁	....	....	11 44	....	6 34	....
....	....	— —	....	....	10 07	41.2	....Twin Lakes....	....	....	— —	....	6 29	....
....	....	5 01	....	....	10 09	42.0	.....Stackpole	....	....	11 39	....	6 27	....
....	....	5 05	....	....	10 15	44.3	+....Winona ... ♁	....	....	11 35	....	6 22	....
....	....	— —	....	....	10 23	48.4	...... Seager	....	....	— —	....	6 14	....
....	....	— —	....	....	10 38	55.3	+.... .Belt ..... ♁	....	....	— —	....	5 59	....
....	....	— —	....	....	10 40	55.8	arr.**Greenland Jn.** lve.	....	....	— —	....	5 57	....
....	....	....	....	....	10 47	58.1	arr..**Greenland** ♁ lve.	....	....	....	....	5 49	....
....	....	....	....	....	*1048	58.1	lve...**Greenland**..arr.	....	....	....	....	5 48	....
....	....	— —	....	....	10 58	55.8	lve.**Greenland Jn.** arr.	....	....	— —	....	5 46	....
....	....	— —	....	....	11 00	56.5	.... **Peppard**[3]....	....	....	— —	....	5 38	....
....	....	5 35	....	....	11 03	57.9	arr.. **McKeever**[4]. lve.	....	....	*1107	....	*535	....
....	....	....	....	....	11 03	57.9	lve.. **McKeever**. .arr.	....	....	....	....	6 35	....
....	....	....	....	....	11 05	....	arr.... **Mass**... lve.	....	....	....	....	5 25	....
....	....	....	....	....	11 35	....	arr.. **Rockland**. lve.	....	....	....	....	5 05	....
....	....	....	....	....	12 05	....	arr. **Ontonagon** lve.	....	....	....	....	*435	....
....	....	8 25	....	....	Noon	....	arr.. **Channing**. lve.	....	....	8 20	....	P M	....
....	....	1240	....	....	....	....	arr. **Green Bay**. lve.	....	....	3 45	....	....	....
....	....	4 30	....	....	....	....	arr. **Milwaukee**. lve.	....	....	12 15	....	....	....
....	....	7 00	....	....	....	....	arr... **Chicago**.. lve.	....	....	*1000	....	....	....
....	....	A M	....	....	....	....	(*C. M. & St. P. Ry.*)	....	....	P M	....	....	....

* Daily; † daily, except Sunday; ‡ Sunday only; *a* Sunday leaves 10 41 a.m. + Coupon stations; ♁ Telegraph stations.

STANDARD—*Central time.*

Connections.—[1] With Keweenaw Central R.R. [2] With Duluth, South Shore & Atlantic Ry. and Mineral Range R.R. [3] With Mineral Range R.R. [4] With Chicago, Milwaukee & St. Paul Ry.

New Through Service.

No. 103 — "Chicago Express." — Through Daily Train Channing to Calumet, leaving Channing on arrival of the **"Copper Country Limited"** at 8 20 a.m.

No. 102 — "Chicago Express." — Through Daily Train from Calumet to Channing, arriving at Channing at 8 25 p.m., connecting with the **"Copper Country Limited,"** which provides Dining Car Service and Through Sleepers to **Milwaukee** and Chicago.

Nos. 4 and 17 are Through Daily Copper Range Trains between Calumet and Ontonagon.

LAKE SHORE BRANCH.

....	54	56	42	16	40	Mls	*September* 19, 1909.	Ms.	49	41	55	15	59	....	....
....	P M	P M	A M	....	....	....	LEAVE] [ARRIVE	....	A M	....	P M	P M	P M	....	....
....	§3 00	†3 00	†9 30	....	....	....	+.....**Calumet**..... ♁	....	9 08	....	5 25	8 15	8 15	....	....
....	3 50	3 50	10 15	A M	A M	....	+.... **Hancock** .... ♁	....	8 20	A M	4 40	7 30	7 30	....	....
....	5 15	4 05	10 20	†7 45	†6 15	0	+.....**Houghton**.... ♁	18.0	8 15	10 25	4 35	6 10	7 25	....	....
....	5 30	4 19	11 30	7 58	6 30	5.1	.... Atlantic	12.9	7 55	10 10	4 19	5 56	7 12	....	....
....	5 40	4 30	11 45	8 05	6 38	6.4	lve.**Mill Mine Jn** ♁ arr.	11.6	7 52	9 55	3 57	5 48	7 03	....	....
....	5 47	4 37	11 52	8 12	6 45	9.3	.......Obenhoff.......	8.7	7 45	9 47	3 50	5 41	6 56	....	....
....	5 53	4 43	11 58	8 18	6 52	12.0	.... Salmon Trout	6.0	7 39	9 40	3 43	5 34	6 50	....	....
....	5 58	4 48	12 03	8 22	6 57	14.1	ar...**Redridge Jn.** ♁ lv.	3.9	7 34	9 34	3 38	5 28	6 45	....	....
....	....	4 48	12 03	....	....	14.1	lve.. **Redridge Jn**. arr.	3.9	7 34	....	....	....	....	....	....
....	....	4 53	12 15	....	....	15.1	...... **Redridge**......	4.9	7 31	....	....	....	....	....	....
....	....	4 56	12 20	....	....	14.1	arr.. **Redridge Jn**. lve.	3.9	7 28	....	....	....	....	....	....
....	5 58	4 56	12 20	8 22	6 57	14.1	lve.. **Redridge Jn**. arr.	3.9	7 28	9 34	3 38	5 28	6 46	....	....
....	6 01	4 58	12 22	8 24	7 00	15.0	.......Stanwood.... ..	3.0	7 26	9 32	3 36	5 25	6 43	....	....
....	6 03	4 59	12 24	8 26	7 03	15.5	...... Edgemere	2.5	7 24	9 30	3 34	5 23	6 41	....	....
....	6 05	5 00	12 26	8 28	7 05	16.1	..Edgemere Junction..	1.9	7 23	9 28	3 33	5 22	6 39	....	....
....	6 07	5 02	12 30	8 29	7 07	16.4	+. ..Beacon Hill.... ♁	1.6	7 22	9 27	3 32	5 20	6 37	....	....
....	6 10	5 05	12 35	8 33	7 10	17.3	.... Freda........	0.7	†7 20	†9 25	†3 30	†5 18	§6 35	....	....
....	P M	P M	Noon	A M	A M	18.0	.....**Freda Park**.....	0	A M	A M	P M	P M	P M	....	....
....	....	....	....	....	....	....	ARRIVE] [LEAVE	....	....	....	....	....	....	....	....

PAINESDALE BRANCH.

....	....	59	45	39	37	53	33	27	35	25	Ms.	*September* 19, 1909.	Ms.	24	36	20	52	44	38	34	48	56	....	....	....
....	....	....	P M	P M	....	A M	A M	A M	....	....	....	LEAVE] [ARRIVE	....	A M	A M	....	P M	P M	P M	P M	....	P M	....	....	....
....	....	....	‡1000	*3 00	....	*1100	†9 30	*8 20	....	....	....	+.....**Calumet**..... ♁	....	9 08	10 40	....	1 30	5 25	5 25	8 15	....	9 15	....	....	....
....	....	....	10 55	3 50	P M	11 45	10 15	9 05	A M	A M	....	+.... **Hancock** .... ♁	....	8 20	9 55	A M	12 45	4 40	4 40	7 30	Night	8 30	....	....	....
....	....	....	*1105	5 35	*2 45	11 50	11 05	9 15	†7 45	*6 30	0	+....**Houghton** ... ♁	10.7	8 15	9 50	10 45	12 40	2 05	4 35	7 10	12 25	8 25	....	....	....
....	....	....	— —	— —	— —	— —	— —	— —	— —	— —	2.0	.....Cole's Creek.....	8.7	— —	— —	— —	— —	— —	— —	— —	— —	— —	....	....	....
....	....	P M	11 20	5 50	3 00	12 05	11 20	9 30	7 58	6 45	5.1	.... Atlantic ..... ♁	5.6	7 58	9 30	10 33	12 13	1 52	4 19	6 55	12 10	8 10	....	....	....
....	....	§7 15	11 25	5 55	3 10	12 20	11 28	9 35	8 03	6 50	6.4	lve.**Mill Mine Jn** ♁ arr.	4.3	7 52	9 13	10 25	12 05	1 45	4 00	6 45	12 01	8 03	....	....	....
....	....	7 20	11 29	6 00	3 14	12 25	11 33	9 40	8 08	6 55	8.2	+...South Range... ♁	2.5	7 49	9 10	10 20	12 00	1 40	3 56	6 40	11 58	7 59	....	....	....
....	....	7 21	11 30	6 01	3 15	12 26	11 34	9 41	8 09	6 56	8.3	... Baltic Junction ...	2.4	7 48	9 08	10 18	11 58	1 38	3 54	6 38	11 57	7 58	....	....	....
....	....	7 25	11 35	6 05	3 20	12 30	11 38	9 45	8 12	7 00	9.5	+...Trimountain... ♁	1.2	7 44	9 04	10 14	11 54	1 34	3 50	6 34	11 53	7 54	....	....	....
....	....	7 30	11 40	6 10	3 25	12 35	11 40	9 50	8 15	7 05	10.7	+...**Painesdale**... ♁	0	*7 40	*9 00	†1010	*1150	*1 30	*3 45	*6 30	*1150	§7 50	....	....	....
....	....	P M	P M	P M	P M	Noon	A M	A M	A M	A M	....	ARRIVE] [LEAVE	....	A M	A M	A M	A M	P M	P M	P M	P M	P M	....	....	....

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Room 307, Marquette Building—
T. W PROCTOR, General Agent Fht Dept.
Room 1308, Railway Exchange—
A. A. WILSON, Division Freight Agent.
Room 1330, Railway Exchange—
T. F. SWEAT, JR., Oriental Freight Agent.
Cincinnati, O.—24 Carew Building—
G. L. WILLIAMS, Commercial Agent.
C. C. MORDOUGH, Traveling Pas. Agent.
C. H. ROEMER, Traveling Freight Agent.
Cleveland, O.—426 Superior Ave., N. W.—
E. G. HAYDEN, Traveling Passenger Agent.
217-228 Williamson Building—
T. H. STOFFEL, Commercial Agent.
G. H. KEMP, Traveling Freight Agent.
Dallas, Tex.—Slaughter Bldg., 249 Main St.—
M. F. SMITH, Commercial Agent.
W. D. BELT, JR., Traveling Fht. and Pas. Agt.
Davenport, Ia.—303 Brady Street—
P. L. HINRICHS, Commercial Agent.
Denver, Colo.—821 Seventeenth Street—
J. E. PRESTON, Commercial Agent.
JOHN E. WILLARD, Trav. Freight and Pas. Agt.
S. C. RHODES, District Passenger Agent.
H. H. HUNKINS, Traveling Passenger Agent.
DesMoines, Ia.—Union Sta., Cherry St., bet. 5th & 6th Sts.
C. E. HILLIKER, Div. Freight and Pas. Agt.
C. J. PETERSON, Traveling Freight Agent.
M. SULLIVAN, Commercial Agent.
Detroit, Mich.—212 Majestic Building—
W. S. BRATT, Commercial Agent.
S. F. DAGGETT, Traveling Freight Agent.
H. W. STEINHOFF, Michigan Passenger Agent.
Dubuque, Ia.—507 Main Street—
S. N. BAIRD, Division Fht. and Pas. Agent.
Duluth, Minn.—Palladio Building—
C. L. KENNEDY, Commercial Agent.
GEO. H. WESCOTT, Traveling Freight Agent.
Helena, Mont.—P. H. SCANLAN, Com'l Agent.
E. A. BRADLEY, Traveling Fht. and Pas. Agt.
Houghton, Mich.—78 Shelden Street—
H. E. STEWART, Com ercial Agent.
Indianapolis, Ind.—329 Lemcke Building—
F. N. HICKS, Traveling Passenger Agent.
Kansas City, Mo.—907 Main Street—
G. L. COBB, Southwestern Passenger Agent.
J. F. ETTER, Traveling Passenger Agent.
J. S. ADSIT, General Agent Freight Dept.
WM. D. WESTBURY, Traveling Fht. Agt.
B. C. WHITE, Traveling Freight Agent.
Liverpool, England—18 Chapel Street—
J. JACKSON & SONS, European Agents.
Los Angeles, Cal.—130 West Sixth Street—
E. K. GARRISON, Commercial Agent.
H. W. PORTER, Traveling Passenger Agent.
Madison, Wis.—W. W WINTON, Dist. Pas. Agt.
Mason City, Ia.—W. F. CODY, Div. Fht. & Pas. Agt.
J. H. TAIT, Traveling Freight and Pas. Agt.
Milwaukee, Wis.—400 East Water Street—
W. J. BOYLE, General Agent Passenger Dept.
W. H. DODSWORTH, Gen. Agt., Majestic Bldg.
P. L. MARKEY, Trav. Freight Agent, »
FRANK BELL, Trav. Freight Agent, »
Minneapolis, Minn.—328 Nicollet Avenue—
A. S. WILLOUGHBY, Div. Fht. and Pas. Agent.
G. B. WILSER, Commercial Agent.
C. R. LEWIS, City Pas. and Ticket Agent.
G. M. BOWMAN, Traveling Freight Agent.
W. J. LIEB, Traveling Freight Agent.
New Orleans, La.—517-518 Hibernia Bank Bldg.—
W. H. ROGERS, Trav. Fht. and Pas. Agent.
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GEO. A. BLAIR, General Eastern Agent.
E. B. HIXSON, Asst. Gen. Eastern Fht. Agent.
H. L. IDLEMAN, Traveling Passenger Agent.
G. L TRUITT, City Passenger Agent.
C. H. MITCHELL, Traveling Freight Agent.
ALBERT SEDGMAN, Contracting Freight Agt.
Omaha, Neb.—1524 Farnam Street—
F. A. NASH, General Western Agent.
EUGENE DUVAL, Asst. General Western Agent.
H. P. BUTLER, Traveling Fht. & Pas. Agent.
AUBREY POTTER, Trav. Fht. and Pas. Agent.
EDW. MAHONEY, Traveling Passenger Agent.
Ottumwa, Ia.—W. C. PARKER, D. F. and P. Agt.
Peoria, Ill.—W. H. GEORGE, Trav. Fht. Agt.
Philadelphia, Pa.—818 Chestnut Street—
GEO. J. LINCOLN, Commercial Agent.
W. A. CANNON, Traveling Freight Agent.
M. S. BOWMAN, Traveling Passenger Agent.
Pittsburg, Pa.—Room D, Park Building—
J. H. SKILLEN, Commercial Agent.
JOHN R. POTT, District Passenger Agent.
J. A. S. WALLACE, Traveling Freight Agent.
O. F. TOWNSEND, Traveling Freight Agent.
Portland, Ore.—134 Third Street—
H. S. ROWE, General Agent.
J. W. CASEY, Trav. Freight and Pas. Agent.
F. R. HANKE, Traveling Freight Agent.
Salt Lake City, Utah—106 W. 2d South Street—
C. S. WILLIAMS, Commercial Agent.
C. P. PRUITT, Trav. Fht. & Pas. Agent.
R. R. BITTINGER, Trav. Freight and Pas. Agt.
San Francisco, Cal.—22 Powell Street—
L. E. STANTON, General Agent.
CHAS. H. MILES, District Passenger Agent.
D. F. BERRY, Contracting Freight Agent.
F. C. FAIRBAIRN, Traveling Freight Agent.
H. W. LAWRENCE, Contracting Freight Agent.
W. H. WOOD, Traveling Freight Agent.
Sioux City, Ia.—Wise Block—
C. N. CURTIS, Division Fht. and Pas. Agent.
C. W. FELTON, Trav. Fht. and Pas. Agent.
St. Louis, Mo.—213-214 Frisco Bldg, cor. 9th & Olive Sts.
J. B. MARSHEL, Commercial Agent.
O. H. WILSON, Traveling Freight Agent.
St. Paul, Minn.—365 Robert Street—
R. D. ROVIG, Northwestern Pas. Agent.
FRANK E. OTIS, Commercial Agent.
J. A. CHANDLER, Traveling Passenger Agent.
J. G. THOMSON, Traveling Passenger Agent.
Toronto, Ontario—8 King Street, East—
A. J. TAYLOR, Canadian Fht. and Pas. Agent.
J. M. COPELAND, Traveling Fht. and Pas. Agt.
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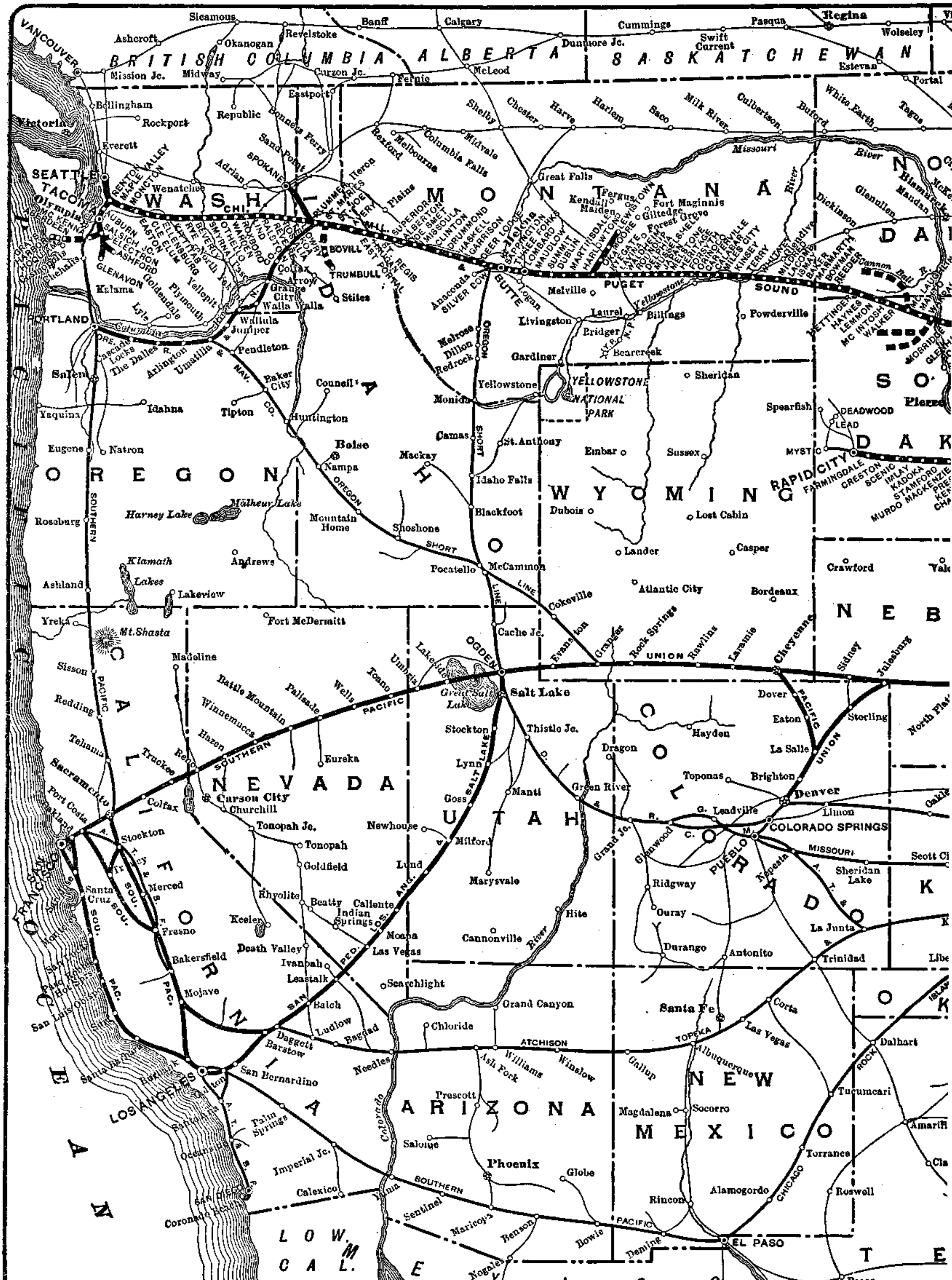
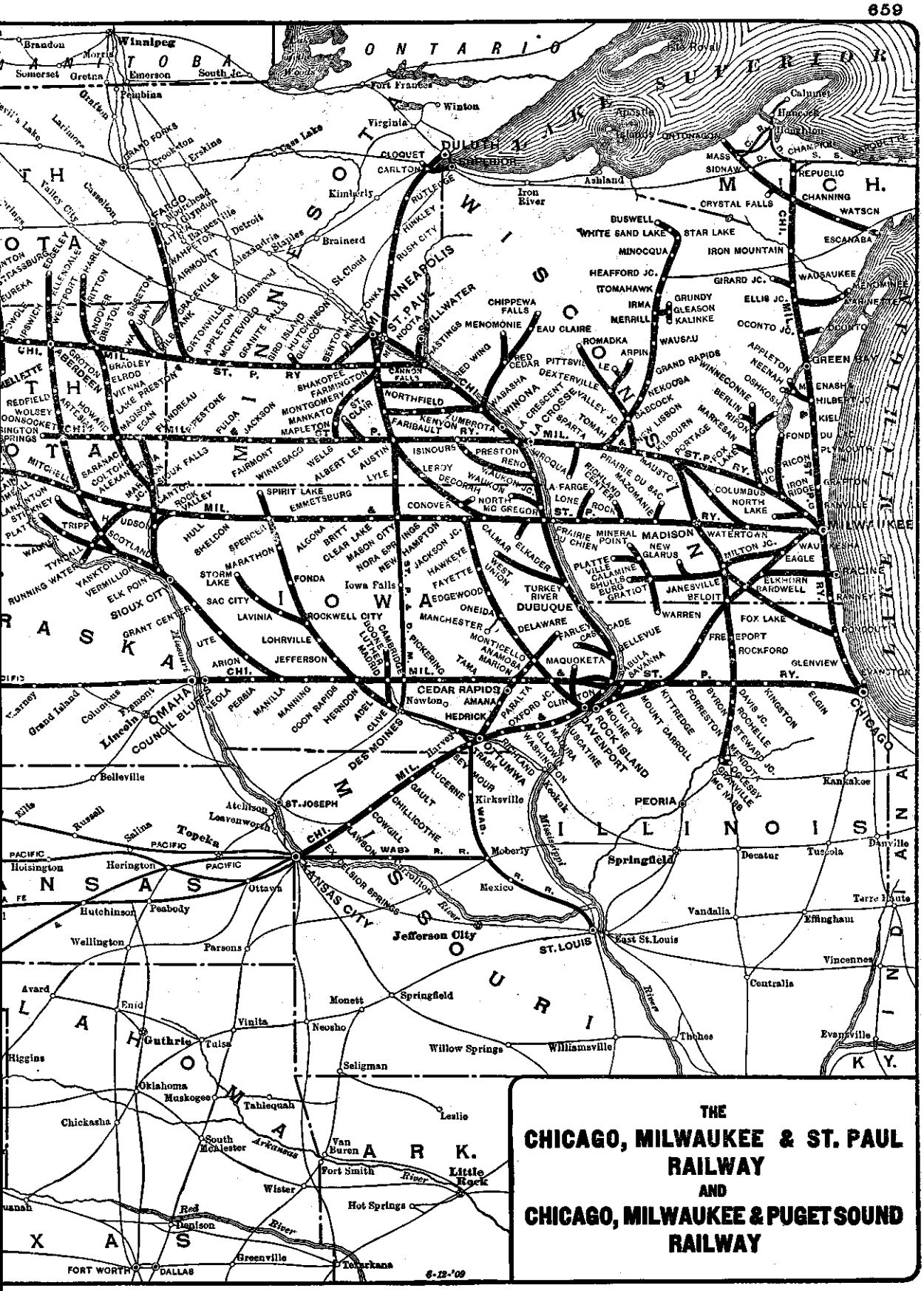
DANIEL PARKER, Passenger Agent.

Limited Tickets.—All tickets good for passage over the lines of the Chicago, Milwaukee & St. Paul Ry. will be limited for use to continuous passage from starting point to destination within one day from date of sale. No stop-over checks will be issued.



THE PIONEER LIMITED, Chicago-St. Paul-Minneapolis.

THE SOUTHWEST LIMITE



Chicago-Kansas City. THE OVERLAND LIMITED, Chicago-Omaha-San Francisco.

THE OVERLAND LIMITED TO CALIFORNIA

LEAVE Union Passenger Station, Chicago, 7 00 p.m. to-night, arrive in San Francisco or Los Angeles the evening of the third day. This, in brief, is the story of the trip from the Great Lakes to the Pacific Coast, via The Overland Limited of the

Chicago, Milwaukee & St. Paul
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Union Pacific Line

Another good train, THE CHINA AND JAPAN FAST MAIL, leaves **Union Passenger Station, Chicago, at 10 10 p.m.,** arrives at principal points in California the fourth day. Standard and Tourist Sleepers on this train daily.

DESCRIPTIVE BOOK FREE

J. H. HILAND
Vice-President
CHICAGO

F. A. MILLER
General Passenger Agent
CHICAGO

EQUIPMENT OF THROUGH TRAINS.

CHICAGO, COUNCIL BLUFFS and OMAHA.

ROUTE OF THE OVERLAND LIMITED.

WESTBOUND.

No. 1—THE OVERLAND LIMITED—Electric-Lighted Train—Standard Ten-Section, Drawing-room and Compartment Sleepers Chicago to San Francisco (via Omaha). Composite Observation Car and Coaches Chicago to Omaha. Standard Sleepers Chicago to Denver and Chicago to Omaha. Dining Car Chicago to Savanna.

No. 11—COLORADO SPECIAL—Electric-Lighted Train—Standard Sleepers and Chair Car Chicago to Denver (via Omaha). Cafe Observation Car Chicago to Manilla. Coaches Chicago to Omaha.

No. 3—CHINA AND JAPAN FAST MAIL—Standard Sleepers Chicago to Omaha and San Francisco (via Omaha). Standard Sleepers Chicago to Denver (via Omaha). Tourist Sleepers Chicago to San Francisco daily; for Los Angeles Mondays and Wednesdays. Standard Sleeper Chicago to Dubuque. Standard Sleeper Chicago (via Davenport) to Ottumwa. Chair Car Chicago to Denver (via Omaha) and Coaches Chicago (via Davenport) to Kansas City. Buffet Car Chicago to Council Bluffs. Coaches Chicago to Omaha. Dining Car Marion to Council Bluffs.

No. 5—THE SOUTHWEST LIMITED—Electric-Lighted Train—Standard and Compartment Observation Sleepers, Dining Cars, Chair Car and Coaches Chicago to Kansas City.

No. 7—Buffet Sleepers Chicago to Rapid City (via Dubuque and I. & D. Div.) and Chicago to Minneapolis (via Dubuque, McGregor and Austin). Standard Sleepers Chicago to Des Moines (passengers may remain in Sleeper until 7 30 a.m.), and Chicago to Sioux Falls (via Sioux City). Coaches Chicago to Chamberlain, S.D. (via Dubuque Division). Dining Car Chicago to Savanna.

No. 9—Coaches Chicago to Ottumwa. Dining Car Chicago to Marion.

EASTBOUND.

No. 2—THE OVERLAND LIMITED—Electric-Lighted Train—Standard Ten-Section, Drawing-room and Compartment Sleeper San Francisco to Chicago (via Omaha). Composite Observation Car Omaha to Chicago. Dining Car Manilla to Chicago. Coaches Omaha to Chicago. Standard Sleeper Denver to Chicago.

No. 14—THE CHICAGO SPECIAL—Electric-Lighted Train—Standard Sleeper and Chair Car Denver to Chicago (via Omaha). Cafe Observation Car Manilla to Chicago.

No. 4—Coaches Omaha to Chicago, daily, except Sunday, and Omaha to Savanna, daily.

No. 6—THE FAST MAIL—Standard Sleepers and Tourist Sleepers San Francisco to Chicago (via Omaha) daily; from Los Angeles (via South. Pac.) Mondays and Wednesdays. Standard Sleeper Denver to Chicago (via Omaha). Chair Car Denver to Chicago (via Omaha). Standard Sleepers Sioux Falls (via Sioux City) to Chicago, Des Moines to Chicago. Buffet Car Omaha to Chicago. Dining Cars Omaha to Manilla and Savanna to Chicago. Coaches Omaha to Chicago.

No. 8—Standard Sleepers Dubuque to Chicago and Ottumwa (via Davenport) to Chicago. Buffet Sleepers Minneapolis (via I. & M. Div.) to Chicago and Rapid City (via I. & D. Div.) to Chicago. (Dubuque car open after 9 00 p.m., except Sunday nights). Coaches Kansas City (via Davenport) to Chicago. Coaches Chamberlain, S.D., to Chicago. Dining Car Savanna to Chicago.

No. 10—Coaches Ottumwa to Savanna.

No. 12—THE SOUTHWEST LIMITED—Electric-Lighted Train—Standard and Compartment Observation Sleepers, Dining Car, Chair Car and Coaches Kansas City to Chicago.

CHICAGO, MILWAUKEE, ST. PAUL and MINNEAPOLIS.

No. 1—THE PIONEER LIMITED—Electric Lighted Train—Parlor Car and Dining Car Chicago to Milwaukee. Compartment Car, Standard Sleepers, Buffet Library Smoking Car, Free Reclining Chair Car and Coaches Chicago to St. Paul-Minneapolis.

No. 2—NIGHT EXPRESS—Coaches Minneapolis-St. Paul to Milwaukee and Minneapolis-St. Paul to La Crosse. Standard Sleepers La Crosse to Milwaukee, Minocqua to Milwaukee and Star Lake (from Milwaukee on No. 56) to Chicago.

No. 3—Electric-Lighted Train—Standard Sleepers and Coaches Chicago to St. Paul-Minneapolis. Standard Sleeper Milwaukee to La Crosse. Cafe Observation Car La Crosse to St. Paul-Minneapolis. Sleepers are open for passengers at 9 30 p.m. Parlor Car Chicago to Milwaukee.

No. 4—THE PIONEER LIMITED—Electric-Lighted Train—Compartment Cars, Standard Sleepers, Buffet Library Smoking Car, Free Reclining Chair Car and Coaches Minneapolis-St. Paul to Chicago. Standard Sleepers Minneapolis-St. Paul to Milwaukee and Minneapolis-St. Paul to Rockford. Parlor Car and Dining Car Milwaukee to Chicago.

No 5—THE DAY EXPRESS—Electric-Lighted Train—Observation Parlor Car and Coaches between Chicago and St. Paul-Minneapolis. Dining Car Milwaukee to St. Paul-Minneapolis.

No. 6 Electric-Lighted Train—Observation Parlor Car, Dining Car and Coaches Minneapolis-St. Paul to Chicago.

No. 10—THE MILWAUKEE-CHICAGO SPECIAL—Standard Sleepers. Buffet Library Smoking Car and Coaches Minneapolis-St. Paul to Chicago. Parlor Car and Dining Car Milwaukee to Chicago.

No. 11—Coaches Chicago to St. Paul-Minneapolis. Parlor Car and Dining Car Chicago to Milwaukee.

No. 15—THE ST. PAUL-MINNEAPOLIS SPECIAL—Electric-Lighted Train—Parlor Car Chicago to Milwaukee. Compartment Car, Standard Sleepers, Buffet Library Smoking Car and Coaches Chicago to St. Paul-Minneapolis. Standard Sleepers Chicago to Star Lake Milwaukee to Minocqua, Milwaukee to St. Paul-Minneapolis and Rockford to St. Paul-Minneapolis.

No. 16—Coaches Minneapolis-St. Paul to La Crosse.

No. 55—FAST MAIL—Coaches Milwaukee to St. Paul-Minneapolis, and La Crosse to St. Paul-Minneapolis.

No 56—THE FAST MAIL—Electric-Lighted Train—Compartment Car, Standard Sleepers and Coaches Minneapolis-St. Paul to Chicago. Cafe Observation Car Minneapolis-St. Paul to La Crosse. Standard Sleeper Star Lake (on La Crosse Division No. 2 to Milwaukee) to Chicago.

CHICAGO, MOLINE, ROCK ISLAND, DAVENPORT and KANSAS CITY.

ROUTE OF THE SOUTHWEST LIMITED.

WESTBOUND.

No. 5—THE SOUTHWEST LIMITED—Electric-Lighted Train—Standard and Compartment Observation Sleepers, Chair Car and Coaches Chicago to Kansas City. Dining Car Chicago to Davis Junction and Chillicothe to Kansas City.

No. 3—Standard Sleepers between Chicago and Ottumwa. Coaches Chicago to Kansas City (via Davenport). Coaches Chicago to Savanna. Savanna to Kansas City and Marion to Kansas City. Cafe Car Davenport to Osgood.

No. 9—Coaches Chicago to Ottumwa (via Marion). Dining Car Chicago to Marion.

No. 3—JUDSON TOURIST SLEEPER every Wednesday and Friday Chicago to Kansas City for San Francisco and Los Angeles, via Chicago, Milwaukee & St. Paul, Missouri Pacific, Denver & Rio Grande and Southern Pacific.

EASTBOUND.

No. 12—THE SOUTHWEST LIMITED—Electric-Lighted Train—Standard and Compartment Observation Sleepers, Chair Car and Coaches Kansas City to Chicago. Dining Car Kansas City to Chillicothe and Davis Junction to Chicago.

No. 8—Standard Sleepers between Ottumwa and Chicago. Coaches Kansas City to Chicago (via Davenport). Coaches Savanna to Chicago, Kansas City to Savanna and Kansas City to Marion. Cafe Car Osgood to Davenport. Dining Car Savanna to Chicago.

No. 10—Coaches Ottumwa to Chicago (via Marion).

No. 8—JUDSON TOURIST SLEEPER semi-weekly Los Angeles and San Francisco to Chicago, via Chicago, Milwaukee & St. Paul, Missouri Pacific, Denver & Rio Grande and Southern Pacific, leaving Kansas City Monday and Wednesday.

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+Scotland, S.D.....29,63
Scranton, N.D.....88
Seabury, Wash.....86
Seattle, Wash.....85
Seatonville, Ill.....22
Selby, S.D.....83
Selkirk, Mont.....87
Servia, Wash.....85
Sewal, Iowa.....10
*Sexton, Iowa.....29
+Seymour, Iowa.....10
Shafton, Iowa.....13
Shakopee Minn.....76
+Shannon, Ill.....54
Shawmut, Mont.....87
Shawtown, Wis.....52
Sheffield, Mo.....10
+Sheldon, Iowa.....29
Sherburn, Minn.....79
Shermerville, Ill.....6
Sherwood, Wis.....47
Shirland, Ill.....54
+Shullsburg, Wis.....74
Sidnaw, Mich.....49
+Sigourney, Iowa.....12
Sinclair, Mont.....86
+Sioux City, Iowa, 8,63,64,68
+Sioux Falls, S.D....64
Sisseton, S.D.....75
Sixteen, Mont.....87
Slater, Iowa.....8
*Smith's, Iowa.....58
Smyrna, Wash.....85
*Snefs, Iowa.....62
*Sny Magill, Iowa....58
Sobieski, Wis.....44
Soldiers Grove, Wis..21
Solon Mills, Ill.....7
Somers, Wis.....6
Sorrento, Idaho.....86
Soudan, Mont.....86
South Amana, Iowa..12
South Byron, Wis....33
*South Minneapolis, Minn.....75
South Stillwater, Minn.....2
South Wayne, Wis...70
*Spain, S.D.....78
+Sparta, Wis.....1,5
*Spaulding, Ill.....9
Specht's Ferry, Iowa.58
+Spencer, Iowa....29,66
+Spirit Lake, Iowa.29,66
Spottswood, S.D.....82
Sprague, Wis.....33
*Springfield, S.D.....29
Springfield, Wis.....54
+Spring Green, Wis..17
Spring Grove, Ill.....7
Spring Grove, Minn...59
+Spring Valley, Minn.79
+Springville, Iowa...14
Stamford, S.D.....30
Standard, Ill.....22
Starks, Ill.....8
Star Lake, Wis.....38,40
Stetson, Idaho.....86
Steuben, Wis.....21
Steward Junction, Ill.22
Stewart, Minn.....75
Stickney, S.D.....63
Stiles, Wis.....44
Stiles Junction, Wis..44
Stillman Valley, Ill...8
+Stillwater, Minn....2
Stockdale, Mo.....10
Stone City, Iowa....14
Storm Lake, Iowa....69
Stoughton, Wis.....7,17
Stowell, Wis.....6
Stratton, S.D.....88
Strawberry Point, Ia.14
Strasburg, N.D.....83
Sturges, Mo.....10
Sumatra, Mont.....87
Summit, Mont.....87
*Summit, S.D.....75
Sumner, Wash.....85
Sumter, Minn.....75
Sun Prairie, Wis.....3
Superior, Mont.....86
Sussex, Wis.....34
Sylvania, Wis.....54
Tabor, S.D.....65
Tacoma, Wash.....85
+Tama, Iowa.....8
Taopi, Minn.....24
Tarkio, Mont.....86
Tatanka, S.D.....88
Taunton, Wash.....85
Teeds Grove, Iowa....8
Tekoa, Wash.....86
Templeton, Iowa.....8
Templeton, Wis.....34
+Terry, Mont.....88
Thebes, Mont.....87
Theilman, Minn.....43
Thelma, Mont.....86
Thetis, Wis.....33
Thiensville, Wis.....44
Thomson, Ill.....10
Thorp, Wash.....85
Three Forks, Mont...87
Thunder Hawk, S.D..88
Thurlow, Mont.....87
Timbuctoo, Ill.....10
Titus, Iowa.....10
+Tomah, Wis.....1,41
Tomahawk, Wis.....38
Tonquin, Mont.....88
Toronto, Iowa.....16
Traders Junc., Mich..44
Tremble, Wis.....44
Trent, S.D.....64
Trevino, Wis.....52
Tripp, S.D.....63
Troy Center, Wis....55
Trude, Wash.....85
Truesdell, Wis.....6
Tulare, S.D.....82
Tunis, Mich.....49
Tunnel City, Wis.....1
Turkey River, Ia..58,62
*Tuscan, S.D.....29
Tusler, Mont.....88
Twin Bluffs, Wis.....18
Twin Brooks, S.D....75
Twodot, Mont.....87
*Tyler, N.D.....77
Tyndall, S.D.....29,65
Underwood, Iowa....8
Union Grove, Wis....54
+Union Pac. Trans., Iowa.....8
*Ute, Iowa.....63
*Utica, S.D.....63
Utley, Wis.....35
*Valdora, Iowa.....29
Valencia, Mont.....87
Valley Junction, Wis.41
Vananda, Mont.....87
Van Asselt, Wash....85
Van Horne, Iowa.....8
*Varco, Minn.....25
Varina, Iowa.....66
Vassar, Wash.....85
Veedum, Wis.....42
Vendome, Mont.....87
*Venture, Iowa.....29
Vera, Iowa.....12
Vermillion, Minn.....63
+Vermillion, S.D.....63
Vesper, Wis.....39
Vienna, S.D.....80
Vilas, S.D.....79
Vining, Iowa.....8
*Viola, Iowa.....14
Viola, Wis.....21
Virgil, S.D.....83
+Viroqua, Wis.....5
Vivian, S.D.....80
Volga City, Iowa.....62
+Wabasha, Minn.1,43,52
Wabik, Mich.....44
Wacouta, Minn.....1
Wadena, Iowa.....62
Wadsworth, Ill.....6
Wagner, S.D.....65
Wahpeton, N.D.....77
Wakpala, S.D.....88
*Walcott, Minn.....24
Waldheim, Mont.....87
Waldo, Wis.....44
Waldorf, Minn.....81
Walford, Iowa.....12
Walker, S.D.....88
Wallace, Minn.....26
+Walworth, Wis.....7
Wanamingo, Minn...43
Warden, Wash.....85
Warner, S.D.....82
Warren, Ill.....71
Warrenton, Ill.....6
Washington, Iowa....10
+Washington Mills, Iowa.....61
Watauga, S.D.....88
Waterford, Minn.....26
Waterloo, Wis.....3
Watertown, Ill.....10
+Watertown, Wis..1,3
+Watertown Junc., Wis.....1,3
Waterville, Iowa.....60
Watson, Minn.....75
Waubay, S.D.....75
Waucoma, Iowa.....14
Waukau, Wis.....37
+Waukee, Iowa.....66
+Waukesha, Wis.....17
+Waukon, Iowa.....60
Waukon Junc., Ia..58,60
Waupeton, Iowa.....58
+Waupun, Wis.....31
+Wausau, Wis.....38
Wausaukee, Wis...44,50
Wauwatosa, Wis.....17
+Wauzeka, Wis...17,21
Weaver, Minn.....1
*Webb, Iowa.....66
Webster, Iowa.....12
Webster, S.D.....75
Welch, Minn.....28
*Welcome, Minn.....79
Welland, Ill.....23
+Wells, Minn....26,79
Welton, Iowa.....11
Wentworth, S.D.....79
*Wesley, Iowa.....29
Wessington Spgs., S.D.79
Westby, Wis.....5
Westcott, Minn.....24
*Westfield, Iowa.....64
Westmore, Mont.....83
*Weston, Iowa.....8
Westport, S.D.....82
+West Salem, Wis.....1
+West Union, Iowa..62
*Westwood, Minn.....76
Whalan, Minn.....79
Wheatland, Iowa.....16
Wheaton, Minn.....77
White Lake, S.D.....29
*White Rock, S.D.....77
White Sand Lake, Wis 40
+Whitewater, Wis...17
*Whitman, Minn.....1
Whitney, Mont.....88
Whittemore, Iowa....29
Whittier, Wash.....85
*Wild Rice, N.D.....77
*Wilkins, Iowa.....58
+Williamsburg, Ia...12
Willington Grove, Minn.....59
Willow Creek, Mont..87
*Wilmot, S.D.....75
Windsor, Wis.....4
Winfred, S.D.....79
*Wingert, S.D.....64
+Winnebago, Minn...79
Winneconne, Wis...37
+Winona, Minn.....1
Winship, S.D.....82
*Wirock, Minn.....79
Wiswell, Wis.....44
Witbeck, Mich.....44
Witch Lake, Mich....44
+Wolsey, S.D.....82
*Wooddale, Ill.....9
*Woodhull, N.D.....77
Woodland, Wis.....31
Woodman, Wis.....17
Woodruff Junc., Wis.33
Wood Spur, Mich.....45
Woodward, Iowa.....8
+Woonsocket, S.D.79,82
Worthing, S.D.....29
Worthington, Iowa...15
Wykoff, Minn.....79
Wyocena, Wis.....1
Wyoming, Iowa.....16
+Yale, Iowa.....66
+Yankton, S.D..63,64,65
Yellow River, Iowa..58
Yorkshire, Iowa.....8
Zenda, Wis.....7
Zeeland, N.D.....83
Zumbro Falls, Minn..43
Zumbrota, Minn.....43
+Zwingle, Iowa.....61

1—CHICAGO-MILWAUKEE-ST. PAUL-MINNEAPOLIS.*

7	23	15	1	5	11	3	Ms	December 5, 1909.	56	58	4	10	6	8	22	12	26	14
A M	P M	P M	P M	A M	A M	P M	...	(C. & M. Division.)	A M	A M	A M	A M	P M	P M	P M	A M	P M	P M
†11 30	*3 00	*8 15	*6 30	*9 30	*8 00	*10 00	0	lve..+Chicago ♁.arr.	7 00	7 00	8 55	10 00	9 00	9 00	1 00	11 15	5 55	10 10
11 41	3 11	— —	— —	9 41	8 11	10 12	3	...Western Avenue...	6 48	6 48	8 42	9 47	8 48	8 48	12 48	11 02	5 43	9 57
12 51	4 23	9 40	8 00	10 54	9 24	11 26	62	.......Corliss..... ♁	5 32	5 32	7 20	8 34	7 38	7 36	11 34	9 40	4 33	8 40
1 30	6 00	10 15	8 40	11 30	10 00	12 01	85	+...Milwaukee... ♁	*4 50	*4 50	*6 45	*8 00	*7 00	*7 00	†11 00	*9 00	*4 00	*8 00
P M	P M	P M	P M	A M	A M	Night	...	ARRIVE] [LEAVE	A M	A M	A M	A M	P M	P M	A M	A M	P M	P M

41	39	7	33	23	15	1	5	11	55	3	Ms	(La Crosse Division.)	2	58	4	10	8	8	22	34	26	14	40
A M	P M	P M	A M	P M	P M	P M	A M	A M	A M	Night	...	LEAVE] [ARRIVE	A M	A M	A M	A M	P M	P M	A M	A M	P M	P M	P M
§8 00	*6 10	†1 40	†7 15	†5 05	*10 25	*8 55	†11 40	*10 10	*4 50	*12 05	85	+...Milwaukee..♁	4 10	4 40	6 30	7 50	6 15	6 50	10 50	8 30	3 50	8 50	7 15
8 28	6 38	2 08	7 43	5 33	— —	— —	— —	10 38	— —	....	99	.....Brookfield...♁	3 45	— —	— —	— —	5 46	— —	10 25	8 05	3 25	8 25	6 50
8 33	6 44	2 12	— —	— —	— —	— —	— —	10 43	— —	....	102	.....Duplainville...♁	— —	— —	— —	— —	5 41	— —	— —	7 59	— —	—	6 44
8 38	6 59	2 16	7 51	5 41	— —	8 32	12 16	0 49	5 25	....	105	.......Pewaukee....♁	— —	— —	— —	— —	5 38	— —	10 14	7 48	3 14	8 13	6 39
8 40	7 00	2 18	7 52	5 43	— —	— —	— —	10 51	— —	....	107	.......Lakeside.......	— —	— —	— —	— —	5 32	— —	— —	7 44	— —	— —	6 35
8 49	7 07	2 24	7 59	5 48	— —	9 40	12 24	11 00	5 33	Via Northern Division.	110	.......Hartland....♁	— —	— —	— —	h7 07	5 26	— —	10 00	7 39	3 05	8 04	6 29
8 51	7 09	2 26	8 01	— —	— —	— —	— —	11 02	— —		111	.....Nagawicka......	— —	— —	— —	—	5 24	— —	— —	7 37	— —	— —	6 26
8 57	7 12	2 29	8 06	5 54	—	9 45	12 29	11 06	5 38		113	......Nashotah......	— —	— —	— —	— —	5 71	— —	9 54	7 34	2 59	7 59	6 23
9 02	7 16	2 33	8 11	5 59	— —	d9 48	— —	11 12	5 44		115	.......Okauchee......	— —	— —	— —	— —	5 16	— —	9 47	7 30	2 52	7 56	6 18
9 04	7 18	2 35	8 13	6 01	— —	— —	— —	11 14	— —		116	........Gifford.......	— —	— —	— —	— —	5 14	— —	— —	7 28	2 48	7 53	6 16
9 10	7 24	2 47	8 21	6 09	11 19	9 55	12 45	11 20	5 49		118	+..Oconomowoc.♁	3 02	— —	5 30	6 55	5 10	5 45	9 42	7 25	2 45	7 50	6 12
9 19	7 34	2 52	8 30	6 18	— —	— —	— —	11 31	5 57		123	.........Ixonia.........	— —	— —	— —	— —	4 58	— —	9 30	7 14	2 36	7 42	6 02
9 30	7 45	3 02	8 40	6 28	— —	10 14	1 04	11 43	6 09		130	+...Watertown...♁	2 40	— —	5 11	— —	4 45	5 24	9 20	7 03	2 24	7 32	5 50
9 40	7 55	3 06	8 43	6 38	11 44	10 20	1 09	11 45	6 16		131	+. Watertown Junc...	2 35	3 24	5 00	6 30	4 40	5 20	9 17	*7 00	†2 21	†7 28	§5 45
A M	P M	P M	A M	6 47	— —	— —	— —	11 53	6 26		135	.......Richwood.......	— —	— —	— —	— —	4 28	— —	8 55	A M	P M	P M	P M
				6 57	— —	— —	— —	12 01	6 34		141	....Reeseville....♁	— —	— —	— —	— —	4 16	— —	8 44				
				7 06	— —	— —	— —	12 09	6 43		146	.........Elba.........	— —	— —	— —	— —	4 05	— —	8 34				
				7 15	— —	10 49	1 41	12 16	6 53		150	+....Columbus....♁	2 00	— —	e4 34	5 58	3 55	4 52	8 25				
				7 23	— —	— —	— —	12 23	7 00	....	153	......Fall River......	— —	— —	— —	— —	3 46	— —	8 13				
				7 33	— —	— —	— —	12 33	7 08	....	159	.....Doylestown.....	— —	— —	— —	— —	3 35	— —	8 04				
				7 42	— —	— —	— —	12 44	7 10	....	164	.......Rio.......♁	— —	— —	— —	— —	3 27	— —	7 55				
			93	7 50	— —	— —	— —	12 56	7 25	....	169	.......Wyocena.......	— —	— —	— —	— —	3 18	— —	7 45	94			
			A M	8 05	12 50	11 25	2 23	‖1 10	7 40	3 0	178	arr. +Portage ♁ lve.	1 10	2 10	3 50	5 07	3 00	4 05	†7 30	P M			
			†6 00	P M	12 55	11 30	2 30	1 30	7 52	3 10	178	lve. +Portage ♁ arr.	1 05	2 04	3 44	5 04	2 50	3 50	A M	2 15			
			6 22	....	— —	— —	— —	1 49	— —	— —	189	.......Cheney.....♁	— —	— —	— —	— —	2 25	— —		1 50			
			7 20	....	1 17	— —	2 57	2 02	8 15	3 35	195	+....Kilbourn.....♁	12 37	— —	— —	— —	2 10	3 24	....	1 36			
			7 50	....	— —	— —	— —	2 16	8 27	— —	204	.......Lyndon......♁	12 22	— —	— —	— —	1 50	— —	....	1 15			
			8 56	....	1 40	— —	3 23	2 33	8 41	4 00	214	+.....Mauston......♁	12 08	— —	— —	— —	1 30	2 54	....	12 50			
			9 38	....	1 55	12 38	3 38	2 45	8 56	4 17	221	+..New Lisbon..♁	11 55	1 00	2 40	4 05	‖1 15	2 40	....	1 40			
			10 00	....	2 05	12 48	3 53	2 55	9 06	4 27	227	...Camp Douglas.♁	11 33	12 45	2 29	— —	12 45	2 25	....	11 05			
			10 15	....	— —	— —	— —	3 05	9 16	— —	234	.......Oakdale......♁	11 18	— —	— —	— —	12 30	— —	....	10 50			
			11 15	....	2 28	— —	4 13	3 15	9 27	4 47	240	+.....Tomah......♁	11 06	12 26	— —	— —	12 19	2 00	....	10 35			
			11 35	....	— —	— —	— —	3 23	9 33	— —	244	.....Tunnel City....♁	10 54	— —	— —	— —	12 07	— —	....	10 00			
			12 25	....	— —	1 40	4 37	3 50	9 53	5 14	257	+.....Sparta......♁	10 30	11 58	1 40	2 59	11 37	1 24	....	9 15			
			12 45	....	— —	— —	— —	4 02	10 03	— —	263	.......Rockland......	10 16	— —	— —	— —	11 22	— —	....	8 30			
			1 06	....	— —	— —	— —	4 10	10 11	5 30	267	........Bangor......♁	10 07	— —	— —	— —	11 15	— —	....	8 15			
			1 27	....	— —	— —	— —	4 22	10 19	5 37	271	+...West Salem...♁	9 57	— —	— —	— —	11 06	— —	....	7 40			
			1 50	....	— —	— —	— —	— —	— —	— —	278	......Medary......	— —	— —	— —	— —	— —	— —	....	7 10			
			2 06	....	3 50	2 40	5 16	4 48	10 36	5 57	281	.North La Crosse ♁	9 36	11 15	1 00	2 15	10 45	12 35	....	†7 00			
			P M	....	4 00	2 45	5 26	5 00	10 45	6 05	283	arr.+La Crosse♁lve.	9 25	11 05	12 50	2 00	*10 35	12 25	16	A M			
					....	....	....	....	....	....	...	(River Division.)	....	....	....	⊔	A M	....	A M	....			
					4 15	⊔	5 40	5 50	10 55	6 10	...	lve..La Crosse ♁.arr.	9 05	11 00	12 45	2 20	....	12 20	11 50	....			
					— —	2 45	— —	— —	— —	— —	281	..North La Crosse ♁	— —	— —	— —	2 10	....	z —	— —	....			
					— —	— —	— —	6 16	— —	6 30	288	......Dresbach......	8 38	— —	— —	—	....	z —	11 28	....			
					— —	— —	— —	6 20	— —	6 35	289	.......Dakota......♁	8 33	— —	— —	— —	....	z —	11 23	....			
					— —	— —	— —	6 35	— —	6 49	298	.......Lamoille......♁	8 14	— —	— —	— —	....	z —	11 08	....			
					— —	— —	— —	6 43	— —	6 56	303	......Homer......♁	8 06	— —	— —	— —	....	z —	11 01	....			
					5 07	3 35	6 30	6 52	11 52	7 08	307	+.....Winona......♁	7 56	10 11	11 51	1 23	....	11 30	10 53	....			
					— —	— —	6 42	7 04	— —	7 18	313	..Minnesota City ♁	7 39	— —	— —	— —	....	11 16	10 38	....			
					— —	— —	— —	7 22	— —	7 31	323	.......Minneiska.....♁	7 22	— —	— —	— —	....	z —	10 21	....			
					— —	— —	— —	7 30	— —	7 38	326	.......Weaver......♁	7 05	— —	— —	— —	....	z —	10 16	....			
					— —	— —	— —	7 41	— —	7 48	334	.......Kellogg......♁	6 50	— —	— —	— —	....	z —	10 06	....			
					5 57	4 32	7 26	7 56	12 44	8 00	340	+....Wabasha....♁	6 40	9 23	10 57	12 32	....	10 37	9 57	....			
					— —	— —	— —	— —	— —	b8 05	342	... Reads Landing ...	6 12	— —	— —	— —	....	z —	— —	....			
					6 15	— —	7 45	8 14	1 01	8 21	352	+....Lake City....♁	5 53	8 58	10 29	12 10	....	10 15	9 32	....			
					— —	— —	— —	8 24	— —	8 31	359	.....Frontenac....♁	6 41	— —	— —	— —	....	z —	9 22	....			
					— —	— —	— —	8 33	— —	— —	365	......Wacouta.....♁	5 31	— —	— —	— —	....	z —	— —	....			
					6 40	5 23	8 12	8 45	1 26	8 50	369	+....Red Wing....♁	5 20	8 34	10 00	11 40	....	9 52	9 05	....			
					— —	— —	— —	— —	—	9 02	377	......Eggleston.....♁	5 02	— —	— —	— —	....	z —	8 45	....			
					— —	— —	— —	— —	— —	9 10	382	........Etter......♁	4 54	— —	— —	— —	....	z —	8 38	....			
					7 10	6 00	8 43	9 25	1 58	9 28	390	+....Hastings.....♁	4 40	7 55	9 20	11 05	....	9 20	8 25	....			
					— —	— —	— —	— —	— —	9 42	397	......Langdon......♁	4 25	— —	— —	— —	....	z —	8 07	....			
					— —	— —	— —	9 50	— —	9 57	403	......Newport......♁	4 15	— —	— —	— —	....	z —	7 58	....			
					7 55	7 05	9 30	10 10	2 30	10 15	410	arr..+St. Paul♁.lve.	4 00	7 20	8 35	10 30	....	8 45	7 45	....			
					8 30	7 45	10 10	10 50	3 15	11 00	420	+..Minneapolis..♁	*3 25	*8 46	*8 00	*9 46	....	*8 00	*7 10	....			
					A M	A M	P M	P M	P M	A M	...	ARRIVE] [LEAVE	P M	P M	P M	P M	....	A M	A M	....			

z Stops to leave passengers from points beyond St. Paul and Minneapolis.

2—HASTINGS-STILLWATER.

No. 255	No. 201	Ms.	December 5, 1909.	No. 202	No. 266
†2 10 P M	†7 30 A M	0	lve.....+Hastings ♁.....arr.	1 25 P M	7 05 P M
2 32 »	7 58 »	9	..........Elevator Bay..........	12 57 Noon	6 42 »
2 48 »	8 23 »	15	..........Afton..........♁	12 38 »	6 27 »
2 56 »	8 34 »	18	..........Lakeland..........	12 20 »	6 19 »
3 00 »	8 40 »	...	........Lakeland Junction........	12 15 »	6 14 »
3 07 »	9 20 »	22	......South Stillwater.....♁	12 04 Noon	6 08 »
3 20 P M	9 35 A M	26	arr.....+Stillwater ♁...lve.	†11 50 A M	†6 00 P M

LA CROSSE DIVISION.

3—WATERTOWN-MADISON.

(For Additional Trains between Milwaukee and Madison, see Prairie du Chien Division.)

241	223	207	233	Mis	December 5, 1909.	222	226	224	240
A M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	P M
§8 00	†5 05	†1 40	†7 15	....	+...Milwaukee....♁	10 50	3 50	8 50	7 15
9 30	9 28	3 02	8 40	....	+...Watertown...♁	9 20	2 24	7 32	5 50
9 40	6 36	3 10	8 48	0	+Watertown Junc..	9 15	2 20	7 24	5 39
9 51	6 50	3 20	9 03	7	......Hubbellton,....♁	9 03	2 06	7 10	5 14
10 00	7 00	3 30	9 16	13	........Waterloo......♁	8 53	1 58	7 00	5 02
10 08	7 08	3 38	9 22	16	........Marshall........	8 44	1 49	6 50	4 55
10 13	7 13	3 43	— —	19	........Deanville........	8 38	— —	— —	4 50
10 23	7 24	3 53	9 34	24	......Sun Prairie....♁	8 30	1 33	6 34	4 39
10 31	7 31	4 01	— —	30	.........Burke.........	8 22	— —	— —	4 30
10 45	7 45	4 15	9 55	35	.....East Madison.....	8 05	1 10	6 10	4 15
10 50	7 50	4 20	10 00	36	+.West Madison.♁	†8 00	†1 05	†6 05	§4 10
A M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	P M

4—MADISON-PORTAGE.

315	301	No. 311	Mis	December 5, 1909.	304	302	No. 308
P M	P M	....	....	LEAVE] [ARRIVE	A M	A M	....
*10 30	†8 45	†12 01 Noon	0	+..West Madison..♁	5 45	9 05	5 20 P M
10 40	8 50	12 06 »	1	.......East Madison......	5 35	9 00	5 15 »
11 00	9 06	12 19 »	5	.........Darwin.........	5 15	8 43	5 02 »
11 15	9 19	12 32 »	11	.........Windsor.......♁	4 58	8 30	4 49 »
11 23	9 23	12 36 »	13	.........DeForest.........	4 53	8 26	4 44 »
11 27	9 28	12 42 »	16	......Morrisonville......	4 48	8 22	4 39 »
11 36	9 37	12 51 »	20	.........Arlington.......♁	4 38	8 14	4 30 »
11 46	9 47	12 59 Noon	25	.........Poynette.......♁	4 28	8 06	4 21 »
11 54	9 53	1 06 P M	28	.........Hartman.........	4 20	8 00	4 16 »
12 15	10 15	1 25 P M	37	+.....Portage.......♁	*4 00	†7 45	†4 00 P M
Night	P M	....	....	ARRIVE] [LEAVE	A M	A M	....

5—SPARTA-VIROQUA.

555	503	Mls.	December 5, 1909.	558	506
A M	A M	....	LEAVE] [ARRIVE	P M	P M
§10 10	†7 25	0	+.......Sparta........♁	7 20	1 15
10 23	7 30	6	...........Leon............	7 06	12 59
10 35	7 50	12	..........Melvina.......♁	6 52	12 44
10 50	8 07	19	..........Cashton........♁	6 35	12 25
11 10	8 25	27	..........Westby........♁	6 17	12 03
11 30	8 40	34	+.......Viroqua........♁	†6 00	§11 45
A M	A M	....	ARRIVE] [LEAVE	P M	A M

*Daily; † daily, except Sunday; § Sunday only; *b* stops on signal to take passengers and to let off passengers from east of Wabasha only; *d* stops Saturday only; *e* stops to take passengers for Chicago; *h* stops Monday only for Chicago passengers. ⊔ Connection made via North La Crosse. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

STANDARD—All Divisions—*Central time.*

For Alphabetical Index of Stations, see pages 661–663.

6—CHICAGO AND MILWAUKEE DIVISION.

Dec. 5, 1909.	Mls	31	131	11	5	133	7	151	21	135	23	27	137	25	141	35	143	1	145	15	37	3	39	147	9
Chicago+.δ lv.	....	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M
Union Station...	0	*6 55	†7 35	*8 00	*9 30	*9 35	†11 30	*12 40	†1 50	*2 00	*3 00	*3 15	†4 20	*5 00	†5 20	*5 35	*6 03	*6 30	†6 35	*8 15	*8 45	*10 00	*11 30	§7 25	§9 00
Western Ave..δ	3	7 06	7 46	8 11	9 41	9 46	12 41	12 51	2 01	2 12	3 11	3 26	4 31	5 11	5 30	5 46	6 14	- -	6 46	- -	8 58	10 12	11 41	7 36	9 11
Grayland .....δ	8	7 15	- -	- -	- -	9 55	- -	1 01	- -	2 25	- -	3 41	- -	- -	5 39	5 55	- -	- -	6 55	- -	8 06	- -	11 50	c7 46	- -
Mayfair.	9	7 17	- -	- -	- -	9 57	- -	1 03	- -	2 28	- -	3 43	- -	- -	5 42	5 58	- -	- -	6 57	- -	9 07	- -	11 52	c7 49	- -
Forest Glen...δ	10	7 20	- -	- -	- -	10 00	- -	1 05	- -	2 30	- -	3 46	- -	- -	5 46	5 58	- -	- -	7 00	- -	9 10	- -	11 55	c7 53	- -
Edgebrook....δ	11	7 22	- -	- -	- -	10 02	- -	1 08	- -	2 33	- -	3 49	- -	5 23	5 49	6 00	6 26	- -	7 02	- -	9 12	- -	11 57	c7 55	- -
Morton Grove.δ	14	7 28	- -	- -	- -	10 08	- -	1 14	- -	2 40	- -	3 55	- -	- -	5 55	6 05	- -	- -	7 08	- -	9 17	- -	12 02	c8 02	- -
Golf	16	7 31	- -	- -	- -	10 11	11 59	1 17	- -	2 43	- -	3 58	- -	- -	5 58	6 08	- -	- -	7 12	- -	9 20	- -	12 05	- -	- -
Glenview .....δ	17	7 34	- -	- -	- -	10 15	- -	1 20	- -	2 46	- -	4 02	- -	- -	6 02	6 10	- -	- -	7 15	- -	9 23	- -	12 08	c8 10	- -
Shermerville..δ	21	7 40	- -	- -	- -	10 21	- -	1 26	- -	2 54	- -	4 08	- -	- -	6 08	6 18	- -	- -	7 21	- -	9 28	- -	12 14	c8 16	- -
Deerfield.....δ	24	7 46	- -	- -	- -	10 26	- -	1 35	- -	3 00	- -	4 15	- -	- -	6 14	6 25	- -	- -	7 28	- -	9 35	- -	12 20	c8 23	- -
Everett.....δ	28	7 55	- -	- -	- -	10 33	- -	1 42	- -	3 08	- -	4 22	- -	- -	6 20	P M	- -	- -	7 33	- -	P M	- -	Night	c8 29	- -
Rondout.....δ	32	8 05	8 20	- -	- -	10 40	- -	1 50	- -	3 23	- -	4 30	- -	- -	6 27	....	....	....	7 40	- -	....	- -	....	8 36	- -
Warrenton.....δ	37	8 13	A M	- -	- -	A M	- -	P M	- -	P M	- -	4 45	P M	- -	P M	....	P M	....	P M	- -	....	- -	....	A M	- -
Gurnee.....δ	39	8 18	For Madison.	- -	- -	For Libertyville.	- -	For Libertyville.	- -	For Walworth.	- -	4 49	For Madison.	c6 56	For Libertyville.	....	For Madison.	....	For Libertyville.	- -	....	- -	On Saturday runs to Libertyville.	....	- -
Wadsworth....δ	43	8 28		- -	- -		- -		- -		- -	5 04		c6 03		....		....		- -	....	- -		....	- -
Russell, Ill....δ	47	8 36		- -	- -		- -		- -		- -	5 24		- -		....		....		- -	....	- -		....	- -
Ranney, Wis..δ	52	8 44		- -	- -		- -		- -		- -	5 37		- -		....		....		- -	....	- -		....	- -
Truesdell	53	8 46		- -	- -		- -		- -		- -	5 42		- -		....		....		- -	....	- -		....	- -
Somers.....δ	58	8 54		- -	- -		- -		- -		- -	5 53		- -		....		....		- -	....	- -		....	- -
Corliss δ...arr.	62	9 03	121	9 24	10 54		12 51	109	3 15		4 23	6 05		6 27		....		8 00		9 40	....	11 26		....	- -
Racine+.δ arr.	....	....	A M	....	11 20	....	1 20	P M	....	....	5 00	6 55	....	6 55	....	....	....	8 20	....	....	....	....	....	....	....
Racine.....lve.	....	....	†7 35	†8 55	*10 25	....	†12 20	†1 60	....	....	*3 60	P M	....	*5 55	....	....	....	*7 10	....	....	....	....	....	....	....
Corliss δ...lve.	62	9 03	8 05	*9 24	10 54	....	12 51	2 30	3 16	....	4 23	....	....	6 27	....	....	....	8 00	....	9 40	....	11 26	....	....	- -
Franksville....δ	66	9 10	8 11	- -	- -	....	- -	2 36	- -	....	- -	....	....	c6 33	....	....	....	- -	....	- -	....	- -	....	....	- -
Caledonia.....	69	9 16	8 18	- -	- -	....	- -	2 44	- -	....	- -	....	....	- -	....	....	....	- -	....	- -	....	- -	....	....	- -
Oakwood.....δ	73	9 23	8 34	- -	- -	....	- -	2 49	- -	....	- -	....	....	- -	....	....	....	- -	....	- -	....	- -	....	....	- -
Lake.....δ	78	9 33	8 41	- -	- -	....	- -	2 57	- -	....	- -	....	....	- -	....	....	....	- -	....	- -	....	- -	....	....	- -
Stowell.....δ	83	9 40	8 53	- -	- -	....	- -	3 06	- -	....	- -	....	....	- -	....	....	....	- -	....	- -	....	- -	....	....	- -
Allis.....	84	9 42	8 58	9 55	11 25	....	1 24	3 08	3 45	....	4 51	....	....	6 59	....	....	....	8 33	....	10 08	....	11 55	....	....	10 55
Milwaukee+.δ	85	9 50	9 05	10 03	11 30	....	1 30	3 20	3 50	....	5 00	....	....	7 06	....	....	....	8 40	....	10 16	....	12 01	....	....	11 00
ARRIVE	....	A M	A M	A M	A M	....	P M	P M	P M	....	P M	....	....	P M	....	....	....	P M	....	P M	....	Night	....	....	A M

STATIONS.	80	58	132	134	4	24	138	10	140	28	12	22	110	6	34	124	26	36	146	8	14	38	40	42	150
LEAVE	....	A M	....	....	A M	A M	....	A M	....	....	A M	A M	Noon	P M	P M	P M	P M	....	....	P M	P M	....	....	A M	....
Milwaukee....	....	*4 50	....	....	*6 45	*7 30	....	*8 00	....	....	*9 00	†11 00	†12 01	†1 45	*3 10	†3 35	*4 00	....	....	*7 00	*8 00	....	....	§11 00	....
Allis.....	....	4 55	....	....	6 52	7 35	....	8 05	....	....	9 05	11 05	12 06	1 50	3 15	3 40	4 05	....	....	7 05	8 07	....	....	11 05	....
Stowell	....	- -	....	....	- -	- -	....	- -	....	....	- -	- -	12 09	- -	3 18	- -	- -	....	....	a -	- -	....	....	11 08	....
Lake.....	....	- -	....	....	- -	- -	....	- -	....	....	- -	- -	12 18	- -	3 28	- -	- -	....	....	a -	- -	....	....	11 18	....
Oakwood.....	....	- -	....	....	- -	- -	....	- -	....	....	- -	- -	12 25	- -	3 37	- -	- -	....	....	a -	- -	....	....	11 26	....
Caledonia.....	....	- -	....	....	- -	- -	....	- -	....	....	- -	- -	12 32	- -	3 46	- -	- -	....	....	a -	- -	....	....	11 32	....
Franksville.....	....	- -	....	....	- -	7 57	....	- -	....	....	- -	- -	12 38	- -	3 50	4 07	- -	....	....	a -	- -	....	....	11 38	....
Corliss.....arr.	....	5 32	....	....	7 26	8 02	....	8 34	....	....	9 40	11 34	12 50	2 25	4 03	4 16	4 33	....	....	7 36	8 40	....	....	11 45	....
Racine.....arr.	....	†7 20	....	....	8 35	8 35	....	....	....	A M	11 20	†1 20	1 20	2 55	5 00	5 00	5 00	....	....	8 20	....	....	....	....	....
Racine.....lve.	....	....	....	....	†6 25	7 35	....	....	....	6 25	†8 55	*10 25	P M	†1 50	....	P M	*3 50	....	....	*5 55	*7 10	....	....	....	....
Corliss.....lve.	....	*5 32	Libertyville. From	From Libertyville.	*7 26	8 09	From Walworth.	8 34	From Madison.	*7 33	*9 40	†11 34	....	2 26	4 03	....	4 33	....	From Madison.	7 36	*8 40	See Note	....	11 45	....
Somers.....	....	- -			- -	*m* -		- -		7 43	- -	- -	....	- -	4 11	....	- -	....		a -			....	11 52	....
Truesdell.....	....	- -			- -	*m*		- -		7 58	- -	- -	....	- -	4 18	....	- -	....		a -			....	11 59	....
Ranney, Wis...	....	- -			- -	*m* -		- -		8 01	- -	- -	....	*y* -	4 20	....	- -	....		a -			....	12 01	....
Russell, Ill.....	....	- -			- -	*m* -		- -		8 33	- -	- -	....	- -	4 27	....	- -	....		a -			....	12 07	....
Wadsworth.....	....	- -			- -	*x m*		- -		9 01	- -	- -	....	- -	4 34	....	- -	....		a -			....	12 14	....
Gurnee.....	....	- -			- -	*m* -		- -		9 13	- -	- -	144	- -	4 41	152	- -	....		a -			....	12 23	....
Warrenton.....	....	- -	A M	A M	- -	*m* -	A M	- -	A M	9 27	- -	- -	Noon	- -	4 44	P M	- -	....	P M	a -			....	12 25	P M
Rondout.....	....	- -	†6 23	*7 02	- -	*m* -	*808	- -	- -	- -	- -	- -	†1233	*y* -	4 62	*347	....	....	†725	a -	9 19	....	....	12 32	§745
Everett.....	A M	- -	6 31	7 09	- -	*m* -	8 19	- -	- -	*n* -	- -	- -	12 39	- -	5 00	3 53	....	P M	*n* -	a -	- -	- -	P M	A M	12 40	*n* -
Deerfield.....	†5 55	- -	6 38	7 15	- -	*m* -	8 28	- -	*923	*n*	- -	- -	12 45	- -	5 08	3 58	- -	*645	*n* -	a -	- -	- -	*10 20	§10 10	12 47	*n* -
Shermerville.....	6 00	- -	6 43	7 20	- -	*m* -	8 37	- -	- -	*n*	- -	- -	12 50	- -	5 24	4 06	- -	6 50	*n* -	a -	- -	- -	10 26	10 16	12 53	*n* -
Glenview.....	6 06	- -	6 49	7 26	- -	*m* -	8 47	- -	- -	*n*	- -	- -	12 58	- -	5 30	4 11	- -	6 56	*n* -	a -	- -	- -	10 33	10 23	1 00	*n* -
Golf	6 08	- -	6 51	7 28	- -	*x* -	- -	- -	9 33	*n*	- -	- -	1 00	- -	5 33	4 14	- -	6 58	*n* -	a -	- -	- -	- -	- -	- -	*n* -
Morton Grove...	6 12	- -	6 56	7 34	- -	*m* -	9 06	8 56	- -	*n*	- -	- -	1 04	- -	5 37	4 17	- -	7 02	*n* -	a -	- -	- -	10 39	10 29	1 08	*n* -
Edgebrook.....	6 16	- -	7 03	7 39	- -	*m* -	9 09	- -	- -	*n* -	†1044	- -	1 10	3 29	5 44	4 23	- -	7 10	*n* -	a -	- -	- -	10 44	10 34	1 14	*n* -
Forest Glen.....	6 18	- -	7 06	7 42	- -	*m* -	- -	- -	9 40	*n*	- -	- -	1 13	- -	5 48	4 25	- -	7 11	*n* -	a -	- -	- -	10 46	10 36	1 17	*n* -
Mayfair.....	6 20	- -	7 09	7 45	- -	*m*	- -	- -	- -	*n*	- -	- -	1 16	- -	5 50	4 27	- -	7 13	*n* -	a -	- -	- -	10 48	10 38	1 20	*n* -
Grayland.....	6 23	- -	7 12	7 48	- -	*m* -	9 16	- -	- -	*n* -	10 53	- -	1 18	- -	5 54	4 30	- -	7 16	7 59	a -	- -	- -	10 50	10 40	1 23	8 26
Western Avenue	6 33	6 48	7 23	7 58	8 42	9 23	9 38	9 48	9 53	10 38	11 02	12 48	1 28	3 43	6 03	4 38	5 43	7 25	8 08	8 48	9 57	10 58	10 48	1 33	8 43
Union Station....	6 45	7 00	7 35	8 10	8 55	9 35	9 55	10 00	10 05	10 50	11 15	1 00	1 40	3 56	6 15	4 50	5 55	7 35	8 20	9 00	10 10	11 10	11 00	1 45	8 55
Chicago....arr.	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M	P M

7—CHICAGO-JANESVILLE-MADISON.

(For other trains between Chicago, Janesville and Madison, see tables 34, 35 and 44.)

	147	145	143	141	137	135	151	133	131	Mls	December 5, 1909.	132	134	138	140	142	144	152	146	150
	A M	P M	P M	P M	P M	P M	Noon	A M	A M		LEAVE / ARRIVE	A M	A M	A M	A M	P M	P M	P M	P M	P M
	§7 25	†6 35	*8 03	†6 20	†4 20	*2 00	*1240	*935	†7 35	0	+ ....**Chicago**....δ	7 35	8 10	9 55	10 05	1 06	1 40	4 60	8 20	8 55
	7 36	6 46	8 14	6 30	4 31	2 12	12 51	9 46	7 46	3	....Western Avenue. δ	7 23	7 58	9 38	9 53	12 53	1 28	4 38	8 08	8 43
	8 36	7 40	- -	6 27	- -	3 30	1 50	10 40	8 22	32	....**Rondout**....δ	6 22	7 02	8 08	- -	- -	12 33	3 47	7 26	7 45
	8 44	7 50	7 00	6 55	5 13	3 40	2 00	10 50	8 31	36	....Libertyville....δ	†6 15	*6 55	7 52	9 06	12 10	†1 25	*3 40	7 20	7 37
	8 57	P M	7 11	P M	5 25	3 55	P M	A M	8 41	41	....Gray's Lake...δ	A M	A M	7 30	8 57	12 01	Noon	P M	7 11	7 28
	8 59		7 14		5 27	3 58			8 43	43	....Hainesville			7 25	8 52	- -			7 05	7 24
	9 02		7 20		- -	4 02			8 50	44	....Round Lake...δ			7 21	8 50	- -			7 00	7 20
	9 05		7 24		- -	4 07			8 54	46	....Long Lake			7 12	8 45	- -			6 54	7 16
	9 10		7 29		5 39	4 17			9 00	48	....Ingleside ....δ			7 06	8 41	11 49			6 50	7 13
	9 17		7 33		5 44	4 23			9 05	50	....Fox Lake....δ			7 02	8 34	11 43			6 42	7 05
	9 26		*e u*		- -	4 35			9 12	54	....Spring Grove. δ			6 56	8 27	- -			6 35	6 58
	9 29		7 41		- -	4 41			*e u*	56	....Solon Mills...δ			6 50	8 23	- -			6 31	6 55
	9 41		*e u*		- -	4 57			- -	64	....Armsby, Ill...δ			6 33	- -	- -			- -	6 34
	9 48		*e u*		*e* -	5 06			9 36	68	....Zenda, Wis...δ			6 24	8 06	11 20			6 16	6 26
	9 58		8 10		6 28	5 20			9 46	74	+ ....**Walworth**....δ			*6 15	7 56	11 12			6 05	6 16
	10 08		8 20		6 40	P M			9 58	82	.....**Bardwell**....δ			A M	7 45	11 00			5 60	6 00
	10 17		8 29		6 50				10 08	80	.....Avalon....δ				7 36	- -			5 39	5 48
	10 35		8 50		7 12				10 25	00	arr. **Janesville** δ. lve.				7 20	10 35			5 29	5 30
	10 35		9 60		7 17				10 35	90	lve. **Janesville** .arr.				7 15	10 25			5 17	5 17
	10 55		9 06		7 34				10 58	107	**Milton Junction**..				6 58	10 08			5 02	5 02
	11 08		9 17		7 47				11 05	115	.....Edgerton.....				6 44	9 56			4 50	4 50
	11 26		9 33		8 04				11 20	125	.....Stoughton.....				6 31	9 40			4 37	4 37
	11 31		9 37		8 09				11 24	128	....Lake Kegonsa ...				6 25	9 33			4 30	4 30
	11 44		*s* -		8 23				11 35	134	....Lake Waubesa ...				6 14	9 22			4 14	4 14
	11 55		10 00		8 35				11 45	140	....**West Madison**..				6 07	9 15			4 07	4 07
	A M		P M		P M				A M	141	....**East Madison**..				*6 00	†9 05			†4 00	2 4 00
											ARRIVE / LEAVE				A M	A M			P M	P M

*Daily; †daily, except Sunday; §Sunday only; *a* stops to let off passengers from St. Paul and beyond; *c* stops only to take on passengers ticketed to stations west of Roundout; *e* stops only to let off from Union Depot and Western Ave., Chicago; *g* stops on signal to let off from Union Depot and Western Ave., Chicago, and to take on passengers destined to Milwaukee or beyond; *h* stops to leave passengers from Milwaukee or points west for Roundout or Libertyville; *m* stops to let off passengers from west of Milwaukee; *s* stops Sundays only; *t* does not stop Sundays; *x* stops to pick up for Janesville and beyond; *x* stops only to take on passengers ticketed to Western Ave. and Union Depot, Chicago. + Coupon stations; δ Telegraph stations.

y Stops to let off passengers from Milwaukee and beyond.
‡ Train No. 14 stops at local stations to leave passengers transferred from No. 6 at Milwaukee or Corliss, ticketed from St. Paul and east.
STANDARD—*Central time.*

For Alphabetical Index of Stations, see pages 661, 663.

8—CHICAGO-COUNCIL BLUFFS-OMAHA-SIOUX CITY-DES MOINES.

109	53	35	23	21	5	9	3	1	7	11	Mls	November 7, 1909.	14	4	8	2	24	8	12	22	36	110	54
....	....	P M	P M	A M	P M	P M	P M	P M	P M	P M	....	LEAVE] [ARRIVE	P M	P M	A M	P M	P M	A M	A M	A M	A M	....	....
....	....	*2 05	†4 05	*8 15	*8 00	†1 30	*10 10	*7 00	*5 15	*1 00	0	+....**Chicago**....♁	8 45	†10 25	8 00	1 15	6 00	8 45	8 20	10 25	10 00	....	....
....	....	2 17	4 15	8 27	6 10	1 40	10 21	7 10	5 25	1 10	3	...Western Avenue.♁	8 33	10 10	7 48	1 03	6 48	8 33	8 08	10 13	9 48	....	....
....	....	4 08	6 05	9 40	7 00	2 30	11 25	8 00	6 15	1 55	37	+......Elgin......♁	7 45	9 25	7 00	12 15	4 40	7 45	7 20	9 25	9 00	....	....
....	....	4 28	5 21	9 55		– –	– –	–	– –	– –	45	....Pingree Grove..♁	– –	– –	– –	– –	4 17	–	– –	– –	8 20	....	....
....	....	4 35	– –	10 00	**Southwest Limited.**	– –	– –	**Overland Limited.**	– –	**Colorado Special.**	47	........Starks	– –	– –	– –	**Overland Limited.**	4 15	– –	**Southwest Limited.**	– –	8 05	....	....
....	....	4 53	5 24	10 07		2 53	a –		– –		51	.....Hampshire....♁	– –	g –	– –		4 07	a –		9 05	7 50	....	....
....	....	5 03	5 37	10 14		– –	– –		– –		55	....New Lebanon..♁	– –	– –	– –		4 00	– –		– –	7 35	....	....
....	....	5 13	5 52	10 21		3 05	a j		– –		59	+......Genoa......♁	– –	8 39	– –		3 54	a –		8 53	7 23	....	....
....	....	5 21	5 58	10 27		3 11	– –		– –		63	.......Kingston ....♁	– –	– –	– –		3 48	a –		8 47	7 15	....	....
....	....	5 30	6 08	10 36		3 19	12 21		– –		67	+....Kirkland......♁	– –	8 23	– –		3 41	a –		8 39	*7 05	....	....
....	....	P M	6 17	10 44		3 26	– –	– –	– –	– –	72	.......Fairdale.....	– –	– –	– –	– –	3 33	– –		8 30	A M	....	....
....	....	....	6 25	10 50	– –	3 32	– –	– –	– –	– –	75	....Monroe Center .♁	– –	– –	– –	– –	3 27	– –	– –	8 23	....	....	....
....	....	....	7 28	11 30	8 00	3 50	12 48	8 55	7 15	2 50	80	..**Davis Junction**♁	6 45	8 00	6 00	11 15	*3 20	6 35	6 25	8 15	....	....	....
....	....	....	7 37	A M	– –	3 58	– –	– –	– –	– –	85	....Stillman Valley.♁	– –	– –	– –	– –	P M	6 28	– –	7 49	....	....	....
....	....	....	7 46	....	– –	4 06	a e	– –	– –	– –	89	+......Byron......♁	– –	7 43	– –	– –		6 21	– –	7 39	....	....	....
....	....	....	8 00	....	– –	4 19	a e	– –	– –	– –	97	......Leaf River....♁	– –	7 33	– –	– –	....	6 11	– –	†7 25	....	....	....
P M	A M	....	P M	....	– –	4 38	a e	– –	– –	– –	107	+....Forreston ....♁	– –	7 18	– –	– –	....	5 58	– –	A M	....	A M	P M
†5 06	†8 20	....	....	....	– –	– –	– –	– –	– –	– –	117	...... Kittredge ....♁	– –	– –	– –	– –	....	– –	– –	....	....	10 15	7 30
5 12	8 27	....	....	....	8 53	5 02	2 00	– –	y –	– –	120	+.....Lanark .....♁	c v	7 01	– –	h –	10	5 38	f5 26	....	....	10 08	7 23
5 25	8 40	....	....	....	P M	5 18	2 15	– –	y z	– –	128	+... Mt. Carroll ...♁	c v	6 50	– –	h w	A M	5 24	*A M	....	....	9 53	7 07
5 46	9 00	....	....	....	To Kansas City.	6 53	2 45	10 15	8 45	4 05	138	+....**Savanna**....♁	5 25	†6 35	4 40	10 00	9 15	*5 00	From Kansas City.	....	....	†9 30	†6 45
P M	A M	....	....	....		6 20	b –	– –	t –	– –	141	.......**Sabula**.....♁	– –	6 20	r –	– –	9 07	A M		....	....	A M	P M
....	....	....	....	....		....	3 14	10 38	– –	– –	153	... **Green Island** .♁	– –	....	4 00	– –		....		....	....	....	....

9	3	1	7	11	Mls	November 7, 1909.	14	4	8	2	24
6 43	....	....	....	....	152	.....Teeds Grove...♁	....	6 57	....	....	8 48
6 54	....	....	....	....	157	.... Miles......♁	....	5 50	....	....	8 41
7 03	....	....	....	....	161	+..... Preston.....♁	....	5 41	....	....	8 30
7 13	– –	– –	– –	– –	167	.......Brown's.....	– –	5 33	– –	– –	8 19
7 32	4 05	11 03	9 42	4 58	174	+. **Delmar Junc** .♁	– –	5 23	3 36	– –	8 05
7 43	–	– –	– –	– –	180	........Elwood.....♁	– –	5 08	– –	– –	7 47
7 53	b –	– –	– –	–	185	.....Lost Nation ..♁	– –	4 58	–	– –	7 38
8 07	4 38	11 29	10 13	5 24	193	+..**Oxford Junc**..♁	3 47	4 47	3 06	8 45	7 25
8 20	n –	– –	– –	– –	198	.........Hale.......♁	– –	4 36	– –	– –	7 06
8 34	4 55	– –	– –	– –	203	.........Olin.......♁	– –	4 29	– –	– –	6 58
8 46	– –	– –	– –	– –	209	........Morley .....♁	– –	4 21	– –	– –	6 47
8 58	5 17	– –	– –	– –	215	........Martelle.....♁	– –	4 14	– –	– –	6 38
9 08	p –	– –	– –	– –	220	........**Paralta**.....♁	– –	4 04	– –	– –	6 25
9 33	5 43	12 15	11 03	6 10	228	arr...+**Marion** ♁.lve.	*2 55	*3 52	*2 12	7 55	6 10
10 00	†6 35	....	....	....	233	ar.+**Cedar Rapids** ♁ lv.	†10 15	†3 25	†8 15	....	†5 35
P M	*6 00	12 20	11 13	6 15	228	lve....**Marion**....arr	2 50	3 41	2 02	7 50	A M
....	x6 14	– –	– –	– –	238	......Covington....♁	– –	3 29	–	– –	
....	6 22	– –	– –	6 34	243	........Atkins......♁	– –	3 21	– –	7 25	....
....	6 32	– –	– –	6 44	248	........Newhall.....♁	– –	3 13	– –	7 15	....
....	6 42	– –	– –	6 54	255	......Van Horne....♁	– –	3 04	– –	7 04	....
....	6 52	– –	– –	7 05	260	.......Keystone....♁	– –	2 55	– –	6 52	....
....	7 07	– –	– –	7 15	266	.... Elberon.....♁	– –	2 45	– –	6 37	....
....	7 16	– –	– –	7 22	270	.........Vining.......♁	– –	2 37	– –	6 29	....
....	7 40	1 32	12 35	7 42	282	+......**Tama**......♁	1 32	2 17	12 35	6 11	....
....	7 57	– –	– –	– –	292	.........Dunbar.....♁	– –	1 57	– –	– –	....
....	8 02	– –	12 54	– –	294	......**Pickering**...♁	– –	1 51	– –	– –	....
....	8 08	– –	– –	8 05	297	........Ferguson ....♁	– –	1 45	– –	5 46	....
....	8 18	– –	– –	– –	302	.... Haverhill.....♁	– –	1 38	– –	– –	....
....	8 32	–	– –	8 20	309	.....**Melbourne**...♁	– –	1 22	– –	5 27	....
....	8 43	– –	– –	8 27	314	........Rhodes......♁	– –	1 13	– –	5 19	....
....	8 54	– –	– –	8 37	321	........Collins.......	– –	1 01	– –	5 08	....
....	9 04	– –	– –	8 44	326	........Maxwell.....♁	– –	12 51	– –	5 00	....
....	9 11	– –	– –	– –	329	.........Elwell......♁	– –	12 43	– –	– –	....
....	9 19	– –	– –	8 56	333	.......Cambridge....♁	– –	12 35	– –	4 49	....
....	9 40	– –	– –	– –	341	.........**Slater**.....♁	– –	12 20	– –	– –	....
....	9 54	3 01	2 26	9 18	348	arr..+**Madrid** ♁. lve.	11 41	*12 11	10 47	4 25	....
....	†11 00	....	4 25	12 05	375	ar+**Des Moines** ♁ lv.	....	†11 00	*9 25	....	....
31	*9 54	3 01	2 26	9 18	348	lve....**Madrid**...arr.	11 41	12 11	10 47	4 25	36
P M	10 13	– –	– –	9 35	355	.......Woodward....♁	– –	11 52	– –	– –	P M
†6 10	10 38	3 40	3 03	10 00	365	+......**Perry**......♁	11 05	11 35	10 06	3 50	10 56
6 22	10 51	– –	– –	– –	371	.... Dawson.....♁	– –	11 21	– –	– –	10 44
6 30	11 01	– –	– –	– –	376	.......Jamaica.....♁	– –	11 12	– –	– –	10 34
6 37	11 15	– –	– –	– –	378	......**Herndon**....♁	– –	11 05	– –	– –	10 22
6 50	11 25	– –	– –	– –	382	........Bagley......♁	– –	10 55	– –	– –	10 10
7 02	11 37	– –	– –	– –	389	........Bayard.....♁	– –	10 46	–	– –	9 59
7 16	11 53	– –	3 5'	– –	395	.....Coon Rapids...♁	– –	10 37	9 22	– –	9 48
7 31	12 10	– –	– –	– –	403	........Dedham.....♁	– –	10 22	– –	– –	9 34
7 42	12 28	– –	– –	– –	410	.......Templeton....♁	– –	10 10	– –	–	9 20
8 00	12 42	– –	4 32	– –	417	+....**Manning**....♁	– –	9 58	8 45	– –	9 06
8 20	1 00	5 15	4 50	11 39	427	arr....**Manilla** ♁..lve.	9 30	*9 39	8 25	2 03	8 58
....	†4 20	*8 40	*8 40	....	517	arr+**Sioux City** ♁ lve.	....	†6 25	*6 10	....	†5 10
8 57	*1 26	– –	7 16	– –	435	.......Defiance.....♁	– –	8 54	– –	– –	7 28
9 06	1 36	– –	7 26	– –	441	........Earling......♁	– –	8 45	– –	– –	7 16
9 16	1 46	– –	7 36	– –	446	........Panama......♁	– –	8 36	– –	– –	7 04
9 27	1 58	– –	7 48	– –	452	.......Portsmouth ...♁	– –	8 26	– –	– –	6 50
9 37	2 06	– –	7 57	– –	458	........Persia.......♁	– –	8 17	– –	– –	6 39
9 45	– –	– –	8 07	– –	462	.... Yorkshire....♁	– –	8 07	– –	– –	6 29
9 56	2 22	– –	8 30	– –	468	+.......**Neola**.......♁	– –	7 58	7 00	– –	6 18
10 06	– –	– –	8 38	– –	473	......Underwood....♁	– –	7 47	– –	–	6 06
10 39	3 01	6 40	9 02	1 08	488	ar +**Council Bluffs** ♁ lv.	8 02	7 22	8 26	12 36	5 37
10 46	3 10	6 50	9 12	1 18	490	ar.+**U. P. Transfer** ♁ lv.	7 52	7 12	6 15	12 25	5 27
11 05	3 25	7 05	9 30	1 30	492	+.....**Omaha**.....♁	*7 40	*7 00	*6 00	*12 10	†5 15
P M	P M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	Night	P M
....	7 35	8 30	....	4 00	1062	.......**Denver**.......	4 15	....	10 30	8 15	....
....	A M	P M	....	P M	....	ARRIVE] [LEAVE	P M	....	P M	A M	....
....	7 45	5 05	....	....	1529	...**Salt Lake City**...	....	....	7 10	2 25	....
....	A M	P M	....	....	....	ARRIVE] [LEAVE	....	....	A M	P M	....
....	2 48	7 28	....	....	2278	...**San Francisco**...	....	....	9 00	10 40	....
....	P M	P M	....	....	....	ARRIVE] [LEAVE	....	....	P M	A M	....
....	8 30	8 00	....	....	2752	....**Los Angeles**....	....	....	9 00	6 00	....
....	A M	P M	....	....	....	ARRIVE] [LEAVE	....	....	P M	P M	....
....	....	8 00	....	....	2291	......**Portland**......	....	8 35	....	10 00	....
....	....	P M	....	....	....	ARRIVE] [LEAVE	...	P M	....	A M	....

For Alphabetical Index of Stations, see pages 561 663.

v Stops Sundays only to take for Chicago, Elgin and Rockford; w stops to leave from Manilla and beyond.

* Daily; † daily, except Sunday; § Sunday only; a stops to leave passengers from or take for Chicago; b stops to leave from east of Savanna and to take for points on Calmar Line, K. C. Div. and points west of Marion; c stops to leave passengers from Savanna and west; e stops to take passengers for west of Savanna; f stops to leave from Ottumwa and points south; g stops to take passengers for Chicago and Elgin; h stops to take for Chicago, Rockford and Elgin; j stops to take for Dubuque, Marion and beyond.

k Saturday only; n stops Tuesday and Saturday only; p stops to take for points beyond Madrid; r stops to leave from west of Marion; s stops Sunday only; t stops to take for west of Marion; x stops to leave passengers from points east of Marion or south of Cedar Rapids and to take for Tama or points beyond; y stops to take for Savanna and points north and west; z stops to leave from Chicago, Elgin and Davis Junction. ‖ Meals. + Coupon stations. ♁ Telegraph stations.

STANDARD—*Central time.*

9—CHICAGO-ELGIN.

November 7, 1909.	Mls	181	21	31	33	9	35	185	23	37	39	8	41	189	43
Chicago+ ♁.........lve.	....	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M
Union Passenger Station.	0	†6 10	*8 15	†10 40	†11 25	†1 30	*2 05	†2 15	†4 05	†5 25	†6 32	*10 10	k11 40	§10 15	§4 00
Western Avenue........♁	3	– –	8 27	10 52	– –	1 40	2 17	2 27	4 15	5 37	6 44	10 21	11 52	– –	4 12
Milwaukee Avenue.......	....	6 28	– –	– –	11 43	– –	s –	– –	– –	– –	– –	– –	– –	– –	– –
Galewood ....♁	9	6 49	8 40	11 07	12 03	1 51	s –	2 42	– –	5 48	6 58	– –	12 07	10 57	4 25
Dunning............arr.	11	7 00	....	....	....	....	....	2 50	....	....	....	....	....	11 05	....
Mont Clare...............	9.6	A M	8 42	11 09	12 04	– –	2 35	P M	4 26	5 51	7 01	10 38	12 09	A M	4 27
Franklin Park..........♁	13	....	8 49	11 16	12 11	– –	2 43	....	– –	5 58	7 09	10 46	12 16	....	4 34
Bensenville.............♁	17	....	8 56	11 24	12 20	– –	2 56	....	– –	6 06	7 15	– –	12 24	....	4 41
Itasca....................♁	21	....	9 03	11 32	Noon	– –	3 09	....	– –	6 13	7 22	– –	12 32	....	4 49
Roselle...................♁	25	....	9 11	11 38	....	– –	3 23	....	– –	6 20	7 29	– –	12 38	....	4 57
Ontarioville.............♁	29	....	9 19	11 45	....	– –	3 38	....	– –	6 28	7 50	– –	– –	....	5 05
Bartlett ....♁	30	....	9 23	11 48	....	– –	3 49	....	– –	6 32	7 53	– –	12 48	....	5 08
Elgin....................♁	37	....	9 40	12 01	....	2 30	4 08	....	5 05	6 45	8 10	11 25	1 00	....	5 20
[ARRIVE	....	....	A M	Noon	....	P M	P M	....	P M	P M	P M	P M	A M	....	P M

9—ELGIN-CHICAGO.

November 7, 1909.	Mls	180	82	182	84	38	40	24	186	42	188
[LEAVE	....	....	A M	....	A M	A M	....	P M	....	P M	....
Elgin....................	0	....	†6 20	....	†6 35	*7 23	....	*4 40	....	k6 15	....
Bartlett....................	7	....	6 30	....	6 43	7 33	....	4 51	....	6 26	....
Ontarioville..............	8	....	6 33	....	6 51	7 45	....	4 54	....	– –	....
Roselle....................	12	....	6 39	....	6 58	8 10	....	5 01	....	6 38	....
Itasca......................	16	....	6 46	....	7 04	8 29	Noon	5 08	....	6 42	....
Bensenville	19	....	6 52	....	7 12	8 53	†12 25	5 16	....	6 49	....
Franklin Park............	24	A M	6 59	....	7 18	9 04	12 33	5 24	....	6 57	....
Mont Clare...............	25	†6 00	7 08	A M	7 24	9 15	12 42	5 31	P M	7 06	P M
Dunning	26	....	....	†7 15	....	....	....	....	†5 30	....	§3 35
Galewood	28	6 02	7 10	7 24	7 26	s –	12 44	– –	5 35	7 07	3 42
Milwaukee Avenue......	....	6 27	– –	7 47	– –	s –	1 12	– –	5 56	– –	4 08
Western Avenue.........	34	– –	7 28	– –	7 43	10 05	– –	5 48	– –	7 25	– –
Union Passenger Station.	37	6 50	7 40	8 07	7 55	10 20	1 32	8 00	6 15	7 35	4 25
Chicago ....arr.	....	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M

10—CHICAGO-KANSAS CITY.

53	9	3	5	Ms	November 7, 1909.	12	8	2	54	....
....	P M	P M	P M	...	LEAVE] [ARRIVE	A M	A M	P M	P M	....
....	†1 30	*10 10	*6 00	0	+....**Chicago**....δ	8 20	8 45	1 15	10 25	....
....	1 40	10 21	6 10	3	...Western Avenue. δ	8 08	8 33	1 03	10 10	....
....	2 30	11 25	7 00	37	........**Elgin**......δ	7 20	7 45	12 15	9 25	....
....	3 50	12 48	8 00	80	....**Davis Junc**...δ	6 25	6 35	11 15	8 00	....
....	5 02	2 00	8 55	120	+.....**Lanark**.....δ	e5 26	5 38	i10 25	7 01	....
....	- -	- -	- -	125	arr...**Ashdale** δ .lve.	- -	- -	- -	- -	....
....	5 55	2 35	- -	138	arr...**Savanna** δ .lve.	- -	5 00	10 00	6 55	....
....	....	....	....	125	lve...**Ashdale** δ .lve.	....	....	....	....	....
....	....	....	Southwest Limited.	133	..........Fay..........	Southwest Limited.	....	....	....	....
A M	....	....		140	........**Ebner**.....δ		....	....	....	....
†9 35	6 10	3 10		138	lve...**Savanna** δ .arr.		12 40	9 05	5 35	....
9 43	....	- -		143	.....Timbuctoo.......		- -	....	6 24	....
9 56	....	3 25		148	......Thomson.....δ		12 19	....	6 15	....
- -	....	3 30	....	150	........**Ebner**.....δ	....	12 15	....	- -	....
10 11	Via Sabula and Clinton.	3 40	- -	145	+......Fulton......δ	- -	12 05	....	4 58	....
10 26		3 52	- -	152	.......Albany.....δ	- -	11 51	Via Clinton and Sabula.	4 44	....
10 45		4 20	- -	162	......Cordova......δ	- -	11 31		4 27	....
10 56		4 35	- -	167	.....Port Byron ...δ	- -	11 20		4 16	....
11 00		- -	- -	168	.....Rapids City.....	- -	b11 17		4 12	....
11 08		4 49	- -	172	......Hampton......	- -	11 09		4 03	....
11 13	....	4 54	- -	174	......Watertown....δ	- -	11 06		3 58	....
11 18	....	5 00	- -	176	.....East Moline...δ	- -	11 03	....	3 55	....
11 28	8 10	5 10	10 18	180	+.....**Moline**.....δ	3 53	10 53	6 40	3 45	....
11 50	8 55	5 28	10 35	183	ar + **Rock Island** δ lv	3 36	10 35	6 55	3 30	....
12 05	8 40	5 40	10 50	186	ar. + **Davenport** δ lv.	3 25	10 10	†7 10	†3 15	....
Noon	P M	6 00	10 55	186	lv... **Davenport**..ar.	3 20	9 15	A M	P M	....
....		6 28	- -	192	.......Buffalo.......	- -	8 57			
....	....	6 37	- -	197	.....Montpelier.....	- -	8 27			
....	....	6 48	- -	203	.......Fairport.......	- -	8 16			
....	....	7 05	11 44	210	.....**Muscatine**..δ	2 30	8 00			
....	....	7 28	- -	219	.......Ardon......δ	- -	7 40			
....	....	7 36	- -	223	......Cranston....δ	- -	7 28			
....	....	7 46	- -	227	........Cone......δ	- -	7 18			
....	....	7 56	- -	232	.......Gladwin.....δ	- -	7 07			
....	....	8 12	- -	238	......Haskins......δ	- -	6 52			
....	....	8 32	12 44	246	....**Washington**..δ	1 31	6 35			
....	....	8 45	- -	252	........Titus......δ	- -	6 24			
....	....	9 03	- -	260	........Rubio......δ	- -	6 05			
....	....	9 10	- -	264	......Richland.....δ	- -	5 55			
....	....	9 30	- -	272	........Linby......δ	- -	5 42			
....	....	9 45	- -	278	........Farson......δ	- -	5 28			
....	....	10 10	- -	288	.......Rutledge....δ	- -	5 10			
....	....	10 17	1 58	291	arr. Ottumwa Jn. δ lve.	- -	5 00			
....	....	10 25	- -	292	arr. + **Ottumwa** δ lve.	12 05	4 50			
....	....	10 35	- -	292	lve... **Ottumwa**..arr.	11 59	4 42			
....	....	10 40	2 04	291	lve. Ottumwa Jn. δ arr.	- -	4 37			
....	....	10 52	- -	297	.......Bidwell.....δ	- -	4 25			
....	....	11 08	- -	305	.....Blakesburg ...δ	- -	4 10			
....	....	11 21	- -	312	........Foster......δ	- -	3 54			
....	....	11 31	a -	316	.......**Moravia**....δ	a -	3 45			
....	....	11 45	- -	324	.......Rathbun.....δ	- -	3 29			
....	....	11 58	a -	328	+......Mystic......δ	a -	3 20			
....	....	12 11	- -	334	........Jerome.....δ	- -	3 08			
....	....	12 21	3 19	339	+....**Seymour**....δ	10 42	2 55			
....	....	12 34	- -	348	........Sewal.......δ	- -	2 37			
....	....	12 46	- -	355	.....Powersville...δ	- -	2 21			
....	....	12 56	- -	362	.......Lucerne......δ	- -	2 08			
....	....	1 08	- -	368	.......Newtown.....δ	- -	1 55			
....	....	1 18	a -	373	........Harris.......δ	a -	1 45			
....	....	1 31	- -	381	........Osgood......δ	- -	1 31			
....	....	1 45	4 29	387	+......Gault.......δ	9 28	1 15			
....	....	2 03	4 40	394	........Laredo......δ	9 17	1 00			
31		2 25	- -	402	........Chula.......δ	- -	12 37	32	....	....
A M		2 32	- -	405	.......Sturges......δ	- -	12 29	P M	....	....
†7 00		2 46	5 18	412	+..**Chillicothe**..δ	8 47	12 17	8 00	....	....
7 19		3 03	- -	421	........Dawn.......δ	- -	12 01	7 36	....	....
7 29		3 10	- -	425	........Ludlow......δ	- -	11 53	7 27	....	....
7 43		3 25	g -	432	.......Braymer.....δ	g -	11 40	7 12	....	....
7 59		3 41	- -	440	.......Cowgill......δ	- -	11 24	6 56	....	....
....	8 11	3 56	- -	446	........Polo.......δ	- -	11 13	6 42	....	....
....	8 26	4 08	- -	453	.......Elmira......δ	- -	10 58	6 28	....	....
....	8 38	4 20	6 39	458	+.....Lawson......δ	7 31	10 49	6 18	....	....
....	8 52	4 40	6 50	465	+**Excelsior Spgs** δ	7 16	10 34	6 00	....	....
....	9 02	4 48	- -	470	.......Moseby......δ	- -	10 24	5 47	....	....
....	9 08	4 52	- -	473	......Stockdale.....δ	- -	10 18	5 42	....	....
....	9 13	4 58	- -	475	.......Bement.......	- -	10 13	5 38	....	....
....	9 23	5 10	7 17	479	......**Liberty**....δ	6 50	10 05	5 32	....	....
....	9 33	5 20	- -	485	.....Birmingham..δ	- -	9 53	5 20	....	....
....	9 38	- -	- -	488	......Randolph......	- -	- -	5 11	....	....
....	9 44	5 28	- -	490	...Northern Junc...δ	- -	9 44	5 06	....	....
....	9 55	5 40	- -	493	.......Coburg......δ	- -	9 33	4 56	....	....
....	9 59	5 42	- -	494	.......Sheffield.......	- -	9 31	4 53	....	....
....	10 13	6 00	8 05	498	ar...*Grand Ave*...lv.	6 07	9 15	4 38	....	....
....	10 30	6 15	8 25	...	ar. + *Union Depot* δ .lv.	*5 55	*9 00	†4 25	....	....
....	A M	P M	A M	...	....**Kansas City**....	P M	A M	P M	....	....

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; a stops only for Chicago or Kansas City passengers; b stops to leave passengers from Davenport, Rock Island and Moline; e stops to leave passengers from Ottumwa and points south; g stops for Chicago passengers and on Sunday for Kansas City passengers; i stops to take passengers for Chicago, Rockford and Elgin. ‖ Meals. + Coupon stations; δ Telegraph stations.

For Alphabetical Index of Stations, see pages 661-663.

11—DAVENPORT-MAQUOKETA.

....	226	204	210	Ms.	November 7, 1909.	239	203	209	....
....	....	P M	....	....	LEAVE] [ARRIVE	....	A M	....	....
....	....	†3 10	....	0	+.....**Davenport**.....δ	....	10 55	....	....
....	....	3 38	....	11	..**Eldridge Junction**..	....	10 20	....	....
....	....	3 46	....	14	.......Long Grove.......	....	10 10	....	....
....	....	3 58	....	18	......**Noel Station**......	....	9 58	....	....
....	....	4 15	....	24	........**De Witt**........	....	9 40	....	....
....	....	4 35	....	31	..........Welton..........	....	9 20	....	....
....	P M	4 50	A M	37	arr...**Delmar Junc**...lve.	A M	9 03	P M	....
....	†7 35	5 35	†8 15	37	lve...**Delmar Junc**...arr.	7 55	9 03	7 20	....
....	7 50	5 50	8 30	43	........**Maquoketa**........	†7 40	†8 45	†7 05	....
....	P M	P M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	....

12—MARION-OTTUMWA.

97	5-103	9	25	19	Ms	November 7, 1909.	10-14	108-6	26-4	98	20
....	P M	P M	....	....	...	LEAVE] [ARRIVE	P M	A M	P M	....	P M
....	‡10 10	†1 30	....	....	0	.....**Chicago**.....	8 45	8 00	10 26	....	1 15
....	2 45	5 53	....	....	138	.....**Savanna**.....	5 25	4 40	6 35	....	9 15
A M	5 43	9 33	P M	A M	228	arr...**Marion** δ .lve.	2 55	2 12	3 52	P M	6 10
†8 22	†6 15	†9 38	†4 05	†8 00	0	lve...**Marion**. .arr.	10 30	8 30	3 40	2 55	5 50
9 00	6 35	10 00	4 20	8 15	6	ar. + **Cedar Rapids**.lv.	10 15	8 16	†3 25	2 20	†5 35
9 00	6 35	10 00	P M	A M	6	lv. **Cedar Rapids**. δ ar.	10 15	8 05	P M	2 20	A M
9 05	- -	- -	....	....	7	........Vera........	- -	- -	....	1 50	....
9 44	6 54	10 21	....	....	15	.......Fairfax....δ	9 44	7 45	....	1 30	....
10 00	7 03	10 29	....	....	19	......Walford	9 36	7 36	....	1 16	....
10 30	7 16	10 42	....	....	25	........Amana.....δ	9 20	7 21	....	12 50	....
10 50	7 29	10 55	....	....	32	..**South Amana**.δ	9 07	7 08	....	12 25	....
11 10	7 36	11 01	....	....	35	.......Conroy....δ	9 00	7 02	....	12 05	....
11 45	7 50	11 16	....	....	40	+..Williamsburg..δ	8 47	6 50	....	11 45	....
12 15	8 02	11 26	....	....	46	.... Parnell ....δ	8 33	6 37	....	10 50	....
12 55	8 20	11 41	....	....	52	...North English. δ	8 20	6 22	....	10 10	....
- -	8 28	- -	....	....	57	........Cuba........	- -	6 15	....	- -	....
1 25	8 38	11 57	....	....	60	.....**Webster**...δ	8 00	6 08	....	9 30	....
2 00	9 00	12 15	....	....	68	+ ...**Sigourney**..δ	7 42	5 50	....	9 00	....
2 25	9 16	12 30	....	....	75	.....Hayesville......	7 25	5 35	....	8 15	....
3 10	9 35	12 47	....	....	83	+....**Hedrick** ...δ	7 07	5 17	....	7 45	....
3 30	9 43	12 55	....	....	87	......Highland......	6 57	5 05	....	7 20	....
4 05	9 58	1 08	....	....	92	......Rutledge	6 45	4 50	....	7 05	....
4 20	10 05	1 18	....	....	95	.Ottumwa Junction.	6 35	4 40	....	†6 50	....
P M	10 15	¶1 25	....	....	96	+ ...**Ottumwa**... δ	†6 30	†4 30	....	A M	....
....	A M	A M	....	....	...	ARRIVE] [LEAVE	A M	P M	....	....	....

13—SAVANNA-DAVENPORT-ROCK ISLAND-MOLINE. C. & C. B. Division.

....	39	53	33	3	M	November 7, 1909.	8	30	54	34	....
....	P M	A M	A M	A M	..	LEAVE] [ARRIVE	Night	A M	P M	P M	....
....	†6 10	†9 35	†9 18	*3 10	0	......**Savanna**....δ	12 40	9 05	5 55	6 00	....
....	6 30	....	9 30	....	3	.......**Sabula**.....δ	....	8 52	....	5 50	....
....	6 43	....	9 48	....	9	....**Elk River Jn**....	....	8 40	....	5 38	....
....	7 00	Via Fulton.	10 03	Via Fulton.	17	.......**Lyons**.......	Via Fulton.	8 27	Via Fulton.	5 20	....
....	7 14		10 13		19	......**Clinton**......		8 20		†5 15	....
....	7 31		A M		24	......Camanche......		8 04		P M	....
....	7 40		....		29	.......Shaffton.......		7 56		....	....
....	7 50		....		34	......Princeton......		7 45		....	....
....	8 03		....		40	......Le Claire......		7 38		....	....
....	8 13		....		45	...Pleasant Valley...		7 28		....	....
....	8 22	....	....	....	51	......Bettendorf......	....	7 19	....	....	....
....	8 40	12 05	....	5 40	54	arr. + **Davenport** δ lve.	*10 10	7 10	†3 15	....	....
....	8 55	11 50	....	5 28	57	ar. + **Rock Island** δ .lv.	10 35	6 53	3 30	....	....
....	9 10	11 28	....	5 10	60	+.....**Moline**....δ	*10 53	†6 40	†3 45	....	....
....	P M	A M	....	A M	..	ARRIVE] [LEAVE	P M	A M	P M	....	....

14—CEDAR RAPIDS-MARION-CALMAR. C. & C. B. Division.

94	24	22	Ms	November 7, 1909.	23	93	21
....	P M	A M	...	LEAVE] [ARRIVE	A M	....	P M
....	†5 00	†6 35	...	+.**Cedar Rapids**..δ	11 10	....	8 00
....	5 18	6 54	0	lve..+**Marion** δ...arr.	10 55	....	7 45
....	5 32	7 10	9	lve....**Paralta** δ ..lve.	10 33	....	7 23
....	5 39	7 19	11	+....Springville....δ	10 27	....	7 17
....	5 48	7 28	15	.........Viola........δ	10 17	....	7 08
....	5 54	7 35	17	.......Stone City......	10 09	....	7 02
....	6 06	7 47	21	+....**Anamosa**....δ	9 57	....	6 52
A M	6 20	8 00	28	..... Langworthy...δ	9 39	Noon	6 38
†10 30	‖6 30	8 20	32	.....**Monticello**...δ	†9 30	12 05	6 30
11 35	P M	8 36	40	.....**Hopkinton**....δ	A M	11 35	6 00
12 10	....	8 52	48	.........Delhi ....δ	....	11 00	5 42
12 30	....	9 01	53	+....**Delaware**....δ	....	10 45	5 34
12 55	....	9 13	57	...Oneida Junction...	....	10 25	5 24
1 15	....	9 20	60	........Greeley .....δ	....	10 05	5 17
1 40	....	9 32	66	...... Edgewood......	....	9 32	5 08
2 10	....	9 45	73	...Strawberry Point. δ	....	8 55	4 50
2 55	....	10 02	82	.......Arlington ....δ	....	8 22	4 28
4 09	....	10 20	91	+......Fayette ......δ	....	7 55	4 09
4 30	....	10 37	98	**Donnan Junction** δ	....	7 25	3 55
4 55	....	10 55	103	.......Hawkeye.....δ	....	7 12	3 43
5 35	....	11 19	113	...... Waucoma	....	6 45	3 22
5 55	....	11 35	117	**Jackson Junction** δ	....	6 25	3 12
6 40	....	‖12 10	128	arr..+**Calmar** δ ..lve.	....	†5 45	†2 45
P M	....	6 30	297	arr..+**St. Paul** δ .lve.	....	A M	†8 30
....	....	6 40	301	+..**Minneapolis**...δ	....	....	†8 20
....	....	P M	...	ARRIVE] [LEAVE	....	....	A M

Nos. 21 & 22—Coaches between Cedar Rapids and St. Paul and Minneapolis.

15—FARLEY-MONTICELLO.

No. 24	Mls	November 7, 1909.	No. 23
†6 50 P M	0	lve....**Monticello**...arr.	9 20 A M
7 15 "	6	......Sand Spring......	8 57 "
7 45 "	13	......Worthington......	8 35 "
8 20 P M	20	arr......**Farley**......lve.	8 10 A M
8 42 P M	....	lve. **Farley** (*Ill. Cent.*) arr.	7 35 A M
9 30 P M	....	arr. **Dubuque** " lve.	†7 00 A M

16—DAVENPORT-MONTICELLO.—C. & C. B. Division.

....	90	204	28	Mls	November 7, 1909.	97	27	203	....	....
....	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	A M	....	....
....	‡2 30	†3 10	†5 45	0	+....**Davenport**....δ	11 27	10 00	10 55	....	....
....	- -	3 18	5 53	3	........Oakton........	- -	9 51	10 42	....	....
....	2 50	3 30	6 03	8	........Mt. Joy........	11 01	9 37	10 28	....	....
....	3 38	3 38	6 09	11	....**Eldridge Junc**..δ	10 50	9 29	†10 20	....	....
....	3 50	P M	6 20	17	.... Donahue ......δ	9 50	9 17	A M	....	....
....	4 15		6 33	23	.........Dixon.......δ	9 25	9 02		....	....
....	4 30	....	6 41	26	.... Big Rock .....δ	9 05	8 53	....	....	....
....	4 55	....	6 53	31	..... **Wheatland** ....δ	8 40	8 39	....	....	....
....	5 10	....	7 03	37	.... Toronto.......δ	8 20	8 26	....	....	....
....	5 20	94	7 09	40	.... Massillon ......δ	8 05	8 18	93	....	....
....	- -	A M	7 16	45	......Oxford Mills....δ	- -	8 07	P M	....	....
....	8 05	†7 50	7 28	46	+ ...**Oxford Junc**...δ	7 45	8 05	3 30	....	....
....	8 25	8 20	7 40	52	.... Wyoming.....δ	7 00	7 40	3 00	....	....
....	8 45	8 45	7 54	59	.....**Center Junc**...δ	6 42	7 25	2 30	....	....
....	9 00	9 05	8 04	63	.....Scotch Grove....δ	6 22	7 15	2 10	....	....
....	9 20	9 25	8 20	69	+ ... **Monticello** ...δ	†6 05	†7 00	†1 45	....	....
....	P M	A M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	....	....

STANDARD—*Central time.*

17—PRAIRIE DU CHIEN DIVISION.

....	....	....	....	23	21	....	7	5	....	....	11	Ms	December 5, 1909.	24	....	22	22	8	....	26	....	14	....	6
....	....	....	....	P M	P M	....	A M	A M	....	....	A M	...	LVE.| (C. & M. Div.) |ARR.	A M	....	P M	P M	P M	....	P M	....	P M	....	P M
....	....	....	....	*300	†150	....	†1130	*930	....	....	*800	0	........Chicago........	935	....	100	100	355	....	655	....	1010	....	900
....	....	....	....	311	201	....	1141	941	....	....	811	3	.....Western Avenue.....	923	....	1248	1248	343	....	643	....	957	....	848
....	....	....	....	500	350	....	130	1130	....	....	1000	85	arr....Milwaukee....lve.	*730	....	†1100	†1100	†145	....	*400	....	*800	....	*700
25	**41**	**147**	**1**	**39**	**7**	**37**	**35**	**5**	**29**	**21**	**31**	...	(Prairie du Chien Div.)	**4**	**32**	**20**	**22**	**8**	**34**	**26**	**14**	**6**	**40**	**30**
P M	....	....	P M	P M	P M	....	P M	Noon	A M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	A M	A M	Noon	....	P M	P M	P M	....	P M
§630	....	....	†635	†505	†430	....	†140	†1235	†835	*745	*1010	0	+......Milwaukee.....♁	¶710	745	1010	1050	1255	....	350	650	735	....	615
642	....	....	647	517	442	P M	152	1248	847	757	1022	5	........Wauwatosa......♁	....	729	...	....	....	P M	....	....	720	....	....
700	....	....	705	536	458	†327	210	107	905	815	†1045	14	.......Brookfield.....♁	645	711	945	1022	1230	205	320	825	700	....	533
720	....	....	719	650	614	340	222	122	917	828	1100	21	+.....Waukesha.....♁	630	†700	920	†1010	1215	†150	†305	....	648	....	†618
742	....	....	735	P M	529	P M	P M	140	A M	843	A M	28	.........Genesee.......♁	605	A M	856	A M	1157	P M	P M	....	626	....	P M
747	....	....	738		634	....		148		852		31	...... North Prairie ....♁	559		852		1150			Via Watertown.	620	...	
757	....	....	748	....	644	....	....	158	....	902	....	37	..........Eagle.........♁	550	....	835	....	1140	....	....		609	....	....
815	....	....	758	....	657	....	....	214	....	912	....	42	.........Palmyra.......♁	540	....	825	....	1128	....	....		557	....	....
834	....	....	814	....	617	....	....	232	....	930	....	51	+..... Whitewater .....♁	525	....	810	....	1113	....	....		538	....	....
845	....	....	824	....	628	....	....	243	....	940	209	57	..........Lima.........♁	513	....	759	....	1100	204	....		525	....	....
857	....	....	834	....	638	....	....	254	....	950	A M	62	arr.} +...Milton...♁ {lve.	503	....	750	....	1050	P M	....		515	....	....
857	....	....	834	143	638	....	137	254	131	950	†1050	62	lve.} {arr.	503	140	750	142	1050	307	146		510	....	150
....	....	A M	838	P M	....	....	P M	259	A M	....	1055	62	arr. +Milton Junc. ♁ lve.	459	A M	....	P M	1040	†302	P M		....	....	P M
....	....	§725	....	*603	...	....	†420		†735	....	33	...	lve.....Chicago.....arr.	....	1005	....	105	....	P M	820	....	....	....	855
y916	....	1035	925	850	658	....	712	330	1025	1010	A M	...	arr.} ..Janesville.. {lve.	....	720	730	1035	1025	....	522	....	445	....	530
850	....	1035	....	850	717	....	717	240	1035	1035	†750	...	lve.} {arr.	....	715	715	1025	1115	....	517	715	y517	....	517
906	....	1055	....	906	734	....	734	257	1055	1055	806	...	arr. Milton Junction lve.	....	658	658	1008	1100	....	502	658	502	....	502
905	....	1055	838	905	734	....	734	258	1055	1055	806	64	lve. +Milton Junc ♁..arr.	459	658	658	1008	1040	. .	502	656	502	....	502
917	....	1108	851	917	747	....	747	313	1105	1105	818	71	.... Edgerton ......♁	447	644	644	950	1025	....	450	645	450	....	450
933	....	1126	910	933	804	....	804	332	1120	1120	836	81	........Stoughton......♁	434	631	631	940	1005	....	437	626	437	....	437
937	....	1131	914	937	808	....	809	337	1124	1124	842	84	.......Lake Kegonsa.......	–	625	625	933	955	....	430	621	430	....	430
– –	....	1142	926	s –	820	....	820	348	1133	1133	850	89	........McFarland......♁	418	617	617	925	945	....	420	611	420	....	420
– –	....	1144	– –	s –	823	....	823	352	1135	1135	853	90	......Lake Waubesa.......	– –	614	614	922	940	....	414	607	414	....	414
....	....	....	....	....	....	....	....	....	....	....	...	...	arr..East Madison..lve.	....	*600	*600	905	....	....	†400	....	*400	....	§400
1000	A M	1155	940	1000	835	....	835	‖406	1145	1145	905	96	arr..+West Madison ♁.lve.	¶407	*607	*607	†915	†930	....	†407	†600	*407	P M	§407
P M	§1055	A M	945	P M	P M	....	P M	425	A M	A M	1005	96	lve..West Madison..arr.	¶400	A M	A M	900	A M	....	P M	555	P M	400	P M
....	– –	....	– –	....	....	....	....	– –			– –	101	......Mendota Beach......	– –			– –	....	....	....	– –	....	– –	....
....	1110	....	959	....	....	....	....	443	....	....	1019	103	.........Middleton......♁	345	....	....	844	....	....	....	540	....	344	....
....	1126	....	1016	....	....	....	....	502	....	....	1033	111	........Cross Plains.....♁	333	....	....	828	....	....	....	525	....	328	....
....	1135	....	1028	....	....	....	....	515	....	....	1042	115	.... Black Earth.....♁	324	....	....	819	....	....	....	515	....	318	....
....	1144	....	1038	....	....	....	....	527	....	....	1051	119	+.... Mazomanie ....♁	315	....	....	812	....	....	....	505	....	308	....
....	1156	....	1048			....	....	539	....	....	1100	125	.... Arena........♁	303	....	....	800	....	....	....	453	....	255	....
....	1211	....	1059			....	....	554	....	....	1115	133	+.....Spring Green.......♁	252	....	....	745		....	....	438	....	240	....
....	1228	....	1115			....	....	608	....	....	1130	139	+.....Lone Rock......♁	240	....	....	732	....	....	....	428	....	§227	....
....	Noon	....	1125			....	....	620	....	....	1145	146	...........Avoca.........♁	229	....	....	717	....	....	....	412	....	P M	....
....	....	....	1135			....	....	632	....	....	1157	152	+........Muscoda........♁	220	....	....	706	....	....	....	401	....	....	....
....	....	....	1144			....	....	644	....	....	1208	158	.........Blue River.......♁	20[illegible]	....	....	653	....	....	....	350	....	....	....
....	....	....	1158			....	....	700	....	....	1221	166	+........Boscobel........♁	156	....	....	637	....	....	....	335	....	....	....
....	....	....	1208			....	....	709	....	....	1233	172	.........Woodman.......♁	146	....	....	626	....	....	....	323	....	....	....
....	....	....	1220			....	....	728	....	....	1248	176	+.......Wauzeka.......♁	138	....	....	613	....	....	....	315	....	....	....
....	....	....	1238			....	....	745	607	601	108	187	.........Bridgeport.......♁	116	600	606	556	....	....	....	254	....	....	....
....	....	....	100			....	....	800	P M	A M	125	194	arr.} +Prairie du {lve.	100	A M	P M	540	....	....	....	239	....	....	....
....	....	....	100			....	....	800	†610	†840	125	194	lve.} Chien, Wis. ♁ {arr.	100	840	810	540	....	....	....	239	....	....	....
....	....	....	†115			....	....	810	820	850	135	195	+.North McGregor, Iowa. ♁	†1250	†830	†600	†530	....	....	....	†230	....	....	....
....	....	....	A M			....	....	P M	P M	A M	P M	...	ARRIVE] [LEAVE	Night	A M	P M	A M	....	....	....	P M	....	....	....

For Additional Trains between Milwaukee and Madison, see table No. 3.

b Daily, except Monday and Thursday; c Monday and Thursday only; s stops on Sunday; y connection is made at south "Y" switch instead of at Janesville. + Coupon stations; ♁ Telegraph stations.

Equipment.—Nos. 1 and 4—Standard Sleepers between Milwaukee and Mason City. Coaches between Milwaukee and Minneapolis. Parlor Car and Coaches between Chicago and Milwaukee. No. 5—Observation Parlor Car Chicago to Milwaukee. Coaches en route. No. 8—Parlor Car Milwaukee to Chicago. Coaches en route.

For Alphabetical Index of Stations, see pages 661-653.

18 LONE ROCK-RICHLAND CENTER.

541	505	593	561	Mls	December 5, 1909.	508	598	586	540	....
Noon	P M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M	....
§1228	†810	†1135	†815	0	+...Lone Rock...♁	725	1100	245	227	....
1245	826	1150	835	6	........Gotham........	705	1035	220	210	....
1255	835	1201	850	10	..... Twin Bluffs.....	655	1020	205	200	....
110	850	1215	915	16	+Richland Center ♁	†640	†1000	†145	§145	....
P M	P M	Noon	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M	....

19—MAZOMANIE-SAUK CITY-PRAIRIE DU SAC.

405	495	433	461	Mls	December 5, 1909.	408	434	466	462	464
P M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	Noon	P M	P M	P M
†530	†100	†1052	†640	0	.....Mazomanie...♁	805	1201	425	645	905
600	135	1120	705	9	........Sauk City.....♁	740	1135	345	615	845
605	140	1125	710	10	....Prairie du Sac..♁	†730	†1130	†340	b610	c840
P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M	P M

20—DAVIS JUNCTION-PORTAGE-ST. PAUL-MINNEAPOLIS.

140	124	110	128	December 5, 1909.	143	121	121	101
P M	P M	A M	A M	LEAVE] [ARRIVE	....	P M	P M	P M
*720	†352	†1105	†635	Davis Junction	....	315	315	700
740	417	1127	655	ar.} Rockford {lv.	A M	255	255	640
745	417	1127	900	lv.} {ar.	820	1240	1240	640
810	450	215	930	lve. Rockton.arr.	755	1153	1153	609
818	458	1225	938	lve....Beloit..lve.	749	1146	1146	605
845	518	1255	1015	ar.} Janesville {lv.	720	1115	1115	530
850	717	240	1035	lv.} {ar.	715	1025	1115	517
905	734	259	1055	Milton Junction	658	1008	1100	502
1000	835	406	1145	ar.} Madison. {lv.	607	914	930	†407
1030	845	P M	1201	lv.} {ar.	545	905	905	P M
1215	1015	....	125	arr..Portage .lve.	400	†745	†745	....
755	P M	....	930	arr St Paul .lve	835	A M	A M	....
830	....	....	1010	..Minneapolis..	*800	....	....	....
A M	....	....	P M	ARRIVE] [LEAVE	P M	....	....	....

21—WISCONSIN WESTERN R.R.

No. 33	No. 61	Ms	October 11, 1908	No. 66	No. 84
....	....	...	LVR.] [ARR.	....	....
†250 P M	†830 A M	0	...Wauzeka..	1140 A M	445 P M
327 "	920 "	14	....Steuben....	1040 "	358 "
340 "	935 "	17	....Barnum....	1020 "	340 "
400 "	955 "	22	...Petersburg..	955 "	320 "
408 "	1005 "	24	...Bell Center..	945 "	314 "
416 "	1030 "	26	...Gays Mills..	930 "	308 "
445 "	1105 "	34	..Soldiers Grove.	847 "	235 "
500 "	1130 A M	38	...Readstown..	825 "	210 "
525 "	1205 Noon	45	....Viola.....	745 "	135 "
550 P M	1245 Noon	51	...La Farge..	†715 A M	†115 P M
....	....	...	ARR.] [LVR.	....	....

22—ROCHELLE & SOUTHERN RAILWAY.

192	116	Ms	November 7, 1909.	115	191
....	P M	...	LEAVE] [ARRIVE	P M	P M
....	†1010	...	......Chicago.......	915	600
P M	†750	...	lve...Rockford...arr.	740	
†310	†815	0	lve..Davis Junc..arr.	700	155
320	820	3	.......Holcomb.......	649	140
340	830	7	........Kings........	640	125
400	840	11	......Flag Center......	630	105
415	850	14	......Rochelle......	620	1250
445	900	20	...Steward Junc..♁	608	1221
510	913	25	.......Scarboro.....♁	554	1135
542	924	31	.......Roxbury.......	542	1110
605	936	36	........Welland.....♁	530	1043
630	952	43	.......Mendota.....♁	516	952
– –	1000	46	......Peterstown......	502	– –
850	1005	49	.... Fitchmoor.......	457	850
710	1020	55	arr.....Ladd ♁...lve.	445	†820
P M	1032	58	.... Cherry.......	430	A M
	1041	55	lve.....Ladd....arr.	420	....
....	1048	58	......Seatonville....♁	410	....
90	1055	61	........Howe........	400	....
A M	1108	64	........Moronts.......	350	....
†615	1117	69	.....Granville......	340	....
630	1124	71	........Standard.......	333	....
647	1134	74	..... Cedar Point.....	323	....
710	1149	79	.......Ogelsby.......	†310	....
A M	A M	...	ARRIVE] [LEAVE	P M	....

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; § Sunday only. ‖ Meals. *Central time.*

23—MILWAUKEE-JANESVILLE-BELOIT-ROCKFORD.

December 5, 1909.

STATIONS.	21	12	110	5	124	7	1	25
[LEAVE	A M	A M	Noon	Noon	P M	P M	P M	P M
Milwaukee	*745	†900	†1201	†1235	†335	†430	†635	§630
Milton	950	....	....	254	....	638	834	857
Corliss	....	945	105	....	425	....	....	....
Janesville	1010	....	....	330	....	658	925	916
Beloit	A M	1154	312	P M	630	P M	P M	P M
Rockford	....	255	P M	....	P M	....	....	....
[ARRIVE	....	P M	....	....	....	....	....	....

STATIONS.	121	20	8	109	6	15
[LEAVE	A M	A M	A M	A M	....	P M
Rockford	....	....	†900	†1127	....	†417
Beloit	†610	....	938	1215	P M	508
Janesville	....	*730	1035	....	*445	....
Corliss	805	....	....	220	....	730
Milton	....	750	1050	....	513	....
Milwaukee	905	1016	1255	320	735	840
[ARRIVE	A M	A M	Noon	P M	P M	P M

24—IOWA & MINNESOTA DIVISION.

Equipment.—Nos. 1 and 8—Buffet Sleeping Car between Chicago and Minneapolis, via Dubuque. No. 2—Through Buffet Parlor Car service daily, St. Paul to Des Moines (via St. P. & D. M. R. R. from Mason City). No. 3—Through Buffet Parlor Car service daily, Des Moines to St. Paul (via St. P. & D. M. R. R. to Mason City). Sleeping Car Chicago to Dubuque.

43	21	3	1	Ms.	December 5, 1909.	2	8	22	40
					(Via C. & C. B. Div.)				
		P M	P M	....		A M	A M	....	....
		†10 10	*5 15	0	lve....+Chicago ♁....arr.	8 45	*8 45	....	....
		†10 35	†3 30	....	lve...+Rock Island ♁.arr.	10 35	....	....	....
		†10 10	†3 15	....	lve...+Davenport ♁...arr.	10 00	....	....	....
		†4 50	*9 00	138	lve....+Savanna ♁....arr.	....	4 50	....	....
		7 15	10 45	185	lve....+Dubuque ♁....arr.	....	3 05	....	....
		11 05	3 15	281	arr....+Calmar ♁.....lve.	....	*11 05	....	....
					(Via C. & M. Div.)				
		....	P M	....		....	A M	....	....
		....	†3 00	0	lve....+Chicago ♁....arr.	....	9 35	....	....
		....	6 35	85	lve..+Milwaukee ♁..arr.	....	7 10	....	....
		....	9 40	181	arr....+Madison ♁....lve.	....	¶4 07	....	....
		....	....	0	lve....+Chicago ♁....arr.	....	10 05	....	....
		....	....	99	lve...+Janesville ♁...arr.	....	7 15	....	....
		....	....	140	arr....+Madison ♁....lve.	....	¶6 00	....	....
		....	†9 45	181	lve......Madison.......arr.	....	¶4 00	....	....
		....	3 15	323	arr.....+Calmar ♁.....lve.	....	†11 05	....	....
					(Iowa & Minn. Division.)				
		Noon	A M	....		P M	P M	....	....
		†12 40	*3 25	0	lve.....+Calmar ♁.....arr.	2 40	10 30	....	....
		12 47	– –	3	..........Conover........♁	2 30	– –	....	....
		12 59	3 45	11	..........Ridgeway.........♁	2 16	10 07	....	....
		1 16	4 05	19	+..........Cresco..........♁	2 02	9 50	....	....
		1 27	– –	25	..........Bonair..............	1 50	9 33	....	....
		1 40	4 27	30	.......Lime Springs...........	1 40	9 22	....	....
		1 50	4 37	35	..........Chester.............	1 30	9 10	....	....
		2 04	4 52	43	..........Le Roy..............	1 15	8 55	....	....
		2 20	5 07	51	..........Taopi..............♁	1 00	8 36	....	....
		2 29	5 16	54	..........Adams...............	12 52	8 26	....	....
		2 40	5 27	61	..........Rose Creek..........	12 40	8 13	....	....
	A M	†2 55	5 45	60	arr. } ...+Austin ♁... {lve.	†12 25	7 55	P M	....
	†9 30	*3 10	6 00	69	lve. } {arr.	†12 05	†7 35	10 00	....
	9 37	3 17	s6 07	72	..........Ramsey............♁	11 55	7 25	9 52	....
	9 43	3 22	s6 11	74	..........Lansing.............	11 40	7 18	9 47	....
	10 00	3 40	6 26	84	.....Blooming Prairie.....♁	11 34	7 01	9 30	....
	10 11	3 50	s6 35	89	..........Bixby...............	11 23	6 48	9 19	....
	10 21	4 00	s6 44	96	..........Pratt...............	11 12	6 38	9 08	....
	10 35	4 13	6 55	102	+.......Owatonna..........♁	11 00	6 25	8 57	....
	10 47	4 23	a s	107	..........Medford............♁	10 47	6 10	8 45	....
	11 05	4 40	7 20	117	+.......Faribault..........♁	10 30	5 53	8 30	....
	11 36	4 56	7 40	127	..........Dundas.............♁	10 06	g5 32	8 02	....
	11 46	5 02	7 50	130	+.......Northfield.........♁	10 00	5 27	7 55	....
P M	11 58	5 15	a s	136	..........Castle Rock........♁	9 47	s5 16	7 40	P M
†9 08	12 15	5 27	8 15	143	.......Farmington.........♁	9 35	5 03	7 20	1 10
9 12	12 27	5 40	8 28	150	..........Rosemount.........♁	9 23	4 50	7 04	12 53
– –	12 40	5 50	8 40	157	..........Westcott...........♁	9 10	s4 38	6 52	12 40
9 40	1 00	6 10	8 55	163	..........Mendota...........♁	8 55	4 25	6 40	12 25
– –	1 13	6 23	9 15	167	..........Minnehaha.........♁	8 36	4 06	6 23	12 11
10 00	1 20	6 30	9 25	169	arr....+St. Paul ♁ ...lve.	*8 30	*4 00	†6 20	†12 05
10 10	1 30	*6 40	9 35	173	+....Minneapolis.....♁	*8 20	*3 50	*5 05	†11 55
P M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	A M

25—MASON CITY-AUSTIN.

No. 103	No. 101	Mls	December 5, 1909.	No. 102	No. 108	....
*1 30 P M	*4 30 A M	0	lve. + Mason City..arr.	1 50 P M	9 25 P M	....
2 00 "	4 50 "	8	........Plymouth.......♁	1 30 "	8 57 "	....
2 12 "	3 00 "	15	........Grafton........♁	1 17 "	8 47 "	....
2 25 "	5 11 "	21	........Carpenter......♁	1 05 P M	8 35 "	....
2 31 "	5 16 "	25	........Otranto..........	12 56 Noon	8 28 "	....
2 40 "	5 25 "	28	+........Lyle..........♁	12 49 "	8 23 "	....
3 00 P M	5 46 A M	40	arr.....+Austin ♁...lve.	*12 30 Noon	*8 00 P M	....

26—FARMINGTON-MANKATO-WELLS.

42	40	122	Ms	December 5, 1909.	41	193	43
....	Noon	....	....	LEAVE] [ARRIVE	....	....	P M
....	†12 05	....	0	........St. Paul........	....	....	10 00
P M	†11 55	....	....	lve. Minneapolis.arr.	Noon	....	10 10
†7 20	†1 10	....	26	lve. Farmington ♁ arr.	12 10	....	9 00
7 40	1 30	....	36	..........Elko.........♁	11 52	....	8 40
7 55	1 45	....	45	........Lonsdale.......♁	11 36	....	8 25
8 10	2 00	....	53	.....Montgomery.....♁	11 20	....	8 10
8 25	2 16	....	62	....Le Sueur Center..♁	11 03	....	7 50
8 37	2 30	....	69	........Cleveland......♁	10 50	....	7 37
8 46	2 38	....	73	..........Pettis..........	10 41	....	7 27
8 53	2 45	....	76	..........Kasota.......♁	10 35	....	7 22
9 06	3 00	....	82	........Benning.......♁	10 25	....	7 10
9 15	3 10	A M	86	arr....Mankato ♁.lve.	10 15	P M	7 00
9 20	3 16	†5 30	86	lve....Mankato...arr.	10 10	1 45	7 00
9 39	3 34	5 50	92	........Rapidan........	9 54	1 20	6 44
9 53	3 48	6 10	99	....Good Thunder....	9 40	12 55	6 29
10 10	4 05	6 40	107	........Mapleton........	9 20	12 30	6 11
10 30	4 25	7 05	115	....Minnesota Lake....	9 00	11 59	5 53
10 50	4 45	7 30	124	..........Wells..........	†8 40	†11 30	†5 35
P M	P M	A M	....	ARRIVE] [LEAVE	A M	A M	P M

27—CALMAR-DECORAH.

207	205	203	201	M	December 5, 1909.	206	204	208	210	212
P M	P M	A M	A M	..	LEAVE] [ARRIVE	A M	Noon	P M	Night	A M
*10 40	†2 50	†10 50	*7 45	0	........Calmar........	10 20	12 20	8 30	12 10	11 00
10 50	3 00	11 00	8 00	3	........Conover........	10 10	12 10	9 15	12 01	10 45
11 16	3 25	11 25	8 40	12	........Decorah........	†9 40	†11 45	†8 45	*11 20	10 15
P M	P M	A M	A M	..	ARRIVE] [LEAVE	A M	A M	P M	P M	A M

28—CANNON FALLS BRANCH.

....	No. 303	Ms	December 5, 1909.	No. 302	....
....	†2 00 P M	0	lve..+Red Wing....arr.	12 30 Noon	....
....	2 10 "	4	.....Cannon Junction....	12 15 Noon	....
....	2 35 "	12	..........Welch..........	11 45 A M	....
....	3 10 "	21	.....Cannon Falls...♁	11 15 "	....
....	3 30 "	27	........Randolph........	10 35 "	....
....	3 38 "	30	..........Wallace..........	10 26 "	....
....	3 45 "	34	........Waterford........	10 17 "	....
....	4 00 P M	36	arr.+Northfield ♁..lve.	†10 10 A M	....

For Alphabetical Index of Stations, see pages 661-663.

29—IOWA & DAKOTA DIVISION.

Equipment.—No. 1—Dining Car Chicago to Savanna. Sleeper Chicago to Rapid City, via Savanna. Coaches Chicago to Chamberlain. Cafe Car Mason City to Lennox. Parlor Car, Dining Car and Coaches Chicago to Milwaukee. Buffet Parlor Car and Coaches Chicago to Madison, via Janesville. Sleeper Milwaukee to Mason City. Coaches Milwaukee and Madison to Calmar. No. 4—Coaches Sanborn to Savanna. No. 3—Sleeper Chicago to Dubuque. Coaches Savanna to Sanborn. No. 8—Buffet Sleeper Rapid City to Chicago, via Savanna. Cafe Car Lennox to Mason City. Sleeper Mason City to Milwaukee. Coaches Calmar to Milwaukee. Parlor Car, Dining Car and Coaches Milwaukee to Chicago. Buffet Parlor Car and Coaches Madison to Chicago, via Janesville.

33	3	1	Mls	October 3, 1909.	4	8	32
				(Via C. & C. B. and Dub. Divs.)			
....	P M	P M	....		P M	A M	....
A M	†10 10	*5 15	0	lve....+Chicago ♁....arr.	10 25	8 45	....
†6 55	†10 35	†3 30	....	lve..+Rock Island ♁ .arr.	8 55	....	....
†7 10	†10 10	†3 15	....	lve...+Davenport ♁...arr.	8 40	....	P M
†9 25	†4 50	*9 00	138	lve.....+Savanna ♁...arr.	6 15	4 50	10 40
12 01	7 15	10 45	185	lve.....+Dubuque ♁...arr.	4 32	3 05	8 43
2 00	9 03	1 00	239	arr...+No. McGregor ♁ lve.	2 35	1 00	8 30
				(Via C. & M. and P. du C.)			
....	....	P M	....		....	A M	....
....	....	†3 00	0	lve....+Chicago ♁....arr.	....	¶9 35	....
....	....	6 35	85	lve...+Milwaukee ♁...arr.	....	7 10	....
....	....	9 40	181	arr....+Madison ♁....lve.	....	¶4 07	....
....	....	....	0	lve....+Chicago ♁....arr.	....	10 05	....
....	....	....	99	lve...+Janesville ♁...arr.	....	7 15	....
....	....	....	140	arr....+Madison ♁....lve.	....	¶6 00	....
....	....	†8 46	181	lve.......Madison.......arr.	....	¶4 00	....
....	....	1 00	279	arr.+Prairie du Chien ♁.lve.	....	1 00	....
....	....	¶1 15	282	arr...No. McGregor ♁.lve.	....	†12 50	....
				(Iowa & Dakota Division.)			
P M	A M	A M	....		P M	Night	P M
†3 00	†9 25	*1 25	0	lve...+No. McGregor ♁ ..arr.	2 25	12 40	8 06
3 18	9 47	– –	8	..........Beulah........♁	2 03	– –	5 48
7 50	11 10	....	....	arr.......Elkader ♁....lve.	†12 05	....	....
3 32	10 00	2 00	14	..........Monona........♁	1 51	12 05	5 29
3 53	10 20	2 22	24	+.........Postville......♁	1 28	11 39	5 07
4 16	10 40	2 45	35	+.........Ossian.........♁	1 04	11 17	4 44
4 30	11 05	3 15	42	+.........Calmar.........♁	‖12 50	11 05	4 30
4 44	11 18	3 26	48	.......Fort Atkinson.......♁	12 15	10 33	4 13
4 56	11 35	– –	54	....Jackson Junction....♁	12 03	–	4 02
5 11	11 50	3 48	60	..........Lawler.........♁	11 50	10 08	3 50
5 32	12 10	4 06	69	+....New Hampton....♁	11 30	9 48	3 30
6 15	12 47	4 41	89	+.....Charles City......♁	10 50	9 12	2 45
6 49	1 20	5 11	106	.......Nora Springs.......♁	10 14	8 40	2 08
6 52	1 25	5 16	107	......Nora Junction......♁	10 11	8 37	2 05
7 15	‖1 45	5 40	116	arr. } .+Mason City ♁ {lve.	9 50	8 20	†1 46
P M	1 55	5 50	116	lve. } {arr.	9 45	8 10	P M
....	2 15	6 10	126	+.........Clear Lake......♁	9 26	7 50	....
....	2 40	6 32	137	+.........Garner.........♁	9 03	7 23	....
....	3 03	6 55	147	+..........Britt..........♁	8 42	7 00	....
....	3 50	7 40	168	+.........Algona.........♁	7 59	6 18	....
....	4 12	8 02	179	.......Whittemore.......♁	7 34	5 54	....
....	4 40	8 30	192	+.....Emmetsburg.....♁	7 11	5 30	264
....	5 10	8 50	204	+........Ruthven........♁	6 51	5 10	P M
....	5 35	9 18	216	+........Spencer........♁	6 27	*4 45	8 16
....	6 40	†11 10	237	arr..+Spirit Lake ♁..lve.	....	†3 00	†7 10
....	5 43	*9 33	225	..........Everly..........♁	6 12	4 26	P M
....	6 04	9 48	233	+.........Hartley.........♁	5 56	4 16	....
....	‖6 40	10 20	242	..........Sanborn.........♁	5 40	4 00	....
....	7 01	10 40	253	+.........Sheldon.........♁	5 15	3 27	....
....	7 15	10 52	260	..........Boyden..........♁	5 00	3 12	....
....	7 45	11 23	275	+......Rock Valley......♁	4 32	2 42	....
....	8 05	11 42	285	..........Inwood..........♁	4 14	2 24	....
....	8 25	11 59	294	arr.....+Canton ♁....lve.	3 55	*2 06	....
				(Via Manilla.)			
....	....	*7 00	0	lve....+Chicago ♁....arr.	....	8 00	....
....	....	12 05	588	arr.......Canton.......lve.	....	*2 00	....
....	8 25	*12 10	294	lve.......Canton.......arr.	3 55	*1 55	....
....	8 42	12 30	303	..........Worthing........♁	3 37	1 33	....
....	8 55	12 45	310	..........Lennox..........♁	3 24	1 20	....
....	9 19	1 20	323	+.........Parker.........♁	2 59	12 50	....
....	9 32	1 36	329	.....Marion Junc ♁..lve.	2 46	*12 35	....
....	....	†3 35	373	arr.......Tyndall ♁ ....lve.	....	†9 55	....
....	....	†4 40	391	arr..+Running Water ♁ lve.	....	†9 00	....
....	10 02	2 11	344	........Bridgewater.......♁	2 17	12 02	....
....	10 34	2 50	360	+.......Alexandria.......♁	1 45	11 30	....
....	11 00	*3 20	374	arr....+Mitchell ♁...lve.	†1 20	*11 05	....
				(Via Manilla.)			
....	P M	....	....		A M	....	....
....	....	*7 00	0	lve......Chicago.......arr.	....	8 00	....
....	....	3 05	655	arr......Mitchell.....lve.	....	11 10	....
....	....	*3 30	374	lve......Mitchell.....arr.	....	10 45	....
....	....	4 30	397	........Plankinton........♁	....	9 45	....
....	....	4 55	409	........White Lake......♁	....	9 20	....
....	....	5 25	421	..........Kimball.........♁	....	8 50	....
....	....	6 15	441	+....Chamberlain....♁	....	*7 55	....
....	....	P M	....	ARRIVE] [LEAVE	....	A M	....

a Stops to take passengers for Twin Cities. + Coupon stations; ♁ Telegraph stations. *Central time.*

Train leaves Elkader †7 15 a.m., arrives Beulah 8 03 a.m.

30—BLACK HILLS DIVISION.

91	93	1	Mls.	May 23, 1909.	8	92	94
A M	....	P M	....	(Mountain time.)	A M	P M	....
†11 40	....	*6 30	0	lve. Chamberlain.arr.	‖6 10	1 00	....
1 45	....	7 30	16.7	........Reliance........	5 20	11 35	....
2 50	....	8 05	30.0	........Kennebec........	4 45	10 30	....
5 16	....	9 10	51.9	........Vivian..........	3 50	8 30	....
6 06	A M	9 50	64.8	........Draper..........	3 20	7 45	P M
7 16	†5 00	10 50	75.2	...Murdo Mackenzie...	2 55	†7 00	8 15
P M	5 40	11 20	85.7	........Okaton..........	2 15	A M	6 45
....	6 15	11 50	96.5	........Stamford........	1 55	....	6 10
....	7 05	12 25	107.7	........Belvidere........	1 35	....	4 30
....	8 15	1 05	120.7	........Kadoka..........	1 05	....	3 45
....	10 00	2 25	147.0	........Interior..........	11 59	....	2 00
....	10 35	2 55	157.2	........Conata..........	11 36	....	1 15
....	11 15	3 25	167.8	........Imlay..........	11 10	....	12 40
....	1 00	4 30	189.4	........Creston..........	10 17	....	10 40
....	1 40	5 00	199.9	.......Farmingdale.......	9 55	....	10 00
....	3 00	6 00	219.1	......Rapid City......	*9 15	....	†9 00
....	P M	A M	....	ARRIVE] [LEAVE	P M	....	A M

Trains marked * run daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; g will stop on week-days for passengers going beyond Austin and make regular stop Sunday; s stops Sunday only.
‖ Meals.

STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK CHICAGO ST. LOUIS

31—NORTHERN DIVISION.

41	7	31	33	3	Mls	May 23, 1909	32	22	6
	P M			P M		LEAVE] [ARRIVE	A M	P M	P M
P M	†1 50	A M	A M	*10 00		+....Chicago....♁	11 15	1 00	10 45
§6 00	4 00	†9 05	*7 40	12 01	0	lv..+Milwaukee ♁.ar.	8 50	10 45	7 50
6 15	4 16	9 22	7 55	—	5	....North Avenue....	8 33	10 30	7 33
8 22	4 24	9 43	8 02	12 23	8	..No. Milwaukee.♁	8 25	10 22	7 25
8 34	4 37	9 55	8 15	—	15	......Granville....♁	*8 15	10 10	7 15
P M	4 48	A M	8 26	—	20	......Germantown....♁	A M	10 00	7 05
	4 58		8 36	—	25	.......Richfield.....♁		9 51	6 55
	5 03		8 41	—	28	..Rugby Junction.♁		9 45	6 49
	5 16		8 52	—	32	...Schleisingerville.♁		9 35	6 39
	5 23		8 58	1 07	37	.........Hartford......♁		9 25	6 29
	5 36		9 15	—	41	.........Rubicon......♁		9 15	6 15
	5 46		9 24	—	46	........Woodland......♁		9 05	6 05
	5 57		9 30	—	47	..Iron Ridge Junc♁		8 56	5 57
	6 17		9 47	1 37	54	Horicon Junction♁		8 43	5 46
	6 27		9 57	A M	59	Burnett Junction♁		8 22	5 21
	6 35		10 06		64	........Atwater.........		8 15	5 14
	6 42		10 15		69	+.....Waupun......♁		8 07	5 06
	6 55		10 30		76	+.....Brandon......♁		7 55	4 52
	7 02		10 37		80	....Reed's Corners......		7 47	4 42
	7 12		10 48		84	+.......Ripon.......♁		7 40	4 35
	7 25		11 00		91	........Pickett's.........		7 21	4 17
	7 33		11 08		95	..........Fisk's...........		7 13	4 08
	7 43		11 16		98	.......Fitzgerald.........		7 05	4 00
	7 55		11 30		103	+.....Oshkosh.....♁		†6 55	*3 50
	P M		A M			ARRIVE] [LEAVE		A M	P M

Equipment.—Nos. 33 and 533—Coaches Milwaukee to Oshkosh and Portage. No. 7—Coaches Milwaukee to Portage, Oshkosh, Fond du Lac and Berlin. Nos. 22, 522 and 822—Coaches Oshkosh, Fond du Lac, Portage and Berlin to Milwaukee. Nos. 6 and 506—Coaches Oshkosh and Portage to Milwaukee.

32—HORICON-PORTAGE.

607	533	3	Mls	May 23, 1909.	522	506
P M		P M		LEAVE] [ARRIVE	P M	P M
†1 50	A M	*10 00		+.......Chicago.......♁	1 00	10 45
4 00	*7 40	12 01		lv......+Milwaukee♁...ar.	10 45	7 50
6 15	9 45	1 37	0	lv....Horicon Junc♁.ar.	8 30	6 35
6 20	9 52	—	3	.....Minnesota Junc.....	8 23	6 29
6 26	9 57	—	5	.........Rolling Prairie.........	8 18	6 24
6 33	10 04	1 55		...Beaver Dam Junc., E.♁	8 08	6 16
6 40	10 10	—	11	+.......Beaver Dam.........	7 57	5 07
6 50	10 22	—		...Beaver Dam Junc., W...	7 51	5 02
7 00	10 32	—		......Fox Lake Junc., E....	7 41	4 52
7 07	10 39	—	19	.............Fox Lake..........	7 33	4 47
7 14	10 46	—		.......Fox Lake Junc., W....	7 26	4 41
7 23	10 56	—	21	..............Randolph.........♁	7 17	4 33
7 34	11 06	—	27	..............Cambria...........♁	7 07	4 23
7 52	11 24	—	37	..............Pardeeville.........♁	6 50	4 06
8 15	11 45	2 55	45	+.........Portage.........♁	†6 35	*3 50
P M	A M	A M		ARRIVE] [LEAVE	A M	P M

33—IRON RIDGE JUNCTION-FOND DU LAC.

407	433	Mls	May 23, 1909.	422	406	424
P M			LEAVE] [ARRIVE	P M	P M	
†1 50	A M		+.....Chicago.......♁	1 00	10 45	
†4 00	*7 40		lv..+Milwaukee♁.ar.	10 45	7 50	A M
*6 05	9 30	0	lv.Iron Ridge Jn♁ar.	8 45	5 48	9 10
6 10	9 35	2	..........Nye..............	8 37	5 40	9 03
6 25	9 50	8	........Mayville........♁	8 25	5 30	8 53
6 40	10 05	13	.........Knowles...........	8 09	5 16	8 38
6 50	10 15	16	..........Thetis.............	8 00	5 05	8 30
6 55	10 20	18	......South Byron........	7 55	5 00	8 25
7 25	10 45	28	+..Fond du Lac..♁	†7 30	*4 35	§8 00
P M	A M		ARRIVE] [LEAVE	A M	P M	A M

34—GRANVILLE-NORTH LAKE.

341	307	331	Mls	May 23, 1909.	332	392
P M	P M	A M		LEAVE] [ARRIVE	A M	P M
§6 00	†3 55	†9 05	0	+...Milwaukee....♁	8 50	7 50
6 35	4 40	10 25	15	lv....Granville♁...ar.	8 10	4 20
6 45	4 50	10 45	19	...Menomonee Falls.♁	8 00	3 40
6 55	5 00	11 15	23	.........Lannon..........♁	7 50	3 26
7 03	5 10	—	26	........Templeton.........	7 40	—
7 06	5 13	11 35	27	..........Sussex...........♁	7 37	2 35
7 18	5 25	11 55	32	..........Merton...........♁	7 25	2 15
7 30	5 35	12 30	35	.......North Lake....♁	*7 15	†2 00
P M	P M	Noon		ARRIVE] [LEAVE	A M	P M

35—BRANDON JUNCTION-MARKESAN.

637	685	807	633	Mls	May 23, 1909.	622	606	634	636
P M	A M	P M	A M		LEAVE] [ARRIVE	A M	P M	A M	P M
§4 50	§10 30	†7 00	†10 45	0	+.....Brandon Jn....♁	7 45	4 40	10 15	4 40
5 05	10 43	7 15	11 05	5	..........Fairwater..........	7 30	4 15	10 00	4 27
5 10	10 48	7 20	11 15	7	..............Utley..............	7 25	4 05	9 55	4 22
5 25	11 00	7 40	11 40	12	..........Markesan.....♁	†7 10	†3 50	§9 40	§4 10
P M	A M	P M	A M		ARRIVE] [LEAVE	A M	P M	A M	P M

36—RIPON-BERLIN.

707	735	793	765	Mls	May 23, 1909.	722	736	706	766	734
P M	P M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M	P M	A M
†7 15	*4 40	*10 54	†8 15	0	+.......Ripon.......♁	7 28	10 20	4 25	6 45	10 25
7 30	4 56	11 10	8 28	6	..Rush Lake Junc.♁	7 10	9 58	4 10	6 30	10 10
7 50	5 10	11 30	8 45	13	+.......Berlin.......♁	†6 55	†9 40	*3 55	†8 15	§9 55
P M	P M	A M	A M		ARRIVE] [LEAVE	A M	A M	P M	P M	A M

37—RIPON-WINNECONNE.

807	833	Mls	May 23, 1909.	822	808
P M	A M		LEAVE] [ARRIVE	A M	P M
†6 45	†10 35	0	+.......Ripon.......♁	7 45	4 40
7 32	11 12	6	lve.Rush Lake Jn♁.arr.	7 00	4 05
7 50	11 27	11	..........Waukau..........	6 47	3 50
8 05	11 40	15	...........Omro.............	6 32	3 40
8 25	11 55	21	.....Winneconne...♁	†6 15	†3 25
P M	A M		ARRIVE] [LEAVE	A M	P M

For Alphabetical Index of Stations, see pages 661-663

38—WISCONSIN VALLEY DIVISION.

25	5	8	Mls	October 24, 1909.	2	6	26
P M	A M	P M		LEAVE] [ARRIVE	A M	P M	A M
10 00	9 30	10 00		+.......Chicago......♁	7 00	9 00	7 00
4 50	11 40	12 01		lv.+Milwaukee♁.ar.	4 10	6 50	4 10
§9 05	†3 45	†4 30	0	lv.+New Lisbon♁ar.	11 45	2 10	11 45
9 29	4 05	4 52	12	.......Necedah......♁	11 10	1 40	11 10
9 47	4 23	5 10	21	..........Sprague..........	10 50	1 25	10 50
10 18	4 50	5 45	32	........Babcock......♁	10 30	1 00	10 30
10 26	4 58	5 53	37	..........Cranmoor.........	10 10	12 49	10 10
10 48	5 18	6 14	46	..........Nekoosa.........♁	9 48	12 28	9 48
10 59	5 30	6 25	49	.......Port Edwards....♁	9 36	12 20	9 36
11 10	‖6 10	6 39	53	+.Grand Rapids.♁	9 25	‖12 10	9 25
11 24	6 25	6 54	60	..........Rudolph.........♁	9 08	11 25	9 08
11 38	6 40	7 10	63	..Junction City.♁	8 56	11 10	8 56
11 52	6 54	7 25	75	............Dancy...........♁	8 41	10 54	8 41
11 58	7 00	7 31	77	..........Knowlton..........	8 35	10 48	8 35
12 08	7 12	7 42	79	..........Mosinee..........♁	8 23	10 37	8 23
12 26	7 30	8 00	88	..........Schofield........♁	8 05	10 17	8 05
12 45	7 50	8 20	91	+.......Wausau......♁	7 50	10 05	7 50
12 58	8 02	8 32	101	..........Brokaw..........	7 27	9 47	7 27
1 06	8 09	8 38	104	..........Heights..........	7 20	9 41	7 20
1 20	8 20	8 53	109	..........Pine River.......	7 07	9 29	7 07
1 40	8 40	9 15	111	+.........Merrill..........♁	6 55	9 15	6 55
— —	8 55	9 29	122	............Otis.............	6 31	8 58	6 31
2 07	9 03	9 37	125	........Foss Siding.......♁	6 20	8 48	6 20
2 12	9 10	9 44	128	............Irma..............	6 11	8 42	6 11
2 26	9 23	9 58	133	............Gilbert...........	5 55	8 32	5 55
2 40	9 35	10 15	137	..........Tomahawk.........♁	5 45	†8 25	5 45
2 53	P M	10 28	143	....Heafford Junc.♁	5 24	A M	5 24
3 03		10 38	147	............Cassian...........	5 16		5 16
3 21	95	10 57	154	............Goodnow...........	4 56	96	4 56
3 42	Noon	11 19	163	..........Hazelhurst.......♁	4 35	P M	4 35
3 55	†12 05	11 35	168	........Minocqua.....♁	†4 20	3 45	§4 20
P M	12 15	A M	170	..Woodruff Junction..	P M	3 25	P M
	12 35		173	.........Arbor Vitae....♁		2 55	
	1 15		181	...........Sayner.............		2 15	
	1 45		187	........Star Lake......♁		†1 45	
	P M			ARRIVE] [LEAVE		P M	

Equipment.—No. 2—Standard Sleeper Minocqua to Chicago. Coaches Minocqua to New Lisbon and New Lisbon to Chicago. Cafe Car serving supper. No. 3—Standard Sleeper Chicago to Minocqua. Coaches Chicago to New Lisbon and New Lisbon to Minocqua. Cafe Car serving breakfast and luncheon. Nos. 5 and 6—Coaches between New Lisbon and Tomahawk. No. 25—Standard Sleeper Chicago to Minocqua. Coaches Chicago to New Lisbon and New Lisbon to Minocqua. Cafe Car serving breakfast and luncheon. No. 26—Standard Sleeper Minocqua to Chicago. Coaches Minocqua to New Lisbon and New Lisbon to Chicago. Cafe Car serving supper. Branch Line Trains—Coaches.

39—PITTSVILLE-ARPIN.

307	305	303	Mls.	October 24, 1909.	306	308	310
A M	A M	A M		LEAVE] [ARRIVE	Noon	A M	Noon
a11 15	a6 10	b6 10	0	..Dexterville Junc.♁	12 04	6 39	12 04
11 30	6 25	6 25	4	..........Pittsville.......♁	11 50	a6 25	a11 50
A M	A M	7 20	9	..........Hansen..........	9 50	A M	A M
		7 45	11	..........Vesper...........	9 30		
		8 15	16	..........Arpin.............	b9 00		
		A M		ARRIVE] [LEAVE	A M		

40—STAR LAKE-BUSWELL.

No. 495	Mls	October 24, 1909.	No. 496
		LEAVE] [ARRIVE	
†2 15 P M	0	........Star Lake.........	1 00 P M
2 48 "	6	....White Sand Lake......	12 15 Noon
3 05 "	9	....Cutler Junction........	12 02 Noon
3 28 "	13	....Manitowish River......	11 25 A M
4 05 "	21	....Pappoose Junction.....	10 40 "
4 15 P M	22	...........Buswell...........	†10 30 A M
		ARRIVE] [LEAVE	

41—TOMAH-BABCOCK.

No. 103	Mls	October 24, 1909.	No. 108
†3 15 A M	0	lve....+Tomah♁...arr.	3 05 P M
3 45 "	7	....Valley Junction....♁	2 43 "
4 20 "	15	..........Mather.........♁	2 10 "
4 38 "	21	......Meadow Valley......	1 46 "
5 10 A M	30	arr....Babcock♁..lve.	†1 16 P M

42—BABCOCK-ROMADKA.

No. 303	No. 203	Mls	October 24, 1909.	No. 206	No. 306
b5 50 A M	a5 50 A M	0	lve.....Babcock♁..arr.	12 30 Noon	12 30 Noon
6 08 "	6 08 "	5½	.........Dexterville.....♁	12 12 "	12 12 "
6 10 A M	6 40 "	6	..Dexterville Junction..♁	12 05 Noon	b12 05 Noon
	6 55 "	10	..........Veedum...........	11 00 A M	
	7 35 "	22	..........Lindsey...........	10 10 "	
	8 15 "	28	............Lynn...........♁	9 35 "	
	8 45 A M	34	arr.....Romadka...lve.	a9 05 A M	

43—WABASHA DIVISION AND I. & M. DIVISION.

603	621	Mls	May 23, 1909.	602	608
A M	A M		LEAVE] [ARRIVE	P M	P M
†9 25	†6 15	0	+....Wabasha.....♁	6 00	10 30
10 00	6 48	11.8	..........Dumfries..........	5 10	9 50
10 15	7 01	16.7	..........McCracken.........	4 50	9 36
10 30	7 08	19.3	..........Theilman.......♁	4 32	9 28
10 45	7 15	22.3	............Lakey............	4 18	9 20
10 55	7 21	24.2	............Keegan...........	4 07	9 12
11 12	7 31	28.1	...........Millville..........	3 52	9 02
11 22	7 38	30.7	............Jarrett...........	3 37	8 53
11 40	7 46	33.3	..........Hammond..........	3 22	8 46
12 10	8 07	40.8	......Zumbro Falls....♁	2 50	8 22
12 50	8 37	51.2	..........Mazeppa.........♁	2 10	7 50
1 10	8 54	57.4	........Forest Mills........	1 40	7 30
1 50	9 00	59.0	arr. } + Zumbrota ♁ { lve.	1 30	7 25
2 00	9 00		lve. } { arr.	1 20	7 25
2 30	9 20	66.1	........Wanamingo..........	12 55	7 04
2 55	9 30	71.5	..........Bombay...........	12 30	6 52
3 15	9 40	76.5	..........Kenyon...........	12 15	6 40
3 40	9 48	80.1	..........Epsom............	11 45	6 29
4 00	9 58	85.4	..........Ruskin............	11 30	6 20
4 25	10 20	93.9	+.....Faribault..........	†11 10	†6 00
P M	A M		ARRIVE] [LEAVE	A M	P M

⅟ Meals. + Coupon stations; ♁ Telegraph stations. STANDARD—*Central time.*

*Daily; †daily, except Sunday; §Sunday only; *a* Mon., Wed., Fri.; *b* Tues., Thurs., Sat.

44—SUPERIOR DIVISION.

3	23	31	Mls.	*August* 29, 1909.	22	6	2		
P M	P M			LEAVE] [ARRIVE	P M	P M	A M		
*1000	*5 00		0	+...**Chicago**...♂	1 00	9 00	7 00		
12 01	5 00	A M	85	ar. **Milwaukee** lv.	†1100	*7 00	*4 50		
*12 15	†5 10	†7 20	85	lv + **Milwaukee** ♂ ar.	10 35	16 45	4 30		
- -	5 24	7 34	90	..North Avenue..	10 20	6 50	- -		
- -	5 33	7 40	93	.**North Milwaukee** ♂	10 11	6 22	- -		
- -	- -	- -	98	....Brown Deer....	- -	- -	- -		
- -	5 48	7 55	102	....Thiensville....	9 53	6 03	- -		
- -	5 57	8 03	107	....Cedarburg..♂	9 46	5 57	- -		
- -	6 02	8 07	109	.....Grafton.....	9 42	5 50	- -		
- -	6 10	8 15	113	.....Saukville...♂	9 35	5 45	- -		
- -	6 20	8 25	120	.....Fredonia.....	9 25	5 34	- -		
1 27	6 33	8 37	125	.. Random Lake ♂	9 15	5 26	3 08		
- -	6 43	8 45	130	.....Adell.....	9 05	5 16	- -		
- -	6 50	8 57	134	.....Waldo....♂	8 57	5 09	- -		
1 50	7 05	9 10	139	+..**Plymouth**..♂	8 48	5 00	2 40		
2 02	7 17	9 22	146	+.Elkhart Lake.♂	8 35	4 48	2 25		
2 15	7 27	9 32	152	.....Kiel.....♂	8 25	4 35	2 15		
- -	7 35	9 40	156	...New Holstein...	8 17	4 27	- -		
- -	7 45	9 48	161	.....Hayton.....	8 08	4 17	- -		
2 32	7 50	9 53	163	.....Chilton....♂	8 03	4 13	1 50		
2 50	8 05	10 05	170	..**Hilbert Junc**♂	7 50	4 00	1 35		
2 58	8 13	10 14	175	...**Forest Junc**..	7 38	3 48	- -		
- -	8 21	10 22	180	.....Askeaton.....	7 31	3 41	- -		
- -	8 28	10 29	183	.....Greenleaf...♂	7 25	3 35	- -		
- -	- -	10 37	188	.....Midway.....	- -	3 27	- -		
3 25	8 45	10 45	192	+...**De Pere**...♂	7 09	3 20	12 50		
- -	8 49	10 49	195	.....Wiswell.....	7 04	3 14	- -		
3 45	9 00	11 00	197	ar. } + **Green** { lv.	†7 00	3 10	12 40		
3 45	P M	11 00	197	lv. } **Bay** ♂ { ar.	A M	3 10	12 40		
- -	.....	11 10	197‡	Green Bay Shops♂	.....	2 65	- -		
- -	.....	11 18	202	.....Cormier.....	.....	2 43	- -		
- -		11 27	207	..... Tremble...♂	.....	2 36	- -		
- -		11 37	213	.....Sobieski.....	.....	2 26	- -		
- -		11 45	217	.....Abrams....♂	.....	2 17	- -		
- -		11 52	220	..**Oconto Junc**♂	.....	2 10	- -		
- -		11 57	222	.....Stiles.....	.....	2 04	- -		
- -		12 01	224	...**Stiles Junc**.♂	.....	2 00	11 44		
4 43		12 11	229	.....Lena.....♂	.....	1 50	11 37		
4 55		12 23	236	.....Coleman...♂	.....	1 37	11 23		
- -		12 27	238	.....Pound.....	.....	1 31	a11 20		
- -		12 33	241	.....Beaver.....	.....	1 26	a11 16		
5 20		‖1245	248	ar. } **Ellis** { lv.	.....	1 16	11 04		
5 20		1 05	248	lv. } **Junc**. ♂ { ar.	.....	‖1255	11 04		
- -		1 14	252	...Middle Inlet...	.....	12 47	- -		
5 42		1 25	258	...**Wausaukee**.♂	.....	12 35	10 58		
- -		1 37	265	....Cedarville	.....	12 23	- -		
6 02		1 45	268	.....Amberg ...♂	.....	12 15	10 17		
- -		1 52	273	...Beecher Lake...	.....	12 07	- -		
- -		- -	275	...Holmes Junc.♂	.....	- -	- -		
6 25		2 00	277	**Pembine Junc**♂	.....	11 58	10 02		
- -		2 10	284	...Arbutus, Wis...	.....	11 45	- -		
7 00		2 28	291	+.**Iron Mt.**, Mich.♂	.....	11 30	9 35		
- -		2 35	294	.Traders Junction.	.....	- -	- -		
- -		2 43	299	.... Merriman	.....	11 10	- -		
- -		2 46	300	...Granite Bluff...	.....	11 07	- -		
7 34		2 54	305	.....Randville...♂	.....	11 00	9 02		
7 50		3 07	312	.....Sagola.....♂	.....	10 47	8 48		
8 05		3 15	315	ar. } **Channing** ♂ { lv.	.....	10 40	8 40		
8 10		3 15	315	lv. }	.....	10 40	8 35		
- -		3 31	323	....Floodwood.....	.....	10 25	- -		
- -		3 37	327	....Witch Lake....	.....	10 20	b -		
- -		3 45	330	.....Witbeck.....	.....	10 15	b -		
8 56		4 00	337	+..**Republic**...♂	.....	10 00	7 57		
- -		- -	345	.....Wabik.....	.....	- -	- -		
9 15		x457	346	ar. + **Champion** ♂ lv.	.....	†9 40	*7 35		
10 05		4 55	357	...**Ishpeming**....	.....	8 50	6 50		
10 15		5 05	360	....**Negaunee**....	.....	8 40	6 35		
10 45		5 35	372	...**Marquette**....	.....	†8 00	*5 55		
†9 45		P M	531	.**Mackinaw City**.	.....	A M	†7 45		
*1032		6 30	378	.....**L'Anse**.....	.....	.....	5 40		
11 45		7 45	410	....**Houghton**....	.....	.....	4 30		
11 59		7 50	411	....**Hancock**....	.....	.....	4 15		
12 35	.....	8 35	424	.... **Calumet**....	.....	.....	*3 40		
Noon		P M		ARRIVE] [LEAVE			P M		

Equipment.—Nos. 2 and 3—Electric-Lighted Trains—Parlor Car Chicago to Milwaukee on No. 3. Standard Sleepers and Coaches between Chicago and Calumet (via Champion and D. S. S. & A. Ry.). Coaches between Champion and Marquette. Dining Car between Iron Mountain and Summit (D. S. S. & A. Ry.), serving breakfast northbound and supper southbound. Nos. 22 and 23—Coaches between Chicago and Milwaukee and Milwaukee and Green Bay. Nos. 31 and 6—Solid trains between Milwaukee and Marquette. Coaches Champion to Calumet (on No. 31), via D. S. S. & A. Ry.

Additional Trains—Leaves Milwaukee §8 30 a.m., arrives Elkhart Lake 11 00 a.m. Leaves Elkhart Lake §6 50 p.m., arrives Milwaukee 9 20 p.m.

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ‖ daily, except Monday; § Sunday only; a stops to leave passengers from Marinette, Menominee, Iron Mountain and points west; b stops on signal Sunday and Monday only to take on passengers; d stops to leave from or take for Milwaukee and beyond; f Saturday only; m Monday only; v stops on Saturday and Sunday only to let off passengers; x via Milwaukee Junction, Humboldt and D. S. S. & A. Ry.

45—CALUMET-MASS-ONTONAGON.

		193	803	Mls	*August* 29, 1909.	802	194		
			A M		LEAVE] [ARRIVE	P M	P M		
			*8 20	0	..... **Calumet**	8 16	1 30		
		P M	9 10	17	..... **Houghton**.....	7 25	12 40		
		†1 30	11 15	59	..... **Mass**..... ♂	5 25	11 10		
		1 43	- -	61	.. **Riddle Junction**..	- -	10 10		
		2 05	11 35	66	.....Rockland.....♂	5 05	9 55		
		2 32	- -	72	.....Wood Spur.....	- -	9 25		
		3 00	12 05	78	.....**Ontonagon**...♂	*4 35	†9 00		
		P M	Noon		ARRIVE] [LEAVE	P M	A M		

46—ELLIS JUNCTION-MENOMINEE.

	405	431	403	Mls	*August* 29, 1909.	404	406	402		
	P M	P M	A M		LEAVE] [ARRIVE	A M	P M	P M		
	*11 05	†1 15	*5 21	0	...**Ellis Junction**...	5 15	1 00	10 55		
	11 17	1 26	5 32		.....Loomis.....	5 03	12 47	10 37		
	11 29	1 38	5 45	12	.....Porterfield.....	4 51	12 35	10 25		
	11 34	1 43	5 50	14	....Bagley Junction...	4 47	12 30	10 20		
	11 50	1 55	6 05	20	+...**Marinette**.....	4 30	12 15	10 10		
	11 55	2 05	6 10	22	+...**Menominee**.....	*4 25	†12 10	*10 05		
	P M	P M	A M		ARRIVE] [LEAVE	A M	Noon	P M		

47—HILBERT JUNCTION-APPLETON.

	223	291	231	265	Mls	*August* 29, 1909.	222	206	268	202	
	P M	P M	A M	A M		LEAVE] [ARRIVE	A M	P M	P M	P M	
	†803	†4 00	†1005	†5 00	0	...**Hilbert Junc**. ♂	7 50	3 50	7 50	11 20	
	8 14	4 20	10 20	5 17	6	.....Sherwood.... ♂	7 37	3 25	7 00	11 00	
	8 36	4 55	10 51	5 50	16	arr. + **Menasha** ♂ lve.	7 21	3 00	6 25	10 29	
						arr... **Neenah** ♂ lve.					
	8 50	5 16	11 17	6 10	20	+...**Appleton**.....	†7 10	†2 40	†6 00	†1000	
	P M	P M	A M	A M		ARRIVE] [LEAVE	A M	P M	P M	P M	

48—OCONTO JUNCTION-OCONTO.

	333	331	365	Mls	*August* 29, 1909.	394	300	308		
	P M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M		
	†2 15	†11 52	†8 35	0	**Oconto Junction**.	8 20	11 45	2 10		
	2 45	12 20	9 05	11	+....**Oconto**.....	†7 50	†11 15	†1 45		
	P M	Noon	A M		ARRIVE] [LEAVE	A M	A M	P M		

49—CHANNING-HOUGHTON-CALUMET.

No. 193	No. 103	Mls	*August* 29, 1909.	No. 102	No. 194	
			LEAVE] [ARRIVE			
‡1000 P M	*1000 P M		.....**Chicago**.....	7 00 A M	†7 00 A M	
12 15 Night	12 15 Night	0	.....**Milwaukee**.....	4 30 A M	4 30 A M	
8 05 A M	8 05 A M	230	ar. } ...**Channing**. ♂ { lv.	8 40 P M	8 40 P M	
†8 55 »	8 20 »	230	lv. }	8 25 »	4 10 »	
9 15 »	8 38 »	238	.....**Kelso**.....	8 07 »	3 45 »	
9 20 »	- -	240	.....Ponca.....	- -	3 38 »	
9 45 »	8 58 »	246	.....**Balsam**.....	7 45 »	3 12 »	
10 15 »	9 08 »	251	.....**Amasa**.....♂	7 33 »	2 53 »	
10 51 »	- -	263	.....Parks Siding.....	- -	1 59 »	
11 09 »	- -	270	.....Tunis.....	- -	1 36 »	
11 40 »	10 12 »	277	ar. } .....**Sidnaw** ♂... { lv.	6 57 »	1 05 »	
11 40 A M	10 12 »	277	lv. }	6 57 »	1 05 P M	
12 15 Noon	- -	289	....**Frost Junction**....	- -	12 15 Noon	
12 55 Noon	- -	297	..... Pori.....	- -	11 43 A M	
1 04 P M	10 57 »	299	.....Hubbells Mill.....	5 47 »	11 35 »	
1 30 P M	11 10 A M	304	.....**Mass**.....♂	5 35 P M	‖11 10 A M	
.....	11 35 A M	321	.....**Winona**.....	5 05 P M	.....	
.....	11 44 A M	324	.....**Elm River**.....	4 55 P M	.....	
.....	12 22 Noon	340	.....**Atlantic**.....	4 19 P M	.....	
.....	12 40 Noon	345	.....**Houghton**.....	4 05 P M	.....	
.....	12 45 Noon	362	.....**Hancock**.....	3 50 P M	.....	
.....	1 30 P M	363	.....**Calumet**.....	*3 00 P M	.....	
			ARRIVE] [LEAVE			

NOTE.—Nos. 102 and 103, between Houghton and Mass, will stop only to take on or let off passengers to or from points on C. M. & St. P. Ry. south of Mass.

50—WAUSAUKEE-DUNBAR.

No. 505	No. 503	Mls	*August* 29, 1909.	No. 506	No. 502	
			LEAVE] [ARRIVE			
§6 10 P M	†6 50 A M	0	.....**Wausaukee**.....	10 30 A M	9 30 P M	
6 45 »	7 45 »	11	.....Athelstane.....	9 35 »	8 45 »	
7 15 P M	8 20 A M	18	...**Girard Junction**...	9 00 A M	§8 25 P M	
.....	10 15 A M		....**Coleman Lake**...	7 10 A M	.....	
.....	10 45 A M		.....**Dunbar**.....	†7 25 A M	.....	
			ARRIVE] [LEAVE			

51—CHANNING-CRYSTAL FALLS.

735	731	733	103	703	Mls	*August* 29, 1909.	700	706	732	702	102	
				P M		LEAVE] [ARRIVE		P M		A M		
	A M			*1000		.....**Chicago**.....		9 00		7 00		
	†7 20			12 15	0	.....**Milwaukee**.....		16 45		4 30		
P M	3 15	A M	A M	8 05	230	ar. } ...**Channing**. { lv.	A M	10 40	P M	8 40	P M	
*840	3 20	†1040	*8 20	8 38	230	lv. }	7 50	10 30	3 05	8 05	8 25	
8 00	3 45	11 05	8 38	8 55	238	.....**Kelso**.....	7 25	10 05	2 40	7 45	*807	
8 25	4 10	11 30	A M	9 30	245	...**Crystal Falls**...	*7 05	†9 40	†2 15	*7 20	P M	
P M	P M	A M		A M		ARRIVE] [LEAVE	A M	A M	P M	P M		

52—CHIPPEWA VALLEY DIVISION.

No. 5	No. 69	Mls	*May* 23, 1909.	No. 6	No. 72	
			LEAVE] [ARRIVE			
†1 15 P M	†4 00 A M	0	..+..**Wabasha**, Minn....	9 50 A M	3 30 P M	
1 20 »	4 05 »	1	.... Read's Junction....	9 45 »	- -	
1 29 »	4 15 »	4	.....Trevino, Wis....♂	9 35 »	3 10 »	
1 45 »	4 30 »	10	.....Savoy.....	9 20 »	2 56 »	
2 06 »	5 10 »	19	.....Durand .....♂	9 01 »	2 06 »	
2 22 »	5 50 »	25	.....**Red Cedar**.....♂	8 46 »	1 36 »	
2 38 »	6 12 »	30	.....Meridean.....	8 31 »	1 02 P M	
2 57 »	6 38 »	37	.....Caryville.....♂	8 11 »	12 39 Noon	
3 10 »	7 05 »	43	.....Porter's Mills.....	8 01 »	12 16 Noon	
3 19 »	7 17 »	47	.....Shawtown.....	7 53 »	11 57 A M	
3 29 »	8 00 »	48	+.... **Eau Claire**....♂	7 47 »	11 50 »	
3 36 »	8 20 »	50	.....Magenta.....	7 36 »	11 11 »	
3 41 »	8 32 »	52	.....Dells Mills.....	7 29 »	10 57 »	
3 53 »	8 55 »	57	.....Badger Mills.....	7 18 »	10 38 »	
4 15 P M	9 30 A M	63	+. **Chippewa Falls** .♂	†7 00 A M	†10 05 A M	
			ARRIVE] [LEAVE			

‖ Meals. + Coupon stations. ♂ Telegraph stations.

53—RED CEDAR-MENOMONIE.

	No. 101	Mls	*May* 23, 1909.	No. 102		
			LEAVE] [ARRIVE			
	†2 52 P M	0	.....**Red Cedar**.....	8 30 A M		
	2 49 »	3	.....Dunnville.....	8 10 »		
	3 13 »	8	.....Downsville.....	7 45 »		
	3 45 P M	17	.....**Menomonie**.....	†7 10 A M		
			ARRIVE] [LEAVE			

For Alphabetical Index of Stations, see pages 561-563

54—RACINE & SOUTH-WESTERN DIVISION.

27	23	9	35	Ms	December 5, 1909.	28	30	10	36
P M	P M	A M	A M		LEAVE / ARRIVE	A M	A M	P M	P M
*5 00	‡3 00	‡1130	‡8 00	...	+.....Chicago.....	8 55	9 35	3 55	9 00
*4 00	‡3 35	‡1201	‡9 00	...	lve. + Milwaukee. arr.	a9 05	9 05	3 20	8 40
*5 55	‡3 50	‡1220	‡8 55	0	lve...+Racine ♂..arr.	8 35	8 35	2 55	8 20
*6 35	‡4 25	‡1 05	‡9 45	7	lve...Corliss ♂...arr.	7 25	8 05	2 20	7 30
6 40	— —	— —	9 50	10	.....Sylvania.....	7 18	— —	— —	7 23
6 56	4 38	1 17	10 00	15	.....Union Grove...♂	7 07	7 50	2 05	7 15
7 07	4 43	1 23	10 06	18	.....Kansasville...♂	7 00	7 44	1 58	7 07
7 12	— —	— —	10 12	21	.....Dover.....	6 53	— —	— —	7 00
7 26	4 58	1 41	10 26	27	+....Burlington....♂	6 39	7 26	1 41	6 48
7 34	5 04	1 51	10 33	31	.....Lyons.....♂	e6 30	7 20	1 32	6 38
7 40	5 09	1 57	10 39	34	.....Springfield...♂	e6 25	7 16	1 27	6 33
7 55	5 23	2 10	10 53	41	+.....Elkhorn.....♂	*6 10	7 03	1 15	6 19
P M	5 34	2 23	11 05	46	+.....Delavan.....♂	A M	6 51	1 02	6 07
	5 42	2 31	11 14	50	.....Darien.....♂		6 41	12 51	5 56
	5 50	2 39	11 19	53	.....Bardwell.....♂		— —	12 45	5 50
	5 54	— —	11 22	54	.....Allen's Grove.....		6 35	— —	5 40
	6 05	2 48	11 31	59	...Clinton Junction.♂		6 28	12 34	5 29
	— —	— —	11 39	64	.....Porter's.....		— —	— —	5 17
	6 30	3 12	11 54	69	+.....Beloit.....♂		‡6 10	12 15	5 06
	P M	3 21	12 10	72	.....Rockton.....♂		A M	12 03	4 58
		3 33	12 22	79	.....Shirland.....♂			11 45	4 39
		3 44	12 34	85	.....Durand.....♂			11 30	4 29
		3 54	12 43	90	.....Davis.....♂			11 21	4 21
		4 00	12 48	93	.....Rock City.....			11 14	4 16
	53	4 10	12 55	96	.....Dakotah.....♂	54		11 07	4 10
	A M	4 30	1 10	104	ar. } + Freeport ♂ { lv.	P M		10 51	‡3 55
	‡7 45	4 30	P M	104	lv. } { ar.	8 00		10 51	P M
	8 01	4 46		111	.....Florence.....♂	7 46		10 34	
	8 14	4 58		117	+.....Shannon.....♂	7 35		10 22	
	8 20	5 05		120	.....Kittredge.....♂	7 30		10 15	
	8 27	5 12		123	+.....Lanark.....♂	7 23		10 08	
	8 40	5 25		131	+....Mt. Carroll.....♂	7 07		9 53	
	9 00	5 45		141	+....Savanna.....♂	‡6 45		‡9 30	
	A M	P M			ARRIVE / LEAVE	P M		A M	

Equipment.—Nos. 9 and 10—Coaches between Milwaukee and Moline, via Sabula, Davenport and Rock Island. Nos. 23 and 30—Coaches between Milwaukee and Beloit. Nos. 27 and 28—Coaches between Corliss and Elkhorn. Nos. 35 and 36—Coaches between Racine and Freeport. Nos. 53 and 54—Coaches between Freeport and Clinton, via Savanna.

58—DUBUQUE DIVISION.

1	9	25	3	Ms	October 3, 1909.	8	10	4	32
P M	P M		P M		LEAVE / ARRIVE	A M	P M	P M	
*5 15	‡1 30	A M	‡10 10		+.....Chicago.....♂	8 45	1 15	10 25	
‡3 30	‡3 30	‡6 55	‡10 35		lv. + Rock Island ♂ ar.		11 50	8 55	
‡3 15	‡3 15	‡7 10	‡10 10		lve. + Davenport ♂ arr.		12 05	8 40	P M
*9 00	‡6 00	‡9 25	‡4 50	0	lve..+Savanna ♂..arr.	4 50	9 10	8 15	10 40
9 08	6 20	9 35	5 00	3	.....Sabula ♂..arr.	4 40	9 00	8 05	10 30
— —	6 50	10 00	5 20	15	.....Green Island...♂	4 23	8 43	5 45	10 10
8 43	7 09	10 16	5 44	24	+.....Bellevue.....♂	4 07	8 29	5 28	9 53
— —	7 25	10 33	6 04	33	....Gordons Ferry..♂	— —	8 11	5 08	— —
10 30	7 50	‡1100	‡6 35	47	arr..+Dubuque ♂.lve.	3 15	7 45	4 40	9 00
10 45	8 00	12 01	7 15	47	lve....Dubuque...arr.	3 05	7 32	4 32	8 43
10 58	8 10	12 11	7 25	48	....Dubuque Shop..♂	2 58	‡7 25	4 25	8 33
— —	P M	12 32	— —	59	....Specht's Ferry ..♂	— —	A M	c —	8 05
— —		— —	— —	66	.....Cameron.....	— —		— —	— —
— —		12 45	— —	67	.....Wauperton.....	— —		— —	7 52
— —		12 53	8 02	70	.....Buena Vista...♂	— —		3 42	7 44
11 49		1 02	8 12	75	....Turkey River..♂	— —		3 33	7 34
12 06		1 15	8 25	81	+....Guttenburg....♂	1 49		3 19	7 15
— —		1 34	8 42	91	.....Clayton.....♂	— —		3 00	6 55
12 50		1 54	8 58	100	arr. + McGregor ♂.lve.	1 10		2 42	6 37
1 00		2 00	9 03	101	ar. + No. McGregor ♂..lv.	*1 00		2 35	6 30
9 25			6 30	311	arr..+St. Paul ♂..lve.	4 00			
9 35			6 40	315	arr. + Minneapolis ♂ lve.	*3 50			
A M			P M		(Via I. & M. Div.)	P M			
		2 30	9 10	101	lve. North McGregor. arr.			2 15	‡6 05
		2 38	— —	104	.....Yellow River.....			— —	5 58
		2 48	9 25	109	....Waukon Junc..♂			1 58	5 50
		2 58	9 32	113	....Harper's Ferry..♂			1 49	5 38
		3 13	— —	121	.....Heytman's.....			— —	5 22
		3 30	9 56	128	+.....Lansing.....♂			1 22	5 07
		3 56	10 18	139	.....New Albin.....♂			12 58	4 41
		4 23	10 34	147	.....Reno.....♂			12 43	4 23
		4 35	10 48	154	.....Brownsville.....♂			12 29	4 08
		4 52	11 05	164	.....La Crescent.....♂	16		12 11	3 50
		— —	11 15	167	...North La Crosse..♂	A M		— —	3 37
		5 05	11 20	168	arr. + La Crosse ♂.lve.	11 50		‡1155	‡3 30
		9 30	2 30	293	arr..+St. Paul ♂..lve.	7 45		8 45	P M
		10 10	3 15	303	arr. + Minneapolis ♂.lve.	*7 10		‡8 00	
		P M	P M		(Via River Div.)	A M		A M	

55—ELKHORN-EAGLE.

No. 206	No. 220	Ms	December 5, 1909.	No. 221	No. 201
‡4 15 P M	‡7 05 A M	0	lve..... Elkhorn....arr.	10 15 A M	7 15 P M
4 33 "	7 20 "	6	..... Peck's Station	9 56 "	8 50 "
4 40 "	7 28 "	8	.....Mayhews.....	9 48 "	6 42 "
4 47 "	7 39 "	11	..... Troy Center	9 37 "	6 32 "
5 05 P M	8 00 A M	17	arr.....Eagle.....lve.	‡9 15 A M	‡6 10 P M

56—DAVIS JUNCTION-ROCKFORD-JANESVILLE.

Dec. 5, 1909.	Ms	128	10	110	124	36	116	140	120	130
LEAVE		A M		A M	P M		P M		P M	A M
Davis Junc...♂	0	‡6 35	.....	‡1105	‡3 52	.....	‡7 20	P M	*8 01	‡1105
Rockford ....♂	12	9 00	.....	11 27	4 17	.....	7 40	*7 45	8 20	11 25
Ruby	16	9 09	.....	— —	4 24	.....	P M	— —	— —	A M
Genet	18	9 13	.....	— —	4 28	.....		— —	— —	.....
Latham Park....	20	9 17	.....	— —	4 32	.....		— —	8 36	.....
Roscoe	23	9 23	Noon	— —	4 38	P M	.....	— —	— —	.....
Rockton, Ill...♂	27	9 30	‡1203	12 15	4 50	‡4 58	.....	8 10	8 50	.....
Beloit, Wis....♂	30	9 38	12 15	12 25	4 58	5 06	.....	8 18	8 55	.....
Riton.....	37	9 56	Noon	— —	5 10	P M	.....	— —	P M	.....
Afton.....	40	10 01	.....	12 41	5 14	.....	.....	— —	.....	.....
Janesville....♂	45	10 15	.....	12 55	5 28	.....	.....	8 45	.....	.....
ARRIVE		A M	.....	P M	P M			P M	.....	.....

STATIONS.	117	143	115	105	121	35	9	101	131
LEAVE	.....	A M	.....	A M	A M	.....	.....	P M	.....
Janesville	.....	*7 20	.....	‡9 00	‡1115	.....	.....	‡5 30	.....
Afton.....	.....	— —	.....	9 13	11 24	.....	.....	5 40	.....
Riton	A M	— —	.....	9 18	11 28	A M	P M	5 46	.....
Beloit, Wis.....	‡5 00	7 49	.....	9 38	11 46	‡1154	‡3 12	6 03	.....
Rockton, Ill....	5 06	7 55	.....	9 47	12 10	12 03	3 21	6 09	.....
Roscoe	5 13	— —	.....	9 57	12 18	Noon	P M	— —	.....
Latham Park....	5 18	— —	.....	10 04	12 25	.....	.....	— —	.....
Genet	— —	— —	.....	10 10	12 29	.....	.....	— —	.....
Ruby	— —	— —	A M	10 14	12 32	.....	.....	— —	P M
Rockford	5 35	8 20	‡7 50	10 22	2 55	.....	.....	6 40	‡5 00
Davis Junc.....	5 55	A M	8 10	10 45	3 15	.....	.....	7 00	3 20
ARRIVE	A M	.....	A M	A M	P M	.....	.....	P M	P M

♂ Stops to take passengers for points on Chicago and Milwaukee Division between Corliss and Rondout only.

+ Coupon stations.

♂ Telegraph stations.

Nos. 140 and 143—Standard Sleeper between Rockford and St. Paul-Minneapolis.

57—RACINE-CORLISS.

LEAVE	Ms	A M	A M	A M	A M	Noon	P M	P M	P M	P M
Racine.....♂	0	‡6 25	*7 35	‡8 55	*1025	‡1220	‡1 50	*3 50	*5 55	*7 10
Racine Junc..♂	2	6 35	7 45	9 05	10 35	12 30	2 00	3 58	6 06	7 17
Gatliff.....	5	6 42	7 52	9 12	10 42	12 37	2 07	4 07	6 12	7 23
Corliss.....♂	7	6 50	8 00	9 20	10 50	12 45	2 15	4 15	6 20	7 30
ARRIVE		A M	A M	A M	A M	Noon	P M	P M	P M	P M

LEAVE	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M
Corliss.....	‡6 55	*8 10	*1055	‡12 55	‡2 30	*4 35	*6 30	‡7 40	‡8 01	§8 01
Gatliff.....	7 02	8 17	11 02	1 02	2 37	4 42	6 38	7 47	— —	8 08
Racine Junction.	7 10	8 25	11 10	1 10	2 45	4 50	6 46	7 53	8 14	8 14
Racine.....	7 20	8 35	11 20	1 20	2 55	5 00	6 56	8 00	8 20	8 20
ARRIVE	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M

* Daily; † daily, except Sunday; ‡ daily, except Saturday; § Sunday only; *a* arrives 9 50 a.m. Sundays; *c* stops to take on passengers for points beyond Sabula; *h* Saturday only. ‖ Meals. *Central time.*

59—RENO-PRESTON-ISINOURS.

410	422	471	425	Ms.	October 3, 1909.	404	474	423	409	401
		A M	P M		LEAVE / ARRIVE	A M	A M			
		‡4 30	‡4 35	0	.....Reno.....♂	10 28	11 40			
		4 55	4 53	5	.....Freeburg.....	10 13	11 23			
		— —	— —	11	.....Egbert.....	— —	— —			
		6 55	5 25	14	.....Caledonia.....♂	9 51	10 45			
		7 20	6 41	21	...Willington Grove...	9 34	10 10			
		8 00	5 50	24	.....Spring Grove...♂	9 28	9 51			
		8 25	6 03	29	.....Newhouse.....♂	9 15	9 05			
		9 10	6 18	33	.....Mabel.....♂	9 05	8 50			
		9 50	6 38	38	.....Prosper.....♂	8 50	8 11			
		10 10	6 48	42	.....Canton.....♂	8 40	7 52			
		10 55	6 55	47	.....Harmony.....♂	8 28	7 35			
P M	Noon	11 40	7 26	58	arr....Preston ♂..lve.	‡8 00	‡7 00	P M	P M	P M
§10 10	‡1230	A M	8 35	58	lve....Preston....arr.	A M	A M	2 15	10 40	11 15
10 35	12 50	.....	9 55	64	.....Isinours.....			‡1 60	‖1020	‖1060
P M	Noon	.....	P M		ARRIVE / LEAVE			P M	P M	P M

60—WAUKON JUNCTION-WAUKON.

331	325	303	Ms	October 3, 1909.	304	326	332
P M	P M	A M		LEAVE / ARRIVE	A M	P M	P M
‡6 05	‡3 00	‡9 35	0	..Waukon Jn.♂	8 30	1 25	5 40
6 30	3 30	10 00	9	...Waterville..♂	8 08	12 50	5 18
6 47	— —	10 13	15	.....Rossville.....	7 55	— —	5 05
7 20	4 20	10 35	23	+..Waukon..♂	‡7 35	‡1205	‡445
P M	P M	A M		ARRIVE / LEAVE	A M	Noon	P M

61—BELLEVUE-CASCADE.

109	103	Ms	October 3, 1909.	110	104
P M	A M		LEAVE / ARRIVE	A M	P M
‡7 00	‡9 40	0	+.....Bellevue.....♂	8 25	5 40
7 40	10 45	11	.....La Motte.....♂	7 50	4 20
7 55	11 10	16	.....Zwingle.....♂	7 37	3 40
8 17	11 35	22	+. Washington Mills ...	7 20	2 50
8 50	11 59	25	.....Bernard.....♂	7 10	2 30
8 48	12 15	30	.....Fillmore.....	6 56	2 05
9 10	12 45	36	.....Cascade.....♂	‡6 40	‡1 40
P M	Noon		ARRIVE / LEAVE	A M	P M

62—DUBUQUE-WEST UNION.

No. 203	M	October 3, 1909.	No. 232
‡7 15 A M	..	lve....Dubuque ♂.arr.	8 45 P M
8 12 A M	0	lve. Turkey River ♂ arr.	7 34 P M
8 35 "	2	..... Millville	5 55 "
9 10 "	8	.....Osterdock.....♂	5 28 "
9 50 "	14	.....Garber.....♂	4 52 "
10 20 "	23	.....Littleport.....♂	4 20 "
10 34 "	27	.....Mederville .....♂	4 00 "
10 46 "	30	..... Osborne	3 48 "
11 25 "	36	.....Volga City.....♂	3 30 "
11 50 A M	44	.....Wadena.....♂	2 52 "
12 10 Noon	50	.....Lima	2 35 "
12 35 Noon	58	ar. + West Union ♂.lv.	‡2 15 P M

Equipment.—No. 1—Buffet Sleeper Chicago to Rapid City, via I. & D. Div. Standard Sleeper Chicago, via I. & M. Div., to Minneapolis (from Chicago, 5 15 p.m.). Coaches Chicago, via I. & D. Div., to Chamberlain (from Chicago 5 15 p.m.). No. 3—Standard Sleeper Chicago to Dubuque. Coaches Savanna to Sanborn, and North McGregor to La Crosse. No. 4—Standard Sleeper Dubuque to Chicago (may be occupied after 9 00 p.m. except Sunday nights). Standard Sleepers Minneapolis, via I. & D. Div., to Chicago. Buffet Sleeper Rapid City, via I. & D. Div., to Chicago. Coaches Chamberlain to Chicago, Nos. 9 and 10—Coaches between Dubuque and Rock Island, via Savanna and east side of river.

For Alphabetical Index of Stations, see pages 661-663.

63—SIOUX CITY & DAKOTA DIVISION.

3	33	5	1	Mls	October 3, 1909.	No. 4	No. 6	32
P M	....	....	P M	....	LEAVE] [ARRIVE	....	....	....
*10 10	....	....	*7 00	0	+.....Chicago......♁	10 25 P M	8 00 A M	....
1 00	....	A M	5 15	427	arr.....Manilla....lve.	9 39 A M	8 26 P M	....
†1 20	....	*6 40	*5 25	0	lve.....Manilla ♁...arr.	†9 25 A M	8 10 P M	....
1 50	....	7 15	5 55	14	.........Arion........♁	8 57 »	7 36 »	....
2 14	....	– –	6 20	26	......Charter Oak.....♁	8 30 »	7 10 »	....
2 46	....	7 55	6 55	42	+....Mapleton.....♁	7 55 »	6 37 »	....
3 06	....	– –	7 15	53	........Rodney.......♁	7 34 »	6 16 »	....
3 14	....	– –	7 25	57	......Grant Centre.....♁	7 25 »	6 08 »	....
3 27	....	– –	7 42	65	.........Hornick.......♁	7 11 »	5 55 »	....
3 46	....	– –	8 05	75	.........Luton.........♁	6 53 »	5 38 »	....
3 57	....	– –	8 20	82	.......Glen Ellen.......	6 40 »	5 27 »	....
4 20	P M	9 05	8 40	90	arr. } + Sioux City ♁ { lve.	†6 25 »	5 10 »	A M
6 45	†5 25	9 15	8 55	90	lve. } { arr.	¶6 10 »	4 10 »	11 05
7 33	6 10	9 55	10 10	111	+.....Elk Point.....♁	5 26 »	3 20 »	10 20
8 05	6 43	A M	10 45	126	+.....Vermillion.....♁	4 55 »	2 52 »	9 12
8 21	7 00	....	11 05	134	........Meckling.......♁	4 38 »	2 36 »	8 55
8 35	7 15	....	11 20	140	........Gayville.......♁	4 25 »	2 20 »	8 41
9 00	7 40	....	11 55	151	+.....Yankton......♁	4 00 »	1 55 »	†8 15
9 13	P M	....	12 07	157	..........Napa..........	3 47 »	1 42 P M	A M
10 00	....	....	1 06	180	+.....Scotland.....♁	3 02 »	12 55 Noon	....
10 30	....	....	1 37	194	..........Tripp........♁	2 32 A M	*12 25 Noon	....
....	....	....	†2 40	214	+......Armour......♁	....	11 14 A M	....
....	....	....	†3 30	223	arr....Stickney....lve.	....	†10 25 A M	....
10 57	....	....	*2 05	206	........Parkston.......♁	2 07 A M	11 59 A M	....
11 20	....	....	2 35	216	.........Ethan.........♁	1 45 »	11 35 »	....
11 45	....	....	3 05	228	+.....Mitchell.......♁	¶1 20 A M	*11 10 A M	....
P M	....	....	P M	....	ARRIVE] [LEAVE	....	....	....

64—SIOUX CITY-SIOUX FALLS-EGAN-MADISON.

99	97	103	131	101	Mls	October 3, 1909.	No. 106	98	132	28
....	....	†5 25	....	*9 15	0	lve. + Sioux City ♁ arr.	*4 45 P M		11 05	....
....	....	†1 55	....	†8 15	0	lve.. + Yankton ♁...arr.	†7 40 P M		11 55	....
....	....	†6 25	....	*10 05	21	lve.. + Elk Point ♁ .arr.	*4 00 P M		9 25	....
....	....	6 55	....	10 35	33	..........Akron........♁	3 29 »		8 58	....
....	....	7 10	....	10 50	40	.......Chatsworth.....♁	3 11 »		8 42	....
....	....	7 25	....	11 05	46	+....Hawarden....♁	2 54 P M		8 30	....
....	....	7 27	....	11 07	47	.........Calliope.......♁	2 50		8 25	....
....	....	7 50	....	11 30	55	..........Hudson.......♁	2 33	98	8 08	....
....	P M	8 20	A M	11 59	68	...........Beloit........♁	2 04	A M	7 39	P M
....	*2 10	8 35	†5 50	12 15	71	+..... Canton .....♁	2 00	11 55	7 35	8 00
....	2 55	9 25	6 35	1 15	91	arr. } + Sioux Falls ♁ { lve.	12 55	*11 15	6 50	7 15
....	P M	9 25	10 00	1 45	91	lve. } { arr.	11 10	A M	6 50	5 40
....	....	9 40	10 15	2 00	98	arr..... Renner....lve.	*10 55		6 31	5 25
....	....	10 10	10 43	....	110	+....Dell Rapids....♁	....	....	6 02	2 55
....	....	10 27	10 58	....	117	...........Trent........♁	....	98	5 46	2 38
A M	....	10 45	11 15	....	125	arr...... Egan ♁ ...lve.	....	P M	†5 30	†2 20
†7 10	....	P M	A M	*2 00	98	lve.....Renner....arr.	10 55	4 30	A M	P M
8 40	....	....	....	2 45	121	.........Saranac.........	10 05	1 50	....	....
9 30	....	....	....	3 10	132	........Madison.......	*9 40	†1 00	....	....
A M	....	....	....	P M	....	ARRIVE] [LEAVE	A M	P M	....	....

65—YANKTON-PLATTE.

....	No. 283	No. 301	Mls	October 3, 1909.	No. 306	No. 282	....
....	†7 30 A M	†2 20 P M	0	lve..Yankton ♁ arr.	11 10 A M	10 30 P M	....
....	8 00 »	2 35 »	6	........Napa.......	10 55 »	10 00 »	....
....	8 45 »	3 00 »	17	.......Tabor......♁	10 30 »	9 10 »	....
....	10 15 »	3 35 »	27	......Tyndall....♁	10 05 »	8 15 »	....
....	11 05 A M	4 05 »	39	.........Avon......♁	9 26 »	7 20 »	....
....	12 10 Noon	4 40 »	52	.......Wagner....♁	8 50 »	6 15 »	....
....	2 07 P M	5 37 »	77	.......Geddes.....♁	7 55 »	4 15 »	....
....	3 00 P M	6 05 P M	88	arr...Platte ♁..lve.	†7 30 A M	†3 30 P M	....

66—DES MOINES DIVISION.

No. 35	No. 33	Mls	September 19, 1909.	Mls	No. 34	No. 36
†4 30 P M	†8 40 A M	0	lve. + Des Moines ♁ arr.	158	1 20 P M	7 45 P M
4 48 »	8 58 »	7	..........Clive........♁	151	1 00 P M	7 28 »
5 07 »	9 17 »	15	+......Waukee......♁	143	12 43 Noon	7 12 »
5 23 »	9 35 »	22	+.........Adel.........♁	136	12 25 »	6 56 »
5 34 »	9 47 »	28	.........Kennedy.........	130	12 14 »	6 44 »
5 43 »	9 58 »	32	+.......Redfield.......♁	126	12 05 Noon	6 35 »
5 55 »	10 14 »	38	+........Linden........♁	120	11 53 A M	6 23 »
6 10 »	10 28 »	44	+........Panora........♁	114	11 40 »	6 10 »
6 22 »	10 45 »	49	+..........Yale..........♁	109	11 26 »	5 59 »
6 37 »	10 55 »	54	arr.....Herndon ♁...lve.	104	11 15 »	5 49 »
6 37 »	11 15 »	54	lve....Herndon.....arr.	104	10 45 »	5 49 »
6 48 »	11 25 »	59	..........Cooper........♁	99	10 35 »	5 38 »
7 04 »	11 41 »	67	+......Jefferson.....♁	91	10 16 »	5 22 »
7 17 »	11 53 A M	72	.... Farlin	86	10 02 »	5 10 »
7 31 »	12 05 Noon	79	+.......Churdan.......♁	79	9 50 »	4 57 »
7 50 »	12 22 »	87	+......Lohrville......♁	71	9 30 »	4 39 »
8 00 »	12 30 »	93	.... Rands	65	9 20 »	4 30 »
8 10 P M	§12 40 Noon	97	arr.. + Rockwell City ♁ .lve.	61	9 10 »	†4 20 P M
....	1 15 P M	104	..........Jolley........♁	54	8 40 »	....
....	1 33 »	114	+.........Fonda........♁	44	8 22 »	....
....	1 45 »	120	..........Varina........♁	38	8 10 »	....
....	2 14 »	134	........Marathon.......♁	24	7 41 »	....
....	3 00 P M	158	arr...+ Spencer ♁...lve.	0	†6 55 A M	....
....	3 55 P M	179	arr...Spirit Lake...lve.	....	†5 40 A M	....

67—DES MOINES-BOONE.

139	137	141	131	161	Mls	Sept. 19, 1909.	162	132	144	138	140
P M	P M	A M	A M	Night	....	LEAVE] [ARRIVE	A M	A M	P M	P M	Night
*9 25	†4 05	†11 00	†7 15	*12 45	0	+ Des Moines ♁	4 25	11 00	1 40	8 05	12 05
9 45	4 25	11 17	7 32	1 10	7	......Clive....♁	3 57	10 43	1 20	7 47	11 46
– –	4 32	– –	7 39	– –	10	.......Rider......	– –	10 35	– –	7 40	– –
10 00	4 40	11 29	7 46	– –	14	......Grimes ...♁	3 42	10 28	1 00	7 34	– –
– –	4 47	– –	7 53	– –	17	.....Ingersoll......	– –	10 21	– –	7 27	– –
10 13	4 53	11 40	7 59	– –	19	.....Granger...♁	3 27	10 16	12 42	7 21	– –
10 23	5 03	11 49	8 07	– –	23	...High Bridge.♁	3 15	10 07	12 30	7 12	11 10
10 40	5 20	12 05	8 20	2 00	27	ar. + Madrid ♁ lv.	*2 55	9 55	†12 15	7 00	*10 55
P M	5 35	Noon	8 35	A M	34	......Luther ...♁	A M	9 30	Noon	6 35	P M
.....	5 47	.....	8 45	.....	38	.....Grayson.....	.....	9 20	.....	6 25	.....
.....	6 00	.....	8 55	.....	42	+....Boone...♁	.....	†9 10	.....	†6 15	.....
.....	P M	.....	A M	.....	....	ARRIVE] [LEAVE	.....	A M	.....	P M	.....

68—DES MOINES-SIOUX CITY-OMAHA.

....	No. 7	No. 3	November 7, 1909.	No. 4	No. 6	....
....	*12 45 Night	†8 40 A M	lve...Des Moines..arr.	1 20 P M	12 05 Night	....
....	....	11 15 A M	lve.....Herndon....lve.	11 15 A M	....	....
....	2 26 A M	....	lve......Madrid.....lve.	....	10 55 P M	....
....	8 40 A M	4 20 P M	arr....Sioux City...lve.	6 25 A M	5 10 P M	....
....	9 30 A M	3 25 P M	arr......Omaha.....lve.	†7 00 A M	*6 00 P M	....

69—ROCKWELL CITY-STORM LAKE.

No. 235	No. 233	Mls	September 19, 1909.	No. 234	No. 236	....
†4 30 P M	†8 40 A M	....	lve. + Des Moines ♁ .arr.	1 20 P M	7 45 P M	....
8 10 »	12 40 Noon	....	ar.. + Rockwell City .lv.	9 10 A M	4 20 »	....
8 20 »	1 00 P M	0	lv..Rockwell City ♁ .ar.	8 55 »	4 10 »	....
8 32 »	1 12 »	6	.........Lavinia.......♁	8 40 »	3 55 »	....
8 45 »	1 25 »	12	..........Lytton........♁	8 27 »	3 42 »	....
8 59 »	1 39 »	19	+......Sac City......♁	8 13 »	3 28 »	....
9 18 »	1 58 »	27	.........Nemaha......♁	7 53 »	3 08 »	....
9 28 »	2 09 »	33	..........Juniata.........	7 43 »	2 58 »	....
9 45 P M	2 25 P M	38	arr...Storm Lake ♁ .lve.	†7 30 A M	†2 45 P M	....

* Daily; † daily, except Sunday; § Sunday only. + Coupon stations; ♁ Telegraph stations.

EQUIPMENT.—Nos. 1 and 6—Standard Sleepers between Chicago and Sioux Falls, via Sioux City. Coaches between Manilla and Bristol and between Sioux City, Mitchell and Aberdeen. Dining Car between Manilla and Lesterville, serving breakfast and dinner northbound and dinner and supper southbound. Nos. 3, 4 and 32—Coaches between Manilla and Mitchell. Nos. 101 and 106—Standard Sleepers between Chicago and Sioux Falls, via Sioux City. Coaches between Manilla and Bristol. Nos. 103 and 132—Coaches between Elk Point and Egan. Nos. 28 and 131—Coaches between Canton and Egan (to and from Mitchell, via I. and D. Nos. 35 and 30).

70—MINERAL POINT DIVISION.

Equipment.—Nos. 7 and 8—Parlor Cars and Coaches between Chicago and Janesville. Coaches between Milwaukee and Platteville and between Milwaukee and Mineral Point. Nos. 6 and 21—Buffet Parlor Cars and Coaches between Chicago and Janesville. Coaches between Milwaukee and Mineral Point.

43	7	21	Mls	October 3, 1909.	8	6
A M	P M	A M	....	LEAVE] [ARRIVE	P M	P M
§7 25	†4 20	†7 35	0	+......Chicago......♁	1 06	8 20
10 35	7 12	10 25	99	arr. + Janesville ♁ lve.	†10 35	a5 22
§7 45	†4 30	†7 45	0	lve..Milwaukee...arr.	12 55	7 40
10 10	6 58	10 10	71	arr...Janesville...lve.	†10 25	*4 45
§10 38	†7 20	†10 38	0	lve...Janesville ♁ arr.	10 15	4 35
10 56	7 36	10 56	8	......Hanover.......	9 57	4 18
11 05	7 45	11 05	12	.......Orfordville....♁	9 48	4 05
11 20	7 58	11 20	19	+....Brodhead....♁	9 35	3 50
11 34	8 08	11 34	25	..........Juda.......♁	9 22	3 30
11 54	8 30	11 54	34	+.....Monroe .....♁	9 07	3 12
12 14	8 48	12 14	42	......Browntown....♁	8 47	2 50
12 18	8 53	12 18	44	..........Dill........♁	8 41	2 45
12 26	8 59	12 26	47	.....South Wayne.....	8 33	2 38
12 45	9 24	12 45	57	........Gratiot.......♁	8 12	2 19
1 08	9 44	1 08	66	+....Darlington.....♁	7 52	1 54
1 38	9 50	1 36	72	......Calamine .....♁	7 36	1 40
1 45	10 10	1 45	78	...Highland Junc....	7 24	1 27
1 55	10 20	1 55	82	+. Mineral Point . ♁	†7 15	*1 20
P M	P M	P M	....	ARRIVE] [LEAVE	A M	P M

a Sunday leaves Janesville 5 30 p.m., arrives Chicago 8 55 p.m.

71—GRATIOT-WARREN.

....	No. 365	Mls	October 3, 1909.	No. 392	....	....
....	†9 05 A M	0	lve...Gratiot, Wis ♁ .arr.	10 40 A M	....	....
....	9 40 A M	7	arr....Warren, Ill ♁ ..lve.	†10 15 A M	....	....

72—BRODHEAD-NEW GLARUS.

....	207	221	265	Mls	October 3, 1909.	208	206	266	....	....
....	P M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	....	....
....	†8 00	†11 45	†6 50	0	+....Brodhead....♁	9 25	3 40	9 55	....	....
....	8 15	12 15	7 20	7	.........Albany......♁	9 10	3 00	9 35	....	....
....	8 34	12 45	7 45	16	.....Monticello....♁	8 50	2 25	9 15	....	....
....	8 46	1 30	8 20	23	.....New Glarus...♁	†8 35	†1 50	†9 00	....	....
....	P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	....	....

73—CALAMINE-PLATTEVILLE.

....	....	507	591	521	565	M	Oct. 3, 1909.	508	506	566	592	....	....
....	....	P M	P M	P M	A M	..	LVE.] [ARR.	A M	P M	P M	P M	....	....
....	....	†10 00	†6 15	*1 45	†8 05	0	.Calamine ♁	7 35	1 35	4 46	9 00	....	....
....	....	10 20	6 50	2 07	8 35	10	...Belmont...	7 10	1 10	4 00	8 20	....	....
....	....	10 40	8 30	2 25	9 15	17	+ Platteville ♁	†6 55	*12 55	†3 30	†7 50	....	....
....	....	P M	P M	P M	A M	..	ARR.] [LVE.	A M	Noon	P M	P M	....	....

74—GRATIOT-SHULLSBURG.

....	407	491	423	Mls	October 3, 1909.	408	406	466	....	....
....	P M	P M	Noon	....	LEAVE] [ARRIVE	A M	P M	P M	....	....
....	†9 25	†2 45	†12 46	0	........Gratiot......♁	8 10	2 15	5 45	....	....
....	9 45	3 05	1 00	6	.......Dunbarton.......	7 45	1 50	5 15	....	....
....	10 05	3 30	1 20	12	+....Shullsburg....♁	†7 30	†1 30	†4 50	....	....
....	P M	P M	P M	....	ARRIVE] [LEAVE	A M	P M	P M	....	....

For Alphabetical Index of Stations, see pages 661-663.

75—HASTINGS & DAKOTA DIVISION.

365	3	1	Ms	November 21, 1909.	6	4	392
.....	P M	P M	...	LEAVE] [ARRIVE	P M	A M	.....
.....	*10 00	*6 30	0	+....Chicago......♁	9 00	8 55	.....
.....	12 01	6 55	85	lv.+Milwaukee♁.ar.	6 50	6 30	.....
.....	10 15	7 25	410	arr..+St. Paul♁..lve.	8 45	8 35	.....
.....	11 00	8 00	420	arr.+Minneapolis♁ lve.	*8 00	*8 00	.....
.....	A M	A M	...	....	A M	P M	.....
.....	P M	A M	...	....	A M	P M	.....
.....	*8 00	*8 15	...	lve..+St. Paul♁..arr.	8 10	6 45	.....
.....	6 45	9 00	0	+..Minneapolis...♁	7 25	6 00	.....
.....	7 18	9 32	10	......Hopkins.......♁	6 50	5 25	.....
.....	7 35	9 49	18	......Chanhassen....♁	6 36	5 10	.....
.....	8 07	10 21	33	.......Cologne......♁	6 09	4 37	.....
.....	8 25	10 39	40	.......Norwood......♁	5 50	4 19	.....
A M	8 38	10 50	45	.........Plato.......♁	5 40	4 03	A M
†5 35	8 55	11 03	51	+....Glencoe.......♁	*5 30	*3 51	9 35
6 20	†8 35	†11 45	65	arr..+Hutchinson♁.lve.	†4 30	†3 06	†9 00
A M	*9 05	*11 14	57	........Sumter.......♁	5 15	3 38	A M
	9 18	11 25	61	.......Brownton.....♁	5 07	3 25	
.....	9 32	11 39	68	........Stewart......♁	4 55	3 12	.....
.....	9 47	11 52	75	.....Buffalo Lake...♁	4 40	2 57	.....
.....	9 58	12 04	80	........Hector.......♁	4 29	2 45	.....
.....	10 17	12 22	89	......Bird Island....♁	4 14	2 28	.....
.....	10 28	‡12 50	93	.........Olivia.......♁	4 03	2 15	.....
.....	10 52	1 15	104	+.....Renville.......♁	3 41	1 50	.....
.....	11 04	1 32	111	.....Sacred Heart...♁	3 28	1 32	.....
.....	— —	1 44	118	....Minnesota Falls....	— —	1 20	.....
.....	11 23	1 49	120	+..Granite Falls..♁	3 09	1 18	.....
.....	12 01	2 22	134	+....Montevideo....♁	2 40	‡12 50	.....
.....	12 18	2 38	140	.........Watson.......♁	2 17	12 18	.....
.....	12 32	2 56	149	.........Milan........♁	2 01	12 01	.....
.....	12 46	3 15	157	+......Appleton......♁	1 48	11 45	.....
.....	1 20	3 48	173	........Odessa.......♁	1 20	11 15	.....
503	1 33	4 02	179	+...Ortonville....♁	12 45	11 00	506
A M	2 00	4 09	180	....Big Stone City..♁	12 53	10 50	P M
†10 45	2 35	4 38	191	+.....Milbank.....♁	*12 12	10 32	4 15
1 10	.....	†7 30	227	arr...Sisseton♁..lve.	†8 05	.....	†2 15
P M	2 50	*4 52	198	.....Twin Brooks...♁	11 52	10 15	P M
.....	4 02	‡6 25	227	........Waubay......♁	10 54	9 15	.....
.....	4 25	6 45	237	........Webster......♁	10 30	8 55	.....
.....	4 50	7 15	249	.........Bristol......♁	10 08	8 30	.....
.....	5 12	7 38	259	.......Andover.......♁	9 40	8 05	.....
.....	5 32	7 58	269	+.......Groton.......♁	9 15	7 38	.....
.....	5 52	8 18	280	.........Bath.........♁	8 50	7 11	.....
.....	6 15	8 35	288	+....Aberdeen......♁	*8 35	*6 55	.....
.....	A M	P M	...	ARRIVE] [LEAVE	P M	A M	.....

* Daily; † daily, except Sunday; ‡ daily, except Saturday. | Meals. + Coupon stations; ♁ Telegraph stations. STANDARD—*Central time.*

Equipment.—Nos. 1 and 4—Coaches between St. Paul and Minneapolis and Aberdeen. Nos. 3 and 6, Electric-lighted Trains—Standard Sleepers between St. Paul and Minneapolis and Miles City. Coaches between St. Paul, Minneapolis and Aberdeen. Nos. 3, 403, 406 and 6—Buffet Sleeper and Coaches between St. Paul and Minneapolis and Fargo.

76—HASTINGS-COLOGNE.

203	M	November 21, 1909.	206
P M	..	LEAVE] [ARRIVE	A M
†3 40	0	+.....Hastings.....♁	10 35
4 05	8	......Vermillion........	10 10
5 30	18	......Farmington....♁	9 35
5 45	22	.......Lakeville.......♁	7 50
6 10	33	........Prior Lake.....♁	7 25
6 33	42	........Shakopee.......♁	7 01
6 48	48	..........Carver........♁	6 42
7 10	54	........Cologne.......♁	†6 20
P M	..	ARRIVE] [LEAVE	A M

77—ORTONVILLE-FARGO.

403	Ms	November 21, 1909.	406
A M	...	LEAVE] [ARRIVE	Night
*7 00	0	+...Ortonville...♁	12 15
7 51	21	.....Graceville.....♁	11 16
8 29	39	.......Wheaton.....♁	10 35
9 10	58	......Fairmount.....♁	9 53
9 45	72	......Wahpeton.....♁	9 15
10 15	86	.....Abercrombie....♁	8 42
10 37	96	.......Christine.....♁	8 18
11 30	118	+.......Fargo.......♁	*7 30
A M	...	ARRIVE] [LEAVE	P M

78—ANDOVER-HARLEM.

No. 605	No. 603	Mls.	November 21, 1909.	No. 602	No. 606
†8 40 A M	†5 45 A M	0	lve....Andover♁...arr.	6 30 P M	7 15 P M
9 25 »	6 15 »	7	..........Pierpont.........	6 00 »	6 55 »
10 10 »	6 40 »	15	..........Langford.......♁	5 20 »	6 30 »
11 35 A M	7 20 A M	28	...........Britton........♁	4 05 »	†5 45 P M
12 20 Noon	....	38	...........Newark........♁	3 15 »	....
12 36 Noon	....	43	..........Brampton........	2 50 »	....
1 20 P M	....	51	..........Cogswell.......♁	2 20 »	....
1 40 P M	....	56	arr.....Harlem♁...lve.	†2 00 P M	....

79—SOUTHERN MINNESOTA DIVISION.

No. 5		No. 3	Ms.	October 3, 1909.	No. 4	No. 50	
‡9 30 A M		‡10 00 P M	0	lve...+Chicago♁..arr.	8 55 A M	7 00 A M	
11 40 A M		†4 50 A M	85	lve..+Milwaukee♁ arr.	6 30 A M	4 10 A M	
6 25 P M		▲	281	arr..+La Crosse♁.lve.	12 50 Night	3 25 P M	
No. 1		No. 23	....	LEAVE] [ARRIVE	No. 8	No. 22	
‡8 35 P M		†10 30 A M	0	+....La Crosse....♁	12 20 Night	3 45 P M	
8 53 »		11 05 »	4	.....La Crescent.....	12 04 Night	3 27 »	
9 04 »		11 16 »	10	..........Hokah.......♁	11 55 P M	3 17 »	
9 28 »		11 40 A M	23	.........Houston......♁	11 30 »	2 58 »	
9 51 »		12 03 Noon	35	+......Rushford......♁	11 08 »	2 32 »	
10 01 »		12 13 »	40	.........Peterson......♁	10 56 »	2 23 »	
10 20 »		12 32 »	49	.........Whalan.......♁	10 40 »	2 04 »	
10 30 »		12 46 Noon	54	+......Lanesboro.....♁	10 30 »	1 53 »	
10 46 »		1 01 P M	60	.........Isinours.......♁	10 10 »	1 40 »	
11 06 »		1 25 »	65	........Fountain.......♁	9 51 »	1 25 »	
11 21 »		1 39 »	72	..........Wykoff........♁	9 36 »	1 08 P M	
11 37 P M		1 53 »	80	+....Spring Valley....♁	9 18 »	12 54 Noon	
12 11 Night		2 23 »	96	.........Dexter........♁	8 43 »	12 22 »	
12 30 »		2 41 »	104	......Brownsdale.....♁	8 26 »	12 07 Noon	
12 42 »		2 52 »	109	.........Ramsey.......♁	8 15 »	11 56 A M	
12 57 Night		‡3 00 P M	119	arr....+Austin♁...lve.	†7 50 P M	†11 38 A M	
‡5 20 P M		‡10 10 P M	0	lve...+Chicago♁..arr.	8 00 A M	....	
5 45 A M		2 55 P M	350	arr......Austin.....lve.	7 55 P M	....	
†6 10 A M		†3 18 P M	119	lve......Austin.....arr.	‡7 20 P M	‡10 45 A M	
7 07		4 19 »	131	+.....Albert Lea ...♁	6 20 »	9 38	
7 17	193	4 29 »	136	........Armstrong.....♁	6 04 »	9 22	42
7 28	A M	4 39 »	141	..........Alden.........♁	5 53 »	9 10	P M
7 49	†11 30	4 58 P M	150	+.......Wells.........♁	5 30 P M	‡8 50	10 50
10 10	1 45	7 00 P M	188	arr..+Mankato♁..lve.	†3 15 P M	†5 30	†9 20
8 08	P M	5 15 P M	159	.........Easton........♁	5 15 P M	8 08	P M
8 21		5 29 »	165	........Delavan.......♁	5 01 »	7 55	
8 36 A M		5 45 »	173	+....Winnebago....♁	4 48 »	7 41 A M	
8 45 »		5 58 »	177	.........Huntley.......♁	4 35 »	7 31 »	
9 14 »		6 27 »	189	+.....Fairmont.......♁	4 09 »	7 08 »	
9 37 »		6 58 »	203	........Sherburn.......♁	3 40 »	6 43 »	
10 10 »		7 30 »	215	+......Jackson.......♁	3 16 »	6 20 »	
10 35 »		7 55 »	227	........Lakefield.......♁	2 40 »	5 42 »	
11 31 A M		8 49 »	252	..........Fulda.........♁	1 47 »	4 48 »	
12 14 Noon		9 28 »	271	........Chandler.......♁	1 08 P M	4 08 »	
12 40 Noon		9 49 »	281	........Edgerton.......♁	12 40 Noon	3 46 »	
1 12 P M		10 19 »	295	+....Pipestone.....♁	12 10 Noon	3 15 »	
1 42 »		10 50 »	310	........Flandreau......♁	11 35 A M	2 42 »	
‡1 50 »		11 05 »	315	arr.......Egan♁....lve.	11 25 »	2 30 »	
2 05 »		11 05 »	315	lve.......Egan.......arr.	‡10 55 »	2 30 »	
2 27 »		11 30 »	324	.........Colman........♁	10 31 »	2 00 »	
2 43 »		11 47 P M	332	.......Wentworth......♁	10 13 »	1 42 »	
3 30 »		12 05 Night	340	+.....Madison......♁	9 55 »	†1 25 A M	
4 01 »		....	353	.........Winfred.......♁	8 49 »	....	
4 22 »		....	361	.........Howard........♁	8 30 »	....	
4 32 »		....	365	...........Vilas.........♁	8 20 »	....	
4 42 »		....	370	.........Roswell.......♁	8 10 »	....	
5 30 »		....	390	.......Forestburg.......	7 25 »	....	
5 55 »		....	400	+...Woonsocket ..♁	7 05 »	....	
6 30 P M		....	415	ar. Wessington Springs. lv.	†6 30 A M	....	

Equipment.—Nos. 1 and 8—Coaches between La Crosse and Wessington Springs. Nos. 22 and 23—Coaches between La Crosse and Egan.

80—MADISON-BRISTOL.

No. 101	Mls	October 3, 1909.	No. 100
†3 20 P M	0	lve.+Madison♁.arr.	9 30 A M
3 40 »	10	.......Ramona.......♁	9 05 »
4 01 »	20	.......Oldham.......♁	8 44 »
4 24 »	30	+.Lake Preston.♁	8 20 »
4 45 »	40	..........Erwin.......♁	7 57 »
5 03 »	48	.........Bryant.......♁	7 40 »
5 22 »	54	.........Vienna.......♁	7 20 »
5 35 »	61	.........Naples.......♁	7 09 »
5 53 »	69	.........Elrod.........♁	6 49 »
6 04 »	74	.....Garden City...♁	6 37 »
6 27 »	84	........Bradley.......♁	6 15 »
6 41 »	91	..........Lily..........	6 00 »
6 53 »	97	.........Butler.......♁	5 45 »
†7 10 P M	103	arr.....Bristol♁.lve.	†5 30 A M

81—ALBERT LEA-ST. CLAIR.

201	M	October 3, 1909.	208
A M	..	LEAVE] [ARRIVE	P M
†8 00	0	.....Albert Lea.....	3 45
8 42	13	......Freeborn......	2 45
9 15	20	......Matawan......	2 10
9 55	26	.......Waldorf.......	1 30
10 30	33	.....Pemberton.....	12 57
11 15	40	......St. Clair......	†12 30
A M	..	ARRIVE] [LEAVE	Noon

82—JAMES RIVER DIVISION.

206	236	8	Ms.	July 11, 1909.	3	1	203	233
P M	P M	.....	.....	LEAVE] [ARRIVE	.....	.....	A M	Noon
†5 20	†1 30	.....	0	+...Edgeley....♁	.....	.....	9 30	12 30
5 52	2 20	.....	14	....Monango....♁	.....	.....	9 00	11 25
6 10	2 45	.....	22	......Duane..........	.....	.....	8 40	10 55
6 22	3 30	.....	27	....Ellendale...♁	.....	.....	8 30	10 40
6 38	3 49	.....	32	.....Winship........	.....	.....	8 18	10 05
6 50	4 30	.....	38	.....Frederick.....♁	.....	.....	8 05	9 45
7 20	5 15	A M	51	....Westport......♁	A M	P M	7 38	9 00
c8 45	6 00	*6 30	64	+..Aberdeen....♁	¶5 00	8 10	†7 10	†8 15
— —	P M	6 55	74	......Warner......♁	4 35	7 48	A M	A M
— —	.....	7 03	80	.....Duxbury.........	— —	7 32		
9 29	.....	7 14	86	......Mellette.....♁	4 10	7 20		
9 47	.....	7 35	97	......Ashton.......♁	3 47	6 57		
10 06	.....	7 53	105	......Redfield.....♁	3 28	6 39		
10 24	.....	8 14	115	......Tulare........♁	3 05	6 17		
— —	.....	8 25	121	...Spottswood.......	— —	6 01		
— —	.....	8 33	125	......Bonilla..........	2 38	5 51		
11 07	.....	8 58	138	+....Wolsey......♁	2 13	5 27		
— —	.....	9 16	146	.......Virgil...........	1 55	5 07		
11 40	.....	9 32	154	......Alpena......♁	1 36	4 50		
12 04	.....	9 55	164	+.Woonsocket..♁	1 15	4 29		
12 35	.....	10 22	177	......Letcher.....♁	†12 35	3 57		
— —	.....	10 38	185	......Loomis..........	12 18	3 41		
1 10	.....	10 55	192	+...Mitchell.....♁	†12 05	*3 25		
A M	.....	A M	.....	ARRIVE] [LEAVE	Night	P M		

a Mon., Wed. and Fri. *b* Tues., Thurs. and Sat.; *c* arrives 7 50 p.m. ▲ Connection made at North La Crosse.

83—ABERDEEN-EVARTS-LINTON.

1	271	103	3	Mls.	July 11, 1909.	4	106	272	6
P M	.....	A M	A M	.....	LEAVE] [ARRIVE	A M	P M	.....	P M
*10 50	.....	†7 30	*6 35	0	+....Aberdeen.......	5 50	7 00	.....	8 10
10 57	.....	7 55	7 05	13.1	..........Mina.........	5 20	6 30	.....	7 45
11 35	.....	8 29	7 40	26.3	.........Ipswich.......	4 53	6 05	.....	7 16
12 10	.....	9 00	8 20	41.6	arr...+Roscoe....lve.	4 25	†5 30	.....	6 40
12 10	.....	.....	8 20	41.6	lve....Roscoe.....arr.	4 25	.....	.....	6 40
12 45	.....	.....	9 00	56.8	.........Bowdle.......	3 53	.....	.....	6 00
1 25	.....	.....	9 30	68.9	..........Java..........	3 18	.....	.....	5 30
1 45	.....	.....	9 50	76.9	..........Selby.........	2 55	.....	.....	5 05
2 25	.....	.....	10 17	89.2	........Glenham......	2 25	.....	.....	4 32
— —	.....	.....	— —	91.9	...Evarts Junction ...	— —	.....	.....	— —
2 45	A M	.....	10 35	98.0	arr...Mobridge..lve.	*2 05	.....	P M	*4 10
A M	a10 45	†9 10	A M	41.6	lve....Roscoe.....arr.	A M	5 20	2 15	P M
.....	11 30	9 40	.....	52.7	........Hosmer........	.....	4 48	1 55	.....
.....	12 01	10 00	.....	59.9	.......Hillsview........	.....	4 33	1 10	.....
.....	1 00	10 20	.....	67.9	........Eureka.........	.....	4 15	12 35	.....
.....	1 38	10 50	.....	78.7	....Greenway, S.D.....	.....	3 50	11 40	.....
.....	2 15	11 15	.....	86.7	....Zeeland, N.D......	.....	3 30	11 15	.....
.....	3 05	11 45	.....	95.7	.........Hague.........	.....	3 05	9 45	.....
.....	4 00	12 20	.....	106.9	.......Strasburg.......	.....	2 35	8 50	.....
.....	4 45	12 45	.....	116.0	.........Linton.........	.....	†2 05	b8 00	.....
.....	P M	Noon	.....	.....	ARRIVE] [LEAVE	.....	P M	A M	.....

84—ROSCOE-ORIENT.

No. 172	Mls	July 11, 1909.	No. 171
....	....	LEAVE] [ARRIVE	....
†9 05 A M	0	.....Roscoe...♁	4 00 P M
10 00 »	9	.....Loyalton...♁	3 20 »
10 50 »	18	.......Millard	2 35 »
11 31 A M	29	....Faulkton..♁	1 55 »
12 15 Noon	41	arr...Orient♁lve.	†1 15 P M

For Alphabetical Index of Stations, see pages 661-663.

CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY COMPANY.

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J. C. WOOD, Commercial Agent.

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F. K. SWAN, Traveling Fht. and Pas. Agent.
517 Second Avenue—
R. M. BOYD, Commercial Agent.
R. CUNNINGHAM, City Ticket Agent.

Shanghai, China.—P. O. Box 815, care American Post Office—
G. H. CORSE, JR., General Oriental Agent.

Spokane, Wash.—618 Riverside Avenue—
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H. L. TIBBETTS, Traveling Fht. and Pas. Agt.

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THROUGH TARIFFS. FAST SCHEDULE TIME.

The Chicago, Milwaukee & Puget Sound Railway has on file all-rail rates between the principal Business Centers of the East and the entire Pacific Coast.

Close working arrangements with every Fast Freight Line through the important gateways between the East and the West.

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Special dispatch given to Package Freight for all Puget Sound ports.

Import and Export Freights contracted, and through bills of lading issued to and from all of the leading cities and seaports of the Orient in connection with the

OSAKA SHOSEN KAISHA

(OSAKA MERCANTILE STEAMSHIP COMPANY, LIMITED)

operating the following fleet of new and powerful twin-screw steamships:

TACOMA-MARU, 12,000 Tons	CHICAGO-MARU, 12,000 Tons	MEXICO-MARU, 12,000 Tons
SEATTLE-MARU, 12,000 "	PANAMA-MARU, 12,000 "	CANADA-MARU, 12,000 "

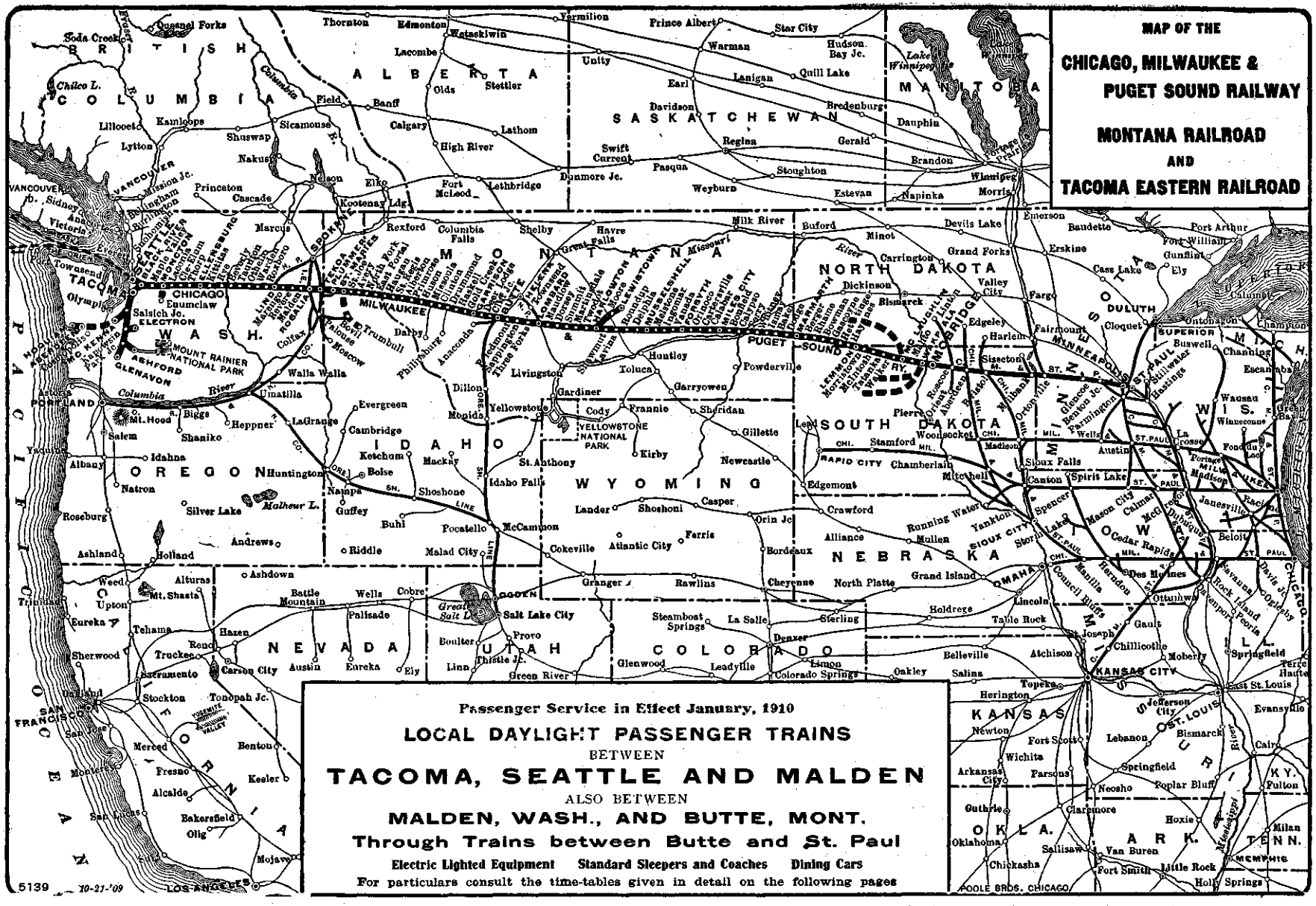
scheduled to sail from Tacoma, January 27 and March 3, 1910, for Yokohama, Kobe, Moji, Shanghai and Hong Kong.

The Chicago, Milwaukee & Puget Sound Railway has not only established closer relations for the jobbers of the East, the Middle West and the Pacific Coast with the established cities and towns of Montana, Idaho and Washington, but it has opened for the world a "brand new" territory away across the continent, rich in agriculture, wool producing, cattle raising, fruit growing and a mineral section that will some day rival the wealth of the "Incas."

Towns have been established along the entire line. They are growing rapidly, and require supplies of all kinds.

Rates to and from all of these new towns included in Chicago, Milwaukee & Puget Sound Railway Tariffs.

The virgin forests made accessible to the lumber markets of America by the building of this railway ensures a practically inexhaustible supply, and the favorable freight rates encourage the manufacture of lumber along the Chicago, Milwaukee & Puget Sound Railway.


MAP OF THE
CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY
MONTANA RAILROAD
AND
TACOMA EASTERN RAILROAD
Passenger Service in Effect January, 1910
LOCAL DAYLIGHT PASSENGER TRAINS
BETWEEN
TACOMA, SEATTLE AND MALDEN
ALSO BETWEEN
MALDEN, WASH., AND BUTTE, MONT.
Through Trains between Butte and St. Paul
Electric Lighted Equipment Standard Sleepers and Coaches Dining Cars
For particulars consult the time-tables given in detail on the following pages
5139 10-21-'09
POOLE BROS. CHICAGO

CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY COMPANY—Continued.

85—TACOMA-SEATTLE-MALDEN.

No. 22	No. 2	Mls.	September, 1909.	Elev.	No. 1	No. 21
			(Pacific time.)			
	*6 50 A M	0	lve. **Tacoma, Wash.** arr.	80	10 00 P M	
	7 08 "	7.4	No Puyallup	70	9 42 "	
	7 13 "	9.4	Sumner		9 37 "	
	7 30 "	16.2	**Auburn**	105	9 20 "	
	7 44 A M	22.0	Kent	65	9 06 P M	
*8 25 P M	8 35 A M		lve. **Seattle** arr.	15	8 15 P M	8 30 A M
a8 30 "	a8 41 "		Stacy Street	15	a8 08 "	a8 25 "
a8 35 "	a8 51 "		Argo	15	a8 01 "	a8 17 "
a8 40 "	a8 57 "		Van Asselt	15	a7 55 "	a8 12 "
8 50 P M	a9 10 "	28.3	Black River Junction	20	a7 45 "	*8 00 A M
	a9 16 "	30.9	Renton	25	a7 38 "	
	a9 26 "	34.4	Elliott	120	a7 28 "	
	a9 34 "	37.4	Cedar Mountain	195	a7 20 "	
	9 43 "	41.5	Maple Valley	295	7 10 "	
	9 51 "	45.1	Dryden	440	7 03 "	
	— —	50.1	Trude	635	— —	
	— —	53.9	Iolanthe	785	— —	
	10 20 "	58.4	Moncton	930	6 34 "	
	10 32 "	61.9	Ragnar	1190	6 22 "	
	10 50 "	67.1	Garcia	1625	6 05 "	
	10 55 "	69.1	Alice Creek	1790	6 00 "	
	11 10 "	73.0	Bandera	2120	5 45 "	
	11 25 "	77.4	Rockdale	2480	5 30 "	
	11 40 "	81.8	Laconia	3010	5 15 "	
	11 55 A M	86.5	Keechelus	2500	5 00 "	
	12 13 Noon	93.1	Whittier	2450	4 45 "	
	12 35 "	101.6	Easton	2185	4 22 "	
	12 47 Noon	105.8	Lavender	2110	4 13 "	
	11 06 P M	113.4	arr. **Cle Elum** lve.	1945	3 55 "	
	1 26 "	113.4	lve. **Cle Elum** arr.	1945	— —	
	1 52 "	123.2	Horlick	1780	3 30 "	
	2 14 "	131.1	Thorp	1655	3 05 "	
	2 23 "	134.1	Murdock	1610	2 55 "	
	2 40 "	138.6	**Ellensburg**	1590	2 40 "	
	2 54 "	144.7	Kittitas	1645	2 22 "	
	3 06 "	148.9	Renslow	1910	2 08 "	
	3 24 "	154.8	Boylston	2366	1 54 "	
	3 38 "	158.9	Cheviot	2145	1 42 "	
	3 50 "	162.6	Rye	1720	1 30 "	
	4 16 "	171.2	Cohassett	750	1 07 P M	
	4 25 "	174.4	Beverly	545	‖1235 Noon	
	4 40 "	180.7	Jericho	530	12 20 "	
	4 57 "	186.9	Smyrna	555	12 05 Noon	
	5 07 "	190.7	Colletta	640	11 55 A M	
	5 25 "	197.2	Corfu	760	11 40 "	
	5 41 "	202.6	Taunton	870	11 27 "	
	5 52 "	206.4	Anson	940	11 17 "	
	6 05 "	211.5	arr. **Othello** lve.	1050	11 05 "	
	6 30 "	211.5	lve. **Othello** arr.	1050	10 55 "	
	6 41 "	215.9	Duval	1118	10 44 "	
	7 00 "	224.4	Warden	1275	10 23 "	
	7 22 "	234.3	Roxboro	1245	10 03 "	
	7 32 "	239.2	Servia	1275	9 51 "	
	7 52 "	247.3	**Lind**	1405	9 35 "	
	8 07 "	251.8	Vassar	1490	9 22 "	
	8 31 "	261.4	Ralston	1650	9 03 "	
	8 41 "	265.3	Hillcrest	1700	8 53 "	
	8 59 "	272.9	Marengo	1675	8 38 "	
	9 18 "	281.2	Paxton	1680	8 19 "	
	9 30 "	285.8	Revere	1660	8 08 "	
	9 47 "	292.4	Castleton	1700	7 54 "	
	10 02 "	298.5	La Vista	1805	7 40 "	
	10 14 "	303.8	Palisade	1900	7 27 "	
	10 27 "	309.5	Kenova	1985	7 14 "	
	10 32 "	311.5	Pine City	2015	7 08 "	
	10 40 P M	314.7	arr. **Malden, Wash.** lve.	2070	*7 00 A M	

Distances shown are from Tacoma. "Elev.," feet above sea level.

* Daily; a stops for passengers to and from points east of Maple Valley and to and from Kent to Tacoma, inclusive; f stops on signal.

86—MALDEN-BUTTE.

No. 2	Mls.	September, 1909.	Elev.	No. 1
		(Pacific time.)		
*6 00 A M	314.7	lve. **Malden, Wash.** arr.	2070	11 40 P M
6 20 "	324.0	**Rosalia**	2240	11 20 "
6 38 "	330.7	Pandora	2395	11 02 "
6 53 "	336.6	Seabury	2465	10 47 "
7 10 "	344.0	Tekoa, Wash.	2590	10 30 "
7 32 "	351.8	Mowry, Idaho	2735	10 07 "
7 44 "	355.2	Sorrento	2800	9 66 "
7 53 "	358.2	**Plummer**	2725	9 47 "
8 05 "	362.2	Karnac	2645	9 35 "
8 35 "	372.2	Ramsdell	2145	9 05 "
8 52 "	378.5	**St Maries**	2145	8 48 "
9 07 "	383.9	Omega	2140	8 33 "
9 23 "	390.3	**St. Joe**	2140	8 17 "
9 39 "	396.3	Gratia	2170	8 01 "
9 53 "	401.4	Elk Prairie	2190	7 47 "
10 17 "	410.1	Pocono	2300	7 23 "
10 41 "	418.6	Ethelton	2425	6 59 "
‖1055 A M	423.6	arr. **Avery** lve.	2495	6 45 P M
		(Mountain time.)		
12 15 Noon	423.6	lve. **Avery** arr.	2495	17 25 P M
12 27 "	427.7	Stetson	2740	7 11 "
12 37 "	431.1	Kyle	2995	7 00 "
12 57 Noon	436.2	Falcon	3390	6 43 "
1 07 P M	441.0	Adair	3790	6 26 "
1 20 "	445.3	Roland, Idaho ♂	4125	6 11 "
1 35 "	448.0	East Portal, Mont. ♂	4115	5 55 "
1 48 "	452.4	Bryson	3760	5 40 "
f —	458.3	Saltese		f —
2 15 "	461.5	Haugan ♂	3150	5 10 "
2 30 "	465.9	Armada	3000	4 54 "
f —	468.6	Deborgia		f —
f —	469.4	Henderson		f —
2 46 "	471.3	Drexel	2855	4 37 "
3 00 "	475.9	Foraker	2740	4 24 "
3 14 "	481.0	**St. Regis** ♂	2680	4 10 "
3 30 "	487.3	Ashmore	2680	3 57 "
3 44 "	493.1	Superior ♂	2720	3 44 "
4 05 "	501.6	Cobden	2825	3 26 "
4 23 "	509.4	Tarkio	2930	3 10 "
4 45 "	518.9	Cyr	3000	2 52 "
‖5 00 "	524.2	arr. **Alberton** ♂ lve.	3040	12 40 "
6 20 "	524.2	lve. **Alberton** arr.	3040	2 20 "
6 32 "	529.6	Soudan	3035	2 08 "
5 44 "	534.8	**Huson** ♂	3015	1 56 "
6 59 "	540.4	**Frenchtown**	3025	1 40 "
6 14 "	546.2	Primrose	3070	1 25 "
6 38 "	555.8	**Missoula** ♂	3190	1 00 P M
6 50 "	560.6	Neal	3275	12 47 Noon
7 06 "	566.5	Thelma	3340	12 32 "
7 22 "	572.3	**Clinton** ♂	3450	12 19 "
7 36 "	578.1	Iris	3565	12 04 Noon
7 52 "	583.9	Ravenna	3665	11 50 A M
8 16 "	593.7	**Bearmouth**	3800	11 25 "
8 30 "	599.4	Ozan	3885	11 11 "
8 45 "	604.3	**Drummond** ♂	3945	10 59 "
9 00 "	611.0	Haskell	4075	10 42 "
9 13 "	616.5	**Gold Creek**	4190	10 28 "
9 31 "	623.8	**Garrison**	4315	10 08 "
9 46 "	630.1	**Kohrs**	4430	9 53 "
10 03 "	635.2	**Deer Lodge** ♂	4520	9 40 "
10 25 "	643.0	Sinclair ♂	4675	9 14 "
10 47 "	652.3	Morel	4870	8 53 "
11 10 "	661.7	**Cliff Junction**	5120	8 32 "
11 50 P M	674.2	arr. **Butte, Mont** ♂ lve.	5539	*7 50 A M

‖ Meals.
♂ Telegraph stations.

DINING-ROOMS AND LUNCH COUNTERS.—In addition to the excellent Dining Car and Cafe service now maintained by the Chicago, Milwaukee & Puget Sound Ry. on that portion of the line between Butte, Mont., and Aberdeen, S.D., the "Murphy System" of depot dining-rooms and lunch counters have been and are being installed the entire length of the line at the following stations: Aberdeen S.D., Mobridge, S.D., McIntosh, S.D., Miles City, Mont., Melstone, Mont., Harlowton, Mont., Three Forks, Mont., Deer Lodge, Mont., Alberton, Mont., Avery, Idaho, Malden, Wash., Othello, Wash., Cle Elum, Wash. These dining-rooms and lunch counters will be found up to the "Murphy" standard in every detail, which insures reasonable prices, good food properly cooked and served, and a neatness that encourages the thought that "Cleanliness is next to Godliness." The "Murphy" crest on all the china and glassware, is the "Scarabaeus," an Egyptian sacred beetle, held in veneration by the ancients as emblematic of the God of Light. The scarab design has been used for centuries on jewelry, and worn as an amulet to ward off evil and bring good luck.

For Index showing time-table in which any station on the C. M. & P. S. Ry. may be found, see pages 665 to 667.

RAILWAY AND STEAMER CONNECTIONS.

Auburn, Wash.	With Northern Pacific Ry.	T.
Bearmouth, Mont.	With Northern Pacific Ry.	T.
Black River Jn., Wash.	With Columbia & Puget Sound R.R.	U.
Butte, Mont.	With North. Pac. Ry., Oregon Short Line	T.
"	With Butte, A. & Pac. Ry., Gt. North. Ry.	U.
Cle Elum, Wash.	With Northern Pacific Ry.	T.
Cliff Junction, Mont.	With Butte, A. & Pac. Ry., North. Pac. Ry.	U.
Clinton, Mont.	With Northern Pacific Ry.	T.
Cyr, Mont.	With Northern Pacific Ry.	T.
Deer Lodge, Mont.	With Northern Pacific Ry.	T.
Drummond, Mont.	With Northern Pacific Ry.	T.
Easton, Wash.	With Northern Pacific Ry.	T.
Ellensburg, Wash.	With Northern Pacific Ry.	T.
Forsyth, Mont.	With Northern Pacific Ry.	T.
Frenchtown, Mont.	With Northern Pacific Ry.	T.
Garrison, Mont.	With Northern Pacific Ry.	T.
Gold Creek, Mont.	With Northern Pacific Ry.	T.
Harlowton, Mont.	With Montana R.R.	U.
Haskell, Mont.	With Northern Pacific Ry.	T.
Haugan, Mont.	With Northern Pacific Ry.	T.
Huson, Mont.	With Northern Pacific Ry.	T.
Jefferson Island, Mont.	With Northern Pacific Ry.	T.
Judith Gap, Mont.	With Great Northern Ry.	T.
Kent, Wash.	With Northern Pacific Ry.	T.
Kohrs, Mont.	With Northern Pacific Ry.	T.
Lind, Wash.	With Northern Pacific Ry.	T.
Lombard, Mont.	With Northern Pacific Ry.	T.
"	With Montana R.R.	U.
Maple Valley, Wash.	With Columbia & Puget Sound R.R.	U.
Miles City, Mont.	With Northern Pacific Ry.	T.
Missoula, Mont.	With Northern Pacific Ry.	T.
Mobridge, S.D.	With Chicago, Milwaukee & St. Paul Ry.	U.
Murdock, Wash.	With Northern Pacific Ry.	T.
Piedmont, Mont.	With Northern Pacific Ry.	T.
Plummer, Idaho	With Oregon R.R. & Navigation Co.	T.
Renton, Wash.	With Columbia & Puget Sound R.R.	U.
"	With Northern Pacific Ry.	T.
Rosalia, Wash.	With Spokane & Inland Empire R.R.	T.
"	With Northern Pacific Ry.	T.
Sappington, Mont.	With Northern Pacific Ry.	T.
St. Joe, Idaho	With Cœur d'Alene & St. Joe Transp. Co	T.
St. Maries, Idaho	With Cœur d'Alene & St. Joe Transp. Co	T.
St. Regis, Mont.	With Northern Pacific Ry.	T.
Seattle, Wash.	With railways and S.S. lines diverging	T.
Sumner, Wash.	With Northern Pacific Ry.	T.
Tacoma, Wash.	With railways and S.S. lines diverging	T.
"	With Tacoma Eastern R.R.	U.
Tekoa, Wash.	With Oregon R.R. & Navigation Co.	T.
Terry, Mont.	With Northern Pacific Ry.	T.
Thorp, Wash.	With Northern Pacific Ry.	T.
Three Forks, Mont.	With Northern Pacific Ry.	T.
Tusler, Mont.	With Northern Pacific Ry.	T.
Van Asselt, Wash.	With Columbia & Puget Sound R.R.	U.
Willow Creek, Mont.	With Northern Pacific Ry.	T.

"U.," Union Depot. "T.," Transfer.

CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY COMPANY—Continued.

87—BUTTE-MILES CITY.

No. 98	No. 6	Mls.	(Mountain time.)	Elev.	No. 3	No. 97
.....	*7 30 A M	674.2	lve. Butte, Mont ♁ arr.	5539	6 20 P M	.....
.....	7 52 "	681.9	..... Newcomb ..... ♁	5617	5 56 "	.....
.....	8 05 "	685.7	..... Janney ..... ♁	5867	5 45 "	.....
.....	8 22 "	691.0	..... Penfield ..... ♁	6246	5 30 "	.....
.....	8 30 "	692.3	..... Donald ..... ♁	6322	5 25 "	.....
.....	8 47 "	698.6	..... Grace ..... ♁	5064	5 02 "	.....
.....	9 02 "	703.8	..... Cedric ..... ♁	5178	4 46 "	.....
.....	9 13 "	707.3	..... Vendome	4817	4 32 "	.....
.....	9 35 "	713.1	..... **Piedmont** ..... ♁	4357	4 15 "	.....
.....	9 55 "	722.8	... **Jefferson Island** ♁	4263	3 50 "	.....
.....	10 10 "	729.5	..... Alcazar	4232	3 36 "	.....
.....	10 23 "	734.4	..... **Sappington** ..... ♁	4185	3 25 "	.....
.....	10 35 "	741.1	.... **Willow Creek** .. ♁	4142	3 10 "	.....
.....	11 00 "	747.4	..... **Three Forks** ... ♁	4066	2 55 "	.....
.....	11 17 "	755.9	..... Eustis	4017	2 26 "	.....
.....	11 33 "	763.6	..... Barron	3971	2 08 "	.....
.....	11 45 "	766.7	..... **Lombard** .... ♁	3987	2 00 "	.....
.....	11 51 A M	769.5	..... Crane	4041	1 53 "	.....
.....	12 03 Noon	774.1	..... Deer Park	4206	1 40 "	.....
.....	12 20 "	779.8	..... Maudlow ..... ♁	4455	1 25 "	.....
.....	12 37 "	785.9	..... Josephine	4643	1 10 P M	.....
.....	12 55 Noon	790.5	..... Canyon	4868	12 55 Noon	.....
.....	1 05 P M	793.8	..... Sixteen ..... ♁	4960	12 43 "	.....
.....	— —	796.7	..... Fanalulu	5064	— —	.....
.....	1 26 "	800.7	..... Minden	5209	12 28 "	.....
.....	— —	804.2	..... Leader	5288	— —	.....
.....	1 50 "	809.1	..... Dorsey ..... ♁	5386	12 10 Noon	.....
.....	2 10 "	813.8	..... Summit ..... ♁	5788	11 55 A M	.....
.....	— —	814.2	..... Leadboro	5754	— —	.....
.....	— —	816.6	..... Dublin	5587	— —	.....
.....	2 37 "	823.9	..... Lennep ..... ♁	5225	11 22 "	.....
.....	2 50 "	831.7	..... Groveland	4998	11 07 "	.....
.....	3 00 "	835.5	..... Martinsdale .... ♁	4811	10 57 "	.....
.....	3 12 "	841.1	..... Selkirk	4623	10 42 "	.....
.....	3 25 "	847.6	..... Twodot ..... ♁	4427	10 27 "	.....
.....	— —	853.6	..... Valencia	4291	— —	.....
.....	3 50 P M	859.6	arr... **Harlowton** ♁ lve.	4163	10 00 A M	.....
.....	8 45 P M	.....	arr... **Lewistown** .. lve.	...	*7 00 A M	.....
.....	4 00 P M	859.6	lve... **Harlowton** .. arr.	4163	9 50 A M	.....
.....	4 18 "	867.7	..... Pontiac	4008	9 26 "	.....
.....	4 35 "	875.6	..... New Shawmut .. ♁	3857	9 08 "	.....
.....	4 52 "	882.9	..... Barber	3721	8 50 "	.....
.....	5 07 "	889.1	..... Ryegate ..... ♁	3638	8 33 "	.....
.....	5 25 "	896.9	..... Burgoyne	3532	8 15 "	.....
.....	5 46 "	904.9	..... Lavina ..... ♁	3439	7 56 "	.....
.....	6 04 "	913.2	..... Waldheim	3343	7 37 "	.....
.....	6 20 "	920.3	..... Elso	3269	7 20 "	.....
.....	6 42 "	929.9	..... Roundup ..... ♁	3184	6 58 "	.....
.....	6 58 "	937.3	..... Gage	3123	6 33 "	.....
.....	7 15 "	946.0	..... Delphia	3049	6 15 "	.....
.....	7 30 "	952.8	..... Musselshell ..... ♁	2991	6 00 "	.....
.....	7 44 "	958.6	..... Japan	2941	5 44 "	.....
15 00 P M	8 05 "	964.3	..... Melstone ..... ♁	2898	5 30 "	3 55 A M
5 30 "	8 25 "	970.5	..... Bascom	2937	4 48 "	3 30 "
6 00 "	8 37 "	975.7	..... Hibbard	3073	4 35 "	3 05 "
6 30 "	8 50 "	981.0	..... Sumatra ..... ♁	3188	4 22 "	2 45 "
6 50 "	9 02 "	984.3	..... Galbraith	3117	4 12 "	2 15 "
7 17 "	9 14 "	991.2	..... Ingomar ..... ♁	3042	3 56 "	1 50 "
7 45 "	9 30 "	998.4	..... Thebes	2921	3 40 "	1 20 A M
8 04 "	9 42 "	1003.6	..... Heritage	2883	3 27 "	12 55 Night
8 25 "	9 55 "	1008.5	..... Rahway	2781	3 15 "	12 30 "
8 50 "	10 05 "	1013.6	..... Vananda ..... ♁	2706	3 03 "	12 05 Night
9 15 "	10 18 "	1019.3	..... Antwerp	2606	2 48 "	*11 35 P M
9 50 "	10 37 "	1028.1	..... Malaga	2541	2 28 "	11 00 "
11 15 "	10 45 "	1031.2	..... **Forsyth** ..... ♁	2536	2 20 "	10 46 "
11 40 P M	10 58 "	1036.4	..... Orinoco	2510	2 07 "	9 40 "
12 20 Night	11 12 "	1043.0	..... Carterville ..... ♁	2494	1 50 "	9 10 "
1 32 A M	11 28 "	1050.5	..... Thurlow	2469	1 32 "	8 40 "
2 15 "	11 52 P M	1060.2	..... Calabar ..... ♁	2422	1 08 A M	8 06 "
2 50 "	12 07 Night	1067.6	..... Paragon	2411	12 50 Night	7 35 "
3 30 A M	12 25 Night	1075.8	arr. **Miles City, Mont** ♁ lve.	2361	*1230 Night	†7 00 P M

Trains 97 and 98 are freights, but carry passengers.

Equipment.—Trains 3 and 6 have Standard Sleepers and Coaches between Butte, Miles City and St. Paul. Dining Cars between Butte and Melstone and between Ismay and Aberdeen. Trains 1 and 4, Coaches between Miles City and St. Paul; Standard Sleepers between Marmarth and Aberdeen; Cafe Car between Saugus and Lemmon.

88—MILES CITY-MOBRIDGE-ST. PAUL.

94-92-98	8	4	Mls.	(Mountain time.)	Elev.	1	3	93-91-97
.....	A M	Noon	.....	.....	....	P M	P M	.....
†5 30 A M	*1 15	*1230	1075.8	lv. **Miles City, Mont** ♁ ar.	2361	2 40	10 30	3 40 P M
6 00 "	1 33	12 45	1082.9	..... **Tusler**	2343	2 22	10 12	3 12 "
6 30 "	1 50	1 02	1090.4	..... Kinsey	2314	2 04	9 56	2 50 "
6 55 "	2 05	1 17	1096.1	..... Bonfield	2280	1 50	9 40	2 06 P M
7 25 "	2 20	1 35	1102.3	..... Saugus ..... ♁	2258	1 35	9 24	12 45 Noon
7 50 "	2 36	1 48	1108.6	..... Calypso	2247	1 18	9 09	12 20 Noon
8 35 "	2 50	2 03	1117.3	..... **Terry** ..... ♁	2250	1 04	8 54	11 55 A M
9 00 "	3 10	2 18	1121.8	..... Bluffport	2249	12 47	8 36	11 05 "
9 30 "	3 25	2 34	1128.4	..... Whitney	2281	12 32	8 20	10 35 "
10 05 "	3 44	2 52	1136.2	..... Mildred ..... ♁	2364	12 15	8 02	10 05 "
10 35 "	4 04	3 10	1144.4	..... Lacomb	2460	11 58	7 42	9 30 "
11 42 A M	4 21	3 27	1153.2	..... Ismay ..... ♁	2526	11 42	7 25	9 00 "
12 20 Noon	4 41	3 46	1159.3	..... Westmore	2650	11 25	7 00	8 10 "
12 50 Noon	5 00	4 02	1167.0	..... Plevna ..... ♁	2757	11 09	6 42	7 45 "
1 15 P M	5 14	4 15	1172.7	..... Tonquin	2844	10 56	6 28	7 20 "
2 00 "	5 30	4 31	1179.4	..... Baker ..... ♁	2936	10 40	6 12	6 55 "
2 25 "	5 44	4 45	1184.9	..... Kingmont	3027	10 26	5 58	6 15 "
2 50 "	5 54	4 54	1189.0	..... Dodge	2936	10 16	5 48	5 54 "
3 22 "	6 05	5 04	1193.3	... Montline, Mont ...	2937	10 06	5 38	5 25 "
3 50 P M	6 20	5 20	1200.1	ar.. **Marmarth, N.D.** ♁ lv.	2714	9 50	5 20	†5 00 A M
†7 30 A M	6 30	5 30	1200.1	lve.. **Marmarth, N.D.** arr.	2714	9 45	5 10	10 15 P M
7 48 "	6 40	5 39	1203.5	..... Berger	2807	9 39	5 03	10 05 "
8 10 "	6 55	5 53	1209.4	..... Ives	3090	9 27	4 52	9 45 "
8 40 "	7 07	6 04	1214.1	..... Rhame ..... ♁	3185	9 17	4 43	9 25 "
9 05 "	7 25	6 18	1220.3	..... Griffin	3052	9 05	4 28	8 55 "
9 35 "	7 44	6 34	1227.6	..... Bowman ..... ♁	2961	8 50	4 10	8 30 "
9 50 "	8 04	6 50	1235.2	... Buffalo Springs ...	2857	8 31	3 48	7 25 "
10 12 "	8 17	7 02	1240.1	..... Scranton ..... ♁	2777	8 17	3 36	7 02 "
10 23 "	8 27	7 10	1243.7	..... Gascoyne	2761	8 10	3 26	6 35 "
10 43 "	8 47	7 26	1250.4	..... Reeder ..... ♁	2813	7 53	3 12	6 05 "
11 08 A M	9 12	7 50	1259.1	..... Bucyrus	2782	7 33	2 50	5 00 "
1 30 P M	9 38	8 10	1267.5	..... Hettinger ..... ♁	2675	7 15	2 35	4 30 "
2 08 "	10 02	8 30	1275.7	..... Haynes ..... ♁	2547	6 48	2 08	3 20 "
2 40 "	10 30	8 56	1285.3	..... Petrel, N.D.	2562	6 28	1 48	2 40 "
4 00 "	10 48	9 06	1291.2	... **Lemmon, S.D.** .. ♁	2574	6 15	1 35	2 15 P M
4 40 "	11 15	9 31	1300.5	... Thunder Hawk . ♁	2586	5 46	1 10	12 10 Noon
5 10 "	11 40	— —	1308.5	..... Keldron	2357	— —	12 50	11 40 A M
5 50 "	11 50	10 01	1313.1	..... Morristown ... ♁	2240	5 20	12 40	11 20 "
6 30 "	12 20	— —	1321.6	..... Wataugа	2255	— —	12 20	10 30 "
7 00 P M	— —	— —	1331.4	arr... **McIntosh** ♁ lve.	2277	4 40	12 01	†1000 A M
†1100 A M	12 45	10 45	1331.4	lve... **McIntosh** .. arr.	2277	— —	— —	9 30 A M
11 46 A M	1 06	— —	1338.4	..... Tatanka ..... ♁	2212	— —	11 46	9 02 "
12 10 Noon	1 12	11 11	1344.4	..... Walker	2169	4 06	11 33	8 40 "
12 40 Noon	1 28	— —	1351.3	..... Cadillac ..... ♁	2167	— —	11 17	8 12 "
2 00 P M	1 42	11 42	1359.6	..... McLaughlin ... ♁	2003	3 25	10 58	7 40 "
2 30 "	1 57	11 57	1367.3	..... Mahto	1812	3 02	10 39	7 07 "
2 50 "	— —	— —	1372.5	..... Jeffrey ..... ♁	1722	— —	— —	6 46 "
3 10 "	2 18	12 19	1378.1	..... Wakpala	1640	2 32	10 14	6 25 "
3 25 "	— —	— —	1381.5	..... Stratton	1594	— —	— —	6 15 "
3 55 "	— —	— —	1387.1	..... Pontis	1602	— —	— —	5 50 "
4 15 P M	3 00	12 55	1390.0	arr... **Mobridge** ♁ lve.	1659	*2 00	*9 45	†5 40 A M
.....	.....	.....	.....	(C. M. & St. P. Ry.)	....	.....	.....	.....
.....	.....	.....	.....	(Central time.)	....	.....	.....	.....
.....	4 10	2 05	.....	v. **Mobridge, S.D.** ar.	....	2 45	10 35	.....
.....	6 40	4 25	.....	..... **Roscoe**	....	12 10	8 20	.....
.....	8 35	6 55	.....	..... **Aberdeen**	....	10 30	6 35	.....
.....	9 40	8 05	.....	..... **Andover**	....	7 38	5 12	.....
.....	10 06	8 30	.....	..... **Bristol**	....	7 15	4 50	.....
.....	12 12	10 32	.....	..... **Milbank**	....	4 38	2 35	.....
.....	12 35	10 50	.....	... **Big Stone City, S.D.**	....	4 09	2 00	.....
.....	12 46	11 00	.....	... **Ortonville, Minn.** ...	....	4 02	1 33	.....
.....	1 48	11 45	.....	..... **Appleton**	....	3 15	12 48	.....
.....	2 40	12 50	.....	..... **Montevidio**	....	2 22	12 01	.....
.....	3 09	1 18	.....	... **Granite Falls**	....	1 49	11 23	.....
.....	5 50	4 19	.....	..... **Norwood**	....	10 39	8 25	.....
.....	6 09	4 37	.....	..... **Cologne**	....	10 21	8 07	.....
.....	6 50	5 25	.....	..... **Hopkins**	....	9 32	7 19	.....
.....	7 25	6 00	.....	.... **Minneapolis**	....	9 00	6 45	.....
.....	8 10	6 45	.....	ar. **St. Paul, Minn.** .. lv.	....	*8 15	*8 00	.....
.....	A M	P M	.....	.....	....	A M	P M	.....

Distances shown are from Tacoma. "Elev.," feet above sea level.

Trains 93 and 94, between Miles City and Marmarth; 91 and 92 between Marmarth and McIntosh, and 97 and 98 between McIntosh and Mobridge are freights, all of which carry passengers and run daily, except Sunday.

* Daily; † daily, except Sunday.

♁ Telegraph stations.

For Index showing time-table in which any station on the C. M. & P. S. Ry. may be found, see pages 661 to 663.

STANDARD SLEEPING CAR RATES.

STATIONS.		Butte.	Harlowton.	Miles City.	Mobridge.	Aberdeen.	St. Paul and Minneapolis.
Butte ..... **Mont.**	Berth	.....	.....	$3.00	$5.00	$5.50	$7.00
	Seat	.....	$1.00	2.00	.....	.....	.....
Three Forks ..... "	Berth	.....	.....	3.00	5.00	5.50	7.00
	Seat	$0.25	.50	1.75	.....	.....	.....
Harlowton ..... "	Berth	.....	.....	2.00	4.00	4.50	6.00
	Seat	1.00	.....	1.00	.....	.....	.....
Forsyth ..... "	Berth	2.50	2.00	1.50	3.50	4.00	5.50
	Seat	1.75	1.00	.25	.....	.....	.....
Miles City ..... "	Berth	3.00	2.00	.....	3.00	3.50	5.00
	Seat	2.00	1.00	.....	1.50	2.00	.....
Terry ..... "	Berth	3.50	2.00	.....	2.50	3.00	4.50
	Seat	.....	.....	.....	1.25	1.75	.....

STATIONS.		Butte.	Harlowton.	Miles City.	Mobridge.	Aberdeen.	St. Paul and Minneapolis.
Marmarth ..... **N. D.**	Berth	$4.00	$2.50	$2.00	$2.00	$2.50	$4.00
	Seat	.....	.....	.....	1.00	1.50	.....
Bowman ..... "	Berth	4.00	2.50	2.00	.....	2.00	3.50
	Seat	.....	.....	.....	.75	1.25	.....
Hettinger ..... "	Berth	4.00	2.50	.....	.....	2.00	3.50
	Seat	.....	.....	.....	.50	1.00	.....
Lemmon ..... **S.D.**	Berth	4.00	3.00	2.00	.....	1.50	3.00
	Seat	.....	.....	1.00	.50	1.00	.....
Mobridge ..... "	Berth	5.00	4.00	3.00	.....	.....	2.50
	Seat	.....	.....	1.50	.....	.35	.....

CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY COMPANY—Continued.

MONTANA RAILROAD COMPANY.

M. S. GUNN, President and Counsel, Helena, Mont.
E. D. SEWALL, Vice-President, Chicago, Ill.
CARL RASCH, Secretary, Helena, Mont.
F. G. RANNEY, Treasurer, Chicago, Ill.
W. N. D. WINNE, General Auditor, "
P. TYRRELL, Ticket Auditor, "
J. R. BRICE, Freight Auditor, "
W. E. BEECHAM, Car Accountant, "
P. C. HART, General Superintendent, Butte, Mont.
F. M. MELIN, Division Superintendent, "
R. M. CALKINS, Traffic Manager, Seattle, Wash.
W. H. PENFIELD, Chief Engineer, Butte, Mont.

LOMBARD-LEWISTOWN.

6-107	103	Mls.	*August* 15, 1909.	Elv	106	102-3
A M	....	....	(*Mountain time.*)	....	....	P M
*11 45	....	805.7	lve..**Lombard, Mont** ♁ arr.	3987	....	2 00
11 51	....	808.5	.........Crane......lve.	4041	....	1 53
12 03	....	813.1	.......Deer Park.......	4206	....	1 40
12 20	....	818.8	.......Maudlow.......	4455	....	1 25
12 37	....	824.0	.....Josephine.......	4643	....	1 10
12 55	....	8[illegible].5	........Canyon........	4868	....	12 55
1 06	....	831.8	........Sixteen........	4969	....	12 43
– –	....	835.7	.......Fanalulu........	5064	....	– –
1 25	....	840.7	........Minden........	5209	....	12 28
– –	....	843.2	........Leader........	5288	....	– –
1 50	....	848.1	.........**Dorsey**......♁	....	....	12 10
2 10	....	852.8	........Summit........	5788	....	11 55
– –	....	853.2	.......Leadboro........	5754	....	– –
– –	....	855.6	........Dublin........	5587	....	– –
2 37	....	862.9	........Lennep........	5225	....	11 22
2 50	....	870.7	.......Groveland.......	4998	....	11 07
3 00	....	874.5	......Martinsdale.......	4811	....	10 57
3 12	....	880.1	........Selkirk........	4623	....	10 42
5 26	....	886.6	........Twodot........	4427	....	10 27
– –	....	892.6	.......Valencia.......	4291	....	– –
3 50	A M	898.6	arr. } **Harlowton** ♁ { lve.	4163	P M	10 00
4 06	*10 05	898.6	lve. } **Harlowton** ♁ { arr.	4163	3 40	9 40
4 42	10 42	911.3	.........Oka......lve.	4782	3 10	9 10
5 06	11 05	920.5	......Judith Gap......	4604	2 41	8 41
5 18	11 18	925.4	........Garneill......♁	4415	2 28	8 28
5 33	11 33	932.8	.........Straw.........	4188	2 09	8 09
5 54	11 54	942.8	.........Moore.......♁	4185	1 44	7 44
6 18	12 08	952.5	.......Glengarry.......	4117	1 23	7 23
6 45	12 45	961.0	..**Lewistown, Mont** ♁	3924	*1 00	*7 00
P M	Noon	....	ARRIVE] [LEAVE	....	P M	A M

Trains Nos. 102 and 103 from and to Lewistown make connections at Harlowton with main line Train No. 3; Trains Nos. 106 and 107 with main line Train No. 6.

Trains marked * run daily. ♁ Telegraph stations.

Distances shown are from Tacoma. "Elv."—Feet above sea level.

TACOMA EASTERN RAILROAD COMPANY.

H. R. WILLIAMS, President, Seattle, Wash.
E. D. SEWALL, Vice-President, Chicago, Ill.
A. M. INGERSOLL, Vice-President, Tacoma, Wash.
JOHN BAGLEY, Vice-President and Gen. Mgr., "
E. W. COOK, Secretary, Seattle, Wash.
E. W. ADAMS, Assistant Secretary, Milwaukee, Wis.
H. H. FIELD, General Attorney, Seattle, Wash.
F. G. RANNEY, Treasurer, Chicago, Ill.
J. McNAB, Assistant Treasurer, "
W. N. D. WINNE, General Auditor, "
P. TYRRELL, Ticket Auditor, "
J. R. BRICE, Freight Auditor, "
W. E. BEECHAM, Car Accountant, "
R. M. CALKINS, Traffic Manager, Seattle, Wash.
W. B. FOSTER, Superintendent, Tacoma, Wash.
F. M. ADAMS, Claim Agent, Seattle, Wash.

TACOMA-GLENAVON.

4	14	2	Ms	*December*, 1909.	13	1	3
P M	P M	A M	...	(*Pacific time.*)	A M	P M	A M
*5 50	*2 00	*8 30	0	lve.....**Tacoma**¹ ♁..arr.	10 10	5 45	8 05
6 15	2 20	8 50	3	........Bismarck......♁	9 50	5 30	*7 45
P M	2 34	9 02	7	.........Collins.........	9 36	5 18	A M
	2 43	9 08	9	........Murphy........	9 30	5 13	
	2 48	9 12	11	..**Salsich Junction**..	9 25	5 10	
	2 50	9 13	11	......Fredrickson......	9 23	5 03	
	2 55	9 18	13	.......Berkeley.......	9 18	5 05	
	2 58	9 22	14	..........Kirby.........	9 08	5 01	
	3 02	9 25	15	........Harding........	9 03	4 58	
	3 10	9 33	17	.........Thrift.........	8 57	4 53	
	3 32	9 47	23	.......**Kapowsin**.....♁	8 40	4 37	
	.....	.....	25	.......**Electron**.......	.....	.....	
	3 38	9 52	25	.......**Lakehead**.......	8 33	4 32	
	3 42	9 56	26	.........Holz..........	8 28	4 28	
	3 52	10 03	29	.........Ohop..........	8 19	4 22	
	4 10	10 17	33	.......Eatonville.....♁	8 07	4 10	
	4 23	10 29	37	.......Lagrande.......	7 52	3 49	
	4 46	10 50	41	..........Alder........♁	7 31	3 29	
	5 05	11 08	47	..........Elbe.........♁	7 11	3 11	
	5 12	11 14	50	arr..**Park Junction**.lve.	7 04	3 05	
	5 27	.....	55	arr.....**Ashford**² ♁..lve.	.....	*2 45	
	5 47	11 14	50	lve..**Park Junction**.arr.	7 04	2 30	
	6 00	11 25	54	........**Mineral**......♁	*6 45	2 18	
	P M	11 28	55	**East Creek Junction**	A M	2 16	
	.....	11 40	57	arr......**Ladd**......lve.	.....	12 23	
	.....	12 30	63	.......**Glenavon**³.......	.....	*1 50	
	.....	Noon	...	ARRIVE] [LEAVE	.....	P M	

*Daily.

Connections.—¹ With N. P. Ry. ² With stages for Longmires Spgs. and Paradise Val. during season. ³ With stages for Morton, Kosmos, Vern, Randy, Sulphur Spgs, Bremmer and Mossy Rock, Wash. ⁴ With No. Pac. Ry.

McKENNA BRANCH.

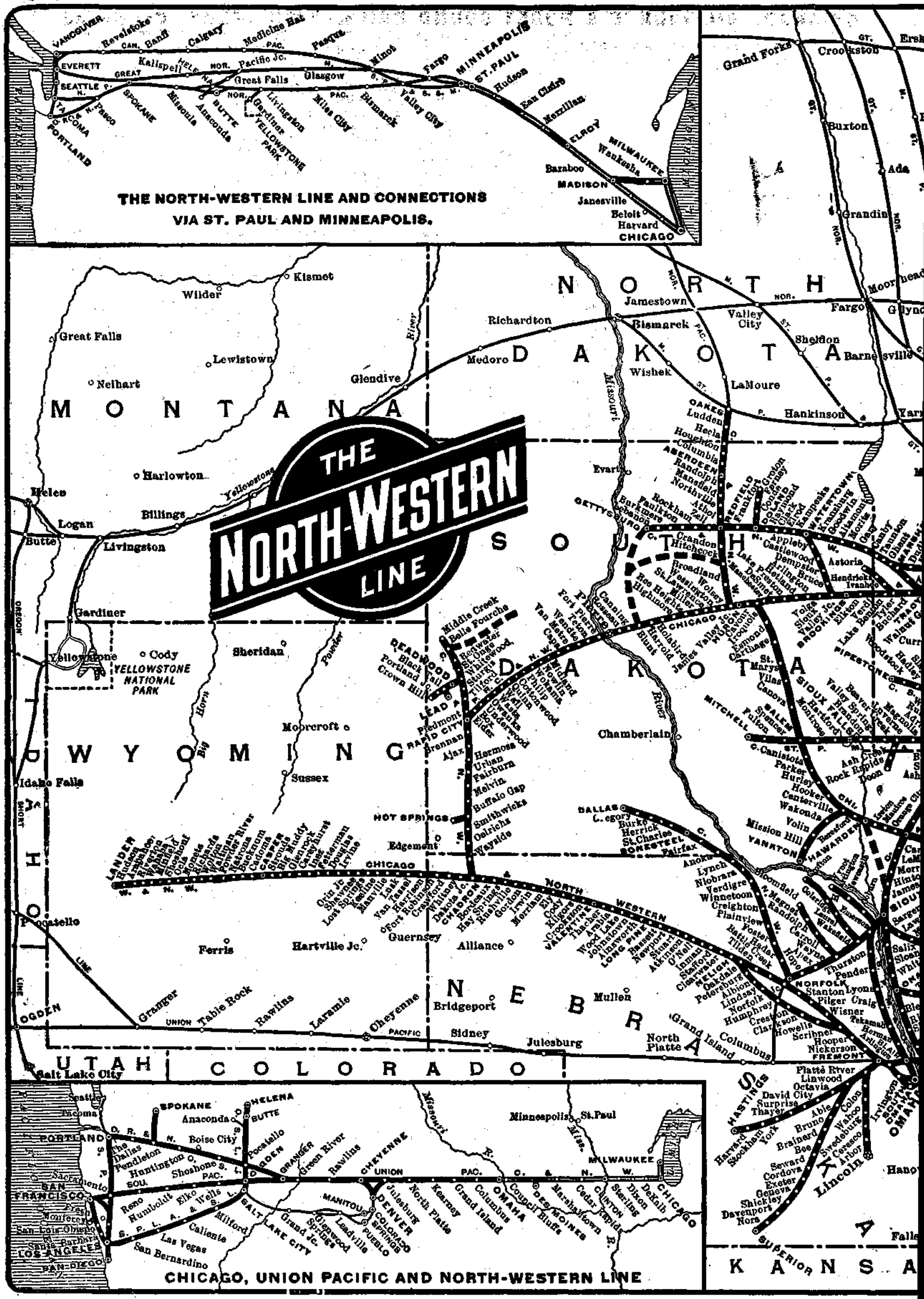
No. 24	Ms.	*December*, 1909.	No. 23
a8 30 A M	0	lve.....**Tacoma**¹....arr.	5 00 P M
– –	11	...**Salsich Junction**...	4 30 "
– –	23	..........**Roy**⁴..........	3 46 "
12 10 Noon	37	arr.....**McKenna**....lve.	a3 30 P M

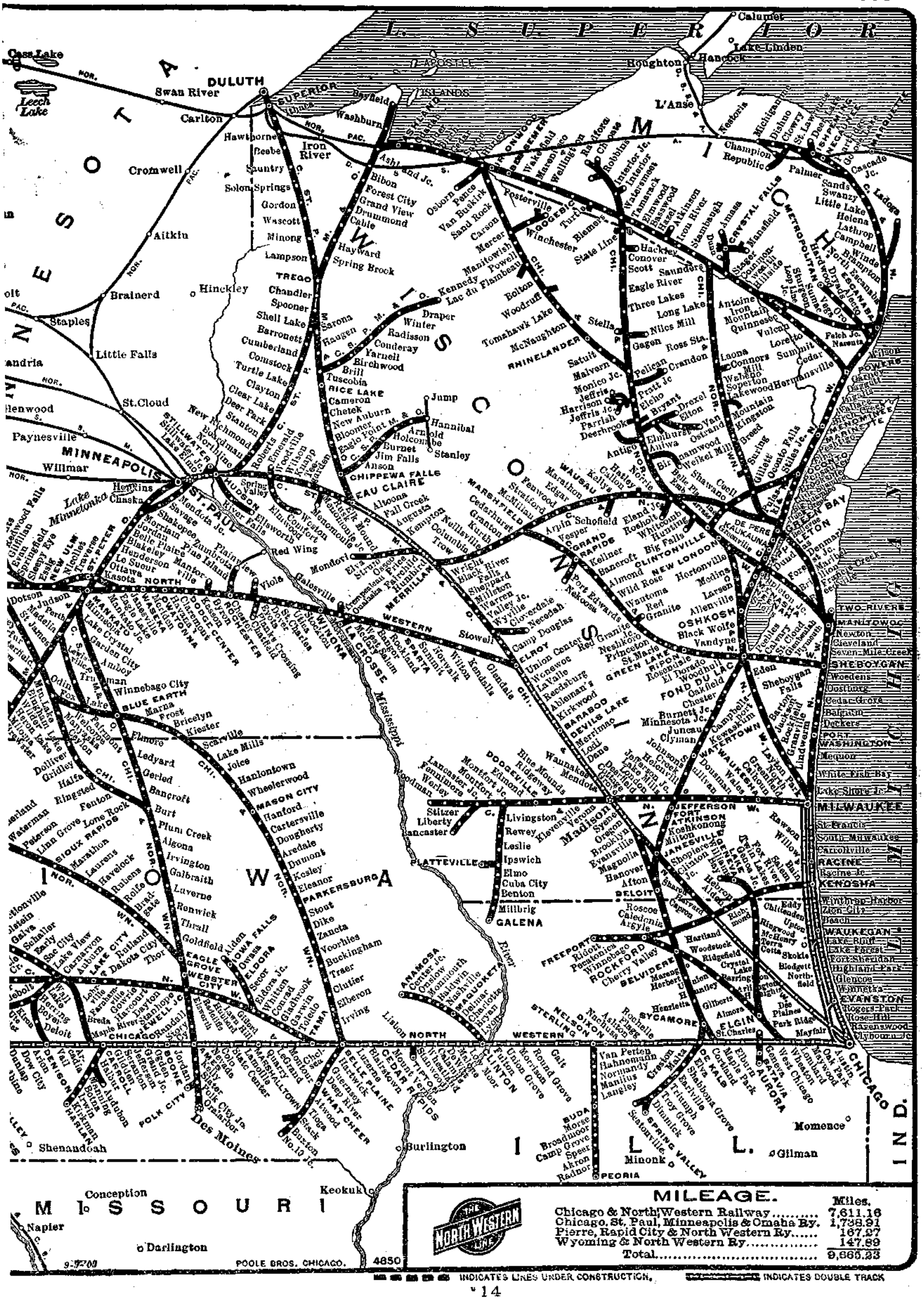
a Tuesday, Thursday and Saturday. ♁ Telegraph stations.

STAGE CONNECTIONS OF THE C. M. & P. S. RY. AND MONTANA R.R.

Destination.	Stage From.	Miles.	Fare. One Way.	Fare. R'nd Trip.	Stage Departure. Days (See Foot Note).	Stage Departure. Time of Day.
Idaho—						
De Smet	Tekoa........Wash.	12	$1.00	......	B	10 00
Emida	Tekoa........ "	32	2.75	......	B	10 00
Fernwood	St. Maries....Idaho.	24	2.50	......	B	1 00
Sanders	Tekoa........Wash.	22	1.75	......	B	10 00
Montana—						
Armiello	Lewistown....Mont.	45	4.00	$7.50	C	8 00
Ashland	Forsyth........ "	75	5.25	......	B	8 00
Bercail	Harlowton..... "	29	2.00	......	B	7 00
Big Elk	Two Dot....... "	7	1.50	......	A	7 00
Brandenburg	Miles City..... "	53	4.00	......	D	7 00
Carter	Superior....... "	...	1.0	......	D	1 30
Delphine	Martinsdale.... "	14	1.50	2.50	B	2 30
Denton	Lewistown..... "	40	3.00	5.00	D	8 00
Ekalaka	Baker.......... "	42	4.00	7.00	J	7 00
Ekalaka	Miles City..... "	105	7.00	......	E	7 00
Fattig	Musselshell.... "	22	2.00	......	F	1 00
Flat Willow	Musselshell.... "	30	3.00	......	F	6 00
Fort Logan	Dorsey......... "	36	3.00	......	A	2 00
Fort McGinnes	Musselshell.... "	75	6.50	......	F	6 00
Gilt Edge	Lewistown..... "	15	1.50	2.50	B	9 00
Gilt Edge	Musselshell.... "	80	7.00	......	F	6 00
Grass Range	Musselshell.... "	55	5.50	......	F	6 00
Helmville	Drummond.... "	...	2.00	3.50	B	8 00
Irene	Harlowton..... "	41	3.00	......	B	7 00
Jordan	Forsyth........ "	110	7.70	......	H	6 00
Jordan	Miles City..... "	100	6.00	......	G	7 00
Kendall	Lewistown..... "	20	1.50	2.50	A	9 00
Lame Deer	Forsyth........ "	65	4.50	......	B	8 00
Maiden	Lewistown..... "	20	1.50	2.50	B	1 00
Martina	Huson......... "	...	2.50	......	D	11 00
Melville	Two Dot....... "	24	1.50	......	B	7 00
Mosby	Melstone....... "	45	3.00	......	J	3 00
Nine Mile	Huson......... "	...	1.00	......	D	11 00
Ovando	Drummond.... "	...	3.00	5.00	B	8 00
Powderville	Miles City..... "	70	6.00	......	D	7 00
Roy	Lewistown..... "	45	4.00	7.50	I	8 00
Stark	Huson......... "	...	1.50	......	D	11 00
Unity	Dorsey......... "	30	2.75	......	A	2 00
Utica	Harlowton..... "	38	3.00	5.00	A	8 00
Montana—Cont'd.						
Weede	Melstone......Mont.	30	$2.50	......	J	7 00
White Sulphur Spgs.	Dorsey......... "	18	1.50	$2.50	A	......
Woolsey	Dorsey......... "	38	3.51	......	D	2 00
Yale	Harlowton..... "	20	1.50	......	B	7 00
North Dakota—						
Acklin	Haynes........N.D.	...	1.50	......	B	7 00
Alden	Hettinger...... "	18	2.00	......	J	6 00
Bentley	Lemmon........S.D.	28	1.00	......	B	7 00
Chandler	Haynes........ "	...	1.00	......	B	7 00
Fort Yates	McLaughlin.... "	24	2.00	4.00	B	1 42
Haley	Scranton.......N.D.	14	1.00	......	B	7 00
Howe	Morristown.... "	12	.75	......	F	1 30
Mound	Rhame......... "	15	1.50	......	D	8 00
Paoli	Bowman....... "	15	.25	.50	A	9 00
Pretty Rock	Morristown.... "	25	1.50	......	F	1 30
Schebley	Hettinger...... "	18	2.00	3.50	D	8 00
Stillwater	Scranton....... "	8	.75	......	B	8 00
Stowers	Lemmon........S.D.	9	.75	......	B	6 00
Wade	McIntosh...... "	18	1.25	......	B	1 00
South Dakota—						
Ada	Lemmon........S.D.	58	3.00	......	F	2 00
Bixby	Lemmon........ "	69	3.50	......	F	2 00
Bull Head	McIntosh...... "	18	1.25	......	D	1 00
Cole	Hettinger......N.D.	20	2.00	......	J	7 00
Date	Hettinger...... "	60	5.00	......	J	7 00
Daviston	Hettinger...... "	40	3.50	6.00	D	8 00
Ellingson	Hettinger...... "	20	2.50	......	J	7 00
Grand River	Hettinger...... "	10	1.50	......	J	7 00
Little Eagle	Wakpala.......S.D.	16	1.00	1.50	B	11 00
Lodgepole	Hettinger......N.D.	18	2.00	......	J	7 00
Lyle	Hettinger...... "	9	1.50	......	J	7 00
Maltby	Hettinger...... "	25	2.50	......	J	7 00
Meadow	Lemmon.......S.D.	46	2.00	......	F	2 00
Seim	Lemmon....... "	16	1.00	......	J	8 00
Stroll	Hettinger......N.D.	18	2.50	......	J	7 00
Washington—						
Cunningham	Othello.......Wash.	19	1.00	......	B	6 30
Quincy	Beverly........ "	40	3.00	......	F	7 00
Roslyn	Cle Elum...... "	4	.50	.50	△	2 00

EXPLANATION OF REFERENCE MARKS.—*a* Daily; *b* daily, except Sunday; *c* Wednesday and Saturday; *d* Monday and Friday; *e* Sunday, Tuesday and Thursday; *f* Tuesday, Thursday and Saturday; *g* Monday; *h* Friday; *i* Wednesday and Saturday; *j* Monday, Wednesday and Friday; light figures, a.m.; heavy figures, p.m. △ Automobile service.


THE NORTH-WESTERN LINE AND CONNECTIONS
VIA ST. PAUL AND MINNEAPOLIS.
THE NORTH-WESTERN LINE
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
WYOMING
NEBRASKA
UTAH
COLORADO
KANSAS
IDAHO
CHICAGO, UNION PACIFIC AND NORTH-WESTERN LINE


L. SUPERIOR
DULUTH
SUPERIOR
Swan River
Carlton
Cromwell
Aitkin
Brainerd
Hinckley
Staples
Little Falls
St. Cloud
Paynesville
MINNEAPOLIS
ST. PAUL
Willmar
Lake Minnetonka
Ashland Jc.
Washburn
Bayfield
Iron River
Hawthorne
Spooner
Shell Lake
Cumberland
Rice Lake
Chippewa Falls
Eau Claire
Hudson
River Falls
Ellsworth
Red Wing
Winona
La Crosse
Sparta
Elroy
Merrillan
Marshfield
Grand Rapids
Wausau
Antigo
Rhinelander
Watersmeet
Hancock
Houghton
Calumet
Lake Linden
L'Anse
Champion
Republic
Ishpeming
Negaunee
Marquette
Escanaba
Metropolitan
Crystal Falls
Iron Mountain
Menominee
Marinette
Oconto
Green Bay
De Pere
Kaukauna
Appleton
Neenah
Oshkosh
Fond du Lac
Ripon
Manitowoc
Two Rivers
Sheboygan
Port Washington
Milwaukee
Racine
Kenosha
Waukegan
Evanston
Chicago
Watertown
Jefferson
Fort Atkinson
Janesville
Madison
Baraboo
Devils Lake
Dodgeville
Platteville
Galena
Beloit
Freeport
Rockford
Belvidere
Sycamore
Elgin
De Kalb
Aurora
Sterling
Dixon
Nelson
Clinton
Cedar Rapids
Belle Plaine
Tama
Marshalltown
Ames
Boone
Carroll
Denison
Des Moines
Mason City
Blue Earth
Mankato
Winnebago City
New Ulm
St. Peter
Eagle Grove
Webster City
Lake City
Sac City
Iowa Falls
Eldora
Parkersburg
Maquoketa
Anamosa
Peoria
Spring Valley
Buda
Burlington
Keokuk
Momence
Gilman
Minonk
Shenandoah
Conception
Napier
Darlington
Mississippi River
MISSOURI
IOWA
ILL.
IND.
WISCONSIN
MICH.
MINNESOTA
L. MICHIGAN
POOLE BROS. CHICAGO.
4850
MILEAGE.
Miles.
Chicago & North Western Railway.......... 7,611.16
Chicago, St. Paul, Minneapolis & Omaha Ry. 1,738.91
Pierre, Rapid City & North Western Ry...... 167.27
Wyoming & North Western Ry............ 147.89
Total............................ 9,665.23
INDICATES LINES UNDER CONSTRUCTION.
INDICATES DOUBLE TRACK

CHICAGO & NORTH WESTERN RAILWAY CO.

GENERAL OFFICES—215 JACKSON BOULEVARD, CHICAGO, ILL.

EXECUTIVE DEPARTMENT.

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WILLIAM A. GARDNER, Vice-President—Operating Department, "
MARSHALL M. KIRKMAN, Vice-President—Accounting Department, "
JOHN M. WHITMAN, Vice-President—Construction Department, "

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S. A. LYNDE, General Attorney, "
WM. S. KIES, General Attorney, Chicago, Ill.
FRANK D. FULTON, General Attorney, "

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HIRAM R. McCULLOUGH, Vice-President.

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F. P. EYMAN, Assistant Freight Traffic Manager, "
EDWARD J. SEYMOUR, Asst. General Freight Agent, "
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H. C. CHEYNEY, Asst. Gen. Freight Agent, "
M. J. GOLDEN, Asst. Gen. Freight Agent, "
S. G. NETHERCOT, Chief of Tariff Bureau, "

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C. A. CAIRNS, Gen. Passenger and Ticket Agent, "
J. L. FERGUSON, Asst. Gen. Passg'r and Tkt. Agt., Chicago, Ill.
CHARLES G. HALL, General Advertising Agent, "

Cable Address: "NORWESLINE," Chicago and New York.

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WILLIS B. MORSE, General Superintendent, "
S. G. STRICKLAND, Asst. Gen. Superintendent, "
W. J. TOWNE, Engineer of Maintenance, "
FRANK WALTERS, Gen. Manager Lines West of No. River, Omaha, Neb.
S. M. BRADEN, General Superintendent, Norfolk, Neb.
A. A. SCHENCK, Engineer of Maintenance, Omaha, Neb.
ROBT. QUAYLE, Supt. Motive Power and Mach., Chicago, Ill.
CHAS. A. SCHROYER, Supt. Car Department, Chicago, Ill.
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E. E. BETTS, Car Service Agent, "
R. C. RICHARDS, General Claim Agent, "
G. M. DAVIDSON, Chemist and Engineer of Tests, "
WM. BENNETT, Superintendent of Telegraph, "
R. MATTERS, Supt. of Dining and Parlor Cars, "
H. G. GRAVES, General Baggage Agent, "

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W. F. VAN BERGEN, Ticket Auditor, "
F. M. LUCE, Auditor of Car Accounts, Chicago, Ill.
A. B. JONES, General Cashier, "

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JOHN M. WHITMAN, Vice-President.

E. C. CARTER, Chief Engineer, Chicago, Ill.
JOHN E. BLUNT, Consulting Engineer, Chicago, Ill.

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J. F. CLEVELAND, Land Commissioner, Chicago, Ill.
F. P. CRANDON, Tax Commissioner, Chicago, Ill.

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H. M. CUTTER, Traveling Agent.
CHAS. A. BRYANT, Traveling Agent.
Buffalo, N.Y.—301 Main St. (Ellicott Sq.)—
H. B. LOUCKS, Jr., General Agent.
F. M. ARCHDEACON, Traveling Agent.
J. H. SCHULTZ, Traveling Agent.
Boone, Ia.—A. J. CHESSEMAN, Trav. Agt.
Butte, Mont.—E. J. CARLAND, Trav. Agt.
Cedar Rapids, Ia.—M. H. RIZER, P. & T. A.
Chadron, Neb.—E. R. BUTLER, Trav. Agt.
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H. A. GROSS, General Agent Pas. Dept.
G. A. GRISWOLD, City Passenger Agent.
E. D. PARMELEE, City Ticket Agent.
DAVID H. HOOPS, General Agent Fht. Dept.
Chicago, Ill.—215 Jackson Boulevard—
CLINTON MCCULLOUGH, Traveling Agent.
F. J. ALLEN, Dairy Freight Agent.
GEO. BONNELL, Industrial Agent.
D. D. CUTLER, General Live Stock Agent.
Cincinnati, O.—436 Walnut Street—
N. M. BREEZE, General Agent.
CHAS. H. TODD, Traveling Agent.
A. R. GOULD, Traveling Agent.
JAS. A. RITCHIE, Traveling Agent.
Cleveland, O.—239 Superior Avenue, N.W.—
A. F. CLEVELAND, General Agent.
A. W. BOWER, Traveling Agent.
C. F. WEBER, Traveling Agent.
Council Bluffs, Ia.—J. C. MITCHELL, C.P.&F.A.
Deadwood, S.D.—E. E. BENJAMIN, Gen. Agt.
Denver, Colo.—801 17th Street—
T. S. RATTLE, General Agent.
HEMAN WHEELER, Asst. General Agent.
WARREN MCCORD, Traveling Agent.
W. L. FOX, Traveling Agent.
Des Moines, Ia.—C. F. MILEY, Gen. Agt.
GEO. O. EBERHARDT, City Passenger Agt.
Detroit, Mich.—17 Campus-Martius—
W. H. GUERIN, General Agent Pas. Dept.
W. L. STANNARD, Gen. Agt. Freight Dept.
W. P. DEMPSEY, Traveling Agent.
Duluth, Minn.—A. M. FENTON, D. F. & P. A.
GEO. M. SMITH, General Agent.
Green Bay, Wis.—E. B. DALY, Trav. Agent.
Helena, Mont.—37 Sixth Avenue, West—
E. A. GRAY, General Agent.
Houghton, Mich.—C. E. WEBB, Gen. Agt.
Huron, S.D.—B. F. FARRELL, Trav. Agent.
Kansas City, Mo.—823 Main Street—
JAS. J. LIVINGSTON, Traveling Agent.
Lincoln, Neb.—ROBT. W. MCGINNIS, Gen. Agt.
Los Angeles, Cal.—605 South Spring St.—
C. A. THURSTON, General Agent.
P. O. PRINCE, Traveling Agent.
C. G. MANN, Passenger and Ticket Agent.
Madison, Wis.—A. L. FISHER, Trav. Agt.
Mankato, Minn.—H. J. WAGEN, Trav. Agt.
Milwaukee, Wis.—CHAS. THOMPSON, Gen. Agt.
E. M. GULBRANSEN, City Passenger Agent.
Minneapolis, Minn.—600 Nicollet Avenue—
J. A. O'BRIEN, Gen. Agt. Pas. Dept.
New York—461 B'way—R. M. JOHNSON, G. A.
S. A. TRUSSELL, Traveling Agent.
A. E. HILL, Passenger and Ticket Agent.
C. C. WALTON, Passenger Agent.
Omaha, Neb.—1401-1403 Farnam Street—
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THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY.

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CHICAGO & NORTH WESTERN RAILWAY.

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The Route of the Duluth-Superior Limited.

No. 511—DULUTH-SUPERIOR LIMITED—Daily. Electric lighted throughout. Pullman Drawing-room Sleeping Car, Buffet Smoking and Library Car and Free Reclining Chair Car Chicago to Duluth, via Eau Claire. Dining Car Chicago to Madison and Eau Claire to Duluth.

Pullman Drawing-room Sleeping Car Milwaukee to Duluth.

No. 512—CHICAGO LIMITED—Daily. Electric lighted throughout. Same equipment as No. 511.

No. 509—DULUTH-SUPERIOR EXPRESS—Daily. Electric lighted throughout. Pullman Drawing-room Sleeping Car, Buffet Smoking Car and Free Reclining Chair Car Chicago to St. Paul and Minneapolis. Dining Car Eau Claire to Minneapolis. Pullman Standard Sleeping Car Chicago to Duluth and Free Reclining Chair Car and Cafe Car Eau Claire to Duluth.

No. 502—CHICAGO EXPRESS—Electric lighted throughout. Same equipment as No. 509.

No. 509	No. 511	Mls.	December 19, 1909.	No. 512	No. 502
*10 10 P M	*8 25 P M	0	lve.....+ Chicago.....arr.	7 35 A M	6 59 A M
11 37 P M	8 00 P M	62.7	+.....Harvard.....ồ	5 45 A M	5 07 A M
12 25 Night	8 50 P M	.....	.....Janesville.....	4 50 A M	4 17 A M
12 51 Night	9 22 P M	120.3	+.....Evansville.....ồ	4 23 A M	3 48 A M
.....	*7 45 P M	0	lve.....Milwaukee.....arr.	*7 45 A M	.....
.....	10 10 P M	82.0	arr.....Madison.....lve.	5 00 A M	.....
1 30 A M	10 20 P M	143.3	lve.....+ Madison.....arr.	3 33 A M	3 05 A M
3 30 A M	12 20 Night	217.5	arr.....+ Elroy ồ.....lve.	1 35 "	1 05 A M
3 35 A M	12 30 Night	217.5	lve.....Elroy.....arr.	1 25 A M	12 55 Night
- -	12 52 Night	230.0	.....Camp Douglas.....ồ	12 52 Night	12 24 Night
5 15 A M	2 06 A M	281.8	.....Merrillan.....ồ	11 32 P M	11 05 P M
- -	3 15 "	322.4	.....Altoona.....ồ	10 25 "	- -
6 10 "	3 25 "	325.7	arr.....+ Eau Claire ồ...lve.	10 15 "	9 50 "
7 05 "	3 30 "	325.7	lve.....Eau Claire.....arr.	10 10 "	9 00 "
7 32 "	3 57 "	335.7	.....Chippewa Falls.....	9 45 "	8 35 "
8 00 "	- -	350.4	.....Bloomer.....	- -	8 03 "
8 55 "	a -	375.5	.....Cameron.....	8 41 "	7 22 "
9 10 "	5 13 "	382.2	.....Rice Lake.....	8 30 "	7 10 "
9 55 "	6 00 "	406.6	.....Spooner.....	7 46 "	6 15 "
10 50 "	- -	437.9	.....Gordon.....	- -	5 15 "
11 10 A M	7 05 "	446.0	.....Solon Springs.....	6 45 "	5 00 "
12 30 Noon	8 10 "	479.1	.....Superior.....	5 35 "	3 50 "
12 59 Noon	8 40 A M	483.3	arr.....Duluth.....lve.	*5 15 P M	*3 30 P M

* Daily.

† Daily, except Sunday.

‡ Daily, except Saturday.

¶ Daily, except Monday.

a Stops to leave passengers.

w Stops to take passengers for Shell Lake and points south, where regular stops are made.

● Sunday arr. 8 10 a.m.

§ Meal station.

+ Coupon stations.

ồ Telegraph stations.

STANDARD TIME—All trains on this road are run on *Central time*.

CHICAGO AND DULUTH—Via St. Paul.

507	Mls.	C. & N. W. and C. St. P. M. & O.	510	502
A M	.....	.....	A M	A M
*3 00	0	lve.....Chicago....arr.	10 00	6 59
4 08	392.4	arr.....Hudson.....lve.	11 10	7 40
4 55	411.6	arr.....St. Paul.....lve.	10 30	7 00
5 30	422.0	arr...Minneapolis..lve.	9 65	6 20
P M	.....	.....	P M	P M
64	.....	.....	63	61
P M	.....	.....	P M	P M
*4 00	422.0	lve...Minneapolis..arr.	10 25	5 05
4 39	411.6	lve.....St. Paul....arr.	9 65	4 30
5 05	430.8	lve.....Hudson.....arr.	9 12	3 36
5 33	446.5	arr.New Richmond.lve.	8 43	2 55
6 40	488.6	arr...Cumberland..lve.	7 37	1 27
7 05	504.8	arr....Shell Lake...lve.	7 05	12 53
7 25	510.7	arr.....Spooner.....lve.	6 50	‖12 40
9 23	576.1	arr.Superior East End.lve.	*w* -	9 13
9 35	583.2	arr..Superior, Wis.lve.	4 55	9 03
9 55	587.4	arr.....Duluth.....lve.	*4 35	†8 35
P M	.....	.....	P M	A M

Nos. 63 and 64—"THE TWILIGHT LIMITED"—Parlor Cars, Observation Cafe Cars and Coaches between Minneapolis, St. Paul and Duluth.

CHICAGO, MILWAUKEE AND SAULT STE. MARIE.

13	Mls.	(C. & N. W. and M. St. P. & S. S. M. Rys.)	2
P M	.....	.....	A M
‖6 00	0	lve.....Chicago.....arr.	‖7 25
‖6 15	85.0	lve.....Milwaukee.....arr.	4 55
12 25	165.8	lve.....Oshkosh.....arr.	2 30
1 00	185.1	lve.....Appleton.....arr.	1 46
1 55	213.8	lve.....Green Bay.....arr	12 45
3 23	262.8	lve...Marinette, Wis....arr.	11 15
3 30	264.5	lve..Menominee, Mich..arr	11 05
5 20	328.7	arr.....Escanaba.....lve.	8 52
6 00	328.7	lve.....Escanaba.....arr.	8 30
6 25	335.3	arr.....Gladstone.....lve.	8 10
‖8 15	379.3	arr.....Manistique.....lve.	‖6 30
†r10	486.7	arr...Sault Ste. Marie...lve.	†2 30
Noon	.....	.....	P M

No. 13—Through Drawing-room Sleeping Car Chicago to Sault Ste. Marie daily, except Saturday. Parlor Car Chicago to Milwaukee.

No. 2—Through Drawing-room Sleeping Car Sault Ste. Marie to Chicago daily, except Sun.

Nos. 13 and 2—Free Reclining Chair Cars between Chicago and Escanaba on No. 13; Coaches, No. 2; also Coaches between Escanaba and Sault Ste. Marie.

STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | **SAFETY CAR HEATING & LIGHTING CO.** NEW YORK. CHICAGO. ST. LOUIS.

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

A CHICAGO AND LOS ANGELES.

THE ROUTE OF THE LOS ANGELES LIMITED.

WESTBOUND TIME OF THE LOS ANGELES LIMITED	Los Angeles Limited. No. 7 Daily.	C. and J. Fast Mail. No. 3 Daily.	Overland Limited. No. 1 Daily.	Miles	Chicago & North Western Ry. Union Pacific R.R.	C. and J. Fast Mail. No. 10 Daily.	Atlantic Express. No. 4 Daily.	Los Angeles Limited. No. 8 Daily.	EASTBOUND TIME OF THE LOS ANGELES LIMITED
Sa. Fr. Th. We. Tu. Mo. Su.	10 00 P M	10 45 P M	7 00 P M	0	lve..... Chicago ..... arr.	8 30 A M	6 45 A M	11 59 A M	Su. Mo. Tu. We. Th. Fr. Sa.
" " " " " " "	10 12 P M	10 56 P M	a7 08 P M	4	lve..... Kedzie Ave ... arr.	8 28 A M	6 32 A M	11 46 A M	" " " " " " "
" " " " " " "	11 37 P M	12 42 Night	a8 52 P M	58	lve..... De Kalb ..... arr.	6 48 A M	4 44 A M	10 14 A M	" " " " " " "
" " " " " " "	12 36 Night	1 52 A M	a9 23 P M	98	lve..... Dixon ..... arr.	5 44 A M	3 25 A M	9 08 A M	" " " " " " "
Su. Sa. Fr. Th. We. Tu. Mo.	12 56 Night	2 14 A M	a9 40 P M	110	lve..... Sterling ..... arr.	5 20 A M	2 57 A M	8 45 A M	" " " " " " "
" " " " " " "	1 55 A M	3 20 A M	10 30 P M	139	lve..... Clinton ..... arr.	4 30 A M	1 50 A M	7 50 A M	" " " " " " "
" " " " " " "	4 00 A M	5 40 A M	12 20 Night	220	lve... Cedar Rapids... arr.	2 27 A M	10 50 P M	5 35 A M	" " " " " " "
" " " " " " "	4 54 A M	6 46 A M	a1 08 A M	254	lve... Belle Plaine... arr.	1 28 A M	9 21 P M	4 24 A M	" " " " " " "
" " " " " " "	5 25 A M	7 25 A M	a1 32 A M	271	lve..... Tama ..... arr.	1 02 A M	8 40 P M	3 54 A M	" " " " " " "
" " " " " " "	5 55 A M	8 00 A M	a1 55 A M	289	lve... Marshalltown... arr.	12 35 Night	7 55 P M	3 22 A M	" " " " " " "
" " " " " "	3 05 A M	8 25 A M	.....	.....	lve ... Des Moines ... arr.	12 55 Night	7 45 P M	.....	" " " " " " "
" " " " " "	6 55 A M	9 30 A M	2 45 A M	327	lve..... Ames ..... arr.	11 40 P M	6 27 P M	2 20 A M	" " " " " " "
" " " " " "	7 35 A M	10 10 A M	3 15 A M	341	lve..... Boone ..... arr.	11 10 P M	5 35 P M	1 45 A M	" " " " " " "
" " " " " "	9 10 A M	11 52 A M	4 30 A M	398	lve..... Carroll ..... arr.	9 50 P M	3 40 P M	12 14 Night	Sa. Su. Mo. Tu. We. Th. Fr.
" " " " " "	10 05 A M	12 48 Noon	a5 08 A M	424	lve..... Denison ..... arr.	8 84 P M	2 40 P M	11 26 P M	" " " " " " "
" " " " " "	11 30 A M	2 15 P M	a6 05 A M	468	lve.. Missouri Valley. arr.	7 10 P M	1 15 P M	10 13 P M	" " " " " " "
" " " " " "	12 05 Noon	3 05 P M	6 40 A M	489	ar.. Council Bluffs Ia.. lv.	6 50 P M	12 30 Noon	8 55 P M	" " " " " " "
" " " " " "	12 35 Noon	3 28 P M	7 05 A M	492	arr.... Omaha, Neb... lve.	6 06 P M	12 05 Noon	9 10 P M	" " " " " " "
" " " " " "	12 55 Noon	4 00 P M	7 20 A M	492	lve..... Omaha ..... arr.	5 46 P M	9 30 A M	8 50 P M	" " " " " " "
" " " " " "	2 02 P M	5 13 P M	8 30 A M	538	arr..... Fremont ..... lve.	4 27 P M	8 17 A M	7 53 P M	" " " " " " "
" " " " " "	4 50 P M	8 50 P M	11 20 A M	646	arr... Grand Island.. lve.	1 20 P M	5 10 A M	4 56 P M	" " " " " " "
" " " " " "	8 40 P M	1 20 A M	3 05 P M	783	arr. North Platte (C. Time) lve.	9 15 A M	12 40 Night	12 35 Noon	" " " " " " "
" " " " " "	7 50 P M	12 30 Night	2 12 P M	783	lv. No. Platte, Neb (M. Time) ar.	8 05 A M	11 15 P M	11 30 A M	" " " " " " "
" " " " " "	10 06 P M	3 40 A M	4 30 P M	864	arr.. Julesburg, Colo. lve.	6 05 A M	8 19 P M	9 20 A M	" " " " " " "
Mo. Su. Sa. Fr. Th. We. Tu.	2 50 A M	10 40 A M	10 35 P M	1008	arr.. Cheyenne, Wyo. lve.	2 20 A M	2 50 P M	5 50 A M	" " " " " " "
" " " " " "	5 15 A M	1 35 P M	1 15 A M	1065	arr..... Laramie ..... lve.	12 01 Night	12 25 Noon	3 38 A M	" " " " " " "
" " " " " "	12 50 Noon	11 05 P M	9 30 A M	1316	lve.... Green River... arr.	3 10 P M	3 00 A M	7 20 P M	Fr. Sa. Su. Mo. Tu. We. Th.
" " " " " "	4 05 P M	2 55 A M	1 00 P M	1416	arr.. Evanston, Wyo. lve.	11 40 A M	11 05 P M	4 15 P M	" " " " " " "
" " " " " "	8 35 P M	5 45 A M	5 50 P M	1492	arr... Ogden, Utah .. lve.	8 20 A M	7 40 P M	1 15 P M	" " " " " " "
" " " " " "	6 55 P M	7 15 A M	4 00 P M	1492	lve..... Ogden ..... arr.	8 10 A M	7 10 P M	1 05 P M	" " " " " " "
" " " " " "	7 55 P M	8 20 A M	5 05 P M	1529	arr... Salt Lake City.. lve.	7 10 A M	6 05 P M	12 05 Noon	" " " " " " "
.....	No. 7	No. 3	No. 1	.....	San. Pe. Los. Ang. & Slt. L. R. R.	No. 2	No. 4	No. 8	.....
" " " " " "	6 16 P M	9 00 A M	11 50 P M	1529	lve... Salt Lake City.. arr.	6 30 A M	4 00 P M	11 45 A M	" " " " " " "
.....	- -	- -	1 35 A M	1569	arr..... Stockton .... lve.	4 39 A M	- -	- -	.....
.....	- -	- -	3 40 A M	1613	arr..... Tintic ..... lve.	2 35 A M	- -	- -	.....
Tu. Mo. Su. Sa. Fr. Th. We.	3 15 A M	4 05 P M	8 25 A M	1735	arr..... Milford ..... lve.	9 25 P M	9 35 A M	5 25 A M	" " " " " " "
" " " " " "	6 45 A M	7 50 P M	1 10 P M	1852	arr. Caliente (M. Time). lve.	4 25 P M	5 15 A M	1 15 A M	" " " " " " "
" " " " " "	5 50 A M	6 35 P M	12 30 Noon	1852	lve. Caliente (P. Time) . arr.	3 15 P M	4 10 A M	12 10 Night	Th. Fr. Sa. Su. Mo. Tu. We.
" " " " " "	9 05 A M	10 35 P M	6 50 P M	1975	arr.... Las Vegas .... lve.	9 50 A M	12 20 Night	8 20 P M	" " " " " " "
.....	- -	12 32 Night	8 09 P M	2032	arr..... Nipton ..... lve.	7 42 A M	10 47 P M	- -	.....
" " " " " "	3 00 P M	4 40 A M	1 55 A M	2161	arr..... Barstow ..... lve.	2 20 A M	7 05 P M	3 05 P M	" " " " " " "
" " " " " "	8 50 P M	7 40 A M	5 25 A M	2241	arr.. San Bernardino. lve.	10 55 P M	4 10 P M	12 10 Noon	" " " " " " "
" " " " " "	8 03 P M	7 48 A M	5 50 A M	2244	arr..... Colton ..... lve.	10 35 P M	3 55 P M	11 55 A M	" " " " " " "
" " " " " "	8 25 P M	8 10 A M	6 15 A M	2252	arr..... Riverside .... lve.	9 55 P M	3 25 P M	11 25 A M	" " " " " " "
" " " " " "	7 05 P M	8 55 A M	6 56 A M	2271	arr..... Ontario ..... lve.	9 15 P M	2 55 P M	- -	.....
" " " " " "	7 15 P M	9 10 A M	7 06 A M	2277	arr..... Pomona ..... lve.	9 00 P M	2 48 P M	10 48 A M	" " " " " " "
" " " " " "	8 50 P M	11 00 A M	8 50 A M	2320	arr..... Pasadena .... lve.	8 45 P M	12 10 Noon	9 10 A M	" " " " " " "
" " " " " "	8 00 P M	10 00 A M	8 00 A M	2310	arr.. Los Angeles, Cal. lve.	8 00 P M	2 00 P M	10 00 A M	Th. Fr. Sa. Su. Mo. Tu. We.

Nos. 7 and 8—THE LOS ANGELES LIMITED—Electric Lighted throughout; consists of New Pullman Standard Drawing-room and Private Compartment Sleeping Car and Tourist Sleeping Cars; Composite Observation Car, with Observation-Parlor-Buffet-Smoking Apartment and excellent Library, and Dining Car (all meals a la carte) between Chicago and Los Angeles (one Sleeping Car through to Pasadena, via Los Angeles); also Free Reclining Chair Car between Chicago and Omaha, Cheyenne and Salt Lake City.

For Tourist Sleeping Car Service, see page 688.

Nos. 3 and 4—VIA "SALT LAKE ROUTE"—Pullman Drawing-room Sleepers, Free Reclining Chair Cars and Dining Cars between Salt Lake City and Los Angeles. For equipment of Nos. 3 and 4 between Chicago and Ogden and Salt Lake City, see page 692.

Nos. 1 and 2—Have Pullman Standard Drawing-room Sleeping Cars daily between Denver, Salt Lake City and Los Angeles, connecting with Nos. 1, 7 and 10 at Ogden; also Free Reclining Chair Cars, Coaches and Dining Cars between Salt Lake City and Los Angeles. See equipment of Overland Limited and of No. 10 on page 692.

B THREE DAILY TRAINS CHICAGO AND COLORADO.

No. 1 Overland Limited.	No. 3 Denv. & Salt Lake Exp.	No. 11 Colorado Special.	Chicago, Union Pacific and North Western Line.	No. 12 Chicago Special.	No. 16 Eastern Express.	No. 2 Overland Limited.
*7 00 P M	*10 45 P M	*1 30 P M	lve. Chicago.. (C. & N. W.) arr.	8 45 P M	7 20 A M	12 45 Noon
a7 08 P M	10 56 P M	c1 38 P M	lve. Kedzie Ave..... " arr.	c8 34 P M	7 08 A M	a12 35 Noon
a9 23 P M	1 52 A M	3 59 P M	lve. Dixon..... " arr.	6 16 P M	4 43 A M	a10.6 A M
†5 10 P M	†5 10 P M	.....	lve. Peoria..... " arr	.....	†11 02 A M	.....
a9 40 P M	*2 14 A M	4 16 P M	lve. Sterling, Ill..... " arr.	5 57 P M	4 23 A M	a9 57 A M
*12 25 Night	5 40 A M	7 00 P M	lve. Cedar Rapids, Ia. " arr.	3 13 P M	1 25 A M	6 54 A M
a1 55 A M	8 00 A M	8 33 P M	lve. Marshalltown ... " arr.	1 20 P M	11 26 P M	5 13 A M
.....	8 25 A M	4 56 P M	ve. Des Moines..... " arr.	1 55 P M	12 55 Night	6 00 A M
2 45 A M	9 30 A M	9 20 P M	lve. Ames ..... " arr.	12 22 Noon	10 25 P M	4 23 A M
6 40 A M	3 05 P M	1 10 A M	arr. Council Bluffs, Ia. " lve.	8 05 A M	5 46 P M	12 35 Night
7 05 A M	3 28 P M	1 30 A M	arr. Omaha, Neb..... " lve.	7 45 A M	5 20 P M	12 15 Night
7 20 A M	3 50 P M	1 45 A M	lve. Omaha..... (U. P.) arr.	7 30 A M	6 00 P M	11 59 P M
11 20 A M	8 15 P M	5 20 A M	arr. Grand Island..... " lve.	4 00 A M	12 30 Noon	8 05 P M
12 27 Noon	8 58 P M	6 32 A M	lve. Kearney..... " arr.	2 53 A M	11 12 A M	7 01 P M
3 05 P M	12 40 Night	9 15 A M	arr. No. Platte, Neb (Ct. time) " lve.	12 30 Night	8 15 A M	4 24 P M
2 12 P M	11 45 P M	8 25 A M	lve. No. Platte (Mount. time) " arr.	11 20 P M	7 00 A M	3 20 P M
4 40 P M	2 20 A M	10 55 A M	lve. Julesburg, Colo.. " arr.	9 05 P M	4 35 A M	1 00 P M
6 10 P M	3 50 A M	12 15 Noon	lve. Sterling..... " arr.	7 45 P M	2 40 A M	11 30 A M
7 10 P M	4 54 A M	1 07 P M	lve. Fort Morgan..... " arr.	6 35 P M	1 23 A M	10 27 A M
8 30 P M	7 35 A M	4 00 P M	arr. Denver..... " lve.	*4 15 P M	*10 50 P M	*8 15 A M
.....	10 15 A M	8 20 P M	arr. Colorado Spgs (C. & S.) lve.	12 50 Noon	8 15 P M	.....
.....	11 30 A M	11 40 P M	arr. Pueblo..... " lve.	*11 35 A M	*6 00 P M	.....
.....	10 30 A M	8 05 P M	arr. Colorado Spgs (D. & R. G.) lve.	10 40 A M	6 15 P M	.....
.....	11 45 A M	9 20 P M	arr. Pueblo..... " lve.	*9 05 A M	*5 00 P M	.....

No. 11—THE COLORADO SPECIAL and No. 12—THE CHICAGO SPECIAL—Electric Lighted throughout. New Pullman Drawing-room Sleeping Cars (with electric reading lamps in Section and Drawing-room), Free Reclining Chair Cars between Chicago and Denver without change. Observation Standard Sleeping Cars (with Library and Smoking room) between Omaha and Denver. Meals a la carte in Dining Cars. Observation Parlor Cars (with Library and Smoking-room) Chicago and Omaha on Nos. 11 and 12.

Nos. 1 and 2—THE OVERLAND LIMITED—For First-class Sleeping Car passengers only. Electric Lighted Train. Pullman Drawing-room Sleeping Cars between Chicago and Denver and Private Compartment Sleeping Cars (electric reading lamp in each Section and Compartment) and Composite Observation Cars (with Buffet and Library) between Chicago and Julesburg. Dining Cars. Observation Parlor Cars and Coaches between Julesburg and Denver.

No. 3—DENVER AND SALT LAKE EXPRESS and No. 16—EASTERN EXPRESS—Pullman Drawing-room Sleeping Cars and Free Reclining Chair Cars between Chicago and Denver without change. All meals a la carte in Dining Cars.

* Daily; *a* stops to take or leave Sleeping Car passengers for or from Colorado or Pacific Coast; *b* stops to leave passengers; *c* stops to take or leave passengers for or from Colorado points.

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

CHICAGO AND THE PACIFIC COAST.

THE OVERLAND LIMITED AND CHINA AND JAPAN FAST MAIL.

For Through Car Service, see page 688; Schedules Los Angeles Limited, see page 686.

C

WESTBOUND TIME OF The Overland Limited.	No. 1 Overland Limited. Daily.	No. 3 China and Japan Fast Mail. Daily	Chicago, Union Pacific and North Western Line. November 14, 1909. (Central time.)			No. 4 Atlantic Express.	No. 10 China and Japan Fast Mail. Daily	No. 2 Overland Limited. Daily.	EASTBOUND TIME OF The Overland Limited.
Sat. Fri. Th. We. Tue Mo Su.	7 00 P M	10 45 P M	lv. Chicago (C. & N. W.)	ar.		6 45 A M	8 30 A M	12 45 Noon	Sun Mo. Tue We. Th Fri. Sat
» » » » » » »	a923 P M	1 52 A M	lv. Dixon	»	ar.	3 25 A M	5 44 A M	a10 16 A M	» » » » » » »
» » » » » » »	†5 10 P M		lv. Peoria	»	ar.		†11 02 A M		» » » » » » »
» » » » » » »	a840 P M	2 14 A M	lv. Sterling, Ill.	»	ar.	2 57 A M	5 20 A M	a9 57 A M	» » » » » » »
» » » » » » »	10 30 P M	3 20 A M	lv. Clinton, Ia.	»	ar.	1 50 A M	4 30 A M	9 10 A M	» » » » » » »
» » » » » » »	12 20 Night	5 40 A M	lv. Cedar Rapids	»	ar.	10 50 P M	2 27 A M	6 54 A M	» » » » » » »
» » » » » » »	a155 A M	8 00 A M	lv. Marshalltown	»	ar.	7 55 P M	12 35 Night	5 13 A M	» » » » » » »
		8 25 A M	lv. Des Moines	»	ar.	7 45 P M	12 55 Night	6 00 A M	» » » » » » »
Sun Sat. Fri. Th. We. Tu Mo	2 45 A M	9 30 A M	lv. Ames	»	ar.	6 27 P M	11 40 P M	4 23 A M	» » » » » » »
» » » » » » »	3 15 A M	10 10 A M	lv. Boone	»	ar.	5 36 P M	11 10 P M	3 55 A M	» » » » » » »
» » » » » » »	a605 A M	2 15 P M	lv. Missouri Valley	»	ar.	1 15 P M	7 10 P M	a10 5 A M	» » » » » » »
» » » » » » »	6 40 A M	3 06 P M	ar. Council Bluffs, Ia	»	lv.	12 30 Noon	6 50 P M	12 35 Night	Sat. Sun Mo. Tue We Th Fri.
» » » » » » »	7 05 A M	5 28 P M	ar. Omaha, Neb.	»	lv.	12 05 Noon	6 05 P M	12 15 Night	» » » » » » »
» » » » » » »	7 20 A M	4 00 P M	lv. Omaha, Neb. (U. P.)	ar.		9 30 A M	5 45 P M	11 59 P M	» » » » » » »
» » » » » » »	8 30 A M	5 13 P M	ar. Fremont	»	lv.	8 17 A M	4 27 P M	10 49 P M	» » » » » » »
» » » » » » »	11 20 A M	8 30 P M	ar. Grand Island	»	lv.	5 10 A M	1 20 P M	8 05 P M	» » » » » » »
» » » » » » »	3 05 P M	1 20 A M	ar. No. Platte, Neb. (C. time)	»	lv.	12 40 Night	9 15 A M	4 24 P M	» » » » » » »
» » » » » » »	2 12 P M	12 30 Night	lv. No. Platte, Neb. (M. time)	»	ar.	11 16 P M	8 05 A M	3 20 P M	» » » » » » »
» » » » » » »	4 50 P M	3 40 A M	ar. Julesburg, Colo.	»	lv.	8 18 P M	6 05 A M	1 15 P M	» » » » » » »
» » » » » » »	10 35 P M	10 40 A M	ar. Cheyenne	»	lv.	2 50 P M	2 20 A M	8 30 A M	» » » » » » »
Mo. Sun Sat. Fri. Th. We Tu	1 15 A M	1 35 P M	ar. Laramie, Wyo.	»	lv.	12 25 Noon	12 01 Night	6 10 A M	» » » » » » »
» » » » » » »	5 10 A M	6 50 P M	ar. Rawlins	»	lv.	8 00 A M	8 05 P M	2 15 A M	» » » » » » »
» » » » » » »	9 25 A M	10 65 P M	ar. Green River	»	lv.	3 10 A M	2 12 P M	9 25 P M	Fri. Sat. Sun Mo. Tu We Th
» » » » » » »	10 34 A M	12 18 Night	ar. Granger	»	lv.	2 00 A M	2 10 P M	8 18 P M	» » » » » » »
» » » » » » »	1 00 P M	2 55 A M	ar. Evanston	»	lv.	11 05 P M	11 40 A M	5 50 P M	» » » » » » »
» » » » » » »	3 50 P M	5 45 A M	ar. Ogden	»	lv.	7 40 P M	8 20 A M	2 30 P M	» » » » » » »
» » » » » » »	4 00 P M	7 15 A M	lv. Ogden (O. S. L.)	ar.		7 10 P M	8 10 A M	2 05 P M	» » » » » » »
» » » » » » »	5 05 P M	8 20 A M	ar. Salt Lake City	»	lv.	6 05 P M	7 10 A M	1 00 P M	» » » » » » »
» » » » » » »	4 10 P M	6 40 A M	lv. Ogden (Mount. time) (S. P.)	ar.		5 35 P M	7 10 A M	2 10 P M	» » » » » » »
	– –	3 30 P M	ar. Elko	»	lv.	9 28 A M	10 22 P M	– –	
	– –	8 68 P M	ar. Humboldt	»	lv.	3 32 A M	3 38 P M	– –	
Tue Mo. Sun. Sat. Fri. Th. We	8 35 A M	3 15 A M	ar. Sparks (Mount. time)	»	lv.	11 55 P M	11 20 A M	11 10 P M	Th. Fri. Sat. Sun. Mo. Tu. We
» » » » » » »	7 45 A M	2 35 A M	lv. Sparks (Pacific time)	»	ar.	10 40 P M	10 10 A M	10 00 P M	» » » » » » »
» » » » » » »	8 00 A M	2 45 A M	ar. Reno	»	lv.	10 20 P M	9 55 A M	9 50 P M	» » » » » » »
» » » » » » »	9 45 A M	4 33 A M	ar. Truckee, Cal.	»	lv.	8 10 P M	8 03 A M	8 25 P M	» » » » » » »
» » » » » » »	5 50 P M	10 45 A M	ar. Sacramento	»	lv.	12 50 Noon	12 45 Night	2 15 P M	» » » » » » »
» » » » » » »	4 00 P M	11 00 A M	lv. Sacramento	»	ar.	12 35 Noon	12 30 Night	2 10 P M	» » » » » » »
» » » » » » »	6 55 P M	2 15 P M	ar. Oakland Pier	»	lv.	9 30 A M	8 30 P M	11 10 A M	» » » » » » »
» » » » » » »	7 28 P M	2 48 P M	ar. San Francisco	»	lv.	*9 00 A M	*9 00 P M	*10 40 A M	» » » » » » »
We. Tue Mo. Sun Sat. Fri. Th	8 00 A M		ar. Los Angeles	»	lv.	6 00 P M	9 00 P M	6 00 P M	We. Th. Fri. Sat. Su. Mo Tu
» » » » » » »	2 30 P M	8 30 A M	ar. Los Angeles (Coast Div.)	»	lv.	8 15 A M	7 30 P M	2 35 P M	» » » » » » »

D

CHICAGO AND PORTLAND.

Chicago-Portland Special. Example.	No. 7 Daily.	Oregon-Washington Limited. Example.	No. 5 Daily.	Chicago, Union Pacific and North Western Line. November 14, 1909.			Oregon-Washington Limited. No. 6 Daily.	Example.	Chicago-Portland Special. No. 8 Daily.	Example.	No. 10 Daily.
Sun.	10 00 P M	Sun.	10 00 A M	lv. Chicago (C.T.) (C. & N.W.)		ar.	8 35 P M	Wed.	11 59 A M	Wed.	8 30 A M
Mon.	12 55 Noon	Mon.	12 01 Night	lv. Omaha (U.P.)		ar.	6 45 A M	»	8 50 P M	Tue.	5 45 P M
Tue.	12 40 Noon	Tue.	2 40 A M	lv. Green River	»	ar.	6 30 A M	Tue.	7 00 P M	Mon.	3 10 P M
»	1 37 P M	»	3 52 A M	ar. Granger	»	lv.	5 27 A M	»	6 00 P M	»	2 12 P M
»	1 40 P M	»	3 55 A M	lv. Granger (Ore. Short Line)		ar.	5 22 A M	»	5 56 P M	»	2 12 P M
»	5 20 P M	»	7 00 A M	ar. Montpelier, Idaho	»	lv.	1 05 A M	Mon.	2 35 P M	»	▲
»	8 15 P M	»	9 40 A M	ar. Pocatello	»	lv.	9 40 P M	»	11 30 A M	»	2 00 A M
»	9 40 P M	.....	.....	lv. Pocatello (Ore. Short Line)		ar.	.....	.....	11 10 A M	»	1 25 A M
»	11 25 P M	.....	.....	ar. Idaho Falls	»	lv.	.....	.....	9 31 A M	»	11 33 P M
.....	.....	.....	.....	ar. St. Anthony	»	lv.	.....	.....	.....	.....	6 20 P M
.....	.....	.....	.....	ar. Marysville	»	lv.	.....	.....	.....	.....	.....
.....	.....	See	Note ⊙.	ar. Yellowstone Nat'nal Park		lv.	See No	te ⊙.	.....	.....	.....
Wed.	7 30 A M	.....	.....	ar. Butte (Oregon Short Line)		lv.	.....	.....	1 45 A M	Mon.	4 00 P M
»	11 10 A M	.....	.....	ar. Helena (G.N.Ry.)		lv.	.....	.....	7 35 P M	Sun.	.....
Wed.	9 40 A M	.....	.....	ar. Garrison (N.P.Ry.)		lv.	.....	.....	8 10 P M	»	.....
Tue.	8 50 P M	Tue.	9 55 A M	lv. Pocatello (Ore. Short Line)		ar.	9 20 P M	Mon.	11 15 A M	Mon.	1 30 A M
»	10 24 P M	»	11 27 A M	ar. Minidoka	»	lv.	7 40 P M	»	9 40 A M	»	11 10 P M
Wed.	11 25 A M	»	7 20 P M	ar. Buhl	»	lv.	10 40 A M	»	6 35 P M	Sun.	6 35 P M
Tue.	11 42 P M	»	12 45 Noon	ar. Shoshone	»	lv.	8 20 P M	»	8 15 A M	Mon.	9 25 P M
Wed.	3 50 A M	»	4 35 P M	ar. Nampa	»	lv.	1 40 P M	»	3 50 A M	»	4 35 P M
»	4 50 A M	»	5 30 P M	ar. Boise City	»	lv.	12 45 Noon	»	2 50 A M	»	3 30 P M
	– –		– –	ar. Caldwell	»	lv.	– –		– –		4 05 P M
»	6 40 A M	»	6 51 P M	ar. Huntington (Mt. time)	»	lv.	10 44 A M	»	1 45 A M	»	1 10 P M
»	5 50 A M	»	6 00 P M	lv. Huntington (Ore. (P. time) (O.R.R.&N.)		ar.	9 30 A M	»	12 35 Night	Sun.	11 55 A M
»	7 45 A M	»	7 50 P M	ar. Baker City	»	lv.	7 20 A M	»	10 30 P M	»	10 00 A M
»	12 15 Noon	»	12 25 Night	ar. Pendleton	»	lv.	2 00 A M	»	5 15 P M	»	4 10 A M
»	2 00 P M	Wed.	2 10 A M	ar. Umatilla	»	lv.	12 20 Night	Sun.	3 45 P M	»	2 30 A M
»	e11 00 P M	.....	.....	ar. Spokane	»	lv.	3 15 P M	Sun.	e7 00 A M	»	3 15 P M
»	5 00 P M	Wed.	5 05 A M	ar. Dalles	»	lv.	8 20 P M	Sun.	12 40 Noon	»	11 15 P M
»	8 00 P M	Wed.	8 00 A M	ar. Portland, Ore (Pac. time)	»	lv.	6 35 P M	Sun.	*10 00 A M	»	*8 00 P M
Thu.	5 45 A M	Wed.	3 00 P M	ar. Tacoma	»	lv.	9 40 A M	Sun.	12 15 Night	Sat.	9 40 A M
Thu.	7 30 A M	Wed.	4 20 P M	ar. Seattle	»	lv.	8 00 A M	Sun.	10 40 P M	Sat.	8 00 A M

Nos. 7 and 8.

CHICAGO-PORTLAND SPECIAL.

Electric Lighted Throughout. Pullman Standard Drawing-room and Private Compartment Sleeping Cars, Tourist Sleeping Cars and Free Reclining Chair Cars between Chicago and Portland without change, connecting at Pocatello with Pullman Drawing-room Sleeping Cars between Salt Lake and Butte. Dining Cars (all meals a la carte). Composite Observation-Parlor and Buffet-Smoking and Library Car between Chicago and Cheyenne. Observation Sleeping Car between Cheyenne and Portland. Coaches between Salt Lake and Butte. Tourist Cars, see page 692.

Nos. 5 and 6.

OREGON-WASHINGTON LIM.

Pullman Observation Sleeping Car (with Library), Pullman Standard Drawing-room Sleeping Car, Tourist Sleeping Cars and Free Reclining Chair Cars, Chicago through to Portland daily. All meals a la carte in Dining Cars. Parlor Cars between Chicago and Omaha. Tourist Cars, see page 692.

* Daily; † daily, except Sunday; a stops to take or leave Sleeping Car passengers for or from Colorado or Pacific Coast. ▲ Runs via Ogden. ⊙ Service to and from Yellowstone Park operated during Summer season. ⊡ Overland Limited—Nos. 1 and 2 carry only Sleeping Car passengers between Chicago and San Francisco. e Connection made via Pendleton.

No stop-over.—One-way tickets of all classes will be honored *for continuous passage only*, except that on transcontinental tickets stop-over will be allowed within limit. **Children** between five and twelve years require a half ticket; those under five years are carried free, when accompanied by parent or guardian; those over twelve require a full ticket.

THE TYLER TUBE & PIPE CO. BOILER TUBES Guaranteed to Pass A. R. M. M. Specifications
WASHINGTON, PA. 26 Cortlandt St., New York. Old Colony Bldg, Chicago. GEO. E. MOLLESON, Manager R.R. Dept., NEW YORK

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

EQUIPMENT CHICAGO, SAN FRANCISCO AND PORTLAND LINES.—For Schedule, See Page 693.

No. 1—THE OVERLAND LIMITED, Electric Lighted.—Solid Daily Train Chicago to San Francisco—A superb service of Pullman Standard Drawing-room and Private Compartment Sleeping Cars (electric reading lamp in each section and compartment) and Composite Observation Cars (with Buffet and Library) Chicago to San Francisco: Dining Cars, meals a la carte. Connection at Cheyenne with Pullman Drawing-room Sleeping Car from Denver (via Cheyenne) to Salt Lake City. The San Francisco Sleeper connects via Sacramento at Tracy with Pullman Drawing-room Sleeping Cars, Buffet Smoking and Library Cars San Francisco to Los Angeles, via Fresno. See page 686 for Denver equipment.

No. 3—CHINA AND JAPAN FAST MAIL—Pullman Drawing-room Sleeping Cars Chicago to San Francisco, Chicago to Denver and from San Francisco to Los Angeles. Pullman Drawing-room Sleeping Car from Denver, via Cheyenne, to Salt Lake. Free Reclining Chair Cars Chicago to Denver, from Denver, via Cheyenne, to Salt Lake. Coaches from Ogden to San Francisco and Coaches Omaha to Ogden on No. 3. All meals a la carte in Dining Cars. Pullman Standard Sleeping Car Chicago to Cedar Rapids (can be occupied until 7 00 a.m.). Connection at San Francisco with Coast Line train for Los Angeles. See below for Daily Tourist Excursions, etc.

No. 2—THE OVERLAND LIMITED, Electric Lighted Throughout—Pullman Equipment San Francisco to Chicago (with connections from Los Angeles), the same entire as on No. 1. Connects at San Francisco with Coast Division trains from Los Angeles.

No. 10—CHINA AND JAPAN FAST MAIL—On No. 10 Pullman Drawing-room Sleeping Car Los Angeles to San Francisco and San Francisco to Chicago, connects at San Francisco with Coast trains from Los Angeles. Dining Car Service Los Angeles and San Francisco to Chicago. Free Reclining Chair Cars Los Angeles to San Francisco and from San Francisco to Ogden. Coaches Ogden to Omaha. Free Reclining Chair Cars from Denver to Chicago. Dining Car Service Denver to Chicago. Pullman Standard Sleeping Cars Los Angeles to Ogden and Los Angeles to Denver (connecting with No. 12) and Free Reclining Chair Cars, Coaches and Dining Cars from Los Angeles to Salt Lake City, via S. L. Route. See below for Daily Tourist Car Service.

No. 4—THE ATLANTIC EXPRESS—Pullman Standard Sleeping Car Los Angeles, via Fresno, to San Francisco, connecting at Port Costa with Pullman Drawing-room Sleeping Cars from San Francisco to Ogden, from Salt Lake City, via Ogden and Cheyenne, to Denver and from Cheyenne to Omaha. Free Reclining Chair Cars from San Francisco to Ogden and from Salt Lake City, via Ogden and Cheyenne, to Denver. Coaches Ogden to Omaha, thence to Chicago. Dining Car service west of Ogden, Utah, and from Grand Island to Omaha. Connects at San Francisco with Coast Division trains from Los Angeles.

NORTH WESTERN-UNION PACIFIC TOUR DEPARTMENT.

Personally Conducted Twice a Week to and from Chicago and the Pacific Coast, as shown by days of week in full-face type, as described in equipment matter below.

S. A. HUTCHISON, Mgr. Tour Dept., } 212 Clark St., City Ticket Office,
G. B. LEMMER, Traveling Agent, } Chicago, Ill.
T. P. VAILLE, Traveling Agent, 306 Washington St., Boston, Mass.
T. J. KAY, Traveling Agt., 301 Main St. (Ellicott Square), Buffalo, N.Y.
J. E. BURROUGHS, Traveling Agent, " "
J. H. PEARMAN, Asst. Mgr., 605 S. Spring St., Los Angeles, Cal.

For other Chicago-San Francisco Trains, see page 687.

Sat.	Fri.	Th.	We.	Tue	Mo.	Sun	10 45 P M	Thu.	Tue.	10 45 PM	lve...	**Chicago**...	arr.	8 30 AM	**Sun**	**Tue.**	8 30 A M	Sun	Mo.	Tue	We.	Th	Fri.	Sat.
Sun	Sat.	Fri.	Th.	We.	Tue	Mo.	3 28 P M	Fri..	Wed	3 28 PM	arr....	**Omaha**....	lve.	6 05 PM	**Sat.**	**Mon**	6 05 P M	Sat.	Sun	Mo.	Tue	We.	Th.	Fri.
Mo.	Sun	Sat.	Fri	Th.	We.	Tue	7 35 A M	S	ee b	elow.	arr...	**Denver**....	lve.	.....	....	....	10 30 P M	Fri.	Sat.	Sun	Mo.	Tue	We.	Th.
Mo.	Sun	Sat.	Fri.	Th.	We.	Tue	10 40 A M	Sat.	Thu.	10 40 AM	arr..	**Cheyenne**..	lve.	2 20 AM	**Sat.**	**Mon**	2 20 A M	Sat.	Sun	Mo.	Tue	We.	Th.	Fri.
Tue	Mo	Sun	Sat.	Fri.	Th.	We.	5 45 A M	Sun	Fri..	5 45 AM	arr....	**Ogden**....	lve.	8 20 AM	**Fri..**	**Sun**	8 20 A M	Fri.	Sat.	Sun	Mo.	Tue	We.	Th.
Tue	Mo.	Sun	Sat.	Fri.	Th.	We.	7 45 A M	Sun	Fri.	7 45 AM	arr..	**Salt Lake**..	lve.	.....	....	....	7 10 A M	Fri.	Sat.	Sun	Mo.	Tue	We.	Th.
We.	Tue	Mo.	Sun	Sat.	Fri.	Th.	2 15 P M	Mon	Sat.	2 15 PM	arr.	**Oakland Pier**.	lve.	7 10 PM	**Wed**	**Fri..**	7 10 P M	We.	Th.	Fri.	Sat.	Sun	Mo.	Tue
We.	Tue	Mo.	Sun	Sat.	Fri.	Th.	2 48 P M	Mon	Sat.	2 48 PM	arr.	**San Francisco**.	lve.	6 40 PM	**Wed**	**Fri..**	6 40 P M	We.	Th.	Fri.	Sat.	Sun	Mo.	Tue
Th.	We.	Tue	Mo.	Sun	Sat.	Fri.	■8 40 A M	Tue.	Sun	■2 30 PM	arr.	**Los Angeles**.	lve.	2 35 PM	**Tue.**	**Thu.**	11 30 P M	Tue	We.	Th.	Fri.	Sat.	Sun	Mo.

■ Via Coast Division.

TOURIST SLEEPING CARS IN BOTH DIRECTIONS DAILY, WITHOUT CHANGE. *For other Chicago-Portland Trains, see page 687.*

Daily Example by Days.																							Daily Example by Days.
	Sun	10 00 A M	Sat.	Fri.	Th.	We.	Tue	Mo.	Sun	10 00 P M	lve...	**Chicago**...	arr.	11 59 A M	Mo.	Tue	We.	Th.	Fri.	Sat.	Sun	8 35 P M	We.	
	Sun	11 35 P M	Sun	Sat.	Fri.	Th.	We.	Tue	Mo.	12 35 Noon	arr....	**Omaha**...	lve.	9 10 P M	Sun	Mo.	Tue	We.	Th.	Fri.	Sat.	7 00 A M	We.	
	Mo.	4 10 P M	Mo.	Sun	Sat.	Fri.	Th.	We.	Tue	2 50 A M	arr..	**Cheyenne**..	lve.	5 50 A M	Sun	Mo.	Tue	We	Th.	Fri	Sat.	4 10 P M	Tue	
	Tue	3 52 A M	Mo.	Sun	Sat.	Fri.	Th.	We.	Tue	1 37 P M	arr...	**Granger**...	lve.	6 00 P M	Sat.	Sun	Mo.	Tue	We.	Th.	Fri.	5 27 A M	Tue	
	Tue	9 40 A M	Mo.	Sun	Sat.	Fri.	Th.	We.	Tue	8 15 P M	arr..	**Pocatello**..	lve.	1130 A M	Sat.	Sun	Mo.	Tue	We.	Th.	Fri.	9 40 P M	Mo.	
	Tue	6 51 P M	Tue	Mo.	Sun	Sat.	Fri.	Th.	We.	6 40 A M	arr.	**Huntington**.	lve.	1 45 A M	Sat.	Sun	Mo.	Tue	We.	Th.	Fri.	10 44 A M	Mo.	
	We.	8 00 A M	Tue	Mo.	Sun	Sat.	Fri.	Th.	We.	8 00 P M	arr...	**Portland**..	lve.	10 10 A M	Fri.	Sat.	Sun	Mo.	Tue	We.	Th.	6 35 P M	Sun	

TOURIST SLEEPING CARS IN BOTH DIRECTIONS DAILY, WITHOUT CHANGE, BETWEEN CHICAGO AND LOS ANGELES, VIA SALT LAKE ROUTE.

Daily Example by Days.																							Daily Example by Days.
	Sun	10 45 P M	Sat.	Fri.	Th.	We.	Tue	Mo.	Sun	10 00 P M	lve...	**Chicago**...	arr.	11 59 A M	Sun	Mo.	Tue	We.	Th.	Fri.	Sat.	6 45 A M	Th.	
	Mo.	4 00 P M	Sun	Sat.	Fri.	Th.	We.	Tue	Mo.	12 55 Noon	lve....	**Omaha**...	arr.	8 50 P M	Sat.	Sun	Mo.	Tue	We.	Th.	Fri.	9 30 A M	We.	
	Tue	12 05 A M	Mo.	Sun	Sat.	Fri.	Th.	We.	Tue	3 10 A M	lve..	**Cheyenne**..	arr.	5 35 A M	Sat	Sun	Mo.	Tue	We.	Th.	Fri.	2 35 P M	Tue	
	We.	5 45 A M	Mo.	Sun	Sat.	Fri.	Th.	We.	Tue	6 35 P M	arr....	**Ogden**....	lve.	1 15 P M	Fri.	Sat.	Sun	Mo.	Tue	We.	Th.	7 40 P M	Mo.	
	We.	8 20 A M	Mo.	Sun	Sat.	Fri.	Th.	We.	Tue	7 55 P M	ar.	**Salt Lake City**.	lv.	12 05 Noon	Fri.	Sat.	Sun	Mo.	Tue	We	Th.	6 05 P M	Mo.	
	We.	9 00 A M	Mo.	Sun	Sat.	Fri.	Th.	We.	Tue	8 15 P M	lv.	**Salt Lake City**.	ar.	11 45 A M	Fri.	Sat.	Sun	Mo.	Tue	We.	Th.	4 00 P M	Mo.	
	Th.	7 40 A M	Tue	Mo.	Sun	Sat.	Fri.	Th.	We.	5 50 P M	ar..	**San Bernardino**..	lv.	12 10 Noon	Th.	Fri.	Sat.	Sun	Mo.	Tue	We.	4 10 P M	Sun	
	Th	10 00 A M	Tue	Mo.	Sun	Sat.	Fri.	Th.	We.	9 00 P M	ar..	**Los Angeles**..	lv.	10 00 A M	Th.	Fri.	Sat.	Sun	Mo	Tue	We.	2 00 P M	Sun	

Daily Chicago and Denver, Denver and Los Angeles, as per Schedule below.

Daily Example by Days.									Daily Example by Days.
	Sun.	10 45 P M	lve.	**Chicago**.	(*C.& N.W.*)	arr.	7 20 A M	**Fri..**	
	Mon.	3 50 P M	lve.	**Omaha**.....	(*U.P.*)	arr.	6 00 P M	**Thu..**	
	Tue..	7 35 A M	arr.	**Denver**.....	"	lve.	10 30 P M	**Wed.**	
	Tue..	9 00 A M	lve.	**Denver**....	(*D.& R.G.*)	arr.	1 10 P M	**Wed.**	
	Wed.	2 15 P M	arr.	**Salt Lake**....	"	lve.	8 10 A M	**Tue.**	
	Wed.	11 50 P M	lve	**Salt Lake**	(Salt Lake Rte.)	arr.	6 30 A M	**Tue.**	
	Fri..	5 15 A M	arr.	**San Bernardino**	"	lve.	10 55 P M	**Sun.**	
	Fri..	8 00 A M	arr.	**Los Angeles**	"	lve.	8 00 P M	**Sun.**	

Personally Conducted Excursions in Through Tourist Sleeping Cars to Los Angeles out of Chicago **10 45** p.m. Tues. and Thurs., via Cheyenne, Ogden, Oakland Pier, Niles, San Jose and Coast Line, arriving Los Angeles Sun. and Tues. 2 30 p.m. Also Personally Conducted leaving Los Angeles **2 35** p.m. Tues. and Thurs., via Coast Line, San Jose, Niles, Oakland Pier, Ogden and Cheyenne, arriving Chicago 8 30 a.m. Sun. and Tues., as per above schedule, personally conducted from Los Angeles.

Westbound.—Pullman Tourist Sleeping Cars leave Chicago **10 45** p.m. daily for San Francisco, connecting at San Francisco with Tourist Sleeping Cars for Los Angeles. Also, see "Personally Conducted Excursions," as below. Tourist Sleeping Cars through to Los Angeles, via Salt Lake Route, leave Chicago **10 00** p.m., as per the above schedule. Tourist Sleeping Car Service to Los Angeles, in San Francisco Tourist Cars, leave Chicago **10 45** p.m. daily, running via Omaha, Cheyenne to Ogden, thence from Salt Lake City, via Salt Lake Route, Trains Nos. 1 and 3, for Los Angeles. Tourist Sleeping Cars through to Los Angeles leave St. Paul-Minneapolis Wednesday evenings via Omaha, Denver, Salt Lake City and the Salt Lake Route. Tourist Sleeping Cars through to Los Angeles leave Minneapolis Saturday **7 30** p.m., via N. W. Line to Omaha, Burlington Route to Kansas City, and A. T. & S. Fe Ry. to Los Angeles, arriving Wednesday 7 05 a.m. Pullman Tourist Sleeping Cars also leave Chicago 10 00 a.m. and **10 00** p.m. daily for Portland, via Short Line, and leave Portland, via same route 10 00 a.m. and **6 35** p.m. daily for Chicago.

Eastbound.—Tourist Sleepers leave Los Angeles **9 00** p.m. daily, via Fresno, for San Francisco, and leave San Francisco for Chicago daily at **6 40** p.m. Tourist Sleeping Cars through to Chicago, via Salt Lake Route, leave Los Angeles 10 00 a.m., as per the above schedule. Tourist Sleeping Car Service to Chicago, leave Los Angeles **8 00** p.m. daily, via Salt Lake Route, thence from Ogden, via Cheyenne and Omaha, on No. 10 from Ogden, arriving Chicago on No. 10, 8 30 a.m., and leave Los Angeles **2 00** p.m. daily, via Salt Lake, Ogden and Cheyenne to Denver. Tourist Sleepers through to St. Paul-Minneapolis leave Los Angeles Wednesday evenings, via Salt Lake Route, Salt Lake City, Denver and Omaha. Tourist Sleeping Car leaves Los Angeles Saturday **8 00** p.m., via A. T. & S. Fe Ry. to Kansas City, C. B. & Q. R.R. to Omaha, and N. W. Line to St. Paul-Minneapolis, arriving **8 10** p.m. Wednesday.

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

2—CHICAGO, ST. PAUL AND MINNEAPOLIS.

The Route of the North Western Limited.

No. 509	No. 505	No. 501	565	No. 507	Mls.	*December* 19, 1909.	No. 504	No. 502	No. 506	No. 510	518	520
....	....	....	A M	....	.....	LEAVE] [ARRIVE	....	....	....	....	Noon	P M
*10 10 P M	*6 35 P M	*9 30 A M	§3 00	†3 00 A M	0	+.....**Chicago**.....δ	9 00 P M	6 59 A M	8 30 A M	10 00 A M	12 15	6 30
— —	7 51 »	— —	4 19	4 01 »	42.9	+...**Crystal Lake**...δ	d —	5 41 »	7 23 »	— —	11 03	5 20
11 19 »	8 07 »	10 37 »	4 36	4 14 »	51.3	+.....Woodstock.....δ	7 50	5 26 »	7 09 »	— —	10 49	5 01
11 37 P M	8 30 »	10 55 A M	5 00	4 35 »	62.7	+.....**Harvard**.....δ	7 30 »	5 07 »	6 51 »	8 30 »	10 25	4 36
—	s —	Via	Via	Via	.....	........Sharon.......δ	d —	— —	s —	— —	10 11	Via
12 02 Night	8 54 »	Beloit	Beloit	Beloit	.....	+..Clinton Junction..δ	7 05 »	— —	6 24 »	— —	9 58	Beloit
12 25 »	9 20 »	12 12 Noon	6 30	5 50 »	.....	+....**Janesville**....δ	6 35 »	4 17 »	5 50 »	7 40 »	9 30	3 00
12 51 Night	9 55 P M	12 40 Noon	7 05	6 30 A M	.....	arr..+**Evansville** δ .lve.	6 07 P M	3 48 A M	*5 20 A M	7 12 A M	9 00	2 25
....	†6 40 P M	†10 23 A M	....	....	.....	lve..**Belvidere, Ill**..arr.	....	....	....	†11 50 A M	....	....
....	*8 10 P M	*11 47 A M	§6 04	†5 22 A M	.....	lve....**Beloit, Wis**...arr.	7 15 P M	....	6 35 A M	†9 35 A M	....	3 30
12 51 Night	*9 55 P M	12 40 Noon	7 05	6 30 A M	120.8	lve....**Evansville**...arr.	6 07 P M	3 48 A M	5 20 A M	7 12	9 00	2 25
— —	— —	— —	7 17	6 42 »	127.3	........Brooklyn......δ	5 55 »	— —	— —	n —	8 50	2 12
— —	— —	— —	7 29	6 52 »	132.9	.........Oregon.......δ	5 45 »	— —	— —	n —	8 40	2 00
1 30 A M	10 35 P M	1 20 P M	§7 55	§7 20 A M	143.3	arr...+**Madison** δ..lve.	5 25 P M	3 10 A M	4 40 A M	*6 35	*8 20	1 36
....	*7 45 P M	†9 50 A M	§5 30	†5 05 A M	0	lve...**Milwaukee**...arr.	8 26 P M	....	*7 45 A M	h10 30	h10 30	....
1 30 A M	10 46 P M	*1 25 P M	8 15	7 45 A M	143.3	lve....**Madison**....arr.	5 20 P M	3 05 A M	4 30 A M	6 30	‖7 50	‖12 25
— —	— —	— —	8 24	7 55 »	148.3	........Mendota.......δ	m —	— —	— —	n —	7 40	12 15
— —	—	— —	8 32	8 03 »	153.1	........Waunakee......δ	m —	— —	— —	n —	7 31	12 08
— —	— —	— —	8 40	8 11 »	157.9	..........Dane........δ	m —	— —	— —	n —	7 23	12 00
2 02 »	11 22 »	— —	8 50	8 18 »	162.7	+........Lodi.........δ	m —	2 30 »	c —	n —	7 14	11 51
— —	—	— —	9 03	8 32 »	169.3	........Merrimac......δ	m —	— —	— —	n —	7 02	11 40
— —	— —	— —	9 16	8 45 »	175.9	Cliff House (Devil's Lake)	m —	— —	— —	n —	6 51	11 28
2 30 »	11 55 P M	2 20 »	9 25	8 55 »	180.2	+.......Baraboo.......δ	4 15 »	2 00 »	3 25 »	5 20	6 43	11 15
— —	—	— —	9 45	9 18 »	189.5	........Ableman's.....δ	m —	— —	— —	n —	6 26	10 58
u —	12 25 Night	— —	9 58	9 30 »	195.8	+......Reedsburg......δ	m —	c —	c —	4 55	6 13	10 45
— —	— —	— —	10 24	9 55 »	210.7	........Wonewoc.......δ	m —	— —	— —	n —	5 48	10 18
— —	— —	— —	10 30	10 01 »	213.6	.....Union Center.....δ	m —	— —	— —	n —	5 42	10 13
3 30 »	1 05 A M	3 20 »	10 40	‖10 10 »	217.5	arr.....+**Elroy** δ...lve.	3 10 »	1 05 A M	2 30 »	4 20	*5 35	§10 05
3 35 A M	1 15 »	3 30 »		*10 20 »	217.5	lve.......**Elroy**.....arr.	3 00 »	12 55 Night	2 20 A M	4 10	A M	A M
— —	1 43 A M	3 55 »		10 41 »	230.9	....**Camp Douglas**..δ	2 25 »	12 24 Night	— —	3 30	....	....
— —	— —	4 10 P M		10 55 A M	240.0	........**Wyville**.......δ	2 12 P M	— —	— —	— —	....	....
....	....	4 15 P M		....	240.0	lve.....**Wyville**.....arr.	2 00 P M	....	....	....	....	....
....	....	5 30 P M		....	256.0	arr.....**Necedah**....lve.	*1 10 P M	....	....	....	....	....
— —	— —	4 15 P M		11 01 A M	242.6	...**Valley Junction**..δ	2 08 P M	— —	— —	— —	....	....
— —	— —	4 27 »		11 13 »	249.8	.........Warren.......δ	1 57 »	r —	— —	— —	....	....
4 52 A M	□	5 00 »		11 49 A M	270.1	+..Black River Falls..δ	1 22 »	□	□	□	....	....
5 15 »	—	5 25 »		‖12 10 Noon	281.8	.......**Merrillan**.....δ	1 00 P M	11 05 P M	12 35 Night	2 15	....	....
— —	— —	5 50 »		12 52 Noon	294.4	.......**Fairchild**.....δ	12 36 Noon	— —	— —	1 51	....	....
— —	4 10 A M	6 40 »		1 40 P M	322.4	.........Altoona......δ	11 45 A M	— —	11 26 P M	1 10	....	....
6 20 A M	4 25 A M	6 55 P M		2 00 P M	325.7	arr..+**Eau Claire** δ .lve.	*11 35 A M	9 40 P M	11 16 P M	1 00	....	....
7 12 A M	....	....		†3 50 P M	335.7	arr.**Chippewa Falls**.lve.	†9 47 A M	*8 35 P M	*9 45 P M	....	....	....
6 57 A M	5 05 A M	7 35 P M		2 40 P M	348.3	+.**Menomonie Junc.** δ	10 50 A M	9 03 P M	10 35 P M	12 28	....	....
7 15 A M	5 15 A M	7 45 P M		2 55 P M	351.8	arr.+**Menomonie** δ lve.	10 30 A M	8 45 P M	10 15 P M	12 10	....	....
— —	— —	8 11 P M		3 25 P M	368.2	........Woodville.....δ	10 13 A M	— —	— —	11 55	....	....
— —	b —	8 37 »		3 48 »	381.5	.........Roberts......δ	9 46 »	— —	— —	11 32	....	....
8 10 A M	6 25 A M	8 58 P M		4 05 P M	392.4	+......**Hudson**.......δ	9 25 »	7 40 P M	8 20 P M	11 10	....	....
—	— —	—		r —	395.9	...**Stillwater Junc**.δ	9 12 A M	— —	— —	10 59	....	....
....	6 55 A M	9 50 P M		4 30 P M	399.2	arr....**Stillwater** δ .lve.	9 00 A M	6 50 P M	8 25 P M	10 45 P M	....	....
9 00 A M	7 15 A M	9 45 P M	4 55	4 55 P M	411.6	arr...+**St. Paul** δ..lve.	8 45 A M	7 00 P M	8 35 P M	10 30 P M	....	....
9 35 A M	7 55 A M	10 20 P M	5 30	*5 30 P M	422.0	arr.+**Minneapolis** δ arr.	*8 05 A M	*6 20 P M	*8 00 P M	*9 55 P M	....	....

(In column 565:) On Sunday No. 507 for Minneapolis lvs. Elroy 10 40 a.m. to connect with No. 565 from Chicago.

(In column No. 510:) On Saturday nights this train is known as No. 522. Leaving Minneapolis 11 25 p.m., St. Paul 11 59 p.m., arriving Chicago 11 45 a.m. Sunday morning.

* Daily; † daily, except Sunday; ‡ Sunday only; b stops to leave passengers from south of Elroy; c stops to leave St. Paul and Minneapolis passengers only; d stops to leave passengers from Eau Claire and stations north or west; h Sunday arrives 10 55 a.m.; m stops to leave passengers from points on C. S. P. M. & O. Line; n stops to leave sleeping car passengers from points on C. S. P. M. & O. Line; r stops to take for or leave from Chicago or Milwaukee; s stops Sunday; u stops to leave passengers from Chicago. □ Runs via Cut-off. ● Sunday arrives 8 10 a.m. ‖ Meals. + Coupon stations; δ Telegraph stations.

STANDARD TIME—All trains on this road are run on *Central time.*

No. 501—BADGER STATE EXPRESS—Daily. Wide Vestibuled Train with Electric Lighted Observation Parlor Car and Electric Lighted Dining Car and Coaches Chicago to St. Paul and Minneapolis.

No. 505—THE NORTH WESTERN LIMITED—Electric Lighted. Daily. Buffet, Smoking and Library Car, Pullman Standard Drawing-room and Private Compartment Sleeping Cars and Free Reclining Chair Cars and Coaches Chicago to St. Paul and Minneapolis. Table d'hote dinner in Dining Car Chicago to Janesville. Pullman Private Compartment Sleeping Car Milwaukee to St. Paul and Minneapolis.

No. 509—ST. PAUL AND MINNEAPOLIS EXPRESS—Daily. Electric Lighted. New Wide Vestibuled train. Pullman Drawing-room and Private Compartment Sleeping Car, Buffet Smoking Car and Free Reclining Chair Car Chicago to St. Paul and Minneapolis. Dining Car Eau Claire to Minneapolis.

No. 507—NORTH WESTERN MAIL—Daily, except Sunday, to Elroy. **Sunday No. 565**—Daily from Elroy to Minneapolis. Free Reclining Chair Car Chicago to St. Paul and Minneapolis daily.

No. 504—BADGER STATE EXPRESS—Daily. Wide Vestibuled Train with Electric Lighted Observation Parlor Car and Electric Lighted Dining Car and Coaches Minneapolis and St. Paul to Chicago.

No. 510—ATLANTIC EXPRESS—Daily from Minneapolis and St. Paul. Pullman Sleeping Car and Free Reclining Chair Car Minneapolis and St. Paul to Chicago. Dining Car.

No. 506—THE NORTH WESTERN LIMITED—Electric Lighted throughout. Daily. Buffet, Smoking and Library Car, Pullman Standard Drawing-room and Private Compartment Sleeping Cars and Free Reclining Chair Car and Coaches Minneapolis and St. Paul to Chicago, and Pullman Private Compartment Sleeping Car Minneapolis and St. Paul to Milwaukee. Dining Car Janesville to Chicago; breakfast a la carte.

No. 502—CHICAGO FAST MAIL—Daily. Electric Lighted throughout. New Wide Vestibuled train. Pullman Drawing-room and Private Compartment Sleeping Car and Free Reclining Chair Car Minneapolis and St. Paul to Chicago. Dining Car Minneapolis to Eau Claire.

3—CHICAGO, BELOIT AND JANESVILLE.

Dec. 19, '09.	M	507	521	517	501	513	529	541	511	505	503	509	565	621
[LEAVE	..	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	A M	A M
Chicago ..	0	†3 00	†8 05	*8 45	*9 30	*1 15	†4 00	†5 12	*6 25	*6 35	*8 04	*10 10	§3 00	§8 00
Beloit .arr.	91	5 22	....	11 06	11 47	3 50	6 08	....	....	....	10 38	....	6 04	....
Clinton Jn ..	78	....	10 53	....	....	....	....	7 54	8 25	8 54	....	12 02	....	10 55
Janesville...	91	5 50	11 20	11 35	12 12	4 18	6 30	8 00	8 50	9 20	11 05	12 25	6 30	11 20
[ARRIVE	..	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	Night	A M	A M

STATIONS.	502	512	514	506	510	534	518	544	508	516	504
[LEAVE	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M
Janesville...	*4 20	*4 55	*5 20	*6 00	†7 45	†8 00	*9 35	†12 50	*3 05	[illegible]	*6 40
Clinton Jn ..	— —	5 19	— —	6 24	— —	8 25	9 58	1 12	....	5 56	7 05
Beloit .lve.	....	....	....	....	....	....	....	....	3 30	....	....
Chicago ..	6 59	7 35	7 55	8 30	10 00	10 50	12 15	3 50	6 25	[illegible]	[illegible]
[ARRIVE	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M

Additional Sunday Trains—Leave Janesville 9 20 a.m., 6 55 p.m., via Clinton Junction, arriving Chicago 11 45 a.m., 9 35 p.m.

EQUIPMENT OF CHICAGO, COUNCIL BLUFFS AND OMAHA (In addition to that on pages 686, 687 and 688). For Schedule, see following page.

Pullman Sleeping Cars between Chicago and Des Moines on Nos. 21 and 16. Pullman Standard Sleeping Car, Chair Cars, Buffet Smoking, Library Car and Coaches between Chicago and Omaha on Nos 21 and 22 (Electric-lighted Trains). Coaches locally on Nos. 4 and 22 Omaha to Chicago. Free Reclining Chair Cars on No. 3. Meals in Dining Cars a la carte. Nos. 1, 16, 21 and 25, Supper; No. 2, Breakfast and Dinner; Nos. 7 and 8, Breakfast; No. 3, Breakfast and Luncheon; No. 11, Luncheon and Supper; Nos. 16, 10 and 22, Supper and Breakfast; Nos. 4 and 19, Luncheon and Supper; No. 12, Breakfast, Luncheon and Supper; No. 24, Breakfast. Also Meals at Stations as Indicated.

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

4—CHICAGO, COUNCIL BLUFFS AND OMAHA.

THE ONLY DOUBLE TRACK RAILWAY BETWEEN CHICAGO AND THE MISSOURI RIVER.

November 14, 1909.

27	17	19	3	7	25	21	1	11	5	13	Mls.	LEAVE	ARRIVE	12	6	4	16	22	10	24	2	8	14	20	18	28
A M	P M	Noon	P M	P M	P M	P M	P M	P M	A M	A M				P M	P M	A M	A M	A M	A M	A M	Noon	A M	P M	A M	A M	P M
‡7 55	*4 50	†12 30	*10 45	*10 00	*8 05	*6 00	*7 00	*1 30	*10 00	†7 00	0	+ ....Chicago.... ♂		8 45	8 35	6 45	7 20	7 30	8 30	9 15	12 45	11 59	7 25	2 35	10 15	7 50
8 17	—	—	—	c —	—	—	— g	■	—	7 18	8.6	+ ....Oak Park.... ♂		o —	—	s —	e —	r —	a —	—	n —	a —	6 58	—	—	7 25
8 31	4 58	—	—	—	—	—	— g	■	10 40	7 30	15.8	.....Elmhurst.... ♂		o —	—	s —	—	—	—	—	n —	a —	6 45	2 04	—	7 10
8 48	5 08	1 11	11 30	—	—	—	— g	■	10 50	7 49	24.9	.....Wheaton.... ♂		o —	—	5 47	—	—	—	8 30	n —	a —	6 28	1 51	9 35	6 52
9 00	5 18	1 20	11 45	10 55	g —	—	— g	■	10 59	8 00	30.0	+ ..W. Chicago.. ♂		o —	w —	5 37	e —	—	y —	—	n —	a —	6 15	1 43	9 25	6 30
9 15	5 29	1 40	11 56	c —	7 08	p —	g —	■	10 59	8 20	35.5	+ .... Geneva.... ♂		7 45	w —	5 26	6 14	r —	7 26	8 10	n —	a —	6 03	1 33	9 14	6 15
9 25	5 38	1 50	l —	c —	g —	—	— g	■	w —	8 30	40.6	.....La Fox.... ♂		o —	w —	5 16	e —	—	y —	—	n —	a —	5 50	1 18	9 04	6 02
9 32	5 44	1 58	l m	c —	7 23	—	— g	■	w —	8 37	44.0	.....Elburn.... ♂		o —	w —	5 10	e —	—	y —	—	n —	a —	5 44	1 12	8 58	5 54
9 42	5 54	2 08	l m	c —	7 33	—	— g	■	w —	8 47	50.6	.....Maple Park.... ♂		o —	w —	4 58	e —	—	y —	—	n —	a —	5 32	1 00	8 47	5 42
9 50	6 04	2 20	l —	c —	g —	—	— g	■	w —	8 55	55.4	.....Cortland.... ♂		o —	w —	4 50	e —	—	y —	7 37	n —	a —	5 24	‡2 52	8 39	5 38
9 58	6 13	2 30	12 42	11 37	7 47	7 37	g	3 06	11 35	9 05	58.3	.....De Kalb.... ♂		7 10	6 58	4 44	5 39	5 49	6 48	7 29	n —	10 14	5 16	2 34	8 31	5 27
10 08	6 22	2 40	l m	c —	g —	—	— g	■	w —	9 15	64.3	.....Malta.... ♂		o —	w —	4 32	e —	—	y —	—	n —	a —	5 05	12 21	8 20	5 16
10 17	6 30	2 48	l m	c —	g —	—	— g	■	w —	9 24	69.7	.....Creston.... ♂		o —	w —	4 23	e —	—	y —	—	n —	a —	4 56	12 12	8 12	5 07
10 26	6 38	2 58	1 10	12 01	8 12	p —	g —	■	11 58	9 33	74.8	+ ....Rochelle.... ♂		o —	6 32	4 12	e —	—	y —	7 00	n —	9 43	4 45	‡2 02	8 02	4 57
10 41	6 53	3 15	l m	c —	g —	—	— g	■	w —	9 48	83.7	.....Ashton.... ♂		o —	w —	3 53	e —	—	y —	—	n —	a —	4 29	11 46	7 46	4 41
10 49	7 01	3 23	l m	c —	g —	—	— g	■	w —	55	88.0	+ .Franklin Grove. ♂		o —	w —	3 44	e —	—	y —	—	n —	a —	4 21	11 39	7 39	4 33
10 58	7 08	3 32	l —	c —	g —	—	— g	■	w —	10 03	92.9	.....Nachusa.... ♂		o —	w —	3 35	e —	—	y —	—	n —	a —	4 13	11 32	7 31	4 24
11 08	7 18	3 43	1 52	12 36	8 51	8 29	g	3 59	12 30	10 14	97.9	+ .....Dixon.... ♂		6 18	w —	3 25	4 43	r —	5 44	6 25	n —	9 08	4 04	11 22	7 21	4 15
11 18	7 29	3 53	l —	c —	g —	—	— g	■	w —	10 23	104.3	.....Nelson.... ♂		o —	w —	3 07	e —	—	y —	—	n —	a —	3 55	11 11	7 10	4 03
11 29	7 40	4 04	2 14	12 56	9 13	8 46	g	4 18	12 49	10 34	109.5	+ ....Sterling.... ♂		5 57	5 44	2 57	4 23	r —	5 20	6 03	n —	8 45	3 42	11 00	*7 00	3 55
11 38	P M	4 18	l —	c —	g —	—	— g	■	w —	10 43	114.8	.Rock Island Junc. ♂		o —	w —	2 46	e —	—	y —	h —	n —	a —	3 30	10 48	A M	3 43
11 46	—	4 19	l —	c —	g —	—	— g	■	w —	10 51	118.6	....Round Grove.. ♂		o —	w —	2 40	e —	—	y —	h —	n —	a —	3 24	10 42	—	3 37
11 56	—	4 30	2 40	1 18	9 35	—	— g	■	1 09	11 02	123.8	+ .....Morrison.... ♂		o —	5 24	2 31	e —	—	y —	5 42	n —	a —	3 15	10 35	....	3 28
12 02	—	4 45	l —	c —	g —	—	— g	■	w —	11 09	127.6	....Union Grove.. ♂		o —	w —	2 24	e —	—	y —	h *	n —	a —	3 06	10 26	30	3 22
12 15	—	5 00	3 00	c —	9 55	—	— g	■	w —	11 22	135.5	+ .....Fulton.... ♂		o —	w —	2 10	e —	—	y —	5 25	n —	a —	2 55	10 15	P M	3 10
12 25	—	5 16	3 15	1 50	10 10	9 30	10 25	6 00	1 35	11 31	138.1	+ .....Clinton.... ♂		5 10	4 55	1 50	3 35	3 45	4 30	5 10	9 10	7 50	2 40	10 00	‡8 15	§300
Noon	—	5 28	l —	i —	g u	t —	g —	—	w —	11 53	142.6	.... Camanche.. ♂		— —	w —	1 38	e —	—	j —	z —	g —	i —	2 30	9 50	8 05	P M
....	■ Stops to leave from Northern Iowa and I. & M. Divs.	5 38	l —	i —	g u	t —	g —	—	w —	12 02	147.6	.....Low Moor.... ♂		— —	w —	1 32	e —	—	j —	z —	g —	i —	2 23	9 40	7 56	¶ Stops to take or leave Sleeping Car passengers for or from Colorado and Pacific Coast points; w stops to take for or leave from points west of Cheyenne.
....		5 46	l —	i —	g u	t —	g —	—	w —	12 09	152.1	.....Malone.... ♂		— —	w —	1 24	e —	—	j —	z —	g —	i —	2 16	9 32	7 47	
....		5 55	3 52	i —	10 50	t —	g —	—	2 06	12 17	157.1	+ .... De Witt.... ♂		4 43	w —	1 15	e —	—	j —	4 36	g	i —	2 07	9 24	7 38	
....		6 05	l —	i —	g u	t —	g —	—	w —	12 27	162.9	....Grand Mound.. ♂		— —	w —	1 03	e —	—	j —	z —	g —	i —	1 55	9 13	7 29	
....		6 15	l —	i —	g u	t —	g —	—	w —	12 37	168.7	.....Calamus.... ♂		— —	w —	12 52	e —	—	j —	z —	g —	i —	1 45	9 03	7 19	
....		6 23	l —	i —	11 28	t —	g —	—	w —	12 44	172.8	+ ..Wheatland.. ♂		— —	w —	12 46	e —	—	j —	z —	g —	i —	1 35	8 56	7 11	
....		6 30	4 22	i —	g u	t —	g —	—	w —	‡12 52	177.8	.....Lowden.... ♂		— —	w —	12 35	e —	—	j —	z —	g —	i —	1 05	8 49	7 03	
....		6 43	4 32	i —	g u	t —	g —	—	w —	1 24	184.8	.....Clarence.... ♂		— —	w —	12 21	e —	—	j —	z —	g —	i —	12 50	8 35	6 51	
....		6 52	4 40	i —	11 59	t —	g —	—	w —	1 32	189.8	....Stanwood.... ♂		— —	w —	12 10	e —	—	j —	z —	g	6 24	12 40	8 26	6 41	
....		7 01	4 48	i —	12 08	t —	g —	—	w —	1 42	195.0	....Mechanicsville. ♂		— —	w —	11 57	e —	—	j —	z —	g	i —	12 30	8 16	6 31	
....	18	7 12	4 58	i —	12 20	t —	g —	—	w —	1 53	201.9	.....Lisbon.... ♂		— —	w —	11 45	e —	—	j —	z —	g	i —	12 17	8 04	6 19	
20	▲	7 15	5 01	i —	12 24	t —	g —	—	3 08	1 57	203.3	....Mount Vernon.. ♂		3 42	w —	11 37	e —	—	j —	z —	g	i —	12 13	8 00	6 15	
A M	A M	7 27	l —	i —	g u	t —	g —	—	w —	2 07	210.1	.....Bertram.... ♂		— —	w —	11 20	e —	—	j —	z —	g	i —	11 59	7 49	6 07	
*5 50	*7 25	7 60	5 30	4 00	12 55	11 35	12 20	7 00	3 40	2 50	219.4	+ .Cedar Rapids. ♂		5 13	2 55	10 50	1 25	1 40	2 27	3 05	6 54	5 35	11 43	‡7 30	‡5 35	5 17
6 06	— —	P M	l —	i —	g u	t —	g —	—	w —	2 47	227.7	..... Fairfax ..... ♂		— —	w —	10 23	e —	—	j —	z —	g	i —	11 24	A M	A M	5 04
6 20	— —	—	l —	i —	1 24	t —	g —	—	w —	3 01	234.4	.....Norway.... ♂		— —	w —	10 10	e —	—	j —	z —	g	i —	11 13	....	4 43	4 33
6 41	— —	—	l —	i —	1 43	t —	g —	—	w —	3 23	243.8	+ ....Blairstown.... ♂		— —	w —	9 47	e —	—	j —	z —	g	i —	10 55	....	4 23	4 10
6 51	— —	—	l —	i —	g u	t —	g —	—	w —	3 35	248.9	.....Luzerne.... ♂		— —	w —	9 34	e —	—	j —	z —	g	i —	10 45	....	4 13	3 49
7 05	8 10	6 46	4 54	2 05	1 —	g —	—	—	4 30	3 48	254.6	+ ..Belle Plaine.. ♂		2 16	w —	9 21	12 30	—	1 28	2 00	g	4 24	10 37	‡2 23	3 31	3 11
7 28	— —	—	l —	i —	g u	t —	g —	—	w —	4 01	260.4	.....Chelsea.... ♂		— —	w —	9 03	e —	—	j —	z —	g	i —	10 24	....	2 56	2 45
7 45	8 33	7 25	5 25	2 45	1 —	g —	—	—	4 57	4 27	270.3	arr...+ Tama....lve.		1 50	w —	8 40	11 52	—	1 02	*1 25	g	3 54	10 05	....	2 29	2 23
7 45	8 33	7 25	5 25	A M	1 —	g —	—	—	4 57	4 27	270.3	lve.....Tama ♂..arr.		1 50	w —	8 40	11 52	—	1 02	A M	g	3 54	10 05	....	2 15	2 00
8 00	— —	—	l —	i —	—	t —	g —	—	w —	4 41	277.5	.....Montour.... ♂		— —	w —	8 20	e —	—	j —		g	i —	9 53	....	3 55	
8 06	— —	—	l —	i —	—	t —	g —	—	w —	4 49	280.3	.....Le Grand.... ♂		— —	w —	8 14	e —	—	j —		g	i —	9 48	....	3 29	
8 25	8 58	8 00	5 55		1 20	g —	—	8 33	5 26	5 04	288.7	+ Marshalltown ♂		1 20	1 02	7 55	11 26	11 49	12 35		5 13	3 22	9 23	....	3 11	
8 40	— —	l —	i —		1 —	g —	—	—	w —	5 17	296.0	.....Lamoille.... ♂		— —	w —	7 39	e —	—	j —		g	i —	9 15	....	2 56	
8 53	— —	l —	i —		1 —	g —	—	—	w —	5 30	303.0	+ .State Center. ♂		— —	w —	7 25	e —	—	bj —		g	i —	9 06	....	2 45	
9 06	— —	l —	i —		1 —	g —	—	—	w —	5 44	310.8	+.....Colo.... ♂		— —	w —	7 08	e —	—	bj —		g	i —	8 52	....	2 29	
9 20	— —	9 00	i —		2 04	g —	—	—	6 10	5 57	317.8	+.....Nevada.... ♂		12 37	w —	6 53	10 39	—	11 52		g	i —	8 39	....	2 15	
9 35	9 45	27	9 20	6 55	2 20	2 45	8 20	6 25	6 10	6 26.3	arr...+ Ames ♂..lve.		12 22	12 01	6 35	10 26	10 58	11 40		4 23	2 20	‡8 23	28	*2 00		
1125	1125	P M	11 25	.....	6 00	....	.....	7 45	7 46	6 36.2	arr. + Des Moines..lve.		*10 55	*8 25	*4 35	*9 00	*9 00	*9 00		*3 05	.....	‡6 45	A M	*10 55	A M	
A M	*8 25	†4 35	*8 25	.....	A M		.....	*4 35	P M	6 36.2	lve..Des Moines ♂ arr.		1 55	1 55	7 45	12 66	12 55	12 55		6 00		A M	11 25	A M		
....	9 50	‡8 35	9 30	6 55	2 20	2 45	8 20	6 25		6 36.2	lve.....Ames.....arr.		12 22	12 01	6 27	10 25	10 58	11 40		4 23	2 20		9 50			
....	9 57	8 45	l —	i —		t —	g —	—	w —	6 33.0	.....Ontario.... ♂		— —	w —	6 17	e —	—	j —		g	i —		9 40	....		
....	10 05	8 55	l —	i —		t —	g —	—	w —	6 35.3	.....Jordan.... ♂		— —	w —	6 08	e —	—	j —		g	i —		9 30	....		
....	10 15	7 05	10 00	7 25		2 45	3 10	8 45	6 50	6 40.4	+.....Boone.... ♂		11 52	11 30	5 55	9 55	10 30	11 10		3 55	1 45		9 15			
....	10 40	7 40	l —	7 55		t —	g —		w s	6 47.7	+.....Ogden.... ♂		x s	w —	5 16	9 32	—	—		g	i —		8 45			
....	10 53	8 02	l —	8 13		t —	g —		w s	6 52.8	+..Grand Junc... ♂		x s	w —	4 51	9 13	—	—		g	i —		8 24			
....	11 15	8 16	11 00	8 25		3 31	g —		7 37	6 56.6	+....Jefferson.... ♂		10	w —	4 37	9 00	—	10 15		g	i —		8 11			
17	11 36	8 35	l —	i —		t —	g —		w s	7 28.6	.....Scranton.... ♂		x s	w —	4 17	8 45	—	—		g	i —		7 50	8		
A M	11 58	8 57	l —	i —		t —	g —		w s	7 38.5	.....Glidden.... ♂		x s	w —	3 55	8 29	—	—		g	i —		7 30			
*6 30	12 12	9 10	11 50	9 10	4 10	4 30	11 06	8 19		7 39.7	+ .... Carroll .... ♂		1 32	10 10	3 40	8 15	9 15	9 30		2 43	12 14		‡7 25	8 00		
6 40	12 21	P M	l —	i —		t —	g —		w s	7 50.0	.....Maple River.. ♂		x —	w —	3 28	e —	—	j —		g	i —		A M	7 50		
6 51	12 33		l —	i —		t —	g —		8 36	8 00.8	.....Arcadia.... ♂		x —	9 51	3 17	e —	—	j —		g	i —		....	7 39		
7 08	12 51	....	l —	i —		t —	g —		8 57	8 16.0	.....Vail.... ♂		x —	9 36	2 57	e —	—	j —		g	i —		....	7 29		
7 24	1 06	....	12 40	10 05		4 51	g —		9 13	8 22.7	+ ....Denison.... ♂		9 46	9 21	2 40	7 28	8 16	8 54		g	11 26		....	7 05		
7 41	1 24	....	l —	i —		t —	g —		9 30	8 33.1	.....Dow City.... ♂		x —	9 04	2 23	e —	—	j —		g	i —		....	6 46		
7 56	1 39	....	l —	10 37		t —	g —		9 46	8 41.0	....Dunlap.... ♂		x —	8 50	2 05	e v	—	j —		g	i —		....	6 32		
8 13	1 56	2 09	l —	10 54	2 03	t —	g —		10 04	8 50.7	.....Woodbine.... ♂		x —	8 33	1 48	e v	—	j —		g	i —		2 04	2 16		
8 28	2 10	A M	l —	11 10	P M	t —	g —		10 20	8 58.7	.....Logan.... ♂		x —	8 16	1 32	e v	—	j —		g	i —		A M	P M		
8 45	2 28	*1000	2 16	11 30	*9 25	6 00	g —		10 35	9 07.1	+ .Missouri Valley. ♂		8 40	8 00	1 15	6 20	7 00	7 10		g	10 13	8 45	4 50	5 40		
8 55	2 34	— —	l —	i —	—	—	g —		w —	9 17.2	.....Loveland.... ♂		x —	w —	1 03	e —	—	j —		g	i —		—	5 26		
9 05	2 45	— —	l —	i —	—	—	g —		w —	9 26.3	....Honey Creek.. ♂		x —	w —	12 52	e —	—	j —		g	i —		—	5 17		
9 15	2 52	— —	l —	i —	—	—	g —		w —	9 31.6	.....Crescent.... ♂		x —	w —	12 41	e —	—	j —		g	i —		—	5 08		
9 30	3 10	10 35	3 05	12 05	9 55	7 05	6 40	1 10	11 10	9 38.5	ar..+ Council Bluffs ♂.lv.		8 05	7 25	12 30	5 46	6 24	6 30		12 35	8 55	8 10	4 10	4 56		
9 40	3 20	10 45	3 15	12 15	10 06	7 15	6 50	1 18	11 18	9 49.0	ar. + C. B. Transfer ♂ lv.		7 57	7 15	12 20	5 36	6 16	6 20		12 27	9 26	8 02	4 00	4 46		
9 55	3 35	11 00	3 28	12 35	10 20	7 30	7 05	1 30	11 35	9 41.3	arr...+ Omaha ♂..lve.		*7 45	*7 00	*12 05	*5 20	*6 00	*6 05		*12 15	*9 10	*7 50	*3 45	*4 30		
A M	P M	A M	P M	Noon	P M	A M	A M	P M			(Central time)		A M	A M	Noon	P M	P M	P M		Night	P M	A M	P M	P M		

Additional Train—Leaves Clinton †7 10 a.m., arrives Cedar Rapids 9 50 a.m. (*For Car Service, see pages 686, 687, 688 and 689.*)

* Daily; † daily, except Sunday; § Sunday only; *a* stops to leave from Council Bluffs or points west; *b* stops to leave passengers; *c* stops to take for Cheyenne, Wyo., or beyond; *e* stops between Omaha and Clinton to leave from west of Omaha or Blair and at stations between Clinton and West Chicago and Oak Park to leave from Colorado and points west; *g* stops to take for points north of Belle Plaine and Tama; *h* stops to leave from Cedar Rapids or points west; *i* stops to take or leave for or from Ogden, Utah, or west; *j* stops to leave from west of Omaha; *l* stops between West Chicago and Union Grove to take for west of Clinton; also stops at any station in Iowa to take for west of Omaha or Blair; *m* stops to leave from Chicago; *n* stops to leave from Pacific Coast or Colorado points; *o* stops to leave from Colorado or points west; *p* stops to take for Des Moines, Sioux City and Omaha and points west; *s* stops Sunday only; *x* stops to leave from points in Colorado.

‡ Meals, + Coupon stations, ♂ Telegraph stations.

¶ Stops to take or leave Sleeping Car passengers for or from Colorado and Pacific Coast points; *w* stops to take for or leave from points west of Cheyenne.

§ Stops to take for Colorado or points west.

▲ Stops to take for Chicago. ■ Will not carry baggage.

● Stops to take passengers ticketed to or via Peoria.

□ Stops to take for Fremont and points west.

♂ Stops to take for points on Sioux City Div. (via Carroll) or Wo Valley, N. & W. Divs., Council Bluffs or Omaha.

♂ Stops to leave from points on Sioux City Div., Council Bluffs or points west.

♂ Stops to leave from Cheyenne, Wyo., or points west.

See Note ☑, page 697.

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

5—CHICAGO, RIPON, GRAND RAPIDS AND MARSHFIELD.

Via Fond du Lac, Green Lake and Princeton.

	440	9	23	Mls.	*December 19, 1909.*	10	443	16
		P M	A M		LEAVE] [ARRIVE	P M		P M
		†300	†2 45	0	+.....**Chicago**.....♂	1 15		9 30
		6 05	7 50	85.0	lv. + **Milwaukee** ♂ ar.	1045		7 10
		6 45	10 00	148.3	ar. + **Fond du Lac** ♂ lv.	9 05		5 23
		†657	†1007	148.3	lve..**Fond du Lac**.arr.	8 50		5 00
		7 17	10 21	157.9	.....Eldorado.....♂	8 25		4 35
		7 23	10 30	160.4	.....Rosendale.....♂	8 20		4 30
		— —	10 35	162.7	... West Rosendale ...	8 15		4 25
		— —	10 45	168.5	... Ripon Junction ...	8 00		4 10
		7 42	10 50	168.9	+.....**Ripon**.....♂	7 57		4 09
		7 58	11 01	174.8	.....Green Lake ...♂	7 43		3 52
		8 04	11 07	177.8	.....St. Marie.....	7 37		3 45
		8 16	11 20	184.1	arr. + **Princeton** ♂ lve.	7 25		3 33
		8 18	11 20	184.1	lve.. **Princeton**..arr.	7 25		3 33
		8 33	11 40	193.8	.....Neshkoro ....♂	7 08		3 15
		8 41	11 45	196.4	arr. **Red Granite** Jn ♂ lve.	7 04		3 10
		8 58	12 45	204.0	arr. **Red Granite** ♂ lve.	†635		†1 30
		†700	†8 30	204.0	lve. **Red Granite**..arr.	7 40		4 00
		8 41	11 45	196.4	lve. **Red Granite Jn**. arr.	7 04		3 10
		8 54	12 02	202.8	.....Wauroma.....♂	6 53		2 56
		9 10	12 18	210.2	.....Wild Rose.....♂	6 41		2 40
		9 28	12 40	220.8	..... Almond ..... ♂	6 24		2 19
		9 37	12 52	226.5	.....**Bancroft**.....♂	6 14		2 08
		9 58	1 15	237.9	..... Kellner .....♂	5 54		1 48
	Noon	1010	1 35	244.6	ar..+ **Grand Rapids** ♂ lv.	5 44	P M	1 35
		†1205		3 00	244.6	lv. **Grand Rapids** .ar.		4 30	1 05
		12 20		3 25	248.9	.....Port Edwards.....		4 05	12 50
		12 30		3 40	251.9	arr... **Nekoosa** ♂ ..lve.		†350	†1240
	Noon	1010	1 35	244.6	lv. **Grand Rapids** .ar.	5 44	P M	1 35
		1027	1 50	253.9	..... **Vesper**	5 29		1 13
		1036	2 00	259.1	..... **Arpin**	5 19		1 03
		1050	2 25	270.2	+ **Marshfield, Wis** ♂	†500		†1240
		P M	P M		ARRIVE] [LEAVE	A M		Noon

Summer Service now discontinued until Season of 1910.—Parlor Cars Chicago and Green Lake on Nos. 9, 10, 20 and 231, and Pullman Standard Sleeping Cars weekly between Chicago and Fond du Lac on No. 231. Dining Cars on No. 9, Friday and Saturday, No. 10 Saturday, and No. 20 Sunday.

Pullman Sleeping Cars, Parlor Cars and Dining Car service all the year round between Chicago and Fond du Lac.

ST. PAUL, MINNEAPOLIS AND DULUTH.

FROM FOND DU LAC, SHEBOYGAN, MANITOWOC AND MENOMINEE, Via Appleton Junction.

Observation Parlor and Cafe Car Merrillan to Minneapolis on No. 17. Free Reclining Chair Cars bet. Eau Claire and Duluth on Nos. 11 and 8. Dining Cars Minneapolis and Duluth to Eau Claire on No. 8.

No. 17	No. 7	Mls.	STATIONS.	No. 8
†5 05 A M	*7 20 P M	0	lve.....**Milwaukee**....arr.	8 50 A M
7 05 A M	9 05 P M	63	» ...**Fond du Lac**... »	6 53 A M
7 40 A M	8 40 P M	81	» .....**Oshkosh**..... »	6 20 A M
‡8 35 A M	10 20 P M	99	arr...**Appleton Junc**..lve.	*5 45 A M
†4 40 A M	†3 29 P M	0	lve.....**Sheboygan**....arr.	8 58 A M
5 55 A M	4 15 P M	25	» .....**Manitowoc**.... »	8 08 A M
8 30 A M	‖5 58 P M	69	arr...**Appleton Junc**..lve.	†6 10 A M
.....	x700 P M	0	lve....**Menominee**....arr.	11 50 A M
†7 00 A M	8 40 P M	51	» .....**Green Bay**.....lve.	10 00 A M
7 58 A M	9 50 P M	81	arr...**Appleton Junc**..lve.	u*10 40 A M
†8 55 A M	*1035 P M	122	lve...**Appleton Junc**..arr.	5 40 A M
1 50 P M	3 25 A M	252	arr.....**Marshfield**....lve.	1 15 A M
*5 25 P M	5 25 A M	289	lve.....**Merrillan**..... »	11 50 P M
6 55 P M	7 00 A M	333	arr.....**Eau Claire**..... »	9 05 P M
9 45 P M	9 55 A M	419	» .....**St. Paul**..... »	6 05 P M
10 20 P M	10 30 A M	430	arr... **Minneapolis** ...lve.	*4 25 P M
2 00 A M	5 25 A M	0	lve.....**Merrillan**.....arr.	11 32 P M
3 30 A M	7 05 A M	44	lve.....**Eau Claire**....arr.	10 10 P M
8 10 A M	12 30 Noon	198	» .....**Superior**..... »	5 35 P M
8 40 A M	12 50 Noon	202	arr.....**Duluth**.....lve.	*5 15 P M

Buffet Sleeping Cars on Nos. 7 and 8 between Fond du Lac and Minneapolis. Free Reclining Chair Cars between Milwaukee and Minneapolis, in both directions, and Pullman Sleeping Car (change at Appleton Junction) between Menominee and Minneapolis, connecting at Eau Claire with similarly equipped train to and from Superior and Duluth.

* Sunday leaves Minneapolis 4 00 p.m., St. Paul 4 30 p.m. on "The Twilight Limited," which runs daily. ‖ Meals.

FROM SHEBOYGAN AND MANITOWOC.

Pas'nger.	Mls.	Via Green Bay and Marshfield.	Pas'nger.
†4 40 A M	0	lve.....**Sheboygan**....arr.	6 40 P M
7 30 A M	25	» ....**Manitowoc**.... »	5 40 P M
8 40 A M	62	lve.....**Green Bay**....arr.	4 20 P M
1 50 P M	132	arr.....**Marshfield**.....lve.	†8 40 A M
9 45 P M	299	» .....**St. Paul**..... »	10 30 P M
10 20 P M	310	arr.... **Minneapolis**...lve.	†9 55 P M

FROM SHEBOYGAN.

Pas'nger.	Mls.	Via Fond du Lac.	Pas'nger.
†7 00 A M	0	lve.....**Sheboygan**....arr.	7 05 P M
10 07 A M	44	» ...**Fond du Lac**... »	5 00 P M
1 35 P M	140	lve...**Grand Rapids**..arr.	1 35 P M
2 26 P M	166	arr.....**Marshfield**....lve.	†1240 Noon
9 45 P M	334	» .....**St. Paul**..... »	10 30 P M
10 20 P M	344	arr.....**Minneapolis**...lve.	†9 55 P M

6—ST. PAUL, MINNEAPOLIS, SIOUX CITY, COUNCIL BLUFFS, OMAHA, KANSAS CITY AND DES MOINES LINE.

With Through Connections for St. Joseph and Atchison.

No. 5	No. 8	No. 9	No. 6	No. 1	Mls.	*The North Western Line and Burlington Route.*	No. 10	No. 4	No. 8	No. 2
A M	A M	P M		P M		*November 7, 1909.*	A M	P M	P M	A M
†7 05	*9 30	*9 30		*7 30	0	lve...**Minneapolis**..arr.	7 50	*8 19	4 50	8 30
7 40	10 05	10 10		8 06	0	lve.....**St. Paul**....arr.	7 15	7 40	4 20	7 55
8 47	11 08	e —		— —	34.0	» .... **Merriam** .... »	6 01	6 30	2 58	— —
10 06	12 20	e —		— —	77.0	arr.....**Kasota**.....lve.	4 45	5 06	1 25	— —
10 30	12 43	12 45		10 35	86.0	lve.....**Mankato**....arr.	4 30	4 45	1 00	5 25
11 08	1 10	1 07		— —	99.0	arr...**Lake Crystal**..lve.	4 00	*4 25	*1240	— —
12 45					143.0	arr.....**Elmore**....lve.		2 45	10 40	
3 20					203.3	» ..**Eagle Grove**.. »		12 21	7 20	
5 05					260.9	» .....**Ames**..... »		10 00	4 57	
6 16					297.0	arr...**Des Moines**..lve.		†8 25	†3 05	
11 52	1 56	1 55		11 40	122.0	arr....**St. James**...lve.	3 20	3 46	11 47	4 30
12 35	2 40	2 35		— —	143.0	arr...**Bingham Lake**.lve.	2 35	3 04	10 57	— —
	†3 10				143.0	lve..**Bingham Lake**.arr.			10 00	
	6 35				182.0	arr.....**Currie**.....lve.			†7 00	
†1 07	*3 15	3 08		— —	160.0	arr...**Heron Lake**..lve.	2 02	2 32	10 23	3 23
1 40	3 56	4 00		1 20	178.0	» ..**Worthington**.. »	1 25	2 00	9 53	2 56
2 20	4 27	4 33		— —	196.0	» ....**Sibley, Ia**.... »	12 45	1 23	9 17	— —
3 25	5 25	5 40		— —	228.0	arr.....**Alton**.....lve.	11 50	12 25	8 20	1 28
3 55	5 55	6 10		3 10	244.0	arr.....**Le Mars**.....lve.	11 20	11 59	7 47	1 00
4 50	7 00	7 20		4 05	270.0	arr....**Sioux City**...lve.	*1030	*1110	†7 00	*12 10
S.C. 2			A M						S.C. 1	
*1159	*7 20	*7 30	*5 15	*4 15	270.0	lve...**Sioux City**.♂ arr.	10 15	11 00	8 50	11 58
12 12	7 52	7 45	5 48	— —	277.4	arr. Sargent's Bluffs ♂ lve.	a —	— —	8 35	— —
12 24	— —	7 57	6 00	— —	284.9	» .....Salix.....♂ »	a —	— —	8 22	— —
12 34	— —	8 10	6 12	— —	292.9	» ..... Sloan.....♂ »	a —	— —	8 10	— —
12 46	— —	8 25	6 27	— —	300.2	» .....Whiting ...♂ »	a —	— —	7 53	— —
1 04	8 16	8 40	6 41	5 10	307.2	» .....**Onawa**.....♂ »	9 05	9 55	7 36	10 57
1 16	— —	8 51	6 51	— —	313.8	» .....Blencoe....♂ »	a —	— —	7 24	— —
1 30	— —	9 05	7 08	— —	322.8	» ....River Sioux..♂ »	a —	— —	7 08	— —
1 45	8 48	9 22	7 22	— —	329.3	» ... **Mondamin**.♂ »	8 25	9 22	6 52	10 26
1 56	— —	9 33	7 32	— —	335.6	» .....Modale.....♂ »	a —	— —	6 40	— —
2 03	9 05	9 42	7 40	5 56	340.0	» ..**California Jn**♂ »	a —	— —	6 32	— —
2 15	9 20	9 55	7 50	— —	346.0	» ..**Missouri Valley**♂ »	— —	8 45	*6 20	— —
3 05	9 55	10 35	8 30	6 45	368.0	» ..**Council Bluffs**. »	7 25	8 10	A M	9 25
3 13	10 06	10 45	9 00	6 55	369.4	» **C. B. Transfer, Ia** »	7 15	8 02	.....	9 16
3 28	10 20	11 00	9 15	7 10	371.0	arr...**Omaha, Neb**..lve.	*7 00	*7 50	o+	*9 00
P M	11 00	A M	9 30	9 30	369.4	lve.**U. P. Transfer, Ia**.arr.	5 55	6 30		5 55
.....	11 50	.....	1005	10 05	387.4	arr...**Pacific Junc**..lve.	5 15	5 20		5 15
	4 25	.....	1 43	1 43	497.0	arr...**St. Joseph, Mo**.lve.	11 45	12 50		11 45
	5 45	.....	2 53	2 53	520.0	arr...**Atchison, Kan**.lve.	12 38	10 30		12 38
	— —	.....	3 15	3 15	535.0	arr.**E. Leavenworth, Mo**.lve.	12 16	10 11		12 16
	6 20	.....	— —	— —	539.0	arr.**Leavenworth, Kan**.lve.	11 58	9 53		11 58
	*7 10	....	*4 05	*4 05	560.0	arr..**Kansas City, Mo**.lv.	*1135	*1040		*1135
	A M		P M	P M			A M	P M		A M

Sunday only.

Coupon stations. Telegraph stations.

Additional Train—Leaves Omaha *3 45 p.m., Missouri Valley *4 55 p.m., arrives Sioux City 7 20 p.m.

Nos. 1 and 2—Electric Lighted throughout between Minneapolis and Omaha. No. 1—Pullman Drawing-room Sleeper Minneapolis to Omaha and Kansas City. Chair Car and Buffet Library Car Minneapolis to Omaha. All return on No. 2, except Sleeper from Kansas City. No. 9—Pullman Standard Sleepers and Coaches Minneapolis to Sioux City and Omaha. All return on No 10, together with Sleeper from Kansas City. Cafe Car and Parlor Car Omaha to Sioux City. Nos. 3 and 4—Observation Cafe Cars, Parlor Cars and Coaches between Minneapolis and Omaha, via Council Bluffs. Pullman Drawing-room Sleeping Cars between Council Bluffs and Kansas City. Free Reclining Chair Cars between Omaha and Kansas City. Nos. 5 and 6—Coaches between Minneapolis and Sioux City.

S.C. Division Nos. 1 and 2—Observation Smoking Cafe Cars (with separate dining compartment) between Missouri Valley and Sioux City. Parlor Cars and Coaches Sioux City to Omaha on S.C. Division No. 2.

DULUTH, ST. PAUL, MINNEAPOLIS AND THE BLACK HILLS.

No. 517	*December 1, 1909.*	No. 516
†8 34 A M	lv....**Duluth**....ar.	*3 35 P M
9 03 A M	lv...**Superior**...ar.	*3 05 P M
7 55 P M	lv.**Minneapolis**..ar.	8 30 A M
8 25 P M	lv....**St. Paul**...ar.	7 55 A M
11 30 P M	lv...**Mankato**...ar.	5 20 A M
10 00 A M	ar....**Redfield**...lv.	*6 40 P M
‡7 50 A M	ar.....**Huron**... lv.	8 55 P M
1 35 P M	ar. **Pierre** (C. T.). lv.	*4 40 P M
†1255 N'n	lv. Fort Pierre (M. T.) ar.	3 28 P M
7 15 P M	ar..**Rapid City**..lv.	†8 50 A M
8 40 P M	lv...**Rapid City**..ar.	10 19 A M
11 20 P M	ar. **Hot Springs**. lv.	‡7 25 A M
†7 30 P M	lv...**Rapid City**..ar.	8 45 A M
9 40 P M	ar...**Deadwood**..lv.	†6 50 A M
10 20 P M	ar.....**Lead**.....lv.	†6 20 A M
8 30 A M	ar..**Belle Fourche**..lv.	‖8 00 P M

Pullman Standard Sleeping Cars between Minneapolis, Mankato and Huron and Redfield and Coaches between Minneapolis, Mankato and Deadwood, via Huron and Pierre.

"The Twilight Limited," leaving Minneapolis 4 00 p.m., and arriving Minneapolis 10 25 p.m., has Through Parlor Cars, Observation Cafe Car and Coaches to and from Duluth.

The Train leaving Minneapolis 7 50 a.m., St. Paul 8 25 a.m., for Superior-Duluth, has Through Chair Cars and Coaches.

*Daily; † daily, except Sunday; ‡ daily, except Saturday; *a* stops to leave from south of Council Bluffs or west of Omaha; *e* stops to leave from Wisconsin Division Nos. 1 and 63 and to take for Sioux Falls and west; *u* on Sunday leaves 10 50 a.m.; *x* on Sunday leaves 8 05 p.m.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. Over 160 railroads use the SAFETY systems of ..... Steam Heat

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

7—CHICAGO, RACINE AND MILWAUKEE.

231	15	13	21	11	25	9	27	5	3	19	1	17	M	December 19, 1909.	2	4	6	8	24	10	12	14	18	16	20	232
A M	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M	..	LEAVE ARRIVE	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M
§3 00	*10 30	*8 00	*6 30	*5 00	*4 00	*3 00	†2 00	*1 30	*9 00	*8 00	†7 00	†2 45	0	+...Chicago...ō	7 25	9 15	9 50	11 15	12 30	1 15	4 00	5 55	7 55	9 30	11 15	4 15
--	--	--	--	--	4 07	--	t2 07	s	--	8 07	7 07	--	3	+.Clybourn Jn..ō	--	d908	--	11 07	12 19	s	3 50	--	--	--	11 07	--
--	--	--	--	--	--	--	--	--	--	--	7 14	--	6	+.Ravenswood..ō	--	--	--	--	--	--	--	--	--	--	--	--
--	--	--	--	--	See Suburban Folders.						--	--	9	...Rogers Park..ō	--	--	--	--	--	--	--	--	--	--	--	--
--	--	--	--	--							--	--	10	.....Calvary.....	--	--	--	--	--	--	--	--	--	--	--	--
3 25	--	--	--	--	4 20	--	t2 20	s	--	8 20	7 26	--	12	+...Evanston...ō	--	--	--	10 50	12 04	s	3 34	--	7 32	--	10 52	3 53
3 31	--	--	--	--	--	--	--	s	--	--	7 33	--	14	.....Wilmette.....	--	--	--	--	11 59	--	--	--	--	--	--	--
3 36	--	--	--	--	--	--	--	s	--	--	7 39	--	17	.....Winnetka..ō	--	--	--	--	11 54	See Suburban Folders.					--	--
3 40	--	--	--	--	--	--	t2 31	s	--	8 31	7 45	--	19	.....Glencoe....ō	--	--	--	--	11 49						10 42	--
--	--	--	--	--	--	--	--	--	--	--	7 50	--	22	.....Ravinia.....	--	--	--	--	--	--	--	--	--	--	--	--
3 49	--	--	--	--	4 37	--	t2 36	s	--	8 36	7 54	--	23	+Highland Park ō	--	s	--	10 33	11 41	s	--	--	7 16	--	10 35	3 36
--	--	--	--	--	--	--	--	--	--	--	7 57	--	25	....Highwood...ō	--	--	--	--	--	--	--	--	--	--	--	--
3 59	--	--	--	--	4 44	--	t2 43	s	--	8 43	8 05	--	28	....Lake Forest..ō	--	s	--	10 25	11 31	12 28	--	--	7 08	--	10 27	3 29
--	--	--	--	--	--	--	2 46	--	--	--	8 10	--	30	....Lake Bluff...ō	--	--	--	--	11 26	--	--	--	--	--	--	--
4 15	11 21	8 53	--	s	4 59	--	2 58	12 23	9 50	8 59	8 22	3 33	36	+..Waukegan. ō	--	--	8 52	10 12	11 15	12 15	2 58	--	6 54	8 30	10 14	3 15
4 27	--	--	--	--	--	--	3 08	--	--	9 09	8 32	--	42	.....Zion City...ō	--	--	--	10 02	11 05	--	--	--	--	--	--	--
--	--	--	--	--	--	--	--	--	--	--	8 39	--	45	..Winthrop Harbor ō	--	--	--	--	--	--	--	--	--	--	--	--
4 43	11 40	9 13	7 40	6 11	5 22	4 10	3 22	12 44	10 10	9 22	8 49	3 55	52	+..Kenosha...ō	5 56	8 03	8 29	9 50	10 53	11 50	d35	4 42	8 31	8 10	9 50	2 53
4 58	--	--	--	6 24	5 33	--	3 32	12 57	--	9 32	9 03	--	61	...Racine Junc..ō	r	7 50	a	9 39	10 40	11 38	2 21	--	6 20	7 57	9 38	2 41
5 02	11 56	9 28	7 57	6 30	5 37	4 25	3 37	1 01	10 25	9 37	9 08	4 13	62	+....Racine....ō	5 40	7 47	8 15	9 35	10 36	11 34	2 17	4 50	8 17	7 56	9 34	2 37
--	--	--	--	--	--	--	3 55	--	--	--	9 31	--	75	...So. Milwaukee. ō	a	--	a	9 18	10 19	a	a	--	--	--	a	2 20
--	--	--	--	--	--	--	3 59	--	--	--	9 37	--	78	.....Cudahy.....	--	--	a	a	10 14	a	a	--	--	--	a	--
--	--	--	--	--	--	--	--	--	--	--	9 41	--	80	.....St. Francis.....	--	--	a	a	--	a	a	--	--	--	a	--
5 40	12 24	9 59	8 24	7 04	6 10	4 53	4 08	1 33	10 54	10 10	9 52	4 50	85	.....Allis.....ō	5 10	7 20	7 45	9 05	10 05	11 05	1 50	4 05	5 50	7 26	9 05	2 05
5 45	12 30	10 05	8 30	7 10	6 15	5 00	4 15	1 40	11 00	10 15	10 00	4 55	85	+.Milwaukee.ō	*5 05	*7 15	*7 40	*9 00	†1000	*11 00	†1 45	*4 00	*5 45	*7 20	*9 00	§2 00
A M	Night	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	A M	..	ARRIVE LEAVE	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M

Dining Cars on Nos. 4, 5, 6, 10, 11, 18, 19, 21 and 233. Observation Parlor Cars on No. 3 daily, No. 14 Sundays and No. 16 week-days. Parlor Cars on Nos. 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 18, 20, 21, 24, 25 and 233.

8—CHICAGO, MILWAUKEE, WAUKESHA AND MADISON.

Trains marked e carry Parlor Cars.

	e131	121	e109	e101	e117	Ms	November 7, 1909.	108	e110	e114	e120	108	116	
	A M	P M	P M	A M	A M	...	LEAVE ARRIVE	A M	P M	P M	P M	A M	P M	...
....	§3 00	*5 00	†3 00	†7 00	†2 45	0	.....Chicago....ō	9 50	1 15	5 55	11 15	11 15	1 15	....
....	§5 30	*7 45	†5 50	†9 50	†5 05	85	lv. +Milwaukee ō. ar.	7 45	10 30	3 50	8 25	8 10	10 55	....
....	5 40	7 48	6 54	9 54	5 10	...	.....Allis.....ō	7 40	10 25	3 45	8 20	8 06	10 50	....
....	5 59	8 06	6 11	10 20	5 30	94	.....West Allis...ō	7 21	10 07	3 28	8 02	7 45	10 32	....
....	6 08	--	8 19	10 30	--	99	.....Calhoun.....ō	--	9 57	3 17	--	--	--	....
....	6 16	8 25	8 30	10 40	5 50	105	+...Waukesha...ō	6 58	9 48	3 06	7 45	7 25	10 15	....
....	6 30	w --	6 45	10 55	6 06	113	.....Wales.....ō	v --	9 34	2 50	7 31	v --	--	....
....	6 40	--	6 53	11 05	6 15	118	.....Dousman.....ō	6 35	9 24	2 39	7 21	7 00	--	....
....	6 50	--	7 10	11 15	6 25	124	.....Sullivan.....ō	--	9 14	2 29	7 10	6 50	--	....
....	7 11	9 15	7 35	11 40	6 42	135	..Jefferson Junc ō	6 05	8 55	2 06	6 50	6 30	9 21	....
....	7 22	9 27	7 47	11 53	6 54	141	+...Lake Mills...ō	5 52	8 40	1 52	6 38	6 16	9 10	....
....	7 32	--	7 57	12 03	7 02	147	.....London.....ō	--	8 30	1 41	6 28	6 05	--	....
....	7 38	s --	8 03	12 09	7 08	150	.....Deerfield.....ō	5 35	8 22	1 35	6 22	5 59	8 54	....
....	7 49	--	8 15	12 21	7 20	157	...Cottage Grove..ō	--	8 10	1 25	6 10	5 48	--	....
....	8 10	10 10	8 40	12 40	7 40	167	+...Madison...ō	†5 00	†7 50	†1 05	*6 50	§5 30	§8 20	....
....	A M	P M	P M	Noon	A M	...	ARRIVE LEAVE	A M	A M	P M	P M	A M	A M	....

9—BELVIDERE AND SPRING VALLEY.

316	312	300	Ms	November 14, 1909.	303	313	315	317
P M	P M	A M	...	LEAVE ARRIVE	Noon	P M	P M	Night
*4 10	†1 35	†6 35	...	.....Madison.....	12 45	5 40	10 05	12 20
....	†1 30	†5 45	...	....Watertown....	2 35	.....	9 45	....
6 25	3 05	9 10	...	....Janesville....	11 35	4 18	7 55	10 15
5 49	3 30	9 35	...	.....Beloit.....	11 06	3 50	7 28	9 47
P M	P M	A M	...	LEAVE ARRIVE	A M	P M	P M	P M
*6 13	†4 00	†10 03	0	....Caledonia.. ō	10 40	3 14	7 05	9 24
6 38	5 15	10 30	9	....Belvidere.. ō	9 40	12 45	6 15	8 50
m -	5 31	10 48	17	..... Herbert... ō	9 15	12 24	5 55	8 31
m -	5 42	10 56	22	.....Henrietta... ō	9 04	12 16	5 47	8 23
7 17	6 01	11 10	30	.....Sycamore... ō	8 40	12 00	5 33	8 08
7 30	6 12	11 25	36	arr. + DeKalb. lve.	8 35	†1145	†520	*7 50
P M	4 30	A M	0	lve. Chicago. arr.	10 15	A M	P M	P M
....	6 20	.....	58	lve. DeKalb ō. arr.	8 23	.....	.....	....
....	6 31	.....	64	.....Elva..... ō	8 11	.....	.....	....
....	6 52	.....	74	....Shabbona Grove. ō	7 51	.....	.....	....
....	7 13	.....	84	+ ..Earlville.. ō	7 29	.....	.....	....
....	8 05	.....	109	+.Spring Valley. ō	†6 45	.....	.....	....
....	P M	.....	...	ARRIVE LEAVE	A M	.....	.....	....

Train lvs. Belvidere †1 00 p.m., arr. Sycamore 1 45 p.m.

10—CHICAGO, MADISON, LANCASTER AND GALENA.

131	137	101	117	Ms	November 7, 1909.	114	120	138
A M	.....	A M	A M	...	LEAVE ARRIVE	P M	P M	....
§3 00	.....	†7 00	†2 45	0	.....Chicago...ō	5 55	11 15	....
§5 30	.....	†9 50	†5 05	85	+...Milwaukee..ō	3 50	8 25	....
A M	.....	A M	A M	...	(Via Madison)	P M	P M	....
§3 00	.....	†9 30	†3 00	...	lve..Chicago ō arr.	6 26	9 00	....
§8 15	.....	†2 15	†8 00	167	lv. + Madison ō ar.	12 20	6 30	....
8 45	.....	2 40	8 23	178	.....Verona.....ō	11 54	6 10	....
9 00	.....	2 50	8 35	184	.....Riley's.....ō	11 42	4 59	....
9 05	.....	2 55	8 41	186	....Klevenville..ō	11 37	4 54	....
9 14	.....	3 05	8 52	190	...Mount Horeb.ō	11 29	4 48	....
9 25	.....	3 18	9 02	195	...Blue Mounds.ō	11 18	4 35	....
9 35	.....	3 24	9 12	200	.... Barneveld ..ō	11 08	4 27	....
9 47	.....	3 38	9 24	205	.... Ridgeway ..ō	10 56	4 16	....
10 08	.....	3 55	9 44	214	+. Dodgeville . ō	10 36	3 55	....
10 25	.....	4 15	10 00	222	..... Edmund ... ō	10 20	3 38	....
10 30	.....	4 20	10 05	224	..Whitson Junc.	10 15	3 33	....
10 33	.....	4 25	10 10	225	.....Cobb.....ō	10 10	3 28	....
10 50	.....	4 45	10 35	231	arr. Montfort ō lve.	9 45	3 05	....
11 05	.....	5 03	10 48	237	arr...Preston ..lve.	9 30	2 50	....
11 22	A M	5 25	11 07	243	ar. Fennimore ō lv.	9 15	2 35	P M
....	†6 10	5 35	.....	243	lv. Fennimore .ar.	8 55	.....	8 20
....	6 40	6 06	.....	251	.....Werley.....	8 15	.....	7 46
....	7 15	6 60	.....	260	ar. Woodman ō lv.	†7 40	.....	†7 10
11 22	A M	5 25	11 07	243	lv. Fennimore. ar.	9 15	2 35	P M
11 42	.....	5 52	11 28	245	..... Stitzer	8 50	2 10	....
11 50	.....	6 03	11 36	249	.....Liberty.....	8 40	2 00	....
11 59	.....	6 15	11 45	253	ar..+ Lancaster ō. lv.	†8 30	*1 50	....
A M	.....	4 30	10 10	231	lve. Montfort..ar.	10 05	3 20	....
....	.....	4 48	10 35	235	.... Livingston...ō	9 45	3 02	....
....	.....	4 58	10 45	240	..... Rewey .... ō	9 33	2 51	....
....	.....	5 20	11 05	251	.....Ipswich ... ō	9 07	2 26	....
....	.....	5 35	11 20	255	ar..+ Platteville ō lv.	8 55	2 15	....
....	.....	5 57	11 41	256	arr....Elmo....lve.	8 33	1 51	....
....	.....	6 05	11 50	258	. .. Cuba City... ō	8 25	1 45	....
....	.....	6 14	11 58	262	.....Benton.....ō	8 15	1 38	....
....	.....	8 45	.....	269	arr. Hazel Green. lve.	†7 45	.....	....
....	.....	.....	.....	269	lve. Hazel Green. arr.	8 20	.....	....
....	.....	7 00	12 35	277	..... Galena ... ō	†7 35	†1 05	....
....	.....	P M	Noon	...	ARRIVE LEAVE	A M	P M	....

11—JANESVILLE, WATERTOWN AND FOND DU LAC.

(For Short Line Table to Fond du Lac, see page 693.)

565	639	621	541	501	521	507	Mls.	December 19, 1909.	534	544	508	516	520	658
A M	P M	A M	P M	A M	A M	A M	.....	LEAVE ARRIVE	A M	P M	P M	A M	P M	P M
§3 00	§4 45	§8 00	†5 12	*9 30	†8 05	†3 00	0	+....Chicago....ō	10 50	3 50	6 25	8 25	6 30	9 35
--	5 25	8 41	--	--	8 37	--	16.6	....Des Plaines..ō	--	3 20	e -	7 42	n612	--
--	5 38	8 52	--	--	8 46	--	22.4	Arlington Heights ō	10 08	3 07	e -	7 32	n600	--
--	5 46	8 59	--	--	8 53	--	26.1	.....Palatine.....ō	10 03	3 01	e -	7 25	n554	--
3 59	5 58	9 10	5 58	--	9 03	--	31.6	.....Barrington..ō	9 54	2 51	5 27	7 16	5 39	8 40
4 10	6 10	9 20	6 09	--	9 14	--	38.3	.....Cary .....ō	9 43	2 40	5 16	7 06	5 27	8 30
4 19	6 20	9 28	6 20	--	9 25	4 01	42.9	+.Crystal Lake. ō	9 35	2 30	5 08	6 58	5 20	8 22
--	6 27	9 34	6 25	--	9 31	--	45.7	.....Ridgefield...ō	9 29	2 20	5 03	6 52	5 12	--
4 36	6 37	9 45	6 35	10 37	9 42	4 14	51.3	+...Woodstock...ō	9 20	2 08	4 55	6 43	5 01	8 08
--	6 43	9 53	6 43	--	9 50	--	55.7	.....Hartland.....ō	9 11	2 00	e -	6 36	4 53	--
5 00	6 56	10 05	6 55	10 55	10 05	4 35	62.7	ar..+Harvard ō. lv.	9 00	1 45	4 38	d625	4 40	7 50
5 05	P M	10 25	7 00	11 00	10 25	4 37	62.7	lve...Harvard..arr.	8 55	1 45	4 35	A M	4 35	7 48
⊙	═══	10 42	7 17	⊙	10 37	⊙	70.8	.....Sharon .....ō	8 39	1 25	⊙	═══	⊙	7 34
....	21	10 55	7 34	.....	10 53	.....	78.4	+.Clinton Junc. ō	8 25	1 12	....	28	....	7 20
6 30	A M	11 20	8 00	*12 12	11 20	5 50	91.1	ar. + Janesville ō. lv.	8 00	12 50	3 05	P M	§3 05	§6 55
A M	†7 50	A M	8 15	†11 55	12 55	6 50	91.1	lve...Janesville...arr.	7 50	§12 35	3 00	8 50	P M	P M
....	8 05	....	8 30	1 10	1 10	7 02	99.1	+.Milton Junc. ō	7 30	12 21	2 45	8 30	....	....
....	8 15	....	8 40	1 20	1 20	7 19	104.1	....Koshkonong....ō	7 19	12 10	2 35	8 15	....	....
....	8 28	....	8 52	1 35	1 35	7 35	110.9	+.Fort Atkinson. ō	7 08	11 57	2 25	8 00	....	....
....	8 40	....	9 03	1 50	1 50	7 45	116.6	+... Jefferson ... ō	6 52	11 45	2 15	7 46	....	....
....	8 50	....	9 10	2 00	2 00	7 50	119.2	..Jefferson Junc ō	6 05	11 25	1 55	7 30	....	....
....	9 07	....	9 22	2 15	2 15	7 57	121.9	..Johnson's Creek ō	6 00	11 18	1 47	7 16	....	....
....	9 22	....	9 46	2 30	2 38	8 12	129.7	..Watertown Junc..	5 47	11 03	1 34	7 00	....	....
....	9 25	....	9 45	2 35	2 35	8 20	130.0	+...Watertown...ō	†545	10 58	†1 30	6 56	....	....
....	A M	....	P M	2 50	2 50	8 34	138.2	.....Clyman.....ō	A M	10 39	P M	6 42	....	....
....	....	....	....	3 02	3 02	8 47	145.0	.....Juneau.....ō	....	10 25	....	6 30	....	....
....	....	....	....	3 10	3 10	8 55	148.2	+.Minnesota Junc.	....	10 17	....	6 23	....	....
....	....	....	....	3 18	3 18	9 04	151.9	..Burnett Junc ō	....	10 10	....	6 16	....	....
....	....	....	....	3 32	3 32	9 17	160.2	+....Chester.....	....	9 53	....	6 03	....	....
....	....	....	....	3 41	3 41	9 27	165.2	....Oak Centre.....	....	9 43	....	5 53	....	....
....	....	....	....	3 48	3 48	9 35	168.3	.....Oakfield....ō	....	9 35	....	5 46	....	....
....	....	....	....	4 00	4 00	9 53	176.7	+.Fond du Lac. ō	....	†9 15	....	†5 25	....	....
....	....	....	....	P M	P M	A M	.....	ARRIVE LEAVE	....	A M	....	P M	....	....

STANDARD—*Central time.*

— Meals. + Coupon stations. ō Telegraph stations. *m* Stops to leave from north of Caledonia.

*Daily; † daily, except Sunday; § Sunday only; *a* stops to leave from north of Milwaukee; *c* stops to leave from north of Barrington; *s* stops Sunday only; *t* does not stop Saturday; *u* stops to leave from Milwaukee and beyond and to take for Madison and beyond; *v* stops to take from Milwaukee and beyond and to leave from Madison and beyond. ⊙ Via Beloit.

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

12—BETWEEN CHICAGO AND THE IRON AND COPPER COUNTRY.

Via Milwaukee, Oshkosh and Green Bay to Marquette, Ishpeming, Houghton, Hancock and Calumet.

291	231	7	9	5	3	23	15	17	18	Mls.	December 19, 1909.	2	116	8	10	12	14	16	4	104
P M	A M	P M	P M	A M	A M	....	P M	A M	P M	....	LEAVE] [ARRIVE	A M	P M	A M	P M	P M	P M	P M		....
‡8 00	‡3 00	*5 00	a3 00	g11 30	a9 00	....	*10 30	†2 45	*8 00	0	+..Chicago..♂	7 25	9 30	11 15	1 15	4 00	5 55	9 30		....
– –	– –	– –	– –	s –	– –	....	– –	– –	– –	2.9	+.Clybourn Jn.♂	– –	– –	11 07	s –	3 50	– –	– –		....
– –	3 25	– –	– –	s –	– –	....	– –	– –	– –	12.0	+..Evanston..♂	– –	– –	10 50	s –	3 34	– –	– –		....
– –	4 15	s –	– –	12 23	9 50	....	11 21	3 33	8 53	35.9	+.Waukegan, Ill.♂	– –	8 30	10 12	12 15	2 59	– –	8 30		....
4 10	4 43	6 11	4 10	12 44	10 10	....	11 40	3 55	9 15	51.6	+..Kenosha, Wis..♂	5 56	8 10	9 50	11 50	2 35	4 42	8 10		....
– –	4 58	6 24	– –	12 57	– –	....	– –	– –	– –	60.5	..Racine Junc♂	– –	7 57	9 39	11 38	2 21	– –	7 57		....
4 25	5 02	6 30	4 25	1 01	10 25	....	11 55	4 13	9 28	61.9	+...Racine...♂	5 40	7 55	9 35	11 34	2 17	4 30	7 55		....
4 53	5 40	7 04	4 53	1 33	10 54	....	12 24	4 50	9 59	83.4	.......Allis.....♂	5 10	7 25	9 05	11 05	1 50	4 05	7 25		....
5 00	5 45	7 10	5 00	1 40	11 00	A M	12 30	4 55	10 05	85.0	ar..Milwaukee..lv	5 05	7 20	9 00	11 00	1 45	4 00	7 20		Night
5 15	7 30	7 20	5 05	1 55	11 10	†7 50	12 40	5 05	10 15	85.0	lv +Milwaukee♂ ar	4 55	7 10	8 50	10 45	1 35	3 40	6 50		12 05
5 25	7 40	– –	– –	2 05	– –	8 00	– –	– –	– –	89.6	..Lake Shore Jn.♂	– –	– –	– –	– –	1 26	3 31	– –		11 57
5 29	– –	– –	– –	2 09	– –	8 05	– –	– –	– –	91.2	....Lindwerm..♂	– –	– –	– –	– –	– –	– –	– –		– –
5 44	8 00	7 42	– –	2 25	– –	8 25	– –	– –	– –	99.9	....Granville..♂	– –	– –	8 25	– –	1 08	3 16	– –		11 46
5 57	8 15	7 53	– –	2 40	– –	8 37	– –	– –	– –	106.7	.....Rockfield..♂	– –	– –	8 15	– –	12 54	3 05	6 14		11 27
6 05	8 24	8 00	– –	2 57	11 52	8 46	– –	– –	– –	111.8	.....Jackson....♂	– –	– –	8 06	10 03	12 45	2 57	6 07		11 19
6 18	8 37	8 14	5 55	3 10	12 03	8 59	1 35	6 05	11 06	118.9	....West Bend..♂	4 04	6 20	7 55	9 53	12 34	2 46	5 55		11 05
6 22	8 40	8 17	– –	3 14	– –	9 02	– –	– –	– –	120.3	......Barton....♂	– –	– –	7 50	– –	12 29	2 42	– –		11 01
6 34	8 50	8 28	– –	3 26	12 18	9 15	– –	– –	– –	126.5	....Kewaskum..♂	– –	6 08	7 40	9 42	12 18	2 32	– –		10 52
6 44	9 06	8 38	– –	3 35	12 29	9 31	– –	– –	– –	132.7	..Campbellsport♂	– –	d –	7 28	9 31	12 04	2 22	5 28	....	10 42
7 00	9 20	8 50	– –	3 48	– –	9 45	– –	– –	– –	140.4	.......Eden....♂	– –	d –	7 13	– –	11 50	2 11	5 17	P M	10 31
7 15	9 35	9 05	6 45	4 05	12 55	10 00	2 20	6 55	11 50	148.3	+..Fond du Lac..♂	3 10	5 15	6 53	9 00	11 25	1 50	4 55	11 10	10 10
7 32	10 01	9 23	– –	c –	– –	c –	– –	7 40	– –	156.1	.....Vandyne.....	– –	c –	6 40	– –	c –	1 39	– –	10 55	9 53
7 52	10 17	9 40	7 24	4 50	1 35	10 35	3 08	8 00	12 28	165.8	+..Oshkosh...♂	2 30	4 45	6 20	8 30	10 50	1 18	4 18	10 36	9 35
8 00	10 24	9 46	– –	5 00	1 43	10 44	– –	8 07	– –	169.9	..State Hospital..	– –	4 32	6 11	8 22	10 44	1 11	– –	10 21	9 24
8 12	10 40	10 05	7 45	5 15	1 55	11 00	3 30	8 27	12 44	178.3	+.Neen'h & Mena's.♂	2 05	4 20	5 57	8 10	10 30	12 56	3 57	10 05	9 09
8 22	10 50	10 20	7 57	5 30	2 08	11 10	3 41	8 40	12 54	183.7	..Appleton Junc.♂	1 51	4 09	*5 45	7 58	10 20	‡12 33	3 35	9 50	8 55
8 27	10 57	P M	8 05	5 36	2 15	11 17	3 46	8 56	1 00	185.1	+..Appleton...♂	1 46	4 04	A M	7 52	10 15	12 23	3 25	9 44	8 50
8 40	11 04		– –	– –	– –	11 23	– –	9 03	– –	190.1	...Little Chute...	– –	c –		– –	– –	12 15	3 10	9 33	8 40
8 46	11 09		8 18	5 50	2 25	11 28	– –	9 08	w –	192.1	+..Kaukauna..♂	b1 33	3 50	....	7 38	9 59	12 10	3 05	9 28	8 35
8 58	11 19		8 28	6 00	h –	11 40	– –	9 16	– –	197.8	...Wrightstown.♂	– –	c –	....	7 28	9 49	12 01	2 58	9 18	8 24
9 14	11 43		8 41	6 15	2 50	12 05	4 20	9 35	1 42	207.8	+...De Pere...♂	1 10	3 28	....	7 13	9 35	11 45	2 30	9 09	8 08
9 30	12 01		9 00	6 30	3 05	12 25	4 35	10 00	1 55	213.8	+‡Green Bay.♂	12 45	3 05	....	‡7 00	9 15	11 15	g2 15	8 40	7 45
P M	12 18		9 13	P M	3 23	Noon	4 47	10 12	2 07	218.0	...Duck Creek...	12 57	2 58	....	A M	9 06	11 05	P M	8 35	7 38
....	12 27		9 22	....	3 33	....	– –	10 21	– –	222.7	...Big Suamico.♂	– –	2 47	....		8 57	10 56		8 23	7 28
....	12 38		9 33	....	3 44	....	5 05	10 32	– –	228.6	..Little Suamico♂	– –	2 38	....		8 47	10 47		8 12	7 17
....	12 47		– –	....	3 52	....	– –	– –	– –	233.2	....Brookside....	– –	– –	....		8 38	10 40		[illegible]	7 08
....	12 56		9 51	....	4 07	....	– –	10 48	– –	237.7	....Pensaukee..♂	– –	2 18	....		8 30	10 29		7 54	7 00
....	1 05		10 02	....	4 11	....	5 28	10 59	2 49	242.7	+...Oconto...♂	11 52	2 09	....		8 20	10 18		7 44	6 50
....	1 21		– –	....	4 26	....	– –	11 15	– –	250.4	......Wilcox......	– –	– –	22		8 03	10 02		[illegible]	6 35
....	1 32		10 27	....	4 37	....	5 53	11 26	3 12	256.2	+...Peshtigo...♂	11 27	1 43	P M		7 53	9 49		[illegible]	6 23
....	1 46		10 40	....	4 50	....	6 05	11 40	3 23	262.8	+.Marinette..♂	11 15	1 30	10 40		7 40	9 35		[illegible]	6 10
....	1 50		10 46	....	4 55	....	6 15	11 50	3 30	264.5	+..Menominee..♂	11 05	1 20	10 30		†7 35	*9 30		†7 00	6 05
....	P M	....	P M	....	P M	....	– –	12 07	– –	274.0	......Hansen......	– –	– –	10 10		A M	A M		P M	P M
							6 52	12 23	– –	283.6	......Ingalls....♂	– –	12 37	9 50		....	....		....	
							7 00	12 30	4 07	286.2	...Stephenson..♂	10 26	12 30	9 44		....	....		....	
							7 07	12 39	– –	289.5	.....Daggett...♂	– –	12 24	9 38	....	....	....		....	
							7 21	12 52	– –	296.0	......Bagley....♂	– –	12 13	9 24	8	....	....		10	
							7 26	12 57	– –	298.5	......Carney....♂	– –	12 09	9 19	P M	....	....		A M	
							‡7 45	‡1 15	4 42	305.9	.....Powers....♂	9 45	‡11 45	*9 05	8 55	....	....		‡7 25	
							A M	1 27	– –	306.8	.....Spalding...♂	– –	11 43	P M	8 53	....	....		7 23	
								1 33	– –	310.5	......Wilson....♂	– –	11 36	....	8 25	....	....		7 16	
							....	1 38	– –	313.5	...Indian Town...	– –	11 30	....	8 19	....	....		7 10	
							21	1 44	– –	317.0	....Bark River..♂	– –	11 23		8 12	24	180		7 03	
							Mix.	1 50	5 05	320.0	....Narenta..♂	9 17	11 17		8 06	Mix.	Mix.		6 57	
							A M	– –	– –	322.0	....Ford River....	– –	v –		8 02	A M	P M		6 52	
							†7 00	2 05	5 20	328.7	+.Escanaba...♂	8 52	10 55		*7 50	9 00	8 45		*6 40	
							7 18	– –	– –	....	.....Flat Rock....	– –	– –		P M	8 35	8 32		A M	
							7 22	– –	– –	332.0	......Larch....♂	– –	– –		....	8 30	8 28			
							7 40	2 21	5 41	335.0	..W. Gladstone.♂	8 40	10 43		....	8 08	8 15			
							8 20	2 32	5 53	341.1	....Brampton..♂	8 30	10 32		....	7 30	5 46			
							9 33	2 52	– –	352.7	...Maple Ridge...	– –	10 14			6 15	4 48			
							10 05	3 02	6 26	358.1	.....Lathrop....♂	8 08	10 05			5 40	4 27			
							10 30	– –	– –	....	......Helena......	– –	– –			5 05	3 55			
							11 00	3 25	6 48	369.1	...Little Lake.♂	*7 49	9 46			4 25	3 25			
							....	7 30	†10 00	407.0	Munising (Mun. Ry.)	†4 46	†7 00			....	....			
							....	7 05	†9 05	376.0	Princeton (Mun. Ry.)	†4 50	†9 10			....	†12 50			
							11 10	3 29	*6 52	371.4	......Swanzy....♂	7 44	9 43			3 15	3 12			
							11 22	– –	– –	373.7	......Plains......	– –	– –			3 05	2 53			
							11 42	3 41	– –	377.5	......Sands......	– –	9 33			2 50	2 42			
							12 01	– –	– –	381.7	.....Gentian.....	– –	– –			2 35	2 28			
							12 08	– –	– –	383.0	.....Cascade...♂	– –	– –			2 30	2 23			
							12 30	– –	– –	387.5	.....Partridge....	– –	– –			2 12	2 10			
							12 45	4 05	7 30	390.5	ar. +Negaunee.‡lv.	7 10	9 10	....	....	2 00	2 02			
							1 00	4 20	*7 50	393.5	ar.+Ishpeming.♂lv.	*6 45	†8 55	....	....	*1 35	†1 50			
							P M	5 05	7 45	390.5	lv.Negaunee.ar.	6 35	9 05	....	....	A M	P M			
							....	5 35	8 20	402.3	ar.Marquette.lv.	*5 55	†8 25	....	....	....	....			
								4 15	7 45	390.5	lv.Negaunee.ar.	7 10	A M	....	....	....	....			
								5 00	8 25	405.3	ar.Humboldt.lv.	6 25								
								6 45	9 57	441.4	ar...L'Anse...lv.	4 40								
								8 00	11 10	472.3	ar.Houghton.lv.	3 20								
								8 15	11 25	474.0	ar..Hancock..lv.	3 05								
								8 55	12 05	486.3	ar..Calumet..lv.	*2 30								
								8 55	12 40	484.3	ar.Lake Linden.lv.	*2 20								
								P M	†10 15	393.5	lv.Ishpeming.ar.	6 15								
								....	10 28	396.9	ar.St. Lawrence.lv.	4 59								
								....	11 00	405.5	ar...Clowry♂.lv.	4 18								
								....	†3 00	415.8	ar.Michigamme♂lv.	†3 30								
								....	11 15	408.8	ar...Wabik♂.lv.	1 45								
								....	11 20	410.0	ar..Champion♂.lv.	1 40								
								....	†12 05	417.3	....Republic..♂	†10 55								
							....	....	Noon	....	ARRIVE] [LEAVE	Noon								

c Stops to leave from Marinette and points north.

c Stops to take or leave for or from south of Fond du Lac.

+ Coupon stations; ♂ Telegraph stations.

b Stops to leave from north of Green Bay or to take for south of Fond du Lac.

* Daily; † daily, except Sunday; ‡ Sunday only.

g Daily, except Sunday, between Green Bay and Milwaukee, and daily between Milwaukee and Chicago; s stops Sunday only; v stops to leave passengers from points north of Escanaba.

a Daily, Chicago to Milwaukee, and daily, except Sunday, Milwaukee to Menominee.

Additional Sunday Train—Leaves Green Bay 4 30 p.m., arriving Fond du Lac 6 35 p.m., Milwaukee 8 45 p.m., Chicago 11 15 p.m.

■ See page 694 for Manitowoc connection via New Line.

13—REDWOOD FALLS BRANCH.—(Minnesota.)

65	63	61	201	Mls.	November 7, 1909.	62	202	64	66
....	P M	....	....	...	LEAVE] [ARRIVE	A M	....	....	A M
A M	8 04	A M	A M	0	+.....Chicago.....♂	7 55	P M	P M	7 55
‡11 25	*3 35	†9 20	†9 05	476.0	lve.. Sleepy Eye ♂ arr.	1 30	6 25	6 10	1 55
11 43	3 52	9 38	9 30	483.0	..........Evan........♂	1 00	6 05	5 50	1 33
....	....	....	11 00	505.0	........Wabasso.....♂	....	4 35	....	....
....	....	....	12 52	532.0	arr.....Marshall ♂ .lve.	....	†2 25	....	....
11 58	4 08	10 05	Noon	489.5	..........Morgan.........♂	12 40	P M	5 35	1 18
12 10	4 21	10 25	....	494.0	.........Gilfillan.........♂	12 19	....	5 20	1 07
12 30	4 40	10 50	....	501.9	+. Redwood Falls ♂	†11 50	....	‡5 00	‡12 50
Noon	P M	A M	....	...	ARRIVE] [LEAVE	A M	....	P M	Noon

d Stops to leave from north of Appleton Junction.

w Stops to leave passengers and to receive passengers holding tickets for Oconto and stations north where train makes regular stops.

14—FELCH MOUNTAIN BRANCH.—(Michigan.)

15-61	Ms.	December 19, 1909.	62-2	11	115
				P M	A M
10 30 P M	♂	lve...... Chicago.....arr.	7 25 A M		
†8 15 A M	...	lve..... Escanaba.....arr.	6 10 P M	*9 15	*8 00
9 25 "	320	lve...... Narenta ♂...arr.	6 28 "	9 17	8 02
9 40 "	325	.... Alecto..........	4 52 "	9 23	8 10
10 10 "	330	.... Whitney	4 21 "	9 30	8 17
10 32 "	333	.... Dryads	4 00 "	9 36	8 24
11 00 "	337	.... Faunus..........	3 33 "	9 42	8 31
11 55 A M	346	.... Hylas..........	2 40 "	9 47	8 35
12 18 Noon	350	.... Foster City......♂	2 16 "	10 00	8 50
1 00 P M	356	arr...Metropolitan ♂ lve.	†1 35 P M	P M	A M

15—IRON MOUNTAIN AND CRYSTAL FALLS LINE.—(Michigan.)

57	59	17	15	Ms	December 19, 1909.	16	22	58
....	....	A M	P M	...	LEAVE] [ARRIVE	P M	A M	....
....	....	†2 45	*10 30	0	+...Chicago...♂	9 30	7 25	....
....	....	P M	A M	...	LEAVE] [ARRIVE	A M	P M	....
	....	†1 25	*8 00	306	......Powers....♂	11 25	9 00	....
	....	1 34	8 08	310	+Hermansville.♂	11 14	8 49	....
	....	1 50	8 24	318	.....Waucedah...♂	10 53	8 31	....
	....	2 06	8 38	325	...... Vulcan ....♂	10 37	8 16	....
	....	2 11	8 43	327	+....Norway....♂	10 31	8 11	....
	....	2 20	8 52	331	+...Quinnesec...♂	10 22	8 02	....
	....	2 30	9 05	335	+.Iron Mtn., Mich.♂	10 10	7 50	....
	....	2 40	9 15	336	...... Antoine	10 05	7 40	....
	....	2 52	9 25	342	.Spread Eagle, Wis.	9 52	7 23	....
	....	3 02	9 40	348	ar.+Florence, Wis.lv.	†9 40	7 10	....
P M	....	3 02	*9 40	348	lve.Florence, Wis.arr.	†9 40	7 10	P M
*6 56	....	3 15	9 55	355	.. Stager, Mich ..	*9 20	‡6 40	3 05
7 02	....	3 20	10 02	357	.....Mastodon	9 12	6 34	2 57
7 20	....	3 35	10 20	363	+ Crystal Falls ♂	*8 55	*6 20	1 20
P M	....	P M	10 58	...	.... Balsam	A M	P M	12 40
....	....	....	11 20	...	arr....Amasa...lve.	....	....	†12 20
....	P M	....	9 40	...	lve. Florence ♂ arr.	†9 40	7 10	Noon
....	†3 20	....	9 55	355	lve...Stager ♂ .arr.	9 10	‡6 40	....
....	3 45	....	10 20	367	....Saunders...♂	8 37	6 12	....
....	3 58	....	10 30	373	..Stambaugh, Mich..	8 22	6 00	....
....	4 00	....	*10 35	374	.....Iron River...♂	†8 20	*5 56	....
....	4 28	....	†10 48	381	.......Hazel.......	A M	5 40	....
....	6 15	....	†11 40	409	+.Watersmeet.♂	....	†4 40	....
....	P M	....	A M	...	ARRIVE] [LEAVE	....	P M	....

h Stops to take for north of Green Bay.

Pullman Standard Sleeping Car Chicago to Iron Mountain on No. 15 and return to Milwaukee on No. 2. Parlor Cars Chicago to Milwaukee on No. 15 and Menominee to Chicago (Observation) on No. 16.

Pullman Drawing-room Sleeping Car between Chicago and Menominee and Calumet on Nos. 2 and 13 and between Chicago and Powers (to and from Iron Mountain) on Nos. 2 and 15, and Chicago to Green Bay on No. 231. Parlor Cars on principal through trains between Chicago and Milwaukee, Green Bay and Menominee. Dining and Cafe Cars. Chair Cars on Nos 2 and 13.

‡ Meals.

STANDARD—*Central time.*

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

16—CHICAGO, MILWAUKEE, IRONWOOD AND ASHLAND.

9	19-3	1	5	11-7	11	17	Mls.	December 19, 1909.	9	20	18	10	8	14	18	16
A M	A M	A M	A M	P M	P M	A M	.....	LVE.] Cent. time. [ARR.	A M	P M	P M	P M	A M	P M	P M	P M
§3 00	†8 00	†2 45	†11 30	*5 00	*6 00	†2 45	0	......Chicago....♁	9 50	11 15	9 30	1 15	11 15	6 55	7 55	9 30
5 45	10 15	4 55	1 40	7 10	7 10	4 55	85.0	ar..Milwaukee ♁ lv.	7 40	9 00	7 20	11 00	9 00	4 00	6 45	7 20
§7 40	†10 35	†7 15	†1 45	*7 20	*7 30	†5 05	0	lve. Milwaukee.arr.	7 30	8 20	6 50	10 55	8 50	3 50	6 30	7 10
8 13	11 05	7 45	2 11	.....	– –	.....	13.3	...... Mequon....♁	– –	7 58	.....	10 24	.....	3 25	5 02	6 37
8 41	11 31	8 08	2 32	Via Wisconsin Division.	8 17	□	25.2	+Port Washington ♁	6 39	7 32	Via Wisconsin Division.	10 01	Via Wisconsin Division.	3 05	4 40	6 11
9 16	12 08	8 42	3 07		– –	A M	42.4	......Oostburg....♁	– –	6 57		9 22		2 30	3 57	5 35
9 37	12 29	8 58	3 29		8 01	†4 40	52.1	+..Sheboygan..♁	5 52	6 40		8 58		2 10	3 29	5 12
10 00	12 53	9 24	3 48		– –	5 05	63.8	......Cleveland ...♁	– –	6 16		8 33		1 41	3 07	4 47
10 28	1 22	9 50	4 15		9 45	5 45	77.3	arr+Manitowoc ♁ lve.	5 12	5 50		8 08		1 10	†2 40	4 18
10 28	P M	10 05	4 18		.....	6 30	77.3	lve. Manitowoc.arr.	.....	5 40		7 40		12 30	P M	4 18
10 45		10 25	4 40		.....	6 55	84.8	ar...+Two Rivers ♁ lv.	.....	†6 00		†7 15		†11 05		§4 00
A M	.....	9 50	4 15		9 45	5 55	77.3	lve. Manitowoc arr.	5 12	5 35		8 08		1 10	.....	P M
	.....	10 28	4 55		r10 16	6 42	93.4	......Reedville......	– –	4 55		7 33		12 25	.....	.....
31■	.....	10 42	5 06		10 26	6 57	99.4	.......Brillion.......	– –	4 42		7 21		12 12	30	.....
A M	.....	10 52	5 13		10 36	7 11	103.0	...Forest Junc...	4 25	4 32		7 11		12 02	P M	.....
§10 20	.....	11 10	5 30		10 50	7 50	112.5	+...Kaukauna...♁	4 10	4 10		6 50		11 38	8 50	
10 39	.....	11 35	5 53	.....	11 16	8 22	120.0	+...Appleton...♁	3 46	3 50	.....	6 15	.....	11 15	8 27	
10 50	.....	11 40	¶5 58	10 20	11 25	¶8 30	121.4	ar. Appleton Junc. lv.	3 41	3 45	3 45	†6 10	5 45	11 10	8 22	
10 50	.....	A M	6 13	10 35	11 26	8 55	121.4	lv. Appleton Junc ♁ ar.	3 41	3 35	3 35	*5 40	5 40	‡10 55	8 16	
11 15	.....		6 40	10 57	11 51	9 23	133.7	... Hortonville . ♁	3 14	3 00	3 00	5 14	5 14	10 23	7 52	
11 27	.....	.....	6 52	11 10	12 05	9 35	139.9	+. New London. ♁	3 02	2 48	2 48	5 02	5 02	10 10	7 38	
11 31	.....	.....	7 00	– –	– –	9 40	140.7	..New London Junc ♁	– –	2 43	2 43	4 58	4 58	10 05	7 34	
11 57	.....	.....	7 36	11 47	12 38	10 13	156.1	+..Clintonville. ♁	2 35	2 10	2 10	4 33	4 33	9 15	7 03	
12 10	.....	.....	7 57	12 05	– –	10 28	163.5	......Marion.....♁	– –	1 56	1 56	4 18	4 18	9 00	6 46	
12 37	.....	.....	8 23	12 28	– –	10 53	174.7	......Tigerton....♁	– –	1 32	1 32	3 59	3 59	8 37	6 22	
12 58	.....	.....	8 43	12 46	– –	11 13	183.0	.....Wittenberg...♁	– –	1 15	1 15	3 44	3 44	8 19	6 05	
1 10	.....	.....	9 00	1 00	1 40	11 25	187.1	arr. Eland Jn. ♁ lve.	*1 40	1 05	1 05	3 35	3 35	8 10	5 55	
.....	303	315	.....	.....	.....	†7 30	.....	lve. + Manitowoc..arr.	.....	.....	†5 40	.....	.....	.....	.....	
.....	P M	A M	.....	.....	.....	†8 40	.....	lve. Green Bay.arr.	.....	.....	†4 20	.....	.....	.....	.....	
.....	†1 20	†8 15	9 05	1 00	‡2 00	11 25	187.1	lve...Eland Jn..arr.	12 15	11 10	12 58	3 30	3 30	7 55	.....	
.....	1 25	8 20	9 08	1 05	2 09	11 35	189.5	........Norrie..... ♁	12 05	11 03	12 53	3 25	3 25	7 49	.....	
.....	2 10	9 05	9 55	1 45	¶3 10	12 27	210.0	+... Wausau....♁	11 00	10 09	†12 10	2 42	2 42	†7 05	.....	
.....	P M	9 32	10 30	2 13	A M	12 45	220.9	.Marathon City ♁	10 10	9 32	Noon	2 13	2 13	A M	.....	
.....	.....	9 55	10 55	2 39	.....	1 10	232.2	......Fenwood....♁	9 35	9 08	.....	1 47	1 47	.....	.....	
.....	.....	10 35	11 35	3 25	.....	1 50	250.7	+..Marshfield..♁	†8 40	†8 30	.....	*1 15	*1 15	.....	.....	
.....	.....	A M	P M	A M	.....	P M	.....	ARRIVE] [LEAVE	P M	A M	.....	A M	A M	.....	.....	
1 10	.....	.....	9 00		*1 40	11 25	187.1	lve...Eland Jn ♁ arr.	1 40	1 05	1 05	.....	.....	8 10	6 55	
1 20	.....	.....	9 10		d –	11 35	191.3	....Birnamwood..♁	d –	12 51	12 51	.....	.....	7 53	6 45	
1 42	.....	.....	9 32		– –	11 55	201.6	......Elmhurst....♁	– –	12 27	12 27			7 36	5 23	
‡1 55	.....	.....	9 45		2 20	‡12 05	207.3	+.....Antigo....♁	12 56	‡12 01	‡12 01			7 18	n1 20	
3 00	.....	.....	10 57		3 19	1 14	234.2	......Pelican....♁	12 06	11 02	11 02			6 26	12 22	
3 15	.....	.....	11 10		3 30	1 26	239.8	....Monico Jn..♁	11 49	10 50	10 50			6 15	12 08	
3 44	.....	.....	11 40		3 59	1 56	254.0	+.Rhinelander.♁	11 22	10 26	10 26			†5 45	§11 40	
P M	.....	.....	P M		4 21	2 15	264.0	..McNaughton..	10 56	10 02	10 02			A M	A M	
		.....	.....		4 34	2 31	271.1	..Tomahawk Lake ♁	10 44	9 51	9 51			.....	.....	
		.....	.....		4 49	2 49	278.9	......Woodruff....♁	10 30	9 37	9 37			.....	.....	
		.....	.....		5 10	3 08	289.4	..Lac du Flambeau ♁	10 13	9 19	9 19			.....	.....	
		.....	.....		5 35	3 29	[illegible]	......Manitowish ..♁	9 49	8 56	8 56			.....	.....	
		.....	.....		5 42	3 36	305.4	......Mercer....♁	9 41	8 49	8 49			.....	.....	
		.....			6 33	4 27	328.5	+...Ironwood...♁	8 54	8 02	8 02			.....	.....	
		.....	.....		7 03	6 04	335.2	arr...Bessemer..lve.	8 26	5 50	5 50			.....	.....	
		.....	.....		7 25	6 2[illegible]	340.9	arr.. Wakefield..lve.	8 10	†5 35	†5 35			.....	.....	
		.....	.....		6 39	4 31	328.0	+.....Hurley....♁	8 43	7 54	7 54			.....	.....	
		.....	.....		7 02	4 53	340.7	.......Saxon.....♁	8 12	7 27	7 27			.....	.....	
		.....	.....		8 00	5 50	367.2	+... Ashland...♁	*7 15	†6 30	†6 30			.....	.....	
		.....	205		A M	P M	.....	ARRIVE] [LEAVE	P M	A M	A M			214	.....	
		.....	A M		.....	A M	.....	LEAVE] [ARRIVE	.....	A M	.....			P M	.....	
		.....	†9 00		.....	†2 45	0	......Chicago	.....	7 00	a Mon., Wed. and Sat.			5 55	.....	
		.....	1 35		.....	7 4[illegible]	165.8	arr.. Oshkosh..lve.	.....	2 25				1 18		
		.....	†4 10		.....	†7 4[illegible]	165.1	lv. So. Oshkosh ♁ ar.	.....	8 05				12 15	.....	
		.....	4 15		.....	7 47	165.8	......Oshkosh...♁	.....	8 00				12 10	.....	
		.....	5 22		.....	8 41	183.5	...Medina Junc.♁	.....	7 10				10 48	.....	
		.....	5 35		.....	8 50	186.2	...... Medina ....♁	.....	7 02				10 37	.....	
		.....	6 00		.....	9 02	190.4	... Hortonville..♁	.....	†6 50				†10 20	.....	
		.....	P M		.....	A M	.....	ARRIVE] [LEAVE	.....	P M	.....			A M		

18—Rib Falls Branch—Leaves Marathon City for Rib Falls (6 miles) a12 35 noon. Returning, leaves Rib Falls a1 35 p.m., arrives Marathon City 2 00 p.m.

17—Ingersoll Br.—Lve. Eland Jn. for Rosholt (20 m.) †8 45 a.m., †3 10 p.m. Lve. Rosholt for Eland Jn. †5 45 a.m., †12 15 noon.

19—Wisconsin River Branch—Leaves Pelican †6 05 a.m. for Parrish (15 miles), Jeffris (16 miles), arrives Harrison (18 miles) 9 30 a.m. Returning, leaves Harrison †9 40 a.m., arrives Pelican 11 15 a.m.

Additional Train—Leaves Marshfield †2 35 p.m., arrives Eland Junction 8 45 p.m.

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; § Sunday only; d stops to leave from or take for points south of Appleton Junction; n leaves Antigo 5 10 p.m.; r stops to leave from Chicago or Milwukee.

20—FOND DU LAC AND SHEBOYGAN.

416	410	Mls.	Dec. 19, 1909.	423	409
P M	A M	.....	LVE.] [ARR.	A M	P M
†5 25	†10 15	148.3	+Fond du Lac ♁	8 40	4 00
5 55	10 48	159.6	... Malone . ♁	8 11	3 27
6 00	10 53	161.8	...Calvary..♁	8 05	3 20
6 10	11 03	166.0	.. St. Cloud ♁	7 55	3 10
6 23	11 15	172.4	.Glenbeulah ♁	7 42	2 55
6 35	11 27	178.1	.Plymouth ♁	7 30	2 42
6 53	11 44	186.8	Sheboygan Falls ♁	7 10	2 25
7 05	11 55	192.0	..Sheboygan ♁	†7 00	†2 15
P M	A M	.....	ARR.] [LVE.	A M	P M

♁ Telegraph stations. + Coupon stations.

No. 53	Ms	21—ZUMBROTA BR.	No. 52
3 00 A M	0	lv..+Chicago ♁.ar.	8 20 P M
†4 15 P M	352	lv. Rochester ♁ ar.	8 30 A M
4 35 "	360	.....Douglass ...♁	8 00 "
5 05 "	368	.....Pine Island...♁	7 30 "
5 35 P M	377	ar. + Zumbrota ♁ .lv.	†7 00 A M

22—MANITOWOC, GREEN BAY, GILLETT, PULASKI AND ELAND JUNCTION.

517	217	Mls.	Dec. 19, 1909.	522	504	20
A M	.....	.....	lv.(C. & N.-W. Ry.) ar.	.....	.....	P M
†2 45	.....	0	....Chicago....	.....	.....	11 15
5 05	A M	85.0	lv.. Milwaukee..ar.	.....	.....	8 20
Via Fond du Lac.	†4 40	137.1	lv..Sheboygan..ar.	.....	.....	6 40
	A M	.....	LEAVE] [ARRIVE	.....	.....	P M
	†7 30	162.3	.. Manitowoc ..	.....	.....	5 40
	8 08	182.7	....Denmark....	.....	.....	5 03
10 00	8 40	199.7	ar. Green Bay.lv.	.....	P M	4 30
†10 15	8 40	199.7	lv. Green Bay.ar.	.....	7 10	4 20
10 43	9 12	216.2	.....Pulaski.....	.....	6 35	3 31
11 25	.....	232.4	arr..Gillett ♁ lve.	.....	5 57	.....
11 25	.....	232.4	lve..Gillett..arr.	.....	5 57	.....
1 08	.....	278.6	....Wabeno..♁	A M	4 10	.....
1 30	.....	288.3	.....Laona...♁	9 45	†3 45	.....
4 07	.....	308.8	...Long Lake. ♁	8 33	P M	.....
5 15	.....	323.0	... Saunders . ♁	†7 45	.....	.....
P M	.....	329.2	ar..Iron River ♁ lv.	A M	.....	.....
.....	9 12	216.2	.....Pulaski.....	.....	.....	3 31
.....	9 55	237.4	....Shawano.....	.....	.....	2 40
.....	11 10	269.6	..Eland Junc..	.....	.....	†1 15
.....	A M		ARRIVE] [LEAVE	.....	.....	P M

23—CLINTONVILLE, WABENO AND OCONTO.

418	420	416	Ms.	Dec. 19, 1909.	415	417	403
P M	Noon	A M	.....	LVE.] [ARR.	A M	.....	P M
†7 40	†12 30	†10 15	0	.Clintonville.♁	9 20	.....	7 20
8 17	2 00	10 40	14.8	+Shawano ♁	8 43	.....	6 41
8 36	2 50	11 02	22.8	.....Cecil...♁	8 23	A M	6 21
9 00	4 00	11 25	32.7	... Gillett . ♁	7 57	11 20	5 57
9 22	4 52	11 45	41.4	Oconto Falls ♁	7 37	11 02	5 35
9 33	5 20	11 58	46.1	.Stiles Junc. ♁	7 25	10 47	5 20
9 55	5 45	12 20	55.4	...Oconto. ♁	†7 00	10 30	†4 55
P M	P M	Noon	.....	ARR.] [LVE.	A M	†A M	P M

No. 551	Mls	24—WOLF RIVER BR.	No. 552
†7 18 A M	0	lve....Antigo ♁...arr.	3 45 P M
8 00 "	8.6	........Bryant......♁	2 00 P M
10 50 A M	26.0	arr. Van Ostrand.lve.	†11 00 A M

No. 917	Mls	25—PENCE BR.	No. 918
†4 35 P M	0	lve......Hurley ♁...arr.	5 20 P M
4 55 P M	5.6	arr......Pence.....lve.	†5 00 P M

26—Crandon Branch—Lve. Pelican for Crandon ♁ (18 m.) †6 40 a.m., †1 14 p.m. Lve. Crandon for Pelican †9 00 a.m., †3 15 p.m.

27—Hackley Br.—Lve. Conover for Hackley (9.3 miles) †8 15 a.m., †2 45 p.m. Ret'g, lve. Hackley for Conover †8 50 a.m., †3 22 p.m.

28—Fosterville Branch—Leaves Mercer for Fosterville (10 miles) †9 00 a.m. Returning, leaves Fosterville †1 30 p.m.

29—CHICAGO, MILWAUKEE, GOGEBIC AND ASHLAND.

.....	21	13	57	15	Mls.	December 7, 1909.	12	56	22	28	.....
.....	.....	A M	.....	P M	.....	LEAVE] [ARRIVE	P M	.....	A M	.....	.....
.....	.....	†2 45	[•]	‡10 30	.....	......Chicago	11 15	.....	7 00	.....	.....
.....	.....	5 05	A M	.....	.....	....Milwaukee....	8 20	P M	.....	.....	.....
.....	.....	†1 26	†7 00	Via Powers.	0	lve. Monico Jn.arr.	10 40	4 15	Via Powers.	.....	.....
.....	.....	1 44	7 30		7.1	.......Gagen.......	10 27	3 35		.....	.....
.....	.....	2 03	10 06		16.3	....Three Lakes.. ♁	10 06	2 50		.....	.....
.....	.....	2 21	11 10		25.7	.....Eagle River..♁	9 45	2 21		.....	.....
.....	.....	2 43	11 50		35.9	......Conover....♁	8 12	10 20		.....	.....
.....	.....	4 17	12 25	A M	43.7	.....State Line...♁	7 49	9 43	P M	.....	.....
.....	.....	4 40	1 25	†11 55	52.3	...Watersmeet. ♁	†7 30	†9 15	4 30	.....	.....
.....	.....			12 31	69.9	.......Gogebic....♁	A M		3 47	.....	.....
.....	P M	A M	A M	12 57	82.3	......Marenisco.....	P M	A M	3 15	P M	.....
.....	*8 10	†11 10	*5 35	1 50	98.1	+... Wakefield...♁	8 25	7 25	2 40	10 40	.....
.....	8 26	11 25	5 50	1 44	103.8	+....Bessemer....♁	6 04	7 03	2 20	10 28	.....
.....	8 45	11 45	6 05	2 00	110.1	+...Ironwood...♁	6 50	6 33	2 00	10 15	.....
.....	9 05	11 50	6 10	2 05	111.0	+.....Hurley....♁	5 45	*6 10	1 00	10 10	.....
.....	9 35	12 25	7 02	2 30	123.7	.......Saxon.....♁	5 20	A M	12 25	*9 45	.....
.....	P M	1 15	8 00	3 25	150.2	arr. + Ashland ♁.lve.	†4 20	.....	†11 25	P M	.....

[•] NOTE.—**Train No. 57** will run from Hiles Jn. to Hiles and return daily, except Sunday, approximate time at Hiles being 8 20 a.m.

■ Connects at Appleton Junction with train leaving Chicago §3 00 a.m. and Milwaukee §7 30 a.m., via Fond du Lac.

30—WATERSMEET, CISCO LAKE AND GOGEBIC LAKE.—During Summer Tourist Season only.

Pullman Drawing-room Sleeping Cars and Chair Cars between Chicago and Ashland (via Sheboygan) on Nos. 6 and 11, and between Chicago and Wausau on Nos. 6 (via Sheboygan) and 17 (via Fond du Lac). Parlor Cars Chicago to Manitowoc on No. 11, Manitowoc to Milwaukee on No. 10, Manitowoc to Chicago week-days on No. 20, Sundays on No. 16, Milwaukee to Wausau on No. 5 and Wausau to Milwaukee on No. 14. Parlor Cars Chicago and Manitowoc on Nos. 19-3 and 20, Milwaukee and Manitowoc on Nos. 1 and 18 and Milwaukee and Antigo on Nos. 16 and 17.

□ Runs Milwaukee to Appleton Junction, via Wisconsin Division.

‡ Meals.

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

31—MINNESOTA AND CENTRAL DAKOTA, HURON, PIERRE, OAKES AND THE BLACK HILLS.

529	513	503	517	507	Mls.	December 19, 1909.	508-114	508	514	516	528
P M	P M	P M	A M	●A M	....	LEAVE] [ARRIVE		P M	A M	P M	A M
†4 00	*1 15	*8 04	*8 45	*3 00	0	+....Chicago....♂	6 55	6 25	*7 55	8 20	9 55
- -	- -	- -	- -	- -	16.6	....Des Plaines..♂	P M	y -	- -	a -	- -
- -	- -	◆	- -	- -	26.1	.....Palatine....♂	....	y -	- -	a -	- -
- -	2 04	- -	- -	- -	31.6	....Barrington...♂	....	5 27	- -	a s	- -
4 53	2 22	9 13	9 41	4 01	42.9	+ Crystal Lake ♂	....	5 08	b -	7 04	8 49
5 05	2 37	9 29	9 53	4 14	51.3	+...Woodstock...♂	....	4 55	6 23	6 50	8 34
5 25	3 00	9 50	10 15	4 35	62.7	+...Harvard...♂		4 35	6 05	6 25	8 15
5 47	3 28	10 16	10 42	5 02	78.2	....Caledonia..♂		3 58	Via Janesville.	Via Janesville.	7 50
5 59	3 42	- -	10 55	- -	85.6	.......Roscoe.....♂		3 42			7 39
6 08	3 50	10 38	11 06	5 22	91.0	+....Beloit.....♂		3 30			7 30
6 20	4 05	10 50	11 20	5 35	98.6	.......Afton.....♂		3 16			7 18
6 30	4 18	11 05	11 35	5 50	104.7	arr..Janesville ♂ lve.		3 05	5 20	6 30	....
Via Janesville.	Via Janesville.	Via Janesville.	t11 32	Via Janesville.	103.9	.....Hanover...♂		2 58	Via Janesville.	Via Janesville.	7 04
			t11 39		107.2	......Footville......		2 50			6 57
			t11 47		110.9	......Magnolia......	....	2 42			6 50
7 13	4 45	11 37	12 04	6 30	120.8	+..Evansville..♂	....	2 26	4 45	4 52	6 38
7 25	5 00	11 48	12 15	6 42	127.3	......Brooklyn....♂	....	2 12	- -	4 40	6 26
7 38	5 14	11 58	12 25	6 52	132.9	.......Oregon......	....	2 00	- -	4 30	6 16
8 00	5 40	12 20	12 45	†7 20	143.3	ar..+Madison ♂ lv.	1 05	†1 55	4 05	4 10	†6 00
P M	....	*7 45	†9 50	†5 05	0	lve.Milwaukee.arr.	3 50	P M	†7 45	8 25	A M
....	....	10 10	12 40	7 40	82.0	arr..Madison..lve.	1 05	....	†5 00	6 50	
	5 40	12 [illegible]	*12 45	*7 45	143.3	lve..Madison..arr.	†11 25	....	4 05	4 10	....
	6 52	12 30	12 54	7 55	148.3	......Mendota....♂	12 15	....	- -	3 58	
	6 02	12 37	1 03	8 03	151.1	.....Waunakee...♂	12 08	....	- -	3 51	
	6 12	12 48	1 11	8 11	157.9	........Dane......♂	12 00	....	- -	3 44	
	6 22	12 57	1 18	8 18	162.7	+......Lodi......♂	11 51		3 32	3 34	
	6 35	1 09	1 30	8 34	169.3	......Merrimac....♂	11 40		- -	3 22	
	6 46	- -	1 42	8 45	175.9	..Cliff House... (Devil's Lake).	11 28		- -	3 10	
	6 56	1 30	1 50	8 55	180.2	+....Baraboo....♂	11 15		2 55	2 58	
	7 08	1 44	2 05	9 12	186.4	...North Freedom ♂	11 04		- -	2 45	
	7 14	1 49	2 11	9 18	189.5	.....Ableman's...♂	10 58		- -	2 40	
	7 26	2 00	2 23	9 30	195.8	......Reedsburg...♂	10 45		g -	2 28	
	7 40	2 42	2 35	9 43	203.6	.......Lavalle....♂	10 31		- -	2 15	
	7 53	2 54	2 47	9 55	210.7	.......Wonewoc....♂	10 18		- -	2 02	
	7 59	3 01	2 54	001	212.6	..Union Centre ♂	10 13		- -	*1 57	
	....	...	3 45	*11 10	218.6	arr..Hillsboro.lve.	†9 30		....	†9 30	
	60	3 10	3 05	*10 10	217.5	arr..+Elroy ♂..lve.	10 05		1 55	1 50	
	P M	3 45	3 15	†10 20	217.5	lve....Elroy....arr.	9 55		1 25	1 45	
		3 58	3 28	10 30	223.7	......Kendall's....♂	9 40		1 10	1 28	
	...	4 17	3 48	10 50	232.0	........Wilton.....♂	9 21		12 48	1 07	
	....	4 27	4 00	11 01	238.4	.......Norwalk....♂	9 11		12 35	12 55	
	....	- -	4 08	11 08	241.4	.......Summit....♂	9 03		- -	12 48	
	....	4 53	4 25	11 25	251.2	+....Sparta....♂	8 42		12 06	12 26	
	....	5 12	4 43	11 46	260.6	.......Bangor......	8 25		11 50	12 06	
	....	5 20	4 51	11 56	265.3	....West Salem ..♂	8 17		11 42	11 56	
	....	- -	- -	12 10	272.4	Winona Jn. (Medary)	- -		- -	11 40	....
	35	5 45	6 16	12 20	276.4	arr.+La Crosse ♂ lve.	7 55		11 20	11 30	88
	A M	6 06	5 30	12 35	274.6	.....Onalaska...♂	7 35		10 55	11 15	Noon
	†11 10	6 32	6 00	1 02	288.4	...Trempeleau..♂	7 10		*10 36	*10 50	12 55
	11 35	†7 40	†6 30	1 40	295.5	arr.Galesville.lve.	†6 00		†6 10	†10 25	†12 35
	A M	*6 46	*6 17	1 18	296.1	....Marshland..♂	6 57		10 20	10 35	Noon
		7 00	6 30	1 30	301.7	arr.+Winona ♂ lve.	†6 45		10 10	10 25	
		7 10	6 40	1 50	301.7	lve...Winona..arr.	A M		10 00	10 15	6 45
		7 22	6 52	2 05	307.7	...Minnesota City.♂	....		s -	10 02	6 28
		7 31	7 02	2 16	312.7	......Stockton....♂			s -	9 53	6 18
		7 52	7 22	2 36	320.7	......Lewiston....♂			9 20	9 40	5 05
		8 00	7 30	2 45	323.7	.......Utica.....♂			9 10	9 32	4 55
		8 10	7 42	2 58	329.7	+..St. Charles..♂			8 58	9 21	4 42
		8 18	7 51	3 06	333.7	.......Dover.....♂			8 48	9 12	4 33
		8 21	8 05	3 17	338.7	+.... Eyota.....♂			8 38	9 03	4 22
		9 05	8 36	3 45	351.7	+..Rochester..♂			7 55	8 38	3 50
		9 30	- -	4 10	361.0	........Byron.....♂			s -	8 16	3 34
		9 40	9 01	4 21	366.2	+.....Kasson.....♂			7 24	8 06	3 25
		9 54	9 12	4 36	372.2	+Dodge Centre ♂			7 10	7 53	3 13
		10 09	- -	4 51	379.2	.....Claremont...♂			s -	7 40	3 01
		10 37	9 47	5 20	391.7	+..Owatonna..♂			8 35	7 15	2 37
		10 54	-	5 36	400.7	......Meriden....♂			- -	7 01	2 21
		11 10	10 13	5 50	406.7	+....Waseca....♂			5 57	6 45	2 10
		11 37	10 35	6 16	417.0	......Janesville....♂			5 37	6 29	1 53
		11 44	- -	6 22	420.3	....Smith's Mill..♂			- -	6 22	1 45
		11 56	-	6 35	426.6	.....Eagle Lake..♂			5 19	6 11	1 34
		12 10	11 00	6 47	432.0	..Mankato Junc ♂			5 05	6 00	1 20
		12 25	11 10	7 00	435.8	+....Mankato...♂			4 55	5 50	†1 10
		1 02	11 49	P M	446.2	.......Judson.....♂		....	4 20	4 50	P M
		1 30	12 19	....	461.6	.....New Ulm...♂		....	*3 50	*4 17	....
		P M	Night	....	....	ARRIVE] [LEAVE	...	....	P M	A M	....

Via Milwaukee.

Additional Trains—Lvs. Chicago †4 15 p.m., running via Elgin and Belvidere, Caledonia †7 05 p.m., arr. Janesville 7 55 p.m. Lvs. Janesville ‡8 55 p.m., arr. Chicago 9 35 p.m., making all stops. Lvs. Caledonia *9 24 p.m., arr. Janesville 10 15 p.m. Lve. Janesville †9 10 a.m., *5 25 p.m., arr. Caledonia 10 03 a.m., 6 13 p.m.

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; a stops to leave from Janesville and points north or west; s stops Sunday. + Coupon stations; ♂ Telegraph stations.

For additional trains between Chicago and Elroy, see Table No. 2.

● This train runs daily between Chicago and Elroy, but on Sunday arrives Elroy 10 40 a.m.

27	13	503	517	Mls.	November 7, 1909.	514	516	14	24
A M	....	P M	A M	....	LEAVE] [ARRIVE	A M	P M	....	....
*3 00	....	*8 04	*8 45	0	+....Chicago....♂	*7 55	*8 20	....	A M
....	....	*9 30	*7 55	....	lve..Minneapolis.arr.	8 10	*8 30	....	10 35
P M	A M	10 05	8 25	....	lve..St. Paul..arr.	7 40	*7 55	....	10 05
†7 05	†6 45	*11 45	....	0	lv.+Mankato ♂.ar.	5 25	....	....	6 15
7 20	7 00	12 10	....	3.8	..Mankato Junc..	5 03	....	....	6 00
7 40	7 18	12 22	....	9.6	+....Kasota....♂	4 51	....	....	5 48
7 45	7 25	12 27	....	12.0	+...St. Peter...♂	4 46	....	....	5 43
8 40	8 25	1 28	....	41.1	arr..New Ulm..lve.	*3 52	A M	P M	†4 50
P M	†6 45	*12 45	*11 30	435.8	lv...Mankato ♂.ar.	4 40	5 20	7 45	A M
	8 30	1 30	12 19	461.1	+..New Ulm...♂	3 50	4 17	6 55	
....	9 00	2 00	12 47	476.0	....Sleepy Eye..♂	3 25	3 48	6 25	....
....	9 45	2 38	1 45	497.4	ar...Sanborn ♂.lv	*2 38	3 08	5 41	....
....	†9 50	†2 45	....	497.4	lv....Sanborn...ar.	1 40	....	5 40	....
....	11 40	3 50	....	524.7	ar.....Vesta ♂..lv.	†12 05	....	†4 00	....
....	10 00	*2 55	†1 39	505.1	.....Lamberton...♂	2 20	2 54	6 25	
....	10 40	3 40	2 15	522.0	arr....Tracy ♂..lve.	*1 50	*2 20	†4 50	
....	A M	*3 55	....	522.9	lve..+Tracy ♂.arr.	1 30	....	P M	
....		4 34	....	540.2	+...Marshall...♂	12 57	....		
....	....	4 49	....	547.1	.......Ghent.....♂	12 40	....	....	
....	15	7 00	....	605.9	.....Kranzburg...♂	10 34	....	14	
....	A M	†7 20	....	615.5	arWatertown,Dak ♂lv	*10 15	....	P M	
41	†6 00	*3 50	2 25	522.9	lve....Tracy....arr.	*1 36	2 15	6 00	
A M	6 30	4 05	2 43	530.1	.......Garvin.....♂	1 19	1 59	4 35	
†6 40	8 05	4 46	3 28	550.1	+.....Tyler......♂	*12 33	1 12	2 50	....
9 10	....	....	....	582.0	arr...Astoria ♂.lve.	†9 30	....	....	....
A M	8 45	5 04	3 45	557.9	....Lake Benton..♂	12 15	12 53	2 05	....
17	9 50	5 30	4 08	570.7	+....Elkton....♂	11 50	12 24	1 10	18
A M	11 15	6 05	4 45	587.2	ar.+Brookings ♂.lv.	*11 15	11 45	12 15	P M
†6 00	....	....	*5 05	587.2	lve.Brookings.arr.	....	11 20	....	6 40
6 15	....	....	5 13	590.7	Sioux Valley Jc ♂	....	11 05	....	6 15
6 45	....	....	5 31	598.9	.......Bruce......♂	....	10 48	....	6 25
8 25	....	....	6 20	621.2	.....Castlewood..♂	....	9 53	....	4 05
9 30	....	....	‖6 55	635.0	ar+Watertown lv.	....	*9 20	....	3 20
10 05	....	†7 40	7 20	635.0	lve.Watertown arr.	†9 55	9 20	....	2 50
11 30	....	8 17	8 04	652.9	.......Henry.....♂	9 09	8 41	....	1 46
11 55	....	8 30	8 15	658.2	.......Elrod.......	8 55	8 30	....	1 25
12 30	....	8 51	8 35	666.1	.......Clark.....♂	8 35	8 10	....	12 30
2 00	....	9 18	8 57	677.3	.....Raymond...♂	8 10	7 40	....	11 50
2 45	....	9 40	9 15	685.3	......Doland....♂	7 52	*7 23	....	11 25
....	....	....	†2 40	724.1	arr+Groton ♂..lve.	....	†4 00	....	....
4 30	....	†10 30	*10 00	706.1	arr+Redfield ♂ lve.	†7 10	*6 40	....	†10 00
P M	12 15	*6 15	4 55	587.2	lve.Brookings.arr.	11 15	11 45	11 50	A M
....	1 20	6 32	5 13	593.8	.......Volga.....♂	10 57	11 18	10 35	
....	3 20	7 22	6 1[illegible]	6[illegible]7.3	+Lake Preston ♂	10 06	10 29	8 35	....
	4 00	7 41	6 35	625.[illegible]	.....De Smet....♂	9 48	10 08	7 55	....
	6 00	8 12	7 10	641.1	.....Iroquois...♂	9 15	9 33	6 15	....
	6 00	8 50	‖7 50	659.2	arr....Huron ♂.lve.	*8 35	*8 55	†5 00	24
	P M	P M	A M	....	(*Iowa Div.*)		P M	A M	A M
		†6 05	1	....	lve..Chicago..arr.		2		†9 15
	A M	†12 55	A M	....	lve. ...Alton...arr.		P M	P M	†4 50
	†6 00	†9 10	*8 20	659.2	lve....Huron...arr.		7 50	3 30	9 55
	6 50	9 38	8 46	671.6	.....Broadland...♂		7 22	2 40	9 27
	7 40	10 00	9 10	681.4	.....Hitchcock...♂		7 00	2 00	9 10
	9 15	10 40	10 00	699.6	arr+Redfield ♂lve.		*6 20	12 45	8 30
	....	†10 55	†10 30	699.6	lve..Redfield..arr.		6 00	....	8 00
	....	12 07	12 15	732.1	+...Faulkton...♂		4 50	....	6 15
	....	1 40	3 00	774.9	ar.+Gettysburg ♂.lv.		†3 20	....	†4 00
	10 40	†10 40	*10 00	699.6	lve...Redfield..arr.		6 20	12 15	‖8 10
	12 10	11 25	10 42	719.8	.....Northville...♂		5 35	10 42	7 27
	1 50	12 15	11 30	741.8	+....Aberdeen...♂		4 45	9 15	6 40
	2 50	12 47	12 03	756.0	......Columbia...♂		4 03	8 10	6 00
	6 00	12 10	1 35	775.3	arr..+Oakes ♂.lve.		*2 45	†6 00	†4 30
	P M	*9 20	*9 35	659.2	lve..+Huron ♂.arr.	‖8 00	‖8 35	A M	A M
	....	9 51	10 05	672.6	+....Wolsey....♂	7 30	8 05	....	....
		10 17	10 30	684.0	....Wessington...♂	7 09	7 43	....	....
		10 47	10 55	696.8	....St. Lawrence..♂	6 45	7 18		....
		11 45	11 50	721.7	......Highmore....♂	6 00	6 30		....
		1 40	1 35	778.3	ar.+Pierre(C.T.) ♂ lv.	4 05	*4 40		....
		1 02	†12 55	0	lve..Pierre(M.T.).arr.	2 50	3 28		....
		1 12	1 05	2.4	lv.Fort Pierre.ar.	2 42	3 17		....
		7 30	7 15	167.7	....Rapid City....	8 50	8 50		....
		....	11 20	....	...Hot Springs...	....	....		....
		12 30	9 40	212.1	....Deadwood....	*8 30	†6 50		....
		1 20	10 20	216.7	........Lead.......	*5 45	†6 20		....
....		1 05	†8 30	222.0	ar..Belle Fourche.lv.	*5 15	†8 00	....	....

Cafe Parlor Cars on Nos. 528 and 529.

◆ Passengers can leave Chicago on Train No. 509 at 10 10 p.m. and change at Elroy to train leaving Chicago 8 04 p.m.

y Stops to leave from north of Harvard.

§ Stops to lve. passengers ticketed from points west of Winona.

Central time.

517-45	503-41	Ms	32-CHATFIELD BR.	42-516	44-514
....	....	...	LEAVE] [ARRIVE	....	....
*8 45 A M	*8 04 P M	0	....Chicago....	8 20 P M	7 55 A M
†7 55 P M	†8 38 A M	...	lv.Rochester.ar.	9 05 A M	3 45 P M
†8 45 P M	†9 15 A M	339	lve..Eyota ♂.arr.	7 50 A M	2 55 P M
9 15 P M	9 50 A M	351	ar.Chatfield ♂ lv.	†7 15 A M	†2 20 P M

517-35	503-31	Ms	33-PLAINVIEW BR.	32-516	34-514
*8 45 A M	*8 04 P M	0	lv..Chicago ♂ ar.	8 20 P M	7 55 A M
†8 40 P M	†9 10 A M	339	lv..+Eyota ♂.ar.	8 15 A M	2 45 P M
8 58 "	9 34 "	344	......Viola....♂	7 50 "	2 05 "
9 09 "	9 52 "	350	......Elgin....♂	7 36 "	1 49 "
9 20 P M	10 15 A M	355	ar.Plainview ♂ lv.	†7 25 A M	†1 30 P M

t Does not stop Sunday.

♂ Stops to leave from north of Janesville. ‖ Meals.

Sleepers between Chicago and Rapid City via Huron and Pierre, bet. Rapid City and Deadwood and bet. Chicago and Rochester on Nos. 503 and 514; also Dining Cars on Nos. 503 and 514 bet. Chicago and Sleepy Eye. Coaches bet. Chicago and Pierre and bet. Minneapolis and Deadwood, S.D., on Nos. 516 and 517, and bet. Chicago and Rapid City and Deadwood, via Pierre, and Winona and Redfield on Nos. 503 and 514. Sleepers bet. Redfield and St. Paul-Minneapolis via Brookings and Watertown, and bet. Huron and St. Paul-Minneapolis on Nos. 501 and 504. Parlor Cars bet. Chicago and Elroy and Cafe Parlor Cars bet. Chicago and Mankato, on Nos. 516 and 517, and Chicago and Madison week-days, on Nos. 508 and 513.

Tickets from Chicago to Iroquois, S.D., and points beyond are good via Madison and Winona, or via Clinton, Tama and Hawarden, Ia., or via Mason City, without endorsement; and from Chicago to Redfield, S.D., or points beyond, are good from Tracy, via Huron, or via Watertown, without endorsement.

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

34—BETWEEN CHICAGO AND IOWA AND DAKOTA POINTS.

Via Tama, Ames and Hawarden.

11	No. 25	27	9	Mls	November 7, 1909.	4	No. 24	124	6
A M	....		P M	....	....	A M	....		P M
*1000	*6 05 P M		*1045	0	lve.....**Chicago**.....arr.	¶6 45	9 15 A M		8 35
4 57	2 45 A M		7 25	270	arr. +.....**Tama**.....♁ lve.	8 40	1 25 A M		– –
4 57	*2 55 A M		†8 45	270	lve......**Tama**......arr.	7 15	1 20 A M		– –
Via Ames on Iowa Division.	3 02 »		8 52	273	» +....Toledo.....♁ lve.	7 05	1 13 A M		Via Ames on Iowa Division.
	3 34 »		9 19	289	» +. **Gladbrook**..♁ »	6 28	12 43 Night		
	c3 53 »		9 35	298	» ......Conrad ....♁ »	6 05	12 27 »		
	– –		– –	310	» ...**Eldora Junc** ♁ »	– –	– –		
	4 20 »		10 01	311	» ......**Gifford**....♁ »	5 36	12 02 Night		
	c4 30 »		10 10	315	» .....Lawn Hill...♁ »	5 26	– –		
	4 47 »		10 24	322	» +....Hubbard....♁ »	5 10	11 37 P M		
	5 02 »		10 37	329	» ..... Radcliffe ...♁ »	4 57	11 24 »		
....	5 25 A M		11 00	339	arr....**Jewell Junc.** ♁ lve.	4 30	11 00 P M		....
*8 26	2 45 A M		9 20	326	arr........**Ames**.....♁ lve.	6 35	11 40 P M		12 01
†6 48	*4 57 A M		†1000	326	lve.......**Ames**.......arr.	5 05	11 35 »		9 25
7 00	5 11 »		10 14	333	arr.......Gilbert ....♁ lve.	4 53	11 18 »		9 10
7 12	5 23 »		10 26	339	» +...Story City...♁ »	4 42	11 08 »		8 58
7 22	5 30 »		10 34	343	» ....Randall....♁ »	4 36	10 59 »		8 51
7 40	5 40 A M		10 50	348	arr....**Jewell Junc.** ♁ lve.	†4 25	*1060 P M		†8 40
....	*5 50 A M		†1110	0	lve....**Jewell Junc**...arr.	4 20	10 45 P M		....
....	6 03 »		11 25	8	» ......Stanhope....♁ »	4 05	10 30 »		....
....	6 14 »		11 37	15	» ..... Stratford ..... »	3 52	10 18 »		....
....	6 43 »		12 10	30	» ..... Harcourt ..... »	3 24	9 48 »		....
....	6 54 »		12 21	36	» ......Gowrie ...... »	3 13	9 37 »		....
....	7 05 »		12 30	42	» ... Farnhamville ... »	3 03	9 27 »		....
....	7 18 »		12 41	49	» .... **Lohrville**...♁ »	2 50	9 14 »		....
....	7 33 »		1 00	58	» +...Lake City...♁ »	2 35	9 00 »		....
....	8 05 »		1 28	74	» ....**Carnarvon**..♁ arr.	2 05	8 10 »		....
....	¶8 12 A M		1 45	77	arr. +..**Wall Lake**..♁ lve.	†1 55	*8 00 P M		....
†7 40	*6 00 A M		†1110	339	lve....**Jewell Junc**...arr.	4 20	10 46 P M		8 35
7 53	6 15 »		11 22	346	arr.......Kamrar....♁ lve.	4 05	10 25 »		8 20
8 07	6 30 »		11 35	354	» +**Webster City** ♁ »	3 52	10 10 »		8 07
8 25	6 45 »		11 47	360	» .....Woolstock.....♁ »	3 40	9 54 »		7 53
8 35	‡7 00 »		‡1201	369	arr. +.**Eagle Grove**...lve.	3 25	*9 40 »		†7 40
P M	†7 20 »		12 21	369	lve....**Eagle Grove.** ♁ arr.	3 10	9 30 »		A M
	7 40 »		12 43	377	arr........Thor......♁ lve.	2 55	9 10 »		
....	8 00 »		1 06	386	» +..Dakota City..♁ »	2 36	8 53 »		....
....	8 11 »		1 15	391	» ......Rutland ....♁ »	2 22	8 42 »		....
....	8 27 »		1 35	398	» ..... Bradgate ...♁ »	2 10	8 29 »		....
....	8 40 »		1 57	404	» +.....**Rolfe**.....♁ »	1 57	8 19 »		....
....	9 00 »		2 15	413	» .....Havelock....♁ »	1 31	8 00 »		....
....	9 18 »		2 35	421	» +....Laurens.....♁ »	1 15	7 45 »		....
....	9 37 »		2 50	428	» +...Marathon....♁ »	1 00	7 32 »		....
....	9 58 »		3 10	437	» +..Sioux Rapids..♁ »	12 10	7 13 »		....
....	10 15 »		3 22	443	» ....Linn Grove..♁ »	11 50	7 00 »		....
....	10 35		3 36	451	» +....Peterson.....♁ »	11 30	6 45 »		....
....	11 05 »		3 55	460	» .... Sutherland...♁ »	11 05	6 25 »		....
....	11 25 »		4 13	470	» +....Paullina.....♁ »	10 45	6 05 »		....
1	11 45 A M		4 30	480	» ......Granville.....♁ »	10 27	5 47 »		2
Night	‡1205 Noon		4 50	487	arr. +.... **Alton** ....♁ lve.	10 10	5 30 »		A M
*1220	12 55 Noon		5 35	487	lve........ **Alton** ....arr.	10 00	‡4 50 P M		3 55
12 30	1 05		5 46	490	arr. +..Orange City..♁ lve.	9 52	4 40		3 45
12 45	1 16	27	5 58	496	» .....**Maurice**....♁ »	9 40	4 27	124	3 30
1 00	1 30	A M	6 15	504	» +.....Ireton......♁ »	9 25	4 10	P M	3 15
1 20	1 50	†6 30	†6 35	514	» +..**Hawarden**..♁ »	9 00	3 40	6 35	2 45
1 46	2 28	7 15	7 14	522	» ......Alcester.....♁ »	8 40	3 16	5 55	2 26
2 10	2 54	8 32	7 31	531	» +...Beresford.....♁ »	8 22	2 54	5 15	2 10
2 33	3 18	9 00	7 52	541	arr. + .**Centreville**..♁ lve.	8 00	2 30	4 30	1 47
....	3 20	9 40	....	541	lve....**Centreville**....arr.	....	2 25	4 20	....
....	3 46	10 15	....	551	arr.....**Wakonda** ..♁ lve.	....	2 02	3 45	....
....	4 36	11 15	....	569	arr. +...**Yankton**....♁ lve.	....	†1 20	†2 20	....
3 05	3 48	9 55	8 10	554	arr.......Hurley.....♁ lve.	7 30	2 02	P M	1 17
3 25	4 10	10 45	8 35	563	» +....**Parker**....♁ »	7 11	1 42		12 57
4 05	4 47	12 00	9 09	579	» .....Canistota ....♁ »	6 36	1 07	P M	12 20
4 30	¶5 10	12 45	9 30	590	» +....**Salem**.....♁ »	†6 15	‡1225	Noon	11 55
4 55	5 58	2 50	P M	602	» ......Canova ....♁ »	A M	11 59	A M	11 28
5 17	6 19	3 10	....	612	» +.....**Vilas**.....♁ »	Mixed Train—Lvs. Huron †5 55 a.m., arr. Hawarden 6 00 p.m.	11 40	»	11 03
5 44	6 46	4 00	....	624	» .....Carthage....♁ »		11 15	»	10 33
6 25	7 20	5 00	....	640	» .....**Iroquois**...♁ »		10 45	»	9 55
‡7 00	†8 00	8 20	....	658	arr. +.... **Huron** ....♁ lve.		†1005	A M	*9 15
10 00	10 40 P M		....	698	arr. +...**Redfield**...♁ lve.		‡8 10 A M		6 20
11 30	12 15 Night		....	740	» +....Aberdeen....♁ »		6 40 »		4 45
12 03	12 47 Night		....	755	» ....**Columbia** ..♁ »		6 00 »		4 05
1 35	¶2 10 A M		....	794	arr. + .**Oakes** (*C. T.*). ♁ lve.		†4 30 A M		*2 45
*9 35	*9 20 P M		....	658	lve...... **Huron** ......arr.		‡8 00 A M		‡8 55
1 55	1 40 A M		....	777	arr....**Pierre** (*C. T.*)...lve.		4 05 A M		*4 40
†1255	1 02 A M		....	0	lve. +.**Pierre** (*M. T.*) ♁ arr.		2 50 A M		5 28
7 15	7 30 A M		....	168	.......**Rapid City**.......		8 50 P M		8 50
11 20	....		....	....	......**Hot Springs**......		....		....
9 40	12 30 Noon		....	212	.......**Deadwood**.......		*6 30 P M		†6 50
10 20	1 20 P M		....	217	arr........**Lead**.......lve.	....	*5 45 P M		†6 20

Pullman Standard Sleeping Car between Chicago and Hawarden, and Through Coaches between Chicago and Oakes on Nos. 24 and 25, connecting with Sleeping Cars and Coaches between Huron and Rapid City on Nos. 502 and 503. Sleeper leaving Chicago Saturday and arriving Chicago Monday runs only to and from Eagle Grove. Supper a la carte on No. 25, and Breakfast a la carte in Cafe Car on No. 24.

Train lvs. Hawarden †7 30 a.m., arr. Centreville 9 40 a.m., Yankton 11 15 a.m.

35—CHICAGO, BURT AND FOX LAKE.

No. 25-115	Mls	*September* 12, 1909.	No. 114-24
‡6 05 P M	....	lve......**Chicago** ♁ ....arr.	9 15 A M
†8 45 A M	0	lve........ **Burt** ♁ .....arr.	7 15 P M
9 07 »	11	..........Fenton........ ♁	5 48 »
9 20 »	18	..........Ringsted........ ♁	5 35 »
9 37 »	26	..........Gridley........ ♁	5 17 »
9 47 »	31	..........Dolliver........ ♁	6 05 »
9 57 »	36	..........Ceylon........ ♁	5 55
10 08 »	41	..........Manyaska........ ♁	5 43
10 25 A M	46	arr.......**Fox Lake** ♁...lve.	†5 30 P M

*Daily; †daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; *a* stops to leave from south of Council Bluffs or west of Omaha; *c* stops to leave passengers.
⊕ Coupon stations; ♁ Telegraph stations.

36—MASON CITY, FOX LAKE, WESTERN MINNESOTA AND DAKOTA.

13	3	25	Mls	*November* 14, 1909.	16	12	4
A M	P M	P M	....	....	A M	P M	A M
†7 00	‡1045	*6 05	....	lve.....**Chicago** ..♁ arr.	7 20	8 45	6 45
*4 00	†8 30	*3 25	0	lve. +**Belle Plaine** ♁ arr.	12 10	1 40	6 00
4 15	8 37	3 33	5	» ......Irving...... »	12 02	1 32	5 40
4 35	8 47	3 43	9	» .... **Elberon** ..♁ »	11 53	1 22	5 25
5 30	9 18	4 13	24	» +....**Traer**....♁ »	11 28	12 51	4 15
5 47	9 29	4 24	29	» ...Buckingham.♁ »	11 15	12 41	3 50
6 05	9 40	4 35	35	» .....Voorhies..... »	11 03	12 30	3 25
– –	9 51	4 45	40	» ......Zaneta...... »	10 50	12 19	2 50
7 30	10 34	5 25	60	» +**Parkersburg** ♁ »	10 10	11 36	12 50
– –	10 41	5 33	64	» .....Eleanor...... »	10 00	11 27	12 30
8 20	11 05	5 57	76	» +..**Dumont**...♁ »	9 35	11 05	10 55
9 10	11 33	6 23	89	» ....Dougherty ..♁ »	9 10	10 38	9 55
9 30	11 44	6 34	94	» ....Cartersville.... »	8 57	10 26	9 25
– –	11 56	6 46	100	lve..... Hanford.....arr.	8 45	10 14	9 00
10 10	‡1210	‡7 00	107	arr. +**Mason City**. ♁ lve.	8 30	†1000	†8 35
11 30	2 15	8 45	117	arr...**Clear Lake**...lve.	*7 15	†9 00	†7 15
P M	12 30	7 20	107	lve...**Mason City**...arr.	‡8 10	A M	A M
....	12 47	7 45	115	» ...Wheelerwood... »	7 42	....	Additional Train—Leaves Lake Mills †1 40 p.m., arr. Mason City 2 45 p.m.
....	1 00	7 56	120	» ...Hanlontown.♁ »	7 31	....	
....	1 30	8 22	133	» +..Lake Mills..♁ »	7 04	....	
....	P M	8 48	145	» ..... Kiester....♁ »	6 37	....	
....	....	9 00	151	» .... Bricelyn....♁ »	6 25	....	
....	....	9 28	166	» +.**Blue Earth**.♁ »	5 51	....	
....	....	10 10	185	» +. **Fairmont**..♁ »	5 12	....	
....	....	10 30	195	» ....**Fox Lake**..♁ »	4 48	....	
....	....	10 48	202	» .....Triumph...♁ »	4 32	....	
....	....	11 05	209	» .... Odin.....♁ »	4 16	....	
....	....	11 20	216	» +.**Butterfield**.♁ »	4 00	....	
....	....	11 53	228	» .....Comfrey...♁ »	3 32	....	
....	....	‡1230	242	arr.....**Sanborn**..♁ lve.	*3 00	....	
....	....	3 40	267	arr.......**Tracy**......lve.	*1 50	....	
....	....	‡7 20	360	ar. **Watertown, S.D.** lv.	*1015	....	
....	....	8 50	404	arr...... **Huron** .....lve.	*8 35	....	
....	....	1 40	523	arr...... **Pierre**.....lve.	*4 05	....	
....	....	†12 15	486	arr.... **Aberdeen** ...lve.	A M	....	
....	....	¶2 10	540	arr...... **Oakes** .....lve.	....	....	
....	....	A M	....	....			

Pullman Standard Sleeping Cars between Chicago and Mason City on Nos. 25 and 16. Through Coaches locally between Chicago and Belle Plaine and Belle Plaine and Sanborn on Nos. 25 and 16. Meals a la carte in Dining Cars between Chicago and Belle Plaine on Nos. 3, 4, 12, 16 and 25.

37—OMAHA, SIOUX CITY, HURON, ABERDEEN AND OAKES.

210	204	Mls.	C. & N. W. and C. St. P. M. & O. Rys.	215	203	....
P M	A M	....	*November* 7, 1909.	A M	P M	....
*7 00	*7 50	0	lve........**Omaha**.......arr.	9 15	10 20	....
7 15	8 02	1.4	lve..**C. B. Transfer, Ia**..arr.	9 00	10 05	....
7 25	8 10	2.8	lve....**Council Bluffs**...arr.	8 50	9 55	....
– –	8 55	24.2	lve...**Missouri Valley**..arr.	7 50	8 20	....
a –	– –	30.1	arr. **California Junction**. lve.	7 40	9 06	....
a –	– –	34.5	» ....Modale........ »	7 32	– –	....
8 25	9 22	40.8	» ..... **Mondamin** ..... »	7 22	8 48	....
a –	– –	47.3	» ......River Sioux...... »	7 08	– –	....
a –	– –	56.3	» ....Blencoe........ »	6 51	– –	....
9 05	9 55	62.0	» .... **Onawa** .... »	6 41	8 16	....
a –	– –	70.9	» .... Whiting .... »	6 27	– –	....
a –	– –	79.2	» .... Sloan......... »	6 12	– –	....
a –	– –	92.7	» ....Sargents Bluffs.... »	5 48	7 32	....
10 15	11 00	100.1	» ... **Sioux City, Ia** ... »	5 35	7 20	....
11 50	*1225	141.2	arr.......**Alton, Ia**......lve.	*4 00	*5 30	....
12 20	†1255	0	lve.......**Alton Ia**......arr.	3 55	‡4 50	....
‡7 00	8 00	170.6	arr........**Huron**........lve.	9 15	10 05	....
11 30	12 15	253.2	» ......**Aberdeen**...... »	4 45	6 40	....
1 35	¶2 10	306.7	arr........ **Oakes**........lve.	*2 46	†4 30	....
P M	A M	....	(*For Pierre, see Table* 31.)	P M	A M	....

Nos. 210 and 203—Pullman Standard Sleeping Cars between Omaha and Aberdeen. Coaches between Omaha and Huron and Oakes. See Table 6.

Nos. 204 and 215—Coaches Sioux City and Huron and Oakes. Coaches locally to Pierre and beyond. See Table 6.

38—PIERRE, RAPID CITY & NORTH WESTERN RY.

HIRAM R. McCULLOUGH, V-P., 215 Jackson Bl'vd, Chicago, Ill.
A. C. JOHNSON, Gen. Fht. and Pas. Agent, Winona, Minn.

....	503	517	Mls.	*May* 23, 1909.	516	514	....
....	A M	Noon	....	**(See Table 31.)**	P M	A M	For Through Car Service see Table No. 31.
....	*1 02	†1255	0	lve...**Pierre** (*M. T.*) ♁ .arr.	3 28	2 50	
....	1 12	1 05	2.4	........**Ft. Pierre**...... ♁	3 17	2 42	
....	2 20	2 11	31.1	.........Van Metre...... ♁	2 11	1 40	
....	3 04	2 53	51.3	..........Midland....... ♁	1 26	12 57	
Meals.	4 04	3 51	77.0	..........Philip......... ♁	‡1208	12 01	
....	4 32	4 20	91.6	........Cottonwood...... ♁	11 40	11 33	
....	5 46	5 35	125.?	..........Wasta......... ♁	10 26	10 22	
....	6 10	5 56	133.5	..........Owanka........ ♁	10 03	10 01	
....	6 40	6 27	147.?	..........Underwood..... ♁	9 35	9 32	
....	7 06	6 52	158.0	..........Box Elder...... ♁	9 10	9 08	
....	7 30	7 15	167.7	arr.....**Rapid City** ♁ ..lve.	†8 5?	*8 50	
....	11 30	9 40	212.1	arr....**Deadwood** ... lve.	†6 50	*6 30	
....	1 05	8 30	222.0	.... **Belle Fourche**	†8 00	*5 15	
....	P M	A M	....	ARRIVE / LEAVE	P M	P M	

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

LINES IN IOWA.

39—CHICAGO, ALGONA AND ELMORE LINE.

11	3-13	25-15	M	*September* 12, 1909.	12	6-4	14-24
A M	P M	P M	..	LEAVE] [ARRIVE	P M	A M	A M
†10 00	‡10 45	‡6 05	..	.....Chicago.....	8 45	¶6 45	¶10 15
†8 45	†12 01	†7 20	0	+.Eagle Grove.♂	7 20	3 20	9 25
8 55	12 31	7 30	5	.....Goldfield...♂	7 10	3 08	9 10
9 17	12 47	7 45	12	.....Renwick....♂	6 55	2 50	8 53
9 34	1 03	7 59	20	.....Luverne...♂	6 40	2 35	8 35
9 52	1 17	8 13	29	.....Irvington...♂	6 20	2 20	8 15
10 02	1 27	8 21	34	+....Algona ....♂	6 10	2 10	8 02
10 22	1 50	8 45	43	.......Burt.....♂	5 48	1 50	7 35
10 35	2 05	8 59	50	......Bancroft...♂	5 34	1 30	7 10
10 55	2 25	9 17	60	......Ledyard....♂	5 15	1 05	6 48
11 10	2 40	9 35	66	......Elmore....♂	†5 00	†12 50	†6 30
P M	P M	A M	..	ARRIVE] [LEAVE	A M	Noon	P M

⊡ Overland Limited No. 2 carries only Sleeping Car passengers between San Francisco and Chicago.

40—CHICAGO AND DES MOINES.

59	5-13	57	55	3-53	21-51	Ms.	*November* 7, 1909.	52-2	14	54-6	56-12	58-4	60-16
....	A M	....	....	P M	P M	....	LEAVE] [ARRIVE	⊡	P M	P M	P M	A M	A M
....	*11 00	....	....	*10 45	*6 00	0	......Chicago......	12 45	7 25	8 35	8 45	6 45	7 20
P M	8 25	P M	Noon	9 20	2 15	320	arr.....Ames....lve.	4 23	8 23	12 01	12 22	6 35	10 25
*11 45	*6 35	†5 10	*12 35	*9 55	*4 57	326	lve...+Ames ♂...arr.	4 15	8 08	9 25	12 15	6 05	10 10
11 56	6 48	5 22	12 48	10 08	– –	332	........Kelley......♂	3 57	7 54	– –	12 04	5 50	9 56
12 04	6 58	5 32	12 56	10 18	– –	337	......Slater......♂	3 48	7 44	– –	11 55	5 40	9 48
12 08	7 01	5 35	12 59	10 22	– –	338	......Sheldahl....♂	3 45	7 40	– –	11 51	5 35	9 43
– –	– –	– –	1 14	10 37	– –	345	......Polk City ....♂	– –	7 25	– –	– –	5 19	– –
12 20	7 12	g5 48	1 25	10 50	– –	348	.......Crocker .....♂	3 32	7 13	– –	11 35	5 07	9 30
12 30	7 21	g5 56	1 34	11 04	5 39	352	.......Ankeney.....♂	3 24	7 06	8 43	11 25	4 57	9 21
– –	7 26	– –	1 38	11 08	– –	354	.......Oralabor.......	3 20	7 01	– –	11 20	4 52	9 17
– –	7 30	6 04	1 42	11 13	– –	357	........Saylor......♂	3 15	6 56	– –	11 13	4 47	9 12
12 55	7 45	6 15	1 55	11 25	6 00	363	+..Des Moines..♂	*3 05	†6 45	*8 25	*10 55	*4 35	*9 00
Night	P M	P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	A M	P M	P M

Pullman Sleeping Cars between Chicago and Des Moines on Nos. 21-51 and 60-16. Meals a la carte in Dining Car on Nos. 2, 3, 4, 6, 16 and 21.

41—CHICAGO AND SIOUX CITY, Via Missouri Valley.

....	3-5	21	21	Mls	*November* 14, 1909.	6	14	2	12
....	P M	P M	P M	....	LEAVE] [ARRIVE	P M	A M	A M	A M
....	*10 45	*6 00	*6 00	0	........Chicago........	8 35	6 45	7 20	11 59
....	10 56	– –	– –	4	......Kedzie Avenue......	8 22	6 32	7 08	11 46
....	2 15	6 00	6 00	467	arr...Mo. Valley ♂ .lve.	8 00	1 15	8 20	10 15
....	*4 55	*8 55	*6 20	467	lve...Mo. Valley...arr.	7 50	9 55	2 15	9 20
....	6 10	– –	6 32	473	... California Junc..♂	7 40	9 42	2 03	9 05
....	5 18	– –	6 40	477	..........Modale.......♂	7 32	9 33	1 55	– –
....	5 30	9 22	6 52	484	+....Mondamin.....♂	7 22	9 22	1 43	8 48
....	5 42	– –	7 08	490	...... River Sioux.....♂	7 08	9 05	1 30	– –
....	5 56	– –	7 24	499	........Blencoe ......♂	6 51	8 51	1 15	– –
....	6 10	9 55	7 36	506	+.......Onawa.......♂	6 41	8 40	1 04	8 16
....	6 25	– –	7 51	514	.... Whiting.......♂	6 27	8 25	12 46	– –
....	6 37	– –	8 10	522	...........Sioan.........♂	6 12	8 10	12 34	– –
....	6 50	– –	8 22	528	.... Salix.........♂	6 00	7 57	12 24	– –
....	7 03	– –	8 35	536	...Sargent's Bluffs..♂	5 48	7 45	12 12	7 32
....	7 20	11 00	8 50	543	+.... Sioux City ....♂	*5 35	*7 30	*11 59	*7 20
....	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	P M

No. 21—Daily. Pullman Drawing-room Sleeping Car Chicago to Sioux City and the Electric-Lighted equipment to Missouri Valley and Observation Cafe Car Missouri Valley to Sioux City, serving breakfast a la carte. **Nos. 2 and 6**—Parlor Cars and Observation Cafe Car to Missouri Valley, serving luncheon a la carte, and breakfast a la carte in Dining Car on Nos. 6 and 12 into Chicago. **No. 3**—Pullman Standard Sleeping Cars, Free Reclining Chair Cars and Dining Cars Chicago to Missouri Valley. **No. 12**—Daily. Free Reclining Chair Car to Missouri Valley, and Parlor Car, Free Reclining Chair and Dining Car Missouri Valley to Chicago.

42—BELLE PLAINE AND BUXTON LINE.

For schedules to points on Clinton-Council Bluffs Line, see page 690.

3-28	3-38	3-2	Ms.	*November* 14, 1909.	1-4	39-4	29-4
P M	P M	P M	....	LEAVE] [ARRIVE	A M	A M	A M
10 45	10 45	10 45	0	.........Chicago........	6 45	6 45	6 45
§8 35	†7 00	†8 25	254	lve.+Belle Plaine.♂arr.	3 20	7 00	8 20
9 10	7 55	8 45	263	arr.....Hartwick...♂ »	2 58	6 15	7 35
9 25	8 20	8 53	267	» .....Carnforth...♂ »	2 48	5 50	7 10
9 42	8 45	9 06	273	» +...Guernsey...♂ »	2 35	5 20	6 50
10 02	10 05	9 17	279	» +..Deep River...♂ »	2 23	4 55	6 30
10 20	10 30	9 28	284	» ....Tilton ....♂ »	2 10	4 30	6 05
10 55	11 15	9 47	293	» +.What Cheer.♂ »	1 50	3 55	5 35
12 12	1 20	10 35	313	» ....Stark....♂ »	1 00	†2 25	4 05
1 20	P M	11 25	333	arr.......Buxton ♂....lve.	12 07	P M	2 40
1 30	.....	11 30	334	....No. 10 Junction..♂	†12 01	.....	§2 30
P M	.....	A M	....	ARRIVE] [LEAVE	Noon	.....	P M

42a—HARLAN AND AUDUBON BRANCHES.—(*Iowa.*)

407	403	405	Mls	*November* 7, 1909.	412	406	418
P M	P M	P M	....	....	P M	A M	A M
10 45	10 45	7 00	0	lve.+.Chicago.♂arr.	8 45	7 20	7 20
‡12 20	†3 45	†6 40	396	lve....Carroll..♂arr.	10 05	8 05	8 00
1 03	4 20	7 15	413	arr.+Manning ♂lve.	9 25	7 20	7 05
1 45	....	8 10	430	arr.+Audubon ♂lve.	†8 45	....	§6 15
P M	4 25	†7 40	413	lve....Manning.♂arr.	A M	7 10	P M
....	5 03	8 36	431	.......Kirkman ♂arr.	....	6 10	....
....	5 15	8 55	437	arr....Harlan ..♂lve.	....	†5 45	....
....	P M	A M	....	....	....	P M	....

43—CHICAGO, IOWA FALLS AND ALDEN.

101	3-105	Mls.	*September* 12, 1909.	106	102-4
.....	P M	.....	LEAVE] [ARRIVE	....	A M
P M	‡10 45	0	..... Chicago ...♂	A M	¶10 45
†5 50	†10 20	309.5	lve..Eldora Jn ♂arr.	9 10	5 05
6 10	10 55	315.5	+.....Eldora .....♂	8 45	4 50
6 30	11 25	323.5	.... Owasa	7 50	4 20
6 55	11 55	331.5	+...Iowa Falls...♂	7 25	4 00
7 15	12 15	336.5	........Alden.....♂	†6 45	†3 45
P M	Noon	.....	ARRIVE] [LEAVE	A M	P M

44—CLINTON AND ANAMOSA.

141	143	Mls.	*November* 7, 1909.	142	144
Noon	P M	.....	LEAVE] [ARRIVE	P M	A M
†12 30	‡10 45	0	..... Chicago	2 35	¶6 45
†5 20	†3 30	138.1	lve.+Clinton ♂ arr.	9 55	7 15
5 29	3 45	140.7	+..... Lyons .....♂	9 47	6 55
6 12	4 40	155.3	.......Bryant .....♂	9 16	5 40
6 27	5 20	162.7	......Charlotte ...♂	8 59	5 10
6 43	5 55	170.8	......Delmar.....♂	8 41	4 40
6 55	6 25	176.2	+..Maquoketa..♂	8 28	4 15
7 20	7 18	187.7	..... Monmouth ..♂	8 01	3 17
7 36	7 45	194.9	.......Onslow.....♂	7 45	2 50
7 44	8 05	198.9	...Centre Junc.♂	7 36	2 35
8 05	8 50	209.5	+...Anamosa...♂	†7 15	†2 00
P M	A M	.....	ARRIVE] [LEAVE	A M	P M

45—TIPTON BRANCH.

307	305	303	301	Ms.	*November* 7, 1909.	302	304	306	308
Noon	A M	P M	P M	....	LEAVE] [ARRIVE	A M	P M	P M	A M
†12 30	†7 00	‡10 45	‡10 45	....	.......Chicago........	11 59	2 35	7 25	¶6 45
5 15	11 35	7 10	3 15	0	+.......Clinton.......♂	7 50	10 00	2 40	8 15
†6 57	†1 45	†9 05	†6 45	52	lve....Stanwood ♂.arr.	6 20	8 20	12 25	8 30
7 17	2 15	9 35	7 10	66	+.......Tipton.......♂	†6 00	†7 55	†11 55	†6 10
P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	P M

46—WALL LAKE, DENISON AND MONDAMIN LINE.

55	53	51	Mis	*Nov.* 7, 1909.	54	52	50
.....	P M	P M	....	LEAVE] [ARRIVE	.....	.....	A M
Mix.	‡10 45	‡6 00	....	....Chicago...♂	Mix.	.....	¶6 45
P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M
†12 40	†1 45	†8 20	0	+.Wall Lake.♂	7 25	3 40	1 40
2 55	1 54	8 30	5	.... Herring...♂	7 13	3 27	1 26
3 15	2 04	8 42	10	.....Boyer...♂	6 55	3 15	1 15
3 40	2 16	.....	18	..... Deloit ...♂	6 26	3 00	.....
4 10	2 30	.....	25	ar.+Denison ♂ lv.	†6 05	†2 45	.....
¶7 20	¶6 45	.....	....	....Chicago....	‡6 00	‡10 45	.....
A M	A M	.....	....	ARRIVE] [LEAVE	P M	P M	.....
.....	.....	8 55	17	......Kiron....♂	.....	.....	1 00
.....	.....	9 27	32	.... Ricketts ..♂	.....	.....	12 30
.....	.....	9 38	37	......Berne....♂	.....	.....	12 18
.....	.....	10 14	53	....Moorhead..♂	.....	.....	11 45
.....	.....	10 20	56	...Preparation.♂	.....	.....	11 39
.....	.....	10 30	61	...... Pisgah...♂	.....	.....	11 30
.....	.....	10 55	72	+ Mondamin.♂	.....	.....	†11 10
.....	.....	A M	....	ARRIVE] [LEAVE	.....	.....	A M

47—CHICAGO AND SIOUX CITY, Via Moville

21	25	Ms	*November* 7, 1909.	22	24
P M	P M	....	LEAVE] [ARRIVE	A M	A M
‡10 45	*6 05	0	.........Chicago.........	¶6 45	9 15
†3 40	*8 23	417	lve...+Wall Lake...♂arr.	¶1 25	7 55
3 55	8 40	421	.........Lake View ....♂	1 08	7 40
4 13	9 02	430	+........Sac City ....♂	12 50	7 21
4 45	9 38	446	+........Schaller.........♂	12 10	6 46
4 57	9 52	453	............Galva..........♂	12 03	6 33
5 14	10 12	462	.... Holstein ....♂	11 43	6 15
5 28	10 28	469	...........Cushing ....♂	11 25	5 59
5 48	10 42	475	+..Correctionville....♂	11 12	5 46
6 44	11 31	497	..........Moville........♂	10 25	5 00
6 58	11 45	503	...........Lawton ....♂	10 12	4 46
7 25	12 12	517	....Sargent's Bluffs...♂	9 45	4 20
7 45	12 30	524	+.....Sioux City .....♂	†9 30	*4 06
P M	Noon	....	ARRIVE] [LEAVE	A M	P M

48—CHICAGO AND SIOUX CITY, Via Carroll and via Jewell Junction.

No. 22—Daily. Pullman electric-lighted Drawing-room Sleeping Car Sioux City to Chicago. Supper daily a la carte and breakfast a la carte in Dining Car.

3	25	21	Ms	*November* 7, 1909.	4	22	24
P M	.....	P M	...	LEAVE] [ARRIVE	A M	A M	....
‡10 45	.....	*8 00	0	+....Chicago ....♂	¶6 45	*7 30	....
†9 30	.....	*2 20	326	........Ames........	8 27	10 58	....
12 35	.....	7 15	396	......Carroll	2 35	9 05	....
12 45	.....	7 25	400	... Maple River ...	2 25	8 53	....
12 59	.....	7 40	407	........Breda........	2 10	8 38	....
1 13	P M	7 55	413	arr..Carnarvon.lve.	1 55	8 25	A M
‡10 45	*6 05	....	0	lve...Chicago ..arr.	¶6 45	.....	9 15
†8 45	2 55	....	270	........Tama........	7 15	.....	1 20
11 10	5 50	....	339	.Jewell Junction..	4 20	.....	10 45
1 28	8 05	....	416	arr. Carnarvon.lve.	2 05	.....	8 25
†1 28	*7 55	*7 55	413	lve.Carnarvon ♂arr.	2 05	8 20	8 20
1 45	8 15	8 15	417	+...Wall Lake...♂	¶1 35	8 12	8 12
2 05	8 33	8 33	426	+.....Odebolt ....♂	1 20	7 56	7 56
2 15	8 44	8 44	431	........Arthur.....♂	1 08	7 45	7 45
2 25	8 57	8 57	438	+... Ida Grove ...♂	12 56	7 32	7 32
2 38	9 09	9 09	445	.... Battle Creek..♂	12 42	7 19	7 19
2 52	9 23	9 23	454	......Danbury....♂	12 28	7 02	7 02
3 05	9 34	9 34	460	+...Mapleton...♂	12 17	6 50	6 50
3 20	9 48	9 48	469	...... Castana.....♂	12 01	6 32	6 32
3 30	9 57	9 57	474	.........Turin .....♂	11 52	6 22	6 22
3 45	10 10	10 10	481	+.....Onawa.....♂	11 35	6 10	6 10
3 59	10 25	10 25	489	...... Whiting ....♂	11 15	5 51	5 51
4 13	10 36	10 36	497	........Sloan .....♂	11 00	5 38	5 38
4 22	10 48	10 48	503	.... Salix......♂	10 48	5 28	5 28
4 36	11 02	11 02	511	.Sargent's Bluffs ♂	10 35	5 15	5 15
4 50	11 20	11 20	518	+..Sioux City ..♂	†10 15	*5 00	*5 00
P M	A M	A M	...	ARRIVE] [LEAVE	A M	P M	P M

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; § Sunday only; g stops only to leave passengers; & Saturday only. ‖ Meals. + Coupon stations; ♂ Telegraph stations.

For equipment east of Missouri Valley of Train No. 21, see No. 21, page 689: Train No. 4, see No. 4, page 689; Train No. 22, see No. 22, page 689.

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

LINES IN ILLINOIS.

49—CHICAGO, ROCKFORD AND FREEPORT.

(*For Chicago and Rockford Trains, via Harvard, see next table below.*)

211	209	207	205	203	201	219	Mls.	*November 14, 1909.*	200	202	204	208	208	210
P M	A M	P M	P M	A M	A M	....	....	LEAVE [ARRIVE	A M	Noon	P M	P M	A M	P M
‡725	§905	†625	†425	†1100	†800	....	0	+...**Chicago**...§	9 40	1235	4 55	8 40	9 55	7 25
7 35	9 14	6 34	– –	11 10	8 09	....	3.6	. Kedzie Avenue .	– –	1225	4 44	8 28	9 44	7 14
– –	9 32	– –	– –	– –	– –	....	10.4	....**Maywood**..§	– –	– –	– –	– –	– –	– –
8 09	1000	7 08	– –	11 42	8 40	A M	24.9	.... Wheaton...§	–	1153	4 11	7 55	9 13	– –
8 20	1012	7 17	5 19	11 52	8 50	*430	30.0	+..**West Chicago**.§	8 55	1145	4 03	7 43	9 05	8 27
8 43	1037	7 48	5 28	12 19	9 15	4 55	42.5	+**Elgin (W.S.)**§	8 38	1124	3 45	7 20	8 45	6 04
δ –	1050	8 00	– –	12 32	9 28	5 10	50.0	.....Gilbert's...§	– –	1112	– –	7 06	8 34	5 52
9 04	1059	8 09	– –	12 41	9 37	5 28	55.0	.....Huntley...§	– –	1103	3 23	6 56	8 26	5 43
9 15	1111	δ –	– –	12 53	9 49	5 45	62.7	.....Union.....§	– –	1051	– –	6 46	– –	5 31
9 23	1119	8 28	– –	1 01	9 57	5 53	66.1	+...Marengo...§	– –	1045	3 07	6 39	8 10	5 26
9 34	1129	– –	– –	1 11	10 07	6 05	72.1	Garden Prairie.§	– –	1035	– –	6 28	– –	5 16
9 46	1141	8 50	6 18	1 28	10 19	6 25	78.2	+..**Belvidere**..§	7 49	1024	2 48	6 18	7 51	5 04
9 57	1151	δ –	– –	1 35	10 35	A M	84.2	..Cherry Valley§	– –	1013	– –	δ –	δ740	4 52
10 18	1209	9 20	6 40	1 52	10 53	....	92.9	+..**Rockford**..§	7 26	9 59	2 23	5 55	7 26	4 35
10 27	1222	9 32	δ652	2 06	11 05	....	100.1	....Winnebago..§	δ –	9 47	– –	5 41	δ714	4 22
10 38	1234	9 43	7 03	2 24	11 16	....	107.2	+..Pecatonica..§	7 04	9 36	– –	5 30	7 04	4 11
10 48	1246	– –	δ714	2 38	11 27	....	113.5	.....Ridott....§	δ –	9 26	– –	5 21	δ655	4 01
11 00	1 00	10 05	7 25	2 50	11 40	....	120.9	+...**Freeport**..§	†645	†915	1 40	5 10	§645	§350
P M	P M	P M	P M	P M	A M	....	....	ARRIVE [LEAVE	A M	A M	†PM	†PM	A M	P M

Additional Trains—Leaves Chicago †4 00 p.m., arrives Belvidere 8 07 p.m. Leave Belvidere for Chicago †7 25 a.m.; for West Chicago †6 45, §6 55 a.m.

Cafe Parlor Cars on Nos. 203, 206, 209 and 210, and Buffet Parlor Cars on Nos. 200, 205 and 211. Parlor Cars on Nos. 201 and 204.

50—CHICAGO, GENEVA AND ST. CHARLES.

P M	P M	Noon	A M	Ms.	*Nov. 14, 1909.*	A M	A M	A M	P M	P M
†6 30	†5 02	†12 30	†7 00	0	lv. **Chicago** § ar.	8 04	8 50	10 15	4 56	7 26
†6 35	†5 10	†1 40	†8 25	35.5	lv. **Geneva** § ar.	6 53	7 40	8 53	3 48	5 28
6 43	5 17	1 50	8 35	38.0	. **St. Charles**. §	†6 45	†7 30	†8 45	†3 40	5 20
P M	P M	P M	A M	....	ARR.] [LVE.	A M	A M	A M	P M	†PM

Additional Trains—Leave Chicago for St. Charles †10 00, †11 00 a.m., †6 05 p.m., Geneva for St. Charles †7 05, †9 20 a.m., †3 00, †4 30 p.m. Returning, leave St. Charles for Geneva †10 40 a.m., †1 55, †6 22, †6 48 p.m., for Chicago §8 45, †11 20 a.m., †1 10, †6 22 p.m.

51—CHICAGO, DE KALB AND SYCAMORE.

Nov. 14, '09.	M	Pas.	Pas.	Pas	Pas.	Pas.	Pas.	Pas.	Pas	Sun	Sun
[LEAVE		....	....	A M	A M	Noon	....	P M	P M	....	P M
Chicago..	0	....	....	†7 00	†10 00	†12 30	....	†4 30	*6 05	P M	§4 50
Cortland	55	A M	A M	9 00	....	2 20	P M	6 10	....	§4 55	....
DeKalb..	58	*7 00	†8 35	....	11 45	....	†5 20	....	7 50	....	8 15
Sycamore..	60	7 13	8 49	9 25	12 00	2 35	5 33	6 25	8 06	4 60	8 30
[ARRIVE	..	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M

STATIONS.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Pas.	Sun
[LEAVE	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M
Sycamore	*7 20	†8 20	†11 10	†12 20	†2 00	*3 10	†. 55	†6 01	*6 35	*7 17	§5 10
Cortland..	7 34	8 35	....	....	2 16	3 25	....	....	....	....	....
DeKalb..	....	....	11 25	12 40	P M	..	5 10	6 12	6 56	7 30	5 22
Chicago	9 15	10 15	2 35	Noon	....	6 20	7 25	8 35	8 35	P M	7 50
[ARRIVE	A M	A M	P M	..	....	P M	P M	P M	P M	....	P M

52—CHICAGO AND ROCKFORD.—Via Harvard.

MILWAUKEE, KENOSHA, HARVARD AND ROCKFORD.

....	425	411	417	Mls.	*December 19, 1909.*	408	418	408	....
....	P M	P M	....	....	LEAVE] [ARRIVE	A M	....	....	....
....	§2 00	†1 45	....	0	+...**Milwaukee**..§	10 00	....	....	....
....	2 53	2 35	....	33.4	arr. +**Kenosha** § lve.	†8 49	....	....	....
....	§3 30	†3 00	....	....	lve...**Chicago**..arr	9 50	....	....	....
....	4 10	4 10	....	....	arr..**Kenosha**..lve.	*8 29	....	....	....
....	§4 10	†4 15	....	33.4	lve..**Kenosha**..arr.	8 22	....	....	....
....	4 23	4 30	....	39.3	» Pleasant Prairie § lve.	7 59	....	....	....
....	4 48	4 59	....	48.5	» ....Salem..§ »	7 38	....	....	....
....	5 10	5 26	....	56.9	» .Twin Lakes § »	7 01	....	....	....
....	5 20	5 35	....	60.9	arr. **Genoa Junc**. lve.	6 48	....	....	....
....	....	†3 40	....	....	lve...**Chicago**..arr.	9 08	....	....	....
....	5 20	5 35	....	60.9	lve..**Genoa Jn** § arr.	6 42	....	....	....
....	5 35	5 50	....	66.9	» ....Hebron..§ »	6 30	....	....	....
....	5 50	8 05	....	71.5	» .....Alden..§ »	6 19	....	....	....
....	6 10	†6 20	A M	77.7	arr. +**Harvard** § lve.	*6 05	A M	P M	....
....	P M	†6 25	*9 30	....	lve...**Chicago**..arr.	A M	10 50	8 25	....
....	....	†8 05	*1100	77.7	lve...**Harvard**..arr.	....	8 40	4 55	....
....	....	8 09	– –	80.4	» ...Chemung § »	....	8 32	4 28	....
....	....	8 15	– –	84.5	» ....Capron..§ »	404	8 24	4 20	....
....	....	8 22	– –	89.6	» PoplarGrove § »	A M	8 12	4 07	....
....	....	8 30	†11 30	92.7	» ...**Caledonia**.§ »	10 35	8 00	3 20	....
....	....	8 38	11 40	95.8	» .....Argyle.§ »	10 25	7 45	3 07	....
....	....	8 43	11 48	90.8	» ....Harlem....§ »	10 17	7 15	2 58	....
....	....	8 54	11 58	106.0	arr..**Rockford** § lve.	10 05	7 00	2 49	....
....	....	9 00	†12 01	....	.**Rockford** (Gal. Div.).	†10 00	†6 30	†2 45	....
....	....	P M	Noon	....	ARRIVE] [LEAVE	A M	A M	P M	....

53—MILWAUKEE, WAUKESHA, JANESVILLE, BELOIT, ROCKFORD AND FREEPORT.

109	22	101	117	Ms	*December 19, 1909.*	25	110	114	541	....
P M	....	A M	A M	....	LEAVE] [ARRIVE	....	A M	P M	....	....
†5 50	....	†9 50	†5 05	0	.....**Milwaukee**.....§	....	10 30	3 50	....	....
6 54	....	9 54	5 10	1	.....Ailis.....	....	10 25	3 45	....	....
6 30	P M	10 40	5 50	20	.....**Waukesha**.....§	A M	9 48	3 06	P M	....
7 35	†2 10	11 40	6 42	49	..**Jefferson Junction** §	7 50	8 50	2 00	8 10	....
7 45	2 15	11 45	6 52	52	.....Jefferson.....§	7 45	8 40	1 50	8 03	....
8 00	2 25	11 57	7 08	57	.....Fort Atkinson.....§	7 35	8 28	1 35	8 52	....
8 30	2 45	12 21	7 30	69	.....Milton Junction	7 02	8 05	1 10	8 30	....
8 50	3 00	†1 35	7 50	77	arr.... **Janesville** §..lve.	6 50	†7 50	12 55	8 15	....
P M	3 05	3 05	9 10	77	lve.... **Janesville**....arr.	5 50	A M	12 12	7 56	....
....	3 16	3 16	9 20	83	.....**Afton**.....§	5 35	....	11 59	7 46	....
....	3 30	3 30	9 35	92	.....**Beloit**.....§	5 22	....	11 47	7 28	....
....	3 56	3 56	10 03	104	arr.....**Caledonia** §..lve.	†5 02	....	11 26	7 06	....
....	....	....	†1 58	117	arr. **Rockford** (*K.D.*) § lve.	A M	....	10 00	....	....
....	4 20	4 20	11 50	117	arr..... **Belvidere** §..lve.	....	....	10 23	6 40	....
....	6 18	6 18	1 23	113	lve..... **Belvidere**....arr.	....	....	10 23	6 18	....
....	6 40	6 40	1 52	127	art. **Rockford** (*G.D.*) § lve.	....	....	9 59	6 56	....
....	6 40	6 40	1 52	127	.ve.. **Rockford** (*G.D.*)..arr.	....	....	9 59	5 56	....
....	7 25	7 25	2 50	155	arr... **Freeport**, Ill § .lve.	....	....	†9 15	†5 10	....
....	P M	P M	P M	....		....	....	A M	P M	....

a Arrives Crystal Lake at 9 20 a.m. b stops to take passengers for or to leave from Chicago. stops to take passengers for north of Elgin.

54—GENEVA LAKE LINE.—Via Harvard.—Electric Line.

P M	P M	P M	P M	A M	A M	M	(Via C. H. & G. L. Ry.)	A M	Noon	P M	P M	A M
§4 45	†5 12	*1 15	†1 15	*930	†3 00	0	lv..**Chicago**..ar.	9 55	12 15	3 50	6 25	8 20
7 00	7 05	4 40	2 05	11 00	8 20	63	lv..**Harvard**..ar.	8 10	10 10	1 30	4 25	6 20
7 30	7 35	5 10	3 35	11 30	8 55	71	....Walworth....	7 35	9 35	1 00	3 55	5 45
7 40	7 45	5 20	3 45	11 40	9 05	74	ar..**Fontana**..lv.	†7 25	†9 25	12 50	*3 45	*5 35
P M	P M	P M	P M	A M	A M	..	(**Geneva Lake** ▣)	A M	A M	P M	P M	P M

55—CHICAGO, STERLING AND PEORIA.

No. 602		Ms	*Nov. 14, 1909.*	No. 603	
‡10 45	P M	....	lv..**Chicago**..ar.	†6 45	A M
†7 10	A M	0	lv. +**Sterling** § ar.	8 10	P M
†7 45	A M	....	lve..**Dixon**..arr.	8 40	P M
8 34	A M	22	...Normandy.§	7 20	P M
8 48	»	29	.... Manlius...§	7 08	»
9 10	»	40	.....Buda....§	6 46	»
9 37	»	52	...Broadmoor.§	6 25	»
10 13	»	69	.....Akron...§	5 57	»
10 28	»	77	.....Radnor...§	5 43	»
11 02	A M	90	ar. +**Peoria** § lv.	†5 10	P M

56—CHICAGO, BATAVIA AND AURORA.

....	555	551	511	509	507	505	503	501	M	*Nov. 14, 1909.*	500	502	506	508	510	512	562	564	....
....	P M	A M	P M	P M	....	Noon	A M	A M	..	LVE.] [ARR.	A M	A M	....	P M	P M	P M	A M	P M	....
....	§5 05	§12 15	†5 30	†5 02	P M	†12 30	†10 00	†7 00	0	+ **Chicago**..	8 04	8 50	A M	2 35	4 55	7 25	10 15	8 20	....
....	6 25	1 00	6 35	6 04	†4 25	1 45	11 05	8 25	36	+..**Geneva**.§	6 55	7 40	10 50	1 20	3 50	5 28	9 00	4 56	....
....	6 32	1 06	6 41	6 10	4 32	1 51	11 11	8 31	38	...Batavia.	§ 6 48	7 32	10 42	1 12	3 42	5 20	8 52	4 47	....
....	6 45	1 20	6 55	6 24	4 45	2 05	11 25	8 45	45	+..**Aurora**.§	†6 35	†7 20	†10 30	†1 00	†3 30	†6 08	§8 40	§4 35	....
....	P M	P M	P M	P M	P M	P M	A M	A M	..	ARR.] [LVE.	A M	A M	A M	P M	P M	P M	A M	P M	....

† Daily, except Sunday; ‡ daily, except Monday. ▣ Geneva Lake station on C. H. & G. L. Ry. is across the lake from Lake Geneva station on C. & N. W. Ry.

For Schedules to Points on Chicago-Council Bluffs Line, see page 690.
For Train Equipment between Chicago and Harvard, see page 689.

57—CHICAGO AND LAKE GENEVA.

....	....	....	455	451	417	415	651	411	407	403	Mls.	*December 19, 1909.*	400	402	404	650	406	410	450	454	....	....	....
....	....	....	....	....	....	P M	P M	....	A M	....	....	(Via Wisconsin Div.)	....	....	A M	A M	P M	....	....	....	....	....	....
....	....	....	....	....	....	†5 12	†3 40	....	†8 45	....	....	lve.. **Chicago**.. arr.	....	....	9 08	9 45	....	6 25	....	....	....	....	....
....	....	....	....	....	....	6 20	4 45	....	9 41	....	....	arr. **Crystal Lake**. lve.	....	....	†7 40	8 40	....	5 08	....	....	....	....	....
Parlor Cars *during Summer Tourist Season.*	....	....	P M	A M	P M	P M	....	Noon	....	....	....	(*Via Elgin.*)	A M	A M	A M	....	P M	A M	P M	....	....	....	....	....
	....	....	§2 00	§7 55	†5 12	†4 00	....	†12 30	†7 00	A M	0	lve.. **Chicago** § .arr.	7 43	8 43	10 15	....	1 50	7 25	9 55	7 25	....	....	....
	....	....	3 25	9 15	6 08	4 58	....	1 25	8 10	†5 25	30.0	lve..**W. Chicago** § arr.	6 45	7 50	9 15	....	12 50	6 08	8 40	6 17	....	....	....
	....	....	3 35	c –	b –	5 08	....	1 34	8 18	5 36	35.3	.....Wayne.....§	6 35	†7 40	8 58	....	12 41	5 55	8 30	6 07	....	....	....
	....	....	3 43	c –	– –	5 15	....	1 40	8 23	5 44	39.2	....South Elgin..§	6 29	– –	8 23	....	12 35	5 48	8 23	6 01	....	....	....
	....	....	3 56	9 39	6 31	5 30	....	1 50	8 43	5 55	42.8	+..**East Elgin**..§	†6 18	7 27	8 10	....	12 23	5 40	8 12	5 51	....	....	....
	....	....	4 05	9 48	6 40	5 50	....	1 59	8 55	A M	47.0	.....Dundee....§	A M	7 17	8 00	....	12 12	5 31	8 00	5 41	....	....	....
	....	....	4 08	9 52	6 43	5 55	....	2 01	8 59	....	48.4	.. Carpentersville ..	....	7 14	7 52	....	12 09	5 27	7 55	5 38	....	....	....
	....	....	4 18	10 01	6 53	6 05	....	2 09	9 09	....	52.8	.... Algonquin ...§	....	7 06	7 44	....	12 00	5 19	7 45	5 30	....	....	....
	....	....	4 30	10 13	7 05	6 22	4 45	2 20	9 50	....	58.5	+.**Crystal Lake**.§	....	†6 55	7 35	8 40	†11 50	5 05	7 35	5 20	....	....	....
	....	....	4 56	10 30	P M	6 40	5 00	P M	10 09	....	65.8	.....McHenry....§	....	A M	7 10	8 19	A M	4 36	7 10	5 00	....	....	....
	....	....	5 18	10 49	....	7 02	6 16	....	10 28	....	76.0	.....Richmond ...§	....	....	6 50	8 03	....	4 16	6 50	4 41	....	....	....
	....	....	5 25	10 54	....	7 06	5 21	....	10 33	....	77.3	...**Genoa Junc**.§	....	....	6 45	7 58	....	4 11	6 45	4 36	....	....	....
	....	....	5 40	11 10	....	7 25	5 35	....	10 50	....	86.0	+..**Lake Geneva**..§	....	....	†6 30	7 44	....	3 57	§6 30	4 22	....	....	....
	....	....	P M	11 25	....	P M	5 50	....	11 05	....	92.0	..**Williams Bay** §	....	....	A M	†7 30	....	†2 45	A M	§4 10	....	....	....
	....	....	....	A M	....	....	P M	....	A M	....	....	ARRIVE] [LEAVE	....	....	....	A M	....	P M	....	P M	....	....	....

*Daily; † daily, except Saturday; § Sunday only; ‡ & Saturday only; | Meals. + Coupon stations; § Telegraph stations.

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

58—TO THE BLACK HILLS AND WYOMING—59.

No. 21		No. 3		Miles	December 3, 1909.	No. 16		No. 4	
*6 00	P M	*10 45	P M	0	lve...Chicago...arr.	7 20	A M	6 45	A M
— —		10 56	»	3.6	....Kedzie Avenue....	7 08	A M	6 32	A M
6 00	A M	2 16	»	467.1	arr. Missouri Valley. lve.	6 20	P M	1 15	P M
8 15	»	*2 45	»	467.1	lv. Missouri Valley § ar.	5 25	»	11 05	A M
8 25	»	2 58	»	473.0	..California Junc. ♁	5 10	»	10 52	»
8 40	»	3 14	»	480.5	+.....Blair..... ♁	4 55	»	10 35	»
8 55	»	3 28	»	487.3	.....Kennard..... ♁	4 35	»	10 16	»
9 15	»	3 50	»	496.4	+.....Arlington..... ♁	4 16	»	9 55	»
9 35	A M	4 10	P M	504.3	arr....Fremont ♁ lve.	*4 00	P M	*9 35	A M
P M	....	P M	....	....	LEAVE] [ARRIVE	A M	....	A M	....
7 00	3 09	10 45	5	....	.....Chicago.....	7 30	8	6 45	3 10
7 05	P M	3 28	P M	....	arr. §.. Omaha...{ lve.	8 00	P M	12 05	P M
*7 50	†5 30	*3 55	*2 15	0	lve. § Union Depot § arr.	5 20	10 45	11 00	1 35
8 20	6 08	— —	2 53	14.0	.....Irvington..... ♁	— —	10 13	10 27	1 00
8 43	8 33	— —	3 16	24.2	.....Washington..... ♁	— —	9 50	10 04	12 36
9 05	8 55	5 05	3 35	33.4	+.....Arlington..... ♁	4 08	9 30	9 45	12 15
9 25	7 15	5 25	3 55	41.3	arr. + Fremont § lve.	3 45	9 15	9 25	11 55
9 50	7 15	5 30	4 20	504.3	lve....Fremont..arr	3 25	9 05	9 10	11 55
10 12	7 33	a —	4 38	513.5	+.....Nickerson..... ♁	3 07	8 46	8 53	11 30
10 30	7 50	a —	4 55	521.2	+.....Hooper..... ♁	2 53	8 30	8 38	11 15
10 50	8 05	a —	5 05	528.5	arr. + Scribner § lve.	2 40	8 15	8 25	11 00
....	8 15	....	....	528.5	lve...Scribner...arr	....	....	....	10 50
....	11 25	....	....	610.8	+.....Albion.....	....	....	....	7 28
....	12 45	....	....	643.8	arr....Oakdale...lve.	....	....	....	†6 10
10 50	Night	a —	5 05	528.5	lve. + Scribner § arr.	2 40	8 15	8 25	A M
11 00		a —	5 15	533.6	.....Crowell..... ♁	2 30	8 05	8 14	
11 15	A M	6 26	5 30	540.9	+....West Point..... ♁	2 16	7 50	8 00	A M
11 33	»	a —	5 45	549.8	.....Beemer..... ♁	2 00	7 32	7 42	»
11 48	A M	a —	5 59	556.4	+.....Wisner..... ♁	1 47	7 18	7 30	»
12 05	Noon	a	6 14	564.0	.....Pilger..... ♁	1 32	7 02	7 15	»
12 25	»	a —	6 35	573.8	+.....Stanton..... ♁	1 13	6 35	6 55	»
‖12 50	Noon	‖7 35	‖7 00	585.2	ar. + Norfolk Jn § lv.	12 50	6 00	6 35	»
1 15	P M	8 05	7 25	588.2	lv...Norfolk Jn..ar.	‖12 30	‖5 30	6 15	»
1 38	»	a b	7 45	595.2	.....Battle Creek..... ♁	12 09	5 04	5 54	»
1 52	»	a b	8 02	602.6	... Meadow Grove ♁	11 55	4 46	5 42	»
2 05	»	a b	8 14	608.0	.....Tilden..... ♁	11 44	4 35	5 32	»
2 21	»	9 05	8 30	614.9	+.....Oakdale..... ♁	11 31	4 20	5 19	»
2 35	»	a b	8 40	620.3	+.....Neligh..... ♁	11 21	4 07	5 10	»
2 55	»	a b	8 58	629.2	.....Clearwater..... ♁	11 05	3 45	4 53	»
3 19	»	a b	9 15	639.3	∫.....Ewing..... ♁	10 44	3 19	4 34	»
3 45	»	a b	9 40	652.1	.....Inman..... ♁	10 20	2 54	4 10	»
4 03	»	10 29	9 55	659.9	+.....O'Neill..... ♁	10 05	2 35	3 54	»
4 45	»	11 05	10 30	677.9	+..Atkinson..... ♁	9 32	1 58	3 20	»
5 08	»	a b	10 50	687.5	+....Stuart..... ♁	9 15	1 37	3 01	»
5 28	»	a b	11 10	697.6	.....Newport..... ♁	8 57	1 15	2 42	»
5 52	»	a b	11 35	708.8	∣.....Bassett..... ♁	8 36	‖12 50	2 21	»
‖6 10	»	12 25	‖11 55	717.9	ar. + Long Pine § lv.	8 20	‖12 30	*2 05	A M
5 50	»	11 40	P M	717.9	lv...Long Pine...ar.	‖7 00	*Night	12 50	Night
5 49	»	b c		726.3	∣ +. Ainsworth..... ♁	6 44		12 30	»
6 09	»	b c		736.4	...Johnstown..... ♁	6 22	A M	12 01	Night
6 31	»	b c		747.1	.....Wood Lake..... ♁	6 00	»	11 39	P M
7 32	»	1 35	A M	772.9	+ . Valentine..... ♁	5 05	A M	10 50	»
7 54	»	b c		784.1	....Crookston.....	e —		10 25	»
8 14	»	b c		794.8	.....Kilgore.....	e —		10 09	»
8 47	»	2 55	»	810.6	.....Cody..... ♁	e —		9 44	»
9 40	»	b c		835.4	.....Merriman..... ♁	e —		8 57	»
10 10	»	b c		849.3	.....Irwin.....	e —		8 31	»
10 40	»	4 42	»	863.3	∣ +....Gordon..... ♁	e —		8 03	»
11 10	»	b c		878.0	+....Rushville..... ♁	e —		7 30	»
11 35	»	b c		879.0	+ .. Hay Springs..... ♁	e —		7 05	»
11 50	P M	b c		899.7	.....Bordeaux.....	e —		6 42	»
12 10	Night	‖6 20	»	909.7	+....Chadron..... ♁	12 30	Night	‖6 00	»
		6 55	»	914.7	...Dakota Junction...	12 20	Night	*5 50	P M
807	....	7 44	»	941.5	.....Oelrichs..... ♁	11 26	P M	P M	802
P M	....	8 01	»	951.1	.....Smithwick.....	11 05	»		A M
*1080	....	8 35	A M	965.4	ar...Buffalo Gap § lv.	10 30	P M	....	8 15
11 14	....	9 20	A M	977.0	ar..Catholicon Spgs. lv.	9 24	P M	....	7 30
11 20	....	9 35	A M	978.9	ar..+Hot Springs § . lv.	*8 20	P M	....	*7 25
P M	....	8 35	A M	965.4	lve..Buffalo Gap..arr.	10 30	P M	....	A M
	517	9 08	»	981.8	.....Fairburn..... ♁	9 54	»	514	
....	A M	9 30	A M	993.5	.....Hermosa..... ♁	9 27	P M	P M	....
....	†8 45	*8 04	P M	0	☐lve. Chicago...arr	7 55	A M	8 20	....
....	1 35	1 40	A M	778.3	☐arr.. Pierre.....lve.	4 25	A M	4 40	....
....	7 15	7 30	A M	946.0	☐arr. Rapid City lve.	*8 50	P M	8 50	....
....	†7 30	*10 19	A M	1014.5	+...Rapid City..... ♁	8 40	P M	8 45	....
....	7 45	10 40	»	1021.3	.....Black Hawk..... ♁	8 19	»	8 28	....
....	8 03	10 54	»	1028.3	.....Piedmont..... ♁	8 03	»	8 13	....
....	8 19	11 06	»	1033.5	..... Tilford..... ♁	7 53	»	8 01	....
....	8 40	11 29	»	1043.2	+.....Sturgis..... ♁	7 31	»	7 41	....
....	9 00	11 43	A M	1049.9	+..Whitewood..... ♁	7 10	»	7 25	....
....	9 40	12 30	Noon	1058.9	ar. + Deadwood § lv.	6 30	»	6 50	....
....	1000	1 00		1058.9	lve..Deadwood..arr.	6 05	»	6 40	....
705	1007	1 07	707	1060.7	.....Blacktail.....	5 58	»	633	704
P M	1020	1 20	A M	1063.5	arr....+Lead.....lve.	*5 45	P M	†6 20	A M
*7 10	P M	*12 05	†7 35	1049.9	lv..Whitewood..ar.	6 20	P M	A M	9 40
7 25	....	12 25	7 55	1057.3	.....St. Onge.....	5 56	»	....	9 20
7 50	....	1 06	8 30	1068.8	ar. + Belle Fourche..lv.	*5 15	P M	....	†8 50
P M	....	*7 20	A M	909.7	lve....Chadron...arr.	‖6 00	P M	....	A M
....	....	1 58	P M	1049.6	.....Douglas.....	12 45	Noon	....	....
....	....	3 45	P M	1102.6	arr....Casper....lve.	*11 00	A M	....	....
....	....	9 30	P M	1250.7	arr...Lander...lve.	*6 00	A M	....	....
					(Wyo. & N. W. Ry.)	See following page.			

Pullman Drawing-room Sleeping Cars and Free Reclining Chair Cars between Omaha and Deadwood. Pullman Standard Sleeping Cars between Omaha and Chadron and Coaches between Chadron and Lander on Nos. 3 and 4, connecting at Fremont with Chair Cars between Missouri Valley and Fremont. Free Reclining Chair Cars between Omaha and Long Pine on Nos. 4 and 21.

3-603		Ms	November 28, 1909.	602-16	
10 45	P M	...	lve....Chicago...arr.	7 20	A M
7 05	A M	...	lve. Minneapolis. arr.	7 50	A M
10 30	A M	...	lve....St. Paul...arr.	7 15	A M
4 55	P M	...	lve..Sioux City..arr	3 55	P M
3 55	P M	...	lve.....Omaha....arr.	5 20	P M
2 45	P M	...	lv. Missouri Valley. ar.	5 25	P M
*7 20	A M	0	lve..+Chadron § . arr.	‖8 00	P M
7 32	»	5	...Dakota Junction...	5 50	»
7 55	»	15	.....Whitney..... ♁	5 30	»
8 30	»	26	+....Crawford..... ♁	5 10	»
8 43	»	29	....Fort Robinson ..♁	4 55	»
9 25	»	45	.....Andrews.....	4 24	»
9 58	»	54	arr....Harrison § ..lve.	4 05	»
9 58	»	54	lve....Harrison....arr.	4 06	»
10 21	»	65	..... Van Tassell	3 40	»
10 46	»	76	.....Node Ranch	3 20	»
11 10	»	85	+.....Lusk..... ♁	3 05	»
11 30	»	94	.....Manville .... ♁	2 45	»
11 48	A M	101	.....Keeline	2 30	»
12 07	Noon	110	..... Lost Springs	2 12	»
12 19	»	115	.....Shawnee.....	1 58	»
12 33	»	122	.....Fisher.....	1 44	»
‖1 45	Noon	126	...Orin Junction..♁	‖1 15	»
1 29	P M	132	..... Irvine	1 00	P M
1 58	»	140	+.....Douglas ... ♁	‖12 45	Noon
2 20	»	151	..... Fetterman	12 19	»
2 27	»	154	.....Inez.....	12 13	»
2 35	»	157	.....Careyhurst.... ♁	12 08	Noon
3 00	»	169	.....Glenrock.... ♁	11 46	A M
3 17	»	178	.....Big Muddy.... ♁	11 28	»
3 37	»	189	.....Strouds.....	11 07	»
3 45	P M	193	arr...+Casper §..lve.	*11 00	A M

Trains marked * run daily; † daily, except Sunday; a stops to leave passengers from points east of Missouri Valley; b stops to leave passengers received from points west and north of Chadron and to leave from points east of Norfolk Junction on C. & N. W. Ry.; e stops to let off passengers from north of Chadron. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

STANDARD—*Central time.*

60—CHICAGO AND LINCOLN, NEB.

No. 3		No. 21		Mls	November 28, 1909.	No. 4		No. 16		28
*10 45	P M	*7 00	P M	0	lve....Chicago...arr.	6 45	A M	7 30	A M	....
*2 15	P M	*7 50	A M	491	lve...Omaha (U. D.) arr.	11 00	A M	5 20	P M	....
3 55	P M	9 25	A M	533	arr....Fremont...lve.	9 25	A M	3 45	P M	....
*10 45	P M	*6 00		0	lve....Chicago....arr.	6 45	A M	7 20	A M	....
2 45	P M	8 15	27	467	lve..Missouri Valley. arr.	11 05	A M	5 25	P M	....
4 10	P M	9 35	A M	504	arr....Fremont...lve.	*9 35	A M	4 00	P M	P M
*4 25	P M	*9 45	†7 10	0	lve..+Fremont § . arr.	9 15	A M	3 35	P M	7 00
4 42	»	10 02	7 35	10	+... Cedar Bluffs ... ♁	8 57	»	3 13	»	6 35
4 56	»	10 17	7 50	17	.....Colon..... ♁	8 44	»	2 58	»	6 20
5 10	»	10 28	8 05	23	+.....Wahoo..... ♁	8 32	»	2 45	»	6 06
5 23	»	10 41	8 20	28	..... Swedeburg .... ♁	8 20	»	2 33	»	5 51
5 36	»	10 52	8 35	34	.....Ceresco..... ♁	8 07	»	2 22	»	5 36
5 47	»	11 02	8 47	40	..... Davey ..... ♁	7 55	»	2 13	»	5 15
6 10	P M	11 25	9 20	52	+ ..... Lincoln ..... ♁	*7 30	A M	*1 60	P M	†445
		A M	A M	....	ARRIVE] [LEAVE					P M

Free Reclining Chair Cars between Omaha and Fremont and Coaches between Missouri Valley, Fremont and Lincoln on Nos. 3, 4, 16 and 21. For equipment between Chicago and Omaha, see pages 696, 697, 698 and 699.

61—TO THE ROSEBUD COUNTRY.
THE VERDIGRE-BONESTEEL-DALLAS LINE.

403		No. 21		Mls.	November 28, 1909.	No. 16		408	
....	....	*6 00	P M	0	lve....Chicago...arr.	7 20	A M	....	
....	....	6 00	A M	467.1	arr. Missouri Valley. lve.	6 20	P M	....	
....	....	■		491.3	arr.....Omaha.....lve.	6 00	P M	....	
....	....	9 30	P M	....	lve. Minneapolis. arr.	7 50	A M	....	
....	....	10 10	P M	....	lve....St. Paul...arr.	7 15	A M	....	
....	....	*8 05	A M	....	lve..Sioux City..arr.	3 55	P M	P M	
....	A M	□750	A M	491.3	lve.....Omaha....arr.	□520	P M	10 45	
....	†7 00	*1 20	P M	585.2	lve. + Norfolk Jn § . arr.	12 15	Noon	5 20	
....	7 10	1 30	»	586.7	+.....Norfolk..... ♁	12 05	Noon	5 10	
....	8 01	2 20	»	608.5	.....Foster..... ♁	11 17	A M	4 08	
....	8 20	2 47	»	617.0	+.... Plainview..... ♁	10 58	»	3 43	
....	8 42	3 15	»	627.3	+.... Creighton..... ♁	10 36	»	3 15	
....	9 10	3 40	»	639.2	.....Verdigre..... ♁	10 02	»	2 47	
....	9 40	4 05	»	650.4	+.....Niobrara..... ♁	9 40	»	2 20	
....	10 02	4 25	»	659.6	.....Verdel..... ♁	9 19	»	2 00	
....	10 43	5 02	»	673.9	.....Lynch..... ♁	8 47	»	1 27	
....	10 55	5 16	»	679.7	..... Bristow ..... ♁	8 30	»	1 14	
....	11 17	5 33	»	686.2	..... Spencer ..... ♁	8 16	»	12 58	
....	11 34	5 55	»	694.7	.....Anoka ..... ♁	7 56	»	12 39	
....	12 13	6 30	»	706.5	.....Bonesteel.....	7 25	»	12 13	
....	12 40	7 07	»	719.5	.....Herrick.....	6 57	»	11 36	
....	1 30	7 45	»	734.4	..... Gregory	6 25	»	11 01	
....	1 45	8 00	P M	739.0	+ ..... Dallas.....	*6 10	A M	†10 50	
....	P M				ARRIVE] [LEAVE				A M

□ From and to Union Passenger Station, Omaha, daily. ■ Connection from east of Omaha is via Missouri Valley. ● Leaves from Freight Yard Depot.

Free Reclining Chair Cars on Nos. 403 and 408.

DEADWOOD AND LEAD INTERURBAN SERVICE.

Trains leave **Deadwood** for Blacktail (2 miles) and Lead (5 miles) †5 50, *7 00, *8 00, *9 00, *10 00, *11 00 a.m., *12 01 noon, *1 00, *2 00, *3 00, *4 00, *5 00, *6 20, *7 10, *8 00, *9 00, *10 00, *11 00 p.m. Returning, leave Lead for Blacktail and Deadwood †6 20, *7 30, *8 30, *9 30, *10 30, *11 30 a.m., *12 30 noon, *1 30, *2 30, *3 30, *4 30, *5 45, *6 46, *7 35, *8 30, *8 59, *10 30, *11 30 p.m.

THE NORTH WESTERN LINE

CHICAGO & NORTH WESTERN RAILWAY.

62—SCRIBNER AND OAKDALE—Via Albion.

Coaches between Omaha and Oakdale via Albion.

No. 3	Ms	November 28, 1909.	No. 16
*1045 P M	...	lve.......**Chicago**.......arr.	7 20 A M
2 15 P M	...	arr...**Missouri Valley**..lve.	8 20 P M
9 30 P M	...	lve.....**Minneapolis**. ..arr.	7 50 A M
10 10 P M	...	lve.......**St. Paul**.......arr.	7 15 A M
11 59 A M	...	lve.....**Sioux City**......arr.	7 20 P M
5 30 P M	...	lve.......**Omaha**.......arr.	1 35 P M
2 45 P M	...	lve...**Missouri Valley**..arr.	5 25 P M
†8 20 P M	0	lve.....+**Scribner**♁....arr.	10 50 A M
8 35 "	7	...........Snyder..........♁	10 32 "
8 50 "	12	...........Dodge..........♁	10 18 "
9 12 "	21	...........Howells.........♁	9 57 "
9 28 "	28	...........Clarkson.........♁	9 40 "
9 44 "	35	...........Leigh...........♁	9 21 "
10 00 "	43	...........Creston..........♁	9 04 "
10 17 "	51	+........Humphrey.........♁	8 45 "
10 27 "	55	...........Cornlea.........♁	8 35 "
10 42 "	62	+.........Lindsay..........♁	8 18 "
10 55 "	68	.......Newman's Grove.....♁	8 05 "
11 16 "	77	...........Bradish.........♁	7 43 "
11 30 "	82	...........**Albion**..........♁	7 28 "
11 45 P M	89	...........Loretto..........♁	7 12 "
12 01 Night	95	..........Petersburg........♁	6 55 "
12 25 "	105	.............Elgin...........♁	6 33 "
12 50 Night	115	arr.......**Oakdale**♁.....lve.	†6 10 A M

* Daily; † daily, except Sunday. ‡ Meals. + Coupon stations; ♁ Telegraph stations. *Central Standard time* east of Long Pine. *Mountain Standard time* west of Long Pine.

63—OMAHA, YORK AND HASTINGS LINE.

Free Reclining Chair Cars between Omaha and Fremont and Coaches between Fremont and Hastings on Nos. 3 and 16. Coaches between Missouri Valley and Fremont. For equipment between Chicago and Omaha, see page 690.

No. 3	Ms	November 28, 1909.	No. 16	.....
*1045 P M	...	lve......**Chicago**......arr.	7 20 A M	.....
9 30 P M	...	lve....**Minneapolis**...arr.	7 50 A M	.....
10 10 P M	...	lve......**St. Paul**.....arr.	7 15 A M	.....
11 59 A M	...	lve.....**Sioux City**....arr.	7 20 P M	.....
*2 15 P M	0	lve.....+**Omaha**♁.....arr.	5 20 P M	.....
3 55 P M	41	arr.....+**Fremont**♁....lve.	3 45 P M	.....
*2 45 P M	...	lve..**Missouri Valley**..arr.	5 25 P M	.....
4 10 P M	...	arr..... **Fremont** .....lve.	4 00 P M	.....
†4 35 P M	41	lve.......**Fremont**.....arr.	3 20 P M	.....
5 02 "	57	.........Morse Bluff.......♁	2 46 "	.....
5 18 "	66	.........**Linwood**........♁	2 20 "	.....
5 51 "	74	..........Octavia.........♁	2 02 "	.....
6 12 "	82	+.......**David City**.......♁	1 43 "	.....
6 25 "	89	..........Millerton.........♁	1 28 "	.....
6 40 "	97	.... Surprise.........♁	1 11 P M	.....
6 57 "	104	..........Gresham.........♁	12 55 Noon	.....
7 10 "	111	...........Thayer.........♁	12 40 "	.....
7 20 "	115	.... Houston ....♁	12 28 "	.....
7 32 "	120	+..........**York**...........♁	12 17 "	.....
7 51 "	126	........Charleston........♁	12 01 Noon	.....
8 05 "	133	.... Henderson ....♁	11 47 A M	.....
8 23 "	147	.........Stockham.........♁	11 30 "	.....
8 31 "	145	.........Eldorado..........♁	11 19 "	.....
8 46 "	152	+.........Harvard..........♁	11 04 "	.....
9 00 "	159	............Inland ....♁	10 40 "	.....
8 20 P M	168	arr....+**Hastings**♁.....lve.	†1030 A M	.....

64—THE SUPERIOR LINE.—Fremont to Superior, Neb.

No. 3	Ms	November 28, 1909.	Ms	No. 16
*1045 P M	...	lve...**Chicago**...arr.	...	7 20 A M
9 30 P M	...	lv.**Minneapolis**.ar.	...	7 50 A M
10 10 P M	...	lve.. **St. Paul** ..arr.	...	7 15 A M
11 59 A M	...	lve.**Sioux City**.arr.	...	7 20 P M
2 15 P M	...	lve....**Omaha**...arr.	...	6 20 P M
2 45 P M	...	lv..**Missouri Valley**.ar.	...	5 25 P M
†4 35 P M	0	lve...**Fremont**..arr.	146	3 20 P M
6 35 "	14	.....**Linwood**...♁	122	2 20 "
6 16 "	42	+....**Brainard**....♁	104	1 42 "
8 38 "	49	........Dwight.....♁	97	1 28 "
6 50 "	55	..........Bee.......♁	91	1 16 "
7 10 "	63	+......Seward.....♁	83	1 00 P M
7 57 "	82	........Cordova .....♁	64	11 57 A M
8 15 "	89	+......**Exeter**.....♁	56	11 40 "
8 30 "	95	........Sawyer......♁	51	11 27 "
8 45 "	101	+.....**Geneva**.....♁	45	11 12 "
9 28 "	120	+...**Davenport**...♁	26	10 27 "
10 25 P M	146	arr. + **Superior**♁ lve.	0	†9 30 A M

Trains of Superior Line connect at Linwood with Omaha and Hastings Line. Free Reclining Chair Cars Omaha and Fremont and Fremont and Superior on Nos. 3 and 16. Coaches Missouri Valley and Fremont.

66—Narrow Gauge System in Black Hills.

Trains run on irregular schedule.

Mls.	*May* 30, 1909.	
0	lve.......**Deadwood**......arr.	.....
7.24	.....**Portland Junction**.....	.....
(14.34	arr.......**Ruby Basin**.....lve.	.....
9.34	.........**Portland**.........	.....
11.02	arr.......**Crown Hill**.....lve.	.....

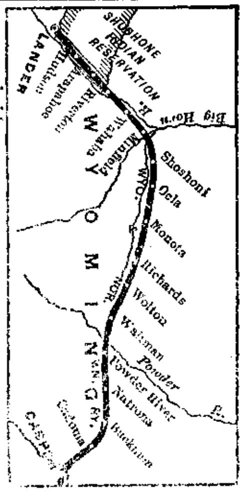
65—WYOMING & NORTH-WESTERN RAILWAY.

HIRAM R. McCULLOUGH, Vice-President, 215 Jackson Boulevard, Chicago, Ill.

JULIAN LEVER, G. F. and P. A., Casper, Wyo.

603	Mls.	November 28, 1909.	602
P M	.....	LEAVE] [ARRIVE	A M
*1045	.....	**Chicago** ..(*C. & N. W.*)	6 45
2 45	.....	lv....**Mo. Valley**....ar.	11 05
3 55	.....	lv......**Omaha**⊙....ar.	11 00
*7 20	.....	lv..**Chadron, Neb.**.ar.	‡6 00
3 45	.....	ar...**Casper, Wyo.**..lv.	11 00
*4 00	0	lv..**Casper**♁(**W.&N.W.**).ar.	10 50
4 25	12.1	.........Cadoma	10 25
4 45	22.4	.........Bucknum ......♁	10 05
5 03	32.1	.........Natrona........	9 48
5 20	41.1	...... Powder River	9 32
5 50	53.2	.........Waltman.......♁	9 10
‡6 15	62.8	..........Wolton........♁	8 52
6 53	73.2	........Richards........	8 30
7 13	82.5	..........Moneta........♁	8 10
7 32	93.0	............Ocla..........	7 50
7 55	103.1	........**Shoshoni**.....♁	7 30
8 38	125.3	.........Riverton.......♁	6 45
9 05	138.4	..........Hudson.......♁	6 18
9 30	148.1	.........**Lander**........♁	*6 00
P M	.....	ARRIVE] [LEAVE	A M

See Table 58 for Equipment.



Note ⊙.—The Stage Companies represented reserve the right to vary from the time and rates shown without notice to the public. The rates are the one way or one way and round trip rates, respectively. Where only one rate is quoted it is the one way rate, when the round trip rate is double that rate.

STAGE CONNECTIONS.—See Note ⊙.

Dallas, So. Dak.—Daily, except Sunday (at 7 00 a.m.) to Lamro ($2.50–$2.50); daily, except Sunday (at 2 00 p.m.), to Dixon ($1.00-$1.50). Hand baggage free; other baggage 25 cents per 100 lbs.

O'Neill, Neb.—Daily, except Sunday, to Turner, Neb. ($1.50); Chambers ($1.00). Hand baggage only, free.

Stuart, Neb.—Daily, except Sunday, to Brodie, Grand Rapids, Dustin, Brocksburg, Mills, Read, Butte and Badger. Hand baggage free.

Ainsworth, Neb.—Daily, except Sunday, to Meadville, Neb. ($1.00). Hand baggage only, free; trunks 50 cents each to Meadville.

Johnstown, Neb.—Daily, except Sunday, to Norden, Neb. ($1.25). One grip free, excess 15 to 25 cents each; trunks $1.00 each.

Valentine, Neb.—Daily, except Sunday, to Rosebud Agency ($2.00-$3.00); Kennedy ($2.00); Oasis ($1.50); Simeon ($1.00); Chesterfield ($2.50); Brownlee ($4.00) Sparks, Neb. (75 cents). Limited hand baggage free.

Rushville, Neb.—Daily to Pine Ridge Agency ($1.25). Does not include baggage.

Hay Springs, Neb.—Daily, except Sunday, to Peters ($1.00), and daily to Mirage ($1.25), and from Mirage to Schill and Moomaw.

Douglas, Wyo.—Monday, Wednesday and Friday to Ross ($5.00 $8.00) and Esterbrook ($2.50). Baggage rates, Esterbrook 50 cents per piece or $1.00 for over 150 lbs. Ross, baggage limited to small pieces at 25 cents per piece. All stages leave early in the morning.

Casper, Wyo.—Monday, Wednesday and Friday (at 7 00 a.m.) to Pathfinder Dam ($4.50). Returns Tuesday, Thursday and Saturday; 25 lbs. of baggage or one grip free; excess, one cent per lb.

Moneta, Wyo.—Daily coach to Lost Cabin ($1.50); connecting Mon., Wed. and Fri. for No Wood ($4.50); Big Trails ($6.50); Tensleep $9.00); Bonanza ($11.00). Returns Tues., Thurs. and Sat.; 30 lbs. baggage free.

Shoshoni, Wyo.—Daily, except Sunday, at 7 00 a.m., for Thermopolis ($5.00); 30 lbs. baggage free.

Riverton, Wyo.—Tuesday and Friday at 7 00 a.m. to Kinnear ($1.50); 30 lbs. baggage free; excess baggage $2.00 per 100 lbs.

Lander, Wyo.—Daily, 6 30 a.m. to Fort Washakie ($1.50); Shoshoni Agency ($1.50); Dalls ($1.50); Atlantic ($3.50); South Pass ($4.00); Myersville ($4.50); Pinedale ($14.00); Monday, Wednesday and Friday (at 7 00 a.m.) to Dubois ($7.50); 30 lbs. of baggage free.

Hot Springs, S.D.—Daily, for small parties, to Wind Cave (round trip $1.50); Cascade Springs (round trip $1.00); depart as required for Bad Lands (round trip $1.50); depart as required for The Falls (round trip $1.00). Hand baggage free.

Hermosa, S.D.—Daily, except Sunday (at 10 00 a.m.) to Glendale ($1.00), Spokane (75 cents), Keystone ($1.00) and Hayward ($1.00). Mondays, Wednesdays and Fridays (at 10 15 a.m.) to Folsom, via Springcreek road ($1.25).

Rapid City, S.D.—Daily, except Sunday (at 1 00 p.m.), to Rockerville ($1.00); Keystone, via Rockerville ($1.75-$3.00). These rates include personal baggage.

Sturgis, S.D.—Twice daily to Fort Meade (25 cents). Hand baggage free. Mondays and Fridays to Reed ($1.00). Tuesdays and Fridays to Volunteer, S.D. ($1.00), and Fairpoint ($3.50). Mondays and Fridays to Hereford ($2.00). Tuesdays and Fridays to Stoneville ($3.50).

Whitewood, S.D.—Daily, except Sunday, to Vale ($1.50); and Monday and Friday Vale to Bixby, Seim, Reva and Lemmon. Hand baggage free. Daily to Spearfish ($1.50). Hand baggage free.

Deadwood, S.D.—Daily, except Sunday (at 2 00 p.m.), to Galena, S.D. ($1.00). Baggage 50 cents per 100 lbs. Daily (at 2 00 p.m.), to Roubaix, S.D., via Pluma (75 cents). Baggage 50 cents per 100 lbs. Daily (at 2 00 p.m.), to Garden City or Maitland (50 cents). Hand baggage free; trunks 25 cents. Tuesday, Thursday and Saturday (at 2 00 p.m.) to Carbonate ($1.25). Hand baggage free; trunks 50 cents each. Daily (at 1 00 p.m.), to Spearfish, S.D. ($1.00); 50 lbs. hand baggage free; trunks 50 cents each; connections at Spearfish for Beulah ($1.00), and Sundance ($3.00). Baggage 50 cents per 100 lbs.

Belle Fourche, S.D.—Daily, except Sunday (at 2 00 p.m.) to Macy ($2.00–$3.50); Harding ($3.00–$5.00); Camp Crook, S.D. ($4.00–$7.00). Close connections at Camp Crook for Ekalaka and Miles City, Mont. Daily, except Sunday (at 8 00 a.m.), to Spearfish, S.D. ($1.00). Monday, Wednesday and Friday (at 8 00 a.m.) for Alzada ($1.50-$2.50), Ericson, Capital and Five Mile, Mont. Daily, except Sunday, close connection with W. & M. R. Ry. for Aladdin, Wyo., and daily, except Sunday, stage line from Aladdin to Sundance, Beulah, Farrell, Eothen, Alva and Hulett, Wyo. Daily (at 2 00 p.m.) to Orman ($1.00); 50 lbs. of baggage free.

THE NORTH WESTERN LINE

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.

MARVIN HUGHITT, Chairman Executive Committee, Chicago, Ill.

W. A. GARDNER, President, Chicago, Ill.
E. E. OSBORN, Vice-President and Asst. Secretary, New York.
R. H. WILLIAMS, Treasurer and 2d Asst. Secretary, "
M. B. VAN ZANDT, Asst. Treas. & 3d Asst. Secretary, "
JAS. T. CLARK, 2d Vice-President, St. Paul, Minn.
T. A. POLLEYS, Secretary, Hudson, Wis.
A. W. TRENHOLM, General Manager, St. Paul, Minn.
F. R. PECHIN, General Superintendent, "
H. M. PEARCE, Freight Traffic Manager, "
E. B. OBER, General Freight Agent, "
F. C. GIFFORD, Asst. Gen. Fht. Agent, Minneapolis, Minn.
T. W. TEASDALE, General Passenger Agent, St. Paul, Minn.
G. H. MAC RAE, Asst. General Passenger Agent, "
Hon. THOMAS WILSON, General Counsel, "
JAS. B. SHEEAN, General Attorney, "
L. A. ROBINSON, Comptroller, "
W. H. STENNETT, Auditor of Expenditures, Chicago, Ill.
C. W. JOHNSON, Chief Engineer, St. Paul, Minn.
C. P. NASH, Local Treasurer, "
ISAAC SEDDON, Purchasing Agent, "
GEO. W. BELL, Land Commissioner, Hudson, Wis.
G. L. OSSMANN, Car Service Agent, St. Paul, Minn.
LYMAN SHOLES, Div. Pas'nger & Freight Agt., Omaha, Neb.
FRANK W. TEASDALE, Commercial Agt., Minneapolis, Minn.
J. A. O'BRIEN, Gen. Agt. Pas. Dept., 600 Nicollet Ave., "
R. V. HOLDER, General Agent, Portland, Ore.
FRANK L. BACON, Commercial Agent, St. Paul, Minn.
F. W. PARKER, General Agent, Seattle, Wash.
H. S. COLLINS, General Agent, Spokane, Wash.
E. A. GRAY, General Agent, Helena, Mont.
GEORGE A. LEE, General Agent, Winnipeg, Man.
A. M. FENTON, District Freight & Pas'nger Agt., Duluth, Minn.
GEO. M. SMITH, General Agent, "
G. H. KIRK, General Agent, Superior, Wis.
H. G. WIRINGER, General Agent, Sioux City, Ia.
H. M. McGINNIS, Trav. Agt., 342 Hastings St., Vancouver, B.C.
E. J. CARLAND, Trav. Agent, 51 East Broadway, Butte, Mont.
GEO. BOYCE, Superintendent of Telegraph, St. Paul, Minn.
E. L. POOLE, General Claim Agent, "
H. R. GROCHAU, Freight Claim Agent, "
E. F. WOODE, General Baggage Agent, "
C. L. ALLEN, Gen. Eastern Agt. Freight Dept., } 461 Broadway,
R. M. JOHNSON, Gen. East. Agt. Pas. Dept., } New York.

67—MINNEAPOLIS, ST. PAUL, MILWAUKEE AND CHICAGO.

	10	No. 6	12	No. 2	No. 18	No. 4	Ms	*November* 7, 1909.	7	No. 1	No. 5	No. 11	17	No. 9
2	P M	....	....	....	....	....	...	LEAVE] [ARRIVE	P M	....	....	....	A M	....
k11 25	‡9 55	*8 00 P M	....	*6 20 P M	*4 25 P M	*8 05 A M	0	+..**Minneapolis**..♁	5 30	10 20 P M	7 55 A M	....	10 30	9 35 A M
11 59	10 30	8 55 P M	....	7 00 P M	5 05 P M	8 45 A M	10	+.....**St. Paul**.....♁	4 55	9 45 P M	7 15 A M	....	9 55	9 00 A M
k12 15	‡10 45	*8 25 P M	....	*6 50 P M	*5 20 P M	*9 00 A M	...	lve.+ **Stillwater** ..arr.	4 30	*9 50 P M	*6 55 A M	....	9 35	....
12 28	10 59	– –	....	– –	5 40 P M	9 12 A M	26	..**Stillwater Junc.**♁	s –	– –	– –	....	9 21	– –
12 39	11 10	9 20 P M	....	7 40 P M	5 55 "	9 25 "	30	+.....**Hudson**.....♁	4 05	8 58 P M	6 25 A M	....	9 10	8 10 A M
1 02	11 32	– –	....	– –	6 22 "	9 46 "	42	+......Roberts......♁	3 48	8 37 "	b –	....	8 45	– –
1 10	11 40	– –	....	– –	6 34 "	9 56 "	48	+.... Hammond....♁	3 40	8 26 "	– –	....	8 35	– –
1 17	11 47	– –	....	– –	6 42 "	10 03 "	51	.... Baldwin.....♁	3 33	8 20 "	b –	....	8 29	– –
1 25	11 55	– –	....	– –	6 51 "	10 13 "	53	+....**Woodville**....♁	3 25	8 11 "	– –	....	8 20	– –
– –	– –	– –	....	– –	7 03 "	10 27 "	60	+......Wilson......♁	3 10	m –	– –	....	8 05	– –
1 45	12 16	– –	....	– –	7 14 "	10 37 "	67	+......Knapp......♁	2 57	7 45 "	– –	....	7 55	– –
1 58	†12 28	10 36 P M	....	9 03 P M	7 33 P M	10 50 A M	76	..**Menomonie Junc.**.♁	2 40	7 33 P M	5 05 A M	....	7 40	6 57 A M
2 15	12 45	10 50 P M	....	9 20 P M	7 45 P M	11 05 A M	79	arr..**Menomonie**.lve.	*2 20	*7 15 P M	*4 45 A M	....	*7 20	*6 40 A M
§1 40	‡12 10	*10 15 P M	....	*8 45 P M	*7 15 P M	*10 30 A M	79	lve..**Menomonie**.arr.	2 55	7 45 P M	5 15 A M	....	7 55	7 15 A M
– –	– –	– –	P M	– –	8 03 P M	11 11 A M	88	+....Elk Mound....♁	2 20	7 13 P M	– –	....	7 20	– –
2 30	1 00	11 15 P M	*10 15	8 50 P M	‡9 05 "	11 35 "	98	+...**Eau Claire**...♁	2 00	6 55 "	4 25 A M	3 25 A M	7 00	6 20 A M
2 40	1 10	11 30 P M	10 30	– –	9 15 "	11 45 "	101	........Altoona.....♁	1 45	6 40 "	4 10 "	3 15 "	6 45	– –
– –	– –	– –	– –	– –	9 33 "	11 59 A M	110	+....Fall Creek....♁	1 25	6 22 "	– –	– –	6 23	– –
3 08	1 38	a –	–	– –	9 55 "	12 20 Noon	120	+..... Augusta......♁	1 07	6 06 "	b –	– –	6 05	– –
3 21	1 51	– –	– –	– –	10 15 "	12 36 "	129	+....**Fairchild**....♁	12 52	5 50 "	– –	– –	5 50	– –
– –	– –	– –	– –	– –	10 28 "	12 47 Noon	136	+.....Humbird.....♁	12 39	5 36 "	– –	– –	5 37	– –
3 45	2 15	12 35 Night	11 32	11 05 P M	10 40 P M	1 00 P M	142	+....**Merrillian**....♁	‖12 30	5 25 "	– –	2 06 A M	*5 25	5 15 "
□	□	□	11 50	□	....	1 22 "	154	+.Black River Falls.♁	11 49	5 00 "	□	□	A M	4 52 "
– –	– –	– –	– –	a –	....	1 57 "	174	+.... .Warren......♁	11 13	4 27 "	– –	– –	...	– –
– –	– –	– –	– –	– –	....	2 08 "	181	+ **Valley Junction** ♁	11 01	4 15 "	– –	– –	....	– –
– –	– –	– –	– –	– –	....	2 12 "	184	.......**Wyville**.....♁	10 55	4 10 "	– –	– –	....	– –
5 20	3 30	– –	12 52	12 24 Night	....	2 25 "	193	+.**Camp Douglas.**♁	10 41	3 55 "	1 45 "	12 52 Night	....	– –
5 45	4 10	2 20 A M	1 25	12 55 Night	....	3 00 P M	207	+.......**Elroy**.......♁	*10 20	*3 30 P M	*1 15 A M	*12 30 Night	....	*3 35 A M
A M	A M	....	A M	....	....	....	...	*(C. & N. W. Ry.)*	A M	....	....	....	....	....
6 55	5 20	3 25 A M	2 33	2 00 A M	....	4 15 P M	244	.......**Baraboo**.......	8 55	2 20 P M	11 55 P M	11 20 P M	....	2 30 A M
8 05	6 30	4 30 A M	3 33	3 05 A M	....	6 20 P M	282	.......**Madison**......	*7 45	*1 25 P M	10 45 P M	10 20 P M	....	1 10 A M
10 15	9 48	6 58 A M	6 58	6 58 A M	....	7 45 P M	345	arr...**Waukesha**..lve.	5 50	10 40 A M	8 25 P M	8 25 P M	....	....
10 55	10 30	■7 45 A M	■7 45	■7 45 A M	....	*8 25 P M	364	arr..**Milwaukee**..lve.	§5 05	†9 50 A M	*7 45 P M	*7 45 P M	....	....
9 15	7 40	5 50 A M	4 50	4 17 A M	....	6 35 P M	320	.....**Janesville**......	*5 50	12 12 Noon	*9 20 P M	*8 50 P M	....	12 25 Night
....	9 35	6 35 A M	....	....	....	7 16 P M	329	.......**Beloit**........	*5 22	11 47 A M	8 10 P M	....	....	....
10 10	8 30	6 51 A M	5 45	5 07 A M	....	7 30 P M	349	.......**Harvard**.......	4 35	10 55 A M	8 30 P M	8 00 P M	....	11 37 P M
11 45	10 00	*8 30 A M	*7 35	*6 59 A M	....	9 00 P M	412	.......**Chicago**.......	*3 00	*9 30 A M	*6 35 P M	*8 25 P M	....	*10 10 P M
A M	A M	....	A M	....	....	....	...	ARRIVE] [LEAVE	A M	....	....	....	....	....

* Daily; † daily, except Sunday; ‡ Sunday only; *a* stops to take for Chicago or Milwaukee; *b* stops to leave from C. & N. W. Ry. points or beyond; *g* on Sunday leaves 5 30 a.m.; *m* stops to leave from Menomonie Junction and points east, or take for Hudson, Stillwater and Twin Cities; *n* on Sunday leaves 6 04 a.m.; *s* stops Sunday only. □ Runs via cut-off. ■ On Sunday arrives 8 10 a.m. ‖ Meals.
+ Coupon stations; ♁ Telegraph stations. STANDARD—*Central time.*

Nos. 2 and 9—The New Chicago Limited—Electric Lighted.—Buffet Library Car, two Pullman Sleepers, Reclining Chair Car and Combination Coach between Minneapolis and Chicago. Pullman Sleeper between Eau Claire and Chicago. Dining Car between Minneapolis and Eau Claire. Fond du Lac Sleeper Minneapolis to Eau Claire on No. 2 (return on No. 15). **Nos. 4 and 1—Badger State Express.**—Smoking Car, First-class Coaches, Observation Parlor Car and Dining Car between Minneapolis and Chicago. **Nos. 6 and 5—Northwestern Limited—Electric Lighted.**—Buffet Library Car, four Pullman Sleepers, Reclining Chair Car and Combination Coach between Minneapolis and Chicago. Pullman Sleeper between Minneapolis and Milwaukee. Dining Car Janesville to Chicago. **No. 10—Atlantic Express.**—First-class Coach, Pullman Sleeper, Chair Car and Smoker between Minneapolis and Chicago. Dining Car Madison to Chicago. **No. 7**—Chair Car and Coaches Chicago to Minneapolis.

No. 272	No. 270	Ms	68—MONDOVI BR.	Ms.	No. 269	No. 271
†3 50 P M	†9 45 A M	0	lv.+**Mondovi**♁ar.	37	9 00 A M	3 15 P M
4 15 "	10 17 "	10	.......Eleva.....♁	27	8 26 "	2 45 "
4 47 "	11 05 "	23	.......Osseo......♁	14	7 46 "	2 06 "
6 35 P M	11 50 A M	37	arr.**Fairchild**♁lve.	0	†7 00 A M	†1 15 P M

Stop-over Checks are not issued.

....	37	35	33	M	69—SPRING VALLEY BR.	32	34	36	....
....	....	P M	....	..	LEAVE] [ARRIVE	....	P M	....	....
....	P M	†3 00	A M	0	......**Emerald**....♁	A M	2 50	P M	....
....	†6 55	3 45	†10 15	10	+....**Woodville**...♁	8 15	2 25	6 45	....
....	7 20	4 10	10 50	20	.....Spring Valley...♁	7 50	1 45	†6 10	....
....	7 36	P M	11 15	27	.......Elmwood.....♁	7 35	1 05	P M	....
....	7 55	....	11 50	36	.......**Weston**.....♁	†7 15	†12 30	....	....
....	P M	....	A M	..	ARRIVE] [LEAVE	A M	Noon	....	....

....	165	183	17	Ms	70—MARSHFIELD BR.	Ms.	162	184	18
	P M	A M	A M	...	LEAVE] [ARRIVE	....	A M	P M	A M
	†3 50	*10 40	*3 35	0	+...**Marshfield**...♁	38	8 25	2 25	1 10
	4 25	11 15	4 03	15	.......Granton.....♁	23	7 46	1 50	12 37
	4 40	11 33	4 25	23	+...**Neillsville**...♁	15	7 29	1 35	12 22
....	5 16	12 10	5 00	38	......**Merrillan**....♁	0	*6 55	†1 05	*11 50
....	P M	Noon	A M	...	ARRIVE] [LEAVE	....	A M	P M	P M

Nos. 17 and 18 carry Sleeper and Chair Car between Minneapolis and Fond du Lac.

For Through Time, see page 691.

....	428	328	No. 326	M	71—ELLSWORTH LINE.	No. 325	327	425	427
....	P M	P M	....	..	LEAVE] [ARRIVE	....	P M	A M	P M
e Arrives 7 25 p.m.	§8 20	†4 25	*8 05 A M	0	.....**Minneapolis**.....	10 30 A M	5 30	10 50	10 20
	7 00	5 05	*8 45 A M	10	lve...+**St. Paul**♁...arr.	9 55 A M	4 55	9 55	9 45
	7 45	6 00	9 30 "	30	lve.....**Hudson**♁...lve.	8 10 "	4 10	9 10	*e*8 58
	8 13	6 30	10 00 "	41	lve.+**River Falls**♁.lve.	7 50 "	3 20	8 33	6 58
	8 40	7 00	10 30 A M	54	+.....**Ellsworth**.....♁	†7 20 A M	†2 50	§8 05	§6 30
....	P M	P M	....	..	ARRIVE] [LEAVE	....	P M	A M	P M

411	317	315	327	301	M	72—STILLWATER LINE.	302	312	328	316	318
P M	P M	P M	P M	A M	..	LEAVE] [ARRIVE	A M	P M	P M	P M	P M
§5 05	*9 30	*7 15	†4 10	*6 35	0	+.......**Hudson**.......♁	6 20	4 55	5 45	7 10	8 45
5 15	9 40	7 25	4 20	6 45	3	..... South Stillwater	6 08	4 43	5 30	6 58	8 33
5 25	9 50	7 35	4 30	6 55	6	+......**Stillwater**......♁	*6 00	*4 35	†5 20	*6 50	*8 25
P M	P M	P M	P M	A M	..	ARRIVE] [LEAVE	A M	P M	P M	P M	P M

73—MINNEAPOLIS, ST. PAUL AND STILLWATER.

....							M						....
....	P M	P M	P M	P M	A M	A M	M	LEAVE] [ARRIVE	A M	A M	P M	P M	....
....	k11 25	‡9 55	*4 25	†2 25	*8 05	†7 33	0	+.**Minneapolis.**♁	9 55	10 30	5 05	5 30	....
....	11 59	10 30	5 05	3 00	8 45	8 10	10	+..**St. Paul**..♁	9 20	9 55	4 30	4 55	....
....	12 30	11 08	5 40	3 50	9 25	8 45	26	..**Stillwater Jn.**♁	8 35	9 10	3 35	4 15	....
....	12 40	11 10	5 50	4 00	9 35	8 55	29	+.**Stillwater.**♁	†8 25	*9 00	†3 25	‡4 05	....
....	Night	P M	P M	P M	A M	A M	..	ARRIVE] [LEAVE	A M	A M	P M	P M	....

For Map, see pages 680-681. Complete list of Stations, pages 683-685.

STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | **SAFETY CAR HEATING & LIGHTING CO.** NEW YORK. CHICAGO. ST. LOUIS.

THE NORTH WESTERN LINE

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.

74—MINNEAPOLIS, ST. PAUL AND LAKE SUPERIOR.

20	96	94	64	62	Ms	November 7, 1909.	61	63	19	95	93
P M	....	....	P M	A M	...	LEAVE] [ARRIVE	P M	P M	A M	....	....
†2 25	....	....	*4 00	†7 33	0	..**Minneapolis** ♁	5 05	10 25	9 55	....	....
3 00	....	....	4 30	8 10	10	lv. **St. Paul** ♁ .ar.	4 30	9 55	9 20	....	....
3 55	....	....	5 05	9 00	30	.... **Hudson**... ♁	3 35	9 12	8 25	....	....
4 10	....	....	– –	9 20	35	....Burkhardt.. ♁	3 15	– –	8 10	....	....
4 19	....	....	– –	9 30	40	....Boardman.. ♁	3 05	– –	8 00	....	....
4 30	....	....	5 33	9 45	46	+ **New Richmond** ♁	2 55	8 43	7 50	....	....
4 50	....	....	– –	10 10	55	....Deerpark... ♁	2 35	– –	7 30	....	....
5 06	....	....	– –	10 30	63	....Clear Lake.. ♁	2 20	s –	7 15	....	....
5 19	....	....	– –	10 45	70	+ ...Clayton... ♁	2 05	– –	7 00	....	....
5 30	....	....	6 19	10 55	74	..**Turtle Lake** ♁	1 55	7 57	6 50	....	....
6 00	....	....	6 40	11 25	87	+ .Cumberland. ♁	1 27	7 37	6 25	....	....
6 13	....	....	– –	11 40	94	....Barronett .. ♁	1 10	– –	6 12	....	....
6 30	A M	A M	7 05	11 55	103	+ ..Shell Lake.. ♁	12 53	7 05	5 57	P M	P M
6 45	*9 55	*6 00	7 25	‖12 35	109	+ ..**Spooner**.. ♁	‖12 40	6 50	†5 45	8 15	7 45
P M	10 33	– –	d e	1 12	131	.....Minong... ♁	11 10	– –	A M	5 35	– –
....	10 50	– –	d –	1 33	141	.....Gordon ... ♁	10 50	– –	....	6 15	– –
....	11 10	7 05	8 30	1 50	149	..Solon Springs ♁	10 32	– –	....	5 00	6 42
....	11 30	– –	u –	2 10	160	....Hawthorne.. ♁	10 05	– –	....	4 40	– –
....	12 07	– –	9 15	2 45	176	......Itasca.... ♁	9 25	– –	....	4 10	– –
....	12 18	8 00	9 23	2 55	179	+ Superior East End ♁	9 13	v –	....	3 58	5 45
....	12 30	8 10	9 35	3 05	182	+ ..**Superior**.. ♁	9 03	4 55	....	3 50	5 35
....	12 59	8 40	9 55	3 35	186	+ ...**Duluth**... ♁	†8 35	*4 35	....	*3 30	*6 15
....	Noon	A M	P M	P M	...	ARRIVE] [LEAVE	A M	P M	....	P M	P M
....	....	....	66	92	Ms	LEAVE] [ARRIVE	91	65	....	....	....
....	....	....	*7 30	†12 45	109	+ ..**Spooner**.. ♁	‖12 10	6 25	....	....	....
....	....	....	7 53	1 15	123	...Springbrook...	11 42	5 55	....	....	....
....	....	....	8 20	1 45	135	+ .. Hayward .. ♁	11 20	5 33	....	....	....
....	....	....	8 50	2 25	151	......Cable.... ♁	10 40	5 05	....	....	....
....	....	....	9 27	3 05	156	... Grandview . ♁	10 06	4 31	....	....	....
....	....	....	9 42	3 17	174	......**Bibon**.... ♁	9 56	4 23	....	....	....
....	....	....	9 50	3 22	176	......Mason.... ♁	9 51	4 18	....	....	....
....	....	....	10 20	3 55	189	**Ashland Junction** ♁	9 20	3 55	....	....	....
....	....	....	10 35	4 10	193	ar.. – **Ashland** ♁ .lv.	†9 05	*3 40	....	....	....
....	....	....	10 39	4 20	198	+ .**Washburn**. ♁	8 50	3 20	....	....	....
....	....	....	11 10	4 50	210	+ ...**Bayfield**.. ♁	†8 20	*2 50	....	....	....
....	....	....	P M	P M	...	ARRIVE] [LEAVE	A M	P M	....	....	....

MINNEAPOLIS, ST. PAUL, SUPERIOR AND DULUTH.

Nos. 61 and 62—Duluth and Ashland Express.—Smoking Car, First-class Coach and Chair Car between Minneapolis and Duluth.

Nos. 63 and 64—Twilight Limited.—Smoking Car, First-class Coach, Parlor Car and Observation Cafe Car (meals a la carte) between Minneapolis and Duluth.

Nos. 65 and 66—Twilight Annex.—Smoking Car, First-class Coach and Club Car between Spooner and Ashland.

Nos. 91 and 92 run through between Eau Claire and Ashland.

75—ASHLAND, WASHBURN AND BAYFIELD.

....	788	190	188	182	M	November 7, 1909.	181	185	189	....	....
....	P M	P M	P M	A M	..	LEAVE] [ARRIVE	A M	P M	P M	....	....
....	§4 40	*10 05	†3 40	*10 00	0	+ ...**Ashland**... ♁	9 35	4 10	7 05	....	....
....	4 55	10 20	4 00	10 15	4	..**Ashland June** ♁	9 20	3 55	6 50	....	....
....	5 15	10 39	4 20	10 35	13	+ ...Washburn.. ♁	8 50	3 20	6 30	....	....
....	5 45	11 10	4 50	11 05	25	+ ... **Bayfield**... ♁	*8 20	*2 50	*6 00	....	....
....	P M	P M	P M	A M	..	ARRIVE] [LEAVE	A M	P M	P M	....	....

76—RICE LAKE, RADISSON AND KENNEDY.

No. 244	No. 242	Ms	November 7, 1909.	No. 241	No. 243	Pas.
....	....	...	LEAVE] [ARRIVE	....	....	....
†12 55 Noon	†8 45 A M	0	......**Rice Lake**.... ♁	11 55 A M	5 45 P M	....
1 25 P M	9 20 A M	5	...... **Tuscobia** .... ♁	11 40 A M	5 30 P M	....
1 45 »	9 40 »	10	.... Brill	11 05 »	5 00 »	....
2 20 »	10 30 »	17	...... Birchwood .... ♁	10 30 »	4 25 »	....
3 15 »	11 40 A M	35	.......Couderay .... ♁	9 20 »	3 15 »	....
3 55 »	12 10 Noon	40	.... Radisson..... ♁	8 30 »	2 50 »	....
4 40 »	12 50 Noon	51	.... Winter...... ♁	7 40 »	2 15 »	P M
†5 40 »	1 20 P M	61	.... Draper...... ♁	†6 45 A M	†1 40 P M	7 35
h6 35 P M	....	71	...... **Kennedy**	....	....	h6 50
....	....	...	ARRIVE] [LEAVE	....	....	P M

77—EAU CLAIRE AND HANNIBAL.

....	No. 232	Ms	November 7, 1909.	No. 233	....
.....	....	...	LEAVE] [ARRIVE	....	....
.....	†7 20 A M	0	..... **Eau Claire** ... ♁	9 00 P M	....
.....	8 10 A M	10	...**Chippewa Falls**. ♁	4 45 P M	....
.....	8 45 »	19	.... Anson	4 10 »	....
.....	9 10 »	23	.......Jim Falls..... ♁	3 45 »	....
.....	10 00 »	34	.... Cornell...... ♁	2 40 »	....
.....	10 40 »	39	...... Holcombe .... ♁	2 15 »	....
.....	11 20 »	45	.... Arnold........	1 35 »	....
.....	11 50 A M	51	........Donald........	1 05 P M	....
.....	12 15 Noon	55	...... **Hannibal** .... ♁	†12 40 Noon	....
.....	....	...	ARRIVE] [LEAVE	....	....

+ Coupon stations.
♁ Telegraph stations.

Trains marked * run daily; † daily, except Sunday; § Sunday only; *c* stops to leave passengers; *d* stops week-days to leave passengers from Stillwater, St. Paul and Minneapolis, and on Sundays to take for Duluth and Superior; *e* stops to leave from Shell Lake; *h* Thursday only; *m* stops to leave from or to take for south of Emerson; *s* stops Sunday; *u* stops for Stillwater, St. Paul and Minneapolis passengers; *v* stops to take for Shell Lake and points south. ♭ On Sunday arrives 6 20 p.m. ■ On Sunday arrives 8 10 a.m. ‖ Meals.

78—DULUTH, SUPERIOR AND CHICAGO.

91	97	93	95	Ms	November 7, 1909.	94	96	92	98	....
....	....	P M	P M	...	LEAVE] [ARRIVE	A M	Noon	....	....	....
....	....	*5 15	*3 30	0	+ ..... **Duluth** ..... ♁	8 40	12 59	....	....	....
....	....	5 35	3 50	5	+ .....**Superior** .... ♁	8 10	12 30	....	....	....
....	....	5 45	3 58	8	+ Superior East End ♁	8 00	12 18	....	....	....
†N'n	A M	– –	4 10	11	.........Itasca....... ♁	– –	12 07	Noon	P M	....
12 45	†7 15	7 45	6 15	78	arr..+ **Spooner** ♁ .lve.	6 00	9 55	‖12 15	6 15	....
1 35	8 05	8 30	7 10	102	+ ....**Rice Lake**.... ♁	5 13	9 10	11 30	5 20	....
1 50	8 18	8 41	7 22	109	+ .... **Cameron**.... ♁	c	8 55	11 17	5 05	....
2 10	8 38	Lim-	7 35	117	+ ......Chetek...... ♁	– Limited.	8 38	11 02	4 52	....
2 33	8 57	ited.	7 49	125	+ ...New Auburn... ♁	–	8 20	10 45	4 35	....
2 52	9 15		8 03	134	+ ...... Bloomer..... ♁	–	8 00	10 30	4 17	....
3 35	9 47	9 45	8 35	150	+ .**Chippewa Falls**. ♁	3 57	7 32	10 05	3 50	....
4 05	10 20	10 10	9 00	160	arr.. **Eau Claire**. ♁ lve.	*3 30	*7 05	†9 40	†3 20	....
P M	11 35	10 15	9 50	...	lve.. **Eau Claire**...arr.	3 25	6 20	A M	2 00	....
....	6 20	3 33	3 05	...	.........**Madison**.......	10 20	1 30	....	7 45	....
....	8 25	■7 45	■7 45	...	.......**Milwaukee**.....	7 45	....	....	5 05	....
....	9 00	7 35	6 50	...	.......**Chicago**.......	*6 25	*10 10	....	†3 00	....
....	P M	A M	A M	...	ARRIVE] [LEAVE	P M	P M	....	A M	....

DULUTH, SUPERIOR AND CHICAGO.

Nos. 93 and 94—Electric Lighted.—Pullman Drawing-room Sleeping Cars, Chair Cars and Modern Coaches between Duluth, Superior and Chicago; also Through Sleeping Car, via Madison, to and from Milwaukee. Dining Car between Duluth and Spooner and Chicago to Janesville.

Nos. 95 and 96—Pullman Sleeper between Duluth and Chicago and Observation Cafe Car between Duluth and Eau Claire.

No. 95 connects with No. 16 at Eau Claire for local points to Merrillan. Sleeping Car passengers on Nos. 93 and 95 for Fox River Country take No. 12 at Eau Claire, leaving Eau Claire 10 15 p.m.

79—SIOUX CITY, EMERSON AND OMAHA.

6	8	2	4	Ms.	June 20, 1909.	7	1	5	3	.....
A M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M	.....
§8 35	*5 55	†2 00	†6 30	0	+ ....**Omaha**.... ♁	9 10	11 45	9 20	6 20	.....
9 07	6 28	2 32	7 01	16	... Fort Calhoun . ♁	8 37	11 12	8 48	5 47	.....
9 23	6 45	2 48	7 18	25	+ ..... Blair ..... ♁	8 20	10 55	8 30	5 30	.....
9 42	7 05	3 07	7 35	35	......Herman.... ♁	8 00	10 35	8 10	5 10	.....
9 55	7 20	3 22	7 47	42	+ ... Tekamah ... ♁	7 47	10 23	7 57	4 57	.....
10 11	7 40	3 40	8 02	51	........Craig..... ♁	7 28	10 08	7 40	4 40	.....
10 24	7 53	3 55	8 14	58	+ ....Oakland.... ♁	7 15	9 55	7 25	4 27	.....
10 36	8 05	4 08	8 25	65	+ .....Lyons..... ♁	7 02	9 43	7 12	4 14	.....
10 50	8 18	4 22	8 38	73	+ ....Bancroft.... ♁	6 48	9 29	6 59	4 00	.....
11 06	8 34	4 40	8 54	82	+ .... Pender .... ♁	6 32	9 13	6 42	3 43	.....
11 30	8 55	5 10	9 20	95	+ ...**Emerson**... ♁	†6 10	8 47	6 20	3 20	.....
11 54	P M	5 35	m	107	......Hubbard.... ♁	A M	m –	– –	2 56	.....
12 03	...	5 43	9 53	112	......**Coburn**.... ♁	.....	8 07	5 43	2 41	.....
12 13	....	5 55	10 03	116	....Dakota City.. ♁	.....	7 58	– –	2 30	.....
12 19	....	6 01	m –	120	**S. Sioux City (Neb.)** ♁	.....	7 51	– –	2 22	.....
12 30	....	6 16	10 20	124	....**Sioux City**.. ♁	.....	†7 40	†5 16	§2 10	.....
Noon	....	P M	A M	....	ARRIVE] [LEAVE	.....	A M	P M	P M	.....

80—CROFTON BRANCH.

No. 42	No. 40	Ms.	STATIONS.	No. 41	No. 43
†11 30 A M	*6 00 A M	0	lve......**Crofton**.....arr.	12 10 Noon	8 30 P M
12 20 Noon	6 40 »	15	+ .....**Hartington**..... ♁	11 20 A M	7 52 »
12 50 Noon	7 00 »	25	.........Coleridge....... ♁	10 55 »	7 32 »
1 20 P M	7 20 »	31	..........**Laurel**........ ♁	10 30 »	7 18 »
2 15 »	8 00 »	40	arr.....**Wakefield**...... ♁	9 45 »	6 35 »
2 50 »	8 35 »	59	.........**Emerson**...... ♁	9 23 »	6 15 »
3 55 P M	9 45 A M	88	arr.....**Sioux City** ♁..lve.	†8 05 A M	*4 55 P M
9 20 P M	11 45 A M	154	arr...... **Omaha**......lve.	†6 30 A M	†2 00 P M

81—BLOOMFIELD BRANCH.

No. 52	No. 50	Ms.	STATIONS.	No. 51	No. 53
†11 35 A M	†5 50 A M	0	lve....**Bloomfield** ♁ ..arr.	12 25 Noon	8 45 P M
12 00 Noon	6 10 »	9	..........Wausa........ ♁	12 00 Noon	8 20 »
12 45 Noon	6 45 »	22	+ ......**Randolph**...... ♁	11 15 A M	7 45 »
1 25 P M	7 13 »	33	..........Carroll......... ♁	10 32 »	7 15 »
1 50 »	7 35 »	43	arr.......**Wayne** ♁ ....lve.	10 10 »	6 55 »
3 30 P M	8 35 »	62	arr.....**Emerson**.....lve.	9 23 »	†5 10 P M
....	9 45 A M	91	arr.....**Sioux City** ♁ ..lve.	†8 05 A M	....
9 20 P M	11 45 A M	157	arr...... **Omaha**......lve.	†6 30 A M	†2 00 P M

82—NORFOLK BRANCH.

No. 10	No. 12	Ms.	STATIONS.	No. 9	No. 11
*1 05 P M	*6 50 A M	....	lve...**Norfolk Junc** ♁ .arr.	11 15 A M	7 55 P M
1 15 »	7 00 »	0	lve.... + **Norfolk** ♁ ...arr.	11 05 »	7 45 »
2 10 »	7 55 »	28	+ ....**Wayne**....... ♁	10 10 »	6 55 »
2 32 »	8 15 »	37	+ ......**Wakefield**...... ♁	9 45 »	6 36 »
2 50 »	8 35 »	47	arr......**Emerson** ♁...lve.	9 23 »	6 16 »
3 55 P M	9 45 A M	76	arr.....**Sioux City** ♁ ..lve.	*8 05 A M	*4 55 P M
♭9 20 P M	11 45 A M	171	arr...... **Omaha**......lve.	†6 30 A M	†2 00 P M

83—WYNOT BRANCH.

No. 32	No. 30	Ms.	STATIONS.	No. 31	No. 33
†11 30 A M	†5 10 A M	0	lve.......**Wynot** ♁ ....arr.	1 30 P M	8 15 P M
11 59 A M	5 33 »	9	.........Oberton	1 08 »	7 50 »
12 05 Noon	5 38 »	11	.... Maskell .... ♁	1 00 P M	7 45 »
12 35 Noon	6 03 »	18	.......**New Castle**..... ♁	12 35 Noon	7 28 »
1 00 P M	6 28 »	29	+ ....**Ponca**........ ♁	11 55 A M	7 03 »
1 50 P M	7 15 A M	45	arr...... **Coburn** ♁ ...lve.	10 45 A M	6 15 P M
2 30 P M	8 15 A M	56	arr.....**Sioux City** ♁..lve.	†9 45 A M	†5 25 P M
....	11 45 A M	157	arr......**Omaha**......lve.	†6 30 A M	†2 00 P M

THE NORTH WESTERN LINE

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.

84—MINNEAPOLIS, ST. PAUL, OMAHA AND KANSAS CITY.

31	11	7	No. 9	No. 1	No. 3	No. 5	Mls.	*September* 12, 1909.	No. 2	No. 10	No. 6	No. 4	12	8	16	32
A M	P M	P M	....	....	....	....	.....	LEAVE] [ARRIVE	....	....	....	....	A M	A M	.....	P M
§8 10	*7 55	†4 30	*9 30 P M	*7 30 P M	*9 30 A M	†7 05 A M	0	.....**Minneapolis**...♁	8 30 A M	7 50 A M	4 50 P M	6 10 P M	8 55	10 35	.....	8 00
8 40	8 25	5 00	10 10 »	8 05 »	10 05 »	7 40 »	10	lve....+**St. Paul**♁..arr.	7 55 »	7 15 »	4 20 »	7 40 »	8 25	10 05	.....	7 30
9 25	9 06	5 40	e –	– –	10 41 »	8 22 »	29	.........Savage.......♁	– –	6 30 »	3 27 »	c p	n –	9 16	.....	6 37
9 45	9 24	5 58	e –	– –	10 57 »	8 37 »	38	+.....**Shakopee**.....♁	– –	6 12 »	3 08 »	6 41 »	n –	8 57	.....	6 15
9 57	9 34	6 08	e –	– –	11 08 »	8 47 »	44	+.....**Merriam**.....♁	– –	6 01 »	2 58 »	6 30 »	n –	8 47	.....	6 02
10 06	– –	6 20	e –	– –	d –	8 53 »	.....	.........Jordan.........	– –	5 52 »	2 48 »	c p	n –	8 30	.....	5 54
10 21	9 55	6 35	e –	– –	11 26 »	9 08 »	57	+....Belle Plaine....♁	– –	5 38 »	2 35 »	6 03 »	n –	8 15	.....	5 42
10 42	b –	6 57	e –	– –	11 43 »	9 29 »	68	+......Henderson.....♁	– –	b –	2 10 »	c p	n –	7 55	.....	5 22
10 55	10 24	7 10	e –	– –	11 52 A M	9 40 »	72	+......LeSueur......♁	– –	5 10 »	2 00 »	5 38 »	n –	7 46	.....	5 13
11 17	10 39	7 30	e b	– –	12 13 Noon	9 59 »	85	+......St. Peter......♁	– –	4 52 »	1 35 »	5 14 »	n –	7 24	.....	4 50
11 25	b –	7 40	e –	– –	12 20 »	10 06 »	87	+......**Kasota**......♁	– –	4 45 »	1 25 »	5 05 »	n –	7 15	.....	4 40
11 50	11 00	8 05	12 45 Night	10 35 »	12 43 Noon	10 30 »	96	+.....**Mankato**.....♁	5 25 »	4 30 »	1 05 P M	4 50 »	*5 45	7 00	.....	4 25
12 15	P M	‡8 40	1 07 A M	– –	1 10 P M	‡11 08 »	109	+...**Lake Crystal**...♁	– –	4 00 »	‡12 40 Noon	4 25 »	A M	6 31	.....	§4 00
Noon	West of Mankato, see page 695.	9 00	1 27 »	– –	1 28 »	11 27 »	119	+......**Madelia**......♁	– –	3 40 »	12 08 Noon	4 04 »	West of Mankato, see page 695.	6 11	.....	P M
		9 25	1 55 »	11 40 P M	1 55 »	11 52 A M	132	+......St. James......♁	4 30 »	3 20 »	11 47 A M	3 45 »		†5 50	.....	.....
.....		P M	2 10 »	– –	2 13 »	12 08 Noon	140	+....**Butterfield**....♁	– –	3 00 »	11 20 »	3 28 »		A M	.....	.....
.....			2 23 »	– –	2 28 »	12 22 »	147	+...Mountain Lake...♁	– –	2 47 »	11 08 »	3 14 »			.....	.....
.....		.....	2 35 »	– –	2 40 »	12/35 »	153	+..**Bingham Lake**..♁	– –	2 35 »	10 57 »	3 04 »		.....	.....	.....
.....		.....	2 45 »	– –	2 55 »	12/45 »	158	+......Windom......♁	– –	2 26 »	10 45 »	2 55 »		.....	.....	.....
.....		.....	b h r	– –	a b d s	12 55 Noon	.....	.........Wilder.........	– –	2 15 »	10 34 »	b s		.....	.....	.....
.....		.....	3 08 »	– –	3 16 »	1 07 P M	170	+...**Heron Lake**...♁	3 23 »	2 02 »	10 23 »	2 32 »		.....	.....	.....
.....		.....	3 18 »	– –	3 25 »	1 13 »	174	+.....**Miloma**.....♁	– –	1 55 »	10 15 »	2 23 »		.....	.....	.....
.....		.....	4 00 »	1 20 A M	3 55 »	1 40 »	188	+...**Worthington**...♁	2 56 »	1 25 A M	9 53 »	2 00 »		.....	.....	.....
.....		.....	4 33 »	– –	4 27 »	2 20 »	206	+.......**Sibley**.......♁	– –	12 45 Night	9 17 »	1 23 P M		.....	.....	.....
17	13	15	5 07 »	o –	4 55 »	2 55 »	222	+.....**Sheldon**.....♁	– –	12 18 Night	8 50 »	12 53 Noon	18	14	.....	.....
P M	A M	A M	5 40 »	– –	5 25 »	3 25 »	238	arr.....+**Alton**♁....lve.	1 28 »	11 50 P M	8 20 »	12 25 »	Noon	P M	Night	.....
†5 00	†10 05	*4 00	5 40 »	– –	5 30 »	3 25 »	238	lve.......**Alton**......arr.	1 28 »	11 50 »	8 20 »	12 25 Noon	12 45	5 20	12 10	.....
5 30	10 35	4 30	6 10 »	3 10 »	5 55 »	3 55 »	254	+.....**Le Mars**.....♁	1 00 A M	11 20 »	7 47 »	11 59 A M	12 20	4 50	11 41	.....
6 30	11 30	5 25	*7 20 A M	4 05 A M	7 00 P M	4 50 P M	280	arr.+**Sioux City**♁.lve.	*12 10 Night	*10 30 P M	†7 00 A M	*11 10 A M	†11 30	†4 00	*10 45	.....
P M	A M	A M	....	....	....	....	.....	(*C. & N. W. Ry.*)	....	....	....	....	A M	P M	P M	.....
For time west of Alton, see page 696.		.....	*7 30 A M	*4 15 A M	*7 20 P M	....	.....	lve...**Sioux City**...arr.	11 59 P M	10 15 P M	....	11 00 A M	.....	.....	For time west of Alton, see page 696.	
		.....	9 55 A M	– –	9 30 P M	....	356	ar..**Missouri Valley**.lv.	– –	– –	....	8 45 A M	.....	.....		
		.....	10 35 A M	6 45 A M	9 55 P M	....	378	arr..**Council Bluffs**.lve.	9 25 P M	7 25 P M	....	8 10 A M	.....	.....		
		.....	11 00 A M	7 10 A M	10 20 P M	....	381	arr.....**Omaha**.....lve.	*9 00 P M	*7 00 P M	....	*7 50 A M	.....	.....		
		.....	....	....	....	....	.....	(*C. B. & Q. Ry.*)	....	....	....	....	.....	.....		
		.....	5 20 P M	9 40 A M	11 10 P M	....	379	lve..**Council Bluffs**.arr.	....	5 45 P M	....	6 18 A M	.....	.....		
		.....	9 10 P M	1 50 P M	4 25 A M	....	507	arr....**St. Joseph**...lve.	....	1 45 P M	....	12 50 Night	.....	.....		
		.....	11 15 P M	4 05 P M	7 10 A M	....	570	arr...**Kansas City**..lve.	....	*11 35 A M	....	*10 40 P M		.....		

EQUIPMENT OF TRAINS.—Nos. 1 and 2—Twin City-Omaha Limited—Electric Lighted.—Buffet Car, Smoking Car, Chair Car and Pullman Sleeper between Minneapolis and Omaha. Pullman Sleeper Minneapolis to Kansas City on No. 1 (returns on No. 10). **Nos. 3 and 4—Twin City-Omaha Express.**—Parlor Car, Observation Cafe Car, Smoking Car and First-class Coach between Minneapolis and Omaha. **Nos. 9 and 10—Minnesota-Nebraska Express.**—Smoking Car, First-class Coach and Pullman Sleeper between Minneapolis and Omaha. Pullman Sleeper between Minneapolis and Sioux City. First-class Coach and Pullman Sleeper between Minneapolis and Mitchell. **Nos. 5 and 6—Sioux City Local.**—Smoking Car and First-class Coach between Minneapolis and Sioux City. First class Coach Minneapolis to Des Moines (returns on No. 4). **Nos. 7 and 8—St. James Passenger.**—Smoking Car and First-class Coach between Minneapolis and St. James. First-class Coach Minneapolis to Elmore (returns on No. 6). **Nos. 11 and 12—Dakota Express.**—First-class Coaches and Smoking Car Minneapolis to Pierre. Pullman Sleepers Minneapolis to Huron and Minneapolis to Redfield. **Nos. 13 and 14—Salem Local.**—First-class Coach and Smoking Car between Sioux City and Salem. **Nos. 15 and 16—Huron Express.**—First-class Coach and Smoking Car between Omaha and Oakes. Pullman Sleeper between Omaha and Aberdeen. **Nos. 17 and 18—Huron Locals.**—Through Coaches between Sioux City and Oakes.

85—DOON, SIOUX FALLS AND MITCHELL BRANCH.

87	85	81	83	Ms	*September* 12, 1909.	80	82	84	86	....
....	....	A M	P M	...	LEAVE] [ARRIVE	P M	A M	....	....	....
....	....	†9 30	*9 30	..	...**Minneapolis**...	8 10	7 50	....	....	....
....	....	10 05	10 10	..	......**St. Paul**......	7 40	7 15	....	....	....
....	....	†4 00	*4 20	0	...**Worthington**.♁	1 25	12 45	....	....	....
....	....	4 26	4 53	12	+....Rushmore....♁	1 00	12 16	....	....	....
....	....	4 40	5 10	19	+.....Adrian.....♁	12 43	12 01	....	....	....
....	....	4 52	5 27	26	......Magnolia....♁	12 29	11 45	....	....	....
....	....	5 10	5 45	33	+....**Luverne**....♁	12 12	11 27	....	....	....
....	....	5 45	....	41	.....Ash Creek....♁	11 20	....	....	....	....
....	....	6 15	....	49	+..**Rock Rapids**..♁	10 50	....	....	....	....
....	....	6 55	....	61	arr...+**Doon**♁..lve.	†10 00	....	....	....	....
....	....	5 37	6 20	47	+.Valley Springs.♁	11 37	10 50	....	....	....
....	....	5 50	6 35	54	+....Brandon....♁	11 22	10 35	....	....	....
P M	A M	6 10	7 00	62	arr.**Sioux Falls**.lve.	11 00	10 15	P M	P M	....
†3 30	†11 10	6 15	7 15	62	lve.+**Sioux Falls**♁arr.	10 55	10 05	3 00	7 45	....
4 05	11 50	6 47	7 55	77	+....Hartford....♁	10 18	9 32	2 27	6 47	....
4 35	12 30	7 15	8 28	91	......Montrose....♁	9 40	9 00	1 55	6 00	....
5 00	1 10	‡7 50	‡9 10	102	+.....**Salem**.....♁	9 10	8 35	†1 30	†5 30	....
P M	P M	8 10	9 32	112	.......Spencer.....♁	8 48	8 10	P M	P M	....
....	....	8 40	9 58	124	.......Fulton.....♁	8 23	7 32	....	....	....
....	....	9 10	10 20	134	+....**Mitchell**....♁	†8 00	*7 05	....	....	....
....	....	P M	A M	...	ARRIVE] [LEAVE	A M	P M	....	....	....

MINNEAPOLIS, ST. PAUL, SIOUX FALLS AND MITCHELL.

Nos. 82 and 83.—Pullman Sleepers and Through First-class Coaches between Minneapolis, St. Paul and Sioux Falls and Mitchell.

Nos. 80 and 81.—First-class Coaches and Smoker between Worthington and Mitchell.

86—ELMORE BRANCH.

No. 43	No. 41	Mls.	*September* 12, 1909.	No. 40	No. 42
†4 30 P M	†7 05 A M	.....	lve....**Minneapolis**...arr.	4 50 P M	8 10 P M
5 00 P M	7 40 A M	.....	lve.....**St. Paul**....arr.	4 20 P M	7 40 P M
†8 05 P M	†10 30 A M	0	lve.....**Mankato**♁...arr.	1 00 P M	4 45 P M
8 40 »	11 20 »	13	lve...**Lake Crystal**♁.arr.	12 10 Noon	4 10 »
8 50 »	11 32 »	18	+.....Garden City.....♁	11 58 A M	3 59 »
9 03 »	11 45 »	24	+....Vernon Center....♁	11 45 »	3 47 »
9 15 »	11 55 A M	29	+........Amboy........♁	11 35 »	3 36 »
9 33 »	12 09 Noon	37	+.....**Winnebago**.....♁	11 20 »	3 25 »
9 55 »	12 26 »	47	+.....**Blue Earth**.....♁	11 00 »	3 05 »
10 15 P M	12 45 Noon	57	arr.....+**Elmore**♁...lve.	†10 40 A M	†2 45 P M

Nos. 41 and 42 carry Through Coach between St. Paul and Des Moines.

87—PIPESTONE BRANCH.

No. 71	No. 73	Ms.	*September* 12, 1909.	Ms.	No. 70	No. 72
†3 30 P M	†11 30 A M	0	lve..**Heron Lake**♁arr.	55	10 15 A M	2 20 P M
3 50 »	12 05 Noon	8	........Dundee......♁	47	9 56 »	1 55 »
4 18 »	1 05 P M	20	+.......Avoca......♁	35	9 32 »	1 05 P M
4 34 »	1 40 »	26	+......Slayton......♁	29	9 17 »	12 35 Noon
4 47 »	2 00 »	31	+......Hadley......♁	24	9 05 »	12 05 Noon
5 00 »	2 20 »	36	.....Lake Wilson...♁	19	8 55 »	11 45 A M
5 18 »	2 55 »	44	+....Woodstock....♁	11	8 38 »	11 15 »
5 45 P M	3 30 P M	55	arr.+**Pipestone**♁lve.	0	†8 15 A M	†10 30 A M

88—FAIRMONT BRANCH.

No. 51	No. 53	Ms.	*September* 12, 1909.	Ms.	No. 50	No. 52
†9 05 P M	†1 30 P M	0	lve....**Madelia**♁.arr.	28	11 20 A M	8 00 P M
9 25 »	1 50 »	10	......Lewisville....♁	18	11 00 »	7 20 »
9 38 »	2 20 »	16	........Truman......♁	12	10 47 »	6 55 »
9 49 »	2 40 »	23	.......Northrop.....♁	6	10 36 »	6 20 »
10 00 P M	3 00 P M	28	arr..+**Fairmont**♁ lve.	0	†10 25 A M	†6 00 P M

89—CURRIE LINE.

....	No. 61	Mls	*September* 12, 1909.	No. 60	....
....	†3 10 P M	0	lve..**Bingham Lake**♁arr.	10 00 A M	....
....	3 25 »	6	..........Delft..........♁	9 30 »	....
....	4 00 »	14	...........Jeffers.........♁	8 55 »	....
....	4 20 »	21	..........Storden........♁	8 15 »	....
....	5 05 »	27	.........Westbrook.. ♁	7 55 »	....
....	5 20 »	33	..........Dovray..........	7 15 »	....
....	5 55 P M	39	arr.......**Currie**♁....lve.	†7 00 A M	....

Trains marked * run daily; † daily, except Sunday; § Sunday only; *a* stops to leave from Elmore Line; *b* stops to take or leave for or from Twin Cities; *c* stops to leave from Sioux Falls line or connecting lines; *d* stops to leave from connecting lines via Twin Cities, also passengers ticketed by C. & N. W. Ry. via Mankato or Butterfield; *e* stops to leave from Wisconsin Division Nos. 1 and 63 and to take for Sioux Falls and west; *h* stops to leave from points on C. & N. W. Ry. east of Mankato, and to take for Worthington and beyond; *n* stops to leave from C. & N. W. Ry.; *o* stops to take for points beyond Omaha; *p* stops Sunday only to leave from points west of Lake Crystal; *r* stops to leave from Wisconsin Division Nos. 1 and 63; *s* stops Sunday. ‡ Meals.

+ Coupon stations; ♁ Telegraph stations.

STANDARD—*Central time.*

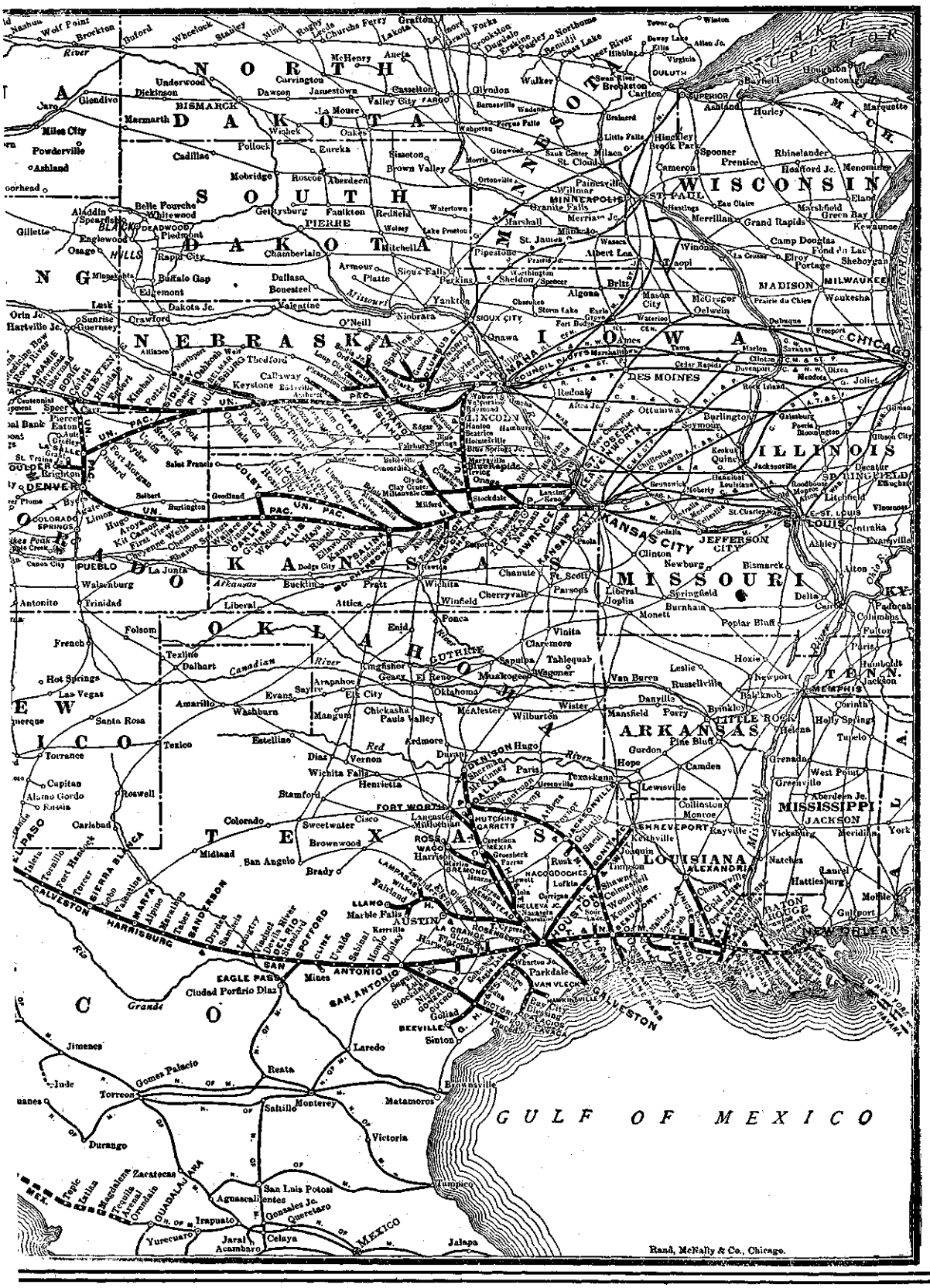
SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling

MAP OF UNION

UNION PACIFIC
OREGON SHORT LINE
OREGON R.R. & NAV. CO.
SOUTHERN PACIFIC
AND
CONNECTIONS

PACIFIC


NORTH DAKOTA
SOUTH DAKOTA
MINNESOTA
WISCONSIN
MICH.
NEBRASKA
IOWA
ILLINOIS
KANSAS
MISSOURI
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UNION PACIFIC, "THE OVERLAND ROUTE"

AND CONNECTING LINES.

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The number opposite each station is the number of the table in which it is shown. Stations marked * are located on the division, but are not shown in the table indicated. The + indicates coupon stations.

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Woodville, Neb. 2
*Wyoming, Wyo. 6
*Wyuta, Utah. 7
*Yanka, Neb. 16
*Yocemento, Kan. 10
*Yoxall, Colo. 20
Yutan, Neb. 15
*Zurich, Kan. 13

UNION PACIFIC, "THE OVERLAND ROUTE"

AND CONNECTING LINES.

TABLE A.

WESTBOUND.

No. 1—THE OVERLAND LIMITED.—Electric Lighted.

Lve. Council Bluffs	6 50 A M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Lve. Omaha	7 20 A M	"	"	"	"	"	"	"
Arr. Denver	9 30 P M	"	"	"	"	"	"	"
Arr. Ogden	3 60 P M	Mon.	Tues	Wed.	Thu.	Fri	Sat.	Sun.
Arr. Salt Lake	6 05 P M	"	"	"	"	"	"	"
Arr. San Francisco	7 28 P M	Tues	Wed.	Thu.	Fri	Sat.	Sun.	Mon.
Arr. Los Angeles	8 00 A M	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tues

No. 3—THE CHINA AND JAPAN FAST MAIL.

Lve. Council Bluffs	3 00 P M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Lve. Omaha	4 00 P M	"	"	"	"	"	"	"
Lve. Kansas City	10 05 A M	"	"	"	"	"	"	"
Lve. Leavenworth	9 20 A M	.....	"	"	"	"	"	"
Arr. Ogden	5 45 A M	Tues	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
Arr. Salt Lake	8 20 A M	"	"	"	"	"	"	"
Arr. San Francisco	2 48 P M	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tues
Arr. Los Angeles	8 00 A M	Thu.	Fri.	Sat.	Sun.	Mon.	Tues	Wed.

No. 5—THE OREGON AND WASHINGTON LIMITED.

Lve. Council Bluffs	11 30 P M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Lve. Omaha	12 01 Night	"	"	"	"	"	"	"
Lve. Kansas City	6 00 P M	"	"	"	"	"	"	"
Lve. Denver	12 30 Noon	Mon.	Tues	Wed.	Thu.	Fri.	Sat.	Sun.
Lve. Cheyenne	4 30 P M	"	"	"	"	"	"	"
Arr. Portland	8 00 A M	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tues

No. 7—THE LOS ANGELES LIMITED.—Electric Lighted.

Lve. Council Bluffs	12 20 Noon	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Lve. Omaha	12 55 Noon	"	"	"	"	"	"	"
Arr. Ogden	6 35 P M	Mon.	Tues	Wed.	Thu.	Fri.	Sat.	Sun.
Arr. Salt Lake	7 55 P M	"	"	"	"	"	"	"
Arr. Los Angeles	8 00 P M	Tues	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.

No. 7-17—THE CHICAGO-PORTLAND SPECIAL. Electric Lighted.

Lve. Omaha	12 55 Noon	Sun.	Mon.	Tues	Wed.	Thu	Fri.	Sat.
Lve. Cheyenne	3 05 A M	Mon.	Tues	Wed.	Thu.	Fri.	Sat.	Sun.
Arr. Portland	8 00 P M	Tues	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.

No. 11—THE COLORADO SPECIAL.—Electric Lighted.

Lve. Council Bluffs	1 25 A M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Lve. Omaha	1 45 A M	"	"	"	"	"	"	"
Arr. Denver	4 00 P M	"	"	"	"	"	"	"

No. 15—THE COLORADO EXPRESS.

Lve. Council Bluffs	3 17 P M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Lve. Omaha	3 50 P M	"	"	"	"	"	"	"
Arr. Denver	7 35 A M	Mon.	Tues	Wed.	Thu.	Fri.	Sat.	Sun.

No. 101—ST. LOUIS-COLORADO LIMITED.

Lve. Kansas City	10 25 P M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Lve. Denver	7 05 P M	Mon.	Tues	Wed.	Thu.	Fri.	Sat.	Sun.
Arr. Ogden	3 50 P M	Tues	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
Arr. San Francisco	7 28 P M	Wed	Thu.	Fri.	Sat.	Sun.	Mon.	Tues
Arr. Los Angeles	8 00 P M	"	"	"	"	"	"	"
Arr. Portland	8 00 P M	"	"	"	"	"	"	"

No. 109—THE DENVER LIMITED.

Lve. Kansas City	8 00 P M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Arr. Denver	12 05 Noon	Mon.	Tues	Wed.	Thu.	Fri.	Sat.	Sun
Arr. Cheyenne	9 20 P M	"	"	"	"	"	"	"

For Index of Stations, see page 717.

EASTBOUND.

No. 2—THE OVERLAND LIMITED.—Electric Lighted.

Lve. Los Angeles	6 00 P M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Lve. San Francisco	10 40 A M	Mon.	Tues	Wed.	Thu.	Fri.	Sat.	Sun.
Lve. Salt Lake	1 00 P M	Tues	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
Lve. Ogden	2 30 P M	"	"	"	"	"	"	"
Lve. Denver	8 15 A M	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tues
Arr. Omaha	11 59 P M	"	"	"	"	"	"	"
Arr. Council Bluffs	12 30 Night	"	"	"	"	"	"	"

No. 4—THE ATLANTIC EXPRESS.

Lve. Los Angeles	8 00 P M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Lve. San Francisco	9 00 A M	Mon.	Tues	Wed.	Thu.	Fri.	Sat.	Sun.
Lve. Salt Lake	6 05 P M	Tues	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
Lve. Ogden	7 40 P M	"	"	"	"	"	"	"
Arr. Denver	7 10 P M	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tues
Arr. Kansas City	4 10 P M	Thu.	Fri.	Sat.	Sun.	Mon.	Tues	Wed.
Arr. Leavenworth	4 40 P M	"	"	"		"	"	"
Arr. Omaha	9 30 A M	"	"	"	Sun.	"	"	"
Arr. Council Bluffs	9 55 A M	"	"	"	"	"	"	"

No. 6—THE OREGON AND WASHINGTON LIMITED.

Lve. Portland	6 35 P M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Arr. Denver	7 10 P M	Tues	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
Arr. Kansas City	4 10 P M	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tues
Arr. Leavenworth	4 40 P M	"	"	"	"		"	"
Arr. Omaha	6 45 A M	"	"	"	"	Sun.	"	"
Arr. Council Bluffs	7 15 A M	"	"	"	"	"	"	"

No. 8—THE LOS ANGELES LIMITED.—Electric Lighted.

Lve. Los Angeles	10 00 A M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Lve. Salt Lake	12 05 Noon	Mon.	Tues	Wed.	Thu.	Fri.	Sat.	Sun.
Lve. Ogden	1 16 P M	"	"	"	"	"	"	"
Arr. Omaha	8 50 P M	Tues	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
Arr. Council Bluffs	9 25 P M	"	"	"	"	"	"	"

No. 18-8—THE CHICAGO-PORTLAND SPECIAL.—Electric Lighted.

Lve. Portland	10 00 A M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Arr. Cheyenne	5 10 A M	Tues	Wed	Thu.	Fri.	Sat.	Sun.	Mon.
Arr. Omaha	8 50 P M	"	"	"	"	"	"	"

No. 10—THE CHINA AND JAPAN FAST MAIL.

Lve. San Francisco	9 00 P M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Lve. Salt Lake	7 10 A M	Tues	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
Lve. Ogden	8 20 A M	"	"	"	"	"	"	"
Arr. Omaha	5 45 P M	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tues
Arr. Council Bluffs	6 05 P M	"	"	"	"	"	"	"

No. 12—THE CHICAGO SPECIAL.—Electric Lighted.

Lve. Denver	*4 15 P M	Sun	Mon.	Tues.	Wed.	Thu.	Fri.	Sat.
Arr. Omaha	7 30 A M	Mon.	Tues	Wed.	Thu.	Fri.	Sat.	Sun.
Arr. Council Bluffs	8 00 A M	"	"	"	"	"	"	"

No. 16—THE CHICAGO EXPRESS.

Lve. Denver	10 30 P M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Arr. Omaha	5 00 P M	Mon.	Tues	Wed.	Thu.	Fri.	Sat.	Sun.
Arr. Council Bluffs	6 17 P M	"	"	"	"	"	"	"

No. 102—ST. LOUIS-COLORADO LIMITED.

Lve. Portland	10 00 A M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Lve. Los Angeles	10 00 A M	"	"	"	"	"	"	"
Lve. San Francisco	10 40 A M	"	"	"	"	"	"	"
Lve. Ogden	2 30 P M	Mon.	Tues	Wed.	Thu.	Fri.	Sat.	Sun.
Arr. Denver	11 35 A M	Tues	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
Arr. Kansas City	8 35 A M	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tues

No. 110—THE DENVER LIMITED.

Lve. Cheyenne	5 30 A M	Sun.	Mon.	Tues	Wed.	Thu.	Fri.	Sat.
Arr. Denver	9 30 A M	"	"	"	"	"	"	"
Arr. Kansas City	8 05 A M	Mon.	Tues	Wed.	Thu.	Fri.	Sat.	Sun

THROUGH CAR SERVICE.—WESTBOUND.

TRAIN No. 1—THE OVERLAND LIMITED.

Composite Observation Car Omaha to San Francisco and Denver, via U. P. and So. Pac. Pullman Drawing-room Sleeping Cars Chicago to San Francisco, via C. & N. W., U. P. and So. Pac.; via C. M. & St. P., U. P. and So. Pac. Pullman Drawing-room Sleeping Cars Chicago to Denver, via C. & N. W. and U. P.; via C. M. & St. P. and U. P. Dining Car Service Omaha to San Francisco and Denver.

Picking up at Cheyenne Pullman Drawing-room Sleeping Car Kansas City to San Francisco. Interstate passengers carried only.

TRAIN No. 3—CHINA AND JAPAN FAST MAIL.

From Council Bluffs and Omaha—(*Daily.*)—Pullman Drawing-room Sleeping Cars Chicago to San Francisco, via C. & N.-W. and C. M. & St. P., U. P. and South. Pac.; Cheyenne to Salt Lake City (from St. Louis). Pullman Tourist Sleeping Cars Chicago to San Francisco and Los Angeles, via C. & N.-W. and C. M. & St. P., U. P. and So. Pac., connecting at Cheyenne with Pullman Tourist Sleeping Car to Los Angeles, via U. P., O. S. L. and S. P. L. A. & S. L. Personally conducted Tuesday and Thursday from Chicago, and Wednesday and Friday from Omaha. Day Coach Council Bluffs and Omaha to Ogden. Dining Car Service Chicago to San Francisco.

From Kansas City and Denver—(*Daily.*)—Pullman Drawing-room Sleeping Car St. Louis to Denver and Salt Lake City. Free Reclining Chair Car Kansas City to Denver and Salt Lake City. Dining Car service Kansas City to Ellis. Day Coaches Kansas City to Denver and Cheyenne, and Kansas City to Salina. Pullman Tourist Sleeping Car Kansas City to Los Angeles, via U. P., O. S. L. and Salt Lake Route, connecting at Cheyenne with through equipment for points beyond.

From Leavenworth—(*Daily, except Sunday.*)—Motor Cars Leavenworth to Lawrence: same equipment from Lawrence as from Kansas City.

TRAIN No. 5—THE OREGON AND WASHINGTON LIMITED.

Pullman Drawing-room Sleeping Car Chicago to Portland, via U. P., O. S. L. and O. R.R. & N. Co. and Pullman Drawing-room Sleeper Omaha to Cheyenne (open at 10 30 p.m.). Pullman Tourist Sleeping Car Chicago to Portland, via U. P., O. S. L. and O. R. & N. Co. Chair Car Chicago to Portland. Observation Car Chicago to Portland. Pullman Tourist Sleeper Kansas City to Portland (from Kansas City on No. 109). Day Coach Council Bluffs to Portland. Dining Car service Chicago to Portland.

No. 7—LOS ANGELES LIMITED.—Electric Lighted.

Composite Observation Car Chicago to Los Angeles; Pullman Drawing-room Sleeping Cars Chicago to Los Angeles; Pullman Tourist Sleeping Car Chicago to Los Angeles; all via C. & N. W., U. P., O. S. L. and S. P. L. A. & S. L. Chair Car Chicago to Portland and Rawlins to Ogden.

Picking up at Cheyenne Pullman Drawing-room Sleeping Car St. Louis and Denver to Los Angeles. Dining Car Service Chicago to Los Angeles.

TRAIN No. 7-17—THE CHICAGO-PORTLAND SPECIAL. Electric Lighted.

Composite Observation Car Chicago to Cheyenne. Observation Sleeping Car Cheyenne to Portland. Pullman Drawing-room and Compartment Sleeping Car, Pullman Tourist Sleeping Car and Chair Car Chicago to Portland, via C. & N. W., U. P., O. S. L. and O. R. & N. Co.

Picking up at Cheyenne Observation Sleeping Car St. Louis to Portland, via Wabash, U. P., O. S. L. and O. R. & N. Co.

Continued on following page.

UNION PACIFIC, "THE OVERLAND ROUTE"

AND CONNECTING LINES.

THROUGH CAR SERVICE.—WESTBOUND—Continued.

TRAIN No. 11—THE COLORADO SPECIAL.—Electric Lighted.

From Council Bluffs and Omaha—(*Daily.*)—Pullman Drawing-room Sleeping Cars. Free Reclining Chair Car Chicago and Council Bluffs to Denver, via C. & N. W. and U. P. Pullman Drawing-room Sleeping Car and Free Reclining Chair Car Chicago to Denver, via C. M. & St. P. and U. P. Dining Car Chicago to Denver. Ten-section Observation Sleeping Car Omaha to Denver.

TRAIN No. 15—THE COLORADO EXPRESS.

From Council Bluffs and Omaha—(*Daily.*)—Pullman Drawing-room Sleeping Cars Chicago to Denver, via C. & N. W. and C. M. & St. P. and U. P. Pullman Tourist Sleeping Cars Wednesday from Minneapolis and St. Paul, and Thursday from Omaha to Los Angeles, via C. St. P. M. & O., U. P., D. & R. G. and S. P. L. A. & S. L. Pullman Tourist Sleeping Cars, daily, Omaha to Denver. Free Reclining Chair Cars Chicago to Denver, via C. & N. W., and C. M. & St. P. and U. P. Dining Car Service Chicago to Denver.

TRAIN No. 101—ST. LOUIS COLORADO LIMITED.

Observation Sleeping Car St. Louis to Portland (west of Cheyenne on No. 17). Pullman Drawing-room Sleeping Car St. Louis to Los Angeles (west of Cheyenne on No. 7). Pullman Drawing-room Sleeping Car Kansas City to San Francisco (west of Cheyenne on No. 1). Chair Car St. Louis to Cheyenne and Kansas City to Cheyenne. Dining Car Service St. Louis to Los Angeles and Portland.

TRAIN No. 109—THE DENVER LIMITED.

Chair Cars and Coaches Kansas City to Denver and Cheyenne. Tourist Sleeping Cars Kansas City to Portland (on No. 5 west of Cheyenne). Pullman Drawing-room Sleeping Car and Dining Car Kansas City to Denver.

EASTBOUND.

TRAIN No. 2—THE OVERLAND LIMITED.—Electric Lighted.

Composite Observation Car San Francisco to Omaha, via S. P. and U. P. Pullman Drawing-room and Compartment Sleeping Cars San Francisco to Chicago, via So. Pac., U. P., C. & N. W. and C. M. & St. P. Pullman Drawing-room Sleeping Car San Francisco to Kansas City (on Train No. 102 Cheyenne to Kansas City. Dining Car Service.

Picking up at Julesburg Pullman Drawing-room Sleeping Cars Denver to Chicago, via U. P., C. & N. W. and C. M. & St. P. Rys.

TRAIN No. 8—THE LOS ANGELES LIMITED.—Electric Lighted.

Composite Observation Car, Pullman Drawing-room and Private Compartment Sleeping Cars and Pullman Tourist Sleeping Cars Los Angeles and Salt Lake to Omaha, Council Bluffs and Chicago, via S. P. L. A. & S. L., O. S. L., U. P. and C. & N. W. Pullman Drawing-room Sleeping Car Los Angeles to St. Louis, via S. P. L. A. & S. L., O. S. L., U. P. and Wabash Rys. Chair Car Ogden to Rawlins. Dining Car Service.

Picking up at Cheyenne Chair Car, Tourist Car and Drawing-room and Compartment Sleeping Cars Portland to Chicago, via O. R. & N. Co., O. S. L., U. P. and C. & N. W. Rys.

TRAIN No. 18-8—THE CHICAGO-PORTLAND SPECIAL. Electric Lighted.

Pullman Drawing-room and Compartment Sleeping Car, Pullman Tourist Sleeping Car and Chair Car Portland to Chicago, via O. R. & N. Co., O. S. L., U. P. and C. & N. W. Rys. Pullman Observation Sleeping Car Portland to St. Louis, via O. R. & N. Co., O. S. L., U. P. and Wabash.

Chair Car passengers for Kansas City and St. Louis transfer to the St. Louis-Colorado Limited at Cheyenne. Dining Car Service.

TRAIN No. 4—THE ATLANTIC EXPRESS.

From Salt Lake City and Ogden—(*Daily.*)—Free Reclining Chair Car Salt Lake City to Denver and Kansas City. Pullman Drawing-room Sleeping Car Salt Lake City to Denver, Kansas City and St. Louis, and Cheyenne to Omaha. Dining Car Grand Island to Omaha.

From Cheyenne and Denver—(*Daily.*)—Pullman Drawing-room Sleeping Car Salt Lake City to Denver, Kansas City and St. Louis. Pullman Tourist Sleeping Car Portland to Denver and Kansas City. Free Reclining Chair Cars Salt Lake City to Denver and Kansas City. Day Coaches Cheyenne to Denver and Kansas City. Dining Car Ellis to Kansas City. Connecting at Sacramento with Pullman Buffet Sleeping Car Los Angeles to Lathrop and Sacramento, and at Ogden with Pullman Palace Sleeping Car from San Francisco to Ogden, and Day Coaches San Francisco to Ogden; connecting daily except Sunday, at Lawrence with Motor Cars Lawrence to Leavenworth.

TRAIN No. 12—THE CHICAGO SPECIAL.—Electric Lighted.

From Denver—(*Daily.*)—Pullman Drawing-room Sleeping Cars and Free Reclining Chair Car to Council Bluffs and Chicago via U. P. and C. & N. W. Rys. Pullman Drawing room Sleeping Car and Free Reclining Chair Car Denver to Chicago, via U. P and C. M. & St. P., and a ten section Observation Sleeping Car Denver to Omaha. Dining Car Denver to North Platte.

TRAIN No. 6—THE OREGON AND WASHINGTON LIMITED.

From Portland—(*Daily.*)—Pullman Drawing-room Sleeping Car Portland to Chicago, via O. R. & N. Co., O. S. L., U. P. and C. & N. W. Rys. Pullman Tourist Sleeping Car Portland to Chicago, via O. R. & N., O. S. L., U. P. and C. & N. W. Chair Car Portland to Chicago, via O. R. & N. Co., O. S. L., U. P. and C. & N. W. Observation Sleeping Car Portland to Chicago. Dining Car Service Portland to Chicago.

TRAIN No. 10—THE CHINA AND JAPAN FAST MAIL.

From San Francisco—(*Daily.*)—Pullman Drawing-room Sleeping Cars San Francisco to Chicago, via S. P., U. P. and C. & N. W.; San Francisco to Chicago, via S. P., U. P. and C. M. & St. P. Dining Car Service San Francisco to Council Bluffs and Chicago. Pullman Tourist Sleeping Cars San Francisco to Chicago, via S. P., U. P., C. & N. W. and C. M. & St. P.; Los Angeles and Salt Lake City to Denver and Kansas City (on No. 110 Cheyenne to Kansas City), via S. P. L. A. & S. L., O. S. L. and U. P. Day Coaches San Francisco to Ogden, connecting with Day Coach Ogden to Omaha and Council Bluffs. Personally Conducted Pullman Tourist Sleeper every Tuesday and Thursday from Los Angeles to Omaha, Council Bluffs and Chicago, via S. P., U. P. and C. & N. W.

No. 102—THE ST. LOUIS-COLORADO LIMITED.—Electric Lighted.

From Cheyenne and Denver—Observation Sleeping Car Portland to St. Louis (on No. 18 west of Cheyenne). Pullman Drawing-room Sleeping Car Los Angeles to St. Louis (on No 8 west of Cheyenne). Pullman Drawing-room Sleeping Car San Francisco to Kansas City (on No. 2 west of Cheyenne). Chair Car and Dining Car Service Cheyenne to St. Louis.

Day Coaches—(*Daily, except Sunday.*)—Lawrence to Leavenworth.

TRAIN No. 110—THE DENVER LIMITED.

From Cheyenne and Denver—Chair Cars Cheyenne to Kansas City. Pullman Tourist Sleeping Car Los Angeles to Kansas City, via S. P. L. A. & S. L., O. S. L. and U. P. (No. 10 Ogden to Cheyenne.)

Pullman Drawing-room Sleeping Car and Dining Car Service Cheyenne to Denver and Denver to Kansas City. Buffet Parlor Car Cheyenne to Denver.

TRAIN No. 16—THE CHICAGO EXPRESS.

From Denver—(*Daily.*)—Pullman Drawing-room Sleeping Car Denver to Omaha and Chicago, via U. P., C. & N. W. and C. M. & St. P. Pullman Tourist Sleeping Cars Denver to Omaha, daily (Saturday from Denver), Los Angeles to St. Paul and Minneapolis, via S. P. L. A. & S. L., D. & R. G., U. P. and C. St. P. M. & O. Chair Cars Denver to Omaha and Chicago, via U. P., C. & N. W. and C. M. & St. P. Dining Car Service Denver to Chicago.

SPECIAL NOTICE.—THE OVERLAND LIMITED AND LOS ANGELES LIMITED—Trains Nos. 1, 2, 7 and 8.

Train No. 1 will take on at Council Bluffs, Ia., Omaha, Fremont, Schuyler, Columbus, Central City, Grand Island, Kearney, Lexington and North Platte, Neb., Julesburg, Colo., and Sidney, Neb., only passengers ticketed to Cheyenne and points west where train is scheduled to stop. Will also take on at Cheyenne, Laramie, Walcott, Rawlins, Rock Springs, Granger, Green River and Evanston, Wyo., only passengers ticketed to Ogden, Utah, and beyond.

Train No. 2 will take on at Ogden, Utah, only passengers destined to Evanston, Wyo., and points east where train is scheduled to stop. It will take on at Evanston, Granger, Green River, Rock Springs, Rawlins, Walcott, Laramie and Cheyenne, Wyo., only passengers ticketed to Sidney, Neb., or points beyond where train is scheduled to stop. It will take on at Sidney, Neb., Julesburg, Colo., North Platte, Lexington, Kearney, Grand Island, Central City, Columbus and Fremont, Neb., only passengers ticketed to points east of but not including Council Bluffs, Ia.

Seat space in the Sleeping Car equipment on trains Nos. 1, 2, 7 and 8 will no longer be sold, and passengers desiring to occupy Sleeping Car accommodations must provide themselves with berth tickets, provided berth space is available.

LIST OF PASSENGER AND FREIGHT AGENTS—Continued.

Pittsburgh, Pa.—707-8-9 Park Building—
G. G. HERRING, General Agent.
SAM'L A. MYERS, Traveling Passenger Agent.
W. A. GOLDEN, Traveling Passenger Agent
C. C. PHILLIPS, Contracting Freight Agent.
J. E. CORFIELD, Traveling Freight Agent.

Portland, Ore.—
WM. MCMURRAY, G. P. A., O. R.R. & N. Co.
Wells Fargo Building, 6th and Oak Sts.
C. W. STINGER, City Ticket Agent,
3d and Washington Streets.
J. H. O'NEILL, Traveling Passenger Agent.

Pueblo, Colo.—312 North Main Street—
L. M. TUDOR, Commercial Agent.

St. Joseph, Mo.—Board of Trade Building—
S. E. STOHR, G. F. & P. A. St. J. & G. I. Ry.
JO. HANSEN, Ticket Agent, Union Station.

St. Louis, Mo.—903 Olive St. (Century Bldg)—
J. G. LOWE, General Agent.

St. Louis, Mo.—*Continued.*
E. R. TUTTLE, Traveling Passenger Agent.
C. M. ROLLINGS, Traveling Pas. Agent.
F. MAHONEY, Contracting Freight Agent.
GEO. CARROLL, Traveling Freight Agent.
D. B. FOLEY, Traveling Freight Agent.

Sacramento, Cal.—1007 Second Street—
JAMES WARRACK, Freight and Passenger Agt.
ALBERT J. WATTS, Agent Passenger Dept.

Salt Lake City, Utah—
D. E. BURLEY, Gen. Pas. Agt. O. S. L. R.R. Co.
502 Deseret News Building,
Main and S. Temple Sts.
D. R. GRAY, Gen. Agent, 201 Main Street.

San Francisco, Cal.—42 Powell Street—
S. F. BOOTH, General Agent.
T. R. TILLEY, City Passenger Agent.
H. M. MACGREGOR, Traveling Pas. Agent.
P. B. NORTON, Traveling Passenger Agent.

San Francisco, Cal.—81 Ellis Street—
SAMUEL F. HILTON, Traveling Freight Agent.

San Jose, Cal.—19 North First Street—
F. W. ANGIER, Agent Passenger Department.
LEANDER M. CHESHIRE, Contracting Fht. Agt.

Seattle, Wash.—608 First Avenue—
E. E. ELLIS, Gen. Agent, O. R.R. & N. Co.
J. R. NAGEL, Traveling Passenger Agent.

Spokane, Wash.—426 Riverside Avenue—
H. C. MUNSON, City Ticket Agent,
O. R.R. & N. Co.

Tacoma, Wash.—Berlin Building—
ROBERT LEE, Agent, O. R.R. & N. Co.

Toronto, Ont.—14 Janes Building—
J. O. GOODSELL, Traveling Passenger Agent.

Yokohama, Japan—4 Water Street—
————, General Passenger Agent,
San Francisco Overland Route.

UNION PACIFIC, "THE OVERLAND ROUTE"

AND CONNECTING LINES.

CONDENSED SCHEDULE OF THROUGH TRAINS.

Colo. Exp. 15 P M	Colorado Special. No. 11	Oregon & Wash. Limited. No. 5	China & Japan Mail. No. 3	Los. Ang. Lim. & Ch.-Port. Spl. 7 & 7-17	Overland Limited. No. 1	Table B. *November 7, 1909.*	Overland Limited. No. 2	Atlantic Express. No. 4	Chicago Special. No. 12	Oregon & Colorado Express. No. 6	China & Japan Mail. No. 10	Los. Ang. Lim. & Ch.-Port. Spl. 8 & 18-8	Chic. Exp. 16 A M
*10 46	*1 30 P M	*10 00 A M	*10 46 P M	*10 00 P M	*7 00 P M	lv. **Chicago**..(*C.&N.W.*) ar.	12 45 Noon	6 45 A M	8 45 P M	8 35 P M	8 30 A M	11 59 A M	7 20
3 05	1 10 A M	11 10 P M	3 05 P M	12 05 Noon	6 40 A M	ar. **Council Bluffs**.. » lv.	12 35 Night	12 30 Noon	8 05 A M	7 25 A M	6 30 P M	9 35 P M	6 45
3 28	1 30 A M	11 35 P M	3 28 P M	12 35 Noon	7 05 A M	ar. **Omaha**......... » lv.	12 15 Night	12 05 Noon	7 45 A M	7 00 A M	6 05 P M	9 10 P M	5 20
*10 10	*1 00 P M	....	*10 10 P M	....	*7 00 P M	lv. **Chicago**.(*C.M.&St.P.*) ar.	1 15 P M	....	8 45 P M	....	8 00 A M	....	8 00
3 00	1 08 A M	....	3 00 P M	....	6 40 A M	ar. **Council Bluffs**.. » lv.	12 38 Night	....	8 02 A M	....	6 25 P M	....	6 25
3 25	1 30 A M	....	3 25 P M	....	7 05 A M	ar. **Omaha** .... » lv.	12 10 Night	....	7 40 A M	....	6 00 P M	....	6 00
*11 00	....	....	*11 00 P M	....	....	lv. **Chicago**...(*C. Gt. W.*) ar.	....	....	....	....	....	....	....
3 45	....	....	3 45 P M	....	....	ar. **Omaha**......... » lv.	....	....	....	....	....	....	....
2 30	....	....	2 30 A M	....	5 00 P M	lv. **Chicago**........(*I. C.*) ar.	....	....	....	9 55 P M	8 30 A M	....	8 30
3 45	....	....	3 45 P M	....	7 15 A M	ar. **Omaha**......... » lv.	....	....	....	7 15 A M	6 00 P M	....	6 00
P M	....	9 04 A M	....	8 01 P M	....	lv. **St. Louis**.(*Wab. R.R.*) ar.	....	....	10 50 P M	....	7 39 A M	....	7 39
....	....	11 15 P M	....	9 25 A M	....	ar. **Omaha**......... » lv.	....	....	7 30 A M	....	*6 30 P M	....	*6 30
....	....	....	....	....	9 00 A M	lv. **St. Louis**..(*Mo. Pac.*) ar.	5 30 P M	....	....	....	....	....	P M
....	....	....	....	....	6 35 A M	ar. **Omaha**......... » lv.	11 15 P M	....	....	....	....	....	A M
....	9 30 A M	9 30 A M	....	....	7 50 P M	lv. **Minneapolis** (C.St.P.M.&O.) ar.	....	....	....	8 10 P M	....	....	7 50
A M	10 00 A M	10 00 A M	....	....	8 05 P M	lv. **St. Paul**......... » ar.	....	....	....	7 40 P M	....	....	7 15
11 59	7 20 P M	7 20 P M	11 59 A M	....	4 15 A M	lv. **Sioux City**(*C.&N.W.*) ar.	....	....	....	11 00 A M	....	....	10 15
3 05	10 00 P M	10 00 P M	3 05 P M	....	6 40 A M	ar. **Council Bluffs**.. » lv.	....	....	....	8 05 A M	....	....	7 25
3 28	10 20 P M	10 20 P M	3 28 P M	....	7 05 A M	ar. **Omaha**......... » lv.	....	....	....	7 45 A M	....	....	7 00
P M	....	....	....	....	7 35 P M	lv. **St. Paul**....(*Ill. Cent.*) ar.	....	....	....	7 40 P M	8 10 A M	....	8 10
....	....	....	....	....	8 10 P M	lv. **Minneapolis**.... » ar.	....	....	....	6 58 P M	7 25 A M	....	7 35
....	....	....	....	....	7 15 A M	ar. **Omaha**......... » lv.	....	....	....	†7 30 A M	6 00 P M	....	6 00
....	....	....	....	*7 58 P M	....	lv. **Minneapolis**(*C.Gt.W.*) ar.	....	....	....	10 10 P M	....	....	P M
....	....	....	....	8 30 P M	....	lv. **St. Paul**......... » ar.	....	....	....	9 35 P M	....	....	....
P M	....	....	....	8 00 A M	....	ar. **Omaha**......... » lv.	....	....	....	9 00 A M	....	....	P M
*3 17	*1 25 A M	*11 30 P M	*3 00 P M	*12 20 Noon	*6 50 A M	lv. **Council Bluffs** (*U.P.*) ar.	12 30 Night	9 55 A M	8 00 A M	7 15 A M	6 06 P M	9 25 P M	5 17
3 50	1 45 A M	12 01 Night	4 00 P M	12 55 Noon	7 20 A M	lv. **Omaha**......... » ar.	11 59 P M	9 30 A M	7 30 A M	6 45 A M	5 45 P M	8 50 P M	5 00
6 23	3 49 A M	2 15 A M	6 35 P M	3 10 P M	9 40 A M	ar. **Columbus**....... » lv.	9 41 P M	6 55 A M	5 21 A M	4 20 A M	3 05 P M	6 16 P M	2 16
9 30	....	....	9 30 P M	....	....	lv. **Minneapolis** (C.St.P.M.&O.) ar.	....	....	....	....	....	8 10 P M	P M
10 10	....	....	10 10 P M	....	....	lv. **St. Paul** .... » ar.	....	....	....	....	....	7 40 P M	....
†8 10	....	....	†8 10 A M	....	....	lv. **Sioux City**....... » ar.	....	....	....	....	....	9 45 A M	....
12 45	....	....	12 45 Noon	....	....	ar. **Columbus**......(*U. P.*) lv.	....	....	....	....	....	7 26 P M	P M
6 26	3 49 A M	2 15 A M	6 35 P M	3 10 P M	9 40 A M	lv. **Columbus**....... » ar.	9 41 P M	6 55 A M	5 21 A M	4 20 A M	3 05 P M	6 16 P M	2 16
8 15	5 20 A M	4 00 A M	8 50 P M	4 50 P M	11 20 A M	ar. **Grand Island**.... » lv.	8 05 P M	5 10 A M	4 00 A M	2 45 A M	1 20 P M	4 35 P M	12 30
P M	....	....	*9 45 A M	....	....	lv. **St. Joseph**.(St.J.&G.I.) ar.	7 30 A M	5 00 P M	....	....	....	....	Noon
P M	....	....	8 15 P M	....	....	ar. **Grand Island**.... » lv.	*9 15 P M	*7 00 A M	....	....	....	....	Noon
8 25	5 30 A M	4 10 A M	8 40 P M	4 55 P M	11 25 A M	lv. **Grand Island**..(*U.P.*) ar.	8 00 P M	5 05 A M	3 55 A M	2 40 A M	1 15 P M	4 30 P M	12 25
12 40	9 15 A M	8 15 A M	1 20 A M	8 40 P M	3 15 P M	ar. **North Platte**.... » lv.	4 24 P M	12 40 Night	12 30 Night	10 50 P M	9 15 A M	12 35 Noon	8 15
11 45	8 25 A M	7 25 A M	12 30 Night	7 50 P M	2 12 P M	lv. **North Platte**.... » ar.	3 20 P M	11 15 P M	11 20 P M	9 45 P M	8 05 A M	11 30 A M	7 00
2 15	10 50 A M	10 10 A M	3 40 A M	10 08 P M	4 30 P M	ar. **Julesburg**....... » lv.	1 15 P M	6 19 P M	*9 10 P M	7 41 P M	6 05 A M	9 20 A M	4 40
7 35	4 00 P M	4 00 P M	....	....	9 30 P M	ar. **Denver** .... » lv.	*8 15 A M	....	*4 15 P M	....	....	....	10 30
A M		10 10 A M	3 40 A M	10 06 P M	4 40 P M	lv. **Julesburg**....... » ar.	1 00 P M	6 19 P M		7 41 P M	6 05 A M	9 20 A M	*P M
...	No. 109	4 10 P M	10 40 A M	2 50 A M	10 35 P M	ar. **Cheyenne** .... » lv.	8 30 A M	2 50 P M	No. 110	4 10 P M	2 20 A M	5 50 A M	....
....	9 00 A M	9 00 A M	11 30 P M	*9 00 A M	*9 00 A M	lv. **St. Louis**..(*Mo. Pac.*) ar.	6 30 P M	7 10 A M	6 30 P M	7 10 A M	....	6 30 P M	....
....	6 30 P M	6 30 P M	7 30 A M	6 30 P M	6 30 P M	ar. **Kansas City**..... » lv.	*9 30 A M	*9 15 P M	*9 30 A M	*9 15 P M	....	*9 30 A M	....
....	9 04 A M	9 04 A M	*11 30 P M	*2 00 P M	*2 00 P M	lv. **St. Louis**.(*Wab. R.R.*) ar.	5 28 P M	7 39 A M	5 28 P M	7 39 A M	....	5 28 P M	....
....	5 34 P M	5 34 P M	7 30 A M	8 15 P M	8 15 P M	ar. **Kansas City**..... » lv.	*9 30 A M	*11 30 P M	*9 30 A M	*11 30 P M	....	*9 30 A M	....
....	....	....	9 00 A M	....	....	lv. **Memphis**.(*Frisco Sys.*) ar.	....	8 25 A M	....	8 25 A M	....	....	....
....	....	....	7 00 A M	....	....	ar. **Kansas City**..... » lv.	....	6 15 P M	....	6 15 P M	....	....	....
....	9 06 A M	9 06 A M	11 28 P M	9 06 A M	9 06 A M	lv. **St. Louis**...(*C. & A.*) ar.	5 26 P M	6 59 A M	5 26 P M	6 59 A M	....	5 26 P M	....
....	5 35 P M	5 35 P M	7 28 A M	6 35 P M	6 35 P M	ar. **Kansas City**..... » lv.	9 30 A M	9 00 P M	9 30 A M	9 00 P M	....	9 30 A M	....
....	....	....	6 30 P M	....	....	lv. **Chicago**......... » ar.	....	7 30 A M	....	7 30 A M	....	....	....
....	....	....	8 00 A M	....	....	ar. **Kansas City**..... » lv.	....	*6 00 P M	....	*6 00 P M	....	....	....
	*6 00 P M	*6 00 P M	*10 05 A M	*10 25 P M	*10 25 P M	lv. **Kansas City**...(*U.P.*) ar.	8 35 A M	4 10 P M	8 05 A M	4 10 P M	....	8 35 A M	....
	6 56 P M	6 56 P M	11 08 A M	11 25 P M	11 25 P M	ar. **Lawrence**....... » lv.	7 35 A M	5 03 P M	7 05 A M	5 03 P M	....	7 35 A M	....
	†5 10 P M	†5 10 P M	†9 20 A M	....	....	lv. **Leavenworth**.... » ar.	†11 55 A M	†4 40 P M	....	†4 40 P M	....	†11 55 A M	....
	*6 56 P M	*6 56 P M	*11 08 A M	*11 25 P M	*11 25 P M	lv. **Lawrence**....... » ar.	7 35 A M	5 03 P M	7 05 A M	5 03 P M	....	7 35 A M	....
	7 55 P M	7 35 P M	11 50 A M	12 05 Night	12 05 Night	lv. **Topeka** .... » lv.	6 50 A M	2 20 P M	6 20 A M	2 20 P M	....	6 50 A M	....
	2 05 A M	2 05 A M	7 55 P M	7 00 A M	7 00 A M	ar. **Ellis**........... » lv.	11 35 P M	7 00 A M	11 05 P M	7 00 A M	....	11 35 P M	....
	1 10 A M	1 10 A M	7 05 P M	6 10 A M	6 10 A M	lv. **Ellis**........... » ar.	10 30 P M	5 50 A M	9 55 P M	5 50 A M	....	10 30 P M	....
	12 05 Noon	12 05 Noon	6 30 A M	4 20 P M	4 20 P M	ar. **Denver**......... » lv.	*12 40 Noon	*7 45 P M	*10 30 A M	*7 45 P M	....	*12 40 Noon	....
	5 00 P M	12 30 Noon	7 30 A M	7 05 P M	7 05 P M	lv. **Denver** .... » ar.	11 35 A M	7 10 P M	9 30 A M	7 10 P M	9 30 A M	11 35 A M	....
	11 00 P M	4 30 P M	11 05 A M	3 10 A M	11 00 P M	lv. **Cheyenne**....... » ar.	8 15 A M	2 55 P M	2 05 A M	3 55 P M	2 05 A M	5 35 A M	....
	9 26 A M	2 30 A M	10 55 P M	12 40 Noon	9 25 A M	ar. **Green River**..... » lv.	9 25 P M	3 10 A M	3 20 P M	6 45 A M	3 20 P M	7 30 P M	....
	10 34 A M	3 58 A M	12 18 Night	1 47 P M	10 34 A M	ar. **Granger**......... » lv.	8 18 P M	2 00 A M	2 12 P M	*5 27 A M	2 12 P M	6 25 P M	....
	3 50 P M	....	5 45 A M	6 35 P M	3 50 P M	ar. **Ogden**........... » lv.	*2 30 P M	*7 40 P M	*8 20 A M	....	*8 20 A M	*1 15 P M	....
	5 05 P M	....	8 20 A M	7 55 P M	5 05 P M	ar. **Salt Lake City**(*O.S.L.*) lv.	*1 00 P M	*6 05 P M	*7 10 A M	....	*7 10 A M	*12 05 Noon	....
	....	....	10 00 A M	8 00 P M	8 00 A M	ar. **Los Angeles** (S.P.L.A.&S.L.) lv.	....	*2 00 P M	*6 00 P M	....	*6 00 P M	*10 00 A M	....
	....	....	6 40 A M	....	4 10 P M	lv. **Ogden**...........(*S.P.Co.*) ar.	2 10 P M	5 35 P M	....	....	7 10 A M	....	....
	....	....	10 45 A M	....	3 50 P M	ar. **Sacramento** (*Pac. time.*) » lv.	2 15 P M	12 50 Noon	....	....	12 45 Night	....	....
	....	....	2 48 P M	....	7 28 P M	ar. **San Francisco** » » lv.	10 40 A M	9 00 A M	....	....	*9 00 P M	....	....
	....	....	7 05 A M	....	8 00 A M	ar. **Los Angeles** » » lv.	c6 00 P M	6 00 P M	....	....	9 00 P M	....	....
....	....	....	8 30 A M	....	....	ar. **Los Angeles** »(Coast L.) » lv.	2 35 P M	8 15 A M	....	....	7 30 P M	....	....
....	....	4 30 P M	....	*3 05 A M	....	lv. **Cheyenne** ....(*U. P.*) ar.	....	....	....	3 55 P M	Via	5 10 A M	....
....	....	2 40 A M	....	12 30 Noon	....	lv. **Green River**....... » ar.	....	....	....	6 35 A M	Ogden.	7 00 P M	....
....	....	3 55 A M	....	1 40 P M	....	lv. **Granger**.....(*O.S.L.*) ar.	....	....	....	5 22 A M	....	6 55 P M	....
....	....	9 40 A M	....	8 15 P M	....	ar. **Pocatello**....... » lv.	....	....	....	9 40 P M	2 00 A M	11 30 A M	....
....	....	....	....	7 30 A M	....	ar. **Butte**............ » lv.	....	....	....	....	4 00 P M	1 45 A M	....
....	....	....	....	11 10 A M	....	ar. **Helena**....(*G. N. Ry.*) lv.	....	....	....	....	....	7 35 P M	....
....	....	8 51 P M	....	6 40 A M	....	ar. **Huntington**.(*O.S.L.*) lv.	....	....	....	10 44 A M	1 10 P M	1 45 A M	....
....	....	6 00 P M	....	5 50 A M	....	lv. **Huntington**.(O.R.R.&N.Co.) ar.	....	....	....	9 30 A M	11 55 A M	12 55 Night	....
....	....	....	....	11 00 P M	....	ar. **Spokane** .... » lv.	....	....	....	*3 15 P M	*3 15 P M	7 00 A M	....
....	....	8 00 A M	....	8 00 P M	....	ar. **Portland** .... » lv.	....	....	....	*6 35 P M	*8 00 P M	*10 00 A M	....

Central time. — Mt. time. — Central time. — Mount. time. — Mount time. Pac. time.

* Daily; † daily, except Sunday; a the Chicago-Portland Special; c the Overland Limited.

UNION PACIFIC, "THE OVERLAND ROUTE"

AND CONNECTING LINES.

Table 5—KEARNEY BRANCH.—Kearney to Callaway.

95	97	93	Ms.	November 7, 1909.	96	98	94
P M	P M	A M	....	LV.] (Cent. time.) [AR.	A M	A M	P M
†4 00	†1 00	†7 10	0	....**Kearney**[1]. ♁	10 40	11 30	3 25
4 15	1 18	7 26	5.5	. Glenwood Park .	10 17	11 12	3 08
4 29	1 33	7 40	10.1	....Riverdale	10 05	11 01	2 56
4 49	1 58	8 00	16.8	.....Amherst... ♁	9 47	10 41	2 39
5 08	2 22	8 18	22.7	....Watertown....	9 29	10 17	2 22
5 21	2 50	8 33	26.3	......Miller.... ♁	9 19	10 05	2 12
5 43	3 20	9 00	32.5	.....Sumner... ♁	9 00	9 45	1 55
6 05	4 00	9 19	40.4	....Eddyville.. ♁	8 40	9 19	1 33
6 20	4 20	9 34	45.9	......Lomax......	8 24	8 54	1 17
6 37	4 50	9 51	52.1	......Oconto.... ♁	8 08	8 35	1 01
6 55	5 15	10 09	[illegible]	........Lodi........	7 48	8 15	12 41
7 20	6 00	10 30	65.5	....**Callaway**.. ♁	†7 30	†8 00	†12 25
P M	P M	A M	....	ARRIVE] [LEAVE	A M	A M	Noon

e Stops to take for points in Colorado; *k* stops to leave passengers from Colorado.

Table 3—CEDAR RAPIDS BRANCH.—Genoa to Spalding.

31	79	Mls	November 7, 1909.	Elev.	82	80
P M	A M	....	(*Central time.*)	....	A M	P M
†2 15	†7 40	0	lve.....**Genoa** ♁ ...arr.	1573	11 31	4 40
2 52	8 40	14	+.....Fullerton..... ♁	1623	11 02	3 43
3 13	9 15	23	........Belgrade...... ♁	1700	10 39	3 13
3 35	10 22	30	+ ...Cedar Rapids... ♁	1775	10 22	2 20
4 15	11 30	44	...... **Spalding**.... ♁	....	†9 50	†1 00
P M	A M	....	ARRIVE] [LEAVE	....	A M	P M

Table 4—PARK CITY BRANCH—Line Echo to Park City.

No. 126	Ms	October 10, 1909.	Elev.	No. 125
*10 00 A M	0	lve....... **Echo** ♁ ....arr.	5471	8 35 A M
10 40 "	5	.... Coalville....... ♁	5583	8 15 "
11 10 "	13	..........Wanship.........	5856	7 50 "
11 50 A M	20	.........Atkinson.........	6471	7 30 "
12 40 Noon	28	ar. + **Park City, Utah** ♁ lv.	7006	*7 00 A M

Table 2—ALBION BR.—Columbus to Albion.

Connection to and from Columbus.

81-83	79-81	Ms	Nov. 7, 1909.	Elev.	84-82	82-80
P M	A M	...	(*Central time.*)	....	Noon	P M
†1 30	†6 00	0	lv.**Columbus** ♁ ar.	1442	12 30	7 00
1 50	6 30	9	...**Oconee**.. ♁	1489	12 07	6 25
2 00	6 50	13	....Munroe.. ♁	1518	11 55	5 55
2 25	7 40	20	....**Genoa**.. ♁	1573	11 37	5 30
2 41	8 00	28	...Woodville...	1636	11 07	4 48
2 49	8 35	31	..St. Edward ♁	1656	10 58	4 33
3 02	8 50	36	.... Boone .. ♁	1692	10 46	4 08
3 18	9 45	43	+ ..**Albion**.. ♁	1747	†10 30	†3 48
P M	A M	...	ARRIVE] [LEAVE	....	A M	P M

STANDARD OF TIME—East of North Platte, *Central time.* East of Sparks, Nev., and Huntington, *Mountain time.* West of Sparks, Nev., and Huntington. *Pacific time.*

Table 1—NORFOLK BRANCH.—Columbus to Norfolk.

Connection to and from Columbus.

29	77	Mls	November 7, 1909.	Elev.	30	78
P M	A M	....	(*Central time.*)	....	P M	P M
*7 00	†7 20	0	lve.+**Columbus** ♁ arr.	1442	1 10	6 10
7 18	7 45	9	.......**Oconee**..... ♁	1489	12 53	5 20
7 32	8 25	15	.....Platte Center... ♁	1538	12 41	4 55
8 00	9 30	26	+....Humphrey.... ♁	1533	12 13	3 55
8 23	10 30	35	+..... Madison ..... ♁	1574	11 51	3 10
8 45	11 25	45	......Warnerville......	1596	11 25	2 30
9 00	11 59	50	arr..+**Norfolk** ♁ ..lve.	1514	*11 10	†2 10
P M	A M	....	(*C. St. P. M. & O. Ry.*)	....	A M	P M
.....	3 55	126	..... **Sioux City**	1107	†8 05	.....
.....	P M	....	ARRIVE] [LEAVE	....	A M	.....

*Daily; †daily, except Sunday; *a* stops to take for Chicago and points east; *b* stops to take for Denver and beyond.

Local Train No. 19—Lvs. Council Bluffs *5 00 p.m., Omaha 5 30 p.m., arr. Grand Island 10 40 p.m. **No. 20** Lvs. Grand Island *5 20 a.m., arr. Omaha 10 30 a.m., Council Bluffs 10 55 a.m.

c Stops to leave from Ogden and points beyond; *d* stops to take for north of Granger.

Time from 1 00 p.m. to 12 59 night, *bold-faced type.* ‖ Meals. + Coupon stations; ♁ Telegraph stations.

For Index of Stations, see page 711.

UNION PACIFIC RAILROAD CO.—Line Council Bluffs and Omaha to Ogden.

North Platte Local. 13	Colorado Spl. 11	Colorado Exp. 15	7 and 17	Los Ang. Lim. 7	Ore. & Wash. Lim. 5	China & Jap. Mail. 3	Overland Lim. 1	Miles.	Table 6. *November 12, 1909.*	Atl. Exp. 4	Overland Lim. 2	China & Jap. Mail. 10	Ore. & Wash. Exp. 6	Chicago Spl. 12	18 and 8	Los Ang. Lim. 8	North Platte Local. 14	Chicago Exp. 16
A M	A M	P M	Noon	Noon	P M	P M	A M	...	LVE.] (Cent. time.) [ARR.	A M	Night	P M	A M	A M	P M	P M	P M	P M
*7 35	*1 25	*3 17	*12 20	*12 20	*11 30	*3 00	*6 50	...	+..**Council Bluffs**. ♁	9 55	12 30	6 05	7 15	8 00	9 25	9 25	5 05	6 17
7 50	1 45	3 32	12 35	12 35	11 45	3 15	7 05	...	ar..+**Omaha** ♁ .lv.	9 40	12 15	5 50	7 00	7 45	9 10	9 10	4 50	6 02
8 15	1 45	3 50	12 55	12 55	12 01	4 00	7 20	0	lv....**Omaha**...ar.	9 30	11 59	5 45	6 45	7 30	8 50	8 50	4 45	6 00
8 25	—	—	—	See Special Notice on page 713.	—	—	See Special Notice on page 713.	4	..**South Omaha**..	—	See Special Notice on page 713.	—	—	—	—	See Special Notice on page 713.	4 24	—
8 40	—	—	—		—	—		10	......Gilmore...... ♁	—		—	—	—	—		4 08	—
8 51	—	—	—		—	—		15	.....Papillion..... ♁	—		—	—	—	—		3 55	—
9 03	b	e	—		—	—		20	.......Millard...... ♁	—		c	—	k	—		3 43	k
9 20	b	e	—		—	—		29	......Elkhorn...... ♁	—		c	—	k	—		3 28	k
9 27	b	e	—		—	—		31	.....Waterloo...... ♁	—		c	—	k	—		3 21	k
9 35	b	e	d	d	—	—		35	......**Valley**..... ♁	8 35		c	—	k	—		3 14	k
9 45	b	e	—	—	—	—		41	......Mercer......	—		c	—	k	—		3 04	k
10 00	2 46	5 03	2 02	2 02	1 07	5 13	8 30	46	+..**Fremont**.. ♁	8 17	10 49	4 27	5 30	6 27	7 33	7 33	2 55	3 37
10 14	b	e	—		—	—		53	........Ames.......	—		c	—	k	—		2 36	k
10 30	b	e	—		—	—		61	+..North Bend.. ♁	—		c	—	k	—		2 20	k
10 44	b	e	—		—	—		68	......Rogers.... ♁	—		c	—	k	—		2 04	k
11 00	b	e	2 44	2 44	1 48	6 04	9 15	76	+...Schuyler ... ♁	7 25		c	4 45	k	6 43	6 43	1 48	2 45
11 14	b	e	—	—	—	—	—	84	.......Benton.... ♁	—		c	—	k	—	—	1 34	k
11 31	3 49	6 23	3 10	3 10	2 15	6 35	9 40	91	+..**Columbus**.. ♁	6 55	9 41	3 05	4 20	5 21	6 16	6 16	1 20	2 16
11 46	b	e	—		—	—		99	......Duncan......	—		c	—	k	—		12 43	k
12 11	b	e	—		—	—		109	....Silver Creek.. ♁	—		c	—	k	—		12 25	k
12 25	b	e	—		—	—		115	...*..Havens......	—		c	—	k	—		12 13	k
12 38	b	e	—		—	—		121	.......Clarks.... ♁	—		c	—	k	—		12 04	k
12 50	b	e	—		—	—		126	.....Thummel.....	—		c	—	k	—		11 53	k
1 03	b	7 34	4 15	4 15	3 20	7 46	10 45	132	+ **Central City** ♁	[illegible]		c	3 17	k	5 10	5 10	11 44	1 05
—	b	e	—		—	—		135	.....Paddock......	—		c	—	k	—		—	k
1 21	b	e	—		—	—		142	.....Chapman... ♁	—		c	—	k	—		11 24	k
1 30	b	e	—		—	—		148	.....Lockwood.....	—	—	c	—	k	—		11 15	k
1 45	5 20	8 15	4 50	4 50	4 00	8 30	11 20	154	ar.+**Grand Island** lv.	5 10	8 05	1 20	2 45	4 00	4 35	4 35	11 05	12 30
2 00	5 30	8 25	4 55	4 55	4 10	8 40	11 25	154	lv.**Grand Island** ♁ ar.	5 05	8 00	1 15	2 40	3 55	4 30	4 30	10 50	12 25
2 16	b	—	—	—	—	8 55	—	161	........Alda........	—	—	c	—	k	—	See Special Notice on page 713.	10 32	k
2 33	b	—	—	—	4 32	9 10	—	169	....Wood River . ♁	4 36	—	c	—	k	—		10 18	a k
2 50	b	—	—	—	4 42	9 24	—	177	......Shelton.... ♁	4 22	—	c	—	k	—		10 03	a k
3 03	b	—	—	—	4 51	9 35	—	183	......Gibbon.... ♁	4 11	—	c	—	k	—	—	9 50	a k
3 21	b	—	—	—	—	—	—	191	.......Buda.......	—	—	c	—	k	—	—	9 30	k
3 36	6 32	9 38	6 00	6 00	5 15	10 08	12 27	196	+...**Kearney**... ♁	3 45	7 01	11 58	1 33	2 55	3 21	3 21	9 20	11 12
4 06	b	—	—	—	5 42	10 36	—	211	....Elm Creek... ♁	3 10	—	c	—	k	—	—	8 42	a k
4 23	b	—	—	—	—	10 53	—	220	......Overton.... ♁	2 54	—	c	—	k	—	—	8 24	k
4 50	7 25	10 41	6 59	6 59	6 20	11 15	1 28	231	+...Lexington... ♁	2 34	6 04	10 55	12 35	2 00	2 18	2 18	8 05	10 10
5 20	b	11 05	—	—	6 46	11 44	—	245	.......Cozad.... ♁	2 04	—	c	—	k	—	—	7 30	9 42
5 32	b	—	—	—	—	—	—	250	...Willow Island. ♁	1 55	—	c	—	k	—	—	7 20	k
5 46	b	11 25	—	—	7 08	12 10	—	256	....Gothenburg . ♁	1 46	—	c	—	k	—	—	7 08	9 24
6 18	b	—	—	—	7 32	12 36	—	268	...Brady Island. ♁	1 24	—	c	—	k	—	—	6 42	k
6 42	b	—	—	—	7 50	—	—	277	.....Maxwell ... ♁	1 08	—	c	—	k	—	—	6 25	k
7 15	9 15	12 40	8 40	8 40	8 15	1 20	3 05	...	ar..Central time..lv.	12 40	4 24	9 15	10 50	12 30	12 35	12 35	*6 00	8 15
P M	.....	.....	.....	.....	.....	.....	.....	291	+.**North Platte**. ♁	.....	.....	.....	.....	.....	.....	.....	A M	.....
	8 25	11 45	7 50	7 50	7 25	12 30	2 12	...	lv..Mount. time..ar.	11 16	3 20	8 05	9 45	11 20	11 30	11 30	.....	7 00
	b	—	—	—	7 52	v	—	304	.....Hershey ... ♁	10 50	—	—	—	—	—	—	.....	6 38
	—	—	—	—	—	—	—	308	....**O'Fallons**.. ♁	—	—	—	—	—	—	—	.....	—
	b	e	—	—	8 04	v	—	310	....Sutherland .. ♁	10 38	—	—	—	—	—	—	.....	6 26
	b	—	—	—	8 27	v	—	322	......Paxton.... ♁	10 10	—	—	—	—	—	—	.....	6 05
	b	1 17	—	—	9 04	2 27	—	342	.....Ogalalla ... ♁	9 32	—	6 47	—	10 00	—	—	.....	—
	b	—	—	—	9 42	—	—	361	....Big Springs.. ♁	8 46	—	—	—	—	—	—	.....	5 00
	10 50	2 15	10 06	10 06	10 10	3 40	4 30	372	ar..**Julesburg**.lv.	8 19	1 15	6 05	7 41	*9 10	9 20	9 20	.....	*4 40
	A M	A M	10 08	10 06	10 10	3 40	4 40	372	lv.**Julesburg** ♁ ar.	8 19	1 00	6 05	7 41	P M	9 20	9 20	.....	A M
	.....	.....	—	—	10 42	4 15	—	387	.....Chappell... ♁	7 40	—	—	—	.....	—	—	.....	
	.....	.....	—	—	11 02	4 38	—	396	....Lodge Pole.. ♁	7 17	—	—	—	.....	—	—	.....	
	.....	.....	11 20	11 20	11 40	5 20	8 20	414	ar....**Sidney**...lv.	6 30	11 40	4 54	6 35	.....	8 25	8 25	.....	
	.....	.....	11 25	11 25	11 45	5 25	8 30	414	lv...**Sidney** ♁..ar.	6 18	11 30	4 50	6 30	.....	8 20	8 20	.....	
	.....	.....	—	—	12 00	—	—	422	.....Brownson... ♁	5 53	—	—	—	.....	—	—	.....	
	.....	.....	—	—	12 24	6 21	—	433	......Potter..... ♁	5 34	See Special Notice on page 713.	—	—	.....	—	—	.....	
	.....	.....	—	—	1 20	7 23	See Special Notice on page 713.	451	......Kimball.... ♁	4 58		3 56	—	.....	—	—	.....	
	.....	.....	—	—	1 51	—		463	..... Bushnell... ♁	4 35		—	—	.....	—	—	.....	
	.....	.....	—	—	2 18	8 25		473	....Pine Bluffs.. ♁	4 15		3 24	—	.....	—	—	.....	
	.....	.....	—	—	—	8 55		484	......Egbert .... ♁	3 50		—	—	.....	—	—	.....	
	.....	.....	—	—	3 25	9 34		496	.....Hillsdale... ♁	3 25		—	—	.....	—	—	.....	
	.....	.....	—	—	3 42	—		502	.....Durham ... ♁	3 12		—	—	.....	—	—	.....	
	.....	.....	—	—	3 55	—		508	......Archer .... ♁	3 04		—	—	.....	—	—	.....	
	.....	.....	2 50	2 50	4 10	10 40	10 35	516	ar+**Cheyenne**.lv.	2 50	8 30	2 20	4 10	.....	5 50	5 50	.....	
	.....	.....	3 05	3 10	4 30	11 05	11 00	516	lv..**Cheyenne** ♁ ar.	2 36	8 15	2 05	3 55	.....	5 10	5 35	.....	
	.....	.....	—	—	—	12 08		535	.. Granite Canon ♁	1 58		—	—	.....	—	—	.....	
	.....	.....	—	—	—	12 36		543	......Buford.... ♁	1 42		1 17	—	.....	—	—	.....	
	.....	.....	—	—	—	12 48		547	.....Sherman ... ♁	1 35		—	—	.....	—	—	.....	
	.....	.....	—	—	—	1 00		555	.....Hermosa ... ♁	1 15		—	—	.....	—	—	.....	
	.....	.....	5 05	5 15	6 35	1 35	1 15	573	ar..+**Laramie**..lv.	12 25	6 10	12 01	2 05	.....	3 10	3 38	.....	
	.....	.....	5 10	5 18	6 40	1 40	1 20	573	lv...**Laramie** ♁ ar.	12 05	6 05	11 55	2 00	.....	3 00	3 35	.....	
	.....	.....	—	—	—	2 38	—	601	........Lookout..... ♁	11 06		—	—	.....	—	—	.....	
	.....	.....	—	—	—	3 02		612	.....**Rock River**. ♁	10 39		—	—	.....	—	—	.....	
	.....	.....	—	—	—	3 34		630	...Medicine Bow. ♁	10 08		—	—	.....	—	—	.....	
	.....	.....	—	—	—	3 45		634	.......**Allen**.......	—		—	—	.....	—	—	.....	
	.....	.....	7 20	7 29	9 53	4 26		650	.......Hanna...... ♁	9 25		9 26	11 58	.....	12 50	1 16	.....	
	.....	.....	—	8 03	9 30	5 07	g	672	...... Walcott .... ♁	8 43		8 44	—	.....	—	12 39	.....	
	.....	.....	—	—	—	5 19	—	675	.....Fort Steele.. ♁	8 30		—	—	.....	—	—	.....	
	.....	.....	8 30	8 40	10 20	6 50	5 10	690	ar.+**Rawlins** ♁ lv.	8 00	2 15	8 05	10 50	.....	11 35	12 01	.....	
	.....	.....	8 40	8 50	10 25	6 55	5 15	690	lv.... **Rawlins**...ar.	7 40	2 10	8 00	10 45	.....	11 30	11 55	.....	
	.....	.....	—	—	—	7 12	—	719	.......Creston...... ♁	6 41		—	—	.....	—	—	.....	
	.....	.....	—	—	11 55	7 37	6 47	731	....Wamsutter.... ♁	6 20		6 30	—	.....	—	—	.....	
	.....	.....	—	—	—	8 41	—	764	....Bitter Creek . ♁	5 15		—	—	.....	—	—	.....	
	.....	.....	—	—	—	9 22		784	...Point of Rocks	—		4 42	—	.....	—	—	.....	
	.....	.....	12 05	12 14	2 05	10 22	8 58	809	+ .Rock Springs. ♁	3 44	9 55	3 50	7 20	.....	7 41	8 01	.....	
	.....	.....	12 30	12 40	2 30	10 55	9 25	824	ar..**Green River**..lv.	3 10	9 25	3 20	6 45	.....	7 10	7 30	.....	
	.....	.....	12 40	12 50	2 40	11 05	9 30	824	lv..**Green River** ♁ ar.	3 00	9 15	3 10	6 30	.....	7 00	7 20	.....	
	.....	.....	1 37	1 47	3 52	12 18	10 34	854	.....**Granger**... ♁	*2 00	*8 18	*2 12	*5 27	.....	*6 00	*6 25	.....	
	.....	.....	P M	P M	A M	Night	A M	...	ARRIVE] [LEAVE	A M	P M	P M	A M	.....	P M	P M	.....	

a Stops to take for west of Ogden; *x* stops to leave from west of Ogden; *v* stops to leave from east of Grand Island and to take for west of Green River.

UNION PACIFIC, "THE OVERLAND ROUTE"

AND CONNECTING LINES.

Table 7—UNION PACIFIC RAILROAD CO.
Line Council Bluffs and Omaha to Ogden—Continued.

China & Jap. Mail. 3	Overland Lim. 1	Los Ang. Lim. 7	Miles.	November 7, 1909.	Atl. Exp. 4	Overland Lim. 2	China & Jap. Mail. 10	Los Ang. Lim. 8
Night	A M	P M	....	(Mountain time.)	A M	P M	P M	P M
*12 18	*10 34	*1 47	854	lve...Granger ♂..arr.	2 00	8 13	2 12	6 25
12 44	See Special Notice on page 719.	See Special Notice on page 719.	866	....Church Buttes..♂	1 35	See Special Notice on page 719.	- -	See Special Notice on page 719.
- -			873	......Hampton....♂	1 21		- -	
- -			877	......Elkhurst......	- -		- -	
1 22			883	......Carter......♂	12 54		1 16	
- -			888	.....Antelope......	- -		- -	
1 45			893	......Bridger......♂	12 31		- -	
1 53			898	.......Leroy.......♂	12 23		- -	
2 07			905	....Spring Valley..♂	12 08		12 33	
2 25			911	.....Altamont.....♂	11 50		- -	
2 37			916	......Knight......♂	11 36		- -	
2 55	1 00	4 05	924	arr...Evanston...lve.	11 05	6 50	11 40	4 15
3 00	1 05	4 10	924	lve...Evanston ♂.arr.	11 00	5 45	11 35	4 10
3 25	- -	- -	935	......Wahsatch.....♂	10 35	- -	11 15	- -
3 44	- -	- -	944	.....Castle Rock....♂	9 56	- -	- -	- -
4 20	- -	6 20	960	.......Echo.......♂	9 14	- -	9 56	- -
4 54	- -	- -	976	.......Morgan......♂	8 42	- -	9 20	- -
g -	- -	- -	993	.......Uintah.......♂	7 58	- -	8 36	- -
5 45	3 50	6 35	1000	+......Ogden......♂	*7 40	*2 30	*8 20	*1 15
A M	P M	P M	....	ARRIVE] [LEAVE	P M	P M	A M	P M
A M	P M	P M	....	(O. S. L. R.R.)	P M	P M	A M	P M
*7 15	*4 00	*6 55	1000	lve.....Ogden.....arr.	7 10	2 05	8 10	1 05
8 20	5 05	7 55	1037	...Salt Lake City...	*6 05	*1 00	*7 10	*12 05
A M	P M	P M	....	ARRIVE] [LEAVE	P M	P M	A M	Noon
A M	P M	....	....	(Southern Pacific Co.)	P M	P M	A M	....
*6 40	*4 10	....	1000	lve.....Ogden.....arr.	5 35	2 10	7 10	....
10 45	3 50	....	1676	....Sacramento....	*12 50	*2 15	*12 45	....
A M	P M	....	....	ARRIVE] [LEAVE	Noon	P M	Night	....
2 40	7 28	....	1786	...San Francisco...	*9 00	*10 40	*9 00	....
P M	P M	....	....	ARRIVE] [LEAVE	A M	A M	P M	....
....	8 00	....	2210	arr..Los Angeles.lve.	*6 00	*6 00	....	....
8 30	2 30	....	....	ar.Los Angeles(Coast L.)lv.	P M	*2 35	....	....
10 00	8 00	8 00	....	arr..Los Angeles..lve.	2 00	P M	8 00	*10 00
A M	A M	P M	....	(Via S.P. L.A. & S.L.)	P M	....	P M	A M

Table 8—UNION PACIFIC RAILROAD CO.
Line Council Bluffs to Denver.

11	15	1	Mls.	November 21, 1909.	Elev.	2	12	6-16
A M	P M	A M	....	LVE.} Cent. time. {ARR.	....	Night	A M	P M
*1 25	*3 17	*6 50	....	+.Council Bluffs.♂	980	12 30	8 00	8 17
1 45	3 32	7 05	....	arr...+Omaha♂..lve.	1031	12 15	7 45	8 02
1 45	3 50	7 20	0	lve....Omaha....arr.	1031	11 59	7 30	8 00
w -	e -	- -	4	....South Omaha..♂	1104	- -	h -	- -
w -	e -	- -	35	.......Valley.......♂	1137	- -	h -	h -
2 46	5 03	8 30	46	+.....Fremont.....♂	1192	10 48	6 27	3 37
w -	e -	9 15	76	+....Schuyler.....♂	1346	- -	h -	2 45
3 49	6 23	9 40	91	+....Columbus....♂	1442	9 41	5 21	2 16
w -	7 34	10 45	132	+..Central City..♂	1697	- -	h -	1 05
5 20	8 16	11 20	154	arr..+Grand Island.lve.	1860	8 05	4 00	12 30
5 30	8 25	11 25	154	lve...Grand Island..arr.	1860	8 00	3 55	12 25
6 32	9 36	12 27	196	+.....Kearney.....♂	2146	7 01	2 55	11 12
7 25	10 41	1 28	231	+....Lexington.....♂	2385	6 04	2 00	10 10
w -	11 25	- -	256	.....Gothenburg....♂	2557	- -	h -	9 24
9 15	12 40	3 06	....	{ar. Central time. lv.	....	4 24	12 30	8 15
			291	+ North Platte ♂	2796			
8 25	11 45	2 12	....	{lv. Mountain time. ar.	....	3 20	11 20	7 00
w -	- -	- -	310	......Sutherland.....♂	....	- -	- -	6 26
w -	- -	- -	322	.......Paxton.......♂	3050	- -	- -	6 05
w -	1 17	- -	342	......Ogallala......♂	3207	- -	10 00	- -
10 50	2 15	4 30	372	arr...Julesburg ♂ lve.	3456	1 15	9 10	4 40
10 55	2 20	4 40	372	lve...Julesburg..arr.	3456	1 00	9 05	4 35
- -	- -	- -	402	........Crook.......♂	3605	- -	- -	- -
- -	- -	- -	418	.........Iliff.........	3820	- -	- -	- -
12 15	3 55	6 10	430	+.....Sterling.....♂	3920	11 30	7 45	2 40
- -	- -	- -	442	........Merino......♂	4021	- -	- -	2 12
- -	- -	- -	459	........Snyder......♂	4160	- -	- -	- -
1 07	4 54	7 10	471	+...Fort Morgan...♂	4263	10 27	6 35	1 23
- -	- -	- -	490	........Orchard......♂	4391	- -	- -	- -
- -	- -	- -	507	........Hardin.......♂	4513	- -	- -	- -
2 35	6 05	8 10	523	arr....La Salle ♂..lve.	4663	9 25	5 25	11 55
3 30	6 57	- -	550	.......Brighton......♂	4968	8 45	4 44	11 04
4 00	7 35	9 30	569	+......Denver......♂	5170	*8 15	*4 15	*10 30
P M	A M	P M	....	ARRIVE] [LEAVE	....	A M	P M	P M

Additional Trains—Leave Sterling *6 40 a.m., *1 40 p.m. for La Salle and Greeley. Leave Greeley *8 15 a.m., *8 10 p.m., La Salle *8 45 a.m., *8 40 p.m. for Sterling.

e Stops to take for Colorado points; g stops to leave from east of Echo; h stops to leave from Colorado.

w Stops to take for Denver and beyond.

Table 9—SOLOMON BRANCH—Line Solomon to Beloit.

131	179	M	November 21, 1909.	Elev.	132	180
P M	A M	..	(Mountain time.)	....	A M	P M
†3 20	†7 45	0	lve..+Solomon ♂..arr.	1111	11 00	6 00
3 42	8 20	9	..........Verdi..........	1141	10 35	6 15
3 56	8 45	15	......Bennington......♂	1162	10 22	5 00
4 10	9 05	21	........Lindsey.........	1181	10 07	4 40
4 20	10 00	23	+....Minneapolis.....♂	1195	10 00	4 20
4 37	10 25	29	......Summerville......	1224	9 41	3 50
4 51	10 50	35	........Delphos.......♂	1239	9 29	3 30
5 10	11 25	42	........Glasco........♂	1258	9 11	2 55
5 24	11 50	47	........Simpson.......♂	1273	8 58	2 30
5 33	12 05	50	.......Asherville......♂	1285	8 49	2 15
5 50	12 30	57	+........Beloit.........♂	1388	†8 30	†1 45
P M	Noon	..	ARRIVE] [LEAVE	....	A M	P M

*Daily; †daily, except Sunday; a stops to take passengers for Kansas City or Leavenworth; b stops to take passengers for Leavenworth.

Table 10—UNION PACIFIC RAILROAD CO.
Line Kansas City to Denver and Cheyenne.

101	105	107	109	103	Mls	November 21, 1909.	Elev.	110	102	104	106	108
P M	P M	A M	P M	A M	....	LEAVE] (Central time.) [ARRIVE	....	A M	A M	P M	A M	P M
*10 25	*4 10	†8 05	*6 00	*10 05	0	+.Kansas City..♂	681	8 05	8 35	4 10	10 25	7 30
10 32	4 16	8 11	6 06	10 11	2	....Armstrong......	690	7 57	8 27	4 03	10 18	7 23
- -	4 28	8 25	- -	- -	9	.......Muncie.......	717	- -	- -	- -	10 05	7 08
- -	4 36	8 34	- -	- -	13	...Edwardsville...♂	709	- -	- -	- -	9 54	6 56
- -	4 40	8 41	t -	10 35	17	..Bonner Springs..♂	739	v -	- -	3 38	9 46	6 49
- -	5 01	9 04	- -	- -	28	.....Linwood.....♂	733	- -	- -	- -	9 25	6 28
- -	5 10	9 12	- -	- -	32	.....Fall Leaf.......	....	- -	- -	- -	9 16	6 20
11 25	5 23	9 25	6 56	11 08	39	ar.+Lawrence ♂.lv.	763	*7 05	7 35	*3 03	*9 06	6 10
†4 00	....	....	†5 10	†9 20	0	lv.+Leavenworth ♂ar.	712	8 40	....	4 40	11 55	....
6 00	....	....	6 22	10 32	26	........Reno.........	771	7 32	....	3 50	9 40	....
6 30	....	....	6 45	10 55	34	arr. Lawrence..lve.	763	†7 10	....	†3 10	†9 10	....
*11 25	5 23	9 25	*6 56	*11 08	39	lve. Lawrence..arr.	763	7 05	7 35	3 05	9 06	6 10
- -	5 41	9 44	- -	- -	48	...Williamstown...♂	789	- -	- -	- -	8 46	5 48
- -	5 47	9 50	- -	- -	52	.......Perry.......♂	786	- -	- -	bj	8 40	5 42
- -	6 05	10 07	- -	- -	61	.....Grantville....♂	812	- -	- -	- -	8 25	5 24
12 05	6 20	10 25	7 35	11 50	67	+...Topeka.....♂	821	6 20	6 50	2 20	8 15	5 10
- -	6 32	10 35	- -	- -	72	.....Menoken...♂	....	- -	- -	- -	8 00	4 50
- -	6 55	11 00	- -	- -	83	.....Rossville.....♂	871	- -	- -	bj	7 37	4 30
- -	7 10	11 15	- -	12 36	91	+...St. Mary.....♂	899	d -	- -	1 40	7 21	4 14
- -	7 22	11 28	- -	- -	97	......Belvue......♂	901	- -	- -	bj	7 08	4 04
- -	7 35	11 45	8 30	12 58	104	+...Wamego.....♂	929	5 30	- -	1 22	6 55	3 52
- -	7 48	11 59	- -	- -	111	....St. George....♂	937	- -	- -	bj	6 40	3 40
1 24	8 05	12 20	8 50	1 30	119	+...Manhattan..♂	957	5 08	5 35	12 58	6 30	3 28
- -	8 29	12 52	- -	- -	130	....Ogdensburg...♂	989	- -	- -	- -	6 05	3 07
- -	8 40	1 05	c -	2 03	135	+...Fort Riley....♂	1009	a n	- -	12 29	5 53	2 58
2 10	8 55	1 20	9 30	2 16	139	+ Junction City ♂	1021	4 35	5 05	12 23	*5 45	2 50
- -	P M	1 45	9 48	r -	152	.....Chapman....♂	1053	4 03	- -	bj	A M	2 15
- -		2 00	- -	- -	158	Detroit (Enterprise) ♂	1073	- -	- -	bj		2 00
2 48		2 10	10 03	2 57	163	+....Abilene.....♂	1093	3 47	4 10	11 33		1 45
- -		2 30	10 15	3 16	172	+..Solomon.....♂	1111	3 30	- -	11 13		1 25
- -		2 45	- -	- -	180	....New Cambria....	....	- -	- -	- -		1 10
3 25		3 00	10 40	3 50	186	+....Salina......♂	1163	3 00	3 25	10 53		†1 00
- -		P M	- -	4 17	201	.....Brookville....♂	1287	- -	- -	10 13		P M
4 42			11 50	6 10	223	+...Ellsworth.....♂	1471	1 35	2 00	9 28		
- -			12 17	6 45	239	+....Wilson......♂	1627	1 07	- -	8 56		
- -			- -	6 15	253	.....Bunker Hill....♂	1802	- -	- -	8 31		
- -			12 54	6 35	263	+.....Russell.....♂	1765	12 10	- -	8 10		
- -			1 40	7 25	289	+......Hays.......♂	1936	11 26	- -	7 20		
7 00			2 05	7 55	303	arr.....Ellis ♂...lve.	2056	11 05	11 35	7 00		
6 10			1 20	7 05	303	lve.....Ellis.....arr. (Mountain time.)	2056	9 55	10 30	5 50		
- -			1 40	7 47	322	+....Wakeeney...♂	2391	9 12	- -	5 10		
- -			- -	8 50	350	....Buffalo Park.....	2595	8 10	- -	- -		
- -			2 37	9 00	356	.....Grainfield.....♂	2743	7 56	- -	4 00		
- -			- -	9 18	365	......Grinnell......♂	2843	7 36	- -	- -		
8 25			3 20	9 45	377	.......Oakley.......♂	2981	7 10	8 16	3 20		
- -			4 04	10 25	398	......Winona.......♂	3303	6 24	- -	- -		
- -			4 42	- -	421	.......Wallace.......	3286	5 39	- -	- -		
10 05			5 05	11 30	429	...Sharon Springs..♂	3419	5 20	6 55	2 00		
- -			6 15	12 40	453	.Cheyenne Wells.♂	4259	4 21	- -	1 01		
- -			7 00	1 27	487	....Kit Carson....♂	4273	3 37	- -	12 05		
1 20			8 35	3 05	535	.......Hugo.......♂	5087	2 15	3 50	10 55		
1 50			9 07	3 45	550	.......Limon.......	....	1 36	- -	10 22		
- -			10 07	4 42	584	.....Deer Trail.....♂	....	12 32	- -	9 20		
- -			11 13	5 44	618	......Watkins......♂	5513	11 23	- -	8 23		
4 13			11 58	6 23	633	arr..Pullman...lve.	5179	10 37	12 48	7 52		

101	105	107	109	103	Mls	November 21, 1909.	Elev.	110	102	104	108	106
4 20	Noon	A M	12 05	6 30	640	arr.+ Denver ♂ lve.	5170	*10 30	*12 40	*7 45	P M	P M
*7 05	*12 30	*8 20	*6 00	*7 30	640	lve...Denver..arr.	5170	9 30	11 35	7 10	6 09	10 15
7 12	12 37	8 27	5 07	7 37	642	lve..Pullman ♂.arr.	5179	9 23	11 28	7 03	5 55	10 07
- -	- -	9 00	5 30	- -	654	....Henderson.......	5023	9 00	- -	- -	5 30	9 44
- -	1 05	9 10	5 40	7 58	659	....Brighton.....♂	4968	8 45	- -	6 40	5 14	9 34
- -	1 18	9 22	5 52	- -	665	......Lupton......♂	4891	8 24	- -	- -	4 52	9 20
- -	1 32	9 42	6 12	- -	675	....Platteville....♂	4807	7 58	- -	- -	4 24	8 57
8 15	1 50	10 10	6 35	8 35	686	.....La Salle.....♂	4663	7 25	10 25	5 50	3 55	8 28
- -	1 54	10 20	6 40	-	688	......Evans......♂	4636	7 15	- -	- -	3 45	8 20
8 30	2 02	10 31	7 00	8 50	692	+...Greeley.....♂	4637	7 10	10 12	5 38	3 40	8 11
- -	2 18	10 49	7 18	9 04	699	......Eaton......♂	4822	6 56	- -	5 22	3 18	7 53
- -	2 24	11 00	7 28	- -	703	.......Ault.......♂	....	6 48	- -	- -	3 08	7 44
- -	2 32	11 10	7 37	- -	707	......Pierce......♂	....	6 42	- -	- -	*3 00	7 37
- -	3 18	A M	8 25	- -	726	.......Carr.......♂	5691	6 10	- -	- -	P M	7 00
10 35	4 10	....	9 20	10 50	747	arr.+Cheyenne ♂ lve.	6050	*5 30	*8 35	*4 00	....	*6 15
11 00	4 50	....	P M	11 05	....	lve...Cheyenne..arr.	....	2 05	8 15	*3 55	....	P M
9 25	2 30			10 55	....	arr..Green River.lve.	....	3 20	9 25	6 45	....	
10 34	3 52			12 18	....	arr...Granger...lve.	....	*2 12	*8 18	*5 27	....	
A M	A M			Night		(O. S. L. R.R.)		P M	P M	A M	....	
1 40	3 55			....		lve...Granger...arr.		....	6 55	5 22		
8 15	9 40			....		arr...Pocatello...lve.		....	11 30	9 40		
6 40	6 51			....		arr...Huntington..lve.		....	1 45	10 44		
A M	P M			....		(Pacific time.)		....	A M	A M		
P M	....			....		(O. R.R. & Nav. Co.)		....	A M	P M		
11 00	....			....		arr...Spokane...lve.		....	7 00	8 15		
8 00	8 00			...		arr...Portland...lve.		....	10 00	8 35		
P M	A M			A M		....		A M	A M	P M		
3 50	....			5 45		arr.....Ogden....lve.		8 20	2 30	7 40		
P M	....			A M		(O. S. L. R.R.)		A M	P M	P M		
5 05	....			8 20		ar.Salt Lake City.lv.		7 10	1 00	8 05		
P M	....			P M		(Southern Pacific Co.)		P M	A M	A M		
7 28	....			2 48		ar..San Francisco.lv.		9 00	10 40	9 00		
8 56	....			P M	....	....Los Angeles....	....	P M	6 00	8 00		
A M	....			....	....	ARRIVE] [LEAVE	....	....	P M	P M		
2 30	....			8 30	....	arr..Los Angeles.lve.	....	....	2 35	....		
P M	....			A M	....	(Via Coast Line.)	....	....	P M	....		

t Stops to leave passengers from Kansas City, Armstrong and east.

c Stops to leave from Kansas City or Leavenworth and to take for Denver or points west; d stops to take for points 100 miles or more beyond Kansas City.

f Stops to take for points 150 miles or more beyond Kansas City; x stops to leave from Denver and west.

v Stops to take passengers holding tickets only.

r Stops to leave passengers from Leavenworth and east of Kansas City.

‡ Meals. + Coupon stations; ♂ Telegraph stations.

Time from 1 00 p.m. to 12 59 night, bold-faced type.

STANDARD OF TIME—East of North Platte and Ellis and Plainville, *Central time.* East of Ogden and Huntington, *Mountain time.* West of Ogden and Huntington *Pacific time.*

For Index of Stations, see page 707.

UNION PACIFIC, "THE OVERLAND ROUTE"

AND CONNECTING LINES.

Table 11—KANSAS LINES.
LEAVENWORTH WESTERN BRANCH.

195	193	191	121	Mls.	November 21, 1909.	Elev.	122	196	192	194
		P M	....	....	(Central time.)	....	....	....	A M	....
		†6 00	A M	....	lv..Kansas City ♁ ar.	....	P M	....	¶5 00	....
		†7 00	†8 00	0	lv..+Leavenworth ♁.ar.	772	6 30	....	3 00	....
		— —	— —	1.5	........Corral........	....	— —	....	— —	....
		— —	— —	3.1	........Knox........	....	— —	....	— —	....
		7 30	8 20	7.0	........Hund........	777	6 00	....	2 15	
		7 55	8 35	11.2	....Pleasant Ridge....	1028	5 40	....	1 55	
		8 25	8 40	15.3	+......Easton......♁	850	5 24	....	1 35	
		8 50	8 55	19.7	........Lee........	985	5 07	....	1 05	
		9 30	9 10	24.4	+....Winchester....♁	1105	4 50	...	12 40	
		9 46	9 25	29.4	........Boyle........	....	4 35	....	11 56	
		10 30	9 45	35.4	+..Valley Falls..♁	858	4 16	....	11 20	
		10 55	10 00	40.3	.....Half Mound.....	....	3 55	....	10 55	
		11 10	10 10	43.7	+....Arrington....♁	....	3 47	....	10 30	
		11 30	10 18	46.1	+....Larkinburg.....	885	3 40	....	10 15	
		11 40	10 25	48.0	........Bevard........	....	3 35	....	10 00	
		11 50	10 34	50.9	........Drake........	918	3 25	....	9 50	....
		12 30	10 50	55.3	+.....Holton.....♁	959	3 10	....	9 30	....
		1 10	11 10	62.9	+...Circleville...♁	1043	2 50	....	8 40	....
		1 50	11 30	69.4	+......Soldier......♁	1131	2 35	....	8 10	....
		2 20	11 50	76.1	+....Havensville....♁	1112	2 21	....	7 35	....
P M	....	2 40	12 01	78.6	.......Savannah.......	1051	2 10	P M	7 15	....
†5 30	....	3 00	12 20	82.1	+......Onaga......♁	1040	2 09	7 00	†7 00	....
6 20	....	A M	12 45	90.7	+.....Wheaton.....♁	1443	1 35	6 20	P M	....
7 30	....	....	1 05	95.6	+......Blaine......♁	1450	1 05	6 10	....	....
8 25	....	....	1 30	103.0	+......Fostoria......	1399	12 50	4 10	....	....
9 20	A M	....	1 50	109.4	+......Olsburg......♁	1374	12 30	3 10	....	P M
9 55	†6 30	....	2 20	116.5	+....Garrison....♁	1005	— —	2 35	....	6 00
10 00	6 50	....	2 30	117.5	...Garrison Crossing ♁	1004	12 01	†2 30	....	6 50
P M	7 20	....	2 45	123.7	.......Walsburg.......	....	— —	P M	....	5 25
....	7 45	....	3 00	128.3	+....Leonardville....♁	1322	11 20	....	....	6 05
‡ Meals.	8 20	....	3 15	134.4	........Lasita........	....	— —	....	....	4 15
	9 00	....	3 25	138.7	+.......Green.......♁	1234	10 45	....	....	3 25
	10 20	....	4 10	147.3	+..Clay Center..♁	1142	10 20	....	....	2 50
	11 00	....	4 35	155.0	+.......Idana.......♁	1200	9 45	....	....	2 10
....	11 30	....	5 15	165.8	+...Miltonvale...♁	1319	†9 10	....	....	†1 30
....	A M	....	P M	....	ARRIVE] [LEAVE		A M	....	....	P M

STANDARD OF TIME.—East of North Platte and Plainville and Ellis, Kan., *Cent. time.* East of Sparks and Huntington, *Mountain time.* West of Huntington, *Pacific time.*

♁ Telegraph stations; + Coupon stations.

Table 15—UNION PACIFIC RAILROAD CO.
Council Bluffs to Valley, Lincoln, Beatrice and Manhattan.

27-21	43	23 and 128	25 and 142	Mls	November 21, 1909.	Elev.	22-28	141 and 26	42	125 and 24
Noon	....			....	LEAVE] [ARRIVE	....	P M		....	
†12 01	....			....	..Council Bluffs..	980	1 45		....	
12 16	....	....	....	....	arr....Omaha ♁..lve.	1031	1 30	....	....	....
12 40	....	....	....	....	lve....Omaha....arr.	1031	1 20	....	....	....
2 20	....	....	....	0	lve....Valley ♁..arr.	1137	11 40	....	....	....
2 34	....	....	....	6	........Yutan.....♁	1170	11 22	....	....	....
2 48	....	....	....	12	........Mead........	1201	11 07	....	....	....
3 06	....	....	....	19	+......Wahoo......♁	1166	10 48	....	....	....
3 24	....	....	A M	26	.......Weston.......♁	1244	10 28	P M	....	....
4 10	....	....	†10 05	37	....Valparaiso...♁	1299	10 00	3 50	....	....
4 35	....	....	10 30	46	......Raymond......♁	1206	9 10	3 25	....	....
— —	....	....	— —	55	....West Lincoln....	....	— —	— —	....	....
6 10	P M	A M	11 00	57	arr...Lincoln..lve.	1139	8 45	3 00	A M	P M
6 10	†7 40	†7 10	11 05	57	lve.+Lincoln ♁.arr.	1139	8 45	3 00	10 30	7 40
6 30	8 00	7 30	11 26	65	.......Jamaica.......	1184	8 17	2 35	10 16	7 18
6 38	8 07	7 40	11 33	68	.......Hanlon.......	1201	8 10	2 23	10 10	7 10
6 52	8 22	7 55	11 46	75	......Princeton.....♁	1428	7 55	2 08	9 55	6 59
6 02	8 35	8 05	11 55	80	......Cortland.....♁	1433	7 39	1 55	9 42	6 46
6 22	8 57	8 20	12 13	89	.......Pickrell.......	1307	7 20	1 35	9 20	6 22
6 45	9 20	8 40	12 35	97	arr..+Beatrice ♁.lve.	1235	†7 00	†1 15	†9 00	†6 00
P M	†9 00	†8 40	†3 00	97	lve..Beatrice..arr.	1235	3 50	11 00	A M	6 55
....	9 40	9 03	3 30	106	....Holmesville...♁	1200	3 30	10 35	....	5 27
....	10 25	9 21	3 40	111	+..Blue Springs..♁	1193	2 40	10 10	....	5 06
....	11 00	9 42	4 05	118	......Barneston....♁	1173	2 00	9 42	....	4 46
....	11 30	9 57	4 27	124	........Oketo......♁	1157	1 40	9 20	....	4 27
....	1 00	10 23	4 59	134	+..Marysville..♁	1136	1 00	8 45	....	3 58
....	2 00	10 53	5 45	147	+..Blue Rapids..♁	1098	10 53	8 05	....	3 29
....	2 50	11 06	6 00	151	.......Irving......♁	1084	9 20	7 52	....	3 19
....	4 30	11 50	6 55	168	......Randolph....♁	1045	7 30	7 05	....	2 41
....	6 00	12 01	7 10	173	..Garrison Crossing ♁	1038	6 50	6 50	....	2 30
....	7 00	12 45	8 00	189	+..Manhattan..♁	957	†5 30	†6 00	....	†1 50
....	P M	Noon	P M	....	ARRIVE] [LEAVE	....	A M	A M	....	P M

Valley to Beatrice: *Beatrice Branch.* Beatrice to Manhattan: *Manhattan Br.*

Table 12—McPHERSON BRANCH.—Line Salina to McPherson.

No. 133	No. 181	Mls	November 21, 1909.	Elev.	No. 134	No. 182
3 55 P M	†9 15 A M	0	lve......+ Salina ♁.....arr.	1163	8 45 A M	3 50 P M
4 15 "	9 40 "	8	..........Mentor..........	1204	8 22 "	2 55 "
4 25 "	10 00 "	12	..........Assaria.........♁	1222	8 13 "	2 40 "
4 35 "	10 15 "	16	........Bridgeport........	1240	8 05 "	2 26 "
4 47 "	10 50 "	21	........Lindsborg........♁	1270	7 53 "	2 00 "
4 59 "	11 10 "	27	........Johnstown........	1228	7 40 "	1 30 "
5 08 "	11 22 "	30	..........Hilton..........	1457	7 32 "	1 18 "
5 20 P M	11 40 A M	36	arr...+ McPherson ♁..lve.	1430	†7 30 A M	†1 00 P M

Table 13—OAKLEY BRANCH.
Salina to Oakley, via Colby.

135	183	Mls	November 21, 1909.	Elev.	136	184
P M	A M	....	LEAVE] [ARRIVE	....	A M	P M
†4 06	†8 50	0	+.....Salina.....♁	1163	10 35	4 30
4 30	10 05	12	.......Culver.....♁	1203	10 05	3 26
5 00	11 05	24	.......Beverly.....♁	1262	9 37	2 20
5 30	12 10	34	+..Lincoln Centre..♁	1311	9 10	1 30
6 00	1 25	47	....Sylvan Grove..♁	1383	8 40	11 45
¶6 40	2 10	56	.......Lucas......♁	1656	¶8 20	10 40
7 00	3 00	66	.......Luray......♁	1513	7 40	10 00
7 15	3 30	72	.......Waldo......♁	1650	7 25	9 25
7 55	4 50	87	.......Natoma.....♁	1771	6 46	8 10
8 36	6 10	104	arr...Plainville ♁.lve.	2093	†6 10	†7 00
....	....	....	(Central time.)	....	....	....
....	185	....	(Mountain time.)	....	....	186
8 10	†6 30	104	lve...Plainville...arr.	2093	†5 00	6 00
8 43	7 40	118	........Palco......♁	....	4 05	3 40
9 30	9 35	138	.......Hill City.....♁	2071	3 07	1 50
10 02	11 00	150	.......Morland......♁	2239	2 35	12 50
10 50	12 45	170	........Hoxie......♁	2501	1 40	11 20
11 28	1 46	186	........Menlo........	2682	12 55	10 26
12 10	2 40	204	.........Colby......♁	3082	12 10	9 30
1 10	4 00	225	arr....Oakley ♁ .lve.	2981	¶11 15	†8 30
3 20	3 45	225	lve....Oakley ...arr.	2981	8 27	3 20
¶12 05	¶6 30	437	Denver (Mountain time)	5170	*12 45	*7 45
Noon	A M	....	ARRIVE] [LEAVE	....	Noon	P M

Table 14—TOPEKA & NORTHWESTERN RAILROAD.

No. 187	Mls	November 21, 1909.	No. 188	....
†1 00 P M	0	lve..Menoken ♁.arr.	10 15 P M	....
1 45 "	8.3	.........Grove.........	9 35 "	....
2 25 "	15.6	.........Delia.........	8 45 "	....
3 20 "	22.6	.........Emmet.........	8 15 "	....
3 40 "	27.6	.........Aiken.........	7 45 "	....
4 30 P M	37.3	arr...Onaga ♁...lve.	†7 10 P M	....

Table 16—STROMSBURG BRANCH.—Valparaiso to Central City.
Connection to and from Lincoln and Council Bluffs.

No. 27	No. 75	Mls	November 7, 1909.	Elev.	No. 28	No. 76
†12 01 Noon	....	....	lve.Council Bluffs ♁ arr.	980	1 45 P M	....
12 16 Noon	....	....	arr......Omaha ♁...lve.	1031	1 30 P M	....
12 40 Noon	....	0	lve......Omaha.....arr.	1031	1 20 P M	....
3 55 P M	....	72	arr....Valparaiso ♁..lve.	1299	10 05 A M	....
†3 50 P M	....	95	lve......Lincoln ♁...arr.	1139	11 00 A M	....
†4 10 P M	†3 45 A M	72	lve...Valparaiso ♁..arr.	1299	9 35 A M	6 50 P M
4 43 "	4 45 "	86	........Brainard......♁	1670	9 05 "	6 15 "
5 07 "	6 00 "	95	+......David City......♁	1611	8 40 "	4 15 "
5 31 "	7 00 "	105	........Rising City......♁	1583	8 12 "	3 10 "
5 46 "	7 56 "	112	..........Shelby..........♁	1639	7 56 "	2 30 "
6 04 "	8 45 "	119	..........Osceola..........♁	1626	7 38 "	1 50 P M
6 19 "	9 55 "	125	.....Stromsburg.....♁	1620	7 24 "	— —
6 27 "	10 10 "	128	..........Durant..........	....	7 11 "	12 25 Noon
6 42 "	10 55 "	134	..........Polk..........♁	....	6 56 "	12 01 Noon
6 58 "	11 33 "	140	........Hordville........	....	6 42 "	11 33 A M
7 20 "	11 55 A M	147	.....Central City ...♁	....	6 20 "	10 59 "
8 00 P M	3 00 P M	169	arr..Grand Island ♁ lve.	....	†5 30 A M	‡9 00 A M

Table 17—ORD BRANCH.—Grand Island to Ord.

No. 35	No. 83	Ms.	November 7, 1909.	Elev.	No. 36	No. 84
†3 00 P M	†7 00 A M	0	lve..+Grand Island ♁ .arr	1860	9 55 A M	7 00 P M
3 25 "	7 30 "	11	........St. Libory......♁	1863	9 20 "	6 10 "
3 50 "	8 55 "	22	+......St. Paul......♁	1796	8 55 "	5 35 "
4 10 "	9 35 "	31	..........Elba..........♁	1855	8 32 "	2 55 "
4 47 "	10 38 "	46	..........Scotia.........♁	1905	7 57 "	1 50 "
5 05 "	11 20 "	49	.......North Loup.....♁	1961	7 40 "	1 15 P M
5 30 P M	11 50 A M	61	arr......+Ord ♁.....lve.	2047	†7 15 A M	†12 45 Noon

Table 18—LOUP CITY BRANCH.—St. Paul to Loup City.

37	39	No. 87	Mls	November 7, 1909.	Elev.	No. 88	40	38
P M	A M	....	....	LEAVE] [ARRIVE	....	....	P M	P M
†3 50	†10 00	†8 55 A M	0	+......St. Paul......♁	1796	8 55 A M	2 30	5 20
4 15	10 25	9 20 "	8	.......Dannebrog.....♁	1869	8 25 "	2 00	4 50
4 47	10 50	9 50 A M	19	arr......Boelus ♁ ...lve.	1916	8 03 "	1 35	4 15
4 47	10 50	1 35 P M	19	lve......Boelus.....arr.	1916	8 03 "	1 35	4 15
5 08	11 08	1 55 "	26	........Rockville......♁	1976	7 45 "	1 15	3 50
5 55	11 55	2 45 P M	39	.......Loup City.....♁	2067	†7 10 A M	†12 40	†3 15
P M	A M	....	....	ARRIVE] [LEAVE	....	....	Noon	P M

Table 19—JUNCTION CITY BRANCH.

127	175	Ms	November 7, 1909.	Elev.	128	176
P M	A M	....	LEAVE] [ARRIVE	....	A M	P M
†2 50	†6 00	0	+..Junction City...♁	[illegible]	11 55	8 50
3 10	6 30	5	..........Alida..........	[illegible]	11 27	8 10
3 23	7 05	14	+.......Milford.......♁	[illegible]	11 14	7 40
3 37	8 00	19	........Wakefield.......♁	[illegible]	10 59	7 20
3 56	8 50	28	........Broughton........	[illegible]	10 35	6 40
4 18	9 20	43	.......Clay Center.....♁	1142	10 20	5 20
4 32	9 55	47	......Morganville.....♁	[illegible]	9 55	[illegible]
4 50	10 3[illegible]	49	..........Clifton........♁	[illegible]	9 39	4 50
4 55	10 40	50	..........Vining........♁	[illegible]	9 35	4 35
5 10	11 25	56	..........Clyde.........♁	[illegible]	9 22	4 15
5 25	11 55	63	ar Lawrenceburg..lv	1262	9 05	3 55
5 45	12 25	71	ar...+Concordia ♁..lv.	[illegible]	†8 46	†3 25
†5 55	†12 50	..	lv....Concordia.....ar.	[illegible]	8 43	3 16
6 20	1 20	63	lv.Lawrenceburg..ar.	[illegible]	8 18	2 45
6 29	1 35	65	..........Hollis..........	[illegible]	8 12	2 35
6 46	1 55	71	..........Talmo.........♁	[illegible]	8 00	1 55
7 10	2 20	80	+.....Belleville......♁	[illegible]	7 35	†1 30
P M	P M	....	ARRIVE] [LEAVE	....	A M	P M

Table 20—COLORADO LINES.
BOULDER BRANCH.—Brighton to Boulder.

167	163	165	161	Mls	November 21, 1909.	166	160	168	162
P M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M
*5 00	*1 45	*8 20	*7 10	....	+....Denver....♁	9 30	11 00	4 00	7 20
*5 45	■	*9 15	■	0	lv...Brighton ♁.ar.	8 45	■	3 20	■
6 05	2 35	9 40	8 00	8.0	ar...St. Vrain...lv	8 30	10 10	3 05	6 55
6 20	2 50	9 55	8 15	12.0	arr...Dacono..lve.	8 15	9 55	2 50	6 20
6 20	.....	9 55	.....	12.0	lve...Dacono...arr.	8 15	.....	2 50	.....
6 35	2 35	10 10	8 00	8.0	lv...St. Vrain...ar.	8 00	10 10	2 35	6 35
6 55	2 50	10 30	8 14	15.0	.........Erie......♁	7 35	9 50	2 10	6 10
6 58	— —	10 33	— —	16.[illegible]	........Tabor........	7 30	— —	2 05	— —
7 17	— —	10 55	— —	24.0	......Valmont......	7 12	— —	1 43	— —
7 25	3 15	11 05	8 40	26.0	..Boulder Junction..	7 05	9 25	1 35	5 45
7 30	3 20	11 10	8 45	28.0	......Boulder ...♁	*7 00	*9 20	*1 30	*5 40
P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday. ■ Via Sand Creek Junction.

For Index of Stations, see page 707.

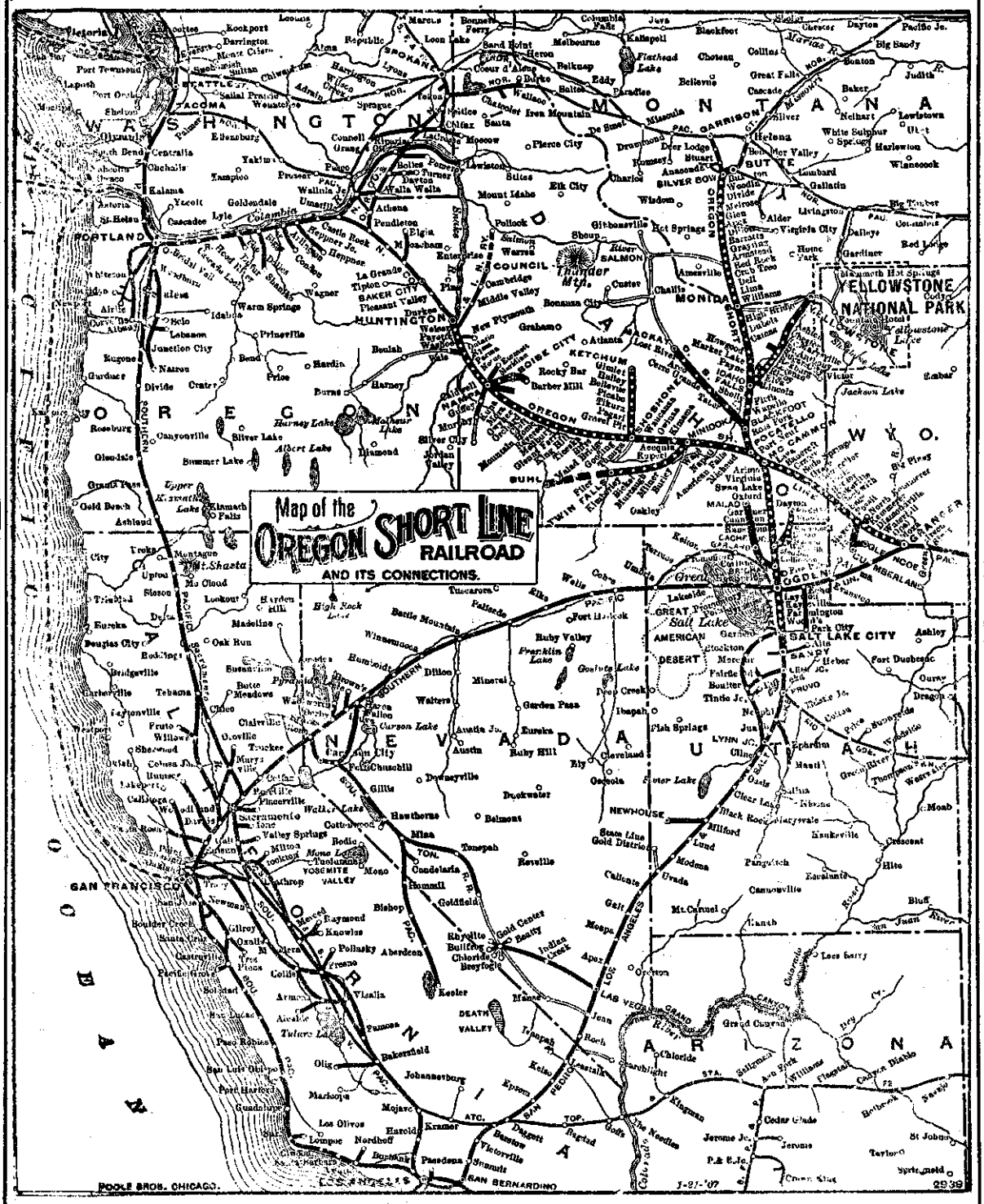
Table 22—North Platte Branch.

Train leaves North Platte †8 25 a.m., arrives O'Fallons †9 35 a.m., arrives Northport (113 miles) 8 10 p.m. Leaves Northport †8 30 a.m., arrives O'Fallons 4 10 p.m., North Platte 5 10 p.m.

Table 21—PLEASANTON BRANCH.
Boelus to Pleasanton.

No. 91	Mls	November 7, 1909.	Elev.	No. 92
†10 15 A M	0	lve. Boelus ♁..arr.	1916	1 25 P M
10 50 "	10	.....Nantasket.....	1995	12 50 Noon
11 02 "	13	..South Ravenna.....	....	12 40 "
11 45 A M	22	ar...Pleasanton ♁.lv.	2084	†12 05 Noon

OREGON SHORT LINE RAILROAD.



The St. Anthony Branch of the Oregon Short Line Railroad, now completed to Yellowstone, Montana, at the western border of Yellowstone Park, 19 miles from the famous Fountain Hotel.

OREGON SHORT LINE RAILROAD.

SALT LAKE CITY OFFICES—Deseret News Building. NEW YORK CITY OFFICES—120 Broadway.

EXECUTIVE DEPARTMENT.

R. S. LOVETT, President, New York.
J. C. STUBBS, Vice-President, Chicago, Ill.
J. KRUTTSCHNITT, Vice-President, "
WM. MAHL, Vice-President, New York.
W. H. BANCROFT, Vice-President, Salt Lake.
W. V. S. THORNE, Director of Purchases, New York.
SIDNEY WILLIAMS, Asst. Director of Purchases, New York.
ALEX. MILLAR, Secretary, "
JOS. HELLEN, Assistant Secretary, "
WM. MAHL, Comptroller, "
HERBERT S. BRADT, Assistant Comptroller, "

TREASURY DEPARTMENT.

F. V. S. CROSBY, Treasurer, New York.
C. H. JENKINSON, Assistant Treasurer, Salt Lake.

LAW DEPARTMENT.

————————, Counsel, New York.
MAXWELL EVARTS, Attorney, "
P. L. WILLIAMS, General Attorney, Salt Lake.

ACCOUNTING DEPARTMENT.

ERASTUS YOUNG, General Auditor, Omaha, Neb.
C. J. McNITT, Auditor, Salt Lake.

TRAFFIC DEPARTMENT.

J. C. STUBBS, Traffic Director, Union Pac., Southern Pac., Oregon Short Line, Oregon R.R. & Nav. Co., 135 Adams St., Chicago, Ill.
E. O. McCORMICK, Asst. Traffic Director, " " " " " "
P. C. STOHR, Asst. Traffic Director, " " " " " "

PASSENGER.

D. E. BURLEY, General Passenger Agent, Salt Lake.
D. S. SPENCER, Asst. General Passenger Agent, "
GEO. L. ALLEY, General Baggage Agent, "

FREIGHT.

J. A. REEVES, General Freight Agent, Salt Lake.
F. H. PLAISTED, Assistant General Freight Agent, "
C. I. TUTTLE, Assistant General Freight Agent, "

MAINTENANCE AND OPERATING DEPARTMENT.

JULIUS KRUTTSCHNITT, Director of Maintenance and Operation, 135 Adams St., Chicago, Ill.
W. B. SCOTT, Asst. Director of Maintenance and Operation, " "
W. A. WORTHINGTON, Assistant to the Director of Maintenance and Operation, " "
JOHN D. ISAACS, Consulting Engineer, " "
W. H. BANCROFT, Vice-President and Gen. Mgr., Salt Lake.
J. M. DAVIS, General Superintendent "
H. P. THRALL, Mail Traffic Manager, 135 Adams St., Chicago, Ill.
S. H. PINKERTON, M.D., Chief Surgeon, Salt Lake.
J. F. DUNN, Supt. Motive Power and Machinery, Salt Lake.
WM. ASHTON, Chief Engineer, "
A. F. BREWER, Car Service Agent, "
B. F. FROBES, Superintendent of Telegraph, "
F. E. LEWIS, Superintendent Dining Cars and Hotels, Ogden, Utah.
A. E. HUTCHINSON, General Purchasing Agent, Salt Lake.
W. H. JONES, Superintendent Idaho Division, Pocatello, Idaho.
A. B. STEVENSON, Supt. Utah Division, Salt Lake.
W. R. ARMSTRONG, Supt. Montana Division, Pocatello, Idaho.
F. W. TAYLOR, General Storekeeper, "

PASSENGER AND FREIGHT AGENTS.

D. R. GRAY, D. F. and P. A., 201 Main St., Salt Lake.
F. D. WILSON, D. F. and P. A., 2 North Main St., Butte, Mont.
A. B. MOSELEY, Traveling Passenger Agent, Ogden, Utah.
S. F. BOOTH, General Agent, 42 Powell Street, San Francisco, Cal.
H. O. WILSON, General Agent, 557 So. Spring St., Los Angeles, Cal.
For List of Eastern Agents see Representatives Union Pacific Railroad.

MAIN LINE.

29	9	5	7	Mls	December 5, 1909.	Elev.	6	8	30	10
....	....	A M	P M	....	LEAVE] [ARRIVE	....	P M	A M	....	....
....	....	10 00	1000	....	........Chicago........	....	8 35	11 59	....	....
....	....	12 01	1255	....	lve.....Omaha....arr.	....	6 45	8 56	....	....
....	....	P M	P M	....	LEAVE] [ARRIVE	....	P M	A M	....	....
....	....	6 00	1025	....	......Kansas City	....	4 10	8 35	....	....
....	....	12 30	7 05	....	lve.....Denver....arr.	....	7 10	11 35	....	....
....	....	4 30	3 10	....	lve....Cheyenne...arr.	....	3 55	5 35	....	....
....	....	*3 55	*140	0	lve....Granger ♁..arr.	6279	5 22	5 55	....	....
....	....	- -	2 30	25	..........Opal........ ♁	....	4 12	- -	....	....
....	....	- -	2 53	39	+...Diamondville... ♁	....	3 40	4 52	....	....
....	....	5 03	3 00	40	+.....Kemmerer..... ♁	....	3 30	4 44	....	....
....	....	- -	3 10	43	..Moyer Junction.. ♁	....	3 20	- -	....	....
....	....	- -	3 25	50	.........Fossil....... ♁	6665	2 55	- -	....	....
....	....	- -	3 50	63	..........Sage........ ♁	....	2 34	- -	....	....
....	....	6 15	4 27	83	........Cokeville...... ♁	6190	2 00	3 22	....	....
A M	....	–	4 50	98	.........Pegram....... ♁	....	1 34	- -	P M	....
*9 30	....	7 05	5 26	115	+.....Montpelier..... ♁	5940	1 05	2 35	4 40	....
10 28	....	- -	6 15	146	+...Soda Springs... ♁	5780	11 59	- -	3 27	....
10 57	....	- -	- -	162	........Bancroft...... ♁	5425	11 22	- -	2 45	....
11 29	....	- -	- -	177	..........Lava........ ♁	....	- -	- -	2 05	....
12 08	....	9 00	7 35	191	.....McCammon... ♁	4763	10 20	12 08	*130	....
Noon	....	9 40	8 15	214	arr. +Pocatello ♁ .lve.	4466	9 40	11 30	P M	....
13	P M	....	P M	....	LEAVE] [ARRIVE	....	....	P M	14	A M
*3 00	*1130	....	*225	0	... Salt Lake City ...	....	....	5 05	1065	8 20
9 20	1 00	....	4 00	37	lve......Ogden.....arr.	....	....	3 50	9 40	6 35
2 00	5 35	....	8 25	171	arr....Pocatello...lve.	....	....	11 45	4 50	2 00
*2 15	*0 05	9 55	8 50	214	lve..+Pocatello...arr.	4466	9 20	11 15	4 35	1 30
3 02	6 46	- -	- -	240	....American Falls .. ♁	4341	- -	- -	3 48	12 50
3 58	7 50	11 27	1024	273	......Minidoka .... ♁	4287	7 40	9 40	2 46	11 10
4 23	8 21	- -	- -	290	........Kimama...... ♁	4277	–	- -	2 10	10 20
5 22	9 20	12 45	1142	322	+.....Shoshone.... ♁	4972	6 20	8 15	1 10	9 25
5 51	9 48	- -	1207	338	........Gooding ...... ♁	3570	- -	7 45	1225	8 40
6 25	10 10	- -	- -	351	..........Bliss........ ♁	....	- -	- -	1156	8 10
7 20	11 00	2 15	1 15	374	.....Glenn's Ferry... ♁	2504	4 30	6 30	1105	7 16
7 42	11 20	- -	- -	386	........Medbury........	2555	- -	- -	1040	6 53
8 27	12 05	3 16	2 15	404	+..Mountain Home.. ♁	3145	3 35	- -	1005	6 17
9 07	12 41	- -	- -	425	.........Orchard...... ♁	3197	- -	- -	9 22	5 34
9 39	1 10	- -	- -	445	..........Mora..........	....	- -	- -	8 46	4 59
10 15	1 50	4 35	3 50	459	+......Nampa...... ♁	2487	1 40	3 50	*8 20	4 35
P M	2 15		4 08	468	+......Caldwell...... ♁	2372	1 12		A M	4 03
	2 48		- -	483	.........Parma....... ♁	....	- -			3 35
	3 03		- -	491	..........Nyssa....... ♁	....	- -			3 20
	3 12		- -	494	.........Arcadia....... ♁	....	- -			3 12
	3 27		d –	501	+.......Ontario....... ♁	2151	d –			2 55
	3 36		5 15	505	+.......Payette....... ♁	2150	11 56			2 45
	4 05		5 50	518	+.......Weiser...... ♁	2120	11 31			2 05
	4 55	6 51	6 40	....	ar. *Mountain time* lv.	....	*10 44	*1 45		*1 10
	P M	P M	A M	541	+. Huntington . ♁	2110	A M	A M		P M
	4 10	6 00	5 50	....	lve. *Pacific time*.arr.	....	9 30	12 35		11 55
	6 10	7 50	7 45	588	ar. Baker City (O.R.&N.) lv.	....	7 20	10 30		10 00
	1120	12 25	1215	714	ar. Pendleton " lv.	300	2 00	5 15		4 10
	5 00	.....	2 15	762	ar. Walla Walla (O.R.&N.) lv.	300	.....	3 00		..
	11 15	.....	1100	965	ar. Spokane " lv.	1880	*3 15	*7 00		*3 15
	4 30	5 05	5 00	857	ar. Dalles.. (O.R.&N.) lv.	106	9 20	12 40		11 16
	8 40	8 00	8 00	945	.. Portland " ..	36	*6 35	*10 00		*8 00
	A M	A M	P M	....	ARRIVE] [LEAVE	....	P M	A M		P M
	....	3 00	5 45	1089	ar. Tacoma (N.P.R.R.) lv.	51	9 40	12 15		9 40
	....	4 20	7 30	1130	.. Seattle " ..	7	8 00	10 40		8 00
	....	P M	A M	....	ARRIVE] [LEAVE	....	A M	P M		A M

Trains leave Nampa *7 55 a.m., *6 55 p.m., arriving Huntington 10 40 a.m., 8 45 p.m.

Train 5: Oregon and Washington Limited.

Train 8: *Chicago-Portland Special.

Trains leave Huntington *7 30 a.m., *4 15 p.m., arriving Nampa 10 20 a.m., 7 05 p.m.

Line Salt Lake City and Ogden to Butte and Helena.

9-1	11	3	13	Ms	December 5, 1909.	Elev.	4	2-10	14	12
P M	P M	P M	A M	...	LEAVE] [ARRIVE	....	P M	A M	P M	A M
*1130	*4 15	*2 25	*8 00	...	+..Salt Lake City.. ♁	4260	5 05	8 20	10 56	11 50
1 00	5 35	4 00	9 20	0	lve....+Ogden ♁ ...arr.	4301	3 50	6 35	9 40	10 30
1 15	5 55	4 22	9 38	9	.......Hot Springs..... ♁	4275	a	6 18	9 14	10 12
1 22	6 06	- -	9 48	14	..........Willard....... ♁	4338	a –	6 09	9 02	10 03
1 40	6 25	4 45	10 10	21	+.......Brigham..... ♁	4313	3 08	5 56	8 45	9 50
2 00	6 52	- -	10 32	36	.........Dewey....... ♁	4318	a –	5 40	8 15	9 17
2 09	7 02	- -	10 40	40	........Collinston....... ♁	4689	a –	5 24	8 02	9 10
2 45	7 25	5 44	11 10	49	...Cache Junction. ♁	4448	2 16	5 04	7 36	*8 50
- -	P M	- -	11 37	62	..........Cornish........ ♁	4528	a –	4 37	7 08	A M
3 30	—	- -	11 56	71	..........Dayton..........	4751	a –	4 24	6 54	....
3 40	.....	- -	12 04	75	..........Garner..........	4753	a –	4 17	6 46	....
3 51	.....	–	12 17	81	..........Oxford....... ♁	4766	a –	4 08	6 38	....
4 17	.....	7 15	12 42	95	.........Downey...... ♁	4818	a –	3 32	6 12	
4 55	113	7 45	1 15	111	......McCammon.... ♁	4753	12 30	2 50	5 40	
5 35	P M	8 25	2 00	134	arr..+Pocatello ♁ .lve.	4466	11 45	2 00	*4 50	
6 20	*2 30	9 40	P M	134	lve....Pocatello...arr.	4466	11 10	1 25	1 30	
6 42	2 55	10 06	.....	146	.........Ross Fork....... ♁	4450	10 45	12 56	1 05	
7 05	3 20	10 31	.....	158	+.....Blackfoot ||.... ♁	4502	10 20	12 22	12 4	
7 25	3 40	10 53	.....	170	............Firth...........	4571	9 56	12 02	12 15	
7 36	3 52	11 05	.....	175	...........Shelley........ ♁	....	9 46	11 50	12 05	
7 55	4 10	11 33	.....	184	+....Idaho Falls.... ♁	4712	9 31	11 33	*11 45	
8 22	P M	12 01	.....	201	+....Market Lake.... ♁	4781	9 07	11 01	A M	
9 00	.....	12 46	.....	223	..........Camas..........	4822	8 13	10 25	.....	
9 30	.....	1 15	.....	234	..........Dubois........ ♁	....	7 50	10 05	.....	
10 09	.....	1 49	.....	248	..........Spencer....... ♁	....	7 22	9 40	.....	
11 05	.....	2 34	.....	264	..........Monida....... ♁	6807	6 40	9 08	.....	
11 35	.....	3 10	.....	279	+........Lima......... ♁	6265	6 00	8 35	.....	
12 25	.....	3 58	.....	302	+......Red Rock...... ♁	5603	5 05	7 38	.....	
1 20	.....	4 58	.....	328	+........Dillon........ ♁	5104	4 10	6 44	.....	
2 26	.....	6 07	.....	358	+......Melrose...... ♁	5189	3 03	5 35	.....	
2 52	.....	6 30	.....	370	...........Divide....... ♁	....	2 40	5 06	.....	
3 40	.....	7 10	.....	390	arr...Silver Bow ♁ lve.	5342	1 50	4 20	.....	....
4 00	.....	7 30	.....	397	+........Butte........ ♁	5482	*1 30	*4 00	.....	....
....	.....	11 10	.....	470	arr. Helena (*G.N.Ry.*) lve.	3930	7 35	P M	.....	....
6 00	.....	10 40	.....	410	+.Anaconda (*B.A.&P.*)	....	P M	11 25	A M	....
6 41	.....	8 13	.....	390	lve..Silver Bow ♁ arr.	5342	P M	– –		....
7 42	.....	9 20	.....	423	+...Deer Lodge.....	4527	9 53	1 13	P M	....
9 05	.....	9 40	.....	434	+.....Garrison.......	4338	9 30	12 53	Noon	....
P M	.....	A M	.....	485	arr..+Helena....lve.	3930	P M	8 20	A M	....

Silver Bow to Helena: Nor. Pac.

d Stops to leave passengers from or take for Cheyenne or east thereof.

Line Shoshone to Ketchum.

.....	No. 159	Ms	December 5, 1909.	Mls	No. 160	.....
.....	*9 45 A M	0	lve..+Shoshone ♁..arr.	70	5 00 P M	.....
.....	10 35 "	22	..........Pagari..........	48	4 05 "	.....
.....	10 55 "	30	..........Tikura..........	40	3 45 "	.....
.....	11 20 "	37	..........Picabo..........	32	3 20 "	.....
.....	11 55 A M	52	.........Bellevue....... ♁	17	2 45 "	.....
.....	12 15 Noon	57	+.......Hailey....... ♁	12	2 30 "	.....
.....	12 45 Noon	70	arr.. +Ketchum ♁..lve.	0	*2 05 P M	.....

Wyoming Western Railroad.

.....	No. 151	Ms	December 5, 1909.	No. 152	.....	.....
.....	†3 00 P M	0	lve..Cumberland ♁ arr.	8 45 A M	.....	.....
.....	3 45 P M	11	..Glencoe Junction..	8 00 A M	.....	.....
.....	....	13	........Glencoe	....	.....	.....
.....	4 30 P M	17	arr...Moyer Junc ♁ lve.	†7 30 A M	.....	.....

MALHEUR VALLEY RY.—Train leaves **Ontario** *9 30 a.m., arrives Vale (15 miles) 10 00 a.m. Leaves Vale *1 30 p.m. arrives Ontario 2 25 p.m.

* Daily; † daily, except Sunday; *a* stops to leave from west of Pocatello. ‖ Meals. + Coupon stations; ♁ Telegraph stations. *Mountain time.*

Line Ogden to Salt Lake City.

14	18	20	4	22	2	12	6	10	Ms	December 5, 1909.	5	13	1	17	21	3	11	19	9
P M	P M	P M	P M	P M	P M	A M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	Noon	P M	P M	P M	P M	P M	Night
*9 50	*8 55	*6 45	*4 00	*2 30	*1 15	*10 40	*8 40	*7 15	0	+...Ogden...♁	8 10	9 05	12 05	1 05	2 05	3 30	6 25	7 10	12 40
10 02	– –	6 57	e4 13	2 42	1 28	10 51	8 54	e7 26	6	.......Roy.......	c7 58	8 54	11 53	– –	1 53	d3 18	6 13	6 55	12 28
10 17	– –	6 14	e4 28	2 54	1 40	11 03	9 05	7 39	15	.....Layton...♁	c7 46	8 39	11 40	– –	1 40	d3 02	4 55	6 40	12 13
10 23	– –	6 18	e4 32	2 59	1 44	11 07	9 09	7 43	17	....Kaysville..♁	c7 43	8 35	11 37	– –	1 36	d2 59	4 48	6 36	12 07
10 28	– –	6 28	e4 39	3 07	1 51	11 15	9 17	7 52	22	...Farmington.♁	c7 34	8 26	11 28	– –	1 27	d2 49	4 39	6 28	11 56
10 34	– –	6 33	e4 48	3 14	– –	11 22	9 23	e8 01	26	...Centerville...	– –	8 18	11 22	– –	1 20	– –	4 32	6 20	11 48
10 37	– –	6 36	e4 51	3 18	2 01	11 28	9 29	8 05	28	..Woods Cross.♁	c7 22	8 15	11 15	– –	1 16	d2 39	4 28	6 17	11 43
10 55	7 55	6 50	5 05	3 35	2 20	11 50	9 50	8 20	37	+Salt Lake City♁	*7 10	*8 00	*11 00	*12 05	*1 08	*2 25	*4 15	*6 05	*11 30
P M	P M	P M	P M	P M	P M	A M	A M	A M	...	ARRIVE] [LEAVE	A M	A M	A M	Noon	P M	P M	P M	P M	P M

Minidoka & Southwestern Railroad Co.

155	153	Mls.	December 5, 1909.	154	156
P M	A M	....	LEAVE] [ARRIVE	P M	A M
*2 15	*6 05	0	.......Pocatello.......	4 35	1 30
*4 15	*8 30	58.1	lve.....Minidoka ♁..arr.	2 15	10 00
4 44	8 49	71.6	........Rupert......♁	1 36	9 25
4 58	9 03	77.7	.........Heyburn.......♁	1 18	9 10
5 04	9 09	79.8	..........Burley.......♁	1 08	9 02
6 16	10 21	111.6	.........Kimberly.......♁	11 50	7 54
6 30	10 35	117.1	........Twin Falls......♁	11 35	7 40
7 20	11 25	132.1	........Buhl........	*10 40	*6 55
P M	A M	....	ARRIVE] [LEAVE	A M	P M

St. Anthony Branch.

No. 113	215	Ms	December 5, 1909.	No. 114	216
....	....	...	LEAVE] [ARRIVE	....	....
*8 00 A M	....	...	......Salt Lake City......	10 55 P M	....
*2 30 P M	A M	...	lve..... Pocatello .....arr.	1 30 P M	P M
*4 15 P M	*8 15	0	lve...+ Idaho Falls ♁..arr.	11 40 A M	7 50
4 51 »	8 51	14	..........Rigby..........♁	11 05 »	7 16
5 21 »	9 21	27	..........Rexburg..........♁	10 35 »	6 45
5 30 »	9 30	30	.........Sugar City........♁	10 25 »	6 35
5 48 »	9 48	37	+......St. Anthony......♁	10 10 »	6 20
6 03 »	10 03	43	...........Chester...........	9 46 »	6 03
6 30 P M	10 30	53	.........Marysville........♁	*9 25 A M	*5 35
....	A M	59	.........Warm River.......♁	....	P M
....	....	91	.........Big Springs.......♁	....	....
....	....	108	.......Yellowstone.....♁	....	....
....	....	...	ARRIVE] [LEAVE	....	....

Salmon River Branch.

No. 201	Mls	December 5, 1909.	No. 202
†7 30 A M	0	lv. + Blackfoot ♁ ar.	6 25 P M
7 45 »	6	.......Moreland.......	6 05 »
8 25 »	21	........Taber........	5 30 »
9 05 »	35	....Cerro Grande....	4 50 »
9 30 »	45	........Powell.....♁	4 30 »
10 10 »	59	.........Arco.......♁	3 50 »
10 45 »	72	.....Darlington.....	3 15 »
11 15 A M	86	arr.. Mackay ♁ .lve.	†2 45 P M

Malad Valley Branch.

133	117	181	131	Ms	December 5, 1909.	134	118	132	182
P M	A M	A M	A M	...	LEAVE] [ARRIVE	A M	....	P M	....
*5 35	h8 45	b8 45	†8 45	...	.........Ogden.........	10 30	Noon	5 05	P M
*6 35	h10 15	b10 05	†9 55	0	+......Brigham.....♁	9 40	12 15	4 00	5 40
6 47	10 30	10 20	10 07	6	........Corinne.......♁	9 17	11 59	3 37	†5 20
6 56	10 43	A M	10 16	10	........Waukegan.......	9 07	11 50	3 27	P M
7 01	11 00	....	10 21	12	.........Evans.........	9 01	11 44	3 21	....
7 08	11 10	....	10 26	14	.........Bonita.........	8 56	11 37	3 16	....
7 11	11 20	....	10 31	16	.........Elwood.........	8 51	11 30	3 11	....
7 16	11 40	....	10 43	18	.......Tremonton.....♁	8 47	11 20	3 07	....
7 24	12 30	....	10 53	20	.........Garland.......♁	8 40	10 53	2 57	....
7 35	12 45	....	11 06	25	.........Fielding.........	8 28	9 40	2 42	....
8 10	1 35	....	11 33	41	........Woodruff........	7 55	8 35	2 10	....
8 40	2 15	....	12 10	52	.........Malad.......♁	*7 30	b8 00	†1 45	....
P M	P M	....	Noon	...	ARRIVE] [LEAVE	A M	A M	P M	....

Cache Valley and Wellsville Branches.

11	143	141	Ms	December 5, 1909.	12	142	144
P M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	P M
*7 30	*11 20	*7 00	0	.....Cache Junction ...♁	8 45	10 45	6 25
7 45	11 38	7 18	7	arr. Mendon Junction ♁ lve.	8 32	10 22	6 07
.....	11 52	7 33	12	...........Wellsville...........	.....	10 07	4 55
.....	– –	– –	22	arr...Logan Junction..lve.	.....	– –	– –
– –	– –	– –	14	lve...Logan Junction..arr.	– –	– –	– –
8 05	12 29	8 15	16	+.........Logan..........♁	8 15	*9 30	4 18
8 25	12 50	A M	23	..........Smithfield........♁	7 52	A M	3 58
8 42	1 02	.....	29	..........Richmond........♁	7 37	.....	3 42
9 02	1 18	.....	35	...........Franklin.........♁	7 19	.....	3 23
9 30	1 35	.....	42	...........Preston.........♁	*7 00	.....	*3 05
P M	P M	.....	...	ARRIVE] [LEAVE	A M	.....	P M

* Daily; † daily, except Sunday; *b* Tuesday, Thursday and Saturday only; *c* stops to take on passengers for east of Ogden; *d* stops to take on passengers for Main Line points west of Pocatello; *e* stops to leave from west and north of Pocatello on First District; *h* Monday, Wednesday and Friday. ‖ Meals. + Coupon stations; ♁ Telegraph stations.
STANDARD—*Mountain time.*

Nampa and Boise.

December 5, 1909.	Mls	163	165	167	169	171	13
[LEAVE	....	A M	A M	P M	P M	P M	P M
Nampa +..........♁	0	*4 00	*10 30	*2 00	*4 45	*7 15	*10 25
Meridian..........♁	10	4 25	10 55	2 25	5 10	7 40	10 50
Boise +..........♁	20	4 50	11 15	2 45	5 30	8 00	11 10
[ARRIVE	....	A M	A M	P M	P M	P M	P M

STATIONS.	164	166	14	168	170	172
[LEAVE	A M	A M	A M	Noon	P M	P M
Boise..............	*2 50	*7 00	*7 30	*12 45	*3 30	*5 00
Meridian..............	3 13	7 22	7 52	1 10	3 52	5 22
Nampa..............	3 40	7 45	8 15	1 30	4 15	5 45
[ARRIVE	A M	A M	A M	P M	P M	P M

WESTBOUND. THROUGH CARS AND SLEEPING CAR SERVICE. EASTBOUND.

Train No. 7 from Granger (Chicago-Portland Special)—Pullman Palace Sleeper, Tourist Sleeper and Chair Car Chicago to Portland (via C. & N. W., U. P. to Green River, O. S. L. and O. R. & N.), connecting at Pocatello (Train No. 3) with Standard Sleepers Salt Lake to Butte, and Salt Lake to Boise. Dining Car Chicago to Portland. Electric-lighted Observation Library Sleeper St. Louis to Portland (via Wabash), connecting at Cheyenne with Los Angeles Limited Trains from Chicago.

Train No. 5 from Granger (Oregon-Washington Limited)—Pullman Palace Sleeper, Tourist Car and Chair Car Chicago to Portland; Observation Sleeper Chicago to Portland; Tourist Sleeper Kansas City to Portland; Dining Car Chicago to Portland.

Train No. 3 from Salt Lake—Pullman Palace Sleepers Salt Lake City to Butte and Boise, connecting at Pocatello (Train No. 7) with Pullman Palace Sleeper, Tourist Sleeper and Chair Car Chicago to Portland and Observation Sleeper St. Louis to Portland. Chair Car Salt Lake to Portland. Pullman Palace Sleeper Salt Lake City to San Francisco (via Ogden). Dining Car between Ogden and Pocatello.

Train No. 9 from Salt Lake—Pullman Palace Sleepers Salt Lake City to Ely (via Ogden), and Salt Lake to Portland, Butte, Buhl and Boise. Dining Cars.

Train No. 10, Ogden to Salt Lake City—Pullman Palace Sleeper from Kansas City, connecting at Ogden with southbound Pullman Palace Sleepers from Portland, Butte, Buhl and Boise. Tourist Sleeper Kansas City to Los Angeles (via S. P. L. A. & S. L.), and Chair Car from Kansas City, connecting en route with similar cars from Chicago and Omaha. (Same train as No. 10, shown under Eastbound Service.)

Train No. 18 from Chicago (U. P. No. 7—Los Angeles Limited)—Pullman Palace Sleepers, Observation Buffet Library Car, Dining Car and Tourist Sleeper Chicago to Los Angeles (via C. & N. W., U. P., O. S. L. and S. P. L. A. & S. L.), and Standard Sleeper St. Louis to Los Angeles (via Wabash).

Train No. 13 from Salt Lake—Standard Sleeper, Smoker and Coaches Salt Lake to Boise. Dining Car.

Train No. 8 from Huntington (Chicago-Portland Special)—Pullman Palace Sleeper, Tourist Sleeper and Chair Car Portland to Chicago (via O. R. & N., O. S. L. to Cheyenne, U. P. and C. & N. W.). Pullman Palace Sleeper Boise to Salt Lake, connecting en route with similar cars for Denver and Kansas City. Electric-lighted Observation Library Sleeper Portland to St. Louis, connecting at Cheyenne with Los Angeles Limited for Chicago. Chair Car Portland to Green River. Connection of No. 4 Butte to Salt Lake.

Train No. 6 from Huntington (Oregon-Washington Limited)—Pullman Palace Sleeper, Tourist Car and Chair Car Portland to Chicago; Tourist Sleeper Portland to Kansas City; Observation Sleeper Portland to Chicago; Dining Car.

Train No. 10 from Butte—Pullman Palace Sleeper and Coaches Butte and Boise to Ogden and Salt Lake City. Pullman Palace Sleeper Portland to Salt Lake and Chair Car Portland to Salt Lake. Dining Car. (Same train as No. 10, shown in Westbound Service.)

Train No. 4 from Butte—Pullman Palace Sleeper Butte to Salt Lake City and Boise to Salt Lake and Free Reclining Chair Car Portland to Salt Lake, connecting at Pocatello (Train No. 8) with Observation Sleeper Portland to St. Louis and Standard and Tourist Sleepers Portland to Chicago (via Granger), connecting at Ogden with Pullman Palace Sleepers San Francisco and Ely to Salt Lake City. Dining Car.

Train No. 19 from Salt Lake City (U. P. No. 4)—Pullman Palace Sleeper to Kansas City (via U. P.), connecting en route with similar cars for Omaha and Chicago. Chair Car to Denver (via U. P.), connecting en route with similar cars for Omaha.

Train No. 5 (Utah Division) from Salt Lake City (U. P. No. 10)—From Ogden, Standard and Tourist Sleeper to Chicago. Dining Car. Tourist Sleeper Los Angeles to Kansas City (via S. P. L. A. & S. L.).

Train No. 17 from Los Angeles (S. P. L. A. & S. L. and U. P. No. 8, Los Angeles Limited)—Pullman Palace Sleepers, Observation Buffet Library Car, Dining Car and Tourist Sleeper Los Angeles to Chicago (via S. P. L. A. & S. L., O. S. L., U. P. and C. & N. W.), and Pullman Palace Sleeper Los Angeles to St. Louis (via Wabash).

Train No. 14 from Boise—Pullman Palace Sleeper, Smoker, Coaches and Diner Boise to Salt Lake.

OREGON & WASHINGTON RAILROAD COMPANY.

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P. C. STOHR, Assistant Traffic Director, " "
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W. A. WORTHINGTON, Assistant Director Maintenance and Operation, " "
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J. R. HOLMAN, Assistant General Manager, "
G. W. SAUL, Asst. Gen. Manager and Purchasing Agent, "
J. L. BRASS, Asst. Gen. Manager and Car Service Agent, "
J. L. LANGLEY, Assistant General Manager, Seattle, Wash.
J. C. MORRISON, Supt. Commissary Dept., Portland, Ore.
H. P. THRALL, Mail Traffic Manager, Chicago, Ill.
Dr. K. A. J. MACKENZIE, Chief Surgeon, Portland, Ore.

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J. H. O'NEILL, Traveling Passenger Agent, "
E. E. ELLIS, General Agent, Seattle, Wash.
———, Traveling Passenger Agent, "
ROBERT LEE, Agent, Tacoma, Wash.
H. C. MUNSON, City Ticket Agent, Spokane, Wash.
W. R. SKEY, Traveling Passenger Agent, "
A. MAC CORQUODALE, District Freight Agent, Spokane, Wash.
H. C. OLIVER, Traveling Freight Agent, "
C. W. MOUNT, Dist. Freight and Passenger Agt., Lewiston, Idaho.
R. BURNS, Dist. Freight and Passenger Agt., Walla Walla, Wash.
C. F. VANDEWATER, Trav. Freight and Pas. Agent, "
S. F. BOOTH, General Agent, San Francisco, Cal.

For list of Eastern Passenger and Freight Agents, see Representatives Union Pacific R.R. and Southern Pacific Co.

SERVICE IN OPERATION BETWEEN THE FOLLOWING POINTS—EFFECTIVE JANUARY 1, 1910.

(Complete figures will appear in next issue.)

Owl.	Limited.	Local.	Mls	STATIONS.	Local.	Limited.	Owl.
*11 45 P M	*3 00 P M	*9 00 A M	....	lve..... **Portland** .....arr.	5 00 P M	5 20 P M	7 15 A M
— —	— —	— —	....	..... **Vancouver**	— —	— —	— —
— —	— —	— —	....	..... Kalma	— —	— —	— —
— —	— —	— —	....	..... Kelso	— —	— —	— —
— —	— —	— —	....	..... Castle Rock	— —	— —	— —
— —	— —	— —	....	..... Winlock	— —	— —	— —
— —	— —	— —	....	..... Chehalis	— —	— —	— —
— —	— —	— —	....	..... Bucoda	— —	— —	— —
— —	— —	— —	....	..... Tenino	— —	— —	— —
— —	— —	— —	....	..... Roy	— —	— —	— —
5 20 A M	7 45 "	2 50 P M	...	..... **Tacoma**	11 10 A M	12 30 Noon	1 25 A M
— —	— —	— —	....	..... North Puyallup	— —	— —	— —
— —	— —	— —	....	..... Auburn	— —	— —	— —
— —	— —	— —	....	..... Kent	— —	— —	— —
7 15 A M	9 20 P M	4 15 P M	....	arr..... **Seattle** .....lve.	*9 30 A M	*11 00 A M	*11 45 P M

ARIZONA SOUTHERN RAILROAD.

E. B. GAGE, President, Tombstone, Ariz.
H. M. ROBINSON, Vice-President, Tombstone, Ariz.
W. F. STAUNTON, Gen. Manager, Tombstone, Ariz.
HENRY KINSLEY, Secretary, Tombstone, Ariz.
A. N. GAGE, Treasurer, "
G. W. DIETZ, Auditor, Silverbell, Ariz.
F. F. FRIANT, Superintendent, "

No. 2	Mls	*April* 25, 1909.	Mls	No. 1
		LEAVE] [ARRIVE		
*8 45 A M	0	..... **Silverbell**	20.3	5 00 P M
9 15 "	3.3	..... Sahuaro	17.0	2 30 "
9 55 "	12.3	arr..... Sasco .....lve.	8.0	1 50 "
10 10 "	12.3	lve..... Sasco .....arr.	8.0	1 35 "
10 45 A M	20.3	..... **Red Rock**	0	*1 00 P M
		ARRIVE] [LEAVE		

Trains marked * run daily. *Pacific time.*

Connection.—At Red Rock—With Southern Pacific Co.

BIG CREEK RAILROAD.

SAMUEL PATTERSON, General Manager, Pollock, La.

Logging road, extending from Pollock to various logging camps of Big Creek Lumber Company. *February*, 1906.

WARRENTON RAILROAD.

J. M. GARDNER, Secretary and Treasurer, Warrenton, N.C.

Extends from Warrenton to **Warren Plains**[1] (3 miles). Operated for passenger and freight traffic. *April*, 1908.

Connection.—[1] With Seaboard Air Line Ry.

PACIFIC & IDAHO NORTHERN RAILWAY.

F. R. CORDLEY, Prest., New York.
J. H. RICHARDS, V.-P., Boise, Idaho.
C. W. WEBB, Sec'y & Treas., Weiser, Idaho.
A. L. WILEY, Supt., Weiser, Idaho.
F. S. MILLER, Auditor, "
WM. WOOD, Traf. Mgr., "
E. M. HOOVER, A.T.M., Boise, Idaho.

Connections.—[1] With O. S. L. R.R. [2] With stage for Heath and Ruthburg Mining Region. [3] With stage for Seven Devils Mining Region and Indian Val. [4] With stage for Meadows, Payette Lake (Lardo), Warren, Big Creek Resort, Thunder Mountain, Van Wyck, Roseberry, Pollock, Goff and other interior points.

3	Mls.	*November* 24, 1909.	4
		(*O. S. L. R.R.*)	
	0	lve.... **Boise**...arr.	
	19.8	..... **Nampa**	
	28.7	..... **Caldwell**	
	44.0	..... **Parma**	
	51.6	..... **Nyssa**	
	61.8	..... **Ontario**	
	65.8	..... **Payette**	
	79.1	arr... **Weiser** ♁ lve.	
A M		(*P. & I. N. Ry.*)	P M
†8 30	79.1	lv. **Weiser**[1] (Un. Sta.) ar.	6 12
8 33	79.4	lv. **Weiser** (3d St.) ..ar.	6 08
10 20	111.4	..... Midvale .... ♁	4 22
10 53	119.9	.... **Cambridge**[3] . ♁	3 52
11 53	139.1	..... **Council**[3] .. ♁	2 52
12 17	145.4	..... Fruitvale	2 30
12 29	148.3	.... Hot Springs	2 20
1 00	155.1	ar. **Evergreen**[4] ♁ lv.	†2 00
P M		(*Stage.*)	P M
		lve. **Evergreen** .arr.	
		..... Meadows	
		arr.... **Lardo** ...lve.	
		(*Payette Lakes.*)	

Trains marked † run daily, except Sunday. ♁ Telegraph stations.
STANDARD—*Mountain time.*

OMAHA BRIDGE & TERMINAL RAILWAY.

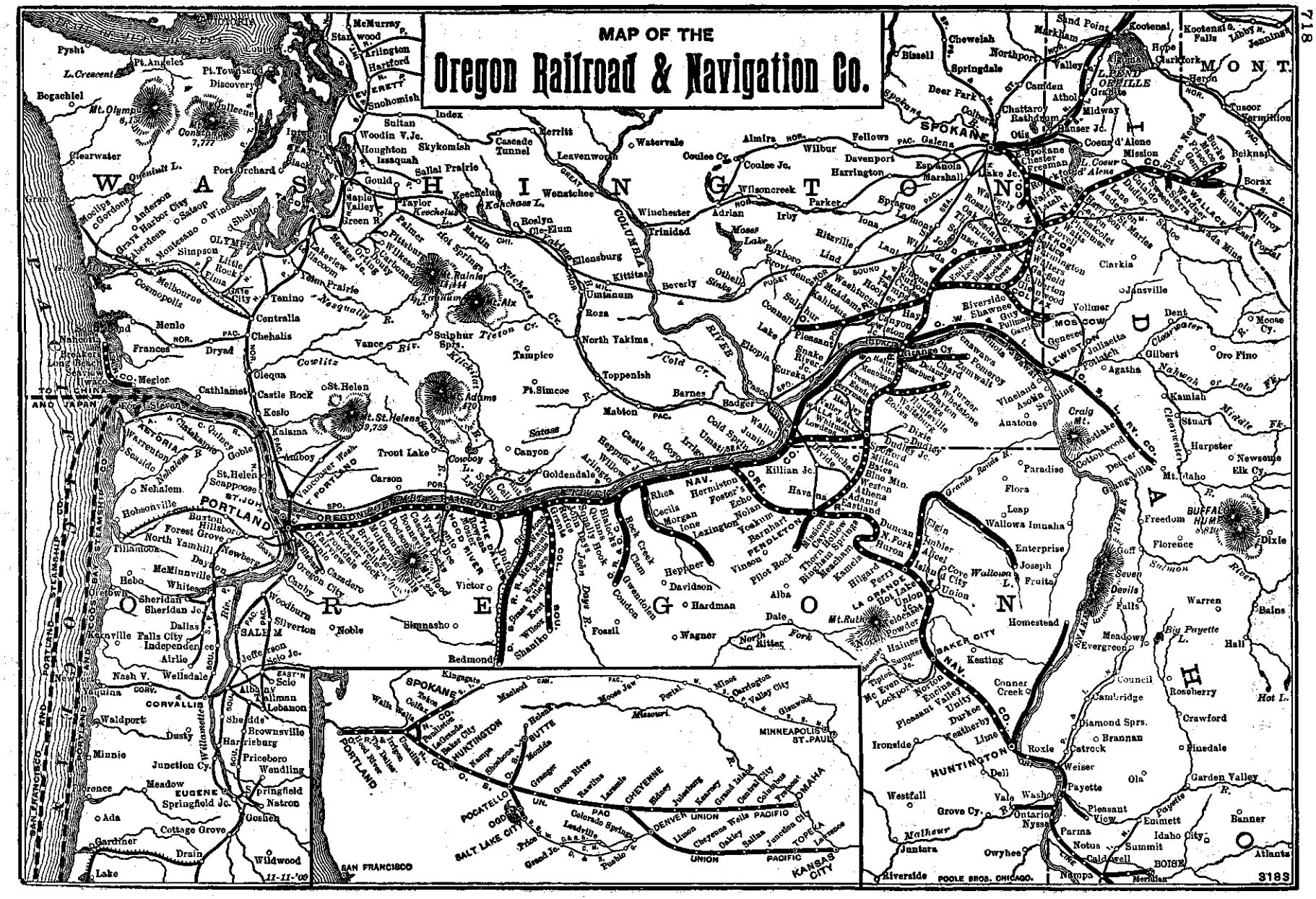
JOHN R. WEBSTER, General Manager, Omaha, Neb.

Extends from Council Bluffs to South Omaha, Neb., about 15 miles. Terminal road connecting with all roads at Omaha and Council Bluffs. *May*, 1907.

Pintsch Gas
Steam Heat

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

Used on most of the Prominent Railways in Europe and the United States.


MAP OF THE
Oregon Railroad & Navigation Co.
WASHINGTON
OREGON
IDAHO
MONT.
PORTLAND
SALEM
EUGENE
CORVALLIS
SPOKANE
LEWISTON
MOSCOW
HUNTINGTON
BAKER CITY
LA GRANDE
PENDLETON
BOISE
SAN FRANCISCO
POCATELLO
OGDEN
SALT LAKE CITY
DENVER
CHEYENNE
OMAHA
KANSAS CITY
MINNEAPOLIS
ST. PAUL
POOLE BROS. CHICAGO.
3188
11-11-'00

THE OREGON RAILROAD & NAVIGATION COMPANY.

Portland Offices—Wells-Fargo Building. New York Offices—120 Broadway.

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SIDNEY WILLIAMS, Assistant Director of Purchases, »
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D. E. HALL, Claim Agent, »

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JAMES COPLAND, Freight Claim Agent, »

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E. BURNS, Dist. Freight and Passenger Agt., Walla Walla, Wash.
C. F. VANDEWATER, Trav. Freight and Pas. Agt., »
S. F. BOOTH, General Agent, San Francisco, Cal.

For list of Eastern Passenger and Freight Agents, see Representatives Union Pacific R.R.

THROUGH CAR SERVICE AND EQUIPMENT.

Train No. 8.—Chicago Limited.—Has Chair Car, Tourist Sleeping Car and Pullman D. R. Sleeping Car Portland to Chicago, via O. S. L., U. P. and C. & N. W. Observation Sleeping Car Portland to St. Louis, via O. S. L., U. P. and Wabash through Denver and Kansas City. Pullman D. R Sleeping Car Boise to Salt Lake. Through Dining Car service. Entire train electric-lighted throughout.

Train No. 6.—Oregon and Washington Limited.—Pullman D. R. Sleeper, Observation Sleeper, Tourist Sleeper and Chair Car Portland to Chicago, via O. R. & N Co. O. S. L., U. P. and C. & N. W. Tourist Sleeper Portland to Kansas City. Through Dining Car service.

Train No. 10.—Salt Lake Express.—Pullman D. R. Sleeping Cars, Chair Cars and Coaches Portland to Salt Lake. Pullman D. R. Sleeping Car Spokane to Boise. Through Dining Car service.

Train No. 4.—"Soo-Spokane-Portland."—To Spokane and St. Paul, via Oakesdale, has Compartment Observation Library Car, Pullman D. R. Sleeping Car, Tourist Sleeping Car Portland to St. Paul. Through Dining Car service.

Train No. 6.—Washington Division.—Pullman D. R. Sleeping Car Portland to Lewiston. Pullman D. R. Sleeping Car Boise to Spokane Pullman D. R Sleeping Car Portland to Walla Walla.

Train No. 7.—Portland Limited.—Has Chair Car, Tourist Sleeping Car and Pullman D. R. Sleeping Car Chicago to Portland, via C. & N. W., U. P. and O. S. L., and Composite Observation Car Chicago to Cheyenne, connecting there with Parlor Observation Sleeping Car St. Louis to Portland, via the Wabash and U. P. through Kansas City and Denver. Pullman D. R. Sleeping Car Salt Lake to Boise. Through Dining Car service. Entire train electric-lighted throughout.

Train No. 5.—Oregon and Washington Limited.—Pullman D R. Sleeping Car, Observation Sleeper, Tourist Sleeper and Chair Car Chicago to Portland, via O. R. & N. Co., O. S. L., U. P., and C. & N. W. Tourist Sleeping Car Kansas City to Portland. Through Dining Car service.

Train No. 9.—Portland Express.—Pullman D. R. Sleeping Car, Chair Cars and Coaches Salt Lake to Portland. Pullman D. R. Sleeping Car Boise to Spokane.

Train No. 3.—"Soo-Spokane-Portland."—St. Paul to Portland, via Spokane and Oakesdale, has Compartment Observation Library Car, Pullman D. R. Sleeping Car, Tourist Sleeping Car, Coach St. Paul to Portland. Through Dining Car service.

Train No. 5.—Washington Division.—Pullman D. R. Sleeping Car Lewiston to Portland. Pullman D. R. Sleeping Car Spokane to Boise, handled on main line No. 10 from Umatilla. Pullman D. R. Sleeping Car Walla Walla to Portland. Day Coaches Spokane to Umatilla.

Line Winona to Seltice.

Coupon stations.	4	Mls	*August* 8, 1909.	Elev.	3	
	A M	....	LEAVE / ARRIVE	....	P M	....
	*4 55	0	..... **Winona** ... ♂	2492	10 35	....
	5 18	11	.....Wilada.....	....	10 10	....
	5 30	18	.....St. John.... ♂	2974	9 56	....
	5 45	25	.....Sunset.....	2192	9 40	....
	6 00	31	.....Thornton ... ♂	....	9 26	....
	6 20	39	+...Oakesdale ... ♂	2455	9 10	....
T	--	42	.....Fletcher.....	2408	—	....
+C	6 50	48	.....**Seltice**.....	2520	*8 55	....
....	A M	....	ARRIVE / LEAVE	....	P M	....

Shaniko Branch.

No. 2	Mls	*October* 10, 1909.	No. 1
*1 00 P M	0	lve..... **Biggs** ♂...arr.	12 10 Noon
1 40 »	10	..... Wasco..... ♂	11 25 A M
2 45 »	27	..... Moro..... ♂	10 15 »
3 20 »	39	.....Grass Valley.... ♂	9 45 »
5 00 P M	70	arr...+ **Shaniko** ♂..lve.	*8 30 A M

Line Starbuck to Pomeroy.

No. 82	Mls	*August* 8, 1909.	Elev.	No. 81
*4 45 P M	0	lv.+ **Starbuck** ♂ ar.	645	12 25 Noon
5 15 »	8	.....Delaney.....	972	11 45 A M
5 40 »	15	.....Chard.....	1183	11 20 »
6 00 »	25	.....Zumwalt.....	1609	10 50 »
6 45 P M	20	arr..**Pomeroy** ♂ lve.	1907	*10 30 A M

Line La Grande to Joseph.

No. 32	Mls	*October* 12, 1909.	Elev.	No. 31
*9 45 A M	0	lv..**La Grande** ♂ ar.	2786	2 15 P M
9 55 »	3	....Island City.....	2746	1 45 P M
10 45 A M	21	..... Elgin ..... ♂	2672	12 45 Noon
1 45 P M	60	.....Wallowa ... ♂	....	9 45 A M
4 00 P M	84	arr..**Joseph** ♂ lve.	....	*8 00 A M

Line Pendleton to Pilot Rock.

No. 15	Mls	*October* 12, 1909.	No. 16
†9 00 A M	0	lve... **Pendleton.** ♂ arr.	3 15 P M
9 15 »	5	..Pilot Rock Junction..	3 00 »
9 40 »	11	.....Sparks.....	2 35 »
10 15 A M	19	arr... **Pilot Rock.** ♂ lve.	†2 00 P M

Line Fairfield to Waverly.

No. 102		*August* 8, 1909.	No. 101	
.....	..	LEAVE / ARRIVE	.....	....
d9 20 A M	0	.....**Fairfield**.... ♂	10 30 A M	....
9 50 A M	5	..... **Waverly**	d10 00 A M	....
.....	..	ARRIVE / LEAVE	.....	....

Line Wallula to Walla Walla.

No. 44	Mls	*August* 8, 1909.	Elev.	No. 43
*4 45 A M	0	lv..+ **Wallula** ♂ .ar.	327	11 00 P M
5 25 »	15	.....Touchet.....	....	10 20 »
5 55 »	24	..... Whitman	....	9 50 »
6 15 A M	31	ar. + **Walla Walla** ♂ lv.	920	*9 30 P M

Condon Branch.

....	18	Mls	*October* 10, 1909.	17	
....	P M	....	LEAVE / ARRIVE	A M	
....	†1 45	0	....**Arlington** .. ♂	11 20	* Daily; † daily, except Sunday; ‡ Friday only. Pacific time.
....	2 00	3	..... Eddy.....	11 00	
....	2 15	8	.....Shutiers.....	10 40	
....	2 45	17	....Rock Creek....	10 15	
....	3 00	20	..... Barnett.....	9 55	
....	3 20	25	.....Mikkalo.....	9 35	
....	3 40	29	..... Clem	9 15	
....	3 55	33	.....Speece	9 00	
....	4 10	37	..... Gwendolen	8 50	
....	5 00	45	.....**Condon**.... ♂	†8 30	
....	P M	....	ARRIVE / LEAVE	A M	

Oregon, Washington & Idaho Railroad.

J. P. O'BRIEN, President, Portland, Ore.

(*For other officers see O. R. & N. Co.*)

No. 6	Mls	*April* 11, 1909.	No. 5	
....	....	LEAVE / ARRIVE	.....	....
*6 00 P M	....	.... **Portland**.....	7 20 A M	....
*5 00 A M	0	.Lewiston Jn. (Riparia) ♂	8 55 P M	....
5 35 »	14.5	...Central Ferry...	8 15 »	....
6 10 »	29.2	.....Swift.....	7 35 »	....
6 30 »	36.0	.....Almota.....	7 20 »	....
6 50 »	43.9	.....Wawawai.....	6 55 »	....
7 25 »	54.9	.....Indian.....	6 28 »	....
7 50 »	65.9	.....Daisy.....	6 00 »	....
8 15 A M	72.0	ar.. **Lewiston** ♂ lv.	*5 45 P M	....

THE OREGON RAILROAD & NAVIGATION COMPANY—Continued.

OREGON DIVISION.—Portland to Huntington.

10	4	6	8	2	Ms	October 10, 1909.	1	7	5	9	3
P M	P M	P M	A M	A M	...	LEAVE] [ARRIVE	P M	P M	A M	A M	A M
*8 00	*7 00	*6 35	*10 00	*8 00	0	+......**Portland**......♂	6 15	8 00	8 00	8 40	9 00
– –	– –	– –	– –	8 05	3	.....**East Portland**.....	– –	– –	– –	a –	– –
– –	– –	– –	– –	8 38	10	........Clarnie.........	6 45	– –	– –	a –	– –
8 35	– –	– –	– –	8 48	15	........Fairview ......♂	6 30	– –	– –	7 53	– –
8 40	– –	– –	– –	8 53	18	........Troutdale......♂	6 26	– –	– –	7 45	– –
– –	– –	– –	– –	9 06	25	......Rooster Rock......	6 05	– –	– –	a –	– –
9 00	– –	– –	– –	9 08	26	........Latourelle........	5 03	– –	– –	7 27	– –
9 05	– –	– –	– –	9 13	28	.......Bridal Veil.....♂	4 55	– –	– –	7 23	– –
– –	– –	– –	– –	– –	32	....Multnomah Falls....	– –	– –	– –	a –	– –
– –	– –	– –	– –	9 22	33	........Oneonta	4 46	– –	– –	a –	– –
– –	– –	– –	– –	9 29	37	........Dodson's........	4 35	– –	– –	a –	– –
9 30	– –	– –	– –	9 35	41	........Bonneville......♂	4 25	– –	– –	6 55	– –
9 40	– –	– –	– –	9 43	45	......Cascade Locks....♂	4 10	– –	– –	6 45	– –
9 55	– –	– –	– –	9 58	52	..........Wyeth........♂	3 56	– –	– –	6 30	– –
– –	– –	– –	– –	10 10	58	..........Viento..........	3 40	– –	– –	a –	– –
10 25	9 00	8 35	11 55	10 26	66	+.....Hood River......♂	3 20	5 45	5 50	6 00	6 45
10 40	– –	– –	– –	10 40	72	..........Mosier.........♂	3 05	– –	– –	5 40	– –
– –	– –	– –	– –	10 55	79	.........Rowena.........	2 50	– –	– –	a –	– –
11 10	9 40	9 15	12 35	11 15	88	arr..+**The Dalles** ♂.lve.	2 35	5 05	5 10	4 55	5 55
11 15	9 45	9 20	12 40	11 35	88	lve....**The Dalles**...arr.	2 00	5 00	5 05	4 50	5 55
– –	– –	– –	– –	11 50	96	..........Summit.......♂	1 36	– –	– –	a –	– –
11 38	– –	– –	– –	11 59	100	..........Celilo.........♂	1 25	– –	– –	4 20	– –
11 46	– –	– –	– –	12 10	104	.......Des Chutes........	1 14	– –	– –	4 10	– –
11 54	– –	– –	– –	12 20	108	.........**Biggs**.......♂	12 45	– –	– –	4 00	– –
– –	– –	– –	– –	12 35	111	.........Grant's.........	12 35	– –	– –	3 55	– –
12 05	– –	– –	– –	12 40	113	..........Rufus	12 30	– –	– –	3 50	– –
– –	– –	– –	– –	12 45	118	.......John Day's........	12 25	– –	– –	a –	– –
– –	– –	– –	– –	12 58	123	......Squally Hook......	12 10	– –	– –	a –	– –
– –	– –	– –	– –	1 06	127	........Quinton ......♂	12 01	– –	– –	a –	– –
– –	– –	– –	– –	1 20	134	........Blalock's........	11 50	– –	– –	a –	– –
12 55	11 18	10 55	2 20	1 37	142	+.....**Arlington** ....♂	11 35	3 27	3 20	2 45	4 20
– –	– –	– –	– –	1 58	151	.........Willows.........	11 20	– –	– –	a –	– –
– –	– –	– –	– –	2 00	152	..**Heppner Junction** ♂	11 15	– –	– –	a –	– –
– –	– –	– –	– –	2 20	162	......Castle Rock	11 00	– –	– –	a –	– –
1 45	– –	– –	– –	2 37	170	.........Coyote.......♂	10 45	– –	– –	2 02	– –
2 05	– –	– –	– –	2 56	180	.........Irrigon.......♂	10 30	– –	– –	1 45	– –
2 15	12 40	12 15	3 40	3 10	187	arr....**Umatilla** ♂..lve.	10 20	2 05	2 15	1 25	*3 00
....	9 00	11 15	....	....	433	arr.....**Spokane** ♂..lve.	....	....	....	*3 15	*7 00
2 30	A M	12 20	3 45	3 15	187	lve.....**Umatilla**....arr.	10 15	2 00	2 10	1 15	P M
2 45	....	– –	– –	3 30	194	........Hermiston........	10 00	– –	– –	1 00	
3 00	....	– –	– –	3 45	202	.........Stanfield.........	9 35	– –	– –	12 45	
3 10	....	– –	– –	4 00	206	..........Echo.........♂	9 25	– –	– –	12 30	
3 25		– –	– –	4 10	212	..........Nolin...........	9 15	– –	– –	12 15	
3 30		– –	– –	4 15	215	.........Yoakum	9 10	– –	– –	12 05	
3 50		– –	– –	4 40	223	........Barnhart.........	8 55	– –	– –	11 45	
4 10		2 00	5 15	5 00	231	arr..+**Pendleton** ♂.lve.	*8 40	12 15	12 25	11 20	
4 10		2 00	5 15	P M	231	lve....**Pendleton**...arr.	A M	12 15	12 25	11 20	
4 35		– –	– –	....	242	.........Cayuse..........	....	– –	– –	10 55	
5 05		2 45	6 05	....	252	.........Gibbon........♂	....	11 35	– –	10 35	
5 35		– –	– –	....	262	........Duncan ....♂	....	– –	– –	10 06	
6 05		– –	– –	....	273	..........Huron.........♂	....		– –	9 45	
6 35		– –	– –	....	280	........Meacham	....	– –	– –	9 30	
6 50		– –	7 30	....	286	.........Kamela.........♂	....	10 20	– –	9 15	
7 20		– –	– –	....	298	.........Hilgard.........♂	....	– –	– –	8 30	
7 40		5 30	8 30	....	305	arr..+**La Grande** ♂.lve.	....	9 30	9 40	8 05	
7 45		5 35	8 35	....	305	lve....**La Grande**...arr.	....	9 25	9 35	8 00	
8 05		– –	8 55	....	314	........Hot Lake	....	9 10	– –	7 40	
8 15		– –	9 05	....	318	+........Union..........♂	....	9 00	– –	7 30	
9 05		– –	– –	....	328	........Telocaset.......♂	....	– –	– –	7 10	
9 25		– –	9 55	....	337	......North Powder......♂	....	8 20	– –	6 50	
9 45		– –	10 10	....	347	.........Haines.........♂	....	8 05	– –	6 30	
10 00		7 20	10 30	....	357	+....**Baker City**....♂	....	7 45	7 50	6 10	
10 40		– –	– –	....	370	.....Pleasant Valley....♂	....	– –	– –	5 35	
11 10		– –	– –	....	384	.........Durkee.........♂	....	– –	– –	4 55	
11 30	....	– –	– –	....	392	.......Weatherby........	....	– –	– –	4 35	
11 55	....	9 30	12 35	....	404	+....**Huntington**.....♂	....	*5 50	*6 00	*4 10	
A M	....	A M	Night	....	...	ARRIVE] [LEAVE	....	A M	P M	P M	

* Daily; † daily, except Sunday; e Sunday and Wednesday only.

a Stops to leave from Washington Division points and east of Pendleton; b stops to take for points west of Tekoa.

‖ Meals. + Coupon stations; ♂ Telegraph stations.

WASHINGTON DIV.—Line Umatilla to Orange City and Spokane.

8	10	4	6	Ms.	August 8, 1909.	7	5	3	9
....	....	Night	A M	....	LEAVE] [ARRIVE	....	Night	A M	....
....	....	*12 45	*1 30	0	........**Umatilla**......♂	....	12 05	2 55	....
P M	....	1 25	2 35	27	+.......**Wallula**.......♂	Noon	11 10	2 00	....
*4 50	....	3 25	4 35	93	..**Orange City Junc.** ♂	12 40	9 15	11 58	....
5 00	....	3 35	4 45	98	.........**Riparia**......♂	12 28	9 05	11 45	....
5 32	....	– –	5 15	111	...........Hay...........	11 56	8 35	– –	....
5 50	....	– –	5 30	117	.........Jerita	– –	8 22	– –	....
6 02	....	– –	5 42	123	.......**La Crosse** ....♂	11 30	8 10	– –	....
6 22	....	4 55	6 05	133	.........**Winona**......♂	11 10	7 43	10 35	....
6 38	....	....	6 20	139	.........Endicott.......♂	10 57	7 30	....	....
6 56	....	Via Thornton.	– –	146	.........Harbin	– –	7 18	Via Thornton.	....
7 10	....		6 45	150	........Diamonds......♂	10 32	7 10		....
– –	....		6 55	153	.......Mockonema.......	– –	7 00		....
– –	....		– –	156	..........Crest..........	– –	– –		....
7 40	....		7 10	158	+.......**Colfax**.......♂	10 10	6 45		....
7 54	....		– –	165	........Glenwood.........	– –	6 32		....
8 08	....		7 45	171	.........Elberton.......♂	9 45	6 20		....
8 20	....		8 25	176	+.......Garfield ....♂	9 32	6 05		....
8 40	....	....	8 45	186	+.....Farmington......♂	9 15	5 28	....	....
8 55	A M	6 50	9 00	191	.........**Seltice**.........	9 00	5 15	8 55	A M
9 10	*11 15	7 05	9 15	197	.........**Tekoa**.........♂	8 45	5 00	8 40	11 00
9 25	11 35	– –	9 35	204	...........Latah.........♂	b –	4 45	– –	10 42
9 42	11 55	– –	9 50	213	.........**Fairfield**.......♂	b –	4 30	– –	10 25
9 57	12 10	– –	10 05	219	+.......Rockford.......♂	b –	4 15	– –	10 05
– –	12 30	– –	10 30	228	.........Freeman.......♂	b –	3 57	– –	9 45
– –	12 50	– –	– –	237	..........Chester.........	– –	3 35	– –	9 20
11 00	1 15	9 00	11 15	246	+ ..... **Spokane** .....♂	*7 00	*3 15	*7 00	*9 00
P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	A M

Line Pendleton to Orange City.

No. 46		No. 8	Mls	August 8, 1909.	No. 7	No. 45	
*5 15 P M		*12 30 Noon	0	lve..+**Pendleton** ♂.arr.	5 00 P M	8 40 A M	
5 30 »		c –	8	..........Havana..........	d –	8 20 »	
5 35 »		c –	11	.........Eastland.........	d –	8 15 »	
5 40 »		12 55 Noon	13	.........Adams.......♂	4 25 »	8 10 »	
5 50 »		1 05 P M	19	+.......Athena.......♂	4 15 »	7 58 »	
6 00 »		1 15 »	22	........Weston.......♂	4 05 »	7 50 »	
6 05 »		c –	24	........Downing.........	d –	7 45 »	
6 15 P M		c –	27	.....Blue Mountain.....	d –	7 35 A M	
6 25		c –	31	..........Bates..........	d –	7 25	
6 40	58	1 50 »	37	+........Milton........♂	3 20 »	7 15	57
6 45	A M	c –	40	.........Spofford.........	d –	7 10	P M
7 05	*7 30	2 15 »	47	+....**Walla Walla**....♂	3 00 »	*7 00	6 40
P M	7 45	2 35 »	54	.......Valley Grove.......	– –	A M	6 10
....	7 55	– –	57	..........Hadley.	– –	....	6 00
....	8 30	3 05 »	67	.........Prescott ....♂	2 10 »	*Pacific time.*	5 38
....	9 00	3 15 »	72	.........**Bolles**.........	1 55 »		*5 15
....	A M	– –	76	.........Menoken.........	– –		P M
....	....	3 55 »	84	............Alto	1 25 P M		....
....	....	4 30 P M	95	arr...+**Starbuck** ♂..lve.	12 50 Noon		....
....	....	4 30 P M	95	lve....**Starbuck**....arr.	12 50 Noon		....
....	....	4 50 P M	98	ar. **Orange City Jn** ♂.lv.	*12 40 Noon		....
....	....	11 00 P M	251	arr.....**Spokane** ♂..lve.	*7 00 A M	....	....

Line Tekoa to Burke.

	No. 12	Mls	August 8, 1909.	No. 11	No. 95
	*11 05 A M	0	lve....+**Tekoa** ♂....arr.	11 05 A M	....
	11 20 »	7	..........Lovell..........	10 50 »	....
	11 30 »	12	..........Watts...........	10 35 »	....
	11 40 »	16	.........Plummer.........	10 20 »	....
	11 55 A M	22	........Chatcolet.........	10 00 »	....
	12 15 Noon	30	........Harrison......♂	9 30 »	....
	12 30 Noon	34	.......Springston	9 20 »	....
	1 00 P M	45	..........Lane...........	8 55 »	....
	1 30 »	57	.........Cataldo..........	8 30 »	....
	2 05 »	69	+.......Wardner......♂	7 55 »	....
	2 30 »	76	........Osborne.........	7 40 »	....
	3 15 »	80	+......**Wallace**......♂	*7 30 A M	4 30 P M
	3 30 »	84	..........Gem...........	....	4 15 »
	3 50 P M	87	arr......**Burke** ♂ ...lve.	....	*4 00 P M

c Stops to leave passengers from points beyond Pendleton; d stops to leave passengers from points beyond Walla Walla.

Line Walla Walla to Dayton.

Pas.	52	58	M	November, 1909.	Elev.	51	57	Pas.
....	P M	A M	..	LEAVE] [ARRIVE	....	P M	P M	....
....	*2 15	*7 30	0	......**Walla Walla**.....♂	920	3 00	6 40	....
....	*3 15	*9 00	25	lve........**Bolles** ♂.....arr.	1165	1 55	5 15	....
....	3 25	9 25	28	+.......Waitsburg.......♂	1272	1 40	5 00	....
....	3 35	– –	31	..........Huntsville..........	1356	1 35	4 50	....
A M	3 45	9 50	35	............Longs............	1472	1 25	4 40	A M
e10 20	4 00	10 20	38	+.........Dayton.........♂	1606	*1 15	*4 25	11 55
11 10	P M	A M	..	..........**Turner**..........	....	P M	P M	e11 15
A M	....	....	..	ARRIVE] [LEAVE	....	....	....	A M

Line Heppner Junction to Heppner.

No. 20	M	October 10, 1909.	Elev.	No. 19
†2 05 P M	0	lv..**Heppner Jn** ♂.ar.	....	11 00 A M
2 20 »	7	........Rhea........	250	10 35 »
2 40 »	14	........Cecils........	625	10 15 »
2 55 »	20	........Morgan........	794	9 45 »
3 15 »	28	........Ione.......♂	1087	9 15 »
4 00 »	36	......Lexington......	1425	8 55 »
5 00 P M	45	arr. + **Heppner** ♂.lve.	1905	†8 30 A M

Line La Crosse to Connell.

No. 72	M	August 8, 1909.	Elev.	No. 71
†12 30 Noon	0	lve. . **La Crosse** ♂ arr.	1479	11 25 A M
12 45 Noon	5	..........Pampa........	1352	10 00 »
1 15 P M	13	........Hooper........	1084	8 50 »
1 45 »	23	.....Washtucna....♂	1008	7 50 »
3 08 »	35	......Kahlotus.....♂	884	7 10 »
3 40 »	44	........Sulphur........	857	6 40 »
4 30 P M	53	arr....**Connell**...lve.	839	†6 25 A M

Line Colfax to Moscow.

82	84	M	August 8, 1909.	Elev.	81	83
P M	A M	..	LEAVE] [ARRIVE	....	A M	P M
*7 40	*10 15	0	+.....**Colfax**.....♂	1961	9 55	6 00
8 05	10 45	8	..... Riverside	2164	9 28	5 25
8 10	10 55	10	......Shawnee......	2194	9 22	5 15
8 20	11 15	13	........Guy........	2246	9 14	5 00
8 40	11 55	19	+....Pullman....♂	2340	9 00	4 35
8 50	12 15	24	......Garrison......	2494	8 48	4 15
9 00	12 35	28	+....**Moscow**....♂	2571	*8 40	*4 00
P M	Noon	..	ARRIVE] [LEAVE	....	A M	P M

STEAMER LINES.

Columbia River Division.—Portland and Astoria, Oregon.—Leave Portland for Astoria daily, except Saturday, at 8 00 p.m. Returning, leaves Astoria daily, except Sunday, at 7 00 a.m.

Willamette River Route.—Steamer for Oregon City leaves Portland every day, except Sunday, 6 00 a.m.

ILWACO RAILROAD COMPANY.

R. S. Lovett, Prest., New York, N.Y.
J. P. O'Brien, Vice-Prest. & Gen. Mgr., Portland, Ore.
Alexander Millar, Secretary, New York, N.Y.
W. R. Litzenberg, Asst. Sec'y, Portland, Ore.
F. V. S. Crosby, Treas., New York, N.Y.
R. Blaisdell, Asst. Treas., Portland, Ore.
G. W. Boschke, Chief Eng'r,

3	1	Mis	September 21, 1909.	4	2
P M	A M	....	(*Steamer.*)	A M	P M
a1 45	†7 15	0	lve.....**Astoria**...arr.	9 30	4 00
2 15	7 45	5	arr....**Megler**....lve.	a9 00	†3 30
P M	A M	....	(*Ilwaco R.R.*)	A M	P M
a3 30	†8 15	0	lve....**Megler**....arr.	7 55	3 00
3 45	8 27	3	......McGowan......	7 40	2 45
3 55	8 38	5	.......Chinook.......	7 30	2 35
4 30	9 10	14	........Ilwaco........	a7 00	2 00
P M	9 23	14	.......Seaview........	A M	1 47
....	9 35	16	.....Long Beach.....	....	1 38
....	9 42	18	.......Breakers.......	....	1 31
....	10 15	27	......**Nahcotta**......	....	†1 00
....	A M	....	ARRIVE] [LEAVE	....	P M

† Daily, except Sunday; a daily, except Sunday and Friday.

SOUTHERN PACIFIC COMPANY

GENERAL OFFICERS, ETC.

SAN FRANCISCO OFFICES—FLOOD BUILDING. NEW YORK OFFICES—120 BROADWAY.

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E. E. CALVIN, Vice-President, San Francisco, Cal.
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JOSEPH HELLEN, Assistant Secretary, "
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———, Counsel, New York, N.Y.
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MAXWELL EVARTS, Attorney, New York, N.Y.
D. R. SESSIONS, Claims Attorney, San Francisco, Cal.
JERE T. BURKE, Tax Attorney, "
THOS. H. GRIFFIN, Customs Attorney, "

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GEO. D. SMITH, Assistant Auditor of Freight Accounts, "
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ROBERT ADAMS, Auditor of Disbursements, "
O. F. GIFFIN, Auditor Equipment Accounts, "
J. M. BREWER, Freight Claim Agent, "
W. C. PARKER, Auditor Atlantic S.S. Lines, New York.

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E. O. McCORMICK, Asst. Traffic Director, " "
P. C. STOHR, Asst. Traffic Director, 135 Adams St., Chicago, Ill.
H. P. THRALL, Mail Traffic Manager, " "

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S. N. BOSTWICK, Asst. Gen. Freight Agent, "
C. J. JONES, Asst. Gen. Freight Agent, "
J. G. STUBBS, Assistant General Freight Agent, "
CHAS. S. FAY, G. F. A. Atl. S.S. Lines (N. Orl. and Hav.), New Orleans, La.
R. B. MILLER, G. F. A. Lines in Oregon, Portland, Ore.
W. E. COMAN, First Asst. G. F. A. Lines in Oregon, "
W. D. SKINNER, Asst. G. F. A. Lines in Oregon, "
J. A. REEVES, G. F. A. Lines East of Sparks, Nev., Salt Lake City, Utah.
F. H. PLAISTED, A. G. F. A. Lines East of Sparks, Nev., "
C. I. TUTTLE, A. G. F. A. Lines East of Sparks, Nev., "
THOS. A. GRAHAM, Asst. Gen. Fht. & Pas. Agt., Los Angeles, Cal.
R. S. STUBBS, Asst. Gen. Fht. and Pas. Agt., Tucson, Ariz.
L. J. SPENCE, G. F. A. Atl. S.S. Lines (N. Y., N. Orl. and Gal.), New York, N.Y.

PASSENGER.

CHAS. S. FEE, Passenger Traffic Manager, San Francisco, Cal.
JAS. HORSBURGH, Jr., General Passenger Agent, "
R. A. DONALDSON, Asst. Gen. Pas. Agent, "
H. R. JUDAH, Asst. Gen. Pas. Agent, "
F. E. BATTURS, Asst. Gen. Pas. Agent, "
WM. McMURRAY, G. P. A. Lines in Oregon, Portland, Ore.
JOHN M. SCOTT, A. G. P. A. Lines in Oregon, "
D. E. BURLEY, G. P. A. Lines East of Sparks, Nev., Salt Lake City, Utah.
D. S. SPENCER, A. G. P. A. Lines East of Sparks, Nev., "
L. H. NUTTING, G. P. A. (N.Y., New Orleans & Galveston), New York, N.Y.
J. H. R. PARSONS, G. P. A. Atlantic S.S. Lines (New Orleans and Havana), New Orleans, La.
E. B. CARSON, Gen. Baggage Agent, San Francisco, Cal.
GEO. L. ALLEY, G. B. A. Lines East of Sparks, Nev., Salt Lake City, Utah.
P. J. COLLINS, General Baggage Agent Lines in Oregon, Portland, Ore.

MAINTENANCE AND OPERATING DEPARTMENT.

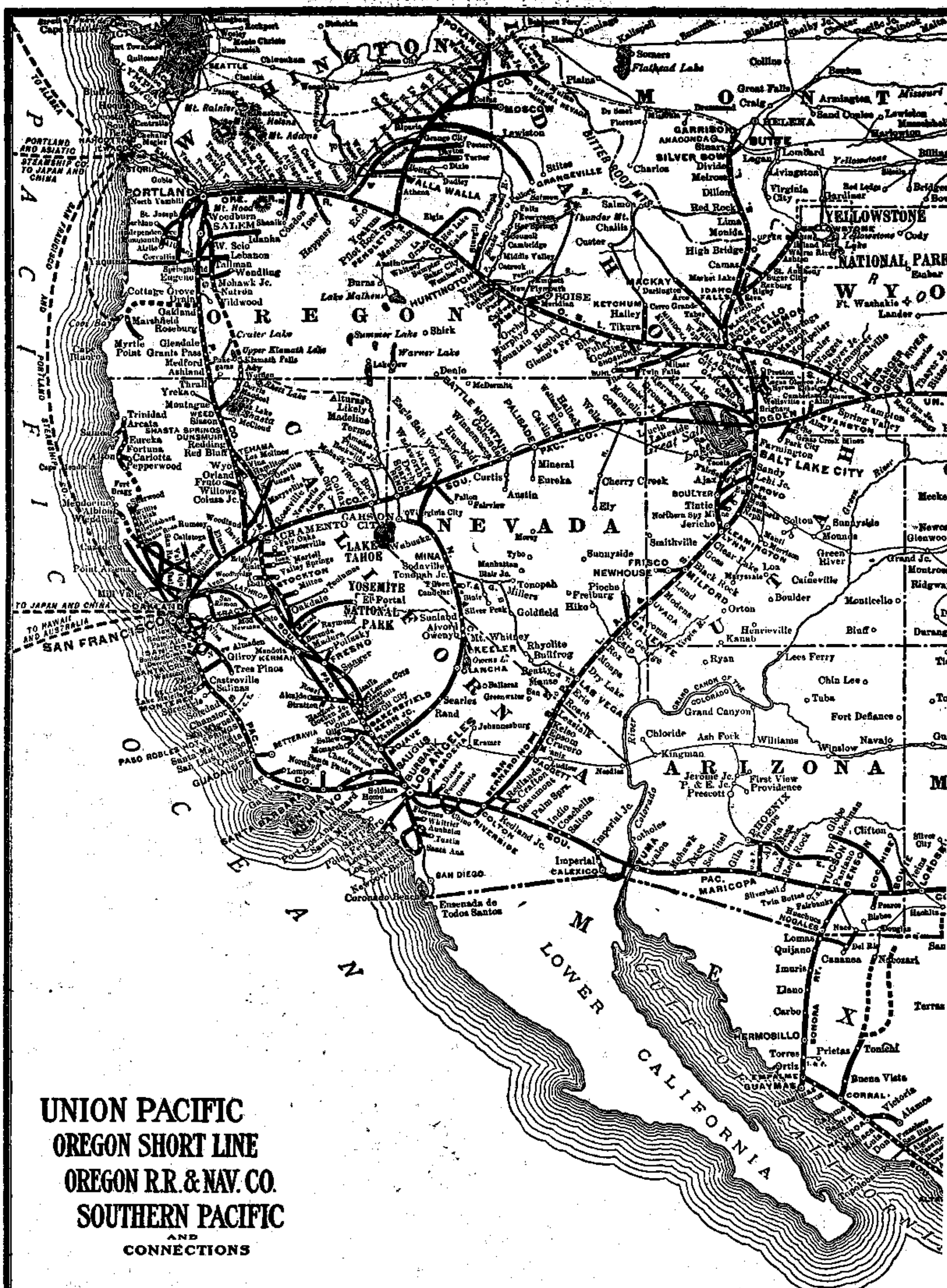
J. KRUTTSCHNITT, Director of Maintenance and Operation, 135 Adams Street, Chicago, Ill.
W. B. SCOTT, Assistant Director of Maintenance and Operation, 135 Adams Street, Chicago, Ill.
W. A. WORTHINGTON, Asst. to the Director of Maintenance and Operation, 135 Adams Street, Chicago, Ill.
JOHN D. ISAACS, Consulting Engineer, " "
E. E. CALVIN, General Manager, San Francisco, Cal.
W. R. SCOTT, Assistant General Manager, "
J. P. O'BRIEN, Gen. Mgr. Lines in Oregon, Portland, Ore.
W. H. BANCROFT, Gen. Mgr. Lines East of Sparks, Nev., Salt Lake City, Utah.
C. W. JUNGEN, Mgr. Atlantic Coast S.S. Lines, New York, N.Y.
J. H. TORNEY, Asst. Mgr. Atlantic Coast S.S. Lines, "
GEO. F. RICHARDSON, Supt. of Transp., San Francisco, Cal.
J. H. YOUNG, General Superintendent, "
H. V. PLATT, General Superintendent, Los Angeles, Cal.
WM. HOOD, Chief Engineer, San Francisco, Cal.
J. G. BARLOW, Assistant Chief Engineer, San Francisco, Cal.
F. S. RAWLINS, Superintendent Telegraph, "
D. URQUHART, Superintendent Dining Cars H. & R., "
H. J. SMALL, Gen. Superintendent Motive Power, "
H. C. PEARCE, General Storekeeper, "
W. A. WHITNEY, Supt. Western Division, Oakland Pier, Cal.
W. H. AVERELL, Supt. Los Angeles Division, Los Angeles, Cal.
T. AHERN, Supt. Coast Division, San Francisco, Cal.
F. M. WORTHINGTON, Supt. San Joaquin Div., Bakersfield, Cal.
H. W. SHERIDAN, Supt. Sacramento Div., Sacramento, Cal.
J. H. DYER, Superintendent Shasta Division, Dunsmuir, Cal.
E. C. MANSON, Supt. Salt Lake Div. and N. & C. Ry., Ogden, Utah.
W. H. WHALEN, Superintendent Tucson Division, Tucson, Ariz.
L. R. FIELDS, Superintendent Oregon Lines, Portland, Ore.
I. O. RHOADES, Gen. Purchasing Agent, San Francisco, Cal.
E. L. FRANCE, Lumber Inspector and Fuel Agt., "
RICHARD KOEHLER, Gen. Purchasing Agent Oregon Lines, Portland, Ore.

MISCELLANEOUS.

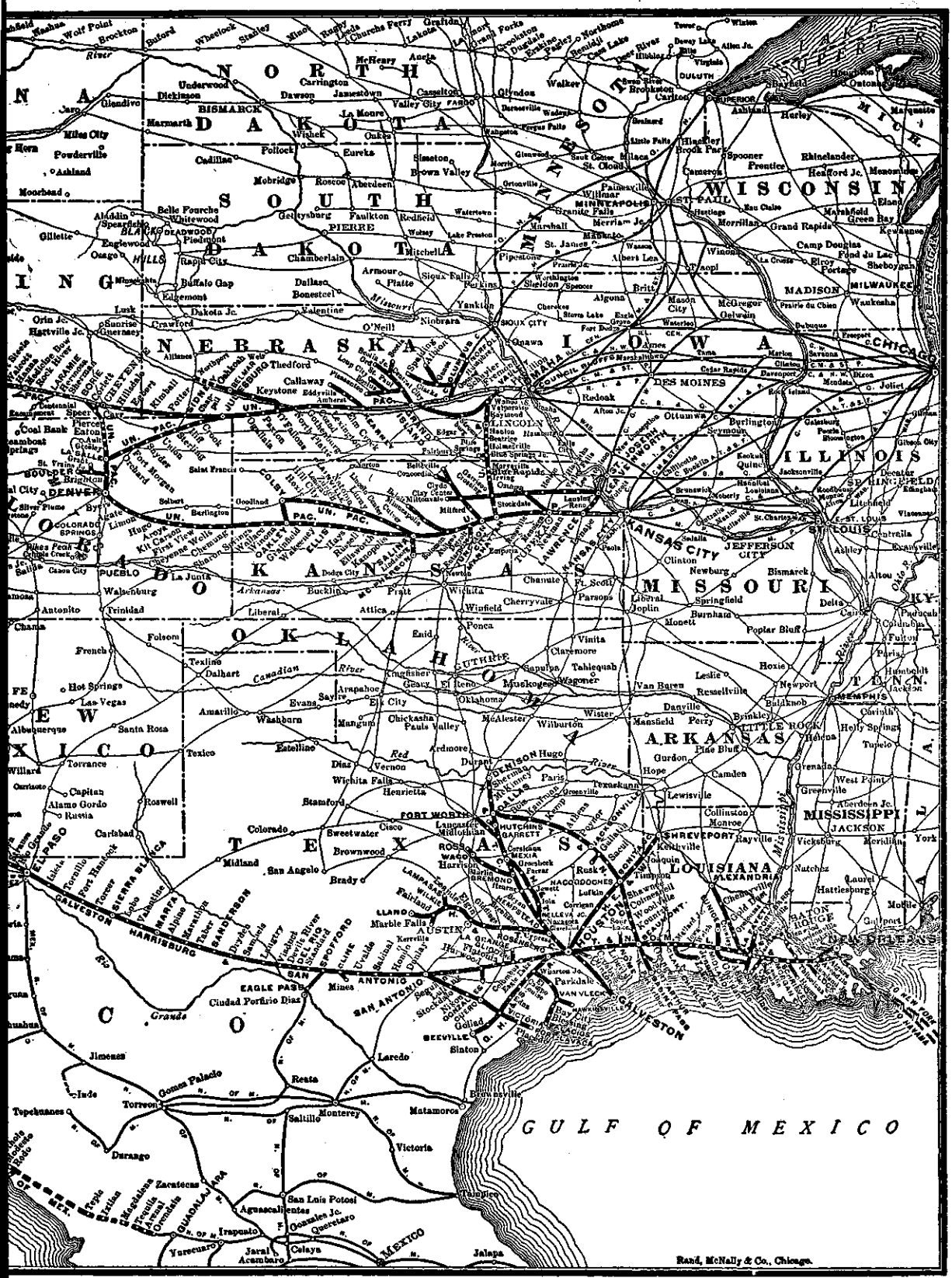
B. A. McALLASTER, Land Commissioner, San Francisco, Cal.

Atlanta, Ga.—Candler Bldg, 121 Peachtree St.—
J. F. VAN RENSSELAER, General Agent.
R. O. BEAN, Traveling Passenger Agent.
GEO. W. ELY, Traveling Passenger Agent.
J. A. SCHMIDT, Traveling Freight Agent.
J. E. ESTES, Traveling Freight Agent.
Baltimore, Md.—Baltimore and Hanover St.—
B. B. BARBER, Agent.
Boston, Mass.—170 Washington St.—
J. H. GLYNN, New England Agent.
Chicago, Ill.—120 Jackson Boulevard—
W. G. NEIMYER, General Agent.
R. D. WILLIAMS, City Passenger Agent.
G. A. DAVID, Traveling Passenger Agent.
A. J. DUTCHER, Traveling Freight Agent.
G. J. BUCKINGHAM, Trav. Passenger Agent.
L. L. DAVIS, Traveling Freight Agent.
Cincinnati, O.—53 East Fourth St.—
W. H. CONNOR, General Agent.
W. T. HOLLY, Traveling Passenger Agent.
J. STANLEY ORR, Traveling Passenger Agent.
PHILIP J. BRADY, Traveling Passenger Agent.
D. J. TRAIL, Traveling Passenger Agent.
LYON LISTON, Traveling Freight Agent.
GEORGE B. HILD, Traveling Freight Agent.
S. C. SIGLER, Traveling Freight Agent.
W. C. ELGIN, Traveling Freight Agent.
Denver, Colo.—Suite 313, Railway Exchange Bldg.—
WM. K. McALLISTER, General Agent.
Des Moines, Ia.—313 West Fifth St.—
J. W. TURTLE, Traveling Passenger Agent
Detroit, Mich.—11 Fort St.—F. B. CHOATE, G.A.
A. J. RATCLIFFE, Trav. Passenger Agent.
J. A. HUGHSTON, Traveling Freight Agent.
Fresno, Cal.—1013 J St.—
E. W. CLAPP, Dist. Fht. and Pas. Agent.
Havana, Cuba—A. E. WOODELL, Gen. Agent.
Kansas City, Mo.—901 Walnut St.—
H. G. KAHL, Assistant General Pas. Agent.
A. G. LITTLE, Traveling Fht. and Pas. Agt.
Los Angeles, Cal.—600 S. Spring St.—
T. A. GRAHAM, Asst. Gen. Pas. and Fht. Agt.
N. R. MARTIN, District Passenger Agent.
R. A. THIELEN, District Freight Agent.
Mexico City, Mex.—Ave. 5 de Mayo 6-B.—
W. E. BARNES, General Agent.
Minneapolis, Minn.—21 South Third St.—
H. F. CARTER, District Passenger Agent.
D. M. COLLINS, District Freight Agent.
Monterey, Mex.—CHAS. EIKEL, Gen. Agent.
New York, N.Y.—1, 366, 1158 Broadway—
L. H. NUTTING, Gen. East. Passenger Agent.
L. J. SPENCE, General Eastern Freight Agent.
Oakland, Cal.—Broadway and Thirteenth St.—
C. M. BURKHALTER, Dist. Pas. and Fht. Agt.
Philadelphia, Pa.—632 Chestnut St.—
R. J. SMITH, Agt. A. M. LONGACRE, T. P. A.
Pittsburg, Pa.—708-709 Park Building—
G. G. HERRING, General Agent.
SAM'L A. MEYERS, Trav. Passenger Agent.
W. A. GOLDEN, Traveling Passenger Agent.
J. E. CORFIELD, Traveling Freight Agent.
Portland, Ore.—C. W. STINGER, City Tkt. Agt.
W. H. JENKINS, Traveling Passenger Agent.
H. E. LOUNSBURY, Gen. Agent Freight Dept.
C. A. MALBOEUF, District Freight Agent.
Reno, Nev.—J. F. HIXSON, Dist. Fht. & Pas. Agt.
A. H. PETT, Trav. Freight & Passenger Agt.
Sacramento, Cal.—J. C. STONE, D. F. & P. A.
St. Louis, Mo.—903 Olive St.—
J. G. LOWE, General Agent.
E. R. TUTTLE, Trav. Passenger Agent.
C. M. ROLLINGS, Traveling Passenger Agent.
O. H. HAFFEL, City Pas. and Fht. Agent.
Salt Lake City, Utah—201 Main St.—
D. R. GRAY, D. F. & P. A.
San Diego, Cal.—901 Fifth St.—
J. R. DOWNS, Commercial Agent.
San Francisco, Cal.—884 Market St.—
A. S. MANN, District Passenger Agent.
E. B. McCORD, Passenger Agent.
SEABURY M. WOOD, C. P. Agent.
VAUGHN M. GARSIDE, Passenger Agent.
J. G. McCALL, Passenger Agent.
San Francisco, Cal.—641 Market St., cor. First St.—
H. C. COLLINS, District Freight Agent.
San Jose, Cal.—E. SHILLINGSBURG, Dist. F. & P. A.
Seattle, Wash.—E. E. ELLIS, General Agent.
Sydney, Australia—5 Gresham St.—
V. A. SPROUL, Australian Passenger Agent.
Syracuse, N.Y.—212 West Washington St.—
F. T. BROOKS, New York State Agent.
Tacoma, Wash.—ROBERT LEE, Agent.
Toronto, Ont.—Room 19 Janes Building—
J. O. GOODSELL, Traveling Passenger Agent.
Tucson, Ariz.—A. R. GATTER, T. F. & P. A.
Gen. Europ. P. Agt., RUDOLPH FALCK, "Amerikahaus" Ferdinandstrasse, Hamburg; 25 Water St., Liverpool, 49 Leadenhall St. and 22 Cockspur St., London; 118 Wynhaven, S.S., Rotterdam; 11 Rue Chapelle de Grace, Antwerp; 39, Rue St. Augustin, Paris, France.

MAP OF THE SOUTHERN



PACIFIC COMPANY



SOUTHERN PACIFIC.

CONDENSED THROUGH TIME-TABLES—VIA OGDEN.

Eastbound.

STATIONS AND ROUTES.	Mls	No. 2	No. 8	No. 10	No. 4
Lve. San Francisco ..(*So. Pac.*)	0	*10 40 A M	*8 40 P M	*9 00 P M	*9 00 A M
Lve. Oakland Pier. »	4	11 10 A M	7 10 P M	9 30 P M	9 30 A M
Lve. Oakland (*16th St.*) »	6	11 17 A M	7 18 P M	9 37 P M	9 36 A M
Lve. Alameda (Park St.) .(So. Pac.)	....	10 24 A M	.....	.....	*8 46 A M
Lve. Berkeley..... »	....	10 27 A M	.....	.....	9 07 A M
Lve. Port Costa....(*So. Pac.*)	32	- -	8 00 P M	10 25 P M	10 20 A M
Lve. Benicia..... »	33	- -	8 35 P M	10 53 P M	10 42 A M
Arr. Sacramento.. »	90	2 10 P M	10 20 P M	12 30 Night	12 35 Noon
Lve. Los Angeles .(*So. Pac.*)	....	*6 00 P M	*9 00 P M	*8 00 P M	*6 00 P M
Lve. Bakersfield... »	....	12 19 Night	8 00 A M	8 00 A M	12 19 Night
Lve. Fresno..... »	....	1 20 A M	12 20 Noon	12 20 Noon	1 20 A M
Lve. Stockton..... »	....	8 50 A M	4 20 P M	4 20 P M	8 50 A M
Lve. Los Angeles . (*So. Pac.*)	....	*2 35 P M	.....	.....	*2 35 P M
Lve. Santa Barbara »	....	6 45 P M	.....	.....	6 45 P M
Lve. San Luis Obispo »	....	11 30 P M	.....	.....	11 30 P M
Lve. San Jose..... »	....	7 15 A M	.....	.....	7 15 A M
Lve. Red Bluff.....(*So. Pac.*)	....	*5 10 A M	*10 30 A M	*10 30 A M	*5 10 A M
Lve. Chico..... »	....	6 25 A M	11 59 A M	11 59 A M	6 25 A M
Lve. Marysville.... »	....	7 55 A M	1 30 P M	1 30 P M	7 55 A M
Arr. Sacramento.. »	....	9 45 A M	3 15 P M	3 15 P M	9 45 A M
Lve. Sacramento...(*So. Pac.*)	90	2 15 P M	10 40 P M	12 45 Night	12 50 Noon
Lve. Truckee..... »	209	8 25 P M	6 30 A M	8 03 A M	8 10 P M
Lve. Reno..... »	244	9 50 P M	8 00 A M	9 55 A M	10 20 P M
Lve. Sparks (*Mt. time*) »	247	11 10 P M	9 55 A M	11 20 A M	11 55 P M
Lve. Hazen..... »	290	12 13 Night	11 15 A M	12 40 Noon	12 59 Night
Lve. Winnemucca. »	422	3 43 A M	3 45 P M	5 08 P M	4 50 A M
Lve. Battle Mountain »	478	a5 17 A M	8 00 P M	7 18 P M	6 50 A M
Lve. Carlin..... »	537	7 08 A M	8 40 P M	8 40 P M	8 50 A M
Lve. Elko..... »	559	a7 41 A M	8 27 P M	10 22 P M	9 28 A M
Lve. Cobre..... »	649	- -	1 00 A M	12 38 Night	12 32 Noon
Arr. Ogden..... »	786	2 10 P M	6 20 A M	7 10 A M	5 35 P M
Arr. Salt Lake City.(*O.S.L.*)	....	3 35 P M	8 20 A M	8 20 A M	8 50 P M
Lve. Ogden .....(*Un. Pac.*)	786	2 30 P M	8 20 A M	8 20 A M	7 40 P M
Lve. Granger ..... »	942	8 18 P M	2 12 P M	2 12 P M	2 00 A M
Lve. Cheyenne .... »	1270	8 30 A M	2 20 A M	2 20 A M	2 50 P M
Arr. Denver.....(*Un. Pac.*)	1377	11 35 A M	9 30 A M	9 30 A M	7 10 P M
Lve. Julesburg...(*Un. Pac.*)	1414	1 15 P M	6 05 A M	6 05 A M	8 13 P M
Lve. Grand Island. »	1632	8 05 P M	1 20 P M	1 20 P M	5 10 A M
Arr. Omaha..... »	1786	11 53 P M	5 45 P M	5 45 P M	9 30 A M
Arr. Kansas City.(*Un. Pac.*	....	8 35 A M	8 35 A M	8 35 A M	4 10 P M
Arr. St. Louis.(*Ch. & Alton*)	....	5 28 P M	5 28 P M	5 28 P M	6 59 A M
Arr. St. Louis ....(*Wabash*)	....	5 28 P M	5 28 P M	5 28 P M	7 39 A M
Lve. Omaha....(*C. & N. W.*)	1786	12 15 Night	6 05 P M	6 05 P M	12 05 Noon
Arr. Chicago..... »	2279	12 45 Noon	8 30 A M	8 30 A M	6 45 A M
Arr. St. Louis ....(*Wabash*)	....	.....	7 30 A M	7 39 A M	.....
Lve. Omaha.(*C. M. & St. P.*)	1786	12 10 Night	6 00 P M	6 00 P M	.....
Arr. Chicago ..... »	2278	1 15 P M	8 00 A M	8 02 A M	.....
Lve. Ogden ....(*D. & R. G.*)	785	2 35 P M	7 00 A M	.....	6 00 P M
Arr. Pueblo ..... »	1565	3 15 P M	8 50 A M	.....	6 40 P M
Arr. Denver..... »	1654	7 20 P M	1 10 P M	.....	11 00 P M
Lve. Denver..(*C. R. I. & P.*)	1654	10 00 P M	.....	.....	.....
Arr. Omaha..... »	2144	4 30 P M	.....	.....	.....
Arr. Chicago ..... »	2648	7 25 A M	.....	.....	.....
Lve. Pueblo.....(*Mo. Pac.*)	1560	.....	12 01 Noon	.....	.....
Arr. Kansas City.. »	2384	.....	8 50 A M	.....	.....
Arr. St. Louis ..... »	2606	.....	5 54 P M	.....	.....
Lve. Denver....(*C. B. & Q.*)	1654	9 00 P M	4 15 P M	.....	.....
Arr. St. Louis..... »	2578	7 19 A M	6 50 P M	.....	.....
Arr. Chicago ..... »	2583	7 00 A M	8 45 P M	.....	.....

Westbound.

STATIONS AND ROUTES.	Mls	No. 1	No. 3	No. 5	.....
Lve. Chicago (*C. M. & St. P.*)	0	*7 00 P M	*10 10 P M	.....	.....
Arr. Omaha..... »	492	7 05 A M	5 25 P M	.....	.....
Lve. Chicago..(*C. & N. W.*)	0	*7 00 P M	*10 45 P M	.....	.....
Lve. St. Louis ....(*Wabash*)	....	.....	*9 01 P M	.....	.....
Arr. Omaha....(*C. & N. W.*)	492	7 05 A M	5 28 P M	.....	.....
Lve. Chicago ...(*C. B. & Q.*)	9	.....	.....	*11 00 P M	.....
Lve. St. Louis..... »	....	.....	.....	9 01 P M	.....
Arr. Denver..... »	1018	.....	.....	7 20 A M	.....
Lve. St. Louis....(*Mo. Pac.*)	0	.....	.....	*10 10 P M	.....
Lve. Kansas City.. »	283	.....	.....	10 00 A M	.....
Arr. Pueblo..... »	923	.....	.....	11 45 A M	.....
Lve. Chicago..(*C. R. I. & P.*)	0	*10 32 P M	.....	.....	.....
Lve. Omaha ..... »	503	1 25 P M	.....	.....	.....
Arr. Denver ..... »	1083	7 45 A M	.....	.....	.....
Lve. Denver....(*D. & R. G.*)	0	8 00 A M	5 30 P M	9 00 A M	.....
Lve. Pueblo..... »	119	12 05 Noon	9 30 P M	1 30 P M	.....
Arr. Ogden ..... »	779	2 35 P M	11 55 P M	3 30 P M	.....
Lve. Omaha.....(*Un. Pac.*)	0	7 20 A M	4 00 P M	.....	.....
Lve. Grand Island. »	153	11 25 A M	8 40 P M	.....	.....
Lve. Julesburg .... »	372	4 40 P M	3 40 A M	.....	.....
Lve. Denver .....(*Un. Pac.*)	....	*7 05 P M	*7 30 A M	.....	.....
Lve. St. Louis ....(*Wabash*)	....	2 00 P M	11 31 P M	.....	.....
Lve. St. Louis ....(*C. & A.*)	....	9 06 A M	*11 28 P M	.....	.....
Lve. Kansas City.(*Un. Pac.*)	....	10 25 P M	*10 05 A M	.....	.....
Lve. Cheyenne...(*Un. Pac.*)	516	11 00 P M	11 05 A M	.....	.....
Lve. Granger ..... »	854	10 34 A M	12 18 Night	.....	.....
Arr. Ogden ..... »	1000	3 50 P M	5 45 A M	.....	.....
Lve. Salt Lake City (*O.S.L.*)	....	*2 25 P M	*11 50 P M	*2 25 P M	.....
Lve. Ogden.....(*So. Pac.*)	0	*4 10 P M	*6 40 A M	*4 20 P M	.....
Lve. Montello ..... »	120	7 55 P M	11 25 A M	8 25 P M	.....
Lve. Cobre..... »	137	- -	12 32 Noon	9 15 P M	.....
Lve. Elko..... »	228	a11 28 P M	3 30 P M	12 08 Night	.....
Lve. Carlin..... »	250	12 10 Night	4 30 P M	12 55 Night	.....
Lve. Battle Mountain »	309	a1 53 A M	6 35 P M	2 40 A M	.....
Lve. Winnemucca. »	367	3 25 A M	8 25 P M	4 20 A M	.....
Lve. Hazen..... »	496	7 13 A M	1 23 A M	8 25 A M	.....
Lve. Sparks (*Pac. time*) »	539	7 45 A M	2 35 A M	9 10 A M	.....
Lve. Reno..... »	542	8 00 A M	2 45 A M	9 20 A M	.....
Lve. Truckee ..... »	577	9 50 A M	4 33 A M	11 00 A M	.....
Lve. Sacramento.. »	690	4 00 P M	11 00 A M	5 00 P M	.....
Lve. Benicia..... »	698	5 35 P M	12 57 Noon	6 15 P M	.....
Lve. Port Costa... »	755	6 00 P M	1 20 P M	7 10 P M	.....
Arr. Oakland (*16th St.*) »	781	6 48 P M	2 09 P M	7 54 P M	.....
Arr. Oakland Pier. »	783	6 55 P M	2 15 P M	8 00 P M	.....
Arr. San Francisco »	787	7 28 P M	2 48 P M	8 28 P M	.....
Lve. Sacramento .(*So. Pac.*)	....	.....	11 40 A M	.....	.....
Arr. Marysville ... »	....	5 35 P M	1 30 P M	5 35 P M	.....
Arr. Chico ..... »	....	7 02 P M	3 30 P M	7 02 P M	.....
Arr. Red Bluff ..... »	....	8 25 P M	4 30 P M	8 25 P M	.....
Arr. Berkeley. ....(*So. Pac.*)	....	9 20 P M	3 20 P M	.....	.....
Arr. Alameda (Park St.) »	....	9 23 P M	3 42 P M	.....	.....
Arr. Fresno .....(*So. Pac.*)	....	10 40 P M	.....	10 40 P M	.....
Arr. Bakersfield... »	....	1 54 A M	.....	1 54 A M	.....
Arr. Los Angeles. »	....	8 00 A M	.....	8 00 A M	.....
Lve. San Francisco ..(*So. Pac.*)	....	8 00 P M	4 00 P M	.....	.....
Arr. San Jose..... »	....	9 20 P M	5 10 P M	.....	.....
Arr. San Luis Obispo »	....	5 55 A M	12 40 Night	.....	.....
Arr. Santa Barbara »	....	12 20 A M	4 40 A M	.....	.....
Arr. Los Angeles.. »	....	2 30 P M	8 30 A M	.....	.....

a Stops to take for or to leave from east of Ogden.

OVERLAND ROUTE EQUIPMENT.

Trains Nos. 2 and 1—Overland Limited—Electric Lighted.—Pullman Standard Sleepers: Berths, Sections, Drawing-room, Compartment, San Francisco and Chicago (2), via S. P., U. P., C. & N.-W. San Francisco and Chicago, via S. P., U. P., C. M. & St. P. San Francisco and Chicago, via S. P., D. & R. G., C. R. I. & P. San Francisco and Kansas City, via S. P., U. P. **Dining Car:** Meals a la carte. San Francisco and Chicago, via S. P., U. P., C. & N.-W. and U. P., C. M. & St. P. **Observation Car:** Library, Club Room, Observation Rotunda. San Francisco and Chicago.

Train No. 6—Eastern Express.—Reclining Chair Cars: San Francisco to Chicago. **Pullman Standard Sleepers:** Berths, Sections, Drawing-room. San Francisco to Chicago, via S. P., D. & R. G., C. B. & Q. San Francisco to St. Louis, via S. P., D. & R. G., M. P. **Dining Car:** Meals a la carte, San Francisco to Sacramento. Truckee to Carlin. **Pullman Tourist Sleepers:** Daily, San Francisco to Chicago, or St. Louis or Denver, via Colorado and C. B. & Q., or M. P. Daily, San Francisco to Sacramento, thence Train No. 10 to Chicago, via S. P., U. P., C. & N. W.

Train No. 10—China and Japan Fast Mail.—Dining Car: Meals a la carte. Sacramento to Ogden and east. **Pullman Standard Sleepers:** San Francisco to Chicago, via S. P., U. P., C. M. & St. P., and via S. P., U. P., C. & N.-W.; San Francisco to Sparks. **Pullman Tourist Sleepers:** Daily from San Francisco, semi-weekly personally conducted from Los Angeles (San Francisco to Sacramento on Train No. 6, leaving San Francisco 6 20 p.m.), to Chicago, via S. P., U. P., C. & N.-W. Daily from San Francisco and semi-weekly from Los Angeles, to Chicago, via S. P., U. P., C. M. & St. P. **Reclining Chair Cars:** San Francisco to Chicago.

Train No. 4—Atlantic Express.—Reclining Chair Cars: San Francisco to Ogden. **Pullman Standard Sleepers:** Berths, Sections, Drawing-room. San Francisco to Salt Lake, via S. P., O. S. L. Ely, Nev., daily, except Sunday, to Salt Lake City, via Nev. No., So. Pac. and O. S. L. **Pullman Tourist Sleeper:** Berths, Sections. Through Tourist Sleepers are carried Los Angeles or San Francisco to Chicago, St. Louis or Denver, via Colorado and C. R. I. & P. or Mo. P., C. M. & St. P. **Dining Car:** San Francisco to Truckee, Winnemucca to Ogden.

Train No. 3—China and Japan Fast Mail.—Reclining Chair Cars: Chicago to San Francisco. **Pullman Standard Sleepers:** Berths, Sections, Drawing-room. Chicago to San Francisco, via C. M. & St. P., U. P., S. P. Chicago to San Francisco, via C. & N.-W., U. P., S. P. Salt Lake City, daily, except Saturday, to Ely, Nev., via O. S. L., So. Pac. and Nev. No. **Pullman Tourist Sleepers:** Berths, Sections. Chicago to San Francisco, via C. & N.-W., U. P., S. P. (cars from Chicago Tuesdays and Thursdays run through to Los Angeles). Chicago to San Francisco, via C. M. & St. P., U. P., S. P. (cars from Chicago Mondays and Wednesdays run through to Los Angeles). **Dining Car:** Meals a la carte. Ogden to San Francisco.

Train No. 5—Western Express.—Reclining Chair Cars: Ogden to San Francisco. **Pullman Standard Sleepers:** Berths, Sections, Drawing-rooms. Chicago to San Francisco, via C. B. & Q., D. & R. G., S. P. St. Louis to San Francisco, via M. P., D. & R. G., S. P. Salt Lake to San Francisco, via O. S. L., S. P. **Pullman Tourist Sleeper:** Berths, Sections. Chicago, St. Louis or Denver, via C. M. & St. P., C. R. I. & P., Mo. P., C. B. & Q. and Colorado, to San Francisco and Los Angeles. **Dining Car:** Meals a la carte. Ogden to San Francisco.

SOUTHERN PACIFIC.

SAN FRANCISCO, SACRAMENTO, RENO, OGDEN.

10	6	24	2	4	Mls	November 18, 1909. (Market Street Depot.)	3	5	1	9	23
P M	P M	A M	A M	A M	....		P M	P M	P M	P M	A M
*9 00	*6 40	*1120	*1040	*9 00	0	lve. + **San Francisco** ♁ arr.	2 48	8 28	7 28	1 08	7 48
9 30	7 07	11 47	11 09	9 30	4	.....Oakland Pier..... ♁	2 15	8 00	6 55	12 35	7 18
*6 28	*8 24	*1124	*1046	*8 46	....	lve. **Alameda** (*Park St.*). arr.	3 00	8 20	7 23	....	7 41
9 17	6 27	11 27	10 47	9 07	....	.....**Berkeley**.....	2 40	8 20	7 20	....	7 40
9 37	7 14	11 52	11 15	9 36	6	lve. **Oakland** (*16th St.*) ♁ arr.	2 09	7 54	6 48	12 27	7 11
■ –	■ –	– 12 07	■ –	■ –	16	.....Richmond.....	*h* –	*h* –	*i* –	– –	6 54
10 25	8 00	12 37	– –	10 20	32	arr.....**Port Costa** ♁...lve.	1 20	7 10	6 00	– –	6 25
10 55	8 33	12 57	– –	10 42	33	.....Benicia..... ♁	12 57	6 45	5 35	– –	6 00
11 24	9 08	1 32	– –	11 24	49	.....**Suisun**..... ♁	12 19	– –	– –	– –	*b*5 28
– –	9 26	1 52	– –	11 42	60	.....**Elmira**..... ♁	12 01	– –	– –	– –	*b*5 10
– –	9 41	2 08	– –	– –	63	.....Dixon..... ♁	– –	*k* –	– –	– –	– –
– –	9 55	2 22	– –	12 09	77	.....**Davis**..... ♁	11 27	– –	– –	– –	*b*4 45
12 30	10 20	2 50	2 10	12 35	90	arr...+ **Sacramento** ♁..lve.	11 00	5 00	4 00	9 55	4 20
12 45	10 40	3 10	2 15	12 50	90	lve.....**Sacramento**....arr.	10 45	4 50	3 50	9 50	4 05
– –	– –	3 26	– –	– –	96	.....Benali..... ♁	– –	– –	– –	– –	– –
– –	– –	3 43	– –	– –	104	.....Antelope.....	– –	– –	– –	– –	3 28
– –	11 20	3 50	2 50	1 30	108	.....**Roseville**..... ♁	10 05	4 10	3 10	9 13	3 20
– –	11 30	4 03	– –	1 40	112	.....Rocklin..... ♁	9 54	– –	– –	– –	3 10
– –	11 38	4 15	– –	1 48	115	.....Loomis..... ♁	9 46	– –	– –	– –	3 00
– –	11 47	4 25	– –	1 57	118	.....Penryn..... ♁	9 38	– –	– –	– –	2 50
– –	11 58	4 40	– –	2 08	121	.....Newcastle..... ♁	9 29	– –	– –	– –	2 38
2 20	12 18	5 00	– –	2 25	126	.....Auburn..... ♁	9 15	3 20	– –	– –	2 20
– –	– –	5 13	– –	– –	129	.....Bowman.....	– –	– –	– –	– –	2 07
– –	– –	5 22	– –	– –	133	.....Clipper Gap..... ♁	– –	– –	– –	– –	1 57
– –	1 08	5 34	– –	– –	136	.....Applegate..... ♁	– –	– –	– –	– –	1 48
– –	– –	5 45	– –	– –	139	....New England Mills.. ♁	– –	– –	– –	– –	1 38
3 37	1 45	6 05	4 37	3 30	144	+.....**Colfax**..... ♁	8 23	2 31	1 37	7 45	1 23
– –	– –	6 25	– –	– –	148	.....Caporn..... ♁	– –	2 18	– –	– –	1 10
– –	2 25	6 47	– –	– –	154	.....Gold Run..... ♁	7 53	2 03	– –	– –	12 54
– –	2 35	6 54	– –	– –	157	.....Dutch Flat..... ♁	7 46	1 55	– –	– –	12 48
– –	– –	6 59	– –	– –	158	.....Alta.....	– –	1 51	– –	– –	– –
– –	2 50	7 05	– –	– –	159	.....Towle..... ♁	7 38	1 48	– –	– –	12 40
5 25	3 30	7 45	6 00	5 25	168	.....Blue Canon..... ♁	7 10	1 22	12 30	6 32	12 15
– –	3 51	8 10	– –	5 50	173	.....Emigrant Gap..... ♁	6 57	1 05	– –	– –	12 01
– –	4 30	8 50	– –	6 28	182	.....Cisco..... ♁	6 30	12 37	– –	– –	11 36
7 15	5 35	9 50	7 38	7 18	195	.....Summit..... ♁	5 35	11 57	11 02	5 13	11 03
7 57	6 20	10 50	8 22	8 00	209	arr.....**Truckee** ♁....lve.	4 33	11 00	9 50	4 25	10 00
....	....	....	....	....	209	lve.....**Truckee**.....arr.	....	....	....	....	....
....	....	....	....	....	224	arr.....**Lake Tahoe**....lve.	....	....	....	....	....
– –	– –	11 13	– –	– –	216	.....Prosser Creek.....	4 16	– –	– –	– –	9 25
8 25	6 52	11 18	– –	8 52	218	.....Boca..... ♁	4 08	10 33	– –	– –	9 20
8 43	7 10	11 35	– –	8 50	224	.....Floriston..... ♁	3 44	10 17	– –	– –	9 00
9 15	7 34	11 58	– –	9 18	234	.....Verdi..... ♁	3 18	9 55	– –	– –	8 10
9 55	8 05	12 50	9 50	10 20	244	arr.....+ **Reno** ♁.....lve.	2 45	9 20	8 00	3 08	7 30
10 10	8 35	1 10	10 00	10 40	247	arr. **Sparks** (*Pac. time*). lve.	2 35	9 10	7 45	*3 00	7 15
11 20	9 55	2 20	11 10	11 55	247	lve. **Sparks** (*Mt. time*) ♁. arr.	3 15	9 55	8 35	A M	7 55
– –	10 35	– –	– –	– –	271	.....**Derby**.....	2 10	– –	– –	....	7 04
12 40	11 15	3 30	12 13	12 59	290	.....**Hazen**..... ♁	1 23	8 25	7 13	....	*6 20
– –	12 01	A M	– –	– –	314	.....Parran..... ♁	12 11	– –	– –	....	P M
2 35	1 07		*c* –	2 40	349	+.....Lovelock..... ♁	11 07	6 45	*d* –	....	....
– –	1 50		– –	– –	368	.....Rye Patch..... ♁	10 18	6 05	– –	....	....
3 38	2 12		– –	3 37	382	.....**Humboldt**..... ♁	9 58	5 46	– –	....	....
– –	2 44		– –	3 57	391	.....Mill City..... ♁	9 29	5 13	– –	....	....
5 08	3 45		3 43	4 50	422	+.....Winnemucca..... ♁	8 25	4 20	3 25	....	....
5 43	4 21		– –	5 20	436	.....Golconda..... ♁	7 53	3 50	– –	....	....
7 18	6 00		*e* –	6 50	478	.....**Battle Mountain**.. ♁	6 36	2 40	*d* –	....	....
8 22	7 19		– –	7 48	511	.....Beowawe.....	5 23	1 43	– –	....	....
9 00	8 05		– –	8 20	538	.....**Palisade**..... ♁	4 48	1 14	– –	....	....
9 40	8 40		7 08	8 50	537	.....Carlin..... ♁	4 30	12 56	12 10	....	....
10 22	9 27		*e* –	9 28	559	+.....Elko..... ♁	3 30	12 09	*d* –	....	....
– –	10 12		– –	10 09	582	.....Halleck..... ♁	2 51	11 33	– –	....	....
– –	10 35		– –	10 34	595	.....Deeth..... ♁	2 30	11 10	– –	....	....
12 30	11 25		9 11	11 14	615	+.....Wells..... ♁	1 46	10 28	9 56	....	....
1 55	1 00		– –	12 32	651	.....**Cobre**..... ♁	12 32	9 15	– –	....	....
2 35	1 50		10 47	1 15	666	.....**Montello**..... ♁	11 25	8 25	7 55	....	....
– –	2 02		– –	1 26	673	.....Tecoma..... ♁	10 57	8 07	– –	....	....
– –	2 21		– –	1 44	684	.....Lucin..... ♁	10 25	7 39	– –	....	....
– –	3 10		– –	– –	710	.....Newfoundland.....	9 32	– –	– –	....	....
– –	3 59		– –	3 18	738	.....Lakeside..... ♁	8 43	6 13	– –	....	....
– –	5 15		– –	4 27	762	.....Promontory Point.... ♁	7 38	5 12	– –	....	....
7 10	6 20		2 10	5 35	786	.....**Ogden**..... ♁	*6 40	*4 20	*4 10	....	....
A M	A M		P M	P M	....	ARRIVE / LEAVE	A M	P M	P M		

Stages leave Fallon and Schurz daily, meeting all trains. Rawhide

SAN FRANCISCO AND OGDEN TO GOLDFIELD.

190	24	Mls	September 12, 1909. (Market Street Depot.)	23	189
....	A M	....		A M	....
....	*1120	0	lve. + **San Francisco** ♁. arr.	7 48	....
....	11 47	4	.....Oakland Pier..... ♁	7 18	....
....	*1124	....	lve. **Alameda** (*Park St.*). arr.	7 41	....
....	11 27	....	.....**Berkeley**.....	7 40	....
....	11 52	6	lve. **Oakland** (*16th St.*) ♁. arr.	7 11	....
....	12 37	32	.....**Port Costa**..... ♁	6 25	....
....	12 57	33	.....Benicia..... ♁	6 00	....
....	1 32	50	.....**Suisun**..... ♁	*b*5 28	....
....	1 52	60	.....**Elmira**..... ♁	*b*5 10	....
....	2 22	76	.....**Davis**..... ♁	*b*4 45	....
....	3 10	90	+.....**Sacramento**..... ♁	4 20	....
....	3 43	104	.....Antelope.....	3 28	....
....	3 50	108	.....**Roseville**..... ♁	3 20	....
....	4 03	112	.....Rocklin..... ♁	3 10	....
....	4 15	115	.....Loomis..... ♁	2 00	....
....	4 25	118	.....Penryn..... ♁	2 50	....
....	4 40	121	.....Newcastle..... ♁	2 38	....
....	5 00	126	.....Auburn..... ♁	2 20	....
....	5 22	133	.....Clipper Gap..... ♁	1 57	....
....	5 34	136	.....Applegate..... ♁	1 48	....
....	5 45	139	....New England Mills.. ♁	1 38	....
....	6 05	144	+.....**Colfax**..... ♁	1 23	....
....	6 47	155	.....Gold Run..... ♁	12 54	....
....	6 54	157	.....Dutch Flat..... ♁	12 48	....
....	6 59	158	.....Alta.....	– –	....
....	7 05	159	.....Towle..... ♁	12 40	....
....	7 45	168	.....Blue Canon..... ♁	12 15	....
....	8 00	171	.....Fulda..... ♁	12 07	....
....	8 10	173	.....Emigrant Gap..... ♁	12 01	....
....	8 50	182	.....Cisco..... ♁	11 36	....
....	9 50	195	.....Summit..... ♁	11 03	....
....	10 55	209	.....**Truckee**..... ♁	10 00	....
....	11 18	218	.....Boca..... ♁	9 20	....
....	11 35	224	.....Floriston..... ♁	9 00	....
....	11 58	234	.....Verdi..... ♁	8 10	....
....	12 50	244	arr.....+ **Reno** ♁.....lve.	7 30	....
....	12 50	244	lve.....**Reno**.....arr.	7 30	....
....	1 10	248	arr. **Sparks** (*Pac. time.*) ♁ lve.	7 15	....
....	2 20	248	lve.. **Sparks** (*Mt. time.*). arr.	7 55	....
....	– –	271	.....Derby.....	7 04	....
....	3 30	290	arr.....**Hazen** ♁.....lve.	*6 20	....
....	A M	....	LEAVE / ARRIVE	P M	....
....	*6 40	0	.....**Ogden**..... ♁	2 10	....
....	11 25	120	.....**Montello**..... ♁	10 47	....
....	12 32	137	.....**Cobre**..... ♁	– –	....
....	3 30	228	+.....Elko..... ♁	*e* –	....
....	4 30	250	.....Carlin..... ♁	7 08	....
....	4 48	259	.....**Palisade**..... ♁	– –	....
....	6 35	309	.....**Battle Mountain**... ♁	*e* –	....
....	8 25	367	+.....Winnemucca..... ♁	3 43	....
....	11 02	440	+.....Lovelock..... ♁	*e* –	....
....	1 21	406	arr.....**Hazen** ♁.....lve.	*12 15	....
P M	*3 40	290	lve.....**Hazen** ♁.....arr.	6 10	P M
*145	4 48	318	.....**Churchill**..... ♁	5 10	3 45
2 16	5 20	329	.....Wabuska..... ♁	4 40	*3 15
P M	6 27	355	.....Schurz.....	3 35	P M
....	7 40	386	.....Thorne..... ♁	2 24	....
....	8 45	409	.....Luning..... ♁	1 30	....
....	9 05	418	arr.....**Mina** ♁.....lve.	1 12	....
....	9 25	418	lve. **Mina** (*Mt. T.*)(*T. & G.*) arr.	1 02	....
....	8 52	427	lve. **Tonopah Jn.** (P.T.) » arr.	11 35	....
....	9 51	447	lve. **Coaldale**.... » arr.	10 33	....
....	11 55	487	arr.. **Tonopah**... » lve.	9 01	....
....	1 15	518	arr.. **Goldfield**.. » lve.	*7 30	....

*Daily; †daily, except Sunday; *a* Tuesday, Thursday and Saturday; *b* stops to leave passengers; *d* stops to let off passengers from east of Ogden; *e* stops to take passengers for points east of Ogden; *g* stops to leave passengers from east of Roseville. ‖ Meals.

CHURCHILL, MOUND HOUSE.

189	Mls	September 12, 1909.	190
P M	....	LEAVE / ARRIVE	P M
*5 10	0	.....**Churchill**..... ♁	1 20
5 35	9	.....Clifton.....	12 50
6 00	21	.....Dayton..... ♁	12 20
6 35	27	.....**Mound House**..... ♁	*1152
P M	....	ARRIVE / LEAVE	A M

SAN FRANCISCO, HAZEN, FALLON.

184	Mls	September 12, 1909.	183
P M	....	LEAVE / ARRIVE	A M
*9 00	0	.....**San Francisco**.....	7 48
12 45	90	lve.....**Sacramento**....arr.	4 05
9 55	244	lve...**Reno** (*Pac. time*)...lve.	7 30
11 20	248	lve...**Sparks** (*Mt. time*). arr.	6 35
12 40	290	arr.....**Hazen**.....lve.	4 15
*1245	290	lve.....**Hazen** ♁.....arr.	3 45
1 00	295	.....Mahala.....	3 28
1 15	299	.....Mirage.....	3 15
1 30	306	.....**Fallon**..... ♁	*3 00
P M	....	ARRIVE / LEAVE	P M

MINA, MT. WHITNEY, KEELER.

192	Mls	September 12, 1909.	191
A M	....	LEAVE / ARRIVE	P M
†9 30	0	.....**Mina**..... ♁	5 00
9 57	9	.....**Tonopah Junc**..... ♁	4 30
12 20	42	.....Sunland..... ♁	2 30
1 50	71	.....Hammil.....	12 30
3 50	91	.....Laws..... ♁	11 30
4 40	107	.....Alvord..... ♁	9 40
6 00	133	.....Citrus..... ♁	8 20
8 45	147	.....Mt. Whitney..... ♁	7 40
7 30	160	.....**Keeler**..... ♁	†7 00
P M	....	ARRIVE / LEAVE	A M

DERBY, WADSWORTH.

188	186	Mls	September 12, 1909.	185	187
A M	A M	....	LEAVE / ARRIVE	A M	A M
*1040	*9 40	0	.....**Derby**.....	10 35	11 35
10 55	9 55	4	.....Olinghouse Junc.....	10 15	11 15
11 00	10 00	6	.....**Wadsworth**..... ♁	*1010	*1110
A M	A M	....	ARRIVE / LEAVE	A M	A M

Salt Lake Division.—Old Line—Via Promontory—Mixed Train leaves Corinne Junction †10 a.m., arrives Kelton (69 miles) 1 00 p.m. Leaves Kelton †1 35 p.m., arrives Corinne Junction 5 25 p.m.

k Stops to leave passengers from east of Sparks; *i* stops to leave from east of Sparks or north of Ashland. ■Stops on special orders to pick up through passengers for stations east of Reno, Dunsmuir or Los Angeles. + Coupon stations; ♁ Telegraph stations.

LAKE TAHOE 15 miles from Truckee, 23 miles long, 13 miles wide, 2000 feet deep.

Season: MAY-OCTOBER

Stop-over allowed on First-class and Second-class Rail and Pullman tickets at Truckee.

Southern Pacific—All Rail Line to Yellowstone Park.

Season: JUNE 10th to SEPTEMBER 15th.

SOUTHERN PACIFIC.

CONDENSED THROUGH TIME-TABLES VIA EL PASO.

Through Sleeping Cars, Standard and Tourist, between California and New Orleans, Kansas City, Chicago and Washington. Three Daily Trains, via El Paso, between the East and all California Cities. Personally Conducted Excursions between Washington, D.C., Cincinnati, Chicago, Los Angeles and San Francisco.

EASTBOUND.						Mls	STATIONS AND ROUTES. (*Via Coast Division.*)	WESTBOUND.				
No. 18	No. 22	No. 20	.....	No. 10	No. 10			No. 9	No. 9	No. 19	No. 21	No. 17
*8 00 P M	*8 05 A M	*8 00 A M	.....	*4 00 P M	*4 00 P M	0	lve. **San Francisco** (3d & T.)(So. Pac.) arr.	11 40 A M	11 40 A M	8 30 P M	11 45 P M	8 30 A M
8 40 P M	9 15 A M	9 10 A M	.....	5 20 P M	5 20 P M	51	lve. **San Jose** ..... » arr.	10 15 A M	10 15 A M	8 20 P M	10 25 P M	7 00 A M
10 50 P M	10 12 A M	– –	.....	6 19 P M	6 19 P M	81	lve. **Gilroy** ..... » arr.	– –	– –	– –	9 26 P M	5 55 A M
11 35 P M	10 45 A M	10 26 A M	.....	7 05 P M	7 05 P M	100	arr. **Pajaro** ..... » arr.	8 40 A M	8 40 A M	7 05 P M	8 45 P M	5 10 A M
.....	*9 25 A M	*9 25 A M	.....	*5 45 P M	*5 45 P M	....	lve. **Santa Cruz** .....(*So. Pac.*) arr.	10 35 A M	10 35 A M	7 55 P M	8 55 P M	.....
.....	10 15 A M	10 15 A M	.....	6 35 P M	6 35 P M	....	lve. **Watsonville** ..... » arr.	9 40 A M	9 40 A M	7 10 P M	8 05 P M	.....
.....	*9 40 A M	*9 40 A M	.....	*6 00 P M	*6 00 P M	....	lve. **Pacific Grove** ....(*So. Pac.*) arr.	12 05 Noon	12 05 Noon	7 35 P M	8 25 P M	.....
.....	9 50 A M	9 50 A M	.....	6 10 P M	6 10 P M	....	lve. **Monterey** ..... » arr.	11 50 A M	11 50 A M	7 25 P M	9 10 P M	.....
.....	9 58 A M	9 58 A M	.....	6 14 P M	6 14 P M	....	lve. **Del Monte** ..... » arr.	11 52 A M	11 52 A M	7 21 P M	9 06 P M	.....
12 01 Night	11 10 A M	10 46 A M	.....	*7 30 P M	*7 30 P M	110	lve. **Castroville** .....(*So. Pac.*) arr.	8 15 A M	8 15 A M	6 45 P M	8 20 P M	4 45 A M
12 50 Night	11 40 A M	11 05 A M	.....	7 55 P M	7 55 P M	118	lve. **Salinas** ..... » arr.	7 50 A M	7 50 A M	6 20 P M	7 55 P M	4 20 A M
3 53 A M	2 10 P M	1 16 P M	.....	10 47 P M	10 47 P M	216	lve. **Paso Robles Hot Springs** » arr.	5 15 A M	5 15 A M	4 10 P M	6 25 P M	1 08 A M
5 55 A M	4 00 P M	2 55 P M	.....	12 40 Night	12 40 Night	252	lve. **San Luis Obispo** .. » arr.	3 35 A M	3 35 A M	2 45 P M	3 50 P M	11 30 P M
10 30 A M	9 15 P M	6 20 P M	.....	4 50 A M	4 50 A M	372	lve. **Santa Barbara** .... » arr.	11 16 P M	11 16 P M	11 15 A M	11 40 A M	8 35 P M
2 30 P M	11 45 P M	8 30 P M	.....	8 30 A M	8 30 A M	475	arr. **Los Angeles** ..... » lve.	*7 30 P M	*7 30 P M	*8 00 A M	*8 15 A M	*2 35 P M
.....	.....	.....	**No. 6**	**No. 26**	.....	....	.....	.....	.....	**No. 25**	**No. 7**	.....
.....	.....	.....	*1020 A M	*6 00 P M	.....	....	lve. **San Francisco** ...(*So. Pac.*) arr.	.....	.....	8 08 A M	7 48 P M	.....
.....	.....	.....	*1010 A M	*6 10 P M	.....	....	lve. **Sacramento** .....(*So. Pac.*) arr.	.....	.....	10 45 A M	8 00 P M	.....
.....	.....	.....	12 06 Noon	6 50 P M	.....	....	lve. **Stockton** ..... » arr.	.....	.....	8 50 A M	4 20 P M	.....
.....	.....	.....	.....	– –	.....	....	lve. **Los Banos** ..... » arr.	.....	.....	.....	.....	.....
.....	.....	.....	4 26 P M	.....	.....	....	lve. **Merced** ..... » arr.	.....	.....	2 55 A M	1 50 P M	.....
.....	.....	.....	6 25 P M	11 24 P M	.....	....	lve. **Fresno** ..... » arr.	.....	.....	2 40 A M	12 05 Noon	.....
.....	.....	.....	8 13 P M	– –	.....	....	lve. **Tulare** ..... » arr.	.....	.....	– –	10 07 A M	.....
.....	.....	.....	10 40 P M	1 54 A M	.....	....	lve. **Bakersfield** ..... » arr.	.....	.....	12 19 Night	8 00 A M	.....
.....	.....	.....	7 05 A M	8 00 A M	.....	....	arr. **Los Angeles** ..... » lve.	.....	.....	*6 00 P M	*9 00 P M	.....
.....	.....	.....	**No. 8**	**No. 4**	**No. 10**	....	.....	**No. 9**	**No. 3**	**No. 7**	.....	.....
.....	.....	.....	*8 50 P M	*9 45 A M	*1201 Noon	475	lve. **Los Angeles** .....(*So. Pac.*) arr.	1 30 P M	6 55 P M	7 25 A M	.....	.....
.....	.....	.....	9 48 P M	11 05 A M	1 18 P M	506	lve. **Pomona** ..... » lve.	12 08 Noon	5 50 P M	6 05 A M	.....	.....
.....	.....	.....	.....	9 00 A M	12 05 Noon	....	lve. **Pasadena** .....(*So. Pac.*) arr.	1 22 P M	7 22 P M	8 42 A M	.....	.....
.....	.....	.....	.....	11 37 A M	1 40 P M	....	lve. **Riverside** ..... » arr.	12 23 Noon	5 20 P M	6 55 A M	.....	.....
.....	.....	.....	.....	11 40 A M	1 55 P M	....	lve. **San Bernardino** .. » arr.	12 14 Noon	5 11 P M	6 55 A M	.....	.....
.....	.....	.....	.....	12 01 Noon	1 55 P M	....	lve. **Redlands** ..... » arr.	11 00 A M	3 00 P M	.....	.....	.....
.....	.....	.....	10 40 P M	12 01 Noon	2 10 P M	530	lve. **Colton** .....(*So. Pac.*) lve.	11 10 A M	5 03 P M	5 10 A M	.....	.....
.....	.....	.....	6 15 A M	6 15 P M	9 50 P M	723	lve. **Yuma** ..... » lve.	3 50 A M	10 45 A M	7 15 P M	.....	.....
.....	.....	.....	11 15 A M	11 03 P M	2 38 A M	886	lve. **Maricopa** ..... » lve.	8 35 P M	5 27 A M	1 17 P M	.....	.....
.....	.....	.....	9 15 A M	7 00 P M	7 00 P M	....	lve. **Phœnix** .....(*M. & P.*) arr.	7 00 A M	7 00 A M	2 40 P M	.....	.....
.....	.....	.....	12 57 Noon	– –	4 25 A M	950	lve. **Red Rock** .....(*So. Pac.*) lve.	– –	– –	11 23 A M	.....	.....
.....	.....	.....	2 20 P M	1 33 A M	5 45 A M	973	lve. **Tucson** ..... » lve.	8 55 P M	3 09 A M	10 26 A M	.....	.....
.....	.....	.....	4 40 P M	3 40 A M	7 59 A M	1021	lve. **Benson** ..... » lve.	4 48 P M	1 13 A M	8 21 A M	.....	.....
.....	.....	.....	7 38 P M	5 59 A M	10 35 A M	1087	lve. **Bowie** ..... » lve.	2 10 P M	10 55 P M	5 20 A M	.....	.....
.....	.....	.....	9 51 P M	7 42 A M	12 26 Noon	1137	lve. **Lordsburg** ..... » lve.	12 32 Noon	9 24 P M	3 40 A M	.....	.....
.....	.....	.....	11 50 P M	9 22 A M	2 19 P M	1197	lve. **Deming** ..... » lve.	10 38 A M	7 46 P M	1 47 A M	.....	.....
.....	.....	.....	2 47 A M	11 42 A M	4 47 P M	1282	lve. **Rio Grande** ..... » lve.	7 58 A M	5 18 P M	11 08 P M	.....	.....
.....	.....	.....	3 00 A M	11 55 A M	5 00 P M	1286	arr. **El Paso** ..... » lve.	7 45 A M	*5 05 P M	*10 50 P M	.....	.....
.....	.....	.....	.....	.....	8 00 P M	1286	lve. **El Paso** .....(*G. H. & S. A.*) arr.	8 30 A M	.....	.....	.....	.....
.....	.....	.....	.....	.....	10 30 P M	1905	lve. **San Antonio** ..... » lve.	9 00 A M	.....	.....	.....	.....
.....	.....	.....	.....	.....	6 00 A M	2114	arr. **Houston** ..... » lve.	12 25 Night	.....	.....	.....	.....
.....	.....	.....	.....	.....	8 45 P M	2477	arr. **New Orleans** (*M. L. & T.*) lve.	*11 55 A M	.....	.....	.....	.....
.....	.....	.....	.....	*1 15 P M	*8 55 P M	1286	lve. **El Paso** .....(*E. P. & S. W.*) arr.	8 00 A M	5 50 P M	.....	.....	.....
.....	.....	.....	.....	8 48 P M	2 13 A M	1488	lve. **Terrence** ..... » lve.	12 48 Night	10 45 A M	.....	.....	.....
.....	.....	.....	.....	11 25 P M	5 12 A M	1557	lve. **Santa Rosa** ..... » lve.	9 32 P M	7 55 A M	.....	.....	.....
.....	.....	.....	.....	5 25 A M	11 59 A M	1709	lve. **Dalhart** .....(O.T.).(O.R.I.&P.) lve.	5 15 P M	3 35 A M	.....	.....	.....
.....	.....	.....	.....	7 15 P M	4 50 A M	2165	arr. **Topeka** ..... » lve.	12 55 Night	12 40 Noon	.....	.....	.....
.....	.....	.....	.....	9 50 P M	7 00 A M	2233	arr. **Kansas City** ..... » lve.	11 00 P M	10 40 A M	.....	.....	.....
.....	.....	.....	.....	7 35 A M	7 05 P M	2530	arr. **St. Louis** ..... » lve.	8 50 A M	10 02 P M	.....	.....	.....
.....	.....	.....	.....	11 45 A M	6 50 A M	2750	arr. **Chicago** ..... » lve.	*11 50 P M	*9 00 P M	.....	.....	.....
.....	.....	.....	.....	.....	7 43 A M	....	arr. **St. Louis** .....(*M. K. & T.*) lve.	8 32 P M	.....	.....	.....	.....
.....	.....	.....	7 25 P M	.....	.....	....	arr. **St. Louis** .(*St. L. I. M. & S.*) lve.	.....	.....	9 05 A M	.....	.....
.....	.....	.....	.....	.....	8 30 P M	923	arr. **Chicago** .....(*Ill. Cent.*) lve.	9 40 A M	.....	.....	.....	.....
.....	.....	.....	.....	.....	9 15 P M	1049	arr. **Cincinnati** ..(*B. & O. S. W.*) lve.	8 00 P M	.....	.....	.....	.....
.....	.....	.....	.....	.....	6 30 A M	1444	arr. **Washington** ...(*South. Ry.*) lve.	10 45 P M	.....	.....	.....	.....
.....	.....	.....	.....	.....	12 43 Noon	1281	arr. **New York** ....(*Penna. R.R.*) lve.	4 25 P M	.....	.....	.....	.....

Trains marked * run daily.

EQUIPMENT SUNSET ROUTE.

Nos. 4 and 3—Golden State Limited—Electric Lighted—Via E. P. & S. W., C. R. I. & P.—Drawing-room Two Stateroom Standard Sleeper Los Angeles and Chicago. Double Drawing-room Standard Sleeper San Francisco and Chicago (north of Los Angeles on Trains 10 and 9). Tourist Sleeper, 14 Sections, Smoking-room Los Angeles and Chicago. Observation Car Los Angeles and El Paso, El Paso and Chicago. Diner Los Angeles to Aztec, Simon to El Paso, El Paso to Lordsburg, Gila to Los Angeles, El Paso and Chicago.

Nos. 9 and 10—Sunset Express—Standard Sleepers San Francisco and New Orleans daily, San Francisco and Chicago (on Nos. 3 and 4 east of Los Angeles) daily, Phœnix and Los Angeles tri-weekly, Phœnix and Tucson daily. Observation Car San Francisco and San Antonio, Houston and New Orleans. Chair Car San Francisco and New Orleans. Diner San Francisco and San Luis Obispo, Oxnard to San Antonio, Houston and New Orleans, San Antonio to Los Angeles. Tourist Sleepers San Francisco and New Orleans daily, San Francisco and Washington Monday, Wednesday (also Thursday, via Fresno; No. 10 east of Los Angeles) and Friday, San Francisco and Chicago and Cincinnati and St. Louis weekly, Los Angeles weekly to Minneapolis, via S. P., E. P. & S. W., C. R. I. & P.

Nos. 20 and 19—Shore Line Limited—Electric Lighted—Buffet-Library Car, Pullman Parlor Cars, Pullman Observation Parlor Car, Dining Car between San Francisco and Los Angeles.

Nos. 22 and 21—The Coaster—Reclining Chair Cars San Francisco and Los Angeles. Diner San Francisco to Oxnard, Los Angeles to Salinas.

Nos. 18 and 17—San Francisco and Los Angeles Passengers—Daily Standard and Tourist Sleepers, Chair and Smoking Cars San Francisco and Los Angeles. Diner Salinas to San Francisco, San Luis Obispo and Los Angeles. Tourist Sleepers to Chicago and St. Louis from Los Angeles daily, except Sunday, via various routes.

Nos. 8 and 7—Valley Express—Daily Standard and Tourist Sleepers, Reclining Chair and Smoking Cars San Francisco and Los Angeles. Dining Car Merced and Bakersfield. Daily Standard Sleeper Bakersfield and Los Angeles. Tourist Sleeper Thursday to Washington, D.C.

Nos. 6 and 7—El Paso Express—Daily Standard Sleepers Los Angeles and St. Louis, via T. & P., St. L. I. M. & S. Los Angeles and Calexico, Los Angeles and Mazatlan, Mex. Tourist Sleeper daily to El Paso.

Nos. 25 and 26—The Owl Limited—Electric Lighted—Solid Vestibule Train between San Francisco and Los Angeles, Buffet-Library Car, Double Drawing-room Sleepers, Observation Sleeper, Diner.

SOUTHERN PACIFIC.

SAN FRANCISCO, PASO ROBLES, HOT SPRINGS, SANTA BARBARA, LOS ANGELES, VIA COAST LINE. ROAD OF A THOUSAND WONDERS.

24	10	18	22	20	Ms	*October 25, 1909.*	19	21	17	9	23
A M	P M	P M	A M	A M			P M	P M	A M	A M	P M
*9 00	*4 00	*8 00	*8 05	*8 00	0	lv. + **San Francisco** ♂ ar.	9 30	1145	8 30	11 40	4 00
10 20	— —	— —	— —	— —	48	....**Santa Clara**.. ♂	— —	— —	— —	— —	2 41
10 30	5 10	9 20	9 10	9 05	51	arr. + **San Jose**.... ♂	8 25	1050	7 15	10 25	2 35
A M	P M	P M	.....	A M	...	(*Market St. Depot.*)	....	....	A M	P M	P M
*8 00	*2 40	*5 20	.....	*6 40	0	lve. **San Francisco** ♂ arr.	....	....	9 28	2 48	5 48
8 36	3 19	5 57	.....	7 17	8	**Oakland** (1st & B'way) ♂	....	....	8 50	2 02	5 08
*8 07	*2 47	*5 07	.....	*6 27	...	lve...**Berkeley**..arr.	....	....	9 40	3 20	8 20
8 24	3 24	5 46	.....	6 46	...	.**Alameda** (*Park St.*)	....	....	9 02	2 02	5 02
8 44	3 27	8 05	.....	7 25	11	lve...Fruitvale...art.	....	....	8 40	1 53	5 00
10 10	.....	.....	.....	.....	45	arr...**Santa Clara**.. ♂	....	....	.....	.....	3 45
10 20	4 55	7 30	.....	8 50	48	arr. + **San Jose** ♂ lve.	....	....	7 20	12 30	3 35
10 40	5 20	9 40	9 15	9 10	...	lve...**San Jose**..arr.	8 20	1025	7 00	10 15	2 25
*1120	*5 45	.....	*9 25	*9 25	...	lve. **Santa Cruz** ♂ arr.	7 55	8 55	.....	10 35	1 35
12 12	6 35	.....	10 15	10 15	...	lve.. **Watsonville** ♂ arr.	7 10	9 05	.....	9 40	12 45
.....	6 03	.....	9 40	9 40	...	lv. + **Pacific Grove** ♂ ar.	7 35	8 25	.....	12 05	2 05
.....	6 10	.....	9 50	9 50	...	lve.. **Monterey** ♂ arr.	7 25	8 10	.....	12 55	1 53
.....	6 14	.....	9 58	9 58	...	lve..**Del Monte** ♂ arr.	7 21	8 08	.....	11 50	1 49
1 46	7 55	12 30	11 40	11 05	118	+ .....Salinas..... ♂	6 20	7 55	4 20	7 50	‖1130
2 02	— —	12 47	— —	— —	129	.....Chualar..... ♂	— —	— —	3 58	— —	11 00
2 11	— —	12 57	— —	— —	135	.....Gonzales..... ♂	— —	— —	3 46	— —	10 48
2 27	— —	1 14	12 16	— —	144	.....Soledad..... ♂	— —	7 14	3 30	— —	10 30
2 40	— —	1 33	— —	— —	152	.....Metz..... ♂	— —	— —	3 14	— —	10 16
3 00	9 12	1 54	12 45	— —	164	.....Kings City..... ♂	— —	6 41	2 52	a6 41	9 56
3 15	— —	2 14	— —	— —	173	.....San Lucas..... ♂	— —	— —	2 34	— —	9 41
3 34	9 45	2 38	1 14	12 25	183	.....San Ardo..... ♂	4 53	8 14	2 15	6 10	9 24
3 57	— —	3 08	— —	— —	196	.....Bradley..... ♂	— —	— —	1 49	— —	9 01
4 22	— —	3 33	— —	— —	207	.....San Miguel..... ♂	— —	— —	1 26	— —	8 44
4 38	10 47	3 53	2 10	1 15	216	**Paso Robles Hot Springs** ♂	4 10	5 25	1 08	5 15	8 30
4 48	— —	4 05	— —	— —	222	.....Templeton..... ♂	— —	— —	12 57	— —	8 14
5 08	— —	— —	— —	— —	230	.....Eaglet.....	— —	— —	— —	— —	7 59
5 20	11 27	4 40	2 50	1 50	236	...Santa Margarita. ♂	3 42	4 50	12 30	4 40	7 50
5 10	12 40	5 55	4 00	2 55	252	+ **San Luis Obispo** ♂	2 45	3 50	11 30	3 35	*7 00
P M		6 07	— —	— —	258	..... Edna..... ♂	— —	— —	11 05	— —	A M
.....	— —	— —	— —	— —	264	..... Grover	— —	— —	— —	— —	.....
.....	— —	6 24	4 30	— —	266	.....Oceano..... ♂	— —	3 08	10 40	— —	.....
.....	1 25	6 45	4 53	— —	277	.....Guadalupe..... ♂	— —	2 48	10 20	2 31	.....
.....	— —	6 54	— —	— —	281	.....Waldorf.....	— —	— —	10 10	— —	.....
.....	— —	7 10	5 18	— —	288	.....Casmalia..... ♂	— —	2 24	9 50	— —	.....
.....	— —	7 21	— —	— —	293	.....Narlon.....	— —	— —	9 38	— —	.....
.....	2 27	7 41	5 48	4 18	303	..... **Surf**..... ♂	1 09	1 52	9 15	1 30	.....
.....	— —	7 57	— —	— —	308	.....Honda	— —	— —	9 00	— —	.....
.....	— —	8 16	— —	— —	317	.....Sudden..... ♂	— —	— —	8 44	— —	.....
.....	— —	8 33	— —	— —	325	.....Concepcion..... ♂	— —	— —	8 27	— —	.....
.....	— —	9 01	7 00	— —	339	.....Gaviota..... ♂	— —	12 42	7 59	— —	.....
.....	— —	9 34	7 30	— —	355	.....Naples..... ♂	— —	12 14	7 30	— —	.....
58	— —	9 54	7 45	— —	363	.....Goleta..... ♂	— —	12 01	7 08	— —	55
A M	4 40	10 20	8 05	6 15	371	ar..+ **Santa Barbara** ♂ lv.	11 15	11 45	6 45	11 25	A M
*7 10	4 50	10 30	8 15	6 20	371	lve. **Santa Barbara** . arr.	11 15	11 40	6 35	11 15	12 30
7 25	— —	— —	— —	— —	377	.....Summerland..... ♂	— —	— —	— —	— —	11 17
7 35	— —	— —	— —	— —	382	.....**Carpinteria**.. ♂	— —	— —	— —	— —	11 08
8 09	5 42	11 27	8 03	— —	399	.....**Ventura**.... ♂	— —	10 49	5 38	10 20	10 32
8 18	— —	11 35	— —	— —	404	arr..**Montalvo** ♂ lve.	— —	— —	5 23	— —	10 21
.....	— —	11 35	— —	— —	404	lve...**Montalvo**...arr.	— —	— —	5 23	— —	.....
.....	6 01	11 44	9 20	— —	408	+ ..... Oxnard..... ♂	— —	10 27	5 12	10 00	.....
.....	— —	12 27	10 03	— —	428	..... Moorpark..... ♂	— —	9 53	4 28	— —	.....
.....	— —	1 02	10 27	— —	438	....Santa Susana..... ♂	— —	9 37	4 10	— —	.....
.....	— —	1 26	— —	— —	446	....**Chatsworth**.. ♂	— —	9 22	3 51	— —	.....
.....	7 38	1 54	11 14	— —	464	arr..**Burbank** ♂..lve.	— —	8 43	3 07	8 03	.....
8 20	.....	.....	.....	.....	0	ive..**Montalvo**..arr.	.....	.....	.....	.....	10 20
8 30	.....	.....	.....	.....	5	.....Saticoy..... ♂	.....	.....	.....	.....	10 10
8 50	.....	.....	.....	.....	12	.....Santa Paula..... ♂	.....	.....	.....	.....	9 58
9 09	.....	.....	.....	.....	22	.....Fillmore..... ♂	.....	.....	.....	.....	9 38
9 30	.....	.....	.....	.....	29	.....Piru..... ♂	.....	.....	.....	.....	9 21
10 20	.....	.....	.....	.....	45	.....**Saugus**..... ♂	.....	.....	.....	.....	8 45
10 27	.....	.....	.....	.....	49	.....**Newhall**..... ♂	.....	.....	.....	.....	8 38
10 50	.....	.....	.....	.....	55	.....Fernando..... ♂	.....	.....	.....	.....	8 10
11 15	.....	.....	.....	.....	65	arr...**Burbank** ♂..lve.	.....	.....	.....	.....	7 45
11 15	7 59	1 55	11 15	— —	464	ive...**Burbank**...arr.	— —	8 43	3 08	8 02	7 45
11 21	— —	— —	— —	— —	467	....West Glendale.....	— —	— —	— —	— —	7 38
11 27	— —	— —	— —	— —	469	.....Tropico..... ♂	— —	— —	— —	— —	7 34
11 50	8 30	2 30	11 45	9 30	475	+ ..**Los Angeles**.. ♂	*8 00	*8 15	*2 35	*7 30	*7 10
A M	A M	P M	P M	P M	...	ARRIVE]	[LEAVE	A M	A M	P M	P M	A M

Additional Trains—Leaves Santa Barbara *2 55 p.m., arrives Saugus 6 00 p.m., Los Angeles 7 35 p.m. Leaves Los Angeles *1 45 p.m., Saugus *3 17 p.m., arrives Santa Barbara 8 17 p.m.

SUNSET RAILROAD.—SUNSET WESTERN RAILWAY.

E. E. Calvin, G. M., San Francisco, Cal. | C. B. Seger, Secretary, San Francisco, Cal.
F. M. Worthington, Supt., Bakersfield, Cal. | C. H. Redington, Treas., »

Train leaves **Gosford**[1] *8 50 a.m., Pentland Junction (28 miles) 9 55 a.m., arrives Monarch (33 miles) 10 15 a.m. Returning, leaves Monarch *2 55 p.m., arrives Pentland Junction 3 15 p.m., Gosford 4 20 p.m. Train leaves Monarch *10 20 a.m., Pentland Junction (5 miles) 10 35 a.m., arrives Fellow (20 miles) 11 15 a.m. Returning, leaves Fellow *11 30 a.m., Pentland Junction 2 00 p.m., arrives Monarch 2 30 p.m.

Connection.—[1] With Southern Pacific Ry.

* Daily; † daily, except Sunday; *a* stops to leave passengers; *b* stops to take passengers; *w* stops Mondays to take passengers; *y* stops on special order for Vallejo Ferry, making stops to leave such passengers or to leave from Merced and south thereof. ‖ Meals. + Coupon stations; ♂ Telegraph stations.

SAN FRANCISCO, OAKLAND, FRESNO, BAKERSFIELD, LOS ANGELES, VIA SAN JOAQUIN VALLEY LINE.

86	26	50	8	84-36	Ms	*November 18, 1909.*	25	49	83	7
.....	P M	P M	A M	A M	...	(*Market St. Depot.*)	A M	Noon	P M	P M
.....	*800	*320	*1020	*8 20	0	lv. + **San Francisco** ♂ ar.	8 08	1208	4 48	7 48
.....	8 27	3 47	10 48	8 47	4	lve. Oakland Pier ♂ arr.	7 43	1142	4 10	7 15
.....	*807	*327	*1027	*8 27	...	lve...**Berkeley**..arr.	8 00	1201	4 40	7 40
.....	8 33	3 53	10 55	8 53	6	lv. ‖ **Oakland** (16th St.) ♂ ar.	7 37	1134	4 03	7 07
.....	— —	4 10	11 11	9 09	16	.....Richmond.... ♂	— —	1113	3 41	a8 49
.....	— —	b434	11 34	— —	29	...Vallejo Junction. ♂	— —	1046	3 14	y —
.....	7 16	4 46	11 45	9 42	32	.....**Port Costa**... ♂	6 53	1040	3 07	6 15
.....	— —	4 54	11 54	9 50	36	.....Martinez..... ♂	— —	1030	2 56	6 03
.....	— —	5 22	12 10	10 18	50	.....Cornwall..... ♂	— —	1000	2 27	5 33
.....	— —	5 35	a1229	10 26	55	.....Antioch..... ♂	— —	9 52	2 19	5 22
.....	— —	5 43	a1244	10 40	63	.....Brentwood.... ♂	— —	9 36	2 05	5 06
.....	— —	5 59	12 55	10 50	68	Byron (Hot Springs) ♂	— —	9 25	1 55	4 55
.....	8 27	‖825	11 25	‖1120	83	arr...+ **Tracy** ♂..lve.	5 38	8 58	1 27	4 25
P M	P M	P M	A M	A M	...	(*Market St. Depot.*)	....	....	P M	P M
*1100	*440	*400	*9 00	*7 40	...	lv. **San Francisco**. ar.	....	....	4 28	7 28
11 38	5 16	4 38	9 39	8 16	8	.**Oakland** (1st & B'way) ♂	....	....	3 52	6 54
11 21	*426	*525	*9 25	*7 47	...	lve. Alameda (Park St.). arr.	....	....	4 01	7 01
12 15	6 13	5 15	10 28	8 55	30	lve.....Niles ♂...arr.	....	....	2 55	6 13
12 39	6 56	5 36	11 01	9 17	42	.....Pleasanton.... ♂	....	....	2 23	5 48
12 50	6 52	5 48	11 17	9 27	48	.....Livermore..... ♂	....	....	2 12	5 33
1 43	‖742	6 30	‖1208	10 10	72	arr...+ **Tracy** ♂...lve.	A M	....	1 17	4 45
.....	*505	*505	*1010	.....	0	lve. + **Sacramento** ♂ ar.	1045	1045	.....	8 00
.....	6 48	6 48	12 06	.....	48	lve..**Stockton** ♂. arr.	8 52	8 52	.....	4 20
.....	*430	*430	— —	.....	0	lve. + **San Jose** ♂ arr.	8 50	8 50	.....	7 30
.....	7 15	7 15	12 25	.....	57	arr. ....**Lathrop** ♂..lve.	8 30	8 30	.....	3 58
.....	7 35	7 35	‖1245	.....	68	arr.....**Tracy** ♂...lve.	7 55	.....	.....	.....
.....	8 30	8 02	.....	10 45	83	lve.....**Tracy** .... arr.	5 35	.....	‖1248	.....
.....	— —	8 47	.....	11 49	114	...Crows Landing.. ♂	— —	.....	11 49	.....
.....	— —	8 57	.....	12 03	120	.....Newman..... ♂	— —	.....	11 36	.....
.....	— —	9 30	.....	12 44	141	.....Los Banos..... ♂	— —	.....	10 50	.....
.....	— —	9 47	.....	1 06	154	.....Dos Palos..... ♂	— —	.....	10 24	.....
.....	— —	10 04	.....	1 28	167	.....Firebaugh..... ♂	— —	.....	9 56	.....
.....	— —	10 15	.....	1 45	175	.....**Mendota**.... ♂	— —	.....	9 42	.....
.....	— —	10 38	.....	2 28	194	arr....**Kerman**. ♂ lve.	— —	.....	9 10	.....
.....	.....	.....	.....	3 00	212	.....Caruthers..... ♂	.....	.....	8 37	.....
.....	.....	.....	.....	3 21	221	.....Lillis..... ♂	.....	.....	8 21	.....
.....	.....	.....	.....	3 47	234	.....Hanford..... ♂	.....	.....	7 55	.....
.....	.....	.....	.....	4 25	247	**Goshen Junction** ♂	.....	.....	7 25	.....
.....	.....	.....	.....	4 45	254	.....**Visalia**..... ♂	.....	.....	*7 05	.....
.....	.....	.....	.....	4 58	260	....Farmersville..... ♂	.....	.....	A M	.....
.....	.....	.....	.....	5 08	264	.....**Exeter**..... ♂	.....	.....	.....	.....
.....	.....	.....	.....	5 22	271	.....Lindsay..... ♂	.....	.....	.....	.....
.....	.....	.....	.....	5 47	282	arr.**Porterville** ♂ lve.	.....	.....	.....	.....
1 48	.....	6 50	1 45	11 35	83	lve.....**Tracy** ♂..arr.	5 05	‖837	1 16	4 18
2 10	.....	7 15	2 10	11 57	94	+ .....**Lathrop**..... ♂	4 40	8 17	12 58	3 58
— —	.....	7 35	2 27	— —	105	.....Ripon..... ♂	4 16	7 51	— —	3 29
2 43	.....	7 56	2 45	12 20	114	+ .....Modesto..... ♂	4 00	7 34	12 29	3 11
a —	.....	8 04	— —	— —	119	.....Ceres..... ♂	3 52	7 24	— —	— —
3 02	.....	8 23	3 25	12 56	127	.....Turlock..... ♂	3 39	7 10	12 02	2 42
3 35	.....	8 56	4 02	— —	144	.....Atwater..... ♂	3 10	6 41	— —	2 05
3 54	.....	9 12	4 25	1 50	152	+ .....**Merced**..... ♂	2 53	6 28	11 25	1 50
a —	.....	9 36	4 54	— —	168	.....Minturn..... ♂	2 19	6 00	— —	1 25
4 40	.....	9 53	5 10	2 30	180	.....**Berenda**..... ♂	2 05	5 45	10 50	1 11
4 52	.....	10 05	5 26	2 43	185	+ .....**Madera**..... ♂	1 53	5 33	10 39	12 58
5 35	.....	10 40	6 10	3 20	207	arr..+ **Fresno** ♂..lve.	1 20	*500	10 10	12 25
A M	— —	10 39	.....	2 28	194	lve...**Kerman** ♂..arr.	— —	107	9 10	.....
.....	1120	11 05	.....	3 06	209	arr..+ **Fresno** ♂..lve.	2 45	P M	*8 35	.....
.....	1124	*850	6 25	3 26	207	lve....**Fresno**....arr.	2 40	7 15	10 00	12 05
.....	— —	9 01	6 37	3 34	212	.....Malaga ..... ♂	— —	7 04	9 45	11 45
.....	— —	9 10	6 60	3 41	216	.....Fowler..... ♂	— —	6 50	9 36	11 31
.....	— —	9 25	7 05	3 50	222	+ .....Selma..... ♂	— —	6 37	9 25	11 18
.....	— —	9 35	7 19	4 00	227	.....Kingsburg..... ♂	— —	6 25	9 15	11 04
.....	— —	9 45	7 30	4 10	232	.....Traver..... ♂	— —	6 10	9 05	10 52
.....	— —	10 00	7 50	4 26	241	arr. **Goshen Jn.** ♂ lve.	— —	5 50	8 50	10 33
.....	.....	11 00	8 20	5 10	254	arr...**Hanford** ♂..lve.	.....	*510	*8 15	*9 30
.....	.....	10 55	8 15	4 45	248	arr....**Visalia** ♂..lve.	.....	*610	*8 32	*9 40
.....	.....	*940	.....	.....	248	lve.....**Visalia**....arr.	.....	8 18	.....	10 55
.....	.....	*930	*3 47	*3 47	254	lve.....**Hanford**...arr.	.....	.....	9 25	11 00
.....	— —	10 10	7 50	4 25	241	lve. **Goshen Jn.** ♂ arr.	— —	5 50	8 50	10 33
.....	— —	10 31	8 13	Exeter	Via	.....**Tulare**..... ♂	— —	5 30	Exeter	10 07
.....	— —	10 49	8 35			.....Tipton..... ♂	— —	5 07	Via	9 42
.....	— —	11 00	8 48			.....Pixley..... ♂	— —	4 55		9 30
.....	— —	11 22	9 14			.....Delano..... ♂	— —	4 32		9 00
.....	— —	11 42	9 38	7 13		.....**Famoso**..... ♂	— —	4 10	6 10	8 38
.....	1 54	‖1240	10 40	7 45		+ ...**Bakersfield**.. ♂	1219	3 35	*5 40	18 00
.....	— —	3 10	1 30	P M		.....Tehachapi..... ♂	— —	1 23	A M	3 00
.....	4 35	4 00	2 35	.....		.....**Mojave**..... ♂	9 35	‖1220	.....	1 50
.....	— —	4 39	3 27	.....		.....Lancaster..... ♂	— —	1111	.....	12 40
.....	— —	6 30	5 42	.....		.....**Saugus**..... ♂	— —	9 16	.....	10 29
.....	— —	7 07	6 11	.....		.....Fernando..... ♂	— —	8 45	.....	9 55
.....	8 00	8 00	7 05	.....		+ ..**Los Angeles**.. ♂	*800	*750	.....	*9 10
.....	A M	P M	A M	.....		ARRIVE]	[LEAVE	P M	A M	P M

Additional Train—Leaves Lathrop *7 30 a.m., arriving Fresno 12 10 noon.

MOJAVE, MABEL.

2	M	*October 25, 1909.*	1
A M	..	LEAVE]	[ARRIVE	P M
*7 00	0	....**Mojave**.... ♂	2 26
8 15	18	.....Cinco..... ♂	1228
1005	41	..... Rand	1045
1050	49	..... **Searles** .. ♂	1000
2 30	92	..... **Mabel**.....	*700
P M	..	ARRIVE]	[LEAVE	A M

OXNARD, NORDHOFF.

47	45	M	*Oct. 25, 1909.*	46	48
P M	A M	..	LEAVE]	[ARRIVE	A M	P M
*340	*1050	0	...**Oxnard**... ♂	1040	3 10
4 01	11 05	5	...Montalvo.. ♂	1020	2 57
5 46	11 27	15	... **Ventura**. ♂	9 55	2 45
5 50	11 30	16	**Ventura Juno.**	9 50	2 35
6 45	12 15	31	...**Nordhoff**. ♂	*905	*150
P M	Noon	..	ARRIVE]	[LEAVE	A M	P M

SOUTHERN PACIFIC.

SAN FRANCISCO, LOS ANGELES, IMPERIAL, DEMING, EL PASO, SAN ANTONIO, HOUSTON, NEW ORLEANS.

10-4	10	8	Mls	*April* 18, 1909.	7	9	3-9
P M	P M	A M		LEAVE] [ARRIVE	P M	A M	A M
*4 00	*4 00	*10 20	0	+.San Francisco.♁	7 48	11 40	11 40
8 30	8 30	7 05	484	ar.+Los Angeles ♁ lv.	9 00	7 30	7 30
*9 45	*12 01	*8 30	484	lve..Los Angeles.arr.	7 25	1 30	6 55
10 10	12 25	8 55	488	......Dolgeville....♁	7 00	1 05	6 33
*9 00	*12 05	....	....	lve...Pasadena ♁.arr.	8 42	1 22	7 22
11 05	1 18	9 48	515	+.....Pomona.....♁	6 05	12 08	5 50
11 18	1 30	10 00	521	+.....Ontario.....♁	5 50	11 50	5 36
12 01	2 10	10 40	540	+.....Colton.....♁	5 10	11 10	5 05
*11 40	*1 50	....	....	lve.SanBernardino ♁ arr.	6 55	12 14	5 11
*11 37	*1 40	....	....	lve...Riverside ♁.arr.	6 55	12 23	5 20
*12 01	*1 55	....	....	lve...Redlands ♁.arr.	....	11 00	5 00
12 15	2 25	10 55	545	lve.Redlands Junc ♁ arr.	4 40	10 45	4 45
– –	– –	11 21	554	.......El Casco.....♁	4 07	10 23	– –
1 12	3 22	11 51	563	.......Beaumont.....♁	3 45	10 05	4 10
– –	3 37	12 06	569	........Banning......♁	3 20	9 45	– –
– –	– –	12 18	575	........Cabazon......♁	2 57	9 24	– –
– –	4 15	12 40	580	....Palm Springs...♁	1 50	8 40	– –
2 45	6 05	1 25	612	..........Indio.......♁	‖12 40	7 45	2 03
– –	5 17	1 35	615	........Coachella......♁	12 10	7 27	– –
– –	6 29	1 45	619	........Thermal.......♁	11 50	7 15	– –
– –	6 42	1 57	625	..........Mecca.......♁	11 30	7 03	– –
– –	– –	2 19	637	..........Salton.......♁	10 55	– –	– –
– –	– –	2 39	647	.........Bertram.......♁	10 30	– –	– –
4 17	7 05	3 25	666	...Imperial Junc.♁	9 40	5 45	12 23
– –	– –	3 37	675	...........Iris..........♁	9 12	– –	– –
– –	8 11	4 22	699	..........Glamis.......♁	8 30	5 00	– –
– –	8 44	4 59	715	..........Ogilby.......♁	7 55	4 25	– –
– –	– –	5 15	725	....Hanlon Junction....	7 35	– –	– –
8 15	9 30	‖6 15	731	+.......Yuma........♁	‖7 15	3 50	10 45
– –	– –	6 54	752	..........Dome.........♁	6 53	– –	– –
– –	– –	7 21	768	........Wellton........♁	5 19	– –	– –
– –	– –	7 59	791	........Mohawk........♁	4 35	– –	– –
– –	– –	8 33	810	..........Aztec.........♁	4 01	– –	– –
8 48	12 14	8 56	825	........Sentinel........♁	3 32	12 14	7 35
9 39	1 09	9 51	854	..........Gila...........♁	2 43	11 15	6 51
11 03	2 38	11 15	896	arr.+Maricopa ♁ lve.	1 17	9 35	5 27
....	7 00	....	931	ar.Phœnix.(*M.&P.*)lv.	*9 15	*7 00	....
*7 00	*7 00	*9 15	931	lv.Phœnix " ar.	2 40	7 00	7 00
11 08	2 48	11 25	896	lve...Maricopa...arr.	‖12 57	8 25	5 23
– –	– –	12 00	917	.....Casa Grande....♁	12 20	– –	– –
– –	4 25	12 57	950	.......Red Rock.......♁	11 23	– –	– –
1 33	5 45	‖12 20	983	+.......Tucson.......♁	10 26	6 55	3 09
– –	– –	3 11	1002	...........Vail...........♁	9 34	– –	– –
– –	– –	3 58	1011	........Pantano.......♁	9 10	– –	– –
3 40	7 59	4 40	1031	+.......Benson.......♁	‖8 21	4 48	1 13
– –	– –	5 48	1053	........Dragoon.......♁	7 10	– –	– –
– –	9 22	6 07	1063	........Cochise.......♁	6 43	3 25	– –
– –	9 44	6 28	1073	+........Willcox.......♁	6 20	3 03	– –
5 59	10 35	‖7 38	1097	+.........Bowie........♁	5 20	2 10	10 55
– –	– –	8 10	1113	..........Simon........♁	4 46	– –	– –
– –	– –	8 59	1127	..........Steins........♁	4 18	– –	– –
7 42	12 26	9 51	1147	+.....Lordsburg.....♁	3 40	12 32	9 24
– –	– –	10 32	1167	..........Separ........♁	2 59	– –	– –
– –	– –	11 09	1187	..........Gage.........♁	2 23	– –	– –
9 22	2 19	11 50	1207	+.......Deming.......♁	1 47	10 38	7 46
– –	– –	1 10	1246	..........Aden.........♁	12 35	– –	– –
11 42	4 47	2 47	1291	arr..Rio Grande..lve.	11 08	7 58	5 18
11 55	5 00	3 00	1295	ar.ElPaso(P.T.)(G.H.&S.A.)lv.	*10 50	*7 45	*5 05
A M	8 00	A M	1295	lv.El Paso (C.T.) ♁ " ar.	P M	8 30	P M
....	7 50	....	1608	lv.Sanderson... " ar.	....	8 40	....
....	1 00	....	1745	lv.Del Rio..... " ar.	....	3 20	....
....	2 20	....	1782	lv.Spofford.... " ar.	....	1 50	....
....	7 30	....	1915	ar.San Antonio.. " lv.	....	9 00	....
....	1 28	....	2004	lv.Flatonia.... " ar.	....	4 38	....
....	4 30	....	2088	lv.Rosenberg.. " ar.	....	1 47	....
....	6 00	....	2124	ar.Houston..(T.&N.O.)lv.	....	12 25	....
....	9 05	....	2207	ar.Beaumont.. " lv.	....	9 25	....
....	– –	....	2235	ar.Echo.....(*L. W.*)lv.	....	– –	....
....	11 00	....	2268	ar.Lake Charles.. " lv.	....	7 25	....
....	1 30	....	2341	ar.La Fayette.(M.L.&T.)lv.	....	4 50	....
....	3 40	....	2405	ar.Morgan City.. " lv.	....	2 50	....
....	6 45	....	2487	ar.New Orleans. " lv.	....	*11 55	....
....	P M	....	....		....	A M	....

* Daily; †daily, except Sunday; ‡daily, except Saturday; §Sunday only; *k* Saturday only. ♭ Saturday and Sunday only. ♮ Daily, except Saturday and Sunday. ● Wednesday only. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

Yuma-Potholes.—Leave Yuma ‡8 00 a.m., ♭2 00 p.m., arrive Potholes (13 m.) 8 30 a.m., 2 30 p.m. Leave Potholes §8 45 a.m., ♮1 00, ♭4 50 p.m., arrive Yuma 9 30 a.m., 1 45, 5 35 p.m.

IMPERIAL JUNCTION, CALEXICO AND TECOLOTE.

506	504	502	Mls	*April* 18, 1909.	503	505	507
P M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	P M
*4 30	*11 00	*3 35	0	....Imperial Junc.♁	10 00	4 00	9 15
5 15	11 45	4 20	20	........Brawley......♁	9 10	3 10	8 25
5 52	12 12	4 47	29	+.......Imperial.......♁	8 40	2 40	7 55
6 00	12 30	5 05	33	.........El Centro......♁	8 24	2 24	7 39
6 30	1 00	5 35	40	arr....Calexico ♁..lve.	*8 00	*2 00	*7 15
P M	P M	●10 00	40	lve....Calexico....arr.	A M	P M	4 55
....	....	10 30	41	.........Mexicali.........	....	....	4 54
....	....	10 50	47	.........Packard..........	....	....	4 14
....	....	11 14	55	.......Pascualitos.......	....	....	3 50
....	....	11 35	62	.........Sesbania.........	....	....	3 29
....	....	11 56	69	.........Cocopah.........	....	....	3 08
....	....	12 17	76	.........Hechicera........	....	....	2 47
....	....	12 41	84	.........Bataques.........	....	....	2 23
....	....	1 04	92	.........Tecolote.........	....	....	●2 00
....	....	P M	....	ARRIVE] [LEAVE	....	....	P M

SURF AND LOMPOC.—Trains leave **Surf** *8 05 a.m., *2 10, *6 00 p.m., arriving Lompoc (10 miles) 8 45 a.m., 2 50, 6 25 p.m. Leave Lompoc *7 00 a.m., *1 20, *5 00 p.m., arriving Surf 7 35 a.m., 1 45, 5 40 p.m.

YOSEMITE VALLEY, VIA MERCED.
All Year—All Rail Route.

No. 86	No. 84	Mls	(*Market Street Depot.*)	No. 83	No. 25
*11 00 P M	*8 20 A M	0	lve...San Francisco...arr.	4 48 P M	8 08 A M
11 27 P M	8 47 A M	5	lve....Oakland Pier....arr.	4 10 P M	7 43 A M
Via Niles.	8 53 A M	6	lve..Oakland (*16th St.*)..arr.	4 03 P M	7 37 A M
	9 09 A M	16	lve.....Richmond.....arr.	3 41 P M	– –
	9 42 A M	32	lve.....Port Costa.....lve.	3 07 P M	6 53 A M
	9 50 A M	36	lve.....Martinez.....lve.	2 55 P M	– –
1 48 A M	11 35 A M	83	lve.......Tracy.......lve.	1 27 P M	5 38 A M
2 08 A M	11 55 A M	94	arr.......Lathrop.......lve.	12 58 Noon	4 40 A M
5 05 P M	....	0	lve....Sacramento....arr.	3 10 P M	10 45 A M
6 48 P M	....	48	lve......Stockton......lve.	1 20 P M	8 52 A M
7 15 P M	....	58	arr.......Lathrop.......lve.	12 55 Noon	8 30 A M
2 10 A M	11 57 A M	94	lve.......Lathrop.......arr.	12 54 Noon	4 35 A M
2 43 A M	12 29 Noon	114	lve.......Modesto.......lve.	12 29 Noon	4 00 A M
3 54 A M	1 50 P M	152	arr.......Merced.......lve.	*11 25 A M	2 53 A M
6 00 P M	....	0	lve....Los Angeles....arr.	....	8 00 P M
– –	....	78	lve......Lancaster......arr.	....	4 39 P M
12 19 Night	....	170	lve.....Bakersfield.....arr.	....	12 15 Noon
– –	....	233	lve........Tulare........lve.	....	10 31 A M
1 20 A M	....	277	lve........Fresno........lve.	....	8 50 A M
2 53 A M	....	332	arr.......Merced.......lve.	....	*3 54 A M

YOSEMITE VALLEY RAILROAD.

	M			STAGE—12 ms. Lvs.
*2 30 P M	0	lve.......Merced.......arr.	11 00 A M	El Portal 7 30 a.m.,
3 06 P M	18	lve.......Snelling.......lve.	10 22 A M	arr. Sentinel Hotel,
3 20 P M	24	lve....Merced Falls....lve.	10 10 A M	Yosemite, 11 00 a.m.
3 51 P M	37	lve..Pleasant Valley..lve.	9 32 A M	Lvs. Sentinel Hotel,
4 26 P M	49	lve.........Bagby.........lve.	9 00 A M	Yosemite, 2 00 p.m.,
6 35 P M	78	arr.......El Portal.......lve.	*7 10 A M	arr. El Portal 6 00 p.m.

STOCKTON, MILTON, OAKDALE, MERCED.

154	152	306	Mls	*November* 18, 1909.	151	305	153
P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M
†1 20	*1 39	†8 10	0	+....Stockton....♁	11 45	4 00	3 45
1 48	1 58	8 53	13	........Peters........♁	11 15	3 22	3 12
2 20	....	....	25	arr.....Milton ♁..lve	....		†2 40
P M	2 07	9 10	18	......Farmington....♁	11 05	2 45	P M
....	2 45	10 20	32	........Oakdale......♁	10 35	1 30	....
....	3 03	11 05	42	......Waterford.....♁	9 38	12 25	....
....	3 07	11 12	43	.......Hickman.......	9 30	12 15	....
....	3 18	11 30	47	......Montpelier....♁	9 15	†11 55	....
....	4 16	A M	72	+.....Merced.....♁	*8 10	A M	....
....	P M	....	....	ARRIVE] [LEAVE	A M	....	....

FRESNO, HANFORD, STRATTON, HURON, ALCALDE.

63	67	251	61	75	Ms	*October* 25, 1909.	60	74	34	62	68
P M	P M	....	A M	A M	...	LEAVE] [ARRIVE	A M	P M	....	P M	....
*6 25	*3 25	....	*8 50	*6 00	0	+....Fresno....♁	10 00	4 15	....	7 16	....
6 37	3 34	....	9 01	6 10	5	......Malaga......	9 45	4 08	....	7 04	....
6 50	3 41	....	9 10	6 18	9	......Fowler....♁	9 36	4 00	....	6 50	....
7 05	3 50	....	9 25	6 25	15	......Selma.....♁	9 25	3 50	....	6 37	....
7 19	4 00	....	9 35	6 35	20	....Kingsburg...♁	9 15	3 38	....	6 23	....
7 30	4 10	....	9 45	6 45	26	......Traver.....♁	9 05	3 28	....	6 10	P M
7 55	4 36	....	10 35	7 10	37	..Goshen Junc ♁	8 50	3 10	....	5 50	7 40
8 20	5 10	....	11 00	7 35	44	+....Hanford....♁	8 15	2 40	....	5 10	7 05
8 25	5 20	....	11 10	7 45	50	.....Armona....♁	8 05	2 30	....	4 55	5 55
8 35	5 30	P M	11 20	7 55	55	.....Lemoore....♁	7 55	2 20	....	4 45	6 45
8 41	5 35	*k*1 45	11 27	8 03	58	.......Rossi.......	7 39	2 09	....	*4 38	*5 40
....	P M	2 15	....	....	66	.....Stratton.....	....	....	....	*k*2 20	P M
9 15	....	P M	12 02	8 37	74	.......Huron.......	7 05	1 35	P M	4 05	....
9 50	....	....	*12 40	9 15	89	.....Coalinga....♁	*6 30	*1 00	1 26	*3 30	....
P M	....	....	●12 55	A M	94	.....Alcalde....♁	A M	P M	●1 10	P M	....
....	....	....	Noon	....	...	ARRIVE] [LEAVE	....	....	P M	....	....

FRESNO, VISALIA, PORTERVILLE, BAKERSFIELD.

84	60	Mls.	*October* 25, 1909.	7	63
P M	A M	....	LEAVE] [ARRIVE	A M	P M
*3 25	*8 50	0	+.......Fresno.......♁	10 00	7 16
3 34	9 01	5	.........Malaga.........	9 45	7 04
3 41	9 10	9	.........Fowler.........♁	9 36	6 50
3 50	9 25	15	.........Selma..........♁	9 25	6 37
4 00	9 35	20	.......Kingsburg.......♁	9 15	6 23
4 10	9 45	26	.........Traver.........♁	9 05	6 10
4 25	10 35	34	Goshen Junction.♁	8 50	5 50
4 45	10 55	41	+.......Visalia.......♁	8 32	5 10
4 58	11 05	47	......Farmersville......♁	8 19	4 58
5 06	11 15	51	.........Exeter.........♁	8 10	4 40
5 22	11 30	58	.........Lindsay........♁	7 53	4 26
5 47	11 50	69	......Porterville......♁	7 26	*4 05
7 13	A M	104	........Famoso........♁	6 10	P M
7 45	....	124	+...Bakersfield...♁	*5 40	....
P M	....	....	ARRIVE] [LEAVE	A M	....

FRESNO, SANGER, VISALIA.

16	14	Mls.	*October* 25, 1909.	13	15
P M	A M	....	LEAVE] [ARRIVE	A M	P M
*6 20	*7 30	0	+.......Fresno.......♁	8 30	8 30
6 50	8 00	14	........Sanger........♁	8 00	7 58
7 18	8 22	24	........Reedley........♁	7 40	7 39
7 30	8 32	30	.........Dinuba........♁	7 29	7 30
8 17	9 20	52	.........Exeter........♁	6 44	6 40
8 27	9 28	56	......Farmersville......♁	6 25	6 30
8 42	9 40	62	+.......Visalia.......♁	*6 15	*6 18
P M	A M	....	ARRIVE] [LEAVE	A M	P M

FRESNO AND POLLASKY.

102	72	70	Mls	*October* 25, 1909.	71	73	101
P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M
*4 30	*1 15	*7 00	0	+.......Fresno.......♁	9 30	3 45	7 00
4 50	1 35	7 20	7.4	.......Las Palmas.......	9 10	3 25	6 40
4 58	1 42	7 26	9.4	.........Tarpey.........	9 04	3 19	6 32
5 02	1 45	7 30	10.6	.........Melvin.........	9 00	3 15	6 28
5 06	1 50	7 35	12.0	.........Clovis.........♁	8 55	3 10	6 24
5 20	2 04	– –	17.4	.........Gordon.........	8 40	2 55	6 10
5 40	2 26	8 10	24.4	.......Pollasky.......♁	*8 20	*2 35	*5 50
P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M

SOUTHERN PACIFIC.

CONDENSED THROUGH TIME-TABLES—VIA PORTLAND.

NORTH AND EAST.

STATIONS AND ROUTES.	Mls	Shasta Limited. No. 12	Portland Express. No. 14	Oregon Express. No. 16
Lve. San Francisco (Ft. Market St.) (So. Pac.)	0	*6 00 P M	*11 40 P M	*8 20 P M
Lve. Oakland Pier ... "	4	6 28 P M	12 08 Night	8 50 P M
Lve. Alameda (Park St.) ... (So. Pac.)	....	.....	.....	7 46 P M
Lve. Berkeley ... "	....	.....	.....	8 57 P M
Lve. Oakland (16th St.) ... (So. Pac.)	6	6 34 P M	12 08 Night	8 57 P M
Lve. Port Costa ... "	32	– –	12 58 Night	9 40 P M
Lve. Benecia ... "	35	– –	1 23 A M	10 15 P M
Arr. Davis ... "	77	8 45 P M	2 50 A M	– –
Arr. Sacramento ... "	90			11 55 P M
Lve. Los Angeles ... (So. Pac.)	....	.....	.....	*9 00 P M
Lve. Santa Barbara ... "	....	.....	.....	.....
Lve. Fresno ... "	....	.....	.....	12 20 Noon
Lve. San Jose ... "	....	.....	.....	6 25 P M
Lve. Sacramento ... (So. Pac.)	90	.....	.....	12 20 Night
Lve. Roseville ... "	108	.....	.....	1 00 A M
Lve. Marysville ... "	142	.....	.....	2 12 A M
Lve. Chico ... "	186	.....	.....	4 00 A M
Arr. Tehama ... "	213	.....	.....	4 58 A M
Lve. Sacramento ... (So. Pac.)	0	.....	.....	.....
Lve. Davis ... "	15	8 50 P M	3 00 A M	.....
Lve. Woodland ... "	22	– –	3 23 A M	.....
Lve. Willows ... "	87	– –	6 09 A M	.....
Lve. Wyo ... "	104	– –	6 46 A M	.....
Arr. Tehama ... "	124	11 38 P M	7 30 A M	.....
Lve. Tehama ... (So. Pac.)	213	11 38 P M	7 30 A M	4 58 A M
Lve. Red Bluff ... "	235	12 05 Night	8 10 A M	5 40 A M
Lve. Redding ... "	260	– –	9 25 A M	6 55 A M
Lve. Dunsmuir ... "	322	3 55 A M	1 10 P M	10 30 A M
Lve. Shasta Springs ... "	327	– –	1 40 P M	10 55 A M
Lve. Sisson ... "	338	– –	2 35 P M	11 44 A M
Arr. Weed ... "	350	– –	3 20 P M	12 20 Noon
Lve. Weed ... (So. Pac.	350	.....	.....	1 15 P M
Arr. Klamath Falls ... "	445	.....	.....	5 35 P M
Lve. Thrall ... (So. Pac.)	390	.....	3 20 P M	1 38 P M
Lve. Ashland ... "	431	9 00 A M	8 10 P M	4 65 P M
Lve. Grant's Pass ... "	475	10 20 A M	8 47 P M	6 35 P M
Lve. Roseburg ... "	574	2 30 P M	2 25 A M	11 20 P M
Lve. Eugene ... "	649	5 21 P M	5 30 A M	2 43 A M
Lve. Albany ... "	692	6 50 P M	7 18 A M	4 18 A M
Arr. Portland ... "	772	9 30 P M	11 00 A M	7 30 A M
Lve. Portland ... (O. R. & N.)	0	.....	.....	10 00 A M
Arr. Walla Walla ... "	218	.....	.....	7 06 P M
Arr. Spokane ... "	482	.....	.....	.....
Arr. Huntington ... (O. R. & N.)	404	.....	.....	12 35 Night
Arr. Boise City ... (O. S. L.)	506	.....	.....	4 50 A M
Arr. Pocatello ... (O. S. L.)	731	.....	.....	11 15 A M
Arr. Cheyenne ... (U. P.)	1283	.....	.....	5 10 A M
Arr. Kansas City ... "	2030	.....	.....	8 35 A M
Arr. Omaha ... "	1799	.....	.....	8 50 P M
Arr. Chicago ... (C. & N. W.)	2292	.....	.....	11 59 A M
Arr. St. Paul ... "	2158	.....	.....	8 00 A M
Arr. Minneapolis ... "	2168	.....	.....	8 30 A M
Lve. Portland ... (N. P.)	0	12 15 Night	.....	9 00 A M
Arr. Tacoma ... "	144	5 45 A M	.....	8 00 P M
Arr. Seattle ... "	185	7 30 A M	.....	4 20 P M
Arr. Spokane ... "	540	9 35 P M	.....	7 55 A M
Arr. Helena ... "	923	11 28 A M	.....	.....
Arr. Minneapolis ... "	2042	9 30 P M	.....	7 30 P M
Arr. St. Paul ... "	2053	10 00 P M	.....	7 55 P M
Lve. Portland ... (N. P.)	0	12 15 Night	.....	10 00 A M
Lve. Seattle ... (G. N.)	185	9 00 A M	.....	7 10 P M
Arr. Spokane ... "	524	10 25 P M	.....	7 40 A M
Arr. Minneapolis ... "	2003	6 30 A M	.....	7 40 A M
Arr. St. Paul ... "	2013	7 05 A M	..	8 10 A M
Lve. Portland ... (O. R. & N.)	....	7 00 P M	.....	.....
Arr. Spokane ... "	....	9 00 A M	.....	.....
Arr. Portal ... (Can. Pac.)	....	8 30 P M	.....	.....
Arr. Minneapolis ... (Soo Line)	....	12 45 Noon	.....	.....
Arr. St Paul ... "	....	1 30 P M	.....	.....

Trains marked * run daily; 6 stops only to leave passengers. Meals.

WEST AND SOUTH.

STATIONS AND ROUTES.	Mls	Shasta Limited. No. 11	Oregon Express. No. 15	Portland Express. No. 13
Lve. St. Paul ... (Soo Line)	....	10 00 P M	.....	.....
Lve. Minneapolis ... "	....	10 45 P M	.....	.....
Lve. Portal ... (Can. Pac.)	....	1 10 P M	.....	.....
Lve. Spokane ... (O. R. & N.)	....	7 00 P M	.....	.....
Arr. Portland ... "	....	9 00 A M	.....	.....
Lve. St. Paul ... (G. N.)	0	.....	11 15 A M	10 45 P M
Lve. Minneapolis ... "	10	.....	11 45 A M	11 20 P M
Lve. Spokane ... "	1489	.....	7 20 A M	8 45 P M
Arr. Seattle ... (N. P.)	1828	.....	8 15 P M	10 15 A M
Arr. Portland ... "	2013	.....	7 00 A M	8 35 P M
Lve. St. Paul ... (N. P.)	0	.....	.....	11 00 P M
Lve. Minneapolis ... "	10	.....	.....	11 50 P M
Lve. Helena ... "	1130	.....	.....	8 20 A M
Lve. Spokane ... "	1513	7 00 P M	7 00 P M	8 00 P M
Lve. Seattle ... "	1868	8 00 A M	8 00 A M	1 15 P M
Lve. Tacoma ... "	1909	9 40 A M	9 40 A M	3 05 P M
Arr. Portland ... "	2052	4 00 P M	4 00 P M	8 35 P M
Lve. Minneapolis ... (C. & N. W.)	....	.....	.....	9 30 P M
Lve. St. Paul ... "	....	.....	.....	10 10 P M
Lve. Chicago ... "	....	.....	.....	10 00 P M
Lve. Omaha ... (U. P.)	....	.....	.....	12 55 Noon
Lve. Kansas City ... "	0	.....	.....	10 25 P M
Lve. Cheyenne ... "	747	.....	.....	3 05 A M
Lve. Pocatello ... (O. S. L.)	1299	.....	.....	8 50 P M
Lve. Boise City ... (O. S. L.)	1524	.....	.....	2 50 A M
Lve. Huntington ... (O. R. & N.)	1626	.....	.....	5 50 A M
Lve. Spokane ... (O. R. & N.)	1548	.....	.....	.....
Lve. Walla Walla ... "	1802	.....	.....	9 00 A M
Arr. Portland ... "	2030	.....	.....	6 00 P M
Lve. Portland ... (So. Pac.)	0	*8 00 P M	*7 45 P M	*1 30 A M
Lve. Albany ... "	80	8 30 P M	10 57 P M	4 18 A M
Lve. Eugene ... "	123	9 48 P M	12 32 Night	5 48 A M
Lve. Roseburg ... "	198	12 41 Night	4 05 A M	9 00 A M
Lve. Ashland ... "	341	6 25 A M	11 35 A M	4 30 P M
Lve. Thrall ... "	382	– –	2 25 P M	7 25 P M
Lve. Klamath Falls ... (So. Pac.)	0	.....	7 40 A M	.....
Arr. Weed ... "	95	.....	12 01 Noon	.....
Lve. Weed ... (So. Pac.)	422	– –	4 30 P M	9 30 P M
Lve. Sisson ... "	434	– –	6 18 P M	10 07 P M
Lve. Shasta Springs ... "	445	11 11 A M	6 30 P M	10 58 P M
Lve. Dunsmuir ... "	440	11 30 A M	7 05 P M	11 25 P M
Lve. Redding ... "	512	– –	10 45 P M	2 35 A M
Lve. Red Bluff ... "	547	3 20 P M	12 15 Night	4 20 A M
Arr. Tehama ... "	558	3 38 P M	12 40 Night	4 45 A M
Lve. Tehama ... (So. Pac.)	0	3 38 P M	.....	4 45 A M
Lve. Wyo ... "	20	– –	.....	5 30 A M
Lve. Willows ... "	36	– –	.....	6 09 A M
Lve. Woodland ... "	101	– –	.....	8 49 A M
Arr. Davis ... "	111	8 30 P M	.....	9 15 A M
Arr. Sacramento ... "	124	.....	.....	10 55 A M
Lve. Tehama ... (So. Pac.)	558	.....	12 40 Night	.....
Lve. Chico ... "	586	.....	1 40 A M	.....
Lve. Marysville ... "	630	.....	3 20 A M	.....
Lve. Roseville ... "	664	.....	4 45 A M	.....
Arr. Sacramento ... "	682	.....	5 30 A M	.....
Lve. Sacramento ... (So. Pac.)	682	.....	5 45 A M	.....
Lve. Davis ... "	695	6 35 P M	6 10 A M	9 23 A M
Lve. Suisun ... "	722	– –	7 04 A M	10 11 A M
Lve. Benicia ... "	739	7 40 P M	7 40 A M	10 42 A M
Lve. Port Costa ... "	740	8 00 P M	8 12 A M	11 05 A M
Arr. Oakland (16th St.) ... "	765	8 44 P M	8 56 A M	11 55 A M
Arr. Berkeley ... (So. Pac.)	770	.....	9 20 A M	12 20 Noon
Arr. Alameda (Park St.) ... "	774	.....	9 41 A M	12 42 Noon
Arr. Oakland Pier ... (So. Pac.)	767	8 50 P M	9 05 A M	12 02 Noon
Arr. San Francisco ... "	772	9 18 P M	9 48 A M	12 28 Noon
Arr. San Jose ... (So. Pac.)	....	.....	12 15 Noon	.....
Arr. Fresno ... "	....	.....	6 10 P M	6 10 P M
Arr. Santa Barbara ... "	....	.....	4 40 A M	4 40 A M
Arr. Los Angeles ... "	....	.....	7 05 A M	7 05 A M

SHASTA ROUTE EQUIPMENT.

Trains Nos. 14 and 13—Portland Express.

Reclining Chair Cars: San Francisco and Portland.

Pullman Standard Sleeper: Berths, Sections, Drawing-rooms. San Francisco and Portland.

Pullman Tourist Sleepers: Berths, Sections. San Francisco and Portland.

Dining Car: Meals a la carte. Oakland and Portland.

Trains Nos. 16 and 15—Oregon and California Express.

Reclining Chair Cars: San Francisco and Portland.

Pullman Standard Sleepers: Berths. Sections. Drawing-rooms. San Francisco and Portland. San Francisco and Dunsmuir. Ashland and Portland.

Pullman Tourist Sleepers: Berths, Sections. San Francisco and Portland.

Dining Car: Meals a la carte. Sacramento to Roseburg. Roseburg to Oakland.

Trains No. 11 and 12—Shasta Limited.—Electric Lighted.

Pullman Standard Sleepers: Drawing-rooms, Compartments, Berths, Sections. San Francisco and Portland. Annex Sleeper to Seattle.

Observation Car: Buffet, Library, Market Report. San Francisco and Portland.

Dining Car: Meals a la carte. San Francisco and Portland.

SHASTA SPRINGS ON ROAD OF A THOUSAND WONDERS.

Ten days' stop-over allowed on first and second-class rail and Pullman tickets, June 1st to October 15th.

SOUTHERN PACIFIC.

SAN FRANCISCO, OAKLAND AND PORTLAND.

14	16	12	20-30	20-36	Ms	November 18, 1909.	15	13	11	29-19	35-19
P M	P M	P M	A M	A M	...	(Market St. Depot.)	A M	Noon	P M	P M	P M
*1140	*320	*800	*7 00	*7 00	0	lv. + S. Francisco ♁ ar.	9 48	12 28	9 18	7 28	7 28
12 08	3 50	8 30	7 28	7 28	4	....Oakland Pier.. ♁	9 12	12 02	8 50	7 05	7 05
12 14	3 57	8 38	7 34	7 34	6	+ Oakland (16th St.) ♁	9 05	11 55	8 43	6 58	6 58
— —	— —	— —	7 50	7 50	14	.....Stege..... ♁	— —	— —	— —	b6 41	b6 41
12 28	■—	— —	7 54	7 54	16	.....Richmond... ♁	g—	g—	— —	6 38	6 38
— —	— —	— —	7 58	7 58	18	.....San Pablo... ♁	— —	— —	— —	b6 35	b6 35
b1242	— —	— —	8 13	8 13	24	.....Pinole..... ♁	— —	— —	— —	6 21	6 21
— —	— —	— —	8 25	8 25	29	....Vallejo Jn... ♁	g—	g—	— —	6 10	6 10
— —	— —	— —	8 28	8 28	30	.....Crockett.... ♁	— —	— —	— —	6 07	6 07
12 58	3 40	— —	8 37	8 37	32	....Port Costa.. ♁	8 12	11 05	8 00	6 00	6 00
1 23	1005	— —	8 55	8 55	33	.....Benicia..... ♁	7 40	10 42	7 41	5 35	5 35
1 57	1038	— —	9 31	9 31	49	.....Suisun ..... ♁	b704	h—	— —	4 53	4 53
— —	— —	— —	9 37	9 37	53	.....Tolenas..... ♁	— —	— —	— —	4 44	4 44
2 18	— —	— —	9 54	9 54	60	.....Elmira..... ♁	b642	h—	— —	4 30	4 30
— —	— —	— —	10 01	10 01	65	.....Batavia..... ♁	— —	— —	— —	4 18	4 18
■—	— —	— —	10 07	10 07	68	.....Dixon..... ♁	6 25	h—	— —	4 13	4 13
2 50	— —	8 45	10 25	10 34	77	.....Davis..... ♁	b610	9 23	6 35	3 58	3 58
.....	1155	.....	.....	11 00	90	ar. + Sacramento ♁ lv.	5 45	.....	.	.....	3 30
.....	.....	.....	*1005	.....	0	lve.. Sacramento. arr.	.....	10 55	.....	4 45	.....
*3 00	.....	8 50	10 40	.....	13	.....Davis..... ♁	.....	9 15	6 39	3 45	.....
3 23	.....	— —	11 03	.....	23	.....Woodland.... ♁	.....	8 49	— —	3 26	.....
3 36	.....	— —	11 15	.....	28	.....Yolo..... ♁	.....	8 35	— —	3 09	.....
3 52	.....	— —	11 30	.....	33	.....Zamora ..... ♁	.....	8 25	— —	2 57	.....
4 09	.....	— —	11 50	.....	41	.....Dunnigan.... ♁	.....	8 07	— —	2 40	.....
4 37	.....	— —	‖1240	.....	51	.....Arbuckle.... ♁	.....	7 44	— —	2 18	.....
5 03	.....	— —	1 06	.....	62	.....Williams.... ♁	.....	7 14	— —	1 53	.....
5 15	.....	— —	1 17	.....	67	....Colusa Jn... ♁	.....	7 04	— —	1 41	.....
5 24	.....	— —	1 30	.....	71	.....Maxwell..... ♁	.....	6 52	— —	1 30	.....
5 45	.....	— —	1 48	.....	80	.....Norman.....	.....	6 32	— —	1 09	.....
6 09	.....	— —	2 05	.....	88	.....Willows..... ♁	.....	6 09	— —	‖1250	.....
6 26	.....	— —	2 19	.....	94	....Germantown.. ♁	.....	5 54	— —	12 15	.....
6 42	.....	— —	2 37	.....	90	.....Orland..... ♁	.....	5 35	— —	11 54	.....
6 46	.....	— —	2 40	.....	91	.....Wyo..... ♁	.....	5 30	— —	11 50	.....
7 10	.....	— —	3 02	.....	116	.....Corning..... ♁	.....	5 03	— —	11 23	.....
7 30	.....	1138	3 20	.....	124	arr...Tehama ♁ lve.	.....	4 45	3 58	11 05	.....
.....	1220	.....	.....	11 40	90	lve.. Sacramento. arr.	5 30	.....	.....	3 15	.....
.....	— —	.....	.....	12 13	104	.....Antelope.....	— —	.....	.....	2 42	.....
.....	1 00	.....	.....	12 20	108	.....Roseville... ♁	4 45	.....	.....	2 36	.....
.....	1 20	.....	.....	12 42	118	.....Lincoln..... ♁	4 20	.....	.....	2 19	.....
.....	— —	.....	.....	12 56	126	.....Sheridan.....	— —	.....	.....	2 05	.....
.....	1 40	.....	.....	1 02	129	....Wheatland... ♁	3 55	.....	.....	1 58	.....
.....	2 12	.....	.....	1 30	142	....Marysville.. ♁	3 20	.....	.....	1 30	.....
.....	— —	.....	.....	1 48	151	.....Sunset.....	— —	.....	.....	1 07	.....
.....	— —	.....	.....	1 55	153	.....Live Oak..... ♁	— —	.....	.....	1 02	.....
.....	3 02	.....	.....	2 07	159	.....Gridley..... ♁	2 35	.....	.....	12 49	.....
.....	3 10	.....	.....	2 18	163	.....Biggs..... ♁	2 26	.....	.....	12 42	.....
.....	— —	.....	.....	2 37	173	.....Nelson.....	— —	.....	.....	12 22	.....
.....	4 00	.....	.....	2 50	179	.....Durham..... ♁	— —	.....	.....	12 10	.....
.....	— —	.....	.....	3 05	186	.....Chico..... ♁	1 40	.....	.....	11 59	.....
.....	4 42	.....	.....	3 20	193	.....Nord.....	— —	.....	.....	11 40	.....
.....	— —	.....	.....	3 44	204	.....Vina..... ♁	1 00	.....	.....	11 15	.....
.....	— —	.....	.....	3 58	212	.....Molinos.....	— —	.....	.....	11 00	.....
.....	4 58	.....	.....	4 05	213	arr...Tehama ♁ lve.	1240	.....	.....	10 55	.....
7 30	4 58	1158	3 20	4 05	213	lve...Tehama.. arr.	1240	4 45	3 58	11 05	10 55
8 10	5 40	1206	3 50	4 40	225	.....Red Bluff... ♁	1216	4 20	3 20	*1040	10 30
8 48	6 15	— —	P M	5 11	242	.....Cottonwood.. ♁	1122	3 20	— —	A M	9 40
9 25	6 55	— —	.....	1805	260	.....Redding... ♁	1045	2 35	— —	.....	8 55
9 35	— —	— —	.....	8 15	262	...Middle Creek...	— —	— —	— —	.....	8 43
9 45	7 12	— —	.....	8 25	265	.....Keswick.... ♁	1029	2 18	— —	.....	8 35
10 12	7 39	— —	.....	8 43	273	.....Coram..... ♁	1000	1 56	— —	.....	8 10
10 25	7 52	— —	.....	8 57	277	.....Kennet..... ♁	9 53	1 45	— —	.....	7 52
11 20	8 45	— —	.....	7 55	298	.....Delta..... ♁	8 45	12 46	— —	.....	6 45
11 30	9 00	— —	.....	8 05	302	.....Lamoine..... ♁	8 33	12 35	— —	.....	6 33
12 02	9 33	— —	.....	8 35	311	.....Sims..... ♁	8 00	12 01	— —	.....	6 10
12 25	9 52	— —	.....	8 52	317	.....Castella..... ♁	7 55	11 44	— —	.....	5 32
12 28	9 55	— —	.....	8 55	318	....Castle Rock....	7 16	11 41	— —	.....	5 46
1 10	1030	3 55	.....	9 15	323	.....Dunsmuir... ♁	7 05	11 26	1130	.....	*5 30
1 21	1038	— —	.....	P M	325	...Shasta Retreat..	6 58	10 58	— —	.....	A M
1 40	1055	— —	.....	.....	327	.Shasta Springs.	6 50	10 55	*1111	.....	.....
2 10	— —	— —	.....	.....	333	.....Mott..... ♁	5 46	— —	10 15	.....	.....
2 35	1144	— —	.....	.....	338	.....Sisson..... ♁	5 18	10 07	— —	.....	.....
2 44	— —	— —	.....	.....	341	.....Upton..... ♁	— —	9 58	— —	.....	.....
3 20	1220	— —	.....	.....	350	.....Weed..... ♁	*430	*9 30	— —	.....	.....
P M	Noon	A M	.....	.....	...	ARRIVE].....	[LEAVE	P M	P M	A M	.....

‖ Meals. + Conon stations. ♁ Telegraph stations.

Motor Train—Leaves Sacramento *8 30 a.m., arrives Chico 11 54 a.m.

■ Stops on special order to pick up through passengers for stations east of Reno, Dunsmuir or Los Angeles.

Motor Train—Leaves Chico *3 10 p.m., arrives Sacramento 6 50 p.m.

18	16	14	12	Mls	November 28, 1909.	15	13	11	19
.....	P M	P M	P M	....	(Market St. Depot.)	A M	Noon	P M	.....
.....	*8 20	*1140	*6 00	0	lve. San Francisco ♁ arr.	9 48	12 28	9 18	.....
.....	12 20	3 20	— —	350	arr.....Wood.....lve.	4 30	9 30	— —	.....
.....	12 20	3 20	— —	350	lve.....Wood ♁...arr.	4 30	9 30	— —	.....
.....	12 35	3 35	— —	355	.....Edgewood.... ♁	4 19	9 05	— —	.....
.....	12 50	3 50	— —	362	.....Gazelle..... ♁	3 58	8 45	— —	.....
.....	1 12	4 20	— —	377	.....Montague..... ♁	3 13	8 10	— —	.....
.....	1 32	4 43	— —	387	.....Ager..... ♁	2 35	7 35	— —	.....
.....	1 38	4 50	— —	390	.....Thrall..... ♁	2 25	7 25	— —	.....
.....	— —	4 58	— —	392	.....Klamathon.....	— —	7 18	— —	.....
.....	2 00	5 15	6 45	395	.....Hornbrook.... ♁	2 19	7 10	8 45	.....
.....	— —	5 50	— —	404	.....Cole.....	— —	6 28	— —	.....
A M	3 25	6 40	— —	414	.....Siskiyou..... ♁	12 45	5 40	— —	Night
*7 35	4 55	8 10	9 00	431	.....Ashland..... ♁	11 35	4 30	6 25	12 16
7 46	5 06	8 21	— —	436	.....Talent.....	10 54	3 53	— —	12 01
7 51	5 11	8 28	— —	438	.....Phoenix.....	10 46	3 44	— —	11 54
8 04	5 24	8 39	9 25	443	.....Medford..... ♁	10 35	3 32	5 47	11 43
8 12	5 34	8 48	— —	447	.....Central Point.....	10 20	3 16	— —	11 33
8 35	6 00	9 15	— —	459	.....Gold Hill ..... ♁	9 52	2 45	— —	11 07
8 49	6 17	9 28	— —	466	.....Woodville.....	9 31	2 25	— —	10 51
9 10	6 35	9 47	10 20	475	.....Grants Pass..... ♁	9 10	2 04	4 47	10 33
9 32	7 00	10 11	— —	484	.....Merlin..... ♁	8 37	1 28	— —	10 11
9 47	7 17	— —	— —	489	.....Hugo.....	8 25	1 16	— —	9 56
10 08	7 40	10 51	— —	495	.....Leland..... ♁	7 56	12 46	— —	9 30
10 30	7 59	11 09	— —	503	.....Wolf Creek..... ♁	7 35	12 20	— —	9 07
10 52	8 21	11 31	— —	509	.....Glendale..... ♁	7 10	11 53	— —	8 43
11 05	8 30	— —	— —	513	.....Reuben.....	6 56	11 36	— —	8 30
11 35	9 01	— —	— —	523	.....West Fork..... ♁	6 26	11 05	— —	7 58
12 03	9 32	— —	— —	533	.....Nichols.....	5 50	10 33	— —	7 32
12 33	10 04	1 14	— —	546	.....Riddle..... ♁	5 17	10 00	— —	6 58
12 44	10 16	1 27	— —	552	.....Myrtle Creek.. ♁	5 00	9 51	— —	6 45
1 09	10 42	1 52	— —	563	.....Dillard..... ♁	4 31	9 24	— —	6 18
1 19	10 53	— —	— —	569	.....Green.....	4 17	9 11	— —	6 05
1 30	11 05	2 15	2 25	574	arr... Roseburg ♁ . lve.	4 05	9 00	12 41	5 55
1 50	11 20	2 25	2 30	574	lve... Roseburg ... arr.	3 45	8 45	12 36	5 35
2 02	— —	— —	— —	579	.....Winchester.....	— —	— —	— —	5 22
2 10	— —	— —	— —	583	.....Wilbur.....	— —	— —	— —	5 09
2 27	11 59	3 06	— —	590	.....Oakland..... ♁	3 06	8 05	— —	4 47
2 42	— —	— —	— —	597	.....Isadora.....	— —	— —	— —	4 31
2 48	— —	— —	— —	599	.....Rice Hill.....	— —	— —	— —	4 28
3 02	12 37	— —	— —	606	.....Yoncalla..... ♁	— —	7 28	— —	4 08
3 14	12 54	3 52	— —	610	.....Drain..... ♁	2 17	7 15	— —	3 53
3 20	— —	— —	— —	613	.....Leona.....	— —	— —	— —	3 47
3 53	— —	— —	— —	620	.....Comstock..... ♁	— —	— —	— —	3 33
4 02	1 48	4 43	— —	628	....Cottage Grove... ♁	1 26	6 30	— —	3 12
4 06	— —	4 49	— —	630	.....Saginaw.....	— —	— —	— —	3 03
4 13	— —	4 53	— —	632	.....Walker.....	— —	— —	— —	2 58
4 25	— —	5 03	— —	637	.....Creswell..... ♁	— —	— —	— —	2 46
4 55	— —	5 13	— —	642	.....Goshen.....	— —	— —	— —	2 33
4 46	— —	5 21	— —	646	...Springfield Junc.. ♁	— —	— —	— —	2 22
4 55	2 43	5 30	5 21	648	.....Eugene..... ♁	12 32	5 48	8 48	2 15
5 05	— —	5 38	— —	654	.....Irving.....	— —	— —	— —	1 58
5 25	3 10	6 03	— —	662	.....Junction City... ♁	12 02	5 24	— —	1 40
5 36	— —	6 15	— —	666	.....Harrisburg..... ♁	— —	— —	— —	1 28
6 03	— —	6 35	— —	675	.....Halsey..... ♁	— —	— —	— —	1 10
6 15	— —	6 47	— —	680	.....Shedd..... ♁	— —	— —	— —	12 56
6 28	— —	7 00	— —	686	.....Tangent.....	— —	— —	— —	12 48
7 05	4 18	7 18	6 50	692	.....Albany..... ♁	10 57	4 18	8 50	12 35
7 28	— —	7 38	— —	701	.....Jefferson..... ♁	— —	— —	— —	11 50
7 50	— —	8 00	— —	712	.....Turner..... ♁	— —	— —	— —	11 25
8 02	— —	8 07	— —	714	.....Reform School.....	— —	— —	— —	11 17
8 15	5 15	8 20	7 45	719	.....Salem..... ♁	9 58	3 31	7 43	11 01
8 28	— —	8 33	— —	724	.....Chemawa.....	— —	— —	— —	10 49
8 46	— —	8 56	— —	733	.....Gervais..... ♁	— —	— —	— —	10 26
8 56	5 56	9 08	— —	736	.....Woodburn.... ♁	9 16	2 35	— —	10 14
9 07	— —	9 1[illegible]	— —	740	.....Hubbard..... ♁	— —	— —	— —	10 02
9 17	— —	9 31	— —	744	.....Aurora..... ♁	— —	— —	— —	9 51
9 21	— —	9 36	— —	746	.....Barlow.....	— —	— —	— —	9 44
9 26	— —	9 40	— —	748	.....Canby..... ♁	— —	— —	— —	9 40
9 35	— —	9 48	— —	751	.....New Era.....	— —	— —	— —	9 30
9 49	6 44	10 03	— —	756	.....Oregon City... ♁	8 27	2 14	— —	9 17
10 00	— —	10 15	— —	761	.....Clackamas.....	— —	— —	— —	9 05
10 30	7 21	10 50	— —	770	.. East Morrison St...	7 55	— —	— —	8 40
10 35	7 25	10 55	— —	771	....East Portland... ♁	7 50	— —	— —	8 35
10 40	7 30	11 00	8 30	772	.....Portland..... ♁	*7 45	*1 30	*6 00	*8 30
P M	A M	A M	P M	....	ARRIVE]	[LEAVE	P M	P M	A M

Additional Trains—Leaves Roseburg *9 15 a.m., arrives Portland 5 30 p.m. Leaves Portland *4 15 p.m., arrives Roseburg 1 10 a.m. Leaves Woodburn *7 45 a.m., arrives Portland 9 30 a.m., Silverton *7 00 a.m., Woodburn 8 05 p.m., arrives Silverton 8 50 p.m.

Additional Trains—Leaves Sacramento *5 40 p.m., Marysville 6 55 p.m., arrives Tehama 8 00 p.m., Red Bluff 8 25 p.m. Leaves Red Bluff *5 10 a.m., Tehama 5 33 a.m., Marysville 7 55 a.m., arrives Sacramento 9 45 a.m.

* Daily; *b* stops to leave passengers; *g* stops to leave from north of Ashland; *h* stops to leave from north of Davis; *i* stops to leave from east of Sparks; *j* stops to leave from east of Sparks and north of Ashland.

YAMHILL DIVISION.

75	77	M	November 28, 1909.	74	76
P M	A M	..	LEAVE] [ARRIVE	A M	P M
*4 30	*7 40	0	.....Portland..... ♁	10 15	5 55
4 55	8 05	8	.....Oswego..... ♁	9 50	5 28
5 28	8 31	17	.....Sherwood..... ♁	9 23	4 55
5 55	9 05	26	.....Newberg..... ♁	8 42	4 14
6 02	9 12	29	..Dundee Junction..	8 32	4 02
6 19	9 29	33	.....Lafayette..... ♁	8 11	3 40
6 50	10 10	43	.....Whiteson..... ♁	7 45	3 04
7 30	.....	57	arr.....Sheridan ♁ . lve.	*7 00	.....
7 25	10 35	59	.....Perrydale.....	7 13	2 40
8 00	11 05	63	.....Dallas..... ♁	6 45	2 10
8 25	2 50	70	Monmouth ♁ (*I. & M.*)	*6 15	*1105
P M	3 26	79	Airlie.....	A M	*8 15
.....	P M	..	ARRIVE] [LEAVE	.....	A M

LIMES IN OREGON—West Side Division.

3	1	M	November 28, 1909.	2	4
P M	A M	..	LEAVE] [ARRIVE	P M	A M
*4 00	*7 20	0	.....Portland..... ♁	6 20	10 30
4 26	7 48	7	.....Bertha.....	5 50	9 58
5 10	8 24	21	.....Hillsboro..... ♁	4 58	9 12
5 30	8 39	26	.....Forest Grove..... ♁	4 33	8 55
6 05	9 13	39	.....North Yamhill.....	3 55	8 12
6 36	9 44	50	.....McMinnville..... ♁	3 27	7 47
6 45	9 54	54	.....Whiteson..... ♁	3 15	*7 38
P M	10 44	76	.....Independence..... ♁	2 20	A M
.....	11 30	97	.....Corvallis..... ♁	*1 30	....
.....	A M	..	ARRIVE] [LEAVE	P M	.....

Lebanon Br.—Trains lve. Albany for Tallman and Lebanon (13 m.) †12 25 noon, *8 20 p.m. Ret'g, lve. Lebanon *6 20 a.m., †5 15 p.m. Lvs. Albany for Tallman †2 25 p.m. Ret'g, lvs. Tallman †6 25 a.m.

SPRINGFIELD BRANCH.

45	47	Ms	November 28, 1909.	46	48	50
P M	A M	...	LEAVE] [ARRIVE	A M	P M	....
†615	†1015	0	....Woodburn .. ♁	8 50	3 20	....
6 35	11 00	6	...Mount Angel.. ♁	8 30	2 55	....
7 05	11 10	10	.....Silverton.... ♁	8 20	†225	....
8 25	A M	33	....Shelburn	6 15	P M	....
9 05	═══	40	.....Crabtree.....	*5 45	═══	A M
P M	†3 00	47	.....Tallman..... ♁	A M	═══	6 15
═══	4 00	60	....Brownsville.... ♁	═══	88	5 40
P M	4 55	79	.....Coburg..... ♁	P M	P M	4 35
†130	5 15	88	....Springfield.. ♁	.....	5 10	†410
1 34	P M	90	Mohawk Junction	86	5 05	A M
2 50	A M	105	arr. Wendling ♁ lve.	A M	†550	....
P M	†6 50	88	lve. Springfield arr.	7 25	P M	....
....	7 05	93	.....Natron..... ♁	†7 10	....	....
.....	A M	...	ARRIVE] [LEAVE	A M	.....	....

SOUTHERN PACIFIC.

SAN FRANCISCO, OAKLAND, ALAMEDA, BERKELEY, SACRAMENTO, WOODLAND, YUBA CITY, MARYSVILLE, OROVILLE, VALLEJO, NAPA, ST. HELENA, CALISTOGA, SANTA ROSA, VACAVILLE, RUMSEY.

14	16	48	44	66	18	8	46	4	54	42	20-22	Mls	*November 18, 1909.*	23	15	41	65	81	17	47	13	43	45	35-49	109
P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M	A M		(*Market St. Depot.*)	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M
*11 40	*8 20	*5 00	*4 00	*3 00	*3 00	*10 20	*9 40	*9 00	*8 20	*7 40	*7 00	0	lv. + **San Francisco** ♁ ar.	7 48	9 48	9 28	10 37	10 28	10 48	11 28	12 28	6 08	6 48	7 26	10 38
12 08	8 50	5 28	4 28	.....	3 26	10 48	10 06	9 30	8 47	8 07	7 28	4	lv..Oakland Pier ♁ .ar.	7 18	9 12	9 01	.....	10 02	10 20	11 00	12 02	5 45	6 15	7 05	10 10
11 21	7 46	6 46	5 46	.....	2 46	10 24	9 46	8 46	8 24	7 46	*6 46	....	lv..**Alameda (Park St.)**.ar.	7 41	9 41	9 41	.....	10 42	10 42	11 42	12 42	6 22	6 42	7 42	....
11 17	8 37	5 47	4 07	.....	3 07	10 27	9 47	9 07	8 27	7 47	7 07	....	lve...**Berkeley**...arr.	7 40	9 20	9 20	.....	10 20	10 40	11 20	12 20	6 00	6 40	7 20	....
12 14	8 57	5 34	4 34	.....	3 31	10 55	10 12	9 26	8 53	8 13	7 34	6	lv + **Oakland (16th St.)** ♁ ar	7 11	9 05	8 54	.....	9 56	10 14	10 53	11 55	5 40	6 07	6 56	10 04
—	—	—	—	—	3 48	—	10 29	—	—	—	7 50	14	.....Stege.....♁	6 57	—	8 34	Via Tiburon.	—	9 58	—	—	—	5 50	a6 41	—
12 28	■ —	b5 49	4 49	.....	3 49	11 11	10 33	■ —	9 09	—	7 54	16	.....Richmond.....♁	6 54	g —	8 30		—	9 55	—	g —	—	5 46	6 38	9 48
—	—	—	—	—	3 53	—	10 37	—	—	—	7 58	18	.....San Pablo.....♁	—	—	8 27		—	9 52	—	—	—	5 43	a6 35	9 46
—	—	—	—	—	3 56	—	10 42	—	—	—	8 02	20	.....Giant.....	—	—	8 20		—	9 47	—	—	—	5 39	a6 30	—
a12 42	—	b6 02	—	—	4 07	—	10 52	—	—	—	8 13	24	.....Pinole.....♁	—	—	8 11		—	9 38	—	—	—	5 31	6 21	9 35
—	—	—	—	—	4 13	—	10 57	—	—	—	8 18	26	.....Rodeo.....	—	—	8 05		—	9 33	—	—	—	5 26	—	—
—	—	6 12	5 08	.....	4 19	11 34	11 04	—	—	8 48	8 25	29	arr..**Vallejo Junc.** ♁ lve.	—	g —	7 59		—	9 27	10 16	g —	5 02	5 19	6 10	—
.....	.....	6 14	5 15	.....	.....	11 36	.....	.....	.....	8 56	.....	29	lve...**Vallejo Junc.**..arr.	.....	.....	7 55	.....	.....	.....	10 12	.....	4 50	.....	6 10	....
.....	.....	6 40	5 48	.....	.....	12 01	.....	.....	.....	9 30	.....	33	ar..**N. Vallejo Wharf**.lv.	.....	.....	*7 20	.....	.....	.....	*9 45	.....	*4 10	.....	*5 48	....
.....	.....	.....	5 15	.....	.....	11 36	.....	.....	.....	8 56	.....	29	lve...**Vallejo Junc.**..arr.	.....	.....	7 55	.....	.....	.....	10 12	.....	4 50	.....	P M	....
.....	.....	.....	5 38	.....	.....	11 50	.....	.....	.....	9 20	.....	31	....South Vallejo.....	.....	.....	7 30	.....	.....	.....	9 55	.....	4 25	.....	.....	....
.....	.....	.....	5 41	.....	.....	11 53	.....	.....	.....	9 23	.....	32	....North Vallejo.....	.....	.....	7 26	.....	.....	.....	9 50	.....	4 18	.....	.....	....
.....	.....	.....	5 54	.....	.....	12 05	.....	.....	.....	9 35	.....	38	...**Napa Junction**.♁	.....	.....	7 14	.....	.....	.....	*9 35	.....	4 07	.....	.....	....
.....	.....	.....	6 14	.....	.....	12 25	.....	.....	.....	9 53	.....	46	+.....Napa.....♁	.....	.....	6 54	.....	.....	.....	A M	.....	3 47	.....	.....	....
.....	.....	.....	6 34	5 20	.....	Noon	.....	.....	.....	10 17	.....	55	.....Yountville.....♁	.....	.....	6 34	8 09	.....	.....	.....	.....	3 26	.....	.....	....
.....	.....	.....	6 42	5 27	.....	.....	.....	.....	.....	10 25	.....	58	.....Oakville.....♁	.....	.....	6 25	7 59	.....	.....	.....	.....	3 18	.....	.....	....
.....	.....	.....	6 47	5 32	.....	.....	.....	.....	.....	10 30	.....	60	.....Rutherford.....♁	.....	.....	6 21	7 53	.....	.....	.....	.....	3 13	.....	.....	....
.....	.....	.....	7 18	5 55	.....	.....	.....	.....	.....	11 00	.....	73	arr..**Calistoga** ♁ .lve.	.....	.....	*5 50	*7 25	.....	.....	.....	.....	*2 45	.....	.....	....
.....	.....	.....	5 15	P M	.....	11 36	.....	.....	.....	8 56	.....	29	lve...**Vallejo Junc.**..arr.	.....	.....	7 55	A M	.....	.....	.....	.....	4 50	.....	.....	....
.....	.....	.....	5 28	.....	.....	11 50	.....	.....	.....	9 10	.....	31	....South Vallejo.....	.....	.....	7 40	.....	.....	.....	.....	.....	4 34	.....	.....	....
.....	.....	.....	5 31	.....	.....	11 53	.....	.....	.....	9 13	.....	32	....North Vallejo.....	.....	.....	7 37	.....	.....	.....	.....	.....	4 31	.....	.....	....
.....	.....	.....	5 47	.....	.....	12 05	.....	.....	.....	9 27	.....	38	...**Napa Junction**.♁	.....	.....	7 24	.....	.....	.....	.....	.....	4 19	.....	.....	....
.....	.....	.....	6 00	.....	.....	Noon	.....	.....	.....	9 42	.....	43	.....Buchli.....♁	.....	.....	7 11	.....	.....	.....	.....	.....	4 02	.....	.....	....
.....	.....	.....	6 23	.....	.....	.....	.....	.....	.....	10 05	.....	55	.....El Verano.....♁	.....	.....	6 49	.....	.....	.....	.....	.....	3 38	.....	.....	....
.....	.....	.....	6 38	.....	.....	.....	.....	.....	.....	10 20	.....	60	.....Glen Ellen.....	.....	.....	6 37	.....	.....	.....	.....	.....	3 22	.....	.....	....
.....	.....	.....	6 52	.....	.....	.....	.....	.....	.....	10 35	.....	65	.....Kenwood.....♁	.....	.....	6 26	.....	.....	.....	.....	.....	3 10	.....	.....	....
.....	.....	.....	7 15	.....	.....	.....	.....	.....	.....	11 00	.....	75	arr.**Santa Rosa** ♁ lve.	.....	.....	*6 00	.....	.....	.....	.....	.....	*2 45	.....	.....	....
—	—	6 12	5 16	.....	4 19	11 34	11 04	—	—	8 55	8 25	29	lve..**Vallejo Junc.** ♁ arr.	—	g —	7 52	.....	—	9 27	10 16	g —	4 52	5 19	6 10	—
—	—	b6 14	5 18	.....	4 22	—	11 06	—	—	8 57	8 28	30	.....Crockett.....♁	—	—	7 50	.....	—	9 25	10 14	—	4 50	5 16	6 07	—
12 58	8 40	6 18	5 25	.....	4 29	11 42	11 13	10 20	9 40	9 04	8 37	32	.....**Port Costa**...♁	6 25	8 12	*7 45	.....	*9 12	9 20	10 10	11 05	*4 45	*5 10	6 00	—
1 23	10 06	6 35	P M	.....	4 45	A M	A M	10 42	A M	A M	8 55	33	.....Benicia.....♁	6 00	7 40	A M	.....	A M	9 00	9 53	10 42	P M	P M	5 35	9 03
—	—	—	—	.....	4 48	.....	.....	.....	.....	.....	8 58	35	.....Army Point.....	—	—	—	.....	.....	8 53	—	—	.....	.....	5 23	—
—	—	—	—	.....	4 57	.....	.....	—	.....	.....	9 06	39	.....Goodyear.....♁	—	—	.....	.....	.....	8 43	—	—	.....	.....	5 15	—
1 57	10 38	7 02	.....	.....	5 28	.....	11 24	.....	.....	.....	9 31	50	.....**Suisun**.....♁	a5 28	a7 04	.....	.....	.....	8 23	9 21	t10 11	.....	.....	4 53	8 29
—	—	—	—	.....	5 34	.....	—	.....	.....	.....	9 37	53	.....Tolenas.....♁	—	—	.....	.....	.....	8 13	—	—	.....	.....	4 44	—
2 18	—	—	—	.....	5 55	.....	11 42	.....	.....	.....	9 54	60	arr....**Elmira** ♁ ..lve.	—	—	.....	.....	.....	7 58	—	—	.....	.....	4 30	8 09
.....	.....	.....	.....	.....	6 00	.....	.....	.....	.....	.....	9 57	60	lve....**Elmira**....arr.	.....	.....	.....	.....	.....	7 50	.....	.....	.....	.....	4 20	....
.....	.....	.....	.....	.....	6 10	.....	.....	.....	.....	.....	10 07	65	.....Vacaville.....♁	.....	.....	.....	.....	.....	7 40	.....	.....	.....	.....	4 05	....
.....	.....	.....	.....	.....	6 35	.....	.....	.....	.....	.....	10 40	77	.....Winters.....♁	.....	.....	.....	.....	.....	*7 10	.....	.....	.....	.....	3 03	....
.....	.....	.....	.....	.....	P M	.....	.....	.....	.....	.....	11 28	91	.....Esparto.....♁	.....	.....	.....	.....	.....	A M	.....	.....	.....	.....	2 15	....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 08	106	.....Guinda.....♁	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 18	....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 25	111	arr....**Rumsey**...lve.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	*1 00	....
2 18	—	—	—	.....	5 55	.....	11 42	.....	.....	.....	9 54	60	lve....**Elmira**....arr.	a5 10	a6 42	.....	.....	.....	7 58	—	e9 54	.....	.....	4 30	8 09
■ —	—	—	—	.....	6 04	.....	—	.....	.....	.....	10 01	65	.....Batavia.....♁	—	—	.....	.....	.....	7 47	—	—	.....	.....	4 18	—
.....	.....	.....	.....	.....	6 12	.....	—	.....	.....	.....	10 07	69	.....Dixon.....♁	—	6 25	.....	.....	.....	7 41	—	e —	.....	.....	4 13	7 57
2 50	—	—	—	92	6 30	.....	12 09	.....	.....	.....	10 25	77	arr.....**Davis** ♁ ..lve.	a4 45	a6 10	.....	93	.....	7 25	—	*9 23	.....	.....	3 58	7 45
A M	11 55	8 10	.....	P M	7 10	.....	12 35	.....	.....	.....	11 00	90	arr..**Sacramento** ♁ .lve.	*4 20	*5 45	.....	A M	.....	*7 00	*8 20	A M	.....	.....	*3 50	*7 15
.....	P M	.....	.....	*8 20	6 10	.....	.....	.....	.....	.....	10 00	0	lve. + **Sacramento**..arr.	.....	.....	.....	8 05	.....	7 55	A M	.....	.....	.....	4 35	P M
.....	.....	.....	.....	.....	6 45	.....	.....	.....	.....	.....	10 30	77	lve.....**Davis** ♁ ..arr.	.....	.....	.....	.....	.....	7 20	.....	.....	.....	.....	3 35	....
.....	.....	.....	.....	.....	7 10	.....	.....	.....	.....	.....	10 50	86	+...**Woodland**...♁	.....	.....	.....	.....	.....	7 00	.....	.....	.....	.....	3 16	....
.....	.....	.....	.....	.....	7 50	.....	.....	.....	.....	.....	11 10	95	...Knights Landing ♁	.....	.....	.....	.....	.....	6 37	.....	.....	.....	.....	2 52	....
.....	.....	.....	.....	▲	8 00	.....	.....	.....	.....	.....	11 40	109	.....Marcuse.....	.....	.....	.....	▲	.....	6 01	.....	.....	.....	.....	2 13	....
.....	.....	.....	.....	.....	8 15	.....	.....	.....	.....	.....	11 50	113	.....Abbott.....	.....	.....	.....	.....	.....	5 46	.....	.....	.....	.....	1 58	....
.....	.....	.....	.....	.....	8 40	.....	.....	.....	.....	.....	12 05	121	.....Yuba City.....♁	.....	.....	.....	.....	.....	5 23	.....	.....	.....	.....	1 43	....
.....	.....	.....	.....	10 15	8 50	.....	.....	.....	.....	.....	12 15	123	+ ...**Marysville**...♁	.....	.....	.....	6 05	.....	5 15	.....	.....	.....	.....	1 35	....
.....	.....	.....	.....	10 49	9 20	.....	.....	.....	.....	.....	12 50	137	.....Honcut.....	.....	.....	.....	5 34	.....	4 45	.....	.....	.....	.....	12 50	....
.....	.....	.....	.....	11 06	9 37	.....	.....	.....	.....	.....	1 06	144	.....Palermo.....	.....	.....	.....	5 17	.....	4 28	.....	.....	.....	.....	12 32	....
.....	.....	.....	.....	11 12	9 43	.....	34	.....	38	.....	1 12	147	.....Villa Verona.....	.....	.....	33	5 09	.....	4 22	.....	.....	37	.....	12 24	....
.....	.....	.....	.....	11 20	9 50	.....	P M	.....	A M	.....	1 20	150	arr....**Oroville** ♁ .lve.	.....	.....	A M	*5 00	.....	*4 15	.....	.....	P M	.....	*12 15	....
.....	.....	*10 40	.....	P M	P M	.....	*5 00	*2 50	*7 25	.....	P M	.....	lve..**Sacramento** ♁ .arr.	4 05	.....	9 30	A M	.....	A M	.....	.....	6 00	.....	Noon	....
.....	.....	11 58	.....	.....	.....	.....	6 20	2 00	8 42	.....	.....	.....	.....Newcastle.....♁	2 38	.....	8 20	.....	.....	.....	.....	.....	4 40	.....	.....	....
.....	.....	12 18	.....	.....	.....	.....	8 40	2 25	9 15	.....	.....	.....	.....Auburn.....♁	2 20	.....	8 08	.....	.....	.....	.....	.....	4 26	.....	.....	....
.....	.....	1 43	.....	.....	.....	.....	7 50	3 30	10 05	.....	.....	.....	.....**Colfax**.....♁	*1 23	.....	*7 25	.....	.....	.....	.....	.....	*3 50	.....	.....	....
.....	.....	A M	.....	.....	.....	.....	P M	P M	A M	.....	.....	.....	ARRIVE]	[LEAVE	.....	A M	.....	.....	.....	.....	.....	P M	.....	.....	.....

♁ Stops to leave from north of Ashland.

♁ Stops to leave from San Francisco and Oakland or on special order to pick up through passengers to go to Port Costa to take Nos. 26 or 12.

Via Tiburon.

■ Stops on special order to pick up through passengers for stations east of Reno, Dunsmuir or Los Angeles. ▲ Runs via Roseville.

g Stops to leave passengers; e stops to leave passengers from north of Davis.

Via Tiburon.

Trains marked * run daily; † daily, except Sunday. + Coupon stations. ♁ Telegraph stations.

● No Sunday connection from Alameda.

SAN FRANCISCO, HOLLAND, KLAMATH FALLS.

No. 40	Mls	*June 21, 1909.*	No. 39
.....	....	LEAVE] [ARRIVE	.....
*8 20 P M	0	..**San Francisco** ♁	9 48 A M
12 20 Night	90	...**Sacramento**....	5 30 A M
12 20 Noon	350	arr....**Wood** ♁ ..lve.	4 50 P M
*1 15 P M	350	lve.....**Wood**....arr.	12 01 Noon
2 31 "	374	.....Grass Lake...♁	10 45 A M
3 02 "	388	.....Bray.....♁	10 13 "
3 28 "	400	.....Mt. Hebron.....	9 46 "
3 35 "	402	.....Macdoel.....	9 40 "
4 38 "	421	.....Worden.....	8 39 "
4 47 "	424	.....Ady.....	8 28 "
5 03 "	428	.....Midland.....	8 12 "
5 20 "	437	.....Texum.....	7 55 "
5 35 P M	435	..**Klamath Falls**..	*7 40 A M
.....	....	ARRIVE] [LEAVE	.....

SACRAMENTO, FAIR OAKS, FOLSOM, PLACERVILLE.

62	Mls	*December, 1909.*	61
.....	....	LEAVE] [ARRIVE	.....
P M	....		A M
*5 15	....	...**Sacramento**. ♁	9 30
5 35	0	.....**Brighton**...♁	9 12
6 03	10	.....Jura.....	8 40
6 18	12	ar....**Fair Oaks** ♁ lv.	8 33
6 11	....	lv....**Fair Oaks**..ar.	8 32
6 28	10	.....Jura.....	8 23
6 39	16	.....Folsom.....♁	8 03
7 21	31	.....Latrobe.....♁	7 22
7 48	41	...Shingle Springs..♁	6 56
8 04	47	.....El Dorado...♁	6 42
8 13	49	..Diamond Springs ♁	6 35
8 25	53	....**Placerville**...♁	*6 25
P M	....	ARRIVE] [LEAVE	A M

COOS BAY, ROSEBURG & EASTERN RAILROAD.

Pas.	No. 1	Mls	*November 1, 1909.*	No. 2	Pas.
P M	.....	....	LEAVE] [ARRIVE	.....	P M
†3 10	†8 00 A M	0	...**Marshfield**...	12 00 Noon	6 30
4 00	.....	....	Beaver Hill ...	.....	†5 30
P M	9 10 A M	18	.....Coquille.....	10 30 A M	P M
.....	9 40 A M	28	..**Myrtle Point**..	†10 00 A M	.....
.....	.....	....	ARRIVE] [LEAVE	.....	.....

At Drain, Ore.—Connecting Road Drain to Marshfield Under Construction.—Stage leaves Roseburg 6 00 a.m. daily, arrives Marshfield 9 50 p.m. Ret'g, lvs. Marshfield 6 00 a.m., arr. Roseburg 9 50 p.m. Stage lvs. Drain 5 30 a.m. daily, except Sunday, arr. Marshfield (96 m.) about 11 00 p.m.; time varies according to tide. Lvs. Marshfield 5 30 a.m., arr. Drain 4 00 p.m.

Coos Bay Line.—Steamship *Breakwater* leaves Portland Wednesdays at 8 00 p.m. for Empire, North Bend and Marshfield.

SOUTHERN PACIFIC.

SAN FRANCISCO, OAKLAND, ALAMEDA, BERKELEY, SAN JOSE, STOCKTON, SACRAMENTO—VIA NILES.

■ Stops to leave passengers and on special order to take through passengers for stations east of Keno, Dunsmuir or Los Angeles.

STANDARD—*Pacific time.*

86	124	122	88	38	32	82	Mls	November 18, 1909.	87	181	81	37	121	311	173
P M	....	....	P M	P M	A M	A M	....	(*Market Street Depot.*)	A M	Noon	P M	P M	P M	....	....
*11 00	....	....	*4 40	*4 00	*9 00	*7 40	0	lve...+**San Francisco** ♁ ..arr.	8 28	12 48	4 28	7 28	10 38	....	....
11 27	....	....	5 07	4 27	9 29	8 07	4	........Oakland Pier........ ♁	8 00	12 23	4 03	7 04	....	....	....
11 36	....	....	5 16	4 38	9 39	8 16	8	...**Oakland** (*1st & B'way*).. ♁	7 49	12 14	3 52	6 54	....	....	....
10 37	....	....	4 27	3 47	9 07	7 27	....	lve........**Berkeley**........arr.	8 40	....	4 40	7 40	....	....	....
11 21	....	....	4 46	4 24	9 24	7 46	....	...**Alameda** (*Park Street.*)....	8 02	....	4 02	7 02	....	....	....
11 44	....	....	5 24	4 44	9 47	8 24	11	............Fruitvale............	7 39	12 05	3 45	6 45	Via Port Costa.	....	....
– –	....	....	5 35	– –	9 56	– –	16	..........San Leandro........ ♁	7 27	– –	3 31	*h* –		....	....
– –	....	....	5 39	– –	a10 00	– –	17	............Estudillo............	7 23	– –	– –	– –		....	....
– –	....	....	5 44	– –	10 02	– –	18	............Lorenzo........... ♁	7 21	– –	3 26	*h* –		....	....
– –	....	....	5 50	– –	10 08	– –	21	............Hayward........... ♁	7 15	– –	3 19	*h* –		....	....
a –	....	....	6 02	– –	10 19	– –	27	............Decoto............ ♁	7 02	– *c*	3 07	– –		....	....
12 15	....	....	6 13	6 15	10 28	8 55	30	arr...........**Niles** ♁........lve.	6 55	11 37	3 02	6 13		....	....
....	....	....	7 30	7 30	....	A M	48	arr........**San Jose** ♁ ....lve.	*5 45	....	*12 30	*4 30		....	....
....	....	....	*4 30	*4 30	....	*7 20	48	lve........**San Jose**........arr.	8 50	....	3 35	7 30		....	....
12 15	....	....	6 13	5 15	10 28	8 55	30	lve...........**Niles**...........arr	6 55	11 37	2 55	6 13		....	....
– –	....	....	6 18	– –	10 35	– –	33	.............Farwell.............	6 49	11 31	*d*2 47	– –	....	....	....
– –	....	....	6 26	*a* –	10 47	– –	37	.............Sunol............. ♁	6 42	11 22	2 37	– –	....	....	....
12 39	....	....	6 35	6 35	11 01	9 17	42	...........Pleasanton.......... ♁	6 31	11 13	2 23	5 46	....	....	....
– –	....	....	– –	– –	– –	– –	43	.............**Radum**........... ♁	– –	– –	– –	– –	....	....	....
12 50	....	....	6 52	5 49	11 17	9 27	48	............Livermore.......... ♁	6 20	11 03	2 12	5 33	....	....	....
– –	P M	A M	7 07	– –	11 32	*l*9 41	56	............Altamont............	5 53	*b* –	1 51	5 17	P M	....	....
1 48	*3 30	*7 55	†7 42	6 36	‖12 30	10 14	72	..............**Tracy**.......... ♁	5 15	10 18	‖1 17	4 43	7 35	....	....
– –	3 35	8 01	P M	*i* –	a12 39	– –	75	..............Banta..............	– –	– –	12 39	– –	*a* –	....	....
2 08	3 58	8 30	====	6 51	12 55	10 32	83	+..........**Lathrop**.......... ♁	*4 40	9 54	12 25	4 17	7 15	....	....
A M	4 20	8 52	3 12	7 10	1 20	10 50	92	+.........**Stockton**.......... ♁	A M	*9 38	12 06	*4 00	6 48	....	....
A M	4 45	9 20	A M	7 35	1 48	A M	104	arr.........+**Lodi** ♁........lve.	....	A M	11 30	P M	6 20	P M	P M
‖8 30	....	....	†7 10	P M	1 55	....	104	lve..........**Lodi**..........arr.	....	....	11 20	....	....	5 16	4 25
8 44	....	....	7 30	====	2 10	....	111	...........Lockeford .... ♁	....	....	11 00	....	....	4 52	4 08
9 45	....	....	9 30	....	3 10	....	131	arr.....**Valley Spring** ♁ ...lve.	....	....	*10 00	....	....	†3 30	§3 15
A M	4 45	9 20	A M	....	1 48	....	104	lve..........**Lodi**. ....arr.	....	....	11 30	....	6 20	P M	P M
....	4 50	9 26	....	3 14	1 55	....	107	............Acampo........... ♁	....	....	11 22	....	6 13	....	....
....	5 00	9 38	....	A M	2 07	....	113	arr............**Galt** ♁..........lve	....	....	11 10	....	6 03	....	....
....	....	....	....	*7 30	2 10	....	113	lve............**Galt**............arr.	....	....	11 02	....	5 15	....	....
....	....	....	....	8 40	3 08	....	133	............Carbondale............	....	....	10 06	....	4 06	....	....
....	....	....	....	9 00	3 26	....	140	arr.............**Ione** ♁.........lve.	....	....	*9 50	....	*3 45	....	....
....	5 00	9 38	....	A M	2 07	....	113	lve............**Galt**............arr.	....	....	11 10	....	6 03	....	....
....	5 18	9 59	....	....	2 33	....	124	............Elk Grove.......... ♁	....	....	10 44	....	5 41	....	....
....	5 32	10 13	....	....	2 45	....	130	..............Florin............ ♁	....	....	10 33	....	5 32	....	....
....	6 00	10 45	....	....	3 10	....	140	+.........**Sacramento**........ ♁	....	....	*10 20	....	*5 05	....	....
....	P M	A M	....	....	P M	....	....	ARRIVE] [LEAVE	....	....	A M	....	P M	....	....

SAN BERNARDINO TO COLTON AND RIVERSIDE.

STATIONS.	A M	A M	A M	.....	A M	P M	P M	P M	P M
Lve. **San Bernardino**...	*6 25	*7 40	*10 00	.....	*11 40	*1 55	*4 35	*6 10	*7 55
Arr.. **Colton**..............	6 34	7 48	10 10	A M	11 50	2 00	4 44	6 18	7 46
Lve. **Colton**..............	6 37	7 55	10 35	*10 50	12 05	2 08	5 02	6 27	7 52
Arr. **Riverside**...........	6 55	8 13	10 53	11 08	12 23	2 28	5 20	6 45	8 10
....	A M	A M	A M	A M	Noon	P M	P M	P M	P M

RIVERSIDE TO COLTON AND SAN BERNARDINO.

STATIONS.	A M	A M	A M	A M	P M	P M	P M	P M	P M
Lve. **Riverside**......... ♁	*6 20	*7 28	*9 55	*11 37	*1 30	*1 40	*4 17	*5 58	*7 32
Arr.. **Colton**............ ♁	6 37	7 46	10 13	11 55	1 47	1 57	4 35	6 19	7 50
Lve. **Colton**..............	6 45	7 55	10 30	12 05	P M	2 18	5 02	6 29	7 56
Arr. **San Bernardino**. ♁	6 55	8 04	10 39	12 14	.....	2 27	5 11	6 40	8 04
....	A M	A M	A M	Noon	.....	P M	P M	P M	P M

SAN FRANCISCO, OAKLAND, ALAMEDA, BERKELEY, SAN RAMON, STOCKTON, SACRAMENTO—VIA MARTINEZ.

182	148	26	44	50	8	46	84	42	Ms	November 18, 1909.	25	41	81	49	7	83	43	45	85	147
P M	P M	P M	P M	P M	A M	A M	A M	A M	...	(*Market Street Depot.*)	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M
*7 40	§7 00	*6 00	*4 00	*3 20	*10 20	*9 40	*8 20	*7 40	0	lve...**San Francisco** ♁ arr.	8 08	9 28	10 28	12 08	4 48	7 48	6 08	6 48	10 38	11 18
8 06	7 28	6 27	4 28	3 47	10 48	10 06	8 47	8 07	4	........Oakland Pier...... ♁	7 43	9 01	10 02	11 42	4 10	7 15	5 45	6 15	10 15	10 50
6 46	6 46	5 46	3 46	3 24	10 24	9 46	8 24	7 46	...	lve.**Alameda** (*Park St.*).arr.	8 21	9 41	10 42	12 42	7 42	4 42	6 22	6 42	11 49	11 48
7 07	7 07	6 07	4 07	3 27	10 27	9 47	8 27	7 47	...	..........**Berkeley**..........	8 00	9 20	10 20	12 01	7 40	4 40	6 00	6 40	11 00	11 00
8 11	7 34	8 33	4 34	3 55	10 55	10 12	8 53	8 13	6	lve.+**Oakland** (16th St.) ♁ arr.	7 37	8 54	9 56	11 34	4 03	7 07	6 40	6 07	10 09	10 45
– –	7 49	– –	– –	– –	– –	10 29	– –	– –	14	..........Stege.......... ♁	– –	8 34	– –	– –	– –	– –	– –	5 50	9 56	10 27
8 25	7 52	– –	4 49	4 10	11 11	10 33	9 09	– –	16	.........Richmond.......... ♁	– –	8 30	– –	11 13	3 41	*a* –	– –	5 46	9 53	10 24
– –	7 58	– –	– –	*b*4 12	– –	10 37	– –	– –	18	.........San Pablo.......... ♁	– –	8 27	– –	– –	– –	– –	– –	5 43	– –	10 22
– –	8 10	– –	– –	*b*4 24	– –	10 52	– –	– –	24	...........Pinole........... ♁	– –	8 11	– –	10 57	3 24	– –	– –	5 31	*a*9 40	10 09
– –	8 21	– –	5 15	*b*4 34	11 34	11 04	– –	8 55	29	....**Vallejo Junction**.... ♁	– –	7 59	– –	10 46	3 14	● –	5 02	5 19	9 31	9 57
– –	8 25	– –	5 18	4 36	– –	11 06	– –	8 57	30	..........Crockett.......... ♁	– –	7 50	– –	10 44	– –	– –	4 50	5 16	9 29	9 55
8 55	8 30	7 16	5 30	4 46	11 45	11 15	9 42	9 12	32	........**Port Costa**........ ♁	6 53	7 45	9 12	10 40	3 07	6 15	4 45	5 10	9 26	9 50
9 02	8 40	– –	5 39	4 54	11 54	11 30	9 50	9 20	36	.........**Martinez**......... ♁	– –	7 33	9 05	10 30	2 55	6 03	4 28	4 54	9 15	9 40
– –	8 46	– –	5 48	5 00	– –	11 40	*b* –	9 27	39	arr..........**Avon** ♁..........lve.	– –	7 25	– –	10 23	– –	*m* –	4 20	4 40	9 08	9 23
....	....	....	5 48	....	....	....	....	9 27	39	lve...........**Avon**...........arr.	....	7 25	....	....	....	....	4 20	....	....	....
....	....	....	6 00	....	....	....	....	9 38	44	...........Concord.......... ♁	....	7 14	....	....	....	....	4 10	....	....	....
....	....	....	6 14	....	....	....	....	9 52	49	........Walnut Creek........ ♁	....	7 02	....	....	....	....	3 58	....	....	....
....	....	....	6 28	....	....	....	....	10 08	56	...........Danville.......... ♁	....	6 47	....	....	....	....	3 41	....	....	....
....	....	....	6 36	....	....	....	....	10 15	59	..........San Ramon..........	....	6 40	....	....	....	....	*3 33	....	....	....
....	....	....	7 00	....	....	....	....	A M	69	arr.........**Radum** ♁.......lve.	....	*6 15	....	....	....	....	P M	....	....	....
....	....	....	....	....	....	....	....	....	70	arr.....**Pleasanton**.......lve.	....	....	....	....	....	....	....	....	....	....
....	....	....	7 10	....	....	....	....	....	74	arr.....**Livermore**........lve.	....	*6 05	....	....	....	....	....	....	....	....
– –	8 57	– –	P M	5 07	12 07	11 57	10 02	....	42	.........Bay Point.......... ♁	– –	A M	8 53	10 16	2 42	5 48	....	*4 33	8 57	§9 13
– –	P M	– –	....	5 22	12 21	A M	10 18	....	50	.........Cornwall.......... ♁	– –	....	– –	10 00	2 27	5 33	....	P M	8 46	P M
– –	....	– –	....	5 35	a12 29	....	10 26	....	55	..........Antioch.......... ♁	– –	....	8 33	9 52	2 19	5 22	....	....	8 38	....
– –	....	– –	....	5 49	a12 44	....	10 40	....	63	.........Brentwood......... ♁	– –	....	– –	9 36	2 05	5 05	....	....	8 29	....
*a*9 49	....	– –	....	5 59	12 55	....	10 50	....	68	...........Byron........... ♁	– –	....	8 13	9 25	1 55	4 53	....	....	8 20	....
– –	*	– –	....	6 12	– –	....	11 06	....	77	..........Bethany.......... ♁	– –	....	– –	9 08	– –	4 34	....	....	7 52	....
10 14	....	8 27	....	§6 50	1 46	....	‖11 35	....	83	...........**Tracy**........... ♁	5 38	....	7 54	‖8 58	1 27	4 23	....	....	7 40	....
10 32	....	P M	....	7 10	3 58	....	12 55	....	94	+.........**Lathrop**......... ♁	*4 40	....	7 34	*8 17	*12 58	*3 58	....	....	7 16	....
10 50	....	....	....	7 30	4 20	....	1 20	....	103	+........**Stockton**......... ♁	A M	....	7 18	A M	Noon	P M	....	....	6 48	....
P M	....	....	....	P M	4 45	....	1 48	....	115	+...........**Lodi**........... ♁	....	....	*6 55	....	....	....	....	....	6 20	....
....	....	....	....	....	4 50	....	1 55	....	118	..........Acampo.......... ♁	....	....	A M	....	....	....	....	....	6 13	....
....	....	....	....	....	5 00	....	2 07	....	127	...........**Galt**........... ♁	....	....	....	....	....	....	....	....	6 03	....
....	....	....	....	....	5 18	....	2 33	....	138	.........Elk Grove......... ♁	....	....	....	....	....	....	....	....	5 41	....
....	....	....	....	....	5 32	....	2 45	....	144	..........Florin........... ♁	....	....	....	....	....	....	....	....	5 32	....
....	....	....	....	....	6 00	....	3 10	....	154	+......**Sacramento**....... ♁	....	....	....	....	....	....	....	....	*5 05	....
....	....	....	....	....	P M	....	P M	....	....	ARRIVE] [LEAVE	....	....	....	....	....	....	....	....	P M	....

* Daily; † daily, except Sunday; § Sunday only; *a* stops to leave passengers; *b* stops to take passengers; *c* stops to take passengers for Oakland or San Francisco; *d* stops week-days to take passengers; *e* stops Saturday to receive passengers; *g* stops to leave passengers from east of Sparks; *h* stops to leave passengers from Farwell and points east; *i* stops to leave passengers when Train No. 50 has passed; *l* stops to leave passengers from San Francisco, Oakland or San Jose; *m* stops to leave passengers for San Ramon Branch. ● Stops on special order for Vallejo Ferry, making stops to leave such passengers or to leave passengers from south of Merced, inclusive.

‖ Meals. + Coupon stations; ♁ Telegraph stations.

SAN FRANCISCO, WYO, HAMILTON.

310	308	Ms	*September* 12, 1909.	309	311
....	A M	...	LEAVE] [ARRIVE	P M	....
....	†7 00	...	..**San Francisco** ♁	7 28	....
P M	4 40	0	lve...**Willows** ♁ .arr.	12 15	A M
§2 50	5 20	17	........**Wyo**........ ♁	11 30	11 35
3 15	5 50	28	.....**Hamilton**..... ♁	†11 00	11 10
P M	P M	...	ARRIVE] [LEAVE	A M	§A M

SAN FRANCISCO, SACRAMENTO, FRUTO.

266	Mls	*September* 12, 1909.	267
A M	...	LEAVE] [ARRIVE	....
†7 00	0	..**San Francisco** ♁	....
10 05	90	lve..**Sacramento** ♁ arr.	P M
2 00	149	.......**Willows**...... ♁	4 20
3 00	166	........**Fruto**....... ♁	†3 20
P M	...	ARRIVE] [LEAVE	P M

BENSON AND NOGALES.

No. 12	Ms.	*April* 18, 1909.	No. 11
*2 20 P M	...	lve.+**Tucson** ♁ .arr.	10 11 A M
‖4 25 "	...	arr.+**Benson** ♁ .lve.	8 21 "
4 50 "	0	lve...**Benson**...arr.	‖7 25 "
5 31 "	19	......**Fairbanks**... ♁	6 45 "
5 55 "	30	......Huachuca ...... ♁	6 22 "
7 10 "	61	......Patagonia ..... ♁	5 08 "
8 20 P M	89	arr...**Nogales** ♁ .lve.	*4 03 A M

SOUTHERN PACIFIC.

LOS ANGELES, PASADENA, COLTON, SAN BERNARDINO, RIVERSIDE, REDLANDS, CRAFTON.

8	22	20	10	18	16	Mls	April 18, 1909.	7	15	17	9	19	21
P M	P M	P M	Noon	A M	A M			A M	A M	A M	P M	P M	P M
*8 30	*5 25	*4 25	*12 01	*8 55	*8 05	0	lve....+**Los Angeles** ♁...arr.	7 25	*8 50	10 05	1 30	4 35	6 40
– –	– –	– –	– –	– –	– –	2	lve.........Maiers.........arr.	– –	– –	– –	– –	– –	– –
		*4 15	*12 05	*9 00	*8 05	0	lve.......**Pasadena** ♁.....arr.		†8 42		1 22		6 47
		4 18	12 08	9 03	8 08	1	lve..Raymond-Wentworth..arr.		†8 37		1 17		6 42
		4 25	12 15	9 10	8 15	5	arr.......**Dolgeville**......lve.		†8 30		1 10		6 36
8 55	5 45	4 45	12 25	9 16	8 27	7	lve.......**Dolgeville** ♁....arr.	7 00	8 27	9 40	1 05	4 10	6 15
– –	5 49	4 49	– –	– –	8 29	9	arr........Alhambra ♁......lve.	6 56	8 24	9 37	– –	4 07	6 11
– –	5 53	4 53	– –	– –	8 32	10	" ....San Gabriel ♁.... "	6 51	8 21	9 32	– –	4 03	6 08
– –	5 57	4 57	– –	– –	8 37	13	" ....Savanna........ "	– –	8 15	9 26	– –	3 57	– –
– –	6 01	5 00	– –	9 28	8 40	14	" ....Monte ♁........ "	6 41	8 12	9 22	– –	3 53	6 01
– –	6 07	5 05	– –	9 33	8 46	17	" ....**Bassett** ♁...... "	6 36	8 06	9 17	– –	3 48	5 57
	6 13				8 52	20	" ....Vineland........ "		7 58				5 50
	6 17				8 56	22	" ....Irwindale........ "		7 55				5 46
	6 20				8 59	24	" .....Azusa Avenue..... "		7 52				– –
	6 25				9 04	25	" ......+**Covina** ♁...... "		7 50				5 40
	6 27				9 06	26	" ....Ruddock........ "		7 47				– –
	6 30				9 09	27	" ......Charter Oak...... "		7 45				5 35
	6 36				9 15	29	" ....San Dimas ♁..... "		7 41				5 31
	6 42				9 21	31	arr.......**Lordsburg** ♁.... "		7 38				5 28
	6 56				9 31	35	arr......+**Pomona** ♁......lve.		7 30				5 20
– –		5 05	– –	9 33		17	lve.........**Bassett** ♁......arr.	6 36		9 17	– –	3 48	
– –		5 12	– –	9 39		20	arr..........Puente ♁.......lve.	6 30		9 11	– –	3 42	
– –		5 22	– –	9 49		26	" ....Lemon ♁....... "	– –		9 01	– –	3 32	
– –		5 29	– –	9 57		30	" ....Spadra......... "	– –		8 55	– –	3 26	
9 48		5 37	1 18	10 07		34	arr........**Pomona** ♁.......lve.	6 05		8 49	12 08	3 20	
	6 55				9 31	34	lve........**Pomona**........arr.		7 30			3 20	
	7 08				9 41	39	arr...........Chino ♁........lve.		7 17			3 05	
	7 20				9 57	45	arr.......+**Ontario** ♁.....lve.		7 07			2 53	
9 48		5 37	1 18	10 07		34	lve.........**Pomona**........arr.	6 05		8 49	12 08		6 20
– –		– –	– –	– –		37	lve.........Narod.........arr.	– –		8 42	– –		– –
10 00	7 20	5 48	1 30	10 19	9 57	40	arr........**Ontario** ♁......lve.	5 50	7 07	8 37	11 50	2 53	5 07
– –	7 25	5 55	– –	– –	10 03	43	" ....Cucamonga ♁.... "	– –	7 02	8 30	– –	2 45	– –
– –	7 30	6 02	– –	– –	– –	47	" ....Etiwa......... "	– –	6 57	8 23	– –	2 38	– –
– –	7 33	6 07	– –	– –	10 12	49	" ....Declez ♁....... "	– –	6 54	8 19	– –	2 34	– –
– –	7 37	6 11	– –	– –	– –	52	" ....Ailsa.......... "	– –	6 51	8 14	– –	– –	– –
– –	7 41	6 16	– –	– –	10 20	54	" ......Bloomington ♁ ... "	– –	6 47	8 10	– –	2 25	– –
10 35	7 50	6 26	2 05	10 50	10 29	58	arr.......+**Colton** ♁......lve.	5 10	6 40	8 00	11 10	2 15	4 34
	7 52	6 27	2 08	10 50	10 35	58	lve.........**Colton**.........arr.		6 37	7 46	10 13	1 47	
	7 57	6 35	2 15	10 57	10 43	62	arr........Highgrove.......lve.		6 31	7 38	10 05	1 40	
	7 59	6 37	2 17	– –	10 45	63	" .....Orange Center..... "		6 29	7 36	10 03	– –	
	8 05	6 42	2 25	– –	10 50	65	" ....**Riverside Junc** ♁.. "		– –	7 31	9 58	– –	
	8 10	6 45	2 28	11 08	10 53	66	arr.....+**Riverside** ♁.....lve.		*6 20	*7 28	*9 55	*1 30	
	7 55	6 29	2 18	10 50	10 30	58	lve.........**Colton**.........arr.		6 34	7 48	11 08	2 00	
	8 04	6 40	2 27	11 00	10 39	62	arr..+**San Bernardino** ♁.lve.		*6 25	*7 40	*11 00	*1 50	
10 40	P M	6 31	2 10	1 50	10 34	58	lve.........**Colton**.........arr.	5 00	A M	7 53	11 00	2 10	4 28
– –		6 41	– –	– –	10 41	62	arr.......Loma Linda.......lve.	– –		7 43	– –	2 00	– –
10 55		6 46	2 26	2 06	10 45	64	" ....**Redlands Junc.** ♁. "	*4 40		7 38	*10 45	1 55	4 13
P M		7 00	2 40	P M	11 00	67	" .....+**Redlands** ♁ .... "	A M		7 30	A M	1 45	*4 05
		7 08	P M		11 03	69	" ....Eastberne....... "			7 25		1 41	P M
		7 12			11 12	70	" ....Mentone........ "			7 23		1 30	
		7 20			11 20	71	arr.........**Crafton** ♁......lve.			*7 20		*1 25	
		P M			A M					A M		P M	

LOS ANGELES AND PASADENA.

P M	P M	P M	Noon	A M	A M	Mls	LEAVE] [ARRIVE	A M	A M	A M	Noon	P M	P M
*6 50	*6 15	*3 15	*12 50	*11 00	†8 10	0	.........**Los Angeles**...... ♁	7 40	8 35	9 30	12 35	2 20	4 45
7 10	6 35	3 35	1 10	11 20	8 30	5	..........Dolgeville........ ♁	7 20	8 15	9 10	12 15	2 00	4 25
7 17	6 42	3 42	1 17	11 27	8 37	10	....Raymond-Wentworth....	7 13	8 08	9 03	12 08	1 53	4 18
7 22	6 47	3 47	1 22	11 32	8 42	11	..........**Pasadena**....... ♁	†7 10	*8 05	*9 00	*12 05	*1 50	*4 15
P M	P M	P M	P M	A M	A M		ARRIVE] [LEAVE	A M	A M	A M	Noon	P M	P M

BETWEEN REDLANDS AND SAN BERNARDINO.

21	315	309	307	305	301	17	M	April 18, 1909.	302	16	306	308	18	310	314	20
P M	P M	P M	Noon	A M	A M	A M	..	LEAVE] [ARRIVE	A M	A M	A M	Noon	P M	P M	P M	P M
*4 05	*3 45	*1 55	*12 01	*10 25	*8 25	*7 30	0	+... **Redlands** ... ♁	9 35	11 00	11 05	12 20	2 15	2 40	5 00	7 00
– –	3 54	2 03	12 09	10 33	8 34	7 36	3	arr.. Motor Junc. .lve.	9 26	– –	– –	12 20	– –	2 32	4 52	6 48
4 13		2 05	12 11	10 35		7 38	..	arr..Redlands Jn. ♁lve.		*10 45	*10 55	*12 18	*2 05	*2 30	4 50	*6 46
P M	3 54	P M	Noon	A M	8 34	A M	3	lve.. Motor Junc. .arr.	9 26	A M	A M	Noon	P M	P M	4 45	P M
	4 15				8 55		10	+**San Bernardino** ♁	*9 05						*4 25	
	P M				A M		..	ARRIVE] [LEAVE	A M						P M	

LOS ANGELES AND LONG BEACH.

April 18, 1909.	Mls.	172	174	170
[LEAVE		A M	P M	A M
Los Angeles....	0	†10 10	*3 30	§9 05
Florence..........	5	10 21	3 41	9 16
Thenard..........	17	10 45	4 05	10 20
Long Beach.......	21	10 55	4 15	10 30
Alamitos Beach	22	11 00	4 20	10 35
[ARRIVE		A M	P M	A M
STATIONS.	173	175	171	
[LEAVE	A M	P M	A M	
Alamitos Beach	†11 05	*4 30	§10 45	
Long Beach.......	11 10	4 35	11 00	
Thenard..........	11 20	4 45	11 10	
Florence..........	11 43	6 23	11 33	
Los Angeles....	11 55	6 35	11 45	
[ARRIVE	A M	P M	A M	

LOS ANGELES AND SAN PEDRO.

140	M	April 18, 1909.	141	145
A M			A M	P M
*9 05	0	lve.+Los Angeles ♁ arr.	10 55	6 35
9 10	2	" .**Clement Junc** ♁ "	– –	– –
9 12	3	" ..Vernondale... "	– –	– –
9 16	5	" ...**Florence** ♁. "	10 43	6 23
9 21	9	" ....Lynwood.... "	– –	– –
9 26	10	" ...Compton ♁.. "	10 31	6 11
9 32	14	" .....Elftman.... "	– –	– –
9 38	18	" ...**Thenard**... "	10 20	6 00
9 42	20	" ..Wilmington ♁ "	10 15	5 55
9 48	22	" ...San Pedro... "	†10 10	*5 50
A M	22	" SanPedroWhf. ♁ "	A M	P M
		arr....**Avalon**....lve.		

Additional Train — Leaves Los Angeles for San Pedro *3 30 p.m. Returning, leaves San Pedro §10 10 a.m.

LOS ANGELES AND LOS ALAMITOS.

282	Ms	April 18, 1909.	287
A M	...	LEAVE] [ARRIVE	P M
†8 55	0	.....**Los Angeles**...♁	4 50
†7 00	0	lve...**Santa Ana** ♁.arr.	a3 30
†10 51	25	lve..**West Anaheim** ♁arr.	12 39
10 59	28	.........Nutwood.........	12 32
11 03	30	.........Benedict.........	12 27
11 15	34	.......**Los Alamitos**.. ♁	†12 15
A M	...	ARRIVE] [LEAVE	Noon

LOS ANGELES AND TUSTIN.

278	Ms	April 18, 1909.	279
A M	...	LEAVE] [ARRIVE	P M
†8 55	0	+....**Los Angeles**.......	4 50
†7 00	0	lve.+**Santa Ana**....arr.	3 30
†11 10	28	lve..**Tustin Junc**..arr.	2 45
– –	31	.........Marlboro.........	– –
1 25	33	..........Wanda..........	2 30
1 35	34	.........McPherson........	2 25
1 45	36	.........El Modena........	2 15
1 55	38	..........**Tustin**..........	†2 05
P M		ARRIVE] [LEAVE	P M

LOS ANGELES AND DUARTE.

66	Ms	April 18, 1909.	67
A M	...	LEAVE] [ARRIVE	P M
†6 10	0	+....**Los Angeles**... ♁	3 15
8 35	7	.......**Dolgeville**.... ♁	2 40
8 45	9	......North Alhambra......	2 30
8 50	10	......East Alhambra......	2 20
8 55	12	........San Marino........	2 15
9 10	16	.........Chapman.........	2 00
9 25	19	..........Arcadia..........	1 45
9 40	20	+.......Monrovia....... ♁	1 35
10 00	22	..........**Duarte**....... ♁	†1 15
A M		ARRIVE] [LEAVE	P M

LOS ANGELES, SANTA ANA, WHITTIER, TUSTIN, NEWPORT BEACH, WEST ANAHEIM.

108	120	272	102	270	Ms	April 18, 1909.	101	119	105
P M	P M		A M		...	LEAVE] [ARRIVE	A M	P M	P M
*5 10	†1 00		*8 55		0	+...**Los Angeles**.. ♁	8 30	3 00	4 50
– –	– –		– –		2	...**Clement Junc.** ♁	– –	– –	– –
– –	– –		– –		3	.........Vernondale.........	– –	– –	– –
5 23	1 11		9 08		5	.........**Florence**.... ♁	8 15	2 48	4 38
5 36	1 23		9 21		11	...........Downey......... ♁	8 00	2 36	4 22
5 42	1 28		9 27		13	arr. **Studebaker** .lve.	7 50	2 30	4 15
	1 45				13	lve. **Studebaker** .arr.		2 30	
	1 50				15	.......Fulton Wells.......		2 26	
	1 54				16	.........Los Nietos.........		2 23	
	2 03				19	arr..+**Whittier** ..lve.		†2 15	
5 42	1 29		9 27		13	lve.. **Studebaker**..arr.	7 50	1 45	4 15
5 47	1 33		9 32		15	.........Norwalk........ ♁	7 45	†1 40	4 10
5 51	P M		9 36		17	.........Carmenita.........	7 37	P M	4 04
5 58			9 43		20	........Buena Park..... ♁	7 31		3 58
6 00			9 45		21	..........Almond..........	7 25		3 56
6 03			9 48		23	.........Brookhurst.........	7 22		3 52
6 08		Noon	9 53		25	arr. **West Anaheim** ♁ lve.	7 18		3 48
6 08	276	a12 55	9 53		25	lve..**West Anaheim**..arr.	7 18		3 48
6 12	P M	1 00	9 57		26	..........Anaheim....... ♁	7 14		3 44
6 16	†2 50	1 03	10 01		28	.........**Tustin Junc.**.........	7 10		3 40
6 21	3 00	P M	10 06	A M	31	.........West Orange.........	7 05		3 35
6 30	3 30		10 15	†8 00	33	+.... **Santa Ana** .... ♁	*7 00		3 30
P M	P M		10 30	8 19	40	...........Thurin...........	A M		3 15
			10 40	8 35	44	ar. Newport Beach ♁ lv.			*3 05
			A M	8 45	44	lv.. Newport Beach ..ar.			P M
				9 05	50	... Huntington Beach ...			
				9 30	54	.........Wintersburg.........			
				9 48	55	..........Smeltzer..........			
				10 36	63	......**West Anaheim**......			
				A M	...	ARRIVE] [LEAVE			

* Daily; † daily, except Sunday; § Sunday only.
a Daily, except Sunday and Wednesday.
+ Coupon stations; ♁ Telegraph stations.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. ‖ Over 160 railroads use the SAFETY systems of ..... **Steam Heat**

SOUTHERN PACIFIC.

SAN FRANCISCO, OAKLAND, ALAMEDA, BERKELEY, FRUITVALE AND SAN JOSE, VIA NILES AND NEWARK.

512	98	88	506	86	94	558	92	502	90	Mls	November 18, 1909. (Market Street Depot.)	89	91	505	187	93	95	501	97	87	557	511
PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	....		AM	AM	AM	....	AM	PM	PM	PM	PM	PM	PM
k940	*6 40	*5 20	*6 00	*3 00	*2 40	*1 46	*1 20	*8 00	*6 40	0	lve.....+San Francisco ♁.....arr.	7 08	7 48	9 28	.....	9 28	2 49	6 48	6 48	8 15	8 28	7 49
1006	7 07	5 49	5 28	.....	3 10	2 10	1 48	8 27	7 07	4	.....Oakland Pier.....♁	6 40	7 21	9 04	.....	9 02	2 12	5 18	6 17	....	7 58	7 23
1015	7 16	5 57	5 37	.....	3 18	2 18	1 57	8 36	7 17	8	....Oakland (1st and Broadway)..♁	6 30	7 11	8 54	.....	8 50	2 02	5 08	6 08	....	7 48	7 14
....	*7 07	*5 07	*4 47	.....	*2 47	*1 47	*1 27	*8 07	*6 27	....	lve.....Berkeley.....arr.	7 20	7 40	8 40	.....	9 40	2 40	6 20	7 20	....	9 40	....
....	8 48	5 48	5 24	.....	3 24	1 48	*1 48	8 24	6 46	....	.....Alameda (Park Street).....	6 42	7 21	8 21	.....	9 02	2 02	5 02	6 22	....	8 58	....
1023	7 24	6 05	5 45	....	3 27	2 27	2 05	8 44	7 25	11	arr.....Fruitvale.....lve.	6 20	7 03	8 45	.....	8 40	1 55	5 00	6 00	....	7 40	7 05
....	7 36	6 13	.....	Via San Bruno and Mayfield.	3 34	.....	2 12	.....	7 33	14	.....Elmhurst.....♁	6 12	6 54	.....	Via Newark.	8 30	1 45	.....	5 52	.....	.....	.....
....	7 54	6 16	.....		3 37	.....	2 15	.....	7 35	16	.....San Leandro.....	6 08	6 50	.....		8 27	1 39	.....	5 49	.....	.....	.....
Via Newark.	7 40	6 22	Via Newark.		3 42	Via Newark.	2 20	Via Newark.	7 41	18	.....Lorenzo.....♁	6 02	6 45	.....		8 21	1 32	Via Newark.	5 44	Via San Bruno and Mayfield.	Via Newark.	Via Newark.
	7 46	6 30			3 48		2 26		7 47	21	.....Hayward.....♁	5 57	6 40			8 16	1 27		5 37			
	8 00	6 47			4 01		2 40		8 05	27	.....Decoto.....	5 43	6 26			8 05	1 12		5 21			
	8 07	6 55			4 08		2 48		8 12	30	arr.....Niles ♁.....lve.	5 38	6 21			7 58	1 07		5 15			
	8 19	6 55			4 10		2 58		8 15	30	lve.....Niles ♁.....arr.	5 37	6 20			7 55	1 05		5 05			
	8 17	7 01			4 17		3 05		8 21	34	.....Irvington.....	5 30	6 11			7 46	12 57		4 56			
	8 34	7 16			4 41		3 21		8 36	42	.....Milpitas.....	5 16	5 56			7 32	12 42		4 41			
....	8 50	7 30			4 55		3 35		8 50	48	arr...+San Jose (Market St.)...lve.	*5 05	*5 45			*7 20	*12 30		*4 30			
1023	PM	PM	5 45		PM	2 27		8 44	AM	11	lve.....Fruitvale.....	AM	AM	8 45	.....	AM	Noon	5 00	PM		7 40	7 05
1030	.....	.....	5 51		.....	2 35	Via Centerville.	8 52	═══	14	.....Elmhurst.....♁	.....	.....	— —		.....	.....	4 53	═══		7 31	6 58
1034	.....	.....	5 56		.....	2 37		8 57	.....	16	.....Mulford.....	.....	.....	a8 31		.....	.....	4 49	.....		7 24	6 53
1039	.....	.....	6 01		.....	2 42		9 02	.....	18	.....Robert.....	.....	.....	a8 26		.....	.....	4 41	.....		7 19	6 48
1044	.....	.....	6 06		.....	2 46		9 07	.....	21	.....Russel.....	.....	.....	8 21		.....	.....	4 35	.....		7 14	6 43
1047	.....	.....	6 09		.....	2 49		9 09	.....	22	.....Mount Eden.....♁	.....	.....	8 19		.....	.....	4 33	.....		7 11	6 40
1054	.....	.....	6 18		.....	2 57		9 17	.....	26	.....Alvarado.....♁	.....	.....	8 12	A M	.....	.....	4 26	.....		7 02	6 32
1107	.....	.....	6 30		.....	3 10	*3 25	9 34	.....	31	arr.....Newark ♁.....lve.	.....	.....	8 03	9 31	.....	.....	4 16	.....		6 48	6 10
....	.....	.....	.....		.....	.....	.....	9 37	.....	31	lve.....Newark.....arr.	.....	.....	.....	.....	.....	.....	3 18	.....		.....	.....
....	.....	.....	.....		.....	.....	.....	9 42	.....	34	arr.....Centerville.....lve.	.....	.....	.....	.....	.....	.....	3 11	.....		.....	.....
....	.....	.....	.....		.....	.....	.....	9 49	.....	37	arr.....Niles.....lve.	.....	.....	.....	.....	.....	.....	*3 05	.....		.....	.....
1111	.....	.....	6 39		.....	3 15	3 30	9 40	.....	33	.....Mowry.....	.....	.....	7 58	k924	.....	.....	4 11	.....		6 39	6 04
1124	.....	.....	6 53		.....	3 28	3 44	9 54	.....	40	.....Alviso.....♁	.....	.....	7 46	9 11	.....	.....	4 00	.....		6 28	5 48
1130	.....	.....	6 58		.....	3 35	3 53	10 01	504	42	.....Agnew.....♁	.....	.....	7 41	9 06	.....	.....	3 53	507		6 20	5 42
1138	.....	.....	7 05	4 15	.....	3 45	4 00	10 10	A M	45	arr.....Santa Clara ♁.....lve.	.....	.....	7 35	9 00	.....	.....	3 45	P M	8 00	6 13	2535
1145	.....	.....	7 20	4 26	.....	3 55	4 10	10 20	*7 25	46	.....San Jose (Alameda).....♁	.....	.....	7 25	*8 55	.....	.....	3 35	8 00	7 50	*6 05	2530
PM	.....	.....	7 35	4 40	.....	PM	PM	10 35	7 35	50	.....Campbell.....♁	.....	.....	7 10	A M	.....	.....	3 21	5 45	7 35	PM	PM
....	.....	.....	7 55	4 56	.....	.....	.....	10 55	7 48	55	+.....Los Gatos.....♁	.....	.....	*6 55	.....	.....	.....	3 10	5 35	7 25	.....	.....
....	.....	.....	PM	5 05	.....	.....	.....	11 05	7 57	58	.....Alma.....	.....	.....	A M	.....	.....	.....	3 00	5 25	7 15	.....	.....
....	.....	.....	.....	5 22	.....	.....	.....	11 22	8 12	62	.....Wright.....♁	.....	.....	.....	.....	.....	.....	2 45	5 05	7 00	.....	.....
....	.....	.....	.....	5 27	.....	.....	.....	11 30	8 18	63	.....Laurel.....♁	.....	.....	.....	.....	.....	.....	2 39	4 59	6 54	.....	.....
....	.....	.....	.....	5 32	.....	.....	.....	11 36	8 23	65	.....Glenwood.....	.....	.....	.....	.....	.....	.....	2 34	4 54	6 49	.....	.....
....	.....	.....	.....	5 45	.....	.....	.....	11 48	8 35	69	.....Meehan.....	.....	.....	.....	.....	.....	.....	2 18	4 37	6 35	.....	.....
....	.....	.....	.....	— —	.....	.....	.....	11 50	8 44	71	.....Hayes.....	.....	.....	.....	.....	.....	.....	2 12	4 30	6 28	.....	.....
....	.....	.....	.....	5 52	.....	.....	.....	11 55	8 48	72	.....Mt. Hermon.....	.....	.....	.....	.....	.....	.....	2 09	4 26	6 22	.....	.....
....	.....	.....	.....	5 57	.....	.....	.....	12 01	8 50	72½	.....Felton.....	.....	.....	.....	.....	.....	.....	2 07	4 25	6 20	.....	.....
....	.....	.....	.....	5 59	.....	.....	.....	12 03	8 52	73	.....Big Trees.....	.....	.....	.....	.....	.....	.....	2 03	4 20	6 15	.....	.....
....	.....	.....	.....	— —	.....	.....	.....	12 13	8 59	75	.....Rincon.....	.....	.....	.....	.....	.....	.....	1 53	4 13	6 08	.....	.....
....	.....	.....	.....	6 25	.....	.....	.....	12 30	9 15	79	.....Santa Cruz.....	.....	.....	.....	.....	.....	.....	*1 40	*4 00	*555	.....	.....
....	.....	.....	.....	P M	.....	.....	.....	Noon	A M	....	ARRIVE] [LEAVE	.....	.....	.....	.....	.....	.....	P M	P M	P M	.....	.....

PENINSULA TRAIN SERVICE.—COAST LINE.

SAN FRANCISCO TO BURLINGAME, SAN MATEO, REDWOOD, PALO ALTO AND SAN JOSE, VIA BAY SHORE.

October 24, 1909. (3d and Townsend Sts.)	Mls	34	32	20	22	84	38	24	38	40	28	42	86	30	10	44	46	48	50	52	54	56	18	60
	...	A M	A M	A M	A M	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Lve. San Francisco ♁	0	*4 30	*6 20	*800	*8 05	*810	*8 20	*9 00	*1040	*1140	*200	*2 05	*3 00	*3 20	*4 00	*4 20	†5 00	†5 20	†5 25	*5 40	†6 00	*6 30	*8 00	*11 45
Lve. Bay Shore	5	4 41	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	s —	— —	— —	— —	— —
Lve. So. San Francisco ♁	9	4 47	6 37	— —	— —	— —	8 37	— —	10 57	11 57	— —	2 23	— —	3 37	— —	4 37	— —	— —	— —	5 57	— —	6 47	— —	12 02
Lve. San Bruno	15	4 51	6 41	— —	— —	— —	8 42	— —	11 01	12 01	— —	2 27	— —	— —	— —	— —	— —	— —	— —	6 00	a —	6 51	— —	12 05
Lve. Burlingame	20	5 00	6 49	— —	— —	8 38	8 54	— —	11 10	12 09	— —	2 39	— —	3 49	— —	4 48	5 26	— —	5 51	6 10	6 29	7 00	8 25	12 15
Lve. San Mateo	22	5 07	6 53	— —	— —	8 42	9 00	9 31	11 14	12 13	c —	2 43	a —	3 53	— —	4 51	5 29	— —	5 56	6 14	6 33	7 04	8 29	12 19
Lve. Redwood	29	5 28	7 08	— —	— —	8 51	9 17	9 44	11 31	12 28	c —	3 02	a —	4 09	— —	5 09	5 41	5 56	6 12	6 32	6 48	7 20	8 43	12 35
Lve. Menlo Park	33	5 38	7 16	— —	— —	— —	9 25	— —	11 39	12 36	— —	3 11	— —	4 17	— —	5 14	5 50	— —	6 20	6 40	6 56	7 29	— —	12 43
Lve. Palo Alto	34	5 42	7 20	— —	— —	9 00	9 29	9 53	11 43	12 40	c —	3 18	a —	4 22	— —	5 18	5 54	6 05	6 24	6 45	7 00	7 34	8 53	12 47
Lve. Mayfield	35	5 50	7 24	— —	— —	9 05	9 33	— —	11 47	12 44	— —	3 22	— —	4 25	— —	— —	5 57	6 10	— —	s —	7 05	7 39	— —	12 52
Lve. Santa Clara	48	6 26	7 48	— —	— —	A M	9 58	10 20	12 08	1 08	— —	3 50	4 15	4 49	— —	5 46	6 20	— —	6 49	7 10	P M	8 03	— —	1 13
Arr. San Jose	51	6 35	7 55	9 05	9 10	....	10 05	10 30	12 15	1 15	3 10	4 00	4 25	4 55	5 10	5 55	6 25	6 35	6 55	7 15	.....	8 10	9 20	1 20
(Market Street.)	...	A M	A M	A M	A M	....	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	.....	P M	P M	A M

SAN JOSE TO PALO ALTO, REDWOOD, SAN MATEO, BURLINGAME AND SAN FRANCISCO, VIA BAY SHORE.

October 24, 1909. (Market Street.)	33	35	37	39	41	17	43	45	47	53	29	9	27	49	51	23	53	55	59	31	87	19	21
	A M	A M	A M	.....	A M	A M	A M	A M	A M	.....	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	.....	P M	P M
Lve. San Jose	*5 00	*5 15	*6 10	.....	†6 50	*715	*7 20	†7 30	*8 05	.....	*9 05	*1025	*1110	*1125	†1 45	*2 35	*4 05	*5 25	*800	*8 30	P M	*825	*1030
Lve. Santa Clara	5 06	5 22	6 15	A M	6 55	— —	s —	7 35	8 10	A M	9 10	— —	— —	11 31	1 50	2 41	4 19	5 32	6 05	6 35	*8 00	— —	— —
Lve. Mayfield	5 27	5 47	6 37	†6 55	7 18	— —	7 45	7 56	8 32	*9 10	— —	— —	— —	11 57	2 18	— —	4 33	5 58	6 27	— —	— —	— —	— —
Lve. Palo Alto	5 31	5 53	6 41	7 03	7 23	— —	7 48	8 00	8 36	9 13	9 31	— —	12 34	12 01	2 17	3 03	4 37	6 03	6 31	6 54	8 20	— —	h —
Lve. Menlo Park	5 35	5 58	6 44	7 06	7 26	— —	7 52	8 05	8 40	— —	9 35	— —	— —	12 06	2 21	— —	4 42	6 08	6 34	— —	— —	— —	— —
Lve. Redwood	5 42	6 07	6 52	7 12	7 35	747	7 59	8 13	8 48	9 23	9 40	— —	12 44	12 14	2 29	3 13	4 50	6 18	6 42	7 04	8 30	— —	h —
Lve. San Mateo	5 56	6 27	7 06	7 26	7 49	— —	8 11	8 27	9 03	9 35	9 53	— —	12 57	12 31	2 43	3 28	5 08	6 40	6 56	7 17	8 44	— —	h —
Lve. Burlingame	6 00	6 35	7 10	7 30	7 53	— —	8 14	8 31	9 07	— —	9 57	— —	— —	12 35	2 47	— —	5 10	6 46	7 00	— —	— —	— —	— —
Lve. San Bruno	6 09	6 50	7 19	7 39	— —	— —	s —	8 40	9 19	— —	— —	— —	— —	12 46	2 57	— —	5 20	6 58	7 09	— —	— —	— —	— —
Lve. SoSan Francisco	6 13	▲	7 23	7 43	8 03	— —	s —	8 43	9 23	— —	10 08	— —	— —	12 52	3 01	— —	5 23	7 03	7 13	— —	h —	— —	— —
Lve. Bay Shore	— —		— —	— —	— —	— —	s —	— —	s —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —	— —
Arr. San Francisco	6 30	7 30	7 40	8 00	8 20	8 30	8 40	9 00	9 40	10 05	10 25	11 40	12 30	1 10	3 28	4 00	5 40	7 20	7 30	7 50	9 15	9 30	11 46
(3d and Townsend Sts.)	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

HILLSDALE AND NEW ALMADEN.

....	.....	Mls	October 24, 1909.	No. 201	....
....	.....	...	lve. San Francisco..arr.	520 P M	....
....	.....	0	lve. Hillsdale....arr.	12 30 Noon	....
....	.....	4	.....Alamitos.....	12 15 Noon	....
....	.....	8	arr. New Almaden..lve.	d12 30 A M	....

CAMPBELL AND NEW ALMADEN.

....	No. 202	M	October 24, 1909.	.....	....
....	d1000 A M	..	lve. San Jose....arr.	.....	....
....	d1025 A M	0	lve. Campbell....arr.	.....	....
....	10 42 P	5	.....Le Franc.....	.....	....
....	11 05 A M	10	arr. New Almaden..lve.	.....	....

d Monday and Friday.
h Stops to leave passengers.
s Stops Sundays.
▲ Via Ocean View.
+ Coupon stations.
♁ Telegraph stations.

Trains marked * run daily: † daily, except Sunday; *a* stops to take passengers; *c* stops to take passengers for east of San Jose.

SOUTHERN PACIFIC.

SAN FRANCISCO, OAKLAND, ALAMEDA, BERKELEY, SAN JOSE, GILROY, HOLLISTER, WATSONVILLE, SANTA CRUZ, DEL MONTE, MONTEREY, PACIFIC GROVE, SALINAS.

142	125	18	10	30	146	28	84	24	22	20	32	121	Ms	*October* 24, 1909.	17	29	9	27	504	23	87	31	19	21	147	126	145
....	....	P M	P M	P M	....	P M	A M	A M	A M	A M	A M	....	...	(*3d & Townsend Sts.*)	A M	A M	A M	Noon	....	P M	P M	P M	P M	P M	....	....	....
....	....	*8 00	*4 00	*3 20	....	*2 00	*8 10	*9 00	*8 05	*8 00	*6 20	....	0	lv..**San Francisco** ♁.ar.	8 30	10 25	11 40	12 30	....	4 00	9 15	7 50	9 30	11 45	....	....	....
....	....	- -	- -	- -	....	- -	- -	- -	- -	- -	- -	....	5	......Bay Shore......	- -	- -	- -	- -	....	- -	- -	- -	- -	- -	....	....	....
....	....	8 29	- -	3 53	....	g -	8 42	9 31	- -	- -	6 53	....	22	......San Mateo.... ♁	- -	9 53	- -	11 57	....	3 26	8 44	7 17	- -	c -	....	....	....
....	....	- -	- -	4 01	....	- -	- -	- -	- -	- -	7 01	....	26	.......Belmont.... ♁	- -	- -	- -	- -	....	- -	- -	- -	- -	- -	....	....	....
....	....	8 45	- -	4 09	....	g -	8 51	9 44	- -	- -	7 08	....	29	...... Redwood .... ♁	7 47	9 40	- -	11 44	....	3 13	8 30	7 04	- -	c -	....	....	....
....	....	8 53	- -	4 22	....	g -	9 00	9 53	- -	- -	7 20	....	34	......Palo Alto.... ♁	- -	9 31	- -	11 34	....	3 03	8 20	6 54	- -	c -	....	....	....
....	....	- -	- -	4 35	....	- -	....	10 04	- -	- -	7 32	....	40	....Mountain View ...	- -	- -	- -	- -	....	2 54	- -	c6 45	- -	- -	....	....	....
....	....	- -	- -	4 49	....	- -	....	10 20	- -	- -	7 48	....	48	......Santa Clara... ♁	- -	9 10	- -	- -	....	2 41	8 00	6 35	- -	- -	....	....	....
....	....	9 20	5 10	4 55	....	3 19	....	10 30	9 10	9 05	7 55	....	51	arr...**San Jose** ♁ .lve.	7 15	9 05	10 25	11 10	....	2 35	....	6 30	8 25	10 30	....	....	....
....	....	P M	P M	....	....	....	....	....	....	A M	....	....	...	(*Market St. Depot*)	A M	....	....	P M	....	....	....	....	....	....	....	....	....
....	....	*6 20	*2 40	....	....	....	....	....	....	*6 40	....	....	0	lv..**San Francisco** ♁.ar.	9 28	....	....	2 48	....	....	....	....	....	....	....	....	....
....	....	6 48	3 10	....	....	....	....	....	....	7 07	....	....	4	.....Oakland Pier... ♁	9 02	....	....	2 12	....	....	....	....	....	....	....	....	....
....	....	6 57	3 19	....	....	....	....	....	....	7 17	....	....	8	.**Oakland** (1st & B'way.) ♁	8 50	....	....	2 02	....	....	....	....	....	....	....	....	....
....	....	*6 07	*2 47	....	....	....	....	....	....	*6 27	....	....	...	lve...**Berkeley**..arr.	9 40	....	....	3 20	....	....	....	....	....	....	....	....	....
....	....	5 24	2 46	....	....	....	....	....	....	6 46	....	....	...	.**Alameda** (*Park St.*).	9 41	....	....	2 42	....	....	....	....	....	....	....	....	....
....	....	....	....	....	....	....	Runs via Los Gatos and Felton.	....	....	....	....	....	45	....**Santa Clara** .. ♁	....	....	....	....	....	....	Runs via Los Gatos and Felton.	....	....	....	....	....	....
....	....	7 30	4 55	....	....	....		....	....	8 50	....	....	48	arr...**San Jose** ♁.lve.	7 20	....	....	12 30	....	....		....	....	....	....	....	....
....	....	9 40	5 20	5 05	....	3 16		10 40	9 15	9 10	8 05	....	51	lve...**San Jose**...arr.	7 00	9 00	10 15	11 05	....	2 25		6 20	8 20	10 25	....	....	....
....	....	- -	- -	5 09	....	- -		- -	- -	- -	8 10	....	52	...San Jose (*4th St.*)..	- -	8 55	- -	- -	....	- -		- -	- -	- -	....	....	....
....	....	- -	- -	5 16	....	- -		10 53	- -	- -	8 20	....	56	......**Hillsdale**.... ♁	- -	8 47	- -	- -	....	2 12		- -	- -	- -	....	....	....
....	....	9 54	- -	5 18	....	- -		10 58	- -	- -	8 26	....	58	...... Edenvale	- -	8 43	- -	- -	....	2 07		6 05	- -	- -	....	....	....
....	....	10 12	- -	5 29	....	- -		11 09	- -	- -	8 40	....	63	........Coyote...... ♁	- -	8 29	- -	- -	....	1 56		5 55	- -	- -	....	....	....
....	....	- -	- -	5 34	....	- -		11 14	- -	- -	8 46	....	66	.... Perry........	- -	8 23	- -	- -	....	1 49		5 50	- -	- -	....	....	....
....	....	- -	- -	5 39	....	- -		11 19	- -	- -	8 51	....	69	.......Madrone.......	- -	8 17	- -	- -	....	1 43		- -	- -	- -	....	....	....
....	....	10 26	- -	5 42	....	- -		11 23	- -	- -	8 54	....	71	......Morganhill.... ♁	- -	8 13	- -	- -	....	1 38		5 42	- -	- -	....	....	....
....	....	- -	- -	5 54	....	- -		11 31	- -	- -	9 02	....	75	......San Martin.... ♁	- -	8 02	- -	- -	....	1 29		- -	- -	- -	....	....	....
....	....	- -	- -	5 59	....	- -		11 35	- -	- -	9 07	....	77	........Rucker.......	- -	7 57	- -	- -	....	1 24		- -	- -	- -	....	....	....
....	....	10 50	6 19	6 05	....	4 00		11 45	10 12	- -	9 15	....	81	arr....**Gilroy** ♁..lve.	5 55	7 50	- -	10 12	....	1 18		6 19	- -	9 26	....	....	....
....	....	....	....	6 25	....	....		*1 20	....	....	*9 25	....	81	lve....**Gilroy**....arr.	....	7 40	....	....	....	11 40		4 50	....	....	....	....	....
....	....	....	....	7 07	....	....		2 02	....	....	10 10	....	95	.......Hollister..... ♁	....	6 58	....	....	....	*10 55		4 08	....	....	....	....	....
....	....	....	....	7 26	....	....		2 20	....	....	A M	....	101	arr.**Tres Pinos** ♁ lve.	....	*6 40	....	....	....	A M		*3 50	....	....	....	....	....
....	....	10 50	6 18	6 05	....	4 00	....	11 45	10 12	- -	9 15	....	81	lve....**Gilroy**....arr.	5 55	7 50	- -	10 12	....	1 18	....	6 19	- -	9 26	....	....	....
....	....	11 06	- -	6 17	....	4 13	....	11 59	- -	- -	9 32	....	87	.......Sargent...... ♁	- -	7 33	- -	10 00	....	1 00	....	6 05	- -	- -	....	....	....
....	....	11 16	- -	6 25	....	- -	....	12 10	- -	- -	9 45	....	92	......**Chittenden** .. ♁	5 28	7 25	- -	- -	....	12 51	....	4 54	- -	- -	....	....	....
....	....	11 23	- -	6 31	....	- -	....	12 17	- -	- -	9 51	....	95	........Aromas........	5 22	7 19	- -	- -	....	12 45	....	- -	- -	- -	....	....	....
....	P M	11 35	7 05	6 43	....	4 40	....	12 25	10 45	10 26	10 01	A M	100	arr....**Pajaro** ♁ ..lve.	5 10	7 10	8 40	9 25	A M	12 35	....	4 40	7 05	8 45	....	P M	....
....	*9 00	....	....	7 05	....	4 45	....	12 40	....	....	....	*9 30	100	lve....**Pajaro**....arr.	....	....	....	9 10	10 20	12 20	....	....	6 40	....	....	8 55	....
....	9 05	....	....	7 10	....	4 55	....	12 45	....	....	....	9 40	102	......Watsonville.... ♁	....	....	....	9 05	10 15	12 12	....	....	6 36	....	....	8 49	....
....	9 34	....	....	7 31	....	6 22	....	1 12	....	....	....	10 16	113	.........Aptos....... ♁	....	....	....	8 35	9 50	11 45	....	....	6 10	....	....	8 28	....
....	9 42	....	....	7 39	....	6 32	....	1 20	....	....	....	10 24	116	........Capitola..... ♁	....	....	....	8 25	9 40	11 35	....	....	6 00	....	....	8 20	....
....	9 55	....	....	7 55	....	6 45	....	1 35	....	....	....	10 35	121	arr.**Santa Cruz** ♁ lve.	....	....	....	*8 10	*9 25	*11 20	....	....	*5 45	....	....	*8 05	....
....	P M	11 35	7 05	6 43	....	4 40	12 35	12 40	10 45	10 26	10 01	A M	100	lve....**Pajaro**....arr.	5 10	7 10	8 40	9 25	A M	12 35	4 30	4 40	7 05	8 45	....	P M	....
A M		12 01	7 30	7 10	P M	6 10	1 00	1 10	11 10	10 46	10 31	....	110	arr.**Castroville** ♁ lve.	4 45	6 45	8 15	9 00	....	12 07	4 05	4 15	6 45	8 20	P M		P M
§8 25	....	....	8 35	....	*8 50	6 10	1 15	1 15	11 15	11 15	....	....	110	lve..**Castroville**..arr.	....	....	....	9 00	....	10 30	4 00	....	6 45	....	8 50	....	7 00
9 05	....	....	9 06	....	7 21	6 43	1 49	1 49	11 50	11 50	....	....	125	.......Del Monte.... ♁	....	....	....	8 30	....	9 58	3 25	....	6 14	....	7 59	....	6 25
9 15	114	....	9 10	....	7 25	6 48	1 53	1 53	11 55	11 55	....	....	126	.... **Monterey**... ♁	....	....	....	8 18	....	9 50	3 20	....	6 10	....	7 55	113	6 20
9 25	P M	....	9 25	....	7 35	6 00	2 05	2 05	12 05	12 05	....	....	128	arr.**Pacific Grove** ♁.lve.	....	....	....	*8 10	....	*9 40	*3 10	....	*6 00	....	*7 46	A M	§6 10
A M	§7 00	12 01	7 30	7 10	P M	P M	P M	1 10	11 10	10 46	10 31	....	110	lve..**Castroville**..arr.	4 45	6 45	8 15	A M	....	12 07	P M	4 15	6 45	8 20	P M	8 20	P M
....	7 07	- -	- -	7 17	....	....	....	1 17	- -	- -	10 36	....	114	.... Cooper	- -	6 37	- -	....	....	11 57	....	4 08	- -	- -	....	8 13	....
....	7 10	- -	- -	7 20	....	....	....	1 20	- -	- -	- -	....	116	........Graves........	- -	6 34	- -	....	....	11 54	....	4 04	- -	- -	....	8 10	....
....	7 15	12 20	7 45	7 25	....	....	....	1 25	11 30	11 00	10 45	....	118	........**Salinas**..... ♁	*4 30	*6 30	*8 00	....	....	*11 50	....	*4 00	*6 25	*8 05	....	§8 05	....
....	P M	Night	P M	P M	....	....	....	P M	A M	A M	A M	....	...	ARRIVE] [LEAVE	A M	A M	A M	....	....	A M	....	P M	P M	P M	....	A M	....

SAN FRANCISCO, OCEAN VIEW AND SAN BRUNO.

78	76	74	72	Mls	*October* 24, 1909.	71	35	73	75	77
P M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M	P M
†8 25	†5 30	*11 30	†5 40	0	.....**San Francisco**... ♁	6 35	7 35	1 35	6 15	7 16
8 35	5 40	11 40	5 50	3	......*Valencia Street*......	6 25	7 25	1 25	6 05	7 05
8 39	5 45	11 45	5 54	4	........Bernal.........	6 20	7 19	1 21	6 01	7 01
8 45	5 50	11 50	6 00	7	........Ocean View...... ♁	6 15	7 14	1 16	5 56	6 56
8 47	5 52	11 52	6 02	8	.......Spring Valley.......	6 13	7 12	1 14	5 54	6 53
8 50	5 55	11 56	6 05	9	.........Colma..........	6 10	7 08	1 10	5 50	6 49
8 53	5 58	12 01	6 08	10	.........Sholim.........	6 08	7 05	1 05	5 47	6 47
7 00	6 05	12 10	6 14	12	.........Baden.........	6 03	6 57	12 56	5 43	6 43
7 05	6 10	12 15	6 20	15	arr....**San Bruno** ♁..lve.	†5 50	*6 50	*12 50	†5 35	†6 30
7 40	6 40	Noon	6 50	30	.....**San Francisco**... ♁	†5 35	A M	Noon	†5 10	†6 05
P M	P M	....	A M	....	ARRIVE] [LEAVE	A M	....	....	P M	P M

SAN FRANCISCO AND LOS GATOS, VIA MAYFIELD.

....	550	54	548	86	546	544	542	84	Ms	*October* 24, 1909.	89	541	83	525	545	547	551	87	543	549	....
....	P M	P M	P M	P M	P M	A M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	A M	....	P M	P M	P M	P M	A M	P M	....
....	§5 40	†6 00	†6 20	*3 00	†2 05	*10 40	*8 20	*8 10	0	.. **San Francisco** ♁	8 00	8 40	10 05	....	1 10	3 20	7 20	9 15	9 40	5 40	....
....	6 50	7 05	6 10	Via San Jose.	3 26	11 50	9 35	9 05	36	....**Mayfield**.. ♁	6 55	7 44	9 10	....	11 15	2 10	5 40	Via San Jose.	8 30	4 30	....
....	7 01	7 14	6 20		3 36	12 01	9 46	9 11	40	.... Los Altos	6 42	7 35	8 55	....	11 06	2 00	5 31		8 20	4 21	....
....	- -	- -	6 25		3 41	- -	9 51	- -	42	..... Loyola	6 38	- -	- -	....	- -	1 56	5 26		8 16	4 16	....
....	7 13	7 23	6 31		3 48	12 13	9 58	- -	45	... Mona Vista ...	6 32	7 25	- -	....	10 55	1 50	5 20		8 10	4 10	....
....	7 24	7 30	6 41		3 59	12 24	10 09	- -	49	..Congress Junc..	6 25	7 16	- -	....	10 47	1 42	5 13		8 02	4 02	....
....	7 28	7 33	6 49	- -	4 03	12 29	10 13	- -	50	......Quito......	6 22	7 12	- -	....	10 43	1 38	5 08	- -	7 59	3 58	....
....	7 40	7 45	7 00	4 55	4 55	12 40	10 25	9 45	54	...**Los Gatos**. ♁	†6 15	†7 05	8 25	....	*10 35	†1 30	†5 00	7 25	§7 50	§3 50	....
....	P M	P M	P M	5 05	5 06	Noon	11 05	9 55	57	...... Alma......	A M	A M	8 17	....	A M	P M	P M	7 15	A M	P M	....
....				5 22	5 22		11 22	10 10	61	..... Wright	....		8 02	....				7 00	....	....	....
....	....	....	....	5 27	5 27	....	11 30	10 16	63	..... Laurel	....	....	7 56	....	....	....	....	6 54	....	....	....
....	....	....	....	5 32	5 32	...	11 36	10 21	65	.... Glenwood	....	....	7 52	....	....	....	....	6 49	....	....	....
....	5 32	5 30	5 24	5 45	5 45	5 22	11 48	10 33	69	..... Meehan.....	....	5 23	7 37	....	5 27	5 29	5 31	6 35	....	....	....
....	P M	P M	A M	- -	- -	A M	11 55	10 40	71	..... Hayes	....	A M	7 30	A M	A M	P M	P M	6 25	....	....	....
....	*4 25	*2 15	*8 50	5 57	5 57	*7 30	12 01	10 45	72½	..... **Felton**.....	....	8 50	7 25	10 40	11 59	2 00	4 15	6 20	....	....	....
....	4 55	2 45	9 20	6 50	6 50	....	12 45	11 20	81	ar.**Boulder Creek** lv.	....	....	*6 55	*10 10	*11 30	*1 30	*3 45	*5 20	....	....	....
....	P M	P M	A M	5 59	5 59	7 33	12 03	10 47	73	....Big Trees....	....	8 47	7 20	A M	A M	P M	P M	6 15	....	....	....
....	....	....	....	- -	- -	7 40	12 13	- -	75	..... Rincon	....	8 36	- -	....	....	....	....	6 08	....	....	....
....	....	....	....	6 25	6 25	7 55	12 30	11 10	79	...**Santa Cruz**...	....	*8 25	*7 00	....	....	....	....	*5 55	....	....	....
....	....	....	....	P M	P M	A M	Noon	A M	...	ARRIVE] [LEAVE	....	A M	A M	....	....	....	....	P M	....	....	....

SANTA CRUZ AND DAVENPORT.—Trains leave **Santa Cruz** †7 45, †11 00 a.m., arriving Davenport 8 45 a.m. 12 01 noon. Leave Davenport †9 30 a.m., †1 15 p.m., arriving Santa Cruz 10 30 a.m., 2 15 p.m.

BAKERSFIELD AND McKITTRICK.—Train leaves **Bakersfield** *8 15 a.m., arrives McKittrick (48 miles) 10 20 a.m. Leaves McKittrick *2 20 p.m., arrives Bakersfield 4 20 p.m.

EXPLANATION OF SIGNS.

Trains marked * run daily; † daily, except Sunday; § Sunday only.

c Stops to leave passengers; *g* stops to take passengers for east of San Jose. ‖ Meals. ♁ Telegraph stations.

SOUTHERN PACIFIC.

SUNSET ROUTE.

All Sunset Route Passenger trains now arrive and depart from UNION STATION, Howard Avenue and Rampart Street, New Orleans, in the heart of the City.

CONDENSED SCHEDULE OF THROUGH PULLMAN STANDARD SLEEPING CAR SERVICE.

NEW ORLEANS, SAN ANTONIO, SAN FRANCISCO.

No. 9	No. 7-3	*May* 30, 1909.	No. 8	No. 10
		(*M. L. & T.*)		
*11 55 A M	*9 00 P M	lve. **New Orleans** (*C. T.*) arr.	7 25 A M	6 45 P M
9 48 P M	6 38 A M	arr. **Orange**...(*T. & N. O.*) lve.	10 07 P M	9 42 A M
9 30 P M	7 25 A M	lve. **Beaumont** » arr.	9 15 P M	9 05 A M
11 55 P M	10 15 A M	arr. **Houston**.. » lve.	6 45 P M	6 30 A M
12 25 Night	10 35 A M	lve. **Houston**.(*G. H. & S. A.*) arr.	6 20 P M	6 00 A M
1 47 A M	11 52 A M	lve. **Rosenberg** » lve.	5 15 P M	4 30 A M
7 35 A M	6 00 P M	arr. **San Antonio.** » lve.	*1100 A M	10 30 P M
9 00 A M		lve. **San Antonio.** » arr.		7 30 P M
8 30 A M		arr. **El Paso**... » lve.		8 00 P M
		(*Pacific time.*)		
7 45 A M		lve. **El Paso**.(*G. H. & S. A.*) arr.		5 00 P M
7 58 A M		lve. **Rio Grande**..(*So. Pac.*) arr.		4 47 P M
4 48 P M		lve. **Benson**... » lve.		7 59 A M
8 55 P M		lve. **Tucson**.... » lve.		5 45 A M
9 35 P M		lve. **Maricopa.** » lve.		2 48 A M
7 30 P M		lve. **Los Angeles.** » lve.		12 01 Noon
11 40 A M		arr. **San Francisco** » lve.		*4 00 P M

NEW ORLEANS AND DALLAS.

No. 7	STATIONS.	No. 8
*9 00 P M	lv. **New Orleans** (*M. L. & T.*) ar.	7 25 A M
10 15 A M	ar. **Houston**...(*T. & N. O.*) lv.	6 45 P M
10 30 A M	lv. **Houston**..(*H. & T. C.*) ar.	6 30 P M
7 30 P M	ar. **Dallas**..... » lv.	*8 30 A M

GALVESTON AND SAN ANTONIO.

No. 9	STATIONS.	No. 10
*7 25 P M	lve. **Galveston** (*G. H. & S. A.*) arr.	8 45 A M
9 10 P M	arr. **Houston**..... » lve.	6 58 A M
12 25 Night	lve. **Houston**..... » arr.	6 00 A M
7 35 A M	arr. **San Antonio.** » lve.	*1050 P M

GALVESTON AND DENVER.

No. 176	STATIONS.	No. 171
*7 25 P M	lve. **Galveston** (*G. H. & S. A.*) arr.	8 45 A M
9 40 P M	lve. **Houston**....(*H. & T. C.*) arr.	6 10 A M
8 00 A M	arr. **Ft. Worth**.... » lve.	8 00 P M
9 40 A M	lve. **Ft. Worth** (*Ft. W. & D. C.*) arr.	5 45 P M
11 30 A M	arr. **Pueblo**.....(*C. & S.*) lve.	3 57 P M
5 15 P M	arr. **Denver**..... » lve.	*12 15 Noon

GALVESTON AND DENISON.

No. 178	STATIONS.	No. 171
*7 25 P M	lve. **Galveston** (*G. H. & S. A.*) arr.	8 45 A M
9 10 P M	arr. **Houston**.... » lve.	6 58 A M
9 40 P M	lve. **Houston**....(*H. & T. C.*) arr.	6 10 A M
10 45 A M	arr. **Denison**.... » lve.	*5 20 P M

Trains marked * run daily.

CONDENSED SCHEDULE OF THROUGH SUNSET EXCURSION SLEEPING CAR SERVICE.

NEW ORLEANS-SAN FRANCISCO.

Westbound.			(*Central time.*)	*Eastbound.*	
Mon	11 55 A M		lve. **New Orleans**..(*M. L. & T.*) arr.	6 45 P M	Wed
Mon	11 55 P M		arr. **Houston**...(*T. & N. O.*) lve.	6 30 A M	Wed
Mon	12 25 Night		lve. **Houston**..(*G. H. & S. A.*) arr.	6 00 A M	Wed
Tue	7 35 A M		arr. **San Antonio**.. » lve.	10 30 P M	Tue
Tue	9 00 A M		lve. **San Antonio**.. » arr.	7 30 P M	Tue
Wed	8 30 A M		arr. **El Paso**..... » lve.	8 00 P M	Mon
			(*Pacific time.*)		
Wed	7 45 A M		lve. **El Paso**..... arr.	5 00 P M	Mon
Thu	1 30 P M		arr. **Los Angeles**..... lve.	12 01 Noon	Sun
Fri	11 40 A M		arr. **San Francisco**..(*S. P.*) lve.	4 00 P M	Sat

ST. LOUIS-SAN FRANCISCO.

Westbound.				*Eastbound.*	
Wednesday	8 32 P M		lve. **St. Louis**....(*M. K. & T.*) arr.	7 43 A M	Monday
Friday	7 30 A M		arr. **San Antonio**.... » lve.	8 00 P M	Saturday
»	9 00 A M		lve. **San Antonio** (*G. H. & S. A.*) arr.	7 30 P M	»
Saturday	8 30 A M		arr. **El Paso**..... » lve.	8 00 P M	Friday
»	7 45 A M		lve. **El Paso**..... » arr.	5 00 P M	»
Sunday	1 30 P M		arr. **Los Angeles**....(*So. Pac.*) lve.	12 01 Noon	Thursday
»	7 30 P M		lve. **Los Angeles**.... » arr.	8 30 A M	»
Monday	11 40 A M		arr. **San Francisco.** » lve.	4 00 P M	Wednesday

CHICAGO-ST. LOUIS-LOS ANGELES.

Westbound.			(*Daily Service.*)	*Eastbound.*		
Daily.	Mon	9 00 P M	lve. **Chicago**....(*C. R. I. & P.*) arr	11 45 A M	Thu	Daily.
	Mon	10 02 P M	lve. **St. Louis**..(*C. R. I. & P.*) arr.	7 35 A M	Thu	
	Tue	10 40 A M	lve. **Kansas City**..(*C. R. I. & P.*) arr.	9 20 P M	Wed	
	Tue	12 40 Noon	lve. **Topeka**..... » lve.	7 20 P M	Wed	
	Wed	7 55 A M	lve. **Santa Rosa**.(*E. P. & S. W.*) lve.	11 25 P M	Wed	
	Wed	5 60 P M	arr. **El Paso**..... » lve.	1 15 P M	Tue	
	Thu	6 55 P M	arr. **Los Angeles**.....(*S. P.*) lve.	9 45 A M	Mon	

CINCINNATI-SAN FRANCISCO, VIA NEW ORLEANS.

Westbound.				*Eastbound.*	
Tuesday	8 00 P M		lve. **Cincinnati** (*B. & O. S. W.*) arr.	9 15 P M	Sunday
»	9 40 P M		lve. **Louisville**...(*Ill. Cent.*) lve.	6 55 P M	»
Wed'day	9 05 A M		lve. **Memphis**..... » lve.	6 35 A M	»
»	8 16 P M		arr. **New Orleans**.. » lve.	7 10 P M	Saturday
Thursday	11 55 A M		lve. **New Orleans**.(*M. L. & T.*) arr.	6 45 P M	»
»	12 25 Night		lve. **Houston**....(*G. H. & S. A.*) lve.	6 30 A M	»
Friday	9 00 A M		lve. **San Antonio**... » lve.	10 30 P M	Friday
Saturday	7 45 A M		lve. **El Paso**..... lve.	8 00 P M	Thursday
Sunday	1 30 P M		arr. **Los Angeles**..(*S. P. Co.*) lve.	12 01 Noon	Wed'day
Monday	11 40 A M		arr. **San Francisco.** » lve.	4 00 P M	Tuesday

WASHINGTON, D.C.-SAN FRANCISCO, VIA NEW ORLEANS.

Westbound.					STATIONS.	*Eastbound.*			
Fri	Thu	Wed	Mon	4 15 P M	lv. Washington (M.T.) (S.Ry) ar.	10 40 A M	Sun	Tue	Wed	Thu
Sat	Fri	Thu	Tue	4 55 P M	ar. **Atlanta**..... » lv.	2 45 P M	Sat	Mon	Tue	Wed
Sat	Fri	Thu	Tue	6 20 P M	lv. Atlanta (C.T.) (A. & W.P.) ar.	2 30 P M	Sat	Mon	Tue	Wed
Sun	Sat	Fri	Wed	7 50 A M	ar. **New Orleans** (L. & N.) lv.	8 00 P M	Fri	Sun	Mon	Tue
»	»	»	»	11 55 A M	lv. New Orleans..(M. L. & T.) ar.	6 45 P M	»	»	»	»
»	»	»	»	12 25 Night	lv. **Houston** (G. H. & S. A.) lv.	6 30 A M	»	»	»	»
Mon	Sun	Sat	Thu	9 00 A M	lv. **San Antonio**... » lv.	10 30 P M	Thu	Sat	Sun	Mon
Tue	Mon	Sun	Fri	8 30 A M	ar. **El Paso**..... » lv.	8 00 P M	Wed	Fri	Sat	Sun
Tue	Mon	Sun	Fri	7 45 A M	lv. El Paso (P.T.) (G. H. & S. A.) ar.	5 00 P M	Wed	Fri	Sat	Sun
Wed	Tue	Mon	Sat	1 30 P M	ar. **Los Angeles**...(*S. P.*) lv.	12 01 Noon	Tue	Thu	Fri	Sat
Thu		Tue	Sun	11 40 A M	ar. **San Francisco.** » lv.	4 00 P M	Mon	Wed		Fri
	Wed			7 48 P M	ar. **San Francisco.** » lv.	10 20 A M			Thu	

CHICAGO-SAN FRANCISCO, VIA ILLINOIS CENTRAL AND NEW ORLEANS.

Westbound.			(*Central time.*)	*Eastbound.*	
Mon	9 40 A M		lve. **Chicago**.....(*I. C. R. R.*) arr.	9 30 P M	Fri
Tue	11 40 P M		lve. **Memphis**..... » arr.	6 20 A M	»
»	10 55 A M		arr. **New Orleans**... » lve.	7 10 P M	Thu
»	11 55 A M		lve. **New Orleans**...(*M. L. & T.*) arr.	6 45 P M	»
»	12 25 Night		lve. **Houston**...(*G. H. & S. A.*) lve.	6 30 A M	»
Wed	9 00 A M		lve. **San Antonio**... » lve.	10 30 P M	Wed
Thu	8 30 A M		arr. **El Paso**..... » lve.	8 00 P M	Tue
			(*Pacific time.*)		
Thu	7 45 A M		lve. **El Paso**...(*G. H. & S. A.*) arr.	5 00 P M	Tue
Fri	1 30 P M		arr. **Los Angeles**... (*S. P.*) lve.	12 01 Noon	Mon
Sat	11 40 A M		arr. **San Francisco.** » lve.	4 00 P M	Sun

The Through Excursion Sleeping Cars running between Washington, Chicago, Cincinnati, New Orleans, St. Louis and San Francisco are the finest and best equipped Sleeping Cars operated by the Pullman Company. First or second-class tickets are accepted for passage.

A uniformed porter is always in attendance, and a "SUNSET EXCURSION AGENT" accompanies each car through for the purpose of looking after the comfort of passengers; ladies and children traveling alone are guaranteed the utmost protection under his care.

THE BERTH RATES IN THESE SLEEPERS ARE HALF THE RATES CHARGED IN STANDARD SLEEPERS.

For Map, see pages 722-723

SUNSET ROUTE.

MORGAN'S LOUISIANA & TEXAS R.R. & S.S CO.—LOUISIANA WESTERN R.R.

EXECUTIVE DEPARTMENT.

R. S. LOVETT, President, New York City, N.Y.
THORNWELL FAY, Vice-President M. L. & T. R.R. & S.S. Co., Houston, Tex.
W. V. S. THORNE, Vice-Prest. L. W. R.R., New York City.
ST. DENIS J. DE BLANC, Secretary and Treas., New Orleans, La.

TRAFFIC DEPARTMENT.

J. C. STUBBS, Traffic Director, Chicago, Ill.
E. O. McCORMICK, Assistant Traffic Director, Chicago, Ill.
P. C. STOHR, Assistant Traffic Director, "
C. S. FAY, General Freight Agent, New Orleans, La.
C. W. OWEN, Asst. General Freight Agent, "
JOSEPH LALLANDE, Asst. Gen. Freight Agent, "
J. H. R. PARSONS, General Passenger Agent, "
C. W. MURPHEY, City Passenger Agent, "
THEO. ENSIGN, City Ticket Agent, New Orleans, La.
D. ASBURY, Division Freight and Pas. Agent, Lake Charles, La.
G. E. GUEDRY, Trav. Freight and Pas. Agent, New Orleans, La.
S. S. BONIEL, Trav. Freight and Pas. Agent, Opelousas, La.
A. M. POST, Commercial Agent, New Orleans, La.
W. W. MONROE, General Baggage Agent, Houston, Tex.
A. E. WOODELL, General Agent, Havana, Cuba.

TRANSPORTATION DEPARTMENT.

THORNWELL FAY, General Manager, Houston, Tex.
W. M. HOBBS, General Superintendent, New Orleans, La.
E. E. SHACKFORD, Superintendent, La Fayette, La.
G. C. SCARLETTE, Assistant Superintendent, "
H. P. THRALL, Mail Traffic Manager, Chicago, Ill.

LEGAL DEPARTMENT.

J. P. BLAIR, General Counsel, New Orleans, La.

PURCHASING DEPARTMENT.

N. P. RANDOLPH, Purchasing Agent, New Orleans, La.

ACCOUNTING DEPARTMENT.

T. O. EDWARDS, Auditor, New Orleans, La.
H. M. MOORS, Freight Claim Agent, "

MAIN LINE.

11-3	7	1	9	5	Mls.	November 14, 1909.	8	10	2	8	4
●P M	P M	P M	A M	A M	....	(Union Station.)	P M	P M	A M	A M	....
*7 20	*9 00	*3 00	*11 55	*6 50	....	lve.+New Orleans ♁ arr.	5 25	6 45	11 40	7 25	....
*7 50	....	....	....	....	0	lve.... Algiers.. ♁ arr.	....	....	....	....	....
6 23	10 10	3 55	1 06	7 50	11	......Avondale.... ♁	4 20	5 35	10 40	6 15	....
– –	– –	3 58	– –	7 53	13	......Waggaman......	4 15	– –	10 34	– –	....
– –	– –	4 28	– –	8 15	24	........Boutte........	3 53	– –	10 08	– –	....
– –	– –	4 45	– –	8 32	32	....Des Allemands.. ♁	3 33	– –	9 50	– –	....
– –	– –	5 08	– –	8 49	40	...Raceland Junc. ♁	3 15	– –	9 34	– –	....
– –	10 58	5 11	– –	8 53	41	........Bowie...... ♁	3 10	– –	9 31	5 14	....
– –	– –	5 31	– –	9 15	49	.......Rousseau.......	2 51	– –	9 15	– –	....
– –	– –	5 38	– –	9 20	52	.......Lafourche.... ♁	2 46	– –	9 07	– –	....
– –	11 24	5 45	– –	9 35	55	......Schriever..... ♁	2 38	– –	9 00	4 45	....
– –	– –	6 18	– –	10 02	66	........Gibson...... ♁	2 08	– –	8 32	– –	....
– –	– –	6 23	– –	10 19	73	.........Bœuf....... ♁	1 50	– –	8 16	– –	....
11 06	12 11	6 37	2 53	10 32	80	+...Morgan City... ♁	1 34	5 37	8 02	3 57	....
– –	12 30	7 06	– –	11 03	87	......Patterson...... ♁	1 09	– –	7 34	3 37	....
– –	– –	7 23	– –	11 22	96	.....Bayou Sale..... ♁	12 49	– –	7 15	– –	....
12 04	12 57	7 37	3 38	11 37	101	+.....Franklin..... ♁	12 37	2 45	7 00	3 10	....
– –	– –	7 46	– –	11 46	105	......Baldwin .... ♁	12 25	– –	6 49	– –	....
– –	– –	7 55	– –	11 54	109	........Adeline...... ♁	12 17	– –	6 42	– –	....
– –	1 25	8 07	– –	12 09	114	+.... Jeanerette .... ♁	12 05	– –	6 30	2 43	....
– –	– –	8 20	– –	12 21	120	........Olivier....... ♁	11 52	– –	6 17	– –	....
1 15	1 50	8 37	4 24	12 37	125	+....New Iberia.... ♁	11 42	2 02	6 07	2 21	....
– –	– –	8 54	– –	12 57	132	.........Cade........ ♁	11 22	– –	5 53	– –	....
– –	– –	9 09	– –	1 11	138	........Broussard..... ♁	11 10	– –	5 40	– –	....
2 10	2 30	9 25	5 00	1 25	144	arr.+La Fayette ♁ lve.	10 55	1 25	*5 30	1 45	P M
*7 10	2 37	P M	5 05	1 45	144	lve...La Fayette..arr.	10 40	1 15	A M	1 38	5 35
7 22	– –	....	– –	1 56	149	.........Scott........ ♁	10 27	– –	....	– –	5 18
7 47	3 07	....	– –	2 16	160	.........Rayne....... ♁	10 05	– –	....	1 10	4 50
8 02	3 19	....	5 49	2 30	166	+.....Crowley..... ♁	9 54	12 34	....	1 00	4 35
8 18	– –	....	– –	2 43	172	......Estherwood..... ♁	9 40	– –	....	– –	4 22
8 23	– –	....	– –	2 48	174	.......Midland .... ♁	9 35	– –	....	– –	4 16
8 35	3 45	....	– –	2 59	180	......Mermentau.... ♁	9 25	– –	....	12 35	4 05
8 46	3 55	....	6 22	3 09	185	+.....Jennings..... ♁	9 15	12 00	....	12 28	3 54
9 04	– –	....	– –	3 20	191	........Roanoke...... ♁	9 04	– –	....	– –	3 40
9 15	4 15	....	6 42	3 30	195	+....... Welsh ...... ♁	8 54	11 40	....	2 10	3 30
9 46	– –	....		3 51	207	..........Iowa....... ♁	8 33	– –	....	– –	3 00
10 25	5 12	....	7 30	4 19	218	+..Lake Charles.. ♁	8 00	10 51	....	11 24	2 27
10 31	– –	....	– –	4 25	221	.... Westlake..... ♁	7 54	– –	....	– –	2 21
10 53	5 35	....	– –	4 45	228	.... Sulphur ..... ♁	7 40	– –	....	11 04	2 03
11 10	– –	....	– –	6 01	236	........Edgerly...... ♁	7 25	– –	....	– –	1 48
11 23	6 00	....	– –	5 14	242	........Vinton....... ♁	7 13	– –	....	10 41	1 36
11 35	– –	....	– –	5 25	246	........Toomey........	7 03	– –	....	– –	1 26
– –	– –	....	– –	– –	250	arr Sabine River.lve.	– –	– –	....	– –	– –
....	....	....	....	....	....	(T. & N. O. R.R.)	....	....	....	....	....
– –	– –	....	– –	– –	250	....Sabine River....	– –	– –	....	– –	– –
1 00	7 20	....	9 25	6 25	278	arr...Beaumont..lve.	*5 5	9 05	....	9 15	12 05
4 15	10 15	....	11 55	9 15	362	arr....Houston...lve.	*3 30	*6 30	....	*6 45	*9 10
P M	A M	....	P M	P M	....	(G. H. & S. A. Ry.)	P M	A M	....	P M	A M
....	6 00	....	7 35	....	571	arr..San Antonio.lve.	....	10 30	....	*11 00	....
....	P M	....	8 30	....	1194	........El Paso........	....	*8 00	....	A M	....
....	....	....	A M	....	....	ARRIVE] [LEAVE	....	P M	....	....	....

RACELAND JUNCTION AND LOCKPORT.

....	No. 101	No. 105	Mls	November 14, 1909.	No. 102	No. 106	....
....	*5 10 P M	*9 40 A M	0	lve...Raceland Jn ♁ arr.	8 40 A M	2 10 P M	....
....	5 25 "	10 00 "	2.0	........Raceland........	8 20 "	1 55 "	....
....	5 40 "	10 20 "	5.8	.........Mathews........	8 05 "	1 35 "	....
....	6 00 P M	10 40 A M	9.7	arr.... Lockport....lve.	*7 50 A M	*1 10 P M	....

SCHRIEVER AND NAPOLEONVILLE.

....	No. 203	No. 205	Mls	November 14, 1909.	No. 202	No. 206	....
....	*2 48 P M	*9 35 A M	0	lve....Schriever...arr.	8 45 A M	2 05 P M	....
....	3 20 "	10 05 "	3	......Thibodaux......	8 25 "	1 40 P M	....
....	3 55 "	10 50 "	13	...... Labadieville	7 30 "	12 52 Noon	....
....	4 30 P M	11 35 A M	23	arr..Napoleonville.lve.	*7 00 A M	*12 15 Noon	....

SCHRIEVER AND HOUMA.

....	No. 301	No. 305	Mls	November 14, 1909.	No. 302	No. 308	....
....	*5 45 P M	*9 40 A M	0	lve... Schriever ♁.arr.	8 35 A M	2 09 P M	....
....	6 00 "	9 55 "	4	........Rebecca........	8 20 "	1 40 "	....
....	6 15 "	10 10 "	8	........Central........	8 05 "	1 28 "	....
....	6 24 "	10 22 "	10	........Crescent	7 56 "	1 14 P M	....
....	6 38 "	10 40 "	13	......Southdown......	7 45 "	12 58 Noon	....
....	6 45 P M	10 50 A M	15	arr.....Houma ♁..lve.	*7 40 A M	*12 50 Noon	....

FRANKLIN AND CYPREMORT.

....	No. 405	Ms.	November 14, 1909.	No. 406	....
....	*1 10 P M	0	lve.....Franklin ♁..arr.	9 00 A M	....
....	2 00 "	2	.........Baldwin ♁..lve.	8 50 "	....
....	2 15 "	4	....F. & A. Junction....	8 14 "	....
....	2 25 "	8	.........Vacherie.........	8 07 "	....
....	2 50 "	11	..........Glencoe.........	7 42 "	....
....	3 15 "	15	......Cote Blanche	7 22 "	....
....	4 00 P M	...	arr....Cypremort...lve.	*7 00 A M	....

NEW IBERIA AND MIDLAND.

....	....	523	505	Mls	November 14, 1909.	506	524
....	....	A M	Noon	....	LEAVE] [ARRIVE	A M	A M
....	....	†7 00	*12 40	0	.......New Iberia.. ♁	11 30	11 20
....	....	7 20	12 55	4	.... Davids	11 10	10 45
....	....	7 25	12 57	5	..I. & V. Junction..	11 08	10 40
....	....	8 00	....	10	arr...Salt Mine...lve.	....	†10 00
....	....	A M	1 04	7	...........Lee..........	11 00	A M
....	....	....	1 08	9	........Poufette........	10 55	....
....	....	....	1 13	11	.......Bob Acres	10 49	....
....	....	....	1 18	12	.......Delcambre	10 44	....
....	....	....	1 24	15	.... Erath..........	10 36	....
....	....	....	1 33	18	.......Grosse Isle......	10 25	....
....	....	....	1 50	21	.......Abbeville..... ♁	10 15	....
....	....	....	2 10	30	........Kaplan...... ♁	9 50	....
....	....	....	2 27	38	........Mulvey.........	9 30	....
....	....	....	2 44	45	........Gueydan..... ♁	9 10	....
....	....	....	2 54	49	........Riceville........	9 00	....
....	....	....	3 05	52	.... Morse ...... ♁	8 50	....
....	....	....	3 20	56	........Midland ♁.....	*8 40	....
....	....	....	P M	....	ARRIVE] [LEAVE	A M	....

For Map, see pages 722-723.
For schedule of Through Standard and Excursion Sleeping Cars, see page 736.

CADE AND ARNAUDVILLE.

....	No. 605	Ms	November 14, 1909.	No. 606	....
....	*1 00 P M	0	lve.......Cade ♁....arr.	11 10 A M	....
....	1 10 "	3	.... Delacroix.........	11 00 "	....
....	1 50 "	7	....St. Martinsville. ♁	10 45 "	....
....	2 15 "	12	..........Parks...........	9 36 "	....
....	2 55 "	19	.....Breaux Bridge.... ♁	9 10 "	....
....	3 05 "	22	..........Gecko...........	8 35 "	....
....	3 15 "	25	.... De Clouet	8 25 "	....
....	3 40 "	29	.... Arnaudville .... ♁	8 10 "	....
....	– –	33	..........Walter..........	– –	....
....	4 05 "	35	.........Leonville.........	7 30 "	....
....	4 30 P M	41	arr....Port Barre...lve.	*7 05 A M	....

LA FAYETTE AND ALEXANDRIA.

705	711	Ms	November 14, 1909.	706	712
P M	A M	....	LEAVE] [ARRIVE	A M	A M
*1 45	*2 45	0	+...La Fayette... ♁	10 40	1 00
1 58	3 05	7	........Carencro..... ♁	10 25	12 25
2 10	3 25	13	........Sun Set....... ♁	10 13	12 05
2 16	– –	17	........Belleview........	10 04	– –
2 30	3 50	22	+....Opelousas..... ♁	9 51	11 40
2 43	4 10	28	..... Washington.... ♁	9 33	11 10
2 53	– –	32	.........Beggs..........	9 20	– –
3 03	– –	36	.... Garland	9 11	– –
3 11	– –	38	........Dubuisson........	9 03	– –
3 22	– –	42	........Whiteville........	8 54	– –
3 33	– –	45	........Barbreck.........	8 45	– –
3 43	5 07	48	.... Gold Dust	8 27	9 56
3 55	5 20	52	..........Eola .... ♁	8 20	9 43
4 06	– –	56	..........Haas..........	8 15	– –
4 25	5 50	60	.....Cheneyville... ♁	8 00	9 10
– –	– –	67	.... Meekers	– –	– –
– –	6 17	69	.......Lecompte...... ♁	– –	8 45
– –	6 26	72	.......Lamourie...... ♁	– –	8 36
– –	6 41	77	.......Moreland...... ♁	– –	8 21
5 25	7 00	85	+...Alexandria... ♁	*7 00	*8 00
P M	A M	....	ARRIVE] [LEAVE	A M	P M

* Daily; † daily, except Sunday; ‡ Sunday only. ¶ Meals. + Coupon stations; ♁ Telegraph stations. ● Leaves from New Orleans Ferry Landing. STANDARD—Central time.

LAKE CHARLES AND LAKE ARTHUR.

No. 905	Ms	November 14, 1909.	No. 910
*3 45 P M	0	lve..Lake Charles..arr.	10 10 A M
4 35 "	13	........Holmwood........	9 15 "
5 10 P M	18	arr..Lake Arthur...lve.	*7 50 A M

MIDLAND AND EUNICE.

....	No. 515	Ms	November 14, 1909.	No. 516
....	*3 25 P M	0	lve....Midland...arr.	8 15 A M
....	3 40 "	6	.... Egan	8 00 "
....	4 00 "	11	.... Iota........ ♁	7 35 "
....	4 18 "	17	.........Gassler.........	7 16 "
....	4 [illegible] P M	24	arr....Eunice ♁..lve.	*7 00 A M

SUNSET ROUTE.

GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY COMPANY.

GENERAL OFFICES—HOUSTON, TEX.

EXECUTIVE OFFICERS.

R. S. LOVETT, President, New York, N.Y. | T. FAY, Vice-President, Houston, Tex.

GENERAL OFFICERS.

W. G. VAN VLECK, 2d Vice-Prest. & Mgr., Houston, Tex.
A. V. KELLOGG, Engineer of Maintenance of Way, "
H. F. ANDERSON, Superintendent, San Antonio, Tex.
G. S. WAID, Superintendent, El Paso, Tex.
R. JONES, Superintendent Victoria Division, Victoria, Tex.
J. J. RYAN, Superintendent of Motive Power, Houston, Tex.
C. K. DUNLAP, Traffic Manager, "
J. R. CHRISTIAN, General Freight Agent, "
H. C. REESE, Asst. General Freight Agent, "
A. A. MARTIN, Freight Claim Agent, "

THOS. J. ANDERSON, General Passenger Agent, Houston, Tex.
W. W. MONROE, General Baggage Agent, "
W. S. NAPIER, Assistant General Baggage Agent, "
G. R. COTTINGHAM, Auditor, "
F. J. COX, Auditor Passenger Accounts, "
W. E. BRIGGS, Freight Auditor, "
B. C. CUSHMAN, Treasurer, "
BAKER, BOTTS, PARKER & GARWOOD, Gen. Attys., "
H. P. THRALL, Agent of Mail Service, 135 Adams St., Chicago, Ill.

AGENCIES.

E. W. DORRIS, City Passenger and Ticket Agent, Houston, Tex.
W. H. TAYLOR, General Agent, "
J. E. MONROE, City Passenger and Ticket Agent, El Paso, Tex.
WADE CUNNINGHAM, Trav. Fht. & Pas. Agent, "
W. C. McCORMICK, General Agent, "
E. L. McKIBBIN, Trav. Passenger Agt., San Antonio, Tex.
GEO. WORLEY, Traveling Freight Agent, "
A. R. ATKINSON, Division Fht. and Pas. Agt., "

J. B. PORTER, City Passenger Agent, San Antonio, Tex.
E. McCLANAHAN, City Ticket Agent, "
J. H. MILLER, Division Passenger Agent, Galveston, Tex.
C. H. COMPTON, City Passenger and Ticket Agent, "
H. M. WILKINS, General Agent Freight Department, "
H. P. ATTWATER, Industrial Agent, Houston, Tex.
W. E. BARNES, General Agent, Mexico City, Mex.
R. H. CARMICHAEL, General Agent, Monterey, Mex.

303	301	7	9	Mls.	December 19, 1909.	Mls	10	8	304	302
		P M	A M		(M. L. & T. R.R.)		P M	A M		
		*9 00	*11 55	0	lve. New Orleans arr.	1194	6 45	7 25		
		2 37	5 05	144	lve. ...Lafayette..arr.	1050	1 15	1 38		
		— —	— —	250	....Sabine River....	944	— —	— —		
		A M	P M		ARRIVE] [LEAVE		A M	P M		
		A M	P M		(T. & N. O. R.R.)		A M	P M		
		— —	— —	250	....Sabine River....	944	— —	— —		
		6 38	8 48	257	lve.....Orange....lve.	937	9 42	10 01		
		7 25	9 30	278	lve...Beaumont..lve.	916	9 05	9 15		
		10 15	11 55	362	..... Houston	832	*6 30	*6 45		
		A M	P M		ARRIVE] [LEAVE		A M	P M		
P M	A M	A M	Night		(G. H. & S. A. Ry.)		A M	P M	P M	P M
*4 30	*9 15	*10 35	*12 25	362	lve..+Houston ♁ .arr.	832	6 00	6 20	1 15	6 10
— —	— —	— —	— —	364	...Chaney Junction...	830	— —	— —	— —	— —
4 50	9 38	a —	— —	372	.....Stella.....♁	822	— —	b —	12 57	5 48
4 57	9 45	— —	— —	377	..... Lotus	817	— —	— —	12 42	5 40
5 04	9 53	a —	— —	382	.... Missouri City ..♁	812	— —	b —	12 34	5 33
5 08	9 55	a —	— —	383	..... Stafford	811	— —	b —	12 30	5 29
5 25	10 07	11 22	1 12	387	..... Sugarland ...♁	807	5 06	5 33	12 19	5 16
5 30	10 11	— —	— —	389	..... Sartartia.....	805	— —	— —	12 14	5 09
5 45	10 28	11 35	1 30	396	..... Richmond ....♁	798	4 51	5 15	11 56	4 52
5 55	10 40	11 52	1 47	399	+... Rosenberg...♁	795	4 40	5 05	*11 45	*4 40
P M	A M	12 04	— —	405	..... Randon	789	— —	4 48	A M	P M
		12 24	— —	414	.....East Bernard...♁	780	4 01	4 28		
		12 42	— —	424	.....Lissie.....	770	— —	4 05		
		1 00	2 43	431	+...Eagle Lake...♁	763	3 30	3 50		
		1 12	— —	437	..... Ramsey	757	— —	3 37		
		1 25	— —	444	..... Alleyton.....	750	— —	3 25		
		1 32	3 09	447	+....Columbus.....	747	2 55	3 18		
		1 45	3 15	450	.....Glidden.....♁	744	2 48	3 10		
		1 57	— —	457	.....Borden.....	737	— —	2 53		
		2 10	3 35	462	+..... Weimar	732	2 23	2 43		
		2 30	3 58	470	+..Schulenburg..♁	724	2 05	2 25		
		2 43	— —	477	..... Engle .....♁	717	— —	2 04		
		2 55	4 25	483	+.....Flatonia.....♁	711	1 38	1 52		
		3 05	— —	488	.....Pierson.....	706	— —	1 40		
		3 19	4 48	494	..... Waelder .....♁	700	1 15	1 30		
		3 33	— —	502	.....Sandy Fork.....	692	— —	1 16		
		3 45	5 12	507	..... Harwood .....♁	687	12 50	1 07		
		4 05	5 33	516	+..... Luling.....	678	12 30	12 45		
		4 25	5 53	527	..... Kingsbury....♁	667	12 02	12 25		
		4 45	6 15	537	+..... Seguin .....♁	657	11 46	12 10		
		5 05	6 38	548	..... Marion .....♁	646	11 21	11 48		
		5 20	6 55	553	.....Schertz.....♁	641	11 06	11 33		
		5 28	— —	559	.....Converse.....	635	— —	11 26	2	
	P M	6 00	7 35	571	arr. + San Antonio ♁ lve.	623	10 30	*1100	A M	
	*4 00	P M	9 00	571	lve..San Antonio arr.	623	7 30	A M	10 50	
	4 25		— —	582	..... Withers.....	612	— —		10 27	
	4 55		9 59	597	.....Lacoste.....♁	597	6 35		9 59	
	5 06		— —	604	.....Noonan.....	590	— —		9 33	
	5 21		10 35	612	..... Dunlay.....	582	6 04		9 20	
	5 40		11 00	621	..... Hondo .....♁	573	5 40		9 00	
	5 58		11 15	630	..... D'Hanis.....♁	564	5 15		8 45	
	6 10		— —	635	..... Seco.....	559	— —		8 35	
	6 22		11 40	642	.....Sabinal.....♁	552	4 45		8 20	
	6 40		12 01	653	.....Knippa.....	541	4 15		7 59	
	6 49		— —	659	..... Ange.....	535	— —		7 49	
	7 00		12 25	665	+..... Uvalde.....♁	529	3 53		7 40	
	7 12		12 37	670	.....Hacienda.....	524	3 36		7 27	
	7 24		— —	676	.....Obi.....	518	— —		7 19	
	7 35		1 02	682	..... Cline.....	512	3 14		7 10	
	7 45		— —	688	..... Odlaw	506	— —		7 01	
	8 00		1 30	697	.....Anacacho.....	497	2 45		6 45	
	8 20		1 45	705	arr..+Spofford ♁ .lve.	489	*2 30		*6 30	
	P M		3 50	740	.....Eagle Pass.....	524	*1215		A M	
			P M		ARRIVE] [LEAVE		Noon			

No. 226	Mls	EAGLE PASS BR.	Mls.	No. 225
*2 30 P M	0	lve.....Spofford ♁ ..arr.	35	1 35 P M
3 00 "	13	..... Darling	22	1 04 P M
3 15 "	21	..... Paloma	14	12 46 Noon
3 50 "	35	arr. + Eagle Pass.. lve.	0	12 15 Noon
3 40 P M		arr....C. P. Diaz. ..lve.		*1100 A M

For Schedule between Rosenberg and Cuero, see following page.

		1	9	Mls	December 19, 1909.	Mls	10	2		
			P M		LEAVE] [ARRIVE		P M	A M		
		*8 20	*1 55	705	.....Spofford.....♁	489	2 22	6 30		
		8 53	2 10	712	.....Kinney.....	482	2 10	6 15		
		8 52	2 29	726	..... Standart.....	468	1 48	5 57		
		9 30	3 10	741	+.....Del Rio.....♁	453	1 15	*5 25		
		P M	3 50	750	.....McKees.....	444	12 43	A M		
			5 45	756	.....Devils River	438	12 28			
			4 10	767	..... Feely	427	12 05			
			4 35	777	..... Comstock.....♁	417	11 47			
			4 56	787	.....Viaduct.....	407	11 21			
			5 15	794	..... Shumla.....	400	10 58			
			5 41	806	.....Langtry .....♁	388	10 30			
			6 04	817	.....Osman.....	377	9 58			
			6 25	826	.....Pumpville....♁	368	9 40			
			6 42	833	..... Lozier.....	361	9 18			
			7 17	851	..... Thurston	343	8 44			
			7 34	858	.....Dryden .....♁	336	8 31			
			7 51	865	.....Eldridge.....	329	8 19			
			8 07	872	.....Feodora.....	322	8 04			
			8 40	879	..... Sanderson ..♁	315	7 50			
			9 01	887	.....Emerson.....	307	7 23			
			9 26	895	.....Longfellow ...♁	299	7 08			
			9 45	904	.....Rosenfeld.....	290	6 53			
			10 00	911	.....Maxon	283	6 33			
			10 10	915	.....Taber.....♁	279	6 23			
			10 28	924	.....Haymond	270	6 07			
			10 43	931	.....Warwick.....	263	5 52			
			11 05	939	.....Marathon....♁	255	5 35			
			11 25	948	..... Lenox	246	5 15			
			11 40	955	..... Altuda.....	239	5 01			
			11 56	964	..... Strobel	230	4 44			
			12 12	971	..... Alpine .....♁	223	4 30			
			12 26	977	.....Toronto.....	217	4 15			
			12 45	984	.....Paisano.....	210	4 02			
			12 69	991	.....Nopal	203	3 46			
			1 15	998	+.....Marfa.....♁	196	3 31			
			1 37	1008	.....Aragon.....	186	3 06			
			1 56	1018	..... Ryan.....	176	2 49			
			— —	1026	.....Quebec.....	168	— —			
			2 30	1034	.....Valentine .....♁	160	2 20			
			2 51	1043	.....Wendell.....	152	1 47			
			— —	1058	.....Volga.....	136	— —			
			3 30	1061	..... Lobo .....♁	133	1 10			
			4 00	1074	.....Dalberg.....	120	12 44			
			4 20	1083	.....Torbert.....	111	12 26			
			4 39	1092	.....Grayton.....	102	12 12			
			5 02	1102	...Sierra Blanca.♁	92	11 55			
			5 12	1107	.....Etholen.....	87	11 45			
			5 21	1111	.....Lasca.....	83	11 28			
			5 30	1115	.....Torcer.....	79	11 09			
			— —	1119	.....Small.....	75	— —			
			5 51	1124	..... Finlay.....♁	70	10 38			
			6 09	1132	.....Madden.....	62	10 14			
			6 32	1141	....Fort Hancock..♁	53	9 52			
			7 00	1155	.....Polvo.....	39	9 26			
			7 20	1166	.....Fabens	28	8 06			
			7 35	1173	..... Clint .....♁	21	8 50			
			7 45	1178	.....Belen.....	16	8 40			
			7 55	1182	.....Vsleta.....♁	12	8 32			
			8 08	1188	..... Alfalfa	6	8 19			
			8 30	1194	arr..+El Paso♁.lve.	0	*8 00			
					(Central time.)					
					(Pacific time.)					
			7 45	1194	lve....El Paso...arr.		5 00			
			7 58	1197	.....Rio Grande.....		*4 47			
			A M		ARRIVE] [LEAVE		P M			

No. 209	Mls.	LA GRANGE BRANCH.	No. 208
		LEAVE] [ARRIVE	
†5 30 P M	0	.....Glidden .	1 00 P M
3 42 "	4	.....Knarf.....	12 48 Noon
3 55 "	7	.....Lorine	12 35 "
4 20 "	13	.....Ellinger.....♁	12 01 Noon
5 05 P M	25	arr.....+La Grange♁.....lve.	†1115 A M

* Daily ; † daily, except Sunday ; a stops to leave passengers from east of Houston ; b stops for passengers from west of Rosenberg. + Coupon stations ; ♁ Telegraph stations.

STANDARD—Central time

For Map, see pages 722-723. For Schedule of Through Standard and Ordinary Sleeping Cars, see page 736.

SUNSET ROUTE.

GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY CO.—Continued.

VICTORIA DIVISION.

303	301	313	Mls	May 30, 1909.	304	No. 302	316
P M	A M			LEAVE] [ARRIVE	P M		
*4 30	*9 15			.....Houston.....	1 15	6 10 P M	
*8 05	*1050		0	lve...Rosenberg ♁ arr.	11 35	4 50 P M	
8 33	11 27		14	.....Kendleton.....♁	11 05	4 00 "	
8 45	11 39		20	.....Hungerford.....♁	10 53	3 48 "	
7 05	11 51		26	arr..+Wharton ♁ .lve.	10 40	3 35 P M	
	11 59	A M	26	lve....Wharton....arr.	10 35		P M
	1 27	*7 45	57	.....Van Vleck.....♁	9 09		*5 50
	*6 30		74	arr.Hawkinsville ♁ lve.	*6 30		
	2 00	†1000	63	+.....Bay City.....♁	8 45		*5 30
	2 14	†1030	69	.....Markham.....♁	8 30		†1230
	2 44	A M	83	..... Blessing	7 57		Noon
	3 15		96	arr....Palacios ...lve.	*7 30		
7 21	12 11		34	.....Pierce.....	10 07	3 18 P M	
7 39	12 26		40	+.....El Campo.....♁	9 55	3 03 "	
7 55	12 46		50	.....Louise.....♁	9 30	2 41 "	
8 12	1 01		58	+.....Ganado.....♁	9 15	2 25 "	
8 35	1 22		67	+.....Edna.....♁	8 55	2 07 "	
9 27	2 20	3 19	92	+....Victoria.....♁	8 00	1 10 P M	320
10 45		A M	120	arr.....Cuero.....lve.	*6 30		A M
P M	2 50	†1100	92	lve.... Victoria ...arr.	A M	12 55 Noon	9 05
	3 02	11 20	97	..... Aloe		12 37 "	8 46
	3 10	11 30	100	..... Raisin		12 30 "	8 36
	3 33	12 14	108	.....Fannin.....		12 14 Noon	8 12
	3 58	1 30	117	+..... Goliad .....♁		11 49 A M	7 37
	4 17	1 55	124	.....Clip.....		11 31 "	7 02
	4 39	2 30	133	.....Berclair.....		11 08 "	6 27
	5 20	3 45	146	+.....Beeville.....♁		*1030 A M	†5 45
	P M	P M		ARRIVE] [LEAVE			A M

GONZALES BRANCH.

No. 219	No. 221	M		No. 220	No. 222
*4 00 P M	*1 20 P M	0	lve...Harwood ♁ arr.	12 55 Noon	3 25 P M
4 20 "	1 40 "	6	.....Kokernot.....	12 30 "	3 00 "
4 45 P M	2 10 P M	13	ar.+Gonzales ♁ .lv.	*1201 Noon	*2 30 P M

Magers and Clinton Br.—Leaves Houston †6 45 a.m., Magers †7 25 a.m., arr. Clinton (9 m.) 7 45 a.m. Lve. Magers †4 20 p.m., arr. Clinton 4 45 p.m. Lve. Clinton †9 00 a.m., †6 00 p.m., arr. Magers 9 25 a.m., 5 25 p.m., Houston 9 50 a.m., 5 50 p.m.

GALVESTON DIVISION.

175	173	171	Ms	October 10, 1909.	172	174	176
P M	A M	A M		(H. & T. C. Depot)	A M	P M	P M
*6 50	*1030	*658	0	lve.Houston ♁ arr.	9 05	6 15	9 10
— —	— —	— —	5	.....Magers.....	— —	— —	— —
7 08	10 47	— —	7	....Harrisburg.♁	8 48	5 55	8 48
7 10	10 51	— —	10	.....Allen.....	8 44	5 49	— —
7 13	10 53	— —	12	.....Pasadena.....	8 41	5 45	— —
7 17	10 59	7 27	14	....Deepwater..♁	8 38	5 42	— —
7 22	11 04	— —	17	.....Deer Park.....	8 35	5 38	— —
7 32	— —	7 39	22	..... Strang.....♁	— —	5 30	— —
			25	..Sylvan Beach..			
7 35	11 15	7 41	24	.....La Porte...♁	8 26	5 27	8 23
7 47	11 27	7 52	31	.....Seabrook...♁	8 15	5 16	8 12
8 00	11 38	8 04	38	.....Edgewater.....	8 04	5 05	— —
8 10	11 49	8 14	45	.....Nadeau.....	7 52	4 56	— —
8 13	11 53	8 19	47	Texas City Junc	7 49	4 51	— —
— —	— —	8 26	51	...Virginia Point. ♁	7 45	4 45	7 45
— —	— —	— —	53	..... Island.....	— —	— —	— —
8 40	12 20	8 45	57	+..Galveston..♁	*7 25	*4 25	*7 25
P M	Noon	A M		ARRIVE] [LEAVE	A M	P M	P M

SAN ANTONIO AND PORT LAVACA BRANCH.

318	304	No. 306	Ms	May 30, 1909.	No. 305	317	303
		*8 00 A M	0	lve...San Antonio ♁ arr.	7 30 P M		
		8 38 "	13	.....Saunders.....	6 49 "		
		8 55 "	19	.....Carpenter.....	6 32 "		
		9 11 "	25	.....Lavernia.....♁	6 17 "		
		9 24 "	31	...Sutherland Springs...	6 00 "		
		9 44 "	39	.....Stockdale.....♁	5 41 "		
		10 35 "	59	.....Smiley.....♁	4 55 "		
	A M	11 08 "	71	.....Westhoff.....	4 24 "		P M
	*6 30	11 48 A M	85	..... Cuero .....♁	3 50 "		10 45
	P M	12 21 Noon	96	.....Thomaston.....	3 21 "	A M	10 17
*2 35	7 45	1 15 P M	114	.....Victoria.....♁	2 45 "	7 40	*8 35
2 53	A M	1 27 "	110	.....Guadaluoe.....	2 13 "	7 15	P M
3 35		2 10 P M	127	arr.... Placedo ♁ ..lve.	1 55 P M	6 35	
				(St. L. B. & M. Ry.)			
		2 30 P M		lve.....Placedo....arr.	1 20 P M		
		6 25 P M		arr.Corpus Christi.lve.	9 00 A M		
		8 20 P M		arr....Kingsville....lve.	9 15 A M		
		10 50 P M		arr...Brownsville...lve.	4 50 A M		
4 35		2 45 P M	141	..... Port Lavaca ...♁	*1 00 P M	*6 00	
P M				ARRIVE] [LEAVE		A M	

TEXAS & NEW ORLEANS RAILROAD COMPANY.

——————, President, 23 Broad Street, New York, N.Y.
W. G. VAN VLECK, Vice-President & Manager, Houston, Tex.
A. V. KELLOGG, Engineer Maintenance of Way, "
A. S. JOHNSON, Superintendent, "
J. J. RYAN, Superintendent Motive Power, "
T. G. BEARD, General Freight Agent, "
JOSEPH HELLEN, General Passenger Agent, "

——————, General Baggage Agent, Houston, Tex.
G. R. COTTINGHAM, Auditor, "
F. J. COX, Auditor Passenger Accounts, "
W. B. BRIGGS, Freight Auditor, "
B. C. CUSHMAN, Treasurer, "
BAKER, BOTTS, PARKER & GARWOOD, Gen. Attys, "
H. P. THRALL, Agent of Mail Service, 135 Adams Street, Chicago, Ill.

AGENCIES.

J. W. WILKINSON, Div. Freight and Pas. Agent, Beaumont, Tex.
LEON DISMUKE, Traveling Passenger Agent, Houston, Tex.
TOM HOOD, City Passenger and Ticket Agent, Houston, Tex.
T. L. CLEVELAND, City Pas. and Ticket Agent, Beaumont, Tex.

SABINE DIVISION—TEXAS & NEW ORLEANS RAILROAD.

152	150	183	155	Ms	October 10, 1909.	Ms	156	184	151	153
P M					(Central time.)				A M	
*2 00				0	lve....Sabine ♁ .arr.	30			11 15	
2 05	A M			2	.....Sabine Pass...♁	28			11 10	P M
3 00	*750			15	....Port Arthur....	22			10 35	7 25
3 40	8 25			25	.....Guffey.....	5			9 46	6 45
3 55	8 40		A M	30	arr.+Beaumont ♁ .lve.	0	P M		*9 35	*630
P M	A M		*9 15	0	lve..Beaumont.arr.	289	18 05		A M	P M
			10 11	25	.....Kountze.....♁	264	7 00			
			10 18	28	.....Olive.....	261	6 53			
			10 36	36	....Village Mills..♁	253	6 35			
			10 50	43	.....Warren.....♁	246	6 18			
			†11 40	55	.....Woodville.....♁	234	5 45			
			11 49	58	.....Doucette.....	231	5 37			
			12 07	65	arr.} Colmes- {lve.	224	5 20			
			12 07	65	lve.} neil ♁ {arr.	224	5 20			
			12 35	74	....Rockland...♁	215	4 55			
			1 40	97	....Huntington..♁	192	3 58			
			2 42	121	+..Nacogdoches..♁	168	2 32			
			3 07	130	.....Mahl.....	159	2 09			
			3 36	141	.....Cushing.....♁	148	1 42			
			4 01	152	.....Reklaw.....	137	1 16			
		A M	4 27	162	..... Gallatin	127	12 52	P M		
		†7 30	5 10	171	+..Jacksonville ..♁	118	†12 32	11 20		
		3 30	5 53	†88	.....Frankston.....♁	101	11 28	10 15		
		5 05	6 56	213	+.....Athens.....♁	76	10 25	8 35		
		5 50	7 27	225	..... Eustace ..... ♁	64	9 53	7 45		
		6 18	7 45	232	.....Mabank.....♁	57	9 35	7 22		
		6 53	8 10	242	..... Kemp ..... ♁	47	9 10	6 49		
		7 33	8 37	253	+....Kaufman.....♁	36	8 43	6 17		
		8 15	9 03	263	+.....Crandall.....♁	26	8 15	5 40		
		9 55	10 05	289	arr..+Dallas...lve.	0	*7 20	†4 00		
		A M	P M		(Union Depot.)		A M	P M		

3	7	65	5	Miles	October 10, 1909.	10	8	8	4
	P M	A M	A M		(M. L. & T. R.R.)	P M	P M	A M	
A M	*9 00	*1155	*6 50	0	lv. New Orleans. ar.	6 45	5 25	7 25	P M
*7 10	2 37	5 05	1 45	144	lve...Lafayette..arr.	1 15	10 40	1 38	5 35
— —	— —	— —	— —	250	ar. Sabine River. lv.	— —	— —	— —	— —
A M	A M	P M	P M		(T. & N. O. R.R)	A M	A M	P M	Noon
*1204	*6 38	*8 49	*5 48	250	lv. Sabine River. ar.	— —	— —	— —	— —
12 32	— —	— —	6 07	257	+.....Orange.....♁	9 42	6 38	10 01	12 57
1 00	7 20	9 26	8 25	268	.....Terry.....	— —	6 13	— —	12 32
1 30	7 25	9 30	8 30	278	arr.+Beaumont ♁ .lve.	9 05	5 50	9 15	12 05
1 41	— —	— —	6 40	278	lve...Beaumont...arr.	9 00	5 10	9 10	11 45
2 00	— —	— —	6 55	283	.....Amelia.....	— —	4 58	— —	11 35
2 16	8 04	— —	7 05	292	.....China.....♁	— —	5 42	— —	11 20
2 30	— —	— —	7 20	298	.....Nome.....♁	8 27	5 32	— —	11 10
2 40	— —	— —	7 28	308	.....Devers.....♁	— —	5 12	— —	10 52
2 56	8 52	10 40	7 40	313	.....Raywood.....♁	— —	6 02	— —	10 43
3 06	9 06	— —	7 50	322	.....Liberty.....♁	7 45	4 47	8 02	10 28
3 10	— —	— —	— —	328	.....Dayton.....♁	— —	4 37	7 50	10 17
3 17	— —	— —	— —	331	.....Stilson.....	— —	4 33	— —	10 12
3 30	9 28	— —	8 17	333	.....Walley.....	— —	4 28	— —	10 06
3 38	— —	— —	8 25	342	.....Crosby.....♁	— —	4 15	— —	9 54
3 53	— —	— —	— —	346	.....Sheldon.....♁	— —	4 07	— —	9 48
4 16	10 15	11 55	8 15	354	.....Greens.....	— —	3 53	— —	9 30
P M	A M	P M	P M	362	arr.+Houston ♁ lve.	*6 30	*3 30	*6 45	*5 [illegible]
	10 35	12 25			(G. H. & S. A. Ry.)	A M	P M	P M	A M
	8 00	7 35		362	..... Houston	6 00		8 20	
	P M	9 00		571	ar. San Antonio. lv.	10 30		*1100	
		1 50		571	lv. San Antonio. ar.	7 30		A M	
		3 40		705	arr...Spofford...lve.	2 20			
		8 30		740	arr. Eagle Pass. lve.	*1215			
		A M		1194	arr...El Paso...lve.	*8 00			
					(Central time.)	P M			

RUSK DIVISION—TEXAS AND NEW ORLEANS RAILROAD.

No. 103	No. 101	M	October 10, 1909.	No. 102	No. 104
*4 40 P M	*1 00 P M	0	lv..Gallatin..ar.	12 30 Noon	4 10 P M
6 05 "	1 21 "	6	.... Stayton	12 05 Noon	3 45 "
6 20 P M	1 36 P M	8	arr.. Rusk .lve.	*1155 A M	*3 25 P M

Sour Lake Branch.—Leave Nome for Sour Lake (7 miles) *8 45 a.m., *7 10 p.m. Returning, leave Sour Lake *7 10 a.m., *4 20 p.m.

* Daily; † daily, except Sunday; ♁ Tuesday, Thursday and Saturday; c Monday, Wednesday and Friday. e Nos. 9 and 10 run between New Orleans, El Paso and San Francisco.

Meals. + Coupon stations; ♁ Telegraph stations.

For Map, see pages 722-723. For Schedule of Through Standard and Ordinary Sleeping Cars, see page 736

STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | **SAFETY CAR HEATING & LIGHTING CO** NEW YORK. CHICAGO. ST. LOUIS.

Southern Pacific Company

ATLANTIC STEAMSHIP LINES

New York - New Orleans New York - Galveston
New Orleans - Havana

TRAFFIC DEPARTMENT

J. C. STUBBS, Traffic Director, Chicago, Ill.

B. O. McCORMICK, Assistant Traffic Director, Chicago, Ill. | P. C. STOHR, Assistant Traffic Director, Chicago, Ill.

NEW YORK-NEW ORLEANS LINE.

L. H. NUTTING, General Passenger Agent, 366 Broadway, New York. | L. J. SPENCE, Gen. Freight Agent, 366 Broadway, New York.
J. H. R. PARSONS, Southern Passenger Agt., New Orleans, La. | C. S. FAY, Southern Freight Agent, New Orleans, La.

NEW YORK-GALVESTON LINE.

L. J. SPENCE, Gen. Freight Agent, 366 Broadway, New York. | GENTRY WALDO, General Agent, Galveston, Texas.

NEW ORLEANS-HAVANA LINE.

J. H. R. PARSONS, General Passenger Agent, New Orleans, La. | A. E. WOODELL, General Agent. Havana, Cuba
C. S. FAY, General Freight Agent, "

OPERATING DEPARTMENT.

JULIUS KRUTTSCHNITT, Director of Maintenance & Operation, Chicago, Ill.
C. W. JUNGEN, Manager, 105 Hudson Street, New York.
J. H. TORNEY, Assistant Manager, " "

ACCOUNTING DEPARTMENT.

B. G. BARTHOLOMEW, Auditor, 105 Hudson St., New York.

BAGGAGE DEPARTMENT.

W. W. MONROE, General Baggage Agent, Houston, Texas.

AGENCIES.

NEW YORK CITY Passenger and Ticket Agency, 1158 Broadway, corner 27th Street.
BOSTON—170 Washington Street, J. H. GLYNN, N. E. Agent. | PHILADELPHIA—632 Chestnut Street, B. J. SMITH, Agent.
BALTIMORE—29 W. Baltimore Street, B. B. BARBER, Agent. | SYRACUSE—212 W. Washington St., F. T. BROOKS, N. Y. S. A.
RUD. FALCK, General European Agent. Hamburg, Germany.

New York - New Orleans Passenger Line

"MOMUS," "ANTILLES," "CREOLE," "PROTEUS," "COMUS."

From NEW YORK, Pier 25, North River. From NEW ORLEANS, Head of St. Ann Street.

First Cabin.....$35.00
Second Cabin....$27.50
Steerage.....$20.00

Round Trip
First Cabin.....$60.00
(One Way Rail, $63.00)

PROPOSED SAILINGS—Subject to Change without Notice.

FROM NEW YORK 12 00 noon.	STEAMER	FROM NEW ORLEANS 10 00 a.m.
.....	ANTILLES	Saturday .....Dec. 4
Wednesday ....Dec. 1	MOMUS	Wednesday ....Dec. 8
Saturday .....Dec. 4	PROTEUS	Saturday .....Dec. 11
Wednesday ....Dec. 8	COMUS	Wednesday ....Dec. 15
Saturday .....Dec. 11	EXCELSIOR	Saturday .....Dec. 18
Wednesday ....Dec. 15	ANTILLES	Wednesday ....Dec. 22
Saturday .....Dec. 18	MOMUS	Saturday .....Dec. 25
Wednesday ....Dec. 22	PROTEUS	Wednesday ....Dec. 29

Ask Nearest Agent about CIRCLE TOUR TICKETS Part Rail Part Water

"MORGAN LINE"

FREIGHT SERVICE BETWEEN

New York and Galveston

Three Sailings Weekly in Each Direction

AND

New York and New Orleans

Two Sailings Weekly in Each Direction

For all information apply to any Southern Pacific Agent as above.

New Orleans - Havana Line

STEAMSHIP "CHALMETTE" SAILS FROM NEW ORLEANS AND HAVANA EVERY TEN DAYS.

RATES OF PASSAGE { FIRST CABIN, Either Way.....$25.00 / FIRST CABIN, Round Trip.....$45.00 } STEERAGE, Either Way.....$12.50 Rates include Meals and Berth

Children five years of age and under twelve will be given half rate when occupying berth with parent or guardian or when two children holding tickets occupy one berth. Children under five years of age occupying berth with parent or guardian will be carried free.

BAGGAGE

One hundred and fifty pounds of baggage will be carried free for each passenger holding an adult ticket and seventy-five pounds for each child's ticket. All baggage in excess of these amounts will be charged for at rate of $4.20 per hundred pounds. Passengers may exchange their baggage checks on board steamer for delivery checks of the Cuban Pan-American Express Company, whose representative will be found on steamer, who, upon surrender of key, will attend to its passage through the Cuban Custom House and delivery at hotel or residence in Havana.

PACIFIC MAIL STEAMSHIP CO'S LINES

—TO—

JAPAN AND CHINA AND THE PHILIPPINES

CENTRAL AND SOUTH AMERICA AND MEXICO.

CARRYING THE UNITED STATES MAIL.

GENERAL OFFICERS.

R. S. LOVETT, President, New York.
R. P. SCHWERIN, Vice-Prest. and Gen. Mgr., San Francisco, Cal.
ALEX. MILLAR, Secretary, New York.
JOS. HELLEN, Assistant Secretary, "
A. K. VAN DEVENTER, Treasurer, "
M. B. WALLACH, Assistant Treasurer, San Francisco, Cal.
WM. MAHL, Comptroller, New York.
H. B. JOHNSON, Assistant Comptroller, "
ERASTUS YOUNG, General Auditor, Omaha, Neb.
H. E. A. RAILTON, Auditor, San Francisco, Cal.
A. G. D. KERRELL, General Passenger Agent, "
A. M. GARLAND, Freight Traffic Manager, "

Cable Address—"SOLANO," used at San Francisco, Honolulu, Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong and Manila.

CHINA LINE STEAMERS

MONGOLIA	New Twinscrew,	27,000 Tons.
MANCHURIA	New Twinscrew,	27,000 Tons.
KOREA	New Twinscrew,	18,000 Tons.
SIBERIA	New Twinscrew,	18,000 Tons.
CHINA		10,200 Tons.
ASIA		9,500 Tons.

JAPAN AND CHINA LINE.

Subject to change and individual postponement.

OUTWARD. Leave San Francisco 1 00 P.M.	Leave Honolulu about	Arrive Yokohama about	Leave Hiogo (Kobe) about	Leave Nagasaki about	Leave Shanghai about	Leave Manila about	Arrive HongKong about	VOYAGE.	1909–1910 STEAMER	HOMEWARD. Leave HongKong	Leave Shanghai about	Leave Nagasaki about	Leave Hiogo (Kobe) about	Leave Yokohama about	Leave Honolulu about	Arrive San Francisco about
1909.	1909.	1909.	1909.	1909.	1910.	1910.	1910.	..	.....	1909.	1909.	1909.	1909.	1909.	1910.	1910.
.....	.....	.....	.....	.....	.....	.....	.....	32	...Siberia...	Dec. 17	Dec. 20	Dec. 22	Dec. 25	Dec. 28	Jan. 7	Jan. 13
.....	.....	.....	.....	.....	.....	.....	.....	95	....China....	Dec. 24	Dec. 27	Dec. 29	Jan. 1	Jan. 4	Jan. 14	Jan. 20
.....	.....	.....	.....	.....	.....	.....	.....	22	.Manchuria.	Dec. 31	Jan. 3	Jan. 5	Jan. 8	Jan. 11	Jan. 21	Jan. 27
Dec. 7	Dec. 14	Dec. 25	Dec. 28	Dec. 30	Jan. 2	.....	Jan. 5	13	.....Asia.....	Jan. 14	Jan. 17	Jan. 19	Jan. 22	Jan. 25	Feb. 4	Feb. 10
Dec. 21	Dec. 27	Jan. 7	Jan. 10	Jan. 12	.....	Jan. 17	Jan. 20	25	..Mongolia..	Jan. 28	Jan. 31	Feb. 2	Feb. 5	Feb. 8	Feb. 18	Feb. 24
Jan. 7	Jan. 13	Jan. 24	Jan. 27	Jan. 29	Jan. 31	.....	Feb. 3	36	....Korea....	Feb. 12	Feb. 15	Feb. 17	Feb. 20	Feb. 23	Mar. 5	Mar. 11
Jan. 25	Jan. 31	Feb. 11	Feb. 14	Feb. 16	.....	Feb. 23	Feb. 25	33	...Siberia...	Mar. 5	Mar. 8	Mar. 10	Mar. 13	Mar. 16	Mar. 26	Apr. 1
Feb. 1	Feb. 8	Feb. 19	Feb. 22	Feb. 24	Feb. 26	.....	Mar. 1	96	....China....	Mar. 12	Mar. 15	Mar. 17	Mar. 20	Mar. 23	Apr. 2	Apr. 9
Feb. 8	Feb. 14	Feb. 25	Feb 28	Mar. 2	Mar. 4	.....	Mar. 7	23	.Manchuria.	Mar. 19	Mar. 22	Mar. 24	Mar. 27	Mar. 30	Apr. 9	Apr. 15
Feb. 23	Mar. 2	Mar. 13	Mar. 16	Mar. 18	Mar. 20	.....	Mar. 23	14	.....Asia.....	Apr. 2	Apr. 5	Apr. 7	Apr. 10	Apr. 13	Apr. 23	Apr. 30
Mar. 8	Mar. 14	Mar. 25	Mar. 28	Mar. 30	.....	Apr. 6	Apr. 8	26	..Mongolia..	Apr. 16	Apr. 19	Apr. 21	Apr. 24	Apr. 27	May 7	May 13

The stay of steamers at intermediate ports of call is about as follows: Yokohama, 48 hours; Kobe and Nagasaki, 12 hours; Honolulu, Shanghai and Manila, 12 to 36 hours. The dates of departure as above given from ports other than San Francisco and Hong Kong are approximate, and passengers should ascertain from the Company's agents at those ports the exact date and hour of departure.

Connecting at Nagasaki with steamers for Korea, Siberia and Northern Chinese ports, at Shanghai with steamers for Northern Chinese ports and at Hong Kong with steamers for Southern Chinese ports, Formosa, Manila, Straits Settlements, Australia and British India.

PANAMA LINE STEAMERS

Acapulco, City of Para, City of Sydney, Pennsylvania, Newport, Peru, San Juan, San Jose

EXTRA STEAMERS

Algoa, Barracouta, Aztec, City of Panama, Costa Rica

PANAMA LINE.

Subject to change and individual postponement without notice.

SOUTHBOUND.	1909	1909	1909	1910	1910	1910	1910	1910	1910
Lve. San Francisco.....	Dec. 13	Dec. 22	Jan. Dec. 31	Jan. 10	Jan. 19	Feb. Jan. 28	Feb. 5	Feb. 12	Feb. 19
Arr. Mazatlan.....	19	28	6	16	25	3	11	18	..
» San Blas.....	..	29	..	..	26	..	..	19	..
» Manzanillo.....	..	30	8	18	..	5	..	20	..
» Acapulco.....	22	1	10	20	29	7	14	22	18
» Salina Cruz.....	24	..	..	22	..	9	..	24	..
» San Benito.....	..	4	..	..	31	..	..	..	Mar. 2
Lve. Ocos.....	26	5	..	24	..	11	..	26	..
» Champerico.....	27	6	14	25	1	12	16	27	3
» San Jose de Guatemala.....	30	9	17	26	2	13	18	28	4
» Acajutla.....	1	11	19	27	3	14	20	1	6
» La Libertad.....	2	12	20	28	4	15	21	2	7
» La Union.....	3	13	21	29	5	16	22	3	8
» Amapala.....	4	..	22	30	6	..	23	..	9
» Corinto.....	5	15	23	31	7	17	24	4	10
» San Juan del Sur.....	..	..	24	..	8	..	25	..	11
» Punt Arenas.....	7	..	25	Feb. 2	..	19	..	6	..
Arr. La Boca (Panama)..	9	18	27	4	11	21	28	8	14

NORTHBOUND.	1909	1909	1910	1910	1910	1910	1910	1910	1910	1910	1910
Lve. La Boca (Panama).	Dec. 22	Jan. Dec. 31	Jan. 10	Jan. 19	Jan. 27	Feb. 5	Feb. 14	Feb. 21	Mar. 1	Mar. 10	Mar. 16
» Punt Arenas.....	25	3	13	22	30	..	..	23	..	12	..
» San Juan del Sur.....	26	..	14	23	..	9	17	..	4	..	19
» Corinto.....	27	5	15	24	Feb. 1	10	18	25	5	14	20
» Amapala.....	..	6	16	..	2	11	..	26	..	15	..
» La Union.....	28	6	16	25	2	11	19	27	6	16	21
» La Libertad.....	29	7	17	26	3	12	20	28	..	17	22
» Acajutla.....	30	8	18	27	4	13	21	Mar. 1	7	18	23
» San Jose de Guatemala.....	1	10	20	29	6	15	22	2	8	19	24
» Champerico.....	3	12	22	31	8	17	23	3	9	20	25
» Ocos.....	3	12	..	31	8	..	..	4	..	..	..
Arr. San Benito.....	..	13	..	..	9	..	..	..	10	..	..
» Salina Cruz.....	4	..	..	Feb. 1	..	..	25	..	11	..	27
» Acapulco.....	7	16	25	4	12	20	27	7	13	23	29
» Manzanillo.....	..	18	27	..	14	22	1	..	15	..	31
» San Blas.....	10	19	28	7	15	23	Mar. ..	9	16	25	..
» Mazatlan.....	11	20	29	8	16	24	3	10	17	Apr. ..	Apr. 2
Arr. San Francisco.....	18	27	Feb. 5	15	23	Mar. 3	10	17	24	1	9

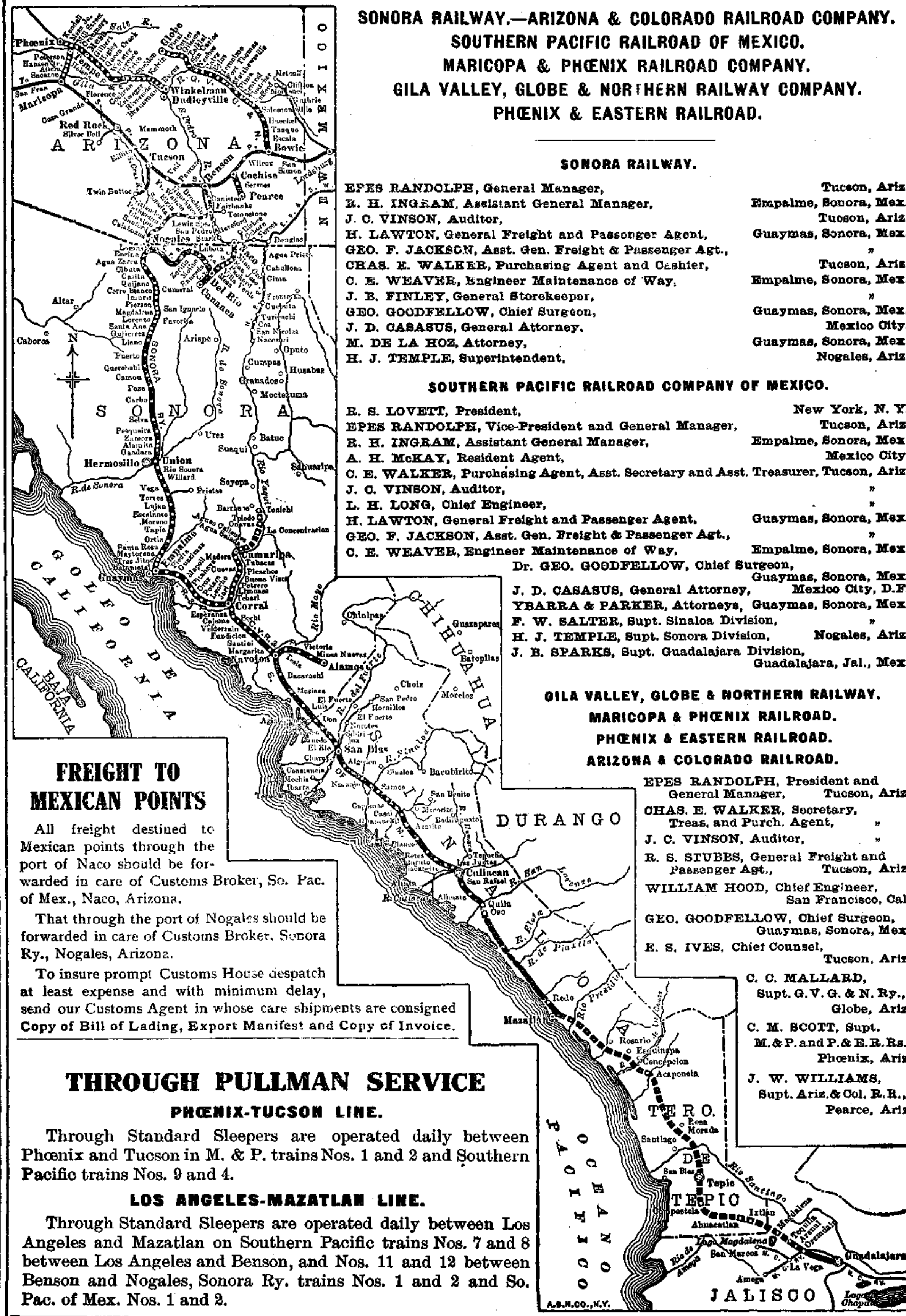
Panama-Central American Line.—A freight and mail service is maintained between Ancon and Ocos, making one round voyage monthly and calling en route at the ports of Puntarenas, San Juan del Sur, Corinto, Amapala, La Union, La Libertad, Acajutla, San Jose de Guatemala and Champerico.

The Pacific Mail Steamship Company will not be responsible for changes in sailing dates of steamers of connecting lines nor for detention caused thereby. Passengers will be *at their own expense* when awaiting departure of steamers.

For Passage, Freight Rates or general information, apply to any of the following:

L. H. NUTTING, G. E. P. A., 366 Broadway and 1 Broadway,
L. J. SPENCE, G. E. F. A., } New York.
W. G. NEIMYER, G. W. A., 120 Jackson Boulevard, Chicago, Ill.
J. G. LOWE, Agent, 908 Olive Street, St. Louis, Mo.
A. C. PARKE, Agent, Panama.
B. C. HOWARD, Agent, Yokohama, Japan.
T. D. McKAY, G. P. A., S. F. O. R., Yokohama, Japan.
W. W. CAMPBELL, Agent, Kobe, Japan.
R. C. MORTON, Agent, Shanghai, China.
F. J. HALTON, Agent, Hong Kong, China.
RUDOLPH FALCK, General European Agent, London, England.
E. M. HUNTER, Special Agent, Guatemala City.

SONORA RAILWAY.—ARIZONA & COLORADO RAILROAD COMPANY.
SOUTHERN PACIFIC RAILROAD OF MEXICO.
MARICOPA & PHŒNIX RAILROAD COMPANY.
GILA VALLEY, GLOBE & NORTHERN RAILWAY COMPANY.
PHŒNIX & EASTERN RAILROAD.



SONORA RAILWAY.

EPES RANDOLPH, General Manager,	Tucson, Ariz.
E. H. INGRAM, Assistant General Manager,	Empalme, Sonora, Mex.
J. C. VINSON, Auditor,	Tucson, Ariz.
H. LAWTON, General Freight and Passenger Agent,	Guaymas, Sonora, Mex.
GEO. F. JACKSON, Asst. Gen. Freight & Passenger Agt.,	"
CHAS. E. WALKER, Purchasing Agent and Cashier,	Tucson, Ariz.
C. E. WEAVER, Engineer Maintenance of Way,	Empalme, Sonora, Mex.
J. B. FINLEY, General Storekeeper,	"
GEO. GOODFELLOW, Chief Surgeon,	Guaymas, Sonora, Mex.
J. D. CASASUS, General Attorney,	Mexico City.
M. DE LA HOZ, Attorney,	Guaymas, Sonora, Mex.
H. J. TEMPLE, Superintendent,	Nogales, Ariz.

SOUTHERN PACIFIC RAILROAD COMPANY OF MEXICO.

E. S. LOVETT, President,	New York, N. Y.
EPES RANDOLPH, Vice-President and General Manager,	Tucson, Ariz.
E. H. INGRAM, Assistant General Manager,	Empalme, Sonora, Mex.
A. H. McKAY, Resident Agent,	Mexico City.
C. E. WALKER, Purchasing Agent, Asst. Secretary and Asst. Treasurer,	Tucson, Ariz.
J. C. VINSON, Auditor,	"
L. H. LONG, Chief Engineer,	"
H. LAWTON, General Freight and Passenger Agent,	Guaymas, Sonora, Mex.
GEO. F. JACKSON, Asst. Gen. Freight & Passenger Agt.,	"
C. E. WEAVER, Engineer Maintenance of Way,	Empalme, Sonora, Mex.
Dr. GEO. GOODFELLOW, Chief Surgeon,	Guaymas, Sonora, Mex.
J. D. CASASUS, General Attorney,	Mexico City, D.F.
YBARRA & PARKER, Attorneys,	Guaymas, Sonora, Mex.
F. W. SALTER, Supt. Sinaloa Division,	"
H. J. TEMPLE, Supt. Sonora Division,	Nogales, Ariz.
J. B. SPARKS, Supt. Guadalajara Division,	Guadalajara, Jal., Mex.

GILA VALLEY, GLOBE & NORTHERN RAILWAY.
MARICOPA & PHŒNIX RAILROAD.
PHŒNIX & EASTERN RAILROAD.
ARIZONA & COLORADO RAILROAD.

EPES RANDOLPH, President and General Manager,	Tucson, Ariz.
CHAS. E. WALKER, Secretary, Treas. and Purch. Agent,	"
J. C. VINSON, Auditor,	"
R. S. STUBBS, General Freight and Passenger Agt.,	Tucson, Ariz.
WILLIAM HOOD, Chief Engineer,	San Francisco, Cal.
GEO. GOODFELLOW, Chief Surgeon,	Guaymas, Sonora, Mex.
E. S. IVES, Chief Counsel,	Tucson, Ariz.
C. C. MALLARD, Supt. G. V. G. & N. Ry.,	Globe, Ariz.
C. M. SCOTT, Supt. M. & P. and P. & E. R. Rs.,	Phœnix, Ariz.
J. W. WILLIAMS, Supt. Ariz. & Col. R. R.,	Pearce, Ariz.

FREIGHT TO MEXICAN POINTS

All freight destined to Mexican points through the port of Naco should be forwarded in care of Customs Broker, So. Pac. of Mex., Naco, Arizona.

That through the port of Nogales should be forwarded in care of Customs Broker, Sonora Ry., Nogales, Arizona.

To insure prompt Customs House despatch at least expense and with minimum delay, send our Customs Agent in whose care shipments are consigned **Copy of Bill of Lading, Export Manifest and Copy of Invoice.**

THROUGH PULLMAN SERVICE

PHŒNIX-TUCSON LINE.

Through Standard Sleepers are operated daily between Phœnix and Tucson in M. & P. trains Nos. 1 and 2 and Southern Pacific trains Nos. 9 and 4.

LOS ANGELES-MAZATLAN LINE.

Through Standard Sleepers are operated daily between Los Angeles and Mazatlan on Southern Pacific trains Nos. 7 and 8 between Los Angeles and Benson, and Nos. 11 and 12 between Benson and Nogales, Sonora Ry. trains Nos. 1 and 2 and So. Pac. of Mex. Nos. 1 and 2.

WEST COAST ROUTE.

52	No. 2	Mls.	(Sonora Railway.)	Kilos	No. 1	51
			November 15, 1909.			
	*10 00 P M	0	lve. . . . . **Nogales**[1] ♂ . . . . arr.	0	7 40 P M	
	10 10 "	3	. . . . . Lomas	4	7 30 "	
	10 38 "	12	. . . . . Agua Zarca . . . . . ♂	20	6 51 "	
	11 08 "	26	. . . . . Casita	41	6 18 "	
	11 50 P M	43	. . . . . Imuris . . . . . ♂	68	5 30 "	
	12 02 Night	47	. . . . . Pierson	76	5 18 "	
	12 07 "	50	. . . . . San Ignacio	80	5 12 "	
	12 20 "	54	+ . . . . . Magdalena . . . . . ♂	87	5 00 "	
	12 45 Night	66	. . . . . Santa Ana . . . . . ♂	106	4 30 "	
	1 15 A M	80	. . . . . Llano . . . . . ♂	129	3 56 "	
	1 36 "	92	. . . . . Noria . . . . . ♂	147	3 36 "	
	2 05 "	104	. . . . . Querobabi . . . . . ♂	167	3 02 "	
	2 32 "	118	. . . . . Poza . . . . . ♂	189	2 29 "	
	3 10 "	130	+ . . . . . Carbó . . . . . ♂	209	2 00 P M	
	3 51 "	151	. . . . . Pesqueira . . . . . ♂	243	12 50 Noon	
	4 55 "	175	+ . . . . . Hermosillo . . . . . ♂	282	11 55 A M	
	5 55 "	201	+ . . . . . **Torres**[3] . . . . . ♂	324	10 45 "	
	7 06 "	236	. . . . . Ortiz . . . . . ♂	379	9 35 "	
	7 38 "	250	. . . . . Maytorena . . . . . ♂	403	9 05 "	
	8 00 "	260	+ . . . . . **Empalme** . . . . . ♂	418	8 45 "	
	8 20 A M	265	arr. . . . . + **Guaymas** ♂ . . . . lve.	427	*8 20 A M	
	No. 2		(Southern Pac. R.R. of Mex.)		**No. 1**	
A M	*9 10 A M	0	lve. . . . + **Guaymas** ♂ . . . . arr.	0	7 30 A M	P M
e7 10	9 30 "	6	+ . . . . . **Empalme** . . . . . ♂	9	7 10 "	5 30
8 00	9 52 "	16	. . . . . Piedra . . . . . ♂	24	6 45 "	4 30
10 30	10 56 "	43	. . . . . Oroz . . . . . ♂	68	5 35 "	2 15
11 20	11 22 "	54	+ . . . . . Lencho . . . . . ♂	86	5 05 "	1 20
12 10	11 42 "	62	. . . . . Bacum . . . . . ♂	99	4 43 "	12 40
12 35	11 59 A M	70	arr. . . . . + **Corral** ♂ . . . . . lve.	111	*4 25 A M	b12 05
Noon	**No. 61**		(La Dura Branch.)		**No. 62**	Noon
	*12 30 Noon	0	lve. . . . . + **Corral** ♂ . . . . . arr.	0	9 50 P M	
	1 20 P M	16	+ . . . . . Buena Vista . . . . . ♂	27	8 56 "	
	2 58 "	40	. . . . . Cumuripa . . . . . ♂	68	7 33 "	
	3 18 "	55	. . . . . Agua Caliente	89.06	6 49 "	
52	4 35 P M	78	arr. . . . . **La Dura** ♂ . . . . lve.	125.94	*5 30 P M	51
P M	**No. 2**		(Southern Pac. R.R. of Mex.)		**No. 1**	A M
e1 05	*11 59 A M	70	lve. . . . . + **Corral** ♂ . . . . . arr.	111	4 25 A M	11 35
1 50	12 11 Noon	75	. . . . . Esperanza . . . . . ♂	120	4 08 "	11 10
3 46	1 06 P M	98	. . . . . Fundicion . . . . . ♂	158	3 10 "	9 15
5 40	2 05 P M	124	arr. . . . . + **Navojoa** ♂ . . . . lve.	197	*2 10 A M	b7 00
P M	**No. 67**		(Alamos Branch.)		**No. 68**	A M
	*2 30 P M	0	lve. . . . + **Navojoa** ♂ . . . . arr.	0	7 40 P M	
	4 30 "	34	+ . . . . . Minas Nuevas . . . . . ♂	54	5 37 "	
	4 50 P M	39	arr. . . . . + **Alamos** ♂ . . . . . lve.	62	*5 20 P M	

	No. 2	Mls	(Southern Pacific R.R. of Mexico.)	Kilos	No. 1	
	*2 25 P M	124	lve. . . . . + **Navojoa** ♂ . . . . . arr.	197	2 00 A M	
	3 25 "	151	. . . . . Masiaca . . . . . ♂	240	12 57 Night	
	4 28 "	177	. . . . . Don . . . . . ♂	283	11 50 P M	
	5 14 "	198	. . . . . Canedo	316	10 58 "	
	6 00 "	208	+ . . . . . ‖ **San Blas**[5] . . . . . ♂	332	10 30 "	
	7 12 "	238	. . . . . Naranjo . . . . . ♂	381	9 00 "	
	7 44 "	251	. . . . . Bamoa . . . . . ♂	402	8 28 "	
	8 37 "	272	. . . . . ‖ Guamuchil . . . . . ♂	437	7 30 "	
	9 49 "	301	. . . . . Techa . . . . . ♂	484	6 18 "	
	11 23 "	341	. . . . . Las Juntas . . . . . ♂	548	4 33 "	
	11 50 P M	342	+ . . . . . **Cuilacan**[6] . . . . . ♂	550	4 25 "	
	12 27 Night	353	. . . . . San Rafael	569	3 18 "	
	12 58 Night	364	. . . . . Alhuate	585	2 54 "	
	1 32 A M	374	. . . . . Quila	603	2 27 "	
	1 44 "	378	. . . . . Oso . . . . . ♂	608	2 14 "	
	2 46 "	393	. . . . . Abuya . . . . . ♂	633	1 24 P M	
	5 23 "	432	. . . . . Osuna . . . . . ♂	695	11 15 A M	
	6 56 "	458	. . . . . Modesto . . . . . ♂	738	9 47 "	
	8 00 "	479	arr. . . . . **Mazatlan** ♂ . . . . . lve.	771	8 40 "	
	9 00 "	479	lve. . . . . **Mazatlan** . . . . . arr.	771	8 10 "	
	10 17 A M	490	. . . . . Presidio	794	6 51 "	
	12 30 Noon	517	. . . . . Rosario	836	4 39 "	
	1 45 P M	531	arr. . . . . **Escuinapa** . . . . . lve.	860	*3 30 A M	

Southern Pacific R.R. of Mexico—(Cananea Division.)

No. 51	No. 22	Mls	June 23, 1909.	Kilos	No. 52	No. 21
	*10 15 A M	0	lve. . . . . + **Naco**[4] ♂ . . . arr.	0		2 10 P M
	10 28 "	6	. . . . . Mina Ora	9		1 59 "
	10 41 "	11	. . . . . San Jose	18		1 48 "
	10 55 "	18	. . . . . Villa Verde	29		1 34 "
	11 11 "	26	. . . . . Mesa	42		1 18 "
	11 18 A M	30	arr. . . . + **Del Rio** ♂ . . . lve.	47		*1 10 P M
	11 45 A M	40	arr. . . . + **Cananea** ♂ . . lve.	62		*12 50 Noon
*12 50 Noon		40	lve. . . . . **Cananea** . . . . arr.	62	11 45 A M	
*1 20 P M		30	lve. . . . . **Del Rio** . . . . arr.	47	11 15 A M	
1 42 "		41	. . . . . Sauceda	65	10 47 "	
1 57 "		47	. . . . . Molino	75	10 35 "	
2 34 "		57	. . . . . La Bota	91	10 15 "	
2 55 "		67	. . . . . Zorrilla	106	9 40 "	
3 10 "		72	. . . . . Santa Cruz	115	9 25 "	
3 20 "		77	. . . . . El Cajon	123	9 06 "	
3 35 "		83	. . . . . Martinez	133	8 51 "	
3 53 "		90	. . . . . Santa Barbara	144	8 30 "	
4 08 "		97	. . . . . Mascarenas	155	8 10 "	
4 18 "		100	. . . . . El Toro	160	8 00 "	
4 36 "		104	. . . . . Puerto Zuelo	165	7 52 "	
4 45 "		105	. . . . . Lomas . . . . . ♂	168	7 42 "	
5 00 P M		108	arr. . . . . **Nogales** ♂ . . lve.	172	*7 30 A M	

Connections.—[1] With Southern Pacific Co. [2] With Santa Fe, Prescott & Phœnix Ry. [3] With Torres, Prietas & Represo Ry. [4] With El Paso & Southwestern System. [5] With Kansas City, Mexico & Orient Ry. [6] With Western Ry. of Mexico.

STANDARD—*Guaymas time*, which is 36 minutes faster than *Pacific time*.

LINES IN ARIZONA.

MARICOPA & PHŒNIX R.R.—PHŒNIX & EASTERN R.R.—ARIZONA & COLORADO R.R. GILA VALLEY, GLOBE & NORTHERN RAILWAY.

(Pacific time is the standard used in time-tables below.)

MARICOPA & PHŒNIX RAILROAD COMPANY.

5	11	7	3	9	1	Mls.	October 19, 1909.	2	6	8	4	10	12
P M	P M	A M	A M	A M	P M		LEAVE] [ARRIVE	A M	A M	Noon	P M	P M	P M
*5 40	*3 10	*10 30	*9 15	*7 00	*7 00	0	+ . . . . **Phœnix**[2] . . . ♂	7 00	7 45	12 35	2 40	3 00	4 35
5 50	3 20	10 42	9 25	7 10	7 08	4.77	. . . . . Kendall	6 42	7 29	12 20	2 25	2 48	4 24
5 56	3 28	10 50	9 32	7 16	7 20	8.36	+ . . . . **Tempe**[2] . . . ♂	6 35	7 23	12 12	2 18	2 42	4 18
. . . .	. . . .	. . . .	9 38	. . . .	7 28	11.57	. . . . . Peterson	6 26	. . . .	. . . .	2 10	. . . .	. . . .
. . . .	. . . .	. . . .	9 42	. . . .	7 31	14.12	. . . . . Helena	6 21	. . . .	. . . .	2 06	. . . .	. . . .
. . . .	. . . .	. . . .	9 48	. . . .	7 37	17.29	. . Hansen Junction . .	6 15	. . . .	. . . .	2 01	. . . .	. . . .
. . . .	. . . .	. . . .	9 58	. . . .	7 47	22.46	. . . . . Alicia	6 08	. . . .	. . . .	1 53	. . . .	. . . .
. . . .	. . . .	. . . .	10 05	. . . .	7 57	26.73	. . . . . Sacaton	6 00	. . . .	. . . .	1 45	. . . .	. . . .
. . . .	. . . .	. . . .	10 20	. . . .	8 15	34.92	+ . . . **Maricopa**[1] . . . ♂	*5 45	. . . .	. . . .	*1 30	. . . .	. . . .
. . . .	. . . .	. . . .	A M	. . . .	P M		ARRIVE] [LEAVE	A M	. . . .	. . . .	P M	. . . .	. . . .
. . . .	. . . .	. . . .	. . . .	. . . .	. . . .		*Phœnix & East. R.R.*	. . . .	. . . .	. . . .	. . . .	. . . .	. . . .
5 58	3 28	10 52	. . . .	7 23	. . . .	8.36	lve. + **Tempe**[2] ♂ arr.	. . . .	7 22	12 11	. . . .	2 38	4 16
— —	— —	— —	. . . .	— —	. . . .	8.39	. . . . . Mill Street	. . . .	— —	—	. . . .	— —	— —
6 05	— —	— —	. . . .	— —	. . . .	9.86	. . . . . Creamery	. . . .	— —	12 04	. . . .	— —	— —
6 30	3 45	11 10	. . . .	7 45	. . . .	14.94	+ . . . . **Mesa**[2] . . . ♂	. . . .	*7 05	*11 45	. . . .	2 20	*4 00
P M	P M	A M	. . . .	8 08	. . . .	25.40	. . . . . Higley	. . . .	A M	A M	. . . .	2 00	P M
. . . .	. . . .	. . . .	. . . .	8 28	. . . .	34.90	. . . . Queen Creek	. . . .	. . . .	. . . .	. . . .	1 40	. . . .
. . . .	. . . .	. . . .	. . . .	8 43	. . . .	43.10	. . . . . Webster	. . . .	. . . .	. . . .	. . . .	1 25	. . . .
. . . .	. . . .	. . . .	. . . .	9 07	. . . .	52.30	+ . . . . Florence . . . . ♂	. . . .	. . . .	. . . .	. . . .	1 05	. . . .
. . . .	. . . .	. . . .	. . . .	9 21	. . . .	59.70	. . . . . Alta	. . . .	. . . .	. . . .	. . . .	12 49	. . . .
. . . .	. . . .	. . . .	. . . .	9 27	. . . .	62.10	. . . . . Price	. . . .	. . . .	. . . .	. . . .	12 43	. . . .
. . . .	. . . .	. . . .	. . . .	9 41	. . . .	68.30	. . . . . Cochran	. . . .	. . . .	. . . .	. . . .	12 30	. . . .
. . . .	. . . .	. . . .	. . . .	10 00	. . . .	76.20	. . . . . Zellweger	. . . .	. . . .	. . . .	. . . .	12 10	. . . .
. . . .	. . . .	. . . .	. . . .	10 20	. . . .	80.70	+ . . . . . Kelvin . . . . . ♂	. . . .	. . . .	. . . .	. . . .	11 55	. . . .
. . . .	. . . .	. . . .	. . . .	10 55	. . . .	96.20	+ . . **Winkelman** . . ♂	. . . .	. . . .	. . . .	. . . .	*11 15	. . . .
. . . .	. . . .	. . . .	. . . .	A M	. . . .		ARRIVE] [LEAVE	. . . .	. . . .	. . . .	. . . .	A M	. . . .

* Daily; *b* Tuesday, Thursday and Saturday; *e* Monday, Wednesday and Friday. ‖ Meals. + Coupon stations; ♂ Telegraph stations.

ARIZONA & COLORADO RAILROAD COMPANY.

4	No. 2	Ms	December 5, 1909.	1	No. 3
P M	. . . . .	. .	LEAVE] [ARRIVE	A M	. . . . .
*6 00	*10 00 A M	0	. . . . . **Cochise**[1] . . . . . ♂	9 00	2 40 P M
6 20	10 20 "	8	. . . . . Servoss	8 40	2 15 "
6 45	10 45 "	16	arr. . . . . **Pearce** ♂ . . . lve.	*8 15	1 50 "
P M	10 45 "	16	lve. . . . . **Pearce** . . . . . arr.	A M	1 50 "
. . .	11 25 "	29	. . . . . Kelton	. . . .	1 10 P M
. . . .	11 45 A M	32	. . . . . Courtland	. . . .	12 55 Noon
. . . .	12 05 Noon	35	arr. . . . . **Gleeson** . . . . . lve.	. . . .	*12 30 Noon

GILA VALLEY, GLOBE & NORTHERN RAILWAY.

No. 9	Mls.	October 27, 1909.	Mls	No. 10
*5 45 A M	0	lve. . + **Globe** ♂ . arr.	123.94	6 40 P M
5 55 "	2.31	. . . . . Pinal	121.63	6 30 "
6 09 "	8.06	. . . . . Cutter	115.88	6 16 "
6 34 "	20.67	. . . . . Rice . . . . . ♂	103.27	5 51 "
6 55 "	31.29	. . . . . San Carlos . . . ♂	92.65	5 30 "
7 08 "	37.97	. . . . . Naches	85.97	5 17 "
7 21 "	44.98	. . . . . Calva	78.96	5 04 "
7 33 "	51.64	. . . . . Bylas	72.30	4 52 "
7 47 "	57.60	. . . . . Geronimo	66.34	4 41 "
7 56 "	62.44	. . . . Fort Thomas . ♂	61.50	4 30 "
8 18 "	71.70	. . . . . Matthews	52.24	4 10 "
8 27 "	76.20	. . . . . Pima ‖ . . . . ♂	47.74	4 02 "
8 33 "	78.60	. . . . . Central	45.34	3 55 "
8 39 "	81.12	. . . . . Thatcher . . . ♂	42.82	3 49 "
8 46 "	84.24	+ . . . . Safford . . . . ♂	39.70	3 43 "
8 56 "	89.14	+ . . . . Solomon . . . ♂	34.80	3 33 "
9 12 "	96.59	. . . . . Haeckel	27.35	3 19 "
9 27 "	103.92	. . . . . Tanque . . . . ♂	20.02	3 05 "
9 47 "	114.43	. . . . . Escala	9.51	2 45 "
10 07 A M	123.94	arr. . . . **Bowie**[1] ♂ lve.	0	*2 25 P M

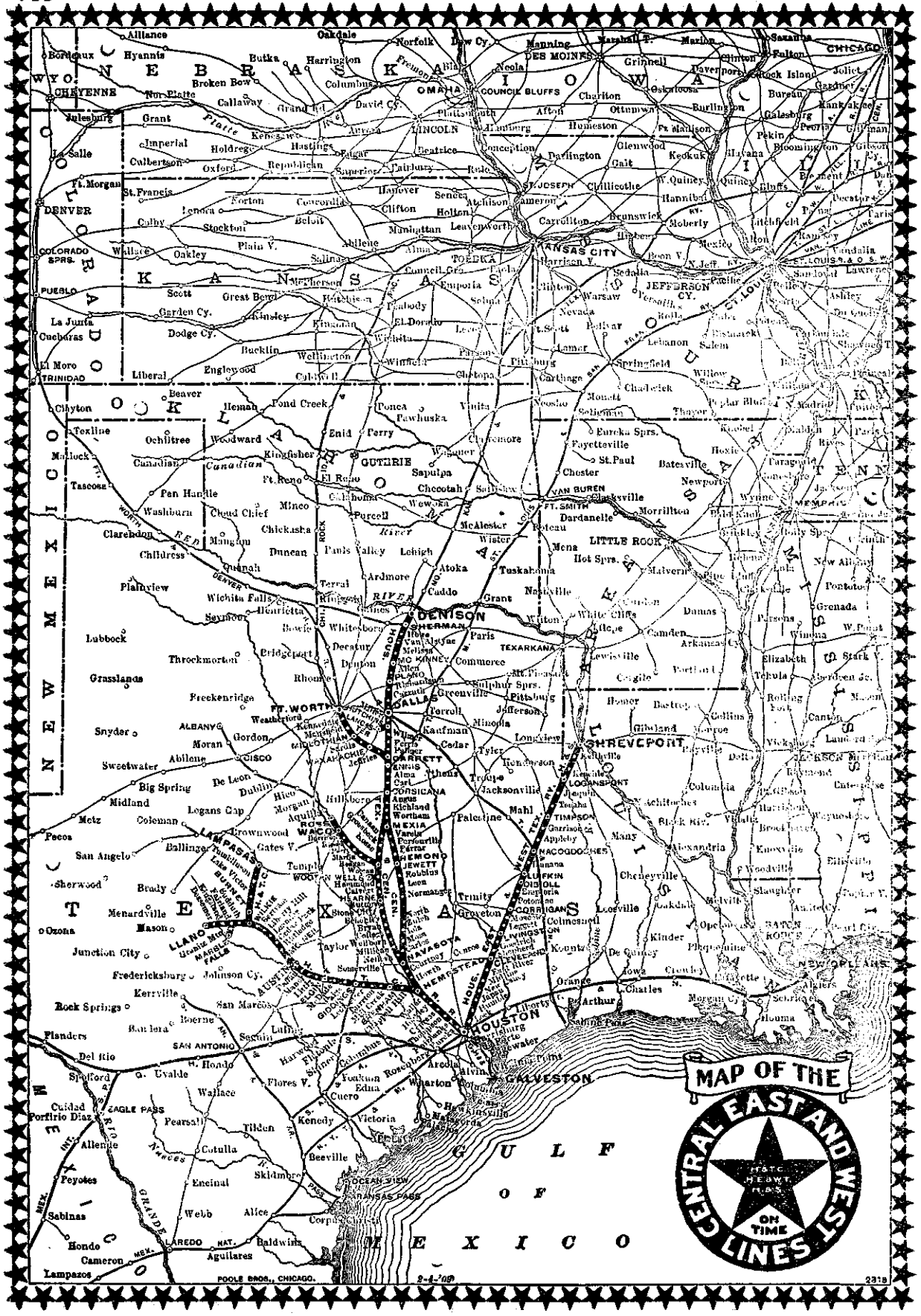
Miami Branch.—Trains lve. Globe *6 00 a.m., *1 50 p.m., for Radium (5 miles), Warrior (9 miles), arr. Miami (10 miles), 6 40 a.m., 2 30 p.m. Returning, lve Miami *7 30 a.m., *4 20 p.m., arr. Globe 8 10 a.m., 5 00 p.m.

EXCHANGE OF CURRENCY.—Passengers may secure exchange of U. S. currency for Mexican currency to an amount not to exceed $40.00 Mexican, or vica versa, at current rate of exchange from Southern Pacific R.R. of Mexico agent, Naco, and Sonora Ry. Agent, Nogales.

BAGGAGE TO MEXICAN POINTS.—Baggage should not be checked through to destination on through tickets reading to a point in Mexico. Check to Naco, Sonora, or Nogales, Sonora, only, as the case may be.

TRANSFER ARRANGEMENTS.—The West Coast Route operates a baggage and passenger transfer between Naco, Arizona, and Naco, Sonora. No extra charge is made to persons holding through tickets. A flat charge of 25 cents United States currency is made to those not holding through tickets, and includes transfer of both passenger and baggage.

BAGGAGE INSPECTION.—All baggage entering Mexico must be inspected by Mexican customs officials at Naco or Nogales, and by both Mexican and United States officials when entering the United States from Mexico. Passengers should have keys ready to open baggage and avoid delay. All dutiable articles should be declared on blanks, which will be furnished by customs officials on application.


MAP OF THE
CENTRAL EAST AND WEST LINES
ON TIME
GULF OF MEXICO
NEBRASKA
IOWA
ILLINOIS
MISSOURI
KANSAS
OKLAHOMA
TEXAS
ARKANSAS
LOUISIANA
NEW MEXICO
COLORADO
WYO.
TENN.
CHICAGO
DES MOINES
OMAHA
COUNCIL BLUFFS
LINCOLN
ST. JOSEPH
KANSAS CITY
TOPEKA
DENVER
COLORADO SPRS.
PUEBLO
CHEYENNE
GUTHRIE
DENISON
DALLAS
FT. WORTH
SHREVEPORT
LITTLE ROCK
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VAN BUREN
TEXARKANA
HOUSTON
GALVESTON
SAN ANTONIO
EAGLE PASS
LAREDO
NEW ORLEANS
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2-4-'09
2318

"GULF AIR LINE."

HOUSTON, EAST & WEST TEXAS RY. and HOUSTON & SHREVEPORT R.R.

The Short and Direct Line Northeast and Southeast.

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HOUSTON, EAST & WEST TEXAS RAILWAY.

No. 4	2	6	Mls.	*June* 10, 1909.	Mls.	No. 1	No. 3
	A M	*A M		LEAVE] [ARRIVE			
*7 00 P M	*6 30	10 30		**Houston** (H. & T. C. Depot)	192.0	8 20 P M	8 45 A M
7 05 »	6 33	10 33	0	+.....**Houston**[1]....♁	191.5	8 17 »	8 40 »
— —	— —	— —	1.0	..T. & N. O. Junction..	190.5	— —	— —
7 41 »	6 58	— —	9.8	........Lock........	181.7	5 53 »	8 10 »
8 02 »	7 12	11 30	17.7	........Humble......♁	173.8	5 35 »	7 48 »
8 10 »	7 20	A M	22.0	........Pauli........	169.5	5 28 »	7 45 »
8 22 »	7 30		23.8	........Japan........	167.9	5 18 »	7 30 »
8 26 »	7 33 A M		25.0	........Porter........	166.5	5 15 »	7 27 »
8 38 »	7 43 »		28.9	......New Caney....♁	162.6	5 06 »	7 13 »
8 54 »	7 59 »		35.0	.......Splendora.......	156.5	4 51 »	6 55 »
9 05 »	8 05 »		37.2	........Midline........	154.3	4 45 »	6 49 »
9 09 »	8 09 »		39.0	.......East River.......	152.5	4 39 »	6 42 »
9 28 »	8 24 »		43.9	+....**Cleveland**[2]...♁	147.6	4 28 »	6 39 »
9 31 »	8 29 »		46.0	........Keno........	145.5	4 23 »	6 22 »
9 41 »	8 39 »		49.1	.......Westcott.......	142.4	4 15 »	6 14 »
10 00 »	8 55 »		55.0	........Napier........	136.5	4 00 »	5 56 »
10 02 »	8 57 »		55.9	.......Shepherd.....♁	135.6	3 58 »	5 54 »
10 17 »	9 11 »		60.6	........Urbana........	130.9	3 44 »	5 36 »
10 28 »	9 20 »		63.9	.......Goodrich.....♁	127.6	3 38 »	5 25 »
10 39 »	9 30 »		67.8	........Lamont........	123.7	3 26 »	5 13 »
— —	— —		68.0	........Lima........	123.5	— —	— —
10 52 »	9 40 »		71.9	+.....Livingston.....♁	119.6	3 16 »	5 00 »
10 54 »	9 42 »		72.9	........Buck........	118.6	3 15 »	4 57 »
11 04 »	9 51 »		75.6	.......Marston.......	115.9	3 05 »	4 47 »
11 16 »	10 02 »		79.9	.......Leggett......♁	111.6	2 54 »	4 33 »
11 20 »	10 05 »		81.0	......Seven Oaks......	110.5	2 50 »	4 30 »
— —	— —		84.1	........Valda........	107.4	— —	— —
11 31 »	10 15 »		85.0	........Bering........	106.5	2 40 »	4 17 »
11 41 »	10 23 »		87.3	........**Moscow**[8]....♁	103.7	2 32 »	4 09 »
11 48 »	10 30 »		90.0	.......Laurelia.......	101.5	2 24 »	4 00 »
11 59 P M	10 41 »		93.5	+.....**Corrigan**[3]....♁	98.0	2 16 »	3 51 »
12 17 Night	10 56 »		99.3	.......Potomac.......	92.2	2 01 »	3 34 »
— —	— —		103.5	.......Renova.......	88.0	— —	— —
— —	11 12 »		106.3	.......Emporia.......	85.2	1 44 »	— —
12 44 »	11 14 »		107.2	........**Diboll**......♁	84.3	1 42 »	3 05 »
12 54 Night	11 25 »		110.7	........Burke.......♁	80.8	1 32 »	2 55 »
1 18 A M	‡11 45 A M		118.7	arr... +**Lufkin**[4] ♁ ..lve.	72.8	1 11 P M	2 33 »
1 23 »	12 05 Noon		118.7	lve.... **Lufkin**.....arr.	72.8	‡12 51 Noon	2 28 »
1 46 »	12 28 »		127.0	.......Angelina.......	64.5	12 28 »	2 04 »
1 50 »	12 31 Noon		130.2	.......Lanana.......	61.3	12 25 Noon	2 00 »
— —	— —		137.9	.....Dorr Junction.....	53.6	— —	— —
2 23 »	1 01 P M		138.6	+..**Nacogdoches**[5]. ♁	52.9	11 55 A M	1 23 »
— —	— —		142.3	....Bonita Junction....	49.2	— —	— —
2 46 »	1 23 »		144.1	.......Redfield.......	47.4	11 37 »	1 00 A M
2 57 »	1 32 »		147.9	.......Appleby......♁	43.6	11 27 »	12 50 Night
3 07 »	1 38 »		150.4	........Mayo........	41.1	11 20 »	12 40 »
3 22 »	1 49 »		154.8	........Fitze........	36.7	11 09 »	12 27 »
3 36 »	2 00 »		158.8	.......Garrison......♁	32.7	10 59 »	12 13 Night
3 50 »	2 11 »		163.0	........Blair........	28.5	— —	11 59 P M
4 02 »	2 21 »		167.2	+.....**Timpson**[9]....♁	24.3	10 37 »	11 48 »
4 16 »	2 34 »		171.8	........Bobo........	19.7	10 25 »	11 36 »
4 32 »	2 48 »		176.8	+......Tenaha......♁	14.7	10 13 »	11 21 »
4 47 »	2 58 »		181.0	........Paxton........	10.5	10 01 »	11 06 »
5 08 »	3 16 »		188.3	.......Joaquin......♁	3.2	9 45 »	10 48 »
5 20 A M	3 25 P M		191.5	+...**Logansport**...♁	0	*9 35 A M	*10 36 P M
				ARRIVE] [LEAVE			

HOUSTON & SHREVEPORT RAILROAD.

No. 4	No. 2	Mls.	*June* 10, 1909.	Mls.	No. 1	No. 3
			LEAVE] [ARRIVE			
*5 20 A M	*3 26 P M	191.5	+...**Logansport**...♁	40.0	9 35 A M	10 36 P M
5 36 »	3 41 »	197.0	........Funston........	34.9	9 24 »	10 18 »
5 45 »	3 50 »	200.5	.......Longstreet.....♁	30.4	9 15 »	10 10 »
5 50 »	3 56 »	202.7	.......Washburn.......	28.2	9 08 »	9 58 »
6 00 »	4 07 »	207.4	........Keachie......♁	23.5	9 00 »	9 50 »
6 17 »	4 19 »	212.4	........Preston........	18.5	8 48 »	9 36 »
6 34 »	4 33 »	218.5	......**Keithville**[6].....	12.4	8 35 »	9 20 »
6 47 »	4 46 »	223.7	.......La Rosen.......	7.2	8 24 »	9 05 »
— —	— —	229.0	..Shreveport Junction..	1.9	— —	— —
7 05 »	6 02 »	230.9	+ **Shreveport**(H.&S. Dep.) ♁	0	8 08 »	8 38 »
7 15 A M	6 10 P M	.....	**Shreveport**[7] (K. C. S. Depot)	0	*8 00 A M	*8 30 P M
			ARRIVE] [LEAVE			

CONDENSED TIME-TABLE.

.....	....	....	lve....**Galveston**...arr.	12 20 Noon	....	.....
.....	....	....	arr....**Houston**....lve.	10 30 A M	....	.....
.....	*6 30 A M	*7 00 P M	lve....**Houston**....arr.	8 45 A M	6 20 P M	.....
.....	8 24 A M	9 26 P M	lve....**Cleveland**...arr.	6 29 A M	4 29 P M	.....
.....	11 45 A M	1 23 A M	lve.....**Lufkin**.....arr.	2 04 A M	12 51 Noon	.....
.....	1 01 P M	2 23 A M	lve..**Nacogdoches**.arr.	1 23 A M	11 55 A M	.....
.....	3 25 P M	5 20 A M	lve...**Logansport**..arr.	10 38 P M	9 35 A M	.....
.....	6 10 P M	7 15 A M	arr..**Shreveport**..lve.	*8 30 P M	*8 00 A M	.....
.....	8 00 P M	8 25 A M	lve...**Shreveport**..arr.	....	....	.....
.....	4 55 P M	7 00 A M	arr..**Kansas City**..lve.	....	....	.....
.....	....	3 05 P M	lve...**Shreveport**..arr.	1 10 P M	....	.....
.....	....	10 40 P M	arr....**Jackson**....lve.	5 51 A M	....	.....
.....	....	12 15 Night	lve....**Jackson**....arr.	5 35 A M	....	.....
.....	....	6 20 A M	arr....**Memphis**...lve.	11 40 P M	....	.....
.....	....	6 35 A M	lve....**Memphis**...arr.	11 25 P M	....	.....
.....	....	4 15 P M	arr....**St. Louis**...lve.	1 50 P M	....	.....
.....	....	9 30 P M	arr....**Chicago**....lve.	9 40 A M	....	.....
.....	....	1 00 P M	lve....**Memphis**...arr.	3 20 P M	....	.....
.....	....	8 55 P M	arr....**Nashville**...lve.	7 00 A M	....	.....
.....	....	2 10 A M	arr....**Louisville**...lve.	2 35 A M	....	.....
.....	....	7 20 A M	arr....**Cincinnati**..lve.	10 50 P M	....	.....

* Daily. ‡ Meal stations. + Coupon stations. ♁ Telegraph stations.

PULLMAN SLEEPER

BETWEEN

HOUSTON and SHREVEPORT

ON NIGHT TRAINS.

CONNECTIONS.—[1] With Southern Pacific Co.; San Antonio & Aransas Pass Ry.; Houston & Texas Central R.R.; Missouri, Kansas & Texas Ry.; Gulf, Colorado & Santa Fe Ry.; International & Great Northern R.R. and Galveston Houston & Northern Ry. [2] With Gulf, Colorado & Santa Fe Ry. [3] With Missouri, Kansas & Texas Ry. [4] With St. Louis South-western Ry. and Southern Pacific Co. [5] With Texas & New Orleans R.R. [6] With Texas & Pacific Ry. [7] With Queen & Crescent Route; St. Louis South-western Ry.; Kansas City Southern Ry., and Texas & Pacific Ry. [8] With Moscow, Camden & San Augustine Ry. [9] With Texas & Gulf Ry. *Central time.*

DIRECT CONNECTION AT HOUSTON WITH ALL LINES.

HOUSTON & TEXAS CENTRAL RAILROAD COMPANY.

New York Transfer Office—120 Broadway.

EXECUTIVE OFFICERS.

R. S. LOVETT, President, 120 Broadway, New York City. | THORNWELL FAY, Vice-President, Houston, Tex. | W. C. PARKER, Secretary, Houston, Tex.

GENERAL OFFICERS.

G. RADETZKI, General Superintendent, Houston, Tex.
H. P. THRALL, Agent Mail Service, 135 Adams St., Chicago, Ill.
W. C. PARKER, Secretary, Houston, Tex.
C. B. UDELL, Treasurer, "
I. A. COTTINGHAM, Engineer Maint. of Way, "
O. K. DUNLAP, Traffic Manager, "
J. R. CHRISTIAN, General Freight Agent, "
H. C. REESE, Assistant General Freight Agent, "
T. J. ANDERSON, General Passenger Agent, Houston, Tex.
W. W. MONROE, General Baggage Agent, "
W. S. NAPIER, Assistant General Baggage Agent, "
C. C. GIBBS, Land Commissioner, San Antonio, Tex.
W. C. PARKER, Auditor, Houston, Tex.
BAKER, BOTTS, PARKER & GARWOOD, Gen. Att'ys, "
CLAYTON HERRINGTON, General Claim Agent, "
A. A. MARTIN, Freight Claim Agent, "

AGENTS.

L. H. NUTTING, Gen. Eastern Pas. Agt., 366 Broadway, New York.
L. J. SPENCE, Gen. Eastern Fht. Agt., " "
J. H. GLYNN, New Eng. Agt., 170 Washington St., Boston, Mass.
F. T. BROOKS, N.Y. State Agent, 129 So. Franklin St., Syracuse, N.Y.
R. J. SMITH, Agent, 632 Chestnut St., Philadelphia, Pa.
B. B. BARBER, Agent, 209 East German St., Baltimore, Md.
F. B. CHOATE, General Agent, 11 Fort St., Detroit, Mich.
J. F. VAN RENSSELAER, General Agent, 121 Peachtree Street, Candler Bldg, Atlanta, Ga.
W. R. BARNES, General Agent, Mexico City, Mex.
W. G. NEIMYER, Gen. Agt., 120 Jackson Boulevard, Chicago, Ill.
G. G. HERRING, Gen. Agt., Rooms 708-9 Park Bldg, Pittsburgh, Pa.
W. H. CONNOR, General Agent, 53 East Fourth St., Cincinnati, O.
H. G. KAILL, General Agent, Fidelity Trust Building, 901 Walnut Street, Kansas City, Mo.
WM. K. McALLISTER, General Agent, Suite 313 Railway Exchange Bldg, Denver, Colo.
J. G. LOWE, General Agent, 903 Olive St., Century Bldg, St. Louis, Mo.
A. G. NEWSUM, Division Passenger Agent, Dallas, Tex.
W. H. TAYLOR, General Agent, Houston, Tex.
R. E. GEORGE, Division Passenger Agent, Waco, Tex.
J. G. MYERHOFFER, Commercial Agent, "
S. G. REED, Division Freight Agent, Dallas, Tex.
S. W. NOBLE, Commercial Agent, Fort Worth, Tex.
W. R. SMITH, Division Freight and Passenger Agt., Austin, Tex.
CHAS. EIKEL, General Agent, Monterey, Mex.

9	5	3	1	Mls.	December 19, 1909.	2	4	6	10
	A M	P M			LEAVE] (ARRIVE	A M		P M	
	6 50	9 00			....New Orleans....	7 25		6 45	
	P M	A M			LEAVE] [ARRIVE	P M		A M	
	*7 25	7 25			Galveston (*G.H.&S.A.*)	8 40		8 45	
P M	P M	A M			LEAVE] [ARRIVE	P M		A M	P M
*1 00	*9 40	*10 30		0	+.....**Houston**[1]....♁	6 30		6 10	8 55
— —	— —	10 43		6.5	........Eureka.......♁	6 16		5 50	— —
— —	10 03	10 52		13.0	......Fairbanks.....♁	6 05		5 39	— —
— —	—	11 00		18.6	.... Ashford........	5 55		a —	— —
— —	10 25	11 13		26.0	.......Cypress......♁	5 42		5 16	— —
— —	10 43	11 30		36.0	........Hockley.....♁	5 21		4 58	— —
— —	10 54	11 39		41.2	.... Waller......♁	5 10		4 49	— —
2 20	11 10	12 01		51.3	ar. + **Hempstead** ♁ lv.	4 50		4 30	7 23
2 20	11 20	12 01		51.3	lv...**Hempstead**..ar.	4 40		4 25	7 23
— —	— —	12 11		55.7	........Howth.........	4 30		a —	— —
— —	11 42	12 24		62.6	.......Courtney .... ♁	4 17		4 04	— —
2 55	12 01	12 41		71.1	+....**Navasota**[2]...♁	3 58		3 49	6 50
— —	— —	— —		74.8	..**Nelleva Junction**..	— —		—	— —
— —	12 20	1 00		80.6	.... Millican .....♁	3 40		3 30	— —
— —	12 37	1 15		88.7	........Wellborn.....♁	3 25		3 15	— —
— —	12 50	1 27		94.8	+......College.......♁	3 13		3 0[illegible]	— —
3 40	1 02	1 38		99.7	+.......Bryan.......♁	3 03		2 52	6 00
— —	— —	1 53		107.7	........Benchley.....♁	2 48		a —	— —
— —	— —	2 07		115.0	.........Sutton.........	2 35		a —	— —
4 20	1 45	‡2 26		120.7	arr...+ **Hearne**[9] ♁.lve.	2 25		2 10	5 25
4 20	1 55	2 45		120.7	lve.....**Hearne**....arr.	‡2 00		1 55	5 25
4 35	2 13	2 58		128.5	+.......Calvert ..... ♁	1 40		1 35	6 07
— —	2 28	3 12		137.1	.... Hammond .... ♁	1 22		a —	— —
— —	2 34	3 16		139.5	.... Wootan.........	1 17		1 16	— —
4 58	2 45	3 25		142.7	+.... **Bremond**....♁	1 10		1 10	4 40
— —	3 05	3 45		153.2	.........Kosse.........♁	12 38		12 38	— —
— —	3 23	4 06		161.2	.......Thornton.....♁	12 23		12 21	— —
5 42	3 40	4 18		169.5	+....Groesbeeck ... ♁	12 08		12 08	3 53
— —	— —	4 25	A M	173.8	.... Doyle	11 50	P M	a —	— —
6 07	4 05	4 37	*8 30	181.0	+......**Mexia**[3]‡....♁	11 45	8 10	11 45	3 32
— —	4 20	4 48	8 45	188.4	+.....Wortham.....♁	11 33	7 50	a	— —
— —	4 36	5 05	9 05	198.4	........Richland.....♁	11 12	7 2[illegible]	a —	— —
— —	4 47	5 16	9 17	203.9	........Angus	11 02	7 1[illegible]	a —	— —
7 02	5 05	5 30	9 40	210.2	+....**Corsicana**[4]...♁	10 50	7 02	10 55	2 40
— —	— —	5 42	9 52	216.7	.... Carl	10 35	6 45	a —	— —
— —	5 25	5 51	10 02	221.1	.........Rice.......♁	10 25	6 38	a —	— —
— —	5 33	5 55	10 15	225.2	..........Alma.......♁	10 15	6 30	a	— —
7 40	5 45	6 10	10 25	230.0	arr....+ **Ennis**[5] ♁ ..lve.	10 05	6 20	10 25	2 05
7 40	6 10	6 20	10 30	230.9	lve..... **Ennis**.....arr.	9 55	6 20	10 05	2 05
— —	6 17	6 26	10 37	233.8	........**Garrett**[5]‡...♁	9 40	6 09	a —	— —
— —	6 27	6 35	10 47	238.6	........Palmer.......♁	9 30	5 58	a —	— —
— —	6 35	6 42	10 55	242.6	.......Trumbull........	9 21	5 49	a —	— —
— —	6 42	6 49	11 05	245.8	.........Ferris.......♁	9 13	5 42	a —	— —
— —	6 52	6 57	11 13	250.0	........Wilmer.........	9 02	5 32	a —	— —
— —	7 01	7 05	11 20	254.4	.......**Hutchins**......	8 53	5 22	a —	— —
8 55	7 25	7 30	11 45	264.9	arr....+ **Dallas**[6] ♁..lve.	8 30	*5 00	9 05	*1 00
*3 00	7 45	P M	A M	264.9	lve.....**Dallas**.....arr.	8 15	P M	8 55	P M
3 27	8 15			277.2	+....Richardson. .. ♁	7 42		8 18	
3 35	8 30			282.4	+......**Plano**[6]‡....♁	7 33		8 01	
3 47	8 43			288.5	+...... Allen........♁	7 23		7 47	
4 02	9 03			296.3	+....**McKinney**[7]...♁	7 10		7 27	
4 12	9 20			303.0	.........Melissa.........	6 55		7 10	
4 19	9 31			307.5	..........Anna...........	6 46		7 00	
4 27	9 42			312.9	+... Van Alstyne....♁	6 37		6 46	
4 39	9 58			319.1	..........Howe..........	6 27		6 30	
5 00	10 25			328.8	+.....**Sherman**[8]...♁	6 10		6 05	
5 20	10 45			337.8	+.....**Denison**[9]....♁	*5 50		*6 45	
A M	A M				ARRIVE] [LEAVE	A M		P M	
	7 43				arr...**St. Louis**...lve.			8 32	
	A M				(*M.K.& T. Ry.*)			P M	
	8 05				arr. **Kansas City**..lve.			7 00	
	11 15				arr....**St. Louis**...lve.			2 30	
	A M				(*Frisco System.*)			P M	

*Daily; † daily, except Sunday; a stops to leave passengers from stations Denison to Plano, inclusive, and Fort Worth to Garrett, inclusive, and from foreign lines. ‡ Meals. + Coupon stations. ♁ Telegraph stations. STANDARD—*Central time.*

For Map, see page 748.

WESTERN DIVISION.

No. 45	No. 43	Mls	*September* 5, 1909.	Mls	No. 42	No. 46
6 50 A M	9 00 P M		lve..**New Orleans**..arr.	627	7 25 A M	6 45 P M
*7 25 P M	7 25 A M		lve....**Galveston**....arr.	322	8 40 P M	8 45 A M
*9 40 P M	*10 30 A M	0	lve..+ **Houston** ♁ ..arr.	265	6 30 P M	6 10 A M
*11 35 P M	*12 10 Noon	51	lve..+ **Hempstead** ♁ arr.	214	4 40 P M	4 10 A M
12 10 Night	12 31 Noon	62	.... Chapel Hill .... ♁	203	4 16 "	3 30 "
12 45 Night	1 00 P M	72	+..... **Brenham**[10]...♁	193	3 54 "	2 55 "
1 25 A M	1 27 "	85	..........Burton........♁	180	3 24 "	2 12 "
1 50 "	1 41 "	92	..........Carmine.......♁	173	3 10 "	1 50 "
2 10 "	— —	98	.........Ledbetter .....♁	167	— —	1 27 "
2 40 "	2 10 "	107	+......**Giddings**[11]...♁	158	2 39 "	1 00 A M
3 20 "	2 42 "	118	...........Paige........♁	147	2 15 "	12 20 Night
3 55 "	3 04 "	129	..........McDade......♁	136	1 54 "	11 40 P M
4 30 "	3 29 "	139	+....... **Elgin**[12] .....♁	126	1 28 "	11 05 "
4 45 "	3 40 "	144	..........Littig...........	121	1 12 P M	10 47 "
5 10 "	4 00 "	151	+........ Manor.........♁	114	12 57 Noon	10 27 "
6 20 "	4 35 P M	166	arr.... +**Austin**[13] ♁ lve.	99	*12 20 Noon	9 15 "
*7 30 "		166	lve.......**Austin**.....arr.	99		5 40 "
— —		167	.....Austin Junction.....	98		— —
7 46 "		173	..........Fishers..........	92		5 18 "
8 00 "		179	...... Waters Park	86		5 02 "
8 07 "		183	..........McNeil........♁	82		4 54 "
8 21 "		188	.........Rutledge.........	77		4 42 "
8 31 "		192	........Cedar Park.... ..	73		4 32 "
8 45 "		198	..........Leander.......♁	67		4 20 "
9 02 "		205	.......Liberty Hill.....♁	60		3 58 "
9 14 "		210	..........Grover	55		3 47 "
9 27 "		215	.........Bertram ....♁	50		3 35 "
9 40 A M		222	..........Summit.........	43		3 20 P M
— —		226	arr.......**Wilkie**......lve.	39		— —
9 51 A M		227	+.......**Burnet**[15].....♁	40		3 08 P M
— —		226	lve.......**Wilkie**.....arr.	39		— —
10 15 A M		234	..........Sudduth.........	31		2 42 P M
10 22 A M		236	arr.....**Fairland**[16] ♁ lve.	29		2 37 P M
10 30 A M		240	....Granite Mountain			2 28 P M
10 36 "		242	ar. + **Marble Falls**[18].lv.			2 23 "
10 41 "		242	lv...**Marble Falls** ♁.ar.			2 16 "
10 48 "		240	....Granite Mountain			2 08 "
10 57 A M		244	.... **Tuggle**			*1 57 P M
10 22 A M		236	lve......**Fairland**....arr.	29		2 37 P M
11 20 "		246	.........Kingsland......♁	19		1 35 "
11 36 A M		254	..........Graphite.........	11		1 22 "
12 01 Noon		265	arr....+ **Llano**[17] ♁ ..lve.	0		*1 00 P M

WACO DIVISION.

63	69	No. 65	Mls	*December* 19, 1909.	Mls	62	No. 66	70
P M				LEAVE] [ARRIVE		A M		
9 00		6 50 A M		.....**New Orleans**.....	559	7 25	6 45 P M	
7 25		7 25 P M		**Galveston** (*G. H. & S.A.*)	254	8 40	8 45 A M	
10 30		9 40 P M	0	lve.....**Houston**....arr.	197	6 30	6 10 A M	
*3 35		*3 00 A M	143	lve.... **Bremond** ♁..arr.	54	1 05	12 40 Night	
3 55		3 25 "	152	.... Reagan ....♁	45	12 42	12 15 Night	
4 18		3 47 "	160	+....... **Marlin**[19]‡...♁	37	12 25	11 55 P M	
4 39		4 07 "	168	...........Perry.........♁	29	12 08	11 32 "	
4 49		4 15 "	172	...........Riesel.........♁	25	11 58	11 20 "	
5 05		4 37 "	178	.........Harrison........	19	11 45	11 05 "	
5 30	A M	5 10 A M	186	arr....+ **Waco**[14] ♁ .lve.	11	*11 25	*10 40 P M	A M
P M	†9 40		186	lve.......**Waco** .....arr.	11	A M		10 50
	10 10		197	...........**Ross**[22] .....♁	0			†10 20
	A M			ARRIVE] [LEAVE				A M

LANCASTER BRANCH.

		27	28	Mls.	*December* 19, 1909.	Mls	28	27		
		P M	A M		LEAVE] [ARRIVE		A M	P M		
		†3 50	†7 10	0	.......**Hutchins**....♁	4	8 15	4 35		
		4 10	7 30	4	+.....**Lancaster**......	0	†7 45	†4 15		
		P M	A M		ARRIVE] [LEAVE		A M	P M		

FORT WORTH DIVISION.

84	88	86	82	Ms	December 19, 1909.	85	83	89	87
....	.....	P M	A M	...	LEAVE] [ARRIVE	A M	P M	....	....
....	.....	*800	*7 40	0	+..Fort Worth [19] ♁	8 00	8 50	....	....
....	.....	8 15	8 03	7	.....Brambleton.....	7 35	8 15	....	....
....	.....	8 23	8 10	11	.....Kennedale.....	7 28	8 04	....	....
....	.....	8 42	8 26	19	.....Mansfield.... ♁	7 12	7 45	....	....
....	.....	8 52	8 35	23	.....Britton.....	7 03	7 35	....	....
....	.....	9 08	8 50	30	+..Midlothian [20] ♁	6 51	7 20	....	....
....	.....	9 25	9 03	37	..... Sardis	6 37	7 05	....	....
P M	A M	9 38	9 15	41	ar. +Waxahachie [23] .lv.	6 26	6 53	A M	P M
*530	*1000	9 38	9 15	41	lv...Waxahachie ♁ .ar.	6 26	6 53	11 15	6 35
5 45	10 15	9 51	9 25	48	..... Boyce	6 15	6 41	11 00	6 20
6 00	10 30	1005	9 35	53	.....Garrett.... ♁	6 05	6 30	*1045	*610
P M	A M	1010	9 45	56	.....Ennis..... ♁	*600	*825	A M	P M
....	.....	P M	A M	...	ARRIVE] [LEAVE	A M	P M	....	....

MEXIA-NELLEVA CUT-OFF.

.....	No. 32	Mls	December 19, 1909.	No. 31	.....
.....	†7 15 A M	0	lve..Mexia Junc..arr.	3 10 P M	.....
.....	7 40 "	6	.....Varela..... ♁	2 50 "	.....
.....	8 10 "	12	.....Personville.....	2 20 "	.....
.....	8 30 "	17	.....Farrar..... ♁	1 50 P M	.....
.....	9 30 "	28	.....Jewett..... ♁	12 45 Noon	.....
.....	10 05 "	35	.....Robbins..... ♁	12 15 Noon	.....
.....	11 20 A M	51	.....Normangee..... ♁	11 20 A M	.....
.....	12 01 Noon	59	.....North Zulch.... ♁	10 30 "	.....
.....	1 00 P M	70	.....Iola..... ♁	9 15 "	.....
.....	1 15 "	75	.....Mesa.....	8 55 "	.....
.....	1 50 "	83	.....Carlos.....	8 25 "	.....
.....	2 45 P M	94	..Nelleva Junction ♁	†7 15 A M	.....
.....	.....	98	..... Navasota	.....	.....
.....	.....	107	arr..Hempstead..lve.	.....	.....

LAMPASAS BRANCH.

88	No. 51	Ms.	September 5, 1909.	No. 52	No. 54
P M	.....	....	LEAVE] [ARRIVE	.....	.....
*3 40	*1020 A M	0	+.....Burnet..... ♁	9 20 A M	2 35 P M
4 17	10 57 "	12	..... Lake Victor.....	8 45 "	2 00 "
4 30	11 10 "	15	..... Tumblinson.....	8 30 "	1 45 "
4 55	11 35 A M	23	+ ....Lampasas [21] .. ♁	*8 05 A M	*1 20 P M
P M	.....	....	ARRIVE] [LEAVE	.....	.....

CONDENSED TIME-TABLE.

9	No. 5	No. 3	STATIONS.		No. 2	No. 8	10
.....	6 50 A M	9 00 P M	lve. New Orleans...(S.P.Co.)	arr.	7 25 A M	6 45 P M	....
P M	7 25 P M	7 25 A M	lve. Galveston (G.H. & S.A.)	arr.	8 15 P M	8 45 A M	P M
1 00	9 40 P M	10 30 A M	lve. Houston (H. & T.C.R.R.)	arr.	6 30 P M	6 10 A M	8 55
7 02	5 05 A M	6 30 P M	lve. Corsicana..... "	lve.	10 50 A M	10 55 P M	2 40
7 40	5 45 A M	6 10 P M	arr. Ennis..... "	lve.	10 05 A M	10 25 P M	2 05
8 55	7 25 A M	7 30 P M	arr. Dallas..... "	lve.	8 30 A M	9 05 P M	1 00
P M	10 25 A M	.....	lve. Sherman..... "	lve.	6 10 A M	6 05 P M	P M
.....	10 45 A M	.....	arr. Denison..... "	lve.	5 50 A M	5 45 P M	....
.....	7 43 A M	.....	arr. St. Louis (M.K. & T. Ry.)	lve.	.....	8 32 P M	....
.....	12 20 Night	.....	arr. Kansas City.... "	lve.	.....	2 20 A M	....
.....	2 30 P M	.....	lve. Sherman...(Frisco Sys.)	arr.	.....	12 55 Noon	....
.....	8 05 A M	.....	arr. Kansas City.... "	lve.	.....	7 00 P M	....
.....	11 15 A M	.....	arr. St. Louis..... "	lve.	.....	2 30 P M	....
.....	6 50 A M	.....	lve. Ennis.....(Tex. Mid.)	arr.	9 53 A M	9 30 P M	....
.....	11 35 A M	.....	arr. Paris..... "	lve.	5 20 A M	4 30 P M	....
.....	7 55 A M	.....	arr. St. Louis...(Frisco Sys.)	lve.	.....	8 20 P M	....
.....	6 00 A M	8 25 P M	lve. Ennis....(H. & T.C.R.R.)	arr.	9 45 A M	10 10 P M	....
.....	8 00 A M	8 30 P M	arr. Fort Worth.....	lve.	7 40 A M	8 00 P M	....
.....	6 30 A M	5 20 P M	arr. Kansas City (C. R. I. & Pac.)	lve.	9 45 A M	10 00 P M	....
.....	1 00 P M	.....	arr. Omaha. ..... "	lve.	.....	4 05 P M	....
.....	6 50 A M	8 20 A M	arr. Chicago..... "	lve.	6 00 P M	11 30 P M	....
.....	9 40 A M	9 30 P M	lve. Fort Worth (F.W. & D.C.)	arr.	7 00 A M	5 45 P M	....
.....	3 15 P M	7 00 A M	arr. Denver.....(C. & S.)	lve.	11 30 P M	12 15 Noon	....
.....	9 40 P M	10 30 A M	lve. Houston (H. & T.C.R.R.)	arr.	6 30 P M	6 10 A M	....
.....	5 10 A M	6 30 P M	arr. Waco..... "	lve.	11 25 A M	10 40 P M	....

THROUGH CAR SERVICE.—Nos. 1 and 4 run between Mexia and Dallas, carrying Coaches and Chair Cars.

Nos. 5 and 6 run between Houston, Dallas and Denison, carrying Coaches and Chair Cars; Pullman Sleepers Galveston to Denison, Galveston to Dallas, Galveston to Ft. Worth and Denver, Houston to Austin, Houston to Waco.

Nos. 2 and 3 run between Houston and Dallas carrying Day Coaches, Chair Cars and Broiler Sleeper, which runs between New Orleans and Dallas.

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday.
+ Coupon stations; ♁ Telegraph stations.
STANDARD—*Central time*

CONNECTIONS.—[1] With railroads diverging. [2] With G. C. & S. F. Ry. [3] With Inter. & Gt. North. R.R. [3½] With Trin. & B. Valley R.R. [4] With St. L. S. W. Ry. [5] With Tex. Mid. R.R. [5½] Junc. Main Line and Ft. Worth Div. [6] With Tex. & Pac. Ry., G. C. & S. F. Ry. and M. K. & T. Ry. [6½] With St. L. So. West. Ry. [7] With M. K. & T. Ry. [8] With T. & P. Ry. and Frisco System. [9] With M. K. & T. Ry. and Frisco System. [10] With G. C. & S. F. Ry. [11] With S. A. & A. P. Ry. [12] With M. K. & T. Ry. [13] With I. & G. N. R.R. and M. K. & T. Ry. [13½] With I. & G. N. R.R. [14] With M. K. & T. Ry., St. L. S. W. Ry. and S. A. & A. P. Ry. [15] With Br. Lampasas. [16] Junc. West. Div. and Marble Falls Br. [17] With stages for Mason, Ft. McKavett, Brady, Junc. City, Menardville and Fredericksburg. [18] With stage for Blanco and Johnson City. [19] With lines diverging. [20] With G. C. & S. F. Ry. [21] With G. C. & S. F. Ry. and West. Div. [22] With T. & P. Ry. [23] With M. K. & T. Ry.

Portland & Asiatic Steamship Co.

FROM PORTLAND, ORE., TO JAPAN AND CHINA.

GENERAL OFFICERS.

R. S. LOVETT, President, - - - - - - - - - - - - New York, N.Y.
R. P. SCHWERIN, Vice-Prest. and Gen. Mgr., San Francisco, Cal.
W. R. LITTENBERG, Secretary, Portland, Ore.
ALEX. MILLAR, Assistant Secretary, New York, N.Y.
F. V. S. OROSBY, Treasurer, New York, N.Y.
R. LEA BARNES, Assistant Treasurer, Portland, Ore.
ERASTUS YOUNG, General Auditor, Omaha, Neb.
H. E. A. RAILTON, Auditor, San Francisco, Cal.

Steamers "Henrik Ibsen," "Rygja," "Selja" and "Hercules"

LEAVE PORTLAND AND HONG KONG ABOUT EVERY 20 DAYS, CALLING AT YOKOHAMA, KOBE AND MOJI.

J. W. RANSOM, Dock Agent, - - Portland, Ore.
W. W. CAMPBELL, Agent, - - - Kobe, Japan.
WURIU SHOKWAI, Agents, - - - Moji, Japan.
B. C. HOWARD, Agent, - - - Yokohama, Japan.
R. C. MORTON, Agent, - - Shanghai, China.
S. SILVERSTONE Agent, - - Hong Kong, China.

San Francisco & Portland Steamship Co.

COLUMBIA RIVER SCENIC ROUTE.

Steamers "Rose City," "Kansas City."

GENERAL OFFICERS.

R. P. SCHWERIN, Vice-Prest. and Gen. Mgr., San Francisco, Cal.
M. B. WALLACH, Treasurer, "
G. L. BLAIR, General Freight Agent, "
ERASTUS YOUNG, General Auditor, Omaha, Neb.
H. E. A. RAILTON, Auditor, San Francisco, Cal.
A. G. D. KERRELL, General Passenger Agent, "

SAILINGS—SAN FRANCISCO TO PORTLAND.
Steamers leave Pier No. 40, San Francisco, at 11 00 a.m., January 1, 8, 15, 22, 29 and every Saturday thereafter.

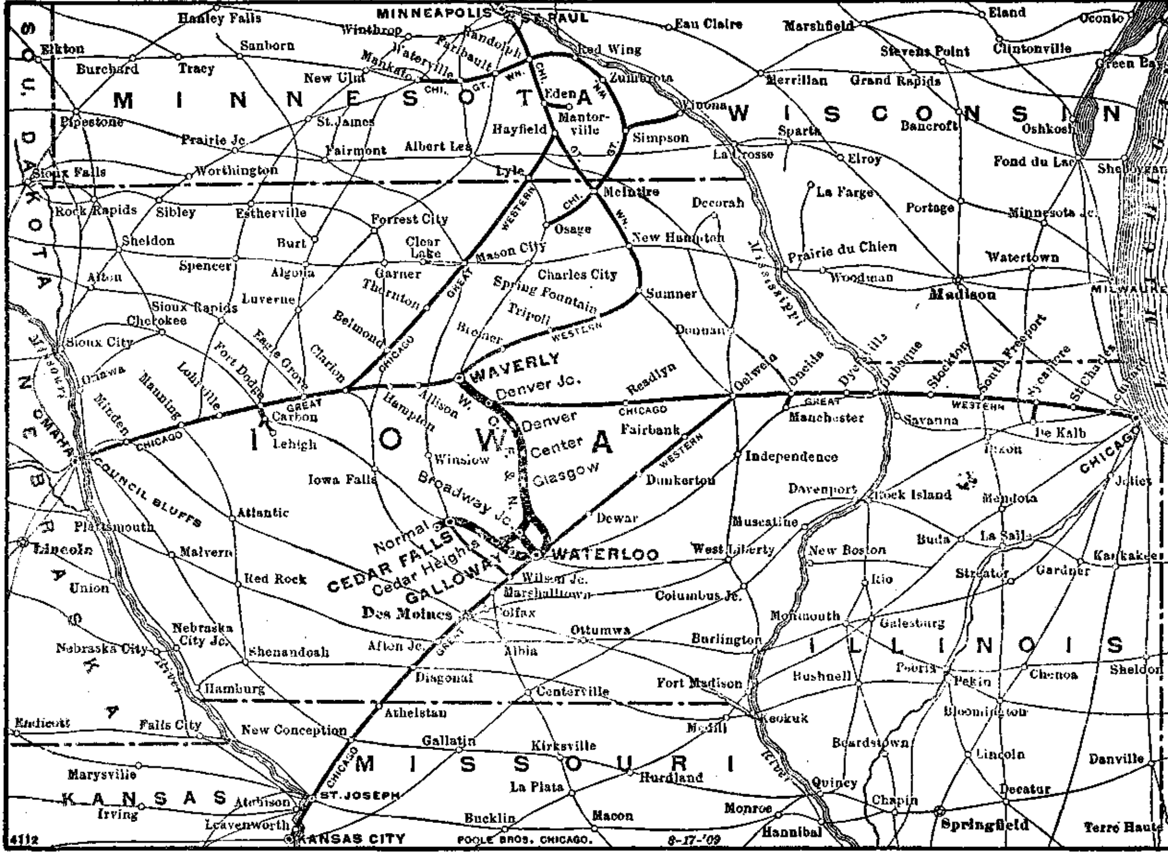
SAILINGS—PORTLAND TO SAN FRANCISCO.
Steamers leave Ainsworth Dock, Portland, at 4 00 p.m., January 7, 14, 21, 28 and every Friday thereafter.

ALL STEAMERS CALL AT ASTORIA.

J. W. RANSOM, Dock Agent, Portland, Ore. G. W. ROBERTS, Agent, Astoria, Ore.
M. J. ROCHE, City Ticket Agent, 142 Third Street, Portland, Ore.

WATERLOO, CEDAR FALLS & NORTHERN RAILWAY.

L. S. CASS, President, Waterloo, Ia.
J. F. CASS, Vice-President, Sumner, Ia.
F. E. FARWELL, Secretary, Waverly, Ia.
C. D. CASS, General Manager, Waterloo, Ia.
S. A. BOGGS, Auditor and Treasurer, "
MULLAN & PICKETT, General Counsel, "
FRANK McDONALD, Assistant to the General Manager, "
T. E. RUST, Chief Engineer, "
A. I. WOODRING, Supt. Overhead Lines, Waterloo, Ia.
O. S. LAMB, Superintendent Motive Power, "
WM. HARTLIEP, Master Mechanic, "
B. T. TURNER, Train Master, "
T. P. EMMONS, Traffic Manager, "
C. M. CHENEY, General Freight and Passenger Agent, "
C. FOREMAKER, Supt. Tracks, Bridges, Building and Water Supply, "
F. K. BRECKENRIDGE, Supt. Purchases and Stores, "



Eastward and Northward.

November 7, 1909.	M	41	2	4	6	8	10	12	14	43	16	18-45	20	22	24	26	28	30	32	34	36	38
[LEAVE	..	.....	A M	A M	A M	A M	A M	A M	Noon	.....	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Cedar Falls[1] .. ♁	0	....	†6 00	*7 05	*8 05	*9 05	*10 05	*11 05	*12 05	.....	*1 05	*2 05	*3 05	*4 05	*5 05	*6 15	*7 05	†7 35	*8 05	*9 05	*10 05	*11 05
Cedar Heights....	2	.....	6 10	7 15	8 15	9 15	10 15	11 15	12 15	.....	1 15	2 15	3 15	4 15	5 15	6 27	7 15	– –	8 15	9 15	10 15	11 15
Fosselman	4	.....	6 17	7 23	8 23	9 23	10 23	11 23	12 23	.....	1 23	2 25	3 23	4 23	5 23	6 36	7 23	– –	8 23	9 23	10 23	11 23
Galloway	..	.....	6 18	7 25	8 25	9 25	10 25	11 25	12 25	.....	1 25	2 25	3 25	4 25	5 25	– –	7 25	– –	8 25	9 25	10 25	11 25
Electric Park	5	.....	6 21	7 27	8 27	9 27	10 27	11 27	12 27	.....	1 27	2 27	3 27	4 27	5 27	6 40	7 27	– –	8 27	9 27	10 27	11 27
Chautauqua Park.	6	.....	6 24	7 30	8 30	9 30	10 30	11 30	12 30	.....	1 30	2 30	3 30	4 30	5 30	6 42	7 30	– –	8 30	9 30	10 30	11 30
Waterloo[2] ♁ .arr.	8	A M	6 35	7 40	8 40	9 40	10 40	11 40	12 40	Noon	1 40	2 40	3 40	4 40	5 40	6 51	7 40	8 07	8 40	9 40	10 40	11 40
Waterloo ....lve.	8	*6 45	A M	A M	A M	A M	A M	A M	Noon	*12 45	P M	3 20	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Glasgow .... ♁	16	7 20	.....	.....	.....	.....	.....	.....	.....	1 20	.....	3 55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver .... ♁	21	7 35	.....	.....	.....	.....	.....	.....	.....	1 35	.....	4 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denver Junc[3] ♁	24	7 45	.....	.....	.....	.....	.....	.....	.....	1 45	.....	4 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waverly[4] ..... ♁	30	A M	.....	.....	.....	.....	.....	.....	.....	P M	.....	P M	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
[ARRIVE	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Southward and Westward.

(Central time.)	1	3	5	7	42	9	11	13	15	44	17	19	21	23	46	25	27	29	31	33	35	37
[LEAVE	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Waverly	....	....	....	....	A M	....	....	....	....	P M	....	....	....	....	P M	....	....	....	....	....	....	....
Denver Junc ...	....	....	....	....	*8 30	....	....	....	....	*2 00	....	....	....	....	*4 30	....	....	....	....	....	....	....
Denver	....	....	....	....	8 37	....	....	....	....	2 10	....	....	....	....	4 40	....	....	....	....	....	....	....
Glasgow	....	....	....	....	8 52	....	....	....	....	2 25	....	....	....	....	4 55	....	....	....	....	....	....	....
Waterloo ...arr.	A M	A M	A M	A M	9 30	A M	A M	Noon	P M	3 00	P M	P M	P M	P M	5 30	P M	P M	P M	P M	P M	P M	P M
Waterloo ...lve.	†6 10	*7 00	*8 13	*9 13	A M	*10 13	*11 13	*12 13	*1 13	P M	*2 13	*3 13	*4 13	*5 13	P M	†6 02	*6 13	*7 13	*8 13	*9 13	*10 13	*11 13
Chautauqua Park	6 30	7 15	8 30	9 30	....	10 30	11 30	12 30	1 30	.....	2 30	3 30	4 30	5 30	....	– –	6 30	7 30	8 30	9 30	10 30	11 30
Electric Park	6 32	– –	8 32	9 32	....	10 32	11 32	12 32	1 32	.....	2 32	3 32	4 32	5 32	....	– –	6 32	7 32	8 32	9 32	10 32	11 32
Galloway	6 34	7 19	8 34	9 34	....	10 34	11 34	12 34	1 34	.....	2 34	3 34	4 34	5 34	....	– –	6 34	7 34	8 34	9 34	10 34	11 34
Fosselman	6 36	7 23	8 36	9 36	....	10 36	11 36	12 36	1 36	.....	2 36	3 36	4 36	5 36	....	– –	6 36	7 36	8 36	9 36	10 36	11 36
Cedar Heights ...	6 45	7 32	8 45	9 45	....	10 45	11 45	12 45	1 45	.....	2 45	3 45	4 45	5 45	....	– –	6 45	7 45	8 45	9 45	10 45	11 45
Cedar Falls	6 55	7 50	8 55	9 55	....	10 55	11 55	12 55	1 55	.....	2 55	3 55	4 55	5 55	....	6 35	6 55	7 55	8 55	9 55	10 55	11 55
[ARRIVE	A M	A M	A M	A M	....	A M	A M	Noon	P M	.....	P M	P M	P M	P M	....	P M	P M	P M	P M	P M	P M	P M

WATERLOO, WAVERLY AND SUMNER LINE.

November 7, 1909.

Pas'nger.	Pas'nger.		Pas'nger.	Pas'nger.
†3 20 P M	*6 45 A M	lve. .... **Waterloo** ..... arr.	9 30 A M	3 00 P M
5 15 P M	8 35 A M	lve. .. **Denver Junction** .. arr.	8 25 A M	1 45 P M
....	....	(*Chicago Great Western Ry.*)	....	....
†5 40 P M	*9 00 A M	lve. .... **Waverly** ...... arr.	8 00 A M	1 15 P M
6 15 "	9 30 "	.... Bremer	7 40 "	12 40 Noon
6 45 "	9 50 "	.... Tripoli	7 20 "	12 05 Noon
7 20 P M	10 20 A M	arr. .... **Sumner** ...... lve.	*7 00 A M	†11 30 A M

* Daily; † daily, except Sunday. ♁ Telegraph stations.

CONNECTIONS.—[1] With Chicago Great Western Ry., Illinois Central R.R. and Chicago, Rock Island & Pacific Ry. [2] With Chicago Great Western Ry., Illinois Central R.R. and Chicago, Rock Island & Pacific Ry. [3], [4] and [5], With Chicago Great Western Ry.

NOTE.—No. 41 connects at Denver Junction with C. G. W. Ry. for points between Denver Junction and Omaha. **No. 45** connects at Waverly with C. G. W. Ry. for points between Waverly and Omaha. **Nos. 42 and 44** connect at Waverly with C. G. W. Ry. for points west to Omaha. **No. 46** connects at Denver Junction with C. G. W. Ry. for points east to Oelwein.

NOTE.—This Company also operates all the local street car service in the cities of Waterloo and Cedar Falls. Wells Fargo Express over all lines. Postal Telegraph. Total mileage operated, 86 miles. *Gauge*—4 feet 8½ inches.

Alaska Steamship Company

SEATTLE, WASHINGTON

GENERAL OFFICES, N. P. PIER No. 2

CHARLES E. PEABODY, President, Seattle.
S. W. ECCLES, First Vice-President, 165 Broadway, New York.
FRANK E. BURNS, Second Vice-President, Seattle.
D. H. JARVIS, Treasurer, "
C. A. McMASTERS, Auditor, "
J. K. MacGOWAN, Purchasing Agent, 165 Broadway, New York.
W. B. SPRAGUE, Assistant Purchasing Agent, Seattle.
A. H. McDONALD, Port Steward, "
R. R. PIERSON, Supervising Engineer, "
BOGLE & SPOONER, Attorneys, Central Building, "
JOHN H. BUNCH, Freight and Passenger Agent, "

SEATTLE-NOME-ST. MICHAEL ROUTE.

Season of Navigation Opens June 1st, Closes October 10th.

Sailing Schedule for Season 1909.

Steamers sail at 9 00 p.m. from Pier 2, Seattle.

STEAMER	Seattle LEAVE	Nome ARRIVE	St. Michael ARRIVE LEAVE	Nome LEAVE	Seattle ARRIVE
Olympia	May 30	June 11	June 15-16	June 16	June 27
Victoria	June 2	June 9	.....	June 11	June 18
Ohio	June 3	June 11	June 13-15	June 15	June 23
Victoria	June 29	July 7	July 8-9	July 10	July 18
Victoria	August 1	August 8	Aug. 9-10	Aug. 11	Aug. 19
Victoria	August 27	Sept. 4	Sept. 5-6	Sept. 7	Sept. 15
Victoria	Sept. 19	Sept. 27	Sept. 28-29	Sept. 29	Oct. 7
Victoria	Oct. 10	Oct. 18	.....	Oct. 20	Oct. 28
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....

Connections at Nome with local steamers for Solomon, Golovin, Sinuk, Teller, York, Deering, Keewalik and other Bering Sea and Kotzebue Sound points.

Exclusive connections at St. Michael with Northern Navigation Company river steamers for all Yukon, Tanana and Koyukuk River points—Russian Mission, Holy Cross, Anvik, Kaltag, Nulato, Koyukuk, Kokrines, Tanana, Hot Springs, Tolovana, Chena, Fairbanks, Rampart, Fort Hamlin, Fort Yukon, Circle, Eagle, Forty Mile, Dawson, Bergman, Bettles, etc. Through tickets and through bills of lading.

SOUTHWESTERN ALASKA, OR VALDEZ ROUTE.

Steamers on this route are scheduled to sail from Seattle at 10 00 a.m. on the 1st, 8th, 16th and 24th of each month for Cordova, Orca, Valdez, Ellamar, Latouche and Seward. Commencing with the sailing of April 16th and continuing until sailing of October 16th, steamers will also call at Port Graham, on Cook Inlet, connecting there with steamers of the Alaska Commercial Company operating to all Cook Inlet points and on Susitna River. Steamer sailing from Seattle on the 24th of each month is scheduled to connect at Seward with this company's steamer *Dora* for Alaska peninsula points, as per schedule below.

ALASKA PENINSULA ROUTE.

Steamer *Dora* is scheduled to leave Seward on or about the 2d of each month for Seldovia, Port Graham, Homer, Kodiak, Uyak, Karluk, Cold Bay, Chignik, Unga, Sand Point, Coal Harbor, Belkofsky, Scotch Cap, Cape Sarichef, Dutch Harbor and Unalaska. Southwestern Alaska Route steamer sailing from Seattle 24th each month, connects with *Dora* at Seward for above points.

SOUTHEASTERN ALASKA ROUTE.

Schedule for 1909.

Steamers scheduled to sail from Seattle as below for Ketchikan, Douglas, Juneau, Haines and Skagway. Connections at Skagway with White Pass & Yukon Route during Season of Yukon River Navigation (about June 1st to October 1st) for Caribou, Atlin, White Horse, Dawson, Eagle, Circle, Fort Yukon, Rampart, Tanana, Chena, Fairbanks, Nulato, Bettles, St. Michael and Nome and intermediate points. Connections with White Pass & Yukon Route at Skagway during balance of year for Caribou and White Horse by rail and for Dawson by stage from White Horse. Connections at Ketchikan and Juneau for Sitka and local points in southeastern Alaska.

■Special excursion trips. Steamers call at Ketchikan, Metlakahtla, Wrangel, Douglas (Treadwell Gold Mine), Juneau, Haines (Fort Wm. H. Seward), Skagway, Sitka and Taku Glacier.

Sailing hour 9 00 p.m. from Pier 2, Seattle.

STEAMER	SEATTLE LEAVE	SKAGWAY LEAVE ARRIVE	SEATTLE ARRIVE
Jefferson	January 7	January 11	January 16
Jefferson	January 19	January 23	January 28
Jefferson	January 31	February 4	February 9
Jefferson	February 12	February 16	February 21
Jefferson	February 24	February 28	March 5
Jefferson	March 8	March 12	March 17
Jefferson	March 20	March 24	March 29
Jefferson	April 1	April 5	April 10
Jefferson	April 12	April 16	April 21
Jefferson	April 23	April 27	May 2
Dolphin	May 4	May 8	May 13
Jefferson	May 11	May 15	May 19
Dolphin	May 15	May 19	May 23
Jefferson	May 21	May 25	May 29
Dolphin	May 25	May 29	June 2
Jefferson	May 31	June 4	June 8
Dolphin	June 5	June 9	June 13
Jefferson	June 10	June 14	June 18
■Dolphin	June 15	June 19	June 25
■Jefferson	June 20	June 24	June 30
■Dolphin	June 27	July 1	July 7
■Jefferson	July 2	July 6	July 12
■Dolphin	July 8	July 12	July 18
■Jefferson	July 14	July 18	July 24
■Dolphin	July 20	July 24	July 30
■Jefferson	July 26	July 30	August 5
■Dolphin	August 1	August 5	August 11
■Jefferson	August 7	August 11	August 17
■Dolphin	August 13	August 17	August 23
■Jefferson	August 19	August 23	August 29
Dolphin	August 25	August 29	September 4
Jefferson	August 31	September 4	September 9
Dolphin	September 6	September 10	September 15
Jefferson	September 11	September 15	September 20
Dolphin	September 17	September 21	September 26
Jefferson	September 22	September 26	October 1
Dolphin	September 28	October 2	October 7
Jefferson	October 3	October 7	October 12
Dolphin	October 9	October 13	October 18
Jefferson	October 14	October 18	October 23
Dolphin	October 19	October 23	October 28
Jefferson	October 25	October 29	November 3
Dolphin	October 30	November 3	November 9
Jefferson	November 6	November 10	November 16
Dolphin	November 12	November 16	November 22
Jefferson	November 18	November 22	November 27
Dolphin	November 25	November 29	December 4
Jefferson	December 8	December 12	December 17
Jefferson	December 19	December 23	December 28

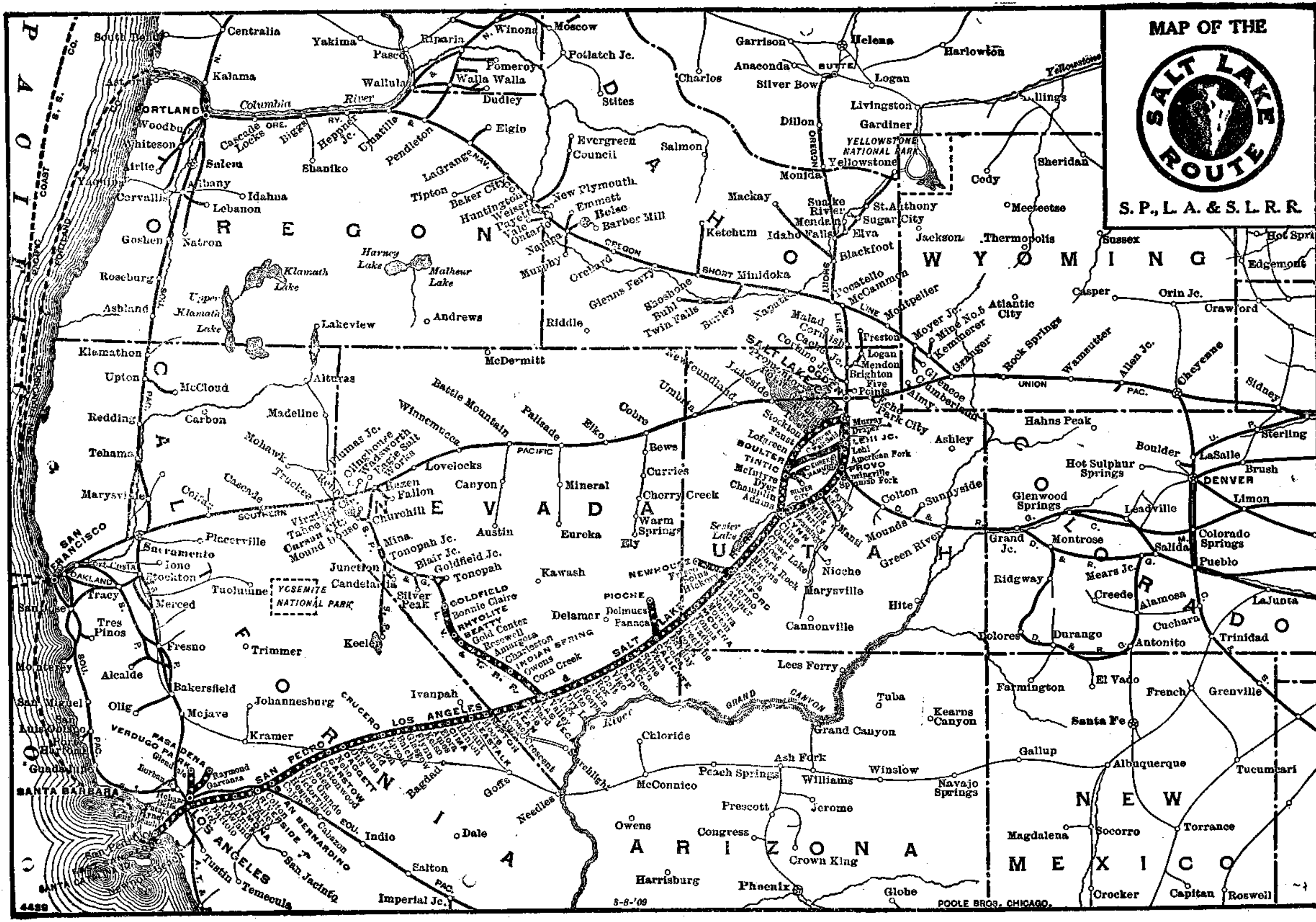
All steamers and sailing dates subject to change without notice, the right to make such changes being reserved by the company.

For maps and detailed information, address

JOHN H. BUNCH, Freight and Passenger Agent,

Pier 2, Seattle, Wash.

Pintsch Gas | Steam Heat | SAFETY CAR HEATING & LIGHTING CO. | U. S. Express Bldg. Trinity Place and Rector St., NEW YORK. | Used on most of the Prominent Railways in Europe and the United States.


MAP OF THE
SALT LAKE ROUTE
S. P., L. A. & S. L. R. R.
OREGON
IDAHO
WYOMING
NEVADA
UTAH
COLORADO
CALIFORNIA
ARIZONA
NEW MEXICO
PACIFIC OCEAN
PORTLAND
Centralia
South Bend
Kalama
Yakima
Pasco
Riparia
Wallula
Walla Walla
Pomeroy
Dudley
Moscow
Potlatch Jc.
Stites
Columbia River
Cascade Locks
Biggs
Heppner Jc.
Umatilla
Pendleton
Elgin
LaGrange
Baker City
Huntington
Weiser
Payette
Vale
Ontario
Nampa
Boise
Emmett
New Plymouth
Evergreen
Council
Salmon
Shaniko
Salem
Albany
Corvallis
Lebanon
Idahna
Goshen
Natron
Roseburg
Ashland
Klamath Lake
Upper Klamath Lake
Harney Lake
Malheur Lake
Andrews
Lakeview
Klamathon
McDermitt
Riddle
Murphy
Orchard
Glenns Ferry
Shoshone
Buhl
Twin Falls
Burley
Minidoka
Ketchum
Mackay
Idaho Falls
Blackfoot
Pocatello
McCammon
Montpelier
Garrison
Helena
Anaconda
Butte
Silver Bow
Charlos
Logan
Livingston
Gardiner
Billings
Harlowton
Dillon
Monida
YELLOWSTONE NATIONAL PARK
Yellowstone
St. Anthony
Sugar City
Cody
Sheridan
Meeteetse
Thermopolis
Jackson
Sussex
Casper
Orin Jc.
Crawford
Atlantic City
Kemmerer
Granger
Rock Springs
Wamsutter
Allen Jc.
Cheyenne
Sidney
UNION PAC.
Preston
Logan
Mendon
Brighton
Cache Jc.
Ogden
SALT LAKE
Lakeside
Umbria
Newfoundland
Cobre
Elko
Palisade
Battle Mountain
Winnemucca
Lovelocks
Reno
Truckee
Hazen
Fallon
Churchill
Virginia City
Carson City
Tahoe City
Mound House
Canyon
Mineral
Bews
Curries
Cherry Creek
Warm Springs
Ely
Austin
Eureka
Kawash
Tonopah
Tonopah Jc.
Goldfield Jc.
GOLDFIELD
RHYOLITE
BEATTY
Bonnie Claire
Gold Center
Rosewell
Amargosa
Charleston
INDIAN SPRING
Corn Creek
Delamar
PIOCHE
NEWHOUSE
Milford
Caliente
Moapa
Las Vegas
Park City
Provo
Lehi
American Fork
Spanish Fork
TINTIC
Manti
Marysvale
Cannonville
Nioche
Green River
Ashley
Hahns Peak
Boulder
LaSalle
Sterling
Brush
DENVER
Limon
Hot Sulphur Springs
Glenwood Springs
Leadville
Colton
Grand Jc.
Montrose
Salida
Colorado Springs
Pueblo
Ridgway
Mears Jc.
Creede
Alamosa
LaJunta
Dolores
Durango
Antonito
Cuchara
Trinidad
Farmington
El Vado
Santa Fe
French
Grenville
Albuquerque
Tucumcari
Gallup
Winslow
Navajo Springs
Grand Canyon
Tuba
Kearns Canyon
Lees Ferry
Williams
Ash Fork
Jerome
Prescott
Congress
Crown King
Phoenix
Globe
Harrisburg
Peach Springs
McConnico
Chloride
Needles
Searchlight
Owens
Magdalena
Socorro
Torrance
Crocker
Capitan
Roswell
Redding
Tehama
Marysville
McCloud
Upton
Carbon
Madeline
Alturas
SAN FRANCISCO
OAKLAND
Sacramento
Placerville
Ione
Stockton
Tracy
Merced
Tuolumne
YOSEMITE NATIONAL PARK
San Jose
Tres Pinos
Fresno
Monterey
Alcalde
Bakersfield
San Miguel
Olig
Mojave
Johannesburg
Kramer
Trimmer
Keeler
Junction
Candelaria
Silver Peak
Ivanpah
CRUCERO
LOS ANGELES
SAN PEDRO
Daggett
Barstow
Bagdad
Goffs
SANTA BARBARA
PASADENA
Raymond
LOS ANGELES
Colton
San Bernardino
San Jacinto
Riverside
Temecula
Tustin
Indio
Salton
Dale
Imperial Jc.
4439
3-8-'09
POOLE BROS. CHICAGO.

Attention of Ticket Agents and other users of this GUIDE is called to the inauguration, on December 1, 1909, of additional train service of the SALT LAKE ROUTE, consisting of

No. 3—WESTBOUND.

Lve. **Salt Lake City** . 9 00 A M
Arr. **Los Angeles**.... 10 00 A M

With following equipment:
Standard Sleeper from Butte.
Standard Sleeper from Salt Lake.
Tourist Sleeper from Kansas City, via Union Pacific R.R.
Diner, Reclining Chair Car and Coach.
Runs every day.

A New Train

Between

Salt Lake City

And

Los Angeles

Known as

No. 4—EASTBOUND.

Lve. **Los Angeles**.. .. 2 00 P M
Arr. **Salt Lake City** .. 4 00 P M

With following equipment:
Standard Sleeper to Butte.
Standard Sleeper to Denver, via Denver & Rio Grande R.R.
Standard Sleeper to Salt Lake.
Diner, Reclining Chair Car and Coach.
Runs every day.

The Utah-California Special

An electric lighted train of best Pullman equipment, running on a schedule nearly equaling the Los Angeles Limited

Time, 25 Hours

In connection with the popular Los Angeles Limited, solid daily between Chicago and Los Angeles, and the Overland Express, daily between Salt Lake City and Los Angeles, this new service gives the Salt Lake Route (San Pedro, Los Angeles & Salt Lake R.R.)

Three Trains Every Day between SALT LAKE CITY and LOS ANGELES.

San Pedro, Los Angeles & Salt Lake Railroad

General Offices—Pacific Electric Building, Los Angeles, Cal.

W. A. CLARK, President, 49 Wall Street, New York City.
W. H. BANCROFT, First Vice-Prest., Salt Lake City, Utah.
J. ROSS CLARK, Second Vice-President, Los Angeles, Cal.
R. E. WELLS, General Manager, "
W. R. KELLY, General Counsel, "
W. H. COMSTOCK, Secretary, "
H. I. BETTIS, Auditor, "
WILLIAM H. LEETE, Treasurer, "
E. G. TILTON, Chief Engineer, "
FRED. A. WANN, General Traffic Manager, "
T. C. PECK, General Passenger Agent, "
T. M. SLOAN, General Freight Agent, "
J. H. MANDERFIELD, Asst. Gen. Fht. & Pas. Agent,
169 S. Main Street, Salt Lake City, Utah.
T. C. DAVISON, General Baggage Agent, Los Angeles, Cal.
N. H. FOSTER, Purchasing Agent, "
F. E. DAVISSON, Superintendent Machinery, "
F. F. CLAYTON, Car Service Agent, "
I. T. DYER, Superintendent Telegraph, "
E. C. FENNESSY, Superintendent Dining Cars, "
T. P. CULLEN, Division Superintendent, "

H. E. VAN HOUSEN, Division Supt., Salt Lake City, Utah.
M. de BRABANT, Gen. Agent, 290 Broadway, New York.
GEO. M. SARGENT, Gen. Agt., 206 Clark St., Chicago, Ill.
W. J. BOGERT, Gen. Agt., 1011 Bessemer Bldg, Pittsburgh, Pa.
KENNETH C. KERR, District Passenger Agent,
169 S. Main Street, Salt Lake City, Utah.
C. E. HOOPER, Gen. Agt., 711 Seventeenth St., Denver, Colo.
F. J. WHEELER, Gen. Agent, 601 South Spring St., Los Angeles, Cal.
C. A. REDMOND, Traveling Passenger Agent,
601 South Spring Street, Los Angeles, Cal.
L. A. BELL, District Freight and Passenger Agent,
680 Market Street, San Francisco, Cal.
J. H. BURTNER, D. F. & P. A., Riverside, Cal.
C. C. JEWETT, Pas. & Fht. Agt., 3d & D Sts., San Diego, Cal.
FRED. A. LOVE, Passenger and Freight Agent,
623 State Street, Santa Barbara, Cal.
RUSSELL BALL, City Passenger Agent, Pasadena, Cal.
D. D. KEATING, City Pas. and Fht. Agt., Redlands, Cal.
B. M. SCOTT, Commercial Agent, Long Beach, Cal.
A. H. HEILBRONNER, Traveling Pas. and Freight Agt., Butte, Mont.

51	1	7	3	Mls.	December 1, 1909.	8	4	2	52
A M	P M	P M	A M	.....	LVE.] (Mount. time.) [ARR.	A M	P M	A M	P M
*7 45	*1150	*8 15	*900	0	Salt Lake City ♁	1145	4 00	6 30	6 00
7 58	12 05	– –	– –	5.3	Buena Vista ♁	– –	– –	6 15	5 46
8 10	12 17	– –	– –	11.1	Riter	– –	– –	6 01	5 35
8 21	– –	– –	– –	15.3	Garfield ♁	– –	– –	– –	5 25
8 24	– –	– –	– –	16.8	Smelter	– –	– –	–	5 18
8 37	12 46	– –	– –	23.1	Morris	– –	– –	5 29	5 00
8 47	12 56	– –	– –	27.3	Erda	– –	– –	5 18	4 51
9 06	1 16	– –	– –	35.4	Tooele ♁	– –	– –	4 56	4 34
9 19	1 35	– –	– –	41.1	+ Stockton ♁	– –	– –	4 39	4 21
9 31	1 51	– –	– –	47.6	St. John	– –	– –	4 20	4 08
9 45	2 07	– –	– –	54.5	Ajax	– –	– –	4 00	3 51
9 59	2 21	– –	– –	60.3	Faust ♁	– –	– –	3 43	3 38
10 15	2 38	– –	– –	66.5	Vernon	– –	– –	3 25	3 26
10 22	2 47	– –	– –	69.6	Dunbar	– –	– –	3 16	3 18
10 33	3 05	– –	– –	73.7	Lofgreen	– –	– –	3 05	3 09
10 45	3 25	– –	– –	79.0	Boulter	– –	– –	2 55	2 58
10 55	3 40	– –	– –	85.1	Tintic ♁	– –	– –	2 35	*2 45
A M	3 55	– –	– –	91.7	McIntyre	– –	– –	2 13	P M
	4 08	– –	– –	98.3	Jericho	– –	– –	1 53	....
	4 10	– –	– –	104.2	Dyer	– –	– –	1 37	
	4 38	– –	– –	112.7	Adams	– –	– –	1 14	
	5 00	– –	– –	117.8	Lynn ♁	– –	– –	1 00	
	5 12	– –	– –	123.1	Cline	– –	– –	12 34	
	5 48	– –	– –	130.3	Oasis ♁	– –	– –	11 56	
	6 17	– –	– –	152.7	Clear Lake ♁	– –	– –	11 28	
	6 53	– –	– –	160.1	Goss	– –	– –	10 52	
	7 28	– –	– –	184.1	Black Rock ♁	– –	– –	10 18	
	7 37	– –	– –	188.8	Malone	– –	– –	10 06	
	7 48	– –	– –	194.0	Read	– –	– –	9 54	
	7 57	– –	– –	198.5	Zenda	– –	– –	9 44	
	8 25	3 15	4 05	206.0	+ Milford ♁	5 25	9 35	9 25	
	8 37	– –	– –	211.9	Upton	– –	– –	9 04	
	8 48	– –	– –	217.0	Laho	– –	– –	8 52	
	9 02	– –	– –	222.1	Thermo	– –	– –	8 42	
	9 31	– –	– –	233.1	Latimer	– –	– –	8 17	
	9 42	– –	– –	237.9	Kerr	– –	– –	8 06	
	9 52	– –	– –	242.2	Lund ♁	– –	– –	7 56	
	10 03	– –	– –	247.3	Ford	– –	– –	7 44	
	10 12	– –	– –	252.2	Sahara	– –	– –	7 33	
	10 22	– –	– –	257.4	Beryl	– –	– –	7 22	
	10 32	– –	– –	262.6	Morton	– –	– –	7 10	
	10 42	– –	– –	267.8	Escalante	– –	– –	6 58	
	10 55	– –	– –	273.8	+ Modena ♁	– –	– –	6 44	
	11 19	– –	– –	282.5	Uvada	– –	– –	6 24	
	11 42	– –	– –	289.8	Crestline ♁	– –	– –	6 00	
	12 05	– –	– –	299.0	Acoma ♁	– –	– –	5 33	
	12 18	– –	– –	305.1	Barclay	– –	– –	5 19	
	12 42	– –	– –	313.5	Minto	– –	– –	4 49	
	12 56	– –	– –	318.5	Eccles	– –	– –	4 37	
	1 10	6 45	7 30	324.0	arr. + Caliente ♁ lve.	1 15	5 15	4 25	
	.....	.....	.....	.....	(Mountain time.) (Pacific time.)	.....	.....	.....	
	12 30	5 50	6 35	324.0	lve. Caliente arr.	1210	4 10	3 15	
	12 40	– –	– –	328.0	Etna	– –	– –	3 00	
	12 55	– –	– –	333.8	Stine	– –	– –	2 45	
	1 15	– –	– –	338.1	Boyd	– –	– –	2 25	
	1 25	– –	– –	343.1	Elgin ♁	– –	– –	1 57	
	1 35	– –	– –	348.2	Kyle	– –	– –	1 35	
	1 45	– –	– –	353.1	Leith	* –	* –	*1 20	
	P M	A M	P M	.....	ARRIVE] [LEAVE	P M	A M	P M	....

* Daily; *a* stops to lve. passengers from Salt Lake and points east; *g* stops on Sunday to lve. from Los Angeles or from points on Pasadena and San Pedro Districts.

d Tuesday, Thursday and Saturday. + Coupon stations; ♁ Telegraph stations.

For local service between San Bernardino and Los Angeles, see next page

1	7	3	Mls.	December 1, 1909.	8	4	2
P M	A M	P M	.....	LVE.] (Pacific time.) [ARR.	P M	A M	P M
*1 45	* –	* –	353.1	Leith	– –	– –	1 20
1 55	– –	– –	358.1	St. George	– –	– –	1 05
2 05	– –	– –	363.2	Carp ♁	– –	– –	12 55
2 15	– –	– –	368.4	Vigo	– –	– –	12 44
2 25	– –	– –	373.4	Galt	– –	– –	12 32
2 35	– –	– –	378.4	Hoya	– –	– –	12 22
2 45	– –	– –	383.4	Rox ♁	– –	– –	12 12
3 08	– –	– –	393.1	Acton	– –	– –	11 46
3 20	– –	8 54	398.1	Moapa ♁	– –	1 38	11 35
3 34	– –	– –	403.2	Byron	– –	– –	11 24
3 47	– –	– –	407.7	Ute	– –	– –	11 15
4 17	– –	– –	418.2	Dry Lake ♁	– –	– –	10 55
4 34	– –	– –	423.7	Garnet	– –	– –	10 45
4 50	– –	– –	429.2	Apex	– –	– –	10 32
5 02	– –	– –	434.2	Dike	– –	– –	10 20
5 12	– –	– –	438.7	Valley	– –	– –	10 10
5 20	– –	– –	442.5	Stewart	– –	– –	10 00
5 30	9 05	1035	447.0	arr. + Las Vegas ♁ lve.	8 20	12 20	9 50
5 50	9 10	1045	447.0	lve. Las Vegas arr.	8 15	12 15	9 30
6 17	– –	– –	456.6	Arden ♁	– –	– –	9 10
7 04	– –	– –	472.0	Erie ♁	– –	– –	8 41
7 23	– –	1148	480.1	Jean ♁	– –	11 23	8 27
7 39	– –	– –	489.6	Roach	– –	– –	8 09
7 48	– –	– –	494.0	Calada	– –	– –	8 02
7 56	– –	– –	498.8	Lyons ♁	– –	– –	7 54
8 09	– –	1232	503.7	Nipton ♁	– –	10 47	7 42
8 24	– –	– –	509.0	Moore	– –	– –	7 33
8 38	– –	– –	514.0	Leastalk ♁	– –	– –	7 26
8 50	– –	– –	518.3	Brant	– –	– –	7 19
9 22	– –	– –	527.0	Cima ♁	– –	– –	7 05
9 38	– –	– –	534.1	Elora	– –	– –	6 38
10 08	12 31	2 05	545.7	Kelso ♁	5 28	9 28	5 53
10 16	– –	– –	550.6	Flynn	– –	– –	5 27
10 39	– –	– –	563.9	Sands ♁	– –	– –	4 49
10 49	– –	– –	569.3	Balch	– –	– –	4 37
10 57	– –	– –	574.4	Epsom	– –	– –	4 27
11 00	– –	– –	579.3	Crucero ♁	– –	– –	4 23
11 19	– –	– –	584.3	Scott	– –	– –	4 12
11 34	– –	– –	589.7	Afton ♁	– –	– –	4 03
12 01	– –	– –	598.8	Field	– –	– –	3 49
12 25	– –	– –	607.8	Blyth	– –	– –	3 30
1 05	2 30	4 10	618.0	Otis ♁	3 35	7 33	3 10
1 20	2 40	4 20	622.6	+ Daggett ♁	3 20	7 20	2 45
1 55	3 00	4 40	632.0	Barstow ♁	3 05	7 05	2 20
3 00	– –	– –	663.4	Oro Grande ♁	– –	– –	1 15
3 15	– –	– –	668.7	Victorville ♁	– –	– –	1 05
– –	– –	– –	677.1	Hesperia ♁	– –	– –	12 50
4 15	4 53	– –	687.9	Summit ♁	1 21	– –	12 30
4 30	– –	– –	694.4	Cajon ♁	– –	– –	11 50
4 42	– –	– –	698.7	Keenbrook ♁	– –	– –	11 34
5 25	5 50	7 40	713.0	+ San Bernardino ♁	12 10	4 10	10 55
5 50	8 03	7 48	716.2	+ Colton ♁	11 55	3 55	10 35
6 15	8 25	8 10	723.7	+ Riverside ♁	11 25	3 25	9 55
6 56	*a* –	8 55	743.4	Ontario ♁	–	2 55	9 15
7 06	*a* –	9 10	749.2	+ Pomona ♁	10 48	2 48	9 00
– –	– –	– –	761.0	Rowland	– –	– –	*g* –
– –	– –	– –	771.0	Pico	– –	– –	*g* –
8 00	8 00	1000	781.2	+ Los Angeles ♁	*1000	*2 00	*8 00
8 50	8 50	1100	791.2	Pasadena	*9 10	*1210	*6 45
A M	P M	A M	....	ARRIVE] [LEAVE	A M	Noon	P M

Additional Trains– Leave Salt Lake City *10 30 a.m., arrives Tooele 11 55 a.m. Returning, leaves Tooele *12 15 noon, arrives Salt Lake City 1 40 p.m. Leave Salt Lake City *6 45 a.m., *2 55, *11 00 p.m., arrive Smelter 7 25 a.m., 3 40, 11 40 p.m. Returning, leave Smelter *8 15 a.m., *4 15 p.m., *12 20 night, arrive Salt Lake City 8 55 a.m., 4 50 p.m., 1 10 a.m.

PIOCHE BRANCH.

	No. 401	M	December 1, 1909.	No. 400	
....	*7 30 A M	0	lve. Caliente arr.	4 15 P M	....
....	8 35 "	15	Panaca	3 10 "	....
....	9 05 "	22	Delmues	2 35 "	....
....	10 00 A M	33	arr. Pioche lve.	*1 45 P M	....

FRISCO DISTRICT.

	No. 301	Mls.	December 1, 1909.	No. 300	
....	d8 50 A M	0	lve. Milford ♁ arr.	5 55 P M	....
....	9 40 "	10.8	Solus	5 15 "	....
....	10 40 "	16.9	Frisco ♁	4 50 "	....
....	11 20 A M	23.7	arr. Newhouse ♁ lve.	d3 30 P M	....

San Pedro, Los Angeles & Salt Lake Railroad

SALT LAKE DIVISION.

NEPHI DISTRICT.

65	61	63	Mls.	December 1, 1909.	66	62	64
P M	P M	A M		LEAVE] [ARRIVE	A M	Noon	P M
*1000	*4 10	*8 00	0	+.. Salt Lake City .. ♁	10 20	12 30	5 40
10 30	4 40	8 30	12.6	.....Sandy..... ♁	9 50	12 01	5 10
10 40	4 55	8 40	17.2	..... Draper..... ♁	9 36	11 50	4 55
10 58	5 10	8 58	24.6	..... Point Mountain.....	9 21	11 36	4 40
11 10	5 20	9 10	29.0	.... Lehi Junction .. ♁	9 10	11 27	4 30
11 14	5 25	9 15	30.5	+..... Lehi ..... ♁	9 03	11 22	4 25
11 21	5 32	9 22	33.5	+... American Fork ... ♁	8 56	11 14	4 18
11 29	5 38	9 28	36.5	+... Pleasant Grove ... ♁	8 49	11 07	4 11
– –	6 00	9 52	47.5	+..... Provo ..... ♁	– –	10 40	3 47
– –	6 12	10 04	52.0	..... Springville	– –	10 25	3 37
– –	6 21	10 15	55.6	+.... Spanish Fork .... ♁	– –	10 15	3 28
– –	6 28	10 22	58.5	..... Benjamin.....	– –	10 08	3 21
12 35	6 40	10 34	63.2	+..... Payson ..... ♁	*7 45	9 54	3 10
Night	6 55	10 46	68.0	..... Santaquin.....	A M	9 40	3 00
.....	7 16	11 04	76.3	..... Starr	.....	9 17	2 42
.....	7 30	– –	82.0	..... Burriston.....	.....	9 02	2 28
.....	7 45	11 30	87.9	..... Nephi..... ♁	.....	8 45	*2 15
.....	8 05	A M	95.0	..... Sharp.....	.....	8 23	P M
.....	8 22	.....	102.4	arr..... Juab ♁ ....lve.	.....	8 05	.....
.....	8 22	.....	102.4	lve..... Juab .....arr.	.....	8 05	.....
.....	8 46	.....	109.3	..... Mills.....	.....	7 48	.....
.....	8 26	.....	127.3	..... Leamington.....	.....	7 05	.....
.....	8 40	.....	132.8	..... Lynn..... ♁	.....	*6 50	.....
.....	P M	.....		ARRIVE] [LEAVE	.....	A M	.....

STANDARD—*Mountain time.*

TINTIC DISTRICT.

74	70	Mls.	December 1, 1909.	77
	A M		LEAVE] [ARRIVE	P M
	*7 45	0	.....Salt Lake City.....	6 00
	*1055	85.1	.....Tintic.....	2 45
	11 10	88.6	.....Eureka..... ♁	2 30
	11 16	90.6	arr...Mammoth Junction...lve.	2 21
	11 23	92.2	.....Mammoth..... ♁	2 13
	P M	11 31	90.6	lve...Mammoth Junction...arr.	– –
	*1 45	11 50	91.4	.....Silver City..... ♁	*1 45
	2 00	A M		.....Tintic.....	*2 00
	P M			ARRIVE] [LEAVE	P M

FAIRFIELD DISTRICT.

No. 201	Mls.	December 1, 1909.	No. 200
*9 15 A M	0	lve....Lehi Junction ♁.arr.	4 50 P M
9 50 "	8.8	.....Reeves.....	3 50 "
10 20 "	15.4	.....Cedar Fort.....	3 28 "
11 00 A M	20.5	.....Fairfield ..... ♁	3 10 P M
	20.5	lve.....Fairfield.....arr.	
	59.4	arr. Mercur (*S. L. & M.*).lve.	
11 10 A M	23.8	.....5-Mile Pass.....	2 10 P M
11 30 A M	29.3	.....Topliff.....	*1 40 P M
	35.9	.....Del Monte.....	
	43.5	.....Boulter	
	49.6	arr..... Tintic ♁ .....lve.	

LOS ANGELES DIVISION.

SAN PEDRO DISTRICT.

25	23	21	Ms	December 1, 1909.	22	30	26	28	24
P M	P M	A M	...	LEAVE] [ARRIVE	A M	P M	P M	P M	A M
‡1 20	*4 40	*8 50	0	.... Los Angeles.. ♁	8 15	1 30	7 00	3 55	11 10
1 26	4 46	8 56	2	.....Hobart..... ♁	8 05	1 20	6 50	3 45	10 58
– –	– –	– –	4	.....Bells.....	– –	– –	– –	– –	– –
1 33	4 53	9 03	6	.....Cudahy.....	7 55	1 13	6 43	3 38	10 50
1 38	4 58	9 06	8	..... Workman .... ♁	7 52	1 10	6 40	3 35	10 47
1 38	4 58	9 07	9	.....County Farm.....	7 50	1 08	6 38	3 33	10 45
1 42	5 02	9 09	10	.....Clearwater.....	7 47	1 05	6 35	3 30	10 42
1 45	5 05	9 11	11	.....Hynes..... ♁	7 45	1 03	6 33	3 28	10 40
1 52	5 12	9 17	15	..... Bixby.....	7 37	12 57	6 27	3 22	10 33
1 56	5 16	9 21	18	..... Burnett	7 33	12 53	6 23	3 18	10 30
2 04	5 24	9 30	20	+....Long Beach.....	7 25	12 45	6 15	3 10	10 23
2 07	5 27	9 32	21	..... Seaside	7 22	12 40	6 10	3 05	– –
2 12	5 32	9 40	24	... Brighton Beach....	7 16	12 36	6 08	3 01	10 15
2 15	5 35	9 45	25	...Terminal Island....	7 13	12 33	6 03	2 58	10 13
2 20	5 40	9 50	26	+ East San Pedro ♁	†7 10	†12 30	*6 00	‡2 55	‡10 10
P M	P M	10 00	27	.....San Pedro.....	A M	Noon	5 50	P M	A M
.....	.....	12 30	....	.. Catalina Island ..	.....	.....	†3 15	.....	.....
.....	.....	Noon	...	ARRIVE] [LEAVE	.....	.....	P M	.....	.....

+ Coupon offices. ♁ Telegraph stations. STANDARD—*Pacific time.*

PASADENA DISTRICT.

45	41	Ms	December 1, 1909.	40	46
P M	A M	...	LEAVE] [ARRIVE	A M	P M
*6 45	*9 10	0	.....Pasadena.... ♁	8 50	3 50
6 50	9 15	1	..... Raymond	8 45	3 45
7 20	9 45	10	....Los Angeles.. ♁	*8 15	*3 15
P M	A M	...	ARRIVE] [LEAVE	A M	P M

TROPICO AND GLENDALE DISTRICT.

No. 48	Ms	December 1, 1909.	No. 49
.....	...	LEAVE] [ARRIVE	.....
†2 15 P M	0	.....Los Angeles... ♁	3 45 P M
2 22 "	1	... Downey Avenue.. ♁	3 39 "
2 34 "	4	.....Bonds.....	3 27 "
2 35 "	5	.....Glassell.....	3 26 "
2 40 "	7	.....Tropico	3 18 "
2 46 "	8	..... Glendale	3 16 "
2 50 P M	9	....Verdugo Park....	†3 00 P M
.....	...	ARRIVE] [LEAVE	.....

SAN BERNARDINO AND LOS ANGELES—LOCAL SERVICE.

7	19	17	15	13	11	1	Ms.	December 1, 1909.	10	12	8	14	16	18	2
P M	P M	P M	A M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	Noon	P M	P M	P M	P M
*5 50	*425	*2 10	*1100	*8 15	*6 15	*5 25	0	+. San Bernardino . ♁	6 00	11 00	12 03	1 28	8 05	7 54	10 45
6 03	4 35	2 18	11 08	8 23	6 22	5 50	3.0	+..... Colton ..... ♁	5 50	10 50	11 55	1 18	5 58	7 46	10 35
6 25	4 51	2 37	11 25	8 41	6 35	6 15	10.0	+.....Riverside ..... ♁	– –	10 35	11 25	1 00	5 40	7 24	9 55
– –	5 15	2 56	11 42	8 55	6 53	– –	17.7	.....Pedley..... ♁	– –	10 10	– –	12 35	5 15	6 58	*a* –
– –	5 23	3 06	11 49	9 02	7 00	– –	21.8	.....Wineville..... ♁	– –	10 01	– –	12 25	5 06	6 52	*a* –
– –	5 30	3 10	11 56	9 09	7 09	– –	25.7	.....Collins.....	– –	9 54	– –	12 17	4 58	6 43	*a* –
b –	5 40	3 12	12 10	9 20	7 17	6 56	29.7	.....Ontario..... ♁	– –	9 46	– –	12 10	4 52	6 35	9 15
– –	5 44	3 20	12 14	9 27	7 22	– –	32.0	.....Narod.....	– –	9 42	– –	12 03	4 46	6 30	*a* –
b –	5 51	3 25	12 25	9 35	7 30	7 06	35.5	+..... Pomona ..... ♁	– –	9 35	10 48	11 57	4 38	6 22	9 00
– –	5 57	3 31	12 32	9 45	7 36	– –	38.6	.....Spadra.....	– –	9 29	– –	11 49	4 33	6 15	*a* –
– –	6 07	3 40	12 39	9 52	7 43	– –	43.1	.....Walnut..... ♁	– –	9 20	– –	11 41	4 25	6 07	*a* –
– –	6 12	3 45	12 44	9 56	7 48	– –	46.5	.....Fallon.....	– –	9 13	– –	11 36	4 20	6 02	*a* –
– –	6 15	3 48	12 48	9 58	7 51	– –	47.1	.....Rowland..... ♁	– –	9 10	– –	11 33	4 17	5 59	*a* –
– –	6 18	3 52	12 51	10 01	7 54	– –	49.1	.....Hudson	– –	9 06	– –	11 29	4 13	5 55	*a* –
– –	6 26	4 05	12 59	10 08	8 04	– –	54.8	..... Bartolo.....	– –	8 58	– –	11 21	4 05	5 47	*a* –
– –	6 31	4 10	1 04	10 14	8 11	– –	57.1	.....Pico ..... ♁	– –	8 54	– –	11 17	3 58	5 43	*a* –
– –	6 35	4 14	1 08	10 18	8 15	– –	58.9	..... Newmark	– –	8 50	– –	11 14	3 54	5 40	*a* –
– –	6 50	4 34	1 23	10 39	8 33	– –	67.1	.....Fourth Street.....	– –	8 37	– –	11 02	3 42	5 26	*a* –
8 00	6 51	4 36	1 26	10 41	8 35	8 00	67.5	+... Los Angeles ... ♁	*415	*8 35	*1000	*1100	*340	*5 24	*8 00
P M	P M	P M	P M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	A M	P M	P M	P M

* Daily; † daily, except Sunday; ‡ Sunday only; *a* stops on Sunday to leave from Los Angeles or from points on Pasadena and San Pedro Districts; *b* stops to leave passengers from Salt Lake and points east.

Connections.—At **Salt Lake City**—With **Oregon Short Line** R.R., Denver & Rio Grande R.R. and Salt Lake & Ogden Ry. At **Nephi**—With Denver & Rio Grande R.R. At **Fairfield**—With Salt Lake & Mercur R.R. At **Las Vegas**—With Las Vegas & Tonopah R.R. At **Los Angeles**—With Santa Fe Route and Southern Pacific Co. At **East San Pedro**—With steamers for San Francisco and Coast points. At **Daggett**—With Santa Fe Route. At **Hobart**—With Santa Fe Route. At **San Bernardino and Colton**—With Santa Fe Route and Southern Pacific Co. At **Crucero**—With Tonopah & Tidewater Ry.

GOLDFIELD, TONOPAH AND RHYOLITE, NEVADA, VIA LAS VEGAS.

SALT LAKE ROUTE, IN CONNECTION WITH LAS VEGAS & TONOPAH R.R.

No. 7	Mls	December 1, 1909.	No. 8
8 15 P M	0	lve.....Salt Lake City.....arr.	11 45 A M
9 05 A M	447	arr.....Las Vegas.....lve.	8 20 P M
9 50 A M	447	lve.....Las Vegas.....arr.	5 15 P M
11 22 A M	491	arr.....Indian Spring.....lve.	3 46 P M
12 45 Noon	522	arr.....Amargosa.....lve.	2 31 P M
2 20 P M	566	arr.....Beatty.....lve.	12 45 Noon
2 43 P M	571	arr.....Rhyolite.....lve.	12 29 Noon
4 02 P M	603	arr.....Bonnie Clare.....lve.	10 53 A M
6 00 P M	644	arr.....Goldfield.....lve.	9 15 A M
8 50 A M	675	arr... Tonopah (*T. & G. R.R.*)..lve.	8 20 A M

No. 2	Mls	December 1, 1909.	No. 1
8 00 P M	0	lve.....Los Angeles.....arr.	8 00 A M
9 30 A M	334	arr.....Las Vegas.....lve.	5 50 P M
9 50 A M	334	lve.....Las Vegas.....arr.	5 15 P M
11 22 A M	378	arr.....Indian Spring.....lve.	3 46 P M
12 45 Noon	409	arr.....Amargosa.....lve.	2 31 P M
2 20 P M	453	arr.....Beatty.....lve.	12 45 Noon
2 43 P M	458	arr.....Rhyolite.....lve.	12 29 Noon
4 02 P M	490	arr.....Bonnie Clare.....lve.	10 53 A M
6 00 P M	531	arr.....Goldfield.....lve.	9 15 A M
8 50 A M	562	arr... Tonopah (*T. & G. R.R.*)..lve.	8 20 A M

THROUGH TRAIN AND SLEEPING CAR SERVICE

LOS ANGELES LIMITED between CHICAGO and LOS ANGELES

A SOLID VESTIBULED TRAIN,

Consisting of Steam Heated and Electrically Lighted, Standard and Tourist Sleepers, Observation-Buffet-Library Cars and Diners. Runs Daily via Chicago & North Western, Union Pacific, Oregon Short Line and Salt Lake Route. Carries one Standard Sleeper between Chicago and Pasadena and one between St. Louis and Los Angeles.

Schedule of Los Angeles Limited, between CHICAGO, LOS ANGELES AND PASADENA. Daily.

Example by Days.		STATIONS.		Example by Days.	
Monday	10 01 P M	lve.....	Chicago.....	arr.	11 59 A M	Th'rsday
Tuesday	12 55 Noon	lve.....	Omaha	lve.	9 10 P M	Wednesday
Wednesday	3 10 A M	lve.....	Cheyenne.....	lve.	5 50 A M	Wednesday
Wednesday	6 55 P M	lve.....	Ogden.....	lve.	1 15 P M	Tuesday
Wednesday	7 55 P M	arr..	Salt Lake City ..	lve.	12 05 Noon	Tuesday
Wednesday	8 15 P M	lve..	Salt Lake City ..	arr.	11 45 A M	Tuesday
Th'rsday	5 50 A M	lve.....	Caliente	lve.	1 15 A M	Tuesday
Th'rsday	9 10 A M	lve.....	Las Vegas.....	lve.	8 20 P M	Monday
Th'rsday	5 50 P M	lve.	San Bernardino .	lve.	12 10 Noon	Monday
Th'rsday	6 25 P M	lve.....	Riverside.....	lve.	11 25 A M	Monday
Th'rsday	8 00 P M	arr...	Los Angeles ...	lve.	10 00 A M	Monday
Th'rsday	8 50 P M	arr.....	Pasadena.....	lve.	9 10 A M	Monday

THROUGH STANDARD SLEEPER BETWEEN ST. LOUIS AND LOS ANGELES.
Daily, via Wabash, Union Pacific and Salt Lake Route.

Example by Days.		STATIONS.		Example by Days.	
Monday	2 00 P M	lve.....	St. Louis.....	arr.	6 28 P M	Th'rsday
Monday	10 25 P M	lve....	Kansas City....	arr.	8 35 A M	Th'rsday
Tuesday	12 05 Night	lve.....	Topeka	arr.	6 50 A M	Th'rsday
Tuesday	7 05 P M	lve.....	Denver	lve.	12 40 Noon	Wednesday
Wednesday	3 10 A M	lve.....	Cheyenne	lve.	8 35 A M	Wednesday
Wednesday	5 18 A M	lve.....	Laramie	lve.	3 38 A M	Wednesday
Wednesday	6 55 P M	lve.....	Ogden.....	lve.	1 15 P M	Tuesday
Wednesday	7 55 P M	arr..	Salt Lake City ..	lve.	12 05 Noon	Tuesday
Wednesday	8 15 P M	lve..	Salt Lake City ..	arr.	11 45 A M	Tuesday
Th'rsday	5 60 P M	lve..	San Bernardino..	lve.	12 10 Noon	Monday
Th'rsday	6 25 P M	arr.....	Riverside.....	lve.	11 25 A M	Monday
Th'rsday	8 00 P M	arr....	Los Angeles....	lve.	10 00 A M	Monday

A NEW TRAIN.

THE UTAH-CALIFORNIA SPECIAL,

DAILY, BETWEEN

SALT LAKE CITY AND LOS ANGELES,

CARRYING A

Butte-Los Angeles Standard Sleeper.

Example by Days.		STATIONS.		Example by Days.	
Monday	4 00 P M	lve.....	Butte.....	arr.	4 00 P M	Wednesday
Monday	6 44 P M	lve.....	Dillon	arr.	1 20 P M	Wednesday
Monday	11 33 P M	lve....	Idaho Falls ...	arr.	7 55 A M	Wednesday
Tuesday	12 22 Night	lve.....	Blackfoot	arr.	7 05 A M	Wednesday
Tuesday	2 00 A M	lve.....	Pocatello	arr.	5 45 A M	Wednesday
Tuesday	7 15 A M	lve.....	Ogden	arr.	12 40 Night	Wednesday
Tuesday	8 20 A M	arr...	Salt Lake City..	lve.	11 50 P M	Tuesday
Tuesday	9 00 A M	lve...	Salt Lake City..	arr.	4 00 P M	Tuesday
Tuesday	10 45 P M	lve.....	Las Vegas	lve.	12 20 Night	Tuesday
Wednesday	7 40 A M	arr..	San Bernardino.	lve.	4 10 P M	Monday
Wednesday	8 10 A M	arr.....	Riverside.....	lve.	3 25 P M	Monday
Wednesday	10 00 A M	arr....	Los Angeles ...	lve.	2 00 P M	Monday

OTHER THROUGH SLEEPING CAR LINES

CHICAGO AND LOS ANGELES.
Daily, via C. & N. W. Ry., U. P. R.R., O. S. L. and Salt Lake Route.
(Change at Ogden to Through Car.)

Example by Days.		TOURIST SLEEPERS.		Example by Days.	
Monday	10 45 P M	lv....	Chicago....	ar.	8 30 A M	Friday
Tuesday	4 00 P M	lv.....	Omaha	lv.	6 02 P M	Thursday
Thursday	7 15 A M	lv.....	Ogden	lv.	8 20 A M	Wednesday
Thursday	8 20 A M	ar..	Salt Lake City..	lv.	7 10 A M	Wednesday
Thursday	9 00 A M	lv..	Salt Lake City..	ar.	6 30 A M	Wednesday
Thursday	10 45 P M	ar...	Las Vegas....	lv.	9 50 A M	Tuesday
Friday	7 40 A M	ar.	San Bernardino.	lv.	10 55 P M	Monday
Friday	8 10 A M	ar...	Riverside....	lv.	9 55 P M	Monday
Friday	10 00 A M	ar..	Los Angeles..	lv.	8 00 P M	Monday

CHICAGO AND LOS ANGELES.
Via Chicago, Burlington & Quincy R.R., Denver & Rio Grande R.R. and Salt Lake Route.
Daily.—Personally Conducted from Chicago Monday and Thursday, from Los Angeles Monday and Thursday.

Example by Days.		TOURIST SLEEPERS.		Example by Days.	
Monday	11 00 P M	lve.....	Chicago.....	arr.	7 00 A M	Saturday
Tuesday	4 10 P M	lve.....	Omaha.....	lve.	4 20 P M	Friday
Wednesday	9 00 A M	lve.....	Denver	lve.	9 45 P M	Th'rsday
Th'rsday	2 15 P M	arr...	Salt Lake City..	lve.	8 10 A M	Wednesday
Th'rsday	11 50 P M	lve...	Salt Lake City..	arr.	6 30 A M	Wednesday
Friday	5 30 P M	arr.....	Las Vegas.....	lve.	9 50 A M	Tuesday
Saturday	5 15 A M	arr..	San Bernardino..	lve.	10 55 P M	Monday
Saturday	6 15 A M	arr.....	Riverside.....	lve.	9 55 P M	Monday
Saturday	8 00 A M	arr....	Los Angeles....	lve.	8 00 P M	Monday

KANSAS CITY AND LOS ANGELES.
Daily, via U. P., O. S. L. and Salt Lake Route.

Example by Days.		TOURIST SLEEPERS.		Example by Days.	
Monday	10 05 A M	lve...	Kansas City ...	arr.	8 05 A M	Friday
Tuesday	7 30 A M	lve.....	Denver	lve.	10 30 A M	Th'rsday
Tuesday	11 05 A M	lve.....	Cheyenne.....	lve.	5 30 A M	Th'rsday
Wednesday	7 15 A M	lve.....	Ogden.....	lve.	8 20 A M	Wednesday
Wednesday	8 20 A M	arr..	Salt Lake City ..	lve.	7 10 A M	Wednesday
Wednesday	9 00 A M	lve..	Salt Lake City ..	arr.	6 30 A M	Wednesday
Wednesday	10 45 P M	arr.....	Las Vegas.....	lve.	9 50 A M	Tuesday
Th'rsday	7 40 A M	arr..	San Bernardino .	lve.	10 55 P M	Monday
Th'rsday	8 10 A M	arr.....	Riverside.....	lve.	9 55 P M	Monday
Th'rsday	10 00 A M	arr...	Los Angeles ...	lve.	8 00 P M	Monday

ST. PAUL, MINNEAPOLIS AND LOS ANGELES.
Weekly, via North Western Line, Union Pacific R.R., Denver & Rio Grande R.R. and Salt Lake Route.

Example by Days.		TOURIST SLEEPERS.		Example by Days.	
Wednesday	9 30 P M	lve....	Minneapolis....	arr.	8 30 A M	Monday
Wednesday	10 10 P M	lve.....	St. Paul.....	arr.	7 55 A M	Monday
Th'rsday	7 45 A M	lve.....	Sioux City.....	arr.	11 58 P M	Sunday
Th'rsday	3 60 P M	lve.....	Omaha	lve.	9 00 P M	Sunday
Friday	9 00 A M	lve.....	Denver	lve.	10 30 P M	Saturday
Saturday	2 15 P M	arr...	Salt Lake City .	lve.	8 10 A M	Friday
Saturday	11 50 P M	lve...	Salt Lake City .	arr.	6 30 A M	Friday
Sunday	5 30 P M	arr.....	Las Vegas	lve.	9 50 A M	Th'rsday
Monday	5 15 A M	arr..	San Bernardino..	lve.	10 55 P M	Wednesday
Monday	6 15 A M	arr.....	Riverside.....	lve.	9 55 P M	Wednesday
Monday	8 00 A M	arr....	Los Angeles ...	lve.	8 00 P M	Wednesday

DENVER AND LOS ANGELES.
Daily, via Denver & Rio Grande R.R. and Salt Lake Route.

Example by Days.		STANDARD SLEEPERS.		Example by Days.	
Monday	9 00 A M	lve.....	Denver	arr.	11 00 P M	Wednesday
Monday	11 57 A M	lve.	Colorado Springs.	arr.	8 23 P M	Wednesday
Monday	1 30 P M	lve.....	Pueblo.....	arr.	6 40 P M	Wednesday
Monday	7 25 P M	lve.....	Leadville	arr.	1 35 P M	Wednesday
Monday	11 55 P M	lve.....	Glenwood.....	arr.	8 57 A M	Wednesday
Tuesday	2 15 P M	arr..	Salt Lake City ..	lve.	7 10 P M	Tuesday
Tuesday	11 50 P M	lve..	Salt Lake City ..	arr.	4 00 P M	Tuesday
Wednesday	5 30 P M	arr.....	Las Vegas.....	lve.	12 20 Night	Tuesday
Th'rsday	5 15 A M	arr..	San Bernardino..	lve.	4 10 P M	Monday
Th'rsday	6 15 A M	arr	Riverside.....	lve.	3 25 P M	Monday
Th'rsday	8 00 A M	arr....	Los Angeles....	lve.	2 00 P M	Monday

ST. LOUIS AND LOS ANGELES.
Weekly, via Missouri Pacific Ry., Denver & Rio Grande R.R. and Salt Lake Route.

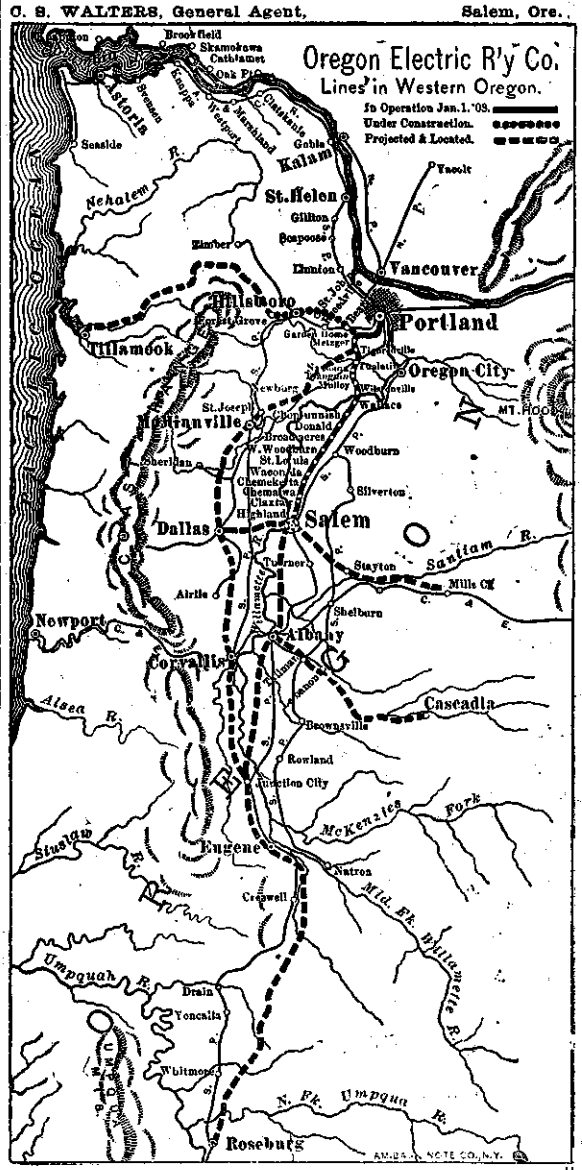
Example by Days.		TOURIST SLEEPERS.		Example by Days.	
Tuesday	10 10 P M	lve.....	St. Louis	arr	10 40 P M	Friday
Wednesday	4 05 A M	lve.....	Sedalia.....	arr.	4 30 P M	Friday
Wednesday	10 00 A M	lve....	Kansas City ...	lve.	1 15 P M	Friday
Thursday	1 30 P M	lve.....	Pueblo	lve.	12 01 Noon	Thursday
Friday	2 15 P M	arr...	Salt Lake City..	lve	8 10 A M	Wednesday
Friday	11 50 P M	lve...	Salt Lake City..	arr.	6 30 A M	Wednesday
Saturday	5 30 P M	arr.....	Las Vegas.....	lve.	9 50 A M	Tuesday
Sunday	5 15 A M	arr..	San Bernardino..	lve.	10 55 P M	Monday
Sunday	6 15 A M	arr.....	Riverside.....	lve.	9 55 P M	Monday
Sunday	8 00 A M	arr....	Los Angeles ...	lve.	8 00 P M	Monday

OREGON ELECTRIC RAILWAY COMPANY.

"WILLAMETTE ROUTE."

General Offices { **720 Corbett Building, Portland, Ore.**
5 Nassau Street, New York, N.Y.

GEORGE BARCLAY MOFFAT, President, New York, N.Y.
GUY W. TALBOT, Vice-President and Gen. Mgr., Portland, Ore.
GEO. F. NEVINS, Secretary, Auditor and Traf. Mgr., "
WILLIAM BARLOW, Jr., Treasurer, New York, N.Y.
C. H. STILL, Asst. Treasurer and Pur. Agent, Portland, Ore.
C. A. COOLIDGE, Superintendent, "
L. B. CRAMER, Electrical Engineer, "
J. O. JOHNSON, Jr., Roadmaster, "
GEO. M. McDOWELL, Right of Way and Claim Agt., "
C. S. WALTERS, General Agent, Salem, Ore.



* Daily; † daily, except Sunday; ‡ daily, except Saturday; *k* Saturday only. ♂ Telegraph stations.

Postal Telegraph Cable Co. STANDARD—*Pacific time.*

Connections.—[1] With Southern Pacific Co., Oregon R.R. & Navigation Co., Northern Pacific Ry., Astoria & Columbia River R.R., Spokane, Portland & Seattle Ry. and river and ocean steamers. [2] With Southern Pacific Co.

Proposed extensions from Forest Grove to Tillamook; from Tigard to Dallas, Corvallis and Junction City; from Dallas to Salem and Mill City; from Salem to Albany, Junction City, Eugene and Roseburg, and from Albany to Cascadia (a total of about 325 miles).

PORTLAND-SALEM DIVISION.

December 16, 1909.	Mls	1	3	5	7	9	11	13	15	17	19
[LEAVE	....	A M	A M	A M	A M	P M	P M	P M	P M	P M	.....
Portland[1] ..... ♂	0	*6 30	*7 50	*9 15	*11 00	*2 00	*3 50	*5 10	*6 30	*8 40	.....
Shops.....	0.8	6 35	7 55	– –	11 05	2 05	3 55	5 15	6 35	8 45	.....
Corbett Street.....	1.7	6 38	7 59	9 22	11 09	2 09	3 59	5 19	6 39	8 49	.....
Fulton Park.....	3.3	6 43	8 05	– –	11 15	2 15	4 05	5 25	6 45	8 55	.....
Capitol Hill.....	3.9	6 45	8 07	– –	11 17	2 17	4 07	5 27	6 47	8 57	.....
Ryan Place.....	4.5	6 47	8 09	– –	11 19	2 19	4 09	5 29	6 49	8 59	.....
Multnomah..... ♂	5.0	6 48	8 10	– –	11 20	2 20	4 10	5 30	6 50	9 00	.....
Shahapta.....	5.4	6 49	8 11	– –	11 21	2 21	4 11	5 31	6 51	9 01	.....
Barstow.....	6.5	6 51	8 13	– –	11 23	2 23	4 13	5 33	6 53	9 03	P M
Garden Home .. ♂	6.9	6 53	8 15	9 35	11 25	2 25	4 15	5 35	6 55	9 05	10 25
Metzger.....	8.7	6 57	8 20	– –	11 30	2 30	4 19	5 40	7 00	9 10	10 29
Tigard ..... ♂	10.4	7 02	8 25	– –	11 35	2 35	4 23	5 45	7 05	9 15	10 33
Durham.....	12.7	7 07	8 30	– –	11 40	2 40	4 28	5 50	7 10	9 20	10 38
Tualatin[2]..... ♂	14.3	7 10	8 35	9 48	11 45	2 45	4 33	5 55	7 15	9 25	10 41
Nasoma	15.8	7 14	8 38	– –	11 48	2 48	4 36	5 58	7 18	9 28	10 44
Tonquin..... ♂	17.3	7 18	8 42	– –	11 52	2 52	4 40	6 02	7 22	9 32	10 48
Mulloy.....	18.8	7 21	8 45	– –	11 55	2 55	4 45	6 05	7 25	9 35	10 51
Wilsonville ..... ♂	21.2	7 26	8 50	– –	12 00	3 00	4 50	6 10	7 30	9 40	10 55
Wallace	23.0	7 30	8 54	– –	12 05	3 04	4 55	P M	7 35	9 45	P M
Chopunnish.....	24.3	7 33	8 56	– –	12 08	3 06	4 58	.....	7 37	9 48	.....
Donald ..... ♂	27.4	7 40	9 02	– –	12 15	3 13	5 04	.....	7 44	9 55	.....
Broadacres	30.1	7 45	9 07	– –	12 20	3 18	5 09	.....	7 50	10 00	.....
West Woodburn.....	32.8	7 50	9 13	10 17	12 25	3 24	5 15	.....	7 56	10 05	.....
St. Louis.....	35.6	7 56	9 19	– –	12 30	3 29	5 20	.....	8 01	10 10	.....
Waconda ..... ♂	39.5	8 02	9 26	– –	12 36	3 37	5 28	.....	8 08	10 18	.....
Chemeketa	41.3	8 05	9 30	– –	12 39	3 40	5 29	.....	8 09	10 19	.....
Chemawa.....	44.7	8 12	9 37	– –	12 45	3 46	5 35	.....	8 16	10 25	.....
Claxtar.....	45.9	8 15	9 40	– –	12 49	3 48	5 38	.....	8 18	10 28	.....
Highland.....	48.0	8 18	9 43	– –	12 52	3 51	5 43	.....	8 23	10 33	.....
Salem[2] ..... ♂	49.7	8 25	9 50	10 45	1 00	4 00	5 50	.....	8 30	10 40	.....
[ARRIVE	....	A M	A M	A M	P M	P M	P M	.....	P M	P M	.....

STATIONS.	2	4	6	8	10	12	14	16	18	20
[LEAVE	.....	.....	A M	A M	A M	P M	P M	P M	P M	P M
Salem	.....	.....	*6 40	*8 55	*11 15	*2 00	*3 20	*4 00	*6 20	*8 50
Highland	.....	.....	6 47	9 02	11 22	2 07	– –	4 07	6 27	8 57
Claxtar.....	.....	.....	6 50	9 05	11 25	2 10	– –	4 10	6 30	9 00
Chemawa.....	.....	.....	6 53	9 08	11 28	2 13	– –	4 13	6 33	9 03
Chemeketa.....	.....	.....	7 00	9 16	11 36	2 21	– –	4 20	6 40	9 10
Waconda	.....	.....	7 04	9 20	11 39	2 24	– –	4 24	6 44	9 14
St. Louis	.....	.....	7 10	9 26	11 45	2 30	– –	4 30	6 50	9 20
West Woodburn.....	.....	.....	7 16	9 32	11 51	2 36	3 46	4 36	6 56	9 26
Broadacres.....	.....	.....	7 21	9 37	11 56	2 41	– –	4 41	7 01	9 31
Donald.....	.....	.....	7 26	9 43	12 01	2 46	– –	4 46	7 06	9 36
Chopunnish.....	.....	.....	7 33	9 50	12 08	2 53	– –	4 52	7 12	9 42
Wallace.....	A M	A M	7 35	9 52	12 10	2 55	– –	4 55	7 15	9 45
Wilsonville	*5 45	†6 40	7 40	9 58	12 15	3 00	– –	5 00	7 20	9 50
Mulloy	5 49	6 44	7 45	10 03	12 20	3 05	– –	5 05	7 25	9 55
Tonquin.....	5 52	6 47	7 48	10 06	12 23	3 08	– –	5 08	7 28	9 58
Nasoma.....	5 55	6 50	7 51	10 09	12 26	3 11	– –	5 11	7 31	10 01
Tualatin.....	5 59	6 54	7 55	10 13	12 30	3 15	4 15	5 15	7 35	10 05
Durham	6 02	6 57	7 59	10 17	12 34	3 19	–	5 19	7 39	10 09
Tigard	6 07	7 02	8 05	10 24	12 40	3 25	– –	5 25	7 45	10 15
Metzger	6 11	7 06	8 10	10 30	12 45	3 30	– –	5 30	7 50	10 20
Garden Home	6 15	7 10	8 15	10 35	12 50	3 35	4 30	5 35	7 55	10 25
Barstow	6 16	7 11	8 16	10 36	12 51	3 36	– –	5 36	7 56	10 26
Shahapta.....	6 18	7 13	8 18	10 38	12 53	3 38	– –	5 38	7 58	10 28
Multnomah.....	6 20	7 15	8 20	10 40	12 55	3 40	– –	5 40	8 00	10 30
Ryan Place.....	6 21	7 16	8 21	10 41	12 56	3 41	– –	5 41	8 01	10 31
Capitol Hill.....	6 23	7 18	8 23	10 43	12 58	3 43	– –	5 43	8 03	10 33
Fulton Park	6 25	7 20	8 25	10 45	1 00	3 45	– –	5 45	8 05	10 35
Corbett Street.....	6 31	7 26	8 31	10 51	1 06	3 51	4 43	5 51	8 11	10 41
Shops.....	6 35	7 30	8 35	10 55	1 10	3 55	– –	5 55	8 15	10 45
Portland	6 40	7 35	8 40	11 00	1 15	4 00	4 50	6 00	8 20	10 50
[ARRIVE	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M

For Additional Trains between Portland and Garden Home, see Forest Grove Division.

FOREST GROVE DIVISION.

45	37	35	33	31	Ms.	*December 16, 1909.*	32	34	36	38	48
P M	Noon	A M	A M	A M	....	LEAVE] ..... [ARRIVE	A M	A M	A M	P M	P M
*8 25	*12 10	*10 20	*8 30	*7 05	0	..... **Portland**... ♂	8 00	9 50	11 40	1 30	4 40
8 30	12 15	10 25	8 35	7 10	0.1	..... Shops.....	7 55	9 45	11 35	1 25	4 35
8 34	12 19	10 29	8 39	7 14	1.7	... Corbett Street...	7 51	9 41	11 31	1 21	4 31
8 49	12 25	10 35	8 45	7 20	3.3	.... Fulton Park	7 45	9 35	11 25	1 15	4 25
8 42	12 27	10 37	8 47	7 22	3.9	.... Capitol Hill	7 43	9 33	11 23	1 13	4 23
8 44	12 29	10 39	8 49	7 24	4.5	.... Ryan Place	7 41	9 31	11 21	1 11	4 21
8 45	12 30	10 40	8 50	7 25	5.0	.... Multnomah .. ♂	7 40	9 30	11 20	1 10	4 20
8 46	12 31	10 41	8 51	7 26	5.4	..... Shahapta	7 38	9 28	11 18	1 08	4 18
8 48	12 33	10 43	8 53	7 28	6.5	..... Barstow	7 36	9 26	11 16	1 06	4 16
8 50	12 35	10 45	8 55	7 30	6.9	.. **Garden Home** ♂	7 35	9 25	11 15	1 05	4 15
8 52	12 37	10 47	8 57	7 32	7.5	..... Firlock	7 32	9 22	11 12	1 02	4 12
8 54	12 39	10 49	8 59	7 34	8.3	..... Whitford	7 30	9 20	11 10	1 00	4 10
8 57	12 42	10 52	9 02	7 37	9.8	..... Beaverton ... ♂	7 27	9 17	11 07	12 57	4 08
9 01	12 46	10 56	9 06	7 41	12.3	..... St. Marys	7 22	9 13	11 03	12 53	4 05
9 05	12 50	11 00	9 10	7 45	13.1	..... Elmonico.....	7 18	9 10	11 00	12 50	4 02
9 09	12 54	11 04	9 14	7 49	14.8	..... Quatama	7 15	9 06	10 56	12 46	3 58
9 12	12 57	11 07	9 17	7 52	16.1	..... Orenco.....	7 13	9 03	10 53	12 43	3 55
9 14	12 59	11 09	9 19	7 54	17.0	..... Milkapsi.....	7 10	9 00	10 50	12 40	3 50
9 17	1 02	11 12	9 22	7 57	18.7	..... Moffat.....	7 07	8 57	10 47	12 37	3 47
9 20	1 05	11 15	9 25	8 00	19.8	..... Hillsboro ... ♂	7 05	8 55	10 45	12 35	3 45
9 25	1 10	11 20	9 30	8 05	21.7	..... Varley	6 58	8 48	10 38	12 28	3 38
9 27	1 12	11 22	9 32	8 08	23.3	..... Cornelius ... ♂	6 56	8 46	10 36	12 26	3 36
9 31	1 16	11 26	9 36	8 11	24.5	..... Haynes	6 53	8 43	10 33	12 23	3 32
9 36	1 20	11 30	9 40	8 15	25.8	...**Forest Grove.** ♂	*6 50	*8 40	*10 30	*12 20	§3 30
P M	P M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	Noon	P M

Additional Trains—Lve. Portland *2 10, *3 30, *5 30, *k*11 30 p.m., arr. Forest Grove 3 20, 4 40, 6 40 p.m., 12 35 night. Ret'g, lve. Forest Grove *1 40, *4 10, *7 00 p.m., arr. Portland 2 50, 5 20, 8 10 p.m. Lvs. Forest Grove *9 45 p.m., arr. Garden Home 10 25 p.m. Lvs. Garden Home *k*10 35 p.m., arr. Portland 11 00 p.m.

PINTSCH GAS In use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

WASHINGTON-SUNSET ROUTE

Southern Ry ..... H. F. CARY, General Passenger Agent.
West Point Route ..... J. P. BILLUPS, General Passenger Agent.
Louisville & Nashville R.R ..... W. A. RUSSELL, General Passenger Agent.
Morgan's Louisiana & Texas R.R. & S.S. Co., Louisiana Western R.R. ... J. H. R. PARSONS, General Passenger Agent.
Texas & New Orleans R.R. ..... JOS. HELLEN, General Passenger Agent.
Galveston, Harrisburg & San Antonio Ry ..... T. J. ANDERSON, General Passenger Agent.

L. H. NUTTING, General Eastern Passenger Agent, 366 Broadway, New York.
A. J. POSTON, General Agent, 905 F Street, N.W., Washington, D.C.
P. K. GORDON, P. C. P. A ..... 874 Market Street, San Francisco.

BOSTON	170 Washington Street	J. H. GLYNN, New England Agent.
	170 Washington Street	W. C. HARRIS, Traveling Passenger Agent.
	170 Washington Street	G. B. BROWN, Traveling Passenger Agent.
	170 Washington Street	W. H. BOYD, Traveling Passenger Agent.
	170 Washington Street	J. A. BLASER, City Passenger Agent.
	228 Washington Street	GEO. C. DANIELS, New England Passenger Agent.
NEW YORK	1158, 366 and 1 Broadway	L. H. NUTTING, General Eastern Passenger Agent.
	1158, 366 and 1 Broadway	J. M. ADLER, Passenger Agent.
	1158, 366 and 1 Broadway	J. M. KEELY, Passenger Agent.
	1200 Broadway	A. S. THWEATT, Eastern Passenger Agent.
	1200 Broadway	C. C. THORN, Traveling Passenger Agent.
	1200 Broadway	H. S. JENNINGS, Traveling Passenger Agent.
PHILADELPHIA	632 Chestnut Street	R. J. SMITH, Agent.
	632 Chestnut Street	A. M. LONGACRE, Traveling Passenger Agent.
	828 Chestnut Street	C. W. WESTBURY, District Passenger Agent.
BALTIMORE	29 W. Baltimore Street	B. B. BARBER, Agent.
	119 E. Baltimore Street	L. H. BURGESS, Traveling Passenger Agent.
WASHINGTON	905 F Street	A. J. POSTON, General Agent.
	905 F Street	F. H. POSTON, Passenger Agent.
	705 Fifteenth Street	L. S. BROWN, General Agent.
NORFOLK	95 Granby Street	F. R. McMILLIN, Traveling Passenger Agent.
RICHMOND	920 E. Main Street	S. E. BURGESS, District Passenger Agent.
LOS ANGELES	606 So. Spring Street	GROVE KETCHUM, Traveling Passenger Agent.
	606 So. Spring Street	J. H. P. MASON, Traveling Passenger Agent.
	606 So. Spring Street	L. E. PECK, City Passenger and Ticket Agent.
SAN FRANCISCO	874 Market Street	P. K. GORDAN, Pacific Coast Passenger Agent.
	874 Market Street	C. W. JENNINGS, Traveling Passenger Agent.
	874 Market Street	L. N. SNYDER, City Passenger and Ticket Agent.

TRAINS 37-9 AND 10-38.

Between New York and New Orleans, all Pullman Equipment: Drawing-room and Compartment Sleeping Cars, Observation, Club and Table d'hote Dining Car.

Between New Orleans and San Francisco: Drawing-room Sleeping Cars, Combined Club and Observation Car, a la carte Dining Car, Chair Car and Coach.

TRAINS 29-39-9 AND 10-40-30.

Between New York and New Orleans. Drawing-room Sleeping Cars and Coaches.

Between New Orleans and San Francisco: Drawing-room Sleeping Cars, Combination Club and Observation Car, a la carte Dining Car, Chair Car and Coach.

⊡ Tourist Sleeping Car (Personally Conducted) from Washington, D.C., and San Francisco, Cal., Monday, Wednesday, Thursday and Friday. Thursday car operates via San Joaquin Valley Route in both directions.

A la carte Dining Car Service between New York and Atlanta, and New Orleans and San Francisco. Breakfast eastbound and dinner westbound at Montgomery.

TRAINS 35-7 AND 8-36.

▲ Trains Nos. 7 and 8 are temporarily discontinued between San Antonio and El Paso.

Drawing-room Sleeping Cars, Coaches and Table d'hote Dining Car between New York and New Orleans. Drawing-room Sleeping Cars, Coaches, Chair Car, a la carte Dining Car between New Orleans and San Antonio.

WASHINGTON-SUNSET ROUTE

Tourist Sleeping Cars four days weekly without change between San Francisco and Washington.

STATIONS.	.....	29-39-9 Daily.	WESTBOUND.						
				◘		◘	◘	◘	
Lv. New York	.....	10 25 A M	....	Mo	....	Wd	Th	Fri	....
Lv. West Philadelphia	.....	12 50 Noon	....	Mo	....	Wd	Th	Fri	....
Lv. Wilmington	.....	1 25 P M	....	Mo	....	Wd	Th	Fri	....
Lv. Baltimore	.....	3 00 P M	....	Mo	....	Wd	Th	Fri	....
Lv. Washington	.....	4 15 P M	....	Mo	....	Wd	Th	Fri	....
Lv. Charlottesville	.....	7 15 P M	....	Mo	....	Wd	Th	Fri	....
Lv. Lynchburg	.....	9 05 P M	....	Mo	....	Wd	Th	Fri	....
Lv. Danville	.....	10 57 P M	....	Mo	....	Wd	Th	Fri	....
Lv. Norfolk	.....	8 00 A M	....	Mo	....	Wd	Th	Fri	....
Lv. Richmond	.....	10 45 A M	....	Mo	....	Wd	Th	Fri	....
Ar. Greensboro	.....	12 20 Night	....	Mo	....	Wd	Th	Fri	....
Lv. Salisbury	.....	2 00 A M	....	Tue	....	Th	Fri	Sat	....
Lv. Charlotte	.....	3 30 A M	....	Tue	....	Th	Fri	Sat	....
Lv. Spartanburg	.....	5 40 A M	....	Tue	....	Th	Fri	Sat	....
Lv. Greenville	.....	6 50 A M	....	Tue	....	Th	Fri	Sat	....
Ar. Atlanta (C. T.)	.....	10 30 A M	....	Tue	....	Th	Fri	Sat	....
Lv. Atlanta (C. T.)	.....	2 00 P M	....	Tue	....	Th	Fri	Sat	....
Ar. Montgomery	.....	7 35 P M	....	Tue	....	Th	Fri	Sat	....
Lv. Montgomery	.....	8 05 P M	....	Tue	....	Th	Fri	Sat	....
Ar. New Orleans	.....	7 05 A M	....	Wd	....	Fri	Sat	Sun	....
.....	35-7 Daily.	37-9 Daily.	....	....	....	....	....	....	....
Lv. Boston	3 00 P M	10 00 A M	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. New York	12 10 Night	4 26 P M	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. West Philadelphia	3 35 A M	6 50 P M	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Wilmington	4 17 A M	7 29 P M	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Baltimore	6 06 A M	9 20 P M	Sun	Mo	Tue	Wd	Th	Fri	Sat
Ar. Washington	7 12 A M	10 25 P M	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Washington	9 00 A M	10 46 P M	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Charlottesville	.....	1 42 A M	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Charlottesville	12 10 Noon	.....	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Lynchburg	.....	3 42 A M	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Lynchburg	2 25 P M	.....	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Danville	.....	5 47 A M	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Danville	4 35 P M	.....	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Richmond	10 45 A M	11 45 P M	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Norfolk	8 00 A M	7 30 P M	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Greensboro	.....	7 20 A M	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Greensboro	6 15 P M	.....	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Salisbury	.....	8 55 A M	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Salisbury	8 10 P M	.....	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Charlotte	.....	10 05 A M	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Charlotte	9 40 P M	.....	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Spartanburg	12 00 Night	12 20 Noon	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Greenville	1 10 A M	1 30 P M	Mo	Tue	Wd	Th	Fri	Sat	Sun
Ar. Atlanta (E. T.)	6 00 A M	6 00 P M	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Atlanta (C. T.)	5 45 A M	5 20 P M	Mo	Tue	Wd	Th	Fri	Sat	Sun
Ar. Montgomery	11 00 A M	8 55 P M	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Montgomery	11 15 A M	10 05 P M	Mo	Tue	Wd	Th	Fri	Sat	Sun
Ar. New Orleans	.....	7 50 A M	Tue	Wd	Th	Fri	Sat	Sun	Mo
Ar. New Orleans	8 30 P M	.....	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. New Orleans	.....	11 55 A M	Tue	Wd	Th	Fri	Sat	Sun	Mo
Lv. New Orleans	8 30 P M	.....	Mo	Tue	Wd	Th	Fri	Sat	Sun
Ar. Houston	10 15 A M	11 55 P M	Tue	Wd	Th	Fri	Sat	Sun	Mo
Lv. Houston	10 35 A M	12 25 Night	Tue	Wd	Th	Fri	Sat	Sun	Mo
Ar. San Antonio	.....	7 35 A M	Wd	Th	Fri	Sat	Sun	Mo	Tue
Ar. San Antonio	8 00 P M	.....	Tue	Wd	Th	Fri	Sat	Sun	Mo
Lv. San Antonio	.....	9 00 A M	Wd	Th	Fri	Sat	Sun	Mo	Tue
Lv. San Antonio	.....	.....	....	....	....	....	....	....	....
Lv. San Antonio	See	9 00 A M	Wd	Th	Fri	Sat	Sun	Mo	Tue
Ar. Monterey	Note ▲	6 30 A M	Th	Fri	Sat	Sun	Mo	Tue	Wd
Ar. City of Mexico	.....	8 00 P M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. El Paso (C. T.)	.....	8 30 A M	Th	Fri	Sat	Sun	Mo	Tue	Wd
Lv. El Paso (P. T.)	.....	7 45 A M	Th	Fri	Sat	Sun	Mo	Tue	Wd
Ar. El Paso (C. T.)	.....	.....	....	....	....	....	....	....	....
Lv. El Paso (P. T.)	10 55 P M	.....	....	....	....	....	....	....	....
Ar. Deming	1 42 A M	10 32 A M	Th	Fri	Sat	Sun	Mo	Tue	Wd
Ar. Lordsburg	3 35 A M	12 24 Noon	Th	Fri	Sat	Sun	Mo	Tue	Wd
Ar. Benson	7 59 A M	4 35 P M	Th	Fri	Sat	Sun	Mo	Tue	Wd
Ar. Tucson	10 11 A M	6 40 P M	Th	Fri	Sat	Sun	Mo	Tue	Wd
Ar. Maricopa	12 57 Noon	9 25 P M	Th	Fri	Sat	Sun	Mo	Tue	Wd
Ar. Yuma	6 50 P M	.....	Th	Fri	Sat	Sun	Mo	Tue	Wd
Ar. Yuma	.....	3 40 A M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Redlands Junc.	4 45 A M	10 45 A M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Colton	5 00 A M	11 00 A M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Riverside	.....	12 23 Noon	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Los Angeles	7 25 A M	1 30 P M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Lv. Los Angeles	.....	7 30 P M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Santa Barbara	.....	11 15 P M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. San Jose	.....	10 15 A M	Sat	Sun	Mo	Tue	Wd	Th	Fri
Ar. San Francisco	.....	11 40 A M	Sat	Sun	Mo	Tue	Wd	Th	Fri
Lv. Los Angeles	9 00 P M	.....	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Bakersfield	8 00 A M	.....	Sat	Sun	Mo	Tue	Wd	Th	Fri
Ar. Fresno	12 05 Noon	.....	Sat	Sun	Mo	Tue	Wd	Th	Fri
Ar. San Francisco	7 48 P M	.....	Sat	Sun	Mo	Tue	Wd	Th	Fri

STATIONS.	10-38 Daily.	8-36 Daily.	EASTBOUND.						
Lv. San Francisco	.....	10 20 A M	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Fresno	.....	6 25 P M	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Bakersfield	.....	10 40 P M	Sun	Mo	Tue	Wd	Th	Fri	Sat
Ar. Los Angeles	.....	7 05 A M	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. San Francisco	4 00 P M	.....	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. San Jose	5 20 P M	.....	Sun	Mo	Tue	Wd	Th	Fri	Sat
Lv. Santa Barbara	4 50 A M	.....	Mo	Tue	Wd	Th	Fri	Sat	Sun
Ar. Los Angeles	8 30 A M	.....	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Los Angeles	12 01 Noon	8 30 P M	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Colton	2 10 P M	10 40 P M	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Riverside	1 43 P M	.....	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Redlands	1 55 P M	.....	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Yuma	9 30 P M	.....	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Yuma	.....	5 55 A M	Tue	Wd	Th	Fri	Sat	Sun	Mo
Lv. Maricopa	2 48 A M	10 59 A M	Tue	Wd	Th	Fri	Sat	Sun	Mo
Lv. Tucson	5 40 A M	1 55 P M	Tue	Wd	Th	Fri	Sat	Sun	Mo
Lv. Benson	7 50 A M	4 15 P M	Tue	Wd	Th	Fri	Sat	Sun	Mo
Lv. Deming	2 24 P M	11 50 P M	Tue	Wd	Th	Fri	Sat	Sun	Mo
Ar. El Paso (P. T.)	5 00 P M	.....	Tue	Wd	Th	Fri	Sat	Sun	Mo
Ar. El Paso (P. T.)	.....	3 00 A M	Wd	Th	Fri	Sat	Sun	Mo	Tue
Lv. El Paso (C. T.)	8 00 P M	.....	Tue	Wd	Th	Fri	Sat	Sun	Mo
Lv. City of Mexico	7 45 A M	See	Mo	Tue	Wd	Th	Fri	Sat	Sun
Lv. Monterey	9 25 P M	Note ▲	Wd	Th	Fri	Sat	Sun	Mo	Tue
Ar. San Antonio	7 30 P M	.....	Wd	Th	Fri	Sat	Sun	Mo	Tue
Ar. San Antonio	7 30 P M	.....	Wd	Th	Fri	Sat	Sun	Mo	Tue
Lv. San Antonio	10 30 P M	11 00 A M	Wd	Th	Fri	Sat	Sun	Mo	Tue
Lv. Houston	6 00 A M	.....	Th	Fri	Sat	Sun	Mo	Tue	Wd
Lv. Houston	.....	6 45 P M	Wd	Th	Fri	Sat	Sun	Mo	Tue
Ar. New Orleans	6 45 P M	7 25 A M	Th	Fri	Sat	Sun	Mo	Tue	Wd
Lv. New Orleans	8 00 P M	8 30 A M	Th	Fri	Sat	Sun	Mo	Tue	Wd
Ar. Mobile	12 15 Night	12 53 Noon	Th	Fri	Sat	Sun	Mo	Tue	Wd
Ar. Montgomery	5 50 A M	.....	Fri	Sat	Sun	Mo	Tue	Wd	Th
Lv. Montgomery	6 00 A M	.....	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Montgomery	.....	5 50 P M	Th	Fri	Sat	Sun	Mo	Tue	Wd
Lv. Montgomery	.....	6 10 P M	Th	Fri	Sat	Sun	Mo	Tue	Wd
Ar. Atlanta (C. T.)	10 45 A M	.....	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Atlanta (C. T.)	.....	11 35 P M	Th	Fri	Sat	Sun	Mo	Tue	Wd
Lv. Atlanta (E. T.)	12 00 Noon	1 15 A M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Greenville	4 25 P M	6 10 A M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Spartanburg	5 20 P M	7 30 A M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Asheville	9 15 P M	2 10 P M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Charlotte	7 35 P M	10 05 A M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Salisbury	8 60 P M	11 55 A M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Greensboro	10 18 P M	1 30 P M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Raleigh	4 30 A M	.....	Sat	Sun	Mo	Tue	Wd	Th	Fri
Ar. Raleigh	.....	6 30 P M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Danville	11 25 P M	.....	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Danville	.....	2 50 P M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Richmond	7 00 A M	.....	Sat	Sun	Mo	Tue	Wd	Th	Fri
Ar. Richmond	.....	9 30 P M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Norfolk	8 50 A M	.....	Sat	Sun	Mo	Tue	Wd	Th	Fri
Ar. Lynchburg	1 35 A M	.....	Sat	Sun	Mo	Tue	Wd	Th	Fri
Ar. Lynchburg	.....	5 25 P M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Charlottesville	3 28 A M	.....	Sat	Sun	Mo	Tue	Wd	Th	Fri
Ar. Charlottesville	.....	7 35 P M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Washington	6 30 A M	.....	Sat	Sun	Mo	Tue	Wd	Th	Fri
Ar. Washington	.....	10 55 P M	Fri	Sat	Sun	Mo	Tue	Wd	Th
Ar. Baltimore	7 42 A M	1 15 A M	Sat	Sun	Mo	Tue	Wd	Th	Fri
Ar. Wilmington	9 22 A M	3 02 A M	Sat	Sun	Mo	Tue	Wd	Th	Fri
Ar. Philadelphia	10 03 A M	3 40 A M	Sat	Sun	Mo	Tue	Wd	Th	Fri
Ar. Newark	.....	5 39 A M	Sat	Sun	Mo	Tue	Wd	Th	Fri
Ar. New York	12 23 Noon	6 30 A M	Sat	Sun	Mo	Tue	Wd	Th	Fri
Ar. Boston	6 00 P M	2 00 P M	Sat	Sun	Mo	Tue	Wd	Th	Fri
.....	10-40-30	.....	....	◘	....	◘	◘	◘	....
Lv. New Orleans	9 00 P M	.....	....	Fri	....	Sun	Mo	Tue	....
Lv. Mobile	1 55 A M	.....	....	Sat	....	Mo	Tue	Wd	....
Ar. Montgomery	7 55 A M	.....	....	Sat	....	Mo	Tue	Wd	....
Lv. Montgomery	8 30 A M	.....	....	Sat	....	Mo	Tue	Wd	....
Ar. Atlanta (C. T.)	2 30 P M	.....	....	Sat	....	Mo	Tue	Wd	....
Lv. Atlanta (C. T.)	2 45 P M	.....	....	Sat	....	Mo	Tue	Wd	....
Ar. Greenville	8 05 P M	.....	....	Sat	....	Mo	Tue	Wd	....
Ar. Spartanburg	9 00 P M	.....	....	Sat	....	Mo	Tue	Wd	....
Ar. Charlotte	11 15 P M	.....	....	Sat	....	Mo	Tue	Wd	....
Ar. Salisbury	12 40 Night	.....	....	Sat	....	Mo	Tue	Wd	....
Ar. Winston-Salem	9 20 A M	.....	....	Sun	....	Tue	Wd	Th	....
Ar. Greensboro	1 55 A M	.....	....	Sun	....	Tue	Wd	Th	....
Ar. Raleigh	12 30 Noon	.....	....	Sun	....	Tue	Wd	Th	....
Ar. Richmond	4 10 P M	.....	....	Sun	....	Tue	Wd	Th	....
Ar. Norfolk	5 50 P M	.....	....	Sun	....	Tue	Wd	Th	....
Ar. Danville	3 09 A M	.....	....	Sun	....	Tue	Wd	Th	....
Ar. Lynchburg	5 28 A M	.....	....	Sun	....	Tue	Wd	Th	....
Ar. Charlottesville	7 28 A M	.....	....	Sun	....	Tue	Wd	Th	....
Ar. Washington	10 40 A M	.....	....	Sun	....	Tue	Wd	Th	....
Ar. Baltimore	12 00 Noon	.....	....	Sun	....	Tue	Wd	Th	....
Ar. Wilmington	.....	.....	....	....	....	....	....	....	....
Ar. Philadelphia	2 20 P M	.....	....	Sun	....	Tue	Wd	Th	....
Ar. New York	4 53 P M	.....	....	Sun	....	Tue	Wd	Th	....

IDAHO & WASHINGTON NORTHERN RAILROAD.

PEND OREILLE RIVER ROUTE.

F. A. BLACKWELL, President and Treasurer, Spirit Lake, Idaho.
R. F. BLACKWELL, Vice-President and General Manager, Spirit Lake, Idaho.
GEO. J. MOHLER, General Freight and Passenger Agent, Spokane, Wash.
H. R. SCHENKER, Secretary, Spirit Lake, Idaho.
E. L. KILBOURNE, Auditor, "
W. C. SMITH, Chief Engineer, "
C. L. HEITMAN, General Counsel, "
P. T. O'NEILL, General Foreman, "

	16	104	2	Mls	*November* 8, 1909.	7	103	1
					LEAVE] [ARRIVE			
		P M	A M		+ ..... **Spokane**[1] ..... ♁		A M	P M
	P M	*5 10	*7 30	0	....(*O. R. & N. Depot*)....	A M	11 30	6 50
	*5 55		8 05		..... **McGuires**[2]	8 00		5 30
	6 05	5 56	8 30	22	..... **Grand Junction**[2] .. ♁	7 55	10 43	5 22
	6 20	6 08	8 42	29	+ ..... **Rathdrum**[4] ..... ♁	7 40	10 30	5 07
	6 27	6 15	8 49	32	..... Fish Lake	7 32	10 22	4 58
	6 30	6 18	8 52	34	..... Fir Grove	7 28	10 18	4 55
	6 35	6 23	8 57	36	..... Seasons	7 25	10 15	4 52
	6 45	6 37	9 10	43	+ ..... Spirit Lake ..... ♁	*7 15	10 05	4 42
	P M	6 46	9 18	47	..... **Coleman** ..... ♁	A M	9 51	4 32
		6 53	9 25	51	..... Blanchard		9 44	4 25
		7 02	9 35	58	..... Tweedie		9 35	4 15
		7 10	9 44	62	..... Penrith		9 26	4 06
		7 18	9 50	65	+ ..... **Newport**[5] ..... ♁		9 20	4 00
		7 30	10 02		..... Wolfred		9 08	3 48
		7 41	10 13	77	+ ..... Daikena ..... ♁		8 57	3 37
		7 51	10 23	83	+ ..... **Usk**[6] ..... ♁		8 47	3 27
		8 57	11 09	103	..... Blueslide		8 01	2 41
		8 68	11 30	113	..... Tiger		7 40	2 20
		9 08	11 40	117	+ ..... Ione ..... ♁		*7 30	*2 10
		P M	A M	126	..... **Metaline**		A M	P M
					ARRIVE] [LEAVE			

Under Construction—From Ione to Metaline.

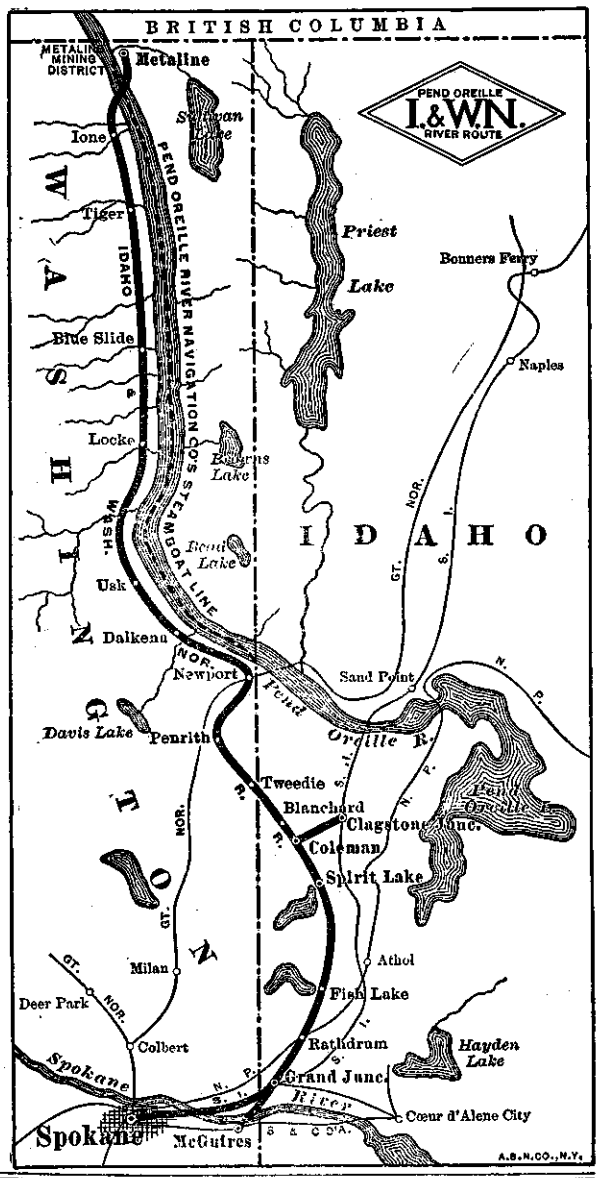
CLAGSTON BRANCH.—Between **Clagston Junction** and Coleman, carrying freight only. Connection at Clagston Junction with the Spokane International Ry.

EXPLANATION OF SIGNS.

Trains marked * run daily.
+ Coupon stations; ♁ Telegraph stations.
STANDARD—*Pacific time.*

CONNECTIONS.

[1] With lines diverging.
[2] With Cœur d'Alene & Spokane Ry.
[3] With Spokane International Ry.
[4] With Northern Pacific Ry.
[5] With Great Northern Ry.
[6] With Pend Oreille River Navigation Co.



PEND OREILLE RIVER NAVIGATION COMPANY.

F. A. BLACKWELL, President and Treasurer, Spirit Lake, Idaho.
R. F. BLACKWELL, Vice-President, "
E. L. KILBOURNE, Auditor, "

STEAMBOAT SERVICE.

Freight and towing service only, between Newport, Wash., and Ione, Wash.

GREENVILLE & KNOXVILLE RAILWAY.

W. H. PATTERSON, President, Atlanta, Ga.
F. H. REYNOLDS, Treasurer, 231 Candler Bldg, Atlanta, Ga.
D. C. PATTERSON, Secretary, Atlanta, Ga.
E. B. PATTERSON, Superintendent, Greenville, S.C.

	20	4	2	Mls.	*June* 1, 1909.	3	5	21	23
	A M	P M	A M		(*Eastern time.*)	A M	P M	A M	P M
	‖9 00	*4 30	†8 30	0	lve... **Greenville**[1], arr.	11 00	7 05	11 05	6 30
	9 08	4 38	8 42	1.5	..... Monaghan	10 52	6 50	10 57	6 22
	9 11	4 41	8 45	2.5	..... White Oak	10 49	6 46	10 54	6 19
	9 19	4 49	8 55	5.0	..... Montague	10 41	6 38	10 46	6 11
	9 26	4 56	9 02	8.1	..... Altamont	10 34	6 28	10 39	6 04
	9 28	4 68	9 10	9.1	.... Travelers Rest	10 32	6 24	10 37	6 02
	9 33	5 03	9 20	12.2	..... Hellams	10 27	6 04	10 32	5 57
	9 37	5 03	9 27	14.1	..... Bates	10 21	5 57	10 26	5 51
	9 45	5 16	9 35	15.2	..... Marietta	10 15	5 50	10 20	5 45
	9 55	5 25	9 55	21.1	..... **Cleveland**	†10 05	†5 35	‖8 10	‖5 35
	A M	P M	A M		ARRIVE] [LEAVE	A M	P M	A M	P M

Trains marked * run daily.
† Daily, except Sunday.
‖ Sunday only.
Connection.—[1] With Southern Ry.

FERNWOOD & GULF RAILROAD.

I. C. ENOCHS, President.
F. B. ENOCHS, Vice-President and General Manager.
P. H. ENOCHS, Sec'y and Treas.
J. E. WILCOMBE, Gen. Freight and Passenger Agent.
GEO. SHINE, Auditor.
A. NELSON, Master Mechanic.
Offices—Fernwood, Miss.

	3	1	Mls	*May* 24, 1909.	2	4
	Noon	A M		LEAVE] [ARRIVE	A M	P M
	†12 35	†6 15	0	..... **Fernwood**[1]	10 45	4 35
	12 40	6 20	2	..... Pitts	10 40	4 15
	12 50	6 25	5	..... Jennings	10 38	4 10
	12 55	6 30	8	..... Beardens	10 23	4 00
	1 00	6 32	9	..... Barto	10 20	3 55
	1 15	6 40	12	..... Branch B.	10 10	3 40
	1 25	6 50	13	..... Kioto	9 55	3 26
	1 50	7 00	16	..... Mesa	9 45	3 15
	1 55	7 05	18	..... Rushing	9 35	3 05
	2 05	7 15	21	..... **Tylertown**[2]	†9 30	†3 00
	P M	A M		ARRIVE] [LEAVE	A M	P M

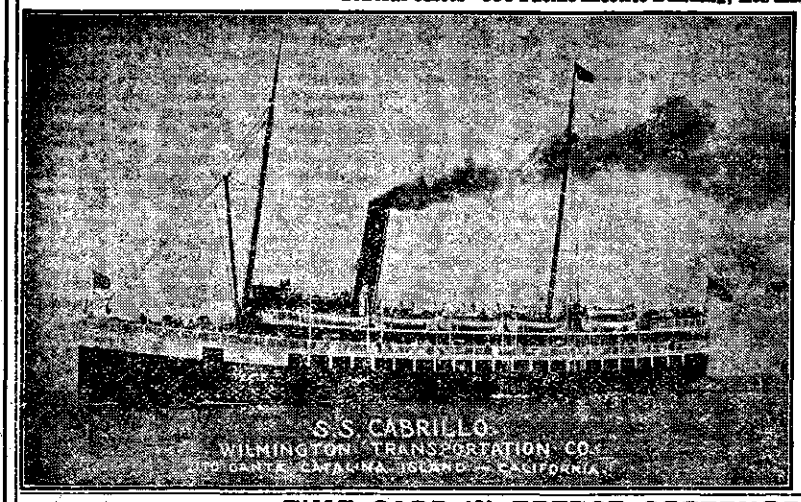
Trains marked † run daily, except Sunday.
STANDARD—*Central time.*
Connections.—[1] With Illinois Central R.R. [2] With New Orleans Great Northern R.R.

Wilmington Transportation Company

Ocean Excursion Steamers—Sea-going and Harbor Tugs—San Pedro, Los Angeles County, Cal.

WILLIAM BANNING, Prest. and Gen. Mgr., Los Angeles, Cal.
J. B. BANNING, 1st Vice-Prest. and Traffic Mgr., "
HANCOCK BANNING, 2d Vice-President, "
EDWARD MAHAR, Superintendent, San Pedro, Cal.
GEO. J. SMART, Secretary, Los Angeles, Cal.
GEO. W. THOMPSON, Traveling Passenger Agt., "

General Offices—596 Pacific Electric Building, Los Angeles, Cal.



OPERATING THE ONLY STEAMSHIP LINE TO

Santa Catalina Island California

A FIELD for Health and Pleasure without a counterpart in America or Europe. Famous for Fishing, the Marine Gardens and Other Novel Features.

TIME CARD IN EFFECT SEPTEMBER 21, 1909.

Pacific Standard Time.	Daily		
Trains leave **Los Angeles.**			
Southern Pacific Ry.	9 05 A M		
Salt Lake Ry. (*1st Street*)	8 50 A M		
Pacific Electric Ry. (*6th and Main Sts.*)	9 15 A M		
Steamer leaves **San Pedro**	10 00 A M		
Steamer arrives **Avalon / Santa Catalina Island**	12 30 Noon		

Pacific Standard Time.	Daily		
Steamer leaves **Avalon / Santa Catalina Island**	3 15 P M		
Steamer arrives **San Pedro**	4 20 P M		
Trains arrive **Los Angeles.**			
Southern Pacific Ry.	6 35 P M		
Salt Lake Ry. (*1st Street*)	6 30 P M		
Pacific Electric Ry. (*6th and Main Sts.*)	6 35 P M		

The Wilmington Transportation Company reserves the right to change steamers and time of sailing without notice.

LICKING RIVER RAILROAD COMPANY.

H. R. STONE, President, First National Bank Bldg, Cincinnati, O.
J. H. FULMER, Jr., Vice-Prest., " "
H. G. NILES, Jr., Secretary, " "
J. A. ROPER, Treasurer, " "
A. SEIGWORTH, Auditor, " "
W. W. HUBBARD, Gen. Manager, " "
F. A. BRENNAN, Traffic Manager, " "
HARRY C. ADAMS, Superintendent, Yale, Ky.
ABNER B. GRAHAM, Industrial Commissioner, Cincinnati, O.
S. W. WINN, Industrial Commissioner, "
A. G. GRAHAM, Chief Counsel, "
ROBT. H. WINN, Kentucky Counsel, Mt. Sterling, Ky.

General Offices—1608 First National Bank Building, Cincinnati, O.

No. 3	No. 1	Mls	*October 4, 1909.*	Mls	No. 4	No. 2
			LEAVE / ARRIVE			
†1 30 P M		0	**Salt Lick**[1]	32.3		11 20 A M
2 00 "		4.5	Sulphur Crossing	27.8		10 50 "
– –		5.5	Caney	26.8		– –
2 20 "		7.5	Ragland	24.8		10 30 "
– –		9.0	Licking Union	23.3		– –
2 60 P M	†5 30 A M	12.5	**Yale**[2]	19.8	9 10 A M	†10 00 A M
	– –	14.5	Krings	17.8	– –	
	6 05 "	20.0	Salt Springs	12.3	8 35 "	
	– –	23.0	Clearfield Junction	9.3	– –	
	6 45 "	26.5	Morgan	5.8	7 55 "	
	– –	29.5	**Devil Creek**[3]	2.8	– –	
	7 10 A M	32.3	**Blackwater**[4]	0	†7 30 A M	
			ARRIVE / LEAVE			

Trains marked † run daily, except Sunday. *Central time.*

Connections.—[1] With Ches. & Ohio R.R. [2] With Yale Lumber Co.'s R.R. [3] With Yale Lumber Co.'s R.R. [4] With Yale Lumber Co.'s R.R.

WARREN, JOHNSVILLE & SALINE RIVER RAILWAY.

J. F. FORSYTHE, General Manager, Warren, Ark.

Extends from **Warren,**[1] Ark., to **Hermitage,**[2] Ark. (16 miles). Operated for freight traffic only. *August*, 1909.

Connections.—[1] With St. Louis, Iron Mountain & Southern Ry. [2] With Chicago, Rock Island & Pacific Ry.

HOLTON INTER-URBAN RAILWAY.

C. E. PARIS, General Superintendent, El Centro, Cal.

Trains leave Holtville †7 00 a m., *1 30, *6 40 p.m. for **El Centro**[1] (11 miles). Returning, leave El Centro †8 35 a.m., *12 35 noon, *6 05 p.m.

* Daily; † daily, except Sunday. *May* 2, 1909.

Connection.—[1] With Southern Pacific Co.

THE PUGET SOUND NAVIGATION CO.
INTERNATIONAL STEAMSHIP CO.
THE STRAITS STEAMSHIP CO.
THE INLAND NAVIGATION CO.
THOMPSON STEAMSHIP CO.

THE INLAND NAVIGATION COMPANY.

BELLINGHAM ROUTE—Steamer *Geo. E. Starr* leaves Seattle Monday, Wednesday and Friday 9 00 p.m., for Bellingham, Beach and Blaine.

Steamer *Utopia* leaves Seattle 9 00 p.m., Tuesday, Thursday and Saturday for Bellingham direct.

Steamer *Perdita* leaves Seattle 10 00 p.m. daily, except Saturday, for Everett, Anacortes and Bellingham.

VANCOUVER ROUTE—Steamer *Iroquois* leaves Seattle daily, except Monday, at 11 30 p.m., for Vancouver direct. Returning, leaves Vancouver at 12 00 noon for Seattle, via Bellingham.

Steamer *Waialeale* leaves Seattle Monday, Wednesday and Friday for Vancouver direct.

THE STRAITS STEAMSHIP COMPANY.

NEAH BAY ROUTE—Steamer *Bellingham* leaves Seattle Monday, Wednesday and Friday at midnight for Port Townsend, Port Williams, Dungeness, Port Angeles, Port Crescent, Pysht, Gettysburg, Clallam and Neah Bay.

PORT ANGELES—Steamer *Whatcom* leaves Seattle daily, except Wednesday, at midnight, for Port Townsend, Williams, Dungeness, Angeles and Crescent.

MILL ROUTE—Steamer *Dode* leaves Seattle daily, except Saturday, at 6 00 p.m., for Kingston, Port Gamble, Port Ludlow, Fort Flagler and Port Townsend.

ISLAND ROUTE—Steamer *Rosalie* leaves Seattle Sunday, Tuesday and Thursday at midnight for Port Townsend, Richardson, Argyle, Lopez, Friday Harbor, Roche Harbor, Deer Harbor, West Sound, Orcas, East Sound, Rosario, Olga and Bellingham.

HOOD CANAL ROUTE—Steamer *State of Washington* leaves Seattle daily, except Monday, at 8 00 a.m., for Port Gamble, Port Ludlow and all points on Hood Canal.

TACOMA-SEATTLE ROUTE—Steamer *Indianapolis* makes four round trips daily between Seattle and Tacoma.

PORT ORCHARD ROUTE—Nine trips daily to Bremerton, United States Navy Yard and way ports.

Steamers, sailing dates and ports of call subject to change without notice.

For further information address:

JOSHUA GREEN, President. C. H. J. STOLTENBERG, Sec'y and Treas.
L. A. MILLER, Freight and Passenger Agent.

Dec., 1909. **GEN. OFFICES—COLMAN DOCK, SEATTLE, WASH.**

SPOKANE, PORTLAND & SEATTLE RAILWAY.

ASTORIA & COLUMBIA RIVER RAILROAD.

	5	3	1	Mls.	*December* 12, 1909.	Mls.	2	4	6
		P M	A M		LEAVE] [ARRIVE		P M	A M	
		*8 45	*8 00	0	.....**Spokane**.....ō	377.5	9 15	7 00	
		8 05	8 20	9.0	.....Marshall.....ō	368.5	8 55	6 40	
		9 18	8 36	17.1	.....Cheney.....ō	360.4	8 38	6 24	
		9 38	8 55	27.6	.....Calvert.....ō	349.9	— —	6 04	
		a —	9 08	33.8	.....Rodna.....	343.7	8 06	— —	
		10 02	9 23	41.6	.....Lamont.....ō	335.9	7 50	5 37	
		a —	9 47	54.0	.....Waukee.....ō	323.5	7 23	— —	
		a —	10 09	66.2	.....Benge.....ō	311.3	6 58	— —	
		11 08	10 45	86.1	.....Washtucna.....ō	291.4	6 20	4 11	
		11 30	11 10	99.9	.....Kahlotus.....ō	277.6	5 53	3 45	
		a —	11 47	120.7	...Snake River Junc.ō	256.8	5 12	— —	
		a —	12 10	132.8	.....Levey.....ō	244.7	4 47	— —	
		12 55	12 40	146.8	.....**Pasco**.....ō	230.7	4 20	2 20	
		1 00	12 45	148.3	.....Kennewick.....ō	229.2	4 10	2 10	
		a —	1 01	157.6	.....Hover.....ō	219.9	3 53	— —	
		a —	1 18	169.2	.....Tomar.....	208.3	3 36	— —	
		a —	1 26	174.7	.....Mottinger.....ō	202.8	3 27	— —	
		a —	1 33	179.3	.....Colbia.....	198.2	3 20	— —	
		1 58	1 42	184.6	.....Plymouth.....ō	192.9	3 12	1 08	
		a —	1 47	188.6	.....Longview.....	188.9	3 05	— —	
		a —	1 53	192.3	.....Coolidge.....	185.2	2 58	— —	
		a —	2 00	197.0	.....Patterson.....	180.5	2 52	— —	
		a —	2 07	201.1	.....Sage.....	176.4	2 45	— —	
		2 33	2 15	206.8	.....Whitcomb.....ō	170.7	2 36	12 30	
		a —	2 25	213.6	.....Carley.....	163.9	2 26	— —	
		a —	2 37	219.6	.....McCredie.....	157.9	2 15	— —	
		a —	2 47	224.9	.....Moonax.....	152.6	2 07	— —	
		3 09	2 58	230.8	.....Roosevelt.....ō	146.7	1 58	11 53	
		a —	3 10	236.7	.....Sandal.....	140.8	1 48	— —	
		a —	3 22	242.0	.....Fountain.....ō	135.5	1 39	— —	
		a —	3 31	246.9	.....Harbin.....	130.6	1 32	— —	
	A M	*a* —	3 40	251.6	.....Towal.....	125.9	1 24	— —	P M
	*8 00	3 57	3 57	258.6	.....Cliffs.....ō	118.9	1 12	11 07	9 05
	8 08	*a* —	4 07	263.7	.....Maryhill.....ō	113.8	1 00	10 56	8 57
	8 18	*a* —	— —	268.6	.....Timm.....	108.9	— —	— —	8 50
	8 30	*a* —	— —	274.7	.....Avery.....	102.8	— —	— —	8 40
	8 38	*a* —	— —	279.1	.....Spedis.....	98.4	— —	— —	8 32
	8 47	4 47	4 48	283.5	.....Granddalles.....ō	94.0	12 22	— —	8 24
	9 05	5 02	5 07	292.2	.....**Lyle**.....ō	85.3	12 05	10 00	8 08
	9 26	5 21	5 27	302.0	.....White Salmon.....ō	75.5	11 45	9 43	‖7 50
	9 36	*a* —	— —	306.6	.....Hood.....	70.9	— —	— —	7 20
	9 47	5 38	5 46	311.7	.....Cooks.....ō	65.8	11 24	9 24	7 12
	10 05	5 53	6 02	319.8	.....Ash.....ō	57.7	11 07	9 08	6 57
	10 13	6 01	6 10	323.7	.....Stevenson.....ō	53.8	10 59	9 01	6 50
	10 25	*a* —	*s* —	328.7	.....Cascades.....	48.8	*s* —	— —	6 41
	10 37	*a* —	*s* —	334.7	.....Butler.....ō	42.8	*s* —	— —	6 30
	10 50	*a* —	6 43	339.8	.....Cruzatt.....	37.7	10 27	— —	6 16
	11 12	6 51	7 02	349.9	.....Washougal.....ō	27.6	10 09	8 12	5 51
	11 18	6 56	7 08	353.1	.....Camas.....ō	24.4	10 04	8 06	5 45
	11 30	7 06	7 18	358.2	.....Fisher.....	19.3	— —	— —	5 30
	11 38	*a* —	— —	362.0	.....Image.....	15.5	— —	— —	5 20
	11 50	7 25	7 37	367.5	.....**Vancouver**.....ō	10.0	9 37	7 40	5 07
	— —	*a* —	— —	370.5	.....St. Johns.....ō	7.0	— —	— —	— —
	12 25	8 00	8 15	377.5	.....**Portland**.....ō	0	*9 00	*7 00	*4 30
	Noon	A M	P M		ARRIVE] [LEAVE		A M	P M	P M

* Daily; *a* stops to leave passengers received from connecting lines at Pasco and Spokane; *s* stops Sunday only. ‖ Meals. ō Telegraph stations. STANDARD—*Pacific time.*

Connections.—At Portland, Vancouver, Pasco and Spokane with all rail and water lines.

SPOKANE, PORTLAND & SEATTLE RAILWAY.

GEORGE B. FRENCH, President, Portland, Ore.
M. P. MARTIN, Comptroller, "
EINAR ASKEVOLD, Auditor, "
H. M. ADAMS, General Freight and Passenger Agt., "
R. H. JENKINS, Asst. Gen. Fht. & Pas. Agt., "
J. RUSSELL, General Superintendent, "
E. E. LILLIE, Superintendent Car Service, "
J. P. ROGERS, Supt. Lines East of No. Portland, Vancouver, Wash.
J. McGUIRE, Supt. Lines West of North Portland, Portland, Ore.
T. H. CROSWELL, Chief Engineer, "

GOLDENDALE BRANCH.

	No. 55	Mls	*December* 12, 1909.	Mls	No. 56
	*7 00 A M	0	lve...**Goldendale**ō.arr.	41.6	2 45 P M
	7 15 "	6.2	.....Centerville.....	35.4	2 30 "
	7 25 "	11.2	.....Warwick.....	30.4	2 15 "
	8 05 "	24.7	.....Wahkiacus.....	16.9	1 30 "
	8 15 "	27.5	.....Wrights.....	14.1	1 15 P M
	8 30 "	31.0	.....Pitt.....	10.6	12 55 Noon
	9 00 A M	41.6	arr.....**Lyle**ō.....lve.	0	†12 15 Noon

DALLES, PORTLAND & ASTORIA NAVIGATION COMPANY.

H. C. NUTT, President, Portland, Ore.
M. P. MARTIN, Secretary, "
FIRST NATIONAL BANK, Treasurer, "
F. D. KUETTNER, Auditor, "
S. F. McDONALD, Superintendent, "

REGULATOR R & C N LINE

KNOWN AS

THE REGULATOR LINE.

BAILEY GATZERT, DALLES CITY.

Operating between Portland and The Dalles, Ore.

Westward.	Mls	*October*, 1908.	Mls	*Eastward.*
	0	lve...**The Dalles**...arr.	113	
	7	lve.....**Lyle**.....arr.	106	
	19	..... Hood River	94	
	20	..... White Salmon	93	
	33	.....Collins.....	80	
	39	.....Carson.....	74	
	43	.....Cascade Locks.....	70	
	49	.....Bonneville.....	64	
	64	.....Cape Horn.....	49	
	76	.....Washougal.....	37	
	95	.....Vancouver.....	18	
	113	arr....**Portland**....lve.	0	

Boat leaves The Dalles 7 00 a.m. for Portland and way points, arriving Portland 4 30 p.m.

Boat leaves Portland †7 00 a.m. for Lyle, The Dalles and way points.

Connections.—With Oregon R.R. & Navigation Co. at The Dalles, Ore. With Union Pacific Ry., Southern Pacific Co., Northern Pacific Ry., O. R.R. & N. Co., O. C. Transportation Co., Lewis River Transportation Co., Cowlitz River Transportation Co., Shaver Transportation Co., at Portland, Ore., and with Spokane, Portland & Seattle Ry. at Portland, Ore., Vancouver and Lyle, Wash.

ASTORIA & COLUMBIA RIVER RAILROAD.

GEORGE B. FRENCH, President, Portland, Ore.
M. P. MARTIN, Comptroller, "
EINAR ASKEVOLD, Auditor, "
H. M. ADAMS, Gen. Fht. and Pas. Agt., "
R. H. JENKINS, Asst. Gen. Fht. and Pas. Agt., "
J. RUSSELL, General Superintendent, "
J. McGUIRE, Superintendent, "
E. E. LILLIE, Superintendent Car Service, "
T. H. CROSWELL, Chief Engineer, "

FORT STEVENS BRANCH.

September 20, 1909.	Mls	15	17	19	21	23
[LEAVE		A M	Noon	P M	A M	A M
Warrenton.....ō	0	*7 28	*12 15	*5 20	§9 05	§10 45
Flavel.....	1.7	7 35	12 20	5 24	9 08	10 48
Hammond.....	2.9	7 38	12 25	5 28	9 12	10 52
Fort Stevens.....	3.8	7 41	12 30	5 30	9 15	10 55
[ARRIVE		A M	Noon	P M	A M	A M

STATIONS.	Mls	14	16	18	20	22
[LEAVE		A M	P M	P M	A M	A M
Fort Stevens.....	0	*7 42	*2 00	*5 50	§9 15	§10 55
Hammond.....	0.9	7 45	2 03	5 32	9 18	10 58
Flavel.....	2.1	7 48	2 06	5 36	9 21	11 01
Warrenton.....	3.8	7 54	2 10	5 40	9 25	11 05
[ARRIVE		A M	P M	P M	A M	A M

EXPLANATION OF SIGNS.

Trains marked * run daily; †daily, except Sunday; § Sunday only.
+ Coupon station; ō Telegraph stations.
STANDARD—*Pacific time.*

CONNECTIONS.

At Portland—With all trans-continental lines.
At Goble—With ferry service to and from Kalama, Wash.
At Astoria—With steamers for San Francisco and Tillamook and Ilwaco Railroad Co. Boat Line and Railway.

13	11	3	7	5	1	31	Mls.	*September* 20, 1909.	2	4	6	8	12
		P M	P M	P M	A M			LEAVE] [ARRIVE	Noon	P M	A M	P M	
		*6 30	*6 10	*1 15	*8 00		0	.....**Portland**....ō	12 15	10 00	10 25	5 20	
		— —	6 24	1 33	8 15		7.3	.....Linnton.....ō	11 53	9 41	10 05	5 00	
		— —	6 31	1 45	8 23		12.5	..... Holbrook	— —	9 28	9 54	4 48	
		— —	6 40	2 02	8 35		19.8	.....Scappoose.....ō	11 25	9 10	9 41	4 32	
		— —	6 45	2 13	8 43		24.2	..... Warren	— —	9 00	9 32	4 22	
		— —	6 57	2 19	8 50		27.5	.....Houlton.....ō	11 17	8 53	9 25	4 13	
		— —	7 05	2 28	8 57		31.2	.....Columbia	— —	8 45	9 18	4 04	
		— —	7 11	2 33	9 02		33.7	.....Deer Island.....	— —	8 40	9 13	3 59	
		— —	7 20	2 42	— —		37.2	.....Cnarlton.....	— —	— —	9 07	3 50	
		7 35	7 40	2 47	9 13		39.4	.....**Goble**.....ō	10 42	8 28	8 57	3 45	
		7 48	8 15	3 00	9 27		45.8	.....Rainier.....ō	10 28	8 15	*8 30	*5 30	
		8 05	P M	P M	9 50		55.9	.....Mayger.....	10 07	7 56	A M	P M	
		8 15			9 58		59.3	..... Quincy.....	9 58	7 47			
		8 18			10 00		60.5	.....Inglis	9 56	7 43			
		8 23			10 05		62.3	....Clatskanie Junc..ō	9 52	7 40			
		8 36			10 17		66.6	.....Marshland.....	9 41	7 29			
		8 49			10 30		72.2	.....Westport.....	9 31	7 20			
		9 10			10 50		78.7	.....Clifton.....	9 12	7 04			
		9 33			11 13		86.6	.....Knappa.....	8 53	6 45			
		9 42			11 23		90.3	.....Svensen.....	8 44	— —			
		9 53			11 33		94.0	..... Fern Hill	8 35	6 29			
		9 57		9	11 37		95.4	.....John Day.....	8 33	6 27	30	10	
A M	A M	10 10		P M	11 50	A M	99.8	arr...+**Astoria**ō..lve.	8 20	6 15	P M	A M	P M
§11 40	§8 45	P M		*5 10	11 55	†8 30	99.8	lve.....**Astoria**....arr.	8 15	5 55	2 40	11 25	2 30
11 55	9 00			5 15	12 10	8 45	104.2	.....Sunnymead.....	8 00	5 43	2 26	11 10	2 15
12 01	9 05			5 20	12 15	8 50	105.7	arr..**Warrenton**ō lve.	7 55	5 40	2 20	11 05	§2 10
Noon	9 25			5 40	12 15	9 10	105.7	lve..**Warrenton**..arr.	7 27	5 40	11 50	10 45	P M
	9 28			5 45	12 18	9 15	107.0	.....Skipanon.....	7 23	5 35	11 45	10 42	
	9 31			5 50	12 23	9 20	108.4	.....Morrison.....	7 19	5 30	11 40	10 38	
	9 34			5 55	12 27	9 25	109.8	.....Glenwood.....	7 14	5 25	11 35	10 34	
	9 36			5 58	12 29	9 30	110.6	.....Carnahan.....	7 12	5 22	11 33	10 32	
	9 39			6 01	12 34	9 35	112.1	.....West.....	7 08	5 18	11 25	10 28	
	9 42			6 04	12 37	9 40	113.2	.....Clatsop.....	7 04	5 15	11 20	10 25	
	9 45			6 07	12 41	9 45	114.5	.....Butterfield.....	7 00	5 11	11 15	10 21	
	9 48			6 10	12 44	10 00	115.7	.....Gearhart.....	6 57	5 08	11 10	10 18	
	9 50			6 14	12 48	10 05	116.8	..... Wahannah	6 54	5 06	11 05	10 15	
	9 53			6 16	12 52	10 10	117.5	.....Necanikum.....	6 52	5 02	11 02	10 12	
	9 55			6 20	12 55	10 15	118.1	.....Seaside.....ō	*6 50	*5 00	†11 00	§10 10	
	A M			6 25	Noon	A M	119.1	arr...**Holladay**..lve.	A M	P M	A M	A M	

ALASKA PACIFIC STEAMSHIP CO.

PUGET SOUND-SAN FRANCISCO-SOUTHERN CALIFORNIA ROUTE.

Steel Steamships "Admiral Sampson" (Twin Screw), "Buckman" and "Watson."

VESSELS EQUIPPED WITH WIRELESS. 65 HOURS, PUGET SOUND-SAN FRANCISCO, DIRECT.

SAILINGS
- **From SEATTLE, N. P. Pier 1**—Every five days to San Francisco. Twice a month to Los Angeles.
- **From SAN FRANCISCO, Steuart Street Dock**—Every five days to Seattle, Tacoma and Puget Sound Ports. 6th and 21st of each month to Los Angeles (East San Pedro).
- **From LOS ANGELES (East San Pedro)**—8th and 23d of each month to San Francisco and Puget Sound.

Direct Connection at Seattle and Tacoma for Alaska and British Columbia Points.

H. F. ALEXANDER, President and Gen. Manager, Tacoma, Wash.
JNO. S. BAKER, Vice-President, "
C. F. IRELAND, Secretary, "
M. TALBOT, Manager, Seattle, Wash.
R. J. RINGWOOD, Gen. Freight and Passenger Agt., "
J. D. AMOS, Auditor, "
P. L. PLASKETT, Superintendent Engineer, "
J. M. TOMLINSON, Purchasing Agent, "

W. D. WELLS, General Agent, 54 Market St., San Francisco, Cal.
R. M. SEMMES, Agent, Perkins Building, Tacoma, Wash.
C. J. LEHMAN, Gen. Agt., 248 South Spring St., Los Angeles, Cal.
FRANK WOOLSEY, Agent, Colcord Building, Portland, Ore.
A. G. PASCHKE, Agent, City Dock, Everett, Wash.
C. G. WHITE, Agent, 1314 Dock Street, Bellingham, Wash.
MELVILLE CURTIS, Agent, Curtis Dock, Anacortes, Wash.
F. W. BOLDRICK, Agent, 604 Paulsen Bldg, Spokane, Wash.

TICKET OFFICES 608 First Avenue, Seattle, Wash. | 1111 Pacific Avenue, Tacoma, Wash. | 54 Market Street, San Francisco, Cal. | 248 So. Spring Street, Los Angeles, Cal.

ALASKA COAST COMPANY.

PUGET SOUND-SOUTHWESTERN ALASKA ROUTE.

Steamships "Portland," "Bertha" and "Jeanie." *Vessels equipped with Wireless.*

SAILINGS **5th and 20th of each month—From TACOMA and SEATTLE to Juneau, Yakutat, Katalla, Orca, Cordova, Ellemar, Fort Liscum, Valdez, Latouche, Seward, Port Graham, Seldovia and Kodiak.**

JNO. S. BAKER, President, Tacoma, Wash.
WM. VIRGES, Vice-President, "
H. F. ALEXANDER, General Manager, "
M. TALBOT, Assistant General Manager, Seattle, Wash.
R. J. RINGWOOD, Gen. Freight and Passenger Agt., "

JNO. R. ARKLEY, Secretary-Treasurer, Tacoma, Wash.
C. F. IRELAND, Auditor, "
P. L. PLASKETT, Superintendent Engineer, Seattle, Wash.
J. M. TOMLINSON, Purchasing Agent, "
B. F. WATSON, General Agent, Valdez, Alaska.

TICKET OFFICES 608 First Avenue, Seattle, Wash. | 1111 Pacific Avenue, Tacoma, Wash. | 54 Market Street, San Francisco, Cal. | 248 So. Spring Street, Los Angeles, Cal.

THE CRYSTAL RIVER & SAN JUAN RAILWAY.

"THE MARBLE ROAD."

C. F. MEEK, Prest., Marble, Colo.
C. A. BATES, Vice-President, New York.
G. B. TAYLOR, Supt., Gen. Fht. & Ticket Agt., Marble, Colo.
General Offices—Marble, Colo.

No. 21	No. 23	Mls	*June*, 1909.	Mls	No. 22	No. 24
			LEAVE] [ARRIVE			
†1 35 P M	†5 55 A M	0	.....**Redstone**[1]....ȯ	10.9	5 50 A M	1 30 P M
1 42 "	6 02 "	1.4	.....Crystal Ranch.....	9.5	5 44 "	1 22 "
1 54 "	6 14 "	3.5	.....Placita.....	7.4	5 34 "	1 10 "
1 58 "	6 19 "	4.3	.....McClures.....	6.6	5 30 "	1 06 P M
2 09 "	6 29 "	6.5	.....Chair Creek.....	4.4	5 20 "	12 53 Noon
2 14 "	6 34 "	7.5	.....Prospect.....	3.4	5 16 "	12 48 "
2 25 "	6 43 "	9.3	.....Holland.....	1.6	5 10 "	12 39 "
2 26 "	6 46 "	9.8	.....Fortsch's.....	1.1	5 05 "	12 36 "
2 30 P M	6 50 A M	10.9	.....**Marble**.....ȯ	0	†5 00 A M	†12 30 Noon
			ARRIVE] [LEAVE			

Trains marked † run daily, except Sunday. ȯ Telegraph stations.

STANDARD—*Mountain time.*

Connection.—[1] With Crystal River R.R.

BEAVER, PENROSE & NORTHERN RAILWAY.

CHARLES M. MACNEILL, President, Colorado Springs, Colo.
J. D. HAWKINS, Vice-President, Colorado Springs, Colo.
J. H. WATERS, General Manager, Colorado Springs, Colo.
J. O. MACDONALD, Sec'y-Treas., Florence, Colo.
J. J. COGAN, Traf. Mgr., Aud. and Gen. Supt., Penrose, Colo.
E. T. SCHLACKS, Train Master, Penrose, Colo.

9	5	11	Ms	*June* 1, 1909.	10	12	4		
P M	P M	A M		LEAVE] [ARRIVE	A M	P M	P M		
*8 30	*2 30	*11 37	0	.....**Beaver**[1].....	11 27	2 10	5 55		
6 40	2 40	11 47	2	.....Fry.....	11 15	2 00	5 45		
6 50	2 50	11 57	4	.....Dingman.....	11 05	1 50	5 35		
7 00	3 00	12 07	6	.....**Penrose**.....	*10 55	*1 40	*5 25		
P M	P M	Noon		ARRIVE] [LEAVE	A M	P M	P M		

Trains marked * run daily.

STANDARD—*Mountain time.*

Connection.—[1] With Denve & Rio Grande R.R.

MONTANA, WYOMING & SOUTHERN RAILROAD CO.

FRANK S. GANNON, President, 2 Rector St., New York City.
WILLIAM H. LANGLEY, Vice-President, " "
CHARLES W. FERNALD, Treasurer, " "
FRANK S. GANNON, JR., Secretary, " "
M. W. MAGUIRE, General Manager, Belfry, Mont.

No. 3	No. 1	Mls	*November* 18, 1909.	No. 2	No. 4
			LEAVE] [ARRIVE		
†2 15 P M		0	.....**Bridger**[1].....	1 00 P M	
2 35 "		8	.....Golden.....	12 30 Noon	
3 15 "	†9 00 A M	13	.....Belfry.....	12 15 Noon	5 40 P M
3 35 "	9 15 "	17	.....Olivers.....	10 55 A M	5 15 "
4 00 P M	9 40 A M	22	.....**Bear Creek**.....	†10 40 A M	†5 00 P M
			ARRIVE] [LEAVE		

† Daily, except Sunday. STANDARD—*Mountain time.*

Bear Creek Division.—100 miles additional under construction.

Operated for freight service only on main line, Bear Creek to Algamated (4 miles), Bear Creek to McCarthy and International on McCarthy Branch (3 miles) and Bear Creek to Berwind on Foster Branch (2 miles).

Connection.—[1] With Northern Pacific Ry.

ALCOLU RAILROAD CO.

P. R. ALDERMAN, Traffic Manager, Alcolu, S.C.

Trains leave **Alcolu** *a*1 00, *c*8 00 p.m., arriving Beulah (25 miles) 3 30, 10 30 p.m. Returning, train leaves Beulah *b*6 00 a.m., arriving Alcolu 8 00 a.m. Train leaves Beulah *d*4 00 p.m., arriving Kirby (4 miles) 4 45 p.m. Returning, leaves Kirby *d*4 45 p.m., arr. Beulah 5 50 p.m. *Nov.* 5, 1907.

a Tuesday and Friday; *b* Monday, Wednesday, Thursday and Saturday; *c* Wednesday and Saturday; *d* Thursday only.

Connection.—At **Alcolu** with Atlantic Coast Line R.R.

YREKA RAILROAD.

H. L. WALTHER, Superintendent and Manager, Yreka, Cal.

Trains leave Yreka *12 00 noon, *2 15 p.m., arriving at **Montague**[1] (8 miles) 12 25 noon, 2 40 p.m. Returning, leave Montague *1 15, *3 15 p.m., arriving at Yreka 1 40, 3 40 p.m. *May* 24, 1908.

Connection.—[1] With So. Pac. Co. *Daily. *Pacific time.*

MINNEAPOLIS, RED LAKE & MANITOBA RAILWAY.

A. L. MOLANDER, General Manager, Bemidji, Minn.

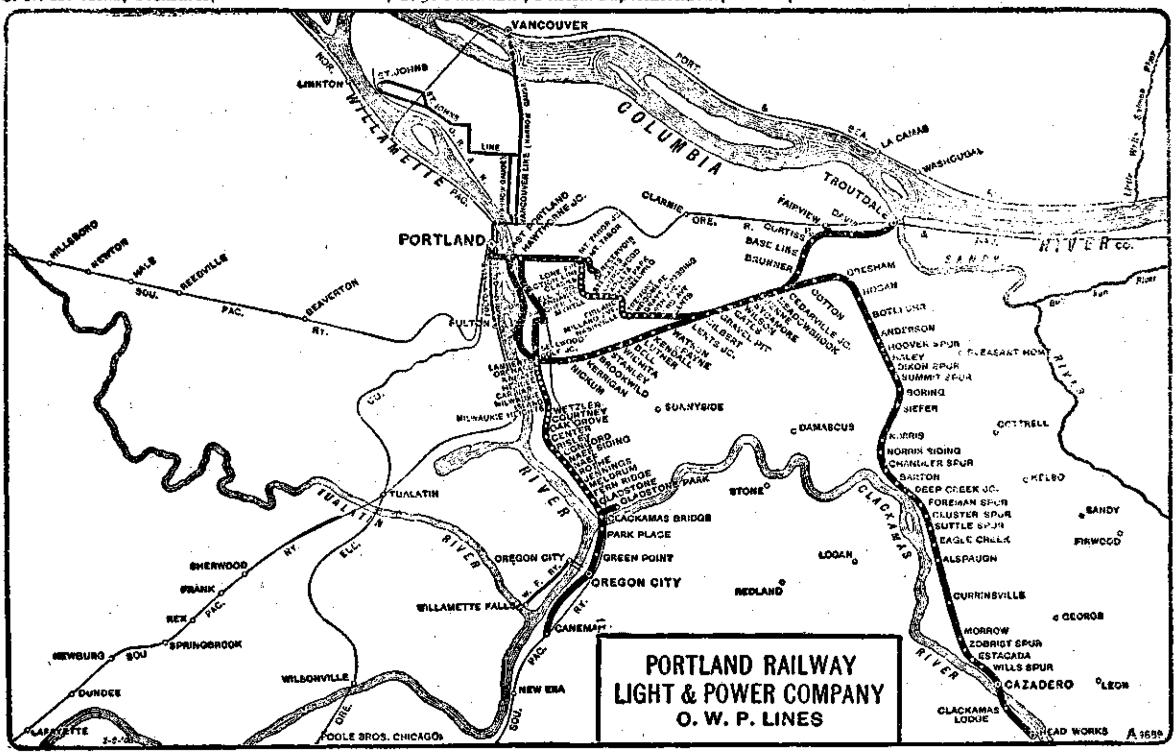
Train leaves Redby †8 15 a.m., arrives **Bemidji**[1] (33½ miles) 10 30 a.m. Returning, leaves Bemidji †3 55 p.m., arrives Redby 6 10 p.m.

† Daily, except Sunday. *Central time.* *December*, 1908.

Connections.—[1] With Gt. Northern and Minnesota & Internat. Rys.

PORTLAND RAILWAY, LIGHT & POWER COMPANY.

Benage S. Josselyn, President, Portland, Ore. | R. W. Shepherd, Auditor, Portland, Ore. | F. D. Hunt, Traffic Manager, Portland, Ore.
F. I. Fuller, Vice-President, » | J. R. Wood, Purchasing Agent, » | R. W. Edwards, Trainmaster,
C. N. Huggins, Treasurer, » | C. J. Franklin, General Superintendent, »



OREGON CITY DIVISION BETWEEN PORTLAND AND CANEMAH.

January 3, 1909.	Mls.	104	106	108	110	112	114	116	118	120	122
[Leave	....	....	....	A M	A M	A M	A M	A M	A M	A M	A M
Portland	0	....	....	*6 30	*7 00	*7 30	*8 00	*8 30	*9 00	*9 30	*10 00
Golf Junction	5.36	A M	A M	6 50	7 20	7 50	8 20	8 50	9 20	9 50	10 20
Milwaukie	6.58	*5 45	*6 15	6 54	7 24	7 54	8 24	8 54	9 24	9 54	10 24
Lakewood	7.70	5 48	6 19	6 59	7 29	7 59	8 29	8 59	9 29	9 59	10 29
Center	8.68	5 50	6 21	7 03	7 33	8 03	8 33	9 03	9 33	10 03	10 33
Naef	10.01	5 53	6 24	7 06	7 36	8 06	8 36	9 06	9 36	10 06	10 36
Meldrum	11.31	5 58	6 28	7 10	7 39	8 09	8 39	9 09	9 39	10 09	10 39
Gladstone	12.38	6 01	6 35	7 14	7 45	8 15	8 45	9 15	9 45	10 15	10 45
Oregon City	14.47	6 10	6 42	7 22	7 52	8 22	8 52	9 22	9 52	10 22	10 52
Canemah Park	15.03	6 13	6 45	7 25	7 55	8 25	8 55	9 25	9 55	10 25	10 55
Canemah	15.47	6 20	6 50	7 30	8 00	8 30	9 00	9 30	10 00	10 30	11 00
[Arrive	.....	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M

January 3, 1909.	124	126	128	130	132	134		158	160	162	164	166	168	170	172
[Leave	A M	A M	A M	Noon	Noon	P M	And Half-hourly there-after until	P M	P M	P M	P M	P M	P M	P M	P M
Portland	*10 30	*11 00	*11 30	*12 01	*12 30	*1 00		*7 00	*7 30	*8 00	*8 30	*9 00	*10 00	*11 00	*11 59
Golf Junction	10 50	11 20	11 50	12 20	12 50	1 20		7 20	7 50	8 20	8 50	9 20	10 20	11 20	12 18
Milwaukie	10 54	11 24	11 54	12 24	12 54	1 24		7 24	7 54	8 24	8 54	9 24	10 24	11 24	12 22
Lakewood	10 59	11 29	11 59	12 29	12 59	1 29		7 29	7 59	8 29	8 59	9 29	10 29	11 29	12 25
Center	11 03	11 33	12 03	12 33	1 03	1 33		7 33	8 03	8 33	9 03	9 33	10 33	11 33	12 28
Naef	11 06	11 36	12 06	12 36	1 06	1 36		7 36	8 06	8 36	9 06	9 36	10 36	11 36	12 31
Meldrum	11 09	11 39	12 09	12 39	1 09	1 39		7 39	8 09	8 39	9 09	9 39	10 39	11 39	12 34
Gladstone	11 15	11 45	12 15	12 45	1 15	1 45		7 45	8 15	8 45	9 15	9 45	10 45	11 45	12 37
Oregon City	11 22	11 52	12 22	12 52	1 22	1 52		7 52	8 22	8 52	9 22	9 52	10 52	11 52	12 46
Canemah Park	11 25	11 55	12 25	12 55	1 25	1 55		7 55	8 25	8 55	9 25	9 55	10 55	11 55	12 50
Canemah	11 30	11 59	12 30	1 00	1 30	2 00		8 00	8 30	P M	P M	P M	P M	P M	Night
[Arrive	A M	A M	Noon	P M	P M	P M		P M	P M	.....	.....	.....	.....	.....	.....

(Pacific time.)	Mls.	103	105	107	109	111	113	115	117	119	121
[Leave	.....	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Canemah	0	*5 40	*6 20	*6 50	*7 30	*8 00	*8 30	*9 00	*9 30	*10 00	*10 30
Canemah Park	0.44	5 42	6 23	6 53	7 33	8 03	8 33	9 03	9 33	10 03	10 33
Oregon City	1.00	5 46	6 26	6 57	7 37	8 07	8 37	9 07	9 37	10 07	10 37
Gladstone	3.09	5 53	6 35	7 05	7 45	8 15	8 45	9 15	9 45	10 15	10 45
Meldrum	4.16	5 58	6 37	7 10	7 48	8 18	8 48	9 18	9 48	10 18	10 48
Naef	5.46	6 01	6 40	7 12	7 50	8 20	8 50	9 20	9 50	10 20	10 50
Center	6.79	6 04	6 43	7 16	7 54	8 24	8 54	9 24	9 54	10 24	10 54
Lakewood	7.77	6 09	6 46	7 18	7 59	8 29	8 59	9 29	9 59	10 29	10 59
Milwaukie	8.89	6 13	6 49	7 21	8 02	8 32	9 02	9 32	10 02	10 32	11 02
Golf Junction	10.11	6 18	6 54	7 26	8 07	8 37	9 07	9 37	10 07	10 37	11 07
Portland	15.47	6 45	7 20	7 50	8 30	9 00	9 30	10 00	10 30	11 00	11 30
[Arrive	.....	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M

(Pacific time.)	123	125	127	129		155	157	159	161	163	165	167	169	171	101
[Leave	A M	A M	Noon	Noon	And Half-hourly there-after until	P M	P M	P M	P M	.....	.....	.....	.....	.....	.....
Canemah	*11 00	*11 30	*12 01	*12 30		*7 00	*7 30	*8 00	*8 30	P M	P M	P M	P M	P M	Night
Canemah Park	11 03	11 33	12 03	12 33		7 03	7 33	8 03	8 33	*9 03	*9 33	*10 03	*11 03	*11 55	*12 50
Oregon City	11 07	11 37	12 07	12 37		7 07	7 37	8 07	8 37	9 07	9 37	10 07	11 07	11 58	12 55
Gladstone	11 15	11 45	12 15	12 45		7 15	7 45	8 15	8 45	9 15	9 45	10 15	11 15	12 06	1 01
Meldrum	11 18	11 48	12 18	12 48		7 18	7 48	8 18	8 48	9 18	9 48	10 18	11 18	12 08	1 03
Naef	11 20	11 50	12 20	12 50		7 20	7 50	8 20	8 50	9 20	9 50	10 20	11 20	12 11	1 06
Center	11 24	11 54	12 24	12 54		7 24	7 54	8 24	8 54	9 24	9 54	10 24	11 24	12 14	1 09
Lakewood	11 29	11 59	12 29	12 59		7 29	7 59	8 29	8 59	9 29	9 59	10 29	11 28	12 17	1 12
Milwaukie	11 32	12 02	12 32	1 02		7 32	8 02	8 32	9 02	9 32	10 02	10 32	11 32	12 20	1 15
Golf Junction	11 37	12 07	12 37	1 07		7 37	8 07	8 37	9 07	9 37	P M	10 37	11 37	Night	A M
Portland	11 59	12 30	1 00	1 30		8 00	8 30	9 00	9 30	10 00	.....	11 00	11 59	.....	.....
[Arrive	A M	Noon	P M	P M		P M	P M	P M	P M	P M	.....	P M	P M	.....	.....

SPRINGWATER AND TROUTDALE DIVISIONS BETWEEN PORTLAND, CAZADERO AND TROUTDALE.

Additional Trains—Leave Portland for Gresham †7 45, *9 45 a.m., *3 45, *5 45, *7 45, *11 15 p.m. Leave Linnemann for Troutdale †6 35, *8 35, *10 40 a.m., *2 40, *4 40, *8 40 p.m.

82	78	74	72	70	66	62	Mls.	January 3, 1909.	69	73	75	77	81	85	89
P M	P M	P M	Noon	A M	A M	A M	.....	(Pacific time.)	A M	A M	Noon	P M	P M	P M	P M
*6 45	*4 45	*2 45	*12 45	*10 45	*8 45	*6 55	0	lve. **Portland** arr.	8 35	10 40	12 40	2 40	4 40	6 40	10 40
7 05	5 05	3 05	1 05	11 05	9 05	7 15	5.36	**Golf Junction**	8 15	10 22	12 20	2 20	4 20	6 20	10 20
7 22	5 22	3 22	1 22	11 22	9 22	7 32	10.71	Lents Junction	8 00	10 05	12 05	2 05	4 05	6 05	10 05
7 35	5 35	3 35	1 35	11 35	9 35	7 42	14.43	Jenne	7 47	9 53	11 53	1 53	3 53	5 53	9 53
7 40	5 40	3 40	1 40	11 40	9 40	7 45	14.96	arr. **Linnemann** lve.	7 45	9 49	11 49	1 49	3 49	5 49	9 49
7 40	5 50	3 50	1 50	11 50	9 50	7 45	0	lve. **Linnemann** arr.	7 40	9 38	11 38	1 38	3 38	5 38	7 38
7 53	6 03	4 03	2 03	12 03	10 03	7 58	19.80	Fairview	7 30	9 25	11 25	1 25	3 25	5 25	7 25
8 00	6 10	4 10	2 10	12 10	10 10	8 05	21.91	arr. **Troutdale** lve.	*7 25	*9 20	*11 20	*1 20	*3 20	*5 20	*7 20
7 40	5 40	3 40	1 40	11 40	9 40	7 45	0	lve. **Linnemann** arr.	7 45	9 49	11 49	1 49	3 49	5 49	9 49
7 45	5 45	3 45	1 45	11 45	9 45	7 50	17.23	Gresham	7 37	9 45	11 45	1 45	3 45	5 45	9 45
7 53	5 53	3 53	1 53	11 53	9 53	7 58	20.84	Anderson	7 27	9 32	11 32	1 32	3 32	5 32	9 32
7 58	5 58	3 58	1 58	11 58	9 58	8 03	22.80	Boring	7 22	9 27	11 27	1 27	3 27	5 27	9 27
8 05	6 05	4 05	2 05	12 05	10 05	8 10	26.31	Barton	7 14	9 19	11 19	1 19	3 19	5 19	9 19
8 13	6 13	4 13	2 13	12 13	10 13	8 18	29.48	Eagle Creek	7 07	9 12	11 12	1 12	3 12	5 12	9 12
8 26	6 26	4 26	2 26	12 26	10 26	8 31	34.71	Estacada	6 55	9 00	11 00	1 00	3 00	5 00	9 00
8 35	6 35	4 35	2 35	12 35	10 35	8 40	37.51	**Cazadero**	*6 45	*8 45	*10 45	*12 45	*2 45	*4 45	*8 45
P M	P M	P M	P M	Noon	A M	A M	.....	[Arrive / Leave	A M	A M	A M	Noon	P M	P M	P M

Additional Trains—Leave Gresham for Portland †5 45, †6 30, *8 45 a.m., *2 45, *4 45, *6 45 p.m. Leave Troutdale for Linnemann †6 15, *8 15, *10 20 a.m., *2 20, *4 20, *6 20 p.m.

Connections.—At Portland—With S. P. Co., O. R. R. & N. Co., No. Pac. Ry., Astoria & Columbia River R.R.; Steamboats on Willamette and Columbia Rivers, and Ocean Steamers between Portland, Ore., and San Francisco, Cal. At Fairview—With O. R. R. & N. Co.

Trains marked * run daily; † daily, except Sunday.

American-Hawaiian Steamship Co.

(BONDED LINE)

TEHUANTEPEC ROUTE

OFFICES { No. 8 Bridge Street - - - - - - - - - - - NEW YORK, N.Y.
No. 310 Sansome Street - - - - - - - - SAN FRANCISCO, CAL.

GEO. S. DEARBORN, President, New York.
L. H. LAPHAM, Vice-President and Treasurer, "
H. E. D. JACKSON, Secretary, "
R. D. LAPHAM, Assistant Secretary and Treasurer, "

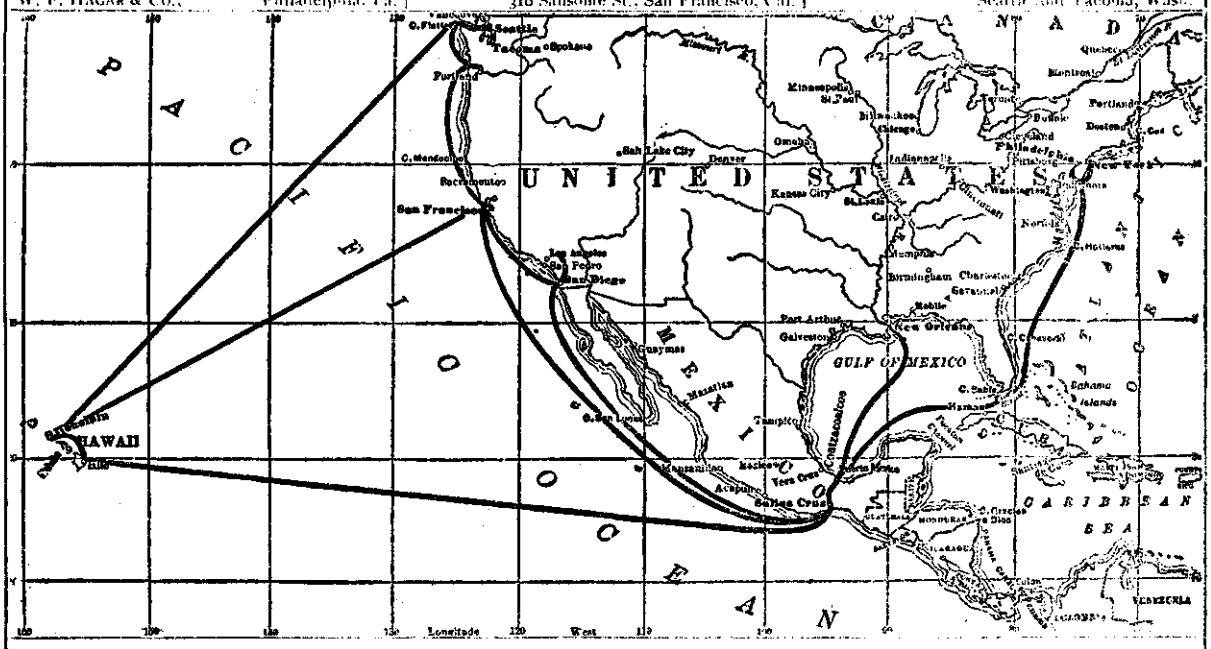
W. D. BURNHAM, Manager, New York.
J. D. TOMLINSON, Assistant to Manager. "
C. W. COOK, Pacific Coast Manager, San Francisco, Cal.
V. H. THUN, Auditor, New York.

TRAFFIC AGENCIES.

DEARBORN & LAPHAM, General Agents, 8 Bridge Street, New York.
W. F. HAGAR & Co., Philadelphia, Pa.

SAMUEL PRAY, Boston, Mass.
WILLIAMS, DIMOND & Co., General Agents for the Pacific Coast, 310 Sansome St., San Francisco, Cal.

SPRECKELS BROS. COMMERCIAL CO., Los Angeles and San Diego, Cal.
COOK & Co., Inc., Portland, Ore.
Seattle and Tacoma, Wash.



FLEET OF THE FOLLOWING NEW AMERICAN-BUILT STEAMERS:

S.S. "ALASKAN" ..... 12,000 Tons.	S.S. "HAWAIIAN" ..... 8,000 Tons.	S.S. "MISSOURIAN" ... 12,000 Tons.
S.S. "AMERICAN" ..... 8,000 "	S.S. "HONOLULAN" .... 8,000 "	S.S. "NEBRASKAN" ..... 5,000 "
S.S. "ARIZONAN" ..... 12,000 "	S.S. "ISTHMIAN" ..... 6,000 "	S.S. "NEVADAN" ..... 5,000 "
S.S. "CALIFORNIAN" .... 8,000 "	S.S. "KENTUCKIAN" .. 8,000 "	S.S. "OREGONIAN" ..... 8,000 "
S.S. "COLUMBIAN" ..... 12,000 "	S.S. "MEXICAN" ..... 12,000 "	S.S. "TEXAN" ..... 12,000 "
S.S. "GEORGIAN" ..... 8,000 "		S.S. "VIRGINIAN" ..... 12,000 "

SCHEDULE OF SAILINGS.—Subject to change and individual postponement without notice.

REGULAR WESTBOUND AND MEXICAN-ATLANTIC SOUTHBOUND FREIGHT SERVICE.

In connection with the Tehuantepec National Railway Co. From Pier No. 7, Bush Terminal, foot 41st St., South Brooklyn, N.Y.

STEAMERS	Sailing from New York	Arrival at Puerto Mexico	Arrivals by Connecting Steamers: San Diego	San Francisco	Portland	Seattle or Tacoma	Hawaiian Islands
S.S. TEXAN	January 1	January 9	January 27	January 31	February 12	February 14	February 28
S.S. AMERICAN	January 7	January 15	February 2	February 6	February 12	February 13	February 28
S.S. MASSACHUSETTS .	January 13	January 21	February 8	February 12	February 24	February 26	March 12
S.S. HAWAIIAN	January 19	January 27	February 14	February 18	February 24	February 26	March 12
S.S. CALIFORNIAN	January 25	February 2	February 20	February 24	March 8	March 12	March 24
S.S. OREGONIAN	January 31	February 8	February 26	March 2	March 8	March 10	March 24

Through Bills of Lading issued to San Diego, Los Angeles, San Francisco, Oakland, Sacramento, Stockton, Mare Island Navy Yard, Cal.; Portland, Ore.; Seattle, Tacoma and Bremerton Navy Yard, Wash.; Honolulu, Kahului, Port Allen and Hilo, H.I.

Connection made at Puerto Mexico and through Bills of Lading issued to all points on the Tehuantepec National Ry., Pan-American Ry. and Vera Cruz & Isthmus Ry., as well as to the principal ports on the West Coast of Mexico, Central and South America.

REGULAR EASTBOUND MEXICAN-PACIFIC SOUTHBOUND AND EASTBOUND EUROPEAN FREIGHT SERVICE.

STEAMER	Sailings from: Puget Sound on or about	Portland	San Francisco	San Diego	Arrival at Salina Cruz	Arrival at New York by Connecting Steamer from Puerto Mexico
RIVERSIDE	January 5	December 29	January 12	January 7	January 20	February 17
NEBRASKAN	January 17	January 10	January 24	January 17	February 1	March 1
PLEIADES	January 29	January 22	February 5	January 29	February 13	March 13

Cargo from Puget Sound and Portland subject to transshipment at San Francisco.

Through Bills of Lading issued from Seattle, Tacoma, Portland, San Francisco and San Diego to New York.

Connection made at Salina Cruz and through Bills of Lading issued to all points on the Tehuantepec National Ry., Pan American Ry., and Vera Cruz & Isthmus Ry. Also (by steamer direct from Puerto Mexico) to all the principal ports of Continental Europe and the United Kingdom.

REGULAR PUGET SOUND-HAWAIIAN ISLANDS FREIGHT SERVICE.

STEAMER	Sailings from Puget Sound	Arrival at Hawaiian Islands
MISSOURIAN	January 14	January 23
COLUMBIAN	January 22	January 31

Through Bills of Lading issued from Seattle and Tacoma to Honolulu, Kahului, Port Allen and Hilo.

REGULAR SAN FRANCISCO-HAWAIIAN ISLANDS FREIGHT SERVICE.

STEAMER	Sailings from San Francisco	Honolulu: Arrive	Honolulu: Depart	Arrive San Francisco
NEVADAN	January 15	January 23	January 29	February 6

Limited number of passenger accommodations on S.S. *Nevadan*.

Tonopah & Goldfield Railroad Co.

M. B. CUTTER, President and General Manager, Philadelphia, Pa.

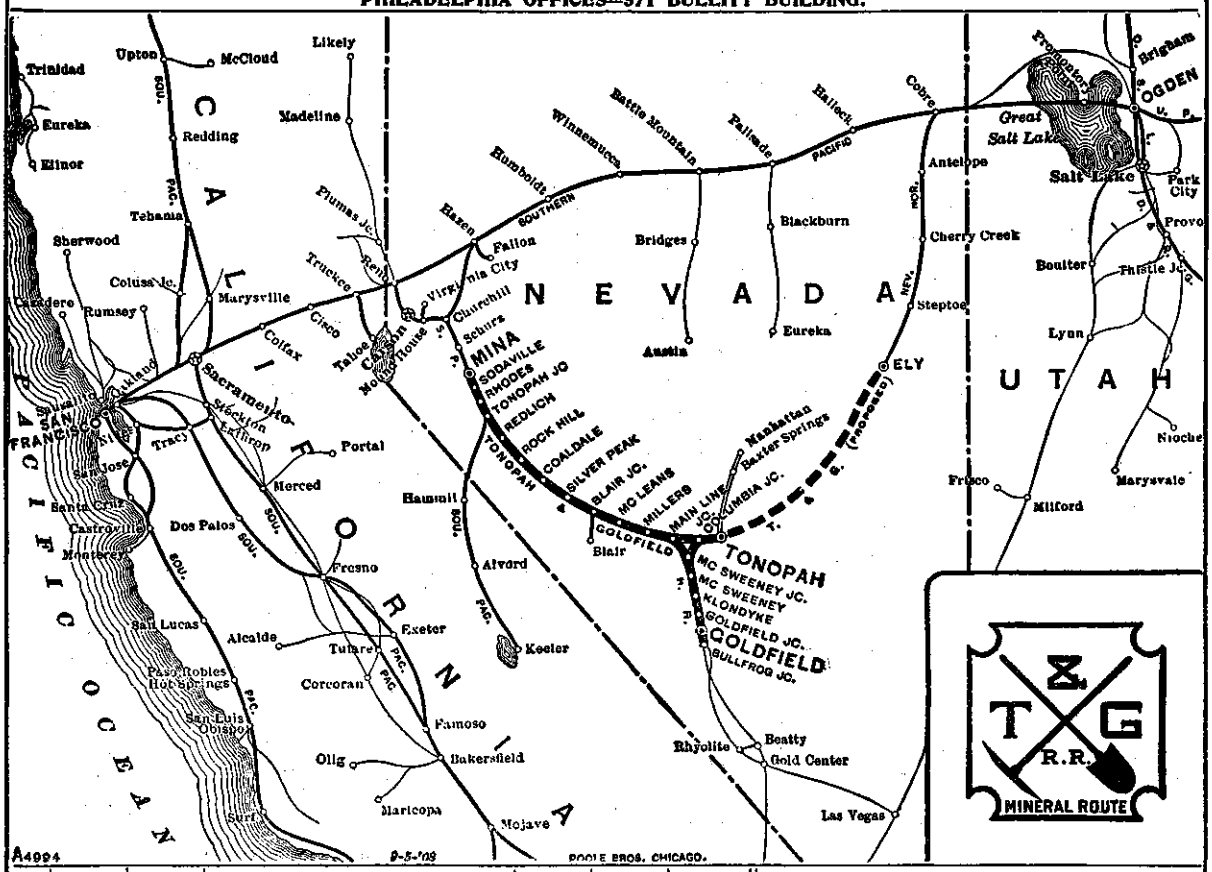
R. H. RUSHTON, 1st Vice-Prest. and Treasurer, Philadelphia, Pa.
JAMES S. AUSTIN, 2d Vice-President, "
WM. F. HENSHAW, Secretary, "
H. R. HANLIN, General Superintendent, Tonopah, Nev.
W. D. FORSTER, Traffic Manager, "

A. J. LYON, Auditor, Tonopah, Nev.
W. W. CHARLES, Assistant Treasurer, "
A. B. PHILLIPS, Superintendent of Motive Power, "
F. T. MOORE, Trainmaster, "
F. T. ARMISTEAD, Engineer Maintenance of Way, "

GENERAL AGENTS.

H. R. GRIER, Goldfield, Nev.
MATT. CLARKE, Sheldon Building, 461 Market Street, San Francisco, Cal.

PHILADELPHIA OFFICES—571 BULLITT BUILDING.



	No. 7-8	No. 23	Ms.	November 3, 1909.	No. 24	No. 1-2
				(Pacific time.)		
	*4 40 P M	*7 30 A M	0	lve. Goldfield arr.	1 15 P M	9 30 A M
	5 05 "	7 55 "	12	Klondyke	12 42 Noon	9 05 "
	5 28 "	8 17 "	23	McSweeney	12 24 "	8 45 "
	6 00 P M	8 51 "	31	arr. Tonopah lve.	12 05 Noon	*8 20 A M
		9 01 "	31	lve. Tonopah arr.	11 55 A M	
		9 30 "	44	Millers	10 50 "	
		9 55 "	56	McLeans	10 30 "	
		10 15 "	63	Blair Junction	10 15 "	
		10 22 "	66	Silver Peak	10 07 "	
		10 33 "	71	Coaldale	9 51 "	
		10 53 "	78	Rock Hill	9 35 "	
		11 16 "	84	Redlich	9 25 "	
		11 35 A M	91	Tonopah Junction	8 52 "	
		1 02 P M	100	arr. Mina lve.	*9 25 "	
		1 12 "	102	lve. (Mountain time) arr.	9 05 "	
		6 10 "	228	arr. Hazen lve.	3 40 A M	
		7 30 P M	274	arr. Reno lve.	12 50 Night	

S.P. No. 4	S.P. No. 10	S.P. No. 2	(Pacific time.)	S.P. No. 3	S.P. No. 1	S.P. No. 5
10 20 P M	9 55 A M	9 50 P M	lve. Reno arr.	2 45 A M	8 00 A M	9 20 A M
5 35 P M	7 10 A M	2 10 P M	arr. Ogden (Mount. time) lve.	6 40 A M	4 10 P M	4 20 P M
7 40 P M	8 20 A M	2 50 P M	lve. Ogden arr.	5 45 A M	3 50 P M	
6 50 P M	8 20 A M	5 05 P M	arr. Salt Lake lve.	11 30 P M	2 25 P M	
7 10 P M	9 30 A M	11 35 A M	arr. Denver lve.	7 30 A M	7 05 P M	
9 30 A M	5 45 P M	11 59 P M	arr. Omaha (Central time) lve.	4 00 P M	7 20 A M	
6 45 A M	8 30 A M	12 45 Noon	arr. Chicago lve.	10 45 P M	7 00 P M	

		No. 23	(Pacific time.)	No. 24	
		3 20 A M	arr. Roseville Junction lve.	3 50 P M	
		4 05 A M	Sacramento	3 10 P M	
		7 11 A M	Oakland	11 52 A M	
		7 48 A M	arr. San Francisco lve.	11 20 A M	

Trains marked * run daily.

ROUTE FREIGHT AND PASSENGERS via SOUTHERN PACIFIC AND MINA, NEVADA.

The Original and Most Direct Route to the Gold and Silver Belt of Southern Nevada.

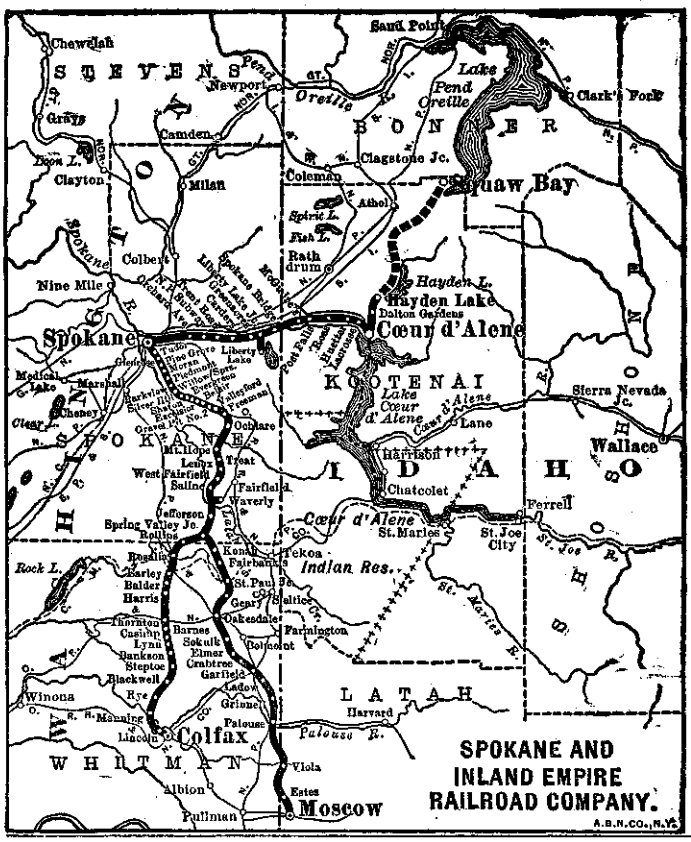
Through passenger service from and to San Francisco and all intermediate California and Nevada points without change of cars. Pullman Standard Sleepers, Dining Cars and modern reclining Chair Cars on all through trains.

Close connections with Southern Pacific Company at Hazen, thus reaching all important cities and towns, East, West, North and South.

Pacific time, except at Salt Lake City, Ogden, Hazen and Mina, where *Mountain time* is used.

SPOKANE & INLAND EMPIRE RAILROAD CO.

INLAND EMPIRE SYSTEM



(Operated by Steam and Electricity.)

JAY P. GRAVES, President, Spokane, Wash.
A. L. WHITE, 1st Vice-President, Spokane, Wash.
WALDO G. PAINE, 2d Vice-Prest. and Traf. Mgr., Spokane, Wash.
CLYDE M. GRAVES, General Manager, "
W. G. DAVIDSON, Secretary, "
H. B. FERRIS, Treasurer and Comptroller, "
I. A. FEDERSEN, Auditor of Receipts—In charge of Freight Claims, "
E. B. BIRD, Auditor of Disbursements, "
A. M. LUPFER, Chief Engineer, "
GRAVES, KIZER & GRAVES, Gen. Counsel, "
F. M. McKEON, Traveling Fht. and Pas. Agt., "
J. B. INGERSOLL, Chief Electrical Engineer, "
R. C. BOWDISH, Superintendent, "
C. L. RANKSON, Purchasing Agent, "
A. SOUTHERN, Car Accountant, "

EXPLANATION OF SIGNS.

Trains marked * run daily.
† Daily, except Sunday.
+ Coupon stations; ♂ Telegraph stations.
⊙ Telephone stations.

CONNECTIONS.

[1] With Cœur d'Alene & St. Joe Transportation Co.
[2] With Northern Pacific Ry.
[3] With Idaho & Washington Northern Ry.
[4] With Northern Pacific Ry., Great Northern Ry., Oregon R.R. & Navigation Co. and Spokane International (Canadian Pacific Ry.).
[5] With Washington, Idaho & Montana Ry. and Northern Pacific Ry.
[6] With Northern Pacific Ry. and Oregon R.R. & Navigation Co.

CŒUR D'ALENE DIVISION.

21	19	17	15	13	11	9	7	5	3	1	Mls	September 19, 1909.	2	4	6	8	10	12	14	16	18	20	22
P M	.....	P M	P M	.....	P M	A M	A M	A M	.....	A M	....	LEAVE (Pacific time.) ARRIVE	A M	.....	A M	A M	A M	P M	.....	P M	.....	P M	Night
*7 00	.....	*5 30	*3 25	.....	*1 15	*11 15	*10 30	*8 57	.....	*6 40	0	+.....Cœur d'Alene[1].....⊙	7 48	.....	9 33	10 00	11 53	2 20	.....	5 20	.....	7 35	12 35
7 04	.....	5 34	3 29	.....	1 19	- -	10 34	9 01	.....	6 44	1.5	.....Gibbs.....⊙	7 43	.....	9 29	- -	11 49	2 17	.....	5 15	.....	7 32	12 32
7 08	.....	5 38	3 33	.....	1 23	- -	10 38	9 05	.....	6 48	3.5	.....Huetter[2].....⊙	7 39	.....	9 25	- -	11 45	2 13	.....	5 11	.....	7 28	12 28
7 13	.....	5 42	3 38	.....	1 28	- -	10 42	9 10	.....	6 53	6.0	.....Ross.....⊙	7 35	.....	9 21	- -	11 41	2 09	.....	5 07	.....	7 24	12 24
7 19	.....	5 48	3 43	.....	1 34	11 29	10 48	9 16	.....	6 58	8.5	+.....Post Falls.....⊙	7 30	.....	9 16	9 46	11 36	2 04	.....	5 02	.....	7 18	12 19
7 23	.....	5 52	3 45	.....	1 37	- -	10 52	9 20	.....	7 02	10.1	.....McGuires[3].....⊙	7 26	.....	9 12	- -	11 32	2 00	.....	4 58	.....	7 14	12 15
7 31	P M	6 00	3 54	P M	1 45	- -	11 00	9 28	A M	7 09	13.5	+.....Spokane Bridge.....⊙	7 18	A M	9 04	- -	11 23	1 52	P M	4 50	P M	7 06	12 08
.....	*6 10	.....	.....	*2 10	.....	.....	.....	.....	*7 55	.....	16.7	lve....+Liberty Lake⊙....arr.	.....	7 50	.....	.....	.....	.....	2 04	.....	8 04	.....	.....
7 42	6 22	6 11	4 05	2 22	1 55	- -	11 12	9 39	8 06	7 20	19.1	+.....Greenacres.....⊙	7 07	7 39	8 53	- -	11 12	1 41	1 53	4 39	6 53	6 55	11 57
7 46	6 26	- -	4 09	2 26	- -	- -	11 16	9 43	8 10	7 24	21 0	.....Carders.....⊙	7 03	7 35	8 49	- -	11 08	- -	1 49	4 35	6 49	6 51	11 53
7 50	6 30	- -	4 13	2 30	- -	- -	11 20	9 47	8 14	7 28	23.0	.....Trent Road.....	6 59	7 31	8 45	- -	11 04	- -	1 45	4 29	6 45	6 47	11 49
7 53	6 33	- -	4 16	2 33	- -	- -	11 24	9 50	8 17	7 31	24.6	.....N. P. Subway.....	6 56	7 26	8 41	- -	11 01	- -	1 42	4 26	6 42	6 45	11 46
7 55	6 35	- -	4 18	2 35	- -	- -	11 26	9 52	8 19	7 33	25.2	.....Woodwards.....	6 54	7 24	8 39	- -	10 59	- -	1 40	4 24	6 40	6 41	11 43
7 58	6 38	- -	4 21	2 38	- -	- -	11 29	9 55	8 22	7 36	26.2	.....Orchard Avenue.....⊙	6 51	7 21	8 36	- -	10 56	- -	1 37	4 21	6 37	6 38	11 41
8 00	6 40	- -	4 24	2 40	- -	- -	11 31	9 57	8 24	7 38	27.0	.....Park Avenue.....	6 49	7 19	8 34	- -	10 54	- -	1 35	4 19	6 35	6 35	11 39
8 20	7 00	6 45	4 45	3 00	2 25	12 15	11 50	10 15	8 43	7 58	32.5	arr.....+Spokane[4]⊙.....lve.	*6 30	*7 00	*8 15	*9 00	*1035	*1 10	*1 15	*4 00	*6 15	*6 15	*11 20
P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	A M	....	(Lincoln Street.⊙)	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	P M

INLAND DIVISION.

21	19	17	15	13	11	9	7	5	3	1	Mls	September 19, 1909.	2	4	6	8	10	12	14	16	18	20	22
P M	P M	P M	P M	P M	Noon	Noon	A M	A M	A M	A M	....	LEAVE (Pacific time.) ARRIVE	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M
*6 15	*5 15	*6 05	*3 20	*1 00	*1250	*1220	*1027	*8 15	*8 10	*7 55	0	+.....Spokane[4].....♂	7 48	10 07	10 42	11 05	12 10	2 58	3 12	5 25	6 07	7 40	7 58
6 50	5 53	5 37	3 55	1 35	- -	12 52	11 02	8 50	- -	8 27	12.4	+.....Kiesling.....♂	7 11	9 30	- -	10 29	11 35	- -	- -	2 50	5 29	- -	7 20
7 01	6 03	5 45	4 06	1 45	- -	1 00	11 12	9 00	- -	8 35	16.8	+.....Valleyford.....♂	7 00	9 20	- -	10 19	11 25	- -	- -	2 40	5 20	- -	7 10
7 05	6 08	- -	4 10	1 50	- -	1 06	11 17	9 05	- -	8 40	19.3	+.....Freeman.....♂	6 55	*9 15	- -	10 14	*1120	- -	2 28	*2 35	*5 15	- -	7 05
7 16	6 19	6 00	P M	P M	- -	1 16	A M	A M	- -	8 51	25.2	+.....Mount Hope.....♂	6 43	A M	- -	10 02	A M	- -	2 18	P M	P M	- -	6 54
7 33	6 38	6 14	.....	.....	- -	1 32	.....	.....	- -	9 08	34.1	+.....Waverly.....♂	6 26	.....	- -	9 45	.....	- -	1 59	.....	.....	- -	6 38
7 45	6 50	6 25	.....	.....	2 10	1 45	.....	.....	9 32	9 20	40.1	arr....+Spring Valley.♂..lve.	*6 13	.....	*9 20	*9 32	.....	1 35	*1 45	.....	.....	6 15	*6 25
.....	.....	6 52	.....	.....	2 37	.....	.....	.....	9 59	.....	53.2	lve.....+Oakesdale♂....lve.	.....	.....	.....	8 53	.....	1 08	.....	.....	.....	.....	5 58
.....	.....	7 15	.....	.....	3 00	.....	.....	.....	10 22	.....	65.0	+.....Garfield.....♂	.....	.....	.....	8 29	.....	12 44	.....	.....	.....	.....	5 34
.....	.....	7 40	.....	.....	3 25	.....	.....	.....	10 47	.....	75.9	.....+Palouse[5]♂.....	.....	.....	.....	8 05	.....	12 20	.....	.....	.....	.....	5 10
.....	.....	8 10	.....	.....	3 55	.....	.....	.....	11 17	.....	90.4	arr.....Moscow[6].....lve.	.....	.....	.....	*7 35	.....	*1150	.....	.....	.....	.....	*4 40
7 57	7 02	P M	.....	.....	P M	1 57	.....	.....	A M	9 32	45.8	+.....Rosalia.....♂	*6 00	.....	9 18	A M	.....	A M	1 32	.....	.....	6 02	P M
8 18	P M	.....	.....	.....	.....	2 18	.....	.....	.....	9 51	55.3	+.....Thornton.....♂	A M	.....	9 00	.....	.....	.....	1 14	.....	.....	5 44	.....
9 00	.....	.....	.....	.....	.....	3 00	.....	.....	.....	10 35	76.7	+.....Colfax.....♂	.....	.....	*8 15	.....	.....	.....	*1230	.....	.....	*5 00	.....
P M	.....	.....	.....	.....	.....	P M	.....	.....	.....	A M	....	ARRIVE LEAVE	.....	.....	A M	.....	.....	.....	Noon	.....	.....	P M	.....

HAYDEN LAKE DIVISION—Trains leave +**Hayden Lake** †6 55, *8 25, *10 40 a.m., *2 55, *6 10 p.m., arriving Cœur d'Alene 7 15, 8 45, 11 00 a.m., 3 15, 6 50 p.m. Returning, leave Cœur d'Aene †6 30, *8 00, *10 15 a.m., *2 50, *5 50 p.m., arriving Hayden Lake 6 50, 8 20, 10 35 a.m., 2 50, 5 50 p.m.

CŒUR D'ALENE & ST. JOE TRANSPORTATION COMPANY.—Steamer *Idaho* leaves Cœur d'Alene *10 00 a.m., connecting with 9 00 a.m. train from Spokane, and O. R.R. & N. train at Harrison for Wallace. Returning, leave Harrison *9 30 a.m., and connects at Cœur d'Alene with train for Spokane. Steamer *Spokane* leaves Cœur d'Alene †8 00 a.m. for Harrison, St. Joe and Ferrell. Returning, arrives Cœur d'Alene †6 30 p.m. Steamer *Colfax* leaves Cœur d'Alene †2 20 p.m. for Harrison, St. Joe and Ferrell. Returning, arrives Cœur d'Alene †12 00 noon.

STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. CHICAGO. ST. LOUIS.

LAS VEGAS & TONOPAH R.R.

J. ROSS CLARK, President, Los Angeles, Cal.
C. O. WHITTEMORE, Vice-President, "
W. H. COMSTOCK, Secretary, "
E. W. GILLETT, Traffic Manager, "
E. C. RANKIN, Treasurer, "
J. Q. GOSS, Jr., Auditor, "
F. M. GRACE, Superintendent, Las Vegas, Nev.
ARTHUR MAGUIRE, Chief Engineer, "
C. E. REDMAN, General Agent, Goldfield, Nev.
W. E. WOODWARD, City Freight and Passenger Agent, "

No. 11	Mls.	October 25, 1909.	No. 10
		(Via Salt Lake Route.)	
8 00 P M		lve. Los Angeles, Cal. arr.	8 00 A M
9 25 A M		arr. Las Vegas, Nev. lve.	6 50 P M
8 15 P M		lve. Salt Lake City, Utah arr.	11 50 A M
9 20 A M		arr. Las Vegas, Nev. lve.	8 20 P M
*9 50 A M	0	lve. Las Vegas[1] ♁ arr.	5 15 P M
10 25 "	15.2	Tule	4 41 "
10 42 "	23.2	Corn Creek ♁	4 26 "
11 42 A M	43.6	Indian Spring	3 46 "
12 15 Noon	59.4	Charleston	3 15 "
12 45 Noon	74.5	Amargosa ♁	2 51 "
1 36 P M	100.0	Rosewell	1 36 P M
2 10 "	116.1	Gold Center	12 55 Noon
2 20 "	118.4	Beatty ♁	12 45 "
2 48 "	123.4	Rhyolite ♁	12 29 "
2 52 "	126.6	Original	12 00 Noon
3 16 "	132.4	Mud Spring ♁	11 44 A M
3 40 "	144.2	Midway	11 16 "
4 02 "	155.5	Bonnie Claire ♁	10 53 "
4 28 "	168.8	Wagner	10 25 "
4 42 "	175.6	Stonewall	10 09 "
4 52 "	179.9	Ralston ♁	9 58 "
5 46 "	193.1	Red Rock	9 43 "
6 00 P M	196.9	arr. Goldfield[2] ♁ lve.	*9 30 A M
		(Via Tonopah & Goldfield R.R.)	
*7 30 A M	0	lve. Goldfield, Nev. arr.	9 30 A M
8 51 A M	28	arr. Tonopah, Nev. lve.	*8 20 A M

The Shortest Line and Finest Service

BETWEEN THE

GREAT NEVADA MINERAL DISTRICTS and EASTERN POINTS

Salt Lake City and Southern California

Pullman Buffet Sleepers and Chair Cars in Operation

Stages from Amargosa to Johnnie Camp.

Connections.—[1] With S. P. L. A. & S. L. R.R., in Union Depot. [2] With Tonopah & Goldfield R.R.

Trains marked * run daily. ♁ Telegraph stations. *Pacific time.*

Golden Dreams Come True in Nevada

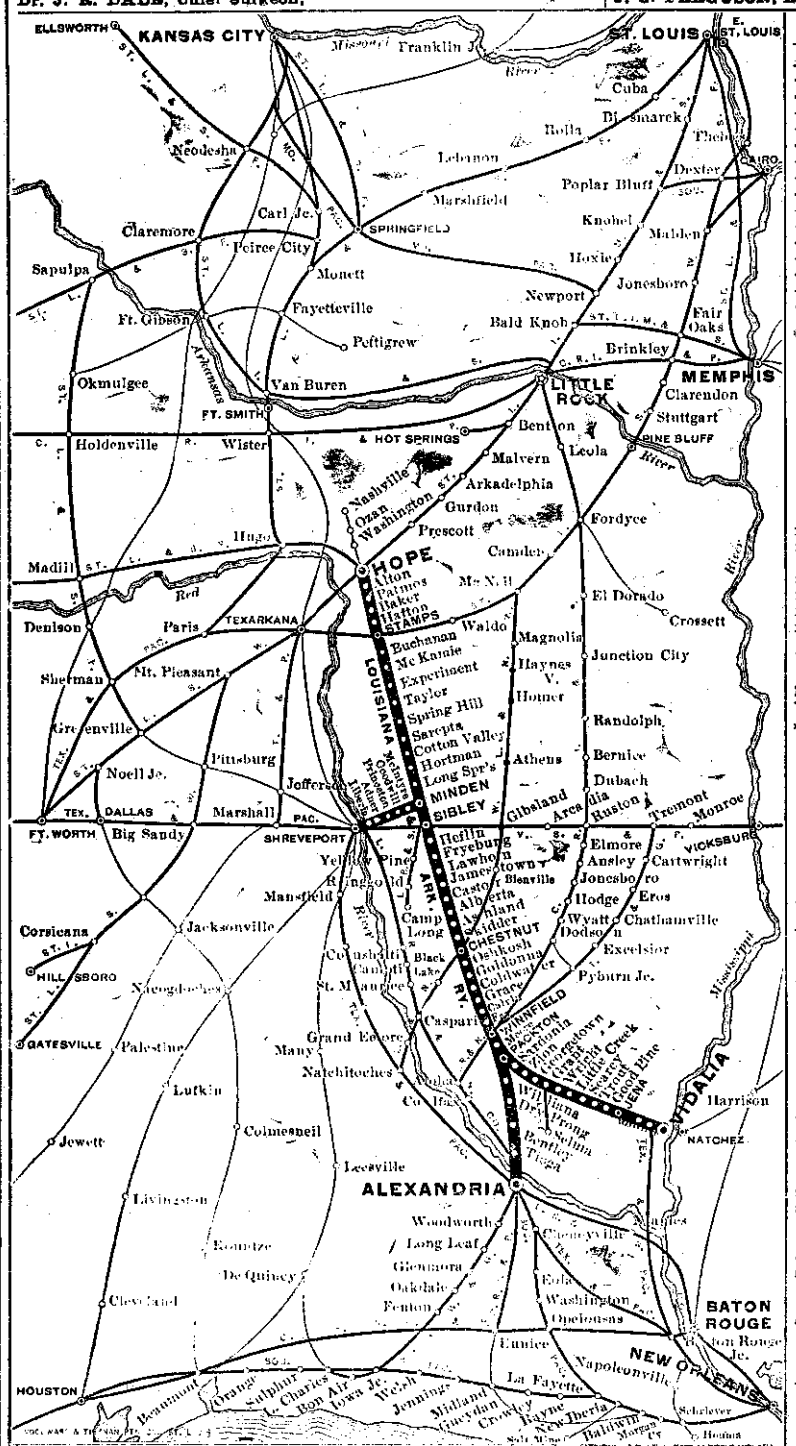
Your Opportunity is as Good as Your Neighbors'. Add to Your Pleasure when Going to Nevada by Traveling Over the Salt Lake Route and Las Vegas & Tonopah R.R., the Direct Line from Salt Lake City

LOUISIANA & ARKANSAS RAILWAY.

WM. BUCHANAN, President, Texarkana, Ark.

F. H DRAKE, Vice-President, Minden, La
W. R. GRIM, Vice-President, Texarkana, Tex.
J A. BUCHANAN, Treasurer, Texarkana, Ark.
F S CARROLL, Auditor, "
B. S. ATKINSON, Gen. Freight and Passenger Agent, "
HENRY MOORE, General Attorney, "
Dr. J. R. DALE, Chief Surgeon, "

E. R. PORTER, Assistant to President, Texarkana, Ark
J. A. BUCHANAN, Secretary, Stamps, Ark.
F. W. GREEN, General Superintendent, "
T. A. BROWN, Superintendent Motive Power, "
W. H. VANCE, Division Engineer, "
H. WINBORN, Roadmaster, "
J. G. FERGUSON, Land Agent, Minden, La.



MAIN LINE.

3	1	Mls	*January* 1, 1910.	2	4
.....	A M	.....	LEAVE] [ARRIVE	P M	.....
.....	*8 10	0	+.....**Hope**[1].....ȣ	3 15	.....
.....	– –	6.3	.....Coler.....	– –	.....
.....	8 39	14.6	.....Baker.....	2 43	.....
.....	8 55	22.8	arr.. + **Stamps**[2] ȣ..lve.	2 25	.....
.....	9 10	22.8	lve.... **Stamps**....arr.	2 25	.....
.....	– –	23.2	.....Buchanan.....	– –	.....
.....	9 25	29.5	.....McKamie.....	2 08	.....
.....	9 38	33.6	.....Experiment.....	1 55	.....
.....	9 57	41.1	.....**Taylor**.....ȣ	1 40	.....
.....	10 13	47.7	.....Spring Hill....ȣ	1 25	.....
.....	10 33	55.5	.....Sarepta.....ȣ	1 07	.....
.....	10 47	61.1	.....Cotton Valley...ȣ	12 54	.....
.....	11 04	67.7	.....Hortman.....	12 39	.....
.....	11 23	73.5	.....Long Springs.....	12 26	.....
A M	11 30	78.3	arr.. + **Minden** ȣ..lve.	12 15	P M
*7 35	11 54	78.3	lve.... **Minden**....arr.	11 54	6 20
7 46	‖1207	83.2	+..... **Sibley**[3] .....ȣ	11 44	6 09
8 00	12 23	89.2	.....Heflin	11 30	5 57
8 07	12 32	92.6	.....Fryeburg	11 22	5 50
8 14	12 40	95.6	.....Lawhon.....	11 16	5 43
8 19	12 46	98.0	.....Jamestown.....	11 11	5 38
8 35	1 04	105.0	..... Castor .....ȣ	10 56	5 23
8 38	1 07	106.3	.....Alberta.....ȣ	10 53	5 20
8 56	1 28	114.3	..... Ashland .....ȣ	10 35	5 09
9 13	1 47	122.2	.....**Chestnut**[4]....ȣ	10 18	4 47
9 30	2 08	129.7	..... Goldonna .....ȣ	10 02	4 30
9 50	2 31	138.9	..... Calvin	9 38	4 10
10 10	2 55	147.8	+ .... **Winnfield**[5] ...ȣ	9 15	3 50
10 33	3 20	156.9	.....Packton.. ...ȣ	8 48	3 20
10 55	3 42	166.0	.....Williana.....	8 27	2 58
11 12	4 00	174.0	.....Dry Prong.....ȣ	8 09	2 40
11 2	4 12	179.0	.....Bentley.....	7 58	2 28
11 45	4 35	187.7	.....Tioga.....ȣ	7 35	2 05
12 01	4 50	194.0	+....**Alexandria**[6]...ȣ	*7 20	*1 50
Noon	P M	.....	ARRIVE] [LEAVE	A M	P M

SHREVEPORT DIVISION.

203	201	Mls	*January* 1, 1910.	204	202
P M	Noon	....	LEAVE] [ARRIVE	A M	A M
*6 30	‖1225	0	..... **Minden**.....	7 25	11 24
6 31	12 21	0.5	...Shreveport Junction...	7 24	11 23
6 45	12 33	4 8	.....McIntyre.....	7 12	11 10
6 57	12 45	8 8	.....Goodwill.....	7 02	11 00
7 13	1 00	14.5	.....Princeton.....	6 45	10 44
7 27	1 14	9 2	.....Adner	6 33	10 32
7 37	1 25	23.0	.....Liberia.....	6 22	10 22
7 50	1 35	26.9	....L. & A. Junction....	6 10	10 10
7 58	1 43	28.9	.. Silver Lake Junction ..	6 02	10 02
8 00	1 45	29.7	..... **Shreveport**[7]	6 00	*1000
P M	P M	....	ARRIVE] [LEAVE	A M	A M

JENA BRANCH.

101	Mls	*January* 1, 1910.	102	
P M	....	LEAVE] [ARRIVE	A M	....
*255	0	..... **Winnfield**[5] ....ȣ	9 00	....
3 20	9.7	.....Packton. .....ȣ	8 25	....
3 52	21.3	.....**Georgetown**[8]...ȣ	8 03	....
– –	....	..... **Grant**[9].....	– –	....
4 23	33.1	.....Searcy.....ȣ	7 38	....
4 30	36.2	+.....Trout.....ȣ	7 27	....
4 35	37.7	.....Good Pine.....	7 20	....
4 40	38.7	+..... **Jena**.....ȣ	*7 15	....
P M	....	ARRIVE] [LEAVE	A M	....

CONNECTIONS.

[1] At **Hope** — With St. Louis, Iron Mountain & Southern Ry., St. Louis & San Francisco R.R. and Arkansas & Louisiana Ry.

[2] At **Stamps**—With St. Louis South-western Ry.

[3] At **Sibley**—With Vicksburg, Shreveport & Pacific R.R. and Shreveport, Alexandria & South-western Ry

[4] At **Chestnut**—With Louisiana & Northwest R.R.

[5] At **Winnfield**—With Chicago, Rock Island & Pacific Ry., Louisiana Ry. & Navigation Co. and Tremont & Gulf R.R.

[6] At **Alexandria**—With Texas & Pacific Ry., St. Louis, Iron Mountain & Southern Ry., St. Louis, Watkins & Gulf Ry., Louisiana Ry. & Navigation Co. and Southern Pacific Co.

[7] At **Shreveport**—With Houston & Shreveport R R., Kansas City Southern Ry., Louisiana Ry. & Nav. Co., Missouri, Kansas & Texas Ry., St. Louis South-western Ry., Texas & Pacific Ry. and Vicksburg, Shreveport & Pacific Ry.

[8] At **Georgetown**—With St. Louis, Iron Mountain & Southern Ry.

[9] At **Grant**—With Louisiana Ry.

EXPLANATION OF SIGNS.

Trains marked * run daily. ‖ Meals.
+ Coupon stations; ȣ Telegraph stations.

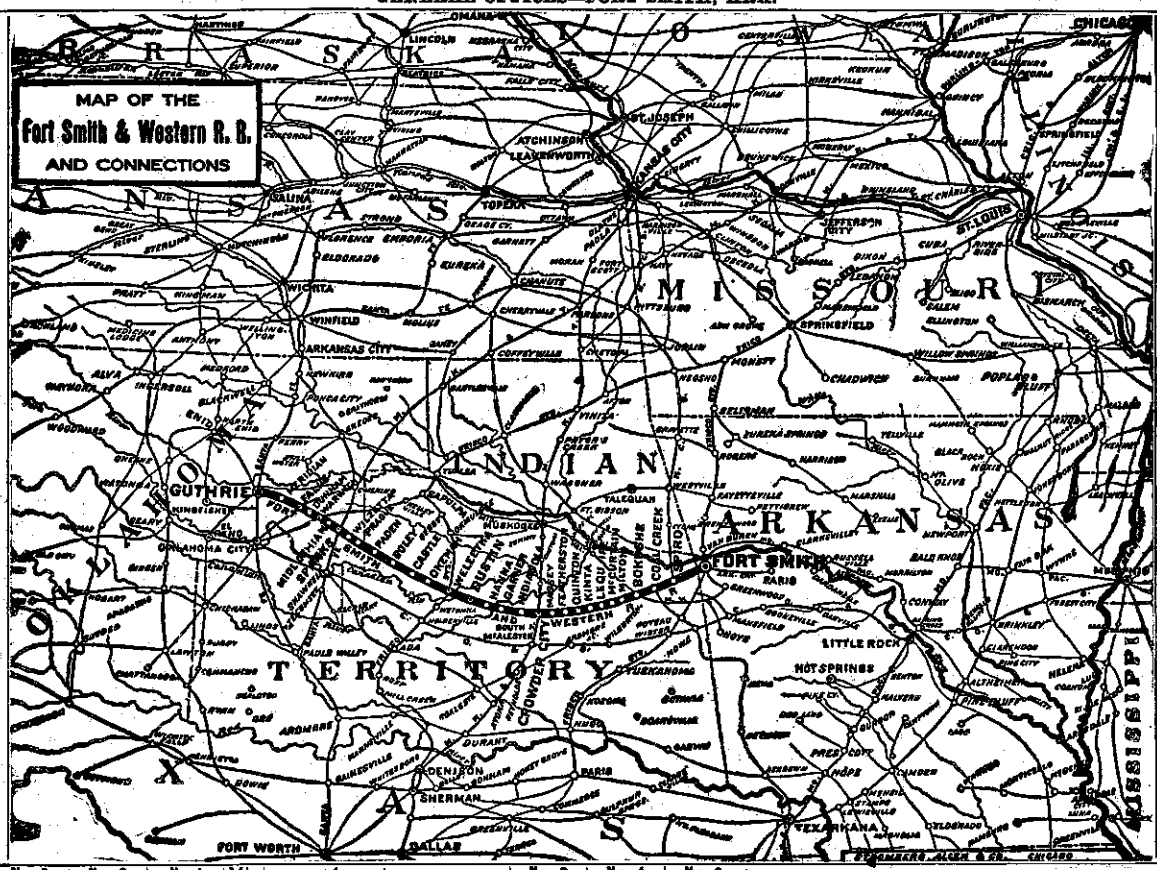
STANDARD—*Central time.*

FORT SMITH & WESTERN RAILROAD CO.

A. C. DUSTIN, President and Treasurer, Cleveland, O.
W. E. CRANE, Vice-Prest., 304 Lincoln Trust Bldg, St. Louis, Mo.
H. A. HASELTON, Secretary, Cleveland, O.
W. M. BUSHNELL, General Manager, Fort Smith, Ark.
H. B. HERENDEEN, Auditor, "
J. D. PHELPS, Assistant Treasurer, "
C. E. WARNER, General Solicitor, "

J. J. GIBSON, Gen. Freight and Passenger Agt., Fort Smith, Ark.
B. F. BECKMAN, Superintendent, "
GEORGE P. GOODRICH, Master Mechanic, "
C. B. WADE, Train Master, "
R. L. SPENCER, Gen. Agt., 308 Merchants-Laclede Bldg, St. Louis, Mo.
A. C. HIXON, General Agent, El Reno, Okla.
E. W. GREEN, Purchasing Agent, Fort Smith, Ark.

GENERAL OFFICES—FORT SMITH, ARK.



No. 5	No. 3	No. 1	Mls.	August 3, 1909.	No. 2	No. 4	No. 6
.....	*3 50 P M	*8 45 A M	0	lve....+ **Fort Smith**[1] ♂..arr.	7 00 P M	11 20 A M	.....
.....	4 55 "	9 42 "	20.0	..... **Coal Creek**[2] ..... ♂	5 55 "	10 15 "	.....
.....	5 12 "	9 58 "	27.3	+..... **Bokoshe**[3] ..... ♂	5 38 "	9 58 "	.....
.....	5 23 "	10 10 "	31.8	..... Milton	5 23 "	9 46 "	.....
.....	5 38 "	10 23 "	38.0	+..... McCurtain ..... ♂	5 10 "	9 32 "	.....
.....	5 42 "	10 37 "	39.3	..... Panther	5 04 "	9 20 "	.....
.....	6 00 "	10 55 "	47.0	..... LeQuire	4 47 "	9 03 "	.....
.....	6 17 "	11 13 "	54.7	..... Kinta ..... ♂	4 30 "	8 46 "	.....
.....	6 35 "	11 32 "	62.2	+..... Quinton ..... ♂	4 13 "	8 28 "	.....
.....	6 53 "	11 49 A M	69.9	..... Featherston ..... ♂	3 55 "	8 10 "	.....
.....	7 02 "	12 01 Noon	74.0	..... Blocker ..... ♂	3 45 "	7 58 "	.....
.....	7 12 "	12 10 "	78.5	..... Massey	3 35 "	7 45 "	.....
.....	7 25 "	‖12 24 "	83.0	arr..... + **Crowder**[4] ♂ ...lve.	3 25 "	7 35 "	.....
.....	7 25 "	12 50 Noon	83.0	lve..... **Crowder** .....arr.	3 25 "	7 35 "	.....
.....	7 46 "	1 08 P M	90.6	+..... Indianola ..... ♂	3 03 "	7 10 "	.....
.....	8 05 "	1 23 "	98.0	..... Hanna ..... ♂	2 41 "	6 52 "	.....
.....	8 31 "	1 50 "	108.7	+..... Dustin ..... ♂	2 21 "	6 26 "	.....
*5 55 A M	8 55 P M	2 13 "	118.2	+..... **Wolcetka**[5] ..... ♂	1 52 "	*6 05 A M	8 40 P M
6 09 "	.....	2 28 "	124.2	..... Clearview	1 36 "	.....	8 20 "
6 27 "	.....	2 46 "	131.8	+..... Okemah ..... ♂	1 16 P M	.....	8 00 "
6 41 "	.....	3 05 "	138.3	..... Castle ..... ♂	12 34 Noon	.....	7 43 "
6 57 "	.....	3 23 "	144.6	..... Boley ..... ♂	12 15 "	.....	7 24 "
7 10 "	.....	3 38 "	150.9	..... Paden ..... ♂	12 00 Noon	.....	7 11 "
7 30 "	.....	4 00 "	158.8	+..... Prague ..... ♂	11 38 A M	.....	6 53 "
7 44 "	.....	4 15 "	164.5	..... Wilzetta	11 18 "	.....	6 39 "
8 06 "	.....	4 35 "	172.0	+..... **Sparks**[6] ..... ♂	10 55 "	.....	6 20 "
8 26 "	.....	4 52 "	179.0	..... Midlothian ..... ♂	10 32 "	.....	5 59 "
8 43 "	.....	5 10 "	186.0	+..... **Warwick**[7] ..... ♂	10 15 "	.....	5 42 "
8 52 "	.....	5 25 "	189.5	..... Wellston ..... ♂	10 05 "	.....	5 26 "
9 03 "	.....	5 40 "	194.8	+..... **Fallis**[8] ..... ♂	9 52 "	.....	5 07 "
9 12 "	.....	5 50 "	199.0	..... Shiloh	9 42 "	.....	4 54 "
9 30 "	.....	6 07 "	204.7	+..... **Meridian**[9] ..... ♂	9 30 "	.....	4 40 "
10 05 A M	.....	6 45 P M	217.0	arr..... + **Guthrie**[10] ♂...lve.	*8 50 A M	.....	*4 10 P M
.....	**No. 19**	**No. 15**		**St. Louis, El Reno & Western Ry.**	**No. 16**	**No. 20**	.....
.....	*8 20 A M	*7 05 P M	217.0	lve..... **Guthrie**[10] .....arr.	8 45 A M	5 00 P M	.....
.....	9 08 "	7 23 "	223.9	..... Dutcher	8 25 "	4 50 "	.....
.....	9 22 "	7 35 "	228.0	..... Navina ..... ♂	8 15 "	4 12 "	.....
.....	10 00 "	7 55 "	236.0	..... Lockridge ..... ♂	7 55 "	3 40 "	.....
.....	10 40 "	8 17 "	244.0	..... Piedmont ..... ♂	7 35 "	3 06 "	.....
.....	11 00 "	8 28 "	249.0	..... Richland ..... ♂	7 24 "	2 52 "	.....
.....	11 20 "	8 40 "	255.0	..... Smithton	7 10 "	2 18 "	.....
.....	11 40 A M	8 55 P M	259.0	arr..... **El Reno**[11] ♂...lve.	*7 00 A M	*2 00 P M	.....

ST. LOUIS, EL RENO & WESTERN RAILWAY.

OFFICERS.

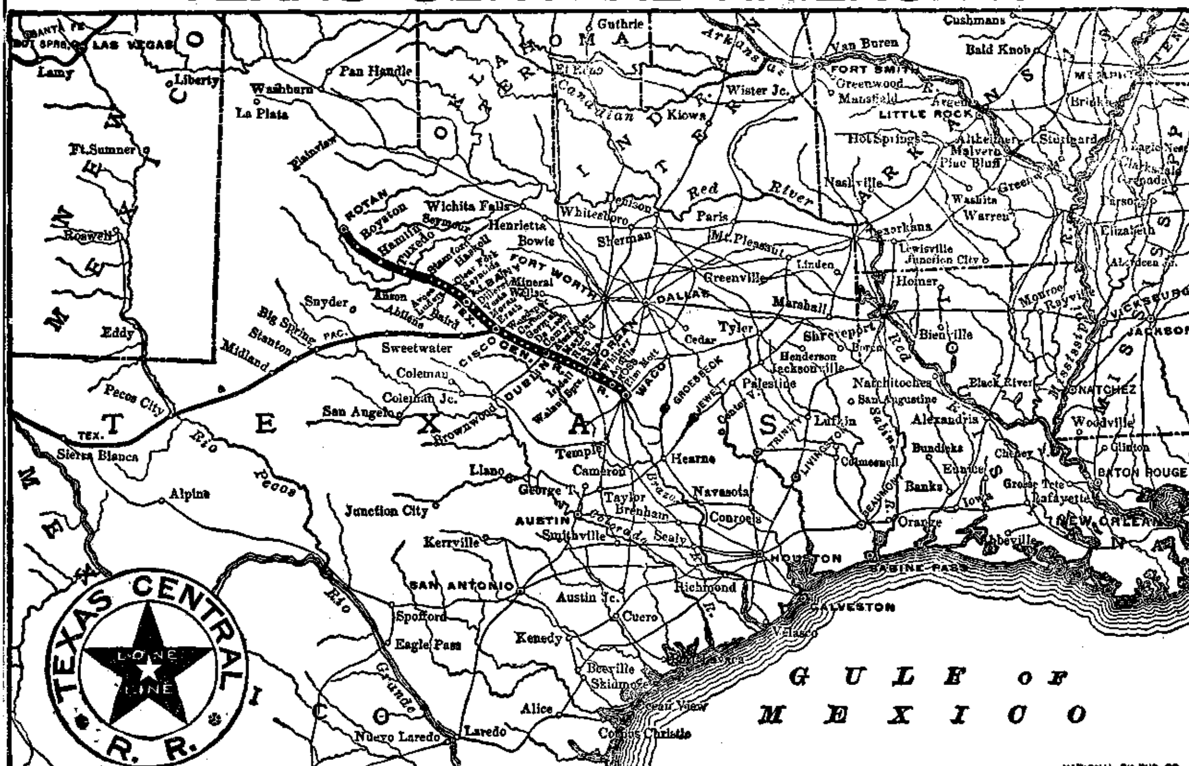
J. C. VAN RIPER, President, East St. Louis, Ill.
W. E. CRANE, Vice-President, 304 Lincoln Trust Bldg, St. Louis, Mo.
W. M. BUSHNELL, Gen. Manager, Fort Smith, Ark.
R. L. RINAMAN, Treasurer, East St. Louis, Ill.
LEWIS T. TUNE, Secretary, "
J. D. PHELPS, Assistant Treasurer, Fort Smith, Ark.
H. B. HERENDEEN, Auditor, "
C. E. WARNER, General Solicitor, "
J. J. GIBSON, General Freight and Passenger Agent, Fort Smith, Ark.
B. F. BECKMAN, Superintendent, "
GEORGE P. GOODRICH, Master Mechanic, "
C. B. WADE, Train Master, "
R. L. SPENCER, General Agent, 308 Merchants-Laclede Bldg, St. Louis, Mo.
A. C. HIXON, General Agent, El Reno, Okla.
E. W. GREEN, Purchasing Agent, Fort Smith, Ark.

* Daily. ‖ Meals.
\+ Coupon stations; ♂ Telegraph stations.
STANDARD—*Central time.*

CONNECTIONS.

[1] With Frisco System, Missouri Pacific Ry., Kansas City Southern Ry. and Arkansas Central R.R.
[2] With Kansas City Southern Ry.
[3] With Midland Valley R.R.
[4] With Missouri, Kansas and Texas Ry.
[5] With Frisco System.
[6] With Atchison, Topeka & Santa Fe Ry.
[7] With Frisco System.
[8] With Missouri, Kansas & Texas Ry.
[9] With Missouri, Kansas & Texas Ry.
[10] With Atchison, Topeka & Santa Fe Ry., Frisco System and Missouri, Kansas & Texas Ry.
[11] With Chicago, Rock Island & Pacific Ry

TEXAS CENTRAL RAILROAD.



HENRY K. McHARG, President, Stamford, Conn.
CHAS. HAMILTON, Vice-Prest. and Gen. Manager.
JNO. B. NEWTON, 2d Vice-President, New York.
JAS. B. GILMER, Asst. to General Manager.
S. H. McCARTNEY, Auditor.
W. H. DAILY, Cashier.
R. M. COX, Superintendent.
G. ZURFLUH, Car Accountant.
J. A. KIBLER, Attorney.
W. F. McMILLIN, General Fht. and Pas. Agent.
RICHARD D. STERNE, Commercial Agent.
ELBERT BLAIR, Trav. Fht. & Pas. Agt., Waco, Tex.
Dr. S. WEBB, Dr. M. E. LOTT, } **Chief Surgeons,** } **Walnut Springs, Tex.**
N. L. SMITHAM, Master Mechanic, } **Walnut Springs, Tex.**
P. T. MOONEY, Master Car Builder, } **Walnut Springs, Tex.**

General Offices—Waco, Tex.

EXPLANATION OF SIGNS

Trains marked * run daily.
‖ Meals. + Coupon stations; ♁ Telegraph stations.
STANDARD—*Central time.*

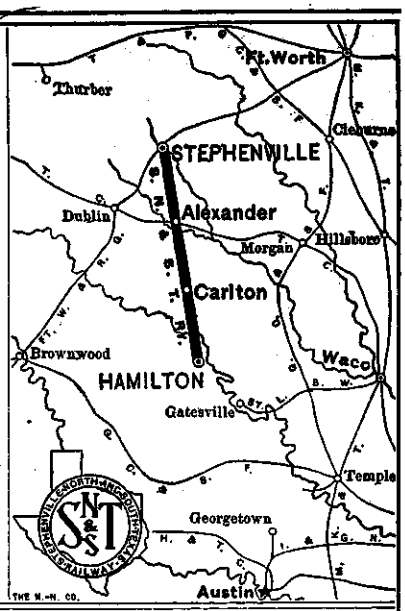
CONNECTIONS.

Waco—With St. Louis South-western Ry.; Missouri, Kansas & Texas Ry.; Houston & Texas Central R.R.; San Antonio & Aransas Pass Ry. and International & Great Northern R.R.
Morgan—With Gulf, Colorado & Santa Fe Ry.
Alexander—With Stephenville, North & South Texas Ry.
Dublin—With Fort Worth & Rio Grande Ry.
Cisco—With Texas & Pacific Ry.
Stamford—With Wichita Valley R.R.
Hamlin—With Kansas City, Mexico & Orient Ry. of Texas.

No. 3	No. 1	Mls	*October 24, 1909*	No. 2	No. 4
10 30 A M	9 40 P M	....	lve. **Houston**....(*H. & T. C.*) arr	6 10 A M	6 30 P M
6 30 P M	5 10 A M	....	arr.. **Waco** .... » lve.	10 40 P M	11 25 A M
....	7 00 P M	....	lve. **Galveston**.(*M. K. & T.*) arr.	9 30 A M	....
7 00 A M	9 00 P M	....	lve. **Houston** .... » arr.	‖7 35 A M	9 55 P M
10 00 A M	9 00 P M	....	lve. **San Antonio**... » arr.	7 30 A M	7 45 P M
1 00 P M	11 59 P M	....	lve. **Austin** .... » arr.	4 15 A M	4 55 P M
1 20 P M	2 12 A M	....	lve. **Taylor**.......... » arr.	2 30 A M	3 45 P M
4 40 P M	4 35 A M	....	arr.. **Waco** .... » lve.	11 55 P M	11 52 A M
*9 45 P M	*9 45 A M	0	lve. .... + **Waco** ♁ ....arr.	7 00 P M	7 00 A M
10 08 »	10 09 »	11	.... **Ross**.............	6 35 »	6 37 »
10 16 »	10 17 »	15	.... Tokio	6 26 »	6 28 »
10 32 »	10 32 »	22	+..........Aquilla ....♁	6 10 »	6 11 »
10 54 »	10 53 »	32	+.......... Whitney ....♁	5 48 »	5 50 »
11 17 »	11 17 »	44	.... Fowler ....♁	5 23 »	5 25 »
11 37 P M	11 37 A M	53	arr......... **Morgan**........lve.	5 03 P M	4 59 A M
8 45 P M	9 30 A M	....	lve. **Ft. Worth**.(*G. C. & S. F.*) arr.	8 15 P M	7 45 A M
7 45 P M	8 10 A M	....	lve. .... **Dallas**.........arr.	9 45 P M	8 45 A M
11 37 P M	11 37 A M	53	lve....... + **Morgan** ♁ ....arr.	5 03 P M	4 59 A M
12 15 Night	‖12 25 Noon	62	+.......Walnut Springs.......♁	4 40 »	4 35 »
12 39 Night	12 40 Noon	72	+........... Iredell ....♁	4 10 »	4 01 »
1 05 A M	1 16 P M	83	+........... Hico ....♁	3 43 »	3 35 »
1 25 »	1 35 »	91	.... Clairette ....♁	3 25 »	3 17 »
1 40 A M	1 50 P M	•96	arr..... + **Alexander** ♁ .....lve.	3 12 P M	3 04 A M
....	3 40 P M	....	arr.. **Stephenville**..(S.N.&S.T.) lve.	*7 30 A M	....
9 50 A M	....	....	arr.. **Hamilton** ...... » lve.	*1 00 P M	....
2 05 A M	2 15 P M	105	arr....... + **Dublin** ♁ ....lve.	2 50 P M	2 35 A M
8 50 A M	9 05 P M	....	arr. **Brownwood**.(Ft.W.& Rio G.) lve.	7 10 A M	11 30 P M
2 05 A M	2 15 P M	105	lve.......... **Dublin** ....arr.	2 50 P M	2 35 A M
2 32 »	2 46 »	113	.............Comyn ....♁	2 23 »	2 08 »
2 45 »	2 59 »	118	+.......... De Leon ....♁	2 10 »	1 54 »
2 58 »	3 13 »	123	.... Rucker..............	1 58 »	1 39 »
3 12 »	3 26 »	129	+...........Gorman ....♁	1 42 »	1 24 A M
3 38 »	3 53 »	139	+...........Carbon ....♁	1 15 »	12 56 Night
3 48 »	4 03 »	143	.... Mangum	‖1 04 P M	12 45 »
4 15 A M	4 30 P M	153	arr........ + **Cisco** ♁ ....lve.	12 15 Noon	12 10 Night
....	12 40 Noon	....	arr.. **El Paso**...(*T. & P. Ry.*) lve.	....	6 20 P M
4 25 A M	4 45 P M	153	lve.......... **Cisco** ....arr.	12 05 Noon	12 01 Night
5 00 »	5 18 »	166	............Pueblo	11 31 A M	11 25 P M
5 13 »	5 31 »	171	+.......... Moran ....♁	11 18 »	11 12 »
5 53 »	6 07 »	187	+...........Albany ....♁	10 38 »	10 32 »
6 20 »	6 33 »	197	............Acampo ....♁	10 11 »	10 05 »
6 56 »	7 06 »	211	+...........Lueders...........♁	9 35 »	9 29 »
7 14 A M	7 22 P M	218	+........... Avoca ....♁	9 18 A M	9 10 P M
5 22 A M	....	....	lve. **Haskell**......(*W. V. Ry.*) arr.	....	....
6 20 A M	....	....	lve. **Anson** .... » arr.	....	....
‖7 54 A M	‖8 00 P M	225	lve...... + **Stamford** ♁ ......arr.	9 00 A M	8 50 P M
8 28 »	8 23 »	234	.............Tuxedo...........♁	8 28 »	8 23 »
8 53 A M	8 50 P M	245	.... **Hamlin** ....♁	7 59 A M	7 56 P M
2 15 P M	....	....	arr.. **Benjamin**..(K.C.M.& O.Ry. of T.) lve.	....	3 35 P M
9 20 A M	9 19 P M	256	.... Royston ....♁	7 28 A M	7 28 P M
9 45 A M	9 45 P M	26-	arr.......... **Rotan** ♁ ....lve.	*7 00 A M	*7 00 P M

Stephenville North & South Texas Ry.

B. C. CAGE, President, Stephenville, Tex.
A. N. EDWARDS, Vice-President, St. Louis, Mo.
W. G. LITTLE, Traffic Manager and Auditor, Stephenville, Tex.
C. H. BENCINI, General Agent, Fort Worth, Tex.
JOHN L. SPURLIN, General Agent, Hamilton, Tex.
J. DAY. CAGE, General Live Stock Agent, Stephenville, Tex.
R. M. HOLCOMB, Traveling Freight Agent, "
W. S. WATSON, Secretary and Treasurer, "
Judge MARSHALL N. FERGUSON, General Attorney, "
W. E. McMORDIE, Acting Chief Surgeon, "
WILLIAM EDGE, Master Mechanic, "
H. C. WEBB, Roadmaster and Storekeeper, "



		No. 1	Mls.	October 11, 1909.	Elev.	No. 2		
				LEAVE / ARRIVE				
		*7 30 A M	0	Stephenville[1]	1240	3 40 P M		
		7 45 "	5.2	Alarm Creek		3 25 "		
		8 15 "	12.8	Alexander[2]	1115	3 05 "		
		8 30 "	18.8	Maloney		2 20 "		
		8 35 "	20.8	Gilmore		2 15 "		
		9 00 "	24.6	Carlton	1274	2 05 "		
		9 15 "	29.9	Spurlin		1 40 "		
		9 30 "	35.6	Leon		1 25 "		
		9 50 A M	43.2	Hamilton	1110	*1 00 P M		
				ARRIVE / LEAVE				

Trains marked * run daily. STANDARD—*Central time.*

Connections.—[1] With Fort Worth & Rio Grande Ry. [2] With Texas Central R.R.

OPELOUSAS, GULF & NORTHEASTERN RY.

EXECUTIVE DEPARTMENT.

G. B. SATTERLEE, President, New York, N.Y.
L. S. THORNE, Vice-President and Gen. Manager, Dallas, Tex.
P. B. BERT, Secretary and Acting Treasurer, Opelousas, La.

LEGAL DEPARTMENT.

T. J. FREEMAN, Solicitor, New Orleans, La.
LEWIS & LEWIS, Counsel, Opelousas, La.

ACCOUNTING DEPARTMENT.

P. B. BERT, Auditor, Opelousas, La.

OPERATING DEPARTMENT.

HARRY FLANDERS, General Superintendent, Opelousas, La.
P. B. BERT, Car Accountant, "

TRAFFIC DEPARTMENT.

J. W. JORDAN, Gen. Freight and Passenger Agt., Opelousas, La.

No. 3	No. 1	Mls.	March 1, 1909.	No. 2	No. 4	
*11 45 A M	*2 46 P M	0	lve. Melville[1] ♂ arr.	10 05 A M	2 10 P M	
11 59 A M	2 55 "	3.3	Second Lake	9 50 "	2 06 "	
12 01 Noon	2 57 "	4.1	Half Moon	9 48 "	1 58 "	
12 05 "	3 02 "	6.2	Swayze Lake	9 43 "	1 53 "	
12 08 "	3 05 "	7.2	Williamson	9 40 "	1 50 "	
12 16 "	3 17 "	10.3	Darbonne	9 28 "	1 38 "	
12 21 "	3 22 "	12.8	Sackett	9 23 "	1 33 "	
12 24 "	3 26 "	13.9	Bobbette	9 20 "	1 30 "	
12 27 "	3 28 "	15.3	Port Barre[2] ♂	9 17 "	1 27 "	
12 33 "	3 32 "	16.7	Poplar Grove	9 12 "	1 22 "	
12 37 "	3 36 "	18.4	Randall	9 09 "	1 19 "	
12 50 Noon	3 50 "	22.7	+ Opelousas[3] ♂	9 00 "	*1 10 P M	
	4 03 "	26.1	Atwood	8 45 "		
	4 13 "	31.2	Lewisburg	8 32 "		
	4 23 "	35.6	Church Point ♂	8 17 "		
	4 37 "	40.6	Branch	8 05 "		
	4 47 "	44.4	Clarksdale	7 56 "		
	4 56 "	47.4	Soileau	7 47 "		
	5 00 "	48.3	+ Rayne[4] ♂	7 45 "		
	5 50 P M	56.4	arr. + Crowley[5] ♂ lve.	*7 15 A M		

* Daily. + Coupon stations; ♂ Telegraph stations.

STANDARD—*Central time.*

Connections.—[1] With Texas & Pacific Ry. [2] With Southern Pacific Co. and Colorado Southern, New Orleans & Pacific R.R. [3] With Southern Pacific Co. and Colorado Southern, New Orleans & Pacific R.R. [4] With Southern Pacific Co. [5] With Southern Pacific Co. and Colorado Southern, New Orleans & Pacific R.R.

CARROLLTON & WORTHVILLE RAILROAD.

JAS. GAYLE, President and General Manager, Carrollton, Ky.

Trains leave Carrollton for **Worthville**[1] (10 miles) †8 35, §9 00 a.m., †3 50, §6 00, †6 30 p.m., arrive Worthville 9 10, 9 40 a.m., 4 20, 6 40, 7 10 p.m. Leave Worthville *9 55 a.m., *4 40, *7 40 p.m., arrive Carrollton 10 30 a.m., 5 10, 8 10 p.m. *January 6, 1908.*

* Daily; † daily, except Sunday; § Sunday only. *Central time.*

Connection.—[1] With Louisville & Nashville R.R.

VALLEY CONNECTING RAILROAD.

SAMUEL MCCLURE, President, Sharon, Pa.

Operated in and about **Sharon**[1]. For freight only.

Connections.—[1] With Erie R.R., Lake Shore & Michigan Southern Ry. and Pennsylvania Co. (Erie & Pittsburg Div.). *March, 1908.*

CARO NORTHERN RAILWAY COMPANY.

W. T. WHITEMAN, President, Caro, Tex.
E. M. DECKER, Gen. Manager, Caro, Tex.
T. TILFORD, Traffic Manager, Caro, Tex.
C. P. BOWEN, General Freight Agent, Caro, Tex.
W. S. BOWEN, General Passenger Agent, Caro, Tex.

	No. 1	Mls	October, 1907.	No. 2		
			LEAVE / ARRIVE			
	†8 50 A M	0	Caro[1]	1 16 P M		
	9 00 "	3.0	Wydeck	1 10 P M		
	9 12 "	3.5	Winder	12 58 Noon		
	9 17 "	5.3	Greens	12 53 "		
	9 22 "	7.0	Hutch	12 48 "		
	9 32 "	9.0	Kearsey	12 38 "		
	9 37 "	10.0	Berrys Point	12 33 "		
	9 42 "	11.5	Strongfield	12 28 "		
	10 10 A M	16.5	Mt. Enterprise	†12 00 Noon		
			ARRIVE / LEAVE			

Trains marked † run daily, except Sunday. *Central time.*

Connection.—[1] With Texas & New Orleans R.R.

SILVER PEAK RAILROAD.

GEORGE T. OLIVER, President, 912 Columbia Bank Building, Pittsburgh, Pa.
GEO. O. BRADLEY, Vice-President and General Manager, Blair, Nev.
F. L. VOORHEES, General Freight and Passenger Agent, "
B. A. LENNON, Auditor, "

February, 1909.	Mls	Pas'nger.			
LEAVE					
Blair	0	†8 15 A M			
Blair Junction[1]	17.5	9 00 A M			
ARRIVE					

(Pacific time.)	Mls	Pas'nger.			
LEAVE					
Blair Junction	0	†10 30 A M			
Blair	17.5	11 15 A M			
ARRIVE					

Trains marked † run daily, except Sunday.

Connection.—[1] With Tonopah & Goldfield R.R. *Pacific time.*

UNION SPRINGS & NORTHERN RAILWAY.

E. J. PIERCE, General Freight and Passenger Agent, Union Springs, Ala.

Trains leave Union Springs, Ala., for **Fort Davis**[1], Ala. (7½ miles). †4 40 a.m., †5 45 p.m., arriving at Fort Davis 5 10 a.m., 6 30 p.m. Leave Fort Davis †8 50 a.m., †8 40 p.m., arriving at Union Springs 9 20 a.m., 10 10 p.m. † Daily, except Sunday. *May 5, 1907.*

Connection.—[1] With Seaboard Air Line Ry. *Central time.*

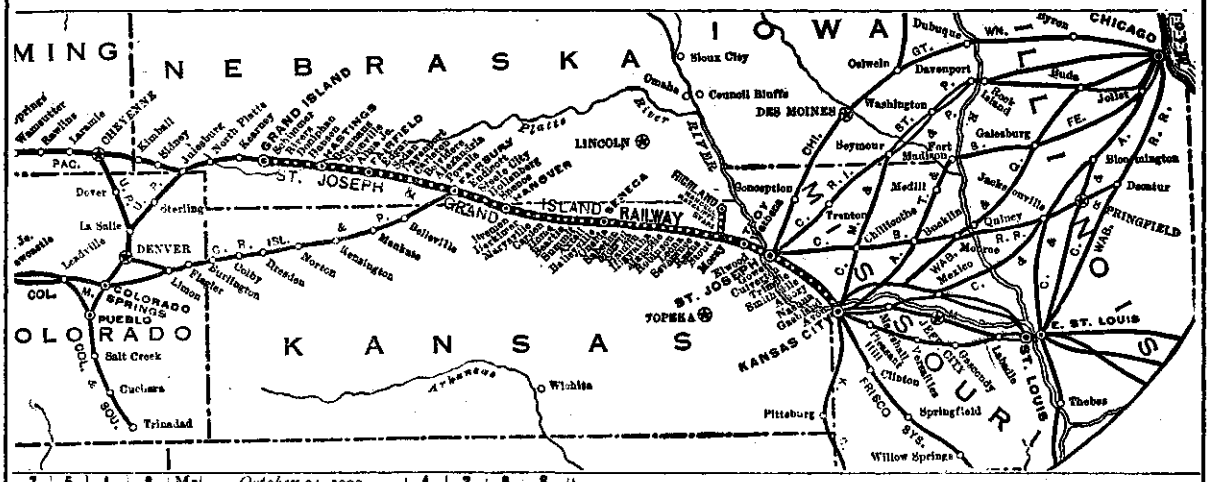
POPLAR BLUFF & DAN RIVER RAILWAY CO.

H. I. RUTH, President, Poplar Bluff, Mo.

Extends from Poplar Bluff[1] to Ruthville, Mo. Total mileage, 15 miles. Operated for freight service only. *March, 1908.*

Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

THE ST. JOSEPH & GRAND ISLAND RAILWAY CO.



7	5	1	3	Ms	October 24, 1903.	4	2	6	8
....	....	P M	A M	....	(Grand Central Station.)	P M	A M	....	....
....	....	*6 35	*7 00	0	lv..+Kansas City[1] ♁ ar.	7 29	10 15	....	....
....	....	6 50	7 20	3	..Northern Junction..♁	7 00	9 55	....	....
....	....	6 54	7 24	7	.....Avondale.....♁	6 55	9 50	....	....
....	....	6 59	7 29	9	.....Campbellton.....	6 50	9 44	....	....
....	....	6 05	7 35	12	.....Linden.....	6 45	9 38	....	....
....	....	6 09	7 4[illegible]	13	.....Gashland.....♁	6 38	9 33	....	....
....	....	6 17	7 50	17	.....Nashua.....	6 30	9 22	....	....
....	....	6 23	7 57	20	.....Amory.....	6 23	9 15	....	....
....	....	6 33	8 04	24	.....Smithville.....♁	6 14	9 06	....	....
....	....	6 60	8 19	31	.....Trimble.....♁	5 58	8 52	....	....
....	....	7 05	8 3[illegible]	36	.....Culverton.....♁	5 45	8 38	....	....
....	....	7 15	8 48	41	.....Gower.....♁	5 34	8 28	....	....
....	....	7 31	9 04	50	.....Agency Ford.....♁	5 16	8 09	....	....
P M	P M	8 00	9 3[illegible]	62	arr..+St. Joseph[2]..lve.	5 00	7 45	A M	A M
†400	*500	3 20	9 45	61	lve....St. Joseph ♁ . arr.	4 45	7 30	9 25	11 15
--	5 05	8 27	9 52	62	.....Elwood.....♁	4 40	7 22	9 20	--
4 11	5 14	8 38	10 03	67	.....Wathena.....♁	4 30	7 12	9 10	11 04
--	3 20	--	--	69	.....Gano.....	--	--	9 05	--
4 20	5 25	8 49	10 10	71	.....Blairs.....	4 20	7 03	9 02	--
--	3 31	--	--	71	.....Ben Davis.....	--	--	8 58	--
--	3 35	--	--	73	.....Appleton.....	--	--	8 54	--
4 30	3 42	9 02	10 23	75	.....Troy.....	4 10	6 50	8 50	10 50
--	3 46	9 08	10 26	76	.....Troy Junction.....	4 07	6 45	8 45	--
--	3 54	9 13	10 32	78	.....Double.....	4 02	6 40	8 40	--
--	3 58	9 17	10 35	80	.....Moray.....♁	3 58	6 35	8 35	--
4 47	4 05	9 26	10 43	83	.....Stout.....	3 53	6 27	8 28	10 18
--	4 13	8 36	10 50	86	+.....Severance.....♁	3 45	6 20	8 20	10 22
--	4 25	9 47	10 58	90	.....Leona.....♁	3 35	6 10	8 08	‖1015
--	4 38	10 02	11 08	95	.....Robinson.....♁	3 23	5 58	7 55	‖1003
--	4 50	10 11	11 17	100	.....Manville.....	3 15	5 51	7 45	--
5 30	5 00	10 25	11 30	104	+.....Hiawatha[3].....♁	3 05	5 40	*730	9 45
5 46	P M	10 45	11 45	111	.....Hamlin.....♁	2 46	5 23	A M	9 28
6 55	....	10 56	11 55	115	+.....Morrill.....♁	2 38	5 10	....	9 20
6 11	....	11 15	12 12	122	+.....Sabetha.....♁	2 23	4 52	....	9 05
6 20	....	11 25	12 20	126	.....Price.....	2 15	4 42	....	8 55
6 30	....	11 37	12 30	130	.....Oneida.....♁	2 05	4 30	....	8 45
6 60	....	12 01	12 45	138	+.....Seneca[4].....♁	1 44	4 14	....	8 25
7 07	....	12 15	1 00	145	.....Baileyville.....♁	1 27	3 57	....	8 08
7 17	....	12 25	1 15	150	+.....Axtell.....♁	1 15	3 45	....	7 57
7 30	....	12 38	1 27	155	.....Summit.....	1 02	3 32	....	7 45
7 41	....	12 50	1 40	160	.....Beattie.....♁	12 50	3 20	....	7 32
7 56	....	1 05	1 55	166	.....Home.....♁	12 36	3 05	....	7 20
8 05	....	1 14	2 03	170	.....Carden.....	12 27	2 53	....	7 08
8 15	....	1 23	2 15	174	+.....Marysville[5].....♁	‖12 18	2 45	....	7 00
8 25	....	1 36	2 27	179	.....Herkimer.....♁	11 46	2 34	....	6 50
8 34	....	1 45	2 37	183	.....Bremen.....♁	11 38	2 24	....	6 41
8 45	....	2 10	2 56	189	+.....Hanover.....♁	11 25	2 10	....	†6 30
P M	....	2 21	3 05	193	.....Spence.....	11 10	1 45	....	A M
....	....	2 32	3 16	198	.....Hollenberg.....♁	11 00	1 35	....	....
....	....	2 45	3 26	203	.....Steele City.....♁	10 50	1 24	....	....
....	....	2 58	3 37	208	.....Endicott.....♁	10 38	1 14	....	....
....	....	3 13	3 55	214	+.....Fairbury[6].....♁	10 25	1 00	....	....
....	....	3 28	--	....	..K. C. & O. Junction...	--	12 46	....	....
....	....	3 34	4 15	222	.....Powells.....♁	10 07	12 40	....	....
....	....	3 49	4 28	228	+.....Alexandria.....♁	9 55	12 27	....	....
....	....	4 12	4 48	237	+.....Belvidere.....♁	9 37	12 05	....	....
....	....	4 30	5 05	245	.....Carleton.....♁	9 22	11 50	....	....
....	....	4 50	5 20	252	+.....Davenport.....♁	9 06	11 31	....	....
....	....	5 00	5 30	257	.....Sedan.....	8 57	11 20	....	....
....	....	5 12	5 40	261	+.....Edgar.....♁	8 47	11 09	....	....
....	....	5 42	6 25	270	+.....Fairfield[7].....♁	8 30	10 50	....	....
....	....	--	--	....	.....Alma Junction.....	--	--	....	....
....	....	6 06	6 40	279	.....Glenville.....♁	8 12	10 31	....	....
....	....	6 15	6 47	282	.....Brennan's.....	8 04	10 25	....	....
....	....	6 40	7 05	288	+.....Hastings[8].....♁	7 53	10 15	....	....
....	....	6 54	7 18	292	.....Farmer.....	7 38	8 58	....	....
....	....	7 06	7 29	296	.....Hansen.....♁	7 32	8 50	....	....
....	....	7 21	7 43	301	.....Doniphan.....♁	7 21	8 38	....	....
....	....	7 34	7 57	306	.....Rivers.....	7 12	8 28	....	....
....	....	7 40	8 04	....	.....Schimmer's.....	--	9 23	....	....
....	....	7 50	8 15	313	+...Grand Island[9]..♁	*7 00	*8 15	....	....
....	....	A M	P M	....	ARRIVE] [LEAVE	A M	P M	....	....

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C. E. SLAYTON, Assistant Superintendent, "
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HIGHLAND BRANCH.

39	37	35	33	31	Ms	October 24, 1909.	30	32	34	36	38
P M	P M	A M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	A M	P M	P M
*927	*4 48	*1045	*8 30	*628	0	.....Stout.....	6 25	8 25	10 25	3 50	9 20
8 31	4 52	10 40	8 34	6 32	1	.....Ryans.....	6 20	8 20	10 20	3 45	9 15
9 38	4 59	10 56	8 41	6 3[illegible]	4	.....Ratcliffe.....	6 13	8 13	10 13	3 38	9 05
9 43	5 03	11 01	8 46	6 44	5	.....Marcell.....	6 08	8 08	10 08	3 33	8 58
9 52	5 15	11 10	8 55	6 55	7	.....Highland.....	*600	*8 00	*1000	*325	*850
P M	P M	A M	A M	A M	...	ARRIVE] [LEAVE	A M	A M	A M	P M	P M

Trains marked * run daily; † daily, except Sunday.
a Stops to discharge passengers from stations west of Hiawatha.
‖ Meals. + Coupon stations; ♁ Telegraph stations.
STANDARD—*Central time.*

CONNECT ONS.

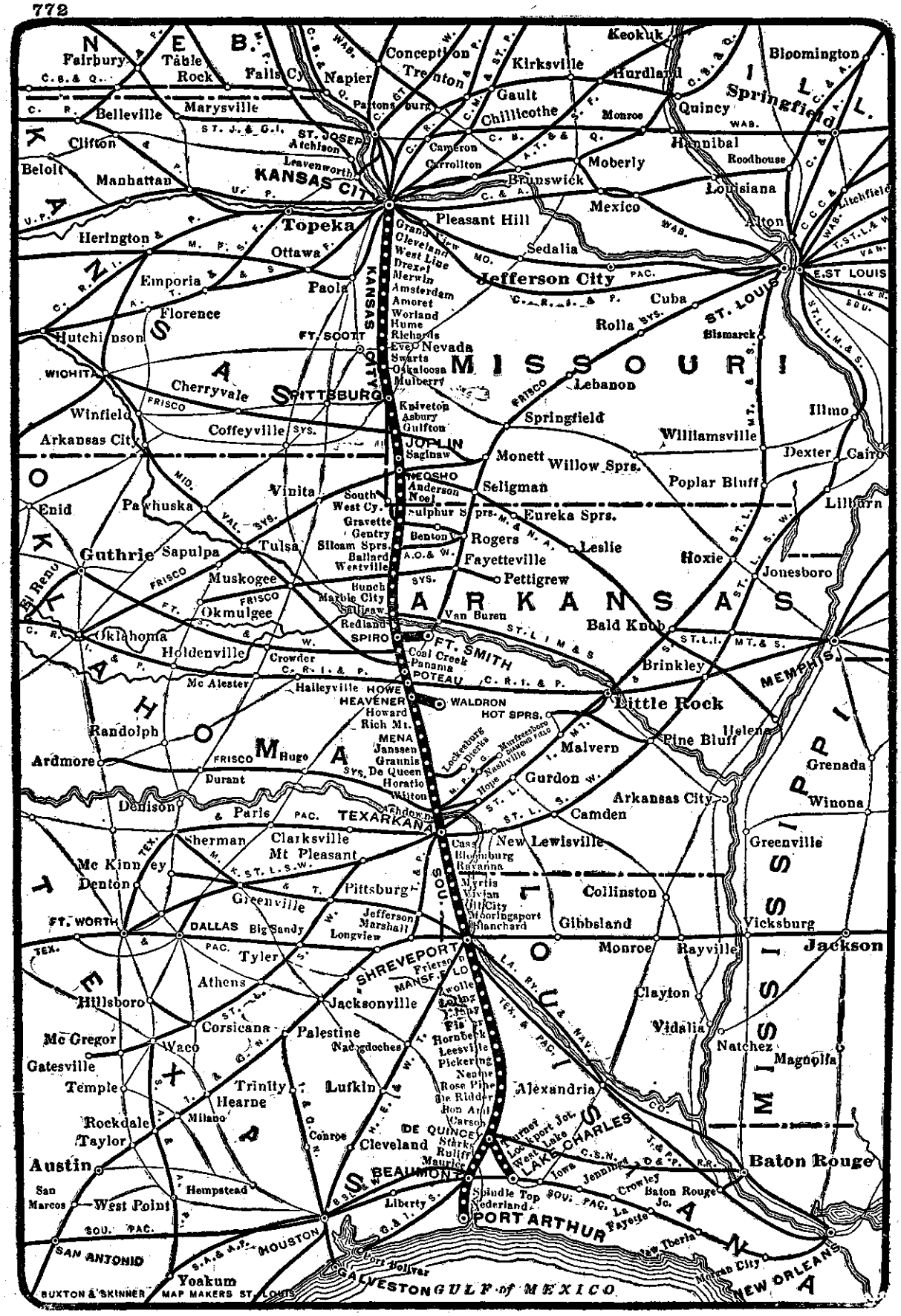
[1] With all diverging lines.
[2] With Chicago, Burlington & Quincy, Chicago, Rock Island & Pacific, Chicago Great Western, Missouri Pacific and Atchison, Topeka & Santa Fe Rys.
[3] With Missouri Pacific Ry.
[4] With Missouri Pacific Ry.
[5] With Union Pacific R.R.
[6] With Chicago, Rock Island & Pacific Ry.
[7] With Chicago, Burlington & Quincy Rv.
[8] With Chicago, Burlington & Quincy Ry.
[9] With Union Pacific R.R.

Standard Pullman Sleeping Cars on night trains Nos. 1 and 2.

All Trains make connection at Grand Island with Union Pacific trains for all western points.

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling


NEBRASKA
KANSAS
OKLAHOMA
TEXAS
MISSOURI
ARKANSAS
LOUISIANA
ILLINOIS
Fairbury
Table Rock
Falls Cy
Napier
Conception
Trenton
Kirksville
Keokuk
Hurdland
Bloomington
Springfield
Belleville
Marysville
Paltonsburg
Gault
Chillicothe
Monroe
Quincy
Clifton
Atchison
Leavenworth
Cameron
Carrollton
Hannibal
Roodhouse
Belolt
Manhattan
KANSAS CITY
Brunswick
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Anderson
Noel
Seligman
Poplar Bluff
Enid
Pawhuska
Vinita
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Eureka Sprs.
Lilburn
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Gentry
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Ballard
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Benton
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Bald Knob
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Panama
POTEAU
Brinkley
MEMPHIS
Mc Alester
Haileyville
HOWE
HEAVENER
WALDRON
Little Rock
Howard
Rich Mt.
HOT SPRS.
Randolph
MENA
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Hornbeck
Leesville
Pickering
Natchez
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Magnolia
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Lufkin
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Baton Rouge
San Marcos
Hempstead
West Point
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New Iberia
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NEW ORLEANS
BUXTON & SKINNER MAP MAKERS ST. LOUIS

KANSAS CITY SOUTHERN RAILWAY.

PORT ARTHUR ROUTE

"Straight as the crow flies."

KANSAS CITY TO THE GULF.

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D. S. ROBERTS, General Agent.

St. Louis, Mo.—912 Chemical Building—
T. E. HAYWARD, General Agent.
W. S. BLAIR, Traveling Freight Agent.

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Shreveport, La.—
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A. B. AVERY, Ticket Agent, U. D.

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A. H. VAN LOAN, Commercial Agent.
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E. P. HALL, Secretary and Auditor, "
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E. E. SMYTHE, General Freight Agent, "
S. G. WARNER, General Passenger Agent, "

GENERAL OFFICES—KANSAS CITY, MO.

CONDENSED SCHEDULE.

7	9	No. 3	No. 1	STATIONS.	No. 2	No. 4	8	10
.....	.....	*1155 P M	*2 00 P M	lv..Kansas City.ar.	4 55 P M	7 00 A M	....	.....
.....	.....	5 05 A M	7 15 P M	lv..Pittsburg.ar.	11 35 A M	1 55 A M	....	.....
.....	.....	6 00 A M	8 10 P M	lv....Joplin...ar.	10 44 A M	1 10 A M	....	.....
.....	.....	6 43 A M	8 65 P M	lv...Neosho..ar.	9 59 A M	12 28 Night	....	.....
P M	....	1 10 P M	2 30 A M	ar..Ft. Smith.lv.	2 50 A M	8 15 P M	A M	.....
*4 20	....	11 30 A M	12 20 Night	lv..Ft. Smith.ar.	5 00 A M	7 55 P M	1040	.....
7 55	P M	5 15 P M	4 15 A M	ar....Mena...ar.	1 10 A M	4 00 P M	*710	P M
P M	*330	7 50 P M	8 20 A M	ar.Texarkana.lv.	9 00 P M	11 50 A M	A M	5 10
.....	6 20	11 10 P M	11 30 A M	ar..Shreveport..lv.	6 00 P M	8 25 A M	....	*1230
.....	P M	7 50 A M	8 10 P M	ar.Lake Charles.lv.	8 40 A M	11 20 P M	....	Noon
.....	....	8 45 A M	9 00 P M	ar.Beaumont.lv.	7 45 A M	10 50 P M	....	.....
.....	....	9 30 A M	9 45 P M	ar.Pt. Arthur.lv.	*7 00 A M	*9 45 P M	....	.....

NOTICE

Through Buffet Sleepers between Shreveport and St. Louis

Via Texarkana and St. L. I. M. & S. Ry.

SCHEDULE

.....	12 30 Noon	lve.....Shreveport.....arr.	6 20 P M	.....
.....	3 10 P M	arr.....Texarkana.....lve.	3 30 P M	.....
.....	3 50 P M	lve.....Texarkana.....arr.	2 35 P M	.....
.....	7 27 A M	arr.....St. Louis.....lve.	2 25 A M	.....

PORT ARTHUR ROUTE

THE KANSAS CITY SOUTHERN RAILWAY CO.
TEXARKANA & FORT SMITH RAILWAY CO.
ARKANSAS WESTERN RAILWAY CO.

"Straight as the crow flies."

KANSAS CITY TO THE GULF.

No. 3		No. 1	Mls	May 30, 1909.	No. 2		No. 4	....
....		....	....	lve. + **Kansas City** ♁ arr.	....		....	....
*11 55 P M		*2 00 P M	0	..(*2d & Wyandotte Sts.*).	4 55 P M		7 00 A M	....
1 00 A M		3 05 »	24	........Grandview..... ♁	3 50 »		5 50 »	....
– –		3 18 »	29	......**West Belton**.....	3 36 »		5 37 »	....
1 23 »		3 27 »	33	⊙........Jaudon........	3 27 »		5 29 »	....
– –		3 32 »	36	..........Powell.........	3 21 »		– –	....
1 36 »		3 39 »	39	........Cleveland...... ♁	3 14 »		5 18 »	....
1 43 »		3 45 »	42	+.....**West Line**.......	3 07 »		5 11 »	....
1 57 »		3 58 »	48	..........Lisle..........	2 53 »		4 57 »	....
2 08 »		4 10 »	53	+.......**Drexel**...... ♁	2 41 »		4 46 »	....
2 20 »		4 21 »	58	+...... Merwin...... ♁	2 30 »		4 35 »	....
2 30 »		4 32 »	62	+.....Amsterdam..... ♁	2 18 »		4 25 »	....
2 43 »		4 46 »	69	+........Amoret....... ♁	2 05 »		4 12 »	....
– –		4 56 »	74	........**Worland**........	1 54 »		– –	....
3 10 »		5 08 »	81	+........**Hume**....... ♁	1 41 »		3 49 »	....
– –		5 19 »	86	..........Amos..........	1 29 »		– –	....
3 30 »		5 26 »	89	........Stotesbury..... ♁	1 22 »		3 30 »	....
3 40 »		5 35 »	94	+......**Richards**...... ♁	1 12 »		3 21 »	....
– –		5 47 »	99	..........**Eve**........ ♁	1 00 P M		– –	....
– –		5 58 »	105	..........Swarts.........	12 50 Noon		– –	....
4 20 »		6 14 »	113	........Oskaloosa...... ♁	12 34 »		2 42 »	....
4 32 »		6 26 »	118	........Mulberry...... ♁	12 22 »		2 31 »	....
– –		6 32 »	121	..........Fuller....... ♁	12 16 »		– –	....
– –		6 42 »	125	..........Nelson....... ♁	12 07 Noon		– –	....
5 05 »		‖7 15 »	129	+.....**Pittsburg**...... ♁	‖11 55 A M		2 05 »	....
– –		– –	135	........Kniveton........	11 23 »		– –	....
5 27 »		7 37 »	140	..........Asbury....... ♁	11 13 »		1 38 »	....
5 40 »		7 50 »	147	........**Gulfton**...... ♁	11 00 »		1 25 »	....
6 00 »		8 10 »	155	+.......**Joplin**....... ♁	10 44 »		1 10 A M	....
6 14 »		8 24 »	161	........Saginaw.........	10 26 »		– –	....
6 23 »		8 33 »	165	⊙.... Tipton Ford.......	10 17 »		– –	....
6 43 »		8 53 »	174	+.......**Neosho**....... ♁	9 59 »		12 28 Night	....
– –		9 08 »	181	........McElhany........	9 44 »		– –	....
7 06 »		9 16 »	185	........Goodman....... ♁	9 37 »		12 05 Night	....
7 19 »		9 28 »	192	........Anderson...... ♁	9 23 »		11 48 P M	....
7 27 »		9 36 »	195	........**Lanagan**...... ♁	9 14 »		11 40 »	....
7 40 »		9 48 »	201	..........Noel......... ♁	9 02 »		11 27 »	....
‖8 10 »		9 57 »	205	+.**Sulphur Springs**. ♁	‖8 52 »		11 17 »	....
8 22 »		10 09 »	210	+......**Gravette**...... ♁	8 22 »		11 07 »	....
8 40 »		10 25 »	217	.........Decatur....... ♁	8 02 »		10 50 »	....
8 53 »		10 36 »	222	+.......Gentry....... ♁	7 47 »		10 36 »	....
9 10 »		10 51 »	229	+..**Siloam Springs**.. ♁	7 30 »		10 20 »	....
9 27 »		– –	238	.........Ballard.........	7 12 »		10 02 »	....
9 45 »		11 22 »	244	+.....**Westville**..... ♁	6 58 »		9 50 »	....
10 10 »		11 50 »	258	arr......**Stilwell** ♁ ..lve.	6 30 »		9 25 »	....
10 20 »		11 59 P M	258	lve......**Stilwell**.....arr.	6 20 »		9 15 »	....
10 45 »		12 22 Night	272	..........Bunch....... ♁	5 47 »		8 44 »	....
11 05 »		12 40 Night	281	...... Marble City .... ♁	5 26 »		8 23 »	....
11 27 »		1 03 A M	291	+......**Sallisaw**...... ♁	5 02 »		8 00 »	....
11 43 »		1 19 »	299	..........Gans..........	4 44 »		7 43 »	....
11 59	A M	– –	306	.... Redland.........	4 28 »		7 26 »	....
‡12 10	Noon	1 45 A M	312	arr.....+ **Spiro** ♁....lve.	*4 17 A M		*7 15 P M	....
12 40		2 09 A M	319	.........Braden..........	3 11		6 37 P M	
12 58	7	2 18 »	323	..........Peno...........	3 02	8	6 27 »	
1 10	P M	2 30 A M	328	arr.... **Ft. Smith** ...lve.	*2 50	A M	*6 15 P M	
*11 30	*4 20	*12 20 Night	....	lve...+ **Ft. Smith** ♁..arr.	5 00	10 40	7 55 P M	
11 42	4 32	12 36 »	....	..........Peno...........	4 48	10 28	7 43 »	
11 51	4 41	12 49 Night	....	.........Braden..........	4 39	10 19	7 34 P M	
*12 30	*5 05	*1 45 A M	312	lve......**Spiro**......arr.	4 17	9 50	‖6 55 P M	
12 40	5 17	1 55 »	316	......**Coal Creek**.... ♁	4 07	9 42	6 45 »	
12 44	5 21	1 59 »	318	.... Panama ...... ♁	4 03	9 38	6 41 »	
12 50	5 27	2 06 »	320	...... Shady Point .... ♁	– –	9 32	6 35 »	
1 05	5 42	2 21 »	326	+......**Poteau**...... ♁	3 39	9 17	6 18 »	
1 20	6 00	2 36 »	333	..........**Howe**....... ♁	3 24	9 02	6 00 »	
1 33	6 14	2 46 A M	338	arr.... **Heavener** ♁..lve.	*3 10	*8 48	*5 47 P M	
				Arkansas Western Ry.				
‡1 40	*6 20	†9 20 A M	338	lve..**Heavener**...arr.	5 35	8 40	5 10 P M	
2 07	6 47	10 00 »	348	.......Coaldale.........	6 06	8 08	4 15 »	
2 18	6 55	10 15 »	351	........Bates..........	4 57	8 00	3 30 »	
2 32	7 12	10 35 »	357	......Cauthron........	4 39	7 42	3 05 »	
2 40	7 20	10 50 »	360	........Oliver..........	4 31	7 33	2 40 »	
2 55	7 35	11 10 »	365	.........Hon...........	4 16	7 17	2 15 »	
3 10	7 50	11 40 A M	371	arr...**Waldron**....lve.	‡4 00	*7 00	†1 50 P M	
*7 00	†1 50	‡4 00 P M	....	lve...**Waldron**....arr.	11 40	A M	7 50 P M	
7 17	2 15	4 16 »	....	.........Hon...........	11 10		7 35 »	
7 33	2 40	4 31 »	....	.......Oliver..........	10 50 A M		7 20 »	
7 42	3 05	4 39 »	....	...... Cauthron........	10 35 »		7 12 »	
8 00	3 30	4 57 »	....	........Bates..........	10 15 »		6 56 »	
8 08	4 15	5 06 »	....	......Coaldale.........	10 00 »		6 47 »	
8 40	5 10	5 35 P M	....	arr.. **Heavener**...lve.	†9 20 A M		*6 20 P M	
*1 33	*6 14	*2 46 A M	338	lve.... **Heavener** ...arr.	3 10	8 48	5 47 P M	
1 56	6 41	– –	349	...... Thomasville......	– –	8 20	6 21 »	
2 12	6 55	3 22 »	355	..........Page........ ♁	2 28	8 07	6 08 »	
– –	7 11	– –	361	.........Howard.........	– –	7 53	– –	
2 47	7 26	– –	367	..Rich Mountain ♁ (*Mt. Mena Station*)	1 53	7 40	4 41 »	
3 02	7 42	– –	375	..........Acorn.........	– –	7 22	4 22 »	
3 15	7 55	4 15 A M	380	arr.....+ **Mena** ♁....lve.	*1 20	*7 10	*4 10 P M	

No. 3		No. 1		Ms	October 3, 1909.	No. 2		No. 4		10
*3 25 P M		*4 20 A M		380	lve.......**Mena** ♁ ...arr.	1 10 A M		4 00 P M		
3 45 »		– –		387	..........Rust..........	– –		3 45 »		
4 00 »		4 54 »		392	.........Hatfield ...... ♁	12 39 Night		3 30 »		
4 12 »		5 05 »		397	..........Cove..........	12 29 »		3 18 »		
4 24 »		5 16 »		402	...... Vandervoort .... ♁	12 18 »		3 07 »		
4 41 »		5 32 »		409	..........Wickes.........	12 01 Night		2 49 »		
4 55 »		5 43 »		414	.........Granniss...... ♁	11 50 P M		2 37 »		
5 12 »		6 01 »		421	.........Gillham....... ♁	11 30 »		2 17 »		
5 28 »		– –		427	.... Pullman........	– –		2 02 »		
5 42 »		6 23 »		433	........**DeQueen**..... ♁	11 01 »		1 48 »		
6 00 »		6 45 »		441	.... **Horatio** ..... ♁	10 44 »		1 30 »		
6 20 »		7 02 »		449	........Winthrop...... ♁	10 25 »		1 12 P M		
6 35 »		7 15 »		456	..........Allene.........	10 11 »		12 59 Noon		
6 50 »		7 28 »		463	.... **Wilton** ...... ♁	9 57 »		12 45 »		
7 02 P M		7 33 »		468	........**Ashdown**..... ♁	9 46 »		12 35 »		
– –		– –		471	.........Hudson.........	– –		– –		
7 20	9	7 54 »		476	..........Ogden.........	9 29 »		12 18 Noon		
‡7 50	P M	‡8 20 »		488	arr....**Texarkana**...lve.	9 00 »		11 50 A M		P M
8 10	*3 30	8 40 »		488	lv.+ **Texarkana** ♁ arr.	8 50 »		‖11 30 »		3 10
8 30	3 49	9 00 »		496	......Draper...........	8 36 »		11 06 »		2 50
8 48	4 05	– –		504	.......Cass............	8 11 »		10 48 »		2 35
8 57	4 12	9 27 »		508	....Bloomburg..... ♁	8 04 »		10 40 »		2 28
9 08	4 23	9 38 »		513	.........Ravanna.........	7 54 »		10 28 »		2 17
9 24	4 38	9 52 »		520	.........Rodessa ...... ♁	7 38 »		10 11 »		2 02
9 32	4 45	10 00 »		523	..........Myrtis	7 32 »		10 00 »		1 58
9 42	4 53	10 09 »		527	..........Vivian........ ♁	7 24 »		9 50 »		1 48
9 52	5 04	10 20 »		533	.... Lewis	7 14 »		9 40 »		1 39
10 09	5 20	10 35 »		540	......Mooringsport.... ♁	6 57 »		9 23 »		1 21
10 28	5 40	10 52 »		549	........Blanchard ..... ♁	6 38 »		9 03 »		1 03
11 10	6 20	‖11 30 »		561	arr... **Shreveport**.. lve.	6 00 »		8 25 »		*12 30
11 25	P M	11 50 A M		561	lve.+ **Shreveport** ♁ arr.	‖5 25 »		‖7 50 »		Noon
11 52		12 16 Noon		569	.... Forbing	4 57 »		7 16 »		.....
12 18 Night		12 40 »		579	.........Frierson ...... ♁	4 33 »		6 50 »		.....
12 28 »		12 43 Noon		583	........Kingston.........	4 24 »		6 40 »		.....
12 57 Night		1 14 P M		594	+.....**Mansfield**..... ♁	3 58 »		6 12 »		.....
1 14 A M		1 29 »		602	.... Trenton	3 41 »		– –		.....
1 29 »		1 43 »		607	..........Benson........ ♁	3 25 »		5 40 »		.....
1 44 »		1 56 »		613	........Converse.........	3 10 »		5 25 »		.....
2 01 »		2 10 »		620	.... Noble .... ♁	2 55 »		5 10 »		.....
2 13 »		2 22 »		625	..........Zwolle....... ♁	2 42 »		4 57 »		.....
2 25 »		2 32 »		629	..........Loring....... ♁	2 32 »		4 47 »		.....
2 46 »		2 52 »		636	+........**Many**....... ♁	2 10 »		4 27 »		.....
2 59 »		3 05 »		642	.... Fisher .... ♁	1 55 »		4 13 »		.....
3 03 »		3 15 »		645	..........Florien	1 46 »		4 04 »		.....
– –		–		650	.... Christie	– –		– –		.....
3 35 »		3 46 »		655	........Hornbeck...... ♁	1 20 P M		3 40 »		.....
3 54 »		4 01 »		662	...... Orangeville...... ♁	12 52 Noon		3 19 »		.....
4 17 »		4 26 »		672	.........Leesville...... ♁	12 24 »		2 55 »		.....
4 37 »		4 47 »		679	.........Pickering...... ♁	12 01 Noon		2 37 »		.....
4 47 »		4 57 »		683	..........Neame....... ♁	11 50 A M		2 28 »		.....
4 58 »		5 08 »		687	.... Rose Pine	11 40 »		2 17 »		.....
5 08 »		5 17 »		690	.... Ludington ..... ♁	11 30 »		2 08 »		.....
5 13 »		5 25 »		692	.... De Ridder ..... ♁	11 25 »		2 03 »		.....
5 21 »		5 32 »		695	..........Bon Ami...... ♁	11 15 »		1 55 »		.....
5 29 »		5 41 »		698	..........Carson....... ♁	11 05 »		1 47 »		.....
5 53 »		6 05 »		708	.... Singer....... ♁	10 39 »		1 22 »		.....
6 00 »		6 12 »		710	..........Juanita....... ♁	10 31 »		1 15 »		.....
6 05 »		6 22 »		714	....Smythe Junction.. ♁	10 21 »		1 06 A M		.....
6 25 »		6 39 »		720	..........Wasey .... ♁	10 04 »		12 49 Night		.....
‡6 30 A M		‡6 45 P M		722	arr...**De Quincey** ♁..lve.	10 00 A M		12 45 Night		.....
7 18 A M		7 34 P M		732	..........Turner.........	9 12 A M		11 56 P M		.....
7 35 »		7 53 »		739	....Lockport Junction....	8 55 »		11 37 »		.....
7 42 »		8 00 »		742	........West Lake.......	8 48 »		11 30 »		.....
7 50 A M		8 10 P M		745	arr.**Lake Charles.** ♁ lve.	*8 40 A M		*11 20 P M		.....
6 50 A M		7 05 P M		722	lve....**De Quincey**...arr.	9 45 A M		12 25 Night		.....
7 13 A M		7 28 P M		732	..........Lucas..........	9 20 A M		12 02 Night		.....
7 27		7 42		738	..........Starks........ ♁	9 05		11 48		.....
7 39	15	7 56	18	744	.... Ruliff .... ♁	8 53	14	11 38	16	18
8 01	P M	8 21	*A M	753	...**Mauriceville**... ♁	8 27	A M	11 12	P M	P M
8 45	*3 30	9 00	11 30	770	+...**Beaumont**..... ♁	7 45	8 45	10 30	3 15	5 45
9 05	3 51	9 23	11 51	779	.........Nederland........	7 20	8 23	10 05	2 53	5 23
9 30	4 15	9 45	12 15	789	+ ..**Port Arthur**.... ♁	*7 00	*8 00	*9 45	*2 30	*5 00
A M	P M	P M	Noon	...	ARRIVE] [LEAVE	A M	A M	P M	P M	P M

Additional Train—Leaves Beaumont for Port Arthur *6 30 p.m.

*Daily; † daily, except Sunday; ‡ Sunday only. ‖ Meals. ⊙ Telephone stations. + Coupon stations; ♁ Telegraph stations. *Central time.*

ARKANSAS WESTERN RAILWAY.
Between Ft. Smith and Waldron Ark., via Heavener.

4	6	No 2	Mls	October 18, 1908.	No. 1	5	3	....
......	......	*4 20 P M	....	lve....**Ft. Smith**...arr.	10 40 A M	......	......	.....
......	......	5 42 »	....	........**Poteau**.......	9 17 »	......	......	.....
......	......	6 00 »	....	.........**Howe**........	9 02 »	......	......	.....
P M	A M	6 14 »	....	arr....**Heavener** ..lve.	8 50 »	P M	P M	.....
‡1 40	†9 20	6 20 »	0	lve....**Heavener** ..arr.	8 40 »	5 10	6 35	.....
2 07	10 00	6 47 »	10	.... Coaldale	8 08 »	4 15	5 06	.....
2 18	10 15	6 56 »	13	.........Bates..........	8 00 »	3 30	4 57	.....
2 32	10 35	7 12 »	19	.......Cauthron.......	7 42 »	3 05	4 39	.....
2 40	10 50	7 20 »	22	.........Oliver	7 33 »	2 40	4 31	.....
2 55	11 10	7 35 »	27	..........Hon	7 17 »	2 15	4 16	.....
3 10	11 40	7 50 P M	33	.......**Waldron**.......	*7 00 A M	†1 50	‡4 00	.....
P M	A M	....	....	ARRIVE] [LEAVE	....	P M	P M	.....

EQUIPMENT OF THROUGH TRAINS.

Nos. 1 and 2—Solid Vestibuled Trains with Pullman Buffet Sleepers between Kansas City and Port Arthur.

Nos. 3 and 4—Solid Vestibuled Trains with Pullman Buffet Observation Sleepers between Kansas City and Port Arthur; also Through Pullman Sleepers between Kansas City and Joplin; between Kansas City and Fort Smith and between Lake Charles and Shreveport without change.

Nos. 9 and 10—Special Sleeper Shreveport to St. Louis, via Texarkana and St. L. I. M. & S. Ry.

QUINCY, OMAHA & KANSAS CITY RAILROAD COMPANY.

GEO. F. BAKER, Jr., President, New York, N.Y.
W. G. BRIMSON, Vice-Prest. & Gen. Manager, Kansas City, Mo.
SAMUEL H. MILLER, Secretary and Treasurer, New York, N.Y.
J. G. TRIMBLE, General Attorney, Kansas City, Mo.
W. S. McCAULL, Claims Attorney, »
W. S. THOMPSON, Auditor, »
A. J. BANDY, General Freight and Passenger Agent, »
L. A. IRWIN, Purchasing Agent, »

W. J. STONEBURNER, Superintendent, Kansas City, Mo.
C. T. BRIMSON, Engineer Maintenance of Way, »
W. P. SMITH, Cashier, »
A. W. QUACKENBUSH, Master Mechanic, Milan, Mo.
J. J. McGRAW, General Agent, Quincy, Ill.
G. E. SMITH, General Agent, Kansas City, Mo.
R. S. PALMER, General Agent, Kirksville, Mo.

QUINCY AND KANSAS CITY LINE.

■121	■11	5	1	Mis.	*December* 19, 1909. (*Central time.*)	2	6	4	■12	■120
....	.....	....	....	.....		....	....	....	....	....
....	Mix.	P M	A M	.....	LEAVE] [ARRIVE	P M	A M	.....	Mix.	....
....	A M	†6 02	*7 25	0	+.....**Quincy**[1].....ȣ	7 35	10 00	.....	P M	....
....	†5 30	- -	- -	.....	..Quincy (*Maine St.*)..	- -	- -	.....	3 30	....
....	5 50	6 12	7 33	2.0	....**West Quincy**..ȣ	7 25	9 50	.....	3 10	....
....	6 10	6 24	7 43	7.0	.....Taylor.....	7 12	9 36	.....	2 35	....
....	6 30	6 36	7 53	11.5	.....Maywood ....ȣ	7 00	9 25	.....	2 15	....
....	6 46	6 50	8 02	15.5	.....Durham ....ȣ	6 50	9 13	.....	1 50	....
....	7 06	7 04	8 10	19.0	.....Ewing.....ȣ	6 37	9 00	.....	1 28	....
....	7 18	7 14	8 19	22.0	.....Tolona.....	6 28	8 50	.....	1 10	....
....	7 40	7 29	8 37	26.7	+....Lewistown ....ȣ	6 15	8 32	.....	12 45	....
....	8 17	7 43	8 44	32.4	+.....La Belle ....ȣ	6 00	8 17	.....	12 10	....
....	8 42	8 01	8 56	37.9	+.....Knox.....ȣ	5 45	8 00	.....	11 35	....
....	9 17	8 28	9 17	47.1	+.....Edina.....ȣ	5 22	7 32	.....	10 45	....
....	10 05	8 48	9 35	54.1	+....**Hurdland**[2]...ȣ	5 03	7 11	.....	10 05	....
....	10 20	9 04	9 47	58.1	.....Brashear ....ȣ	4 48	6 55	.....	9 47	....
....	10 40	9 21	10 02	63.8	.....Bullion.....	4 33	6 38	.....	9 05	....
....	11 30	9 39	10 21	69.8	+...**Kirksville**[3]...ȣ	4 17	6 20	.....	8 40	....
....	12 30	9 59	10 41	77.7	+....**Novinger**....ȣ	3 55	5 58	.....	7 40	....
....	1 16	10 20	11 02	84.3	+.....Stahl.....ȣ	3 35	5 38	.....	6 50	....
....	1 50	10 36	11 14	89.7	+.....Castle .....ȣ	3 22	5 25	.....	6 35	....
Mix	2 25	10 48	11 24	93.7	+....Green City....ȣ	3 11	5 10	.....	6 15	Mix
Night	2 58	11 03	11 36	99.2	.....Elgin.....ȣ	2 58	4 55	.....	5 50	Noon
†1215	3 30	11 20	12 10	105.2	+.....**Milan**[4].....ȣ	2 46	†4 40	.....	†5 30	1210
12 45	P M	P M	12 27	111.4	.....Reger.....ȣ	2 25	A M	.....	A M	1115
1 35	═══	═══	12 47	119.4	.....Humphreys.....ȣ	2 07	.....	.....	═══	1040
2 25	.....	.....	1 00	123.4	+.....**Gault**[5].....ȣ	1 53	.....	.....	.....	1010
3 00	.....	.....	1 13	128.9	.....Dunlap.....ȣ	1 41	.....	.....	.....	945
3 30	.....	.....	1 34	136.1	+....**Trenton**[6]....ȣ	1 23	.....	.....	.....	8 50
4 25	.....	.....	1 51	140.2	.....Parkerton.....	1 06	.....	.....	.....	8 10
4 50	.....	.....	2 02	144.6	+.....Brimson .....ȣ	12 48	.....	.....	.....	7 50
5 05	.....	.....	2 10	147.4	.....Melbourn.....ȣ	12 25	.....	.....	.....	7 30
6 30	■123	.....	2 25	152.6	+.....Gilman.....ȣ	12 12	.....	.....	■122	6 30
7 10	Mix.	.....	2 50	160.2	+.....Coffey.....ȣ	11 52	.....	.....	Mix.	5 45
7 50	A M	.....	3 13	169.3	arr. +**Pattonsburg**ȣ lve.	11 30	.....	.....	P M	*440
A M	†9 00	.....	3 15	169.3	lve...**Pattonsburg**[7]..arr.	11 28	.....	.....	6 00	A M
....	9 30	.....	3 29	175.4	+ ....Santa Rosa....ȣ	11 14	.....	.....	4 30	....
....	10 00	3	3 42	181.3	+...**Weatherby**[8]..ȣ	11 00	.....	.....	4 05	....
....	10 48	A M	3 53	186.5	.....Fordham.....	10 48	.....	P M	3 53	....
....	11 45	†8 25	4 14	194.7	+.....**Osborn**[9]....ȣ	10 27	.....	9 30	3 20	....
....	12 05	6 40	4 24	199.3	.....Maple Hill.....	10 14	.....	9 16	2 30	....
....	12 25	6 46	4 30	201.2	.....Braley .....ȣ	10 09	.....	9 11	2 20	....
....	1 30	7 12	4 50	209.4	+...**Plattsburg**[10].ȣ	9 51	.....	8 46	1 30	....
....	1 50	7 28	5 01	214.5	.....Bainbridge.....	- -	.....	8 30	1 00	....
....	2 00	7 35	5 08	217.1	.....Mecca.....	9 32	.....	8 22	12 45	....
....	2 30	7 42	5 14	219.5	+.....**Trimble**[11]...ȣ	9 26	.....	8 14	12 30	....
....	3 30	8 04	5 36	225.7	+....Smithville ....ȣ	9 06	.....	7 52	11 55	....
....	4 00	8 29	5 45	228.8	.....Amory.....	8 38	.....	7 37	10 35	....
....	4 16	8 52	5 55	232.2	.....Nashua.....	8 52	.....	7 29	10 20	....
....	4 40	9 07	6 09	236.3	.....Gashland.....ȣ	8 42	.....	7 16	9 50	....
....	5 00	9 13	6 16	238.2	.....Linden.....	8 37	.....	7 10	9 33	....
....	5 10	9 22	6 24	241.0	.....Campbellton.....	8 31	.....	7 02	9 22	....
....	5 20	9 29	6 31	243.2	.....Avondale.....ȣ	8 25	.....	6 55	9 10	....
....	5 30	9 34	6 37	244.4	..**Northern Junc**[12]ȣ	8 20	.....	6 50	†900	....
....	P M	9 3	6 45	246.0	..**Suburban Junc**[13]ȣ	8 15	.....	6 45	A M	....
....	.....	9 55	7 00	250.0	+...**Kansas City**[14]ȣ	*8 00	.....	†8 30	.....	....
....	.....	A M	P M	.....	ARRIVE] [LEAVE	A M	....	P M	.....	....

CONNECTIONS.

[1] **Quincy**—With Wabash R.R. and Chicago, Burlington & Quincy R.R
[2] **Hurdland**—With Atchison, Topeka & Santa Fe Ry.
[3] **Kirksville**—With Wabash R.R.
[4] **Milan**—With Chicago, Burlington & Quincy R.R.
[5] **Gault**—With Chicago, Milwaukee & St. Paul Ry.
[6] **Trenton**—With Chicago, Rock Island & Pacific Ry.
[7] **Pattonsburg**—With Wabash R.R.
[8] **Weatherby**—With Chicago, Rock Island & Pacific Ry.
[9] **Osborn**—With Chicago, Burlington & Quincy R.R.
[10] **Plattsburg**—With Atchison, Topeka & Santa Fe and Chicago, Rock Island & Pacific Rys.
[11] **Trimble**—With St. Joseph & Grand Island Ry.
[12] **Northern Junction**—With Chicago, Milwaukee & St. Paul Ry.
[13] **Suburban Junction**—With Kansas City Southern Ry. and Frisco System.
[14] **Kansas City**—With all roads diverging.

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is the home of the American School of Osteopathy. Through trains from Kansas City and Quincy.

Read down. **THROUGH SCHEDULE.** *Read up.*

Week-days	Daily.	STATIONS.	Week-days	Daily.
4 40 A M	2 46 P M	lve.....**Milan**.....arr.	11 20 P M	12 10 Noon
5 58 A M	3 56 P M	lve.....**Novinger**.....arr.	9 59 P M	10 41 A M
6 20 A M	4 17 P M	lve.....**Kirksville**.....arr.	9 33 P M	10 22 A M
7 31 A M	5 22 P M	lve.....**Edina**.....arr.	8 28 P M	9 17 A M
8 32 A M	8 15 P M	lve.....**Lewistown**.....arr.	7 29 P M	8 32 A M
9 50 A M	7 25 P M	arr.....**West Quincy**.....lve.	6 12 P M	7 33 A M
10 00 A M	7 35 P M	arr.....**Quincy**.....lve.	6 02 P M	7 25 A M
.....	.....	*Burlington Route to St. Louis.*	.....	.....
*1015 A M	2 05 A M	lve.....**Quincy**.....arr.	‖6 00 P M	6 15 A M
- -	2 13 A M	lve.....**West Quincy**.....arr.	- -	- -
10 50 A M	2 45 A M	arr.....**Hannibal**.....lve.	5 25 P M	5 40 A M
11 41 A M	3 45 A M	arr.....**Louisiana**.....lve.	4 35 P M	4 50 A M
12 01 Noon	4 02 A M	arr.....**Clarksville**.....lve.	4 15 P M	- -
- -	6 24 A M	arr.....**West Alton**.....lve.	- -	- -
- -	- -	arr.....**Alton**.....lve.	- -	- -
2 15 P M	7 29 A M	arr.....**St. Louis**.....lve.	2 15 P M	2 35 A M
.....	.....	*Burlington Route to Chicago.*	.....	.....
12 45 Noon	8 00 P M	lve.....**Quincy**.....arr.	1 35 P M	7 15 A M
1 30 P M	8 45 P M	arr.....**Camp Point**.....lve.	12 40 Noon	6 28 A M
3 14 P M	11 17 P M	arr.....**Bushnell**.....lve.	10 55 A M	4 50 A M
4 20 P M	12 30 Night	arr.....**Galesburg**.....lve.	10 00 A M	3 55 A M
8 45 P M	6 50 A M	arr.....**Chicago**.....lve.	.....	‖10 30 P M
.....	.....	.....	.....	.....

* Daily; † daily, except Sunday; ‖ daily, except Monday.
■ These trains will not carry passengers without special freight train contracts.
+ Coupon stations; ȣ Telegraph stations.

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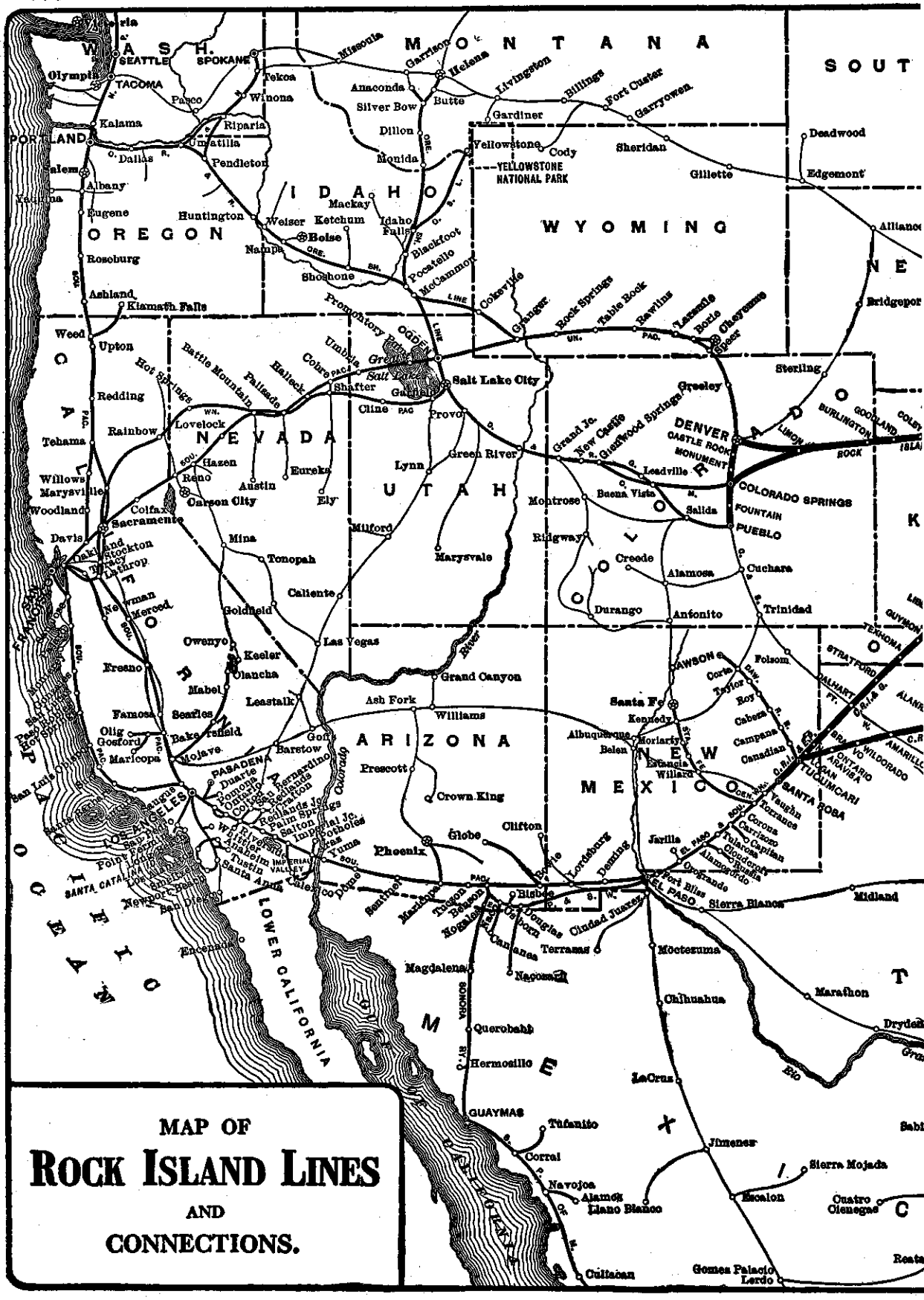
.....	No. 1	Mls	*June* 17, 1908.	No. 2	.....	.....
.....	.....	....	LEAVE] [ARRIVE	.....	.....	....
.....	†9 00 A M	0	.....**Sedan**[1].....ȣ	8 10 A M	.....	....
.....	9 30 »	5	.....Coal City .....ȣ	7 45 »	.....	....
.....	10 00 »	12	.....Livonia .....ȣ	7 15 »	.....	....
.....	10 40 »	19	.....Worthington.....ȣ	6 45 »	.....	....
.....	11 10 »	26	.....Hilberton.....ȣ	6 20 »	.....	....
.....	11 25 »	28	.....Connelsville.....ȣ	6 12 »	.....	....
.....	11 50 A M	32	arr....**Novinger**[2]..lve.	5 50 »	.....	....
.....	12 15 Noon	32	lve...**Novinger**....arr.	5 30 »	.....	....
.....	12 40 Noon	36	.....Youngstown.....ȣ	5 15 »	.....	....
.....	1 05 P M	42	.....Yarrow.....ȣ	4 55 »	.....	....
.....	1 25 »	46	.....Gifford .....ȣ	4 40 »	.....	....
.....	1 40 P M	52	arr.....**Elmer**[3]ȣ..lve.	†4 20 A M	.....	....

† Daily, except Sunday. ȣ Telegraph stations.
STANDARD—*Central time.*

Connections.—[1] With Burlington Route. [2] With Quincy, Omaha & Kansas City Ry. [3] With Atchison, Topeka & Santa Fe Ry.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ROCK ISLAND LINES
AND
CONNECTIONS.
WASH.
MONTANA
SOUT
IDAHO
OREGON
WYOMING
NEVADA
UTAH
COLORADO
ARIZONA
NEW MEXICO
SEATTLE
SPOKANE
TACOMA
Olympia
PORTLAND
Salem
Albany
Eugene
Roseburg
Ashland
Kiamath Falls
Weed
Upton
Redding
Tehama
Willows
Marysville
Woodland
Davis
Sacramento
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Lovelock
Reno
Carson City
Hazen
Austin
Eureka
Ely
Mina
Tonopah
Caliente
Goldfield
Owenyo
Keeler
Olancha
Las Vegas
Fresno
Mabel
Leastalk
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Searles
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Mojave
Barstow
Goffs
PASADENA
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Phoenix
Prescott
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Globe
Clifton
Bisbee
Douglas
Tucson
Nogales
Magdalena
Nacozari
Querobabi
Hermosillo
GUAYMAS
Tiburon
Corral
Navojoa
Alamos
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Cananea
Cananea
Cindad Juarez
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Capitan
Carrizozo
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Roswell
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Albuquerque
Belen
Willard
Estancia
Mountainair
Tucumcari
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Canadian
Campana
Cabezon
Roy
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Gomez Palacio
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Attica
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Saline City
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LeROY KRAMER, Assistant to Vice-President, "

J. M. McCARTHY, Purchasing Agent, Chicago, Ill.
F. D. REED, General Storekeeper, Silvis, Ill.
L. R. STAFFORD, General Stationer, Chicago, Ill.
D. B. SEBASTIAN, Acting Fuel Agent, "

D. R. McLENNAN, Supervisor of Insurance Fund, Chicago, Ill.
CARL SCHOLE, Manager Mining Department, Chicago, Ill.

Rock Island Lines

LIST OF GENERAL AND TRAVELING AGENTS AND REPRESENTATIVES.

Alexandria, La.—R. O. Roy, Div. Fht. Agt.

Amarillo, Tex.—A. B. Spencer, Gen. Agt.

Atchison, Kan.—326 Commercial Street—
F. M. Darrah, Commercial Agent.

Atlanta, Ga.—6 North Pryor Street—
Fay Thompson, District Passenger Agent.
A. P. Matthews, Traveling Passenger Agt.
337 Equitable Bldg—V. M. Cluis, Com'l Agt.

Boston, Mass.—288 Washington Street—
S. L. Parrott, General New England Agt.
E. H. Dexter, Traveling Passenger Agt.
A. W. Gibbons, Traveling Passenger Agt.
E. R. Hines, Commercial Agent.

Buffalo, N.Y.—297 Main Street—
H. M. Brown, District Passenger Agent.
A. S. Collins, Commercial Agent.

Burlington, Ia.—
A. L. Hoffe, City Passenger Agent.
W. A. Kendall, General Agent.

Cedar Rapids, Ia.—4th St. and 1st Ave.—
J. G. Farmer, Division Passenger Agent.
E. O. Soule, Traveling Passenger Agent.
W. S. Williams, Commercial Agent.
L. H. Humphreys, Live Stock Agent.

Chattanooga, Tenn.—Patten Hotel Bldg.—
R. S. Russell, Traveling Passenger Agent.

Chicago, Ill.—91 Adams Street—
A. B. Schmidt, Gen. Agent Pas. Dept.
727 La Salle Street Station—
J. M. Jillich, Traveling Passenger Agent.
T. O. Jennings, Gen. Agent Freight Dept.
G. E. White, Commercial Agent.
J. D. Bain, Dairy Agent.
827 La Salle Street Station—
L. D. Voak, Traveling Freight Agent.
J. McD. Stafford, Depot Ticket Agent.

Cincinnati, O.—38 East Fourth Street—
H. I. McGuire, District Passenger Agent.
P. S. Weever, Traveling Passenger Agent.
907 Union Trust Building—
C. C. Spalding, Commercial Agent.

Cleveland, O.—715 Euclid Avenue—
Howard Jolly, District Passenger Agent.
G. W. Teare, Commercial Agent.

Colorado Springs, Colo.—2 Pike's Peak Ave.—
W. W. Wood, City Passenger Agent.
A. R. Brasted, Commercial Agent.
E. Carey, Depot Ticket Agent.

Council Bluffs, Ia.—16 Pearl Street—
A. T. Elwell, City Passenger Agent.
J. W. Maynard, Depot Ticket Agent.

Dallas, Tex.—332 Main Street—
S. J. Tucker, City Passenger Agent.
T. H. Wilhelm, Commercial Agent.

Davenport, Ia.—320 Brady Street—
S. F. Boyd, Division Passenger Agent.
C. C. Gardner, Traveling Passenger Agt.
307 Brady Street—
C. H. Caswell, Division Freight Agent.

Denver, Colo.—17th and Curtis Streets—
G. W. Martin, General Agent.
C. A. Moon, Commercial Agent.
P. R. Mackinnon, Trav. Passenger Agt.
Scott Bryan, Union Depot Ticket Agent.

Des Moines, Ia.—423 Walnut Street—
Geo. R. Kline, City Passenger Agent.
A. W. Eberhart, Division Freight Agent.

Detroit, Mich.—Majestic Building—
R. S. Torrington, District Passenger Agt.
Geo. W. Williams, Commercial Agent.

El Paso, Tex.—
Garnett King, Gen. Agt. E. P. & S. W. Sys.

Estherville, Ia.—5 and 6 Post Office Bldg—
M. M. Knapp, Division Freight Agent.

Fort Worth, Tex.—Fifth and Main Streets—
Jas. A. Marks, Traveling Passenger Agent.
C. D. Lusk, Depot Ticket Agent.
V. N. Turpin, City Passenger Agent.
Eighth and Main Streets—
C. E. Wynne, Jr., Commercial Agent.

Hot Springs, Ark.—W. M. Anderson, C. P. A.

Houston, Tex.—1013 Franklin Avenue—
John A. Hulen, Commercial Agent.

Hutchinson, Kan.—27 Sherman East—
J. B. Rishel, Division Freight Agent.

Indianapolis, Ind.—9 and 10 Claypool Bldg—
J. F. Powers, District Passenger Agent.
D. J. Bermingham, Commercial Agent.

Kansas City, Mo.—412-413 Bryant Building—
Jno. N. Stroud, Traveling Passenger Agt.
Phil. W. Johnston, Traveling Pas. Agent.
203 Bryant Building—
C. W. Jones, City Passenger Agent.
Beals Building, 200 West 9th Street—
Fred. Smith, Commercial Agent.
R. S. Simmons, Traveling Freight Agent.
Luman Osborn, Traveling Freight Agent.
L. S. Banks, Depot Ticket Agent.

Kingville, Tex.—
C. B. Sloat, General Agent.

Leavenworth, Kan.—424 Delaware Street—
J. M. Allen, General Agent.

Lincoln, Neb.—1141 O Street—
F. H. Barnes, City Passenger Agent.
E. O. Miller, Commercial Agent.

Little Rock, Ark.—211 Main Street—
James Harris, District Passenger Agent.
Pleasant Unthank, Trav. Passenger Agt.
R. E. Smith, Commercial Agent.
O. C. Turlington, Traveling Freight Agt.

London, Eng.—29 Cockspur Street, S. W.—
Alex. Jackson, General European Agent.

Los Angeles, Cal.—555 South Spring Street—
J. L. Stanton, District Passenger Agent.
H. N. Sears, Traveling Passenger Agent.
B. F. Coons, Commercial Agent.

Louisville, Ky.—401 Lincoln Bank Building—
C. S. Hall, Commercial Agent.

Memphis, Tenn.—Peabody Hotel—
E. Sutcliffe, City Passenger Agent.
L. S. Muchmore, Traveling Passenger Agt.
24 North Second Street—
J. H. Doughty, Commercial Agent.
H. G. Coltart, Depot Ticket Agent.

Mexico City, Mex.—Av. 5 de Mayo 1-B—
De Witt Hammond, General Agent.

Milwaukee, Wis.—1018-1019 Majestic Bldg.—
Wm. A. Hughes, General Agent.
M. W. Burns, Commercial Agent.

Minneapolis, Minn.—Nicollet Ave. and 4th St.—
W. L. Hathaway, District Passenger Agt.
F. D. Lyon, Traveling Passenger Agent.
T. A. Matthews, Jr., Commercial Agent.
F. G. Gujer, Traveling Freight Agent.
J. L. Bennett, Traveling Freight Agent.
G. W. McMillan, Depot Ticket Agent.

Nashville, Tenn.—416 Church Street—
J. R McGregor, Traveling Pas. Agent.

New Orleans, La.—711-713 Gravier Street—
I. T. Preston, General Agent.
W. J. McMahon, Agt. Foreign Fht. Dept.
L. B. Washington, Trav. Passenger Agt.

New York, N.Y.—401 Broadway—
K. E. Palmer, Gen. Eastern Passenger Agt.
J. M. Hayes, Traveling Passenger Agent.
F. B. Mesick, Gen. Eastern Freight Agent.

Oakland, Cal.—1120 Broadway—
M. W. Fitzgibbon, City Passenger Agent.

Oklahoma City, Okla.—117 West Main St.—
P. Portel, Division Freight Agent.
J. S. McNally, Division Passenger Agent.
C. E. Bascom, Traveling Passenger Agent.

Omaha, Neb.—1323 Farnam Street—
J. E. Utt, General Agent.
E. P. Hennessy, Commercial Agent.
———, Division Passenger Agent.
W. D. Fosler, Traveling Passenger Agt.
Geo. E. Abbott, Depot Ticket Agent.

Peoria, Ill.—103 South Jefferson Street—
H. I. Battles, General Agent.
Warren Cowles, Division Passenger Agt.
C. C. Anderson, Traveling Passenger Agt.
S. F. Haskins, Depot Ticket Agent.

Philadelphia, Pa.—1019 Chestnut Street—
Perry Griffin, District Passenger Agent.
H. A. Roemer, Traveling Passenger Agt.
D. W. Farrow, Commercial Agent.

Pittsburgh, Pa.—522 Smithfield St.—
L. H. McCormick, District Passenger Agt.
Jos. Gittings, Traveling Passenger Agent.
O. M. Ellsworth, Gen. Agt. Freight Dept.

Portland, Ore.—140 Third Street, cor. Alder—
M. J. Geary, General Agt. Passenger Dept.
C. A. Hunter, General Agt. Freight Dept.

Pueblo, Colo.—226 North Main Street—
Geo. R. Cruzen, City Passenger Agent.
C. H. Bacon, Commercial Agent.
Wm. Young, Depot Ticket Agent.

Rock Island, Ill.—1829 Second Avenue—
F. H. Plummer, City Passenger Agent.
E. L. Goff, Commercial Agent.

St. Joseph, Mo.—Sixth and Edmond Streets—
J. J. Goodrich, City Passenger Agent.
R. F. Atwood, Commercial Agent.
J. Hanson, Depot Ticket Agent.

St. Louis, Mo.—900 Olive Street—
F. J. Deicke, Gen. Agent Passenger Dept.
H. P. Mantz, Dist. Pas. Agent, } 1025 Frisco
F. C. Werner, Trav. Pas. Agt., } Building.
C. L. Sickles, City Passenger Agent.
A. D. Murray, Gen. Agent Freight Dept.
E. J. O'Neill, Commercial Agent.
B. W. Frauenthal, Depot Ticket Agent.
E. P. Lannan, Dairy Agt., 1020 Frisco Bldg.

St. Paul, Minn.—Sixth and Robert Streets—
F. W. Saint, City Passenger Agent.
C. W. Humphrey, Northern Passenger Agt.
John B. Ravn, Commercial Agent.
M. D. Nealy, Depot Ticket Agent.

Salt Lake City, Utah—14 E. Third South St.—
J. G. Doolittle, General Agent.
D. B. Eldredge, Trav. Fht. and Pas. Agt.
A. W. Randall, Trav. Fht. and Pas. Agt.

San Antonio, Tex.—Alamo Plaza and Crockett St.—
H. W. Pinnick, Traveling Passenger Agt.
H. C. Franks, Commercial Agent.

San Francisco, Cal.—882 Market Street—
F. W. Thompson, General Western Agent.
C. A. Rutherford, District Passenger Agt.
P. A. Zeigenfuss, Trav. Passenger Agent.
E. L. Gurney, City Passenger Agent.
W. T. Allen, Commercial Agent.

Seattle, Wash.—705 Second Avenue—
G. P. Cave, General Agent.

Tacoma, Wash.—
Nat. Bk. of Com. Bldg.—13th and Pacific Ave.—
R. N. Gordon, Trav. Fht. and Pas. Agt.

Topeka, Kan.—H. H. Hunt, City Pas. Agt.
E. F. Strain, Division Freight Agent.

Vinton, Ia.—I. Mitchell, Trav. Dairy Agent.

Waterloo, Ia.—
C. F. Hayes, City Pas. and Ticket Agent.

Wichita, Kan.—
A. E. Dove, City Passenger Agent.
E. B. Hooser, Division Freight Agent.

INDEX TO STATIONS.

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+West Branch, Ia....25
Westchester, Ia.....31
*West Dubach, La....44
+West Liberty, Ia..1, 25
*West Okoboji, Ia....27
Weston, Ia.....1
+Weston, Mo.....23
+West Union, Ia.....29
Wewoka, Ok.....43
+What Cheer, Ia...6, 14
Wheatley, Ark.....43
+White City, Kan....40
White, S.D.....27
o*White Oak, Tex.....55
*Whites, Ok.....43
Whitewater, Kan....40
+Whiting, Kan.....22
*Whitlow, Ark.....44
Whitmore, Ark.....43
+Wichita, Kan.....40
Widener, Ark.....43
+Wilburton, Ok.....43
Willard, Kan.....3, 40
*Williana, La.....44
Williard, Ark.....49
*Willow Glen, La.....44
Wilmont, Minn.....27
*Wilroads, Kan.....42
Wilson, Ia.....15
+Wilton, Ia.....1, 8
+Windsor, Mo.....54
Wingate, Mo.....54
*+Winkle, N.M.....42
Winnfield, La.....44
*Winona, La.....44
Winslow, Ia.....25
Winston, Mo.....20
+Winterset, Ia.....26
Winthrop, Mo.....20, 23
Wiota, Ia.....1
+Wister, Ok.....43
Wiville, Ark.....45, 52
Woden, Ia.....18
Woodbine, Kan.....36
+Worthington, Minn.27
+Wyanet, Ill.....1
*Wyatt, La.....44
+Wyoming, Ill.....12

*⊙Yarnall, Tex.....43
+Yukon, Ok.....43

Zeandale, Kan.....3
o Zulch, Tex.....55
*Zyba, Kan.....40

Rock Island Lines

MILEAGE OF LINES OPERATED.

Chicago, Rock Island & Pacific Ry. Co	7,414.24
Chicago, Rock Island & El Paso Ry. Co	111.50
Grand Total	7,525.74

CONDENSED TIME-TABLES.

CHICAGO, ST. LOUIS AND KANSAS CITY TO CALIFORNIA VIA EL PASO ROUTE.

California Special. Example. By Days.	California Special. No. 3 Daily.	El Paso-California Ex. Example. By Days.	El Paso-California Ex. No. 1 Daily.	STATIONS.	California Special. No. 4 Daily.	California Special. Example. By Days.	El Paso-Chicago Ex. No. 2 Daily.	El Paso-Chicago Ex. Example. By Days.
Sunday	9 00 P M	Sunday	11 30 P M	lve. **Chicago**.....(C.R.I.& P.) arr.	11 45 A M	Thursday	6 50 A M	Friday
"	9 12 P M	"	11 45 P M	lve. **Englewood**... " arr.	11 30 A M	"	6 35 A M	"
Monday	1 10 A M	Monday	7 00 A M	lve. **Rock Island**.. " arr.	7 10 A M	"	9 40 P M	Thursday
"	10 35 A M	"	8 16 P M	arr. **Kansas City**.. " lve.	9 40 P M	Wednesday	8 15 A M	"
Sunday	10 02 P M	Monday	8 50 A M	lve. **St. Louis**.(*C.R.I.& P.*) arr.	7 35 A M	Thursday	7 05 P M	Thursday
Monday	7 50 A M	"	8 16 P M	arr. **Kansas City**.. " lve.	9 50 P M	Wednesday	8 00 A M	"
Monday	10 40 A M	Monday	11 00 P M	lve. **Kansas City**..(C.R.I.& P.) arr.	9 20 P M	Wednesday	7 00 A M	Thursday
"	12 40 Noon	"	12 55 Night	lve. **Topeka**..... " arr.	7 10 P M	"	4 50 A M	"
Tuesday	4 58 A M	Tuesday	6 35 P M	lve. **Naravisa**...(C.R.I. & E.P.) arr.	4 00 A M	"	10 30 A M	Wednesday
"	6 35 A M	"	8 00 P M	arr. **Tucumcari** (*C.T.*) " lve.	2 35 A M	"	8 45 A M	"
"	5 45 A M	"	7 26 P M	lve. **Tucumcari**(*M.T.*) " arr.	1 30 A M	"	7 20 A M	"
"	7 55 A M	"	9 32 P M	arr. **Santa Rosa**.. " lve.	11 26 P M	Tuesday	5 12 A M	"
"	6 50 P M	Wednesday	8 00 A M	arr. **El Paso** .....(A.P.& S.W.) lve.	1 15 P M	"	6 55 P M	Tuesday
Wednesday	7 00 A M	Thursday	7 00 A M	arr. **Phœnix**..(M. & P. & S.R.V.) lve.	7 00 P M	Monday	.....	.....
Wednesday	10 35 A M	Thursday	3 50 A M	arr. **Yuma**.....(*So. Pac.*) lve.	6 15 P M	Monday	9 30 P M	Monday
"	7 00 P M	"	1 30 P M	arr. **Los Angeles**. " lve.	9 45 A M	"	12 01 Noon	"
"	11 15 P M	"	6 17 P M	arr. **Santa Barbara**. " lve.	4 50 A M	"	7 10 A M	"
Thursday	11 40 A M	Friday	8 08 A M	arr. **San Francisco**.. " lve.	4 00 P M	Sunday	6 00 P M	Sunday

No. 3—California Special (Daily).—Drawing-room Sleeping Car Chicago to San Francisco. State-room and Drawing-room Sleeping Car Chicago to Los Angeles. Buffet-Library-Observation Car Chicago to Los Angeles. Drawing-room Sleeping Car El Paso to Mexico City. Smoking-room Tourist Car Chicago to Los Angeles. Smoking-room Chair Car Chicago to El Paso and El Paso to Los Angeles. Connecting Drawing-room and Tourist Sleeping Cars St. Louis to Kansas City. Dining Car Service Chicago to Los Angeles and San Francisco.

No. 1—El Paso-California Express (Daily).—Drawing-room Sleeping Car Chicago to El Paso and El Paso to San Francisco. Tourist Sleeping Car Kansas City to Los Angeles (from Minneapolis and St. Paul every Tuesday). Chair Car and Smoker Chicago to El Paso. Coach Herington to Tucumcari. Chair Cars, Coach and Smoker El Paso to San Francisco. Chair Car St. Louis to Kansas City.

No. 4—California Special (Daily).—Drawing-room Sleeping Car San Francisco to Chicago. State-room and Drawing-room Sleeping Car Los Angeles to Chicago. Buffet-Library-Observation Car Los Angeles to Chicago. Drawing-room Sleeping Car Mexico City to El Paso. Smoking-room Tourist Car Los Angeles to Chicago. Smoking-room Chair Car Los Angeles to El Paso and El Paso to Chicago. Connecting Drawing-room and Tourist Sleeping Cars Kansas City to St. Louis. Dining Car Service San Francisco and Los Angeles to Chicago.

No. 2—El Paso-Chicago Express (Daily).—Drawing-room Sleeping Car San Francisco and Los Angeles to El Paso and El Paso to Chicago. Tourist Sleeping Car every Tuesday Los Angeles to Kansas City (for St. Paul and Minneapolis). Coach Tucumcari to Herington. Chair Car Kansas City to St. Louis. Chair Cars, Coach and Smoker San Francisco to El Paso. Chair Car and Smoker El Paso to Chicago.

CHICAGO AND OMAHA TO COLORADO, UTAH AND CALIFORNIA, VIA SCENIC ROUTE.

Example. By Days.	No. 69 Daily.	Example. By Days.	No. 5 Daily.	Example. By Days.	No. 7 Daily.	STATIONS. (*C. R. I. & P.*)	No. 8 Daily.	Example. By Days.	No. 6 Daily.	Example. By Days.	No. 26 Daily.
Sunday	8 30 A M	Sunday	10 32 P M	Sunday	9 30 A M	lve.....**Chicago**.....arr.	3 58 P M	Friday	7 25 A M	Friday	8 33 P M
"	8 44 A M	"	10 47 P M	"	9 45 A M	lve.....**Englewood**.....arr.	3 43 P M	"	7 10 A M	"	8 18 P M
Sunday	8 00 A M	Sunday	12 01 Night	Sunday	8 00 A M	lve.....**Peoria**.....arr.	†4 40 P M	Friday	6 30 A M	Friday	10 00 P M
Sunday	1 00 P M	Monday	3 15 A M	Sunday	1 35 P M	lve.....**Rock Island**.....arr.	11 40 A M	Friday	2 45 A M	Friday	5 00 P M
"	6 40 P M	"	8 40 A M	"	6 25 P M	lve.....**Des Moines**.....arr.	7 00 A M	"	8 30 P M	Thursday	12 15 Noon
"	11 10 P M	"	12 57 Noon	"	10 12 P M	lve.....**Council Bluffs**....lve.	3 05 A M	"	6 05 P M	"	8 05 A M
"	11 30 P M	"	1 25 P M	"	10 40 P M	lve.....**Omaha**.....arr.	2 25 A M	"	4 30 P M	"	7 42 A M
.....	.....	Tuesday	7 45 A M	Monday	12 55 Noon	arr.....**Denver**.....lve.	11 00 A M	"	10 00 P M	Wednesday	.....
.....	.....	"	7 50 A M	"	12 55 Noon	arr...**Colorado Springs**..lve.	11 00 A M	Thursday	8 40 P M	"	.....
.....	.....	"	10 00 A M	"	9 20 P M	arr.....**Pueblo**.....lve.	9 05 A M	"	8 00 P M	"	.....
.....	.....	"	1 30 P M	"	9 30 P M	lve.**Pueblo**.....(*D.&R.G.*) arr.	8 50 A M	"	3 15 P M	"	.....
.....	.....	"	10 33 P M	Tuesday	7 53 A M	arr.**Glenwood**..... " lve.	10 33 P M	Wednesday	5 43 A M	"	.....
.....	.....	Wednesday	1 20 P M	"	10 40 P M	arr.**Salt Lake City** (R.G.W.) lve.	8 10 A M	"	3 45 P M	Tuesday	.....
.....	.....	"	2 35 P M	Wednesday	11 55 P M	arr.**Ogden**..... " lve.	7 00 A M	"	2 35 P M	"	.....
.....	.....	Thursday	3 50 P M	Thursday	10 45 A M	arr.**Sacramento**..(So. Pac.) lve.	10 40 P M	Monday	2 15 P M	Monday	.....
.....	.....	"	7 28 P M	"	2 48 P M	arr.**San Francisco** " lve.	6 40 P M	"	10 40 A M	"	.....
.....	.....	Friday	2 30 P M	Friday	8 30 A M	arr.**Los Angeles**.. " lve.	7 30 P M	Sunday	2 35 P M	Sunday	.....

No. 7—Rocky Mountain Limited (Daily).—Drawing-room Sleeping Car, Library-Buffet-Observation Car, Chair Car and Smoker Chicago to Denver. Drawing-room Sleeper Chicago to Colorado Springs. Smoking-room Chair Car Limon to Colorado Springs. Dining Car Service.

No. 5—Colorado and California Express (Daily).—Drawing-room Sleeping Car Chicago to San Francisco, via Colorado Springs and Pueblo. Drawing-room Sleeping Car, Observation-Sleeping Car and Coach Chicago to Denver. Personally Conducted Tourist Sleeping Car Chicago to San Francisco and Los Angeles on Tuesday, Thursday and Saturday. (For particulars, see Tourist Car Service, second page following). Smoking-room Chair Car and Smoker Chicago to Pueblo, via Colorado Springs. Smoker Limon to Denver. Dining Car Service.

No. 69—Express (Daily).—Parlor Cars, Coach and Combination Smoker between Chicago and Omaha. Coach and Combination Smoker Chicago to Bureau (for Peoria). Dining Car Bureau to Omaha.

No. 8—Rocky Mountain Limited (Daily).—Drawing-room Sleeping Car, Library-Buffet-Observation Car, Chair Car and Smoker Denver to Chicago. Drawing-room Sleeping Car Colorado Springs to Chicago. Smoking-room Chair Car Colorado Springs to Limon. Dining Car Service.

No. 6—Eastern Express (Daily).—Drawing-room Sleeping Car San Francisco to Chicago, via Pueblo and Colorado Springs. Drawing-room Sleeping Car, Observation-Sleeping Car and Coach Denver to Chicago. Personally conducted Tourist Sleeping Cars Los Angeles to Chicago on Tuesday, Thursday and Saturday. (For particulars, see Tourist Car Service, second page following). Smoking-room Chair Car and Smoker Pueblo to Chicago. Smoker Denver to Limon. Dining Car Service.

No. 26—Express (Daily).—Parlor Cars, Coach and Combination Smoker Omaha to Chicago. Coach Bureau to Chicago (from Peoria). Dining Car Omaha to Rock Island and Rock Island to Chicago.

KANSAS CITY, ST. PAUL AND MINNEAPOLIS.

Example	62-31	STATIONS.	32-61	Example
Sunday	*8 45 P M	lve. **Kansas City** (*C.R.I.&P.*) arr.	7 45 A M	Monday
Monday	5 40 A M	lve. **Columbus Junc.** " arr.	8 00 P M	Sunday
Monday	7 40 A M	arr. **Cedar Rapids**.. " lve.	6 50 P M	Sunday
Monday	4 25 P M	arr. **St. Paul**..... " lve.	9 45 A M	Sunday
Monday	5 05 P M	arr. **Minneapolis**... " lve.	*9 10 A M	Sunday

Nos. 62-31 and 32-61—Drawing-room Sleeping Car between Kansas City, St. Paul and Minneapolis. Coach and Smoker between St. Paul-Minneapolis and Columbus Junction and Columbus Junction and Kansas City.

* Daily.

CHICAGO AND HOT SPRINGS.

Example	No. 45	STATIONS.	No. 46	Example
Sunday	*7 00 P M	lve. **Chicago**.....(*Ill. Cent.*) arr.	10 40 A M	Monday
Sunday	1 00 A M	lve. **Centralia**..... " arr.	4 35 A M	Monday
Monday	8 45 A M	arr. **Memphis**..... " lve.	9 00 P M	Sunday
Monday	9 30 A M	lve. **Memphis**.(*C. R. I. & P.*) arr.	7 40 P M	Sunday
Monday	1 30 P M	arr. **Little Rock**.... " lve.	3 40 P M	Sunday
Monday	4 05 P M	arr. **Hot Springs**.... " lve.	*1 15 P M	Sunday

Nos. 45 and 46—Drawing-room Sleeper between Chicago and Hot Springs. Dining Car service Chicago, Champaign and Fulton to Memphis on No. 3-45, Champaign to Chicago on No. 46-4, and between Memphis and Little Rock.

Rock Island Lines

CONDENSED TIME-TABLES—Continued.

CHICAGO AND ST. LOUIS TO OKLAHOMA AND TEXAS.

No. 23 Daily.	No. 11 Daily.	STATIONS.	No. 12 Daily.	No. 24 Daily.
11 50 P M	6 05 P M	lve.....Chicago.....arr.	8 20 A M	6 50 A M
11 45 P M	6 20 P M	lve.....Englewood.....arr.	8 05 A M	6 35 A M
7 00 A M	10 20 P M	lve.....Rock Island.....arr.	3 55 A M	9 40 P M
7 10 A M	10 27 P M	lve.....Davenport.....arr.	3 45 A M	9 50 P M
.....	7 55 A M	arr.....St. Joseph.....lve.	6 40 P M	.....
.....	9 10 A M	arr.....Atchison.....lve.	5 30 P M	.....
8 15 P M	8 15 A M	arr.....Kansas City.....lve.	6 30 P M	8 15 A M
8 59 A M	10 02 P M	lve.....St. Louis.....arr.	7 35 A M	7 05 P M
8 15 P M	7 50 A M	arr.....Kansas City.....lve.	9 50 P M	8 00 A M
10 00 P M	9 45 A M	lve.....Kansas City.....arr.	5 20 P M	6 30 A M
7 20 P M	8 00 A M	lve.....St. Joseph.....arr.	6 30 P M	10 20 A M
12 01 Night	12 40 A M	lve.....Topeka.....arr.	3 15 P M	4 20 A M
4 05 P M	.....	lve.....Omaha.....arr.	.....	1 00 P M
6 10 A M	5 20 P M	arr.....Wichita.....lve.	10 00 A M	10 25 P M
7 10 A M	6 25 P M	arr.....Wellington.....lve.	8 50 A M	9 17 P M
9 50 A M	9 08 P M	arr.....Enid.....lve.	6 11 A M	6 27 P M
12 10 Noon	11 25 P M	arr.....El Reno.....lve.	4 15 A M	4 18 P M
1 35 P M	12 40 Night	arr.....Chickasha.....lve.	3 05 A M	3 10 P M
8 00 P M	7 00 A M	arr. Fort Worth (*C.R.I.&G.*) lve.	8 00 P M	9 00 A M
8 50 P M	8 50 A M	arr. Dallas..... " lve.	7 10 P M	7 25 A M
11 00 P M	.....	lve. Dallas.....(*T.&B.V.*) arr.	.....	7 00 A M
7 40 A M	.....	arr. Houston..... " lve.	.....	10 00 P M
9 15 A M	.....	arr. Galveston... " lve.	.....	8 20 P M

Nos. 11 and 12—Chicago, Kansas City and Texas Express (Daily).—Observation and Standard Sleepers between Chicago and Kansas City. Stateroom Drawing-room Sleeping Cars between Chicago and Atchison, via St. Joseph. Drawing-room and Tourist Sleepers St. Louis to Kansas City. Drawing-room Sleeping Cars and Chair Cars between Chicago, Fort Worth and Dallas, via Kansas City. Tourist Sleeper Chicago to Fort Worth (for Brownsville, Tex., via T. & B. V. Ry. and St. L. B. & M. Ry. south of Fort Worth) on first and third Tuesday of each month, and Standard and Tourist Sleepers Kansas City to Herington (for Dalhart on No. 51) on first and third Tuesday of each month on No. 11. Combination Smoker between Chicago and Kansas City. Partition Smoker between Kansas City and Dallas. Coach between Kansas City and Caldwell. Dining Car between Chicago and Rock Island, and Trenton and Kansas City. Cafe Observation Car, Chair Car and Smoker between Altamont and Atchison, via St. Joseph.

Nos. 23 and 24—Fort Worth and Dallas Express (Daily).—Drawing-room Sleeping Car, Chair Car, Coach and Partition Smoker between Kansas City and Galveston, via Dallas, Fort Worth and Houston. Drawing-room Sleeping Car between Kansas City and Wichita. Drawing-room Sleeping Car between St. Joseph and Caldwell, via Kansas City. Chair Car between McFarland and Caldwell from and to Council Bluffs and Omaha. Coach and Smoker between St. Louis and Kansas City.

KANSAS CITY AND HOT SPRINGS.

	105-45	STATIONS.	46-106	
.....	*8 15 P M	lve. Kansas City....(*Frisco*) arr.	10 25 A M	.....
.....	8 25 A M	arr. Memphis..... " lve.	8 25 P M	.....
.....	9 30 A M	lve. Memphis.(*C. R. I. & P.*) arr.	7 40 P M	.....
.....	4 05 P M	arr. Hot Springs.... " lve.	*1 15 P M	.....

Nos. 105-45 and 46-106—Express (Daily).—Drawing-room Sleeper between Kansas City and Hot Springs. Cafe Observation Car between Kansas City and Fort Scott and between Memphis and Jonesboro. Chair Car and Coach between Kansas City and Memphis. Parlor Car, Coach and Partition Smoker between Memphis and Hot Springs. Dining Car between Memphis and Little Rock.

CHICAGO, ST. PAUL AND SIOUX FALLS.

No. 9	No. 19	STATIONS.	No. 20	32-2	
*10 00 P M	*4 15 P M	lve....Chicago....arr.	8 01 A M	6 50 A M	.....
10 14 P M	4 30 P M	lve...Englewood...arr.	7 46 A M	6 40 A M	.....
2 25 A M	9 25 P M	lve..Rock Island..arr.	3 35 A M	10 45 P M	.....
4 35 A M	10 50 P M	lve...Davenport...arr.	3 25 A M	10 35 P M	.....
5 45 A M	11 50 P M	lve..West Liberty..arr.	2 20 A M	8 15 P M	.....
11 21 A M	2 55 A M	arr..Cedar Rapids.lve.	1 15 A M	6 50 P M	.....
1 00 P M	4 33 A M	arr.....Rockford....lve.	8 55 P M	2 53 P M	.....
4 25 P M	7 30 A M	arr....Albert Lea...lve.	7 10 P M	1 15 P M	.....
5 05 P M	8 10 A M	.....St. Paul.....	3 35 P M	9 45 A M	.....
		arr..Minneapolis..lve.	*3 00 P M	*9 10 A M	.....
‡8 10 A M	*1220 Night	lve.Cedar Rapids.arr.	*1 02 A M	8 00 P M	.....
5 50 P M	*8 34 A M	arr...Lake Park...lve.	*4 58 P M	9 00 A M	.....
8 55 P M	†11 30 A M	arr....Pipestone...lve.	†1 55 P M	†6 00 A M	.....
7 15 P M	*9 53 A M	arr....Ellsworth...lve.	*3 35 P M	7 38 A M	.....
.....	†3 05 P M	arr....Watertown..lve.	†10 10 A M	.....	.....
9 00 P M	*11 30 A M	arr...Sioux Falls..lve.	*2 00 P M	†6 00 A M	.....

No. 19—Twin City Express (Daily).—Drawing-room Sleeping Car, Coach and Smoker Chicago to St. Paul and Minneapolis. Drawing room Sleeper and Chair Car Chicago to Cedar Rapids (for Sioux Falls). Dining Car Albert Lea to Minneapolis.

No. 20—Chicago Express (Daily).—Drawing-room Sleeping Car, Coach and Smoker Minneapolis and St. Paul to Chicago. Drawing-room Sleeping Car and Chair Car Sioux Falls to Chicago. Dining Car Minneapolis to Albert Lea.

No. 9—Chair Car Chicago to Cedar Rapids. Sleeping Car Chicago to West Liberty (for Des Moines). Drawing-room Sleeping Car Chicago to West Liberty (for Des Moines). Coach and Smoker Chicago to West Liberty (for Omaha).

MINNEAPOLIS AND ST. PAUL TO ST. LOUIS.

No. 22	No. 32	STATIONS.	No. 31	No. 21
7 30 P M	9 10 A M	lve. Minneapolis(*C.R.I.&P.*) arr.	5 05 P M	8 40 A M
8 05 P M	9 45 A M	lve. St. Paul..... " arr.	4 25 P M	8 00 A M
11 05 P M	1 15 P M	lve. Albert Lea..... " arr.	1 00 P M	4 55 A M
3 32 A M	6 50 P M	lve. Cedar Rapids.. " arr.	7 40 A M	12 10 Night
4 32 A M	8 16 P M	arr. West Liberty.. " lve.	6 25 A M	11 10 P M
7 10 A M	10 45 P M	arr. Burlington..... " lve.	4 10 A M	9 05 P M
7 25 A M	11 20 P M	lve. Burlington..(*Burl. Rte.*) arr.	4 00 A M	8 55 P M
8 40 A M	12 45 Night	arr. Keokuk..... " lve.	2 35 A M	7 20 P M
10 05 A M	2 00 A M	arr. Quincy..... " lve.	1 15 A M	6 05 P M
10 50 A M	2 45 A M	arr. Hannibal..... " lve.	12 05 Night	5 25 P M
2 15 P M	7 20 A M	arr. St. Louis..... " lve.	7 40 P M	2 15 P M

Nos. 31 and 32—Drawing-room Sleeping Car between Cedar Rapids and St. Louis. Drawing-room Sleeping Car between Minneapolis, St. Paul and Columbus Junction (to and from Kansas City). Coach and Smoker between St. Louis and St. Paul and Minneapolis.

Nos. 21 and 22—Drawing-room Sleeping Car and Coach between Minneapolis and St. Paul and St. Louis. Smoker between St. Louis and Cedar Rapids and between Cedar Rapids and St. Paul and Minneapolis. Tourist Sleeping Car Minneapolis and St. Paul to St. Louis (for Brownsville, Tex., via G. C. & S. F. and St. L. B. & M. Ry. south of Dallas) on first and third Tuesday of each month on Train No. 22. Dining Car between St. Louis and Burlington.

ST. LOUIS AND COLORADO, UTAH AND CALIFORNIA.

				No. 27	No. 39	STATIONS.	No. 40	No. 28				
.....	.....	.....	.....	¶10 02 P M	.....	lve. St. Louis.(*C. R. I. & P.*) arr.	.....	7 35 A M	.....	.....	.....	.....
.....	.....	.....	.....	7 50 A M	.....	arr. Kansas City.... " lve.	.....	9 50 P M	.....	.....	.....	.....
.....	.....	.....	.....	11 20 A M	8 10 P M	lve. Kansas City(*C.R.I.&P.*) arr.	9 20 A M	4 05 P M	.....	.....	.....	.....
.....	.....	.....	.....	8 00 A M	3 30 P M	lve. St. Joseph..... " arr.	11 35 A M	6 30 P M	.....	.....	.....	.....
.....	.....	.....	.....	1 15 P M	8 05 P M	lve. Topeka..... " arr.	7 25 A M	2 00 P M	.....	.....	.....	.....
.....	.....	.....	.....	2 25 P M	9 00 P M	lve. McFarland..... " lve.	6 25 A M	1 00 P M	.....	.....	.....	.....
.....	.....	.....	.....	8 35 P M	12 32 Night	lve. Belleville..... " lve.	2 45 A M	9 20 A M	.....	.....	.....	.....
.....	.....	.....	.....	8 15 A M	12 15 Noon	arr. Denver..... " lve.	1 15 P M	7 00 P M	.....	.....	.....	.....
.....	.....	.....	.....	‡8 15 A M	‡1 40 A M	arr. Colorado Springs. " lve.	1 15 P M	7 00 P M	.....	.....	.....	.....
.....	.....	.....	.....	10 00 A M	1 00 P M	arr. Pueblo..... " lve.	11 45 A M	3 30 P M	.....	.....	.....	.....
.....	.....	.....	.....	12 05 Noon	1 30 P M	lve. Pueblo.....(*D. & R. G.*) arr.	8 50 A M	3 15 P M	.....	.....	.....	.....
.....	.....	.....	.....	1 20 P M	2 15 P M	arr. Salt Lake City. " lve.	8 10 A M	3 45 P M	.....	.....	.....	.....
.....	.....	.....	.....	2 35 P M	3 30 P M	arr. Ogden..... " lve.	7 00 A M	2 35 P M	.....	.....	.....	.....
.....	.....	.....	.....	4 10 P M	4 20 P M	lve. Ogden...(*South. Pacific*) arr.	6 20 A M	2 10 P M	.....	.....	.....	.....
.....	.....	.....	.....	7 28 P M	8 28 P M	arr. San Francisco. " lve.	8 40 P M	10 40 A M	.....	.....	.....	.....

No. 27—Drawing-room Sleeping Car St. Louis to Denver. Drawing-room Sleeping Car Kansas City to Colorado Springs (from Jacksonville, Fla.). Tourist Sleeping Car St. Louis to San Francisco, via Colorado Springs and Pueblo every Friday. Tourist Sleeping Car St. Louis to Kansas City. Chair and Combination Smoker St. Louis to Denver. Coach Kansas City to Phillipsburg. Smoking-room Chair Car Limon to Colorado Springs. Dining Car Kansas City to Phillipsburg.

No. 28—Drawing-room Sleeping Car Colorado Springs to Kansas City (en route to Jacksonville, Fla.). Drawing-room Sleeping Car Denver to St. Louis. Tourist Sleeping Car San Francisco to St. Louis, via Pueblo and Colorado Springs, every Tuesday. Tourist Car Kansas City to St. Louis. Chair Car and Combination Smoker Denver to St. Louis. Coach Phillipsburg to Kansas City. Smoker Denver to Limon. Dining Car Phillipsburg to Kansas City.

No. 39—Drawing-room Sleeper Kansas City to Denver. Drawing-room Sleeper and Smoking-room Chair Car Kansas City to Pueblo, via Colorado Springs. Buffet-Library Car Kansas City to Denver. Chair Car Kansas City to Denver. Smoker Kansas City to Belleville. Smoker Limon to Denver. Dining Car service.

No. 40—Drawing-room Sleeper Denver to Kansas City. Drawing-room Sleeper and Smoking-room Chair Car Pueblo to Kansas City Buffet-Library Car Denver to Kansas City. Chair Car Denver to Kansas City. Smoker Denver to Limon. Smoker Belleville to Kansas City. Dining Car service.

* Daily; † daily, except Sunday; ¶ daily, except Monday; *a* via D. & R. G. No. 14.

Rock Island Lines

CHICAGO AND MEXICO CITY.

Example	No. 3			No. 4	Example
Sunday	*9 00 P M	lve. Chicago..(C. R. I. & P.)	arr.	11 45 A M	Thursday
Sunday	7 00 P M	lve. Peoria..... »	arr.	11 25 A M	Thursday
Monday	1 10 A M	lve. Rock Island.... »	arr.	7 10 A M	Thursday
Sunday	10 02 P M	lve. St. Louis..... »	arr.	7 35 A M	Thursday
Monday	10 40 A M	lve. Kansas City ... »	arr.	9 20 P M	Wednesday
Monday	8 00 A M	lve. St. Joseph..... »	arr.	.....	.....
Monday	12 40 Noon	lve. Topeka..... »	arr.	7 10 P M	Wednesday
Tuesday	5 45 A M	lve. Tucumcari (Mt. T.) (C.R.I.&E.P.)	arr.	1 30 A M	Wednesday
Tuesday	7 55 A M	arr. Santa Rosa.... »	lve.	11 25 P M	Tuesday
Tuesday	5 50 P M	arr. El Paso..(E. P. & S. W.)	lve.	1 15 P M	Tuesday
Wednesday	7 20 P M	arr. Ciudad Juarez .(Nat'l of Mex.)	lve.	7 20 A M	Tuesday
Thursday	4 20 A M	arr. Chihuahua..... »	lve.	11 15 P M	Monday
Thursday	5 55 P M	arr. Torreon..... »	lve.	11 55 A M	Monday
Friday	8 00 P M	arr. Mexico City... »	lve.	*7 45 A M	Sunday

Through daily Drawing-room Sleeping Cars between Chicago and El Paso, connecting with Mexican Central Ry., through Sleeper to Mexico City. Dining Car service.

PEORIA, CEDAR RAPIDS, ST. PAUL, MINNEAPOLIS.

	326-19	STATIONS.		22-10-312
.....	5 10 P M	lve.....Peoria.....	arr.	11 25 A M
.....	8 50 P M	arr.....Bureau▲.....	lve.	– –
.....	7 35 P M	lve.....Bureau▲.....	arr.	– –
.....	9 20 P M	arr.....Rock Island.....	lve.	8 05 A M
.....	9 25 P M	lve.....Rock Island.....	arr.	7 05 A M
.....	9 35 P M	lve.....Davenport.....	arr.	6 55 A M
.....	10 44 P M	arr.....West Liberty.....	lve.	5 15 A M
.....	10 60 P M	lve.....West Liberty.....	arr.	4 32 A M
.....	11 50 P M	arr.....Cedar Rapids.....	lve.	3 32 A M
.....	7 30 A M	arr.....St. Paul.....	lve.	8 05 P M
.....	8 10 A M	arr.....Minneapolis.....	lve.	7 50 P M

▲Sleeper Northbound is carried via Bureau; Southbound, via Rock Island.

Nos. 326-19 and 22-10-312 (Daily)—Drawing-room Sleeping Car between Peoria and St. Paul-Minneapolis; Coach and Smoker Peoria to Bureau, Drawing-room Sleeping Car, Coach and Smoker Bureau to St. Paul-Minneapolis in Nos. 326-19. Drawing-room Sleeping Car, Coach and Smoker Minneapolis-St. Paul to West Liberty; Coach and Smoker West Liberty to Rock Island and Rock Island to Peoria, Nos. 22-10-312. Dining Car service.

TOURIST CAR SERVICE—TO CALIFORNIA.

CHICAGO, ST. LOUIS AND KANSAS CITY TO LOS ANGELES AND SAN FRANCISCO.
Daily Service via El Paso Short Line Through New Mexico.

Runs daily. Example.		Mls.	STATIONS. (C. R. I. & P.)		Runs daily. Example.	
Sun.	9 00 P M	0	lve. Chicago..(C. time)	arr.	11 45 A M	Thu
Sun.	5 10 P M	.....	lve.....Peoria.....	arr.	12 50 Noon	Thu
Mon	1 10 A M	181	lve... Rock Island ..	arr.	7 10 A M	Thu
»	1 17 A M	183	lve.... Davenport...	arr.	7 00 A M	»
»	10 35 A M	517	arr... Kansas City ..	lve.	9 40 P M	Wed
Sun.	10 02 P M	0	lve. St. Louis...(C. time).	arr.	7 35 A M	Thu
Mon	7 50 A M	297	arr... Kansas City: ..	lve.	9 50 P M	Wed
Mon	10 40 A M	0	lve... Kansas City ..	arr.	9 20 P M	Wed
.....	.....	90	lve.... St. Joseph ...	arr.	.....	.....
Mon	12 40 Noon	68	lve..... Topeka.....	arr.	7 10 P M	Wed
Mon	3 08 P M	150	lve.... Herington ...	arr.	4 45 P M	Wed
»	5 28 P M	224	lve.... Hutchinson...	arr.	2 15 P M	»
.....	.....	.....	(C. R. I. & G.)		.....	.....
Tue	1 40 A M	473	lve..... Texhoma....	arr.	6 45 A M	Wed
»	3 35 A M	524	lve..... Dalhart.....	arr.	5 20 A M	»
.....	.....	.....	(C. R. I. & E. P.)		.....	.....
Tue	4 58 A M	570	lve..... Naravisa	arr.	4 00 A M	Wed
»	6 33 A M	617	arr. Tucumcari (C. time)	lve.	2 35 A M	»
»	5 45 A M	617	lve. Tucumcari (M. time).	arr.	1 30 A M	»
»	7 55 A M	676	arr..... Santa Rosa....	lve.	11 25 P M	Tue
.....	.....	.....	(E. P. & S. W.)		.....	.....
Tue	7 55 A M	676	lve..... Santa Rosa....	arr.	11 25 P M	Tue
»	5 50 P M	948	arr. El Paso ..(M. time)	lve.	1 15 P M	»
.....	.....	.....	(Southern Pacific)		.....	.....
Tue	5 06 P M	0	lve. El Paso ..(P. time).	arr.	11 55 A M	Tue
Wed	2 54 A M	264	arr..... Tucson	lve.	1 33 A M	»
»	10 35 A M	563	arr..... Yuma.....	lve.	8 16 P M	Mon
»	6 55 P M	813	arr... Los Angeles ..	lve.	9 45 A M	»
Thu	11 40 A M	1288	arr.. San Francisco..	lve.	4 00 P M	Sun

Second-class railroad tickets are accepted for passage on all Pullman Tourist Sleeping Cars upon payment of *berth rate*.

NOTE.—Train leaving St. Louis 10 02 p.m. daily has annex Tourist Sleeper, connecting at Kansas City with daily through Tourist Sleeper to California. Eastbound train leaving Los Angeles 9 45 a.m. has through Tourist Sleeper daily to Chicago, annex Tourist Sleeper Kansas City to St. Louis.

◈ **Eastbound.**—Tri-weekly—Cars leaving Los Angeles Tues., Thurs. and Sat. are personally conducted through to Chicago. Car leaving Los Angeles Tues. and Thurs. runs via Southern Pacific and Denver & Rio Grande west of Pueblo. Car leaving Los Angeles Sat. runs via Southern Pacific, Denver & Rio Grande and Colorado Midland west of Colorado Springs.

▣ **Westbound.**—Tri-weekly—Personally conducted from Chicago through to Los Angeles Tues., Thurs. and Sat. Cars leaving Chicago Tues. and Thurs. run via Denver & Rio Grande and Southern Pacific west of Pueblo. Car leaving Chicago Sat. runs via Colorado Midland, Denver & Rio Grande and Southern Pacific west of Colorado Springs.

CHICAGO TO SAN FRANCISCO AND LOS ANGELES, VIA COLORADO.
Tri-weekly Service.

Days.			Schedule ▣	Mls.	STATIONS. (C. R. I. & P.)		Schedule	Days.		
.....	.....	See	Note ▣	.....			See Note ◈	.....	.....	.....
Sat.	Thu	Tue.	*10 32 P M	0	lve.... Chicago ...	arr.	7 25 A M	Sun.	Tue.	Thu
Sun.	Fri.	Wed	8 40 A M	358	lve... Des Moines..	arr.	9 30 P M	Sat.	Mon	Wed
»	»	»	1 16 P M	503	arr..... Omaha.....	lve.	4 40 P M	»	»	»
Sun.	Fri.	Wed	1 25 P M	503	lve..... Omaha....	arr.	4 30 P M	Sat.	Mon	Wed
»	»	»	3 25 P M	561	lve..... Lincoln....	arr.	2 10 P M	»	»	»
Mon	Sat.	Thu	7 50 A M	1072	arr.. Colo. Springs..	lve.	9 40 P M	Fri.	Sun.	Tue
.....	.....	.....	.....	.....	(Colorado Midland.)		.....	.....	.....	.....
Mon	.....	.....	12 01 Noon	0	lve.. Colo. Springs..	arr.	8 00 P M	.....	Sun.	.....
Tue.	.....	.....	2 45 A M	304	arr... Grand Junc..	lve.	6 10 A M	.....	»	.....
.....	.....	.....	.....	.....	(D. & R. G.)		.....	.....	.....	.....
.....	Sat.	Thu	1 30 P M	1117	lve..... Pueblo.....	arr.	6 40 P M	Fri.	.....	Tue
.....	»	»	11 48 P M	1363	arr... Glenwood...	lve.	9 04 A M	»	.....	»
Tue.	Sun.	Fri.	2 50 A M	1452	arr... Grand Junc..	lve.	6 00 A M	»	Sun.	»
»	»	»	2 15 P M	1743	arr.... Salt Lake...	lve.	7 10 P M	Thu	Sat.	Mon
Tue.	Sun.	Fri.	2 30 P M	1743	lve.... Salt Lake...	arr.	7 00 P M	Thu	Sat.	Mon
.....	.....	.....	.....	.....	(Southern Pacific.)		.....	.....	.....	.....
Tue.	Sun.	Fri.	†4 20 P M	1780	lve..... Ogden.....	arr.	6 36 P M	Thu	Sat.	Mon
Wed	Mon	Sat.	4 50 P M	2523	arr.. Sacramento..	lve.	12 50 Noon	Wed	Fri.	Sun.
Wed	Mon	Sat.	8 28 P M	2613	arr... San Francisco..	lve.	9 00 A M	Wed	Fri.	Sun.
Thu	Tue.	Sun.	10 20 A M	2973	arr... Santa Barbara..	lve.	6 45 P M	Tue	Thu	Sat.
»	»	»	2 30 P M	3084	arr... Los Angeles..	lve.	2 35 P M	»	»	»

MINNEAPOLIS-ST. PAUL AND LOS ANGELES, VIA KANSAS CITY.

Day.	Schedule	STATIONS. (Mountain time.)			Schedule	Day.	
.....	.....				.....	.....	.....
Tuesday	7 30 P M	lve. Minneapolis (C.R.I.&P.)	arr.		8 40 A M	Saturday	.....
»	8 05 P M	lve. St. Paul..... »	arr.		8 00 A M	»	.....
Wednesday	8 48 A M	lve. Columbus Junc. »	lve.		10 32 P M	Friday	.....
»	11 00 P M	lve. Kansas City. »	lve.		8 15 A M	»	.....
Friday	8 00 A M	arr. El Paso (E. P. & S. W.)	lve.		8 55 P M	Wednesday	.....
.....	.....	(Pacific time.)			.....	.....	.....
Friday	7 45 A M	lve. El Paso (So. Pac. Co.)	arr.		5 00 P M	Wednesday	.....
Saturday	1 30 P M	arr. Los Angeles. »	lve.		12 01 Noon	Tuesday	.....

ST. LOUIS, KANSAS CITY AND SAN FRANCISCO.—Weekly Service.

	Day	Schedule	Mls	STATIONS.			Schedule	Day	
.....	Fri.	10 02 P M	0	lve. St. Louis.....	(R. I. Sys.)	arr.	7 35 A M	Sun.	.....
.....	Sat.	7 50 A M	297	arr. Kansas City.....	»	lve.	9 50 P M	Sat.	.....
.....	»	11 20 A M	0	lve. Kansas City.....	»	arr.	4 05 P M	Sat.	.....
.....	Sun.	8 15 A M	1072	arr. Colorado Springs...	»	lve.	7 00 P M	Fri.	.....
.....	.....	12 01 Noon	1072	lve. Colorado Springs..	(Colo. Mid.)	arr.	.....	.....	.....
.....	Sun.	11 57 A M	1072	lve. Colorado Springs...	(D. & R. G.)	arr.	8 25 P M	Thu	.....
.....	Mon	3 10 A M	1452	lve. Grand Junction....	»	lve.	6 00 A M	Thu	.....
.....	»	3 30 P M	1780	arr. Ogden.....	»	lve.	6 00 P M	Wed	.....
.....	»	4 20 P M	1780	lve. Ogden.....	(So. Pac.)	arr.	5 35 P M	Wed	.....
.....	Tue	8 28 P M	2612	arr. San Francisco...	»	lve.	9 00 A M	Tue	.....

Table No. 1a—ADDITIONAL TRAINS BETWEEN CHICAGO AND ROCK ISLAND.

		3	11	169	157	77	147	141	61	137	December 1, 1909.	124	12	140	150	78	10	4	164	2	64	64
.....	.....	P M	P M	P M	P M	P M	P M	P M	P M	A M	LEAVE] [ARRIVE	A M	A M	A M	A M	A M	P M	A M	P M	A M	.....	A M
.....	.....	*9 00	*6 05	†5 55	†5 15	†5 10	*3 15	k1 30	†1 00	*11 45	..... Chicago	7 54	8 20	8 45	9 47	9 50	1 45	11 45	3 01	6 50	.....	7 03
.....	.....	9 12	6 10	6 08	5 28	5 21	3 28	1 43	1 15	11 59	.... Englewood	7 40	8 05	8 32	9 34	9 36	1 30	11 30	2 47	6 35	.....	6 49
.....	.....	– –	g –	7 25	6 31	6 05	5 05	3 00	2 20	1 00	..... Joliet	†6 40	7 10	†7 50	*7 55	8 45	12 30	– –	*1 45	5 25	.....	5 35
.....	.....	– –	g –	P M	P M	6 47	P M	P M	2 57	P M	..... Morris	A M	r –	A M	A M	8 08	11 35	– –	P M	4 36	.....	– –
.....	.....	– –	g –	.....	.....	7 27	.....	.....	3 40	.....	..... Ottawa	.....	r –	.....	.....	7 27	10 42	– –	.....	3 47	.....	– –
.....	.....	– –	g –	.....	.....	7 50	.....	.....	4 06	.....	..... La Salle	.....	r –	.....	.....	7 02	10 10	– –	.....	3 15	.....	– –
.....	.....	– –	– –	.....	.....	8 00	.....	.....	4 10	.....	..... Peru	.....	– –	.....	.....	†6 55	10 05	– –	.....	3 11	P M	– –
.....	.....	11 38	8 45	.....	.....	P M	.....	.....	4 50	.....	..... Bureau	.....	5 25	.....	.....	A M	9 33	– –	.....	2 45	8 25	¶3 00
.....	.....	– –	– –	.....	.....	.....	.....	.....	6 12	.....	..... Geneseo	.....	– –	.....	.....	.....	7 58	– –	.....	1 08	6 50	A M
.....	.....	1 10	10 20	.....	.....	.....	.....	.....	7 00	.....	..... Rock Island	.....	4 00	.....	.....	.....	7 10	7 20	.....	12 20	8 02	.....
.....	.....	1 17	10 27	.....	.....	.....	.....	.....	7 15	.....	..... Davenport	.....	*3 45	.....	.....	.....	*6 55	*7 00	.....	*9 30	†5 45	.....
.....	.....	A M	P M						P M	.....	ARRIVE] [LEAVE	.....	A M	.....	.....	.....	A M	A M	.....	P M	P M	.....

California Special — California Special

f Stops to take for Kansas City and beyond; r stops to leave from Kansas City and beyond.

* Daily; † daily, except Sunday; ¶ daily, except Monday; *a* stops to leave from El Paso; *k* Saturday only.

Rock Island Lines

Table No. 1—CHICAGO, ROCK ISLAND, OMAHA AND COLORADO.

63	19	15	1-17	17	5	9	9-29	13	331	7	69	Mls.	December 1, 1909.	8	6	26	14	332	70	10	20	18	64
....	P M	A M	P M	A M	P M	P M	P M	P M	P M	A M	A M	....	(Central time.)	P M	A M	P M	A M	Noon	P M	P M	A M	P M	....
....	*4 15	*7 00	*11 30	*2 15	*10 32	*10 00	*10 00	*6 00	*5 44	*9 30	*8 30	0	lve...Chicago ♁ .arr.	3 58	7 25	8 35	8 09	12 20	5 25	1 45	8 01	*7 35	....
....	n –	7 06	11 37	– –	a –	– –	– –	a –	v –	– –	v –	1.7	... Thirty-first St.. ♁	c –	c –	y –	x –	– –	5 19	1 39	x –	7 28	....
....	4 30	7 14	11 45	– –	10 47	10 14	10 14	6 15	6 59	9 45	8 44	6.5	.....Englewood... ♁	3 43	7 10	8 18	7 54	12 05	5 10	1 30	7 46	7 21	....
....	– –	7 21	– –	– –	b –	– –	– –	– –	– –	– –	– –	8.6	.....Auburn Park... ♁	– –	u –	– –	– –	– –	– –	e –	q –	e –	....
....	n –	7 30	12 01	– –	– –	– –	– –	a –	– –	– –	– –	12.6	..Wash. Heights. ♁	– –	u –	– –	♭ –	– –	– –	1 16	– –	7 03	....
....	– –	7 40	12 10	– –	– –	– –	– –	– –	– –	– –	h –	15.7	....Blue Island.. ♁	– –	u –	– –	– –	– –	– –	– –	– –	6 55	....
....	– –	7 55	12 24	– –	– –	– –	– –	– –	– –	– –	h –	23.5	....Tinley Park... ♁	– –	u –	– –	– –	– –	– –	– –	– –	6 32	....
....	– –	8 08	12 35	– –	– –	– –	– –	– –	– –	– –	h –	29.6	.......Mokena..... ♁	– –	u –	– –	– –	– –	– –	– –	– –	6 22	....
....	– –	8 16	12 42	– –	– –	– –	– –	– –	– –	– –	h –	34.1	.....New Lenox.... ♁	– –	u –	– –	– –	– –	– –	– –	– –	6 12	....
....	5 20	8 30	1 00	3 09	11 40	– –	– –	– –	6 45	– –	9 33	40.4	.......Joliet...... ♁	– –	6 20	8 27	6 59	11 13	4 18	12 30	m –	5 58	....
....	– –	8 53	1 22	– –	– –	– –	– –	– –	– –	– –	h –	51.2	.......Minooka..... ♁	– –	u –	– –	– –	– –	– –	11 59	– –	5 33	....
....	5 50	9 15	1 40	– –	12 15	– –	– –	– –	7 16	– –	10 03	61.8	.......Morris...... ♁	– –	u –	7 56	6 30	10 44	3 47	11 35	m –	5 15	....
....	– –	9 21	– –	– –	– –	– –	– –	– –	– –	– –	h –	65.6	......Stockdale.......	– –	u –	– –	– –	– –	– –	11 25	– –	5 05	....
....	t –	9 34	1 58	– –	– –	– –	– –	– –	– –	– –	h –	72.0	.......Seneca...... ♁	– –	u –	– –	– –	– –	– –	11 12	– –	4 54	....
....	6 14	9 44	2 10	– –	– –	– –	– –	– –	– –	– –	h –	77.4	......Marseilles..... ♁	– –	u –	– –	– –	j –	– –	10 59	– –	4 43	....
....	6 25	9 58	2 25	4 07	12 50	– –	– –	– –	7 45	– –	10 34	84.5	.......Ottawa...... ♁	– –	u j	7 26	5 58	10 12	3 13	10 42	m –	4 29	....
....	– –	10 13	2 40	– –	– –	– –	– –	– –	– –	– –	h –	94.1	........Utica........ ♁	– –	u –	– –	– –	– –	– –	10 20	– –	4 13	....
....	6 46	10 25	2 52	– –	1 10	– –	– –	– –	8 06	– –	10 56	99.1	.......La Salle..... ♁	– –	u –	7 05	5 38	9 52	2 52	10 10	m –	4 02	....
....	6 50	10 33	2 57	– –	– –	– –	– –	– –	– –	– –	h –	100.1	.........Peru........ ♁	– –	u –	– –	– –	– –	2 50	10 05	– –	3 57	....
....	o –	10 41	3 05	– –	– –	– –	– –	– –	– –	– –	h –	104.4	.....Spring Valley... ♁	– –	u –	– –	– –	j –	– –	9 57	– –	3 49	....
....	– –	10 46	3 15	– –	– –	– –	– –	– –	– –	– –	h –	107.8	......Marquette.......	– –	u –	– –	– –	– –	– –	9 50	– –	3 42	....
....	o –	10 51	3 20	– –	– –	– –	– –	– –	– –	– –	h –	110.0	.......De Pue...... ♁	– –	u –	– –	– –	– –	– –	9 45	– –	3 37	....
....	‡7 16	11 05	3 35	4 50	1 37	12 45	12 45	8 40	8 30	12 05	11 18	114.2	arr....Bureau ♁ .lve.	– –	4 25	6 40	5 13	9 31	2 30	9 33	5 05	3 28	....
....	....	12 50	6 30	6 30	....	....	....	....	10 00	....	12 50	161.2	arr....Peoria ♁ ..lve.	....	....	*5 10	....	*8 00	*1 00	*8 00	....	....	....
....	7 47	11 29	4 00	– –	– –	– –	– –	– –	P M	– –	h –	122.5	.......Tiskilwa..... ♁	– –	u –	– –	– –	A M	– –	9 05	– –	3 11	....
....	– –	11 30	4 10	– –	– –	– –	– –	– –	....	– –	h –	128.7	.......Wyanet..... ♁	– –	u –	– –	– –		– –	8 54	– –	3 00	....
....	8 09	11 44	4 27	– –	– –	– –	– –	– –	....	– –	h –	136.6	......Sheffield...... ♁	– –	u –	– –	– –	....	– –	8 41	– –	2 46	....
....	– –	11 51	4 36	– –	– –	– –	– –	– –	....	– –	h –	142.0	.......Mineral..... ♁	– –	u –	– –	– –	....	– –	8 33	– –	2 34	....
....	– –	11 59	4 45	– –	– –	– –	– –	– –	....	– –	h –	145.7	......Annawan.... ♁	– –	u –	– –	– –	....	– –	8 24	– –	2 26	....
....	– –	12 15	4 56	– –	– –	– –	– –	– –	....	– –	h –	151.6	......Atkinson..... ♁	– –	u –	– –	– –	....	– –	8 12	– –	2 15	....
....	8 42	12 28	5 11	– –	h –	– –	– –	o ‖	....	– –	h –	159.1	......Geneseo.... ♁	– –	u –	j s	– –	....	– –	7 58	4 11	2 00	....
....	– –	12 41	5 25	– –	– –	– –	– –	– –	....	– –	h –	167.9	.....Green River... ♁	– –	u –	– –	– –	....	– –	7 42	– –	1 44	....
....	– –	12 45	5 30	– –	– –	– –	– –	– –	....	– –	h –	169.7	........Colona........	– –	u –	– –	– –	....	– –	7 38	– –	1 40	....
....	– –	12 50	5 35	– –	– –	– –	– –	– –	....	– –	h –	171.8	.....Carbon Cliff... ♁	– –	u –	– –	– –	....	– –	7 34	– –	1 36	....
....	9 13	1 10	5 55	6 10	3 03	– –	– –	10 02	....	1 25	12 50	179.3	.... Moline .... ♁	11 50	2 55	5 10	3 47	16	12 50	7 15	3 45	1 20	....
A M	9 20	*1 15	6 00	6 15	3 08	2 18	2 18	10 07	....	1 30	12 55	181.1	arr. Rock Island ♁ .lve.	11 45	2 50	5 05	3 42	P M	12 45	7 10	3 40	*1 15	P M
†9 50	9 25	†3 00	6 25	6 25	3 15	2 25	2 22	10 13		1 35	1 00	181.1	lve..Rock Island...arr.	11 40	2 45	5 00	3 37	6 50	12 40	7 05	3 35	†12 35	10 45
10 00	9 35	3 10	6 35	6 35	3 25	2 35	– –	10 25		1 45	1 10	182.7	.... Davenport .. ♁	11 30	2 32	4 50	3 27	6 40	*12 30	6 55	3 25	12 25	10 35
10 24	9 56	3 36	– –	– –	h –	– –	– –	– –		– –	h	195.0	.......Walcott..... ♁	– –	u –	– –	– –	6 15	Noon	6 24	– –	11 58	10 09
10 33	10 05	3 43	– –	– –	h –	– –	– –	– –		– –	h –	199.3	......Stockton..... ♁	– –	u –	– –	– –	6 05	....	6 12	– –	11 47	10 00
10 39	10 10	3 49	– –	– –	h –	– –	– –	– –		– –	h –	202.0	.......Durant...... ♁	– –	u –	– –	– –	5 57	....	6 05	– –	11 42	9 55
10 50	10 20	3 59	7 10	7 10	h –	– –	– –	– –		– –	h –	207.7	.......Wilton...... ♁	– –	u –	w –	– –	5 46	....	5 53	– –	11 30	9 43
10 56	– –	4 05	– –	– –	h –	– –	– –	– –		– –	h –	210.9	.......Moscow..... ♁	– –	u –	– –	– –	5 37	....	5 41	– –	11 24	9 36
11 05	10 34	4 13	– –	– –	h –	– –	– –	– –		– –	h –	216.0	.......Atalissa...... ♁	– –	u –	– –	– –	5 26	....	5 28	– –	11 12	9 28
11 15	10 44	4 25	7 32	7 32	4 35	3 35	3 15	11 20		– –	2 06	221.4	arr..West Liberty...lve.	g –	1 30	3 55	d –	5 15	....	5 15	*2 25	11 00	9 15
11 30	P M	4 25	7 32	7 32	4 35	3 40	A M	11 20		– –	2 06	221.4	lve. West Liberty ♁ arr.	– –	1 30	3 55	d –	5 15	....	5 00	A M	11 00	9 16
11 40	....	4 35	– –	– –	h –	– –	....	– –		– –	h –	226.7	.......Downey..... ♁	– –	u –	– –	– –	5 00	....	4 50	....	10 40	8 57
11 59	....	4 53	8 00	8 00	5 00	4 03	....	11 44		o z	2 30	236.5	......Iowa City.... ♁	g –	1 05	3 30	2 05	4 40	....	4 30		10 25	8 40
12 14		5 07	– –	– –	h –	– –	....	– –		– –	h –	244.8	........Tiffin....... ♁	– –	u –	– –	– –	4 20	....	4 14		10 05	8 22
12 25		5 20	– –	– –	h –	– –	....	– –		– –	h –	251.7	........Oxford...... ♁	– –	u –	– –	– –	4 08	....	4 00		9 50	8 10
12 36		5 31	– –	– –	h –	– –	....	– –		– –	h –	256.6	......Homestead ... ♁	– –	u –	– –	– –	3 58	....	3 50		9 35	8 00
12 58		5 53	8 42	8 42	5 50	– –	....	– –		– –	3 15	267.4	......Marengo.... ♁	– –	u –	w –	– –	3 35	....	3 30		9 02	7 33
1 10		6 05	– –	– –	h –	– –	....	– –		– –	h –	273.9	........Ladora...... ♁	– –	u –	– –	– –	3 25	....	3 17		8 50	7 20
1 22		6 17	9 00	9 00	h –	– –	....	– –		– –	h –	279.9	........Victor...... ♁	– –	u –	– –	– –	3 16	....	3 07		8 36	7 08
1 45		‡6 50	9 13	9 13	6 25	– –	....	– –		– –	3 52	287.8	......Brooklyn.... ♁	– –	11 35	– –	– –	3 02	....	2 47		8 20	6 50
2 00		7 00	# –	# –	h –	– –	....	– –		– –	h –	293.7	.......Malcom...... ♁	– –	u –	– –	– –	2 52	....	2 35		8 10	6 40
2 16		7 15	9 36	9 36	6 55	5 36	....	1 35		– –	4 20	302.7	.......Grinnell...... ♁	g –	11 10	1 47	12 08	2 40	....	2 20		7 55	6 25
2 40		7 36	9 56	9 56	h –	– –		– –		– –	h –	313.8	.......Kellogg...... ♁	– –	u –	– –	– –	2 13		1 55		7 30	6 00
3 00		7 53	10 13	10 13	7 33	– –		– –		– –	4 55	322.8	.......Newton..... ♁	g –	10 37	1 11	– –	1 50		1 32		7 10	5 40
3 25		8 15	10 31	10 31	7 55	– –		– –		o z	5 15	334.7	......Colfax...... ♁	g –	10 17	g r	– –	1 25		1 08		6 50	5 15
3 40		8 27	10 41	10 41	h –	– –		– –		– –	h –	340.0	.....Mitchellville... ♁	– –	u –	– –	– –	1 10		12 56		6 37	5 00
3 50		8 38	– –	– –	h –	– –		– –		– –	h –	346.9	.......Altoona...... ♁	– –	u –	– –	w –	12 55		12 44		6 26	4 48
4 07		8 58	– –	– –	h –	– –		– –		– –	h –	357.5	..East Des Moines. ♁	– –	u –	– –	– –	12 32		– –		6 07	4 27
4 10		9 00	11 10	11 10	8 35	7 05		3 15		6 18	6 00	357.8	arr...Des Moines ♁ lve.	7 00	9 30	12 15	10 40	12 30		*12 20		†6 05	4 25
4 20		P M	11 23	11 23	8 40	7 10		3 25		6 25	7 05	357.8	lve...Des Moines ..arr.	7 00	9 30	12 15	10 35	11 52		9 10		A M	4 15
4 40		....	11 40	11 40	9 00	7 27		3 41		– –	– –	362.7	...Valley Junction. ♁	– –	9 16	11 59	10 24	11 40		8 55		....	4 05
4 48			11 50	11 50	– –	7 34		– –		– –	– –	366.3	......Commerce ... ♁	– –	u –	– –	– –	11 23		8 42			3 52
5 02			12 01	12 01	– –	7 44		– –		– –	– –	372.8	......Booneville..... ♁	– –	u –	– –	– –	11 10		8 30			3 40
5 10			12 07	12 07	– –	7 52		– –		– –	– –	376.7	......Van Meter.... ♁	– –	u –	– –	– –	11 01		8 22			3 30
5 17			12 13	12 13	– –	7 57		– –		– –	– –	379.8	.......De Soto..... ♁	– –	u –	– –	– –	10 55		8 16			3 24
5 33			12 27	12 27	– –	8 12		– –		– –	– –	387.4	.......Earlham..... ♁	– –	u –	– –	– –	10 40		8 04			3 08
5 45			12 37	12 37	– –	8 23		– –		– –	– –	393.1	........Dexter....... ♁	– –	u –	– –	– –	10 30		7 53			2 57
5 55			12 50	12 50	10 03	8 35		4 40		– –	8 05	398.3	........Stuart..... ♁	– –	u –	11 05	– –	10 22		7 42			2 45
6 06			1 00	1 00	i –	8 45		– –		– –	– –	403.2	........Menlo..... ♁	– –	u –	– –	– –	10 13		7 30			2 32
6 17			1 15	1 15	– –	8 58		– –		– –	– –	410.1	........Casey....... ♁	– –	u –	– –	– –	9 56		7 14			2 17
6 30			1 30	1 30	– –	9 14		– –		– –	– –	417.5	........Adair....... ♁	– –	u –	– –	– –	9 43		7 00			2 00
6 45			1 47	1 47	– –	9 28		– –		– –	8 45	425.6	........Anita....... ♁	– –	u –	– –	– –	9 28		6 45			1 47
7 05			2 00	2 00	– –	9 38		– –		– –	– –	432.6	........Wiota....... ♁	– –	u –	– –	– –	9 17		6 30			1 30
7 23			2 15	2 15	11 15	9 53		5 58		– –	9 15	439.9	.......Atlantic .... ♁	– –	6 52	9 53	8 18	9 05	....	6 15			1 10
7 50			2 38	2 38	– –	10 20		– –		– –	– –	452.5	.... Walnut...... ♁	– –	u –	– –	– –	8 37	....	5 45			12 35
8 03			2 50	2 50	o –	10 35		6 30		– –	9 49	458.8	........Avoca...... ♁	– –	6 15	– –	– –	8 25	....	5 35			12 20
8 22			3 05	3 05	– –	10 53		– –		– –	– –	467.3	........Shelby...... ♁	– –	u –	– –	– –	8 08	....	5 18			12 02
8 35			3 15	3 15	– –	11 08		p –		– –	10 18	473.7	........Minden...... ♁	– –	u –	– –	– –	7 55	....	5 05			11 49
8 47			3 25	3 25	– –	11 20		p o		– –	10 30	478.2	........Neola....... ♁	– –	u –	8 30	w –	7 45	....	4 55			11 40
8 58			3 34	3 34	– –	11 30	....	– –		– –	– –	483.5	......Underwood.... ♁	– –	u –	– –	– –	7 32	....	4 47			11 30
9 08			3 43	3 43	– –	11 45	....	– –		– –	– –	488.4	.... Weston...... ♁	– –	u –	– –	– –	7 20	....	4 35			11 20
9 35			4 10	4 10	12 52	12 10	....	7 37	....	10 07	11 10	499.2	ar.Council Bluffs. ♁	3 05	5 05	8 05	6 33	7 00	....	4 20			11 00
9 40			4 15	4 15	– –	12 15	....	– –	....	– –	– –	500.5	arr..U. P. Transfer..lve.	– –	– –	– –	– –	6 52	....	4 12			10 50
9 55			4 30	4 30	1 15	12 30	....	8 02	....	10 30	11 30	503.4	arr....Omaha ♁ ..lve.	*2 40	*4 40	*7 42	*6 08	*6 40	....	*4 00			†10 35
P M			P M	P M	1 25	Noon	....	8 25	....	10 40	P M	503	lve....Omaha...arr.	2 25	4 30	A M	5 47	A M	....	P M			A M
....			....	....	3 25	....	....	10 05	....	12 21	....	561	arr....Lincoln...lve.	12 50	2 10	....	*4 05	....	....	....			....
....			....	....	7 45	....	....	A M	....	12 55	....	1083	arr....Denver ♁ .lve.	11 00	10 00	....	P M	....	....	....			....
....			....	....	7 50	....	....	....	....	12 55	....	1072	ar..Colorado Spgs ♁ lv.	11 00	9 40	....	....	....	....	....			....
....			....	....	10 00	....	....	....	....	Noon	....	1117	........Pueblo..... ♁	*9 05	*8 00	....	....	....	....	....			....
....			....	....	A M	....	....	....	....	....	....	....	ARRIVE] [LEAVE	A M	P M	....	....	....	....	....			....

For Additional Trains between Chicago and Rock Island, see preceding page. For Chicago and Blue Island Suburban Trains, see second page following.

Complete Index to Stations on Rock Island Lines shown on pages 779 to 781.

g Stops to take for Chicago, Moline, Rock Island and Davenport; r stops to leave from Omaha.

i Stops to take passengers from Guthrie Centre Branch for Denver, Colorado Springs and beyond. ‡ Stops to take for Des Moines and beyond. ¤ Stops to take for Missouri River and beyond.

z Stops to take for Omaha and points west thereof. ♁ Telegraph stations.

x Stops to leave from West Liberty and points north and west. ♭ Stops to leave from Moline and points west thereof destined to points south of Logansport, via P. C. C. & St. L. Ry. train No. 18.

v Stops to take for Peoria; w stops to take for Chicago and beyond; y stops to leave passengers. ‖ Meals.

* Daily; † daily, except Sunday; ‡ daily, except Monday; a stops to take for Moline and points west; b stops to take for points west of Missouri River; c stops to leave from west of Missouri River; d stops to take or leave for or from Des Moines and points west; e stops to leave from west of Blue Island; h stops to take for Denver, Colorado Springs and beyond; j stops to take Chicago passengers; m stops to leave from Cedar Rapids and points north; n stops to take for La Salle and beyond; o stops to leave from Chicago; p stops to take for Council Bluffs and beyond; q stops to leave passengers holding tickets for Erie R.R.; s stops Sunday only; t stops to take from the Big Four for Moline and points beyond; u stops to leave from Denver, Colorado Springs and beyond.

Rock Island Lines

Table No. 2—CHICAGO, OMAHA AND COLORADO.

39	27	13	5	17	7	Miles.	*December* 1, 1909.	8	40	6	18	14	316-90
....	....	P M	P M	....	A M	....	(*Central time.*)	P M	....	A M	....	A M	....
....	....	*8 00	*10 32	....	*9 30	0	lve...**Chicago**..arr.	5 58	....	7 25	....	8 00	....
....	....	7 37	12 52	....	10 07	499.2	arr. **Council Bluffs**.lve.	3 05	....	5 05	....	6 33	....
....	....	8 02	1 15	P M	10 30	503.4	arr....**Omaha**...lve.	2 40	....	4 40	P M	6 08	....
....	....	*7 42	*12 57	*5 35	*10 12	499.2	lv+**Council Bluffs** ♁ar.	3 00	....	5 00	1 55	6 28	....
....	....	8 25	1 25	4 05	10 40	503.4	lv..+**Omaha** ♁..ar.	2 25	....	4 30	1 00	5 47	....
....	....	— —	d —	4 20	— —	507.9	......Albright....♁	— —	....	l —	12 46	— —	....
....	....	— —	— —	4 30	— —	512.5	......Rumsey.......	— —	....	l —	12 35	— —	....
....	....	— —	d —	4 42	— —	518.1	......Richfield....♁	— —	....	l —	12 25	— —	....
....	....	— —	d —	5 00	— —	585.5	......Meadow....♁	— —	....	l —	12 11	— —	....
....	....	— —	d —	5 12	— —	530.9	....South Bend ..♁	— —	....	l —	11 58	— —	....
....	....	— —	d —	5 23	— —	536.3	......Murdock....♁	— —	....	l —	11 48	— —	....
....	....	— —	d —	5 35	— —	543.1	........Alvo......♁	— —	....	l —	11 36	— —	....
....	....	— —	d —	5 45	— —	550.3	...Prairie Home .♁	— —	....	l —	11 23	— —	....
....	....	— —	d —	5 55	— —	557.0	.....Havelock ...♁	— —	....	l —	11 10	— —	....
....	....	10 05	3 25	6 10	12 21	561.4	+....**Lincoln**....♁	12 50	....	2 10	10 55	*4 05	....
....	....	A M	d —	6 25	— —	569.8	......Rokeby ....♁	— —	....	l —	10 33	P M	....
....	....		d —	6 35	— —	575.3	.......Martell ....♁	— —	....	l —	10 20		....
....	....	....	d —	6 48	— —	582.4	......Hallam ....♁	— —	....	l —	10 05	....	....
....	....	....	d —	7 02	— —	588.6	......Clatonia....♁	— —	....	l —	9 52	....	....
....	....	....	d —	7 15	— —	595.4	+....De Witt....♁	— —	....	l —	9 37	....	....
....	....	....	d —	7 30	— —	602.0	.....Plymouth ...♁	— —	....	l m	9 24	....	....
....	....	....	d —	7 45	— —	611.9	......**Jansen**....♁	— —	....	l m	9 05	....	....
....	....	....	6 00	7 55	1 43	618.5	arr +**Fairbury**..lve.	11 25	....	12 33	8 50	....	....
....	....	....	6 10	8 05	1 48	518.5	lve.. **Fairbury** ♁arr.	11 20	....	12 21	8 40	....	....
....	....	....	d —	8 20	— —	625.3	..Thompson, Neb ♁	— —	....	l —	8 25	....	....
....	....	....	d —	8 35	— —	633.1	...Mahaska, Kan. ♁	— —	....	l —	8 10	....	....
....	....	....	d v	8 50	— —	637.5	+.....Narka.....♁	— —	....	l —	8 00	....	....
....	....	9 15	d —	9 02	— —	644.3	......Munden ....♁	— —	....	l —	7 48	28	....
Night	P M	A M	8 15	9 15	— —	652.1	arr+**Belleville**.lve.	10 30	A M	11 14	*7 37	A M	P M
*12 32	*6 35	*7 45	6 22	P M	— —	652.1	lve. **Belleville** ♁arr.	10 30	2 32	11 04	A M	9 15	8 35
— —	6 47	7 55	— —	....	— —	656.7	........Rydal.....♁	— —	— —	— —	....	9 05	8 20
12 48	7 01	8 05	— —	....	— —	661.4	+.....Scandia.....♁	— —	— —	— —	....	8 55	8 05
— —	7 15	8 15	— —		— —	667.3	+....Courtland....♁	— —	— —	— —	....	8 41	7 50
— —	7 33	8 28	— —		— —	672.1	......Formoso.....♁	— —	— —	— —	....	8 28	7 33
— —	7 49	8 40	— —		— —	677.7	......Montrose.....♁	— —	— —	— —	....	8 17	7 19
1 32	8 05	8 52	— —		— —	684.8	+....**Mankato**....♁	— —	— —	h —	....	8 03	7 04
— —	8 22	9 08	— —		— —	692.8	........Otego ......♁	— —	— —	— —	....	7 49	6 48
— —	8 32	9 20	— —		— —	697.5	........Esbon ......♁	— —	— —	— —	....	7 35	6 38
— —	8 45	9 36	— —		— —	704.2	+.....Lebanon.....♁	— —	— —	— —	....	7 25	6 22
— —	9 02	9 52	— —		— —	710.6	......Bellaire.....♁	— —	— —	— —	....	7 12	6 07
2 25	9 12	10 07	— —		— —	716.8	+ **Smith Centre** ♁	— —	— —	9 16	....	6 59	5 54
— —	9 25	10 28	— —		— —	724.8	........Athol ......♁	— —	— —	— —	....	6 43	5 35
— —	9 34	10 45	— —		— —	730.8	....Kensington ..♁	— —	— —	— —	....	6 30	5 22
— —	9 42	11 00	— —		— —	735.3	........Agra.......♁	— —	— —	— —	....	6 20	5 12
— —	9 50	11 15	— —		— —	740.3	........Gretna.......	— —	— —	— —	....	6 09	5 01
3 10	10 00	11 30	9 25		5 00	746.5	ar.+**Phillipsburg** ♁lv.	8 07	11 59	8 30	....	5 57	4 50
....	....	....	....		....	....	(*Mountain time.*)	....	....	....	....	....	....
2 15	9 04	10 35	8 30		4 05	746.5	lv. **Phillipsburg**.ar.	7 03	10 55	7 25	....	4 52	3 45
— —	a —	10 48	— —		— —	754.1	......Stuttgart....♁	— —	— —	e —	....	b —	3 28
— —	9 38	11 00	— —		— —	761.0	....Prairie View ..♁	— —	— —	e —	....	4 27	3 12
— —	9 57	11 14	— —		— —	769.2	+....Almena ....♁	— —	— —	e —	....	4 07	2 52
— —	a —	11 22	— —		— —	773.2	......Calvert.......	— —	— —	e —	....	b —	2 42
3 15	10 16	11 35	8 35		— —	780.6	+....**Norton**....♁	— —	9 35	6 10	....	3 45	2 25
— —	a —	11 50	— —		— —	789.4	......Dellvale.....♁	— —	— —	e —	....	b —	2 05
— —	10 44	12 03	— —		— —	797.6	......Clayton ....♁	— —	— —	e —	....	b —	1 46
— —	10 55	12 16	— —		— —	804.9	......Jennings ....♁	— —	— —	e —	....	3 00	1 30
— —	11 10	12 30	— —		— —	813.3	+.....Dresden ....♁	— —	— —	e —	....	2 45	1 10
— —	11 25	12 50	— —		— —	822.8	........Selden.....♁	— —	— —	e —	....	2 27	12 50
— —	11 42	1 11	— —		— —	833.4	.......Rexford ....♁	— —	— —	e —	....	b —	12 33
— —	a —	1 30	— —		— —	842.4	........Gem.......♁	— —	— —	e —	....	b —	12 20
5 05	12 10	1 45	11 30		— —	850.4	+.....**Colby**.....♁	— —	7 45	4 07	....	1 35	12 07
— —	a —	2 00	— —		— —	858.5	........Levant.......	— —	— —	e —	....	b —	11 55
— —	a —	2 15	— —		— —	868.4	......Brewster....♁	— —	— —	e —	....	1 05	11 41
— —	a —	2 30	— —		— —	877.7	........Edson	— —	— —	e —	....	b —	11 27
6 00	1 10	2 45	12 35		7 25	885.4	arr.+ **Goodland** lve.	3 55	6 55	3 20	....	12 35	11 15
6 05	1 15	2 55	12 40		7 30	886.4	lve. **Goodland** ♁arr.	3 50	6 50	3 15	....	12 30	11 05
— —	a —	3 35	— —		— —	896.0	......Ruleton ....♁	— —	— —	c —	....	b —	10 35
— —	2 00	3 55	— —		— —	903.9	...Kanorado, Kan. ♁	— —	— —	e —	....	b —	10 15
— —	2 35	4 30	g —		— —	916.3	+ Burlington, Colo ♁	— —	— —	e i	....	b —	9 45
— —	3 15	5 35	— —		— —	934.7	......Stratton....♁	— —	— —	e —	....	b —	8 40
— —	a —	5 55	— —		— —	942.0	........Vona........	— —	— —	e —	....	b —	8 05
— —	3 45	6 15	— —		— —	948.9	.......Seibert.....♁	— —	— —	e —	....	b —	7 38
— —	4 10	6 50	— —		— —	959.9	.......Flagler.....♁	— —	— —	e —	....	b —	7 00
— —	a —	7 25	— —		— —	971.4	.......Arriba.....♁	— —	— —	e —	....	b —	6 30
— —	a —	7 45	— —		— —	977.2	.......Bovina.....♁	— —	— —	c —	....	b —	6 15
9 05	5 20	8 30	4 48		10 25	993.5	arr....**Limon** ♁ .lve.	1 30	4 05	12 45	....	9 40	*5 20
12 15	8 15	P M	7 45		12 55	1082.7	+....**Denver**....♁	*11 00	*1 15	*10 00	....	*7 00	A M
Noon	A M	....	A M		Noon	....	ARRIVE] [LEAVE	A M	P M	P M	....	P M	....
*9 20	*5 35	....	*5 00		*10 35	993.5	lve....**Limon** ♁ .arr.	1 20	3 50	12 35	....	9 30	....
— —	5 50	....	— —		— —	1002.2	.......Resolis.......	— —	— —	e —	....	9 13	
— —	6 10	....	— —		— —	1012.4	.....Mattison ....♁	— —	♭ —	e —	....	8 55	
— —	6 31	....	— —		— —	1023.5	.......Ramah.....♁	— —	♭ —	e —	....	8 35	
— —	6 53	....	— —		— —	1033.3	.......Calhan.....♁	— —	♭ —	e —	....	8 15	
— —	7 16	....	— —		— —	1044.5	......Peyton.....♁	— —	♭ —	e —	....	7 54	
— —	7 37	....	— —		— —	1053.9	.......Falcon ....♁	— —	♭ —	e —	....	7 36	
— —	— —	....	— —		— —	1062.7	......Elsmere......	— —	— —	e —	....	b —	
— —	— —	....	— —		— —	1069.8	......Roswell ....♁	— —	— —	e —	....	b —	
11 40	‡8 15	....	‡7 50		12 55	1072.2	ar+ **Colorado Spgs**.lv.	*11 00	*1 15	*8 40	....	*7 00	
11 40	8 35	....	8 35		Noon	1072.2	lv..**Colorado Spgs** ♁ar.	10 35	1 15	9 35	....	6 10	
1 00	10 00	....	10 00	....	....	1116.7	+....**Pueblo**....♁	*9 05	*11 45	*8 00	....	*5 00	
P M	A M	....	A M	....	....	....	ARRIVE] [LEAVE	A M	A M	P M	....	P M	....

o Stops to leave from Topeka and points east and to take for Phillipsburg and points west where train is scheduled to stop; v stops to take for Mankato and west thereof. ‡ Meals. + Coupon stations. ♁ Telegraph stations.

γ Stops to take for east of Belleville.

* Daily; † daily, except Sunday; *a* stops to leave from Goodland and points east, and to take for west of Limon; *b* stops to take for Belleville and points east and south thereof and to leave from west of Limon; *c* stops to take for Missouri River and points east.

Complete Index to Stations on Rock Island Lines shown on pages 779 to 781.

Table No. 3—CHICAGO, ST. LOUIS, KANSAS CITY AND COLORADO.

135	39	27	Mls	*October* 31, 1909.	40	28	136
....	....	P M	....	(*Central time.*)	....	A M	....
....	....	*6 05	0	lve....**Chicago**...arr.	....	8 20	....
....	....	8 15	517.0	arr..**Kansas City**.lve.	....	6 30	....
....	....	*10 02	0	......**St. Louis**......	....	7 35	....
....	....	7 50	299.0	arr..**Kansas City**.lve.	....	9 50	....
A M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M
*7 55	*6 10	*11 20	0	+..**Kansas City**..♁	9 20	4 05	9 45
9 25	7 45	1 00	67.2	+..North Topeka...♁	7 40	2 10	8 00
9 30	7 55	1 10	67.9	arr...+**Topeka**....lve.	7 35	2 05	7 55
9 35	8 05	1 15	67.9	lve....**Topeka** ♁ ..arr.	7 25	2 00	7 45
9 59	— —	— —	79.7	........Valencia......♁	7 01	— —	7 19
10 07	— —	— —	83.5	........Willard ......♁	6 55	— —	7 12
10 17	8 37	— —	88.6	......Maple Hill.....♁	6 45	— —	7 01
10 33	— —	— —	96.4	.........Paxico........♁	— —	— —	6 44
10 43	8 55	2 15	100.2	arr..**McFarland** ♁ .lve.	6 25	1 00	6 35
10 47	9 00	2 25	100.2	lve...**McFarland**..arr.	6 20	12 55	6 25
11 17	— —	2 52	114.0	........Zeandale.....♁	— —	12 22	5 52
11 32	9 40	3 10	121.4	+...**Manhattan** ...♁	5 30	12 05	5 40
11 47	— —	3 28	130.3	.........Keats.......♁	— —	11 45	5 25
12 05	— —	3 46	138.9	+.......Riley ....♁	— —	11 30	5 12
12 20	— —	4 00	145.7	..........Bala.........	— —	11 17	4 57
12 45	10 40	4 32	157.0	+...**Clay Center**...♁	4 08	10 55	4 32
1 00	10 55	4 50	165.0	+....Morganville....♁	— —	10 37	4 15
1 15	o —	5 07	173.2	+......Clifton.......♁	3 40	10 25	3 57
1 27	11 25	5 26	179.5	+.......Clyde.......♁	3 27	10 10	3 45
1 45	— —	5 45	183.0	........Agenda ....♁	— —	9 50	3 30
2 00	— —	6 00	194.4	........Cuba ....♁	— —	9 40	3 16
2 20	12 27	6 25	201.8	arr.+**Belleville** ♁ .lve.	*2 45	*9 20	*2 50
P M	12 15	8 15	555.5	arr.....**Denver**....lve.	*1 15	*7 00	P M
....	11 40	8 15	524.3	ar. **Colorado Springs**..lv.	*1 15	*7 00	....
....	1 00	10 00	568.8	........**Pueblo**........	*11 45	*5 00	....
....	P M	A M	....	ARRIVE] [LEAVE	A M	P M	....

Additional Train — Leaves McFarland *3 35 a.m., arrives Belleville 7 17 a.m. Returning, leaves Belleville *9 25 p.m., arrives McFarland 1 05 a.m.

Table No. 4—KEOKUK AND DES MOINES.

471	473	475	Mis.	*June* 6, 1909.	470	472	474
P M	A M		....	LEAVE] [ARRIVE	P M	P M	....
†2 55	†8 05		0	+.....**Keokuk**.....♁	1 05	8 15	....
3 00	8 10		2.7	.....Buena Vista......	1 00	8 10	....
3 16	8 26		11.8	......Connables.......	12 41	7 55	....
3 31	8 44		14.8	.....Sand Prairie......	12 26	7 38	....
3 37	8 50		17.1	.......Hinsdale.......	12 19	7 32	....
3 42	8 55		20.0	.......Belfast.........	12 13	7 28	....
3 55	9 06		25.5	........Croton.........	12 02	7 14	....
4 07	9 17		29.8	+..**Farmington** ..♁	11 51	7 03	....
4 20	9 32		35.5	......Bonaparte.....♁	11 37	6 49	....
4 30	9 42		39.0	.....Bentonsport......	11 27	6 40	....
4 45	9 58		45.6	arr..**Mt. Zion** ♁..lve.	11 12	6 25	....
4 46	9 59		0	lve...**Mt. Zion**....arr.	11 11	6 24	....
5 01	10 14		4.5	arr.+**Keosauqua**..lve.	10 56	6 09	....
5 02	10 15		....	lve.**Keosauqua**.. ♁arr.	10 55	6 08	....
5 14	10 27		....	arr...**Mt. Zion**....lve.	10 43	5 56	....
5 15	10 28		45.6	lve...**Mt. Zion**....arr.	10 42	5 55	....
5 20	10 34		47.9	......Kilbourne........	10 34	5 48	....
5 35	10 50		54.7	........Douds.......♁	10 17	5 35	....
5 45	11 00		58.9	........Selma ....♁	10 06	5 21	....
5 56	11 10	A M	63.8	arr...+ **Eldon** ♁...lve.	9 55	5 10	P M
6 10	11 20	*6 05	63.8	lve.....**Eldon**.....arr.	9 42	4 50	10 40
6 23	11 35	6 20	70.3	.......Cliffland........	9 27	4 35	10 25
6 36	11 50	6 35	75.8	......Ottumwa .....♁	9 12	4 20	10 10
6 41	11 55	6 40	76.4	ar+**Ottumwa** (U.D.) lv.	9 02	4 15	10 05
6 41	11 55	6 40	76.4	lv..**Ottumwa** (U.D.) ar.	9 02	4 15	10 05
6 58	12 12	6 58	84.6	.......Kirkville......♁	8 47	3 55	9 41
7 14	12 27	7 16	91.6	+....Eddyville.....♁	8 33	3 38	9 23
7 27	12 40	7 29	96.5	........Given.......♁	8 22	3 25	9 10
7 38	12 50	7 40	100.3	........Beacon.......♁	8 12	3 16	9 00
7 50	1 00	7 50	102.8	arr+**Oskaloosa** ♁.lve.	8 02	3 05	8 50
8 00	1 10	8 05	102.8	lve..**Oskaloosa**...arr.	7 45	2 55	8 38
8 10	1 20	8 15	107.4	arr.....**Evans** ♁...lve.	7 35	2 46	8 28
8 10	1 20	8 15	107.4	lve.....**Evans**.....arr.	7 35	2 45	8 28
8 18	1 29	8 26	111.3	.......Leighton.......♁	7 25	2 36	8 18
8 35	1 46	8 45	119.1	+.......**Pella**.......♁	7 08	2 20	8 00
8 51	2 04	9 03	127.5	.........Otley........♁	6 51	2 02	7 41
9 03	2 16	9 14	133.0	+.....**Monroe**......♁	6 40	1 51	7 29
9 13	2 27	9 24	137.3	......Fairmount.....♁	6 30	1 41	7 17
9 25	2 39	9 35	142.1	.....Prairie City....♁	6 20	1 32	7 06
9 41	2 57	9 51	149.8	.......Nobleton......♁	6 04	1 17	6 48
9 55	3 10	10 03	155.4	........Altoona......♁	5 52	1 05	6 35
10 13	3 29	10 22	166.0	...East Des Moines..♁	5 32	12 47	6 17
10 15	3 32	‡10 25	166.3	+..**Des Moines**...♁	†5 30	†12 45	*6 15
P M	P M	A M	....	ARRIVE] [LEAVE	A M	Noon	P M

For local stations between Belleville and Denver, see Table 2, to the left on this page.

d Stops to leave from Des Moines and points east and to take for Denver, Colorado Springs, Pueblo and beyond; *e* stops to leave from Pueblo and west; *g* stops to leave from Omaha and points east; *h* stops to leave from Denver and west thereof; *i* stops to take for Fairbury and points east; *l* stops to leave from west of Belleville and Nelson Branch, and to take for Chicago and points beyond; *m* stops to take for Omaha or Council Bluffs or points east at which No. 6 stops. ♭ Stops to leave from Colorado Springs and points west.

Rock Island Lines

Table No. 5—PEORIA, VIA BUREAU LINE.

No. 387	No. 331	No. 361	69-369	No. 317		Mls.	December 1, 1909.	No. 332	370-70	No. 326	No. 302	No. 388
....	*5 44 P M	†1 00 P M	*8 30 A M	*2 15	*11 30	0	lve.....Chicago.....arr.	12 20 Noon	6 25 P M	9 33 P M	6 50 A M	....
....	6 45 P M	2 20 P M	9 33 A M	3 09	1 00	40.4	lve.......Joliet.......arr.	11 13 A M	4 18 P M	8 27 P M	5 25 A M	....
Mixed.	8 50 P M	4 50 P M	11 18 A M	4 50	3 35	114.2	arr......Bureau.....lve.	9 31 A M	2 30 P M	6 40 P M	2 45 A M	Mixed.
†1 05 P M	*8 33 P M	*4 55 P M	*11 21 A M	*4 55 A M		0	lve.....Bureau ♁....arr.	9 28 A M	2 20 P M	6 30 P M	1 25 A M	10 50 A M
1 35 "	b –	5 07 "	11 35 "	– –		7.9	..........Putnam........ ♁	9 15 "	b –	6 17 "	– –	10 05 "
1 57 "	8 57 "	5 17 "	11 47 A M	5 20 "		13.5	+.........Henry........ ♁	9 03 "	1 57 "	6 07 "	1 00 A M	9 35 "
2 25 "	9 10 "	5 29 "	12 01 Noon	5 33 "		20.5	+.......Sparland........ ♁	8 50 "	1 45 "	5 55 "	12 47 Night	8 50 "
3 00 "	9 24 "	5 43 "	12 15 "	5 47 "		28.5	+....Chillicothe.... ♁	8 35 "	1 32 "	5 43 "	12 34 "	8 20 "
3 15 "	a –	5 50 "	12 21 "	a –		31.4	..........Rome..........	8 28 "	a –	5 36 "	12 27 "	7 45 "
3 35 "	a –	6 01 "	12 31 "	a –		36.9	.........Mossville........	8 18 "	a –	5 26 "	12 17 "	7 25 "
4 15 P M	10 00 P M	6 25 P M	12 50 Noon	6 30 A M		46.7	arr....+ Peoria ♁....lve.	*8 00 A M	*1 00 P M	*5 10 P M	*12 01 Night	†6 45 A M

Table No. 6—MUSCATINE LINE.

No. 401	Mls.	December 5, 1909.	No. 402
†8 15 A M	0	lve..+Muscatine ♁..arr.	6 45 P M
8 35 "	8.0	........Bayfield........	6 28 "
8 45 "	13.1	.........Adams.........	6 12 "
8 57 "	16.2	.........Nichols...... ♁	6 05 "
9 10 "	22.5	.......Lone Tree .... ♁	5 40 "
9 16 "	26.1	.....River Junction.....	5 30 "
9 20 "	28.2	....Iowa Junction....	5 25 "
9 33 "	30.7	+.... Riverside .... ♁	5 20 "
9 49 "	37.3	.... Kalona ...... ♁	5 02 "
10 06 "	44.5	+......Wellman...... ♁	4 45 "
10 16 "	49.7	..........Nira..........	4 28 "
10 23 "	52.7	.........Kinross....... ♁	4 22 "
10 35 "	58.3	.....South English... ♁	4 10 "
10 45 "	62.7	........Webster..... ♁	3 59 "
10 55 "	66.7	........Keswick...... ♁	3 49 "
11 06 A M	71.9	arr...Thornburg ♁.lve.	3 37 P M
11 18 A M	76.4	arr..+What Cheer ♁..lve	3 24 P M
11 21 A M	76.4	lve....What Cheer....arr.	3 22 P M
11 35 A M	71.9	lve...Thornburg...arr.	3 09 P M
11 45 "	75.5	.... Gibson	2 58 "
11 55 A M	79.5	......Barnes City.... ♁	2 46 "
12 15 Noon	87.7	arr..+Montezuma ♁..lve.	†2 30 P M

Table No. 7—SIBLEY LINE.

No. 475	Mls.	June 6, 1909.	No. 474
†12 05 Noon	.....	lve..Des Moines..arr.	‖4 23 P M
†2 39 P M	0	lve... +Gowrie ♁..arr.	2 08 P M
2 50 "	4.6	.... Slifer.........	1 56 "
2 57 "	9.8	+......Somers....... ♁	1 48 "
3 18 "	21.8	+..... Manson ..... ♁	1 24 "
3 33 "	29.5	........Palmer....... ♁	1 07 P M
3 50 "	37.6	+...Pocahontas... ♁	‖12 50 Noon
4 03 "	43.5	...........Ware .... ♁	12 10 Noon
4 19 "	49.7	+......Laurens..... ♁	11 56 A M
4 34 "	57.1	.........Leverett.........	11 40 "
5 04 "	70.5	.........Rossie........ ♁	11 08 "
5 17 "	76.6	..........Royal....... ♁	10 53 "
5 32 "	83.5	.... Moneta...... ♁	10 38 "
5 44 "	89.0	+......Hartley...... ♁	10 26 "
6 10 "	99.3	..........Melvin ...... ♁	10 03 "
6 23 "	104.8	.......Cloverdale..... ♁	9 51 "
6 35 P M	109.7	arr....+Sibley ♁...lve.	†9 40 A M

Trains Nos. 474 and 475 will stop on signal at M. & St. L. stations between Des Moines and Gowrie to leave or take passengers holding through tickets from points north of Gowrie.

Table No. 8—WILTON LINE.

502	500	504	Ms.	June 6, 1909.	505	501	503
P M	A M	A M	....	LEAVE] [ARRIVE	A M	Noon	P M
†3 20	†10 15	†6 30	0	+..Muscatine.. ♁	8 00	12 35	6 30
3 37	10 30	6 45	6.7	......Summit......	7 45	12 20	6 15
3 50	10 45	7 10	12.2	+....Wilton.... ♁	†7 30	†12 05	†6 00
P M	A M	A M	....	ARRIVE] [LEAVE	A M	Noon	P M

Table No. 9—GUTHRIE CENTRE LINE.

347	345	Mls.	December 1, 1909.	344	336	....
A M	P M	.....	....	P M	P M	.....
†2 15	‡6 00	0	lve....Chicago....arr.	9 33	1 45	.....
12 50	4 40	398.3	arr.....Stuart.....lve.	11 05	7 42	.....
1 00	.....	403.2	arr.....Menlo.....lve.	10 13	7 30	.....
Noon	A M	.....	LEAVE] [ARRIVE	A M	P M	.....
†12 50	†7 45	.....	.... Stuart........	10 22	5 55	.....
1 00	8 15	0	lve.....Menlo ♁...arr.	10 00	5 35	.....
1 30	8 30	6.4	.......Glendon....... ♁	9 40	5 10	.....
1 45	8 40	9.4	.......Monteith ..... ♁	9 30	4 50	.....
2 15	9 00	14.6	+..Guthrie Centre.. ♁	†9 15	†4 30	.....
P M	A M	.....	ARRIVE] [LEAVE	A M	P M	.....

Table No. 10—GRISWOLD LINE.

328	395	393	Ms.	December 1, 1909.	394	396	324
P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M
ß2 30	†2 35	†6 35	0	+...Atlantic... ♁	9 00	5 10	4 15
2 55	3 06	7 00	8.8	.......Lewis..... ♁	8 25	4 43	3 50
3 15	3 25	7 20	14.7	+...Griswold... ♁	†8 00	†4 25	ß3 30
P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M

Table No. 11—CARSON LINE.

359	357	Ms.	December 1, 1909.	Mls	358	360
P M	A M	....	LEAVE] [ARRIVE	....	A M	P M
†5 45	†11 45	0	.........Avoca....... ♁	17.7	8 20	3 50
6 05	12 10	6.4	........Hancock...... ♁	11.3	7 50	3 20
6 25	12 35	12.3	........Oakland....... ♁	5.4	7 25	3 00
6 40	12 50	17.7	.........Carson....... ♁	0	†7 10	†2 35
P M	Noon	....	ARRIVE] [LEAVE	....	A M	P M

Table No. 12—PEORIA AND ROCK ISLAND.

385	311	325	307	Mls.	December 1, 1909.	312	318	366	386
Mix.	P M	P M	A M	.....	LVE.] Cent. time. [ARR.	A M	P M	P M	Mix.
A M	*7 00	†2 53	†8 00	.....	+.Peoria (Union Depot).	11 25	4 40	10 20	P M
†6 45	7 05	2 58	8 05	0	........Peoria..... ♁	11 20	4 36	10 15	3 55
7 35	7 28	3 20	8 30	10.8	..........Alta..........	10 57	4 06	9 54	3 00
8 05	7 33	3 28	8 39	15.0	+......Dunlap...... ♁	10 47	3 54	9 45	2 45
8 51	7 45	3 40	8 51	21.5	+...Princeville... ♁	10 37	3 40	9 30	2 15
10 18	8 02	3 58	9 09	31.0	+....Wyoming.... ♁	10 18	3 21	9 09	1 28
10 50	8 13	4 08	9 20	36.6	+......Toulon...... ♁	10 08	3 11	8 58	12 59
11 22	8 23	4 18	9 32	42.3	+....Lafayette..... ♁	9 56	3 01	8 46	12 25
11 55	8 33	4 29	9 43	48.1	+.......Galva...... ♁	9 43	2 50	8 33	11 55
12 20	8 41	4 38	9 50	52.0	......Bishop Hill.... ♁	9 31	2 40	8 24	11 20
1 25	8 58	4 52	10 12	61.1	+....Cambridge.... ♁	9 14	2 24	8 09	10 12
2 12	9 07	5 02	10 23	67.0	..........Osco....... ♁	9 02	2 12	7 58	9 30
2 32	9 16	5 12	10 32	71.7	+.......Orion....... ♁	8 52	2 03	7 47	8 52
3 10	9 29	5 24	10 50	79.0	......Coal Valley.... ♁	8 35	1 49	7 34	8 00
3 35	9 40	5 36	11 03	85.2	+.......Milan....... ♁	8 22	1 37	7 23	7 30
4 00	9 55	5 48	11 15	90.7	+Rock Island (20th St.) ♁	8 10	1 25	7 10	7 15
4 15	10 00	5 53	11 20	91.6	ar..Rock Island (U.D.)..lv.	‖8 05	1 20	7 05	†7 05
P M	P M	P M	.....	94.0	arr....Moline....lve.	.....	†1 10	†6 55	A M
.....	.....	.....	11 35	94.0	arr..Davenport..lve.	*7 40	†1 00	†6 40	.....

ß Sunday only; a stops to take for or to leave from Peoria; b stops to leave from or to take for Joliet and Chicago. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

Table No. 13—SHERRARD AND CABLE LINE.

.....	376	374	372	Mls	December 1, 1909.	373	375	377	3071
.....	P M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	.....
.....	†4 30	†9 30	†7 30	0	Rock Island (20th St.) ♁	8 45	2 00	6 35	.....
.....	4 55	9 50	8 15	5.5	.........Milan....... ♁	8 15	1 36	5 15	.....
.....	5 17	10 17	8 55	13.3	.....Taylor Ridge... ♁	7 50	1 06	4 47	.....
.....	5 28	10 30	9 20	17.5	+. ...Reynolds...... ♁	7 30	12 50	4 30	P M
.....	5 40	10 45	9 40	22.1	ar. Pre-emption ♁ lv.	7 10	12 30	4 05	6 15
.....	6 35	11 00	11 20	26.4	arr... Sherrard...lve.	†6 50	†12 10	†3 46	.....
.....	5 55	A M	10 05	27.4	+.......Cable...... ♁	A M	†10 20	P M	†6 00
.....	P M	.....	A M	....	ARRIVE [LEAVE	.....	A M	.....	P M

Table No. 14—WHAT CHEER LINE.

.....	.....	4413	4411	Mls.	December 5, 1909.	4410	4412	.....	.....
.....	.....	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	.....	.....
.....	.....	†3 09	†11 06	0	.....Thornburg.....	11 35	3 37	.....	.....
.....	.....	3 22	11 18	4.5	....What Cheer....	†11 21	†3 24	.....	.....
.....	.....	P M	A M	.....	ARRIVE [LEAVE	A M	P M	.....	.....

Table No. 15—MONROE LINE.

No. 383	No. 385	Mls.	December 1, 1909.	No. 388	No. 384
2 15 A M	....	0	lve.....Chicago....arr.	8 33 P M	7 25 A M
10 13 A M	....	322.8	arr.....Newton....lve.	1 11 P M	10 37 P M
†3 10 P M	†7 10 A M	0	lve...+Newton ♁..arr.	9 15 A M	6 30 P M
3 27 "	7 25 "	5.3	.........Wilson.........	8 54 "	6 08 "
3 45 "	7 40 "	10.4	.........Reasnor.........	8 40 "	4 55 "
3 55 "	7 48 "	13.2	.........Franklin.........	8 32 "	4 42 "
4 10 P M	8 00 A M	17.3	arr...+Monroe ♁..lve.	†8 20 A M	†4 30 P M

e Saturday and Sunday only.

Table No. 16—AUDUBON LINE.

....	321	391	349	Mls.	December 1, 1909.	350	392	322	....
....	P M	A M	P M	.....	LEAVE] [ARRIVE	A M	A M	A M	....
....	10 52	2 15	6 00	0	........Chicago.......	¶6 50	7 25	7 25	....
....	11 15	2 16	5 58	439.9	arr....Atlantic....lve.	1 10	6 52	6 52	....
....	ß11 30	†2 20	†6 40	0	lve..+Atlantic ♁..arr.	1 00	5 35	1 55	....
....	11 47	2 45	7 05	6.9	.... Lorah	12 35	5 10	1 35	....
....	12 02	3 05	7 30	12.2	.... Brayton ..... ♁	12 15	4 55	1 22	....
....	12 12	3 25	8 05	15.9	..........Exira........ ♁	11 55	4 40	1 12	....
....	12 25	3 40	8 30	21.1	.........Hamlin....... ♁	11 25	4 20	1 00	....
....	12 40	3 50	8 50	25.3	+.... Audubon .... ♁	†11 05	†4 05	ß12 50	....
....	Noon	P M	A M	.....	ARRIVE] [LEAVE	A M	P M	Noon	....

k Saturday only. ɔ On Sunday leaves 9 45 a.m.

Table No. 17—HARLAN LINE.

.....	No. 367	No. 355	Mls.	December 1, 1909.	No. 364	No. 356	.....
.....	2 15 A M	10 00 P M	0	lv...Chicago..ar.	9 33 P M	7 25 A M	.....
.....	2 50 P M	10 35 A M	458.8	ar....Avoca....lv.	8 25 A M	6 15 P M	.....
.....	†5 45 P M	†12 45 Noon	0	lv..+Avoca ♁..ar.	8 10 A M	4 10 P M	.....
.....	6 06 "	1 15 P M	8.0	......Corley......	7 45 "	3 40 "	.....
.....	6 25 P M	1 30 P M	13.3	ar..+Harlan ♁.lv.	†7 30 A M	†3 10 P M	.....

Table No. 18—GARNER LINE.

No. 4439	Mls.	July 25, 1909.	No. 4438
†3 00 P M	0	lve.+Garner..arr.	10 15 A M
– –	3	.Hayfield Junction.	– –
3 35 "	8	......Hayfield....	9 45 "
4 10 "	14	...Crystal Lake...	9 20 "
4 40 "	21	.......Woden.....	8 55 "
5 15 P M	28	arr.+Titonka.lve.	†8 30 A M

*Daily; †daily, except Sunday; ‡daily, except Saturday; ¶daily, except Monday.

Complete index to Stations on Rock Island Lines shown on pages 779 to 781.

Table No. 19—CHICAGO AND BLUE ISLAND.—Suburban Trains.

December 1, 1909.

LEAVE Chicago. / ARRIVE Blue Isl.													
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon
Chicago.	*1 20	*3 30	*6 32	†6 40	†7 40	*8 05	*8 45	†9 15	*9 32	*10 25	*11 20	*11 45	*12 15
Blue Isl.	2 05	4 15	7 12	7 25	8 23	8 50	9 30	9 55	10 19	11 10	12 05	12 20	1 00
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	Noon	Noon	P M

LEAVE Chicago. / ARRIVE Blue Isl.													
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M
Chicago.	e1 15	†1 30	*2 06	†2 35	*3 15	*4 06	*4 46	*5 12	†5 28	†5 33	†5 38	†5 46	†5 55
Blue Isl.	2 02	2 15	2 50	3 20	4 00	4 50	5 30	5 52	6 13	6 10	6 23	6 33	6 40
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M

LEAVE Chicago. / ARRIVE Blue Isl.													
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	P M
Chicago.	*6 07	†6 18	†6 30	†6 50	†7 20	†7 45	*8 28	*9 04	*9 45	*10 28	*11 25	*12 16	ß7 30
Blue Isl.	6 45	7 03	7 10	7 35	8 05	8 30	9 13	9 50	10 30	11 13	12 10	12 59	8 17
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	Night	P M

LEAVE Blue Isl. / ARRIVE Chicago.													
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M
Blue Isl.	*2 25	*5 00	†5 45	*6 00	†6 15	†6 28	†6 40	†6 45	†6 52	†7 05	*7 15	†7 35	†7 50
Chicago.	3 10	5 45	6 30	6 45	7 00	7 13	7 20	7 32	7 42	7 50	8 05	8 25	8 37
	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M

LEAVE Blue Isl. / ARRIVE Chicago.													
	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M
Blue Isl.	*8 10	*8 40	ɔ9 25	†10 05	*11 02	*11 50	*12 35	†1 40	k2 15	*2 25	†2 40	*3 25	*4 00
Chicago.	8 55	9 25	10 10	10 50	11 50	12 35	1 20	2 25	2 50	3 01	3 25	4 10	4 45
	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M	P M

LEAVE Blue Isl. / ARRIVE Chicago.												
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	Night	P M
Blue Isl.	‡5 00	†5 15	*6 00	*6 20	†6 50	*7 00	*8 15	*9 15	*10 10	*11 10	*12 15	ß2 00
Chicago.	5 35	6 01	6 40	7 05	7 30	7 45	9 05	10 00	10 55	11 55	1 00	2 45
	P M	P M	P M	P M	P M	P M	P M	P M	P M	P M	A M	P M

THE TYLER TUBE & PIPE CO. BOILER TUBES Guaranteed to Pass A. R. M. M. Specifications
WASHINGTON, PA. 26 Cortlandt St., New York. Old Colony Bldg, Chicago. GEO. E. MOLLESON, Manager R.R. Dept., NEW YORK

Rock Island Lines

Table No. 20.
CHICAGO, KANSAS CITY, ST. JOSEPH, ATCHISON AND LEAVENWORTH.

49	81	3	11	1	Mls.	*September* 19, 1909.	2	12	4	62	50
A M	P M	P M	P M	P M	.....	(*Central time.*)	A M	A M	A M	.....	P M
†9 30	†1 00	*9 00	*6 05	*11 30	0	lve..+**Chicago** ♁.arr.	6 50	8 20	11 45	.....	5 25
1 30	7 00	1 03	10 13	6 00	181.1	ar.+**Rock Island** ♁lv.	12 20	4 00	7 15	A M	12 45
†3 26	*7 05	*1 10	*10 15	*7 00	181.1	lv..**Rock Island**..ar.	8 40	3 55	7 10	7 48	12 30
3 35	7 15	1 17	10 22	7 10	182.7	+...**Davenport**...♁	9 30	3 45	7 00	7 40	12 20
3 58	7 38	- -	- -	7 30	192.0	........Buffalo.....♁	9 02	f -	- -	7 10	11 53
4 06	7 46	- -	- -	7 38	196.9	......Montpelier....♁	8 50	f -	- -	7 00	11 46
4 16	7 58	- -	- -	7 48	202.7	.......Fairport.....♁	8 40	f -	- -	6 45	11 36
4 35	8 19	- -	11 02	8 05	210.3	+...**Muscatine**...♁	8 26	2 58	c -	6 30	11 25
4 50	8 32	- -	- -	8 17	216.7	.......Fruitland.....♁	8 10	f -	- -	6 15	11 12
5 06	8 46	- -	- -	8 30	223.5	........Letts.......♁	7 55	f -	- -	6 02	11 00
5 18	8 57	- -	- -	8 40	229.6	.......Fredonia.......	7 40	f -	- -	5 50	10 49
5 22	9 10	- -	11 52	8 48	230.9	+**Columbus June.** ♁	7 35	2 25	c -	5 18	10 45
5 34	9 20	- -	- -	9 00	236.3	........Cotter.......♁	7 20	f -	- -	5 07	10 30
5 45	9 30	- -	- -	9 12	241.1	......Ainsworth....♁	7 10	f -	- -	4 57	10 20
6 00	9 45	- -	11 59	9 30	248.2	+..**Washington**..♁	†6 55	2 00	- -	4 42	†10 05
P M	- -	- -	- -	9 43	255.7	.........Verdi.........	6 15	f -	- -	- -	A M
....	10 15	- -	- -	9 57	261.5	+.....Brighton.....♁	6 04	f -	- -	4 15	.....
....	10 28	- -	- -	10 04	264.5	.East Pleasant Plain ♁	5 58	f -	- -	4 07	.....
....	10 35	- -	- -	10 15	270.3	........Perlee.......♁	5 48	f -	- -	3 55	.....
....	10 50	- -	12 49	10 30	277.0	+....**Fairfield**....♁	5 36	1 15	- -	3 40	.....
....	11 02	- -	- -	10 43	283.1	......Libertyville....♁	5 24	f -	- -	3 17	.....
....	11 12	- -	- -	10 53	289.2	.....County Line...♁	5 12	f -	- -	3 00	.....
....	11 25	4 10	1 25	‡11 05	294.4	arr...+**Eldon** ♁...lve.	6 00	12 45	3 50	2 45	.....
....	11 30	4 15	1 30	11 25	294.4	lve.....**Eldon**....arr.	4 55	12 40	3 45	2 40	.....
....	11 45	- -	- -	11 39	301.3	........Flora.......♁	4 39	f -	- -	2 20	.....
....	11 58	- -	- -	11 50	308.2	.......**Belknap**....♁	4 24	f -	- -	2 05	.....
....	12 10	- -	- -	11 57	311.4	.......Drakeville....♁	4 18	f -	- -	1 55	.....
....	12 23	California Special.	- -	12 10	317.7	.........Paris.......♁	4 02	f -	California Special.	1 40	.....
....	12 35		- -	12 23	323.8	......Unionville.....♁	3 48	f -		1 27	.....
....	12 42		- -	12 31	327.3	........Udell.......♁	3 40	f -		1 20	.....
....	1 00		2 29	12 53	336.3	+...**Centerville**...♁	3 24	11 55		1 00	.....
....	1 15		- -	1 08	343.8	.........Numa.......♁	3 10	f -		12 43	.....
....	1 30		2 55	1 25	351.7	+....**Seymour**....♁	2 55	11 12		12 30	.....
....	1 45		- -	1 40	350.8	........Harvard......♁	2 36	f -		12 15	.....
....	2 00		- -	1 55	365.0	+....**Allerton**....♁	2 25	f -		12 05	.....
....	2 15		- -	2 10	372.2	.........Clio........♁	2 10	f -		11 50	.....
	2 25		- -	2 22	378.1	......Lineville, Ia....♁	1 53	f -		11 37	.....
	2 35		- -	2 32	383.1	......Mercer, Mo....♁	1 37	f -		11 28	.....
	2 55		a4 00	2 55	392.9	+...**Princeton**...♁	1 15	b f		11 10	.....
	3 06	- -	- -	3 05	399.8	.......Mill Grove....♁	1 00	f -	- -	10 57	.....
	3 16	- -	- -	3 15	404.3	+....Spickards.....♁	12 52	f -	- -	10 49	.....
	3 26	- -	- -	3 25	410.1	........Tindall......♁	12 44	f -	- -	10 40	.....
	3 40	7 15	4 35	3 40	415.0	arr..+**Trenton** ♁.lve.	12 35	9 40	12 45	10 30	.....
	3 45	7 20	4 40	3 45	415.0	lve....**Trenton**....arr.	‡12 15	9 35	12 40	10 25	.....
	4 00	- -	- -	3 57	423.8	....Hickory Creek..♁	12 01	- -	- -	10 12	.....
	4 15	- -	- -	4 12	431.6	+....Jamesport....♁	11 47	- -	- -	10 00	.....
	4 32	- -	- -	4 30	439.9	...Wabash Crossing. ♁	11 27	- -	- -	9 40	.....
	4 40	- -	5 25	4 36	441.3	........Gallatin......♁	11 22	8 51	- -	9 36	.....
	5 05	- -	5 45	‡4 55	449.0	arr...**Altamont** ♁lve.	11 05	8 41	- -	9 20	.....
	5 05	- -	5 50	5 16	449.0	lve...**Altamont**..arr.	11 00	8 37	- -	9 20	.....
	5 15	- -	- -	5 24	452.1	........Winston.....♁	10 52	- -	- -	9 07	.....
	5 38	- -	6 15	5 47	462.9	+.....Cameron.......	10 23	8 17	- -	8 50	.....
	5 45	8 48	6 23	5 53	463.3	arr...**Cameron Jn** ♁ lve.	10 20	8 15	11 20	8 45	.....
	5 50	8 48	6 25	5 56	463.3	lve..**Cameron Jn**.arr.	10 15	8 15	11 20	8 45	.....
	6 00	- -	- -	6 05	468.6	.......Keystone.......	10 02	- -	- -	8 32	.....
	6 08	- -	- -	6 12	472.7	........Turney......♁	9 53	- -	- -	8 24	.....
	6 18	See Note ⊡	- -	6 28	479.0	.......Lathrop......♁	9 43	- -	See Note ⊡	8 13	.....
	6 32		- -	6 41	486.0	.........Holt........♁	9 27	- -		7 58	.....
	6 44		- -	6 51	491.7	........Kearney......♁	9 15	- -		7 48	.....
	6 54		- -	7 15	497.3	.......Robertson....♁	9 03	- -		7 38	.....
	7 05		7 31	7 28	502.3	........Liberty......♁	8 50	7 05		7 28	.....
	7 15		- -	7 42	507.0	.....Birmingham...♁	8 39	- -		7 12	.....
	7 28	- -	- -	7 50	510.4	.......Randolph.....♁	8 32	- -	- -	7 05	.....
	7 30	- -	- -	8 00	515.9	........Harlem......♁	8 23	- -	- -	6 55	.....
	7 45	10 35	8 15	8 15	517.5	ar..+**Kansas City** ♁.lv.	*8 15	*6 30	*9 40	*6 45	.....
	A M	A M	*5 55	*6 15	449.0	lve...**Altamont** ♁arr.	11 00	8 30	P M	8 50	.....
	.....	.....	6 15	6 35	458.3	......Weatherby.....♁	10 38	8 06	....	8 06	.....
	.....	.....	6 30	6 50	465.9	+....Maysville.....♁	10 25	7 50	....	7 50	.....
	.....	.....	6 40	6 02	470.2	..........Amity.......♁	10 17	7 40	....	7 40	.....
	.....	.....	6 57	6 25	478.5	......Clarksdale.....♁	10 02	7 20	....	7 20	.....
	.....	.....	7 55	7 20	498.3	arr. {**St. Joseph**}.lve.	*9 20	6 40	....	6 40	.....
....	.....	.....	8 00	P M	498.3	lve. {+ **Un. Depot** ♁}.arr.	A M	6 25	....	6 25	.....
....	.....	.....	8 34	.....	507.0	.......Kenmoor.....♁	.....	5 54	....	5 54	.....
....	.....	.....	8 50	.....	513.3	......**Rushville**....♁	.....	5 43	....	5 43	.....
....	.....	.....	9 08	.....	518.0	.......Winthrop.......	.....	5 33	....	5 33	.....
....	.....	.....	9 10	.....	518.4	+....**Atchison**....♁	.....	*5 30	....	*5 30	.....
....	.....	.....	A M	.....	.....	ARRIVE] [LEAVE	.....	P M	....	P M	.....
....	.....	.....	*7 00	.....	403.3	lve...**Cameron Jn** ♁arr.	.....	8 05	....	.....	.....
....	.....	.....	7 30	.....	474.6	.........Perrin.......♁	.....	7 30	....	.....	.....
....	.....	.....	7 50	.....	482.3	+....Plattsburg.....♁	.....	7 10	....	.....	.....
....	.....	.....	8 05	.....	489.0	........Grayson......♁	.....	6 53	....	.....	.....
....	.....	.....	8 15	.....	493.6	........Edgerton.....♁	.....	6 40	....	.....	.....
....	.....	.....	8 30	.....	496.8	..**Edgerton June.** ♁	.....	6 30	....	.....	.....
....	.....	.....	8 40	.....	500.8	....Camden Point..♁	.....	6 16	....	.....	.....
....	.....	.....	8 55	.....	507.3	......Platte City....♁	.....	6 00	....	.....	.....
....	.....	.....	9 10	.....	513.5	........Beverly.......♁	.....	5 45	....	.....	.....
....	.....	.....	9 40	.....	518.2	+. **Leavenworth** .♁	.....	*5 15	....	.....	.....
....	.....	.....	A M	.....	.....	ARRIVE] [LEAVE	.....	P M	....	.....	.....

⊡ Trains Nos. 3 and 4 will stop at all stations for passengers to and from El Paso and points beyond, on applying to agents in advance.

Table No. 21—EDGERTON JUNCTION AND ATCHISON.

....	No. 523	No. 521	Mls.	*June* 6, 1909.	No. 540	No. 522	....
....	†8 45 P M	†8 35 A M	0	lve.**Edgerton Jn** ♁.arr.	8 20 A M	6 30 P M	.....
....	8 15 P M	9 45 "	24.0	.......**Rushville**....♁	†6 30 A M	5 20 "	.....
....	....	10 05 A M	29.1	arr...**Atchison** ♁ .lve.	....	†6 00 P M	.....

Table No. 22—ST. JOSEPH, FAIRBURY, TOPEKA AND COLORADO.

....	53	75	77	Mls.	*December* 1, 1909.	64	78	76	....
....	P M	A M	A M	.....	LEAVE] [ARRIVE	A M	P M	P M	
....	*3 30	*10 25	*8 00	0	+....**St. Joseph**....♁	11 35	6 30	7 00	
....	3 35	10 30	8 05	1.1	.......Elwood, Kan	11 25	• -	6 50	
....	3 45	10 37	8 15	5.0	.........Wathena .....♁	11 16	• -	6 40	
....	4 05	10 55	8 35	13.5	+.......Troy ....♁	10 55	6 00	6 20	
....	4 17	11 10	8 50	19.2	.........Bendena......♁	10 43	• -	6 08	
....	4 27	11 20	9 00	24.1	.........Denton ......♁	10 33	• -	5 59	
....	4 37	11 30	9 10	29.1	.........Purcell ......♁	10 20	• -	5 49	
....	5 10	11 55	9 35	40.7	arr...+ **Horton** ....lve.	*9 50	*5 10	*5 25	
....	.....	12 05	.....	40.7	lve..... **Horton** ....arr.	.....	5 00	P M	
....	.....	12 31	.....	50.6	.... Powhattan.....♁	.....	4 35	....	
....	.....	12 50	.....	58.7	.... Fairview......♁	.....	4 18	....	
....	.....	1 05	.....	64.5	+.....**Sabetha**.....♁	.....	4 05	....	
....	.....	1 15	.....	68.0	.........Berwick.......♁	.....	3 55	....	
....	.....	1 35	.....	75.5	........Bern, Kan.....♁	.....	3 39	....	
....	.....	1 53	.....	83.5	..... Du Bois, Neb ...♁	.....	3 21	....	
....	.....	2 10	.....	91.9	+.......Pawnee.......♁	.....	3 05	....	
....	.....	2 25	.....	99.9	........Steinauer ......♁	.....	2 47	....	
....	.....	2 36	.....	104.2	........Mayberry......♁	.....	2 36	....	
....	.....	2 48	.....	109.5	.........Lewiston......♁	.....	2 22	....	
....	.....	2 58	.....	114.6	........Virginia.......♁	.....	2 08	....	
....	.....	3 10	.....	120.6	.......Rockford ....♁	.....	1 55	....	
....	.....	3 35	.....	129.2	+.....**Beatrice**......♁	.....	1 30	....	
....	.....	4 00	.....	137.6	..........Ellis.........♁	.....	1 05	....	
....	.....	4 15	.....	143.2	........Harbine.......♁	.....	12 50	....	
....	.....	4 30	.....	149.2	.........**Jansen**.......♁	.....	12 33	....	
....	.....	4 40	.....	155.8	arr..+ **Fairbury**....lve.	.....	*12 21	....	
....	.....	7 20	.....	207.0	arr...+**Nelson** ♁...lve.	.....	*9 45	....	
....	.....	5 10	.....	155.8	lve.... **Fairbury** ♁ ..arr.	.....	12 21	....	
....	.....	6 15	.....	189.4	arr... **Belleville** ...lve.	.....	*11 14	....	
....	*5 15	.....	*9 40	40.7	lve..... **Horton** ♁ .. arr.	9 40	5 05	....	
....	6 32	.....	9 57	49.0	+......Whiting.......♁	9 21	4 50	....	
....	6 42	.....	10 10	54.1	.....Straight Creek.....	9 08	4 40	....	
....	5 53	.....	10 22	60.1	+.......**Holton**.......♁	8 55	4 25	....	
....	6 12	.....	10 40	69.4	.........Mayetta.......♁	8 33	4 10	....	
....	6 25	....	10 55	75.8	.... Hoyt ....♁	8 22	3 57	....	
....	6 40	.....	11 10	82.0	.... Elmont	8 12	3 45	....	
....	6 55	.....	11 25	89.0	+...North Topeka...♁	8 00	3 30	....	
....	7 05	.....	11 35	89.9	arr...+**Topeka** ♁...lve.	*7 55	*3 25	....	
....	8 56	.....	‡12 40	122.0	arr...**McFarland**...lve.	6 25	2 15	....	
....	12 27	.....	6 26	266.1	arr.... **Belleville** ...lve.	*2 45	*9 20	....	
....	12 15	7 45	8 15	620.6	arr...... **Denver** ....lve.	1 16	7 00	....	
....	11 40	‡7 50	‡8 15	609.4	ar..**Colorado Springs**..lv.	1 16	*7 00	....	
....	1 00	10 00	10 00	653.9	........**Pueblo**........	*11 45	P M	....	
....	P M	A M	A M	.....	ARRIVE] [LEAVE	A M	.....	....	

* Daily; † daily, except Sunday; f passengers for these points will transfer to Train No. 6s at stations where they pass. • Stops to take for east of St. Joseph. ‡ Meals.

Table No. 23.
ST. JOSEPH, ATCHISON, LEAVENWORTH AND KANSAS CITY.

522	524	76	54	Ms	*June* 6, 1909.	75	53	521	525
P M	A M	P M	Noon	....	LEAVE] [ARRIVE	A M	P M	A M	P M
†4 45	*8 00	*7 20	*12 01	0	......**St. Joseph**....♁	10 20	3 25	10 30	6 25
4 53	8 22	7 29	12 12	2.8	....South St. Joseph..♁	10 07	3 12	10 17	6 08
5 02	8 34	7 40	12 25	9.2	........Kenmoor.......♁	- -	2 58	10 05	5 54
5 16	8 50	7 51	12 38	15.0	arr....**Rushville** ♁ .lve.	9 46	*2 46	†9 52	5 43
5 15	8 50	7 52	12 40	15.6	lve....**Rushville** ...arr.	9 45	2 38	9 45	5 43
- -	9 08	8 00	12 50	20.3	.... Winthrop	9 35	2 23	9 35	5 35
5 30	9 10	8 05	12 55	20.7	arr.... **Atchison** ♁ . lve.	*9 30	*2 25	†9 30	*5 30
P M	A M	*7 25	*12 20	....	lve....**Atchison** ...arr.	10 05	3 00	A M	P M
....	....	7 30	12 23	....	.... Winthrop	10 00	2 55	....	....
....	....	7 42	12 35	....	arr....**Rushville** ...lve.	*9 50	*2 45	....	....
....	....	7 52	12 40	15.6	lve....**Rushville**...arr.	9 45	2 43	....	....
....	....	7 58	12 53	18.3	.... Armour ....♁	9 39	2 28	....	....
....	....	8 07	1 03	22.6	........Bean Lake.......	9 32	2 16	....	....
....	....	8 11	1 06	24.6	..........Iatan ....♁	9 28	2 12	....	....
....	....	8 25	1 20	30.9	.........Weston........♁	9 17	1 58	....	....
....	....	*8 38	1 30	34.4	arr..... **Beverly** ♁ ..lve.	9 10	1 50	....	....
....	....	§8 40	1 50	34.4	lve..... **Beverly** ....arr.	9 10	1 30	....	....
....	....	§9 00	2 10	...	arr. **Leavenworth** ♁ lve.	§8 50	*1 10	....	....
....	....	§8 15	*1 10	....	lve. **Leavenworth**..arr.	9 40	2 10	....	....
....	....	§8 35	1 30	....	arr..... **Beverly** ....lve.	*9 10	*1 50	....	....
....	....	*8 38	1 30	34.4	lve..... **Beverly** ....arr.	9 10	1 50	....	....
....	....	- -	- -	38.7	...East Leavenworth. ♁	- -	- -	....	....
....	....	9 00	1 50	46.7	.... Waldron.......♁	8 49	1 38	....	....
....	....	9 14	2 01	53.7	.........Parkville.......♁	8 38	1 20	....	....
....	....	9 35	2 30	63.2	..... **Kansas City** ...♁	*8 20	*1 00	....	....
....	....	P M	P M	....	ARRIVE] [LEAVE	A M	P M	....	....

c Stops to leave passengers from Kansas City and points beyond.

Table No. 24—NELSON LINE.

....	No. 305	Mls.	*December* 1, 1909.	Mls.	No. 306
....	*10 32 P M	0	lve.....**Chicago**....arr.	....	7 25 A M
	5 00 P M	618.5	arr....**Fairbury**....lve.	....	12 33 Noon
	*10 25 A M	0	lve...**St. Joseph** ..arr.	....	6 30 P M
	4 40 P M	155.8	arr....**Fairbury**....lve.	....	12 21 Noon
	*5 15 P M	0	lve..+ **Fairbury** ♁ ..arr.	51.2	12 01 Noon
	5 33 "	7.9	........Gladstone........	43.3	11 40 A M
	5 48 "	13.7	..........Gilead........♁	37.5	11 20 "
	6 11 "	23.7	.... Hebron ....♁	27.5	10 55 "
	6 30 "	31.3	.... Deshler.......♁	19.9	10 32 "
	6 50 "	39.1	..........Ruskin ....♁	12.1	10 15 "
	7 05 "	44.9	...........Nora.........♁	5.3	10 02 "
....	7 20 P M	51.2	arr...+**Nelson** ♁...lve.	0	*9 45 A M

+Coupon stations. ♁ Telegraph stations.

a Stops only to discharge Chicago passengers and to take for Kansas City, St. Joseph and beyond; b stops to take for Chicago.

Complete index to Stations on Rock Island Lines shown on pages 779 to 781.

Rock Island Lines

Table No. 25—ST. LOUIS, CHICAGO, CEDAR RAPIDS AND ST. PAUL.

65 and 407	29	19-21	409	67	21	81	Mls.	December 5, 1909.	32	20	22	68	66	484
....	....	....	....	....	P M	P M	....	(C. B. & Q.)	A M	....	P M	....	....	....
....	....	....	....	....	*2 15	*7 40	....	lve....St. Louis....arr.	7 20	....	2 15	....	....	....
....	....	....	....	....	7 20	2 35	....	........Keokuk........	12 45	....	8 40	....	....	....
....	....	....	....	....	8 55	4 00	....	......Burlington......	11 20	....	7 25	....	....	....
....	....	....	....	....	P M	A M	....	LEAVE] [ARRIVE	P M	....	A M	....	....	....
P M	....	....	....	A M	*9 05	*4 10	0	+....Burlington....♁	10 45	....	7 10	P M	P M	....
†4 05	....	....	....	†9 15	9 15	4 20	0.5	Jefferson Street Depot ♁	10 40	....	7 00	1 30	6 45	....
4 25	....	....	....	9 39	— —	— —	11.6	........Sperry........	— —	....	— —	1 08	6 23	....
4 32	....	....	....	9 47	9 42	4 47	15.3	+......Mediapolis.....♁	10 10	....	6 29	1 00	6 15	....
4 41	....	....	....	9 57	— —	— —	19.9	........Linton........	— —	....	— —	12 50	6 05	....
4 47	....	....	....	10 03	9 56	4 59	22.7	+...Morning Sun...♁	9 58	....	6 13	12 44	6 00	....
5 00	....	....	....	10 18	10 09	5 12	29.3	+......Wapello.....♁	9 34	....	5 59	12 30	5 46	....
5 20	....	....	....	10 40	10 32	5 30	40.6	ar.+Columbus Jn ♁ lv.	9 12	....	5 38	12 10	5 25	....
8 26	....	....	....	11 25	....	....	62.0	arr...Muscatine..lve.	8 19	....	....	....	4 36	....
9 30	....	....	....	12 20	....	....	79.0	arr...Davenport..lve.	7 15	....	....	....	3 35	....
9 40	....	....	....	12 30	....	....	81.0	arr...Rock Island.lve.	*7 05	....	....	....	†3 25	....
5 25	....	....	....	10 45	10 32	5 40	40.6	lve+Columbus Jn.arr.	9 00	....	5 25	12 10	6 15	....
5 40	....	....	....	10 58	— —	5 53	47.6	........Cone........♁	8 45	....	5 10	11 55	6 00	....
6 00	....	....	....	11 12	10 55	6 08	55.0	.......Nichols.......♁	8 30	....	4 58	11 40	4 45	....
....	P M	P M	P M	....	P M	P M	....	LEAVE] [ARRIVE	A M	A M	....	P M	P M	....
....	*10 00	*4 16	*10 32	....	*4 16	*10 32	....	.......Chicago.......	¶6 50	8 01	....	3 58	9 33	P M
6 15	*3 17	*10 50	*4 35	11 30	11 10	6 25	61.5	lv..+West Liberty ♁.ar.	8 15	2 20	4 32	‖10 50	3 45	10 00
6 25	— —	— —	c —	11 40	— —	6 36	67.1	.......Centerdale.....♁	7 57	m —	— —	10 38	3 34	9 48
6 31	— —	— —	4 50	11 46	11 25	6 42	69.8	+.....West Branch....♁	7 51	m —	— —	10 33	3 28	9 43
6 39	— —	— —	c —	11 54	— —	6 49	73.3	........Oasis........	7 42	m —	— —	10 25	3 19	9 35
7 00	— —	— —	c —	11 59	— —	6 55	75.3	........Elmira.......♁	7 39	m —	— —	10 20	3 15	9 32
7 05	— —	— —	c —	12 05	— —	— —	77.5	........Morse........	— —	m —	— —	10 15	3 10	9 27
7 22	— —	— —	c —	12 15	— —	7 08	82.3	........Solon........	7 22	m —	— —	10 06	3 00	9 17
7 37	— —	— —	c —	12 27	— —	7 21	80.4	.........Ely.........♁	7 07	m —	— —	9 55	2 47	9 03
7 55	4 07	11 50	5 45	12 45	12 10	‖7 40	98.0	arr...Cedar Rapids ♁.lve.	6 50	1 15	3 32	9 40	†12 30	‡8 45
P M	A M	12 01	A M	4 16	12 35	8 00	98.0	lve.+Cedar Rapids...arr.	‖6 20	12 20	3 20	9 30	P M	P M
		— —		4 34	— —	e —	108.0	.........Palo........♁	h —	11 58	— —	9 08		
		— —		4 43	— —	e —	112.0	......Shellsburg......♁	h —	11 50	— —	8 58		
		12 38		5 06	1 12	8 40	121.0	+.......Vinton.......♁	5 36	11 36	2 40	8 35		
		— —		5 22	— —	8 53	128.9	.....Mount Auburn.....♁	5 22	11 22	v —	8 20		
		12 58		5 33	— —	9 05	135.1	+..La Porte City..♁	5 10	11 12	v —	8 10		
		— —		5 47	— —	9 18	143.3	......Washburn.......♁	4 54	10 57	v —	7 55		
		1 25		6 03	1 55	9 35	150.6	+......Waterloo......♁	4 40	10 45	1 55	7 43		
		1 35		6 18	2 10	9 50	156.4	+....Cedar Falls....♁	4 23	10 28	1 35	7 28		
		— —		6 31	— —	10 04	164.7	.......Winslow........♁	4 07	10 10	v —	7 13		
		1 58		6 38	2 30	10 12	167.7	arr. Waverly Junc.lve.	4 02	10 02	1 15	7 07		
		2 45		6 53	2 45	10 27	173.4	arr...+Waverly....lve	*3 42	*9 40	*12 50	‡6 45		
		*1 40		†6 16	*1 40	*9 50	....	lve....Waverly....arr.	4 17	10 27	1 30	7 22		
		1 58		6 38	2 30	10 12	167.7	lve..Waverly Junc.arr.	4 02	10 02	1 15	7 07		
		2 06		6 47	g —	10 21	172.0	+.....Shell Rock.....♁	3 54	9 54	v —	6 58		
		— —		7 00	2 48	10 34	179.0	+....Clarksville....♁	3 40	9 40	v —	6 45		
		— —		7 10	— —	10 43	184.4	........Packard.......	3 28	9 28	v —	6 33		
		2 32		7 20	g —	10 55	190.0	+.......Greene.......♁	3 20	9 20	v —	6 26		
		— —		7 30	3 10	11 06	195.7	.....Marble Rock.....♁	3 07	9 08	v —	6 15		
		2 55		7 45	3 25	11 21	203.7	+......Rockford......♁	2 53	8 55	12 25	†5 55		
		3 10		P M	3 41	11 36	210.9	+....Nora Springs....♁	2 38	8 37	12 10	A M		
		— —		....	— —	11 55	219.7	...Plymouth Junc....	2 20	8 15	v —			
		3 38			g —	12 05	225.0	........Manly........♁	2 10	8 05	v —			
		4 00			4 25	12 27	236.0	+....Northwood......♁	1 47	7 46	11 30			
		— —			— —	12 37	241.1	....Gordonsville.....	1 36	7 34	v —			
		4 33			4 55	‖1 00	252.7	arr.+Albert Lea ♁.lve.	1 16	7 10	11 03			
		5 05			5 05	1 20	252.7	lve...Albert Lea...arr.	‖12 55	‖6 50	10 58			
		5 28			5 28	1 47	268.7	......Ellendale.......♁	12 27	6 21	v —			
		5 52			5 52	2 12	284.3	.......Owatonna......♁	12 02	5 57	10 10			
		— —			— —	2 23	290.7	.......Medford........♁	11 48	5 45	v —			
		6 18			6 18	2 40	299.8	.......Faribault......♁	11 32	5 29	9 45			
		— —			— —	— —	306.4	........Comus........	— —	— —	v —			
		6 45			6 45	3 08	313.3	+.....Northfield.....♁	11 06	5 02	9 19			
		— —			— —	3 20	319.4	.....Castle Rock......♁	10 54	4 50	v —			
		7 08			7 08	3 34	326.2	+....Farmington.....♁	10 42	4 38	8 56			
		7 22			7 22	3 48	333.4	......Rosemount......♁	10 28	4 25	8 42			
		— —			— —	4 12	346.0	.......Newport.......♁	10 00	3 55	v —			
		8 00			8 00	4 25	354.1	arr.....St. Paul ♁..lve.	9 45	3 35	8 06			
		8 40			8 40	6 05	364.1	......Minneapolis...♁	*9 10	*3 00	*7 30			
		A M			A M	P M	....	ARRIVE] [LEAVE	A M	P M	P M			

a Stops to take for St. Paul, Minneapolis or points west of Pipestone and to leave from lines connecting at Burlington or from Ill., Ia. or Mo. Divs.; b stops to take for St. Paul, Minneapolis, West Liberty or points beyond at which train stops, or to leave from Minneapolis, St. Paul or points west of Pipestone.

c Stops to leave from east of West Liberty and points on Iowa and Missouri Divs.; e stops to take for west of Vinton; h stops to leave from west of Vinton.

m Stops to leave from Estherville and west thereof.

‡ Sunday only. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

g Stops to take for St. Paul and beyond and to leave from lines connecting at Burlington and from Illinois, Iowa and Missouri Divisions; p stops to leave from Forest City Branch; r stops to take for or leave from west of Pipestone; v stops to take for St. Louis, Kansas City, Omaha and points beyond.

Table No. 26—WINTERSET AND INDIANOLA LINES.

493	485	483	479	481	87	477	Mls.	December 1, 1909.	480	476	482	88	484	478
	....	....	A M	A M	P M	P M	....	(Central time.)	....	P M	....	....	....	A M
	....	....	†2 15	†2 15	‡10 32	‡10 00	....	lve....Chicago....arr.	....	9 33	....	....	....	7 35
	P M	P M	4 10	11 10	8 35	7 05	357.8	arr..+Des Moines lve.	A M	12 15	P M	P M	P M	8 30
	†11 00	†5 00	†4 30	†11 20	†8 40	†6 20	0	lve..Des Moines ♁ arr.	8 25	11 15	2 00	4 35	7 46	8 35
	11 02	5 02	4 32	11 22	8 50	6 22	.3	....East Des Moines.♁	8 23	11 13	1 58	4 32	7 43	8 33
	11 24	5 24	4 54	†11 44	9 20	6 44	8.5	.........Avon.........♁	8 01	10 48	1 38	3 55	7 21	8 08
	11 28	5 28	5 00	11 48	9 30	6 50	10.7	........Carlisle.......♁	7 55	10 43	1 32	3 46	7 17	8 05
	11 40	5 40	5 12	12 01	10 13	7 01	15.8	ar..Summerset Jn.lv.	7 43	10 30	1 20	3 30	7 05	7 53
	....	....	5 16	....	10 25	7 05	15.8	lv..Summerset Jn.ar.	....	10 25	....	3 15	....	7 48
	....	....	5 30	....	10 45	7 19	21.8	.......Spring Hill......	....	10 14	....	2 55	....	7 37
	....	....	5 37	....	10 55	7 26	25.0	.........Lothrop........	....	10 04	....	2 45	....	7 29
	....	....	5 42	....	11 05	7 31	27.1	K. & W. Ry. Crossing	....	9 59	....	2 35	....	7 23
	....	....	5 49	....	11 25	7 38	30.2	.......Bevington......♁	....	9 52	....	2 25	....	7 15
	....	....	6 00	....	11 30	7 49	34.9	........Patterson.......	....	9 39	....	2 10	....	7 05
	....	....	6 10	....	— —	7 58	38.7	........Tileville........	....	9 31	....	— —	....	6 54
P M	....	....	6 20	....	12 20	8 08	42.1	arr+.Winterset ♁ lve.	....	†9 22	....	†1 45	....	†6 45
†7 55	†11 40	†5 40	†5 20	†12 01	†10 35	†7 05	15.8	lv..Summerset Jn.ar.	7 43	10 20	1 20	3 15	7 05	7 40
7 57	11 42	5 42	5 22	12 03	10 45	7 07	16.4	.......Summerset.......	7 41	10 18	1 18	3 10	7 03	7 38
8 20	11 59	6 00	5 40	12 20	11 10	7 25	21.8	+......Indianola....♁	†7 25	†10 00	†1 00	†2 45	†6 45	†7 20
P M	P M	P M	P M	Noon	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M	P M	P M

Train lvs. Indianola †6 35 a.m., arr. Summerset Jn. 6 57 a.m.

Complete Index to Stations on Rock Island Lines shown on pages 779 to 781.

Table No. 27—IOWA FALLS LINE.

431	419	Mls.	December 5, 1909.	432	420	4446
P M	P M	....	LEAVE] [ARRIVE	A M	A M	....
†10 32	*4 15	....	.......Chicago.......	¶6 50	8 01	
A M	Night	....	LEAVE] [ARRIVE	P M	A M	
†8 10	*12 20	0	+.Cedar Rapids.♁	6 00	1 02	
9 05	1 00	22.9	+.....Vinton.....♁	5 05	12 05	
9 25	1 13	29.9	.......Garrison....♁	4 42	11 50	
9 43	1 30	38.9	+......Dysart......♁	4 25	11 35	
10 00	1 45	47.2	+......Traer.......♁	4 08	11 20	
10 13	a —	54.0	......Dinsdale.....♁	3 52	b p	
10 26	2 07	59.3	+...Reinbeck...♁	3 40	11 00	
10 35	a —	63.3	......Morrison.....♁	3 27	b p	
10 50	2 30	68.7	+Grundy Center ♁	3 15	10 44	
10 55	a —	71.3	.......Holland.......	3 03	b p	
11 10	2 48	78.4	......Wellsburg.....♁	2 50	10 26	
11 27	a —	84.9	........Cleves.......♁	2 35	b p	
11 28	3 04	86.8	..Abbott Crossing....	2 28	10 13	
11 35	a —	89.9	......Robertson.....♁	2 19	b p	
11 55	3 30	96.9	+...Iowa Falls...♁	2 05	9 55	
12 10	a —	103.5	......Burdette.....♁	1 45	b p	
12 19	a —	107.3	.......Popejoy......♁	1 37	b p	
‖1 00	4 00	112.9	+......Dows......♁	‖1 25	9 22	
1 16	a —	119.1	.........Galt.......♁	12 43	b —	
1 32	4 23	126.5	+....Clarion.....♁	12 32	8 58	
1 44	a —	131.6	.......Holmes.......	12 20	b —	
1 55	4 43	136.0	+....Goldfield....♁	12 13	8 37	
2 13	a —	144.3	........Hardy.......♁	11 59	8 22	
2 32	5 10	152.6	+...Livermore...♁	11 45	8 10	
2 46	5 22	158.1	.........Bode.......♁	11 32	7 55	
2 57	5 32	163.1	.......Ottosen.......	11 22	7 46	
3 10	5 45	168.6	+....West Bend...♁	11 12	7 35	
3 22	5 57	174.9	.......Rodman.....♁	11 00	7 22	
3 40	6 15	184.5	+.Emmetsburg.♁	10 44	7 07	
3 52	a —	190.1	.......Osgood.......	10 31	b —	
4 02	6 37	194.5	.....Graettinger...♁	10 22	6 47	
4 15	a r	200.7	.....Wallingford.....	10 10	b —	
4 46	‖7 30	206.9	+..Estherville..♁	10 00	‖6 25	
5 00	7 48	213.8	......Superior.....♁	9 37	5 46	
5 13	8 01	221.3	...... Orleans	9 23	5 26	
5 23	8 09	223.4	+..Spirit Lake..♁	9 20	5 23	
5 35	8 20	228.3	.....Montgomery..♁	9 10	5 10	....
5 50	8 34	234.7	arr. Lake Park ♁ lve.	9 00	*4 58	....
†6 10	†9 15	234.7	lve..Lake Park.arr.	8 20	4 36	....
6 36	9 50	244.3	.....Round Lake...♁	7 55	3 50	A M
7 00	•1 45	253.3	+.Worthington.♁	†7 25	†3 15	10 40
P M	2 15	260.9	.......Reading.....♁	A M	P M	10 10
....	2 45	268.1	.......Wilmont.....♁	....	....	9 40
....	3 10	274.2	.......Lismore.....♁	....	....	9 10
....	3 35	280.7	.......Kenneth .....♁	....	....	8 40
....	4 06	287.8	.... Hardwick...♁	....	....	8 10
....	4 40	305.0	...... Trosky ....♁	....	....	7 35
....	5 20	313.6	...... Jasper ....♁	....	....	†7 00
†6 50	*8 34	234.7	lve..Lake Park..arr.	9 00	4 58	A M
6 03	8 48	240.6	........Harris......♁	8 48	4 46	....
6 14	9 00	246.0	.....Ocheyedan...♁	8 32	4 33	
6 40	9 25	257.4	+.....Sibley.....♁	8 10	4 10	
6 55	9 38	265.0	.....Little Rock...♁	7 55	3 51	
7 15	9 53	273.7	.....Ellsworth...♁	7 38	3 36	
7 40	10 20	283.6	+. Rock Rapids .♁	7 13	3 09	
7 58	10 38	292.2	.......Lester......♁	6 55	2 52	
8 10	10 50	297.6	......Larchwood...♁	6 43	2 40	
8 27	11 02	304.5	.......Granite......♁	6 28	2 26	
8 40	11 11	309.5	.......Shindlar......	6 15	2 15	
9 00	11 30	316.3	arr...Sioux Falls ♁ lve.	†6 00	*2 00	
7 20	†9 55	273.7	lve..Ellsworth ♁ arr.	7 30	3 25	
7 33	10 06	279.3	......Kanaranzi....♁	7 17	3 11	
7 50	10 25	287.2	+....Luverne.....♁	7 00	2 55	
8 10	10 47	296.0	.....Hardwick...♁	6 41	2 34	
8 30	11 08	305.0	...... Trosky ....♁	6 21	2 14	
8 55	11 30	314.0	+...Pipestone ..♁	†6 00	1 55	
P M	11 40	319.4	......Cazenovia....♁	A M	1 40	
	11 58	327.8	.........Ward.......♁	....	1 22	
	12 10	333.6	+.....Elkton.....♁	....	1 07	
	12 41	343.6	......Bushnell.....♁	....	12 41	
	‖1 15	351.2	........White.......♁	....	‖12 25	
	1 35	361.1	.......Toronto......♁	....	11 43	
	2 06	375.3	.....Clear Lake.....♁	....	11 05	
	2 29	385.8	........Bemis.......♁	....	10 43	
	3 05	399.4	+..Watertown..♁	....	†10 10	
	P M	....	ARRIVE] [LEAVE	....	A M	

•Arrives 10 20 a.m.

Additional Trains—Motor car leaves Vinton †5 40 p.m., arrives Iowa Falls 8 40 p.m. Leaves Iowa Falls †5 30 a.m., arrives Vinton 8 25 a.m.

*Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday.

Table No. 28—CLINTON LINE.

992	408-404	Mls	December 5, 1909.	87	403-407
....	†7 00 A M	0	lv. Cedar Rapids.ar.	....	7 55 P M
P M	†6 30 A M	....	lv..Iowa City.ar.	A M	8 00 P M
‡1 50	†7 55 A M	22.8	lve.. Elmira ♁ arr.	11 50	6 40 P M
2 10	8 08 »	29.0	.......Plato.......♁	11 30	6 25 »
2 30	8 16 »	32.9	......Buchanan...♁	11 10	6 15 »
3 20	8 32 »	39.2	+....Tipton.....♁	10 40	6 00 »
3 50	9 25 »	47.7	.....Bennett.....♁	†9 45	5 40 »
P M	9 45 »	53.0	...New Liberty.♁	A M	4 05 »
....	10 10 »	58.9	.......Dixon.....♁	....	3 40 »
....	10 39 »	68.6	.......Noels.....♁	....	3 04 »
....	11 13 »	76.4	....McCausland.♁	....	2 40 »
....	11 27 »	81.1	......Folletts.....♁	....	2 20 »
....	11 43 A M	87.0	....Camanche...♁	....	2 02 »
....	12 15 Noon	92.0	ar. +Clinton ♁ lv.	....	†1 45 P M

Rock Island Lines

Table No. 29—DECORAH LINE.

No. 447	No. 441	Mls.	*December* 5, 1909.	No. 448	No. 442	....
†4 30 P M	†7 50 A M	0	lve..+**Cedar Rapids** ♁.arr.	9 20 A M	6 30 P M	....
4 40 "	8 00 "	4.5	...........Linn.........♁	9 10 "	6 20 "	....
4 55 "	8 12 "	10.1	........Toddville........	8 55 "	6 05 "	....
5 16 "	8 35 "	18.0	+....Center Point....♁	8 35 "	5 50 "	....
5 35 "	8 50 "	24.7	.... Walker.......♁	8 20 "	5 35 "	....
5 50 "	9 03 "	32.3	.........Rowley.......♁	8 05 "	5 21 "	....
6 10 "	9 20 "	39.1	+..**Independence**...♁	7 50 "	5 05 "	....
6 23 "	9 32 "	46.3	...... Bryantsburg	7 32 "	4 48 "	....
6 30 "	9 40 "	49.3	........Hazleton......♁	7 26 "	4 42 "	....
6 45 "	9 58 "	53.4	+......**Oelwein**......♁	7 19 "	4 33 "	....
6 59 "	10 13 "	60.3	........Maynard......♁	7 02 "	4 17 "	....
7 11 "	10 31 "	66.5	........Randalia......♁	6 47 "	4 00 "	....
7 17 "	10 37 "	68.8	........**Donnan**........	6 42 "	3 56 "	....
7 35 P M	10 50 "	74.6	+....**West Union**....♁	†6 30 A M	3 40 "	....
....	11 06 "	81.2	........Brainard........	....	3 22 "	....
....	11 17 "	85.3	..........Elgin........♁	....	3 14 "	....
....	11 26 "	88.6	........Clermont......♁	....	3 06 "	....
....	11 38 A M	94.9	........**Junction**........	....	2 52 P M	....
....	11 45 A M	98.4	arr...+**Postville** ♁..lve.	....	2 45 P M	....
....	11 45 A M	98.4	lve.....**Postville**....arr.	....	2 43 P M	....
....	11 55 A M	94.9	........**Junction**........	....	2 33 P M	....
....	12 06 Noon	98.7	.........Castalia..........	....	2 24 "	....
....	12 17 "	104.0	.........**Ossian**.......♁	....	2 14 "	....
....	12 32 "	111.0	.........Nordness........	....	1 55 "	....
....	12 55 Noon	118.2	arr...+**Decorah** ♁..lve.	....	†1 40 P M	....

Table No. 30—ROCK ISLAND AND CEDAR RAPIDS LINE.

No. 992	No. 408	Mls	*December* 5, 1909.	No. 407	No. 87	....
‡12 01 Noon	†7 00 A M	0	lve..+**Cedar Rapids** ♁.arr.	7 55 P M	2 00 P M	....
12 45 Noon	7 21 "	8.7	............Ely..........♁	7 37 "	1 30 "	....
1 05 P M	7 35 "	15.8	..........Solon.........♁	7 22 "	1 05 P M	....
1 23 "	7 45 "	20.6	..........Morse.........♁	7 05 "	12 25 Noon	....
1 50 "	7 55 "	22.8	.........**Elmira**.........♁	7 00 "	12 15 Noon	....
2 10 "	8 08 "	29.0	............Plato.........♁	6 25 "	11 30 A M	....
2 30 "	8 16 "	32.9	........Buchanan.......♁	6 15 "	11 10 "	....
3 20 "	8 32 "	39.2	+.......**Tipton**........♁	6 00 "	10 40 "	....
4 30 "	9 03 "	47.7	.........**Bennett**.......♁	5 40 "	9 45 "	....
5 17 "	9 15 "	53.1	..........Sunbury.......♁	5 17 "	8 30 "	....
5 37 "	9 32 "	60.4	.........Stockton.......♁	4 59 "	8 00 "	....
6 05 "	9 50 "	68.3	.......Blue Grass.......♁	4 40 "	7 32 "	....
6 40 "	10 25 "	79.2	+....**Davenport**.....♁	4 08 "	6 55 "	....
6 50 P M	10 35 A M	80.9	arr...**Rock Island**..lve.	†4 00 P M	†6 45 A M	....

Table No. 31—OSKALOOSA, OTTUMWA AND KNOXVILLE.

No. 49	485	No. 489	Mls.	*June* 6, 1909.	No. 50	No. 468	
†9 30 A M	....	‡11 30 P M	0	lve.....**Chicago**....arr.	5 25 P M	6 50 A M	
3 25 P M	....	†7 00 A M	181.1	lve...**Rock Island**..arr.	12 30 Noon	9 40 P M	
3 35 P M	....	7 10 A M	182.7	lve...**Davenport**...arr.	12 20 Noon	9 30 P M	
4 35 P M	....	8 05 A M	210.0	lve....**Muscatine**...arr.	11 25 A M	8 26 P M	
6 45 P M	....	1 40 P M	271.0	arr...**Burlington**..lve.	9 15 A M	4 45 P M	
5 22 P M	....	8 48 A M	231.0	lve..**Columbus Jn**.arr.	10 45 A M	7 35 P M	
6 00 P M	....	9 30 A M	248.2	arr..**Washington**..lve.	10 05 A M	6 55 P M	
†6 05 P M	....	†9 55 A M	0	lv.+**Washington** ♁.ar.	9 55 A M	6 06 P M	
6 19 "	....	10 10 "	7.5	.......Westchester....♁	9 40 "	5 50 "	
6 36 "	....	10 26 "	14.7	..........Keota........♁	9 24 "	5 34 "	
6 49 "	....	10 39 "	19.3	........Harper.......♁	9 11 "	5 21 "	
7 03 "	....	10 56 "	28.[illegible]	+....**Sigourney**....♁	8 54 "	5 04 "	
7 17 "	....	11 11 "	35.7	.........Delta........♁	8 38 "	4 48 "	
7 27 "	....	11 21 "	40.0	........Atwood.......♁	8 28 "	4 38 "	
7 36 "	....	11 32 "	43.0	.......Rose Hill.....♁	8 20 "	4 30 P M	
7 55 "	....	11 51 A M	53.2	arr.+**Oskaloosa**..lve.	8 00 "	4 10	
8 10 "	....	12 01 Noon	53.2	lve...**Oskaloosa** ♁.arr.	7 35 "	4 07	494
8 20 P M	P M	12 10 "	57.8	arr......**Evans**.....lve.	†7 25 A M	3 57	A M
....	†1 40	12 15 "	57.8	lve......**Evans** ♁...arr.	....	3 53	7 30
....	2 00	12 30 "	63.1	.........Olivet..........	....	3 38	7 10
....	2 20	12 45 Noon	68.1	........Harvey.......♁	....	3 23	6 40
No. 474	3 00	1 10 P M	77.9	arr..+**Knoxville** ♁.lve.	No. 475	3 00	†6 00
*8 50 P M	P M	....	53.2	lve...**Oskaloosa**...arr.	7 50 A M	P M	A M
9 00 "	....	....	55.7	.........Beacon.......♁	7 40 "	....	....
9 10 "	....	....	59.5	.........Givin........♁	7 29 "	....	....
9 23 "	....	....	65.4	+.....Eddyville.....♁	7 16 "	....	....
9 41 "	....	....	72.4	........Kirkville......♁	6 58 "	....	....
10 05 "	....	....	80.6	+. **Ottumwa** (*U.D.*).♁	6 40 "	....	....
10 25 "	....	....	86.7	........Cliffland........	6 20 "	....	....
10 40 P M	....	....	93.2	+.......**Eldon**.......♁	*6 05 A M	....	....
....	....	....	....	ARRIVE] [LEAVE	....	....	....

Table No. 32—IOWA CITY LINE.

463	467	461	Mls.	*December* 5, 1909.	460	466	462	....
P M	P M	A M	.....	LEAVE] [ARRIVE	A M	Noon	P M	....
†6 50	†2 30	†7 00	0	..**Cedar Rapids**. ♁	7 40	12 45	7 56	....
†1 45	.....	.....	.....	lve...**Clinton** ♁ arr.	12 15	.....	.....	....
.....	.....	†4 10	.....	lve.**Burlington** arr.	.....	.....	10 46	....
†4 08	P M	A M	.....	lve.**Davenport**.arr.	10 25	A M	P M	....
†7 40	†3 17	†7 55	22.9	lve...**Elmira** ♁ .arr.	6 50	11 55	6 30	....
7 47	3 24	8 06	26.4	........Digby........	6 42	11 45	6 20	....
8 00	3 40	8 25	32.2	ar.+**Iowa City**.. lv.	†6 30	11 30	6 05	....
P M	4 45	8 40	32.2	lv...**Iowa City** ♁ ar.	A M	10 05	6 05	....
.....	5 00	8 55	39.7	.... Hills ......♁	.....	9 50	5 45	....
.....	5 10	9 10	44.1	..**Iowa Junction**..	.....	9 40	5 30	....
.....	5 15	9 15	46.3	+..**Riverside**...♁	.....	†9 33	†5 25	....
.....	P M	A M	.....	ARRIVE] [LEAVE	.....	A M	P M	....

* Daily; † daily, except Sunday; ‡ daily, except Saturday. ‖ Meals.
+ Coupon stations; ♁ Telegraph stations.

Table No. 33—FOREST CITY LINE.

No. 81-87	435-437	Mls	*July* 25, 1909.	No. 488		No. 82	88
†3 45 A M	†11 55 A M	....	lve..+**Iowa Falls**...arr.	8 50 P M		8 30 P M	.....
8 00 "	1 00 P M	0	+........**Dows**........♁	8 45 "		4 25 "	.....
8 25 "	1 11 "	7	.........Rowen........♁	8 25 "		3 58 "	.....
9 00 "	1 25 "	15	+.....**Belmond**......♁	8 05 "		3 25 "	.....
9 25 "	1 35 "	20	.........Goodell.......♁	7 50 "		3 00 "	.....
9 55 "	1 46 "	26	........Klemme.......♁	7 34 "		2 35 "	.....
10 40 "	2 02 "	33	+......**Garner**.......♁	7 15 "		2 02 "	.....
11 05 "	2 13 "	38	.........Miller........♁	7 01 "		1 40 "	.....
11 40 A M	2 28 "	45	+....**Forest City**.....♁	6 47	P M	1 25 P M	.....
12 40 Noon	2 49 "	55	........Thompson......♁	6 24		12 40 Noon	.....
1 15 P M	3 09 "	64	.....Buffalo Center.....♁	6 03	438	11 59 A M	.....
1 45 P M	3 25 P M	72	arr....**Germania** ♁..lve	†5 45	Noon	†11 25 A M	P M
†8 10 A M	†2 00 P M	0	lve..+**Albert Lea** ♁.arr.	P M	12 45	....	6 10
8 45 "	2 18 "	10	.........Conger.......♁	....	12 26	....	5 40
9 15 "	2 31 "	17	.........Walters.......♁	....	12 12	....	5 10
9 50 "	2 48 "	26	........Bricelyn.......♁	....	11 55	....	4 40
10 20 "	3 01 "	33	.........Rake.........♁	....	11 40	....	4 05
11 05 A M	3 21 P M	45	arr....**Germania** ♁.lve.	....	†11 20	....	†3 25
†2 00 P M	†3 25 P M	72	lve....**Germania** ♁.arr.	....	11 20	10 00 A M	P M
2 45 "	3 45 "	83	.......Swea City .....♁	....	10 56	9 20 "	.....
3 20 "	4 01 "	91	+....**Armstrong**....♁	....	10 40	8 40 "	.....
3 55 "	4 15 "	97	........Maple Hill........	....	10 27	8 00 "	.....
4 25 "	4 25 "	102	.........Gruver........♁	....	10 16	7 40 "	.....
4 55 P M	4 40 P M	110	arr..+**Estherville** ♁ lve.	....	†10 00	†7 20 A M	.....

Table No. 34—WAVERLY LINE.

December 5, 1909.	Ms	4424	4468	4428	4432	4466	4420	4422	.....
[LEAVE	....	A M	A M	A M	P M	P M	P M	Night	.....
Waverly +.............♁	0	*1 40	†6 45	*9 50	*3 42	†6 15	*9 40	*12 50	.....
Waverly Junction.......	5.7	1 55	7 00	10 05	3 57	6 30	9 55	1 05	.....
[ARRIVE	....	A M	A M	A M	P M	P M	P M	A M	.....

STATIONS.	4417	4421	4469	4431	4421	4467	4423	....	....
[LEAVE	A M	A M	A M	A M	P M	P M	P M	....	....
Waverly Junction.......	*1 15	*2 30	†7 07	*10 12	*4 02	†6 38	*10 02	....	....
Waverly.................	1 30	2 45	7 22	10 27	4 17	6 53	10 17	....	....
[ARRIVE	A M	A M	A M	A M	P M	P M	P M	....	....

Table No. 35—MANGUM LINE.

733	731	Mls	*August* 1, 1909.	734	732	....
P M	A M	....	LEAVE] [ARRIVE	Noon	P M	....
*1 45	*8 20	....	.......**El Reno**.......	12 20	9 30	....
3 15	9 55	0	lv.+**Chickasha, Okla** ♁ ar.	10 45	7 40	....
4 00	10 45	18.3	+.**Anadarko, Okla**..♁	9 45	6 55	....
4 37	11 28	32.4	.......Fort Cobb.....♁	8 57	6 15	....
5 06	12 01	43.0	........Carnegie......♁	8 30	5 50	....
5 30	12 25	51.2	+..**Mountain View**..♁	8 10	5 30	....
5 48	12 40	58.8	........Gotebo.......♁	7 54	5 06	....
6 27	1 30	72.3	+......Hobart........♁	7 25	4 28	....
6 52	1 55	81.3	.......Lone Wolf.....♁	7 05	4 00	....
7 12	2 15	89.1	+......Granite......♁	6 43	3 38	....
7 40	2 40	97.0	+.....**Mangum**.....♁	*6 20	*3 13	....
P M	P M	....	ARRIVE] [LEAVE	A M	P M	....

Table No. 36—SALINA LINE.

535	537	565	Ms.	*October* 31, 1909.	536	566	538
P M	Noon	A M	....	LEAVE] [ARRIVE	A M	P M	P M
*5 00	*12 25	†9 30	0	+.**Herington**.♁	11 50	5 55	4 33
5 20	12 45	10 05	8.9	....Woodbine...♁	11 30	5 20	4 13
5 33	1 00	10 30	15.3	.......Pearl.....♁	11 16	4 55	3 58
5 46	1 15	11 03	21.6	+..Enterprise..♁	11 03	4 30	3 43
5 55	1 30	11 40	26.2	+...**Abilene**...♁	10 50	4 00	3 30
6 12	1 50	12 10	35.4	+...Solomon...♁	10 31	3 30	3 08
6 28	2 07	12 45	43.1	...New Cambria...	10 14	3 06	2 50
6 40	2 20	1 15	49.0	+....**Salina**....♁	*10 00	†2 45	*2 35
P M	P M	P M	....	ARRIVE] [LEAVE	A M	P M	P M

Table No. 37—ENID AND WAURIKA LINE.

755	No. 753		Mls.	*June* 13, 1909.	No. 754		753
.....	*10 10 A M		0	lve..+**Enid** ♁.arr	3 45 P M		.....
.....	10 45 "		12.0	..... Lahoma ...♁	3 10 "		.....
.....	11 05 "		20.7	.....Ringwood...♁	2 50 "		.....
.....	11 35 "		32 2	......Isabella	2 16 "		.....
.....	11 59 A M		40.6	+...**Okeene**...♁	1 50 "		.....
.....	12 25 Noon		51.1	.... Hitchcock ..♁	1 20 P M		.....
.....	‖1 10 P M		61.1	+...Watonga...♁	‖12 5 Noon		.....
.....	1 30	771	69.3	.... Greenfield	12 07	772	.....
.....	1 50	*A M	77.3	......**Geary**....♁	11 43	P M	.....
.....	2 15	10 00	80.6	...**Bridgeport**.♁	11 20	7 35	.....
.....	2 35	10 18	93.2	..... **Hinton** ...♁	10 57	7 15	.....
.....	3 10	10 50	105.2	......Binger ....♁	10 25	6 40	.....
A M	3 35	11 20	114.6	....Gracemont	9 59	6 15	P M
*11 00	4 10	11 45	122.9	+..**Anadarko**..♁	9 35	*5 50	6 50
11 44	4 58	A M	138.4	......Apache....♁	8 40	P M	6 03
12 01	5 15		144.3	......Richards.....	8 24		5 45
12 28	5 45 P M		155.0	+... Fort Sill ...♁	7 54 A M		6 12
12 40	5 57 P M		158.7	arr..**Lawton** ♁ lve.	7 43 A M		5 00
2 20	....		.....	ar.**Chattanooga** ♁ lv.	....		*3 10
1 03	6 18 P M		167.1	....Geronimo...♁	7 20 A M		4 40
1 32	6 43 "		177.1	...... Walter....♁	6 50 "		4 17
1 53	7 02 "		184.2	......Temple....♁	6 27 "		4 00
2 15	7 22 "		192.3	......Hastings...♁	6 03 "		3 38
2 35	7 40 P M		199.6	arr.**Waurika** ♁ lve.	*5 50 A M		*3 15

Table No. 38—CHANDLER BRANCH.

No. 749	No. 745	747	Mls.	*June* 13, 1904.	No. 748	750	No. 746
....	*8 00 A M	.....	0	lve...**Chandler** ♁ arr.	....	.....	5 16 P M
....	9 01 "	A M	19.6	........Merrick........	....	P M	4 [illegible]5 "
*2 45 P M	9 55 A M	*8 50	38.0	.......**Guthrie**.....♁	8 25 A M	1 25	*3 20 P M
3 55 "	....	9 50	55.9	.........Cashion.....♁	7 20 "	12 20	....
4 15 "	....	10 10	61.0	........Reeding.........	7 00 "	12 01	....
4 45 P M	....	10 45	72.0	arr..+ Kingfisher ♁.lve.	*6 30 A M	*11 30	....

Table No. 39—BILLINGS LINE.

742	Mls.	*June* 13, 1909.	741
A M	.....	LEAVE] [ARRIVE	P M
†10 15	.....	+....**Enid, Okla**....♁	4 00
10 45	0	lve.**No. Enid, Okla.** ♁ arr.	3 50
11 30	9.8	.... Cropper.........	3 04
11 59	15.4	...........Garber.......♁	2 37
12 45	26.0	arr...+**Billings** ♁. lve.	†1 46

Complete Index to Stations on Rock Island Lines shown on pages 779 to 781.

Rock Island Lines

Table No. 40—CHICAGO, ST. JOSEPH, KANSAS CITY, FORT WORTH AND DALLAS.

1	3	....	1	11	Miles	*November* 28, 1909.	12	2	....	4	2
P M	P M	....	P M	P M	....	(*Central time.*)	A M	A M	....	A M	A M
*1130	*9 00	....	*1130	*6 00	0	lve...**Chicago**..arr.	8 20	6 50	....	11 45	6 50
8 16	10 35	....	8 16	8 15	517.0	ar.**Kansas City**.lv.	*6 30	*8 15	....	*9 40	*8 15
P M	A M	....	53	77	....	....	78	54	....	P M	A M
....	....	....	P M	A M	....	LEAVE] [ARRIVE	P M	A M	....	....	....
....	....	....	*3 30	*8 00	0	....**St. Joseph**....	6 30	11 35	....	....	....
....	....	....	5 15	9 40	40.7	......**Horton**......	5 10	9 50	....	....	....
....	....	....	7 05	11 35	89.9	arr... **Topeka** ..lve.	*3 25	*7 55	....	....	....
1	3	35	23	11	....	....	12	24	36	4	2
P M	A M	A M	P M	A M	....	LEAVE] [ARRIVE	P M	A M	P M	P M	A M
*1100	*1040	*7 55	*1000	*9 45	517.0	+.**Kansas City**..♁	5 20	6 30	8 45	9 20	7 00
12 35	12 25	9 25	11 40	11 25	584.2	+.North Topeka.♁	3 30	4 40	8 00	7 25	5 10
12 45	12 30	9 30	11 50	11 35	584.9	arr.+**Topeka**♁lve.	*3 25	*4 30	*7 55	*7 20	*5 00
*1255	*1240	*9 35	*12 01	*1140	584.9	lve...**Topeka**...arr.	3 15	4 20	7 45	7 10	4 50
- -	- -	9 59	12 22	12 01	596.7	......Valencia....♁	2 52	w -	7 19	- -	4 27
- -	- -	10 07	12 30	12 08	600.5	.......Willard.....♁	2 45	w -	7 12	- -	4 18
- -	- -	10 17	12 41	12 17	605.6	.....Maple Hill...♁	2 37	w -	7 01	- -	4 07
- -	California Special ⊡	10 33	12 59	12 32	613.4	.......Paxico.....♁	2 23	w -	6 44	- -	3 53
1 45		10 43	1 10	‖12 40	617.2	arr...**McFarland**♁lve.	2 15	3 10	6 35	6 20	3 45
1 55		10 43	1 25	1 05	617.2	lve. **McFarland**.arr.	‖11 50	3 00	‖6 10	6 20	3 30
j -		10 53	1 40	1 13	621.5	+......Alma......♁	1 42	w -	6 00	California Special ⊡	3 20
j -		11 08	1 55	1 27	629.0	...... Volland ....♁	d -	w -	5 45		3 02
j -		11 25	2 15	1 50	637.0	......Alta Vista....♁	1 15	w -	5 32		2 42
j -		11 36	2 30	2 02	642.9	.......Dwight......♁	1 04	w -	5 20		2 30
3 11	- -	11 52	2 47	2 18	651.9	+ ...White City...♁	12 46	w -	6 03		2 10
j -	- -	12 06	3 00	d -	659.0	...... Latimer ....♁	d -	w -	4 50		1 55
3 40	3 06	‖12 20	3 15	2 55	666.6	ar.+**Herington**♁lv.	12 20	1 10	4 35	*4 52	*1 40
A M	P M	12 35	3 25	3 05	666.7	lve..**Herington**..arr.	12 10	1 00	4 30	P M	A M
		12 50	3 41	3 19	673.7	....Lost Springs..♁	11 59	12 44	4 15		
....	....	12 59	3 50	d -	678.7	.....Lincolnville..♁	d -	12 33	4 04	....	....
....	....	1 08	- -	d -	682.7	......Antelope.....♁	d -	- -	3 56	....	....
		1 20	4 12	3 45	689.6	+.....Marion......♁	11 33	12 12	3 45		
		1 32	# -	3 58	695.6	.... Aulne .....♁	d -	11 57	3 30		
		1 47	4 40	4 12	703.6	+....**Peabody**....♁	11 09	11 41	3 14		
		2 04	4 54	d -	711.4	.... Elbing......♁	10 55	11 25	2 57		
		2 18	5 06	4 37	718.0	....White Water..♁	10 43	11 10	2 43		
		2 30	5 18	4 48	724.7	.... Furley......♁	d -	10 58	2 30		
		2 42	5 30	d -	731.2	........Kechi.......♁	d -	10 45	2 18		
		3 10	6 10	6 20	739.7	+....**Wichita**....♁	10 00	10 25	2 00		
		3 26	6 25	d -	748.3	..... Haysville ....♁	9 31	10 01	1 26		
		3 35	6 35	5 49	754.2	.... Peck.......♁	9 19	9 50	1 15		
		3 50	6 54	6 06	761.7	......Riverdale.....♁	9 05	9 33	12 56		
		4 10	7 10	6 25	769.1	+..**Wellington**...♁	8 50	9 17	12 41		
		4 28	7 28	d -	778.3	........Perth.......♁	d -	8 57	12 24		
		4 35	7 35	d -	782.1	........Corbin.......	d -	8 50	12 17		
		‖4 50	‖7 50	‖7 10	789.7	ar..+**Caldwell**♁.lv.	8 10	8 35	12 01		
		5 10	8 15	7 35	789.7	lve.**Caldwell, Kan**.arr.	‖7 45	*8 10	‖11 40		
		5 25	8 33	c e	798.3	....Renfrow, Okla.♁	c e	7 55	11 20		
		5 40	8 48	8 12	807.0	+....Medford.......♁	7 11	7 33	10 59		
		5 53	9 00	c e	814.7	...... Jefferson......♁	c e	7 19	10 44		
		6 02	9 06	8 31	817.6	+...Pond Creek ..♁	6 50	7 08	10 35		
		6 18	9 21	c e	826.1	......Kremlin.......♁	c e	6 52	10 14		
		6 35	9 35	c e	833.0	.....North Enid.....	c e	6 35	9 53		
....		6 45	9 50	9 08	837.2	+......**Enid**......♁	6 11	6 27	9 45	....	....
....	....	7 05	10 10	9 23	844.9	+...Waukomis.....♁	5 55	6 11	9 22	....	....
....	....	7 20	10 25	c e	850.7	.... Bison ....♁	c e	6 59	9 10	....	....
733	....	7 35	10 40	9 48	856.7	+...Hennessey ...♁	5 33	6 45	9 00	60	....
and	....	7 57	11 00	c e	865.9	.......Dover.......♁	c e	6 27	8 43	and	....
59	731	8 15	11 1	10 28	873.7	+...**Kingfisher**...♁	5 03	6 10	8 25	734	732
P M	A M	8 40	11 36	c e	883.5	+....Okarche......♁	c e	4 50	8 05	Noon	P M
*1 45	*8 20	9 35	‖12 35	11 35	898.1	+....**El Reno**....♁	4 15	4 18	7 30	12 20	9 30
2 09	8 42	9 53	12 52	c e	907.2	. Union City, Okla♁	c e	3 55	6 58	11 55	9 10
2 23	8 56	10 12	1 03	c e	912.9	... Minco, Okla..♁	c e	3 45	6 45	11 42	8 55
2 39	9 15	10 32	1 17	c e	921.0	...... Pocasset.....♁	c e	3 30	6 20	11 25	8 35
3 00	9 40	11 00	1 35	12 40	931.2	ar.+**Chickasha**♁lv.	3 05	3 10	*6 00	11 00	*8 10
4 30	A M	P M	1 45	12 45	931.2	lve..**Chickasha**.arr.	2 55	2 45	A M	9 30	P M
4 46	....		2 05	c e	938.2	..... Ninnekah ....♁	c e	2 32		9 12	....
5 17	....	....	2 38	c e	950.8	+..Rush Springs..♁	c e	2 08	....	8 41	....
5 40	....	....	2 56	c e y	960.5	+.....Marlow......♁	c e t	1 48	....	8 18	....
6 03	...	....	3 17	c e y	970.6	+.... Duncan .....♁	c e t	1 22	....	7 53	....
6 23	....	57	3 33	c e y	980.2	+...Comanche.....♁	c e t	1 10	58	7 28	....
6 41	....	A M	3 52	c e	988.9	.....Addington....♁	c e	12 55	P M	7 08	....
6 55	....	*6 45	4 04	3 06	995.2	..... **Waurika** ....♁	12 49	12 43	10 20	*6 55	....
P M	....	7 03	4 23	c -	1001.2	.......Sugden......♁	c -	12 3	10 02	A M	....
		7 13	4 32	3 36	1005.9	.........Ryan.......♁	12 26	12 20	9 52		
		7 32	4 47	3 55	1014.5	arr.**Terral, Okla.**♁lve.	12 12	12 05	9 30		
		....	....	....	....	(*C. R. I. & G. Ry.*)	....	....	....		
		7 32	4 47	3 55	1014.5	lve.....**Terral**....arr.	12 12	12 05	9 30		
		7 43	5 00	4 06	1019.5	+**Ringgold, Tex.**♁	11 58	11 50	9 18		
		8 25	6 41	4 48	1039.0	+.....**Bowie**.....♁	11 17	11 17	8 30		
		8 50	6 00	c -	1050.3	+..Park Springs..♁	c -	10 57	8 02		
		9 05	6 13	c -	1058.2	+..... Chico	c -	10 44	7 42		
		9 35	6 30	5 38	1064.9	+.. **Bridgeport**.	[illegible]	*9 30	7 27		
		9 45	6 42	c -	1070.8	.......Paradise....	[illegible]	[illegible]	7 15		
		10 02	6 57	c -	1079.7	.... Boyd......♁	c -	10 02	6 57		
		10 23	7 10	c -	1086.9	.......Newark ....♁	c -	9 51	6 42		
		10 46	7 35	c -	1099.6	..... **Saginaw**	c -	9 30	6 17		
		11 10	‖8 00	7 00	1108.6	ar.+**Ft. Worth**♁lv.	9 00	9 00	5 45		
		12 55	9 50	8 50	1142.6	+.....**Dallas** ....♁	*7 10	*7 25	*4 00		
		Noon	P M	A M	....	ARRIVE] [LEAVE	P M	A M	P M		

⊡ Trains Nos. 3 and 4 will stop at all stations for passengers to and from El Paso and points beyond, on applying to agents in advance. ‖ Meals.

y Stops to leave from north of Chickasha and to take passengers destined via Ringgold, Ft. Worth and beyond.

Stops to take for Wichita and beyond.

+ Coupon stations; ♁ Telegraph stations.

Mountain time west of Tucumcari.

Central time east of Tucumcari.

t Stops to leave from Dallas and Ft. Worth and from connecting lines at Dallas and Ft. Worth and to take for north of Chickasha.

P M	A M	Mls.	41—LINDSAY LINE.	P M	P M
*3 05	*9 45	0	lve.. **Chickasha**♁.arr.	1 20	7 00
3 22	10 12	6.4	.... Lucile	1 03	6 30
3 42	10 50	14.3	.... Alex	12 45	5 55
4 00	11 15	19.1	.........Bradley.........	12 32	5 32
4 15	11 45	26.3	arr.... **Lindsay**♁..lve.	*12 15	*5 00

Complete Index to Stations on Rock Island Lines shown on pages 779 to 781.

Table No. 42—CHICAGO, ROCK ISLAND, KANSAS CITY AND EL PASO.

5	1	No. 3	Miles.	*June* 13, 1909.	No. 4	2	52
P M	P M	....	......	LEAVE] [ARRIVE	....	A M	A M
*6 00	*1130	*9 00 P M	0	**Chicago** (*Cent. time*)	11 45 A M	6 50	8 20
8 15	8 15	10 35 A M	517.0	arr.**Kansas City**.lve.	9 40 P M	8 15	6 30
*1002	*8 59	*1002 P M	......	lve...**St. Louis**...arr.	7 35 A M	7 06	.....
7 50	8 16	7 50 A M	......	arr..**Kansas City**.lve.	9 50 P M	8 00	.....
*9 45	*1100	*1040 A M	517.0	lve.**Kansas City**.arr.	9 20 P M	7 00	5 20
*8 00	*7 20	*8 00 A M	......	lve..**St. Joseph**..arr.	....	10 20	6 30
11 40	12 55	12 40 Noon	584.9	lve....**Topeka**....arr.	7 10 P M	4 50	3 15
1 05	1 55	a -	617.2	lve..**McFarland** .arr.	6 20 P M	3 30	11 50
2 55	3 40	3 05 P M	666.6	arr...**Herington**. lve.	4 52 P M	1 40	12 20
*3 35	*3 45	*3 08 P M	666.6	lve+**Herington**♁arr.	4 45 P M	1 30	12 05
3 58	4 02	a - California	674.7	........Ramona .....♁	a -	1 10	11 48
4 18	4 13	a -	680.9	........Tampa......♁	a - Special.	12 56	11 34
4 33	4 25	a -	687.0	........Durham.....♁	a -	12 40	11 21
4 48	4 38	a -	693.6	........Waldeck........	a -	12 26	11 06
5 03	4 49	a -	700.0	+.....**Canton**.....♁	a -	12 11	10 53
5 17	5 00	a -	706.0	+......Calva ......♁	a -	11 57	10 40
5 33	5 15	4 30 "	713.1	.... **McPherson** ..♁	3 12 "	11 40	10 24
5 48	5 27	a -	719.5	......Groveland. ...♁	a -	11 25	10 08
6 00	5 36	a -	724.6	........Inman. .....♁	a -	11 12	9 56
6 13	5 46	a -	730.7	.......**Medora**.....♁	a -	10 58	9 43
6 36	6 13	5 28 "	740.5	+..**Hutchinson**..♁	2 15 P M	10 35	9 15
7 00	6 35	a - Special.	751.2	.......Partridge.....♁	a - California	10 10	8 44
7 16	6 49	a -	757.9	...... Arlington ....♁	a -	9 56	8 29
7 36	7 06	a -	766.5	........Langdon......♁	a -	9 37	8 07
7 50	7 20	a -	772.9	+......Turon......♁	a -	9 25	7 52
8 10	7 35	a -	780.7	.... Preston .....♁	a -	9 08	7 35
8 40	‖8 30	7 10 "	793.3	+......**Pratt**......♁	12 43	‖8 40	*7 00
P M	8 50	a -	802.4	.......Cullison. .....♁	a -	7 56	A M
.....	9 05	a -	809.5	...... Wellsford ....♁	a -	7 42	.....
.....	9 14	a -	813.9	.......Haviland.....♁	a -	7 30	.....
.....	9 35	8 09 "	823.9	+ ..**Greensburg** ..♁	11 47 A M	7 07	.....
.....	9 57	a -	834.2	......Mullinville....♁	a -	6 47	.....
.....	10 15	3 45 P M	843.2	arr..+**Bucklin**♁.lve.	11 14 A M	*6 30	.....
	†11 35	....	843.2	lve....**Bucklin** ...arr.	....	3 50	
	12 10	....	851.7	.........Ford.......♁	....	3 30	
	12 55	....	868.7	.....South Dodge.....	....	2 40	
	1 05	....	869.7	ar. +**Dodge City**♁ lv.	....	†2 35	
	*10 15	8 45 P M	843.2	lve....**Bucklin**...arr.	11 14 A M	6 30	
	11 05	9 25 "	865.3	.......Mineola .....♁	10 31 "	5 50	
	11 25	9 45 "	876.1	........Fowler......♁	10 09 "	5 30	
	11 47	10 04 "	836.3	+.....**Meade**.....♁	9 48 "	5 12	
	12 20	10 35 "	901.7	........Plains......♁	9 20 "	4 45	
	12 50	- -	916.5	.......Arkalon.....♁	- -	4 18	
	‖1 43	11 35 P M	929.5	+..**Liberal, Kan**..♁	8 30 "	‖3 56	
	2 02	- -	939.3	.... Tyrone, Okla ..♁	- -	3 14	
	2 21	- -	949.6	.... Hooker .....♁	- -	2 57	
	2 40	- -	954.9	.... Optima .....♁	- -	2 40	
	3 02	12 58 Night	968.9	.......Guymon.......♁	7 20 "	2 15	
	3 48	1 40 A M	980.6	ar..**Texhoma, Okla**♁.lv.	6 45 "	1 36	
	3 48	1 40 "	980.6	lv.**Texhoma, Okla**..ar. (*C. R. I. & G. Ry.*)	6 45 "	1 35	
	4 03	- -	990.0	...Stevens, Tex....	- -	1 15	
	4 18	2 20 "	1009.5	.....Stratford.....♁	6 14 "	12 57	
	4 37	- -	1021.3	......Conlen........	- -	12 33	
	4 52	- -	1031.4	....Chamberlin.....	- -	12 15	
	5 05	3 25 "	1040.7	ar.. +**Dalhart**♁ .lv.	5 25 "	11 59	
	5 15	3 35 "	1040.7	lve..**Dalhart**.. .arr.	5 20 "	11 50	
	5 30	- -	1050.4	.......Rehm	- -	11 33	
	5 50	- -	1061.9	+ .Middlewater... ♁	- -	11 14	
	6 10	- -	1068.6	......Romero.......	- -	10 53	
	- -	- -	1079.6	....**Bravo, Tex**....	- -	- -	
	6 35	4 58 "	1086.1	.**Naravisa, N.M.**♁ (*C. R. I. & P. Ry.*)	4 00 "	10 30	
	6 55	- -	1090.8	...Sand Springs....	- -	9 55	
	7 15	- -	1110.4	......Logan .....♁	- -	9 35	
	‖8 30	6 35 "	1133.8	ar.**Tucumcari**(C.T.)♁lv	2 35 "	8 45	
	7 25	5 45 "	1133.8	lv.**Tucumcari** (M.T.)ar. (*El Paso & Southwestern R.R.*)	1 30 A M	‖7 20	
	7 50	- -	1145.7	..... Hanley	- -	6 49	
	8 03	- -	1154.0	....Montoya......♁	- -	6 30	
	8 32	- -	1166.5	.....Conant.........	- -	6 05	
	8 50	- -	1175.4	.....Cuervo.......♁	- -	5 47	
	9 07	- -	1183.8	....Los Tanos......	- -	5 30	
	9 32	7 55 "	1192.9	+. **Santa Rosa** .♁	11 25 P M	5 12	
	10 30	- -	1214.0	+.... Pastura ....♁	- -	4 25	
	11 04	- -	1228.0	.....Leoncita.......	- -	4 00	
	11 25	9 43 "	1236.5	......Vaughn.......	9 45 "	3 47	
	12 13	10 35 "	1250.7	+.....Duran.......	9 05 "	3 20	
	12 42	11 02 "	1262.2	+...**Torrance**.....	8 25 "	2 45	
	1 07	11 22 A M	1270.4	+.....Corona.....♁	8 05 "	2 25	
	1 25	- -	1278.9	.....Gallinas.......	- -	2 05	
	1 45	- -	1288.3	.....Tecolote.......	- -	1 45	
	2 06	- -	1207.8	+.....Ancho.......	- -	1 20	
	3 00	1 00 P M	1321.1	+.. **Carrizozo**	6 05 "	12 25	
	3 31	- -	1337.1	+.....Oscura.......	- -	11 38	
	4 30	2 25 "	1366.2	+.....Tularosa.....	4 05 "	10 34	
	5 05	3 05 "	1379.0	+.**Alamogordo** ...	3 35 "	10 05	
	5 24	- -	1389.6	....Dog Canon......	- -	9 31	
	6 01	- -	1410.6	....Turquoise......	- -	8 53	
	6 15	4 20 "	1416.5	+.**Orogrande**...♁	2 35 "	8 44	
	6 58	- -	1430.2	.......Hueco.......	- -	7 55	
	7 10	5 05 "	1445.7	+.Newman, N.M...	1 55 "	7 45	
	- -	- -	1452.8	..Franklin, Tex....	- -	- -	
	7 35	- -	1460.1	....Fort Bliss....♁	- -	7 17	
	8 00	5 50 P M	1465.0	ar.+**El Paso,Tex**♁lv.	*1 15 P M	*6 55	
	A M	....	....	....	....	P M	

d Stops to take or leave passengers for or from east of Missouri River or northwest of McFarland; j stops to take for points at which train stops on El Paso Division and beyond; w stops to leave from west of Herington.

* Daily; † daily, except Sunday; a stops to leave from and to take for El Paso and beyond; c stops for passengers to or from Missouri River and points beyond; e stops to take or leave for or from Colorado points and beyond.

Rock Island Lines

Table No. 43. CHOCTAW DISTRICT.

41	601	43	45-41	Mls.	*September* 19, 1909.	602	44	42-46	42
A M	P M	A M	A M	.....	LEAVE [ARRIVE	Noon	A M	P M	P M
*7 30	*8 45	*11 55	*9 30	0	+ ..... **Memphis** ..... ♂	12 30	5 50	7 40	9 30
8 11	4 30	– –	– –	16.1	..... Edmondson ..... ♂	11 40	– –	– –	8 42
8 30	4 48	– –	– –	24.4	..... Quigley	11 18	– –	– –	8 20
8 45	5 05	– –	– –	31.1	..... Whitmore	11 01	– –	– –	7 58
9 02	5 23	– –	– –	38.4	..... Widener ..... ♂	10 45	– –	– –	7 40
9 10	5 28	– –	– –	40.7	..... **Madison**	10 35	– –	– –	7 31
9 20	5 37	1 23	10 58	44.8	+ ... **Forrest City** ... ♂	10 27	4 10	6 07	7 20
9 45	5 54	– –	– –	51.8	..... Palestine ..... ♂	10 13	– –	– –	7 02
10 00	6 08	– –	– –	59.0	..... Goodwin	10 00	– –	– –	6 48
10 13	6 15	– –	– –	64.3	..... Wheatley	9 47	– –	– –	6 36
10 25	6 25	2 09	11 38	69.2	+ ..... **Brinkley** ..... ♂	9 35	3 20	5 26	6 25
10 55	6 55	– –	– –	82.6	..... Biscoe	9 05	– –	– –	5 56
11 05	7 04	w –	– –	86.3	+ ... **Devall's Bluff** ... ♂	8 55	y –	– –	5 45
11 21	7 20	w –	– –	93.2	+ ..... Hazen ..... ♂	8 39	y –	– –	5 30
11 45	7 40	w –	– –	102.7	..... Carlisle ..... ♂	8 20	y –	– –	5 10
12 05	8 00	w –	– –	111.5	+ ..... Lonoke ..... ♂	8 02	y –	– –	4 50
12 37	8 32	– –	– –	124.5	..... Galloway	7 35	– –	– –	4 20
12 55	8 50	– –	– –	132.1	..... Argenta ..... ♂	7 20	– –	– –	4 06
11 00	8 55	4 10	11 30	132.0	arr. } + **Little** { lve.	7 15	1 00	3 40	*4 00
P M	10 00	4 20	1 50	132.9	lve. } **Rock** ♂ { arr.	16 55	12 45	‖2 40	P M
.....	10 45	– –	2 35	150.1	..... Maumelle ..... ♂	6 12	– –	1 49	.....
.....	11 08	– –	2 58	159.5	..... Roland ..... ♂	5 52	– –	1 23	.....
.....	11 22	– –	3 12	166.9	..... Ledwidge	5 37	– –	1 06	.....
.....	11 36	– –	3 23	171.5	..... Fourche ..... ♂	5 20	– –	12 54	.....
.....	11 38	– –	3 26	172.4	..... Bigelow ..... ♂	5 18	– –	12 51	.....
.....	11 47	– –	3 35	176.9	..... Houston ..... ♂	5 08	– –	12 41	.....
.....	12 01	6 20	3 54	183.7	..... Perry ..... ♂	4 50	10 42	12 23	.....
.....	12 14	– –	4 07	189.7	..... Adona ..... ♂	4 35	– –	12 11	.....
.....	12 34	– –	4 30	198.6	..... Casa ..... ♂	4 11	– –	11 52	.....
.....	12 58	7 13	4 51	208.6	+ ..... Oia ..... ♂	3 48	9 45	11 30	.....
.....	1 23	7 36	5 17	219.5	+ ..... Danville ..... ♂	3 23	8 20	11 03	.....
.....	1 33	v –	5 27	223.8	..... Belleville ..... ♂	3 11	v –	10 53	.....
.....	1 43	v –	5 38	228.6	..... Havana ..... ♂	3 00	v –	10 42	.....
.....	2 28	v –	6 15	244.0	+ ..... Magazine ..... ♂	2 28	v –	10 05	.....
.....	2 40	8 40	8 30	251.9	arr. } + Booneville ♂ { lve.	2 15	8 06	9 50	.....
.....	2 45	9 00	8 55	251.9	lve. ... Booneville ... arr.	2 11	‖7 50	‖9 30	.....
.....	– –	9 15	7 10	259.6	..... Barber	– –	7 33	9 15	.....
.....	– –	9 36	7 33	268.5	..... Abbott ..... ♂	– –	7 08	8 51	.....
.....	3 30	9 41	7 45	271.1	arr. + **Mansfield** ♂ . lve.	*1 30	7 00	8 45	.....
	720-4	.....	.....	.....	*(Via Frisco Lines.)*	3-721	.....	.....	
	A M	A M	P M	.....	LEAVE] [ARRIVE	A M	P M	A M	
.....	3 50	9 50	7 50	.....	..... **Mansfield**	1 10	6 30	8 35	.....
.....	5 30	11 35	9 30	.....	lve. ... **Ft. Smith** ... lve.	11 45	4 35	*6 50	.....
.....	6 20	11 55	P M	.....	lve. ... **Van Buren** ... lve.	10 26	3 15	A M	.....
.....	10 55	7 45	.....	.....	arr. ... **Monett** ... lve.	*5 55	*9 45	.....	.....
.....	A M	9 41	7 45	271.1	lve. ... **Mansfield** ... arr.	P M	7 00	8 45	.....
.....	.....	9 58	7 59	280.0	+ ..... Hartford ..... ♂	.....	6 38	8 30	.....
.....	.....	10 20	8 20	288.3	..... **Monroe** ..... ♂	.....	6 18	8 10	.....
649	.....	10 40	8 38	295.4	+ ..... **Howe** ..... ♂	.....	6 58	7 53	650
P M	.....	11 00	8 58	301.8	arr. ... + **Wister** ♂ ... lve.	.....	6 40	7 35	A M
*8 30	.....	11 10	8 58	301.8	lve. ... **Wister** ... arr.	.....	5 40	7 35	10 05
7 08	.....	11 33	9 30	316.7	..... Hughes ..... ♂	.....	6 12	d –	9 30
7 22	.....	11 45	9 45	322.3	..... **Red Oak** ..... ♂	.....	6 00	d –	9 17
7 55	.....	12 14	10 15	335.5	+ ... **Wilburton** ... ♂	.....	4 28	6 25	8 45
8 30	.....	12 46	10 46	351.5	+ ... **Hartshorne** ... ♂	.....	3 50	5 45	8 05
8 40	.....	12 55	11 00	353.1	+ ... **Haileyville** ... ♂	.....	3 45	5 40	8 00
9 00	.....	1 15	– –	360.8	+ ... **Alderson** ... ♂	.....	3 26	d –	7 35
9 06	47	– –	– –	363.6	..... Krebs	48	– –	d –	7 26
9 10	A M	‖1 25	11 40	366.5	arr. } + **McAlester** ♂ { lve.	P M	3 15	5 05	*7 20
P M	*6 45	1 46	12 01	366.5	lve. } { arr.	7 10	‖2 50	5 05	A M
.....	7 05	2 10	– –	376.4	..... Barnett	6 50	–	d –	.....
.....	7 26	2 35	12 55	386.6	..... Stuart ..... ♂	6 25	2 05	d –	.....
.....	7 48	3 03	1 25	397.3	..... **Calvin** ..... ♂	5 57	1 40	4 00	.....
.....	8 25	3 35	2 10	410.5	+ ... **Hoidenville** ... ♂	5 26	1 10	3 28	.....
.....	8 50	3 55	2 32	418.6	..... Wewoka	5 00	12 53	3 08	.....
.....	9 58	4 42	– –	439.6	+ ... **Earlsboro** ... ♂	4 10	12 01	d c	.....
.....	– –	– –	– –	445.7	.. Tecumseh Junction ..	– –	– –	d –	.....
.....	10 42	5 12	4 20	448.0	+ ... **Shawnee** ... ♂	3 50	11 35	1 55	.....
.....	11 03	5 33	– –	456.2	..... Dale	3 15	11 03	d –	.....
.....	11 11	5 43	4 58	461.0	+ ..... McLoud ..... ♂	3 05	10 52	1 08	.....
.....	11 25	5 53	5 10	466.0	..... Harrah ..... ♂	2 56	10 41	12 57	.....
.....	11 42	8 05	5 25	472.6	..... Choctaw ..... ♂	2 40	10 26	12 45	.....
769	12 01	– –	5 39	479.0	..... Dickson	2 20	– –	12 32	770
A M	12 18	6 45	6 00	486.6	arr. } + **Oklahoma** { lve.	2 05	9 55	12 15	P M
*7 00	12 28	8 55	6 10	486.6	lve. } **City** ♂ { arr.	1 55	9 45	11 58	10 55
7 17	12 45	7 12	– –	494.6	..... Council	1 37	9 25	d –	10 35
7 31	1 00	7 26	6 39	500.9	+ ..... Yukon ..... ♂	1 25	9 10	11 28	10 20
8 10	1 36	8 00	‖7 15	513.1	arr. ... + **El Reno** ♂ .. lve.	‖2 55	*8 40	10 55	9 45
8 20	1 50	P M	7 35	513.1	lve. ... **El Reno** ... arr.	‖2 45	A M	10 50	9 30
8 34	2 05	.....	7 50	517.7	+ ... **Fort Reno** ... ♂	‖2 30	.....	d –	9 10
8 50	2 20	.....	8 05	523.3	..... **Calumet** ..... ♂	‖2 15	.....	10 20	8 58
9 20	2 50	.....	8 40	535.1	+ .. ... **Geary** ..... ♂	‖1 43	.....	9 50	*8 30
A M	5 10	.....	9 00	543.5	..... **Bridgeport** ... ♂	‖1 10	.....	9 30	P M
.....	5 42	.....	9 32	553.7	..... Hydro ..... ♂	‖0 30	.....	9 00	.....
.....	4 05	.....	10 00	563.9	+ ... **Weatherford** ... ♂	‖0 00	.....	8 35	.....
.....	5 10	.....	10 50	580.6	..... **Clinton** ..... ♂	9 00	.....	7 35	.....
.....	5 35	.....	‖1 15	585.3	..... Parkersburg	8 40	.....	7 10	.....
.....	6 02	.....	‖1 40	594.4	+ ..... Foss ..... ♂	8 20	.....	6 45	.....
.....	6 45	.....	12 20	609.4	+ ..... Elk City ..... ♂	7 45	.....	6 05	.....
.....	7 20	.....	12 55	621.9	..... Doxey	7 15	.....	5 35	.....
.....	7 35	.....	‖1 35	627.0	+ ..... **Sayre** ..... ♂	*7 00	.....	5 26	.....
.....	P M	.....	2 15	641.0	..... Erick	A M	.....	4 27	.....
.....	.....	.....	2 40	648.6	**Texola** (*C. R. I. & G.*)	.....	.....	4 06	.....
.....	.....	.....	7 00	760.6	**Amarillo** (*C. R. I. & G.*) ♂	.....	.....	*1145	.....
.....	.....	.....	P M	.....	ARRIVE] [LEAVE	.....	.....	A M	.....

* Daily; † daily, except Sunday; ♂ stops Sunday only.

♂ Stops to take for points on Louisiana Division.

♂ Stops to leave passengers.

♂ Stops to leave from Little Rock and west and take for Memphis and east.

♂ Stops on Louisiana Division.

♂ Stops to leave from points west of Sayre.

Table No. 44—HOT SPRINGS AND SOUTH.

615	45	613	677	675	Mls.	*November*, 1909.	614	678	676	48	616
P M	P M	A M	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	P M	P M	P M
*5 15	*140	*7 30	*2 20	*7 15	0	+ .. **Little Rock** .. ♂	9 35	3 00	7 45	3 10	9 38
5 48	– –	8 05	– –	c –	15.0	..... Germania .... ♂	9 00	δ –	7 13	– –	– –
6 03	– –	8 20	– –	c –	21.9	..... Bauxite .... ♂	8 45	2 08	6 52	– –	8 55
6 14	2 50	8 35	3 18	8 10	26.6	+ ..... **Benton** .... ♂	8 35	1 50	6 40	2 29	8 43
6 25	– –	8 45	3 30	8 20	30.9	..... **Haskell** .... ♂	8 25	*1 40	*6 30	– –	8 33
6 52	– –	9 00	P M	A M	43.4	.... **Butterfield** .. ♂	8 00	P M	P M	– –	8 07
7 19	– –	9 28	.....	.....	54.1	..... Lawrence	7 32	.....	.....	– –	7 40
7 40	4 05	9 40	P M	A M	.....	arr. + **Hot Springs** ♂ lve.	*7 20	P M	P M	*115	*725
P M	P M	A M	*2 20	*7 15	0	lve. .. **Little Rock** ♂ arr.	A M	3 00	7 45	P M	P M
.....	.....	.....	3 18	8 10	26.6	..... **Benton** .... ♂	.....	1 50	6 40	.....	.....
.....	.....	.....	3 35	8 25	30.9	..... **Haskell**	.....	1 40	6 30	.....	.....
.....	.....	.....	5 35	10 36	81.6	..... Fordyce .... ♂	.....	11 41	3 25	.....	.....
.....	.....	.....	8 10	11 10	95.3	..... **Tinsman**	.....	11 10	2 50	.....	.....
.....	.....	.....	6 30	.....	101.6	..... Banks ..... ♂	.....	10 55	.....	.....	.....
.....	.....	.....	.....	.....	.....	*(W. & O. V. Ry.)*	.....	.....	.....	.....	.....
.....	.....	.....	7 25	.....	117.6	arr. .. **Warren** .. lve.	.....	10 10	.....	.....	.....
.....	.....	.....	8 05	.....	138.5	arr. .. **Crossett** ♂ lve.	.....	*9 25	.....	.....	.....
.....	.....	.....	.....	.....	.....	*(A. L. & G. Ry.)*	.....	.....	.....	.....	.....
.....	.....	.....	8 50	.....	.....	arr. .. **Hamburg** .. lve.	.....	7 00	.....	.....	.....
.....	.....	9 22	681-	3 45	.....	arr. .. **Bastrop** .. lve.	.....	8 00	.....	.....	.....
.....	.....	679	10 35	4 45	.....	arr. .. **Monroe** .. lve.	.....	*7 00	.....	680	.....
.....	.....	A M	P M	11 50	112.7	..... **Stark**	.....	A M	2 10	P M	.....
.....	.....	*7 00	.....	‖1 00	131.3	..... El Dorado ... ♂	.....	‖1 25	7 30	.....	.....
.....	.....	7 57	.....	1 55	150.7	..... **Randolph** ... ♂	.....	12 10	6 40	.....	.....
.....	.....	9 32	681-	3 45	185.9	..... **Ruston** ..... ♂	.....	682-	12 38	5 10	.....
.....	.....	10 55	101-	4 45	207.5	..... Jonesboro ... ♂	.....	2-3-	9 30	3 58	.....
.....	.....	11 59	4-1	5 50	230.5	..... **Winnfield** ... ♂	.....	102	8 20	*245	.....
.....	.....	A M	A M	6 12	240.2	..... Packton .... ♂	.....	P M	7 55	P M	.....
.....	.....	.....	*5 05	7 45	276.6	..... Alexandria	.....	10 55	*6 30	.....	.....
.....	.....	.....	5 38	P M	292.0	..... Lamourie .... ♂	.....	10 05	A M	.....	.....
.....	.....	.....	7 30	.....	336.6	arr. .. **Eunice** ♂ . lve.	.....	*8 10	.....	.....	.....
.....	.....	.....	P M	.....	.....	*(Frisco Lines.)*	.....	.....	A M	.....	.....
.....	.....	.....	5 50	.....	.....	arr. .. **Crowley** .. lve.	.....	*11 00	.....	.....	.....
.....	.....	.....	8 21	.....	.....	..... **Opelousas** ...	.....	7 22	.....	.....	.....
.....	.....	.....	11 00	.....	.....	..... **Baton Rouge** ..	.....	4 40	.....	.....	.....
.....	.....	.....	2 10	.....	.....	..... **New Orleans** ..	.....	*1 30	.....	.....	.....
.....	.....	.....	P M	.....	.....	ARRIVE] [LEAVE	.....	P M	.....	.....	.....
.....	.....	.....	3 05	.....	.....	..... **De Quincey** ...	.....	1 28	.....	.....	.....
.....	.....	.....	4 50	.....	.....	..... **Beaumont**	.....	11 35	.....	.....	.....
.....	.....	.....	5 50	.....	.....	..... **Sour Lake**	.....	10 34	.....	.....	.....
.....	.....	.....	8 15	.....	.....	..... **Houston**	.....	*8 00	.....	.....	.....
.....	.....	.....	P M	.....	.....	ARRIVE] [LEAVE	.....	A M	.....	.....	.....

♂ Stops to take or leave for or from Little Rock and points east and to take or leave for or from points west of Mansfield.

+ Coupon stations. ♂ Telegraph stations.

♂ Stops to leave from Memphis and points east and to take for west of Mansfield.

♂ Stops to take for points between Haskell and Hot Springs.

Table No. 45—WHITE AND BLACK RIVER BRANCH.

618	Mls	*Sept.* 19, 1909.	617
A M	.....	LEAVE] [ARRIVE	P M
*10 40	0	.... **Brinkley** .. ♂	5 00
10 58	6.0	.. Saulsburg	4 42
11 08	9.0	.. Cotton Plant. ♂	4 33
11 20	13.2	..... Becton	4 20
11 30	16.6	..... Howell ... ♂	4 12
11 38	18.9	..... **Wiville** ... ♂	4 06
11 53	24.2	..... Grays ... ♂	3 47
11 59	26.5	..... **Jelks**	3 40
12 06	29.0	.... Riverside	3 32
12 25	35.9	..... Tupelo ... ♂	3 12
12 35	39.7	..... Weldon ... ♂	3 02
12 48	44.3	.... Auvergne .. ♂	2 50
1 15	52.4	+ .. **Newport** .. ♂	*225
P M	56.8	**Jacksonport** ♂	P M
.....	.....	ARRIVE] [LEAVE	.....

‖ Meals. *Central time.*

Table No. 46—ARDMORE BRANCH.

651	Mls.	*Sept.* 19, 1909.	652
A M	.....	LEAVE] [ARRIVE	P M
*8 05	0	+ **Haileyville** ♂	8 50
9 00	20.1	... Pittsburg .. ♂	7 50
9 30	31.0	... Wardville . ♂	7 00
10 10	44.6	+ . **N. Coalgate** . ♂	6 20
10 35	53.9	..... Olney ... ♂	5 57
10 55	62.2	.. Wapanucka ♂	5 37
11 30	76.4	.... Milburn .. ♂	4 55
11 55	84.5	+ . **Tishomingo** . ♂	4 30
12 10	92.0	... Randolph . ♂	4 15
12 32	99.6	... Mannsville. ♂	3 55
12 58	110.7	.... Provence	3 30
1 15	117.6	+ . **Ardmore** . ♂	*310
P M	.....	ARRIVE] [LEAVE	P M

46a—Lehigh Br.—Train leaves **North Coalgate** †10 a.m., arr. Lehigh 10 45 a.m. Lvs. Lehigh †1 50 p.m., arr. North Coalgate 2 30 p.m.

Trains Nos. 45-41 and 42-46—Western Express—Daily. Drawing-room Sleeping Cars (to and from Chicago, via I. C. R.R.). Parlor Car, Coach and Partition Smoker between Memphis and Hot Springs. Dining Car between Memphis and Little Rock. Drawing-room Sleeping Car between Little Rock and Oklahoma City. Parlor Car between Oklahoma City and Amarillo. Chair Car and Partition Smoker between Memphis and Amarillo. First-class Coaches between Memphis and Little Rock. Coach between Shawnee and Sayre.

Trains Nos. 43-44—Memphis Mail—Daily. Drawing-room Sleepers Memphis to Oklahoma City and between Memphis and Hot Springs. Chair Car and Partition Smoker between Memphis and El Reno. Chair Car between Shawnee and El Reno.

Nos. 601-720-4 e [illegible] **602**—Daily. Coaches and Combination Smoker between Memp[illegible] [illegible]onett. Sleeping Car, Coach and Combination Smoker between **Hot Springs** and Little Rock, Little Rock and Fort Smith, and Fort Smith and **Monett**.

Nos. 677 and 678—Local—Daily. Coaches and Smoker between Little Rock and Crossett, and Monroe, La.

Nos. 675 and 676—Local—Daily. Coaches and Smoker between Little Rock and Alexandria.

Nos. 679 and 680—Local—Daily. Coaches and Smoker between Eldorado and Eunice.

Nos. 681-4 and 3-682—Daily. First class Coach between Alexandria and New Orleans.

All trains will stop at any station to leave passengers from foreign lines.

Complete Index to Stations on Rock Island Lines shown on pages 779 to 781.

Rock Island Lines

Table No. 47—MALVERN BRANCH.

637	635	Ms.	*Sept.* 19, 1909.	636	638
P M	A M	....	LEAVE] [ARRIVE	A M	P M
†7 00	†8 30	0	+..**Malvern**..♁	8 00	8 40
7 15	8 50	5.0	..**Butterfield**..	7 40	8 20
8 40	10 00	22.0	+**Hot Springs**♁	†6 30	†5 30
P M	A M	....	ARRIVE] [LEAVE	A M	P M

Table No. 48—NORTHERN BRANCH.

722	770	Mls.	*June* 1, 1909.	769	723
....	A M	....	LEAVE] [ARRIVE	P M	....
....	*9 30	0	....**Geary**...♁	8 15	....
....	10 15	16.6	+..Watonga..♁	7 26	....
....	10 45	29.5	....Ferguson..♁	6 48	....
....	11 10	39.5	+.Homestead.♁	6 18	....
....	11 35	49.3	......Rusk....♁	5 50	....
....	12 01	55.7	......Cleo....♁	5 21	....
....	12 20	65.4	......Aline....♁	5 02	....
....	12 35	70.8	+..Augusta..♁	4 48	....
....	12 55	78.9	.... Lambert..♁	4 23	....
....	1 20	87.9	ar.+Ingersoll♁lv.	3 55	....
P M	2 00	103.4	arr...**Alva**♁ lve.	*3 15	Noon
†3 55	P M	87.0	lve..Ingersoll.arr.	P M	12 55
4 32	....	98.1	....Amorita..♁	....	11 50
5 50	....	120.7	ar.+Anthony♁lv.	....	†10 20
....	....	....	(*Via K.S.W.Ry.*)	....	....
6 05	....	120.7	lv..**Anthony**.ar.	....	10 10
7 03	....	132.0	...**Bluff City**...	....	9 12
8 10	....	147.0	...**Caldwell**...	....	†8 00
P M	....	....	ARRIVE] [LEAVE	....	A M

‖ Meals. + Coupon stations; ♁ Telegraph stations.

Table No. 49—SEARCY BRANCH.

605	603	Ms.	*October* 17, 1909.	604	606
P M	A M	....	LEAVE] [ARRIVE	A M	P M
*7 15	*11 15	0	.**Devall's Bluff**♁	8 45	4 30
8 06	12 02	15.4	....**Des Arc**...♁	7 51	3 37
8 37	12 35	22.4	.....Willard.....	7 36	3 12
8 47	12 45	24.9	....Belcher.....	7 17	3 02
9 15	1 15	35.1	...**Higginson**.♁	6 45	2 30
9 30	1 30	39.1	....**Searcy**...♁	*6 30	*2 15
P M	P M	....	ARRIVE] [LEAVE	A M	P M

*Daily; †daily, except Sunday; g stops to take or leave St. Louis or Kansas City passengers. STANDARD—*Central time.*

Table No. 52—AUGUSTA BR.

619	Ms	*Sept.* 14, 1909.	620
A M	....	LEAVE] [ARRIVE	A M
†9 30	0	...**Wiville**...♁	10 30
10 00	5.9	..**Gregory**..♁	†10 00
A M	....	ARRIVE] [LEAVE	A M

Table No. 53. TECUMSEH BR.

664	Mls		665
P M	....		A M
†4 05	0	lv.+**Shawnee**♁ar.	10 15
4 50	7.8	+.Tecumseh.♁	9 40
6 35	18.0	...Romulus.♁	8 45
8 35	27.0	...**Asher**...♁	†8 00
P M	....	ARRIVE] [LEAVE	A M

Table No. 54—ST. LOUIS AND KANSAS CITY.

681	27	23	Mls.	*June* 28, 1909.	24	28	682
P M	P M	A M	....	LEAVE] [ARRIVE	P M	A M	A M
*5 00	*10 02	*8 59	0	+..**St. Louis** (Union Sta.).♁	7 05	7 35	9 29
5 08	10 09	9 07	2.6	...... Vandeventer .....♁	6 52	7 22	9 18
5 16	— —	9 15	5.3	....**Forsyth Junction**..♁	6 45	— —	9 07
5 24	h —	9 22	8.3	.... Clayton ....♁	6 36	h —	8 58
5 30	— —	9 27	11.0	.... Olivette	6 30	— —	8 53
5 35	— —	9 31	12.8	........Lackland........	6 27	— —	8 50
5 42	— —	9 37	15.3	.... Maryland Heights	6 20	— —	8 43
5 48	— —	9 42	18.0	..........Vigus........♁	6 14	— —	8 40
— —	— —	9 48	21.6	.......**Creve Cœur**.......	6 08	— —	— —
6 04	— —	9 54	23.5	..........Hine..........	6 04	— —	8 27
6 12	— —	10 02	26.8	.... Chesterfield .....♁	5 58	— —	8 18
6 24	— —	10 12	31.9	.........Monarch.........	5 48	— —	8 07
6 28	— —	10 16	33.4	.... Centaur ....♁	5 44	— —	8 03
6 44	— —	10 30	39.9	.... St. Albans	5 30	— —	7 45
6 58	— —	10 43	46.0	..........**Labadie**.......♁	5 18	— —	7 33
7 11	— —	10 55	51.2	.........Villa Ridge........	5 07	— —	7 20
7 30	11 57	11 14	59.5	+........ Union ....♁	4 50	5 33	*7 00
P M	— —	11 27	64.9	.... Jeffriesburg	4 36	— —	A M
....	— —	11 42	71.6	.... Beaufort	4 23	— —	....
....	g12 25	11 47	74.0	.... Leslie ....♁	4 17	g5 05	....
....	g12 37	12 03	80.7	.... Gerald ....♁	4 03	g4 53	....
....	— —	12 12	84.7	.........Rose Bud.........	3 54	— —	....
....	12 58	12 28	91.5	.........Owensville......♁	3 38	4 32	....
....	— —	12 37	95.5	..........Canaan..........	3 29	— —	....
....	g1 15	12 50	101.1	.... Bland ....♁	3 17	g4 13	....
....	1 25	12 59	105.2	+.........Belle.........♁	3 07	4 05	....
....	— —	1 11	110.8	.... Summerfield	2 54	— —	....
....	g1 46	‖1 40	114.3	.... Gascondy ....♁	‖2 45	g3 48	....
....	g1 53	1 50	118.2	.... Freeburg.........♁	2 18	g3 40	....
....	— —	2 05	125.1	.... Argyle..........♁	2 05	— —	....
....	2 28	2 17	134.6	............Meta...........♁	1 43	3 09	....
....	— —	2 34	142.8	.... Hoecker	1 25	— —	....
....	— —	2 38	144.7	...........Henley...........	1 21	— —	....
....	— —	2 48	150.0	...........Eugene.........♁	1 11	— —	....
....	— —	2 56	154.0	..........Etterville.........	1 02	— —	....
....	3 25	3 15	159.9	+......... Eldon ....♁	12 50	2 20	....
....	— —	3 27	165.9	..........Barnett.........♁	12 30	— —	....
....	— —	3 39	171.0	...........Marvin...........	12 20	— —	....
....	3 56	3 50	177.0	+........Versailles ....♁	12 10	1 44	....
....	4 12	4 05	185.9	.... Stover ....♁	11 56	1 27	....
....	— —	4 21	194.3	............Crest............	11 41	— —	....
....	g4 35	4 30	198.8	+.......... Nay	11 32	g1 03	....
....	g4 47	4 42	205.4	.... Ionia.........♁	11 20	g12 50	....
....	— —	4 53	210.9	.... Brandon	11 10	— —	....
....	5 06	5 05	216.3	+........ Windsor ....♁	11 00	12 31	....
....	— —	5 15	220.7	.... Bowen ....♁	10 48	— —	....
....	5 26	5 26	227.0	.... Leeton ....♁	10 37	12 11	....
....	— —	5 31	229.6	.........Post Oak..........	10 31	— —	....
....	5 41	5 43	235.4	.... Chilhowie ....♁	10 10	11 55	....
....	— —	5 52	240.3	...........Denton...........	10 09	— —	....
....	— —	6 03	245.4	.... Medford ....♁	10 00	— —	....
....	— —	6 18	253.0	.... Hadsell	9 45	— —	....
....	— —	6 28	257.5	.... Wingate	9 37	— —	....
....	6 32	6 38	262.9	+.....Pleasant Hill.....♁	9 26	11 10	....
....	g6 43	6 52	268.7	.........Greenwood ....♁	9 13	g10 59	....
....	— —	6 59	272.0	.... South Lee	9 06	— —	....
....	— —	7 11	277.5	.... Vale	8 53	— —	....
....	— —	7 20	281.4	.... Raytown..........	8 45	— —	....
....	— —	7 40	290.6	.... Sheffield	8 28	— —	....
....	7 39	8 00	295.5	..... Grand Avenue .....♁	8 12	10 00	....
....	7 50	8 15	298.5	+.... **Kansas City** .....♁	*8 00	*9 50	....
....	A M	P M	....	ARRIVE] [LEAVE	A M	P M	....

h Stops to pick up or discharge passengers to or from Kansas City and beyond.

Complete Index to Stations on Rock Island Lines shown on pages 779 to 781.
For List of General and Traveling Agents, see page 779.

CHICAGO, ROCK ISLAND & EL PASO RAILWAY.

H. U. MUDGE, President, Chicago, Ill.
J. E. GORMAN, First Vice-President, "
F. O. MELCHER, Second Vice-President, "
JNO. SEBASTIAN, Third Vice-President, "
EDWARD S. MOORE, Vice-President, "
GEO. H. CROSBY, Vice-President, Secretary and Treasurer, "
W. HODSON, Assistant Treasurer, "
C. F. JILSON, Asst. Secretary and Asst. Treasurer, "
FRANK NAY, Comptroller, "
W. H. BURNS, General Auditor, "
H. GOWER, Freight Traffic Manager, "
L. M. ALLEN, Passenger Traffic Manager, "
W. J. LEAHY, General Passenger Agent, "
J. A. STEWART, Asst. General Passenger Agent, "
J. S. PENTECOST, Asst. General Passenger Agt., Kansas City, Mo.
C. B. SCHMIDT, Commissioner of Immigration, Chicago, Ill.
J. B. RISHEL, Division Freight Agent, Hutchinson, Kan.
H. L. REED, Superintendent, Dalhart, Tex.
J. G. McLAREN, Master Mechanic, "

CHICAGO—EL PASO.

No. 1	No. 3	Mls.	*June* 13, 1909.	No. 4	No. 2
....	....	....	(*C. R. I. & P. Ry.*)	....	....
*11 30 P M	*9 00 P M	....	lv..... **Chicago** ....ar.	11 45 A M	6 50 A M
8 15 P M	10 35 A M	....	ar... **Kansas City** ..lv.	9 40 P M	8 15 A M
....	....	....	(*C. R. I. & P. Ry.*)	....	....
*8 59 A M	*10 02 P M	....	lv.....**St. Louis**....ar.	7 35 A M	7 05 P M
8 15 P M	7 50 A M	....	ar... **Kansas City** ..lv.	9 50 P M	8 00 A M
11 00 P M	10 40 A M	0	lv... **Kansas City** ..ar.	9 20 P M	7 00 A M
3 48 P M	1 40 A M	472.6	ar.....**Texhoma**....lv.	6 45 A M	1 35 P M
....	....	....	(C. R. I & G. Ry.) Mexico Div.	....	....
3 48 P M	1 40 A M	472.6	lv.**Texhoma**,[1] **Okla**.ar.	6 45 A M	1 35 P M
6 25 P M	4 44 A M	564.9	arr...**Bravo**,[2] **Tex**..lve.	4 08 A M	10 40 A M
....	....	....	(*C. R. I. & E. P. Ry.*)	....	....
6 25 P M	4 44 A M	564.9	lve...**Bravo, Tex**..arr.	4 08 A M	10 40 A M
6 36 "	4 58 "	569.1	.....Naravisa, N.M...♁	4 00 "	10 30 "
6 56 "	— —	582.8	..... Sand Springs	— —	9 55 "
7 15 "	— —	593.4	.........Logan.......♁	— —	9 35 "
7 38 "	— —	604.1	........Hudson........	— —	9 10 "
‖8 00 "	6 35 A M	616.8	ar.Tucumcari♁(C.time)lv.	2 35 A M	8 45 "
7 25 "	5 45 "	616.8	lv.Tucumcari (Mt. time)ar.	1 30 A M	‖7 20 "
9 32 P M	7 55 A M	675.9	arr...**Santa Rosa**..lve.	11 25 P M	5 12 A M
....	....	....	(*E. P.-S. W. System*).	....	....
9 32 P M	7 55 A M	675.9	lve...**Santa Rosa**..arr.	11 25 P M	5 12 A M
8 00 A M	5 50 P M	949.0	arr....**El Paso**....lve	*1 15 P M	*6 55 P M

Connections.—[1] With Chic. Rk. Isl. & Pac. Ry. [2] With Chic. Rk. Isl. & El Paso Ry.

TRINITY & BRAZOS VALLEY RAILWAY.

R. H. BAKER, President and General Manager, Houston, Tex.
L. H. ATTWELL, Jr., Secretary and Auditor, "
G. A. GANDRE, Treasurer, "
JAMES S. MACKIE, Assistant Treasurer, New York.
ANDREWS, BALL & STREETMAN, Gen. Att'ys, Houston, Tex.
W. C. CONNOR, Jr., General Freight and Passenger Agent, "
J. E. W. FIELDS, Asst. Gen. Fht. and Pas. Agt., "
J. I. JOHNSON, Commercial Agent, Galveston, Tex.
G. Q. DAFFAN, Acting City Ticket Agent, "
W. A. SCRIVNER, Commercial Agent, Fort Worth, Tex.
E. E. PEACOCK, Commercial Agent, Dallas, Tex.
S. J. TUCKER, City Ticket Agent, "
B. H. STEPHENS, Commercial Agent, Corsicana, Tex.
C. C. LEWIS, Commercial Agent, Houston, Tex.
O. B. PRESTON, Traveling Freight Agent, "
E. J. PETERS, Acting City Ticket Agent, "
D. W. CALLOWAY, Traveling Freight Agent, Fort Worth, Tex.
B. T. SCOTT, City Ticket Agent, "
J. MUNDAY, Superintendent, Teague, Tex.
P. G. BURNS, Chief Engineer, Houston, Tex.
C. H. SEABROOK, Supt. Motive Power and Equip., Teague, Tex.
H. S. BOTTOMS, Superintendent Car Service, Houston, Tex.
W. D. McKOY, Tax and Right of Way Agent, Fort Worth, Tex.
GEO. W. DeLANOY, Gen. Eastern Agt., 398 Broadway, New York.

Table No. 55—FT. WORTH AND GALVESTON.

3	1	Mls.	*November* 28, 1909.	2	4
....	A M	....	LEAVE] [ARRIVE	P M	....
....	*9 00	0	....**Fort Worth**..♁	7 45	....
....	10 00	28.5	+**Cleburne** (T & B.V.)♁	6 45	....
....	10 36	43.5	+... Covington...♁	6 05	....
....	10 46	47.4	...... Osceola ....♁	5 55	....
....	11 15	58.2	.....**Hillsboro**...♁	5 25	....
....	11 37	67.7	.......Bynum.....♁	5 00	....
....	11 58	75.2	+....**Malone**....♁	4 35	....
....	12 25	83.4	+...**Hubbard**...♁	4 10	....
....	12 52	95.0	+....Cooledge ...♁	3 34	....
....	1 28	106.9	+.....**Mexia**.....♁	3 02	....
A M	‖2 00	120.5	arr...**Teague**♁.lve.	2 30	A M
*2 30	2 20	120.5	lve...**Teague**...arr.	‖1 55	3 15
— —	2 45	131.6	.... Donie.....♁	1 30	— —
— —	3 20	148.2	...... Concord......	12 54	— —
3 58	3 58	165.1	.....Normangee...♁	12 19	1 45
— —	4 21	175.0	.... Zulch .....♁	11 55	— —
— —	4 44	183.3	.... Iola ......♁	11 35	— —
— —	5 05	194.2	.....**Singleton**..♁	11 12	— —
— —	5 28	205.5	......Richards......	10 47	— —
— —	5 58	218.8	......**Bobbin**....♁	10 15	— —
6 28	6 40	253.5	......Tomball ...♁	9 30	11 12
7 40	7 55	272.1	arr..**Houston**♁.lve.	*8 15	10 00
9 15	P M	325.0	.... **Galveston**.....	A M	*8 20
A M	....	....	ARRIVE] [LEAVE	....	P M

For Index of Stations, see pages 765 to 767.

Table No 56.—DALLAS AND TEAGUE.

3	5	Mls.	*November* 28, 1909.	4	2
P M	A M	....	LEAVE] [ARRIVE	A M	P M
*4 00	*10 00	0	...**Dallas** (*T. & B. V.*)...	7 00	5 55
12 05	11 05	31.1	......**Waxahachie**......	5 45	4 46
12 30	11 36	43.2	.........Bardwell.........	5 12	4 14
1 10	12 25	62.0	.......**Corsicana**.......	4 35	3 36
—	12 43	70.4	.........Navarro.........	—	3 19
2 25	1 45	97.6	.........**Teague**.........	*3 20	*2 15
A M	P M	....	ARRIVE] [LEAVE	A M	P M

CHICAGO, ROCK ISLAND & GULF RY.

B. L. WINCHELL, President, Chicago, Ill.
J. W. ROBINS, Vice-President and Gen. Supt., Fort Worth, Tex.
F. W. WILLIAMS, Superintendent Motive Power, "
M. McKERNAN, Superintendent Southern Division, "
H. E. ALLEN, Superintendent Amarillo Division, Amarillo, Tex.
H. L. REED, Supt. Mexico Division, Dalhart, Tex.
A. B. WARNER, Chief Engineer, Fort Worth, Tex.
M. A. LOW, General Attorney, Topeka, Kan.
N. H. LASSITER, Assistant General Attorney, Fort Worth, Tex.
F. E. MITCHELL, Secretary and Treasurer, "
HENRY LUCAS, Auditor, "
J. C. McCABE, General Freight Agent, "
PHIL A. AUER, General Passenger and Ticket Agent, "
JAS. A. MARKS, Traveling Passenger Agent, "
C. E. WYNNE, JR., Commercial Agent, "

E. F. TILLMAN, Live Stock Agent, Fort Worth, Tex.
J. D. GOWIN, Traveling Freight Agent, "
W. B. WELLS, Traveling Freight Agent, "
T. H. WILHELM, Commercial Agent, Dallas, Tex.
S. M. WALLACE, Traveling Freight Agent, "
C. W. ROOT, Traveling Freight Agent, "
JNO. A. HULEN, Commercial Agent, Houston, Tex.
J. B. GIBSON, Traveling Freight Agent, "
H. C. FRANKS, Commercial Agent, San Antonio, Tex.
JNO. T. BROOKS, Traveling Freight Agent, "
CHAS. GRIFFITH, Commercial Agent, Paris, Tex.
A. B. SPENCER, General Agent, Amarillo, Tex.
GUY ADAMS, Supervisor of Mails, Chicago, Ill.
A. B. CROWLEY, Supt. of Telegraph, Fort Worth, Tex.
J. E. TURNER, Real Estate and Tax Agent, "

CHICAGO, ROCK ISLAND & GULF, - - - - - - - - Mileage owned and operated 503.46

SOUTHERN DIVISION.

BETWEEN DALLAS, FORT WORTH, KANSAS CITY AND CHICAGO.

No. 58 Exp.	Mail & Ex. 24	Mail & Ex. 12	Miles.	November 28, 1909.	No. 57 Exp.	Mail & Ex. 11	Mail & Ex. 23
P M	A M	P M			Noon	A M	P M
*4 00	*7 25	*7 10	0	lve.....+Dallas[1] ♂.....arr.	1255	8 50	9 50
4 28	7 50	7 37	10	" .....Irving.....♂ lve.	1228	8 20	9 18
4 44	8 05	8 00	18	" .....Tarrant.....♂ "	1209	8 05	9 00
4 57	8 17	b –	24	" .....Hurst..... "	1156	7 50	8 47
5 30	8 45	8 40	34	arr. } +Fort Worth[2] ♂ { lve.	1125	7 25	8 25
5 45	9 00	9 00	34	lve. } (Union Depot.) { arr.	1110	7 00	8 00
6 03	9 15	b –	35	" .. North Fort Worth ..lve.	1055	b –	7 44
6 17	9 30	b –	43	" .....Saginaw.....♂ "	1046	b –	7 35
6 29	9 40	b –	48	" .....Hicks..... "	1036	b –	7 25
6 42	9 51	b –	56	" .....Newark.....♂ "	1023	b –	7 10
6 57	10 02	b –	63	" .....Boyd.....♂ "	1002	b –	6 57
7 15	10 15	b –	72	" .....Paradise.....♂ "	9 45	b –	6 42
7 27	10 30	10 25	78	" +....Bridgeport...♂ "	9 35	5 38	6 30
7 42	10 44	b –	84	" +.....Chico.....♂ "	9 05	b –	6 13
8 02	10 57	b –	92	" .....Park Springs..♂ "	8 50	b –	6 00
8 30	11 17	11 17	104	" +.....Bowie[3].....♂ "	8 25	4 48	5 41
8 51	11 30	b –	112	" .....Stoneburg.....♂ "	8 05	b –	5 22
9 18	11 50	11 58	123	lve+.....Ringgold[4]...♂ "	7 43	4 06	5 00
9 30	12 05	12 12	128	arr.....Terral[5].....♂ lve.	*7 32	*3 55	*4 47
P M	12 05	12 12	....	lve.....Terral.....arr.	A M	3 55	4 47
....	12 45	2 55	....	arr.....Chickasha.....lve.	....	12 45	1 45
....	4 18	4 15	....	" .....El Reno..... "	....	11 35	‖12 35
....	5 10	5 03	....	" .....Kingfisher..... "	....	10 28	11 17
....	‖8 10	‖7 45	....	" .....Caldwell..... "	....	17 35	‖8 15
....	9 17	8 50	....	" .....Wellington..... "	....	6 25	7 10
....	10 26	10 00	....	" .....Wichita..... "	....	5 20	6 10
....	11 41	11 09	....	" .....Peabody..... "	....	4 12	4 40
....	12 12	11 33	....	" .....Marion..... "	....	3 46	4 12
....	1 00	12 10	....	" .....Herington..... "	....	3 05	3 25
....	4 20	3 15	....	arr.....Topeka.....lve.	....	11 40	12 01
....	11 35	8 30	....	arr.....St. Joseph.....lve.	....	8 00	3 30
....	6 30	5 20	....	arr.....Kansas City.....lve.	....	9 45	10 00
....	8 15	6 30	..	lve.....Kansas City.....arr.	....	8 15	8 15
....	‖12 15	9 40	....	arr.....Trenton.....lve.	....	4 40	5 45
....	6 00	12 45	....	" .....Eldon..... "	....	1 30	‖11 25
....	6 36	1 15	....	" .....Fairfield..... "	....	12 48	10 30
....	7 35	2 25	....	" ...Columbus Junc... "	....	11 32	8 48
....	8 26	2 58	....	" .....Muscatine..... "	....	11 02	8 05
....	8 30	3 45	....	" .....Davenport..... "	....	10 22	7 10
....	9 40	3 55	....	arr.....Rock Island.....lve.	....	*10 15	*7 00
....	6 30	.....	....	arr.....Peoria.....lve.	....	*6 10	*12 06
....	3 15	a –	....	arr.....La Salle.....lve.	....	a –	2 52
....	5 25	7 10	....	" .....Joliet..... "	....	a –	1 00
....	6 50	8 20	....	arr.....Chicago.....lve.	....	*6 05	*11 30
....	A M	A M	....		....	P M	P M

Nos. 11 and 12—Through Sleeping Car Service between Dallas, Fort Worth and Chicago.

Nos. 23 and 24—Through Sleeping Car Service between Dallas, Fort Worth and Kansas City, and Sleeping Car Service on Trains 29 and 30 between Kansas City and Chicago.

GRAHAM BRANCH.

DALLAS, FORT WORTH, BRIDGEPORT AND GRAHAM.

58-729	24-727	Mls	November 28, 1909.	728-57	730-23
*4 00 P M	*7 25 A M	....	lve.....+Dallas ♂.....arr.	12 55 Noon	9 50 P M
5 45 P M	9 00 A M	....	lve....+Fort Worth ♂...arr.	11 10 A M	8 00 P M
*7 35 P M	*10 30 A M	0	lve....+Bridgeport ♂...arr.	9 30 A M	6 00 P M
7 50 "	10 45 "	6	.....Berkshire.....	9 10 "	5 45 "
8 10 "	11 00 "	13	.....Vineyard.....♂	8 48 "	5 25 "
8 28 "	11 23 "	20	.....Stewarton.....	8 28 "	5 07 "
8 50 "	11 50 A M	28	+..... Jacksboro .....♂	8 05 "	4 45 "
9 10 "	12 10 Noon	36	..... Senate	7 42 "	4 20 "
9 28 "	12 26 "	42	..... Bryson.....♂	7 30 "	4 05 "
9 45 "	12 45 Noon	49	..... Dakin	7 15 "	3 45 "
10 00 P M	1 00 P M	55	arr.....+Graham ♂.....lve.	*7 00 A M	*3 30 P M

CONNECTIONS.

[1] With railroads diverging. [2] With railroads diverging. [3] With Ft. Worth & Denver City Ry. [4] With Missouri, Kansas & Texas Ry. [5] With Chicago, Rock Island & Pacific Ry. [6] With Ft. Worth & Denver City Ry. and Southern Kansas Ry. of Texas. [7] With Chicago, Rock Island & Pacific Ry.

AMARILLO DIVISION.

86	No. 42	Ms.	August 10, 1909.	No. 41	85
P M			LEAVE] [ARRIVE		P M
*3 00		0	.....Adrian.....		2 05
3 40		12	.....Ontario.....		1 10
3 53		14	.....Vega.....		12 55
4 50		27	.....Wildorado.....		11 50
5 20		35	.....Bushland.....		11 00
5 45		42	.....Soncy.....		10 25
6 15		48	arr.....Amarillo[6].....lve.		†10 00
P M	*1145 A M	48	lve.....+Amarillo ♂.....arr.	7 00 P M	A M
....	12 02 Noon	56	....Royal.....	6 42 "	
....	12 20 "	64	.....Yarnall.....	6 22 "	
....	12 38 "	73	.....Conway.....	6 05 "	
....	12 55 Noon	81	.....Cook.....	5 45 "	
....	1 10 P M	88	.....Groom.....♂	5 27 "	
....	1 35 "	102	.....Jericho.....♂	5 00 "	
....	1 50 "	106	.....Rockledge.....	4 48 "	
....	2 05 "	112	.....Alanreed.....♂	4 35 "	
....	2 25 "	121	.....McLean .....♂	4 15 "	
....	2 51 "	131	.....Ramsdell.....	3 50 "	
....	3 07 "	137	.....Story .....♂	3 37 "	
....	3 22 "	143	.....Shamrock.....♂	3 22 "	
....	3 50 "	154	.....Fuller.....	2 55 "	
....	4 00 "	158	.....Benonine.....	2 45 "	
....	4 06 P M	159	arr.....Texola[7] ♂ ....lve.	2 40 P M	
....		..	(Chic. Rk. Isl. & Pac. Ry.)		
....	4 27 P M	167	.....Erick.....♂	2 15 P M	
....	4 42 P M	173	.....Hext Ranch.....	1 58 P M	
....	5 00 P M	181	arr.....1 Sayre ♂.....lve.	*1 35 P M	

Nos. 41 and 42—Parlor Cars between Amarillo and Oklahoma City, daily.

QUICKEST LINE

BETWEEN DALLAS, FORT WORTH, LINCOLN, OMAHA AND DES MOINES.

Nos. 24-59-10	(Via McFarland and Belleville.) November 28, 1909.	Nos. 17-60-23
*7 25 A M	lve.....Dallas.....arr.	9 50 P M
9 00 A M	lve.....Fort Worth.....arr.	‖8 00 P M
11 17 A M	" .....Bowie.....arr.	5 41 P M
11 50 A M	lve.....Ringgold.....lve.	5 00 P M
12 05 Noon	lve.....Terral..... "	4 47 P M
2 45 P M	arr.....Chickasha.....lve	1 45 P M
4 18 P M	" .....El Reno..... "	‖12 35 Noon
8 10 P M	" .....Caldwell..... "	‖8 15 A M
9 17 P M	" .....Wellington..... "	7 10 A M
10 26 P M	" .....Wichita..... "	6 10 A M
1 00 A M	" .....Herington..... "	3 25 A M
3 00 A M	" .....McFarland..... "	1 25 A M
5 33 A M	" .....Clay Center..... "	11 15 P M
7 17 A M	" .....Belleville..... "	9 25 P M
8 40 A M	" .....Fairbury..... "	7 55 P M
10 55 A M	" .....Lincoln..... "	6 10 P M
1 00 P M	arr.....Omaha.....lve.	*4 05 P M
4 00 P M	lve.....Omaha.....arr.	4 30 P M
4 20 P M	arr.....Council Bluffs.....lve.	4 10 P M
5 35 P M	" .....Avoca..... "	2 50 P M
8 15 P M	" .....Atlantic..... "	2 15 P M
7 42 P M	" .....Stuart..... "	12 50 Noon
8 10 P M	arr.....Des Moines.....lve.	*11 23 A M

Equipment.—Chair Car between Dallas, Fort Worth and Caldwell, and Caldwell, Omaha and Council Bluffs Sleeping Car between Dallas, Fort Worth and El Reno and El Reno and Omaha.

BETWEEN DALLAS, FORT WORTH, DENVER AND COLORADO SPRINGS.

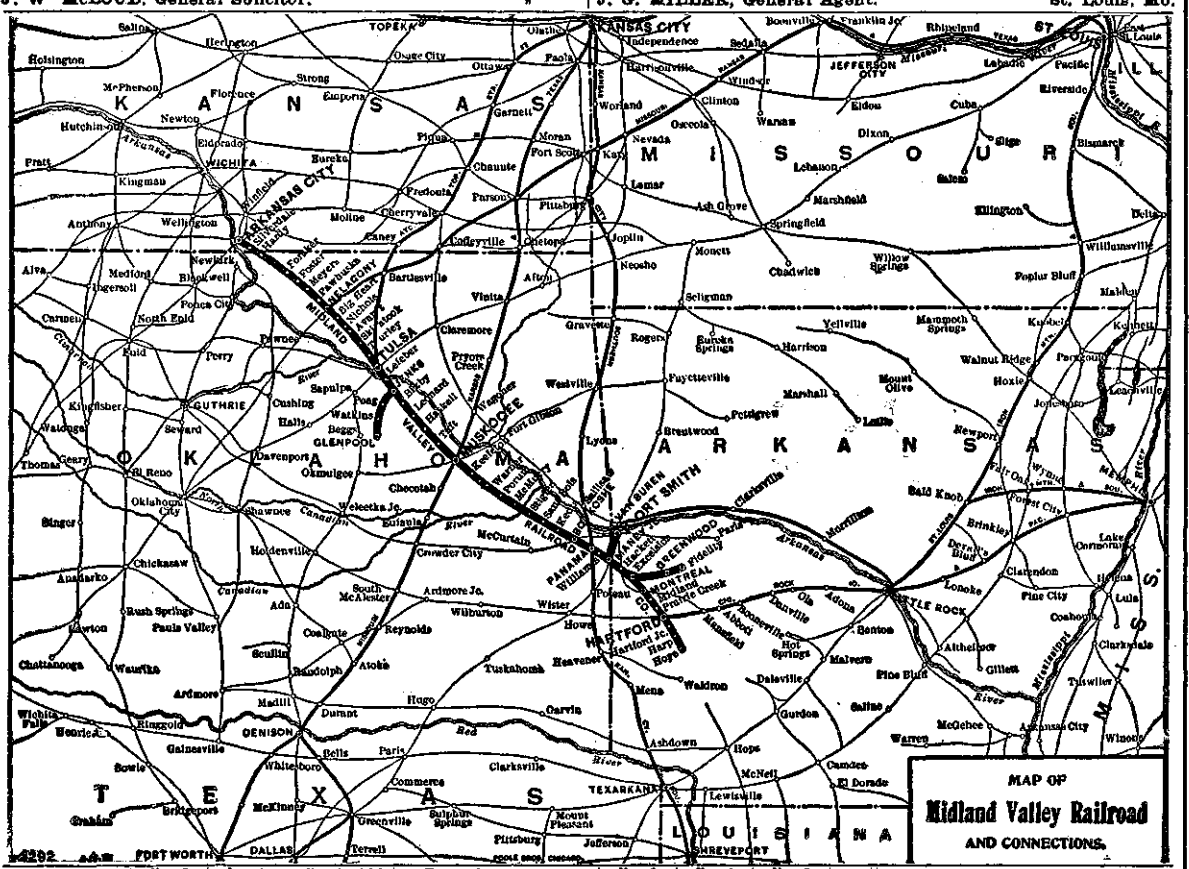
Nos. 12-27	(Via McFarland.) November 28, 1909.	Nos. 28-11
*7 10 P M	lve.....Dallas.....arr.	8 50 A M
9 00 P M	" .....Fort Worth..... "	7 00 A M
11 17 P M	" .....Bowie..... "	4 48 A M
11 58 P M	lve.....Ringgold.....arr.	b –
12 12 Night	arr.....Terral.....lve.	3 55 A M
1 50 P M	arr.....McFarland.....lve.	‖1 05 P M
2 25 P M	lve.....McFarland.....arr.	12 55 Noon
8 15 A M	arr.....Denver.....lve.	*7 00 P M
8 15 A M	arr....Colorado Springs....lve.	*7 00 P M
10 00 A M	arr.....Pueblo.....lve.	5 00 P M

* Daily; a stops for Kansas City passengers; b stops to take for or leave from Missouri River or beyond. ‖ Meals. + Coupon stations; ♂ Telegraph stations. STANDARD—*Central time.*

MIDLAND VALLEY RAILROAD COMPANY.

CHARLES E. INGERSOLL, Prest., Girard Bldg, Philadelphia, Pa.
HENRY WOOD, Vice-President, " "
J. F. HOLDEN, Vice-Prest. and Gen. Mgr., Muskogee, Okla.
H. E. YARNALL, Sec'y and Treas., Girard Bldg, Philadelphia, Pa.
JOHN H. HARRIS, General Superintendent, Muskogee, Okla.
J. W McLOUD, General Solicitor. "

A. W. LEFEBER, Auditor, Muskogee, Okla.
J. O. HAMILTON, General Freight and Pas. Agt., "
JAMES CARR, Master Mechanic, "
E. L. HUMM, Trainmaster, "
C. B. HOLMES, Traveling Fht. and Pas. Agt., "
J. G. MILLER, General Agent. St. Louis, Mo.



	No. 7	No. 3	No. 1	Ms	December 12, 1909.	No. 2	No. 4	No. 8	
	.....	*4 15 P M	*7 05 A M	0	lv. + Ft. Smith, Ark ♁ arr.	9 55 P M	12 10 Noon	.....	....
	.....	4 50 "	7 40 "	16	..Maney Junction, Okla. ♁	9 20 "	11 35 A M	.....	....
	.....	5 00 "	7 50 "	21	..... Williams..... ♁	9 06 "	11 25 "	.....	....
	.....	5 20 "	8 07 "	28	+ ..... Panama..... ♁	8 45 "	11 10 "	.....	....
	.....	6 42 "	8 25 "	37	+ ..... Bokoshe..... ♁	8 23 "	10 53 "	.....	....
	.....	6 10 "	8 51 "	48	..... Keota ..... ♁	7 55 "	10 27 "	.....	....
	.....	6 45 "	9 22 "	63	+ ..... |Stigler..... ♁	7 20 "	9 55 "	.....	....
	.....	7 02 "	9 38 "	71	..... Briartown.....	7 02 "	9 38 "	.....	....
	.....	7 15 "	9 51 "	77	..... Porum..... ♁	6 50 "	9 23 "	.....	....
	.....	7 38 "	10 15 "	87	..... Warner..... ♁	6 29 "	9 00 "	.....	....
	.....	7 57 "	10 35 "	94	..... Keefeton..... ♁	6 11 "	8 40 "	.....	....
	.....	8 25 P M	11 10 A M	106	arr. + .. Muskogee ♁ .. lve.	*5 45 P M	*8 10 A M	.....	....
	*8 20 A M	.....	*5 05 P M	106	lve.... Muskogee... arr.	10 40 A M	.....	5 30 P M	....
	8 42 "	.....	5 35 "	117	..... Taft ..... ♁	10 18 "	.....	5 05 "	....
	9 06 "	.....	6 00 "	127	+ ..... Haskell..... ♁	9 55 "	.....	4 40 "	....
	9 30 "	.....	6 25 "	138	..... Leonard ..... ♁	9 30 "	.....	4 15 "	....
	9 43 "	.....	6 38 "	143	..... Bixby ..... ♁	9 17 "	.....	4 02 "	....
	10 00 A M	.....	6 55 P M	151	arr..... Jenks ♁ ... lve.	9 00 A M	.....	3 45 P M	....
	†10 50 A M	No. 201	.....	158	arr.... Glenpool ♁ .. lve.	.....	No. 202	†2 45 P M	....
	†8 45 A M	†4 45 P M	.....	158	lve.... Glenpool.... arr.	.....	8 40 A M	†4 30 P M	....
	10 00 A M	5 25 P M	6 55 P M	151	lve..... Jenks ♁ .... arr.	9 00 A M	8 05 A M	3 45 P M	....
	10 25 "	6 05 P M	7 20 "	161	arr.... + Tulsa ♁ .... lve.	8 35 "	†7 20 A M	3 20 "	....
	10 35 "	.....	7 25 "	161	lve..... Tulsa..... arr.	8 25 "	.....	3 10 "	....
	11 20 A M	.....	8 10 "	176	.....Sklatook, Okla.... ♁	7 40 "	.....	2 25 "	....
	12 15 Noon	.....	9 06 "	197	..... Big Heart..... ♁	6 45 "	.....	1 30 P M	....
	— —	.....	9 25 "	204	..... Nelagony..... ♁	6 25 "	.....	— —	....
	1 10 P M	.....	9 40 P M	210	...|Pawhuska, Okla... ♁	*6 10 A M	.....	12 55 Noon	....
	2 20 "	.....	.....	234	..... Foraker ..... ♁	.....	.....	11 30 A M	....
	3 30 "	.....	.....	254	..... Hardy ..... ♁	.....	.....	10 30 "	....
	3 55 "	.....	.....	263	.... Silverdale, Kan.. ♁	.....	.....	10 05 "	....
	4 35 P M	.....	.....	273	ar. Arkansas City, Kan ♁ lv.	.....	.....	*9 30 A M	....
	.....	No. 10	No. 6	Ms	HARTFORD BRANCH.	No. 5	No. 9	.....	
	.....	§4 15 P M	†4 00 P M	0	lv. + Ft. Smith, Ark. ♁ .. ar.	11 05 A M	12 10 Noon	.....	....
	.....	5 10 "	5 00 "	16	..Maney Junction, Okla..	10 05 "	11 35 A M	.....	....
	.....	5 22 "	5 15 "	19	.....Hackett, Ark.... ♁	9 47 "	11 09 "	.....	....
	.....	5 36 P M	5 40 P M	25	arr... Excelsior ♁ .. lve.	9 30 A M	10 55 A M	.....	....
	.....	5 51 P M	5 55 P M	29	arr... Greenwood ♁ .. lve.	†9 15 A M	†10 40 A M	.....	....
	.....	6 06 P M	6 10 P M	25	lve.... Excelsior ♁ .. arr.	9 00 A M	10 25 A M	.....	....
	.....	6 21 "	6 27 "	31	.....Montreal.....	8 45 "	10 10 "	.....	....
	.....	6 30 "	6 45 "	34	.....Midland..... ♁	8 35 "	10 01 "	.....	....
	.....	6 39 "	6 58 "	37	.....Prairie Creek.....	8 25 "	9 52 "	.....	....
	.....	6 55 P M	7 20 P M	30	arr... + Hartford ♁ .. lve.	†8 15 A M	§9 40 A M	.....	....

STANDARD—*Central time.*

* Daily. | Meals. + Coupon stations. ♁ Telegraph stations.

Connections.—At Fort Smith—With Frisco, Kansas City Southern Ry., Fort Smith & Western and with St. Louis, Iron Mountain & Southern Ry. through trains for Little Rock. Hot Springs, Memphis and points beyond. At Panama—With Kansas City Southern Ry. At Bokoshe—With Fort Smith & Western Ry. At Muskogee—With Missouri, Kansas & Texas Ry., north and south. At Tulsa—With Santa Fe for Bartlesville, Chanute, Kansas City. At Arkansas City—With Santa Fe, both north and south. At Hartford—With Rock Island, east and west.

OIL

Short line to oil fields of Muskogee, Bald Hill, Haskell and Glenpool. Its Glenpool Branch terminates in the heart of the field. See map.

NATURAL GAS

At all of the principal towns, special low rates are made for manufacturing plants.

COAL

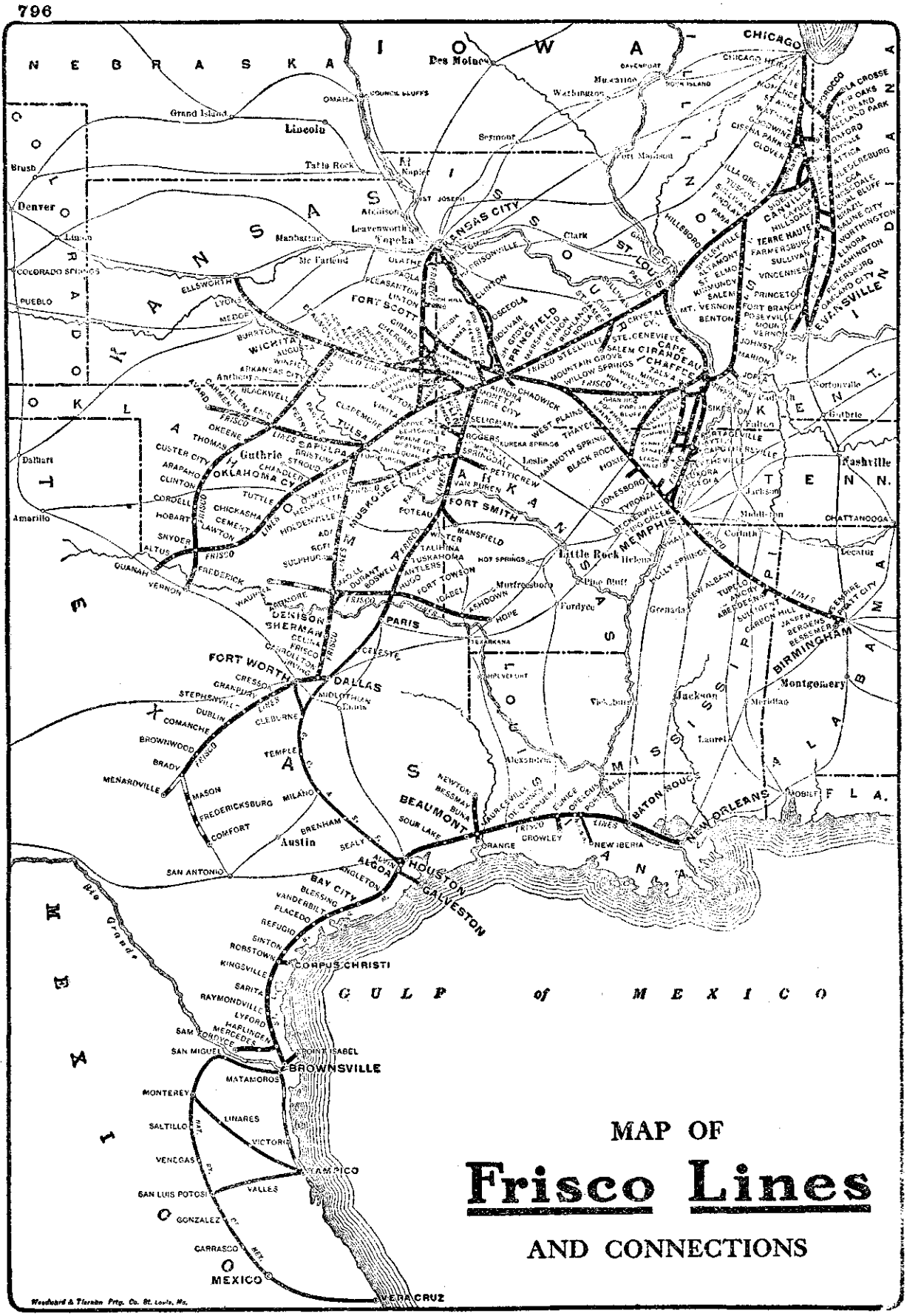
For one hundred miles this line passes through the coal districts of States of Oklahoma and Arkansas; the present capacity of the mines in operation is 1,000,000 tons per annum.

Transversing the rich Arkansas Valley, through the old Indian Territory portion of Oklahoma and the Osage Nation, now known as Osage County, Oklahoma.

The removal of restrictions on 11,000,000 acres of old Indian Territory land and 1,000,000 acres of the Osage County Indian land opens up splendid opportunity for the farmers, merchants and manufacturers.

The Midland Valley Railroad is the only line reaching Pawhuska, the capital of the Osage Nation and county seat of the Osage County.

Through line between Fort Smith, Muskogee, Tulsa, Pawhuska and Arkansas City.


MAP OF
Frisco Lines
AND CONNECTIONS
NEBRASKA
IOWA
COLORADO
KANSAS
OKLAHOMA
TEXAS
ARKANSAS
MISSOURI
ILLINOIS
INDIANA
TENN.
ALABAMA
MISSISSIPPI
LA.
FLA.
MEXICO
GULF of MEXICO
CHICAGO
Des Moines
Lincoln
Grand Island
Denver
Colorado Springs
Pueblo
Topeka
Leavenworth
Atchison
Kansas City
St. Louis
Springfield
Cape Girardeau
Chaffee
Evansville
Terre Haute
Fort Scott
Wichita
Tulsa
Guthrie
Oklahoma City
Muskogee
Fort Smith
Little Rock
Memphis
Birmingham
Nashville
Chattanooga
Montgomery
Jackson
New Orleans
Baton Rouge
Beaumont
Houston
Galveston
Fort Worth
Dallas
Denison
Sherman
Paris
Austin
San Antonio
Corpus Christi
Brownsville
Tampico
Vera Cruz
Amarillo
Dalhart
Guanah
Vernon
Frederick
Altus
Lawton
Chickasha
Cement
Hobart
Snyder
Cordell
Clinton
Custer City
Thomas
Okeene
Arapaho
Menardville
Mason
Fredericksburg
Comfort
Brownwood
Brady
Comanche
Stephenville
Dublin
Cleburne
Temple
Milano
Brenham
Sealy
Algoa
Bay City
Angleton
Blessing
Vanderbilt
Placedo
Refugio
Sinton
Rockport
Kingsville
Sarita
Raymondville
Lyford
Harlingen
Mercedes
Sam Fordyce
San Miguel
Point Isabel
Matamoros
Monterey
Saltillo
Linares
Victoria
Venegas
San Luis Potosi
Valles
Gonzalez
Carrasco
Rio Grande
Orange
Crowley
New Iberia
Sour Lake
Bessmay
Buna
Newton
Hot Springs
Texarkana
Ashdown
Hope
Fordyce
Pine Bluff
Helena
Grenada
Vicksburg
Meridian
Laurel
Mobile
Decatur
Corinth
Jackson
Tyronza
Jonesboro
Poplar Bluff
Cape Girardeau
Sikeston
Fulton
Paducah
Hopkinsville
Clarksville
Guthrie
Nortonville
Evansville
Vincennes
Washington
Princeton
Fort Branch
Rockport
Mt. Vernon
Benton
Sullivan
Farmersburg
Clinton
Springfield
Chadwick
Aurora
Seligman
Rogers
Springdale
Eureka Springs
Mountain Grove
Willow Springs
Thayer
West Plains
Mammoth Spring
Black Rock
Hoxie
Pettigrew
Van Buren
Fort Smith
Poteau
Muskogee
Tuskahoma
Talihina
Mansfield
Fort Towson
Durant
Bokchito
Ada
Sulphur
Ardmore
Waurika
Frisco
Chicago
Milwaukee
Kansas City
St. Louis
Memphis
New Orleans
Galveston
Houston
Brownsville
Tampico
Vera Cruz
Mexico
Woodward & Tiernan Ptg. Co. St. Louis, Mo.

FRISCO

Frisco Lines

FRISCO

ST. LOUIS AND SAN FRANCISCO RAILROAD CO.

General Offices—Frisco Building, Saint Louis, Mo., and 71 Broadway, New York. Cable Address: "FRISYUM," N.Y.

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B. L. WINCHELL, President, Saint Louis.
C. R. GRAY, Senior Vice-President, Saint Louis.
JAMES CAMPBELL, Vice-President, Saint Louis.
W. B. BIDDLE, Vice-President Traffic, Saint Louis.
W. C. NIXON, Vice-President and Gen. Manager, Saint Louis.
C. W. HILLARD, Vice-President, New York.
A. DOUGLAS, Vice-President and General Auditor, Saint Louis.
A. S. GREIG, Vice-President and Gen. Pur. Agent, Saint Louis.
F. H. HAMILTON, Secretary and Treasurer, Saint Louis.
T. D. HEED, Asst. Secretary and Asst. Treasurer, New York.
F. W. YOUNG, Asst. Secretary and Asst. Treasurer, Saint Louis.
A. D. LIGHTNER, General Agent, Birmingham, Ala.

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W. F. EVANS, General Counsel, St Louis.

E. T. MILLER, General Attorney, Saint Louis.
J. G. EGAN, General Attorney, Saint Louis.
W. B. SPAULDING, Claims Attorney, Saint Louis.
R. T. BOOTH, Real Estate and Tax Agent, Saint Louis.

OPERATING DEPARTMENT.

C. R. GRAY, Senior Vice-President, Saint Louis, Mo.

W. C. NIXON, Vice-President and General Manager, Saint Louis, Mo.

W. T. TYLER, General Supt. First District. Springfield, Mo.
A. O'HARA, Superintendent Eastern Division, Springfield, Mo.
H. H. BROWN, Supt. Central Division, Fort Smith, Ark.
H. F. CLARK, Supt. Southwestern Division, Sapulpa, Okla.
S. H. CHARLES Supt. Red River Division, Francis, Okla.
P. W. CONLEY, Superintendent Terminals, Saint Louis.
L. N. BASSETT, Superintendent Terminals, Springfield, Mo.
J. E HUTCHISON, Gen. Supt. Second District, Springfield, Mo.
T. B. COPPAGE, Supt. Northern Division, Fort Scott, Kan.
J. F. SIMMS, Superintendent Ozark Division, Memphis, Tenn.
J. G. LORTON. Supt. Southeastern Div., Birmingham, Ala.
S. T. CANTRELL, Supt. Kansas Division, Neodesha, Kan.
G. H. SCHLEYER, Supt. Western Division, Enid, Okla.
J. A. FRATES, Superintendent Third District, Chaffee, Mo.
Dr. G. W. CALE, Jr., Chief Surgeon, Saint Louis.
GEO. A. HANCOCK, Gen. Supt. of Motive Power, Springfield, Mo.
D. E. FITZGERALD, Asst Supt. Motive Power, Springfield, Mo.
M. C. BYERS, Chief Engineer, Saint Louis.
E. D. LEVY, Superintendent Transportation, Springfield, Mo.
J. H. DOGGRELL, Car Accountant, Springfield, Mo.
H. D. TEED, Superintendent of Telegraph, Saint Louis.
GUY ADAMS, Supervisor of Mails, Saint Louis.
A. D. LIGHTNER, General Agent, Birmingham, Ala.
R. E. TROUT, Signal Engineer, Saint Louis.
JAS. SHEA, Superintendent Water Service, Saint Louis.

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E. K. VOORHEES, General Freight Agent, Saint Louis.
T. W. PARKER, Assistant to Freight Traffic Manager, Saint Louis.
CHAS. HALL, Assistant General Freight Agent, Saint Louis.
O. M. CONLEY, Assistant General Freight Agent, Saint Louis.
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E. T. WILLCOX, Asst. General Freight Agent, Memphis, Tenn.
B. W. REDFEARN, General Dairy Agent, Saint Louis.
GEO. F. MACGREGOR, Freight Claim Agent, Saint Louis.
M. SCHULTER, Industrial Commissioner, Saint Louis.
F. S. WHITE, Agricultural and Horticultural Com'r, Saint Louis.

PASSENGER.

ALEX. HILTON, General Passenger Agent, Saint Louis.
B. F. BOWES, Assistant General Passenger Agent, Saint Louis.
J. N. CORNATZAR, Asst. Gen. Pas. Agent, Memphis, Tenn.
S. A. HUGHES, General Immigration Agent, Saint Louis.
W. M. DYER, General Baggage Agent, Springfield, Mo.
L. W. PRICE, Division Passenger Agent, Joplin, Mo.
F. E. CLARK, Division Passenger Agent, Wichita, Kan.
C. O. JACKSON, Division Passenger Agent, Oklahoma City, Okla.

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T. D. HEED, Asst. Secretary and Asst. Treasurer, New York.
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W. E. DUNN, Paymaster, Saint Louis.

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W. P. NEWTON, Assistant General Auditor, Saint Louis.
E. B. FINDLOW, Auditor of Disbursements, Saint Louis.
J. D. NETTLESHIP, Auditor Freight Accounts, Saint Louis.
R. S. HOXIE, Asst. Auditor Freight Accounts, Saint Louis.
T. J. HEATH, Auditor Ticket Accounts, Saint Louis.

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M. E. TOWNER, Purchasing Agent, Saint Louis.
C. J. WINDSOR, General Stationer, Saint Louis.
W. W. MACKENZIE, Stationer, Saint Louis.
E. McAULIFFE, General Fuel Agent, Chicago.
J. M. JOHNSTON, Fuel Agent, Saint Louis.
J. R. MULROY, General Storekeeper, Springfield, Mo.

FORT WORTH & RIO GRANDE RAILWAY.
ST. LOUIS, SAN FRANCISCO & TEXAS RAILWAY.

B. L. WINCHELL, Prest., St. Louis, Mo.
C. R. GRAY, Vice-Prest., »
W. B. DRAKE, Vice-President and Gen. Supt., Fort Worth, Tex.
A. S. GREIG, V.-P., St. Louis, Mo.
L. O. WILLIAMS, Sec'y & Tr., Ft. Worth, Tex.
F. H. HAMILTON, Asst. Sec'y & Treas., St. Louis, Mo.
W. F. EVANS, Gen. Counsel, St. Louis, Mo.
ANDREWS, BALL & STREETMAN, General Attorneys, Houston, Tex.
W. C. PRESTON, Gen. Fht. Agt., Fort Worth, Tex.
C. W. STRAIN, Gen. Pas. Agt., »
E. B. PIERCE, Auditor, »

PARIS & GREAT NORTHERN RAILROAD.

B. L. WINCHELL, President, St. Louis, Mo.
C. R. GRAY, Vice-Prest., »
H. D. MCDONALD, Vice-Prest., Paris, Tex.
J. F. MCREYNOLDS, Secretary and Treasurer, Paris, Tex.
F. H. HAMILTON, Asst. Sec'y & Treas., St. Louis, Mo.
W. F. EVANS, Gen. Counsel, »
W. H. UPTON, Gen. Supt. and Gen. Fht. & Pas. Agt., Paris, Tex.
ANDREWS, BALL & STREETMAN, General Attorneys, Houston, Tex.
W. C. PRESTON, Asst. Gen. Fht. Agt., Fort Worth, Tex.
C. W. STRAIN, A. G. P. A., »
J. N. BAILEY, Auditor, Paris, Tex.

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J. H. ELLIOTT, Vice-President and Gen. Mgr., Beaumont, Tex.
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ROY TERRELL, Gen. Fht. and Passenger Agent, Beaumont, Tex.
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F. H. HAMILTON, Asst. Sec'y & Treas., St. Louis, Mo.
J. H. LAUDERDALE, Treasurer, Beaumont, Tex.
W. F. EVANS, General Counsel, St. Louis, Mo.
ANDREWS, BALL & STREETMAN, General Attorneys, Houston, Tex.
H. HALL, Supt., Beaumont, Tex.
J. L. GASTON, Gen. Claim Agt., Beaumont, Tex.
M. S. CURLEY, Master Mechanic, De Quincy, La.

COLORADO SOUTHERN, NEW ORLEANS & PACIFIC R.R. CO.

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C. W. HILLARD, V.-P., New York, N.Y.
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J. H. ELLIOTT, Vice-Prest. and Gen. Mgr., Beaumont, Tex.
W. C. DUFOUR, Sec'y, New Orleans, La.
F. H. HAMILTON, Asst. Sec'y & Treas., St. Louis, Mo.
J. H. LAUDERDALE, Treas., Beaumont, Tex.
T. D. HEED, Asst. Sec'y and Asst. Treas., New York, N.Y.
ROY TERRELL, G. F. & P. A., Beaumont, Tex.
C. W. STRAIN, Asst. G. P. A., Beaumont, Tex.
J. W. MCCULLOUGH, Auditor, »
W. F. EVANS, Gen. Counsel, St. Louis, Mo.
SAUNDERS, DUFOUR & DUFOUR, Gen. Attys, New Orleans, La.
H. HALL, Supt., Beaumont, Tex.
J. B. BERRY, Supervising Eng'r, St. Louis, Mo.
M. C. BYERS, Chief Eng'r, »
J. L. GASTON, General Claim Agt., Beaumont, Tex.
M. S. CURLEY, Master Mech., De Quincy, La.

THE ORANGE & NORTHWESTERN RAILROAD COMPANY.

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W. C. NIXON, 1st V.-P., St. Louis, Mo.
W. H. STARK, V.-P., Orange, Tex.
J. H. ELLIOTT, V.-P., Beaumont, Tex.
L. E. STAFFORD, Secretary and Auditor, Orange, Tex.
J. O. SIMS, JR., Treas., Orange, Tex.
F. H. HAMILTON, Asst. Sec'y and Asst. Treas., St. Louis, Mo.
J. W. MCCULLOUGH, Asst. Aud., Beaumont, Tex.
E. H. GOLDEN, Gen. Freight and Passenger Agent, Orange, Tex.
W. F. EVANS, General Counsel, St. Louis, Mo.
ANDREWS, BALL & STREETMAN, General Attorneys, Houston, Tex.
ROY TERRELL, Asst. Gen. Fht. and Pas. Agent, Beaumont, Tex.
C. W. STRAIN, Assistant General Passenger Agt., Beaumont, Tex.
J. E. KELLY, Supt., Orange, Tex.
J. L. GASTON, Gen. Claim Agt., Beaumont, Tex.
M. S. CURLEY, Master Mechanic, De Quincy, La

For List of General and Traveling Agents, see page 809.

Frisco Lines

CONDENSED SCHEDULES AND THROUGH PULLMAN SLEEPING CAR SERVICE.

ST. LOUIS, PARIS, DALLAS, FORT WORTH, HOUSTON, GALVESTON.

(*St. L. & S. F. to Paris; G. C. & S. F. to destination. Nos. 3 and 4 run via Rock Island Lines between Dallas and Ft. Worth.*)

11	No. 3	No. 5	STATIONS.	No. 6	No. 4	12
P M	.....	.....		.....	.....	A M
10 00	9 00 A M	8 25 P M	lve....St. Louis...arr.	7 55 A M	7 45 P M	7 00
9 00	5 35 P M	5 10 A M	arr.....Monett....lve.	11 25 P M	11 05 A M	8 05
8 30	10 35 P M	10 00 A M	arr...Fort Smith..lve.	8 15 P M	6 05 A M	1 30
10 35	4 55 A M	3 50 P M	arr.....Paris.....lve.	12 40 Noon	11 50 P M	6 15
P M	8 00 A M	7 20 P M	arr.....Dallas.....lve.	9 05 A M	8 40 P M	A M
.....	9 55 A M	.....	arr... Ft. Worth ..lve.	.....	7 10 P M	.....
.....	10 10 P M	7 30 A M	arr.... Houston ...lve.	8 37 P M	.....	.....
.....	10 25 P M	9 25 A M	arr... Galveston ..lve.	6 45 P M	.....	.....

Nos. 5 and 6—Sleepers (Electric-lighted) between St. Louis, Paris and Galveston.
Cafe Observation Car between Monett and Paris.
Chair Car St. Louis and Galveston. Coach St. Louis and Galveston.
Nos. 3 and 4—Sleeper between St. Louis and Ft. Worth.
Chair Car St. Louis and Ft. Worth.
Coaches St. Louis and Ft. Worth.
Cafe Observation Car between St. Louis and Ft. Smith.
Nos. 11 and 12—Sleepers between St. Louis, Springfield and Seligman.
Coaches St. Louis and Paris.

ST. LOUIS, PARIS, DALLAS AND SAN ANTONIO.

(*St. L. & S. F. to Paris; G. C. & S. F. to Milano; I. & G. N. to destination.*)

No. 3	No 5	STATIONS.	No. 6	No. 4
9 00 A M	8 25 P M	lve..... St. Louis .....arr.	7 55 A M	7 45 P M
4 55 A M	3 50 P M	arr.....Paris .....lve.	12 40 Noon	11 50 P M
8 00 A M	7 20 P M	arr .....Dallas.....lve.	9 05 A M	8 40 P M
4 06 P M	2 43 A M	arr.....Milano .....lve.	2 15 A M	.....
10 40 P M	10 10 A M	arr..... San Antonio .....lve.	7 45 P M	.....

Nos. 5 and 6—Sleepers between St. Louis, Paris, Dallas and San Antonio.
Cafe Observation Cars between Monett and Paris.
Nos. 3 and 4—Sleeper (Observation) between St. Louis and Dallas.
Chair Cars and Coaches St. Louis and Dallas.
Cafe Observation Car between St. Louis and Ft. Smith.

ST. LOUIS, VINITA, TULSA, ENID, SAPULPA, OKLAHOMA AND QUANAH.

....	....	7	9	STATIONS.	10	8	....	....
....	....	P M	P M		A M	A M	....	....
....	....	8 35	2 30	lve..... St. Louis.....arr.	11 15	7 39	....	....
....	....	9 05	2 05	arr.....Vinita.....lve.	11 30	6 53	....	....
....	....	11 30	4 25	arr.....Tulsa.....lve.	9 10	4 40	....	....
....	....	7 50	12 45	arr .....Enid.....lve.	3 20	7 15	....	....
....	....	12 15	5 10	arr.....Sapulpa.....lve.	8 30	4 00	....	....
....	....	4 35	9 50	arr.....Oklahoma City.....lve.	4 00	11 45	....	....
....	....	P M	8 45	arr.....Quanah.....lve.	7 05	A M	....	....
....	....	....	P M	.....	A M	....	....	....

Nos. 9 and 10—Sleeper (Electric-lighted) between St. Louis and Tulsa, Chandler and Oklahoma City.
Cafe Car St. Louis and Monett, Sapulpa and Oklahoma City.
Chair Cars St. Louis and Oklahoma City.
Coaches Oklahoma City and Quanah.
Nos. 7 and 8—Sleeper between St. Louis and Oklahoma City.
Chair Car St. Louis and Oklahoma City.
Nos. 7 and 10—Sleepers between St. Louis and Enid.

ST. LOUIS, DENISON, SHERMAN AND FORT WORTH.

(*St. L. & S. F. to Red River; St. L. S. F. & T. to destination.*)

No. 7	No. 9	STATIONS.	No. 8	.....
8 35 P M	2 30 P M	lve.....St. Louis.....arr	7 39 A M	.....
9 00 P M	1 40 P M	arr.....Denison .....lve.	6 55 A M	.....
9 30 P M	2 20 P M	arr.....Sherman.....lve.	6 30 A M	.....
.....	6 15 P M	arr..... Fort Worth .....lve.	.....	.....

No. 9—Sleeper between St. Louis and Francis.
Cafe Observation Car St. Louis and Monett.
Chair Car St. Louis to Denison, Sherman and Fort Worth.
Nos. 7 and 8—Sleeper St Louis to Sapulpa, Sherman to St. Louis.
Chair Car St. Louis and Sapulpa.
Coaches Sapulpa and Sherman.

ST. LOUIS AND EUREKA SPRINGS.

(*St. L. & S. F. to Seligman; M. & N. A. to Eureka Springs.*)

....	3	5	11	STATIONS.	6	12	4	....
....	A M	P M	P M		A M	A M	P M	....
....	9 00	8 26	10 00	lve.....St. Louis.....arr.	7 55	7 20	7 45	....
....	7 30	6 40	11 15	lve.....Seligman.....lve.	10 10	8 10	9 59	....
....	9 30	7 40	12 15	arr.....Eureka Springs.....lve.	9 10	6 00	8 30	....
....	P M	A M	Noon	.....	P M	P M	A M	....

Nos. 11 and 12—Sleepers between St. Louis and Eureka Springs, St. Louis and Springfield.
Chair Car St. Louis and Monett. Coaches St. Louis and Monett.
Nos. 5 and 6—Sleeper between St. Louis and Seligman.
Chair Car St. Louis and Seligman. Coach St. Louis and Seligman.
Nos. 3 and 4—Sleepers between St. Louis and Seligman.
Chair Cars between St. Louis and Seligman.
Cafe Observation Car between St. Louis and Seligman.

ST. LOUIS, CARUTHERSVILLE, KENNETT AND MEMPHIS.

.....	803	801	No. 805	STATIONS.	No. 806	No. 802	804
.....	P M	A M	.....		.....	.....	A M
.....	5 26	7 30	9 30 P M	lve....St. Louis....arr.	7 27 A M	7 55 P M	9 30
.....	11 00	12 25	1 40 A M	arr.Cape Girardeaulve.	3 15 A M	2 55 P M	4 05
.....	P M	3 50	— —	arr.Caruthersville.lve.	— —	11 25 A M	A M
.....	....	P M	4 50 A M	arr.Caruthersville.lve.	11 05 P M	.....	....
.....	....	P M	7 00 A M	arr.....Kennett....lve.	8 15 P M	.....	....
.....	....	8 15	7 30 A M	arr....Memphis....lve.	9 30 P M	6 55 A M	....
.....	....	6 15	4 05 P M	arr..Birmingham..lve.	12 20 Noon	10 30 P M	....

Nos. 805 and 806—Observation Sleeper (Electric-lighted) between St. Louis and Memphis.
Sleeper between St. Louis and Kennett, via Caruthersville.
Chair Car St. Louis and Memphis.
Coaches St. Louis and Memphis.

Nos. 801 and 802—Coaches between St. Louis and Memphis.

JACKSONVILLE, BIRMINGHAM, MEMPHIS, SPRINGFIELD, KANSAS CITY, COLORADO SPRINGS AND DENVER.

(*Southern Ry. to Birmingham; St. L. & S. F. to Kansas City; C. R. I. & P. to destination.*)

....	....	104	106	STATIONS.	105	103	....	....
....	....	....	P M		A M	....	....	....
....	....	P M	7 55	lve.....Jacksonville.....arr.	8 30	P M	....	....
....	....	4 10	6 20	lve.....Atlanta .....arr.	10 45	1 40	....	....
....	....	10 30	12 20	lve.....Birmingham.....arr.	4 05	6 15	....	....
....	....	8 45	8 25	lve.....Memphis.....arr.	8 25	7 00	....	....
....	....	11 00	4 58	lve .....Springfield.....arr.	12 05	7 15	....	....
....	....	7 00	10 25	arr.....Kansas City.....lve.	6 15	11 30	....	....
....	....	A M	8 15	arr...Colorado Springs ..lve.	7 00	P M	....	....
....	....	....	8 15	arr.....Denver.....lve.	7 00	....	....	....
....	....	....	A M	.....	P M	....	....	....

Nos. 106 and 105—Sleepers between Jacksonville, Birmingham, Kansas City and Colorado Springs.
Cafe Observation Car between Fort Scott and Kansas City, and Birmingham and Jonesboro.
Chair Car between Birmingham and Kansas City.

Nos. 103 and 104—Sleepers between Birmingham and Kansas City.
Cafe Cars between Springfield and Ravenden.
Chair Cars between Birmingham and Kansas City.

KANSAS CITY, TULSA, SAPULPA AND OKLAHOMA.

....	101	103	109	STATIONS.	110	104	102	....
....	A M	P M	P M		A M	A M	P M	....
....	11 00	11 30	7 00	lve..... Kansas City .....arr.	8 05	7 00	5 00	....
....	8 00	9 05	1 15	arr.....Vinita.....lve.	1 35	6 53	7 49	....
....	10 45	11 30	3 30	arr.....Tulsa .....lve.	11 20	4 40	5 00	....
....	1 35	12 15	4 5	arr.....Sapulpa.....lve.	10 40	4 00	4 15	....
....	P M	4 35	7 50	arr.....Oklahoma City.....lve.	7 00	11 45	A M	....
....	....	P M	8 45	arr.....Quanah .....lve.	7 05	A M	....	....
....	....	....	P M	.....	A M	....	....	....

Nos. 109 and 110—Sleeper (Electric-lighted) between Kansas City and Oklahoma City. Sleeper Tulsa to Kansas City on No. 110.
Chair Cars Kansas City and Oklahoma City.
Coaches Kansas City and Oklahoma City.

Nos. 103 and 104—Connect with Nos. 7 and 8 from and to St. Louis. Sleeper Kansas City to Tulsa on No. 103.

Nos. 101 and 102—Coaches between Kansas City and Sapulpa.

KANSAS CITY, DENISON, SHERMAN AND FORT WORTH.

(*St L. & S. F. to Red River; St. L. S. F. & T. to destination.*)

No. 103	No. 109	STATIONS.	No. 110	No. 104
11 30 P M	7 00 P M	lve..... Kansas City .....arr.	8 05 A M	7 00 A M
9 00 P M	1 40 P M	arr..... Denison .....lve.	1 40 P M	6 55 A M
9 30 P M	2 20 P M	arr.....Sherman.....lve.	1 00 P M	6 30 A M
.....	6 15 P M	arr.....Fort Worth.....lve.	9 20 A M	.....

Nos. 109 and 110—Sleeper between Kansas City and Fort Worth.
Chair Cars Kansas City and Sapulpa; Sapulpa and Fort Worth.

KANSAS CITY, PITTSBURG, JOPLIN, CARTHAGE AND MONETT.

107	101	103	103	STATIONS.	104	104	102	108
A M	A M	P M	P M		A M	A M	P M	P M
7 00	11 00	11 30	11 30	lve.....Kansas City .....arr.	7 00	7 00	5 00	10 50
....	4 00	5 00	4 50	lve.....Pittsburg.....lve.	1 20	1 25	11 50	5 30
2 20	5 10	6 05	7 25	arr.....Joplin .....lve.	10 25	11 20	10 40	4 16
3 16	6 47	A M	8 25	arr.....Carthage.....lve.	9 38	P M	A M	3 18
4 35	8 00	....	9 35	arr.....Monett. .....lve.	8 20	....	....	2 05
P M	P M	....	A M	.....	P M	....	....	P M

Nos. 103 and 104—Sleepers between Kansas City and Pittsburg and Joplin; Kansas City and Monett.
Coach Kansas City, Pittsburg and Joplin.

Nos. 101 and 102—Observation Car between Kansas City and Joplin.
Coach Kansas City and Joplin.

Frisco Lines

CONDENSED SCHEDULES AND THROUGH PULLMAN SLEEPING CAR SERVICE.

KANSAS CITY AND EUREKA SPRINGS.

(St. L. & S. F. to Seligman; M. & N. A. to Eureka Springs.)

105	103	107			104	106	108
P M	P M	A M			A M	A M	P M
8 15	11 30	7 00	lve.	Kansas City	arr.	7 00	10 25	10 50
5 10	9 35	4 35	arr.	Monett	lve.	8 20	11 25	11 05
6 29	11 07	8 57	arr.	Seligman	lve.	6 10	10 10	9 59
7 40	12 15	9 30	arr.	Eureka Springs	lve.	5 00	9 10	8 30
A M	Noon	P M				P M	P M	A M

Nos. 103 and 104—Sleeper between Kansas City and Monett. (Eureka Spring's passengers can transfer at Monett to St. Louis car.)
Coach Kansas City and Monett.

No. 105—Sleeper between Kansas City and Springfield.
Cafe Observation Car Kansas City and Springfield.
Chair Car Kansas City and Springfield.
Coach Kansas City to Springfield, Springfield to Seligman, Seligman to Eureka Springs.

FORT WORTH, DUBLIN AND BROWNWOOD.

No. 11	No. 9				No. 10	No. 12
3 20 P M	3 15 A M	lve.	Ft. Worth (Ft. W. & R.G.)	arr.	6 45 A M	12 40 Noon
7 10 P M	6 45 A M	arr.	Dublin	lve.	1 35 A M	9 07 A M
9 05 P M	8 50 A M	arr.	Brownwood	lve.	11 30 P M	7 10 A M
	11 45 A M	arr.	Brady	lve.	4 00 P M	

Nos. 9 and 10—Sleeper between Fort Worth and Brownwood.
Nos. 11 and 12—Coach between Fort Worth and Brownwood.

MONETT, FORT SMITH, LITTLE ROCK AND HOT SPRINGS.

No. 721	No. 793				No. 720	No. 792
6 00 P M	9 45 A M	lve.	Monett	arr.	1 40 P M	7 40 P M
8 01 P M	12 13 Noon	lve.	Rogers	arr.	11 30 A M	5 13 P M
8 53 P M	1 00 P M	lve.	Fayetteville	arr.	10 46 A M	4 23 P M
11 30 P M	3 30 P M	arr.	Fort Smith	lve.	8 00 A M	1 30 P M
11 45 P M	4 35 P M	lve.	Fort Smith	arr.	5 30 A M	11 35 A M
1 10 A M	6 20 P M	arr.	Mansfield	lve.	3 50 A M	9 50 A M
6 55 A M	12 45 Night	arr.	Little Rock	lve.	10 00 P M	4 20 A M
9 40 A M		arr.	Hot Springs	lve.	7 25 P M	

Nos. 721 and 720—Sleepers between Fort Smith and Little Rock.
Coaches between Monett and Little Rock.

MEMPHIS, BIRMINGHAM, ATLANTA, WASHINGTON AND NEW YORK.

(St. L. & S. F. to Birmingham; S. A. Line to Richmond; R. F. & P. to Washington; Penna. R.R. to destination.)

911	No. 105	No. 103			No. 104	No. 106	912
A M							P M
6 40	8 40 A M	9 00 P M	lve.	Memphis	arr.	7 30 A M	8 05 P M	6 50
8 00	4 05 P M	6 15 A M	arr.	Birmingham	lve.	10 30 P M	12 20 Noon	7 00
P M		11 25 A M	arr.	Atlanta	lve.	5 25 P M	6 30 A M	A M
		5 35 A M	arr.	Richmond	lve.	10 45 P M	1 18 P M	
		8 50 A M	arr.	Washington	lve.	7 25 P M	10 05 A M	
		12 23 Noon	arr.	Philadelphia	lve.	3 43 P M	3 35 A M	
		2 45 P M	arr.	New York	lve.	1 25 P M	12 10 Night	

Nos. 103 and 104—Sleepers between Memphis, Birmingham and New York. Coach Memphis and Birmingham.
Cafe Car between Springfield and Ravenden.
Nos. 105 and 106—Sleeper between Memphis and Birmingham.
Cafe Observation Car Jonesboro and Birmingham.
Chair Car Memphis and Birmingham.
Coach Memphis and Birmingham.

HOT SPRINGS, MEMPHIS AND KANSAS CITY.

(C. R. I. & P. to Memphis; St. L. & S. F. to Kansas City.)

104	106				105	103
	P M				P M	A M
	1 15	lve.	Hot Springs	arr.	4 05	9 40
A M	7 40	arr.	Memphis	lve.	9 30	11 55
8 45	8 25	lve.	Memphis	arr.	8 25	7 00
11 00	4 58	lve.	Springfield	arr.	12 05	7 15
7 00	10 25	arr.	Kansas City	lve.	6 15	11 30
A M	A M				P M	P M

Nos. 104 and 103—Sleepers between Memphis and Kansas City.
Cafe Cars between Springfield and Ravenden.
Chair Cars between Memphis and Kansas City.
Nos. 106 and 105—Sleepers between Hot Springs, Memphis and Kansas City.
Cafe Observation Cars between Fort Scott and Kansas City.
Coaches between Memphis and Kansas City.

ST. LOUIS, SPRINGFIELD, JOPLIN AND WICHITA.

9-309	No. 3	No. 5	No. 11	No. 7			No. 8	No. 10	No. 12	No. 6	No. 4	No. 2
2 30 P M	9 00 A M	8 25 P M	10 00 P M	8 35 P M	lve.	St. Louis	arr.	7 39 A M	11 15 A M	7 00 A M	7 55 A M	7 45 P M	6 05 P M
9 30 P M	4 05 P M	3 35 A M	6 50 A M	4 00 A M	arr.	Springfield	lve.	12 03 Night	4 07 A M	10 10 P M	12 47 Night	12 25 Noon	8 10 A M
10 55 P M	5 55 P M	5 10 A M	9 00 A M	5 45 A M	arr.	Monett	lve.	10 20 P M	2 35 A M	8 05 P M	11 25 P M	11 05 A M	5 20 A M
12 18 Night	9 30 P M		10 49 A M	6 55 A M	arr.	Carthage	lve.	8 57 P M		6 47 P M		8 25 A M	3 45 A M
1 05 A M	10 20 P M		11 40 A M	7 40 A M	arr.	Joplin	lve.	8 15 P M		6 00 P M		7 40 A M	3 00 A M
8 45 A M				3 15 P M	arr.	Wichita	lve.	1 20 P M					7 40 P M
				8 25 P M	arr.	Ellsworth	lve.	8 00 A M					

Nos. 7 and 8—Sleepers between St. Louis and Wichita.
Electric Lighted Sleeper between St. Louis and Joplin.
Cafe Cars Monett and Beaumont Junction.
Chair Car St. Louis and Wichita.
Coaches St. Louis and Ellsworth.
Nos. 5 and 6—Sleepers between St. Louis and Monett.
Chair Car St. Louis and Monett.
Coach St. Louis and Monett.
Nos. 11 and 12—Sleepers between St. Louis and Springfield.
Sleepers between St. Louis and Monett (for Eureka Springs, Ark.)
Chair Car St. Louis and Monett.
Coaches St. Louis and Monett; Monett and Joplin.

No. 9-309—Sleepers St. Louis and Monett; Monett and Wichita.
Cafe Observation Car between St. Louis and Monett.
Chair Car between St. Louis and Monett.
Coaches Monett and Wichita.
No. 10—Sleepers Monett to St. Louis.
Chair Cars Monett to St. Louis.
Nos. 3 and 4—Observation Sleepers between St. Louis and Monett.
Chair Car St. Louis and Monett.
Coaches St. Louis and Joplin.
Cafe Cars between St. Louis and Monett.
No. 2—Sleepers Wichita to Springfield.
Coaches Wichita to Monett; Monett to St. Louis.

CONDENSED SCHEDULES—NO THROUGH CARS BEYOND FRISCO LINES.

KANSAS CITY AND WASHINGTON, VIA SOUTHERN RY.

11 30 P M	6 15 P M	lve.	Kansas City	(Frisco)	arr.	10 25 A M	7 00 A M
9 00 P M	8 40 A M	lve.	Memphis	"	arr.	8 05 P M	7 30 A M
10 40 P M	9 55 A M	lve.	Holly Springs	"	arr.	6 52 P M	5 55 A M
6 15 A M	4 05 P M	arr.	Birmingham	"	lve.	12 20 Noon	10 30 P M
9 30 A M	4 25 P M	lve.	Birmingham	(Southern)	arr.	12 15 Noon	4 00 P M
2 30 P M	10 45 P M	arr.	Atlanta	"	lve.	6 20 A M	10 45 A M
9 00 P M	7 30 A M	arr.	Spartanburg	"	lve.	12 00 Night	5 40 A M
11 15 P M	10 05 A M	arr.	Charlotte	"	lve	8 40 P M	3 30 A M
12 40 Night	12 05 Noon	arr.	Salisbury	"	lve	8 10 P M	2 00 A M
3 09 A M	2 50 P M	arr.	Danville	"	lve.	4 35 P M	10 57 P M
5 28 A M	6 26 P M	arr.	Lynchburg	"	lve.	2 25 P M	8 05 P M
7 28 A M	7 35 P M	arr.	Charlottesville	"	lve.	12 10 Noon	7 05 P M
10 40 A M	10 55 P M	arr.	Washington	"	lve.	9 00 A M	4 10 P M

KANSAS CITY AND CHATTANOOGA.

11 30 P M	6 15 P M	lve.	Kansas City	(Frisco)	arr.	7 00 A M	10 25 A M
7 35 A M	12 10 Night	lve.	Springfield	"	arr.	9 15 P M	4 53 A M
8 40 P M	8 25 A M	arr.	Memphis	"	lve.	8 45 A M	8 25 P M
8 15 P M	8 45 A M	lve.	Memphis	(Southern)	arr.	7 30 A M	5 00 P M
1 37 A M	3 55 P M	arr.	Decatur	"	lve.	1 37 A M	9 42 A M
5 05 A M	8 00 P M	arr.	Chattanooga	"	lve.	10 00 P M	

KANSAS CITY AND NEW ORLEANS.

	6 15 P M	lve.	Kansas City	(Frisco)	arr.	10 25 A M	
	8 25 A M	arr.	Memphis	"	lve.	8 25 P M	
	9 05 A M	lve.	Memphis	(Ill. Cent.)	arr.	8 15 P M	
	8 15 P M	arr.	New Orleans	"	lve.	9 15 A M	

ST. LOUIS AND TEXAS.

(Via Paris, Texas Midland, Houston & Texas Central and Galveston, Houston & San Antonio.)

9 00 A M	8 25 P M	lve.	St. Louis	(Frisco)	arr.	7 55 A M	7 45 P M
4 55 A M	5 30 P M	arr.	Paris	(Frisco)	lve.	12 40 Noon	11 50 P M
5 20 A M	4 15 P M	lve.	Paris	(Tex. Mid.)	arr.	11 35 A M	10 45 P M
8 23 A M	7 55 P M	lve.	Terrell	"	lve.	8 23 A M	7 45 P M
9 45 A M	9 30 P M	arr.	Ennis	"	lve.	7 00 A M	6 15 P M
10 05 A M	10 25 P M	lve.	Ennis	(H. & T. C.)	arr.	5 45 A M	6 10 P M
10 50 A M	10 55 P M	arr.	Corsicana	"	lve.	5 05 A M	5 30 P M
1 10 P M	1 10 A M	lve.	Bremond	"	lve.	2 45 A M	3 25 P M
7 55 P M	8 30 A M	arr.	Waco	(St. L. S. W.)	lve.	8 30 P M	7 25 A M
2 00 P M	1 55 A M	arr.	Hearne	(H. & T. C.)	lve.	1 55 A M	2 40 P M
6 30 P M	6 10 A M	arr.	Houston	"	lve.	9 40 P M	10 30 A M
6 35 P M	6 58 A M	lve.	Houston	(G. H. & S. A.)	arr.	9 10 P M	9 05 A M
8 40 P M	8 45 A M	arr.	Galveston	"	lve.	7 25 P M	7 25 A M

KANSAS CITY AND SAVANNAH.

11 30 P M	6 15 P M	lve.	Kansas City	(Frisco)	arr.	10 25 A M	10 50 P M
7 00 P M	8 25 A M	arr.	Memphis	"	arr.	8 05 P M	7 30 A M
6 15 A M	4 05 P M	arr.	Birmingham	"	lve.	12 20 Noon	10 30 P M
12 50 Noon	9 50 P M	arr.	Columbus	(C. of Ga.)	lve.	6 00 A M	4 25 P M
4 30 P M	1 15 A M	arr.	Macon	(C. of Ga.)	lve.	2 45 A M	1 05 P M
	7 30 A M	arr.	Savannah	"	lve.	8 00 P M	
	7 05 A M	arr.	Jacksonville	(A. C. L.)	lve.	8 40 P M	

PINTSCH GAS in use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

Frisco Lines

For Index of Stations, see pages 808-809.

1—ST. LOUIS AND FORT SMITH.

67	65	99	95	91	81	13	9	7	11	5	3	Mls.	*January* 2, 1910.	6	12	2	10	8	4	14	78	86	62	64	66
P M	A M	P M	P M	P M	A M	A M	P M	P M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	A M	A M	P M	A M	A M	P M	A M	Noon	P M
§1 00	§8 25	*11 25	*6 24	†5 24	*9 25	*7 25	*2 30	*8 35	*10 00	*8 25	*9 00	0	+....**St. Louis**....δ	7 55	7 00	8 05	11 15	7 39	7 45	9 50	7 30	1 00	8 40	12 30	8 15
1 09	8 34	11 34	6 33	5 33	9 34	7 34	2 38	8 43	10 09	8 33	9 09	3	+...Tower Grove..δ	7 40	6 45	5 50	11 00	7 24	7 30	9 35	7 15	12 45	8 25	12 15	8 00
1 24	8 48	11 47	6 49	5 44	9 48	m –	– –	– –	– –	– –	– –	9	.....Old Orchard...δ	b –	a –	5 33	– –	d –	b –	9 16	7 00	12 31	8 11	12 03	7 49
1 28	8 52	11 51	6 53	5 49	9 52	m –	– –	– –	– –	– –	– –	10	....Webster Groves....	b –	a –	e –	– –	d –	b –	9 12	6 56	12 27	8 07	11 59	7 45
1 31	8 54	11 54	6 56	5 52	9 54	m –	– –	– –	– –	– –	– –	11	......Glendale.......	b –	a –	e –	– –	d –	b –	e –	6 52	12 24	8 04	11 57	7 42
1 37	9 01	11 59	7 03	5 58	10 01	m –	The Meteor.	– –	– –	– –	– –	12.7	......Kirkwood......	b –	a –	e –	The Meteor.	d –	b –	9 05	6 45	12 18	7 58	11 50	7 35
1 38	9 02	12 01	7 04	5 59	10 02	m –		– –	– –	– –	– –	13	...Windsor Springs...	b –	a –	e –		d –	b –	e –	6 43	12 16	7 57	11 49	7 33
1 42	9 06	12 06	7 13	6 03	10 06	m –		– –	– –	– –	– –	15	.Meramec Highlands.	b –	a –	e –		d –	b –	e –	6 38	12 11	7 52	11 41	7 28
1 52	9 15	12 15	7 20	6 15	10 16	8 06		– –	10 38	– –	– –	18	.....Valley Park...δ	b –	a –	5 10		d –	b –	8 50	6 30	12 05	7 45	11 35	7 20
1 56	9 20	Night	P M	6 20	10 26	– –		– –	– –	– –	– –	20	.... Ranken........	b –	a –	5 00		d –	b –	8 45	6 23	12 01	7 41	11 30	7 11
1 59	9 22	....	....	6 22	10 29	– –		– –	– –	– –	– –	21	......Morschels......	b –	a –	4 57		d –	b –	8 43	6 21	11 58	7 38	11 27	7 08
2 02	9 25	....	....	6 25	10 32	– –		– –	– –	– –	– –	22	........Tyson.........	b –	a –	4 55		d –	b –	8 41	6 19	11 56	7 35	11 25	7 06
2 04	9 28	....	....	6 29	10 34	– –	– –	– –	– –	– –	– –	23	.... Mincke........	b –	a –	4 51	– –	d –	b –	8 39	6 17	11 54	7 32	11 23	7 03
2 08	9 33	....	....	6 34	10 39	8 20	– –	– –	c –	– –	– –	25	.......Crescent.....δ	b –	a –	4 47	– –	d –	b –	8 35	6 14	11 51	7 28	11 19	6 59
2 13	9 50	....	....	6 43	10 44	8 30	– –	– –	10 55	– –	– –	27	........Eureka......δ	b –	a –	4 42	– –	d –	b –	8 30	6 07	11 44	7 22	11 13	6 54
2 19	10 08	....	....	6 50	10 50	8 35	– –	– –	– –	– –	– –	30	.......Allenton.....δ	b –	a –	4 35	– –	d –	b –	8 21	6 02	11 39	7 15	11 09	6 48
2 30	10 10	....	....	7 05	11 00	8 45	3 30	9 37	11 10	j –	10 00	34	.......**Pacific**.....δ	b –	5 40	4 25	10 00	d –	6 30	8 10	†5 53	†11 30	§7 05	§11 05	§6 40
P M	A M	....	....	P M	A M	8 55	– –	p –	11 18	– –	– –	39	......Catawissa......	– –	a –	4 10	– –	d –	– –	7 55	A M	A M	A M	A M	P M
....	....	....	....			8 59	– –	p –	11 22	– –	– –	41	.....Robertsville...δ	– –	a –	4 05	– –	d –	– –	7 50			....	....	....
....	....	....	....	....	....	9 10	– –	p –	11 31	– –	– –	46	........Moselle......δ	– –	a –	3 52	– –	d –	– –	7 40	....	....	....	....	....
....	....	....	....	....	....	9 31	– –	p –	11 49	– –	– –	52	.......St. Clair.....δ	– –	5 03	3 37	– –	d –	– –	7 27	....	....	....	....	....
....	....	....	....	....	....	9 44	– –	p –	12 05	– –	– –	57	......Anaconda.....δ	– –	a –	3 24	– –	d –	– –	7 15	....	....	....	....	....
....	....	....	....	....	....	9 54	– –	p –	12 15	– –	– –	62	........Stanton.....δ	– –	a –	3 13	– –	d –	– –	7 03	....	....	....	....	....
....	....	....	....	....	....	10 10	4 29	p –	12 26	– –	11 01	68	.......Sullivan.....δ	– –	4 32	3 00	9 07	d –	5 35	6 50	....	....	....	....	....
....	....	....	....	....	....	10 25	– –	p –	12 38	– –	– –	74	.......Bourbon......δ	– –	a –	2 46	– –	d –	– –	6 35	....	....	....	....	....
				....	....	10 32	– –	p –	–	– –	– –	77	.... Coffeyton	– –	a –	2 38	– –	d –	– –	6 28	....	....	....	....	....
				....	....	10 38	– –	p –	12 48	– –	– –	80	.... Leasburg......δ	– –	a –	2 33	– –	d –	– –	6 22	....	....	....	....	
				....	....	10 55	5 00	p –	1 02	– –	11 34	87	........**Cuba**.......δ	– –	3 49	2 17	8 35	d –	5 00	6 05	....	....	....	....	
				....	....	11 05	– –	p –	– –	– –	– –	92	.......Fanning.....δ	– –	a –	2 03	– –	d –	– –	5 53	....	....	....	....	
				....	....	11 14	– –	p –	1 18	– –	– –	95	......Knobview.....δ	– –	a –	1 56	– –	d –	– –	5 46	....	....	....	....	
				....	....	11 27	– –	p –	1 29	– –	– –	100	.......St. James ....δ	– –	3 15	1 46	– –	d –	4 35	5 32	....	....	....	....	
				....	....	11 40	– –	p –	– –	– –	– –	106	........Dillon.......δ	– –	a –	1 32	– –	d –	– –	5 19	14	....	....	....	
				....	....	11 52	5 37	11 53	1 50	– –	12 14	111	+....... Rolla.......δ	– –	2 53	1 22	7 58	d –	4 19	5 06	P M	....	....	....	
				....	....	‖12 45	5 58	12 15	2 20	12 01	12 35	119	.......**Newburg**....δ	4 15	2 30	‖11 00	7 40	3 35	4 00	*4 40	11 30	....	....	....	
				....	....	12 55	– –	p –	2 27	– –	– –	123	.......Arlington	– –	2 10	2 23	– –	d –	– –	A M	11 17	....	....	....	
				....	....	12 57	– –	p –	2 29	– –	– –	124	........Jerome.......δ	– –	2 08	12 23	– –	d –	– –		11 14	....	....	....	
				....	....	1 16	– –	p –	– –	– –	– –	129	.... Franks.......δ	– –	a –	12 08	– –	d –	– –	....	11 01	....	....	....	
				....	....	1 32	– –	p –	3 00	– –	– –	135	........Dixon.......δ	– –	1 44	11 55	– –	d –	– –	....	10 47	....	....	....	
				....	....	1 45	– –	p –	– –	– –	– –	140	.......Hancock........	– –	a –	11 41	– –	d –	– –	....	10 34	....	....	....	
				....	....	2 03	– –	p –	3 30	– –	– –	147	.......Crocker......δ	– –	1 16	11 28	– –	d –	– –	....	10 19	....	....	....	
				....	....	2 16	– –	p –	3 40	– –	– –	152	......Swedeborg.....δ	– –	a –	11 17	– –	d –	– –	....	10 06	....	....	....	
				....	....	2 41	– –	p –	3 53	– –	– –	160	.......Richland.....δ	– –	12 43	11 00	– –	d –	– –	....	9 48	....	....	....	
				....	....	2 57	– –	p –	4 05	– –	– –	168	......Stoutland .....δ	– –	a –	10 45	– –	d –	– –	....	9 30	....	....	....	
				....	....	3 11	– –	p –	4 17	– –	– –	174	.... Sleeper ......δ	– –	a –	10 32	– –	d –	– –	....	9 14	....	....	....	
				....	....	3 30	7 48	2 18	4 33	1 55	2 30	182	+....**Lebanon**....δ	2 18	11 59	10 15	5 41	1 43	2 01	....	8 55	....	....	....	
				....	....	3 41	– –	p –	– –	– –	– –	187	.....Brush Creek...δ	– –	a –	10 00	– –	d –	– –	....	8 42	....	....	....	
				....	....	3 55	– –	p –	4 58	– –	– –	194	.....Phillipsburg...δ	– –	a –	9 47	– –	d –	– –	....	8 27	....	....	....	
				....	....	4 05	– –	p –	5 12	– –	– –	198	.......Conway .....δ	– –	11 25	9 37	– –	d –	– –	....	8 16	....	....	....	
				....	....	4 24	– –	p –	5 32	– –	– –	207	.......Niangua.....δ	– –	a –	9 20	– –	d –	– –	....	7 58	....	....	....	
				....	....	4 38	– –	p –	5 48	– –	– –	213	......Marshfield....δ	– –	10 58	9 07	– –	d –	1 08	....	7 43	....	....	....	
				....	....	4 52	– –	p –	6 02	– –	– –	220	......Northview....δ	– –	a –	8 52	– –	d –	– –	....	7 31	....	....	....	
				15	....	5 10	– –	p –	6 20	– –	– –	228	.......Strafford.....δ	– –	a –	8 35	– –	d –	– –	....	7 18	16	....	....	
				Noon	....	‖6 40	9 30	4 00	‖6 50	3 35	4 05	239	ar.+**Springfield**..lve.	12 47	10 10	8 10	4 07	12 03	12 25	...	6 55	A M	....	....	
				*12 20	....	6 05	9 40	4 15	7 15	3 42	4 12	239	lve..**Springfield** δ ar.	12 40	9 55	‖7 05	3 59	11 50	12 20	....	‖6 35	11 20	....	....	
				12 30	....	6 25	– –	p –	7 25	– –	– –	243	.......**Nichols**......δ	– –	9 47	6 55	– –	d	– –	....	6 25	11 10	....	....	
				12 39	....	6 36	– –	p –	7 35	– –	– –	248	.... Brookline....δ	– –	a –	6 41	– –	d –	– –	....	6 11	10 55	....	....	
				12 48	..	6 46	– –	p –	7 44	– –	– –	253	.......Republic.....δ	– –	9 19	6 31	– –	d –	– –	....	6 01	10 45	....	....	
				1 00	....	6 58	– –	p –	7 55	– –	– –	258	........Billings......δ	– –	9 06	6 19	– –	d –	– –	....	5 50	10 34	....	....	
				1 10	....	7 10	– –	p –	– –	– –	– –	263	........Logan.......δ	– –	a –	6 08	– –	d –	– –	....	5 40	10 23	....	....	
				1 13	....	7 16	– –	p –	8 09	– –	– –	265	......Marionville....δ	– –	8 50	6 05	– –	d –	– –	....	5 37	10 20	....	....	
				1 27	....	7 28	n –	5 15	8 25	j –	5 06	270	+.......**Aurora**......δ	11 47	8 38	5 54	– –	10 50	11 28	....	5 25	10 08	....	....	
				1 37	...	7 38	– –	p –	8 35	– –	– –	275	.... Verona ....δ	– –	8 27	5 44	– –	d –	– –	....	5 15	9 58	....	....	
				1 50	7 21	7 49	– –	p –	– –	– –	– –	279	........Globe.......δ	– –	a –	5 35	– –	d –	– –	7 20	5 00	9 49	....	....	
				2 00	P M	8 00	10 55	5 45	9 00	5 10	5 35	283	arr..+**Monett**...lve.	11 25	8 05	*5 20	*2 35	*10 20	11 05	P M	*4 45	*9 40	....	....	
				P M	*6 00	P M	P M	A M	9 45	5 30	5 55	283	lve....**Monett** δ..arr.	11 06	‖7 40	A M	A M	P M	10 55	1 40	P M	A M	....	....	
				....	6 20	....	....	....	10 08	– –	– –	291	........Purdy.......δ	b –	7 18	....	....	....	b –	1 18	....	....	....	....	
				....	6 33	....	....	....	10 28	– –	– –	296	.......Butterfield......	b –	7 04	....	....	....	b –	1 04	....	....	....	....	
				....	6 47	....	....	....	10 41	6 06	h –	302	+......**Exeter**......δ	b –	6 47	....	....	....	b –	12 50	....	....	....	....	
				....	6 54	....	....	....	10 48	– –	– –	305	.........Wayne.......δ	b –	6 39	....	....	....	b –	12 42	....	....	....	....	
				....	7 01	....	....	....	10 54	– –	– –	308	.......Washburn.......	b –	6 29	....	....	....	b –	12 34	....	....	....	....	
				....	7 15	....	....	....	11 07	6 29	6 57	314	+....**Seligman**....δ	10 10	6 10	...	....	....	9 59	12 21	....	....	....	....	
				....	– –	....	...	....	11 11	– –	– –	316	.......Osborne........	– –	– –	....	....	....	b –	– –	....	....	....	....	
				....	7 32	....	....	....	11 25	– –	– –	321	.......Garfield......δ	b –	5 48	....	....	....	b –	12 02	....	....	....	....	
				....	7 49	....	....	....	11 42	– –	– –	328	.........Avoca........	b –	5 25	....	....	....	b –	11 42	...	....	....	....	
				....	8 01	....	....	....	‖12 13	7 07	7 36	334	+.....**Rogers**.....δ	9 25	5 13	....	....	....	9 16	11 30	....	....	....	....	
				....	8 14	....	....	....	12 24	– –	– –	339	.........Lowell......δ	b –	4 58	....	....	....	b –	11 18	....	....	....	....	
				....	8 26	....	....	....	12 35	7 25	h –	344	+....Springdale....δ	b –	4 46	....	....	....	w –	11 08	....	....	....	....	
				....	8 35	....	....	....	12 44	– –	– –	348	.... Johnsons	b –	4 36	....	....	....	b –	10 58	....	....	....	....	
				...	8 53	....	....	....	1 00	7 47	8 18	353	+..**Fayetteville**..δ	8 46	4 23	....	....	....	8 36	10 46	....	....	....	....	
				....	9 07	....	....	....	1 12	– –	– –	359	.......Greenland......	b –	4 02	....	....	....	b –	10 30	....	....	....	....	
				....	9 19	....	....	....	1 22	– –	– –	364	.......West Fork....δ	b –	3 47	....	....	....	b –	10 19	....	....	....	....	
				....	9 24	....	....	....	1 27	– –	– –	367	........Woolsey........	b –	3 40	....	....	....	b –	10 13	....	....	....	....	
				....	9 34	....	....	....	1 38	– –	– –	371	.......Brentwood......	b –	3 31	....	....	....	b –	10 04	....	....	....	....	
				....	9 49	....	....	....	1 50	8 33	– –	376	.........Winslow.....δ	8 03	3 19	....	....	....	7 51	9 54	....	....	....	....	
				....	10 09	....	....	....	2 10	– –	– –	382	..........Porter......δ	b –	2 55	....	....	....	b –	9 33	....	....	....	....	
				....	10 12	....	....	....	2 13	– –	– –	384	.........Walkers........	b –	2 50	....	....	....	b –	9 28	....	....	....	....	....
				....	10 19	....	....	....	2 20	– –	– –	387	.........Chester .....δ	7 23	2 42	....	....	....	7 11	9 20	....	....	....	....	....
				....	10 29	....	....	....	2 30	– –	– –	391	....Mountainburg....	b –	2 30	....	....	....	b –	9 08	....	....	....	....	....
				....	10 42	....	....	....	2 45	– –	– –	397	.... Lancaster	b –	2 17	....	....	....	b –	8 52	....	....	....	....	....
			....	....	10 55	....	....	....	2 56	– –	– –	402	..........Rudy ......δ	b –	2 05	....	....	....	b –	8 40	....	....	....	....	....
			....	....	11 00	....	....	....	3 01	– –	– –	405	.... Meadows	b –	2 00	....	....	....	b –	8 34	....	....	....	....	....
			....	....	11 15	....	....	....	3 15	9 45	10 20	411	+...**Van Buren**...δ	6 30	1 45	....	....	....	6 20	8 17	....	....	....	....	....
			....	....	11 30	....	....	....	3 30	10 00	10 35	416	+...**Fort Smith**...δ	*6 15	*1 30	....	....	....	*6 05	*8 00	....	....	....	....	....
			....	....	P M	..	....	....	P M	A M	P M	....	ARRIVE] [LEAVE	P M	P M	....	....	....	A M	A M	...	....	....	....	....

* Daily; † daily, except Sunday; § Sunday only; *a* stops to leave passengers from Southwestern Div. points; *b* stops to leave passengers from beyond Paris, Tex.; *c* stops Saturdays to leave from St. Louis; *d* stops upon application to conductor to leave passengers from west of Joplin and from Kansas City and points beyond and from points south, southwest and west of Tulsa; *e* stops to leave passengers from west of Valley Park; *h* stops to take for Fort Smith and beyond; *j* stops to take for Paris or beyond; *m* stops Sundays to take for west of Pacific; *n* stops to take passengers for Sapulpa or beyond; *p* stops to take for points on the Kansas Div. west of Columbus and all points on Southwestern and Red River Divs. or for Kansas City or beyond; *w* stops to take for Monett or beyond, or to leave from Fort Smith or beyond. ‖ Meals. + Coupon stations; δ Telegraph stations. STANDARD—*Central time.*

Additional Valley Park Trains—Leave St. Louis †6 40, †8 25, †11 40 a.m., †1 35, †3 50, †4 20, †5 50, †6 00, §8 45 p.m., arrive Valley Park 7 30, 9 15 a.m., 12 30 noon, 2 25, 4 40, 5 10, 6 40, 8 50, 9 35 p.m.

Valley Park Trains—Leave Valley Park †5 35, *6 55, †7 45, †9 50 a.m., †12 40 noon, †2 35, †4 50, *5 20, †6 50, *9 55 p.m., arrive St. Louis 6 34, 7 50, 8 40, 10 45 a.m., 1 34, 3 26, 5 35, 6 10, 7 40, 10 46 p.m.

Continued on following page.

Frisco Lines

For Index of Stations, see pages 808-809.

1a—FORT SMITH AND PARIS.

11	5	3	Ms.	January 2, 1910.	12	6	4
P M	P M	A M		LEAVE] [ARRIVE	A M	A M	P M
*10 00	*8 25	*9 00	0	St. Louis	7 00	7 55	7 45
3 30	10 00	10 35	416	ar. Fort Smith .lv.	1 30	6 15	6 05
*3 40	*10 05	*10 40	416	lv. + Fort Smith ♁ ar.	12 35	6 10	6 00
4 12	g –	g –	430	Jenson ♁	12 01	– –	– –
4 21	g –	g –	432	Maney Junction	11 56	– –	–
4 35	10 45	11 24	438	Cameron ♁	11 45	– –	5 15
5 07	11 00	11 41	446	+ Poteau ♁	11 23	5 07	4 58
5 20	g –	g –	452	Cavanal	11 12	– –	– –
5 25	11 17	12 01	454	+ Wister ♁	10 58	4 50	4 39
5 35	g –	g –	457	Caston	10 50	– –	– –
5 47	g –	g –	464	Folsom	10 36	– –	– –
5 58	g –	12 32	470	Lefiore	10 24	– –	4 06
6 10	g –	g –	476	Bengal ♁	10 09	– –	– –
6 21	g –	g –	480	Compton	10 01	– –	– –
6 33	g –	1 08	485	Talihina ♁	9 51	– –	3 30
6 47	g –	1 25	491	Albion	9 36	– –	3 13
6 58	g –	g –	497	Kiamichi	9 26	– –	– –
7 12	g –	1 49	502	Tuskahoma ♁	9 15	– –	2 49
7 25	g –	2 02	508	Clayton	9 03	– –	2 38
7 40	g –	2 23	515	Stanley ♁	8 45	– –	2 23
7 58	g –	g –	523	Butler	8 26	– –	– –
8 08	g –	g –	528	Wadena	8 16	– –	– –
8 14	g –	2 55	532	Kosoma ♁	8 10	– –	1 50
8 35	g –	g –	540	Kellond	7 53	– –	– –
‖9 00	2 05	3 19	543	Antlers ♁	7 47	2 05	1 25
9 15	g –	g –	550	Hamden	7 30	– –	– –
9 40	2 35	3 57	560	+ Hugo ♁	7 08	1 25	12 50
9 50	g –	4 08	565	Grant ♁	6 58	– –	12 38
10 00	g –	4 20	570	Arthur City ♁	6 48	– –	12 24
10 10	g –	4 30	574	Powderly	6 40	– –	12 14
10 20	g –	g –	579	Hinckley	6 30	– –	12 04
10 35	3 30	4 55	585	+ Paris ♁	*6 15	*12 40	*11 50
P M	P M	A M		ARRIVE] [LEAVE	A M	Noon	P M

2—SALEM BRANCH.

1209	1241	1203	Ms	January 2, 1910.	1210	1240	1204
P M		A M		LEAVE] [ARRIVE	A M	P M	P M
*2 30		*9 00	0	St. Louis	11 15	6 35	7 45
5 00	Noon	11 34	87	arr. Cuba lve.	8 35	2 55	5 00
*5 10	†12 25	*11 45	87	lve. Cuba ♁ arr.	8 25	11 25	4 50
5 28	12 50	11 59	93	Halberts	8 02	10 50	4 22
5 32	12 58	12 05	94	Sankey	7 57	10 40	4 17
5 35	1 20	12 10	95	Steelville ♁	7 55	10 35	4 15
5 44	1 35	12 20	98	Roswell	7 48	10 12	4 03
5 53	1 55	12 27	101	Highway	7 40	10 00	3 55
5 58	2 10	12 32	103	Keysville	7 34	9 46	3 48
6 10	2 35	12 45	108	Wesco	7 21	9 25	3 35
6 15	2 50	12 54	110	Goltra	7 15	9 13	3 28
6 19	3 25	12 57	111	Cooks	7 12	9 05	3 25
6 33	3 45	1 10	116	Boscobel	6 59	8 40	3 14
6 37	3 55	1 14	117	Bangert	6 55	8 35	3 10
6 49	4 05	1 28	122	Howes	6 44	8 10	2 59
7 05	4 35	1 40	127	+ Salem ♁	*6 30	†7 45	*2 55
P M	P M	P M		ARRIVE] [LEAVE	A M	A M	P M

3—MUSKOGEE DISTRICT.—Central Division.

751	727	705	725	Ms	January 2, 1910.	712	724	750	726
		A M			LEAVE] [ARRIVE	P M			
		*8 50		0	+ Fayetteville ♁	4 00			
		9 08		6	Farmington	3 44			
		9 29		13	Prairie Grove ♁	3 27			
		9 56		22	Lincoln ♁	3 03			
		10 10	A M	28	Summers	2 43	P M		
		10 27	*7 15	33	+ Westville ♁	2 30	8 35		
		10 55	7 45	43	Christie	1 58	8 00		
		11 07	8 00	49	Proctor	1 42	7 43		
		11 35	8 29	60	Welling ♁	1 13	7 13		
		12 07	9 01	70	+ Tahlequah ♁	12 47	6 47		
		12 53	9 45	85	Melvin	12 02	5 58		
P M	A M	1 26	10 20	96	+ Fort Gibson ♁	11 29	5 22	A M	P M
†2 15	*8 00	‖2 05	10 45	105	+ Muskogee ♁	‖11 05	*5 00	11 25	7 10
3 30	8 56	3 01	A M	124	Boynton ♁	10 04	P M	10 25	6 18
4 20	9 32	3 34		137	Morris ♁	9 32		9 32	5 44
5 00	9 50	3 55		144	+ Okmulgee ♁	*9 15		†8 35	*5 25
P M	A M	P M			ARRIVE] [LEAVE	A M		A M	P M

4—MANSFIELD BRANCH.

721	793	791	Ms.	January 2, 1910.	720	792	794
P M	P M			LEAVE] [ARRIVE	A M	A M	
*11 15	*3 15	A M	0	Van Buren	6 20	11 55	P M
11 45	4 35	*6 50	5	Fort Smith	5 30	11 35	9 30
12 15	5 15	7 25	19	arr. Jenson lve.	4 55	10 55	8 50
*12 15	*5 15	*7 30	19	lve. Jenson ♁ arr.	4 53	10 50	8 50
– –	5 50	8 03	29	Montreal	– –	10 19	8 20
– –	5 55	8 10	31	Midland	– –	10 14	8 14
1 02	6 12	8 27	35	+ Huntington ♁	3 56	9 56	7 58
1 10	6 20	8 35	37	+ Mansfield ♁	*3 50	*9 50	*7 50
A M	P M	A M		ARRIVE] [LEAVE	A M	A M	P M

Express—Wells Fargo & Co. **Telegraph**—Western Union.

‖ Meals. + Coupon stations; ♁ Telegraph stations. *Central time.*

5—ST. LOUIS, WICHITA, BURRTON AND ELLSWORTH.

13	15	309	311	7	Ms	January 2, 1910.	2	316	8	14	312
A M		P M	P M	P M		LEAVE] [ARRIVE	P M	P M	A M	A M	A M
*7 25	P M	*2 30	*10 00	*8 25	0	+ St. Louis ♁	6 35	7 45	7 39	7 00	7 00
*8 20	*2 05	*11 10	*9 40	*6 00	283	lv. + Monett ar.	5 00	9 35	10 05	4 35	8 00
8 30	2 15	11 20	9 50	6 10	288	+ Peirce City ♁	4 45	9 25	9 50	4 25	7 48
8 44	2 29	11 32	10 03	d	294	Wentworth ♁	4 30	9 12	d –	4 08	7 32
8 57	2 43	11 44	10 16	6 31	300	Sarcoxie ♁	4 17	8 59	d	3 54	7 19
9 16	2 54	11 56	10 27	d –	305	Reeds ♁	4 06	8 47	d –	3 40	7 08
– –	3 16	12 18	10 49	6 55	314	+ Carthage ♁	3 45	8 25	8 57	3 16	6 47
9 55	3 35	12 40	11 10	d –	322	Oronogo Junc ♁	3 25	8 05	d –	2 55	6 28
10 05	3 47	12 52	11 22	7 25	327	+ Webb City ♁	3 15	7 54	8 27	2 45	6 15
10 20	4 05	1 05	11 40	7 40	332	ar. + Joplin ♁ lv.	3 00	7 40	8 15	2 30	6 00
10 25	4 15		A M		332	lv. Joplin ar.			8 00		5 10
10 55	4 40				342	Carl Junc. ♁			*7 32		*4 40
P M	P M				355	ar + Columbus ♁ lv			P M		P M
		1 10		7 45	332	lv. Joplin ar.	2 55	7 25	8 05	2 20	
		1 33		8 05	341	+ Galena ♁	2 29	7 02	7 40	1 56	
		1 50		8 22	349	+ Baxter ♁	2 10	*6 40	7 25	*1 35	
		P M		P M		LEAVE] [ARRIVE	A M	A M	A M	P M	
		*7 00		*11 30		+ Kansas City	8 05		7 00		
		2 20		8 50	361	lv. Columbus ar	1 45		7 02		
		2 33		9 02	367	Sherwin ♁	1 30		6 48		
		2 38		9 08	369	Hallowell	1 24		6 42		
		2 56		9 28	377	+ Oswego ♁	1 07		6 28		
	171	3 19		9 51	388	Altamont ♁	12 45	172	6 03		
	P M	3 33		10 04	394	+ Mound Valley ♁	12 33	A M	5 51		
	*8 00	3 55		10 27	404	+ Cherryvale ♁	12 11	7 40	5 30		
	8 35	4 35		11 05	418	+ Neodesha ♁	11 40	*7 05	5 05		
	P M	4 45		g d	423	Lazarus	11 24	A M	d –		
		5 03		11 33	431	+ Fredonia ♁	11 05		4 33		
		5 19		11 46	434	New Albany	10 50		4 20		
		5 33		12 01	443	Fall River ♁	10 37		4 09		
		6 03		12 31	455	+ Severy ♁	10 08		3 44		
		6 23		12 51	464	Piedmont ♁	9 49		3 27		
		6 37		g d	470	Blodgett	9 35		d –		
		6 52		1 28	475	Beaumont Jn ♁	9 22		3 05		
		7 07		g d	482	Keighley	9 07		d –		
		7 24		2 03	490	Leon ♁	8 49		2 28		
		7 37		g d	495	Haverhill ♁	8 36		2 18		
		7 48		2 31	501	+ Augusta ♁	8 23		2 06		
		8 10		g d	511	Andover	8 02		1 46		
		8 45		3 25	520	+ Wichita ♁	*7 40		1 20		
		A M		3 47	525	Wichita Heights	P M		12 55		
				3 58	533	Valley Center ♁			12 47		
				4 18	542	Bentley			12 30		
				4 37	550	Patterson			12 10		
				4 50	556	ar. + Burrton lv.			12 01		
				4 55	556	lv. Burrton ♁ ar.			11 38		
				5 19	566	Buhler ♁			11 12		
				5 32	568	Medora ♁			10 56		
				6 45	596	+ Lyons ♁			9 33		
				7 20	608	Frederic			8 55		
				7 45	613	Lorraine ♁			8 36		
				8 25	627	+ Ellsworth ♁			*8 00		
				P M		ARRIVE] [LEAVE			A M		

6—BEAUMONT BRANCH.

607	621	609	Ms	January 2, 1910.	602	608	620
P M		P M		LEAVE] [ARRIVE	P M	A M	
*8 25		*2 30	0	St. Louis	6 35	7 39	
*1 33		*7 00	475	lv. Beaumont Jn. ♁ ar.	9 10	2 45	
2 08		7 35	488	Latham ♁	8 30	2 08	
2 38		8 03	498	Atlanta ♁	8 03	1 39	
3 01		8 23	505	Wilmot	7 45	1 16	
3 11		8 32	509	Floral ♁	7 34	1 06	
3 35		8 55	517	+ Winfield ♁	7 10	12 40	
4 19		9 32	532	+ Arkansas City ♁	6 31	12 01	
5 03		10 10	547	Peckham ♁	5 52	11 22	
5 30		10 30	555	+ Blackwell ♁	5 30	11 01	
6 00		11 00	567	Eddy	5 00	10 30	
6 17		11 17	573	Lamont ♁	4 45	10 12	
6 48		11 47	584	Hunter ♁	4 15	9 40	
7 16		12 14	594	Breckinridge ♁	3 47	9 11	
‖7 40		‖1 05	603	+ Enid ♁	‖3 25	*8 50	
P M		1 36	614	Drummond ♁	2 28	A M	
		2 03	623	Ames ♁	2 03		
		2 30	635	+ Okeene ♁	1 31		
		3 00	647	Southard ♁	1 01		
		3 11	650	Carleton	12 50		
		3 29	657	Eagle City ♁	12 30		
		4 15	675	Thomas ♁	11 42		
		4 39	685	Custer City ♁	11 15		
	A M	4 56	692	Arapaho ♁	10 55		P M
	*5 10	5 11	697	+ Clinton ♁	10 38		11 00
	5 36	5 37	705	Bessie ♁	10 13		10 35
	5 55	5 58	713	Cordell ♁	9 56		10 14
	6 23	6 28	724	Rocky ♁	9 28		8 45
	6 48	6 55	733	+ Hobart ♁	9 05		8 17
	7 23	7 28	746	Roosevelt ♁	8 30		8 40
	7 55	8 05	758	Mountain Park ♁	7 55		8 05
	‖8 10	‖8 20	761	+ Snyder ♁	‖7 50		‖8 00
	9 15	9 20	781	+ Frederick ♁	6 42		6 48
	9 47	9 51	791	Davidson ♁	6 12		6 18
	– –	– –	793	Red River	– –		– –
	10 35	10 35	806	+ Vernon ♁	*5 30		*5 30
	A M	P M		ARRIVE] [LEAVE	A M		P M

* Daily; † daily, except Sunday; ♭ stops to leave from or take for points beyond Afton; d stops to take for or to leave from west of Kansas-Colorado State line; g stops to leave from or beyond St. Louis or Kansas City; w stops to take for south of Okmulgee; z stops to leave from west of Oklahoma City or south of Okmulgee.

FRISCO Frisco Lines FRISCO

For Index of Stations, see pages 808-809.

7—OKLAHOMA DIVISION.

418	9	411	407	401	Ms	January 2, 1910.	402	408	10	414	412
.....	P M	P M	P M	.....	...	LEAVE] [ARRIVE	....	A M	A M	.....	A M
.....	*2 30	*1000	*8 35	P M	...	....St. Louis....	A M	7 39	11 15	.....	7 00
.....	*11 15	*9 35	*6 05	*4 00	0	+...**Monett**...♁	11 50	9 55	2 20	.....	7 15
.....	11 25	- -	6 15	4 15	5	+.**Peirce City**.♁	11 35	9 40	- -	.....	7 00
.....	12 11	- -	7 01	5 06	28	+...**Neosho**...♁	10 37	8 52	1 20	.....	6 55
Night	12 46	- -	7 40	5 46	44	+....Seneca....♁	9 50	8 15	- -	A M	6 15
*1250	1 35	11 12	8 40	7 35	66	+....**Afton**....♁	8 50	7 25	11 58	2 05	4 25
1 15	2 05	11 40	9 05	8 00	78	+....**Vinita**....♁	7 49	6 53	11 30	1 35	3 55
- -	2 45	12 25	9 45	8 42	97	.....Chelsea....♁	7 00	6 14	10 45	-	2 35
2 37	3 26	1 10	10 30	9 30	116	+.**Claremore**.♁	6 10	5 40	10 05	12 16	2 05
- -	- -	2 04	z -	10 32	137	.....Dawson ...♁	5 13	z -	- -	- -	1 12
3 30	4 25	2 15	11 30	10 45	142	arr. +**Tulsa** ♁.lve.	5 00	4 40	9 10	11 20	1 00
3 40	4 35	2 25	11 40	10 55	142	lve....**Tulsa** ..arr.	4 55	4 30	9 00	11 10	12 50
- -	- -	2 35	z -	11 10	146	.....Red Fork...♁	4 45	4 20	- -	- -	12 39
- -	- -	2 45	z -	11 20	151	..... Taneha......	4 30	4 10	- -	- -	12 28
4 15	5 10	‖3 00	12 15	11 35	156	arr+**Sapulpa**..lve.	*4 15	4 00	8 30	10 40	12 15
4 30	5 25	3 50	12 30	P M	156	lve..**Sapulpa**♁arr.	A M	3 45	8 20	10 30	‖11 50
- -	5 40	4 05	- -		164	.... Kellyville..♁	....	z -	- -	- -	11 30
- -	6 10	4 35	1 15	.....	177	+....Bristow....♁	....	2 50	7 25	- -	10 55
- -	6 28	4 53	- -	.....	...	......Depew......	....	z -	7 05	- -	10 32
h -	6 52	5 17	2 05	.....	196	+....Stroud....♁	....	2 05	6 37	h -	10 05
- -	7 11	5 35	- -	.....	204	....Davenport..♁	....	z -	6 20	- -	9 46
6 11	7 35	6 00	2 44	.....	212	+..**Chandler**..♁	....	1 30	6 00	8 40	9 25
- -	7 55	6 25	- -	.....	220	.....Warwick...♁	....	z -	5 35	- -	9 01
- -	8 05	6 33	- -	.....	224	.....Wellston...♁	....	z -	5 29	-	8 54
h -	8 30	7 00	3 30	.....	233	......Luther....♁	....	12 46	5 06	h -	8 30
- -	8 54	7 35	- -	.....	242	......Jones.....♁	**Additional Train**—Leaves Sapulpa *5 25 p.m., arrives Tulsa 6 00 p.m.	z -	4 42	- -	8 08
- -	9 13	7 51	- -	.....	249	......Spencer...♁		z -	4 28	- -	7 52
7 59	9 50	8 20	4 35	.....	260	ar.+**Oklahoma** ♁lv.		11 45	4 00	7 00	*7 25
10 15	10 15	P M	6 00	.....	260	lv.**Oklahoma**..ar.		11 10	3 20	3 20	A M
10 40	10 40	.....	6 25	.....	269	... Wheatland..♁		10 40	2 52	2 52	
10 52	10 52	**Additional Train**—Leaves Tulsa *7 00 a.m., arrives Sapulpa 7 40 a.m.	6 40	.....	274	......Mustang...♁		10 25	2 40	2 40	.....
11 14	11 14		7 03	.....	283	......Tuttle....♁		10 00	2 20	2 20	.....
11 25	11 25		7 16	.....	288	...... Haley......		9 43	- -	- -	....
11 59	11 59		7 55	.....	301	+.**Chickasha**.♁		9 10	1 35	1 35	.....
12 31	12 31		8 23		312	...... Laverty.....		8 40	1 08	1 08	.....
‖1 15	‖1 15		8 40	.....	319	...... Cement ...♁		8 22	‖1250	‖1250	.....
1 29	1 29		8 51	.....	324	...... Cyril ....♁		8 09	12 07	12 07	.....
1 43	1 43		9 05	.....	330	...... Fletcher...♁		7 57	11 52	11 52	.....
1 51	1 51		9 14	421	334	...... Elgin ....♁		7 48	11 42	11 42	420
2 16	2 16		9 38	A M	345	.... **Fort Sill** ..♁		7 25	11 20	11 20	P M
2 40	2 40		9 50	*6 30	350	+...**Lawton**...♁		*7 15	11 10	11 10	8 45
3 10	3 10		P M	7 00	364	......Cache....♁		A M	10 28	10 28	9 10
3 30	3 30		.....	7 16	372	....Indiahoma..♁		.....	10 10	10 10	8 47
4 05	4 05		.....	8 00	384	+...**Snyder**....♁		.....	9 40	9 40	8 15
4 35	4 35		.....	8 27	396	.....Headrick...♁	....	.....	9 03	9 03	7 21
4 50	4 50		.....	8 45	402	....Hightower....	....	.....	8 45	8 45	7 05
5 04	5 04		.....	9 00	407	.......Altus.....♁	....	.....	8 35	8 35	6 55
5 22	5 22		.....	9 27	415	......Olustee ...♁	....	.....	8 15	8 15	6 35
6 00	6 00		.....	10 06	429	+...Eldorado...♁	....	.....	7 41	7 41	6 00
6 22	6 22		.....	10 26	436	...... Hazel	....	.....	7 22	7 22	5 40
6 45	6 45		.....	10 45	443	+...**Quanah**...♁	....	.....	*7 05	*7 05	*6 20
P M	P M	.....	.....	A M	...	ARRIVE] [LEAVE	....	.....	A M	A M	P M

For trains between Tulsa, Enid and Avard, see Table 10.

8—RED RIVER DIVISION.

511	529	507	509	Ms	January 2, 1910.	Ms	508	514	512	528
P M	....	P M	P M	...	LEAVE] [ARRIVE	...	A M	....	A M	....
*1000	A M	*8 35	*2 30	...	........**St. Louis**	...	7 39	P M	7 00	P M
*4 00	*7 50	*12 30	*5 30	0	lve....+**Sapulpa**♁....arr.	207	3 40	1000	11 30	5 15
4 10	8 00	12 40	- -	4	.........Kiefer........♁	203	3 28	- -	11 15	5 03
4 25	8 13	12 53	d -	10	.... Mounds ....♁	197	3 16	9 34	11 02	4 51
4 38	8 23	1 02	- -	15	.... Brown..........	192	3 04	- -	10 48	4 38
4 47	8 37	1 15	d -	19	..........Beggs........♁	188	2 55	8 12	10 35	4 27
5 00	8 53	1 30	- -	25	.... Hamilton	182	2 37	- -	10 18	4 14
5 15	9 10	1 45	6 40	32	+.....**Okmulgee**......♁	175	2 22	8 42	*1000	*400
P M	A M	2 03	- -	38	.... Schulter.......♁	168	2 03	- -	A M	P M
.....		2 18	7 11	45	.........Henryetta.......♁	162	1 46	8 10		....
.....	....	2 33	- -	51	..........Bryant..........	156	1 28	- -	....	....
.....	....	2 53	7 41	58	+..Weleetka Junction..♁	149	1 10	7 40	....	....
.....	....	2 57	- -	60	.... Alabama.........	147	1 00	- -	....	....
.....	....	3 20	8 04	66	.... Wetumka ....♁	141	12 43	7 12	....	....
.....	....	3 40	8 23	76	..........Yeager	131	12 21	6 50	....	....
.....	....	4 00	8 40	82	+.... **Holdenville** ....♁	125	12 05	6 35	....	....
.....	....	4 14	- -	88	.........Spaulding.........	119	11 50	- -	....	....
.....	....	4 30	- -	94	.... Sealy	113	11 36	- -	....	....
.....	....	4 35	9 06	95	..........Sasakwa........♁	112	11 32	6 02	....	....
.....	....	5 05	‖9 45	102	..........Francis.........♁	105	11 15	‖545	....	....
.....	....	5 27	10 05	111	+..........Ada..........♁	96	10 32	5 04	....	....
.....	....	5 50	10 31	121	..........Fitzhugh........♁	86	10 07	4 40		....
.....	573	6 02	10 45	126	+..........Roff..........♁	81	9 54	4 28	574	....
.....	P M	6 13	10 55	131	..........Hickory........♁	76	9 42	4 18	P M	....
.....	*420	6 19	11 03	134	arr..... **Scullin** ♁ ....lve.	73	9 35	4 10	6 05	....
.....	5 00	7 10	11 55	143	arr+**Sulphur Springs** ♁ lve.	...	*8 40	*315	*5 25	....
.....	P M	6 41	11 23	143	.........Mill Creek.......♁	64	9 14	3 50	P M	....
.....	....	7 10	11 52	155	+.........Ravia.........♁	52	8 44	3 22	....	....
.....	....	7 20	12 01	159	.........**Randolph**.......♁	48	8 34	3 13	....	....
.....	....	[illegible]	12 1[illegible]	166	+........[illegible]........♁	41	8 17	2 55	....	....
.....	....	[illegible]	12 3[illegible]	178	+........[illegible]........♁	34	7 58	2 38	....	....
.....	....	[illegible]	12 5[illegible]	183	........Woodville........♁	26	7 40	2 20	....	....
.....	....	[illegible]	- -	190	........[illegible]........	17	7 18	- -	....	....
.....	....	[illegible]	- -	193	........Red River........	14	- -	- -	....	....
.....	....	[illegible]	‖1 40	198	+........**Denison**........	9	6 55	‖140	....	....
.....	....	[illegible]	2 20	207	+........**Sherman**........	0	*6 30	*100	....	....
.....	....	P M	P M	...	ARRIVE] [LEAVE	...	A M	P M	....	....

9—KANSAS CITY, FORT SCOTT AND OKLAHOMA.

411	111-401	109-418	9	103-407	Ms.	January 2, 1910.	10	408-114	402-112	414-110	412
..	A M	P M	....	P M	....	LEAVE] [ARRIVE	.....	A M	P M	A M	.....
..	*1100	*7 00	....	*1130	0	..**Kansas City**.♁	.....	7 00	5 00	8 05	.....
...	12 15	8 15	....	1 02	43	+....**Paola**....♁	.....	5 10	3 20	6 50	.....
.....	2 35	9 50	....	3 25	99	+..**Fort Scott**..♁	.....	2 35	1 00	5 10	.....
....	3 35	10 40	....	4 20	124	arr.+**Girard**♁.lve.	.....	1 45	12 10	4 20	.....
.....	.....	10 40	...	4 20	124	lve...**Girard**..arr.	.....	1 45	....	4 20	.....
.	.....	- -	....	5 00	135	+..**Pittsburg**..♁	.....	1 10	.....	- -	.....
..	.....	11 02	....	5 30	136	+..**Cherokee**..♁	.....	12 45	.....	3 55	.....
..	....	11 28	....	6 07	152	+..**Columbus**..♁	.....	12 15	.....	3 32	.....
..	....	11 50	....	6 40	163	arr..**Baxter**♁.lve.	.....	11 50	.....	3 10	.....
..	3 35	.....	....	4 20	124	lve...**Girard**..arr.	.....	1 45	12 10	.....	.....
.....	4 00	.....	....	5 00	135	....**Pittsburg**..♁	.....	11 50	11 50	.....	.....
...	5 20	11 05	....	6 15	179	+....**Joplin**....♁	.....	9 40	10 25	.....	.....
.	6 05	11 50	....	7 05	163	ar.+**Baxter**♁.lv.	.....	8 55	9 40	.....	.....
.....	6 05	11 50	....	7 05	163	lve...**Baxter**..arr.	.....	8 50	9 40	3 10	.....
.....	6 21	- -	...	7 20	169	......Quapaw......	.....	8 35	9 25	- -	.....
.....	6 38	12 20	....	7 37	177	+.... Miami	.....	8 19	9 10	2 40	.....
.....	6 55	- -	...	7 54	183	......Narcissa......	....	8 02	8 55	- -	.....
A M	7 10	12 45	A M	8 10	191	arr..+**Afton**...lve.	P M	7 45	8 40	2 10	P M
*1112	7 35	12 50	*1 35	8 40	191	lve....**Afton**♁.arr.	11 53	7 15	8 15	2 05	4 15
- -	7 46	- -	- -	8 50	197	.......Todd.......	- -	z -	8 00	- -	4 05
11 40	8 00	1 15	2 05	9 05	203	+....**Vinita**....♁	11 30	6 53	7 49	1 35	3 55
11 55	8 12	- -	- -	- -	210	....White Oak..♁	- -	z -	7 30	- -	3 27
12 10	8 28	-	- -	- -	218	.......Catale	- -	z -	7 12	- -	3 07
12 25	8 42	- -	2 45	9 45	223	......Chelsea....♁	10 45	6 14	7 00	- -	2 55
12 36	8 55	- -	- -	- -	229	....Bushyhead....	- -	z -	6 44	- -	2 38
12 40	9 00	- -	- -	- -	231	.......Foyil.....♁	- -	z -	6 37	- -	2 30
12 50	9 10	- -	- -	- -	235	.....Sequoyah.....	- -	z -	6 25	- -	2 20
1 10	9 30	2 37	3 26	10 30	241	+...Claremore...♁	10 05	5 40	6 10	1216	2 05
1 21	9 50	- -	- -	- -	248	.....Verdigris.....	- -	z -	5 50	- -	1 47
1 35	10 05	- -	- -	- -	253	......Catoosa....♁	- -	5 10	5 40	- -	1 35
1 55	- -	- -	- -	- -	260	........Rice........	- -	z -	5 19	- -	1 18
2 04	10 32	- -	- -	-	263	.......Dawson....♁	- -	z -	5 13	- -	1 12
2 15	10 45	3 30	4 25	11 30	268	arr.. +**Tulsa**...lve.	9 10	4 40	5 00	1120	1 00
2 25	10 55	3 40	4 35	11 40	268	lve....**Tulsa**♁.arr.	9 00	4 30	4 55	1110	12 50
2 35	11 10	- -	- -	- -	270	.....Red Fork...♁	- -	- -	4 45	- -	12 39
2 45	11 20	- -	-	- -	275	.......Taneha......	- -	z -	4 30	- -	12 28
‖3 00	11 35	4 15	5 10	12 15	281	arr.+**Sapulpa**.lve.	8 30	4 00	*4 15	1040	12 15
3 50	P M	4 30	5 25	12 30	281	lv....**Sapulpa**♁ar.	8 20	3 45	A M	1030	‖11 50
4 05	.....	- -	5 40	- -	289	.....Kellyville...♁	- -	z -	.....	- -	11 30
4 35		- -	6 10	1 15	302	.......Bristow....♁	7 25	2 50	.....	- -	10 55
4 53	...	- -	6 28	- -	309	...... Depew....♁	7 05	z -	.....	-	10 32
5 17		h -	6 52	2 05	320	+.... Stroud....♁	6 37	2 05	.....	h	10 05
5 35	.....	- -	7 11	- -	328	.... Davenport ..♁	6 20	z -	.....	-	9 46
6 00		6 11	7 35	2 44	337	+..**Chandler**..♁	6 00	1 30	.....	8 40	9 25
6 25	.....	- -	7 55	- -	346	......Warwick...♁	5 35	z -	.....	- -	9 01
6 33	...	- -	8 05	- -	349	......Wellston....♁	5 29	z -	.....	- -	8 54
7 00	....	h -	8 30	3 30	358	...... Luther....♁	5 06	12 46	.....	h -	8 30
7 35	....	- -	8 54	- -	368	.......Jones.....♁	4 42	z -	.....	- -	8 08
7 51	....	- -	9 13	- -	375	......Spencer....♁	4 26	z -	.....	- -	7 52
8 20	.....	7 59	9 50	4 35	385	+ ..**Oklahoma**..♁	*4 00	*11 45	.....	*700	*7 25
P M	.....	A M	A M	P M	....	ARRIVE] [LEAVE	P M	A M	...	P M	A M

For connections south of Oklahoma, see Table 7.

10—TULSA, ENID AND AVARD.

611	613	655	Ms.	January 2, 1910.	612	610	654	.....
P M	A M	.....	....	LEAVE] [ARRIVE	Noon	P M	....	.....
*2 35	*7 25	.....	0	+...... **Tulsa** ......♁	12 45	8 45	.....	.....
3 07	7 57	.....	11	.... Fisher	12 12	8 10	.....	.....
3 27	8 18	.....	19	.......Keystone......♁	11 50	7 50	.....	.....
3 44	8 37	.....	25	.......Mannford......♁	11 29	7 31	.....	.....
4 01	8 55	.....	32	........Terlton	11 10	7 12	.....	.....
4 11	9 06	.....	36	........Jennings........	10 58	7 02	.....	.....
4 17	9 13	.....	38	........Hallett.......♁	10 52	6 56	.....	.....
- -	9 18	.....	40	........Greenup........	10 45	6 51	.....	.....
4 38	9 33	.....	46	.... Casey ....♁	10 27	6 36	.....	.....
5 00	10 00	.....	55	+.......Pawnee.......♁	10 00	6 10	.....	.....
5 20	10 19	.....	62	..........Lela........♁	9 39	5 49	.....	.....
5 35	10 32	.....	67	........Morrison......♁	9 25	5 35	.....	.....
5 53	10 49	.....	74	.........Sumner.........	9 09	5 19	.....	.....
6 08	11 05	.....	80	..........Fisk..........	8 53	5 03	.....	.....
6 23	11 18	.....	85	.........Perry.......♁	8 39	4 50	.....	.....
- -	11 29	.....	90	.... Gansel.........	8 27	4 38	.....	.....
6 45	11 41	.....	95	.........Lucien.......♁	8 15	4 25	.....	.....
6 53	11 50	.....	98	........Hayward........	8 07	4 17	.....	.....
7 08	12 01	.....	103	.... Covington ....♁	7 55	4 05	.....	.....
7 23	12 19	.....	111	........Fairmont......♁	7 37	3 47	.....	.....
- -	12 30	.....	115	..........Shea..........	7 25	3 35	.....	.....
7 46	12 40	.....	119	..........Steen..........	7 15	3 25	.....	.....
7 50	12 45	A M	121	arr....+**Enid**♁....lve.	7 10	*3 20	P M	.....
8 15	Noon	†7 30	121	lve......**Enid**.....arr.	‖6 50	P M	4 45	.....
8 30	.....	7 50	126	.... Jonah	6 35	.....	4 30	.....
8 44	.....	8 15	131	.........Carrier.......♁	6 22	.....	4 15	.....
9 10	.....	8 50	139	.... Goltry ....♁	6 00	.....	3 45	.....
9 28	.....	9 25	145	.........Helena ....♁	5 41	.....	3 20	.....
9 43	.....	9 50	150	.........McWillie	5 28	.....	2 50	.....
10 03	.....	10 25	156	.... Carmen ....♁	5 10	.....	2 30	.....
10 23	.....	11 00	164	.... Dacoma	4 49	.....	1 55	.....
10 44	.....	11 35	170	.... Hopeton	4 28	.....	1 25	.....
11 00	.....	12 05	177	.... **Avard**.......♁	*4 15	.....	†1 00	.....
P M	.....	Noon	....	ARRIVE] [LEAVE	A M	.....	P M	.....

d Stops to take for south of Okmulgee; *h* stops to leave passengers from or take for points beyond Afton; *z* stops to leave passengers from or take for west of Oklahoma City or south of Okmulgee. ‖ Meals.

+ Coupon stations; ♁ Telegraph stations.

Trains marked * run daily; † daily, except Sunday.

Frisco Lines

For Index of Stations, see pages 808-809.

11—KANSAS CITY, DENISON, SHERMAN AND FORT WORTH.

511	529	507	509	Mls	January 2, 1910.	508	514	512	528
		P M	P M		LEAVE] [ARRIVE	A M	A M		
		*11 50	*7 00	0	+...Kansas City...♂	7 00	8 05		
P M	A M	12 15	4 15	281	arr..+Sapulpa....lve.	4 00	10 40	A M	P M
*4 00	*7 50	*12 30	5 30	281	lve....Sapulpa♂..arr.	3 40	10 00	11 30	5 15
4 10	8 00	12 40	- -	285	........Kiefer......♂	3 28	- -	11 15	5 03
4 25	8 14	12 53	h -	290	........Mounds......♂	3 16	9 34	11 02	4 51
4 38	8 23	1 02	- -	294	........Brown........	3 04	- -	10 48	4 38
4 47	8 32	1 15	h -	299	........Beggs.......♂	2 55	9 12	10 35	4 27
5 00	8 53	1 30	- -	305	.......Hamilton.......	2 37	-	10 18	4 14
5 15	9 10	1 45	6 40	312	+....Okmulgee....♂	2 22	8 42	*10 00	*4 00
P M	A M	2 03	- -	319	.......Schulter......♂	2 03	- -	A M	P M
		2 18	7 11	325	.......Henryetta.....♂	1 46	8 10		
		2 33	- -	331	........Bryant........	1 28	- -		
		2 53	7 41	338	+ Weleetka Junction ♂	1 10	7 40		
		2 57	-	339	........Alabama.......	1 00	- -		
		3 20	8 04	347	.......Wetumka.....♂	12 43	7 12		
		3 40	8 23	356	........Yeager........	12 21	6 50		
		4 00	8 40	363	+...Holdenville...♂	12 05	6 35		
		4 14	- -	368	.......Spaulding.......	11 50	-		
		4 30	- -	374	.........Sealy.........	11 36	- -		
		4 35	9 06	375	........Sasakwa......♂	11 32	6 02		
		5 05	‖9 45	382	........Francis......♂	11 15	‖5 46		
		5 15	- -	387	.........Fords.........	10 42	- -		
		5 27	10 05	391	+........Ada........♂	10 32	5 04		
		5 38	-	396	........Parkell........	10 20	- -		
		5 50	10 31	401	.......Fitzhugh.....♂	10 07	4 40		
	573	6 02	10 45	406	+........Roff........♂	9 54	4 28	574	
	P M	6 13	10 55	411	........Hickory......♂	9 42	5 18	P M	
	*4 20	6 19	11 03	414	........Sculin......♂	9 35	4 10	6 05	
	5 00	7 10	11 55	423	ar.+Sulphur Springs♂lv.	*8 40	*3 15	*5 25	
	P M	6 41	11 23	423	......Mill Creek....♂	9 14	3 50	P M	
		6 55	11 37	428	..........Troy..........	9 00	3 37		
		7 10	11 52	435	+.......Ravia.......♂	8 44	3 22		
		7 20	12 01	439	......Randolph....♂	8 34	3 15		
		7 36	12 17	446	arr...+Madill ♂..lve.	8 17	2 56		
		8 45	1 25	471	arr..+Ardmore♂.lve.	*7 00	*1 45		
		7 53	12 34	453	lve....Kingston♂.arr.	7 58	2 38		
		8 12	12 53	461	.......Woodville.....♂	7 40	2 28		
		8 [illegible]	1 07	467	.........Platter.........	7 27	2 07		
		8 34	- -	470	.......Pickwick........	7 18	- -		
		- -	- -	473	arr....Red River...lve.	- -	- -		
					(St. L. S. F. & T. Ry.)				
		- -	- -	473	lve....Red River...arr.	- -	- -		
		9 00	‖1 40	478	arr..+Denison♂..lve.	6 55	‖1 40		
		9 30	2 20	487	arr..+Sherman♂.lve.	*6 30	*1 00		
		P M	4 55	573	+...Fort Worth...♂	A M	*10 20		
			P M		ARRIVE] [LEAVE		A M		

12—ST. LOUIS, KANSAS CITY, HOPE, HUGO AND ARDMORE.

547	553	521	505	Ms.	January 2, 1910.	506	520	548	554
	A M	P M	A M		LEAVE] [ARRIVE	P M	P M		P M
	†8 30	*3 45	*7 20	0	.........Hope.......♂	8 20	1 40		5 20
	8 55	4 04	7 40	8	.........Powers.........	8 00	1 15		4 45
	9 15	4 20	7 58	14	.........McNab.......♂	7 44	12 56		4 20
	9 33	4 35	8 13	20	.........Orton..........	7 30	12 42		3 30
A M	9 50	4 50	8 32	26	.........Long...........	7 15	12 27	P M	3 00
†7 50	10 50	5 05	8 50	32	+.....Ashdown.....♂	7 00	12 10	4 00	†2 30
8 20	A M	5 28	9 17	42	.........Arden.........	6 38	11 42	3 15	P M
8 40		5 44	9 37	48	.........Foreman.....♂	6 20	11 22	2 40	
9 10		6 02	9 55	54	.........Arkinda........	6 02	11 05	†2 10	
A M		6 25	10 15	61	.........Bokhoma.....♂	5 35	10 45	P M	
		6 36	10 30	66	.........Haworth.....♂	5 20	10 30		
		7 10	11 02	78	.........Idabel.......♂	4 45	10 00		
		7 35	11 25	86	.........Garvin.......♂	4 23	9 35		
		8 05	11 50	95	.........Valliant......♂	3 55	9 08		
		8 35	12 20	105	......Fort Towson...♂	3 26	8 43		
503		8 55	12 38	112	..........Roby..........	3 10	8 25	504	
A M		9 20	1 00	121	arr....+Hugo♂...lve.	2 50	*8 05	P M	
*9 00		P M	*8 25	0	lve....St. Louis...arr.	7 55	A M	7 45	
4 12			3 42	238	lve..Springfield..lve.	12 40		12 20	
3 57			2 36	559	arr......Hugo.....lve.	1 25		12 50	
*7 50			3 15	121	lve......Hugo.....arr.	12 45		9 25	
8 12			3 45	132	.........Soper......♂	12 15		8 50	
8 35			4 15	142	........Boswell......♂	11 40		8 15	
9 05			4 50	152	.......Bennington....♂	11 10		7 40	
9 25			5 10	159	........Bokchito.....♂	10 50		7 15	
9 28			- -	160	.... West Bokchito....	- -		7 10	
9 37			5 25	164	...........Blue..........	10 35		7 00	
9 43			5 30	166	..........Pirtle..........	10 25		6 52	
10 03			5 50	173	+.......Durant......♂	10 03		6 30	
10 20			6 12	178	.........Kiersey.........	9 35		6 12	
10 28			6 22	181	..........Mead.......♂	9 25		6 00	
10 49			6 43	187	.......Aylesworth....♂	9 02		5 40	
11 06	527		7 00	193	.........Kinlock.........	8 42		5 25	526
11 25	P M		7 20	198	arr...+Madill♂..lve.	8 20		5 05	A M
	*7 00		*11 30	0	lve..Kansas City.arr.	7 00			8 05
	5 30	525	12 30	438	lve....Sapulpa....lve.	3 40	524		10 00
	12 17	A M	7 36	604	arr.....Madill....lve.	8 17	Noon		2 55
11 25	*12 25	*8 30	7 45	198	lve.....Madill....arr.	8 00	12 05	5 05	2 45
11 45	- -	8 50	8 05	207	.........Simpson......	7 40	11 45	4 40	- -
12 30	1 25	9 30	8 45	223	+.....Ardmore....♂	*7 00	*11 00	*4 00	*1 45
Noon	P M	A M	P M		ARRIVE] [LEAVE	A M	A M	P M	P M

*Daily; †daily, except Sunday; *d* stops to leave from or to take for west of Kansas-Colorado State line; *e* stops to leave from Wichita and beyond and to take for St. Louis and beyond; *h* stops to take for south of Okmulgee. ‖ Meals. + Coupon stations; ♂ Telegraph stations.

13—KANSAS CITY, FORT SCOTT, PITTSBURG, JOPLIN, CARTHAGE AND MONETT.

818	171	173	119	322	115	113	191	109	111	117	Mls	January 2, 1910.	114	110	190	116	112	118	315	817	120	172	311	15
						P M		P M	Noon	A M		LEAVE] [ARRIVE	A M	A M		P M	P M	P M						
					A M	*11 50		*7 00	*11 00	*7 00	0	....Kansas City..♂	7 00	8 05		5 00	5 00	10 50						
					*6 45	3 25		9 50	2 35	11 00	99	+...Fort Scott...♂	2 35	5 10		‖12 25	‖1 00	‖8 50						
					6 55	3 35		- -	- -	11 10	103	.......Edward.....♂	2 25	- -		12 15	12 50	6 40						
					7 00	- -		- -	- -	11 13	105	.......Godfrey.......	- -	- -		12 12	- -	6 37						
					7 13	- -		- -	- -	11 28	111	.........Anna.........	- -	- -		11 59	- -	6 24						
		A M			7 26	- -		- -	- -	11 45	117	......Farlington....♂	- -	- -		11 45	- -	6 10				A M		
		*10 20			7 40	4 20		10 40	3 35	12 03	124	+......Girard......♂	1 45	4 20		11 30	12 10	5 55				10 20		
								- -		12 15		........Beulah........		- -								10 08		
		- -			7 56	- -			- -		132	lve....Lone Oak...arr.	- -			11 12	- -	5 36						
		10 45	P M		8 05	4 50			4 00		135	arr.+Pittsburg♂lve.	1 20			11 05	1 50	5 30			P M			
		A M	*6 45		Runs via Columbus.	5 00			4 00	Runs via Columbus.	135	lve...Pittsburg...arr.	11 50			Runs via Columbus.	11 50	Runs via Baxter.			5 25			
			7 05			5 10			4 17		142	.........Opolis.........	11 30				11 32				5 07			
			7 15			5 25			4 25		147	.........Asbury........	- -				11 25				4 58			
			7 20			5 30					149	..........Waco..........	- -				11 20				4 52			
			7 32		10 05	5 40			4 40		154	....Carl Junction..♂	11 00			9 15	11 10				4 40			
			- -		10 12	5 46			- -		157	.........Thoms.........	- -			9 03	-				4 34			
			- -		10 15	5 49			- -		158	.......Tuckahoe......	- -			8 59	- -				4 30			
	P M		8 00		10 30	6 05			5 10	2 20	165	arr...+Joplin♂..lve.	10 25			8 45	10 40	2 45			*4 15			
	*4 50		P M		8 15	5 10			4 00		135	lve...Pittsburg..arr.	1 10			11 00	11 50	5 25			P M			
	5 10				8 25	5 12					137	........Kramer.......	12 59			10 50		5 10						
	5 45					5 30		11 02		12 33	136	lve.+Cherokee♂lve.	12 45	3 55								*9 55		
	5 20				8 37						140	lve....+Weir♂...arr.				10 38		4 55				A M		
	P M		193		8 55	5 41		- -	Runs via Carl Junction.	12 45	145	+....Scammon....♂	12 35	- -		10 22	Runs via Carl Junction.	4 35			192			
			P M		9 06	6 50	A M	- -		12 52	148	........Turck.......♂	- -	- -	A M	10 15		4 22			A M			
			*7 00		9 20	6 07	*1 47	11 28		1 04	152	+....Columbus...♂	12 15	3 35	2 15	10 05		4 10			8 45			
P M			- -	A M	Runs via Carl Junc.	6 23	-	- -		1 17	158	........Neutral.......	12 01	- -	- -	Runs via Carl Junc.		3 52	P M	A M	8 35			
*8 55			7 25	*9 40		6 40	2 10	11 50		1 35	163	+.....Baxter.....♂	11 50	*3 10	1 50			3 40	6 02	7 05	8 25			
9 05			- -	9 49		6 52	- -	P M		1 45	167	.......Riverton......	11 40	A M	- -			3 25	5 53	6 52	- -			
9 15			7 40	9 59		7 04	2 29			1 55	170	+.....Galena.....♂	11 30		1 33			3 13	5 44	6 41	8 05			
9 25			- -	- -		- -	-			2 04	175	.........Cagle.........	- -		- -			- -	- -	- -	- -			
9 40			8 05	10 25	10 30	7 25	2 55		5 10	2 20	179	arr...+Joplin....lve.	11 05		*1 10	*8 45	*10 40	*2 45	*5 20	*6 15	*7 45		A M	P M
P M			*8 15	A M	A M	*7 40	*3 00		*6 00	*2 30	165	lve.....Joplin....arr.	10 20		1 05	7 40	A M	P M	P M	A M	7 40		11 40	4 05
			8 27			7 51	3 15		6 15	2 45	170	{+Webb City-} Carterville♂}	10 05		12 52	7 25					7 25		11 22	3 47
			d e			8 03	3 23		6 25	2 53	178	.......Oronogo........	9 59		12 45	d e					d -		11 12	3 37
			d -			8 05	3 25		6 28	2 55	179	..Oronogo Junction ♂	9 55		12 40	d -					d 7 15		11 10	3 35
			d -			8 09	- -		- -	3 00	181	........Mansur.......	- -		- -	d -					d -		11 04	3 29
			d -			- -	- -		- -	3 03	182	.........Macy.........	- -		- -	d -					d -		- -	3 27
			8 57			8 25	3 45		6 47	3 16	187	arr..+Carthage....♂	9 36		12 18	6 55					6 55		10 49	3 16
			d -			8 59	4 17		7 19	3 54	202	lve....Sarcoxie.....♂	8 57		11 44	6 31					6 31		10 16	2 43
			9 50			9 25	4 45		7 48	4 25	214	+....Peirce City....♂	8 30		11 20	6 10					6 10		9 50	2 15
			10 05			9 37	5 00		8 00	4 35	219	+.....Monett.....♂	*8 20		*11 10	*6 00					*6 00		*9 40	*2 05
			P M			A M	A M		P M	P M		ARRIVE] [LEAVE	P M		P M	A M					A M		A M	P M

THE JANNEY "X" COUPLER THE McCONWAY & TORLEY CO. PITTSBURGH, PA.

Frisco Lines

FRISCO FRISCO

For Index of Stations, see pages 808-809.

14—KANSAS CITY, FORT SCOTT, SPRINGFIELD, MEMPHIS AND BIRMINGHAM LINE.

107	103	109	105	101	Mls	*January 2, 1910.*	102	108	104	106	110
A M	P M	P M	P M	A M	....	LEAVE] [ARRIVE	P M	P M	A M	A M	A M
*7 00	*11 30	*7 00	*6 15	*11 00	0	+...Kansas City...♂	5 00	10 50	7 00	10 25	8 05
7 12	—	—	—	—	4	.......Rosedale.....♂	4 48	—	—	—	—
—	—	—	—	—	7	......South Park......	—	—	—	—	—
7 22	—	—	—	—	8	.......Merriam.....♂	4 37	—	6 34	Southeastern Limited.	—
7 35	—	—	—	—	14	.......Lenexa......♂	4 25	—	6 19		—
7 43	—	—	—	—	17	......Lackmans......	—	—	—		—
—	—	—	—	—	18	.... Pleasant View	—	—	—		—
7 52	12 17	7 37	*d* —	11 40	21	+......Olathe......♂	4 08	10 05	6 00		7 26
8 04	—	—	—	—	25	........Bonita.......♂	3 57	—	5 49		—
8 10	—	—	—	—	28	.......Ocheltree......	3 50		5 43		—
8 15	12 37	—	—	—	30	+....Spring Hill....♂	3 46	9 46	5 38	—	—
8 28	12 48	—	—	—	36	.......Hillsdale.....♂	3 34	9 34	5 25	—	—
8 45	1 02	8 15	7 25	12 15	43	+......Paola......♂	3 20	9 20	5 10	9 15	6 50
9 05	—	—	—	—	48	...... Pendleton ....♂	3 05	—	—	—	—
9 17	1 21	The Meteor.	Southeastern Limited.	—	54	.... Fontana .....♂	2 52	9 00	4 40	—	The Meteor.
9 32	1 31			—	62	+.....La Cygne.....♂	2 40	8 45	4 25	—	
9 45	—			—	67	.... Boicourt.......	2 27	—	—	—	
9 59	2 00			1 20	74	+...Pleasanton...♂	2 15	8 15	4 00	—	
10 09	—			1 33	79	........Linton......♂	2 04	—	—	—	
10 15	—			—	83	........Prescott......♂	1 55	7 55	—	—	
10 23	2 28			—	86	+...... Fulton.......♂	1 47	7 44	3 30	—	
10 3[illegible]	—	—	—	—	92	...... Hammond ....♂	1 36	7 29	—	—	
10 46	2 55		—	—	98	...Scott Junction.♂	1 23	7 13	3 03	—	—
10 50	3 00	8 45	8 55	2 10	99	arr+Fort Scott..lve.	1 20	7 10	3 00	7 50	*5 15
A M	3 15	P M	9 00	2 30	99	lve..Fort Scott♂arr.	‖12 50	†8 40	2 50	7 45	A M
....	—	....	—	—	103	.......Edward.....♂	—	6 30	—	—	....
....	—	..	—	2 50	106	......Clarksburg......	12 30	—	—	—	....
....	3 40	....	—	2 55	109	.... Garland	12 25	6 13	2 29	—	....
....	3 55	....	9 30	3 10	115	+.....Arcadia.....♂	12 10	5 55	2 17	—	....
....	—		—	—	119	..... Last Chance	—	—	—	—	....
....	4 14	....	—	3 30	124	........Liberal.....♂	11 49	5 33	1 58	—	....
....	4 27	....	—	3 46	132	........Iantha........	11 33	5 15	1 45	—	....
....	4 44	....	10 10	4 05	139	+......Lamar.......♂	11 17	5 00	1 30	6 38	....
....	4 55	....	—	4 17	144	........Kenoma	11 05	4 47	1 19	—	....
....	5 05	....	—	4 34	151	+....Golden City ...♂	10 50	4 34	1 08	—	....
....	5 20	....	10 43	4 50	159	+.....Lockwood ....♂	10 34	4 19	12 52	—	....
....	5 33	....	—	5 05	166	+..South Greenfield..♂	10 18	4 05	12 36	—	....
....	5 50	....	—	5 15	171	........Pilgrim........	10 08	3 53	12 25	—	....
....	6 02	..	—	5 28	176	+......Everton.......♂	9 57	3 47	12 12	—	....
....	6 10	..	—	5 35	179	........Emmet........	9 49	3 35	—	—	....
....	6 22	....	—	5 45	183	+....Ash Grove....♂	9 34	3 25	11 55	—	....
....	6 40	....	—	6 00	190	......Bois d'Arc.....♂	9 23	3 10	11 35	—	....
....	6 55	....	—	6 07	195	........Elwood........	9 13	2 58	11 20	—	....
....	7 05	....	—	6 15	198	.......Nichols.....♂	9 03	2 50	11 10	—	....
....	‖7 15	...	12 05	‖6 25	202	ar.+Springfield...lv.	8 55	*2 40	11 00	4 58	....
....	7 35	...	12 10	6 50	202	lv...Springfield♂.ar.	8 35	P M	9 15	4 53	...
....	8 05	....	—	7 16	212	........Turner......♂	8 05	....	8 50	—	....
....	8 20	..	—	7 31	219	......Rogersville....♂	7 45	....	8 30	—	....
....	8 35	...	—	7 46	226	.......Fordland.......	7 28	....	8 13	—	....
....	8 47	..	—	8 00	232	.......Diggins........	7 15	....	8 00	—	....
....	8 57	..	—	8 12	237	.......Seymour......♂	7 04	....	7 46	—	....
....	9 10	....	—	8 28	243	......Cedar Gap....♂	6 50	....	7 30	3 45	....
....	9 22	.	—	8 42	249	+....Mansfield....♂	6 37	....	7 16	—	....
....	9 35	.	—	8 55	255	.......Macomb	6 23	....	6 57	—	....
....	9 46	....	—	9 06	260	.......Norwood......♂	6 13		6 48	—	....
....	10 07		—	9 30	269	+..Mountain Grove..♂	5 52	.	6 25	—	....
....	10 17	....	—	9 40	273	.........Dunn.........	5 36	..	6 10	—	....
....	10 30	....	—	9 53	279	+.......Cabool......♂	5 25		5 58	—	....
....	10 45	....	—	10 09	286	........Sargent........	5 12	...	5 37	—	....
....	10 52	....	—	10 16	289	........Sterling	5 05		5 30	—	....
....	11 02	...	2 47	10 26	293	+.Willow Springs.♂	4 55	....	5 20	2 12	....
....	11 12	....	—	10 38	298	.......Burnham.......	4 37	....	5 01	—	....
....	11 23	..	—	10 50	303	........Pomona	4 27	...	4 50	—	....
....	11 29	....	—	10 5[illegible]	306	.........Olden...	4 21	....	4 45	—	....
....	11 45	....	3 24	11 15	314	+..West Plains..♂	4 05	...	4 25	1 32	....
....	11 55	....	—	11 28	320	........Chapin.........	3 53	....	4 13	—	....
....	12 0[illegible]	....	—	11 43	325	...... Brandsville......	3 41	....	4 00	—	....
....	12 20	...	—	11 56	331	..... Koshkonong...♂	3 25	....	3 45	—	....
....	—	..	—	11 5[illegible]	332	......St Elmo.......	3 21	....	—	—	....
....	12 40	...	4 05	12 15	340	arr.... Thayer♂..lve.	*3 00	....	3 25	12 46	....
....	12 45	....	4 10	*4 15	340	lve.....Thayer....arr.	12 16	....	3 20	12 40	....
....	12 51	.	4 15	4 23	342	+.Mammoth Spring.♂	12 05	....	3 13	12 33	....
....	1 06	..	—	4 38	350	.......Fickinger.......	11 45	....	2 55	—	....
....	1 23	....	—	4 53	358	.... Hardy ......♂	11 26	....	2 38	—	....
....	1 44		—	5 14	368	.......Williford.....♂	10 57	....	2 15	—	....
....	2 00	....	—	5 28	375	.......Ravenden.....♂	10 40	....	2 00	—	....
....	2 15	....	—	5 38	381	.......Imboden .....♂	10 26	....	1 45	—	....
....	2 40	....	—	5 56	390	......Black Rock....♂	10 00	....	1 20	—	....
....	2 47	....		6 05	392	.... Portia	9 52	....	1 08	—	....
....	3 [illegible]5	...	5 38	6 12	398	+.......Hoxie.......♂	9 38	....	12 55	11 05	....
....	3 22	..	—	6 27	406	.......Sedgwick.......	9 17	....	12 38	—	....
....	3 34	....	—	6 40	412	.... Bono	9 01	....	12 47	—	....
....	3 40	..	—	6 4[illegible]	415	.... Marsh	8 53		12 20	—	....
....	4 00	....	6 20	[illegible]7 15	420	+...Jonesboro....♂	8 40	....	‖12 10	10 30	....
....	4 11	....	—	7 28	424	......Nettleton....♂	8 08	....	11 38	—	....
....	4 28	..	—	7 48	431	........Big Bay .....♂	7 53	....	11 20	—	....
....	4 36	....	—	7 57	434	.... Herman	7 4[illegible]	....	11 14	—	....
....	4 43	....	—	8 0[illegible]	437	.......Trumann.......	7 37	....	11 07	—	....
....		....		8 15	440	.....Hatchie Coon.....	7 30		—	—	....
....	4 56	....		8 18	441	........Pickett........	7 27	....	10 55	—	....
....	5 11		—	8 32	447	....Marked Tree..♂	*7 10	....	*10 38	*—	....
....	P M		A M	A M	....	ARRIVE] [LEAVE	P M	....	A M	P M	....

Additional Train—Leaves Kansas City *5 00 p.m., arriving Fort Scott 8 35 p.m. Leaves Fort Scott *7 10 a.m., arriving Springfield 11 30 a.m.

Additional Train—Leaves Fort Scott *6 45 a.m., arriving Kansas City 10 15 a.m.

101	911	103	105	Ms	*January 2, 1910.*	104	108	912	102
A M	....	P M	P M	....	LEAVE] [ARRIVE	A M	A M	....	P M
*11 00	....	*11 30	*6 15	0	.....Kansas City.....	7 00	10 25	....	5 00
*8 32	....	*5 11	*—	447	lv. Marked Tree♂ar.	10 38	—	....	7 10
8 50	....	5 23	—	452	.... Tyronza	10 25	—	....	6 50
9 04	....	5 32	—	457	.....Deckerville...♂	10 15	—	....	6 35
9 11		5 38	—	459	........Gilmore........	10 05	—	....	6 27
9 25	....	5 47	7 37	463	......Big Creek....♂	9 55	9 10	....	6 15
9 40	....	6 00	—	467	.......Clarkdale.....♂	9 40	—	....	6 00
9 45	....	6 06	—	468	.........Jericho.........	9 35	—	....	5 53
10 02	....	6 20	—	474	.........Marion......♂	9 23	—	....	5 40
10 25	....	6 40	—	481	... Bridge Junction .♂	9 05	—	....	5 20
10 45	A M	7 00	8 25	484	arr.+Memphis...lve.	8 45	8 25	P M	*6 00
*5 0[illegible]	*6 4[illegible]	9 00	8 40	484	lve...Memphis♂.arr.	7 30	8 05	6 30	10 40
5 17	6 [illegible]8	—	—	490	.... Bellevue.......	—	—	6 08	10 18
5 23	7 07	—	Southeastern Limited.	493	.... Oakville	—	Southeastern Limited.	6 00	10 12
5 33	7 17	—		497	...... Capleville ....♂	—		5 50	10 03
5 40	7 24	—		499	.... Mineral Wells	—		5 40	9 58
5 46	7 31	—		502	.....Olive Branch...♂	—		6 30	9 52
5 55	7 42	—		507	.... Miller ......♂	—		5 18	9 42
6 10	7 5[illegible]	10 00		512	........Byhalia......♂	6 28		5 06	9 28
6 20	8 08	—		517	.... Victoria	—		4 53	9 10
6 27	8 17	—	—	520	......Red Banks....♂	—	—	4 45	9 02
‖7 07	8 4[illegible]	10 40	9 55	529	+. Holly Springs .♂	5 55	8 52	4 25	8 42
7 22	8 57	—	—	535	........Waite's........	—	—	4 00	8 25
7 38	9 13	—	—	541	......Pott's Camp...♂	—	—	3 40	8 11
7 56	9 30	—	—	549	.....Hickory Flat...♂	—	—	3 22	7 55
8 12	9 45	—	—	555	........Myrtle........	—	—	3 05	7 42
8 30	10 03	11 45	10 52	563	+...New Albany...♂	4 45	5 52	2 47	7 24
8 45	10 17	—	—	568	......Wallerville......	—	—	2 30	7 11
8 59	10 30	—	—	574	.....Blue Springs.....	—	—	2 15	6 58
9 08	10 38	—	—	578	.......Sherman .....♂	—	—	2 05	6 50
9 20	10 43	—	—	582	........Belden........	—	—	1 52	6 40
9 40	11 15	12 36	11 35	589	+......Tupelo......♂	3 58	5 08	1 35	6 25
9 48	11 13	—	—	593	......Plantersville......	—	—	1 25	6 11
10 06	11 30	—	—	601	.......Nettleton.....♂	—	*e* —	1 07	5 56
10 24	11 50	—	—	609	.... Bigbee	—	—	12 47	5 40
10 30	‖11 59	1 20	12 10	612	arr....+Amory....lve.	3 12	4 30	12 40	*5 35
P M	12 25	1 25	12 15	612	lve.....Amory♂..arr.	3 07	4 25	‖12 15	A M
	12 44	—	—	621	........Quincy......♂	—	—	11 55	
....	12 52	—	—	625	..Greenwood Springs..	—	—	11 42	....
....	1 00	1 55	—	629	..... Gatman	2 33	—	11 33	....
....	1 13	2 05	—	635	+.....Sulligent.....♂	2 23	—	11 22	....
909	1 20	—	—	638	.... Crews	—	—	11 15	910
A M	1 40	2 38	—	649	.........Guin........♂	1 53	—	10 55	P M
*6 25	1 54	2 58	1 22	656	+..... Winfield.....♂	1 38	3 17	10 42	7 30
6 36	2 05	—	—	661	.......Glen Allen......	—	—	10 30	7 15
6 55	2 22	—	—	670	.......Eldridge .....♂	—	—	10 15	6 57
7 02	2 30	—	—	672	........Clarke........	—	—	—	6 51
7 10	2 42	3 36	1 51	676	+....Carbon Hill....♂	1 00	2 42	10 00	6 42
7 23	2 55	—	—	679	......Pocahontas......	—	—	9 42	6 30
7 35	3 07	—	—	684	.......Townley.....♂	—		9 30	6 18
7 45	3 18	—	—	688	........Hillard........	—		9 20	6 08
8 00	3 35	4 20	2 30	694	+..... Jasper .....♂	12 16	2 00	9 02	5 53
8 20	4 00	4 35	2 44	702	+......Cordova .... ♂	12 01	1 44	8 43	5 35
8 45	4 22	4 55	2 58	708	.........Dora.......♂	11 45	1 30	8 22	5 16
8 50	4 26	—	—	709	...... Bergens	—	—	8 17	5 12
9 10	4 53	—	—	716	........Palos.......♂	—	—	8 01	4 53
9 17	5 00		—	718	......Coal Creek....♂	—	—	7 50	4 44
9 30	5 15	5 35	—	723	......Adamsville....♂	11 08	—	7 38	4 32
9 53	5 38	5 55	—	730	.......Pratt City ....♂	10 50	—	7 2[illegible]	4 12
10 15	6 00	6 15	4 06	735	+..Birmingham..♂	*10 30	*12 20	*7 00	*3 45
A M	P M	A M	P M	...	ARRIVE] [LEAVE	P M	Noon	A M	P M

15—KANSAS CITY AND CHERRYVALE LINE.

....	....	171	177	Mls	*January 2, 1910.*	172	178
....	....	....	P M	....	LEAVE [ARRIVE	P M	A M
....	....	....	*11 50	0	....Kansas City....	6 00	7 00
..	....	P M	6 10	99	lve Fort Scott.arr.	1 50	10 10
....	....	*3 20	*6 50	116	lve. + Arcadia ♂ arr.	12 0[illegible]	9 25
....	....	3 28	6 57	118	...... Coalvale......	11 55	9 17
....	....	3 50	7 14	123	+.... Mulberry ....♂	11 39	9 00
....	....	4 00	7 25	127	........Alston........	11 2	8 49
....	....	4 10	7 33	129	.... Minden	11 17	8 40
....	....	4 20	7 40	132	.... Midway	11 07	8 33
....	....	4 40	8 00	137	ar..+Pittsburg♂lv.	1[illegible] 50	8 15
....		4 50	8 10	137	lve...Pittsburg.arr.	10 5[illegible]	8 15
....	....	5 [illegible]0	8 37	140	arr...+ Weir ♂..lve	....	....
....	....	*4 55	...	140	lve..... Weir....arr.	....	....
....	....	5 45	8 35	146	+...Cherokee ...♂	9 5[illegible]	7 48
....	....	5 55	8 4[illegible]	149	.... Bruce	9 40	7 35
....	....	6 04	8 48	152	.... Monmouth	9 29	7 25
....	....	6 15	8 58	157	+.... McCune.....♂	9 17	7 13
....	....	6 25	9 05	161	.......Strauss.......	9 05	7 01
....	....	6 3[illegible]	9 11	163	.......Laneville	8 58	6 55
....	....	7 05	9 35	171	+.... Parsons....♂	8 40	6 35
....	....	7 30	10 00	179	.... Dennis.......	8 1[illegible]	6 06
....	....	7 40	10 09	184	...... Mortimer	8 00	5 55
...	....	7 55	10 20	189	+..Cherryvale..♂	*7 45	*5 40
....	....	P M	A M	....	ARRIVE] [LEAVE	A M	P M

d Stops on flag for passengers for Springfield and south; *e* stops to leave passengers from Aberdeen.

+ Coupon stations; ♂ Telegraph stations.

‖ Meals.

* Daily.

STANDARD—*Central time.*

16—BESSEMER BRANCH.—Pratt City to Ensley (1 mile), Woodward (7 miles) and **Bessemer** (11 miles). Operated for freight service only.

17—EMPIRE BRANCH.—Train lvs. **Bergens** ..... a.m., arr. Empire (9 miles) ..... a.m. Leaves Empire ..... a.m., arr. Bergens ..... a.m.

Frisco Lines

For Index of Stations, see pages 808-809.

18—CAPE GIRARDEAU, CARUTHERSVILLE AND LEACHVILLE.

827	823	851	853	811	Ms	January 2, 1910.	812	854	850	826	852
....	....	....	A M	P M	....	(Central time.)	Noon	P M	....	....	....
....	....	....	†7 30	*2 30	0	lv. + Cape Girardeau ♂ ar.	12 50	5 15	....	....	....
....	....	....	8 10	2 52	7	.....Fremsdorf.....	12 25	4 35	....	....	....
....	....	....	8 50	3 07	13	..... Commerce	12 10	4 05	....	....	....
....	....	....	9 25	3 19	19	..... Redman	11 59	3 36	....	....	....
....	....	....	9 40	3 25	21	..... Benton..... ♂	11 49	3 25	....	....	....
P M	....	A M	10 12	3 38	26	.....Morley.....	11 37	3 03	P M	....	P M
*2 00	....	†7 40	10 30	3 45	28	...Brooks Junction. ♂	11 31	2 46	2 55	....	1 20
2 50	....	10 55	10 45	....	32	lve...Vanduser ...arr.	....	2 20	....	....	1 00
2 55	....	11 50	A M	....	43	.....Zeta.....	....	1 15	....	....	12 15
3 04	....	12 05	8 13	....	46	.....Aquilla.....	....	1 00	....	....	12 05
3 20	A M	12 25	A M	P M	49	.....Bloomfield.... ♂	A M	12 40	P M	P M	*11 50
P M	*6 55	3 10	*7 55	*7 25	84	.....Campbell.... ♂	7 50	9 20	4 30	9 40	A M
....	7 15	4 00	8 10	7 40	88	arr.....Gibson ♂...lve.	*7 35	†9 05	4 10	*8 20	....
....	....	8 00	A M	3 55	32	.....Vanduser.... ♂	11 21	A M	2 20	....	....
....	....	8 11	....	4 03	34	..... Crowder	11 17	....	2 07	....	....
....	....	8 40	....	4 18	39	..... Salcedo.....	11 02	....	1 20	....	....
....	....	10 00	....	4 28	42	.....Morehouse... ♂	10 56	....	1 12	....	....
....	....	10 40	....	4 44	48	..... Canalou	10 40	....	12 25	....	....
....	....	11 00	....	4 52	51	..... Charter Oak	10 30	....	12 01	....	....
....	....	11 27	....	5 02	56	..... La Valle	10 20	....	11 27	....	....
....	....	11 35	....	5 08	58	.....Maulsby.....	10 13	....	11 10	....	....
....	....	12 05	....	5 15	61	.....Parma..... ♂	10 05	....	11 02	....	....
....	....	12 32	....	5 24	65	..... Risco.....	9 54	....	10 45	....	....
....	....	12 55	....	5 32	68	.....Tallipoosa	9 45	....	10 30	....	....
....	....	1 35	....	5 48	75	..... Gideon..... ♂	9 28	....	10 02	....	....
....	....	1 55	....	5 55	78	arr....Clarkton ♂...lve.	9 20	....	9 50	....	....
....	....	....	....	6 08	81	.....McGuires.....	9 02	....	....	....	....
....	....	....	....	6 20	85	arr.....Maiden....lve.	8 50	....	....	....	....
....	....	....	....	6 25	....	lve....Maiden....arr.	8 50	....	....	....	....
....	....	....	....	6 41	....	.....McGuires.....	8 42	....	....	....	....
....	....	1 55	....	6 55	78	ve...Clarkton...arr.	8 20	....	8 00	....	....
....	....	2 25	....	7 05	82	arr.....Gibson ♂...lve.	8 10	....	7 15	....	....
....	*7 15	2 25	....	7 40	82	lve.....Gibson ....arr.	7 35	....	7 15	8 20	....
....	7 29	2 40	....	7 48	84	.....Holcomb.....	7 29	....	7 00	6 14	....
....	7 38	3 15	....	7 57	89	.....White Oak.....	7 18	....	6 40	6 57	....
....	7 45	3 32	8 25	8 02	92	.....Ipley.....	7 13	8 24	6 30	6 49	....
....	7 55	4 00	P M	8 12	96	arr...+Kennett ♂...lve.	7 05	P M	†6 15	5 35	....
....	10 35	P M	*2 10	8 15	96	lve....Kennett...arr.	7 00	2 00	A M	5 30	....
....	10 45	....	2 18	8 25	99	.....Mackeys.....	6 50	1 50	....	5 20	....
....	10 55	....	2 27	8 35	102	..... Yama	6 40	1 40	....	5 10	....
....	11 05	....	2 35	8 44	104	..... Clay Root.....	6 30	1 32	....	5 01	....
....	11 10	....	2 45	8 52	....	.....Little River.....	6 22	1 30	....	4 52	....
....	11 21	....	2 60	8 58	109	..... Pascola ..... ♂	6 15	1 17	....	4 46	....
....	11 55	....	3 10	9 15	114	+ ..... Hayti ..... ♂	6 00	1 00	....	4 30	....
....	12 15	...	3 50	9 40	121	+ .Caruthersville. ♂	*5 35	*12 35	....	*4 00	....
....	Noon	855	P M	P M	...	ARRIVE} {LEAVE	A M	Noon	820	P M	....
....	A M	P M	....	....	...	LEAVE} {ARRIVE	....	....	A M	P M	....
....	*7 55	†2 00	....	....	96	+ .....Kennett..... ♂	....	....	10 30	5 35	....
....	8 05	2 16	....	....	99	....Dillman's Mill....	....	....	10 19	5 10	....
....	8 20	2 38	....	....	105	.....Senath.....	....	....	10 03	4 50	....
....	8 35	2 55	....	....	110	.....Bucoda.....	....	....	9 51	4 32	....
....	8 45	3 09	....	....	113	.....Arbyrd..... ♂	....	....	9 42	4 20	....
....	8 52	3 17	....	....	115	.....Paulding.....	....	....	9 35	4 13	....
....	8 58	3 27	....	....	118	..... Boynton	....	....	9 30	4 05	....
....	9 10	3 40	....	....	121	.....Leachville.... ♂	....	....	*9 20	†3 50	....
....	A M	P M	....	....	...	ARRIVE} {LEAVE	....	....	A M	P M	....
....	....	....	885	....	...	LEAVE} {ARRIVE	882	....	....	....	....
....	....	....	A M	881	68	.....Tallipoosa.....	A M	....	....	....	....
....	....	....	†11 30	A M	81	.....Wardell.....	11 20	....	....	....	....
....	....	....	12 30	†8 30	85	.....Pascola..... ♂	10 20	....	....	....	....
....	....	....	Noon	9 20	91	.....Deering.....	*9 30	....	....	....	....
....	....	....	....	A M	...	ARRIVE} {LEAVE	A M	....	....	....	....

Additional Train—Leaves Gibson *7 05 p.m., arriving Campbell 7 20 p.m. Leaves Campbell †8 40 a.m., arriving Gibson 8 55 a.m.

19—ST. LOUIS, CARUTHERSVILLE AND MEMPHIS.

....	805	803	801	Ms	January 2, 1910.	802	804	806	....
....	P M	P M	A M	...	LVE.} (Central time.) {ARR.	P M	A M	A M	....
....	*8 30	*5 26	*7 30	0	+ St. Louis (Union Sta.) ♂	7 55	9 30	7 27	....
....	9 38	5 36	7 39	3	+ .....Tower Grove..... ♂	7 40	9 15	7 12	....
....	— —	6 02	8 03	11	.....Gravois..... ♂	7 20	8 53	— —	....
....	— —	6 26	8 24	21	.....Ten Brook..... ♂	6 52	8 24	— —	....
....	— —	6 48	8 41	29	.....Barnhart..... ♂	6 31	7 52	6 23	....
....	— —	7 03	8 53	35	.....Horine.....	6 15	7 28	— —	....
....	— —	7 13	9 02	39	.....Festus..... ♂	6 03	7 14	— —	....
....	10 53	7 18	9 10	40	.....Crystal City..... ♂	6 00	7 10	6 02	....
....	— —	7 24	9 15	43	..... Selma	5 54	7 04	— —	....
....	— —	7 33	9 24	47	.....Rush Tower.....	5 46	6 56	— —	....
....	— —	7 48	9 37	53	.....Brickeys.....	5 32	6 43	— —	....
....	— —	7 56	9 43	56	.....Clement.....	5 26	6 37	— —	....
....	11 37	8 16	10 02	65	+ ...Ste. Genevieve... ♂	5 18	6 19	5 14	....
....	— —	8 27	10 12	70	.....Hicks.....	4 58	6 09	— —	....
....	— —	8 37	10 22	74	.....St. Marys..... ♂	4 50	6 01	— —	....
....	— —	8 42	10 25	76	....Perryville Junction....	4 46	5 57	— —	....
....	— —	8 52	10 35	81	.....McBride..... ♂	4 37	5 48	— —	....
....	— —	9 10	10 50	88	.....Menfro..... ♂	4 22	5 33	— —	....
....	— —	9 20	11 00	94	.....Wilkinson	4 11	5 22	— —	....
....	— —	9 27	11 05	96	.....Seventy-six..... ♂	4 07	5 18	— —	....
....	— —	9 44	11 22	103	.....Wittenberg.....	3 52	5 02	— —	....
....	— —	10 12	11 45	115	.....Neelys..... ♂	3 27	4 38	— —	....
....	— —	10 30	12 01	122	.....Bainbridge..... ♂	3 13	4 23	— —	....
....	1 40	11 00	12 25	131	arr. Cape Girardeau ♂ lve.	2 55	4 05	3 15	....
....	1 45	11 05	12 30	131	lve + Cape Girardeau. arr.	2 50	4 00	3 15	....
....	— —	11 25	12 50	139	.....Nash.....	2 34	3 39	— —	....
....	2 07	11 30	12 55	142	.....Rockview ..... ♂	2 29	3 34	2 53	....
....	2 15	•1250	1 05	144	.....Chaffee..... ♂	2 25	♭320	2 48	....
....	— —	1 05	1 18	151	.....Oran..... ♂	2 01	1 55	— —	....
....	— —	1 14	1 23	155	..... Brooks Junction ... ♂	1 51	1 45	— —	....
....	— —	1 35	1 39	160	.....McMullin.....	1 38	1 35	— —	....
....	2 53	2 00	1 50	166	+ .....Sikeston..... ♂	1 27	1 22	2 00	....
....	— —	2 20	2 06	174	.....Matthews ..... ♂	1 10	1 04	—	....
....	— —	2 49	2 30	186	.....Lilbourn ..... ♂	12 47	1237	— —	....
....	— —	3 03	2 42	191	.....Marston ..... ♂	12 35	1226	— —	....
....	— —	3 04	2 47	196	.....Conran.....	12 29	1220	— —	....
....	— —	3 22	2 57	199	.....Portageville..... ♂	12 19	1210	— —	....
....	— —	3 35	3 09	203	.....Brinkerhoff.....	12 05	1155	— —	....
....	4 20	— —	3 25	213	+ .....Hayti ..... ♂	— —	1143	1230	....
....	— —	4 55	3 55	220	+ ...Caruthersville... ♂	11 25	1105	— —	....
....	— —	5 20	4 20	219	.....Grassy Bayou	11 00	1030	— —	....
....	— —	5 34	4 35	225	.....Steele ..... ♂	10 42	1014	— —	....
....	— —	5 42	4 43	228	.....Holland ..... ♂	10 36	1006	— —	....
....	— —	5 55	4 56	234	.....Yarbro.....	10 23	9 51	— —	....
....	5 07	6 05	5 08	235	+ .....Blytheville..... ♂	10 14	9 41	1157	....
....	— —	6 17	5 22	241	.... Burdette Junction .. ♂	10 02	9 27	— —	....
....	— —	6 35	5 39	249	.....Luxora ..... ♂	9 47	9 09	— —	....
....	5 37	6 46	5 52	254	+ .....Osceola..... ♂	9 3	8 57	1109	....
....	— —	6 57	6 05	258	.....Grider.....	9 27	8 45	— —	....
....	5 59	7 12	6 20	264	.....Wilson..... ♂	9 3	8 29	— —	....
....	— —	7 26	6 33	270	.....Bassett.....	9 00	8 15	— —	....
....	— —	7 32	6 40	272	..... Joiner	8 55	8 08	— —	....
....	— —	7 40	6 49	275	....Frenchman's Bayou.. ♂	8 46	8 00	— —	....
....	— —	7 48	6 57	279	.....Menasha.....	8 34	7 52	— —	....
....	6 40	8 05	7 10	283	.....Big Creek..... ♂	8 30	7 40	1020	....
....	c —	8 14	7 25	288	.....Clarkdale..... ♂	8 19	7 26	c —	....
....	c —	8 23	—	289	.....Jericho.....	— —	7 19	c —	....
....	c —	8 40	7 40	294	.....Marion..... ♂	7 56	7 02	c —	....
....	c —	9 05	7 55	301	..... Bridge Junction ... ♂	7 15	— —	c —	....
....	7 30	9 25	8 15	305	+ .....Memphis..... ♂	*6 55	*620	*930	....
....	A M	A M	P M	...	ARRIVE} {LEAVE	A M	P M	P M	....

EXPLANATION OF SIGNS.

Trains marked * run daily; † daily, except Sunday; c stops to take or leave passengers for or from points on River and Cape Divisions; k Saturday only. • Arrives 11 35 p.m. ♭ Arrives 2 15 a.m.

20—ST. PAUL BRANCH.

No. 785	Ms	January 2, 1910.	No. 782	....
....	...	LEAVE} {ARRIVE	....	....
*8 25 P M	0	.....St. Louis.....	7 00 A M	....
7 47 A M	353	ar + Fayetteville lv.	4 23 P M	....
†8 00 A M	353	lv. Fayetteville ♂ ar.	3 50 P M	....
8 45 "	361	.....Leith.....	3 07 "	....
8 55 "	364	..... Harris	3 00 "	....
9 07 "	367	..... Elkins.....	2 47 "	....
9 25 "	371	.....Durham.....	2 34 "	....
9 38 "	374	.....Thompson.....	2 22 "	....
9 55 "	378	..... Crosses	2 06 "	....
10 02 "	380	.....Delaney.....	2 00 "	....
10 08 "	381	.....Patrick.....	1 53 "	....
10 18 "	384	.....Combs.....	1 41 "	....
10 27 "	386	..... Brashears.....	1 33 "	....
10 42 "	388	.....St. Paul.....	1 25 "	....
11 00 "	394	..... Dutton	1 00 P M	....
11 30 A M	396	.....Pettigrew.. ♂	†1250 Noon	....
....	....	ARRIVE} {LEAVE	....	....

21—CURRENT RIVER BRANCH.

No. 275	Ms	January 2, 1910.	No. 274
....	...	LEAVE} {ARRIVE	....
*6 45 A M	0	+ .Willow Springs. ♂	4 30 P M
7 00 "	5	...Hutton Valley...	4 06 "
7 30 "	16	...Mountain View...	3 33 "
7 50 "	24	..... Montier	3 11 "
8 04 "	29	.....Birch Tree.....	2 56 "
8 17 "	34	..... Bartlett	2 40 "
8 31 "	39	..... Winona .... ♂	2 25 "
8 55 "	44	.... Low Wassie	2 10 "
9 12 "	51	.....Fremont.....	1 53 "
9 30 "	57	.....Cumings.....	1 30 "
9 47 "	62	..... Chicopee.....	1 17 "
9 58 "	66	..... Short	1 03 P M
10 08 "	70	..... Chilton	12 52 Noon
10 12 "	71	.... Club House	12 48 "
10 30 "	76	..... Hunter.... ♂	12 30 "
10 45 A M	81	.....Grandin.... ♂	*1215 Noon
....	....	ARRIVE} {LEAVE	....

22—BLOOMFIELD DIVISION.

880	858	Mls.	January 2, 1910.	857	883	....
P M	A M	....	LEAVE} {ARRIVE	A M	P M	....
*5 45	*6 40	0	...Bloomfield. ♂	11 00	5 30	....
4 00	6 55	5	.....Aquilla.....	10 45	5 15	....
....	....	8	arr... Zeta ♂ . lve.	....	....	....
4 15	7 10	9	.....Zadoc	10 30	5 08	....
4 20	7 20	12	..... Swinton	10 20	4 58	....
4 35	7 37	15	...Brownwood. ♂	10 00	*4 40	....
P M	8 10	16	....Richardson....	9 30	P M	....
....	8 30	22	...Castor Bridge...	9 05	....	....
....	8 40	24	.....Zalma.....	*8 55	....	....
....	A M	....	ARRIVE} {LEAVE	A M	....	....

23—RICH HILL BRANCH.

181	183	Mls.	January 2, 1910.	182	180	....
P M	A M	....	LEAVE} {ARRIVE	P M	P M	....
*2 05	*8 45	0	.....Linton..... ♂	1 25	4 10	....
2 20	9 10	6	+ .....Hume .... ♂	1 08	3 50	....
2 35	9 50	13	.....Sprague.....	12 48	3 25	....
2 50	10 10	19	+ .. Rich Hill... ♂	*1230	*3 05	....
P M	A M	24	arr. Carbon Centre. lv.	Noon	P M	....

‖ Meals. + Coupon stations; ♂ Telegraph stations.

Frisco Lines

For Index of Stations, see pages 808-809.

24—CAPE GIRARDEAU AND HOXIE.

597	595	593	815	Ms	*January* 2, 1910.	818	894	890	896	
			A M		LEAVE] [ARRIVE	P M				
			*6 15	0	+..Cape Girardeau. ♁	9 35				
			6 35	8	.....Nash.....	9 10				
			6 42	10	.....Blomeyer.....	9 02				
			6 50	13	.....Sharpsboro.....	8 54				
			6 55	15	.....Delta.....♁	8 50				
			7 15	22	.....Green Cox.....	8 24				
			7 28	26	.....Advance.....	8 16				
			7 37	30	.....Brownwood...♁	8 04				
			7 46	33	.....Sturdivant.....	7 53				
		A M	7 51	35	.....Eagelette.....	7 45		P M		
		*7 45	8 17	44	.....Puxico.....♁	7 22		5 15		
		8 00	8 25	47	arr.....Minge....lve.	7 14		*6 00		
			8 43	53	....Romine Springs....	6 58				
			8 47	55	.....Rombauer.....	6 53				
			8 55	57	.....Sawyer.....	6 45				
		A M	9 15	64	ar. + Poplar Bluff..lv.	6 25		A M		
		†11 15	9 15	64	lv... Poplar Bluff ♁ ar.	‖6 25		10 05		
		11 53	9 35	72	.....Harviell.....	6 08		9 35		
		12 15	9 45	76	.....Taft.....	5 56		9 14		
		12 45	10 00	81	.....Naylor.....♁	5 42		8 45		
		1 44	10 31	93	.....Success.....	5 14		7 50		
		2 05	10 43	97	.....Datto.....	5 04		7 28		
		2 20	10 50	100	.....Reyno.....	4 56		7 15		
		2 50	10 53	101	.....Ponca.....	4 54		7 10		
		2 57	11 00	103	.....Biggers.....♁	4 47		6 50		
P M		3 30	11 30	114	.....Pocahontas....♁	4 20	A M	†6 00		
*4 10		P M	11 45	115	...East Pocahontas...	4 06	10 30	A M		
4 25			11 54	117	.....Shannon.....	3 50	10 15			
5 18			12 30	127	....Walnut Ridge....	3 15	9 30			
5 50			12 40	129	+.....Hoxie.....♁	*3 10	*8 30			
P M			Noon		ARRIVE] [LEAVE	P M	A M			
		*8 30		47	lve.....Minge....arr.				5 00	
		8 50		51	.....Wappapello.....				4 40	
		9 20		57	.....Chaonia.....				4 10	
		9 40		61	.....Ojibway.....				3 50	
		9 55		64	.....Taskee.....				3 35	
		10 30		71	....Williamsville..♁				2 45	
		11 00		77	.....Upalika.....				2 08	
		11 35		84	.....Elsinore.....				1 28	
		12 01		89	...Grandin Junction...				1 04	
		12 30		92	.....Hunter.....				*12 45	
		Noon			ARRIVE] [LEAVE		A M		Noon	
			12 55		lve.....Hoxie....arr.	3 05	6 12			
			7 00		arr...Kansas City.lve.	*11 38	*11 00			

25—ST. LOUIS AND PITTSBURG.

	13	325	319	321	Mls	*January* 2, 1910.	324	320	326	328	
	A M					LEAVE] [ARRIVE	P M		A M	A M	
	*7 25	P M			0	....St. Louis....	7 45		7 00	7 39	
	9 55	*3 35			383	.Orongo Junc.	8 05		6 28	– –	
	10 20	4 05			333	arr..Joplin..lve.	7 40		6 00	8 15	
	P M	P M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M	P M	
	*10 25	*4 15	*8 45	*10 40	0	+....Joplin...♁	6 05	10 30	5 10	8 00	
	– –	4 30	8 59	– –	5	.....Tuckahoe....	5 49	10 15	– –	– –	
	– –	4 34	9 03	– –	6	.....Thoms.....	5 46	10 12	– –	– –	
	10 55	4 40	9 10	11 05	10	ar. Carl Junc..lv.	5 40		*10 05	4 40	*7 32
	*9 58		A M		29	lve. Orongo. arr.	8 03	A M	6 25		
	11 00	4 40		11 10	10	lv. Carl Junc ♁ ar.	5 40		4 40	7 30	
	11 30	5 07		11 32	22	.....Opolis....♁	5 16		4 17	7 06	
	11 50	5 25		11 50	29	+..Pittsburg..♁	*5 00		*4 00	*6 45	
	P M	P M		A M		ARRIVE] [LEAVE	A M		P M	P M	

26—ABERDEEN BRANCH.

	907	983	981	Mls	*January* 2, 1910.	908	980	982		
	P M	P M	Noon		LEAVE] [ARRIVE	A M	A M	P M		
	*10 40	*4 40	*12 35	0	+.....Amery.....♁	5 30	11 45	4 05		
	10 45	4 45	12 40	1	.Aberdeen Junction.	5 25	11 40	4 00		
	11 00	5 00	12 55	6	.....Acker.....	5 12	11 15	3 45		
	11 20	5 25	1 20	13	+....Aberdeen.....♁	*4 55	*10 50	*3 25		
	P M	P M	P M		ARRIVE] [LEAVE	A M	A M	P M		

27—CHADWICK BRANCH.

			1221	1211	Ms	*January* 2, 1910.	1222	1212			
			A M	P M		LEAVE] [ARRIVE	P M	A M			
			*9 00	*10 00	0	.....St. Louis.....	7 45	7 00			
			4 06	6 50	239	ar..Springfield ♁ lv.	12 25	10 10			
			*8 00	*9 00	239	lv. + Springfield. ar.	8 30	3 45			
			6 12	9 15	243	.....Langston.....	8 14	3 22			
			6 22	9 31	246	.....Galloway.....	8 03	3 07			
			6 29	9 45	249	..... Gates	7 55	2 56			
			6 42	10 05	253	.....Cassidy	7 43	2 40			
			6 55	11 00	257	.....Ozark .....♁	7 30	2 15			
			7 18	11 38	265	.....Sparta.....♁	7 13	1 30			
			7 40	12 15	272	.....Chadwick ..♁	*6 50	*1 00			
			P M	Noon		ARRIVE] [LEAVE	A M	P M			

* Daily; † daily, except Sunday. ‖ Meals. + Coupon stations; ♁ Telegraph stations. STANDARD—*Central time.*

28—KANSAS CITY AND SPRINGFIELD.

23	21	Ms	*January* 2, 1910.	24	22
P M	A M		LEAVE] [ARRIVE	A M	P M
†5 15	*9 10	0	....Kansas City..♁	11 55	5 12
5 32	9 28	5	.....Coburg.....	– –	– –
– –	– –	6	..Sheffield Junction..	– –	– –
5 46	9 42	10	.....Leeds.....	11 20	4 39
5 50	9 46	11	....Belt Junction..♁	11 15	4 35
5 58	9 54	14	.....Swope Park.....	11 07	4 26
6 02	9 57	15	.....Melville.....	11 03	4 23
– –	– –	17	..... Lambert	– –	– –
6 03	10 05	18	.....Holmes.....♁	10 57	4 15
6 29	10 25	23	....Grand View....	10 42	4 01
6 35	10 31	25	..... Belvidere.....	10 31	3 56
6 45	10 39	28	+.....Belton.....♁	10 22	3 50
6 56	10 50	33	.....Harrelson	10 09	3 35
7 05	11 00	37	.....Peculiar	9 59	3 25
7 13	11 08	40	..... Barton	9 52	3 16
7 26	11 22	45	+..Harrisonville.♁	9 34	3 02
7 41	11 36	52	....East Lynne..♁	9 22	2 46
8 00	11 56	60	..... Latour	9 04	2 25
8 14	12 09	66	..... Quick City.....	8 51	2 11
9 23	12 20	70	..... Blairstown ...♁	8 42	2 01
8 37	12 32	75	..... Maurine	8 30	1 47
8 50	12 44	80	.....Harvey.....	8 18	1 37
9 15	1 05	88	+.... Clinton.....♁	†8 00	1 15
P M	– –	89	....North Clinton....	A M	– –
....	1 22	92	..... Levy	....	12 57
....	1 37	97	....Brownington ..♁	....	12 42
....	1 57	105	+.. Lowry City ..♁	....	12 21
....	2 17	112	+....Osceola....♁	....	12 01
....	2 27	117	...Harlan Junction..	....	11 52
....	2 48	124	.....Gerster.....	....	11 30
....	3 03	130	.....Weaubleau...♁	....	11 16
....	3 18	136	.....Flemington.....	....	11 02
....	3 38	144	.....Cliquot.....	....	10 42
....	3 58	151	+.....Bolivar.....♁	....	10 26
....	4 09	155	..... Karlin	....	10 12
....	4 22	159	.....Morrisville.....	....	10 01
....	4 27	161	.....Wishart.....	....	9 56
....	4 40	166	.. Graydon Springs...	....	9 45
....	4 55	170	....Walnut Grove..♁	....	9 35
....	5 01	173	..... Harold	....	9 29
....	5 07	175	..... Pearl	....	9 23
....	5 17	180	.....Willard.....	....	9 13
....	5 27	184	.....Ritter.....	....	9 05
....	5 34	188	.....De Mund.....	....	8 55
....	5 50	194	+..Springfield..♁	....	*8 45
....	P M		...ARRIVE] [LEAVE	....	A M

29—BENTONVILLE BRANCH.

	No. 771	No. 777	No. 775	Mls.	*January* 2, 1910.	No. 776	No. 772	No. 774	
		*10 00 P M	*8 25 P M	0	lve. St. Louis. arr.		7 00 A M	7 45 P M	
		11 53 A M	7 07 A M	334	arr.. Rogers .lve.		6 13 P M	9 16 A M	
	*5 30 P M	*12 10 Noon	*9 30 A M	334	lv. + Rogers ♁ ar.	11 00 A M	4 55 P M	9 00 A M	
	5 55 P M	12 50 Noon	9 55 "	339	+ Bentonville ♁	10 35 "	4 20 "	*8 40 A M	
		1 08 P M	10 10 "	343	.....Centerton....	10 10 "	4 05 "		
		1 37 "	10 30 "	350	.....Hiwassee....	9 40 "	3 45 "		
		2 00 "	11 00 "	357	.....Gravett...♁	9 00 "	3 15 "		
		2 20 "	11 15 "	362	..... Beaty	8 35 "	3 00 "		
		2 40 "	11 35 "	368	..Southwest City ♁	8 15 "	2 40 "		
		3 20 "	11 55 A M	374	.....Dodge.....	7 45 "	2 25 "		
		4 00 P M	12 20 Noon	380	arr...Grove ♁ lve.	*7 15 A M	*2 00 P M		

30—AURORA BRANCH.

No. 1230	No. 1228	No. 1226	No. 1232	M	*January* 2, 1910.	No. 1231	No. 1225	No. 1227	No. 1229
					LEAVE] [ARRIVE				
*4 50 P M	*3 50 P M	*10 10 A M	*5 25 P M	0	....Greenfield..♁	10 05 A M	10 40 A M	4 20 P M	5 20 P M
5 00 P M	4 00 P M	10 20 A M	5 35 "	3	+ So. Greenfield ♁	9 55 "	*10 30 A M	*4 10 P M	*5 10 P M
			5 45 "	7	.....Pennsboro.....	9 43 "			
			6 08 "	15	.....Miller.....	9 22 "			
			6 32 "	24	+....Mt. Vernon...♁	9 00 "			
			6 50 "	30	.....Elliott.....	8 44 "			
			7 10 P M	35	+.... Aurora....♁	*8 30 A M			
					ARRIVE] [LEAVE				

31—PARIS & GREAT NORTHERN RAILROAD.

B. L. WINCHELL, President. St. Louis, Mo.
C. R. GRAY, Vice-President, St. Louis, Mo.

H. D. MCDONALD, Vice-President.
J. F. MCREYNOLDS, Secretary and Treasurer.
F. H. HAMILTON, Asst. Secretary and Treasurer.
W. F. EVANS, General Counsel, St. Louis, Mo.

ANDREWS, BALL & STREETMAN, General Attorneys.
W. H. UPTON, General Superintendent and General Freight and Passenger Agent.
J. N. BAILEY, Auditor.

General Offices—Paris, Texas.

	No. 11	No. 5	No. 3	Ms.	*January* 2, 1910.	No. 12	No. 6	No. 4	
					(*Central time.*)				
	*10 00 P M	*g –	*4 20 A M	0	lve.....Arthur City....arr.	7 18 A M	– –	12 24 Night	
	10 10 "	g –	4 30 "	4	..... Powderly	7 10 "	– –	12 14 "	
	10 20 "	g –	– –	9	..... Hinckley	6 58 "	– –	12 02 Night	
	10 35 P M	3 50 P M	4 55 A M	15	+.....Paris.....	*6 45 A M	*1240 Noon	*1150 P M	
					ARRIVE] [LEAVE				

g Stops to leave from St. Louis and Kansas City or beyond.

Connection.—At Arthur City—With St. Louis & San Francisco R.R.

For Condensed Schedules and Through Pullman Car Service, see pages 798-799.

FRISCO

Frisco Lines

FRISCO

For Index of Stations, see pages 808-809.

32—FORT WORTH & RIO GRANDE RAILWAY.

B. L. Winchell, President, St. Louis, Mo.
C. R. Gray, Vice-President, St. Louis, Mo.

W. B. Drake, V.-P. and Gen. Supt.
A. S. Greig, V.-P., St. Louis, Mo.
L. O. Williams, Sec'y and Treas.
F. H. Hamilton, Asst. Sec'y & Asst. Treas.
W. F. Evans, General Counsel.
Andrews, Ball & Streetman, General Attorneys.

E. B. Pierce, Auditor.
C. W. Strain, Gen. Pas. Agent.
F. B. Parker, Train Master.
J. M. Chandler, Car Accountant.
W. C. Preston, Gen. Fht. Agent.
E. F. Tillman, Live Stock Agent.
C. E. Wynne, Jr., Com'l Agent.

General Offices—Fort Worth, Tex.

Connections.—Fort Worth—With Texas & Pacific Ry.; Missouri, Kansas & Texas Ry.; Gulf, Colorado & Santa Fe Ry.; Houston & Texas Central Ry.; Fort Worth & Denver City Ry.; Chicago, Rock Island & Gulf Ry. and St. Louis Southwestern Ry. Cresson—With Gulf, Colorado & Santa Fe Ry. Dublin—With Texas Central Ry. Brownwood—With Gulf, Colorado & Santa Fe Ry.

11	No. 9	Mls.	January 2, 1910.	12	No. 10
P M	.....	.....	(Central time.)	Noon	.....
*3 20	*3 15 A M	0	lve.+Fort Worth ♁ arr.	12 40	6 45 A M
3 51	– –	12	.....Primrose.....	12 07	– –
4 00	– –	16	.....Plover.....	11 58	– –
4 12	– –	21	.....Scottland.....	11 47	– –
4 23	4 17 »	25	.....Cresson.....♁	11 37	5 15 »
4 35	– –	30	.....Chapin.....	11 26	– –
4 42	– –	.....	.....Waples.....	11 16	– –
4 55	4 48 »	40	+.....Granbury.....♁	11 03	4 35 »
5 18	5 10 »	50	.....Tolar.....♁	10 40	3 45 »
5 38	5 30 »	59	.....Bluffdale.....♁	10 20	3 15 »
6 54	+ –	66	.....Immermere.....	10 02	– –
16 35	6 08 »	76	+...Stephenville...♁	9 40	2 20 »
8 52	– –	84	.....Harbin.....	9 18	1 50 »
7 10	6 45 »	90	+.....Dublin.....♁	9 07	1 35 »
7 28	7 03 »	99	.....Proctor.....♁	8 42	1 10 A M
7 38	7 18 »	104	.....Hasse.....	8 32	12 59 Night
7 55	7 35 »	112	+.....Comanche.....♁	8 17	12 40 »
8 13	– –	119	.....Watson.....	8 00	– –
8 27	8 18 »	125	.....Blanket.....♁	7 45	12 07 Night
8 48	– –	134	.....Delaware.....	7 26	– –
9 05	8 50 »	141	arr+Brownwood♁ lve.	*7 10	11 30 P M
P M	9 30 »	141	lve..Brownwood..arr.	A M	6 15 »
.....	9 50 »	149	.....Dalzell.....	.....	5 48 »
.....	10 05 »	156	.....Brookesmith.....	.....	5 33 »
.....	10 20 »	162	.....Winchell.....	.....	5 20 »
.....	10 30 »	166	.....Mercury.....♁	.....	5 10 »
.....	10 47 »	172	.....Placid.....	.....	4 55 »
.....	11 07 »	180	.....Rochelle.....♁	.....	4 38 »
.....	11 18 »	186	.....Sellman.....	.....	4 25 »
.....	11 30 A M	190	+.....Brady.....♁	.....	*4 15 P M
.....	.....	.....	ARRIVE] [LEAVE	.....	.....

+ Coupon stations. ♁ Telegraph stations.

33—ST. LOUIS, SAN FRANCISCO & TEXAS RAILWAY.

B. L. Winchell, President, St. Louis, Mo.
C. R. Gray, Vice-President, St. Louis, Mo.

W. B. Drake, V.-P. and Gen. Supt.
A. S. Greig, V.-P., St. Louis, Mo.
L. O. Williams, Sec'y and Treas.
F. H. Hamilton, Asst. Sec'y and Asst. Treas.
W. F. Evans, General Counsel.
Andrews, Ball, & Streetman, General Attorneys.

E. B. Pierce, Auditor.
C. W. Strain, General Passenger Agent.
F. B. Parker, Train Master.
J. M. Chandler, Car Accountant.
W. C. Preston, Gen. Fht. Agent.
E. F. Tillman, Live Stock Agent.
C. E. Wynne, Jr., Commercial Agt.

General Offices—Fort Worth, Tex.

Connections.—At Ft. Worth—With railroads diverging. At Red River—With St. Louis & San Francisco R.R.

507	17	39	9	Mls	January 2, 1910.	14	40	18	508	
P M	.....	.....	P M	....	(Central time.)	.....	.....	.....	A M	....
*8 35	.....	.....	*250	....	lve....St. Louis....arr.	A M	.....	.....	7 39	
*11 30	.....	.....	*700	....	lve..Kansas City.arr.	8 05	.....	.....	7 00	
P M	.....	.....	P M	0	lve...Red River...arr.	P M	.....	.....	A M	
*3 10	.....	.....	*200	5	+.....Denison.....♁	11 20	.....	.....	6 50	
9 30	A M	A M	2 20	14	arr..+Sherman♁.lve.	1 00	P M	P M	*6 30	
P M	*7 35	†7 00	2 30	14	lve....Sherman..arr.	12 55	8 00	6 45	A M	
.....	7 51	7 30	– –	21	.....Hilton.....	– –	6 35	6 28	....	
.....	8 05	8 05	3 00	26	.....Dorchester.....♁	12 26	5 15	5 17		
.....	8 20	8 35	3 17	33	.....Gunter.....♁	12 09	4 45	4 00		
.....	8 40	9 50	3 35	42	+.....Celina.....♁	11 50	4 12	7 39		
.....	8 55	10 25	3 48	48	.....Prosper.....♁	11 39	3 40	7 25		
.....	9 09	11 00	4 05	54	+.....Frisco.....♁	11 25	3 06	7 10		
.....	9 32	11 52	– –	63	.....Hebron.....	– –	2 20	6 47		
.....	9 45	12 30	4 45	69	+....Carrollton....♁	10 50	2 00	6 35		
.....	10 00	12 50	– –	73	.....Gribble.....	– –	1 45	6 24		
.....	10 20	1 10	5 20	79	.....Irving.....♁	10 20	†1 25	6 10		
.....	.....	P M	.....	.....	ar..North Fort Worth..lv.	.....	P M	.....		
.....	11 20	.....	6 15	100	ar..+Fort Worth♁..lv.	*9 20	.....	*5 05		
.....	A M	.....	P M	103	Ft. Worth Freight Depot □	A M	.....	P M		

□ To be used in figuring division of freight charges.

Connections.—At Red River—With St. Louis & San Francisco R.R. *Daily; †daily except Sunday. ♁ Meals.

No. 609	No. 621	Mls	January 2, 1910.	No. 610	No. 620
.....	.....	0	lve....Red River...arr.	.....	.....
*10 12 P M	*10 10 A M	4	.....Kingola.....	5 52 A M	5 55 P M
10 35 P M	10 35 A M	13	arr....+Vernon....lve.	*5 30 A M	*5 50 P M

No. 9	No. 421	Mls	January 2, 1910.	No. 10	No. 420
.....	.....	0	lve....Red River...arr.	.....	.....
*6 22 P M	*10 26 A M	2	.....Hazel.....	7 22 A M	5 40 P M
6 45 P M	10 45 A M	9	arr...+Quanah....lve.	*7 05 A M	*5 20 P M

34—COLORADO SOUTHERN, NEW ORLEANS & PACIFIC RAILROAD.—35

No. 3-103	No. 1-101	Mls.	September 1, 1909. (C. S. N. O. & P. R.R.)	No. 2-102	No. 4-104
.....	.....	.....		.....	.....
*1 30 P M	*6 10 A M	0	lve....New Orleans...arr.	10 25 P M	2 10 P M
1 50 »	6 30 »	7	.....Shrewsbury.....	10 06 »	1 50 »
2 01 »	6 40 »	12	.....Kenner.....	9 55 »	1 40 »
2 09 »	6 47 »	15	.....Frellsen.....	9 47 »	1 32 »
2 23 »	7 02 »	22	.....Kassel.....	9 31 »	1 17 »
2 31 »	7 08 »	25	.....Alcazar.....	9 24 »	1 10 »
2 36 »	7 12 »	27	.....Elvina.....	9 20 »	1 06 »
2 39 »	7 15 »	28	.....Ory.....	9 16 »	1 03 P M
2 44 »	7 19 »	30	.....Montegut.....	9 12 »	12 59 Noon
2 51 »	7 28 »	34	.....Reserve.....	9 05 »	12 51 »
2 58 »	7 36 »	36	.....Garyville.....	8 55 »	12 43 »
3 03 »	7 42 »	39	.....Mount Airy.....	8 49 »	12 37 »
3 13 »	7 51 »	43	.....Waldeck.....	8 39 »	12 27 »
3 31 »	8 10 »	51	.....Barmen.....	8 21 »	12 09 »
3 38 »	8 17 »	54	.....Sorrento.....	8 14 »	12 03 Noon
3 42 »	8 23 »	56	.....Brittany.....	8 10 »	11 58 A M
3 50 »	8 30 »	60	.....Edenborn.....	8 03 »	11 50 »
3 59 »	8 39 »	62	.....Witten.....	7 54 »	11 41 »
4 08 »	8 46 »	65	.....Nettie.....	7 47 »	11 34 »
4 11 »	8 51 »	67	.....Bullion.....	7 42 »	11 29 »
4 17 »	8 57 »	69	.....Kleinpeter.....	7 37 »	11 24 »
4 24 »	9 04 »	72	.....Siegen.....	7 30 »	11 17 »
4 28 »	9 08 »	74	.....Essen.....	7 26 »	11 12 »
4 40 »	9 20 »	81	.....Baton Rouge.....	7 15 »	11 00 »
5 30 »	10 10 »	88	.....Anchorage.....♁	6 25 »	10 10 »
5 40 »	10 13 »	92	.....Westover.....	6 16 »	10 01 »
6 00 »	10 35 »	100	.....Erwinville.....	6 00 »	9 45 »
6 07 »	10 43 »	104	.....Cholpe.....	5 52 »	9 38 »
6 18 »	10 53 »	110	.....Livonia.....	5 42 »	9 27 »
6 29 »	11 05 »	115	.....Lottie.....	5 28 »	9 15 »
6 39 »	11 36 »	130	.....Cortableau.....	4 56 »	8 45 »
7 09 »	11 45 »	134	.....Port Barre.....	4 46 »	8 35 »
7 22 »	11 50 A M	141	.....Opelousas.....♁	4 31 »	8 21 »
7 34 »	12 13 Noon	148	.....Lawtell.....	4 16 »	8 07 »
7 49 »	12 30 »	156	.....Savoy.....	3 59 »	7 52 »
8 00 P M	12 41 »	162	arr.....Eunice♁.....lve.	3 47 »	*7 40 A M
.....	12 41 »	162	lve.....Eunice.....arr.	3 47 »	.....
	12 53 Noon	167	.....Tyrone.....	3 35 »	.....
	1 04 P M	172	.....Basile.....	3 24 »	.....
	1 18 »	178	.....Elton.....♁	3 11 »	.....
	1 25 »	183	.....Lauderdale.....	3 01 »	.....
	1 35 »	188	.....Kinder.....♁	2 51 »	.....
	1 47 »	194	.....Le Blanc.....	2 37 »	.....
	2 00 »	200	.....Reaves.....	2 25 »	.....
	2 12 »	206	.....Edith.....	2 12 »	.....
	2 21 »	209	.....Fulton.....♁	2 05 »	.....
	2 42 »	217	.....Gordon.....	1 45 »	.....
	3 00 P M	224	arr.....De Quincy♁...lve.	1 28 P M	.....

* Daily. ♁ Telegraph stations. STANDARD—Central time.

No. 1	Mls.	September 1, 1909. (B. S. L. & W. Ry.)	No. 2
.....	....		.....
*5 05 P M	224	lve.....De Quincy....arr.	1 25 P M
4 14 »	254	.....Mauriceville...♁	12 12 Noon
4 50 »	271	.....Beaumont.....♁	11 35 A M
5 17 »	277	.....Elizabeth.....	11 07 »
5 31 »	284	.....Westbury.....	10 53 »
5 44 »	290	.....Grayburg.....	10 40 »
5 50 »	292	.....Sour Lake.....♁	10 34 »
6 07 »	295	.....Hathaway.....	10 17 »
6 14 »	299	.....Strain.....	10 08 »
6 24 »	305	.....Hull.....♁	9 58 »
6 33 »	310	.....Hardin.....	9 47 »
6 40 »	314	.....Sandune.....	9 40 »
6 50 »	318	.....Kenefick.....	9 30 »
6 59 »	323	.....Martha.....	9 20 »
7 09 »	329	.....Eastgate.....	9 08 »
7 17 »	333	.....Huffman.....♁	9 00 »
7 26 »	338	.....Harmaston.....	8 51 »
7 36 »	343	.....Victor.....	8 40 »
7 42 »	347	.....Dyersdale.....	8 34 »
7 49 »	350	.....Settegast.....	8 26 »
8 15 P M	360	arr.....Houston♁...lve.	*8 00 A M

37—ORANGE & NORTHWESTERN RAILROAD.

No. 11	Ms	September 1, 1909.	M	No. 12
*9 47 A M	0	lve.....Newton.....arr.	62	6 40 P M
10 00 »	5	.....Clayton.....	57	6 26 »
10 06 »	7	.....Ford.....	55	6 20 »
10 27 »	13	.....Adsul.....	49	5 58 »
10 37 »	19	.....Call.....	43	5 50 »
10 41 »	20	.....Forbes.....	42	5 45 »
10 48 »	23	.....Johnson.....	39	5 37 »
11 00 »	28	.....Quigley.....	34	5 25 »
11 10 »	30	.....Bessmay.....	32	5 18 »
11 12 »	31	.....Parker's.....	31	5 11 »
11 22 »	32	arr.....Buna.....lve.	30	5 04 »
11 22 »	32	lve.....Buna.....arr.	30	5 04 »
11 29 »	35	.....Bunker Hill.....	27	4 54 »
11 38 »	38	.....Section No. 3.....	24	4 46 »
11 48 »	42	.....Robertson.....	20	4 35 »
11 53 A M	43	.....Gist.....	19	4 30 »
12 05 Noon	47	.....Texla.....	15	4 19 »
12 12 »	49	arr..Mauriceville..lve.	13	4 14 »
12 12 »	49	lve..Mauriceville..arr.	13	4 14 »
12 25 »	54	.....Peveto.....	8	4 00 »
12 30 »	56	.....Bancroft.....	6	3 55 »
12 40 »	60	.....West Orange.....	2	3 45 »
12 47 Noon	62	arr.....Orange.....lve.	0	*3 40 P M

36—CROWLEY BRANCH.

Colorado Southern, New Orleans & Pacific R.R.

No. 103	No. 101	Ms	September 1, 1909.	No. 104	No. 102
			Eunice♁...arr.	7 30 A M	12 30 Noon
*8 10 P M	*4 00 P M	0	lve.....Eunice♁...arr.	7 09 »	12 59 A M
8 31 »	4 31 »	8	.....Mowata.....		
		10	.....Rhineland.....		
8 43 »		12	.....Maxie.....	6 57 »	12 47 »
		14	.....Ellis.....		
		18	.....Lawson.....		
8 50 P M	4 49 »	22	arr.....Crowley♁...lve.	*6 30 A M	*1 00 A M

No. 103	No. 101	Ms	September 1, 1909.	No. 104	No. 102
			Eunice♁...arr.	7 30 A M	12 30 Noon
*8 10 P M	*4 00 P M	0	lve.....Eunice♁...arr.	7 09 »	12 59 A M
8 31 »	4 31 »	8	.....Mowata.....		
		10	.....Rhineland.....		
8 43 »		12	.....Maxie.....	6 57 »	12 47 »
		14	.....Ellis.....		
		18	.....Lawson.....		
8 50 P M	4 49 »	22	arr.....Crowley♁...lve.	*6 30 A M	*1 00 A M

Frisco Lines

INDEX TO STATIONS AND TIME-TABLES.

Numbers opposite names of stations indicate the table in which station appears. For example, Rolla, Mo., is carried in time-table No. 1, and Lenexa, Kan., in time-table No. 14. The + indicates coupon stations. Stations marked * are located on the branch indicated, but are not shown in the table.

TABLE No.

+Aberdeen, Miss....26
Aberdeen Junc., Miss.26
Acker, Miss....26
+Ada, Ok....8, 11
Adamsville, Ala....14
Adsul, Tex....37
Advance, Mo....24
+Afton, Ok....7, 9
Alabama, Ok....8, 11
Albion, Ok....1a
Alcazar, La....34
Allenton, Mo....1
Alston, Mo....15
+Altamont, Kan....5
Altus, Ok....7
*Amber, Ok....7
Ames, Ok....6
+Amory, Miss....14, 26
Anaconda, Mo....1
Anchorage, La....34
Andover, Kan....5
Anna, Kan....13
Antlers, Ok....1a
Aquilla, Mo....18, 22
Arapaho, Ok....6
Arbyrd, Mo....18
+Arcadia, Kan....14, 15
Arden, Ark....12
+Ardmore, Ok....11, 12
+Arkansas City, Kan. 6
Arkinda, Ark....12
Arlington, Mo....1
Arthur City, Tex..1a, 31
Asbury, Mo....13
+Ashdown, Ark....12
+Ash Grove, Mo....14
Atlanta, Kan....6
+Augusta, Kan....5
+Aurora, Mo....1, 30
Avard, Ok....10
Avoca, Ark....1
Aylesworth, Ok....12

Bainbridge, Mo....19
Bancroft, Tex....37
Bangert, Mo....2
Barmen, La....34
Barnhart, Mo....19
Bartlett, Mo....21
Barton, Mo....28
Basile, La....34
Bassett, Ark....19
Baton Rouge, La....34
+Baxter, Kan....5, 9, 13
Beaty, Ark....29
Beaumont, Tex....35
Beaumont Jn., Kan.5, 6
Beggs, Ok....8, 11
Belden, Miss....14
Bellevue, Tenn....14
Belt Junction, Mo....24
+Belton, Mo....28
Belvidere, Mo....28
Bengal, Ok....1a
Bennington, Ok....12
Bentley Kan....5
Benton, Mo....13
+Bentonville, Ark....29
Bergens, Ala....14, 17
Bessie, Ok....6
Bessemay, Tex....37
Beulah, Kan....13
Big Bay, Ark....14
Bigbee, Miss....14
Big Creek, Ark....14, 19
Biggers, Ark....24
Billings, Mo....1
Birch Tree, Mo....21
+Birmingham, Ala....14
Black Rock, Ark....14
+Blackwell, Ok....6
Blairstown, Mo....28
Blanket, Tex....32
Blodgett, Kan....5
Blomeyer, Mo....24
Bloomfield, Mo....18, 22
Blue, Ok....12
Blue Springs, Miss....14
Bluffdale, Tex....32
+Blytheville, Ark....19
Boicourt, Kan....14
Bois d'Arc, Mo....14
Bokchito, Ok....12
Bokhoma, Ok....12
+Bolivar, Mo....28
*Bonanza, Ark....1a
Bonita, Kan....14
Bono, Ark....14
Boscobel, Mo....2
Boswell, Ok....12
Bourbon, Mo....1
Boynton, Ark....18
Boynton, Ok....3
+Brady, Tex....32
Brandsville, Mo....14
Brashears, Ark....20
Breckinridge, Ok....6
Brentwood, Ark....1

TABLE No.

Bridge Junc., Ark.14, 19
Brickeys, Mo....19
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Scottland, Tex.	32
Sculin, Ok.	8, 11
Sealy, Ok.	8, 11
section No. 3, Tex.	37
Sedgwick, Ark.	14
†Seligman, Mo.	1
Sellman, Tex.	32
Selma, Mo.	19
Senath, Mo.	18
†Seneca, Mo.	7
Sequoyah, Ok.	9
Settegast, Tex.	35
Seventy-Six, Mo.	19
†Severy, Kan.	5
Seymour, Mo.	14
Shannon, Ark.	24
Sharpsboro, Mo.	24
Shea, Ok.	10
Sheffield, Mo.	28
Sherman, Miss.	14
†Sherman, Tex.	8, 11, 33
Sherwin, Kan.	5
Short, Mo.	21
Shrewsbury, La.	34
Siegen, La.	34
†Sikeston, Mo.	19
Simpson, Ok.	12
Sleeper, Mo.	1
†Snyder, Ok.	6, 7
Soper, Ok.	12
Sorrento, La.	34
Sour Lake, Tex.	35
Southard, Ok.	6
†South Greenfield, Mo.	14, 30
South Park, Kan.	14
Southwest City, Mo.	29
Sparta, Mo.	27
Spaulding, Ok.	8, 11
Spencer, Ok.	7, 9
Sprague, Mo.	23
†Springdale, Ark.	1
†Springfield, Mo., 1, 12, 14, 27, 28	
†Spring Hill, Kan.	14
Stanley, Ok.	1a
Stanton, Mo.	1
Steele, Mo.	19
Steelville, Mo.	2
Steen, Ok.	10
†Stephenville, Tex.	32
Sterling, Mo.	14
Stoutland, Mo.	1
Strafford, Mo.	1
†Strain, Tex.	35
Strauss, Kan.	15
†Stroud, Ok.	7, 9
Sturdivant, Mo.	24
Success, Ark.	24
†Sulligent, Ala.	14
Sullivan, Mo.	1
†Sulphur Spgs, Ok.	8, 11
Summers, Ark.	8
Sumner, Ok.	10
Swedeborg, Mo.	1
Swinton, Mo.	23
Swope Park, Mo.	28
Taft, Mo.	24
†Tahlequah, Ok.	8
Talihina, Ok.	1a
Tallipoosa, Mo.	18
Taneha, Ok.	7, 8, 9
Taskee, Mo.	24
Ten Brook, Mo.	19
Teriton, Ok.	10
Texia, Tex.	37
Thayer, Mo.	14
Thomas, Ok.	6
Thompson, Ark.	20
Thoms, Mo.	13, 25
Todd, Ok.	9
Tolar, Tex.	32
†Tower Grove, Mo.	1, 19
Townley, Ala.	14
Troy, Ok.	11
Truman, Ark.	14
Tuckahoe, Mo.	13, 25
†Tulsa, Ok.	7, 9, 10
†Tupelo, Miss.	14
Turck, Kan.	13
Turner, Mo.	14
Tuskahoma, Ok.	1a
Tuttle, Ok.	7
Tyrone, La.	34
Tyronza, Ark.	14
Tyson, Mo.	1
*Una, Mo.	19
Upalika, Mo.	24
Valley Center, Kan.	5
Valley Park, Mo.	1
Valiant, Ok.	12
†Van Buren, Ark.	1, 4
Vanduser, Mo.	18
Verdigris, Ok.	7, 9
†Vernon, Tex.	6, 33
Verona, Mo.	1
Victor, Tex.	35
Victoria, Miss.	14
†Vinita, Ok.	7, 9
Waco, Mo.	18
Wadena, Ok.	1a
Waite's, Miss.	14
Waldeck, La.	34
Walkers, Ark.	1
Wallerville, Miss.	14
Walnut Grove, Mo.	28
Walnut Ridge, Ark.	24
Wappapello, Mo.	24
Waples, Tex.	32
Wardell, Mo.	18
Warwick, Ok.	7, 9
Washburn, Mo.	1
Watson, Tex.	32
Wayne, Mo.	1
Weaubleau, Mo.	28
†Webb City (Carterville), Mo.	5, 13
Webster Groves, Mo.	1
†Weir City, Kan.	13, 15
†Weleetka Jn., Ok.	8, 11
Welling, Ok.	3
Wellston, Ok.	7, 9
Wentworth, Mo.	5
Wesco, Mo.	2
West Bokchito, Ok.	12
Westbury, Tex.	35
West Fork, Ark.	1
West Orange, Tex.	37
Westover, La.	34
†West Plains, Mo.	14
†Westville, Ok.	3
Wetumka, Ok.	8, 11
Wheatland, Ok.	7
White Oak, Ok.	9
White Oak, Mo.	18
†Wichita, Kan.	5
Wichita Hgts, Kan.	5
Wilkinson, Mo.	19
Willard, Mo.	28
Williamsville, Mo.	24
Williford, Ark.	14
†Willow Spgs, Mo.	14, 21
Wilmot, Kan.	6
Wilson, Ark.	19
Winchell, Tex.	32
Windsor Springs, Mo.	1
†Winfield, Ala.	14
†Winfield, Kan.	6
Winona, Mo.	21
Winslow, Ark.	1
Wishart, Mo.	28
†Wister, Ok.	1a
Witten, La.	34
Wittenberg, Mo.	19
Woodville, Ok.	8, 11
Woolsey, Ark.	1
Yama, Mo.	18
Yarbro, Ark.	19
Yeager, Ok.	8, 11
Zadoc, Mo.	22
Zalma, Mo.	22
Zeta, Mo.	18, 22

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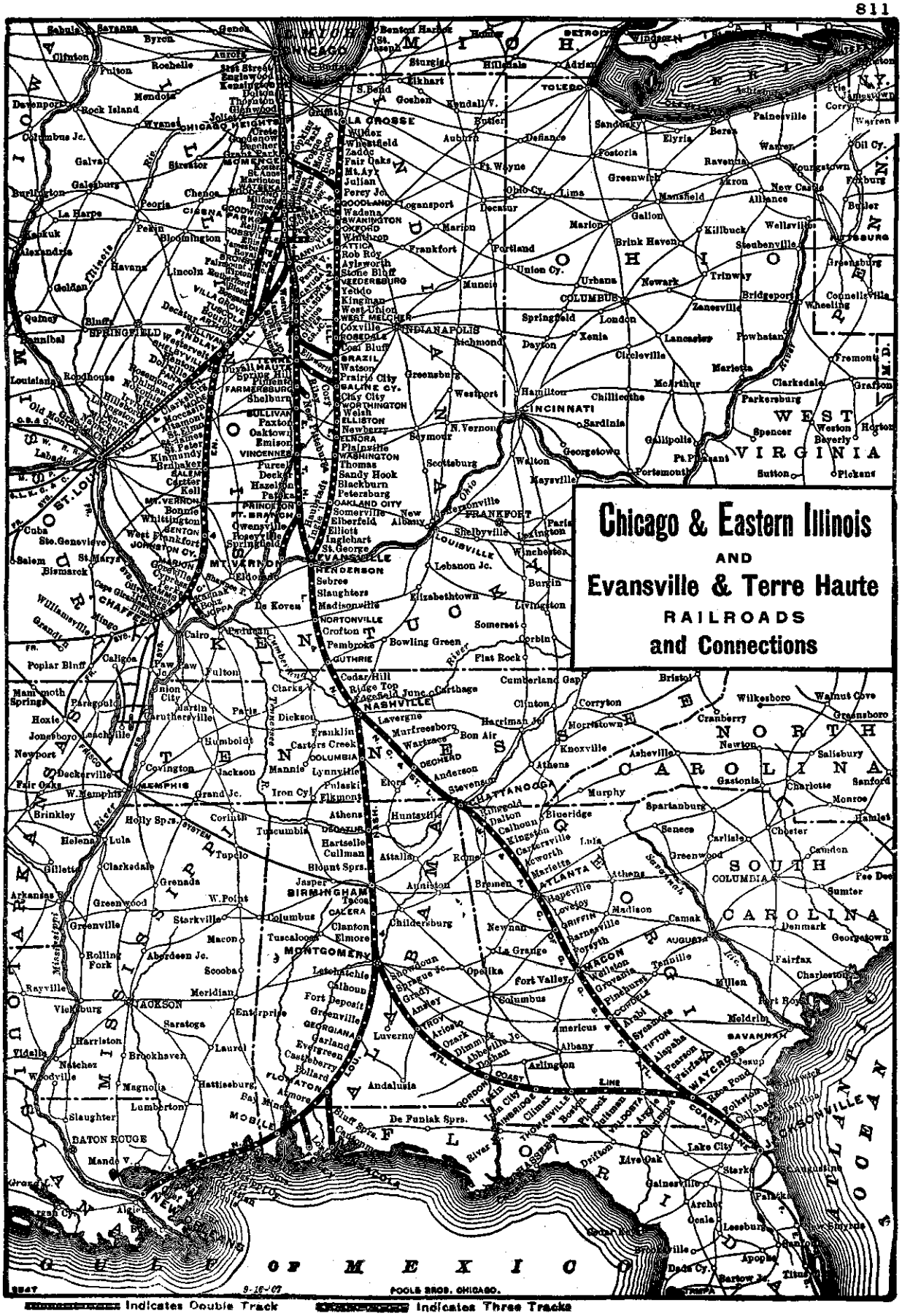
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COLUMBUS
CINCINNATI
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NASHVILLE
ATLANTA
MEMPHIS
ST. LOUIS
SPRINGFIELD
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SOUTHBOUND.			No. 5	No. 93	No. 95	STATIONS.		No. 6	No. 92	No. 94			
			*8 20 P M	*12 30 Noon	*9 50 P M	lve. **Chicago**	(*C. & E. I.*) arr.	9 38 A M	4 42 P M	6 47 A M			
			11 10 P M	6 29 P M	2 40 A M	arr. **Terre Haute** »	lve.	4 50 A M	11 55 A M	12 59 Night			
			11 20 P M	5 34 P M	2 55 A M	lve. **Terre Haute**	(*E. & T.H.*) arr.	4 45 A M	11 50 A M	12 50 Night			
			2 20 A M	8 40 P M	6 00 A M	arr. **Evansville** »	lve.	1 35 A M	8 30 A M	9 15 P M			
			3 00 A M	9 20 P M	6 35 A M	lve. **Evansville**	(*L. & N.*) arr.	1 10 A M	8 05 A M	8 45 P M			
			7 55 A M	2 05 A M	11 42 A M	arr. **Nashville** »	lve.	7 55 P M	3 20 A M	3 45 P M			
			9 30 A M	2 25 A M	11 52 A M	lve. **Nashville**	(*N.C. & St.L.*) arr.	6 55 P M	2 55 A M	3 40 P M			
			2 40 P M	6 40 A M	4 07 P M	arr. **Chattanooga** »	lve.	1 35 P M	10 10 P M	11 25 A M			
			7 35 P M	11 45 A M	8 17 P M	arr. **Atlanta** »	lve.	8 35 A M	*4 50 P M	7 15 A M			
			11 40 P M		11 40 P M	arr. **Macon**	(*Cent. of Ga.*) lve.	*3 55 A M		*3 55 A M			
			3 00 A M		3 00 A M	arr. **Tifton**	(*G. S. & F.*) lve.	12 40 Night		12 40 Night			
			7 30 A M		7 30 A M	arr. **Jacksonville**	(*A. C. L.*) lve.	8 15 P M		8 15 P M			
			10 45 A M		10 45 A M	arr. **St. Augustine**	(*F. E. C.*) lve.	*6 15 P M		*6 15 P M			
			5 25 P M	8 25 A M		arr. **Birmingham**	(*L. & N.*) lve.	12 22 Noon	8 46 P M				
			8 40 P M	11 00 A M		arr. **Montgomery** »	lve.	*9 00 A M	*8 00 P M				
			1 55 A M			arr. **Thomasville**	(*A. C. L.*) lve.	1 55 A M					
			7 30 A M			arr. **Jacksonville** »	lve.	*8 05 P M					
			6 00 A M	4 10 P M		arr. **Pensacola**	(*L. & N.*) lve.	10 00 P M	11 30 A M				
			2 20 A M	4 12 P M		arr. **Mobile** »	lve.	1 55 A M	12 53 Noon				
			7 05 A M	8 50 P M		arr. **New Orleans** »	lve.	*8 00 P M	*8 30 A M				

Trains marked * run daily. For Index to Stations, see page 817. STANDARD—*Central time.*

CHICAGO & EASTERN ILLINOIS RAILROAD.

EVANSVILLE & TERRE HAUTE RAILROAD.

Table No. 1.—CHICAGO, DANVILLE, TERRE HAUTE, VINCENNES AND EVANSVILLE.

35	33	9	3	No. 95	No. 5	No. 93	1	7	Mls.	*November 14, 1909.*	No. 94	No. 6	4	No. 92	No. 2	8	10	34
P M	A M	A M	P M	.....	.....	.....	A M	A M	.....	(C. & E. I. R.R.)	.....	.....	A M	.....	.....	P M	P M	A M
*11 40	†5 35	†10 40	*4 55	*9 50 P M	*6 20 P M	*12 30 Noon	*7 45	*2 20	0	lve... + **Chicago** ♁ ..arr.	6 47 A M	9 38 A M	11 12	4 42 P M	6 38 P M	9 35	1 55	8 15
11 46	5 41	10 46	5 01	9 57 »	6 27 »	12 37 »	7 52	— —	2.7	+. *Thirty-first Street.* ♁	c —	c —	c —	c —	6 31 »	c —	c —	— —
11 55	5 50	10 55	5 10	10 05 »	6 35 »	12 45 Noon	8 00	2 35	6.5	+.... **Englewood**.... ♁	6 33 »	9 23 »	10 57	4 27 »	6 23 »	9 20	1 20	8 00
12 11	6 07	11 14	5 29	— —	— —	— —	8 19	— —	13.7	.....Kensington.....	— —	d —	10 38	d —	6 06 »	— —	1 01	7 42
12 19	6 13	11 20	5 35	— —	— —	— —	8 25	— —	16.6	.....Dolton.....	— —	d —	10 32	d —	6 00 »	— —	12 55	7 36
12 35	6 25	11 32	5 49	— —	— —	— —	8 36	— —	21.8	.....Thornton..... ♁	— —	d —	10 17	d —	5 44 »	— —	12 43	7 22
12 37	6 29	11 35	5 53	— —	— —	— —	8 40	— —	23.5	..... Glenwood	— —	d —	10 12	d —	5 39 »	— —	12 39	7 17
12 48	6 38	11 41	6 03	10 42 »	7 12 »	1 21 P M	8 49	3 12	26.7	...**Chicago Heights**...	5 42 »	8 46 »	10 04	3 49 »	5 29 »	8 40	12 32	7 09
12 54	6 43	11 46	6 11	— —	— —	— —	8 55	— —	28.8	.....Steger..... ♁	— —	d —	9 57	d —	5 19 »	— —	12 27	7 04
12 58	6 48	11 50	6 16	— —	— —	— —	8 59	— —	30.4	.....Crete..... ♁	— —	d —	9 53	d —	5 14 »	— —	12 24	†7 00
Night	A M	a —	6 25	— —	— —	— —	9 07	— —	34.2	.....Goodenow..... ♁	— —	d —	9 45	d —	5 02 »	— —	b —	A M
.....	.....	12 04	6 31	— —	— —	— —	9 15	— —	37.6	.....Beecher..... ♁	5 20 »	8 26 »	9 33	d —	4 52 »	— —	12 13	.....
.....	.....	12 12	6 37	— —	— —	— —	9 25	— —	41.1	.....Sollitt..... ♁	— —	d —	9 26	d —	4 44 »	— —	12 02	.....
.....	.....	12 18	6 45	— —	— —	— —	9 34	— —	44.7	+.....Grant Park..... ♁	5 08 »	8 16 »	9 17	d —	4 38 »	— —	11 57	.....
.....	.....	12 28	6 57	11 15 »	7 48 »	1 55 »	9 47	3 50	50.0	+.....**Momence**..... ♁	4 56 »	8 05 »	9 07	3 11 »	4 28 »	8 04	†11 47	.....
.....	.....	Noon	7 14	— —	— —	— —	10 08	4 06	60.2	+.....**St. Anne**..... ♁	4 34 »	d —	8 47	d —	4 03 »	7 49	A M	.....
.....	.....	.....	7 21	— —	— —	— —	10 15	— —	64.3	.....Papineau..... ♁	— —	d —	8 40	d —	3 58 »	— —	.....	.....
.....	.....	.....	7 27	— —	— —	— —	10 23	— —	67.8	.....Martinton..... ♁	— —	d —	8 34	d —	3 51 »	— —	.....	.....
.....	.....	.....	7 33	— —	— —	— —	10 29	— —	71.6	.....Pittwood..... ♁	— —	d —	8 28	d —	3 48 »	— —	.....	.....
.....	.....	.....	7 45	11 58 P M	8 27 »	2 54 »	10 41	4 30	77.5	+.....**Watseka**..... ♁	4 06 »	7 26 »	8 18	2 30 »	3 36 »	7 23	.....	.....
.....	.....	.....	7 53	— —	— —	— —	10 48	— —	81.8	.....Woodland..... ♁	— —	d —	8 10	d —	3 27 »	— —	.....	.....
.....	.....	.....	8 04	— —	8 41 »	— —	11 00	4 49	88.0	+.....**Milford**..... ♁	3 48 »	d —	8 00	d —	3 17 »	7 09	.....	.....
.....	.....	.....	8 14	— —	— —	— —	11 11	4 59	94.3	.....Wellington..... ♁	— —	d —	7 51	d —	3 06 »	7 00	.....	.....
.....	.....	.....	8 24	12 28 Night	8 58 »	3 04 »	11 21	5 08	99.2	+....**Hoopeston**..... ♁	3 31 »	6 56 »	7 41	1 57 »	2 56 »	6 51	.....	.....
.....	.....	.....	8 35	— —	— —	— —	11 32	5 19	105.7	+.....Rossville..... ♁	3 20 »	d —	7 30	d —	2 44 »	6 39	.....	.....
.....	.....	.....	8 44	— —	— —	— —	11 43	5 27	111.2	+.....**Alvin**..... ♁	— —	d —	7 22	d —	2 34 »	6 31	.....	.....
.....	.....	.....	8 50	— —	— —	— —	11 48	5 32	114.3	.....Bismarck..... ♁	s —	d —	7 17	d —	2 28 »	6 27	.....	.....
.....	.....	.....	— —	— —	— —	— —	11 57	5 39	118.5	.....West Newell.....	— —	d —	7 10	d —	2 21 »	— —	.....	.....
.....	.....	.....	9 10	1 06 A M	9 35 »	3 45 »	12 10	5 50	123.4	arr... + **Danville** ♁ ..lve.	2 49 »	6 19 »	*7 00	1 24 »	2 10 »	6 10	.....	.....
.....	.....	.....	P M	1 13 »	9 40 »	3 50 »	12 20	6 00	123.4	lve.... **Danville**.... arr.	2 39 »	6 15 »	A M	1 19 P M	2 00 »	6 05	.....	.....
.....	.....	.....	.....	— —	— —	— —	12 28	— —	126.5	.....Brewer..... ♁	— —	— —	.....	— —	1 45 »	— —	.....	.....
.....	.....	.....	.....	— —	— —	— —	12 33	— —	129.2	.....Rileysburg.....	— —	— —	.....	— —	1 39 »	— —	.....	.....
.....	.....	.....	.....	— —	— —	— —	12 38	6 17	131.2	..... Gessie..... ♁	— —	— —	.....	— —	1 35 »	5 50	.....	.....
.....	.....	.....	.....	— —	— —	— —	12 46	6 24	134.6	.....Perrysville..... ♁	— —	— —	.....	— —	1 29 »	5 42	.....	.....
.....	.....	.....	.....	— —	10 08 »	4 17 »	1 01	6 35	141.4	+.....**Cayuga**..... ♁	2 03 »	5 47 »	.....	— —	1 17 »	5 31	.....	.....
.....	.....	.....	.....	— —	— —	4 28 »	1 14	6 44	147.1	+.....Newport..... ♁	1 53 »	5 39 »	.....	— —	1 08 P M	5 20	.....	.....
.....	.....	.....	.....	— —	— —	— —	1 23	— —	151.0	.....Worthy.....	— —	— —	.....	— —	12 57 Noon	— —	.....	.....
.....	.....	.....	.....	— —	— —	— —	1 28	6 56	153.6	....West Montezuma.. ♁	1 41 »	— —	.....	— —	12 52 »	5 08	.....	.....
.....	.....	.....	.....	— —	— —	4 40 »	1 31	6 59	154.8	+.....**Hillsdale**..... ♁	1 39 »	— —	.....	— —	12 49 »	5 05	.....	.....
.....	.....	.....	.....	2 13 »	10 45 »	4 58 »	1 55	7 18	163.2	+.....**Clinton**.....	1 25 A M	5 16 »	.....	12 20 Noon	12 33 »	4 50	.....	.....
.....	.....	.....	.....	— —	— —	— —	1 57	— —	164.4	.....Lyford.....	— —	— —	.....	— —	12 28 »	— —	.....	.....
.....	.....	.....	.....	— —	— —	— —	2 03	7 26	167.6	.....Atherton..... ♁	— —	— —	.....	— —	12 23 »	4 42	.....	.....
.....	.....	.....	.....	— —	— —	— —	2 12	— —	172.0	...**Otter Creek Junc.** ♁	— —	— —	.....	— —	12 13 »	— —	.....	.....
.....	.....	.....	.....	— —	— —	— —	2 16	— —	173.5	.....Edwards.....	— —	— —	.....	— —	12 10 »	— —	.....	.....
.....	.....	.....	.....	2 40 A M	11 10 P M	5 28 P M	2 30	7 50	177.8	arr. + **Terre Haute** ♁ lve.	12 58 Night	4 50 A M	.....	11 55 A M	*12 01 Noon	4 25	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	(E. & T. H. R.R.)	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	2 55 A M	11 20 P M	5 54 P M	2 55	8 00	0	lve... **Terre Haute**.. arr.	12 50 Night	4 45 A M	.....	11 50 A M	11 25 A M	4 15	.....	.....
.....	.....	.....	.....	— —	— —	— —	3 08	8 13	8.0	.....Young.....	— —	— —	.....	— —	11 07 »	3 57	.....	.....
.....	.....	.....	.....	— —	— —	— —	3 13	8 18	12.0	.....Pimento..... ♁	— —	— —	.....	— —	11 01 »	3 51	.....	.....
.....	.....	.....	.....	— —	— —	— —	3 21	8 26	16.0	.....Farmersburg..... ♁	— —	— —	.....	— —	10 53 »	3 42	.....	.....
.....	.....	.....	.....	— —	— —	— —	3 30	8 35	21.0	.....Shelburn..... ♁	12 10 Night	— —	.....	— —	10 43 »	3 30	.....	.....
.....	.....	.....	.....	3 38 »	11 58 P M	6 16 »	3 42	8 46	26.0	+.....**Sullivan**..... ♁	11 58 P M	3 58 »	.....	11 02 »	10 31 »	3 20	.....	.....
.....	.....	.....	.....	— —	— —	— —	3 54	8 56	32.0	.....Paxton..... ♁	— —	— —	.....	— —	10 17 »	3 05	.....	.....
.....	.....	.....	.....	— —	— —	6 32 »	4 03	9 06	36.0	+.....Carlisle..... ♁	11 39 »	— —	.....	— —	10 10 »	2 58	.....	.....
.....	.....	.....	.....	— —	— —	— —	4 16	9 19	43.0	+.....Oaktown..... ♁	11 27 »	— —	.....	— —	9 57 »	2 45	.....	.....
.....	.....	.....	.....	— —	— —	— —	4 21	9 23	45.0	.....Busseron.....	— —	— —	.....	— —	9 51 »	2 39	.....	.....
.....	.....	.....	.....	— —	— —	— —	4 28	9 28	48.0	.....Emison..... ♁	— —	— —	.....	— —	9 47 »	2 35	.....	.....
.....	.....	.....	.....	— —	— —	— —	4 34	9 38	52.0	.....Smith.....	— —	— —	.....	— —	9 38 »	2 26	.....	.....
.....	.....	.....	.....	4 26 »	12 46 Night	7 06 »	4 48	9 52	57.0	+....**Vincennes**.... ♁	11 03 »	3 09 »	.....	10 08 »	9 29 »	2 17	.....	.....
.....	.....	.....	.....	— —	— —	— —	5 04	10 08	64.0	.....Purcell.....	— —	— —	.....	— —	9 12 »	1 59	.....	.....
.....	.....	.....	.....	— —	— —	— —	5 11	10 14	67.0	.....Cypress.....	— —	— —	.....	— —	9 04 »	1 53	.....	.....
.....	.....	.....	.....	— —	— —	— —	5 16	10 19	69.0	.....Decker..... ♁	10 37 »	— —	.....	— —	9 00 »	1 48	.....	.....
.....	.....	.....	.....	— —	— —	— —	5 24	10 27	72.0	+.....Hazleton..... ♁	10 30 »	— —	.....	— —	8 53 »	1 40	.....	.....
.....	.....	.....	.....	— —	— —	— —	5 32	10 35	76.0	.....Miller.....	— —	— —	.....	— —	8 45 »	1 31	.....	.....
.....	.....	.....	.....	— —	— —	— —	5 37	10 4	78.0	+.....Patoka..... ♁	10 18 »	— —	.....	— —	8 40 »	1 26	.....	.....
.....	.....	.....	.....	5 09 »	1 30 A M	7 51 »	5 47	10 50	82.0	+.....**Princeton**..... ♁	10 08 »	2 22 »	.....	9 19 »	8 30 »	1 17	.....	.....
.....	.....	.....	.....	— —	— —	— —	5 56	10 59	85.0	.....King.....	— —	— —	.....	— —	8 19 »	1 07	.....	.....
.....	.....	.....	.....	5 26 »	— —	— —	6 05	11 08	90.0	+...**Fort Branch**... ♁	9 50 »	— —	.....	— —	8 10 »	1 01	.....	.....
.....	.....	.....	.....	— —	— —	— —	6 11	11 14	92.0	.....Haubstadt..... ♁	—	— —	.....	— —	8 00 »	12 54	.....	.....
.....	.....	.....	.....	— —	— —	— —	6 18	11 20	96.0	.....Stacer.....	— —	— —	.....	— —	7 53 »	12 48	.....	.....
.....	.....	.....	.....	— —	— —	— —	6 23	11 25	99.0	.....Ingle.....	— —	— —	.....	— —	7 48 »	12 43	.....	.....
.....	.....	.....	.....	6 00 A M	2 20 A M	8 40 P M	6 45	11 50	109.0	arr. + **Evansville** ♁ .lve.	*8 15 P M	*1 35 A M	.....	*8 30 A M	*7 30 A M	*12 25	.....	.....
.....	.....	.....	.....	.....	.....	.....	P M	A M	.....	(L. & N. R.R.)	.....	.....	.....	.....	.....	Noon	.....	.....
.....	.....	.....	.....	11 42 A M	7 55 A M	2 05 A M	.....	8 25	.....	arr.... **Nashville**...lve.	*3 45 P M	*7 55 P M	.....	*3 20 A M	.....	.....	.....	.....

* Daily; † daily, except Sunday; *a* stops to take passengers for points on Brazil District; *b* stops to leave from points on Brazil District; *c* stops to leave passengers, *d* stops to leave from south of the Ohio River; *e* stops to leave passengers from Danville and points south; *s* stops Sunday only. + Coupon stations; ♁ Telegraph stations.

For Index to Stations, see page 817.

PULLMAN SLEEPING AND PARLOR CARS. CHICAGO & EASTERN ILLINOIS DINING CARS.

No. 7—Evansville Express (Daily)—Pullman Sleeping Car Chicago to Terre Haute. First-class Coaches, Smoking Car and Baggage Car Chicago to Evansville. Cafe-Library Car Danville to Evansville. Connection at Evansville with L. & N. train carrying Free Reclining Chair Car and Parlor Car to Nashville Sleeping Car ready at 10 00 p.m.

No. 95—Dixie Flyer (Daily)—Standard Pullman Drawing-room Sleeping Car Chicago to Jacksonville; Chicago to Augusta, Ga., via Atlanta. Pullman Sleeping Car Chicago to Evansville. Baggage Car, Smoker and First-class Coach Chicago to Jacksonville. Cafe-Library Car Chicago to Danville. Dining Car, serving meals a la carte. Compartment Sleeping Cars on Tuesdays and Thursdays Chicago to Jacksonville.

No. 5—Chicago-Nashville Limited (Daily)—Pullman Drawing-room Sleeping Car; First-class Coach and Smoking Car Chicago to Nashville. Pullman Drawing-room Sleeping Car Chicago to Jacksonville, via Montgomery and Thomasville. Dining Car Chicago to Danville and between Nashville and Montgomery. Direct connection at Nashville with Through Pullman Sleeping Cars and Coaches to Montgomery, Mobile, New Orleans and Jacksonville, via Atlanta.

No. 93—The New Orleans Special (Daily)—Pullman Drawing-room Sleeping Car and Free Reclining Chair Car Chicago to New Orleans. Pullman Observation Sleeping Car Chicago to Atlanta. Pullman Parlor Car Chicago to Evansville. Smoker and Coach Chicago to Evansville. Dining Car Chicago to Evansville and Birmingham to New Orleans.

No. 8—Chicago Express (Daily)—Pullman Parlor Car Evansville to Chicago. First-class Coaches, Smoking Car and Baggage Car Evansville to Chicago Cafe-Library Car Evansville to Chicago.

No. 94—Dixie Flyer (Daily)—Pullman Drawing-room Sleeper Jacksonville to Chicago. Pull. Sleeper Augusta to Chicago, via Atlanta. Pull. Sleeper Evansville and Terre Haute to Chicago. Baggage, Smoker and First-class Coach Jacksonville to Chicago. Dining Car, meals a la carte. Compartment Sleeping Cars Thursdays and Sat. Jacksonville to Chicago.

No. 6—Nashville-Chicago Limited (Daily)—Pullman Drawing-room Sleeping Car Nashville to Chicago. Pullman Drawing-room Sleeping Cars Jacksonville to Chicago, via Thomasville and Montgomery. Coach and Smoking Car Nashville to Chicago. Dining Car Montgomery to Nashville and Danville to Chicago. Pullman Sleeping Cars and Coaches from Mobile and New Orleans make connection with this train at Nashville.

No. 92—The New Orleans-Chicago Special (Daily)—Standard Pullman Drawing-room Sleeping Car and Free Reclining Chair Car New Orleans to Chicago. Pullman Observation Sleeping Car Atlanta to Chicago. Dining Car New Orleans to Birmingham and Evansville to Chicago. Baggage-Smoker and First-class Coach Evansville to Chicago.

STEAM HEAT The SAFETY systems are in use on over 180 railroads in the U. S. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. CHICAGO. ST. LOUIS

CHICAGO & EASTERN ILLINOIS RAILROAD.

Table No 2.

CHICAGO AND ST. LOUIS—Short Line.

SOUTHBOUND.						Mls.	November 14, 1909.	NORTHBOUND.					
No. 65	No. 3	No. 1	No. 23	No. 25	No. 21			No. 22	No. 26	No. 24	No. 2	No. 4	No. 64
							LEAVE] [ARRIVE						
	*4 56 P M	*7 45 A M	*11 55 P M	*9 10 P M	*11 35 A M	0	+ .....Chicago..... ♁	5 01 P M	6 58 A M	7 44 A M	6 38 P M	11 12 A M	
	5 01 "	7 52 "	11 59 "	9 16 "	11 41 "	2.7	+ . Thirty-first Street.. ♁	4 54 "	6 51 "	- -	6 31 "	c -	
	5 10 "	8 00 "	11 47 P M	9 25 "	11 50 A M	6.5	+ .....Englewood..... ♁	4 48 "	6 43 "	7 31 "	6 23 "	10 37 "	
	5 29 "	8 19 "	- -	n9 40 "	z -	13.7	.....Kensington.....	- -	n6 18 "	- -	6 06 "	10 38 "	
	5 35 "	8 25 "	- -	g -	- -	16.6	.....Dolton.....	- -	g -	- -	6 00 "	10 32 "	
	5 42 "	8 30 "	- -	g -	- -	18 8	.....Haney.....	- -	g -	- -	- -	10 24 "	
	5 44 "	8 31 "	- -	g -	- -	19.5	.....South Holland	- -	g -	- -	5 52 "	10 22 "	
	5 49 "	8 36 "	- -	g -	- -	21.8	..... Thornton ..... ♁	- -	g -	- -	5 44 "	10 17 "	
	5 53 "	8 40 "	- -	g -	- -	23.5	..... Glenwood ..... ♁	- -	g -	- -	5 39 "	10 12 "	
	6 03 "	8 49 "	- -	10 08 "	12 27 Noon	26.7	....Chicago Heights.. ♁	4 05 "	5 52 "	b -	5 29 "	10 04 "	
	6 06 "	8 51 "	- -	g -	- -	27.7	.Chicago Heights (29th St.).	- -	g -	- -	5 25 "	10 01 "	
	6 11 "	8 55 "	- -	g -	- -	28.8	.....Steger..... ♁	- -	g -	- -	5 19 "	9 57 "	
	6 18 "	8 59 "	- -	g -	- -	30.4	.....Crete..... ♁	- -	g -	- -	5 14 "	9 53 "	
	6 25 "	9 07 "	- -	g -	- -	34.2	.....Goodenow... ... ♁	- -	g -	- -	5 02 "	9 45 "	
	6 31 "	9 15 "	- -	10 31 "	- -	37.6	..... Beecher ..... ♁	- -	g -	- -	4 52 "	9 33 "	
	6 37 "	9 25 "	- -	g -	- -	41.1	..... Sollitt..... ♁	- -	g -	- -	4 44 "	9 26 "	
	8 45 "	9 34 "	- -	10 44 "	- -	44.7	+.....Grant Park..... ♁	- -	g -	- -	4 38 "	9 17 "	
	6 57 "	9 47 "	- -	10 55 "	1 02 P M	50.0	+ .....Momence ..... ♁	- -	5 09 "	- -	4 26 "	9 07 "	
	- -	9 58 "	- -	g -	- -	55.4	.....Koster.....	- -	g -	- -	4 11 "	- -	
	7 09 "	10 03 "	- -	g -	- -	58.0	.....Wichert.....	- -	g -	- -	4 07 "	8 51 "	
	7 14 "	10 08 "	- -	11 14 "	a11 7 "	60.2	+ .....St. Anne..... ♁	a3 13 "	g -	- -	4 03 "	8 47 "	
	7 21 "	10 15 "	- -	11 20 "	- -	64.3	..... Papineau ..... ♁	- -	g -	- -	3 56 "	8 40 "	
	7 27 "	10 23 "	- -	11 26 "	- -	67.8	..... Martinton ..... ♁	- -	g -	- -	3 51 "	8 34 "	
	7 33 "	10 29 "	- -	g -	- -	71.6	.....Pittwood ..... ♁	- -	g -	- -	3 46 "	8 28 "	
	7 45 P M	10 41 A M	1 40 A M	11 41 "	1 45 "	77.5	arr...+Watseka ♁....lve.	2 48 "	4 18 "	5 27 "	*3 36 P M	*8 18 A M	
†7 05 A M			1 40 "	11 41 P M	1 45 "	77.5	lve.....Watseka.....arr.	2 48 "	4 18 "	5 27 "			8 05 P M
7 25 "			- -	g -	- -	81.8	.....Woodland ..... ♁	b -	g -	- -			5 30 "
7 52 "			- -	g -	- -	87.6	....Bryce..... ♁	b -	g -	- -			5 05 "
8 05 "			- -	g -	a2 13 "	92.4	.....Goodwine.....	b a l	g -	- -			4 45 "
8 17 "			- -	g -	- -	96.1	.....Fountain Creek.... ♁	b -	g -	- -			4 30 "
8 35 "			- -	12 42 Night	- -	103.4	.....Reilly ..... ♁	b -	3 21 "	- -			4 07 "
8 58 "			- -	g -	- -	108.0	.....Ellis ..... ♁	b -	g -	- -			3 47 "
9 25 "			- -	g -	- -	114.2	.....Gerald..... ♁	b -	g -	- -			3 22 "
9 55 "			- -	g -	- -	120.0	.....Royal..... ♁	b -	g -	- -			2 52 "
10 10 "			- -	g -	- -	124.9	.....Pauline.....	b -	g -	- -			2 35 "
10 15 "			- -	1 28 A M	3 00 "	126.0	+ .....Glover..... ♁	1 37 "	2 35 "	- -			2 28 "
10 40 "			- -	g -	- -	129.2	.....Tipton..... ♁	b -	g -	- -			2 16 "
10 47 "			- -	g -	- -	132.1	.....Rutherford.....	b -	g -	- -			1 58 "
11 10 "			- -	g -	- -	136.5	.....Block ..... ♁	b -	g -	- -			1 51 "
11 25 "	No. 173		- -	g -	- -	140.0	.....Bongard..... ♁	b -	g -	- -		No. 174	1 38 "
11 55 A M	†6 30 A M		3 39 "	2 20 "	3 35 "	145.1	+ .....Villa Grove..... ♁	1 06 P M	2 05 "	3 42 "		3 45 P M	†1 17 P M
	6 48 "		- -	g -	- -	149.0	+ .....West Ridge ..... ♁	t -	g -	- -		3 20 "	
	7 30 "		3 52 "	2 30 "	3 50 "	153.4	+ .....Tuscola..... ♁	12 43 Noon	1 33 "	3 22 "		3 00 "	
	7 43 "		- -	g -	- -	155.6	.....Craige	t -	g -	- -		2 22 "	
	8 33 "		- -	g -	- -	159.4	.....Bourbon..... ♁	t -	g -	- -		2 06 "	
	9 41 "		- -	2 47 "	4 06 "	164.9	.....Arthur.....	12 25 "	1 10 A M	- -		1 40 P M	
	10 04 "		- -	g -	- -	168.5	.....Cadwell ..... ♁	t -	g -	- -		12 50 Noon	
	10 15 "		- -	g -	- -	173.3	.....Chipps.....	t -	g -	- -		12 30 "	
	10 27 "		4 25 "	3 14 "	4 23 "	176.2	arr....+Sullivan ♁ ...lve.	12 07 "	12 48 Night	2 49 "		12 19 Noon	
	10 50 "		4 25 "	3 14 "	4 23 "	176.2	lve.....Sullivan.....arr.	12 07 Noon	12 48 "	2 49 "		10 35 A M	
	11 59 A M		- -	g -	- -	179.6	.....Kirksville..... ♁	t -	g -	- -		10 15 "	
	12 45 Noon		- -	3 32 "	4 59 "	185.2	+ .....Findlay..... ♁	11 51 A M	12 26 "	- -		9 20 "	
	1 35 P M		- -	3 43 "	v -	191.8	.....Westervelt..... ♁	w -	12 12 Night	- -		7 59 "	
	1 50 "		- -	3 49 "	v -	194.3	.....Henton..... ♁	w -	11 58 P M	- -		7 47 "	
	2 10 "		- -	3 59 "	v -	199.4	.....Dollville..... ♁	w -	11 50 "	- -		7 25 "	
	2 30 P M		5 13 "	4 12 "	5 18 "	205.2	+ .....Pana ..... ♁	11 16 "	11 40 "	2 00 "		†7 01 A M	
			- -	g4 23 "	e -	209.5	.....Rosamond ..... ♁	e11 04 "	g11 24 "	- -			
			- -	g4 30 "	e -	213.2	.....Ohlman	e10 58 "	g11 18 "	- -			
			- -	g4 38 "	e -	218.1	+ .....Nokomis..... ♁	e10 50 "	g11 11 "	- -			
			- -	g4 46 "	e -	222.6	.....Witt..... ♁	e10 41 "	g11 04 "	- -			
			- -	g4 54 "	e -	227.3	.....Irving..... ♁	e10 35 "	g10 57 "	- -			
			a5 52 "	g5 03 "	c6 02 "	231.9	+ .....Hillsboro..... ♁	e10 28 "	g10 50 "	d1 19 A M			
			- -	g5 41 "	e -	252.5	.....Livingston.....	e10 02 "	g10 18 "	- -			
			a7 14 "	g6 33 "	e -	281.5	.....Granite City.....	e9 26 "	g9 54 "	d11 67 P M			
			c7 40 "	c6 59 "	c7 25 "	287.8	arr..Washington Ave..lve.	- -	- -	- -			
			7 48 A M	7 07 A M	7 35 P M	290.5	arr...+St. Louis ♁...lve.	*9 01 A M	*9 03 P M	*11 30 P M			
							(Via Merchants Bridge.)						

Trains marked * run daily; † daily, except Sunday; *a* stops for passengers to or from Englewood, 31st Street or Chicago; *b* stops to leave from St. Louis; *c* stops to leave passengers; *d* stops to take for Chicago and Englewood; *e* stops to take or leave passengers for or from stations north of Pana, and to take or leave passengers for or from St. Louis; *g* Trains Nos. 25 and 26 will stop at any station south of Pana to leave passengers from or take for north of Pana and to take for or leave from St. Louis and beyond, and will stop north of Pana to take passengers for or leave from Pana and points south, and at any station south of Woodland to leave passengers from or take for Chicago, 31st Street, or Englewood, also at stations north of Villa Grove to take or leave for or from points south of Villa Grove, including points on the Illinois Division south of Findlay; *l* stops to leave from any scheduled stop; *n* stops to take or leave to or from points south of Momence; *t* stops to leave from Pana and stations south; *v* stops to take for St. Louis; *w* stops to leave from south of Pana; *z* stops to take for St. Louis or beyond.

+ Coupon stations; ♁ Telegraph stations.

Pullman Sleeping and Parlor Cars.

SOUTHBOUND.

No. 21—St. Louis Limited (Daily)—Observation-Parlor Car, Combination Club and Chair Car, Combinatibn Baggage and Smoking Car and Dining Car Chicago to St. Louis. Electric lights in all cars.

No. 25—St. Louis Express (Daily)—Buffet-Library Cars, Pullman Drawing-room and Sixteen-section Sleeping Cars and Free Reclining Chair Cars Chicago to St. Louis. Electric lights in all cars.

No. 23—St. Louis Special (Daily)—Standard Pullman Drawing-room Sleeping Cars, Buffet-Library Cars, Free Reclining Chair Cars Chicago to St. Louis. Sleeping Cars ready for passengers at 8 45 p.m. Electric lights in all cars.

Chicago & Eastern Illinois Dining Cars.

NORTHBOUND.

No. 22—Chicago Limited (Daily)—Combination Club and Chair Car, Dining Car, Observation-Parlor Car and Combination Baggage and Smoking Car St. Louis to Chicago. Electric lights in all cars.

No. 26—Chicago Express (Daily)—Buffet-Library Cars (serving light meals), Standard Pullman Drawing-room and Sixteen-section Sleeping Cars and Free Reclining Chair Cars St. Louis to Chicago. Electric lights in all cars.

No. 24—Chicago Special (Daily)—Standard Pullman Drawing-room Sleeping Cars, Buffet-Library Cars (serving light meals), Free Reclining Chair Car St. Louis to Chicago. Sleeping Cars ready for passengers at 10 00 p.m. Electric lights in all cars.

For Index to Stations, see page 817.

CHICAGO & EASTERN ILLINOIS RAILROAD.

Table No. 3—ST. LOUIS AND ST. ELMO DIVISION.

23	25	99 105	21	7-101	25 125	Mls.	*November* 14, 1909.	92 106	22	8 102	26 126	8 102	26	24
P M	P M	Noon	*AM	A M	P M		LEAVE] [ARRIVE	P M	P M	P M	A M	P M	A M	A M
*1153	*816	†1230	11 35	*2 20	*8 10	0	+....**Chicago**.... ♁	4 42	5 01	9 35	6 58	9 35	6 58	7 44
1 40	11 41	2 34	1 45	4 30	11 41	77.5	arr.+**Watseka**..lve.	2 30	2 48	7 25	4 18	7 23	4 18	5 27
....	....	3 46	....	5 50	....	123.4	lve...**Danville** ♁ arr.	12 56	....	2 50	....	2 50	....	....
....	....	†4 15	....	*8 00	....	128.8	....Grape Creek.. ♁	10 11	....	2 32	....	2 32	....	....
....	....	4 30	....	8 15	....	132.4	+....**Westville**.... ♁	10 01	....	2 22	....	2 22	....	....
....	....	4 40	....	8 25	....	142.1	+....Indianola.... ♁	9 40	....	2 01	....	2 01	....	....
....	....	5 01	....	8 45	....	146.5	+....**Sidell** .... ♁	9 30	....	1 50	....	1 50	....	....
....	....	5 12	....	8 54	....	152.7	+....Allerton.... ♁	9 17	....	1 38	....	1 38	....	....
....	....	5 26	....	9 05	....	155.7	+....Broadlands... ♁	9 11	....	1 32	....	1 32	....	....
....	....	5 32	....	9 11	....	159.7	+....Longview ... ♁	8 59	....	1 28	....	1 26	....	....
....	....	5 40	....	9 19	....	161.9	+....Fairland.... ♁	8 54	....	1 20	....	1 20	....	....
....	....	5 46	....	9 24	....	165.2	ar.+**Villa Grove** ♁ .lv.	†8 44	....	1 10	....	*1 10	....	....
....	....	5 57	....	9 37	....									
1 40	11 41	....	1 45	....	11 41	77.5	lve...**Watseka**..arr.	....	2 48	....	4 18	....	4 18	5 27
— —	*d h*	....	— —	....	*d h*	87.6	.....Bryce .... ♁	....	*a* —	....	*d h t*	....	*d h t*	— —
— —	*d h*	....	*d* —	....	*d h*	92.4	....**Goodwine**	....	*a d e*	....	*d h t*	....	*d h t*	— —
— —	12 42	....	— —	....	12 42	103.4	.....Reilly.... ♁	....	*a* —	....	3 21	....	3 21	— —
— —	*d h*	....	— —	....	*d h*	108.0	.....Ellis..... ♁	....	*a* —	....	*d h t*	....	*d h t*	— —
— —	*d h*	....	— —	....	*d h*	120.0	.....**Royal**.... ♁	....	*a* —	....	*d h t*	....	*d h t*	— —
— —	1 2	....	5 00	....	1 28	126.0	+.....Glover.... ♁	....	1 37	....	2 35	....	2 35	— —
— —	*d h*	....	— —	....	*d h*	129.2	.....Tipton.... ♁	....	*a* —	....	*d h t*	....	*d h t*	— —
— —	*d h*	....	— —	....	*d h*	136.5	.....Block .... ♁	....	*a* —	....	*d h t*	....	*d h t*	— —
— —	*d h*	....	— —	....	*d h*	140.0	.....Bongard.... ♁	....	*a* —	....	*d h t*	....	*d h t*	— —
3 34	2 21	....	5 50	....	2 10	145.1	arr..**Villa Grove** ♁ lve.	....	1 06	....	2 05	....	2 05	3 42
3 39	2 20	6 00	5 55	9 40	2 40	145.1	lve.**Villa Grove**.arr.	8 42	1 00	1245	1 15	1 00	1 50	3 35
3 52	2 30	6 17	5 60	9 58	2 52	153.4	+....**Tuscola**.... ♁	8 25	1243	1226	1256	1243	1 33	3 22
— —	*t* —	6 28	— —	10 10	3 12	159.4	.....Bourbon.... ♁	8 10	*t* —	1214	1242	*t* —	*d t*	— —
— —	2 47	6 38	4 08	10 20	3 22	164.9	+....**Arthur**.....	7 57	1225	1204	1230	1225	1 10	— —
— —	*t* —	6 46	— —	10 27	3 29	168.5	.....Cadwell.... ♁	7 48	*t* —	1156	1220	*t* —	*d t*	— —
4 25	3 14	7 01	4 23	10 42	3 47	176.2	+....**Sullivan**.... ♁	7 33	1207	1142	1205	1207	12 48	2 49
— —	3 32	7 18	4 39	10 58	4 06	185.2	+.....Findlay.... ♁	7 13	1151	1120	1145	1151	12 26	— —
— —	*t* —	— —	— —	— —	— —	185.6	arr.**Findlay Jn** ♁ lve.	— —	— —	— —	— —	— —	*d t*	— —
— —	3 43	7 30	*a* —	....	....	191.8	....Westervelt... ♁	7 00	*c* —	....	....	*c* —	12 12	— —
— —	3 49	7 36	*a* —	....	....	194.3	.....Henton.... ♁	6 50	*c* —	....	....	*c* —	11 58	— —
— —	3 59	7 46	*a* —	....	....	199.4	.....Dollville.... ♁	6 41	*c* —	....	....	*c* —	11 50	— —
5 13	4 12	8 00	5 18	....	....	205.2	arr...+**Pana** ♁ ..lve.	†6 30	1116	....	....	1116	11 40	2 00
5 13	4 12	P M	5 18	....	....	205.2	lve.....**Pana**....arr.	A M	1116	....	....	1116	11 40	2 00
d —	5 03		*b a*	....	....	231.9	+...**Hillsboro**.....		*a* —	....	....	*a* —	*a b*	*l* —
†7 40	†6 59	....	†7 25	....	....	287.8	..Washington Ave..	....	— —	....	....	— —	— —	— —
7 48	7 07	....	7 35	....	....	290.0	+...**St. Louis**.....	....	*9 01	....	....	*9 01	*9 03	*11 30
A M	A M	....	P M	....	....		ARRIVE] [LEAVE	....	A M	....	....	A M	P M	P M
....	....	....	....	....	— —	— —	185.6	lve.**Findlay Jn**.arr.	....	....	— —	— —	....	....
....	....	....	....	11 23	4 27	194.0	+..**Shelbyville**.. ♁	....	....	1100	1126	....	....	....
....	....	....	....	11 38	4 39	200.2	.....Clarksburg.. ♁	....	....	1042	1112	....	....	....
....	....	....	....	11 49	4 48	204.6	.....**Mode**.... ♁	....	....	1033	1103	....	....	....
....	....	....	....	11 58	4 56	208.2	.....Holland.... ♁	....	....	1023	1054	....	....	....
....	....	....	....	12 08	5 07	213.0	..... Moccasin ... ♁	....	....	1014	1042	....	....	....
....	....	....	....	12 25	5 23	219.0	+...**Altamont** .. ♁	....	....	1000	1027	....	....	....
....	....	....	....	12 38	5 35	224.5	arr.+**St. Elmo** ♁ lve.	....	....	9 48	1017	....	....	....
....	....	....	....	12 38	5 35	224.5	lve...**St. Elmo**..arr.	....	....	9 48	1017	....	....	....
....	....	....	....	12 48	5 45	229.8	.....St. James.... ♁	....	....	9 36	1005	....	....	....
....	....	....	....	1 00	5 58	235.7	.....St. Peter.... ♁	....	....	9 23	9 50	....	....	....
....	....	....	....	1 16	6 14	242.5	+..**Kinmundy** .. ♁	....	....	9 09	9 35	....	....	....
....	....	....	....	1 26	6 25	248.3	.....Brubaker.... ♁	....	....	8 56	9 21	....	....	....
....	....	....	....	1 45	6 43	253.8	+.... **Salem**..... ♁	....	....	8 37	8 58	....	....	....
....	....	....	....	1 56	6 54	260.1	.....Cartter .... ♁	....	....	8 23	8 45	....	....	....
....	....	....	....	2 25	7 28	275.7	+..**Mt. Vernon**.. ♁	....	....	7 52	8 10	....	....	....
....	....	....	....	2 40	7 46	283.7	..... Bonnie .... ♁	....	....	7 35	7 50	....	....	....
....	....	Mix.	....	2 47	7 55	287.3	..... Ina	Mix	....	7 26	7 42	....	....	....
....	....	179	....	2 58	8 04	291.8	.... Whittington .. ♁	180	....	7 16	7 30	....	....	....
....	....	A M	....	3 08	8 20	298.1	+....**Benton**.... ♁	P M	....	7 03	7 15	....	....	....
....	....	†6 50	....	3 25	8 40	305.1	...West Frankfort. ♁	5 23	....	6 42	6 62	....	....	....
....	....	7 17	....	3 35	8 54	310.7	+**Johnston City** ♁	5 00	....	6 29	6 38	....	....	....
....	....	8 15	....	3 50	9 17	316.6	+....**Marion**.... ♁	2 25	....	6 13	6 18	....	....	....
....	....	8 40	....	4 00	9 28	321.8	..... Hudgens	1 40	....	6 03	6 00	....	....	....
....	....	9 44	....	4 15	9 44	329.3	..... Goreville .... ♁	1 16	....	5 48	6 45	....	....	....
....	....	10 30	....	4 28	10 00	336.5	..... Buncombe... ♁	1225	....	5 33	5 25	....	....	....
....	....	10 50	....	4 54	10 07	339.7	+..West Vienna.. ♁	1159	....	5 26	5 17	....	....	....
....	....	11 25	....	4 46	10 19	345.3	.....Cypress .... ♁	1125	....	*5 15	5 06	....	....	....
....	....	12 20	....	P M	10 43	356.8	.....**Ullin**	9 15	....	A M	4 42	....	....	....
....	....	1 00	....	....	10 56	362.8	+....**Tamms**.... ♁	8 50	....	....	4 30	....	....	....
....	....	2 00	....	....	11 12	369.3	....Olive Branch.. ♁	8 10	....	....	4 18	....	....	....
....	....	2 20	....	....	11 22	373.7	.....Fayville.....	7 55	....	....	4 08	....	....	....
....	....	3 05	....	....	11 40	378.3	+....**Thebes**.... ♁	†7 40	....	....	4 00	....	....	....
....	....	P M	....	....	12 25	394.4	.....**Chaffee**.....	A M	....	....	3 00	....	....	....
....	....		....	....	1 00	402.7	.**Cape Girardeau**.		....	....	*2 05	....	....	....
....	....		....	....	P M		ARRIVE] [LEAVE	....	....	....	P M	....	....	....

Table No. 4—LA CROSSE BRANCH.

		No. 282	Mls	*November* 14, 1909.	Mls	No. 281		
....	....	†1 15 P M	0	lve..+**Goodland** ♁ ..arr.	48.7	11 35 A M	....	....
....	....	1 50 "	7.2	....Foresman..... ♁	41.5	10 58 "	....	....
....	....	2 15 "	13.1	.....Mount Ayr..... ♁	35.6	10 35 "	....	....
....	....	3 10 "	22.2	+.....**Fair Oaks**..... ♁	26.5	9 45 "	....	....
....	....	3 50 "	31.8	.....**Zadoc**..... ♁	16.9	9 00 "	....	....
....	....	4 20 "	35.6	.....**Wheatfield**.... ♁	13.1	8 50 "	....	....
....	....	5 00 "	45.3	.....**Wilder**..... ♁	3.4	7 55 "	....	....
....	....	5 20 P M	48.7	arr....**La Crosse** ♁ .lve.	0	†7 40 A M	....	....

Table No. 5—ROSSVILLE AND SIDELL BR.

No. 83	Mls	*November* 14, 1909.	Mls	No. 84
....	....	LEAVE] [ARRIVE	....	....
†7 30 A M	0	+.....**Rossville**..... ♁	36.7	2 55 P M
8 17 "	10.3	..... Jamesburg..... ♁	26.4	1 30 "
8 35 "	14.2	..... Collison ..... ♁	22.5	1 10 P M
8 56 "	22.0	..... Bronson..... ♁	14.7	12 30 Noon
9 20 "	26.6	...**Fairmount Junc.** ♁	10.1	11 55 A M
9 35 "	30.5	..... Jamaica ..... ♁	6.2	11 35 "
9 40 "	33.0	.....Maizetown.....	0.9	11 20 "
10 35 A M	36.7	+.....**Sidell**..... ♁	0	†10 35 A M
....	....	ARRIVE] [LEAVE	....	....

Table No. 6—JOPPA BRANCH.

183	181	Mls	*November* 14, 1909.	Mls	184	182
P M	A M	....	LEAVE] [ARRIVE	....	A M	P M
†6 11	†11 00	0	.....**Cypress**..... ♁	18.1	9 45	3 40
5 21	11 13	3.4	.....Rago.....	15.7	9 15	3 25
5 30	11 25	6.3	.....Karnak..... ♁	11.8	9 00	3 16
5 45	11 45	10.4	..... Boaz..... ♁	7.7	8 35	2 54
6 10	12 20	18.1	+.....**Joppa**..... ♁	0	†8 10	†2 40
P M	Noon	....	ARRIVE] [LEAVE	....	A M	P M

Table No. 7—MILFORD BRANCH.

77	75	Mls	*November* 14, 1909.	Mls	74	78
P M	A M	....	LEAVE] [ARRIVE	....	A M	P M
†4 05	†11 00	10.5	+.....**Milford**..... ♁	12.0	6 35	1 05
4 25	11 25	17.4	..... Stockland ..... ♁	5.1	6 15	1 30
4 35	11 35	20.3	.....Dawson Park.....	2.2	6 05	1 15
4 45	12 10	22.5	.....**Freeland Park**.. ♁	0	†5 55	†1 00
P M	Noon	....	ARRIVE] [LEAVE	....	A M	P M

Table No. 8—CISSNA PARK BRANCH.

72	70	Mls	*November* 14, 1909.	Mls	71	73
P M	A M	....	LEAVE] [ARRIVE	....	A M	P M
†3 10	†11 00	0	+.....**Hoopeston**.....	17.6	6 45	2 48
3 44	11 18	4.9	.....**Wellington**..... ♁	12.7	6 35	2 25
3 50	11 21	5.5	.....Cissna Junction.....	12.1	6 29	2 16
4 05	11 31	10.9	.....Hickman.....	6.7	6 17	2 00
4 10	11 35	11.9	.....**Goodwine**..... ♁	5.7	6 14	1 50
4 16	11 40	13.9	.....Claytonville .... ♁	3.7	6 08	1 30
5 00	11 50	17.6	+...**Cissna Park**... ♁	0	†6 00	†1 15
P M	A M	....	ARRIVE] [LEAVE	....	A M	P M

Table No. 9—ROSSVILLE BRANCH.

No. 79	Mls	*November* 14, 1909.	No. 78	
....	....	LEAVE] [ARRIVE	....	....
†3 30 P M	0	+.....**Rossville**..... ♁	6 00 P M	....
4 05 "	8.5	.....Pence..... ♁	5 30 "	....
4 20 "	12.2	.....Finney.....	5 10 "	....
4 35 P M	14.9	.....**Judyville**..... ♁	†4 55 P M	....
....	....	ARRIVE] [LEAVE	....	....

Table No. 10—INDIANA DIVISION.

281	9	283	Mls.	*November* 14, 1909.	10	284	282
....	A M	....	....	LEAVE] [ARRIVE	P M	....	....
Mix	†10 40	....	0	.....**Chicago**... ♁	1 35	....	Mix
A M	12 28	....	50.0	+..**Momence**.....	11 47	....	P M
†7 20	— —	....	50.4	.**Momence Junc** ♁	— —	....	4 35
7 45	12 54	....	59.0	+.Hopkins Park.. ♁	11 24	....	4 15
8 00	1 04	Mix	64.3	.....Pogue.....	11 12	Mix	3 55
8 45	1 13	•	68.6	+... **Morocco**... ♁	11 03	•	3 35
9 35	1 29	A M	75.8	.....Brook..... ♁	10 46	P M	2 42
10 35	1 50	†7 00	84.2	+...**Goodland**... ♁	10 22	4 40	†1 30
A M	2 02	7 20	89.4	.....Wadena..... ♁	10 10	4 10	P M
....	2 07	7 30	91.4	.....Lochiel.... ♁	10 05	3 56	....
....	2 19	7 55	96.9	...**Swanington**.. ♁	9 53	3 05	....
....	2 30	8 15	101.8	+....**Oxford**.... ♁	9 43	2 30	....
....	2 40	8 30	106.8	....Pine Village... ♁	9 32	2 06	....
....	2 56	9 18	112.3	.....Winthrop... ♁	9 18	1 40	....
....	3 14	10 15	118.6	+**Attica(Mudlavia)** ♁	9 05	12 45	....
....	3 22	10 35	122.6	.....Rob Roy.....	8 53	12 06	....
....	3 27	10 45	124.9	.....Aylsworth.....	8 49	11 55	....
....	3 32	11 10	127.2	.....Stone Bluff... ♁	8 44	11 45	....
....	3 42	11 25	131.3	+.**Veedersburg**. ♁	8 35	11 25	....
....	4 02	12 45	141.6	.....Kingman ... ♁	8 13	10 45	....
....	4 30	1 25	155.3	..**West Melcher**..	7 46	9 10	....
....	4 40	2 08	159.7	.....Mecca..... ♁	7 35	8 55	....
....	4 58	2 40	167.7	.....**Rosedale**... ♁	7 16	8 00	....
....	5 08	2 55	172.1	....**Coal Bluff**.. ♁	7 06	7 40	....
....	5 30	3 30	180.3	+.....**Brazil**..... ♁	†6 45	†7 10	....
....	P M	P M	....	ARRIVE] [LEAVE	A M	A M	....

Trains marked * run daily ; † daily, except Sunday.

• Arrive at and depart from Brazil Shops.

+ Coupon stations.

♁ Telegraph stations.

STANDARD—*Central time.*

a Stops to leave from or take for St. Louis; *b* stops to take for or leave from north of Pana; *c* stops to leave from south of Pana; *d* stops for passengers to or from Chicago, 31st Street or Englewood; *e* stops to leave from any scheduled stop; *h* stops to take for or leave from points south of Villa Grove; *l* stops to leave passengers; *t* stops to take for Chicago and Englewood; *t* stops to take for or to leave from Pana and stations south.

For Index to Stations, see page 817.

CHICAGO & EASTERN ILLINOIS RAILROAD.

EVANSVILLE & TERRE HAUTE RAILROAD.

EVANSVILLE & INDIANAPOLIS RAILROAD.

Table No. 11.
EVANSVILLE & TERRE HAUTE RAILROAD.
MOUNT VERNON BRANCH.

No. 11	No. 13	Mls	*November 14, 1909.*	No. 12	No. 14
†5 47 P M	†5 09 A M	0	lve..+ **Princeton** ♂ .arr.	8 30 A M	10 08 P M
6 10 "	8 15 "	7	+...**Fort Branch**...♂	8 10 "	6 05 "
— —	— —	9	..Mt. Vernon Junction..	— —	— —
6 20 "	8 25 "	12	.....McGary.....	7 49 "	6 21 "
6 28 "	8 33 "	15	+.....Owensville.....♂	7 41 "	5 12 "
6 34 "	8 39 "	18	.....Mounts.....	7 34 "	5 05 "
6 38 "	8 43 "	20	.....Knowles.....	7 30 "	5 00 "
6 41 "	8 46 "	21	+.....Cynthiana.....♂	7 27 "	4 56 "
6 52 "	8 57 "	26	+.....**Poseyville**....♂	7 16 "	4 44 "
6 58 "	9 01 "	28	.....Wilson.....	7 11 "	4 39 "
7 05 "	9 09 "	30	.....Wadesville.....♂	7 05 "	4 32 "
7 09 "	9 15 "	33	.....Hepburn.....	6 59 "	4 25 "
7 16 "	9 22 "	36	..... Oliver.....	6 52 "	4 17 "
7 20 "	9 26 "	37	.....Springfield.....	6 48 "	4 13 "
7 25 "	9 31 "	39	..... Solitude.....	6 43 "	4 08 "
7 33 "	9 38 "	42	..... Erwin	6 35 "	4 00 "
7 45 P M	9 50 A M	46	arr.+ **Mt. Vernon** ♂ .lve.	†6 25 A M	†3 50 P M

Table No. 12 - NEW PITTSBURG BRANCH.

	Mls	STATIONS.	
	0	.....**Standard**.....	
Operated on irregular schedule.	3	.....Del Carbo	Operated on irregular schedule.
	4	.....Willfred.....	
	7	.....Jackson Hill.....	
	8	..... Hymera.....	
	11	.....**New Pittsburg**.....	

Table No. 13—BRAZIL BRANCH.

No. 43	No. 41	Mls	*November 14, 1909.*	No. 42	No. 44
			LEAVE] [ARRIVE		
†4 35 P M	†8 30 A M	0	+.....**Brazil**.....	7 40 A M	3 20 P M
4 42 "	8 38 "	2	..... Stave Track.....	7 28 "	3 04 "
4 46 "	8 41 "	3	.....Watson.....	7 25 "	3 01 "
4 46 "	8 42 "	4	.....Ehrlich.....	7 24 "	3 00 "
4 50 "	8 49 "	6	..... Prairie City	7 20 "	2 55 "
4 55 "	8 55 "	8	.....Vandalia.....	7 15 "	2 49 "
4 58 "	8 58 "	9	.....Ashboro.....	7 12 "	2 45 "
5 10 P M	9 10 A M	12	arr.+ **Saline City** ♂ .lve.	†7 06 A M	†2 35 P M

CONNECTIONS—EVANSVILLE & TERRE HAUTE AND EVANSVILLE & INDIANAPOLIS RAILROADS.

Elliston—With Chicago, Indianapolis & Louisville Ry.
Elnora, Ind.—With Southern Indiana Ry.
Evansville—With Southern Ry.; Illinois Central R.R.; Louisville & Nashville R.R. and Louisville, Henderson & St. Louis Ry.
Mt. Vernon—With Louisville & Nashville R.R.
Oakland City—With Southern Ry.
Poseyville—With Illinois Central R.R.
Princeton—With Southern Ry.
Sullivan—With Illinois Central R.R.
Terre Haute—With Vandalia R.R.; Chicago and Eastern Illinois R.R. and Cleveland, Cincinnati, Chicago & St. Louis Ry. and Southern Indiana Ry
Vincennes—With Baltimore & Ohio Southwestern R.R., Cleveland, Cincinnati, Chicago & St. Louis Ry. and Vandalia R.R. (Vincennes Division).
Washington—With Baltimore & Ohio Southwestern R.R.
Worthington—With Vandalia R.R. (Vincennes Division).

Table No. 14.
EVANSVILLE & INDIANAPOLIS RAILROAD.

41	35	33	43	Mls	*November 14, 1909.*	38	32	42	44
	P M	A M			LEAVE] [ARRIVE	A M	P M		
	†5 45	†8 35		0	+... **Terre Haute** ..♂	9 25	2 55		
	— —	— —		2	.....Poplar Street.....	— —	— —		
	— —	— —		5	.....Spring Hill....♂	— —	— —		
	6 06	9 00		10	.....Riley.....♂	9 00	2 22		
	6 13	9 09		13	.....County Line.....	8 52	2 14		
A M	6 18	9 14	P M	15	.....Cory.....♂	8 47	2 09	A M	P M
‡9 10	6 28	9 23	†5 12	20	+...**Saline City**...♂	8 38	1 59	7 06	2 35
9 18	6 35	9 30	5 17	23	.....Eel River.....	8 31	1 52	7 00	2 20
9 38	6 45	9 38	5 35	26	+.....Clay City.....♂	8 22	1 45	6 50	†2 05
A M	6 48	9 45	— —	28	...Lancaster Branch...	8 16	— —	— —	P M
	6 58	9 52	5 48	31	+.....Coal City.....♂	8 09	1 33	6 25	
	— —	— —	— —	32	..... Daggett.....	— —	— —	— —	
	7 06	10 01	— —	35	..... Hubbell	8 00	1 22	— —	
	7 08	10 04	— —	36	..... Johnstown.....	7 57	1 19	— —	
	7 17	10 20	6 10	40	lve.} **Worth-** {lve.	7 47	1 14	†6 00	
	7 23	10 26	P M	40	lve.} **ington** ♂ {arr.	7 37	1 14	A M	
	— —	— —		41	.... Van. Crossing	— —	— —		
	7 33	10 36		44	..... Welsh	7 24	12 59		
	7 41	10 43		48	+.....Elliston.....♂	7 17	12 53		
	7 48	10 52		51	.....Plummer.....	7 10	12 42		
	7 51	10 56		53	..... Lester	7 06	12 38		
	7 58	11 03		56	+.... Newberry .... ♂	6 59	12 32		
	8 03	11 09		58	..... Slinkard.....	6 54	12 27		
	8 13	11 16		61	+.....**Elnora**.....♂	6 47	12 20		
	8 25	11 28		68	+.....Plainville.....♂	6 33	12 05		
	8 32	11 35		71	..... Albright	6 24	11 57		
	8 34	11 37		72	..... Hyatt	6 21	11 55		
	8 38	— —		74	..... Graham	6 17	— —		
27	8 43	11 47	31	76	.....Jordan.....	6 10	11 47	34	28
A M	8 50	11 56	A M	80	ar.} **Washington** ♂ {lv.	6 00	11 38	P M	P M
‡7 00	8 50	12 15	†6 00	80	lv.} **Washington** ♂ {ar.	6 00	11 38	7 00	8 40
7 07	8 57	12 22	6 12	83	.....Maysville.....	5 52	11 23	6 50	8 30
7 13	9 05	12 29	6 18	85	..... Thomas	5 45	11 16	6 44	8 23
7 17	9 10	12 35	6 23	88	..... Jacobs.....	5 39	11 08	6 38	8 17
7 21	9 15	12 39	6 27	90	..... Sandy Hook	5 34	11 03	6 34	8 12
7 28	9 22	12 45	6 33	92	.....Rogers.....	5 28	10 57	6 28	8 06
7 32	9 26	12 49	6 37	94	..... Blackburn ....♂	5 24	10 52	6 23	8 01
7 41	9 35	1 00	6 46	97	+.... Petersburg....♂	†5 15	10 40	6 13	7 51
7 54	P M	1 14	7 01	103	.....Hosmer.....	A M	10 26	5 58	7 36
7 56	.....	1 17	7 04	104	.....Little.....♂	.....	10 24	5 55	7 33
8 01	.....	1 22	7 09	106	.....Massey.....	.....	10 19	5 50	7 28
8 08	.....	1 34	7 18	109	+..**Oakland City**..♂	.....	10 13	5 45	7 23
8 14	.....	1 40	7 24	112	.....Gudgel.....	.....	10 04	5 36	7 15
8 19	.....	1 44	7 29	114	..... Somerville....♂	.....	9 59	5 30	7 09
8 24	.....	1 48	7 34	116	..... Mackey	.....	9 55	5 25	7 04
8 28	.....	1 53	7 39	118	.....Buckskin.....	.....	9 49	5 20	6 59
8 34	.....	1 58	7 44	120	.....Rosebud.....	.....	9 42	5 15	6 54
8 41	.....	2 05	7 51	123	+.....Elberfeld.....♂	.....	9 35	5 08	6 47
8 48	.....	2 11	7 58	126	..... Elliott.....	.....	9 28	5 01	6 40
8 54	.....	2 18	8 05	128	..Green River Road..	.....	9 22	4 57	6 35
8 59	.....	— —	8 10	130	.....Iglehart.....	.....	— —	4 50	6 31
9 03	.....	2 27	8 13	131	.....McCutchan.....	.....	9 14	4 47	6 28
9 07	.....	2 32	8 16	133	..... St. George.....	.....	9 11	4 44	6 25
— —	.....	— —	— —	134	Straight Line Junction	.....	— —	— —	— —
9 25	.....	2 45	8 30	137	+ ... **Evansville** ...♂	.....	†9 00	†4 30	†6 10
A M	.....	P M	A M	....	ARRIVE] [LEAVE	.....	A M	P M	P M

Train leaves Worthington †6 15 a.m., arriving Washington 9 45 a.m.
Train leaves Washington †2 10 p.m., arriving Worthington 6 05 p.m.
† Daily, except Sunday; ‡ Sunday only. + Coupon stations; ♂ Telegraph stations. STANDARD—*Central time.*

CONNECTIONS—CHICAGO & EASTERN ILLINOIS RAILROAD.

Altamont, Ill.—With Vandalia, Balt. & Ohio Southw. and Wabash R.Rs. **Alvin, Ill.**—With Illinois Central R.R. **Arthur, Ill.**—With Peoria Division Vandalia R.R. **Attica, Ind.**—With Wabash R.R. **Auburn Park, Ill.**—With Chicago, Rock Island & Pacific Ry. **Benton, Ill.**—With Illinois Cent. R.R. **Brazil, Ind.**—With Vandalia R.R., Evansville & Indianapolis R.R. and Southern Indiana Ry. **Burnett, Ind.**—With Cleveland, Cincinnati, Chicago & St. Louis Ry. **Cayuga, Ind.**—With Toledo, St. Louis & Western R.R. **Chaffee, Mo.**—With St. Louis & San Francisco R.R. **Chicago, Ill.**—With roads diverging. **Chicago Heights, Ill.**—With Mich. Central R.R. and Elgin, Joliet & Eastern Ry. **Coal Bluff, Ind.**—With Cleveland, Cincinnati, Chicago & St. Louis Ry. **Danville, Ill.**—With Peoria & Eastern Division and Cairo Division Cleve. Cin. Chicago & St. Louis Ry., Wabash R.R. and Chicago & East Illinois R.R. (St. Louis Div.). **Dolton, Ill.**—With Pittsburgh, Cincinnati, Chicago & St. Louis Ry. **Fair Oaks, Ind.**—With Chicago, Indianapolis & Louisville Ry. **Goodland, Ind.**—With Pittsburgh, Cincinnati, Chicago & St. Louis Ry. **Hillsdale, Ind.**—With Cincinnati, Hamilton & Dayton Ry. **Hoopeston, Ill.**—With L. E. & W. R.R. **Johnston City, Ill.**—With Illinois Central R.R. **Kinmundy, Ill.**—With Ill. Cent. R.R. **La Crosse, Ind.**—With Pitts. Cin. Chic. & St. Louis and Chicago, Indianapolis & Louisv. Rys. and Pere Marquette R.R. **Marion, Ill.**—With Illinois Cent. R.R. **Mode, Ill.**—With Toledo, St. Louis & Western R.R. **Momence, Ill.**—With Chic. Ind. & South. R.R. **Mt. Vernon, Ill.**—With Louisville & Nashville R.R., Southern Ry. and Wabash, Chester & Western R.R. **Oaktown, Ill.**—With Cleve. Cin. Chic. & St. Louis R.R. **Oxford, Ind.**—With L. E. & W. R.R. **Pana, Ill.**—With Balt. & Ohio Southw. R.R., Big Four Route and Illinois Central R.R. **Rosedale, Ind.**—With Vandalia R.R. **Salem, Ill.**—With Balt. & Ohio Southwestern R.R. and Illinois Southern Ry. **St. Anne, Ill.**—With Cleve. Cincinnati, Chicago & St. Louis Ry. **St. Elmo, Ill.**—With Vandalia R.R. **St. Louis, Mo.**—With roads diverging. **Shelbyville, Ill.**—With Cleveland, Cincin. Chicago & St. Louis Ry. **Sidell, Ill.**—With C. H. & D. Ry. **Sullivan, Ill.**—With Wabash R.R. and Illinois Central R.R. **Swanington, Ind.**—With Cleveland, Cincinnati, Chicago & St. L. Ry. **Tamm's, Ill.**—With Mob. & Ohio R.R. **Terre Haute, Ind.**—With Evansv. & Terre Haute R.R.; Evansv. & Ind. R.R.; Vandalia Line; C. C. C. & St. L. Ry. & South. Indiana Ry. **Thebes, Ill.**—With St. L. Southw. Ry. **Thornton Junc., Ill.**—With Grand Trunk Ry. System. **Tuscola, Ill.**—With Ill. Cent. R.R. and Cincin. Ham. & Dayton Ry. **Veedersburg, Ind.**—With Peoria & East. Div. C. C. C. & St. L. Ry. and Tol. St. L. & West. R.R. **Watseka, Ill.**—With T. P. & W. Ry. **Wheatfield, Ind.**—With Chic. Ind. & South. R.R. **Wilders, Ind.**—With Erie R.R. and Chic. Indianap. & Louisv. Ry.

For Map, see page 811. For Index to Stations, see page 817.

CHICAGO & EASTERN ILLINOIS RAILROAD.

EVANSVILLE & TERRE HAUTE RAILROAD.
EVANSVILLE & INDIANAPOLIS RAILROAD.

INDEX OF STATIONS.

The number opposite each station is the number of the table in which it is shown. Stations marked * are located on the branch indicated, but are not shown in the table; the + indicates coupon stations; ✠ indicates station is located on the E. & I. R.R.; ✪ indicates station is located on the E. & T. H. R.R.

	Table No.
✠Albright, Ind.	14
+Allerton, Ill.	3
+Altamont, Ill.	8
+Alvin, Ill.	1
+Arthur, Ill.	2, 3
✠Ashboro, Ind.	13
Atherton, Ind.	1
+Attica, Ind.	10
Aylsworth, Ind.	10
*Barce, Ind.	10
*Baxter, Ill.	3
*Beaver City, Ind.	10
Beecher, Ill.	1, 2
*Bennett, Ill.	5
+Benton, Ill.	3
Bismarck, Ill.	1
✠Blackburn, Ind.	14
Block, Ill.	2, 3
Boaz, Ill.	6
Bougard, Ill.	2, 3
Bonnie, Ill.	3
Bourbon, Ill.	2, 3
+Brazil, Ind.	10, 13
Brewer, Ill.	1
+Broadlands, Ill.	3
Bronson, Ill.	5
Brook, Ind.	10
*Brothers, Ill.	5
Brubaker, Ill.	3
Bryce, Ill.	2, 3
✠Buckskin, Ind.	14
Buncombe, Ill.	2
*Burkes, Ind.	4
✪Busseron, Ind.	1
Cadwell, Ill.	2, 3
Cape Girardeau, Mo.	3
+✪Carlisle, Ind.	1
Carter, Ill.	3
+Cayuga, Ind.	1
Chaffee, Mo.	3
*Chatterton, Ind.	10
+Chicago, Ill.	1, 2, 3, 10
+Chicago (31st St.)	1, 2
+Chicago Hgts, Ill.	1, 2
Chicago Hgts (29th St.)	2
Chipps, Ill.	2
Cissna Junction, Ill.	8
+Cissna Park, Ill.	8
*Clank, Ill.	3
Clarksburg, Ill.	3
+✠Clay City, Ind.	14
Claytonville, Ill.	8
+Clinton, Ind.	1
Coal Bluff, Ind.	10
+✠Coal City, Ind.	14
*Coaler, Ill.	1
Collison, Ill.	5
✠Cory, Ind.	14
✠County Line, Ind.	14
*Coxville, Ind.	10
Craigs, Ill.	2
Crete, Ill.	1, 2
+✪Cynthiana, Ind.	11
Cypress, Ill.	3, 6
✪Cypress, Ind.	1
✠Daggett, Ind.	14
+Danville, Ill.	1, 3
Dawson Park, Ill.	7
*✪Decker, Ind.	1
*Dewey, Ind.	1
*Dickason, Ind.	1
Dollville, Ill.	2, 3
Dolton, Ill.	1, 2
*Dunn's, Ind.	4
*Duvall, Ill.	3
✠Eel River, Ind.	14
✠Ehrlich, Ind.	13
+✠Elberfeld, Ind.	14
✠Elliott, Ind.	14
Ellis, Ill.	2, 3
+✠Elliston, Ind.	14
Edwards, Ind.	1
*Elmer, Ind.	10
+✠Elnora, Ind.	14
✪Emison, Ind.	1
+Englewood, Ill.	1, 2
✪Erwin, Ind.	11
+✪Evansville, Ind.	1, 14
+Fairland, Ill.	3
Fairmount Junc., Ill.	5
+Fair Oaks, Ind.	4
✪Farmersburg, Ind.	1
Fayville, Ill.	3
+Findlay, Ill.	2, 3
Finrey, Ind.	9
Foresman, Ind.	4
+✪Ft. Branch, Ind.	1, 11
Fountain Creek, Ill.	2
Freeland Park, Ind.	7
Gerald, Ill.	2
Gessie, Ind.	1
Glenwood, Ill.	1, 2
+Glover, Ill.	2, 3
Goodenow, Ill.	1, 2
+Goodland, Ind.	4, 10
Goodwine, Ill.	2, 3, 8
Goreville, Ill.	3
✠Graham, Ind.	14
Granite City, Ill.	2
+Grant Park, Ill.	1, 2
Grape Creek, Ill.	3
✠Green River Road, Ind.	14
*Grinnell, Ill.	6
✠Gudgel, Ind.	14
Haney, Ill.	2
*Hastings, Ill.	3
✪Haubstadt, Ind.	1
+✪Hazleton, Ind.	1
*Henning, Ill.	4
Henton, Ill.	2, 3
✪Hepburn, Ind.	11
Hickman, Ill.	3
+Hillsboro, Ill.	2, 3
+Hillsdale, Ind.	1
Holland, Ill.	3
+Hoopeston, Ill.	1, 8
Hopkins Park, Ill.	10
✠Hosmer, Ind.	14
✠Hubbell, Ind.	14
Hudgens, Ill.	3
✠Hyatt, Ind.	14
✠Iglehart, Ind.	14
*Illmo, Mo.	3
*Ina, Ill.	3
*Independence, Ind.	10
+Indianola, Ill.	3
✪Ingle, Ind.	1
Irving, Ill.	2
✠Jacobs, Ind.	14
Jamaica, Ill.	5
Jamesburg, Ill.	5
+Johnston City, Ill.	3
✠Johnstown, Ind.	14
+Joppa, Ill.	6
✠Jordan, Ind.	14
Judyville, Ind.	9
*Julian, Ind.	4
Karnak, Ill.	6
*Kell, Ill.	3
Kensington, Ill.	1, 2
*Kickapoo, Ind.	10
✪King, Ind.	1
Kingman, Ind.	10
+Kinmundy, Ill.	3
Kirksville, Ill.	2
*Kniman, Ind.	4
✪Knowles, Ind.	11
Koster, Ill.	2
La Crosse, Ind.	4
✠Lancaster Branch, Ind.	14
*Lenox, Ind.	2
✠Lester, Ind.	14
✠Little, Ind.	14
Livingston, Ill.	2
Lochiel, Ind.	10
+Longview, Ill.	3
*Loogootee, Ill.	3
Lyford, Ind.	1
✠Mackey, Ind.	14
Maizetown, Ill.	5
+Marion, Ill.	3
Martinton, Ill.	1, 2
✠Massey, Ind.	14
✠Maysville, Ind.	14
✠McCutchan, Ind.	14
✪McGary, Ind.	11
*Mecca, Ind.	10
+Milford, Ill.	1, 7
✪Miller, Ind.	1
Moccasin, Ill.	3
Mode, Ill.	3
*Moffits, Ind.	4
+Momence, Ill.	1, 2, 10
+Morocco, Ind.	10
✪Mounts, Ind.	11
Mt. Ayr, Ind.	4
+Mt. Vernon, Ill.	3
+✪Mt. Vernon, Ind.	11
+✠Newberry, Ind.	14
+Newport, Ind.	1
+Nokomis, Ill.	2
+✠Oakland City, Ind.	14
*Oak Lawn, Ill.	1
+✪Oaktown, Ind.	1
Ohlman, Ill.	2
Olive Branch, Ill.	3
✪Oliver, Ind.	11
Otter Creek Jn., Ind.	1
+✪Owensville, Ind.	11
+Oxford, Ind.	10
+Pana, Ill.	2, 3
Papineau, Ill.	1, 2
+✪Patoka, Ind.	1
Pauline, Ill.	2
✪Paxton, Ind.	1
Pence, Ind.	9
*Percy Junc., Ind.	4, 10
*Perks, Ill.	3
Parrysville, Ind.	1
+✠Petersburg, Ind.	14
✪Pimento, Ind.	1
Pine Village, Ind.	10
Pittwood, Ill.	1, 2
+✠Plainville, Ind.	14
✠Plummer, Ind.	14
Pogue, Ind.	10
+✪Poseyville, Ind.	11
✠Prairie City, Ind.	13
+✪Princeton, Ind.	1, 11
✪Purcell, Ind.	1
Rago, Ill.	6
Reilly, Ill.	2, 3
✠Riley, Ind.	14
Rileysburg, Ind.	1
*Riola, Ill.	3
Rob Roy, Ind.	10
✠Rogers, Ind.	14
Rosamond, Ill.	2
*Rosebud, Ind.	14
Rosedale, Ind.	10
+Rossville, Ill.	1, 5, 9
*Rossville Jn., Ill.	5, 9
*Rowland, Ind.	10
Royal, Ill.	2, 3
Rutherford, Ill.	2
+Salem, Ill.	3
+✠Saline City, Ind.	13, 14
✠Sandy Hook, Ind.	14
*Sconce, Ill.	3
✪Shelburn, Ind.	1
+Shelbyville, Ill.	3
+Sidell, Ill.	3, 5
✠Slinkard, Ind.	14
✪Smith, Ind.	1
✪Solitude, Ind.	11
Sollitt, Ill.	1, 2
✠Somerville, Ind.	14
South Holland, Ill.	2
✪Springfield, Ind.	11
✪Stacer, Ind.	1
Stave Track, Ind.	13
*Steelton, Ill.	3
Steger, Ill.	1, 2
Stockland, Ill.	7
Stone Bluff, Ind.	10
+St. Anne, Ill.	1, 2
+St. Elmo, Ill.	3
✠St. George, Ind.	14
St. James, Ill.	3
+St. Louis, Mo.	2, 3
St. Peter, Ill.	3
+Sullivan, Ill.	2, 3
+✪Sullivan, Ind.	1
*Summit Grove, Ind.	1
Swanington, Ind.	10
+Tamms, Ill.	3
*Tangier, Ind.	10
+Terre Haute, Ind.	1, 14
*Texico, Ill.	3
+Thebes, Ill.	3
*Thomas, Ind.	14
Thornton, Ill.	1, 2
Tipton, Ill.	2, 3
+Tuscola, Ill.	2, 3
Ullin, Ill.	3
✠Vandalia, Ind.	13
+Veedersburg, Ind.	10
+Villa Grove, Ill.	2, 3
+✪Vincennes, Ind.	1
*Virgie, Ind.	4
Wadena, Ind.	10
✪Wadesville, Ind.	11
*Walnut Grove, Ind.	1
+✠Washington, Ind.	14
+Wateka, Ill.	1, 2, 8
*✠Watson, Ind.	13
*Weishaars, Ind.	10
Wellington, Ill.	1, 8
✠Welsh, Ind.	14
Westervelt, Ill.	3, 8
West Frankfort, Ill.	3
West Melcher, Ind.	10
W. Montezuma, Ind.	1
West Newell, Ill.	1
+West Ridge, Ill.	2
+Westville, Ill.	8
*West Union, Ind.	10
+West Vienna, Ill.	8
Wheatfield, Ind.	4
Whittington, Ill.	3
Wichert, Ill.	2
Wilder, Ind.	4
✪Wilson, Ind.	11
Winthrop, Ind.	10
Witt, Ill.	2
Woodland, Ill.	1, 2
+✠Worthington, Ind.	14
Worthy, Ind.	1
*Yeddo, Ind.	10
✪Young, Ind.	1
Zadoc, Ind.	4

SALINE RIVER RAILWAY.

C. J. Carter, President and General Manager, Kansas City, Mo.

Trains leave **Draughon**[1] †6 00 a.m., †7 35 p.m., arriving New Edinburg (9 miles) 6 30 a.m., 8 05 p.m. Returning, leave New Edinburg †6 40 a.m., †8 15 p.m., arriving Draughon 7 10 a.m., 8 45 p.m.

† Daily, except Sunday. *Central time.* *August* 17, 1908.

Connection.—[1] With St. Louis South-western Ry.

NOVA SCOTIA STEEL & COAL COMPANY'S RAILWAY.

W. M. Sedgwick, Traffic Manager, New Glasgow, N.S.

Train leaves **Ferrona Junction**[1] .. .. a m. daily, except Sunday, arriving Sunny Brae (13 miles) on arrival of Intercolonial Ry. train from New Glasgow. Returning, leaves Sunny Brae to make connection with Intercolonial Ry. morning train for New Glasgow and Sydney. Leaves Ferrona Junction .. .. p.m. on arrival of Intercolonial Ry. through train from Sydney and New Glasgow, returning to connect with Intercolonial Ry. local train for Stellarton. *June*, 1908.

Connection.—[1] With Intercolonial Ry. *Atlantic time.*

LUDINGTON & NORTHERN RAILWAY.

F. W. Hawley, Manager, Ludington, Mich.

From **Ludington**[1] to Hamlin Lake (7½ miles). Operated for passenger and freight business. *March*, 1908.

Connection.—[1] With Pere Marquette R.R. and steamer lines from Chicago and Milwaukee.

MINNESOTA TRANSFER RAILWAY.

M. J. Dooley, Superintendent, St. Paul, Minn.

Terminal switching road for all railroads entering St. Paul and Minneapolis (67 miles of track). *March*, 1908.

MINNEAPOLIS EASTERN RAILWAY.

F. H. Burdick, Agent, Minneapolis, Minn.

Terminal switching road (5 miles track), all in Minneapolis, connecting with all diverging railroads. *March*, 1908.

MT. NEBO ROUTE.

DARDANELLE, OLA & SOUTHERN RAILWAY CO.

J. B. CROWNOVER, Vice-President, Dardanelle, Ark.
FRANK S. YANTIS, Supt., Auditor and Treas., "
FRED. H. PHILLIPS, Secretary, "
H. CLAY ROCKHOLD, Gen. Freight and Pas. Agt., "
W. E. WRIGHT, Master Mechanic, "
H. J. CLUBB, Roadmaster, "

	No. 3	No. 1	Mls	February 15, 1909.	No. 2	No. 4
				LEAVE / ARRIVE		
	*3 30 P M	*10 00 A M	0	Dardanelle[1]	12 35 Noon	5 55 P M
	3 45 "	10 15 "	5.0	Prosperity	12 20 "	5 40 "
	3 55 "	10 25 "	7.5	Centerville	12 10 Noon	5 30 "
	4 10 "	10 40 "	11.5	Petit Jean	11 55 A M	5 15 "
	4 20 P M	10 50 A M	15.0	Ola[2]	*11 45 A M	*5 05 P M
				ARRIVE / LEAVE		

Note.—**No. 2** will always wait for Rock Island Train **No. 42**, at Ola, when under an hour late, and **No. 4** will always wait for Rock Island Train **No. 41**, at Ola, when not over two hours late.

Trains marked * run daily. Standard—*Central time.*

Connections.—[1] With Dardanelle & Russellville R.R. [2] With Chicago, Rock Island & Pacific Ry. and Central Ry. of Arkansas.

WYOMING & MISSOURI RIVER RAILROAD.

D. W. Hickey, Manager, Aladdin, Wyo.

Leaves Aladdin, Wyo., †10 00 a.m., arrives **Belle Fourche**,[1] S.D. (18 miles). 11 15 a.m. Returning, leaves Belle Fourche †2 20 p.m., arrives Aladdin 3 35 p.m. *March*, 1908.

† Daily, except Sunday. *Mountain time.*

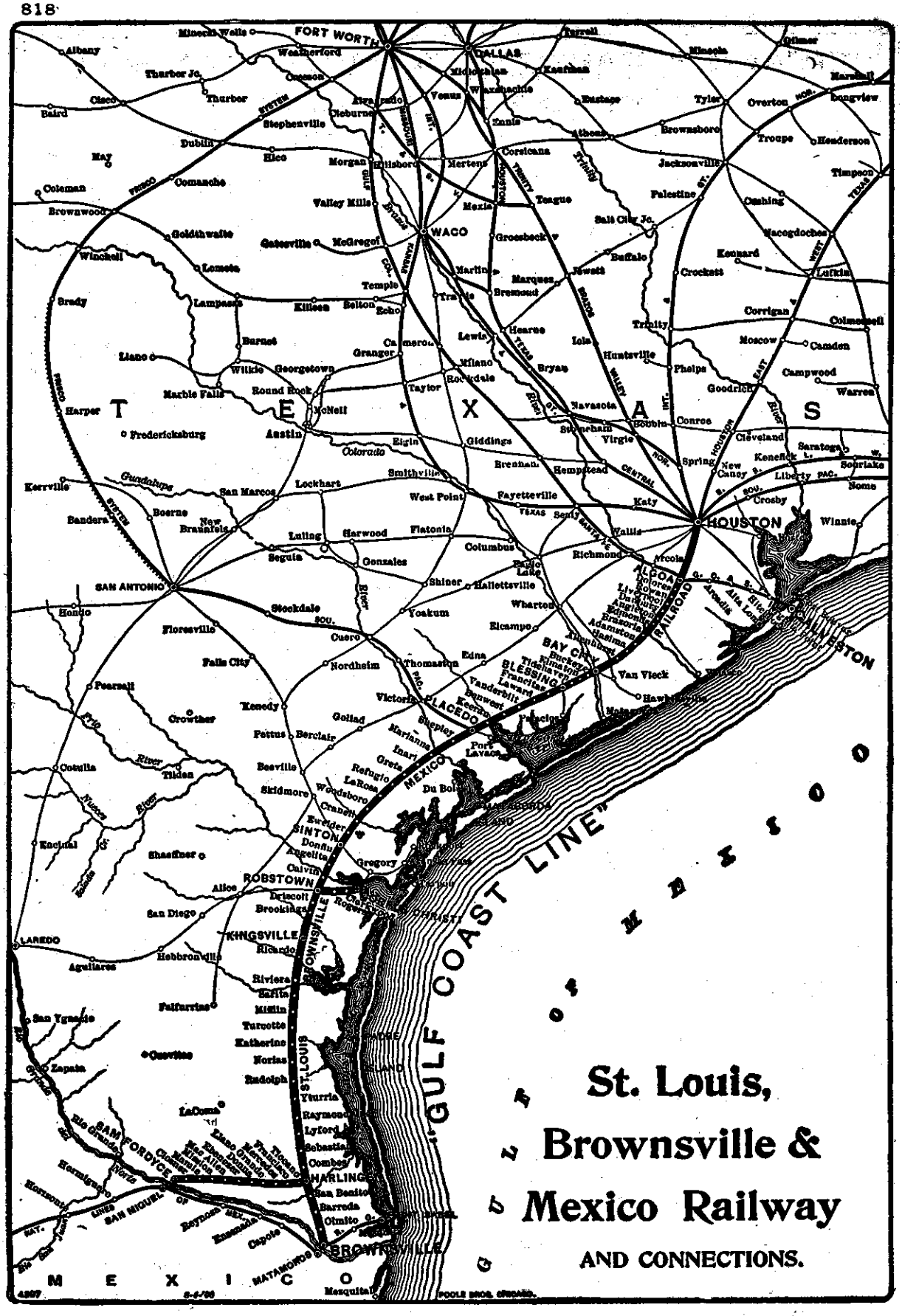
Connection.—[1] With Chicago & North Western Ry.

WISCONSIN, RUBY & SOUTHERN RAILWAY.

E. L. Hawn, President and General Manager, Ruby, Wis.

Extends from Ruby, Wis., to **Arnold**,[1] **Wis.** (6 miles). *October*, 1909.

Connection.—[1] With Chicago, St. Paul, Minneapolis & Omaha Ry.


St. Louis,
Brownsville &
Mexico Railway
AND CONNECTIONS.
"GULF COAST LINE"
GULF OF MEXICO
TEXAS
MEXICO
FORT WORTH
DALLAS
WACO
HOUSTON
GALVESTON
SAN ANTONIO
AUSTIN
BROWNSVILLE
HARLINGEN
SINTON
ROBSTOWN
KINGSVILLE
PLACEDO
BAY CITY
BLESSING
ALGOA
POOLE BROS. CHICAGO.

ST. LOUIS, BROWNSVILLE & MEXICO RY.—Gulf Coast Line.

EXECUTIVE DEPARTMENT.

B. F. YOAKUM, President, 115 Broadway, New York.
A. T. PERKINS, 1st Vice-President, 401 Locust St., St. Louis, Mo.
R. J. KLEBERG, 3d Vice-President, Kingsville, Tex.
C. B. RODGERS, General Manager, Kingsville, Tex.
J. D. FINNEGAN, Secretary, "
F. V. DUBRUILLET, Assistant Secretary, Care of St. Louis Union Trust Company, St. Louis, Mo.

OPERATING DEPARTMENT.

C. B. RODGERS, General Manager, Kingsville, Tex.
J. D. FINNEGAN, Superintendent, Kingsville, Tex.
C. J. LARIMER, Assistant Superintendent, "
JOHN NICHOLSON, Supt. Motive Power, Kingsville, Tex.
E. C. BURGESS, Engineer Maint. of Way and Construction, "

TRAFFIC DEPARTMENT.

WM. DOHERTY, Traffic Manager. Kingsville, Tex.
H. C. MORAN, Commercial Agent, Houston, Tex.
H. J. NEFF, Commercial Agent, Corpus Christi, Tex.

ACCOUNTING DEPARTMENT.

O. H. NANCE, Auditor and Treasurer, Kingsville, Tex.
F. W. PARKER, Car Accountant, Kingsville, Tex.

LEGAL DEPARTMENT.

E. C. ELIOT, General Counsel, St. Louis, Mo.
CLAUDE POLLARD, General Attorney, Kingsville, Tex.
R. J. McMILLAN, Assistant General Attorney, Kingsville, Tex.

PURCHASING DEPARTMENT.

J. LOWELL WHITE, Purchasing and Supply Agent, Kingsville, Tex.

1	3	Mls.	November 23, 1909.	4	2
P M	A M	.....	LEAVE] [ARRIVE	P M	A M
a8 00	*8 00	0	..... **Houston**[1]	7 35	a7 30
9 05	9 10	28.4	lve.....**Algoa**[2] ♂...arr.	6 25	6 30
–	9 22	33.7	..... Dolores.....	6 18	– –
9 28	9 33	38.1	..... Liverpool.....	6 07	6 02
9 41	9 46	44.2	.....Danbury	5 55	5 51
9 55	10 00	50.6	.....**Angleton**[3] ... ♂	5 42	5 37
– –	10 13	55.4	.....Edmonds.....	5 27	– –
10 34	10 35	62.8	.....Brazoria ..... ♂	5 05	5 00
– –	10 55	70.7	..... Sweeney	4 40	– –
– –	11 06	76.2	.....Hasima	4 28	– –
– –	11 16	79.9	..... Allenhurst	4 20	– –
11 43	‖11 50	87.7	..... **Bay City**[4] .... ♂	4 00	3 55
– –	12 15	96.3	..... Buckeye..... ♂	3 35	– –
– –	12 29	101.9	.....Elmaton.....	3 21	– –
– –	12 34	104.1	.....Tidehaven	3 16	– –
12 57	12 42	106.9	.....**Blessing**[5] ..... ♂	3 08	3 03
– –	12 58	114.4	..... Francitas	2 52	– –
– –	1 15	121.8	.....Laward	2 35	– –
1 30	1 35	131.3	arr...**Vanderbilt** ♂.lve.	2 15	2 10
b1 40	1 45	131.3	lve...**Vanderbilt**...arr.	2 05	a2 02
– –	2 00	137.5	..... Keeran	1 50	– –
– –	– –	147.1	..... **Placedo**[6] .... ♂	– –	– –
– –	2 38	152.1	..... Bloomington	1 21	– –
– –	2 56	162.1	..... Marianna..... ♂	11 00	– –
– –	3 07	166.1	..... Inari	12 37	– –
– –	3 30	178.1	..... Greta.....	12 13	– –
3 40	3 44	185.5	.....Refugio..... ♂	11 59	12 10
– –	3 53	189.3	.....La Rosa.....	11 50	– –
– –	3 58	191.5	..... Woodsboro .... ♂	11 45	– –
– –	4 20	202.6	.....Ewelder	11 20	– –
4 32	4 35	209.4	..... **Sinton**[7] ..... ♂	11 07	11 17
– –	4 58	219.9	..... Angelita ..... ♂	10 42	– –
– –	5 10	223.4	.....Calallen.....	10 30	– –
5 2	5 25	230.1	arr...**Robstown**[6] ♂ lve.	10 15	10 27
11 05	6 25	246.1	arr..**Corpus Christi**..lve.	*9 00	c9 47
b6 00	*4 05	246.1	lve. **Corpus Christi**[9] ♂ arr.	11 05	9 42
6 50	5 25	230.1	lve...**Robstown** ♂ .arr.	10 15	8 57
– –	5 50	239.2	.....Driscoll.....	9 49	– –
– –	6 05	246.6	.....Brookings.....	9 33	– –
‖8 00	‖6 40	252.9	+....**Kingsville**.... ♂	9 20	8 12
– –	6 54	259.5	..... Ricardo.....	8 56	– –
8 50	7 25	274.1	+.....Sarita..... ♂	8 27	7 25
– –	7 40	280.8	.....Mifflin	8 14	– –
– –	7 56	288.8	.....Turcotte.....	7 58	– –
9 28	8 09	294.5	.....Katherine.....	7 47	6 45
– –	8 41	311.1	..... Rudolph	7 13	– –
– –	8 57	319.1	..... Yturria	6 57	– –
10 25	9 0	325.1	+...Raymondville... ♂	‖6 45	‖5 45
10 35	9 23	330.1	..... Lyford ..... ♂	6 19	5 17
– –	9 33	334.7	.....Sebastian	6 10	– –
– –	9 46	341.1	.....Combes	5 57	– –
11 07	9 57	346.5	+....**Harlingen** .... ♂	5 46	4 45
11 19	10 10	352.5	..... San Benito .... ♂	5 32	4 28
– –	10 21	357.4	.....Barreda	5 21	– –
– –	10 31	362.5	..... Olmito ..... ♂	5 10	– –
b11 59	10 50	371.5	+..**Brownsville**[10]..♂	*4 50	c3 50
A M	P M	.....	ARRIVE] [LEAVE	A M	P M

HIDALGO BRANCH.

	22	Mls.	November 23, 1909.	21	
....	A M	....	LEAVE] [ARRIVE	P M	....
....	*9 55	0	.... **Brownsville** .. ♂	5 40	....
....	10 15	9.0	.....Olmito..... ♂	5 21	....
....	10 26	14.1	.....Barreda.....	5 11	....
....	10 39	19.1	.....San Benito.... ♂	5 00	....
....	10 55	25.0	arr...**Harlingen** ♂ lve.	4 45	....
....	11 15	25.0	lve...**Harlingen**..arr.	4 40	....
....	11 30	31.2	..... Tiocano.....	4 25	....
....	11 40	35.0	..... Bixby	4 15	....
....	11 55	38.9	.....Mercedes..... ♂	4 00	....
....	12 05	41.9	.... Llano Grande	3 48	....
....	12 20	47.8	..... Donna .. ♂	3 32	....
....	12 31	52.7	..... Ebenezer	3 18	....
....	12 50	59.9	+.... MacAllen .... ♂	3 00	....
....	1 05	64.9	..... Mission ..... ♂	2 45	....
....	1 20	70.3	.....Chihuahua.....	2 29	....
....	1 24	71.8	.....Abram.....	2 25	....
....	1 40	78.2	+..**Sam Fordyce**.. ♂	*2 10	....
....	P M	.....	ARRIVE] [LEAVE	P M	....

CORPUS CHRISTI BRANCH.

November 23, 1909.	Mls	31	33	35	37
[LEAVE	....	A M	A M	P M	P M
Robstown.....	0	b5 15	*10 15	*6 35	c8 02
Clarkwood	7.7	–	– –	– –	– –
Corpus Christi	15.8	5 55	11 05	6 25	8 42
[ARRIVE	....	A M	A M	P M	P M

STATIONS.	Mls	32	34	36	38
[LEAVE	....	A M	A M	P M	P M
Corpus Christi.....	0	b6 00	*9 00	*4 05	c9 47
Clarkwood.....	8.2	–	– –	– –	– –
Robstown.....	15.8	6 35	9 50	4 55	10 22
[ARRIVE	....	A M	A M	P M	P M

* Daily; *a* Sunday, Tuesday and Thursday; *b* Monday, Wednesday and Friday; *c* Monday, Wednesday and Saturday.
‖ Meals.
– Coupon stations.
♂ Telegraph stations.

Traversing the Famous Gulf Coast Country of Texas

ONLY THROUGH TRAINS

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THROUGH STANDARD SLEEPERS AND CHAIR CARS HOUSTON TO CORPUS CHRISTI AND BROWNSVILLE

Route your tickets via HOUSTON to best serve your patrons
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Connections.—[1] With Beaumont, Sour Lake & Western Ry., Galveston, Harrisburg & San Antonio Ry., Galveston, Houston & Henderson R.R., Gulf, Colorado & Santa Fe Ry., Houston & Texas Central R.R., Houston, East & West Texas Ry., International & Great Northern R.R., Missouri, Kansas & Texas Ry., San Antonio & Aransas Pass Ry., Texas & New Orleans R.R., and Trinity & Brazos Valley Ry. [2] With Gulf, Colorado & Santa Fe Ry. [3] With Houston & Brazos Valley Ry. [4] With Galveston, Harrisburg & San Antonio Ry. and Gulf, Colorado & Santa Fe Ry. (Santa Fe System). [5] With Galveston, Harrisburg & San Antonio Ry. [6] With Galveston, Harrisburg & San Antonio Ry. [7] With San Antonio & Aransas Pass Ry. [8] With National Rys. of Mexico. [9] With San Antonio & Aransas Pass Ry. and National Rys. of Mexico. [10] With Rio Grande Ry.

DULUTH & NORTHEASTERN RAILROAD.

H. C. HORNBY, General Manager, Cloquet, Minn.

Operating 63 miles of track in and about **Cloquet** and **Saginaw, Minn.** Irregular service. *January*, 1909.

Connections.—At Cloquet with Northern Pacific Ry., Great Northern Ry. and Chicago, Milwaukee & St. Paul Ry. At Saginaw with Duluth, Missabe & Northern Ry.

WEST RANGE RAILROAD.

E. P. SHERRY, General Manager, 1309 Wells Building, Milwaukee, Wis.

From **Mineral Lake Junction**[1] to Mineral Lake (7 miles). Not operated at present. *April*, 1908.

Connection.—[1] With Wisconsin Central R.R.

IRON MOUNTAIN RAILWAY (Narrow Gauge).

T. J. JONES, Superintendent, Keswick, Cal.

From **Keswick**[1] to Iron Mountain (11 miles). Operated for freight and passenger service. *April*, 1908.

Connection.—[1] With Southern Pacific Co.

EMMITSBURG RAILROAD.

VINCENT SEBOLD, General Manager, Emmitsburg, Md.

Extends from **Rocky Ridge**[1] to Emmitsburg (7 miles). For schedule of train service, see Western Maryland R.R. *September* 29, 1907.

Connection.—[1] With Western Maryland R.R.

AURORA & DE KALB LINE.

F. C. ECKMAN, General Manager, Aurora, Ill.

Leave **Aurora**[1] †7 10, §8 10 a.m., *3 10 p.m. for Kaneville, **Maple Park**[2] and Cortland, arriving DeKalb (30 miles) 8 40, 9 40 a.m., 4 40 p.m. Returning, leave DeKalb †9 00, §10 00 a.m., *5 10 p.m., arriving Aurora 10 30, 11 30 a.m., 6 40 p.m. *April*, 1908.

Connections.—[1] With Chicago, Burlington & Quincy R.R. [2] With Chicago & North-Western R.R.

MISSISSIPPI, ARKANSAS & WESTERN RAILWAY.

HOWARD COLES, General Freight Agent, Blissville, Ark.

Extends from **Blissville**[1] to Vinson (12 miles). Operated on irregular schedule for freight traffic. *March*, 1908.

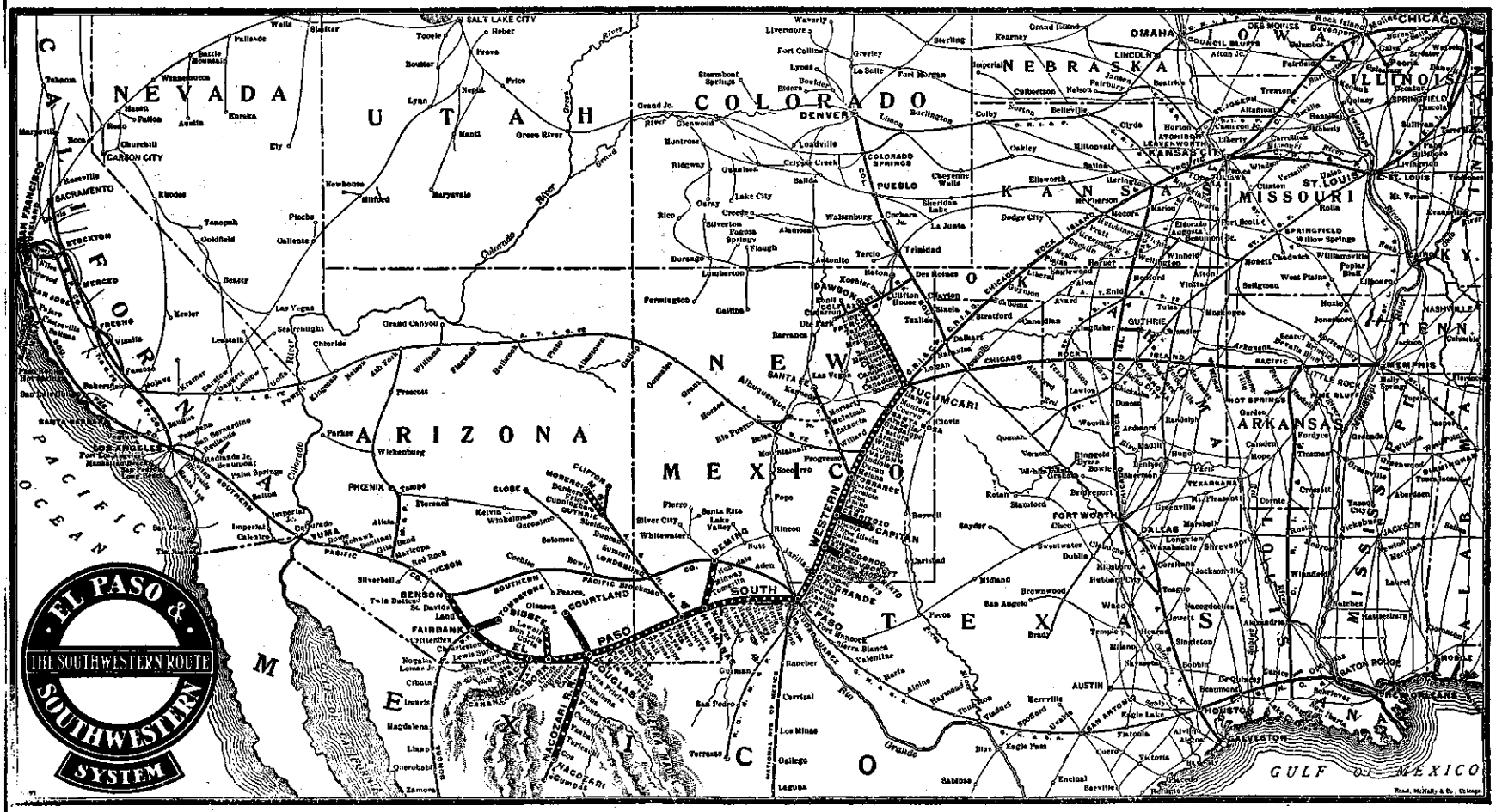
Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling

THE SHORT LINE

Between the GREAT SOUTHWEST and KANSAS CITY, ST. LOUIS, CHICAGO and the East.



ROUTE OF THE FAMOUS "GOLDEN STATE LIMITED."

EL PASO & SOUTHWESTERN SYSTEM.

OPERATING COMPANIES:

EL PASO & SOUTHWESTERN CO., Lessee of
- El Paso & Southwestern Railroad Co.
- El Paso & Northeastern Railway Co.
- El Paso & Rock Island Railway Co.
- Dawson Railway Co.
- Alamogordo & Sacramento Mountain Ry. Co.

EL PASO & NORTHEASTERN RAILROAD CO.
EL PASO & SOUTHWESTERN RAILROAD CO. OF TEXAS.

OPERATED MILEAGE:

Western Division	383.8 miles.
Eastern Division	518.8 miles.
Total	902.6 miles.

EL PASO & SOUTHWESTERN RAILROAD CO.

JAMES DOUGLAS, President, New York.
A. C. JAMES, First Vice-President, "
WALTER DOUGLAS, Second Vice-President, Bisbee, Ariz.
C. H. DODGE, Treasurer, New York.
GEORGE NOTMAN, Secretary and Asst. Treasurer, "
F. T. BULMER, Assistant Secretary, "
B. L. BIRKHOLZ, Assistant to Secretary, "

EL PASO & NORTHEASTERN RAILWAY.
EL PASO & ROCK ISLAND RAILWAY. DAWSON RAILWAY.
ALAMOGORDO & SACRAMENTO MOUNTAIN RAILWAY.

JAMES DOUGLAS, President, New York.
A. C. JAMES, First Vice-President, "
GEORGE NOTMAN, Treasurer, "
F. T. BULMER, Secretary, "
B. L. BIRKHOLZ, Assistant to Secretary, "

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A. L. HAWLEY, Secretary and Auditor, El Paso, Tex.
J. S. WRIGHT, Treasurer, "

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G. F. HAWKS, General Superintendent, "
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L. U. MORRIS, Superintendent Eastern Division, Tucumcari, N.M.
THOS. PAXTON, Superintendent Motive Power, El Paso, Tex.
J. L. CAMPBELL, Engineer Maintenance of Way, "
F. L. HUNTER, Manager Purchases and Supplies, "

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F. W. PULLEN, General Agent, 115 Adams St., Chicago, Ill.
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RICHARD WARREN, General Agent, El Paso, Tex.
———, Trav. Freight and Pas. Agent, El Paso, Tex.
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CHAS. McD. ADAMS, General Agent, Pierce Bldg, St. Louis, Mo.
J. W. BROWN, Trav. Fht. and Pas. Agt., " "
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GENERAL OFFICES—99 JOHN ST., NEW YORK.

MAIN LINE—EASTERN DIVISION.

Eastbound. No. 2	Eastbound. No. 4	Miles	June 13, 1909. (Mountain time.) LEAVE	ARRIVE	Altitude	Westbound. No. 3	Westbound. No. 1	
.....	.....	.....	+	El Paso[1] ♂	....	.....	.....	El Paso-Chicago Express.
*6 55 P M	*1 15 P M	0	... Union Station	...	3700	5 50 P M	8 00 A M	
7 17 "	— —	4.9	..... Fort Bliss	.....	3885		7 35 "	
7 45 "	1 55 "	19.3	+ .... Newman	♂	3993	5 05 "	7 10 "	
7 55 "	— —	24.8	..... Hueco	.....	4063	— —	6 58 "	
8 18 "	— —	35.3	..... Desert	♂	4075	—	6 39 "	
8 44 "	2 35 "	48.5	.... Orogrande	♂	4170	4 20 "	6 15 "	
8 53 "	— —	54.4	..... Turquoise	.....	4103	— —	6 01 "	
9 12 "	— —	65.2	..... Escondida	♂	4015	— —	5 42 "	
9 31 "	— —	75.4	..... Dog Canon	.....	4085	— —	5 24 "	
9 55 P M	3 50 P M	86.0	ar. + Alamogordo[2] ♂	lv.	4320	3 05 P M	5 05 A M	
.....	.....	112.1	ar... Cloudcroft	lve.	....	.....	.....	
10 05 P M	3 35 P M	86.0	lve. Alamogordo	arr.	4320	3 00 P M	5 00 A M	
10 34 "	4 06 "	98.8	..... Tularosa[3]	♂	4437	2 25 "	4 30 "	
10 48 "	— —	106.2	..... Temporal	.....	4510	— —	4 14 "	
11 08 P M	4 42 "	116.2	.... Three Rivers	♂	4559	1 51 "	3 53 A M	
11 38 "	—	127.9	.. .... Oscura	♂	5016	— —	3 31	
12 25	6 05 P M	143.9	+ ... Carrizozo[4]	♂	5438	1 00 P M	3 00	
12 53	— —	156.0	..... Coyote	♂	5793	— —	2 28	
1 20	— —	167.3	..... Ancho	♂	6001	— —	2 06	
1 45	— —	176.8	..... Tecolote	♂	6531	— —	1 45	
2 05	— —	186.2	..... Gallinas	♂	6656	— —	1 25	
2 25	8 05	194.7	..... Corona	♂	6612	11 22	1 07	
2 45	8 25	202.9	+ .. Torrance[17]	♂	6427	11 02	12 42	
2 58		208.1	..... Helena	♂	6245	— —	12 26	
3 20	9 05	214.3	..... Duran	♂	6268	10 35	12 13	
3 47	9 45	222.5	..... Vaughn[18]	♂	6050	9 43	11 23	
4 00	— —	237.0	..... Leoncito	♂	5400	— —	11 04	
— —	— —	247.8	..... Aragon	.....	5238	— —	—	
4 25	— —	251.0	..... Pastura	♂	5285	— —	10 30	
5 00	— —	267.3	..... Pintado	♂	4739	— —	9 42	
5 12 A M	11 25 P M	272.1	+ .. Santa Rosa[19]	♂	4624	7 55 A M	9 32	
5 30 "	— —	282.2	..... Los Tanos	♂	4919	— —	9 07 P M	
5 47 "	— —	289.6	..... Cuervo	♂	4849	— —	8 50 "	
6 05 "	— —	298.5	..... Conant	♂	4569	— —	8 32 "	
6 30 "	— —	310.4	..... Montoya	♂	4335	— —	8 08 "	
6 48 "	— —	319.3	..... Hanley	♂	4370	— —	7 50 "	
7 20 A M	1 30 A M	331.2	ar... Tucumcari	♂ lve.	4194	*5 45 A M	*7 25 P M	
.....	.....	.....	(Mountain time.) (Central time.)		....	.....	.....	
8 45 A M	2 35 A M	331.2	lv... Tucumcari	ar.	....	6 35 A M	8 00 P M	
11 50 A M	5 20 A M	424.3	ar... Dalhart	lv.	....	3 35 A M	5 15 P M	
.....	.....	.....	lv.... Dalhart	..... ar.	....	.....	.....	
.....	.....	.....	..... Amarillo	.....	....	.....	.....	
.....	.....	.....	.... Little Rock	.....	....	.....	.....	
.....	.....	.....	ar.... Memphis	... lv.	....	.....	.....	
11 59 A M	5 25 A M	424.3	lv.... Dalhart	..... ar.	....	3 25 A M	5 05 P M	
1 35 P M	6 45 A M	475.4	..... Texhoma	.....	....	1 40 A M	3 48 P M	
3 55 P M	8 30 A M	535.5	..... Liberal	.....	....	11 35 P M	1 45 P M	
6 30 P M	11 14 A M	621.5	..... Bucklin	.....	....	8 45 P M	10 15 A M	
10 35 P M	2 15 P M	724.5	.... Hutchinson	.....	....	5 28 P M	6 13 A M	
1 40 A M	4 52 P M	798.4	.... Herington	.....	....	3 08 P M	3 45 A M	
3 30 A M	d —	847.8	.... McFarland	.....	....	—	1 55 A M	
4 50 A M	7 10 P M	880.1	..... Topeka	.....	....	12 40 Noon	12 55 Night	
7 00 A M	9 20 P M	948.0	.... Kansas City	.....	....	10 40 A M	11 00 P M	
6 50 A M	11 45 A M	1465.0	ar... Chicago	...lve.	....	*9 00 P M	*11 30 P M	
7 05 P M	7 35 A M	.....	ar... St. Louis	....lve.	....	*10 02 P M	*8 50 A M	

Combination Parlor and Buffet Cars on Trains Nos. 1 and 2. Standard Pullman Sleeping Car on Trains Nos. 3 and 4 between El Paso and Douglas.

MAIN LINE—WESTERN DIVISION.

No. 8	No. 1	Mls.	April 18, 1909. (Mountain time.)	No. 2	No. 4	
*7 00 P M	*8 10 A M	0	lve... + El Paso[1] ♂ .arr.	4 00 P M	7 20 A M	El Paso-California Special.
7 30 "	8 25 "	6.4	..... Pelea ..... ⊙	3 45 "	6 50 "	
— —	8 38 "	14.9	..... Mastodon	3 30 "	— —	
8 35 "	8 55 "	24.8	..... Noria ..... ♂	3 13 "	5 45 "	
— —	9 15 "	38.3	..... Mt. Riley	2 50 "	— —	
—	9 25 "	45.4	..... Monument	2 37 "	— —	
9 58 "	9 32 "	49.1	..... Malpais	2 30 "	4 15 "	
— —	9 50 "	60.2	..... Arena	2 10 "	— —	
11 18 P M	10 12 "	73.5	..... Columbus ..... ♂	1 47 "	2 50 "	
— —	10 25 "	80.8	..... Mimbres	1 33 "	— —	
12 23 Night	10 48 "	93.0	..... Hermanas ..... ♂	1 12 P M	1 42 A M	
— —	11 08 "	105.5	..... Victorio	12 51 Noon	— —	
1 45 A M	11 30 "	117.6	+ ..... Hachita[11] ... ♂	12 30 Noon	12 26 Night	
— —	11 59 A M	135.9	..... Playas	11 59 A M	— —	
— —	12 20 Noon	147.9	..... Animas	11 36 "	— —	
3 36 "	12 28 "	153.2	..... Pratt ..... ♂	11 25 "	10 25 P M	
4 15 "	12 50 Noon	165.0	+ ..... Rodeo ..... ♂	11 00 "	9 48 "	
4 50 "	1 10 P M	176.9	..... Apache	10 35 "	9 13 "	
5 20 "	1 25 "	186.2	..... Chiricahua	10 15 "	8 44 "	
5 43 A M	1 37 "	193.3	..... Bernardino	10 00 "	8 23 P M	
— —	1 55 "	203.7	..... College Peak ... ⊙	9 35 "	— —	
— — 5	1 58 "	205.0	..... Tufa	9 32 "	— — 6	
7 00 P M	2 20 "	217.0	arr.. + Douglas[13] ♂ lve.	9 05 "	7 00 A M	
7 35 *100	2 30 "	217.0	lve.... Douglas ... arr.	8 55 "	6 15 11 59	
7 40 1 05	2 35 "	219.5	..... Calumet	8 47 "	6 10 11 55	
7 57 1 22	2 51 "	227.3	... . Forrest ..... ⊙	8 31 "	5 56 11 40	
8 15 1 38	3 05 "	234.5	..... Crook	8 15 "	5 40 11 25	
8 25 1 50	3 15 P M	239.0	arr..... Osborn ♂ .. lve.	8 05 A M	5 30 11 15	
9 10 2 20	3 55 P M	248.0	arr..... Bisbee ..... lve.	*7 25 A M	*5 00 *10 45	
*8 25 P M	*2 45 P M	248.0	lve..... Bisbee ..... arr.	8 35 A M	4 45 A M	
9 40 A M	3 25 P M	239.0	lve..... Osborn ..... arr.	7 55 A M	4 10 P M	
9 50 "	3 35 "	249.0	+ ..... Naco[12] ..... ♂	7 45 "	4 00 "	
10 01 "	3 46 "	248.8	..... Stark	7 33 "	3 47 "	
10 13 "	3 57 "	255.0	..... Hereford ..... ♂	7 20 "	3 33 "	
10 23 "	4 05 "	259.1	..... San Pedro	7 10 "	3 23 "	
10 35 "	4 15 "	265.3	..... Lewis Springs ... ♂	6 58 "	3 10 "	
10 47 "	4 27 "	270.0	..... Charleston	6 45 "	2 57 "	
11 07 "	4 43 "	276.4	+ .... Fairbank[14] .. ♂	6 28 "	2 40 "	
11 30 "	5 05 "	286.0	..... Land	6 05 "	2 16 "	
11 55 A M	5 30 P M	295.5	arr..... Benson[15] ♂ lve.	*5 40 A M	*1 50 P M	

BISBEE BRANCH.

55	57	59	51	53	Mls	April 18, 1909. (Mountain time.)	52	50	58	56	54
P M	P M	A M	A M	A M	....		A M	A M	P M	P M	P M
*5 00	*2 45	*10 45	*9 10	*7 25	0	lv. + Bisbee ♂ ar.	8 35	8 55	2 20	3 55	4 45
5 05	2 50	10 50	9 15	7 30	1.2	..... Lowell	8 30	8 50	2 15	3 50	4 38
5 13	.....	10 58	9 23	.....	3.2	arr.. Warren .. lve.	.....	*8 42	*2 07	.....	*4 30
.....	2 57	.....	.....	7 37	3.5	.... Don Luis .. ♂	8 22	.....	.....	3 42	.....
5 30	3 15	11 15	9 40	7 55	8.5	..... Osborn ... ♂	*8 05	*8 25	*1 50	*3 25	*4 10
P M	P M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M	P M

27	25	23	21	Mls	TOMBSTONE BRANCH.	22	24	26	28
P M	P M	A M	A M	....	LVE.] (Mount. time.) [ARR.	A M	A M	P M	P M
*4 05	*2 05	*10 30	*5 55	0	+ ..... Tombstone ..... ♂	7 05	11 40	3 15	5 15
4 35	2 35	11 00	6 25	9.0	+ ..... Fairbank ..... ♂	*6 35	*11 10	*2 45	*4 45
P M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	P M

* Daily; *d* stops to leave passengers. ⊙ Telephone stations. + Coupon stations; ♂ Telegraph stations.

EL PASO & SOUTHWESTERN COMPANY.

ALAMOGORDO & SACRAMENTO MOUNTAIN RAILWAY.

		No. 22	Ms	*September 15, 1909.*	Alt.	No. 21	
		8 00 A M	0	lve...**Alamogordo**[7] ♂ arr.	4320	4 00 P M	
		8 25 "	6.1	.....La Luz.....	4836	3 11 "	
		8 50 "	9.7	.....El Valle.....	5380	2 50 "	
		9 10 "	12.6	.....Pinto.....	5953	2 30 "	
		9 40 "	15.8	.....High Rolls.....	6550	2 10 "	
		10 45 "	20.6	.....**Toboggan**[8].....	7728	1 30 P M	
		11 25 "	26.1	.....Cloudcroft.....♂	8600	12 45 Noon	
		11 35 "	28.0	.....**Cox Canon**[9].....	8500	12 30 "	
		11 55 A M	32.5	arr.....**Russia**.....lve.		12 10 Noon	

(Mount. time.)

COURTLAND BRANCH.

10	Mls	*June 21, 1909.*	9	
A M	....	LEAVE] [ARRIVE	P M	....
*9 30	0	....**Douglas**..♂	5 30	....
10 02	10.0	..... Small	4 58	....
10 32	19.3	.... McNeal	4 28	....
11 00	28.1	.... Caliente	4 00	....
11 30	35.7	.. **Courtland** ♂	*3 30	....
A M	....	ARRIVE] [LEAVE	P M	....

CAPITAN BRANCH.

Eastbound. 32	Mls	*June 1, 1909.* (*Mountain time.*)	Westb'nd. Alt.	31
A M	....	LEAVE] [ARRIVE	....	Noon
a7 00	0	.....**Carrizozo**[4]..♂	5438	12 20
7 50	8.8	.....**Walmut**[5].....	6082	11 40
8 35	14.3	....Indian Divide....	6948	10 55
9 00	19.1	.....Coalora.....	6475	10 25
9 25	21.0	.....**Capitan**[6]...♂	6350	a10 00
A M	....	ARRIVE] [LEAVE	....	A M

DAWSON RAILWAY.

	No. 123	Mls.	*June 1, 1909.*	No. 124	
	*9 45 A M	0	lve.....**Dawson**♂...arr.	6 35 P M	
	10 15 "	3.6	.....Colfax.....	6 00 "	
	11 06 "	18.7	.....French.....♂	5 02 "	
	11 45 A M	30.3	.....Taylor .....♂	4 10 "	
	1 25 P M	53.1	.....Mills.....	2 55 "	
	2 25 "	63.4	.....Roy.....♂	12 25 P M	
	3 25 "	81.7	.....Moquero.	12 50 Noon	
	3 45 "	86.3	.....Cabeza.....♂	12 35 "	
	4 15 "	92.2	.....Medio.....	12 01 Noon	
	4 45 "	97.9	..... Campana .....♂	11 30 A M	
	5 55 "	119.1	.....Canadian.....	10 25 "	
	7 00 P M	131.9	arr...**Tucumcari**♂ lve.	*9 45 A M	

(Mountain time.)

Trains marked * run daily. a Monday and Thursday. ♂ Telegraph stations.

DEMING BRANCH.

	No. 107	Mls	*April 18, 1909.*	No. 108	
	*7 50 A M	0	lve..... **Deming**[10]♂...arr.	7 55 P M	
	8 50 "	16.0	.....Midway.....	6 40 "	
	9 15 "	22.4	.....Tomerlin.....	6 15 "	
	10 05 "	31.6	.....**Hermanas**.....♂	5 40 "	
	11 59 A M	56.2	arr.....**Hachita**♂.....lve.	*3 30 P M	

JARILLA BRANCH.—Jarilla Junction to Jarilla (4 miles).

CONNECTIONS.—[1] With all diverging lines. [2] With Alamogordo & Sacramento Mountain Ry. [3] With stages for Mescalero Indian Agency. [4] With stages for White Oaks and Jicarilla, N.M. [5] With stages for Nogal and White Mountain country. [6] With stages for Fort Stanton Marine Hospital, Lincoln, Picacho, Richardson, Gray, Angus, Parson and surrounding country. [7] With E. P. & N. E. Ry. [8] and [9] With Alamogordo Lumber Co's Tram Road. [10] With Rock Island Route. [11] With Arizona & New Mexico Ry. [12] With Nacozari R.R. [13] With Cananea, Yaqui River & Pac. Ry. [14] and [15] With So. Pac. Co. [16] With A. T. & S. F. Ry. and So. Pac. Co. [17] With New Mexico Cent. Ry. [18] With A.T.& S. F. Ry.

MORENCI SOUTHERN RAILWAY COMPANY.

JAS. DOUGLAS, President,	New York.
C. H. DODGE, Vice-President,	"
GEO. NOTMAN, Secretary and Treasurer.	"
CHAS. E. MILLS, Managing Director,	Morenci, Ariz.
W. F. CRANE, Comptroller,	New York.
A. L. HAWLEY, General Auditor,	El Paso, Tex.
A. N. BROWN, General Traffic Manager,	Chicago, Ill.
EUGENE FOX, Assistant General Freight Agent,	El Paso, Tex.
JNO. BURNS, Superintendent,	Morenci, Ariz.

General Offices—99 John Street, New York.

Send Interchange Billing to A. L. Hawley, General Auditor, El Paso, Tex.

No. 3	No. 1	Mls	*April 18, 1909.*	Ms	No. 2	No. 4
		....	LEAVE} [ARRIVE	....		
*1 00 P M	*6 00 A M	0	..... **Morenci**	18	10 05 A M	6 00 P M
1 20 "	6 20 "	3	..... Bunkers	15	9 45 "	5 45 "
1 55 "	6 55 "	10	..... Frisco	8	8 55 "	4 59 "
2 20 "	7 18 "	15	..... Cunningham.....	3	8 30 "	4 39 "
2 40 P M	7 35 A M	18	.....**Guthrie**[1].....	0	*8 15 A M	*4 24 P M
			ARRIVE} [LEAVE			

Trains marked * run daily. *Mountain time.*

Connection.—[1] With Arizona & New Mexico Ry. (Union Depot).

NACOZARI RAILROAD.

JAMES DOUGLAS, President,	99 John Street, New York.
A. C. JAMES, Vice-President,	" "
GEORGE NOTMAN, Secretary and Treasurer,	" "
W. F. CRANE, Comptroller,	" "
J. S. WILLIAMS, JR., Manager,	Nacozari, Sonora, Mex.
A. L. HAWLEY, General Auditor,	El Paso, Tex.

	No. 1	Mls	*January, 1909.*	Mls	No. 2	
	†1 30 P M	....	lve.....**Douglas**[1]...arr.	....	11 45 A M	
	2 00 "	0	..... **Agua Prieta** ...♂	75	11 30 "	
	2 37 "	14	..... Cabullona	61	10 50 "	
	2 57 "	20	.....Cima.....	55	10 29 "	
	3 33 "	33	.....Fronteras.....♂	42	9 56 "	
	4 01 "	42	..... Cuchuta	33	9 30 "	
	4 10 "	44	.....**Yzabal**[2].....	31	9 18 "	
	4 22 "	50	.....Turicachi.....	25	9 06 "	
	4 36 "	55	.....Cos.....	20	8 50 "	
	6 15 P M	75	arr....**Nacozari**[3]....lve.	0	†7 00 A M	

† Daily, except Sunday. ♂ Telegraph stations.

Connections.—[1] With El Paso & Southwestern R R. [2] With stages for El Tigre Mine and Pilares de Teras. [3] With stages for Cumpas and Moctezuma.

See Map of El Paso & Southwestern R.R., page 820.

McCLOUD RIVER RAILROAD.

J. H. QUEAL, Prest. & Gen. Mgr., James Flood Bldg, San Francisco, Cal.	J. H. OSMER, Auditor, McCloud, Cal.
D. M. SWOBE, V.-P. and Traf. Mgr., James Flood Bldg, San Francisco, Cal.	F. D. MADISON, Gen. Attorney, San Francisco, Cal.
McCLOUD VALLEY BANK, Treas., McCloud, Cal.	E. M. YOUNG, Train Master, McCloud, Cal.
J. C. WILDER, Superintendent, "	J. KENNEDY, Master Mech., St. Cloud, Cal.

This company operates 28-mile branch, handling only freight. Total mileage, including terminal facilities, 79.63 miles. Under construction, 25 miles.

8	4	2-6	Mls	*May 3, 1909.*	1	3-5	7
....	Noon	A M	....	LEAVE] [ARRIVE	A M	P M	....
....	*12 30	*6 45	0	.....**Sisson**[1]...♂	10 45	4 55	....
....	12 49	7 04	3.8	.....Howard.....	10 25	4 35	....
....	1 11	7 26	8.6	.....Pierce.....♂	10 03	4 13	....
....	1 22	7 37	10.9	....Signal Butte....	9 53	4 03	....
P M	† 32	7 47	13.6	.....Hooper.....	9 43	3 55	P M
†1 50	1 45	8 15	16.8	.....**McCloud**...♂	*9 30	3 40	6 30
2 15	P M	8 40	18.0	..North McCloud..	A M	1 10	5 10
2 35	....	9 00	22.2	.....Esperanza.....	12 50	4 50	
2 50	....	9 15	25.8	.....Bigelow.....	....	12 36	4 36
3 01	....	9 26	28.8	.....Dry Creek.....	5	12 27	4 27
3 12	....	9 37	32.2	..... Algomah.....	P M	12 15	4 15
3 25	....	9 50	36.0	..... Bartle.....	5 00	*12 01	†4 00
P M	....	11 00	50.4	.....**McGavic**.....	*4 00	Noon	P M
....	....	A M	....	ARRIVE] [LEAVE	P M	....	....

STANDARD—*Pacific time.* * Daily. Under construction to Klamath Falls, Ore.

Connection.—[1] With Southern Pacific Co. ♂ Telegraph stations.

STARLEY, MERRILL & PHILLIPS RAILWAY.

S. G. MOON, Prest., Eau Claire, Wis.	J. T. BARBER, Treas., Eau Claire, Wis.
C. D. MOON, Vice-Prest., "	L. F. EASTERLY, Supt., Stanley, Wis.
F. H. L. COTTEN, Sec'y & Aud., "	M. W. HODGE, Traffic Mgr., "

Legal Department—C. T. BUNDY, General Counsel. Eau Claire, Wis.

Correspondence regarding Freight Claims should be addressed to F. H. L. Cotten, Auditor.

	3	1	Ms.	*August 2, 1909.*	2	4
	P M	A M	....	LEAVE] [ARRIVE	A M	P M
	†2 00	†7 35	0	.....**Stanley**[1].....⊙	11 30	6 00
	....	....	6	...**Wolf River Line**...	....	....
	- -	- -	1	.....**Cotton**[2].....⊙	-	- -
	....	....	8	.....**West Branch**.....	....	....
	....	....	10	..**Otter Creek Line**..	....	....
	- -	- -	7	.....Mitterhofer's.....⊙	- -	- -
	2 45	8 20	10	.....Bellinger.....⊙	11 05	5 30
	3 00	8 35	16	.....**Lusk**[3].....⊙	10 45	5 10
	3 10	8 45	17	.....**Gilman**[4].....⊙	10 35	5 00
	- -	- -	22	.....Crane's Mill.....	- -	- -
	- -	- -	23	.....Drier's Spur.....	- -	- -
	3 35	9 10	24	.....**Hannibal**[5]....⊙	10 10	4 35
	....	....	30	...**Bear Creek Line**...	....	....
	- -	- -	28	.... Warner's Siding	- -	- -
	4 00	9 35	33	arr...**Jump River**⊙ lve.	†9 45	†4 10
	P M	A M	38	.....**Lynch**.....⊙	A M	P M

⊙ Telephone stations. STANDARD—*Central time.* † Daily, except Sunday.

Connections.—[1] With M. St. P. & Ste. Ste. M. Ry. [2] With M. St. P. & Ste. M. Ry. [3] With M. St. P. & Ste. M. Ry. [4] With M. St. P. & Ste. M. Ry. [5] With Chic. St. P. M. & O. Ry.

Nos. 1 and 2 carry mail and express.
Nos. 3 and 4 carry express only.
Total mileage, 55 miles.

SOUTH MANCHESTER RAILROAD.

R. O. CHENEY, General Manager, South Manchester, Conn.

Trains leave South Manchester for **Manchester** (2 miles) †6 30, †7 20, †8 35, †9 35 a.m., †12 05 noon, †1 48, †5 30, †6 10, †7 25 p.m. Returning, leave Manchester †6 45, †7 31, †8 50, †9 50 a.m., †12 17 noon, †2 00, †5 50, †6 20, †7 48 p.m. † Daily, except Sunday. *January*, 1909.

Connection.—At Manchester—With New York, New Haven & Hartford R.R. *Eastern time.*

NEW JERSEY & PENNSYLVANIA RAILROAD.

P. LATOURETTE, Superintendent, White House Station, N.J.

Trains leave **Morristown**[1] †9 00 a.m., †5 02 p.m. for Watnong, Mendham, Peapack, Pottersville and New Germantown, arriving at **White House**[2] (27 miles) 11 30 a.m., 7 00 p.m. Returning, leave White House †7 00 a.m., †2 41 p.m., arriving at Morristown 9 00 a.m., 4 55 p.m. Sunday train leaves White House 2 45 p.m., arriving Pottersville 3 15 p.m. Returning, leaves Pottersville 5 30 p.m. *December 15, 1907.*

Connections.—[1] With Del. Lack. & West. R.R. [2] With Cent. R.R. of New Jersey. † Daily, except Sunday. *Eastern time.*

COLORADO EASTERN RAILROAD.

R. McDOWELL, Auditor, Denver, Colo.

Train leaves **Denver**[1] †8 30 a.m., arriving at Scranton (17 miles) 10 15 a.m. Returning, leaves Scranton †10 45 a.m., arriving at Denver 12 30 noon. † Daily, except Sunday. *Mountain time. March*, 1908.

Connection.—[1] With railroads diverging.

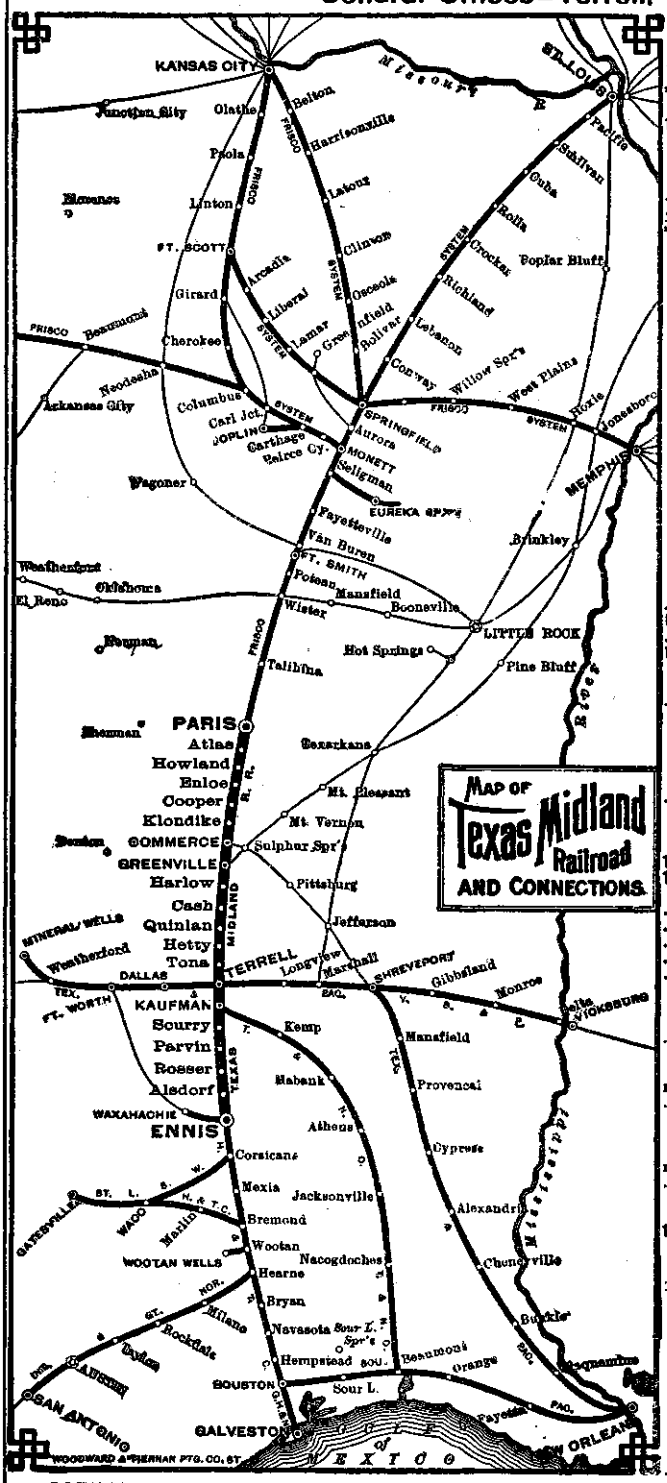
TEXAS MIDLAND RAILROAD

E. H. R. GREEN, President and Gen. Mgr., Terrell, Tex.
L. W. WELLS, Assistant to General Manager, "
F. R. McKAY, General Fht. and Pas. Agent, "
T. E. CORLEY, Auditor and Treasurer, "
OGDEN, BROOKS & NAPIER, Gen. Attorneys, San Antonio, Tex.

A. H. DASHIELL, Asst. General Attorney, Terrell, Tex.
L. W. WELLS, Chief Engineer, "
M. SWEENEY, General Roadmaster, "
A. C. MILLER, Master Mechanic, "
J. M. SYMMONDS, Traveling Freight and Passenger Agent, Terrell, Tex.

THE MIDLAND ROUTE

General Offices—Terrell, Tex.



No. 5 Lone Star Limited.	No. 1 Mail & Express.	October 16, 1909. (Central time.)		No. 6 Lone Star Limited.	No. 2 Mail & Express.
		(Frisco System.)			
*8 25 P M	9 00 A M	lve.....St. Louis.....arr.		7 55 A M	7 45 P M
6 15 P M	8 10 A M	lve....Kansas City....arr.		10 25 A M	10 50 P M
11 50 P M	9 30 A M	lve...Memphis (R. I.)..arr.		5 50 A M	7 40 P M
3 30 P M	4 55 A M	arr.....Paris (U. D.)....lve.		12 40 Noon	11 50 P M
		(M. K. & T.)			
1 10 P M	3 40 A M	lve.....Denison.....arr.		11 45 A M	11 30 P M
2 50 P M	5 30 A M	arr.....Greenville.....lve		10 20 A M	10 10 P M
		Mls (Texas Midland.)	Pop.		
*4 15 P M	*5 20 A M	0 +..Paris[1] (U.D.). ♁	18000	11 35 A M	10 45 P M
4 33 "	5 35 "	7 .....Atlas.....	.....	11 18 "	10 30 "
4 38 "	5 40 "	10 +...Howland... ♁	300	11 12 "	10 28 "
4 53 "	5 57 "	17 +....Enloe.... ♁	780	10 57 "	10 12 "
5 05 "	6 07 "	22 +....Cooper.... ♁	1900	10 45 "	10 00 "
5 17 "	6 17 "	27 .....Klondike.. ♁	200	10 35 "	9 50 "
5 42 "	6 40 "	38 arr. {+Com ♁ lve.	4500	10 10 "	9 28 "
5 42 "	6 40 "	38 lve. {merce[2] arr.	4500	10 10 "	9 28 "
6 15 "	7 10 "	52 arr. {+Green lve.	10500	9 37 "	8 58 "
6 15 "	7 10 "	52 lve. {ville[3] ♁ arr.	10500	9 37 "	8 58 "
6 41 "	7 36 "	63 .....Cash.....	100	9 11 "	8 29 "
6 53 "	7 50 "	68 +...Quinlan... ♁	650	8 58 "	8 18 "
7 04 "	7 59 "	73 .....Hetty.....	50	8 47 "	8 08 "
7 11 "	8 06 "	76 .....Tona.....	100	8 40 "	8 01 "
7 30 "	8 23 "	83 arr+Terrell[4].lve.	7000	8 23 "	7 45 "
7 55 "	8 23 "	83 lve..Terrell ♁ arr.	7000	8 23 "	7 45 "
8 22 "	8 43 "	94 +..Kaufman[5]. ♁	3500	8 02 "	7 23 "
8 40 "	9 00 "	102 .....Scurry.... ♁	250	7 47 "	7 08 "
8 46 "	9 07 "	104 ...Parvin Park...	50	7 42 "	7 00 "
8 53 "	9 13 "	108 .....Rosser.... ♁	300	7 36 "	6 54 "
9 09 "	9 26 "	114 .....Alsdorf.... ♁	150	7 24 "	6 39 "
9 15 "	9 31 "	117 .....Crisp.....	100	7 18 "	6 34 "
9 30 P M	9 45 A M	124 +Ennis[6] (U.D.) ♁	7000	*7 00 A M	*6 15 P M
		(H. & T. C.)			
10 05 P M	10 05 A M	lve....Ennis (U. D.)...arr		5 45 A M	6 10 P M
.....	11 15 A M	arr....Waxahachie...lve.		.....	3 50 P M
10 48 P M	10 50 A M	arr.....Corsicana.....lve.		5 05 A M	5 30 P M
1 55 A M	2 10 P M	arr.....Hearne.....lve.		1 55 A M	2 40 P M
5 10 A M	8 30 P M	arr.....Houston.....lve.		8 40 P M	10 30 A M
		(St. L. S.W.)			
6 10 A M	5 35 P M	lve.....Corsicana.....arr.		10 45 P M	9 35 A M
8 30 A M	7 55 P M	arr.....Waco.....lve.		8 50 P M	7 25 A M
		(G. H. & S. A.)			
6 58 A M	6 50 P M	lve.....Houston.....arr		9 10 P M	9 05 A M
8 45 A M	8 40 P M	arr.....Galveston.....lve.		7 25 P M	7 25 A M
		(M. K. & T., South.)			
6 30 P M	7 45 A M	lve.....Greenville.....arr.		.....	1 20 P M
7 59 P M	9 15 A M	arr.....Dallas.....lve.		.....	11 20 A M
		(M. K. & T., East.)			
11 10 P M	10 30 A M	lve.....Greenville.....arr.		5 15 A M	2 55 P M
12 30 Night	11 46 A M	arr.....Sulphur Springs.lve.		3 57 A M	1 35 P M
6 10 A M	5 45 P M	arr.....Shreveport.....lve.		10 00 P M	7 30 A M
		(M. K. & T., West.)			
.....	10 25 A M	lve.....Greenville.....arr.		.....	4 05 P M
.....	11 10 A M	arr....Farmersville...lve.		.....	3 18 P M
.....	11 55 A M	arr.....McKinney.....lve.		.....	2 30 P M
		(T. & N. O., via Houston.)			
6 30 A M	6 45 P M	lve.....Houston.....arr		9 15 P M	10 15 A M
9 00 A M	9 25 P M	arr.....Beaumont.....lve.		6 25 P M	7 20 A M
6 45 P M	7 25 A M	arr....New Orleans...lve.		7 50 A M	9 00 P M
		(I. & G. N.)			
2 15 A M	2 40 P M	lve.....Hearne.....arr.		7 18 P M	11 30 A M
6 30 A M	7 20 P M	arr.....Austin.....lve.		4 05 P M	7 00 A M
10 10 A M	10 40 P M	arr....San Antonio....lve.		1 25 P M	4 00 A M
		(T. & P., West.)			
5 42 A M	8 45 A M	lve.....Terrell.....arr.		9 37 P M	6 45 P M
6 55 A M	10 15 A M	arr.....Dallas.....lve.		8 20 P M	4 55 P M
8 25 A M	11 20 A M	arr.....Fort Worth.....lve.		7 15 P M	3 45 P M
11 40 A M	7 55 P M	arr...Mineral Wells. lve.		2 00 P M	7 00 A M
		(T. & P., East.)			
7 54 P M	9 30 A M	lve.....Terrell.....arr.		7 17 A M	6 30 P M
7 54 A M	2 00 P M	arr.....Tyler.....lve.		2 03 A M	1 15 P M
12 45 Night	1 17 P M	arr.....Marshall.....lve.		1 15 A M	3 00 P M
4 45 A M	2 55 P M	arr.....Shreveport.....lve.		11 00 P M	1 30 P M
7 48 P M	8 55 A M	arr....New Orleans...lve.		9 00 A M	7 30 P M

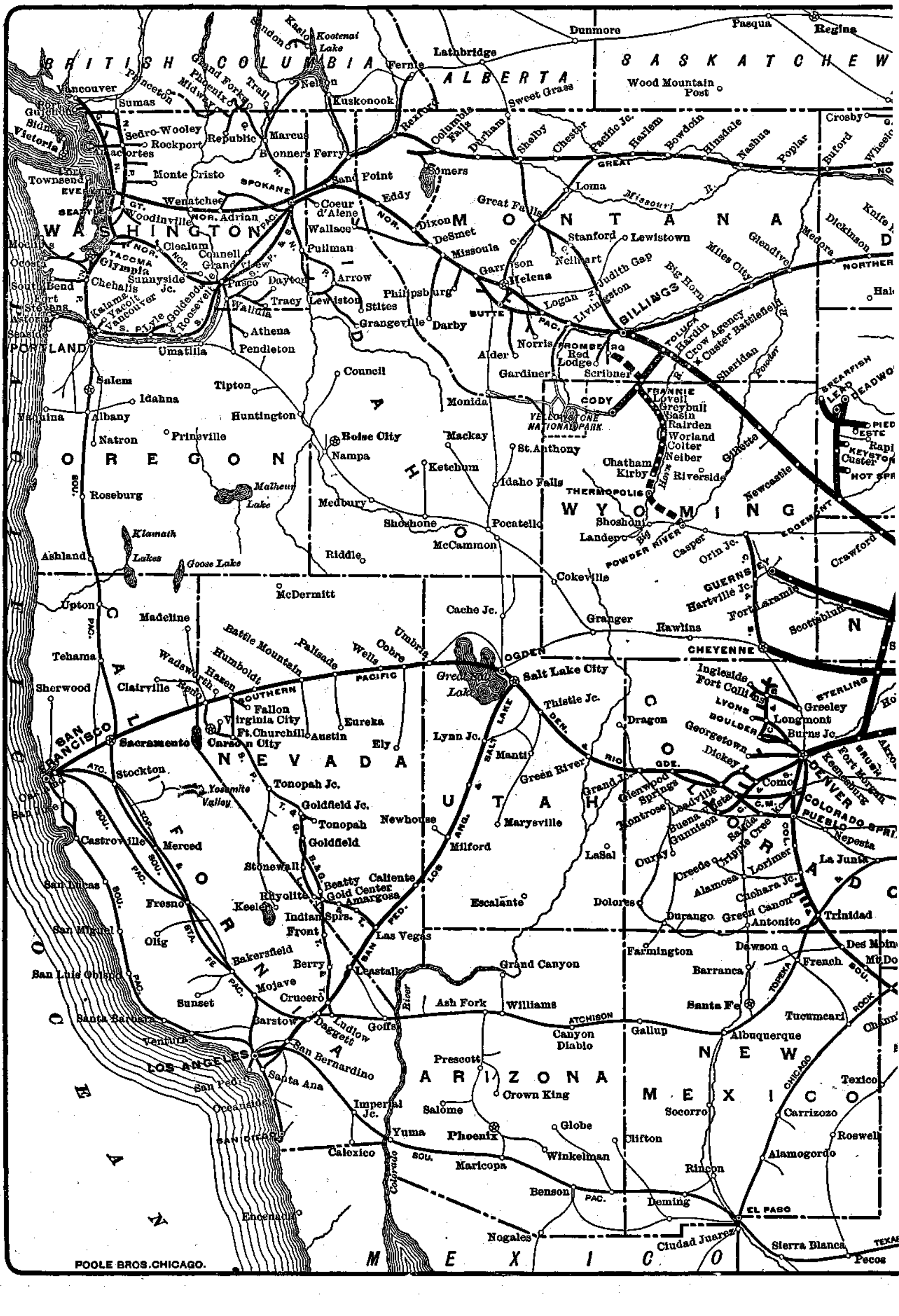
THE LONE STAR LIMITED

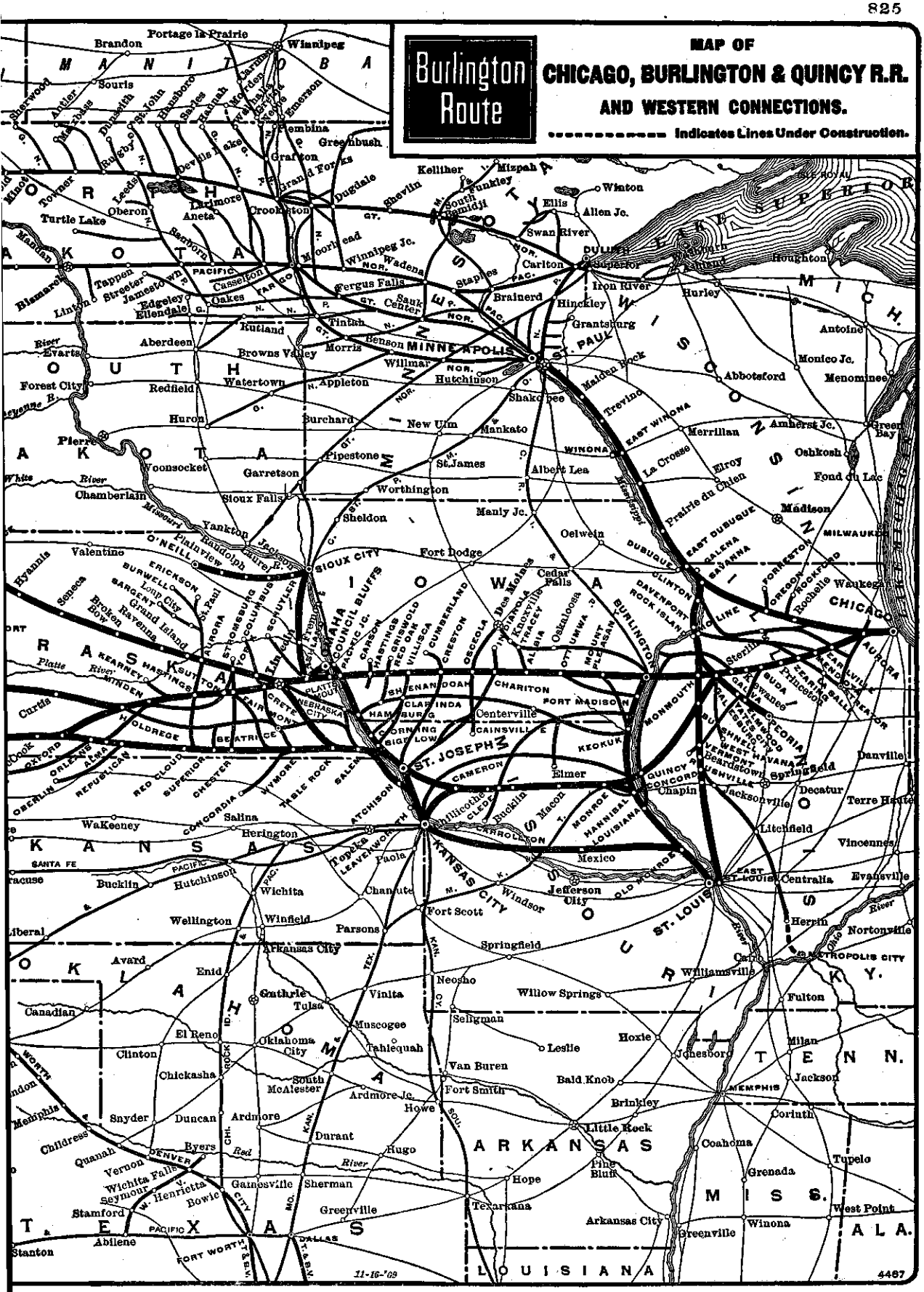
represents the highest standard of equipment west of the Mississippi, consisting of Baggage, Mail and Express Cars, Day Coaches, High Back Reclining Chair Cars and Modern Cafe Cars, vestibuled from end to end and equipped with

Steam Heat, Acetylene Gas Lights, Automatic Window Lifts and many safety appliances.

The efficient and courteous attention of employes is a marked feature of the service.

CONNECTIONS.—[1] (Union Station)—With Frisco System and Gulf, Colorado & Santa Fe Ry. Bus transfers to Texas & Pacific Ry. Station. Distance ¾ mile. [2] (Union Station)—With St. Louis South-western Ry. [3] (Union Station)—With St. Louis South-western Ry. Bus transfers to Missouri, Kansas & Texas Ry. Station. Distance ¼ mile. [4] (Union Station)—With Texas & Pacific Ry. [5] With Texas & New Orleans R.R. Stations 80 yards apart. [6] (Union Station)—With Houston & Texas Central R.R. * Daily. + Coupon stations; ♁ Telegraph stations.


BRITISH COLUMBIA
ALBERTA
SASKATCHEW
WASHINGTON
MONTANA
IDAHO
OREGON
WYOMING
NEVADA
UTAH
COLORADO
CALIFORNIA
ARIZONA
NEW MEXICO
MEXICO
PACIFIC OCEAN
Vancouver
Victoria
Port Townsend
Seattle
Everett
Sumas
Sedro-Wooley
Rockport
Anacortes
Monte Cristo
Wenatchee
Woodinville
Adrian
Cle Elum
Connell
Tacoma
Olympia
Chehalis
South Bend
Fort Stevens
Astoria
Seaside
Portland
Kalama
Vancouver
Lyle
Goldendale
Roosevelt
Sunnyside Jc.
Pasco
Walla Walla
Umatilla
Pendleton
Athena
Dayton
Tracy
Lewiston
Stites
Grangeville
Pullman
Spokane
Coeur d'Alene
Wallace
Arrow
Princeton
Grand Forks
Phoenix
Midway
Republic
Marcus
Bonners Ferry
Sand Point
Trail
Nelson
Sandon
Kaslo
Kootenai Lake
Kuskonook
Fernie
Lethbridge
Dunmore
Pasqua
Regina
Wood Mountain Post
Sweet Grass
Rexford
Columbia Falls
Somers
Durham
Shelby
Chester
Pacific Jc.
Harlem
Bowdoin
Hinsdale
Nashua
Poplar
Buford
Crosby
Loma
Great Falls
Eddy
Dixon
DeSmet
Missoula
Garrison
Helena
Butte
Philipsburg
Darby
Stanford
Lewistown
Neihart
Judith Gap
Livingston
Logan
Billings
Big Horn
Miles City
Glendive
Medora
Dickinson
Norris
Alder
Gardiner
Red Lodge
Scribner
Frannie
Cody
Lovell
Greybull
Basin
Rairden
Worland
Colter
Neiber
Chatham
Kirby
Riverside
Thermopolis
Shoshoni
Lander
Casper
Orin Jc.
Guernsey
Hartville Jc.
Fort Laramie
Scottsbluff
Crawford
Newcastle
Edgemont
Sheridan
Crow Agency
Custer Battlefield
Hardin
Yellowstone National Park
Monida
Dubois
St. Anthony
Idaho Falls
Pocatello
McCammon
Mackay
Ketchum
Shoshone
Medbury
Boise City
Nampa
Council
Huntington
Tipton
Salem
Idaho
Albany
Yaquina
Natron
Prineville
Malheur Lake
Roseburg
Klamath Lakes
Goose Lake
Ashland
Riddle
McDermitt
Upton
Madeline
Tehama
Sherwood
Clairville
Wadsworth
Reno
Hazen
Humboldt
Battle Mountain
Palisade
Wells
Cobre
Umbria
Ogden
Salt Lake City
Great Salt Lake
Cache Jc.
Cokeville
Granger
Rawlins
Cheyenne
Fallon
Virginia City
Ft. Churchill
Carson City
Austin
Eureka
Ely
Sacramento
San Francisco
Stockton
Yosemite Valley
Tonopah Jc.
Goldfield Jc.
Tonopah
Goldfield
Stonewall
Beatty
Rhyolite
Gold Center
Amargosa
Keeler
Indian Sprs.
Front
Las Vegas
Caliente
Newhouse
Milford
Lynn Jc.
Thistle Jc.
Manti
Green River
Marysville
Escalante
Dragon
Grand Jc.
Glenwood Springs
Leadville
Montrose
Buena Vista
Gunnison
Salida
Ouray
LaSal
Dolores
Creede
Cripple Creek
Alamosa
Durango
Cuchara Jc.
Antonito
Trinidad
La Junta
Pueblo
Colorado Springs
Denver
Como
Georgetown
Dickey
Boulder
Lyons
Fort Collins
Ingleside
Greeley
Longmont
Burns Jc.
Sterling
Brush
Fort Morgan
Keenesburg
Nepesta
Lorimer
Green Canon
Castroville
San Jose
Merced
San Lucas
Fresno
San Miguel
Olig
San Luis Obispo
Bakersfield
Sunset
Mojave
Berry
Crucero
Leastalk
Barstow
Daggett
Ludlow
Goffs
Santa Barbara
Ventura
Los Angeles
San Bernardino
San Pedro
Santa Ana
Oceanside
San Diego
Ensenada
Imperial Jc.
Calexico
Yuma
Grand Canyon
Ash Fork
Williams
Canyon Diablo
Gallup
Prescott
Crown King
Salome
Phoenix
Globe
Winkelman
Maricopa
Benson
Nogales
Clifton
Deming
Rincon
El Paso
Ciudad Juarez
Sierra Blanca
Pecos
Socorro
Albuquerque
Santa Fe
Barranca
Farmington
Dawson
French
Tucumcari
Carrizozo
Alamogordo
Roswell
Texico
Des Moines
Colorado River
Atchison
Topeka
Santa Fe
Great Northern
Northern Pacific
Southern Pacific
Salt Lake
Los Angeles
San Pedro
Den. & Rio Gde.
POOLE BROS. CHICAGO.


Burlington Route
MAP OF
CHICAGO, BURLINGTON & QUINCY R.R.
AND WESTERN CONNECTIONS.
Indicates Lines Under Construction.
MANITOBA
NORTH DAKOTA
SOUTH DAKOTA
MINNESOTA
WISCONSIN
MICHIGAN
IOWA
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
ARKANSAS
LOUISIANA
MISS.
ALA.
TENN.
KY.
ILLINOIS
INDIANA
LAKE SUPERIOR
Winnipeg
Portage la Prairie
Brandon
Souris
Minot
Bismarck
Mandan
Fargo
Grand Forks
Crookston
Duluth
Superior
Ashland
Houghton
Hancock
Marquette
Escanaba
Menominee
Green Bay
Oshkosh
Fond du Lac
Milwaukee
Madison
Chicago
Aurora
Joliet
Streator
Peoria
Springfield
Decatur
Danville
Terre Haute
Vincennes
Evansville
Cairo
Paducah
Nashville
Memphis
Jackson
Vicksburg
Meridian
Birmingham
Atlanta
Chattanooga
Knoxville
Louisville
Cincinnati
Indianapolis
Detroit
Toledo
Cleveland
Buffalo
Pittsburgh
Washington
Baltimore
Philadelphia
New York
Boston
Albany
Montreal
Quebec
Ottawa
Toronto
Hamilton
Niagara Falls
Rochester
Syracuse
Utica
Scranton
Wilkes-Barre
Harrisburg
Lancaster
Reading
Allentown
Trenton
Atlantic City
Norfolk
Richmond
Lynchburg
Roanoke
Bristol
Asheville
Charleston
Columbia
Savannah
Jacksonville
Tallahassee
Pensacola
Mobile
New Orleans
Galveston
Houston
San Antonio
Austin
Dallas
Fort Worth
Waco
Abilene
Amarillo
Lubbock
Denver
Cheyenne
Salt Lake City
Ogden
Boise
Spokane
Seattle
Tacoma
Portland
San Francisco
Oakland
Los Angeles
San Diego
Phoenix
Tucson
Albuquerque
Santa Fe
Las Vegas
Reno
Sacramento
Fresno
Bakersfield
Yuma
Mexicali
Tijuana
Ensenada
Guadalajara
Mexico City
Vera Cruz
Tampico
Monterrey
Saltillo
Chihuahua
Durango
Mazatlan
Guaymas
Hermosillo
Nogales
Ciudad Juarez
Nuevo Laredo
Matamoros
Tampico
Havana
Nassau
Kingston
Port au Prince
San Juan
Caracas
Maracaibo
Bogota
Cartagena
Panama
Colon
Guatemala
San Salvador
Tegucigalpa
Managua
San Jose
Kingston
Port Antonio
Montego Bay
Cuba
Jamaica
Haiti
Dominican Republic
Puerto Rico
Bermuda
Nassau
Bahamas
Mississippi
Missouri
Platte
Red River
Arkansas
Ohio
Tennessee
Cumberland
Illinois
Wabash
Mississippi
Missouri
Kansas
Arkansas
Red River
Sabine
Trinity
Brazos
Colorado
Rio Grande
Pecos
Canadian
Cimarron
Arkansas
Platte
Yellowstone
Missouri
Mississippi
Ohio
Tennessee
Cumberland
Illinois
Wabash
Mississippi
Missouri
Kansas
Arkansas
Red River
Sabine
Trinity
Brazos
Colorado
Rio Grande
Pecos
Canadian
Cimarron
Arkansas
Platte
Yellowstone
11-16-'09
4467

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY.

GENERAL OFFICERS.

Headquarters—Chicago, Ill., 209 Adams Street.

GEO. B. HARRIS, President, Chicago, Ill.
DARIUS MILLER, First Vice-President, "
C G. BURNHAM, Asst. to First Vice-President, "
DANIEL WILLARD, Second Vice-President, "
H. E. BYRAM, Asst. to Second Vice-President, "
T. S. HOWLAND, Third Vice-President, Secretary and Treasurer. "
W. W. BALDWIN, Fourth Vice-President, Burlington, Ia.
H. W. WEISS, Assistant Secretary, Chicago, Ill.
H. E. JARVIS, Assistant Secretary, Burlington, Ia.
G. H. EARL, Asst. Sec'y, 34 Nassau St., New York, N.Y.
E. B. O'CONNOR, Transfer Agt. & Cashier, Boston, Mass.
E. T. NICHOLS, } Fiscal Agents,
N. TERHUNE, } 32 Nassau Street, New York, N.Y.
CHESTER M. DAWES, General Counsel, Chicago, Ill.
HALE HOLDEN, General Attorney, "
C. L. STURGIS, General Auditor, "
GEO. B. DUNBAR, Asst. General Auditor, "
P. S. EUSTIS, Passenger Traffic Manager, "
G. H. CROSBY, Freight Traffic Manager, "
W. A. HOLLEY, Assistant General Freight Agent in charge of Coal, Chicago, Ill.
T. E. CALVERT, Chief Engineer, "

L. N. HOPKINS, Purchasing Agent, Chicago, Ill.
J. R. HAYNES, Asst. Purchasing Agent, "
——————, General Storekeeper, "
J. G. STUART, Assistant Gen. Storekeeper, "
J. N. REDFERN, Superintendent Relief and Employment Departments, "
Dr. J. A. DENNEY, Asst. Supt. and Medical Director Relief and Employment Depts. "
W. L. BARNES, Supt. of Transportation, "
F. H. CLARK, Gen. Supt. of Motive Power, "
F. C. RICE, General Inspector of Transportation, "
M. K. BARNUM, General Inspector Machinery and Equipment, "
A. W. NEWTON, General Inspector of Permanent Way and Structures, "
O. L. DICKESON, Special Inspector of Transportation, "
F. CLARK, Car Accountant, "
A. E. WHITE, Commissary, "
W. W. RYDER, Superintendent of Telegraph, "
JOHN DEWITT, General Baggage Agent, "
T. H. GARLAND, Gen. Agt. Refrigerator Service, "

OFFICERS OF LINES EAST OF MISSOURI RIVER.

General Offices—Chicago, Ill., 209 Adams Street.
General Offices—St Joseph, Mo., Third and Sylvania Streets
General Offices—St. Louis, Mo., 722 Chestnut Street.

FRANK E. WARD, General Manager, Chicago, Ill.
F. A. TORREY, Superintendent of Motive Power, "
T. S. HOWLAND, Treasurer, "
H. T. EVANS, Auditor of Expenditures, "
J. D. SHIELDS, Auditor of Freight Accounts (In charge also of Freight Claims), "
G. S. COOPER, Auditor of Ticket Accounts, "
W. J. FARIAN, Cashier, "
W. L. BRECKINRIDGE, Engineer Maintenance of Way, "
R. A. HOWARD, Real Estate Agent, "
A. E. PATTEN, Tax Agent, "

ILLINOIS AND IOWA DISTRICTS.

J. FRANCIS, General Passenger Agent, Chicago, Ill.
F. E. BELL, Assistant General Passenger Agent "
E. R. PUFFER, General Freight Agent, "
GEORGE MORTON, Assistant General Freight Agent, "
H. H. HOLCOMB, Assistant General Freight Agent, "
G. P. LYMAN, Asst. General Freight Agent, St. Paul, Minn.

ILLINOIS DISTRICT.

H. D. JUDSON, General Superintendent, Chicago, Ill.
F. L. JOHNSON, Superintendent Chicago Division, "
W. S. KIRBY, Superintendent Aurora Division, Aurora, Ill.
S. H. SHULTS, Superintendent Galesburg Div., Galesburg, Ill.
J. P. CUMMINGS, Supt. Beardstown Division, Beardstown, Ill.
D. CUNNINGHAM, Supt. La Crosse Division, La Crosse, Wis.
JOSEPH A. CONNELL, Attorney, Chicago, Ill.

IOWA DISTRICT.

L. B. ALLEN, General Superintendent, Burlington, Ia
O. E. STEWART, Supt. Burlington Division, "
W. F. THIEHOFF, Superintendent Ottumwa Division, Ottumwa, Ia.
W. A. CARD, Superintendent Creston Division, Creston, Ia.
W. D. EATON, Attorney, Burlington, Ia.

MISSOURI DISTRICT.

F. H. USTICK, General Superintendent, St. Louis, Mo.
W. A. LALOR, Assistant General Passenger Agent, "
WM. GRAY, General Freight Agent, "
A. L. WEST, Assistant General Freight Agent, St. Joseph, Mo
W. H. HILL, Assistant General Freight Agent, Kansas City, Mo.
O. M. SPENCER, General Solicitor, St. Joseph, Mo.
J. H. CARROLL, General Attorney, St. Louis, Mo.
C. M. CARTER, Assistant Treasurer, St. Joseph, Mo.
ROBERT RICE, Superintendent St. Joseph Division, "
W. C. WELCH, Superintendent Brookfield Division, Brookfield, Mo.
A. N. WILLSIE, Superintendent Hannibal Div., Hannibal, Mo.
H. W. HAMM, Superintendent Centerville Division, Centerville, Ia.
N. H. YOUNG, Superintendent Terminals, St. Louis, Mo.

OFFICERS OF LINES WEST OF MISSOURI RIVER.

General Offices—Omaha, Neb., Tenth and Farnam Streets.

G. W. HOLDREGE, General Manager, Omaha, Neb.
C. J. ERNST, Assistant Treasurer, "
W. P. DJERKEE, Auditor, "
H. D. FOSTER, Assistant Auditor, "
J. W. NEWELL, Auditor Freight and Ticket Accounts (In charge also of Freight Claims), "
D. T. BEANS, Cashier and Paymaster, "
L. W. WAKELEY, General Passenger Agent, "
J. E. BUCKINGHAM, Asst. Gen. Passenger Agent, "
FRED RENO, Chief Clerk, General Baggage Dept., Lincoln, Neb.
CONRAD E. SPENS, General Freight Agent, Omaha, Neb.
ALLEN B. SMITH, First Asst. General Freight Agent, "
FREDERICK MONTMORENCY, Asst. Gen. Freight Agt., "
W. W. JOHNSTON, Assistant General Freight Agent, "
JAMES E. KELBY, General Solicitor, "
Gen. C. F. MANDERSON, Consulting Solicitor, "
N. K. GRIGGS, Attorney, Lincoln, Neb.
THOMAS ROOPE, Superintendent of Motive Power, "
G. W. COVERT, Asst. Supt. of Transportation, Omaha, Neb.
FRANK T. DARROW, Eng'r Maintenance of Way, Lincoln, Neb.
E. M. WESTERVELT, Real Estate Agent, "
R. D. POLLARD, Tax Agent, Omaha, Neb.

NEBRASKA DISTRICT.

W. B. THROOP, General Superintendent, Lincoln, Neb.
E. BIGNELL, Superintendent Lincoln Division, "
E. FLYNN, Superintendent Omaha Division, Omaha, Neb.
L. B. LYMAN, Superintendent Wymore Division, Wymore, Neb.
E. S. KOLLER, Superintendent McCook Division, McCook, Neb.

WYOMING DISTRICT.

E. P. BRACKEN, General Superintendent, Alliance, Neb.
W. M. WEIDENHAMER, Superintendent Alliance Div., "
E. E. YOUNG, Superintendent Sheridan Div., Sheridan, Wyo.
F. G. ROBBINS, Superintendent Sterling Division, Sterling, Colo.

MILEAGE.

	Miles.
LINES EAST OF MISSOURI RIVER	4,493
LINES WEST OF MISSOURI RIVER	4,455
Total miles operated	8,948

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

GENERAL AGENTS AND TRAVELING PASSENGER AND FREIGHT AGENTS.

Atchison, Kan.—
T. L. Lawrence, General Agent.

Beatrice, Neb.—
H. L. Lewis, Div. Fht. and Pas. Agent.
I. R. Wetherald, Trav. Fht. and Pas. Agt.
J. L. Mendenhall, Trav. Fht. and Pas. Agt.

Billings, Mont.—H. H. Swearingen, Gen. Agt.

Birmingham, Ala. 1122-3 Brown-Marx Building—
H. R. Todd, General Southern Agent.
F. M. Seymour, Jr., Trav. Fht. and Pas. Agt.
C. W. Robinson, Traveling Freight Agent.

Boston, Mass.—264 Washington Street—
W. J. O'Meara, East. Pas. Agent.
Wm. Garty, New England Freight Agent.
Alex. Stocks, City Pas. and Tkt. Agt.
B. N. Stoner, Traveling Passenger Agent.
E. Copeland, Traveling Freight Agent.
J. P. Mann, Traveling Freight Agent.

Buffalo, N.Y.—299 Main Street—
M. K. Mix, Traveling Passenger Agent.

Burlington, Ia.—W. G. Wagner, Div. Fht. Agt.
T. C. Scroggs, Traveling Freight Agent.
M. M. Reno, Division Passenger Agent.

Butte, Mont.—15 West Broadway—
H. A. Bradt, General Agent

Chicago, Ill.—
H. A. Cherrier, City Passenger Agent, 211 Clark Street.
C. A. Johnson, Commercial Agent, 1120 Commercial National Bank Bldg.
W. B. Byrne, Depot Passenger Agent, Union Depot, Canal and Adams Streets.
J. J. Teeter, Traveling Passenger Agt.,
J. R. Van Dyke, Trav. Pas Agent,
E. P. Swan, Traveling Freight Agent,
F. K. Kelly, Traveling Freight Agent,
B. F. Troxell, Traveling Freight Agt.,
E. A. Tuttle, Division Freight Agent,
} 209 Adams St.

Cincinnati, O.—307 Union Trust Building—
Wm. Austin, General Agent.
F. L. Gannaway, Traveling Passenger Agent.
J. V. Clayman, Traveling Passenger Agent.
R. V. Bowen, City Passenger Agent.
H. K. Miles, Traveling Freight Agent.

Cleveland, O.—220 Public Square, Entrance to Williamson Building.
E. H. Smith, General Agent.
C. A. Browne, Passenger Agent.
Griswold Wilson, Traveling Freight Agent.

Clinton, Ia.—J. M. Rodman, General Agent.

Council Bluffs, Ia.—
T. A. Barker, Contracting Agent.
J. E. Swan, City Passenger Agent.

Dallas, Tex.—324 Wilson Building—
Mark Ford, General Agent.
I. G. Thompson, Trav. Fht. and Pas. Agent.

Davenport, Ia.—305 Brady Street—
M. J. Young, Commercial Agent

Deadwood, S.D.—J. L. Bentley, Com'l Agent.

Denver, Colo.—701 17th Street—
J. F. Vallery, General Agent.
C. W. Anderson, City Passenger Agent.
E. P. Carr, Traveling Passenger Agent.
R. H. June, Trav. Freight and Pas. Agent.
E. A. Sherman, Depot Passenger Agent.

Des Moines, Ia.—L. O. Howard, Com'l Agt.
A. T. Hammer, Ticket Agent, Union Depot.

Dubuque, Ia.—H. W. Uttley, General Agent.
J. H. Reagan, City Pas. and Ticket Agent.

Galesburg, Ill.—A. S. Crawford, Div. Pas. Agt.
H. D. Skidmore, Division Freight Agent.

Hannibal, Mo.—F. E. Hollingshead, Gen. Agt.
M. L. Enright, Trav. Fht. & Pas. Agt.

Kansas City, Mo.—823 Main Street—
H. S. Jones, Southwestern Passenger Agent.
W. H. Hill, Assistant General Freight Agent.
A. D. Brown, Traveling Passenger Agent.
John C. Wright, Pas. Agent., Union Depot.
W. L. Kendrick, Live Stock Agent.
E. H. Williams, Traveling Freight Agent.

Keokuk, Ia.—A. C. Maxwell, General Agt.
J. W. Hood, Traveling Fht. and Pas. Agt.

Leavenworth, Kan.—S. E. Nirdlinger, G. A.

Lincoln, Neb.—13th and O Streets—
G. W. Bonnell, City Pas. and Ticket Agent.

Los Angeles, Cal.—526 South Spring Street—
W. W. Elliott, Freight and Passenger Agent.
J. W. Monahan, Trav. Fht. and Pas. Agent.
C. H. Eaton, Trav. Fht. and Pas. Agent.

Messina, Fla.—J. N. Merrill, Florida Agent.

Minneapolis, Minn.—3d St. and Nicollet Ave.
J. F. McElroy, City Passenger Agent.
John A. Parker, General Agent.

New York, N. Y.—379 Broadway—
W. J. O'Meara, Eastern Passenger Agent.
W. J. Berger, City Passenger Agent.
A. H. Stoffet, Traveling Passenger Agent, Room 1413 Barclay Bldg, 299 Broadway.
E. J. Swords, General Eastern Agent.

Omaha, Neb.—
J. B. Reynolds, City Pas. Agt., 1502 Farnam St.
1004 Farnam Street—
J. W. Williams, Traveling Passenger Agent.
J. P. Garrity, Traveling Passenger Agent.

Peoria, Ill.—323 Main St.—L. Page, Gen. Agt.
T. L. Birkett, City Passenger Agent.
E. L. Wright, Traveling Passenger Agent.

Philadelphia, Pa.—836 Chestnut Street—
H. E. Heller, Dist. Fht. and Pas. Agt.
R. E. Wheeler, Traveling Passenger Agent.
B. C. Cloud, Traveling Freight Agent.

Pittsburgh, Pa.—506 Smithfield Street—
E. S. Prindiville, Traveling Passenger Agt.
W. V. Taffner, Gen. Agt., 702 Park Building.

Portland, Ore.—100 Third Street—
A. C. Sheldon, General Agent.

Pueblo, Colo.—C. J. Pearson, Com'l Agent.

Quincy, Ill.—E. F. Bradford, General Agent

Rockford, Ill.—A. G. Everett, Gen. Agent

Rock Island, Ill.—
H. W. Crawford, Division Freight Agent.
Frank A. Hart, Passenger Agent

St. Joseph, Mo.—S.W. cor. 6th and Edmond Sts.—
J. D. Baker, Division Passenger Agent.
A. E. Martin, City Passenger Agent.
J. R. McKillip, Live Stock Agent.
J. H. Gregory, Traveling Freight Agent.

St. Louis, Mo.—
J. G. Delaplaine, City Passenger Agent, 728 Olive Street.
C. J. Rohwitz, Trav. Pas. Agt., 722 Chestnut St.
C. B. Ogle, Trav. Pas. Agent, 722 Chestnut St.
J. T. Williamson, Pas. Agt., Union Station.
G. H. Gray, Commercial Agent, Room 1005 Third National Bank Bldg.
Eugene Saunders, Traveling Freight Agent.

St. Paul, Minn.—
F. M. Rugg, N.W. Pas. Agt., 5th & Robert Sts.
J. D. Zook, City Passenger Agent.
C. P. O'Donnell, City Ticket Agent, 363 Robert Street.
Wm. H. Snyder, T. P. A., 5th and Robert Sts.
H. H. Randall, Commercial Agent.
Jno. R. Hawley, Live Stock Agent.
H. D. Webber, Dairy Agent.
A. R. Brown, Traveling Freight Agent.
J. Beels, Traveling Freight Agent.
F. W. Wolterstorff, Traveling Freight Agt.

Salt Lake City, Utah—R. F. Neslen, Gen. Agt. 307 Main Street.

San Francisco, Cal.—795 Market Street—
W. D. Sanborn, General Agent.

San Jose, Cal.—15 West Santa Clara Street—
F. E. Thompson, Agent.

Seattle, Wash.—109 Yesler Way, Pioneer Sq.
A. E. Campbell, Commercial Agent.
H. A. Schaub, Traveling Freight Agent.

Sioux City, Ia.—506 Fourth Street—
V. E. Jones, City Pas. and Ticket Agent.
P. J. Donohue, General Agent Freight Dept.

Spokane, Wash.—610 Riverside Avenue—
A. B. Jackson, Commercial Agent.
G. D. Thomas, Trav. Freight and Pas. Agt.

Sterling, Ill.—L. C. Thorne, General Agent.

Tacoma, Wash.—113 South Tenth Street—
Geo. B. Smith, Trav. Freight and Pas. Agent.

Toronto, Ont.—54 King Street East—
J. A. Yorick, Canadian Pas. and Fht. Agt.

GREAT NORTHERN STEAMSHIP COMPANY

TO ALL TRANS-PACIFIC PORTS.

THE BURLINGTON ROUTE and its connections, with the Great Northern Steamship Company, afford a direct route from all points in the United States and Canada, east of the Rocky Mountains, through St. Paul, Billings or Denver, to all trans-Pacific ports. These include

Yokohama, Kobe, Nagasaki, Shanghai, Manila and Hong Kong,

MAKING DIRECT CONNECTIONS FOR

The Straits Settlements, Australia, India, Egypt and Europe.

The new twin-screw steamship "Minnesota," of the Great Northern Steamship Company, typifies the highest achievements in American shipbuilding. Broad decks and large staterooms, superior service and every modern convenience known, insure the full enjoyment of a Pacific voyage. Its passenger accommodations are unequaled on the Pacific and rank with the great Atlantic liners. The ship is provided with library, music and smoking rooms and an up-to-date steam laundry. A qualified surgeon and stewardess accompany the vessel.

SAILINGS FROM SEATTLE.

Steamship "MINNESOTA," March 22 and June 20, 1910.

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

Through Standard and Tourist Sleeping Car Service To and From Puget Sound and Portland.

CHICAGO AND SEATTLE-TACOMA-PORTLAND.

Via St. Paul and Great Northern Ry.

The Oriental Limited

Westbound. Solid Electric lighted Through Train. *Eastbound.*

Daily.—Three days shown for example.				STATIONS.	Daily.—Three days shown for example.		
Mon	Tue	Wed	10 15 P M	lve... **Chicago** ..arr.	9 00 P M	Thu	Fri.	Sat.
Mon	Tue	Wed	•3 00 P M	lve.... **Peoria**....arr.	.....	....	....	....
Mon	Tue	Wed	•2 15 P M	lve...**St. Louis** ..arr.	.....	....	....	....
Tue	Wed	Thu	11 15 A M	lve....**St. Paul**...arr	8 10 A M	Thu	Fri.	Sat.
Tue	Wed	Thu	11 45 A M	lve. **Minneapolis** arr.	7 40 A M	Thu	Fri.	Sat.
Thu	Fri.	Sat.	6 30 A M	arr... **Spokane** ..lve.	7 55 A M	Tue	Wed	Thu
Thu	Fri	Sat.	8 15 P M	arr.... **Seattle**...lve.	7 10 P M	Mon	Tue	Wed
Thu	Fri.	Sat.	10 10 P M	arr.... **Tacoma**...lve.	5 25 P M	Mon	Tue	Wed
Thu	Fri.	Sat.	8 15 P M	arr... **Portland** ..lve.	7 00 P M	Mon	Tue	Wed

• Standard Sleeping Cars only.

ST. LOUIS, KANSAS CITY, OMAHA, DENVER AND SEATTLE-PORTLAND.

Via Billings and Great Northern Ry.

The Great Northern Express { (Southeast Express Eastbound.)

Westbound Solid Through Train Kansas City to Seattle. *Eastbound.*

Daily.—Three days shown for example.				STATIONS. (*Via Mexico*)	Daily.—Three days shown for example.			
Mon	Tue	Wed	•9 06 A M	lve... **St. Louis** ..arr.	•5 23 P M	Fri.	Sat.	Sun.
.....	....	....	.....	(*Via Hannibal*)	.....	..	....	....
Mon	Tue	Wed	⊙8 00 A M	lve... **St. Louis** ..arr.	⊙6 50 P M	Fri.	Sat.	Sun.
Mon	Tue	Wed	6 05 P M	lve. **Kansas City** arr.	8 15 A M	Fri.	Sat.	Sun.
Mon	Tue	Wed	8 30 P M	lve.. **St. Joseph** .arr.	5 55 A M	Fri.	Sat.	Sun.
Mon	Tue	Wed	□11 30 P M	lve.... **Omaha** ...arr.	□7 10 A M	Fri.	Sat.	Sun.
Tue	Wed	Thu	1 35 A M	lve.... **Lincoln**...arr.	1 00 A M	Fri.	Sat.	Sun.
Tue	Wed	Thu	△3 00 A M	lve.... **Denver** ...arr.	□10 20 P M	Thu	Fri.	Sat.
Wed	Thu	Fri.	6 10 A M	arr.... **Billings**...lve.	7 30 P M	Wed	Thu	Fri.
Wed	Thu	Fri.	6 30 A M	lve.... **Billings**...arr.	6 35 P M	Wed	Thu	Fri.
Thu	Fri.	Sat.	8 55 A M	arr... **Spokane**...lve.	11 45 A M	Tue	Wed	Thu
Thu	Fri.	Sat.	10 50 P M	arr.... **Seattle**...lve.	10 00 P M	Mon	Tue	Wed
Fri.	Sat.	Sun.	8 00 A M	arr... **Portland** ..lve.	7 00 P M	Mon	Tue	Wed

• Parlor Car and Chair Cars between St. Louis and Kansas City, connecting with service for Northwest. □ Standard Sleeping Car connection only. ⊙ Coaches to Kansas City. Standard Observation-Library Car and Chair Cars St. Joseph to St. Louis. △ Standard Sleepers only (ready for occupancy at 10 00 p.m.).

CHICAGO AND SEATTLE-TACOMA-PORTLAND.

Via St. Paul and Northern Pacific Ry.

The Northern Pacific Express ("Atlantic Express" Eastbound.)

Westbound. Solid Electric-lighted Through Train. *Eastbound.*

Daily.—Three days shown for example.				STATIONS.	Daily.—Three days shown for example.		
Mon	Tue	Wed	10 00 A M	lve... **Chicago** ..arr.	11 00 A M	Thu	Fri.	Sat.
Mon	Tue	Wed	11 00 P M	lve....**St. Paul**...arr.	10 00 P M	Wed	Thu	Fri.
Mon	Tue	Wed	11 30 P M	lve. **Minneapolis** arr.	8 30 P M	Wed	Thu	Fri.
Wed	Thu	Fri.	7 45 P M	arr... **Spokane** ..lve.	9 55 P M	Mon	Tue	Wed
Thu	Fri.	Sat.	10 15 A M	arr.... **Seattle**...lve.	8 45 A M	Mon	Tue	Wed
Thu	Fri.	Sat.	10 15 A M	arr.... **Tacoma**...lve.	8 30 A M	Mon	Tue	Wed
Thu	Fri.	Sat.	8 00 A M	arr... **Portland** ..lve.	9 00 A M	Mon	Tue	Wed

ST. LOUIS, KANSAS CITY, OMAHA, DENVER AND SEATTLE-TACOMA-PORTLAND.

Via Billings and Northern Pacific Ry.

The Puget Sound Express { (Missouri River Express Eastbound.)

Westbound. Solid Electric-lighted Through Train. *Eastbound.*

Daily.—Three days shown for example.				STATIONS. (*Via Mexico*)	Daily.—Three days shown for example.			
.....	.....	.....	.....		.....	...	.....	.....
Mon	Tue	Wed	△11 28 P M	lve... **St. Louis**...arr.	7 45 A M	Fri.	Sat.	Sun.
.....	.....	.....	.....	(*Via Hannibal*)	.....	...	....	...
Mon	Tue	Wed	9 01 P M	lve... **St. Louis** ..arr.	7 19 A M	Fri.	Sat.	Sun.
Tue	Wed	Thu	10 30 A M	lve. **Kansas City** arr.	•11 15 P M	Thu	Fri.	Sat.
Tue	Wed	Thu	12 40 Noon	lve.. **St. Joseph** .arr.	8 35 P M	Thu	Fri.	Sat.
Tue	Wed	Thu	4 10 P M	lve.... **Omaha** ...arr.	□6 10 P M	Thu	Fri.	Sat.
Tue	Wed	Thu	6 16 P M	lve.... **Lincoln**...arr.	3 35 P M	Thu	Fri.	Sat.
Tue	Wed	Thu	7 30 P M	lve.... **Denver** ...arr.	11 30 A M	Thu	Fri.	Sat.
Wed	Thu	Fri.	7 30 P M	arr.... **Billings**...lve.	9 10 A M	Wed	Thu	Fri.
Wed	Thu	Fri.	8 00 P M	lve.... **Billings**...arr.	8 25 A M	Wed	Thu	Fri.
Thu	Fri.	Sat.	4 25 P M	arr.... **Spokane** ..lve	8 15 A M	Tue	Wed	Thu
Fri.	Sat.	Sun.	8 30 A M	arr.... **Seattle**...lve.	4 00 P M	Mon	Tue	Wed
Fri.	Sat.	Sun.	8 30 A M	arr.... **Tacoma**...lve.	4 00 P M	Mon	Tue	Wed
Fri	Sat.	Sun.	8 00 A M	arr... **Portland** ..lve.	7 00 P M	Mon	Tue	Wed

△ Standard Sleeping Car leaves St. Louis 11 28 p.m. and runs via Mexico. • Par or Car and Coaches St. Joseph to Kansas City. □ Standard Observation-Library Car and Chair Cars Lincoln to Omaha.

Through Standard Car Service To and From California.

CHICAGO-OMAHA-SAN FRANCISCO.

Via D. & R. G. and So. Pac.

Lve. **Chicago**.....	11 00 P M	Mon	Tue	Wed	Thu	Fri	Sat.	Sun.
Lve. **Omaha**.....	4 10 P M	Tue	Wed	Thu	Fri.	Sat.	Sun.	Mon
Arr. **Denver**.....	7 20 A M	Wed	Thu	Fri.	Sat.	Sun.	Mon	Tue
Lve. **Denver**.....	9 00 A M	Wed	Thu	Fri.	Sat.	Sun.	Mon	Tue
Lve. **Salt Lake City**.....	2 30 P M	Thu	Fri.	Sat.	Sun.	Mon	Tue	Wed
Arr. **San Francisco**.....	8 28 P M	Fri.	Sat.	Sun.	Mon	Tue	Wed	Thu

SAN FRANCISCO-OMAHA-CHICAGO.

Via So. Pac. and D. & R. G.

Lve. **San Francisco**.....	6 40 P M	Mon	Tue	Wed	Thu	Fri.	Sat.	Sun.
Lve. **Salt Lake City**.....	3 45 P M	Wed	Thu	Fri.	Sat.	Sun.	Mon	Tue
Arr. **Denver**.....	7 20 P M	Thu	Fri.	Sat.	Sun.	Mon	Tue	Wed
Lve. **Denver**.....	9 45 P M	Thu	Fri.	Sat.	Sun.	Mon	Tue	Wed
Arr. **Omaha**.....	3 45 P M	Fri.	Sat.	Sun.	Mon	Tue	Wed	Thu
Arr. **Chicago**.....	7 00 A M	Sat.	Sun.	Mon	Tue	Wed	Thu	Fri.

WESTBOUND TOURIST CARS.

BOSTON-CHICAGO-LOS ANGELES.

Via Boston & Albany, New York Central, Michigan Central, Chicago, Burlington & Quincy, Denver & Rio Grande and Southern Pacific.

Personally Conducted.

Lve. **Boston**.....	1 45 P M	Tuesday.
Lve. **Albany**.....	8 00 P M	Tuesday.
Lve. **Buffalo**.....	3 25 A M	Wednesday.
Arr. **Chicago**.....	3 30 P M	Wednesday.
Lve. **Chicago**.....	11 00 P M	Wednesday.
Arr. **Omaha**.....	3 55 P M	Thursday.
Arr. **Denver**.....	7 20 A M	Friday.
Arr. **Salt Lake City**.....	2 30 P M	Saturday.
Arr. **San Francisco**.....	8 28 P M	Sunday.
Lve **San Francisco**.....	2 40 P M	Monday.
Arr. **Los Angeles**.....	8 30 A M	Tuesday.

CHICAGO-OMAHA-LOS ANGELES.

Via Denver & Rio Grande and Southern Pacific.

Personally Conducted.

Lve. **Chicago**.....	11 00 P M	Wed	Sat.	....	....	....	....	....
Lve. **Council Bluffs**.....	3 30 P M	Thu	Sun.	....	....	....	....	....
Lve. **Omaha**.....	4 10 P M	Thu	Sun.	....	....	....	....	....
Arr. **Denver**.....	7 20 A M	Fri.	Mon	....	....	....	....	....
Lve. **Denver**.....	9 00 A M	Fri.	Mon	....	....	....	....	....
Lve. **Salt Lake City**.....	2 30 P M	Sat.	Tue	....	....	....	....	....
Arr. **Sacramento**.....	4 60 P M	Sun.	Wed	....	....	....	....	....
Arr. **San Francisco**.....	8 28 P M	Sun	Wed	....	....	....	....	....
Lve. **San Francisco**.....	2 40 P M	Mon	Thu	....	....	....	....	....
Arr. **Los Angeles**.....	8 30 A M	Tue	Fri.	....	....	....	....	....

CHICAGO-OMAHA-LOS ANGELES.

Via Colorado Midland and Southern Pacific.

Personally Conducted Mondays and Thursdays.

Lve. **Chicago**.....	11 00 P M	Mon	Tue	Wed	Thu	Fri.	Sat.	Sun.
Lve. **Omaha**.....	4 10 P M	Tue	Wed	Thu	Fri.	Sat.	Sun.	Mon
Lve. **Denver**.....	9 00 A M	Wed	Thu	Fri.	Sat.	Sun.	Mon	Tue
Arr. **Salt Lake City**.....	2 30 P M	Thu	Fri.	Sat.	Sun.	Mon	Tue	Wed
Lve. **Salt Lake City**.....	11 60 P M	Thu	Fri.	Sat.	Sun.	Mon	Tue	Wed
Arr. **Caliente**.....	1 10 P M	Fri.	Sat.	Sun.	Mon	Tue	Wed	Thu
Arr. **Riverside**.....	6 15 A M	Sat.	Sun.	Mon	Tue	Wed	Thu	Fri.
Arr. **Los Angeles**.....	8 00 A M	Sat.	Sun.	Mon	Tue	Wed	Thu	Fri.

CHICAGO-KANSAS CITY-LOS ANGELES.

Via Colorado Midland and Southern Pacific.

Personally Conducted.

Lve. **Chicago**.....	6 10 P M	Tuesday.
Lve. **Kansas City**.....	9 50 A M	Wednesday.
Lve. **St. Joseph**.....	11 59 A M	Wednesday.
Arr. **Denver**.....	7 50 A M	Thursday.
Lve. **Denver**.....	9 30 A M	Thursday.
Lve. **Salt Lake City**.....	2 30 P M	Friday.
Arr. **San Francisco**.....	8 28 P M	Saturday.
Lve. **San Francisco**.....	2 40 P M	Sunday.
Arr. **Los Angeles**.....	8 30 A M	Monday.

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

WESTBOUND TOURIST CARS—Continued.

ST. LOUIS-KANSAS CITY-LOS ANGELES.

Via D. & R. G. and S. P., L. A. & S. L.

(Monday Car from St. Louis is Personally Conducted to Los Angeles. The Tuesday Car from St. Louis is Personally Conducted between Kansas City and Denver.)

Lve. **St. Louis**	9 01 P M	Monday.	Tuesday.	Cars connect at Denver with through cars from Chicago.
Lve. **Kansas City**	9 50 A M	Tuesday.	Wednesday.	
Lve. **St. Joseph**	11 59 A M	Tuesday.	Wednesday.	
Arr. **Denver**	7 50 A M	Wednesday.	Thursday.	
Lve. **Denver**	9 00 A M	Wednesday.	Thursday.	
Arr. **Salt Lake City**	2 30 P M	Thursday.	Friday.	
Lve. **Salt Lake City**	11 50 P M	Thursday.	Friday.	
Arr. **Las Vegas**	5 30 P M	Friday.	Saturday.	
Arr. **Los Angeles**	8 00 A M	Saturday.	Sunday.	

ST. LOUIS-KANSAS CITY AND KANSAS CITY-SAN FRANCISCO-LOS ANGELES.

Personally Conducted West of Kansas City.

Lve. **St. Louis**	(*C. B. & Q. R.R.*)	9 01 P M	Tuesday.
Lve. **Kansas City**		9 50 A M	Wednesday.
Lve. **St. Joseph**		11 59 A M	Wednesday.
Arr. **Denver**		7 50 A M	Thursday.
Lve. **Denver**	(*Colorado Midland Ry.*)	9 30 A M	Thursday.
Arr. **Salt Lake City**		2 30 P M	Friday.
Lve. **Ogden**	(*Southern Pacific Ry.*)	4 20 P M	Friday.
Arr. **San Francisco**		8 28 P M	Saturday.
Lve. **San Francisco**		2 40 P M	Sunday.
Arr. **Los Angeles**	(*Via Coast Line*)	8 30 A M	Monday.

ST. LOUIS-LOS ANGELES.

Via Kansas City and Atchison, Topeka & Santa Fe.

Lve. **St. Louis**	11 28 P M	1st day.	Cars leave St. Louis as follows: January 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, and every other day thereafter.
Arr. **Kansas City**	7 28 A M	2d day.	
Lve. **Kansas City**	11 30 A M	2d day.	
Arr. **Albuquerque**	7 46 P M	3d day.	
Arr. **Ash Fork**	12 30 Noon	4th day.	
Arr. **Barstow**	2 15 A M	5th day.	
Arr. **San Bernardino**	5 45 A M	5th day.	
Arr. **Pasadena**	7 55 A M	5th day.	
Arr. **Los Angeles**	8 25 A M	5th day.	

MINNEAPOLIS-KANSAS CITY-LOS ANGELES.

Via C. St. P. M. & O., C. B. & Q. and A. T. & S. F.

Personally Conducted West of Kansas City.

Lve **Minneapolis**	7 30 P M	Saturday.	.....	Similar service eastbound, via this route, leaves Los Angeles 8 00 p.m. every Saturday.
Lve. **St. Paul**	8 05 P M	Saturday.	.....	
Lve. **Omaha**	9 15 A M	Sunday.	.....	
Lve. **Council Bluffs**	9 40 A M	Sunday.	.....	
Arr. **Kansas City**	4 05 P M	Sunday.	.....	
Lve. **Kansas City**	9 25 P M	Sunday.	.....	
Arr. **Los Angeles**	7 05 A M	Wednesday.	.....	

ST. LOUIS TO LINCOLN. LINCOLN TO SAN FRANCISCO AND LOS ANGELES.

Lv. **St. Louis** (*C. B. & Q.*)	9 01 P M	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Lv. **Kansas City**	10 30 A M	Tue	Wed	Thu	Fri	Sat	Sun	Mon
Lv. **St. Joseph**	12 40 Noon	Tue	Wed	Thu	Fri	Sa.	Sun	Mon
Ar. **Lincoln**	5 40 P M	Tue	Wed	Thu	Fri	Sat	Sun	Mon
Lv. **Lincoln** (*C. B. & Q.*)	6 00 P M	Tue	Wed	Thu	Fri	Sat	Sun	Mon
Ar. **Denver**	7 20 A M	Wed	Thu	Fri	Sat	Sun	Mon	Tue
Lv. **Denver** (*D. & R. G.*)	9 00 A M	Wed	Thu	Fri	Sat	Sun	Mon	Tue
Lv. **Salt Lake City** (S. P. L. A. & S. L.)	11 50 P M	Thu	Fri	Sat	Sun	Mon	Tue	Wed
Ar. **Riverside**	6 15 A M	Sat	Sun	Mon	Tue	Wed	Thu	Fri
Ar. **Los Angeles**	8 00 A M	Sat	Sun	Mo	Tue	Wed	Thu	Fri
Lv. **Lincoln** (*C. B. & Q.*)	6 00 P M	Tue	Wed	Thu	Fri	Sat	Sun	Mon
Ar. **Denver**	7 20 A M	Wed	Thu	Fri	Sat	Sun	Mon	Tue
Lv. **Denver** (*D. & R. G.*)	9 00 A M	Wed	Thu	Fri	Sat	Sun	Mon	Tue
Lv. **Salt Lake City**	2 45 P M	Thu	Fri	Sat	Sun	Mon	Tue	Wed
Lv. **Ogden** (*South. Pac.*)	4 20 P M	Thu	Fri	Sat	Sun	Mon	Tue	Wed
Ar. **San Francisco**	8 28 P M	Fri	Sat	Sun	Mon	Tue	Wed	Thu
Lv. **San Francisco**	2 40 P M	Sat	Sun	Mon	Tue	Wed	Thu	Fri
Ar. **Los Angeles** (Via Coast Line)	8 30 A M	Sun	Mon	Tue	Wed	Thu	Fri	Sat

Through cars to Lincoln, there connecting with through cars for California.

Via Salt Lake Route.—Cars from Lincoln on Tuesdays and Fridays are personally conducted. All cars run through to Los Angeles.

Via Southern Pacific.—Cars from Lincoln on Thursdays and Sundays are personally conducted and run through to Los Angeles. All other cars run through to San Francisco, connecting en route with car for Los Angeles.

ST. LOUIS-KANSAS CITY-LOS ANGELES.

Via Denver & Rio Grande and Southern Pac.

Personally Conducted.

Lve. **St. Louis**	9 01 P M	Monday.	.....	.....	.....
Lve. **Hannibal**	12 06 Night	Monday.	.....	.....	.....
Lve. **Kansas City**	9 50 A M	Tuesday.	.....	.....	.....
Lve. **St. Joseph**	11 59 A M	Tuesday.	.....	.....	.....
Arr. **Denver**	7 50 A M	Wednesday.	.....	.....	.....
Lve. **Denver**	9 00 A M	Wednesday.	.....	.....	.....
Arr. **Salt Lake City**	2 30 P M	Thursday.	.....	.....	.....
Lve. **Ogden**	4 20 P M	Thursday.	.....	.....	.....
Arr. **Sacramento**	4 50 P M	Friday.	.....	.....	.....
Arr. **San Francisco**	8 28 P M	Friday.	.....	.....	.....
Lve. **San Francisco**	2 40 P M	Saturday.	.....	.....	.....
Arr **Los Angeles**	8 30 A M	Sunday.	.....	.....	.....

EASTBOUND TOURIST CARS.

LOS ANGELES-CHICAGO-BOSTON.

Via Southern Pacific Co., Denver & Rio Grande, Chicago, Burlington & Quincy, Michigan Central, New York Central and Boston & Albany.

Personally Conducted.

Lve. **Los Angeles**	2 35 P M	Wednesday.
Lve. **San Francisco**	6 20 P M	Thursday.
Lve. **Salt Lake City**	8 10 A M	Saturday.
Lve. **Denver**	9 45 P M	Sunday.
Lve. **Omaha**	4 20 P M	Monday.
Arr. **Chicago**	7 00 A M	Tuesday.
Lve. **Chicago**	3 00 P M	Tuesday.
Arr. **Buffalo**	6 45 A M	Wednesday.
Arr. **Albany**	5 05 P M	Wednesday.
Arr. **Boston**	12 15 Night	Wednesday.

LOS ANGELES-OMAHA-CHICAGO.

Via Southern Pacific and Denver & Rio Grande.

Personally Conducted.

Lve. **Los Angeles**	2 35 P M	Tuesday.	Wednesday.	Saturday.
Lve. **San Francisco**	6 20 P M	Wednesday.	Thursday.	Sunday.
Lve. **Sacramento**	10 30 P M	Wednesday.	Thursday.	Sunday.
Lve. **Salt Lake City**	8 10 A M	Friday.	Saturday.	Tuesday.
Lve. **Denver**	8 45 P M	Saturday.	Sunday.	Wednesday.
Arr. **Lincoln**	1 35 P M	Sunday.	Monday.	Thursday.
Arr. **Omaha**	3 45 P M	Sunday.	Monday.	Thursday.
Arr. **Chicago**	7 00 A M	Monday.	Tuesday.	Friday.

LOS ANGELES-OMAHA-CHICAGO.

Via S. P., L. A. & S. L. and D. & R. G.

Personally Conducted Mondays and Thursdays.

Lve. **Los Angeles**	8 00 P M	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Lve. **Riverside**	9 55 P M	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Lve. **Caliente**	4 45 P M	Tue	Wed	Thu	Fri	Sat	Sun	Mon
Lve. **Salt Lake City**	8 10 A M	Wed	Thu	Fri	Sat	Sun	Mon	Tue
Arr. **Denver**	1 10 P M	Thu	Fri	Sat	Sun	Mon	Tue	Wed
Lve. **Denver**	9 45 P M	Thu	Fri	Sat	Sun	Mon	Tue	Wed
Arr. **Omaha**	3 45 P M	Fri	Sat	Sun	Mon	Tue	Wed	Thu
Arr. **Chicago**	7 00 A M	Sat	Sun	Mon	Tue	Wed	Thu	Fri

LOS ANGELES-ST. JOSEPH-ST. LOUIS.

Via Southern Pacific and Denver & Rio Grande.

Personally Conducted.

Lve. **Los Angeles**	2 35 P M	Monday.
Lve. **San Francisco**	8 20 P M	Tuesday.
Lve. **Salt Lake City**	8 10 A M	Thursday.
Arr. **Denver**	1 10 P M	Friday.
Lve. **Denver**	9 00 P M	Friday.
Arr. **St. Joseph**	6 10 P M	Saturday.
Arr. **Kansas City**	□8 40 P M	Saturday.
Arr. **St. Louis**	7 19 A M	Sunday.

□ Passengers for Kansas City make connection at St. Joseph.

LOS ANGELES-ST. JOSEPH-ST. LOUIS.

Via S. P., L. A. & S. L. and D. & R. G.

Personally Conducted East of Salt Lake.

Lve. **Los Angeles**	8 00 P M	Tuesday.
Lve. **Riverside**	9 55 P M	Tuesday.
Lve. **Salt Lake City**	8 10 A M	Thursday.
Arr. **Denver**	1 10 P M	Friday.
Lve. **Denver**	9 00 P M	Friday.
Arr. **St. Joseph**	6 10 P M	Saturday.
Arr. **Kansas City**	□8 40 P M	Saturday.
Arr. **St. Louis**	7 19 A M	Sunday.

Car connects at Salt Lake City with through car for St. Louis.

□ Passengers for Kansas City make connection at St. Joseph.

LOS ANGELES-ST. LOUIS.

Via Atchison, Topeka & Santa Fe and Kansas City.

Lve. **Los Angeles**	8 00 P M	1st day.	Cars leave Los Angeles as follows: January 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, and every other day thereafter.
Lve. **Pasadena**	9 27 P M	1st day.	
Lve. **San Bernardino**	10 30 P M	1st day.	
Lve. **Barstow**	1 55 A M	2d day.	
Lve. **Albuquerque**	8 25 A M	3d day.	
Arr. **Kansas City**	4 30 P M	4th day.	
Lve. **Kansas City**	9 00 P M	4th day.	
Arr. **St. Louis**	6 59 A M	5th day.	

Pintsch Gas Steam Heat | **SAFETY CAR HEATING & LIGHTING CO.** U. S. Express Bldg, Trinity Place and Rector St., NEW YORK. | Used on most of the Prominent Railways in Europe and the United States.

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

Condensed Time-Tables of Through Trains

BETWEEN CHICAGO, PEORIA, OMAHA, DENVER AND CALIFORNIA.

Mls	Westbound.	No. 9	No. 1 ☐	No. 5 △	No. 3
0	Lve. Chicago..(Burl. Route)	*9 45 A M	*5 00 P M	*6 00 P M	*11 00 P M
83	Lve. Mendota ..... "	11 43 A M	6 58 P M	8 08 P M	1 30 A M
....	Lve. Peoria..... "	.....	*7 10 P M	*7 10 P M	.....
163	Lve. Galesburg..... "	1 33 P M	8 48 P M	10 05 P M	3 58 A M
492	Arr. Council Bluffs.. "	10 45 P M	.....	7 34 A M	5 50 P M
496	Arr. Omaha ..... "	11 10 P M	.....	8 00 A M	5 56 P M
535	Arr. Lincoln..... "	1 00 A M	7 05 A M	10 10 A M	5 45 P M
763	Arr. McCook..... "	7 50 A M	1 10 P M	8 50 P M	12 52 Night
853	Arr. Wray..... "	9 10 A M	2 35 P M	.....	2 15 A M
1018	Arr. Denver ..... "	2 15 P M	7 50 P M	.....	7 20 A M
1018	Lve. Denver ....(Colo. Mid.)	6 00 P M	.....	.....	9 30 A M
1092	Arr. Colorado Spgs.. "	8 50 P M	.....	.....	11 50 A M
1231	Arr. Leadville..... "	4 05 A M	.....	.....	7 45 P M
1396	Arr. Grand Junction "	10 45 A M	.....	.....	2 45 A M
1018	Lve. Denver....(D. & R. G.)	5 30 P M	8 00 A M	.....	9 00 A M
1093	Arr. Colorado Spgs.. "	8 05 P M	10 28 A M	.....	11 51 A M
1138	Arr. Pueblo ..... "	9 20 P M	11 45 A M	.....	1 10 P M
1295	Arr. Leadville ..... "	4 09 A M	6 47 P M	.....	8 08 P M
1385	Arr. Glenwood Spgs. "	7 53 A M	10 33 P M	.....	11 48 P M
1478	Arr. Grand Junction "	10 55 A M	1 45 A M	.....	2 50 A M
1478	Lve. Grand Junction "	11 15 A M	1 55 A M	.....	3 10 A M
1765	Arr. Salt Lake City.. "	10 40 P M	1 20 P M	.....	2 30 P M
1802	Arr. Ogden ..... "	11 55 P M	2 36 P M	.....	3 30 P M
1802	Lve. Ogden .....(So. Pac.)	6 40 A M	4 20 P M	.....	4 20 P M
2380	Arr. Sparks..... "	3 15 A M	9 55 A M	.....	9 55 A M
2546	Arr. Sacramento ... "	10 45 A M	4 50 P M	.....	4 50 P M
2636	Arr. San Francisco. "	2 48 P M	8 28 P M	.....	8 28 P M
3118	Arr. Los Angeles.... "	8 30 A M	8 00 A M	.....	8 00 A M
1018	Lve. Denver ....(D. & R. G.)	5 30 P M	8 00 A M	.....	9 00 A M
1759	Arr. Salt Lake City. "	10 40 P M	1 20 P M	.....	2 15 P M
1759	Lve. Salt Lake City (S.P.L.A.&L.)	11 50 P M	8 15 P M	.....	8 15 P M
2481	Arr. Riverside..... "	6 15 A M	6 25 P M	.....	6 25 P M
2538	Arr. Los Angeles.... "	8 00 A M	8 00 P M	.....	8 00 P M

EXAMPLE.

Train No. 9—Leaving Chicago Monday, Tuesday, etc., arrives in San Francisco Friday, Saturday, etc.

Train No. 3—Leaving Chicago Monday, Tuesday, etc., arrives in San Francisco Friday, Saturday, etc.

Central time to McCook. *Mountain time* to and including Sparks. *Pacific time* beyond Sparks.

Mls	Eastbound.	No. 2	No. 6	No. 10	No. 12
0	Lve. Los Angeles..(S. P. L. A. & S. L.)	10 00 A M	.....	10 00 A M	.....
58	Lve. Riverside..... "	11 25 A M	.....	11 25 A M	.....
780	Arr. Salt Lake City. "	11 50 A M	.....	11 50 A M	.....
780	Lve. Salt Lake City.(D. & R. G.)	5 45 P M	.....	7 10 P M	.....
1520	Arr. Denver..... "	7 20 P M	.....	11 00 P M	.....
0	Lve. Los Angeles..(So. Pac.)	*6 00 P M	9 00 P M	6 00 P M	.....
482	Lve. San Francisco. "	10 40 A M	8 40 P M	9 00 A M	.....
572	Lve. Sacramento ... "	2 16 P M	10 40 P M	12 50 Noon	.....
738	Lve. Sparks..... "	11 10 P M	9 55 A M	11 55 P M	.....
1316	Arr. Ogden ..... "	2 10 P M	6 20 A M	5 35 P M	.....
1316	Lve. Ogden.....(D. & R. G.)	2 35 P M	7 00 A M	6 00 P M	.....
1353	Lve. Salt Lake City.. "	3 45 P M	8 10 A M	7 10 P M	.....
1644	Arr. Grand Junction "	2 30 A M	7 15 P M	5 30 A M	.....
1644	Lve. Grand Junction "	2 50 A M	7 35 P M	6 00 A M	.....
1733	Lve. Glenwood Spgs. "	5 43 A M	10 33 P M	9 04 A M	.....
1823	Lve. Leadville..... "	10 17 A M	4 09 A M	10 00 P M	.....
1980	Lve. Pueblo ..... "	3 30 P M	9 05 A M	4 00 A M	.....
2025	Lve. Colorado Spgs.. "	6 00 P M	10 40 A M	5 30 A M	.....
2100	Arr. Denver ..... "	7 20 P M	1 10 P M	8 15 A M	.....
1644	Lve. Grand Junc(Colo. Mid.)	.....	.....	4 00 P M	.....
1809	Lve. Leadville..... "	.....	.....	11 25 P M	.....
1948	Lve. Colorado Spgs. "	.....	.....	5 35 A M	.....
2022	Arr. Denver ..... "	.....	.....	8 10 A M	.....
2100	Lve. Denver...(Burl. Route)	2 45 P M	4 15 P M	*10 00 A M	.....
2190	Lve. Wray..... "	2 15 A M	8 28 P M	2 35 P M	.....
2355	Lve. McCook..... "	5 50 A M	11 40 P M	8 00 P M	*6 40 A M
2584	Arr. Lincoln..... "	1 35 P M	5 33 A M	1 10 A M	4 00 P M
2639	Arr. Omaha ..... "	3 45 P M	7 10 A M	.....	6 10 P M
2643	Arr. Council Bluffs.. "	.....	.....	.....	6 55 P M
2956	Arr. Galesburg..... "	2 50 A M	4 35 P M	12 20 Noon	4 10 A M
3009	Arr. Peoria..... "	†6 45 A M	6 45 P M	.....	†6 45 A M
3030	Arr. Mendota ..... "	*4 56 A M	6 40 P M	2 21 P M	*6 08 A M
3118	Arr. Chicago..... "	7 00 A M	8 45 P M	4 25 P M	8 07 A M

EXAMPLE.

Train No. 6—Leaving San Francisco Monday, Tuesday, etc., arrives in Chicago Friday, Saturday, etc.

Train No. 2—Leaving San Francisco Monday, Tuesday, etc., arrives in Chicago Friday, Saturday, etc.

Pacific time to Sparks. *Mountain time* Sparks to McCook. *Central time* beyond McCook.

BETWEEN CHICAGO, PEORIA, ST. PAUL, MINNEAPOLIS TO PORTLAND AND PUGET SOUND.

Mls	Westbound.	No. 51	No. 47	No. 49	N.P. No. 7
0	Lve. Chicago. (Burl. Route)	*1000 A M	*8 30 P M	*10 15 P M	.....
0	Lve. Peoria....(Burl. Route	*7 10 P M	*5 00 P M	.....	.....
53	Lve. Galesburg.... "	4 50 A M	6 25 P M	.....	.....
154	Arr. Savanna..... "	1 20 P M	10 45 P M	.....	.....
145	Lve. Savanna..(Burl. Route	2 15 P M	11 10 P M	2 35 A M	.....
175	Arr. Galena... .... "	3 10 P M	12 10 Night	3 40 A M	.....
186	Arr. Dubuque..... "	3 30 P M	12 32 Night	3 50 A M	.....
298	Arr. La Crosse.... "	6 20 P M	3 25 A M	6 50 A M	.....
328	Arr. Winona.. .... "	7 32 P M	4 45 A M	8 10 A M	.....
431	Arr. St. Paul ..... "	10 30 P M	7 20 A M	10 45 A M	.....
442	Arr. Minneapolis. "	11 15 P M	8 00 A M	11 40 A M	.....
431	Lve. St. Paul ....(G. N. Ry.)	*0 45 P M	.....	*11 15 A M	.....
1612	Arr. Helena..... "	1 20 P M	.....	.....	.....
1685	Arr. Butte..... "	4 55 P M	.....	.....	.....
1910	Arr. Spokane..... "	8 45 P M	.....	6 30 A M	.....
2258	Arr. Seattle..... "	10 15 A M	.....	8 15 P M	.....
2382	Arr. Vancouver . . "	7 00 P M	.....	7 00 A M	.....
2286	Arr. Portland.(S.P.&S.Ry.)	8 00 A M	.....	8 15 P M	.....
431	Lve. St. Paul ..(No. Pac. Ry.	*11 00 P M	*9 15 A M	*11 00 A M	*10 15 P M
1438	Arr. Livingston . . "	3 40 A M	2 50 P M	2 05 P M	7 00 A M
1561	Arr. Helena..... "	8 10 A M	7 30 P M	7 00 P M	11 58 A M
1548	Arr. Butte..... "	8 50 A M	8 15 P M	6 45 P M	12 20 Noon
1784	Arr. Anaconda .... "	10 40 A M	12 30 Night	12 30 Night	2 00 P M
1943	Arr. Spokane..... "	7 45 P M	7 40 A M	6 20 A M	11 40 P M
2343	Arr. Tacoma ..... "	10 15 A M	10 00 P M	8 15 P M	2 30 P M
2363	Arr. Seattle..... "	10 15 A M	10 00 P M	8 15 P M	2 30 P M
2487	Arr. Portland.(S.P.&S.Ry.)	8 00 A M	8 15 P M	8 15 P M	8 15 P M
431	Lve. St. Paul.....(Soo Line)	.....	*10 30 A M	.....	.....
2356	Arr. Banff Hot Spgs.(C.P.Ry.)	.....	8 57 A M	.....	.....
2916	Arr. Seattle..... "	.....	4 50 P M	.....	.....
3000	Arr. Victoria ..... "	.....	2 30 P M	.....	.....

EXAMPLE.

Train No. 47—Leaving Chicago Monday, Tuesday, etc., arrives in Seattle, via Northern Pacific Ry., Thursday, Friday, etc.; via Canadian Pacific Ry. Friday, Saturday, etc.

Train No. 49—Leaving Chicago Monday, Tuesday, etc., arrives in Seattle, via Great Northern Ry., Thursday, Friday, etc.; via Northern Pacific Ry., Thursday, Friday, etc.

Train No. 51—Leaving Chicago Monday, Tuesday, etc., arrives Seattle, via Northern Pacific Ry., Thursday, Friday, etc.; via Great Northern Ry. Thursday, Friday, etc.

Mls	Eastbound.	No. 48	No. 50	No. 52	N.P. No. 8
0	Lve. Portland.(S.P.& S.Ry.)	*7 00 P M	*9 00 A M	*7 00 P M	*9 00 A M
124	Lve. Seattle...(No. Pac. Ry.)	8 30 P M	8 45 A M	7 10 A M	10 00 A M
144	Lve. Tacoma..... "	8 30 P M	8 30 A M	7 00 A M	10 00 A M
544	Lve. Spokane.....: "	11 30 A M	8 55 P M	8 05 A M	12 55 Night
903	Lve. Anaconda .... "	6 40 P M	8 00 A M	6 40 P M	11 25 A M
920	Lve Butte..... "	11 50 P M	10 35 A M	8 28 P M	3 10 P M
926	Lve. Helena..... "	2 25 A M	11 38 A M	.....	3 05 P M
1049	Lve. Livingston.... "	7 10 A M	3 55 P M	1 55 A M	8 10 P M
2056	Arr. St. Paul ..... "	5 35 P M	10 00 P M	7 55 A M	7 40 A M
0	Lve. Vancouver.(G. N. Ry.)	.....	.....	4 00 P M	.....
124	Lve. Seattle..... "	.....	.....	7 10 P M	.....
472	Lve. Spokane..... "	.....	.....	7 55 A M	.....
697	Lve. Butte..... "	.....	.....	3 00 P M	.....
770	Lve. Helena..... "	.....	.....	6 20 P M	.....
1951	Arr. St. Paul ..... "	.....	.....	8 10 A M	.....
0	Lve. Victoria.(Can. Pac. Ry.)	12 30 Night	.....	.....	.....
84	Lve. Seattle..... "	*1025 A M	.....	.....	.....
644	Lve. Banff Hot Spgs.. "	8 35 P M	.....	.....	.....
2569	Arr. St. Paul.....(Soo Line)	5 55 P M	.....	.....	.....
0	Lve. Minneapolis. Burl. Route)	*7 45 P M	*9 30 P M	*7 45 A M	.....
11	Lve. St. Paul..... "	8 30 P M	10 30 P M	8 40 A M	.....
114	Lve. Winona ..... "	10 45 P M	†2 55 Night	11 00 A M	.....
144	Lve. La Crosse .... "	12 04 Night	2 15 A M	12 23 Noon	.....
256	Lve. Dubuque..... "	2 30 A M	5 15 A M	2 55 P M	.....
267	Lve. Galena..... "	2 55 A M	5 35 A M	3 20 P M	.....
297	Arr. Savanna ..... "	4 00 A M	6 35 A M	4 25 P M	.....
297	Lve. Savanna .(Burl. Route)	4 22 A M	.....	4 45 P M	.....
451	Arr. Galesburg.... "	9 05 A M	.....	8 45 P M	.....
504	Arr. Peoria..... "	11 45 A M	.....	†6 45 A M	.....
442	Arr. Chicago..(Burl. Route)	9 00 A M	11 00 A M	9 00 P M	.....

EXAMPLE.

Train No. 50—Leaving Portland, via Northern Pacific Ry., on Monday, Tuesday, etc., arrives in Chicago Friday, Saturday, etc.

Train No. 48—Leaving Portland Monday, Tuesday, etc., via Northern Pacific Ry., arrives in Chicago Friday, Saturday, etc.; leaving Seattle on Monday, Tuesday, etc., via Canadian Pacific Ry., arrives in Chicago Friday, Saturday, etc.

Train No. 52—Leaving Portland Monday, Tuesday, etc., via Northern Pacific Ry., arrives in Chicago Friday, Saturday, etc.; leaving Seattle on Monday, Tuesday, etc., via Great Northern Ry., arrives in Chicago Thursday, Friday, etc.

* Daily; † daily, except Sunday. ☐ Passengers will not be carried on any form of transportation reading to Aurora, except on Sunday will carry paying passengers only. △ No Chicago suburban commutation tickets or passes, employees' quarterly tickets to Aurora will be accepted on Train No. 5.

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

Condensed Time-Tables of Through Trains.

BETWEEN CHICAGO, PEORIA, MONTANA, PUGET SOUND AND PORTLAND.—Via Lincoln and Billings.

Westbound. No. 9	Westbound. No. 3	Mls	STATIONS.	Eastbound. No. 42-12	Eastbound. No. 44-10
*9 45 A M	*11 00 P M	0	lve. Chicago..(Burl. Rte.) arr.	8 07 A M	4 25 P M
11 43 A M	1 30 A M	83	lve. Mendota ... " arr.	6 08 A M	2 21 P M
†7 15 A M	7 10 P M	....	lve. Peoria .. Burl. Rte.) arr.	†6 45 A M	6 45 P M
*1 33 P M	3 58 A M	163	lve. Galesburg (Bur. Rte. arr.	4 00 A M	12 20 Noon
11 10 P M	3 55 P M	505	arr. Omaha ..... " arr.	6 10 P M	.. ..
1 35 A M	6 15 P M	560	lve. Lincoln ..... " arr.	3 35 P M	1 00 A M
1 05 P M	4 55 A M	921	arr. Alliance ..... " lve.	3 55 A M	1 45 P M
4 25 P M	7 30 A M	1013	arr. Edgemont (Burl. Rte.) lve.	10 50 P M	8 30 A M
.....	9 10 A M	1153	arr. Hot Springs " lve.	8 15 P M	.....
.....	1 00 P M	1371	arr. Deadwood . " lve.	4 00 P M	.....
.....	1 08 P M	....	arr. Lead ..... " lve.	3 45 P M	.....
6 20 P M	9 20 A M	1076	lve. Newcastle..(Burl. Rte.) lve.	9 10 P M	7 00 A M
12 35 Night	3 00 P M	1254	lve. Sheridan... " lve.	2 20 P M	12 50 Night
†3 15 P M	.....	1522	arr. Kirby ....(Burl. Rte. lve.	.....	†9 50 A M
†1 20 Noon	.....	1482	arr. Cody..... " lve.	.....	†1 50 Noon
6 10 A M	7 30 P M	1498	arr. Billings .(Burl. Rte.) lve.	*9 10 A M	*7 30 P M
10 50 A M	8 00 P M	1398	lve. Billings (No. Pac Ry.) arr.	8 25 A M	10 50 A M
2 05 P M	11 30 P M	1513	arr. Livingston. " lve.	5 00 A M	7 10 A M
8 45 P M	8 10 A M	1636	arr. Helena ..... " lve.	3 05 P M	2 25 A M
7 00 P M	4 50 A M	1633	arr. Butte . No. Pac. Ry.) lve.	11 50 P M	11 50 P M
12 30 Night	10 40 A M	1659	arr. Anaconda.. " lve.	6 40 P M	6 40 P M
6 20 A M	4 25 P M	2013	arr. Spokane.... " lve.	8 15 A M	11 30 A M
8 15 P M	8 00 A M	2389	arr. Portland (S.P.& S. Ry.) lve.	7 00 P M	7 00 P M
8 15 P M	8 30 A M	2418	arr. Tacoma (No. Pac. Ry.) lve.	4 00 P M	9 30 P M
8 15 P M	8 30 A M	2438	arr. Seattle .... " lve.	4 00 P M	9 30 P M
7 00 A M	4 00 P M	2562	arr. Portland... " lve.	10 00 A M	3 00 P M

EXAMPLE.

Train No. 9—Leaving Chicago Monday, Tuesday, etc., arrives in Tacoma and Seattle Thursday, Friday, etc., Portland Friday, Saturday, etc.

Train No. 3—Leaving Chicago Monday, Tuesday, etc., arrives in Tacoma, Seattle and Portland Friday and Saturday, etc.

Train No. 42-12—Leaving Portland, Seattle and Tacoma Sunday, Monday, etc., arrives in Chicago Thursday, Friday, etc.

Central time east of Alliance. *Mountain time* east Anaconda. *Pacific time* beyond Anaconda.

Westbound. No. 3-41	Westbound. No. 9-43	STATIONS.	Eastbound. No. 44-10	Eastbound. No. 42-12
*11 00 P M	*9 45 A M	lve. Chicago ...(Burl. Route) arr.	4 25 P M	8 07 A M
1 30 A M	11 43 A M	lve. Mendota ..... " arr.	2 21 P M	6 08 A M
7 10 P M	†7 15 A M	lve. Peoria.....(Burl. Route) arr.	6 45 P M	†6 45 A M
3 58 A M	1 33 P M	lve. Galesburg . Burl. Route) arr.	12 20 Noon	4 00 A M
4 10 P M	11 30 P M	lve. Omaha..... " arr.	7 10 A M	6 40 P M
6 15 P M	1 35 A M	lve. Lincoln..... " arr.	1 00 A M	3 35 P M
4 10 A M	12 25 Noon	lve. Alliance..... " arr.	12 25 Noon	2 25 A M
.....	4 25 P M	arr. Edgemont. (Burl. Route) lve.	8 30 A M	10 50 P M
9 30 A M	.....	arr. Hot Springs ... " lve	.....	8 15 P M
1 00 P M	.....	arr. Deadwood ..... " lve	.....	4 00 P M
1 08 P M	.....	arr. Lead ..... " lve.	.....	3 45 P M
9 20 A M	6 20 P M	lve Newcastle (Burl. Route) arr.	7 00 A M	9 10 P M
3 00 P M	12 35 Night	lve. Sheridan ..... " arr.	12 50 Night	2 20 P M
.....	†3 15 P M	arr. Kirby.....(Burl. Route) lve.	†9 50 A M	.....
.....	†1 20 Noon	arr. Cody..... " lve.	†1 50 Noon	.....
7 30 P M	6 10 A M	arr. Billings....Burl. Route) lve.	*7 30 P M	*9 10 A M
.....	6 30 A M	lve. Billings .(Gt. North. Ry.) arr.	6 35 P M	.....
.....	3 15 P M	arr. Great Falls .... " lve.	9 15 A M	.....
.....	9 10 A M	arr. Spokane ..... " lve.	11 45 A M	.....
.....	3 02 P M	arr. Wenatchee .... " lve.	5 15 A M	.....
.....	8 10 P M	arr. Everett ..... " lve.	11 10 P M	.....
.....	10 50 P M	arr. Seattle ..... " lve.	10 00 P M	.....
.....	7 25 A M	arr Vancouver (S.P.& S.Ry.) lve.	7 40 P M	.....
.....	8 00 A M	arr. Portland (S. P. & S. Ry.) lve	7 00 P M	.....

EXAMPLE.

Train No. 9-43—Leaving Chicago Monday, Tuesday, arrives in Seattle Thursday, Friday, Portland Friday, Saturday, etc.

Train No. 44-10—Leaving Seattle and Portland Monday, Tuesday, arrives Chicago Friday, Saturday, etc.

STANDARD { *Central time* Chicago to Alliance. *Mountain time* Alliance to Great Falls. *Pacific time* west of Great Falls.

BETWEEN CHICAGO, PEORIA, KANSAS CITY AND ST. JOSEPH.

Mls	Westbound.	No. 55	No. 17-3			
0	Lve. Chicago.....	*6 10 P M	*10 30 P M	.....	.....	
83	Lve. Mendota.....	8 20 P M	12 56 Night	.....	.....	
0	Lve. Peoria.....	*7 10 P M	.....	.....	.....	
53	Arr. Galesburg.....	8 43 P M	.....	.....	.....	
163	Lve. Galesburg.....	10 12 P M	3 55 A M	.....	.....	
263	Arr. Quincy.....	12 56 Night	7 15 A M	.....	.....	
469	Arr. St. Joseph	7 20 A M	3 15 P M	.....	.....	
492	Arr. Atchison	8 39 A M	6 43 P M	.....	.....	
510	Arr. Leavenworth.....	9 22 A M	6 15 P M	.....	.....	
489	Arr. Kansas City.....	8 00 A M	4 00 P M	.....	.....	

Mls	Eastbound.	No. 56	No. 4			
0	Lve. Kansas City.....	*6 20 P M	*7 30 A M	.....	.....	* Daily; † daily, except Sunday.
0	Lve. Leavenworth.....	*4 28 P M	*6 00 A M	.....	.....	
18	Lve. Atchison	5 10 P M	5 14 A M	.....	.....	
20	Lve. St. Joseph.....	6 50 P M	8 15 A M	.....	.....	
226	Arr. Quincy.....	1 00 A M	3 30 P M	.....	.....	
326	Arr. Galesburg.....	3 55 A M	12 30 Night	.....	.....	
326	Lve. Galesburg.....	†5 00 A M	.....	.....	.....	
329	Arr. Peoria.....	6 45 A M	.....	.....	.....	
406	Arr. Mendota.....	5 58 A M	3 50 A M	.....	.....	
489	Arr. Chicago.....	8 00 A M	6 50 A M	.....	.....	

BETWEEN ST. LOUIS, DENVER AND CALIFORNIA.

Mls	Westbound.	No. 13	No. 15			
0	Lve. St. Louis.....(Burl. Route)	*2 15 P M	*9 01 P M	.....	.....	Central time to McCook, Mountain time to Sparks, Pacific time beyond Sparks.
120	Lve. Hannibal.....(Burl. Route)	*6 30 P M	12 06 Night	.....	.....	
....	Lve. Kansas City..... "	8 30 P M	9 50 A M	.....	.....	
327	Lve. St. Joseph..... "	11 40 P M	11 59 A M	.....	.....	
677	Arr. McCook..... .. "	9 55 A M	1 22 A M	.....	.....	
932	Arr. Denver..... "	4 06 P M	7 50 A M	.....	.....	
932	Lve. Denver.....(Colo. Mid.)	6 00 P M	9 30 A M	.....	.....	
1006	Arr. Colorado Springs "	8 30 P M	11 50 A M	.....	.....	
1155	Arr. Leadville..... "	4 05 A M	7 45 P M	.....	.....	
1310	Arr. Grand Junction.. "	10 45 A M	2 45 A M	.....	.....	
932	Lve. Denver.....(D.& R.G.)	5 30 P M	8 00 A M	.....	.....	
1007	Arr. Colorado Springs "	8 05 P M	10 28 A M	.....	.....	
1052	Arr. Pueblo..... "	8 20 P M	11 45 A M	.....	.....	
1209	Arr. Leadville..... "	4 09 A M	6 47 P M	.....	.....	
1299	Arr. Glenwood Springs "	7 53 A M	10 33 P M	.....	.....	
1361	Arr. Grand Junction.. "	10 55 A M	1 45 A M	.....	.....	
1361	Lve. Grand Junc ...(D.& R. G.)	11 15 A M	1 55 A M	.....	.....	
1679	Arr. Salt Lake City.... "	10 40 P M	1 20 P M	.....	.....	
1726	Arr. Ogden..... "	11 55 P M	2 35 P M	.....	.....	
1716	Lve. Ogden.....(So. Pac.)	6 25 A M	4 20 P M	.....	.....	
2460	Arr. Sacramento..... "	10 45 A M	4 50 P M	.....	.....	
2550	Arr. San Francisco... "	2 48 P M	8 28 P M	.....	.....	
3032	Arr. Los Angeles..... "	8 30 A M	8 00 A M	.....	.....	
932	Lve. Denver.....(D.& R. G.)	.....	8 00 A M	.....	.....	
1673	Arr. Salt Lake City ... "	.....	1 20 P M	.....	.....	
1673	Lve. Salt Lake City (S.P.L.A.&S.L.)	.....	3 15 P M	.....	.....	
2452	Arr. Los Angeles..... "	.....	8 00 P M	.....	.....	

EXAMPLE.

Train No. 13—Leaving St. Louis Monday, Tuesday, etc., arrives in San Francisco Friday, Saturday, etc.

Train No. 15—Leaving St. Louis Monday, Tuesday, etc., arrives in San Francisco Friday, Saturday, etc.

Mls	Eastbound.	No. 16	No. 14	No. 6		
0	Lve. Los Angeles .(S.P.L.A.&S.L.)	10 00 A M	.....	.....	.....	Pacific time to Sparks, Mountain time Sparks to McCook, Central time beyond McCook.
780	Arr. Salt Lake City.... "	12 05 Noon	.....	.....	.....	
780	Lve. Salt Lake City .(D.& R. G.)	3 45 P M	.....	.....	.....	
1520	Arr. Denver..... "	7 20 P M	.....	.....	.....	
0	Lve. Los Angeles.....(So. Pac.)	*6 00 P M	9 00 P M	.....	.....	
482	Lve. San Francisco.... "	10 40 A M	8 40 P M	.....	.....	
572	Lve. Sacramento..... "	2 15 P M	10 40 P M	.....	.....	
1316	Arr. Ogden..... "	2 10 P M	6 20 A M	.....	.....	
1316	Lve. Ogden .....(D.& R G.)	2 35 P M	7 00 A M	.....	.....	
1353	Lve. Salt Lake City.... "	3 45 P M	8 10 A M	.....	.....	
1671	Arr. Grand Junction.. "	2 30 A M	7 15 P M	.....	.....	
1671	Lve. Grand Junction (D.& R.G.)	2 50 A M	7 35 P M	.....	.....	
1733	Lve. Glenwood Springs "	5 43 A M	10 33 P M	.....	.....	
1823	Lve. Leadville ..... "	10 17 A M	4 09 A M	.....	.....	
1980	Lve. Pueblo..... "	3 30 P M	9 05 A M	.....	.....	
2025	Lve. Colorado Springs "	5 00 P M	10 40 A M	.....	.....	
2100	Arr. Denver..... "	7 20 P M	1 10 P M	.....	.....	
1671	Lve. Grand Junction (Colo. Mid.)	.....	.....	4 00 P M	.....	
1736	Lve. Leadville ..... "	.....	.....	11 26 P M	.....	
1935	Lve. Colorado Springs "	.....	.....	5 35 A M	.....	
2049	Arr. Denver..... "	.....	.....	8 10 A M	.....	
2100	Lve. Denver.....(Burl. Route)	8 00 P M	1 40 P M	.....	.....	
2355	Lve. McCook..... "	5 00 A M	8 42 P M	.....	.....	
2705	Arr. St. Joseph..... "	6 10 P M	9 30 A M	.....	.....	
2754	Arr. Kansas City..... "	8 40 P M	11 45 A M	.....	.....	
2912	Arr. Hannibal..... "	4 10 A M	3 35 P M	.....	.....	
3032	Arr. St. Louis.....(Burl. Route)	7 19 A M	6 50 P M	.....	.....	

EXAMPLE.

Train No. 16—Leaving San Francisco Monday, Tuesday, etc., arrives in St. Louis Friday, Saturday, etc.

Train No. 14—Leaving San Francisco Monday, Tuesday, etc., arrives in St. Louis Friday, Saturday, etc.

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

Condensed Time-Tables of Through Trains.

BETWEEN ST. LOUIS, MONTANA, PUGET SOUND AND PORTLAND.
VIA LINCOLN AND BILLINGS AND VIA DENVER AND BILLINGS

Westbound. No. 43	Westbound. No. 15-41	Mls	STATIONS	Eastbound. No. 42-16	Eastbound. No. 44
*8 02 A M	*9 01 P M	0	lve St. Louis (Burl. Rte.) arr.	7 19 A M	6 50 P M
*10 15 A M	†10 05 P M	....	lve. Quincy arr.	6 15 A M	6 00 P M
*9 15 Noon	*†12 06 Night	120	lve. Hannibal arr	4 10 A M	3 35 P M
8 05 P M	10 30 A M	....	lve. Kansas City arr.	11 15 P M	8 15 A M
8 31 P M	10 11 A M	....	lve. Leavenworth arr	10 52 P M	7 28 A M
7 10 P M	10 52 A M	....	lve. Atchison arr.	10 04 P M	8 39 A M
8 50 P M	12 40 Noon	326	lve. St. Joseph arr.	8 35 P M	5 55 A M
1 35 A M	6 15 P M	474	lve. Lincoln arr.	3 35 P M	1 00 A M
12 25 Noon	4 10 A M	835	lve. Alliance lve.	3 55 A M	1 45 P M
2 35 P M	5 52 A M	893	lve. Crawford lve.	12 25 Night	10 15 A M
6 20 P M	9 20 A M	990	arr. Newcastle lve.	9 10 P M	7 00 A M
12 35 Night	3 00 P M	1168	arr. Sheridan lve.	2 20 P M	12 50 Night
†1220 Noon	.....	1396	arr. Cody lve.	.....	†1250 Noon
†3 15 P M	.....	1445	arr. Kirby lve.	.....	†9 50 A M
6 10 A M	7 30 P M	1312	arr. Billings lve.	9 10 A M	7 30 P M
•10 50 A M	8 00 P M	1312	lve. Billings (North. Pac.) arr.	8 25 A M	•10 50 A M
2 05 P M	11 30 P M	1427	arr. Livingston lve.	5 00 A M	7 10 A M
6 45 P M	8 10 A M	1550	arr. Helena lve.	3 05 P M	2 25 A M
7 00 P M	4 50 A M	1548	arr. Butte lve.	11 50 P M	11 50 P M
12 50 Night	10 40 A M	1574	arr. Anaconda lve.	6 40 P M	6 40 P M
1 30 A M	11 10 A M	1799	arr. Paradise lve.	4 25 P M	7 12 P M
6 20 A M	4 25 P M	1931	arr. Spokane lve.	8 15 A M	11 30 A M
8 15 P M	8 00 A M	2307	arr. Portland (S. P. & S. Ry.) lve.	7 00 P M	7 00 P M
8 15 P M	8 30 A M	2327	arr. Tacoma lve.	4 00 P M	9 30 P M
8 15 P M	8 30 A M	2331	arr. Seattle lve.	4 00 P M	9 30 P M
7 00 A M	4 00 P M	2472	arr. Portland lve.	* 000 A M	*5 00 P M

EXAMPLE.

Train No. 15-41—Leaving St. Louis Monday, Tuesday, etc., arrives Tacoma, Seattle and Portland Friday, Saturday, etc.

Train No. 43—Leaving St. Louis Monday Tuesday, etc., arrives in Tacoma and Seattle Thursday, Friday, etc., Portland, Friday, Saturday, etc.

Train No. 42-16—Leaving Portland, Seattle and Tacoma Monday, Tuesday, etc., arrives in St. Louis Friday, Saturday, etc.

STANDARD—*Central time* east of Alliance. *Mountain time* east of Paradise. *Pacific time* beyond.

Westbound. No. 41	Westbound. No. 43	STATIONS.	Eastbound. No. 44	Eastbound. No. 42
11 28 P M	9 06 A M	lve. St. Louis arr.	6 26 P M	7 45 A M
.....	.....	(Via Mexico.)	.....	.....
9 01 P M	8 02 A M	lve. St. Louis (Burl. Route). arr.	6 50 P M	7 19 A M
.....	.....	(Via Hannibal.)	.....	.....
.....	†1155 A M	lve. Quincy arr.	3 40 P M	.....
12 09 Night	12 15 Noon	lve. Hannibal arr.	3 35 P M	4 10 A M
10 30 A M	6 05 P M	lve. Kansas City arr.	8 15 A M	11 15 P M
10 11 A M	8 31 P M	lve. Leavenworth arr.	7 28 A M	10 52 P M
10 52 A M	7 10 P M	lve. Atchison arr.	8 39 A M	10 04 P M
12 40 Noon	8 30 P M	lve. St. Joseph arr.	5 55 A M	8 35 P M
6 15 P M	1 35 A M	lve. Lincoln arr.	1 00 A M	3 35 P M
4 55 A M	1 06 P M	arr. Alliance arr.	12 25 Noon	2 5 A M
5 52 A M	2 35 P M	lve. Crawford arr.	10 15 A M	12 25 Night
9 20 A M	8 20 P M	lve. Newcastle arr.	7 00 A M	9 10 P M
3 00 P M	12 35 Night	lve. Sheridan arr.	12 50 Night	2 20 P M
†9 50 A M	.....	lve. Kirby arr.	†3 15 P M	.....
†1250 Noon	.....	lve. Cody arr.	†1220 Noon	.....
7 30 P M	6 10 A M	arr. Billings lve.	7 30 P M	9 10 A M
.....	6 30 A M	lve. Billings (Gr. North. Ry.) arr.	6 35 P M	.....
.....	3 15 P M	arr. Great Falls lve.	9 15 A M	.....
.....	9 10 A M	arr. Spokane lve.	11 45 A M	.....
.....	3 02 P M	arr. Wenatchee lve.	5 15 A M	.....
.....	9 10 P M	arr. Everett lve.	11 10 P M	.....
.....	10 50 P M	arr. Seattle lve.	10 00 P M	.....
.....	7 25 A M	arr. Vancouver lve.	7 40 P M	.....
.....	8 00 A M	arr. Portland (S. P. & S. Ry.) lve.	7 00 P M	.....

EXAMPLE.

Train No. 43—Leaving St. Louis Monday, Tuesday, arrives Seattle Thursday, Friday, etc., Portland, Friday, Saturday, etc.

Train No. 44—Leaving Seattle Monday, Tuesday, arrives St. Louis Friday, Saturday.

* Daily; † daily, except Sunday. • Passengers for or from points west of Billings connect at Billings with N. P. Trains Nos. 5 and 6.

STANDARD { *Central time* east of Alliance. *Mountain time* east of Spokane. *Pacific time* beyond.

BETWEEN ST. LOUIS, KANSAS CITY AND THE BLACK HILLS, S.D.

Mls	Westbound.	No. 15-41
0	Lve. St. Louis	*9 01 P M
....	Lve. Quincy	†10 05 P M
120	Lve. Hannibal	*†12 06 Night
....	Lve. Kansas City	10 30 A M
....	Lve. Leavenworth	10 11 A M
....	Lve. Atchison	10 52 A M
325	Lve. St. Joseph	12 40 Noon
473	Arr. Lincoln	6 40 P M
734	Arr. Alliance	4 55 A M
568	Arr. Northport	†3 00 P M
663	Arr. Guernsey	†6 30 P M
945	Arr. Edgemont	7 30 A M
974	Arr. Hot Springs	9 30 A M
989	Arr. Custer	9 50 A M
943	Arr. Englewood	12 15 Noon
1059	Arr. Deadwood	1 00 P M
....	Arr. Lead	1 08 P M
1074	Arr. Spearfish	†1125 A M

Mls	Eastbound.	No. 42-14
0	Lve. Spearfish	†1 30 P M
....	Lve. Lead	*3 45 P M
0	Lve. Deadwood	4 00 P M
9	Lve. Englewood	4 45 P M
63	Lve. Custer	6 02 P M
....	Lve. Hot Springs	8 15 P M
207	Lve. Edgemont	10 50 P M
....	Lve. Guernsey	†6 30 A M
....	Lve. Northport	9 55 A M
218	Lve. Alliance	3 55 A M
579	Lve. Lincoln	4 05 P M
727	Arr. St. Joseph	8 35 P M
741	Arr. Atchison	10 04 P M
763	Arr. Leavenworth	10 52 P M
790	Arr. Kansas City	11 15 P M
932	Arr. Hannibal	4 10 A M
933	Arr. Quincy	.....
1052	Arr. St. Louis	7 19 A M

BETWEEN DENVER, ALLIANCE, DEADWOOD, PUGET SOUND AND PORTLAND Via Billings.

Mls	Westbound.	No 302	No. 304	
0	Lve. Denver	*7 30 P M	*3 00 A M	Via Great Northern
88	Lve. Brush	10 20 P M	6 15 A M	
202	Lve. Bridgeport	1 45 A M	10 27 A M	
300	Arr. Guernsey	.....	6 30 P M	
238	Arr. Alliance	3 10 A M	11 40 A M	
349	Arr. Edgemont	6 45 A M	4 25 P M	
378	Arr. Hot Springs	9 30 A M	.....	Via Northern Pacific
456	Arr. Deadwood	1 00 P M	.....	
455	Arr. Lead	1 08 P M	.....	
470	Arr. Spearfish	†1125 A M	.....	
349	Lve. Edgement	*[illegible] A M	4 40 P M	
571	Arr. Sheridan	5 00 P M	12 35 Night	
715	Arr. Billings	7 30 P M	6 10 A M	
830	Arr. Livingston	11 30 P M	.....	
....	Arr. Great Falls	.....	3 15 P M	
983	Arr. Helena	8 10 A M	.....	
950	Arr. Butte	4 50 A M	.....	
1333	Arr. Spokane	4 25 P M	9 10 A M	
1704	Arr. Portland (S. P. & S. Ry.)	8 00 A M	8 00 A M	
1930	Arr. Tacoma	8 30 A M	.....	
1734	Arr. Seattle	8 30 A M	10 50 P M	
1874	Arr. Portland	4 00 P M	.....	

Mls	Eastbound.	No. 301	No. 303	
0	Lve. Portland	*1000 A M	.....	Via Great Northern
....	Lve. Seattle	4 00 P M	10 00 P M	
144	Lve. Tacoma	4 00 P M	.....	
0	Lve. Portland (S. P. & S. Ry.)	7 00 P M	7 00 P M	
541	Lve. Spokane	8 15 A M	11 45 A M	
923	Lve. Butte	11 50 P M	.....	
....	Lve. Helena	3 05 P M	.....	Via Northern Pacific
....	Lve. Great Falls	.....	9 15 A M	
1046	Lve. Livingston	5 00 A M	.....	
1161	Lve. Billings	9 10 A M	7 30 P M	
....	Lve. Toluca	[illegible] A M	9 10 P M	
1304	Lve. Sheridan	2 20 P M	12 50 Night	
1527	Arr. Edgemont	10 40 P M	8 20 A M	
....	Lve. Spearfish	†1 30 P M	.....	
....	Lve. Lead	*3 45 P M	.....	
....	Lve. Deadwood	4 00 P M	.....	
....	Lve. Hot Springs	8 15 P M	.....	
1527	Lve. Edgemont	10 50 P M	8 30 A M	
1638	Arr. Alliance	2 25 A M	12 25 Noon	
1674	Arr. Bridgeport	4 18 A M	2 10 P M	
1788	Arr. Brush	8 35 A M	7 00 P M	
1874	Arr. Denver	11 30 A M	10 20 P M	

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

Condensed Time-Tables of Through Trains.

BETWEEN ST. LOUIS AND KANSAS CITY.

NEW SHORT LINE, VIA MEXICO.

Mls	Westbound.	No. 21	No. 23	No. 25	.....
0	Lve. St. Louis	*9 06 A M	*9 10 P M	*11 28 P M	.....
52	Lve. Old Monroe	10 27 A M	10 36 P M	12 50 Night	.....
117	Arr. Mexico	12 45 Noon	1 06 A M	2 52 A M	.....
280	Arr. Kansas City	5 36 P M	7 00 A M	7 28 A M	.....

Mls	Eastbound.	No. 22	No. 24	No. 26	.....
0	Lve. Kansas City	*9 00 A M	*8 00 P M	*11 45 P M	.....
163	Lve. Mexico	2 10 P M	2 15 A M	4 19 A M	.....
228	Lve. Old Monroe	4 08 P M	5 18 A M	6 16 A M	.....
280	Arr. St. Louis	6 26 P M	6 59 A M	7 45 A M	.....

BETWEEN ST. LOUIS, KANSAS CITY, LEAVENWORTH AND ST. JOSEPH.

Mls	Westbound.	No. 43	No. 13	No. 15	.....
0	Lve. St. Louis	*8 02 A M	*2 15 P M	*8 01 P M	.....
....	Lve. Quincy	*10 15 A M	*2 45 P M	†10 05 P M	.....
120	Lve. Hannibal	12 15 Noon	5 30 P M	*12 06 Night	.....
325	Arr. St. Joseph	6 25 P M	11 25 P M	7 05 A M	.....
372	Arr. Leavenworth	8 05 P M	.....	9 22 A M	.....
348	Arr. Atchison	7 40 P M	.....	8 39 A M	.....
345	Arr. Kansas City	7 00 P M	.....	7 25 A M	.....

Mls	Eastbound.	No. 16	No. 14	.....	.....
0	Lve. Kansas City	*8 50 P M	*9 00 A M	.....	.....
....	Lve. Atchison	7 10 P M	5 14 A M	.....	.....
....	Lve. Leavenworth	6 31 P M	6 00 A M	.....	.....
....	Lve. St. Joseph	9 30 P M	9 40 A M	.....	.....
225	Arr. Hannibal	4 10 A M	5 35 P M	.....	.....
226	Arr. Quincy	6 15 A M	8 00 P M	.....	.....
345	Arr. St. Louis	7 19 A M	6 50 P M	.....	.....

BETWEEN ST. LOUIS AND OMAHA, VIA ST. JOSEPH.

Mls	Westbound.	No. 13	No. 15	.....	.....	.....
0	Lve. St. Louis	*2 15 P M	*8 01 P M	.....	.....	.....
...	Lve. Quincy	*2 45 P M	†10 05 P M	.....	.....	.....
120	Lve. Hannibal	5 30 P M	*12 06 Night	.....	.....	.....
325	Arr. St. Joseph	11 25 P M	7 05 A M	.....	.....	.....
417	Arr. Nebraska City	4 35 A M	10 25 A M	.....	.....	.....
436	Arr. Pacific Junction	5 20 A M	10 45 A M	.....	.....	.....
....	Arr. Council Bluffs	6 18 A M	11 15 A M	.....	.....	.....
462	Arr. Omaha	6 45 A M	11 45 A M	.....	.....	.....

Mls	Southbound.	No. 18	.....	.....	.....	.....
0	Lve. Omaha	*4 55 P M	.....	.....	.....	.....
....	Lve. Council Bluffs	5 20 P M	.....	.....	.....	.....
26	Lve. Pacific Junction	5 55 P M	.....	.....	.....	.....
57	Lve. Nebraska City	5 55 P M	.....	.....	.....	.....
137	Lve. St. Joseph	8 30 P M	.....	.....	.....	.....
342	Arr. Hannibal	4 10 A M	.....	.....	.....	.....
343	Arr. Quincy	6 15 A M	.....	.....	.....	.....
462	Arr. St. Louis	7 19 A M	.....	.....	.....	.....

BETWEEN ST. LOUIS, ROCK ISLAND, ST. PAUL AND MINNEAPOLIS.

VIA EAST SIDE MISSISSIPPI RIVER.

Mls	Northbound.	No. 47	Nos. 49-51	.....	.....	.....
0	Lve. St. Louis	*8 16 A M	*8 18 P M	.....	.....	.....
199	Lve. Galesburg	5 25 P M	4 50 A M	.....	.....	.....
250	Arr. Moline	7 23 P M	6 50 A M	.....	.....	.....
253	Lve. Rock Island	8 25 P M	11 10 A M	.....	.....	.....
256	Lve. Davenport	8 40 P M	11 21 A M	.....	.....	.....
314	Arr. Savanna	10 45 P M	1 20 P M	.....	.....	.....
346	Arr. Galena	12 10 Night	3 10 P M	.....	.....	.....
357	Arr. Dubuque	12 32 Night	3 30 P M	.....	.....	.....
408	Arr. Prairie du Chien	1 45 A M	4 49 P M	.....	.....	.....
467	Arr. La Crosse	3 25 A M	6 20 P M	.....	.....	.....
496	Arr. Winona	4 45 A M	7 32 P M	.....	.....	.....
599	Arr. St. Paul	7 20 A M	10 50 P M	.....	.....	.....
610	Arr. Minneapolis	8 00 A M	11 15 P M	.....	.....	.....

Mls	Southbound.	No. 8-52	No. 48	.....	.....	.....
0	Lve. Minneapolis	*7 55 A M	*7 45 P M	.....	.....	.....
11	Lve. St. Paul	8 40 A M	8 30 P M	.....	.....	.....
117	Lve. Winona	11 00 A M	10 45 P M	.....	.....	.....
143	Lve. La Crosse	12 23 Noon	12 04 Night	.....	.....	.....
202	Lve. Prairie du Chien	1 51 P M	1 29 A M	.....	.....	.....
258	Lve. Dubuque	2 55 P M	2 30 A M	.....	.....	.....
271	Lve. Galena	3 20 P M	2 55 A M	.....	.....	.....
296	Lve. Savanna	4 45 P M	4 22 A M	.....	.....	.....
354	Arr. Davenport	6 55 P M	6 08 A M	.....	.....	.....
357	Arr. Rock Island	7 10 P M	6 20 A M	.....	.....	.....
360	Lve. Moline	7 38 P M	6 50 A M	.....	.....	.....
412	Arr. Galesburg	8 45 P M	9 05 A M	.....	.....	.....
610	Arr. St. Louis	7 15 A M	5 35 P M	.....	.....	.....

BETWEEN ST. LOUIS, ST. PAUL AND MINNEAPOLIS.

VIA WEST SIDE MISSISSIPPI RIVER.

Mls	Northbound.	No. 13	No. 7	No. 1	No. 3	.....
0	Lve. St. Louis	*2 15 P M	*7 40 P M	*2 35 A M	†8 02 A M	.....
120	Lve. Hannibal	5 25 P M	12 08 Night	5 40 A M	11 57 A M	.....
140	Arr. Quincy	6 00 P M	12 45 Night	6 15 A M	12 33 Noon	.....
181	Arr. Keokuk	7 20 P M	2 35 A M	7 35 A M	1 66 P M	.....
202	Arr. Fort Madison	8 15 P M	3 22 A M	8 25 A M	2 45 P M	.....
221	Arr. Burlington	8 55 P M	4 00 A M	9 05 A M	3 22 P M	.....
318	Arr. Cedar Rapids	12 06 Night	7 40 A M	.....	.....	.....
582	Arr. St. Paul	8 00 A M	4 25 P M	.....	.....	.....
594	Arr. Minneapolis	8 40 A M	5 05 P M	.....	.....	.....

Mls	Southbound.	No. 8	No. 12	No. 14	.....	.....
0	Lve. Minneapolis	*9 10 A M	*7 30 P M	.....	.....	.....
12	Lve. St. Paul	9 45 A M	8 05 P M	.....	.....	.....
276	Lve. Cedar Rapids	6 50 P M	3 32 A M	.....	.....	.....
373	Lve. Burlington	11 20 P M	7 25 A M	*11 55 A M	.....	.....
392	Arr. Fort Madison	11 53 P M	7 57 A M	12 28 Noon	.....	.....
413	Arr. Keokuk	12 45 Night	8 40 A M	1 15 P M	.....	.....
454	Arr. Quincy	2 00 A M	10 05 A M	2 45 P M	.....	.....
474	Arr. Hannibal	2 45 A M	10 50 A M	3 30 P M	.....	.....
594	Arr. St. Louis	7 29 A M	2 15 P M	6 60 P M	.....	.....

BETWEEN KANSAS CITY, OMAHA, ST. PAUL AND MINNEAPOLIS.

Mls	Northbound.	No. 21	No. 23	No. 27	.....	.....
0	Lve. Kansas City (Burl. Route)	*11 35 A M	*10 40 P M	.....	.....	.....
27	Lve. Leavenworth. »	11 58 A M	9 53 P M	.....	.....	.....
49	Lve. Atchison »	12 38 Noon	10 30 P M	.....	.....	.....
63	Lve. St. Joseph »	1 45 P M	12 50 Night	*7 25 A M	.....	.....
155	Lve. Nebraska City »	4 00 P M	3 50 A M	9 40 A M	.....	.....
191	Arr. Council Bluffs »	5 45 P M	6 18 A M	11 15 A M	.....	.....
200	Arr. Omaha »	6 10 P M	6 45 A M	11 45 A M	.....	.....
290	Arr. Sioux City (C. & N. W. Ry.)	10 15 P M	11 00 A M	.....	.....	.....
560	Arr. St. Paul (C. St. P. M. & O. Ry.)	7 15 A M	7 40 P M	.....	.....	.....
570	Arr. Minneapolis. »	7 50 A M	8 10 P M	.....	.....	.....

Mls	Southbound.	No. 20	No. 22	No. 26	.....
0	Lve. Minneapolis (C. St. P. M. & O. Ry.)	*7 30 P M	*9 30 A M	.....	.....
10	Lve. St. Paul »	8 05 P M	10 05 A M	.....	.....
280	Lve. Sioux City (C. & N. W.)	4 15 A M	7 20 P M	.....	.....
381	Lve. Omaha (Burl. Route)	9 15 A M	10 45 P M	*4 55 P M	.....
379	Lve. Council Bluffs »	9 40 A M	11 10 P M	5 20 P M	.....
415	Arr. Nebraska City »	11 25 A M	1 05 A M	6 50 P M	.....
507	Arr. St. Joseph »	1 60 P M	4 25 A M	9 10 P M	.....
521	Arr. Atchison »	2 53 P M	5 45 A M	10 04 P M	.....
543	Arr. Leavenworth. »	3 24 P M	6 20 A M	10 52 P M	.....
570	Arr. Kansas City »	4 05 P M	7 10 A M	11 15 P M	.....

Trains marked * run daily; † daily, except Sunday.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | Over 160 railroads use the SAFETY systems of ..... Steam Heat

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

Equipment of Through Trains.

ALL BURLINGTON ROUTE DINING CARS SERVE MEALS A LA CARTE.

TO AND FROM ST. PAUL AND MINNEAPOLIS.

NORTHBOUND.

NORTHERN PACIFIC EXPRESS—Train No. 51, Chicago to Seattle, Tacoma and Portland.—Solid electric lighted through train, with Standard and Tourist Sleeping Cars and Coaches to Seattle. Standard and Tourist Sleepers, Coaches and Smoker Coach to Portland. Dining Car, service a la carte.

MINNESOTA LIMITED—Train No. 47, from Chicago at 6 30 p.m.—Compartment and Standard Sleeping Cars, Library-Buffet-Smoking Car, Chair Car and Coach, all brilliantly lighted by electricity, Chicago to St. Paul and Minneapolis. Dining Car Chicago to Rochelle, serving dinner a la carte.

ORIENTAL LIMITED—Train No. 49, Chicago to Seattle, Tacoma and Portland.—Solid electric lighted through train, with Compartment Observation Club Car, Standard and Tourist Sleeping Cars, Coaches and Smoking Car to Seattle. Standard and Tourist Sleeping Cars and Coaches to Portland. Observation-Library Car Spokane to Portland. Dining Car, service a la carte.

Train No. 47, from St. Louis at 8 10 a.m.—Electric lighted Standard Sleeping Car Peoria to Minneapolis. Coach St. Louis to St. Paul and Minneapolis. Meals served in Cafe Car.

Train No. 49, from St. Louis at 6 10 p.m.—Sleeping Car, Chair Car and Coach St. Louis to Savanna, connecting at Savanna with No. 51 for St. Paul and Minneapolis.

Train No. 7, from St. Louis at 7 40 p.m.—Sleeping Cars St. Louis to Cedar Rapids. Coaches St. Louis to St. Paul and Minneapolis.

Train No. 13, from St. Louis at 2 15 p.m.—Standard Sleeping Car (electric lighted) and Coaches St. Louis to Minneapolis. Cafe Observation Car North St. Louis to Burlington.

Train No. 21, from Kansas City at 11 35 a.m.—Sleeping Car Kansas City to Omaha and St. Paul. Coaches Kansas City to Omaha. Sleeping Car, Chair Car and Coach Omaha and Council Bluffs to St. Paul and Minneapolis. Kansas City to St. Joseph, Cafe Club Car, serving lunch a la carte, and Parlor Car.

Train No. 23, from Kansas City at 10 40 p.m.—Sleeping Car and Chair Car Kansas City to Omaha. Sleeping Car St. Joseph to Omaha (open at 9 45 p.m.) Observation Cafe Car, Parlor Car and Coaches Omaha to St. Paul and Minneapolis. Tourist Sleeping Car Kansas City to Minneapolis every Tuesday.

SOUTHBOUND.

ORIENTAL LIMITED—Train No. 52, Seattle, Tacoma and Portland to Chicago.—Solid electric lighted through train, with Compartment Observation Car, Standard and Tourist Sleeping Cars, Coaches and Smoking Car Seattle to Chicago. Standard and Tourist Sleeping Cars and Coaches Portland to Chicago. Dining Car, service a la carte.

CHICAGO LIMITED—Train No. 48, from Minneapolis at 7 45 p.m., St. Paul 8 30 p.m.—Compartment and Standard Sleeping Cars, Library-Buffet-Smoking Car and Chair Cars, all brilliantly lighted by electricity and heated by steam. St. Paul and Minneapolis to Chicago. Dining Car Rochelle to Chicago.

ATLANTIC EXPRESS—Train No. 50, Seattle, Tacoma and Portland to Chicago.—Solid electric lighted through train, with Standard and Tourist Sleeping Cars, Coaches and Smoker Coach Seattle to Chicago. Standard Sleeping Car, Tourist Sleeping Car, Coaches and Smoking Car Portland to Chicago. Dining Car, service a la carte.

Train No. 48, from Minneapolis at 7 45 p.m., St. Paul 8 30 p.m.—Electric lighted Sleeping Car Minneapolis to Peoria. Coach Minneapolis and St. Paul to St. Louis. Meals served in Cafe Car.

Train No. 52, from Minneapolis at 7 45 a.m., St. Paul 8 40 a.m.—Observation Compartment Car, Standard and Tourist Cars and Coaches Minneapolis to Savanna. Standard Drawing-room Sleeper, Chair Car and Coach Savanna to St Louis.

Train No. 8, from Minneapolis at 9 10 a.m., St. Paul 9 45 a.m.—Coaches Minneapolis and St. Paul to St. Louis. Sleeping Car Cedar Rapids to St. Louis. Sleeping Car Quincy to St. Louis (ready for occupancy at 10 00 p.m.)

Train No. 12, from Minneapolis 7 30 p.m., St. Paul 8 05 p.m.—Standard Sleeping Car and Coaches Minneapolis to St. Louis Cafe Observation Car Burlington to North St. Louis. Tourist Sleeping Car 1st and 3d Tuesday each month Minneapolis to St. Louis.

Train No. 20, from Minneapolis at 7 30 p.m., St. Paul 8 05 p.m.—Sleeping Car Minneapolis to Omaha and Kansas City. Coaches Omaha to Kansas City. Sleeping Car Minneapolis and St. Paul to Council Bluffs and Omaha. Cafe Club Car Hamburg to Kansas City.

Train No. 22, from Minneapolis at 9 30 a.m., St. Paul 10 05 a.m.—Observation Cafe Car, Parlor Car and Coaches Minneapolis and St. Paul to Omaha. Sleeping Cars and Chair Cars Omaha to St. Joseph and Kansas City. Tourist Sleeping Car Minneapolis to Los Angeles every Saturday.

TO AND FROM OMAHA AND DENVER.

WESTBOUND.

DENVER LIMITED—Train No. 1, from Chicago at 5 00 p.m.—Complete electric lighted limited train, with Standard Compartment and Drawing-room Sleeping Cars, Lounging Car (with Club Room, Observation-Library Room and Sun Parlor), Chair Cars and Coach Chicago to Denver. Dining Car, service a la carte.

COLORADO LIMITED—No 9, Daily, from Chicago 9 45 a.m.—Complete electric lighted limited train, with Library-Observation Car, Standard Drawing-room Sleeping Cars and Chair Car Chicago to Omaha and Denver Dining Car, service a la carte.

OVERLAND EXPRESS—Train No. 3, from Chicago at 11 00 p.m.—Standard Sleeping Car Chicago to San Francisco daily, via D. & R. G. and So. Pac. Rys. Tourist Sleeping Cars Chicago to Los Angeles daily, via D. & R. G. and S. P. L. A. & S. L. R.R. The Monday and Thursday cars are personally conducted. Tourist Sleeping Cars Chicago to Los Angeles Wednesday and Saturday, personally conducted, via D. & R. G. and So. Pac. Rys. Standard Sleeping Cars Chicago to Denver, Chicago to Burlington. Chair Cars and Dining Car Chicago to Denver. Coach and Dining Car Denver to Ogden. Chair Cars and Dining Car Ogden to San Francisco, San Francisco to Los Angeles. No. 3 makes connection at Lincoln for North Pacific Coast points. (See Train No. 41 to Billings on next page.)

CHICAGO-NEBRASKA LIMITED—Train No. 5, from Chicago at 6 00 p.m.—Complete electric lighted limited train, with Standard Sleeping Cars Chicago to Omaha. Library Observation Sleeping Car, Chair Car and Coach Chicago to Lincoln. Coach Lincoln to McCook, Neb. Dining Car Chicago to Mendota.

COLORADO LIMITED—Train No. 13, from St. Louis at 2 15 p.m.—Standard Sleeping Car, Library-Observation Sleeping Car, Chair Car and Dining Car to Denver, via St. Joseph and Red Cloud. Sleeping Car and Chair Car Kansas City to Denver, connecting at St. Joseph with Through St. Louis-Denver train.

OVERLAND EXPRESS—Train No. 15, from St. Louis at 9 01 p.m.—Standard Sleeping Cars and Chair Cars St. Louis to Denver, via Kansas City and Wymore. Tourist Sleeping Car St. Louis to Los Angeles Mondays, personally conducted, via D. & R. G. and So Pac. Rys. Tourist Sleeping Car St. Louis to Los Angeles Monday, via Denver and Salt Lake Route, connecting at Denver with through car from Chicago, personally conducted. Standard Sleeping Car St. Louis to Omaha, via St. Joseph. Dining Car, serving meals west of St. Joseph.

Train No. 23-13, from Kansas City at 9 30 p.m.—Sleeping Car and Chair Car Kansas City to Denver, via St. Joseph.

Train No. 302, from Denver at 7 30 p.m.—Standard and Tourist Sleeping Cars Denver to Seattle. Chair Car Alliance to Deadwood. Chair Car and Coach Denver to Alliance. Connects with through train to Seattle. (See Train No. 41 from Kansas City.)

No. 304-43, Daily, from Denver 3 00 a m.—Denver to Billings, Standard Sleeping Car. Denver to Alliance, Coach. Sleepers ready for occupancy at 10 00 p.m. Alliance to Seattle, via Great North. Ky., Standard and Tourist Sleeping Cars and Coaches. Dining Car, service a la carte.

EASTBOUND.

CHICAGO LIMITED—Train No. 6, from Denver at 4 15 p.m.—Complete electric lighted limited train, with Standard Compartment and Drawing-room Sleeping Car, Lounging Car (with Club Room, Observation-Library Room and Sun Parlor), Chair Car and Coach Denver to Omaha and Chicago. Dining Car.

ATLANTIC COAST LIMITED—No. 10, Daily, from Denver 10 00 a.m.—Complete electric lighted limited train, with Library-Observation-Sleeping Car, Standard Drawing-room Sleeping Car, Chair Car and Coaches Denver to Chicago. Dining Car, service a la carte.

OVERLAND EXPRESS—Train No. 2, from Denver at 9 45 p.m.—Through Standard Sleeping Car San Francisco to Chicago daily, via So. Pac. and D. & R. G. Personally conducted Tourist Sleeping Cars leave Los Angeles every Tuesday, Wednesday and Saturday, San Francisco every Wednesday, Thursday and Sunday for Chicago, via So. Pac. and D. & R. G. Through Tourist Sleeping Car Los Angeles to Chicago daily, via Salt Lake Route and D. & R. G. Personally conducted Monday and Thursday. Sleeping Cars, Chair Car and Dining Car Denver to Omaha and Chicago. Every Wednesday, Thursday, Saturday and Sunday personally conducted Tourist Sleeping Cars Denver to Chicago.

ST. LOUIS LIMITED—Train No. 14, from Denver at 1 40 p.m.—Complete electric lighted limited train. Standard Sleeper, Library-Observation Sleeping Car, Chair Cars and Dining Car Denver to St. Louis, via Red Cloud and St. Joseph. Sleeping Car and Chair Car Denver to Kansas City.

OVERLAND EXPRESS—Train No. 16, from Denver at 9 00 p.m.—Sleeping Car and Chair Cars Denver to St. Louis and St. Joseph. Tourist Sleeping Car Denver to St Louis every Friday. Dining Car Oxford to St. Joseph.

NEBRASKA-CHICAGO LIMITED—Train No. 12, from McCook, Neb., at 7 00 a.m. Lincoln at 4 30 p.m. Complete electric lighted limited train, with Library Observation Sleeping Car, Chair Car and Coach Lincoln to Chicago. Sleeping Cars Omaha to Chicago. Coach McCook to Lincoln. Dining Car, serving supper and breakfast a la carte.

Train No. 4, from Omaha at 9 15 a.m.—Chair Car and Coaches Lincoln to Omaha. Sleeping Car Burlington to Chicago, ready for occupancy 9 50 p m. Chair Car Galesburg to Chicago. Chair Car Omaha to Chicago.

Train No. 301, from Alliance, Neb., at 2 55 a.m. Connects with No. 42. Standard and Tourist Sleeping Car Seattle to Denver. Chair Car Deadwood to Alliance. Chair Car and Coach Alliance to Denver.

No 44-303, from Alliance 12 45 noon.—Seattle to Denver, Standard Sleeping Car. Alliance to Denver, Coach. Seattle to Alliance, Standard and Tourist Sleeping Cars and Coaches. Dining Car, service a la carte

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

Equipment of Through Trains—Continued.

ALL BURLINGTON ROUTE DINING CARS SERVE MEALS A LA CARTE.

TO AND FROM KANSAS CITY.

WESTBOUND.

MISSOURI LIMITED—Train No. 55, from Chicago at 6 10 p.m.—Complete electric lighted Limited Train with Standard Sleeping Car and Observation Buffet Compartment Car Chicago to Kansas City. Sleeping Car Chicago to St. Joseph. Chair Cars Chicago to Kansas City and St. Joseph. Dining Car Chicago to Mendota, serving a la carte dinner; Cameron Junction to Kansas City, serving breakfast a la carte. Every Tuesday a personally conducted Tourist Sleeping Car Chicago to Los Angeles, via Quincy, Kansas City, Denver and Colorado Midland and So. Pac. Rys.

Train No. 17-3, from Chicago at 10 30 p.m.—For St. Joseph and Kansas City, Sleeping Car Chicago to Quincy. Chair Car Chicago to Kansas City, Coach and Smoker Cameron Junction to St. Joseph.

Train No. 21, from St. Louis at 9 06 a.m.—Library-Buffet Cars, Parlor Observation Car, Chair Car, Coach, Cafe, service a la carte. Electric lighted throughout.

Train No. 23, from St. Louis at 9 10 p.m.—Sleeping Cars (electric lighted), Chair Car and Smoker to Kansas City.

Train No. 25, from St. Louis at 11 28 p.m.—Drawing-room and Observation Buffet Sleepers and Reclining Chair Car (carpeted throughout) and Coach. Entire train electric lighted. (Sleepers ready for passengers at 10 30 p.m.)

EASTBOUND.

CHICAGO LIMITED—Train No. 56, from Kansas City at 6 20 p.m.—Complete electric lighted Limited Train with Standard Sleeping Car, Observation Buffet Compartment Car and Chair Cars Kansas City to Chicago. Sleeping Car St. Joseph to Chicago. Chair Car St. Joseph to Chicago. Dining Car Kansas City to Cameron Junction, serving a la carte dinner; Mendota to Chicago, serving breakfast a la carte.

Train No. 4, from Kansas City at 7 30 a.m.—Chair Car Kansas City to Chicago. Sleeping Car Quincy to Chicago. Coach and Smoker St. Joseph to Cameron Junction.

Train No. 22, from Kansas City at 9 00 a.m.—Library-Buffet Car, Parlor Observation Car, Chair Car, Cafe, service a la carte. Electric lighted throughout.

Train No. 24, from Kansas City at 9 00 p.m.—Sleeping Cars (electric lighted), Chair Cars and Smoker to St. Louis.

Train No. 26, from Kansas City at 11 45 p.m.—Drawing-room and Observation Buffet Sleepers and Reclining Chair Car (carpeted throughout) and Coach. Entire train electric lighted. (Sleepers ready for passengers at 10 30 p.m.)

TO AND FROM BILLINGS.

WESTBOUND.

No. 9-43, from Chicago 9 45 a.m.—Chicago to Lincoln, complete electric lighted Train, with Standard Sleeping Car, Chair Car and Coach. Library-Observation-Sleeping Car. Dining Car, service a la carte. Omaha to Alliance, Standard Sleeping Car and Chair Car. Lincoln to Seattle (via Great Northern Ry.), Standard and Tourist Sleeping Cars, Coaches and Dining Car.

No. 3-41, from Chicago 11 00 p.m.—Chicago to Lincoln, Standard and Tourist Sleeping Cars, Chair Car, Coach and Dining Car, service a la carte. Sioux City to Lincoln, Coach and Smoker. Omaha to Deadwood, Standard Sleeping Car and Chair Car. Lincoln to Seattle (via Northern Pacific Ry.), complete electric lighted Train, with Standard and Tourist Sleeping Cars, Chair Cars or Coaches and Dining Car, serving all meals a la carte.

PUGET SOUND EXPRESS—Train No. 15-41, from St. Louis 9 01 p.m.; Kansas City 10 30 a.m.—St. Louis and Kansas City to Seattle, Standard Sleeping Car leaves St. Louis 11 28 p.m. (ready for occupancy 10 30 p.m.), runs via Mexico (No. 25); Tourist Sleeping Cars, Chair Cars and Coach, run via Hannibal. St. Louis to Kansas City, Chair Cars. Kansas City and St. Joseph to Seattle (via Northern Pacific Ry.), complete electric lighted Train, with Standard and Tourist Sleeping Cars, Chair Car or Coaches. Dining Car, service a la carte. Lincoln to Deadwood, Standard Sleeping Car and Chair Car.

GREAT NORTHERN EXPRESS—Train No. 43, from St. Louis 8 02 a.m.; Kansas City 6 05 p.m.—St. Louis to St. Joseph. Coach and Smoker Coach. Library-Buffet Car, Parlor-Observation Car, leaves St. Louis 9 06 a.m., via Mexico (No. 21) arrives Kansas City 5 35 p.m., there connecting with No. 43. Kansas City and St. Joseph to Seattle (via Great Northern Ry.), Standard and Tourist Sleeping Car and Chair Car or Coaches. Cafe Club Car Kansas City to St. Joseph. Dining Car, service a la carte. Lincoln to Alliance, Standard Sleeping Car and Chair Car.

EASTBOUND.

No. 42-12, from Billings 9 10 a.m.—Billings to Lincoln, complete electric lighted Train, with Standard and Tourist Sleeping Cars, Chair Cars or Coaches and Dining Car, service a la carte. Deadwood to Omaha, Standard Sleeping Car and Chair Car. Lincoln to Chicago, Library-Observation-Sleeping Car and Chair Car and Coach, electric lighted. Omaha to Chicago, Standard Sleeping Cars, electric lighted. Dining Car, serving supper and breakfast a la carte.

No. 44-10, from Billings 7 30 p.m.—Billings to Lincoln, Standard and Tourist Sleeping Cars, Coaches and Dining Car, service a la carte. Alliance to Omaha, Standard Sleeping Car and Chair Car. Lincoln to Chicago, complete electric lighted Train, with Library-Observation-Sleeping Car, Standard Sleeping Car, Chair Car and Coach. Dining Car, service a la carte.

MISSOURI RIVER EXPRESS—Train No. 42-16, from Billings 9 10 a.m.—Seattle to St. Joseph and St. Louis, Standard and Tourist Sleeping Cars, Chair Cars or Coaches and Dining Car, service a la carte. Electric lighted west of St. Joseph. St. Joseph to Kansas City, Parlor Car and Coaches. Deadwood to Lincoln, Standard Sleeping Car and Chair Car.

SOUTHEAST EXPRESS—Train No. 44-14, from Billings 7 30 p.m.—Seattle to Kansas City, Standard and Tourist Sleeping Cars and Coaches. Dining Car, service a la carte. Lincoln to Kansas City, Standard Sleeping Car. Alliance to Lincoln, Standard Sleeping Car and Chair Car. St. Joseph to St. Louis, Library-Observation-Sleeping Cars and Chair Cars, electric lighted. Cafe Club Car St. Joseph to Kansas City.

Train No. 142, from Deadwood at 4 00 p.m.—Sleeping Car Deadwood to Omaha. Connects with Train No. 42 at Edgemont.

TO AND FROM OTHER POINTS.

WEST AND NORTHBOUND.

Train No. 19, from Chicago at 8 20 a.m.—Coaches Chicago to Galesburg; Chicago to Streator and Aurora to Rockford.

Train No. 11, from Chicago at 11 00 a.m.—Has Cafe Car Chicago to Galesburg. Coaches Chicago to Burlington and Chicago to Quincy daily. Burlington to Ottumwa, except Sunday.

Train No. 179, from Peoria at 7 15 a.m. (except Sunday)—Chair Car Peoria to Pacific Junction (connects at Pacific Junction with Train No. 9 for Omaha, Lincoln, Black Hills and North Pacific Coast points).

Train No. 1, from St. Louis at 2 35 a.m.—Sleeping Cars and Coaches St. Louis to Burlington (open at 10 30 p.m.)

Train No. 27, from St. Joseph at 7 25 a.m.—Buffet Sleeping Car and Chair Car St. Joseph to Omaha. Cafe Club Car St. Joseph to Hamburg.

EAST AND SOUTHBOUND.

Train No. 22, from Burlington at 7 30 a.m.—Coaches Burlington to Chicago, Rockford to Aurora.

Train No. 18, from Quincy at 6 40 a.m.—Cafe Car Galesburg to Chicago and Coaches Quincy to Chicago.

Train No. 14, from Galesburg at 12 35 noon (except Sunday)—Coaches from Galesburg to Chicago. Coach Streator to Chicago.

Train No. 18, from Kansas City at 8 50 p.m.—Coach and Smoker Kansas City to Cameron Junction, connecting with Train No. 16 from St. Joseph.

Train No. 28, from Omaha at 4 55 p.m.—Buffet Sleeping Car and Chair Car Omaha to St. Joseph. Cafe Club Car Pacific Junction to St. Joseph.

BURLINGTON PASSENGER STATIONS.

CHICAGO ..... **Canal and Adams Streets.**
COUNCIL BLUFFS .... **Main Street and 11th Avenue.**
DENVER ..... **Foot of 17th Street.**
DES MOINES ..... **Cherry St., between 5th and 6th Aves.**
KANSAS CITY ..... **Union Ave., between 9th and 12th Sts.**
MINNEAPOLIS ..... **High Street and Nicollet Avenue.**
OMAHA ..... **Tenth and Mason Streets.**
PEORIA ..... **Depot and Chestnut Streets.**
ST. JOSEPH ..... **South Sixth Street.**
ST. LOUIS ..... **Eighteenth and Market Streets.**
ST. PAUL ..... **Foot of Sibley Street.**
SIOUX CITY ..... **Third and Douglas Streets.**

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

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Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

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Youngstown, Ill.	10
+Yuma, Colo.	46
Yutan, Neb.	49
Zearing, Ill.	1, 30
Zell, Neb.	69

The Only Through Trains

Chicago to Puget Sound and Portland

ARE THOSE VIA THE BURLINGTON ROUTE

Two such trains leave Chicago daily—

The Northern Pacific Express, at 10 00 a.m.
The Oriental Limited, - - - at 10 15 p.m.

Both trains run via St. Paul. They are brilliantly Electric Lighted, carry Observation-Library Cars, latest style Standard and Tourist Sleeping Cars, Coaches and Diners, and provide finest service.

72 Hours (3 Days) Chicago to Destination

The route to Portland from Spokane is over the new "North Bank Road," of perfect construction and with one of the most picturesque routes through the entire Northwest.

Two other through trains, via the Burlington Route, daily, from St. Louis, Kansas City, St. Joseph, Omaha and Denver to the Pacific Northwest, via Billings, Mont.

P. S. EUSTIS, Passenger Traffic Manager, Chicago, Ill.

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

Complete Index to Stations on Burlington Route shown on pages 836-838.

LINES EAST OF THE MISSOURI RIVER.

Table 1—CHICAGO, COUNCIL BLUFFS, OMAHA, LINCOLN AND DENVER.

177	33	17	55	19	179	11	3	⊙5	▫1	9	Mls	December 5, 1909.	10	6	2	12	4	18	18	14	178	58	34	22	176
	P M	P M	P M	A M		A M	P M	P M	P M	A M		LEAVE] [ARRIVE	P M	P M	A M	A M	A M	P M		P M		A M	A M	P M	
	†5 05	*0330	*6 10	†8 20		*1100	*1100	*6 00	*5 00	*9 45	0	+ ....[Chicago. . ♁	4 25	8 45	7 00	8 07	6 50	2 25		8 15		8 00	9 35	2 20	
	— —	11 08	a —	9 00		11 42	— —	— —	h —	— —	21	...Downer's Grove...	— —	— —	— —	— —	6 02	— —		8 33		— —	‖ —	1 34	
	6 15	11 35	7 13	9 40		12 25	12 15	7 03	5 58	10 43	37	+.....**Aurora**.....♁	3 20	7 45	5 56	7 07	5 30	1 20		5 00		6 58	8 35	1 10	
	6 20	— —	— —	9 45		12 30	— —	— —	— —	— —	40	.....Montgomery...♁	— —	— —	— —	— —	5 25	— —		4 40		— —	8 26	g —	
	6 30	11 50	— —	9 56		12 40	— —	— —	— —	— —	46	.....Bristol.....♁	— —	— —	— —	— —	5 03	— —		4 30		— —	8 16	12 49	
	6 40	11 59	— —	10 06		12 52	— —	— —	— —	— —	52	.....Plano.....♁	— —	— —	— —	— —	4 51	— —		4 19		— —	8 04	12 37	
	6 48	12 07	— —	10 14		1 02	— —	— —	— —	— —	56	.....Sandwich.....♁	— —	— —	— —	— —	4 42	— —		4 10		— —	7 55	12 28	
	6 55	12 13	— —	10 20		1 09	— —	— —	— —	— —	59	.....Somonauk.....♁	— —	— —	— —	— —	4 35	— —		4 03		— —	7 49	12 21	
	7 07	12 23	— —	10 32		1 21	— —	— —	— —	— —	66	.....Leland.....♁	— —	— —	— —	— —	4 23	— —		3 50		— —	7 37	12 10	
	7 20	12 35	— —	10 45		1 35	— —	— —	— —	— —	72	+.....**Earlville**.....♁	— —	— —	— —	— —	4 10	— —		3 37		— —	7 25	11 57	
	7 30	— —	— —	10 55		1 48	— —	— —	— —	— —	78	....Meriden.....♁	— —	— —	— —	— —	— —	— —		3 26		— —	7 14	11 45	
	7 40	12 55	8 20	11 10		2 05	1 30	8 08	6 58	11 43	83	+.....**Mendota**.....♁	2 21	6 40	4 56	6 08	3 50	12 20		3 15		5 58	†7 05	11 35	
	P M	1 08	— —	11 29		2 19	— —	— —	— —	— —	92	.....Arlington.....♁	— —	— —	— —	— —	3 25	— —		2 53		— —	— —	11 13	
		1 14	— —	11 38		2 29	— —	— —	— —	— —	96	.....**Zearing**.....♁	— —	— —	— —	— —	3 17	— —		2 45		— —		11 05	
		1 19	— —	11 45		2 36	— —	— —	— —	— —	99	.....Malden.....♁	— —	— —	— —	— —	3 10	— —		2 39		— —		10 58	
		1 31	8 47	12 16		2 49	l2 08	— —	y7 23	y1108	104	+.....Princeton.....♁	1 44	6 02	4 19	5 29	2 59	11 42		2 27		05 19		10 48	
		1 42	— —	12 29		3 01	— —	— —	— —	— —	111	+.....Wyanet.....♁	— —	— —	— —	— —	2 45	— —		2 15		— —		10 37	
		— —	— —	12 32		3 05	— —	— —	— —	— —	112	.. **C. R. I. & P. Junc**	— —	— —	— —	— —	2 40	— —		2 12		— —		10 34	
		1 56	9 04	12 41		3 15	l2 29	— —	y7 39	y1224	117	+.....**Buda**.....♁	— —	— —	— —	5 13	2 30	11 23		2 04		— —		10 25	
	177	2 08	— —	12 53		3 29	— —	— —	— —	— —	123	.....Neponset.....♁	— —	— —	— —	— —	2 15	— —		1 51		— —		10 15	
	A M	2 23	9 24	1 09		3 46	l2 53	— —	y8 00	12 45	131	+.....Kewanee.....♁	1 08	5 24	3 42	b4 53	1 58	11 00		1 35	P M	4 43		10 02	
	†9 10	2 40	— —	1 24		4 04	l3 07	9 24	— —	— —	139	+.....**Galva**.....♁	— —	— —	— —	4 40	1 41	10 47		1 19	†5 00	— —		9 46	
	9 21	2 52	— —	1 38		4 19	— —	— —	— —	— —	147	.....Altona.....♁	— —	— —	— —	— —	1 24	— —		1 05	4 49	— —		9 33	
	9 28	3 00	— —	1 46		4 28	— —	— —	— —	— —	151	.....Oneida.....♁	— —	— —	— —	— —	1 15	— —		12 57	4 40	— —		9 25	
	9 35	3 08	— —	1 55		4 37	— —	— —	— —	— —	155	.....Wataga.....♁	— —	— —	— —	— —	1 05	— —		12 48	4 35	— —		9 17	
	9 50	3 25	10 05	2 10		A M	4 50	3 48	9 55	8 43	1 28	163	arr. +**Galesburg**. lve.	12 25	4 40	2 55	4 10	12 50	*1010		†1235	4 20	*4 00		9 05	
	A M	A M	P M	6 20		†9 10	5 10	3 58	10 05	8 48	1 33	163	lve. **Galesburg** ♁ arr.	12 20	4 35	2 50	4 00	12 30	A M		Noon	4 15	A M		8 55	
				— —		9 25	5 25		— —	— —		172	.....Cameron.....♁	— —	— —	— —	— —	12 05				3 55			8 33	
				5 50		9 40	5 40	4 27	10 50	8 12	2 00	179	+...**Monmouth**.....♁	11 52	4 09	2 22	3 34	11 50				3 43			8 20	
				P M		9 55	6 51	4 39	— —	— —	— —	185	.....Kirkwood.....♁	— —	— —	— —	— —	11 40				3 31			8 08	
P M						10 05	6 01	4 50	— —	— —	— —	191	.....Biggsville.....♁	— —	— —	— —	— —	11 30				3 19			7 58	A M
†8 35						10 15	6 15	5 00	— —	— —	— —	196	.....**Gladstone**.....♁	— —	— —	— —	— —	11 20				3 08			7 48	5 50
9 00						10 45	*8 40	5 20	11 09	9 51	2 38	206	arr. +**Burlington** lve.	11 05	3 27	1 33	2 52	11 00		A M		2 50			*7 30	†5 30
P M						10 55	†7 10	5 30	11 14	10 00	2 43	206	lve. **Burlington** ♁ arr	11 00	3 22	1 28	2 47	10 00		10 45		2 15			A M	A M
						11 19	7 32	— —	— —	— —	— —	215	.....Middletown.....♁	— —	— —	— —	— —	9 35		10 19		1 49				
						11 27	7 37	— —	— —	— —	— —	219	.....Danville.....♁	— —	— —	— —	— —	9 28		10 12		1 42				
						11 40	7 50	6 03	— —	— —	— —	225	.....New London.....♁	— —	— —	— —	— —	9 15		9 57		1 27				
						11 55	8 07	6 17	11 58	10 42	3 25	233	+ . **Mount Pleasant** . ♁	10 13	2 40	12 42	2 05	8 55		9 40		1 10				
						12 08	8 22	— —	— —	— —	— —	240	.....Rome.....♁	— —	— —	— —	— —	8 36		9 23		12 53				
						12 18	8 32	— —	— —	— —	— —	244	.....Lockridge.....♁	— —	— —	— —	— —	8 27		9 17		12 47				
						12 26	8 40	— —	— —	— —	— —	247	.....Glendale.....♁	— —	— —	— —	— —	8 20		9 09		12 39				
						12 33	8 45	— —	— —	— —	— —	250	.....Beckwith.....♁	— —	— —	— —	— —	8 13		9 02		12 32				
213						12 44	9 00	6 50	12 31	11 13	3 56	256	+....**Fairfield**.....♁	9 36	2 08	12 05	1 33	8 05		8 52		12 22			212	
A M						12 54	9 10	— —	— —	— —	— —	262	.....Bernhart.....♁	— —	— —	— —	— —	7 55		8 40		12 10			P M	
†1120						1 04	9 20	7 05	— —	— —	— —	266	+....**Batavia**.....♁	— —	— —	— —	— —	7 46		8 31		12 01			3 55	
11 32						1 20	9 33	a7 20	— —	— —	— —	273	.....Agency City...♁	— —	— —	— —	— —	7 30		8 19		11 49			3 43	
11 45						1 40	9 50	7 32	1 08	11 47	4 33	280	arr. +**Ottumwa** . . lve.	8 54	1 33	11 23	12 58	7 15		†8 05		11 35			†3 30	
A M						1 55	P M	7 40	1 13	11 50	4 38	280	lve. **Ottumwa** ♁ arr.	8 50	1 30	11 20	12 55	16 55		A M		11 25			P M	
						2 10	— —	— —	— —	— —	— —	288	.....Chillicothe.....♁	— —	— —	— —	— —	6 40				11 00				
						2 18		— —	— —	— —	— —	291	.....Dudley.....♁	— —	— —	— —	— —	6 34				10 53				
						2 30		— —	— —	— —	— —	296	.....Frederic.....♁	— —	— —	— —	— —	6 25				10 45				
						2 45		— —	— —	— —	— —	302	.....**Maxon**.....♁	— —	— —	— —	— —	6 08				10 30				
						2 52		8 22	1 50	12 27	5 18	304	+.....**Albia**.....♁	8 10	12 48	10 37	12 12	6 00				10 25				
						3 16		— —	— —	— —	— —	313	.....Tyrone.....♁	— —	— —	— —	— —	5 40				9 52				
						3 26		8 47	— —	— —	— —	319	.....Melrose.....♁	— —	— —	— —	— —	5 30				9 40				
						3 42		9 05	— —	— —	— —	327	.....Russell.....♁	— —	— —	— —	— —	5 15				9 25				
						4 00		9 22	2 40	1 16	6 02	334	+....**Chariton**.....♁	7 20	12 02	8 42	11 27	4 55				9 10				
						4 15		9 38	— —	— —	— —	343	.....Lucas.....♁	— —	— —	— —	— —	4 26				8 33				
						4 20		— —	— —	— —	— —	345	.....Cleveland.....♁	— —	— —	— —	— —	4 20				8 28				
						4 35		9 53	— —	— —	— —	350	.....Woodburn.....♁	— —	— —	— —	— —	4 12				8 20				
						4 55		10 20	3 20	n —	6 45	360	+....**Osceola**.....♁	6 40	11 22	8 57	10 47	3 56				8 00				
			8†			5 20		10 40	— —	— —	s —	371	.....Murray.....♁	— —	— —	8 38	— —	3 30				7 42				
			Mix.			5 33	11	10 50	— —	— —	— —	376	.....Thayer.....♁	— —	— —	— —	— —	3 14		92	14	7 30				
			A M			6 53	A M	11 13	— —	— —	s —	384	+.....Afton.....♁	d —	— —	8 16	— —	3 00		P M	P M	7 17				
			†7 00			*6 30	†6 40	11 45	4 27	3 00	7 46	393	+...**Creston**.....♁	5 50	10 35	8 00	10 00	2 40		3 35	7 35	†7 00				
			7 30			6 40	6 51	— —	— —	— —	— —	399	.....Cromwell.....♁	— —	— —	— —	— —	2 05		3 10	7 22	6 28				
			8 05			7 05	7 06	12 10	— —	— —	— —	407	.....Prescott.....♁	— —	— —	— —	— —	1 48		2 20	7 07	6 15				
			8 50			7 20	7 22	12 26	4 58	n —	y8 15	414	+.....Corning.....♁	— —	9 56	n n	9 24	1 33		1 48	6 53	6 00				
			9 10			7 28	7 32	— —	— —	— —	— —	418	.....Brooks.....♁	— —	— —	— —	— —	1 22		12 55	6 43	5 50				
			9 35			7 38	7 42	12 43	— —	— —	— —	423	.....Nodaway.....♁	— —	— —	— —	— —	1 12		12 20	6 35	5 40				
			10 00			7 50	7 58	12 57	5 22	3 53	8 38	428	+.....**Villisca**.....♁	4 43	9 33	6 51	9 01	1 00		11 45	6 25	5 30				
			11 00			8 08	8 15	1 15	— —	— —	— —	435	.....Stanton.....♁	— —	— —	— —	— —	12 43		10 55	6 05	4 50				
			12 05			8 32	8 40	1 33	5 51	4 23	9 07	443	+....**Red Oak**.....♁	4 15	9 05	8 23	8 32	12 25		10 25	5 50	4 30				
			12 25			8 45	8 54	— —	— —	— —	— —	448	.....McPherson.....♁	— —	— —	— —	— —	11 55		10 00	5 38	3 47				
			1 00			8 53	9 05	1 52	— —	— —	— —	452	.....Emerson.....♁	— —	— —	n —	— —	11 47		9 45	5 28	3 37				
			2 30			9 07	9 25	2 10	6 19	— —	— —	457	+....**Hastings**.....♁	— —	d —	5 57	— —	11 31		9 25	5 17	3 20				
			3 15			9 18	9 35	2 25	6 33	— —	— —	462	+....**Malvern**.....♁	— —	— —	5 43	— —	11 20		7 25	5 05	2 50				
			3 35			9 30	9 45	— —	— —	— —	— —	467	.....Balfour.....♁	— —	— —	— —	— —	11 10		6 43	4 55	2 32				
			4 15			9 40	9 55	2 45	6 51	— —	— —	472	+.....Glenwood.....♁	— —	8 15	— —	7 35	11 00		6 25	4 45	2 15				
			6 00			9 50	10 05	2 56	7 00	5 28	10 08	475	arr. +**Pacific Jn** ♁ lve.	*3 20	*8 05	*5 18	*7 25	*c 50		†5 45	†4 35	*2 00				
			P M			P M	10 48	3 30	7 34		10 45	494	ar. +**Council Bluffs** ♁ lv.				8 55			A M	3 55	A M				
							10 53	3 40	7 42		10 55	496	art. **U. P. Transfer** ♁ lve.				8 45				†3 45					
							A M	3 55	8 00	▫	11 10	496	arr...+**Omaha** ♁ . . lve.	▫	▫	▫	*8 30	▫			P M					
								*3 00	*7 05	*5 35	10 18	475	lve. **Pacific Junc**. arr.	3 15	8 05	5 15	7 22	10 05								
								—	—	—	—	480	lve **Plattsmouth** lve.	3 02	7 53	5 00		9 54								
								3 55	8 00		11 10	501	arr.....**Omaha**.....lve.		7 20	4 20	6 30	*9 18								
								4 10	8 20		11 30	501	lve.....**Omaha**.....arr.		7 10	3 45	6 10	9 08								
								5 45	10 10	7 05	1 00	551	arr.....**Lincoln**.....lve.	1 30	5 40	2 10	4 30	†7 20								
								8 37	3 40	9 42	3 50	648	arr...**Hastings**.....lve.	10 16	3 14	10 30	12 25	A M								
								11 05	6 45	11 49	6 05	725	arr.....**Oxford**.....lve.	7 40	1 02	7 30	*9 05									
								7 20	P M	7 30	2 15	1034	.....**Denver**.....	*1000	*4 15	*8 45	A M									
								A M		P M	P M		ARRIVE] [LEAVE	A M	M	P M									

For Map, see pages 824-825.

For Through Time-tables and Equipment, see pages 828 835

a Stops to take or leave to or from Denver and points west; o stops to take or leave passengers for or from Missouri River points and beyond. STANDARD—Central time.

† Daily; † daily, except Sunday; a stops for passengers going west of Creston; b stops to leave from Omaha and west thereof; d stops to take for Chicago.

+ Coupon stations; ♁ Telegraph stations.

r Stops to leave from Des Moines and points east of Galesburg; s stops Sunday only; n stops Sundays to take for Chicago and east.

▫ Passengers will not be carried on any form of transportation reading to Aurora and baggage will not be handled locally on this train between Chicago and Pacific Junction. ⊙ No Chicago suburban commutation tickets to Aurora will be accepted on Train No. 5.

▫ Train and Equipment to or from Omaha and west runs solid via Plattsmouth.

g Stops to leave paying passengers; h stops to take for Denver and beyond; l stops to take for Ottumwa and west if notified at Mendota; m stops to leave from St. Paul, Missouri River points and beyond; y stops to take for Denver and west of there, if notified at Mendota.

‖ Meal stations.

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

Complete Index to Stations on Burlington Route shown on pages 836-838.

LINES EAST OF THE MISSOURI RIVER—Continued.

Table 2—CHICAGO, ST. PAUL AND MINNEAPOLIS.

⊙ Will not carry baggage to Cassville.
▣ Will not carry baggage to or from Maiden Rock.

21	41	19	49	⊙47	51	Ms	November 14, 1909.	52	▣48	50	22	42	▣38	94
....	P M	A M	P M	P M	A M	..	LEAVE] [ARRIVE	P M	A M	A M	....	A M	....	....
P M	†430	†8 20	*10 15	*630	*1000	0	.....Chicago.....	9 00	9 00	1100	....	1045	A M	....
*2 40	4 42	8 32	- -	- -	- -	4	...Western Ave...	- -	- -	- -	....	1033	1000	....
3 22	c -	9 00	- -	b -	b -	21	..Downer's Grove..	- -	- -	- -	P M	h -	8 50	....
4 20	5 46	9 42	11 20	7 40	11 03	37	lve. + Aurora ♂ arr.	7 50	7 52	9 55	7 00	9 22	7 28	....
4 40	6 01	10 05	- -	- -	- -	45	....Sugar Grove.. ♂	- -	- -	- -	6 43	9 06	7 10	....
4 50	6 11	10 15	- -	- -	- -	50	.....Big Rock... ♂	- -	- -	- -	6 33	8 59	7 02	....
5 00	6 23	10 25	- -	- -	- -	55	.....Hinckley... ♂	- -	- -	- -	6 23	8 51	6 52	....
5 15	6 35	10 35	- -	- -	- -	62	.....Waterman... ♂	- -	- -	- -	6 10	8 40	6 42	P M
5 25	6 45	10 45	- -	- -	- -	67	....Shabbona.. ♂	- -	- -	- -	6 00	8 30	*635	1030
P M	6 58	10 55	- -	- -	- -	72	.....Lee..... ♂	- -	- -	- -	5 51	8 15	A M	1010
....	7 15	11 05	- -	- -	- -	77	.....Steward.... ♂	- -	- -	- -	5 41	8 05	....	9 45
....	7 30	11 17	12 42	9 01	12 16	83	+..Rochelle .. ♂	6 40	6 30	8 35	5 30	7 55	....	9 20
....	7 40	11 30	- -	- -	- -	88	...Flag Center. ♂	- -	- -	- -	†5 20	7 48	....	†906
....	7 53	A M	- -	- -	- -	92	.....Chana..... ♂	- -	- -	- -	P M	7 36	....	P M
....	7 59	....	- -	- -	- -	96	...Honey Creek...	- -	- -	- -	....	7 30	....	....
....	- -	....	1 08	9 35	12 39	99	+....Oregon.... ♂	6 08	6 00	8 10	....	7 25	....	....
....	8 25	....	- -	- -	- -	107	.....Stratford... ♂	- -	- -	- -	....	7 10	....	....
....	8 35	....	- -	9 57	1 02	111	+.....Polo..... ♂	5 43	5 25	7 46	....	7 01	....	....
....	8 46	....	- -	- -	- -	117	.....Hazelhurst.. ♂	- -	- -	- -	....	6 50	....	....
....	8 55	....	- -	s -	1 21	122	+..Milledgeville. ♂	5 22	s -	- -	....	6 40	....	....
....	9 07	....	- -	s -	1 34	129	.....Chadwick... ♂	5 10	s -	- -	....	6 27	....	....
....	9 15	....	- -	- -	- -	134	.....Daggett's... ♂	- -	- -	- -	....	6 17	....	22
....	9 40	....	2 30	1055	2 05	145	ar. + Savanna ♂ lv.	4 35	4 15	6 45	....	†550	....	A M
....	- -	....	....	*950	*1250	0	lve. + Clinton ♂ arr.	5 35	5 00	....	....	A M	....	7 50
....	P M	....	....	1005	1 10	2	+....Fulton.. ♂	5 26	4 50	....	....	....	....	7 35
....	91	53	....	1020	1 25	10	.....Thomson.... ♂	5 05	4 35	....	54	....	92	7 15
....	A M	A M	....	1045	1 55	20	arr..Savanna..lve.	4 45	4 22	...	P M	....	P M	†700
....	†715	*3 35	2 35	1110	2 15	145	lve..Savanna..arr.	4 25	4 00	6 35	3 50	....	5 30	A M
....	7 59	4 09	- -	- -	a -	158	.... Hanover.... ♂	- -	- -	- -	3 25	....	4 60	....
....	9 1	4 42	3 14	1158	2 58	171	ar. Galena Jn. ♂ lv.	3 39	3 22	5 55	2 58	....	3 39	....
....	....	5 00	3 40	1210	3 10	175	arr. } + Galena ♂ { lve.	3 20	2 55	5 35	2 35	....	....	....
....	....	4 25	2 55	1130	2 35	175	lve. } { arr.	3 55	3 40	6 10	3 10	....	....	....
....	9 10	4 42	3 14	1150	2 58	171	lve. Galena Jn. arr.	3 39	3 22	5 55	2 58	....	2 58	....
....	1000	5 05	3 40	1218	3 21	185	ar. + E. Dubuque ♂ lv.	3 15	2 50	5 30	2 28	....	1 25	....
....	....	5 15	3 50	1232	3 30	186	ar. } + Dubuque ♂ { lv.	2 55	2 30	5 15	2 10	....	....	....
....	....	4 40	3 18	:169	2 56	186	lv. } { ar.	3 30	305	5 50	2 48	....	....	....
....	1000	5 05	3 40	1218	3 21	185	lve. E. Dubuque arr.	3 15	2 50	5 30	2 28	....	1 25	....
....	1045	5 38	- -	- -	3 45	199	+.....Potosi..... ♂	- -	- -	- -	2 00	....	1240	....
....	1109	5 48	- -	- -	a -	205	.....McCartney.. ♂	- -	- -	- -	1 48	....	1205	....
....	1240	6 03	- -	1 00	4 06	213	+....Cassville ... ♂	- -	d -	- -	1 35	....	1140	....
....	2 16	6 19	- -	- -	a -	222	+..Glen Haven.. ♂	- -	- -	- -	1 18	....	1020	....
93	3 10	6 29	- -	- -	a -	228	..... Bagley .... ♂	- -	- -	- -	1 08	94	9 35	....
Noon	3 25	6 33	- -	- -	a -	232	.....Wyalusing... ♂	- -	- -	- -	1 01	A M	8 55	....
†247	5 00	6 52	5 15	1 45	4 49	230	+ Prairie du Chien ♂	1 51	1 20	3 55	12 47	†015	†830	....
1 28	P M	7 15	- -	- -	a -	254	.....Lynxville... ♂	- -	- -	- -	12 19	9 20	A M	....
2 06	....	7 27	- -	- -	a -	262	.....Ferryville... ♂	- -	- -	- -	12 04	8 50	....	....
2 35	....	7 42	- -	- -	a -	269	+....De Soto.... ♂	- -	- -	- -	11 50	8 20	....	....
3 00	....	7 50	- -	- -	a -	274	.....Victory..... ♂	- -	- -	- -	11 41	7 50	....	....
3 30	....	8 00	- -	- -	a -	281	.....Genoa..... ♂	- -	- -	- -	11 29	7 25	....	....
3 50	....	8 10	- -	- -	a -	287	.....Stoddard ... ♂	- -	- -	- -	11 19	7 00	....	....
4 05	91	8 18	-		a -	293	..... Calvert.... ♂	- -	- -	- -	11 07	6 39	....	92
....	A M	8 40	6 50	3 25	6 20	208	+ ..La Crosse.. ♂	1223	1204	2 15	10 55	- -	....	P M
6 00	†630	9 05	7 10	4 45	8 35	301	. Grand Crossing ♂	1210	1151	2 05	10 40	†615	....	4 50
P M	6 40	9 10	- -	- -	a -	304	.... Onalaska... ♂	- -	- -	- -	10 20	A M	....	4 25
....	7 00	9 20	- -	- -	a -	311	.....Lytle..... ♂	- -	- -	- -	10 10	....	....	3 55
....	7 33	9 30	- -	- -	a -	318	+. Trempealeau . ♂	- -	- -	- -	9 59	....	....	3 30
....	8 30	9 46	7 44	4 21	7 12	326	ar. E. Winona ♂ lv.	1124	1109	1 17	9 46	....	....	3 00
....	....	10 10	8 10	4 45	7 32	328	ar. } + Winona ♂ { lv.	1100	1045	1256	9 20	....	....	....
....	....	9 20	7 25	4 01	6 45	328	lv. } { ar.	1145	1128	1 40	10 10	....	....	....
....	8 30	9 46	7 44	4 21	7 12	326	lve. E. Winona arr.	1124	1109	1 17	9 46	....	....	3 00
....	9 31	10 00	- -	- -	7 25	334	+. Fountain City. ♂	- -	d n	- -	9 31	....	....	2 02
....	- -	- -	- -	- -	a -	339	..... Purdy	- -	- -	- -	- -	....	....	- -
....	1058	10 19	- -	- -	a -	343	.....Cochrane... ♂	- -	- -	- -	9 09	....	....	1 20
....	1140	10 46	8 22	5 05	7 52	351	+.....Alma..... ♂	1046	1030	1237	8 49	....	....	1250
....	1204	11 01	- -	- -	a -	359	.....Nelson..... ♂	- -	- -	- -	8 33	....	....	1204
....	1215	11 07	- -	- -	a -	362	.....Trevino..... ♂	- -	- -	- -	8 23	....	....	1140
....	1124	11 15	- -	- -	a -	366	+.....Pepin..... ♂	- -	- -	- -	8 15	....	....	1115
....	1 10	11 27	- -	- -	a -	373	+...Stockholm... ♂	- -	- -	- -	8 03	....	....	1035
....	1 40	11 39	- -	- -	a -	379	+. Maiden Rock. ♂	- -	9 50	- -	7 51	....	....	- -
....	2 10	11 52	- -	- -	a -	387	.....Bay City... ♂	- -	- -	- -	7 36	....	....	- -
....	2 25	12 03	- -	- -	a -	391	.....Hager..... ♂	- -	- -	- -	7 26	....	....	8 20
....	2 45	12 14	- -	- -	a -	397	.. Diamond Bluff. ♂	- -	- -	- -	7 16	....	....	7 40
....	3 30	12 40	9 48	6 33	9 30	408	+...Prescott... ♂	9 25	9 07	1110	6 55	....	....	6 55
....	- -	12 43	- -	- -	a -	409	...Point Douglas ..	- -	- -	- -	6 46	....	....	- -
....	- -	12 46	- -	- -	a -	410	.....Hastings.... ♂	- -	- -	- -	6 41	....	....	- -
....	- -	g -	- -	- -	a -	421	.Pullman Avenue ♂	- -	- -	- -	- -	....	....	- -
....	- -	g -	- -	- -	a -	422	...St. Paul Park.. ♂	- -	- -	- -	- -	....	....	- -
....	- -	g -	- -	- -	a -	423	..... Newport.... ♂	- -	- -	- -	- -	....	....	- -
....	6 30	1 20	- -	- -	a -	429	...Dayton's Bluff. ♂	- -	- -	- -	6 10	....	....	†530
....	P M	1 30	10 45	7 20	10 30	431	arr. + St. Paul ♂ lve.	8 40	8 30	1030	6 05	....	....	A M
....	....	2 05	11 40	8 00	11 15	442	+. Minneapolis ♂	*745	*745	*930	*5 30	....	....	....
●	....	P M	A M	A M'	P M	...	ARRIVE] [LEAVE	A M	P M	P M	A M			

Arrives at Canal and 16th Streets. + Coupon stations. ♂ Telegraph stations. STANDARD—Central time.

h Stops to leave from Aurora and Streator and Aurora and Savanna Branches.

g Stops to leave from Prescott or south thereof.

Additional Train—Leaves Clinton †5 00 p.m., arrives Savanna 6 15 p m.

* Daily; † daily, except Sunday; ¶ daily except Monday; *a* stops to leave revenue passengers only from Rochelle or east, or from Clinton and south; *b* stops to take for St. Paul and beyond; *c* stops to take for points beyond Aurora; *d* stops to take for points south of Savanna where train makes regular stop and to leave from St. Paul and Minneapolis; *n* stops to leave from Alma; *s* stops Sunday only. ● Meals.

Table 3—AURORA AND WEST CHICAGO.

....	....	19-87	83	M	October 31, 1909.	84-42	88-22	....	....
....	....	A M	....	..	LEAVE] [ARRIVE	A M	P M	....	....
....	....	†8 20	A M	..	.....Chicago.....	10 45	2 20	....	....
....	....	†9 50	†7 45	0	lv..+Aurora ♂ .ar.	9 00	12 10	....	....
....	....	10 10	8 10	4	..North Aurora ♂	8 45	11 49	....	....
....	....	10 25	8 15	7	.....Batavia.... ♂	†8 30	11 39	....	....
....	....	10 50	A M	13	...West Chicago. ♂	A M	†1125	....	....
....	....	A M	....	..	ARRIVE] [LEAVE	....	A M	....	....

Table 4—AURORA AND WEST BATAVIA.

....	....	No. 11-95	M	October 31, 1909.	No. 98-14	....	....
....	....	.....	..	LEAVE] [ARRIVE	.....	....	....
....	....	†1100 A M	..	.....Chicago.....	6 15 P M	....	....
....	....	†1 45 P M	0	lve. + Aurora ♂ .arr.	3 55 P M	....	....
....	....	1 55 »	7	.. Geneva Switch ..	3 45 »	....	....
....	....	2 30 P M	9	.West Batavia. ♂	†2 40 P M	....	....
....	....	.....	..	ARRIVE] [LEAVE	.....	....	....

Table 5—SHABBONA AND STERLING.

No. 91	No. 41	Ms.	November 14, 1909.	No. 42	No. 92
.....	.....	....	LEAVE] [ARRIVE	.....	.....
.....	†4 30 P M	..	.....Chicago.....	10 45 A M	.....
¶1 00 A M	†6 50 »	67	lv...Shabbona ♂ .ar.	8 20 »	11 30 P M
1 45 »	7 05 »	75	.... Paw Paw.. ♂	8 04 »	10 10 »
2 15 »	7 17 »	80	.....Compton... ♂	7 55 »	9 30 »
2 35 »	7 24 »	85	.West Brooklyn. ♂	7 48 »	9 00 »
3 00 »	7 36 »	90	.....Shaws..... ♂	7 40 »	8 25 »
4 00 »	7 45 »	94	+....Amboy... ♂	7 30 »	7 45 »
4 10 »	7 57 »	100	.....Walton.....	7 19 »	7 10 »
5 00 »	8 08 »	106	.....Harmon.... ♂	7 07 »	6 50 »
5 08 »	8 17 »	108	.....Stones.....	6 58 »	6 27 »
5 30 »	8 25 »	113	....Rock Falls.. ♂	6 50 »	6 20 »
†6 45 A M	8 30 P M	124	+...Sterling... ♂	†6 45 A M	†6 00 P M
.....	.....	....	ARRIVE] [LEAVE	.....	.....

Table 6—ROCHELLE AND ROCKFORD.

9	19	3	93	Ms	November 14, 1909.	4	8	22	94
P M	A M	....	P M	...	LEAVE] [ARRIVE	A M	....	....	....
†430	†820	....	*1015	0	.....Chicago.....	1045		P M	....
5 46	9 42	A M	1120	37	lve..+Aurora ♂ .arr.	9 22	Noon	7 00	P M
7 40	11 17	†850	¶140	83	lve..+Rochelle ♂ .arr.	7 48	12 10	5 30	9 20
7 50	11 30	9 00	2 15	86	....Flag Center...	7 41	11 59	5 20	9 06
7 59	11 49	9 10	2 45	91	.....Kings..... ♂	7 31	11 49	5 10	7 58
8 07	11 59	9 19	3 30	95	.....Holcomb.... ♂	7 24	11 39	5 01	7 35
8 13	12 05	9 25	3 45	99	....Davis Junc.. ♂	7 19	11 32	4 55	7 20
8 25	12 17	9 37	4 15	104	....New Milford.. ♂	7 07	11 20	4 42	7 00
8 40	12 30	9 50	4 45	110	+...Rockford... ♂	†655	†1105	†430	†620
P M	Noon	A M	A M	...	ARRIVE] [LEAVE	A M	A M	P M	P M

Table 7—OREGON AND FORRESTON.

No. 47	51	Mls	November 14, 1909.	42	No. 52	....
.....	A M	....	LEAVE] [ARRIVE	A M	.....	....
†6 30 P M	†1000	0	.....Chicago.....	10 45	9 00 P M	....
7 40 »	11 03	37	lve...+Aurora ♂...arr.	9 22	7 50 »	....
8 35 »	12 55	99	lve...+Oregon ♂...arr.	7 20	5 58 »	....
9 55 »	1 15	105	+.....Mt. Morris.... ♂	7 07	5 26 »	....
10 10 »	1 35	112	.....Maryland..... ♂	6 55	5 00 »	....
10 25 P M	1 50	117	+....Forreston.... ♂	†6 45	†4 45 P M	....
.....	P M	....	ARRIVE] [LEAVE	A M	.....	....

Table 8—AURORA AND STREATOR.

No. 41	No. 19	Ms	October 31, 1909.	No. 42	No. 14
†4 30 P M	†8 20 A M	...	lve...Chicago..arr.	10 45 A M	8 15 P M
†5 44 P M	†9 42 A M	0	lve. + Aurora ♂ arr.	9 15 A M	4 50 P M
5 60 »	9 48 »	4	.... Montgomery. ♂	9 07 »	4 43 »
5 59 »	9 56 »	6	.....Oswego.... ♂	8 58 »	4 32 »
6 11 »	10 09 »	12	.....Yorkville... ♂	8 47 »	4 19 »
6 18 »	10 15 »	15	.....Fox..... ..	8 39 »	4 10 »
6 25 »	10 23 »	19	.....Millbrook... ♂	8 34 »	4 02 »
6 33 »	10 31 »	22	.....Millington.. ♂	8 25 »	3 52 »
6 43 »	10 42 »	27	.....Sheridan... ♂	8 11 »	3 38 »
6 47 »	10 46 »	29	..Sheridan Jn ..	8 06 »	3 33 »
6 52 »	10 52 »	32	..... Serena.... ♂	8 01 »	3 28 »
6 57 »	10 56 »	34	..... Blakes.....	7 56 »	3 24 »
7 01 »	11 01 »	36	..... Wedron.... ♂	7 51 »	3 18 »
7 10 »	11 10 »	39	..... Dayton .... ♂	7 45 »	3 13 »
7 20 »	11 21 »	44	+...Ottawa... ♂	7 36 »	3 05 »
7 22 »	11 24 »	45	.. South Ottawa ..	7 30 »	2 58 »
7 25 »	11 28 »	46	..... Hitt	7 26 »	2 53 »
7 38 »	11 40 »	52	...Grand Ridge. ♂	7 16 »	2 44 »
7 47 »	11 47 »	56	.....Richards.....	7 08 »	2 38 »
8 00 P M	11 59 A M	60	ar. + Streator ♂ lv.	†7 00 A M	†2 30 P M

Table 9—SERENA, EARLVILLE AND PAW PAW.

....	No. 93	Mls	November 14, 1909.	No. 94	....	....
....	†7 00 A M	....	lve..Shabbona..arr.	6 60 P M	....	....
....	†8 04 A M	0	lve...Paw Paw..arr.	6 00 P M	....	....
....	8 15 »	4	.....Radley.....	5 25 »	....	....
....	9 30 »	8	+.....Earlville...	5 03 »	....	....
....	9 50 »	14	.....Baker.....	4 03 »	....	....
....	10 20 »	20	...Sheridan Junc..	3 33 »	....	....
....	10 35 A M	22	arr.....Serena...lve.	†3 10 P M	....	....

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Complete Index to Stations on Burlington Route shown on pages 836-838.

LINES EAST OF THE MISSOURI RIVER—Continued.

Table 10—ST. LOUIS, ROCK ISLAND AND ST. PAUL.

91	49	47	Mls	*October* 31, 1909.	52	48	190	92
.....	P M	A M	...	LEAVE] [ARRIVE	A M	P M	.....	.....
.....	*8 10	*8 16	0	......**St. Louis**....♂	7 15	5 35	.....	.....
A M	8 19	8 25	2	...Washington Ave...	7 04	5 24	.....	P M
†5 40	8 28	8 34	3	...**East St. Louis**.♂	6 57	5 17	.....	5 55
6 40	9 04	9 10	22	.....**East Alton**...♂	6 08	4 38	.....	4 00
6 50	9 09	9 15	24	.....Upper Alton.....	5 58	4 30	.....	3 35
7 00	9 14	9 20	27	........Woods........	5 52	4 23	.....	3 30
7 30	9 28	9 35	35	+....**Brighton**....♂	5 37	4 07	.....	3 10
7 50	9 37	9 45	40	.........Piasa.......♂	5 25	3 55	.....	2 50
8 15	9 47	9 55	44	.......**Medora**.....♂	5 15	3 44	....	2 35
8 30	9 53	10 01	49	.......Kemper.....♂	5 05	3 35	.....	2 05
8 50	10 02	10 10	52	......Rockbridge....♂	4 56	3 25	.....	1 50
9 25	10 14	10 23	57	+....**Greenfield**....♂	4 45	3 13	.....	1 20
9 45	10 24	10 33	62	........Wrights.....♂	4 35	3 02	.....	12 55
11 40	10 37	10 47	66	+....**Whitehall**....♂	4 21	2 46	.....	12 20
12 05	10 46	10 54	72	...West Roodhouse.♂	4 11	2 36	.....	10 54
12 10	10 50	10 58	74	.........Barrow.......♂	4 07	2 32	....	10 40
12 25	10 59	11 08	78	..........Alsey.......♂	3 56	2 22	.....	10 25
1 15	11 12	11 20	84	+....Winchester....♂	3 45	2 08	.....	10 00
1 57	11 22	11 30	89	.......Riggston......♂	3 34	1 57	....	9 00
2 07	11 25	11 34	90	.........Merritt.........	3 30	1 53	.....	8 50
2 30	11 34	11 44	94	+.....**Chapin**.....♂	3 21	1 43	.....	8 35
3 10	11 42	11 57	98	+.....**Concord**.....♂	3 11	1 32	.....	8 10
3 35	11 51	12 08	103	...... Arenzville ....♂	2 58	1 20	.....	7 40
4 00	11 57	12 16	106	........Hagener......♂	2 48	1 12	.....	7 05
4 40	12 10	‖12 30	113	ar.+**Beardstown**♂lv	2 35	1 00	P M	†6 50
†4 45	12 20	12 50	113	lv...**Beardstown**..ar	2 20	‖12 40	8 55	A M
4 5?	12 29	1 00	117	........Frederick......♂	2 10	12 30	8 45	
5 07	12 38	1 10	122	+.....Browning.....♂	2 00	12 20	8 35	...
5 15	12 48	1 21	127	.........Bader.......♂	1 47	12 10	8 27	....
5 23	12 58	1 32	130	+......Astoria.......♂	1 35	12 02	8 20	....
5 37	1 15	1 50	137	arr..+**Vermont**♂.lve.	1 15	11 45	8 05	....
5 55	1 15	1 50	137	lve....**Vermont**...arr.	1 15	11 40	7 40	....
6 59	2 17	3 00	168	.........Canton.......♂	11 58	10 37	6 27	....
8 07	2 50	3 40	185	..... **Yates City** ...♂	11 20	9 57	5 41	18
8 55	3 38	4 30	208	arr.+**Galesburg**♂lve.	10 35	9 15	4 55	A M
9 10	4 50	5 25	208	lve...**Galesburg**..arr.	9 45	9 10	4 35	8 50
9 20	5 00	5 35	214	......Henderson....♂	— —	*b* —	4 22	8 35
9 32	5 10	5 46	221	arr.......**Rio**......lve.	9 21	8 37	4 11	†8 25
5 37	....	2 05	137	lve....**Vermont**♂.arr.	..	11 45	8 00	A M
5 46	.....	2 20	142	..... Table Grove ...♂	.....	11 31	7 50	....
5 56	.....	2 35	148	..........Adair.......♂	.....	11 20	7 40	....
6 03	...	2 45	152	........Epperson.......	.....	11 10	7 28	....
6 15	.....	3 00	157	arr ..**Bushnell**♂.lve.	.....	11 00	7 15	....
6 15	....	3 15	157	lve....**Bushnell**...arr.	.....	10 55	6 55	
6 27	.....	3 27	162	.....Walnut Grove...♂	.....	10 41	6 44	
6 37	.....	3 35	166	..... Youngstown ...♂	.....	10 30	6 36	
6 44	.....	3 42	168	......Swan Creek....♂	.....	10 24	6 32	
6 56	.....	3 55	173	.......Roseville......♂	.....	10 13	6 21	
7 10	.....	4 08	179	.... Larchland ....♂	.....	10 00	6 09	
7 25	....	4 20	185	arr..**Monmouth**♂lve.	.....	9 48	5 58	
7 25	.....	4 25	185	lve..**Monmouth**..arr.	.....	9 30	4 25	
7 40	.....	4 37	192	.........Gerlaw ......♂	....	9 14	3 45	
7 54	.....	4 50	198	.... Alexis ......♂	.....	9 01	3 25	
8 05	.....	5 02	202	...North Henderson.♂	....	8 50	2 50	
8 15	.....	5 15	207	arr.......**Rio**♂....lve.	.....	8 40	†2 30	
9 32	5 10	6 46	207	lve...... **Rio** ......arr.	9 21	8 37	4 11	
9 45	5 22	6 59	212	.........**Alpha**.......♂	9 08	8 23	4 00	
9 53	5 30	8 07	217	........Ophiem.......♂	— —	8 04	3 50	
10 01	5 39	6 15	221	..........Lynn........♂	8 47	7 55	3 43	
10 11	5 50	6 26	225	+.. ...**Orion**.......♂	8 37	7 43	3 35	
10 20	5 58	6 36	229	.........Warner.......♂	— —	7 33	3 25	
10 31	6 08	6 46	233	.......Briar Bluff....♂	— —	7 23	3 15	
10 36	6 13	6 49	235	.... **Colona** .....♂	8 13	7 18	3 10	
10 42	6 25	6 57	238	........**Barstow**.....♂	8 05	7 10	3 04	
10 48	— —	— —	242	..Watertown Hospital..	7 50	— —	2 53	
10 52	6 38	7 10	243	+..**East Moline**..♂	7 48	7 00	2 51	
11 04	6 50	7 23	246	+.....**Moline**.....♂	7 38	6 50	2 42	
11 17	7 10	7 40	249	ar.+**Rock Island**♂lv.	7 25	6 35	2 30	
1 55	11 10	8 25	249	lv...**Rock Island**..ar.	7 10	6 20	2 05	
2 10	11 21	8 40	252	..... **Davenport**...♂	6 55	6 08	†1 50	
P M	— —	— —	255	........Bettendorf.....♂	— —	— —	P M	
	— —	— —	258	....Nutting Farms....	— —	— —	.....	
	— —	— —	261	....Pleasant Valley..♂	— —	— —	...	
	— —	— —	263	......Tile Works......	— —	— —	....	
	11 47	9 07	266	.......Le Claire.....♂	6 18	5 35	....	
	h —	*h* 9 17	272	.......Princeton.....♂	*i* —	*i* —		
	— —	— —	277	.......Shaffton .....♂	— —	— —		
	h —	*h* 9 34	282	......Camanche ....♂	*i* ‡‡	*i* —		
	12 50	9 50	287	+.....**Clinton**.....♂	5 40	5 00		
	1 00	9 57	288	.....East Clinton.....	5 30	4 55		
	1 10	10 05	290	+..... **Fulton**......♂	5 25	4 50		
	1 25	10 20	298	.......Thomson.....♂	5 05	4 35		
	1 55	10 45	308	........**Savanna**........	4 45	4 22		
	3 10	12 10	334	.... **Galena**	3 20	2 55		
	3 30	12 32	347	...... **Dubuque**	2 55	2 30		
	4 49	1 45	402	..**Prairie du Chien**..	1 51	1 29		
	6 20	3 25	461	......**La Crosse**......	12 23	12 04	....	
	7 32	4 45	488	........**Winona**........	11 00	10 45	....	
	10 30	7 20	593	.......**St. Paul**.......	8 40	8 30	....	....
	11 15	8 00	604	....**Minneapolis**....	*7 45	*7 45	....	....
	P M	A M	....	ARRIVE] [LEAVE	A M	P M	.....	.....

Train leaves Galesburg for Rio *8 00 a.m. Leaves Rio for Galesburg *5 20 p.m.

* Daily; † daily, except Sunday. ‡‡ Stops to leave from Clinton and points north. ‖ Meals. + Coupon stations; ♂ Telegraph stations. STANDARD—*Central time.*

n Stops to leave from Peoria or beyond.

Table 11—ST. LOUIS, HANNIBAL, QUINCY, BURLINGTON.

15	7	13	3	43	1	Ms	*October* 31, 1909.	8	12	14	4	16	10
P M	P M	P M	.....	A M	A M	...	LEAVE] [ARRIVE	A M	P M	P M	P M	A M	.....
*8 01	*7 40	*2 15	.....	*8 02	*2 35	0	+..**St. Louis**..♂	7 29	2 15	6 50	8 25	7 19	
— —	7 48	2 23	.....	8 10	— —	2	.Washington Ave.	7 19	— —	6 40	8 21	7 1[illegible]	
— —	7 55	— —	.....	8 16	— —	4	North MarketSt.♂	7 12	— —	— —	8 12	— —	
— —	— —	— —	.....	8 24	— —	7	..North St. Louis♂	— —	— —	— —	8 02	— —	
—	8 07	— —	.....	8 30	— —	10	...Prospect Hill...	6 58	— —	— —	7 57	—	
	8 08	— —	.....	8 32	— —	11	......Bissell......	6 55	— —	— —	7 56	— —	
—	8 09	— —	.....	8 33	— —	12	....Field Club....	6 54	— —	— —	7 55		
	8 13	— —	.....	8 35	— —	13	.....Larimore.....	6 50	— —	— —	7 52		
—	8 16	— —		8 37	— —	15	...Spanish Lake.♂	6 47	— —	—	7 49		
—	8 2?	— —		8 44	— —	18	.Ft. Bellefontaine.	6 35	— —	— —	7 41		
—	8 28	— —		8 49	— —	20	...**West Alton**.♂	6 24	— —	— —	7 36		
—	8 ?9	— —		8 58	— —	27	.....Machens...♂	6 15	1 24	—	7 29		
—	8 42	— —		9 00	— —	28	Portage Des Sioux	6 08	— —	—	7 23		
—	8 47	— —		9 05	— —	31	......Wilkie......	6 04	— —	— —	7 15		
—	8 53	— —		9 09	— —	34	..Orchard Farm♂	6 00	— —	— —	7 10		
—	8 55	— —		9 11	— —	35	...... Blase	5 55	— —	— —	7 02		
—	8 58	— —		9 14	— —	37	....Seeburger..♂	5 52	— —	— —	6 58		
—	9 04	— —		9 19	— —	40	....Kampville....	5 47	— —	— —	6 5?		
—	9 11	— —		9 24	— —	43	.....Peruque....♂	5 42	— —	— —	6 47		
—	9 16	— —		9 30	— —	47	...... Firma....♂	5 37	— —	— —	6 38		
—	9 21	— —		9 35	— —	49	....Dolbow.....	5 33	— —	— —	6 33		
—	9 29	— —		9 40	— —	52	..**Old Monroe**♂	5 28	— —	— —	6 27		
—	9 32	— —		9 45	— —	54	.....Brevator.....	5 16	— —	— —	6 22		
—	9 39	— —		9 49	— —	56	.....Winfield...♂	5 10	12 45	— —	6 1?		
—	9 45	— —		9 55	— —	60	...... Foley ....♂	5 02	— —	— —	6 10		
—	9 49	— —		9 57	— —	61	...King's Lake...	4 57	— —	— —	6 06		
—	9 51	— —		10 00	— —	62	...... Oasis	4 55	— —	— —	6 04		
—	9 55	— —		10 04	— —	64	...... Apex.......	4 51	— —	— —	6 00	— —	
—	10 05	3 50		10 12	— —	68	+...Elsberry...♂	4 42	12 25	— —	5 53	— —	
—	10 12	— —		10 19	— —	72	.....Dameron.....	4 32	— —	— —	5 44	— —	
—	10 20	— —		10 26	— —	75	......Annada....♂	4 24	— —	— —	5 38	— —	
—	10 27	— —		10 32	— —	79	.... Kissenger ..♂	4 15	— —	—	5 31	— —	
—	10 37	4 15		10 42	— —	84	+.**Clarksville**.♂	4 02	12 01	4 33	5 20	— —	
—	10 44	— —		10 49	— —	89	....McIntosh ..♂	3 53	— —	— —	5 11	— —	
11 21	10 53	4 35		11 03	4 52	94	+..**Louisiana**..♂	3 45	11 41	4 12	5 00	4 52	
—	11 02	— —	.....	11 12	— —	100	.....Reading...♂	3 30	— —	— —	4 43	— —	
—	11 06	— —	.....	11 17	— —	102	...... Love.......	3 24	— —	— —	4 36	— —	
—	11 12	— —	.....	11 23	— —	104	.....Ashburn...♂	3 20	— —	— —	4 32	— —	
—	11 14	— —	.....	11 25	— —	106	.....La Motte.....	3 16	— —	— —	4 29	— —	
—	11 17	— —	.....	11 27	— —	107	.......Busch......	3 15	— —	— —	4 27	— —	
—	— —	— —	.....	— —	— —	109	...... Hope	— —	— —	— —	— —	— —	
—	— —	— —	.....	11 32	— —	111	.....Clemens.....	— —	— —	— —	4 22	— —	
—	11 29	— —	....	11 37	— —	114	.....Saverton...♂	3 05	— —	— —	4 15	— —	
—	— —	— —	.....	11 42	— —	117	......Ilasco......	— —	— —	— —	4 08	— —	.....
12 01	11 46	5 20	A M	‖11 52	5 35	120	ar.+**Hannibal**.lv.	2 50	10 55	*3 35	4 00	*4 13	P M
Night	12 08	5 25	†11 57	A M	5 40	120	lv.‖**Hannibal**♂ar.	2 45	10 50	P M	3 30	A M	10 50
	12 19	— —	12 07		— —	126	......Helton.....♂	— —	— —		3 16		10 35
.....	12 30	— —	12 19	.....	6 03	134	......Moody.....♂	2 20	— —	.....	3 02	.....	10 20
.....	12 37	— —	12 25	.....	— —	138	ar.**West Quincy**.lv.	2 13	— —	.....	2 55	.....	10 13
.....	12 45	6 00	12 33	.....	6 15	140	ar.+**Quincy**♂..lv.	2 05	10 15	.....	2 45	.....	10 05
.....	1 15	6 05	12 38	.....	6 20	140	lve..**Quincy**..arr.	2 00	10 05	.....	2 45	.....	10 00
.....	1 23	6 13	12 46	.....	6 28	142	lv.**West Quincy**♂ar.	1 53	— —	...	2 35	.....	9 52
.....	1 40	6 28	1 00	.....	6 41	151	+..La Grange..♂	1 40	9 43	.....	2 21	.....	9 38
.....	1 51	6 38	1 10	.....	6 51	157	+....Canton....♂	1 25	9 26	.....	2 09	.....	9 26
43	— —	— —	1 16	41	— —	162	.....Santuzza.....	— —	— —	40	1 58	42	9 16
P M	2 06	— —	1 24	P M	7 06	167	+.. Gregory....♂	1 07	— —	A M	1 50	P M	9 09
†8 55	2 17	7 01	1 37	*1 00	7 16	173	+.**Alexandria**.♂	12 57	8 55	9 10	1 37	9 25	8 58
9 10	2 35	7 20	1 55	1 15	7 35	179	ar.+**Keokuk**..lv.	12 46	8 40	†8 55	1 20	*9 10	8 40
P M	2 35	7 20	1 55	P M	7 35	179	lv...**Keokuk**♂ar.	12 46	8 40	A M	1 15	P M	8 30
	— —	— —	2 05	.....	7 44	184	.... Sandusky	— —	— —		1 02	.....	8 16
.....	— —	— —	2 07	.....	7 46	185	.....Ballinger.....	— —	— —	.....	1 00	.....	— —
.....	— —	— —	2 10	.....	7 48	186	.....Galland.....	12 26	— —	.....	12 58	.....	8 12
31	2 56	7 43	2 18	.....	7 56	190	.....Montrose....♂	12 19	8 2?	30	12 52	.....	8 06
P M	— —	— —	2 28	.....	— —	195	.......Beck.......	— —	— —	A M	12 42	.....	7 59
†6 10	3 07	— —	2 30	.....	8 11	196	.......**Viele**....♂	12 04	— —	8 40	12 40	.....	7 55
6 13	— —	— —	— —	.....	— —	198	.......Bullard.....	— —	— —	8 34	12 31	.....	— —
6 25	3 22	8 15	2 45	.....	8 25	203	+.**Fort Madison**.♂	11 53	7 57	8 25	12 28	.....	7 37
6 33	— —	— —	2 51	.....	— —	207	..... Wescott.....	— —	— —	8 16	12 19	.....	7 25
6 40	3 36	— —	2 58	.....	8 42	211	......Wever.....♂	11 37	— —	8 10	12 14	.....	7 20
6 47	— —	— —	3 08	.....	8 50	215	...Spring Grove.♂	— —	— —	8 02	12 06	.....	7 12
6 50	— —	— —	— —	.....	— —	217	.....Kemper.....	— —	— —	7 55	12 01	.....	7 07
7 00	4 00	8 55	3 22	.....	9 05	222	ar+**Burlington**♂lv.	*11 20	*7 25	†7 45	*11 55	.....	†7 00
P M	4 10	9 05	P M	.....	A M	222	lv...**Burlington**..ar.	10 45	7 10	A M	A M	.....	P M
.....	4 25	8 00	.....	.....	.....	576	.... **St. Paul**	9 45	8 05	.....	.....	.....	.....
.....	5 05	8 40	.....	.....	.....	586	..**Minneapolis**..	*9 10	*7 30	.....	.....	.....	.....
.....	P M	A M	.....	.....	.....	...	ARRIVE] [LEAVE	A M	P M	.....	.....	.....	.....

a Stops to leave passengers from south of Yates City; *b* stops to leave from Moline and points north.

c Stops to take for Kewanee, Princeton, Mendota, Aurora and Chicago.

d Stops to take passengers to points south of Yates City; *h* stops for passengers going north of Savanna; *i* stops to take passengers going south of Rock Island.

Table 12—GALESBURG AND PEORIA.

52	178	18	48	22	56	M	*October* 31, 1909.	49	179	47	11	21	1
P M	P M	A M	A M	.....	A M	..	LEAVE] [ARRIVE	A M	A M	P M	P M	.....	P M
*10 55	*4 55	*9 55	*9 15	.....	†5 00	0	+..**Galesburg**..♂	3 38	8 55	4 30	4 45	.....	8 43
10 46	5 05	10 05	*d* —	.....	5 10	5	.....Knoxville...♂	3 25	8 41	*c* —	4 31	.....	*n* —
10 56	5 15	10 14	*d* —	.....	5 19	11	......Gilson.....♂	*a* —	8 30	*c* —	4 21	.....	— —
11 05	5 24	10 21	*d* —	.....	5 27	16	.....Maquon....♂	3 02	8 21	*c* —	4 12	.....	— —
11 13	5 32	10 29	*d* —	A M	5 34	20	......Douglas....♂	*a* —	8 14	*c* —	4 05	P M	— —
11 20	5 41	10 35	9 57	†7 45	5 40	23	...**Yates City**..♂	*2 50	8 07	*3 40	3 58	6 35	8 03
P M	5 47	10 47	A M	7 53	5 48	26	+...**Elmwood**...♂	A M	7 58	P M	3 50	†5 20	7 56
.....	5 59	10 58	.....	A M	5 57	31	.....Oak Hill....♂	.....	7 48	.....	3 38	P M	— —
.....	6 14	11 11	.....	.....	6 11	39	.....Edwards....♂	.....	7 36	.....	3 25	.....	— —
.....	— —	11 23	.....	.....	6 22	45	.....Pottstown......	.....	— —	.....	3 15	.....	— —
.....	6 45	11 45	.....	.....	6 45	53	+....**Peoria**....♂	.....	†7 15	.....	*3 00	.....	*7 10
.....	P M	A M		.....	A M	..	ARRIVE] [LEAVE	.....	A M	.....	P M	.....	P M

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

Complete Index to Stations on Burlington Route shown on pages 836-838.

LINES EAST OF THE MISSOURI RIVER—Continued.

Table 13—ST. LOUIS AND KANSAS CITY.—NEW SHORT LINE.

25	23	21	Ms.	October 31, 1909.	24	26	22
PM	PM	AM	....	LEAVE] [ARRIVE	AM	AM	PM
*11 28	*9 10	*9 06	0	+....St. Louis....♂	6 59	7 45	5 23
12 50	10 36	10 27	52	....Old Monroe..♂	5 18	6 16	4 05
- -	10 45	10 36	56	.......Ethlyn.....♂	5 00	- -	3 55
- -	10 58	10 46	61	.......Moscow.....♂	4 51	- -	3 47
- -	11 09	10 54	66	.....South Troy...♂	4 43	- -	3 40
- -	11 26	11 09	73	.....Hawk Point...♂	4 26	- -	3 27
- -	11 37	11 21	79	....New Truxton..♂	4 13	- -	3 17
- -	11 54	11 35	85	......Bellflower....♂	3 59	- -	3 06
- -	12 08	11 46	91	........Buell.......♂	3 48	- -	2 54
- -	12 25	12 02	98	......Wellsville....♂	3 32	- -	2 42
- -	12 36	12 10	103	.....Martinsburg...♂	- -	- -	2 34
- -	- -	12 23	110	.....Benton City...♂	- -	- -	2 25
2 42	12 56	12 33	115	........Francis.....♂	2 56	4 32	2 17
2 52	1 06	12 45	117	arr.+Mexico♂.lve.	*2 15	*4 19	*2 00
7 28	7 00	6 35	280	+..Kansas City..♂	*8 00	*11 46	*9 30
AM	AM	PM	....	ARRIVE] [LEAVE	PM	PM	AM

f Stops to leave from points east of Palmyra Junction only; g stops to take for Kansas City; j stops to take for Denver; x stops to take or leave to or from Kansas City; y stops to leave from Palmyra Junction and east.

s Stops to leave from St. Joseph and beyond and to take passengers holding through tickets from points on Q. O. & K. C. R.R.; s stops on Sunday.

Table 14—ST. LOUIS-KANSAS CITY-ST. JOSEPH AND DENVER.

1	1-8	43	15	13	Mls	June 6, 1909.	14	16	4	12	2
....	AM	AM	PM	PM	....	LEAVE] [ARRIVE	PM	AM	PM	PM	....
....	*2 35	*8 02	*9 01	*2 16	0	+....St. Louis......	6 50	7 19	8 29	2 16	....
....	4 52	11 09	11 21	4 35	94	......Louisiana......	4 12	4 52	6 00	11 43	PM
....	†7 35	12 15	12 06	5 30	120	......Hannibal......	3 35	4 10	4 00	10 35	6 35
....	7 47	- -	- -	- -	126	......Bear Creek......	- -	- -	- -	10 20	6 17
....	7 50	12 28	- -	- -	128	.....Withers Mill...♂	- -	- -	- -	10 15	6 14
....	8 03	- -	- -	5 53	134	.......Palmyra.....♂	- -	- -	- -	10 03	6 02
....	†8 05	12 42	12 53	5 55	135	arr..Palmyra Jn.♂lve.	3 03	3 39	3 05	10 01	†6 00
....	*8 20	12 42	12 53	5 56	135	lve..Palmyra Jn...arr.	3 03	3 39	2 56	9 55	PM
....	8 30	12 50	- -	- -	139	......Woodland....♂	- -	- -	2 45	9 44	
....	8 52	1 08	1 04	6 20	150	+.....Monroe.....♂	p2 39	3 15	2 25	9 22	....
....	9 06	- -	- -	6 30	157	......Hunnewell....♂	- -	- -	2 14	9 06	....
....	9 16	1 27	- -	- -	162	......Lakenan.....♂	- -	- -	2 05	8 53	....
....	9 26	1 36	1 34	6 47	167	+.....Shelbina.....♂	p2 16	2 49	1 56	8 43	
....	9 36	1 46	- -	- -	173	.......Lentner.....♂	- -	- -	1 46	8 31	
....	9 46	1 57	1 58	7 07	179	.......Clarence.....♂	p1 57	2 24	1 32	8 20	
....	9 54	- -	- -	- -	183	........Anabel......♂	- -	- -	1 20	8 12	
....	10 06	2 15	2 24	7 25	191	+......Macon......♂	1 37	2 00	1 08	8 00	
....	10 18	2 24	2 33	7 35	195	+......Bevier......♂	- -	p i	12 54	7 47	
....	10 27	2 30	- -	- -	199	........Callao......♂	- -	- -	12 44	7 37	
....	10 37	- -	- -	- -	203	........Kern........	- -	- -	12 33	7 27	
....	10 43	2 43	- -	- -	206	....New Cambria..♂	- -	- -	12 27	7 21	....
....	10 51	- -	- -	- -	210	........Lingo......♂	- -	- -	12 20	7 14	....
....	10 59	2 57	3 06	8 08	214	+.....Bucklin.....♂	- -	1 09	12 12	7 07	....
....	11 10	- -	- -	- -	220	.....St. Catherine...♂	- -	- -	11 59	6 55	6
AM	‡11 20	3 15	3 25	8 27	224	arr...Brookfield♂lve.	12 35	12 50	11 50	†6 45	PM
†6 00	11 40	3 18	3 30	8 32	224	lve...Brookfield..arr.	12 30	12 46	11 40	AM	9 20
6 09	11 55	3 28	3 39	y -	229	+.....Laclede.....♂	12 20	12 35	11 30	....	9 05
6 20	12 10	3 40	- -	- -	236	......Meadville....♂	- -	- -	11 13		8 51
6 28	12 18	- -	- -	- -	241	......Wheeling....♂	- -	- -	11 05		8 41
6 44	12 34	4 01	4 12	8 17	250	+....Chillicothe....♂	11 50	12 02	10 51		8 25
6 53	12 43	- -	- -	- -	255	........Utica......♂	- -	- -	10 41		8 14
7 03	12 55	4 20	- -	- -	261	......Mooresville...♂	- -	11 43	10 31		8 04
7 12	1 05	4 28	b -	j -	266	.....Breckenridge...♂	- -	11 54	10 21		7 54
7 21	1 15	- -	- -	- -	271	......Nettleton....♂	- -	- -	10 11		7 44
7 30	1 28	4 45	5 00	9 58	277	+.....Hamilton....♂	11 07	11 16	10 01		7 34
7 40	1 40	- -	r -	- -	283	........Kidder......♂	- -	c -	9 49		7 22
7 50	1 50	5 06	5 21	j -	291	+.....Cameron.....♂	- -	10 52	9 35		7 07
7 57	1 57	5 13	5 27	10 23	292	ar...Cameron Jn.♂lv.	10 45	10 50	9 32		7 05
8 00	2 04	5 20	5 37	....	292	lv...Cameron Jn...ar.	10 38	10 32	9 25		7 00
8 15	2 20	- -	g -	....	301	........Turney.....♂	- -	b -	9 04		6 40
8 25	2 30	5 43	6 03	....	307	+.....Lathrop.....♂	10 15	10 06	8 54		6 28
8 40	2 45	- -	6 16	....	314	.........Holt.......♂	- -	9 50	8 40		6 15
8 51	2 58	6 05	6 25	....	320	........Kearney.....♂	9 54	9 40	8 28		6 05
9 03	3 07	- -	- -	....	326	.......Chandler....♂	- -	- -	8 16		5 52
9 13	3 19	6 26	6 43	....	331	+.....Liberty.....♂	9 34	9 21	8 03		5 42
9 24	3 31	6 38	6 52	....	336	.....Birmingham...♂	9 24	9 11	7 52		5 28
9 30	3 38	x -	6 56	....	339	......Randolph....♂	- -	9 06	7 47		5 22
9 45	3 50	- -	- -	....	344	.......Harlem.....♂	- -	- -	7 38		5 10
10 00	4 00	7 00	7 25	....	346	ar..Kansas City♂lv.	*9 00	*8 50	*7 30		†5 00
11 35	4 00	9 30	7 35	....	346	lv....Kansas City..ar.	AM	8 40	7 10		4 05
12 33	5 05	10 32	8 41	....	373	....Leavenworth....	....	*7 45	*6 00		*3 02
Noon	PM	PM	AM	....	....	ARRIVE] [LEAVE	....	PM	AM		PM
....	2 05	5 18	5 39	10 23	292	lv.+Cameron Jn.♂ar.	10 40	10 45	9 25		
....	2 16	5 30	5 55	- -	298	.......Osborn......♂	n -	- -	9 12		
....	2 29	5 41	6 10	- -	305	.....Stewartsville...♂	- -	- -	8 59		
....	2 38	5 49	6 20	- -	309	.......Hemple.....♂	- -	- -	8 50		
....	2 46	5 58	6 30	- -	314	........Easton......♂	- -	- -	8 42		
....	2 57	- -	6 42	- -	320	........Saxton......♂	- -	- -	8 31		
....	3 15	6 25	‡7 05	11 25	327	ar..+St. Joseph♂.lv.	*9 40	*9 30	*8 15		
....	4 45	6 45	7 40	PM	327	lv....St. Joseph...ar.	AM	8 15	AM		
v1 06	5 43	7 40	8 39	....	350	ar....+Atchison...lv.	....	7 10	v5 14		
PM	6 15	8 05	9 22	....	368	+..Leavenworth....	....	*6 31	AM		
....	PM	PM	AM	....	....	ARRIVE] [LEAVE	....	PM	....		
....	....	....	9 50	o9 30	0	lve..Kansas City.arr.	z11 45	8 40	....	....	
....	....	....	11 59	11 40	63	lve...St. Joseph..arr.	9 30	8 10	....	....	
....	....	....	7 50	4 05	667	.......Denver.......	1 40	8 00	....	....	
....	....	....	AM	PM	....	ARRIVE] [LEAVE	PM	PM	....	....	

b Stops Sunday to leave from Kansas City.

m Stops to leave from Chicago.

k Stops to leave from Quincy and points east; i stops to take for St. Louis; l stops to make connection with trains of the Hannibal Division.

* Daily; † daily, except Sunday. *Central time.*

For local service between Kansas City, St. Joseph and Denver, see table No. 47. q Stops to take passengers for Chicago. o Connection from St. Louis is made via St. Joseph; z connection for St. Louis is made via St. Joseph. ‡ Meals. + Coupon stations; ♂ Telegraph stations.

Table 15—CHICAGO-KANSAS CITY-ST. JOSEPH-ATCHISON AND LEAVENWORTH.

9-13	11	17-3	55	Mls	October 31, 1909.	56	▲4	8	18
....	AM	PM	PM	....	LEAVE] [ARRIVE	AM	AM	PM	PM
....	*11 00	*10 30	*6 10	0	+.....Chicago....♂	8 00	6 50	8 45	2 25
....	12 25	11 55	7 13	37	+......Aurora......♂	6 58	5 30	7 45	1 20
....	2 03	12 56	8 20	83	+.....Mendota.....♂	5 58	3 50	6 40	12 20
....	2 49	1 31	8 47	104	+....Princeton....♂	P5 19	2 59	6 02	11 42
....	4 04	2 40	- -	139	+.......Galva......♂	4 30	1 41	- -	10 47
AM	4 50	3 25	10 05	163	arr.+Galesburg♂lve.	4 00	12 50	4 40	10 10
*10 00	6 00	3 55	10 12	163	lve...Galesburg..arr.	3 55	12 30	4 15	9 50
- -	6 12	- -	- -	168	........Saluda......♂	- -	12 10	4 02	- -
10 20	6 20	4 15	- -	172	+....Abingdon....♂	- -	12 00	3 54	9 30
10 30	6 33	4 25	- -	178	.....St. Augustine...♂	- -	11 47	3 41	9 20
10 37	6 43	4 33	- -	183	.........Avon......♂	- -	11 37	3 32	9 12
10 42	6 49	4 39	- -	186	.....Prairie City...♂	- -	11 31	3 25	9 07
10 55	7 05	4 50	10 58	191	+....Bushnell....♂	a3 00	11 17	3 14	8 56
11 05	7 15	4 59	- -	196	.......Bardolph.....♂	- -	11 07	2 57	8 46
11 15	7 29	5 12	11 16	202	+.....Macomb.....♂	a2 40	10 55	2 47	8 37
11 30	7 43	5 24	- -	209	+....Colchester....♂	- -	10 43	2 34	8 25
11 35	7 48	5 29	-	212	......Tennessee....♂	- -	- -	2 28	8 17
11 47	7 58	- -	- -	217	........Colmar......♂	- -	- -	2 17	8 06
11 59	8 08	5 50	- -	222	+....Plymouth....♂	- -	10 19	2 09	7 59
12 10	8 16	5 59	- -	226	+.....Augusta.....♂	- -	10 12	2 00	7 51
12 23	8 28	6 12	- -	233	......La Prairie....♂	- -	- -	1 47	7 40
12 28	8 33	6 17	- -	235	........Golden......♂	- -	9 55	1 42	7 36
12 40	8 44	6 28	- -	241	+...Camp Point...♂	- -	9 45	1 30	7 28
12 50	8 54	6 39	- -	246	......Coatsburg....♂	- -	9 34	1 22	7 17
12 58	8 59	6 44	- -	248	........Paloma.....♂	- -	9 29	1 17	7 12
1 10	9 06	6 51	- -	252	........Fowler......♂	- -	9 23	1 10	7 07
1 20	9 16	- -	- -	256	.......Ewbanks.....♂	- -	- -	1 00	7 00
*1 35	9 35	7 15	12 55	262	arr...+Quincy♂..lve.	1 10	*9 00	*12 45	*6 40
†6 10	PM	7 45	1 10	262	lve....Quincy....arr.	1 00	3 30	10 45	AM
5 18		7 54	l -	264	....West Quincy..♂	- -	3 20	10 36	....
5 25		8 01	- -	268	........Moody......♂	- -	3 10	10 25	
5 30		8 07	- -	271	.....North River.....	- -	3 08	10 15	
5 45		8 20	1 40	277	arr Palmyra Jn.♂lve.	12 30	2 56	10 00	
*5 55		8 20	1 40	277	lve..Palmyra Jn.arr.	12 30	2 55	9 55	
6 20		8 52	k -	292	+.....Monroe.....♂	e -	2 25	9 22	
6 30		9 06	- -	299	......Hunnewell....♂	- -	2 14	9 06	
6 47		9 26	h -	309	+.....Shelbina.....♂	e -	1 56	8 43	
7 07		9 46	h -	321	.......Clarence.....♂	e -	1 32	8 20	
7 25		10 06	3 06	333	+......Macon......♂	11 02	1 08	8 00	
7 35		10 18	- -	337	+......Bevier......♂	- -	12 54	7 47	
- -		10 27	- -	241	........Callao......♂	- -	12 44	7 37	
- -	....	10 43	- -	348	....New Cambria..♂	- -	12 27	7 21	
8 08	....	10 59	- -	356	+.....Bucklin.....♂	e -	12 12	7 07	
8 27	AM	‡11 20	4 05	366	arr...Brookfield♂lve.	10 03	11 50	†6 45	
8 32	†6 00	11 40	4 10	366	lve...Brookfield..arr.	9 58	11 40	AM	
y -	6 09	11 55	w -	371	+.....Laclede.....♂	d -	11 30	....	
- -	6 20	12 10	- -	378	......Meadville....♂	- -	11 13	....	
- -	6 28	12 18	- -	383	......Wheeling....♂	- -	11 05	....	....
9 17	6 44	12 34	4 50	392	+....Chillicothe....♂	9 17	10 51	....	....
- -	6 53	12 43	-	397	........Utica......♂	- -	10 41		
- -	7 03	12 55	- -	404	.....Mooresville...♂	- -	10 31		
j -	7 12	1 05	- -	409	+...Breckenridge...♂	- -	10 21		
- -	7 21	1 15	- -	414	......Nettleton....♂	- -	10 11		
9 58	7 30	1 28	m -	420	+.....Hamilton....♂	9 38	10 01		
- -	7 40	1 40	- -	426	........Kidder......♂	- -	9 49		
j -	7 50	1 50	- -	434	+.....Cameron.....♂	- -	9 35		
10 23	7 57	1 57	6 00	435	arr.Cameron Jn.♂lve.	8 13	9 32		
....	8 00	2 04	6 10	435	lve..Cameron Jn.arr.	8 00	9 25		
....	8 08	2 14	- -	440	.......Keystone......	- -	9 14		
....	8 15	2 20	- -	444	.......Turney.....♂	- -	9 04		
....	8 25	2 30	m -	450	+.....Lathrop.....♂	q -	8 54		
....	8 40	2 45	- -	458	.........Holt.......♂	- -	8 40		
....	8 51	2 58	- -	463	........Kearney.....♂	- -	8 28		
....	9 03	3 07	- -	469	.......Chandler....♂	- -	8 16		
....	9 13	3 19	m -	474	+.....Liberty.....♂	6 53	8 03		
....	9 24	3 31	- -	479	.....Birmingham...♂	- -	7 52		
....	9 30	3 38	- -	482	+....Randolph....♂	- -	7 47		
....	9 45	3 50	- -	487	.......Harlem.....♂	- -	7 38		
....	10 00	4 00	8 00	488	arr.Kansas City♂lve.	*6 20	*7 30		
....	11 35	4 00	9 50	488	lve..Kansas City.arr.	4 05	7 10		
....	12 33	5 05	10 41	515	....Leavenworth...	*3 02	*6 00		
....	Noon	PM	AM	....	ARRIVE] [LEAVE	PM	AM		
10 23	....	2 05	6 11	435	lv.+Cameron Jn♂ar.	7 57	9 25		
- -	....	2 16	f -	441	.......Osborn.....♂	7 45	9 12		
- -	....	2 29	f -	448	.....Stewartsville...♂	7 32	8 59		
- -	....	2 38	f -	453	.......Hemple.....♂	7 24	8 50		
- -	....	2 46	f -	457	........Easton......♂	7 16	8 42		
- -	....	2 57	f -	463	........Saxton......♂	7 05	8 31		
11 25	....	3 15	‡7 20	470	ar..+St. Joseph♂.lv.	6 50	*8 15		
PM	....	4 45	7 40	470	lv....St. Joseph....ar.	6 15	AM		
....	v1 06	5 43	8 39	492	ar...+Atchison....lv.	5 10	v5 14		
....	PM	6 15	9 22	511	+..Leavenworth....	*4 29	AM		
....	....	PM	AM	....	ARRIVE] [LEAVE	PM	....		

Train lvs. Quincy for Palmyra Jn. †11 55 a.m.

Train leaves Palmyra Junction for Quincy †3 10 p.m.

p Stops to leave from Missouri River points or beyond; r stops to take for St. Joseph and to leave from St. Louis; v via Kansas City; w stops Sundays to let off from stations east of Palmyra Junction. ▲ No. 4 Sundays will wait at Palmyra Junction for connection with No. 14.

Additional Train—Leaves Galesburg *6 30 a.m., arriving Quincy 10 10 a.m. Leaves Quincy *4 35 p.m., arriving Galesburg 8 15 p.m.

a Stops to leave passengers from Missouri River points; b stops to leave from St. Louis and to receive Kansas City and St. Joseph passengers; c stops to leave from St. Joseph and Kansas City; d stops Sunday to take for Chicago; e stops for passengers for Quincy and points east, and to leave from Missouri River points or beyond.

Burlington Route

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Complete index to Stations on Burlington Route shown on pages 836-838.

LINES EAST OF THE MISSOURI RIVER—Continued.

Table 16—KANSAS CITY, ST. JOSEPH, COUNCIL BLUFFS AND OMAHA.

13	43	31	45	41	15	111	27	23	21	Mls	November 28, 1909.	20	22	44	42	26	14	46	16	24	112	30	32
P M	P M	P M		A M	A M	A M		P M	A M		LEAVE] [ARRIVE	P M	A M	A M	P M	P M	A M		P M	A M	P M		
*9 30	*6 05	*4 00		*10 30	*9 50	*7 35		*10 40	*11 35	0	+..Kansas City..♁	4 05	7 10	8 15	11 15	11 15	11 45		8 40	9 55	6 55		
9 49	6 25	4 19		10 50	– –	7 54		– –	– –	10	+.....Parkville.....♁	3 42	6 43	– –	– –	– –	– –		– –	9 31	6 33		
– –	– –	4 31		– –	– –	8 05		– –	– –	17	......Waldron.....♁	– –	6 28	– –	– –	– –	– –		– –	9 19	6 20		
10 11	6 49	4 46		– –	10 29	8 22		– –	12 16	24	ar..E. Leavenworth♁lv.	⊙	⊙ –	⊙ –	⊙ –	⊙ –	⊙ –		⊙ –	9 05	⊙ –		
– –	– –	– –			– –	– –			– –	27	.......Stillings.......	– –	– –	– –	– –	– –	– –		– –	– –	6 00		
10 32	7 06	5 05			10 41	8 41			12 33	28	ar..Leavenworth.lv.	*5 02	*6 00	*7 06	*9 53	*9 53	*10 45		*7 45	*8 47	*5 55		
*9 53	*6 31	*4 29			*10 11	*8 04			*11 58	28	lv..Leavenworth.ar.	5 24	6 20	7 28	10 32	10 32	11 05		8 05	9 22	6 15		
– –	– –	– –			– –	– –			– –	27	.......Stillings.......	– –	– –	– –	– –	– –	– –		– –	– –	6 10		
10 11	6 49	4 46		– –	10 29	8 22		– –	12 16	24	lv..E. Leavenworth.ar.	⊙ –	⊙ –	⊙ –	⊙ –	⊙ –	⊙ –		⊙ –	9 05	⊙ –		
– –	– –	4 54		– –	– –	8 29		– –	– –	27	......Beverley.....♁	– –	– –	– –	– –	– –	– –		– –	8 57	6 00		
– –	7 02	5 00		– –	– –	8 36		– –	12 29	31	+.....Weston......♁	2 58	5 54	– –	10 08	10 08	– –		– –	8 50	6 54		
– –	– –	5 11		– –	– –	8 47		– –	– –	37	........Iatan......♁	– –	– –	– –	– –	– –	– –		– –	8 38	5 42		
– –	– –	5 16		– –	– –	8 52		– –	– –	39	......Bean Lake....♁	– –	– –	– –	– –	– –	– –		– –	8 33	5 38		
10 46	7 25	5 26		– –	11 07	9 02		– –	12 53	44	ar.....Armour♁..lv.	2 38	5 30	– –	9 48	9 48	10 20		7 25	8 25	6 25		
10 56	7 35	5 38			11 15	9 11			1 01	48	ar....Winthrop...lv.	2 27	5 19		9 37	9 37	10 09		7 14	8 14	6 14		
11 01	7 40	5 43			11 20	9 16			1 06	49	ar....Atchison....lv.	*2 23	*5 14		*9 33	*9 33	*10 05		*7 10	*8 10	*5 10		
*10 30	*7 10	*5 10			*10 52	*8 47			*12 38		lv....Atchison....ar.	2 53	5 45		10 04	10 04	10 35		7 40	8 39	5 43		
10 35	7 14	5 14			10 57	8 52			12 43		lv...Winthrop...ar.	2 48	5 40		9 59	9 59	10 30		7 35	8 34	5 38		
10 46	7 25	5 25		– –	11 07	9 02		– –	12 53	44	lv.....Armour....ar.	2 38	5 30	– –	9 48	9 48	10 20		7 25	8 25	5 25		
– –	– –	5 35		– –	– –	9 09		– –	– –	47	+....Rushville.....♁	– –	– –	– –	– –	– –	– –		– –	8 15	5 11		
– –	– –	5 48		– –	– –	9 18		– –	– –	51	........Halls......♁	– –	– –	– –	– –	– –	– –		– –	8 05	5 04		
11 25	8 16	6 15	P M	†12 20	11 50	*9 45	A M	12 35	1 30	62	ar.{+St. Joseph♁}lv.	2 00	4 50	6 05	8 15	8 15	9 45	A M	8 45	*7 40	*4 45	A M	P M
11 40	8 30	6 30	†4 10	12 40	11 59	†10 05	*7 25	12 50	1 45	62	lv.}(Union Depot).{ar.	1 50	4 25	5 55	8 35	9 10	9 30	10 50	6 10	A M	P M	9 35	6 18
11 45	8 35	6 35	4 15	12 45	12 04	10 10	7 30	12 55	1 50	63	lv...(City Depot).♁ar.	1 45	4 15	5 43	8 30	8 57	9 15	10 43	6 05			9 28	6 12
– –	– –	6 55	4 30	– –	– –	†10 25	s –	1 10	– –	71	+...Amazonia.♁lv.	s –	3 55	– –	– –	– –	– –	10 30	– –			*9 15	†5 58
– –	– –	P M	4 40	– –	– –	A M	s –	1 19	– –	76	......Nodaway....♁	s –	3 40	– –	– –	– –	– –	10 21	– –			A M	P M
	– –		4 52	– –	– –		s –	1 31	– –	83	.......Forbes......♁	s –	3 26	– –	– –	– –	– –	10 10	– –				
– –	9 15		5 06	– –	12 45		8 14	1 48	2 31	91	+....Forest City....♁	12 55	3 10	a –	a –	8 15	– –	9 53	5 20				
12 35	9 30		5 20	1 48	1 00		8 25	2 02	– –	97	........Napier......♁	12 43	2 55	*4 50	*7 35	– –	*8 25	9 45	*5 10				
Night	P M		5 42	P M	P M		8 35	2 12	2 50	101	+....Bigelow....♁	12 34	2 46	A M	P M	7 58	A M	9 35	P M				
			5 55				8 48	2 32	3 05	109	.........Craig......♁	12 18	2 32			7 45		9 10					
			6 05				9 00	2 45	3 15	114	+....Corning....♁	12 06	2 15			7 35		†9 00					
							9 07	2 53	– –	119	.....Nishnabotna...♁	11 57	2 02			– –		A M					
							9 18	3 05	3 31	124	.......Langdon.....♁	11 47	1 50			7 20							
							9 25	3 15	– –	128	........Phelps......♁	11 39	1 35			– –							
							9 35	3 30	3 47	133	+......Watson......♁	11 30	1 20			– –							
							9 48	3 50	4 01	141	+....Hamburg....♁	11 15	1 00			6 53							
							10 02	4 10	4 16	149	arr.....Payne♁..lve.	11 02	12 40			6 40							
							10 25	4 35	4 40	155	ar.Nebraska City lv.	*10 40	*12 10			*6 10							
							*9 40	*3 50	*4 00	155	lv.Nebraska City ar.	11 25	1 05										
							10 02	4 10	4 16	149	lve...+Payne....arr.	11 02	12 40			6 40							
							10 11	4 27	4 28	155	.......Percival.....♁	10 50	12 27			– –							
							10 19	4 42	4 37	160	.......McPaul......♁	10 40	12 19			6 20							
							10 30	4 55	4 45	164	.......Bartlett......♁	10 30	12 09			– –							
							10 45	5 20	5 02	173	ar..+Pacific Junc.♁lv.	10 15	11 55			5 56							
										178	ar..Plattsmouth.lv.	*9 54				*5 00							
							– –	5 50	s –	179	lv......Folsom♁...lv	9 59	11 37			– –							
							– –	6 00	s –	185	......Island Park....♁	9 50	11 25			– –							
							11 15	6 18	6 45	190	ar.+Council Bluffs..♁	9 40	11 10			5 20							
							11 30	6 30	6 55		...U. P. Transfer....	9 30	11 00			6 10							
							11 45	6 45	8 10		+.....Omaha.....♁	*9 15	*10 45			*4 55							
							A M	A M	P M		ARRIVE] [LEAVE	A M	P M			P M							

⊙ Connection for and from Leavenworth is via Buxton on eastbound trains.

Table 17. KEOKUK AND MT. PLEASANT.

51	Mls	October 31, 1909.	50
P M		LEAVE] [ARRIVE	A M
†3 30	0	+..Keokuk..♁	11 30
3 55	5.1	.....Mooar...♁	10 58
4 02	8.2	...Summitville...	10 48
4 12	11.6	..Mount Clara..	10 37
4 24	15.9	...New Boston...	10 24
4 30	18.1	...Charleston...	10 15
4 42	22.3	ar.{+Donnell-}lv.	10 00
5 05	22.3	lv.{ son♁ }ar.	9 35
5 25	28.3	.....LaCrew...♁	9 16
5 34	30.1	......Hamill...♁	9 08
5 45	32.5	...Houghton.♁	9 01
6 20	37.5	+....Salem...♁	8 44
6 35	41.4	.....Denova.....	8 24
6 45	44.2	..Oakland Mills..	8 15
7 15	49.2	+.Mt. Pleasant.♁	†8 00
P M		ARRIVE] LEAVE	A M

Table 18—DES MOINES, CHARITON AND ST. JOSEPH.

110	120	114	112	Ms	November 28, 1909.	111	113	119	109
	A M	A M	A M		LEAVE] [ARRIVE	P M	P M	P M	
	†7 00	†4 35	*10 30	0	+...Chariton...♁	*4 10	10 25	6 30	
	7 35	4 54	10 50	11	.......Derby.....♁	3 41	9 58	5 50	
	8 15	5 09	11 08	17	+..Humeston..♁	3 27	9 43	5 15	
	8 50	5 23	11 22	23	...Garden Grove.♁	3 07	9 27	4 20	
	9 20	5 38	11 38	32	.......Crown.......	2 45	9 10	3 35	
Noon			A M		LEAVE] [ARRIVE	P M			A M
†12 45			†8 00	0	...Des Moines...	†6 30			10 30
3 05			10 30	57	......Osceola......	4 10			8 00
3 40			11 06	70	.....Van Wert.....	3 25			7 25
4 25			†11 50	86	arr.... Leon....lve.	†2 40			6 45
4 25	9 50	6 00	*11 57	37	lve..+Leon♁..arr.	2 27	9 02	3 15	6 40
4 35	10 05	6 07	12 06	38	........Koyle.......	2 15	8 50	2 35	6 30
4 45	10 30	6 20	12 22	44	+...Davis City...♁	2 08	8 42	2 08	6 20
4 55	11 05	6 30	12 34	49	.......Togo.......	1 55	8 30	1 25	†6 08
P M	11 30	Runs via Grant City.	12 43	53	......Andover....♁	1 47	Runs via Grant City	12 43	A M
	12 10		12 58	60	.....Blythedale...♁	1 32		12 10	
	1 16		1 16	67	+...Ridgeway...♁	1 18		11 35	
	2 00		1 28	73	......Gardner......	1 00		11 00	
	2 40		1 45	78	+...Bethany....♁	12 48		10 30	
	– –		1 51	82	......Bowman......	12 35		– –	
	3 45		2 04	86	...New Hampton.♁	12 27		9 35	
	4 50	9 30	2 27	95	+....Albany....♁	12 05	6 20	8 45	
	P M	– –	– –	97	..Albany Junction..	– –	– –	– –	
		9 42	2 40	99	....Darlington..♁	11 50	6 10	†7 25	
		9 58	2 58	107	.....Ford City....♁	11 34	4 55	A M	
		10 10	3 14	112	+...King City....♁	11 18	4 40		
		10 30	3 31	119	+...Union Star...♁	10 59	4 20		
		10 45	3 46	125	......Helena.....♁	10 45	4 06		
		11 00	3 55	129	.......Cosby......♁	10 30	3 55		
		11 15	4 10	136	........Clair......♁	10 20	3 40		
		11 40	4 30	144	+..St. Joseph..♁	*10 00	†3 20		
		A M	P M		ARRIVE] [LEAVE	A M	P M		

♁ Meal stations; + Coupon stations; ♁ Telegraph stations. *Central time*

Table 19—TOGO AND ALBANY.

108	110	114	M	Nov. 28, 1909	109	113	105
P M	P M	A M	..	LEAVE] [ARRIVE	A M	P M	Noon
§2 00	†4 55	†6 30	0	......Togo....♁	6 08	8 30	12 30
2 10	5 05	6 40	3	+...Lamoni...♁	5 56	8 20	12 18
2 21	5 18	6 51	7	....Tuskeego....	5 43	8 08	12 07
2 35	5 27	7 03	12	....Kellerton..♁	5 30	7 58	11 56
3 05	5 55	7 33	23	+..Mount Ayr..♁	†5 00	7 27	11 25
3 20	P M	7 50	31	.....Delphos...♁	A M	7 08	11 06
3 33		8 03	36	.....Redding...♁		6 55	10 53
3 45		8 15	41	......Irena......		6 40	10 38
3 58		8 28	45	+.Grant City.♁		6 28	10 24
4 16		8 46	52	......Worth....♁		6 02	10 07
4 29		8 59	57	......Gentry....♁		5 45	9 55
4 50		9 20	65	...Albany Junc.♁		5 30	9 35
5 00		9 30	67	+...Albany...♁		†5 25	§9 30
P M		A M	..	ARRIVE] LEAVE		P M	A M

*Daily; †daily, except Sunday; § Sunday only; *a* stops to leave from Lincoln and beyond; *s* stops Sunday only.

For Map, see pages 824-825. For Through Time-tables and Equipment, see pages 828-835.

Table 20—QUINCY AND LOUISIANA.

91	M	Dec. 5, 1909.	92
P M	..	LVE.] [ARR.	A M
†3 50	0	+..Quincy..♁	10 40
4 25	8	.Marble Head♁	9 55
4 35	11	...Bluff Hall...	9 35
4 45	13	...Fall Creek.♁	9 25
4 53	16	....Seehorn....	9 10
5 05	21	.....Hulls...♁	8 55
5 13	24	.....Shinn.....	8 43
5 28	28	..New Canton♁	8 27
5 33	30	....Brewster...	8 20
5 41	34	....Hortons....	8 12
5 46	36	+..Rockport..♁	8 05
6 05	42	.....Pike.....	7 40
6 30	43	+Louisiana♁	†7 30
P M	..	ARR.] [LVE.	A M

Table 21—TARKIO VALLEY BR.

49	M	Nov. 28, 1909.	50
A M	..	LVE.] [ARR.	P M
11 35	..	.Kansas City.	4 05
†4 10	..	lv.St. Joseph.ar.	10 50
†6 05	0	lv.+Corning♁ar.	9 00
6 16	4	....Milton....	8 44
6 27	8	+..Fairfax..♁	8 35
6 45	15	+..Tarkio..♁	8 21
7 00	22	...Westboro.♁	8 06
7 14	28	ar..Northboro♁lv.	7 54
7 27	33	ar...Coin...lv.	7 42
7 41	40	ar.PageCenter lv.	– –
8 00	46	ar.Clarinda.lv.	†7 15
8 40	61	....Villisca....	†6 45
P M	..	ARR.] [LVE.	A M

Sunday Train—Leaves Clarinda 7 00 a.m., arrives Corning 8 45 a.m. Ret'g, lv. Corning 9 10 a.m., arr. Clarinda 10 55 a.m.

Table 22—NODAWAY VALLEY BRANCH.

53	55	45	M	Nov. 28, 1909.	46	56	54
A M		A M	..	LVE.] [ARR.	P M	P M	P M
11 35	A M	11 35	..	Kansas City	4 05	11 15	4 05
§1 45	†7 25	†4 10	..	.St. Joseph.	10 50	9 10	1 50
3 00	9 40	5 37	0	lv.+Bigelow♁ar.	9 30	5 10	12 15
3 15	9 53	5 50	3	+MoundCity♁	9 20	5 00	12 02
3 38	10 18	6 20	14	...Maitland.♁	8 55	4 35	11 37
3 53	10 34	6 35	20	...Skidmore.♁	8 40	4 20	11 22
4 08	10 48	6 50	26	...Quitman.♁	8 25	4 05	11 07
4 23	11 03	7 05	32	+BurlingtonJn.♁	8 11	3 52	10 52
4 35	11 15	7 17	37	..Clearmont♁	8 00	3 40	10 40
4 47	11 28	7 28	41	.Braddyville♁	7 50	3 28	10 28
5 00	11 40	7 41	47	.Shambaugh♁	7 37	3 15	10 15
5 15	11 55	8 10	53	ar.Clarinda lv.	7 23	†3 00	§10 00
P M	A M	8 25	61	...Hepburn.♁	7 00	P M	A M
		8 40	68	...Villisca...	†6 45		
		P M	..	ARR.] [LVE.	A M		

Additional Trains—Leave Clarinda †7 15 a.m., *6 30 p.m., arrive Villisca 7 50 a.m., 6 20 p.m. Leave Villisca *1 15, †8 20 p.m., arrive Clarinda 2 00, 10 00 p.m.

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Complete Index to Stations on Burlington Route shown on pages 836-838.

LINES EAST OF THE MISSOURI RIVER—Continued.

Table 23—ST. JOSEPH AND CRESTON.

No. 12	No. 4	Ms	December 5, 1909.	No. 5	No. 3
*4 00 P M	†7 35 A M	...	lve. **Kansas City**.arr.	11 45 A M	8 40 P M
*6 30 P M	†10 05 A M	0	.**St. Joseph** (Union Depot).	9 45 A M	6 45 P M
6 55 P M	10 30 A M	10	......**Amazonia**......	9 15 A M	5 58 P M
7 12 »	10 46 »	15	+....Savannah....♁	8 55 »	5 40 »
7 28 »	11 01 »	23	......Rosendale....♁	8 40 »	5 26 »
7 39 »	11 12 »	28	.......Bolckow.....♁	8 30 »	5 16 »
7 49 »	11 22 »	32	+......Barnard.....♁	8 20 »	5 04 »
8 05 »	11 38 A M	40	........Arkoe......♁	8 05 »	4 45 »
8 25 »	12 01 Noon	46	+....**Maryville**....♁	7 50 »	4 29 »
8 40 »	12 16 »	53	......Pickering.....♁	7 35 »	4 10 »
8 55 »	12 33 »	61	......**Hopkins**....♁	7 20 »	3 57 »
9 15 »	12 55 Noon	71	+.....Bedford......♁	7 04 »	3 37 »
9 30 »	1 11 P M	77	.......Conway......♁	6 48 »	3 18 »
--	d1 18 »	...	...Conway Crossing...	--	d3 10 »
9 55 »	1 34 »	87	........Lenox.......♁	6 29 »	2 58 »
10 08 »	1 50 »	95	.........Kent.......♁	6 12 »	2 42 »
10 30 P M	2 10 P M	106	......**Creston**......	*5 55 A M	†2 25 P M
....	10 00 P M	206	.....**Burlington**.....	11 14 P M	5 30 A M
....	6 50 A M	502	arr... **Chicago**...lve.	6 00 P M	11 00 P M

d Stops to take or leave passengers for or from points east or west of Conway Crossing, and baggage will not be checked beyond the Crossing.

Table 24—MENDOTA, ROCK ISLAND, DAVENPORT, CLINTON AND FULTON.

92	85	91	48	11	Mls.	October 31, 1909.	22	52	88	81	92	47
....	....	....	....	Noon	....	LEAVE] [ARRIVE	P M	....	....	....	P M	....
....	....	A M	....	†12 25	....	+.....**Aurora**.....♁	1 05	....	....	....	7 45	....
....	....	†8 15	....	†2 20	0	+...**Mendota** ♁ arr.	10 50	....	....	....	5 00	....
....	....	8 45	....	2 40	9	......La Moille.....♁	10 30	....	....	....	4 00	....
....	....	9 10	....	2 50	13	......Van Orin.....♁	10 20	....	....	....	3 30	....
....	A M	10 05	....	3 02	19	........Ohio.......♁	10 05	....	A M	....	3 02	....
....	†10 00	10 30	....	3 20	26	......**Walnut**.....♁	9 49	....	9 35	....	†2 20	....
....	10 20	A M	....	3 32	32	.....Deer Grove....♁	9 35	....	9 10	....	P M	....
....	10 35		....	3 46	37	......Tampico.....♁	9 23	....	8 50	....		....
....	11 05	....	....	4 04	45	....Prophetstown..♁	9 04	....	8 15	....		....
A M	11 54	....	A M	4 15	49	arr...**Denrock** ♁ .lve.	†8 55	....	†8 00	P M		P M
†8 50	A M	....	†5 35	†4 20	49	lve...**Denrock**...arr.	8 00	....	A M	3 10	....	7 55
9 20		....	5 45	4 35	55	.........Erie.......♁	7 50	....		2 30	....	7 46
9 45		....	5 55	4 46	61	......Hillsdale.....♁	7 38	....	....	1 30	....	7 33
10 10	191	45	6 03	4 53	65	........Joslyn......♁	7 30	....	....	1 00	190	7 23
10 25	A M	P M	6 10	5 01	69	........Osborn........	7 22	P M	....	12 35	P M	7 16
10 40	†10 42	†6 15	*6 25	*6 57	73	......**Barstow**....♁	†7 15	8 05	....	†12 20	3 04	7 05
A M	10 48	6 21	--	--	76	.Watertown Hospital.	--	7 50	....	Noon	2 53	6 48
....	10 52	5 25	6 38	7 10	78	.....East Moline...♁	7 00	7 48	....		2 51	6 42
....	11 03	5 35	6 50	7 23	82	+.....**Moline**.....♁	6 50	7 38	....	....	2 42	6 32
....	11 17	5 50	7 10	7 40	84	ar.+**Rock Island** ♁ lv.	6 35	7 25	....	....	2 30	†6 20
....	2 10	P M	A M	8 40	89	ar.+**Davenport** ♁ lv.	*6 08	*6 55	....	....	†1 50	P M
....	P M		....	4 15	49	lve... **Denrock**..arr.	8 50	P M	....	....	P M	....
....		....	....	4 23	52	.... .Fenton.....♁	8 43	....	....	....	....	....
....	47	49	....	4 39	59	....Garden Plain..♁	8 28	....	48	52	....	....
....	P M	Noon	....	4 49	62	... **East Clinton**.♁	8 20	....	A M	P M	....	....
....	*9 50	*12 50	....	6 00	64	+.... **Clinton**....♁	8 05	....	5 00	6 35	....	....
....	9 57	1 00	....	6 07	62	... **East Clinton**...	7 40	....	4 55	5 30	....	....
....	10 05	1 10	....	6 15	65	+.....**Fulton**.....♁	†7 35	....	*4 50	*5 25	....	....
....	P M	P M	....	P M	....	ARRIVE] [LEAVE	A M	....	A M	P M	....	....

Table 25—DAVENPORT, ROCK ISLAND AND STERLING.

....	....	47	91	49	Mls.	October 31, 1909.	52	48	92	....	....
....	....	....	....	A M	....	LEAVE] [ARRIVE	....	....	....	....	....
....	....	P M	....	†6 08	0	+.. **Davenport**..♁	P M	A M	....	....	....
....	....	†6 20	....	6 35	5	+.. **Rock Island**..♁	5 50	7 10	....	....	....
....	....	6 32	Noon	6 50	7	+.... **Moline**....♁	5 35	6 50	A M	....	....
....	....	7 05	†12 20	7 15	16	......**Barstow**...♁	5 15	6 25	10 40	....	....
....	....	7 55	3 10	8 00	40	arr... **Denrock** ♁ lve.	4 20	5 35	8 50	....	....
....	....	7 56	3 30	8 15	40	lve... **Denrock**..arr.	4 10	5 35	8 15	....	....
....	....	8 06	4 00	8 25	43	.......Lyndon.......	4 00	5 24	7 55	....	....
....	....	8 15	4 35	8 35	47	.........Sands........	3 47	5 17	7 40	....	....
....	....	8 25	4 50	8 45	51	.Rock Island Junc. ♁	3 40	5 10	7 30	....	....
....	....	8 35	6 05	9 00	56	+.... **Sterling**...♁	3 26	5 00	†7 15	....	....
....	....	8 46	P M	9 10	57	.....**Rock Falls**...♁	†3 16	†4 50	A M	....	....
....	....	P M	....	A M	....	ARRIVE] [LEAVE	P M	A M	....	....	....

STANDARD—*Central time.*

+Coupon stations; ♁ Telegraph stations.

Table 27—GALESBURG AND WEST HAVANA.

1	Mls	October 31, 1909.	Mls	2
A M	....	LEAVE] [ARRIVE	....	P M
†6 35	0	+......**Galesburg**......♁	59	4 30
7 10	10	.........De Long.........♁	49	3 50
7 30	14	..........Burnside..........	45	3 30
7 57	19	+......**London Mills**......♁	40	3 15
8 00	24	.........Ellisville.........	35	2 51
8 26	30	+.........Fairview.........♁	29	2 16
8 34	32	..........Bybee..........	27	2 01
9 05	35	..........Fiatt..........	24	1 55
9 40	40	arr....+**Cuba** ♁.......lve.	19	1 30
9 40	40	lve.........**Cuba**.........arr.	19	1 30
10 20	49	+.......**Lewistown**.......♁	10	12 55
10 55	54	..........Sepo..........	5	12 31
11 15	59	+.......**West Havana**.......	0	†12 15
A M	....	ARRIVE] [LEAVE	....	Noon

Table 26—GALVA AND KEITHSBURG.

177	91	Mls	October 31, 1909.	176	92
P M	A M	....	LEAVE] [ARRIVE	A M	....
†4 20	†4 10	....	....**Galesburg**....	9 50	P M
†5 15	†6 55	0	+.....**Galva**....♁	9 05	5 15
5 30	7 25	8	.....Nekoma....♁	8 47	4 40
5 45	7 55	14	.....Woodhull....♁	8 34	3 45
6 00	9 45	18	......**Alpha**....♁	8 23	3 25
6 10	10 00	21	...New Windsor.♁	8 13	1 55
6 18	10 10	24	.....Hopewell.....	8 05	1 20
6 28	10 50	28	........Viola.....♁	7 58	1 10
6 53	12 10	37	+.....Aledo.....♁	7 39	12 10
7 08	1 15	44	........Joy.......♁	7 23	11 20
7 15	1 30	48	arr. .**Arpee**...lve.	7 13	11 00
7 25	2 00	50	lv..**New Boston** ♁ ar.	6 55	10 40
7 56	2 40	54	+.**Keithsburg**.♁	6 28	10 05
8 04	2 50	59	......Milroy......	6 18	9 40
8 17	3 30	66	.....Oquawka...♁	6 07	9 25
8 35	3 46	72	ar..**Gladstone**.lv.	†5 55	†8 55
9 00	6 40	....	...**Burlington**.♁	†5 30	†7 55
P M	P M	....	ARRIVE] [LEAVE	A M	A M

Table 28—BUDA AND RUSHVILLE.

93	52	21	48	Ms	October 31, 1909.	49	22	47	64
P M	....	A M	....	...	LEAVE] [ARRIVE	....	P M	....	....
10 30	....	11 00	....	...	....**Chicago**....	....	2 20	....	P M
†7 00	....	†3 50	....	0	lv..+**Buda** ♁..ar.	....	9 40	....	6 30
7 20	....	4 04	....	7	..Lombardville ♁	....	9 22	....	5 45
7 50	....	4 13	....	11	.... Bradford ..♁	....	9 13	....	5 25
8 10	....	4 24	....	15	.....Castleton...♁	....	9 03	....	5 00
8 50	....	4 36	....	20	+.**Wyoming**.♁	....	8 50	....	4 36
9 10	....	4 50	....	27	.....Duncan...♁	....	8 35	....	3 55
9 30	....	5 00	....	31	.... **Monica**..♁	....	8 25	....	3 30
10 00	....	5 11	....	38	.... Brimfield..♁	....	8 12	....	3 05
10 47	P M	5 20	A M	45	+..**Elmwood**..♁	A M	7 58	P M	2 30
11 20	*11 20	5 41	*9 57	47	...**Yates City**.♁	2 50	7 45	3 40	1 40
11 50	11 32	5 51	10 09	52	+.Farmington.♁	2 30	7 31	3 30	12 50
12 10	c --	6 08	10 21	59	......Norris....♁	b --	7 14	3 10	12 10
--	11 58	6 27	10 37	64	+...**Canton**...♁	2 17	6 59	3 00	11 40
1 50	--	6 48	10 53	71	..... Bryant ...♁	a --	6 37	2 38	9 50
2 25	12 30	7 00	11 03	77	+.**Lewistown**.♁	1 48	6 27	2 25	9 35
4 15	1 15	8 00	11 50	90	+..**Vermont**..♁	*1 15	5 55	1 50	8 35
4 35	A M	8 14	12 14	102	........Ray.....♁	A M	5 20	1 30	7 50
5 45	....	8 29	12 30	110	+..**Rushville**..♁	....	†5 05	*1 16	†7 30
P M	....	P M	Noon	...	ARRIVE] [LEAVE	....	A M	P M	A M

Table 29—CONCORD, JACKSONVILLE AND HERRIN.

96	12	48	Ms.	September 12, 1909.	47	11	93	95
A M	A M	P M	....	LEAVE] [ARRIVE	Noon	P M	....	P M
†6 15	†6 00	†1 00	....	.....**Boardstown**...♁	12 30	6 15	....	5 30
†7 15	†6 30	†1 40	0	.......**Concord**.....♁	11 35	5 42	....	3 50
7 40	6 41	1 50	4	...... Joy Prairie .....♁	11 2[illegible]	5 30	....	3 35
7 55	6 58	2 03	10	ar+**Jacksonville** ♁ lv.	11 08	5 18	....	3 10
9 10	6 58	2 08	10	lv..**Jacksonville**..ar.	10 58	5 18	....	2 03
9 40	7 10	2 23	17	+.......Pisgah ......♁	10 45	5 02	....	1 30
10 34	7 21	2 34	23	+..... Franklin ......♁	10 34	4 50	....	12 50
11 05	7 33	2 46	29	+.....**Waverly**.....♁	10 23	4 36	....	12 05
11 35	7 46	3 00	35	+......Lowder.......♁	10 09	4 21	....	11 35
12 20	7 58	3 12	40	+......**Virden**......♁	9 57	4 08	....	11 00
1 00	8 07	3 21	45	+......**Girard**......♁	9 48	3 59	....	9 15
1 15	8 16	3 30	49	........McVey.......♁	9 39	3 50	....	8 55
1 45	8 26	3 40	53	+......Atwater......♁	9 30	3 40	....	8 26
2 15	8 36	3 50	58	+.....**Barnett**.....♁	9 21	3 27	....	8 00
3 15	8 47	4 02	64	arr. +**Litchfield** ♁ lve.	9 10	†3 15	P M	†7 30
†6 15	A M	4 07	64	lve...**Litchfield**...arr.	9 03	P M	5 36	A M
6 35		4 22	72	+.... Walshville ....♁	8 48	....	5 00	
7 35	....	4 34	78	+.....**Sorento**.....♁	8 38	....	4 34	....
8 00	....	4 43	82	.........Reno.......♁	8 27	....	3 30	....
8 20	....	4 52	85	.........Ayers.........	8 20	....	3 10	....
9 00	....	5 10	93	+....**Smithboro**....♁	8 04	....	2 40	....
9 15	....	5 22	98	+.....Hookdale .....♁	7 52	....	2 17	....
9 30	....	5 31	102	+..... Tamalco .....♁	7 43	....	2 00	....
9 55	....	5 38	104	+.....Keyesport.....♁	7 38	....	1 45	....
10 20	....	5 48	109	+......Boulder.......♁	7 29	....	1 15	....
10 35	92	5 59	115	+.....**Shattuc**.....♁	7 18	....	12 55	91
11 05	A M	6 12	121	arr. +**Centralia** ♁ lve.	7 05	....	†12 30	P M
A M	†6 55	6 17	121	lve...**Centralia**...arr.	7 00	....	Noon	6 25
....	7 20	6 35	129	.........Cravat.........	6 44	....	....	4 35
....	7 45	6 50	136	.......Woodlawn......♁	6 30	....	....	4 10
....	8 15	7 07	144	......Waltonville.....♁	6 14	....	....	3 35
....	9 15	7 25	153	.........Sesser........♁	5 56	....	....	3 05
....	9 35	7 37	158	.........Valier.........	5 45	....	....	2 20
....	10 10	7 44	161	.......Christopher. ..♁	5 38	....	....	2 00
....	10 45	8 00	167	........Cambon.........	5 25	....	....	1 20
....	11 20	8 13	172	...Herrin Junction....	5 14	....	....	12 55
....	11 40	8 17	174	.........**Herrin**......♁	†5 10	....	....	†12 45
....	A M	P M	....	ARRIVE] [LEAVE	A M	....	....	Noon

Table 30—STREATOR AND WALNUT.

Additional Trains—Leave Dickinson for La Salle *7 00 a.m., †6 05 p.m. Leave La Salle for Dickinson *6 30 a.m., *5 30 p.m.

18	85	Ms	October 31, 1909.	88	14
Noon	A M	...	LEAVE] [ARRIVE	P M	P M
†12 30	†4 00	0	.....**Streator**..♁	3 50	8 10
12 40	4 15	4	......Kangley...♁	3 30	6 50
12 46	4 25	7	.....Wilsman.....	3 10	6 40
12 52	4 35	10	......Leonore....♁	3 00	6 32
1 01	4 50	14	......Ticona....♁	2 40	6 22
1 13	--	20	.... Dickinson	--	6 10
1 18	5 15	21	.... Deer Park	2 05	6 08
1 20	--	23	..... Oglesby	--	6 02
1 29	6 00	26	+....La Salle... ♁	1 29	4 53
1 35	6 30	27	.... Peru.....♁	1 19	4 48
1 49	6 55	31	...Spring Valley.♁	1 00	4 36
1 53	--	33	......Dalzell......	--	4 29
1 56	--	34	......Hegeler	--	4 27
2 01	7 45	36	.... Ladd .....♁	12 35	4 25
2 05	7 50	37	..C. I. & S. Junc.♁	12 20	4 20
2 45	8 45	43	.....**Zearing**....♁	12 05	4 07
2 55	9 05	48	.....Green Oak....	10 45	3 52
3 04	9 25	52	......Kasbeer....♁	10 25	3 45
3 20	10 00	60	......**Walnut**...♁	†10 00	†3 30
P M	A M	...	ARRIVE] [LEAVE	A M	P M

* Daily; † daily, except Sunday; ¶ daily, except Monday; *a* stops to leave passengers from south of Vermont; *b* stops to take passengers for Galesburg and beyond; *c* stops to leave passengers from Galesburg, Peoria or beyond. ‖ Meals

For Map, see pages 824-825. For Through Time-tables and Equipment, see pages 828-835

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

Complete Index to Stations on Burlington Route shown on pages 836-838.

LINES EAST OF THE MISSOURI RIVER—Continued.

Table 31—KEOKUK AND RED OAK.

11	11	5	3	1	Ms	*May* 23, 1909.	Ms	2	4	12	14
..	....	....	A M	P M	...	LEAVE] [ARRIVE	...	A M	P M	....	....
....	....	....	†1100	11 00	...	.....**Chicago**.....	...	*7 00	8 45	....	....
....	....	..	5 00	A M	...	.....**Peoria**.....	...	†6 45	6 45	....	..
....	....	....	5 10	3 58	...	.....**Galesburg**.....	...	*2 50	4 35	....	....
....	....	....	*2 15	2 35	...	.....**St. Louis**.....	...	*7 29	8 60	....	....
Mix.	....	....	†7 00	7 25	...	.....**Burlington**.....	...	A M	3 22	Mix.	....
A M	....	....	7 37	7 57	...	...**Fort Madison**.....	...	P M	2 45	P M	....
†6 30	....	....	*9 10	†8 55	0	lve..**Keokuk** ♂..arr.	263	9 10	1 15	3 10	....
7 00	....	....	9 25	9 10	5	ar.}+**Alex-** {lv.	258	8 55	1 00	2 40	....
8 20	....	....	8 26	9 10	5	lv.}**andria** ♂{ar.	75	8 55	1 00	2 40	....
8 50	....	....	9 38	9 25	12	.....Wayland..... ♂	252	8 38	12 44	2 00	....
9 43	....	....	9 57	9 43	20	+.....Kahoka..... ♂	243	8 22	12 28	1 30	....
10 15	....	....	10 19	9 52	25	+.....**Medill**..... ♂	240	8 14	12 20	12 55	....
10 35	....	....	10 16	9 57	25	.....Ashton.....	238	8 10	12 16	12 40	....
11 00	....	....	10 23	10 05	29	.....Luray ..... ♂	234	8 03	12 08	12 25	....
11 57	....	....	10 36	10 16	34	.....Granger..... ♂	229	7 52	11 57	11 57	..
12 10	....	....	10 42	10 21	37	.....Arbela ..... ♂	226	7 46	11 50	11 25	....
1 15	....	....	11 00	10 40	45	+....Memphis..... ♂	218	7 29	11 35	10 40	....
1 46	....	....	11 14	10 54	51	.....Crawford.....	212	7 14	11 17	9 50	....
2 20	....	....	11 27	11 05	56	+....Downing..... ♂	207	7 03	11 05	9 35	....
3 05	....	....	11 50	11 24	66	+....Lancaster..... ♂	197	6 45	10 44	9 00	....
3 30	..	....	12 01	11 33	69	+..**Glenwood Jn.** ♂	194	6 38	10 35	8 25	....
3 55	....	....	12 13	11 44	74	.....Guinn	188	6 25	10 20	8 00	....
4 15	....	....	12 23	11 57	79	.....Dean.....	183	6 17	10 1[illegible]	7 40	....
4 40	Mix.	....	12 32	12 25	82	.....**Sedan**..... ♂	181	6 10	10 02	7 20	Mix.
5 30	A M	A M	12 50	12 45	89	ar.+**Centerville**.lv.	174	5 55	*9 45	g6 50	P M
P M	†600	†515	Night	12 50	89	lv.**Centerville** ♂ ar.	174	5 50	†9 40	A M	5 00
....	6 50	5 27	....	1 06	96	.....Brazil..... ♂	167	5 36	9 25	....	4 30
....	7 15	5 32	....	1 12	98	.....Garfield.....	165	5 28	9 16	....	3 50
....	8 00	5 38	....	1 20	101	.....Plano..... ♂	162	5 23	9 08	....	3 35
....	8 56	5 50	....	1 35	107	+..Promise City.. ♂	156	5 12	8 56	....	3 00
....	10 10	6 13	....	2 00	117	+.....Corydon..... ♂	146	4 48	8 36	....	2 00
....	10 50	6 30	....	2 18	125	.....Cambria..... ♂	138	4 31	8 18	....	1 00
....	12 30	6 42	....	2 32	131	ar.+**Humeston**...lv.	132	4 18	8 05	....	12 30
....	12 30	6 42	....	2 32	131	lv...**Humeston** ♂ ar.	132	4 18	8 05	....	12 30
27	12 55	6 53	25	2 45	136	.....LeRoy..... ♂	127	4 05	7 53	28	12 05
Mix.	1 30	7 10	Mix.	3 05	144	.....Weldon..... ♂	119	3 48	7 35	Mix.	11 25
A M	2 00	7 20	A M	3 15	147	ar..+**Van Wert** ♂ lv.	115	3 40	†7 25	P M	†1110
a7 30	P M	A M	b6 00	3 40	147	lv....**Van Wert**.. ar.	115	3 10	A M	3 28	A M
7 50	....	....	6 15	3 51	153	.....De Kalb.....	120	2 55	....	2 56	....
8 30	....	....	6 45	4 04	159	+..Grand River.. ♂	104	2 43	....	2 30	....
9 05	....	....	7 25	4 16	164	.....Beaconsfield.. ♂	99	2 32	....	1 20	....
9 30	....	....	7 55	4 27	168	.....Elston..... ♂	95	2 21	....	12 50	....
10 10	....	....	8 40	4 38	173	.....Tingley..... ♂	90	2 10	....	12 15	....
— —	....	....	— —	4 50	176	.....Kew.....	84	1 57	....	— —	....
11 20	....	....	9 35	4 57	182	+....**Diagonal**..... ♂	81	1 50	....	11 20	....
11 30	....	....	9 45	5 00	183	.....Goshen.....	80	1 45	....	11 10	....
11 55	....	....	10 45	5 15	186	+.....Clearfield..... ♂	74	1 32	....	10 45	....
— —	....	....	— —	c —	195	**Conway Crossing**	68	c —	....	— —	....
1 12	....	....	11 40	5 56	199	.....Sharpsburg..... ♂	64	1 12	....	10 00	....
1 40	....	....	12 58	6 50	205	.....Gravity..... ♂	58	12 58	....	9 20	....
1 56	....	....	1 08	6 57	208	.....Ladoga.....	55	12 49	....	8 45	....
2 30	....	....	1 30	6 10	214	+..+New Market.... ♂	49	12 37	....	8 30	....
3 50	....	....	2 20	6 31	222	+....**Clarinda**..... ♂	41	‖12 17	....	7 30	....
4 30	12	6	3 00	6 50	230	.....Yorktown..... ♂	33	11 36	....	7 00	....
5 00	P M	A M	3 30	7 05	236	.....Norwich.....	27	11 22	....	6 30	....
5 40	*750	†753	4 10	7 53	244	+..**Shenandoah**.. ♂	19	11 00	....	†6 00	....
P M	7 42	8 06	P M	P M	250	.....Essex..... ♂	13	10 46	....	A M	....
....	7 55	8 18	....	....	256	.....Coburg..... ♂	7	10 33	....	....	....
....	8 15	8 35	....	....	263	+....**Red Oak**..... ♂	0	†1020	....	....	....
....	P M	A M	....	....	...	ARRIVE] [LEAVE	...	A M	....	....	....

Table 32—DES MOINES AND CAINSVILLE.

13	91	2	3	Mls	*November* 14, 1909.	Mls	10	92	4	2
P M	A M	Noon	A M	....	LEAVE] [ARRIVE	....	A M	P M	P M	P M
†4 20	a7 00	†1245	†8 00	0	+...**Des Moines**..... ♂	111	10 30	4 30	6 30	11 15
4 30	— —	12 55	8 10	5	.....Millman.....	106	10 20	-	6 20	— —
4 50	7 40	1 10	8 25	11	.....Norwalk..... ♂	100	10 00	3 25	6 03	10 48
5 07	8 00	1 26	8 40	17	.....Prole..... ♂	94	9 42	2 50	5 48	10 33
5 18	8 15	1 35	8 50	22	.....Wick.....	89	9 28	2 20	5 37	10 21
5 30	8 22	1 45	9 00	25	.....St. Marys.....	86	9 20	2 10	5 30	10 16
5 40	9 25	1 55	9 10	29	+....St. Charles..... ♂	82	9 10	1 55	5 18	10 07
5 53	10 00	2 11	9 25	36	.....Truro..... ♂	75	8 52	1 20	5 00	9 52
6 13	10 45	2 30	9 45	46	.....New Virginia..... ♂	65	8 28	12 30	4 36	9 32
6 23	11 00	2 42	9 57	50	.....Jamison.....	61	8 17	12 05	4 27	8 22
6 40	11 50	3 05	10 30	57	+.....**Osceola**..... ♂	54	8 00	11 30	4 10	†8 05
P M	12 10	3 15	10 40	62	.....Groveland.....	49	7 45	9 30	3 45	P M
....	12 40	3 22	10 50	64	.....Leslie..... ♂	47	7 40	9 20	3 40	....
....	1 50	3 40	11 06	70	+....**Van Wert**..... ♂	41	7 25	9 00	3 25	....
....	2 20	3 56	11 16	75	.....Kingston.....	36	7 12	8 15	3 05	....
....	2 56	4 05	11 26	80	.....Decatur City..... ♂	31	7 00	8 05	2 55	....
....	4 35	4 25	11 50	87	+.....**Leon**..... ♂	26	†6 45	7 40	2 40	....
....	5 00	P M	12 03	92	.....Blockley.....	19	A M	7 15	2 10	....
....	5 20	....	12 22	99	.....Pleasanton..... ♂	12	....	6 55	1 57	....
....	5 36	....	12 31	103	.....Saline.....	8	....	6 40	1 46	....
....	— —	....	12 38	106	.....Burrows.....	5	....	— —	1 40	....
....	6 00	....	12 50	111	+....**Cainsville**..... ♂	0	....	a6 15	†1 30	....
....	P M	....	Noon	....	ARRIVE] [LEAVE	....	....	A M	P M	....

For Map, see pages 824-825.

For Through Time-tables and Equipment, see pages 828-835.

Table 33—KEOKUK, LACLEDE AND CARROLLTON.

9	29	No. 7	Miles.	*May* 23, 1909.	No. 8	30	10
....	....	11 00 P M	....	lve. **Chicago**. arr.	6 50 A M	....	....
....	....	†7 45 A M	0	lv.+**Burlington** ♂ ar.	7 00 P M	....	....
....	....	8 10 »	11.3	.....Wever ... ♂	6 40 »	....	....
....	....	8 25 A M	19.0	+.**Fort Madison**. ♂	6 25 P M	....	....
....	....	†7 35 A M	.....	lve.+**Keokuk** arr.	8 30 P M	....	....
....	....	8 40 A M	25.0	.....**Viele**.... ♂	6 10 P M	....	....
....	....	8 51 »	30.3	+...Franklin.....	5 58 »	....	....
....	....	8 56 »	32.7	+**Donnellson** ♂	5 62 »	....	....
....	....	9 02 »	35.8	.....Warren	5 43 »	....	....
....	....	9 20 »	43.4	+**Farmington** ♂	5 27 »	....	....
....	....	9 34 »	49.8	.....Willit	5 09 »	....	....
....	....	9 49 »	54.8	+.Mt. Sterling. ♂	4 57 »	....	....
....	....	10 08 »	63.0	+... Cantril ... ♂	4 40 »	....	....
....	....	10 20 »	68.3	+....Milton..... ♂	4 27 »	....	....
....	....	10 35 »	74.8	+... Pulaski ... ♂	4 13 »	....	....
....	....	10 48 »	80.8	.....Steuben.....	4 02 »	....	....
....	....	10 57 »	83.8	+.**Bloomfield**. ♂	3 55 »	....	....
....	....	11 02 »	84.6	..Wabash Junc...	3 50 »	....	....
....	....	11 17 »	91.7	...West Grove...	3 38 »	....	....
....	....	11 34 »	98.7	arr. **Moulton**. lve.	3 20 »	....	....
....	....	11 34 »	98.7	lv..+**Moulton** ♂. ar.	3 20 »	....	....
A M	....	‖1150 A M	103.6	arr.. **Sedan** ♂ lve.	3 07 P M	....	P M
a7 50	....	.....	110.8	lve. **Centerville**. arr.	.....	....	6 50
a8 10	....	12 10 Noon	103.6	lve.. **Sedan**.. arr.	3 07 P M	....	6 30
8 21	....	12 23 »	108.3	..... Exline.... ♂	2 57 »	....	6 20
8 33	....	12 35 »	113.0	.....Cincinnati.. ♂	2 48 »	....	6 08
8 44	....	12 48 »	117.5	+...Mendota .. ♂	2 32 »	....	5 57
8 56	....	12 58 Noon	121.8	.....Howland	2 18 »	....	5 45
9 09	....	1 12 P M	128.0	+..Unionville.. ♂	2 05 »	....	5 33
9 22	....	1 24 »	133.3	.....Lemons... ♂	1 48 »	....	5 20
9 33	....	1 35 »	137.6	..... Pollock .. ♂	1 36 »	....	5 10
9 49	....	1 48 »	142.5	.....Boynton	1 21 »	....	4 58
10 05	....	2 08 »	149.5	+....**Milan**.... ♂	1 10 P M	....	4 42
10 20	....	2 20 »	155.9	.....Cora.....	12 53 Noon	....	4 26
10 36	....	2 34 »	161.8	+.. Browning.. ♂	12 41 »	....	4 12
10 53	....	2 50 »	168.6	.....Purdin ..... ♂	12 26 »	....	3 56
11 05	Mix.	3 04 »	174.0	+...Linneus... ♂	12 11 Noon	Mix.	3 43
‖1125	A M	3 20 P M	181.2	arr.+**Laclede** ♂ lve.	11 55 A M	P M	3 28
11 55	†7 10	3 30 P M	181.2	lve..**Laclede**. arr.	‖1125 A M	5 00	3 28
12 06	7 30	3 43 »	186.3	.....Forker.....	11 14 »	4 25	3 15
12 20	7 55	4 00 »	191.5	+...**Sumner**.. ♂	11 01 »	4 00	3 02
12 35	8 45	4 20 »	197.9	+.....Hale..... ♂	10 45 »	3 20	2 46
12 50	9 25	4 35 »	205.0	+.....Tina..... ♂	10 25 »	2 50	2 30
1 08	10 08	4 50 »	212.6	+... Bogard ... ♂	10 08 »	2 25	2 11
1 30	10 35	5 10 P M	220.1	+. **Carrollton**. ♂	†9 50 A M	†2 00	‖2 50
P M	A M	.....	.....	ARRIVE] [LEAVE	.....	P M	P M

Table 34—BURLINGTON AND QUINCY.

92	No. 106	No. 112	Mls	*November* 21, 1909.	No. 109	No. 111	P M
A M	*9 45 A M	*8 00 P M	....	lve..**Chicago**..arr.	4 25 P M	6 50 A M	8 45
†8 00	†5 56 P M	†7 20 A M	0	lve+ Burlington ♂ arr	10 30 A M	8 40 P M	3 00
8 35	3 47 »	7 32 »	6	.....Carman..... ♂	10 10 »	8 20 »	2 20
8 45	3 53 »	7 39 »	9	..**Iowa Junction**..	10 01 »	8 11 »	1 50
9 00	3 55 »	7 42 »	10	....Lomax..... ♂	9 57 »	8 09 »	1 45
9 44	4 08 »	7 54 »	16	.... .. Dallas..... ♂	9 44 »	8 56 »	1 25
10 05	4 18 »	8 06 »	20	.....Colusa..... ♂	9 34 »	8 45 »	1 05
10 20	4 25 »	8 15 »	24	.....Adrian..... ♂	9 25 »	8 38 »	12 45
10 45	4 35 »	8 23 »	27	.....**Ferris** .... ♂	9 18 »	8 29 »	12 25
11 30	4 45 »	8 35 »	32	+...**Carthage**.. ♂	9 09 »	8 20 »	11 30
12 05	5 05 »	8 51 »	38	..... Basco..... ♂	8 51 »	8 05 »	10 40
12 25	5 16 »	9 04 »	44	.... West Point... ♂	8 38 »	4 50 »	10 15
12 40	5 24 »	9 10 »	46	. .....Stillwell.... ♂	8 31 »	4 42 »	9 50
—	5 30 »	9 17 »	48	..... Woodville.....	8 25 »	4 35 »	— —
1 00	5 38 »	9 24 »	51	..... Loraine..... ♂	8 18 »	4 28 »	9 24
1 35	5 51 »	9 37 »	57	..... Mendon..... ♂	8 05 »	4 15 »	8 50
2 00	6 02 »	9 49 »	62	.....Ursa..... ♂	7 53 »	4 03 »	8 30
3 00	6 35 P M	10 10 A M	72	arr..+**Quincy** ♂ lve.	†7 30 A M	†3 40 P M	†8 00

Table 35—FORT MADISON AND OTTUMWA.

No. 91	2	No. 213	Mls	*November* 14, 1909.	No. 212	No. 92
.....	2 35 A M	.....	....	lve.... **St. Louis**.... arr.	7 29 A M	.....
11 00 P M		11 00 P M	....	lve.... **Chicago**.... arr.	6 50 A M	8 45 P M
†2 20 P M		†9 00 A M	0	lv.+**Fort Madison** ♂ ar.	8 15 P M	12 30 Noon
2 40 »		9 15 »	5.8	..... Sawyer.....	5 57 »	11 55 A M
3 00 »		9 29 »	11.3	+.....West Point..... ♂	5 45 »	11 30 »
3 25 »		9 41 »	17.0	+.....Pilot Grove..... ♂	5 30 »	11 05 »
3 40 »		9 49 »	20.7	.....Mertensville.....	5 21 »	10 45 »
3 50 »		9 54 »	23.2	+.....Cottonwood.....	5 17 »	10 25 »
4 10 »		10 08 »	28.1	+.....Hillsboro..... ♂	5 05 »	10 08 »
4 25 »		10 17 »	32.4	.....McVeigh.....	4 53 »	9 30 »
4 45 »		10 25 »	34.7	+..... Stockport ..... ♂	4 45 »	9 15 »
4 55 »		10 39 »	36.8	.....Longview	4 40 »	9 00 »
5 20 »		10 42 »	41.2	+....Birmingham..... ♂	4 31 »	8 40 »
5 35 »		10 50 »	45.1	.....Collett.....	4 22 »	8 20 »
6 00 »		11 00 »	48.8	+...**Libertyville**.... ♂	4 15 »	8 00 »
— —		11 14 »	53.0	..... Ellmaker	4 04 »	— —
6 40 »		11 20 »	56.0	+.....**Batavia**..... ♂	4 00 »	7 35 »
— —		11 32 »	63.2	.....Agency City..... ♂	3 43 »	— —
7 30 P M		11 45 A M	69.6	arr..+**Ottumwa** ♂ .. lve.	†3 30 P M	†7 00 A M

* Daily; † daily, except Sunday; *a* daily, except Sunday and Tuesday; *b* Tuesday only; *c* stops to take or leave passengers for or from points north or south of Conway Crossing, and baggage will not be checked beyond the Crossing; *g* Monday, Wednesday, Thursday and Friday; *e* Trains Nos. 91 and 92 run daily, except Sunday, but will run one hour ahead of schedule on Tuesdays. ‖ Meals.

+ Coupon stations; ♂ Telegraph stations. STANDARD—*Central time.*

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Burlington Route

Complete Index to Stations on Burlington Route shown on pages 836-838.

LINES EAST OF THE MISSOURI RIVER—Concluded.

Table 36—BURLINGTON, OSKALOOSA AND DES MOINES.

	13	91 Mix.	9	3	Mls.	*November* 14 1909.	10	4	92 Mix.	24
			A M	P M		LEAVE] [ARRIVE	P M	A M		
			†8 02	*7 40		....St. Louis....	8 50	7 29		
			†9 45	*11 00		lve..Chicago.arr.	8 45	6 50		
		A M	P M	A M		LEAVE] [ARRIVE	A M	P M	P M	
		†5 50	†3 45	*7 22	0	+ .Burlington. ♂	11 45	9 05	3 00	
		5 55	3 50	7 30		..Jefferson Street..	11 3:	9 00	2 50	
		–	4 06	7 46	9.0	.....Latty.....	11 15	8 42	– –	
		– –	4 12	7 52	12.0	.....Sperry.....	11 09	8 37	– –	
		6 50	4 20	8 00	15.3	....Mediapolis.. ♂	11 00	8 30	1 50	
		7 10	4 32	8 10	20.4	..... Roscoe.....	10 47	8 15	1 10	
		7 25	4 40	8 18	23.8	....Yarmouth... ♂	10 39	8 08	12 50	
		7 45	4 52	8 28	28.2	....Mt. Union.. ♂	10 29	7 57	12 31	
		8 40	5 05	8 40	33.8	arr. Winfield. lve.	†10 15	7 45	11 55	
		11 05	P M	8 40	33.8	lve..Winfield ♂. arr.	A M	7 45	10 10	
		11 30		8 52	39.8	.....Wayne.....		7 30	9 45	
		11 45		9 01	44.3	..... Noble .... ♂		7 20	9 30	
		– –		9 04	46.3	Wayland Crossing		7 14	– –	
		12 05		9 12	49.8	....Coppock.. ♂		7 08	9 12	
		12 30		9 25	56.1	+ .Brighton.. ♂		6 55	8 40	
		12 50		9 37	62.0	.....Veo.....		6 42	8 15	
		1 05		9 47	66.0	.....Woolson... ♂		6 33	8 00	
		1 30		10 00	72.5	....Packwood.. ♂		6 22	7 40	
		1 45		10 10	75.9	.....Pekin .... ♂		6 11	7 20	
		2 05		10 20	80.9	..Martinsburg ♂		6 02	7 05	
		2 16		10 28	84.0	+ .. Hedrick .. ♂		5 55	6 5:	
		2 30		10 35	87.4	.....Butler.....		5 4:	6 40	
		2 46		10 46	91.0	....Fremont. ♂		5 3:	6 25	
		3 00	7	10 55	95.7	.....Cedar.... ♂	10	5 31	6 10	
	P M	3 16	A M	11 05	98.8	.....Stark.... ♂	A M	5 23	5 57	P M
	†3 45	3 35	†8 10	11 20	105.0	+ .Oskaloosa. ♂	11 45	*5 10	†3 35	8 50
	4 30	P M	8 40	A M	110.0	.....Bolton.....	11 00	P M	A M	8 26
	5 15		9 10		117.0	.....Tracey... ♂	10 40			†8 05
	7 50		12 15		165.0	ar..Des Moines. lv.	†7 45			P M
	P M		Noon			(*Union Depot*)	A M			

Table 37—CHARITON AND INDIANOLA.

		9	5	Mls	*November* 14, 1909.	10	2
		P M	A M		LEAVE] [ARRIVE	A M	P M
		†5 05	†5 45	0	+ ....Chariton.... ♂	8 55	8 15
		5 13	5 53	3	..Indianola Junction..	8 45	8 05
		5 23	6 03	7	.....Oakley..... ♂	8 35	7 55
		5 36	6 16	14	.....Lacona..... ♂	8 19	7 39
		5 56	6 36	22	.....Milo..... ♂	7 59	7 19
		6 10	6 50	28	.....Ackworth..... ♂	7 43	7 03
		6 30	7 10	33	+ ....Indianola.... ♂	†7 30	†6 50
		P M	A M		ARRIVE] [LEAVE	A M	P M

Table 38—ALBIA AND DES MOINES.

		91	9	7	Mls.	*Nov.* 14, 1909.	10	2	90
		P M	A M			LEAVE] [ARRIVE	P M	A M	
		*11 00	†9 45	P M		.... Chicago....	8 45	7 00	
		*7 40	†2 35	*7 40		lv..St. Louis.ar.			
		A M	†7 15	A M		lve..Peoria..arr.	8 55	P M	P M
		†8 30	†5 20	*9 35	0	lve. + Albia ♂ arr.	10 20	10 16	1 00
		9 00	5 37	10 00	9	.....Lovilia.... ♂	10 00	9 55	11 50
		9 15	5 42	10 06	12	.... Hamilton.. ♂	9 54	9 47	11 35
		9 48	5 47	10 12	14	.....Bussey.... ♂	9 48	9 42	11 15
		10 25	6 00	10 25	19	.... Tracey .. ♂	9 35	9 30	10 25
		10 55	6 09	10 32	23	....Harvey .. ♂	9 25	9 22	9 55
		11 05	6 12	10 36	25	.....Durham.....	9 20	9 18	9 45
		11 30	6 20	10 45	28	.....Flagler... ♂	9 12	9 11	9 30
		12 30	6 50	10 55	33	+ .Knoxville. ♂	9 00	9 00	9 00
		12 55	6 40	11 05	37	... Donnelley...	8 50	8 46	8 00
		1 35	6 52	11 17	43	+ Pleasantville ♂	8 40	8 35	7 40
		2 15	7 05	11 29	49	.....Swan.... ♂	8 28	8 24	7 05
		2 55	7 13	11 38	53	.....Ford..... ♂	8 20	8 13	6 50
		3 30	7 20	11 46	57	....Clarkson.. ♂	8 12	8 08	6 35
		3 41	7 30	11 55	62	.....Levey.....	8 03	7 58	6 20
		– –	7 45	12 10	67	East Des Moines	7 50	7 45	– –
		4 00	7 60	12 15	68	+ Des Moines (U.D.) ♂	†7 45	*7 40	†6 00
		P M	P M	Noon		ARRIVE] [LEAVE	A M	P M	A M

Table 39—HASTINGS AND SIDNEY.

No. 2	No. 4	Mls	*December* 5, 1909.	No. 11	No. 3
			LEAVE] [ARRIVE		
†5 30 P M	†9 30 A M	0	+ .....Hastings..... ♂	6 15 A M	1 10 P M
5 50 »	9 49 »	6	.....Clark.....	5 56 »	12 51 Noon
6 15 »	10 08 »	11	.....Randolph..... ♂	5 40 »	12 32 »
6 40 »	10 26 »	17	.....Anderson..... ♂	5 24 »	12 14 »
7 00 P M	10 40 A M	21	.....Sidney..... ♂	†5 10 A M	†12 01 Noon
			ARRIVE] [LEAVE		

Table 40—TABOR & NORTHERN RAILWAY.

ROBERT MCCLELLAND, President and General Manager, Tabor, Iowa.

	4	2	Mls	*June* 24, 1907.	1	3
	P M	A M		LEAVE] [ARRIVE	A M	P M
	†8 00	†11 20	0	+ ...Malvern....	9 00	4 30
	8 45	12 05	11	.....Tabor.....	†8 00	†3 30
	P M	Noon		ARRIVE] [LEAVE	A M	P M

Table 41—CRESTON AND CUMBERLAND.

		3	5	Mls	*December* 5, 1909.	4	2
		P M	A M		LEAVE] [ARRIVE	A M	P M
		†2 30	†6 15	0	+ .....Creston..... ♂	11 20	7 25
		2 50	6 35	8	.....Spaulding.....	11 00	7 05
		3 05	6 50	13	.....Orient..... ♂	10 45	6 50
		3 28	7 15	21	.....Greenfield.... ♂	10 22	6 27
		3 48	7 36	28	ar. } lv.	10 02	6 07
		3 48	7 36	28	lv. } + Fontanelle ♂ } ar.	10 02	6 07
		4 15	8 03	36	.....Bridgewater.... ♂	9 35	5 40
		4 30	8 19	41	.....Massena..... ♂	9 18	5 25
		4 45	8 35	47	.... Cumberland.. ♂	†9 00	†5 10
		P M	A M		ARRIVE] [LEAVE	A M	P M

Table 42—RED OAK AND NEBRASKA CITY.

3	11	93	5	Mls	*December* 5, 1909.	6	4	90	12
P M	A M	A M	A M		LEAVE] [ARRIVE	A M	A M	Noon	P M
†2 00	†10 20	†9 00	*7 05	0	+ .....Red Oak .... ♂	8 35	11 20	12 30	8 15
2 13	10 33	9 25	7 17	7	.....Coburg..... ♂	8 18	11 02	12 05	7 53
2 25	10 46	10 00	7 28	13	.....Essex..... ♂	8 06	10 46	11 35	7 40
2 45	11 00	11 55	7 45	19	+ .. Shenandoah.. ♂	†7 53	10 34	11 00	7 28
3 00	A M	12 45	7 58	25	.....Farragut..... ♂	A M	10 15	9 45	7 07
3 13	....	1 45	8 09	30	.....Riverton..... ♂	....	10 00	9 00	6 57
3 30	....	2 20	8 27	39	+ ....Hamburg.... ♂	....	9 43	8 27	6 40
3 45	....	2 55	8 40	46	.....Payne ..... ♂	....	9 25	6 20	6 27
4 00	....	3 25	8 55	52	+ .Nebraska City. ♂	....	†9 10	†6 00	*6 10
P M	....	P M	A M		ARRIVE] [LEAVE	....	A M	A M	P M

Table 43—HASTINGS AND CARSON.

		3	11	Mls	*December* 5 1909.	4	2
		P M	A M		LEAVE] [ARRIVE	A M	P M
		†2 15	†7 20	0	+ .....Hastings.... ♂	9 10	5 05
		2 40	7 40	9	.....Henderson.... ♂	8 48	4 35
		3 10	7 55	13	.....Macedonia.... ♂	8 32	4 10
		3 20	8 10	16	+ .....Carson..... ♂	†8 20	†3 40
		P M	A M		ARRIVE] [LEAVE	A M	P M

Table 44—BURLINGTON AND WASHINGTON.

		9	3	Mls.	*Nov.* 14, 1909.	10	4
		P M	A M		LEAVE] [ARRIVE	A M	P M
		†3 45	†7 22	0	+ .Burlington. ♂	11 45	8 05
		3 50	7 30		..Jefferson Street..	11 35	8 00
		5 05	8 40	33.8	ar. + ‖ Winfield ♂ lv.	10 15	7 45
		†6 05	†8 40	33.8	lve. Winfield. arr.	10 15	7 30
		5 20	8 50	38.6	.....Wyman ... ♂	10 02	7 15
		5 30	8 59	42.3	+ Crawfordsville ♂	9 52	7 06
		5 42	9 10	46.8	.....Havre.....	9 45	6 55
		6 00	9 25	52.3	+ Washington ♂	†9 30	†6 40
		P M	A M		ARRIVE] [LEAVE	A M	P M

Table 45—RED OAK AND GRISWOLD.

		3	5	Mls	*December* 5, 1909.	6	2
		P M	A M		LEAVE] [ARRIVE	A M	P M
		†1 40	†6 20	0	+ .....Red Oak..... ♂	8 30	5 00
		2 15	6 40	7	.....Stennett.....	8 07	4 25
		2 45	6 55	12	.....Elliott..... ♂	7 50	4 10
		3 10	7 20	18	+ .... Griswold .... ♂	†7 30	†3 45
		P M	A M		ARRIVE] [LEAVE	A M	P M

JUST OFF THE PRESS

WALL MAP OF THE WEST

New and Improved Edition

Sixty by forty inches in size, showing the country from the Great Lakes to the Pacific Coast. Between Chicago and the Missouri River all the important points are shown; west of the Missouri River every geographical point is given. All the railroads are shown, each in a different color or character. It is without question the most complete reference map of the West ever published. Sent prepaid for 25 cents, stamps or currency.

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; ‖ daily, except Monday. | Meals. + Coupon stations; ♂ Telegraph stations.

STANDARD—*Central time.*

For Map, see pages 824-825. For Through Time-tables and Equipment, see pages 828-835.

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Complete Index to Stations on Burlington Route shown on pages 836-838.

LINES WEST OF THE MISSOURI RIVER.

Table 46—OMAHA, LINCOLN AND DENVER.

8	23	3	7	15	5		Ms.	October 31, 1909.	10	6	2	12	4	82-18	14
A M	....	P M	....	....	P M	P M	....	(Central time.)	P M	P M	A M	A M	A M	....	....
*9 45	....	*11 00	....	....	*6 00	*6 00	....	lve....Chicago...arr.	4 25	8 45	7 00	8 07	6 50	....	....
P M	P M	P M	....	A M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	P M	P M	A M	P M	P M
*10 18	*1 45	*3 00	....	*8 05	*7 05	*5 35	0	+Pacific Junction ♁	3 15	8 05	5 15	7 22	10 05	1 25	10 00
[•]	1 58	[•]	....	8 16	[•]	....	5	+..Plattsmouth.. ♁	3 02	7 53	5 00	[•]	9 54	1 12	9 25
....	– –	....	....	– –	....	....	9	Oreapolis ♁	....	– –	– –	....	9 46	g s	– –
....	2 11	....	....	– –	....	....	11	La Platte ♁	....	– –	– –	....	9 41	12 59	9 08
....	2 23	....	....	– –	....	Via Louisville.	17	Bellevue ♁	Via Louisville.	– –	– –	....	9 33	12 47	8 56
11 10	2 40	3 55	P M	8 50	8 00		26	arr...+Omaha....lve.		7 20	4 20	6 30	*9 18	12 30	8 30
11 30	7 25	4 10	†1 20	9 15	8 20		0	lve.... Omaha ♁ ..arr.		7 10	3 45	6 10	†9 08	12 15	7 50
–	7 40	– –	1 32	– –	8 32		6	South Omaha ♁		– –	– –	– –	8 58	g s	7 40
– –	8 00	– –	1 51	– –	8 52		15	Chalco ♁		– –	– –	– –	8 33	g s	7 19
–	8 11	–	2 04	– –	9 04		21	Gretna ♁		– –	– –	– –	8 23	g h s	7 08
12 25	8 30	5 07	2 23	10 10	9 25		31	+....Ashland ♁		6 18	2 51	5 12	8 05	11 23	6 45
– –	8 42	– –	2 37	– –	9 37		37	+....Greenwood ♁		– –	– –	– –	7 52	g s	6 33
– –	8 52	– –	2 50	– –	9 47	....	43	Waverly ♁	....	– –	– –	– –	7 42	g s	6 23
– –	9 05	– –	3 04	– –	10 00	....	50	Havelock ♁	....	– –	– –	– –	7 30	g s	6 11
1 00	9 15	6 45	3 15	10 45	10 10	....	55	arr...+Lincoln ♁ .lve.	....	*5 40	2 10	4 30	†7 20	10 45	*6 00
....	P M	†3 05	P M	A M	....	*5 35	0	lve...Pacific Jn...arr.	3 15	....	....	....	†10 05	....	P M
....		3 20			....	– –	5	lve.+Plattsmouth ♁ arr.	3 02	....	....	....	9 54	....	
....	....	4 00	....	....	....	– –	15	Cedar Creek ♁	– –	....	....	....	9 20	....	....
....	....	4 11	....	....	....	– –	23	+....Louisville ♁	– –	....	....	....	9 10	....	....
....	....	4 21	....	....	....	– –	28	South Bend ♁	– –	....	....	....	9 00	....	
....	....	4 40	18	....	....	6 28	36	+.....Ashland ♁	2 10	....	....	....	8 45	....	
....	....	†5 30	P M	....	....	7 05	60	arr..+Lincoln....lve.	1 30	....	....	....	†7 20	....	
1 10	....	*6 00	*6 15	....	11 30	7 15	55	lve....Lincoln....arr.	1 10	5 33	1 35	4 00	A M	10 15	
– –	....	– –	6 20	....	11 37	– –	58	Burnham	– –	– –	– –	– –		10 08	
– –	....	– –	6 33	....	11 51	– –	65	Denton ♁	– –	– –	– –	3 42	....	9 57	
– –	....	– –	6 44	....	12 04	– –	71	Berks ♁	– –	– –	– –	3 28	....	9 44	
– –	....	– –	6 54	....	12 16	– –	75	+......Crete ♁	12 33	– –	12 52	3 17	....	9 38	
– –	....	– –	7 12	....	12 38	– –	83	Dorchester ♁	– –	– –	– –	2 59	....	9 21	
– –	....	– –	7 30	....	12 56	– –	92	+......Friend ♁	12 03	– –	12 22	2 41	....	9 05	
– –	....	– –	7 47	....	1 16	– –	101	+......Exeter ♁	– –	– –	12 06	2 23	....	8 48	
2 30	....	7 23	8 04	....	1 36	8 32	108	+....Fairmont ♁	11 35	4 17	11 51	2 07	....	8 32	
– –	....	–	8 20	....	1 51	– –	115	Grafton ♁	– –	– –	–	1 51	....	8 12	
– –	....	– –	8 35	....	2 12	– –	123	+.....Sutton ♁	11 05	– –	11 20	1 30	....	*7 55	
– –	....	– –	P M	....	2 25	– –	127	Saronville ♁	– –	– –	– –	1 16	....	A M	
3 11	....	8 04		....	2 45	– –	136	+......Harvard ♁	10 42	– –	10 57	1 00	....		
– –	....	– –	....	....	3 01	– –	143	Inland ♁	– –	– –	–	12 45	....		
3 50	....	8 37	....	....	3 40	9 42	152	+....Hastings ♁	10 15	3 14	10 30	12 25	....		
– –	....	–	....	....	4 01	– –	157	Juniata ♁	– –	– –	–	11 45	....		
– –	....	– –	....	....	4 20	10 13	166	Kenesaw ♁	– –	– –	9 40	11 30	....		
– –	....	– –	....	....	4 36	– –	173	Heartwell ♁	– –	– –	– –	11 14	....		
4 48	....	9 39	....	....	4 54	– –	183	+......Minden ♁	9 06	– –	9 08	10 55	....		
– –	....	– –	....	....	5 02	– –	188	Motala	– –	– –	– –	10 45	....		
– –	....	– –	....	....	5 13	– –	192	Axtell ♁	– –	– –	8 41	10 32	....		
– –	....	– –	....	....	5 25	– –	199	Funk ♁	– –	– –	– –	10 19	....		
5 25	....	10 20	....	....	5 55	11 14	206	+....Holdrege ♁	8 25	1 14	8 15	10 05	....		
– –	18	– –	....	15	6 12	– –	213	Atlanta ♁	– –	– –	– –	9 36	14		16
– –	A M	– –	....	P M	6 29	– –	222	Mascot ♁	– –	– –	– –	9 19	P M		A M
– –	*8 16	– –	....	*11 12	– –	– –	226	...Oxford Junction ♁	– –	– –	– –		11 25		6 50
6 05	8 30	11 05	....	11 45	†7 05	11 49	229	+.....Oxford ♁	7 40	1 32	7 30	9 05	11 20		6 45
6 18	– –	– –	....	11 59	7 21	– –	237	Edison ♁	7 21	– –	– –	8 43	–		6 18
6 31	– –	– –	....	12 12	7 35	– –	243	+.....Arapahoe ♁	7 08	–	–	8 27	–		6 7
6 44	– –	– –	....	– –	7 47	– –	251	Holbrook ♁	6 57	– –	– –	8 14	– –	....	5 57
7 01	– –	– –	....	12 43	8 06	– –	258	Cambridge ♁	6 42	– –	– –	7 55	– –	....	5 41
7 15	– –	– –	....	– –	8 19	– –	267	Bartley ♁	6 28	– –	6 17	7 40	– –	....	– –
7 27	– –	– –	....	1 04	8 30	– –	272	+.....Indianola ♁	6 19	– –	6 08	7 27	– –	....	– –
– –	– –	– –	....	– –	8 37	– –	276	Red Willow	–	– –	– –	7 15	– –	....	– –
7 50	9 55	12 32	....	1 22	8 50	1 10	283	arr..+McCook ♁..lve.	*6 00	*11 40	*5 50	*7 00	*8 42	....	*5 00
A M	A M	Night	5	A M	P M	P M	....	(Central time.)	P M	P M	A M	A M	P M	12	A M
A M	A M	P M	A M	Night		Noon	....	(Mountain time.)	P M	P M	A M		P M	P M	A M
*7 00	*9 05	*11 42	*9 30	*12 30	....	*12 20	283	lve....McCook...arr	4 50	10 30	4 40	....	8 30	8 15	3 50
– –	– –	– –	9 42	– –	....	– –	290	Perry	–	– –	– –	....	– –	8 00	– –
– –	– –	– –	9 55	– –	....	– –	294	Culbertson ♁	– –	– –	– –	....	– –	6 48	– –
– –	– –	–	10 18	1 05	....	– –	305	Trenton ♁	– –	– –	– –	....	– –	6 26	3 12
– –	– –	– –	10 45	1 25	....	– –	316	Stratton ♁	– –	– –	– –	....	– –	6 01	2 53
– –	– –	– –	11 05	– –	....	– –	326	Max	–	– –	– –	....	–	4 40	– –
– –	10 21	1 03	11 25	2 00	....	1 34	335	Benkelman ♁	– –	– –	3 20	....	7 09	4 22	– –
– –	– –	– –	11 47	– –	....	– –	346	Parks ♁	– –	– –	– –	....	– –	3 57	– –
– –	– –	– –	12 12	2 45	....	– –	356	Haigler ♁	– –	– –	– –	....	– –	3 33	1 47
– –	– –	– –	12 31	– –	....	– –	365	Laird ♁	– –	– –	– –	....	– –	3 11	– –
9 19	11 24	2 15	12 45	3 15	....	2 35	373	+.......Wray ♁	2 35	8 28	2 15	....	6 13	*3 00	1 22
9 47	– –	– –	Noon	– –	....	– –	387	Eckley ♁	2 07	– –	– –	....	– –	P M	12 59
– –	12 13	– –		4 02	....	– –	400	+......Yuma ♁	1 46	– –	1 31	....	– –		– –
10 31	– –	– –	303	– –	301	– –	412	Otis ♁	1 28	–	1 11	304	– –	302	– –
11 05	1 05	3 58	P M	4 50	A M	4 15	426	+......Akron ♁	1 05	7 16	12 50	A M	4 52	P M	12 03
11 44	1 40	4 42	*7 05	5 25	*8 40	4 59	450	Brush ♁	12 16	6 32	12 02	6 05	4 01	10 10	11 17
12 02	1 57	5 01	7 22	5 38	8 56	5 16	460	+...Fort Morgan ♁	12 02	6 18	11 48	5 38	3 45	9 52	11 03
– –	– –	– –	7 47	– –	9 20	– –	474	Wiggins ♁	– –	– –	– –	5 04	– –	9 27	– –
– –	– –	– –	8 06	– –	9 36	– –	485	Crest ♁	– –	– –	– –	4 44	– –	– –	– –
– –	– –	5 55	8 20	– –	9 47	– –	491	Roggen ♁	11 15	– –	– –	4 34	– –	9 00	– –
– –	– –	– –	8 43	– –	10 03	– –	502	Keenesburg ♁	– –	– –	– –	4 12	– –	8 43	– –
– –	– –	– –	9 00	6 56	10 15	– –	509	Hudson ♁	10 51	– –	– –	3 57	2 26	8 27	– –
– –	– –	– –	9 32	– –	10 34	– –	521	Barr ♁	10 34	– –	– –	3 36	– –	8 08	– –
– –	– –	– –	10 00	– –	11 05	– –	531	Derby ♁	– –	– –	– –	3 16	– –	7 48	– –
2 15	4 05	7 20	10 20	7 50	11 30	7 30	538	+.....Denver ♁	*10 00	*4 15	*9 45	*3 00	*1 40	*7 30	*9 00
P M	P M	A M	P M	A M	A M	P M	....	ARRIVE] [LEAVE	A M	P M	P M	A M	P M	P M	P M

h Stops to leave passengers from Schuyler Line. † Meal stations. [•] Via Council Bluffs.

e Stops to leave from stations west.

* Daily; † daily, except Sunday; g stops to leave from west of Lincoln; s stops Sunday only.

For Map, see pages 824-825.
For Through Time-tables and Equipment, see pages 828-835

Table 47—KAN. CITY, ST. JOSEPH AND DENVER.

13	15	Ms	October 31, 1909.	14	16
P M	P M	...	LEAVE] [ARRIVE	P M	A M
*2 15	*8 01	...	St. Louis. ♁	8 50	7 19
5 30	12 06	...	Hannibal. ♁ arr.	3 35	4 10
10 23	5 27	...	arr. Cameron Jn ♁ lve.	10 45	10 50
P M	7 25	...	arr. Kansas City ♁ lve.	A M	8 50
*9 30	*9 50	0	lve. + Kansas City. ♁ arr.	11 45	8 40
9 53	10 11	28	....Leavenworth.. ♁	11 05	8 06
10 30	10 52	48	+....Atchison ♁ .arr	10 35	7 40
11 25	11 50	62	arr. } + St. Joseph ♁ { lve.	9 45	6 45
11 40	11 59	62	lve. } { arr.	9 30	6 10
– –	12 04	63	....Francis Street....	9 15	6 03
12 35	1 00	96	.......Napier..... ♁	8 25	5 10
– –	1 08	99	......Fortescue.... ♁	– –	5 00
– –	1 20	105	........Rulo....... ♁	8 00	4 46
– –	1 28	110	........Preston...... ♁	7 47	4 32
1 10	1 40	116	+....Falls City.... ♁	7 38	4 22
– –	1 53	122	........Salem...... ♁	7 22	4 05
– –	2 06	129	.......Dawson..... ♁	7 08	3 52
– –	2 20	143	+....Humboldt.... ♁	6 55	3 40
1 53	2 40	147	+..Table Rock... ♁	6 40	3 25
2 10	3 00	149	......Pawnee...... ♁	6 15	3 00
– –	3 12	155	........Violet........	– –	2 43
– –	3 25	161	.......Burchard..... ♁	– –	2 30
– –	3 35	165	.......Armour..... ♁	– –	2 18
– –	3 44	169	.......Liberty...... ♁	5 35	2 08
3 08	4 20	185	+....Wymore.... ♁	5 15	1 46
– –	4 40	194	........Odell....... ♁	4 54	e s
– –	5 00	203	........Diller....... ♁	–	12 48
3 49	5 20	212	+....Endicott.... ♁	4 25	12 30
–	5 32	218	......Kesterson.... ♁	–	12 14
– –	5 40	222	......Thompson.... ♁	– –	12 06
– –	5 48	226	+.....Reynolds..... ♁	– –	11 54
– –	6 08	236	+......Hubbell..... ♁	– –	11 35
4 53	6 28	243	+.....Chester..... ♁	3 31	11 20
–	6 45	252	........Byron...... ♁	– –	11 01
– –	7 02	260	........Hardy...... ♁	– –	10 44
5 36	7 20	268	+....Superior.... ♁	2 45	10 30
– –	7 37	275	......Bostwick..... ♁	– –	10 10
– –	7 55	283	+...Guide Rock.... ♁	– –	9 56
– –	– –	289	........Lester........	– –	– –
6 25	8 30	293	+....Red Cloud.... ♁	2 00	9 35
– –	8 44	300	........Inavale...... ♁	– –	9 10
– –	8 58	306	+.....Riverton..... ♁	– –	8 56
7 01	9 16	317	........Franklin...... ♁	1 02	8 38
7 10	9 28	321	+...Bloomington.... ♁	12 50	8 26
– –	9 40	326	.......Naponee..... ♁	– –	8 15
7 34	10 05	334	+...Republican... ♁	12 21	8 02
7 45	10 20	339	+......Alma...... ♁	12 07	7 45
8 00	10 48	345	+....Orleans..... ♁	11 52	7 25
8 16	11 12	355	...Oxford Junction.. ♁	11 25	6 50
8 20	11 20	358	arr. } + Oxford ♁ { lve.	11 20	6 45
8 30	11 45	358	lve. } { arr.	11 05	6 30
9 55	1 22		arr. } (Cent. time.) { lve.	9 42	5 00
....	....	412	} + McCook ♁ {	....	....
9 05	12 30		lve. } (Mount. time) { arr.	8 30	3 50
10 21	2 00	463	......Benkelman.... ♁	7 09	– –
11 24	3 15	501	.........Wray....... ♁	6 13	1 22
1 05	4 50	555	+......Akron...... ♁	4 52	12 03
1 40	5 25	579	........Brush...... ♁	4 01	11 17
1 57	5 38	588	+....Ft. Morgan.... ♁	3 45	11 03
4 05	7 50	667	+.....Denver..... ♁	*1 40	*9 00
P M	A M	...	ARRIVE] [LEAVE	P M	P M

Table 48—DENVER AND LYONS.

183	181	Ms.	October 31, 1909.	182	184
P M	A M	....	(Mountain time.)	A M	P M
†3 25	†8 30	0	lve..+Denver ♁..arr.	8 00	1 10
3 37	8 45	4	....Utah Junction.. ♁	7 47	12 57
3 57	9 10	15	...Burns Junction.. ♁	7 17	12 27
4 13	9 26	22	+....La Fayette.... ♁	6 57	12 12
4 21	9 38	26	+.......Erie....... ♁	6 45	11 59
4 53	10 07	37	+....Longmont.... ♁	6 21	11 36
5 07	10 17	42	.......Hygiene.......	6 12	11 27
5 26	10 30	48	arr..+ Lyons ♁ ..lve.	†6 00	†11 15
P M	A M	....	(Stage to Estes Park)	A M	A M

Table 49—LINCOLN, FREMONT AND SIOUX CITY.

No. 18	Mls	October 31, 1909.	No. 17
*1 40 P M	0	lve..+Lincoln ♁..arr.	5 50 P M
2 25 "	24	+.... Ashland..... ♁	4 40 "
2 57 "	39	........Yutan....... ♁	4 04 "
3 12 "	50	.......Le Shara..... ♁	3 48 "
3 30 "	53	......Fremont.... ♁	3 30 "
3 46 "	62	.......Nickerson.... ♁	3 03 "
4 00 "	68	.......Winslow..... ♁	2 51 "
4 16 "	76	........Uehling...... ♁	2 34 "
4 31 "	84	+... .Oakland..... ♁	2 17 "
4 47 "	91	.........Lyons...... ♁	2 01 "
5 08 "	100	........Rosalie...... ♁	1 45 P M
6 40 P M	132	arr..Sioux City ♁ lve.	*12 20 Noon

+ Coupon stations; ♁ Telegraph stations.

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

Complete Index to Stations on Burlington Route shown on pages 836-838.

LINES WEST OF THE MISSOURI RIVER—Continued.

Table 50—KANSAS CITY, LINCOLN AND BILLINGS.

37	39	■41	43	Mls.	October 31, 1909.	42	44	40	38
P M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	....	....
*9 01	*2 15	*9 01	*8 02	0	......St. Louis......	7 19	8 50	....	....
10 30	9 30	10 30	6 05	346.0	....Kansas City....	11 15	8 15	....	....
12 40	11 40	12 40	8 30	326.0	lve. .St. Joseph..arr.	8 35	5 55	....	....
‖5 40	7 05	‖5 40	1 10	474.0	.......Lincoln.......	*4 05	*1 35	....	....
P M	A M	P M	A M	....	ARRIVE] [LEAVE	P M	A M	....	....
P M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	A M	....
*11 00	*8 00	*11 00	*9 45	0	......Chicago......	8 00	4 25	7 00	Noon
4 10	8 20	4 10	11 30	496.0	lve....Omaha....arr.	6 10	....	3 45	12 15
5 45	10 10	5 45	1 00	551.0	arr.... Lincoln...lve.	4 30	1 30	2 10	10 45
P M	A M	P M	A M	....	(Central time.)	P M	A M	P M	A M
*6 45	*11 25	*6 15	*1 35	0	lve..+Lincoln.♁arr.	3 35	1 00	1 35	10 30
7 05	11 43	– –	– –	8.0	.......Emerald.....♁	– –	– –	1 16	10 10
7 26	11 57	– –	– –	13.6	....Pleasant Dale..♁	– –	– –	1 02	9 56
7 40	12 11	– –	– –	19.6	........Milford.......♁	– –	– –	12 48	9 42
8 00	12 30	d7 11	2 30	29.2	+.....Seward......♁	2 32	11 59	12 30	9 21
8 15	12 45	– –	– –	36.5	.........Tamora.......♁	– –	– –	12 10	9 06
8 30	1 00	– –	– –	42.5	..........Utica........♁	– –	– –	11 57	8 52
8 45	1 15	– –	– –	48.7	..........Waco........♁	– –	– –	11 45	8 38
9 05	1 40	d7 53	3 12	56.3	+.......York.......♁	1 46	11 14	11 30	8 23
9 25	1 58	– –	– –	60.5	.......Bradshaw.....♁	– –	– –	11 15	8 08
9 40	2 12	– –	– –	71.7	.......Hampton.......♁	– –	– –	11 02	7 54
9 55	2 35	d8 29	3 49	78.1	+.....Aurora.......♁	1 04	10 35	10 50	7 40
10 13	2 55	– –	– –	89.2	........Phillips.......♁	– –	– –	10 20	7 15
10 35	3 18	d9 00	4 20	96.6	+..Grand Island..♁	12 29	10 00	10 05	*7 00
P M	3 37	– –	– –	104.5	........Abbott.......♁	– –	– –	9 42	A M
	3 52	– –	– –	111.5	.........Cairo........♁	– –	– –	9 30	....
	– –	– –	– –	119.1	.....St. Michael.....♁	– –	– –	9 15	....
	4 25	d9 55	5 15	127.8	arr. +Ravenna♁.lve.	11 30	9 00	9 00	....
	4 30	d10 05	5 25	127.8	lve...Ravenna...arr.	11 20	8 50	‖8 40	....
	4 40	– –	– –	133.2	.....Sweetwater.......♁	– –	– –	8 27	....
	4 50	– –	– –	136.9	........Hazard........♁	– –	– –	8 17	....
	5 03	– –	– –	144.3	.......Litchfield......♁	– –	– –	8 04	....
	5 23	– –	– –	153.6	........Mason.........♁	– –	– –	7 41	....
	5 40	– –	– –	159.9	........Ansley........♁	– –	– –	7 26	....
	6 00	– –	– –	167.5	......Berwyn..........♁	– –	– –	7 09	....
	6 33	d11 25	6 48	176.1	+.. Broken Bow...♁	9 50	7 20	6 48	....
	7 00	– –	– –	184.6	........Merna.........♁	– –	7 00	6 31	....
	7 25	– –	– –	195.6	.......Anselmo.......♁	– –	– –	6 07	....
	7 45	– –	– –	207.3	........Linscott.......♁	– –	– –	5 44	....
	8 01	– –	– –	215.6	.......Dunning.......♁	– –	– –	5 28	....
	8 22	– –	– –	225.1	........Halsey........♁	– –	– –	5 12	....
	8 39	– –	– –	235.0	........Natick.........♁	– –	– –	4 54	....
	8 55	– –	– –	242.6	.......Thedford.......♁	– –	– –	4 42	....
	9 07	– –	– –	250.5	........Norway........♁	– –	– –	4 27	....
	9 20	d1 49	– –	259.7	........Seneca........♁	7 10	5 00	*4 15	....
	P M	– –	9 38	268.6	........Mullen........♁	– –	4 37	A M	....
	....	– –	10 00	278.6	.........Hecla.........♁	– –	4 18		....
	....	d2 48	10 30	293.9	.......Whitman.......♁	– –	3 52	....	....
	....	– –	10 57	306.7	.......Hyannis.......♁	– –	3 30	....	....
	....	– –	11 15	315.5	.........Ashby........♁	– –	3 14	....	....
	....	– –	11 33	324.0	.......Bingham........	– –	2 58	....	....
	....	– –	11 59	334.5	.......Ellsworth......♁	– –	2 40	....	....
	....	– –	12 16	342.0	.......Lake Side......♁	– –	2 27	....	....
	....	– –	12 33	350.5	..........Reno........	– –	2 11	....	....
	35	4 55	1 05	....	arr.(Central time).lve.	*3 55	*1 45		
	A M	A M	P M	365.2	+.....Alliance.....♁	A M	P M		
	*3 20	*4 10	*12 25	....	lv.(Mountain time).ar.	2 25	12 25		
	– –	– –	12 45	375.7	..........Berea........	– –	12 05		
	h –	– –	1 06	384.6	.....Hemingford.....♁	– –	11 48		
	– –	– –	1 21	391.3	.........Girard.........♁	– –	11 33		
	– –	– –	1 43	400.5	.......Marsland.......♁	– –	11 14		
	– –	– –	2 05	410.5	........Belmont........♁	– –	10 57		
	– –	– –	– –	415.8	........Rutland.........	– –	–		
	5 02	5 52	2 35	422.9	+Crawford(Ft.Robinson)♁	12 25	10 15		
	– –	– –	– –	436.9	..........Joder.........	– –	– –		
	5 51	– –	3 32	450.3	.......Ardmore.......♁	– –	9 19		
	6 45	7 30	4 25	476.1	ar..+Edgemont♁.lv.	10 50	8 30		
	A M	7 50	4 40	476.1	lve...Edgemont..arr.	10 40	8 20		
	....	–	5 18	495.7	.........Dewey........♁	– –	7 45		
	....	9 20	6 20	520.6	+.....Newcastle......♁	9 10	7 00		
	....	– –	7 12	550.9	..........Upton.........♁	– –	6 04		
	....	10 43	7 55	569.1	+.....Moorcroft......♁	7 18	5 23		
	....	11 34	8 55	597.1	........Gillette........♁	6 20	4 28		
	....	– –	9 37	615.6	.........Felix..........♁	– –	3 37		
	....	– –	10 25	641.0	........Arvada.........♁	– –	2 48		
	....	1 29	11 03	660.5	+......Clearmont......♁	3 54	2 13		
	....	– –	11 45	679.7	.........Verona.........♁	– –	1 28		
	....	3 00	12 35	698.6	+.....Sheridan.......♁	2 20	12 50		
	....	– –	12 48	703.1	..........Dietz.........♁	– –	12 23		
	....	– –	1 23	714.8	.......Ranchester......♁	1 29	11 57		
	....	– –	1 53	724.2	........Parkman........♁	– –	11 38		
	....	– –	2 43	750.4	......Lodge Grass.....♁	– –	10 39		
	....	5 15	3 25	771.0	.....Crow Agency.....♁	11 25	10 04		
	....	5 38	3 52	783.7	.........Hardin.........♁	10 59	9 35		
	....	6 08	4 33	797.5	.........Toluca.........♁	10 36	9 10		
	....	– –	5 21	820.3	.......Ballantine.......♁	– –	8 18		
	....	7 05	5 40	829.2	.........Huntley........♁	9 40	8 00		
	....	7 30	6 10	841.8	arr..+Billings♁.lve.	*9 10	*7 30		
	....	P M	A M	....	(Via North. Pacific.)	A M	P M		

d Train No. 41 will not handle baggage originating at Lincoln or points south of Alliance to destinations south of Alliance; h stops to take passengers for Black Hill points. ■ Train No. 41 does not carry passengers locally to Seward, York and Aurora.

Additional Train (No. 36)—Leaves Edgemont *10 10 p.m., arrives Alliance 1 35 a.m.

Table 51—ST. LOUIS, KANSAS CITY, ST. JOSEPH AND LINCOLN.

41	15	13	43	119	Mls.	October 31, 1909.	44	42	16	14	120
P M	P M	P M	A M	....	....	LEAVE] [ARRIVE	P M	A M	A M	P M	....
*9 01	*9 01	*2 15	*8 02	....	....	........St. Louis.......	6 50	7 19	7 19	6 50	....
10 30	9 50	8 30	6 05	....	....	........Kansas City.......	8 15	11 15	8 40	11 45	....
....	10 11	9 53	6 31	....	....	.......Leavenworth........	7 28	10 32	8 05	11 05	....
....	10 52	10 30	7 10	....	d	........Atchison........	....	10 04	7 40	10 35	....
12 40	11 59	11 40	8 30	....	....	lve...St. Joseph..arr.	5 55	8 35	6 10	9 30	....
1 48	1 00	12 35	9 35	....	....	..........Napier..........	4 50	7 35	5 10	8 25	....
a	1 20	– –	9 55	....	45.9	lve.........Rulo♁...arr.	– –	–	4 46	8 00	....
2 25	1 40	1 10	10 17	....	56.4	+.....Falls City.....♁	4 11	6 52	4 22	7 38	....
3 18	2 35	1 53	11 10	A M	85.3	arr.+.Table Rock♁.lve.	3 20	6 05	*3 25	*6 40	P M
3 26	P M	*4 50	11 15	†7 00	85.3	lve...Table Rock...arr.	3 20	5 55	3 05	A M	7 25
3 41	....	5 06	– –	7 18	93.3	........Elk Creek.......♁	c –	b –	2 51	....	6 57
3 55	....	5 20	11 45	7 40	99.0	+.....Tecumseh.....♁	2 54	5 33	2 40	....	6 40
4 07	....	5 32	– –	8 00	106.9	........Smartville.......♁	c –	b –	2 21	....	6 20
4 20	....	5 45	– –	8 20	112.5	+........Sterling.......♁	c –	b –	2 11	....	6 06
4 34	....	5 59	– –	8 45	119.5	..........Adams.........♁	c –	b –	1 57	....	5 47
4 50	....	6 13	– –	9 10	126.8	..........Firth..........♁	c –	b –	1 43	....	5 30
5 08	....	6 29	– –	9 30	133.7	.......Hickman.......♁	c –	b –	1 28	....	5 08
5 15	....	6 36	– –	9 40	136.8	..........Roca..........♁	c –	b –	1 21	....	4 56
– –	....	6 42	– –	9 48	139.9	.........Saltillo.........	c –	b –	1 16	....	4 49
– –	....	– –	– –	– –	145.7	........Lancaster........	c –	b –	– –	....	–
‖5 40	....	7 05	1 10	10 15	148.4	+.......Lincoln.......♁	*1 35	*4 05	*1 00	....	†4 25
P M	....	A M	A M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	....	P M

Table 52.
TOLUCA, WORLAND, KIRBY AND CODY.

315	311	Ms.	October 31, 1909.	312	314
....	A M	...	LEAVE] [ARRIVE	P M	....
....	†7 00	0	.Toluca♁(Mt.time).	5 50	....
....	7 33	15	.......Mifflin.......	5 19	....
....	7 54	25	.......Coburn.......	4 59	....
....	8 25	40	.......Keiser.......	4 26	....
....	8 55	50	.......Pryor......♁	4 08	....
....	9 35	66	......Crockett......	3 33	....
....	9 48	72	.......Bowler.......	3 20	....
....	10 03	79	...Scribner, Mont...	3 06	....
....	10 20	87	ar.Frannie, Wyo.♁lv.	2 50	....
....	10 30	87	lv.Frannie, Wyo...ar.	2 40	....
....	10 54	99	.......Cowley.....♁	2 15	....
....	11 06	104	.......Lovell......♁	2 00	....
....	‖1 20	150	.......Basin......♁	‖12 10	....
....	2 25	178	......Worland....♁	10 39	....
....	2 45	187	.......Neiber.......	10 15	....
....	2 59	193	......Chatham......	10 03	....
....	3 15	198	.......Kirby.....♁	†9 50	....
P M	P M	...	ARRIVE] [LEAVE	A M	A M
†3 15	†10 40	87	lv.Frannie, Wyo.♁ar.	2 30	10 00
4 15	11 18	102	......Garland.....♁	1 55	9 20
5 05	11 45	113	.......Ralston.......	1 26	8 28
5 35	12 05	123	.......Corbett.......	1 04	8 00
5 55	12 20	129	.......Cody.....♁	†12 50	†7 45
P M	Noon	...	ARRIVE] [LEAVE	Noon	A M

Table 53.
ENGLEWOOD AND SPEARFISH.

209	M	October 31, 1909.	210
A M	..	LEAVE] [ARRIVE	P M
†7 30	..	+..Deadwood....	5 25
7 30	..	lve...+Lead....arr.	5 48
8 20	..	ar.+Englewood.lv.	4 50
8 45	0	lv...Englewood.ar.	4 25
9 18	5	........Terry........	4 00
9 35	6	......Portland......	3 45
9 50	8	.....Crown Hill.....	3 30
10 10	14	.......Elmore.......	2 55
10 28	19	.....Iron Creek.....	2 25
10 40	23	.......Maurice.......	2 10
11 25	31	+...Spearfish.....	†1 30
A M	..	ARRIVE] [LEAVE	P M

* Daily; † daily, except Sunday; ¶ daily, except Monday; a stops to leave passengers from Kansas City or beyond; b stops Sunday only to leave from west and northwest of Lincoln; c stops to leave from west and northwest of Lincoln; e Friday only.
‖ Meal stations.
\+ Coupon stations.
♁ Telegraph stations.

Table 54.
EDGEMONT, HOT SPRINGS AND DEADWOOD.

205	141	Ms	October 31, 1909.	142	206
....	P M	...	LEAVE] [ARRIVE	P M	....
....	*4 10	...	......Omaha......	6 10	....
A M	6 15	...	......Lincoln......	4 30	P M
†5 30	*7 50	0	lv..Edgemont..ar.	10 05	9 20
5 55	8 07	6	....Buena Vista....	9 45	8 55
6 02	8 12	8	......Chilson......	9 38	8 45
6 39	8 35	16	ar.Minnekahta.lv.	*9 18	†8 20
*9 25	*8 45	16	lv.Minnekahta.ar.	8 05	8 25
9 45	9 05	23	......Erskine......	8 39	7 59
10 10	9 30	29	ar Hot Springs.lv.	*8 15	*7 35
†6 39	*8 35	16	lv.Minnekahta♁.ar.	9 18	8 20
6 55	8 44	20	......Ivanhoe.....	9 02	7 55
7 17	8 57	25	......Argyle......	8 52	7 36
7 30	9 03	28	......Loring......	8 45	7 25
7 59	9 18	32	......Pringle......	8 35	7 05
8 34	9 31	38	.......Mayo.......	8 20	6 40
9 00	9 50	45	+.....Custer......	8 02	6 18
9 40	10 08	51	.......Berne.......	7 42	5 25
9 56	10 18	55	......Oreville......	7 26	6 05
10 55	10 35	60	+...Hill City...♁	*7 05	4 40
....	e11 50	60	lve. .Hill City..arr.	1 50	....
....	12 40	70	arr..Keystone.lve.	e1 00	....
11 50	10 55	68	......Redfern......	6 26	3 55
12 45	11 12	75	......Mystic......	6 01	3 15
1 25	11 30	82	.....Rochford.....	5 40	2 46
2 15	11 45	88	......Nahant......	5 25	2 15
3 10	12 01	94	.....Dumont......	5 07	1 30
3 40	12 15	99	ar..Englewood.lv.	4 45	12 50
4 50	12 15	99	lv..Englewood.ar.	4 45	12 10
5 07	12 35	103	........Kirk........	– –	11 45
5 17	12 52	105	lve....Pluma...lve.	4 07	11 32
5 48	1 08	106	arr.... Lead....lve.	*3 45	†11 20
6 25	1 00	107	....Deadwood....	*4 00	†11 20
P M	P M	...	ARRIVE] [LEAVE	P M	A M

Table 55—DENVER, BLACK HILLS AND BILLINGS.

302	304	Ms	October 31, 1909.	301	303
P M	A M	...	LEAVE] [ARRIVE	A M	P M
*7 30	*3 00	0	......Denver....♁	11 30	10 20
10 20	6 15	88	.......Brush....♁	8 35	7 00
– –	6 26	92	......Camden......	– –	6 53
10 33	6 33	95	......Hillrose....♁	8 18	6 47
– –	6 39	97	...Trowel Ranch...	– –	6 42
10 45	6 43	99	.......Union.....♁	8 05	6 38
11 25	‖7 40	123	ar.+Sterling♁ lv.	7 10	5 52
11 35	8 00	123	lve..Sterling..arr.	‖6 50	‖5 32
– –	– –	128	.... Minto.......	– –	– –
– –	8 18	134	......Padroni......	– –	5 04
– –	8 30	141	......Winston......	– –	4 48
– –	8 42	148	.......Peetz.....♁	6 02	4 32
– –	8 52	154	.....Lorenzo......	– –	4 17
12 42	9 10	163	.......Sidney.....♁	5 33	3 57
– –	9 25	171	......Marlow......	– –	3 38
1 13	9 42	182	...... Dalton.....♁	– –	3 18
– –	9 52	188	.......Simla.	– –	2 57
– –	10 01	193	.......Alden.......	– –	2 45
1 45	10 15	202	ar.+Bridgeport♁ lv.	4 18	2 25
1 45	10 27	202	lve..Bridgeport .arr.	4 18	2 10
– –	– –	204	....Northport....	– –	– –
– –	– –	210	.......Vance.......	– –	1 48
– –	10 59	216	.......Angora....♁	– –	1 36
– –	11 11	224	.......Bonner......	– –	1 17
– –	– –	231	.......Letan.......	– –	– –
3 10	11 40	238	+...Alliance...♁	*2 55	*12 45
6 45	4 25	349	ar..Edgemont..lv.	*10 50	*8 30
1 00	....	456	ar..Deadwood..lv.	*4 00	....
1 08	....	455	arr.....Lead ...lve.	*3 45	....
3 00	12 35	571	arr..Sheridan.lve.	*2 20	*12 50
....	†12 20	799	arr.... Cody...lve.	....	†12 50
7 30	*6 10	715	......Billings.....	*9 10	*7 30
P M	A M	...	ARRIVE] [LEAVE	A M	P M

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

Complete Index to Stations on Burlington Route shown on pages 838-840.

LINES WEST OF THE MISSOURI RIVER—Continued.

Table 56. OMAHA AND SCHUYLER, VIA OREAPOLIS.

63	33	Ms	October 31, 1909.	34	64
	P M		LEAVE | ARRIVE	A M	
	†3 05	0	+ ..... Omaha ..... ♂	10 20	
	- -	2	..... Gibson ..... ♂	- -	
	3 20	9	..... Bellevue ..... ♂	10 03	
	3 28	12	..... Pappio ..... ♂	9 56	
	3 39	14	..... La Platte ..... ♂	9 51	
	3 55	16	arr.. Oreapolis ♂ lve.	9 46	
	†3 20		lv.. Plattsmouth. ar.	9 54	
	3 40	16	lve.. Oreapolis.. arr.	9 40	
	3 49	21	..... Cullom ..... ♂	9 30	
	4 00	26	..... Cedar Creek .. ♂	9 20	
	4 11	30	+ .... Louisville ..... ♂	9 10	
	4 21	35	..... South Bend ... ♂	9 00	
Night	4 35	41	arr.. + Ashland ♂ lve.	8 45	P M
‖1250	5 10	41	lve.... Ashland .. arr.	8 40	11 00
1 30	5 25	47	..... Memphis ..... ♂	8 24	10 25
2 05	5 43	54	..... Ithaca ..... ♂	8 07	9 35
3 00	6 58	60	+ ..... Wahoo ..... ♂	7 52	9 05
3 45	6 15	66	..... Malmo ..... ♂	7 35	8 20
4 35	6 51	72	..... Prague ..... ♂	7 19	7 50
4 52	6 42	76	..... Rescue	7 08	7 12
5 10	6 55	81	..... Nimburg	6 55	6 55
5 35	7 08	87	..... Edholm ..... ♂	6 41	6 30
†5 50	7 20	91	+ .... Schuyler .. ♂	†6 30	‖6 05
A M	P M		ARRIVE | LEAVE	A M	P M

* Daily; † daily, except Sunday; ‡ daily, except Saturday; § Sunday only; a Friday and Saturday only; b Tuesday and Thursday only; c Monday and Wednesday only; d Monday and Friday. # Tuesday and Thursday. | Meals. + Coupon stations. ♂ Telegraph stations. ♁ arrives Greeley Centre 7 25 a.m. ♭ Monday, Wednesday and Friday.

Table 57—LINCOLN AND COLUMBUS.

31	21	Mls.	October 31, 1909.	22	32
P M	P M		LEAVE | ARRIVE	A M	P M
‖1130	†6 10	0	+ ... Lincoln ... ♂	10 35	10 30
11 50	6 23	9.7	..... Woodlawn	10 17	10 06
12 15	6 35	11.0	..... Malcolm ..... ♂	10 06	9 50
12 50	6 51	18.2	.... Germantown.. ♂	9 50	9 20
- -	6 57	21.3	..... Leahey	9 39	- -
1 25	7 10	25.0	+ .... Seward ... ♂	9 32	8 55
2 25	7 27	31.3	..... Staplehurst .. ♂	9 14	8 10
3 10	7 45	38.3	..... Ulysses ..... ♂	8 56	7 45
3 45	8 05	46.4	..... Garrison ..... ♂	8 36	6 46
4 45	8 25	52.1	+ .. David City .. ♂	8 20	6 20
5 40	8 53	60.9	..... Bellwood ..... ♂	7 58	5 35
†6 15	9 20	70.3	+ .. Columbus .. ♂	†7 35	‖5 00
A M	P M		ARRIVE | LEAVE	A M	P M

Table 58—AURORA, SARGENT AND BURWELL.

51-53	55	Mls.	October 31, 1909.	54-52	62	56	66
P M	A M		LVE. | Cent. time. | ARR.	A M	P M	P M	P M
‡2 45	†6 00	0	+ .... Aurora .... ♂	10 30	5 00	6 00	5 30
3 10	6 45	10.7	..... Marquett ... ♂	10 05	4 00	4 00	5 00
3 30	7 45	19.2	+ .. Central City .. ♂	- -	3 30	3 30	4 30
3 53	8 20	27.8	..... Archer ..... ♂	9 25	2 10	2 10	3 53
4 10	8 45	35.4	arr. + Palmer ♂ lve.	9 05	1 40	1 40	3 15
†4 20	†10 05	0	lve... Palmer .. arr.	8 55	12 40	12 40	3 00
4 45	11 05	10.5	+ .... St. Paul .... ♂	8 30	12 01	12 01	2 35
5 00	11 45	15.6	..... Midway	8 14	11 45	11 45	- -
5 10	12 20	19.5	..... Farwell ..... ♂	8 05	11 30	11 30	1 45
5 30	1 15	29.0	..... Ashton ..... ♂	7 45	10 50	10 50	1 15
5 45	- -	33.5	..... Schaupps	7 34	- -	- -	- -
6 05	2 16	40.2	+ .... Loup City .. ♂	7 19	10 00	10 00	12 30
6 20	2 35	46.3	..... McAlpine	7 01	9 20	9 20	11 55
6 40	3 35	53.0	..... Arcadia ..... ♂	6 45	9 05	9 05	11 35
7 05	4 25	64.7	..... Comstock ..... ♂	6 19	8 30	8 30	11 00
7 25	5 00	73.3	ar. + Sargent ♂ lv.	†6 00	♭8 00	a8 00	d10 30
†4 20	†9 45	35.4	lve... Palmer .. arr.	8 50	1 40	1 40	3 15
4 40	10 20	43.1	..... Cushing ..... ♂	8 32	12 20	12 20	2 46
5 00	11 30	50.4	..... Wolbach ..... ♂	8 15	11 30	11 30	2 20
5 20	11 59	56.8	..... Brayton ..... ♂	7 57	11 10	11 10	1 35
5 40	12 55	64.0	+ . Greeley Centre . ♂	7 40	g10 50	10 50	1 10
6 00	1 20	71.6	..... Horace ..... ♂	7 19	7 05	9 55	12 35
6 27	1 50	83.4	..... Spelts	6 55	6 30	9 15	12 01
6 44	3 00	88.0	+ ..... Ord ..... ♂	6 45	6 15	9 00	11 45
7 05	3 30	94.3	..... Elyria ..... ♂	6 25	5 40	8 25	11 10
7 35	4 00	104.2	arr. + Burwell ♂ lve.	†6 00	♭5 15	a7 55	d10 30
♭8 10	A M	64.0	lv. Greeley Centre. ar.	10 20	A M	A M	A M
9 00	A M	82.2	ar... Ericson ♂ . lv.	♭9 30	A M	.....	.....

Table 59—AURORA, HASTINGS AND KEARNEY.

35	67	Ms	October 31, 1909.	36	68
P M	A M		LVE. | Cent. time. | ARR.	A M	P M
†2 35	†6 00	0	+ ..... Aurora ..... ♂	11 55	5 10
2 55	6 40	10	..... Gilmer ..... ♂	11 30	4 40
3 15	7 20	19	..... Trumbull ..... ♂	11 10	4 10
3 35	7 50	28	arr. + Hastings ♂ lve.	10 45	3 35
4 00	8 00	28	lve... Hastings .. arr.	9 55	2 50
4 10	- -	30	..... Ingleside	9 42	- -
4 20	8 25	34	..... Juniata ..... ♂	9 35	2 30
4 35	9 45	42	..... Kenesaw ..... ♂	9 20	1 56
4 58	10 20	52	..... Lowell ..... ♂	8 57	1 10
5 14	10 45	59	..... Newark	8 43	12 40
5 35	11 10	67	+ .... Kearney ..... ♂	†8 25	†12 15
P M	A M		ARRIVE | LEAVE	A M	Noon

Table 60. OMAHA, WYMORE AND CONCORDIA.

91	89	Ms	October 31, 1909.	90	92	94
P M	A M		(Central time.)	P M	Noon	
†4 10	†8 20		lve.... Omaha ... arr.	*8 10	12 15	
†5 50	†10 20	0	lve. + Lincoln ♂ arr.	4 15	9 55	P M
6 25	11 10	20	+ .... Crete ..... ♂	3 48	9 20	8 45
6 48	11 23	31	+ ..... Wilber ..... ♂	3 10	8 57	8 00
7 02	11 50	38	+ ... De Witt ... ♂	2 50	8 40	7 10
7 15	12 03	45	..... Hoag ..... ♂	2 30	8 24	6 25
7 32	12 50	50	+ ... Beatrice ... ♂	2 15	8 12	6 00
7 56	1 15	60	+ .. Blue Springs .. ♂	1 40	7 45	5 10
8 00	1 20	62	arr. + Wymore ♂ lve.	*1 35	†7 40	‖5 00
♭9 00	†3 45	62	lve... Wymore .. arr.	‖1245	A M	2 40
9 40	4 40	71	..... Odell ..... ♂	12 25	....	2 10
10 10	4 56	78	..... Lanham ..... ♂	12 05	....	1 45
10 45	5 20	86	+ .... Hanover ..... ♂	11 42	....	1 15
11 20	5 38	94	..... Emmons ..... ♂	11 20	....	12 30
11 45	5 55	98	+ .. Washington .. ♂	11 12	....	12 15
12 10	6 13	105	..... Morrow ..... ♂	10 52	....	11 40
12 35	6 32	112	..... Haddam ..... ♂	10 34	....	11 10
12 55	6 46	117	..... Haworth	10 20	....	10 45
1 15	7 00	122	..... Cuba ..... ♂	10 07	....	10 25
1 45	7 18	130	..... Wayne ..... ♂	9 47	....	9 55
2 10	7 35	135	..... Hollis ..... ♂	9 32	....	9 32
2 40	7 55	143	+ .. Concordia .. ♂	†9 15	....	‖9 00
P M	P M		ARRIVE | LEAVE	A M	....	A M

Additional Trains—Leave Lincoln ♁10 55 a.m., †12 15 noon, Crete ♁11 35 a.m., †12 55 noon, arrive Wymore 1 20, 4 00 p.m. Leaves Wymore †10 50 a.m., arrives Crete 12 30 noon, Lincoln 1 15 p.m.

Table 61—ALMA AND SUTTON.

18	162	Ms	October 31, 1909.	No. 161	19
....	A M	...	LEAVE | ARRIVE		
....	†6 00	0	+ ..... Alma ..... ♂	8 05 P M	.....
....	6 44	17	..... Huntley ..... ♂	7 38 "	.....
....	7 25	25	+ ..... Wilcox ..... ♂	7 22 "	.....
....	7 42	32	..... Keene ..... ♂	7 00 "	.....
....	8 01	40	..... Minden ..... ♂	6 40 "	.....
....	8 20	48	..... Norman ..... ♂	6 14 "	.....
....	8 37	55	..... Holstein ..... ♂	4 56 "	.....
....	8 51	60	..... Roseland ..... ♂	4 40 "	.....
....	9 12	69	..... Leroy	4 16 "	.....
....	9 21	...	..... Pauline ..... ♂	4 03 "	.....
....	9 35	79	.... Spring Ranch .. ♂	3 46 "	.....
A M	9 49	85	... Alma Junction ...	3 34 "	P M
*7 05	9 58	87	+ ... Fairfield ... ♂	3 25 "	8 50
7 25	10 18	95	.... Clay Center .. ♂	3 04 "	9 12
7 39	10 33	100	..... Verona ..... ♂	2 48 "	8 56
7 53	10 50	108	+ .... Sutton ..... ♂	†2 30 P M	*8 40
A M	A M	...	ARRIVE | LEAVE	.....	P M

Table 62—SUTTON AND STROMSBURG.

No. 162	Ms	October 31, 1909.	No. 161	.....
†11 30 A M	0	lve.. + Sutton ♂ .. arr.	1 05 P M	.....
11 45 A M	5	..... Lyman	12 53 Noon	.....
12 01 Noon	11	..... Lushton ..... ♂	12 41 "	.....
12 30 "	18	... McCool Junc.. ♂	12 25 "	.....
12 45 Noon	23	..... Knox	12 01 Noon	.....
1 50 P M	27	+ ..... York ..... ♂	11 45 A M	.....
2 05 "	33	..... Mapps	11 00 "	.....
2 15 "	37	..... Benedict ..... ♂	10 50 "	.....
2 35 P M	44	ar. + Stromsburg ♂ . lv.	†10 30 A M	.....

Table 63—ENDICOTT AND FAIRMONT.

108	133	Ms	October 31, 1909.	134	105	.....
....	P M		(Central time.)	Noon	.....	.....
....	†3 00	0	lve.. Endicott .. arr.	12 10	.....	.....
....	3 50	6	+ ... Fairbury ... ♂	11 45	.....	.....
....	4 10	12	.. K. C. & O. Junc..	11 00	.....	.....
....	4 30	16	..... Helvey ..... ♂	10 40	.....	.....
....	4 55	21	..... Daykin ..... ♂	10 20	.....	.....
....	5 35	28	+ .... Tobias ..... ♂	9 45	.....	.....
....	6 05	34	..... Milligan ..... ♂	9 20	.....	.....
A M	6 55	43	..... Burress ..... ♂	8 55	Noon	.....
†11 55	7 00	48	+ .. Fairmont ... ♂	†8 35	12 45	.....
12 10	P M	56	.. McCool Junc. ♂	A M	†12 20	.....
Noon	.....	.....	ARRIVE | LEAVE	.....	Noon	.....

Table 64—FAIRMONT AND CHESTER.

105	107	Ms	October 31, 1909.	Ms	106	108
P M	A M	...	(Central time.)	...	A M	P M
†2 10	†8 35	0	lve. + Fairmont ♂ arr.	49	11 20	4 50
2 35	9 20	9	+ ..... Geneva ..... ♂	40	10 55	4 05
3 15	10 20	10	..... Strang ..... ♂	31	10 35	3 20
3 31	10 50	24	..... Bruning ..... ♂	25	10 05	2 50
3 49	11 20	30	+ .... Belvidere ..... ♂	19	9 47	2 25
4 06	11 50	37	+ .... Hebron ..... ♂	12	9 30	2 00
4 20	12 15	43	..... Stoddard ..... ♂	6	9 10	1 30
4 40	12 35	49	+ .... Chester ..... ♂	0	†8 55	†1 10
P M	Noon	...	ARRIVE | LEAVE	...	A M	P M

Table 65. NEBRASKA CITY AND LINCOLN.

121	Ms.	October 31, 1909.	122	.....
A M	....	LV. | Cent. time. | AR.	P M	.....
†9 00	0	+ Nebraska City ♂	5 10	.....
9 12	5.7	..... Elberon	4 54	.....
9 27	10.9	.... Dunbar ..... ♂	4 40	.....
9 39	16.2	.... Turlington	4 25	.....
9 54	22.3	+ ... Syracuse ..... ♂	4 10	.....
10 07	27.2	..... Unadilla ..... ♂	3 56	.....
10 23	34.0	..... Palmyra ..... ♂	3 41	.....
10 40	40.6	..... Bennett ..... ♂	3 26	.....
10 55	47.3	..... Cheneys ..... ♂	3 10	.....
11 10	55.0	..... Lancaster	2 54	.....
11 20	57.7	+ .. Lincoln ..... ♂	†2 46	.....
A M	....	ARRIVE | LEAVE	P M	.....

Table 66. HASTINGS AND RED CLOUD.

173	Ms.	October 31, 1909.	174	.....
A M	....	LV. | Cent. time. | AR.	P M	.....
†7 50	0	+ .. Hastings ..... ♂	4 30	.....
8 50	12	..... Ayr ..... ♂	2 20	.....
9 35	19	+ .. Blue Hill .. ♂	1 45	.....
10 10	31	..... Cowles ..... ♂	12 50	.....
10 48	37	..... Lester	12 14	.....
11 00	41	+ . Red Cloud . ♂	†11 59	.....
A M	....	ARRIVE | LEAVE	A M	.....

Table 67. ATCHISON AND RULO.

17	21	M.	Oct. 31, 1909.	18	22
P M	A M	..	LVE. | ARR.	A M	P M
†5 50	†1000	0	.. Atchison ♂	11 00	6 40
6 20	10 13	7	... Doniphan ♂	10 40	6 20
6 35	10 25	12	.... Brenner	10 25	6 08
6 50	10 35	16	.. Troy Junc ♂	10 10	6 00
7 10	10 50	22	.... Fanning	9 45	5 45
7 20	11 00	24	..... Sparks ..... ♂	9 35	5 38
7 40	11 15	30	. Iowa Point . ♂	9 05	5 23
8 05	11 30	35	White Cloud ♂	8 45	†5 10
8 45	A M	46	..... Rulo ..... ♂	†8 15	P M
P M	.....	..	ARR. | LVE.	A M	....

Table 68. FALLS CITY AND NEBRASKA CITY.

121	Ms.	October 31, 1909.	122	.....
A M	....	LEAVE | ARRIVE	P M	.....
†5 00	0	+ . Falls City . ♂	8 45	.....
5 15	6	..... Salem ..... ♂	8 30	.....
5 45	11	..... Verdon ..... ♂	8 10	.....
6 20	17	..... Shubert ..... ♂	7 40	.....
6 55	25	. Nemaha City ♂	7 05	.....
7 50	37	..... Peru	6 10	.....
8 45	52	+ Nebraska City	†5 20	.....
A M	....	ARRIVE | LEAVE	P M	.....

Table 69. McCOOK AND IMPERIAL.

175	Ms.	October 31, 1909.	176	.....
.....	....	(Central time.)	.....	.....
A M	....	LEAVE | ARRIVE	P M	.....
†7 20	....	.... McCook	4 20	.....
8 05	0	.. Culbertson ♂	3 50	.....
8 35	9.1	..... Beverley	3 05	.....
9 05	17.6	..... Palisade ..... ♂	2 35	.....
9 25	24.8	..... Hamlet	1 55	.....
10 05	32.4	..... Wauneta ..... ♂	1 35	.....
10 20	37.6	..... Zell	1 05	.....
10 35	39.6	..... Enders	12 50	.....
11 05	49.0	.... Imperial ..... ♂	†12 30	.....
A M	....	ARRIVE | LEAVE	Noon	.....

Table 70. REPUBLICAN AND OBERLIN.

141	Ms.	October 31, 1909.	142	.....
A M	....	LEAVE | ARRIVE	P M	.....
†8 30	0	+ Republican ♂	9 20	.....
9 00	11	.... Woodruff ..... ♂	8 50	.....
9 20	18	+ . Long Island . ♂	8 33	.....
9 52	28	+ ... Almena ..... ♂	8 00	.....
10 05	32	..... Calvert ..... ♂	7 48	.....
10 32	39	+ ... Norton ..... ♂	7 30	.....
10 55	47	.... Oronoque ..... ♂	7 05	.....
11 20	57	..... Norcatur ..... ♂	6 40	.....
11 50	69	..... Kanona ..... ♂	6 12	.....
12 15	88	+ .. Oberlin ..... ♂	†5 56	.....
Noon	....	ARRIVE | LEAVE	P M	.....

For Map, see pages 824-825.
For Through Time-tables and Equipment, see pages 828-829.

Burlington Route

Burlington Route

CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY

Burlington Route

Complete Index to Stations on Burlington Route shown on pages 836-838.

LINES WEST OF THE MISSOURI RIVER—Concluded.

Table 71—HOLDREGE, SUPERIOR AND NEBRASKA CITY.

132	102	100	98	Mls.	October 31, 1909. (Central time.)	97	99	103	131
	A M		A M			P M		P M	
	n500		†620	0	lve..+ **Holdrege** ♂.arr.	7 30		5 25	
	5 25		6 35	5.8	..... Sacramento.....	7 11		2 55	
	5 55		6 50	12.0	.....Wilcox.....♂	6 57		2 30	
	6 25		7 05	18.9	.....Hildreth.....♂	6 40		1 30	
	7 00		7 22	26.6	.....Upland.....♂	6 20		12 45	
	7 45		7 45	35.8	.....Campbell.....♂	6 00		12 01	
	8 16		8 02	43.1	.....Bladen.....♂	5 38		11 05	
	8 50		8 22	51.2	+.....**Blue Hill**....♂	5 20		10 20	
	9 20		8 36	57.1	.....Rosemont.....♂	4 57		9 25	
	9 55		8 51	62.8	.....Lawrence.....♂	4 42		8 51	
	10 30		9 08	71.6	.....Deweese.....♂	4 24		7 50	
	P M		11 15		9 25	80.5	arr..... **Edgar** ....lve.	4 05		e7 00	Room
	†130	A M		†745	0	lve..+ **Superior** ♂.arr.	‖5 50		A M	12 01
	2 00			8 05	14.0	.....Smyrna.....♂	5 20			11 30
	2 30			8 25	20.0	+.....Nelson.....♂	5 00			11 05
	3 00			8 50		.....Angus.....♂	4 36			10 35
	3 20		A M	9 15	28.0	arr...+ **Edgar** ♂...lve.	†4 10	P M		†10 05
	P M		e9 00	9 30	80.5	lve...+ **Edgar** ♂...arr.	4 00	3 30		A M
			9 35	9 47	88.0	.....Ong.....♂	3 47	2 50		
			10 02	10 01	94.0	.....Shickley.....♂	3 32	2 10		
			10 55	10 26	101.2	.....**Strang**.....♂	3 16	1 36		
			11 25	10 42	108.2	.....Ohiowa .....♂	2 56	12 25		
			11 55	11 58	114.6	+.. ..**Tobias**.....♂	2 38	11 55		
			12 30	11 18	122.4	.....Western.....♂	2 21	11 18		
			1 06	11 35	129 2	.....Swanton.....♂	2 05	10 15		
			1 40	12 03	138.0	+.....**De Witt**.....♂	1 45	9 15		
		114	1 53	– –	145.0	.....Hoag.....♂	1 28	8 24	113	
		A M	2 05	12 28	150.5	arr..+ **Beatrice** ♂.lve.	1 10	†8 12	P M	
		e10 00	P M	1 05	150.5	lve...**Beatrice**....arr.	12 50	A M	8 40	
		10 45		1 28	158.6	.....Rockford.....♂	12 25		7 50	
		11 15		1 36	164.2	.....Filley.....♂	12 16		7 20	
		12 01		1 52	171.5	.....Crab Orchard...♂	12 01		6 35	
		12 30		2 07	177.1	.....Vesta.....♂	11 46		6 05	
		2 00		2 40	185.5	+....**Tecumseh**....♂	11 26		5 16	
		2 40		3 00	193.3	.....Graf.....♂	11 03		4 00	
		3 15		3 15	198.4	.....Johnson.....♂	10 50		3 15	
		4 20	128	3 36	207.5	+.....**Auburn**.....♂	10 30	127	2 05	
		4 40	A M	3 47	212.9	.....Bracken	10 15	P M	1 15	
		5 10	†6 55	4 00	217.8	....**Nemaha City**..♂	10 03		7 05	1 00
		5 35	7 20	4 15	222.4	+....Brownville....♂	9 53		6 40	12 25
		– –	7 30	4 24	226.3	.....Wood Siding.....♂	9 45		6 20	– –
		6 10	7 50	4 33	230.1	.....Peru.....♂	9 37		6 10	11 40
		6 30	8 04	4 44	235.3	.....Barney.....	9 25		5 55	11 20
		7 06	8 20	4 59	238.5	.....Minersville.....	9 15		5 40	11 00
		8 00	8 45	5 15	244.9	+.**Nebraska City** ♂	†9 00		†5 20	‖10 40
		P M	A M	P M		ARRIVE] [LEAVE	A M		P M	A M

Table 72—BRIDGEPORT AND GUERNSEY.

No. 309	Mls	December 5, 1909.	No. 310
		LEAVE] [ARRIVE	
†1245 Noon		+.....**Alliance**.....♂	11 40 A M
2 35 P M	0	+....**Bridgeport**....♂	10 00 "
3 00 "	3	.....**Northport**.....	9 55 "
3 27 "	15	.....Bayard.....♂	9 30 "
3 49 "	25	.....Minatare.....♂	9 09 "
4 15 "	34	.....**Scottsbluff**....♂	8 50 "
4 35 "	43	.....Mitchell.....♂	8 27 "
4 50 "	49	.....Morrill.....♂	8 15 "
5 04 "	57	.....Henry.....	8 00 "
5 21 "	65	....Torrington.....♂	7 45 "
5 32 "	71	.....Vaughn.....	7 34 "
5 40 "	77	.....Wyncote.....	7 25 "
6 01 "	85	.....Ft. Laramie.....♂	7 05 "
6 11 "	91	.....Whalen.....	6 50 "
6 30 P M	98	+.....**Guernsey**.....♂	†6 30 A M
		ARRIVE] [LEAVE	

Table 73. LEAD AND PIEDMONT.

No regular service maintained. Passengers should be ticketed to Lead, Englewood or Deadwood.

Ms	October 31, 1909.
	LEAVE] [ARRIVE
0	.....**Lead**.... ♂
6	...**Englewood**..♂
9	.....Woodville.....
12	..Galena Junction..
15	.....Roubaix.....
16	lve....**Bucks** ♂.lve.
	LEAVE] [ARRIVE
0	.....**Bucks**.....
2	.....Apex.....
10	.....Spruce.....
12	..... Nemo.....♂
13	arr.....**Esto** ...lve.
21	lve..Holloway. lve.
25	.....Runkell.....
32	.....Calcite.....
35	.....Gardners.....
36	....**Piedmont**..♂
	ARRIVE] [LEAVE

No regular service maintained. Passengers should be ticketed to Lead, Englewood or Deadwood.

Table 74. STERLING AND CHEYENNE.

Tickets should not be sold to Cheyenne via C. B. & Q. R. R.

Mls.	October 31, 1909. (Mountain time.)
0	lve..**Sterling**.arr.
12	.....Stein.....
17	.....Willard.....
27	.....Stoneham.....
37	.....Raymer.....
44	....Buckingham....
52	.....Keota.....
66	.....Grover.....♂
75	.....Hereford.....
87	.....Arcola.....
92	....Camp Stool....
100	.....Altvan.....
106	ar..+ **Cheyenne** ♂.lv.

Tickets should not be sold to Cheyenne via C. B. & Q. R. R.

† Daily, except Sunday.

‖ Meals.

+ Coupon stations.

♂ Telegraph stations.

Table 75—HOLDREGE AND STERLING.

155	153	151	Mls.	October 31, 1909. (Central time.)	152	154	156
	A M	A M			P M	P M	
	b8 30	†8 00	0	lve.+ **Holdrege**. ♂ arr.	7 00	4 00	
	9 38	8 23	8.0	.....Loomis.....♂	6 53	2 58	
	10 40	8 45	15.6	.....Bertrand.....♂	6 17	2 03	
	11 35	9 03	22.0	.....Smithfield ....♂	6 00	1 17	
	12 30	9 23	28.5	.....Elwood.....♂	5 42	12 30	
	1 40	9 55	39.4	.....Eustis .....♂	5 12	11 27	
	2 50	10 25	50.2	.....Farnam.....♂	4 44	10 25	
	3 27	10 43	55.8	.....Ingham.....	4 29	9 34	
A M	4 10	11 03	62.2	.....Moorefield.....♂	4 10	8 37	P M
e6 15	5 30	‖1200	73.0	+.....Curtis.....♂	3 40	h700	5 00
6 50	P M	12 18	79.5	.....Maywood.....♂	3 14	A M	4 00
7 35		12 42	88.9	.....Wellfleet.....♂	2 51		3 14
8 20		1 05	97.4	.....Somerset.....	2 30		2 16
8 56		1 25	104.6	.....Dickens.....♂	2 15		1 25
9 47		1 50	114.5	.....Wallace.....♂	1 50		12 30
10 50		2 17	126.8	.....Elsie.....	1 24		11 25
11 30		2 37	134.9	.....Madrid .....♂	1 06		10 35
12 20		3 00	144.6	.....Grant.....♂	‖1245		9 45
1 10		3 27	151.2	.....Brandon.....	11 55		9 00
1 45		3 40	162.2	.....Venango.....♂	11 38		8 25
2 25		4 01	170.9	.....Amherst.....	11 20		7 45
3 15		4 24	180.7	arr..+ **Holyoke** ♂ .lve.	10 55		7 00
3 15		4 24	180.7	lve....**Holyoke** ♂..arr.	10 55		7 00
3 57		4 43	189.7	.....Paoli.....	10 35		6 10
4 37		5 06	198.2	.....Haxtun.....♂	10 15		5 25
5 55		5 35	209.7	.....Fleming.....	9 54		4 25
6 34		5 55	218.8	.....Galien.....	9 25		3 00
7 20		6 20	230.8	+.....**Sterling**.....♂	†9 00		n230
P M		P M		ARRIVE] [LEAVE	A M		A M

Table 76—ORLEANS AND SAINT FRANCIS.

177	189	Mls	October 31, 1909. (Central time.)	178	190
A M	A M			P M	P M
a930	†9 00	0	lve..+ **Orleans** ♂..arr.	4 00	7 55
10 00	9 20	7	.....Stamford.....♂	2 30	7 35
10 45	9 38	14	.....Hollinger.....	1 50	7 18
11 30	9 56	20	+....Beaver City....♂	1 15	7 00
12 20	10 17	28	.....Hendley.....♂	12 20	6 37
1 06	10 37	36	.....Wilsonville....♂	11 45	6 20
1 55	‖1130	46	.....Lebanon.....♂	11 02	‖5 55
2 35	11 45	53	.....Danbury.....♂	9 45	5 05
3 05	11 58	57	.....Marion.....♂	8 45	4 52
3 40	12 14	62	.....Cedar Bluffs...♂	8 15	4 37
4 17	12 29	69	.....Traer.....♂	7 40	4 17
4 45	12 45	76	.....Herndon.....♂	d700	3 59
P M	1 15	86	.....Ludell.....♂	A M	3 30
	1 30	91	.....Atwood.....♂		3 15
	1 40	95	.....Blakeman.....		2 57
	1 56	101	.....Beardsley.....		2 40
	2 20	110	.....McDonald ....♂		2 26
	2 45	118	.....Bird City.....♂		1 55
	3 10	128	.....Wheeler.....		1 30
	3 30	134	....**Saint Francis**..♂		†1 15
	P M		ARRIVE] [LEAVE		P M

Table 77—SIOUX CITY AND O'NEILL.

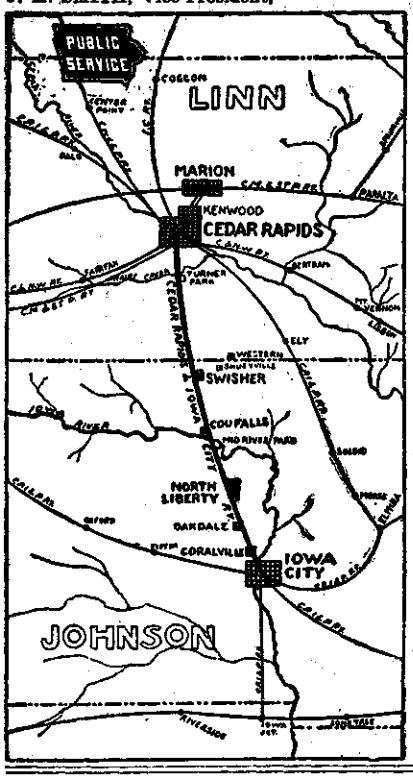
163	323	Mls.	October 31, 1909.	164	324
P M			LEAVE] [ARRIVE	Noon	
†5 45	A M	0	**Sioux City** (Un. Depot.)	12 10	A M
– –	†5 00	0.5	....Steuben Street..♂	– –	d430
8 05	5 30	4.6	.....Ferry .....♂	12 50	4 00
8 15	5 50	6.3	.....Laketon.....	11 45	3 40
8 23	6 05	9.5	.....Wood Park	11 33	3 25
8 38	6 25	14.0	.....**Jackson**....♂	11 23	3 55
8 47	6 50	20.3	.....Goodwin ....♂	11 08	2 05
8 58	7 15	25.6	.....Waterbury ....♂	10 56	d130
7 13	8 05	32.5	.....Allen .....♂	10 43	12 46
7 34	9 00	41.5	.....Dixon.....♂	10 23	11 50
7 46	10 10	47.4	.....**Laurel** .....♂	10 10	11 16
7 58	10 56	53.6	.....Belden .....♂	9 56	10 35
8 07	11 06	57.1	.....Wareham	9 46	10 20
8 18	11 30	61.8	.....**Randolph** ...♂	9 36	10 00
8 30	11 59	67.6	.....McLean.....♂	9 22	9 15
8 48	1 05	75.0	.....Osmond.....♂	9 06	8 48
9 10	2 05	84.9	.....**Plainview** ...♂	8 43	8 00
9 22	2 20	90.3	.....Copenhagen.....	8 28	7 35
9 34	3 00	94.4	..... Brunswick ...♂	8 18	7 20
9 52	3 50	102.4	.....Royal.....♂	8 00	6 55
10 05	4 00	108.2	.....Orchard.....♂	7 47	6 35
10 27	4 46	118.4	.....Page .....♂	7 25	6 06
10 50	5 30	130.8	.....**O'Neill**.....♂	†7 00	e6 30
P M	P M		ARRIVE] [LEAVE	A M	P M

a Daily, except Sunday and Tuesday; *d* daily, except Saturday and Sunday; *e* Monday, Wednesday and Friday; *h* Monday, Thursday and Friday; *n* Tuesday and Thursday only; *o* daily, except Friday and Saturday; *x* Tuesday, Thursday and Saturday. *b* Daily, except Sunday and Wednesday.

CEDAR RAPIDS & IOWA CITY RAILWAY.

WILLIAM G. DOWS, President and Gen. Mgr., Cedar Rapids, Ia.
J. H. SMITH, Vice-President, "

ISAAC B. SMITH, General Traffic Manager, Cedar Rapids, Ia.
J. D. WARDLE, Superintendent, "



40 ELECTRIC PASSENGER TRAINS DAILY.

CEDAR RAPIDS TO IOWA CITY.

December, 1908.	Pop.	Mls	No. 2	No. 4	No. 6		No. 36	No. 38
LEAVE								
Cedar Rapids[1]	33,000	0	†5 00 A M	*6 00 A M	*7 00 A M	Nos. 6 to 36 run daily and hourly on the hour until 10 00 p.m., then:	*10 00 P M	*11 30 P M
Swisher	100	10	5 34 "	6 34 "	7 34 "		10 34 "	12 03 Night
Coufalls	50	13	5 39 "	6 40 "	7 40 "		10 40 "	12 09 "
North Liberty	400	19	5 53 "	6 57 "	7 57 "		10 57 "	12 24 "
Oakdale	125	22	6 01 "	7 05 "	8 05 "		11 05 "	12 32 "
Coralville	400	25	6 08 "	7 12 "	8 12 "		11 12 "	12 39 "
Iowa City[2]	12,000	28	6 18 A M	7 21 A M	8 21 A M		11 21 P M	12 48 Night
ARRIVE								

IOWA CITY TO CEDAR RAPIDS.

STATIONS.	Mls	No. 1	No. 55	No. 3	No. 5		No. 35	No. 38
LEAVE								
Iowa City	0	†5 00 A M	§6 00 A M	†6 30 A M	*7 30 A M	Nos. 5-35 run daily and hourly on the half-hour until 10 30 p.m., then:	*10 30 P M	*11 50 P M
Coralville	2	5 08 "	6 08 "	6 39 "	7 39 "		10 39 "	11 38 "
Oakdale	5	5 15 "	6 15 "	6 46 "	7 46 "		10 46 "	11 45 "
North Liberty	9	5 23 "	6 23 "	6 57 "	7 57 "		10 57 "	11 53 P M
Coufalls	15	5 39 "	6 40 "	7 13 "	8 13 "		11 13 "	12 09 Night
Swisher	17	5 45 "	6 45 "	7 19 "	8 19 "		11 19 "	12 15 "
Cedar Rapids	28	6 18 A M	7 18 A M	7 52 A M	8 52 A M		11 52 P M	12 48 Night
ARRIVE								

* Daily; † daily, except Sunday; § Sunday only. STANDARD—*Central time.*

Usual baggage free. American Express and U. S. Mail.

FREIGHT SERVICE.

Connections.—[1] With C. & N. W., C. M. & St. P., Ill. Cent. and Rock Island Railway Systems at Cedar Rapids. [2] With the Rock Island System at Iowa City.

Interstate freight handled in connection with C. M. & St. P. Ry., C. & N. W. Ry. and Illinois Central R.R., on basis of through billing and joint rates.

RAPID CITY, BLACK HILLS & WESTERN RAILROAD.

GEO. E MACOMBER, President, Augusta, Me.
A. B. OSBORNE, Vice-President, Erie, Pa.
JAMES HALLEY, Treasurer, Rapid City, S.D.
CHAS. E. HOYT, Secretary, South Norwalk, Conn.
W. E. MOORE, General Manager, Rapid City, S.D.
F. E. WILKIN, Auditor, "
J. H. OSBORNE, Commercial Agent, Omaha, Neb.

No. 3	No. 21	Mls	*May* 23, 1909.	No. 22	No. 4
*3 00 P M	*7 00 A M	0	lve..... **Rapid City**[1] ....arr.	3 15 P M	9 35 P M
3 24 "	7 30 "	7	.....Dark Canyon.....	2 40 "	8 50 "
3 45 "	7 55 "	11	.....McGee.....	2 15 "	8 35 "
4 07 "	8 30 "	16	.....Big Bend.....	1 45 "	8 04 "
4 19 "	8 45 "	18	..... Johnson	1 30 "	7 50 "
4 38 "	9 10 "	23	.....Pactola.....	1 05 P M	7 27 "
4 58 "	9 35 "	27	..... Silver City	12 40 Noon	7 03 "
5 20 "	10 05 "	32	.....B. & M. Junction.....	12 15 "	6 47 "
5 25 P M	10 15 A M	34	arr..... **Mystic**[2] .....lve.	*12 00 Noon	*6 40 P M

Trains marked * run daily. *Mountain time.*

Connections.—[1] With Chicago & North Western Ry.; Chicago, Milwaukee & St. Paul Ry., and Pierre, Rapid City & Northwestern Ry. [2] With Chicago, Burlington & Quincy R.R.

PACIFIC & EASTERN RAILWAY.

JOHN R. ALLEN, President, 49 Wall Street, New York.
G. P. HUMPHREY, Sec'y and Treasurer, " "
WILLIAM GERIG, Vice-President and Chief Engineer, Medford, Ore.
J. E. ENYART, Assistant Treasurer, "
H. WITHINGTON, Assistant Secretary, "
W. F. TURNER, Auditor and Gen. Fht. and Pas. Agt., "

No. 4	No. 2	Mls	*December* 15, 1909.	No. 1	No. 3	....
			LEAVE / ARRIVE			
*2 20 P M	*8 14 A M	0	..... **Medford**[1]	10 20 A M	4 50 P M	....
2 24 "	8 18 "	1	..Crater Lake Junction...	10 10 "	4 40 "	....
2 33 "	8 27 "	4	.....Kolus.....	10 05 "	4 35 "	....
2 45 "	8 39 "	7	..... Agate	9 55 "	4 25 "	....
2 52 "	8 46 "	9	.....Table Rock.....	9 45 "	4 15 "	....
3 10 P M	9 04 A M	12	arr.. **Eagle Point** ..lve.	*9 30 A M	*4 00 P M	....
Under construction.		16	...School House Gap...	Under construction.		....
		23	.....Derby.....			....
		28	.....Hafer Flat.....			....
		32	..... **Butte Falls**			....

Trains marked * run daily. STANDARD—*Pacific time.*

Connection.—[1] With Southern Pacific Co.

THE EASTLAND NAVIGATION CO.

WALTER BAKER, President.
GEO. H. BROWN, Vice-Prest.
PETER WITT, Sec'y and Treas.

F. L. MUEHLHAEUSLER, Gen Mgr. and Gen. Pas. and Fht. Agt.

General Offices—1094 River Ave., Cleveland, O.

All Steel Passenger Steamer Eastland

OPERATING DAILY BETWEEN

CLEVELAND and CEDAR POINT, SANDUSKY

Leave **Cleveland** ..... 8 30 A M | Leave **Cedar Point** .....4 30 P M
Arrive **Cedar Point**.....11 45 A M | Arrive **Cleveland** .....7 45 P M

Season Opens June 12th, Closes September 12th.

Direct connection made at **Cedar Point** for Lakeside, Toledo, Detroit and all Island Resorts. At **Cleveland** with the C. & B. Line for Buffalo and railroads diverging to all points. *June*, 1909.

GOULD SOUTHWESTERN RAILWAY COMPANY.

SAMUEL NEWHOUSE, President, New York, N.Y.
T. S. ESTABROOK, Vice-President, Fisher Building, Chicago, Ill.
S. G. MCCLELLAN, G.M., Gould, Ark.
H. L. ROSENTHAL, Traf. Mgr., Fisher Building, Chicago, Ill.
F. W. ROEDTER, Auditor, "
L. G. VAN VALKENBURG, G. P. A., Gould, Ark.

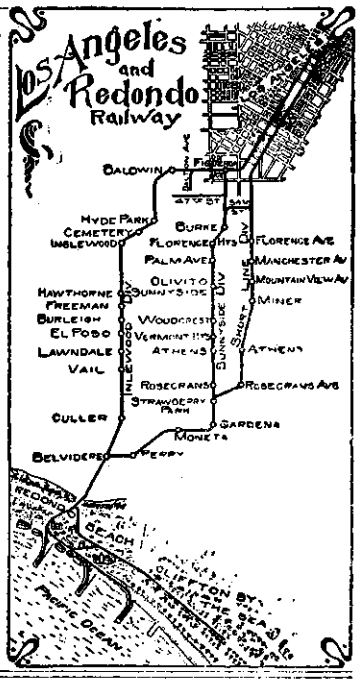
	Pas'nger.	Mls.	*April* 26, 1909.	Pas'nger.	
Under construction		0	.....**Douglas, Ark**.....	Under construction	Connections.—[1] With St. L. I. M. & S. Ry. [2] With St. L. S. W. Ry. [3] With C. R. I. & P. Ry.
		3	.....Isom, Ark.....		
		5	.....West, Ark.....		
Trains marked * run daily. STANDARD—*Central time.*	*4 00 P M	6	lve..... **Gould,**[1] **Ark** ....arr.	11 30 A M	
	4 15 "	8	..... Evans, Ark.	11 15 "	
	4 25 "	10	..... Webber, Ark.	11 05 "	
	4 40 "	13	..... Champion. Ark.	10 50 "	
	5 00 "	16	.....Fresno, Ark.....	10 30 "	
	5 15 "	18	.....Traweek, Ark.....	10 15 "	
	5 20 "	19	.....Meroney, Ark.....	10 10 "	
	5 25 "	20	.....Polk, Ark.....	10 05 "	
	5 40 "	22	..... Bacon, Ark.....	9 50 "	
	6 00 P M	25	arr... **Star City, Ark** ..lve.	*9 30 A M	
Under construction		38	.....Glendale, Ark.....	Under construction	
		59	.....Toledo, Ark.....		
		65	..... **Rison,**[3] **Ark**		
		94	.....**Bunn,**[3] **Ark**.....		
		104	..... **Princeton, Ark**		

PINTSCH GAS In use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | **SAFETY CAR HEATING & LIGHTING CO.** NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

LOS ANGELES & REDONDO RAILWAY CO.

THE RIGHT ROAD TO THE RIGHT BEACH

L. T. GARNSEY, President, Los Angeles, Cal.
H. E. HUNTINGTON, Vice-President, "
GIBSON, TRASK, DUNN & CRUTCHER, Gen. Attorneys, Los Angeles, Cal.
C. H. BURNETT, Mgr., Redondo Beach, Cal.
C. A. HENDERSON, Secretary, Treasurer and Auditor, Los Angeles, Cal.
W. T. MADDEX, Superintendent, Gen. Freight and Passenger Agent, Redondo Beach, Cal.
C. V. MEANS, Assistant General Freight and Passenger Agent, Los Angeles, Cal.
G. J. KUHRTS, Chief Engineer, "
L. O. LIEBER, Electrical Engineer, "
W. F. GOBLE, Gen. Foreman, Redondo Beach, Cal.



Trains Every 20 Minutes between Los Angeles and Redondo Beach

TO REDONDO BEACH Via Inglewood Division.

Mls.	Trains every 40 minutes.
0	**Los Angeles.**
6.6	Baldwin.
8.6	Hyde Park.
9.4	Cemetery.
9.7	Centinela.
10.2	**Inglewood.**
11.0	Arbor Vitae.
11.9	Rancho.
12.5	Neff.
13.2	Hawthorne.
14.0	Burleigh.
14.7	Lawndale.
17.0	**Belvidere.**
18.8	Coyote Avenue.
20.2	**Redondo Beach.**
21.6	**Cliffton-by-the-Sea.**

TO REDONDO BEACH Via Moneta Avenue Div.

Mls.	Trains every 40 minutes.
0	**Los Angeles.**
5.9	Florence Avenue.
6.9	Manchester Avenue.
7.3	Mountain View Avenue.
9.7	**Athens.**
10.8	Rosecrans.
11.8	**Strawberry Park.**
12.5	**Gardena.**
13.1	Hermosa Crossing.
13.8	**Moneta.**
14.7	Bridgedale.
15.3	La Fresa.
16.1	Perry.
16.8	**Belvidere.**
18.5	Coyote Avenue.
19.9	Redondo Beach.

TO STRAWBERRY PARK. Via Sunnyside Division.

Mls.	Trains every 40 minutes.
0	**Los Angeles.**
5.2	Golden Avenue.
5.6	Slauson Avenue.
6.2	Martha Avenue.
6.3	**Burke.**
6.7	Florence Avenue.
6.9	Florence Heights.
7.3	**Palm Avenue.**
7.7	Manchester Avenue.
8.3	**Sunnyside-Olivito.**
9.1	Independence Avenue.
9.4	Woodcrest.
10.1	**Athens.**
11.4	Carmelita.
11.7	Rosecrans.
12.3	**Strawberry Park.**

Operated by Electricity **On Private Right of Way** **172 Trains Daily**

Los Angeles Terminal—217 West Second Street

U. S. Mail, Wells Fargo Express and Freight Train Service Daily

Connections.—At **Los Angeles**—With railroads diverging. At Redondo Beach—With Santa Fe Ry., Los Angeles Pacific Ry., and with steamers of Pacific Coast Steamship Co. for San Diego, San Francisco, Seattle and Coast points.

SOUTH DAKOTA CENTRAL RAILWAY.

P. F. SHERMAN, President and Gen. Manager, Sioux Falls, S.D.
F. I. CUMMINS, Traffic Manager, "

27	25	11	13	Mls.	*July* 30, 1909.	10	12	24	26	....
P M	A M	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	P M	P M	....
§435	§1033	†5 45	†6 40	0	.....**Sioux Falls**...ȣ	10 20	7 45	2 30	8 30	....
--	--	--	6 47	2.5	....ȣ**Level Siding**....	--	7 38	--	--	....
4 59	10 57	4 09	7 04	9.4	.....Crooks.....	10 00	7 24	2 09	8 08	....
5 11	11 09	4 23	7 18	15.1	.....Lyons.....	9 47	7 11	1 57	7 56	....
5 25	11 23	4 38	7 35	21.1	.....**Colton**.....ȣ	9 33	6 57	1 44	7 43	....
5 33	11 31	4 47	7 44	24.5	...Huntimer Siding ...	9 24	6 48	1 35	7 35	....
5 42	11 40	4 57	7 54	28.4	.....Chester.....ȣ	9 14	6 38	1 26	7 27	....
5 58	11 56	5 14	8 11	35.8	.....**Wentworth**...ȣ	8 57	6 21	1 10	7 11	....
6 17	12 15	5 33	8 37	42.0	.....Rutland.....ȣ	8 37	6 01	12 51	6 52	....
6 38	12 36	5 48	8 51	47.6	.....Nunda.....ȣ	8 22	5 49	12 36	6 38	....
6 53	12 51	6 04	9 06	53.6	.....Sinai.....	8 04	5 29	12 19	6 21	....
7 06	1 03	6 18	9 19	59.0	.....Como.....	7 50	5 15	12 05	6 07	....
7 20	1 18	6 33	9 34	63.5	.....**Arlington**....ȣ	7 33	4 58	11 48	5 50	....
7 27	1 25	6 41	9 42	68.2	.....Royhl.....	7 23	4 48	11 38	5 40	....
7 35	1 33	6 50	9 51	72.8	.....Badger.....	7 12	4 37	11 27	5 29	....
7 47	1 45	7 05	10 05	79.4	.....Lake Norden...ȣ	6 57	4 22	11 12	5 14	....
7 58	1 54	7 14	10 14	84.7	.....Hayti.....ȣ	6 46	4 11	11 03	5 05	....
8 15	2 13	7 38	10 35	91.8	.....Thomas.....	6 28	3 53	10 48	4 50	....
8 27	2 25	7 51	10 47	98.5	.....Foley.....	6 15	3 40	10 37	4 38	....
8 35	2 35	8 00	10 55	102.8	.....**Watertown**...ȣ	†6 05	†3 30	§1030	§4 30	....
P M	P M	P M	A M	.....	ARRIVE] [LEAVE	A M	P M	A M	P M	....

Trains marked † run daily, except Sunday; § Sunday only.
ȣ Telegraph stations. STANDARD—*Central time.*
ȣ **Level Siding** takes Sioux Falls rate basis.

Route shipments via any line entering Sioux Falls, excepting Chicago, St. Paul, Minneapolis & Omaha Ry., or via Chicago, Milwaukee & St. Paul, and Wentworth, South Dakota, via Chicago & North Western and Arlington, South Dakota, or via Iowa Central, Minneapolis & St. Louis and Watertown, South Dakota.

See Western Trunk Line Tariffs, Trans-Continental Tariffs and individual issues of the immediate connections of the South Dakota Central Ry., and the various tariffs issued by authorized agents and attorneys throughout the United States.

TRACK CONNECTIONS.

At **Sioux Falls**—With Illinois Central R.R. (Joint Station), Chicago, St. Paul, Minneapolis & Omaha Ry., Great Northern Ry., Chicago, Rock Island & Pacific Ry. and Chicago, Milwaukee & St. Paul Ry.

At **Wentworth**—With Chicago, Milwaukee & St. Paul Ry.

At **Arlington**—With Chicago & North Western Ry.

At **Watertown**—With Great Northern Ry. Minneapolis & St. Louis R.R., Chicago, Rock Island & Pacific Ry. and Chicago & North Western Ry.

Vancouver Transportation Co.

Lewis River Transportation Co.

JACOB KAMM, President, Portland, Ore.
W. R. MacKENZIE, Treasurer, "
J. ALLEN HARRISON, Asst. Superintendent, "

ASTORIA ROUTE (V. T. Co.)—Steamer *Lurline* leaves **Portland**, Taylor Street Wharf, 7 00 a.m. daily, except Sunday, for

St. Helens, Ore..	27 mls.	Ladue, Wash.	50 mls.	Skamokawa, Wash.	78 mls.
Kalama, Wash ..	39 "	Mayger's, "	55 "	Brookfield, "	83 "
Goble, Ore.....	40 "	Stella, "	58 "	Pillar Rock, "	84 "
Rainier, "	46 "	Oak Point, "	60 "	Altoona, "	87 "
Slaughters, Wash.	50 "	Eureka, "	65 "	and	
Mt. Coffin, "	50 "	Cathlamet, "	72 "	**Astoria, Ore**....	98 "

Returning, leaves **Astoria 7 00** p.m. daily, except Sunday.

PORTLAND-VANCOUVER ROUTE (V. T. Co.)—Steamer *Undine* leaves **Portland** for **Vancouver, Wash.**, Mondays, Wednesdays and Fridays 8 00 a.m. Returning, leaves **Vancouver 1 00** p.m.

LEWIS RIVER ROUTE (L. R. T. Co.)—Steamer *Mascot* leaves **Portland**, daily, except Sunday, **3 00** p.m. for La Center, Woodland, Ridgefield and way landings. *March*, 1909.

THE LEAVENWORTH & TOPEKA RAILWAY.

C. T. McLELLAN, President and Manager, Emporia, Kan.
E. L. COPELAND, Treas., Topeka, Kan.
A. L. CONRAD, Auditor, "
C. B STROHM, Supt. Transportation, Chicago, Ill.
W. R. SMITH, Solicitor, Topeka, Kan.
J. R. KOONTZ, Gen. Freight Agt., Topeka, Kan.
J. M. CONNELL, Passenger Agent, Topeka, Kan.
P. WALSH, Baggage Agent, "

	.....	No. 101	Mls	*January* 9, 1910.	Mls	No. 102	.....
	.....	....	....	(*Central time.*)	....	.....	.....
† Daily, except Sunday. ȣ Telegraph stations.	.....	†4 00 P M	0	lve. **Leavenworth** ȣ. arr	56.8	10 45 A M	.....
	.....	4 05 "	1.9	...South Leavenworth. ȣ	54.9	10 40 "	.....
	.....	4 30 "	9.2	.....Bolings.....	47.6	10 15 "	.....
	.....	4 45 "	13.2	.....Jarbalo.....	43.6	10 02 "	.....
	.....	4 54 "	16.3	....Ackerland.....	40.5	9 53 "	.....
	.....	5 11 "	21.3	.....McLouth.....ȣ	35.5	9 35 "	.....
	.....	5 27 "	26.0	.....McIntosh.....	30.8	9 20 "	.....
	.....	5 36 "	28.7	.....Oskaloosa.....ȣ	28.1	9 10 "	.....
	.....	6 04 "	37.2	.....Osawkie.....ȣ	19.6	8 40 "	.....
	.....	-- --	45.6	.....Meriden.....ȣ	11.2	-- --	.....
	.....	6 40 "	46.6	....Meriden Junction....	10.2	8 05 "	.....
	.....	7 15 "	55.8	.....North Topeka....ȣ	1.0	7 35 "	.....
	.....	7 20 P M	56.8	arr.....**Topeka** ȣ...lve.	0	†7 30 A M	.....

Connections.—At Leavenworth and Topeka with Atchison, Topeka & Santa Fe Ry. and lines diverging.

Grand Canyon Line

Santa Fe

THE ATCHISON, TOPEKA & SANTA FE RAILWAY SYSTEM.

MILEAGE OF LINES OPERATED BY THE CORPORATIONS:

The Atchison, Top. & Santa Fe Ry.	5,563.39 miles.	Grand Canyon Ry.	66.89 miles.
The A. T. & S. Fe Ry—Coast Lines.	1,908.08 "	Santa Fe, Prescott & Phoenix Ry.	364.24 "

Also see:

Southern Kansas Ry. of Texas	124.92 mls.
The Eastern Ry. of N. M. Sys.	423.81 "
Gulf, Colo. & Santa Fe Ry.	1,518.18 "
The Texas & Gulf Ry.	96.14 "

EXECUTIVE AND GENERAL OFFICERS OF THE SYSTEM.

E. P. RIPLEY, President, Chicago.
WALKER D. HINES, Act. Chairman Executive Com. and Gen. Counsel, 52 William Street, New York.
D. L. GALLUP, Comptroller, 5 Nassau Street, New York.
J. W. KENDRICK, Vice-President, Operation, Chicago.
F. A. LEHMAN, Asst. to Vice-President, Operation, "
GEO. T. NICHOLSON, Vice-President, Traffic, "
W. B. JANSEN, Vice-Prest., Accounting, Treasury, Land and Taxes, "
W. E. HODGES, Vice-Prest., Purchases, Stores and Supplies, "
W. B. STOREY, Jr., Vice-President, Construction, "
A. H. PAYSON, Assistant to President, San Francisco.
GARDINER LATHROP, General Solicitor, Chicago.
ROBERT DUNLAP, General Attorney, "
FRANCIS T. A. JUNKIN, General Attorney, "
T. J. NORTON, General Attorney, "
J. D. M. HAMILTON, Claims Attorney, Topeka.
W. E. BAILEY, General Auditor, Chicago.
J. E. BAXTER, Assistant General Auditor, "
JAMES PEABODY, Statistician, Chicago.
F. B. HOUGHTON, Freight Traffic Manager, "
——————, Asst. Freight Traffic Manager, "
J. S. LEEDS, Mgr. Santa Fe Ref. Desp. Co., "
EDWARD CHAMBERS, Asst. Fht. Traf. Mgr., San Francisco.
W. J. BLACK, Passenger Traffic Manager, Chicago.
W. A. BISSELL, Assistant Traffic Manager, San Francisco.
JOHN J. BYRNE, Asst. Passenger Traffic Mgr., Los Angeles.
F. S. BROOKS, General Live Stock Agent, Kansas City.
W. A. COMBS, Asst. General Live Stock Agent, "
M. J. COLLINS, General Purchasing Agent, Chicago.
F. H. CONNORS, Assistant General Purchasing Agent, "
C. A. MORSE, Chief Engineer System, Topeka.
WESLEY MERRITT, Industrial Commissioner, Chicago.
C. L. SEAGRAVES, General Colonization Agent, "
C. B. STROHM, Superintendent of Transportation, "
W. F. BUCK, Superintendent of Motive Power, "
C. H. GAUNT, Superintendent of Telegraph, Topeka.
P. WALSH, General Baggage Agent, "

OFFICERS OF THE ATCHISON, TOPEKA & SANTA FE RAILWAY.

J. E. HURLEY, Gen. Manager, E. Lines, Topeka.
C. W. KOUNS, Gen. Manager, W. Lines, Amarillo.
C. H. GAUNT, A. G. M., E. & W. Lines, Topeka.
H. B. LAUTZ, Asst. to Gen. Mgr., E. Lines, "
C. F. W. FELT, Chief Engineer, "
R. L. COPELAND, Sec'y and Treas., "
L. C. DEMING, Asst. Secretary, 5 Nassau Street, New York.
C. K. COOPER, Asst. Treasurer, "
A. L. CONRAD, Auditor of Disb., Topeka.
A. A. HAYES, Freight Auditor, Topeka.
W. W. STRICKLAND, Asst. Fht. Aud., "
J. F. MITCHELL, Ticket Auditor, "
J. E. KOONTZ, Gen. Fht. Agt., "
F. H. MANTER, Asst. Gen. Fht. Agt., Chicago.
F. C. MAEGLY, Asst. Gen. Fht. Agt., "
D. L. MEYERS, Asst. Gen. Fht. Agt., "
J. J. COLEMAN, Asst. Gen. Fht. Agt., "
H. C. VAN DOORN, Foreign Fht. Agt., "
R. G. MERRICK, Asst. Gen. Fht. Agt., Topeka.
J. M. CONNELL, Gen. Pas. Agt., Topeka.
E. J. SHAKESHAFT, A. G. P. A., "
A. P. MORISON, A. G. P. A., Chicago.
F. C. FOX, Gen. Supt., E. Lines, E. Dist., Topeka.
H. W. SHARP, Gen. Supt., E. Lines, W. Dist., Newton.
R. J. PARKER, Gen. Supt., W. Lines, La Junta.
J. H. McGOFF, Mech. Supt., Topeka.
M. J. DRURY, Mech. Supt., La Junta.
J. W. NOWERS, Car Accountant, Topeka.
E. O. FAULKNER, Mgr. Tie & Tim. Dept., "

OFFICERS OF THE ATCHISON, TOPEKA & SANTA FE RAILWAY.—COAST LINES.

A. G. WELLS, Gen. Mgr., Los Angeles.
W. H. BREWER, Asst. to Gen. Mgr., "
L. C. DEMING, Asst. Sec'y, New York.
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C. K. COOPER, Asst Treas., New York.
E. W. CAMP, Solicitor, Los Angeles.
H. J. FRANKLIN, Gen. Claim Agt., Los Angeles.
W. J. HEALY, Auditor, "
I. L. HIBBARD, Gen. Supt., "
J. R. HAYDEN, Ind. Com'r, San Francisco.
H. C. PHILLIPS, Chief Engineer, Los Angeles.
EDW'D CHAMBERS, Asst. Fht. Traf. Mgr., "
W. G. BARNWELL, Gen. Fht. Agt., "
H. P. ANEWALT, A. G. P. A., San Francisco.
H. C VAN DOORN, Foreign Fht. Agt., Chicago.
J. J. BYRNE, Asst. P. T. M., Los Angeles.
H. K. GREGORY, A. G. P. A., San Francisco.
S. L. BEAN, Mech. Supt., Los Angeles.
HOWEL JONES, Land-Com'r, Topeka.
A. P. MAGINNIS, Tax Com'r, Los Angeles.
H. ISAACS, Div. Baggage Agt., "

OFFICERS OF GULF, COLORADO & SANTA FE RAILWAY.

F. G. PETTIBONE, 2d V.-P. & G. M., Galveston.
J. H. KEEFE, Asst. to 2d V.-P. & G. M., "
W. E. MAXSON, Gen. Supt., "
TERRY, CAVIN & MILLS, Solicitors, "
W. L. ALEXANDER, Gen. Claim Agt., "
A. C. TORBERT, Sec'y and Treas., "
D. E. SHUCKHART, Auditor, Galveston.
J. S. HERSHEY, Gen. Fht. Agt., "
A. C. FONDA, Asst. G. F. A., "
A. LANDRY, Asst. Gen. Fht. Agt., "
W. S. KEENAN, Gen. Pas. Agt., "
EDWIN F. ADAMS, Asst. G. P. A., "
R. S. GORDON, Gen. Baggage Agt., Galveston.
F. MERRITT, Chief Engineer, "
O. L. CLARKE, Land and Tax Com'r, "
G. A. DOBBIN, Indust. & Colonization Agt., Houston.
P. T. DUNLOP, Mech. Supt., Cleburne.
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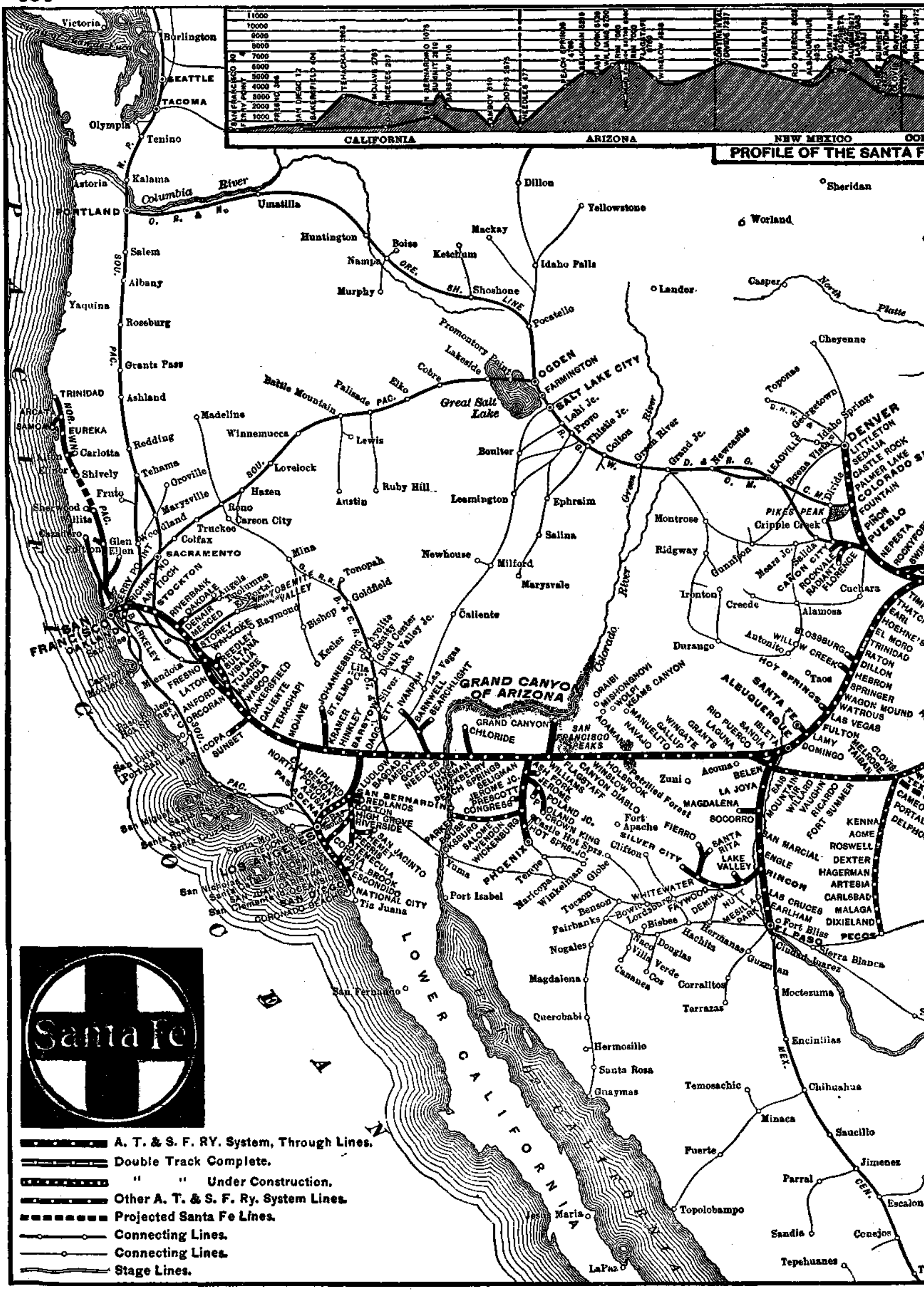
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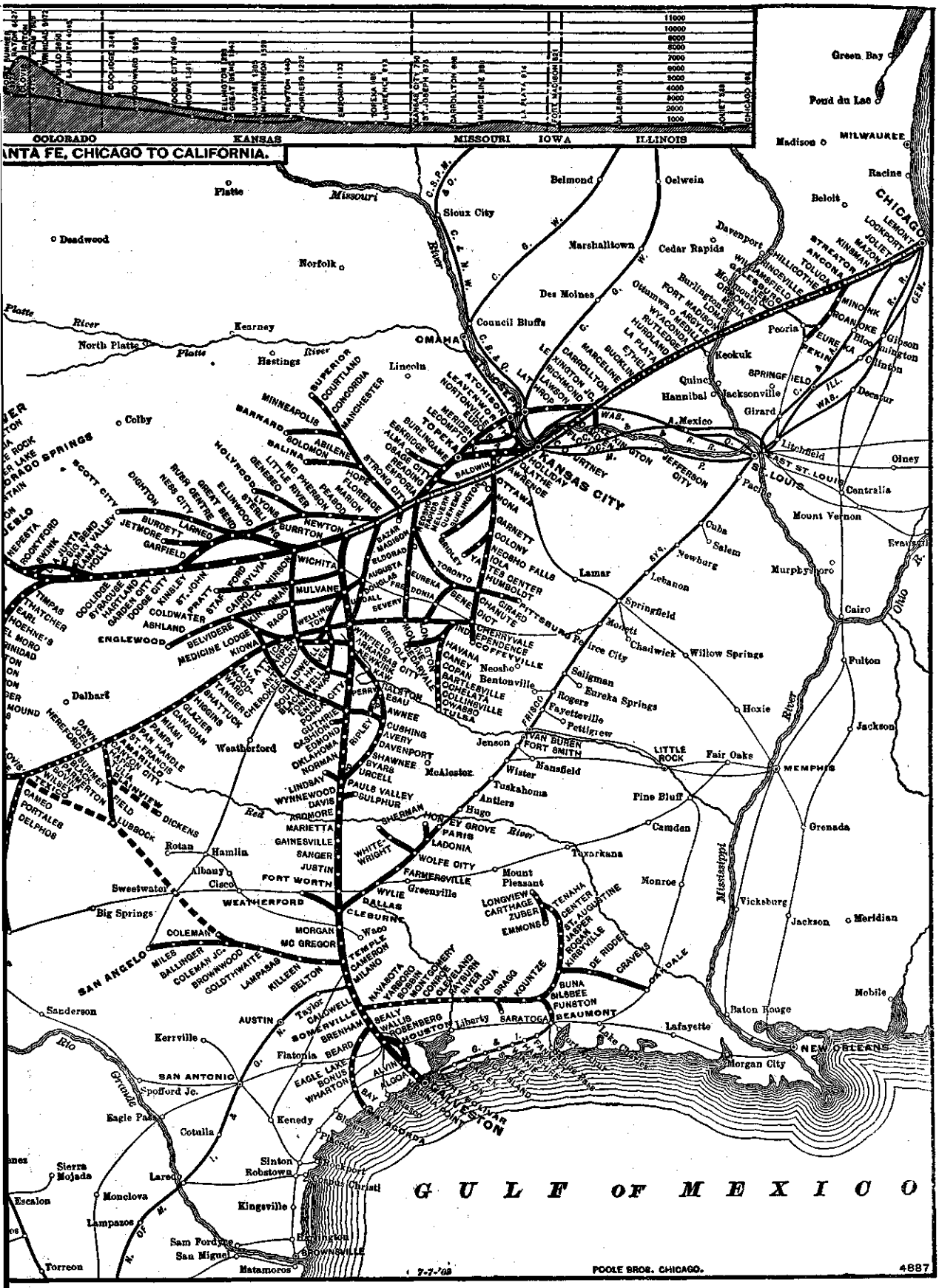
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Santa Fe

Grand Canyon Line

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Grand Canyon Line

Santa Fe

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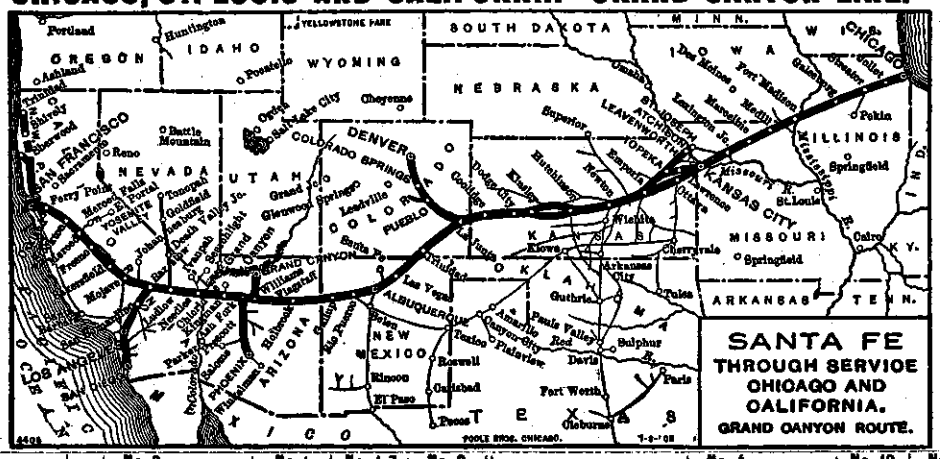
Santa Fe

CHICAGO, ST. LOUIS AND CALIFORNIA—GRAND CANYON LINE.

Grand Canyon Line

Approximate time; effective January 9, 1910.
Complete figures in next issue.



WEST. *January 9, 1910.*	Mls	No. 3 California Limited. Daily.	Example. Daily Service.	No. 1 Los Angeles Express. Daily.	No. 1-7 San Fran. Express. Daily.	No. 9 California Fast Mail. Daily.
Lv. **Chicago** (*Santa Fe*)	0	8 00 P M	Sunday.	10 00 P M	10 00 P M	9 30 A M
Ar. **Kansas City.** »	458	9 00 A M	Monday.	11 00 A M	11 00 A M	9 15 P M
Lv. **St. Louis** (Burlington)	....	11 28 P M	Sunday.	11 28 P M	11 28 P M	9 06 A M
Lv. **St. Louis....** (C. & A.)	....	11 28 P M	Sunday.	11 28 P M	11 28 P M	9 06 A M
Lv. **St. Louis...** (Mo. Pac.)	....	11 30 P M	Sunday.	10 10 P M	10 10 P M	9 00 A M
Lv. **St. Louis....** (Frisco.)	....	10 02 P M	Sunday.	10 02 P M	10 02 P M	8 59 A M
Lv. **St. Louis...** (Wabash)	....	11 31 P M	Sunday.	11 31 P M	11 31 P M	9 04 A M
Lv. **Kansas City** (Santa Fe)	458	9 10 A M	Monday.	11 30 A M	2 35 P M	9 45 P M
Lv. **St. Joseph..** (Santa Fe)	....	7 15 A M	Monday.	7 15 A M	.....	7 20 P M
» **Atchison.....** »	....	8 10 A M	»	8 10 A M	.....	8 15 P M
Lv. **Leavenworth.** »	....	.....		7 15 A M	.....	.....
Lv. **Topeka..** (*Santa Fe*)	525	10 50 A M	Monday.	1 46 P M	.....	11 30 P M
» **Newton.....** »	659	2 26 P M	»	5 46 P M	8 30 P M	3 05 A M
» **Hutchinson..** »	693	3 15 P M	»	7 10 P M	9 35 P M	4 00 A M
» **Dodge City..** »	827	5 47 P M	»	10 20 P M	1 00 A M	6 45 A M
Ar. **La Junta.....** »	1029	11 05 P M	»	5 00 A M	7 40 A M	11 30 A M
Lv. **Denver..** (*Santa Fe*)	0	3 45 P M	Monday.	7 45 P M	7 45 P M	3 50 A M
» **Colorado Spgs..** »	74	6 40 P M	»	10 30 P M	10 30 P M	6 40 A M
» **Pueblo.....** »	117	8 05 P M	»	11 45 P M	11 45 P M	8 00 A M
Ar. **La Junta.....** »	181	10 20 P M	»	1 30 A M	1 30 A M	10 00 A M
Lv. **La Junta..** (Santa Fe)	1029	11 20 P M	Monday.	5 15 A M	8 30 A M	11 55 A M
» **Trinidad.....** »	1111	2 05 A M	Tuesday.	8 35 A M	11 55 A M	2 20 P M
Lv. **Las Vegas....** »	1245	7 00 A M	»	2 15 P M	5 40 P M	7 00 P M
Ar. **Santa Fe..** (Santa Fe)	1328	12 10 Noon	Tuesday.	6 30 P M	11 10 P M	11 10 P M
Lv. **Albuquerque.** (Santa Fe)	1377	1 00 P M	Tuesday.	8 30 P M	11 40 P M	12 45 Night
Ar. **Gallup.....** »	1535	5 50 P M	»	2 40 A M	5 41 A M	5 41 A M
» **Winslow.....** »	1665	9 00 P M	»	6 55 A M	8 55 A M	8 55 A M
» **Williams.....** »	1757	12 50 Night	»	11 20 A M	12 00 Noon	12 00 Noon
Ar. **Grand Canyon** (G.C.Ry.)	1821	9 00 A M	Wednesday	4 45 P M	4 45 P M	4 45 P M
Lv. **Grand Canyon..** »	....	8 30 P M	Tuesday.	8 10 A M	8 10 A M	8 10 A M
Ar. **Ash Fork..** (Santa Fe)	1780	1 10 A M	Wednesday	12 00 Noon	12 35 Noon	12 35 Noon
Lv. **Ash Fork..** (Santa Fe)	1780	7 35 A M	Wednesday	5 50 P M	5 50 P M	5 50 P M
Ar. **Prescott.....** »	1840	9 50 A M	»	8 10 P M	8 10 P M	8 10 P M
Ar. **Phœnix.....** »	1976	4 05 P M	»	2 15 A M	2 15 A M	2 15 A M
Ar. **Jerome....** (U. V. & P.)	1848	12 45 Noon	Wednesday	9 55 A M	9 55 A M	9 55 A M
Ar. **Seligman** (*Santa Fe*)	1808	2 15 A M	Wednesday	1 25 P M	1 15 P M	2 15 P M
» **Kingman.....**	1895	4 40 A M	»	3 40 P M	3 20 P M	4 30 P M
» **Needles.....**	1957	6 45 A M	»	5 50 P M	5 20 P M	6 30 P M
Ar. **Ludlow.....** »	2070	— —		11 20 P M	10 35 P M	11 05 P M
Lv. **Ludlow** (*T. & T. Ry.*)	2070	.....		4 00 A M	4 00 A M	4 00 A M
Ar. **Goldfield** (*B. G. Ry.*)	2500	.....		1 45 P M	1 45 P M	1 45 P M
Ar. **Tonopah.** (T. & G. Ry.)	2540	.....		6 00 P M	6 00 P M	6 00 P M
Ar. **Barstow** (*Santa Fe*)	2126	12 30 Noon	Wednesday	2 05 A M	12 15 Night	12 50 Night
» San Bernardino... »	2207	3 35 P M	»	5 35 A M	3 50 A M	4 50 A M
» **Riverside.....** »	2215	4 05 P M	»	8 15 A M	4 15 A M	5 15 A M
» **Orange.....** »	2254	.....		— —	5 20 A M	6 20 A M
» **Pasadena.....** »	2258	5 31 P M	»	8 00 A M	— —	— —
» **Los Angeles.** »	2267	6 00 P M	»	8 30 A M	6 35 A M	7 30 A M
Ar. **San Diego...** »	2393	4 30 A M	Thursday.	1 10 P M	1 10 P M	1 10 P M
Ar. **Santa Barbara..** (S. P.)	2422	11 15 P M	Wednesday	6 17 P M	11 35 A M	11 35 A M
Lv. **Barstow** (*Santa Fe*)	2126	1 30 P M	Wednesday	.....	1 50 A M	.....
Ar. **Kramer.....** »	2159	2 25 P M	»	.....	3 00 A M	.....
Ar. **Johannesburg.** (Santa Fe)	2187	‡6 10 P M	Wednesday	.....	.....	.....
Lv. **Mojave.** (*Santa Fe*)	2197	3 25 P M	Wednesday	.....	4 00 A M	.....
Ar. **Bakersfield..** »	2267	7 15 P M	»	.....	7 23 A M	.....
» **Fresno.....** »	2377	12 15 Night	»	.....	10 40 A M	.....
» **Merced.....** »	2433	2 45 A M	Thursday.	.....	12 10 Noon	.....
» **Stockton.....** »	2500	4 50 A M	»	.....	2 15 P M	.....
» **Oakland.....** »	2571	8 10 A M	»	.....	5 05 P M	.....
» **Ferry Point..** »	2571	7 35 A M	»	.....	4 45 P M	.....
Ar. **San Francisco..** »	2578	8 45 A M	»	.....	5 30 P M	.....

EAST.	No. 4 California Limited. Daily.	Example. Daily Service.	No. 10 Chicago Fast Mail. Daily.	No. 8 Chicago Express. Daily.	No. 2 Atlantic Express. Daily.
Lv. San Francisco.. (Santa Fe)	10 00 P M	Saturday.	7 15 A M	.....	8 00 P M
» **Ferry Point..** »	10 45 P M	»	.....	.....	8 00 P M
» **Oakland.....** »	10 00 P M	»	.....	.....	8 00 P M
» **Stockton....** »	1 00 A M	Sunday.	.....	.....	11 40 P M
» **Merced.....** »	2 45 A M	»	.....	.....	1 45 A M
» **Fresno.....** »	4 20 A M	»	.....	.....	3 45 A M
» **Bakersfield..** »	8 35 A M	»	7 35 P M	.....	8 35 A M
Lv. **Mojave.....** »	11 40 A M	»	.....	.....	11 40 A M
Lv. Johannesburg. (Santa Fe)	.....		.....	.....	.....
Lv. **Kramer** (*Santa Fe*)	12 30 Noon	Sunday.	.....	.....	12 30 Noon
Ar. **Barstow.....** »	1 15 P M	»	.....	.....	1 15 P M
Lv. **San Diego** (Santa Fe)	2 15 A M	Sunday.	2 05 P M	2 15 A M	2 15 A M
» **Los Angeles.** »	10 00 A M	»	8 00 P M	7 30 A M	9 00 A M
» **Pasadena....** »	10 25 A M	»	8 27 P M	— —	.....
» **Orange.....** »	.....		— —	8 30 A M	.....
» **Riverside....** »	11 25 A M	»	9 45 P M	9 38 A M	.....
» San Bernardine »	12 01 Noon	»	10 50 P M	10 10 A M	.....
Lv. **Barstow.....** »	2 55 P M	»	2 05 A M	1 40 P M	2 20 P M
Lv. **Tonopah.** (T. & G. Ry.)	.....		11 25 A M	.....	.....
Lv. **Goldfield** (*B. G. Ry.*)	.....		1 20 P M	.....	.....
Ar. **Ludlow** (*T. & T. Ry.*)	.....		10 50 P M	.....	.....
Lv. **Ludlow..** (*Santa Fe*)	— —		3 45 A M	3 18 P M	.....
» **Needles.....** »	8 35 P M	Sunday.	8 15 A M	8 00 P M	7 50 P M
» **Kingman.....** »	11 05 P M	»	11 10 A M	10 57 P M	.....
Lv. **Seligman.....** »	3 30 A M	Monday.	4 10 P M	3 10 A M	1 15 A M
Lv. **Jerome...** (U. V. & P.)	11 00 A M	Sunday.	11 00 A M	11 00 A M	.....
Lv. **Phœnix...** (Santa Fe)	*8 45 A M	Sunday.	*8 45 A M	*8 45 A M	.....
Lv. **Prescott.....** »	2 50 P M	»	2 50 P M	2 50 P M	.....
Ar. **Ash Fork.....** »	5 05 P M	»	5 05 P M	5 05 P M	.....
Lv. **Ash Fork..** (Santa Fe)	4 30 A M	Monday.	5 40 P M	4 20 A M	.....
Ar. **Grand Canyon.** (G.C.Ry.)	9 00 A M	Monday.	9 00 A M	9 00 A M	.....
Lv. **Grand Canyon..** »	8 30 P M	Sunday.	8 10 A M	8 30 P M	.....
Lv. **Williams..** (Santa Fe)	5 55 A M	Monday.	7 07 P M	5 45 A M	.....
» **Winslow.....** »	8 55 A M	»	10 15 P M	8 55 A M	.....
» **Holbrook.....** »	— —		11 17 P M	9 53 A M	.....
» **Gallup.....** »	12 30 Noon	»	2 40 A M	1 20 P M	.....
Lv. **Albuquerque....** »	6 20 P M	»	8 25 A M	7 25 P M	4 30 P M
Lv. **Santa Fe..** (Santa Fe)	7 20 P M	Monday.	9 00 A M	7 20 P M	4 00 P M
Lv. **Las Vegas.** (Santa Fe)	11 46 P M	Monday.	2 10 P M	1 25 A M	9 15 P M
» **Trinidad.....** »	4 49 A M	Tuesday.	7 55 P M	7 25 A M	2 05 A M
Ar. **La Junta.....** »	7 05 A M	»	10 20 P M	9 50 A M	4 15 A M
Lv. **La Junta..** (Santa Fe)	8 10 A M	Tuesday.	3 35 A M	11 35 A M	8 10 A M
Ar. **Pueblo.....** »	10 05 A M	»	5 20 A M	1 20 P M	10 05 A M
» Colorado Spgs.. »	11 40 A M	»	7 00 A M	3 00 P M	11 40 A M
Ar. **Denver.....** »	2 30 P M	»	10 00 A M	5 30 P M	2 30 P M
Lv. **La Junta..** (Santa Fe)	7 15 A M	Tuesday.	10 40 P M	10 15 A M	4 25 A M
» **Dodge City..** »	1 20 P M	»	5 25 A M	8 10 P M	10 55 A M
» **Hutchinson.** »	4 20 P M	»	9 25 A M	10 40 P M	2 15 P M
» **Newton.....** »	5 15 P M	»	10 35 A M	12 15 Night	3 15 P M
Lv. **Topeka.....** »	8 50 P M	»	2 55 P M	.....	7 10 P M
Ar. **Leavenworth** (Santa Fe)	.....		7 35 P M	.....	.....
» **Atchison.....** »	9 05 A M	Wednesday	7 00 P M	.....	9 05 A M
Ar. **St. Joseph...** »	9 55 A M	»	7 45 P M	.....	9 55 A M
Ar. **Kansas City** (Santa Fe)	10 40 P M	Tuesday.	4 50 P M	6 30 A M	9 05 P M
Ar. **St. Louis** (Burlington)	7 45 A M	Wednesday	6 59 A M	5 26 P M	7 45 A M
Ar. **St. Louis...** (C. & A.)	7 45 A M	Wednesday	6 59 A M	5 26 P M	7 45 A M
Ar. **St. Louis..** (Mo. Pac.)	7 30 A M	Wednesday	7 10 A M	5 30 P M	7 10 A M
Ar. **St. Louis..** (Wabash)	7 39 A M	Wednesday	7 00 A M	5 28 P M	7 39 A M
Ar. **St. Louis...** (Frisco.)	7 05 P M	Wednesday	7 35 A M	7 05 P M	7 35 A M
Lv. **Kansas City** (Santa Fe)	10 50 P M	Tuesday.	6 00 P M	7 30 A M	9 30 P M
Ar. **Fort Madison** »	5 34 A M	Wednesday	1 05 A M	2 05 P M	4 35 A M
Ar. **Chicago.....** »	11 59 A M	»	7 28 A M	8 47 P M	10 30 A M

* Trains marked run daily.
† Daily, except Sunday.

Grand Canyon Line

Santa Fe

Equipment—Chicago, St. Louis and California—Grand Canyon Line.

For Schedule and Map, see preceding page.

Nos. 3 and 4—California Limited. Daily. Pullman Compartment D. R. Sleeper Chicago to San Francisco. Pullman D. R. Sleeper Chicago to San Diego; Winslow to Grand Canyon (on No. 3); Los Angeles to Grand Canyon, Grand Canyon to Winslow (on No. 4); Bakersfield and Fresno to San Francisco and St. Louis to Kansas City. Pullman Compartment and Observation Sleepers, Club and Dining Cars Chicago to Los Angeles. Cafe-Observation Car Barstow to Fresno. Drawing-room Sleeper La Junta to Los Angeles from Denver via No. 602-3, returning leaves Los Angeles Thursdays via No. 4-607. Wide-vestibuled and electric lighted throughout. Only regular first-class one way or round trip tickets will be honored. If one person occupies drawing-room alone, two first-class tickets will be required. If a compartment car stateroom, one-and-a-half tickets.

No. 1—Los Angeles Express. Daily. Pullman Compartment Drawing-room Sleeper Chicago to Kansas City. D. R. Sleepers Chicago to Los Angeles; Ash Fork to Phœnix; Denver to Trinidad; Grand Canyon to Los Angeles. Tourist Sleepers Chicago, Kansas City and Denver to Los Angeles; Chicago to Kansas City (for No. 7); Kansas City to Los Angeles Friday (from Minneapolis, via C. G. W. Ry.). Tourist Sleepers daily St. Louis to Los Angeles, alternating via Alton, Burlington, Missouri Pacific and Wabash east of Kansas City. Chair Cars Chicago to Los Angeles; Williams to Grand Canyon. Dining Car Marceline to Kansas City. Parlor Car Los Angeles to San Diego. Buffet Sleeper Ludlow to Los Angeles (from Goldfield). Personally conducted Tourist Sleeper excursions Chicago to Los Angeles Tuesday, Thursday and Saturday.

No. 10—Atlantic Express. Daily. Pullman D.R. Sleepers Los Angeles to Kansas City; Ash Fork to Phœnix; Trinidad to Denver. Compartment D. R. and Observation Sleepers Kansas City to Chicago. 14 Section Sleeper Newton to Kansas City. Tourist Sleepers Los Angeles to La Junta and Denver; Barstow to Kansas City (from San Francisco); Los Angeles to St. Louis, alternating via Alton, Burlington, Missouri Pacific and Wabash east of Kansas City; Los Angeles (Tues., Thurs. and Sat.) to Minneapolis and St. Paul, via Chic. Gt. West. and Burlington and Ch. St. Paul, Minn. & Omaha Rys.; Newton to Chicago (from Clovis Saturdays after 1st and 3d Tuesdays). Chair Cars Los Angeles to Chicago; Albuquerque to La Junta; Newton to Kansas City. Dining Car Kansas City to Marceline. Buffet Sleeper Los Angeles to Ludlow (for Goldfield). Personally conducted Tourist Sleeper excursions Los Angeles to Chicago Monday, Thursday and Saturday.

No. 1-7—San Francisco Express. Daily. Equipment of No. 1 Chicago to Kansas City. Pullman Drawing-room Sleepers Kansas City to Albuquerque (for El Paso); Barstow to San Francisco; Albuquerque to Needles; St. Louis to Kansas City; Ash Fork to Phœnix. Tourist Sleepers Chicago to San Francisco; Albuquerque to San Diego. Chair Cars Kansas City to San Francisco; Barstow to Los Angeles; La Junta to Albuquerque (for El Paso); St. Louis to Kansas City; Williams to Grand Canyon. Parlor Cars Los Angeles to San Diego. Personally conducted Tourist Sleeper excursions Chicago to San Francisco Tuesday, Thursday and Saturday.

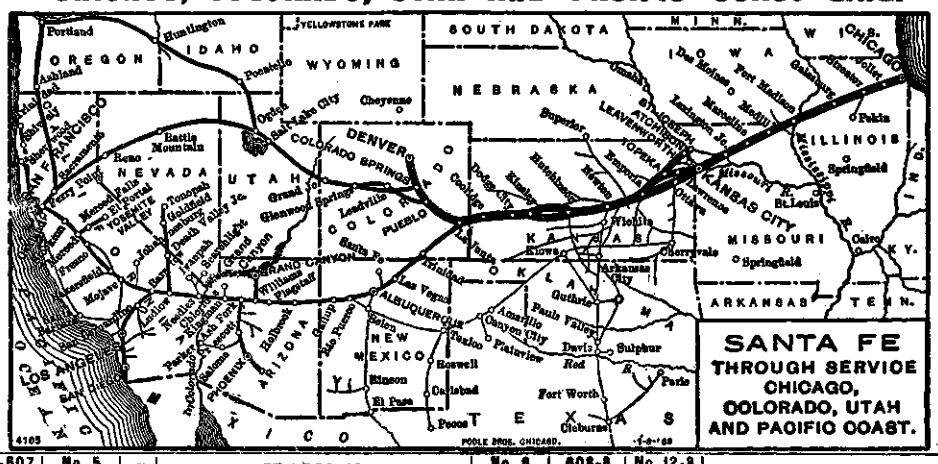
No. 8—Chicago Express. Daily. Pullman Drawing-room Sleepers San Francisco to Albuquerque; Los Angeles to Chicago; Albuquerque to Kansas City; Kansas City to Chicago; Kansas City to St. Louis. Tourist Sleeper San Francisco to Barstow, San Diego to Chicago. Chair Car San Francisco to Kansas City; Los Angeles to Barstow; Kansas City to St. Louis; Kansas City to Chicago. Cafe-Observation Car Bakersfield to Barstow; Kansas City to Chicago. Personally conducted Tourist Sleeper excursions San Francisco to Chicago Mon., Thurs. and Sat.

No. 9-7—California Fast Mail. Daily. Pullman Drawing-room Sleeper Chicago to Los Angeles; Needles to Barstow. Tourist Sleepers Chicago to San Diego; Kansas City to Barstow; Kansas City (Sundays) and Topeka (Wednesdays) to Los Angeles (from Minneapolis, via C. G. W., C. St. P. M. & O. and C. B. & Q.). Chair Car Chicago to Los Angeles. Parlor Car Los Angeles to San Diego. Cafe-Observation Car Chicago to Kansas City.

CHICAGO, COLORADO, UTAH AND PACIFIC COAST LINE.

Approximate time; effective January 9, 1910. Complete figures in next issue.

STANDARD OF TIME.—*Central time*, east of Dodge City. *Mountain time*, west of Dodge City.



SANTA FE THROUGH SERVICE CHICAGO, COLORADO, UTAH AND PACIFIC COAST.

For Time and Equipment west of Denver, see next page.

No. 9-11 Daily.	1-7-607 Exp. Daily.	No. 5 Exp. Daily.	Mls	STATIONS.		No. 6 Exp. Daily.	608-8 Exp. Daily.	No. 12-8 Daily.
9 30 A M	10 00 P M	6 00 P M	0	lve. **Chicago**	(*Santa Fe*) arr.	9 15 A M	8 47 P M	8 47 P M
1 43 P M	2 47 A M	11 20 P M	182	lve. **Galesburg**	" arr.	4 07 A M	3 37 P M	3 37 P M
3 05 P M	4 25 A M	12 55 Night	237	lve. **Ft. Madison**	" arr.	2 35 A M	2 05 P M	2 05 P M
8 05 P M	7 40 A M	4 35 A M	352	lve. **Marceline**	" arr.	10 55 P M	10 42 A M	10 42 A M
8 15 P M	11 00 A M	8 30 A M	458	arr. **Kansas City**	" lve.	7 30 P M	7 30 A M	7 30 A M
9 06 A M	11 28 P M	11 28 P M	....	lve. **St. Louis**	(*Burl. Route*) arr.	6 59 A M	8 28 P M	6 28 P M
9 06 A M	11 28 P M	11 28 P M	....	lve. **St. Louis**	(*C. & A.*) arr.	6 59 A M	5 28 P M	5 28 P M
9 00 A M	11 30 P M	11 30 P M	....	lve. **St. Louis**	(*Missouri Pac.*) arr.	7 10 A M	5 30 P M	5 30 P M
.....	....	8 15 P M	....	lve. **St. Louis**	(*Frisco Sys.*) arr.	7 59 A M	.....	.....
9 04 A M	11 31 P M	11 31 P M	....	lve. **St. Louis**	(*Wabash*) arr.	7 00 A M	5 28 P M	5 28 P M
9 30 P M	2 35 P M	9 40 A M	458	lve. **Kansas City**	(*Santa Fe*) arr.	8 55 P M	6 30 A M	7 10 A M
Via	Via	10 48 A M	499	lve. **Lawrence**	" arr.	5 37 P M	Via	5 59 A M
Emporia Br.	Emporia Br.	11 40 A M	525	lve. **Topeka**	" arr.	4 55 P M	Emporia Br.	5 15 A M
12 40 Night	6 20 P M	1 55 P M	586	lve. **Emporia**	" arr.	3 05 P M	2 30 A M	3 25 A M
2 40 A M	8 30 P M	4 15 P M	659	lve. **Newton**	" arr.	12 35 Noon	12 01 Night	1 25 A M
3 35 A M	9 35 P M	5 45 P M	693	lve. **Hutchinson**	" arr.	11 35 A M	10 40 P M	12 50 Night
6 10 A M	1 00 A M	8 55 P M	827	lve. **Dodge City**	" arr.	6 40 A M	4 45 P M	7 45 P M
8 55 A M	4 10 A M	12 05 Night	928	arr. **Syracuse**	" lve.	4 10 A M	1 55 P M	5 10 P M
10 05 A M	6 00 A M	1 43 A M	977	arr. **Lamar**	" lve.	2 58 A M	11 50 A M	3 55 P M
11 15 A M	7 40 A M	3 20 A M	1029	arr. **La Junta**	" lve.	1 40 A M	10 15 A M	2 30 P M
1 20 P M	10 05 A M	5 20 A M	1093	arr. **Pueblo**	" lve.	11 45 P M	8 00 A M	12 20 Noon
3 00 P M	11 40 A M	7 00 A M	1136	arr. **Colorado Springs** ..	" lve.	10 30 P M	6 40 A M	11 05 A M
4 00 P M	12 50 Noon	8 15 A M	1158	arr. **Palmer Lake**	" lve.	9 45 P M	5 34 A M	10 20 A M
5 30 P M	2 30 P M	10 00 A M	1210	arr. **Denver**	" lve.	7 45 P M	3 50 A M	8 30 A M

No. 9-11—Daily. Pullman Drawing-room Sleepers Kansas City to Newton and Denver. Chair Car and Coach Kansas City to Denver. (See No. 9 for equipment Chicago to Kansas City.)

No. 5—Daily. Pullman Observation Sleepers Chicago to Kansas City. Drawing-room Sleepers Chicago to Denver; La Junta to Denver (from Trinidad). Chair Car Chicago to Denver. Coach Kansas City to Dodge City. Dining Car Chicago to Kansas City. Tourist Sleeper La Junta to Denver.

No. 1-7-607—Daily. Pullman Compartment Drawing-room Sleeper Chicago to Kansas City. Drawing-room Sleepers Chicago to Kansas City; Kansas City to La Junta; La Junta to Denver (from Los Angeles, Thursday). Tourist Sleepers Chicago to La Junta. Chair Car and Coach Chicago to La Junta. Coach La Junta to Denver. Dining Car Marceline to Kansas City.

No. 12-8—Daily. Pullman Drawing-room Sleeper Denver and Hutchinson to Kansas City. Chair Car and Coach Denver to Kansas City. (See No. 8 for equipment Kansas City to Chicago.)

No. 6—Daily. Pullman Drawing-room Sleepers Denver to La Junta (for Trinidad); Denver to Chicago; Newton to Chicago. Tourist Sleeper Denver to La Junta; La Junta to Chicago. Chair Cars Denver to Chicago. Dining Car Kansas City to Chicago.

No. 608-8—Daily. Pullman Drawing-room Sleeper Denver to La Junta; La Junta to Chicago. Chair Car and Coach La Junta to Chicago. Tourist La Junta to Chicago. Coach Denver to La Junta. Cafe-Observation Car Kansas City to Chicago.

Santa Fe

Chicago, Colorado, Utah and Pacific Coast Service west of Denver, see preceding page.

Grand Canyon Line

VIA COLORADO MIDLAND RAILWAY.

No. 3 Daily.	No. 5 Daily.	Mls	STATIONS.	No. 4 Daily.	No. 6 Daily.
.....	10 15 A M	....	lv...Pueblo...ar.	11 40 P M	7 50 A M
*8 00 P M	*9 30 A M	0	lve..Denver..arr.	10 40 P M	8 10 A M
8 30 P M	12 01 Noon	74	» Colorado Spgs »	8 00 P M	5 35 A M
8 55 P M	12 25 Noon	81	arr. Manitou. lve.	7 38 P M	5 08 A M
10 58 P M	2 15 P M	102	arr...Divide..lve.	6 38 P M	4 10 A M
.....	10 15 P M	131	ar. Cripple Creek lv.	.....	.....
4 05 A M	7 45 P M	213	arr. Leadville lve.	1 35 P M	11 25 P M
7 50 A M	.....	283	arr...Aspen..lve.	5 30 A M	6 50 P M
7 44 A M	11 44 P M	288	arr. Glenwood lve.	9 13 A M	7 02 P M
8 13 A M	12 20 Night	300	» New Castle »	8 40 A M	6 30 P M
10 45 A M	2 40 A M	377	» Grand Junc »	6 10 A M	4 00 P M
10 40 P M	2 15 P M	669	» Salt Lake City »	7 10 P M	.....
11 55 P M	3 30 P M	705	» ..Ogden.. »	6 00 P M	.....
8 00 A M	8 00 P M	1606	» .Portland. »	10 00 A M	.....
4 00 P M	7 30 A M	....	» ..Seattle.. »	10 40 P M	.....
10 45 A M	4 50 P M	1449	» Sacramento »	12 50 Noon	.....
2 48 P M	8 28 P M	1539	ar. San Francisco lv.	9 00 A M	.....

VIA DENVER & RIO GRANDE RAILROAD.

No. 3 Daily.	No. 1 Daily.	No. 5 Daily.	Ms.	STATIONS.	No. 6 Daily.	No. 2 Daily.	No. 4 Daily.
*5 50 P M	*9 00 A M	*8 00 A M	0	lv...Denver..ar.	1 10 P M	7 20 P M	11 00 P M
8 10 P M	11 57 A M	10 35 A M	75	..Colorado Springs.	10 40 A M	6 00 P M	8 28 P M
9 30 P M	1 30 P M	12 05 Noon	118	.....Pueblo.....	9 05 A M	3 30 P M	7 00 P M
10 57 P M	2 39 P M	1 17 P M	153	....Florence....	7 48 A M	2 15 P M	5 38 P M
.....	.....	.....	....	ar. Cripple Creek lv.	7 00 A M	.....	.....
11 00 P M	3 00 P M	1 37 P M	161	..Canon City...	7 30 A M	1 57 P M	5 20 P M
1 35 A M	5 35 P M	4 15 P M	227	..... Salida	5 30 A M	11 55 A M	3 15 P M
2 55 A M	7 25 P M	6 07 P M	277	....Leadville....	2 55 A M	9 40 A M	12 55 Noon
5 40 A M	8 40 P M	8 20 P M	308	.... Minturn....	1 25 A M	8 20 A M	11 33 A M
8 00 A M	11 55 P M	10 46 P M	367	... Glenwood ...	10 35 P M	5 43 A M	9 04 A M
11 50 A M	.....	.....	408	..... Aspen	8 35 P M	.....	.....
8 30 A M	12 30 Night	11 15 P M	379	.. New Castle ..	10 00 P M	5 10 A M	8 30 A M
10 55 A M	2 50 A M	1 45 A M	456	.. Grand Junc ..	7 35 P M	2 50 A M	6 00 A M
10 40 P M	2 15 P M	1 20 P M	747	.. Salt Lake City..	8 10 A M	3 45 P M	7 10 P M
11 55 P M	3 30 P M	2 35 P M	784	..... Ogden	7 00 A M	2 35 P M	8 00 P M
8 00 A M	.....	8 00 P M	1685	.... Portland....	8 35 P M	.....	10 00 A M
4 00 P M	.....	7 30 A M	.....	.....Seattle.....	8 00 A M	.....	10 40 P M
10 45 A M	4 50 P M	3 50 P M	1528	..Sacramento..	10 40 P M	2 15 P M	12 50 Noon
2 48 P M	8 28 P M	7 28 P M	1618	ar. San Francisco lv.	6 40 P M	10 40 A M	9 00 A M

Westbound—Pullman Drawing-room and Tourist Sleepers Denver to San Francisco; also Sacramento to Portland. Dining Car Denver to San Francisco and Portland. Chair Car Denver to Portland (on D. & R. G. **No. 5**). Pullman Drawing-room Sleeper Denver to Ogden. Tourist Sleeper Ogden to San Francisco. Dining Car Pueblo to Ogden (on D. & R. G. **No. 3**). Pullman Drawing room Sleeper and Dining Car Denver to San Francisco; Coaches Denver to Ogden; carries only first-class Pullman passengers west of Ogden (on D. & R. G. **No. 1**). Pullman Drawing-room Sleeper and Chair Car, also Observation Library Car, Denver to Grand Junction. Tourist Sleeper Denver to Grand Junction Thursdays. Same equipment west of Grand Junction as D. & R. G. **No. 6** (on C. M. **No. 5**). **Eastbound**—Pullman Drawing-room Sleeper San Francisco to Denver; Chair Car Portland to Denver (via O. S. L.); Dining Car San Francisco to Denver (via D. & R. G. **No. 4**). Pullmans San Francisco to Denver; Portland to Davis; Dining Car San Francisco to Colorado Springs (on D. & R. G. **No. 2**). Pullman Drawing-room and Tourist Sleepers San Francisco to Denver. Pullman Drawing-room Sleeper Portland to Davis; Dining Car Portland and San Francisco to Denver (via D. & R. G. **No. 8**). Pullman Drawing-room Sleeper Ogden to Denver; Chair Car Grand Junction to Denver; equipment west of Grand Junction same as D. & R. G. **No. 4** (via C. M. **No. 4**). Same equipment west of Grand Junction as D. & R. G. **No. 6**.

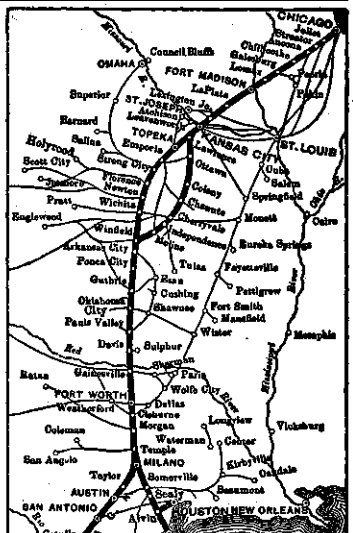
Trains marked * run daily. STANDARD—East of Ogden, *Mountain time.* West of Ogden, *Pacific time.*

CHICAGO TO CITY OF MEXICO LINE, VIA MILANO, SAN ANTONIO, LAREDO AND NATIONAL LINES OF MEXICO.

South.	Mls	5-405-5 Daily,	No. 9-17 Daily
Lv. Chicago..(*Santa Fe*)	0	8 00 P M	9 30 A M
Ar. Kansas City »	458	8 30 A M	9 15 P M
Lv. Kansas City (*San. Fe*)	458	9 40 A M	10 05 P M
Lv. St. Joseph (*San. Fe*)	....	7 15 A M	7 20 P M
» Atchison.... »	....	8 10 A M	8 15 P M
Lv. Topeka...(*Santa Fe*)	525	11 40 A M	11 50 P M
» Florence.... »	631	3 05 P M	2 58 A M
» Newton..... »	659	4 25 P M	4 00 A M
» Wichita..... »	686	5 20 P M	4 50 A M
» So. Winfield. »	....	6 50 P M	6 30 A M
» Arkansas City »	738	8 05 P M	7 25 A M
» Perry..... »	797	10 27 P M	9 23 A M
» Guthrie..... »	827	11 30 P M	10 30 A M
» Oklahoma City »	858	1 05 A M	12 01 Noon
Ar. Purcell..... »	892	2 20 A M	1 20 P M
» Pauls Valley. »	914	3 22 A M	2 33 P M
» Gainesville.. »	998	6 40 A M	6 50 P M
» Fort Worth.. »	1064	9 15 A M	8 30 P M
» Cleburne.... »	1092	10 30 A M	9 50 P M
» McGregor... »	1176	1 14 P M	— —
» Temple..... »	1191	2 10 P M	1 10 A M
» Cameron..... »	1221	3 40 P M	2 15 A M
Ar. Milano..... »	1235	4 06 P M	2 45 A M
Lv. Milano....(*I. & G.N.*)	1235	4 10 P M	3 31 A M
Ar. Austin..... »	1306	7 20 P M	6 30 A M
Ar. San Antonio. »	1386	10 40 P M	10 10 A M
Lv. Laredo...(Nat. of Mex.)	....	.....	12 30 Noon
» Monterey... »	....	.....	6 50 P M
» San Luis Potosi »	....	.....	7 05 A M
» Gonzales..... »	....	.....	12 25 Noon
Ar. Mexico City. »	....	.....	8 00 P M
Ar. Somerville. (*Santa Fe*)	1268	5 10 P M	3 57 A M
» Brenham.... »	1283	5 40 P M	4 25 A M
» Bellville..... »	1301	6 18 P M	5 04 A M
Ar. Sealy..... »	1315	6 53 P M	5 34 A M
Ar. Matagorda. (*Santa Fe*)	....	.....	12 25 Noon
Ar. Wallis....(*Santa Fe*)	1327	7 18 P M	5 51 A M
» Rosenberg.. »	1343	7 46 P M	6 20 A M
Ar. Alvin..... »	1381	8 20 P M	8 25 A M
Ar. Houston, via Alvin.	1405	10 10 P M	.....
» Houston, via Rosenberg.	1380	.....	7 30 A M
Ar. Galveston (*San. Fe*)	1410	10 25 P M	9 25 A M

North.	6-406-6 Daily.	No. 18-8 Daily.	.....
Lv Galveston (*San. Fe*)	7 00 A M	7 30 P M	.....
Lv. Houston, via Alvin.	7 10 A M	.....	.....
» Houston, via Rosenberg.	.....	8 23 P M	.....
Lv. Alvin.....(*Santa Fe*)	8 05 A M	8 26 P M	.....
» Rosenberg.. »	9 22 A M	10 33 P M	.....
Lv. Matagorda. »	.....	4 00 P M	.....
Lv. Sealy.....(*Santa Fe*)	10 20 A M	11 22 P M	.....
» Bellville..... »	10 49 A M	11 45 P M	.....
» Brenham.... »	11 27 A M	12 26 Night	.....
» Somerville.. »	12 20 Noon	12 50 Night	.....
Lv. Mexico City. (Nat. of Mex.)	.....	7 30 P M	.....
» Gonzales.... »	.....	3 30 A M	.....
» San Luis Potosi »	.....	8 45 A M	.....
» Monterey.... »	.....	9 30 P M	.....
Ar. Laredo..... »	.....	6 46 A M	.....
Lv. San Antonio (I. & G.N.)	7 30 A M	7 45 P M	.....
Lv. Austin..... »	10 40 A M	11 10 P M	.....
Lv. Milano...(*Santa Fe*)	1 32 P M	2 15 A M	.....
» Cameron.... »	1 55 P M	2 42 A M	.....
» Temple..... »	3 10 P M	3 35 A M	.....
» McGregor... »	4 10 P M	4 16 A M	.....
» Clifton..... »	5 08 P M	4 59 A M	.....
» Cleburne.... »	7 10 P M	6 45 A M	.....
» Fort Worth.. »	8 30 P M	8 00 A M	.....
» Gainesville. »	10 45 P M	10 10 A M	.....
» Pauls Valley »	2 02 A M	1 25 P M	.....
» Purcell..... »	3 15 A M	2 35 P M	.....
» Oklahoma City »	4 25 A M	3 45 P M	.....
» Guthrie..... »	5 35 A M	4 50 P M	.....
» Perry..... »	6 40 A M	5 50 P M	.....
» Arkansas City »	9 05 A M	8 30 P M	.....
» So. Winfield. »	9 30 A M	8 55 P M	.....
Ar. Wichita..... »	11 05 A M	10 10 P M	.....
Lv. Newton..... »	1 00 P M	11 30 P M	.....
» Florence.... »	1 55 P M	12 50 Night	.....
» Topeka..... »	5 00 P M	4 35 A M	.....
Ar. Atchison (*Santa Fe*)	7 00 P M	9 05 A M	.....
» St. Joseph... »	7 45 P M	9 55 A M	.....
Ar. Kansas City (*Santa Fe*)	8 55 P M	7 00 A M	.....
Lv. Kansas City (*San. Fe*)	7 30 P M	7 30 A M	.....
Ar. Chicago..... »	9 15 A M	8 47 P M	.....

Approximate time: effective January 6, 1910. Complete figures next issue.



No. 5-405-5—Pullman Observation Sleeper Chicago to Kansas City. Drawing-room Sleepers Chicago and Oklahoma City to Cleburne Tourist Chicago to Newton (for Clovis first and third Tuesday). Chair Cars Chicago to Newton; Kansas City to Galveston. Coach Newton to Temple (from 113). Dining Car Chicago to Kansas City. **No. 9-17** (For equipment Chicago to Kansas City, see No. 9 page 861)—Pullman Drawing-room Sleepers Cleburne to Beaumont (from St. Louis); Fort Worth to Beaumont; Kansas City to Newton and San Antonio; Cleburne to Houston, Galveston and San Antonio; Fort Worth to Galveston. 14-section Sleeper Kansas City to Wichita; Fort Worth to Temple (for San Angelo). Chair Cars Kansas City to San Antonio; Newton to Cleburne. Coaches Cleburne to Houston and Galveston; Kansas City to Cleburne. **No. 6-406-6**—Pullman Drawing-room Sleepers Cleburne to Oklahoma City and Chicago. Tourist Sleeper Newton to Chicago. Chair Cars Galveston to Kansas City; Newton to Chicago. Coach Temple and Galveston to Newton. Dining Car Kansas City to Chicago. **No. 18-8**—Pullman Drawing-room Sleepers Beaumont to Fort Worth; Galveston, Houston and San Antonio to Cleburne; Galveston to Fort Worth; San Antonio to Kansas City (via Milano); Kansas City to Chicago. 14-section Sleeper Wichita to Kansas City; Temple to Fort Worth (from San Angelo). Chair Cars Galveston and Houston to Cleburne; San Antonio to Kansas City; Cleburne to Newton; Kansas City to Chicago. Coach Galveston to Cleburne and Kansas City. Cafe Observation Car Kansas City to Chicago.

Grand Canyon Line

Santa Fe

ST. LOUIS AND TEXAS LINE.

South.	Mls	5-68-17 Daily.	No. 64 Daily	No. 68-5 Daily	No. 3-62 Daily
					A M
Lv. St. Louis (St.L.&S.F.)	0	8 25 P M	....	....	9 00
Lv. Springfield (St.L.&S.F.)	238	3 42 A M	....	....	4 18
Lv. Monett... »	282	5 30 A M	....	....	5 55
Ar. Seligman »	313	6 29 A M	....	....	6 57
Ar. Eureka Spgs (Mo. & N. A.)	332	9 40 A M	....	....	8 40
Lv. Fayetteville (St.L.&S.F.)	352	7 47 A M		....	8 18
Ar. Ft. Smith »	415	0 00 A M	A M	....	10 55
Ar. Paris..... »	584	3 30 P M	7 45	....	4 55
Lv. Honey Grove (Santa Fe)	625	.....	8 00	....	....
Lv. Sherman.. (Santa Fe)	....	†1 10 P M		....	....
Lv. Wolfe City (Santa Fe)	622	*5 05 P M	9 05	....	6 19
Lv. Farmersville »	644	5 51 P M	9 58	....	6 56
Lv. Wylie..... »	660	6 21 P M	10 37		7 22
Ar. Dallas..... »	685	7 20 P M	11 45	A M	7 59
Lv. Dallas.... »	685	7 45 P M	A M	8 10	A M
Ar. Cleburne. »	730	8 55 P M	....	10 20	
Lv. Cleburne. »	736	10 15 P M	....	10 40	
Lv. Morgan... »	766	- -	....	11 37	
Lv. Clifton... »	783	11 40 P M	....	12 20	
Lv. McGregor »	810	- -	....	1 14	
Ar. Temple... »	835	1 10 A M	....	2 10	
Ar. Lampasas (Santa Fe)	899	6 40 A M	....	6 10	
Ar. San Angelo »	1063	2 10 P M	....	1 55	
Lv Rogers.....(Santa Fe)	849	- -	....	5 03	
Ar. Milano... »	879	2 45 A M	....	4 06	
Ar. Austin....(L. & G. N.)	1306	6 30 A M	....	7 20	
Ar. San Antonio »	1030	10 10 A M	....	10 40	
Ar. Somerville..(Santa Fe)	912	3 57 A M	....	5 10	
Ar. Bellville.. »	945	5 04 A M	....	6 18	
Ar. Rosenberg »	988	6 20 A M	....	7 46	
Ar. Houston... »	1049	7 30 A M	....	10 10	
Ar. Galveston »	1054	9 25 A M	....	10 25	
				P M	

North.	18-67-6 Daily.	No. 6-65 Daily	No. 63 Daily	No. 61 Daily
		A M	....	....
Lv. Galveston (Santa Fe)	7 30 P M	7 00	....	....
Lv. Houston.. »	9 23 P M	7 10	....	....
Lv. Rosenberg »	10 33 P M	9 22	....	....
Lv. Bellville.. »	11 46 P M	10 49	....	....
Lv. Somerville »	12 50 Night	12 20	....	....
Lv. San Antonio..(L.&G.N.)	7 46 P M	7 30	....	....
Lv. Austin.... »	11 10 P M	10 40	....	....
Lv. Milano....(Santa Fe)	2 15 A M	1 32	....	....
Lv. Rogers... »	3 08 A M	2 28	....	....
Lv. San Angelo..(Santa Fe)	2 15 P M	....	....	....
Lv. Lampasas »	9 40 P M	9 45	....	....
Lv. Temple....(Santa Fe)	3 35 A M	3 10	....	....
Lv. McGregor »	4 16 A M	4 10	....	....
Lv. Clifton... »	4 59 A M	5 08	....	....
Lv. Morgan... »	5 26 A M	5 47	....	....
Ar. Cleburne »	0 10 A M	6 45	....	....
Lv. Cleburne »	6 30 A M	7 30	....	....
Ar. Dallas.... »	8 45 A M	9 45	P M	P M
Lv. Dallas.... »	9 05 A M	P M	6 15	8 40
Lv. Wylie..... »	9 59 A M	....	7 28	9 31
Ar. Wolfe City »	11 05 A M	....	8 55	10 37
Ar. Sherman..(Santa Fe)	.....	....	†1 20	....
Ar. Honey Grove (Santa Fe)	.....	....	11 10	....
Ar. Paris.....(Santa Fe)	12 20 Noon	....	10 15	11 40
Lv. Paris.....(St.L.&S.F.)	12 40 Noon	....	P M	11 50
Ar. Ft. Smith »	6 10 P M	....	....	6 00
Ar. Fayetteville »	8 46 P M	....	....	8 36
Lv. Eureka Spgs (Mo. & N. A.)	5 15 P M	....	....	7 45
Ar. Seligman..(St.L.&S.F.)	10 10 P M	....	....	9 59
» Monett... »	11 05 P M	....	....	10 55
Ar. Springfield. »	12 40 Night	....	....	12 20
Ar. St. Louis (St.L.&S.F.)	7 55 A M	....	....	7 45
				P M

* Daily; † daily, except Sunday.

Approximate time; effective January 9, 1910. Complete figures in next issue.

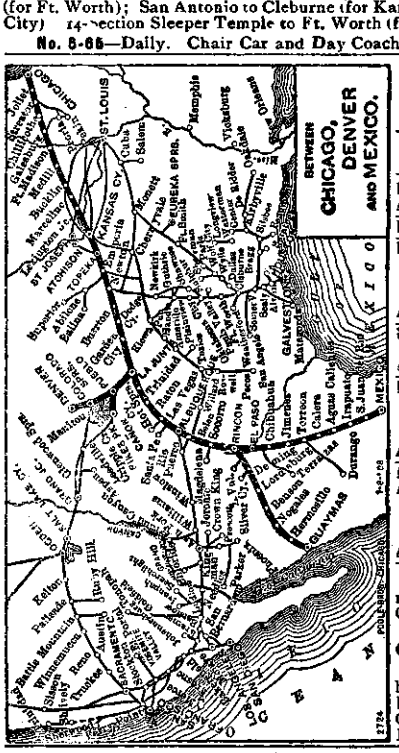
No. 5-68-17—Daily. Pullman Drawing-room Sleepers St. Louis to Houston, Galveston and San Antonio; Cleburne to San Antonio (from Kansas City) and Galveston (from Ft Worth); Cleburne to Beaumont (from Ft. Wor h). 14-Section Sleeper Cleburne to Temple (for San Angelo). Chair Car Cleburne to San Antonio (from Kansas City). Coaches Cleburne to Galveston.

No. 64—Daily. Chair Car Paris to Dallas. Coach Paris to Dallas; Dallas to Cleburne.

No. 68-5—Daily. Day Coach Dallas to Cleburne. Chair Car and Day Coaches Cleburne to Galveston.

No. 18-67-6- Daily. Pullman Drawing-room Sleepers San Antonio, Galveston and Houston to St. Louis; Galveston and Beaumont to Cleburne (for Ft. Worth); San Antonio to Cleburne (for Kansas City). Chair Cars Galveston and Houston to St. Louis; San Antonio to Cleburne (for Kansas City) 14-Section Sleeper Temple to Ft. Worth (from San Angelo).

No. 6-65—Daily. Chair Car and Day Coach Galveston to Cleburne. Day Coach Temple to Cleburne; Cleburne to Dallas.



CHICAGO AND CITY OF MEXICO LINE.

VIA ALBUQUERQUE, EL PASO AND THE MEXICAN CENTRAL RAILWAY.

West and South.	1-7-809-8 Daily.	9-809-8 Daily.	....	....
Lve. Chicago ...(S. Fe)	*1000 P M	*9 30 A M	....	
Arr. Kansas City. »	11 00 A M	9 15 P M	....	
Lve. Leavenworth. (S. Fe)	7 15 A M	.....	....	
Lve. Kansas City. »	2 35 P M	9 45 P M	....	
» Emporia..... »	6 20 P M	1 15 A M	....	
» Newton..... »	8 30 P M	3 05 A M	....	
» Hutchinson. »	9 35 P M	4 00 A M	....	
Arr. La Junta..... »	7 40 A M	11 30 A M	....	
Lve. Denver..... »	7 45 P M	3 50 A M	....	
» Pueblo ..... »	11 46 P M	8 00 A M	....	
Arr. La Junta .... »	1 30 A M	10 00 A M	....	
Lve. La Junta..... »	8 30 A M	11 55 A M	....	
» Trinidad..... »	11 55 A M	2 20 P M	....	
» Las Vegas... »	5 40 P M	7 00 P M	....	
» Albuquerque »	12 20 Night	12 20 Night	....	
Arr. El Paso..... »	9 40 A M	9 40 A M	....	
Lve. El Paso..(N. of Mex.)	7 00 P M	7 00 P M	....	
Arr. Chihuahua... »	4 20 A M	4 20 A M	....	
» Torreon..... »	3 35 P M	3 35 P M	....	
» Zacatecas... »	1 55 A M	1 55 A M	....	
» Aguascalientes. »	4 50 A M	4 50 A M	....	
Arr. Mexico..... »	8 00 P M	8 00 P M	....	

East and North.	7-810-10 Daily.	....	....
Lve. Mexico..(N. of Mex.)	7 45 A M	.....	....
» Aguascalientes »	11 25 P M	.....	....
» Zacatecas... »	2 40 A M	.....	....
» Camacho..... »	7 30 A M	.....	....
» Torreon..... »	11 55 A M	.....	....
Lve. Chihuahua.. »	11 15 P M	.....	....
Arr. El Paso..... »	7 50 A M	.....	....
Lve. El Paso....(S. Fe)	8 55 P M	.....	....
» Albuquerque »	8 25 A M	.....	....
Arr. La Junta..... »	10 20 P M	.....	....
Lve. La Junta..... »	3 35 A M	.....	....
Arr. Pueblo..... »	5 20 A M	.....	....
Arr. Denver..... »	10 00 A M	.....	....
Lve. La Junta..... »	10 40 P M	.....	....
Arr. Newton..... »	10 25 A M	.....	....
» Emporia..... »	12 30 Noon	.....	....
» Topeka..... »	2 45 P M	.....	....
Arr. Kansas City. »	4 50 P M	.....	....
Arr. Leavenworth... »	7 35 P M	.....	....
Lve. Kansas City (S. Fe)	6 00 P M	.....	....
Arr. Chicago..... »	7 28 A M	.....	....

No. 1-7-809-8—Daily. *Same equipment as No. 1-7 Chicago to Albuquerque.* Pullman Drawing-room Sleeper Albuquerque to El Paso; El Paso to City of Mexico; Albuquerque to Deming. Chair Car and Coaches Albuquerque to El Paso.

No. 9-809-8—Pullman Drawing-room Sleeper Chicago to Albuquerque. Chair Car and Coaches Chicago to Albuquerque; Denver to La Junta. *Same equipment as 1-7-809 Albuquerque to El Paso.*

No. 7-810-10—Daily. Pullman Drawing-room Sleeper City of Mexico to El Paso; El Paso to Albuquerque; Albuquerque to Kansas City. Observation Compartment Drawing-room Sleepers Kansas City to Chicago; Deming to Albuquerque. Tourist Sleepers Albuquerque to Kansas City. Chair Cars El Paso to Albuquerque; Albuquerque to Kansas City; Kansas City to Chicago. Diner Kansas City to Chicago.

STANDARD OF TIME.—East of Dodge City, *Central time.* North of El Paso, *Mountain time.* South of El Paso, *City of Mexico time.*

THE TYLER TUBE & PIPE CO. BOILER TUBES Guaranteed to Pass A. R. M. M. Specifications
WASHINGTON, PA. 26 Cortlandt St., New York. Old Colony Bldg, Chicago. GEO. E. MOLLESON, Manager R.R. Dept., NEW YORK

Santa Fe

ATCHISON, TOPEKA & SANTA FE RAILWAY.

Grand Canyon Line

10	18	23	5	1	3	9	7	Mis	January 9, 1910. (1)	4	2	10	6	8	20	24	14
.....	P M	A M	P M	P M	P M	A M	A M	....	+ **Chicago** (Dearborn Sta.) ♁	A M	A M	A M	A M	P M	A M	P M	Noon
.....	*3 43	†7 58	*6 00	*10 00	*8 00	*9 30	*2 00	0	lve..Polk & Dearborn Sts...arr.	11 59	10 30	7 28	9 15	8 47	9 25	5 02	12 50
.....	4 11	8 26	d –	g –	– –	– –	– –	17	» ......McCook....♁lve.	– –	e i	– –	o p	p –	8 30	4 30	12 20
.....	4 14	8 30	d –	g –	– –	– –	– –	19	» ....Novak....... »	– –	e i	– –	o p	p –	8 25	4 25	– –
.....	4 20	8 35	d –	g –	– –	– –	– –	22	» ...Willow Springs. ♁ »	– –	e i	– –	o p	p –	8 19	4 19	12 12
.....	4 24	8 41	d –	g –	– –	– –	– –	25	» ..... Byrnville... ♁ »	– –	e i	– –	o p	p –	8 12	4 14	– –
.....	4 32	8 52	d –	g –	– –	– –	– –	29	» +.....Lemont.... ♁ »	– –	e i	– –	o p	p –	8 00	4 05	11 58
.....	4 39	8 59	d –	g –	– –	– –	– –	33	» ....Romeo..... ♁ »	– –	e i	– –	o p	p –	7 45	3 56	11 52
.....	4 47	9 04	d –	g –	– –	– –	– –	37	» +....Lockport.... ♁ »	– –	e i	– –	o p	s p	7 30	3 50	11 45
.....	6 00	9 15	7 00	11 00	9 01	10 25	2 58	41	arr.....+**Joliet**.... ♁lve.	10 45	9 25	6 22	7 55	7 30	7 15	3 40	11 30
.....	5 00	9 20	7 00	11 00	9 01	10 25	2 58	41	lve.......**Joliet**.......arr.	10 45	9 25	6 22	7 55	7 30	7 15	3 40	11 30
.....	5 17	9 35	d –	g –	– –	– –	– –	50	» ......Millsdale...♁lve.	– –	e i	– –	o p	p –	6 54	3 25	11 13
.....	5 22	9 40	d –	g –	– –	– –	– –	52	» .....Drummond..... »	– –	e i	– –	o p	p –	6 49	3 21	11 08
.....	5 27	– –	d –	g –	– –	– –	– –	56	» ...... Mather...... »	– –	e i	– –	o p	p –	6 41	–	– –
.....	5 30	9 48	d –	g –	– –	– –	– –	57	» ......Lorenzo.... ♁ »	– –	e i	– –	o p	p –	6 39	3 14	11 00
.....	5 41	9 58	7 38	g –	– –	– –	– –	63	» +....Coal City... ♁ »	– –	e i	5 46	7 21	8 52	6 27	3 03	10 47
.....	5 52	10 11	7 51	g –	– –	– –	– –	71	» +.....Mazon..... ♁ »	– –	e i	– –	7 08	a p	6 12	2 48	10 34
.....	5 58	10 19	b d	g –	– –	– –	– –	75	» ....Verona..... ♁ »	– –	e i	– –	o p	p –	6 05	2 40	10 25
.....	6 05	10 25	b d	g –	– –	– –	– –	79	» ....Kinsman.... ♁ »	– –	e i	– –	o p	p –	5 58	2 33	10 17
.....	6 13	10 35	b d	g –	– –	– –	– –	84	» +.... Ransem.... ♁ »	– –	e i	– –	o p	p –	5 49	2 24	10 08
.....	6 20	10 45	d –	g –	– –	– –	– –	89	» ...... Kernan.... ♁ »	– –	e i	– –	o p	p –	5 40	2 15	10 00
.....	6 30	10 56	8 30	12 17	10 15	11 32	4 12	94	arr+...**Streator**[**]. ♁lve.	9 20	8 07	5 00	6 30	8 10	*5 30	2 05	9 50
.....	6 40	11 00	8 35	12 22	10 18	11 32	4 17	94	lve.....**Streator**[**]...arr.	9 20	8 05	4 57	6 25	8 05	12 20	2 00	9 37
.....	6 47	11 07	d –	g –	– –	– –	– –	98	» ....Moon..... ♁lve.	– –	e i	– –	o p	p –	– –	1 52	9 29
.....	6 50	11 11	d –	g –	– –	– –	– –	102	» ......**Ancona**[**].. ♁ »	– –	e i	– –	o p	p –	11 56	1 48	9 20
.....	6 58	11 21	d –	g –	– –	– –	– –	106	» .... Leeds..... ♁ »	– –	e i	– –	o p	p –	– –	1 37	9 15
.....	– –	11 28	d –	g –	– –	– –	– –	110	» ....Caton....... »	– –	e i	– –	o p	p –	– –	1 30	– –
.....	7 10	11 38	d –	g –	– –	– –	– –	114	» +.....Toluca..... ♁ »	– –	e i	– –	5 56	6 30	11 16	1 23	9 00
.....	7 20	11 50	d –	g –	– –	– –	– –	120	» ......La Rose.... ♁ »	– –	e i	– –	o p	p –	10 53	1 10	8 50
.....	7 28	12 01	d –	g –	– –	– –	– –	127	» ...... Wilbern.... ♁ »	– –	e i	– –	o p	p –	10 50	1 01	8 40
.....	7 40	12 15	d –	g –	– –	– –	– –	131	» ....Holton....... »	– –	e i	– –	o p	p –	10 10	12 51	8 12
.....	7 50	12 24	9 50	1 23	11 15	12 31	5 15	134	arr.+‖**Chillicothe**. ♁lve.	8 19	7 07	3 50	5 20	4 55	9 57	12 45	8 05
.....	8 00	12 45	9 57	1 27	11 18	12 35	5 17	134	lve...‖**Chillicothe**...arr.	8 16	7 04	3 45	5 15	4 50	9 30	12 35	7 54
.....	8 15	1 05	d –	g –	– –	– –	– –	142	» ......Edelstein... ♁lve.	– –	e i	– –	o p	p –	9 05	12 20	7 40
.....	8 25	1 18	d –	g –	– –	– –	– –	149	» +...Princeville... ♁ »	– –	e i	– –	o p	p –	8 45	12 06	7 28
.....	8 30	1 26	d –	g –	– –	– –	– –	152	» ....Monica .... ♁ »	– –	e i	– –	o p	p –	8 30	11 59	7 22
.....	8 40	1 37	d –	g –	– –	– –	– –	158	» ..... .Laura..... ♁ »	– –	e i	– –	o p	p –	8 15	11 50	7 13
.....	8 50	1 47	d –	g –	– –	– –	– –	163	» +..Williamsfield.. ♁ »	– –	e i	– –	o p	a p	8 02	11 41	7 04
.....	9 00	1 58	d –	g –	– –	– –	– –	168	» . ....Dahinda.... ♁ »	– –	e i	– –	o p	p –	7 47	11 29	6 54
.....	9 06	2 04	d –	g –	– –	– –	– –	170	» ......Appleton.... ♁ »	– –	e i	– –	o p	p –	7 40	11 24	6 50
.....	9 15	2 16	d –	g –	– –	– –	– –	177	» ....Knox...... ♁ »	– –	e i	– –	o p	p –	– –	11 12	– –
.....	9 26	2 26	11 20	2 47	12 33	1 45	6 30	182	arr. + ‖**Galesburg**.. ♁lve.	7 02	5 56	2 33	4 07	3 37	7 10	11 02	6 30
.....	9 26	2 28	11 20	2 47	12 33	1 45	6 30	182	lve....**Galesburg**....arr.	7 02	5 56	2 33	4 07	3 37	7 10	11 02	6 20
.....	9 35	2 37	d –	g –	– –	– –	– –	188	» ....Surrey.... ♁lve.	– –	e i	– –	o p	p –	6 52	10 51	6 20
.....	9 41	2 42	d –	g –	– –	– –	– –	191	» ......Cameron.... ♁ »	– –	e i	– –	o p	p –	6 45	10 45	6 16
.....	9 47	2 53	d –	g –	– –	– –	– –	194	» ...... **Nemo**..... ♁ »	– –	e i	– –	o p	p –	6 30	10 37	6 07
.....	9 51	2 55	d –	g –	– –	– –	– –	196	» ......Ormonde.... ♁ »	– –	e i	– –	o p	p –	6 25	10 34	6 04
.....	10 00	3 08	d –	g –	– –	– –	– –	202	» ......Ponemah.... ♁ »	– –	e i	– –	o p	p –	6 14	10 25	5 54
.....	10 08	3 17	d –	g –	– –	– –	– –	206	» .....Smithshire... ♁ »	– –	e i	– –	o p	p –	6 04	10 16	5 46
.....	10 13	3 25	d –	g –	– –	– –	– –	209	» ....Media...... ♁ »	– –	e i	– –	o p	p –	5 55	10 10	5 41
.....	10 22	3 34	d –	g –	– –	– –	– –	213	» +...Stronghurst.. ♁ »	– –	e i	– –	o p	2 51	5 47	10 03	5 34
.....	10 27	3 42	d –	g –	– –	– –	– –	217	» ....Decorra.... ♁ »	– –	e i	– –	o p	p –	5 37	9 57	5 28
.....	10 38	3 56	d –	g –	– –	– –	– –	223	» ....Lomax...... ♁ »	– –	e i	– –	o p	p –	5 22	9 45	5 17
.....	10 49	4 08	d –	g –	– –	r –	– –	229	» +..Dallas City .. ♁ »	– –	e i	– –	o p	2 23	5 10	9 35	5 08
.....	10 53	4 12	d –	g –	– –	– –	– –	231	» .....Pontoosuc.... ♁ »	– –	e i	– –	o p	p –	5 06	9 31	5 04
.....	11 00	4 21	d –	g –	– –	– –	– –	236	» ..East Ft. Madison ♁ »	– –	e i	– –	o p	p –	4 57	9 22	4 55
A M	11 05	4 30	12 55	4 25	2 08	3 05	7 45	237	arr..+‖**Fort Madison**. ♁lve.	5 34	4 35	1 05	2 35	2 05	4 60	9 15	4 50
*9 20	11 05	4 30	12 55	4 25	2 08	3 05	7 45	237	lve..**Fort Madison**..arr.	5 34	4 35	1 05	2 35	2 05	4 50	9 15	4 50
9 25	11 15	4 35	1 10	4 35	2 17	3 15	7 55	239	» ......Shopton.... ♁lve.	5 30	4 30	1 00	2 30	2 00	4 45	†9 10	4 45
9 33	– –	P M	d l	g –	– –	– –	– –	243	» ......Macuta ...... »	– –	e i	c –	o p	p –	4 15	A M	– –
9 44	11 30	.....	d l	g –	– –	– –	– –	248	» ....New Boston.. ♁ »	– –	e i	c –	o p	p –	4 00	.....	4 22
9 53	11 38	.....	d l	g –	– –	– –	– –	252	» ....Argyle..... ♁ »	– –	e i	c –	o p	p –	3 48	.....	4 13
10 07	11 46	.....	d l	g –	– –	– –	– –	257	» ....Dumas..... ♁ »	– –	e i	c –	o p	p –	3 33	.....	4 04
10 08	11 52	.....	d l	g –	– –	– –	– –	260	» ......Revere..... ♁ »	– –	e i	c –	o p	p –	3 22	.....	3 34
10 22	12 07	.....	d l	g –	– –	– –	– –	268	» +.....**Medill**.... ♁ »	California Limited.	e i	c –	o p	1 04	3 00	.....	3 19
10 41	12 27	.....	d l	g –	– –	– –	– –	277	» +...Wyaconda... ♁ »		e i	c –	o p	m p	2 35	.....	2 58
10 51	12 40	.....	d l	g –	– –	– –	–	282	» ....Gorin..... ♁ »		e i	c –	o p	p –	2 20	.....	2 46
11 01	12 58	.....	d l	g –	– –	– –	– –	287	» +....Rutledge.... ♁ »		e i	c –	o p	p –	2 07	.....	2 33
11 20	1 10	.....	d l	g –	– –	– –	– –	295	» +..... Baring..... ♁ »		e i	c –	o p	p –	1 46	.....	2 13
11 31	– –	.....	d l	g –	– –	– –	– –	301	» .....Kenwood..... ♁ »		e i	c –	o p	p –	1 30	.....	– –
11 39	1 26	.....	d l	g –	– –	– –	– –	305	» +...**Hurdland**... ♁ »		e i	c –	o p	12 06	1 18	.....	1 52
11 55	1 40	.....	d l	g –	– –	– –	– –	311	» ....Gibbs...... ♁ »		e i	c –	o p	p –	1 00	.....	1 40
12 08	2 05	.....	3 30	6 38	– –	5 08	– –	317	» +....La Plata.... ♁ »		2 05	10 37	o p	11 46	12 40	.....	1 25
12 22	– –	.....	d l	g –	– –	– –	– –	323	» ....Cardy...... ♁ »		e i	c –	o p	p –	12 22	.....	– –
12 31	2 25	.....	d l	g –	– –	– –	– –	327	» ....Elmer..... ♁ »		e i	c –	o p	p –	12 05	.....	1 02
12 45	2 38	.....	d l n	g –	– –	– –	– –	334	» ....Ethel...... ♁ »	– –	e i	c –	o p	p –	11 47	.....	12 50
12 58	– –	.....	d l	g –	– –	– –	– –	341	» ....Hart....... ♁ »	– –	e i	c –	o p	p –	11 28	.....	– –
1 10	3 10	.....	d l	g –	– –	– –	– –	346	» +.... Bucklin.... ♁ »	– –	e i	c –	o p	m p	11 16	.....	12 27
1 27	3 30	.....	4 35	7 40	5 35	6 05	11 00	352	» +.‖**Marceline**.. ♁ »	2 10	1 05	9 35	11 00	10 47	11 01	.....	12 15
1 40	3 43	.....	d l v	g –	– –	– –	– –	359	» ......Rothville.... ♁ »	– –	– –	c –	o p	p –	10 13	.....	11 53
1 52	3 58	.....	d l	g –	– –	– –	– –	365	» ....Mendon.... ♁ »	– –	– –	c –	o p	p –	10 00	.....	11 41
2 05	4 12	.....	d h l	g –	– –	– –	– –	373	» .....Dean Lake... ♁ »	– –	– –	c –	o p	p –	9 45	.....	11 26
2 18	4 28	.....	d l	g –	– –	– –	– –	379	» ......Bosworth . .. ♁ »	– –	– –	c	o p	p –	9 31	.....	11 13
2 33	4 43	.....	d h l	g –	– –	– –	– –	387	» ......Standish.... ♁ »	– –	– –	c –	o p	p –	9 15	.....	10 57
2 43	4 52	.....	5 44	8 37	– –	6 58	11 59	391	» +...Carrollton... ♁ »	– –	11 53	8 22	9 54	9 40	9 06	.....	10 48
3 02	5 18	.....	d l	g	– –	– –	– –	401	» +....Norborne ... ♁ »	– –	– –	c –	o p	m p	8 45	.....	10 27
3 10	– –	.....	d l	g –	– –	– –	– –	405	» ...... Nimrod.... ♁ »	– –	– –	c –	o p	p –	8 36	.....	– –
3 20	5 30	.....	d l	g –	– –	– –	– –	410	» +.....Hardin..... ♁ »	– –	– –	c –	o p	p –	8 27	.....	10 09
3 32	♭6 48	.....	6 35	9 15	7 24	7 35	12 42	416	» ..**Lexington Jn**[a] ♁ »	12 21	11 10	7 59	9 11	9 00	8 15	.....	9 57
3 45	7 00	.....	d l	g –	– –	– –	– –	421	» ....Camden.... ♁ »	– –	– –	c –	o p	p –	7 58	.....	9 45
3 53	7 11	.....	d l	g –	– –	– –	– –	426	» ....Floyd..... ♁ »	– –	– –	c –	o p	p –	7 45	.....	9 36
4 08	7 25		d l	g –	– –	– –	– –	431	» ....Sibley..... ♁ »	– –	– –	c –	o p	p	7 25	.....	9 24
4 21	7 42	.....	d l	g –	– –	– –	– –	439	» ......Atherton.... ♁ »	– –	– –	c	o p	p –	6 50	.....	9 11
4 32	7 55	.....	d l	g –	– –	– –	– –	444	» ......Courtney.... ♁ »	– –	– –	c –	o p	p –	6 40	.....	9 01
4 39	8 06	.....	.....	.....	.....	.....	.....	447	» ....Sugar Creek.... »	.....	.....	.....	.....	.....	6 33	.....	.....
4 50	– –	.....	d l	g –	.....	– –	– –	451	» ......Sheffield....... »	.....	– –	c –	o p	..	6 24	.....	8 44
5 04	8 30	.....	8 10	10 40	.....	8 58	– –	456	» + Kansas Cy (Gd.Av) ♁ »	.....	9 43	6 13	7 43	.....	6 10	.....	8 25
5 20	8 50	.....	8 30	11 00	9 00	9 15	2 15	458	ar. + Kansas Cy [4, 41, 64] ♁ lv.	*10 50	*8 30	*6 00	*7 30	*7 30	*6 00	.....	*8 10
P M	A M	.....	A M	A M	A M	P M	P M	....	(*Union Depot.*)	P M	P M	P M	P M	A M	A M	.....	P M

Approximate time; effective January 9, 1910. Complete figures in next issue.

California Limited. (Train 3)

California Limited. (Train 4)

ST. JOSEPH, ATCHISON AND TOPEKA LINE.

No. 107	No. 105	Mls	*January* 9, 1910. (2)	No. 108	No. 106
*7 20 P M	*7 15 A M	0	lv. + **St. Joseph**[1] ♁ ar.	9 55 A M	7 45 P M
–	–	20	lv. ......Winthrop.....ar.	–	–
8 15	8 10	21	lv. + Atchison (U.D.)[22] ♁ ar.	9 05	7 00
8 33	8 29	27	.....Parnell.....	8 49	6 42
8 38	8 34	29	...**Hawthorne**...	8 44	6 37
8 42	8 40	31	...Cummings...	8 40	6 32
8 55	8 53	37	+..Nortonville. ♁	8 27	6 19
9 02	9 00	41	.....Nichols.....	8 20	6 11
9 15	9 13	47	– **Valley Falls**. ♁	8 09	5 58
9 35	9 32	55	...Rock Creek ♁	7 50	5 38
9 44	9 42	60	...**Meriden**.. ♁	7 41	5 28
–	–	61	**Meriden Junc** ♁	–	–
10 05	10 05	70	North Topeka ♁	7 20	5 05
10 10 P M	10 10 A M	71	arr..+ **Topeka**[4] ♁ lve.	*7 15 A M	*5 00 P M

ST. JOSEPH BRANCH.

20	No. 22	*January* 9, 1910. (3)	M	No. 25	21
....	6 47 A M	lve. **North Lexington**.arr.	0	*6 47 A M	....
P M	6 38	arr. **Lexington Junc**[1] ♁ lve.	3	7 02	P M
7 20	6 35	lve.. **Lexington Junc**[1].arr.	3	7 07	*7 40
7 05	*6 10 A M	.......Richmond..... ♁	8	7 21	7 55
6 40	.....	.......Rayville..... ♁	17	7 44	P M
6 28	.....	.......Vibbard..... ♁	22	7 56	.....
6 12	.....	.......**Lawson**..... ♁	28	8 11	.....
5 57	.....	.......Converse.....	34	8 27	.....
5 43	.....	.......Lathrop..... ♁	39	8 39	.....
5 33	.....	.......Wexford.....	42	8 48	.....
5 20	.....	+....Plattsburg..... ♁	47	9 02	.....
4 57	.....	........Gower..... ♁	56	9 24	.....
4 47	.....	........Frazier.....	61	9 37	.....
4 37	.....	....Agency Ford... ♁	65	9 47	.....
*4 10	.....	ar. + **St. Joseph** (*U.D.*)[22] ♁ lv.	76	10 15 A M	.....

* Daily; † daily, except Sunday; *a* stops to take passengers for Chicago and points east; *b* stops to leave from Chicago or Joliet; *c* stops to leave passengers from St. Joseph Branch; *d* stops at any station between Chicago and Fort Madison to take for Kansas City and west thereof and at any station in Missouri to leave from Chicago and east; *e* stops to leave from points west or south of La Junta; *g* stops to take for El Paso, Deming, south or west, also Arizona and California points; *h* stops to take passengers for St. Joseph Branch; *i* stops to leave passengers from Kansas City or west thereof; *l* stops to take passengers for Lawrence, Olathe and points west thereof; *m* stops to take passengers for east of Fort Madison; *n* stops to take for Bucklin; *o* stops to leave from points between Denver and La Junta and south of Purcell; *p* stops to leave from Lawrence, Olathe and points west thereof; *r* stops to take for Colorado or beyond, and to El Paso, Arizona or California; *s* stops on Sunday; *v* stops to take for St. Joseph Branch and for Carrollton and Kansas City. ♭ Arrives 5 50 a.m. ‖ Lunch counters. + Coupon stations; ♁ Telegraph stations. *Central time.*

For Index of Stations on the Santa Fe, see pages 856-857.

Grand Canyon Line

Santa Fe

ATCHISON, TOPEKA & SANTA FE RAILWAY.

109	125	113	17	115	9	11	7	5	1	3	Mls	January 9, 1910. (4)	2	4	6	8	10	12	18	116	114	126	110
P M	....	A M	P M	P M	P M	P M	P M	A M	A M	A M	....	+.Kansas City[1],[41],[64] ♁	P M	A M	P M	A M	P M	A M	A M	P M	P M	....	A M
*4 30	....	*8 00	*10 05	*8 00	*8 45	*9 30	*2 35	*9 40	*11 30	*9 10	458	lve... *Union Depot* ..arr.	9 05	10 40	6 55	6 30	4 50	7 10	7 00	10 20	4 00	....	9 40
s –	....	8 13	c –	8 11	– –	– –	– –	c –	b –	– –	463	" +. Argentine ♁ .lve.	e –	– –	o –	– –	– –	– –	6 45	10 08	3 45	....	9 26
s –	....	8 18	c –	8 16	– –	– –	– –	c –	b –	– –	466	" ..... Turner ... ♁ "	e –	– –	o –	– –	– –	– –	6 40	10 03	3 39	....	9 21
s –	....	8 24	c –	8 23	– –	– –	– –	c –	b –	– –	469	" .....Morris .... ♁ "	e –	– –	o –	– –	– –	– –	6 32	j –	3 32	....	9 13
4 55	....	8 30	c –	8 30	– –	9 55	3 00	10 05	11 55	h –	472	" ..Holliday[22],[41] ♁ "	e –	– –	6 20	6 00	4 20	– –	6 25	9 50	3 25	....	9 05
–	....	– –	c –	– –	– –	....	....	c –	b –	– –	473	" .....Choteau...... "	e –	– –	o –	....	– –	– –	d –	j –	– –	....	– –
6 04	....	8 40	c –	8 37	– –	....	....	c –	b –	– –	476	" ......Wilder.... ♁ "	e –	– –	o –	....	– –	– –	6 15	9 41	3 16	....	8 55
6 08	....	8 50	c –	– –	– –	....	....	c –	b –	– –	478	" .... .Frisbie.... ♁ "	e –	– –	o –	....	– –	– –	– –	–	3 11	....	8 50
6 16		8 56	c –	– –	– –	....	....	c –	b –	– –	481	" ......Corliss...... "	e –	– –	o –	....	– –	– –	– –	–	3 03	....	8 40
6 18	....	8 59	c –	8 50	– –	....	....	c –	b –	– –	482	" ..... De Soto ... ♁ "	e –	– –	o –	....	– –	– –	5 59	9 25	3 00	....	8 38
6 28	....	9 08	c –	– –	– –	....	....	c –	b –	– –	488	" ......Weaver.... ♁ "	e –	– –	o –	....	– –	– –	– –	– –	2 48	....	8 28
6 32	....	9 11	c –	9 07	– –	....	....	c –	b –	– –	491	" +....Eudora.... ♁ "	e –	– –	o –	....	– –	– –	5 41	9 07	2 44	....	8 24
6 41	....	9 19	c –	– –	– –	....	....	c –	b –	– –	495	" .... Noria..... ♁ "	e –	– –	o –	....	– –	– –	– –	– –	2 35	....	8 18
6 48	....	9 25	11 07	9 27	10 46	....	....	10 48	12 36	h –	499	" +.Lawrence[47]. ♁ "	7 50	– –	5 37	....	3 18	5 59	5 25	8 50	2 25	....	8 12
5 58	....	9 35	c –	9 36	– –	....	....	c –	b –	– –	504	" ....Lakeview .. ♁ "	e –	– –	o –	....	– –	– –	5 15	8 41	2 14	....	8 04
6 09	....	9 46	c –	9 46	– –	*Via Emporia Branch.*	*Via Emporia Branch.*	c –	b –	– –	509	" +...Lecompton... ♁ "	e –	– –	o –	*Via Emporia Branch.*	– –	– –	5 04	8 31	2 00	....	7 55
6 16	....	9 53	c –	– –	– –			c –	b –	– –	512	" ......Grover...... "	e –	– –	o –		– –	– –	– –	– –	1 52	....	7 48
6 24	....	10 00	c –	– –	– –			c –	b –	– –	516	" ......Spencer.... ♁ "	e –	– –	o –		– –	– –	– –	– –	1 43	....	7 42
6 32	....	10 06	c –	– –	– –			c –	b –	– –	519	" .... Tecumseh.. ♁ "	e –	– –	o –		– –	– –	–	8 12	1 35	....	7 37
6 40	P M	10 15	11 46	10 15	11 25			11 30	1 20	10 45	525	arr.+..‖ Topeka[2].. ♁ lve.	7 10	8 50	5 00		2 55	5 20	4 35	8 05	1 25	A M	*7 30
P M	*4 25	10 25	11 50	10 25	11 30			11 40	1 45	10 50	525	lve......Topeka[2]....arr.	6 45	8 46	4 55		2 45	5 15	4 25	7 55	1 15	9 45	A M
	4 42	10 37	c –	10 38	– –			c –	b –	– –	532	" ......Pauline.... ♁ lve.	e –	– –	o –		– –	– –	– –	7 43	1 00	9 33	....
	4 50	10 46	c –	10 47	– –	....	....	c –	b –	– –	537	" ....Wakarusa .. ♁ "	e –	– –	o –	....	– –	– –	4 02	7 31	12 45	9 20	....
	5 03	10 56	c –	10 58	– –	....	....	c –	b –	– –	542	" +..Carbondale.. ♁ "	e –	– –	o –	....	– –	– –	3 53	7 21	12 34	9 10	....
	5 10	11 05	c –	11 07	– –	....	....	c –	b –	– –	546	" +...Scranton.... ♁ "	e –	– –	o –	....	– –	– –	3 45	7 14	12 21	9 00	....
	5 20	11 37	c –	11 17	– –	....	....	12 28	b –	– –	551	" + Burlingame[5] ♁ "	e –	– –	o –	....	2 00	– –	3 36	7 02	12 07	8 49	
	5 30	11 47	c –	11 27	– –	....	....	c –	b –	– –	556	" .....Peterton.... ♁ "	e –	– –	o –	....	– –	– –	– –	6 52	11 58	8 38	
	5 36	11 52	12 53	11 35	– –	....	....	12 40	2 47	– –	559	lve+Osage City[22] ♁ "	e –	– –	3 56	....	1 46	– –	3 21	6 47	11 52	8 32	
	5 47	12 02	c –	11 45	– –	....	....	c –	b –	– –	565	" ......Barclay.... ♁ "	e –	– –	o –	....	– –	– –	3 11	6 37	11 30	8 20	
	5 58	12 13	c –	11 55	– –	....	....	c –	b –	– –	571	" .....Reading.... ♁ "	e –	– –	o –	....	– –	– –	3 00	6 26	[illegible]	8 08	
	6 13	12 27	c –	12 08	– –	....	....	c –	b –	– –	579	" ....Lang...... ♁ "	e –	– –	o –	....	– –	– –	2 45	6 13	11 06	7 52	
	6 35	12 45	1 40	12 25	1 10	12 35	6 55	1 30	3 35	12 25	586	ar +‖Emporia[33],[44],[64] ♁ lv.	6 10	7 10	3 08	2 45	12 55	3 30	2 30	6 55	10 50	*7 35	
	P M	12 55	1 45	12 45	1 15	12 40	6 20	1 55	3 40	12 30	586	lve.Emporia[33],[44],[64].arr.	6 05	7 05	3 03	2 30	12 30	3 25	1 55	6 50	10 45	A M	
		1 08	c –	1 00	– –	– –	g –	c –	b –	– –	593	" .....Plymouth.. ♁ lve.	e –	– –	o –	j –	– –	– –	1 37	6 35	10 35		
	....	1 15	c –	1 07	– –	– –	g –	c –	b –	– –	597	" ....Saffordville.. ♁ "	e –	– –	o –	j –	– –	– –	1 33	6 30	10 30	....	
	....	1 22	c –	– –	– –	– –	g –	c –	b –	– –	601	" ......Ellinor...... "	e –	– –	o –	j –	– –	– –	d –	6 20	10 22	....	
	....	1 30	2 18	1 47	– –	– –	6 48	2 25	b n	– –	606	" +..Strong City[77] ♁ "	e –	– –	2 34	1 52	j –	– –	1 20	5 10	10 15	....	....
	....	1 43	c –	2 05	–	– –	g –	c –	b –	– –	613	" .....Elmdale.... ♁ "	e –	– –	o –	j –	– –	– –	1 05	4 55	10 02	....	....
	....	2 08	c –	2 25	– –	– –	g –	c –	b –	– –	625	" ....Cedar Point.. ♁ "	e –	– –	o –	j –	– –	– –	12 40	4 33	9 38	....	....
	....	2 23	2 58	2 35	– –	– –	7 21	3 05	4 40	– –	631	arr.+.Florence[31]. ♁ lve.	e –	– –	1 55	1 08	11 28	– –	12 30	4 22	9 26	....	....
	....	2 23	2 58	2 35	– –	– –	7 21	3 05	4 40	– –	631	lve... Florence[31]...arr.	e –	– –	1 55	1 08	11 28	– –	12 30	4 22	9 26	....	....
	....	– –	c	– –	–	– –	g –	c –	b –	– –	638	" .....Horners.... ♁ lve.	e –	– –	o –	j –	– –	– –	d –	j –	– –	....	
	....	2 50	3 15	2 58	–	– –	7 40	3 27	b –	– –	643	" +..Peabody .. ♁ "	e –	– –	1 33	j –	– –	– –	12 05	4 03	9 05	....	
	587	3 15	c –	3 17	– –	– –	g –	c –	b –	– –	653	" ......Walton.... ♁ "	e –	– –	o –	j –	– –	– –	11 42	3 45	8 45	566	
	A M	3 35	3 50	3 35	3 00	2 25	8 20	4 00	5 40	2 20	659	ar.+‖Newton[35],[41],[64] ♁ lv.	3 15	5 15	1 00	12 15	10 35	1 30	*11 30	3 30	*8 30	P M	
	*6 00	3 50	A M	A M	3 05	2 40	8 30	4 15	5 45	2 25	659	lve..Newton[35],[41],[64].arr.	3 10	5 10	12 35	12 01	10 25	1 25	P M	2 50	A M	9 30	
	6 17	4 05			– –	– –	8 48	– –	n b	– –	669	" +...Halstead... ♁ lve.	– –	– –	12 16	11 35	10 08	– –		2 25	....	9 12	
	6 35	4 20			–	– –	9 08	4 57	6 20	– –	678	" +...Burrton.... ♁ "	– –	– –	11 59	11 15	9 52	– –	....	2 02	....	8 45	
	6 47	–			– –	– –	g –	c –	n b	– –	685	" ....Kent...... ♁ "	e –	– –	v –	– –	– –	– –	....	1 45	....	– –	
	7 25	5 05			4 00	3 35	9 35	5 45	6 45	5 16	693	" +‖Hutchinson[6],[48] ♁ "	2 15	4 20	11 35	10 40	9 25	12 30	....	1 30	....	8 10	
	7 43	5 22			....	–	....	– –	....		703	" +.Nickerson.. ♁ "	....	....	11 12	10 12	....	– –	....	12 52	....	7 25	
	7 57	5 35			*Via Hutchinson Branch*	4 02	*Via Hutchinson Branch.*	6 18	*Via Hutchinson Branch.*	*Via Hutchinson Branch.*	711	" +...Sterling.... ♁ "	*Via Hutchinson Branch.*	*Via Hutchinson Branch.*	10 57	9 57	*Via Hutchinson Branch.*	– –	....	12 35	....	7 10	
	8 05	5 43				– –		– –			717	" ......Alden..... ♁ "			v p	– –		– –	....	12 20	....	6 52	
	8 14	5 53				– –		– –			723	" .... Raymond... ♁ "			v p	– –		– –	....	12 07	....	6 41	
	8 31	6 15				4 35		7 02			734	" +.Ellinwood[81] ♁ "			10 18	9 13		– –	....	11 45	....	6 15	
	8 50	6 40				4 50		7 20			744	" +.Great Bend[84] ♁ "			10 00	8 50		– –	....	11 20	....	5 50	
	9 10	7 00				– –		–			757	" ...Pawnee Rock. ♁ "			v p	8 20		– –	....	10 42	....	5 25	
	9 30	7 18				5 20		8 00			766	" +...Larned.... ♁ "			9 30	8 00		– –	....	10 25	....	5 10	
	9 55	7 37				– –		– –			777	" ......Garfield.... ♁ "			v p	– –		– –	....	9 55	....	4 51	
	10 20	8 08			6 25	6 03	12 40	8 40	10 06	– –	791	" +...Kinsley[4].. ♁ "	11 50	– –	8 57	7 15	6 25	10 05	....	9 30	....	4 30	
	10 33	8 20			– –	– –	12 57	c u	n b	– –	799	" ......Offerle.... ♁ "	e –	– –	v –	– –	– –	– –	....	9 14	....	4 13	
	10 51	8 40			– –	– –	1 19	–	n b	– –	811	" ....Speareville... ♁ "	e –	– –	v p	– –	– –	– –	568	8 57	....	3 57	
	11 30	9 10			7 20	7 05	1 50	9 46	11 10	6 37	827	arr.+‖Dodge City ♁ lve.	10 55	1 20	8 05	8 10	5 25	9 10	P M	*8 30	....	*3 30	
	11 00	P M			6 45	6 10	1 00	8 55	10 20	6 47	827	lve....Dodge City..arr.	9 45	12 10	6 40	4 45	4 15	7 45	10 00	A M	....	P M	
	11 10	....			– –	– –	g –	– –	n b	– –	832	" ....Sears.......lve.	e –	– –	– –	– –	– –	– –	9 50				
	11 19	....			– –	– –	g –	– –	n b	– –	836	" ......Howell.... ♁ "	e –	– –	– –	– –	– –	– –	9 43				
	11 40				– –	– –	1 36	9 25	n b	– –	846	" .....Cimarron... ♁ "	e –	– –	6 12	4 11	– –	– –	9 25				
	11 53				– –	– –	g –	9 37	n b	– –	852	" ......Ingalls..... ♁ "	e –	– –	– –	4 00	– –	– –	9 10				
	12 15				– –	– –	g –	10 02	n b	– –	865	" ....Pierceville.. ♁ "	e –	– –	– –	3 38	– –	– –	8 50				
	12 25				– –	– –	g –	– –	n b	– –	871	" .... Mansfield..... "	e –	– –	– –	– –	– –	– –	8 40				
	12 40				– –	7 18	2 29	10 27	11 46	**California Limited.**	877	" +Garden City ♁ "	e –	**California Limited.**	5 22	3 15	2 50	6 25	8 30				
	1 05				– –	– –	2 55	10 54	n b		892	" ....Deerfield.... ♁ "	e –		– –	2 46	– –	– –	8 05				
	1 18				– –	– –	3 07	11 07	n b		899	" ......Lakin ..... ♁ "	e –		– –	2 30	– –	– –	7 52				
	1 30				– –	– –	g –	11 20	n b		906	" .....Hartland.... ♁ "	e –		– –	2 15	– –	– –	7 40				
	1 42				– –	– –	g –	– –	n b		912	" ......Sutton....... "	e –		– –	– –	– –	– –	7 25				
	1 56				– –	– –	g –	– –	n b		917	" .....Kendall.... ♁ "	e –		– –	– –	– –	– –	7 15				
	2 07				– –	– –	g –	– –	n b	– –	923	" .....Mayline...... "	e –		– –	– –	– –	– –	7 05				
	2 25				9 10	8 55	4 10	12 05	1 25	8 17	928	" ...‖Syracuse.. ♁ "	7 20	9 40	4 10	1 36	1 25	5 10	6 55				
	2 40				– –	– –	g –	c –	n b	– –	935	" .....Medway.... ♁ "	e –	– –	– –	– –	– –	– –	6 29				
	2 55				– –	– –	g –	12 35	n b		943	" .... ‖Coolidge .. ♁ "	e –		– –	12 48	– –	– –	6 19				
	3 05				– –	– –	4 50	12 50	2 05		949	" ...... Holly..... ♁ "	e –		3 37	12 38	12 50	4 35	6 10				
	3 16				– –	– –	g –	c –	n b		953	" ......Amity..... ♁ "	e –		– –	– –	– –	– –	6 03				
	3 20				– –	– –	g –	c –	n b		956	" ......Byron....... "	e –		– –	– –	– –	– –	5 59				
	3 28				– –	– –	5 15	1 12	n b		959	" .....Granada.... ♁ "	e –		– –	12 20	– –	– –	5 52				
	3 33				– –	– –	g –	c	n b	– –	961	" ....Koen........ "	e –		– –	– –	– –	– –	5 46				
	3 47				– –	–	g –	c –	n b	– –	971	" ...... Morse..... ♁ "	e –	– –	– –	– –	– –	– –	5 31				
	3 55				– –	10 05	6 00	1 43	3 18	– –	977	" +....Lamar..... ♁ "	e –	– –	2 58	11 50	12 10	3 55	5 22				
	4 10				– –	– –	g –	c –	n b	–	985	" .....Prowers.... ♁ "	e –	– –	– –	– –	–	– –	5 07				
	4 20				– –	– –	g –	c –	n b	– –	990	" ......Martin....... "	e –	– –	– –	– –	– –	– –	4 58				
	4 30				– –	– –	g –	c	n b	– –	996	" ......Caddoa.... ♁ "	e –	– –	– –	– –	– –	– –	4 50				
	4 40				– –	– –	g –	c –	n b	– –	1004	" ......Hilton...... ♁ "	e –	– –	– –	– –	– –	– –	4 40				
	5 00				– –	– –	6 58	2 45	4 20	– –	1010	" ....Las Animas.. ♁ "	e –	– –	2 10	10 59	11 20	3 00	4 20				
	5 10				– –	– –	g –	c –	n b	– –	1015	" ....Riverdale.... ♁ "	e –	– –	– –	– –	– –	– –	4 10				
	5 17				– –	– –	g –	c –	n b	– –	1020	" ..... Hadley ...... "	e –	– –	– –	– –	– –	– –	4 00				
	5 25				– –	– –	g	c –	n b	– –	1025	" ...... Casa..... ♁ "	e –	– –	– –	– –	– –	– –	3 50				
	5 35	....			11 30	11 15	7 40	3 20	5 00	11 05	1029	+....‖La Junta[7],[8]..... ♁	*4 25	*7 15	*1 40	*10 15	*10 40	*2 30	*3 40				
	P M	....			A M	A M	A M	A M	A M	P M	....	ARRIVE] [LEAVE	A M	A M	A M	A M	P M	P M	P M				

* Daily; † daily, except Sunday; b stops to leave passengers from Foreign line points boarding train at Chicago or Kansas City, also to leave passengers ticketed from points east of Missouri River where No 1 is scheduled to stop; s stops to leave passengers from east of Kansas City.

STANDARD OF TIME—East of Dodge City, *Central time.* West of Dodge City, *Mountain time.*

d Stops to leave from south of Newton; e stops to leave from west or south of La Junta; g stops to leave from Southern Kansas Div. points; h stops to take passengers holding first-class tickets for California.

i Stops to leave passengers from west of Newton for Southern Kansas Division or Leavenworth Branch, j stops to leave from west of Newton; n stops to take passengers for California points.

o Stops to leave from points between Denver and La Junta and from south of Purcell; p stops to take for Chicago and points east; s stops on Sunday only; t stops to take for points where train stops; u stops to leave from McPherson Branch; v stops to leave from points between Denver and La Junta. ‖ Dining-rooms and lunch counters.

♁ + Coupon stations; ♁ Telegraph stations.

ALMA BRANCH.

No. 153	Mls	January 9, 1910. (5)	No. 154
†11 30 A M	0	lv. + Burlingame[4] ♁ arr.	8 20 P M
12 05 Noon	9	" ..Harveyville. ♁ lve.	5 55 "
12 45 Noon	18	" +..Eskridge... ♁ "	4 45 "
2 00 P M	24	arr.+...Alma... ♁ lve.	†3 20 P M

HUTCHINSON BRANCH.

7	1	557	Ms	January 9, 1910. (6)	10	558	12
P M	P M	A M			A M	P M	Night
*9 35	*7 10	†7 35	0	lv..+Hutchinson[4],[48] ♁ ar.	9 00	3 40	12 30
g –	7 46	8 10	17	" ...Abbyville.. ♁ "	8 32	2 58	– –
g –	7 58	8 25	23	" .....Plevna.... ♁ "	8 25	2 47	– –
g –	8 09	8 35	28	" .....Sylvia..... ♁ "	8 16	2 35	†11 38
10 48	8 30	8 55	39	" +...Stafford.... ♁ "	8 00	2 15	†11 22
11 07	8 47	9 10	48	" +...St. John.... ♁ "	7 40	1 55	†11 07
g –	9 10	9 32	60	" ...Macksville... ♁ "	7 13	1 24	– –
g –	9 25	9 45	67	" ......Belpre..... ♁ "	7 00	1 06	– –
12 40	10 05	10 15	84	arr...+ Kinsley[4] ♁ .lve.	*6 25	†12 30	*10 05
Night	P M	A M			A M	Noon	P M

Numbers following Station Names refer to Tables of Connecting Trains.

Santa Fe

ATCHISON, TOPEKA & SANTA FE RAILWAY.

Grand Canyon Line

* Daily; † daily, except Sunday; *a* stops to let off passengers from east of Albuquerque, and to take for points between Barstow and San Francisco; *b* stops to leave passengers from east of La Junta; *d* stops to take passengers for east and south of Newton; *e* stops to leave passengers from west of Albuquerque; *g* stops to leave passengers from Southern Kansas Division points; *h* stops to leave from Santa Fe District.

15	567	3	601	1	11	607	5	7	Mls	January 9, 1910. (7)	6	608	4	12	2	610	8	588	16
....	P M	....	Noon	...	A M	A M	A M	....	....	LEAVE] [ARRIVE	A M	A M	....	P M	....	P M	....	P M	....
....	*6 00	....	*12 10	..	*11 35	*8 10	*3 35	....	1029	+.....**La Junta**⁴,⁸... ♁	1 30	10 00	....	‖2 05	....	10 20	....	3 30	....
....	6 08	....	12 20	....	— —	8 17	b —	....	1034	lve......**Swink**...♁ lve.	— —	9 50	....	— —	....	10 10	....	3 20	...
....	6 18	....	12 37	....	11 55	8 30	3 52	....	1040	» +.Rocky Ford. ♁ »	1 10	9 38	....	1 46	....	9 58	....	3 06	...
....	6 32	....	12 55	....	— —	8 45	b —	....	1049	» ....Manzanola.. ♁ »	— —	9 20	....	— —	....	9 37	....	2 45	....
....	6 47	....	1 15	....	— —	9 02	b —	....	1058	» .....Fowler.... ♁ »	— —	9 02	....	— —	....	9 21	....	2 31	....
....	6 58	....	1 25	....	— —	9 12	b —	....	1065	» .....Nepesta... ♁ »	— —	8 48	....	— —	....	9 07	....	2 21	....
....	7 12	....	1 39	....	— —	9 25	b —	....	1073	» ......Boone.... ♁ »	— —	8 35	....	— —	....	8 51	....	2 08	....
....	7 23	....	1 55	....	— —	9 38	b —	....	1080	» .....Nyberg... ♁ »	— —	8 23	....	— —	....	8 37	....	1 56	....
....	7 50	P M	2 25	A M	1 20	10 05	5 20	A M	1093	arr.+..‖**Pueblo**⁶⁸. ♁ lve.	11 45	8 00	A M	12 20	P M	8 05	A M	*1 30	....
....	P M	*6 00	2 30	*11 35	1 45	10 15	5 30	*2 35	1093	lve.....**Pueblo**⁶⁸..arr.	11 40	7 50	11 30	12 15	3 50	7 55	3 10	P M	....
....		— —	2 48	— —	— —	— —	b —	— —	1099	» .....Herrick. ♁ lve.	— —	— —	— —	— —	— —	7 40	— —		....
....	....	— —	3 06	— —	— —	10 45	b —	— —	1107	» ......Pinon.... ♁ »	— —	7 23	— —	— —	— —	7 27	— —	....	....
....	....	—	3 27	— —	— —	11 03	b —	— —	1118	» ......Buttes.... ♁ »	— —	7 09	— —	— —	— —	7 10	— —	....	....
....	....	— —	3 40	— —	— —	11 15	b —	3 34	1125	» .... Fountain.. ♁ »	— —	6 59	— —	— —	— —	7 00	— —	....	....
....	13	— —	3 53	— —	—	11 27	b —	— —	1132	» .....Skinners.. ♁ »	— —	6 48	— —	— —	— —	6 49	— —	14	....
P M	A M	6 10	4 05	12 45	3 00	11 40	7 00	3 55	1138	ar.‖**Colorado Springs**..lv.	10 30	6 40	10 20	11 05	2 40	6 40	2 00	A M	P M
*8 20	*5 50	6 15	4 10	12 50	3 05	11 50	7 20	4 05	1138	lv.+ **Colorado Spgs** ♁.ar.	10 20	6 20	10 15	11 00	2 36	6 15	1 55	11 50	8 20
— —	—	— —	4 27	— —	— —	12 09	b —	— —	1146	» ......Breed.... ♁ lve.	— —	6 05	— —	— —	—	6 00	— —	— —	— —
9 00	6 31	— —	4 55	— —	— —	12 40	b —	4 53	1157	» ....Monument. ♁ »	— —	5 42	— —	— —	2 01	6 41	— —	— —	7 51
9 09	6 40	6 55	5 05	1 40	4 00	12 50	8 15	5 03	1160	» ...Palmer Lake. ♁ »	9 43	5 34	9 40	10 20	1 56	5 35	1 15	11 10	7 45
—	6 49	—	5 19	— —	— —	1 02	b —	5 17	1166	» ....Greenland.. ♁ »	— —	5 17	— —	— —	— —	5 19	— —	— —	7 31
— —	6 55	—	5 27	— —	— —	1 10	b —	5 25	1169	» ....Larkspur.. ♁ »	— —	5 10	— —	— —	— —	5 11	— —	— —	— —
9 45	7 12	— —	5 46	— —	— —	1 30	8 47	5 46	1180	» ...Castle Rock. ♁ »	— —	4 50	— —	— —	1 14	4 49	12 31	10 28	7 06
9 57	7 25	—	6 00	— —	— —	1 42	b	6 02	1187	» ......Sedalia... ♁ »	— —	4 35	— —	— —	1 00	4 31	12 16	— —	6 49
10 01	7 30	— —	6 06	— —	— —	1 47	b —	6 10	1190	» ......Gann.... ♁ »	— —	4 29	— —	— —	— —	4 26	— —	— —	6 43
10 17	7 46	— —	6 26	— —	— —	2 05	b —	6 31	1201	» .....Littleton... ♁ »	d —	4 13	— —	— —	— —	4 08	— —	— —	6 25
— —	—	— —	6 42	— —	— —	2 17	b —	— —	1208	» ..South Denver ♁ »	— —	4 03	— —	— —	— —	3 57	— —	— —	— —
10 40	8 10	8 30	7 10	3 15	5 30	2 30	10 00	7 00	1212	arr.+..**Denver**.. ♁ lve.	*7 45	*3 50	*8 00	*8 30	*12 15	*3 45	*11 30	*9 30	*6 00
P M	A M	P M	P M	P M	P M	P M	A M	A M	....	(*Union Depot.*)	P M	A M	A M	A M	Noon	P M	P M	A M	P M

LAKE VALLEY BRANCH.

No. 825	Mls	January 9, 1910. (12)	No. 826
†11 35 A M	0	lve........**Nutt**⁶⁹........arr.	1 30 P M
12 10 Noon	9.2	» ....Osceola....... »	12 55 Noon
12 25 Noon	13.7	arr.+..**Lake Valley**....lve.	†12 40 Noon

§ Stops to leave from or take for La Junta and points east, or Barstow and points west and south. ‖ Dining-rooms and lunch counters. + Coupon stations. ♁ Telegraph stations.

3	9	7	1	Mls	January 9, 1910. (8)	10	2	8	4
P M	A M	A M	A M	....	....	P M	A M	A M	A M
*11 20	*11 55	*8 30	*5 15	1029	lv.+ **La Junta**‖⁴,⁷ ♁ ar.	10 20	4 15	9 50	7 05
—	— —	b g	5 45	1047	» .....Timpas... ♁ lve.	9 51	e —	9 23	— —
—	— —	b g	6 52	1074	» ....Thatcher.. ♁ »	9 02	e	8 31	— —
— —	— —	b g	7 10	1083	» .... Tyrone .. ♁ »	8 47	e	8 16	— —
— —	— —	b g	7 25	1092	» ......Earl.... ♁ »	8 31	e —	8 01	— —
—	— —	b g	7 58	1107	» ... **El Moro** ... »	8 05	e —	7 35	— —
2 05	2 20	11 55	8 35	1111	» +‖**Trinidad**. ♁ »	7 55	2 05	7 25	4 49
— —	— —	b g	8 49	1116	» ....Starkville.. ♁ »	7 14	e —	6 42	— —
—	—	b g	9 33	1126	» ....Wootton.. ♁ »	6 44	e —	6 10	— —
— —	— —	b g	9 38	1127	» ..... Lynn ... ♁ »	6 38	e —	6 02	— —
3 35	3 40	1 35	10 10	1134	» +...**Raton**‖.. ♁ »	6 10	12 40	5 30	3 25
—	— —	b g	10 17	1137	» .....**Dillon**¹⁹. ♁ »	5 46	e —	5 06	— —
California Limited.	— —	b g	10 21	1139	» .....Otero...... »	— —	e —	5 02	California Limited.
	— —	b g	10 38	1150	» .....Dorsey..... »	5 18	e —	4 38	
	— —	2 14	10 56	1160	» ....Maxwell.. ♁ »	4 58	e —	4 13	
	— —	2 21	11 06	1165	» .....French .... »	4 49	e —	4 00	
	— —	2 35	11 23	1174	» ....Springer.. ♁ »	4 26	e —	3 45	
	— —	b g	11 43	1184	» .....Colmor... ♁ »	4 03	e —	3 23	
	— —	b g	11 51	1188	» ......Nolan..... »	3 57	e —	3 16	
	— —	b g	12 04	1194	» ......Levy ...... »	3 47	e —	3 06	
	— —	3 35	12 16	1199	» Wagon Mound ♁ »	3 35	e —	2 55	
	— —	b g	12 24	1204	» ..... Bond ..... »	— —	e —	— —	
	— —	b g	12 36	1209	» .... Tipton... ♁ »	3 17	e —	2 33	
	— —	b g	12 49	1217	» ...Shoemaker. ♁ »	3 05	e —	2 18	
— —	— —	4 30	1 06	1225	» .... Watrous.. ♁ »	2 50	e —	2 05	— —
6 55	6 35	5 16	1 50	1245	arr.‖**Las Vegas**‖...lve.	2 10	9 15	1 25	11 45
7 00	7 00	5 40	2 15	1245	lve.+**Las Vegas**. ♁ arr.	1 45	8 10	1 15	11 40
— —	— —	b g	2 56	1264	» ....Chapelle.. ♁ lve.	12 57	e —	12 24	— —
— —	— —	b g	3 23	1274	» .....Ribera... ♁ »	12 32	e —	11 57	— —
— —	— —	b g	— —	1278	» .....Sands...... »	— —	e —	— —	— —
— —	— —	b g	3 48	1282	» .....Fulton... ♁ »	12 18	e —	11 38	— —
— —	— —	b g	4 12	1291	» .....Rowe... ♁ »	12 01	e —	11 18	— —
— —	— —	b g	4 25	1295	» ....Decatur.... »	11 48	e —	— —	— —
— —	9 25	8 05	4 46	1300	» ...**Glorieta**. ♁ »	11 40	e —	10 58	— —
— —	— —	b g	4 58	1305	» ...Canyoncito. ♁ »	11 17	e —	— —	— —
10 10	10 00	8 35	5 20	1309	» .....**Lamy**‖⁶². ♁ »	11 05	6 40	10 25	8 50
— —	— —	b g h	6 25	1312	» ... Twitchell ... »	— —	e —	— —	— —
— —	— —	b g h	6 35	1316	» ... Kennedy . ♁ »	10 28	e —	9 45	— —
— —	— —	b g h	6 42	1320	» ......Ortiz ..... »	10 18	e —	— —	— —
— —	— —	9 17	6 55	1327	» ..Los Cerrillos ♁ »	10 00	e —	9 17	— —
— —	— —	b g h	6 00	1329	» .....Waldo..... »	9 50	e —	— —	— —
— —	— —	b g h	6 13	1335	» .... Rosario .... »	— —	e —	— —	— —
— —	— —	b g h	6 27	1340	» ... Domingo.. ♁ »	9 26	e —	8 43	— —
— —	— —	b g h	7 15	1361	» ... Bernalillo . ♁ »	8 51	e —	8 00	— —
— —	— —	b g h	7 28	1369	» ....Alameda.... »	8 38	e —	— —	— —
12 20	11 50	10 55	7 45	1377	ar.+Albuquerque§⁹,¹¹ ♁ lv.	*8 25	*4 30	*7 25	*6 20
Noon	P M	P M	P M	....	....	A M	P M	P M	P M

809	No. 815	Mls	January 9, 1910. (10)	No. 816	810
A M	....	....	....	....	P M
* —	*1 54 P M	1507	lve.... **Crocker**⁹...arr.	1 54 P M	— —
5 25	2 25 »	1518	» .....**Engle**... ♁ lve.	1 32 »	11 26
5 40	— —	1526	» .....Cutter .... »	1 15 »	11 10
— —	2 53 »	1530	» .... Aleman.... »	1 07 P M	— —
— —	3 10 »	1537	» ....**Upham**.. ♁ »	12 53 Noon	— —
— —	3 22 »	1547	» .....Grama...... »	12 25 »	— —
7 00	4 00 »	1553	» ...‖**Rincon**⁶⁹. ♁ »	12 05 Noon	10 05
— —	4 10 »	1558	» .... Detroit..... »	11 25 A M	— —
— —	4 15 »	1560	» .....Tonuco .... »	11 20 »	— —
— —	4 35 »	1569	» .....Selden...... »	10 58 »	— —
7 54	4 58 »	1580	» ....Dona Ana... »	10 35 »	8 41
8 05	5 10 »	1586	» +**LasCruces** ♁ »	10 20 »	8 29
8 15	5 20 »	1588	» ...Mesilla Park.. »	10 08 »	8 19
8 30	5 37 »	1597	» ....Mesquite.... »	9 53 »	8 01
8 36	5 44 »	1601	» ......Vado.... ♁ »	9 46 »	7 54
8 43	5 51 »	1605	» .....Berino..... »	9 37 »	7 46
8 51	6 00 »	1610	» ....La Tuna..... »	9 29 »	7 38
8 58	6 07 »	1614	» .....Vinton..... »	9 21 »	7 31
— —	6 14 »	1617	» ....Canutillo.... »	9 15 »	7 26
— —	6 20 »	1620	» ....Montoya.... »	9 10 »	— —
9 40	6 55 P M	1630	arr.+..**El Paso**.. ♁ lve.	*8 45 A M	*6 55
A M	....	....	....	....	P M

BLOSSBURG BRANCH.

No. 741	Mls	January 9, 1910. (13)	No. 742
		LEAVE] [ARRIVE	
†7 45 A M	0	........**Dillon**⁸.... ♁	8 45 A M
8 10 A M	4.6	arr..**Blossburg**..lve.	†8 20 A M

THE A. T. & S. F. RY. COAST LINES.

STANDARD OF TIME—East of Seligman, *Mountain time;* west of Seligman, *Pacific time.*

3	7	1	Mls	June 6, 1909. (11)	2	8	4
P M	Night	P M	....	....	A M	P M	P M
*1 00	*12 45	*8 30	1377	lv.+§Albuquerque⁹,⁹ ♁ ar.	8 00	6 45	6 50
— —	a —	9 08	1395	» ....Manzana....lve.	7 24	6 09	California Limited.
California Limited.	a —	9 23	1400	» .....Sandia... ♁ »	7 13	5 53	
	a —	9 33	1405	» +...Cortez..... »	— —	— —	
	a —	9 46	1411	» ...Rio Puerco. ♁ »	6 43	5 23	
	a —	10 12	1424	» ....Suwanee.. ♁ »	6 23	4 58	
	a —	10 42	1436	» .....El Rito .... »	6 03	4 36	
	a —	11 00	1443	» .....Laguna .. ♁ »	5 52	4 23	
	a —	11 40	1460	» ...McCarty's. ♁ »	5 23	3 50	
	3 51	12 15	1473	» .....Grant's... ♁ »	5 02	3 30	
	a —	12 43	1484	» ... Bluewater. ♁ »	4 37	3 07	
	a —	1 25	1502	» ....Thoreau.. ♁ »	4 05	2 32	
	a —	1 52	1513	» .....Guam ... ♁ »	3 30	2 04	
b5 28	a —	2 15	1523	» +.**Wingate**.. ♁ »	3 05	1 44	b12 53
— —	a —	2 27	1528	» ......Zuni...... »	2 53	1 33	— —
5 55	5 51	2 50	1535	» +...Gallup‖.. ♁ »	2 40	1 20	12 30
— —	a —	3 22	1551	» ...Manuelito. ♁ »	1 55	12 23	— —
— —	a —	3 35	1557	» .... Lupton .... »	1 42	12 10	— —
— —	a —	3 47	1564	» ...Allantown... »	1 20	11 57	— —
— —	a —	4 08	1572	» .... Querino.... »	1 06	11 37	—
— —	a —	4 12	1577	» .... Sanders .... »	12 57	11 30	— —
— —	a —	4 37	1589	» +...Navajo .. ♁ »	12 32	11 04	— —
7 45	a —	5 16	1609	» ....Adamana.. ♁ »	11 54	10 27	10 13
— —	8 09	5 54	1630	» +. Holbrook.. ♁ »	11 17	9 53	— —
— —	a —	6 14	1640	» .. Joseph City .. »	10 55	9 36	— —
— —	a —	6 23	1646	» .....Manila..... »	10 46	9 27	— —
8 10	9 20	7 20	1663	» +.. Winslow‖. ♁ »	10 16	8 55	8 55
— —	a —	8 21	1689	» CanyonDiablo ♁ »	9 21	7 50	— —
— —	a —	9 12	1706	» .... Winona .. ♁ »	8 52	7 23	— —
— —	a —	9 37	1716	» ......Cliffs...... »	8 32	7 08	— —
11 24	11 18	9 52	1721	» +..Flagstaff.. ♁ »	8 24	7 00	7 10
— —	a —	10 24	1733	» ....Bellemont.. ♁ »	7 56	6 35	— —
— —	a —	10 53	1745	» ....Chalender. ♁ »	7 31	6 10	— —
12 50	12 33	11 20	1755	arr.+.**Williams**.. ♁ lve.	7 07	5 45	5 55
*5 55	*1 30	....	1755	lve...**Williams**²⁷..arr.	11 10	....	11 50
9 00	4 45	....	1820	ar.**Grand Canyon**²⁷lv.	*8 10	....	*8 30
— —	a —	11 55	1763	lve....McLellan.. ♁ lve.	8 29	5 07	— —
— —	a —	12 09	1768	» ....Fairview.. ♁ »	8 09	4 47	— —
1 52	1 35	12 30	1778	ar.+**Ash Fork**‖¹⁴,²⁸ ♁ lv.	*6 40	*4 20	*4 30
A M	P M	Noon	....	....	P M	A M	A M

For index of Stations on the Santa Fe, see pages 856-857.

ALBUQUERQUE AND EL PASO LINE.

811	809	815	Mls	January 9, 1910. (9)	816	810	812
A M	Night	A M	....	LEAVE] [ARRIVE	P M	A M	P M
*2 20	*12 20	*8 30	1377	.. **Albuquerque**⁹,¹¹..	‖6 35	‖5 05	11 40
2 38	— —	8 45	1385	lve...... Barr......lve.	6 20	4 40	11 27
2 50	12 45	9 00	1390	» ......Isleta ... ♁ »	6 10	4 25	11 20
3 07	1 00	9 15	1397	» ...Los Lunas. ♁ »	5 55	3 55	— —
3 30	1 20	9 40	1407	» +..**Belen**⁶⁰. ♁ »	5 35	3 30	*10 50
A M	— —	10 00	1417	» .... Sabinal .... »	5 07	3 03	P M
....	1 57	10 22	1428	» ....La Joya.. ♁ »	4 45	2 40	....
....	— —	10 47	1439	» ....Alamillo.... »	4 22	2 20	....
....	— —	10 59	1445	» .... Limitar .... »	4 10	1 59	....
....	3 00	11 20	1452	» +.**Socorro**⁴⁸ ♁ »	3 55	1 45	....
....	3 16	11 40	1463	» **San Antonio** ♁ »	3 30	1 27	....
....	— —	11 55	1470	» ...Elmendorf... »	3 14	1 09	....
....	4 00	‖12 45	1480	» **San Marcial** ♁ »	2 56	12 50	....
....	— —	1 10	1487	» ......Pope...... »	2 25	— —	....
....	— —	1 30	1497	» ......Lava.... ♁ »	2 10	— —	....
....	— —	1 54	1507	arr....**Crocker**¹⁹..lve.	*1 54	* —	....

BAZAR BRANCH.

315	January 9, 1910. (9a)	316
P M	LEAVE] [ARRIVE	P M
†2 50	......**Strong City**⁴,⁷⁴.. ♁	4 40
3 00	......Cottonwood Falls.. ♁	4 30
3 40	..........**Bazar**........ ♁	†3 50
P M	ARRIVE] [LEAVE	P M

Grand Canyon Line

Santa Fe

STANDARD OF TIME: West of Seligman, *Pacific time.*

THE ATCHISON, TOPEKA & SANTA FE RY.—COAST LINES—Continued.

41	11	3	7	1	Mls	December 5, 1909. (14)	2	8	4	6	42
....	....	A M	P M	Noon	....	ARRIVE] [LEAVE	P M	A M	A M	....	....
....	....	*1 52	*1 36	*12 30	1778	....|**Ash Fork**[11, 38] ♂	5 40	4 20	4 30	....	....
		7 35	5 50	5 50	1778	lve...**Ash Fork**....arr.	5 05	5 05	5 05		
		12 45	9 55	9 55	1845	arr....**Jerome**.....lve.	11 00	11 00	11 00		
		9 50	8 10	8 10	1838	arr....**Prescott**....lve.	2 50	2 50	2 50		
		4 05	2 15	2 15	1055	arr....**Phœnix**.....lve.	8 45	8 45	8 45		
		California	j —	1 35	1792	lve.......Gleed......arr.	4 50	3 47	— —		
			j —	1 49	1796	........Crookton....... ♂	4 43	3 40	— —		
			j —	1 58	1800	..........Pan........	4 26	3 25	— —		
		3 10	3 10	2 10	1806	arr.+**Seligman**. ♂ lve.	4 10	3 10	3 30		
						(*Time changes here.*)					
		2 15	2 16	1 15	1806	lve..|**Seligman**. ♂ arr.	3 06	2 05	2 15		
			x —	1 49	1824	..........Pica..........	2 15	1 35	California Limited.		
			x —	2 18	1832	.........Nelson.........	1 40	1 05			
			x —	2 35	1843	+...Peach Springs‖.. ♂	1 20	12 48			
			x —	3 22	1866	+......Hackberry...... ♂	12 06	11 57			
		4 55	4 47	4 10	1893	+...|**Kingman**[35, 48] ♂	11 10	10 37	11 05		
			x —	4 42	1908	..........Kaster.........	10 05	9 43			
			x	5 00	1917	+.........Yucca....... ♂	9 45	9 21			
			x —	5 50	1943	..........Topock........ ♂	8 40	8 12			
		6 45	6 50	7 00	1955	+........Needles‖...... ♂	8 15	7 46	8 35		
		8 15	8 30	8 45	1986	+........**Goffs**[16]...... ♂	6 50	6 15	7 25		
			x —	9 03	1996	..........Fenner......... ♂	6 18	5 50			
			x —	9 26	2012	..........Danby.......... ♂	5 35	5 15			
			x —	9 38	2019	...........Siam........... ♂	5 20	5 00			
			x —	9 56	2032	..........Bengal......... ♂	4 56	4 35			
			x —	10 04	2038	..........Amboy........ ♂	4 44	4 22			
		9 45	10 00	10 20	2046	+.........Bagdad‖...... ♂	4 32	4 10			
		— —	11 05	11 30	2070	+.........**Ludlow**........ ♂	3 45	3 18			
		.....	4 00	4 00	2070	lv. **Ludlow** (T.&T.Ry.) ar.	10 50				
		.....	1 45	1 45	2509	ar. **Goldfield** (B.G.Ry.) lv.	1 20				
		.....	8 00	6 00	2540	ar. **Tonopah** (T.&G.Ry.) lv.	11 25				
		— —	x —	1 10	2103	.........Newberry........ ♂	2 38	2 20	— —		
		12 10	12 25	1 40	2115	+.........Daggett......... ♂	2 20	2 00	5 10		
		12 30	12 50	2 05	2124	ar. +|**Barstow**[17] ♂ lv.	*2 05	*1 40	*2 55		
	P M	8 00	7 05	8 30	2265	arr. **Los Angeles**. lve.	*8 00	*7 30	*10 00	A M	
	‡2 30	*1 30	*2 10	A M	2124	lve.... **Barstow** ....arr.	10 30	1 15	1 15	1 00	
	3 00	— —	2 25		2134	........Hinkley........ ♂	10 06	1 01	1 01	— —	
	3 45	2 25	3 00	....	2157	arr.....**Kramer**[24]....lve.	9 05	12 30	12 30	12 15	
	5 10		.....	....	2185	arr. Johannesburg[28].lve.	†7 45				
	P M	3 25	4 00	5	2195	+......**Mojave**....... ♂	P M	11 40	11 40	11 20	
	....	7 15	7 28	A M	2265	ar. +**Bakersfield**‖ lve.		8 35	8 35	8 20	
	....	8 06	7 53	*8 20	2265	lve. **Bakersfield** ♂ arr.		8 10	7 30	6 30	
	....	8 13	d —	8 31	2273	.........Rosedale........		g —	7 17	6 17	
	....	8 39	d —	8 55	2290	..........Wasco......... ♂		g —	6 49	5 53	
	....	8 48	d —	9 03	2296	...........Elmo..........		g —	6 40	5 44	
	25	8 56	d —	9 12	2301	..........Kernell........	24	g —	6 30	5 35	
	P M	9 24	d —	9 37	2319	.........Angiola......... ♂	A M	g —	6 00	5 05	
	*5 00	9 40	9 28	9 53	2328	.......**Corcoran**[15] ♂	8 45	6 15	5 45	4 50	
	5 25	Via Visalia Line.	d —	10 08	2337	.........Guernsey........	8 24	Via Visalia Line.		4 10	
	5 45		9 55	10 27	2345	+........Hanford....... ♂	8 12		5 10	3 53	
	5 51		d —	10 32	2348	..........Banner........	8 04		— —	3 37	
	5 56		d —	10 35	2350	..........Harlow........	8 00		— —	3 33	
	6 01		d —	10 43	2353	...........Laton......... ♂	7 55		4 57	3 29	
	6 28		d —	11 13	2368	.........Oleander....... ♂	7 28		— —	2 58	
A M	6 33	12 10	10 33	11 21	2372	.........Junction.........	7 20	3 51	4 25	2 51	P M
*8 00	6 40	1 00	10 50	11 35	2375	+.......**Fresno**[15].. ♂	*7 15	3 45	4 20	2 45	10 35
8 12	P M	d —	d —	11 47	2383	..........Bullard........	A M	— —	— —	2 12	10 22
8 25		d —	d —	12 01	2391	.........Patterson.......		— —	— —	1 59	10 10
8 35	....	1 38	d —	12 08	2397	..........Storey......... ♂		2 56	3 41	1 50	10 01
8 46	....	d —	d —	12 17	2403	..........Miller..........		— —	— —	1 39	9 51
8 52	....	1 54	d —	12 24	2407	..........Sharon......... ♂		2 38	— —	1 33	9 46
9 12	....	2 15	d —	12 43	2419	+........LeGrand........ ♂		2 15	3 09	1 15	9 28
9 21	....	d —	d —	12 53	2424	.........Whitton......... ♂		— —	— —	1 06	9 17
9 27	....	d —	d —	1 00	2428	..........Tuttle.........		— —	— —	1 00	9 12
9 37	....	2 45	12 35	1 28	2433	+........**Merced**‖....... ♂		1 45	2 45	12 47	9 05
10 15	....	3 28	d —	2 04	2456	..........Denair......... ♂		12 59	— —	11 41	8 25
10 32	....	d —	d —	2 18	2467	..........Empire......... ♂	32	12 39	— —	11 26	8 07
10 37	35	d —	d —	2 24	2470	..........Claus.......... ♂	P M	12 32	— —	11 21	8 02
*10 30	P M	..	....	....	2479	lve....**Oakdale**.. ♂ arr.	2 42	....	....	....	....
10 50	*5 00	3 59	1 35	2 30	2473	.........**Riverbank**........	2 15	12 25	1 40	11 15	7 56
10 55	5 05	d —	d —	2 34	2475	..........Huntley........	2 10	— —	— —	11 11	—
11 05	5 12	4 08	d —	2 41	2479	..........Escalon........ ♂	2 03	12 15	— —	11 05	7 47
11 15	5 24	d —	d —	2 51	2484	...........Avena.........	1 53	12 05	— —	10 55	7 38
11 24	5 36	d —	d —	3 02	2490	.........Burnham........	1 43	11 55	— —	10 45	7 30
11 45	6 25	5 00	2 25	3 25	2498	+.......**Stockton**....... ♂	1 25	11 40	1 00	10 30	7 15
11 59	6 37	5 19	d —	3 41	2506	...........Holt..........	12 44	11 15	— —	10 07	6 54
12 27	7 05	5 47	d —	4 12	2520	........Knightsen....... ♂	12 14	10 50	— —	9 41	6 25
12 33	7 11	5 53	d —	4 20	2523	..........Oakley.........	12 07	10 44	— —	9 35	6 18
12 43	7 23	6 05	3 19	4 33	2529	.........Antioch........ ♂	11 56	10 33	11 56	9 24	6 07
12 50	7 32	6 13	d —	4 43	2533	........Diamond.........	11 49	10 24	— —	9 16	5 56
1 04	7 50	6 30	d —	4 58	2541	........Bay Point........ ♂	11 36	10 09	— —	9 01	5 41
1 11	8 00	6 37	d —	5 07	2545	........Vine Hill.........	11 28	— —	— —	8 53	5 33
1 17	8 06	6 45	d —	5 13	2548	...........Muir..........	11 23	9 56	— —	8 48	5 29
1 24	8 12	6 53	d —	5 25	2550	.......Glen Frazer...... ♂	11 18	9 50	11 21	8 43	5 25
1 43	8 35	7 15	d —	5 45	2559	..........Pinole......... ♂	10 58	9 29	— —	8 25	5 08
1 54	8 43	7 30	d —	5 58	2565	........San Pablo....... ♂	10 48	— —	— —	8 14	4 57
2 00	8 48	7 35	4 32	6 01	2567	........**Richmond**........	10 45	9 10	10 50	8 10	4 53
2 23	9 05	8 05	4 59	6 23	2575	+........Berkeley....... ♂	10 06	8 07	10 07	7 47	4 27
2 30	9 10	8 10	5 05	6 30	2578	arr.....**Oakland**....lve.	*10 00	*8 00	*10 00	*7 40	*4 20
2 10	8 55	7 55	4 45	6 15	2569	.......**Ferry Point**... ♂	10 35	9 00	10 45	8 00	4 45
2 55	9 35	8 45	5 30	7 00	2576	+..**San Francisco**...	*9 45	*8 00	*10 00	*7 15	*4 00
P M	P M	A M	P M	P M	....	ARRIVE] [LEAVE	A M	P M	P M	A M	P M

Nos. 5 and 6 carry Pullman and Chair Cars between Bakersfield and San Francisco, and Pullman between Fresno and San Francisco.

e Stops to leave from north of Orange; *c* stops to leave passengers from points on the Visalia Line.

Numbers following Station Names refer to Tables of Connecting Trains.

* Daily; † daily, except Sunday; § Sunday only; *a* stops for or to leave to or from points north or east of San Bernardino; *c* stops to leave passengers from points east of Albuquerque; *d* stops to leave from east of Bakersfield.

i Stops to take or leave passengers to or from Santa Ana or points south.

Additional Train—Leaves Stockton *8 00 a.m., arrives San Francisco 11 10 a.m. Leaves San Francisco *1 25 p.m., arrives Stockton 4 35 p.m.

f Stops to let off passengers from east of Albuquerque, and to take for points between Barstow and San Francisco; *t* stops to receive or discharge Overland passengers for or from points east of San Bernardino; *x* stops to leave from east of Seligman and to take for Northern California points.

› Arrives Visalia 11 05 a.m. ‖ Meals.

VISALIA LINE.

3	23	27	Mls	Dec. 5, 1909 (15)	8	22	20
P M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M
*9 50	*10 10	*8 55	0	....**Corcoran**[14] ♂	6 10	9 55	4 4[illegible]
10 20	10 45	9 25	14.6	+....Tulare.... ♂	5 40	9 25	4 16
10 40	›3 10	9 45	24.8	+....**Visalia**.... ♂	5 18	9 07	3 50
11 07	3 39	10 11	38.2	......Cutler.... ♂	4 49	8 40	3 28
11 27	4 01	10 33	48.5	......Reedley.... ♂	4 30	8 20	3 10
11 48	4 21	10 53	58.1	......Del Rey.... ♂	4 10	8 01	2 52
12 15	4 45	11 15	71.5	+....**Fresno**[14].. ♂	*3 45	*7 35	*2 30
Night	P M	A M	....	ARRIVE] [LEAVE	A M	A M	P M

BARNWELL BRANCH.

A M	No. 9	M	June 6, 1909. (16)	No. 10	P M
§7 15	†7 15 A M	0	lve....+**Goffs**[14] ♂ .arr.	6 15 P M	5 45
8 05	7 55 "	13	........Blackburn........	5 43 "	5 05
8 38	8 20 "	25	..........Purdy..........	5 20 "	4 37
8 50	8 40 A M	29	arr....Barnwell . ♂ lve.	5 00 P M	4 25
.....	9 45 A M	53	+...Searchlight......	†4 00 P M	.....
10 30	.....	45	arr....**Ivanpah**...lve.	....	§11 00

Oakland Branch.—Trains leave Richmond for Oakland (11 miles) *7 00, *7 45, *9 25, *11 15 a.m., *12 45 noon, *2 05, *3 25, *4 45, *6 05, *8 50 p.m. Returning, leave Oakland *7 40, *8 50, *10 00 a.m., *12 05 noon, *1 20, *2 45, *4 20, *5 20, *8 00, *10 00 p.m. Running time 25 minutes.

LOS ANGELES LINE.

43	41	3	1	7	Mls	Dec. 5, 1909. (17)	8	4	2	42	44
....	....	Noon	A M	A M	....	LEAVE] [ARRIVE	P M	P M	A M	....	....
....	....	*12 45	*2 15	*1 25	2124	+...**Barstow**[14].. ♂	‡11 10	2 45	1 45	....	....
....	....	— —	— —	2 19	2155	....Oro Grande.. ♂	12 15	— —	12 53	....	....
....	....	— —	3 26	2 33	2161	.....Victorville.. ♂	12 03	— —	12 41	....	....
....	....	— —	3 55	— —	2169	..... Hesperia ... ♂	11 48	— —	12 26	....	....
....	....	2 46	4 35	3 25	2180	......Summit.... ♂	11 30	1 11	12 04	....	....
P M	A M	— —	4 50	— —	2186	.......Cajon...... ♂	11 02	— —	11 30	A M	P M
*3 25	*7 45	3 46	5 55	4 15	2205	+S. Bern'd'o[19, 20, 21] ♂	10 10	12 01	10 30	10 45	6 46
3 33	7 53	c —	6 03	....	2209	+.....Rialto...... ♂	....	— —	a	10 37	6 37
3 48	8 08	c California Limited.	a —	....	2210	.....Etiwanda... ♂	....	California Limited.	a —	— —	6 21
4 06	8 23	c	6 39	....	2225	+.....Upland.... ♂	....		9 37	10 08	6 07
4 14	8 35	c	6 52	Via Orange.	2231	+.North Pomona. ♂	Via Orange.		9 25	9 55	5 53
4 17	8 38	c	6 56		2232	+...Lordsburg... ♂			a —	9 50	5 50
4 25	8 45	c	7 00		2234	.....San Dimas... ♂			a —	9 45	5 44
4 31	8 53	c	7 08		2239	+... Glendora ... ♂			a —	9 37	5 35
4 37	8 58	c	7 13		2241	+.....Azusa...... ♂			a —	9 31	5 28
4 45	9 04	c	7 22		2245	......Duarte .... ♂			a —	9 21	5 18
4 47	9 07	c	7 27		2247	+...Monrovia ... ♂			a —	9 19	5 17
4 56	9 14	c	7 37	....	2250	+..Santa Anita.. ♂	....		a —	9 14	5 12
5 07	9 21	c	7 45	....	2252	...Lamanda Park. ♂	....		a —	9 07	5 07
5 12	9 28	c —	7 54	....	2255	.....Los Robles	....	— —	a —	9 01	— —
5 15	9 32	6 31	8 00	....	2256	+.. **Pasadena**[18] ♂	....	10 25	8 27	8 57	4 58
6 40	10 00	8 00	8 30	7 05	2265	+**Los Angeles**[18] ♂	*7 30	10 00	*8 00	*8 30	*4 50
P M	A M	P M	A M	A M	....	ARRIVE] [LEAVE	A M	*A M	P M	A M	P M

Trains leave San Bernardino *10 45 a.m., *5 25 p.m., arrive Los Angeles 1 00, 7 40 p.m. Leave Los Angeles *7 35 a.m., *2 00, *6 46 p.m., arrive San Bernardino 9 55 a.m., 4 15, 9 00 p.m.

PASADENA, LOS ANGELES & SAN DIEGO.—SURF LINE.

75	77	79	73	71	Mls	December 5, 1909. (18)	72	74	70	76
....	....	....	....	A M	....	LEAVE] [ARRIVE	....	P M	A M	....
P M	A M	P M	P M	*8 00	2256	+....**Pasadena**[17] .. ♂	P M	7 14	8 01	A M
*6 05	*10 55	*11 55	*2 15	8 55	2265	+...**Los Angeles**[17]. ♂	1 00	6 15	6 45	10 35
6 10	11 00	12 01	2 20	9 01	2266	.**Redondo Junction**[22]	12 53	6 09	6 40	10 30
6 26	11 16	12 17	i —	9 18	2277	.......Los Nietos.......	i —	— —	6 23	e —
6 35	11 24	—	i —	9 27	2283	.......La Mirada..... ♂	i —	—	6 08	e —
6 47	11 35	12 42	2 59	9 35	2289	+.....Fullerton...... ♂	12 15	— —	5 56	9 52
6 54	11 41	12 50	3 05	9 47	2292	+......Anaheim...... ♂	12 09	— —	5 50	9 47
6 08	11 55	1 03	3 16	10 03	2297	+.....**Orange**[19]..... ♂	12 01	5 18	5 40	*9 30
6 15	A M	1 10	3 23	10 10	2300	+.....Santa Ana...... ♂	11 45	5 08	5 30	A M
P M	.....	1 45	3 47	10 35	2312	........El Toro....... ♂	11 20	4 44	5 03	
....	.....	2 00	4 00	10 40	2321	....S. J. Capistrano.. ♂	11 02	4 27	4 43	
....	.....	— —	4 40	11 28	2343	.......Las Flores.......	10 17	3 57	4 00	
....	.....	2 55	5 00	11 45	2351	+...**Oceanside**[23, 24] ♂	10 02	3 35	3 45	
....	.....	— —	5 05	11 50	2353	..........Carl..........	9 51	3 24	—	
....	.....	3 25	5 20	12 05	2361	........Encinitas..... ♂	9 36	3 05	3 25	
....	.....	3 45	5 35	12 18	2368	........Del Mar........	9 23	2 52	3 10	
....	.....	4 30	6 31	1 10	2391	+....**San Diego**.... ♂	8 35	*2 05	2 15	
....	.....	4 55	6 50	P M	2398	+..**National City**.. ♂	*7 50	P M	*1 30	
....	.....	A M	P M	....	....	ARRIVE] [LEAVE	A M	....	A M	

+ Coupon stations. ♂ Telegraph stations.

Train lvs. Los Angeles for Orange *7 30 a.m. Lve. Orange for Los Angeles *5 53 a.m., *6 28 p.m. Lvs. Santa Ana for Los Angeles *7 15 a.m.

SAN BERNARDINO AND ORANGE.

55	51	7	M	Dec. 5, 1909. (19)	8	52	54
P M	A M	A M	..	LEAVE] [ARRIVE	A M	P M	P M
*3 40	*7 50	*4 25	0	+.S. Bern'd'o[17, 20, 21] ♂	10 00	1 36	7 45
3 48	7 55	t —	3	+....**Colton**[21].. ♂	9 52	1 25	7 35
3 56	8 07	t —	7	....**Highgrove**[21]. ♂	t —	1 18	7 28
4 10	8 15	4 46	10	+....Riverside ... ♂	9 38	1 10	7 20
4 18	8 23	t —	14	.... Casa Blanca .. ♂	t —	1 00	7 09
4 24	8 28	t —	17	......Arlington ... ♂	t —	12 55	7 04
4 40	8 42	5 12	24	+.....Corona..... ♂	9 14	12 41	6 50
4 48	8 48	t —	28	........Prado	t —	12 33	6 42
5 14	9 13	t —	42	.... **Richfield**.....	t —	*12 10	6 19
.....	.....	.....	46	arr....**Olinda** .. lve.	.....	†9 15	.....
5 13	9 18	t —	44	........Olive	t —	12 07	6 18
5 26	9 25	5 50	48	+.....**Orange**[18].. ♂	8 30	12 01	6 10
6 30	10 35	7 05	81	... **Los Angeles** ...	*7 30	*10 55	*5 05
P M	A M	A M	..	ARRIVE] [LEAVE	A M	A M	P M

Lvs. San Bernardino *1 52 p.m., arr. Orange 3 15 p.m. Lve. San Bernardino *10 00, †10 50 a.m., †4 15, *9 05 p.m., arr. Riverside 10 21, 11 15 a.m., 4 33, 9 30 p.m. Lve. Riverside †8 25, *11 25 a.m., *2 46, *9 45 p.m., arr. San Bernardino 8 45, 11 50 a.m., 3 15, 10 10 p.m.

Santa Fe

THE ATCHISON, TOPEKA & SANTA FE RY.—COAST LINES—Continued.

Grand Canyon Line

SAN BERNARDINO, REDLANDS AND HIGHLAND.

105	107	103	101	Mls.	December 5, 1909. (20)	102	108	104	106
P M	P M	Noon	A M	....	LEAVE / ARRIVE	A M	A M	P M	P M
*6 49	*4 18	*1250	*1048	0	+ . S. Bernardino 17, 19, 21 . ♁	7 43	10 43	5 20	6 20
6 50	4 21	– –	10 51	0.9	..... E Street	7 39	10 39	5 17	6 17
6 52	4 23	– –	10 55	2.0	..... Mill Street	7 37	10 37	5 15	– –
6 56	4 28	– –	10 57	4.6	..... Victoria	7 33	10 33	5 11	– –
6 58	4 30	– –	11 00	5.9	..... Drew	7 30	10 30	5 08	– –
6 59	4 31	– –	11 02	6.7	..... Gladysta	7 29	10 29	5 08	– –
7 04	4 37	1 15	11 05	8.8	+ ..... Redlands ..... ♁	7 25	10 25	5 05	6 05
7 07	4 40	– –	11 09	10.1	..... Eastberne	7 12	9 35	2 29	4 34
7 09	4 43	– –	11 12	11.4	..... Craf	7 10	9 32	2 26	4 30
7 10	4 44	– –	11 13	12.0	..... Mentone	7 08	9 30	2 25	4 29
7 14	4 48	– –	11 18	14.3	..... Aplin	7 04	9 24	2 22	4 25
7 18	4 50	– –	11 22	16.2	..... East Highlands	7 00	9 20	2 16	4 22
7 20	4 52	– –	11 24	17.2	..... Base Line	6 58	9 17	2 14	4 18
7 22	4 55	1 32	11 26	17.9	..... Molino	6 56	9 15	2 12	4 17
7 24	4 56	1 34	11 28	18.7	..... Highland ..... ♁	6 54	9 13	2 10	4 16
7 26	4 57	– –	11 30	19.7	..... Patton ..... ♁	6 51	9 10	2 08	4 12
7 30	4 59	– –	11 33	21.5	..... Del Rosa	6 47	9 06	2 04	4 09
7 32	5 01	– –	11 35	22.6	..... Valencia	6 45	9 03	2 01	4 07
7 34	5 03	– –	11 37	23.5	..... Arrowhead	6 43	9 00	1 59	4 05
– –	– –	– –	– –	25.4	.... Highland Junction	– –	– –	– –	– –
7 45	5 15	1 50	11 48	27.1	+ .. San Bernardino	*6 35	*8 50	*1 50	*3 55
P M	P M	P M	A M	....	ARRIVE / LEAVE	A M	A M	P M	P M

LOS ANGELES AND REDONDO.

No. 101	No. 141	Mls	December 5, 1909. (22)	No. 102	No. 144
†2 30 P M	*9 20 A M	0	lve. Los Angeles ♁ .arr.	8 30 A M	1 45 P M
2 40 »	9 30 »	2.1	.... Redondo Junc 16 ..	8 20 »	1 35 »
2 45 »	9 35 »	4.6	..... Nadeau Park .... ♁	8 19 »	1 25 »
2 50 »	9 40 »	5.6	..... Central Ave ..... ♁	8 05 »	1 15 »
3 10 »	9 50 »	8.2	..... Wildasin	7 57 »	1 05 P M
3 20 »	9.55 »	10.2	..... Hyde Park	7 50 »	12 50 Noon
– –	9 58 »	11.2	..... Centinela	7 48 »	12 45 »
3 30 »	10 05 »	12.0	+ .... Inglewood .... ♁	7 44 »	12 40 »
– –	10 25 »	15.8	..... Wiseburn	7 30 »	12 25 »
– –	10 40 »	19.2	.... Manhattan Beach	7 15 »	12 13 »
4 25 P M	11 00 A M	22.5	arr .... Redondo ♁ .. lve.	†7 00 A M	*1201 Noon

OCEANSIDE AND FALLBROOK.

	No. 86	Mls.	December 5, 1909. (23)	No. 85
	†8 45 A M	....	lve .. Los Angeles .. arr.	6 15 P M
	†8 35 A M	....	lve .. San Diego .. arr.	6 30 P M
	†1150 A M	0	lve. + Oceanside 18, 24. arr.	2 45 P M
	11 55 A M	2.1	.. Los Angeles Junction ..	2 40 »
	12 05 Noon	4.9	..... Ysidora	2 26 »
	12 20 »	9.2	..... Ranch House	2 12 »
	12 30 Noon	13.5	..... De Luz	1 58 »
	1 06 P M	19.9	arr .... Fallbrook ♁ . lve.	†1 35 P M

ESCONDIDO BRANCH.

	No. 85	Mls.	December 5. 1909. (24)	No. 86
	†1 55 P M	0	lve. .. Fallbrook ♁ .. arr.	1 05 P M
	†5 05 P M	20	lve. + Oceanside 18, 24. arr.	9 25 A M
	5 35 »	30	» ..... Vista ..... lve.	8 47 »
	6 00 »	36	» .... San Marcos ... »	8 20 »
	6 20 P M	42	+ .... Escondido .... ♁	†8 00 A M
			ARRIVE / LEAVE	

CHLORIDE BRANCH.

	No. 13	Mls.	June 6. 1909. (25)	No. 14
	b11 10 A M	0	lve .. Kingman 14, 26. arr.	3 40 P M
	11 20 A M	4.5	lve .. McConnico .. arr.	3 25 P M
	11 50 A M	13.2	..... Union	3 00 »
	12 05 Noon	18.2	..... Cerbat	2 45 »
	12 10 »	20.3	..... Mineral	2 40 »
	12 35 Noon	26.3	arr .... Chloride .... lve.	b2 20 P M

RANDSBURG BRANCH.

	No 11	Mls.	June 6, 1909. (26)	No. 12
	†4 00 P M	0	lve. + .. Kramer 14 ♁ . arr.	8 55 P M
	– –	14	..... Fremont	– –
	4 45 »	23	..... St. Elmo	8 06 »
	5 10 P M	28	arr .. Johannesburg 14 ♁ lv.	†7 45 P M

GRAND CANYON RAILWAY.

E. P. Ripley, President, Chicago.
A. G. Wells, Vice-Prest. & G. M., Los Angeles.
G. Holterhoff, Jr., Sec'y and Treasurer, Los Angeles.
F. T. A. Junkin, Asst. Sec'y, Chicago.
W. J. Healy, Aud., Los Angeles.
J. J. Byrne, G. P. Agt., »
H. Isaacs, Div. Bag. Agt., »

No. 10	No. 14	Mls.	June 6, 1909. (27)	No. 11	No. 15
*1 30 P M	*5 55 A M	0	lv ... + Williams 11 ♁ .. ar.	11 10 A M	11 50 P M
1 56 »	6 19 »	9.5	..... Red Lake	10 40 »	11 16 »
2 25 »	6 46 »	20.9	..... Quivero	10 07 »	10 40 »
2 45 »	7 05 »	29.4	..... Valle	9 47 »	10 18 »
3 08 »	7 24 »	38.2	..... Willaha	9 27 »	9 55 »
3 27 »	7 44 »	45.3	..... Anita	9 10 »	9 37 »
4 02 »	8 16 »	52.4	..... Apex	8 46 »	9 10 »
4 17 »	8 30 »	57.6	..... Coconino	8 30 »	8 49 »
4 45 P M	9 00 A M	63.8	ar. + Grand Canyon 11 ♁ lv.	*8 10 A M	*8 30 P M

SAN BERNARDINO, SAN JACINTO AND TEMECULA.

....	63	9-19	5-35	Mls.	December 5, 1909. (21)	36-6	22-20	64	....	....
....	A M	P M	A M	....	LEAVE / ARRIVE	A M	P M	P M	....	....
....	†5 00	†4 15	†1000	0	... San Bernardino ...	8 45	3 15	3 00	....	....
....	5 10	4 21	10 08	3.1	lve ..... Colton 19 ... arr.	8 38	3 00	2 40	....	....
....	5 25	4 42	10 30	6.6	» .. Highgrove 19 ♁ arr.	8 00	2 35	2 15	....	....
....	5 05	5 01	10 47	13.7	» ... Box Springs ... lve.	7 44	2 15	1 50	....	....
....	6 20	5 12	10 54	17.1	» .... Alessandro .... »	7 35	2 03	1 40	....	....
....	6 30	5 18	11 00	20.0	» .... Val Verde .... »	7 28	1 55	1 35	....	....
....	a7 40	5 32	11 15	24.8	» + ... Perris .... ♁ »	7 18	1 46	1 15	....	....
....	7 47	5 40	11 23	28.5	» ..... Ethanac ..... »	7 05	1 27	10 30	....	....
....	7 55	5 49	11 32	30.9	» ..... Menifee ..... »	6 58	1 22	10 20	....	....
....	8 05	6 00	11 45	34.6	» .... Winchester .... »	6 48	1 14	9 50	....	....
....	8 15	6 09	11 53	39.3	» ..... Egan ..... »	6 39	1 03	9 30	....	....
....	8 30	6 15	12 03	41.8	» ..... Hemet ..... ♁ »	6 33	12 57	9 20	....	....
....	8 45	6 25	12 15	44.2	arr. + San Jacinto ♁ lve.	†6 25	†1245	†9 00	....	....
....	†7 35	†6 32	†1115	24.8	lve ..... Perris ..... arr.	7 15	1 36	12 55	....	....
....	8 05	5 55	11 37	36.5	arr. Elsinore Junction. lve.	6 50	1 02	12 27	....	....
....	8 15	6 00	11 42	38.5	..... Elsinore ..... ♁	6 45	12 55	....	....	....
....	10 25	8 07	11 48	36.5	lve. Elsinore Junction. arr.	6 37	12 50	12 17	....	....
....	10 40	8 20	12 05	40.9	» .... Wildomar .... lve.	6 22	12 40	12 05	....	....
....	10 55	8 35	12 20	45.7	» ..... Murrieta ..... »	6 08	†1225	11 45	....	....
....	11 05	8 45	Noon	48.3	» .... Linda Rosa .... »	5 58	Noon	11 35	....	....
....	11 15	7 00	....	51.4	..... Temecula ..... ♁	†5 50	....	†1125	....	....
....	A M	P M	....	....	ARRIVE / LEAVE	A M	....	A M	....	....

SANTA FE, PRESCOTT & PHOENIX RAILWAY.

25	1-27	3	Mls.	May 7, 1909. (28)	2	4	28	26	....
....	P M	A M	....	(Mountain time.)	A M	P M	....	....	....
....	*6 60	*7 35	0	lve ... Ash Fork 11, 14. ♁ arr.	11 45	5 05	....	....	....
....	6 38	8 10	21.0	» .... Cedar Glade .. ♁ »	10 54	4 18	....	....	....
....	7 07	8 47	33.3	» ..... Del Rio .... ♁ »	10 20	3 50	....	....	....
....	7 22	9 05	38.6	» ... Jerome Junc. ♁ »	10 04	3 38	....	....	....
A M	8 18	9 50	56.8	arr ..... Prescott ... ♁ lve.	9 20	2 50	P M	P M	....
d7 25	b9 00	....	0	lve ..... Prescott ... ♁ arr.	....	....	6 35	6 15	....
7 55	9 40	....	6.1	» .... P. & E. Junc . ♁ lve.	....	....	5 15	6 00	....
8 25	10 10	....	13.8	» ..... Yaeger ..... »	....	....	4 38	5 30	....
8 50	10 40	....	20.9	» .... Cherry Creek .. ♁ »	....	....	4 12	5 07	....
9 20	11 35	....	26.7	» ..... Huron ..... ♁ »	....	....	3 26	4 30	....
– –	12 45	....	27.7	arr ... Poland Junc ... lve.	....	....	3 20	– –	....
....	1 10	....	0	lve ... Poland Junc ... arr.	....	....	3 20	....	....
....	1 35	....	4.4	» ..... Providence .... lve.	....	....	2 55	....	....
....	1 50	....	7.7	arr ..... Poland .... ♁ lve.	....	....	b2 40	....	....
– –	11 45	....	27.7	lve ... Poland Junc ... arr.	....	....	1 10	– –	....
10 05	12 05	....	31.9	» ..... Mayer ..... ♁ lve.	....	....	b12 50	4 06	....
11 05	Noon	....	42.2	» .... Turkey Creek .. ♁ »	....	....	Noon	2 52	....
11 40	....	....	47.1	» .... Middleton .. ♁ »	....	....	....	2 36	....
12 50	....	....	....	arr .... Crown King ... lve.	....	....	....	d1 20	....
Noon	8 20	10 00	56.8	lve ..... Prescott ..... arr.	8 40	2 45	....	P M	....
....	8 55	10 33	65.9	» ..... Prieta ..... ♁ lve.	8 10	2 18	....	....	....
....	9 19	10 57	73.0	» ..... Ramsgate ..... »	7 40	1 47	....	....	....
....	9 45	11 20	79.8	» .... Skull Valley .. ♁ »	7 15	1 28	....	....	....
....	10 06	11 34	86.5	» ..... Kirkland .... ♁ »	6 55	1 09	....	....	....
....	10 26	11 59	94.9	» ..... Grand View .... »	6 35	12 50	....	....	....
....	10 42	‖1235	101.3	» ..... Hillside .... ♁ »	6 20	‖1235	....	....	....
....	11 18	1 12	116.2	» ..... Piedmont ..... »	5 43	12 35	....	....	....
....	11 35	1 28	123.1	» ... Congress Jn . ♁ »	5 25	11 19	....	....	....
....	12 09	2 07	136.5	» .... Wickenburg .. ♁ »	4 47	10 40	....	....	....
....	12 35	2 13	150.3	» . Hot Springs Junc . ♁ »	4 17	10 12	....	....	....
....	1 12	3 08	168.8	» ..... Beardsley ..... »	3 42	9 37	....	....	....
....	1 36	3 32	179.5	» ..... Peoria ..... ♁ »	3 15	9 14	....	....	....
....	1 45	3 41	183.7	» ..... Glendale ..... ♁ »	3 06	9 06	....	....	....
....	1 54	3 53	188.9	» ..... Alhambra .... ♁ »	2 57	8 57	....	....	....
....	2 15	4 05	193.6	arr ..... Phoenix ... ♁ lve	*2 45	*8 45	....	....	....
....	A M	P M	....	....	A M	A M	....	....	....

Trains 1 and 2 carry one Mail Car, one Baggage Car, Combination Baggage and Smoker, Coach and Standard Pullman.

Trains 3 and 4 carry Combination Baggage and Smoker and Coach.

PARKER BRANCH.

	No. 43	Mls.	May 7, 1909. (29)	No. 42	
	*1 40 P M	0	lve .. Wickenburg ♁ arr.	11 05 A M	
	2 15 »	10.9	..... Divide	10 29 »	(Mountain time.)
	2 35 »	19.2	..... Forepaugh	10 09 »	
	2 51 »	26.9	..... Aguila	9 51 »	
	3 14 »	35.8	..... Golden	9 30 »	
	3 47 »	49.4	..... Wenden ..... ♁	8 57 »	
	4 00 »	54.7	..... Salome ..... ♁	8 44 »	
	4 26 »	65.0	..... Vicksburg ..... ♁	8 19 »	
	5 12 »	84.7	..... Bouse ..... ♁	7 32 »	
	5 37 »	95.9	..... Linskey	7 07 »	
	5 58 »	104.8	..... Denny	6 45 »	
	6 13 P M	111.0	arr ..... Parker .. ♁ lve.	*6 30 A M	

EXPLANATION OF SIGNS.

Trains marked * run daily.
a Arrives 6.45 a.m.; b Tuesday, Thursday and Saturday; d Monday, Wednesday and Friday.
‖ Dining-rooms and lunch counters.
+ Coupon stations; ♁ Telegraph stations.

For Index of Stations on the Santa Fe, see pages 856-857.

Grand Canyon Line

Santa Fe

ATCHISON, TOPEKA & SANTA FE RAILWAY.

PEKIN BRANCH.

	No. 13	Mls	January 9, 1910. (30)	No. 14	
....	†3 43 P M	....	lve... + Chicago.... ♂ arr.	12 50 Noon	....
....	†8 45 P M	0	lve... + Streator[1].. ♂ arr.	9 27 A M	....
....	6 57 »	6	» .....Ancona[1]..... ♂ »	9 15 »	....
....	7 03 »	9	» .....Long Point.... ♂ »	9 07 »	....
....	7 12 »	13	» .....Dana..... ♂ »	8 57 »	....
....	7 25 »	19	» + ...Minonk..... ♂ »	8 43 »	....
....	7 38 »	25	» .....Benson..... ♂ »	8 26 »	....
....	7 50 »	31	» .....Roanoke..... ♂ »	8 14 »	....
....	8 05 »	37	» .....Eureka..... ♂ »	7 57 »	....
....	8 20 »	44	» .....Washington.... ♂ »	7 44 »	....
....	8 32 »	50	» .....Crandall..... ♂ »	7 31 »	....
....	8 40 »	52	» .....Morton..... ♂ »	7 26 »	....
....	9 05 P M	64	arr.....+ Pekin..... ♂ lve.	†7 00 A M	....
....	10 00 P M	37	lve..Eureka (via T. P. & W.).. arr	7 35 A M	....
....	10 35 P M	56	arr..Peoria ... » lve.	†7 00 A M	....

McPHERSON AND LITTLE RIVER BRANCHES.

387	No. 335	Mls	January 9, 19 0. (31)	No. 336	388
A M	.....	...	.....	.....	P M
†7 30	*3 10 P M	173	lve. + . ‖ Florence[4,49]. ♂ arr.	1 50 P M	3 45
8 15	3 32 »	183	» + ...Marion..... ♂ lve.	1 26 »	3 00
8 43	3 46 »	189	» .....Canada..... ♂ »	1 15 »	2 40
9 10	3 57 »	194	» + ...Hillsboro..... ♂ »	1 05 P M	2 20
9 45	4 10 »	200	» .....Lehigh..... ♂ »	12 51 Noon	2 00
10 20	4 27 »	208	» + ...Canton..... ♂ »	12 35 »	1 30
10 50	4 40 »	213	» .....Galva..... ♂ »	12 20 »	1 05
11 15	4 57 »	220	» + ..McPherson.. ♂ »	12 05 Noon	12 40
12 45	5 13 »	227	» .....Conway..... ♂ »	11 50 A M	10 50
1 20	5 28 »	234	» .....Windom..... ♂ »	11 35 »	10 15
1 45	5 40 »	239	arr. + . Little River.. ♂ »	11 25 »	9 45
2 20	5 55 »	245	» .....Mitchell..... ♂ »	11 13 »	8 45
3 00	6 10 »	251	lve. + ... Lyons..... ♂ »	11 00 »	8 15
3 40	6 27 »	258	» + ...Chase..... ♂ »	10 43 »	6 30
5 00	6 55 P M	271	arr. + ...Ellinwood[4].. ♂ lve.	*10 20 A M	†5 45
P M	†5 45 P M	230	lve....Little River.. ♂ arr.	10 45 A M	A M
.....	6 20 »	249	» .....Geneseo..... ♂ »	10 00 »	....
.....	6 46 »	259	» .....Lorraine..... ♂ »	9 30 »	....
.....	7 05 P M	269	arr.....Holyrood..... ♂ lve.	†9 15 A M	....

KANSAS CITY, LEAVENWORTH AND ATCHISON LINE.

148	No. 141	145	M	January 9, 1910. (32)	No. 142	No. 146	144
*4 30	*9 40 A M	A M	0	lv.. + Kansas City ♂ ar	9 40 A M	4 00 P M	4 30
*6 22	*10 12 A M	†6 00	13	lv.. Holliday[4,52,41] ♂ ar.	*8 25 A M	3 05 P M	4 30
6 30	10 20 »	— —	17	» .... Wilder.. ♂ lve.	8 18 »	— —	4 23
6 35	10 25 »	6 20	19	» . Bonner Spgs ♂ »	8 13 »	2 40 »	4 18
7 05	11 00 »	7 00	30	» E. Fairmount ♂ »	7 46 »	1 56 »	3 50
7 20	11 15 »	7 15	34	» .... Lansing. ♂ »	7 33 »	1 35 »	3 37
7 25	11 20 »	7 25	37	» + Soldiers' Home ♂ »	7 25 »	1 20 »	3 32
7 35	11 30 A M	7 40	40	arr. + Leavenworth.. lve.	*7 15 A M	1 00 P M	*320
P M	.....	8 05	40	lve.. Leavenworth ♂ arr.	.....	12 25 Noon	P M
.....	.....	9 25	58	» .... Potter.. ♂ lve.	.....	11 22 A M	....
.....	.....	9 45	64	arr.. Hawthorne. lve.	.....	†1100 »	....
.....	.....	9 20	..	arr.. Atchison[2] ♂ lve.	.....	†1025 A M	....

EMPORIA AND OSAGE CITY BRANCHES.

11	111	7	181	Mls	January 9, 1910. (33)	8	112	184
P M	P M	P M	....	....	LEAVE] ▼ [ARRIVE	A M	A M	....
*8 30	*4 16	*2 35	....	0	..... Kansas City.....	6 30	10 30	....
9 55	4 45	3 00	....	13	arr.....Holliday..... lve.	6 00	10 00	....
*9 55	*4 46	*3 00	....	13	lve.. Holliday[4,52,41] ♂ arr.	6 00	10 00	....
— —	4 52	— —	....	16	» ..... Zarah ... ♂ lve.	— —	9 54	....
— —	5 00	— —	....	19	» .....Craig..... »	— —	9 45	....
— —	5 07	— —	....	23	» .....Snow..... ♂ »	— —	9 38	....
— —	5 16	3 30	....	26	» + ...Olathe[41]. ♂ »	5 30	9 30	....
— —	5 29	— —	....	31	» .....Clare..... ♂ »	— —	9 17	....
— —	5 36	h —	....	34	» .....Gardner..... ♂ »	5 12	9 10	....
— —	5 43	h —	....	39	» .....Edgerton..... ♂ »	5 02	8 59	....
— —	5 51	h —	....	45	» + ..Wellsville.. ♂ »	4 50	8 48	....
— —	6 13	— —	....	50	» .....Le Loup... ♂ »	— —	8 40	....
11 10	7 00	4 15	....	57	» ..No. Ottawa[41]. ♂ »	4 27	8 25	....
— —	7 20	— —	....	68	» .... Pomona... ♂ »	4 09	7 49	....
— —	7 28	— —	....	72	» + . Quenemo. ♂ »	4 02	7 40	....
— —	7 43	h —	....	80	» . ...Melvern... ♂ »	3 48	7 26	....
— —	— —	— —	....	86	» .....Olivet..... ♂ »	3 35	7 14	....
— —	8 21	h —	....	94	» + ...Lebo..... ♂ »	3 21	7 01	....
— —	8 36	h —	....	102	» ...Reeghe Rapids. ♂ »	3 08	6 50	....
12 35	9 00	‖5 55	A M	113	arr. + Emporia[4,34,54] ♂ lve.	*245	†6 30	P M
Night	*7 35	P M	†800	72	lve. + . Quenemo. ♂ arr.	A M	7 35	7 00
.....	8 08	.....	8 49	82	» + ...Lyndon..... ♂ »	....	7 02	6 15
.....	8 55	.....	9 30	92	» + ... Osage City[4]... ♂	....	†6 35	†5 40
.....	P M	.....	A M	....	ARRIVE]	[LEAVE	A M	P M

a Stops to leave passengers for Guthrie & Western Ry.; k stops for passengers ticketed to points west of Newton where train stops.

‡ Dining-rooms and lunch counters.

GREAT BEND BRANCH.

	No. 577	Mls.	January 9, 1910. (34)	No. 576	
	†1155 A M	286	lve.. + Great Bend[4]. ♂ arr.	9 50 A M	....
	12 15 Noon	294	» ..... Heizer..... ♂ lve.	9 25 »	....
	12 35 Noon	302	» ..... Albert..... »	9 09 »	....
	1 20 P M	318	» .... Rush Centre.. ♂ »	8 28 »	....
	1 53 »	331	» ..... Alexander..... »	7 57 »	....
	2 15 »	339	» ..... Bazine..... »	7 38 »	....
	2 50 »	350	» + ...Ness City .. ♂ »	7 10 »	....
	3 30 »	367	» ..... Beeler..... »	6 30 »	....
	4 08 »	381	» .... Dighton .... ♂ »	5 55 »	....
	6 10 P M	405	arr..... Scott City... ♂ lve.	†5 00 A M	....

* Daily; † daily, except Sunday. + Coupon stations. ‡ Telegraph stations.

OKLAHOMA LINE.

113	117	115	17	411	5-405	Mls.	January 9, 1910. (35)	408-6	18	116	412	114	118
A M	....	A M	P M	P M	A M	....	.....	P M	A M	P M	A M	P M	....
*800	A M	*9 10	*1005	*930	*940	0	lv. + Kansas City ♂ ar.	6 55	7 00	1020	7 10	4 50	P M
*450	*625	*2 25	*4 00	*245	*426	201.1	lve. + ‖ Newton[4,40,64] ar.	12 15	11 15	3 15	1 15	10k0	1625
5 10	6 48	— —	— —	— —	4 42	211.2	» + ...Sedgwick.. ♂ lv.	11 45	m —	2 57	— —	9 33	1002
5 25	7 00	— —	— —	— —	4 65	217.6	» .. Valley Center ♂ »	11 35	m —	2 20	— —	9 20	9 48
5 45	7 25	3 05	4 50	3 30	5 20	228.2	» + . Wichita[40]. ♂ »	11 10	10 20	1 58	1232	8 45	9 20
6 10	7 50	3 22	— —	— —	5 42	239.1	» .....Derby..... ♂ »	10 38	m —	1 38	— —	8 25	8 56
6 20	8 00	3 35	5 30	4 00	5 55	243.8	» + Mulvane[40,51,65] ♂ »	10 25	9 45	1 30	1159	*815	*846
P M	A M	3 52	— —	— —	6 17	253.8	» + ... Udall..... ♂ »	10 05	8 20	1 07	— —	A M	P M
.....	.....	4 02	— —	— —	o —	258.8	» ..... Dale ..... »	m —	m —	1255	— —	....	....
.....	.....	4 22	6 30	4 40	6 50	266.7	» . South Winfield. ♂ »	9 30	8 53	1240	1117	....	....
.....	.....	4 35	— —	— —	o —	272.0	» .... Hackney .. ♂ »	m —	m —	1231	— —	....	....
.....	.....	4 55	7 25	5 05	8 05	279.5	» + ‖ Arkansas City ♂ »	9 05	8 30	1220	1055	....	....
.....	.....	5 25	7 52	5 25	8 40	291.7	» + .. Newkirk.. ♂ »	8 10	7 30	1134	1027	....	....
.....	.....	5 34	8 02	— —	o —	297.1	» + ... Kildare... ♂ »	8 02	7 18	1120	— —	....	....
.....	.....	5 50	8 20	5 48	9 13	304.8	» + . Ponca City . ♂ »	7 45	7 00	1107	1007	....	....
.....	.....	5 57	o —	— —	o —	309.0	» .. White Eagle. ♂ »	m —	m m	1055	— —	....	....
.....	.....	6 09	8 43	— —	9 48	316.4	» ..... Bliss ..... ♂ »	m —	6 38	1040	— —	....	....
.....	.....	6 20	8 55	— —	1000	322.9	» + .. Red Rock... ♂ »	7 10	6 20	1025	— —	....	....
.....	.....	6 55	9 23	6 40	1027	338.7	» + ... Perry ... ♂ »	6 40	5 50	9 53	9 11	....	....
.....	.....	7 13	9 47	— —	1060	348.8	» + ...Orlando... ♂ »	6 18	5 28	9 25	— —	....	....
.....	.....	7 27	10 00	— —	1105	354.9	» + ...Mulhall... ♂ »	6 05	5 16	9 10	— —	....	....
.....	.....	7 45	o —	— —	o —	359.3	» ..... Lawrie ... ♂ »	m —	m —	8 51	— —	....	....
.....	.....	8 20	10 30	8 00	1130	368.8	» + ‖ Guthrie[55,59,74] ♂ »	5 35	4 50	8 40	8 20	....	....
.....	.....	8 38	m o	8 18	o —	376.1	» ..... Seward .. ♂ »	a m	m m	8 18	8 32	....	....
.....	.....	8 50	m o	8 28	o —	381.3	» .... Waterloo ... ♂ »	m —	m m	8 06	7 50	....	....
.....	.....	9 01	11 18	8 37	1225	386.2	» + ... Edmond... ♂ »	4 52	4 08	7 58	7 41	....	....
.....	.....	9 17	m o	8 50	o —	393.1	» ..... Britton ... ♂ »	m —	m m	7 45	7 27	....	....
.....	.....	9 45	12 01	9 10	1 05	400.1	» + Oklahoma City ♂ »	4 25	3 45	7 30	7 15	....	....
.....	.....	10 05	12 19	9 31	o —	409.3	» + ... Moore.... ♂ »	m —	3 22	7 05	6 56	....	....
.....	.....	10 25	12 39	9 50	1 41	418.0	» + ...Norman... ♂ »	3 43	3 05	6 47	6 31	....	....
.....	.....	10 40	12 54	10 04	o —	424.2	» + ... Noble.... ♂ »	m —	2 50	6 35	6 18	....	....
.....	.....	11 10	1 20	10 25	2 20	433.4	ar. + .. ‖ Purcell.. ♂ lv.	*3 15	*2 35	*620	*600	....	....
.....	.....	P M	P M	A M	A M	....	.....	A M	P M	A M	P M	....	....

a Stops to leave from east and west of Newton.

m Stops to take or leave for or from south of Purcell; n stops to take for Kansas City or east thereof.

EASTERN OKLAHOMA BRANCH.

No. 410	408	418	Mls.	January 9, 1910. (36)	409	407	No. 417	
.....	....	A M	....	.....	A M	....	.....	....
*5 00 P M	....	†6 30	0	lv. + Guthrie[55,59,74] ♂ ar.	1005	....	3 18 P M	....
5 30 »	....	7 18	13.4	» . Pleasant Valley. »	9 33	....	2 15 »	....
5 46 »	....	7 40	18.2	» ..... Coyle ... ♂ lve.	9 21	....	1 55 P M	....
6 11 »	....	8 54	30.0	» + .. Perkins... ♂ »	8 54	....	12 50 Noon	....
6 20 »	P M	9 10	34.5	» .. Cottingham.. »	8 43	A M	12 25 Noon	....
6 34 »	*300	11 55	40.0	» + .. Ripley[55]. ♂ »	8 30	‖11 44	11 55 A M	....
6 40 »	3 07	12 05	42.4	» ..... Mehan..... »	8 25	11 37	11 05 »	....
7 00 »	3 25	1 10	50.4	» + . Stillwater.. ♂ »	8 06	11 20	10 35 »	....
7 15 »	3 42	1 35	57.3	» ..... Yost..... »	7 49	11 03	9 30 »	....
7 30 »	3 56	2 00	62.4	» .... Glencoe ... ♂ »	7 37	10 50	9 10 »	....
7 55 »	4 25	3 35	73.7	» + .. Pawnee .. ♂ »	7 12	10 22	8 25 »	....
8 20 P M	4 45	4 15	82.1	arr.... Skedee.. ♂ lve.	*650	*1000	†7 20 A M	....
	P M	P M	....	.....	A M	A M	.....	....

SHAWNEE BRANCH.

301	401	413	A M	Mls.	January 9, 1910. (37)	P M	302	318	414	402
.....	.....	A M	*740	.....	lve. Arkansas City. arr.	17 30	....	....	P M	....
.....	.....	†6 30	*815	0	lve + .. Newkirk.. ♂ arr.	6 55	....	....	5 30	....
.....	.....	7 15	8 35	10.7	» ..... Uncas ... ♂ lve.	6 25	....	....	4 40	....
.....	.....	7 40	8 47	16.5	» ..... Kaw .... ♂ »	6 10	....	....	4 16	....
.....	.....	9 28	9 28	36.7	» ..... Fairfax... ♂ »	5 20	....	....	2 35	....
.....	P M	9 55	9 40	45.9	» + .. Ralston... ♂ »	5 07	....	....	2 00	A M
.....	*8 30	11 15	1000	51.4	» .... Skedee ... ♂ »	4 45	....	....	1 10	6 45
.....	9 55	2 35	1229	81.5	» + .. Cushing.. ♂ »	2 35	....	....	10 40	*530
.....	P M	5 27	1 07	95.9	» .... Kendrick.... »	2 10	....	....	9 15	A M
.....	317	4 23	1 45	108.8	» ... Davenport .. ♂ »	1 57	....	....	8 55	....
P M	A M	6 03	2 05	118.5	» .... Meeker ... ♂ »	1 24	Noon	P M	7 45	....
†3 00	*8 15	8 00	2 50	131.2	» + . Shawnee. ♂ »	*1 00	1220	5 15	†7 05	....
3 15	8 27	P M	P M	135.6	» + . Tecumseh. ♂ »	P M	1201	6 00	A M	....
5 15	9 23	....	....	162.3	» .... Wanette ... ♂ »	....	1010	3 53	....	....
8 45	10 30	....	....	183.3	+ .. Pauls Valley[72]. ♂	....	†800	*260	....	....
P M	A M	....	....	....	ARRIVE]	[LEAVE	A M	P M	....	....

CUSHING BRANCH.

No. 407	No. 415	Mls	Jan. 9, 1910. (38)	No. 416	No. 408	
*1150 A M	†9 35 A M	0	lve. Ripley[56] ♂ arr.	11 00 A M	3 00 P M	....
12 00 Noon	9 47 »	4.2	» .. Amabel .. »	10 50 »	2 50 »	....
12 29 Noon	10 05 A M	10.5	arr. Cushing ♂ lve.	†1030 A M	*2 35 P M	....

CASHION BRANCH.

	No. 145	Mls	January 9, 1910. (39)	No. 146	
.....	*8 55 A M	0	lve. Guthrie[55,56,74] ♂ arr.	1 15 P M	.....
.....	9 15 »	....	» ..... Seward... ♂ lve.	12 50 Noon	Central
.....	9 30 »	....	» ..... Navina... ♂ »	12 37 »	time.
.....	9 50 A M	13.0	arr..... Cashion . ♂ lve.	*1220 Noon	.....

WICHITA BRANCH.

No. 505	No. 509	Mls	January 9, 1910. (40)	No. 510	No. 506
†5 25 P M	†3 00 A M	0	lve. + ‖ Wichita[55] ♂ arr.	12 15 Noon	10 45 A M
6 07 »	9 15 »	14.2	» .... Goddard... ♂ lve.	11 05 A M	10 05 »
6 43 »	10 15 »	26.0	» + .. Cheney... ♂ »	10 15 »	9 25 »
7 08 »	10 55 A M	34.3	» ..... Murdock... ♂ »	9 30 »	9 05 »
7 38 »	2 00 P M	44.6	» + . ‖ Kingman. ♂ »	8 45 »	8 40 »
8 38 »	3 15 »	62.5	» .. Cunningham ♂ »	7 05 »	7 52 »
9 25 P M	4 25 P M	79.6	arr. + ... Pratt... ♂ lve.	†6 00 A M	†7 10 A M

Numbers following Station Names refer to Tables of Connecting Trains.

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling

Santa Fe

ATCHISON, TOPEKA & SANTA FE RAILWAY.

Grand Canyon Line

SOUTHERN KANSAS AND PANHANDLE DIVISIONS.

No. 203		No. 201		Mls.	January 9, 1910. (41)	No. 202		No. 204	
*11 00 P M		*9 00 A M		0	lv. + Kansas City[1,4,64] ♁ ..arr.	8 30 P M		6 50 A M	
11 30 »		9 30 »		13.3	arr.... Holliday[4,32,56] ...lve.	6 00 »		6 20 »	
11 38 »		9 30 »		13.3	lve..... Holliday ....♁ arr.	6 00 »		6 20 »	
11 38 »		9 36 »		16.8	» ......Zarah .....♁ »	5 53 »		6 15 »	
— —		9 51 »		22.9	» ......Snow .....♁ »	5 37 »		6 02 »	
11 58 P M		10 00 »		25.5	» ......Olathe[42] ..♁ »	5 30 »		5 55 »	
12 10 Night		10 11 »		31.0	» ......Clare......♁ »	5 17 »		5 46 »	
12 20 »		10 19 »		34.9	» ......Gardner.....♁ »	5 10 »		5 40 »	
12 30 »		10 30 »		40.0	» ......Edgerton.....♁ »	4 58 »		5 30 »	
12 45 Night		10 41 »		45.5	» ......Wellsville .....♁ »	4 45 »		5 20 A M	
12 56		10 51 »		50.1	» ......LeLoup.....♁ »	4 36 »		5 13	
1 15	207	11 10 »		57.8	arr. North Ottawa[32] ♁ »	4 20 »		5 00	208
1 20	P M	11 15 »		58.4	arr. + ...‡Ottawa[47] ..♁ lve.	4 15 »		4 55	A M
1 25	7 05	11 20 »		58.4	lve. .....Ottawa .....arr.	4 05 »		4 45	8 10
1 45	7 25	11 40 »		67.4	» ......Princeton.....♁ »	3 45 »		4 20	7 50
1 58	7 37	11 52 A M		73.6	» + ...Richmond .....♁ »	3 35 »		4 05	7 40
2 17	7 55	12 10 Noon		83.0	» + ...Garnett .....♁ »	3 15 »		3 35	7 20
2 35	8 10	12 28 »		92.3	» ......Welda .....♁ »	3 00 »		3 10	7 05
2 52	8 28	12 45 »		99.4	» + ...Colony[56] ..♁ »	2 45 »		2 52	6 50
3 02	8 38	12 55 Noon		104.9	» ......Curlyle .....♁ »	2 32 »		2 35	6 40
3 12	8 50	1 05 P M		110.0	» ......Iola .....♁ »	2 22 »		2 20	6 30
3 28	9 05	1 20 »		117.7	» + ...Humboldt...♁ »	2 08 »		2 03	6 16
3 50	9 25	1 40 »		126.9	arr. + ‡Chanute[44,56] ..♁ lve.	1 45 »		1 40	†6 00
4 05	P M	2 00 »		126.9	lve. .....Chanute.....arr.	1 25 »		1 30	A M
4 20		2 15 P M		133.4	» ......Earlton .....lve.	1 10 P M		1 13	
4 35 A M		2 30		140.3	» + ...Thayer .....♁ »	12 55		12 56 Night	
4 50 »		2 45	213	147.8	» ......Morehead.....»	12 40	214	12 38 »	
5 10 »		3 05	A M	154.2	» + ..Cherryvale[76] ..♁ »	12 20	P M	12 10 Night	
5 30 A M		3 35	†7 45	165.0	» + Independence[45,46] ♁ »	11 55	10 05	*11 45 P M	
		3 55	7 52	176.5	» + ...Elk City .....♁ »	11 23	9 38		
		4 08	8 05	184.8	» ......Oak Valley.....♁ »	11 07	9 25		
		4 17	8 18	190.1	» ......Longton.....♁ »	10 57	9 13		
		4 28	8 30	196.0	» + ...Elk Falls.....♁ »	10 45	9 00		
		4 50	8 45	202.7	» + ...‡Moline[54] ..♁ »	10 30	8 45		
		5 08	9 02	211.0	» + ...Grenola .....♁ »	10 05	8 25		
		5 25	9 18	217.5	» ...Grand Summit ..♁ »	9 53	8 12		
		5 40	9 35	225.3	» ......Cambridge.....♁ »	9 35	7 55		
		5 50	9 48	231.1	» + ...Burden .....♁ »	9 24	7 42		
		6 05	10 05	239.0	» ......New Salem.....♁ »	9 05	7 26		
		6 25	10 25	247.9	» + ...Winfield.....♁ »	8 45	7 05		
		6 30	10 30	248.4	arr. Winfield Jn.[40] lve.	8 40	7 00		
		6 45	10 45	248.4	lve. Winfield Jn. arr.	8 25	6 35		
		7 02	11 03	257.2	» + ...Oxford.....♁ lve.	8 04	6 15		
.....	417	7 12	11 15	262.9	» ......Dalton.....»	7 50	6 00		
.....	P M	7 30	11 30	269.9	arr. ....Wellington[68] .lve.	*7 30	[illegible]	324	118
323	*10 00	*9 40 A M		0	lve. ....Kansas City ...arr.	4 50 P M		Mix.	6 30
Mix.	*6 25	*4 50 P M		201.1	» ....Newton[4,35,64] ..arr.	10 10 A M		P M	10 25
P M	7 25	5 45 »		228.2	» ......Wichita.....♁ lve.	8 45 »		1 30	8 20
*7 45	8 10	6 20 »		243.8	» .....Mulvane[35,51,52] ♁ »	8 10 »		11 45	8 45
8 30	8 25	6 35 »		249.7	» + ..Belle Plaine ..♁ »	7 58 »		11 00	8 30
9 00	8 55	7 15 P M		[illegible]	arr. ....Wellington .....lve.	*7 35 A M		†10 00	*7 55
P M	9 20	7 55 P M		261.3	lve. + ‡Wellington ..♁ arr.	7 05 A M		A M	7 30
	9 45	8 15 »		278.0	» ......Mayfield .....♁ »	6 40 »			7 08
	10 05	8 33 »		285.1	» ......Milan .....♁ »	6 20 »			6 50
	10 18	8 47 »		290.0	» + ...Argonia .....♁ »	6 05 »			6 35
	10 40	9 07 »		298.6	» ......Danville .....♁ »	5 46 »			6 15
	11 10	9 25 »		305.0	» + ...Harper[40] ..♁ »	5 28 »			6 00
	11 35	9 55 »		316.6	» + ...‡Attica[67] ..♁ »	4 58 »			5 30
	11 48	10 12 »		323.3	» ......Crisfield .....♁ »	4 40 »			5 12
	12 03	10 34 »		330.9	» + ...Hazelton .....♁ »	4 22 »			4 57
	12 17	10 50 »		337.8	» + ...Kiowa[74,78] ..♁ »	4 05 »			4 45
	12 40	11 15 »		347.5	» ......Capron .....♁ »	— —			4 20
	1 00	11 40 P M		355.9	» + ...Alva .....♁ »	— —			4 00
	2 10	12 40 Night		370.7	» .....‡Waynoka.....♁ »	2 35 »			3 15
	2 56	1 37 A M		398.1	» ......Curtis .....♁ »	1 11 A M			2 10
	3 35	2 05 »		412.0	arr. + .Woodward ...♁ lve.	12 38 Night			1 40
	3 35	2 05 »		412.0	lve. ..‡Woodward .....arr.	12 38 »			1 40
	4 10	2 45 »		427.8	» ......Fargo.....♁ »	12 01 Night			1 05
	4 30	3 03 A M		434.9	» ......Gage .....♁ »	11 46 P M			12 47
	5 05	— —		448.4	» ......Goodwin.....lve.	— —			12 13
	— —			455.6	arr. Texas State Line.lve.	— —			—
					(Southern Kansas Ry. of Texas.)				
				0	lve. Texas State Line. arr.	— —			
	5 25	3 53 A M		1.2	» + ...Higgins ...♁ lve.	11 00 P M			11 55
	6 00	4 35 »		16.6	» + ...Glazier .....♁ »	10 25 »			11 18
	6 46	5 03 »		27.0	» + ...‡Canadian.....♁ »	10 05 »			10 53
	7 38	5 59 »		40.4	» ......Miami .....♁ »	9 15 »			10 00
	8 28	6 55 A M		71.5	» + ...Pampa .....♁ »	8 28 P M			9 03
	9 50	[illegible]		84.9	» + ...White Deer .....♁ »	—			8 35
	9 32	8 03		96.5	» + ...Panhandle .....♁ »	7 18			8 03
	10 40	9 15	37	125.6	arr. + ‡Amarillo[43] ..♁ lve.	6 00		38	*7 00
	P M		P M		(Pecos & Northern Texas Ry.)			A M	A M
		9 50	†7 51	125.6	lve. .....Amarillo ! ..♁ arr.	5 30		10 50	
		10 40	3 56	143.3	» + ..Canyon City ..♁ lve.	4 58		10 08	
		12 03	4 53	172.3	» ......Hereford .....♁ »	4 00		9 05	
		1 08	5 36	194.7	» ......Friona .....»	3 17		8 17	
		1 42	6 01	206.9	» .....‡Bovina .....♁ »	2 49		7 48	
		— —	—	220.0	arr. N. Mexico-Texas Line ..lv	—		—	
					(Eastern Ry. of New Mexico.)				
				0	lv. N. Mexico-Texas Line ..ar.				
		2 18	6 28	0.8	+ .....Texico[43,56]	2 18		7 20	
		2 35	6 50	9.7	ar. + Clovis[41,60] (Mt. time.) lv.	*2 00		†7 00	
		P M	P M		(Atch. Topeka & Santa Fe)	P M		A M	
		1 56	P M	229.7	lve.... Clovis (Mt. time.) ..arr.	2 35 Noon			
		11 40	P M	499.7	arr.... Albuquerque[60]. lve.	*2 20 A M			

* Daily; † daily, except Sunday; ‡ stops to take passengers for points beyond Canadian.

Approximate time effective January 9, 1910. Complete figures in next issue.

Nos. 201 and 202—Parlor Car Kansas City and Independence. Chair Car and Smoker Kansas City and Carlsbad. Coaches Carlsbad and Pecos. Sleeper Wellington (to and from Wichita on 501 and 502) and Roswell. Chair Car Ottawa and Chanute for Pittsburg.

Nos. 203 and 204—Pullman Sleeper Kansas City and Independence. Chair Car and Coach between Kansas City and Wellington.

‡ Dining-rooms and lunch counters. + Coupon stations; ♁ Telegraph stations.

For index of Stations on the Santa Fe, see pages 856-857.

SOUTHERN KANSAS AND PANHANDLE DIVS.—Continued.

No. 805	No. 113	Mls	January 9, 1910. (42)	No. 114	No. 806
			(Eastern Ry. of New Mexico.)		
	*2 00 P M	230	lv.. + Clovis[41] (Mt. time.) .ar.	12 30 Noon	
	2 20 »	230	» ....Cameo.......lve.	12 08 Noon	
	2 40 »	248	» ......Portales....♁ »	11 46 A M	
	3 33 »	262	» + ...Elida.....♁ »	10 50 »	
	3 58 »	283	» ......Kenna.....♁ »	10 27 »	
	5 18 »	320	» + ...Acme.....♁ »	9 01 »	
	6 20 »	338	» ..+ ‡Roswell ...♁ »	8 15 »	
	6 31 »	343	» ...South Spring.... »	7 43 »	
	6 55 »	354	» + ...Dexter.....♁ »	7 17 »	
	7 01 »	357	» ....Greenfield...... »	7 11 »	
	7 10 »	361	» + ..Hagerman ..♁ »	7 02 »	
	7 30 »	369	» + .Lake Arthur.♁ »	6 42 »	
	7 53 »	380	» + ...Artesia.....♁ »	6 18 »	
	8 08 »	387	» + ...Dayton.....♁ »	6 04 »	
	8 24 »	394	» + ...Lakewood ..♁ »	5 43 »	
	9 05 P M	413	arr. + ..Carlsbad ..♁ lve.	*5 00 A M	
†7 00 A M		413	lve.....Carlsbad....arr.		5 00 P M
7 30 »		425	» + ...Loving.....♁ »		4 24 »
8 25 A M		447	arr...State Line...lve.		3 25 P M
			(Pecos River R.R.)		
8 25 A M		447	lve...State Line...arr.		3 25 P M
9 07 »		461	» ....Orla......♁ »		2 48 »
9 35 »		471	» .....Riverton...... »		2 16 »
10 30 »		491	» ....Patrole....... »		1 20 P M
11 05 A M		502	arr. + ...Pecos ....♁ lve.		†12 50 Noon

PLAINVIEW BRANCH.

(*Pecos & Northern Texas Ry. Co.*)

	No. 27	Mls	January 9, 1910. (43)	No. 28	
	*10 05 A M	0	lve....Amarillo[41]. ♁ arr.	4 40 P M	
	11 15 A M	17.7	» ...Canyon City. ♁ »	3 55 »	
	12 27 Noon	50.4	» + ...Tulia .....♁ »	2 28 »	
	1 25 P M	75.0	» + .Plainview ..♁ »	1 25 P M	
	3 30 P M	121.8	arr.....Lubbock.....lve.	*11 10 A M	

CHANUTE AND BENEDICT BRANCHES.

P M	P M	No. 219	Mls	January 9, 1910. (44)	A M	A M	No. 218
†9 30	*2 05	*7 00 A M	0	lv.. + ‡Chanute[41,56]. ♁ ar.	5 50	11 20	6 25 P M
9 50	2 28	7 35 »	8	» ......Vilas ...♁ lve.	5 32	10 53	5 46 »
10 10	2 50	8 15 »	17	» ..Benedict..♁ »	5 16	10 35	5 00 »
10 30		9 45 »	25	» + .Fredonia .♁ »	†5 00		4 25 »
P M		10 15 »	33	» ....Buxton ..♁ »	A M		3 30 »
		11 15 A M	44	arr.... Longton..♁ lve.			*2 35 P M
	2 50		17	lve...Benedict ...arr.		10 35	
	3 35		36	» + .Toronto ..♁ lve.		9 40	
	3 50		42	» ....Quincy ...♁ »		9 20	
	4 05		49	» ....Virgil ...♁ »		9 00	
	4 16		55	» ....Hilltop ..♁ »		8 45	
	5 26		84	ar.. Emporia[4,32,54] ♁ lv.		*7 30	

CEDAR VALE BRANCH.

No. 227	No. 225	Ms	January 9, 1910. (45)	No. 226	No. 228
*3 35 P M	*5 40 A M	0	lv + Independence[41,46] ♁ ar.	11 45 A M	
*4 10 P M	*9 50 A M	16.3	lve......Havana...♁ lve.	9 00 A M	3 15 P M
4 25 »	10 10 »	20.9	» ......Niotaze...♁ »	8 45 »	2 55 »
4 40 »	10 30 »	25.5	» + ...Peru.....♁ »	8 25 »	2 35 »
5 25 »	11 20 A M	38.7	» + ... Elgin .....♁ »	7 40 »	1 45 P M
6 10 P M	12 15 Noon	54.5	arr. + .Cedar Vale. ♁ lve.	*6 45 A M	*12 45 Noon

BARTLESVILLE BRANCH.

No. 221	No. 203	Mls.	January 9, 1910. (46)	No. 222	No. 204
*3 35 P M	*5 40 A M	0	lv. Independence[41,45] .ar.	11 45 A M	11 40 P M
4 10 »	6 18 »	16.3	» .... Havana ..♁ lve.	11 05 »	11 05 »
4 30 »	6 33 »	25.8	» + ... Caney ...♁ »	10 50 »	10 50 »
5 15 »	7 05 »	41.4	» ..... Dewey ...♁ »	10 15 »	10 15 »
5 25 »	7 15 »	45.5	» +. Bartlesville. ♁ »	10 05 »	10 06 »
5 55 »	7 42 »	56.9	» .... Ochelata ..♁ »	9 38 »	9 40 »
6 10 »	7 57 »	63.1	» .... Ramona ..♁ »	9 25 »	9 25 »
6 40 »	8 25 »	76.1	» .. Collinsville. ♁ »	9 00 »	8 55 »
6 55 »	8 45 »	83.7	» .... Owasso . ♁ »	8 45 »	8 40 »
7 25 P M	9 15 A M	95.2	arr. + ...Tulsa .....lve.	*8 15 A M	*8 10 P M

LAWRENCE AND BURLINGTON BRANCHES.

205	211	134	132	M	January 9, 1910. (47)	135	131	133	212
P M		P M	A M			A M	A M	P M	
†3 30		†5 50	†9 55	0	lv. + ..Lawrence[4]. ♁ ar.	8 05	9 20	6 20	
3 55		6 05	10 10	6	» ....Sibleyville.... »	7 35	9 05	5 03	
4 06		6 12	10 16	10	» ......Vinland...♁ »	7 20	8 57	4 55	
4 40	A M	6 27	10 33	15	» + .. Baldwin ..♁ »	6 50	8 42	4 40	P M
7 10	†9 00	7 00	11 00	27	» + ..‡Ottawa[41]. ♁ »	†6 00	8 11	†4 10	6 55
7 55	10 15	P M	A M	44	» + .Williamsburg ♁ »	A M	7 20	P M	5 35
8 13	10 40			50	» .....Agricola...♁ »		7 00		5 05
8 25	11 05			54	» + ..Waverly ..♁ »		6 50		4 45
8 55	12 05			60	» .....Sharpe...♁ »		6 20		3 35
9 17	12 25			73	» + Burlington ♁ »		6 00		2 55
9 45	1 35			83	ar. + ... Gridley ...♁ lv.		†5 30		†2 05
P M	P M						A M		P M

LARNED BRANCH.

		No. 587	M	January 9, 1910. (47a)	No. 588	
		†1 45 P M	0	lve... Larned[4]. ♁ arr	9 20 A M	
		3 00 »	17	» .....Rozel ..♁ »	8 15 »	
		3 35 »	24	» ....Burdett.... »	7 50 »	
		4 20 »	35	» .... Olney .... »	7 12 »	
		5 00 P M	46	arr....Jetmore ♁ .lve.	†6 45 A M	

Grand Canyon Line — Santa Fe

ATCHISON, TOPEKA & SANTA FE RAILWAY.

HUTCHINSON AND SOUTHERN BRANCH.

.....	537	507	531	541	Mls	January 9, 1910. (48)	530	542	508	538
.....	.....	A M	A M	.....	.....	LEAVE] [ARRIVE	Noon	.....	P M	.....
.....	.....	†8 15	†5 00	.....	0	+ ..Hutchinson[4,6] ♂	12 50	.....	8 45	.....
.....	.....	8 37	5 40	.....	9	........Darlow	11 55	.....	8 23	.....
.....	.....	8 48	6 00	.....	14	...... Castleton .... ♂	11 30	.....	8 08	.....
.....	.....	9 05	6 25	.....	21	.... Pretty Prairie .. ♂	10 50	.....	7 50	.....
.....	.....	9 15	6 45	.....	25	........Varner	10 25	.....	7 40	.....
.....	.....	9 35	7 45	.....	33	+ .. Kingman[14,25] ♂	9 35	.....	7 29	.....
.....	.....	9 55	8 15	.....	40	........Carvel	8 15	.....	7 00	.....
.....	.....	10 10	8 45	.....	45	........Basil	7 45	.....	6 48	.....
.....	.....	10 35	9 20	.....	49	........Rago[62] ..... ♂	7 15	.....	6 37	.....
.....	.....	10 45	9 55	.....	54	......Du Quoin	6 40	.....	6 25	.....
.....	.....	11 05	10 45	.....	61	arr. + Harper ♂ ..lve.	6 00	.....	6 05	.....
.....	.....	11 10	12 05	A M	61	lve.... Harper[41] ..arr.	6 00	P M	5 50	.....
	.....	11 35	1 00	†4 00	71	+ ....Anthony .... ♂	†5 00	3 15	5 22	.....
.....	.....	12 02	P M	5 00	82	.....Manchester ... ♂	A M	2 30	4 48	.....
.....	.....	12 14		5 25	87	.... Gibbon		2 10	4 35	.....
.....	.....	12 28	.....	5 55	92	........Wakita...... ♂	.....	1 50	4 18	.....
.....	.....	12 45	.....	6 25	99	........Clyde ...... ♂	.....	1 25	4 00	.....
	.....	1 00	.....	6 50	104	+ ....Medford .... ♂	.....	1 00	3 45	.....
.....	.....	1 21	.....	7 30	111	........Numa	.....	12 05	3 25	.....
.....	.....	1 36	533	7 55	116	......Deer Creek .... ♂	534	11 45	3 10	.....
	P M	1 48	A M	8 15	120	........Nardin ..... ♂	A M	11 20	2 58	P M
.....	†5 00	2 15	†6 45	9 00	129	+ ...Blackwell[56].. ♂	9 20	†10 50	†12 30	8 15
.....	5 25	P M	7 05	A M	135	.... Autwine........	9 00	A M	P M	7 50
.....	5 40	.....	7 20	.....	140	.... Bodock.........	8 45	.....	.....	7 35
.....	6 00	.....	7 40	.....	145	+ ...Ponca City .. ♂	†8 25	.....	.....	†7 15
	P M	.....	A M		.....	ARRIVE] [LEAVE	A M	.....	.....	P M

* Daily; †daily, except Sunday. ‡Dining-rooms and lunch counters.

ELDORADO BRANCH.

.....	No. 351	No. 313	Mls	January 9, 1910. (49)	No. 314	No. 352
.....	†7 15 A M	*4 45 P M	0	lv. + Florence[4,31] ♂ ar.	1 00 P M	8 00 P M
.....	8 05 »	5 05 »	11	» .... Burns..... ♂ lv.	12 37 Noon	5 05 »
.....	8 32 »	5 20 »	20	» ...... De Graff .... ♂ »	12 23 »	4 10 »
.....	9 40 »	5 43 »	30	» + ... Eldorado .. ♂ »	12 01 Noon	3 00 »
.....	10 40 »	6 12 »	42	» + ...Augusta... ♂ »	11 30 A M	1 35 P M
.....	11 15 A M	6 25 »	48	» ....Gordon....... »	11 15 »	12 55 Noon
.....	12 47 Noon	6 38 »	53	» + ... Douglass ... ♂ »	10 58 »	12 27 Noon
.....	1 15 P M	6 50 »	60	» .... Rock ..... ♂ »	10 38 »	11 00 A M
.....	1 50 »	7 05 »	66	» ....Akron .... »	10 20 »	10 50 »
.....	2 30 »	7 25 »	73	» ..Winfield Junc[41] »	9 55 »	10 00 »
.....	3 30 P M	7 55 P M	87	ar. + Arkansas City ♂ lv.	*9 20 A M	†8 15 A M

AUGUSTA BRANCH.

No. 323	Mls.	January 9, 1910. (51)	No. 324
†3 00 P M	0	lve......Augusta ♂ ....arr.	1 35 P M
3 25 »	5.4	............Salter.............	1 20 »
3 45 »	12.0	........Rose Hill......... ♂	1 00 P M
4 45 P M	20.9	arr......Mulvane ♂ ....lve.	†12 25 Noon

HUNNEWELL BRANCH.

.....	513	549	Mls	January 9, 1910. (50)	514	550	540
.....	P M	A M	.....	....	A M	Noon	.....
.....	*9 00	†5 45	0	lv + ..Wellington[41] ♂ ar.	‡7 00	12 30	.....
.....	8 20	6 41	6.6	» .... Rome....... »	6 41	11 55	.....
.....	8 36	7 15	14.3	» + .South Haven. ♂ »	6 23	11 15	.....
.....	8 45	7 30	17.6	» ...Hunnewell. ♂ »	6 16	10 55	.....
.....	9 00	8 03	25.0	» ...... Braman... ♂ »	6 00	10 20	A M
.....	9 26	8 45	34.0	» + . Blackwell[48] ♂ »	5 39	†9 43	11 20
.....	9 50	10 05	42.0	ar + ..Tonkawa.. ♂ lv.	*5 20	A M	†10 50
.....	P M	A M	.....	....	A M	.....	A M

ENGLEWOOD BRANCH.

.....	No. 517	Mls	January 9, 1910. (52)	No. 518
.....	†7 35 A M	.....	lve. + ...Wichita..... ♂ arr.	1 30 P M
.....	8 15 A M	0	lv.. + Mulvane[35,41,51] ♂ ar.	12 50 Noon
.....	8 38 »	10	» .... Peck ..... ♂ lve.	12 26 »
.....	9 00 »	15	» .....Clearwater... ♂ »	12 05 Noon
.....	9 23 »	23	» ....Viola.......... »	11 42 A M
.....	9 35 »	28	» ....Anness........ »	11 30 »
.....	9 55 »	34	» + ...Norwich.... ♂ »	11 07 »
.....	10 15 »	42	» ....Adams........ »	10 47 »
.....	10 30 »	47	» ....Rago[48]... ♂ »	10 30 »
.....	10 45 »	51	» ....Spivey...... ♂ »	10 20 »
.....	11 02 »	56	» ....Zenda....... ♂ »	10 03 »
.....	11 20 »	65	» ......Nashville ... ♂ »	9 43 »
.....	11 40 A M	73	» ....Isabel ..... ♂ »	9 23 »
.....	12 24 Noon	81	» ......‡ Sawyer..... ♂ »	9 05 »
.....	12 50 Noon	89	» ....Coats....... ♂ »	8 45 »
.....	1 08 P M	105	» ......Springvale... ♂ »	8 28 »
.....	1 32 »	115	» .....‡ Belvidere.... ♂ »	8 00 »
.....	2 05 »	117	» ...... Wilmore.... ♂ »	7 25 »
.....	2 30 »	124	» + ...Coldwater.... ♂ »	6 45 »
.....	3 00 »	135	» ......Protection.... ♂ »	6 25 »
.....	3 45 »	151	» ....Ashland...... ♂ »	5 45 »
.....	4 30 P M	166	arr. + ..Englewood.. ♂ lve.	†5 10 A M

CALDWELL BRANCH.

No. 525	Ms.	January 9, 1910. (53)	No. 526
†9 00 A M	0	lve. + Wellington ♂ arr.	12 30 Noon
9 30 »	9.2	» ....Perth..... ♂ »	11 58 A M
9 45 »	13.3	» ......Corbin..... ♂ »	11 45 »
10 10 A M	20.8	arr... + Caldwell.. ♂ lve.	†11 20 A M

HOWARD BRANCH.

.....	268	270	Mls	Jan. 9, 1910. (54)	265	269
.....	P M	A M	.....	....	A M	P M
.....	†3 40	†7 45	0	lv. Emporia[4,33,44] ♂ ar.	10 50	8 00
.....	4 13	8 30	11	» ......Olpe... ♂ lve.	10 25	7 05
.....	4 35	10 10	20	» + .Madison . ♂ »	10 00	6 15
.....	4 46	10 25	24	» .Madison Jn. »	9 50	5 40
.....	5 10	11 00	33	» ...Hamilton ♂ »	9 25	5 10
.....	5 30	11 30	41	» ....Utopia .... »	9 07	4 56
.....	5 50	12 05	46	» + ..Eureka.. ♂ »	8 45	3 50
.....	6 15	12 45	55	» .....Climax..... »	8 20	3 00
.....	6 32	1 15	62	» + ..Severy .. ♂ »	8 00	2 15
.....	6 48	1 40	68	» ......Fiat ...... »	7 45	1 40
.....	7 06	2 15	76	» + . Howard. ♂ »	7 25	1 06
.....	7 25	2 55	84	arr. + Moline[42] ♂ lve.	†7 00	†12 25
.....	P M	P M	.....	....	A M	Noon

Standard—Central time.

GIRARD BRANCH.

....	No. 241	Mls	January 9, 1910. (55)	No. 242	....
....	*2 10 P M	0	lve. + ..‡Chanute.[41,44] ♂ arr.	1 10 P M	....
....	2 43 »	11	» ....Shaw ...... ♂ lve.	12 35 Noon	....
....	2 55 »	15	» + ...Erie........ ♂ »	12 20 Noon	....
....	3 25 »	22	» + ...Walnut..... ♂ »	11 50 A M	....
....	3 46 »	34	» ....Brazilton..... ♂ »	11 30 »	....
....	4 05 »	42	» + ...Girard...... ♂ »	11 10 »	....
....	4 35 »	51	» ......Frontenac ... ♂ »	10 45 »	....
....	4 50 P M	55	arr. + ... Pittsburg.... ♂ lve.	*10 30 A M	....

COLONY BRANCH.

No. 231	No. 233	Mls	January 9, 1910. (56)	No. 232	No. 234
†2 50 P M	†9 00 A M	0	lve. + ... Colony[41] ... ♂ arr.	12 15 Noon	6 45 P M
3 20 »	9 30 »	8	» ....Geneva......... »	11 45 A M	6 15 »
3 35 »	9 45 »	11	» + ..Neosho Falls.. ♂ lve.	11 30 »	6 00 »
4 35 P M	10 30 A M	25	arr. ...Yates Center.. ♂ lve.	†10 45 A M	†5 00 P M

KIOWA BRANCH.

No. 551	No. 547	Mls	January 9, 1910. (57)	No. 552	No. 548
....	†5 00 A M	0	lve.........Kiowa.........arr.	....	4 30 P M
....	5 35 »	10	............Gerlane............	....	4 05 »
....	6 10 »	20	arr. + Medicine Lodge[15] lve.	....	3 30 P M
†3 00 P M	6 20 »	20	lve... Medicine Lodge ♂ arr.	7 10 A M	9 30 A M
3 55 »	7 00 »	34	............Lake City.......... ♂	6 20 »	8 55 »
4 20 »	7 10 »	40	............Sun City..............	6 00 »	8 40 »
5 00 P M	7 40 A M	51	arr...... Belvidero.... ♂ lve.	†5 20 A M	†8 10 A M

CANON CITY BRANCH.

633	635	No. 625	Mls.	January 9, 1910. (58)	No. 626	No. 636	634
.....	.....	*3 59 A M	0	lve. + ..Denver... ♂ arr.	....	....	.....
.....	.....	7 50 A M	118	arr. + ...Pueblo... ♂ lve.	....	....	.....
.....	.....	*10 20 A M	0	lve.....Pueblo[7].....arr.	7 10 P M	....	.....
.....	.....	11 00 »	14	.........Taylor's... ♂ lve.	6 32 »	....	.....
.....	.....	11 14 »	21	........Woodruff.........	6 18 »	....	.....
P M	.....	11 25 »	27	.... Portland ..... ♂	6 05 »	....	Noon
†4 00	.....	11 44 A M	32	arr. + .Florence. ♂ lve.	5 51 P M	....	12 45
.....	.....	....	36	arr...Brookside ♂ .lve.	....	....	.....
4 25	Noon	12 10 Noon	40	arr. + Canon City ♂ lve.	*5 30 P M	....	†12 20
†4 00	†12 55	11 44 A M	32	lve....Florence....arr.	5 51 P M	1 50 P M	12 45
4 05	1 00	11 50 A M	33	.........Clelland.........	*5 45 P M	1 45 »	†12 40
P M	1 10	....	37	+ .... Rockvale..... ♂	....	†1 35 P M	Noon
.....	P M	....	.....	ARRIVE] [LEAVE	....	....	.....

DEMING AND SILVER CITY BRANCH.

No. 825	No. 817	Mls	January 9, 1910. (59)	No. 818	No. 826	.....
†9 00 A M	*7 20 A M	0	lve.....‡Rincon[10] ♂ .arr.	8 55 P M	3 00 P M	.....
9 20 »	7 30 »	5	» ....Hatch....... »	8 43 »	2 40 »	
10 20 »	7 55 »	14	» ......Hockett...... »	8 25 »	2 10 »	
11 25 A M	8 30 »	26	» .... Nutt[12]... ♂ »	8 00 »	†1 30 P M	
....	8 55 »	39	» ......Florida....... »	7 30 »	....	
....	9 20 »	53	arr. } + Deming. ♂ { lve.	7 00 »	....	
....	9 50 »	53	lve. } + Deming. ♂ { arr.	6 55 »	....	
....	10 00 »	54	» .....Whitney...... »	6 30 »	....	
....	10 40 »	60	» .....Spalding ..... »	5 55 »	....	
....	11 00 »	67	» .....Faywood...... »	5 37 »	....	
....	11 25 »	84	» Whitewater[60] ♂ »	5 20 »	....	
....	11 59 A M	98	» .....Hawkins...... »	4 38 »	....	
....	12 15 Noon	101	arr. + Silver City ♂ lve.	*4 30 P M	....	.....

+ Coupon stations. ♂ Telegraph stations.

SANTA RITA BRANCH.

No. 837	No. 829	Mls	January 9, 1910. (60)	No. 830	No. 838	.....
....	....	.....	LEAVE] [ARRIVE	....	....	.....
....	†11 35 A M	0	..... Whitewater.[59] ♂	9 45 A M	....	.....
....	12 15 Noon	9	..........Hurley..........	9 00 »	....	.....
....	12 34 »	13	..........Bayard........ ♂	8 30 »	....	.....
....	12 45 Noon	14	arr...Hanover Jn.[61] lve.	†8 20 A M	....	.....
†12 50 Noon	....	14	lve...Hanover Jn...arr.	....	1 50 P M	.....
12 55 Noon	....	15	........San Jose.........	....	1 45 »	.....
1 10 P M	....	17	...........Ernest...........	....	1 35 »	.....
1 15 P M	....	18	lve...Santa Rita. ♂ arr.	....	†1 30 P M	.....

HANOVER BRANCH.

....	No. 829	Mls	January 9, 1910. (61)	No. 830	....	.....
....	†2 05 P M	0	lve.. Hanover Jn[60]..arr.	8 20 A M	....	.....
....	2 35 »	3.5	arr......Hanover......lve.	8 00 »	....	.....
....	3 05 P M	6.4	arr...... Fierro ......lve.	†7 45 A M	....	.....

SANTA FE BRANCH.

.....	725	723	721	Mls	January 9, 1910. (62)	720	722	724	.....	.....
.....	P M	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	P M	.....	.....
.....	*10 20	*5 30	*11 10	0	........Lamy[8]...... ♂	9 57	4 50	8 20	.....	.....
.....	11 10	6 30	12 10	18	+ ....Santa Fe.... ♂	*9 00	*4 00	*7 20	.....	.....
..	P M	P M	Noon	.....	ARRIVE] [LEAVE	A M	P M	P M	.....	.....

MAGDALENA BRANCH.

....	No. 843	Mls	January 9, 1910. (63)	No. 844	....
....	†6 45 A M	0	lve. + ...Socorro[9].... ♂ arr.	11 10 A M	....
....	6 53 »	2.4	» ....Billings.........lve.	10 59 »	....
....	7 15 »	8.5	» ....Clemow......... »	10 40 »	....
....	7 45 »	15.8	» ....Water Canyon .... »	10 10 »	....
....	8 30 A M	26.8	arr......Magdalena.... ♂ lve.	†9 30 A M	....

Numbers following Station Names refer to Tables of Connecting Trains.

Santa Fe

GULF, COLORADO & SANTA FE RAILWAY.

Grand Canyon Line

19-15	17	5	Mls.	*January*, 1910. (64)	6	18	16-20
	P M	A M		LEAVE] [ARRIVE	P M	A M	
	*1005	*9 40		.....**Kansas City**[1,4,41].	6 55	7 00	
	4 00	4 25		lve.....**Newton**[4,35,41].arr.	12 15	11 15	
A M	1 20	2 20		arr.....**Purcell**.....lve.	3 15	2 35	P M
*1000	*1 45	*2 30	0	lve.....+**Purcell**.....◊arr.	3 00	12 15	8 15
10 20	2 05	2 48	7.3	» .....Wayne.....◊lve.	2 48	2 05	7 55
10 35	2 18	3 02	14.9	» .....Paoli.....◊ »	2 25	1 40	7 40
10 50	2 33	3 22	21.9	» + **Paul's Valley** ◊ »	2 02	1 25	7 25
11 10	2 53	3 40	29.4	» ....Wynnewood..◊ »	1 40	1 08	7 05
11 30	3 13	4 00	39.6	lve.....**Davis**.....◊lve.	1 15	12 45	6 45
1 30	4 00	11 15	49.0	arr.....**Sulphur**...◊lve.	.....	*11 45	*5 55
*9 30	*2 25	.....	49.0	lve.....**Sulphur**.....arr.	.....	1 30	7 30
11 50	5 28	4 20	47.9	lve.....Dougherty...◊lve.	12 54	12 25	6 25
12 28	3 55	4 45	57.1	» .....Berwyn....◊ »	12 29	11 57	6 00
12 55	4 22	5 10	67.1	» +...**Ardmore**...◊ »	12 07	11 37	5 40
1 12	4 37	5 28	74.6	» .....Overbrook..... »	11 49	11 18	5 20
1 37	5 00	5 45	84.4	» .....Marietta....◊ »	11 32	11 00	5 00
1 68	5 12	a –	89.0	» .....Bomar..... »	– –	10 48	4 40
2 02	5 22	c 07	94.4	» ....Thackerville..◊ »	11 12	10 39	4 30
2 35	5 50	6 40	106.8	arr...+**Gainesville**.◊lve.	10 45	10 10	4 00
3 00	6 15	7 10	106.8	lve.....**Gainesville**....arr.	10 40	10 05	3 50
3 12	a –	a –	111.1	» .....Fair Plains.....lve.	– –	nv –	– –
3 30	a –	7 28	116.7	» .....Valley View...◊ »	10 17	nv	3 30
3 45	a –	7 43	125.3	» .....Sanger.....◊ »	10 01	nv	3 13
4 03	a –	7 59	134.0	» .....Krum.....◊ »	9 45	nv	2 55
4 15	a –	8 09	140.2	» .....Ponder.....◊ »	9 35	nv	2 43
4 28	a –	8 24	146.9	» .....Justin.....◊ »	9 25	nv	2 32
4 46	a –	8 42	155.5	» .....Haslet..... »	9 07	nv	2 17
5 05	a –	8 57	163.6	» .....Saginaw.....◊ »	8 61	nv	2 02
5 30	8 30	9 15	171.5	arr...+**Fort Worth**.◊lve.	8 30	8 00	1 40
5 46	8 45	9 30	171.5	lve.....**Fort Worth**....arr.	8 15	7 45	1 30
6 16	a –	10 00	183.8	» .....Crowley....◊lve.	7 43	nv	1 02
6 55	a –	10 10	192.2	» .....Joshua.....◊ »	7 24	nv	12 45
9 50	9 50	10 30	200.0	arr.....+**Cleburne**...◊lve.	7 10	6 45	12 25
10 40	10 15	10 40	200.0	lve.....**Cleburne**.....arr.	6 45	6 10	11 10
10 55	– –	10 55	208.0	» .....Rio Vista.....◊lve.	6 28	5 58	– –
11 08	– –	11 07	214.4	» .....Blum.....◊ »	6 17	5 49	– –
11 22	– –	11 21	222.5	» .....Kopperl.....◊ »	– –	5 38	– –
11 37	– –	11 37	229.7	» +....**Morgan**.....◊ »	5 47	5 31	– –
11 52	– –	11 56	236.8	» .....Meridian.....◊ »	5 26	5 19	– –
12 14	11 40	12 20	247.1	» +.....Clifton.....◊ »	5 08	4 59	– –
12 33	– –	12 40	258.2	» ....Valley Mills...◊ »	4 43	4 45	– –
12 43	– –	12 56	267.4	» +....Crawford.....◊ »	4 25	4 29	– –
1 08	– –	1 14	274.1	» ....**McGregor**...◊ »	4 10	4 16	– –
1 21	– –	1 35	284.1	» +.....Moody.....◊ »	3 44	4 00	– –
1 34	– –	1 53	292.1	» ...Pendletonville... »	3 26	anv	– –
1 50	1 10	2 10	299.2	arr.....+**Temple**.....◊lve.	3 10	3 35	3 35
2 00	1 15	2 35	299.2	lve.....**Temple**.....arr.	3 00	3 35	3 30
2 23	– –	2 47	305.1	» ...Heidenheimer.◊lve.	2 47	anv	– –
2 38	– –	3 05	312.8	» .....Rogers.....◊ »	2 28	3 12	– –
2 53	– –	3 18	320.2	» .....Buckholts..... »	2 10	anv	– –
3 15	2 15	3 40	329.5	» +...**Cameron**.....◊ »	1 53	2 42	2 42
c d	– –	3 51	336.3	» .....Hoyte..... »	1 42	anv	– –
3 50	2 45	4 06	343.1	arr.....+**Milano**.....◊lve.	1 32	2 15	2 15
4 00	2 50	4 08	343.1	lve.....**Milano**.....arr.	1 32	1 55	1 55
4 20	– –	4 28	352.7	» .....Chriesman..... »	1 12	av	1 35
4 35	3 22	4 40	359.8	» +....Caldwell.....◊ »	12 57	1 25	1 20
c d	– –	4 53	366.1	» .....Davidson..... »	12 42	av	– –
5 04	– –	5 03	372.7	» .....Lyons.....◊ »	12 28	av	12 52
5 20	3 57	5 15	376.1	» ....**Somerville**..◊ »	1220	12 50	12 45
c d	b –	5 20	379.7	» .....Quarry..... »	11 48	a –	– –
5 32	b –	5 24	381.7	» .....Gay Hill..... »	11 44	a –	12 20
5 54	4 25	5 40	391.5	» +....Brenham.....◊ »	11 27	12 22	12 01
c d	b –	5 51	397.3	» ....Phillipsburg..... »	11 12	a –	– –
6 15	b –	6 58	401.3	» .....Kenney..... »	11 03	a –	11 36
6 30	5 04	6 18	409.8	» +....Bellville.....◊ »	10 49	11 45	11 20
6 51	b –	6 40	427.2	» .....Peters..... »	10 30	a –	10 58
7 02	5 34	6 55	423.1	» +....**Sealy**.....◊ »	10 20	11 22	9 55
7 16	b –	7 07	430.5	» .....Burroughs..... »	10 02	a –	9 32
7 26	5 51	7 16	435.5	» .....**Wallis**.....◊ »	9 55	10 56	9 20
7 37	b –	7 26	441.4	» .....Orchard..... »	9 39	a –	9 02
7 46	b –	7 36	446.0	» .....Dyer..... »	9 31	a –	8 55
8 18	6 20	8 06	451.7	» +..**Rosenberg**..◊ »	9 22	10 33	8 45
8 23		8 11	454.1	» +...Richmond.....◊ »	9 13		8 30
8 31		8 20	459.1	» .....Crabb..... »	9 04		8 20
8 38		8 28	462.2	» .....Booth..... »	8 59		8 10
8 50		8 34	467.1	» .....Thompsons..... »	8 50		8 00
9 01		8 46	473.2	» .....Duke..... »	8 36		7 45
9 04		8 50	474.8	» .....Arcola.....◊ »	8 33		7 40
9 15		9 02	481.5	» .....Manvel..... »	8 20		7 25
9 30		9 20	488.8	arr.....+**Alvin**[88]...◊lve.	8 05		7 10
.....	7 30	10 10	514.3	arr.....**Houston**...◊lve.	*7 10	*9 23	.....
9 30	8 25	8 20	488.8	lve.....**Alvin**.....arr.	8 05	8 25	7 00
9 38	b –	8 28	493.4	» ....Algoa.....◊lve.	7 56	a –	6 45
9 45	b –	8 35	496.9	» .....Arcadia.....◊ »	7 45	a –	6 35
9 50	b –	8 37	499.3	» .....Alta Loma..... »	7 37	a –	6 28
9 58	b –	9 45	503.3	» .....Hitchcock.....◊ »	7 30	a –	6 16
10 15	b –	10 02	511.2	» ...Virginia Point..◊ »	7 20	a –	6 00
10 35	9 25	10 25	517.5	arr...+**Galveston**◊...lve.	*7 00	*7 30	*5 40
A M	A M	P M			A M	P M	P M

Via G. H. & S. A. Ry.

* Daily; † daily, except Sunday; § Sunday only; *a* stops to leave passengers from foreign lines; *b* stops to leave passengers holding through Pullman Sleeper tickets from points north of Clebourne; *c* stops to leave passengers; *d* stops to take for Lampasas Branch and Beaumont Division.

m Stops to receive or discharge passengers for or from foreign lines; *n* stops to receive passengers ticketed to foreign lines; *v* stops to discharge passengers from stations on Beaumont and Lampasas Branches; *w* stops to take for beyond Somerville or to leave from foreign lines. ‖ Dining-rooms and lunch counters.

LAMPASAS BRANCH.

		75	77	Mls.	*May* 30, 1909. (65)	76	78	70	
		P M	A M			Noon	Night		
		*3 40	*4 15	0	lve.....**Temple**...◊arr.	‖1220	12 15		
		4 08	4 40	8.0	» +....**Belton**....◊lve.	11 50	11 45		
		4 36	5 13	17.3	» .....Nolanville..... »	11 20	11 07		
		4 56	5 30	25.1	» +....Killeen.....◊ »	11 03	10 50		
		5 19	5 50	35.8	» ..Copperas Cove..◊ »	10 40	10 30		
		5 39	6 15	44.7	» .....Kempner..... »	10 20	10 07		
		6 36	6 40	56.3	» +..**Lampasas**...◊ »	9 45	9 40		
		7 03	– –	65.0	» .....Ogles..... »	9 27	– –		
		7 25	7 28	73.2	» .....Lometa.....◊ »	9 00	8 55		
		8 10	8 15	95.0	» +..**Goldthwaite**.◊ »	8 15	8 10		
		8 32	8 40	105.3	» .....Mullen.....◊ »	7 45	7 49		
		8 58	9 03	117.8	» .....Zephyr..... »	7 15	7 21	P M	
		9 45	9 55	129.9	» +..Brownwood...◊ »	*6 45	‖6 55	3 35	
		10 30	10 40	151.3	lve.....Santa Anna..◊lve.	A M	6 44	2 53	
		– –	– –	155.1	...**Coleman Junction**...		– –	– –	
		10 52	11 03	160.7	lve....+**Coleman**◊...lve.		6 12	2 25	
		11 38	11 50	166.5	lve.....Valera.....lve.		4 30	1 45	
		12 36	12 50	192.0	» +...Ballinger...◊ »		3 31	‖1250	
		1 13	1 30	209.4	» .....Miles.....◊ »		2 51	11 40	
		1 55	2 10	227.3	arr.+..**San Angelo**.◊lve.		*2 15	*1100	
		A M	P M				P M	A M	

DALLAS LINE.

61	65	63	67	Mls.	*September* 19, 1909. (66)	66	64	68	62
	P M		A M			A M		P M	
	*7 30		*6 30	0	lve.....**Cleburne**..◊arr.	10 20		9 55	
	8 00		7 03	12.7	» +...Alvarado....◊ »	9 52		9 20	
	8 09		7 10	16.1	» .....Trueloves..... »	9 43		9 12	
	8 18		7 20	19.6	» .....Venus.....◊ »	9 36		9 05	
	8 28		7 27	22.0	» .....Wyatt..... »	9 27		8 57	
	8 47		7 40	26.9	» ....Midlothian...◊ »	9 18		8 47	
	9 02		7 57	34.5	» ....Cedar Hill..... »	9 02		8 30	
	9 12		8 07	40.1	» ....Duncanville..... »	8 47		8 20	
P M	9 45	P M	8 45	53.5	arr.....+**Dallas**....◊lve.	*8 10	A M	7 45	A M
*8 40	P M	*7 25	9 05	53.5	lve.....**Dallas**.....arr.	A M	11 45	17 20	8 15
/9 0		7 53	m v	60.3	» .....Reinhardt.....lve.		11 12	a –	7 46
9 17		8 10	9 42	66.4	» .....Garland.....◊ »		11 00	6 38	7 36
9 25		8 21	m v	71.6	» .....Sachse..... »		10 47	a –	7 27
9 31		8 30	9 59	75.7	» +....**Wylie**.....◊ »		10 37	6 21	7 22
9 45		8 51	m v	84.3	» .....Copeville..... »		10 14	a –	7 07
9 58		9 08	10 27	90.9	» + **Farmersville** ◊ »		9 58	5 51	6 56
10 06	49	9 22	m v	96.8	» .....Merit..... »	50	9 42	a –	6 46
10 22	P M	9 39	10 50	104.3	» +...**Celeste**...◊ »	A M	9 25	5 24	6 35
10 37	*4 05	10 00	11 05	112.2	arr...+**Wolfe City**..◊lve.	9 20	9 05	5 06	6 19
	‖1 10			152.4	lve...+**Sherman**....arr.	12 20			
10 50	4 30	10 20	11 20	121.5	lve....+**Ladonia**...◊lve.	†9 00	8 45	4 47	6 05
10 59	P M	10 33	11 30	127.5	» ....Pecan Gap...◊ »	A M	8 33	4 34	5 55
11 08		10 45	11 40	132.9	» ...Ben Franklin.... »		8 23	4 21	5 45
11 19		10 58	11 53	138.5	» .....Roxton.....◊ »		8 10	4 10	5 35
11 40		11 26	12 20	151.1	ar.+**Paris** (Union Depot)◊ lv.		*7 45	*3 45	*5 15
P M		P M	Noon				A M	P M	A M

BEAUMONT LINE.

No. 205	No. 217	Mls.	*May* 30, 1909. (67)	No. 218	No. 206	
*6 00 P M	*4 15 A M	0	lve...**Somerville**◊arr.	12 01 Night	11 15 A M	
7 00 »	4 42 »	18.4	» ...Allentarm...◊ »	w –	10 05 »	
7 35 »	5 02 »	28.2	» +..**Navasota**..◊ »	11 09 P M	9 30 »	
8 36 »	6 06 »	55.6	» **Montgomery** ◊ »	10 02 »	7 20 »	
11 00 »	‖7 25 »	72.2	» +..**Conroe**...◊ »	9 12 »	6 00 »	
11 40 P M	7 42 »	79.3	» ..**Waukegan**..◊ »	8 58 »	5 25 »	
12 25 Night	8 30 »	95.0	» ...**Cleveland**..◊ »	8 15 »	*4 20 A M	
	8 50 »	105.5	arr.....Rayburn...◊ »	7 52 »		
	9 43 A M	127.8	arr.....**Bragg**...◊lve.	7 00 P M		
No. 203	12 15 Noon	137.4	arr....**Saratoga**..◊lve.	*4 45 P M	No. 204	
*4 45 P M		137.4	lve....**Saratoga**....arr.		9 45 A M	
5 15 P M	9 43 A M	127.8	lve.....**Bragg**.....arr.	7 00 P M	9 05 A M	
5 52 »	10 14 »	143.3	» +..Kountze...◊ »	6 32 »	8 25 »	
6 15 P M	10 30 A M	152.2	arr...+**Silsbee**...◊lve.	6 15 P M	8 00 A M	
7 15 P M	11 20 A M	173.0	arr.+**Beaumont**.◊lve.	*5 00 P M	*7 00 A M	
	*1150 A M	173.0	lve...**Beaumont**...arr.	4 40 P M		
	1 05 P M	152.2	lve.....**Silsbee**...◊arr.	‖3 20 P M		
No. 292	1 41 »	167.5	» .....Buna.....◊ »	2 58 »	No. 291	
*3 30 P M	2 25 P M	183.9	lve...**Kirbyville**.◊lve.	1 57 P M	1 15 P M	
5 26 P M		223.5	arr....**De Ridder**.◊lve.		11 15 A M	
6 10 »		240.8	arr....**Cravens**..◊lve.		10 25 »	
7 30 P M		264.2	arr....**Oak Dale**..◊lve.		*9 15 A M	
	2 53 P M	193.9	lve.....Rogan....◊arr.	1 26 P M		
	3 23 »	205.1	» .....Jasper....◊ »	12 52 Noon		
	3 50 P M	271.4	arr.....**Center**...◊lve.	*9 30 A M		

HOUSTON LINE.

112	110	118	104	102	Mls.	*January*, 1910. (68)	101	117	103	109	107
P M	A M	P M	P M	P M		LEAVE] [ARRIVE	A M	A M	P M	A M	P M
§1005	§805	*730	*400	*130	0	.....**Galveston**.....	8 45	9 25	3 20	10 15	2 40
10 50	8 55	8 25	4 55	2 20	28.7	arr....+**Alvin**[64]....lve.	7 46	8 25	2 22	9 26	1 53
10 50	8 55	8 25	4 55	2 22	28.7	lve.....**Alvin**.....arr.	7 46	8 25	2 22	9 25	1 53
– –	9 12	– –	5 07	2 37	38.6	lve....Pearland.◊ »	– –	– –	2 09	9 12	– –
11 20	9 30	9 15	5 35	3 00	52.6	ar.+Houston(S. P. Depot) »	7 10	7 50	1 50	8 55	1 25
11 30	9 40	9 25	5 45	3 10	54.2	+**Houston** (Cent. Depot)	*700	*740	†140	§8 45	§115
P M	A M	P M	P M	P M		....ARRIVE] [LEAVE	A M	A M	P M	A M	P M

Additional Trains—Leaves Houston (C. D.) §8 05 p.m., arriving Galveston 9 50 p.m. Leave Houston for Alvin †7 20 a.m., *8 65 p.m. Leaves Alvin for Houston †8 25 a.m., *8 30 p.m.

+ Coupon stations; ◊ Telegraph stations. *Central time.*

For Index of Stations on the Santa Fe, see pages 856-857.

Grand Canyon Line

Santa Fe

GULF, COLORADO & SANTA FE RAILWAY.

MATAGORDA BRANCH.

No. 13	Mls	*May* 30, 1909. (69)	No. 14
*7 50 A M	0	lve..... + **Sealy** ♂ .....arr.	8 30 P M
8 20 A M	10.0	..... Beard.....	8 05 P M
8 43 A M	18.2	arr.... **Eagle Lake**.. ♂ lve.	7 41 P M
8 48 A M	18.2	lve.... **Eagle Lake**.... arr.	7 38 P M
8 51 A M	17.6	lve... **Eagle Lake Jn.** .arr.	7 34 P M
8 54 "	18.4	..... Lakeside..... ♂	7 31 "
9 04 "	22.7	..... Matthews.....	7 22 "
9 19 "	28.0	..... **Bonus**..... ♂	7 09 "
9 31 "	32.6	..... Egypt.....	6 58 "
9 44 "	37.0	..... Glen Flora..... ♂	6 45 "
10 03 "	43.2	..... **Wharton**.....	6 25 "
10 19 "	49.5	..... **Arnim**.....	6 06 "
10 23 "	51.5	..... **Lane City**..... ♂	6 00 "
10 39 "	56.4	..... Rehmann.....	5 42 "
10 49 "	60.5	..... McCroskey.....	5 27 "
10 54 "	62.6	..... Harrows.....	5 20 "
11 15 "	68.7	..... **Bay City**..... ♂	5 00 "
11 40 "	78.1	..... Wadsworth.....	4 35 "
11 55 A M	83.3	..... Stewart.....	4 20 "
12 25 Noon	90.0	arr.... **Matagorda** ♂ .. lve.	*4 00 P M

WEATHERFORD BRANCH.

No. 41	Ms.	*September* 10, 1909. (70)	No. 42
†7 45 A M	0	lve..... **Cleburne**... ♂ arr.	5 45 P M
8 40 "	11.3	" ..... Godley..... lve.	4 35 "
9 50 "	19.4	" ..... Cresson..... ♂ "	3 56 "
11 15 A M	40.2	arr . + **Weatherford**.. ♂ lve.	†2 40 P M

HONEY GROVE BRANCH.

....	57	311	Mls	*September* 19, 1909. (71)	58	312	....
....	P M	P M	....	LEAVE] [ARRIVE	A M	P M	....
....	*1050	†440	0	+ ..... **Ladonia**..... ♂	8 40	1010	....
....	†1 10	5 10	11.6	+ .. **Honey Grove** .. ♂	*800	†930	....
....	P M	P M	....	ARRIVE] [LEAVE	A M	P M	..

PAULS VALLEY BRANCH.

....	86	81	Ms.	*May* 30, 1909. (72)	82	86	....	....
....	P M	A M	...	LEAVE] [ARRIVE	P M	P M	....	....
....	†2 40	†1100	0	+ **Pauls Valley**[37] ♂	1 15	6 10	....	....
....	3 25	11 30	22.7	.... Maysville	12 40	5 25	....	....
....	4 10	11 59	23.8	..... **Lindsay** .. ♂	*1215	†4 40	....	....
....	P M	A M	....	ARRIVE] [LEAVE	Noon	P M	....	....

ATCHISON, TOPEKA & SANTA FE RAILWAY BRANCHES.—Continued.

STRONG CITY BRANCH.

311	309	329	No. 307	Ms	*January* 9, 1910. (77)	No. 306	No. 308	No. 310
A M	A M	....	.....	....	.....	.....	.....	.....
†7 30	†6 30	.....	†5 30 A M	606	lve. + .. **Strong City**[4] .. ♂ arr.	1 25 P M	6 50 P M	9 00 P M
8 10	— —	.....	5 56 "	618	" ..... Hymer..... ♂ lve.	12 58 Noon	— —	8 06 "
8 30	— —	.....	6 10 "	624	" .. Diamond Springs.... "	12 43 "	— —	7 35 "
8 55	— —	.....	6 25 "	630	" ..... Burdick..... ♂ "	12 30 "	— —	7 15 "
9 20	— —	.....	6 40 "	636	" ..... Lost Springs... ♂ "	12 15 Noon	— —	6 50 "
10 05	— —	.....	7 07 "	647	" ..... Hope..... ♂ "	11 50 A M	— —	6 06 "
10 40	— —	.....	7 30 "	655	" ..... Navarre..... ♂ "	11 33 "	— —	5 40 "
11 15	— —	.....	7 50 "	662	" + ... Enterprise .... ♂ "	11 15 "	2 30 "	5 15 "
12 15	9 45	.....	8 07 "	668	arr. + ... **Abilene**[78] ... ♂ "	11 00 "	1 50 "	4 15 "
2 36	10 38	.....	8 28 "	676	lve..... Talmage..... ♂ "	10 38 "	1 20 P M	2 36 "
3 16	11 00	.....	8 45 "	683	arr.... **Manchester**[79] .. ♂ "	10 25 "	12 55 Noon	2 00 P M
4 38	11 50	.....	9 00 "	689	lve..... Longford..... ♂ "	10 12 "	11 50 A M	12 45 Noon
5 00	12 15	.....	9 15 "	695	" ..... Oak Hill..... ♂ "	10 00 "	11 20 "	12 15 Noon
5 30	1 00	.....	9 40 "	703	" + ... Miltonvale..... ♂ "	9 40 "	10 40 "	11 25 A M
6 07	1 55	A M	10 00 "	713	" ..... Aurora..... ♂ "	9 22 "	10 00 "	10 40 "
7 00	3 30	†1000	10 27 "	723	" + ... **Concordia** ... ♂ "	9 00 "	9 10 "	†9 45 A M
P M	P M	11 23	11 00 "	737	" ..... Kackley ..... ♂ "	8 30 "	7 30 "	.....
.....	.....	12 01	11 13 "	743	" ..... Courtland..... ♂ "	8 15 "	7 05 "	.....
.....	.....	12 40	11 30 "	750	" ..... Lovewell..... ♂ "	8 00 "	6 40 "	.....
.....	.....	1 15	11 45 A M	756	" ..... Webber..... ♂ "	7 47 "	6 20 "	.....
.....	.....	2 00	12 05 Noon	763	arr. + ... **Superior**.... ♂ lve.	†7 30 A M	†6 00 A M	.....

SALINA BRANCH.

No. 321	No. 319	No. 317	Ms.	*January* 9, 1910. (78)	No. 318	No. 320	No. 322
†4 06 P M	†1205 Noon	†8 20 A M	0	lve. + ... **Abilene**[77] . ♂ arr.	7 55 A M	10 55 A M	3 18 P M
4 26 "	12 27 "	8 40 "	8.3	" ..... Solomon ... ♂ lve.	7 35 "	10 30 "	2 50 "
4 45 "	12 50 Noon	9 00 "	16.4	" .... New Cambia ... "	7 15 "	10 10 "	2 30 "
5 00 P M	1 10 P M	9 15 A M	22.2	arr. + ... **Salina**.... ♂ lve.	†7 00 A M	†9 55 A M	†2 15 P M

MINNEAPOLIS BRANCH.

.....	No. 347	Mls.	*January* 9, 1910. (79)	No. 348	.....	.....
.....	†1 05 Noon	0	lve..... **Manchester**[77] ..... ♂ arr.	10 15 A M	.....	.....
.....	12 55 Noon	14.5	" ..... Wells..... "	9 20 "	.....	.....
.....	1 26 P M	24.1	" + ... **Minneapolis** ..... ♂ lve.	8 50 "	.....	.....
.....	2 05 "	34.4	" ..... Ada..... ♂ "	7 25 "	.....	.....
.....	2 30 "	38.8	" ..... Milo..... "	7 15 "	.....	.....
.....	3 15 P M	43.1	arr. + ... **Barnard**..... ♂ lve.	†7 00 A M	.....	.....

* Daily; † daily, except Sunday. + Coupon stations; ♂ Telegraph stations.
Central time.

GARWOOD BRANCH.

.....	No. 211	M	*May* 30, 1909. (73)	No. 212	.....	.....
.....	†1050 A M	0	lve..... **Bonus** ♂ ..... arr.	12 20 Noon	.....	.....
.....	11 15 "	6	..... Eldridge.....	11 55 A M	.....	.....
.....	11 20 "	7	..... Junction.....	11 52 "	.....	.....
.....	11 35 A M	10	arr..... **Garwood**..... lve.	†1140 A M	.....	.....

GUTHRIE AND ENID LINE.

No. 442	No. 444	Ms.	*January* 9, 1910. (74)	No. 441	No. 443	....
*5 00 P M	†6 50 A M	0	lve + **Guthrie**[35,36,39] arr.	10 15 A M	6 45 P M	....
5 15 "	7 15 "	6	..... Wirt.....	9 00 "	6 55 "	....
5 30 "	7 50 "	14	..... Crescent..... ♂	9 41 "	5 30 "	....
5 60 "	8 35 "	22	..... Lovell..... ♂	9 23 "	4 55 "	....
6 10 "	9 05 "	28	..... Marshall..... ♂	9 05 "	4 20 "	....
6 30 "	9 42 "	36	..... Onyx..... ♂	8 43 "	3 40 "	....
6 52 "	10 15 A M	44	..... Fairmont..... ♂	8 22 "	3 05 "	....
7 50 "	1 00 P M	55	..... **Enid**..... ♂	7 50 "	2 15 P M	....
8 20 "	1 40 "	63	..... Ituna.....	7 07 "	11 35 A M	....
8 35 "	2 05 "	69	..... Hillsdale..... ♂	6 50 "	11 10 "	....
8 53 "	2 40 "	77	..... Nash ..... ♂	6 25 "	10 35 "	....
9 12 "	3 20 "	85	..... Jett..... ♂	6 00 "	9 55 "	....
9 40 "	4 30 "	97	..... **Cherokee**..... ♂	5 27 "	9 00 "	....
10 07 "	5 30 "	108	.... New Burlington .. ♂	4 57 "	8 05 "	....
10 30 P M	6 16 P M	117	arr..... **Kiowa**[41,76] ♂ lve.	*4 30 A M	†7 30 A M	....

MEDICINE LODGE BRANCH.

No. 551	No. 543	M	*January* 9, 1910. (75)	No. 552	No. 544	....
†12 30 Noon	†1155 A M	0	lve..... **Attica** ♂ .... arr.	9 00 A M	11 20 A M	....
1 25 P M	12 30 Noon	11	..... Sharon ..... ♂	8 10 "	10 43 "	....
1 50 "	12 48 Noon	16	..... Pixley.....	7 50 "	10 27 "	....
2 15 P M	1 05 P M	21	arr. **Medicine Lodge**[57] ♂ lve.	†7 30 A M	†10 10 A M	....

COFFEYVILLE BRANCH.

No. 281	No. 283	Ms	*January* 9, 1910. (76)	No. 282	No. 284
*3 10 P M	*8 00 A M	0	lve..... **Cherryvale**[41] . ♂ arr.	12 10 Noon	5 30 P M
3 35 "	8 35 "	8	" ..... **Liberty** ..... ♂ lve.	11 35 A M	5 00 "
3 50 "	9 00 "	14	" ..... **Kalloch**..... "	11 10 "	4 35 "
4 00 P M	9 10 A M	17	arr. + ... **Coffeyville** ... ♂ lve.	*1100 A M	*4 25 P M

HOLLY AND SWINK LINE.

.....	No. 571	Ms	*January* 9, 1910. (76a)	No. 572	.....
.....	†7 00 A M	0	lve..... **Holly** ♂ ..... arr.	4 00 P M	.....
.....	7 35 "	8	..... Hartman ..... ♂	3 20 "	.....
.....	8 00 A M	13	..... Bristol ..... ♂	2 50 P M	.....
.....	9 00 A M	36	arr..... Lamar..... lve.	1 05 P M	.....
.....	9 30 A M	36	lve..... Lamar..... arr.	1 00 P M	.....
.....	10 45 A M	36	..... Wiley..... ♂	12 15 Noon	.....
.....	2 32 P M	82	..... Cheraw ..... ♂	8 20 A M	.....
.....	3 15 P M	94	arr..... **Swink** ♂ ..... lve.	†7 30 A M	.....

CLOVIS AND BELEN LINE.

.....	No. 813	Mls.	*January* 9, 1910. (80)	No. 814	.....
.....	.....	....	(*Central time*)	.....	.....
.....	*9 50 A M	0	lve..... **Amarillo**..... arr.	5 30 P M	.....
.....	2 35 P M	105	arr..... **Clovis**..... lve.	2 00 P M	.....
.....	.....	....	(*Mountain time.*)	.....	.....
.....	*5 00 A M	0	lve..... **Carlsbad**..... arr.	9 05 P M	.....
.....	12 30 Noon	187	arr..... **Clovis**..... lve.	2 00 P M	.....
.....	*1 55 P M	0	lve..... + **Clovis**[41,42] ♂ . arr.	12 35 Noon	.....
.....	2 05 "	5	..... Black Tower..... ♂	12 20 Noon	.....
.....	2 22 "	15	..... St. Vrain.....	11 58 A M	.....
.....	2 37 "	24	+ ..... Melrose..... ♂	11 40 "	.....
.....	2 50 "	30	..... Cantara.....	11 25 "	.....
.....	3 01 "	35	..... Krider.....	11 15 "	.....
.....	3 12 "	40	..... Tolar..... ♂	11 05 "	.....
.....	3 20 "	45	+ ..... Taiban..... ♂	10 56 "	.....
.....	3 36 "	53	+ ..... La Lande..... ♂	10 40 "	.....
.....	3 56 "	60	+ ..... Fort Sumner..... ♂	10 25 "	.....
.....	4 15 "	67	..... Agudo.....	10 07 "	.....
.....	4 28 "	73	..... Ricardo..... ♂	9 57 "	.....
.....	4 43 "	80	..... Gillespie.....	9 45 "	.....
.....	4 58 "	87	..... Yeso..... ♂	9 32 "	.....
.....	5 12 "	93	..... Largo.....	9 20 "	.....
.....	5 24 "	99	..... Buchanan..... ♂	9 10 "	.....
.....	5 36 "	105	..... Cardenas.....	9 00 "	.....
.....	5 61 "	112	..... Duoro..... ♂	8 47 "	.....
.....	6 04 "	119	..... Casaus.....	8 35 "	.....
.....	6 18 "	126	..... Iden.....	8 24 "	.....
.....	6 30 "	130	arr. + ... **Vaughn** ♂ ..... lve.	8 15 "	.....
.....	6 60 "	130	lve..... **Vaughn**..... arr.	7 55 "	.....
.....	7 13 "	141	..... Carnero.....	7 31 "	.....
.....	7 28 "	146	+ ..... Encino..... ♂	7 20 "	.....
.....	7 40 "	151	..... Negra.....	7 10 "	.....
.....	7 58 "	158	..... Pedernal..... ♂	6 56 "	.....
.....	8 03 "	162	..... Dunmoor.....	6 48 "	.....
.....	8 20 "	172	..... Lucy..... ♂	6 28 "	.....
.....	8 32 "	179	..... Silio.....	6 13 "	.....
.....	8 60 "	185	+ ..... Willard..... ♂	6 02 "	.....
.....	9 05 "	192	..... Broncho.....	5 45 "	.....
.....	9 18 "	198	..... Mountainair..... ♂	5 33 "	.....
.....	9 32 "	205	..... Abo.....	5 13 "	.....
.....	9 47 "	212	..... Scholle..... ♂	4 53 "	.....
.....	10 01 "	218	..... Sais.....	4 35 "	.....
.....	10 13 "	224	..... Becker..... ♂	4 17 "	.....
.....	10 22 "	229	..... Bodega.....	4 04 "	.....
.....	10 36 "	235	..... Madrone..... ♂	3 51 "	.....
.....	10 50 "	240	arr..... + **Belen**[9] ♂ ..... lve.	3 40 "	.....
.....	10 50 "	240	lve..... **Belen**..... arr.	3 30 "	.....
.....	11 40 P M	270	arr..... **Albuquerque**[11] .. lve.	*2 20 A M	.....

Approximate time; effective January 9, 1910.
Complete figures in next issue.

Numbers following Station Names refer to Tables of Connecting Trains.

OCEANIC STEAMSHIP CO.

OF SAN FRANCISCO

In conjunction with UNION STEAMSHIP CO. OF NEW ZEALAND (LTD.)

Sailing every 36 days between

San Francisco, Tahiti, Rarotonga, New Zealand, Australia

SAN FRANCISCO to HONOLULU.—Fast Passenger Service.—Sailing to Honolulu every 21 days

TIME-TABLE.—Subject to Change—1910. Steamer ALAMEDA.

Leave SAN FRANCISCO 11 00 a.m.	Arrive HONOLULU Friday	Leave HONOLULU Wednesday 10 00 a.m.	Arrive SAN FRANCISCO Tuesday
Sat., Jan. 1, 1910	Jan. 7, 1910	Jan. 12, 1910	Jan. 18, 1910
Sat., Jan. 22, 1910	Jan. 28, 1910	Feb. 2, 1910	Feb. 8, 1910
Sat., Feb. 12, 1910	Feb. 18, 1910	Feb. 23, 1910	March 1, 1910
Sat., March 5, 1910	March 11, 1910	March 16, 1910	March 22, 1910
Sat., March 26, 1910	April 1, 1910	April 6, 1910	April 12, 1910
Sat., April 16, 1910	April 22, 1910	April 27, 1910	May 3, 1910
Sat., May 7, 1910	May 13, 1910	May 18, 1910	May 24, 1910

TIME-TABLE—Subject to Change—1909-10. S.S MARIPOSA.

Leave SAN FRANCISCO 11 00 a.m.	Arrive PAPEETE	Arrive WELLINGTON	Arrive SYDNEY
Tue., Dec. 28, '09	Sun., Jan. 9, '10	Mon., Jan. 24, '10	Tue., Feb. 1, '10
Wed., Feb. 2, '10	Mon., Feb. 14, '10	Wed., March 2, '10	Tue., March 8, '10
Thur., Mar. 10, '10	Tue., Mar. 22, '10	Wed., April 6, '10	Tue., April 12, '10
Fri., April 15, '10	Wed., April 27, '10	Thur., May 12, '10	Tue., May 17, '10
Sat., May 21, '10	Thur., June 2, '10	Fri., June 10, '10	Tue., June 21, '10
Wed., June 29, '10	Mon., July 11, '10	Thur., July 28, '10	Tue., Aug. 2, '10
Sat., Aug. 6, '10	Thur., Aug. 18, '10	Fri., Sept. 2, '10	Tue., Sept. 6, '10

Mls.	From SAN FRANCISCO	FIRST-CLASS ONE WAY	FIRST-CLASS R.T. 4 mos	2d and ⊡1st CLASS	3d CLASS
2100	**Honolulu, T.H**	$65.00	$110.00	.....	$30.00
3658	**Papeete, Tahiti**	100.00	125.00	$60.00	40.00
7374	**Apia, Samoa**	236.25	351.25	196.25	118.75
8033	**Suva, Fiji**	220.25	328.75	186.25	107.50
5926	**Auckland,** direct	167.50	237.50	127.50	77.50
....	**Auckland,** via Wellington	182.50	265.75	142.50	85.25
6516	**Wellington, N.Z.**	172.50	246.25	132.50	80.00
7729	**Sydney, N.S.W.**	195.00	282.50	155.00	88.75
8259	**Melbourne, Vict.**	208.25	302.00	•168.25	98.75

Tahiti.—The land of the mango and bread fruit. Rich and luxuriant flora everywhere meets the eye. The well-paved driveway of 90 miles around the island introduces the traveler to a rare and enchanting panorama not to be found elsewhere. The people of Tahiti are exceedingly cordial and hospitable. Their family ties are strong, and affection for their children exceptional.

New Zealand and Australia.—Connection is made at Papeete with steamer of the Union Steamship Co., of New Zealand, Limited, for Wellington, via Rarotonga, Cook Island, etc. First-class, through to Wellington, $172.50. Second class, to Papeete, and first-class beyond, $132.50. Third class, $80.00. Sydney and return outward via Tahiti and Wellington homeward via C. A. Line, Fiji and Honolulu $345 00.

The Hawaiian Islands.—The ideal "Island Paradise," perpetual Spring, sunshine, birds and flowers all the year. Visitors to the Pacific Coast should include the "islands" in their itineraries and see for themselves our new "territory." Kilauea, on Hawaii, is the largest active volcano in the world; its liquid lakes of lava and fire are so easy of access that delicate ladies go to their very brink. Round trip, Steamer *Alameda*, $110.00. Sailings every three weeks to Honolulu.

⊡ First-class beyond Tahiti. • First-class railway from Sydney.

PASSENGER REGULATIONS, ETC.—**Exclusive Use of State-room** may be secured by the payment of half rates for extra berths. **Children** five years of age and under twelve, half fare; between two and under five, quarter fare; one child under two years, free. **Servants** accompanying their employers will be charged above rates without regard to age or sex, and will be berthed and served with meals according to ship's regulations. **Baggage Allowance.**—To Honolulu, Tahiti, 350 lbs. each adult first cabin passenger; 175 lbs. each adult second or third class passenger. Proportionate allowance for children Excess baggage charged for at 3 cents per lb.

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THOS. KERLY, Treasurer.
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W. A. DRUEL, General Manager.
W. F. JONES, Traf. Mgr. & Aud.
H. A. SUMNER, Chief Engineer.
General Offices—Denver, Colo.

No. 1	Ms.	December 19, 1909.	No. 2
		LEAVE / ARRIVE	
*8 00 A M	0	⊙ ..... Denver! ..... ♁	8 35 P M
8 14 "	3	⊙ ... Utah Junction ... ♁	8 22 "
8 22 "	7	..... Raiston.	8 16 "
8 35 "	13	⊙ .. Leyden Junction	8 02 "
8 46 "	18	⊙ ..... Arena	7 51 "
9 06 "	24	⊙ ..... Plainview	7 34 "
9 14 "	27	..... Crags	7 25 "
9 27 "	32	⊙ ..... Crescent	7 11 "
9 33 "	34	⊙ ..... Miramonte	7 05 "
9 45 "	37	⊙ ..... Pine Cliff	6 51 "
9 57 "	42	⊙ ..... Rollinsville ..... ♁	6 38 "
10 20 "	47	⊙ ..... Tolland ..... ♁	6 25 "
10 34 "	52	⊙ ..... Ladora	6 05 "
10 50 "	56	..... Antelope	5 50 "
11 23 A M	61	⊙ .... Jenny Lake	5 10 "
12 01 Noon	65	⊙ ..... Corona ..... ♁	4 35 "
12 30 "	69	⊙ ..... Loop	4 05 "
12 53 Noon	73	..... Fawn Creek	3 40 "
1 13 P M	76	⊙ ..... Arrow ..... ♁	3 25 "
1 32 "	81	⊙ ..... Vasquez	2 58 "
1 44 "	85	⊙ ..... Fraser ..... ♁	2 47 "
1 52 "	89	⊙ ..... Tabernash	2 39 "
2 16 "	99	⊙ ..... Granby ..... ♁	2 16 "
2 50 "	109	⊙ .. Sulphur Springs .. ♁	1 50 "
3 04 "	114	⊙ ..... Parshall	1 31 "
3 22 "	121	⊙ .... Troublesome	1 14 "
3 35 "	126	⊙ .... Kremmling .... ♁	1 02 P M
3 56 "	134	..... Azure	12 41 Noon
4 12 "	139	⊙ ..... Radium	12 25 "
4 31 "	146	⊙ ..... Yarmony	12 07 Noon
4 39 "	149	..... State Bridge	11 59 A M
4 46 "	152	⊙ ..... Orestod	11 53 "
5 04 "	157	⊙ ..... McCoy ..... ♁	11 34 "
5 18 "	162	⊙ ..... Crater	11 23 "
5 30 "	166	..... Volcano	11 09 "
5 55 "	173	..... Egeria	10 44 "
6 02 "	176	..... Toponas	10 37 "
6 25 "	185	..... Yampa	10 17 "
6 40 "	191	..... Phippsburg	10 02 "
6 55 "	195	..... Oak Hills	9 47 "
6 59 "	196	..... Service	9 44 "
7 11 "	201	..... Deer Park	9 32 "
7 24 "	207	..... Sidney	9 19 "
7 40 P M	214	**Steamboat Springs.**	*9 05 A M
		ARRIVE / LEAVE	

Connection.—1 With railroads diverging.
* Daily. ⊙ Telephone stations.
♁ Telegraph stations.
STANDARD—*Mountain time.*

JEBSEN LINE

OPERATING THE FAST MAIL STEEL SISTER STEAMERS

"ELLA" 3,510 TONS **"ERNA"** 3,476 TONS.

Dimensions: Length over all, 360 feet; breadth, 43 feet; speed, 14 knots.

Passenger Accommodations Unsurpassed.

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Passenger and Freight Service, without change, between

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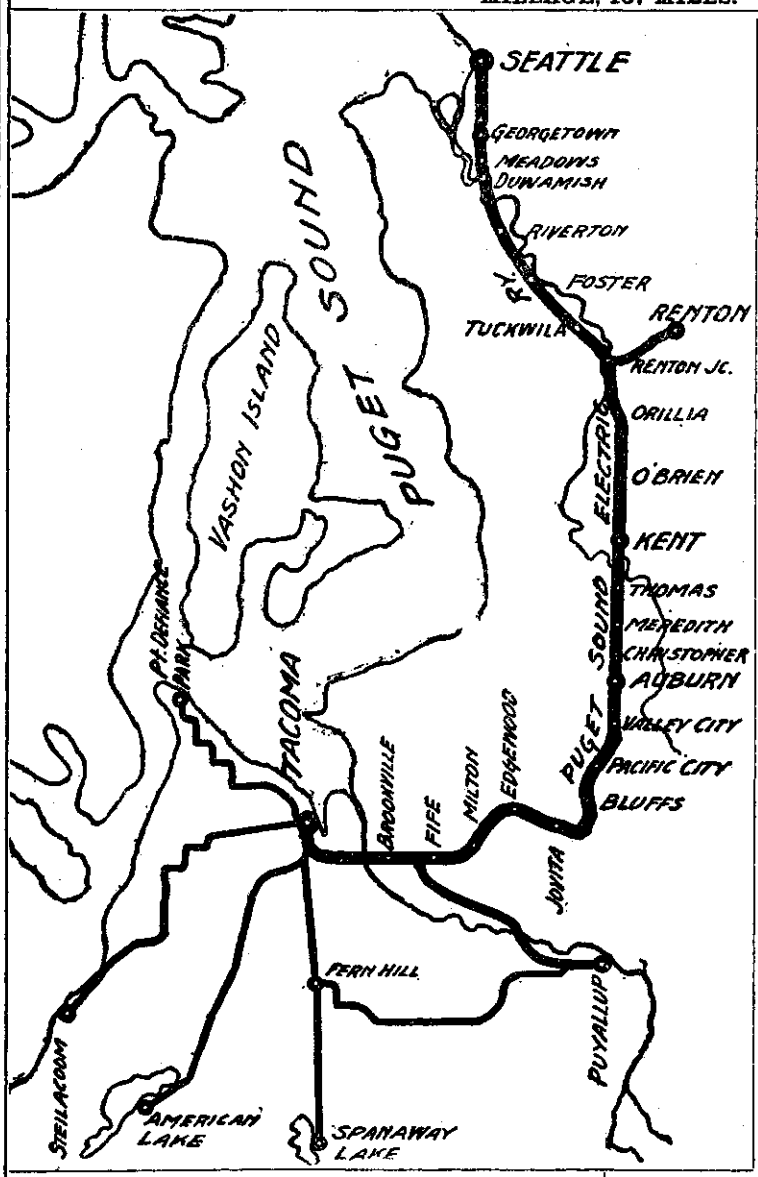

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K. C. SCHLUSS, Supt. of Power, "
W. G. DENNY, Master Mechanic, "

April 1, 1909.	Miles.
Tacoma	0
Brookville	4.20
Fife	5.40
Milton	6.60
Edgewood	8.85
Jovita	9.70
Bluffs	11.10
Pacific City	11.40
Valley City	12.50
Auburn	14.55
Christopher	16.30
Meredith	16.80
Thomas	17.75
Kent	19.65
O'Brien	21.75
Orillia	23.80
Renton Junction	25.50
Tukwila	26.65
Foster	27.10
Riverton	27.95
Duwamish	28.85
Meadows	30.25
Georgetown	32.55
Seattle	36.50

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NO DUST — NO SMOKE
TRAVEL IN COMFORT — NO CINDERS

BAGGAGE Checked Free.
PARLOR CARS attached to all trains.

MAIN LINE—TACOMA TO SEATTLE
(36½ Miles).

Trains leave **Tacoma**, daily, 6 00, 7 10, 8 10, 9 15, 10 10, 11 10 a.m., 12 10 noon, 1 10, 2 10, 3 10, 4 15, 5 10, 6 10, 7 10, 8 10, 9 10 and 11 15 p.m.

Leave **Seattle**, daily, 6 30, 8 00, 9 00, 10 00, 11 00 a.m., 12 00 noon, 1 00, 2 00, 3 00, 4 00, 5 00, 6 00, 7 00, 8 00, 9 00, 10 00 and 11 30 p.m.

Time.—Tacoma to Seattle 1¼ hours. Trains leaving Tacoma at 9 15 a.m. and 4 15 p.m. and Seattle at 9 00 a.m. and 4 00 p.m., are limited trains, running time, one hour and fifteen minutes.

RENTON DIVISION (13½ Miles).

Trains leave **Seattle**, daily, 6 20, 7 30 a.m., and every hour until 9 30 p.m., then 12 00 night.

Leave **Renton**, daily, 6 00, 7 27 a.m., and every hour until 8 27 p.m., then 10 27 p.m.

ORTING DIVISION (11½ Miles).

Trains leave **Tacoma**, daily, 7 15, 9 15, 11 15 a.m., 1 15, 3 15, 5 15, 6 15, 7 15, 8 15 and 11 30 p.m.

Leave **Puyallup**, daily, 6 00, 8 00, 10 00 a.m., 12 00 noon, 2 00, 4 00, 6 00, 7 00, 8 00 and 10 00 p.m.

AMERICAN LAKE DIVISION (13¼ Miles).

Leave **Tacoma**, daily, 5 40 a.m., and every hour until 11 40 p.m.

Leave **American Lake**, daily, 6 40 a.m., and every hour until 12 40 night.

STEILACOOM DIVISION (11¾ Miles).

Leave **Tacoma**, daily, 6 00, 7 00, 8 00, 9 00, 10 00, 11 00 a.m., 12 00 noon, 1 00, 2 00, 3 00, 4 00, 5 20, 6 20, 7 20, 8 20, 10 00 and 11 40 p.m.

Leave **Steilacoom**, daily, 6 00, 7 00, 8 00, 9 00, 10 00, 11 00 a.m., 12 00 noon, 1 00, 2 00, 3 00, 4 00, 5 20, 6 20, 7 20, 8 20, 9 10 and 10 50 p.m.

SPANAWAY DIVISION (10 Miles).

Leaves **Tacoma**, daily, 5 45 a.m., and every half hour until 8 15 p.m., then 8 15, 9 45, 11 00 and 11 45 p.m.

Leaves **Spanaway**, daily, 6 00 a.m., and every half hour until 8 00 p.m., then 10 00, 10 30 and 11 45 p.m.

PUYALLUP DIVISION (15 Miles).

Leaves **Tacoma**, daily, 5 30, 6 45, 8 00, 9 15, 10 30 and 11 45 a.m., 1 00, 2 15, 3 30, 4 45, 6 00, 7 15, 8 30, 9 45 and 11 15 p.m.

Leaves **Puyallup**, daily, 5 30, 6 45, 8 00, 9 15, 10 30 and 11 45 a.m., 1 00, 2 15, 3 30, 4 45, 6 00, 7 15, 8 30, 9 45 and 11 15 p.m.

POINT DEFIANCE PARK DIVISION (6 Miles).

Leaves **Tacoma**, 5 20 a.m., and every 10 minutes until 12 05 night.

Leaves **Point Defiance Park** 6 00 a.m., and every 10 minutes until 12 40 night.

TONOPAH & TIDEWATER COMPANY.

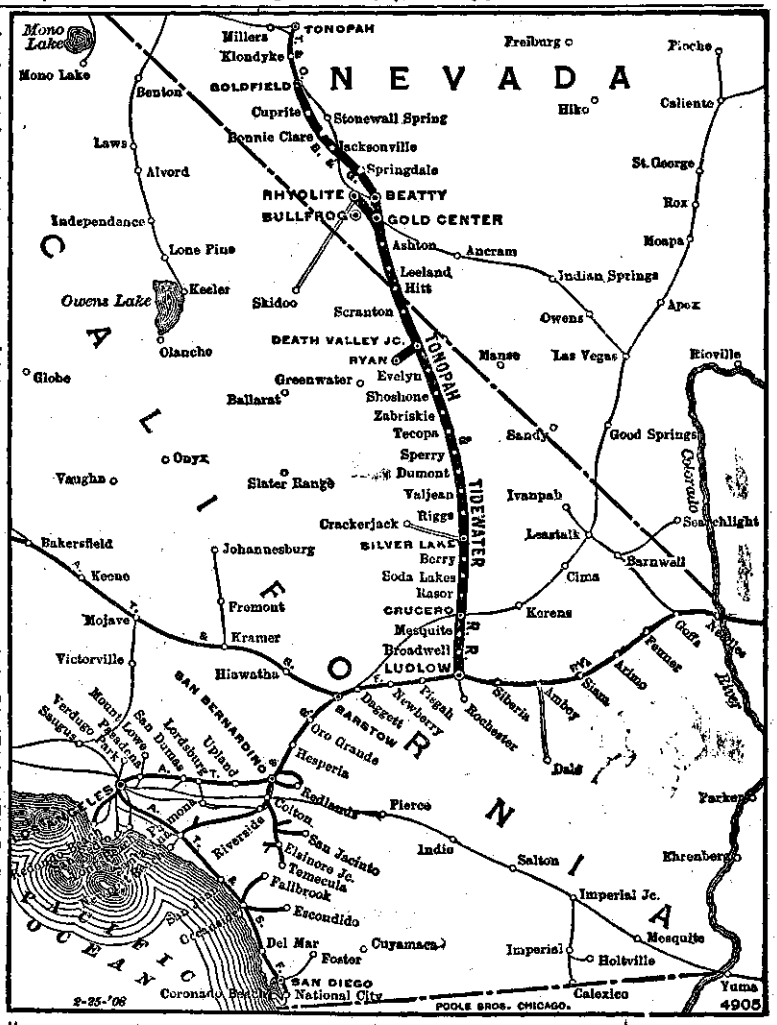
TONOPAH & TIDEWATER R.R. **BULLFROG GOLDFIELD R.R.**

THE NEVADA SHORT LINE.

F. M. SMITH, President, Oakland, Cal.
ARTHUR BROCK, 1st Vice-President, Philadelphia, Pa.
DeWITT VAN BUSKIRK, 2d Vice-President, New York, N.Y.
DENNIS SEARLES, Asst. to Prest., Oakland, Cal.
C. B. ZABRISKIE, Sec'y and Treas., New York, N.Y.
JOHN RYAN, General Manager, Ludlow, Cal.
W. W. CAHILL, General Superintendent, "
C. E. EASOR, Chief Engineer, Los Angeles, Cal.
W. P. JOHNSON, General Solicitor, San Francisco, Cal.
W. B. ALBERGER, Traffic Mgr., Los Angeles, Cal.
F. M. JENIFER, Asst. to Traf. Mgr., "
B. W. FERNALD, Auditor, "
R. C. KREBS, Traveling Auditor, "
C. B. DUDLEY, Cashier, "

GENERAL OFFICES:
411-418 Central Bldg, Los Angeles, Cal.
New York Office, 100 William Street.
Oakland Office, Albany Block.
Philadelphia Office, Bullitt Building.

TRAFFIC OFFICES:
H. E. NEEDHAM, General Agent, Central Building, Los Angeles, Cal.
W. W. KEITH, General Agent, Whitmore Building, Goldfield, Nev.
D. ASPLAND, Assistant General Agent, "
S. W. BARNES, City Ticket Agent, "
G. I. HUGHES, General Eastern Agent, 100 William Street, New York, N.Y.
W. M. JACOBSEN, General Agent, Ashland Block, Chicago, Ill.
W. B. HINCHMAN, General Agent, 676-678 Monadnock Bldg, San Francisco, Cal.



THROUGH SERVICE.

8	2	Mls	June 20, 1909.	1	7
P M	P M	....	(Santa Fe.)	P M	P M
*1165	*2 05	....	lve.....San Diego....arr.	1 10	1 10
.....	7 26	....	lve.....Riverside.....arr.	8 15	.....
6 00	.....	....	lve...San Francisco...arr.	.....	6 30
7 30	8 00	0	lve....Los Angeles....arr.	8 30	7 05
8 10	8 27	10	lve.....Pasadena.....arr.	8 02	.....
10 10	10 30	60	lve...San Bernardino.arr.	5 55	4 15
1 40	2 05	141	lve.....Barstow.....arr.	2 05	12 50
2 00	2 20	150	lve.....Daggett.....arr.	1 40	12 25
3 18	3 30	195	arr.....Ludlow.....lve.	*11 30	*11 06
P M	9	....	(Tonopah & Tidewater.)	10	P M
.....	*4 00	195	lve.....Ludlow.....arr.	10 50	.....
.....	4 25	207	.....Broadwell.....	10 20	.....
.....	4 45	216	.....Mesquite.....	10 00	.....
.....	4 55	220	.....Crucero.....	9 51	.....
.....	5 03	224	.....Rasor.....	9 43	.....
.....	5 13	228	.....Soda.....	9 31	.....
.....	5 32	237	.....Baker.....	9 14	.....
.....	5 48	244	.....Silver Lake.....	8 58	.....
.....	6 03	254	.....Riggs.....	8 40	.....
.....	6 13	260	.....Valjean.....	8 29	.....
.....	6 28	269	.....Dumont.....	8 15	.....
.....	6 38	273	.....Sperry.....	8 05	.....
.....	6 48	278	.....Morrison.....	7 55	.....
.....	6 58	282	arr.....Tecopa.....lve.	7 45	.....
.....	7 18	282	lve.....Tecopa.....arr.	7 25	.....
.....	7 30	286	.....Zabriskie.....	7 15	.....
.....	7 41	291	.....Shoshone.....	7 02	.....
.....	8 00	301	.....Jay.....	6 42	.....
.....	8 06	304	.....Evelyn.....	6 36	.....
.....	8 30	316	ar..Death Valley Jn.lv.	6 15	.....
.....	.....	323	arr.....Ryan.....lve.	.....	.....
.....	8 30	316	lve..Death Valley Jn.arr.	6 15	.....
.....	8 53	328	.....Scranton.....	5 51	.....
.....	9 20	339	.....Leeland.....	5 28	.....
.....	9 40	349	.....Ashton.....	5 06	.....
10	10 03	361	.....Gold Center.....	4 46	9
P M	10 50	363	arr.....Beatty.....lve.	4 00	A M
*4 00	.....	363	lve.....Beatty.....arr.	.....	10 50
4 05	10 03	365	.....Gold Center.....	4 46	10 43
4 16	10 15	369	.....Bullfrog.....	4 36	10 33
4 26	10 23	366	arr.....Rhyolite.....lve.	*4 31	*10 28
P M	.....	....	(Bullfrog Goldfield.)	.....	A M
....	*11 00	363	lve.....Beatty.....	3 55	.....
.....	11 13	369	.....Hot Springs.....	3 43	.....
.....	11 25	374	.....Springdale.....	3 34	.....
.....	11 43	383	.....Ancram.....	3 16	.....
.....	11 52	385	.....Jacksonville.....	3 08	.....
.....	12 18	400	.....Bonnie Claire.....	2 44	.....
.....	12 45	413	.....Wagner.....	2 23	.....
.....	1 07	422	.....Cuprite.....	2 05	.....
.....	1 45	436	.....Goldfield.....	*1 20	.....
.....	.....	....	(Tonopah & Goldfield.)	.....	.....
.....	*4 40	436	lve.....Goldfield.....arr.	1 15	.....
.....	8 00	467	.....Tonopah.....	*12 05	.....
....	P M	....	ARRIVE	LEAVE	Noon

CONDENSED SCHEDULE.

EASTBOUND.		STATIONS.	WESTBOUND.	
....	*11 25 A M	lve.....Tonopah.....arr.	6 00 P M	8 00 P M
....	1 20 P M	lve.....Goldfield.....arr.	1 45 P M	1 45 P M
....	4 00 P M	lve.....Beatty.....arr.	10 50 A M	10 50 A M
....	4 31 P M	lve.....Rhyolite.....arr.	10 23 A M	10 23 A M
....	.....	(A.T.&S.F.Ry.Coast Lines)	.....	.....
....	3 45 A M	lve.....Ludlow.....arr.	11 05 P M	11 30 P M
....	5 15 P M	arr.....Ash Fork.....lve.	1 35 P M	12 55 Noon
....	8 00 A M	arr....Albuquerque....lve.	12 45 Night	8 30 P M
....	.....	(S. F. P. & P. Ry.)	.....	.....
....	2 15 A M	arr.....Phœnix.....lve.	2 45 A M	2 45 A M
....	.....	(A. T. & S. F. Ry.)	.....	.....
....	9 40 A M	arr.....El Paso.....lve.	6 30 P M	6 30 P M
....	7 55 P M	arr.....Trinidad.....lve.	2 15 P M	8 35 A M
....	5 20 A M	arr.....Pueblo.....lve.	8 00 A M	11 45 P M
....	7 00 A M	arr.Colorado Springs.lve.	6 40 A M	10 30 P M
....	10 00 A M	arr.....Denver.....lve.	3 50 A M	7 45 P M
....	5 45 P M	arr....Fort Worth....lve.	9 00 A M	9 40 A M
....	4 30 P M	arr....Kansas City....lve.	9 25 P M	11 30 A M
....	7 21 A M	arr.....Chicago.....lve.	9 30 A M	10 00 P M
....	6 59 A M	arr.St. Louis..(Burl.)lve.	9 06 A M	11 28 P M
....	6 59 A M	arr.St. Louis(C. & A.)lve.	9 06 A M	11 28 P M
....	7 10 A M	arr.St. Louis(Mo.Pac.)lve.	9 00 A M	10 10 P M
....	7 55 A M	arr.St. Louis.(C.R.I.&P.)lve.	8 59 A M	10 02 P M
....	7 00 A M	arr.St. Louis..(Wab.)lve.	9 04 A M	11 31 P M
....	7 59 A M	arr.St. Louis..(Frisco)lve.	*10 00 P M	*8 15 P M

Connections.—At Ludlow—With Atchison, Topeka & Santa Fe Ry. Coast Lines. At Goldfield—Close connection with Tonopah & Goldfield R.R. for Tonopah and points North.

Trains marked * run daily. | Meals. Telegraph stations. STANDARD—Pacific time.

Tonopah & Goldfield R.R.

Tonopah & Tidewater Co.—Bullfrog Goldfield R.R.

North of Goldfield, via

Beatty to Goldfield and points intermediate, via

Tonopah & Tidewater Co.—Tonopah & Tidewater R.R.

NOTE.—Coupons north of Ludlow should read: Ludlow to Rhyolite and Beatty and points intermediate, via **Tonopah & Tidewater Co.**—Tonopah & Tidewater R.R.

Through Pullman Buffet Sleeping Cars daily between Los Angeles and Goldfield on Trains Nos. 9 and 10.

Through Reclining Chair Car service between Los Angeles and Ludlow and Ludlow and Goldfield.

Freight and passenger business for the new camp of Pioneer is handled via Springdale. Distance, 2½ miles.

SAN DIEGO SOUTHERN RAILWAY.

(Operated by Electricity and Steam.)

JOHN D. SPRECKELS, President, San Francisco, Cal.
W. CLAYTON, Vice-President, San Diego, Cal.
B. M. WARNER, General Superintendent, San Diego, Cal.
F. M. BOWMAN, Superintendent, National City, Cal.
A. H. KAYSER, Auditor, San Diego, Cal.
GEO. HOLMES, Pur. Agt., "
H. A. LEFFERT, Master Mechanic, National City, Cal.

85	27	13	5	Mls.	*February* 10, 1909.	12	28	38	42
P M	P M	A M	....	.....	LEAVE] [ARRIVE	A M	P M	P M	....
*4 03	*1 38	*9 18	....	0	.....**San Diego**[1].....	8 47	1 17	5 52	....
4 15	1 45	9 25	....	2.3	.....Thirty-first Street.....	8 40	1 10	5 45	....
4 22	1 52	9 32	A M	4.2	...National City (8th St.)...	8 33	1 03	5 38	P M
4 30	2 00	9 40	†6 57	5.7	.**National City** (24th St.)[2]	*8 25	12 55	5 30	5 55
4 36	2 06	9 46	7 03	7.6	.**Sweetwater Junction**..	8 20	12 50	*5 24	5 48
4 40	P M	9 50	7 07	9.0	.....Chula Vista.....	8 16	12 46	P M	5 43
4 45	....	9 53	7 10	10.1	..... Third Street	8 12	12 41	....	5 40
4 48	....	9 58	7 15	12.2	..... Otay	8 06	12 30	....	5 35
4 56	....	10 06	7 23	14.4	..... Nestor	7 58	12 28	....	5 27
5 05	....	10 20	7 37	18.5	.....**Tia Juana**.....	†7 46	*12 16	....	*515
P M	....	A M	A M	....	ARRIVE] [LEAVE	A M	Noon	....	P M

SWEETWATER BRANCH.

.....	No. 27	Mls	*February* 10, 1909.	Mls	No. 36	.....
.....	*2 06 P M	0	lve..**Sweetwater Junc.**arr.	8	5 24 P M	.....
.....	2 18 "	2.9	.....Bonita.....	5	5 14 "	.....
.....	2 21 "	4.3	.....Bonnie Brae.....	3	5 05 "	.....
.....	2 51 P M	6.2	....Sweetwater Dam....	2	*2 59 P M	.....
.....	.....	7.9	arr.... **La Presa**....lve.	0	.....	.....

* Daily; † daily, except Sunday. *Pacific time.*

CONNECTIONS.

[1] With Atch. Top. & Santa Fe Ry. Coast Lines and S. D. C. & E. Ry.
[2] With Atch. Top. & Santa Fe Ry. Coast Lines.

CORONADO LINE.

Operated for freight service only from Coronado Ferry Landing to National City and San Diego, with branch to Otay Wells (20.9 miles).
February 10, 1909.

ELECTRIC DIVISION.

Effective March 29, 1909.

NATIONAL CITY LINE.

Mls	STATIONS.
0	**San Diego.**
....	21st Street.
1.4	25th Street.
2.0	28th Street.
2.3	31st Street.
3.2	Una Street.
3.8	City Limits.
4.2	National City (8th St.).
4.6	National City (11th St.).
4.7	National City (4th Ave.).
5.3	National City (18th St.).
5.7	National City (24th St.).

Trains leave San Diego for National City †6 45, *7 25, *8 10, *8 55, *9 40, *10 25, *11 10, *11 55 a.m., *12 40 noon, *1 25, *2 10, *2 55, *3 40, *4 25, *5 05, *6 00, *6 30, *8 10, *9 50, *11 25 p.m. Returning, leave National City for San Diego †6 14, *6 48, *7 30, *8 15, *9 00, *9 45, *10 30, *11 15 a.m., *12 00, *12 45 noon, *1 30, *2 15, *3 00, *3 45, *4 30, *5 20, *6 55, *7 20, *8 50, *10 45 p.m. Running time 36 minutes.

CHULA VISTA LINE.

Mls	STATIONS.
0	**San Diego.**
....	21st Street.
1.4	25th Street.
2.0	28th Street.
2.3	31st Street.
3.2	Una Street.
3.8	City Limits.
4.2	National City (8th St.).
4.6	National City (11th St.).
4.7	National City (4th Ave.).
5.3	National City (18th St.).
5.7	National City (24th St.).
6.5	Olivewood.
6.7	Highland Avenue.
6.9	Terrace.
7.6	Sweetwater Junction.
8.2	Rosebank.
8.6	Cunningham.
9.0	Chula Vista.
9.9	Melrose.
10.1	3d Street, Chula Vista.

Trains leave San Diego for Chula Vista †6 45, *7 25, *8 55, *10 25, *11 55 a.m., *1 25, *2 65, *4 25, *5 05, *8 00, *9 30, *11 25 p.m. Returning, leave Chula Vista for San Diego *7 10, †7 55, *8 40, *10 10, *11 40 a.m., *1 10, *2 40, *4 10, *5 35, *7 00, *10 26 p.m.

Leaves Chula Vista for National City *6 00 p.m.

Running time 48 minutes.

COLUMBIA AND PUGET SOUND RAILROAD COMPANY.

C. H. FARRELL, President, Seattle, Wash.
W. E. NICHOLS, Vice-Prest. and Purchasing Agt., "
J. W. SMITH, Secretary and General Auditor, "
O. H. CLINE, Cashier, "
C. D. DUNANN, General Passenger Agent, San Francisco, Cal
G. W. MERTENS, Supt. and General Freight Agt., Seattle, Wash.
JAS. ANDERSON, Chief Engineer, "
D. O'LEARY, Master Mechanic, "

.....	Sun	36	34	32	Mls	*November* 22, 1909.	31	35	33	Pas.
.....	P M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M
.....	§11 15	§820	*3 30	*9 30	0	.....**Seattle**[1]...ō	8 50	8 50	1 45	8 15
.....	11 40	8 45	3 58	9 55	10	.....**Black River**[2]..ō	8 20	8 20	1 20	7 45
.....	11 44	8 49	4 02	9 59	....	.....Earlington.....	8 13	8 13	1 16	7 40
.....	†1 48	8 52	4 10	10 03	12	arr.....**Renton**ō..lve.	8 10	8 10	1 12	7 38
.....	....	§6 56	†4 10	.....	12	lve.....**Renton**....arr.	8 05	8 05	....	....
.....	....	7 14	4 45	.....	19	.....**Newcastle**....ō	7 40	7 40	....	....
.....	....	7 20	5 00	.....	21	arr...**Coal Creek**..lve.	†7 30	*7 30	....	....
.....	11 48	P M	4 10	10 03	12	lve.....**Renton**....arr.	8 10	A M	1 12	7 38
.....	11 57	2 08	4 25	10 12	16	.....Elliott.....	7 52	2 03	1 03	7 28
.....	12 05	P M	4 33	10 20	19	...Cedar Mountain...	7 42	A M	12 55	7 20
.....	12 15	§551	●4 45	10 30	23	....**Maple Valley**..ō	7 31	7 28	*124	b710
.....	....	6 25	§6 20	†11 10	32	arr.....**Taylor**ō..lve.	.....	b6 45	†12 01	§628
.....	- -	P M	- -	- -	27	...Danville Junction...	- -	A M	- -	- -
.....	12 28	....	●4 58	§10 43	28	.....Henry's.....	7 17	.....	12 32	●537
.....	12 35	....	●5 08	§10 50	31	...**Black Diamond**.ō	7 10	.....	12 25	●530
.....	12 50	....	●5 20	§11 00	34	.....**Franklin**....ō	†7 00	.....	§12 15	●521
.....	Night	....	P M	A M	....	ARRIVE] [LEAVE	A M	.....	Noon	b6 P M

Additional Train—Leaves Taylor §6 25 p.m., arrives Maple Valley 6 04 p.m.

Bruce Branch.—Black Diamond to Bruce (3 miles). Irregular service.

* Daily; † daily, except Sunday; § Sunday only; b Saturday and Sunday only; b Saturday only. ● On Sunday runs one hour and twenty minutes late.

Connections.—[1] With Northern Pacific Ry. and Great Northern Ry. and steamer lines. [2] With Northern Pacific Ry. *Pacific time.*

PACIFIC COAST RAILWAY COMPANY.

J. C. FORD, President, Seattle, Wash.
J. H. COOPER, Assistant Manager, San Francisco, Cal.
J. W. SMITH, Asst. Sec'y and Gen. Auditor, Seattle, Wash.
O. H. CLINE, Cashier, "
C. D. DUNANN, General Passenger Agent, San Francisco, Cal.
E. W. CLARK, Supt. and Gen. Freight Agt., San Luis Obispo, Cal.
J. WARWICK, Purchasing Agent, San Francisco, Cal.
JAS. ANDERSON, Chief Engineer, Seattle, Wash.
D. W. FORD, Master Mechanic, San Luis Obispo, Cal.

Mix.	4	2	Mls	*November* 7, 1909.	1	3	Mix.
Noon	.....	.....	....	LEAVE] [ARRIVE	.....	.....	A M
*12 30	.....	.....	0	.....**Port San Luis**[1].ō	.....	.....	11 45
12 37	.....	.....	2	.....Avila.....	.....	.....	11 36
12 46	.....	.....	3	.....Springs.....	.....	.....	11 29
12 50	P M	A M	4	.....Miles.....	A M	P M	11 25
1 10	*2 45	*6 30	10	lve.**San Luis Obispo**[2]ō arr.	10 45	2 30	*10 5
P M	3 06	6 45	19	....So. Pacific Depot..ō	10 38	2 20	A M
.....	3 20	6 59	26	.....Steele's.....	10 19	1 58	.....
.....	3 24	7 03	17	.....Bitumina.....	10 15	1 54	.....
.....	3 38	7 17	22	..... Verde	10 01	1 40	.....
.....	3 49	7 27	25	.....Arroyo Grande...ō	9 51	1 29	.....
.....	4 02	7 40	30	.....Berros.....	9 38	1 15	.....
.....	4 10	7 46	32	.....Summit.....	9 31	1 08	.....
.....	4 18	7 54	35	.....Nipomo .....ō	9 23	1 00	.....
.....	4 40	8 14	42	..... Santa Maria ....ō	9 03	12 40	.....
.....	4 42	8 16	43	.... **Suey Junction**....	8 58	12 32	.....
.....	4 53	8 24	46	.....Lake View.....	8 46	12 25	.....
.....	5 04	8 30	48	.....Orcutt .....ō	*8 40	12 20	.....
.....	5 06	A M	49	.....Graciosa	A M	12 14	.....
.....	5 13	.....	51	.....Divide.....	.....	11 59	.....
.....	5 23	.....	53	..... Bicknell	.....	11 49	.....
.....	5 35	.....	55	..... Harris	.....	11 39	.....
.....	5 45	.....	58	.....Careaga.....	.....	11 25	.....
.....	6 07	.....	64	.....Los Alamos.....ō	.....	11 07	.....
.....	6 19	.....	63	.....Wigmore.....	.....	10 52	.....
.....	6 50	.....	76	.....**Los Olivos** ....ō	.....	*10 25	.....
.....	P M	.....	....	ARRIVE] [LEAVE	.....	A M	.....

Connections.—[1] With steamers *Benita* and *Coos Bay* north and south bound. [2] With Southern Pacific System.

* Daily. ō Telegraph stations. *Pacific time.*

Branch.—Train leaves Suey Junction *12 45 noon, arrives Garey (9 miles) †3 30 p.m. Returning, leaves Garey *2 00 p.m., arrives Suey Junction 2 40 p.m.

ALABAMA CENTRAL RAILROAD.

ALBERT RUSSELL, Vice-President, Jasper, Ala.

Leave **Jasper**, Ala., for Manchester (7 miles) †6 00 a.m., †3 00 p.m. Returning, leave Manchester †12 00 noon, †5 30 p.m. *January*, 1908.

Trains marked † run daily, except Sunday. *Central time.*

Connections.—At Jasper—With Frisco System and North. Ala. Ry.

MACOUPIN COUNTY RAILWAY.

H. C. STUART, Superintendent, Gillespie, Ill.

Operates mixed trains between Benld, Ill., and **Girard Junction**, Ill., a distance of 23 miles. *March*, 1908.

Connection.—At Girard Junction—With Chicago & Alton R.R.

BUCKSPORT & ELK RIVER RAILROAD.

JOSIAH BELL, Superintendent, Eureka, Cal.

From **Bucksport**[1] to Falk Mill (8½ miles). Operated for freight.

Connection.—[1] With San Francisco & N. W. R.R. *March*, 1907.

COLFAX NORTHERN RAILROAD.

FRANK B. HOOPER, General Manager, Colfax, Ia.

Trains leave **Colfax**[1] for **Valeria**[2] (7 miles) †10 15 a.m., †6 00 p.m. Returning, leave Valeria †11 08 a.m., †5 55 p.m.

† Daily, except Sunday. *Central time.* *March*, 1908.

Connections.—[1] With C. R. I. & P. Ry., Newton & N.W. R.R. and Inter-Urban Ry. [2] With Chic. Gt. West. Ry.

GUNPOWDER VALLEY RAILROAD.

JOHN RONEY, Superintendent, 922 Granby Street, Baltimore, Md.

From **Hoffman**[1] to Roller and Hoffmanville (3 miles). *Eastern time.*

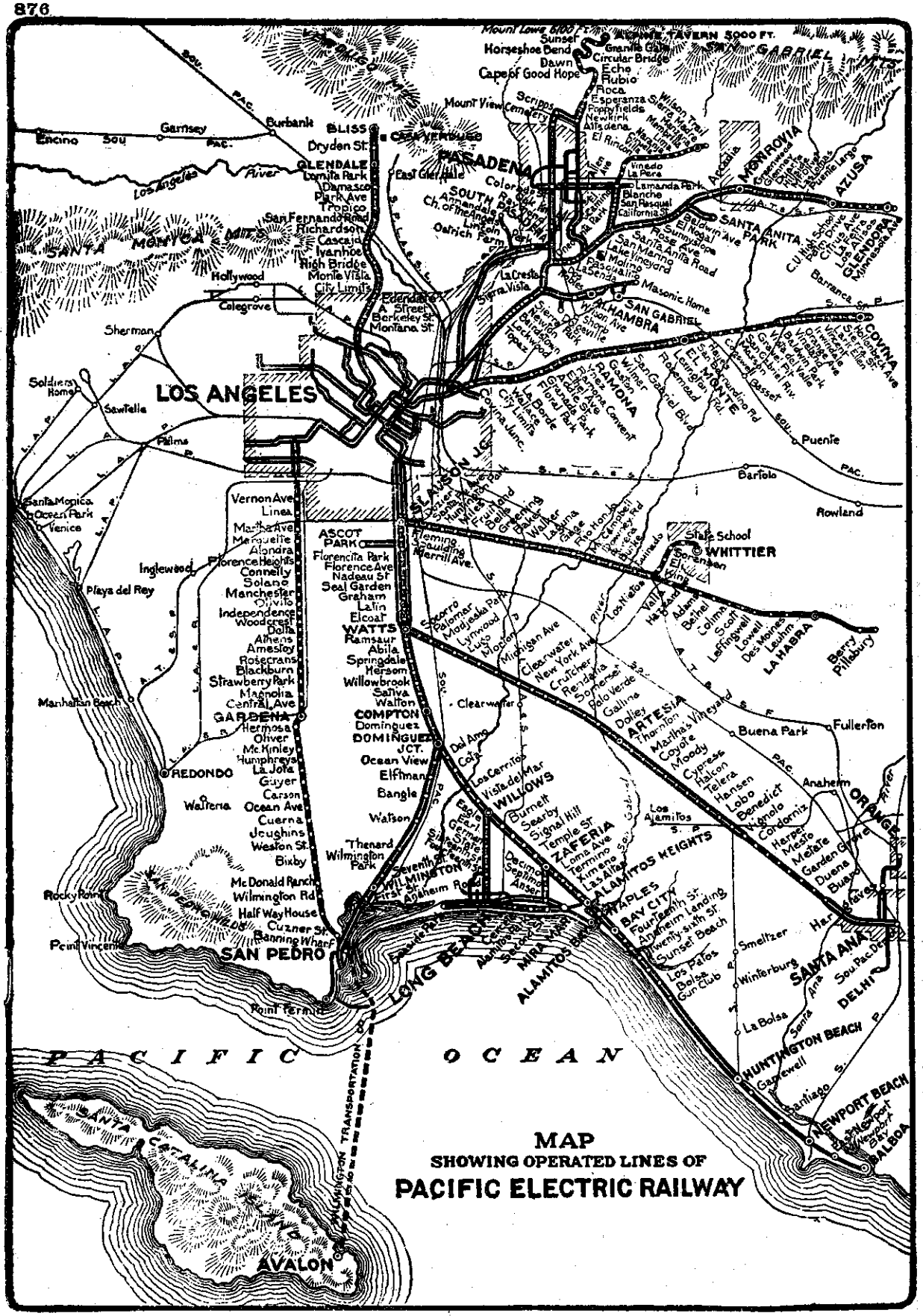
Connection.—[1] With Balt. & Harris. Div. Western Maryland R.R.

MONOCACY VALLEY RAILROAD.

L. R. WARSCHE, Secretary and Superintendent, Thurmont, Md.

Extends from **Thurmont**[1] to Catoctin Furnace (4 miles). Branches to various ore mines and furnaces. Freight traffic only *March*, 1904.

Connection.—[1] With Western Maryland R.R.


MAP
SHOWING OPERATED LINES OF
PACIFIC ELECTRIC RAILWAY
PACIFIC OCEAN
LOS ANGELES
PASADENA
GLENDALE
BURBANK
SAN PEDRO
LONG BEACH
SANTA ANA
HUNTINGTON BEACH
NEWPORT BEACH
AVALON
SANTA CATALINA
WILMINGTON
SAN GABRIEL
ALHAMBRA
MONROVIA
AZUSA
SANTA ANITA PARK
GLENDORA
COVINA
POMONA
EL MONTE
WHITTIER
LA HABRA
ORANGE
ANAHEIM
FULLERTON
BUENA PARK
ARTESIA
WILLOWS
TAFERIA
ALAMITOS HEIGHTS
NAPLES
BAY CITY
ALAMITOS BAY
NIRA
DELHI
SALTON JCT.
ASCOT PARK
WATTS
GARDENA
COMPTON
DOMINGUEZ
REDONDO
SOUTH PASADENA
SANTA MONICA MTS.
SAN GABRIEL MTS.
LOS ANGELES RIVER
SANTA MONICA
OCEAN PARK
VENICE
MANHATTAN BEACH
PLAYA DEL REY
INGLEWOOD
HOLLYWOOD
BURBANK
GLENDALE
ENCINO
GARNSEY
SOU. PAC.
S.P.L.A.&S.L.
L.A.P.
L.A.&P.
L.A.&S.L.
P.E.
A.T.&S.F.
WILMINGTON TRANSPORTATION

Pacific Electric Railway Co.

The Greatest Electric Railway System in the World

H. E. HUNTINGTON, President, P. E. Bldg, Los Angeles, Cal.
Broad Ex. Bldg, New York, N.Y.
WM. F. HERRIN, Vice-President, Flood Bldg, San Francisco, Cal.
I. W. HELLMAN, Treas., Wells Fargo-Nevada Nat'l Bank, "
GIBSON, TRASK, DUNN & CRUTCHER,
General Attorneys, Los Angeles, Cal.
J. McMILLAN, General Manager, "
H. M. LITTELL, Assistant to General Manager, "
A. D. McDONALD, Secretary and Auditor, "
THOS. McCAFFERY, General Superintendent "
C. E. GRAHAM, Gen. East. Agt., Broad Exchange Bldg, New York, N.Y.

D. A. MUNGER, General Passenger Agent, Los Angeles, Cal.
E. L. TAYLOR, Traveling Passenger Agent, "
G. E. KELLY, City Passenger Agent, "
W. F. TOWNE, General Freight Agent, "
F. VAN VRANKEN, Supt. South Division Lines, "
J. B. ROWRAY, Supt. North Division Lines, "
J. C. McPHERSON, Supt. West Division Lines, "
A. E. WELLS, Supt. Mount Lowe Division, Pasadena, Cal.
J. STRANG, Master Mechanic, Los Angeles, Cal.
S. H. ANDERSON, Electrical Engineer, "
A. E. ROOME, Supt. Telegraph, Telephones and Signals "

MT. LOWE LINE.

Mls.	5 Through Trains Daily.
0	**Los Angeles.** ♁
5.50	**Highland Park.**
6.50	**Garvanza.**
7.76	**Ostrich Farm.**
8.10	Lincoln Park.
8.90	**South Pasadena.**
9.87	**Raymond.**
11.37	**Pasadena.**[1,2,3] ♁
15.48	**Altadena.**
16.20	Poppyfields.
17.25	**Rubio Canyon.**
17.75	**Echo Mountain.**
19.52	Circular Bridge.
20.37	Granite Gate.
21.32	**Alpine Tavern.**

PASADENA SHORT LINE.

Mls.	Trains every 10 minutes 6 00 a.m. to 12 00 night.
0	**Los Angeles.** ♁
3.13	Covina Junction.
4.15	**Indian Village.**
4.94	Topaz.
5.17	Lockwood.
5.18	Schutzen Park.
5.75	Fairdstown.
6.20	Newton.
6.35	Sierra Park.
7.01	Sierra Vista.
7.31	La Cresta.
7.90	**Oneonta Park.**
8.40	Monterey.
9.20	**Raymond.**
10.79	**Pasadena.**[1,2,3] ♁

SOUTH PASADENA AND ALTADENA LINE. Via Ostrich Farm.

Mls.	Trains every 15 minutes 6 00 a.m. to 12 00 night.
0	**Los Angeles.** ♁
4.00	Eastlake Park.
4.10	Sulphur Baths.
4.15	**Indian Village.**
4.30	**Occidental College.**
8.20	**Church of Angels.**
5.50	**Highland Park.**
6.50	**Garvanza.**
7.76	**Ostrich Farm.**
8.10	Lincoln Park.
8.90	South Pasadena
9.87	**Raymond.**
11.37	**Pasadena.**[1,2,3] ♁
13.05	Mt. View Cemetery.
15.48	**Altadena.**

MONROVIA AND GLENDORA LINE. Via Oneonta.

Mls.	Trains every 40 minutes 6 00 a.m. to 12 00 night.
0	**Los Angeles.** ♁
8.50	Dos Robles.
8.84	La Senda
9.11	Pasqualito.
9.05	**Oak Knoll Junction.**
10.23	Lake Vineyard
10.50	San Marino.
12.00	Sunnyslope.
13.91	**Baldwin's Ranch.**
15.21	Santa Anita Park.
15.68	**Arcadia.**[3]
17.70	**Monrovia.** ♁
20.56	**Duarte.**
22.76	Azusa.
23.42	**Glendora.**

SAN GABRIEL LINE. Via Sierra Vista.

Mls.	Trains every 40 minutes 6 00 a.m. to 12 00 night.
0	**Los Angeles.** ♁
7.01	**Dolgeville.**[1]
7.50	Marengo.
8.[illegible]	Wilson.
9.00	Garfield.
9.25	Granada Avenue.
9.81	**Alhambra.**
10.57	**San Gabriel.**[1]
11.00	**Franciscan Mission.**
11.64	East San Gabriel.
12.[illegible]	**Masonic Home.**

SIERRA MADRE LINE. Via San Marino.

Mls.	Trains every hour 6 00 a.m. to 12 00 night.
0	**Los Angeles.** ♁
12.59	El Camino.
12.99	La Pera.
13.05	**Lamanda Park.**[3]
13.18	Vinedo.
13.72	El Rincon.
14.53	Villa.
15.28	Ciruela.
15.47	Naranja.
15.75	Lima.
15.90	Membrilla.
16.03	Manzana.
16.15	Olivo.
16.48	**Sierra Madre.**
16.95	**Wilson's Trail.**

GLENDALE LINE.

Mls.	Trains every 30 minutes 6 00 a.m. to 12 00 night.
0	**Los Angeles.** ♁
4.00	**Echo Park.**
4.65	**Edendale.**
5.23	High Bridge.
5.71	Ivanhoe.
6.23	Cascajo.
6.64	Richardson.
6.85	San Fernando.
7.22	**Tropico.**[1]
7.52	Park Ave.
7.76	Damasco.
8.00	Lomita.
9.59	**Glendale.**[3] ♁
9.71	**Casa Verdugo.**
9.97	**Bliss.**

LONG BEACH LINE.

Mls.	Trains every 20 minutes 6 00 a.m. to 12 00 night.
0	**Los Angeles.** ♁
4.27	**Slauson Junction.**
6.09	Seal Gardens.
6.75	Latin.
7.45	**Watts.** ♁
8.81	Springdale.
9.39	Willowbrook.
10.92	**Compton.** ♁
13.31	Dominguez Junction.
16.17	Los Cerritos.
17.52	Willows.
20.37	**Long Beach.**[1,2] ♁
21.76	Seaside Park.
21.82	Mira Mar.
23.88	**Alamitos Bay.**

SAN PEDRO LINE. Via Dominguez.

Mls	Trains every hour 6 00 a.m. to 12 00 night.
0	**Los Angeles.** ♁
14.96	Elftman.
16.03	Bangle.
17.19	Watson.
18.50	Thenard.
.....	Wilmington Park.
20.06	**Wilmington.**
21.50	Two Mile Trestle.
22.03	**Banning Wharf.**
22.11	Cuzner.
22.45	Terminal Docks.
22.68	**San Pedro.**[1,2,6] ♁
22.95	**Catalina Pass Dock.**[4]
24.00	Govt. Breakwater.
24.50	**Point Firmin.**

NEWPORT LINE. Via Willows.

Mls.	Trains every hour 6 00 a.m. to 12 00 night.
0	**Los Angeles.** ♁
18.17	Burnett.
19.16	Signal Hill.
20.11	Zaferia.
20.70	Terminc.
21.65	**Alamitos Heights.**
23.00	**Naples.**
24.11	**Bay City.**
24.59	Anaheim Landing.
26.70	**Sunset Beach.**
28.16	Los Patos.
32.46	**Huntington Beach.**[1] ♁
35.14	Santiago.
37.82	**Newport.**[1]
39.00	**Balboa.**

SANTA ANA LINE. Via Watts.

Mls.	Trains every 55 minutes 6 00 a.m. to 12 00 night.
0	**Los Angeles.** ♁
8.80	**Palomar.**
9.50	Modjeska Park.
10.30	Lugo.
13.06	**Clearwater.**
16.56	Palo Verde.
16.90	**Somerset.**
17.20	Gallina.
18.43	**Artesia.** ♁
19.77	Martha's Vineyard.
21.65	**Cypress.**
23.50	Hansen.
24.77	Benedict.
28.51	**Garden Grove.** ♁
34.00	**Santa Ana.**[1,2] ♁

WHITTIER-LA HABRA LINE. Via Slauson Junction.

Mls.	Trains every hour 6 00 a.m. to 12 00 night.
0	**Los Angeles.** ♁
5.42	Huntington Park.
6.18	Fruitland.
6.73	Bells.
10.07	Laguna.
11.17	Gage.
11.40	Rio Hondo.
12.39	Rivera.
14.50	**Los Nietos.**[3]
15.93	Sorensen.
16.71	**State School.**
17.38	**Whittier.**[1] ♁
19.39	Leffingwell.
22.19	**La Habra.**
24.56	**Pillsbury.**

SAN PEDRO LINE. Via Gardena (Narrow Gauge).

Mls.	Trains to San Pedro every hour 6 00 a.m. to 12 00 night.
0	**Los Angeles.** ♁
6.70	Linea.
6.90	Marquette.
8.50	Solano.
8.70	Manchester.
9.20	Olivito.
10.60	Woodcrest.
12.20	Amestoy.
12.70	Rosecrans.
14.10	**Gardena.**
14.70	**Hermosa.**
15.80	McKinley.
17.80	Carson.
21.60	Bixby.
25.10	**San Pedro.**[1,5,6] ♁

COVINA LINE.

Mls.	Trains every hour 8 00 a.m. to 11 30 p.m.
0	**Los Angeles.** ♁
3.13	Covina Junction.
4.51	La Borde.
5.67	Floral Park.
8.15	Ramona.
9.51	**Wilmar.**
10.93	Rosemead.
13.14	**El Monte.**[1]
14.49	Cogswell.
15.10	San Gabriel River.
17.38	Baldwin Park.
18.10	**Vineland.**[1]
19.11	Irwindale.
20.11	Lark Ellen.
21.78	**Covina.**[1]

Operating City Lines in
LOS ANGELES
PASADENA
LONG BEACH
SAN PEDRO
SANTA ANA
RIVERSIDE
MONROVIA

CONNECTIONS.
[1] With Southern Pacific Ry.
[2] With Santa Fe.
[3] With San Pedro, Los Angeles & Salt Lake R.R.
[4] With Wilmington Transportation Co. (Catalina Boats).
[5] With North Pacific S.S.Co.
♁ Telegraph stations.

650 Trains daily leaving Pacific Electric Railway Company's Great Electrical Terminal Building, Sixth and Main Streets, Los Angeles, for most every City and Town of importance in Southern California

U. S. MAIL, WELLS FARGO & COMPANY'S EXPRESS OVER ALL LINES — 20 FREIGHT TRAINS DAILY

MILEAGE: Standard Gauge, 263.38; Narrow Gauge, 50.31—Total, 313.69. Total, Including Double Track, 501.15.

STANDARD GAUGE TRACK CONNECTIONS AS FOLLOWS:

Los Angeles—With Southern Pacific Ry. Co., Atchison, Topeka & Santa Fe Ry. and San Pedro, Los Angeles & Salt Lake Ry.
Long Beach—With Southern Pacific Ry. Co. and San Pedro, Los Angeles & Salt Lake Ry.
Dolgeville—With Southern Pacific Ry. Co.

Standard Gauge Equipment interchanged with above mentioned lines. Regular Freight Service established. All lines are Standard Gauge, except Los Angeles to San Pedro (via Gardena).

Los Angeles Pacific Company

ELECTRIC LINES

"BALLOON ROUTE"

M. P. CLARK, President, Los Angeles, Cal.
M. H. SHERMAN, Vice-President, "
R. P. SHERMAN, General Manager, "
G. L. BUGBEE, Secretary and Auditor, "
D. W. PONTIUS, Traffic Manager, "
JOHN D. POPE, Chief Counsel, "

G. E. NEWLIN, Attorney, Los Angeles, Cal.
P. H. ALBRIGHT, Engineer, "
G. H. CLARK, Cashier, "
W. C. WHITE, Superintendent, Sherman, Cal.
J. J. HAISCH, General Roadmaster, "
C. M. WARNECKE, Chief Electrician, "

TO SANTA MONICA VIA Hollywood Division.		TO OCEAN PARK VIA Sawtelle Division.		TO VENICE VIA Short Line.		TO REDONDO VIA Playa del Rey Division.		INGLEWOOD DIVISION.	
Mls.	Trains every 7 Min. 6 08 a.m. to 12 45 night	Mls.	Trains every 30 Min. 6 05 a.m. to 12 05 night	Mls.	Trains every 10 Min. 6 20 a.m. to 12 45 night	Mls.	Trains every 30 Min. 6 30 a.m. to 11 15 p.m.	Mls.	Trains every Hour.
0	**Los Angeles.**	0	**Los Angeles.**	0	**Los Angeles.**	0	**Los Angeles.**	0	**Inglewood.**
.50	Plaza.	2.43	Bush Street.	1.20	Sixteenth Street.	4.46	City Limits.	.50	Rancho.
1.97	Beaudry.	3.20	Western Avenue.	3.40	Harvard School.	9.26	Del Rey Junction.	2.20	Mesmer.
2.75	Echo Park.	4.46	City Limits.	4.46	City Limits.	10.00	Ivy Park.	2.66	Alsace.
3.71	Olive.	5.50	Vineyard.	5.50	Vineyard Junction.	10.65	Ellenda.	4.56	Alla Junction.
4.48	Sanborn.	6.63	Rosemary.	6.98	Hauser.	11.55	Bundy.	5.10	Machado.
5.89	Edgemont.	7.10	Gun Club.	8.51	Hammond.	13.05	Aila.	6.20	Tokio.
6.87	Western Avenue.	8.66	Sherman Junction.	9.26	Del Rey Junction.	14.96	**Playa del Rey.**	7.10	**Venice.**
8.03	**Hollywood.**	9.05	Hammel.	10.23	Palms.	17.70	Hyperion.	8.00	**Ocean Park.**
8.56	Highland Avenue.	10.18	Beverly.	11.00	Clintock.	20.24	Manhattan Beach.	9.00	**Santa Monica.**
9.44	Gardner.	11.20	High Bridge.	11.50	Walnut Glen.	20.46	Verano.		
10.17	Crescent Junction.	13.35	**Sawtelle.**	11.92	Roseboro.	20.65	Manhattan.		
10.71	Sherman.	15.40	Soldiers' Home.	13.36	Walgrove.	21.28	Sheakspere.		
12.20	Beverly.	16.20	Dunham.	13.75	Fredericks.	21.70	North Hermosa.		
15.37	Sawtelle.	17.67	**Santa Monica.**	14.20	Tokio.	22.29	Hermosa.		
20.00	**Santa Monica.**	19.00	**Ocean Park.**	15.00	**Venice.**	24.00	**Redondo.**		

DAILY "BALLOON ROUTE"—PARLOR CAR SYSTEM—TRIP EXCURSIONS

400—PASSENGER TRAINS DAILY—400

Theatre Trains every night from Los Angeles
Parlor Cars for Special and Theatre Parties

4—DOUBLE TRACKS TO THE OCEAN—4

HOURLY EXPRESS AND FREIGHT TRAIN SERVICE

Wells Fargo & Co. Express, U. S. Mail

All Lines Double Track

Standard Gauge, except Los Angeles to Hollywood

CONNECTIONS.—At Los Angeles—With railroads diverging. At Sawtelle—With Southern Pacific R.R. At Inglewood—With Santa Fe R.R. At Hollywood—With stage for Toluca. At Redondo—With Los Angeles & Redondo Ry. and with steamers for San Francisco and Coast points.

LITCHFIELD & MADISON RAILWAY.

JAMES DUNCAN, President, Alton, Ill.
F. M. CAMPBELL, Aud., Sec., Treas. & Gen. Fht. Agt., Edwardsville, Ill. | J. J. REARDON, Superintendent, Edwardsville, Ill.

Staunton Branch—Extends from Staunton to Mine No. 2 (5 miles). Operated for freight service only.

No. 65	Mls.	November 14, 1909.	No. 66
†11 40 A M	0	.C. B. & Q. Junction[1]	11 32 A M
11 57 A M	6.9	lve... Mt. Olive[2] ..arr.	11 15 "
— —	10.2	.....Mine No. 7.....	— —
12 20 Noon	12.1	.....Staunton.... ♁	10 58 "
— —	13.7	.....Mine No. 1.....	— —
12 42 "	18.4	.....Worden..... ♁	10 43 "
12 55 Noon	24.5	.....Manix.....	10 30 "
1 10 P M	31.0	....Edwardsville[3]. ♁	10 15 "
1 22 "	36.9	....Glen Carbon[4].. ♁	10 03 "
1 25 "	38.1	.....Peters.....	10 00 "
1 31 "	41.0	.....Stallings.....	9 54 "
— —	42.8	.....Barco.....	— —
— —	46.7	...L. & M. Junction...	— —
1 45 P M	47.3	arr...Madison ♁ ...lve.	†9 40 A M
.....	48.5	..Merchants Junction..	.....
.....	51.0	....Bridge Junc.... ♁	.....

† Daily, except Sunday. STANDARD—Central time.

Through Freight Service between C. B. & Q. Junction and East St. Louis.

Connections.—[1] With Burlington Route. [2] With Ill. Cent. R.R. and Wabash R.R. [3] With Ill. Term. Ry., Tol. St. Louis & West. Ry. and Wabash R.R. [4] With Illinois Cent. and Toledo, St. Louis & West. R.Rs.

COLUMBIA STEAMBOAT COMPANY.

JAS. L. BRASS, Prest., Seattle, Wash. | H. R. VIBBER, Manager, Kennewick, Wash.
O. H. CLINE, Sec'y & Treas., "

Carrying U. S. Mails, Passengers, Express and Freight.
Meals and berths first-class.

Mon., Wed., Fri.	Tues., Thu., Sat.	Mls	May, 1909.	Wed., Fri., Sun.	Tues., Thu., Sat.
			LEAVE] [ARRIVE		
7 30 A M	7 30 A M	0	.....Kennewick.....	1 00 P M	1 30 P M
7 40 "	7 40 "	1	.....Pasco.....	12 30 Noon	1 00 P M
9 30 A M	9 00 "	10	.....Richland.....	11 30 A M	12 00 Noon
12 00 Noon	11 00 A M	26	..... Ringold	10 30 "	11 00 A M
2 00 P M	12 30 Noon	35	..... Hanford	10 00 "	10 00 "
5 00 P M	2 30 P M	45	.....White Bluffs.....	9 00 "	9 00 A M
	4 30 "	52	.....Wahluke.....	8 00 "	
	&5 30 "	57	..... Coyote	§7 30 "	
	&8 00 P M	76	.....Priest Rapids.....	§6 00 A M	
			ARRIVE] [LEAVE		

The steamers of this line navigate the Columbia River in the State of Washington, through the heart of the Columbia Valley early fruit belt, now being brought under intensive cultivation by immense irrigation systems. § Sunday only; & Saturday only.

Connection.—At Kennewick and Pasco—With North. Pacific Ry.

KANSAS SOUTH-WESTERN RAILWAY.

K. L. KINGSBURY, Prest. & G. M. | THOS. FLEMING, Roadmaster.
A. L. CONRAD, Auditor, Topeka, Kan. | DR. WM. T. MCKAY, Chief Surgeon.
E. L. COPELAND, Sec'y and Treasurer, Topeka, Kan. | General Offices—Arkansas City, Kan.

Note.—Separate coupon is required from Arkansas City and Caldwell to points west thereof.

8	723	Mls.	October 3, 1909.	Mls.	2	722
P M			LVE.] Central time. [ARR.		A M	
†1 05		0	.Arkansas City[1] ♁	59.5	11 05	
1 35		6.7	...Geuda Springs. ♁	52.8	10 45	
1 55		11.8	.....Ashton..... ♁	47.7	10 23	
2 15		15.8	..... Portland..... ♁	43.7	10 05	
2 40		21.8	...South Haven[2] ♁	37.7	9 40	
2 58		26.1	..... Drury	33.4	9 20	
3 08 A M		29.0	.....Falls.....	30.5	— — P M	
3 48	†8 15	33.8	..... Caldwell[3] .. ♁	25.7	8 50	7 45
4 10	8 42	39.3	..... Doster.....	20.2	8 08	7 20
4 30	8 54	43.4	.....Metcalf.....	16.1	7 56	7 08
4 55	9 10	48.5	..... Bluff City ..... ♁	11.0	7 40	6 53
6 12	9 27	54.1	..... Derry	5.4	7 15	6 36
5 50	9 45	59.5	.....Anthony[4]... ♁	0	†7 00	†6 20
P M	A M		ARRIVE]	[LEAVE	A M	P M

† Daily, except Sunday. ♁ Telegraph stations.

Connections.—[1] With Atch. Top. & S. Fe Ry., Mo. Pac. Ry., Midland Valley Ry. and Frisco System. [2] With Atch. Top. & S. Fe Ry. [3] With Atch. Top. & S. Fe Ry. and Chicago, Rock Island & Pacific Ry. [4] With Atch. Top. & Santa Fe Ry. and Missouri Pacific Ry.

IDAHO SOUTHERN RAILROAD.

W. S. KUHN, President, Pittsburgh, Pa.
JEROME HILL, JR., Vice-Prest. and Secretary, Pittsburgh, Pa.
D. C. MACWATTERS, V.-Prest. and Gen. Manager, Milner, Idaho.
J. H. RADCLIFFE, Auditor, "
FENTRESS HILL, Treasurer, "

I. B. PERRINE, Traffic Manager, Twin Falls, Idaho.
F. C. BUSH, Gen. Fht. & Pas. Agt., Gooding, Idaho.
E. S. JACKSON, Superintendent, Gooding, Idaho.
W. C. EDWARDS, Purchasing Agt., Milner, Idaho.

No. 2	Mls	October 17, 1909.	Mls	No. 1
		(Mountain time.)		
*11 30 A M	0	lve..... Gooding....arr.	23	5 40 P M
11 45 A M	8	.....Bennett.....	15	5 05 "
12 20 Noon	13	..... Wendell.....	10	4 50 "
12 35 Noon	18	.....Appleton.....	5	4 15 "
1 10 P M	23	arr.....Jerome ....lve.	0	*4 00 P M

Trains marked * run daily. Pacific Express Service.

CONNECTIONS.

At Gooding—With Oregon Short Line R.R.
At Wendell—With stage for Buhl.
At Jerome—With stage for Shoshone Falls and Twin Falls.

Pacific Coast Steamship Company.

GENERAL OFFICES—112 MARKET STREET, SAN FRANCISCO, CAL.

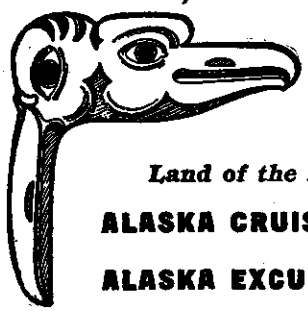
J. C. FORD, President, Seattle.
GEO. H. HIGBEE, Manager, San Francisco.
J. H. COOPER, Assistant Manager, "
GEO. W. TOWLE, Counsel, "
C. D. DUNANN, General Passenger Agent, "
J. R. KEEFER, Asst. Gen. Pas. Agent, "
H. C. CANTELOW, General Freight Agent, "
E. FRANKE, Superintendent, Seattle.
I. N. HIBBERD, Superintendent, San Francisco.
W. H. ALISON, Superintending Engineer, "
A. H. KRESS, Superintending Engineer, Seattle.
JOHN WARWICK, Purchasing Agent, San Francisco.
W. E. CURTIS, Port Steward, "
T. J. McADAMS, Port Steward, Seattle.
J. W. SMITH, Assistant Secretary and General Auditor, Seattle. O. H. CLINE, Cashier, Seattle.

PRINCIPAL AGENCIES.

SAN FRANCISCO.—W. R. MEECH, District Passenger Agent, Palace Hotel.
" T. E. BREE, City Ticket Agt., Palace Hotel.
" S. L. HALL, Ticket Agent, 3 Market Street.
" A. C. JENKIN, Ticket Agt., Broadway Wharf.
" J. E. WILSON, Traveling Passenger Agent.
" C. E. HYDES, Agent, Broadway Wharf.
OAKLAND, CAL.—FRANK J. STAPLETON, Tkt. Agt., 1120 Broadway.
EUREKA, CAL.—W. E. PEACOCK, City Ticket Agent.
" A. C. STUBBE, Agent.
SEATTLE, WASH.—GEO. W. ANDREWS, Gen. Agt. Pas. Dept.
" S. H. EWING, City Passenger Agent.
" F. J. HARPER, City Ticket Agent.
" R. D. PINNEO, Asst. General Freight Agent.
" E. F. DE GRANDPRE, Cont. Freight Agent.
" E. C. WARD, General Agent, Pier "B."
" A. N. FLOYD, Agent, Pier "B."
TACOMA, WASH.—W. H. GROSS, City Tkt. Agt., 917 Pacific Ave.
" GEO. M. LEE, Com'l Agt., 917 Pacific Ave.
SANTA BARBARA, CAL.—FRED. A. LOVE, Pas. and Fht. Agent.
LOS ANGELES, CAL.—H. BRANDT, District Passenger Agent.
" W. PARRIS, Dist. Freight Agent, 540 S. Spring St.
SAN DIEGO, CAL.—J. DON DUNANN, City Passenger Agent.
" S. T. JOHNSON, Agent.
SAN PEDRO, CAL.—J. E. FLINT, Agent.
PORTLAND, ORE.— ——————, 249 Washington Street.
BELLINGHAM, WASH.—C. W. HENDERSON, Pas. and Fht. Agt.
VICTORIA, B.C.—R. P. RITHET & CO., Ltd., Agents, 1117 Wharf Street.
VANCOUVER, B.C.—H. O. FOSTER, Commercial Agent.
SPOKANE, WASH.—A. HEATHORN, Pas. and Freight Agt.
JUNEAU, ALASKA—W. F. SWAN, Agent.
SKAGWAY, ALASKA—FRANK H. STUART, Agent.
SITKA, ALASKA—HENRY L. BAHRT, Jr., Agent.
NOME, ALASKA—W. H. BUSH, Commercial Agent.
" JOHN J. SESNON CO., Agents.
ST. MICHAEL, ALASKA—NORTHERN NAVIGATION CO.
ENSENADA, MEX.—ANDONAEGUI Y ORMART, Agents.
MAZATLAN, MEX.—CARRAGA HERMANOS Y CIA, Agent.
LA PAZ, MEX.—WM. ROCHOLL, Agent.
GUAYMAS, MEX.—W. IBERRI E HIJOS, Agent.

THIS COMPANY'S LARGE AND ELEGANT STEAMSHIPS LEAVE FOR PORTS IN

California, Washington, Alaska, British Columbia and Mexico



Alaska Cruises and Excursions

Southeastern Alaska—Inside Passage

Season 1910. Totem Pole Route

Land of the Midnight Sun, Glaciers, Totems and a Thousand Islands en route

ALASKA CRUISES - - Steamer *Spokane*, carrying only FIRST-CLASS ROUND-TRIP PASSENGERS, WILL LEAVE SEATTLE JUNE 14th, 28th, JULY 12th, 26th, AUGUST 9th, 10 00 p.m. Steamer *Queen*, JULY 12th, 26th, 8 00 p.m.

ALASKA EXCURSIONS - Steamers *City of Seattle* or *Cottage City*, WEEKLY SAILINGS FROM SEATTLE, from JUNE to AUGUST, inclusive. Dates will be announced later.

Passengers via Great Northern Ry. take steamers at Seattle. Passengers via Northern Pacific Ry. take steamers at Seattle. Passengers via Canadian Pacific Ry. take Canadian Pacific Ry. Co's local steamer from Vancouver to Victoria, B.C. This Company's San Francisco and Puget Sound steamers make connections at Seattle with steamers north and southbound.

Alaska tickets can be purchased at most of the coupon ticket offices of the principal railroads in the United States and Canada—Great Northern, Northern Pacific, Canadian Pacific, Southern Pacific, Chicago, Burlington & Quincy, Chicago & North-Western, etc.; also at the various tourist offices of Raymond & Whitcomb Co., General Eastern Passenger Agents in Boston, New York, Chicago, Philadelphia and Pittsburgh; also Thos. Cook & Son, Chas. H. Gates, International Sleeping Car and Express Trains Co., New York, London, Paris, etc., and other tourist agents.

LEAVE SEATTLE

SAN FRANCISCO SOUTHERN CALIFORNIA For SAN FRANCISCO, LOS ANGELES, SAN DIEGO (Through Service), steamers *President*, JANUARY 9th, 24th; *Queen*, JANUARY 2d; *City of Puebla*, JANUARY 17th.
For SAN FRANCISCO, steamers *Umatilla*, JANUARY 14th, 29th; *Senator*, JANUARY 6th, 21st.

SOUTHEASTERN ALASKA For PRINCE RUPERT, KETCHIKAN, WRANGEL, PETERSBURG, JUNEAU, DOUGLAS, TREADWELL, HAINES, SKAGWAY, steamer *Cottage City*, JANUARY 8th, 20th; FEBRUARY 1st, 14th, 26th; MARCH 10th, 22d; APRIL 2d, 9 00 p.m.

4-DAY TRIP AROUND PUGET SOUND - - Calling at TACOMA, EVERETT, BELLINGHAM, VANCOUVER, steamers *Queen*, *Umatilla*, *City of Puebla* or *Senator*.

NOME or ST. MICHAEL - Steamers *Senator* or *Umatilla*. MONTHLY SAILINGS during SEASON of NAVIGATION from JUNE to OCTOBER, inclusive.

LEAVE SAN FRANCISCO

SOUTHERN CALIFORNIA For LOS ANGELES, SAN DIEGO and *SANTA BARBARA, steamers *President*, JANUARY 13th, 28th; *Queen*, JANUARY 6th; *City of Puebla*, JANUARY 21st; **Santa Rosa*, JANUARY 2d, 10th, 17th, 25th.
*Steamer *Santa Rosa* only steamer calling at SANTA BARBARA.

SEATTLE, TACOMA, VICTORIA - - - - For SEATTLE and TACOMA, steamers *President*, JANUARY 3d, 18th; *City of Puebla*, JANUARY 11th, 26th; *Umatilla*, JANUARY 7th, 22d; *Senator*, JANUARY 14th, 29th.

EUREKA (HUMBOLDT BAY) Steamer *City of Topeka*, JANUARY 2d, 7th, 12th, 17th, 22d, 27th; FEBRUARY 1st, 10 00 a.m., and every FIFTH DAY thereafter.

MEXICO, LOWER CALIFORNIA For GUAYMAS, MAZATLAN, LA PAZ, ENSENADA, SAN JOSE DEL CABO, MAGDALENA BAY, steamer *Curacao*, 7th of each month 10 00 a.m.

Right is Reserved to Change Steamers or Sailing Dates.

NOTE.—For full information regarding sailing dates, etc., obtain illustrated pamphlets and company's folder from any of the company's agents. The General Passenger Department has also issued illustrated pamphlets, "Alaska, via Totem Pole Route," which can be obtained on application to the undersigned, enclosing 4 cents in stamps to cover mailing expenses.

C. D. DUNANN, General Passenger Agent, 112 Market Street, San Francisco, Cal.

TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP COMPANY.)

San Francisco, via Honolulu to Yokohama, Hong Kong and Intermediate Ports.

Operating the New, Fast, Palatial, Triple-screw 21,000-ton Turbine Steamers "Tenyo Maru" and "Chiyo Maru;" and Twin-screw 11,000-ton Steamers "America Maru," "Nippon Maru," "Hong Kong Maru."

Connecting at **Kobe** and **Nagasaki, Japan,** for Vladivostok, also Corean ports. At **Shanghai, China,** for North China ports. At **Hong Kong** for Philippine Islands, Siam, Java, Burmah, Ceylon, Calcutta and all Indian ports, etc.

RATES OF PASSAGE FROM SAN FRANCISCO.

YOKOHAMA	$200 00	FOOCHOW	$243 00
HIOGO	207 50	HONG KONG	225 00
NAGASAKI	222 50	CANTON	228 00
SHANGHAI	225 00	MANILA (Nagasaki direct or Hong Kong)	225 00

Round Trip, four months—
Yokohama, $300.00; Hong Kong, $337.50.
Round Trip, twelve months—
Yokohama, $350.00; Hong Kong, $393.75.

SCHEDULE OF SAILINGS—1909-1910.

FROM SAN FRANCISCO.

STEAMERS.	LEAVE San Francisco.	LEAVE Honolulu	ARRIVE Yokohama	LEAVE Hiogo (Kobe)	LEAVE Nagasaki	LEAVE Shanghai (Woos'ng)	LEAVE Manila	ARRIVE Hong Kong
	1909	1910	1910	1910	1910	1910	.....	1910
Tenyo Maru	Dec. 28	Jan. 4	Jan. 15	Jan. 18	Jan. 20	Jan. 23	.....	Jan. 26
	1910							
Nippon Maru	Jan. 18	Jan. 25	Feb. 5	Feb. 8	Feb. 10	Feb. 12	.....	Feb. 15
Chiyo Maru	Feb. 15	Feb. 22	Mar. 5	Mar. 8	Mar. 10	Mar. 12	.....	Mar. 15
Tenyo Maru	Mar. 15	Mar. 22	Apr. 2	Apr. 5	Apr. 7	Apr. 9	.....	Apr. 12
Nippon Maru	Apr. 5	Apr. 12	Apr. 23	Apr. 26	Apr. 28	Apr. 30	.....	May 3
Chiyo Maru	May 3	May 10	May 21	May 24	May 26	May 28	.....	May 31
Tenyo Maru	May 31	June 7	June 18	June 21	June 23	June 25	.....	June 28
Nippon Maru	June 21	June 28	July 9	July 12	July 14	July 16	.....	July 19
Chiyo Maru	July 19	July 26	Aug. 6	Aug. 9	Aug. 11	.....	Aug. 17	Aug. 19

FROM HONG KONG.

STEAMERS.	LEAVE Hong Kong	LEAVE Shanghai (Woos'ng)	LEAVE Nagasaki	LEAVE Hiogo (Kobe)	LEAVE Yokohama	LEAVE Honolulu	ARRIVE San Francisco
	1910	1910	1910	1910	1910	1910	1910
Chiyo Maru	Jan. 7	Jan. 11	Jan. 13	Jan. 15	Jan. 18	Jan. 28	Feb. 3
Tenyo Maru	Feb. 4	Feb. 8	Feb. 10	Feb. 12	Feb. 15	Feb. 25	Mar. 3
Nippon Maru	Feb. 26	Mar. 1	Mar. 3	Mar. 6	Mar. 9	Mar. 19	Mar. 25
Chiyo Maru	Mar. 26	Mar. 29	Mar. 31	Apr. 3	Apr. 6	Apr. 16	Apr. 22
Tenyo Maru	Apr. 23	Apr. 26	Apr. 28	May 1	May 4	May 14	May 20
Nippon Maru	May 14	May 17	May 19	May 22	May 25	June 4	June 10
Chiyo Maru	June 11	June 14	June 16	June 19	June 22	July 2	July 8
Tenyo Maru	July 9	July 12	July 14	July 17	July 20	July 30	Aug. 5
Nippon Maru	July 30	Aug. 2	Aug. 4	Aug. 7	Aug. 10	Aug. 20	Aug. 26
Chiyo Maru	Aug. 27	Aug. 30	Sept. 1	Sept. 4	Sept. 7	Sept. 17	Sept. 23
Tenyo Maru	Sept. 24	Sept. 27	Sept. 29	Oct. 2	Oct. 5	Oct. 15	Oct. 21
Nippon Maru	Oct. 15	Oct. 18	Oct. 20	Oct. 23	Oct. 26	Nov. 5	Nov. 11

NOTE.—All offices of the principal railways in the United States, also all the offices of Messrs. Thomas Cook & Son, Messrs. Raymond & Whitcomb and Phillips-Judson Excursions Co., in all parts of the world, will quote rates and furnish tickets.

For Passage, Freight or General Information, apply to

WILLIAM H. AVERY, Assistant General Manager, 240 James Flood Building, San Francisco.
A. G. D. KERRELL, General Passenger Agent, 384 James Flood Building, San Francisco.
L. H. NUTTING, Gen. Eastern Passenger Agt., 1 and 1158 Broadway, New York.
L. J. SPENCE, General Eastern Freight Agent, 1 and 366 Broadway, New York.
W. G. NEIMYER, General Western Agent, 120 Jackson Boulevard, Chicago, Ill.
RUDOLPH FALCK, General European Agent, "Amerikahaus" Ferdinandstrasse, Hamburg; 11 Rue Chapelle de Grace, Antwerp; 25 Water St., Liverpool; 49 Leadenhall St., E.C., London; 22 Cockspur St., S.W., London; 39 Rue St. Augustin, Paris, France.
H. HACKFELD & Co. (Ltd.), Honolulu.
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T. D. MCKAY, Gen. Pas. Agt. S. F. Overland Route, Yokohama
W. W. CAMPBELL, Kobe.
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R. C. MORTON, Shanghai.
LIDDELL BROS. & Co., Tientsin.
S. SILVERSTONE, Hong Kong.
T. D. MCKAY, Gen. Pas. Agt. S. F. Overland Route, Hong Kong.
ADAMSON, GILFILLAN & Co., Singapore.
SANDILANDS, BUTTERY & Co., Penang.
KING, KING & Co., Bombay.
M. W. GREIG & Co., Foochow.
TAIT & Co., Amoy.
SHEWAN, TOMES & Co., Canton.
THOS. COOK & SON, Melbourne, Sydney, Rangoon, Calcutta, Bombay and Colombo.
CASTLE BROS., WOLF & SONS, Manila.
CAMPBELL, MACCOLL & Co., Batavia.
JARDINE, SKINNER & Co., Calcutta.
DELMEGE, REID & Co., Colombo.

WILLIAM H. AVERY, Asst. Gen. Mgr.,
240 James Flood Bldg, San Francisco.

SAN DIEGO & CUYAMACA RAILWAY.

W. CLAYTON, President.
C. L. BUNDY, Vice-President and Treasurer.
E. A. HORNBECK, General Manager.
H. L. TITUS, Counsel.
J. F. LAMOND, Secretary and Auditor.
General Offices—San Diego, Cal.

		108	6	10	4	8	106	12	104	2	102	Mis	December 5, 1909.	1	101	9	103	3	105	7	5			
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		1 58	10 32	11 42	5 48	5 34	3 40	1 58	11 05	9 22	8 03	11.1	.....La Mesa.....♁	7 33	†9 08	11 23	1 05	4 09	5 54	7 08	8 58			
		2 18	10 45	11 55	6 01	5 47	3 56	2 18	11 23	9 35	A M	15.6	.....El Cajon.....♁	7 20	A M	11 10	12.50	3 56	5 18	6 55	8 45			
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		2 34	11 00	12 10	6 16	6 02	4 11	2 34	11 38	9 50		21.9	.....Lakeside[2].....♁	7 03		10 53	12 33	3 38	5 01	6 38	8 28			
		2 42	11 07	12 17	6 23	6 09	4 19	2 42	11 46	9 57		25.2	.....Foster[2].....♁	†6 55		†10 45	†1225	*3 30	*4 53	k6 30	§8 20			
		P M	A M	Night	P M	P M	P M	P M	A M	A M			ARRIVE	LEAVE		A M	Noon	P M	P M	P M	A M			

* Daily; † daily, except Sunday; ‡ daily, except Saturday; § Sunday only; k Saturday only. ♁ Telegraph stations.

CONNECTIONS.—[1] With A. T. & S. Fe Ry. [2] With San Diego So. Ry. and stage for Alpine, Descanso and Stonewall Mine (Cuyamaca). [3] With stage for Ramona, Witch Creek, Julian and Warner's Hot Springs. No stage connection with Sunday trains.

LANCASTER, OXFORD & SOUTHERN RAILROAD.

R. B. DICKEY, General Manager, Oxford, Pa.

Trains leave **Oxford**[1] †9 30 a.m., †6 36 p.m., arrive **Susquehanna**[2] (20 miles) 11 20 a.m., 8 00 p.m. Returning, leave Susquehanna †6 50 a.m., †2 30 p.m., arriving Oxford 8 40 a.m., 4 30 p.m. Leave Oxford †6 50 a.m., †2 55 p.m., arrive Lancaster 10 00 a.m., 5 30 p.m. Returning, leave Lancaster †8 15 a.m., †4 20 p.m., arrive Oxford 11 00 a.m., 8 05 p.m.

† Daily, except Sunday. *April*, 1908.

Connections.—[1] With Philadelphia, Baltimore & Washington R.R. [2] With Maryland & Pennsylvania R.R. Steam Ferryboat connects at Susquehanna with all trains. *Eastern time.*

CINCINNATI, FLEMINGSBURG & SOUTHEASTERN RAILROAD.

S. S. BUSH, General Manager, Louisville, Ky.

Trains leave **Johnson**[1] †6 00, †7 26, †9 45 a.m., †2 00, †4 15, †8 00 p.m., arriving Flemingsburg (7 miles) 6 25, 7 51, 10 10 a.m., 2 25, 4 40, 8 25 p.m. Returning, leave Flemingsburg †5 25, †6 55, †8 45 a.m., †12 45 noon, †3 45, †7 30 p.m., arriving Johnson 5 50, 7 20, 9 10 a.m., 1 10, 4 10, 7 55 p.m.

† Daily, except Sunday. *Central time.* *February* 17, 1908.

Connection.—[1] With Ky. Central Div. Louisville & Nashville R.R.

FAIRCHILD & NORTH-EASTERN RAILWAY.

N. C. FOSTER, President and General Manager, Fairchild, Wis.

Train leaves **Fairchild**[1] †6 30 a.m. for **Greenwood**[2] (23 miles), arriving at Owen (38 miles) 9 05 a.m. Returning, leaves Owen †9 55 a.m., Greenwood †10 50 a.m., arriving at Fairchild 12 10 noon.

† Daily, except Sunday. *July* 19, 1909.

Connections.—[1] With Chicago, St. Paul, Minneapolis & Omaha Ry. [2] With Wisconsin Central Ry. *Central time.*

MASSENA TERMINAL RAILROAD.

ARTHUR V. DAVIS, Gen. Manager, 1504 Park Building, Pittsburgh, Pa.

Freight road, connecting with the Grand Trunk Ry. and New York Central & Hudson River R.R. at Massena Springs, and runs to and beyond the power house of the St. Lawrence River Power Company at Massena (2 miles). *September*, 1906.

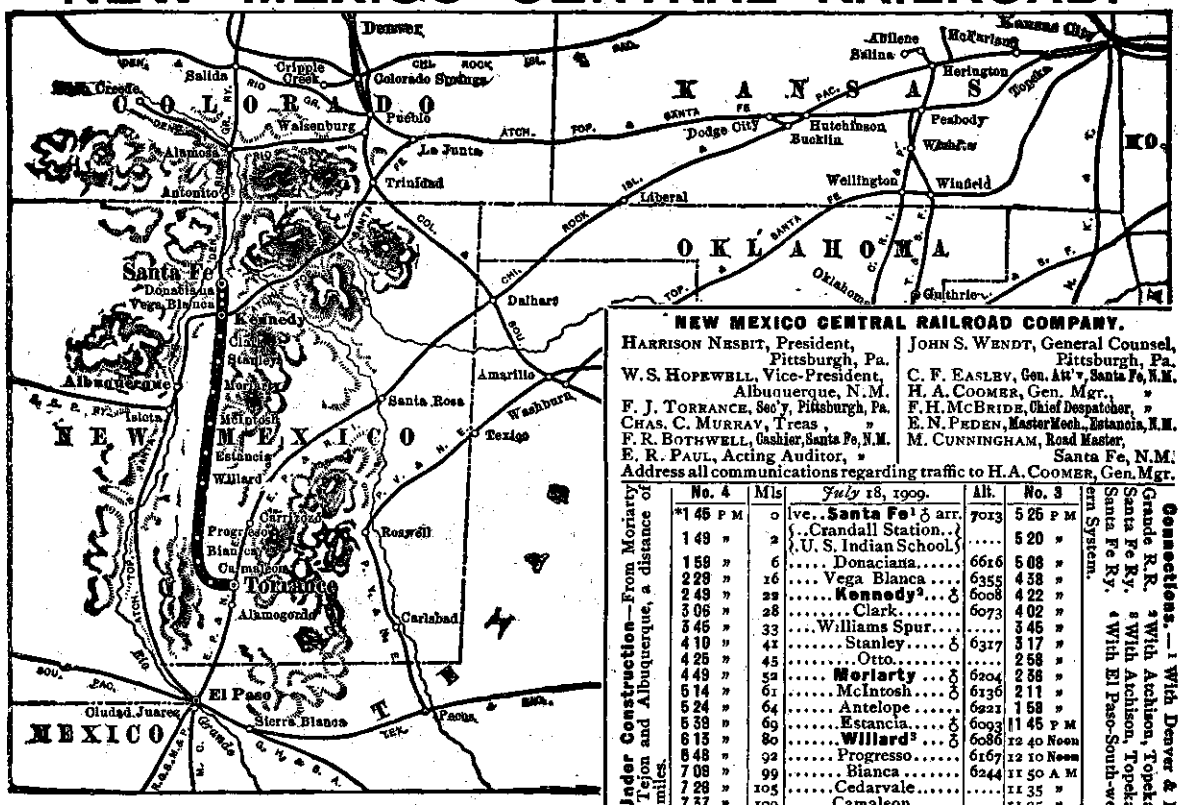
JOHNSTOWN & STONY CREEK RAILROAD.

P. LAVELLE, President, Johnstown, Pa.

Freight road at Johnstown, Pa. (2.4 miles). *March*, 1908.

Connections.—With Pennsylvania R.R. and Baltimore & Ohio R.R.

NEW MEXICO CENTRAL RAILROAD.



NEW MEXICO CENTRAL RAILROAD COMPANY.

HARRISON NESBIT, President, Pittsburgh, Pa.
W. S. HOPEWELL, Vice-President, Albuquerque, N.M.
F. J. TORRANCE, Sec'y, Pittsburgh, Pa.
CHAS. C. MURRAY, Treas., »
F. R. BOTHWELL, Cashier, Santa Fe, N.M.
E. R. PAUL, Acting Auditor, »

JOHN S. WENDT, General Counsel, Pittsburgh, Pa.
C. F. EASLEY, Gen. Att'y, Santa Fe, N.M.
H. A. COOMER, Gen. Mgr., »
F. H. MCBRIDE, Chief Despatcher, »
E. N. PEDEN, Master Mech., Estancia, N.M.
M. CUNNINGHAM, Road Master, Santa Fe, N.M.

Address all communications regarding traffic to H. A. COOMER, Gen. Mgr.

Under Construction—From Moriarty to Tejon and Albuquerque, a distance of 8 miles.	No. 4	Mls	July 18, 1909.	Alt.	No. 3
	*1 45 P M	0	lve.. **Santa Fe**[1] ♁ arr.	7013	5 25 P M
	1 49 »	2	..Crandall Station.. / ..U. S. Indian School..	.....	5 20 »
	1 59 »	6	..... Donaciana.....	6616	5 08 »
	2 29 »	16	.... Vega Blanca	6355	4 38 »
	2 49 »	22	..... **Kennedy**[2]... ♁	6008	4 22 »
	3 06 »	28	..... Clark.....	6073	4 02 »
	3 45 »	33	....Williams Spur....	.....	3 45 »
	4 10 »	41	..... Stanley..... ♁	6317	3 17 »
	4 25 »	45	..... Otto.....	.....	2 58 »
	4 49 »	52	..... **Moriarty** ... ♁	6204	2 38 »
	5 14 »	61	..... McIntosh.... ♁	6136	2 11 »
	5 24 »	64	..... Antelope	6221	1 58 »
	5 39 »	69	..... Estancia..... ♁	6093	11 45 P M
	6 13 »	80	..... **Willard**[3] ... ♁	6086	12 40 Noon
	6 48 »	92	..... Progresso.....	6167	12 10 Noon
	7 09 »	99	..... Bianca	6244	11 50 A M
	7 28 »	105	..... Cedarvale.....	.....	11 35 »
	7 37 »	109	..... Camaleon.....	.....	11 25 »
	8 00 P M	116	arr.. **Torrance**[4] ♁ lve.	6430	*11 05 A M

Connections.—[1] With Denver & Rio Grande R.R. [2] With Atchison, Topeka & Santa Fe Ry. [3] With Atchison, Topeka & Santa Fe Ry. [4] With El Paso-Southwestern System.

* Daily. ‖ Meals. ♁ Telegraph stations. *Mountain time.*

ABERDEEN & ROCKFISH RAILROAD.

JOHN BLUE, President and General Manager, Aberdeen, N.C.

Trains leave **Aberdeen**[1] †9 30 a.m., †3 00 p.m., for Leavitts, Montrose, Raeford, Dundarroch, arriving Hope Mills (40 miles) 11 10 a.m., 4 40 p.m. Returning, leave **Hope Mills**[2] †11 50 a.m., †5 00 p.m., arriving at Aberdeen 1 30, 6 40 p.m. *Eastern time.*

Wagram Branch.—Leaves **Wagram** †9 00 a.m., arrives Raeford (12 miles) 9 50 a.m. Leaves Raeford †6 00 p.m., arrives Wagram 6 45 p.m.

† Daily, except Sunday. *November* 14, 1909.

Connections.—[1] With Seaboard Air Line Ry. and Aberdeen & Asheboro Ry. [2] With Atlantic Coast Line R.R.

DANSVILLE & MOUNT MORRIS RAILROAD.

WM. HUMPHREY, General Superintendent, Dansville, N.Y.

Trains leave **Mt. Morris**[1] †11 15 a.m., †5 42, †8 35 p.m., arriving **Dansville**[2] (15 miles) 12 15 noon, 6 15, 7 15 p.m. Returning, leave Dansville †7 50, †8 35 a.m., †3 30 p.m., arriving Mt. Morris 8 25, 9 35 a.m., 4 10 p.m.

† Daily, except Sunday. *Eastern time.* *May* 2, 1909.

Connections.—[1] With Erie R.R., Del. Lack. & Western R.R. and Pennsylvania R.R. [2] With Del. Lack. & Western R.R.

BLACK LICK & YELLOW CREEK RAILROAD.

L. H. DAVIS, Superintendent, Rexis, Pa.

Train leaves **Rexis**[1] (**Vintondale**) †10 50 a.m., arrives Burns (10 miles) 11 31 a.m. Returning, leaves Burns †11 35 a.m., arrives Rexis 12 14 noon. Trains leave Rexis for White Mill (5 miles) †7 15 a.m., †4 50 p.m. Returning, leave White Mill †7 35 a.m., †4 50 p.m. *January* 18, 1909.

† Daily, except Sunday. *Eastern time.*

Connection—[1] With Pennsylvania R.R.

MARCELLUS & OTISCO LAKE RAILWAY COMPANY.

JOHN STEWART, Traffic Manager and Superintendent, Marcellus, N.Y.

Trains leave **Otisco Lake** †10 25 a.m., †4 31 p.m., arrive **Marcellus**[1] 10 50 a.m., 4 56 p.m., **Martisco**[2] 12 28 noon, 5 24 p.m. Leave Martisco †6 15 a.m., †12 45 noon, †6 10 p.m., Marcellus †7 15 a.m., †4 06, †6 29 p.m., arrive Otisco Lake 7 39 a.m., 4 29, 6 53 p.m. Leave Otisco Lake †7 40 a.m., †6 54 p.m., arrive Marcellus 8 04 a.m., 7 18 p.m. Returning, leave Marcellus †10 00 a.m., arrive Otisco Lake 10 24 a.m. *November* 15, 1908.

† Daily, except Sunday. *Eastern time.*

Connections.—[1] With A. & S. E. Ry. [2] With N.Y.C. & H. R.R.R.

IMPERIAL VALLEY RAILWAY.

N. V. TRULY, General Manager, Sugar Land, Tex.

Extends from **Sugar Land** to Harlem, Tex., with spurs to sugar cane districts. Mileage, 10 miles. *October*, 1909.

Connection.—At Sugar Land—With G. H. & S. A. and H. & B. V. R.Rs. and Sugarland Ry.

NEW YORK & PENNSYLVANIA RAILWAY.

G. M. BEASOR, General Freight and Passenger Agent, Canisteo, N.Y.

Trains leave **Canisteo**[1] (Erie Station) †9 00 a.m., †5 47 p.m., for **Genesee**[2] (28 miles), Oswayo (41 miles), Millport (47 miles), arriving **Shingle House**[4] (52 miles), 11 38 a.m., 8 16 p.m., **Ceres**[3] (57 miles), 11 53 a.m. Returning, leaves Ceres †12 53 noon, Shingle House †6 30 a.m. †1 07 p.m., arriving Canisteo 8 54 a.m., 3 30 p.m.

† Daily, except Sunday. *May* 18, 1908.

Connections.—[1] With Erie R.R. and Hornellsville & Canisteo (Electric) Ry. [2] With Buffalo & Susquehanna R.R. [3] With Pittsburg, Shawmut & Northern R.R. [4] With Olean Street (Electric) Ry. *Eastern time.*

KISHACOQUILLAS VALLEY RAILROAD.

W. J. HAYES, President, Belleville, Pa.

Trains leave Belleville †7 50 a.m., †12 05 noon, †4 05 p.m., arriving **Reedsville**[1] (9.4 miles) 8 25 a.m., 12 40 noon, 4 35 p.m. Returning, leave Reedsville †8 53 a.m., †2 15, †5 05 p.m., arriving Belleville 9 25 a.m., 2 45, 5 35 p.m.

† Daily, except Sunday. *April*, 1908.

Connection.—[1] With Pennsylvania R.R. *Eastern time.*

SUSQUEHANNA RIVER & WESTERN RAILROAD.

D. GRING, President and General Manager, Newport, Pa.

Trains leave **Duncannon**[1] †9 00, †11 20 a.m., †5 15 p.m., Bloomfield †7 00, †9 35 a.m., †1 50, †5 50 p.m., arriving **Bloomfield Junction**[2] 7 10, 9 45 a.m., 2 00, 5 55 p.m. Leave Bloomfield Junction †7 10, †9 45 a.m., †2 00, †5 55 p.m., arriving Bloomfield 7 20, 9 55 a.m., 2 10, 6 05 p.m., Duncannon 7 55, 10 55 a.m., 4 56 p.m. *May* 25, 1908.

Trains marked † run daily, except Sunday.

Connections.—[1] With Pennsylvania R.R. [2] With Newport & Sherman's Valley R.R. *Eastern time.*

CHESTNUT RIDGE RAILWAY.

B. F. R. CLARK, Gen. Fht. and Pas. Agt., 136 So. 3d St., Phila., Pa.

Trains leave Chestnut Ridge (Kunkletown) †6 45 a.m., †2 00 p.m., arriving **Lehigh Gap**[1] (11 miles) 7 30 a.m., 2 45 p.m. Returning, leave Lehigh Gap †9 20 a.m., †5 20 p.m., arriving Chestnut Ridge (Kunkletown) 10 00 a.m., 6 00 p.m. *November* 1, 1907.

† Daily, except Sunday. *Eastern time.*

Connection.—[1] With Central R.R. of New Jersey.

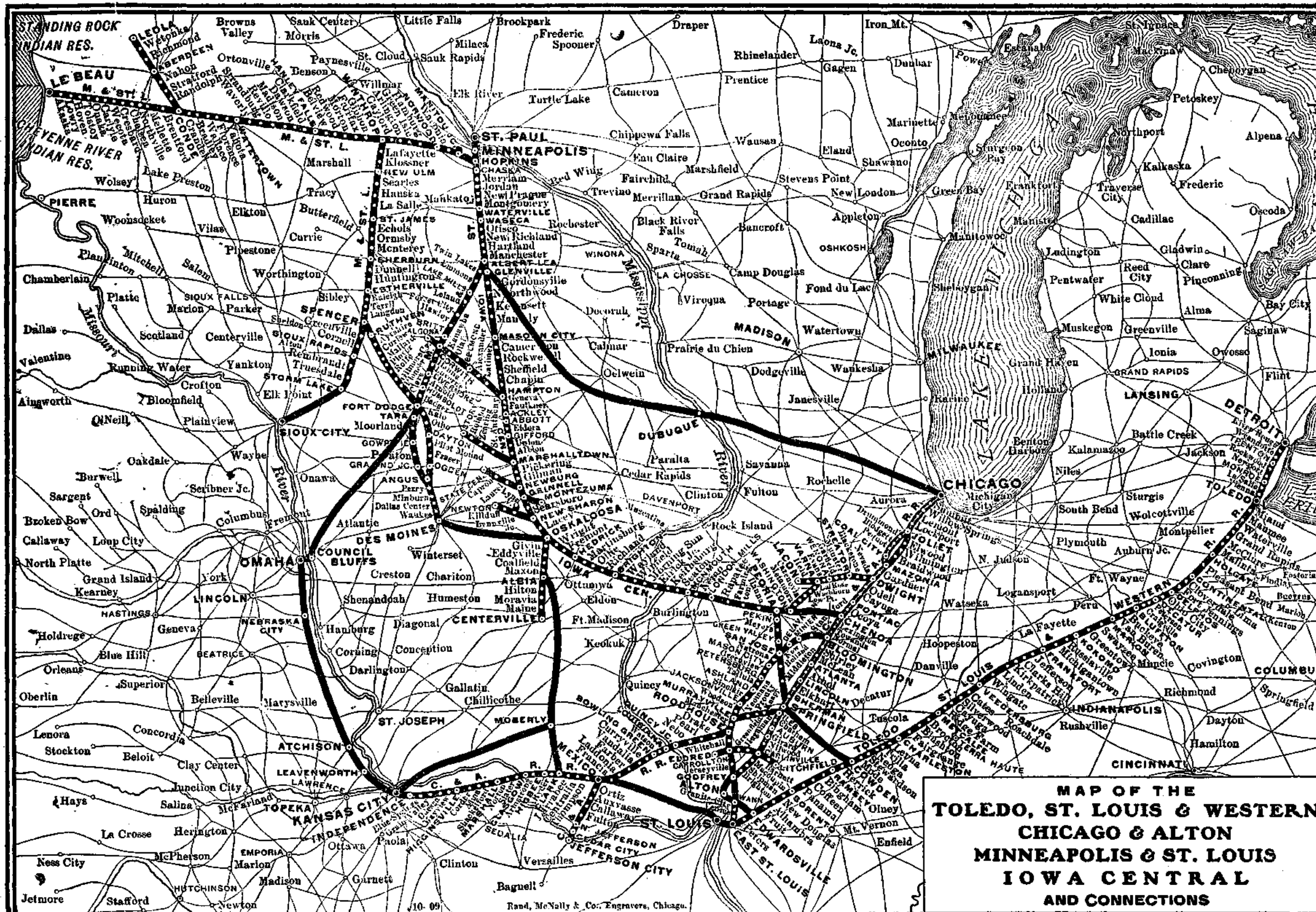
PIEDMONT RAILWAY.

W. J. TALLY, General Superintendent, Thomasville, N.C.

Train leaves Denton †7 30 a.m., arrives **Thomasville**[1] (21 miles) 10 00 a.m. Returning, leaves Thomasville †10 30 a.m., arrives Denton 1 00 p.m.

† Daily, except Sunday. *December*, 1909.

Connection.—[1] With Southern Ry. *Eastern time.*


MAP OF THE
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CHICAGO & ALTON
MINNEAPOLIS & ST. LOUIS
IOWA CENTRAL
AND CONNECTIONS
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Continued on page 888.

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11	9	41	23	75	45	7	5	1	3	73	Mls.	*July* 4, 1909.	2	4	6	8	10	12	74	24	42	40	72
P M	P M	P M	P M	P M	....	P M	P M	A M	A M	....	....	LEAVE] [ARRIVE	P M	P M	A M	A M	A M	A M	A M	P M	A M	A M	....
*10 30	*6 30	*5 45	*1 45	†5 15	....	*11 45	*9 00	*11 25	*9 00	....	0	+......**Chicago**......♂	4 55	8 02	7 00	7 55	7 30	11 00	7 45	1 45	8 50	10 00	....
10 39	6 40	5 55	1 55	5 25	....	11 53	9 10	11 34	9 10	....	2.2	.....Halsted Street.....	4 45	7 51	6 48	7 45	7 20	10 50	7 35	1 35	8 40	9 50	g Stops on Saturday to take passengers.
– –	– –	6 13	2 17	– –	....	– –	– –	– –	– –	....	11.9	........Summit......♂	– –	– –	– –	– –	– –	– –	7 15	– –	8 09	– –	
– –	– –	– –	– –	5 42	....	– –	– –	The Alton Limited.	– –	....	13.1	........Argo........♂	– –	– –	– –	– –	– –	– –	7 13	g –	– –	– –	
– –	– –	6 20	– –	– –	....	– –	– –		– –	....	16.8	.....Mount Forest.....	– –	– –	– –	– –	– –	– –	7 08	– –	8 02	– –	
– –	– –	6 22	a –	– –	....	– –	– –		– –	....	17.5	.....Willow Springs...♂	– –	– –	– –	– –	– –	– –	7 06	– –	8 00	– –	
– –	– –	– –	– –	5 53	....	– –	– –		– –	....	21.7	........Lambert........	– –	– –	– –	– –	– –	– –	7 01	– –	7 50	– –	
– –	– –	6 34	2 39	5 59	....	– –	9 45		9 46	....	25.3	+.......Lemont......♂	– –	7 08	6 00	– –	– –	– –	6 57	12 50	7 40	9 07	
– –	– –	6 45	2 53	6 10	....	– –	9 57		9 56	....	32.9	+......Lockport......♂	– –	6 58	5 45	– –	– –	– –	6 47	12 37	7 25	8 57	
– –	– –	6 50	2 58	6 15	....	– –	– –	– –	10 00	....	35.8	......State Prison.......	– –	– –	– –	– –	– –	– –	6 42	12 31	7 18	8 52	
11 25	7 30	6 55	3 05	6 20	....	12 48	10 10	12 25	10 07	....	37.2	+........**Joliet**.......♂	3 40	6 50	5 35	6 47	6 22	10 01	†6 40	12 27	*7 15	8 49	
– –	– –	7 12	3 25	P M	....	– –	– –	– –	10 23	....	45.8	........Elwood......♂	– –	6 36	– –	– –	– –	....	A M	12 09	A M	8 33	
– –	– –	7 25	3 38		....	– –	10 35		10 33	....	52.5	+....Wilmington....♂	– –	6 24	5 00	– –	– –	....		11 58		8 23	....
– –	– –	7 34	3 47	....	....	– –	10 45		10 42	....	57.3	+.... Braidwood ....♂	– –	6 15	4 49	– –	– –	....	....	11 49	....	8 15	....
....	....	....	....	....	....	....	....		....	....	....	.... Pequot	....	....	....	....	....	– –	....	....	....	....	....
– –	– –	7 41	3 54	....	....	– –	10 54		10 49	....	61.2	+.....Braceville.....♂	– –	6 08	4 41	– –	– –	....	....	11 41	....	8 09	....
– –	– –	– –	– –	....	....	– –	– –	– –	– –	....	62.6	......**Mazonia**.....♂	– –	– –	– –	– –	– –	– –	e Stops to take for north of Dwight; p stops to take for St. Louis, Kansas City or beyond.	– –	....	– –	....
– –	– –	7 48	4 00	....	....	– –	11 00	– –	10 55	A M	64.5	+......**Gardner**.....♂	– –	6 02	4 36	– –	– –	– –		11 35	....	8 03	P M
– –	8 20	8 06	4 20	....	....	1 43	11 20	1 18	11 10	*8 00	73.6	+......**Dwight**......♂	2 50	5 48	4 20	5 55	– –	– –		11 20	....	*7 50	7 15
– –	– –	P M	4 35	....	....	– –	11 35	– –	11 25	8 15	81.7	+........Odell.......♂	– –	o –	4 04	– –	– –	9 01		11 04	....	A M	7 02
– –	– –		4 42	....	....	– –	– –	– –	– –	8 25	86.9	........Cayuga......♂	– –	– –	– –	– –	– –	– –		10 54	....	f Stops to take for Springfield and north; d stops to take for Chicago.	6 51
– –	8 45	....	4 52	....	....	2 15	11 53	1 45	11 41	8 36	91.9	+......**Pontiac**......♂	2 21	5 15	3 42	5 25	5 05	8 45		10 45	....		6 49
– –	– –	....	5 00	....	....	– –	– –	– –	m –	8 46	97.6	........Ocoya.......♂	– –	– –	– –	– –	– –	– –		10 35	....		6 30
– –	9 05	a Stops on Saturday to let off passengers.	5 09	....	....	2 35	12 12	2 05	11 55	8 55	102.3	+.....**Chenoa**......♂	2 05	4 59	3 20	5 08	– –	8 30		10 27	....		6 21
– –	– –		5 25	....	....	– –	12 26	– –	12 09	9 10	110.3	+......Lexington......♂	– –	o –	3 02	– –	– –	– –		10 12	....		6 05
– –	– –		5 41	....	....	– –	12 40	– –	m –	9 25	118.1	........Towanda......♂	– –	– –	2 48	– –	– –	– –		9 58	....		5 50
– –	– –		5 53	43	....	– –	12 53	– –	m –	9 38	124.0	+.......**Normal**......♂	– –	– –	2 37	– –	– –	– –		9 47	44		5 37
1 25	9 47		6 00	A M	P M	3 20	1 00	2 47	12 39	9 45	126.5	arr. } + **Bloom-** { lve.	1 25	4 25	2 30	4 35	*4 20	7 52		9 40	P M		*5 30
A M	9 52		P M	*7 15	*5 30	3 25	1 10	2 52	12 47	A M	126.5	lve. } **ington** ♂ { arr.	1 20	4 18	2 20	4 30	A M	7 47		9 15	7 30		P M
....	– –		....	7 25	5 40	– –	– –	– –	– –	....	132.2	........Shirley........♂	– –	– –	– –	– –	From Kansas City. ☞	– –		9 02	7 18		
....	– –		....	7 34	5 47	– –	– –	– –	– –	....	136.3	.....Funk's Grove.....♂	– –	– –	– –	– –		– –		8 54	7 10		....
....	– –		....	7 44	5 56	– –	1 33	– –	1 15	m Stops to leave from north of Dwight and to take for south of Bloomington; n stops to leave from Joliet and points north. *Central time.*	140.9	+.......M'Lean.......♂	– –	3 56	– –	– –		– –		8 44	7 01		....
....	– –		....	7 53	6 05	– –	1 43	3 21	1 25		145.8	+.......**Atlanta**......♂	12 53	3 48	1 43	– –		– –		8 34	6 51		....
....	– –		....	8 00	6 12	– –	– –	– –	– –		149.7	........Lawndale.......♂	– –	– –	– –	– –		– –		8 25	6 42		....
....	– –		....	8 10	6 22	– –	– –	– –	– –		155.6	..........Athol........♂	– –	– –	– –	– –		– –		8 17	6 32		....
....	10 35		....	8 12	6 25	4 15	2 07	3 40	1 41		156.3	+......**Lincoln**......♂	12 35	3 29	1 12	3 34		7 03		8 15	6 30		....
....	–		....	8 25	6 39	– –	– –	– –	– –		163.3	........Broadwell.......♂	– –	– –	– –	– –		– –		8 02	6 15		....
....	– –		....	8 33	6 47	– –	2 24	– –	1 58		167.1	..........Elkhart.......♂	– –	e –	12 52	– –		– –		7 55	6 07		....
....	– –	....	....	8 44	6 57	– –	2 34	– –	2 07		173.0	......Williamsville......♂	– –	– –	12 42	– –		– –	....	7 45	5 55	....	....
201	– –	47	71	8 53	7 07	– –	– –	– –	– –		177.8	.........Sherman.......♂	– –	– –	h –	– –	48	– –	70	7 35	5 45	200	202
P M	11 15	A M	P M	9 10	7 25	5 05	3 05	4 30	2 30		185.0	arr. + **Springfield** ♂ lve.	11 55	2 45	12 20	2 45	P M	*6 23	A M	*7 20	*5 30	A M	P M
§6 30	P M	*8 15	*5 00	A M	P M	5 05	3 05	4 30	2 30		185.0	lve...**Springfield**..arr.	11 55	2 45	12 20	2 45	8 45	A M	9 55	A M	P M	11 15	10 10
– –	To Kansas City ☞	– –	– –	....		– –	– –	– –	– –		187.2	..........Iles........♂		– –	– –	– –	– –	....	– –	x Stops to let off passengers from Chicago.	■ On Sunday No. 30 lvs. St. Louis 7 00 p.m.	– –	– –
– –		– –	– –	....		– –	– –	– –	– –		191.0	.........Junod.........	The Alton Limited.	– –	– –	– –	– –	□ Runs via Merchant's Terminal. ⊙ Runs via Cut Off. + Coupon stations; ♂ Telegraph stations.	– –			– –	– –
6 48		8 32	5 18	e Stops to take for Chicago and beyond; k stops only to leave from Springfield.	* Daily; † daily, except Sunday.	– –	– –	– –	– –		194.3	+.......Chatham.......♂		– –	– –	– –	8 21		9 37			10 55	9 48
6 58		8 41	5 28			– –	3 40	– –	2 55		200.5	+.......Auburn.......♂		– –	11 49	– –	8 10		9 26			10 45	9 40
7 03		8 46	5 34			– –	– –	– –	x –		204.3	........Thayer........♂		– –	– –	– –	8 01		9 18			10 38	9 34
7 08		8 51	5 39			– –	3 52	– –	3 06		206.9	+.......**Virden**.......♂		– –	11 37	– –	7 55		9 12			10 33	9 28
7 20		9 02	5 49			– –	4 02	– –	3 15		210.7	+.......**Girard**.......♂		– –	11 27	– –	7 45		9 02			10 23	9 18
7 27		9 08	5 56			– –	– –	– –	– –		214.4	........Nilwood.......♂		– –	– –	– –	7 37		8 53			10 16	9 12
– –		– –	– –			– –	– –	– –	– –		219.2	.........Anderson........		– –	– –	– –	– –		– –			– –	– –
7 42		9 22	6 15			6 06	4 32	5 35	3 34		223.7	+ ......Carlinville.....♂	10 54	1 48	11 05	1 34	7 20		*8 40			10 00	8 59
– –		– –	P M			– –	– –	– –	– –		225.9	.........Rinaker........	– –	– –	– –	– –	– –		A M			– –	– –
7 58		9 37				– –	p –	– –	3 50		234.1	........Plainview......♂	– –	– –	– –	– –	7 01					9 37	8 41
8 05	....	10 00	....			– –	5 01	– –	3 57		238.2	+.......Shipman.......♂	10 31	– –	10 40	– –	6 53		....	....	....	9 31	8 35
8 13	33	10 10	15		81	– –	– –	– –	– –		243.1	..........Miles.........	– –	– –	– –	– –	6 39		32	14	30	9 24	8 25
8 18	P M	10 20	Noon		A M	– –	5 15	– –	4 08		245.8	+......**Brighton**.....♂	10 20	– –	10 27	– –	6 33		A M	P M	P M	9 20	8 18
8 30	*6 20	10 35	*12 10		*8 15	– –	5 30	6 20	4 18		252.0	+......**Godfrey**.....♂	10 10	1 10	10 15	– –	6 20		8 15	3 20	6 55	9 10	8 05
8 45	6 35	10 50	12 25		8 30	....	5 50	....	4 35		257.4	+........**Alton**.......♂	9 55	12 55	9 58	....	6 00		8 00	3 03	6 36	8 55	7 45
8 48	– –	– –	– –		8 34	⊙	– –	⊙	– –		258.7	.......Upper Alton.......		– –	– –	⊙	5 55		– –	– –	6 27	8 50	7 40
– –	– –	– –	– –		– –	– –	– –	– –	– –		262.0	.........Wann.......♂		– –	– –	– –	– –		– –	– –	– –	– –	– –
– –	– –	– –	– –		– –	– –	– –	– –	– –		264.2	. **Edwardsville Crossing** .		– –	– –	– –	– –		– –	– –	– –	– –	– –
– –	– –	– –	– –		– –	– –	– –	– –	– –		269.9	........Mitchell.........		– –	– –	– –	– –		– –	– –	– –	– –	– –
– –	– –	– –	– –		– –	– –	– –	– –	– –		272.4	........Nameoki........	– –	– –	– –	– –	– –		– –	– –	– –	– –	– –
9 15	7 02	11 16	12 55		8 57	n –	6 30	x –	5 00		275.0	.......Granite City....♂	d –	b –	9 27	d –	5 30		7 32	2 33	5 57	8 30	7 16
9 20	7 07	– –	1 00		9 02	....	....	....	....		277.7	.........Venice.......♂	....	....	....	....	5 25		7 26	2 27	5 52	8 25	7 11
– –	– –	– –	– –		– –	....	....	....	....		279.8	....Bridge Junction..♂	....	....	....	....	– –		– –	– –	– –	– –	– –
9 30	7 15	11 30	1 10		9 10	□	□	□	□		280.6	+..**East St. Louis**..♂	□	□	□	□	5 16		7 18	2 18	5 44	8 18	7 02
9 40	7 25	11 40	1 20		9 20	7 48	6 51	7 15	6 20		....	*Wash. Ave.*, **St. Louis**.	– –	12 12	– –	– –	5 08		7 10	2 10	5 36	– –	– –
9 49	7 35	11 50	1 30	....	9 30	7 58	7 01	7 25	6 30	....	283.8	arr...+ **St. Louis** ♂ ..lve.	*9 04	*12 02	*9 00	*11 45	†4 58	....	*7 00	*2 00	*5 26	§8 00	‡6 44
P M	P M	A M	P M	....	A M	A M	A M	P M	P M	....	....	(*Union Depot.*)	A M	Noon	P M	P M	P M	....	A M	P M	■P M	A M	P M

Train No. 3—PRAIRIE STATE EXPRESS—Smoking Cars, Parlor Chair Cars, free of extra charge, and Pullman Parlor Car Chicago to St. Louis. Dining Car (meals a la carte) Chicago to Springfield.

Train No. 1—THE ALTON LIMITED—The famous Red Train, handsomest in the world. Luxurious Smoking Car, magnificent leather upholstered Chair Cars (free of extra charge). Dining Car (meals a la carte). Pullman Parlor Car and Pullman Observation Parlor Car Chicago to St. Louis.

Train No. 9—THE HUMMER—Smoking Cars, Reclining Chair Cars, free of extra charge; Dining Car (service a la carte). Pullman Parlor Car, Sleeping Compartment, Buffet, Library and Observation Cars Chicago to Springfield.

Train No. 5—PALACE EXP.—Smoking Cars, Reclining Chair Cars, free of extra charge, and Pullman Observation Sleeping Cars Chicago to St. Louis. Grill Car Service Chicago to St. Louis.

Train No. 7—MIDNIGHT SPECIAL—Smoking Cars, Reclining Chair Cars, free of extra charge, and Pullman Drawing-room Sleeping Cars Chic. to St. L. Sleeping Cars Chic. to Springfield. Grill Car (service a la carte) Chic. to St. Louis. Dining Car Springfield to St. Louis.

Train No. 2—THE ALTON LIMITED—The famous Red Train, handsomest in the world. Luxurious Smoking Car, magnificent leather upholstered Chair Cars (free of extra charge). Dining Car (meals a la carte). Pullman Parlor Car and Pullman Observation Parlor Car St. Louis to Chicago.

Train No. 4—PRAIRIE STATE EXPRESS—Smoking Cars, Parlor Chair Cars, free of extra charge, Pullman Parlor Car and Dining Car (meals a la carte) St. Louis to Chicago.

Train No. 6—PALACE EXPRESS—Smoking Cars, Reclining Chair Cars, free of extra charge, and Pullman Observation Sleeping Cars St. L. to Chic. Drawing-room and Grill Car Service St. L. to Chic.

Train No. 8—MIDNIGHT SPECIAL—Smoking Cars, Reclining Chair Cars, free of extra charge, and Pullman Drawing-room Sleeping Cars St. Louis to Chicago. Sleeping Cars Springfield to Chicago. Grill Car (service a la carte) from St. Louis to Chicago. Cafe Dining Car Bloomington to Chicago.

Train No. 12—THE NIGHTINGALE—Day Cars, Reclining Chair Cars free of extra charge, Pullman Sleeping Car, Pullman Parlor Car and Cafe Dining Car Springfield to Chicago.

"THE ONLY WAY"

CHICAGO & ALTON

AMERICA'S MOST POPULAR RAILROAD. PERFECT PASSENGER SERVICE.

No Dirt. No Dust. No Smoke. No Cinders.

CHICAGO AND KANSAS CITY SHORT LINE.

No Change of Cars of any class Between Chicago and Kansas City.

3-33	11	15	9	23	Mls.	*October* 31, 1909.	14	10	12	24	32-12
A M	P M	....	P M	P M	....	LEAVE] [ARRIVE	....	A M	A M	P M	P M
†9 00	*10 30	....	*8 30	*1 45	0	+....**Chicago**....♁	....	7 30	11 00	1 45	4 45
10 07	11 25	....	7 30	3 05	37.2	+....**Joliet**....♁	....	6 22	10 01	12 27	3 40
11 10	- -	....	8 20	4 20	73.6	+....**Dwight**....♁	....	- -	- -	11 20	2 50
12 39	1 25	A M	8 47	6 00	126.6	arr. } + **Bloom-** { lve.	P M	4 20	7 52	9 40	1 25
12 55	1 30	*7 10	....	6 05	126.6	lve. } **ington** ♁ { arr.	8 30	4 15	....	9 30	1 20
1 08	- -	7 20	....	6 15	132.8	........Covel......♁	8 15	- -	....	9 20	1 08
1 20	- -	7 30	....	6 25	138.8	+.....Stanford.....♁	8 04	- -	....	9 09	12 57
1 30	- -	7 39	....	6 34	143.8	+.....**Minier**.....♁	7 55	- -	....	9 00	12 48
1 41	- -	7 47	....	6 42	149.1	+....Hopedale.....♁	7 45	- -	....	8 50	12 38
1 57	- -	8 00	....	6 55	157.3	+.... **Delavan**....♁	7 30	- -	....	8 35	12 22
†12 20	....	*7 20	....	*6 10	....	lve.... **Peoria**....arr.	8 15	....	....	9 20	2 15
2 08	- -	8 15	....	7 10	162.9	+....**San Jose**....♁	7 10	- -	....	8 15	12 11
2 14	- -	8 20	Via Air Line and Springfield.	7 16	165.7	+.....Natrona.....♁	7 05	- -	Via Air Line and Springfield.	8 08	12 06
2 25	- -	8 31		7 28	171.5	+...**Mason City**...♁	6 55	- -		7 55	11 55
2 41	- -	8 47		7 43	179.8	+....Greenview....♁	6 41	- -		7 37	11 40
2 56	- -	9 01		7 57	187.7	+...**Petersburg**...♁	6 28	- -		7 19	11 23
3 10	- -	9 14		8 11	194.9	+......Tallula......♁	6 15	- -		7 03	11 10
3 21	- -	9 25		8 22	200.2	+.....**Ashland**.....♁	6 06	- -		6 51	10 59
3 26	- -	9 30		- -	203.3	.......Prentice......♁	6 01	- -		6 44	10 54
3 37	- -	9 41		- -	208.8	........Sinclair......♁	5 52	- -		6 32	10 43
3 55	3 45	9 55		8 53	215.8	+..**Jacksonville**..♁	5 40	2 03		6 18	10 30
4 10	- -	10 13	....	9 10	223.3	.......Woodson.....♁	5 25	- -	....	5 59	10 13
....	....	....	8 52	....	126.6	lve.. **Bloomington** ♁ arr.	....	....	7 47	....	....
....	....	....	10 35	....	156.4	........**Lincoln**.....♁	....	....	7 03	....	....
....	....	....	11 15	....	185.1	.....**Springfield**...♁	....	....	6 23	....	....
....	....	....	- -	....	221.7	arr.. **Murrayville** ♁.lve.	....	....	- -	....	....
4 17	- -	10 20	- -	9 18	221.7	lve.. **Murrayville** ♁.arr.	5 19	- -	- -	5 51	10 06
4 30	- -	10 30	- -	9 28	227.3	+....Manchester....♁	5 09	- -	- -	5 40	9 55
4 40	4 15	10 40	12 20	9 40	231.7	arr.. + **Roodhouse** ♁.lve.	5 00	1 30	5 10	5 30	†9 45
P M	4 20	10 50	12 25	9 50	231.7	lve....**Roodhouse**....arr.	4 45	1 25	5 05	5 05	A M
	- -	11 00	- -	10 00	237.2	+.......Drake.......♁	4 30	- -	- -	- -	
....	- -	11 08	- -	10 08	241.1	.......Hillview.......♁	4 20	- -	- -	- -	....
....	- -	11 15	- -	10 16	245.7	+........Pearl........♁	4 10	- -	- -	- -	....
213	- -	11 33	- -	10 34	255.4	+........Nebo........♁	3 45	- -	- -	- -	212
A M	- -	11 41	- -	10 40	260.1	+...Pleasant Hill...♁	3 35	- -	- -	- -	P M
*6 00	5 31	12 01	1 40	11 00	269.6	+....**Louisiana**....♁	3 16	12 16	3 55	3 55	10 00
6 25	- -	12 27	- -	11 27	281.3	+.**Bowling Green**.♁	2 50	11 57	- -	- -	9 35
6 35	- -	12 39	- -	11 44	288.4	+....Curryville....♁	2 37	- -	- -	- -	9 20
6 47	- -	12 52	- -	11 59	296.8	+.....Vandalia.....♁	2 25	- -	- -	- -	9 05
6 57	- -	1 01	- -	12 09	302.1	........Farber........♁	2 15	- -	- -	- -	8 53
7 04	- -	1 11	- -	12 18	306.3	+.....Laddonia.....♁	2 05	- -	- -	- -	8 46
7 30	6 45	2 00	3 07	1 06	320.3	+.....**Mexico**.....♁	1 37	10 52	2 30	2 30	*8 15
A M	7 07	2 27	3 32	1 43	334.5	+....**Centralia**....♁	1 10	10 28	- -	- -	P M
	- -	2 46	- -	2 10	347.5	.........Clark.......♁	12 40	- -	- -	- -	
....	7 42	3 03	4 06	2 27	356.0	+.....**Higbee**.....♁	12 20	9 55	1 32	1 32	....
....	- -	3 11	- -	- -	360.7	+........Yates........♁	12 08	- -	- -	- -	....
....	- -	3 22	- -	2 53	366.9	+....Armstrong....♁	11 58	- -	- -	- -	....
17	8 15	3 36	4 32	3 14	376.0	+....**Glasgow**.....♁	11 40	9 24	- -	- -	18
A M	- -	3 52	- -	3 32	385.0	.........Gilliam.......♁	11 25	- -	- -	- -	P M
*6 30	8 40	4 05	5 00	3 45	388.1	+.......Slater.......♁	11 20	9 05	12 40	12 40	8 10
6 50	8 56	4 30	5 17	4 06	399.0	+.....Marshall.....♁	10 50	8 40	12 12	12 12	7 50
7 00	- -	4 40	- -	- -	404.4	.....Shackelford....♁	10 38	- -	- -	- -	7 35
7 10	- -	4 50	- -	- -	409.0	+...Mt. Leonard...♁	10 28	- -	- -	- -	7 25
7 20	- -	5 05	- -	- -	415.1	+.....Blackburn....♁	10 18	- -	- -	- -	7 15
7 28	- -	5 12	- -	- -	418.6	+...... Alma ......♁	10 10	- -	- -	- -	7 05
7 38	- -	5 22	- -	- -	423.7	+......Corder......♁	10 00	- -	- -	- -	6 55
7 52	- -	5 32	6 03	5 03	428.4	+..**Higginsville**...♁	9 50	7 55	11 29	11 28	6 45
8 05	- -	5 50	- -	- -	435.4	+.....Mayview.....♁	9 36	- -	- -	- -	6 28
8 22	- -	6 05	- -	5 30	442.9	+......Odessa......♁	9 25	- -	- -	- -	6 05
8 37	- -	6 17	- -	- -	449.8	......Bates City....♁	9 12	- -	- -	- -	5 50
8 48	- -	6 23	- -	- -	453.3	+....Oak Grove....♁	9 07	- -	- -	- -	5 41
9 00	- -	6 30	- -	- -	457.3	.....Grain Valley...♁	9 00	- -	- -	- -	5 33
9 10	- -	6 45	- -	- -	462.1	.....Blue Springs...♁	8 52	- -	- -	- -	5 25
9 32	- -	7 07	a -	6 30	472.9	+.**Independence**.♁	8 30	m -	- -	- -	5 05
- -	- -	- -	7 44	- -	482.1	Grand Ave. and 22d St.	- -	6 18	- -	- -	- -
10 00	11 30	7 55	8 00	7 00	482.7	ar.+ **KansasCity** ♁ lv.	*8 00	*6 05	*10 00	*10 00	*4 30
A M	A M	P M	A M	A M	....	(*Central time.*)	A M	P M	P M	P M	P M

Additional Train—Leaves Mexico *7 30 a.m., arriving Roodhouse 10 30 a.m.

Trains Nos. 9 and 10—THE RED HUMMER—Have Smoking Cars, Reclining Chair Cars, free of extra charge, and Pullman Drawing-room and Compartment Buffet-Library Observation Sleeping Cars between Chicago and Kansas City. Dining Car between Chicago and Bloomington and Slater and Kansas City. All meals in Dining Cars. Service a la carte, except on No. 10 Kansas City to Slater when from 6 05 p.m. to 8 05 p.m. the best table d'hote dollar dinner in America is served.

Trains Nos. 11 and 12—THE NIGHTINGALE—Have Combination Baggage Smoking Car, Reclining Chair Cars, free of extra charge, and Pullman Sleeping Cars between Chicago and Kansas City. Cafe Dining Car service, meals a la carte.

Trains Nos. 23 and 12-24—Day Cars and Pullman Sleeping Cars between Chicago and Kansas City. Cafe Dining Car between Chicago and Roodhouse.

VARNA-LACON BRANCH.

....	....	....	163	161	Ms.	*July* 4, 1909.	160	162	....	....	....
....	....	....	A M	A M	....	LEAVE] [ARRIVE	A M	A M	....	....	....
....	....	....	†9 50	†8 05	0	.........**Varna**.........	9 35	11 10	....	....	....
....	....	....	10 05	8 20	3.5	..........Held..........	9 20	10 55	....	....	....
....	....	....	10 25	8 40	10.0	.........**Lacon**.........	†9 00	†10 35	....	....	....
....	....	....	A M	A M	....	ARRIVE] [LEAVE	A M	A M	....	....	....

ST. LOUIS AND KANSAS CITY LINE.

No Change of Cars of any class bet. St. Louis and Kansas City

25	23	21	Mls.	*October* 31, 1909.	22	24	26
P M	P M	A M	....	(*C. & A.*)	P M	A M	A M
*11 28	*8 10	*9 06	0	lv. **St. Louis** (*U. D.*).ar.	5 28	6 59	7 45
2 42	12 55	12 33	114.7	arr....**Francis**....lve.	2 17	2 56	4 32
*2 46	*12 57	*12 36	114.7	lve.... **Francis** ♁ ..arr.	2 13	2 30	4 26
2 52	1 06	12 45	117.1	+.......**Mexico**......♁	2 00	2 15	4 19
- -	1 43	1 10	130.9	+.....**Centralia**....♁	1 34	1 43	- -
- -	2 10	1 35	142.9	..........Clark........♁	- -	1 20	- -
- -	2 27	1 50	152.4	+...... **Higbee**......♁	12 57	1 00	- -
- -	2 53	- -	163.3	+......Armstrong.....♁	- -	12 58	- -
- -	3 14	2 22	172.5	+.....**Glasgow**.....♁	12 27	12 20	- -
- -	3 32	- -	181.6	.........Gilliam.......♁	- -	12 08	- -
4 45	3 45	2 45	184.7	+........Slater.......♁	12 10	12 01	2 15
5 03	4 06	3 02	195.6	+......Marshall......♁	11 45	11 37	1 55
- -	5 03	3 47	224.9	+.. **Higginsville** ..♁	11 05	10 47	- -
- -	5 30	4 13	239.5	+.......Odessa.......♁	10 45	10 23	- -
- -	6 30	5 05	269.5	+..**Independence**..♁	9 56	9 28	- -
7 18	6 50	5 25	278.8	.....Grand Avenue...♁	9 35	9 05	11 50
7 28	7 00	5 35	279.9	ar. + **Kansas City** ♁ lv.	*9 30	*9 00	*11 45
A M	A M	P M	....	(*Central time.*)	A M	P M	P M

Trains Nos. 21 and 22—DAY FLYER—Smoking Cars, Day Cars, Cafe Observ. Cars and Pull. Parlor Cars. All meals in Cafe Car; service a la carte St. Louis and Kansas City.

Trains Nos. 23 and 24—EARLY BIRD—Smoking Cars, Reclining Chair Cars (seats free), and Pullman 12-Section Drawing-room Sleeping Cars bet. St. Louis and Kansas City.

Trains Nos. 25 and 26—THE NIGHT HAWK—Smoking Car, Reclining Chair Car (seats free of extra charge), and Pullman Sleeping Cars bet. St. Louis and Kansas City. Pullman Tourist Sleeping Car St. Louis to Los Angeles in No. 25 every other night (see schedule below). Also Pullman Standard Sleeping Cars St. Louis (via Billings) to Seattle every night, as per schedule on following page.

CARROLLTON LINE.

178	176	70	M	*July* 4, 1909.	175	179	71	....
....	Noon	A M	..	LEAVE] [ARRIVE	A M	♁ Tues., Thurs. and Sat.; m to take for Chicago.	P M	* Daily; † daily, except Sunday; a stops to let off from Chicago.
+ Coupon stations. ♁ Telegraph stations.	†12 30	*6 30	0	.......**Eldred**.....♁	11 59		8 30	
	12 47	6 40	4	......Hurricane......	11 30		8 20	
	12 57	6 45	..	.... Kaser........	11 15		8 15	
	1 35	7 15	11	arr. + **Carrollton**.lve.	10 50		7 55	
	1 35	7 15	11	lve. **Carrollton** ♁.arr.	10 50		7 55	
	2 05	7 30	17	.........Daum.........	10 08		7 36	
	2 17	7 40	21	.........Kahm.........	9 50		7 26	
	2 30	7 46	23	+...**Greenfield**...♁	9 40		7 20	
	2 50	7 55	26	........Fayette.....♁	9 12		7 08	
	3 10	8 08	28	+...**Hagaman**....♁	8 50		6 53	
	3 18	8 14	32	........Reeders........	8 40		6 47	
....	3 28	8 18	34	.........Enos.........	8 32	....	6 41	
P M	3 35	8 23	36	........Comer.........	8 23	P M	6 35	
b4 10	4 00	8 40	41	+...**Carlinville**...♁	†7 50	5 40	*6 15	
4 35	P M	A M	46	.... Womac	A M	5 20	P M	
4 55	....	....	51	+. **Barnett Junc**. ♁	....	b5 00	....	
P M	....	....	57	arr. + **Litchfield** ..lve.	....	P M	....	....

LOUISIANA, MEXICO AND JEFFERSON CITY.

211	No. 213	Ms	*October* 31, 1909.	No. 210	212
Noon	....	....	LEAVE] [ARRIVE	....	P M
†12 01	*6 00 A M	....	+.... **Louisiana** ....♁	3 15 P M	10 00
2 30	*7 30 A M	0	+......**Mexico**.......♁	1 30 P M	8 15
3 06	8 21 "	11.5	+......Auxvasse......♁	12 58 Noon	7 39
3 20	8 35 "	16.4	........M'Credie......♁	12 43 "	7 25
3 50	9 05 "	24.2	+ ....Fulton........♁	12 16 Noon	7 00
4 26	9 41 "	36.2	.........Guthrie.......♁	11 38 A M	6 23
4 34	9 49 "	39.0	.....New Bloomfield...♁	11 30 "	6 15
4 58	10 13 "	48.4	.....North Jefferson.....	11 02 "	5 47
5 05	10 20 A M	50.0	arr. **South Cedar City** ♁ lve.	†10 55 A M	5 40
6 05	10 50 A M	....	ar.+**Jefferson City**..lv.	†10 00 A M	*5 15

ST. LOUIS-LOS ANGELES.

Through Pullman Tourist Sleeping Car Service.

Example.	Nos. 25-1	STATIONS.	Nos. 2-24	Example.
1st Day	11 28 P M	lv. **St. Louis** (*C. & A.*) ar.	6 59 A M	4th Day
1st Day	7 28 A M	ar. **Kansas City** " lv.	9 00 P M	4th Day
1st Day	11 30 A M	lv. **Kansas City**..(S. Fe) ar.	4 30 P M	4th Day
1st Day	1 20 P M	ar. **Topeka**....... " lv.	2 25 P M	4th Day
1st Day	11 10 P M	ar. **Dodge City**.... " lv.	5 25 A M	3d Day
2d Day	5 00 A M	ar. **La Junta**...... " lv.	10 40 P M	3d Day
2d Day	7 45 P M	ar. **Albuquerque**.. " lv.	8 25 A M	2d Day
3d Day	12 30 Noon	ar. **Ash Fork**..... " lv.	6 40 P M	1st Day
4th Day	8 30 A M	ar. **Los Angeles** .. " lv.	8 00 P M	1st Day

Cars leave St. Louis January 2d and every second day thereafter until June 30th. Leave Los Angeles January 1st and every second day thereafter until June 30th.

CHICAGO-HOT SPRINGS.

Through Sleeping Car Service.

....	No. 1	STATIONS	No. 2	....
..	*11 25 A M	lve. **Chicago**....(*C. & A.*) arr.	4 55 P M	....
....	7 25 P M	arr. **St. Louis**.. " lve.	9 04 A M	....
....	9 00 P M	lve. **St. Louis**. (St.L.I.M.&S.) arr.	7 16 A M	....
....	10 05 A M	arr. **Hot Springs** (L.R.&H.S.W.) lve.	*5 30 P M	....

"THE ONLY WAY"

CHICAGO & ALTON

AMERICA'S MOST POPULAR RAILROAD. PERFECT PASSENGER SERVICE.

No Dirt. No Dust. No Smoke. No Cinders.

CHICAGO AND PEORIA SHORT LINE.

No change of Cars between Chicago and Peoria.

7	9-41	23-63	1	61	Mis.	*July* 4, 1909.	40	12	60-24	2	62-4	6
P M	P M	P M	A M	....	....	LEAVE] [ARRIVE	A M	A M	P M	P M	P M	A M
*1143	*630	*145	*1125	....	0	....**Chicago**..♀	1000	1100	146	455	802	700
1248	730	305	1225	....	37.2	.....**Joliet**...♀	849	1001	1227	340	650	535
143	820	420	113	....	73.6	.....**Dwight**...♀	750	- -	1120	250	548	420
215	845	452	145	....	91.9	.....Pontiac.....	....	845	....	221	515	342
235	905	509	205	....	102.3	arr.. **Chenoa**.lve.	....	830	....	205	459	320
510	910	525	205	....	102.3	lve.. **Chenoa**.arr.	....	825	....	155	450	205
530	922	540	218	....	110.7	.....Gridley.....	....	810	....	143	434	140
545	934	552	230	....	117.8	.....El Paso.....	....	758	....	133	421	120
615	956	616	253	....	131.5	.....Eureka.....	....	735	....	112	357	1244
631	1007	632	306	....	139.0	...Washington...	....	722	....	101	342	1221
645	- -	644	- -	....	145.3	....Farmdale....	....	711	....	- -	329	1201
700	1030	700	330	A M	150.6	arr...**Peoria**..lve.	....	*700	....	*1240	†315	*1145
A M	*820	425	P M	*705	73.6	lve..**Dwight** ♀ arr.	750	A M	1105	Noon	545	P M
....	844	449	....	730	87.5	....Blackstone..♀	b -	....	1043	....	521	....
....	900	505	....	752	95.9	.....Streator...♀	*715	....	1027	....	505	....
....	P M	539	....	820	108.4	.....Wenona...♀	A M	....	1000	....	438	....
....	....	600	....	841	117.9	......**Varna**....♀	....	....	944	....	421	....
....	....	621	....	902	127.3	....Washburn..♀	....	....	925	....	404	....
....	....	642	....	924	136.8	....Metamora..♀	....	....	907	....	348	....
....	....	657	....	935	143.4	...Washington.♀	....	....	853	....	335	....
....	....	709	....	947	149.7	....Farmdale..♀	....	....	- -	....	318	....
....	....	720	....	1000	154.9	.....**Peoria**...♀	....	....	*830	....	*305	....
....	....	P M	....	A M	....	ARRIVE] [LEAVE	....	....	A M	....	P M	....

THROUGH CAR ARRANGEMENT.—**Trains Nos. 1 and 2** carry Combination Day Cars and Reclining Chair Cars between Chicago and Peoria. **Trains Nos. 9 and 12** carry Day Cars between Chicago and Peoria. **Trains Nos. 7 and 6** carry Pullman Drawing-room Sleeping Cars between Chicago and Peoria. **Dining Car Service** on all trains in both directions between Chicago and Peoria. **Trains Nos. 60-24 and 23-63** carry Day Cars between Chicago, Streator and Peoria, via Dwight. **Train No. 40**—Solid Train, with Smoking Cars and Day Cars Streator to Chicago.

JACKSONVILLE AND ST. LOUIS LINE.

33	15	31	Mls.	*July* 4, 1909.	32	14	30
Noon	A M	....	....	LEAVE] [ARRIVE	P M	P M	....
†1255	*710	....	....	+. **Bloomington** .♀	120	830	....
130	739	....	....	+.....**Minier**.....♀	1248	755	....
157	800	....	....	+.... **Delavan** ....♀	1222	730	....
225	831	A M	....	+.. **Mason City** ..♀	1155	655	P M
355	955	*600	0	+..**Jacksonville**..♀	1030	640	910
410	1013	615	7.5	.......Woodson .....♀	1013	525	855
417	1020	622	11.3	.....Murrayville...♀	1006	519	849
430	1030	632	16.6	+... Manchester ...♀	955	509	839
440	1040	645	21.3	ar.+**Roodhouse** ♀ lv.	†945	500	*830
P M	A M	A M	....	LEAVE] [ARRIVE	P M	....	A M
*200	*730	*230	....	+.....**Mexico**.....♀	137	....	106
307	845	- -	....	+ **Bowling Green** ♀	1227	....	1127
330	910	355	....	+... **Louisiana** ...♀	1201	....	1100
345	930	- -	....	+...Pleasant Hill...♀	1141	....	1040
415	955	- -	....	+...... Pearl ......♀	1115	....	1016
450	1030	505	....	ar.+**Roodhouse**..lv.	*1050	....	*850
*500	*1050	*650	21.3	lve...**Roodhouse**..arr.	935	445	820
508	1100	657	24.6	+...**Whitehall**....♀	927	437	812
517	1110	706	29.6	.... Berdan .....♀	917	428	803
526	1120	715	34.0	+....Carrollton....♀	909	420	755
542	1134	732	42.1	+.......Kane......♀	853	400	736
550	1145	743	47.3	+...**Jerseyville**..♀	842	349	724
620	1210	815	61.3	+.....**Godfrey**.....♀	815	320	655
635	1225	830	66.7	+......**Alton**......♀	800	305	635
- -	- -	- -	73.5	.**Edwardsville Crossing**.	- -	- -	- -
- -	- -	- -	79.2	......Mitchell.......	- -	- -	- -
702	1255	857	84.3	.....Granite City......	732	233	557
707	100	902	87.0	........Venice......♀	726	227	552
715	110	910	89.0	+.**East St. Louis**.♀	718	218	544
725	120	920	....	.*Washington Avenue*.	710	210	536
735	130	930	93.1	+...*Union Depot*...♀	*700	*200	*526
P M	P M	A M	....	arr...**St. Louis**...lve.	A M	P M	P M

PEQUOT LINE.—From Joliet to Drummond (11 miles), Pequot (20 miles), Coal City (21 miles) and Mazonia (26 miles). Operated for freight service only.

PEORIA, SPRINGFIELD AND ST. LOUIS LINE.

8-7	55	53	51	Ms.	*September* 19, 1909.	50	6-3	52	54
P M	P M	Noon	A M	....	LEAVE] [ARRIVE	A M	A M	P M	P M
*1146	*610	†1220	*720	0	+.....**Peoria**....♀	920	700	215	815
....	- -	- -	- -	5	.......Grove.....♀	- -	....	- -	- -
....	633	1242	742	9	+.....**Pekin**....♀	855	....	153	753
Via Chenoa and T. P. & W. Ry.	644	1252	751	15	......Meyers......	844	Via Chenoa and T. P. & W. Ry.	143	745
	655	101	800	20	..**Green Valley**.♀	835		135	737
	702	108	807	24	......Winkel......	828		129	730
	715	118	820	28	+...**San Jose**...♀	820		118	715
	733	128	833	33	......Harness......	758		111	700
	741	135	841	37	+.**New Holland**.♀	750		104	653
	753	145	853	43	....Middletown..♀	738		1253	641
	759	150	859	46	.......Croft.......	733		1247	634
	805	155	905	50	...Fancy Prairie.♀	727		1242	627
	809	159	909	53	....Van Wood.....	722		1237	622
....	811	201	911	54	.... Ellis	720	....	1235	620
....	817	206	917	57	.....**Sherman**...♀	715	....	1230	615
505	835	220	935	64	ar.+**Springfield** ♀ lv.	*700	1220	†1215	*600
505	P M	*230	A M	64	lve. **Springfield** .arr.	A M	1220	1155	245
- -	+ Coupon stations; ♀ Telegraph stations.	255	....	80	+....**Auburn**....♀	STANDARD—*Central time*.	1149	- -	- -
- -		306	....	87	+....**Virden**....♀		1137	- -	- -
- -		315	....	90	+....**Girard**....♀		1127	- -	- -
606		334	....	103	+..**Carlinville**..♀		1105	1054	148
- -		408	....	123	+...**Brighton**...♀		1027	1020	- -
- -		418	....	131	+... **Godfrey**...♀		1015	1010	110
- -		435	....	137	+.....**Alton**.....♀		958	955	1255
- -		- -	....	138	...**Upper Alton**...		- -	- -	- -
- -		- -	....	141	.......**Wann**.....♀		- -	- -	- -
- -		□	....	160	+**East St. Louis** ♀		- -	□	□
747		520	....	....	..*Washington Ave*.		- -	- -	1212
758		530	....	164	+..*Union Depot*..♀		*900	*904	*1202
A M	....	P M	....	....	arr..**St. Louis**..lve.		P M	A M	Noon

* Daily; † daily, except Sunday; b stops for Chicago passengers. □ Runs via Merchants Terminal. ⊙ Runs via cut-off.

Nos. 8-7 and 6-3—Through Sleeping Car Service daily between St. Louis and Peoria, via Chenoa.

ST. LOUIS-SEATTLE.

Through Pullman Standard Sleeping Car Line, via Chicago & Alton, Chicago, Burlington & Quincy and Northern Pacific Railways.

Lve. **St. Louis**	(*Chicago & Alton*)	*1128 P M	1st day
Lve. **Kansas City**	(*C. B. & Q.*)	1030 A M	2d day.
Lve. **Linco'n**	"	615 P M	2d day.
Lve. **Alliance**	"	410 A M	3d day.
Lve. **Sheridan**	"	300 P M	3d day.
Arr.. **Billings**	"	730 P M	3d day.
Arr.. **Butte**	(*Northern Pacific*)	450 A M	4th day.
Arr.. **Spokane**	"	445 P M	4th day.
Arr.. **Seattle**	"	830 A M	5th day.

CONNECTIONS WITH FOREIGN LINES.

At Alton—With Big 4 Route (C. C. C. & St. L. Ry.); Chicago, Peoria & St. Louis Ry. and Chicago, Burlington & Quincy R.R.
At Ashland—With Baltimore & Ohio Southwestern R.R.
At Auburn—With Chicago & Illinois Midland.
At Blodgett—With Atchison, Topeka & Santa Fe Ry.
At Bloomington—With Lake Erie & Western R.R., Illinois Central R.R. and Big 4 Route (C. C. C. & St. L. Ry.)
At Bowling Green—With St Louis & Hannibal Ry.
At Centralia—With Wabash R.R.
At Chicago—With railroads diverging.
At Chenoa—With Toledo, Peoria & Western Ry.
At Coal City—With Atchison, Topeka & Santa Fe and Elgin, Joliet & Eastern Rys.
At Delavan—With Illinois Central R.R.
At Dwight—With Chicago, Indiana & Southern R.R.
At East St. Louis—With railroads diverging.
At Edwardsville Crossing—With Wabash R.R.; Cleveland, Cincinnati, Chicago & St. Louis Ry. and C. B. & Q. R.R.
At Girard—With Chicago, Burlington & Quincy R.R.
At Glasgow—With Wabash R.R.
At Granite City—With Chicago, Burlington & Quincy R.R.; Chicago, Peoria & St. Louis Ry.; Cleve. Cin. Chic. & St. L. Ry. and Wabash R.R.
At Green Valley—With Illinois Central R.R.
At Grove—With Peoria & Pekin Union Ry.
At Higbee—With Missouri, Kansas & Texas Ry.
At Independence—With Missouri Pacific Ry.
At Jacksonville—With Chicago, Peoria & St. Louis Ry.; Chicago, Burlington & Quincy R.R. and Wabash R.R.
At Jefferson City—With Missouri Pacific and Mo. Kan. & Tex. Rys.
At Jerseyville—With Chicago, Peoria & St. Louis Ry.
At Joliet—With Atchison, Topeka & Santa Fe Ry.; Michigan Central R.R.; Chicago, Rock Island & Pacific Ry. and Elgin, Joliet & Eastern Ry.
At Kansas City—With railroads diverging.
At Lacon—With Chicago, Rock Island & Pacific Ry.
At Lincoln—With Illinois Central R.R.
At Louisiana—With Chicago, Burlington & Quincy R.R.
At Mason City—With Illinois Central R.R.
At Mexico—With Wabash R.R.
At Mitchell—With Wabash R.R. and C. C. C. & St. L. Ry.
At New Holland—With Illinois Central R.R.
At North Jefferson—With Missouri, Kansas & Texas Ry.
At Pekin—With Atch. Top. & Santa Fe Ry.; Chicago, Peoria & St. Louis Ry.; Cleve. Cin. Chic. & St. Louis Ry.; Peoria & Pekin Union Ry. and Illinois Central R.R.
At Peoria—With railroads diverging.
At Petersburg—With Chicago, Peoria & St. Louis Ry.
At Pontiac—With Illinois Central R.R. and Wabash R.R.
At St. Louis—With railroads diverging.
At Springfield—With Cincinnati, Hamilton & Dayton Ry.; Illinois Central R.R.; Chicago, Peoria & St. Louis Ry.; Wabash R.R. and Baltimore & Ohio S. W. R.R.
At Streator—With Atchison, Topeka & Santa Fe Ry.; Chicago, Burl. & Quincy R.R.; Wabash R.R. and Chicago, Ind. & South. R.R.
At Venice—With Cleveland, Cincinnati, Chicago & St. Louis Ry.; Wabash R.R. and Vandalia Line.
At Virden—With Chicago, Burlington & Quincy R.R.
At Washington—With Toledo, Peoria & Western Ry. and Atchison, Topeka & Santa Fe Ry.
At Wenona—With Illinois Central R.R.
At Whitehall—With Chicago, Burlington & Quincy R.R.

CLOVER LEAF ROUTE"

TOLEDO, ST. LOUIS & WESTERN

America's Most Popular Railroad. Perfect Passenger Service.

No Dirt					No Dust					No Smoke					No Cinders
23	21	⊙5	3	1	Mls	*August*, 1909.	Mls	4	⊙6	2	22	20	
	Mix.	P M		A M		LVE. *Central time.* ARR.			A M	P M		Mix.	
	A M	*7 15		†7 45	0	+ **Toledo**[1] (Union Station), ♁	454		8 15	3 30		P M	
	†6 10	— —		— —	2	.....Yards..... ♁	452		— —	— —		6 00	
	— —	— —		— —	6	Water Purification Works	448		— —	— —		— —	
	6 50	— —		8 08	9	.....Maumee..... ♁	445		— —	3 09		5 00	
	8 20	— —		8 20	15	.....Waterville..... ♁	439		— —	2 57		4 10	
	9 23	7 55		8 40	25	.....Grand Rapids..... ♁	429		7 26	2 37		2 37	
	10 00	8 02		8 48	29	.....McClure..... ♁	425		7 18	2 27		1 55	
	10 25	— —		8 55	33	.....Grelton..... ♁	421		— —	2 20		1 15	
	11 10	8 11		8 59	35	.....**Malinta**[2]..... ♁	419		7 09	2 16		12 50	
	12 30	8 25		9 13	42	+ .....**Holgate**[3]..... ♁	412		6 57	1 59		11 55	
	1 00	— —		9 20	46	.....New Bavaria..... ♁	408		— —	1 50		10 12	
	1 20	— —		9 24	48	.....Pleasant Bend..... ♁	406		— —	1 46		9 52	
	1 40	— —		9 29	51	.....North Creek.....	403		— —	1 40		9 29	
	2 00	— —		9 32	53	.....Wisterman.....	401		— —	1 35		9 05	
	2 50	8 46		9 40	55	+ ....**Continental**[4]..... ♁	399		6 35	1 30		8 48	
	3 50	— —		9 48	59	.....Dupont..... ♁	395		— —	1 22		7 45	
	4 30	8 57		9 54	61	+ .....**Cloverdale**[5]..... ♁	393		6 23	1 16		7 30	
	4 45	— —		10 00	64	.....Muntanna.....	390		— —	1 10		7 00	
Mix.	5 30	*—		10 11	69	.....Fort Jennings..... ♁	385		*v* —	1 00	Mix.	6 35	
A M	□600	9 24	A M	10 28	74	arr. ...+ **Delphos**[6]..... lve.	380	P M	5 59	12 41	P M	†6 16	
†6 40	P M	9 24	*6 18	10 28	74	lve. .....**Delphos** ♁ ..arr.	380	9 02	5 59	12 41	6 10	□AM	
7 10	═══	8 35	6 30	10 45	81	.....Venedocia..... ♁	373	8 50	— —	12 26	5 35	═══	
8 50	.....	8 50	6 45	11 03	90	+ .....**Ohio City**[7]..... ♁	364	8 35	5 34	‖208	4 50	.....	
9 35	.....	— —	7 05	11 23	100	.....Willshire, O..... ♁	354	8 18	— —	11 45	2 45	.....	
10 00	.....	— —	7 11	11 37	103	....Pleasant Mills, Ind. ..	351	8 13	— —	11 37	1 46	.....	
10 30	.....	10 17	7 21	11 49	108	+ .....**Decatur**[8]..... ♁	346	8 05	5 05	11 27	1 16	.....	
11 48	.....	— —	7 40	12 09	118	.....Craigville..... ♁	336	7 44	— —	11 07	12 09	.....	
1 40	25	10 42	7 51	‖1225	124	+ .....**Bluffton**[9]..... ♁	330	7 35	4 40	10 55	10 25	24	
2 20	Mix.	— —	8 02	12 37	130	.....Liberty Centre..... ♁	324	7 21	— —	10 43	8 02	Mix	
4 15	A M	11 05	8 18	12 52	137	+ .....Warren..... ♁	317	7 06	— —	10 27	7 00	P M	
5 00	†6 30	— —	8 30	1 05	144	.....Van Buren..... ♁	310	6 54	— —	10 14	†6 15	4 30	
P M	8 00	11 50	8 48	1 25	154	.....**Marion**[10]..... ♁	300	6 36	3 55	9 55	A M	3 30	
═══	9 09	— —	9 09	1 47	164	.....**Swayzee**[11]..... ♁	290	6 15	— —	9 30	.....	1 47	
.....	9 26	— —	9 13	1 51	166	.....Sims..... ♁	288	6 12	— —	9 26	.....	1 00	
.....	11 00	— —	9 24	2 03	172	.....Greentown..... ♁	282	6 02	— —	9 13	.....	12 35	
.....	2 00	12 14	9 40	2 19	181	.....**Kokomo**[12]..... ♁	273	5 43	3 14	8 53	.....	10 13	
.....	3 02	12 33	10 02	2 39	191	.....Russiaville..... ♁	263	5 25	— —	8 33	.....	7 04	
27	4 25	— —	10 10	2 48	195	.....Forest..... ♁	259	5 16	— —	8 24	28	6 39	
Mix.	5 09	— —	10 19	2 57	199	.....Michigantown..... ♁	255	5 09	— —	8 15	Mix.	6 14	
□AM	5 30	12 57	10 32	3 11	206	arr. ....**Frankfort**[13]..lve.	248	4 56	2 33	†8 00	P M	†5 45	
†6 00	P M	1 00	10 37	P M	206	lve. ....**Frankfort** ♁ ..arr.	248	4 51	2 30	A M	□600	A M	
6 55	═══	1 20	11 00	═══	218	.....**Clark's Hill**[14]..... ♁	236	4 27	2 11	═══	5 25	═══	
8 10	.....	1 37	11 20	.....	229	+ .....**Linden**[15]..... ♁	225	4 05	1 54	.....	4 05	.....	
9 00	.....	— —	11 27	.....	233	.....New Richmond..... ♁	221	3 58	— —	.....	3 51	.....	
9 50	.....	— —	11 37	.....	238	+ .....Wingate..... ♁	216	3 48	— —	.....	2 50	.....	
10 30	.....	— —	11 44	.....	242	.....Mellott..... ♁	212	3 40	— —	.....	2 15	.....	
11 04	.....	2 15	11 57	.....	249	+ ...**Veedersburg**[16].. ♁	205	3 26	1 18	.....	1 40	.....	
12 00	.....	— —	12 23	.....	263	.....Silverwood..... ♁	191	2 59	— —	.....	12 23	.....	
12 31	.....	2 46	12 31	.....	267	+ ....**Cayuga, Ind**[17].. ♁	187	2 53	12 47	.....	11 30	.....	
1 30	.....	— —	12 43	.....	272	.....**Humrick**[18]..... ♁	182	2 41	— —	.....	10 25	.....	
1 55	.....	3 07	12 54	.....	278	+ ..**Ridge Farm, Ill**[19] ♁	176	2 32	12 26	.....	9 50	.....	
3 20	.....	3 22	1 13	.....	289	+ .....**Metcalfe**[20]..... ♁	165	2 12	12 09	.....	9 00	.....	
4 30	.....	3 33	1 30	.....	298	+ .....**Brocton**[21]..... ♁	156	1 54	11 57	.....	7 55	.....	
5 25	29	3 42	1 42	.....	304	+ .....**Oakland**[22]..... ♁	150	1 42	11 47	.....	7 25	28	
5 58	Mix.	— —	1 53	7	309	.....Rardin..... ♁	145	1 31	— —	8	6 50	Mix.	
6 13	A M	— —	1 57	A M	312	.....Bushton..... ♁	142	1 26	— —	P M	6 35	P M	
7 00	†5 20	4 10	‖2 27	*6 30	319	+ ....**Charleston**[23].. ♁	135	‖1 10	11 20	10 15	†6 00	7 30	
P M	5 50	— —	2 42	6 45	328	+ .....**Lerna**[24]..... ♁	126	12 40	— —	9 57	A M	6 50	
.....	7 15	4 42	3 02	7 05	339	+ .....**Neoga**[25]..... ♁	115	12 19	— —	9 32	.....	5 25	
.....	7 30	— —	3 09	7 12	343	.....Trowbridge.....	111	12 12	— —	9 23	.....	4 45	
.....	8 15	5 00	3 21	7 25	350	+ .....**Stewardson**[26].. ♁	104	12 00	10 28	9 07	.....	4 10	
.....	8 55	— —	3 31	7 38	356	.....**Mode**[27]..... ♁	99	11 49	— —	8 54	.....	3 31	
.....	9 40	5 25	3 46	7 54	363	+ .....**Cowden**[28]..... ♁	91	11 33	10 04	8 38	.....	2 52	
.....	10 30	— —	3 58	8 08	370	.....Herrick..... ♁	84	11 19	— —	8 22	.....	2 10	
.....	12 10	5 56	4 16	8 29	379	+ .....**Ramsey**[29]..... ♁	75	11 03	9 38	8 01	.....	1 30	
.....	1 06	— —	4 35	8 48	389	.....Fillmore..... ♁	65	10 42	— —	7 38	.....	12 15	
.....	1 40	— —	4 47	9 06	395	+ .....Coffeen..... ♁	59	10 30	— —	7 25	.....	11 35	
.....	2 16	— —	4 58	9 20	401	.....Donnellson..... ♁	53	10 19	— —	7 13	.....	11 00	
.....	2 30	— —	5 04	9 27	404	.....Panama..... ♁	50	10 13	— —	7 06	.....	10 40	
.....	3 00	6 46	5 10	9 35	407	+ .....**Sorento**[30]..... ♁	47	10 08	8 50	6 59	.....	10 08	
.....	3 25	— —	5 20	9 50	413	.....New Douglas..... ♁	41	9 57	— —	6 46	.....	9 26	
.....	3 45	— —	5 33	10 16	419	.....**Alhambra**[31]..... ♁	35	9 46	— —	6 31	.....	8 40	
.....	4 00	— —	5 39	10 23	422	.....Kaufmann..... ♁	32	9 40	— —	6 23	.....	8 10	
.....	4 20	— —	5 49	10 33	428	.....Fruit.....	26	9 29	— —	6 12	.....	7 45	
.....	4 50	7 28	6 01	10 45	433	+ ...**Edwardsville**[32].. ♁	21	9 21	8 12	6 01	.....	7 28	
.....	5 19	— —	6 10	10 55	437	.....**Glen Carbon**[33].. ♁	17	9 10	— —	5 50	.....	6 20	
.....	5 15	— —	6 12	10 57	438	.....Peters..... ♁	16	9 08	— —	5 47	.....	6 15	
.....	5 41	— —	6 18	11 03	441	.....Stallings.....	13	— —	— —	5 41	.....	6 00	
.....	6 20	— —	6 30	11 15	447	.....Madison Yard..... ♁	7	— —	— —	5 31	.....	†5 45	
.....	P M	8 03	6 44	11 33	451	+ ..**East St. Louis**[34] ♁	3	8 43	7 32	5 19	.....	A M	
.....	.....	8 20	7 00	11 50	454	arr. ...+ **St. Louis**[35]..lve.	0	*8 26	*7 15	*6 02	.....	.....	
.....	.....	A M	P M	A M	.....	(*Union Station.*)	.....	A M	P M	P M	.....	.....	

"THE COMFORTABLE WAY"

NO CHANGE OF CARS OF ANY CLASS

BETWEEN

TOLEDO AND ST. LOUIS

UNION STATIONS

AT

TOLEDO AND ST. LOUIS.

EQUIPMENT AND TRAIN SERVICE

Sleeping Car Service

BETWEEN

ST. LOUIS AND TOLEDO

Every Day in the Year

Train No. 5—"The Commercial Traveler"—Equipped with latest improved Pullman Observation Sleeping and Drawing-room Car, Free Reclining Chair Cars, Cafe Car and up-to-date High-back Seat Coaches. Makes direct connections at St. Louis for the West and Southwest.

Train No. 6—"The Commercial Traveler"—Equipment same as Train No. 5.

Trains Nos. 1 and 2—Toledo and Frankfort Express—Day Cars between Toledo and Frankfort.

Train No. 1 stops at Bluffton 10 minutes for luncheon. Train No. 2 stops at Ohio City 10 minutes for luncheon.

Trains Nos. 3 and 4—Day Cars between Delphos and St. Louis.

Trains Nos. 3 and 4 stop at Charleston 15 minutes for dinner.

Trains Nos. 7 and 8—Day Cars between Charleston, Ill., and St. Louis.

This Company owns an undivided half interest in the Detroit & Toledo Shore Line R.R., in operation for freight traffic between Toledo and Detroit.

⊙ No. 5 on notice will stop at all stations east of Frankfort to pick up passengers holding St. Louis tickets or interline tickets destined to points on this line, west of Frankfort, and at stations between Frankfort and Charleston for passengers holding tickets destined to St. Louis or beyond; ⊙ No. 6 on notice will stop at all stations west of Frankfort to pick up passengers destined to Toledo or holding interline tickets destined to points beyond this line, via junction points east of Frankfort, and will stop at Neoga and all stations east of Charleston to discharge passengers from St. Louis or beyond, and at Greentown and Swayzee to take passengers destined to Toledo or beyond.

* Daily; † daily, except Sunday; § Sunday only; *f* stops on flag Thursdays only to leave passengers; *v* stops on flag Thursdays only to take passengers.

□ Time shown is for yard station.

‖ Meals. + Coupon stations; ♁ Telegraph stations.

CONNECTIONS.—[1] With railroads diverging. [2] With Detroit, Toledo & Ironton R.R. [3] With Chicago Division B. & O. R.R. [4] With N. Y. C. & St. L. R.R.; Col. Lima & Mil. R.R. [5] With C. H. & D. Ry. [6] With Northern Ohio Ry.; Pitts. Ft. Wayne & Chic. (Penna. Co.) and C. H. & D. Rys. [7] With Cin. Northern and Erie R.Rs. [8] With Grand Rapids & Ind. Ry. and Erie R.R. [9] With Ft. Wayne, Cin. & Louisv. R.R. [10] With Pitts. Cin. Chic. & St. L. Ry.; Michigan Div Cleve. Cin. Chic. & St. L. Ry. and Chic. Cin. & Louisv. R.R. [11] With Chic. Ind. & East. Ry. [12] With Pitts. Cin. Chic. & St. Louis Ry. and Indianapolis and Michigan City Division Lake Erie & Western R.R. [13] With Vandalia Line; Lake Erie & Western R.R. and Chic. Ind. & Louisv. Ry With Cleve. Cin. Chic. & St. Louis Ry. [15] With Chic. Ind. & Louisv. Ry. [16] With Cleve. Cin. Chic. & St. L. Ry.; Chic. & East. Ill. R.R. [17] With Chic. & East. Ill. R.R. [18] With South. Ind. R.R. [19] With Cleve. Cin. Chic. & St. Louis Ry. [20] With Cin. Ham. & Day. Ry. [21] With Cin. Ham. & Day. Ry. [22] With Peoria Division Vandalia Line. [23] With Cleve. Cin. Chic. & St. Louis Ry. [24] With Illinois Cent. R.R. (P. D. & E. Div.) [25] With Illinois Cent. R.R. (Main Line). [26] With Wabash R.R. [27] With Chic. & East. Ill. R.R. [28] With Balt. & Ohio Southwest. R.R. [29] With Illinois Cent. R.R. (Centralia Division). [30] With Chic. Burl. & Quincy R.R. [31] With Illinois Cent. R.R. [32] With Wabash R.R. and Chic. Peoria & St. Louis Ry. and Illinois Term. R.R. [33] With Chic. Peoria & St. Louis Ry. and Ill. Cent. R.R. [34] With railroads diverging. [35] With railroads diverging.

THE MINNEAPOLIS & ST. LOUIS RAILROAD CO.

The North Star Limited

LATEST AND BEST ELECTRIC-LIGHTED TRAIN TO BOTH

St. Louis and Chicago

To WATERTOWN and ABERDEEN, So.Dak.

No. 26	No. 28	(Minn. & St. Louis R.R.)	No. 29	No. 27	.....
†9 25 A M	*8 00 P M	lve.....St. Paul.....arr.	7 50 A M	5 05 P M	.....
10 10 A M	8 40 P M	lve....Minneapolis....arr	7 10 A M	4 20 P M	.....
2 36 P M	12 28 Night	lve.....Redwood.....lve.	3 20 A M	11 32 A M	.....
4 47 P M	2 53 A M	lve.....Madison.....lve.	1 13 A M	9 28 A M	.....
6 40 P M	5 25 A M	lve.....Watertown....lve.	11 30 P M	†7 40 A M	.....
.....	7 20 A M	lve.....Conde.....lve.	8 35 P M	.....	.....
.....	8 15 A M	arr.....Aberdeen.....lve.	*8 50 P M	.....	.....

Trains Nos. 28 and 29—Daily.—Through vestibuled, brand new electric-lighted Pullman Sleeping Cars and Free Chair Cars between St. Paul and Aberdeen.

Trains Nos. 26 and 27—Except Sunday.—High-back Coaches between St. Paul and Watertown.

THE SHORT LINE TO OMAHA.

No. 2	No. 4	Mls	(M. & St. L.)	No. 3	No. 1	.....
†8 00 A M	*7 35 P M	12	lve.....St. Paul....arr.	8 10 A M	7 40 P M	.....
8 40 A M	8 10 P M	0	lve..Minneapolis..arr.	7 35 A M	6 50 P M	.....
12 10 Noon	11 30 P M	108	arr...Albert Lea...lve.	4 35 A M	3 25 P M	.....
4 00 P M	3 05 A M	211	arr...Fort Dodge..lve.	*12 30 Night	†11 40 A M	.....
.....	.....	....	(Illinois Central.)	.....	.....	.....
.....	3 10 A M	211	lve...Fort Dodge..arr.	9 45 P M	11 10 A M	.....
.....	6 55 A M	348	arr...Council Bluffs...lve.	6 20 P M	7 35 A M	.....
.....	7 15 A M	352	arr.....Omaha.....lve.	6 00 P M	7 15 A M	.....
.....	.....	....	(Mo. Pacific.)	.....	.....	.....
.....	9 40 A M	351	lve.....Omaha.....arr.	5 50 P M	6 35 A M	.....
.....	.....	477	arr...St. Joseph...lve.	8 50 A M	7 45 P M	.....
.....	4 10 P M	499	arr.....Atchison....lve.	11 45 A M	11 58 P M	.....
.....	5 00 P M	517	arr..Leavenworth.lve.	10 45 A M	11 00 P M	.....
.....	6 05 P M	540	arr...Kansas City..lve.	9 45 A M	10 00 P M	.....

Trains Nos. 1 and 2—Free Reclining Chair Cars between St. Paul and Fort Dodge.

Trains Nos. 3 and 4—Pullman Sleeping Cars between St. Paul, Minneapolis and Omaha. New electric-lighted Cafe Library Cars. Connections made in Omaha, Union Depot, for Kansas City, Denver, California, etc.

To CHICAGO.

No. 6	No. 2	(M. & St. L.)	No. 1	No. 3
*7 15 P M	†8 00 A M	lve.....St. Paul.....arr.	†7 40 P M	*8 10 A M
8 00 P M	8 40 A M	lve.....Minneapolis.....arr	6 58 P M	7 35 A M
.....	.....	(Illinois Central.)	.....	.....
11 13 P M	12 20 Noon	lve.....Albert Lea.....lve.	3 25 P M	4 35 A M
2 30 A M	6 00 P M	lve.....Waterloo.....lve.	10 05 A M	1 05 A M
4 55 A M	3 25 A M	lve.....Dubuque.....lve.	7 00 A M	10 30 P M
5 27 A M	4 00 A M	lve.....Galena.....lve.	6 19 A M	9 58 P M
6 55 A M	5 40 A M	lve.....Freeport.....lve.	5 05 A M	8 40 P M
7 32 A M	6 20 A M	lve.....Rockford.....lve.	4 23 A M	7 53 P M
9 30 A M	8 30 A M	arr.....Chicago.....lve.	†2 30 A M	*6 00 P M

Trains Nos. 3 and 6—NORTH STAR LIMITED.

A solid through train to Chicago, consisting of newest and best electric-lighted Sleepers, Buffet Library Car, Dining Car, Free Reclining Chair Cars and Coaches.

To DES MOINES.

No. 4	No. 2	(Minn. & St. Louis R.R.)	No. 1	No. 3	.....
*7 35 P M	†8 00 A M	lve.....St. Paul.....arr.	7 48 P M	8 10 A M	.....
8 10 P M	8 40 A M	lve....Minneapolis....arr.	6 58 P M	7 35 A M	.....
10 56 P M	11 13 A M	arr.....Waseca.....lve.	4 22 P M	5 21 A M	.....
11 36 P M	12 10 Noon	arr.....Albert Lea.....lve.	3 25 P M	4 35 A M	.....
12 38 Night	1 40 P M	arr.....Forest City....lve.	2 04 P M	2 58 A M	.....
2 00 A M	2 58 P M	arr.....Livermore.....lve.	12 48 Noon	1 35 A M	.....
3 05 A M	4 00 P M	arr.....Fort Dodge.....lve.	11 40 A M	12 30 Night	.....
7 00 A M	7 25 P M	arr.....Des Moines.....lve.	†8 15 A M	*8 05 P M	.....

Trains Nos. 3 and 4—Daily.—A solid through train between Twin Cities and Des Moines, consisting of new electric-lighted, wide vestibuled Pullman Drawing-room Sleeping Cars, new electric-lighted Cafe Library Cars, electric-lighted Chair Cars. High-back Coaches.

Trains Nos. 1 and 2—Except Sunday.—Through Coaches between St. Paul and Des Moines. Connections made in Union Depots at Des Moines and Omaha with through trains from those points to Kansas City and St. Louis.

Trains marked * run daily; † daily, except Sunday.

For Map, see page 882.

PASSENGER AND FREIGHT REPRESENTATIVES—*Continued from page* 883.

TOLEDO, ST. LOUIS & WESTERN RAILROAD.—THE CHICAGO & ALTON RAILROAD.

Los Angeles, Cal.—
513 Fay Building, Third and Hill Streets—
E. J. Naylor, General Agent.

Louisville, Ky.—60 American National Bank Bldg.—
S. C. Clark, Southeastern Freight Agent.

Marion, Ind.—
H. C. Weber, Traveling Freight Agent.

Milwaukee, Wis.—403 and 404 Pabst Bldg—
Wm. Owen, Northern Passenger Agent.
J. O. Beebe, City Passenger Agent.
R. P. Fairbairn, Northern Freight Agent.
Bart Riedy, Traveling Freight Agent.

Minneapolis, Minn.—Guaranty Loan Bldg.—
Oscar L. Hill, N.W. Fht. and Pas. Agent.

New Orleans, La.—708 Common Street—
F. W. Birchett, Jr., Gen. Agt., Fht. Dept.

New York, N.Y.—366 Broadway—
Frank Bowman, Eastern Passenger Agent.
Nat. Green, City Passenger Agent.
A. K. Handy, Gen. Eastern Freight Agent.
G. Howard Hart, Traveling Freight Agent.
M. J. Daniher, Contracting Freight Agent.
Frank A. Watts, Contracting Freight Agt.

Peoria, Ill.—220 Main Street—
C. J. Kays, District Passenger Agent.
43-45 Chamber of Commerce—
E. C. Coffey, Asst. Gen. Freight and Passenger Agt.
R. C. Hickox, Traveling Freight Agent.

Pittsburg, Pa.—307 Park Building—
J. W. O'Brien, Traveling Passenger Agent.
Jno. H. McAdoo, Gen. Agent Freight Dept.
Cliff D. Fortney, Traveling Freight Agent.

San Francisco, Cal.—
15 Central Arcade, Flood Building—
A. P. Stewart, District Fht. and Pas. Agent.

Springfield, Ill.—
Fred. W. Elder, Division Passenger Agent.
E. A. Weiberg, Passenger and Ticket Agent.
G. W. Quackenbush, Asst. Gen. Fht. Agt.
James Mann, Division Freight Agent.
John E. Fish, Division Freight Agent.
R. W. Stutsman, Live Stock Agent.

St. Louis, Mo.—
Carleton Bldg, 6th and Olive Streets—
Geo. H. Lennartz, City Pas. and Tkt. Agt.
W. D. Powell, Traveling Passenger Agent.
Ed. Keane, Asst. General Freight Agent.

Streator, Ill.—Thos. Brennan, General Agt.

Toledo, O.—
E. L. Browne, District Passenger Agent.
J. E. Rheiner, Commercial Agent.
A. T. Sullivan, Contracting Freight Agent.

MINNEAPOLIS & ST. LOUIS RAILROAD.—IOWA CENTRAL RAILWAY.

Chicago, Ill.—609 Fisher Building—
F. B. Townsend, Gen. Agent Freight Dept.

Cincinnati, O.—1108 Traction Building—
C. F. Vigor, Traveling Freight Agent.

Cleveland, O.—320 Williamson Building—
A. L. Bishop, Commercial Agent.

Des Moines, Ia.—
H. T. Boyd, Commercial Agent.
W. K. Adams, District Passenger Agent.

Ft. Dodge, Ia.—
G. C. Houck, Traveling Passenger Agent.

Indianapolis, Ind.—415 State Life Building—
A. E. Lee, Commercial Agent.

Kansas City, Mo.—557 Sheidley Building—
W. M. Hardin, Commercial Agent.

Los Angeles, Cal.—
R. M. Jenks, Commercial Agent.

Marshalltown, Ia.—
B. F. Moffatt, Traveling Freight Agent.

Minneapolis, Minn.—
J. T. Kenny, Contracting Freight Agent.
H. V. Peterson, Traveling Passenger Agent.
H. C. Yutzy, Traveling Freight Agent.
O. T. Fagg, Traveling Freight Agent.

New York, N.Y.—1306-1307 Barclay Bldg—
J. A. Martin, General Eastern Agent.

Omaha, Neb.—218 First National Bank Bldg—
Morell Law, Commercial Agent.

Oskaloosa, Ia.—
Geo. M. Martin, District Passenger Agent.

Peoria, Ill.—
J. T. Redmon, Commercial Agent.
C. J. Kays, District Passenger Agent.
L. J. Broderick, Traveling Freight Agent.

Pittsburgh, Pa.—804 Bessemer Building—
H. M. Corbett, General Agent.

Portland, Ore.—209 Lumber Exchange Bldg—
R. W. Cook, Commercial Agent.

St. Louis, Mo.—
Raymond Kelly, Commercial Agent.

St. Paul, Minn.—
M. J. Hannam, Commercial Agent.

Salt Lake City, Utah—315 Judge Building—
H. W. Prickett, Commercial Agent.

Seattle, Wash.—923 White Building—
A. C. Herron, Commercial Agent.

Spokane, Wash.—
Theo. Koerner, Commercial Agent.

Winnipeg, Man.—258 Portage Avenue—
Don Morrison, Commercial Agent.

Stop-overs will be allowed at Chicago, St. Louis, Kansas City, Springfield and Toledo. Stop-overs at all points will also be granted on tickets reading to and from points in Arizona, British Columbia, California, Idaho, Mexico, Nevada, Oregon and Washington within transit limit of ticket.

THE MINNEAPOLIS & ST. LOUIS RAILROAD CO.

For Officers, see page 883. For Map, see page 882.

WESTERN, PACIFIC AND NORTHWESTERN DIVISIONS.

20	64	28	26	32	Ms	*October* 24, 1909.	29	27	33	65	21
....	....	P M	A M	....	...	LEAVE] [ARRIVE	A M	P M	....	....	....
P M	....	*8 00	†9 25	....	0	+....**St. Paul**.... ♁	7 50	5 05	....	....	A M
†6 30	....	8 40	10 10	....	12	lv +**Minneapolis** ♁ ar	7 10	4 20	....	....	8 20
5 46	....	8 56	10 28	....	20	+....**Hopkins**.... ♁	6 53	4 00	....	....	8 04
5 52	....	- -	10 35	....	23	.Minnetonka Mills.	- -	3 52	....	....	7 58
6 00	....	9 07	10 43	....	27	.... Deephaven.. ♁	d6 39	3 44	....	....	7 50
6 11	....	9 16	10 55	....	30	+....Excelsior......	d s	3 34	....	....	7 40
6 15	....	- -	- -	....	32	......Manitou......	- -	- -	....	....	7 35
6 25	....	9 28	11 09	....	36	......Victoria......	- -	3 15	....	....	7 25
6 40	....	9 44	11 25	....	43	......Waconia.... ♁	d s	2 59	....	....	†7 10
P M	....	9 59	11 42	....	51	...Young America. ♁	5 49	2 41	....	....	A M
....	....	10 03	11 47	....	52	......Norwood.... ♁	5 46	2 35	....	....	....
....	....	10 10	11 55	....	55	......Hamburg.... ♁	5 39	2 26	....	....	....
....	....	10 18	12 07	....	60	.....Green Isle.... ♁	5 31	2 17	....	....	....
....	....	10 30	12 20	....	66	......Arlington.... ♁	5 19	2 01	....	....	....
....	....	10 49	12 38	....	74	......Gaylord.... ♁	5 04	1 43	....	....	....
....	....	11 05	‖12 55	....	81	arr. **Winthrop** ♁ lve.	4 50	1 25	....	....	....
....	....	11 05	1 15	....	81	lve. **Winthrop**..arr.	4 50	1 15	....	....	....
....	....	11 23	1 32	....	89	.... Gibbon..... ♁	4 29	12 58	....	....	....
....	....	11 42	1 52	....	99	.... Fairfax .... ♁	4 09	12 36	....	....	....
....	....	11 59	2 08	....	107	......Franklin.... ♁	3 52	12 18	....	....	....
....	....	12 10	2 18	....	112	arr... **Morton** ♁ lve.	3 40	12 05	....	....	....
....	....	12 15	2 23	....	112	lve... **Morton**..arr.	3 32	‖11 45	....	....	....
....	....	12 29	2 38	....	118	+... Redwood ... ♁	3 20	11 32	....	....	....
....	....	12 45	2 50	....	125	........Delhi...... ♁	3 07	11 18	....	....	....
....	....	12 57	3 02	....	130	......Belview.... ♁	2 55	11 06	....	....	....
....	....	1 06	3 11	....	135	.... Echo ..... ♁	2 46	10 57	....	....	....
....	....	1 19	3 23	....	141	.....Wood Lake... ♁	2 34	10 46	....	....	....
....	....	1 30	3 32	....	146	....Hanley Falls.. ♁	2 24	10 37	....	....	....
....	....	1 44	3 44	....	152	.....Hazel Run... ♁	2 11	10 25	....	....	....
....	....	2 00	3 54	....	157	.....Clarkfield... ♁	2 00	10 16	....	....	....
....	....	2 15	4 06	....	164	.... Boyd...... ♁	1 47	10 05	....	....	....
....	....	2 35	4 23	....	173	+....Dawson.... ♁	1 31	9 50	....	....	....
....	....	2 53	4 41	....	182	+....Madison.... ♁	1 13	9 28	....	....	....
....	....	3 17	5 01	....	193	......Marietta.... ♁	12 53	9 08	....	....	....
....	....	3 36	5 15	....	201	...... Revillo...... ♁	12 40	8 55	....	....	....
....	....	b4 02	5 40	....	211	.....Strandburg... ♁	12 19	8 32	....	....	....
....	....	b4 15	5 55	....	217	........Troy........	12 08	8 21	....	....	....
....	....	b4 32	6 11	....	224	......Waverly.... ♁	11 55	8 06	....	....	....
....	....	- -	6 25	....	230	.......Gardner......	- -	7 52	....	....	....
....	P M	5 05	6 40	....	235	ar.+**Watertown** ♁.lv.	11 30	†7 40	....	P M	....
....	†2 00	5 25	P M	....	235	lv...**Watertown**...ar.	11 20	A M	....	4 30	....
....	2 25	5 35		....	240	........Yahota......	11 10		....	4 00	....
....	3 10	5 52	....	....	250	...... Florence ... ♁	10 54	....	....	3 10	....
....	3 50	6 09	....	....	258	......Wallace.... ♁	10 38	....	....	2 20	....
....	4 35	6 25	....	....	266	......Bradley .... ♁	10 22	....	....	1 30	....
....	5 15	6 39	....	....	274	......Crocker......	10 08	....	....	12 40	....
....	8 10	6 58	....	....	284	......Crandell	9 48	....	....	11 30	....
....	8 10	7 20	....	....	291	......**Conde**.... ♁	9 35	....	....	10 45	....
....	8 32	7 35	....	....	299	......Randolph......	9 09	....	....	8 25	....
....	8 56	7 48	66	....	306	......Stratford ... ♁	8 56	67	....	7 48	....
....	9 25	8 02	P M	A M	313	.... Nahon	8 43	Noon	P M	7 25	....
....	9 50	8 15	†4 00	†9 00	320	.... **Aberdeen** .. ♁	*8 30	12 30	7 40	†7 00	....
....	P M	A M	4 30	9 20	328	.....Richmond.....	P M	12 05	7 20	A M	....
....	....	....	5 10	9 46	338	..... Wetonka	....	11 30	6 57	....	....
....	....	....	5 45	10 15	349	.......**Leola**..... ♁	....	†10 45	†6 30	....	....
....	....	....	P M	A M	...	ARRIVE] [LEAVE	....	A M	P M	....	....

DES MOINES DIVISION.

No. 48	No. 12	Mls	*October* 24, 1909.	No. 11	No. 49	....
....	†8 45 A M	0	lve.....**Spencer** ♁..arr.	7 05 P M	....	....
†12 30 Noon	9 19 "	12	+......**Ruthven**...... ♁	6 35 "	2 20 P M	....
12 55 Noon	9 36 "	20	.........Ayrshire...... ♁	6 17 "	1 50 "	....
1 25 P M	9 51 "	26	.........Curlew....... ♁	6 04 "	1 25 "	....
2 00 "	10 00 "	30	.........Mallard ...... ♁	5 53 "	1 00 P M	....
2 30 "	10 11 "	35	.........Plover....... ♁	5 41 "	12 35 Noon	....
3 05 "	10 25 "	42	+........Rolfe........ ♁	5 28 "	12 05 Noon	....
3 50 "	10 42 "	49	........Gilmore...... ♁	5 10 "	11 20 A M	....
4 20 "	10 55 "	55	.... Pioneer ...... ♁	4 57 "	10 55 "	....
4 45 "	11 07 "	60	..........Clare......... ♁	4 45 "	10 05 "	....
5 30 P M	11 20 "	67	arr.......**Tara** ♁....lve.	4 30 "	†9 20 A M	....
....	11 32 A M	72	arr..**Fort Dodge** ♁.lve.	4 00 P M	....	....
....	2 50 P M	151	arr...**Des Moines**..lve.	†12 50 Noon	....	....

MISSOURI RIVER DIVISION.

Ferry Service across the Missouri River at Le Beau, S.D.

68	30	Ms	*October* 24, 1909.	31	69
A M	A M	...	LEAVE] [ARRIVE	P M	P M
g9 15	†7 45	0	.........**Conde** ♁.......	8 10	4 30
10 00	8 13	11	.... Brentford ..... ♁	7 47	3 45
10 40	8 35	20	........Mellette...... ♁	7 30	2 50
11 10	8 45	24	.......Northville..... ♁	7 18	2 10
11 45	9 05	32	.... Chelsea	6 58	1 25
12 45	9 30	42	........Cresbard...... ♁	6 33	12 40
1 25	9 50	50	.... Wecota	6 17	11 55
2 00	10 07	57	.... Carlyle	6 03	11 20
2 55	10 30	68	..........Onaka.........	5 40	10 30
3 50	10 48	75	.... Tolstoy ...... ♁	5 25	9 55
5 05	11 10	84	.........Hoven....... ♁	5 05	9 15
5 45	11 38	95	..........Lowry.........	4 35	8 25
6 30	12 01	103	.... Akaska	4 15	7 50
7 15	12 30	115	........**Le Beau** ♁......	†3 45	e7 00
P M	Noon	...	ARRIVE] [LEAVE	P M	A M

* Daily; † daily, except Sunday; § Sunday only; *b* stops to discharge passengers from or receive for Minneapolis or beyond; *d* stops to leave passengers; *e* Tuesday, Thursday and Saturday; *g* Monday, Wednesday and Friday; *s* stops Sunday. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

STANDARD—*Central time.*

ALBERT LEA AND SOUTHERN DIVISIONS.

18	8	4	2	Ms	*October* 24, 1909.	1	3	17	5
....	P M	P M	A M	...	LEAVE] [ARRIVE	P M	A M	....	A M
....	*7 15	*7 35	†8 00	0	+......**St. Paul**...... ♁	7 40	8 10	....	8 50
....	8 00	8 10	8 40	12	lve..+**Minneapolis** ♁.arr.	6 58	7 35	....	8 10
....	- -	8 28	8 57	20	lve...+**Hopkins** ♁...arr.	6 40	- -	....	7 54
....	- -	8 38	9 10	27	......Eden Prairie.... ♁	6 25	- -	....	7 39
....	- -	8 51	9 24	35	+.......**Chaska**...... ♁	6 09	- -	....	7 22
....	- -	8 55	9 28	37	+.......Carver....... ♁	6 05	- -	....	7 17
....	- -	9 01	9 33	39	+.....**Merriam**..... ♁	5 58	- -	....	7 11
....	- -	9 14	9 45	44	+.......Jordan....... ♁	5 45	- -	....	6 57
....	- -	- -	9 53	48	.... Helena	5 55	- -	....	- -
....	- -	9 35	10 08	54	+....New Prague..... ♁	5 25	- -	....	6 39
....	- -	9 49	10 23	62	+....Montgomery.... ♁	5 11	- -	....	6 28
....	- -	- -	10 30	66	.... Mulfords	5 02	- -	....	- -
....	- -	10 01	10 37	70	........Kilkenny...... ♁	4 56	- -	....	6 16
....	9 52	10 14	10 51	77	+.... **Waterville**..... ♁	4 42	5 40	....	6 03
....	10 12	10 36	11 13	88	+......**Waseca** ..... ♁	4 22	5 21	....	5 45
....	- -	10 48	11 24	95	.........Otisco....... ♁	4 08	- -	....	5 33
....	- -	10 56	11 35	101	.....New Richland... ♁	3 58	- -	....	5 25
....	- -	11 07	11 46	107	........Hartland ..... ♁	3 48	- -	....	5 16
....	- -	b11 17	11 57	113	.......Manchester.......	3 38	- -	....	b5 08
....	11 00	11 30	‖12 10	119	arr..+**Albert Lea** ♁.lve.	3 25	4 35	....	*4 55
....	P M	11 38	12 30	119	lve...**Albert Lea**...arr.	3 15	4 10	....	A M
....		- -	12 44	127	......Twin Lakes.... ♁	3 01	3 52	....	
....	....	12 01	12 57	132	........Emmons...... ♁	2 48	3 39	....	....
....	....	12 13	1 10	139	+....**Lake Mills**.... ♁	2 34	3 25	....	....
....	....	- -	1 27	148	.........Leland ...... ♁	2 17	3 09	....	....
....	....	12 38	1 40	153	+... **Forest City** ... ♁	2 04	2 58	....	....
....	....	- -	1 51	159	.... .Hawley........	1 51	- -	....	....
....	....	1 05	2 08	168	+.......**Britt**....... ♁	1 36	2 30	....	....
....	....	- -	2 19	174	.........Stilson...... ♁	1 24	- -	....	....
....	....	1 25	2 29	179	+......**Corwith**...... ♁	1 15	2 10	....	....
....	....	- -	2 37	183	.........Hanna.........	1 06	- -	....	....
....	....	1 47	2 48	187	+.....**Lu Verne**..... ♁	12 58	1 47	....	....
....	....	2 00	2 58	193	+.....**Livermore**.... ♁	12 48	1 35	....	....
....	12	2 20	3 17	204	+.....**Humboldt**.... ♁	12 28	1 13	....	11
P M	A M	- -	3 36	213	+.......Badger....... ♁	12 09	12 56	A M	P M
†4 30	†11 38	3 05	4 00	222	arr.+**Fort Dodge** ♁ lve.	11 40	12 30	10 45	3 55
4 53	12 01	Via Tara.	Via Tara.	230	..........Otho..........	Via Tara.	Via Tara.	10 22	3 37
5 06	12 13			236	+......Burnside...... ♁			10 10	3 26
5 19	12 27			242	+......**Dayton**...... ♁			9 55	3 14
5 40	12 44			249	+....Pilot Mound.... ♁			9 35	2 58
6 00	1 03			258	+....... **Ogden** ...... ♁			†9 15	2 40
P M	1 20			266	.... Berkeley ..... ♁			A M	2 25
....	1 30			271	arr....+**Angus** ♁ ...lve.			....	2 13
....	Via Main Line.	3 10	4 05	222	lve.+**Fort Dodge** ♁ arr.	11 25	12 20	....	Via Main Line.
....		3 35	4 25	227	..........**Tara**........ ♁	11 12	12 07	....	
....		3 45	4 35	231	.........Moorland...... ♁	11 00	11 55	....	
....		3 58	4 48	237	........Callender...... ♁	10 48	11 42	....	
....		4 12	4 59	242	.........**Gowrie** ...... ♁	10 37	11 30	....	
....		4 32	5 15	251	...........Paton........ ♁	10 20	11 10	....	
....		4 55	5 34	261	...**Grand Junction**. ♁	10 02	10 52	....	
....		5 13	5 49	268	.... Rippey...... ♁	9 48	10 37	....	
....	1 30	5 23	5 58	273	.........**Angus**...... ♁	9 38	10 28	....	2 12
....	1 39	5 35	6 07	277	+.......**Perry**....... ♁	9 30	10 20	....	2 06
....	1 53	5 51	6 20	284	.........Minburn....... ♁	9 16	10 07	....	1 53
....	2 05	6 04	6 32	290	.....Dallas Center... ♁	9 03	9 55	....	1 39
....	2 17	6 18	6 45	296	.........Waukee...... ♁	8 50	9 42	....	1 26
....	2 31	- -	6 58	303	.........Ashawa.........	8 35	- -	....	1 10
....	2 36	6 40	7 05	306	....Valley Junction.. ♁	8 30	9 20	....	1 05
....	2 50	7 00	7 25	311	+....**Des Moines**... ♁	†8 15	*9 05	....	†12 50
....	P M	A M	P M	...	ARRIVE] [LEAVE	A M	P M	....	Noon

SOUTHWESTERN DIVISION.

148	112	50	14	Ms	*October* 24, 1909.	13	51	53	111	149
....	....	....	A M	...	LEAVE] [ARRIVE	P M	....	....	....	....
....	....	....	†9 25	0	+... **St. Paul** ... ♁	5 05	....	....	....	....
....	....	....	10 10	12	+.**Minneapolis**. ♁	4 20	....	....	....	....
....	....	A M	10 28	20	+... **Hopkins**... ♁	4 00	P M	....	....	....
....	....	†7 00	†1 30	81	lve..**Winthrop**.arr.	‖12 40	5 00	....	....	....
....	....	7 30	1 44	88	.....LaFayette... ♁	12 26	4 30	....	....	....
....	....	8 00	1 56	94	..... Klossner.... ♁	12 14	4 00	....	....	....
....	....	8 50	2 10	100	+...New Ulm... ♁	12 01	3 30	....	....	....
....	....	9 20	2 24	106	...... Searles .... ♁	11 47	2 24	....	....	....
....	....	9 55	2 37	113	......Hanska.... ♁	11 34	1 45	....	....	....
....	....	10 30	2 50	119	......La Salle.... ♁	11 21	1 05	....	....	....
....	....	11 50	3 05	126	+... St. James... ♁	11 06	12 30	....	....	....
....	....	12 20	3 15	131	........Echols........	10 54	11 30	....	....	....
....	....	12 50	3 25	137	......Ormsby.... ♁	10 43	11 05	....	....	....
....	....	1 25	3 38	143	......Monterey ... ♁	10 29	10 29	....	....	....
....	....	2 20	3 53	150	+...Sherburne... ♁	10 13	9 50	....	....	....
....	....	2 55	4 06	157	......Dunnell.... ♁	9 59	9 05	....	....	....
A M	A M	3 30	4 16	162	....Huntington.. ♁	9 50	8 40	....	P M	P M
†8 45	†7 30	4 00	4 30	169	+. **Estherville** . ♁	9 37	†8 00	....	8 10	6 00
9 18	7 50	P M	4 50	177	......Raleigh......	9 18	A M	....	7 51	5 30
9 45	8 02	52	5 02	183	.... Terril..... ♁	9 06	....	....	7 39	5 02
10 20	8 18	P M	5 18	192	.....Langdon ... ♁	8 48	....	Noon	7 23	4 25
10 50	8 30	†4 10	5 30	198	+....**Spencer**... ♁	8 35	....	12 05	†7 10	†4 00
A M	A M	4 35	5 48	206	.....Greenville .. ♁	8 18	....	11 30	P M	P M
....	....	4 55	6 00	212	...... Cornell......	8 07	....	11 05	....	....
....	....	5 20	6 11	216	+ **Sioux Rapids** ♁	7 56	....	10 40	....	....
....	....	5 45	6 23	222	.... Rembrandt .. ♁	7 43	....	10 00	....	....
....	....	6 10	6 37	229	.....Truesdale... ♁	7 31	....	9 25	....	....
....	....	6 30	6 50	234	+. **Storm Lake** . ♁	†7 20	....	†9 00	....	....
....	....	P M	P M	...	ARRIVE] [LEAVE	A M	....	A M	....	....

IOWA CENTRAL RAILWAY.

For Officers, see page 883. For Map, see page 882.

ALGONA BRANCH.

53	51	Mls	June 27, 1909.	52	50
P M	A M		LEAVE / ARRIVE	A M	P M
†4 30	†7 30	0	+ .... Hampton .... ♁	6 20	3 10
5 00	7 55	8.5	..... Latimer .... ♁	5 50	2 40
5 25	8 20	14.8	..... Alexander .... ♁	5 30	2 20
5 56	8 45	22.2	+ .... Belmond .... ♁	5 05	1 55
6 45	9 25	34.6	..... Kanawha .... ♁	4 20	1 15
7 18	10 00	44.1	..... Corwith .... ♁	3 50	12 40
7 40	10 30	50.7	..... St. Benedict .... ♁	3 25	12 10
8 10	11 00	59.2	+ ..... Algona .... ♁	†3 00	†11 45
P M	A M		ARRIVE / LEAVE	A M	A M

STORY CITY BRANCH.

56	54	Mls	June 27, 1909.	55	57
P M	A M		LEAVE / ARRIVE	P M	P M
†2 45	†7 10	0	+ .... Story City .... ♁	1 40	8 10
3 03	7 35	5.3	..... Roland .... ♁	1 10	7 56
3 22	8 00	11.0	..... McCallsburg .... ♁	12 40	7 40
3 40	8 20	15.9	..... Zearing .... ♁	12 15	7 28
4 00	8 40	21.5	..... St. Anthony .... ♁	11 45	7 10
4 15	8 47	23.2	.... Clemons Grove .. ♁	11 30	7 04
4 22	8 55	25.2	..... Bromley .... ♁	11 25	6 57
4 30	9 03	27.3	..... Minerva	11 15	6 51
4 40	9 15	30.5	..... Moningers	11 00	6 40
4 55	9 30	34.6	... Minerva Junction	10 45	6 25
5 15	9 45	38.3	+ .. Marshalltown .. ♁	†10 30	†6 10
P M	A M		ARRIVE / LEAVE	A M	P M

NEWTON BRANCH.

86	84	Mls	June 27, 1909.	85	87	73
P M	A M		LEAVE / ARRIVE	A M	A M	P M
†1 00	b5 00	0	+ .... Newton .... ♁	9 55	10 45	8 00
1 38	5 37	10.2	..... Killduff .... ♁	9 08	9 58	6 17
1 54	5 49	13.7	..... Sully .... ♁	8 53	9 43	5 05
2 18	6 09	16.7	..... Lynnville .... ♁	8 25	9 15	4 40
2 50	6 36	23.3	..... Taintor .... ♁	7 49	8 39	4 07
3 15	7 00	30.2	+ ... New Sharon .. ♁	a7 25	b8 15	a3 45
6 10	11 00	42.3	..... Oskaloosa .... ♁	a7 00	b7 00	a3 00
P M	A M		ARRIVE / LEAVE	A M	A M	P M

NEWBURG AND STATE CENTER BRANCH.

No. 58	Mls.	June 27, 1909.	Mls.	No. 59
†11 15 A M	0	lve. State Center ♁ arr.	33.1	10 45 A M
11 35 "	4.8	..... Malta	28.3	10 20 "
11 55 A M	8.5	..... Capron .... ♁	24.6	10 00 "
12 10 Noon	10.5	..... Vancleve .... ♁	22.6	9 40 "
12 40 Noon	17.3	..... Laurel .... ♁	15.8	9 10 "
1 10 P M	26.6	..... Newburg .... ♁	6.5	8 35 "
1 35 P M	33.1	arr .. + Grinnell ♁ . lve.	0	†7 45 A M

MONTEZUMA BRANCH.

No. 60	Mls.	June 27, 1909.	No. 61
P M			P M
†3 45	0	lve .. + Grinnell ♁ . arr.	9 35 A M
4 20	10.0	..... Ewart ..... ♁	9 00 "
4 50	17.0	ar. + Montezuma ♁ lv.	†8 40 A M

ALBIA & CENTERVILLE RAILWAY.

70	68	Mls	June 27, 1909.	69	71
P M	A M		LEAVE / ARRIVE	A M	P M
†3 00	†10 00	0	+ ..... Albia ..... ♁	9 30	2 30
3 15	10 25	5.7	..... Hilton	8 45	1 55
3 30	10 50	11.5	..... Moravia ..... ♁	8 25	1 35
3 45	11 05	15.0	..... Maine	8 10	1 20
4 05	11 30	20.9	..... Forbush	7 46	1 00
4 30	11 45	24.6	+ ... Centerville ... ♁	†7 30	†12 45
P M	A M		ARRIVE / LEAVE	A M	Noon

BETWEEN ST. PAUL, MINNEAPOLIS AND PEORIA.

No. 8	(Minn. & St. Louis R.R.)	No. 5
*7 15 P M	lve ..... St. Paul ..... arr.	8 50 A M
8 00 P M	lve .... Minneapolis .... arr.	8 10 A M
11 00 P M	arr ..... Albert Lea .... lve.	4 55 A M
	(Iowa Central Ry.)	
11 23 P M	lve ..... Albert Lea .... arr.	4 45 A M
3 05 A M	lve ... Marshalltown .. lve.	12 50 Night
4 45 A M	arr ..... Oskaloosa .... lve.	11 05 P M
5 00 A M	lve ..... Oskaloosa .... arr.	10 50 P M
11 25 A M	arr ..... Peoria ..... lve.	*4 00 P M

Trains Nos. 5 and 6—Daily.—Through vestibuled, electric-lighted Pullman Sleepers and Chair Cars between St. Paul, Minneapolis and Oskaloosa. New Day Coaches Oskaloosa to Peoria.

EXPLANATION OF SIGNS.

Trains marked * run daily.
† Daily, except Sunday.
a Tuesday, Thursday and Saturday.
b Monday, Wednesday and Friday.
c Stops to take for St. Paul or points beyond.
e Stops Saturday night only to leave from Mason City.
h Stops to take through passengers from Chicago for Grinnell, State Center and Montezuma Branches.
m Stops to leave passengers.
□ Arrive at and leave from Monmouth Yard.
‖ Meals. + Coupon stations; ♁ Telegraph stations.

38	40	6	2	4	Mls.	June 27, 1909. (M. & St. L. R.R.)	5	1	3	41	39	71
		P M	A M				A M	P M				
Mix.		8 00	8 40		12.0	... Minneapolis ...	8 50	7 40				Mix
A M		11 00	‖12 10		119.0	arr. + Albert Lea lve.	*4 55	†3 25				P M
†7 30		*‖23	*12 30		0	lve. Albert Lea ♁ arr.	4 45	‖3 05			4 50	
8 00		- -	12 47		7.0	..... Glenville ... ♁	c -	2 52			3 56	
8 15		- -	12 56		11.6	.... Gordonsville .. ♁	- -	2 42			3 40	
8 35		‖1 50	1 08		16.7	+ .. Northwood .. ♁	4 10	2 32			3 26	
8 55	Mix.	- -	1 20		23.1	..... Kensett .... ♁	c -	2 20		Mix.	2 50	
9 20	A M	- -	1 30	A M	27.7	+ ..... Manly ..... ♁	c -	2 10	P M	P M	2 30	
10 10	†7 00	12 25	2 00	†5 50	36.8	+ .. Mason City .. ♁	3 35	1 50	8 00	4 30	†2 00	
A M	7 15	- -	2 15	5 55	37.8	+ Mason City Jn. ♁	3 30	1 30	8 53	4 10	P M	
	8 10	e -	2 37	6 15	48.6	+ .... Rockwell .... ♁	- -	1 07	8 28	3 26		
	8 45	e -	2 50	6 27	55.1	+ ..... Sheffield .... ♁	- -	‖12 55	8 14	2 50		
	9 05	- -	3 00	6 35	59.2	+ ..... Chapin .... ♁	- -	12 20	8 06	2 10		
	10 00	1 20	3 25	6 50	65.6	+ ... Hampton ... ♁	2 40	12 05	7 50	1 40		
	10 30	- -	3 38	7 04	72.3	+ ..... Geneva ..... ♁	- -	11 45	7 30	12 30		
	11 25	1 45	3 58	7 22	81.5	+ ..... Ackley ..... ♁	2 07	11 25	7 11	11 25		
	11 59	- -	4 08	7 31	86.0	. Abbott Crossing .	1 59	11 15	7 01	10 20		
	12 10	- -	4 11	7 34	86.6	+ .... Abbott .... ♁	- -	11 12	6 58	10 05		
	12 40	- -	4 23	7 45	93.4	... Steamboat Rock. ♁	- -	10 55	6 40	9 35		
	1 10	2 14	4 35	7 55	97.7	+ ..... Eldora ..... ♁	1 33	10 47	6 32	9 05		
	1 55	- -	4 45	8 08	103.2	+ ..... Gifford ..... ♁	1 25	10 36	6 20	8 35		
	2 30	- -	4 53	8 15	107.0	+ ..... Union ..... ♁	- -	10 28	6 12	8 15		
42	3 25	- -	5 03	8 25	111.9	+ ..... Liscomb .... ♁	- -	10 18	6 02	7 45		
Mix.	3 45	- -	5 14	8 37	117.4	..... Albion ..... ♁	- -	10 07	5 50	7 25	43	
Noon	4 30	3 00	5 30	8 55	124.7	arr. } Marshall- town ♁ } lve.	12 50	9 50	5 35	†7 00	A M	
†1 45	P M	3 05	5 50	9 00	124.7		12 45	‖8 55	5 00	A M	11 50	
1 25		h -	6 13	9 20	134.2	..... Pickering ... ♁	- -	8 33	4 40		11 00	
2 10		- -	6 22	9 29	138.8	+ ..... Gilman ..... ♁	- -	8 23	4 30		10 35	
2 35		- -	6 32	9 38	143.4	..... Newburg ..... ♁	- -	8 15	4 22		10 15	
3 20		3 45	†7 10	9 50	149.7	+ .... Grinnell .... ♁	12 01	8 00	4 10		9 50	
4 25		- -	7 32	10 13	161.3	+ .... Searsboro .... ♁	- -	7 35	3 42		8 40	
5 15		m -	7 50	10 30	169.9	+ .. New Sharon .. ♁	11 22	7 20	3 24		8 00	
5 40	68	- -	8 00	0 40	174.5	..... Lacey	- -	7 13	3 13		7 25	Mix.
6 10	A M	4 40	8 20	11 00	182.0	arr. + Oskaloosa .. lve	11 05	7 00	3 00		†7 05	P M
P M	†7 00	4 45	8 30	12 01	182.0	lve ... Oskaloosa ♁ arr.	11 00	6 55	10 50		A M	4 45
	7 18	- -	8 42	12 18	187.7	..... Givin ..... ♁	- -	6 41	10 30			4 05
	7 40	- -	8 55	12 40	192.0	+ .... Eddyville .... ♁	- -	6 32	10 19			3 45
	7 55	- -	9 07	12 55	197.0	..... Coalfield .... ♁	- -	6 22	10 07			3 26
44	8 35	- -	9 25	1 35	204.0	..... Maxon .... ♁	- -	6 08	9 50	45		3 00
A M	8 45	5 35	9 30	1 45	205.6	arr. .. + Albia ♁ .. lve.	*1020	*6 05	†9 45	P M		†2 45
†6 45	A M	5 00	P M	11 05	182.0	lve ... Oskaloosa .. arr.	10 50	A M	2 55	8 30		P M
7 35		5 24		11 32	195.2	+ .... Fremont .... ♁	10 24		2 26	4 56		
8 20		5 40		11 48	202.4	+ .... Hedrick .... ♁	10 08		2 10	4 15		
8 35		5 48		11 56	205.7	- ... Martinsburg .. ♁	- -		2 02	3 45		
9 05		6 04		12 14	214.6	+ ..... Ollie ..... ♁	9 41		1 42	3 10		
9 30		6 14		12 27	220.6	+ .... Richland .... ♁	9 30		1 30	2 45		
10 04		6 30		12 45	229.7	+ ... Brighton ... ♁	9 13		1 12	2 05		
10 45		6 50		1 07	239.7	..... Wayland ..... ♁	8 48		12 48	1 07		
11 15		7 03		1 18	246.0	..... Olds ..... ♁	8 37		12 36	12 36		
11 45		7 14		1 30	251.9	+ .... Winfield .... ♁	8 25		12 24	11 45		
12 14		7 23		1 41	256.7	..... Marsh ..... ♁	8 13		‖12 14	11 05		
1 08		7 33		1 54	262.3	+ . Morning Sun . ♁	8 03		12 02	10 45		
1 16		7 40		2 03	266.1	..... Newport ..... ♁	7 55		11 52	10 15		
1 40		7 48		2 11	270.0	... Elrick Junction. ♁	7 45		11 43	9 50		
2 00		7 54		2 20	273.9	..... Oakville ..... ♁	7 37		11 34	9 25		
2 40		8 15		2 40	279.9	+ .. Keithsburg . ♁	7 22		11 16	9 00		
3 25		8 29		2 58	287.1	+ ..... Seaton ..... ♁	7 07		11 02	8 29	47	
4 00	46	8 42		3 10	294.4	..... Little York .. ♁	6 53		10 47	7 50	Mix.	
4 30	A M	8 50		3 18	298.3	..... Eleanor ..... ♁	6 46		10 40	7 20	P M	
5 00	†7 05	9 09		3 40	305.0	+ .. Monmouth .. ♁	6 26		10 20	†7 00	4 20	
P M	7 45	9 17		3 48	309.3	..... Nemo ..... ♁	6 16		10 11	A M	3 48	
□	8 30	9 26		3 58	314.5	..... Berwick ..... ♁	6 06		9 59	□	3 12	
	9 42	9 42		4 15	322.2	+ ... Abingdon ... ♁	5 50		9 42		2 05	
	10 45	10 07		4 41	333.3	+ . London Mills . ♁	5 27		9 12		12 30	
	11 10	10 18		4 55	339.0	..... Rapatee ..... ♁	5 15		8 59		11 55	
	11 30	10 25		5 07	342.4	.... Middle Grove .. ♁	5 07		8 52		11 30	
	11 55	10 35		5 20	347.5	+ .. Farmington .. ♁	4 57		8 42		10 50	
	12 45	10 48		5 34	353.6	..... Trivoli ..... ♁	4 46		8 29		9 55	
	1 00	10 54		5 40	356.6	..... Eden ..... ♁	4 40		8 22		9 35	
	1 20	10 59		5 45	358.6	..... Hanna ..... ♁	4 35		8 19		9 20	
	2 10	11 24		6 09	368.1	.... Iowa Junction .. ♁	4 11		7 55		†8 05	
	P M	11 35		6 20	370.9	+ .... Peoria .... ♁	*4 00		†7 45		A M	
		A M		P M		ARRIVE / LEAVE	P M		A M			

BETWEEN ST. PAUL-MINNEAPOLIS AND ST. LOUIS, KANSAS CITY.

No. 6	No. 2	(Minn. & St. Louis R.R.)	No. 1	No. 5
*7 15 P M	†8 00 A M	lve ..... St. Paul ..... arr.	7 40 P M	*8 50 A M
8 00 P M	8 40 A M	lve .... Minneapolis .... arr.	6 58 P M	8 10 A M
11 00 P M	12 10 Noon	arr ..... Albert Lea .... lve.	†3 25 P M	*4 55 A M
		(Iowa Central Ry.)		
*‖23 P M	*12 30 Noon	lve ..... Albert Lea .... arr.	3 25 P M	4 45 A M
12 25 Night	2 00 P M	lve ..... Mason City .... lve.	1 50 P M	3 35 A M
3 05 A M	6 50 P M	lve ... Marshalltown ... lve.	9 50 A M	12 50 Night
3 45 A M	7 10 P M	lve ..... Grinnell ..... lve.	8 00 A M	12 01 Night
4 45 A M	8 50 P M	lve ..... Oskaloosa .... lve.	7 00 A M	11 05 P M
5 35 A M	9 30 P M	arr ..... Albia ..... lve.	*6 05 A M	*10 20 P M
		(Wabash R.R.)		
6 00 A M	10 46 P M	lve ..... Albia ..... arr.	5 25 A M	10 15 P M
8 08 A M	12 54 Night	lve ..... Kirksville ..... lve.	3 05 A M	7 50 P M
9 13 A M	1 58 A M	lve ..... Macon ..... lve.	1 58 A M	6 42 P M
9 55 A M	2 45 A M	lve ..... Moberly ..... lve.	1 20 A M	5 57 P M
2 15 P M	7 39 A M	arr ..... St. Louis ..... lve.	9 01 P M	2 00 P M
5 34 P M	7 31 A M	arr ..... Kansas City .... lve.	*8 00 P M	*1 20 P M

Trains Nos. 5 and 6 have through vestibuled, electric-lighted Pullman Sleepers and Chair Cars between Twin Cities and St. Louis connecting at Moberly, Mo., for Kansas City. Dining Car Service. Electric-lighted Cafe Library Cars.

Trains Nos. 1 and 2.—Elegant high-back Coaches north of Albia. Pullman Buffet Sleeper daily between St. Louis and Kansas City and Albia.

For "NEW AND IMPROVED SERVICE BETWEEN ST. PAUL-MINNEAPOLIS AND ST. LOUIS AND KANSAS CITY," see page 888.

STANDARD—*Central time.*

POTEAU VALLEY RAILROAD.

CHARLES SUTTER, President, Carleton Building, St. Louis, Mo.
J. H. MURPHY, Treasurer, »
F. E. McCARTHY, Traffic Manager, » »
PHIL. ROHAN, Superintendent, Sutter, Okla.

	No. 1	Mls	*August* 1, 1907.	No. 2		
			LEAVE] [ARRIVE			
	†10 30 A M	0	Sutter	1 50 P M		
	10 35 »	1	Mine No. 1	1 45 »		
	10 40 »	2	Mine No. 2	1 40 »		
	11 15 A M	8	Shady Point[1]	†1 00 P M		
			ARRIVE] [LEAVE			

† Daily, except Sunday.
STANDARD—*Central time.*
Connection—[1] With Kansas City Southern Ry.

OKLAHOMA CENTRAL RAILWAY COMPANY.

ASA E. RAMSAY, Receiver, Muskogee, Okla.
DORSET CARTER, Chief Executive Officer to Receiver, Purcell, Okla.
W. G. CHOATE, Gen. Mgr., »
F. C. HAND, Chief Engineer, »
J. F. SHARP, Gen. Attorney, »
B. M. HAILE, Traffic Manager, Purcell, Okla.
G. H. PARKER, Auditor, »
C. E. NELSON, Cashier, »
M. W. LEWIS, Master Mechanic, Purcell, Okla.

Corporate Officers.

DORSET CARTER, President, Purcell, Okla.
H. WOLLENBERGER, Vice-Prest., Chicago, Ill.
T. C. WOODS, Secretary, Purcell, Okla.

Connections.—[1] With Chic. Rk. Isl. & P. Ry. [2] With Mo. K. & T. Ry. [3] With A. T. & S. F. Ry. [4] With Frisco Sys. [5] With Chic. A. T. & S. F. Ry. and G. C. & S. F. Ry.	1	11	3	Mls.	*August* 8, 1909.	2	12	10	4
		A M	A M		LEAVE] [ARRIVE	P M	P M		
		†7 00	*8 30	0	Lehigh[1] ..ō	6 30	4 00		
		— —	— —	7.0	Booneville	— —	— —		
		8 25	9 17	17.3	Tupelo	4 44	2 59		
		9 15	9 37	24.3	Stonewall ..ō	4 24	2 03		
		9 47	9 47	28.1	Frisco	4 14	1 46		
		11 37	10 23	42.0	Ada[2]	3 38	12 43		
		12 13	10 40	46.8	Center	3 20	12 13		
		12 50	10 55	51.4	Vanoss..ō	3 10	11 50		
		1 45	11 13	58.0	Stratford ..ō	2 54	11 13		
	9	2 35	11 33	65.6	Byars[3] ..ō	2 35	10 00		
	A M	A M	3 45	12 15	81.3	Vincennes	1 55	8 25	P M
	†8 50	*7 50	4 20	1 06	88.6	Purcell[4] ..ō	1 40	†8 00	4 25
	9 30	8 10	P M	1 27	96.6	Washington .ō	12 40	A M	3 45
	10 20	8 40	1 57	107.9	Blanchard ..ō	12 10		2 56	4 33
	10 55	8 58	2 18	115.0	Middleberg	11 48		2 16	4 13
	11 30	9 15	2 33	121.6	Tabler	11 30		1 45	3 53
	11 50	9 27	2 45	126.1	Cornville	11 18		1 20	3 40
	12 05	9 35	2 55	129.4	Chickasha[5] ō	*11 10		†1 05	*3 30
	Noon	A M	P M		ARRIVE] [LEAVE	A M		P M	P M

American Express.

* Daily; † daily, except Sunday. ō Telegraph stations. *Central time.*

BURR'S FERRY, BROWNDEL & CHESTER RAILWAY.

JOHN H. KIRBY, President, Houston, Tex.
JOHN S. BONNER, Vice-President, Houston, Tex.
B. F. BONNER, Vice-President, Houston, Tex.
JNO. W. HORNSBY, Gen. Attorney, Houston, Tex.
F. A. REICHARDT, Treasurer, Houston, Tex.
A. A. BROOKS, Auditor, Houston, Tex.
W. T. HANCOCK, Traffic Manager, Houston, Tex.
J. A. TURNER, General Supt., Rockland, Tex.

	No. 1	Mls	*July* 1, 1908.	No. 2	
			LEAVE] [ARRIVE		
	*1 30 P M	0	Rockland[1]	4 30 P M	
	1 35 »	1.4	Dobbins	4 20 »	
	1 45 »	4.9	Kyle Quarry	4 10 »	
	2 00 »	7.1	arr. Aldridge lve.	4 00 »	
	2 01 »	7.1	lve. Aldridge arr.	2 40 »	
	2 15 P M	10.1	Turpentine	*2 25 P M	
			ARRIVE] [LEAVE		

Under Construction—Turpentine to Browndel, distance of 19 miles.
* Daily. STANDARD—*Central time.*
Connection.—[1] With Texas & New Orleans R.R.

HOOSAC TUNNEL & WILMINGTON RAILROAD.

H. E. MANN, Auditor and Traffic Agent, Wilmington, Vt.

Trains leave Wilmington †8 00, §8 55 a.m., †2 30, §6 45 p.m. for **Readsboro**[1] (11 miles), arriving **Hoosac Tunnel**[2] (24 miles) 9 30, 10 20 a.m., 4 00, 8 15 p.m. Returning, leave Hoosac Tunnel †10 15, §10 42, †11 50 a.m., †4 25, §6 30 p.m., arriving Wilmington 11 45 a.m., 12 05 noon, 2 10, 5 55, 9 53 p.m. Train leaves Wilmington for Readsboro †2 40 p.m.
† Daily, except Sunday; § Sunday only. *June* 22, 1908.
Connections.—[1] With stage for Wilmington, Jacksonville and Sadawgo Springs, Vt. [2] With Boston & Maine R.R. *Eastern time.*

UNION FREIGHT RAILROAD.

A. H. GROVENOR, Superintendent, Boston, Mass.

Switching road at Boston (2 miles). Operated for freight service only, connecting with all diverging railroads. *March*, 1908.

BLYTHEVILLE, LEACHVILLE & ARKANSAS SOUTHERN RAILROAD COMPANY.

EXECUTIVE OFFICES—CHICAGO, ILL.

WILLIAM WILMS, President.
A. C. LANGE, Sec'y and Gen. Mgr.
J. H. HANCOCK, Treasurer.
WM. C. GILBERT, General Counsel.
R. L. MCCLELLAND, Traffic Mgr.
WALTER WILLIAMS, Gen. Fht. Agt.
W. C. ORR, Chief Engineer.
LEWIS WALTERS, Gen. Supt.
CHAS. F. WIEDEMANN, General Auditor.

TREASURER, SECRETARY AND GENERAL MANAGER—BLYTHEVILLE, ARK.

	No. 4	Ms.	*November*, 1908.	No. 5	
			LEAVE] [ARRIVE		
	*6 30 A M	0	Walters, Ark.	9 20 P M	
	6 45 »	1.0	Orr, Ark.	9 05 »	
	7 00 »	2.0	Springfield, Ark.	8 50 »	
	7 15 »	3.0	Clearwater, Ark.	8 35 »	
	7 30 »	4.0	Leachville, Ark.	8 20 »	
	— —	12.0	Arbyrd, Mo.	— —	
	11 45 A M	34.0	Glencoe, Ark.	3 50 »	
	12 00 Noon	34.5	Littleton, Ark.	3 40 »	
	12 10 »	35.0	Chickasawba, Ark.	3 30 »	
	12 25 Noon	36.5	Blytheville, Ark.	*3 15 P M	
			ARRIVE] [LEAVE		

LEPANTO EXTENSION.
(Under construction.)

		Ms.	*November*, 1908.		
			LEAVE] [ARRIVE		
		0	Walters, Ark.		
		20	Lepanto, Ark.		
			ARRIVE] [LEAVE		

BIG LAKE BRANCH.
(Under construction.)

		Ms.	*November*, 1908.		
			LEAVE] [ARRIVE		
		0	Big Lake, Ark		
		12	Walkers, Ark.		
			ARRIVE] [LEAVE		

Trains marked * run daily.
STANDARD—*Central time.*

Connections.—At Blytheville, Ark.—With St. Louis & San Francisco R.R. At Chickasawba, Ark.—With Paragould South-eastern R.R. (Cotton Belt Route). At Leachville, Ark.—With St. Louis & San Francisco R.R. and Jonesboro, Lake City & Eastern R.R. At Big Lake, Ark.—With Jonesboro, Lake City & Eastern R.R.

KEWEENAW CENTRAL RAILROAD.

CHARLES A. WRIGHT, Prest. & Treas., Hancock, Mich.
S. R. HILL, Vice-Prest., Boston, Mass.
C. A. WRIGHT, JR., Sec'y & Asst. Treas., 42 Broadway, New York.
F. W. TAYLOR, Aud., Gen. Fht. & Pas. Agt., Hancock, Mich.
F. E. SIMAR, Chief Eng., »
J. C. SHIELDS, Gen. Supt., Phœnix, Mich.

8	6	4	2	Ms.	*December* 1, 1909.	1	3	5	9
A M	P M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M	P M
§8 15	*4 35	†9 50	†8 15		+ Houghton ō	9 10	11 50	8 30	6 30
8 20	4 40	9 55	8 20		+ Hancock ō	9 05	11 45	8 24	6 24
§9 00	*5 50	†12 20	†9 00	0	+ Calumet[1] ..ō	8 34	11 15	5 40	5 40
9 05	5 55	12 28	9 05	1.7	Calumet June[2]	8 27	11 07	5 35	5 35
9 15	6 05	12 40	9 15	4.6	Allouez	8 17	10 55	5 25	5 25
9 17	6 07	12 42	9 17	5.1	+ Copper City ..ō	8 15	10 53	5 23	5 23
9 24	6 14	12 50	9 24	7.2	+ Mohawk[3] ō	8 08	10 45	5 16	5 16
9 34	6 24	1 00	9 34	9.7	+ Ojibway ō	8 01	10 35	5 06	5 06
					arr. Crestview lve.				
9 50	6 40	1 20	9 50	14.3	+ Phœnix ō	*7 46	†10 15	4 50	4 50
10 17	P M	1 47	A M	23.0	Delaware	A M	A M	4 23	4 23
10 30		2 05		27.3	+ Mandan ō			†4 05	§4 10
A M		P M			ARRIVE] [LEAVE			P M	P M

* Daily; § Sunday only. + Coupon stations. ō Telegraph stations.

Connections.—[1] and [2] At Calumet Junction.—With Copper Range R.R. [3] With Mineral Range R.R. STANDARD—*Central time.*
Lac La Belle Line.—Delaware to Lac La Belle (7.7 miles).

ARIZONA & NEW MEXICO RAILWAY. LORDSBURG & HACHITA RAILWAY.

J. G. HOPKINS, President.
NORMAN CARMICHAEL, Vice-Prest.
A. T. THOMSON, Sec'y and Treas.
PAUL REISINGER, Superintendent.
General Offices—Clifton, Ariz.

Correspondence regarding freight and passenger matters, freight claims, tariff notices and interline billing should be sent to A. T. Thomson, Treasurer, Clifton, Ariz.

	No. 2	Mls	*April* 20, 1909.	Mls	No. 1	
	*12 35 Noon	0	lve. Hachita[1] ō arr.	109	11 25 A M	
	— —	7	Baker	102	— —	
	1 07 P M	17	Brockman	92	10 53 »	
	1 25 »	28	Robert	81	10 36 »	
	2 05 »	39	Lordsburg[2] ō	70	10 10 »	
	2 25 »	49	Veitch	60	9 41 »	
	2 41 »	58	Summit	51	9 25 »	
	3 01 »	69	Thomson	40	9 04 »	
	3 17 »	77	Duncan ō	32	8 44 »	
	3 41 »	85	Sheldon	24	8 25 »	
	3 58 »	92	York	17	8 08 »	
	4 08 »	96	Coronado	13	7 57 »	
	4 18 »	98	Guthrie ō	11	7 52 »	
	4 55 P M	109	arr. Clifton ō lve.	0	*7 10 A M	

Trains marked * run daily. STANDARD—*Mountain time.*

Connections.—[1] With El Paso & S.W. R.R. [2] With So. Pac. Co.

CHICAGO GREAT WESTERN RAILROAD COMPANY

EXECUTIVE DEPARTMENT.

General Offices—Harvester Building, Chicago, Ill.

SAMUEL M. FELTON, President.
JOSEPH W. BLABON, Vice-President.
JOHN BARTON PAYNE, General Counsel.
W. G. LERCH, Assistant to President.
J. F. COYKENDALL, Secretary and Treasurer.
J. W. NEWLEAN, Auditor.

TRAFFIC DEPARTMENT.

JOSEPH W. BLABON, Vice-President.

PASSENGER.

A. L. CRAIG, General Passenger Agent.
R. F. MALONE, Assistant General Passenger Agent.
A. W. NOYES, General Traveling Passenger Agent, 103 Adams Street, Chicago, Ill.
E. R. REYNOLDS, General Baggage Agent.
D. MENZIE, Superintendent Dining Cars.

FREIGHT.

W. E. PINCKNEY, General Freight Agent.
J. G. MORRISON, Assistant General Freight Agent.
G. F. THOMAS, Assistant General Freight Agent, St. Paul and Minneapolis, Minn.
C. R. BERRY, Assistant General Freight Agent, St. Joseph, Mo.
J. C. ILSE, Asst. Gen. Freight Agent, 103 Adams St., Chicago, Ill.

OPERATING DEPARTMENT.

HIRAM J. SLIFER, General Manager.

J. G. NEUFFER, Superintendent of Motive Power, Oelwein, Ia.
O. CORNELISON, General Superintendent.
C. J. FELLOWS, Car Service Agent.
H. E. ROUSE, General Storekeeper, Oelwein, Ia.

PURCHASING DEPARTMENT.

B. BRIARD, Purchasing Agent.

ENGINEERING DEPARTMENT.

L. C. FRITCH, Chief Engineer.

W. H. CHADBOURN, Principal Assistant Engineer.

ACCOUNTING DEPARTMENT.

J. W. NEWLEAN, Auditor.

R. H. SCOTT, Auditor of Disbursements.
H. ERNEST, Auditor Freight Receipts.
J. F. WADE, Auditor Passenger Receipts.
JNO. H. HOWARD, Freight Claim Agent.

AGENCIES.

Boston, Mass.—208 Old South Building—
W. A. DOLAN, Gen. New England Agent.
H. G. LOCKE, Traveling Passenger Agent.
C. D. STROUT, Traveling Freight Agent.

Buffalo, N.Y.—206 Ellicott Square—
W. H. WARD, Commercial Freight Agent.
W. D. JONES, District Passenger Agent.
A. KNRUBUHL, Traveling Freight Agent.
J. G. STEVENS, Contracting Freight Agent.

Butte, Mont.—48 East Broadway—
A. N. JOHNSON, General Agent.

Cedar Falls, Ia.—
C. J. CONNELL, City Pas. and Ticket Agent.
C. J. BLODGETT, Agent, Chic. Gt. West. Depot.

Chicago, Ill.—103 Adams Street—
FRANK P. LASIER, Gen. Agt., Passenger Dept.
A. C. BAKER, Assistant City Passenger Agent.
P. N. BUTZEN, District Passenger Agent.
R. W. GOODELL, Div. Fht. and Pas. Agent.
T. M. SMITH, Trav. Freight Agt., } Harvester
F. J. BONAVITA, Trav. Fht. Agt., } Building.
J. O. ROBERTS, Cont. Freight Agt., } 103
GEO. A. MINER, Cont. Freight Agt., } Adams
J. A. ROACH, Cont. Freight Agent, } Street.
G. E. DEASY, Cont. Freight Agent, }
F. P. CRAWFORD, Cont. Freight Agt., }
H. E. MURRAY, Live Stock Agent, 358 Exchange Bldg, U. S. Yards.

Cleveland, O.—315 Williamson Building—
F. R. MOSIER, District Passenger Agent.
C. B. BIEBER, Commercial Agent.

Council Bluffs, Ia.—
G. L. MCALPINE, Agent, Main St. and 9th Ave.
J. W. CROTTY, City Ticket Agent, 36 Pearl St.

Dallas, Tex.—257 Main Street—
J. W. TATE, General Agent.
B. H. HELM, Traveling Freight Agent.

Denver, Colo.—200-201 Century Building—
W. H. COMER, General Agent.
W. F. BURCH, District Passenger Agent.

Des Moines, Ia.
T. H. CAMP, City Passenger Agent, } 514
GEO. BRISTOW, Division Pas. Agent, } Walnut
H. O. POST, District Passenger Agt., } Street.
FRANK CASSIDY, Div. Freight Agt., } 7th and
B. J. DE GROODT, Commercial Agt., } Cherry
J. F. KELLY, Traveling Freight Agt., } Streets.

Dickinson, N.D.—
E. DEFFEBACH, Live Stock Agent.

Dubuque, Ia.—695 Main Street—
F. B. ROSS, General Agent.
C. J. WEAVER, City Passenger Agent.

Duluth, Minn.—505 Palladio Building—
C. J. LONGBOTHAM, General Agent.

Fargo, N.D.—Opera House Annex—
RAY R. JONES, Traveling Agent.

Fort Dodge, Ia.—
M. E. SIMMONS, City Ticket Agent.
C. J. BROOKS, Division Passenger Agent.
C. B. FISKE, Division Freight Agent.
JOHN L. SULLIVAN, Traveling Freight Agent.
A. C. HINE, Traveling Freight Agent.

Kansas City, Mo.—7 West 9th Street—
E. B. MCCONAHY, General Agent.
O. A. MILLS, City Pas. and Ticket Agent.
FRANK L. MATTHEWS, District Pas. Agent.
C. L. HOGAN, Commercial Agent.
W. M. HOGE, Contracting Freight Agent.

Leavenworth, Kan.—Chicago Great Western Depot—
J. O. BUTTZ, Agent.

Lincoln, Neb.—206 South 13th Street—
J. H. CUMMINGS, Traveling Agent.

Liverpool, Eng.—21 and 23 Water Street—
RAMSDAM & COMPANY, European Agents.

Los Angeles, Cal.—524 South Spring Street—
M. F. COLLINS, District Fht. and Pas. Agent.
G. R. ALLEN, Contracting Fht. and Pas. Agt.

Mankato, Minn.—
A. R. GOODRICH, Ticket Agent.
W. M. BARR, Agent.

Marshalltown, Ia.—Chicago Great Western Depot—
F. L. DOHERTY, Agent.

Milwaukee, Wis.—603 Ry. Exchange Bldg.—
J. H. SAYLE, General Agent.
F. E. PETTIBONE, Contracting Freight Agent.

Minneapolis, Minn.—428 Nicollet Avenue—
R. H. HEARD, General Agent.
CHAS. D. FISHER, City Pas. and Ticket Agent.

New York—305 Broadway—
R. A. BELDING, General Agent, Freight Dept.
DAVID BROWN, JR., District Passenger Agent.
R. A. DOZIER, Contracting Freight Agent.
H. K. HARTMAN, Traveling Freight Agent.

Omaha, Neb.—1512 Farnam Street—
J. A. ELLIS, General Agent.
MARSHALL CRAIG, City Pas. and Ticket Agt.
FRED. WIGHT, District Passenger Agent.
D. NORTHUP, Contracting Freight Agent.

Peoria, Ill.—109 South Jefferson Street—
G. F. DANIELS, Traveling Freight Agent.

Philadelphia, Pa.—807 Chestnut Street—
W. M. MCCONNELL, District Passenger Agent.
DON. C. HUNTER, Gen. Agent, Freight Dept.
F. J. MCCORMICK, Traveling Freight Agent.
F. P. CROMWELL, Contracting Freight Agent.

Pittsburg, Pa.—303 Bessemer Building—
W. I. LAIRD, General Agent.
W. D. JONES, District Passenger Agent.
G. A. SMITH, Traveling Freight Agent.
H. E. MCELROY, Contracting Freight Agent.

Portland, Ore.—246 Stark Street—
G. A. COOPER, Agent.

Red Wing, Minn.—L. M. FOSS, Div. Fht. Agt.

St. Joseph, Mo.—505 Francis Street—
C. T. HUMMER, City Passenger Agent.
Chicago Great Western Depot—
R. P. MOUNT, Traveling Freight Agent.
A. R. FURNESS, Contracting Freight Agent.
T. L. RITCHEY, Agent.

St. Louis, Mo.—243 Frisco Building—
F. X. RODEN, Commercial Agent.

St. Paul, Minn.—368 Robert Street—
J. N. STORR, General Agent.
M. F. MONTGOMERY, City Pas. and Tkt. Agt.
W. G. MITSCH, District Passenger Agent.
C. A. DOHERTY, Division Passenger Agent.
H. B. HOLBERT, Div. Fht. Agent, } Met. Opera
THOMAS H. HUGHES, Trav. Fht. Agt., } House Block.

Salt Lake City, Utah.—125 Main Street—
F. A. STARKWEATHER, General Agent.

San Francisco, Cal.—201 Monadnock Bldg.—
J. H. LYMAN, General Agent.
GEO. G. FRASER, District Passenger Agent.
E. T. FLEMING, Traveling Freight Agent.
H. W. LAWRENCE, Contracting Freight Agent.

Seattle, Wash.—711 Second Avenue—
W. H. OLIN, General Agent.
GEO. P. GUYOT, District Passenger Agent.
R. C. VAN HORN, Soliciting Freight Agent.

Spokane, Wash.—105 Howard Street—
H. G. HAWKINS, General Agent.

Tacoma, Wash.—1013 A Street—
E. M. BURNS, Traveling Freight Agent.

Toronto, Can.—75 Yonge Street—
S. A. BAKER, Canadian Fht. & Pas. Agent.

Waterloo, Ia.—
F. H. LA TIER, City Pas. and Ticket Agent.
Chicago Great Western Depot—
T. J. CLEARY, Agent.

Winnipeg, Man.—195 Portage Avenue, East—
ROY BULLEN, General Agent.
A. C. GILLESPIE, City Passenger Agent.

Winona, Minn.—157 Center Street—
R. A. BISHOP, Agent.

INDEX OF STATIONS.

The number opposite each station is the number of the table in which it is shown. Stations marked * are located on the line indicated, but are not shown in the table. The + indicates coupon stations.

Time-Table No.	Time-Table No.	Time-Table No.	Time-Table No.	Time-Table No.	Time-Table No.
+Afton Junc., Ia. 2	+Arispe, Ia. 2	Barney, Ia. 3	Bentley, Ia. 3	Bolan, Ia. 3	Bristow, Ia. 6
*Aiken, Ill. 1	+Athelstan, Mo. 2	+Baxter, Ia. 2	+Benton, Ia. 2	Bolton, Ill. 1	*Budd, Ia. 1
*Ajax Mo 2	+Aurora, Ia. 1	Bear Creek, Minn. 4	Berlin, Ia. 2	Bondurant, Ia. 2	+Burchinal, Ia. 3
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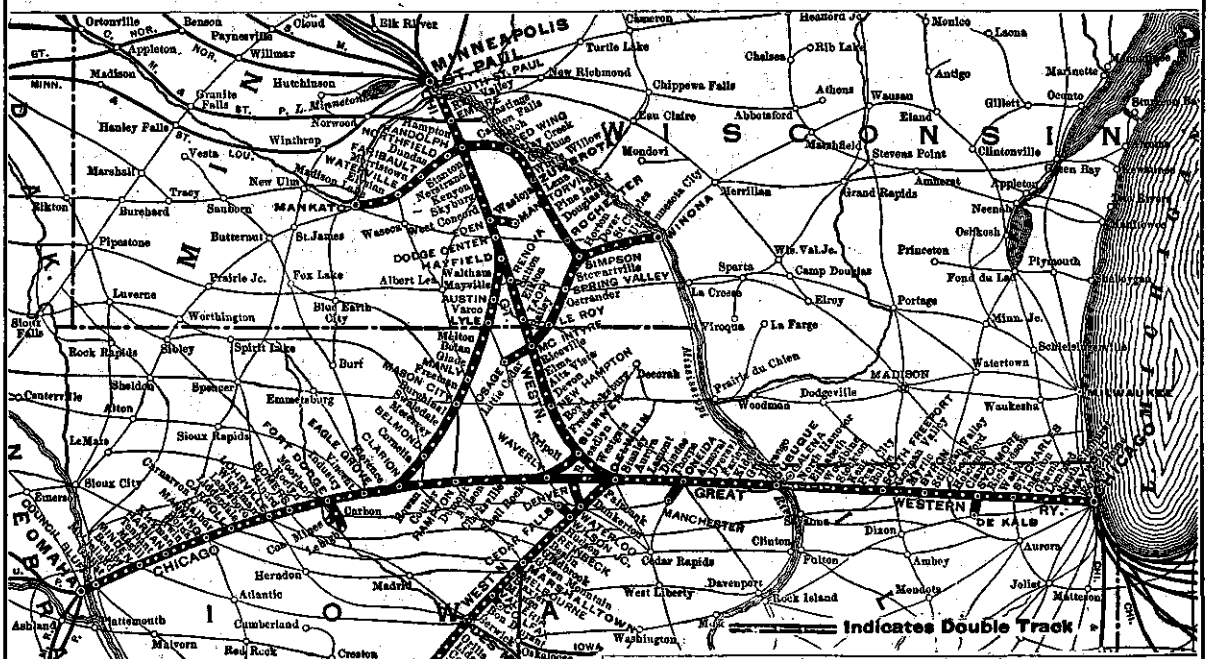
Alta Vista, Ia. 1		+Belmond, Ia. 3	Beverly, Mo 2	Bremer, Ia. 5	
Altura, Minn. 4	Bailey, Ia. 1	*Benning, Minn. 7	+Blockton, Ia. 2	*Bridgewater, Minn. 7	+ *Coupon Ticket Office.*

CHICAGO GREAT WESTERN RAILROAD COMPANY



INDEX OF STATIONS—Continued.

Time-Table No.	Time-Table No.	Time-Table No.	Time-Table No.	Time-Table No.	Time-Table No.
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+Carroll, Ia. 3	Dunkerton, Ia. 2	Gilliat, Ia. 3		Norwoodville, Ia. 2	Stanley, Ia. 1
Cawood, Mo. 2	Durango, Ia. 1	+Gladbrook, Ia. 2			Stanton, Minn. 1
+Cedar Falls, Ia. 2	+Dyersville, Ia. 1	Glade, Ia. 3			+Stewartville, Minn. 8
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+Clarion, Ia. 3,6	*Eastman, Ia. 2	+Green Mountain, Ia. 2		Oran, Ia. 6	Sutton, Minn. 1
+Clarksville, Ia. 6	*East Leavenworth, Mo. 2	Gretna, Ill. 1		Orillia, Ia. 2	Swaledale, Ia. 3
*Claybank, Minn. 8	*East Waterloo, Ia. 2	+Guilford, Mo. 2		*Oronoco, Minn. 8	+Sycamore, Ill. 1
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Coalville, Ia. 9	Egan, Ill. 1			Ostrander, Minn. 8	Talmage, Ia. 2
*Coates, Minn. 1	Elgin, Ill. 1	Halbur, Ia. 3	Laird, Minn. 4		+Taopi, Minn. 1
+Colfax, Ia. 2	+Elizabeth, Ill. 1	+Hampton, Ia. 2,6	+Lamont, Ia. 1		Tennant, Ia. 3
+Conception, Mo. 2	Elkton, Minn. 1	Hampton, Minn. 1	+Lanesboro, Ia. 3		+Thornton, Ia. 3
Conger, Ia. 2	+Elma, Ia. 1	+Hanley, Ia. 2	Lehigh, Ia. 9		+Thorpe, Ia. 1
*Connett, Mo. 2	Elysian, Minn. 7	Hanover, Ill. 1	Lena, Minn. 8	Palsville, Ia. 3	Tripoli, Ia. 5
Cornelia, Ia. 3	Empire, Minn. 1	Hansell, Ia. 6	+Le Roy, Minn. 8	*Parkville, Mo. 2	Trout Brook, Minn. 8
+Coulter, Ia. 6	Esmond, Ill. 1	+Harlan, Ia. 3,6	Lida, Ia. 2	+Parnell, Mo. 2	*Twin Springs, Ia. 1
+Council Bluffs, Ia. 3,6	*Evans, Ia. 2	*Hay Creek, Minn. 8	+Lidderdale, Ia. 3	+Pearl City, Ill. 1	
+Cummings, Ia. 2	Evanston, Ia. 9	+Hayfield, Minn. 1,3	Lily Lake, Ill. 1	+Peru, Ia. 2	Utica, Minn. 4
		*Hicks, Ia. 2	+Lindenwood, Ill. 1	*Petersburg, Ia. 1	
David, Ia. 8	+Fairbank, Ia. 2	*Highland, Ia. 2	Little Cedar, Ia. 8	+Pine Island, Minn. 8	
Dean, Mo. 2	+Fairbault, Minn. 7	Holcomb, Ill. 1	+Lohrville, Ia. 3,6	Predmore, Minn. 4	
+Dearborn, Mo. 2	Fairdale, Kan. 2	Horanif, Kan. 2	Lombard, Ill. 1		
+De Kalb, Ill. 1	*Fair Ground, Ia. 1	Horton, Minn. 2	+Lorimor, Ia. 2	Racine, Minn. 4	+Valeria, Ia. 2
Dennison, Minn. 1	*Faribault Jn., Minn. 7	+Hudson, Ia. 2	Lowther, Ia. 1	+Randolph, Minn. 1,2,7,8	Varco, Minn. 8
Denver Junc., Ia. 6	+Farley, Ia. 1		Luray, Ia. 2	+Ravenwood, Mo. 2	*Victoria, Ia. 1
+Des Moines, Ia. 2	*Farley, Mo. 2	Industry, Ia. 3	+Lyle, Minn. 3	+Rea, Mo. 2	Vincent, Ia. 3
Devon, Ia. 1	Faucett, Mo. 2	Ingalton, Ill. 1		+Readlyn, Ia. 6	Virgil, Ill. 1
Dewar, Ia. 2	Florence, Ia. 3	*Inver Grove, Minn. 1	Madison Lake, Minn. 7	+Red Wing, Minn. 1,2,7,8	*Vlasaty, Minn. 1
+Diagonal, Ia. 2	Forest Home, Ill. 1	Ira, Ia. 2	Magill, Ia. 3	*Reddy, Ia. 2	
+Dodge Center, Minn. 1	+Fort Dodge, Ia. 3,6	Irwin, Ia. 3	Maloy, Ia. 2	+Reinbeck, Ia. 2	Wallace, Minn. 7
Douglass, Minn. 8	*Fox, Ill. 1		+Manchester, Ia. 1	Renova, Minn. 1	*Waldron, Mo. 2
+Dover, Minn. 4	+Fredericksburg, Ia. 1	*Jeff, Ia. 1	+Mankato, Minn. 7	*Rice, Ill. 1	+Waltham, Minn. 3
+Dubuque, Ia. 1,2,6	Freeman, Ia. 3	*Judge, Minn. 8	+Manly, Ia. 3	+Riceville, Ia. 1	Warsaw, Minn. 7
+Dumont, Ia. 6	+Freeport, Ill. 1		+Manning, Ia. 3,6	Richardson, Ill. 1	Wasco, Ill. 1
			+Mantorville, Minn. 1	Rich Valley, Minn. 1	*Wastoja, Minn. 1
			+Marshalltown, Ia. 2	+Rinard, Ia. 3	Waterford, Minn. 7
			+Mason City, Ia. 3	+Rochester, Minn. 4,8	+Waterloo, Ia. 2
			*Marney, Mo. 2	Rodden, Ill. 1	+Waterville, Minn. 7
			Mayville, Minn. 8	Roelyn, Ia. 6	Watters, Minn. 7
			Maywood, Ill. 1	Rollingstone, Minn. 4	+Waverly, Ia. 5,6
			McClelland, Ia. 3	Round House, Ia. 3	Welch, Minn. 7
			+McIntire, Ia. 1	Rowan, Ia. 6	+West Concord, Minn. 1
			+Melbourne, Ia. 2		West Ft. Dodge, Ia. 3
			Melton, Ia. 3		+Westgate, Ia. 1
			+Meservey, Ia. 3	+St. Charles, Ill. 1	*West Platte, Mo. 2
			Millman, Ia. 2	+St. Charles, Minn. 4	*West Red Wing, Minn. 7,8
			+Minden, Ia. 3,6	+St. Joseph, Mo. 2	West St. Paul, Minn. 1
			+Mingo, Ia. 2	+St. Paul, Minn. 1,2,3,7,8	+West Waterloo, Ia. 2
			+Minneapolis, Minn. 1,2,3,7,9	Santiago, Ia. 2	White Willow, Minn. 8
			Minnesota City, Minn. 4	Sargeant, Minn. 1	Wightman, Ia. 8
			Monastery, Mo. 2	+Savannah, Mo. 2	*Wilkinson, Ill. 1
			Monette, Ia. 2	+Shannon City, Ia. 2	Willowbrook, Mo. 2
			+Moorland, Ia. 8	Sheffield Mill, Minn. 7	Wilson, Ia. 2
			Morristown, Minn. 7	+Shell Rock, Ia. 6	+Winona, Minn. 4
			+Myrtle, Ill. 1	Shepard, Ia. 2	Winston, Ill. 1
				+Sheridan, Mo. 2	Woodbine, Ill. 1
			Nerstrand, Minn. 1	Simpson, Minn. 4,8	Woodruff, Mo. 2
			+New Hampton, Ia. 1	Skyburg, Minn. 1	Wyeth, Mo. 2
			New Market, Mo. 2	+Somers, Ia. 3,6	
			New Philadelphia, Kan. 2	South Des Moines, Ia. 2	
			*Nordon, Mo. 2	South Elmhurst, Ill. 1	+Zumbrota, Minn. 8
			+Northfield, Minn. 7	South Freeport, Ill. 1	
			North Glen Ellyn, Ill. 1	So. Leavenworth, Kan. 2	
				South Omaha, Neb. 3	+ *Coupon Ticket Office.*

PINTSCH GAS In use on 148,000 Cars, 6,800 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

CHICAGO GREAT WESTERN RAILROAD COMPANY

CONDENSED TIME-TABLES OF THROUGH TRAINS.

CHICAGO, DUBUQUE, ST. PAUL AND MINNEAPOLIS.

5	No. 3	No. 1	Central time.	No. 2	No. 4	6
P M						P M
*11 00	*7 30 A M	*6 30 P M	lve....Chicago....arr.	9 30 A M	10 40 P M	2 00
12 48	9 28 A M	8 11 P M	arr...Sycamore...lve.	7 50 A M	8 58 P M	12 02
2 55	11 47 A M	10 18 P M	arr....Stockton...lve.	5 49 A M	8 53 P M	9 39
4 09	12 58 Noon	11 29 P M	arr....Dubuque....lve.	4 24 A M	5 30 P M	8 15
5 24	2 09 P M	12 34 Night	arr....Dyersville...lve.	o —	4 28 P M	7 08
‖6 55	3 50 P M	1 45 A M	arr.....Oelwein....lve.	2 15 A M	3 10 P M	5 50
7 55	4 07 P M	2 33 A M	arr.....Sumner....lve.	1 34 A M	2 28 P M	5 01
10 56	7 08 P M	5 30 A M	arr.Dodge Center.lve.	10 47 P M	11 16 A M	1 52
1 30	9 35 P M	7 50 A M	arr....St. Paul....lve.	8 30 P M	8 45 A M	11 30
2 10	10 10 P M	8 25 A M	arr...Minneapolis..lve.	*7 58 P M	*8 13 A M	*10 55
P M						P M

No. 1—Daily. Great Western Limited—Vestibuled, electric-lighted, steam-heated train of Free Reclining Chair Cars, Pullman Compartment and Standard Sleeping Cars Chicago to St. Paul and Minneapolis. Buffet Library Cars Chicago to Minneapolis. Dining Car serves dinner a la carte.

No. 3—Daily. Twin City Day Express—Cafe Parlor Observation Car where meals are served at all hours. First-class Coach and Smoking Car Chicago to St. Paul and Minneapolis.

No. 5—Daily. Twin City Special—Pullman Buffet Drawing-room Sleeping Car Chicago to St. Paul and Minneapolis. Free Reclining Chair Car Chicago to Minneapolis. Breakfast at Oelwein or from Buffet. Sleeper open for occupancy at 9 00 p.m. in station at Chicago.

No. 2—Daily. Great Western Limited—Electric lighted and steam heated. Free Reclining Chair Cars. Pullman Compartment and Standard Sleeping Cars Minneapolis and St. Paul to Chicago, and Buffet Library Cars Minneapolis to Chicago. Dining Car serves breakfast a la carte.

No. 4—Daily. Chicago Day Express—First-class Coach and Smoking Car and Cafe Parlor Observation Car Minneapolis and St. Paul to Chicago. Meals served in Dining Room.

No. 6—Daily. Chicago Special—Pullman Buffet Drawing-room Sleeping Car and Free Reclining Chair Car Minneapolis and St. Paul to Chicago. Breakfast and luncheon in Buffet Sleeper. Sleeper ready for occupancy at 9 30 p.m. in Minneapolis Union Depot.

MINNEAPOLIS, ST. PAUL, DES MOINES, ST. JOSEPH, LEAVENWORTH AND KANSAS CITY.

6	No. 4	No. 2	Central time.	No. 1	No. 3	.....
P M						
*10 55	*8 13 A M	*7 58 P M	lve..Minneapolis..arr.	8 25 A M	10 10 P M	.....
11 30	8 45 A M	8 30 P M	lve.....St. Paul....arr.	8 00 A M	9 35 P M	.....
8 30	4 45 P M	3 26 A M	arr....Waterloo...lve.	12 25 Night	1 20 P M	.....
10 25	6 46 P M	5 05 A M	arr. Marshalltown.lve.	11 05 P M	11 37 A M	.....
‖12 40	9 10 P M	7 05 A M	arr...Des Moines..lve.	9 00 P M	9 15 A M	.....
6 40	‖4 05 A M	1 05 P M	arr...St. Joseph...lve.	2 35 P M	1 55 A M	.....
P M	— —	— —	arr.East Leavenworth.lve.	— —	— —	.....
.....	6 45 A M	3 50 P M	arr...Kansas City..lve.	*12 05 Noon	*11 50 P M	.....

From Minneapolis—No. 2—Daily. Southwestern Limited—Electric lighted and steam heated. Vestibuled train of Free Reclining Chair Cars and Pullman Sleepers St. Paul and Minneapolis to Des Moines and Kansas City. Buffet Library Car Minneapolis and St. Paul to Oelwein. Dining Car serves breakfast and luncheon Des Moines to Kansas City.

No. 4—Daily. Southwestern Day Express—First-class Coach and Smoker Minneapolis to Oelwein and Oelwein to Kansas City. Pullman Drawing-room Sleeping Cars Des Moines to Kansas City. Cafe Parlor Observation Car Minneapolis to Oelwein and Oelwein to Des Moines, serving meals.

No. 6—Daily. St. Joseph Special—Free Reclining Chair Car Minneapolis and St. Paul to St. Joseph. Pullman Buffet and Drawing-room Sleepers Minneapolis and St. Paul to Des Moines. Breakfast from Buffet or at Oelwein; dinner at Des Moines. Sleeper ready for occupancy at 9 30 p.m. in Minneapolis Union Depot.

From Kansas City—No. 1—Daily. Twin City Limited—Electric lighted and steam heated. Solid Vestibuled train of Free Reclining Chair Cars and Pullman Sleeping Cars Kansas City to St. Paul and Minneapolis. Club Car Oelwein to St. Paul and Minneapolis. Dining Car serves luncheon, dinner and breakfast a la carte.

No. 3—Daily. Twin City Express—First-class Coach and Smoking Car Kansas City to St. Paul and Minneapolis. Pullman Standard Sleeping Car Kansas City to Des Moines. Cafe Parlor Observation Car Des Moines to St. Paul and Minneapolis.

CHICAGO, COUNCIL BLUFFS AND OMAHA.

.....	No. 3	No. 5	Central time.	No. 2	.....
.....	*7 30 A M	*11 00 P M	lve.....Chicago.....arr.	9 30 A M	.....
.....	1 08 P M	4 16 A M	lve.....Dubuque.....arr.	4 24 A M	.....
.....	8 00 P M	11 15 A M	arr...Fort Dodge...arr.	9 45 P M	.....
.....	.....	3 25 P M	arr.Council Bluffs.lve.	5 20 P M	.....
.....	.....	3 45 P M	arr.....Omaha.....lve.	*5 00 P M	.....

No. 2—Daily. Chicago Limited—Vestibuled, electric-lighted train. Free Reclining Chair Cars, Pullman Drawing-room Sleeping Cars Omaha to Chicago. Cafe Parlor Observation Car to Oelwein, serving dinner on leaving Omaha. Dining Car serves breakfast a la carte.

No. 5—Daily. Omaha Special—Pullman Buffet and Drawing-room Sleeping Cars Chicago to Omaha. Free Reclining Chair Cars Chicago to Omaha. Cafe Parlor Observation Car, serving meals at all hours, Oelwein to Omaha. First-class Coach and Smoking Car Oelwein to Omaha. Sleeper open for occupancy at 9 00 p.m. in station at Chicago.

No. 3—Daily. Ft. Dodge Day Express—Cafe Parlor Observation Car, serving meals at all hours, Chicago to Oelwein. First-class Coach and Smoking Car Chicago to Ft. Dodge.

CHICAGO, DUBUQUE, DES MOINES, ST. JOSEPH AND KANSAS CITY.

5	No. 3	No. 1	Central time.	No. 2	No. 4	.....
P M						
*11 00	*7 30 A M	*6 30 P M	lve....Chicago....arr.	9 30 A M	10 40 P M	.....
4 09	12 58 Noon	11 29 P M	arr....Dubuque....lve.	4 24 A M	5 30 P M	.....
8 30	4 45 P M	3 26 A M	arr....Waterloo....lve.	12 25 Night	1 20 P M	.....
10 20	6 58 P M	4 59 A M	arr. Marshalltown.lve.	11 05 P M	11 37 A M	.....
‖12 40	9 10 P M	7 05 A M	arr...Des Moines..lve.	8 00 P M	9 15 A M	.....
6 40	4 05 A M	1 05 P M	arr...St. Joseph...lve.	2 45 P M	2 05 A M	.....
P M	— —	— —	arr.East Leavenworth.lve.	— —	— —	.....
.....	6 45 A M	3 50 P M	arr..Kansas City..lve.	*12 05 Noon	*11 30 P M	.....

No. 1—Daily. Southwestern Limited—Vestibuled, electric-lighted train. Club Car Chicago to Oelwein. Free Reclining Chair Car Chicago to Kansas City. Dining Car serves dinner from Chicago, breakfast and luncheon Des Moines to Kansas City.

No. 3—Daily. Southwestern Day Express—First-class Coach Chicago to Oelwein. Free Reclining Chair Car Chicago to Oelwein and Oelwein to Kansas City. Pullman Standard Sleeping Cars Des Moines to Kansas City. Cafe Parlor Observation Car, with Dining Room, Chicago to Oelwein and Oelwein to Des Moines.

No. 5—Daily. St. Joseph Special—Free Reclining Chair Car Chicago to Oelwein and Oelwein to St. Joseph. Pullman Buffet and Drawing-room Sleeping Car Chicago to Des Moines. Breakfast from Buffet or at Oelwein; luncheon at Des Moines. Sleeper open for occupancy after 9 00 p.m. in station at Chicago.

No. 2—Daily. Chicago Limited—Vestibuled, electric-lighted train. Free Reclining Chair Car Kansas City to Chicago, and Pullman Sleeping Cars Kansas City to Des Moines and Des Moines to Chicago. Club Car Oelwein to Chicago. Dining Car serves luncheon, dinner and breakfast into Chicago a la carte.

No. 4—Daily. Chicago Express—First-class Coach and Smoker Kansas City to Oelwein and Oelwein to Chicago. Cafe Parlor Observation Car Des Moines to Oelwein and Oelwein to Chicago. Pullman Standard Sleeping Car Kansas City to Des Moines (ready for occupancy at 8 50 p.m.).

MINNEAPOLIS, ST. PAUL AND OMAHA.

No. 21	No. 103	Central time.	No. 22	No. 104
*7 58 P M	*8 13 A M	lve.....Minneapolis.....arr.	8 25 A M	10 10 P M
8 30 P M	8 45 A M	lve.....St. Paul.....arr.	8 00 A M	9 35 P M
8 00 A M	9 00 P M	arr.....Omaha.....lve.	*8 30 P M	*9 00 A M

Nos. 21 and 22—Daily. Limited—Vestibuled, electric-lighted, steam-heated trains. Free Reclining Chair Cars, Pullman Drawing-room Sleeping Car and Buffet Library Car Minneapolis to Omaha.

Nos. 103 and 104—Daily. Day Express—Cafe Parlor Observation Car (with dining-room), First-class Coach and Smoker Minneapolis and Omaha.

THROUGH TOURIST CARS TO CALIFORNIA FROM MINNEAPOLIS AND ST. PAUL, TUESDAYS AND THURSDAYS.

Lve. Minneapolis	(C. G. W.)	10 55 P M	Tue.	8 13 A M	Thu.
Lve. St. Paul	"	11 30 P M	Tue.	8 45 A M	Thu.
Lve. Oelwein	"	7 30 A M	Wed.	3 45 P M	Thu.
Lve. Waterloo	"	8 20 A M	Wed.	4 35 P M	Thu.
Lve. Marshalltown	"	10 25 A M	Wed.	6 45 P M	Thu.
Lve. Des Moines	"	12 55 Noon	Wed.	9 40 P M	Thu.
Lve. St. Joseph	"	— —	.....	4 15 A M	Fri.
Lve. St. Joseph	(Santa Fe)	7 20 P M	Wed.	— —	.....
Lve. Kansas City	"	— —	.....	11 30 A M	Fri.
Arr. Las Vegas	"	6 45 P M	Thu.	1 50 P M	Sat.
Arr. Albuquerque	"	11 50 P M	Thu.	7 45 P M	Sat.
Arr. Los Angeles	"	7 05 A M	Sat.	8 30 A M	Mon.

THROUGH TOURIST CAR TO OKLAHOMA AND TEXAS FROM MINNEAPOLIS AND ST. PAUL, FIRST AND THIRD TUESDAYS.

Lve. Minneapolis	(C. G. W.)	8 13 A M	Tue.	.....	.....
Lve. St. Paul	"	8 45 A M	Tue.	.....	.....
Lve. Oelwein	"	3 45 P M	Tue.	.....	.....
Lve. Waterloo	"	4 35 P M	Tue.	.....	.....
Lve. Marshalltown	"	6 45 P M	Tue.	.....	.....
Lve. Des Moines	"	9 40 P M	Tue.	.....	.....
Lve. St. Joseph	"	4 15 A M	Wed.	.....	.....
Lve. Kansas City	(M. K. & T.)	12 10 Night	Wed.	.....	.....
Arr. Dallas	"	7 25 A M	Thu.	.....	.....
Arr. Houston	"	9 55 P M	Thu.	.....	.....

Depots.—Chicago—Grand Central Passenger, Harrison St. and Fifth Ave. St. Paul—Union Depot. Minneapolis—Union Depot. Des Moines—Des Moines Union Depot. St. Joseph—Union Station. Kansas City—Grand Central Station, Second and Wyandotte Sts. Omaha—Union Station. Council Bluffs—C. G. W. Depot, Main St. and Ninth Ave.

*Daily; o stops to leave from beyond Oelwein.
▲ Eastbound, via Kansas City. ‖ Stops for meals.

CHICAGO GREAT WESTERN RAILROAD COMPANY

Table 1—CHICAGO, DUBUQUE, ST. PAUL AND MINNEAPOLIS.

209	7	5	1	3	Ms	*November 28, 1909.*	4	2	6	8	210
.....	P M	P M	P M	A M	...	*Grand Central Depot.*	P M	A M	P M	A M	.....
.....	*3 00	*11 00	*6 30	*7 30	0	lve..+**Chicago**[1] ♁ arr.	10 40	9 30	2 00	10 45	.....
.....	3 25	h —	— —	7 55	5	.....Forest Home.... ♁	— —	v —	1 30	9 45	.....
.....	3 27	h —	— —	7 58	7	.....**Maywood**[2]... ♁	— —	v —	1 27	9 43	.....
.....	3 30	— —	— —	8 01	9	.....Bellewood.... ♁	— —	v —	— —	9 41	.....
.....	3 38	h —	— —	8 08	12	....South Elmhurst.. ♁	— —	v —	1 17	9 35	.....
.....	3 46	h j	— —	8 14	16	.....**Lombard**.... ♁	— —	v —	1 10	9 28	.....
.....	3 50	— —	— —	8 18	18	.. North Glen Ellyn ♁	— —	v —	1 05	9 22	.....
.....	3 59	h j	— —	8 22	21	.....Gretna..... ♁	— —	v —	1 01	9 17	.....
.....	4 14	h j	— —	8 33	26	.....Ingalton..... ♁	— —	v —	12 51	8 57	.....
.....	4 28	12 07	7 34	8 45	31	+...**St. Charles**[2].. ♁	9 33	8 22	12 40	8 45	.....
.....	4 42	h j	— —	8 57	36	.....Wasco..... ♁	— —	v —	12 30	8 35	.....
.....	4 55	h j	— —	9 06	40	.....Lily Lake..... ♁	— —	v —	12 23	8 23	.....
.....	5 05	h j	— —	9 11	44	.....Virgil..... ♁	— —	v —	12 17	8 12	.....
.....	5 14	h j	— —	9 15	46	.....Richardson.... ♁	— —	v —	12 12	7 59	.....
.....	5 28	12 46	8 11	9 28	52	arr..+**Sycamore**[2] ♁ lve.	8 58	7 50	12 02	7 36	.....
.....	.....	.....	.....	.....	58	arr...+**DeKalb**[2] ♁ lve.	.....	.....	.....	.....	.....
.....	5 28	12 46	8 11	9 28	52	lve...**Sycamore**..arr.	8 58	7 50	12 02	7 35	.....
.....	5 43	h j	— —	9 42	59	.....Clare..... ♁	— —	v —	11 45	7 16	.....
.....	5 52	h j	— —	9 52	65	.....Esmond..... ♁	— —	v —	11 35	7 06	.....
.....	6 01	h j	— —	10 01	70	+....Lindenwood.... ♁	— —	v —	11 25	6 56	.....
.....	6 07	1 21	— —	10 07	74	..... **Holcomb**[2]... ♁	8 19	v —	11 18	6 51	.....
.....	6 17	1 29	— —	10 16	78	....**Stillman Valley**.. ♁	8 10	v —	11 08	6 43	.....
.....	6 25	1 38	9 08	10 26	83	+.....**Byron**[4]..... ♁	8 02	6 57	10 58	*6 35	.....
.....	P M	— —	— —	10 36	89	.....Myrtle..... ♁	— —	v —	10 48	A M	.....
.....	.....	h j	— —	10 42	91	.....Egan..... ♁	— —	v —	10 42	.....	.....
.....	.....	h j	— —	10 51	96	....German Valley.. ♁	— —	v —	10 34	.....	.....
.....	.....	2 12	g —	11 01	102	+..South Freeport.. ♁	7 32	o v	10 24	.....	.....
.....	.....	— —	— —	11 12	109	.....Bolton..... ♁	— —	v —	10 10	.....	.....
.....	.....	2 31	— —	11 22	115	.....Pearl City .... ♁	7 10	v —	9 59	.....	.....
.....	.....	h j	— —	11 31	119	.....Kent ..... ♁	— —	v —	9 50	.....	.....
.....	.....	2 55	10 18	11 47	126	+.....Stockton..... ♁	6 53	5 49	9 39	.....	.....
.....	.....	h j	— —	11 59	133	.....Woodbine..... ♁	6 35	v —	9 22	.....	.....
.....	.....	3 16	10 58	12 08	138	+.....Elizabeth..... ♁	6 26	m v	9 13	.....	.....
.....	.....	h j	— —	12 14	141	....North Hanover.. ♁	6 17	v —	9 05	.....	.....
.....	.....	h j	— —	12 19	146	.....Rodden..... ♁	— —	v —	8 58	.....	.....
.....	.....	— —	— —	12 31	156	..... Aiken ..... ♁	— —	v —	8 44	.....	.....
.....	.....	3 44	— —	12 35	158	+..**Galena Junc**[6]. ♁	5 54	v —	8 39	.....	.....
.....	.....	4 16	11 34	1 08	167	+....**Dubuque**[1].... ♁	5 30	4 24	8 15	.....	.....
.....	.....	4 34	— —	1 26	175	.....Durango..... ♁	— —	v —	7 52	.....	.....
.....	.....	4 50	— —	1 39	183	.....Graf..... ♁	— —	v —	7 37	.....	.....
.....	.....	4 58	— —	1 46	187	.....Kidder..... ♁	— —	v —	7 28	.....	.....
.....	.....	5 09	— —	1 56	191	+.....**Farley**[4,6]... ♁	— —	v —	7 20	.....	.....
.....	.....	5 24	12 34	2 09	197	+...**Dyersville**[5]... ♁	4 28	o v	7 08	.....	.....
.....	.....	5 38	— —	2 21	206	.....Almoral..... ♁	— —	v —	6 54	.....	.....
.....	.....	5 48	— —	2 32	210	.....**Oneida**[4]..... ♁	4 07	v —	6 47	.....	.....
.....	.....	5 58	— —	2 41	215	+.....Thorpe..... ♁	— —	v —	6 36	.....	.....
.....	.....	6 07	— —	2 49	220	.....Dundee..... ♁	3 48	v —	6 28	.....	.....
.....	.....	6 20	— —	2 59	225	+.....Lamont..... ♁	3 40	v —	m —	.....	.....
.....	.....	6 31	— —	3 08	230	.....Aurora..... ♁	3 30	v —	m —	.....	.....
.....	.....	6 40	— —	3 18	235	.....Stanley..... ♁	3 22	v —	6 02	.....	.....
.....	.....	‖7 25	2 05	3 40	240	+.....**Oelwein**..... ♁	3 10	2 15	5 50	.....	.....
.....	.....	7 40	— —	3 54	248	.....Westgate..... ♁	2 42	— —	— —	.....	.....
.....	.....	7 55	2 33	4 07	256	+.....**Sumner**..... ♁	2 28	1 34	5 01	.....	.....
.....	.....	8 12	— —	4 26	266	.... Fredricksburg .. ♁	2 10	— —	4 40	.....	.....
.....	.....	8 20	— —	4 34	270	.....Boyd..... ♁	2 01	— —	— —	.....	.....
.....	.....	8 28	3 08	4 45	274	+..**New Hampton**[4] ♁	1 53	1 02	4 23	.....	.....
.....	.....	8 37	— —	4 51	279	.....Devon..... ♁	1 43	— —	— —	.....	.....
.....	.....	8 49	— —	5 02	285	.....Alta Vista..... ♁	1 31	— —	4 01	.....	.....
.....	.....	8 56	3 36	5 10	289	+.....Elma..... ♁	1 25	12 37	3 54	.....	.....
.....	.....	9 14	n3 53	5 30	299	+.....Riceville..... ♁	1 06	12 20	3 32	.....	.....
.....	.....	9 25	4 03	5 40	305	+.....**McIntire**.... ♁	12 54	12 10	3 21	.....	.....
.....	.....	— —	— —	5 44	307	.....Bailey..... ♁	12 48	— —	— —	.....	.....
.....	.....	9 43	— —	5 56	314	.....**Taopi**[4]..... ♁	12 35	— —	3 02	.....	.....
.....	.....	9 58	— —	6 10	322	.....Elkton..... ♁	12 20	— —	— —	.....	.....
.....	.....	— —	— —	6 13	324	.....Sutton.....	12 16	— —	— —	.....	.....
.....	7	10 10	— —	6 20	328	.....Renova..... ♁	12 08	— —	— —	8	.....
.....	A M	10 20	— —	6 29	333	.....Sargeant..... ♁	11 58	— —	— —	P M	.....
.....	*7 00	10 37	5 12	6 50	339	.....**Hayfield**..... ♁	11 45	11 15	2 15	8 40	.....
.....	7 22	10 56	5 30	7 08	348	+..**Dodge Center**[2] ♁	11 16	10 47	1 52	8 18	.....
.....	.....	*10 30	.....	*8 40	360	lve...**Mantorville** ♁ arr.	11 45	.....	.....	8 40	.....
.....	7 35	11 06	— —	7 18	353	..... **Eden** ..... ♁	11 06	— —	— —	8 05	.....
.....	7 50	11 16	— —	7 28	358	+...West Concord... ♁	10 55	— —	1 34	7 53	.....
.....	8 03	— —	— —	7 38	362	.....Skyburg	10 45	— —	— —	7 38	.....
.....	8 20	11 36	6 07	7 49	367	+.....Kenyon..... ♁	10 35	10 10	1 15	7 20	.....
.....	8 43	— —	— —	8 01	374	.....Nerstrand..... ♁	10 20	— —	— —	7 02	.....
.....	9 05	— —	— —	8 10	379	.....Dennison..... ♁	10 08	— —	— —	8 45	.....
.....	9 25	— —	— —	8 19	384	.....Stanton..... ♁	9 58	— —	— —	8 30	.....
.....	9 35	12 20	6 45	8 28	388	arr. +**Randolph** ♁ lve.	9 50	9 32	12 36	*8 20	.....
.....	†10 16	.....	.....	.....	397	arr..+**Northfield**[4] ♁ lve.	9 15	.....	.....	5 38	.....
.....	†10 49	.....	.....	.....	410	arr..+**Faribault**[4] ♁ lve.	8 36	.....	.....	5 04	.....
.....	†12 40	.....	.....	.....	454	arr..+**Mankato**[2,4] ♁ lve.	*6 45	.....	.....	†3 10	.....
P M	†11 02	.....	.....	.....	415	arr...+ **Red Wing**[4] ♁ lve.	†8 38	.....	.....	†4 45	A M
†6 15	10 00	12 20	6 45	8 28	388	lve... **Randolph** ..arr.	9 50	9 32	12 36	8 10	9 15
6 28	10 14	— —	— —	— —	394	+.....Hampton ... ♁	— —	— —	— —	5 56	9 01
6 39	10 25	— —	— —	— —	398	.....Empire..... ♁	— —	— —	— —	5 45	8 51
6 55	10 41	— —	— —	— —	404	.....Rich Valley ... ♁	— —	— —	— —	5 29	8 34
7 20	11 05	1 16	†7 37	— —	415	+..South St. Paul... ♁	— —	— —	11 45	5 03	8 08
7 50	11 30	1 45	8 00	9 45	420	+.....**St. Paul**[1]... ♁	8 45	8 30	11 30	4 50	7 55
8 15	*11 55	2 10	8 25	10 10	430	+...**Minneapolis**[1] ♁	*8 13	*7 58	*10 56	*4 15	†7 23
P M	A M	P M	A M	P M	...	ARRIVE] [LEAVE	A M	P M	P M	P M	A M

Table 2—CHICAGO, DUBUQUE, MINNEAPOLIS, ST. PAUL, DES MOINES, ST. JOSEPH AND KANSAS CITY.

11	5	3	1	Ms	*November 28, 1909.*	2	4	8	8
.....	P M	A M	P M	....	LEAVE] [ARRIVE	A M	P M	.....	.....
.....	*11 00	*7 30	*6 30	0	.....**Chicago**.....	9 30	10 40	.....	.....
.....	4 16	1 08	11 34	167	.....**Dubuque**.....	4 24	5 30	.....	.....
.....	‖6 55	3 30	1 45	240	arr.....**Oelwein**...lve.	*2 15	3 10	.....	.....
.....	*10 55	*8 13	*7 58	0	lve...**Minneapolis**.arr.	8 25	10 10	.....	.....
.....	11 30	8 45	8 30	10	lve....**St. Paul**....arr.	8 00	9 35	.....	.....
.....	12 36	9 50	9 32	42	arr...**Randolph** ..lve.	6 45	8 28	.....	.....
.....	.....	*8 38	†4 45	0	lve...**Red Wing**...arr.	11 02	.....	.....	.....
.....	.....	9 40	5 55	27	arr...**Randolph** ..lve.	†9 55	.....	.....	.....
.....	.....	*6 45	†3 10	0	lve...**Mankato**...arr.	12 40	.....	.....	.....
.....	.....	8 36	5 04	45	lve...**Faribault**...arr.	10 49	.....	.....	.....
.....	.....	9 40	6 00	67	arr...**Randolph** ..lve.	†9 55	.....	.....	.....
.....	12 36	*9 50	*9 32	42	lve... **Randolph** ..arr.	6 45	8 28	.....	.....
.....	5 50	3 10	2 15	190	arr.....**Oelwein**...lve.	2 05	3 40	....	P M
.....	*7 30	*3 45	*2 30	240	lve..+**Oelwein** ♁ .arr.	1 30	2 30	.....	10 00
.....	7 44	3 58	2 44	247	+.....Fairbank..... ♁	— —	2 13	.....	9 43
.....	7 59	4 14	— —	255	.....Dunkerton..... ♁	— —	1 55	.....	9 25
.....	8 08	4 23	— —	260	.....Dewar..... ♁	— —	1 44	.....	9 12
.....	8 30	4 45	3 26	266	+.....**Waterloo**[1]... ♁	12 25	1 20	.....	8 58
.....	8 41	4 57	— —	272	..... **Wilson** ..... ♁	— —	1 06	.....	8 38
.....	9 10	5 25	.....	279	arr.+**Cedar Falls**.lve.	.....	*12 35	.....	*8 10
.....	*8 10	*4 25	.....	279	lve...**Cedar Falls**.arr.	.....	1 35	.....	9 05
.....	8 49	5 08	— —	276	+.....Hudson..... ♁	— —	12 59	.....	8 32
.....	9 13	5 30	4 03	285	+....**Reinbeck**[13].. ♁	11 57	12 40	.....	8 18
.....	9 30	5 47	— —	292	.....Berlin ..... ♁	— —	12 23	.....	8 03
.....	9 43	6 00	4 28	298	+....**Gladbrook**[2].. ♁	11 35	12 11	.....	7 53
.....	10 03	6 20	— —	306	....Green Mountain. ♁	— —	11 52	.....	7 35
.....	10 25	6 45	5 05	314	+...**Marshalltown**[1]... ♁	11 05	11 37	.....	7 20
.....	10 43	7 04	— —	321	..... Luray..... ♁	— —	11 15	.....	7 04
.....	11 00	7 20	5 31	328	+...**Melbourne**[4].. ♁	g —	11 00	.....	6 48
.....	11 19	7 40	5 48	337	+..... Baxter..... ♁	g —	10 40	.....	6 28
.....	11 29	7 51	— —	341	.....Ira..... ♁	— —	10 28	.....	6 15
.....	11 39	8 02	— —	346	.....Mingo..... ♁	— —	10 18	.....	6 06
.....	11 49	8 15	6 15	351	.....**Valeria**[11]..... ♁	— —	10 07	.....	5 52
.....	11 56	— —	— —	353	.....Santiago..... ♁	— —	9 56	.....	5 42
.....	12 06	8 34	— —	358	.....Bondurant..... ♁	— —	9 49	.....	5 33
.....	12 16	8 45	— —	363	.....Berwick..... ♁	— —	9 38	.....	5 22
.....	12 36	8 05	7 01	371	...East Des Moines...	9 05	9 20	.....	5 05
.....	‖12 40	9 10	7 05	372	arr..+**Des Moines**[1].lve.	9 00	9 15	P M	*5 00
.....	12 55	8 40	7 20	372	lve....**Des Moines** ♁ arr.	8 40	8 08	1 10	P M
.....	1 08	9 55	— —	375	.....Millman.....	— —	7 50	12 53	.....
.....	1 16	10 04	— —	381	.....Orillia ..... ♁	8 08	7 41	12 44	.....
.....	1 22	10 10	— —	383	.....Cummings..... ♁	8 02	7 31	12 37	.....
.....	1 31	10 20	— —	388	.....Lida..... ♁	7 52	7 20	12 27	.....
.....	1 36	10 28	— —	390	.....Churchville..... ♁	7 46	7 14	12 21	.....
.....	1 44	10 35	— —	394	.....Conger..... ♁	7 38	7 05	12 13	.....
.....	1 56	10 48	— —	400	.....Hanley..... ♁	7 26	6 53	12 01	.....
.....	2 09	11 04	8 32	407	+.....Peru..... ♁	7 13	6 39	11 47	.....
.....	2 22	11 19	— —	414	.....Barney..... ♁	6 58	6 24	11 32	.....
.....	2 32	11 31	8 54	418	+.....Lorimor..... ♁	6 50	6 16	11 23	.....
.....	2 38	11 38	— —	422	.....Monette	6 40	6 08	11 15	.....
.....	2 46	11 47	— —	426	+.....Talmage..... ♁	6 30	5 58	11 06	.....
.....	2 49	11 51	9 11	427	+...**Afton Junc**[3].. ♁	6 27	5 55	11 03	.....
.....	2 55	11 57	— —	429	.....Shepard.....	6 22	5 49	10 58	.....
.....	3 06	12 08	— —	434	+.....Arispe..... ♁	6 11	5 38	10 47	.....
.....	3 15	12 18	9 36	438	+...Shannon City... ♁	6 01	5 28	10 38	.....
.....	3 28	12 31	— —	445	+.....Knowlton..... ♁	5 47	5 13	10 24	.....
.....	3 31	12 34	9 53	446	+.....**Diagonal**[13].. ♁	5 44	5 10	10 21	.....
.....	3 48	12 51	10 09	454	+.....Benton..... ♁	5 29	4 54	10 09	.....
.....	3 53	1 00	o10 17	458	.....Maloy..... ♁	5 21	4 46	9 58	.....
.....	4 06	1 15	10 31	463	+.....Blockton..... ♁	5 10	4 35	9 45	.....
.....	4 15	1 25	— —	468	.....Athelstan..... ♁	4 58	4 20	9 30	12
A M	4 25	1 37	10 52	474	+.....Sheridan..... ♁	4 48	4 08	9 18	P M
†7 00	4 38	1 49	11 03	479	+.....Parnell..... ♁	4 38	3 57	9 06	7 00
7 15	4 52	2 03	11 18	486	.....Ravenwood..... ♁	4 23	3 42	8 52	6 46
7 28	5 06	2 18	11 32	491	+...**Conception**[9].. ♁	4 11	3 30	8 40	6 34
7 33	— —	— —	— —	493	..... Monastery.....	— —	— —	— —	6 27
7 46	5 22	2 36	11 48	500	.....Guilford..... ♁	3 54	3 13	8 23	6 15
7 54	5 30	2 46	c —	503	.....Cawood..... ♁	3 44	3 04	8 11	6 07
8 03	5 39	2 56	12 05	507	+.....Rea..... ♁	3 37	2 56	8 03	5 59
8 13	5 50	3 06	c —	510	.....Wyeth..... ♁	b —	2 48	7 52	5 50
8 32	6 05	3 24	12 29	517	+....**Savannah**[14].. ♁	3 15	2 35	7 40	5 35
8 43	6 16	3 36	— —	522	.....Dean.....	— —	2 22	7 27	5 17
9 00	6 34	3 59	12 59	528	ar..+**St. Joseph**[1] ♁ lv.	2 45	2 05	7 10	†5 00
A M	6 40	4 05	1 05	529	ar. } **St. Joseph** } lv.	2 35	1 55	*7 00	P M
.....	P M	4 15	1 15	529	lv. } *Union Depot* } ar.	2 25	1 45	A M	.....
.....	.....	4 38	— —	538	..... Bee Creek..... ♁	2 00	1 23	.....	.....
.....	.....	4 43	1 44	540	.....Willow Brook.....	1 55	1 18	.....	.....
.....	.....	4 49	1 50	543	.....Faucett ..... ♁	1 50	1 13	.....	.....
.....	.....	5 01	2 05	548	+....**Dearborn**[13].. ♁	1 38	1 03	.....	.....
.....	.....	5 07	2 11	550	.....New Market..... ♁	1 31	12 56	.....	.....
.....	.....	5 17	2 22	555	.....Woodruff..... ♁	1 23	12 48	.....	.....
.....	.....	5 25	— —	559	.....West Platte.....	1 15	12 40	.....	.....
.....	.....	— —	— —	561	.....**Beverly**..... ♁	— —	— —	.....	.....
.....	.....	— —	— —	....	.....East Leavenworth..	— —	— —	.....	.....
.....	.....	6 45	3 50	591	ar..**Kansas City**[1] ♁ lv.	*12 05	*11 30	.....	.....
.....	.....	A M	P M	....	*Grand Central Depot.*	Noon	P M	.....	.....

For explanation of reference marks, see following page.

THE TYLER TUBE & PIPE CO. BOILER TUBES Guaranteed to Pass A. R. M. M. Specifications
WASHINGTON, PA. 26 Cortlandt St., New York. Old Colony Bldg, Chicago. GEO. E. MOLLESON, Manager R.R. Dept., NEW YORK

CHICAGO GREAT WESTERN RAILROAD COMPANY

Table 3—MINNEAPOLIS, ST. PAUL, MASON CITY, FORT DODGE, COUNCIL BLUFFS AND OMAHA.

5	3	21	103	Ms	November, 1909.	104	22	4	2
....	....	P M	A M	...	LEAVE] [ARRIVE	P M	A M	....	....
....	....	*7 58	*8 13	0	......Minneapolis......	10 10	8 25	....	....
....	....	8 30	8 45	10	........St. Paul........	9 46	8 00	....	....
....	....	10 47	11 16	82	....Dodge Center....	7 08	5 30	....	....
....	....	11 15	11 50	91	lve.....Hayfield ♁ ..arr.	6 30	5 00	....	....
....	....	v –	12 01	96	........Waltham...... ♁	6 18	v –	....	....
....	....	v –	12 10	101	........Mayville...... ♁	6 08	v –	....	....
....	....	11 47	12 25	108	+.......Austin⁴...... ♁	5 50	4 30	....	....
....	....	v –	12 33	112	..........Varco..........	5 40	v –	....	....
....	....	12 10	12 50	119	+.........Lyle⁴,⁵...... ♁	5 26	4 08	....	....
....	....	v –	1 03	125	..........Melton....... ♁	5 13	v –	....	....
....	....	v –	1 18	132	..........Bolan........ ♁	4 58	v –	....	....
....	....	v –	1 28	136	..........Glade..........	4 49	v –	....	....
....	....	p v	1 36	140	..........Manly⁴,⁶.... ♁	4 40	w v	....	....
....	....	v –	1 45	145	........Freeman.........	4 29	v –	....	....
....	....	1 05	1 55	149	arr.+Mason City⁴,⁸.lve.	4 20	3 12	....	....
....	....	1 05	1 56	149	lve..Mason City ♁ ..arr.	4 20	3 12	....	....
....	....	v –	2 12	156	.......Burchinal...... ♁	4 01	v –	....	....
....	....	v –	2 24	163	.......Swaledale ..... ♁	3 46	v –	....	....
....	....	v –	2 34	167	........Thornton...... ♁	3 38	v –	....	....
....	....	v –	2 46	173	........Meservey....... ♁	3 26	v –	....	....
....	....	2 10	3 05	182	+.....Belmond⁸,¹⁸ . ♁	3 05	2 10	....	....
....	....	v –	3 15	187	.........Cornelia..........	2 55	v –	....	....
A M	P M	2 30	3 26	192	arr....+Clarion¹⁸ ♁ lve.	2 45	1 50	A M	P M
*10 25	*7 00	2 45	3 30	192	lve......Clarion ....arr.	2 40	1 40	11 30	10 45
10 40	7 20	3 01	3 47	202	+...Eagle Grove³ .. ♁	2 24	1 22	11 10	10 18
10 53	7 37	v –	4 02	211	..........Vincent ...... ♁	2 10	v –	10 53	10 04
11 00	7 46	v –	– –	215	........Industry.........	– –	v –	10 43	a –
11 15	8 00	3 35	4 25	221	arr.+Fort Dodge¹ ♁ lve.	1 50	12 55	*10 30	9 45
11 15	P M	3 35	4 25	221	lve..Fort Dodge...arr.	1 50	12 55	A M	9 45
11 50	....	v –	5 00	238	.........Somers...... ♁	1 05	v –	....	9 06
11 58	....	v –	5 08	242	.........Rinard..........	12 54	v –	....	8 58
12 08	....	v y	5 17	248	........Lohrville...... ♁	12 43	v z	....	8 47
12 25	....	v –	5 33	257	........Lanesboro..... ♁	12 25	v –	....	8 29
12 48	....	5 05	6 00	270	.........Carroll....... ♁	11 55	11 22	....	8 05
1 20	....	5 34	6 30	287	.........Manning....... ♁	11 20	10 50	....	7 31
1 42	....	5 53	6 50	298	..........Irwin......... ♁	11 00	v –	....	7 11
1 52	....	6 03	7 00	304	.........Kirkman....... ♁	10 50	v –	....	7 00
2 04	....	6 15	7 15	310	.........Harlan .... ♁	10 40	10 10	....	6 47
2 19	....	6 33	7 31	318	.........Tennant...... ♁	10 25	v –	....	6 30
2 30	....	v –	7 42	324	..........Magill...........	10 14	v –	....	a –
2 38	....	6 50	7 50	328	.........Minden........ ♁	10 06	v s	....	6 10
2 53	....	7 05	8 06	336	.... Bentley	9 54	v –	....	5 55
3 01	....	7 15	8 15	341	.......McClelland ..... ♁	9 45	v –	....	5 45
3 11	....	7 25	8 25	344	........Gilliat........ ♁	9 35	v –	....	5 35
3 25	....	7 40	8 40	353	.....Council Bluffs.. ♁	9 20	8 50	....	5 20
3 45	....	8 00	9 00	357	.........Omaha....... ♁	*9 00	*8 30	....	*5 00
P M	....	A M	P M	...	ARRIVE] [LEAVE	A M	P M	....	P M

Connections.—[1] With railroads diverging. [2] C. & N. W. Ry. [3] C. B. & Q. R.R. [4] C. M. & St. P. Ry. [5] Illinois Central R.R. [6] Crooked Creek R.R. [7] M. & St. L. R.R. [8] Iowa Central Ry. [9] K. C. So. Ry. [10] With railroads diverging. [11] Colfax No. Ry. [13] C. B. & Q. R.R. [12] C. R. I. & P. Ry. [14] C. B. & Q. R.R.

Table 4—WINONA AND ROCHESTER LINE.

211	231	Ms	November, 1909.	212	230	....
P M	A M	...	LEAVE] [ARRIVE	A M	P M	....
q4 30	†7 15	0	+.......Winona....... ♁	10 00	5 40	....
5 00	7 55	11	..... Minnesota City	9 37	5 00	....
5 10	8 15	14	.......Rollingstone..... ♁	9 29	4 38	....
5 23	8 35	20	........Bear Creek........	9 16	4 14	....
5 30	9 10	23	..........Altura........ ♁	9 10	4 08	....
5 40	9 25	27	..........Bethany..........	8 55	3 50	....
5 50	9 40	31	........Utica....... ♁	8 43	3 35	....
6 02	10 00	37	+.....St. Charles..... ♁	8 28	3 15	....
6 10	10 20	41	+........Dover........ ♁	8 16	2 52	....
6 20	10 40	45	..........Laird..........	8 06	2 37	....
6 28	10 48	48	..........Horton	8 01	2 30	....
6 36	10 55	51	.... Predmore....... ♁	7 55	2 20	....
6 46	11 10	55	.........Simpson....... ♁	7 45	2 05	....
7 00	11 30	63	+.....Rochester..... ♁	q7 30	†1 40	....
P M	A M	...	ARRIVE] [LEAVE	A M	P M	....

Table 5—SUMNER AND WAVERLY LINE.

93	91	Ms	November, 1909.	92	94	....
A M	A M	...	LEAVE] [ARRIVE	A M	P M	....
†11 30	*7 00	0	.... Sumner	10 20	7 20	....
12 05	7 20	9	.... Tripoli	9 57	6 45	....
1 15	8 00	23	.........Waverly.........	9 00	6 40	....
1 45	8 25	28	... Denver Junction .. n	*8 35	†6 15	....
P M	A M	...	ARRIVE] [LEAVE	A M	P M	...

*Daily; †daily, except Sunday; ¶daily, except Monday; *a* stops to leave from Council Bluffs or Omaha; *b* stops to leave passengers from Savannah or beyond or to take for Conception or beyond; *c* stops to take passengers for stations beyond St. Joseph; *d* stops to take for Savannah and points beyond; *g* stops to take for points beyond Oelwein, at which train stops; *h* stops to take for Dubuque and beyond; *j* stops to leave from Chicago; *m* stops to take for Chicago; *n* stops to leave from beyond Oelwein and to take for St. Paul and Minneapolis; *o* stops to leave from points beyond Oelwein; *p* stops to leave from north of Hayfield or to take for west of Fort Dodge; *q* Friday only; *t* stops to leave from south of Hayfield; *v* stops to take or leave for or from Chicago, Kansas City, St. Paul or Minneapolis. STANDARD—*Central time.*

Table 6—CHICAGO, DUBUQUE, FORT DODGE, COUNCIL BLUFFS AND OMAHA.

....	103	3	5	21	Ms	November, 1909.	2	104	4	22	....
....	....	A M	P M	....	...	LEAVE] [ARRIVE	A M	....	P M	....	....
....	....	*7 30	*11 00	....	0	.... Chicago	9 30	....	10 40	....	....
....	....	1 08	4 16	....	167	.... Dubuque	4 24	....	5 30	....	....
....	....	3 30	¶6 55	....	240	arr..... Oelwein.....lve.	2 15	....	3 10	....	....
....	....	*3 45	*7 20	...	240	lve..... Oelwein....arr.	1 40	....	2 40	....	....
....	....	4 15	7 50	...	256	.........Readlyn....... ♁	a –	....	2 10	....	....
....	....	4 30	8 02	....	263	...Denver Junction. ♁	a –	....	1 58	....	....
....	....	4 41	8 14	....	269	+......Waverly....... ♁	12 50	....	1 45	....	....
....	....	4 54	8 25	....	275	+.....Shell Rock..... ♁	a –	....	1 33	....	....
....	....	5 08	8 38	....	282	+....Clarksville¹⁸.. ♁	12 27	....	1 20	....	....
....	....	5 22	8 51	....	289	+........Allison....... ♁	12 16	....	1 08	....	....
....	....	5 33	9 01	....	295	..........Bristow....... ♁	a –	....	12 56	....	....
....	....	5 41	9 09	....	299	.........Dumont....... ♁	a –	....	12 48	....	....
....	....	5 53	9 21	....	306	.........Hansell....... ♁	a –	....	12 36	....	....
....	....	6 04	9 30	....	311	.....Hampton, Ia⁸... ♁	11 34	....	12 26	....	....
....	....	6 20	9 45	....	319	..........Coulter....... ♁	a –	....	12 10	....	....
....	P M	6 38	10 02	A M	328	..........Rowan....... ♁	a –	P M	*11 53	A M	....
....	*3 30	7 00	10 20	*2 45	338	........Clarion¹⁸.... ♁	10 45	2 40	11 35	1 40	....
....	3 47	7 20	10 40	3 01	348	.....Eagle Grove³.. ♁	10 18	2 24	11 10	1 22	....
....	4 02	7 37	10 53	v –	356	..........Vincent....... ♁	10 04	2 10	10 53	v –	....
....	4 25	8 00	11 15	3 35	367	..... Fort Dodge¹... ♁	8 45	1 50	*10 30	12 50	....
....	5 00	P M	11 50	v –	384	.........Somers...... ♁	9 08	1 05	A M	v –	....
....	5 33	....	12 25	v –	403	.... Lanesboro ..... ♁	8 29	12 25	....	v –	....
....	6 00	....	12 48	5 05	416	.........Carroll .... ♁	8 05	11 55	....	11 22	....
....	6 30	....	1 20	5 34	433	........Manning..... ♁	7 31	11 20	....	10 50	....
....	6 39	....	1 30	v –	439	.... Botna .... ♁	7 22	11 10	....	v –	....
....	7 00	....	1 52	6 03	450	.........Kirkman ...... ♁	7 00	10 50	....	v –	....
....	7 15	....	2 04	6 15	456	.........Harlan .... ♁	6 47	10 40	....	10 10	....
....	7 31	....	2 19	6 33	464	.........Tennant ...... ♁	6 30	10 25	....	v –	....
....	7 50	....	2 38	6 50	474	.........Minden....... ♁	6 10	10 06	....	v s	....
....	8 40	....	3 25	7 40	499	.... Council Bluffs .. ♁	5 20	9 20	....	8 50	....
....	9 00	....	3 45	8 00	503	.........Omaha....... ♁	*5 00	*9 00	....	*8 30	....
....	P M	....	P M	A M	...	ARRIVE] [LEAVE	P M	A M	....	P M	....

Table 7.
MINNEAPOLIS, ST. PAUL, FARIBAULT, MANKATO LINE.

207	209	Mls.	November, 1909.	208	210	....
P M	A M	.....	LEAVE] [ARRIVE	A M	P M	....
*4 16	†7 23	0	+...Minneapolis... ♁	11 55	8 15	....
4 50	7 55	10	+......St. Paul...... ♁	11 30	7 50	....
6 10	9 15	42	arr..+Randolph ♁ ..lve.	*10 00	†6 15	....
†4 45	*8 38	0	lve....Red Wing ♁ ..arr.	11 02	7 34	....
5 13	9 06	12	.........Welch .... ♁	10 30	7 06	....
5 38	9 27	21	+....Cannon Falls.... ♁	10 10	6 45	....
5 55	9 40	27	arr..+Randolph....lve.	†9 55	*6 30	....
*6 30	†9 55	42	lve....Randolph....arr.	9 40	6 00	....
6 36	10 01	45	.........Wallace..........	9 30	5 53	....
6 45	10 10	49	.... Waterford	9 20	5 44	....
6 53	10 16	51	.... Northfield ..... ♁	9 15	5 38	....
7 03	10 22	54	..........Dundas........ ♁	9 07	5 31	....
7 32	10 49	64	+.....Faribault...... ♁	8 36	5 04	....
7 46	11 02	65	......Sheffield Mill......	8 24	4 52	....
8 00	11 16	71	.........Warsaw..........	8 10	4 38	....
8 07	11 23	74	........Morristown..... ♁	8 03	4 31	....
8 22	11 36	81	+....Waterville .... ♁	7 49	4 16	....
8 35	11 48	87	..........Elysian....... ♁	7 35	4 02	....
8 41	11 55	89	.... Greenland	7 29	3 56	....
8 51	12 05	94	..... Madison Lake ... ♁	7 18	3 46	....
9 03	12 19	99	..........Watters..........	7 03	3 31	....
9 25	12 40	109	+.....Mankato..... ♁	*6 45	†3 10	....
P M	Noon	.....	ARRIVE] [LEAVE	A M	P M	....

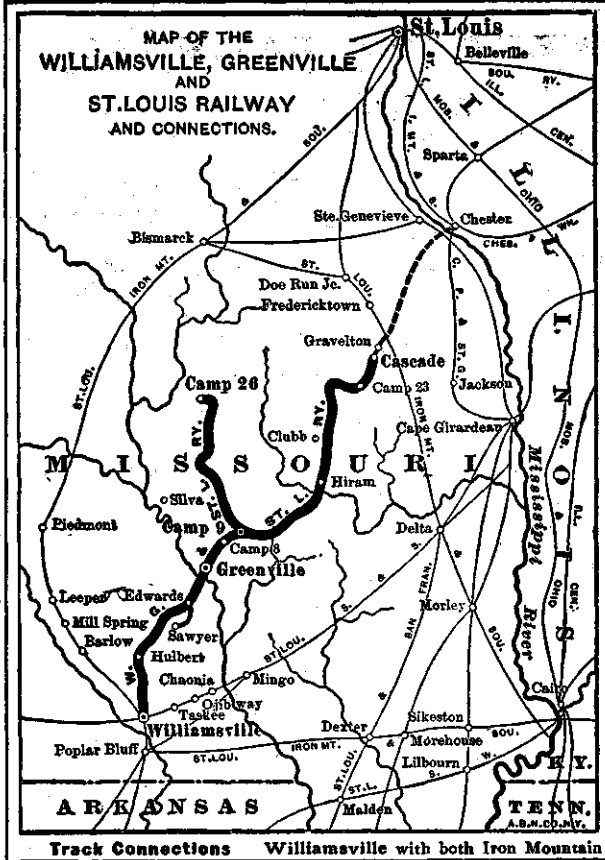
Table 9—FORT DODGE, COALVILLE, LEHIGH LINE.

107	105	M	November, 1909.	106	108
P M	A M	..	LEAVE] [ARRIVE	A M	P M
†1 30	†7 00	0	+.....Fort Dodge¹... ♁	11 00	6 10
1 50	7 25	4	.......Gypsum⁹.... ♁	10 30	4 50
....	....	7	arr....Coalville....lve.	....	....
2 10	7 40	8	........Evanston.........	10 05	4 35
2 35	8 00	15	........Lehigh⁹...... ♁	†9 45	†4 15
P M	A M	..	ARRIVE] [LEAVE	A M	P M

Table 8—MINNEAPOLIS AND OSAGE LINE.

206	202	204	Mls	November, 1909.	201	203	203	205
.....	P M	A M	....	LEAVE] [ARRIVE	A M	....	P M	....
.....	*4 15	†7 23	0	+....Minneapolis..... ♁	11 55	....	8 15	....
.....	4 50	7 55	10	+........St. Paul....... ♁	11 30	....	7 50	....
.....	6 10	9 15	42	arr...+Randolph ♁ ...lve.	10 00	....	6 15	....
.....	6 30	9 55	42	lve......Randolph.....arr.	9 40	....	5 55	....
.....	6 45	10 10	48	+.....Cannon Falls..... ♁	9 27	....	5 38	....
.....	7 06	10 30	58	.... Welch	9 06	....	5 13	....
.....	7 34	11 02	69	arr...+Red Wing ♁ ...lve.	8 38	....	4 45	....
.....	7 34	11 02	69	lve.....Red Wing.....arr.	8 38	....	4 45	....
.....	7 44	11 13	70	.........Trout Brook..........	8 26	....	4 30	....
.....	8 17	11 45	83	+.......Goodhue .... ♁	7 59	....	4 01	....
.....	8 27	11 54	86	........White Willow........	7 50	....	3 51	....
.....	8 43	12 06	93	+.......Zumbrota²..... ♁	7 35	....	3 38	....
.....	8 51	12 14	96	............Lena.............	7 26	....	3 25	....
.....	9 02	12 24	101	.........Pine Island...... ♁	7 16	....	3 13	....
P M	9 16	12 42	109	..........Douglass..........	7 00	A M	2 55	P M
†9 45	9 35	1 40	117	+..... Rochester ..... ♁	*6 45	11 30	†2 35	7 50
10 03	P M	2 00	125	.........Simpson....... ♁	A M	11 15	P M	7 30
10 22	.....	2 20	132	+......Stewartville....... ♁	.....	10 51	.....	7 11
10 35	.....	2 35	137	...........Racine .... ♁	.....	10 37	....	6 56
10 55	.....	2 56	145	+....Spring Valley.... ♁	.....	10 20	.....	6 37
11 10	.....	3 12	151	..........Ostrander...... ♁	.....	10 05	.....	6 23
11 32	.....	3 35	159	+.......Le Roy....... ♁	.....	9 47	.....	6 03
12 15	.....	3 55	166	+....... McIntire ...... ♁	.....	9 30	.....	5 46
12 28	.....	4 10	171	............David.............	.....	9 05	.....	5 20
12 38	.....	4 20	174	.........Little Cedar..........	.....	8 55	.....	5 10
¶1 00	.....	4 40	182	+.........Osage........ ♁	.....	†8 35	.....	†4 50
A M	....	P M	....	ARRIVE] [LEAVE	..	A M	.....	P M

w Stops to take for stations north of Hayfield, at which train stops; *y* stops to leave from beyond Fort Dodge; *z* stops to take for east of Fort Dodge and north of Hayfield. ‡ Meals. + Coupon stations; ♁ Telegraph stations.



WILLIAMSVILLE, GREENVILLE & ST. LOUIS RAILWAY COMPANY.

JAMES W. VAN DOLAH, President, Greenville, Mo.
W. N. MITCHELL, Assistant President, »
C. W. HAYS, First Vice-President, »
JAMES A. PLOTNER, Second Vice-President, »
C. D. RODGERS, General Manager, »
F. R. LOCKE, Assistant General Manager, »
CHAS. P. SCROGIN, Secretary and Treasurer, »
R. L. HEYDACKER, Asst. Secretary and Treasurer, »
A. V. PIERSON, Auditor, »
G. A. LONG, General Superintendent, »

....	....	3	1	Mls	*January* 1, 1909.	Mls	2	4	....	....
....	....	A M	P M	....	(*Iron Mountain Route*)	....	P M	A M	....	....
....	....	*9 05	*7 45	0	lve.... **St. Louis**....arr.	149	8 27	8 15	....	....
....	....	1 54	12 48	149	arr. .**Williamsville**. lve.	0	*11 37	*2 50	....	....
....	....	P M	A M	....	LEAVE] [ARRIVE	....	A M	P M	....	....
....	....	†2 50	*7 00	0	.....**Williamsville**.....	61	6 45	2 00	....	....
....	....	2 50	7 20	6	.....Hubert	55	6 25	1 40	....	....
....	....	3 05	7 25	10	.....Edwards.....	51	6 10	1 25	....	....
....	....	3 15	7 45	12	arr.... Greenville....lve.	49	*6 00	1 15	....	....
....	....	P M	8 15	12	lve.... Greenville....arr.	49	A M	12 40	....	....
....	....	....	8 40	18	..... Burbank.....	43	....	12 25	....	....
....	....	....	9 00	24	.....Hiram.....	37	....	†12 00	....	....
....	....	....	□	....	.....Hill Top.....	....	....	□	....	....
....	....	....	□	....	.....Graphite.....	....	....	□	....	....
....	....	....	□	61	..... **Cascade**.....	0	....	□	....	....
....	....	....	A M	....	ARRIVE] [LEAVE	....	....	Noon	....	....

NOTE □.—Track to Cascade is completed and train service will be regularly operated at an early date.

Trains marked * run daily † daily, except Sunday.

Track Connections Williamsville with both Iron Mountain and Frisco Systems. STANDARD—*Central time.*

UNITED VERDE & PACIFIC RAILWAY.

W. A. CLARK, President, New York, N.Y.
J. A. MACDONALD, V. P. & Treas., New York, N.Y.
C. W. CLARK, Secretary, 49 Wall Street, New York, N.Y.
WM. B. GOWER, General Auditor, 49 Wall Street, New York, N.Y.
CHAS. W. CLARK, Gen. Manager, Jerome, Ariz.
WILL L. CLARK, Asst. Gen. Mgr. & Purchasing Agt., Jerome, Ariz.
C. V. HOPKINS, Chief Engineer, Jerome, Ariz.
J. W. SHARP, Aud. & G. F. & P. A., Jerome, Ariz.
H. I. RUSSELL, Superintendent, Jerome, Ariz.
T. C. STONE, Master Mechanic, Jerome, Ariz.

5 Mix	3 Mix.	No. 1 Mixed.	Mls	*May* 9, 1909.	Mls	No. 2 Mixed.	4 Mix.	6 Mix
P M	A M	.....	....	LEAVE] [ARRIVE	....	.....	Noon	P M
*2 50	*10 40	*6 50 A M	0	.....**Jerome**.....	26.3	9 35 A M	12 50	5 00
3 10	11 05	7 10 »	3.6	..... First View	22.7	9 10 »	12 25	4 30
3 27	11 23	7 27 »	6.0	..... Horseshoe	20.3	8 45 »	12 00	4 06
3 45	11 40	7 43 »	10.3	.....Bodkin.....	16.0	8 25 »	11 40	3 45
4 05	12 00	8 00 »	14.3	.....Russell.....	12.0	8 00 »	11 10	3 10
4 20	12 12	8 12 »	17.6	.....Davis.....	8.7	7 35 »	10 50	2 50
4 45	12 45	8 40 A M	26.3	..**Jerome Junction**[1]..	0	*7 00 A M	*10 20	*2 20
P M	Noon	.....	....	ARRIVE] [LEAVE	....	.....	A M	P M

Trains marked * run daily. STANDARD—*Mountain time.*

Connection.—[1] With Santa Fe, Prescott & Phœnix Ry.

COLUMBIA & OKANOGAN STEAMBOAT COMPANY.

Carrying U. S. Mail.

BRUCE A. GRIGGS, Gen. Manager. | J. M. JACK, Auditor.
J. J. GRIGGS, Asst. Gen. Manager. | B. W. JONES, Purchasing Agent.

General Offices—Wenatchee, Wash.

.....	Steamer.	Mls	*April*, 1907.	Steamer.	.....
.....	.....	....	LEAVE] [ARRIVE	.....	.....
.....	*4 30 A M	0	.....**Wenatchee**.....	12 00 Noon	.....
.....	7 00 »	17	.....**Orondo**.....	10 00 A M	.....
.....	7 30 »	22	..... Entiat	9 30 »	.....
.....	11 00 A M	46	.....**Chelan Falls**.....	8 00 »	.....
.....	4 00 P M	68	.....**Pateros**.....	4 30 »	.....
.....	5 00 »	76	.....**Brewster**.....	*4 00 A M	.....
.....	*a*7 00 P M	88	.....**Bridgeport**.....	◆	.....
.....	.....	....	ARRIVE] [LEAVE	.....	.....

* Daily; *a* arrives Bridgeport Mondays, Wednesdays and Fridays only.
◆ Steamer leaves Bridgeport immediately after cargo is discharged.

Connections.—At Wenatchee—With Great Northern Ry. At Orondo—With stage for Waterville. At Chelan Falls—With stage for Chelan and Lakeside, connecting with steamers on Lake Chelan. At Pateros—With stage for Winthrop and intermediate points. At Brewster—With stages for Conconully, Oroville, Riverside and Coulee City.

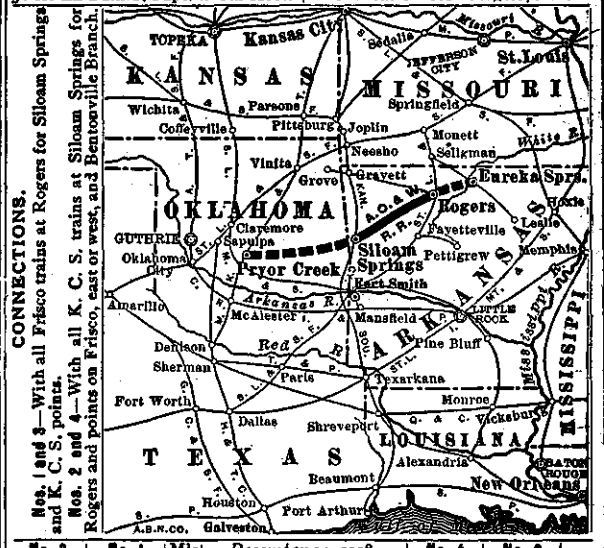
ARKANSAS, OKLAHOMA & WESTERN RAILROAD.

"THE FRUIT BELT LINE."

W. R. FELKER, President.
A. L. WILLIAMS, Vice-President.
J. E. FELKER, Treasurer.
R. C. HOBBS, Traffic Manager.
J. H. LE BLANC, Supt. & Car Acct.
M. HAYES, Chief Engineer.
E. L. HALLMAN, Gen. East. Agt. & Solicitor, Norristown, Pa.

General Offices—Rogers, Ark.

CONNECTIONS.
Nos. 1 and 3—With all Frisco trains at Rogers for Siloam Springs and K. C. S. points.
Nos. 2 and 4—With all K. C. S. trains at Siloam Springs for Rogers and points on Frisco, east or west, and Bentonville Branch.



No. 3	No. 1	Mls	*December* 14, 1908.	No. 4	No. 2	....
.....	.....	....	(*Central time.*)	.....	.....	....
§10 00 A M	†10 00 A M	0	lve.....**Rogers**.....arr.	4 00 P M	2 40 P M	....
10 30 »	10 40 »	10	.....Cave Springs.....	3 04 »	2 10 »	....
10 40 »	11 02 »	13	.... Healing Springs....	2 42 »	2 00 »	....
10 45 »	11 13 »	15	..... Castleville.....	2 30 »	1 55 »	....
10 55 »	11 35 »	18	..... Highfill	2 08 »	1 45 »	....
11 05 »	11 55 A M	21	.....Springtown.....	1 48 »	1 35 »	....
11 15 »	12 07 Noon	24	.....Felker.....	1 38 »	1 25 »	....
11 40 A M	12 42 Noon	30	arr.**Siloam Springs**.lve.	†1 12 P M	§1 00 P M	....

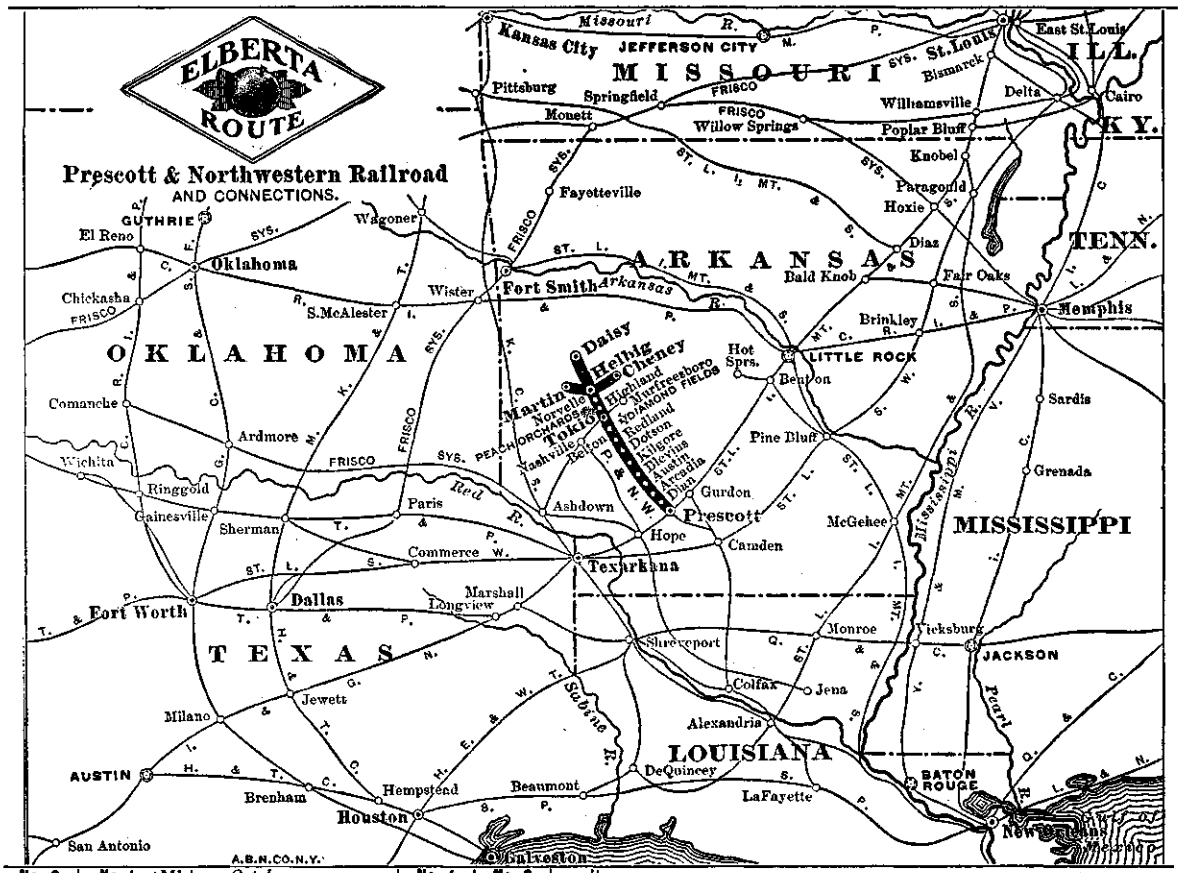
Trains marked † run daily, except Sunday; § Sunday only.

PRESCOTT & NORTHWESTERN RAILROAD.

W. N. BEMIS, President.
J. H. BEMIS, Vice-President.
H. E. BEMIS, Manager.

O. H. HELBIG, Traffic Manager, Secretary and Treasurer.
L. P. BIEDELMAN, Auditor.
C. F. BEMIS, Purchasing Agent.

GENERAL OFFICE—PRESCOTT, ARK.



No. 3	No. 1	Mls	October 10, 1909.	No. 4	No. 2	
.....	.....	....	(*Missouri Pacific.*)	.....	.....	....
9 30 A M	9 30 A M	....	lve.. **Kansas City** ..arr.	5 30 P M	5 30 P M	....
.....	.....	....	(*St. L. I. M. & So. Ry.*)	.....	.....	....
8 30 P M	8 30 P M	....	lve.... **St. Louis**....arr.	7 27 A M	7 27 A M	....
11 57 P M	11 57 P M	....	lve.... **Ft. Smith**....arr	3 36 A M	3 36 A M	....
11 45 P M	11 45 P M	....	lve.... **Memphis**....arr.	7 15 A M	7 15 A M	....
7 30 A M	7 30 A M	....	lve... **Little Rock**...arr.	1 30 P M	8 10 P M	....
6 30 A M	6 30 A M	....	lve.. **Hot Springs** ..arr.	6 35 P M	10 15 P M	....
9 57 A M	9 57 A M	....	lve..... **Gurdon** .....arr.	9 57 A M	5 30 P M	....
7 15 P M	7 15 P M	....	lve... **Ft. Worth** ...arr.	8 35 P M	9 15 A M	....
8 35 P M	8 35 P M	....	lve..... **Dallas** . ....arr.	7 30 P M	8 00 A M	....
7 00 A M	7 00 A M	....	lve... **Texarkana** ...arr.	12 20 Noon	10 00 P M	....
8 30 A M	8 30 A M	....	lve..... **Hope**.....arr.	11 00 A M	8 45 P M	....
9 10 A M	9 10 A M	....	arr.... **Prescott** ....lve.	10 25 A M	8 07 P M	....
†11 10 A M	†10 30 A M	0	lve.. **Prescott,**[1] **Ark.** ⊙ arr.	9 15 A M	5 00 P M	....
11 15 "	10 35 "	1	.....Dian.....⊙	9 10 "	4 55 "	....
— —	— —	6	.....Arcadia..... ..	— —	— —	....
— —	10 55 "	7	.. **Arcadia Junction** ..	— —	4 25 "	....
— —	11 02 "	10	.....Austin	— —	4 15 "	....
— —	— —	14	.....Dunlap.....	— —	— —	....
— —	— —	17	..... Pattsville	— —	— —	....
11 50 A M	11 12 "	19	.....Blevins.....⊙	8 30 "	4 00 "	....
— —	11 22 "	22	..... **Kilgore**.....⊙	— —	3 40 "	....
— —	11 27 "	23	.....Dotson.....	— —	3 35 "	....
— —	— —	....	.....McCaskill	— —	— —	....
— —	— —	....	.....Wortham.....	— —	— —	....
— —	— —	....	..... Redland .....⊙	— —	— —	....
12 30 Noon	11 42 A M	24	.....Belton. .....⊙	7 50 "	3 15 "	....
12 35 Noon	12 15 Noon	30	.....**Tokio**[2].....	7 30 "	3 00 "	....
— —	12 20 "	33	.....Highland.....⊙	— —	2 40 "	....
1 00 P M	12 30 Noon	36	.....Norvelle.....⊙	7 00 "	†2 20 P M	....
1 40 P M	.....	41	.....Helbig.....⊙	†6 00 A M	.....	....
.....	.....	50	arr..... **Daisy** .....lve.	.....	.....	....
.....	.....	....	(*Mem. Paris & Gulf.*)	.....	.....	....
9 17 P M	12 35 Noon	38	arr. **Murfreesboro** .lve.	12 35 Night	.....	....
3 25 P M	3 25 P M	37	arr....**Nashville**....lve.	7 30 P M	.....	....
4 40 P M	3 40 P M	63	arr....**Ashdown** ....lve.	7 15 P M	.....	....
.....	.....	....	(*Kansas City Southern.*)	.....	.....	....
7 50 P M	7 50 P M	83	arr... **Texarkana** ...lve.	8 20 P M	7 50 P M	....
.....	.....	....	(*Frisco System.*)	.....	.....	....
10 45 P M	10 45 P M	177	arr... **Paris, Tex** ...lve.	3 30 P M	10 45 P M	....

CHENEY BRANCH.

.....	No. 7	Mls	October 10, 1909.	No. 8	.....	....
.....	†2 10 P M	0	lve..... **Helbig** ...⊙arr.	4 40 P M	.....	....
.....	2 40 "	10	..... Cheney	4 10 "	.....	....
.....	2 50 P M	12	arr.. **End of Track** .lve.	†4 00 P M	.....	....

OZAN BRANCH.

....	No. 11	Mls	October 10, 1909.	No. 12	.....	....
.....	†10 40 A M	0	lve..... **Kilgore** .⊙ arr.	2 30 P M	.....	....
.....	11 10 "	6	.....Williams.....	2 00 "	.....	....
.....	11 35 A M	10	arr.. **End of Track** .lve.	†1 30 P M	.....	....

ARCADIA BRANCH.

.....	No. 15	Mls	October 10, 1909.	No. 14	.....	....
.....	†10 30 A M	0	lve.. **Arcadia Junc.** .arr.	2 00 P M	.....	....
.....	11 30 A M	15	arr.. **End of Track** ..lve.	†1 00 P M	.....	....

COUCH VALLEY BRANCH.

....	.....	No. 9	Mls	October 10, 1909.	No. 10	.....	....
....	.....	†2 15 P M	0	lve... **Helbig** ⊙arr.	4 50 P M	.....	....
....	.....	3 00 P M	15	arr... **Martin** ⊙lve.	†4 00 P M	.....	....

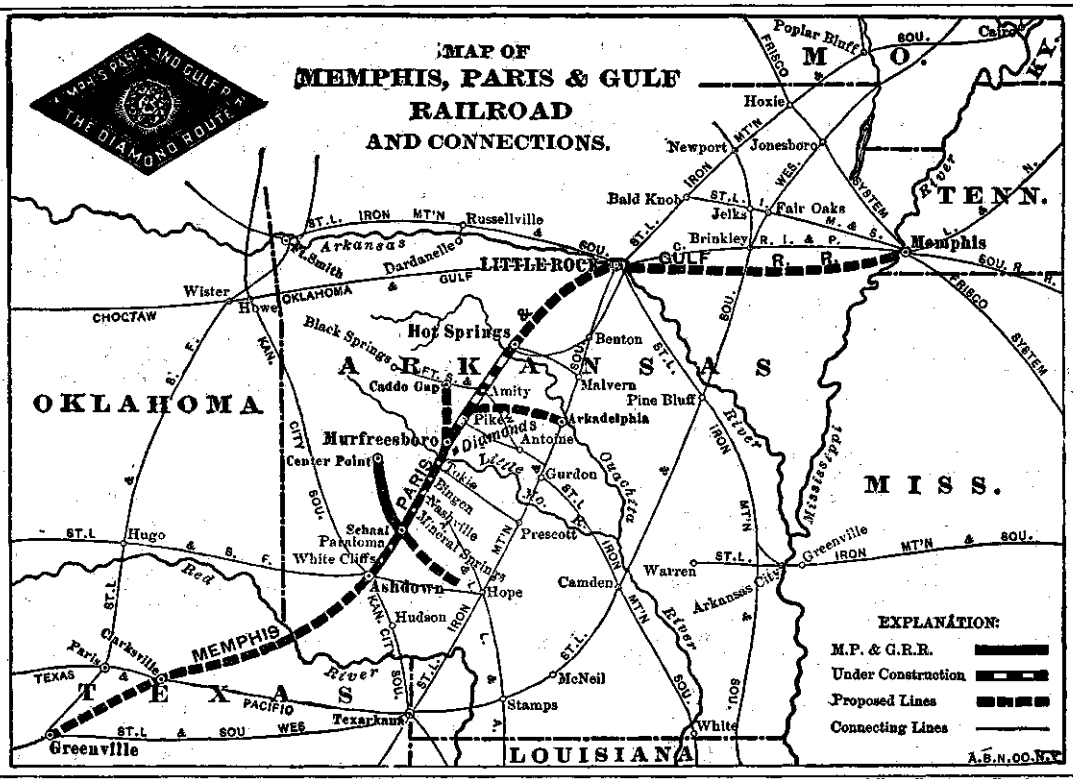
Helbig to Daisy under construction. To be opened up shortly.

Trains marked † run daily, except Sunday.
⊙ Telephone stations.
STANDARD—*Central time.*

CONNECTIONS.

[1] With St. Louis, Iron Mountain & Southern Ry.
[2] With Memphis, Paris & Gulf R.R.

MEMPHIS, PARIS & GULF RAILROAD COMPANY.



W. W. BROWN, President, Camden, Ark.
C. C. HENDERSON, Vice-President and General Manager, Nashville, Ark.
W. B. BARKMAN, Treasurer, Arkadelphia, Ark.
J. F. PRICE, Local Treasurer, Nashville, Ark.
J. W. BISHOP, General Attorney, "
A. C. RAMSEY, Traffic Manager, "
MARTIN WALSH, General Freight and Passenger Agent, "
C. W. DODSON, General Superintendent and Purchasing Agent, "
G. A. CAMPBELL, Auditor, "
R. W. NORRIS, Assistant Auditor, "
A. M. REED, Car Accountant, "
H. C. McCLURE, Chief Engineer, "
J. B. STEWART, Master Mechanic, "
R. P. IVENS, Roadmaster, "

* Daily; † daily, except Sunday.

STANDARD—*Central time.*

CONNECTIONS.

[1] With Prescott & Northwestern Ry.
[2] With St. Louis, Iron Mountain & Southern Ry.
[3] With Kansas City Southern Ry. and St. Louis & San Francisco R.R.

	No. 3	No. 1	Mls	November, 1909.	Mls	No. 2	No. 4	
	*2 10 P M	†6 30 A M	0	lve..Murfreesboro.arr.	41	12 49 Noon	8 19 P M	
	2 41 "	6 51 "	8	.....Tokio[1].....	33	12 19 "	8 58 "	
	2 55 "	7 00 "	10	.....Bingen.....	31	12 04 Noon	8 49 "	
	3 25 "	7 15 "	15	.....Nashville[2].....	26	11 39 A M	8 35 "	
	3 43 "	7 30 "	21	....Mineral Springs....	20	11 09 "	8 16 "	
	3 57 "	7 42 "	25	.....Schaal.....	16	10 55 "	8 02 "	
	4 09 "	7 52 "	29	.....Paraloma.....	12	10 41 "	7 51 "	
	4 21 "	8 04 "	33	..... White Cliffs	8	10 25 "	7 36 "	
	4 24 "	8 08 "	34	.....Matthews.....	7	10 21 "	7 33 "	
	4 27 "	8 12 "	35	.....Clear Lake.....	6	10 18 "	7 30 "	
	4 50 P M	8 34 A M	41	arr.... Ashdown[3]...lve.	0	†7 50 A M	*7 10 P M	

SALINE RIVER BRANCH.

			Mls	November, 1909.	Mls			
	Irregular		0	lve.....Schaal.....arr.	28		Irregular	
	Service.		28	arr.....Reed..... ve.	0		Service.	

LITTLE RIVER BRANCH.

			Mls	November, 1909.	Mls			
	Irregular		0	lve....Matthews...arr.	17		rregular	
	Service.		17	arr...End of Track..lve.	0		Service.	

DODSON BRANCH.

			Mls	November, 1909.	Mls			
	Irregular		0	lve.....Schaal.....arr.	20		Irregular	
	Schedule		6	..... Dodson.....	14		Schedule	
			20	arr..Center Point.lve.	0			

CADDO & CHOCTAW RAILROAD.

T. W. ROSBOROUGH, President. | DEWITT DAVIS, Sec'y and Treas.
M. R. SMITH, Vice-President and General Manager. | O. H. HELBIG, Traffic Manager and Auditor, Prescott, Ark.

General Offices—Rosboro, Ark.

	No. 1	Mls	May 20, 1907.	No. 2	
			LEAVE] [ARRIVE		
	†7 00 A M	0	.....Rosboro[1].....	3 50 P M	
	7 10 "	2	.....Smith	3 20 "	
	7 30 A M	6	.....Spears.....	†3 00 P M	
		23	.....Langley.....		
			ARRIVE] [LEAVE		

† Daily, except Sunday.

STANDARD—*Central time.*

Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

BUTLER COUNTY RAILROAD CO.

R. M. PARKER, President, 117 Wall Street, New York.
WILLIAM N. BARRON, Vice-Prest., Treas. and Gen. Mgr., Poplar Bluff, Mo.
P. HANDTE, Secretary, "

General Offices—Poplar Bluff, Mo.

	Mixed.	Mls	December, 1909.	Mixed.	
	†10 00 A M	0	lve.....Linstead.....arr.	4 00 P M	
	10 37 "	8	..... Lowell Junction	2 45 "	
	10 50 "	9	..... Marshall	2 35 "	
	11 00 "	10	..... Rossville	2 25 "	
	11 15 "	13	..... Batesville	2 15 "	
	11 25 "	14	..... Bailey	2 05 "	
	11 40 "	16	..... Nyssa	1 58 "	
	11 50 A M	17	..... Quercus	1 55 "	
	12 00 Noon	19	..... Ulmus	1 50 "	
	12 05 Noon	20	arr..... Melville .....lve.	†1 45 P M	

Branch—From Rossville to Otter Pond (4 miles). Operated for freight service only.

† Daily, except Sunday.

Connections.—At Linstead—With St. Louis, Iron Mountain & Southern Ry. and Frisco System. At Lowell Junction—With St. Louis, Iron Mountain & Southern Ry.

Pintsch Gas
Steam Heat
SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.
Used on most of the Prominent Railways in Europe and the United States.

SHREVEPORT, ALEXANDRIA & SOUTHWESTERN RY. SYSTEM

General Offices—R. A. Long Building, Kansas City, Mo.

R. A. LONG, President, Kansas City, Mo.
C. B. SWEET, Vice-President and Gen. Mgr., "
B. P. FINLEY, General Counsel, "

F. J. BANNISTER, Secretary and Treasurer, Kansas City, Mo
R. S. DAVIS, Traffic Manager, "
F. C. RICKEY, General Auditor, "

OPERATING

SIBLEY, LAKE BISTENEAU & SOUTHERN RAILWAY CO.

J. W. MARTIN, General Superintendent, Yellow Pine, La.
C. P. PERKINSON, Auditor, "

No. 2	Mls	*November 4, 1907.*	Ms.	No. 1	No. 3
†7 45 A M	0	lve.....**Sibley** ♁....arr.	28	7 00 A M	
— —	3	.....Gravel Spur.....	25	— —	
8 45 "	5	.....Yellow Pine.... ♁	23	†6 15 A M	12 35 Noon
— —	11	.....Martin Junction.....	17		— —
9 05 "	13	.....Davis.....	15		12 20 Noon
9 50 "	16	.....Ringgold.....	12		11 50 A M
10 15 "	22	.....Giddens.....	6		11 25 "
— —	25	.....Maddens Spur.....	3		— —
10 35 "	27	.....Halls Summit.....	1		11 05 "
10 40 A M	28	arr....**Camp Long**...lve.	0		†11 00 A M

Connections.—At Sibley—With Vicksburg, Shreveport & Pacific and Louisiana & Arkansas R.Rs.

WOODWORTH & LOUISIANA CENTRAL RAILWAY CO.

ROBERT STACK, General Superintendent, Woodworth, La.
E. W. BROWN, Auditor, "

Mixed.	Mls	*October, 1903.*	Ms.	Mixed.
*2 00 P M	0	lve.... **La Merie** ....arr.	24	1 00 P M
2 15 "	2	.....Ashton.....	22	12 45 Noon
2 25 "	5	.....Raw Hide.....	19	12 30 Noon
2 40 "	6	.....**Woodworth**.....	18	11 30 A M
3 30 "	9	.....Chihauhauita.....	15	11 20 "
3 40 "	14	.....Condor.....	10	11 00 "
4 00 "	20	.....Nelsonville.....	4	10 30 "
4 30 P M	24	arr.....**Gammill** ....lve.	0	*10 15 A M

Connections.—At La Morie—With Texas & Pacific, Morgan's La. & Texas R.R. & S.S. Co. (Sunset Route) and Rock Island System. At Woodworth—With St. Louis, Watkins & Gulf Ry.

LOUISIANA & PACIFIC RAILWAY CO.

C. M. BOSWELL, General Superintendent, De Ridder, La. | D. McLEAN, Auditor, De Ridder, La.

No. 228 Mixed.	No. 102 Mixed.	No. 19 Mixed.	Mls	*July 25, 1909.*	No. 20 Mixed.	No. 101 Mixed.	No. 227 Mixed
		†10 30 A M	0	lve....**De Ridder**....arr.	2 40 P M		
	†9 30 A M	— —	1	..**De Ridder Junction**.	— —	1 36 P M	
	— —	— —	3	...Experimental Farm...	— —	— —	
	9 46 A M		5	.....Loula.....		1 20 P M	
	10 06 A M		9	.....**Bundick**.....		†1 00 P M	
				ARRIVE] [LEAVE			
		— —	1	.**De Ridder Junction**..	— —		
†1 00 P M		a110 P M	4	.....**Bon Ami**.....	2 20 P M		4 00 P M
1 05 "		1 17 "	5	....Bon Ami Junction....	2 05 "		3 52 "
1 17 P M		1 27 P M	8	arr.. **Lily Junction** .lve.	1 55 P M		3 40 P M
				Bon Ami Branch.			
1 54 P M			11	.....Boswell.....			— —
1 50 P M			15	arr.....**Walla**.....lve.			†3 05 P M
		1 27 P M	8	lve.. **Lily Junction** .arr.	1 56 P M		
		1 43 "	11	.....Bannister.....	1 45 "		
		2 25 "	18	.....Longville.....	1 10 P M		
	No. 220	2 38 P M	22	arr.....**Fayette**.....lve.	10 34 A M		No. 221
	Mixed.			*Lake Charles Branch.*			Mixed.
	†4 30 A M		22	lve.....**Fayette**.....arr.			4 00 A M
	4 46 "		26	.....Barnes Creek.....			3 25 "
	5 15 A M		31	arr...**Camp Curtis**..lve.			†3 00 A M
		2 38 P M	22	lve.....**Fayette**.....arr.	10 34 A M		
		3 16 "	26	.....**Fulton**.....	10 20 "		
		— —	30	.....Gay Tine.....	— —		
		3 42 "	32	.....Turps.....	9 20 "		
		3 51 "	35	.....Gillis.....	9 04 "		
		— —	37	.....Belfield.....	— —		
		4 25 "	42	...**Bridge Junction**...	8 00 "		
		4 30 P M	43	arr..**Lake Charles**..lve.	†7 55 A M		

CONNECTIONS.

At De Ridder—With Kansas City Southern and Gulf, Colorado & Santa Fe Rys.

At Bon Ami—With Kansas City Southern Ry.

At Fulton—With Colorado Southern, New Orleans & Pacific Ry.

At Lake Charles—With Sunset Route (Louisiana Western Ry.), St. Louis, Watkins & Gulf and Kansas City Southern Rys.

EXPLANATION OF SIGNS.

Trains marked * run daily; † daily, except Sunday.

a Arrives 10 53 a.m.

STANDARD—*Central time.*

MANISTEE & GRAND RAPIDS RAILROAD.

W. T. JOYCE, President.
JOHN CROCKER, Vice-President, Chicago, Ill.
W. M. SIMPSON, Secretary, "
B. C. SAMMONS, Treasurer, "

MAX TOLTZ, General Manager.
GEO. A. JOHNSON, Auditor.
CHAS. H. MOREY, Traffic Manager.
G. W. ANDERSON, Supt. & Car Account.
General Offices—Manistee, Mich.

Connections.—[1] With P.M. R.R. and M. & N. E. R.R. [2] With P. M. R.R. [3] and [4] With G. R. & I. Ry.

5	5	No. 3	Mls	*October 21, 1906.*	No. 4	6
				[LEAVE ARRIVE]		
		†6 30 A M	0	+...**Manistee**[1]..♁	6 35 P M	
		6 50 "	5.2	.....Filer City.....♁	6 30 "	
		7 10 "	12.5	.....Hoags.....	6 00 "	
		7 25 "	16.0	.....Elmton.....	5 48 "	
		7 40 "	22.3	.....Millerton.....♁	5 30 "	
		8 15 "	31.2	.....**Peacock**[2]..♁	5 05 "	
		9 00 "	41.8	+.....**Luther**[2]...♁	2 30 "	
		9 30 "	47.0	.....Edgetts.....	2 00 "	
		9 40 "	48.7	.....Riverbank.....	1 50 "	
	A M	10 25 "	54.7	arr..+**Tustin**[4]♁lve.	1 30 "	A M
	†8 15	11 00 "	54.7	lve....**Tustin**...arr.	1 05 P M	7 40
P M	ƒ—	11 15 "		.....Anderson.....	12 45 Noon	ƒ—
†4 50	8 45	11 30 A M	61.0	+.....Dighton.....♁	†12 30 Noon	6 55
ƒ—	A M			.....Crocker.....		ƒ—
5 30				arr....**Marion**...lve.		†6 00
P M				lve..**Big Rapids**.arr.		A M
				....**Grand Rapids**..		
				(*Via G. R. & I. Ry.*)		
				ARRIVE] [LEAVE		

† Daily, except Sunday; ƒ stops on signal.
+ Coupon stations; ♁ Telegraph stations. *Central time.*

ILLINOIS TERMINAL RAILROAD COMPANY.

GEO. M. LEVIS, President.
H. H. FERGUSON, Vice-President and General Manager.
H. S. BAKER, Secretary and General Counsel.

L. A. SCHLAFLY, Treasurer.
L. T. CASTLE, Auditor.
T. C. MOORSHEAD, Chief Engineer.
J. C. RYAN, General Freight Agent.
MISS K. E. WILSON, Car Accountant.
General Offices—Alton, Ill.

April 18, 1909.	Mls.	40	22	26	30	36
[LEAVE		A M	A M	Noon	P M	P M
Alton+ .....♁	0	†6 40	*8 25	*12 40	*4 50	*8 25
Wood River.....♁	5	6 50	8 38	12 52	5 02	8 37
Hartford .....♁	6	A M	8 42	12 55	5 05	8 40
Grassy Lake	7		8 43	12 56	5 06	8 41
Wanda.....♁	9		8 47	1 00	5 10	8 45
Cotters	11		8 50	1 03	5 13	8 48
Edwardsville+ ..♁	15		9 00	1 15	5 25	9 00
ARRIVE]		A M	P M	P M	P M	P M

(*Central time.*)	41	23	27	31	43	37
[LEAVE		A M	A M	P M		P M
Edwardsville		*7 20	*11 55	*4 10		*7 35
Cotters		7 31	12 06	4 21		7 46
Wanda.....		7 35	12 10	4 25		7 50
Grassy Lake		7 39	12 14	4 29		7 54
Hartford	A M	7 40	12 15	4 30	P M	7 55
Wood River.....	†6 55	7 43	12 18	4 33	†4 45	7 58
Alton	7 05	7 55	12 30	4 45	5 00	8 10
[ARRIVE	A M	A M	Noon	P M	P M	P M

* Daily; † daily, except Sunday.
+ Coupon stations; ♁ Telegraph stations.

CONNECTIONS.

C. & A. Ry. at Alton, Ill., and Hartford, Ill.
C. B. & Q. Ry. at Alton, Ill.
C. C. C. & St. L. R.R. at Alton, Ill., and Hartford, Ill.
C. P. & St. L. Ry. at Alton, Ill.
Mo. & Ill. Bridge & Belt R.R. at Alton, Ill.
M. K. & T. Ry. at Alton, Ill.
L. & M. Ry. at Edwardsville, Ill.
T. St. L. & W. R.R. at Edwardsville, Ill.
Wabash R.R. at Edwardsville Junc., Ill.

ST. JOSEPH TERMINAL RAILROAD.

C. L. MASON, Superintendent, St. Joseph, Mo.

Terminal road at St. Joseph, Mo. Operated for switching purposes only. Trackage, 10 miles. *March, 1908.*

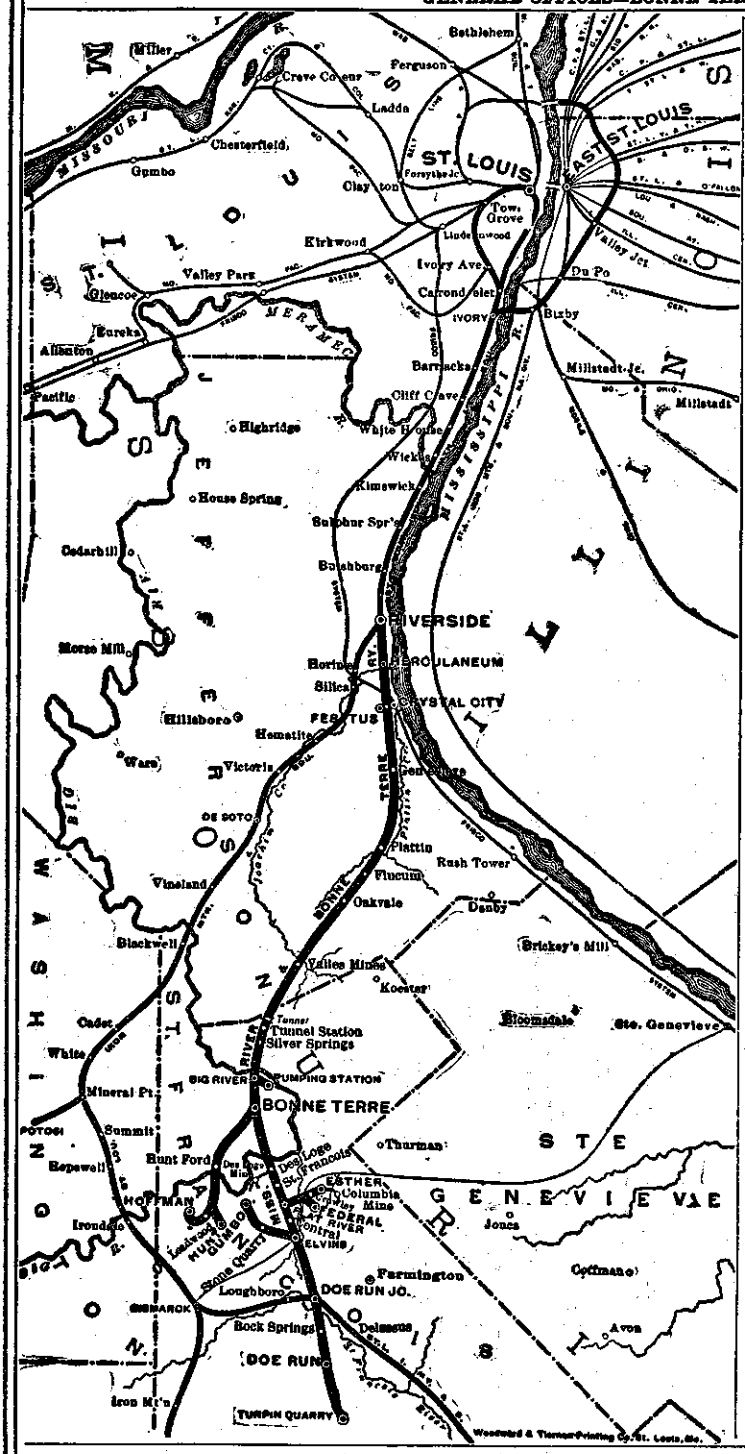
Connections.—At St. Joseph—With all roads diverging.

MISSISSIPPI RIVER & BONNE TERRE RAILWAY.

DWIGHT A. JONES, President, New York.
C. B. PARSONS, Vice-President, Bonne Terre, Mo.
R. R. S. PARSONS, Second Vice-President, "
F. P. GRAVES, Secretary, "
G. S. PARSONS, Treasurer, "

F. J. THOMURE, Traffic Manager, Bonne Terre, Mo.
T. U. YOUNG, Superintendent, "
GEO. A. NEES, Auditor, "
C. H. FAKE, Chief Engineer, "

GENERAL OFFICES—BONNE TERRE, MO.



Southbound. 35 Mail and Exp.	33 Mail and Exp.	31 Mail and Exp.	Miles.	November 21, 1909. (Central time.)	Northbound. 32 Mail and Exp.	34 Mail and Exp.	36 Mail and Exp.
P M	P M	A M	....	lve...St. Louis..arr.	A M	P M	P M
*5 31	*5 00	*7 30	....	....Union Station....	8 35	1 00	8 27
.....	.....	.....	....	(Via St. L. I. M. & S. Ry.)	.....	.....	.....
*7 20	*4 15	*9 00	0	‖....Riverside...ȣ	6 50	11 15	4 45
7 25	4 20	9 05	1.9	.... Herculaneum..ȣ	6 45	11 10	4 40
7 35	4 30	9 15	5.2	.....Festus...ȣ / ...Crystal City...	6 35	11 00	4 30
7 42	– –	9 22	7.9	.....Genevieve.....	6 29	– –	4 22
7 53	4 45	9 31	11.9	..... Plattin .....ȣ	6 16	10 46	4 12
8 00	– –	9 38	14.7	..... Flucom	6 08	– –	4 05
8 03	– –	9 41	16.1	..... Oakvale.....	6 04	– –	4 02
8 14	5 05	9 51	20.7	.....Valles Mines...ȣ	5 52	10 28	3 52
8 22	– –	9 59	23.5	..... Tunnel	5 46	– –	3 45
8 26	– –	10 01	24.3	.... Silver Spring	5 43	– –	3 42
8 34	– –	– –	28.5	.....Big River.....	5 33	– –	3 33
8 45	5 27	10 23	31.1	+..Bonne Terre..ȣ	5 25	10 03	3 25
8 58	5 40	10 35	35.6	.....Desloge.....ȣ	5 15	9 51	3 10
9 02	5 42	10 37	36.4	....St. Francois..ȣ	5 12	9 48	3 06
9 05	5 45	10 42	37.2	+...Flat River...ȣ	5 09	9 45	3 05
9 08	5 48	10 46	37.7	.....Central.....ȣ	5 06	9 41	2 59
9 11	5 50	10 49	38.4	.....Elvins.....ȣ	5 03	9 38	2 56
9 25	6 05	11 05	44.1	...Doe Run Junc.ȣ	4 47	9 22	2 41
9 28	6 08	11 09	45.5	.... Rock Springs	4 44	9 19	2 38
9 32	6 12	11 15	46.2	.....Doe Run....ȣ	*4 40	*9 15	*2 35
P M	P M	A M	....	ARRIVE] [LEAVE	A M	A M	P M

Trains Nos. 32, 31, 34, 33, 36 and 35 make connections with Iron Mountain trains at Riverside to and from St. Louis, Union Station.

Trains Nos. 31 and 34 make connections with Iron Mountain trains at Doe Run Junction to and from points on Belmont Branch.

All Trains carry through coach between Doe Run and St. Louis, Union Station, thus avoiding car transfer.

HOFFMAN BRANCH.

103 Pas.	101 Pas.	115 Mix.	Mls	STATIONS.	102 Pas.	104 Pas.	116 Mix.
P M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	P M
*5 30	*10 30	*5 35	0	....Bonne Terre....	9 55	3 15	6 55
5 58	10 55	6 02	4.5	.....Hunts Ford.....	9 30	2 50	6 30
6 05	11 05	6 10	6.5	arr...Leadwood...lve.	*9 20	*2 40	*6 20
P M	A M	A M	7.4	.....Hoffman.....	A M	P M	P M
.....	.....	.....	....	ARRIVE] [LEAVE	.....	.....	.....

Trains Nos. 102 and 104 connect with Main Line Trains Nos. 34 and 36 for points north and Trains Nos. 31 and 33 for points south.

Trains Nos. 101 and 103 await connections for Main Line Trains Nos. 31 and 33.

CRAWLEY BRANCH.

(Freight service only.)

			Mls	STATIONS.			
.....	.....	.....	0	.....Flat River.....	.....	.....	.....
.....	.....	.....	1.0	.....Crawley.....	.....	.....	.....
.....	.....	.....	1.1	...Esther Junction...	.....	.....	.....
.....	.....	.....	1.5	.....Esther.....	.....	.....	.....

GUMBO BRANCH.

(Freight service only.)

			Mls	STATIONS.			
.....	.....	.....	0	.....Central.....	.....	.....	.....
.....	.....	.....	3.1	..Mitchell Junction..	.....	.....	.....
.....	.....	.....	4.5	.....Mitchell.....	.....	.....	.....

*Daily. ‖ Meals. + Coupon stations; ȣ Telegraph stations.

CONNECTIONS.—Riverside, Mo.—With St. Louis, Iron Mountain & Southern Ry. to and from St. Louis, points in Arkansas, Louisiana, Texas and intermediate points. Festus, Mo.—With St. Louis, Memphis & Southeastern Ry. (Frisco System). Flat River, Mo.—With St. Francois County Ry. (Electric Line) for Farmington, Mo. Elvins, Mo.—With Illinois Southern Ry. Doe Run Junction, Mo.—With Belmont Branch of St. Louis, Iron Mountain & Southern Ry. to and from Charleston, Belmont, Columbus and intermediate points.

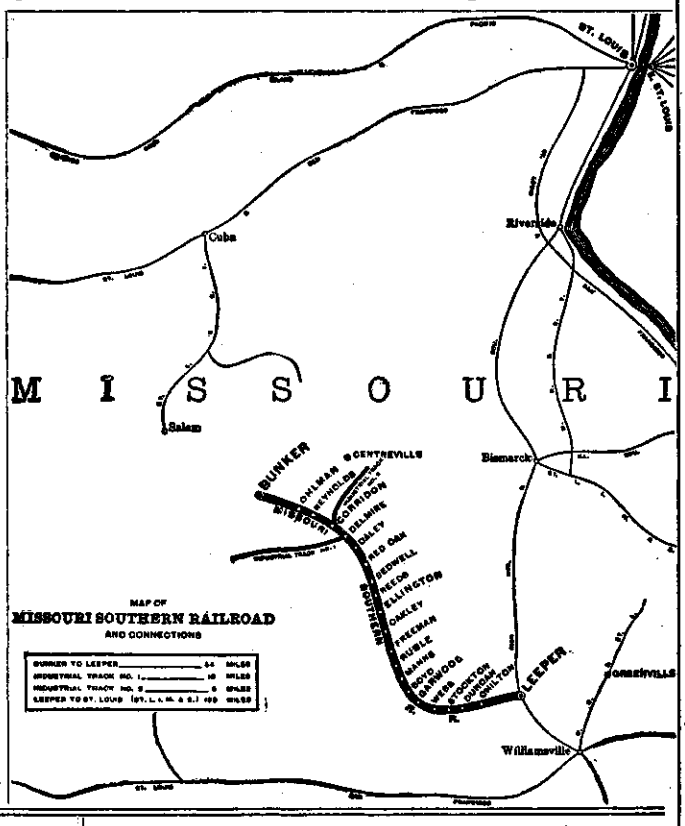
MISSOURI SOUTHERN RAILROAD.

F. D. STOUT, President, 515 Railway Exch., Chicago, Ill.
J. R. LINDSAY, Secretary and Treasurer, 513 Railway Exchange, Chicago, Ill.
N. H. DAVIS, Auditor, " "
J. T. FREDRICKS, General Manager, Leeper, Mo.
JULES A. FREMON, Local Auditor, Traffic Manager and Claim Agent, Leeper, Mo.
H. A. RADTKE, Superintendent, "
H. H. WOODMAN, Chief Engineer, Corridon, Mo.

	No. 2	Mls	*January* 2, 1910.	Mls	No. 1	
			(St. L. I. M. & S. Ry.)			
		0	lv..**St. Louis**.ar.	133		
		133	arr. **Leeper**.lve.	0		
			(*Mo. So. R.R.*)			
	*7 05 A M	0	lv..**Leeper**⊙.ar.	54	4 15 P M	
	7 14 "	3	....Chilton....	51	3 52 "	
	7 23 "	6	....Duncan....	48	3 30 "	
	7 27 "	7	....Stockton....	47	3 26 "	
	– –	8	.....Webb.....	46	– –	
	7 38 "	10	....Garwood..⊙	44	3 17 "	
	7 50 "	13	.....Boyd.....	41	3 05 "	
	– –	17	.....Manns.....	37	– –	
	8 15 "	18	.....Ruble...⊙	36	2 40 "	
	8 21 "	20	....Freeman....	34	2 34 "	
	8 30 "	23	.....Oakley....	31	2 25 "	
	8 55 "	29	...Ellington.⊙	25	2 00 "	
	– –	31	.....Reeds.....	23	– –	
	– –	33	....Bedwell....	21	– –	
	9 20 "	35	....Red Oak....	19	1 27 "	
	– –	37	.....Daley.....	17	– –	
	– –	39	....Oakdale....	15	– –	
	9 45 "	40	....Delmire....	14	1 02 P M	
	10 00 "	43	....Corridon..⊙	11	12 47 Noon	
	10 10 "	44	...Reynolds.⊙	10	12 40 "	
	10 22 "	47	....Ohlman..⊙	7	12 25 "	
	10 45 A M	54	ar. **Bunker**⊙.lv.	0	*1200 Noon	

Trains marked * run daily. ⊙ Telephone stations.
STANDARD—*Central time.*

Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.



TEXAS SOUTHEASTERN RAILROAD.

T. L. L. TEMPLE, President, Texarkana, Tex.
J. E. MITCHELL, Vice-Prest. & Chief Engineer, Diboll, Tex.
E. C. DURHAM, Sec'y, Treas. & Traffic Mgr., Diboll, Tex.
R. O. KENLEY, General Attorney, Groveton, Tex.
S. C. HOLLAND, Auditor, Diboll, Tex.
P. M. MCENROE, Supt. Motive Power, Diboll, Tex.

	No. 2	Mls.	*December* 9, 1908.	No. 1	
	†12 15 Noon	0	lve..... **Diboll**[1].....arr.	3 45 P M	
	12 27 "	4.0	.....McEnroe.....	3 33 "	
	12 35 "	7.0	..... Blix	3 25 "	
	12 55 Noon	11.2	.....Peavy.....	3 10 "	
	1 20 P M	17.5	arr.....**Lufkin**[2].....lve.	†2 50 P M	

Diboll and Vair.

	No. 5	Mls.	*December* 9, 1908.	No. 6	
	†9 30 A M	0	lve.....**Diboll**.....arr.	11 00 A M	
	9 50 "	7.0	.....Blix.....	10 40 "	
	10 02 "	9.8	.....Gilbert.....	10 28 "	
	10 05 A M	10.3	arr.....**Vair**[3].....lve.	†10 25 A M	

† Daily, except Sunday. *Central time.*

Connections.—[1] With Houston, East & West Texas Ry. [2] With St. Louis South-western Ry. of Texas, Eastern Texas Ry., Houston, East & West Texas Ry. [3] With Groveton, Lufkin & Northern Ry.

BRISTOL RAILROAD.

P. W. CLEMENT, President, Rutland, Vt.

Trains leave **New Haven Junction**[1] †9 20 a.m., †12 05 noon, †4 55 p.m., arriving Bristol (6 miles) 9 40 a.m., 12 25 noon, 5 15 p.m. Returning, leave Bristol †8 05, †11 25 a.m., †3 05 p.m., arriving New Haven Junction 8 25, 11 45 a.m., 3 25 p.m. *October* 3, 1909.

This road does not issue or accept any through waybills, tickets or checks. † Daily, except Sunday.

Connection.—[1] With Rutland R.R. *Eastern time.*

HOBOKEN SHORE ROAD.

(*Hoboken Manufacturers Railroad Co., Lessee.*)
R. M. DICKINSON, Auditor, Hoboken, N.J.

Terminal freight road extending from Hoboken to **Weehawken**[1]. Trackage 3 miles. *March*, 1908.

Connections.—[1] With New Jersey Junc. Erie and West Shore R.Rs.

ALABAMA & TOMBIGBEE RAILROAD.

W. D. HARRIGAN, General Manager, Fulton, Ala.

From Fulton, Ala., to Eustis, Ala., and beyond, a distance of 28 miles. Operated for freight only. *April*, 1908.

Connection.—At Fulton, Ala., with Southern Ry.

ST. PAUL & DES MOINES RAILROAD.

F. W. ESTABROOK, President, Boston, Mass.
FRED. C. MACMILLAN, V.-P. & G. M., Des Moines, Ia.
W. R. STERETT, G. F. & P. A., Des Moines, Ia.
WM. WELDON, Treasurer, Iowa Falls, Ia.
J. H. FUNK, General Counsel, "
R. G. SMOCK, Sec'y, Des Moines, Ia.
W. J. SOUDER, Supt. & Aud., "
J. M. PATTISON, Trainmaster, Des Moines, Ia.
J. H. STUBBS, Supt. of M. P., "
HARLAN MACMILLAN, Com'l Agent, Mason City, Ia.
BAXTER WEAVER, Com'l Agent, 206 Pierce Bldg, St. Louis, Mo.
General Offices—Des Moines Ia.

	3	91	1	Mls.	*December* 27, 1908.	90	2	4	
	P M	A M	A M		LEAVE] [ARRIVE	P M	P M	P M	
	*2 30	†7 05	†6 40	0	.....**Mason City**[1]....ō	8 00	1 15	7 45	
	2 36	7 15	6 46	1.3	...Clear Lake Junction...	5 50	1 08	7 38	
	2 48	7 30	6 58	7.0	.....Flint.....	5 25	12 57	7 27	
	3 11	8 05	7 21	17.9	.....Sheffield.....ō	4 40	12 34	7 06	
	3 34	8 55	7 44	28.8	+.....**Hampton**[2].....ō	4 00	12 11	6 43	
	3 43	9 07	7 53	32.7	.....Reeve.....	3 45	12 02	6 35	
	3 53	9 30	8 03	37.0	.....Bradford.....ō	3 20	11 52	6 25	
	4 10	9 55	8 20	45.0	arr...+**Iowa Falls**[3] ō.lve.	2 50	11 35	6 08	
	4 20	11 30	8 25	45.0	lve.....**Iowa Falls**....arr.	1 40	11 30	6 03	
	4 36	11 50	8 40	51.9	.....Racine.....	1 10	11 16	5 47	
	4 43	12 15	8 46	54.9	.....Buckeye.....ō	1 00	11 10	5 40	
	4 54	12 35	8 55	59.5	.....Sherman.....ō	12 35	11 00	5 30	
	5 13	1 10	9 10	67.1	.....Garden City.....ō	11 50	10 45	5 13	
	5 24	1 36	9 22	72.6	.....**McCallsburg**[4]....ō	11 15	10 33	5 01	
	5 37	2 05	9 35	79.1	.....Fernald.....ō	10 45	10 20	4 48	
	5 50	2 35	9 48	85.5	+.....**Nevada**[5].....ō	10 08	10 08	4 35	
	5 59	2 55	9 58	89.4	.....Shipley.....ō	9 20	9 58	4 28	
	6 12	3 25	10 10	95.9	+.....**Cambridge**[6]....ō	8 40	9 45	4 15	
	6 27	3 59	10 25	113.0	.....Elkhart.....ō	8 00	9 30	3 59	
	6 36	– –	10 34	107.2	.....Enterprise.....ō	7 35	9 21	3 50	
	7 05	5 20	11 05	114.0	.....East Des Moines...ō	†6 30	8 50	3 20	
	7 10	P M	11 10	121.0	+.....**Des Moines**[7]...ō	A M	*8 45	†3 15	
	P M		A M		ARRIVE] [LEAVE		A M	P M	

Connections.—[1] With railroads diverging. [2] With Chicago Great Western Ry. and Iowa Central Ry. [3] With Illinois Central R.R., Chicago, Rock Island & Pacific Ry. and Chicago & North Western Ry. [4] With Iowa Central Ry. [5] With Chicago & North Western Ry. [6] With Chicago, Milwaukee & St. Paul Ry. [7] With railroads diverging.

* Daily; † daily, except Sunday. + Coupon stations; ō Telegraph stations. *Central time.*

LINVILLE RIVER RAILWAY.

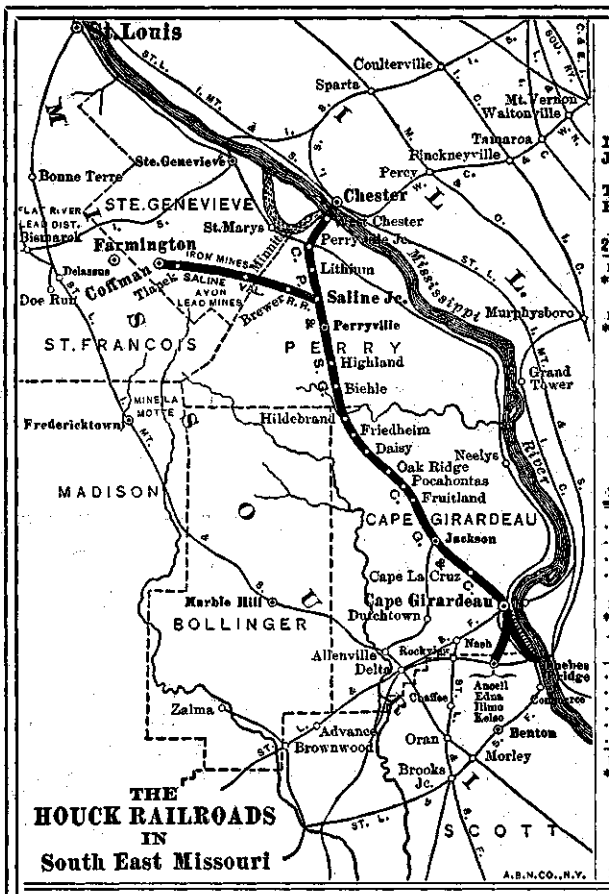
O. C. HATHAWAY, Superintendent, Saginaw, N.C.

Train leaves Pineola †8 30 a.m., arrives **Cranberry**[1] ō (14 miles) 10 30 a.m. Returning, leaves Cranberry †11 40 a.m., arriving Pineola 1 35 p.m.

† Daily, except Sunday. ō Telegraph stations. *April* 15, 1908.

Central time.

Connection.—[1] With East Tennessee & Western North Carolina Ry.



CHESTER, PERRYVILLE & STE. GENEVIEVE RY.
CAPE GIRARDEAU & CHESTER R.R.
CAPE GIRARDEAU & THEBES BRIDGE TERMINAL R.R.
SALINE VALLEY R.R.

LOUIS HOUCK, President.
J. TLAPEK, Vice-President and General Manager.
THOS. L. PHILLIPS, Treasurer.
R. H. SCHULTZ, Aud. & G. F. & P. A.

GIBONEY HOUCK, Attorney.
T. J. GILL, Superintendent.
H. H. ANDERSON, Superintendent of Motive Power.
E. W. PIRKEY, Car Accountant.

General Offices—Cape Girardeau, Mo.

24-12	10	22-8	2	M	*May*, 1909.	M	1	11	7-23	9-21
P M	.....	A M	.....	..	(*C. G. & T. B. T. R.R.*)	..	.....	.....	Noon	A M
*2 45	.....	*7 30	.....	0	lve.....**Kelso**.....arr.	71	.....	.....	12 30	7 15
3 30	.....	8 15	.....	8	arr..**Cape Girardeau**.lve.	63	.....	.....	11 50	*6 30
P M	P M	A M	A M	..	(*C. G. & C. R.R.*)	..	P M	A M	A M	P M
*5 00	*1 50	*10 00	*6 30	0	lve.**Cape Girardeau**[1].arr.	63	5 50	8 25	11 40	3 10
5 15	1 45	10 15	6 46	3	.... Cape La Cruz	60	5 30	8 10	11 30	2 56
5 25	1 50	10 20	6 50	4	.... Gravel Switch	59	5 25	8 05	11 20	2 50
5 35	2 00	10 30	7 10	7	..McKendrie Chapel..	56	5 05	7 55	11 10	2 40
5 45	2 10	10 40	7 30	10	arr....**Jackson**[2]..lve.	53	4 45	7 45	*11 00	*2 30
5 45	P M	A M	7 45	10	lve....**Jackson**...arr.	53	4 20	7 45	A M	P M
6 00	.....	.....	8 10	15	.....Fruitland.....	48	3 55	7 30	.....	.....
6 08	.....	.....	8 15	17	.....Sawyer.....	46	3 45	7 22	.....	.....
6 15	.....	.....	8 30	19	.....Pocahontas.....	44	3 30	7 15	.....	.....
6 30	.....	.....	9 00	23	.....Oak Ridge.....	40	3 05	*7 00	.....	.....
P M	.....	.....	9 20	28	..... Daisy	35	2 35	A M	.....	.....
.....	.....	.....	9 35	32	..... Friedheim	31	2 13	.....	.....	.....
.....	.....	.....	9 45	34	.....Hildebrand.....	29	2 01	.....	.....	.....
.....	.....	.....	10,09	36	..... Biehle.....	27	1 35	.....	.....	.....
.....	.....	.....	10 30	41	.....**Highland**.....	22	1 10	.....	.....	.....
.....	.....	.....	.....	..	(*C. P. & S. G. Ry.*)	..	.....	.....	.....	.....
20	**6**	**4**	10 54	46	.**Perryville Station**.	17	12 45	**3**	**5**	**10**
P M	P M	A M.	11 01	..	...C. G. & C. Switch...	..	12 38	A M	P M	A M
*1 00	†5 30	*5 15	11 10	47	..... **Perryville**	16	*12 30	11 50	6 40	10 30
– –	5 34	5 17	A M	..	...C. G. & C. Switch...	..	Noon	11 36	6 26	– –
1 20	5 50	5 29	.....	51	..**Saline Junction**..	12	.....	11 18	6 10	*10 10
.....	4 10	5 41	.....	55	..... Lithium	8	.....	11 05	6 55	.....
.....	4 30	5 55		58	.. **Perryville Junc**[3] ..	5	.....	10 50	5 40	.....
.....	4 50	6 15		63	ar. **West Chester**[4].lv.	0	.....	*9 45	†5 20	.....
.....	P M	A M		..	(*Car Ferry.*)	..	.....	A M	P M	.....
.....	.....	.....		..	arr....**Chester**...lve.	..	.....	.....	.....	.....
P M	.....	.....		..	(*Saline Valley R.R.*)	..	.....	.....	.....	A M
*1 20	.....	.....		51	..**Saline Junction**..	23	.....	.....	.....	10 10
1 30	.....	.....		52	..... Brewer.....	22	.....	.....	.....	10 00
2 00	.....	.....		57	....Old Lead Road....	17	.....	.....	.....	9 30
2 45	.....	.....		62	.....Minrith	12	.....	.....	.....	8 45
3 45	.....	.....		72	.....Tlapek.....	2	.....	.....	.....	7 45
4 00	.....	.....		74	.....**Coffman**.....	0	.....	.....	.....	*7 30
P M	.....	.....	.....	..	ARRIVE] [LEAVE	..	.....	.....	.....	A M

* Daily; † daily, except Sunday.

Connections.—[1] With St. Louis & San Fran. and Chic. & E. Ill. Rys. [2] With St. L. I. M. & S. Ry. [3] With St. Louis & San Fran. Ry. [4] Via Chester—With Ill. South. and St. L. I. M. & S. Rys. and Wabash, Chester & Western Ry.

The Southern Pine System

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FREIGHT SERVICE ONLY

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SALINE BAYOU RAILROAD.

Extends from **Oak Leaf**[1], Ark., to Brown Springs (9 miles).

Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

LESTER & OUACHITA VALLEY RAILROAD.

Extends from **Lester**[1], Ark., to Two Bayou (8 miles) and White Oak (16 miles).

Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

NATCHEZ, BALL & SHREVEPORT RAILROAD.

Extends from James, La., to **Ball**[1] (6 miles) and Flacon (14 miles).

Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

GRIFFEN, MAGNOLIA & WESTERN RAILROAD.

Extends from **Griffen**[1], Ark., to Lisbon (8 miles) and Maryville (21 miles).

Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

May, 1907.

ULTIMA THULE, ARKADELPHIA & MISSISSIPPI RAILWAY.

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N. W. MCLEOD, V.P. & Aud., »
W. E. GRAYSON Sec'y & Treas., »
W. STANDING, JR., Asst. Aud., »

E. H. PELTON, G. F. & P. A., St. Louis, Mo.
JOHN C. BROWN, Gen. Manager, Arkadelphia, Ark.

.....	No 2	Mls	*December* 1909.	Mls	No. 1	.....
.....	.....	....	LEAVE] [ARRIVE	....	.....	.....
.....	†11 00 A M	0	.....**Daleville**[1].....	22	3 06 P M	.....
.....	11 30 »	8	.....Scotts.....	14	2 15 »	.....
.....	11 45 A M	11	.....Dalark.....	11	2 00 »	.....
.....	12 10 Noon	....	.....Fairview.....	....	1 30 »	.....
.....	12 40 Noon	22	.....**Sparkman**.....	0	†1 05 P M	.....
.....	.....	....	ARRIVE] [LEAVE	....	.....	.....

Trains marked † run daily, except Sunday.

STANDARD—*Central time.*

Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

VIRGINIA & TRUCKEE RAILWAY.

H. M. YERINGTON, General Manager, Carson City, Nev.

Trains leave **Reno**[1] *8 30 a.m., *1 30 p.m., arriving Carson City (31 miles) 9 45 a.m., 3 20 p.m., **Mound House**[2] 10 32 a.m., 6 20 p.m., Virginia (52 m.) 11 17 a.m., 8 30 p.m. Returning, leave Virginia *7 45 a.m., *4 60 p.m., Mound House *8 40 a.m., *6 35 p.m., arriving Reno 11 40 a.m., 7 25 p.m.

Minden Branch.—Train leaves Carson City *9 55 a.m., arriving Minden (15 miles) 10 35 a.m. Returning, leaves Minden *11 25 a.m., arriving Carson City 12 05 noon. * Daily. *October* 1, 1908.

Connections.—[1] With Southern Pacific Co. and Nevada-California-Oregon Ry. [2] With Carson & Colorado Ry. *Pacific time.*

NEVADA CENTRAL RAILROAD.

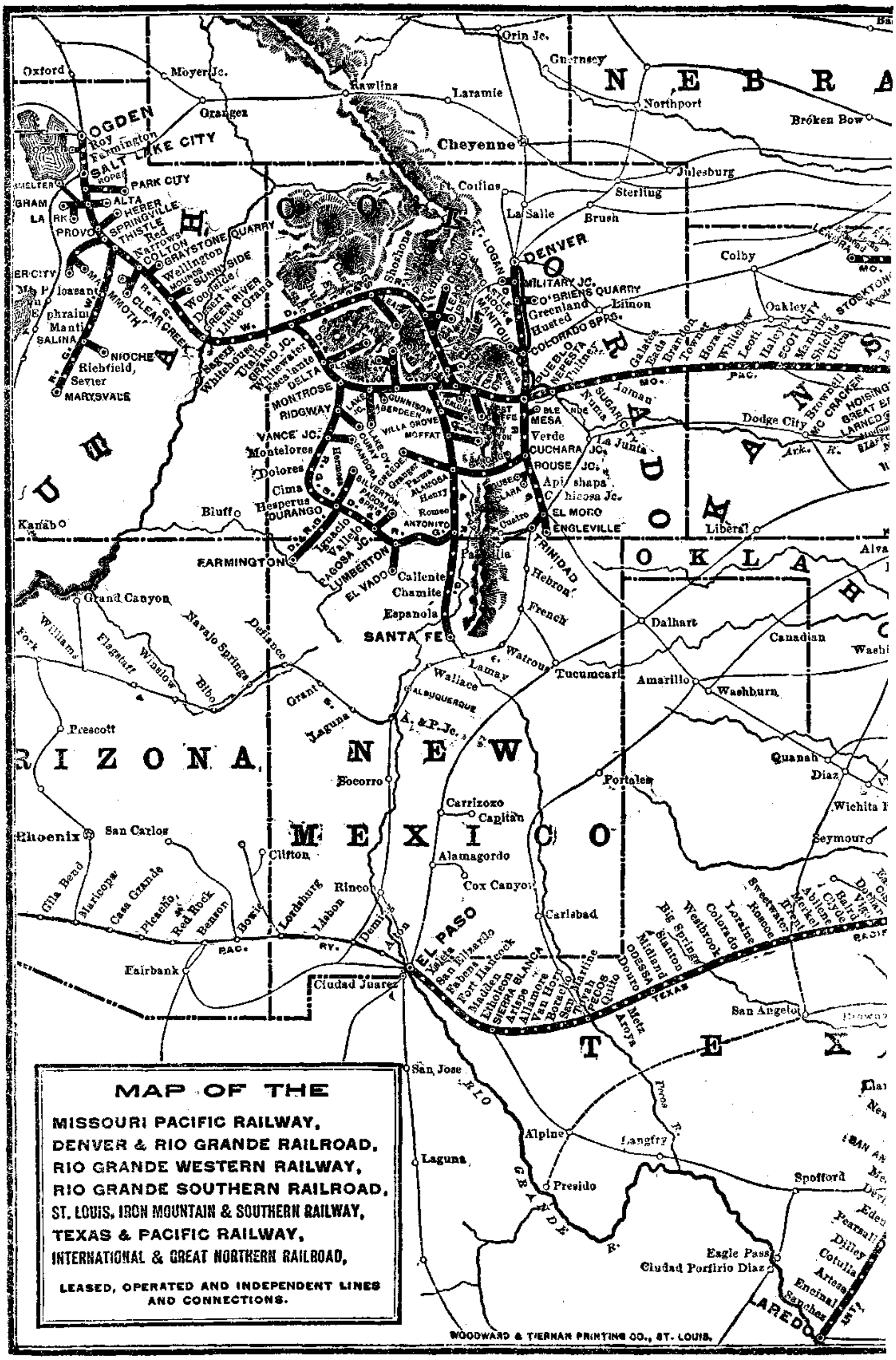
J. M. HISKEY, Superintendent, Austin, Nev.

Train leaves **Battle Mountain**[1] ♂ *a* 8 30 a.m. for Watts ♂ (36 miles), Silver Creek ♂ (70 miles), arriving **Austin**[2] ♂ (93 miles) 3 00 p.m. Returning, leaves Austin *b* 9 00 a.m., arriving Battle Mountain 2 30 p.m.

a Tuesday, Thursday and Saturday; *b* Wednesday, Friday and Sunday. ♂ Telegraph stations. *January* 1, 1908.

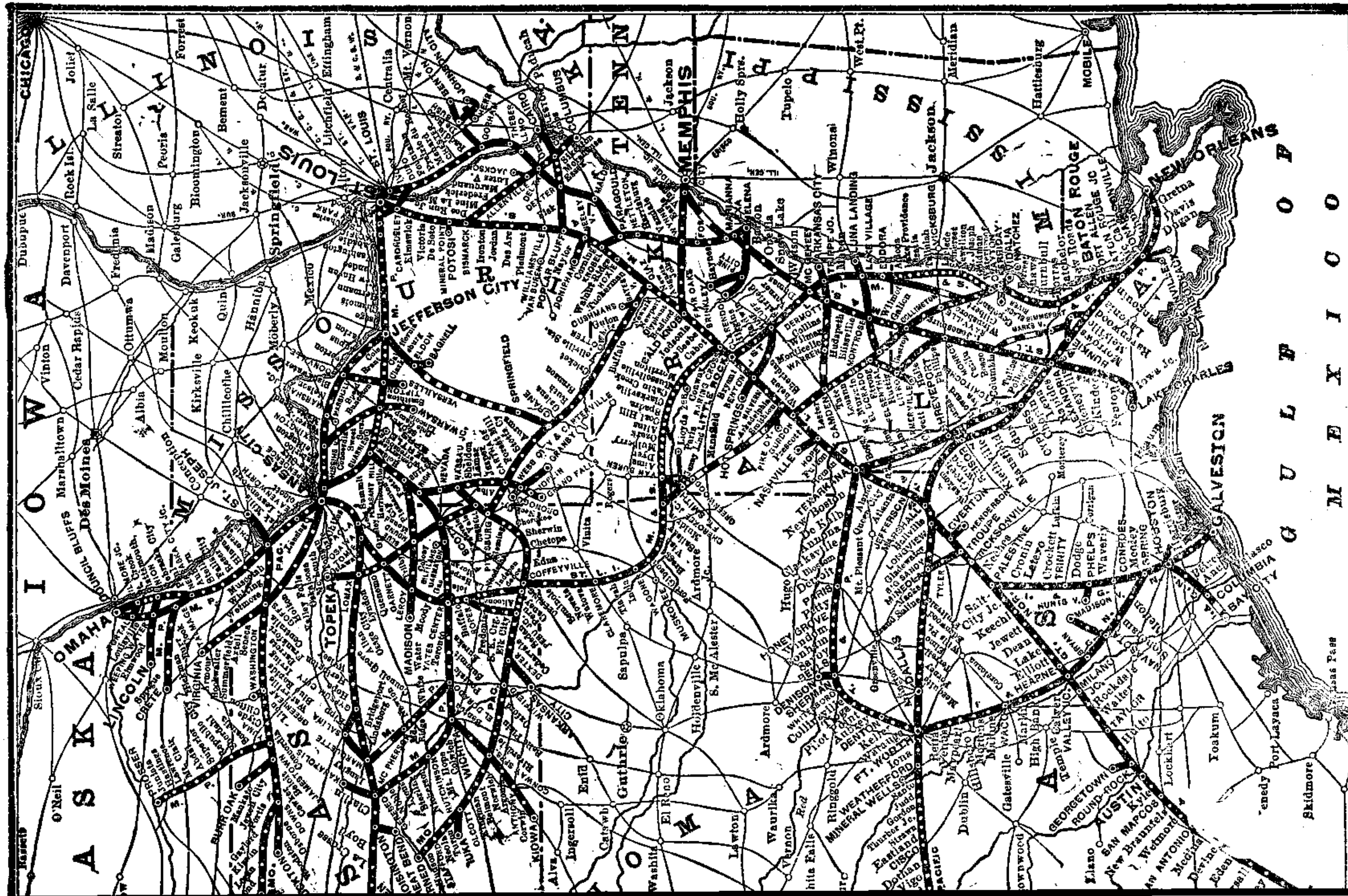
Connections.—[1] With Southern Pacific Co. for the east and west. [2] With stage lines diverging for Tonopah, Berlin, Belmont, Junction, Kingston and Midas. *Mountain time.*

See Index to Stations on this Line, Pages 908-910



For Schedules of all Through Sleeping Cars operated by these Companies, see Pages 910-911

For Tourist Sleeping Car Lines, see Page 918



THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

General Offices—St. Louis, Mo., and 195 Broadway, New York.

MILEAGE			
	The Missouri Pacific Ry. and Branches, Leased, Operated and Independent Lines.....	3,879.92	Total, 6,488.51
	St. Louis, Iron Mountain & Southern Ry. and Branches.....	2,608.59	

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THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

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New Orleans, La.—712 Common Street—
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New York, N.Y.—335 Broadway—
C. C. MCCARTHY, Gen. Eastern Freight Agt.
Omaha, Neb.—Fifteenth and Farnam Sts.—
C. E. WAGAR, Asst. General Freight Agent.
Philadelphia, Pa.—
Room 903 Lafayette Building, 5th and Chestnut Sts.—
LOUIS F. KLEIN, Commercial Freight Agent.
Pittsburg, Pa.—325-325 Bessemer Building—
J. B. TRIMBLE, Gen. Agent Freight Dept.
Pueblo, Colo.—313 North Main Street—
J. L. AMOS, General Agent.
St. Joseph, Mo.—426 Edmond Street—
J. O. BARKLEY, Commercial Freight Agent.
St. Louis, Mo.—Missouri Pacific Building—
CHAS. RIPPIN, Gen. Agent Freight Dept.
St. Paul, Minn.—376 Robert Street—
R. B. WILSON, Traveling Freight Agent.
Salt Lake City, Utah—
J. R. DUCKWORTH, Commercial Agent.
San Francisco, Cal.—36 Powell Street—
WM. F. SCHMIDT, General Western Agent.
L. A. MILLS, Commercial Agent.
Sedalia, Mo.—W. B. SHIRK, Com'l Agent.
Springfield, Mo.—R. L. ARNETT, Com'l Agt.
Texarkana, Ark.—
G. L. PUTSCHE, Commercial Freight Agent.
Wichita, Kan.—Cor. Douglas & Wichita Sts.—
S. H. KILGORE, Commercial Freight Agent.

STOP-OVER PRIVILEGES.—On application to conductors or train auditors, stop-overs will be granted on the lines of the Missouri Pacific and St. Louis, Iron Mountain & Southern Rys. as follows:

First—**Within the transit limit** of one-way first and second-class tickets and all classes of round trip or tourist tickets, both going and returning, reading to or from destinations in Arizona, British Columbia, California, Mexico, Nevada, Oregon and Washington; at Kansas City, Leavenworth, Atchison, St. Joseph or Omaha, on any ticket to or from a point west thereof; and at any point west of Kansas City, Leavenworth, Atchison, St. Joseph, Omaha or Memphis on first-class tickets to and from all territory.

It will be noted stop-over arrangements outlined above will not operate to extend final limit of any ticket, and under no circumstances will any extension of transit or final limit be made to permit stop-over.

Second—Stop-overs are allowed on Homeseekers' excursion tickets only at points in Homeseekers' territory, on going trip within going transit limit of fifteen days, and on return trip within final limit except as shown in next section.

Third—Stop-overs not to exceed ten days will be allowed at Little Rock or Benton, Ark., on all unlimited or first-class limited tickets to enable passengers to visit Hot Springs. On Tourist tickets stop-overs will be allowed on going and return trip not to exceed thirty days, but this privilege will in no case lengthen limit of such tickets.

On round-trip tickets other than the above, including Homeseekers', stop-over will be permitted on going and return trip not to exceed ten days, and in no case later than final limit.

Fourth—Stop-overs not exceeding ten days are allowed at Little Rock, Ark., to passengers holding Hot Springs tickets, as follows:

On all one-way tickets from Hot Springs to St. Louis or to any point on the Missouri Pacific Ry. west of St. Louis.

On return portion of round-trip tickets originating at any point on the Missouri Pacific Ry. west of St. Louis.

On single-trip tickets from all points in the East and North to Hot Springs. On the going trip of round-trip tickets from all points in the East and North to Hot Springs.

Passengers desiring to avail themselves of this privilege should call at the depot office at Little Rock or Hot Springs on arrival and deposit their tickets with our agent, who will issue receipt for same, and, on proper identification, return ticket to owner with special order to conductor covering stop-overs.

STOP-OVERS AT ST. LOUIS, MO.—Effective March 1, 1909, stop-overs will be allowed at St. Louis, Mo., under the following conditions:

A stop-over of ten days will be allowed on all first-class one-way tickets reading via the Missouri Pacific Railway or St. Louis, Iron Mountain & Southern Railway out of St. Louis.

A stop-over of ten days will be allowed on all round-trip, All-Year tourist, Winter tourist and Summer tourist tickets—in no case, however, to exceed the final limit of such tickets.

To obtain stop-over, tickets must be deposited with the joint validating agent at St. Louis Union Station immediately on arrival, who will issue receipt for such tickets, and when passenger is ready to resume journey will attach extension pasters extending the limit on one-way tickets and the transit limit on round-trip tickets, to enable passengers to reach their final destination.

MISSOURI PACIFIC IRON MOUNTAIN

THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

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THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

MISSOURI PACIFIC IRON MOUNTAIN

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THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

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CONDENSED SCHEDULES SHOWING DAILY THROUGH SLEEPING CARS, via MISSOURI PACIFIC RAILWAY.

ST. LOUIS, KANSAS CITY AND SAN FRANCISCO.

Example by Days.							No. 3		(Missouri Pacific Railway.)		No. 2	Example by Days.						
Sun	Mon	Tue	Wed	Thu	Fri	Sat	10 10	P M	lve.	St. Louis	arr.	5 30 P M	Thu	Fri	Sat	Sun	Mon	Tue	Wed
Mon	Tue	Wed	Thu	Fri	Sat	Sun	4 05	A M	lve.	Sedalia	arr.	12 26 Noon	"	"	"	"	"	"	"
"	"	"	"	"	"	"	7 10	A M	arr.	Kansas City	lve.	9 30 A M	"	"	"	"	"	"	"
"	"	"	"	"	"	"	10 00	A M	lve.	Kansas City	arr.	8 50 A M	"	"	"	"	"	"	"
"	"	"	"	"	"	"	12 20	Noon	lve.	Osawatomie	arr.	6 35 A M	"	"	"	"	"	"	"
"	"	"	"	"	"	"	9 05	P M	lve.	Geneseo	arr.	12 20 Night	Wed	Thu	Fri	Sat	Sun	Mon	Tue
Tue	Wed	Thu	Fri	Sat	Sun	Mon	11 45	A M	arr.	Pueblo	lve.	12 01 Noon	"	"	"	"	"	"	"
									(Denver & Rio Grande.)										
Tue	Wed	Thu	Fri	Sat	Sun	Mon	1 30	P M	lve.	Pueblo	arr.	8 50 A M	Wed	Thu	Fri	Sat	Sun	Mon	Tue
"	"	"	"	"	"	"	11 48	P M	arr.	Glenwood Springs	lve.	10 33 P M	Tue	Wed	Thu	Fri	Sat	Sun	Mon
Wed	Thu	Fri	Sat	Sun	Mon	Tue	2 15	P M	arr.	Salt Lake City	lve.	8 10 A M	"	"	"	"	"	"	"
"	"	"	"	"	"	"	3 30	P M	arr.	Ogden	lve.	7 00 A M	"	"	"	"	"	"	"
									(Southern Pacific.)										
Wed	Thu	Fri	Sat	Sun	Mon	Tue	4 20	P M	lve.	Ogden	arr.	6 20 A M	Tue	Wed	Thu	Fri	Sat	Sun	Mon
Thu	Fri	Sat	Sun	Mon	Tue	Wed	4 50	P M	arr.	Sacramento	lve.	10 40 P M	Sun	Mon	Tue	Wed	Thu	Fri	Sat
"	"	"	"	"	"	"	8 28	P M	arr.	San Francisco	lve.	6 40 P M	"	"	"	"	"	"	"

Dining Car (meals a la carte) Osawatomie to Hoisington, Olney Springs to Hoisington and Osawatomie to St. Louis. Free Reclining Chair Cars between St. Louis and Pueblo.

For Tourist Sleeping Car Lines, see Page 918. For Free Side Trips to Denver, see Page 918.

ST. LOUIS, FORT SCOTT, WICHITA AND DENVER.

	9-3-403		(Missouri Pacific Railway.)		10-4-404	
	8 10	P M	lve. St. Louis	arr.	8 12	A M
	3 45	A M	lve. Pleasant Hill	arr.	12 35 Night	
	5 50	A M	lve. Rich Hill	arr.	10 07	P M
	7 10	A M	arr. Fort Scott	lve.	9 05	P M
	1 30	P M	arr. Wichita	lve.	2 30	P M
	5 20	P M	lve. Wichita	arr.	10 50	A M
	11 45	A M	arr. Pueblo	lve.	8 05	P M
			(Denver & Rio Grande.)			
	4 55	P M	arr. Denver	lve.	1 15	P M

ST. LOUIS, CARTHAGE AND JOPLIN.

	No. 9		Buffet Sleeper.		No. 10	
	8 10	P M	lve. St. Louis	arr.	8 12	A M
	3 45	A M	lve. Pleasant Hill	lve.	12 52 Night	
	6 15	A M	arr. Nevada	lve.	9 50	P M
	8 10	A M	arr. Carthage	lve.	7 55	P M
	9 00	A M	arr. Joplin	lve.	7 15	P M

ST. LOUIS, KANSAS CITY AND ST. JOSEPH.

Observation Buffet Sleeper on night trains.
Observation Parlor Car on day trains.

1-101	11-111	STATIONS.		112-12	102-2
9 00 A M	11 30 P M	lve. St. Louis	arr.	7 30 A M	5 30 P M
5 50 P M	7 30 A M	arr. Kansas City	lve.	11 30 P M	9 30 A M
7 11 P M	9 06 A M	arr. Leavenworth	lve.	9 20 P M	8 20 A M
7 50 P M	9 45 A M	arr. Atchison	lve.	8 40 P M	7 38 A M
8 45 P M	10 50 A M	arr. St. Joseph	lve.	7 40 P M	6 45 A M

ST. LOUIS AND KANSAS CITY.

Broiler Buffet Observation Sleeper on Trains Nos. 7 and 8.

No. 7	No. 3	STATIONS.		No. 4	No. 8
2 20 A M	10 10 P M	lve. St. Louis	arr.	7 10 A M	10 40 P M
5 23 A M	2 05 A M	arr. Jefferson City	lve.	2 30 A M	6 30 P M
6 57 A M	4 05 A M	arr. Sedalia	lve.	12 20 Night	4 30 P M
9 30 A M	7 10 A M	arr. Kansas City	lve.	8 15 P M	1 15 P M

Sleeper on No. 7 open for occupancy in St. Louis, Union Station, at 9 30 p.m. For additional service between St. Louis and Kansas City, see Trains Nos. 1, 2, 11 and 12 above.

KANSAS CITY AND WICHITA.

	No. 103		STATIONS.		No. 104	
	9 50	P M	lve. Kansas City	arr.	7 15	A M
	3 35	A M	lve. Yates Center	arr.	1 30	A M
	7 25	A M	arr. Wichita	lve.	9 45	P M

ATCHISON, DOWNS AND STOCKTON.

	No. 501		STATIONS.		No. 502	
	9 00	P M	lve. Atchison	arr.	7 20	A M
	8 10	A M	arr. Downs	lve.	8 10	P M
	10 25	A M	arr. Stockton	lve.	6 00	P M

ST. LOUIS, KANSAS CITY AND DENVER.

	No. 1		(Missouri Pacific Railway.)		No. 4	
	9 00	A M	lve. St. Louis	arr.	7 10	A M
	5 30	P M	arr. Kansas City	lve.	8 15	P M
	6 30	P M	lve. Kansas City	arr.	5 50	P M
	3 25	A M	lve. Geneseo	arr.	7 10	A M
	4 00	A M	lve. Hoisington	arr.	4 40	A M
	2 25	P M	arr. Pueblo	lve.	8 05	P M
			(Denver & Rio Grande.)			
	4 53	P M	arr. Colorado Springs	lve.	4 05	P M
	7 20	P M	arr. Denver	lve.	1 15	P M

Nos. 1 and 4—Dining Cars (meals a la carte) St. Louis to Kansas City, Kansas City to Osawatomie, Hoisington to Olney Springs and Hoisington to Osawatomie. Free Reclining Chair Cars between St. Louis and Pueblo.

KANSAS CITY AND JOPLIN.

	212-209		Buffet Sleeper.		210-217	
	2 10	A M	lve. Kansas City	arr	5 30	A M
	6 15	A M	arr. Nevada	lve.	9 50	P M
	8 10	A M	arr. Carthage	lve.	7 65	P M
	9 00	A M	arr. Joplin	lve.	7 15	P M

Car open for occupancy in Kansas City at 10 00 p.m. previous evening.

KANSAS CITY, COFFEYVILLE AND LITTLE ROCK.

No. 103	No. 105		STATIONS.		No. 106	No. 104
9 50 P M	9 10 A M	lve.	Kansas City	arr.	6 25 P M	7 15 A M
3 25 A M	2 44 P M	lve.	Yates Center	arr.	1 15 P M	1 55 A M
6 05 A M	5 15 P M	arr.	Coffeyville	lve.	10 40 A M	11 00 P M
	11 42 P M	arr.	Fort Smith	lve.	3 50 A M	
	6 55 A M	arr.	Little Rock	lve.	9 00 P M	

KANSAS CITY AND LINCOLN.

	No. 105		STATIONS.		No. 106	
	10 00 P M	lve.	Kansas City	arr.	7 20 A M	
	11 00 P M	lve.	Leavenworth	arr.	6 25 A M	
	11 45 P M	lve.	Atchison	arr.	5 40 A M	
	4 55 A M	arr.	Union	lve.	12 55 Night	
	7 30 A M	arr.	Lincoln	lve.	10 00 P M	

KANSAS CITY AND OMAHA.

□No. 103	No. 105		STATIONS.		No. 106	□No. 104
9 45 A M	10 00 P M	lve.	Kansas City	arr	7 20 A M	6 05 P M
10 45 A M	11 00 P M	lve.	Leavenworth	arr.	6 25 A M	5 00 P M
11 45 A M	11 45 P M	lve.	Atchison	arr.	5 40 A M	4 10 P M
5 50 P M	4 10 A M	arr.	Nebraska City	lve.	1 25 A M	11 30 A M
6 50 P M	6 35 A M	arr.	Omaha	lve.	11 15 P M	9 40 A M

□ Trains Nos. 103 and 104 carry Broiler Buffet Parlor Car between Kansas City and Omaha. ‡ Stops for meals.

THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

MISSOURI PACIFIC IRON MOUNTAIN

CONDENSED SCHEDULES SHOWING DAILY THROUGH SLEEPING CARS, via IRON MOUNTAIN ROUTE.

ST. LOUIS, SAN ANTONIO AND MEXICO CITY.

Daily Example.	No. 5			No. 8	Daily Example.
		(*Iron Mountain Route.*)			
SuMoTuWThFrSa	8 30 P M	lve.....	**St. Louis**.....arr.	7 58 P M	WThFrSaSuMoTu
MoTuWThFrSaSu	7 30 A M	lve.....	**Little Rock**.....arr.	8 50 A M	WThFrSaSuMoTu
MoTuWThFrSaSu	12 20 Noon	arr.....	**Texarkana**.....lve.	4 35 A M	WThFrSaSuMoTu
		(*Texas & Pacific.*)			
MoTuWThFrSaSu	12 35 Noon	lve.....	**Texarkana**.....arr.	4 25 A M	WThFrSaSuMoTu
MoTuWThFrSaSu	3 40 P M	arr.....	**Longview Junc**.....lve.	1 25 A M	WThFrSaSuMoTu
		(*Inter. & Great Northern.*)			
MoTuWThFrSaSu	3 50 P M	lve.....	**Longview Junc**.....arr.	1 15 A M	WThFrSaSuMoTu
MoTuWThFrSaSu	7 35 P M	arr.....	**Palestine**.....lve.	10 28 P M	TuWThFrSaSuMo
TuWThFrSaSuMo	3 48 A M	arr.....	**Austin**.....lve.	4 05 P M	TuWThFrSaSuMo
TuWThFrSaSuMo	6 45 A M	arr.....	**San Antonio**.....lve.	1 25 P M	TuWThFrSaSuMo
TuWThFrSaSuMo	12 55 Noon	arr.....	**Laredo**.....lve.	7 15 A M	TuWThFrSaSuMo
		(*National Rys. of Mexico.*)			
TuWThFrSaSuMo	□12 04 Noon	lve.....	**Laredo**.....arr.	□6 10 A M	TuWThFrSaSuMo
TuWThFrSaSuMo	8 50 P M	arr.....	**Monterrey**.....lve.	9 30 P M	MoTuWThFrSaSu
TuWThFrSaSuMo	10 25 P M	arr.....	**Saltillo**.....lve.	6 10 P M	MoTuWThFrSaSu
WThFrSaSuMoTu	7 05 A M	arr.....	**San Luis Potosi**.....lve.	8 45 A M	MoTuWThFrSaSu
WThFrSaSuMoTu	1 37 P M	arr.....	**Queretaro**.....lve.	2 05 A M	MoTuWThFrSaSu
WThFrSaSuMoTu	8 00 P M	arr.....	**Mexico City**.....lve.	7 30 P M	SuMoTuWThFrSa

□ *Mexican time*—36 minutes slower than *Central Standard time.* Iron Mountain Train No. 5 has Dining Car (meals a la carte), Poplar Bluff to Longview Junction and Pullman Hotel Car (meals a la carte), San Antonio to Mexico City. Returning, Train No. 8 has Pullman Hotel Car (meals a la carte), Mexico City to San Antonio and Dining Car (meals a la carte), San Antonio to St. Louis. Free Reclining Chair Car service.

ST. LOUIS, DALLAS, FORT WORTH AND BIG SPRINGS.

Buffet Sleeper.

No. 5			No. 6
	(*Iron Mountain Route.*)		
8 30 P M	lve.....	**St. Louis**.....arr.	7 27 A M
7 30 A M	lve.....	**Little Rock**.....arr.	8 10 P M
12 20 Noon	arr.....	**Texarkana**.....lve.	3 50 P M
	(*Texas & Pacific.*)		
12 35 Noon	lve.....	**Texarkana**.....arr.	3 40 P M
7 30 P M	arr.....	**Dallas**.....lve.	8 30 A M
8 35 P M	arr.....	**Fort Worth**.....lve.	7 30 A M
9 35 A M	arr.....	**Big Springs**.....lve.	7 30 P M

Dining Cars (meals a la carte) between Little Rock and Fort Worth. Free Reclining Chair Cars between St. Louis and Big Springs.

ST. LOUIS, LITTLE ROCK AND HOT SPRINGS, ARK.

No. 17 Hot Springs Special.	STATIONS.		No. 18 Hot Springs Special.
9 00 P M	lve.....	**St. Louis**.....arr.	7 16 A M
7 50 A M	arr.....	**Little Rock**.....lve.	7 45 P M
10 05 A M	arr.....	**Hot Springs**.....lve.	5 30 P M

Free Reclining Chair Car between St. Louis and Hot Springs.

CHICAGO AND HOT SPRINGS, ARK.

No. 17			No. 18
	(*C. & A. R.R.*)		
11 25 A M	lve.....	**Chicago**.....arr.	4 55 P M
4 30 P M	lve.....	**Springfield**.....arr.	.....
7 25 P M	arr.....	**St. Louis**.....lve.	9 04 A M
	(*Iron Mountain Route.*)		
9 00 P M	lve.....	**St. Louis**.....arr.	7 16 A M
7 50 A M	arr.....	**Little Rock**.....lve.	7 54 P M
10 05 A M	arr.....	**Hot Springs**.....lve.	5 30 P M

ST. LOUIS AND POPLAR BLUFF.

No. 9	STATIONS.		No. 10
7 45 P M	lve.....	**St. Louis**.....arr.	8 15 A M
1 45 A M	arr.....	**Poplar Bluff**.....lve.	2 05 A M

Passengers are permitted to occupy car at Poplar Bluff until 7 00 a.m.

Car open for occupancy in Poplar Bluff at 9 00 p.m.

ST. LOUIS AND GALVESTON.

Buffet Sleeper.

5	3		No. 8
P M	A M	(*Iron Mountain Route.*)	
8 30	9 05	lve..... **St. Louis**.....arr.	7 58 P M
7 30	8 00	lve..... **Little Rock**.....arr.	8 50 A M
12 20	1245	arr..... **Texarkana**.....lve.	4 35 A M
Noon	A M	(*Texas & Pacific.*)	.....
12 35	1 00	lve..... **Texarkana**.....arr.	4 25 A M
3 40	3 55	arr..... Longview Junction.....lve.	1 25 A M
P M	A M	(*Inter. & Great Northern.*)	.....
3 50	4 55	lve..... Longview Junction.....arr.	1 15 A M
7 55	8 01	arr..... **Palestine**.....lve.	10 28 P M
5 30	2 56	arr..... **Houston**.....lve.	3 40 P M
7 45	P M	arr..... **Galveston**.....lve.	2 00 P M
A M			.....

Iron Mountain Train No. 5 has Dining Car (meals a la carte) Poplar Bluff to Longview Junction. Free Reclining Chair Car service. Pullman Buffet Parlor Car Palestine to Houston.

ST. LOUIS AND MEMPHIS.

No. 9	STATIONS.		No. 10
7 45 P M	lve.....	**St. Louis**.....arr.	8 15 A M
2 05 A M	lve.....	**Poplar Bluff**.....arr.	1 55 A M
8 20 A M	arr.....	**Memphis**.....lve.	7 45 P M

Free Reclining Chair Cars between St. Louis and Memphis.

MEMPHIS AND LITTLE ROCK.

No. 205	STATIONS.		No. 202
*11 45 P M	lve.....	**Memphis**.....arr.	7 15 A M
6 15 A M	arr.....	**Little Rock**.....lve.	*1 30 Night

ST. LOUIS AND HELENA.

No. 309	STATIONS.		No. 310
7 45 P M	lve.....	**St. Louis**.....arr.	8 15 A M
9 50 A M	arr.....	**Helena**.....lve.	6 40 P M

ST. LOUIS AND SAN ANTONIO.

No. 17-7	No. 3		No. 6	No. 8
		(*Iron Mountain Route.*)		
9 00 P M	9 05 A M	lve..... **St. Louis**.....arr.	7 27 A M	7 58 P M
10 55 A M	8 00 P M	lve..... **Little Rock**.....arr.	8 10 P M	8 50 A M
2 35 P M	12 45 Night	arr..... **Texarkana**.....lve.	3 50 P M	4 35 A M
		(*Texas & Pacific.*)		
2 45 P M	1 00 A M	lve..... **Texarkana**.....arr.	3 40 P M	4 25 A M
5 40 P M	4 05 A M	arr..... **Longview Junction**.....lve.	12 28 Noon	1 25 A M
		(*Inter. & Great Northern.*)		
5 45 P M	4 55 A M	lve..... **Longview Junction**.....arr.	11 45 A M	1 15 A M
8 25 P M	8 01 A M	arr..... **Palestine**.....lve.	7 35 A M	10 28 P M
3 48 A M	3 50 P M	arr..... **Austin**.....lve.	11 10 P M	4 05 P M
6 45 A M	6 45 P M	arr..... **San Antonio**.....lve.	7 45 P M	1 25 P M

See also St. Louis, San Antonio and Mexico City Car, shown above. Iron Mountain Train No. 3 has Dining Car (meals a la carte), St. Louis to San Antonio and No. 6 from Longview Junction to Little Rock. Free Reclining Chair Car service.

ST. LOUIS, DALLAS, FORT WORTH AND LOS ANGELES.

Broiler Buffet Sleeper.

	No. 3		No. 4	
		(*Iron Mountain Route.*)		
First day	9 05 A M	lve..... **St. Louis**.....arr.	7 25 P M	Fourth day
"	8 00 P M	lve..... **Little Rock**.....arr.	8 25 A M	"
Second day	12 45 Night	arr..... **Texarkana**.....lve.	4 15 A M	Fourth day
		(*Texas & Pacific.*)		
Second day	1 00 A M	lve..... **Texarkana**.....arr	4 05 A M	Fourth day
"	8 03 A M	arr..... **Dallas**.....lve.	8 35 P M	Third day
"	9 15 A M	arr..... **Fort Worth**.....lve.	7 15 P M	Third day
Third day	12 40 Noon	arr..... **El Paso**.....lve.	6 20 P M	Second day
		(*Southern Pacific.*)		
Third day	*10 50 P M	lve..... **El Paso**.....arr.	3 00 A M	Second day
Fourth day	1 17 P M	arr..... **Maricopa**.....lve.	11 15 A M	First day
Fifth day	7 25 A M	arr..... **Los Angeles**.....lve.	8 30 P M	

* *Pacific time*—2 hours slower than *Central Standard time.* Iron Mountain Train No. 3 has Dining Car (meals a la carte), St. Louis to Little Rock and No. 4 from Texarkana to St. Louis. Free Reclining Chair Cars between St. Louis and El Paso.

LITTLE ROCK, FORT SMITH AND KANSAS CITY.

No. 104	No. 106	STATIONS.		No. 105	No. 103
8 47 A M	9 00 P M	lve.....	**Little Rock**.....arr.	6 55 A M	7 46 P M
3 45 P M	3 35 A M	arr	**Fort Smith**.....lve.	11 57 P M	12 42 Noon
10 46 P M	10 28 A M	arr.....	**Coffeyville**.....lve.	5 35 P M	6 15 A M
.....	6 25 P M	arr.....	**Kansas City**.....lve.	9 30 A M	.....

Car set out at Fort Smith and passengers allowed to remain in car until 7 00 a.m. Car open for occupancy in Fort Smith at 9 00 p.m.

Observation Cafe Cars (meals a la carte) on Day Trains Nos. 103 and 104 between Little Rock and Coffeyville.

LITTLE ROCK, ALEXANDRIA AND NEW ORLEANS.

No. 103	No. 105		No. 108	No. 104
		(*Iron Mountain Route.*)		
8 45 P M	8 45 A M	lve..... **Little Rock**.....arr.	7 15 P M	6 45 A M
5 10 A M	6 10 P M	arr..... **Monroe**.....lve.	10 00 A M	10 10 P M
5 20 A M	6 25 P M	lve..... **Monroe**.....arr.	8 50 A M	10 00 P M
9 25 A M	10 55 P M	arr..... **Alexandria**.....lve.	4 30 A M	6 20 P M
.....	.....	(*Texas & Pacific.*)	.....	.....
.....	1 23 A M	lve..... **Alexandria**.....arr.	2 26 A M	.....
.....	8 55 A M	arr..... **New Orleans**.....lve.	7 30 P M	.....

Sleepers on Nos. 103, 104, 105 and 106 are Buffet Cars.

ST. LOUIS AND SHREVEPORT.

	No. 7-9		No. 10-8	
		(*Iron Mountain Route.*)		
.....	2 25 A M	lve..... **St. Louis**.....arr.	7 27 A M	.....
.....	10 55 A M	lve..... **Little Rock**.....arr.	8 10 P M	.....
.....	2 35 P M	arr..... **Texarkana**.....lve.	3 50 P M	.....
.....		(*Kansas City Southern.*)		.....
.....	3 30 P M	lve..... **Texarkana**.....arr.	3 10 P M	.....
.....	6 20 P M	arr..... **Shreveport**.....lve.	12 30 Noon	.....

Sleeping Cars between St. Louis and Shreveport.

JOPLIN AND NEWPORT.

	No. 209	STATIONS.		No. 210	
.....	7 30 A M	lve.....	**Joplin**.....arr.	7 40 P M	.....
.....	7 30 P M	arr.....	**Newport**.....lve.	7 00 A M	.....

Pullman Parlor Cars.

For Tourist Sleeping Car Lines, see page 918.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | Over 160 railroads use the SAFETY systems of ..... **Steam Heat**

MISSOURI PACIFIC IRON MOUNTAIN

THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

1—ST. LOUIS AND KANSAS CITY.

November 21, 1909. (*Central time.*)

55	11	3	6	39	33	5	1	21	7	Mls		32	22	6	2	8	4	10	12	34	36
A M	P M	P M	P M	P M	P M	P M	A M	A M	A M			A M	P M	P M	P M	P M	A M	A M	A M	A M	P M
§8 31	*11 30	*10 10	*8 10	†5 25	†4 30	*2 00	*9 00	*7 25	*220	0	lve..+ST. LOUIS ♁.arr.	10 30	6 10	5 10	5 30	10 40	*7 10	*3 12	7 30	7 45	8 15
8 41	11 38	10 20	8 19	5 35	4 39	2 08	9 09	7 35	— —	4	.....Tower Grove....♁	10 15	5 57	4 58	5 18	10 28	6 55	7 59	7 18	7 30	8 04
8 58	— —	— —	— —	5 53	— —	— —	— —	7 50	— —	10	....Webster Groves..♁	— —	5 42	— —	— —	— —	— —	— —	— —	7 16	7 49
9 07	— —	10 42	8 41	6 10	— —	— —	— —	8 00	— —	14	.....Kirkwood....♁	— —	5 30	— —	g —	g —	g —	7 38	— —	— —	7 40
9 11	— —	— —	— —	6 18	— —	— —	— —	8 05	— —	17	.....Barrett's.....	— —	5 22	— —	— —	— —	— —	— —	— —	6 59	7 35
9 15	— —	— —	— —	6 25	5 18	— —	— —	8 12	— —	19	.....Valley Park....♁	9 38	5 16	— —	— —	9 59	— —	— —	— —	6 52	7 32
9 26	— —	— —	— —	6 37	— —	— —	— —	8 26	— —	24	..... Sherman.....♁	— —	5 00	— —	— —	— —	— —	— —	— —	6 37	7 15
9 32	— —	— —	— —	6 43	— —	— —	— —	8 31	— —	27	.....Glencoe.....♁	— —	4 55	— —	— —	— —	— —	— —	— —	6 22	7 10
9 40	— —	— —	— —	6 51	— —	— —	— —	8 39	— —	30	.....Eureka.....♁	— —	4 49	— —	— —	— —	— —	— —	— —	6 16	7 02
9 45	— —	— —	— —	6 58	— —	— —	— —	8 45	— —	32	.....Allenton.....♁	— —	4 42	— —	— —	— —	— —	— —	— —	6 10	6 58
9 55	— —	11 22	a —	7 06	5 49	— —	10 05	8 53	— —	37	+.....Pacific.....♁	8 55	4 35	4 05	— —	9 20	5 48	— —	— —	6 01	§6 50
A M	— —	— —	— —	7 15	— —	— —	— —	9 06	— —	41	.....Gray's Summit...♁	— —	4 15	— —	— —	— —	— —	— —	— —	5 54	P M
.....	— —	— —	— —	7 26	— —	— —	— —	9 16	— —	45	.....Labadie.....♁	— —	3 50	— —	— —	— —	— —	— —	— —	5 46	.....
.....	— —	— —	— —	7 30	— —	— —	— —	9 22	— —	48	..... Boles.....♁	— —	3 35	— —	— —	— —	— —	— —	— —	5 42	.....
.....	1 05	11 53	9 51	7 45	6 22	— —	10 40	9 36	— —	54	+....Washington....♁	8 18	3 24	3 39	— —	8 48	5 15	c —	— —	†5 30	.....
.....	— —	12 15	— —	P M	6 45	— —	— —	10 04	— —	67	.....New Haven.....♁	7 57	2 55	3 14	— —	8 22	4 48	— —	— —	A M	.....
.....	— —	— —	— —	.....	6 51	— —	— —	10 11	— —	71	.....Etlah.....♁	7 49	2 49	— —	— —	— —	— —	— —	— —	.....	.....
.....	— —	— —	— —	.....	6 58	— —	— —	10 20	— —	75	.....Berger.....♁	7 41	2 42	— —	— —	8 06	— —	— —	— —	.....	.....
.....	— —	12 40	a —	.....	7 08	— —	11 18	10 33	— —	81	.....Hermann.....♁	7 31	2 30	2 54	— —	7 54	4 20	c —	— —	.....	.....
.....	— —	— —	— —	.....	7 20	— —	— —	10 46	— —	88	.....Gasconade.....♁	7 20	2 15	— —	— —	7 38	— —	— —	— —	.....	.....
.....	— —	— —	— —	.....	7 30	— —	— —	10 56	— —	93	.....Morrison.....♁	7 12	2 08	— —	— —	7 30	— —	— —	— —	.....	.....
.....	— —	1 15	— —	.....	7 48	— —	— —	11 11	— —	100	.....Chamois.....♁	7 01	1 53	— —	— —	7 17	3 39	— —	— —	.....	.....
.....	— —	— —	— —	.....	— —	— —	— —	11 25	— —	109	.....Isbell.....	— —	1 35	— —	— —	— —	— —	— —	— —	.....	.....
.....	— —	1 37	— —	.....	8 13	— —	— —	11 34	— —	113	.....Bonnot's Mill....♁	6 38	1 28	— —	— —	6 53	— —	— —	— —	.....	.....
.....	— —	— —	— —	.....	8 23	— —	— —	11 45	— —	117	..... Osage.....♁	6 30	1 20	— —	— —	6 45	3 08	— —	— —	.....	.....
.....	2 55	2 05	11 48	.....	8 45	5 15	12 30	‖1 10	5 25	125	+..Jefferson City..♁	†6 15	1 05	1 55	2 10	‖6 30	2 50	4 30	3 55	.....	.....
.....	— —	— —	— —	.....	P M	— —	— —	12 29	— —	132	.....Scott.....	A M	12 45	.....	— —	— —	— —	— —	— —	.....	.....
.....	— —	— —	— —	.....	.....	— —	— —	12 36	— —	135	.....Elston.....	.....	12 36	.....	— —	— —	— —	— —	— —	.....	.....
.....	— —	— —	— —	.....	.....	— —	— —	12 48	— —	140	.....Centretown....♁	.....	12 25	.....	— —	6 01	— —	— —	— —	.....	.....
.....	— —	2 50	12 55	6 35	.....	— —	1 26	1 38	— —	150	+.....California.....♁	6 30	12 04	.....	1 26	5 39	1 38	c v	— —	.....	.....
.....	— —	— —	— —	P M	.....	— —	— —	1 50	— —	156	.....Clarksburg.....♁	A M	11 52	.....	— —	5 28	— —	— —	— —	.....	.....
.....	— —	3 10	12 53	*5 25	.....	— —	1 50	2 02	— —	163	.....Tipton.....♁	6 14	11 40	.....	1 07	5 18	1 12	c v	— —	.....	.....
.....	— —	— —	— —	5 35	.....	— —	— —	2 10	— —	168	.....Syracuse.....♁	6 02	11 25	.....	— —	5 06	— —	— —	— —	.....	.....
37	— —	— —	— —	5 50	.....	— —	— —	2 22	— —	175	.....Otterville.....♁	5 48	11 10	.....	— —	4 53	— —	— —	— —	.....	38
A M	— —	j —	— —	6 05	.....	— —	— —	2 34	— —	181	.....Smithton.....♁	5 36	10 58	.....	— —	4 44	j —	— —	— —	.....	P M
*7 15	4 50	4 05	1 45	6 20	.....	6 53	2 35	3 00	7 02	188	+.....Sedalia.....♁	*5 20	10 40	.....	12 26	4 30	12 20	2 40	2 15	.....	9 15
7 26	— —	— —	— —	P M	.....	— —	— —	3 14	— —	195	.....Dresden.....♁	A M	10 22	.....	— —	— —	— —	— —	— —	.....	9 02
7 37	— —	— —	— —	.....	.....	— —	— —	3 22	— —	201	.....Lamonte.....♁	.....	10 12	.....	— —	4 02	— —	— —	— —	.....	8 51
7 49	— —	j —	— —	.....	.....	— —	— —	3 33	— —	208	..... Knobnoster....♁	.....	10 00	.....	— —	3 46	j —	— —	— —	.....	8 37
7 55	— —	— —	— —	.....	.....	— —	— —	3 41	— —	211	.....Montserrat.....♁	.....	9 53	.....	— —	— —	— —	— —	— —	.....	8 30
8 07	— —	4 52	2 36	.....	.....	— —	3 22	3 55	— —	218	+....Warrensburg....♁	.....	9 42	.....	11 35	3 22	11 24	c —	— —	.....	8 17
8 18	— —	— —	— —	.....	.....	— —	— —	4 06	— —	224	.....Centreview.....♁	.....	9 30	.....	— —	— —	— —	— —	— —	.....	8 04
8 33	— —	5 17	— —	2 15	2 13	— —	3 47	4 26	— —	232	+.....Holden.....♁	2 12	9 16	.....	11 12	3 00	11 00	c —	— —	2 14	7 48
8 43	— —	— —	— —	P M	A M	— —	— —	4 34	— —	237	.....Kingsville.....♁	A M	9 06	.....	— —	— —	— —	— —	— —	A M	7 33
9 10	— —	5 50	24 00	*2 30	*7 48	8 10	4 15	5 00	8 23	249	+...Pleasant Hill..♁	3 25	8 40	.....	10 45	2 30	10 35	*12 52	— —	10 35	7 10
9 21	— —	— —	— —	2 39	7 58	— —	— —	5 10	— —	255	.....Greenwood.....♁	— —	8 17	.....	— —	— —	— —	Night	— —	10 20	6 56
9 33	— —	6 11	4 24	2 48	8 08	— —	— —	5 20	— —	259	.....Lee's Summit...♁	— —	8 08	.....	— —	2 11	10 14	.....	— —	10 08	6 47
10 02	— —	6 38	4 57	3 18	8 33	— —	4 57	6 44	— —	273	+..Independence..♁	2 40	7 28	.....	— —	1 46	9 47	.....	— —	9 32	6 15
10 30	7 25	7 05	5 25	3 45	9 00	— —	5 23	5 49	— —	282	.....Grand Avenue....	2 15	7 00	8 00	9 35	1 20	9 20	.....	11 35	9 05	5 45
10 35	7 30	7 10	5 30	3 50	9 05	9 15	5 30	6 15	9 30	283	+...Kansas City...♁	*2 10	*6 55	*7 55	*9 30	*1 15	*9 15	.....	*4 30	*9 00	*5 40
A M	A M	A M	A M	P M	A M	P M	P M	P M	A M	...	ARRIVE [LEAVE	A M	A M	A M	A M	P M	P M	.....	P M	A M	P M

Carries Sleeping Car passengers only.

Via River District.

See Index of Stations, Pages 908-910.

For Sleeping Car Service, see Page 910.

For Tourist Sleeping Car Service, see Page 918.

*Daily; †daily, except Sunday; § Sunday only.

a Stops to take passengers for points on Joplin Division or beyond, via that division; *c* stops to leave passengers from Joplin Division or beyond, via that division; *j* stops to take on or leave passengers for or from St. Louis and take on or leave from or for Kansas City; *g* stops to leave passengers from east of Myrick; *v* stops to leave passengers from Kansas City who go from Kansas City to Sedalia on No. 12.

☞ No stopover allowed, unless provided for in contract of tickets.

2—JEFFERSON CITY AND KANSAS CITY, VIA RIVER DIVISION.

November 21, 1909.

621	631	31	Mls		6	632	624
.....	.....	A M	...	LEAVE] [ARRIVE	P M	.....	.....
.....	.....	*9 00	0	.....St. Louis.....	5 10	.....	.....
.....	.....	*12 40	125	lve.Jefferson City ♁ arr.	1 50	.....	.....
.....	.....	12 50	129	..... Cole Junction ...♁	1 42	.....	.....
.....	.....	1 02	134	.....McKinney	1 28	.....	.....
.....	.....	1 17	139	..... Marion.....	1 17	.....	.....
.....	.....	1 26	143	..... Sandy Hook ....♁	1 07	.....	.....
.....	.....	1 38	151	..... Lupus.....♁	12 55	.....	.....
.....	.....	1 49	156	.....Wooldridge.....♁	12 45	.....	.....
.....	A M	1 58	161	..... Overton.....	12 37	A M	.....
.....	*7 35	2 15	170	.....Boonville.....♁	12 20	10 15	.....
.....	7 54	2 28	179	.....Lamine.....	12 03	9 55	.....
.....	8 10	2 45	187	.....Blackwater.....♁	11 50	9 40	.....
.....	8 15	2 47	190	.....Nelson.....♁	11 45	9 35	.....
.....	8 27	2 55	195	..... Naptonville ....♁	11 35	9 23	.....
.....	8 43	3 10	202	....Marshall Junction....	11 20	9 07	.....
.....	8 50	3 17	204	.....Marshall.....♁	11 12	*9 00	.....
.....	A M	3 25	202	....Marshall Junction....	11 05	A M	.....
.....	.....	3 38	209	.....Stanhope.....	10 47	.....	.....
.....	.....	3 49	215	.....Malta Bend.....♁	10 37	.....	.....
.....	.....	3 58	220	.....Grand Pass.....♁	10 27	.....	.....
.....	.....	4 08	224	..... Waverly .....♁	10 17	.....	.....
.....	.....	4 17	230	.....Hodge.....	10 05	.....	.....
.....	623	4 26	235	.....Dover .....♁	9 57	622	.....
P M	A M	4 32	238	..... Northrup	9 50	A M	P M
*6 40	*7 30	4 47	247	.....Myrick	9 30	7 57	6 35
6 57	7 45	♪ —	253	.....Wellington.....♁	— —	7 45	6 18
6 03	7 54	♪ —	255	.....Waterloo.....	— —	7 37	6 12
8.07	8 01	♪ —	257	..... Napoleon. ....♁	— —	7 32	6 07
6 14	8 11	♪ —	261	.....Levasy.....	— —	7 23	5 56
6 22	8 21	♪ —	265	.....Buckner.....♁	— —	7 15	5 45
6 28	8 33	♪ —	268	..... Lake City .....♁	— —	7 04	5 35
7 18	9 10	— —	279	ar...Independence ♁ lv.	— —	6 30	5 03
7 45	9 40	8 25	289	.....Kansas City ....♁	0	*7 55	*6 00
P M	A M	P M	...	ARRIVE] [LEAVE	...	A M	A M

3—SEDALIA, LEXINGTON AND KANSAS CITY.

November 21, 1909.

No. 691	No. 621	No. 623	M		No. 622	No. 624	No. 692
.....	.....	.....	..	LEAVE] [ARRIVE	.....	.....	.....
†6 40 A M	*2 55 P M	*5 15 A M	0	+.....Sedalia.....♁	10 30 A M	9 25 P M	2 55 P M
6 50 »	3 05 »	5 24 »	4	..... Georgetown.....	10 18 »	9 15 »	2 25 »
7 18 »	3 20 »	5 37 »	11	..... Hughesville...♁	10 02 »	8 57 »	1 55 »
7 43 »	3 35 »	5 50 »	16	.....Houstonia....♁	9 47 »	8 42 »	1 25 P M
8 50 »	3 50 »	6 03 »	23	+..Sweet Springs..♁	9 33 »	8 25 »	12 50 Noon
9 45 »	4 12 »	6 20 »	31	.....Concordia....♁	9 10 »	8 01 »	11 45 A M
10 20 »	4 30 »	6 36 »	38	.....Aullville.....♁	8 52 »	7 42 »	11 15 »
10 50 A M	4 43 »	6 46 »	43	+..Higginsville..♁	8 41 »	7 30 »	10 50 »
12 15 Noon	5 25 »	7 23 »	55	+...Lexington...♁	8 10 »	6 55 »	9 30 »
12 30 Noon	5 40 »	7 30 »	57	.....Myrick.....	8 00 »	6 45 »	†8 30 A M
.....	5 57 »	7 45 »	63	.....Wellington....♁	7 45 »	6 18 »	.....
.....	6 07 »	8 01 »	68	..... Napoleon ....♁	7 32 »	6 07 »	.....
.....	6 22 »	8 21 »	75	.....Buckner....♁	7 15 »	5 45 »	.....
.....	6 29 »	8 33 »	79	.....Lake City.....♁	7 04 »	5 35 »	.....
.....	7 10 »	9 10 »	89	+.Independence.♁	6 30 »	5 03 »	.....
.....	7 40 »	9 35 »	98	... Grand Avenue ...	6 05 »	4 35 »	.....
.....	7 45 P M	9 40 A M	99	+..Kansas City..♁	*6 00 A M	*4 30 P M	.....
.....	.....	.....	..	ARRIVE] [LEAVE	.....	.....	.....

4—VERSAILLES, TIPTON AND BOONVILLE.

November 21, 1909.

.....	No. 634	No. 630	Mls		No. 633	No. 635	.....	.....
.....	.....	.....	....	LEAVE] [ARRIVE	.....	.....	.....	.....
.....	*1 45 Noon	.....	0	.....Versailles.....♁	12 25 Noon	.....	.....	.....
.....	12 50 Noon	.....	6	.. ..Glensted	12 10 »	.....	.....	.....
.....	1 08 P M	.....	9	.....Akinsville.....	12 02 Noon	.....	.....	.....
.....	1 14 »	.....	12	..... Fortuna .....♁	11 55 A M	.....	.....	.....
.....	2 00 »	*6 25 A M	18	.....Tipton .....♁	11 40 »	5 06 P M	.....	.....
.....	2 15 »	6 34 »	22	.....Hirst.....	11 15 »	4 55 »	.....	.....
.....	2 30 »	6 44 »	26	..... Vermont	11 06 »	4 46 »	.....	.....
.....	2 38 »	6 51 »	29	.....Bunceton.....♁	10 58 »	4 38 »	.....	.....
.....	2 48 »	6 59 »	32	.....Petersburg.....	10 51 »	4 31 »	.....	.....
.....	2 50 »	7 03 »	33	..... Speed	10 47 »	4 27 »	.....	.....
.....	3 00 »	7 13 »	37	.....Billingsville.....	10 36 »	4 16 »	.....	.....
.....	3 15 P M	7 30 A M	44	arr....Boonville ♁ .lve.	*10 20 A M	*4 00 P M	.....	.....

♭ Arrives 3 30 a.m. ♯ Stops Saturday and Sunday to leave from St. Louis. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

MISSOURI PACIFIC IRON MOUNTAIN

See Index of Stations, Pages 908-910.

5—ST. LOUIS, KANSAS CITY, PUEBLO AND DENVER.

No. 1	No. 3	Mls	March 7, 1909.	No. 4	No. 2	34
*9 00 A M	*10 10 P M	....	lve....St. Louis....arr.	7 10 A M	5 30 P M	....
*6 50 P M	*10 00 A M	0	lve..Kansas City...arr.	6 50 P M	3 50 A M	....
8 32 P M	11 58 A M	54	lve.....Paola.....arr.	3 60 P M	6 57 A M	....
*8 55 P M	*12 20 Noon	61	lve....Osawatomie ♁..arr.	3 30 P M	6 35 A M	....
— —	12 43 "	71	.....Rantoul.....♁	3 08 "	— —	....
— —	12 50 Noon	75	.....Imes.....	3 00 "	— —	....
9 37 "	1 06 P M	82	.....Ottawa .....♁	2 45 "	5 52 "	....
— —	1 27 "	92	.....Pomona	2 23 "	— —	....
10 06 "	1 57 "	96	.....Lomax .....♁	2 14 "	5 22 "	....
— —	1 58 "	103	.....Vassar.....♁	1 58 "	— —	....
— —	2 08 "	106	.....Lyndon.....	1 49 "	— —	....
10 46 P M	2 30 "	114	.....Osage City ....♁	1 28 "	4 43 "	....
—	2 43 "	119	.....Rapp.....	1 16 P M	— —	....
—	3 15 "	129	.....Admire.....♁	12 47 Noon	— —	....
— —	3 27 "	133	.....Allen.....♁	12 37 "	— —	....
— —	3 42 "	138	.....Bushong.....♁	12 23 "	— —	....
— —	4 00 "	144	.....Comiskey.....♁	12 05 Noon	— —	....
12 20 Night	4 25 "	152	....Council Grove ..♁	11 45 A M	3 25 "	....
— —	4 40 "	159	.....Helmick.....	11 23 "	— —	....
— —	4 50 "	163	.....Wilsey.....♁	11 13 "	— —	....
— —	5 05 "	171	.....Delavan.....♁	10 57 "	— —	....
1 12 A M	5 21 "	178	.....Herington ....♁	10 42 "	2 29 "	....
— —	5 38 "	186	.....Hope .....♁	10 24 "	— —	....
— —	5 48 "	191	.....Swayne.....	10 14 "	— —	....
— —	5 57 "	195	.....Elmo .....♁	10 05 "	— —	....
— —	6 04 "	198	.....Carlton.....	9 57 "	— —	....
2 05 A M	6 20 P M	205	arr..Gypsum City ♁ lve.	9 40 A M	1 39 A M	....
.....	6 20 P M	205	lve..Gypsum City..arr.	9 40 A M	.....	....
.....	6 33 "	210	.....Kipp.....	9 28 "	.....	....
.....	7 08 "	222	.....Salina .....♁	9 03 "	.....	....
.....	7 31 "	231	.....Smolan.....	8 38 "	.....	....
..... 33	7 47 "	238	.....Falun.....	8 22 "	.....	....
..... P M	8 10 P M	248	arr...Marquette ♁.lve.	8 00 A M	.....	A M
2 05 *625	.....	205	lve..Gypsum City ♁ arr.	.....	1 39 A M	9 30
— — 6 52	.....	213	.....Hallville.....	.....	— —	9 04
— — 7 05	.....	217	.....Bridgeport.....	.....	— —	8 50
2 37 7 21	.....	223	.....Lindsborg.....♁	.....	1 09 A M	8 35
— — 7 40	.....	229	.....Freemount.....	.....	— —	8 16
2 53 7 50	.....	232	arr...Marquette ♁.lve.	.....	12 53 Night	*805
2 53 P M	8 10 P M	248	lve...Marquette ♁.arr.	8 00 A M	12 53 Night	A M
— —	8 28 "	256	.....Langley.....♁	7 40 "	— —	....
— —	8 39 "	260	.....Crawford.....	7 27 "	— —	....
3 25 A M	9 05 "	267	.....Geneseo .....♁	7 10 "	12 20 Night	....
— —	9 23 "	273	.....Frederick.....♁	6 55 "	— —	....
— —	*9 42 "	280	.....Bushton.....♁	6 40 "	— —	....
— —	10 02 "	288	.....Claflin.....♁	6 23 "	— —	....
4 50 A M	10 40 P M	301	arr..Hoisington ♁..lve.	5 50 A M	11 05 P M	....
5 25 A M	10 45 P M	311	.Great Bend. (Mt. time) ♁	*4 00 A M	*8 50 P M	....
4 00 A M	8 55 P M	301	lve...Hoisington ♁.arr.	4 40 A M	8 55 P M	....
— —	10 04 "	305	.....Boyd.....	4 32 "	— —	....
c —	10 18 "	311	.....Olmitz.....♁	4 20 "	d —	....
c —	10 33 "	318	.....Otis.....♁	4 05 "	d —	....
5 00 "	11 07 "	333	.....LaCrosse.....♁	3 30 "	8 50 "	....
c —	11 40 "	348	.....McCracken.....♁	2 54 "	8 20 "	....
— —	11 48 P M	351	.....Waring.....	2 49 "	— —	....
c —	12 05 Night	358	.....Brownell.....♁	2 35 "	d —	....
c —	12 30 "	369	.....Ransom.....♁	2 17 "	7 45 "	....
c —	12 56 Night	382	.....Utica.....♁	1 55 "	d —	....
c —	1 30 A M	397	.....Shields.....♁	1 30 "	d —	....
c —	1 55 "	407	.....Healy.....	1 13 "	d —	....
c —	2 10 "	413	.....Manning.....	1 02 A M	d —	....
7 50 "	2 35 "	424	.....Scott City....♁	12 42 Night	6 17 "	....
c —	2 58 "	434	.....Modoc.....	12 27 "	d —	....
— —	3 08 "	438	.....Halcyon.....	12 18 "	— —	....
— —	3 25 "	446	.....Coronado.....	12 04 Night	— —	....
8 34 "	3 36 "	449	.....Leoti.....♁	11 58 P M	5 37 "	....
— —	3 58 "	459	.....Selkirk.....	11 38 "	— —	....
— —	4 15 "	466	.....Whitelaw.....	11 25 "	— —	....
9 14 "	4 27 "	471	.....Tribune.....	11 16 "	5 03 "	....
9 20 "	4 35 "	473	.....Horace.....♁	11 13 "	5 00 "	....
— —	4 50 "	479	.....Astor.....	— —	— —	....
c —	5 12 "	488	.....Towner.....	10 40 "	d —	....
—	5 27 "	494	.....Stuart.....	10 30 "	— —	....
c —	5 40 "	500	.....Sheridan Lake....♁	10 20 "	d —	....
— —	6 00 "	508	.....Brandon.....	— —	— —	....
c —	6 13 "	514	.....Chivington.....	9 55 "	d —	....
— —	6 30 "	521	.....Diston.....	— —	— —	....
11 00 A M	6 46 "	528	.....Eads.....♁	9 29 "	3 17 "	....
— —	7 05 "	536	.....Fergus.....	— —	— —	....
c —	7 18 "	541	.....Galatea.....	9 06 "	d —	....
c —	7 36 "	548	.....Haswell.....♁	8 50 "	d —	....
— —	7 57 "	557	.....Inman.....	— —	— —	....
c —	8 12 "	563	.....Arlington.....	8 23 "	d —	....
— —	8 27 "	570	.....Kilburn.....	— —	— —	....
— —	8 45 "	578	.....Lolita.....	— —	— —	....
12 42 Noon	‖9 20 "	583	.....Sugar City.....♁	7 47 "	1 40 "	....
12 52 Noon	9 30 "	585	.....Ordway.....♁	7 37 "	1 30 P M	....
c —	9 57 "	599	.....Olney Springs....♁	7 18 "	d —	....
— —	10 15 "	605	.....Pultney.....	7 07 "	— —	....
— —	10 32 A M	612	arr.....Nepesta.....lve.	*6 55 P M	— —	....

No. 1	No. 3	Mls	February 16, 1908.	No. 4	No. 2	....
— —	*10 37 A M	612	lve....Nepesta.....arr.	6 55 P M	— —	....
c —	10 48 "	628	.....Boone.....♁	6 45 "	d —	....
— —	11 10 "	626	.....Nyburg.....	6 31 "	— —	....
— —	11 26 "	632	.....Baxter.....	— —	— —	....
2 25 P M	11 45 A M	640	arr.....Pueblo ♁...lve.	*6 03 P M	*12 01 Noon	....
3 30 P M	12 50 Noon	640	lve.....Pueblo ..... arr.	5 30 P M	11 45 A M	....
4 53 P M	2 10 P M	685	arr..Colorado Springs.lve.	4 05 P M	10 35 A M	....
7 20 P M	4 55 P M	760	arr.....Denver.....lve.	1 15 P M	8 00 A M	....
7 53 A M	11 48 P M	....	arr.Glenwood Springs.lve.	5 43 A M	10 33 P M	....
10 40 P M	2 15 P M	....	arr...Salt Lake City..lve.	3 45 P M	8 10 A M	....
11 55 P M	3 30 P M	....	arr.....Ogden..... lve.	2 35 P M	7 00 A M	....
2 48 P M	8 28 P M	....	arr..San Francisco.lve.	10 40 A M	6 40 P M	....
7 05 A M	8 00 A M	....	arr...Los Angeles...lve.	6 00 P M	9 00 P M	....
7 20 A M	6 00 P M	....	arr.....Portland.....lve.	10 00 A M	6 00 P M	....
4 00 P M	7 30 A M	....	arr.....Seattle.....lve.	10 40 P M	8 00 A M	....

6—WICHITA, GENESEO AND SALINA, PUEBLO AND DENVER.

No. 433	No. 403	Mls	November 30, 1908.	No. 404	No. 434
*7 45 A M	*5 20 P M	0	lve.....Wichita ♁.....arr.	10 50 A M	9 25 P M
— —	— —	1	.....Kiowa Junction.....	— —	— —
8 17 "	5 49 "	10	.....Maize.....	10 19 "	8 57 "
8 26 "	5 58 "	15	.....Colwich.....♁	10 10 "	8 48 "
8 38 "	6 09 "	20	.....Andale.....♁	9 59 "	8 36 "
8 52 "	6 21 "	25	.....Mt. Hope.....♁	9 47 "	8 22 "
9 07 "	6 36 "	32	.....Haven.....♁	9 31 "	8 04 "
9 18 "	6 47 "	38	.....Yoder.....	9 18 "	7 52 "
9 28 "	6 56 "	41	.....Elmer.....	9 10 "	7 42 "
9 45 "	7 10 "	48	arr.} ...Hutchinson ♁..{lve.	8 55 "	7 25 "
9 50 "	7 15 "	48	lve.} ...Hutchinson ♁..{arr.	8 55 "	7 16 "
10 13 "	7 40 "	59	.....Nickerson.....♁	8 32 "	6 51 "
10 30 "	7 58 "	66	.....Sterling.....♁	8 15 "	6 34 "
10 51 "	8 20 "	76	.....Lyons.....♁	7 53 "	6 13 "
11 04 "	8 34 "	82	.....Noble.....	7 41 "	6 00 "
11 20 A M	8 50 P M	88	arr.....Geneseo ♁ ....lve.	*7 25 A M	*5 45 P M
.....	*8 05 P M	88	lve.....Geneseo.....arr.	7 10 A M	.....
.....	11 40 P M	169	arr.....McCracken.....lve.	2 54 A M	.....
.....	2 35 A M	246	.....Scott City.....	12 42 Night	.....
.....	11 45 A M	461	.....Pueblo.....	6 05 P M	.....
.....	2 10 P M	506	.....Colorado Springs.....	4 05 P M	.....
.....	4 55 P M	581	arr.....Denver.....lve.	*1 15 P M	.....

7—KANOPOLIS & KANSAS CENTRAL RAILWAY.

	No. 745	Mls	November 30, 1908.	No. 746	
.....	.....	....	LEAVE] [ARRIVE	.....	.....
.....	†4 50 P M	0	.....Geneseo.....♁	6 00 A M	.....
.....	5 05 "	4	.....Burton.....	5 48 "	.....
.....	5 20 "	8	.....Midway.....	5 35 "	.....
.....	5 40 P M	14	.....Kanopolis .....♁	†5 10 A M	.....
.....	.....	....	ARRIVE] [LEAVE	.....	.....

8—JEFFERSON CITY AND BAGNELL.

	No. 641	Mls	November 21, 1909.	No. 642	
.....	*6 30 A M	0	lve.+.Jefferson City ♁.arr.	2 05 P M	.....
.....	7 00 "	7	.....Scruggs.....	1 25 "	.....
.....	— —	11	.....Moreau.....	— —	.....
.....	7 25 "	14	.....Lohman.....	1 05 P M	.....
.....	8 00 "	19	.....Russellville.....♁	12 45 Noon	.....
.....	8 20 "	24	.....Enon.....	12 20 "	.....
.....	8 50 "	28	.....Olean.....♁	12 05 Noon	.....
.....	9 20 "	33	.....Eldon.....♁	11 45 A M	.....
.....	9 50 "	37	.....Aurora Springs.....	11 25 "	.....
.....	10 02 "	40	.....Cooper.....	11 15 "	.....
.....	10 30 A M	45	arr.....Bagnell ♁....lve.	*11 00 A M	.....

9—SEDALIA AND WARSAW.

	No. 637	Ms.	November 21, 1909.	Ms.	No. 636	
.....	*10 40 A M	0	lve.....Sedalia ♁...arr.	42.3	2 40 P M	.....
.....	10 56 "	6.5	.....Valda.....	35.8	2 24 "	.....
.....	11 06 "	10.0	.....Spring Fork.....	32.3	2 14 "	.....
.....	11 16 "	13.0	.....Mora.....	29.3	2 04 "	.....
.....	11 30 "	19.5	.....Cole Camp.....♁	22.8	1 50 "	.....
.....	11 44 "	25.5	.....Tahoma	16.8	1 36 "	.....
.....	11 59 A M	30.3	.....Lincoln .....♁	12.0	1 21 "	.....
.....	12 17 Noon	36.3	.....Schuyler.....	6.0	1 03 P M	.....
.....	12 35 Noon	42.3	arr.....Warsaw ♁...lve.	0	*12 45 Noon	.....

Trains marked * run daily; † daily, except Sunday.

c Stops to let off passengers from Kansas City.

d Stops to take on passengers for Kansas City.

‖ Meals. + Coupon stations; ♁ Telegraph stations.

Central time east of Hoisington. *Mountain time* west of Hoisington.

For Through Car Service, see Page 910. For Tourist Car Service, see Page 918.

Pintsch Gas Steam Heat | SAFETY CAR HEATING & LIGHTING CO. U. S. Express Bldg, Trinity Place and Rector St., NEW YORK. | Used on most of the Prominent Railways in Europe and the United States.

MISSOURI PACIFIC IRON MOUNTAIN

THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

See Index of Stations, Pages 908-910.

10—ST. LOUIS, KANSAS CITY, ST. JOSEPH, ATCHISON AND OMAHA.

1-101	11-103	11-111	131	5-105	Mls	November 28, 1909.	Mls	106-6	132-8	104-4	102-12	102-2
A M	P M	P M		Noon		lve...ST. LOUIS..arr.		P M	P M	A M	A M	P M
*900	*11 30	*11 30		*12 20		..... Union Station		5 10	10 40	7 10	7 30	5 30
9 09	11 38	11 38		12 28		..... Tower Grove		4 59	10 28	6 55	7 18	5 18
5 50	7 30	7 30	P M	8 40		arr..Kansas City.lve.		7 55	1 15	9 16	11 30	9 30
6 05	9 45	7 55	†4 30	*10 00	0	lve..Kansas City..arr.	198	7 20	11 42	6 05	10 20	9 15
6 19	9 59	8 09	4 44	10 10	3	Kansas City, Kan / ..Minnesota Ave..	195	7 11	11 31	5 56	10 10	9 06
--	--	--	4 58	--	9	.....Nearman..... ♂	189	--	11 18	--	--	--
--	--	--	5 05	--	13	.....Pomeroy.....	185	--	11 12	--	--	--
--	--	--	5 10	--	15	.....Wolcott.....	183	--	11 07	--	--	--
--	--	--	5 21	--	19	.....Pope.....	179	--	11 00	--	--	--
--	--	--	5 28	--	22	...Leavenworth Jn. ♂	176	--	10 55	--	--	--
7 11	10 45	9 06	5 40	11 00	26	+..Leavenworth..♂	172	6 25	10 45	5 00	9 20	8 20
7 16	10 50	9 11	5 46	11 05	29	..Ft. Leavenworth..	169	6 18	10 35	4 53	9 14	8 13
--	--	--	5 50	--	31	.....Wade.....	167	--	10 30	--	--	--
--	--	--	6 02	--	37	.....Oak Mills..... ♂	161	--	10 15	4 35	--	--
7 50	‖12 25	9 45	‖8 25	11 40	47	arr.....Atchison ♂.lve.	151	5 45	9 55	4 16	8 40	7 38
8 46	.....	10 50	.....	.....	68	arr.+St. Joseph...lve.	172	.....	*9 00	.....	*7 45	*6 45
P M	*9 00	A M	*6 25	....	68	lve...St. Joseph ♂ arr.	172	8 35	10 50	5 10	P M	A M
....	11 45	.....	6 35	11 45	47	lve..+Atchison....arr.	151	5 40	9 50	4 10	....	....
....	12 05	.....	6 55	12 05	55	.....Shannon..... ♂	143	--	9 30	3 53	....	....
....	12 12	.....	7 02	12 11	58	.....Lancaster.....	140	--	9 23	3 44	....	....
....	12 25	.....	7 15	12 22	63	.....Huron..... ♂	135	5 09	9 12	3 30	....	....
....	12 32	.....	7 26	--	66	.....Pierce.....	132	--	9 03	3 18	....	....
....	12 36	.....	7 30	12 35	68	.....Everest..... ♂	130	--	9 00	3 15	....	....
....	12 50	.....	7 42	--	75	.....Willis..... ♂	123	--	8 43	3 00	....	....
....	12 58	.....	7 52	--	79	.....Baker..... ♂	119	--	8 34	2 50	....	....
....	1 16	....	8 10	1 16	87	+.....Hiawatha..... ♂	111	4 18	8 15	2 30	....	....
....	1 27	‖3 7	8 22	--	92	.....Padonia.....	106	--	7 58	2 15	‖3 8	....
....	1 35	A M	8 30	--	96	.....Reserve..... ♂	102	--	7 47	2 05	P M	....
....	1 50	†7 00	8 45	1 48	101	+.....Falls City..... ♂	97	3 41	†7 30	1 50	9 00	....
....	--	7 13	P M	--	106	.....Strausville.....	92	--	A M	1 35	8 47	....
....	2 10	7 25	....	--	111	.....Verdon..... ♂	87	--	....	1 25	8 35	....
....	2 25	7 40	....	2 25	118	.....Stella..... ♂	80	3 05	....	1 12	8 20	....
....	2 40	7 55	....	--	125	.....Howe..... ♂	73	--	....	12 57	8 05	....
....	2 55	8 10	....	3 15	131	+.....Auburn..... ♂	67	2 30	....	‖12 45	7 55	....
....	3 18	....	....	3 38	140	.....Julian..... ♂	58	1 58	....	12 02	....	....
....	3 50	....	....	4 10	152	...Nebraska City... ♂	46	1 25	....	11 30	....	....
....	4 03	....	....	4 25	158	.....Wyoming..... ♂	40	1 10	....	11 18	....	....
....	4 25	....	....	4 55	164	.....Union..... ♂	34	12 55	....	11 05	....	....
....	4 45	....	....	5 15	172	.....Murray..... ♂	27	12 22	....	10 43	....	....
....	4 55	....	....	5 25	175	.....Mynard..... ♂	23	12 12	....	10 34	....	....
....	5 03	....	....	5 35	179	.....Plattsmouth..... ♂	19	12 03	....	10 25	....	....
....	5 16	....	....	--	183	.....La Platte.....	15	--	....	10 14	....	....
....	5 25	....	....	6 02	187	.....Fort Crook..... ♂	11	11 39	....	10 04	....	....
....	5 50	‖12 10	....	6 35	198	+.Omaha (Un. Sta.). ♂	0	*11 15	....	*9 40	*3 50	....
....	P M	Noon	....	A M	...	ARRIVE] [LEAVE	...	P M	..	A M	†P M	....

Via Talmage.

11—NEBRASKA CITY AND LINCOLN.

633	693	639	635	M	November 7, 1909.	634	694	638	636
P M		A M	A M		LEAVE] [ARRIVE	A M		P M	A M
*350	P M	A M	*410	0	Nebraska City.	11 30	Noon	P M	1 25
4 40	†1 30	‖1 05	5 00	11	.....Union.... ♂	10 55	12 45	4 20	12 50
4 55	1 50	11 16	5 15	15	.....Nehawka... ♂	10 40	12 25	4 05	12 15
5 50	2 40	11 40	5 45	24	..Weeping Water ♂	10 10	11 40	3 40	11 50
6 10	3 23	11 59	6 05	30	.....Wabash... ♂	9 40	10 55	3 25	11 28
6 25	3 45	12 10	6 15	34	.....Elmwood... ♂	9 30	10 35	3 13	11 15
6 45	4 30	12 30	6 40	42	.....Eagle.... ♂	9 08	9 55	2 53	10 52
7 08	5 05	12 50	7 03	50	.....Walton.....	8 47	9 15	2 35	10 30
7 25	6 00	1 15	7 30	59	ar...Lincoln. ♂ lv.	*8 20	†8 30	†2 10	*10 00
P M	P M	P M	A M	..	(Union Depot.)	A M	A M	P M	P M

12—AUBURN AND OMAHA, VIA LOUISVILLE.

	138	Mls	November 7, 1909.	137			
	P M		(Webster Street)	Noon			
	†3 50	0	lve....Omaha ♂..arr.	12 10			
	4 33	15	.....Portal.....	11 22			
	5 00	23	.....Springfield ... ♂	11 00			
	5 16	29	.....Louisville... ♂	10 42			
	5 30	35	.....Manley..... ♂	10 27			
	5 50	39	..Weeping Water ♂	10 10			
	6 07	45	.....Avoca..... ♂	9 50			
	6 20	50	.....Berlin..... ♂	9 37			
	6 38	57	.....Dunbar..... ♂	9 20			
	6 50	62	.....Lorton.....	9 07			
	7 02	67	.....Talmage.... ♂	8 53			
	7 16	71	.....Brock..... ♂	8 38			
	7 28	76	.....Glen Rock.....	8 25			
	7 45	80	.....Auburn..... ♂	8 10			
	8 05	86	.....Howe..... ♂	7 55			
	8 20	93	.....Stella..... ♂	7 40			
	8 35	100	.....Verdon..... ♂	7 25			
	8 00	109	.....Falls City... ♂	†7 00			
	P M	...	ARRIVE] [LEAVE	A M			

13—AUBURN AND CRETE.

	No. 645	Mls	November 7, 1909.	No. 648	
			LEAVE] [ARRIVE		
	†6 30 A M	0	.....Auburn..... ♂	6 00 P M	
	7 28 "	14	.....Talmage..... ♂	5 10 "	
	8 10 "	24	.....Cook ..... ♂	4 20 "	
	9 07 "	38	.....Douglas ..... ♂	3 14 "	
	10 08 "	51	.....Hickman..... ♂	2 09 P M	
	11 45 A M	72	arr..... Crete ♂ ....lve.	‖12 30 Noon	

Via Talmage.

14—ST. LOUIS, KANSAS CITY, NEVADA, CARTHAGE AND JOPLIN.

205	209	3-207	Mls	November 7, 1909.	Mls	203	210	206-2
A M	P M	P M		LEAVE] [ARRIVE		P M	A M	P M
*9 00	*8 10	*10 10		.....St. Louis..... ♂		10 40	8 12	5 30
P M	A M	A M		LEAVE] [ARRIVE		P M	A M	A M
*7 00	*2 10	*9 10		.....Kansas City... ♂		3 50	5 30	9 05
8 20	3 45	10 40	0	lv..Pleasant Hill ♂ ar.	133	2 15	12 35	7 45
8 45	4 10	11 06	10	+..Harrisonville.. ♂	123	1 45	12 05	7 19
8 65	--	11 20	17	.....Lone Tree.....	116	1 28	--	7 00
9 13	--	11 34	23	.....Archie..... ♂	110	1 13	--	6 46
9 29	4 43	11 48	29	.....Adrian..... ♂	104	1 00	11 25	6 32
9 46	5 04	12 13	38	.....Butler..... ♂	95	12 36	11 06	6 08
9 58	5 16	12 31	45	.....Athol.....	88	12 18	--	5 53
10 04	--	12 38	48	.....Ovid.....	85	12 10	--	--
10 09	5 40	12 48	50	+.....Rich Hill..... ♂	83	11 59	10 38	5 40
10 20	--	12 56	53	.....Panama..... ♂	80	11 51	--	5 32
10 32	--	1 07	59	.....Horton.....	74	11 41	--	5 23
10 60	6 15	‖1 28	69	arr.....Nevada ♂...lve.	64	11 20	8 50	*5 05
P M	6 25	1 45	69	lve...+Nevada ♂...arr.	64	‖10 05	9 40	A M
....	6 40	1 59	75	.....Milo.....	58	10 45	9 26	....
....	6 55	2 13	82	.....Sheldon..... ♂	51	10 29	9 13	....
....	7 05	2 23	87	.....Irwin.....	46	10 17	9 01	....
....	7 20	2 38	94	+.....Lamar..... ♂	39	10 02	8 48	....
....	7 32	2 50	99	.....Boston.....	34	9 50	8 32	....
....	7 43	3 02	105	.....Jasper..... ♂	28	9 37	8 20	....
....	7 53	3 12	110	.....Carytown.....	23	9 25	8 09	....
....	‖8 20	3 27	116	+.....Carthage..... ♂	17	9 12	7 55	....
....	8 45	3 54	126	.....Webb City.. ♂ / .....Carterville.. ♂	6	8 45	7 28	....
....	9 00	4 10	133	+.....Joplin..... ♂	0	*8 30	*7 15	....
....	A M	P M		ARRIVE] [LEAVE		A M	P M	

15—JOPLIN AND GRANBY.

No. 634	No. 645	Mls	November 7, 1909.	No. 632	No. 646
	†8 15 A M	0	lve.....Joplin ♂....arr.		5 30 P M
*6 35 P M	9 00 "	7	.....Webb City..... ♂	6 20 A M	4 50 "
6 00 "	9 15 "	12	....Duenweg Junction....	6 08 "	4 35 "
5 50 "	9 20 "	14	.....Scotland.....	6 04 "	4 30 "
5 50 "	9 30 "	18	.....Brown's.....	5 55 "	4 20 "
7 00 "	9 45 "	22	.....Diamondville.....	5 45 "	4 10 "
7 25 P M	†10 05 A M	20	arr.....Granby ♂...lve.	*5 20 A M	†3 50 P M

16—BUTLER, BLUE MOUND AND MADISON.

No. 613	No. 641	Mls	November 7, 1909.	No. 642	No. 614
			LEAVE] [ARRIVE		
‖7 30 A M	†7 45 A M	0	.....Butler..... ♂	6 00 P M	12 05 Noon
7 40 "	7 55 "	4	.....Monteith Junction.....	4 50 "	11 55 A M
7 51 "	8 10 "	7	.....Nyhart.....	4 30 "	11 43 "
8 07 "	8 45 "	13	.....Foster.....	4 05 "	11 27 "
8 21 "	9 15 "	18	.....Worland.....	3 50 "	11 12 "
8 25 "	9 22 "	19	.....Mokan.....	3 15 "	11 07 "
8 35 "	9 35 "	22	.....Onondaga.....	2 53 "	10 57 "
8 43 "	10 05 "	25	.....Pleasanton..... ♂	2 40 "	10 52 "
9 03 "	10 40 "	31	.....Mound City..... ♂	2 00 "	10 32 "
9 20 "	11 10 "	37	.....Critzer.....	1 30 "	10 15 "
9 40 A M	11 45 A M	43	.....Blue Mound..... ♂	1 00 P M	‖9 55 A M
.....	12 20 Noon	51	.....Kincaid.....	12 20 Noon	.....
.....	12 37 Noon	56	.....Lone Elm.....	12 01 Noon	.....
.....	1 00 P M	63	.....Colony.....	11 35 A M	.....
.....	1 25 "	70	.....Northcott.....	11 10 "	.....
.....	1 55 "	79	arr.....LeRoy ♂.....lve	10 40 "	.....
.....	2 15 "	79	lve.....LeRoy.....arr.	10 40 "	.....
.....	2 38 "	84	.....Crandall.....	10 10 "	.....
.....	2 50 "	87	.....Crotty.....	9 55 "	.....
.....	3 20 "	94	.....Gridley..... ♂	9 25 "	.....
.....	3 38 "	98	.....Dunaway.....	9 05 "	.....
.....	3 55 "	102	.....Wilbur.....	8 55 "	.....
.....	4 25 P M	109	.....Madison..... ♂	†8 30 A M	.....
.....			ARRIVE] [LEAVE		

17—CARTHAGE AND WESTERN DIVISION.

	No. 631	Mls	November 7, 1909.	No. 632	
			LEAVE] [ARRIVE		
	*6 20 P M	0	.....Asbury..... ♂	7 40 A M	
	5 43 "	9	.....Neck City.....	7 14 "	
	5 45 "	10	.....Purcell..... ♂	7 12 "	
	5 48 "	11	.....Alba.....	7 08 "	
	6 10 "	19	.....Carthage..... ♂	6 45 "	
	6 55 P M	36	.....Webb City..... ♂	*6 20 A M	
			ARRIVE] [LEAVE		

Trains marked * run daily; † daily, except Sunday; ‖ Sunday only.
● To and from Webster Street Station. ‖ Meals. + Coupon stations;
♂ Telegraph stations. STANDARD—*Central time.*

THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

MISSOURI PACIFIC IRON MOUNTAIN

18—ST. LOUIS, KANSAS CITY, ATCHISON AND POINTS ON THE CENTRAL BRANCH RY.

697	No. 501	No. 511	Ms.	November 7, 1909.	No. 504	No. 502	598
.....	*9 00 A M	*11 30 P M	....	lve.... St. Louis ....arr.	7 10 A M	6 50 P M	.....
.....	6 05 P M	7 55 A M	....	lve...Kansas City..arr.	6 05 P M	9 15 A M	.....
.....	8 45 P M	10 50 A M	....	.....St. Joseph	2 55 P M	6 45 A M	.....
.....	7 50 P M	9 45 A M	....	arr.... Atchison ♂ ..lve.	4 15 P M	7 38 A M	.....
.....	*8 00 P M	*10 15 A M	0	lve.... Atchison ....arr.	4 00 P M	7 20 A M	.....
.....	8 24 "	10 40 "	7	.....Parnell.....	3 38 "	6 56 "	.....
.....	8 42 "	10 58 "	13	.....Farmington.....	3 19 "	6 35 "	.....
.....	8 50 "	11 06 "	15	.....Monrovia.....	3 11 "	6 25 "	.....
.....	9 01 "	11 18 "	18	.....Effingham.....♂	3 02 "	6 15 "	.....
.....	10 23 "	11 40 "	25	+.....Muscotah.....♂	2 39 "	5 50 "	.....
.....	10 41 "	11 58 A M	31	+.....Whiting.....	2 18 "	5 36 "	.....
.....	10 59 "	12 13 Noon	37	.....Netawaka.....♂	2 00 "	5 13 "	.....
.....	11 15 "	12 30 Noon	42	.....Wetmore.....♂	1 42 "	4 55 "	.....
.....	11 35 "	11 10 P M	49	.....Goffs.....♂	11 20 P M	4 34 "	.....
.....	11 55 P M	1 32 "	55	.....Corning.....♂	12 40 Noon	4 13 "	.....
.....	12 18 Night	1 53 "	62	+.....Centralia.....♂	12 20 Noon	3 52 "	.....
.....	12 40 "	2 15 "	70	.....Vermillion.....♂	11 58 A M	3 30 "	.....
.....	12 50 Night	2 27 "	74	.....Vleits.....	11 45 "	3 15 "	.....
.....	1 03 A M	2 42 "	78	+.....Frankfort.....♂	11 30 "	3 00 "	.....
.....	1 12 "	2 52 "	81	.....Barretts.....	11 15 "	2 44 "	.....
.....	1 22 "	3 01 "	85	.....Bigelow.....	11 05 "	2 33 "	.....
.....	1 42 "	3 20 "	91	.....Irving.....♂	10 46 "	2 13 "	.....
.....	2 00 "	3 33 "	95	+.....Blue Rapids.....♂	10 35 "	2 00 "	.....
.....	2 18 "	3 47 "	100	+.....Waterville.....♂	10 18 "	1 49 "	.....
.....	2 43 "	4 09 "	107	.....Barnes.....♂	9 56 "	1 16 "	.....
.....	3 15 "	4 40 "	113	+.....Greenleaf.....♂	9 40 "	1 00 A M	.....
.....	3 36 "	5 00 "	120	.....Linn.....♂	9 05 "	12 30 Night	.....
.....	3 50 "	5 15 "	125	.....Palmer.....	8 49 "	12 15 "	.....
.....	4 01 "	5 27 "	129	.....Day.....	8 38 "	12 05 Night	.....
.....	4 20 "	5 42 "	134	+.....Clifton.....♂	8 25 "	11 51 P M	.....
.....	4 37 "	6 00 "	140	+.....Clyde.....♂	8 09 "	11 26 "	.....
.....	4 46 "	6 18 "	143	.....Ames.....	8 00 "	11 17 "	.....
.....	4 58 "	6 20 "	149	.....Rice.....	7 49 "	11 04 "	.....
.....	5 20 "	6 43 "	155	+.....Concordia.....♂	7 37 "	10 52 "	.....
.....	5 31 "	6 55 "	160	.....Yuma.....	7 16 "	10 30 "	.....
.....	5 50 "	7 15 "	166	.....Jamestown.....♂	7 05 "	10 18 "	.....
.....	6 10 "	7 35 "	172	.....Scottsville.....♂	6 47 "	9 57 "	.....
.....	6 30 "	7 55 "	179	.....Gilbert.....	6 30 "	9 38 "	.....
.....	6 49 "	8 15 "	184	+.....Beloit.....♂	6 15 "	9 25 "	.....
.....	7 03 "	8 28 "	189	.....Solomon Rapids.....	5 52 "	9 08 "	.....
.....	7 20 "	8 50 "	195	+.....Glen Elder.....♂	5 37 "	8 50 "	.....
.....	7 35 "	9 00 "	199	....Waconda Springs.....	5 20 "	8 31 "	.....
.....	7 49 "	9 14 "	202	+.....Cawker.....♂	5 15 "	8 26 "	.....
A M	8 10 "	9 30 P M	208	arr....+Downs♂ ...lve.	*5 00 A M	8 10 "	A M
†11 00	8 35 "	.....	208	lve.....Downs.....arr.	.....	7 45 "	9 35
11 59	9 02 "	.....	218	.....Osborne.....♂	.....	7 18 "	9 02
12 30	9 15 "	.....	223	.....Bloomington.....	.....	7 00 "	8 10
1 16	9 38 "	.....	231	.....Alton.....♂	.....	6 41 "	7 40
2 00	10 03 "	.....	240	.....Woodston.....♂	.....	6 23 "	7 05
2 30	10 25 A M	.....	250	+.....Stockton.....♂	.....	*8 00 P M	†6 30
P M	.....	.....		ARRIVE] [LEAVE	.....		A M

19—WASHINGTON BRANCH.

631	641	635	Mls	STATIONS.	634	642	636	.....
P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	
*4 50	†1 05	†8 05	0	+.....Greenleaf.....♂	9 10	2 05	5 55	.....
5 20	1 36	8 35	7	+.....Washington.....♂	†8 40	†1 35	*5 25	.....
P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	.....

20—CONCORDIA AND PROSSER.

.....	No. 643	Ms.	STATIONS.	No. 644	.....
.....	†9 55 A M	0	lve... Concordia...arr.	1 25 P M	.....
.....	10 10 "	5	.....Yuma.....	1 10 P M	.....
.....	10 35 "	12	.....Norway.....	12 40 Noon	.....
.....	11 15 A M	20	.....Scandia.....♂	12 10 Noon	.....
.....	12 10 Noon	28	.....Republic City.....♂	11 25 A M	.....
.....	12 45 Noon	36	.....Warwick.....	10 55 "	.....
.....	1 20 P M	44	.....Superior.....♂	10 20 "	.....
.....	2 15 "	60	.....Mt. Clare.....	9 05 "	.....
.....	2 55 "	69	.....Lawrence.....♂	8 25 "	.....
.....	3 40 "	81	.....Pauline.....	7 30 "	.....
.....	4 45 "	93	.....Hastings.....♂	6 40 "	.....
.....	5 10 "	99	.....Juniata.....	5 55 "	.....
.....	5 35 P M	107	arr.....Prosser♂...lve.	†5 30 A M	.....

21—DOWNS AND LENORA.

No. 697	No. 601	Mls	STATIONS.	No. 664	No. 602
†10 10 A M	*8 35 A M	0	lve.....Downs♂...arr.	10 00 A M	6 50 P M
10 40 "	8 58 "	9	.....Portis.....	9 30 "	6 25 "
11 00 "	9 12 "	14	.....Harlan.....	9 12 "	6 10 "
11 30 "	9 27 "	19	+.....Gaylord.....	8 50 "	5 55 "
11 49 A M	9 45 "	24	.....Cedar.....	8 25 "	5 40 "
12 45 Noon	10 15 "	34	+.....Kirwin.....♂	7 55 "	5 10 "
1 35 P M	10 45 "	45	.....Glade.....	7 05 "	4 40 "
2 05 "	11 05 "	51	.....Big Bend.....	6 40 "	4 20 "
2 40 "	11 29 "	60	+.....Logan.....♂	6 10 "	3 56 "
3 25 "	11 59 A M	70	.....Densmore.....	5 20 "	3 26 "
4 00 "	12 14 Noon	74	.....Edmond.....	5 05 "	3 10 "
4 30 P M	12 40 Noon	85	arr.....Lenora♂...lve.	†4 30 A M	*2 45 P M

22—BURR OAK BRANCH.

No. 621	No. 645	Mls	STATIONS.	No. 624	No. 646
†7 20 P M	†7 30 A M	0	lve...Jamestown♂.arr.	7 00 A M	1 00 P M
7 43 "	8 05 "	10	.....Randall.....	6 33 "	12 25 Noon
8 02 "	8 45 "	17	.....Jewell City.....♂	6 18 "	11 55 A M
8 23 "	9 20 "	25	.....Mankato.....♂	5 55 "	11 15 "
8 45 P M	9 45 A M	34	arr.....Burr Oak♂..lve.	†5 35 A M	†10 45 A M

* Daily; †daily, except Sunday; ‡ daily, except Saturday.
+Coupon stations; ♂ Telegraph stations.

23—KANSAS CITY, AXTELL AND VIRGINIA.

591 and 593	631	503	Mls.	November 7, 1909.	Mls.	532	504	594 and 592
	P M	A M	.....	LEAVE] [ARRIVE		A M	P M	
.....	†4 05	*8 40	0	.Kansas City, Mo. (U.D.).	.....	11 45	6 00	.....
.....	4 30	9 05	3.7	Kansas City, Kan. (Fifth St.)♂	158.5	11 23	5 40	.....
.....	4 42	9 15	9.2	.....Welborn.....	154.0	11 08	5 27	.....
.....	4 51	9 22	12.4	.....Vance.....	150.8	11 00	5 20	.....
.....	4 54	9 25	13.6	.....Bethel.....♂	149.6	10 58	5 18	.....
.....	4 58	9 27	14.6	.....White Church.....	148.6	10 54	5 15	.....
.....	5 00	9 31	16.2	..... Horanif.....	147.0	10 50	5 12	.....
.....	5 08	9 37	18.3	.....Maywood.....	144.9	10 43	5 08	.....
P M	5 13	9 43	20.1	.....Piper	143.1	10 38	5 00	A M
‡1000	5 18	9 49	21.5	....Menager Juno...♂	141.7	10 34	4 55	†4 20
— —	5 27	10 00	24.7	.....Basehor.....♂	138.5	10 22	4 47	— —
— —	5 35	10 11	28.4	.....Seuferts.....	134.8	10 11	4 37	— —
— —	5 45	10 23	31.1	.....Edminster.....	132.1	10 01	4 29	— —
11 22	5 51	10 35	34.0	.....Tonganoxie...♂	129.2	9 53	4 20	3 00
— —	6 06	10 48	38.7	.....Neely.....	124.5	9 37	4 00	— —
12 50	6 23	11 03	44.0	.....McLouth.....♂	119.2	9 20	3 46	1 50
1 15	6 39	11 18	49.7	.....Oskaloosa.....♂	113.5	9 03	3 30	1 15
1 45	6 55	11 37	55.6	.....Dunavant.....♂	107.6	8 47	3 15	12 50
3 00	7 15	11 57	63.8	.....Valley Falls...♂	99.4	8 27	2 55	12 15
— —	7 30	12 12	70.2	.....North Cedar.....	93.0	8 10	2 38	— —
3 58	7 45	12 25	74.8	.....Denison.....♂	88.4	7 58	2 25	10 55
4 15	7 55	12 33	78.2	.....Birmingham.....	85.0	7 49	2 15	10 40
4 55	8 15	12 50	84.7	.....Holton.....♂	78.5	7 29	1 55	10 00
5 35	8 35	1 08	92.4	.....Circleville.....♂	70.8	7 07	1 35	9 20
5 55	8 46	1 23	96.9	.....Ontario.....	66.3	6 56	1 23	9 07
6 12	8 54	1 32	99.9	.....Bancroft.....♂	63.3	6 46	1 15	8 54
6 38	9 08	12 05	104.6	.....Goffs.....♂	58.6	6 38	11 05	8 20
7 15	9 29	2 23	111.7	.....Kelly.....♂	51.5	6 18	12 20	7 25
7 45	9 46	2 45	119.9	arr.....Seneca...♂lve.	43.3	†6 00	12 01	‡8 45
8 30	P M	2 45	119.9	lve.....Seneca....arr.	43.3	A M	12 01	5 45
— —	.....	— —	127.6	.....Baileyville.....	.....	.....	— —	— —
— —	.....	3 15	130.6	.....Axtell Junction.....	32.6	.....	11 33	— —
†9 45	.....	3 18	131.1	.....Axtell.....♂	32.1	.....	*11 30	†4 42
A M	.....	P M	.....	ARRIVE] [LEAVE	.....	.....	A M	P M

STANDARD—*Central time.*

.....	.....	.....	593	503	Mls.	November 7, 1909.	Mls.	504	594	.....	.....	.....
.....	.....	.....		A M	P M							
.....	.....	.....	†9 45	*3 18	131.1	LEAVE] [ARRIVE		A M	P M			
.....	.....	.....	10 05	3 28	134.7	.....Axtell.....♂	32.1	11 30	4 42	.....	.....	.....
.....	.....	.....	10 25	3 38	137.3	.....Carney.....	28.5	11 17	4 30	.....	.....	.....
.....	.....	.....	10 56	3 50	142.7	.....Mina.....	25.9	11 10	4 15	.....	.....	.....
.....	.....	.....	11 25	4 04	147.4	...Summerfield, Kan.♂	20.5	10 56	3 50	.....	.....	.....
.....	.....	.....	11 57	4 22	153.2	...Bookwalter, Neb.♂	15.8	10 43	3 26	.....	.....	.....
.....	.....	.....	12 25	4 34	157.9	.....Armour.....	10.0	10 28	2 56	.....	.....	.....
.....	.....	.....	12 50	4 48	163.2	.....Tate.....	5.3	10 15	2 30	.....	.....	.....
.....	.....	.....	Noon	P M		.....Virginia.....♂	0	*1000	†2 00	.....	.....	.....
.....	.....	.....				ARRIVE] [LEAVE		A M	P M			

24—KANSAS CITY AND LEAVENWORTH.

.....	.....	531	541	503	Mls	November 7, 1909.	542	532	504	.....	.....	.....
.....	.....	P M	.....	A M	....	LEAVE] [ARRIVE	.....	A M	P M			
.....	.....	†4 05	.....	*8 40	0	Kansas City, Mo. (U.D.)	.....	11 45	6 00	.....	.....	.....
.....	.....	4 30	.....	9 05	3.7	Kansas City, Kan. (Fifth St.)♂	.....	11 23	5 40	.....	.....	.....
.....	.....	4 42	.....	9 15	9.2	.....Welborn.....	.....	11 08	5 27	.....	.....	.....
.....	.....	4 51	.....	9 22	12.4	.....Vance.....	.....	11 00	5 20	.....	.....	.....
.....	.....	4 54	.....	9 25	13.6	.....Bethel.....♂	.....	10 58	5 18	.....	.....	.....
.....	.....	4 56	.....	9 27	14.6	....White Church.....	.....	10 54	5 15	.....	.....	.....
.....	.....	5 00	.....	9 31	16.2	.....Horanif.....	.....	10 50	5 12	.....	.....	.....
.....	.....	5 08	.....	9 37	18.3	.....Maywood.....	.....	10 43	5 08	.....	.....	.....
.....	.....	5 13	A M	9 43	20.1	..... Piper .....♂	A M	10 38	5 00	.....	.....	.....
.....	.....	5 18	†1034	9 49	21.5	...Menager Juno.♂	9 43	†1034	*4 55	.....	.....	.....
.....	.....	5 25	10 43	A M	23.4	.....Usher.....	9 33	A M	4 42	.....	.....	.....
.....	.....	5 27	10 45	.....	24.4	.....Wallula.....	9 23	.....	4 40	.....	.....	.....
.....	.....	5 40	11 02	.....	29.0	.....Lansing.....♂	9 15	.....	4 17	.....	.....	.....
.....	.....	5 45	11 10	.....	31.1	...Soldier's Home..♂	9 03	.....	4 04	.....	.....	.....
.....	.....	5 55	11 23	.....	34.0	...Leavenworth..♂	†8 50	.....	†3 50	.....	.....	.....
.....	.....	P M	A M	.....	....	ARRIVE] [LEAVE	A M	.....	P M	.....	.....	.....

For Through Sleeping Car Service, see page 910.

For Tourist Car Service, see page 918.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | Over 160 railroads use the SAFETY systems of ..... Steam Heat

MISSOURI PACIFIC IRON MOUNTAIN

THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

See Index of Stations, Pages 908-910.

ST. LOUIS, KANSAS CITY AND POINTS IN SOUTHERN AND CENTRAL KANSAS.

25—ST. LOUIS, FORT SCOTT AND WICHITA.

706	407	409	403	Ms	November 7, 1909.	404	706	410	408
....	P M	P M	Noon	...	.....	P M	....	A M	P M
....	*10 10	*8 10	*1220	...	lve.....St. Louis.....arr.	5 30	....	8 12	10 40
....	4 05	1 45	- -	...	lve.....Sedalia.....arr.	- -	....	2 40	4 30
....	5 50	3 30	- -	...	arr....Pleasant Hill....lve.	- -	....	1252	2 30
....	*9 10	*2 10	*9 50	0	lve.....Kansas City....arr.	7 15	....	5 30	3 50
....	11 05	3 45	....	35	lve....Pleasant Hill....arr.	....	....	1235	2 15
....	1 46	5 50	....	85	lve.....Rich Hill.....arr.	....	....	1007	11 45
....	2 05	6 10	....	94	lve.....Metz.....lve.	....	....	9 47	11 27
....	2 29	6 40	....	103	lve.....Richards.....lve.	....	....	8 28	11 06
....	2 56	7 10	....	113	arr.....Fort Scott.....lve.	....	....	8 05	10 45
....	*3 05	*7 30	....	0	lve.+...Fort Scott....ȣarr.	....	....	8 55	10 40
....	3 20	- -	....	7	" .....Marmaton.....lve.	....	....	- -	10 25
....	3 28	7 52	....	10	" .....Redfield.....ȣ "	....	....	8 28	10 18
....	3 40	8 05	....	15	" .....Uniontown..... "	....	....	8 13	10 03
....	3 57	8 22	....	23	" +.....Bronson.....ȣ "	....	....	7 56	9 48
....	4 10	8 35	Via Paola.	28	" +.....Moran.....ȣ "	Via Paola.	....	7 44	9 36
....	4 27	8 52		35	" .....La Harpe.....ȣ "		....	7 28	9 18
....	4 32	8 57		37	" .....Gas.....ȣ "		....	7 22	9 13
....	4 40	9 05		41	" +.....Iola.....ȣ "		....	7 15	9 05
....	4 57	9 22		48	" .....Piqua.....ȣ "		....	6 67	8 47
....	- -	- -		57	" .....Durand.....ȣ "		....	- -	- -
....	5 25	9 50	3 10	60	arr.+.Yates Center...ȣlve.	1 55	....	6 30	*8 20
....	P M	9 50	3 35	60	lve....Yates Center....arr.	1 30	....	‖810	A M
....		10 07	3 53	68	" .....Batesville.....lve.	1 13	....	5 54	
....		10 19	4 06	73	" +.....Toronto.....ȣ "	1 02	....	5 42	
....		10 37	4 24	81	" .....Neal.....ȣ "	12 46	....	5 26	
....		10 51	4 38	87	" .....Tonovay..... "	12 31	....	5 09	
....		11 05	4 55	94	" +.....Eureka.....ȣ "	12 16	....	4 56	
....		11 27	5 17	104	" .....Reece.....ȣ "	11 54	....	4 35	
....		11 52	5 43	114	" .....Rosalia.....ȣ "	11 30	....	4 11	
....		12 03	5 55	120	" .....Pontiac..... "	11 18	....	4 00	
....		12 20	6 15	127	" +...El Dorado.....ȣ "	10 58	....	3 40	
....		12 40	6 35	136	" .....Towanda.....ȣ "	10 39	....	3 20	
....		12 53	6 48	142	" +.....Benton.....ȣ "	10 27	....	3 07	
....		1 04	6 59	147	" .....Greenwich..... "	10 16	....	2 57	
....	709	- -	7 09	152	" .....Tolerville..... "	10 06	....	- -	710
P M	A M	11 50	7 25	158	arr.+....Wichita.....ȣlve.	9 46	A M	*250	P M
†650	*1030	P M	7 40	158	lve.....Wichita.....ȣarr.	9 20	10 20	P M	5 35
6 12	- -	....	8 02	164	" .....Oatville.....lve.	9 01	10 00	....	- -
6 24	11 03	....	8 14	169	" .....Bayneville..... "	8 47	9 48	....	5 07
6 36	11 14	....	8 26	174	" +...Clearwater.....ȣ "	8 33	9 36	....	4 55
6 49	- -	....	8 39	180	" .....Millerton..... "	8 20	9 21	....	- -
7 05	11 40	....	9 05	185	" ....Conway Spgs..ȣ "	8 05	9 05	....	*4 30
7 16	A M	....	9 17	190	" .....Ewell..... "	7 60	8 53	....	P M
7 34	....	....	9 33	197	" +.....Argonia.....ȣ "	7 34	8 27	....	....
7 50	....	....	9 50	203	" .....Freeport.....ȣ "	7 18	8 20	....	....
8 17	....	....	10 16	214	" +....Anthony.....ȣ "	6 53	7 55	....	....
8 33	....	....	10 33	221	" .....Shook..... "	6 38	7 38	....	....
8 42	....	....	10 42	224	" .....Ruella..... "	6 27	7 30	....	....
8 59	....	....	10 58	231	" .....Corwin..... "	6 11	7 15	....	....
9 13	....	....	11 12	236	" .....Hazelton.....ȣ "	5 58	7 03	....	....
9 30	....	....	11 30	243	arr.....Kiowa.....ȣlve.	*5 40	†6 45	....	....
P M	....	....	A M	...	.....	P M	A M	....	....

26—FORT SCOTT, LOMAX AND TOPEKA.

No. 691	No. 631	Ms	March 7, 1909.	No. 632	No. 692
†7 45 A M	†9 40 A M	0	lve.....Fort Scott ȣ....arr.	3 15 P M	6 30 P M
8 10 "	9 55 "	6	..... Azua.....	3 00 "	6 00 "
8 30 "	10 05 "	10	..... Devon.....	2 60 "	5 45 "
9 15 "	10 30 "	19	..... Mapleton.....ȣ	2 25 "	5 00 "
10 15 "	11 00 "	30	..... Blue Mound.....ȣ	1 55 "	4 10 "
10 40 "	11 17 "	37	..... Trilby.....	1 36 "	3 40 "
11 00 "	11 30 "	42	..... Bush City.....	1 23 "	3 16 "
11 50 A M	11 50 A M	50	..... Garnett.....ȣ	1 02 P M	2 35 "
12 40 Noon	12 10 Noon	58	..... Glenloch.....	12 40 Noon	1 55 "
1 05 P M	12 25 "	64	..... Harris.....ȣ	12 25 Noon	1 35 P M
1 45 "	12 50 Noon	74	..... Waverly.....ȣ	11 50 A M	12 50 Noon
2 15 "	1 10 P M	82	..... Rosemont.....	11 26 "	12 05 Noon
2 45 "	1 27 "	90	..... Quenemo.....ȣ	11 06 "	11 25 A M
3 15 "	2 15 "	92	..... Lomax.....ȣ	11 00 "	11 00 "
3 60 "	2 32 "	97	..... Michigan.....	10 40 "	10 10 "
4 30 "	2 53 "	104	..... Overbrook.....ȣ	10 20 "	9 35 "
5 20 "	3 20 "	114	..... Richland.....ȣ	9 50 "	8 45 "
6 45 "	3 35 "	119	..... Tevis.....	9 35 "	8 20 "
8 45 P M	4 10 P M	130	arr.....Topeka ȣ....lve.	†9 00 A M	†7 30 A M

27—FORT SCOTT AND PITTSBURG.

	No. 631	Ms	November 7, 1909.	No. 632	
.....	*3 20 P M	0	lve.....Fort Scott ȣ ...arr.	9 40 A M	.....
.....	3 55 "	14	..... Drywood.....	9 02 "	.....
.....	4 08 "	19	..... Englevale.....ȣ	8 50 "	.....
.....	4 30 "	28	..... Yale.....	8 28 "	.....
.....	4 35 "	30	.....Cornell Junction....ȣ	8 25 "	.....
.....	4 50 P M	35	arr.....Pittsburg ȣ ...lve.	*8 10 A M	.....

* Daily; † daily, except Sunday; *b* stops to leave passengers from west of Osawatomie.

‖ Meals. + Coupon stations; ȣ Telegraph stations. *Central time.*

28—EL DORADO AND McPHERSON.

	No. 749	Ms	November 30, 1908.	No 782	
.....	†1 30 P M	0	lve.....El Dorado ȣ...arr.	12 20 Noon	.....
.....	2 28 "	13	.....Potwin.....	11 10 A M	.....
.....	3 03 "	20	.....Whitewater.....ȣ	10 35 "	.....
.....	3 15 "	23	.....Annelly.....	10 23 "	.....
.....	3 30 "	28	.....McLains.....	10 10 "	.....
.....	4 30 "	32	.....Newton.....ȣ	9 40 "	.....
.....	6 03 "	41	.....Hesston.....	8 58 "	.....
.....	5 30 "	47	.....Mound Ridge.....ȣ	8 30 "	.....
.....	6 05 "	55	.....Elyria.....	7 56 "	.....
.....	6 30 P M	62	arr.....McPherson ȣ..lve.	†7 30 A M	.....

29—ST. LOUIS, KANSAS CITY AND POINTS IN SOUTHERN KANSAS.

	103	1	3	105	Ms	March 7, 1909.	104	2	4	106	
....	....	A M	P M	P M	...	LEAVE] [ARRIVE	....	P M	A M	A M	....
....	....	9 00	10 10	10 10	...	.....St. Louis...ȣ	....	5 30	7 10	7 10	....
....	....	5 30	7 10	7 10	...	ar..Kansas City.lv.	....	9 .0	9 15	9 16	....
....	P M	P M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	P M	P M	....
....	*9 50	*630	*1000	*9 30	0	....Kansas City..ȣ	7 15	3 50	5 50	6 26	....
....	10 20	- -	- -	10 00	11	.....Leeds.....ȣ	6 45	- -	*b* -	5 56	....
....	10 38	- -	- -	10 17	18	.....Dodson.....ȣ	6 28	- -	*b* -	5 38	....
....	- -	- -	- -	10 26	21	.....Red Bridge.....	- -	- -	*b* -	5 30	....
....	10 54	- -	- -	10 34	25	....Martin City..ȣ	6 11	- -	*b* -	5 22	....
....	11 17	- -	- -	10 55	34	.....Stillwell....ȣ	5 50	- -	*b* -	5 02	....
....	11 30	- -	- -	11 07	39	.....Bucyrus.....ȣ	5 40	- -	*b* -	4 49	....
....	11 44	- -	- -	11 22	46	.....Wagstaff.....ȣ	5 23	- -	*b* -	4 35	....
....	12 05	8 32	11 58	11 40	54	arr.+. Paola ȣ .lve.	5 03	6 57	3 60	4 17	....
....	12 05	8 32	11 58	11 40	54	lve.... Paola ...arr.	5 03	6 57	3 60	4 17	....
....	12 30	8 50	12 15	‖1211	61	...Osawatomie. ȣ	4 45	*640	*335	4 00	....
....	12 50	P M	Noon	12 28	70	.....Lane.....ȣ	4 16	A M	P M	3 35	....
....	1 02	....	....	12 40	76	.....Greeley.....ȣ	4 04	....	....	3 23	....
....	1 25	....	....	1 02	85	+....Garnett.....ȣ	3 45	....	....	3 05	....
....	1 44	....	....	1 20	94	.....Mont Ida.....ȣ	3 25	....	....	2 46	....
....	1 58	....	....	1 35	101	.....Westphalia.....ȣ	3 10	....	....	2 33	....
....	2 25	....	....	1 57	112	+.....LeRoy.....ȣ	2 48	....	....	2 15	....
....	2 35	....	....	2 07	115	.....Moody.....	2 35	....	....	2 07	....
....	2 45	....	....	2 17	120	.....Vernon.....ȣ	2 23	....	....	1 58	....
....	3 10	....	....	2 44	128	ar..Yates Center ȣ lv.	1 55	....	....	1 30	....
....	3 25	....	....	2 44	128	lv..Yates Center..ar.	1 45	....	....	‖1 15	....
....	3 55	....	....	3 14	141	.....Buffalo.....ȣ	1 07	....	....	12 44	....
....	4 04	....	....	3 23	146	.....Roper.....ȣ	12 57	....	....	12 35	....
....	4 10	....	....	3 29	148	.....Benedict.....	1252	....	....	12 30	....
....	4 32	....	....	3 48	158	.....Altoona.....ȣ	1231	....	....	12 10	....
....	4 50	....	....	4 04	165	.....Neodesha.....ȣ	12 13	....	....	11 50	....
....	5 05	....	....	4 18	171	.....Sycamore.....ȣ	11 57	....	....	11 34	....
....	5 24	....	....	4 37	179	..Independence ȣ	11 40	....	....	11 18	....
....	5 45	....	....	4 65	188	.....Jefferson.....	11 20	....	....	11 00	....
....	5 55	....	....	5 05	193	.....Deering.....ȣ	11 19	....	....	10 50	....
....	6 05	....	....	15 15	198	ar..Coffeyville ȣ lv.	*1100	....	....	*1040	....
....	9 13	....	....	8 35	279	.....Wagoner.....	7 25	....	....	7 15	....
....	12 29	....	....	11 42	362	....Fort Smith....	4 05	....	....	3 50	....
....	7 45	....	....	6 55	527	...Little Rock...	8 47	....	....	8 00	....
....	10 35	....	....	10 05	581	...Hot Springs...	*6 15	....	....	*6 30	....
....	P M	....	....	A M	...	ARRIVE] [LEAVE	A M	....	....	P M	....

30—ROPER AND SEDAN.

	No. 741	Ms	November 8, 1908.	No. 742	
.....	†6 30 A M	0	lve.....Roper ȣ.....arr.	6 00 P M	.....
.....	7 30 "	11	.....Fredonia.....	5 00 "	.....
.....	8 10 "	21	.....La Fontaine.....	4 00 "	.....
.....	8 30 "	24	.....Costello.....	3 45 "	.....
.....	9 00 "	30	.....Elk City.....	3 20 "	.....
.....	9 25 "	36	.....Colfax.....	2 50 "	.....
.....	9 40 "	40	.....Hale.....	2 30 "	.....
.....	10 10 "	47	.....Monett.....	2 00 "	.....
.....	10 30 "	52	.....Peru Junction.....	1 40 P M	.....
.....	10 50 A M	57	arr.....Sedan ȣ.....lve.	†1255 Noon	.....

31—KANSAS CITY, YATES CENTER AND WICHITA.

	No. 103	Ms	November 30, 1908.	No. 104	
.....	*9 60 P M	0	lve.....Kansas City....arr.	7 15 A M	.....
.....	12 05 Night	54	.....Paola.....	5 03 "	.....
.....	12 30 Night	61	.....Osawatomie.....	4 45 "	.....
.....	1 25 A M	85	.....Garnett.....	3 45 "	.....
.....	2 25 "	112	.....LeRoy.....	2 48 "	.....
.....	2 35 "	115	.....Moody.....	2 35 "	.....
.....	3 10 "	128	arr.... Yates Center ...lve.	1 55 "	.....
.....	3 35 "	128	lve.... Yates Center ...arr.	1 30 "	.....
.....	3 53 "	136	.....Batesville.....	1 13 "	.....
.....	4 06 "	141	.....Toronto.....	1 02 A M	.....
.....	4 24 "	149	.....Neal.....	‖2 45 Night	.....
.....	4 55 "	162	.....Eureka.....	12 16 Night	.....
.....	5 17 "	172	.....Reece.....	11 54 P M	.....
.....	5 43 "	182	.....Rosalia.....	11 50 "	.....
.....	6 15 "	195	.....El Dorado.....	10 58 "	.....
.....	6 35 "	204	.....Towanda.....	10 39 "	.....
.....	6 48 "	210	.....Benton.....	10 21 "	.....
.....	6 59 "	215	.....Greenwich.....	10 18 "	.....
.....	7 25 A M	226	arr.....Wichita.....lve.	*9 45 P M	.....

THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

MISSOURI PACIFIC IRON MOUNTAIN

For Through Sleeping Car Service, see Page 910. For Tourist Car Service, see Page 918.

32—ST. LOUIS, COFFEYVILLE, ARKANSAS CITY AND CONWAY SPRINGS.

No. 741	9-309	Mls	November 7, 1909.	310-10	No. 742
			(Union Station.)		
	*8 10 P M		lve....St. Louis ♁..arr.	8 12 A M	
	8 18 P M		lve..Tower Grove ♁ arr.	7 59 A M	
	*2 10 A M		lve..Kansas City ♁ arr.	5 30 A M	
	3 45 A M		lve. Pleasant Hill ♁ arr.	12 35 Night	
	5 40 "		lve....Rich Hill.....♁	10 58 P M	
	‖6 30 "	0	lve.....Nevada ♁ ..arr.	9 30 "	
	6 53 "	11	.....Moundville.....♁	9 05 "	
	7 04 "	16	.....Bronaugh.....♁	8 53 "	
	7 14 "	21	.....Hannon.....	8 48 "	
	7 26 "	26	.....Liberal.....♁	8 28 "	
	7 47 "	35	....Cornell Junction..♁	8 07 "	
	8 00 "	41	.....Pittsburg.....♁	7 51 "	
	8 10 "	46	.....Fleming.....♁	7 32 "	
	8 15 "	48	.....Cherokee.....	7 28 "	
	8 30 "	55	.....Carona.....♁	7 13 "	
	8 46 "	62	.....Sherwin.....♁	6 58 "	
	9 15 "	75	.....Chetopa.....♁	6 31 "	
	9 30 "	83	.....Bartlett.....	6 14 "	
	9 48 "	91	.....Edna.....♁	5 56 "	
	10 25 "	106	arr...Coffeyville ♁.lve.	5 25 "	
	10 30 "	106	lve...Coffeyville..arr.	‖5 00 "	
	10 40 "	112	.....Deering.....♁	4 50 "	
	10 55 "	118	.....Tyro.....♁	4 36 "	
	11 10 "	125	.....Caney.....♁	4 18 "	
	11 24 "	130	.....Niotaze.....♁	4 05 "	
	11 35 "	136	.....Peru.....♁	3 51 "	
	†1030 A M	137	.....Peru Junction.....	— —	1 40 P M
	10 50 "	‖11 50 A M	142	arr.....Sedan♁...lve.	3 37 "	12 55 Noon
	10 50 "	12 05 Noon	142	lve.....Sedan.....arr.	3 37 "	12 55 "
	11 23 A M	12 17 "	147	.....Rogers.....	3 23 "	12 35 "
	12 15 Noon	12 33 "	155	.....Wauneta.....♁	3 08 "	12 01 Noon
	12 45 Noon	12 55 Noon	164	.....Cedarvale.....♁	2 47 "	11 35 A M
	1 05 P M	1 05 P M	168	.....Taussig.....	2 37 "	11 20 "
	1 35 "	1 22 "	173	.....Hooser.....♁	2 24 "	10 55 "
	3 00 P M	1 40 P M	180	lve.....Dexter♁..lve.	2 08 P M	10 25 A M
	3 56 P M		196	arr....Silverdale♁.lve.		7 40 A M
	4 30 P M		205	ar..Arkansas City♁lv.		†7 00 A M
	1 55 P M	186	lve.....Eaton.....arr.	1 55 P M	
	2 09 "	191	.....Tisdale.....	1 40 "	
	2 32 "	200	.....Winfield.....♁	1 18 P M	
	2 58 "	210	.....Oxford.....♁	12 50 Noon	
	3 27 "	221	.....Belle Plaine...♁	12 26 "	
	3 46 "	228	.....Riverdale.....	12 11 Noon	
	4 08 "	235	.....Anson.....	11 55 A M	
	4 30 P M	241	arr.Conway Springs♁lve.	*11 40 A M	
	5 35 P M	269	arr.....Wichita....lve	*10 30 A M	

33—OLCOTT AND IUKA.

No. 743	Mls	November 8, 1908.	No. 744
		LEAVE] [ARRIVE	
†11 40 A M	0	.....Olcott.....	2 10 P M
12 07 Noon	10.0	.....Preston.....	1 46 "
12 35 Noon	20.0	arr.....Iuka.....lve.	†1 15 P M

*Daily; †daily, except Sunday. ‖ Meals. ♁ Telegraph stations.

34—CONWAY SPRINGS AND LARNED.

No. 397	No. 333	Mls	November 8, 1908.	No. 334	No. 398
			LEAVE] [ARRIVE		
†7 15 A M	*9 25 A M	0	...Conway Springs. ♁	7 55 P M	4 30 P M
7 50 "	9 45 "	8	.....Milton.....	7 35 "	3 50 "
8 10 "	9 55 "	13	.....Norwich.....	7 25 "	3 30 "
8 45 "	10 17 "	22	.....Belmont.....	7 03 "	2 47 "
9 10 "	10 29 "	27	.....Alameda.....	6 50 "	2 24 P M
9 50 "	10 50 "	34	.....Kingman.....♁	6 30 "	— —
11 05 "	11 25 "	48	.....Penalosa.....♁	5 54 "	12 26 Noon
11 25 A M	11 35 "	52	arr.....Olcott.....lve.	5 43 "	12 07 "
2 25 P M	11 35 "	52	lve.....Olcott.....arr.	5 43 "	12 07 Noon
2 47 "	11 46 A M	56	.....Turon.....♁	5 32 "	11 46 A M
3 18 "	12 02 Noon	63	.....Neola.....	5 16 "	10 50 "
4 00 "	12 22 "	70	.....Stafford.....♁	4 55 "	9 40 "
4 40 "	12 38 "	76	.....Bedford.....	4 40 "	— —
4 58 "	12 52 Noon	81	.....Hudson.....♁	4 27 "	8 53 "
5 35 "	1 15 P M	90	.....Seward.....	4 01 "	8 13 "
6 10 "	1 38 "	99	.....Ray.....	3 37 "	7 35 "
6 40 P M	2 00 P M	107	.....Larned.....♁	*3 15 P M	†7 00 A M
			ARRIVE] [LEAVE		

VARIABLE ROUTES TO POINTS ON AND REACHED VIA THE MISSOURI PACIFIC RY.

Tickets reading from Pleasant Hill or points east thereof to Geneseo and points west thereof, or vice versa, will be honored **either via Kansas City and the Colorado Short Line, via Kansas City, Yates Center and Wichita, or via Rich Hill, Fort Scott and Wichita.**

Therefore, passengers using the Missouri Pacific Ry. between St. Louis, Pueblo, Colorado Springs and Denver will have the privilege of going **either via Kansas City and the Colorado Short Line, via Pleasant Hill Fort Scott, Wichita and Geneseo, or via Kansas City, Yates Center and Wichita,** or on round-trip they may go via one route and return another—facilities offered by no other line.

Tickets to Denver, Colorado Springs and Pueblo, or passing through these points from all points in Arkansas, via Coffeyville, or vice versa, will be honored **either via Yates Center, Wichita and Geneseo, or via Kansas City and the Colorado Short Line Direct.**

Tickets to Denver, Colorado Springs and Pueblo, or passing through these points, from Eastern Kansas and Southwest Missouri on and east of an imaginary line drawn from Paola to Joplin, through Pleasanton, Fort Scott, Minden and Pittsburg, will be honored **either via Yates Center, Wichita and Geneseo, or via Kansas City and the Colorado Short Line Direct.**

Tickets reading from Kansas City or through that point from the North and East to Geneseo or west thereof, or vice versa, will be honored via Colorado Short Line direct or via Yates Center and Wichita.

Tickets reading through St. Louis to Monteith, Mo., Pleasanton and Blue Mound, Kan., and points south thereof, or vice versa, will be honored either via Pleasant Hill or Kansas City.

Tickets reading from points on the Main Line, St. Louis to and including Sedalia, to points on the Fort Scott, Wichita and Western Division, Yates Center to Kiowa, Wichita to Geneseo and west, to points on the Newton Branch, or vice versa, will be honored **either via Kansas City and Yates Center, or via Pleasant Hill, Rich Hill and Fort Scott.**

Tickets reading from points on the Main Line, St. Louis to and including Sedalia, to points on the Kansas & Colorado Pacific, Coffeyville to Larned, and to points on the Fort Scott, Wichita & Western, Wichita to Kiowa, or vice versa, will be honored either **via Kansas City and Olcott Line, or via Pleasant Hill, Nevada and Chetopa.**

THREE TRIPS IN ONE

— VIA —

IRON MOUNTAIN ROUTE

To Hot Springs, Ark., San Antonio and Mexico

Stop-overs on all round trip tickets at BENTON, ARK. (31 miles east of HOT SPRINGS, permitting a side trip to the Famous HOT SPRINGS), and SAN ANTONIO.

Through Pullman Sleeping Cars. "Our Own" Dining Service.

MISSOURI PACIFIC IRON MOUNTAIN

THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

PULLMAN TOURIST SLEEPING CARS.

MISSOURI PACIFIC RAILWAY.

ST. LOUIS, SAN FRANCISCO AND LOS ANGELES.

Days.	No. 11	STATIONS.	Route.	No. 2	Days.
Thursd'y	11 50 P M	lv..St. Louis (U.S.).ar.	Mo. Pac.	6 30 P M	Tuesday
Friday	2 55 A M	lv.Jefferson City ar.	»	2 10 P M	»
»	4 50 A M	lv....Sedalia....ar.	»	12 26 Noon	»
»	7 30 A M	ar.Kansas City.lv.	»	9 30 A M	»
»	10 00 A M	lv..Kansas City.ar.	»	8 50 A M	»
»	12 20 Noon	lv..Osawatomie.ar.	»	6 35 A M	»
»	8 05 P M	lv...Geneseo...ar.	»	12 20 Night	Monday
Saturday	11 45 A M	ar....Pueblo....lv.	»	12 01 Noon	Monday
Saturday	1 30 P M	lv....Pueblo....ar.	D. & R. G.	8 50 A M	Monday
»	11 48 P M	ar.Glenwood Spgs.lv.	»	10 33 P M	Sunday
Sunday	2 15 P M	ar..Salt Lake City.lv.	»	8 10 A M	»
»	3 30 P M	ar.....Ogden....lv.	»	7 00 A M	»
Monday	4 50 P M	ar.Sacramento.lv.	Se. Pac.	10 40 P M	Friday
»	8 28 P M	ar..San Francisco.lv.	»	6 40 P M	»
Tuesday	11 45 P M	ar.Los Angeles.lv.	»	2 35 P M	Thursd'y

ST. LOUIS AND LOS ANGELES.

Days.	No. 11	STATIONS.	Route.	Nos. 2-8	Days.
Tuesday	11 30 P M	lv....St. Louis...ar.	Mo. Pac.	10 40 P M	Friday
Wednesday	10 00 A M	lv..Kansas City lv.	»	8 50 A M	Friday
Wednesday	8 05 P M	lv....Geneseo...lv.	»	12 20 Night	Thursd'y
Thursd'y	11 45 A M	ar.....Pueblo....lv	»	12 01 Noon	Thursd'y
Thursd'y	1 30 P M	lv.....Pueblo....ar.	D. & R. G.	8 50 A M	Thursd'y
Thursd'y	11 55 P M	lv ..Glenwood..lv.	»	10 33 P M	Wednesday
Friday	3 20 A M	lv..Grand Junc.lv.	»	7 35 P M	Wedne day
Friday	2 30 P M	ar..Salt Lake City.lv.	»	8 10 A M	Wednesday
Friday	11 50 P M	lv .Salt Lake City.ar.	S. P. L. A. & S. L.	6 30 A M	Wednesday
Saturday	5 50 P M	lv...Las Vegas..lv.	»	9 50 A M	Tuesday
Sunday	8 00 A M	ar..Los Angeles.lv.	»	8 00 P M	Monday

CHICAGO, KANSAS CITY, SAN FRANCISCO AND LOS ANGELES.

Days.		No. 1	STATIONS.	Route.	No. 4	Days.	
Wed	Fri	10 10 P M	lv....Chicago...ar.	C.M.& St.P.	8 20 A M	Tue	Thu
Thu	Sat	6 10 P M	ar.Kansas City.lv.	»	5 55 P M	Mon	Wed
Thu	Sat	9 00 A M	lv..St. Louis (U.S.).ar.	Mo. Pac.	5 30 P M	Mon	Wed
Thu	Sat	5 30 P M	ar.Kansas City.lv.	»	9 30 A M	Mon	Wed
Thu	Sat	8 30 P M	lv.Kansas City.ar.	Mo. Pac.	8 50 A M	Mon	Wed
Fri	Sun	2 25 P M	ar....Pueblo....lv.	»	12 01 Noon	Sun	Tue
Fri	Sun	9 30 P M	lv....Pueblo....ar.	D. & R. G.	6 40 P M	Sat	Mon
Sat	Mon	7 53 A M	ar.Glenwood Spgs.lv.	»	9 04 A M	Sat	Mon
Sat	Mon	10 40 P M	ar.Salt Lake City.lv.	»	7 20 P M	Fri	Sun
Sat	Mon	11 55 P M	ar....Ogden....lv.	»	6 10 P M	Fri	Sun
Mon	Wed	2 48 P M	ar San Francisco lv.	So. Pac.	9 00 A M	Thu	Sat
Tue	Thu	2 30 P M	ar.Los Angeles.lv.	»	2 35 P M	Wed	Fri

ST. LOUIS AND LOS ANGELES.

Days.	No. 3	STATIONS.	Route.	No. 4	Days.
Dec. 3	10 10 P M	lv St. Louis (U.S.)..ar.	Mo. Pac.	7 10 A M	Dec. 8
Dec. 4	7 10 A M	ar...Kansas City...lv.	»	9 15 P M	Dec. 7
Dec. 4	11 30 A M	lv...Kansas City...ar.	A. T. & S. F.	4 30 P M	Dec. 7
Dec. 5	7 45 P M	ar...Albuquerque...lv.	»	8 25 A M	Dec. 6
Dec. 5	11 20 A M	ar.....Williams.....lv.	»	7 07 P M	Dec. 5
Dec. 6	12 30 Noon	ar.....Ash Fork....lv.	»	5 40 P M	Dec. 5
Dec. 7	2 05 A M	ar.....Barstow.....lv.	»	2 05 A M	Dec. 5
Dec. 7	5 55 A M	ar.San Bernardino lv.	»	10 30 P M	Dec. 4
Dec. 7	8 30 A M	ar...Los Angeles...lv.	»	8 00 P M	Dec. 4
Dec. 7	5 30 P M	ar..San Francisco.lv.	A. T. & S. F.	8 00 P M	Dec. 3
Dec. 7	1 10 P M	ar....San Diego....lv.	A. T. & S. F.	2 05 P M	Dec. 4

Cars also leave St. Louis for Los Angeles on same schedule: December 7th, 11th, 15th 19th, 23d, 27th and 31st.

Cars also leave Los Angeles for St. Louis on same schedule: December 8th, 12th, 16th, 20th, 24th and 28th.

IRON MOUNTAIN ROUTE.

ST. LOUIS, SAN ANTONIO, HOUSTON AND PECOS.

Leaving St. Louis on Homeseekers' dates only.

STATIONS.	Route.	No. 5		
Lve. St. Louis (Un. Station)...	St. L. I. M. & S.	8 30 P M		
Lve. Poplar Bluff.....	»	2 05 A M		
Lve. Little Rock.....	»	7 30 A M		
Lve. Benton.....	»	8 30 A M		
Arr. Texarkana.....	»	12 20 Noon		
Lve. Texarkana.....	Tex. & Pac.	12 35 Noon		
Arr. Longview Junction.....	»	3 40 P M		
Lve. Longview Junction	»	3 45 P M		
Arr. Dallas	»	7 35 P M		
Arr. Fort Worth.....	»	8 40 P M		
Arr. Pecos	»	2 52 P M		
Lve. Longview Junction.....	I. & G. N.	3 50 P M		
Arr. Palestine.....	»	7 35 P M		
Arr. Austin.....	»	3 48 A M		
Arr. San Antonio.	»	6 45 A M		
Lve. Palestine.....	I. & G. N.	10 35 P M		
Arr. Houston.....	»	5 30 A M		

ST. PAUL, MINNEAPOLIS AND HOUSTON.

Cars leave St. Paul and Minneapolis November 2d and 16th, December 7th and 21st.

STATIONS.	Route.	No. 5	Days.	
Lve. St. Paul.....	M. & St. L.	7 15 P M	Tuesday	
Lve. Minneapolis.....	»	8 00 P M	Tuesday	
Lve. Albert Lea.....	Iowa Cent.	11 23 P M	Tuesday	
Lve. Albia	Wabash.	5 40 A M	Wednesday	
Arr. St. Louis (Un. Station)..	»	1 45 P M	Wednesday	
Lve. St. Louis (Un. Station)..	St. L. I. M. & S.	8 50 P M	Wednesday	
Lve. Little Rock.....	»	7 30 A M	Thursd'y	
Arr. Hot Springs	L. R. & H. S. W.	10 05 A M	Thursd'y	
Arr. Texarkana	St. L. I. M. & S.	12 20 Noon	Thursd'y	
Arr. Longview	Tex. & Pac.	3 40 P M	Thursd'y	
Arr. Palestine	I. & G. N.	7 35 P M	Thursd'y	
Lve. Palestine	»	10 35 P M	Thursd'y	
Arr. Houston	»	5 30 A M	Friday	

FREE SIDE TRIP, PUEBLO TO DENVER AND RETURN.

A free side trip, Pueblo to Denver and return, will be given to passengers holding through passage tickets reading via the Missouri Pacific Railway to Pueblo, thence to any point **west of but not including Canon City, Colo.,** on or reached via the Denver & Rio Grande Railroad, sold at any point on and east of a line drawn from Omaha through Atchison, Kansas City, Paola, Fort Scott and Cherokee, or vice versa.

In addition to the above a free side trip, Pueblo to Denver and return, will be given passengers holding through passage tickets reading via the Missouri Pacific Railway to Pueblo, thence the Denver & Rio Grande Railroad to Ogden and points west thereof sold at points west of but not including a line drawn from Omaha through Atchison, Kansas City, Fort Scott and Cherokee, and on and east of a line drawn through Downs and Great Bend, Kan., or vice versa.

Conductors are requested to fully familiarize themselves with the above arrangements, taking particular care to see that all passengers entitled to a free side trip, Pueblo to Denver and return, are furnished with side trip check when desired.

WESTBOUND.

To Connecting Lines.—It will only be necessary for westbound passengers to notify the conductor of Missouri Pacific Railway train entering Pueblo of their desire to make the side trip, when conductor's exchange check covering the trip will be issued; this check being good for passage from Pueblo to Denver and return only when presented in connection with a through ticket of the character referred to, reading ove the Denver & Rio Grande Railroad to points west of Pueblo. These checks **take the same limit and class as the tickets upon which issued.**

EASTBOUND.

On eastbound business, a similar check will be issued by the conductor of the Denver & Rio Grande Railroad entering Pueblo; the same to be good for passage from Pueblo to Denver and return only when presented in connection with a ticket reading east of Pueblo via Missouri Pacific Railway.

THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

MISSOURI PACIFIC IRON MOUNTAIN

THE SHORTEST LINE TO TEXAS AND MEXICO.

See Index of Stations, Pages 908-910.

For Through Sleeping Car Service, see Page 910. For Tourist Car Service, see Page 918.

35—ST. LOUIS, MEMPHIS, LITTLE ROCK, TEXARKANA, TEXAS, MEXICO, CALIFORNIA AND THE SOUTHWEST.

205	223	31	9	29	23	25	17	5	3	7	Mls	*November 27, 1909.*
		P M	P M		A M	P M	P M	P M	A M	A M		lve..+**St. Louis** δ arr.
		*5 31	*7 45		*7 30	*3 00	*9 00	*8 30	*9 05	*2 25	0	....*Union Station*....
		6 40	7 54		7 39	3 09	9 09	8 39	9 14	— —	4	....Tower Grove..δ
		5 59	8 12		7 57	3 27	9 27	8 57	9 32		10	......Broadway......
		6 05	8 19		8 05	3 36	— —	9 04	9 39		13	......Barracks.....δ
		— —	— —		— —	— —	— —	— —	— —		16	......Cliff Cave....δ
		6 40	— —		8 28	— —	— —	— —	— —		23	......Wickes........
		6 48	8 36		8 34	3 56	— —	— —	— —		25	.....Kimmswick...δ
		6 57	— —		8 44	4 00	— —	— —	— —		27	...Sulphur Springs. δ
		7 10	— —		9 00	4 10	— —	— —	— —		31	......**Riverside**....δ
		7 29	— —		9 17	4 20	— —	— —	— —		36	........**Silica**........
		7 41	— —		9 27	—	— —	— —	— —		40	......Hematite....δ
		8 00	9 10		9 45	4 45	1025	8 54	10 30	3 33	46	.......De Soto.....δ
		P M	— —		10 07	5 05	— —	— —	— —		55	......Blackwell....δ
			— —		10 18	5 18	— —	— —	— —		61	.... Cadet........
			— —		10 29	5 29	— —	— —	— —		65	...**Mineral Point**. δ
					†10 50	5 50					69	arr.....**Potosi**.. δ lve.
			— —		*10 49	5 50	— —	— —	— —	— —	74	........Savoy......δ
			1026		11 10	6 05	1130	11 00	11 40	4 30	79	.....**Bismarck**....δ
			— —		11 20	6 18	— —	— —	— —	— —	85	....Iron Mountain..δ
			— —		11 25	6 25	— —	— —	— —		87	.....Middlebrook ...δ
			1048		11 33	6 33	— —	— —	— —		92	.......Ironton ......δ
			1053		11 36	6 37	— —	— —	— —		93	.......Arcadia.......δ
			— —		12 12	7 15	— —	— —	— —		112	.... Annapolis....δ
			— —		12 27	7 31	— —	— —	— —	— —	120	........Des Arc.....δ
			1215		12 55	7 56	1 13	12 50	1 20	— —	131	.......Piedmont.....δ
			— —		1 08	8 09	— —	— —	— —	— —	137	...... **Leeper**.....δ
			1257		1 32	8 34	— —	— —	b1 54	— —	149	...**Williamsville**..δ
			— —		1 45	8 49	— —	— —	— —	— —	157	.....Hendrickson...δ
			1 45	A M	¶12 26	8 15	2 25	2 00	2 36	6 35	170	arr..**Poplar Bluff**..lve.
			2 15	*2 55	2 56	P M	2 30	2 05	2 40	6 38	170	lve..**Poplar Bluff** δ arr.
			— —	3 11	3 12		— —	— —	— —		177	.......Harviell.....δ
			— —	3 27	3 30		— —	— —	b3 07		185	.....**Neelyville**...δ
			3 01	3 52	3 57		— —	— —	*d v*		196	.......Corning......δ
			3 10	4 05	4 12		— —	g3 00	5 38		203	.......**Knobel**.....δ
			A M	4 40	4 50		— —	— —	— —		218	...... O'Kean......δ
				5 03	5 15		— —	— —	— —		229	....Walnut Ridge..δ
				5 08	5 25		4 20	4 02	4 35	8 01	230	........**Hoxie**.....δ
				5 38	6 00		— —	— —	— —	— —	243	........Alicia......δ
				6 05	6 35		— —	— —	— —	— —	256	......Tuckerman...δ
				6 20	6 55		— —	— —	— —	— —	263	.........Diaz.......δ
				6 28	¶7 35		5 20	5 00	5 30	— —	266	+....**Newport**....δ
				7 05	8 18		— —	— —	— —	— —	282	...... Bradford.....δ
A M	P M			7 28	8 45		— —	— —	— —	— —	292	arr....**Bald Knob** δ.lve.
*3 55	*1 40			7 28	8 45		— —	— —	— —	— —	292	lve....**Bald Knob** δ.arr.
4 05	1 50			7 38	8 59		— —	— —	— —	— —	297	...... Judsonia ....δ
4 12	1 58			7 45	9 15		d5 17	— —	— —	— —	300	........Kensett.....δ
4 21	2 06			7 53	9 20		— —	— —	6 35	— —	304	..... **Higginson**...δ
4 50	2 30			8 23	9 46		— —	— —	— —	— —	317	........Beebe. .....δ
5 07	2 46			8 42	10 00		— —	— —	— —	— —	324	........Austin......δ
5 12	2 53			8 50	10 05		— —	— —	— —	— —	327	........Cabot........
5 32	3 15			9 31	10 23		— —	— —	— —	— —	336	.....Jacksonville...δ
6 08	3 48	8 05		10 05	10 53		7 43	— —	— —	— —	348	......**Argenta**....δ
6 15	3 55	A M		10 15	11 00		7 50	7 20	7 50	10 50	350	arr+.**Little Rock** δ.lve.
A M	4 06	*8 20		A M	P M		8 00	7 30	8 00	10 55	350	lve...**Little Rock**...arr.
	4 39	8 47					— —	— —	— —	— —	363	.......Alexander.....δ
	5 10	9 10					8 50	8 30	8 49	11 32	373	arr....**Benton**. δ lve.
	P M	A M					A M	A M	P M			(*L.R. & H.S.W.R.R.*)
	8 35	11 45					1005	10 05	10 15	A M	404	arr.**Hot Springs**.lve.
	P M	*6 30					A M	*6 30	*5 30	*9 50	404	lve.**Hot Springs**.arr.
	5 10	9 10						8 30	8 49	11 32	373	lve....**Benton**...arr.
	6 30	9 30						— —	— —	— —	381	.......Traskwood....δ
	6 00	10 08						9 05	9 26	— —	393	.......**Malvern**....δ
	6 30	10 35						— —	— —	— —	403	.......Donaldson....δ
	6 55	11 00						— —	— —	— —	414	.......**Daleville**....δ
	7 00	11 05			35			9 44	10 06	— —	415	+ ...Arkadelphia ...δ
	7 30	11 38			A M			— —	— —	— —	428	.......Smithton....δ
	7 36	¶11 45			*6 30			10 13	10 35	— —	430	.......**Gurdon**......δ
	8 07	A M			7 10			10 41	11 03	— —	446	........Prescott.....δ
	8 45				7 45			11 11	11 38	— —	462	+......**Hope**.......δ
	9 16				8 18			11 37	— —	— —	475	........Fulton......δ
	1000				9 00			12 20	12 45	2 56	494	arr. + **Texarkana** δ.lve.
	P M				A M			12 35	1 00	2 46	494	lve...**Texarkana**..arr.
								7 30	8 05		708	........**Dallas**........
								8 35	9 15		740	.....**Fort Worth**......
								P M	12 40		1353	........**El Paso**........
									7 25		2164	arr..**Los Angeles**.....
								A M	7 48		2639	arr.**San Francisco**..
								5 30	2 55		816	.......**Houston**.......
								7 45	6 35	A M	864	......**Galveston**......
								3 48	3 30	3 48	845	.......**Austin**.........
								6 45	6 46	6 45	924	....**San Antonio**....
								12 55	P M	A M	1078	........**Laredo**........
								8 00			1880	....**Mexico City**....
								P M				ARRIVE}

November 27, 1909.	4	6	8	18	26	202	22	28	32	10	204
lve..+**St. Louis** δ arr.	P M	A M	P M	A M	P M		P M		A M	A M	
....*Union Station*....	7 25	7 27	7 56	7 16	1 00		6 27		8 35	8 15	
....Tower Grove..δ	7 12	7 15	7 45	7 02	12 45		6 14		8 22	8 01	
......Broadway......	6 52	6 58	7 29	6 42	12 23		5 56		7 59	7 42	
......Barracks.....δ	— —	— —	— —	— —	12 15		6 50		7 50	7 35	
......Cliff Cave....δ	— —	— —	— —	— —	— —		— —		— —	— —	
......Wickes........	— —	— —	— —	— —	11 48		6 20		7 27	— —	
.....Kimmswick...δ	— —	— —	— —	— —	11 43		5 14		7 22	— —	
...Sulphur Springs. δ	— —	— —	— —	— —	11 35		5 07		7 14	— —	
......**Riverside**....δ	— —	— —	— —	— —	11 20		4 56		7 00	— —	
........**Silica**........	— —	— —	— —	— —	10 58		4 37		6 28	— —	
......Hematite....δ	— —	— —	— —	— —	10 50		4 29		6 18	— —	
.......De Soto.....δ	5 45	5 45	6 22	5 30	10 30		4 12		*6 00	6 30	
......Blackwell....δ	— —	— —	— —	— —	10 07		3 52		A M	a6 12	
.... Cadet........	— —	— —	— —	— —	9 58		3 39			— —	
...**Mineral Point**. δ	— —	— —	— —	— —	9 49		*3 30			*5 53	
arr.....**Potosi**.. δ lve.					*9 20		†3 00			†5 35	
........Savoy......δ	— —	— —	— —	— —	9 30		3 09			— —	
.....**Bismarck**....δ	4 45	4 50	5 22	4 30	9 20		3 00			5 26	
....Iron Mountain..δ	— —	— —	— —	— —	9 07		2 26			— —	
.....Middlebrook ...δ	— —	— —	— —	— —	9 02		2 20			— —	
.......Ironton ......δ	a4 22	— —	—	— —	8 57		2 09			a4 53	
.......Arcadia.......δ	— —	— —	a4 53	— —	8 47		2 02			a4 49	
.... Annapolis....δ	— —	—	— —	— —	7 57		1 12			— —	
........Des Arc.....δ	— —	— —	— —	— —	7 38		12 53			— —	
.......Piedmont.....δ	3 00	2 52	3 30	2 25	7 12		12 20			3 25	
...... **Leeper**.....δ	— —	— —	3 17	— —	7 00		12 05			— —	
...**Williamsville**..δ	— —	— —	a2 50	— —	6 33		11 37			2 50	
.....Hendrickson...δ	— —	— —	—	— —	6 18		11 22			— —	
arr..**Poplar Bluff**..lve.	1 43	1 30	2 10	1 00	*5 45		10 55	Night		2 05	
lve..**Poplar Bluff** δ arr.	1 38	1 25	2 06	12 56	A M		10 50	12 30		1 55	
.......Harviell.....δ	— —	— —	— —	— —			10 32	12 15		— —	
.....**Neelyville**...δ	1 15	— —	— —	— —			10 15	11 59		— —	
.......Corning......δ	12 52	— —	— —	— —			9 50	11 36		1 07	
.......**Knobel**.....δ	12 40	— —	— —	i12 04			9 35	11 23		*12 55	
...... O'Kean......δ	— —	— —	— —	— —	24		8 58	10 52		Night	
....Walnut Ridge..δ	— —	— —	— —	— —	A M		8 35	10 30			
........**Hoxie**.....δ	11 50	1145	12 30	11 16	11 40		*8 30	10 20			
........Alicia......δ	— —	— —	— —	— —	11 09		A M	9 45			
......Tuckerman...δ	— —	— —	— —	— —	10 45			9 15			
.........Diaz.......δ	— —	— —	— —	— —	10 27			8 55			
+....**Newport**....δ	10 45	1050	— —	1015	10 20			8 45			
...... Bradford.....δ	— —	— —	— —	— —	9 52			7 57			
arr....**Bald Knob** δ.lve.	— —	— —	— —	— —	9 31	A M		7 25		A M	
lve....**Bald Knob** δ.arr.	— —	— —	— —	— —	9 31	3 00		7 25		11 40	
...... Judsonia ....δ	— —	— —	— —	— —	9 15	2 50		7 10		11 28	
........Kensett.....δ	— —	— —	— —	e8 13	9 05	2 43		7 00		11 18	
..... **Higginson**...δ	— —	— —	a9 43	— —	8 55	2 35		6 52		11 10	
........Beebe. .....δ	— —	— —	— —	— —	8 23	2 00		6 25		10 40	
........Austin......δ	— —	— —	— —	— —	8 07	1 43		6 05		10 23	
........Cabot........	— —	— —	— —	— —	8 01	1 35		5 58		10 17	
.....Jacksonville...δ	— —	— —	— —	— —	7 45	1 10		5 31		9 57	
......**Argenta**....δ	— —	— —	— —	7 52	7 14	12 37	8 08	4 57		9 27	
arr+.**Little Rock** δ.lve.	8 35	8 20	9 00	7 45	*7 00	*12 30	P M	4 50		*9 20	
lve...**Little Rock**...arr.	8 25	8 10	8 50	7 35	A M	Night	6 15	1 30		A M	
.......Alexander.....δ	— —	— —	— —	— —			6 40	12 55			
arr....**Benton**. δ lve.	7 43	7 22	8 08	*6 45			6 10	12 30			
(*L.R. & H.S.W.R.R.*)	A M	P M	A M	P M				A M			
arr.**Hot Springs**.lve.	*6 30	*5 30	*6 30	*5 30			P M	*9 50			
lve.**Hot Springs**.arr.	1005	1015	10 05	P M			8 35	8 35			
lve....**Benton**...arr.	7 42	7 22	8 08				6 10	12 30			
.......Traskwood....δ	— —	— —	— —				4 46	12 10			
.......**Malvern**....δ	7 08	6 50	— —				4 20	11 35			
.......Donaldson....δ	— —	— —	— —				3 55	11 06			
.......**Daleville**....δ	— —	— —	— —				3 32	10 40			
+ ...Arkadelphia ...δ	— —	6 10	7 00			36	3 30	10 35			
.......Smithton....δ	— —	— —	— —			P M	3 00	10 08			
.......**Gurdon**......δ	6 05	5 44	— —			5 30	*2 56	9 58			
........Prescott.....δ	5 30	5 20	— —			4 50	P M	9 10			
+......**Hope**.......δ	5 13	4 55	u —			4 10		8 30			
........Fulton......δ	— —	a4 26	— —			3 40		7 50			
arr. + **Texarkana** δ.lve.	*4 15	*3 50	*4 35			*3 00		*7 00			
lve...**Texarkana**..arr.	4 05	3 40	4 25			P M		A M			
........**Dallas**........	8 35	8 30	A M								
.....**Fort Worth**......	7 15	7 30									
........**El Paso**........	8 20	A M									
arr..**Los Angeles**.....	8 33										
arr.**San Francisco**..	4 00		P M								
.......**Houston**.......	P M		3 40								
......**Galveston**......		P M	2 00								
.......**Austin**.........		1110	4 05								
....**San Antonio**....		7 45	1 25								
........**Laredo**........		P M	7 15								
....**Mexico City**....			7 30								
{LEAVE			P M								

Train 7: Carries Sleeping Car passengers only.

Train 9: Arrives Memphis 8 30 a.m.

Train 32: Leaves Memphis *7 45 p.m.

+ Coupon stations; δ Telegraph stations. STANDARD—*Central time.*

☞ Stop-over allowed only on first-class California tickets, and on all first-class tickets at Benton for Hot Springs.

* Daily; † daily, except Sunday; *a* stops to take passengers for St. Louis; *b* stops to leave passengers from St. Louis, Broadway and Barracks; *d* stops to leave passengers from St. Louis; *e* stops to take passengers for stations north at which train is scheduled to stop; *g* stops for passengers for Little Rock and beyond; *i* stops to leave passengers from Little Rock and beyond; *u* stops to leave passengers from south of Texarkana; *v* stops to take passengers for points south of Little Rock. ¶ Meals.

MISSOURI PACIFIC IRON MOUNTAIN

THE MISSOURI PACIFIC RAILWAY COMPANY,
ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.
AND
LEASED, OPERATED & INDEPENDENT LINES.

See Index of Stations, Pages 908-910.

36—MEMPHIS, LITTLE ROCK, HOT SPRINGS, TEXAS, MEXICO AND CALIFORNIA.

THROUGH CAR SERVICE.—Train No. 223—Free Chair Cars Memphis to Texarkana. Trains Nos. 205-17 and 18-202—Pullman Sleeping Car between Memphis and Little Rock, connecting at Little Rock with Through Sleeper for Dallas, Fort Worth, Big Springs, Austin, San Antonio, Mexico City, Houston and Galveston. Free Chair Cars between same points. Dining Car from Little Rock. Train No. 202—Pullman Sleeping Car Texarkana and Little Rock to Memphis. Chair Car between same points. Train No. 204—Free Reclining Chair Car Little Rock to Memphis.

205-5	228	Mls	October 31, 1909.	202	8-204
P M	A M		LEAVE] [ARRIVE	A M	P M
*11 46	*9 20	0	Memphis ♂	7 15	4 30
— —	9 32	3	Bridge Junction ♂	— —	4 10
12 17	9 52	11	Gavin ♂	— —	3 48
12 30	10 02	15	Vincent	— —	3 32
12 34	10 07	17	Crawfordsville ♂	6 25	3 28
1 02	10 38	20	Earle ♂	5 59	2 58
1 17	10 52	32	Parkin ♂	5 44	2 44
— —	11 22	41	Levesque	— —	2 16
1 55	11 40	46	Wynne ♂	5 05	2 00
2 25	12 12	60	Fair Oaks ♂	4 35	1 23
2 33	12 20	69	McCrory ♂	4 26	1 12
2 52	12 40	71	Jelks	4 03	12 51
3 07	1 00	78	New Augusta ♂	3 44	12 30
3 28	1 13	85	Rio Vista	3 28	12 12
3 45	1 30	91	arr. Bald Knob ♂ lve.	3 10	11 55
3 55	1 40	91	lve. Bald Knob arr.	3 00	11 40
4 05	1 50	96	Judsonia ♂	2 50	11 28
4 12	1 58	98	Kensett	2 43	11 18
4 21	2 05	102	Higginson ♂	2 35	11 10
4 50	2 30	116	Beebe ♂	2 00	10 40
5 07	2 48	123	Austin ♂	1 43	10 23
5 12	2 53	126	Cabot	1 35	10 17
5 32	3 15	135	Jacksonville ♂	1 10	9 57
5 50	3 30	141	McAlmont	12 55	9 47
6 15	3 55	148	arr. Little Rock ♂ lve.	12 30	9 20
7 30	4 05	148	lve. Little Rock arr.	8 10	8 50
8 30	5 10	171	arr. Benton lve.	7 22	8 08
10 05	6 55	202	arr. Hot Springs lve.	*5 30	*6 30
8 30	5 10	171	lve. Benton arr.	7 22	8 08
— —	5 30	180	Traskwood	— —	— —
9 05	6 00	189	Malvern	6 50	— —
— —	6 55	210	Daleville	— —	— —
9 44	7 00	211	Arkadelphia	6 10	7 00
10 13	7 55	227	Gurdon	5 44	— —
10 41	8 07	243	Prescott	5 20	— —
11 11	8 45	258	Hope	4 55	c —
11 37	9 16	272	Fulton	— —	— —
12 20	10 00	291	arr. Texarkana lve.	*3 50	*4 35
12 35	1 00	291	lve. Texarkana arr.	3 40	4 05
2 17	2 39	342	Jefferson	1 45	2 05
2 55	3 12	358	Marshall	1 17	1 35
3 40	4 05	381	Longview Junction	12 28	12 46
4 21	4 47	404	Big Sandy	11 36	11 53
5 01	5 30	427	Mineola	10 54	11 08
6 23	6 54	474	Terrell	9 34	9 37
7 20	8 05	505	Dallas	8 30	8 20
8 35	9 15	537	Fort Worth	7 30	7 15
10 55	11 18	568	Weatherford	5 39	5 36
2 59	3 28	652	Cisco	2 06	2 10
5 06	5 42	698	Abilene	11 58	11 56
9 35	11 16	804	Big Springs	7 30	7 50
2 52	4 27	937	Pecos	1 48	2 00
3 40	5 20	956	Toyah	*1 05	1 15
P M	12 40	1150	El Paso	P M	8 20
	10 46	1061	Los Angeles		*10 00
	7 08	2436	arr. San Francisco lve.		*10 20
5 30	2 55	613	arr. Houston lve.		3 40
7 45	6 35	661	Galveston	P M	2 00
3 48	3 30	643	Austin	11 10	4 05
6 45	6 45	721	San Antonio	7 45	1 25
12 55	P M	875	Laredo	P M	7 15
8 00	A M	1677	arr. Mexico City lve.		*7 30
3 45	6 40	291	lve. Texarkana arr.	2 35	P M
7 30	10 30	382	Paris	10 30	
8 28	11 24	403	Honey Grove	9 41	
9 15	12 05	419	Bonham	9 05	
10 41	1 28	445	Sherman	7 43	
11 30	2 15	464	arr. Whitesboro lve.	*7 00	
P M	2 55	366	Shreveport	A M	*11 00
	P M		ARRIVE] [LEAVE		P M

* Daily; † daily, except Sunday; c stops to leave from south of Texarkana. • Arrives Charleston 4 47 p.m. + Coupon stations; ♂ Telegraph stations. STANDARD—*Central time.*

37—MINERAL POINT AND POTOSI.

			Mls				
P M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M
*5 35	†10 30	†5 55	0	Mineral Point ♂	5 50	9 40	3 20
5 50	10 50	6 15	4	Potosi ♂	†5 35	*9 20	†3 00
P M	A M	A M		ARRIVE] [LEAVE	A M	A M	P M

38—ALLENVILLE AND JACKSON.

823	827	M	Nov. 14, 1909.	822	824
P M	A M		LEAVE] [ARRIVE	A M	P M
*2 50	*11 10	0	Allenville ♂	10 35	2 40
— —	— —	7	Dutchtown	— —	— —
3 30	12 05	11	Gordonville	9 50	1 55
4 00	12 35	16	Jackson ♂	*9 20	*1 30
P M	Noon		ARRIVE] [LEAVE	A M	P M

39—MEMPHIS AND ST. LOUIS.

304	392	209-10	Ms	October 31, 1909.	9-210	307	391
		P M		LEAVE] [ARRIVE	A M		
		*7 45	0	Memphis ♂	8 20		
		8 18	11	Gavin ♂	7 45		
		8 26	15	Vincent	7 32		
		8 30	17	Crawfordsville ♂	7 27		
		8 59	26	Earle ♂	7 00		
		9 13	32	Parkin ♂	6 47		
		9 38	41	Levesque	6 23		
A M	A M	9 55	46	arr. Wynne ♂ lve.	6 10	A M	P M
*9 25	†8 00	10 05	46	lve. Wynne arr.	6 00	11 20	7 00
9 38	8 30	10 17	52	Vanndale	5 47	11 03	6 15
9 53	9 05	10 29	58	Cherry Valley	5 33	10 47	5 40
10 18	10 18	10 51	70	Harrisburg ♂	5 12	10 18	4 20
10 53	12 10	11 30	88	Nettleton ♂	4 35	9 32	2 30
11 40	2 30	12 10	107	Paragould ♂	3 55	8 45	12 50
11 59	3 05	— —	115	Gainesville	— —	8 20	11 59
12 30	4 30	12 55	128	Knobel ♂	3 10	*7 45	†10 30
Noon	P M	2 05	160	Poplar Bluff ♂	2 15	A M	A M
		3 25	199	Piedmont ♂	12 15		
		5 26	251	Bismarck ♂	10 26		
		6 30	284	De Soto ♂	9 10		
		7 42	320	Broadway	8 12		
		8 01	326	Tower Grove ♂	7 54		
		8 15	330	St. Louis ♂	*7 45		
		A M		ARRIVE] [LEAVE	P M		

40—NEELYVILLE AND DONIPHAN.

833	837	Ms.	November 14, 1909.	832	838
P M	A M		LEAVE] [ARRIVE	A M	P M
*5 55	†10 20	0	Neelyville ♂	9 50	1 05
4 25	11 00	11	Oxly	9 00	12 20
4 55	11 30	20	Doniphan ♂	*8 30	†11 55
P M	A M		ARRIVE] [LEAVE	A M	A M

41—ST. LOUIS AND COLUMBUS, KY.

No. 425	No. 423	Ms	November 14, 1909.	No. 422	No. 410
			lve. + St. Louis ♂ arr.		
*3 00 P M	*9 05 A M	0	Union Station	6 27 P M	8 15 A M
*6 10 P M	*11 45 A M	75	lve. Bismarck ♂ arr.	2 30 P M	5 10 A M
6 30 »	12 01 Noon	83	Loughboro	2 05 »	4 50 »
6 37 »	12 08 »	85	Doe Run Junction	1 58 »	4 44 »
6 42 »	12 14 »	87	De Lassus ♂	1 54 »	4 40 »
7 07 »	12 36 »	95	Knob Lick	1 32 »	4 22 »
7 25 »	12 55 Noon	102	Mine La Motte ♂	1 16 »	4 07 »
7 35 »	1 05 P M	104	Fredericktown ♂	1 05 P M	4 00 »
7 52 »	1 24 »	112	Cornwall	12 45 Noon	3 38 »
8 07 »	1 40 »	118	Marquand ♂	12 29 Noon	3 18 »
8 36 »	2 09 »	130	Glen Allen ♂	11 55 A M	2 40 »
8 43 »	2 17 »	132	Lutesville ♂	11 47 »	2 31 »
8 54 »	2 28 »	138	Laflin	11 34 »	2 19 »
9 15 »	2 50 »	147	Allenville ♂	11 10 »	1 55 »
9 20 »	3 00 »	149	Delta ♂	11 00 »	1 40 »
9 41 »	3 33 »	158	Oran ♂	10 38 »	1 25 »
9 50 »	3 47 »	162	Morley ♂	10 28 »	1 15 »
10 03 »	4 07 »	167	Blodgett ♂	10 14 »	1 00 A M
10 30 P M	•5 40 »	178	+ Charleston ♂	9 47 »	*12 30 Night
	5 55 »	184	Samos	9 00 »	
	6 03 »	186	Henson	8 53 »	
	6 30 »	195	+ Belmont ♂	8 25 »	
	7 00 P M	196	arr. + Columbus ♂ lve.	*7 45 A M	

42—CAIRO AND POPLAR BLUFF.

431	433	Ms	November 14, 1909.	438	434
P M	A M		LEAVE] [ARRIVE	A M	P M
*3 25	*8 00	0	+ Cairo ♂	11 05	7 00
4 20	8 45	5	Bird's Point ♂	10 20	6 15
4 34	8 57	7	Rodney	10 08	6 02
4 57	9 18	14	+ Charleston ♂	9 47	5 40
5 13	9 32	20	Bertrand	9 32	5 28
5 34	9 54	28	Sikeston ♂	9 10	5 03
5 50	10 12	34	Morehouse ♂	8 52	4 45
6 02	10 25	39	Gray Ridge	8 37	4 32
6 12	10 37	43	Essex	8 24	4 18
6 26	10 54	49	Dexter ♂	8 08	4 03
6 43	11 15	56	Dudley	7 48	3 45
7 02	11 37	64	Ash Hill	7 25	3 24
7 25	12 01	74	Poplar Bluff ♂	*7 00	*3 00
P M	Noon		ARRIVE] [LEAVE	A M	P M

43—ST. LOUIS, MEMPHIS AND HELENA.

307	393	309	Ms	October 31, 1909.	304	394	310
		P M		LEAVE] [ARRIVE			A M
		*7 45	0	St. Louis (Union Sta.)			8 15
A M		P M		LEAVE] [ARRIVE			A M
*9 20		*11 46		Memphis			7 15
A M	A M	A M		LEAVE] [ARRIVE	A M	P M	P M
*11 40	†4 00	*7 00	280	Wynne ♂	9 25	3 30	9 30
11 55	4 18	7 16	287	Colt	9 05	2 50	9 12
12 20	4 55	7 40	295	+ Forrest City ♂	8 41	2 00	8 50
12 35	— —	7 50	300	Bonair	8 30	— —	8 36
12 43	5 20	8 00	304	Haynes	8 20	1 10	8 23
1 17	6 15	8 35	313	Marianna ♂	7 53	11 30	8 00
1 35	6 50	8 55	321	La Grange	7 33	10 45	7 37
1 50	— —	9 10	327	Latour Junction	7 20	— —	7 20
2 30	8 10	9 50	338	+ Helena ♂	*6 45	†9 05	*8 40
P M	A M	A M		ARRIVE] [LEAVE	A M	A M	P M

THE MISSOURI PACIFIC RAILWAY COMPANY, ST. LOUIS IRON MOUNTAIN & SOUTHERN RAILWAY CO.

AND

LEASED, OPERATED & INDEPENDENT LINES.

MISSOURI PACIFIC IRON MOUNTAIN

For Through Sleeping Car Lines, see Page 910 For Tourist Car Lines, see Page 918.

44—ST. LOUIS, PINE BLUFF, ARKANSAS CITY, ALEXANDRIA AND NEW ORLEANS.

103	105	Ms	November 14 1909.	108	104
A M	P M		LEAVE / ARRIVE	A M	P M
9 05	9 00	...	St. Louis	7 27	7 25
7 50	7 50	..	arr. Little Rock ♂ lve.	8 20	8 35
A M	P M		LEAVE / ARRIVE	A M	P M
*9 20	*1145	..	Memphis	7 15	4 30
P M	A M		LEAVE / ARRIVE	P M	A M
*8 46	*8 45	0	Little Rock ♂	7 15	6 45
8 52	8 53	1	East Little Rock	7 07	6 35
— —	‖9 10	4	Higgins ♂	6 46	— —
— —	— —	13	Wrightsville ♂	6 33	— —
9 30	9 30	18	Woodson	6 20	— —
9 37	9 35	20	Farrell ♂	6 15	5 42
9 46	9 46	24	Redfield ♂	6 05	5 35
— —	9 55	28	Jeff Springs ♂	5 51	— —
10 43	10 40	43	Pine Bluff ♂	5 15	4 50
— —	10 55	49	Fairfield	4 50	♁4 28
11 06	11 05	53	Noble Lake ♂	4 40	♁4 20
11 12	11 15	57	Moscow ♂	4 30	♁4 10
11 20	11 25	60	Tamo	4 20	♁4 00
11 30	11 38	65	Grady ♂	4 12	♁3 52
11 46	11 50	70	Varner ♂	3 59	♁3 38
— —	12 15	79	Reedville	3 32	—
12 20	12 25	83	Dumas ♂	3 25	♁3 05
12 30	12 36	86	Walnut Lake ♂	3 15	♁2 55
12 40	12 46	91	Winchester ♂	3 03	♁2 40
12 50	1 00	95	Tillar ♂	2 50	♁2 25
1 10	‖1 15	102	arr. McGehee ♂ lve.	*2 35	*2 10
.....	1 55	107	Trippe Junction	12 45	.....
.....	2 25	114	Arkansas City ♂	*1215	.....
.....	P M	...	ARRIVE / LEAVE	Noon	.....
*1 20	*1 30	102	lve. McGehee arr.	12 15	2 00
1 42	1 52	110	Dermott ♂	1 52	1 42
2 13	2 50	121	Morrell	1 20	— —
2 24	2 46	125	Montrose ♂	1 10	1 05
2 35	3 00	130	Portland ♂	12 56	12 52
2 55	3 25	139	Parkdale ♂	12 37	12 33
3 05	3 40	143	Wilmot ♂	12 24	12 22
— —	3 50	146	Cypress	12 15	— —
3 35	4 15	155	Bonita ♂	11 50	11 53
3 50	4 35	161	Galion ♂	11 32	11 35
4 05	4 55	167	Mer Rouge ♂	11 15	11 20
4 25	5 20	175	Collinston ♂	10 55	11 01
— —	5 28	177	Windsor	10 43	10 50
4 49	5 45	185	Swartz ♂	10 24	10 32
— —	5 56	189	Sicard	10 14	— —
5 10	‖6 10	195	arr. Monroe lve.	10 00	10 10
5 20	6 25	195	lve. Monroe ♂ arr.	‖8 50	10 00
5 44	6 50	207	Logtown	8 23	9 35
5 54	6 59	210	Bosco ♂	8 13	9 27
6 15	7 23	220	Riverton ♂	7 50	9 06
6 26	7 36	224	Columbia ♂	7 37	8 51
6 36	7 45	229	Grayson	7 24	8 40
6 42	7 51	231	Clarks ♂	7 16	8 33
6 52	8 05	235	Kelly ♂	7 05	8 22
7 11	8 35	242	Olla ♂	6 45	7 59
7 32	8 59	250	Tullos ♂	6 24	7 37
7 48	9 15	256	Georgetown ♂	6 06	8 59
8 03	9 30	262	Lincecum	5 52	6 44
8 25	8 56	272	Antonia	5 29	6 18
8 37	10 10	275	Pollock ♂	5 17	6 06
9 06	10 38	286	Tioga	4 49	5 37
9 25	10 56	293	arr. Alexandria ♂ lve.	*4 30	*5 20
A M	P M	...	(T. & P. Ry.)	A M	P M
7 50	8 55	...	New Orleans	7 30	9 00
P M	A M	...	ARRIVE / LEAVE	P M	A M

Additional Train—Leaves Little Rock *4 00 p.m., arrives Pine Bluff 6 10 p.m., McGehee 8 50 p.m. Ret'g, lvs. McGehee *5 10 a.m., Pine Bluff *7 50 a.m., arr. Little Rock 10 00 a.m.

Daily Hack Line, Portland to Hamburg, county seat Ashley County.

45—HELENA AND McGEHEE.

341	Ms	October 31. 1909.	342	....
A M	...	LEAVE / ARRIVE	P M	
†8 10	0	Helena ♂	4 00	
9 53	12	Barton Junction	2 00	
10 35	18	Oneida	1 10	
11 05	23	Lake View ♂	12 43	
11 59	30	Elaine	11 59	
12 45	39	Mellwood ♂	11 00	
1 10	45	Ferguson	10 30	
1 40	52	Snow Lake ♂	10 00	
3 10	70	Watson ♂	8 30	
3 41	76	Kelso	7 55	
3 53	79	Rohwer	7 40	
4 20	85	McArthur	7 20	
5 00	91	McGehee ♂	†7 00	
P M	...	ARRIVE / LEAVE	A M	

♂ Stops to leave from south of McGehee and south of Little Rock.

* Daily, † daily, except Sunday. ♂ Telegraph stations.

46—LITTLE ROCK, FORT SMITH AND COFFEYVILLE.

104	106	Ms	November 14, 1909.	105	103
P M	A M	....	LEAVE / ARRIVE	P M	A M
*9 00	*9 05	....	St. Louis	7 25	7 27
*1145	*9 20	....	Memphis	4 30	7 15
A M	P M		LEAVE / ARRIVE	A M	P M
*8 47	*9 00	0	Little Rock ♂	6 55	7 45
8 55	9 10	1	Argenta ♂	6 48	7 37
9 16	— —	11	Marche	— —	7 13
9 30	9 44	17	Palarm ♂	6 13	6 58
9 38	— —	21	Mayflower	— —	6 50
10 00	10 10	31	Conway ♂	5 50	6 30
10 19	— —	40	Menifee	— —	6 08
10 32	10 40	45	Plumerville ♂	5 22	6 57
10 43	‖10 55	51	Morrilton ♂	5 10	5 46
10 55	— —	56	Germantown	— —	5 30
11 02	— —	58	Blackville	— —	5 25
11 13	11 24	64	Atkins ♂	4 41	5 12
11 27	— —	70	Galla	— —	4 58
11 43	11 50	76	arr. Russellville lve.	4 15	4 44
11 43	11 50	76	lve. Russellville ♂ arr.	4 15	4 44
— —	— —	81	Mill Creek	— —	— —
11 58	— —	84	London	— —	4 25
— —	— —	88	Piney	— —	— —
12 15	— —	92	Knoxville ♂	— —	4 07
12 30	— —	97	Cabin Creek ♂	— —	3 53
12 45	12 48	102	Clarksville ♂	3 10	3 37
1 00	— —	107	Spadra ♂	— —	3 20
1 14	— —	113	Hartman ♂	— —	3 04
1 26	— —	116	Coal Hill ♂	— —	2 55
1 40	— —	122	Altus ♂	— —	2 40
1 57	1 58	126	Ozark ♂	1 58	2 24
— —	— —	131	Poping	— —	— —
2 20	— —	136	White Oak	— —	1 58
2 32	2 29	141	Mulberry ♂	1 22	1 48
2 43	— —	146	Dyer	— —	1 38
2 54	— —	151	Alma ♂	— —	1 29
3 25	3 12	160	Van Buren ♂	12 35	1 10
3 45	3 35	165	arr. Fort Smith ♂ lve.	11 57	12 42
4 05	3 50	165	lve. Fort Smith arr.	11 42	12 29
4 37	4 22	179	Muldrow ♂	11 10	11 53
4 51	— —	186	Hanson	— —	11 39
5 06	4 48	192	Sallisaw ♂	10 42	11 24
5 19	— —	198	Mackey	— —	11 08
5 33	5 14	203	Vian ♂	10 18	10 56
5 57	5 37	212	Gore ♂	9 54	10 34
6 09	— —	217	Bluffs	— —	10 21
6 25	5 59	223	Braggs	9 30	10 08
6 33	— —	227	Hauto	— —	9 59
6 43	6 23	234	Fort Gibson ♂	9 07	9 43
7 06	6 35	239	Rex	8 53	9 30
7 26	‖6 55	247	arr. Wagoner lve.	8 36	9 13
7 25	7 15	247	lve. Wagoner ♂ arr.	8 35	9 13
7 40	— —	254	Ross	— —	8 54
8 00	7 45	263	Inola ♂	8 00	8 36
8 15	— —	271	Tiawah	— —	8 21
8 26	8 10	276	Claremore ♂	7 53	8 10
8 41	— —	281	Sageeyah	— —	7 54
8 59	8 42	288	Oolagah ♂	7 06	7 39
9 09	8 54	294	Talala	6 62	7 27
9 22	— —	300	Watova	— —	7 15
9 37	9 23	306	Nowata ♂	6 28	7 04
9 51	9 36	311	Delaware	6 15	6 52
10 05	9 50	317	Lenapah ♂	6 04	6 42
10 19	— —	323	Howden	— —	6 30
10 45	10 28	329	arr. Coffeyville ♂ lve.	*5 35	*6 15
11 00	10 40	....	lve. Coffeyville arr.	‖5 15	6 05
7 15	8 25	....	Kansas City	*9 30	*8 50
A M	P M	....	ARRIVE / LEAVE	A M	P M

Additional Trains—Lvs. Fort Smith *3 50 p.m., arr. Russellville 8 00 p.m. Lvs. Russellville *7 00 a.m., arr. Fort Smith 11 15 a.m. Lvs. Russellville *7 10 a.m., arr. Little Rock 10 25 a.m. Lvs. Little Rock *5 00 p.m., arr. Russellville 8 15 p.m. Lvs. Coffeyville †7 50 a.m., arr. Wagoner 11 00 a.m. Lvs. Wagoner †2 30 p.m., arr. Coffeyville 5 35 p.m.

47—GURDON AND EL DORADO.

805	891	Ms.	November 14, 1909.	892	806
Noon	A M	....	LEAVE / ARRIVE	P M	P M
*1201	†730	0	Gurdon ♂	4 50	‖2 40
12 41	8 35	12	Sayre	3 35	2 05
1 02	9 10	18	Chidester ♂	3 06	1 48
1 28	9 50	26	Lester	2 30	1 28
1 55	‖1145	34	Camden ♂	1 55	1 10
2 18	‖240	43	Elliott	9 55	12 40
2 29	1 10	48	Louann	9 30	12 27
2 52	2 00	58	Norphlet	8 35	12 01
3 15	2 50	66	El Dorado ♂	†800	*1140
P M	P M	....	ARRIVE / LEAVE	A M	A M

‖ Meals. STANDARD—*Central time.*

48—WHITE RIVER DIVISION.

246	210	Ms	March 28, 1909.	209	245
A M	P M	....	LEAVE / ARRIVE	P M	....
*7 00	*8 20	....	Little Rock	11 00	A M
*1145	*7 00	0	Newport ♂	7 30	10 20
11 55	7 10	2	Diaz	7 20	10 10
12 52	7 43	14	Newark ♂	6 46	9 05
1 17	8 00	20	Sulphur Rock	6 29	8 42
1 42	8 15	24	Moorefield	6 15	8 15
2 45	8 40	30	Batesville ♂	6 00	7 35
3 00	8 45	32	arr. White River Jn. lve.	5 45	*6 50
3 26	....	38	James	....	6 25
3 45	....	42	arr. Cushman ♂ lve.	....	*6 10
P M	8 45	32	lve. White River Jn. arr.	6 45	A M
	9 00	37	Earnharts	6 33	
	9 25	47	Walls Ferry	6 06	
	9 48	56	Guion ♂	4 45	
	10 03	62	Handford	4 33	
	10 33	73	Mt. Olive ♂	4 07	
	10 43	78	Wideman	3 58	
	11 00	85	Calico ♂	3 40	
	11 37	101	Norfork ♂	3 05	
	12 07	113	Buffalo ♂	2 37	
	‖1255	125	Cotter ♂	‖2 10	
	1 28	136	Yellville ♂	1 28	
	2 25	159	Bergman ♂	12 40	
	3 10	176	Cricket ♂	12 02	
	3 48	191	Branson ♂	11 27	
	4 20	204	Reeds Springs ♂	10 56	
	4 37	211	Galena ♂	10 40	
822	5 00	221	arr. Crane ♂ lve.	10 17	621
A M	7 30	255	arr. Springfield lve.	*7 30	P M
*7 30	P M	255	lve. Springfield arr.	A M	7 30
9 00	5 00	221	lve. Crane arr.	10 17	6 00
9 25	5 28	232	Aurora ♂	9 50	5 28
10 10	6 05	250	Stotts City ♂	9 14	4 47
10 26	6 18	256	La Russell ♂	9 01	4 33
11 00	6 50	271	Carthage ♂	*8 30	*4 00
11 35	7 40	288	Joplin ♂	*7 30	*3 20
A M	5 30	....	Kansas City	*2 25	*9 45
....	A M	....	ARRIVE / LEAVE	A M	A M

Train lvs. Newport *9 00 p.m., arr. Batesville 10 30 p.m.

Train lvs. Batesville *4 30 a.m., arr. Newport 6 20 a.m.

49—GREENWOOD, FT. SMITH AND VAN BUREN.

744	742	Ms	November 14, 1909.	741	743
A M	A M	....	LEAVE / ARRIVE	A M	P M
†1000	†7 00	0	Greenwood ♂	9 40	5 00
10 15	7 17	5	Jenny Lind ♂	9 20	4 40
10 45	7 36	10	Buell	9 00	4 18
11 30	8 00	16	Fort Smith ♂	†8 35	3 55
12 20	A M	23	Van Buren ♂	A M	†2 10
Noon	....	....	ARRIVE / LEAVE	....	P M

50—ARKANSAS CITY AND WARREN.

No. 825	Ms	March 20, 1909.	No. 826
*2 35 P M	....	lve. Arkansas City ♂ arr.	12 05 Noon
*3 25 P M	0	lve. Halley ♂ arr.	11 15 A M
3 50 "	6	Dermott ♂	10 50 "
4 15 "	13	Collins ♂	10 24 "
5 00 "	28	Monticello ♂	9 36 "
5 31 "	35	Wilmar	9 09 "
6 00 P M	42	arr. Warren ♂ lve.	*8 45 A M

51—McGEHEE AND NATCHEZ.

391	303	Ms.	July 4. 1909.	306	826
A M	....	....	LEAVE / ARRIVE	P M	P M
†8 15	....	0	McGehee	*2 10	‖1 05
8 45	....	4.7	Trippe Junction	1 55	12 45
9 55	A M	12.6	Arkansas City ♂	2 25	12 15
11 20	*8 45	9.1	Halley ♂	1 44	*1120
12 20	9 03	16.4	Macon	1 28	A M
1 30	9 23	23.8	Lake Village ♂	1 10	
2 07	9 34	28.9	Jennie	12 56	348
3 20	9 58	39.1	Eudora ♂	12 34	P M
....	3 55	66.7	Pioneer ♂	†7 00	5 45
....	4 50	76.5	arr. Calvit lve.	A M	†6 00
3 42	10 08	43.0	Readland	12 22	P M
4 20	10 25	50.2	Millikin ♂	12 04	
4 47	10 37	55.6	Shelburn	11 51	
5 30	10 55	62.6	Lake Providence ♂	11 36	
P M	11 18	71.0	Transylvania ♂	11 18	
	11 57	85.8	Mansford	10 38	
	‖1240	90.9	Tallulah ♂	10 25	
	1 33	108.5	Somerset	9 38	
	1 55	115.8	Newellton ♂	9 19	
	2 11	121.3	Lake Bruen	9 04	
	2 25	126.2	St. Joseph ♂	8 49	
	3 01	138.6	Waterproof ♂	8 14	
	3 35	149.8	Clayton Junction	7 45	
	3 50	154.8	Ferriday ♂	*7 30	
	5 30	....	Natchez ♂	*6 00	
	P M	....	ARRIVE / LEAVE	A M	

Additional Train—Leaves McGehee for Halley *1 35 p.m.

♂ Stops to leave from Little Rock.

ST. LOUIS, IRON MOUNTAIN & SOUTHERN RY.

52—ILLINOIS DIVISION.

895	901	835	903	Ms	*October* 31, 1909.	902	338	904	896	
	P M	P M	A M		lve.... **St. Louis**[1]....arr.	A M	A M	P M		
	*10 50	*4 54	*9 30		.....(*Union Depot*).....	7 03	10 50	5 28		
	10 40	5 02	9 40		....**Washington Ave**....	6 52	10 42	5 17		
	□	5 14	□	3	**East St. Louis**[2] (Relay Dep.) ♁	□	10 30	□		
	12 05	6 25	11 10	31	.....Valmeyer..... ♁	5 27	9 22	3 58		
	— —	6 45	11 32	42	.....Brownsburg.....	— —	9 01	3 31		
	12 43	7 01	11 48	50	....Prairie Du Rocher.. ♁	4 45	8 45	3 14		
	— —	7 14	11 56	54	.....Modoc..... ♁	— —	8 35	3 05		
	— —	7 32	12 15	62	.....Reily Lake..... ♁	— —	8 16	2 46		
	1 20	7 47	12 27	68	.....Menard.....	4 05	8 02	2 33		
	1 23	7 52	12 29	69	.....**Chester**[3]..... ♁	4 02	8 00	2 30		
A M	— —	8 13	12 48	80	.....Cora City..... ♁	— —	7 41	2 06	P M	
†1000	2 10	8 43	1 12	92	.....**Gorham**..... ♁	3 15	7 15	1 40	2 00	
10 45	....	9 07	†4 20	102	.....Murphysboro.... ♁	....	6 50	8 15	1 10	
11 15	....	9 25	4 50	110	.....Desoto..... ♁	....	6 33	7 40	12 40	
11 45	....	9 38	5 15	116	.....Bush..... ♁	....	6 20	†7 15	†12 15	
A M	....	10 00	P M	123	arr..... **Herrin** ♁ ...lve.	....	*6 00	A M	Noon	
....	2 40	P M	1 48	108	lve.....Wolf Lake ♁..arr.	2 40	A M	1 02		
....	— —	....	2 31	126	.....Gale.....	— —	....	12 15		
....	— —	....	— —	127	.....North Junction... ♁	— —	....	— —		
....	3 33	....	*2 40	129	.....**Thebes**[4]..... ♁	*1 42	....	*12 07		
....	A M	....	P M	....	ARRIVE]	[LEAVE	A M	....	Noon	

* Daily; † daily, except Sunday. □ Via Merchants Bridge. *Central time.*

Connections.—[1] and [2] With railroads diverging. [3] With I. S. R.R. and W. C. & W. Ry. [4] With C. & E. I. R.R., Frisco Sys. and St. L. So. W. Ry.

NEW ORLEANS & NORTH-WESTERN RAILROAD CO.

E. T. JEFFERY, Prest., New York.
CHARLES S. CLARKE, V.-P., St. Louis, Mo.
A. W. SULLIVAN, Gen. Mgr., "
M. L. CLARDY, Gen. Solicitor, "
F. G. HUDSON, Gen. Attorney, Monroe, La.
A. H. CALEF Secretary, New York.
F. W. IRLAND, Asst. Sec., St. Louis, Mo.
F. M. HICKMAN, Treasurer, "
S. B. SCHUYLER, Gen. Aud., "
B. M. FLIPPIN, Fht. Traf. Mgr., St. Louis, Mo.
C. L. STONE, Pas. Traf. Mgr., "
B. H. PAYNE, Gen. Pas. Agt., "
J. G. HOLLENBECK, Asst. Gen. Pas. Agt., Little Rock, Ark.
C. B. BROWNELL, Asst. Gen. Fht. and Pas. Agent, Natchez, Miss.
W. J. MCKEE, Gen. Supt., Little Rock, Ark.
W. C. MORSE, Supt., Ferriday, La.

	589	591	805	503	Mls.	*February* 21, 1909.	506	806	592	590	
	P M		P M			LEAVE] [ARRIVE		A M		A M	
	a1 25		*5 55		0	.....**White**..... ♁		9 08		10 00	
	1 55		6 50		4.1	.....Vaughn.....		8 55		9 35	
	2 25		6 00		7.0	.....Stevenson.....		8 45		9 15	
	2 50		6 07	Noon	10.6	.....Wardville.....	A M	8 38		9 00	
	3 30	A M	6 40	*1205	17.2	.....**Bastrop**.... ♁	11 25	8 20	P M	8 20	
	4 00	†6 30	7 00	12 25	24.0	.....**Collinston**[1].. ♁	11 05	*8 00		4 40	b7 00
	P M	7 20	P M	12 43	31.2	.....Oak Ridge.... ♁	10 35	A M		4 00	A M
		8 00		1 00	38.2	.....Jonesburg.....	10 15			3 30	
		8 30		1 07	41.4	.....**Rayville**[2]... ♁	10 07			3 00	
		9 15		1 28	50.2	.....Archibald.....	9 43			2 00	
		9 35		1 36	53.0	.....Mangham.... ♁	9 35			1 35	
		9 50		1 38	54.7	.....Big Creek.....	9 32			1 30	
		11 30		2 03	63.9	.....Winnsboro.... ♁	9 10			11 30	
		12 20		2 25	72.9	.....Gilbert..... ♁	8 43			10 45	
		12 50		2 38	77.9	.....Wisner..... ♁	8 30			10 20	
		1 15		2 50	82.7	.....Peck.....	8 20			9 55	
		1 45		3 03	87.0	.....Florence..... ♁	8 10			9 30	
		2 00		3 12	91.7	.....Copeland.....	8 03			9 00	
		2 15		3 18	93.7	.....Greenville.....	7 56			8 50	
		2 45		3 40	99.6	.....**Clayton**[3].... ♁	7 38			8 25	
		2 55		3 45	100.7	...Clayton Junction...	7 34			8 05	
		3 30		4 00	106.2	.....**Ferriday**.... ♁	7 20			†7 40	
		P M		4 15	107.1	.....Concordia.....	7 12			A M	
				4 45	115.7	.....**Vidalia**[4].... ♁	*6 40				
				P M		(Via Natchez & Southern Ry.)	A M				
				5 30		.....**Natchez**[5]... ♁	*6 00				
				P M		ARRIVE] [LEAVE	A M				

* Daily; † daily, except Sunday; *a* Monday, Wednesday and Friday only; *b* Tuesday, Thursday and Saturday only. ♁ Telegraph stations. STANDARD—*Central time.*

Connections.—[1] With St. L. I. M. & So. Ry. [2] With Q. & C. System. [3] With steamers on Tensas River. [4] With steamers on Mississippi River. [5] With Yazoo & Mississippi Valley R.R. and Mississippi River steamers.

NATCHEZ & SOUTHERN RAILWAY CO.

E. G. MERRIAM, President, St. Louis, Mo
C. B. BROWNELL, Vice-President and General Manager, Natchez, Miss.
S. B. SCHUYLER, General Auditor, St. Louis, Mo.
F. M. HICKMAN, Treasurer, St. Louis, Mo.

The property of this company consists of 2.29 miles of track, station and terminal facilities, incline, etc., all within the city of Natchez.

February, 1907.

EL DORADO & BASTROP RAILWAY.

C. S. CLARKE, Prest., St. Louis, Mo.
A. W. SULLIVAN, Gen. Mgr., "
B. M. FLIPPIN, Fht. Traf. Mgr., "
W. B. KNIGHT, Chief of Tariff Bureau, "
C. L. STONE, Pas. Traf. Mgr., "
B. H. PAYNE, Gen. Pas. Agt., St. Louis, Mo.
S. B. SCHUYLER, Gen. Aud., "
F. M. HICKMAN, Treas., "
E. F. KEARNEY, Supt. Transp., "
W. C. MORSE, Supt., Ferriday, La.

805	589	Mls	*February* 21, 1909.	806	590
P M	A M	....	LVE.] *Central time.* [ARR.	A M	P M
*3 25	a8 00	0	..... **El Dorado**[1]... ♁	11 30	3 25
3 37	8 15	6.2	.....Nick Springs.....	11 10	3 00
3 45	8 30	8.7	.....Kinard.....	11 01	2 25
3 55	9 05	11.0	.....Lawson.....	10 52	2 10
4 02	9 20	14.2	.....Urbana.....	10 45	1 30
4 06	9 30	15.8	.....Payne.....	10 40	1 20
4 22	10 18	20.4	.....Strong..... ♁	10 18	1 00
4 33	11 00	25.8	.....Lapile.....	10 02	12 05
4 55	12 15	32.6	.....**Felsenthal**.... ♁	9 40	11 00
5 28	1 00	41.2	.....Venice.....	9 15	10 20
5 35	1 25	43.6	.....**White**[2]..... ♁	*9 08	b10 00
P M	P M	....	ARRIVE] [LEAVE	A M	A M

* Daily; *a* Monday, Wednesday and Friday only; *b* Tuesday, Thursday and Saturday only. ♁ Telegraph stations.

Connections.—[1] With St. Louis, Iron Mount. & South. Ry. and Ark. So. R.R. [2] With New Orleans & N.W. R.R.

ARKANSAS MIDLAND RAILROAD COMPANY.

BRINKLEY, HELENA & INDIAN BAY RAILROAD.

GEORGE J. GOULD, President
A. M. R.R., Lakewood, N.J.
C. S. CLARKE, Prest. B. H. & I. B. R.R. and V.-Prest. A. M. R.R., St. Louis, Mo.
A. W. SULLIVAN, Gen. Mgr., "
A. H. CALEF, Treas., New York, N.Y.
F. M. HICKMAN, Local Treas., St. Louis, Mo.
F. W. IRLAND, Secretary, "
B. M. FLIPPIN, Fht. Traf. Mgr., St. Louis, Mo.
W. B. KNIGHT, Chief of Tariff Bureau, "
C. L. STONE, Pas. Traf. Mgr., "
B. H. PAYNE, Gen. Pas. Agt., "
J. G. HOLLENBECK, Asst. Gen. Pas. Agt., Little Rock, Ark.
S. B. SCHUYLER, Gen. Auditor, St. Louis, Mo.
H. J. SCHUEING, Supt., Wynne, Ark.

No. 830	No. 832	Mls	*April* 4, 1909.	No. 829	No. 831	
†3 00 P M	*8 30 A M	0	lve..... **Helena**[1]...arr.	10 00 A M	8 30 P M	
3 10 "	8 40 "	2.4	.Arkansas Midland Junc.	9 50 "	8 20 "	
3 25 "	8 52 "	6.4	.....Coolidge.....	9 33 "	8 04 "	
3 36 "	9 01 "	9.3	.....Pillows.....	9 24 "	7 54 "	
3 47 "	9 15 "	12.2	.....Barton.....	9 15 "	7 44 "	
3 52 "	9 21 "	14.3	.....Lake Ridge.....	9 09 "	7 38 "	
4 02 "	9 30 "	17.0	.....Poplar Grove.....	8 59 "	7 31 "	
4 11 "	9 40 "	20.4	.....Marvell	8 50 "	7 22 "	
4 25 "	9 55 "	25.4	.....Hix.....	8 37 "	7 11 "	
4 28 "	9 58 "	26.8	.....Postelle.....	8 31 "	7 07 "	
4 35 "	10 04 "	29.3	.....Palmer.....	8 25 "	7 01 "	
4 42 "	10 10 A M	31.5	. **Pine City Junction** .	8 19 "	*6 55 P M	
4 48 "	.....	31.6	.....**Pine City**.....	8 17 "	.....	
5 03 "	.....	37.2	..... Holly Grove	8 03 "	.....	
5 16 "	.....	40.9	.....Duncan.....	7 53 "	.....	
5 35 P M	.....	47.3	arr... **Clarendon**[2]..lve	*7 35 A M	.....	

* Daily; † daily, except Sunday. STANDARD—*Central time.*

Branch Via Brinkley, Helena & Indian Bay R.R.

No. 844	No. 832	Mls	*April* 4, 1909.	No. 843	No. 831	
Mixed.	*8 30 A M	0	lve..... **Helena**[1]...arr.	Mixed.	8 30 P M	
†2 40 P M	*10 10 A M	31.5	lve. **Pine City Junc** arr.	2 25 P M	6 55 P M	
2 58 "	10 21 "	35.1	.....Raymond.....	2 08 "	6 41 "	
3 10 "	10 30 "	37.6	.....Blackton.....	1 57 "	6 34 "	
3 35 "	10 44 "	42.1	..... Monroe.....	1 32 "	6 20 "	
3 58 "	10 58 "	46.6	..... Rich	1 08 P M	6 08 "	
4 40 P M	11 25 A M	54.5	arr.... **Brinkley**[2]...lve.	†12 30 Noon	*5 40 P M	

Connections.—[1] With Missouri Pacific Ry.; Yazoo & Mississippi Valley R.R. and Mississippi River boats. [2] With Chicago, Rock Island & Pacific Ry. [3] With St. Louis South-western Ry. and White River boats.

LITTLE ROCK & HOT SPRINGS WESTERN RAILROAD.

W. C. FORDYCE, President.
C. A. PRATT, Vice-President, Little Rock, Ark.
S. E. DILLON, Acting Superintendent and Local Treasurer.
H. P. HOLT, Secretary and Auditor.
GEO. W. HOUSLEY, General Freight and Passenger Agent.

General Offices—Hot Springs, Ark.

3	1	5	17	Ms	*October* 31, 1909.	2	4	6	18	
P M	P M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M	P M	
*9 00	*5 15	*9 35	*8 55	0	.....**Benton**... ♁	7 35	11 10	3 40	6 40	
— —	— —	— —	— —	6	.....Fairplay.....	— —	— —	— —	— —	
9 23	5 37	10 05	— —	9	.....Lott.....	— —	10 50	3 10	— —	
9 34	5 47	10 40	— —	14	.....Lonsdale .. ♁	7 03	10 40	2 45	— —	
9 50	6 10	11 10	— —	20	.....Summit.....	— —	10 24	2 20	— —	
9 57	6 17	11 20	— —	24	.....Gulpha	— —	10 15	2 05	— —	
10 15	6 35	11 45	10 05	31	+ **Hot Springs** ♁	*6 30	*9 50	*1 45	*5 30	
P M	P M	A M	A M		ARRIVE] [LEAVE	A M	A M	P M	P M	

* Daily. ♁ Telegraph stations. STANDARD—*Central time.*

MISSISSIPPI RIVER, HAMBURG & WESTERN RAILWAY.

S. B. SCHUYLER, President and Gen. Auditor, St. Louis, Mo.
A. W. SULLIVAN, General Manager, "
A. H. CALEF, Treasurer, New York, N.Y.
F. M. HICKMAN, Local Treasurer, St. Louis, Mo.
F. W. IRLAND, Secretary, "
B. M. FLIPPIN, Freight Traffic Manager, "
W. B. KNIGHT, Chief of Tariff Bureau, "
C. L. STONE, Passenger Traffic Manager, "
B. H. PAYNE, General Passenger Agent, "
J. G. HOLLENBECK, Asst. Gen. Pas. Agent, Little Rock, Ark.
A. G. ABELL, Superintendent, Monroe, La.
C. H. JACKSON, Asst. Gen. Freight Agent, Little Rock, Ark.

No. 895	No. 835	Mls	*February* 21, 1909.	Mls	No. 836	No. 896
.....	*12 10 Noon	0	lve..... **Luna**[2] ♁ ...arr	49.7	12 05 Noon	.....
.....	12 33 Noon	3.0	.....Connerly.....	46.7	11 45 A M	.....
†7 30 A M	1 20 P M	6.4	.....**Lake Village**... ♁	43.3	11 30 "	5 10 P M
7 59 "	1 40 "	10.3	.....Ashton.....	39.4	11 12 "	4 45 "
9 00 "	2 50 "	18.6	.....**Montrose**[1].... ♁	31.0	10 40 "	3 51 "
9 36 "	3 15 "	26.5	.....Snyder.....	23.4	10 13 "	2 48 "
10 00 "	3 50 "	31.2	.....Mist.....	18.6	10 00 "	2 30 "
10 25 "	3 42 "	35.1	.....Wallace.....	14.6	9 45 "	2 11 "
10 50 "	3 52 "	37.8	.....**Hamburg**..... ♁	11.9	9 38 "	2 00 "
11 25 A M	4 11 "	44.3	.....Bovine.....	5.7	9 18 "	1 25 "
12 01 Noon	4 30 P M	49.7	arr.... **Crossett** ♁ ..lve.	0	*9 00 A M	†1 00 P M

* Daily; † daily, except Sunday. ♁ Telegraph stations. *Central time.*

Connections—[1] With St. Louis, Iron Mountain & Southern Ry. [2] With Mississippi River steamer daily for Greenville, Miss.

NATCHEZ & WESTERN RAILWAY.

C. B. BROWNELL, Agent for Trustee, Natchez, Miss.

Train leaves **Vidalia**[1] (opposite Natchez) *3 30 p.m. for **Ferriday**[2], arriving at Black River (25 miles) 5 40 p.m. Returning, leaves Black River *5 45 a.m., arriving at Vidalia 8 00 a.m. *May* 16, 1909.

Connections.—[1] With New Orleans & North-western Ry. and all boats on Mississippi, Black and Ouachita Rivers. [2] With New Orl. & N.W., Tex. & Pac. and St. L. I. M. & S. Rys. * Daily *Central time.*

LITTLE ROCK & MONROE RAILWAY.

C. S. Clarke, Vice-President, St. Louis, Mo.
A. W. Sullivan, Gen. Mgr., "
B. M. Flippin, Fht. Traf. Mgr., St. Louis, Mo.
W. B. Knight, Chief of Tariff Bureau, St. Louis, Mo.
C. L. Stone, Pas. Traf. Mgr., St. Louis, Mo.
B. H. Payne, Gen. Pas. Agt., "
J. G. Hollenbeck, Asst. G. P. A., Little Rock, Ark.
W. C. Morse, Superintendent, Ferriday, La.

537	597	595	535	Mls	February 21, 1909. (Central time.)	Mls	536	538	598	596
P M	P M	A M	A M	....		....	P M	A M	A M	Noon
*505	§200	a11 30	*8 40	0	lve....Felsenthal[1] ♁ arr.	44.7	4 45	8 30	10 30	12 50
5 15	2 25	12 05	8 50	2.4	.....Huttig.....♁	42.3	4 56	8 20	10 15	12 30
5 25	2 40	12 20	9 00	5.7	arr.....Litro[2].....lve.	39.0	4 27	*8 10	a9 50	12 10
P M	P M	12 20	9 00	5.7	lve.....Litro.....arr.	39.0	4 27	A M	A M	12 10
		1 00	9 20	12.8	.....Dean.....	31.9	4 10	....	....	11 40
		1 30	9 30	18.2	.....Haile.....	26.5	3 55	....	....	11 15
		2 00	9 50	24.1	.....Spencer.....	20.6	3 40	....	♁ Telegraph stations.	10 40
		2 45	10 10	29.4	.....Sterlington.....	15.3	3 25	....		10 10
		3 15	10 20	33.3	.....Phillips.....	11.4	3 15	....		9 20
		4 00	10 31	36.9	.....Lamkin.....	7.8	3 05	....		8 50
		4 50	10 58	43.4	St. L. I. M. & S. Junction	1.3	2 37	....		8 10
		5 00	11 10	44.7	.....Monroe[3].....♁	0	*2 30	....		§8 00
		P M	A M	....	ARRIVE] [LEAVE	....	P M	....		A M

* Daily; a Tues., Thurs. and Sat.; § Mon., Wed. and Fri.

Connections.—[1] With El Dorado & Bastrop Ry. (Missouri Pacific System). [2] With Farmerville & Southern R.R. Co. (Missouri Pacific System). [3] With St. L. I. M. & S. Ry. and Queen & Crescent Route.

FARMERVILLE & SOUTHERN RAILROAD.

Geo. J. Gould, President, New York, N.Y.
Charles S. Clarke, Vice-Prest., St Louis, Mo.
F. M. Hickman, Treas., "
M. L. Clardy, Gen. Solicitor, "
S. B. Schuyler, Gen. Auditor, "
A. W. Sullivan, Gen. Mgr., "
B. M. Flippin, Fht. Traf. Mgr., "
W. B. Knight, Chief of Tariff Bureau, St. Louis, Mo.
C. L. Stone, Pas. Traf. Mgr., St. Louis, Mo.
B. H. Payne, G. P. A., "
J. G. Hollenbeck, Asst. G. P. A., Little Rock, Ark.
W. J. McKee, Gen. Supt., "
W. C. Morse, Supt., Ferriday, La.
E. F. Kearney, Supt. Transp., St. Louis, Mo.
S. F. Pryor, Purchasing Agent, St. Louis, Mo.

537	No. 537	Mls	February 21, 1909. (Central time.)	No. 538	538
P M	.....	....		.....	A M
a200	*5 06 P M	0	lve....Felsenthal[1] ♁ arr.	8 30 A M	10 30
2 40	5 25 "	6	.....Litro[2].....	8 10 "	9 50
3 05	5 40 "	9	.....Cecil.....	8 00 "	9 25
4 00	6 56 "	14	.....Marion.....♁	7 40 "	9 00
5 00	8 40 P M	27	.....Farmerville....♁	*7 00 A M	§8 00
P M		....	ARRIVE] [LEAVE		A M

* Daily. ♁ Telegraph stations. a Monday, Wednesday, Friday; § Tues., Thursday, Saturday.

Connections.—[1] With El Dorado & Bastrop Ry. [2] With Little Rock & Monroe Ry.

ARKANSAS SOUTH-WESTERN RAILWAY.
GURDON & FORT SMITH RAILROAD.

Wm. Grayson, Prest., St. Louis, Mo.
S. B. Schuyler, Gen. Aud., "
J. J. Kress, General Manager, Gurdon, Ark.
C. L. Stone, Pas. Traf. Mgr., St. Louis, Mo.
B. H. Payne, G. P. A., "
J. G. Hollenbeck, Asst. G. P. A., Little Rock, Ark.
F. M. Hickman, Treasurer, St. Louis, Mo.
B. M. Flippin, Fht. Traffic Mgr., St. Louis, Mo.
W. B. Knight, Chief of Tariff Bureau, St. Louis, Mo.
S. F. Pryor, Purchasing Agent, St. Louis, Mo.

*6	*4	No. 2	Mls	November 15, 1908.	Mls	No. 1	*3	*5
A M	A M	.....	....	LEAVE] [ARRIVE	....	.....	P M	P M
†6 40	†6 30	*10 15 A M	....	.....Gurdon[1]....♁	....	5 00 P M	4 50	5 10
9 00	8 00	- -	0	.....Smithton.....♁	59	- -	4 30	4 45
9 05	8 05	10 28 "	1	...Gurdon Junction....	58	4 50	4 26	4 40
9 25	8 25	10 41 "	6	....Summit Switch	53	4 35	4 00	4 20
9 40	8 40	10 51 "	10	.....Burtsell.....	49	4 24	3 45	4 05
10 25	8 58	11 04 "	14	.....Okolona.....♁	45	4 12	3 26	3 45
10 45	9 20	11 18 "	19	.G. & F. S. Junction.	40	3 54	3 00	†3 10
A M	9 25	11 21 "	20	arr. } ...Antoine. ♁ { lve.	41	3 52	- -	P M
.....	9 35	11 26 "		lve. } { arr.		3 48	- -	.....
.....	9 40	11 30 "	19	.G. & F. S. Junction.	40	3 45	2 55	.....
.....	10 40	11 52 "	27	.....Graysonia.....♁	32	3 26	2 20	.....
.....	11 10	11 58 A M	29	.....Shawmut.....	30	3 18	1 20	.....
.....	12 28	12 28 Noon	38	.....Amity.....♁	21	2 55	12 28	.....
.....	1 50	12 43 "	43	.....Rosboro.....♁	16	2 40	10 10	.....
.....	2 26	12 56 Noon	47	.....Glenwood.....	12	2 26	8 30	.....
.....	3 50	1 17 P M	54	.....Caddo Gap	5	2 06	7 40	.....
.....	4 20	1 30 P M	59	.....Womble.....♁	0	*1 50 P M	†7 00	.....
.....		P M	....	ARRIVE] [LEAVE	....	.....	A M	.....

G. & F. S. JUNCTION AND PIKE CITY.

		No. 6	Mls	November 15, 1908.	Mls	No. 5		
.....	.....	.....	....	LEAVE] [ARRIVE	....	.....	.....	.....
.....	.....	†10 45 A M	19	.G. & F. S. Junction.	14	3 05 P M	.....	.....
.....	.....	11 35 A M	20	.....Antoine.....♁	13	3 00 "	.....	.....
.....	.....	12 25 Noon	25	.....Delight.....♁	8	2 16 "	.....	.....
.....	.....	12 40 "	30	....Vaughan Creek	3	1 37 "	.....	.....
.....	.....	12 45 Noon	33	.....Pike City.....♁	0	†1 30 P M	.....	.....
.....	.....	.....	....	ARRIVE] [LEAVE	....	.....	.....	.....

* Daily; † daily, except Sunday. § Leaves from and arrives at Gurdon Shops. ♁ Telegraph stations. Standard—*Central time.*

Connection.—[1] At Gurdon—With St. Louis, Iron Mountain & Southern Ry.

UNION RAILWAY (MEMPHIS).

W. C. Rapt, Superintendent, Memphis, Tenn.
Switching road in and about Memphis, Tenn. Mileage, 25 miles.
November, 1909.

"THE WATKINS ROUTE."
ST. LOUIS, WATKINS & GULF RAILWAY.

Geo. J. Gould, Prest., New York.
C. S. Clarke, Vice-President, St. Louis, Mo.
Henry B. Kane, Vice Prest. and Gen. Mgr., Lake Charles, La.
F. W. Irland, Sec'y, St. Louis, Mo.
F. M. Hickman, Treas., "
S. B. Schuyler, Gen. Aud., "
M. L. Clardy, General Solicitor, St. Louis, Mo.
W. E. Lee, Asst. Sec'y and Aud., Lake Charles, La.
P. E. Chavanne, Asst. Treas., "
Dan Jacobs, G. F. & P. A., "
R. Gaunt, Supt. Transp., "
S. H. Spangler, Master Mechanic, "

No. 3	No. 1	Mls	February, 1907.	Mls	No. 2	No. 4
.....	*7 45 A M	0	lv.+Lake Charles[1] ♁ ar.	100	6 00 P M	.....
†7 00 A M	8 05 "	4	.....Car Shops.....	96	5 40 "	4 30 P M
7 40 "	8 27 "	14	.....Bon Air.....	86	5 18 "	3 56 "
8 10 "	8 39 "	18	....Iowa Junction[2].♁	82	5 07 "	3 40 "
8 59 "	8 59 "	27	.....Fenton.....♁	73	4 45 "	3 02 "
9 50 "	9 19 "	37	.....Kinder.....♁	63	4 26 "	2 24 "
10 50 A M	9 44 "	47	.....Oberlin.....♁	53	4 00 "	1 40 P M
12 23 Noon	10 21 "	62	.....Oakdale.....♁	38	3 22 "	12 03 Noon
12 50 Noon	10 35 "	67	.....Pawnee.....	33	3 09 "	11 23 A M
1 20 P M	10 53 "	73	.....Glenmora.....♁	27	2 52 "	10 53 "
1 45 "	11 03 "	76	.....Long Leaf	24	2 42 "	9 55 "
2 32 "	11 13 "	79	.....Forest Hill.....♁	21	2 32 "	9 30 "
3 00 "	11 28 "	85	.....Valderouge.....♁	15	2 17 "	8 45 "
3 15 "	11 33 "	88	.....Woodworth.....♁	12	2 12 "	8 25 "
4 00 "	11 58 A M	94	.....Anandale.....	6	1 47 "	7 25 "
4 25 P M	12 15 Noon	100	ar..+Alexandria[3] ♁.lv.	0	*1 30 P M	†7 00 A M

Trains marked * run daily; † daily, except Sunday. + Coupon stations; ♁ Telegraph stations. *Central time.*

Connections.—[1] With Southern Pacific Co. and Kansas City South. Ry. [2] With Southern Pacific Co. [3] With Southern Pacific Co., Texas & Pac. Ry., St. Louis, Iron Mountain & So. Ry. and La. Ry. & Nav. Co.

ARKANSAS & LOUISIANA RAILWAY.

A. W. Sullivan, Gen. Mgr., St. Louis, Mo.
F. M. Hickman, Asst. Treas., "
S. B. Schuyler, Gen. Aud., "
J. H. Wright, Gen. Fht. & Pas. Agt., Washington, Ark.
M. M. Richey, Superintendent, Little Rock, Ark.

No. 848	No. 846	Mls	February 7, 1909. (Central time.)	Mls	No. 845	No. 847
.....	.....	....		....	.....	.....
*2 30 P M	*8 45 A M	0	lve.....Nashville♁..arr.	25	12 45 Noon	8 30 P M
2 40 "	8 55 "	3	.....Compton.....	22	12 30 "	8 20 "
2 47 "	9 02 "	5	.....Bellair.....	20	12 22 "	8 14 "
3 03 "	9 22 "	10	.....Ozan.....♁	15	12 08 Noon	6 56 "
3 22 "	9 40 "	16	.....Washington.....♁	9	11 52 A M	6 38 "
3 40 "	9 50 "	20	.....Dolph.....	5	11 30 "	6 20 "
4 00 P M	10 15 A M	25	arr.....Hope[1] ♁...lve.	0	*11 15 A M	†5 00 P M

* Daily; † daily, except Sunday. ♁ Telegraph stations.

Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

TOLUCA, MARQUETTE & NORTHERN RAILROAD.

W. H. Boys, Streator, Ill.,
Jas. E. Hurley, Topeka, Kan.,
Cyrus Leland, Jr., "
} Receivers.
L. C. Badgley, Supt., Toluca, Ill.
Wm. Costello, Gen. Fht. & Pas. Agt., "
W. B. Scott, Auditor, Toluca, Ill.

No. 4	No. 2	Mls	February 1907	No. 3	No. 5	1
†1 15 P M	†7 30 A M	0	lve..... Rutland[1] ...arr.	12 35 Noon	.....	7 10
2 05 "	8 20 "	6	.....Toluca[2].....	11 20 A M	5 15 P M	†6 45
2 16 "	8 30 "	9	..... Custer[3]	11 14 "	5 05 "	A M
- -	- -	12	..... Porterfield	- -	- -	....
- -	- -	14	.... Henry Junction	- -	- -	....
2 35 "	8 55 "	15	arr..... Magnolia ....lve.	10 55 "	4 50 "	....
2 36 "	8 55 "	15	lve..... Magnolia ....arr.	10 55 "	4 50 "	....
2 45 "	9 10 "	18	..... Price Valley	10 45 "	4 40 "	....
3 10 "	9 35 "	22	..... McNabb[4].....	10 35 "	4 30 "	....
3 30 P M	9 55 A M	27	arr.....Granville....lve.	†10 10 A M	†3 40 P M	....

† Daily, except Sunday. Standard—*Central time.*

Connections.—[1] With Illinois Central R.R. [2] With Atchison, Topeka & Santa Fe Ry [3] With Chicago & Alton Ry. [4] With Indiana, Illinois & Iowa R.R. and Chicago, Milwaukee & St. Paul Ry.

PINE BLUFF & WESTERN RAILROAD.

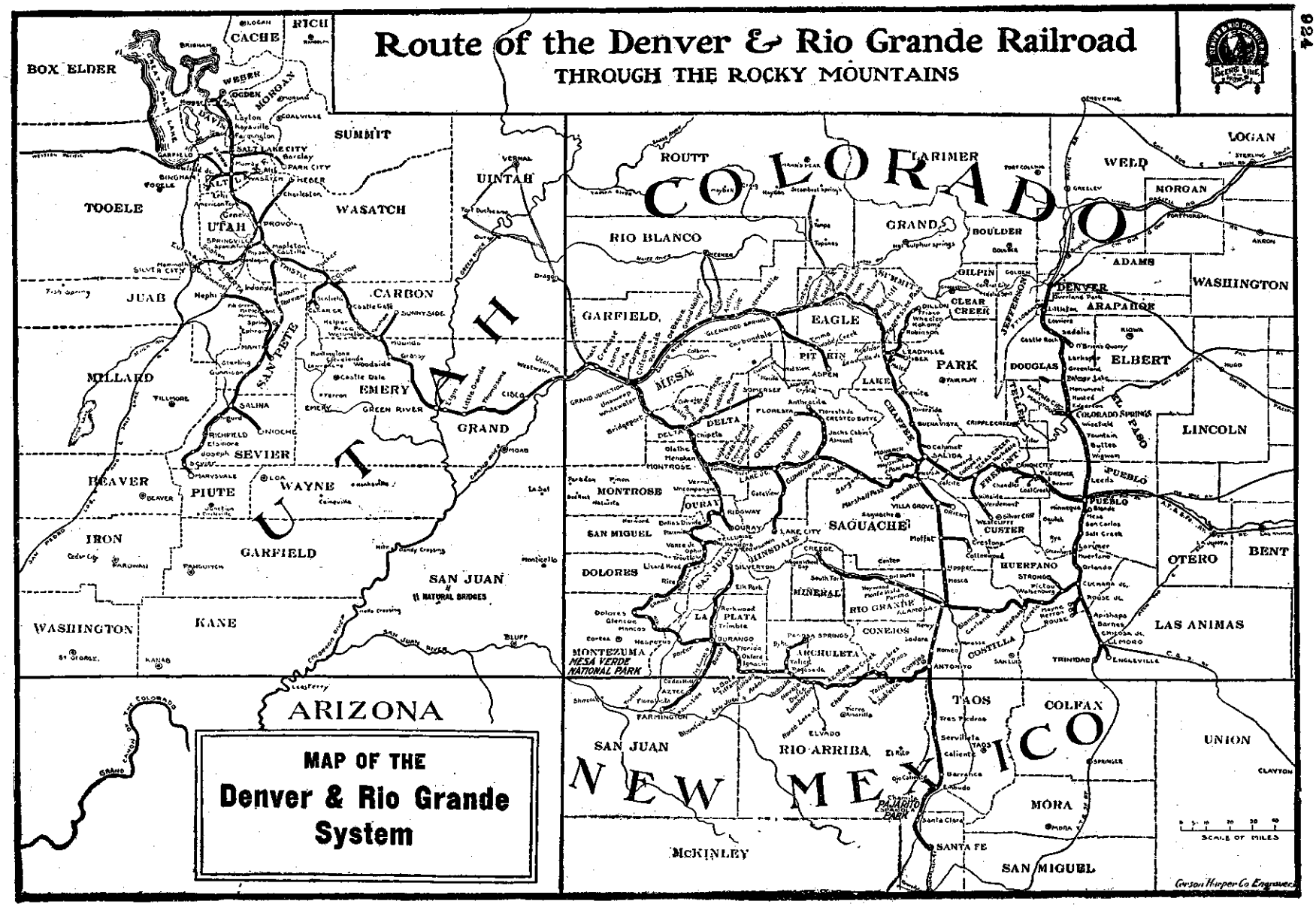
W. C. FORDYCE, General Superintendent.
S. E. DILLON, Acting Superintendent.
H. P. HOLT, Auditor.
GEO. W. HOUSLEY, General Freight and Passenger Agent.
General Offices—Hot Springs, Ark.

		No. 1	Mls.	July 4, 1909.	No. 2	
.....	.....	.....	....	LEAVE] [ARRIVE	.....	.....
.....	.....	*4 30 P M	0	..... Pine Bluff[1] ...♁	2 05 P M	.....
.....	.....	5 00 "	9.0	..... Hardin	1 38 "	.....
.....	.....	5 08 "	12.5	.....Doylestown.....	1 28 "	.....
.....	.....	5 23 "	17.1	.....Junet.....	1 15 P M	.....
.....	.....	5 45 "	24.0	..... Sheridan .....♁	12 50 Noon	.....
.....	.....	6 10 "	32.5	..... Belfast	12 20 Noon	.....
.....	.....	7 00 P M	46.0	..... Benton .....♁	*11 35 A M	.....
.....	.....	.....	....	ARRIVE] [LEAVE	.....	.....

Trains marked * run daily. ♁ Telegraph stations.
Standard—*Central time.*

Connections.—[1] At Pine Bluff—With St. Louis, Iron Mountain & Southern and St. Louis South-western Railways.

Route of the Denver & Rio Grande Railroad
THROUGH THE ROCKY MOUNTAINS



The Denver & Rio Grande Railroad Co.

(CONSOLIDATED.)

General Offices—Denver, Colo., Salt Lake City, Utah, and 195 Broadway, New York City.

GEORGE J. GOULD, Chairman Board of Directors, New York.

EDWARD T. JEFFERY, President, New York City.
CHARLES H. SCHLACKS, Vice-President, San Francisco, Cal.
HORACE W. CLARKE, 2d Vice-Prest. and Gen. Mgr., Denver, Colo.
T. M. SCHUMACHER Vice-President, San Francisco, Cal.
J. B. ANDREWS Assistant to Vice-President, Denver Colo
E. B. BOYD, Assistant to Vice-President, Chicago, Ill.
STEPHEN LITTLE, Comptroller and Secretary, New York City.
J. W. GILLULY, Treasurer, Denver, Colo.
SAWSON F. WATKINS, Assistant Treasurer, "
JESSE WHITE, Assistant Treasurer, New York City.
ERNEST A. GREENWOOD, Cashier, Salt Lake City, Utah.

LEGAL DEPARTMENT.

JOEL F. VAILE, General Counsel, Denver, Colo.
WINSLOW S. PIERCE, Counsel, New York.
ELROY N. CLARK, General Attorney, Denver, Colo.
VAN COTT, ALLISON & RITER, Attorneys, Salt Lake City, Utah.

ACCOUNTING DEPARTMENT.

E. B. MURPHY, General Auditor, Denver, Colo.
S. C. MATTHEWS, Assistant General Auditor, "
F. M. DEWEES, Auditor of Freight Receipts, "
J. F. HOWE, Auditor of Passenger Receipts, Denver, Colo.
J. F. MORRIS, Auditor of Disbursements, "

TRAFFIC DEPARTMENT.

A. S. HUGHES, General Traffic Manager, Denver, Colo.

FREIGHT.

FRED WILD, Jr., General Freight Agent, Denver, Colo.
W. M. LAMPTON, Assistant General Freight Agent, "
S. V. DERRAH, Asst. General Freight Agent, Salt Lake City, Utah.
J. D. KENWORTHY, Asst. General Freight Agent, Pueblo, Colo.
C. TUCKER, Freight Claim Agent, Denver, Colo.

PASSENGER.

S. K. HOOPER, General Passenger and Ticket Agent, Denver, Colo.
F. A. WADLEIGH, Asst. Gen. Passenger and Ticket Agent, "
J. D. KENWORTHY, Asst. Gen. Passenger Agent, Pueblo, Colo.
A. H. LEE, General Baggage Agent, Denver, Colo.

OPERATING DEPARTMENT.

HORACE W. CLARKE, Second Vice-President and General Manager, Denver, Colo.

W. S. MARTIN, Assistant General Manager, Denver, Colo.
J. G. GWYN, Chief Engineer, "
ARTHUR RIDGWAY, Assistant Chief Engineer, "
THOMAS TIPTON, Purchasing Agent, "
W. B. HALL, General Storekeeper, Burnham, Colo.
E. M. HORTON, Car Accountant, Denver, Colo.
JNO F. ENRIGHT, Supt. Motive Power and Car Depts., Burnham, Colo.
J. M. WALKER, Superintendent Telegraph, Denver, Colo.
JAMES COREY, Tax Agent, "
J. W. O'CONNOR, Chief Surgeon, "
T. A. DEMPSEY, Supt. Dining Car and Hotel Departments, "
C. S. MITCHELL, Claim Agent, "
J. W. DEAN, General Superintendent Colorado Lines, Pueblo, Colo.
C. S. THOMPSON, Supt. Bridges and Buildings, Colorado Lines, "
J. FOX, Inspector Transportation Colorado Lines, "
W. E. MILLER, Superintendent First Division "
S. E. BURKEHEAD Assistant Superintendent, Pueblo, Colo.
O. J. OGG, Superintendent Second and Third Divs., Salida, Colo.
F. S. JAMES, Asst. Superintendent Second Div., "
HUGH GALLAGHER, Acting Asst. Supt. Third Div., "
P. B. McATEE, Superintendent Fourth Division, Alamosa, Colo.
J. F. McGRAW, Assistant Superintendent Fourth Div., "
W. E DEUEL, Assistant Supt. Fourth Division, Durango, Colo.
J. O. DAILEY, Gen. Supt. Utah Lines, Salt Lake City, Utah.
A. B. APPERSON, Superintendent Salt Lake Div., "
C. W. KING, Assistant Superintendent, "
F. O. HAYMOND, Assistant Superintendent, Midvale, Utah.
J. L. THOMPSON, Supt. Bridges & Bldgs, Utah Lines, Salt Lake City, Utah.
E. B. MITCHELL, Superintendent Green River Div., Helper, Utah.
N. A. WILLIAMS, Assistant Superintendent, Tucker, Utah.
J. T. NEDWIDECK, Supt. R. G. Junc. Ry., Grand Junction, Colo.

GENERAL AND TRAVELING AGENTS.

H. E. TUPPER, Gen. Agent Pas. Dept., 335 Broadway, New York
EUGENE LOVENBERG, T. P. A., " "
O. C. McCARTHY, Gen. Eastern Freight Agent, " "
F. G. FRIESER, Foreign Freight Agent, 304 Royal Insurance Building, Chicago, Ill.
R. C. NICHOL, General Agent, 242 Clark Street, Chicago, Ill.
E. J. VAN DYKE, Trav. Passenger Agent, "
H. E. FAIRWEATHER, Trav. Fht. Agent, "
J. E. CLARK, General Agent, 409 Traction Bldg, Cincinnati, O.
JAS. T. NEISON, General Agent, 412 Park Bldg, Pittsburg, Pa.
J. E. COURTNEY, General Agent Fht. and Pas. Dept., 923 Pierce Bldg, St. Louis, Mo.
A. B. AYERS, Trav. Passenger Agt., " "
H. V. LUYSTER, General Agent Fht. and Pas. Dept., 210 Scarritt Arcade Bldg, 817 Walnut St., Kansas City, Mo.
W. J. SHOTWELL, Gen. Agt., 665 Market St., San Francisco, Cal.
J. D. MANSFIELD, Commercial Agent, " "
W. R. TOWNSEND, Trav. Fht. & Pas. Agt., " "
JOHN A. BECKWITH, City Pas. Agt., 1070 Broadway, Oakland, Cal.
S. C. NASH, General Agent, 544 So. Spring St., Los Angeles, Cal.
T. F. FITZGERALD, Dist. Pas. Agt., " "
W. C. McBRIDE, General Agent, 124 Third St., Portland, Ore.
E. B. DUFFY, Traveling Freight and Passenger Agent, 124 Third St., Portland, Ore.
E. R. HUNT, General Agent Passenger Department, 56 East Broadway, Butte, Mont.
B. F. NEVINS, Commercial Agt., Judge Bldg, Salt Lake City, Utah.
J. A. BENTON, General Agent, Passenger Department, "
H. M. CUSHING, Traveling Passenger Agent "
J. H. HORNUNG, Gen. Agt. San Pete Valley Branch, Manti, Utah.
S. C. SHEARER, Traveling Passenger Agent, Denver, Colo.
A. W. PARROTT, City Passenger Agent, "
E. S. CARD, City Passenger and Ticket Agent, Pueblo, Colo.
W. H. CUNDEY, Gen. Agt. Pas. Dept., Colorado Springs, Colo.
A. C. WILSON, Commercial Freight Agent, "
S. M. BROWN, General Agent, Leadville, Colo.
E. W. ROBBINS, General Agent, Grand Junction, Colo.
W. D SHEA, Traveling Freight and Pas. Agent, Santa Fe, N.M.

Mileage operated by the Denver & Rio Grande R.R. and Branches, ... 2,553.10

PERSONALLY CONDUCTED EXCURSIONS.

BETWEEN CHICAGO AND SAN FRANCISCO AND LOS ANGELES.

BURLINGTON ROUTE EXCURSIONS—Westbound on No. 5; Eastbound on No. 6.—Pullman Ordinary Sleeping Car Chicago to Los Angeles, and St. Louis to San Francisco, via Burlington, D. & R. G., Southern Pacific Co.; westbound leaves Chicago every Wednesday and Saturday, St. Louis every Monday; eastbound leaves Los Angeles every Wednesday and Saturday, San Francisco every Tuesday.

JUDSON EXCURSIONS—Westbound on No. 3; Eastbound on No. 4.—Pullman Ordinary Sleeping Car Chicago to San Francisco and Los Angeles, via C. M. & St. P. Mo. Pac., D. & R. G., Southern Pacific Co.; westbound leaves Chicago every Wednesday and Friday; eastbound leaves Los Angeles every Wednesday and Friday.

ROCK ISLAND EXCURSIONS—Westbound on No. 5; Eastbound on No. 6.—Pullman Ordinary Sleeping Car Chicago to Los Angeles and St. Louis to San Francisco, via C. R. I. & P., D. & R. G. and S. P. Co.; westbound leaves Chicago Tuesday and Thursday, St. Louis Friday; eastbound leaves Los Angeles Tuesday and Thursday, San Francisco Tuesday.

MISSOURI PACIFIC EXCURSIONS—Westbound on No. 5; Eastbound on No. 6.—St. Louis to San Francisco and Los Angeles, via Mo. Pac., D. & R. G. and Southern Pacific; westbound leaves St. Louis every Thursday; eastbound leaves Los Angeles every Thursday.

CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA EXCURSIONS—Westbound on No. 5; Eastbound on No. 6.—Pullman Ordinary Sleeping Car Minneapolis to Los Angeles, via C. St. P. M. & O., C. & N. W., U. P., D. & R. G. and San Pedro; westbound leaves Minneapolis every Wednesday; eastbound leaves Los Angeles every Wednesday

The Denver & Rio Grande Railroad Co.

(CONSOLIDATED.)

Arrangement of Through Car Service.

WESTBOUND.

TRAIN NO. 1.

PACIFIC COAST LIMITED. DAILY.

Pullman Sleeping Car Denver to St. Louis, D. & R. G. and Mo. Pac., via Kansas City.

Pullman Sleeping Car Chicago to San Francisco, via C. R. I. & P., D. & R. G. and So. Pac., connecting at Sacramento with Pullman Sleeping Cars for Los Angeles and for Portland, via Shasta Route.

Pullman Sleeping Car Denver to Los Angeles, via D. & R. G. and S. P. L. A. & S. L. This car stops over at Salt Lake from 1 20 p.m. until 11 50 p.m.

Dining Car (service a la carte) **Denver to San Francisco.**

NOTE.—West of Ogden this train carries only first-class sleeping-car passengers. No tourist cars handled on this train.

Pullman Observation Sleeping Car Denver to Ogden.

First-Class Coaches Denver to Ogden.

TRAIN NO. 5.

CHICAGO AND SAN FRANCISCO EXPRESS. DAILY.

Pullman Sleeping Car Chicago to San Francisco, via Burlington Route, D. & R. G. and So. Pac.

Pullman Sleeping Car St. Louis to San Francisco, via Mo. Pac., D. & R. G. and So. Pac. Both the above cars connecting at Sacramento and Oakland Pier with Pullman Sleeping Cars for Los Angeles, and at Sacramento for Portland, via Shasta Route, also at Ogden with Sleeping Cars for Portland and Butte, via O. S. L. and O. R. & N.

Free Reclining Chair Car Denver to Ogden.

Dining Car (service a la carte) Denver to San Francisco and Portland. First-Class Coaches Denver to Ogden.

Pullman Sleeping Car Denver to Ogden, via Colo. Mid. and D. & R. G.

Pullman Observation Sleeper Denver to Ogden.

Tourist Sleeping Car Chicago to Los Angeles, via Burlington Route, D. & R. G. and S. P. L. A. & S. L.

Tourist Sleeping Car Denver to San Francisco, via D. & R. G. and Southern Pacific.

NOTE.—West of Grand Junction tourist cars are handled on No. 7.

TRAIN NO. 3.

UTAH AND CALIFORNIA EXPRESS. DAILY.

Pullman Sleeping Car Denver to Ogden, connecting at Ogden for San Francisco, Los Angeles and Portland.

First-Class Coaches Denver to Glenwood, Aspen, Grand Junction and Ogden.

Dining Car (service a la carte) Denver to Ogden.

Judson Line Tourist Cars handled westbound from Pueblo, Fridays and Sundays.

TRAIN NO. 15.

COLORADO EXPRESS. DAILY.

Pullman Sleeping Car Denver to Salida.

Parlor Car Salida to Grand Junction, via Marshall Pass.

Pullman Sleeping Car Denver to Leadville.

First-Class Coaches Denver to Salida and Leadville, and from Salida to Grand Junction, via Marshall Pass.

TRAIN NO. 9.

KANSAS CITY AND ST. LOUIS EXPRESS. DAILY.

Pullman Sleeping Car Denver to St. Louis, D. & R. G. and Mo. Pac., via Kansas City.

Dining Car (service a la carte) east of Pueblo on Mo. Pac.

EASTBOUND.

TRAIN NO. 2.

ATLANTIC COAST LIMITED. DAILY.

Pullman Sleeping Car San Francisco to Chicago, via So. Pac., D. & R. G. and Burlington Route.

NOTE—The above car leaves San Francisco on Train No. 6, stopping over at Salt Lake from 8 co a.m. until 5 05 p.m. same day.

Pullman Observation Sleeper Ogden to Denver.

Pullman Sleeping Car San Francisco to Chicago, via So. Pac., D. & R. G. and C. R. I. & P., connecting at Oakland and Sacramento with similar cars from Los Angeles, and from Portland, via Shasta Route.

Dining Car (service a la carte) **San Francisco to Denver.**

First-Class Coaches Ogden to Denver.

NOTE.—No tourist cars handled on this train.

TRAIN NO. 4.

ATLANTIC COAST MAIL. DAILY.

Pullman Sleeping Car Ogden to Denver, connecting at Ogden with Pullman Sleeping Car from San Francisco, Los Angeles and Portland.

Free Reclining Chair Car Ogden to Denver.

Tourist Sleeping Cars are also operated as follows from Grand Junction in connection with No. 8 from Ogden: **Sunday** and **Friday,** en route Los Angeles to Chicago, via So. Pac., D. & R. G., Mo. Pac. and C. M. & St. P. (Judson Line). **Tuesday,** en route Oakland to Denver, via So. Pac., D. & R. G. **Wednesday, Thursday** and **Saturday,** en route from Los Angeles and San Francisco, via So. Pac., D. & R. G. and C. R. I. & P.

Dining Car (service a la carte) **San Francisco and Portland to Denver.**

First-Class Coaches Ogden to Denver.

Pullman Observation Sleeper Ogden to Denver.

Pullman Sleeping Car Ogden to Denver, via D. & R. G. and Colorado Midland.

NOTE.—West of Grand Junction tourist cars are handled on No. 8.

TRAIN NO. 6.

SAN FRANCISCO AND CHICAGO LIMITED. DAILY.

Pullman Sleeping Car Los Angeles to Denver, via S. P. L. A. & S. L. and D. & R. G.

Pullman Sleeping Car San Francisco to Chicago. Ogden to Salt Lake for Train No. 2.

Pullman Sleeping Car Portland to Denver. Ogden to Salt Lake.

Pullman Sleeping Car San Francisco to St. Louis, via So. Pac., D. & R. G. and Mo. Pac.

Pullman Sleeping Car Glenwood to Denver.

Dining Car (service a la carte) **Portland and San Francisco to Denver.**

First-Class Coaches Ogden, Grand Junction, Aspen and Glenwood to Denver.

Tourist Sleeping Car Los Angeles to Chicago, via S. P. L. A. & S. L., D. & R. G. and C. B. & Q.

TRAIN NO. 16.

COLORADO AND NEW MEXICO EXPRESS. DAILY.

Pullman Sleeping Car Leadville to Denver. First-Class Coaches Glenwood to Denver.

Parlor Car Grand Junction to Salida, via Marshall Pass.

Pullman Sleeping Car Salida to Denver. First and Second Class Coaches Grand Junction to Salida and Salida to Denver.

Parlor Chair Car Silverton to Alamosa and Pullman Sleeping Car Alamosa to Denver, via La Veta Pass.

First-Class Coaches Durango to Alamosa and Alamosa to Denver.

TRAIN NO. 10.

ST. LOUIS AND KANSAS CITY EXPRESS. DAILY.

Pullman Sleeping Car St. Louis to Denver, Mo. Pac. and D. & R. G., via Kansas City.

Dining Car (service a la carte) east of **Pueblo** on Mo. Pac.

First-Class Coaches Pueblo to Denver.

Stop-over will be allowed on the Denver & Rio Grande R.R. on any through ticket the limit of which will permit. Stop-overs will be allowed on Pullman tickets in Standard cars only at Glenwood Springs within the limit of the railroad ticket, and in Standard and Tourist cars at Salt Lake City for 24 hours.

DENVER & RIO GRANDE R.R.

COLORADO LINES.

"The Scenic Line of the World."

DENVER, SALT LAKE AND SAN FRANCISCO LINE, VIA LEADVILLE.

7	11	9	15	3	5	1	Mls	*October 23, 1909.* LEAVE / ARRIVE	6	2	4	16	8	10	14
P M	P M	P M	P M	P M	A M	A M			P M	P M	P M	A M	Noon	P M	P M
*7 00	*415	*1 15	*9 05	*5 30	*9 00	*8 00	0	+ ..... **Denver** ..... ♂	1 10	7 20	11 00	8 15	12 15	4 55	8 30
- -	- -	1 22	9 12	- -	- -	- -	2	..... Burnham ..... ♂	- -	- -	- -	8 09	- -	4 48	- -
7 20	- -	1 37	9 26	- -	*b s*	- -	10	+ ..... Littleton ..... ♂	- -	- -	- -	7 50	- -	4 35	*s* -
7 26	- -	1 44	- -	- -	- -	- -	14	..... Wolhurst ..... ♂	- -	- -	- -	7 44	- -	4 26	- -
7 50	- -	2 06	9 54	- -	9 50	*n* -	25	..... Sedalia ..... ♂	- -	*s* -	- -	7 25	11 31	4 06	- -
8 12	- -	2 25	10 15	6 37	10 12	9 05	33	+ .... Castle Rock .... ♂	12 16	6 37	- -	7 10	11 18	3 52	7 37
- -	- -	2 58	- -	- -	- -	- -	47	..... Greenland .... ♂	11 52	- -	- -	6 46	- -	3 25	- -
9 03	5 52	3 15	11 02	7 30	11 10	9 50	52	..... Palmer Lake ... ♂	11 43	5 52	9 28	6 37	10 44	13 15	7 07
9 14	- -	3 22	- -	- -	11 17	- -	56	+ .... Monument ..... ♂	- -	- -	- -	- -	10 32	3 02	- -
- -	- -	3 47	11 32	- -	- -	- -	70	..... Pikeview ..... ♂	- -	- -	- -	5 42	- -	2 31	- -
8 45	6 32	3 58	11 40	8 05	11 52	10 30	75	ar. + **Colorado Spgs.** ♂ lv.	10 40	5 00	8 28	5 30	9 55	2 20	6 15
	†1016						121	ar. + **Cripple Creek** ♂ lv.	*7 00						*310
	P M							(Colo. Mid.-Mid. Terminal.)	A M						P M
9 50	6 37	4 05	11 50	8 10	11 57	10 35	75	lv. **Colorado Spgs.** ar.	10 35	4 53	8 23	5 25	9 45	2 10	6 10
- -	- -	4 14	- -	- -	- -	- -	80	..... Kelker ..... ♂	- -	- -	- -	5 13	- -	2 00	- -
10 10	6 57	4 28	12 11	- -	12 19	- -	88	..... Fountain ..... ♂	10 08	- -	- -	4 58	9 22	1 46	5 48
- -	- -	5 12	- -	- -	- -	- -	111	..... Eden ..... ♂	- -	- -	- -	- -	- -	1 07	- -
10 52	7 42	5 23	- -	- -	- -	- -	118	**Pueblo** (*8th Street*). ♂	- -	- -	- -	- -	8 37	12 57	- -
11 00	7 50	5 30	‡1 00	9 20	‡1 10	‡11 45	119	arr. ... + **Pueblo** ♂ ... lve.	9 05	3 50	7 00	4 00	*8 30	12 50	*500
P M	P M	5 40	1 20	9 30	1 30	12 05	119	lve. ... **Pueblo** .... arr.	18 50	‡3 15	18 40	13 45	A M	‡1220	P M
		6 12	1 51	- -	- -	- -	135	..... Swallows ..... ♂	- -	- -	- -	3 14		11 48	
		6 29	- -	- -	2 18	- -	142	..... Beaver ..... ♂	- -	- -	6 57	- -		11 32	
		6 53	2 30	‡10 37	2 39	1 17	152	arr. . + **Florence** ♂ . lve.	7 48	2 13	5 38	2 43		11 10	
		7 16	2 52	11 00	3 00	1 37	160	ar. + **Canon City** ♂ lv.	7 30	1 57	5 20	2 25		*1050	
			P M	10 30			201	art. **Cripple Creek** . lve.						*8 00	
				A M				(*F. & C. C. R.R.*)						A M	
				- -	- -	2 12	171	..... Parkdale ..... ♂	6 58	1 20	4 44	- -			
			4 00	- -	4 15	2 50	184	.... **Texas Creek** .. ♂	- -	12 53	4 15	- -			
			4 16	- -	4 31	- -	192	..... Cotopaxi ..... ♂	6 18	- -	4 01	1 04			
			4 42	- -	- -	3 38	203	..... Howard ..... ♂	- -	- -	3 38	12 38			
			- -	- -	- -	- -	212	..... Cleora ..... ♂	- -	- -	- -	- -			
			‡5 10	1 25	‡5 25	‡4 05	215	arr. ... + **Salida** ♂ ... lve.	5 30	11 55	3 15	12 15			
			5 20	1 35	5 35	4 15	215	lve. ..... **Salida** ..... arr.	5 20	‡11 45	‡3 05	12 05			
			- -	- -	- -	- -	222	..... Brown Canon ... ♂	- -	- -	- -	- -			
			- -	- -	6 10	- -	233	..... **Nathrop** ..... ♂	- -	- -	- -	11 31			
			6 15	2 32	6 30	5 12	240	+ ... **Buena Vista** ... ♂	4 21	10 58	2 18	11 17			
			6 37	- -	- -	- -	248	..... Riverside ..... ♂	- -	- -	- -	- -			
			7 03	3 15	7 13	- -	257	..... Granite ..... ♂	- -	- -	1 42	10 43			
			7 43	3 52	7 50	6 30	271	arr. ..... **Malta** ♂ .. lve.	3 13	9 59	1 17	10 15			
			7 55	4 09	8 08	6 47	276	arr. . + **Leadville** ♂ . lve.	*2 55	*9 40	*12 55	*1000			
			A M	*2 55	*7 25	*6 07	276	lve. ... **Leadville** ... arr.	4 00	10 17	1 35	P M			
				- -	- -	- -	274	. **Leadville Junction** .	- -	- -	- -				
				4 30	8 30	7 10	281	.... Tennessee Pass .. ♂	- -	- -	- -				
				- -	- -	7 18	284	..... Mitchell ..... ♂	- -	- -	12 36				
				5 07	9 08	7 49	294	..... Red Cliff ..... ♂	1 53	8 47	12 01				
				5 40	9 40	8 20	302	..... Minturn ..... ♂	1 25	8 20	11 33				
				6 15	10 14	8 64	319	..... Wolcott ..... ♂	12 28	- -	10 33				
				6 36	10 35	- -	329	..... Eagle ..... ♂	- -	- -	10 12				
				6 50	10 48	- -	336	..... Gypsum ..... ♂	- -	- -	9 59				
				7 53	11 48	10 33	360	arr. + **Glenwood** ... lve.	10 33	5 43	9 04				
				11 50			401	arr. ... + **Aspen** ..... lve.	*8 35						
				5 00	11 55	10 40	360	lve. . + **Glenwood** ♂ . arr.	10 25	5 38	8 57				
				8 30	12 30	11 15	373	+ ..... Newcastle ..... ♂	10 00	5 10	8 30				
				9 00	12 58	11 44	387	..... Rifle ..... ♂	9 32	4 38	7 48				
				9 28	- -	12 16	404	..... Grand Valley ... ♂	9 00	- -	7 19				
				9 50	1 48	12 37	417	..... DeBeque ..... ♂	8 37	- -	6 58				
				10 20	- -	1 20	437	..... Palisade ..... ♂	7 58	- -	6 22				
				10 55	2 50	1 45	450	arr. . + **Grand Jn** ♂ . lve.	*7 35	*2 5	*6 00				
				A M	A M	A M			P M	A M	A M				
				*11 15	*3 10	*1 55	450	lve. ... **Grand Jn** ... arr.	7 15	2 30	5 30				
				2 02	- -	- -	529	..... Thompson ..... ♂	4 32	- -	- -				
				2 50	6 48	5 28	550	..... Green River .... ♂	3 24	10 40	2 00				
				3 45	- -	- -	581	..... Woodside ..... ♂	2 32	- -	- -				
				5 08	- -	7 56	620	+ ..... Price ..... ♂	1 25	8 45	- -				
				5 36	9 35	8 25	627	..... Helper ..... ♂	1 10	8 30	12 01				
				5 60	- -	- -	631	+ .... Castle Gate .... ♂	12 52	- -	- -				
				6 50	- -	- -	645	..... **Colton** ..... ♂	12 23	- -	- -				
				7 20	11 10	10 10	652	.... Soldier Summit .. ♂	12 01	7 20	- -				
				7 56	- -	- -	659	..... Tucker ..... ♂	11 25	6 40	10 15				
				8 34	- -	11 25	677	..... **Thistle** ..... ♂	10 25	5 45	9 20				
				8 61	*d* -	*d* -	692	+ .... **Springville** ... ♂	9 40	*c* -	*c* -				
				9 15	1 00	12 05	697	+ ..... **Provo** ..... ♂	9 34	4 58	8 33				
				10 40	2 15	1 20	742	arr. . + **Salt Lake** ♂ . lve.	8 10	3 45	7 10				
				10 66	2 30	1 35	742	lve. ... **Salt Lake** ... arr.	8 00	3 35	7 00				
				11 66	3 30	2 35	779	+ ..... **Ogden** ..... ♂	*7 00	*2 35	*6 00				
				P M	P M	P M		ARRIVE / LEAVE	A M	P M	P M				
				P M		A M		(*Oregon Short Line.*)	P M		A M				
				4 00		7 30	1175	ar. **Butte** ... (Mt. time) lv.	4 00		1 45				
				7 50		11 10	1247	ar. **Helena** ..... » lv.	P M		7 55				
				11 15		11 00	1664	ar. **Spokane** (Pac. time) lv.	3 15		7 00				
				8 00		8 00	1644	ar. **Portland** ... » lv.	6 35		10 00				
				2 15		5 45	1780	ar. **Tacoma** ... » lv.	9 40		12 15				
				4 00		7 30	1830	ar. **Seattle** ... » lv.	8 00		10 40				
				P M		A M			A M		P M				
				A M	A M	A M		(*So. Pacific Co.*)	A M	P M	P M				
				2 45	9 20	8 00	1321	ar. **Reno** .. (Pacific time) lv.	8 00	9 50	10 20				
				10 45	4 50	3 60	1476	ar. **Sacramento** » lv.	10 40	2 15	12 50				
				2 48	8 28	7 28	1565	ar. **San Francisco** » lv.	6 40	10 40	9 00				
				8 30	8 00	8 00	2048	ar. **Los Angeles** » lv.	11 30	6 00	2 35				
				A M	9 30	9 30	2158	ar. **Portland** ... » lv.	P M	1 30	1 30				
					P M	P M				A M	A M				

N. B.—Trains marked * run daily; † daily, except Sunday; *a* Monday, Wednesday and Saturday; *b* stops to take passengers for Grand Junction and beyond; *c* stops to take passengers from east of Grand Junction; *d* stops to leave passengers from east of Grand Junction; *s* stops on signal daily, except Saturday and Sunday; *n* stops Sunday. ‖ Mess stations. + Coupon stations. ♂ Telegraph stations.

DENVER & OGDEN LINE. VIA MARSHALL PASS.

316	Ms	*October 3 1909.* LEAVE / ARRIVE	310
P M			A M
*8 05	0	+ ... **Denver** ... ♂	8 15
11 50	75	+ . **Colorado Spgs.** ♂	5 25
1 20	119	+ ... **Pueblo** ... ♂	3 45
A M		LEAVE / ARRIVE	P M
*6 30	215	..... **Salida** .... ♂	‖8 40
6 42	220	.. **Poncha Junc** ..	8 28
7 06	226	.. **Mears Junc** ♂	8 00
7 19	228	..... Shirley	7 50
7 50	234	..... Gray's	7 27
8 35	241	.. Marshall Pass ♂	7 00
9 02	249	..... Chester	6 15
9 30	257	.... **Sargent** .. ♂	5 46
9 50	265	.... Crookton	5 20
9 58	269	..... Doyle .... ♂	5 10
10 15	277	..... Parlin .... ♂	4 53
10 45	289	+ .. **Gunnison** .. ♂	4 25
11 15	300	..... Kezar	3 46
11 32	307	..... Ceboila	3 25
11 50	314	.... **Sapinero** .. ♂	3 06
11 53	315	.. Lake Junction ..	3 03
12 12	321	.... Curecanti	2 40
‖1259	329	.... Cimarron ... ♂	‖2 10
1 31	335	.. Cerro Summit .. ♂	1 31
1 56	341	.... Cedar Creek . ♂	12 55
2 55	352	+ .. **Montrose** .. ♂	12 19
3 20	362	..... Olathe .... ♂	11 21
3 44	373	+ .... **Delta** .... ♂	10 50
4 10	385	.... Escalante	10 11
4 45	398	.... Bridgeport	9 33
5 10	408	..... Kahnah	9 12
5 20	412	... Whitewater .. ♂	9 02
5 35	417	..... Unaweep	8 47
5 55	424	ar. + **Grand Jn** ♂ lv.	*8 30
P M			A M
1 20	716	ar. + **Salt Lake** . lv.	7 10
2 35	753	+ .... **Ogden**	*6 00
P M		ARRIVE / LEAVE	P M

STANDARD—*Mountain time* east of Sparks; *Pacific time* west of Sparks.

WESTCLIFFE BRANCH.

51	Mls	*October 3. 1909.* LEAVE / ARRIVE	60
A M			P M
†9 00	0	..... **Denver** ..... ♂	7 20
1 30	119	..... **Pueblo** ..... ♂	3 30
†4 30	184	lve. **Texas Creek** ♂ arr.	12 40
4 55	189	..... Rito	12 15
5 15	194	..... Palo	11 55
5 30	198	..... Hillside	11 40
5 50	203	..... Verdemont	11 20
6 05	209	..... **Westcliffe** .... ♂	†1000
P M		ARRIVE / LEAVE	A M

BLUE RIVER BRANCH.

263	Mls	*October 3. 1909.* LEAVE / ARRIVE	264
P M			A M
5 30	0	+ ..... **Denver**	8 25
6 30	119	lve. . + **Pueblo** .... arr.	3 45
A M		LEAVE / ARRIVE	P M
‖8 30	276	+ ..... **Leadville** .... ♂	4 40
8 55	281	..... Bird's Eye	4 10
9 50	289	..... Fremont Pass	3 30
10 07	292	..... Robinson	3 00
10 40	294	..... Kokomo ..... ♂	2 40
11 04	301	..... Wheeler	1 30
11 50	308	..... Frisco	12 50
12 07	312	..... **Dillon** ..... ♂	‖1230
Noon		ARRIVE / LEAVE	1000

CRESTED BUTTE BRANCH.

347	M	*October 3. 1909.* LEAVE / ARRIVE	348
A M			P M
†10 55	0	+ ..... **Gunnison** ..... ♂	4 15
11 40	11	..... Almont	3 15
12 10	16	..... Jack's Cabin	2 45
1 20	28	ar. + **Crested Butte** ♂ lv.	‖1 45
P M	32	arr. ... **Anthracite** ... lve.	P M

ASPEN BRANCH.

229	227	M	*October 3. 1909.* LEAVE / ARRIVE	M	228	230
A M	A M				P M	A M
†600	*910	0	+ . **Glenwood** . ♂	41	9 15	7 45
6 50	1004	13	.. Carbondale ♂	28	8 22	†700
A M	1038	22	.... Emma	19	7 47	A M
....	1115	33	. Woody Creek .	9	7 10	....
....	1150	41	+ .. **Aspen** .. ♂	0	*685	....
....	A M		ARRIVE / LEAVE		P M	....

LAKE CITY BRANCH.

357	Mls.	*October 3. 1909.* LEAVE / ARRIVE	358
P M			A M
†3 05	0	..... **Sapinero** .... ♂	11 45
3 40	9	..... Marion	11 05
4 15	16	..... Gate View	10 30
5 00	26	..... Youman	9 50
5 50	37	+ .... **Lake City** .... ♂	†9 10
P M		ARRIVE / LEAVE	A M

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DENVER & RIO GRANDE R.R.

COLORADO LINES.

"The Scenic Line of the World."

DENVER, ALAMOSA, DURANGO AND SILVERTON LINE.

133	131	No. 115	Ms.	October 3, 1909.	No. 116	No. 130	132
....	....	*7 00 P M	0	lve...+ Denver ♂..arr.	8 15 A M	....	....
....	....	7 20 »	10	+......Littleton......♂	7 50 »	....	....
....	....	8 12 »	33	+.....Castle Rock.....♂	7 10 »	....	....
....	....	9 03 »	52	.......Palmer Lake.....♂	‖6 37 »	....	....
....	....	9 14 »	56	+......Monument......♂	- -	....	....
....	....	9 50 »	75	+ Colorado Springs ♂	5 30 »	....	....
....	....	10 52 »	118	...Pueblo (8th Street)...	- -	....	....
....	....	11 00 »	119	arr....+ Pueblo ♂....lve.	4 00 »	....	....
....	....	11 25 »	119	lve......Pueblo .....arr.	3 00 »	....	....
....	....	11 40 P M	121	.... Minnequa ......♂	2 45 A M	....	....
....	....	- -	128	........San Carlos.....♂	- -	....	....
....	....	- -	133	..........Verde.........♂	- -	....	....
....	....	- -	140	........Salt Creek......♂	- -	....	....
....	....	- -	146	.........Graneros.......♂	- -	....	....
P M	A M	1 01 A M	157	.........Huerfano.......♂	1 20 A M	....	P M
*2 20	*10 05	1 35 »	169	..Cuchara Junction ♂	12 55 Night	9 20 A M	1 50
- -	- -	1 55 »	175	+... Walsenburg....♂	12 40 Night	- -	- -
5 30	11 25	3 00 »	190	+........La Veta........♂	11 55 P M	*7 30 A M	12 30
P M	A M	3 20 »	195	.........Francisco.........	11 27 »		*N'n
		3 53 »	202	...........Codo............	10 55 »	....	
....	....	4 25 »	207	.......La Veta Pass.....♂	10 30 »	....	....
....	....	4 46 »	215	...........Sierra...........	9 48 »	....	....
....	....	4 59 »	221	.........Mortimer.........	9 31 »	....	....
....	....	5 11 »	228	..........Garland........♂	9 17 »	....	....
....	441	5 32 »	240	............Baldy...........	8 57 »	....	....
....	Mix.	5 47 »	248	...........Hayes...........	8 43 »	No. 442	....
....	P M	‖5 55 »	252	arr...+ Alamosa ♂...lve.	8 35 »	Mixed.	....
....	*9 35	6 50 »	252	lve.....Alamosa.....arr.	‖7 50 »	4 40 P M	....
....	10 45	7 20 »	266	..........La Jara.........♂	7 18 »	3 05 »	....
....	11 25	7 40 »	273	..........Romeo...........	7 02 »	2 25 »	....
....	12 45	8 10 »	280	+.......Antonito.......♂	6 45 »	1 45 P M	....
....	1 38	8 41 »	291	...........Lava............	6 10 »	12 32 Noon	....
....	3 30	9 30 »	306	.........Sublette..........	5 21 »	11 15 A M	....
....	4 04	9 47 »	310	..........Toltec...........	5 05 »	10 54 »	....
....	5 04	10 15 »	318	...........Osier..........♂	4 39 »	- -	....
451	5 30	10 25 »	322	.........Los Pinos.........	4 27 »	9 48 »	452
Mix.	6 40	10 55 »	331	.........Cumbres.......♂	4 00 »	9 00 »	Mix
A M	7 20	11 15 A M	336	..........Cresco...........	3 31 »	7 20 »	P M
*9 05	8 25	‖12 10 Noon	344	........+ Chama ♂........	‖2 50 »	*5 50 A M	8 40
9 30	A M	12 24 »	349	.......Willow Creek.......	2 10 »		8 05
10 40		12 59 Noon	363	..........Monero.......♂	1 24 »	....	6 34
10 56	....	1 11 P M	367	..........Amargo..........	1 11 »	....	6 12
11 14	....	1 21 »	370	........Lumberton.....♂	1 01 P M	....	5 55
12 39	....	1 44 »	378	..........Navajo...........	12 39 Noon	....	5 04
1 54	....	2 07 »	387	..........Juanita..........	12 14 »	....	4 12
- -	....	2 18 »	390	...Pagosa Junction. ♂	12 04 Noon	....	3 50
2 48	....	2 32 »	395	.........Carracas..........	11 51 A M	....	2 48
3 30	....	2 53 »	404	.........Arboles...........	11 31 »	....	1 40
4 47	....	3 35 »	419	.........La Boca...........	10 51 »	....	12 26
5 27	....	3 55 »	426	..........Ignacio........♂	10 33 »	....	11 54
6 30	481	4 27 »	437	..........Florida..........	10 02 »	....	10 58
7 14	Mix.	4 52 »	446	..........Bocea...........	9 36 »	No. 482	10 17
7 50	A M	‖5 10 »	452	arr...+ Durango ♂ ..lve.	9 15 »	Mixed.	*9 50
P M	*7 25	5 30 »	452	lve.....Durango.....arr.	9 00 »	5 30 P M	A M
....	7 50	5 47 »	458	.......Home Ranch.......	8 37 »	5 00 »	....
....	8 05	5 55 »	461	..........Trimble..........	8 31 »	4 48 »	....
....	8 25	6 02 »	463	.........Hermosa..........	8 25 »	4 40 »	....
....	9 25	6 30 »	469	.........Rockwood.........	8 00 »	3 55 »	....
....	10 45	7 23 »	482	........Needleton.........	7 15 »	2 50 »	....
....	11 40	7 58 »	490	.........Elk Park..........	6 50 »	2 00 »	....
....	12 15	8 15 P M	497	+......Silverton......♂	*6 30 A M	*1 30 P M	....
....	Noon	....	....	ARRIVE] [LEAVE	....	....	....

DENVER, WALSENBURG AND TRINIDAD LINE.

....	115	109	Ms	October 3, 1909.	116	114	....
....	P M	P M	...	LEAVE] [ARRIVE	A M	P M	....
....	*7 00	*9 05	0	.........Denver.......♂	8 15	8 30	....
....	8 50	11 50	75	.. Colorado Springs ♂	5 30	6 15	....
....	11 00	1 00	119	arr....+ Pueblo ♂...lve.	4 00	5 00	....
....	11 25	8 00	119	lve......Pueblo.....arr.	3 00	3 45	....
....	11 40	8 13	121	........Minnequa.....♂	2 45	3 32	....
....	- -	8 26	128	.......San Carlos.....♂	- -	3 17	....
....	- -	8 37	133	.........Verde........♂	- -	3 07	....
....	- -	8 51	140	........Salt Creek.....♂	- -	2 54	....
....	- -	9 04	146	.........Graneros......♂	- -	2 43	....
....	1 01	9 27	157	.........Huerfano......♂	1 20	2 21	....
....	1 30	9 52	169	arr. Cuchara Junc ♂ lve.	12 55	2 00	....
....	1 48	10 25	175	arr. } + Walsenburg } lve.	*12 43	*1 30	....
....	A M	*8 55	175	lve. } Junction ♂ } arr.	Night	2 40	....
....	....	9 52	169	lve. Cuchara Junc ♂ arr.	....	2 09	....
....	....	10 10	178	arr...Rouse Junc ♂ lve.	....	1 39	....
....	....	10 33	189	lve.....Apishapa ..♂ lve.	....	1 16	....
....	....	10 50	198	» ..Chicosa Junc..♂ »	....	12 58	....
....	....	11 08	206	lve......El Moro...♂ »	....	12 43	....
....	....	11 20	210	+.....Trinidad......♂	....	*12 30	....
....	....	A M	...	ARRIVE] [LEAVE	....	Noon	....

PAGOSA SPRINGS BRANCH

No. 481	Mls	May 23, 1909.	Mls	No. 480
†2 30 P M	0	lve..Pagosa Junc.arr.	30.9	11 30 A M
2 55 »	5.0	.........Talian.........	25.9	11 00 »
3 50 »	17.2	..........Dyke..........	13.7	9 30 »
5 10 P M	30.9	arr..Pagosa Springs.lve.	0	†8 00 A M

Mountain time.

FARMINGTON BRANCH.

No. 472	Mls.	May 23, 1909.	No. 471	....
*8 30 A M	0	lve.... Durango ♂ .arr.	4 38 P M	....
8 38 »	3	....Carbon Junction....	4 28 »	....
9 15 »	11	..........Posta..........	3 52 »	....
10 30 »	30	...........Inca...........	2 32 »	....
10 51 »	35	..........Aztec.........♂	2 16 »	....
11 10 »	41	........Flora Vista.......	1 45 »	....
11 55 A M	50	arr..Farmington ♂ lve	*1 10 P M	....

ALAMOSA BRANCH.

No. 317	Mls	October 3, 1909.	No. 318	....
†8 00 A M	0	lve......Denver ♂...arr.	11 00 P M	....
†4 15 P M	215	lve.......Salida ♂....arr.	12 30 Noon	....
6 00 »	226	....Mears Junction . ♂	11 50 A M	....
6 30 »	230	.......Poncha Pass.......	11 33 »	....
6 40 »	233	.......Round Hill........	11 13 »	....
6 05 »	245	.......Villa Grove.....♂	10 45 »	....
6 43 »	263	..........Moffat.......♂	10 05 »	....
6 56 »	269	.........La Garita.........	9 52 »	....
7 20 »	280	+........Hooper.........♂	9 27 »	....
7 35 »	287	...........Mosca...........	9 13 »	....
7 50 »	294	.........McGinty..........	8 58 »	....
8 05 P M	300	arr...+ Alamosa ♂....lve.	†8 45 A M	....

NORTH FORK BRANCH.

No. 377	M	October 3, 1909.	No. 378
*3 50 P M	0	lve....Delta ♂...arr.	10 35 A M
4 15 »	8	........Austin........	10 05 »
5 00 »	20	.....Rogers Mesa.....	9 20 »
5 18 »	25	......Hotchkiss.....♂	9 02 »
5 48 »	33	........Paonia.......♂	8 32 »
6 25 P M	43	arr..Somerset ♂.lve.	*8 00 A M

CREEDE BRANCH.

No. 409	Mls	May 23, 1909.	Mls	No. 410
*7 10 A M	252	lve...+ Alamosa ♂ ..arr.	70	‖7 00 P M
7 50 »	269	+.....Monte Vista.....♂	53	6 20 »
8 28 »	283	+......Del Norte......♂	39	5 47 »
9 45 »	312	...Wagon Wheel Gap...	10	4 30 »
10 10 A M	321	+.......Creede........♂	1	*4 00 P M
....	322	arr..North Creede.lve.	0	....

CRESTONE BRANCH.

....	....	Mls	May 23, 1909.	....	....	....
....	....	0	lve.....Denver.....arr.	....	....	....
....	....	75	lve. Colorado Springs.arr.	....	....	....
....	....	119	lve.....Pueblo.....arr.	....	....	....
....	....	....	lve....Alamosa....arr.	....	....	....
....	....	215	lve.....Salida .....arr.	....	....	....
....	....	263	arr.....Moffat .....lve.	....	....	....
....	....	263	lve.....Moffat .....arr.	....	....	....
....	....	274	arr....Crestone....lve.	....	....	....

MANITOU BRANCH.

....	....	45	43	41	M	October 3, 1909.	42	44	46	....	....
....	....	P M	A M	....	..	LEAVE] [ARRIVE	Noon	P M	P M	....	....
....	....	*1 15	*8 00	A M	0	+......Denver......♂	12 15	4 55	8 30	....	....
....	....	4 15	10 50	*7 30	75	+..Colorado Springs..♂	8 35	11 25	5 05	....	....
....	....	4 23	10 56	7 45	77	....Colorado City..♂	8 20	11 18	4 55	....	....
....	....	4 33	11 05	8 00	80	+.....Manitou.....♂	*8 05	*11 10	*4 45	....	....
....	....	P M	A M	A M	..	ARRIVE] [LEAVE	A M	A M	P M	....	....

DENVER, FORT LOGAN AND LITTLETON SUBURBAN TRAINS.

29	27	25	23	21	October 3, 1909.	22	24	26	28	30
P M	P M	Noon	A M	A M	LEAVE] [ARRIVE	A M	A M	P M	P M	P M
*5 20	*3 20	*12 30	*9 05	†6 55	+......Denver.....♂	8 25	10 20	1 45	4 30	6 25
5 37	3 40	12 52	9 43	7 47	..Military Junction ♂	8 05	10 00	1 10	3 54	5 52
5 39	3 42	12 54	9 45	7 50	....Military Park....	8 02	9 57	1 06	3 52	5 49
- -	- -	- -	- -	- -	.........Loretto.........	- -	- -	- -	- -	- -
5 44	3 46	1 00	9 50	7 56	arr...Ft. Logan ♂ lve.	7 58	*9 52	*1 03	*3 47	*5 45
5 56	3 58	1 15	9 33	7 20	+....Littleton....♂	†7 40	*9 38	*1 20	*4 05	*6 00
P M	P M	P M	A M	A M	ARRIVE] [LEAVE	A M	A M	P M	P M	P M

* Daily; † daily, except Sunday.

SANTA FE BRANCH.

....	No. 425	Mls	May 23, 1909.	Mls	No. 426
....	†7 00 P M	0	lve....+ Denver ♂...arr.	405	8 15 A M
....	‖11 25 P M	119	+........Pueblo ....♂	286	3 00 A M
....	‖6 50 A M	252	+.......Alamosa.......♂	153	‖7 50 P M
....	†8 15 A M	280	lve... + Antonito ♂..arr.	125	6 05 P M
....	8 50 »	292	..........Palmilla	113	6 26 »
....	9 15 »	299	..........Volcano...........	106	5 04 »
....	9 42 »	308	..........No Agua...........	97	4 34 »
....	10 05 »	315	.......Tres Piedras.....♂	90	4 12 »
....	10 35 »	325	.........Servilleta..........	80	3 44 »
....	11 10 »	337	..........Caliente..........	68	3 00 »
....	11 35 A M	345	.........Barranca..........	60	2 25 »
....	‖12 35 Noon	353	.........Embudo.......♂	52	‖1 27 P M
....	1 04 P M	361	..........Alcalde..........	44	12 32 Noon
....	1 28 »	367	.........Chamita..........	38	12 23 Noon
....	1 48 »	372	arr...+ Espanola ♂..lve.	33	11 58 A M
....	1 4 »	372	lve.....Espanola.....arr.	33	11 58 »
....	2 18 »	379	.......San Ildefonso.......	26	11 38 »
....	2 26 »	381	........Rio Grande........	24	11 30 »
....	2 36 »	384	.........Buckman.........	21	11 20 »
....	3 12 »	394	..........Jacona...........	11	10 50 »
....	4 00 P M	405	arr...+ Santa Fe ♂ ..lve.	0	†10 15 A M

OURAY BRANCH.

....	361	367	Mls	October 3, 1909.	Mls	368	362
....	....	P M	....	LEAVE] [ARRIVE	....	A M	....
....	....	*9 05	0	+.......Denver.......♂	388	8 15	....
....	....	1 20	119	+.......Pueblo ♂ ...arr.	269	3 45	....
....	P M	6 30	215	+.......Salida ♂....arr.	173	8 40	Noon
....	†3 05	*2 55	352	+.....Montrose ♂..arr.	36	11 59	12 50
....	3 34	3 21	360	.......Uncompahgre......	28	11 32	12 10
....	3 50	3 32	364	..........Colona...........	24	11 20	11 5?
....	5 00	4 20	378	+...Ridgway Junc...♂	10	10 35	11 05
....	6 00	5 00	388	+.......Ouray.......♂	0	*9 50	†10 20
....	P M	P M	....	ARRIVE] [LEAVE	....	A M	A M

‖ Meals. + Coupon stations. ♂ Telegraph stations.

Rouse Branch.—Rouse Junction to Silver Lake 2 miles, and Rouse 5 [illegible] miles).

Coal Creek Branch.—Florence ♂ to Coal Creek ♂ (3 miles).

Monarch Branch.—Poncha Junction to Monarch (26 miles).

Orient Branch.—Villa Grove to Orient (8 miles).

DENVER & RIO GRANDE R.R.

UTAH LINES.

"THE GREAT SALT LAKE ROUTE."

All Trains pass through Salt Lake City to and from California.

12	10	512	8	4	2	6	Mls	October 3, 1909.	Mls	1	3	5	7	9	11
P M	A M	....	P M	P M	P M	A M	....	LEAVE] [ARRIVE	....	P M	P M	P M	P M	A M	P M
*105	*900	....	*610	*600	*235	*700	0	+.......**Ogden**.......♁	328	235	1155	330	345	1125	710
120	915	....	– –	– –	– –	– –	7	..........Roy..........	321	– –	– –	– –	– –	1109	659
130	925	....	– –	– –	– –	– –	15	.........Layton.........	313	– –	– –	– –	– –	1058	648
134	929	....	– –	– –	– –	– –	17	........Kaysville......♁	311	– –	– –	– –	– –	1053	644
139	934	....	– –	– –	– –	– –	21	......Farmington.......	307	– –	– –	– –	– –	1048	634
150	943	....	– –	– –	– –	– –	28	......Woods Cross.......	300	– –	– –	– –	– –	1038	623
206	1000	A M	710	700	335	800	37	arr. } + **Salt Lake** ♁ { lve.	291	135	1055	230	245	1025	610
505	A M	*750	720	710	345	810	37	lve. } { arr.	291	120	1040	215	230	1020	605
– –	....	– –	– –	– –	– –	– –	40	.........**Roper**.........	288	– –	– –	– –	– –	– –	– –
516	....	802	– –	– –	– –	– –	43	.........Murray........♁	285	– –	– –	– –	– –	1005	552
525	....	810	– –	– –	– –	– –	47	.... **Midvale** .....♁	281	– –	– –	– –	– –	958	545
534	....	822	– –	– –	– –	– –	53	........Riverton.......♁	275	– –	– –	– –	– –	947	534
540	....	830	– –	– –	– –	– –	57	.........Oliver's........	271	– –	– –	– –	– –	940	528
555	....	847	812	– –	– –	– –	65	+........Lehi.........♁	263	– –	– –	– –	143	918	510
602	....	854	817	– –	– –	– –	68	+....American Fork....♁	260	– –	– –	– –	138	910	503
610	....	900	– –	– –	– –	– –	72	.........Geneva.........	256	– –	– –	– –	– –	900	457
– –	....	– –	– –	– –	– –	– –	77	..........Riva..........	251	– –	– –	– –	– –	– –	– –
635	....	920	844	830	458	934	81	+.......**Provo**.......♁	247	1205	915	100	118	834	436
650	....	932	901	*c* –	*c* –	946	86	+....**Springville**....♁	242	*d* –	901	*d* –	107	*822	422
P M	....	943	– –	– –	– –	– –	91	........Mapleton.......♁	237	– –	– –	– –	– –	A M	412
....	....	958	– –	– –	– –	– –	98	.........Castilla.........	230	– –	– –	– –	– –	....	358
....	....	1005	940	920	545	1025	101	+.......**Thistle**......♁	227	1125	834	– –	1240	....	*350
....	....	A M	– –	– –	– –	– –	108	........Narrows.........	220	– –	– –	– –	– –	....	P M
....	....	....	1034	1015	640	1125	119	.........Tucker........♁	209	– –	755	– –	1201	....	....
....	....	....	– –	– –	– –	– –	123	.........Media..........	205	– –	– –	– –	– –	....	....
....	....	....	1114	– –	720	1201	126	.....Soldier Summit...♁	202	1010	720	1110	1130	....	....
....	....	....	1126	– –	– –	1213	133	.........**Colton**.......♁	195	– –	850	– –	1105	....	....
....	....	....	– –	– –	– –	1226	138	..........Kyune.........♁	190	– –	630	– –	– –	....	....
....	....	....	1201	– –	– –	1252	148	+.....Castle Gate......♁	180	– –	550	– –	1010	....	....
....	....	....	1210	1155	825	105	151	arr. } ...+Helper ♁... { lve.	177	825	535	935	955	....	....
....	....	....	1215	1201	830	110	151	lve. } { arr.	177	815	525	925	‖935	....	....
....	....	....	1230	– –	845	125	158	+.........Price.........♁	170	756	506	– –	916	....	....
....	....	....	– –	– –	– –	– –	164	.......Wellington.......	164	– –	– –	– –	904	....	....
....	....	....	– –	– –	– –	– –	169	.........Farnham.........	159	– –	– –	– –	– –	....	....
....	....	....	– –	– –	– –	154	174	.........**Mounds**.......♁	154	– –	437	– –	846	....	....
....	....	....	– –	– –	– –	– –	178	..........Verde..........	150	– –	– –	– –	– –	....	....
....	....	....	– –	– –	– –	– –	184	..........Cedar..........	144	– –	– –	– –	– –	....	....
....	....	....	– –	– –	– –	– –	191	..........Grassy.........	137	– –	– –	– –	– –	....	....
....	....	....	– –	– –	– –	232	197	+......Woodside.......♁	131	– –	345	– –	754	....	....
....	....	....	– –	– –	– –	– –	203	..........Cliff...........	125	– –	– –	– –	– –	....	....
....	....	....	– –	– –	– –	– –	210	.........Desert..........	118	– –	– –	– –	– –	....	....
....	....	....	215	200	1040	324	223	+.... Green River ....♁	105	528	250	648	700	....	....
....	....	....	– –	– –	– –	401	237	..........Mora...........	91	– –	– –	– –	– –	....	....
....	....	....	– –	– –	– –	– –	244	........Crescent.........	84	– –	– –	– –	– –	....	....
....	....	....	323	– –	– –	432	250	........Thompson.......♁	78	– –	202	– –	614	....	....
....	....	....	– –	– –	– –	– –	253	..........Vista..........	75	– –	– –	– –	– –	....	....
....	....	....	– –	– –	– –	– –	258	.........Sagers..........	70	– –	– –	– –	– –	....	....
....	....	....	– –	– –	– –	– –	262	..........Pinto..........	66	– –	– –	– –	– –	....	....
....	....	....	– –	– –	– –	– –	266	......White House......	62	– –	– –	– –	– –	....	....
....	....	....	410	– –	– –	519	273	..........Cisco........♁	55	– –	104	– –	527	....	....
....	....	....	– –	– –	– –	– –	279	..........Agate..........	49	– –	– –	– –	– –	....	....
....	....	....	– –	– –	– –	– –	285	.......Cottonwood.......	43	– –	– –	– –	– –	....	....
....	....	....	435	– –	– –	548	289	........Westwater......♁	39	– –	1233	– –	– –	....	....
....	....	....	– –	– –	– –	– –	300	..........Shale..........	28	– –	– –	– –	– –	....	....
....	....	....	– –	– –	– –	621	305	..........Ruby.........♁	23	– –	1203	– –	– –	....	....
....	....	....	515	– –	– –	632	309	..........Mack.........♁	19	– –	1155	– –	410	....	....
....	....	....	521	– –	– –	640	312	..........Loma..........	16	– –	1146	– –	400	....	....
....	....	....	530	*c* –	– –	651	317	..........Fruita........♁	11	– –	1137	– –	348	....	....
....	....	....	– –	– –	– –	– –	321	.........Rhone..........	7	– –	– –	– –	– –	....	....
....	....	....	– –	– –	– –	– –	326	.........Durham.........	2	– –	– –	– –	– –	....	....
....	....	....	550	530	230	715	328	+..**Grand Junction**..♁	0	*155	*1115	*310	*320	....	....
....	....	....	A M	A M	A M	P M	....	ARRIVE] [LEAVE	....	A M	A M	A M	A M	....	....
....	....	....	A M	A M	A M	P M	....		....	A M	A M	A M	A M	....	....
....	....	....	*600	*600	*250	*735	328	lve.**Grand Junction**.arr.	460	145	1055	255	255	....	....
....	....	....	857	857	538	1026	417	arr....**Glenwood**....lve.	367	1040	800	1155	1155	....	....
....	....	....	135	135	1017	409	507	arr....**Leadville**....lve.	277	607	255	725	725	....	....
....	....	....	‖640	‖640	315	‖850	664	arr......**Pueblo**......lve.	120	1205	‖930	‖1130	‖1130	....	....
....	....	....	823	823	453	1035	703	arr..**Colorado Springs**.lve.	75	1035	810	1157	1157	....	....
....	....	....	1100	1100	720	110	778	.........**Denver**.........	0	*800	*530	*900	*900	....	....
....	....	....	P M	P M	P M	P M	....	ARRIVE] [LEAVE	....	A M	P M	A M	A M	....	....
....	....	....	A M	....	....	....	....	(*Via Colo. Mid. R.R.*)	....	....	A M	A M	....	....	....
....	....	....	610	....	....	....	328	lve.**Grand Junction**.arr.	377	....	1045	245	....	....	....
....	....	....	913	....	....	....	417	arr....**Glenwood**....lve.	288	....	744	1144	....	....	....
....	....	....	216	....	....	....	493	" ....**Leadville**.... "	212	....	325	706	....	....	....
....	....	....	1140	....	....	....	674	" .....**Pueblo**...... "	117	....	....	1015	....	....	....
....	....	....	800	....	....	....	631	" ..**Colorado Springs**. "	74	....	830	1201	....	....	....
....	....	....	1040	....	....	....	705	.........**Denver**.........	0	....	*600	*930	....	....	....
....	....	....	P M	....	....	....	....	ARRIVE] [LEAVE	....	....	P M	A M	....	....	....

‖ Meals. + Coupon stations; ♁ Telegraph stations. *Mountain time.*

TINTIC BRANCH.

No. 410	No. 432	Mls	October 3, 1909.	Mls	No. 409	No. 431
*235 P M	....	0	lve......**Ogden**.....arr.	....	1125 A M	710 P M
345 P M	....	36	lve....**Salt Lake**....arr.	....	1020 A M	605 P M
653 P M	†555 A M	87	lve...**Springville** ♁ .arr.	43	818 A M	340 P M
703 "	615 "	90	+....Spanish Fork....♁	40	810 "	327 "
718 "	643 "	97	+.......Payson.......♁	33	751 "	305 "
730 "	657 "	108	........Santaquin........	22	743 "	252 "
745 "	730 "	109	..........Goshen.......♁	21	730 "	225 "
800 "	1100 "	126	+...... **Eureka** ......♁	4	640 "	110 P M
810 P M	1130 A M	128	arr.**Mammoth Junc.**lve.	2	630 A M	1250 Noon
920 P M	1140 A M	129	arr... **Mammoth** ♁ .lve.	1	625 A M	....
926 P M	1220 Noon	128	lve.**Mammoth Junc.**arr.	2	620 A M	1250 Noon
930 P M	1230 Noon	130	arr...**Silver City** ♁..lve.	0	*615 A M	†1240 Noon

SAN PETE AND SEVIER BRANCH.

512	Mls.	October 3, 1909.	Mls	511	....
A M	....	LEAVE] [ARRIVE	....	P M	....
*750	....	.......**Salt Lake**......	197	605	....
*1010	0	lve....**Thistle** ♁ ..arr.	132	345	....
1027	7	.........Pines..........	125	328	....
1044	14	.......Indianola.......	118	312	....
1056	19	...... Whittaker	113	300	....
1106	23	........Hill Top........	109	250	....
1116	27	........Milburn.........	105	241	....
1120	28	......Oak Creek	104	237	....
1131	32	........Fairview......♁	100	229	....
1148	38	+ ..Mount Pleasant..♁	94	208	....
1201	44	......Spring City....♁	88	149	....
1228	53	+.....Ephraim......♁	79	125	....
‖1245	60	arr...+**Manti** ♁...lve.	72	106	....
105	60	lve.....**Manti**.....arr.	72	‖1201	....
140	72	.......Gunnison.....♁	60	1131	....
159	79	.... Axtell	53	1112	....
221	86	.... Salina ......♁	46	1051	....
236	91	.........Aurora........	41	1036	....
249	96	.........Sigurd	36	1021	....
335	103	+.... **Richfield** ....♁	29	1000	....
415	111	.........Elsinore......♁	21	910	....
430	116	.........Joseph.........	16	855	....
440	119	..........Vaca..........	13	846	....
445	120	..........Sevier.........	12	842	....
505	126	.........Belknap........	6	821	....
525	132	+... **Marysvale** ...♁	0	*800	....
P M	....	ARRIVE] [LEAVE	....	A M	....

PLEASANT VALLEY BRANCH.

No. 652	Mls	October 3, 1909.	No. 651
*230 P M	0	lve.....**Colton** ♁...arr.	855 A M
320 "	9	..........Hale..........	820 "
400 "	15	.........Scofield......♁	755 "
430 P M	21	arr.. **Clear Creek**..lve.	*700 A M

BINGHAM AND ALTA BRANCHES.

206	204	Mls	October 3, 1909.	203	435
P M	A M	....	LEAVE] [ARRIVE	A M	P M
*250	*800	....	.......**Salt Lake**....♁	1050	545
315	823	0	.... **Midvale** ....♁	1030	525
338	846	8	.........Revere.........	1004	458
340	848	9	.........Dalton.........	1002	457
350	857	11	......Lead Mine......	953	448
406	910	14	arr.. **Bingham** ♁ ..lve.	*940	*435
P M	A M	0	........**Midvale**.......	A M	P M
....	....	2	.........Sandy.........	....	....
....	....	9	........**Wasatch**.......	....	....
....	....	....	..........**Alta**..........	....	....
....	....	....	ARRIVE] [LEAVE	....	....

SUNNYSIDE BRANCH.

138	Mls	October 3, 1909.	Mls	139	....
A M	....	LEAVE] [ARRIVE	....	P M	....
†835	0	.........**Helper**......♁	41	600	....
1030	24	........**Mounds**......♁	17	400	....
1201	41	.......**Sunnyside**....♁	0	†200	....
Noon	....	ARRIVE] [LEAVE	....	P M	....

PROVO CANON BRANCH.

308	Mls.	October 3, 1909.	Mls.	307	....
A M	....	LEAVE] [ARRIVE	....	P M	....
*930	0	.........**Provo** ......♁	26	345	....
934	1	.... Smoot	25	330	....
950	6	.......Caryhurst........	20	306	....
1010	9	.........Nunn's.........	17	248	....
1013	10	..........Falls..........	16	245	....
1025	12	..........Forks..........	14	225	....
1055	18	...... Wallsburg	8	212	....
1110	22	.......Charleston	4	201	....
1125	26	.........**Heber**.......♁	0	*150	....
A M	....	ARRIVE] [LEAVE	....	P M	....

PARK CITY BRANCH.

102	Mls	October 3, 1909.	Mls	101	....
A M	....	LEAVE] [ARRIVE	....	P M	....
*820	....	.......**Salt Lake**.......	....	500	....
*828	0	lve..... **Roper** ♁...arr.	32	450	....
835	2	........Mill Creek.... ..	30	– –	....
850	7	........Le Grand........	25	425	....
900	10	..........Dale...........	22	415	....
917	14	.... Barclay.........	18	401	....
– –	19	..........Altus..........	13	– –	....
947	23	.........Gogorza........	9	333	....
953	26	........Kimball's........	6	325	....
959	29	.... Snyderville	3	319	....
1010	32	........**Park City**.....♁	0	*310	....
A M	....	ARRIVE] [LEAVE	....	P M	....

* Daily; † daily, except Sunday; *c* stops to take passengers for east of Grand Junction; *d* stops to leave from east of Grand Junction.

DENVER & RIO GRANDE R.R.

SAN PETE VALLEY BRANCH.

	No. 15	Mls	*October 3, 1909.*	No. 18	
	†8 30 A M	0	lve.....**Manti**.....arr.	3 15 P M	
† Daily, except Sunday.	9 05 "	7.4	.....**Ephraim**.....	2 50 "	
	9 35 "	15.5	.....Chester.....	2 07 "	
	9 50 "	18.3	.....Moroni.....	1 55 "	
	10 10 "	22.8	.....Freedom.....	1 35 "	
	10 16 "	24.8	.....Cedar Cliffs.....	1 29 "	
	10 30 "	27.6	.....Fountain Green.....	1 20 "	
	10 52 "	32.2	.....Holloway.....	1 00 P M	
	11 07 "	36.2	.....Nebo Junction	12 35 Noon	
	11 22 "	40.8	.....Gypsum.....	12 07 "	
	11 30 A M	42.3	arr.....**Nephi**.....lve.	†1201 Noon	

CONNECTIONS.

Alamosa—With Creede Branch.
Antonito—With Santa Fe Branch.
Canon City—With Flor. & Cripple Ck. R.R. for Victor and Cripple Creek.
Chicoso—With Coal Mine Branches.
Colorado Springs—With Chicago, Rock Island & Pacific Ry., Colorado Springs & Cripple Creek District Ry. and Manitou Branch for Pike's Peak and Garden of the Gods.
Colton—With branch line for Scofield.
Cuchara Junction—With La Veta Pass Line.
Delta—With North Fork Branch.
Denver—With Chicago, Burlington & Quincy Ry.; Chicago, Rock Island & Pacific Ry.; Union Pacific R.R.; Colorado & Southern Ry. and Atchison, Topeka & Santa Fe Ry. Lines, in Union Depot.
Durango—With Silverton and Farmington Branches and Rio Grande Southern R.R.
Ephraim—With Denver & Rio Grande R.R., Main Line, and San Pete Br.
Florence—With Coal Creek Branch and Florence & Cripple Creek R.R. for Cripple Creek and Victor.
Glenwood Springs—With Aspen Branch.
Grand Junction—With Narrow Gauge D. & R. G. Line and Colo. Mid. Ry.
Gunnison—With Crested Butte Branch.
Leadville—With Blue River and Ibex Branches.
Mack—With Uintah Ry.
Manitou—With Manitou & Pike's Peak R.R.
Manti—With San Pete Branch.
Midvale—With Bingham and Alta Branches.
Moffat—With Crestone Branch.
Montrose—With Ouray Branch.
Mounds—With branch line for Sunnyside.
Nephi—With San Pedro, Los Angeles & Salt Lake R.R.
Ogden—With Southern Pacific Co. for all points west, and with Oregon Short Line R.R. for all points north and west.
Ouray—With Circle Route Stage Line for Around the Circle Tour, via Silverton R.R.
Pagosa Junction—With Pagosa Springs Branch.
Parlin—With stage line for Pitkin.
Poncha—With Monarch Branch.
Provo—With San Pedro, Los Ang. & Salt Lake R.R. and Provo Canon Br.
Pueblo—With Southern and Western Divisions and A. T. & S. F. Ry., Mo. Pac. Ry., Chic. Rk. Isl. & Pac. Ry. and Colo. & So. Ry.
Ridgway—With Rio Grande Southern R.R.
Rifle—With stage line for Meeker and Routt County.
Rouse Junction—With Rouse Branch.
Roy—With Branch for Hooper.
Salina—With Branch for Nioche.
Salt Lake City—With Oregon Short Line R.R.; with branch line for Park City; with San Pedro, Los Angeles & Salt Lake R.R.; with Salt Lake & Los Angeles Ry. for Saltair Bathing Resort.
Sapinero—With Lake City Branch.
Silverton—With Silverton R.R. for Red Mountain; Red Mountain for Ouray, via stage line, completing Around the Circle.
Springville—With branch line for Tintic Mining District.
Texas Creek—With Westcliffe Branch.
Thistle—With San Pete and Sevier Branch.
Trinidad—With Atchison, Topeka & Santa Fe Ry.
Villa Grove—With Orient Branch.
Wolcott—With stage line for Steamboat Springs.

RIO GRANDE JUNCTION RAILWAY.

J. T. NEDWIDECK, Superintendent, Grand Junction, Colo.
S. K. HOOPER, Gen. Pas. Agent, D. & R. G. R.R., Denver, Colo. | C. H. SPEERS, Gen. Pas. Agent, C. M. R.R., Denver, Colo.

This road extends from New Castle, Colo., to Grand Junction, Colo., a distance of 77 miles, and is operated jointly by the Denver & Rio Grande R.R. and Colorado Midland R.R. *July 25, 1909.*

SILVERTON RAILWAY.

OTTO MEARS, President, Denver, Colo. | J. R. PITCHER, JR., Gen. Mgr., Silverton, Colo.

Extends from **Silverton**[1] to Joker Tunnel (17 miles).
Not operated during Winter months. *Mountain time.*
Connection.—[1] With Denver & Rio Grande R.R.

SILVERTON NORTHERN RAILROAD.

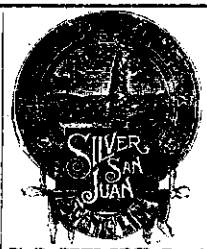
OTTO MEARS, President, Denver, Colo. | J. R. PITCHER, JR., Gen. Mgr., Silverton, Colo.

Extends from **Silverton**[1] to Animas Forks (13 miles). During the Winter months operated to Eureka only (9 miles), leaving Silverton *9 00 a.m., *3 15 p.m., arriving Eureka 11 00 a.m., 4 00 p.m. Returning, leave Eureka *11 15 a.m., *4 15 p.m., arrive Silverton 12 00 noon, 5 00 p.m.
Connection.—[1] With Denver & Rio Grande R.R. *Mountain time.*

SILVERTON, GLADSTONE & NORTHERLY RAILROAD.

W. Z. KINNEY, General Superintendent, Silverton, Colo.

Extends from Silverton[1] to Gladstone (7 miles). Operated on irregular schedule for passenger and freight traffic. *February, 1907.*
Connections.—[1] With Denver & Rio Grande, Silverton Northern and Silverton R.Rs.



RIO GRANDE SOUTHERN RAILROAD.

All Rail Route "Around the Circle."

1000 MILES

THROUGH THE ROCKY MOUNTAINS,

Via D. & R. G. and R. G. S. R.Rs.

E. T. JEFFERY, President, New York City.
CHAS. H. SCHLACKS, Vice-President, San Francisco, Cal.
HORACE W. CLARKE, 2d Vice-Prest. & Gen. Mgr., Denver, Colo.
T. M. SCHUMACHER, Vice-President, San Francisco, Cal.
J. B. ANDREWS, Assistant to Vice-President, Denver, Colo.
E. B. BOYD, Assistant to Vice-President, Chicago, Ill.
C. D. WOLFINGER, Superintendent, Ridgway, Colo.
J. W. GILLULY, Treasurer, Denver, Colo.
JOEL F. VAILE, General Counsel, "
ELROY N. CLARK, General Attorney, "
E. R. MURPHY, General Auditor, "
F. C. KRAUSER, Auditor, "
A. S. HUGHES, General Traffic Manager, "
FRED WILD, Jr., General Freight Agent, "
W. M. LAMPTON, Assistant General Freight Agent, "
S. K. HOOPER, General Passenger and Ticket Agent, "
F. A. WADLEIGH, Assistant General Passenger Agent, "
THOMAS TIPTON, Purchasing Agent, "
J. M. WALKER, Superintendent of Telegraph, "
JOHN F. ENRIGHT, Supt. of Motive Power and Car Depts., Burnham, Colo.
REESE McCLOSKEY, Attorney, Durango, Colo.

No. 7	No. 5	Mls.	*April 7, 1907.*	Mls.	No. 6	No. 8
			(Den. & Rio Gr. R.R.)			
*8 05 P M			lve...+**Denver**....arr.			8 15 A M
11 50 P M			+**Colorado Springs**..			5 25 A M
1 20 A M			+.....**Pueblo**.....			3 45 A M
6 30 A M			lve....+**Salida**.....arr.			8 40 P M
2 55 P M			lve. + **Montrose**....arr.			12 19 Noon
			(Rio Grande Southern)			
*4 10 P M		0	lve..+**Ridgway**[1] ♂.arr.	162.1		10 35 A M
4 23 "		5.2	.....Hagens.....	156.9		10 20 "
4 49 "		9.7	.....Valley View.....	152.4		10 00 "
5 19 "		13.3	.....Dallas Divide.....	148.8		9 43 "
5 13 "		16.1	.....Leopard Creek.....	146.0		9 28 "
5 40 "		22.2	.....Brown.....	139.9		9 02 "
5 55 "		26.6	.....Placerville..... ♂	135.5		8 45 "
6 04 "		29.1	.....Fall Creek.....	133.0		8 36 "
6 07 "		30.2	.....Saw Pit..... ♂	131.9		8 32 "
6 15 "		32.5	.....Wilson.....	129.5		8 23 "
8 55 P M	*7 45 A M	37.8	..**Vance Junction**[2]. ♂	124.3	6 05 P M	*8 05 A M
	8 05 "	42.0	.....Ames.....	121.1	4 61 "	
	8 23 "	45.0	.....Ophir..... ♂	117.1	4 36 "	
	8 33 "	45.7	.....Matterhorn.....	115.4	4 31 "	
	8 45 "	49.1	.....Trout Lake.....	113.0	4 18 "	
	9 10 "	52.6	.....Lizard Head.... ♂	109.5	4 03 "	
	9 40 "	60.5	.....Coke Ovens.....	101.6	3 30 "	
	9 50 "	63.6	.....Burns.....	98.5	3 20 "	
	10 00 "	66.2	arr. } lve.	95.9	3 10 "	
	10 10 "	66.2	lve. } ...+**Rico** ♂... } arr.	95.9	3 00 "	
	10 23 "	70.2	.....Montelores.....	91.6	2 40 "	
	10 35 "	74.5	.....Kings.....	87.6	2 20 "	
	10 56 "	80.2	.....Bear Creek.....	81.9	1 55 "	
	11 16 "	83.9	.....Muldoon.....	76.4	1 31 "	
	11 33 "	90.2	.....Raymond.....	71.0	1 13 P M	
	11 55 A M	96.3	.....Stapleton.....	65.8	12 47 Noon	
	12 45 Noon	102.3	.....Dolores..... ♂	50.8	12 30 "	
	12 52 Noon	103.4	.....Lost Cannon.....	58.7	12 00 Noon	
	1 25 P M	111.8	.....Glencoe.....	50.3	11 25 A M	
	1 45 "	115.6	.....Millwood.....	46.5	11 05 "	
	2 20 "	121.1	.....Mancos..... ♂	40.0	10 30 "	
	2 48 "	125.3	.....Menefee.....	36.8	10 10 "	
	3 20 "	132.9	.....Mesa.....	29.2	9 30 "	
	3 42 "	136.5	.....Dix.....	25.6	9 08 "	
	4 10 "	141.2	.....Cima.....	20.9	8 43 "	
	4 30 "	145.6	.....Hesperus..... ♂	16.5	8 20 "	
	4 38 "	147.0	.....Ute Junction.....	15.1	8 11 "	
	6 08 "	154.1	.....Pine Ridge.....	7.9	7 41 "	
	6 21 "	157.1	.....Porter.....	5.0	7 28 "	
	6 50 P M	162.1	arr...+**Durango**[2] ♂.lve.	0	*7 00 A M	

Connections.—[1] With Ouray Branch of D. & R. G. R.R. [2] With Southern Colorado and New Mexico Line of D. & R. G. R.R. * With Telluride Branch.

Trains marked * run daily. | Meals. ♂ Telegraph stations. STANDARD—*Mountain time.* Total mileage, 180.2.

TELLURIDE BRANCH.

No. 7	No. 25	Mls	STATIONS.	Mls	No. 26	No. 8
*6 35 P M	*6 06 P M	37.8	lve..**Vance Junc** ♂.arr.	9.6	7 45 A M	8 05 A M
6 66 "	5 28 "	41.7	.....Keystone.....	5.7	7 21 "	7 45 "
7 05 P M	5 40 P M	45.1	+.....**Telluride**..... ♂	2.3	*7 10 A M	*7 35 A M
		47.4	arr.....**Pandora**.....lve.	0		

POINTS OF INTEREST.—**Dolores**, nearest point to the Montezuma Valley, agricultural and stock-raising district. **Durango**, large smelting and coal industries. **Hesperus**, nearest point to the large coal mines of this district. Stage connection for the La Plata Mountain gold fields. **Mancos**, principal town of the Mancos Valley, agricultural, fine timber and stock-raising district. The remarkable ruins of the Cliff Dwellings are reached from this station. They are 25 miles distant. Guides, horses, wagons, etc., can be secured here. **Ophir** (on the famous "Ophir Loop"), nearest point to the large gold and silver mines of the Ophir District. **Placerville**, nearest point to the agricultural region of the Shenandoah Valley. **Rico**, nearest point to the large gold and silver mines of Enterprise and Expectation Mountains, etc. **Saw Pit**, nearest point to the Saw Pit Gulch gold and silver mining district. **Telluride**, nearest point to the great gold and silver mines of Marshall and Savage Basins, etc. **Wilson** nearest point to the gold fields of Mount Wilson.

KANSAS CITY, CLINTON & SPRINGFIELD RY.

H. S. Priest, President, St. Louis, Mo.
E. J. Perry, Superintendent, Freight and Pas. Agent, Springfield, Mo.
E. M. Smith, Auditor and Treasurer, "

No. 31	No. 33	Mls	*December* 12, 1909.	No. 34	No. 32
			LEAVE] [ARRIVE		
*8 25 P M	*1 00 P M		...**Kansas City**...	4 30 P M	11 05 A M
*7 15 P M	*1 50 P M	0	lve..+ **Olathe** ♁ arr.	3 46 P M	10 15 A M
7 27 "	2 03 "	6	.....Morse.....♁	3 33 "	10 00 "
7 38 "	2 12 "	9	.....Stanley.....♁	3 24 "	9 50 "
7 46 "	2 20 "	12	.....Mastin.....♁	3 15 "	9 40 "
8 00 "	2 36 "	18	+....**Belton**.....♁	3 00 "	9 25 "
8 12 "	2 48 "	23	.....Raymore.....♁	2 48 "	9 13 "
8 25 "	3 01 "	28	.....Coleman.....♁	2 35 "	9 00 "
8 35 "	3 12 "	32	.....Kimpton.....	2 20 "	8 50 "
8 48 "	3 25 "	35	+**Harrisonville**♁	2 08 "	8 39 "
8 03 "	3 40 "	42	.....Daugherty...♁	1 52 "	8 22 "
9 20 "	3 55 "	48	....Garden City...♁	1 37 "	8 06 "
8 40 "	4 13 "	56	.....Creighton...♁	1 17 "	7 46 "
8 53 "	4 25 "	61	.....Urich.....♁	1 08 P M	7 35 "
10 03 "	4 36 "	65	.....Hartwell....♁	x2 55 Noon	7 24 "
10 15 "	4 46 "	69	.....Winchell.....	12 43 "	7 14 "
10 30 P M	5 05 "	75	+....**Clinton**....♁	12 30 "	*7 00 A M
.....	5 27 "	82	.....Deepwater...♁	12 05 Noon	.....
.....	5 47 "	91	+..**Lowry City**..♁	11 43 A M	.....
.....	6 03 "	99	+...**Osceola**....♁	11 25 "	.....
.....	6 17 "	104	.....Vista.....♁	11 13 "	.....
.....	6 36 "	112	.....Collins.....♁	10 56 "	.....
.....	6 54 "	119	+..Humansville..♁	10 39 "	.....
.....	7 08 "	125	.....Dunnegan...♁	10 25 "	.....
.....	7 21 "	130	+...**Fair Play**...♁	10 13 "	.....
.....	7 35 "	136	.....Aldrich....♁	9 58 "	.....
.....	7 47 "	141	..... Eudora	9 47 "	.....
.....	8 01 "	147	...Walnut Grove.♁	9 35 "	.....
.....	8 07 "	149	.....Phenix.....♁	9 28 "	.....
.....	8 20 P M	155	ar..+ **Ash Grove** ♁ .lv.	*9 15 A M	.....
.....	8 36 P M	.....	....**Bois d'Arc**....	9 02 A M	.....
.....	8 46 P M	.....	.....**Elwood**.....	8 51 A M	.....
.....	8 55 P M	.....	.....**Nichols**.....	8 45 A M	.....
.....	9 05 P M	.....	....**Springfield**....	*8 35 A M	.....
.....	.....	.....	ARRIVE] [LEAVE	.....	.....

Trains marked * run daily.
+ Coupon stations; ♁ Telegraph stations. *Central time.*

CONNECTIONS.

Olathe, Kan.—With A. T. & S. F. and St. L. & S. F. Rys.
Belton, Mo.—With St. Louis & San Francisco Ry.
Harrisonville, Mo.—With St. L. & S. F., Mo. Pac. and M. K. & T. Rys.
Clinton, Mo.—With St. L. & S. F. and M. K. & T. Rys.
Ash Grove, Mo.—With St. Louis & San Francisco Ry.

GROVETON, LUFKIN & NORTHERN RAILWAY.

D. J. BATCHELDER, President, Chicago, Ill.
J. C. ANDERSON, Vice-President, Groveton, Tex.
J. A. PLATT, Secretary, "
L. P. ATMAR, Treasurer, "
BAKER, POTTS, PARKER & GARWOOD, Gen. Att'ys, Houston, Tex.
W. J. HELMICK, General Manager, Groveton, Tex.
W. P. SMITH, Auditor and Car Accountant, "
W. P. SMITH, General Freight and Passenger Agent, "
General Offices Groveton, Tex.

No. 4	Mls.	*July* 18, 1909.	No. 3	
*9 00 A M	0	lve....**Groveton**[1]..arr.	3 30 P M	
- -	1.00	.....Atmar.....	- -	
- -	.....	....**G. L. & N. Junction**.	- -	
9 25 "	6.12	.....Lacey.....	3 05 "	* Daily.
9 50 "	13.08	..... Alabama	2 40 "	
10 00 "	16.84	.....Apple Springs.....	2 30 "	
10 20 "	22.43	.....**Vair**[2]	2 10 "	
- -	.....	.....Blix.....	- -	
11 10 A M	36.00	arr.....**Lufkin**[3]....lve.	*1 20 P M	

Connections.—[1] With M. K. & T. Ry. of Tex. [2] With Texas Southeastern R.R. [3] With Cotton Belt (St. L. S. W.), Eastern Texas R.R., Texas Southeastern R.R. and H. E. & W. T. Ry.

VICTORIA, FISHER & WESTERN RAILROAD.

O. W. Fisher, President, Bozeman, Mont.
J. H. Berkshire, Vice-President, Kansas City, Mo.
J. B. White, Secretary and Treasurer, "
W. W. Warren, General Manager, Fisher, La.
J. D. Riddell, Traffic Manager, Kansas City, Mo.

□ No. 2	Mls	*June*, 1909.	□ No. 1
11 30 A M	0	lve.....**Victoria**....arr.	7 50 A M
11 35 A M	1	.....Dulany	7 45 "
12 05 Noon	7	.....Ingram.....	7 20 "
12 40 "	18	..... **Barnett**.....	6 50 "
12 55 Noon	20	.....**Sawyer**.....	6 25 "
1 15 P M	25	..... **Fisher**.....	6 05 "
1 20 "	26	..... Berkshire	6 00 "
1 30 P M	29	.....**Cain**.....	5 50 A M
.....	41	arr.... **Roberts**....lve.	.....

□ Trains run on special orders only.
Standard—*Central time.*

Total Mileage—52 Miles.

CONNECTIONS.

At Fisher—With Kansas City Southern R.R.
At Victoria—With Texas & Pacific R.R.

LOUISIANA & NORTH WEST RAILROAD.

GEORGE W. HUNTER, President and Treasurer, St. Louis, Mo.
W. H. CROUCH, Assistant Treasurer, "
JOHN JAY NELSON, Vice-President, Homer, La.
JOHN A. RICHARDSON, Sec'y and Gen. Attorney, "
R. R. JOSLIN, Auditor, "
S. S. SENNE, Traffic Agent, "
JOHN A. KNOX, Engineer, "

No. 5	No. 1	Mls.	*November* 7, 1909.	No. 4	No. 2	6
*9 50 A M	*6 25 A M	0	lve.....**McNeil** ♁ ..arr.	.....	8 10 P M	9 25
10 50 "	6 43 "	6.5	..... Magnolia.....♁	.....	7 50 "	9 00
11 12 "	6 59 "	12.6	..... Kerlin.....	.....	7 30 "	8 20
11 25 "	7 09 "	16.2	..... Brister	.....	7 20 "	8 05
11 45 "	7 15 "	19.0	..... Emerson .....♁	.....	7 11 "	7 55
11 58 A M	7 20 "	21.0	..... Mohawk	.....	7 04 "	7 45
12 15 Noon	7 30 "	25.0	..... State Line	.....	6 51 "	7 30
1 00 P M	7 39 "	29.0	.....Haynesville.....♁	.....	6 37 "	6 55
1 30 "	8 00 "	35.3	.....Camp.....	.....	6 18 "	6 25
2 30 "	8 30 "	42.5	..... Homer .....♁	1 55 P M	5 55 "	*6 00
- -	- -	46.4	..... Spring Lake	- -	- -	A M
2 55 "	8 52 "	50.0	.....Mulnix.....	1 12 "	5 03 "	.....
3 50 "	9 00 "	52.8	.....Athens .....♁	1 00 P M	4 56 "	.....
4 00 "	9 25 "	61.5	arr...**Gibsland** ♁ ..lve.	12 15 Noon	4 25 "	.....
4 35 "	9 30 "	61.5	lve...**Gibsland**....arr.	11 45 A M	4 10 "	.....
4 52 "	9 44 "	67.2	.....Pratt.....	11 28 "	3 51 "	.....
5 15 "	9 51 "	70.1	..... Brice .....♁	11 15 "	3 41 "	.....
5 26 "	10 00 "	73.0	..... Bear Creek	10 57 "	3 33 "	.....
5 45 "	10 12 "	77.0	..... Bienville .....♁	10 40 "	3 20 "	.....
6 00 "	10 23 "	79.8	.....Crowson.....	10 23 "	3 06 "	.....
- -	- -	82.8	.....Blume	- -	- -	.....
6 20 "	10 34 "	84.4	.....Lucky	9 49 "	2 57 "	.....
6 50 "	10 51 "	90.9	.....Saline .....♁	9 20 "	2 37 "	.....
7 25 "	11 15 "	99.2	..... **Chestnut** ....♁	8 40 "	2 10 "	.....
7 50 "	11 27 "	105.2	.....Creston.....	7 52 "	1 53 "	.....
7 54 "	11 30 "	106.2	..... Black Lake	7 48 "	1 50 "	.....
8 15 "	11 46 "	112.4	.....Caspari.....	7 28 "	1 31 "	.....
8 30 "	11 51 A M	114.0	..... **Hagen** .....♁	7 20 "	1 25 "	.....
8 42 "	12 03 Noon	116.8	..... Grand Ecore.....	7 00 "	1 17 "	.....
9 00 P M	12 20 Noon	120.8	....**Natchitoches**...♁	*6 45 A M	*1 05 P M	.....
.....	.....	.....	ARRIVE] [LEAVE	.....	.....	.....

* Daily. ♁ Telegraph stations. *Central time.*

CONNECTIONS.

McNeil—With St. Louis South-western Ry.
Gibsland—With Vicksburg, Shreveport & Pacific Ry.
Chestnut—With Louisiana & Arkansas Ry.
Hagen—With Louisiana Ry. & Navigation Co.
Natchitoches—With Texas & Pacific Ry.

SOUTH GEORGIA RAILWAY—WEST COAST RAILWAY.

J. W. Oglesby, President.
R. C. McIntosh, Vice-President.
Z. W. Oglesby, Superintendent.
C. I. Harrell, G. F. and P. A. and Car Accountant.
Chas. T. Tillman, Treasurer.
J. Hennaman, Auditor.
S. L. Turner, Roadmaster.
C. E. Croom, Master Mechanic.
General Offices—Quitman, Ga.

1	7	5	3	M	*Dec.* 5, 1909.	8	2	6	4	
P M	.....	A M	A M	..	LEAVE] [ARRIVE	.....	A M	P M	P M	
*4 25	.....	†7 05	*7 00	0	+ ... **Adel**[1] ..	.....	11 15	3 55	4 20	
4 41	.....	7 25	7 20	6	.....Greggs.....	.....	10 58	3 50	4 10	
4 54	...	7 45	7 32	10	.... Barney	.....	10 48	3 15	4 02	
5 06	Noon	8 15	7 46	16	.... Morven....	A M	10 34	2 45	3 48	
5 40	†1200	9 00	8 35	28	+ . **Quitman**[2] ..	11 00	10 00	†1 45	3 10	
5 55	12 20	A M	8 50	33	.....Baden.....	10 36	9 36	P M	2 35	
6 04	12 35	....	8 58	36	....Empress....	10 20	9 29	.....	2 28	
6 10	1 00	.....	9 06	39	.....Lovett.....	10 00	9 22	.....	2 22	
6 18	1 15	.....	9 14	42	... Maysland...	9 45	9 14	.....	2 14	
6 28	1 30	.....	9 26	46	....Dennett....	9 26	9 05	.....	2 05	
6 45	1 55	.....	9 40	51	+ **Greenville**[3] .	8 55	8 55	.....	1 55	
7 05	2 35	.....	10 00	60	....Sirmans....	8 05	8 33	.....	1 32	
7 26	3 10	.....	10 21	67	...Lake Bird...	7 25	8 14	.....	1 13	
7 40	3 30	.....	10 35	71	..... Boyd	7 10	8 00	.....	1 05	
8 00	4 00	.....	10 50	77	+ .. **Perry**	†6 45	*7 45	.....	*1245	
P M	P M	.....	A M	..	ARRIVE] [LEAVE	A M	A M	.....	Noon	

* Daily; † daily, except Sunday. + Coupon stations. *Central time.*

Connections.—[1] With Ga. South. & Fla. Ry. [2] With Atl. Coast Line R.R. [3] With Seaboard Air Line Ry.

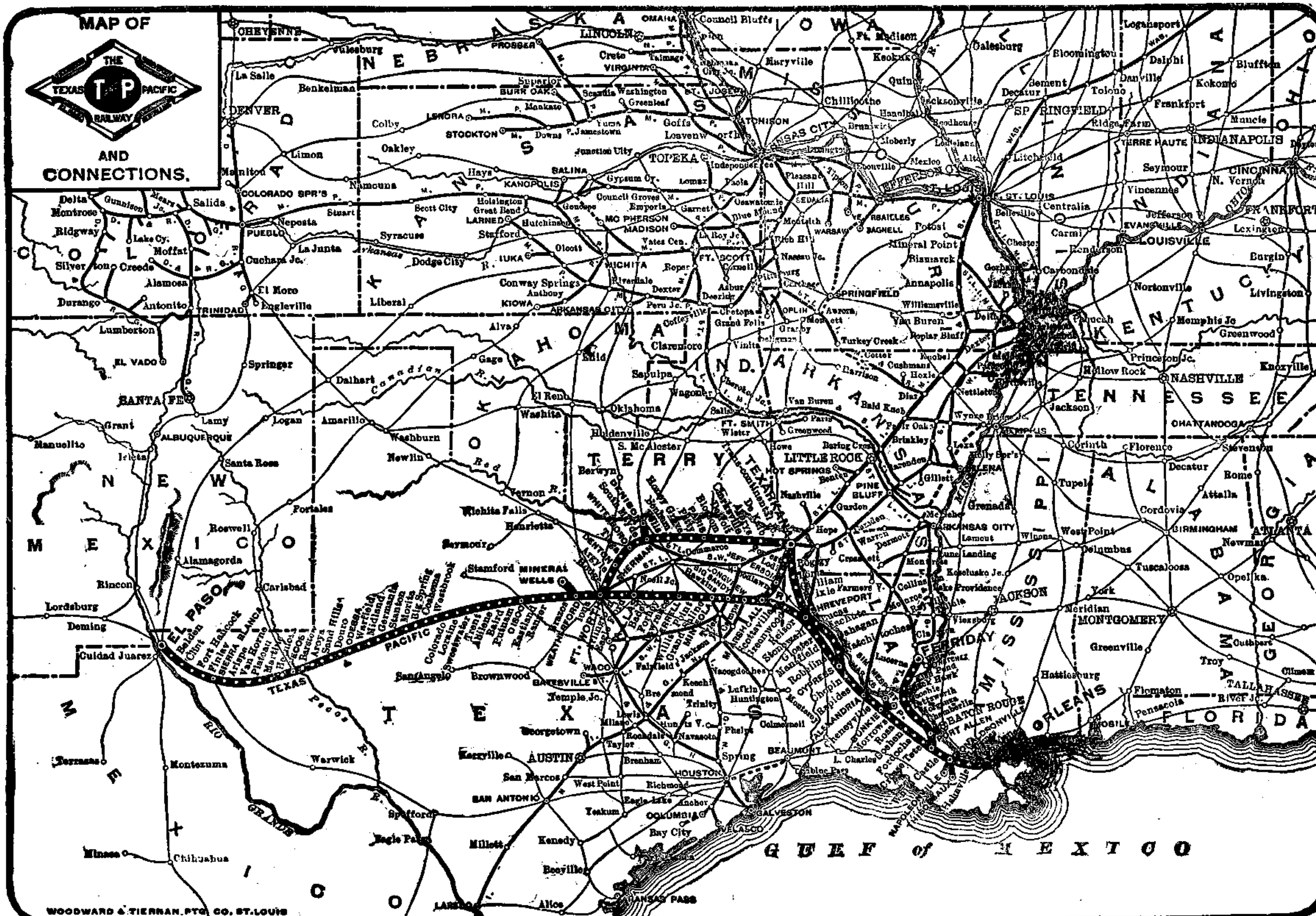
WISE TERMINAL COMPANY.

Benj. Strong, Jr., Receiver, 7 Wall Street, New York.
W. M. Douglass, Agent for Receiver, Glamorgan, Va.
B. F. Kibler, Traffic Manager, Glamorgan, Va.
D. R. Gray, Auditor, Glamorgan, Va.

No. 3	No. 1	Mls	*July* 14, 1907.	Mls	No. 2	No. 4
.....	.....	...	LEAVE] [ARRIVE	...	.....	.....
*6 30 P M	*6 00 A M	0	.....**Glamorgan**.....	6	10 40 A M	8 10 P M
6 33 "	8 03 "	...	.....Stephens.....	...	10 37 "	8 07 "
6 37 "	8 10 "	...	.....Addington.....	...	10 30 "	8 02 "
6 42 "	8 15 "	...	.....Wells.....	...	10 25 "	7 57 "
6 48 "	8 20 "	...	.....Esserville.....	...	10 20 "	7 52 "
6 00 P M	8 30 A M	6	.....**Norton**[1].....	0	*1005 A M	*7 40 P M
.....	.....	...	ARRIVE] [LEAVE	...	.....	.....

* Daily. *Eastern time.*
Connections.—[1] With Norfolk & West. Ry. and Louisv. & Nashv. R.R.

Pintsch Gas Steam Heat | SAFETY CAR HEATING & LIGHTING CO. U. S. Express Bldg, Trinity Place and Rector St., NEW YORK. | Used on most of the Prominent Railways in Europe and the United States.



MAP OF
THE TEXAS & PACIFIC RAILWAY
AND CONNECTIONS.
NEBRASKA
KANSAS
IOWA
MISSOURI
ILLINOIS
INDIANA
OHIO
KENTUCKY
TENNESSEE
ARKANSAS
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
LOUISIANA
OKLAHOMA
IND. TERRY
NEW MEXICO
TEXAS
MEXICO
COLORADO
GULF of MEXICO
TEXAS PACIFIC
EL PASO
FT. WORTH
DALLAS
SHREVEPORT
TEXARKANA
NEW ORLEANS
ST. LOUIS
WOODWARD & TIERNAN PTG. CO. ST. LOUIS

TEXAS & PACIFIC RAILWAY COMPANY.

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W. L. SARGENT, Traveling Immigration Agent, Fort Worth, Tex.
M. L. FULLER, Traveling Immigration Agent, St. Louis, Mo.

EASTERN DIVISION, via MARSHALL.

7	105	5	1	3	Ms	November 14, 1909.	6	2	4	104	8
....	P M	Noon	A M	A M	...	LEAVE] [ARRIVE	P M	P M	A M	A M	....
....	*2 46	*12 35	*6 40	*1 00	0	+....Texarkana[1]...♂	3 40	8 55	4 05	4 25	....
....	— —	— —	6 59	— —	8	.........Sulphur.........	— —	8 15	— —	— —	....
....	— —	— —	7 29	1 41	21	.......Queen City.....♂	— —	7 45	3 12	— —	....
....	5 24	1 22	7 35	1 46	24	+... ...Atlanta.......♂	2 45	7 39	3 06	3 33	....
....	— —	— —	7 51	— —	32	..........Bivins........♂	— —	7 25	— —	— —	....
....	— —	— —	8 05	— —	37	.........Kildare........♂	— —	7 09	— —	— —	....
....	— —	— —	8 17	— —	42	...........Lodi.........♂	— —	6 57	— —	— —	....
A M	4 12	2 17	8 39	2 39	51	+.....Jefferson[3].....♂	1 45	6 35	2 05	2 39	A M
*1 10	4 50	2 55	9 25	3 12	67	+.....Marshall[4].....♂	1 17	6 00	1 35	2 10	1 00
1 42	— —	— —	9 55	— —	80	.... Hallsville ......♂	— —	5 18	—	— —	12 26
2 10	5 40	3 40	10 20	4 05	90	+..Longview Junc[5].♂	12 28	5 00	12 45	*1 25	12 03
2 12	P M	— —	10 22	4 07	91	+......Longview......♂	— —	4 40	12 38	A M	11 58
— —		— —	10 30	— —	94	.....Willow Springs.....	— —	4 29	— —		— —
2 41		— —	10 51	— —	103	.......Gladewater......♂	— —	4 04	— —	...	11 25
3 04		4 21	11 13	4 47	113	+....Big Sandy[6].....♂	11 36	3 41	11 53		11 00
3 17		— —	11 26	— —	119	.........Hawkins.......♂	— —	3 28	— —		10 46
— —		— —	— —	— —	127	........Lake Fork........	— —	— —	— —		— —
3 57		5 01	12 26	5 30	136	+......Mineola[7].....♂	10 54	2 48	11 08		10 03
— —		— —	12 31	— —	139	...........Macks..........	— —	2 41	— —		— —
4 26		5 24	12 53	5 54	149	......Grand Saline.....♂	10 32	2 18	10 43		9 31
4 39		— —	1 06	— —	155	.........Fruitvale.........	— —	2 05	— —		9 17
4 50		— —	1 17	— —	160	.........Edgewood.......♂	— —	1 51	— —		9 05
5 06		5 56	1 34	6 26	167	+.....Wills Point.......♂	10 01	1 34	10 08		8 47
5 18		— —	1 47	— —	172	...........Cobb's..........	— —	1 00	— —		8 34
5 27		— —	1 55	— —	176	...........Elmo ....♂	— —	12 49	— —		8 24
5 42		6 23	2 10	6 54	183	+.......Terrell[17].....♂	9 34	12 31	9 57		8 08
5 51		— —	2 19	— —	187	.........Lawrence.......♂	— —	12 20	— —		7 58
6 08	....	6 43	2 36	7 15	194	+.......Forney ....♂	9 14	11 59	9 14	....	7 39
6 27	9	— —	2 54	7 30	202	+.......Mesquite.......♂	— —	11 36	8 58	.14	7 19
6 39	P M	— —	3 05	— —	207	.....Orphans' Home.....	— —	11 23	— —	P M	7 07
6 55	*1 45	7 20	3 20	7 55	213	+ Dallas (Union Station) ♂	8 40	11 00	8 35	9 20	6 50
7 15	2 00	7 30	3 30	8 05	214	+.Dallas[8] (City Station).♂	8 30	10 45	8 20	8 10	6 30
7 28	2 20	— —	3 44	— —	220	.........Eagle Ford......♂	— —	10 30	— —	8 58	6 10
7 42	2 35	— —	3 59	— —	227	.......Grand Prairie.....♂	— —	10 17	— —	8 46	5 55
7 55	2 48	a —	4 15	8 46	233	+.......Arlington.......♂	b —	10 04	7 41	8 34	5 42
— —	3 02	— —	4 30	— —	239	.........Handley.......♂	— —	9 50	— —	8 21	6 29
8 25	3 15	8 35	4 45	9 15	246	+....Fort Worth[9]....♂	*7 30	*9 35	*7 15	*8 05	*5 15
A M	P M	P M	P M	A M	...	ARRIVE] [LEAVE	A M	A M	P M	P M	P M

* Daily. + Coupon stations; ♂ Telegraph stations.

STANDARD—*Central time.*

Train leaves Terrell *8 45 a.m., arrives Union Station, Dallas, 10 00 a.m., arrives Fort Worth 11 20 a.m. Leave Union Station *3 55 a.m., *5 15 p.m., Dallas *4 15 a.m., *5 30 p.m., arrive Fort Worth 5 15 a.m., 6 35 p.m.

Leave Fort Worth *7 00, *10 50 a.m., arrive Dallas 8 05 a.m., 12 or noon, Union Station 8 15 a.m., 12 10 noon. Leaves Fort Worth *3 45 p.m., Union Station 5 15 p.m., arrives Terrell 6 45 p.m.

TRANSCONTINENTAL DIV., via SHERMAN.

33	No. 31		Ms	November 21, 1909.	No. 32		34
P M	....		...	LEAVE] [ARRIVE	....		P M
*3 45	*6 40 A M		0	+...Texarkana[1]..♂	6 55 P M		2 35
3 58	6 53 »		5	........Nash[2].......♂	6 41 »		2 20
4 24	7 23 »		17	.......Whaley's.......	6 11 »		1 47
4 36	7 36 A M		22	..... New Boston ...♂	5 58 P M		1 34
4 50	7 51		28	.... Malta	5 43		1 18
6 04	8 06	35	34	.... DeKalb .....♂	5 28	36	1 02
6 50	8 53	A M	52	........Annona. ....♂	4 45	P M	12 13
8 12	9 14	*6 45	61	+.... Clarksville....♂	4 25	8 15	11 50
8 30	9 32	7 02	68	.... Bagwell's.....♂	4 07	7 57	11 31
8 48	9 47	7 17	74	+...... Detroit ......♂	3 53	7 42	11 15
7 03	10 04	7 34	81	+......Blossom........	3 38	7 28	10 57
7 30	10 30	7 59	91	+...... Paris[15] ....♂	3 15	6 58	10 30
7 54	10 52	8 20	99	.......Brookston.....♂	2 55	6 34	10 09
8 12	11 08	8 37	106	+.......Petty.........	2 41	6 16	9 55
8 29	11 24	8 52	112	+..Honey Grove[16]♂	2 27	5 59	9 41
8 44	11 37	9 06	117	+......Windom......♂	2 14	5 46	9 29
8 57	11 49	9 19	121	+......Dodd's......♂	2 04	5 32	9 19
9 30	12 25	9 40	128	+.... Bonham ....♂	1 50	5 15	9 05
9 46	12 37	9 55	134	.........Ector.......♂	1 16	4 55	8 36
10 07	12 55	10 17	142	+.......Bells[17]....♂	12 55	4 33	8 15
10 32	1 19	10 42	151	arr..Sherman Jn.lve.	12 31	4 09	7 51
.....	1 46	11 10	158	ar. Denison (D.&P.S.Ry.) lv.	*12 05	*3 45	*7 20
.....	*12 25	*10 15	158	lv. Denison » ar.	1 45	4 30	8 20
10 32	1 19	10 42	151	lve..Sherman Jn.arr.	12 31	4 08	7 51
10 41	1 28	10 50	154	+....Sherman....♂	12 23	*4 00	7 43
11 08	1 55	A M	164	......Southmayde ...♂	11 59	P M	7 19
11 30	2 25		173	+...Whitesboro[19].♂	11 40		*7 00
P M	2 40	P M	179	...... Collinsville....♂	11 24	A M	A M
	2 55	»	186	.........Tioga........♂	11 13	»	
	3 05	»	191	+.....Pilot Point.....♂	11 00	»	
	3 35	»	204	.........Mingo.........	10 30	»	
	3 50	»	209	+.....Denton[20]....♂	10 20	»	
	4 05	»	216	.........Argyle......♂	10 05	»	
	4 20	»	225	........Roanoke......♂	9 50	»	
	4 30	»	230	.... Keller ......♂	9 40	»	
	4 40	»	235	........Watauga......♂	9 30	»	
	5 05 P M		244	arr. Fort Worth[9] ♂ lve.	*9 05 A M		

a Stops to leave thru passengers.

b Stops to take thru passengers.

TEXAS & PACIFIC RAILWAY COMPANY.

LOUISIANA DIVISION.

5	55	53	59	Mls.	November 21, 1909.	54	52	56	60
P M	P M	A M	A M		lve. + New Orleans[23] ♂ arr.	A M	A M	A M	P M
*7 30	*425	*9 00	*630	0	... J. C. Union Depot ...	7 50	8 55	11 45	3 35
— —	— —	— —	— —	1.0	.....Gouldsboro..... ♂	— —	— —	— —	— —
— —	— —	— —	— —	2.7	+.....Gretna..... ♂	— —	— —	— —	— —
— —	— —	— —	— —	8.1	.....Westwego ..... ♂	— —	— —	— —	— —
8 45	5 35	10 10	8 00	21.5	.....Waggaman..... ♂	6 35	7 40	10 10	2 25
— —	5 58	10 36	8 21	21.4	.....Luling..... ♂	6 12	— —	9 43	2 04
9 08	6 05	10 44	8 29	25.1	.....Hahnville..... ♂	6 05	7 14	9 34	1 56
— —	6 19	— —	8 42	31.1	.....Le Sassier.....	— —	— —	9 20	1 43
9 26	6 27	11 05	8 50	34.7	.....Edgard..... ♂	5 41	6 55	9 11	1 35
— —	6 38	11 15	9 00	39.3	.....Johnson.....	5 29	— —	9 00	1 26
— —	6 52	11 27	9 11	45.0	.....Vacherie..... ♂	5 14	— —	8 45	1 13
— —	7 01	11 35	9 19	48.8	.....Delogney..... ..	5 04	— —	8 36	1 05
9 55	7 07	11 41	9 24	52.5	.....St. James..... ♂	4 57	6 23	8 30	12 59
10 17	7 38	12 11	9 49	64.1	+ . Donaldsonville . ♂	4 26	5 59	8 00	12 30
10 39	8 03	12 35	10 10	74.6	.....White Castle..... ♂	3 59	5 30	7 35	12 06
10 57	8 28	12 59	10 31	84.8	+.....Plaquemine..... ♂	3 32	5 19	7 11	11 45
11 05	8 40	1 10	10 40	89.4	arr.....Addis ♂ ...lve.	3 20	5 10	*7 00	11 35
11 10	P M	1 30	10 45	89.4	lve.....Addis.....arr.	3 00	5 00	A M	11 30
11 32	...	1 54	11 08	100.9	.....Grosse Tete..... ♂	2 29	4 37	═══	11 08
11 46		2 10	11 23	108.6	.....Maringouin..... ♂	2 10	4 21	....	10 47
12 05		2 29	11 41	117.7	.....Fordoche..... ♂	1 46	4 02	....	10 26
12 23		2 51	12 01	127.9	.....Melville..... ♂	1 19	3 42	....	10 02
12 42		3 14	12 22	138.2	.....Palmetto..... ♂	12 52	3 20	....	9 38
— —		3 29	12 35	144.9	.....Rosa..... ♂	12 35	3 06	....	9 23
1 08		3 45	12 51	152.2	.....Morrows..... ♂	12 19	2 51	....	9 06
1 27		4 07	1 13	162.2	.....Bunkie..... ♂	11 58	2 30	....	8 43
1 41		4 25	1 29	169.5	.....Cheneyville[22]..♂	11 42	2 14	....	8 27
1 57		4 40	1 47	177.8	.....Lecompte..... ♂	11 24	1 57	....	8 08
2 03		4 47	1 54	181.2	.....Lamorie..... ♂	11 17	1 49	....	8 00
— —		4 56	2 03	185.9	.....Moreland..... ♂	11 07	1 40	....	7 49
2 26		5 12	2 19	193.8	+....Alexandria[26]..♂	10 50	1 23	....	7 32
— —		5 29	2 35	201.0	.....Rapides.....	10 35	— —	....	7 16
2 58		6 05	2 50	207.9	.....Boyce..... ♂	10 20	12 45	....	*7 00
3 15		8 22	P M	215.8	.....Lena.....	9 41	12 16	....	A M
3 27		6 35	═══	221.8	.....Chopin..... ♂	9 27	12 02	....	....
3 39		8 48	....	227.6	.....Derry..... ♂	9 13	11 49	....	....
3 54		7 04	....	234.9	+.....Cypress..... ♂	8 56	11 32	....	....
4 16		7 27	....	245.3	.....Provencal..... ♂	8 31	11 08	....	....
4 30		7 43	....	252.1	.....Robeline..... ♂	8 15	10 52	....	....
4 43		7 56	....	258.4	.....Marthaville..... ♂	7 58	10 38	....	....
5 03		8 20	....	267.9	.....Sodus..... ♂	7 35	10 19	....	....
5 16		8 33	....	273.9	.....Pelican..... ♂	7 21	10 02	....	....
5 25		8 42	....	278.1	.....Oxford..... ♂	7 10	9 52	....	....
5 41		8 59	....	285.9	.....Mansfield..... ♂	6 51	9 34	....	....
5 57		9 16	....	293.6	.....Grand Cane..... ♂	6 33	9 18	....	....
6 14		9 34	....	301.5	.....Gloster..... ♂	6 14	8 59	....	....
6 27		9 49	....	307.9	.....Stonewall.....	5 57	8 46	....	....
6 34		9 57	....	311.4	.....Keithville..... ♂	5 48	8 37	....	....
6 45		10 09	57	316.6	.....Reisor..... ♂	5 35	8 25	58	....
7 05		11 00	P M	325.8	ar. } + Shreveport[21] ♂ { lv.	4 45	7 55	P M	....
7 25		11 00	*120	325.8	lv. } { ar.	4 45	7 55	3 00	....
7 45		11 35	1 41	316.6	.....Reisor..... ♂	4 10	7 30	— —	....
8 02		11 54	— —	333.0	.....Greenwood..... ♂	3 50	7 13	— —	....
8 15		12 07	— —	348.6	.....Waskom..... ♂	3 36	7 01	— —	....
8 23		12 15	— —	351.9	.....Jonesville..... ♂	3 27	6 54	— —	....
9 00		12 55	2 45	367.7	.....Marshall[1]..... ♂	*2 45	*6 20	*1 25	....
A M		Night	P M	....	ARRIVE] [LEAVE	A M	P M	P M	....

Lve. Gouldsboro *7 05 a.m., arr. Waggaman 7 50 a.m., 6 30 p.m.
Lve. Waggaman *10 30 a.m., *2 55 p.m., arr. Gouldsboro 11 05 a.m., 8 10 p.m.

La Fourche Branch.—Trains leave Donaldsonville *12 35 noon, *7 40 p.m. for Belle Alliance (4 miles), Plattenville (8 miles), **Ratliff**[28] (12 miles), arriving at **Thibodaux** (28 miles) 2 00, 8 50 p.m. Returning, leave Thibodaux *6 45 a.m., *2 55 p.m., arrive Donaldsonville 7 55 a.m., 4 20 p.m.

NATCHITOCHES BRANCH.—Louisiana Division.—Train leaves Cypress *9 10 a.m., arriving Shreveport *3 20 p.m., arriving Cypress 7 00 p.m. Returning, leaves Shreveport *3 20 p.m., arriving Natchitoches 7 46 p.m. Train leaves Cypress *7 15 p.m., arriving Natchitoches *8 15 a.m., arriving Cypress 8 50 a.m. Returning, leaves Natchitoches

PORT ALLEN BRANCH.—Louisiana Div.

55	81	Mls.	November 21, 1909.	58	62
P M	P M		LEAVE] [ARRIVE	A M	A M
*8 50	*320	0	.....Addis..... ♂	6 40	11 30
8 56	3 26	2.7	.....Brusle Landing.....	6 34	11 24
9 09	3 39	8.5	+.....Port Allen..... ♂	6 21	11 12
8 32	4 02	18.3	.....Chamberlin..... ♂	5 59	10 51
10 05	4 55	32.6	.....New Roads..... ♂	5 27	10 19
10 47	5 17	50.9	.....Batchelor..... ♂	4 46	9 40
11 15	5 45	62.3	.....Torras..... ♂	*4 20	9 15
P M	6 28	77.5	.....Shaw.....	A M	8 42
.....	7 40	101.1	.....Morville.....	.....	7 50
.....	8 05	110.5	.....Ferriday..... ♂	.....	*7 30
.....	P M	.....	ARRIVE] [LEAVE	.....	A M

TEXARKANA DISTRICT (T. C. DIVISION).

43	41	Mls	November 21, 1909.	42	44
A M	A M		LEAVE] [ARRIVE	P M	P M
†9 30	*8 30	0	.....Texarkana[1]...♂	6 45	5 00
11 00	9 08	15	.....Roberts.....	6 07	3 30
11 15	9 12	16	.....Fouke..... ♂	6 04	3 20
12 35	9 29	23	.....Ft. Lynn.....	5 47	2 00
1 45	9 42	29	.....Doddridge.....	5 32	12 55
2 10	9 50	32	.....Kiblah.....	5 24	12 30
2 45	10 07	38	.....New Camp.....	5 08	11 25
3 30	10 23	44	.....Hosston..... ♂	4 53	10 23
4 00	10 36	48	.....Gilliam..... ♂	4 41	9 50
4 55	10 51	54	.....Belcher..... ♂	4 28	9 15
5 10	10 54	55	.....Uni..... ♂	4 24	8 55
5 30	11 03	58	.....Dixie..... ♂	4 17	8 35
6 10	11 16	63	.....Pickett.....	4 04	7 55
7 45	12 05	75	....Shreveport[21]...♂	*3 15	†7 05
P M	Noon		...ARRIVE] [LEAVE	P M	A M

RIO GRANDE DIVISION.

9	5	No. 3	7	Mls	December 7, 1909. (Via Marshall.)	4	8	6	10
....	Noon	.....	.....	...		A M	....	P M	....
....	*1235	*1 00 A M	.....	0	lve..+Texarkana[1]..arr.	4 05	....	3 40	....
P M	P M	.....	A M	...	LEAVE] [ARRIVE	P M	P M	A M	A M
*3 35	*9 30	*9 55 A M	*8 45	246	+....Fort Worth[9]....♂	8 45	4 50	6 55	9 00
3 58	9 56	10 19 "	9 08	255	.....Benbrook..... ♂	6 28	4 28	6 35	8 40
4 16	10 11	— —	9 22	262	.....Iona.....	— —	4 16	6 23	8 23
4 24	10 20	10 43 "	9 31	264	... .Aledo..... ♂	6 07	4 08	6 13	8 21
4 38	10 34	— —	9 44	269	.....Anneta.....	— —	3 56	6 00	8 11
4 46	10 46	— —	9 54	273	.....Earl's.....	— —	3 46	5 50	8 03
4 55	10 55	11 18 "	10 03	277	+....Weatherford[24]. ♂	5 38	3 37	5 39	*755
P M	11 14	11 36 "	10 19	284	.....Lambert.....	5 20	3 20	5 24	A M
	11 36	11 57 A M	10 39	291	.....Millsap..... ♂	5 01	3 02	5 04	....
	11 44	12 05 Noon	10 47	294	.....Bennetts.....	4 53	2 54	4 57	....
	12 04	12 24 "	11 05	301	.....Brazos..... ♂	4 36	2 37	4 40	....
	12 23	12 43 Noon	11 23	308	.....Santo..... ♂	4 19	2 20	4 23	....
	12 39	— —	11 38	314	.....Judd.....	— —	2 06	4 09	....
	12 54	1 15 P M	11 52	319	+.....Gordon..... ♂	3 52	1 53	3 56	....
	1 04	1 45 "	12 21	327	+.....Mingus..... ♂	3 46	1 45	3 48	....
	1 17	1 58 "	12 33	327	.....Strawn.....	3 35	1 14	3 37	....
	1 38	2 14 "	12 55	334	.....Wiles.....	3 17	1255	3 19	....
	1 52	— —	1 08	339	.....Tiffin.....	— —	1243	3 07	....
	2 00	2 33 "	1 15	341	+.....Ranger..... ♂	3 00	1237	3 00	....
	2 15	— —	1 29	346	.....Olden.....	— —	1224	2 47	....
	2 32	3 01 "	1 43	353	.....Eastland..... ♂	2 35	1211	2 32	....
	2 45	— —	1 56	356	.....Lem.....	—	1159	2 19	....
	2 59	3 28 "	2 10	361	+.....Cisco[16]..... ♂	2 10	1 47	2 06	....
	3 19	3 48 "	2 30	368	.....Dothan.....	1 51	1129	1 49	....
	3 35	4 03 "	2 46	374	.....Putnam..... ♂	1 36	1115	1 35	....
	3 53	4 21 "	3 05	381	.....Chautauqua	1 19	1058	1 19	....
	4 20	4 45 "	3 30	386	+.....Baird..... ♂	1 05	1045	1 05	....
	4 34	5 04 "	3 47	393	+.....Clyde..... ♂	12 29	1019	12 35	....
	4 54	5 28 "	4 12	403	.....Elmdale.....	12 09	9 57	12 11	....
	5 06	5 42 "	4 27	407	+.....Abilene..... ♂	11 55	9 43	11 58	....
	5 24	6 03 "	4 48	413	.....Tye.....	11 37	9 23	11 39	....
	5 44	6 26 "	5 11	423	.....Merkel..... ♂	11 17	9 02	11 18	....
	5 59	6 43 "	5 28	430	.....Trent.....	11 02	8 46	11 02	....
	6 19	7 05 "	5 52	436	.....Eskota..... ♂	10 42	8 25	10 41	....
	6 42	7 32 "	6 20	448	+....Sweetwater[11]..♂	10 19	*800	10 16	....
	7 01	8 15 "	P M	456	.....Roscoe..... ♂	10 00	A M	9 58	....
	7 25	8 43 "	.....	467	.....Loraine..... ♂	9 36	═══	9 31	....
	7 47	9 08 "	.....	476	+.....Colorado..... ♂	9 15	A M	9 08	....
	8 09	9 33 "	.....	485	.....Westbrook.....	8 54	"	8 43	....
	8 32	9 59 "	.....	495	.....Iatan..... ♂	8 32	"	8 18	....
	8 50	10 20 "	.....	505	.....Coahoma.....	8 14	"	7 58	....
	9 35	11 10 "	.....	513	+.....Big Spring..... ♂	7 50	"	7 30	....
	10 01	11 36 "	.....	524	.....Morita.....	7 01	"	6 29	....
	10 24	11 59 P M	.....	534	.....Stanton..... ♂	6 36	"	6 07	....
	10 48	12 23 Night	.....	544	.....Germania.....	6 11	"	5 43	....
	11 09	12 44 Night	.....	553	+.....Midland..... ♂	5 48	"	5 23	....
	11 34	1 09 A M	.....	563	.....Warfield.....	5 22	"	4 59	....
	11 58	1 33 "	.....	573	.....Odessa..... ♂	4 57	"	4 36	....
	12 22	1 57 "	.....	584	.....Douro.....	4 32	"	4 13	....
	12 45	2 20 "	.....	593	.....Metz.....	4 07	"	3 50	....
	1 09	2 45 "	.....	604	.....Sand Hills.....	3 41	"	3 26	....
	1 21	2 58 "	.....	609	.....Monahans..... ♂	3 27	"	3 14	....
	1 35	3 13 "	.....	614	.....Aroya.....	3 13	"	3 02	....
	1 55	3 35 "	.....	624	.....Pyote.....	2 52	"	2 40	....
	2 19	3 56 "	.....	633	.....Quito.....	2 31	"	2 19	....
	2 35	4 11 "	.....	639	.....Barstow..... ♂	2 16	"	2 04	....
	2 52	4 27 "	.....	646	+.....Pecos[25]..... ♂	2 00	"	1 48	....
	3 14	4 47 "	.....	655	.....Hermosa.....	1 39	"	1 28	....
	3 40	5 20 "	.....	665	.....Toyah[12]..... ♂	1 15	A M	*1 05	....
	P M	5 43 "	.....	676	.....Gomez.....	12 50	Night	P M	....
	....	6 05 "	.....	686	.....San Martine.....	12 29	"	....	....
	....	6 31 "	.....	698	.....Kent..... ♂	12 05	Night	....	....
	....	6 54 "	.....	708	.....Boracho.....	11 43	P M	....	....
	....	7 16 "	.....	718	.....Plateau.....	11 22	"	....	....
	....	7 34 "	.....	726	.....Wild Horse.....	11 05	"	....	....
	....	7 52 "	.....	734	.....Van Horn..... ♂	10 48	"	....	....
	....	8 12 "	.....	743	.....Allamore..... ♂	10 30	"	....	....
	....	8 34 "	.....	753	.....Eagle Flat.....	10 09	"	....	....
	....	8 54 "	.....	763	.....Arispe.....	9 50	"	....	....
	....	9 25 "	.....	767	....Sierra Blanca[13]..♂	9 40	"	....	....
	....	9 34 "	.....	772	.....Etholen.....	9 20	"	....	....
	....	9 43 "	.....	776	.....Lasca.....	9 10	"	....	....
	....	9 52 "	.....	780	.....Torcer.....	8 58	"	....	....
	....	10 11 "	.....	789	.....Finlay..... ♂	8 37	"	....	....
	....	10 26 "	.....	797	.....Madden.....	8 22	"	....	....
	....	10 48 "	.....	805	.....Fort Hancock..... ♂	8 06	"	....	....
	....	11 12 "	.....	820	.....Polvo.....	7 40	"	....	....
	....	11 33 "	.....	830	.....Fabens..... ♂	7 26	"	....	....
	....	11 49 A M	.....	837	.....Clint..... ♂	7 14	"	....	....
	....	12 09 Noon	.....	847	.....Ysleta..... ♂	6 57	"	....	....
	....	12 40 Noon	.....	859	arr...+El Paso[14] ♂..lve.	*6 20	P M	....	....

NAPOLEONVILLE BRANCH.—Louisiana Division.—Leave Napoleonville *7 05 a.m., *2 55 p.m., arriving Donaldsonville (26 miles) 7 40 p.m., arriving Napoleonville 2 00, 8 30 p.m. Returning, leave Donaldsonville *12 35 noon, *7 40 p.m., arriving Napoleonville 7 55 a.m., 4 20 p.m.

* Daily; † daily, except Sunday. + Coupon stations. ♂ Telegraph stations. Central time.

DENISON & PACIFIC SUBURBAN RY.—L. S. Thorne, President and General Manager, Dallas, Tex.

Leave **Denison** *7 20, *10 15 a.m., *12 05 noon, *3 45 p.m., arrive **Sherman Junction** (7.3 miles) 7 40, 10 35 a.m., 12 25 noon, 4 05 p.m. Returning, leave Sherman Junction *8 00, *10 50 a.m., *1 25, *4 10 p.m., arrive Denison 8 20, 11 10 a.m., 1 46, 4 30 p.m. *November 21, 1909.*

Mileage operated, 1,885 miles.

Eunice Branch. — Train leaves **Eunice** *8 00 a.m., arrives **Bunkie** (36.6 miles) 11 50 a.m. Returning, leaves Bunkie *4 15 p.m., arrives Eunice 7 45 p.m.

AVOYELLES DIVISION.

83	No. 82	Mls	November 21, 1909.	Mls	No. 81	82
....	*8 10 A M	0	lve.....Bunkie ♂...arr.	47.7	7 35 P M	....
....	8 26 "	5.2	.....Evergreen.....	42.5	7 19 "	....
....	8 39 "	9.3	.....Cottonport..... ♂	38.4	7 06 "	....
P M	8 50 A M	12.0	.....Junction.....	35.7	6 55 P M	A M
*540	*8 50 A M	12.0	lve.....Junction.....arr.	8.3	6 55 P M	10 05
5 48	8 56 "	12.6	.....Longbridge ....♂	8.2	6 49 "	9 59
5 54	9 04 "	16.1	.....Mansura.....♂	4.7	6 41 "	9 51
6 10	9 20 A M	20.8	arr...Marksville♂..lve.	0	*6 25 P M	*9 35
P M	10 19 A M	15.0	.....Moreauville.....♂	32.7	5 28 P M	A M
....	11 06 A M	25.3	.....Simmesport.....♂	22.4	4 46 "	....
....	12 55 Noon	47.7	arr.....Melville♂..lve.	0	*3 10 P M	....

TEXAS & PACIFIC RAILWAY COMPANY.

CONDENSED THROUGH TIME AND SLEEPING CAR SERVICE.

ST. LOUIS AND MEMPHIS TO TEXAS, MEXICO AND CALIFORNIA.

1-31	No. 6	No. 3	STATIONS. (St. L. I. M. & S.)	4	104	No. 6	32	2
.....	.....	.....		P M	P M	.....	.....	.....
.....	8 50 P M	9 05 A M	lve. St. Louis.....arr.	7 25	7 58	7 27 A M	.....	.....
.....	11 45 P M	9 20 A M	ve. Memphis.....arr.	4 30	4 30	7 15 A M	.....	.....
.....	7 30 A M	6 00 P M	lve. Little Rock.....arr.	8 25	8 50	8 10 P M	.....	.....
.....	6 30 A M	5 30 P M	lve. Hot Springs.....arr.	10 05	10 05	10 15 P M	.....	.....
A M	12 20 Noon	12 45 Night	arr. Texarkana.....lve.	4 15	4 35	5 50 P M	P M	.....
6 40	3 45 P M	.....	lve. Texarkana..(T. & P.) arr.	A M	A M	2 35 P M	7 00	.....
9 14	6 30 P M	.....	arr. Clarksville.. » lve.	.....	.....	11 50 A M	4 23	.....
10 30	7 30 P M	.....	arr. Paris..... » lve.	.....	.....	10 30 A M	3 15	.....
12 25	8 15 P M	.....	arr. Bonham..... » lve.	.....	.....	9 05 A M	1 50	.....
1 28	10 41 P M	.....	arr. Sherman..... » lve.	.....	.....	7 43 A M	12 23	.....
2 25	11 30 P M	.....	arr. Whitesboro. » lve.	.....	.....	7 00 A M	11 40	.....
3 50	.....	.....	arr. Denton..... » lve.	.....	.....	.....	9 30	.....
5 05	.....	.....	arr. Ft. Worth.... » lve.	A M	A M	.....	*8 30	P M
6 40	12 35 Noon	1 10 A M	lve. Texarkana..(T. & P.) arr.	4 05	4 25	3 40 P M	A M	3 35
9 00	2 40 P M	3 07 A M	arr. Marshall.... » lve.	1 35	2 10	1 17 P M	.....	6 00
1 25	6 20 P M	2 45 A M	lve. Marshall....(T. & P.) arr	1 00	.....	9 00 A M	.....	2 45
3 00	7 65 P M	4 45 A M	arr. Shreveport.. » lve.	11 00	.....	7 25 A M	.....	*1 20
P M	8 55 A M	7 50 P M	arr. New Orleans » lve.	9 00	.....	7 30 P M	.....	P M
9 25	2 55 P M	3 12 A M	lve. Marshall.....(T. & P.) arr.	1 30	2 06	1 12 P M	.....	5 46
10 15	3 35 P M	3 55 A M	arr. Longview Jn. » lve.	12 45	1 25	12 28 Noon	.....	5 00
.....	7 35 P M	8 01 A M	arr. Palestine(I.&G.N.)lve.	.....	10 28	7 35 A M	.....	1 35
.....	5 30 A M	2 55 P M	arr. Houston.(I.&G.N.) lve.	.....	3 40	.....	.....	6 45
.....	7 45 A M	8 35 P M	arr. Galveston... » lve.	.....	2 00	.....	.....	4 10
.....	3 48 A M	3 30 P M	arr. Austin....(I.&G.N.) lve.	.....	4 06	11 10 P M	.....	A M
.....	6 45 A M	6 45 P M	arr. San Antonio. » lve.	.....	1 25	7 45 P M	.....	.....
.....	12 55 Noon	.....	arr. Laredo..... » lve.	.....	7 15	.....	.....	P M
10 20	3 40 P M	4 05 A M	lve. Longview Junc.(T. & P.) arr.	12 40 Night	12 18 Noon	10 54 A M	.....	4 50
12 06	5 01 P M	5 30 A M	arr. Mineola..... » lve.	11 08 P M	10 54 A M	.....	.....	2 48
3 20	7 20 P M	7 55 A M	arr. Dallas(Union Sta.) » lve.	8 35 P M	8 40 A M	.....	.....	11 00
4 45	8 55 P M	9 15 A M	arr. Ft. Worth... » lve.	7 15 P M	7 30 A M	.....	.....	9 35
P M	10 56 P M	11 18 A M	arr. Weatherford » lve.	5 38 P M	5 39 A M	.....	.....	A M
.....	5 06 A M	5 42 P M	arr. Abilene..... » lve.	11 56 A M	11 58 P M	.....	.....	.....
.....	9 15 A M	10 50 P M	arr. Big Spring.. » lve.	7 50 A M	7 30 P M	.....	.....	.....
.....	2 52 P M	4 27 A M	arr. Pecos..... » lve.	2 00 A M	1 48 P M	.....	.....	.....
.....	.....	5 00 P M	arr. Carlsbad, N. M. (P. V.) lve.	.....	.....	7 00 A M	.....	.....
.....	.....	12 40 Noon	arr. El Paso ...(T. & P.) lve.	6 20 P M	.....	.....	.....	.....
.....	.....	7 00 P M	lve. El Paso.(Nat'l of Mex.) arr.	7 50 A M	.....	.....	.....	.....
.....	.....	4 20 A M	arr. Chihuahua... » lve.	11 15 P M	.....	.....	.....	.....
.....	.....	12 50 Night	arr. Calera..... » lve.	3 20 A M	.....	.....	.....	.....
.....	.....	8 00 P M	arr. City of Mexico. » lve.	7 45 A M	.....	.....	.....	.....
.....	Pac. time	5 05 P M	lve. El Paso..(S. P. Co.) arr.	11 55 A M	Pac. time	.....	.....	.....
.....		6 55 P M	arr. Los Angeles. » lve.	9 45 A M		.....	.....	.....
.....		11 40 A M	arr. San Francisco » lve.	4 00 P M		.....	.....	.....

NEW ORLEANS AND SHREVEPORT TO TEXAS, COLORADO AND CALIFORNIA.

No. 53	No. 51	STATIONS.	No. 54	No. 52
9 00 A M	7 30 P M	lv. New Orleans.(T.& P.) ar.	7 46 P M	8 55 A M
5 12 P M	2 26 A M	lv. Alexandria. » lv.	10 50 A M	1 23 A M
11 00 P M	7 25 A M	lv. Shreveport... » lv.	4 45 A M	7 55 P M
1 00 A M	9 00 A M	ar. Marshall... » lv.	2 45 A M	6 20 P M
6 40 A M	.....	lv. Texarkana.....ar.	.....	2 36 P M
6 53 A M	.....	lv. Nash.....(T.&P.) ar.	.....	2 20 P M
9 14 A M	.....	ar. Clarksville. » lv.	.....	11 50 A M
10 30 A M	.....	ar. Paris..... » lv.	.....	10 30 A M
12 25 Noon	.....	ar. Bonham..... » lv.	.....	9 05 A M
1 28 P M	.....	ar. Sherman..... » lv.	.....	7 43 A M
2 25 P M	.....	ar. Whitesboro... » lv.	.....	*7 00 A M
3 50 P M	.....	ar. Denton..... » lv.	.....	.....
5 05 P M	.....	ar. Ft. Worth.. » lv.	.....	.....
1 10 A M	9 25 A M	lv. Marshall..(T.& P.) ar.	1 30 A M	5 45 P M
2 05 A M	10 15 A M	ar. Longview Jn... » lv.	12 45 Night	5 00 P M
3 57 A M	12 06 Noon	ar. Mineola..... » lv.	11 08 P M	2 48 P M
6 55 A M	3 20 P M	ar. Dallas..... » lv.	8 35 P M	10 45 A M
8 25 A M	4 45 P M	ar. Ft. Worth... » lv.	7 15 P M	9 35 A M
8 35 A M	9 00 P M	lv. Ft. Worth..(C.R.I.&T.) ar.	.....	7 00 A M
10 25 P M	10 01 A M	lv. Wichita...(C.R.I.& P.) lv.	.....	6 20 P M
6 30 A M	5 20 P M	ar. Kansas City.. » lv.	.....	9 45 A M
.....	8 15 A M	ar. Colo. Spgs(C.R.I.& P.) lv.	.....	7 00 P M
.....	10 00 A M	ar. Pueblo..... » lv.	.....	6 00 P M
6 55 P M	8 15 A M	ar. Denver..... » lv.	.....	7 00 P M
9 40 A M	9 30 P M	lv. Ft. Worth(Ft. W.&D.C.) ar.	5 45 P M	7 00 A M
10 40 P M	12 30 Noon	ar. Amarillo.... » lv.	6 00 A M	6 05 P M
7 40 A M	9 50 P M	ar. Trinidad..(Colo.&So.) lv.	7 50 P M	7 00 A M
11 30 A M	2 25 A M	ar. Pueblo..... » lv.	3 57 P M	3 10 A M
12 45 Noon	3 35 A M	ar. Colorado Spgs » lv.	2 40 P M	1 50 A M
3 15 P M	7 00 A M	ar. Denver..... » lv.	12 15 Noon	11 50 P M
9 55 A M	9 50 P M	lv. Ft. Worth..(T.& P.) ar.	6 45 P M	6 55 A M
5 42 P M	5 06 A M	ar. Abilene..... » lv.	11 56 A M	11 58 P M
4 27 A M	2 52 P M	ar. Pecos..... » lv.	2 00 A M	1 48 P M
5 00 P M	.....	ar. Carlsbad....(P. V.) lv.	.....	7 00 A M
12 40 Noon	.....	ar. El Paso..(T.&P.) lv.	6 20 P M	.....
5 05 P M	Pac. time	lv. El Paso....(S.P.Co.) ar.	11 55 A M	Pac. time
6 55 P M		ar. Los Angeles... » lv.	9 45 A M	
11 40 A M		ar. San Francisco. » lv.	4 00 P M	

NEW ORLEANS & ST. LOUIS LINE.

No. 51	No. 53	STATIONS.	No. 54	No. 52
*7 30 P M	*9 00 A M	lve. New Orleans...(T.&P.) arr.	7 46 P M	8 55 A M
10 17 P M	12 11 Noon	arr. Donaldsonville » lve.	4 26 P M	5 59 A M
4 30 A M	5 20 P M	lve. Alexandria...(Iron Mt.) arr.	9 25 A M	10 55 P M
8 50 A M	10 00 P M	arr. Monroe..... » lve.	5 20 A M	6 26 P M
7 15 P M	6 45 A M	arr. Little Rock..... » lve.	8 45 P M	8 45 A M
1 25 A M	1 38 P M	arr. Poplar Bluff.... » lve.	2 40 P M	2 30 A M
7 27 A M	7 25 P M	arr. St. Louis..... » lve.	9 05 A M	9 00 P M

☞ **Note that Pacific Standard Time is two hours slower than Central Standard Time.**

THROUGH CAR SERVICE.

Train No. 1-31—Leaves Texarkana 6 40 a.m., Dallas 3 20 p.m., arrives Ft. Worth 4 45 p.m. Chair Cars (seats free) Texarkana to Ft. Worth. Pullman Broiler Buffet Sleeper New Orleans to Abilene; New Orleans to Little Rock.

Train No. 3—"Texas and California Express"—Standard Sleepers daily St. Louis to Los Angeles, through Dallas and Ft. Worth, with Broiler Buffet service. Chair Car St. Louis to El Paso. Leaves St. Louis 9 05 a.m., arriving Dallas 7 55 a.m., Ft. Worth 9 15 a.m. second day, El Paso 12 40 noon third day, Los Angeles 6 55 p.m. fourth day and San Francisco 11 40 a.m. fifth day. Dining Cars (meals a la carte) between St. Louis and Texarkana. Pullman Sleepers and Chair Car St. Louis to San Antonio.

Trains No. 6—Pullman Sleepers St. Louis to Dallas, Ft. Worth and Big Springs without change; New Chair Cars (seats free) St. Louis to Dallas, Ft. Worth, Colorado and Big Springs without change. Leaves St. Louis 8 50 p.m. daily, arriving Dallas 7 20 p.m., Ft. Worth 8 35 p.m. next day, Toyah 3 40 p.m. second day. Dining Cars (meals a la carte) between St. Louis and Ft. Worth.

Trains No. 53-7—Pullman Broiler Buffet Sleepers New Orleans to Dallas and Ft Worth, and New Orleans to Little Rock. Through Chair Car New Orleans to Dallas and Ft. Worth.

Train No. 2-52—Chair Cars (seats free) Ft. Worth to New Orleans. Pullman Broiler Buffet Sleeper Abilene to New Orleans and Little Rock to New Orleans. Leaves Ft. Worth 9 35 a.m., Dallas 11 00 a.m., arrives New Orleans 8 55 a.m. next day.

Train No. 4—"Night Express"—Pullman Sleepers daily Los Angeles to St. Louis, through Ft. Worth and Dallas, with Broiler Buffet service. Broiler Buffet Sleeper Ft. Worth to New Orleans. Chair Cars (seats free) El Paso to St. Louis. Leaves Los Angeles 9 45 a.m., El Paso 8 20 p.m. next day, Ft. Worth 7 15 p.m., Dallas 8 55 p.m. third day, arrives Memphis 4 30 p.m. and St. Louis 7 25 p.m. fourth day. Dining Cars (meals a la carte) between Texarkana and St. Louis.

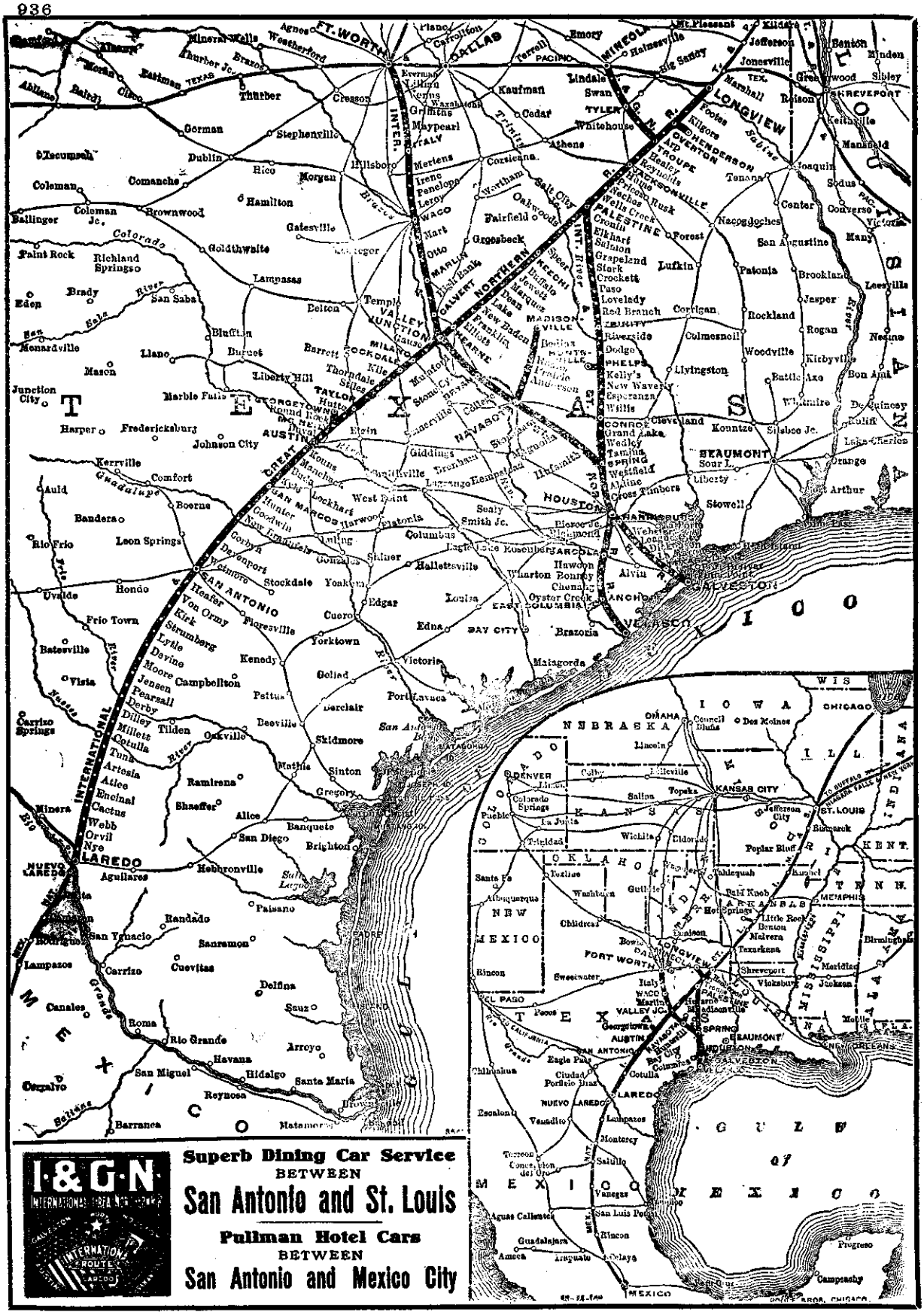
Train No. 6—"Cannon Ball"—Pullman Sleepers and Chair Cars (seats free) Toyah, Ft. Worth and Dallas to St. Louis, without change. Leaves Toyah 1 05 p.m., Ft. Worth 7 30 a.m., Dallas 8 40 a.m., next day; arrives St. Louis 7 27 a.m. second day, arrives Memphis 7 15 a.m. Dining Cars (meals a la carte) between Ft. Worth, Dallas and St. Louis.

Trains No. 5-54—Through Chair Car Ft. Worth and Dallas to New Orleans. Broiler Buffet Sleeper Marshall to New Orleans. Pullman Sleepers Little Rock to New Orleans.

Trains No. 31-32—Transcontinental Division—Chair Cars (seats free) between Ft. Worth and Texarkana in each direction, connecting at Texarkana with Pullman Sleepers to Memphis, via Iron Mountain Route.

Trains No. 33-34—Transcontinental Division—Chair Cars (seats free) between Whitesboro and Texarkana, connecting at Texarkana with St. Louis, Iron Mountain & Southern fast trains between Texarkana and St. Louis.

CONNECTIONS.—[1] With St. L. Iron Mt. & So. Ry., St. L. South-west. Ry., Kan. City So. Ry. and Junc. Main Line and Texarkana Dist., Transcontinental Div. [2] Junc. East. Div., via Sherman. [3] With Mo. Kan. & Tex. Ry. [4] With La. Div. and M. & E. T. Ry. [5] With International & Great Northern R.R. and Texas & Gulf Ry. [6] With St. Louis South-western Ry. [7] With International & Great Northern R.R. and Mo. Kan. & Tex. Ry. [8] With Hous. & Tex. Cent. R.R., Mo. Kan. & Tex. and Gulf, Colo. & S. Fe Rys. and Tex. & New Orl. R.R. [9] With Rio Grande Div., Mo. Kan. & Tex. Ry., Gulf, Colo. & S. Fe Ry., Chic. Rk. Isl & Gulf Ry., Ft. Worth & Den. City Ry., Hous. & Tex. Cent. R.R. and Ft. Worth & Rio G. Ry. [10] With Tex. Cent. R.R. [11] With K. C. M. & O. Ry. of Texas. [12] With stage for Fts. Davis and Stockton. [13] With Galv. Harrisb. & San Ant. Ry. [14] With So. Pac. Co., Atch. Top. & S. Fe Ry. and Mex. Cent. Ry. [15] With Frisco Sys. and Gulf, Colo. & S. Fe Ry. [16] With Gulf, Colo. & S. Fe Ry. [17] With Mo. Kan. & Tex. Ry. [18] With Hous. & Tex. Cent. R.R. and Mo. Kan. & Tex. Ry. [19] With Mo. Kan. & Tex. Ry.—Gainesville Br. [20] With Mo. Kan. & Tex. Ry.—Dallas Ext. [21] With Red Riv. Steamers, Q. & Cres. Rte., Hous. E. & W. Tex. Ry., Kan. City So. Ry., St. L. South-west. Ry. and Louisiana Ry. & Nav. Co.; also Junc. La. and Texarkana Dist., Transcontinental Divs. [22] With So. Pac. Co.—Atlantic Sys. [23] With railroads diverging. [24] With Gulf, Colo. & S. Fe and Weatherf. Min. Wells & N.W. Rys. [25] With Pecos River R.R. (Santa Fe Sys. [26] With St. L. Iron Mt. & So. and St. L. Watkin & Gulf Rys. [27] With Tex. Mid. R.R. [28] and [29] With So. Pac. Co.—Atl. Sys.


I&G·N
INTERNATIONAL & GREAT NORTHERN
INTERNATIONAL ROUTE
Superb Dining Car Service
BETWEEN
San Antonio and St. Louis
Pullman Hotel Cars
BETWEEN
San Antonio and Mexico City

INTERNATIONAL & GREAT NORTHERN RAILROAD

THOMAS J. FREEMAN, Receiver.

GENERAL OFFICES—PALESTINE, TEXAS.

EXECUTIVE DEPARTMENT.

THOMAS J. FREEMAN, Receiver and General Manager, 705 Paul Building, Houston, Tex.

LEGAL DEPARTMENT.

GEORGE THOMPSON, Counsel, Fort Worth, Tex.
KING & MORRIS, General Attorneys, Palestine, Tex.

TREASURY DEPARTMENT.

A. R. HOWARD, Treasurer, Palestine, Tex.
I. W. TROTTER, Paymaster, "

ACCOUNTING DEPARTMENT.

W. L. MAURY, Auditor, Palestine, Tex.
B. E. WILLIAMS, Assistant Auditor, "

TRAFFIC DEPARTMENT.

FREIGHT.

N. M. LEACH, General Freight Agent, Palestine, Tex.
J. B. BARTHOLOMEW, Asst. General Freight Agt., "
FRANK KOCH, Asst. General Freight Agent, "
I. M. GRIFFIN, General Cotton Agent, "
HORACE BOOTH, Asst. General Freight Agt., Houston, Tex.
T. A. COLEMAN, Live Stock Agent, San Antonio, Tex.

PASSENGER.

D. J. PRICE, Gen. Passenger and Ticket Agt., Palestine, Tex.
JOINT TEX. IMMIGRATION BUR.—(St. L. I. M. & S. Ry., T. & P. Ry., I. & G. N. R. R.)
T. C. KIMBER, General Immigration Agent, St. Louis, Mo.

OPERATING DEPARTMENT.

THOMAS J. FREEMAN, Receiver and General Manager, Houston, Tex.

H. MARTIN, Superintendent, Palestine, Tex.
T. C. RADEY, Superintendent Gulf Division, "
HOMER EADS, Supt. San Antonio Div., San Antonio, Tex.
A. G. WHITTINGTON, Supt. Fort Worth Div., Mart, Tex.
C. W. L. MICKLEY, Supt. of Telegraph, Palestine, Tex.
R. A. McDOWELL, Car Accountant, Palestine, Tex.
F. S. ANTHONY, Supt. of Machinery, "
O. H. CRITTENDEN, Chief Engineer, "
H. A. GENUNG, Engineer Maintenance of Way, San Antonio, Tex.

MISCELLANEOUS.

Dr. W. G. JAMESON, Chief Surgeon, Palestine, Tex.
J. S. O'FLYNN, General Claim Agent, "
H. E. MACK, General Agent Mail Dept., St. Louis, Mo.
JESSE COBB, Agricultural Agent, Laredo, Tex.

GENERAL, COMMERCIAL AND TRAVELING AGENTS.

RICHARD BOAS & CO., Traffic Agents, Hamburg and Bremen, Germany, and Antwerp, Belgium
J. H. WELSFORD & CO., Traffic Agents for Great Britain, No. 17 Water Street, Liverpool, Eng.
F. G. FRIESER, Foreign Fht. Agt., 169 Jackson Boulevard, Chicago, Ill.
GEO. D. HUNTER, Gen. Eastern Traf. Agt., 335 Broadway, New York.
W. G. TRUFANT, Trav. Fht. Agt., " "
J. S. HOUSTON, Gen. Agt., 1612 Third Nat'l Bank Bldg, St. Louis, Mo.
H. H. TAYLOR, Com'l Agt., " " "
JAMES STUART, Trav. Fht. Agt., " " "
T. B. MOSS, Com'l Agent, 211 Scarrit Arcade, Kansas City, Mo.
FRANK J. BURKE, Com'l Agt., Railway Exchange Bldg, Denver, Colo.
H. C. DINKINS, Gen. Agt. for Mexico, Mexico City.
J. S. CAMPBELL, Traveling Freight Agent, "
F. G. SAVAGE, Traveling Freight Agent, "
_____, Traveling Passenger Agent, "
H. E. FRY, Commercial Agent, Monterey, Mex.
GEO. W. DOLL, Commercial Agent, Cincinnati, O.
J. W. DALEY, Gen. Agt. Fht. Traf. Dept., Galveston, Tex.
HENRY IZZARD, Soliciting Freight Agent, "
W. C. REES, Passenger and Ticket Agent, "
M. L. MORRIS, Passenger and Ticket Agent, Houston, Tex.
L. R. DALLAM, Commercial Agent, "
T. J. KEEN, Traveling Freight Agent, "
P. J. LAWLESS, General Agent, Austin, Tex.
J. H. GUYOT, Soliciting Freight Agent, "
J. M. BALL, Gen. Agt. Fht. Traffic Dept., San Antonio, Tex.
G. M. BYNUM, Pas. and Ticket Agent, "
G. E. MARSHALL, Commercial Agent, "
P. A. SULLIVAN, Traveling Freight Agent, "
J. B. DaCAMARA, Freight and Ticket Agent, Laredo, Tex.
J. W. BYARS, Commercial Agent, Waco, Tex.
J. C. JONES, Passenger and Ticket Agent, "
C. M. HARRIS, Passenger and Ticket Agent, Ft. Worth, Tex.
D. J. BYARS, Commercial Agent, 704 Main St., "
C. HANSON, Traveling Freight Agent, "
GEORGE SIMPSON, Com'l Agent, 296 Main St., Dallas, Tex.
W. B. STEELE, Traveling Freight Agent, "
C. E. WOOD, General Agent, Tyler, Tex.
GARLAND TOBIN, Trav. Passenger Agent, Palestine, Tex.
R. R. CLARIDGE, Traveling Immigration Agent, "
M. L. FULLER, Traveling Immigration Agent, St. Louis, Mo.

INTERNATIONAL & GREAT NORTHERN RAILROAD COMPANY.

CORPORATE OFFICERS.

GEORGE J. GOULD, President, New York City, N.Y.
FRANK J. GOULD, 1st Vice-President, "
E. B. BOYD, Assistant to Vice-President, Chicago, Ill
A. R. HOWARD, Secretary and Treasurer, Palestine, Tex
H. B. HENSON, Asst. Sec'y and Asst. Treas., New York City, N.Y.

MEXICO CITY, SAN ANTONIO, AUSTIN AND ST. LOUIS.

(Via National Rys. of Mexico, I. & G. N., T. & P., and St. L. I. M. & S. Rys.)

No. 6	No. 4	STATIONS.	No. 5	No. 3
.....	7 30 P M	lve... Mexico City....arr.	8 00 P M	.....
.....	8 45 A M	lve..San Luis Potosi..arr.	7 05 A M	.....
.....	6 10 P M	lve..... Saltillo.....arr.	10 25 P M	.....
.....	9 50 P M	lve..... Monterey ....arr.	6 50 P M	.....
.....	7 15 A M	lve.....Laredo.....arr.	12 55 Noon	.....
.....	1 20 P M	arr... San Antonio...lve.	7 00 A M	.....
7 45 P M	1 25 P M	lve... San Antonio...arr.	6 45 A M	6 45 P M
11 10 P M	4 05 P M	lve.....Austin .....arr.	3 48 A M	3 58 P M
12 40 Night	5 25 P M	lve..... Taylor. .....arr.	2 27 A M	2 02 P M
3 30 A M	7 16 P M	lve.....Hearne.....arr.	12 12 Night	11 54 A M
7 35 A M	10 28 P M	lve..... Palestine ....arr.	7 35 P M	8 01 A M
3 40 P M	4 25 A M	arr.....Texarkana....lve.	12 35 Noon	1 05 A M
8 10 P M	8 50 A M	arr.... Little Rock....lve.	7 30 A M	8 00 P M
10 15 P M	10 05 A M	arr.... Hot Springs ...lve.	6 30 A M	5 50 P M
7 27 A M	7 58 P M	arr.....St. Louis.....lve.	8 30 P M	9 05 A M

Trains 4 and 5—Through Pullman Drawing-room Sleeping Car service between Mexico City and St. Louis; also Drawing-room Sleeper between San Antonio and St. Louis, and Reclining Chair Cars between Laredo and St. Louis. Trains 3 and 6—Pullman Drawing-room Sleeper between San Antonio and Chicago.

Dining Car Service between San Antonio and St. Louis. Meals a la carte.

Pullman Hotel Cars between San Antonio and Mexico City.

SAN ANTONIO AND DALLAS LINE.

(*Via I. & G. N. R.R., G. C. & S. F. Ry.*)

Through Pullman Observation Sleepers daily in each direction between San Antonio and Dallas, via Milano.

Leaves San Antonio 7 45 p.m., arrives Dallas 8 45 a.m. Leaves Dallas 7 45 p.m., arrives San Antonio 10 10 a.m.

GALVESTON, HOUSTON AND ST. LOUIS LINE.

No. 2	No. 4	(*Via Iron Mtn. Route.*)	No. 5	No. 3
6 45 A M	2 00 P M	lve.....Galveston.....arr.	7 45 A M	6 35 P M
1 15 P M	3 40 P M	lve.....Houston.....arr.	5 30 A M	2 55 P M
.....	10 28 P M	lve.....Palestine.....arr.	7 35 P M	8 01 A M
.....	1 15 A M	arr.....Longview.....lve.	3 50 P M	4 55 A M
.....	4 25 A M	arr.....Texarkana ....lve.	12 35 Noon	1 05 A M
.....	7 58 P M	arr.....St. Louis .....lve.	8 50 P M	9 05 A M
.....	7 17 A M	arr..... Chicago.....lve.	12 04 Noon	11 40 P M

Train No. 4, leaving Galveston and Houston, has Pullman Buffet Drawing-room Sleeping Cars through to St. Louis. Return on No. 5 (Sleeper remains at Houston until 6 15 a.m.), Dining Car service between Palestine and St. Louis, returning on No. 3. Trains 2 and 3—Pullman Parlor Cars with buffet service between Houston and Palestine.

SAN ANTONIO, AUSTIN, FORT WORTH AND KANSAS CITY LINE.

.....	No. 8	(Via Milano and Santa Fe Route.)	No. 7	.....
.....	7 45 P M	lve....San Antonio....arr.	10 10 A M	.....
.....	11 10 P M	lve..... Austin.....arr.	6 30 A M	.....
.....	7 45 A M	arr..... Ft. Worth .....lve.	8 45 P M	.....
.....	2 16 P M	arr..... Purcell .....lve.	1 45 P M	.....
.....	6 30 A M	arr....Kansas City....lve.	9 10 P M	.....

Trains Nos. 7 and 8 have Through Sleeper and Chair Car San Antonio and Kansas City, via Milano.

SAN ANTONIO, AUSTIN AND WACO LINE.

.....	No. 6	Buffet Sleeper.	No. 7	.....
.....	7 45 P M	lve.....San Antonio...arr.	10 10 A M	.....
.....	11 10 P M	lve.....Austin.....arr.	6 30 A M	.....
.....	7 15 A M	arr.....Waco.....lve.	10 45 P M	.....

SAN ANTONIO AND LAREDO LINE.

Standard Sleeper.

.....	9 00 P M	lve... San Antonio ...arr.	6 00 A M	.....
.....	7 00 A M	arr..... Laredo .....lve.	8 00 P M	.....

INTERNATIONAL & GREAT NORTHERN RAILROAD

THOMAS J. FREEMAN, Receiver.

SAN ANTONIO DIVISION.

5	9	3	7	Mls.	September 26, 1909.	4	10	6	605	8
P M	.....	A M	....	.....	LEAVE] [ARRIVE	A M	....	A M	.....	.....
*350	A M	*4 55	....	0	.Longview Junc.	1 15	....	1145	.....	P M
*840	*1045	*8 11	....	81.3	lv. + Palestine ♂ ar.	10 23	....	7 10	.....	7 00
--	11 06	--	....	89.8	.....Tucker.....	--	....	6 50	.....	6 40
9 17	11 30	8 55	....	99.3	.....Oakwood...♂	--	....	6 26	.....	6 17
--	11 43	--	....	104.5	.....Speer.....	--	....	6 13	.....	6 05
--	11 52	--	....	108.1	.....Keechi.....	--	....	6 05	.....	5 56
1002	12 12	9 38	....	116.0	.....Buffalo...♂	--	....	5 45	.....	5 37
1024	12 35	10 00	....	125.1	.....Jewett.....♂	--	....	5 23	.....	5 15
1050	1 02	10 28	....	136.1	.....Marquez....♂	--	....	4 55	.....	4 49
--	--	--	....	140.1	.....Dean.....	--	....	--	.....	--
--	1 29	--	....	146.8	.....Lake.....	--	....	--	.....	4 23
--	1 37	11 02	....	149.6	.....Easterly....♂	--	....	4 22	.....	4 16
--	1 49	11 13	....	154.4	....New Baden....	--	....	4 10	.....	4 06
1145	1 59	11 23	....	158.4	.....Franklin....♂	--	....	4 00	.....	3 55
--	2 16	--	A M	165.2	.....Elliott.....	--	A M	--	.....	3 39
1212	2 40	11 54	*215	170.9	+ ....Hearne.....♂	7 16	1130	3 30	.....	3 25
1223	§3 20	12 07	2 40	175.2	....Valley Junc..♂	7 07	1100	3 10	.....	§3 15
--	3 38	12 20	2 55	180.9	.....Gause.....♂	--	1044	--	.....	2 10
1 01	4 10	12 45	3 31	191.3	+ ....Milano.....♂	6 33	1017	2 20	.....	1 40
1 35	4 38	1 07	3 54	200.4	+ ...Rockdale....♂	6 15	9 51	1 35	.....	1 07
--	6 18	1 57	4 24	213.5	.....Thorndale...♂	--	9 15	1 06	.....	12 38
--	6 36	--	4 39	219.7	.....Thrall.....	--	8 58	--	.....	--
2 27	6 50	2 02	4 55	226.1	arr..+ Taylor ♂ lve.	5 23	8 40	1240	.....	12 10
2 30	5 55	2 07	5 00	226.7	lve....Taylor...arr.	5 20	8 35	1235	.....	11 59
--	6 15	2 26	5 20	234.7	.....Hutto.....♂	--	8 12	1216	.....	11 40
3 06	6 34	2 44	5 40	242.9	ar. + Round Rock. lv.	4 46	7 51	1157	P M	11 22
....	6 40	2 51	8 00	242.9	lv..Round Rock. ♂ ar.	4 40	7 45	....	2 40	.....
....	7 15	3 26	8 35	252.6	ar. + Georgetown ♂ lv.	*3 50	*655	....	*1 50	.....
--	6 44	2 54	5 51	247.3	+ ....McNeil.....♂	--	7 40	1147	P M	11 12
--	6 51	--	5 58	250.2	.....Duval.....	--	7 33	--		11 06
--	7 06	--	6 13	256.3	.....Hooper.....	--	7 17	--	.....	--
3 48	7 20	3 30	1620	261.5	arr...Austin...lve.	4 05	7 00	1110	.....	10 40
3 48	7 25	3 32	6 45	261.5	lve. + Austin ♂ arr.	4 05	6 55	1107	.....	10 40
--	7 40	--	7 00	265.1	.....Kouns.....	--	6 40	--	.....	--
--	7 54	--	7 15	271.3	.....Manchaca...♂	--	6 27	--	.....	10 10
4 23	8 04	4 15	7 25	275.5	.....Buda.....♂	--	6 18	1024	.....	10 00
4 37	8 20	4 31	7 41	282.3	.....Kyle.....♂	--	6 05	1007	.....	9 45
4 54	8 40	4 51	8 02	291.0	+ .San Marcos..♂	3 00	5 48	946	.....	9 25
--	8 57	--	8 19	298.2	.....Hunter.....♂	--	5 34	--	.....	9 09
--	9 13	--	8 34	304.3	.....Goodwin.....♂	--	5 22	--	.....	--
5 32	9 23	5 32	8 45	308.6	+ .New Braunfels.♂	2 26	5 10	903	.....	8 45
--	--	--	--	309.1	...Landa's Park...	--	--	--	.....	--
--	9 41	--	9 06	316.3	.....Corbyn.....	--	--	--	.....	8 26
--	9 56	--	9 22	322.3	.....Bracken.....♂	--	4 39	829	.....	8 12
--	10 13	--	9 41	329.2	.....Wetmore.....♂	--	--	812	12	7 56
6 45	10 40	6 45	1010	340.2	ar. San Antonio ♂. lv.	1 25	*400	*745	A M	*7 30
7 00	P M	*8 00	A M	340.2	lv. + San Antonio. ar.	1 20	A M	P M	6 00	A M
7 30	.....	8 52	.....	353.4	.....Von Ormy....♂	12 48	.....	.....	5 10	.....
7 36	.....	10 02	.....	356.0	.....Kirk.....	12 42	.....	.....	5 00	.....
7 33	.....	10 32	.....	363.4	.....Lytle.....♂	12 25	.....	.....	4 33	.....
8 15	.....	11 10	.....	372.8	.....Devine.....♂	12 03	.....	.....	3 58	.....
8 35	.....	11 45	.....	381.7	.....Moore.....♂	11 42	.....	.....	3 24	.....
9 04	.....	12 35	8 3	394.3	.....Pearsall....♂	11 12	.....	.....	2 37	32
9 40	.....	1 35	P M	410.4	.....Dilley.....♂	10 34	.....	.....	1 35	P M
1019	.....	2 35	†800	427.0	.....Cotulla.....♂	9 53	.....	.....	12 05	5 25
1049	.....	3 30	855	438.8	.....Artesia.....♂	9 23	.....	.....	11 13	4 26
1125	.....	4 30	8 00	455.4	.....Encinal.....♂	8 45	.....	.....	10 17	3 15
--	.....	--	1100	460.7	.....Nye.....	--	.....	.....	--	12 45
1255	.....	7 00	1130	493.5	+ .....Laredo.....♂	*7 15	.....	.....	*8 00	Noon
Noon	.....	A M	P M	....	ARRIVE] [LEAVE	A M	....	....	P M	†1220

COLUMBIA BRANCH.

2	No. 408	Mls.	December 5, 1909.	No. 404	1
.....	*7 30 A M	0	lve....Houston ♂ ..arr.	8 00 P M	....
.....	8 05 "	11.3	.....Almeda.....	7 25 "	....
.....	8 30 "	19.0	.....Arcola.....♂	7 00 "	....
.....	8 37 A M	21.0	.....Hawden.....	6 53 P M	....
.....	8 43 A M	22.7	.....House's.....	6 47 P M	....
.....	8 56 A M	21.0	.....Hawden.....	6 34 P M	....
.....	9 30 "	32.3	.....Bonney.....	6 00 "	....
A M	9 45 "	36.9	.....Chenango.....	5 45 "	A M
*1010	9 55 A M	40.0	.....Anchor..... ♂	5 35 P M	9 35
11 35	.....	50.0	arr.....Velasco.....lve.	.....	*820
A M	10 04 A M	41.9	.....Oyster Creek.....	5 26 P M	A M
.....	10 30 A M	50.0	arr...East Columbia ♂ lve.	*5 00 P M	....

MADISONVILLE BRANCH.

.....	No. 514	Mls	July 4, 1909.	No. 515	.....
.....	.....	....	LEAVE] [ARRIVE	.....	.....
.....	*9 40 A M	0	.....Navasota.....♂	5 35 P M	....
.....	10 25 "	11	.....Anderson.....♂	4 50 "	....
.....	11 45 A M	32	.....Bedias.....♂	3 30 "	....
.....	12 30 Noon	45	arr. Madisonville ♂ lve	*2 45 P M	....

* Daily; † daily, except Sunday; a stops to take or leave passengers for or from north of Houston. + Coupon stations; ♂ Telegraph stations. ‖ Meals. Central time.

GULF DIVISION.

203	7	5	3	Mls.	November 11, 1909.	2	4	6
....	P M	P M	A M	.....	LEAVE] [ARRIVE	P M	A M	A M
....	*545	*3 50	*4 55	0	+ .Longview Junc. ♂	4 55	1 15	11 45
....	--	--	--	4.9	.....Footes.....	4 42	--	11 31
....	--	4 23	5 22	12.1	.....Kilgore.....♂	4 23	--	11 07
....	--	4 50	5 46	22.4	arr...+Overton ♂..lve.	3 58	--	10 33
....	....	*2 30	*4 25	0	lve...Henderson ♂ arr.	6 05	.....	11 50
....	....	3 40	5 35	16.0	arr.....Overton....lve.	4 55	.....	10 40
....	--	4 50	5 46	22.4	lve....Overton....arr.	3 58	--	10 33
....	--	5 07	6 00	28.6	.....Arp.....	3 40	--	10 13
A M	--	5 30	6 16	35.9	arr.....Troupe....lve.	3 22	--	9 50
*720	....	*2 55	.....	0	lve...+Mineola ♂..arr.	8 00	.....	12 05
7 54	....	5 30	.....	11.5	.....Lindale.....♂	7 23	.....	11 30
8 12	....	5 50	.....	17.9	.....Swan.....	7 03	.....	11 12
8 34	....	4 13	.....	25.2	arr.... + Tyler ♂ ...lve.	6 40	.....	10 52
8 34	....	4 13	.....	25.2	lve.....Tyler.....arr.	6 40	.....	10 52
9 04	....	4 44	.....	35.6	.....Whitehouse.....	6 07	.....	10 20
9 30	....	5 10	.....	44.2	arr...+Troupe ♂...lve.	5 40	.....	9 55
A M	--	6 30	6 16	35.9	.....Troupe.....	3 22	--	9 50
....	--	5 48	--	42.3	.....Gould.....	3 07	--	9 31
....	--	6 00	--	47.9	.....Reynolds.....	2 53	--	9 13
....	7 29	6 20	6 57	54.1	+ ...Jacksonville...♂	2 38	11 28	8 55
....	--	6 30	--	57.7	.....Hume.....	2 30	--	8 44
....	--	6 50	--	64.8	.....Prices.....	2 13	--	8 23
....	--	7 05	7 33	69.6	.....Neches.....♂	2 02	--	8 08
....	--	7 22	--	76.3	.....Wells Creek.....	1 46	--	7 49
....	8 25	7 35	8 01	81.3	arr..+Palestine ♂..lve.	1 35	10 28	*7 35
....	P M	10 35	8 15	81.3	lve....Palestine....arr.	1 15	10 10	A M
....		--	8 33	88.8	.....Cronin.....	12 55	--	....
....	....	11 07	8 43	93.5	.....Elkhart.....♂	12 45	9 42	....
....	....	11 23	8 57	99.5	.....Salmon.....	12 32	--	....
....	....	11 39	9 10	105.8	.....Grapeland.....♂	12 17	9 14	....
....	....	11 55	9 25	112.3	.....Latexo.....	12 02	--	....
....	....	12 13	9 40	118.8	+ .....Crockett.....♂	11 48	8 45	....
....	....	--	9 54	121.3	.....Cutt.....	11 33	--	....
....	....	12 50	10 10	132.5	.....Lovelady.....♂	11 17	8 14	....
....	....	--	10 21	137.1	.....Red Branch.....	11 07	--	....
....	....	1 27	10 45	146.1	+ .....Trinity.....♂	10 45	7 45	....
....	....	1 45	11 03	153.0	.....Riverside.....♂	10 26	7 08	....
....	3 06	2 07	11 25	160.9	.....Dodge.....♂	10 07	6 50	303
....	P M	2 19	11 37	165.3	arr.....Phelps♂...lve.	9 55	6 40	A M
....	*650	10 00	11 50	165.3	lve.....Phelps.....arr.	9 30	6 30	11 30
....	7 25	10 35	12 25	172.3	arr..+Huntsville ♂.lve.	*9 00	*6 00	*1100
....	P M	--	--	170.9	.....Kellys.....	--	--	A M
....	....	2 45	12 05	.....	.....Elmina.....	9 26	6 16	....
....	....	2 48	12 08	177.0	.....New Waverly...♂	9 23	6 13	....
....	....	--	12 14	180.4	.....Esperenza.....	9 17	--	....
....	....	3 06	12 30	185.0	.....Willis.....♂	9 02	5 54	....
....	....	3 25	12 53	193.0	.....Conroe.....♂	8 41	5 35	....
....	....	--	1 02	196.3	.....Grand Lake.....	8 32	--	....
....	15	--	1 17	201.9	.....Tamina.....	8 20	--	14
....	P M	4 08	1 49	208.8	.....Spring.....♂	8 02	4 57	A M
....	*813	4 13	1 45	209.8	.....Sellers.....♂	7 58	4 53	7 10
....	8 40	4 42	2 12	219.0	.....Aldine.....	7 28	4 23	6 43
....	--	--	--	226.6	.....Cross Timbers.....	--	--	--
....	9 23	5 30	2 55	232.0	arr...+Houston ♂..lve.	6 45	3 40	6 00
....	P M	6 15	P M	232.0	lve.....Houston.....arr.	5 35	3 30	5 35
....	....	6 25	.....	236.8	.....Harrisburg....♂	--	3 16	--
....	....	6 51	.....	255.3	.....League City....♂	--	2 50	--
....	....	7 00	.....	259.6	.....Dickinson.....♂	--	2 42	--
....	....	7 12	.....	267.2	.....La Marque.....♂	--	2 30	--
....	....	a --	.....	269.7	Texas City Junction	--	a	--
....	....	a --	.....	273.5	.....Virginia Point...♂	4 30	a -	4 30
....	....	7 45	.....	280.3	arr..+Galveston ♂.lve.	*4 10	*2 00	*4 10
....	....	A M	.....		(Central time.)	A M	P M	A M

FORT WORTH DIVISION.

17	No. 15	Mls.	July 4, 1909.	No. 14	18	....
P M	.....	.....	LEAVE] [ARRIVE	.....	A M	....
*6 35	*7 05 A M	0	+ ....Fort Worth....♂	8 28 P M	11 40	....
6 57	7 27 "	9.3	.....Everman.....♂	7 57 "	11 12	....
8 40	9 05 "	50.0	.....Italy.....♂	6 14 "	9 30	....
9 12	9 41 "	64.3	.....Irene.....♂	5 42 "	8 58	....
9 37	10 05 "	74.2	.....Penelope.....♂	5 18 "	8 33	....
10 40	11 08 "	98.4	arr.....+Waco♂...lve.	4 14 "	7 30	....
10 45	11 10 A M	98.4	lve.....Waco.....arr.	4 11 "	7 15	....
11 43	12 07 Noon	114.1	.....Mart.....♂	3 19 "	6 25	....
12 25	12 55 Noon	124.1	+ .....Marlin.....♂	2 25 "	5 31	....
12 48	1 20 P M	144.8	.....High Bank....♂	2 02 P M	5 08	....
1 52	2 27 "	167.2	+ .....Calvert.....♂	12 59 Noon	4 05	....
2 30	3 10 "	172.0	arr..Valley Junc. ♂ lve.	12 21 "	*3 30	....
A M	3 30 "	172.0	lve..Valley Junc...arr.	‖1201 Noon	A M	....
....	3 55 "	180.6	.....Mumford.....♂	11 35 A M	.....	....
....	4 30 "	194.5	+ .....Bryan.....♂	10 57 "	.....	....
....	4 46 "	199.0	.....College.....♂	10 43 "	.....	....
....	5 55 "	224.1	+ .....Navasota.....♂	9 30 "	.....	....
....	8 15 "	273.5	.....Sellers.....♂	7 11 "	.....	....
....	9 23 P M	295.7	arr..+Houston ♂.lve.	*6 00 A M	.....	....

Missouri, Oklahoma & Gulf Railway Co.

WM. KENEFICK, President, Kansas City, Mo.
W. P. DEWAR, Vice-President and Treasurer, Muskogee, Okla.
E. R. JONES, Secretary, "
LEWIS THORNTON, Auditor, "
PERCY TALBOT, General Freight and Passenger Agent, "
ALEXANDER NEW, General Counsel. Kansas City, Mo.
E. B. FISHER, General Supt. and Purch. Agent, Muskogee, Okla.

J. J. HARRISON, Chief Engineer, Calvin, Okla.
A. F. DAY, General Eastern Agent, 45 Wall St., New York, N.Y.
O. G. PARSLEY, General Agent, 441 Marquette Bldg, Chicago, Ill.
_____, Traveling Freight Agent, Muskogee, Okla.
J. T. BUCKNER, Commercial Agent, Denison, Tex.
MARTIN E. CASTO, Com'l Agent, Bryant Bldg, Kansas City, Mo.
W. A. MASON, Trainmaster, Muskogee, Okla.

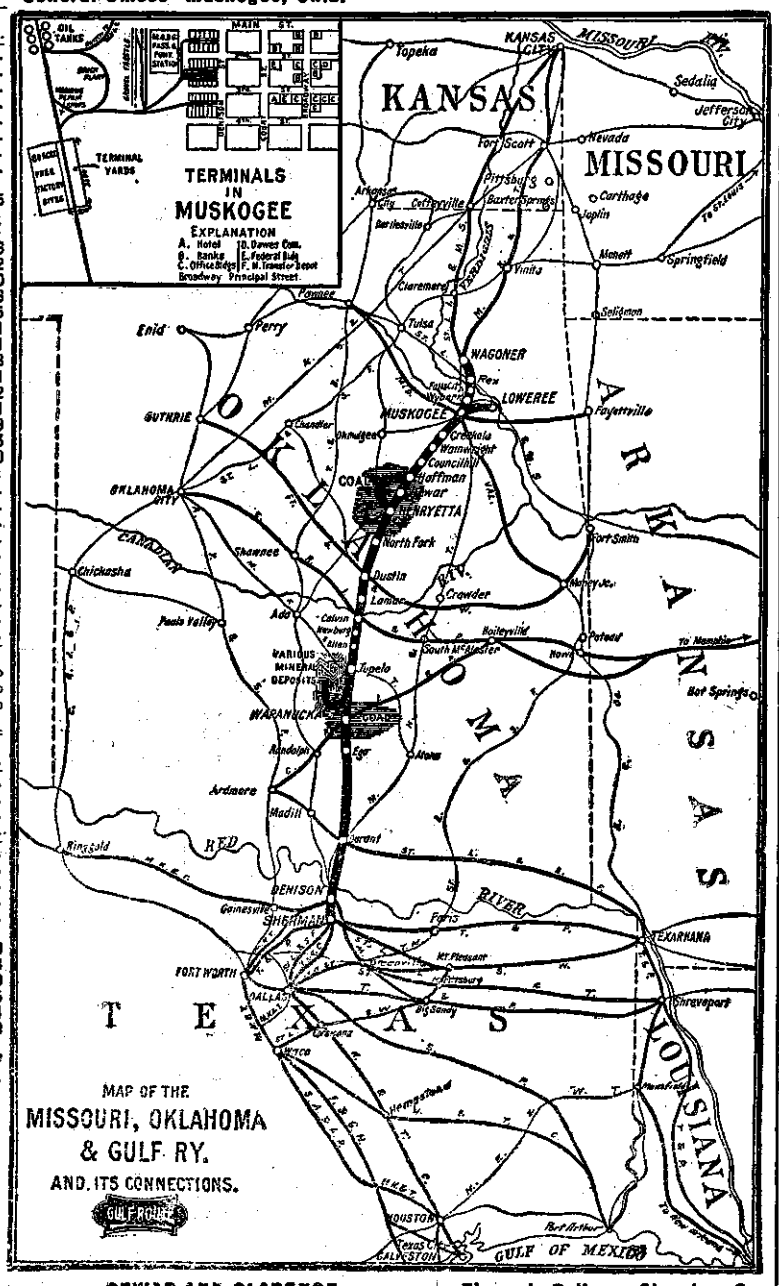
General Offices—Muskogee, Okla.

January 1, 1910.	Mls.	5-1 Pas.	7 Pas.	9 Pas.	11 Pas.	3 Pas.
[LEAVE	.....	A M	A M	P M	P M	.....
Wagoner[1] + ... ♂	0	*7 10	*9 40	*4 30	*7 10	.....
Chercreek	4.0	7 20	9 54	4 40	7 20	.....
Rex[2] ..... ♂	8.1	7 31	10 05	4 51	7 31	.....
Falls City	8.5	7 33	10 06	4 52	7 32	.....
Verdark	11.3	7 40	10 14	5 00	7 40	.....
Arkansas River	12.6	7 43	10 18	5 04	7 44	.....
M. K. & T. Crossing	14.6	– –	– –	– –	– –	.....
Muskogee[3] + ..arr.	16.4	7 55	10 30	5 20	8 00	P M
Muskogee ♂ ...lve.	16.4	8 05	A M	P M	P M	*8 45
Midland Crossing	22.3	– –				– –
Frisco Crossing	22.7	– –	.....	.....	.....	– –
Seibold	24.2	8 35	.....	.....	.....	9 06
Creekola	26.4	8 40	.....	.....	.....	9 12
Wainwright + ... ♂	34.9	9 05	.....	.....	.....	9 30
Council Hill + ... ♂	41.3	9 25	.....	.....	.....	9 46
Hitchita	48.0	9 44	.....	.....	.....	10 05
Hoffman + ... ♂	53.8	10 00	.....	.....	.....	10 21
Dewar	60.6	10 20	.....	.....	.....	10 41
Henryetta[4] + ... ♂	63.1	10 27	.....	.....	.....	10 48
North Fork	72.0	10 50	.....	.....	.....	11 11
Dustin[5] + ... ♂	76.0	11 01	.....	.....	.....	11 22
Carson	83.4	11 20	45	41	43	11 41
Lamar ..... ♂	89.3	11 38	Mix.	Pas.	Pas.	11 59
Bear	102.4	12 12	A M	A M	P M	12 33
Calvin[6] ..... ♂	106.4	12 30	*8 00	*8 30	*2 10	12 50
Atwood ..... ♂	112.4	Noon	8 18	8 46	2 27	Night
Allen ..... ♂	120.2	.....	8 42	9 05	2 50	.....
Steedman ..... ♂	126.6	.....	9 00	9 21	3 08	.....
Moller ..... ♂	135.2	.....	9 20	9 42	3 33	.....
Tupelo[7] ..... ♂	143.1	.....	9 50	10 00	3 55	.....
Clarita	151.7	.....	10 17	A M	P M	.....
Wapanucka	159.7	.....	10 41	.....	.....	.....
Coleman	167.7	.....	11 05	.....	.....	.....
Kenefick	176.7	.....	11 3[illegible]	.....	.....	.....
Durant	188.7	.....	12 05	.....	.....	.....
[ARRIVE	.....	.....	Noon	.....	.....	.....
(*Rock Island.*)	.....	P M	.....	.....	.....	A M
arr. **Holdenville**	.....	3 35	.....	.....	.....	2 10
arr. **Shawnee**	.....	5 00	.....	.....	.....	4 00
arr. **Oklahoma City**	.....	6 45	.....	.....	.....	6 00
.....	.....	P M	.....	.....	.....	A M

STATIONS.	Mls.	2 Pas.	42 Pas.	46 Mix.	4-12 Pas.	44 Pas.
(*Rock Island.*)	.....	Night	.....	.....	A M	.....
lve. **Oklahoma City**	.....	12 15	.....	.....	9 55	.....
lve. **Shawnee**	.....	1 55	.....	.....	11 35	.....
lve. **Holdenville**	.....	3 28	.....	.....	1 10	.....
[LEAVE	.....	A M	.....	Noon	P M	.....
Durant	0	.....	.....	*1245	.....	.....
Kenefick	12.0	.....	.....	1 20	.....	.....
Coleman	21.0	.....	.....	1 25	.....	.....
Wapanucka	29.0	.....	.....	1 49	.....	.....
Clarita	37.0	.....	A M	2 13	.....	P M
Tupelo	45.6	.....	*1115	2 40	.....	*4 20
Moller	53.5	.....	11 37	3 05	.....	4 38
Steedman	62.1	.....	12 02	3 30	.....	4 59
Allen	68.5	.....	12 20	3 48	.....	5 15
Atwood	76.3	A M	12 43	4 12	P M	5 34
Calvin	82.3	*4 15	1 00	4 30	*1 55	5 50
Bear	86.3	4 23	P M	P M	2 05	P M
Lamar	99.4	5 07	.....	.....	2 47	.....
Carson	105.3	5 25	.....	.....	3 05	.....
Dustin	112.7	5 4[illegible]	.....	.....	3 24	.....
North Fork	116.7	5 55	.....	.....	3 35	.....
Henryetta	125.6	6 17	.....	.....	3 57	.....
Dewar	128.1	6 24	.....	.....	4 04	.....
Hoffman	134.9	6 44	.....	.....	4 24	.....
Hitchita	140.7	7 00	.....	.....	4 40	.....
Council Hill	147.4	7 19	.....	.....	4 59	.....
Wainwright	153.8	7 35	.....	.....	5 15	.....
Creekola	162.3	7 53	.....	.....	5 33	.....
Seibold	164.5	7 59	.....	.....	5 38	.....
Frisco Crossing	166.0	– –	6	8	– –	10
Midland Crossing	166.4	– –	Pas.	Pas.	– –	Pas.
Muskogee .....arr.	172.3	8 20	A M	A M	6 00	P M
Muskogee .....lve.	172.3	A M	*6 10	*8 40	6 15	*3 30
M. K. & T. Crossing	174.1	.....	– –	– –	– –	– –
Arkansas River	176.1	.....	6 21	8 51	6 26	5 41
Verdark	177.4	.....	6 24	8 54	6 29	5 44
Falls City	180.2	.....	6 32	9 05	6 38	5 52
Rex	180.6	.....	6 35	9 08	6 40	5 55
Chercreek	184.7	.....	6 47	9 20	6 51	4 06
Wagoner	188.7	.....	7 00	9 30	7 05	4 20
[ARRIVE	.....	.....	A M	A M	P M	P M

* Daily; † daily, except Sunday. + Coupon stations. ♂ Telegraph stations.

NOTE.—Additional mileage under construction, Wagoner to Joplin, Mo., 120 miles, and Durant to Sherman, Tex., 22 miles.



DEWAR AND CLARENCE.

No. 84	Mls.	*October* 3, 1909.	Mls	No. 83
†6 40 A M	0	lve.....**Dewar**....arr.	5.0	5 20 P M
6 45 "	0.7	.....Karle.....	4.3	5 15 "
6 50 "	1.3	.....McDonald.....	3.7	5 10 "
7 15 "	4.3	.....Gaither.....	0.7	4 45 "
7 20 A M	5.0	arr...**Clarence**..lve.	0	†4 40 P M

MUSKOGEE TO LOWEREE.

.....	Mls.	*October* 3, 1909.	Mls	.....
.....	0	lve...**Loweree** ..arr.	5.0	.....
.....	2.5	.....Bacone.....	2.5	.....
.....	5.0	arr.**Muskogee** ♂.lve.	0	.....

STANDARD—*Central time.*

Through Pullman Sleeping Car service between Muskogee and Oklahoma City.

CONNECTIONS.

[1] With St. Louis, Iron Mountain & Southern Ry. and Missouri, Kansas & Texas Ry. [2] With St. Louis, Iron Mountain & Southern Ry. [3] With Missouri, Kansas & Texas Ry., Frisco System and Midland Valley R.R. [4] With Frisco System. [5] With Fort Smith & Western R.R. [6] With Chicago, Rock Island & Pacific Ry. [7] With Oklahoma Central Ry.

LIBERTY-WHITE RAILROAD.

J. J. WHITE, President. | J. J. WHITE, Jr., Secretary.
W. M. WHITE, Vice-President. | H. L. WHITE, Treasurer.
W. M. WHITE, General Manager.
L. B. SEDGWICK, Auditor.
A. H. JONES, Superintendent Telephone and Telegraph.
S. N. ALFORD, Roadmaster.
H. B. MYERS, Land and Industrial Commissioner.
W. C. BLOUNT, Master Car Builder.
General Office—McComb, Miss.

MAIN LINE.

49	47	45	43	41	Mls	*February* 21, 1909.	40	42	44	48	50
....	....	P M	....	A M	....	LEAVE] [ARRIVE	A M	....	P M	....	....
....	....	†5 30	....	†6 10	0	**New Holmesville**	6 00	....	5 06	....	....
....	....	5 44	....	6 22	4.5	Bacots	5 46	....	4 54	....	....
....	....	5 49	....	6 26	5.9	George	5 41	....	4 50	....	....
P M	A M	6 51	P M	6 28	6.6	Bardwell	5 39	A M	4 48	A M	P M
§4 30	§7 00	8 00	†1 15	6 39	8.6	**McComb**[1]	†5 30	9 00	4 40	10 00	6 48
4 04	7 04	P M	1 19	6 43	9.6	Venable	A M	8 56	4 31	9 54	6 44
4 07	7 07	....	1 22	6 46	10.6	Kirksville	....	8 54	4 28	9 51	6 41
4 13	7 13	....	1 27	6 51	12.6	Quinlivan	....	8 49	4 23	9 45	6 35
4 23	7 23	....	1 37	7 01	16.1	**Irene**	....	8 40	4 13	9 35	6 26
4 37	7 37	....	1 49	7 13	19.6	Eleven Mile	....	8 30	4 01	9 21	6 11
4 47	7 47	....	1 59	7 23	22.2	Glading	....	8 23	3 51	9 11	6 01
4 54	7 54	....	2 06	7 30	24.8	Robinson	....	8 16	3 44	9 04	5 54
5 03	8 03	....	2 11	7 35	26.2	Marshalton	....	8 12	3 39	8 55	5 48
5 08	8 08	....	2 15	7 39	28.4	Felder	....	8 08	3 35	8 51	5 41
5 18	8 19	....	2 25	7 49	32.8	**Liberty**	....	†7 58	†3 25	§8 40	§5 30
P M	A M	....	P M	A M	....	ARRIVE] [LEAVE	....	A M	P M	A M	P M

LOUISIANA DIVISION.

			Mls	*February* 21, 1909.			
....	....	.....	....	LEAVE]	[ARRIVE	.....	....
....	....	.....	0	**Irene**	.....	.....	....
....	....	.....	2.5	Mixons	.....	.....	....
....	....	.....	4.5	Bradham	.....	.....	....
....	....	.....	8.1	Sandifer	.....	.....	....
....	....	.....	10.1	**Keiths**	.....	.....	....
....	....	.....	....	ARRIVE]	[LEAVE	.....	....

† Daily, except Sunday; § Sunday only.
STANDARD—*Central time.*
Connection.—[1] With Illinois Central R.R.

Missouri & Louisiana Railroad Co.

GENERAL OFFICES:
KEITH & PERRY BUILDING, KANSAS CITY, MO.

CHAS. S. KEITH, President, Kansas City, Mo.
JNO. A. SARGENT, Vice-President & Gen. Manager, "
E. E. RILEY, Secretary and Treasurer, "
J. C. SHERWOOD, General Auditor, "
D. B. HOLMES, General Attorney, "
J. S. O'FLAHERTY, Land and Tax Commissioner, "
J. R. STEPHENS, Chief Engineer, "
D. S. JONES, Acting Superintendent Bevier District, Bevier, Mo.
WM. MONAY, Superintendent Bonanza District, Bonanza, Ark.
J. H. MORRISON, Superintendent Neame District, Neame, La.
J. H. MORRISON, Superintendent Carson District, Carson, La.

BEVIER DISTRICT—Bevier, Mo., to Keota, Mo., and Ardmore, Mo.

BONANZA DISTRICT—Poteau, Okla., to Bonanza, Ark., and Hackett, Ark. For coal traffic only.

NEAME DISTRICT—Neame, La., to Rand, La.

CARSON DISTRICT—Carson, La., to Pujo, La.

CONNECTIONS.

At BEVIER, MO.—With Burlington System.
At POTEAU, OKLA.—With Kansas City Southern Railway and Frisco System.
At BONANZA, ARK.—With Frisco System.
At NEAME, LA.—With Kansas City Southern Railway.
At CARSON, LA.—With Kansas City Southern Railway.
At PUJO, LA.—With Santa Fe System. *June*, 1900.

TEXAS & GULF RAILWAY.

F. G. PETTIBONE, President.
J. H. KEEFE, Vice-President and Gen. Manager.
F. T. REMBERT, Sec'y and Treas.
R. F. FORD, Auditor and Paymaster.
YOUNG & STINCHCOMB, General Attorneys.
J. T. BYRNE, Superintendent.
L. P. GOODWYN, Master Mechanic.
J. S. PURDY, General Freight and Passenger Agent.

General Offices—Longview, Texas.

.....	No. 1	Mls	*August* 16, 1908.	No. 2	.....	.....
.....	.....	....	LEAVE] [ARRIVE	.....	.....	....
.....	*6 40 A M	0	**Longview**[1] ⊙	3 30 P M	.....	....
.....	7 05 "	10.7	Tallys ⊙	3 06 "	.....	....
.....	7 11 "	12.6	Easton ⊙	3 00 "	.....	....
.....	7 24 "	16.3	Flanagan ⊙	2 47 "	.....	....
.....	7 37 "	19.9	Tatum	2 35 "	.....	....
.....	7 55 "	26.4	Beckville ⊙	2 15 "	.....	....
.....	8 16 "	36.1	Carthage ⊙	1 50 "	.....	....
.....	8 46 "	43.7	Murvaul	1 20 "	.....	....
.....	9 07 "	49.5	Trabue ⊙	12 55 Noon	.....	....
.....	9 30 "	55.0	**Timpson**[2] ⊙	12 35 "	.....	....
.....	10 02 "	62.0	Silas ⊙	12 03 Noon	.....	....
.....	10 12 "	64.6	Stockman ⊙	11 53 A M	.....	....
.....	10 32 "	70.0	Watterman ⊙	11 32 "	.....	....
.....	10 50 A M	73.6	**Emmons** ⊙	*11 15 A M	.....	....
.....	.....	....	ARRIVE] [LEAVE	.....	.....	....

Trains marked * run daily. ⊙ Telephone stations.
STANDARD—*Central time.*

CONNECTIONS.

[1] With Texas & Pacific Ry. and International & Great Northern R.R.
[2] With Houston, East & West Texas Ry.

MACKINAC TRANSPORTATION CO.

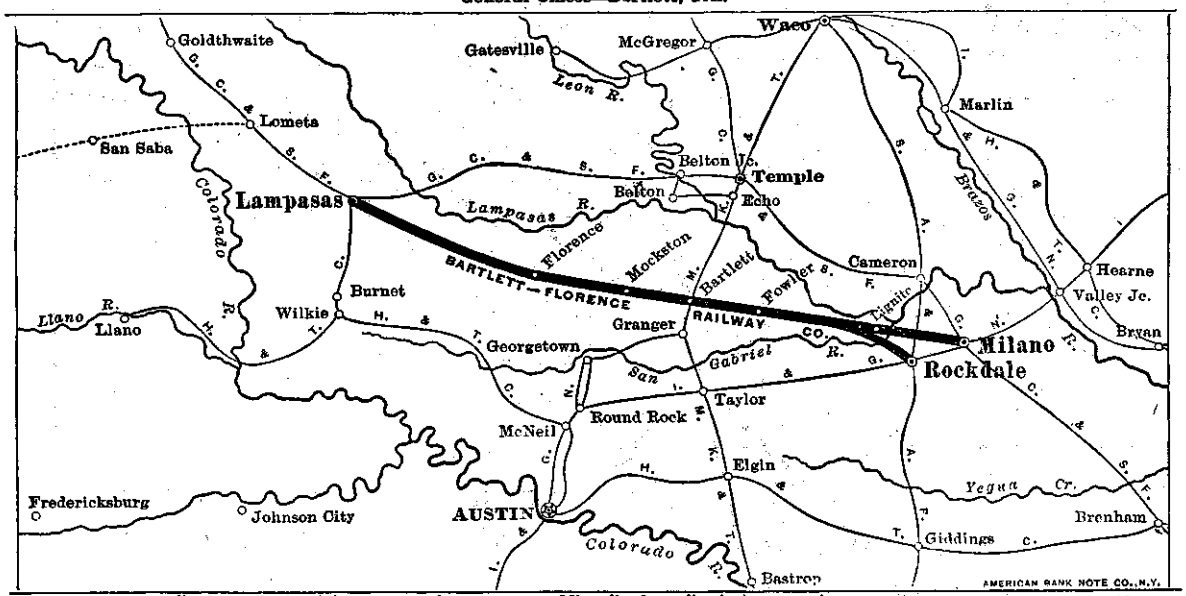
R. R. METHEANY, Secretary and Auditor, Grand Rapids, Mich.
This company operates boats for the transfer of passengers and freight between Mackinaw City, Mich., and St. Ignace, Mich. *September*, 1908.

THOMPSON RUN RAILROAD.

G. E. MOYER, General Manager, New Castle, Pa.
Extends from Thompson Run Mines to **Ellwood Junction**[1] (4 miles). Operated for freight service only. *March*, 1908.
Connection.—[1] With Pittsburgh & Lake Erie R.R.

BARTLETT-FLORENCE RAILWAY.

G. W. HUBBARD, President, Bartlett, Tex.
W. J. McDANIEL, Vice-President and Gen. Mgr., "
H. W. PECK, Second Vice-Prest. and Gen. Attorney, Dallas, Tex.
CHAS. C. BAILEY Treasurer, Bartlett, Tex.
JNO. C. COLLINS, Traf. Mgr., In charge of Accounting, Operating and Traffic, Bartlett, Tex.
General Offices—Bartlett, Tex.



		No. 3	No. 1	Mls	December 5, 1909.	Mls	No. 2	No. 4		
					LEAVE / ARRIVE					
		†1 00 P M	†9 00 A M	0	Bartlett	5.4	†11 20 A M	6 20 P M		
		1 20 P M	9 20 A M	5.4	Schwertner	0	†10 00 A M	†5 00 P M		
					ARRIVE / LEAVE					

Road under construction.
Proposed mileage. 84 miles.
† Daily, except Sunday.
STANDARD—*Central time.*

CONNECTION.—At **Bartlett**—With Missouri, Kansas & Texas Ry.
Proposed Connections.—With Gulf, Colorado & Santa Fe Ry., International & Great Northern R.R., and San Antonio & Aransas Pass Ry.
Transversing the Banner Cotton Counties and Garden Spot of Texas. Williamson County produced—season of 1908—127,651 Bales of Cotton.

BIRMINGHAM & GULF RAILWAY & NAVIGATION COMPANY.

MARVIN COPELAND, Superintendent, Tuscaloosa, Ala.

Trains leave **Tuscaloosa** for Interurban Station (1.4 miles), University (2.7 miles), Hospital (3.2 miles), River View (4.4 miles) and Holt (6.2 miles), *5 53, *7 40, ‡9 30, †10 08 a.m., ‡12 15, †12 48 noon, *4 53, †6 30, ‡8 23 p.m., for River View *6 30 p.m. Leaves Interurban Station for Holt *3 00 p.m. Returning, leave Holt for Tuscaloosa (A. G. S. Station) *6 30, *8 45, †11 15 a.m., ‡1 00, †1 30, *5 45 p.m., for Interurban Station ‡10 15 a.m., *3 30, †7 15, †9 15 p.m. Leave River View for Interurban Station ‡7 05 p.m. *April*, 1909.

* Daily; † daily, except Sunday; ‡ Sunday only.

Connections.—At **Tuscaloosa**—With railroads diverging.

SHEFFIELD & TIONESTA RAILWAY.

T. D. COLLINS, President and General Manager, Nebraska, Pa.

Train leaves **Sheffield**[1] †4 05 p.m. for Kellettville (24 miles), arriving **Ross Run**[2] (29 miles) 5 55 p.m., Nebraska, Pa. (34 miles) 6 15 p.m. Returning, leaves Nebraska †7 00 a.m., Ross Run †7 20 a.m., arriving Sheffield 9 20 a.m. Train leaves Sheffield †9 50 a.m., arriving Kellettville 11 45 a.m. Returning, leaves Kellettville †1 45 p.m., arriving Sheffield 3 15 p.m. *November* 29, 1909.

† **Daily, except Sunday.** *Eastern time.*

Connections.—[1] With Pennsylvania R.R. and Tionesta Valley R.R. [2] With Hickory Valley R.R.

SKANEATELES RAILROAD.

M. F. DILLON, President, Skaneateles, N.Y.

Trains leave **Skaneateles Junction**[1] (N. Y. C. & H. R. R.R.) †8 30, †10 55 a.m., ‡1 08, †3 05, †5 52, ‡8 40 p.m., arriving Skaneateles (5 miles) 8 48, 11 15 a.m., 1 28, 3 25, 6 12, 10 00 p.m. Returning, leave Skaneateles †7 25, †10 30 a.m., ‡12 40 noon, †2 15, †5 00, ‡8 10 p.m., arriving Skaneateles Junction 7 45, 10 52 a.m., 1 00, 2 40, 5 20, 8 32 p.m.

† Daily, except Sunday; ‡ Saturday only. *June*, 1908.

Connection.—[1] With N. Y. Cent. & Hud. Riv. R.R. *Eastern time.*

KLAMATH LAKE RAILROAD.

E. T. ABBOTT, General Manager, Thrall, Cal.

Train leaves Pokegama *10 55 a.m. for Klamath Springs Station (11 miles), arriving **Thrall**[1] (24.3 miles) 1 00 p.m. Leaves Thrall *7 30 a.m., arriving Pokegama 9 35 a.m. * Daily. *January* 20, 1907.

Connection.—[1] With Southern Pacific Co. *Pacific time.*

COAL BELT RY. AND COAL BELT ELECTRIC RY.

J. BURNS, Superintendent, Marion, Ill.

Freight and coal road connecting at Herrin with St. L. I. M. & S. Ry., Illinois Div. Operated by steam and electricity (20 miles). (Part of Mo. Pac. System.) *May*, 1909.

VIRGINIA-CAROLINA RAILWAY CO.
BEAVER DAM RAILROAD CO.

W. E. MINGEA, Prest. and Gen. Mgr. Va.-Carolina Ry., Abingdon, Va.
GEO. F. CRAIG, Prest. and Gen. Mgr., Beaver Dam R.R., Philadelphia, Pa.

Train leaves **Abingdon**[1] †6 30 a.m., arriving Damascus (16 miles) 7 25 a.m. Returning, leaves Damascus †7 35 a.m., arriving Abingdon 8 30 a.m. Leaves Abingdon †9 45 a.m., arriving Damascus (16 miles) 10 55 a.m., Crandull (25.7 miles) 12 00 noon, Konnarock (31 miles) 1 30 p.m. Returning, leaves Crandull †10 20 a.m., Konnarock †2 05 p.m., Damascus †4 10 p.m., arriving Abingdon 5 25 p.m. *December* 16, 1908.

† Daily, except Sunday. *Eastern time.*

Connection.—[1] With Norfolk & Western Ry.

NORFOLK & PORTSMOUTH BELT LINE RAILROAD.

GEO. S. SHAFER, Superintendent, Port Norfolk, Va.

Switching road extending from **Port Norfolk** to **Portsmouth** and **Berkley**, Va. Total mileage, 11 miles. Operated for freight only.

Connects tracks of New York, Philadelphia & Norfolk R.R., Atlantic Coast Line, Southern Ry., Seaboard Air Line, Norfolk & Southern Ry., Norfolk & West. Ry., C. & O. Ry., Norfolk, Portsmouth & Newport News Ry. (Electric), Virginian Ry. and Elizabeth River R.R. *March*, 1908.

ST. MARYS & KINGSLAND RAILROAD.

L. JOHNSON, President and General Manager, St. Marys, Ga.

Trains leave **Kingsland**[1] *10 20 a.m., *3 15 p.m., arrive St. Marys (11 miles) 10 55 a.m., 3 50 p.m. Leave St. Marys *4 40 a.m., *4 40 p.m., arrive Kingsland 5 20 a.m., 5 20 p.m. * Daily. *August*, 1908.

Connection.—[1] With Seaboard Air Line Ry. *Central time.*

ROCKPORT, LANGDON & NORTHERN RAILWAY.

W. E. GIERMANN, General Manager, Rockport, Mo.

Train leave Rockport *10 45 a.m., *2 50 p.m., arriving **Langdon**[1] (5.6 miles) 11 25 a.m., 3 25 p.m. Returning, leave Langdon *11 40 a.m., *3 40 p.m., arriving Rockport 12 15 noon, 4 15 p.m. *April*, 1908.

* Daily. *Central time.*

Connection.—[1] With Burlington Route.

PRESCOTT, READER & FORDYCE RAILWAY.

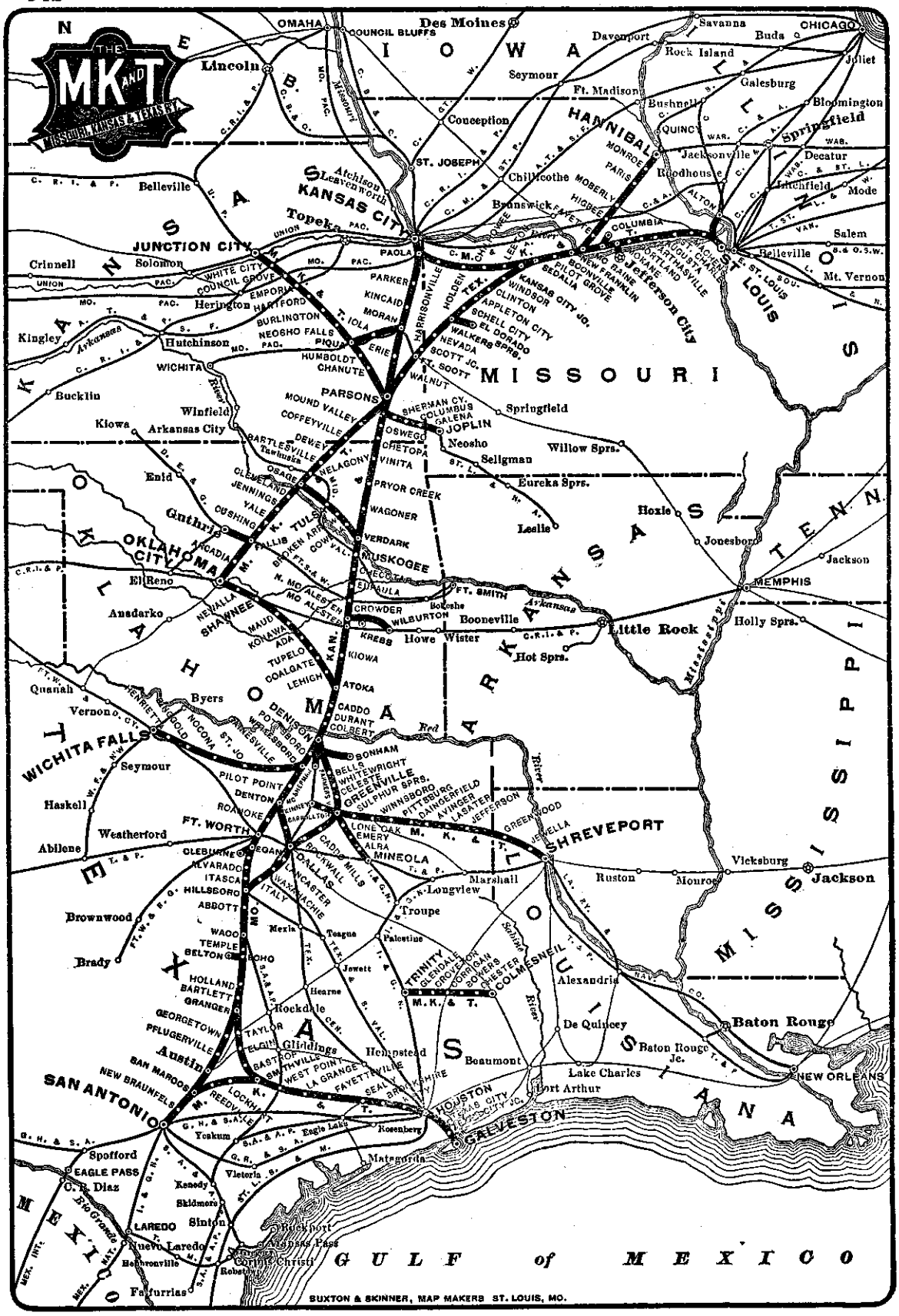
W. B. FERGUSON, President and General Manager, Little Rock, Ark.

Trains leave **Reader**,[1] Ark., *7 00, *9 30 a.m., *1 00, *5 30 p.m., arrive Lyda (6 miles) 7 30, 10 00 a.m., 1 30, 4 00 p.m. Leave Lyda *8 00, *10 30 a.m., *2 00, *4 30 p.m., arrive Reader 8 30, 11 00 a.m., 2 30, 5 00 p.m.

* Daily. *Central time.* *August*, 1908.

Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

PINTSCH GAS In use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.


THE MK AND T
MISSOURI KANSAS & TEXAS
IOWA
ILLINOIS
INDIANA
MISSOURI
KANSAS
NEBRASKA
OKLAHOMA
ARKANSAS
TENN.
MISSISSIPPI
LOUISIANA
TEXAS
MEXICO
GULF of MEXICO
OMAHA
COUNCIL BLUFFS
Des Moines
Lincoln
Davenport
Rock Island
Savanna
Buda
CHICAGO
Joliet
Galesburg
Bloomington
Springfield
Decatur
Mode
Salem
Belleville
Mt. Vernon
ST. LOUIS
Seymour
Ft. Madison
Bushnell
QUINCY
Jacksonville
Rodhouse
Litchfield
HANNIBAL
Conception
ST. JOSEPH
Atchison
Leavenworth
KANSAS CITY
Chillicothe
Brunswick
COLUMBIA
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JUNCTION CITY
PAOLA
Crinnell
Solomon
Herington
Kingley
Hutchinson
WICHITA
Bucklin
Winfield
Kiowa
Arkansas City
PARSONS
MOUND VALLEY
COFFEYVILLE
Springfield
JOPLIN
Neosho
Seligman
Willow Sprs.
Eureka Sprs.
Leslie
Hoxie
Jonesboro
Jackson
MEMPHIS
Enid
Guthrie
OKLAHOMA CITY
El Reno
Anadarko
SHAWNEE
MUSKOGEE
TULSA
FT. SMITH
Booneville
Little Rock
Holly Sprs.
Hot Sprs.
Quanah
Vernon
WICHITA FALLS
Byers
DENISON
DURANT
BONHAM
Seymour
Haskell
Weatherford
Abilene
FT. WORTH
DENTON
GREENVILLE
SHREVEPORT
Vicksburg
Jackson
Ruston
Monroe
Marshall
Longview
Troupe
Brownwood
Brady
Mexia
Palestine
Jewett
Hearne
Rockdale
Alexandria
De Quincey
Baton Rouge
Baton Rouge Jc.
NEW ORLEANS
Lake Charles
Port Arthur
Beaumont
Hempstead
Giddings
Austin
SAN ANTONIO
Yoakum
Rosenberg
HOUSTON
GALVESTON
Spofford
EAGLE PASS
C. B. Diaz
Kenedy
Skidmore
Sinton
LAREDO
Nuevo Laredo
Corpus Christi
Aransas Pass
Rockport
Falfurrias
Matagorda
Victoria
SUXTON & SKINNER, MAP MAKERS ST. LOUIS, MO.

MISSOURI, KANSAS & TEXAS RAILWAY SYSTEM.

THE MK AND T MISSOURI, KANSAS & TEXAS RY.

GENERAL OFFICES:

49 Wall Street, New York; St. Louis, Mo.; Parsons, Kan., and Dallas, Tex.

Cable Address: "KATYWAY," St. Louis, Mo.

SYSTEM MILEAGE.

Missouri, Kansas & Texas Railway	1,725 Miles.	Denison, Bonham & New Orleans Railroad	24 Miles.
Missouri, Kansas & Texas Railway of Texas	1,245 "	Wichita Falls Railway	18 "
Galveston, Houston & Henderson Railroad	50 "	Dallas, Cleburne & Southwestern Railway	10 "

Total mileage, 3,072 Miles.

EXECUTIVE DEPARTMENT.

EDWIN HAWLEY, Chairman of the Board, - - - - - - - - - - New York City.
A. A. ALLEN, President, - - - - - - - - - - - - - - - - St. Louis, Mo.
C. HAILE, Vice-President, - - - - - - - - - - - - - - - St. Louis, Mo.
C. N. WHITEHEAD, Secretary and Treasurer, - - - - - - - - - - New York City.

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G. S. SINCLAIR, Auditor of Receipts, "
C. E. SPOONER, Auditor in Kansas, Parsons, Kan.

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W. A. DURHAM, Assistant to General Manager, "
E. M. ALVORD, General Superintendent, "
T. S. McDOWELL, Acting Supt. Transportation, Denison, Tex.
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F. E. GUILD, Resident Engineer, "
F. W. BAILEY, Supt. Bridges and Buildings, Denison, Tex.
WM. O'HERIN, Supt. of Machinery and Equipment, Parsons, Kan.
W. H. MADDOCKS, Asst. Supt. of Machinery and Equipment, "
W. H. BREHM, Master Mechanic, "
W. A. MITCHELL, Master Car Builder, Sedalia, Mo.
S. K. BULLARD, Superintendent Telegraph, Denison, Tex.
W. H. HALL, Asst. Superintendent Telegraph, "
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J. M. GIBBONS, General Storekeeper, Parsons, Kan.
J. H. HIBBEN, Fuel Agent, "
C. S. SHERWIN, Land and Tax Agent, Dallas, Tex.

LEGAL DEPARTMENT.

JAMES HAGERMAN, General Counsel, St. Louis, Mo.
JOSEPH M. BRYSON, Assistant General Counsel, St. Louis, Mo.

GEO. P. B. JACKSON, General Attorney for Missouri, St. Louis, Mo.
JOHN MADDEN, General Attorney for Kansas, Parsons, Kan.
C. L. JACKSON, General Attorney for Oklahoma, Muskogee, Okla.
A. A. KRAUSE, General Claim Attorney, St. Louis, Mo.

TRAFFIC DEPARTMENT.

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W. B. GROSECLOSE, General Freight Agent, St. Louis, Mo.
J. L. WEST, Asst. General Freight Agent, "
W. W. MILLER, Asst. General Freight Agent, "
J. C. FINCH, Assistant General Freight Agent, Kansas City, Mo.
R. W. HOCKADAY, General Freight Agent in Kansas, Parsons, Kan.
G. M. LINDSAY, General Agent, Mail Department, St. Louis, Mo.
W. S. ST. GEORGE, Gen. Passenger and Ticket Agt., St. Louis, Mo.
W. M. FENWICK, Asst. Gen. Passenger Agent, "
R. W. HOCKADAY, General Ticket Agent in Kansas, Parsons, Kan.
GEORGE H. BOWER, General Baggage Agent, "
F. E. MILLER, Superintendent Dining Service, St. Louis, Mo.

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T. P. BUCHANAN, Traveling Freight Agent, "
B. S. FIFE, Commercial Agent, 722 Olive St., St. Louis, Mo.
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O. L. WINSLOW, Trav. Freight Agt., " "
E. L. MARTIN, Commercial Agt., 408 Traction Bldg, Cincinnati, O.
C. P. BOWSHER, Traveling Freight Agent, "
W. J. THIELMAN, Traveling Freight Agent, "
J. M. WHITFORD, Com'l Agent, 928 James Bldg, Chattanooga, Tenn.
E. L. SATZKY, Traveling Freight Agent, "
L. W. MOSHER, Commercial Agent, Sedalia, Mo.
C. L. LYONS, Commercial Agent, Joplin, Mo.
J. J. DAGGY, Trav. Fht. Agent, 805 Walnut St., Kansas City, Mo.
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F. FAITHORN, Com'l Agent, 517-518 Hibernia Bank Bldg, New Orleans, La.
H. B. JOHNSON, Traveling Freight Agent, Parsons, Kan.
C. C. CORY, Traveling Freight Agent, "
L. B. CHIPLEY, Commercial Agent, Oklahoma City, Okla.
J. J. HARTNETT, Traveling Freight Agent, "
H. C. CALDWELL, Freight and Pas. Agent, City of Mexico, Mex.
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J. H. WILSON, Live Stock Agent, Muskogee, Okla.
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GEORGE L. THAYER, Dist. Pas. Agt., 309 Broadway, New York, N.Y.
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W. P. OVERBAY, Trav. Pas. Agt., " "
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W. P. LINDSAY, District Passenger Agent, 376 Robert Street, St. Paul, Minn.
GEO. A. McNUTT, Dist. Pas. Agt., 805 Walnut St., Kansas City, Mo.
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S. G. LANGSTON, Gen. Land and Immigration Agt., St. Louis, Mo.
W. A. KELLOND, General Traveling Pas. Agent, "
B. B. MORTON, Pas. and Ticket Agent, 722 Olive St., "
C. J. GUYETTE, Traveling Passenger Agent, "
A. C. MINER, Traveling Passenger Agent, Sedalia, Mo.
GEO. R. HECKER, Dist. Passenger Agt., Oklahoma City, Okla.
JOHN P. DALY, District Passenger Agent, 923 James Building, Chattanooga, Tenn.
JOSEPH McILROY, General Agent, 15 Central Arcade, Flood Building, San Francisco, Cal.
J. T. BATE, General Agent, 424 Grosse Building, Los Angeles, Cal.

MISSOURI, KANSAS & TEXAS RAILWAY SYSTEM.

THE MISSOURI, KANSAS & TEXAS RAILWAY COMPANY OF TEXAS.

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A. D. BETHARD, Assistant General Manager,	»
J. W. WALTON, Acting General Superintendent,	»
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W. G. KOCH, Superintendent,	»
R. J. SULLIVAN, Superintendent,	Greenville, Tex.
C. M. BRYANT, Superintendent,	Smithville, Tex.
C. H. HURDLESTON, Superintendent,	Trinity, Tex.
C. S. SHERWIN, Secretary, Land and Tax Agent,	Dallas, Tex.
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WM. O'CONNELL, Auditor,	»
R. W. REORDAN, Assistant Auditor,	»
GEORGE B. BOGGS, Auditor of Receipts,	»
C. W. McCLEVERTY, Auditor of Disbursements,	»
JAMES HAGERMAN, General Counsel,	St. Louis, Mo.
COKE, MILLER & COKE, General Attorneys,	Dallas, Tex.
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A. M. ACHESON, Acting Chief Engineer,	Dallas, Tex.
F. W. BAILEY, Supt. Bridges and Buildings,	Denison, Tex.
W. H. HALL, Asst. Superintendent Telegraph,	»
J. W. ALLEN, General Freight Agent,	Dallas, Tex.
E. S. BRIGGS, Asst. General Freight Agent,	Houston, Tex.
W. G. CRUSH, General Passenger and Ticket Agent,	Dallas, Tex.
A. A. KRAUSE, General Claim Attorney,	»
H. G. MACAULAY, Claim Agent,	»
G. M. LINDSAY, General Agent Mail Department,	»
C. T. McELVANEY, Master Mechanic,	Denison, Tex.
JNO. DOYLE, Master Car Builder,	»
JAMES CHRISTENSEN, Traffic Claim Agent,	Dallas, Tex.
G. H. WATERMAN, Manager Dining Stations,	»

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JOHN T. ROBERTS, Traveling Freight Agent,	Wichita Falls, Tex.
J. F. DOLARD, Commercial Agent,	Fort Worth, Tex.
D. ALLEN, Traveling Freight Agent,	»
G. A. CARTER, Commercial Agent,	Dallas, Tex.
E. D. CHADICK, Commercial Agent,	Galveston, Tex.
F. G. ABBEY, Traveling Freight Agent,	Houston, Tex.
E. H. COOMBS, Commercial Agent,	San Antonio, Tex.
F. T. ROBINSON, Traveling Freight Agent,	»
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F. C. RHEA, Live Stock Agent,	San Antonio, Tex.
L. B. COMER, Live Stock Agent,	Fort Worth, Tex.
THAD. FRANKS, Commercial Agent,	Waco, Tex.
W. C. ZEHNDER, Freight Agent,	Shreveport, La.
T. L. PEELER, Industrial Agent,	Dallas, Tex.

PASSENGER TRAFFIC DEPARTMENT.

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JACOB GERLACH, Traveling Passenger Agent,	Denison, Tex.
E. G. BUFORD, City Passenger and Ticket Agent,	Austin, Tex.
R. B. COURTNEY, Passenger and Ticket Agent,	Dallas, Tex.
E. A. KELLOGG, Ticket Agent,	Denison, Tex.
J. E. JOHNSTON, City Pas. and Ticket Agent,	Fort Worth, Tex.
W. L. GREENHILL, Passenger and Ticket Agt.,	Gainesville, Tex.
A. L. CROW, City Pas. and Ticket Agent,	Galveston, Tex.
B. B. EILAND, Ticket Agent,	Greenville, Tex.
A. S. WAGNER, Passenger and Ticket Agent,	Houston, Tex.
WALTER WALTHALL, City Pas. and Tkt. Agt.,	San Antonio, Tex.
W. C. ZEHNDER, Ticket Agent,	Shreveport, La.
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W. A. MORROW, Passenger and Ticket Agent,	Waco, Tex.

CALIFORNIA TOURIST CAR SERVICE

THROUGH DALLAS, SAN ANTONIO AND EL PASO.

PERSONALLY CONDUCTED.—NO CHANGE OF CARS.

WESTBOUND.	The Katy Flyer.	Days.			EASTBOUND.	The Katy Flyer.	Days.		
Lve. St. Louis..(*M. K. & T.*)	8 32 P M	Wednesdays			Lve. San Francisco (*So. Pac.*)	4 00 P M	Wednesdays		
Lve. Kansas City... »	2 20 A M	Thursdays			Lve. San Jose..... »	5 20 P M	»		
Lve. Muskogee..... »	11 30 A M	»			Lve. Monterey..... »	6 38 P M	»		
Lve. Dallas..... »	8 25 P M	»			Lve. Santa Barbara »	4 50 A M	Thursdays		
Arr. San Antonio.. »	7 30 A M	Fridays			Arr. Los Angeles .. »	8 30 A M	»		
Lve. San Antonio(*G. H. & S. A.*)	9 00 A M	»			Lve. Los Angeles .. »	12 01 Noon	»		
Lve. El Paso.....(*So. Pac.*)	7 45 A M	Saturdays			Lve. El Paso...(*G. H. & S. A.*)	8 00 P M	Fridays		
Arr. Los Angeles... »	1 30 P M	Sundays			Arr. San Antonio.. »	7 50 P M	Saturdays		
Lve. Los Angeles .. »	7 30 P M	»			Lve. San Antonio.(*M. K. & T.*)	9 00 P M	»		
Arr. Santa Barbara »	11 15 P M	»			Arr. Dallas..... »	8 15 A M	Sundays		
Arr. Monterey..... »	11 35 A M	Mondays			Arr. Muskogee .... »	4 45 P M	»		
Arr. San Jose..... »	10 15 A M	»			Arr. Kansas City... »	12 20 Night	»		
Arr. San Francisco »	11 40 A M	»			Arr. St. Louis..... »	7 43 A M	Mondays		

DINING STATIONS.

The Missouri, Kansas & Texas Ry. owns and operates the dining stations at Mokane, Sedalia and Nevada, Mo.; Parsons, Kan.; Muskogee, Osage and McAlester, Okla.; Denison, Dallas, Hillsboro, Smithville, Houston and Hughes, Tex. This ownership insures uniform quality and service. The price of all meals is fifty cents—and the railway spares no pains or expense to please the most fastidious. Cafe car is operated on "The Katy Limited" between Kansas City and Parsons. Broiler-buffet car is carried on "The Katy Flyer;" steaks, chops, chicken—excellent in quality and reasonable in price—can be obtained.

For Map, see page 942.

For Through Car Arrangement, see page 949.

MISSOURI, KANSAS & TEXAS RY.

INDEX OF STATIONS.

The number opposite each station is the number of the table in which it is shown. Stations marked * are located on the branch indicated, but are not shown in the table. + Coupon stations.

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*Addicks, Tex. 2
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*Ahloss, Ok. 14
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+Alvarado, Tex. 7
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+Appleton City, Mo. 1
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+Bastrop, Tex. 8
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+Coffeyville, Kan. 10, 12
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*Corinth, Tex. 7
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+Crowder, Ok. 7
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Eve, Mo. 1

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+Fayette, Mo. 5
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Findlay, Kan. 2
*Finney, Mo. 1
*Fisher, Tex. 7
*Flora, Ok. 7
*Flournoy, Tex. 24
Floyd, Tex. 20
Forreston, Tex. 7
+Ft. Scott, Kan. 1
+Fort Worth, Tex. 7
Freeman, Mo. 11
*Frink, Ok. 1

+Gainesville, Tex. 19
+Galena, Kan. 6
Galesburg, Kan. 2, 9
+Galveston, Tex. 8, 25
*Gap, Ok. 7
Garland, Tex. 7
Garza, Tex. 19
Gas, Kan. 2
Genoa, Tex. 25
+Georgetown, Tex. 8
Gibson, Ok. 7
*Ginger, Tex. 16

TABLE No.

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*Glenham, Tex. 7
Golden, Tex. 16
Goodrich, Kan. 2
*Goodwin, Tex. 23
Gore, Mo. 1
*Goss, Mo. 5
+Grandview, Tex. 7
+Granger, Tex. 7, 8
Green Ridge, Mo. 1
+Greenville, Tex. 7, 16, 20, 24
Greenwood, La. 24
Groveton, Tex. 26
Gunn City, Mo. 11
+Guthrie, Ok. 12, 17
*Guthrie Junc., Ok. 17

*Hagan, Tex. 7
*Hallett, Ok. 10
*Halsted, Tex. 7
Hamburg, Mo. 1
*Hammelbranch, Tex. 7
Hampton, Tex. 26
Handley, Mo. 4
+Hannibal, Mo. 5, 6, 11
Harrisburg, Tex. 8, 25
Harriston, Mo. 1
+Harrisonville, Mo. 11
+Hartford, Kan. 9
Hartsburg, Mo. 1
+Harwood, Mo. 1
Hassard, Mo. 5
*Hayden, Kan. 10
*Hazel, Ok. 15
+Henrietta, Tex. 19
Hepler, Kan. 1
Hertha, Kan. 2
*Hewitt, Tex. 7
Hiattville, Kan. 1
+Higbee, Mo. 5
*Hillendahl, Tex. 7
+Hillsboro, Tex. 7
*Hills Prairie, Tex. 7
Hodge, Tex. 7
+Holden, Mo. 11
+Holland, Tex. 7
Holliday, Mo. 5
Hom ny, Ok. 10
Honey Springs, Tex. 7
Hotulke, Ok. 14
+Houston, Tex. 8, 25
*Hoyt, Tex. 16
Hughes Springs, Tex. 24
*Hulen Park, Tex. 25
*Hulwe, Ok. 1
+Humbolt, Kan. 2, 9
*Hunter, Tex. 23
Huntington, Mo. 5
Huntsdale, Mo. 1
*Hunts, Ok. 10

*Idenbro, Kan. 10
+Iola, Kan. 2
*Island, Tex. 25
+Italy, Tex. 7
+Itasca, Tex. 7

*Jackson, Ok. 12
+Jefferson, Tex. 24
+Jefferson City, Mo. 1
Jennings, Ok. 10
Jewella, La. 24
*Johnsville, Ok. 7
Jolly Tex. 19
+Joplin, Mo. 6
Josserand, Tex. 26
+Junction City, Kan. 9
*Jungs, Mo. 1

+Kansas City, Mo., 2, 6, 7, 8, 11
K. C. Junction, Mo. 1, 11
Karnack, Tex. 24
Katy, Tex. 8
*Katy Lake, Tex. 7
+Keene, Tex. 21
Keller, Tex. 7
Kelleyville, Tex. 24
*Kellogg, Tex. 7
*Kelso, Ok. 7
Kimball, Kan. 2
+Kincaid, Kan. 2
*Kingston, Tex. 7
*Kingsbury, Mo. 1
Kiowa, Ok. 7

TABLE No.

*Klondike, Mo. 1
Koch, Kan. 2
Konawa, Ok. 14
+Krebs, Ok. 13

Labette, Kan. 7
Ladore, Kan. 2
Ladue, Mo. 1
+LaGrange, Tex. 8
+LaHarpe, Kan. 2
*Lakenon, Tex. 7
LaMarque, Tex. 25
+Lancaster, Tex. 7
*Landa, Tex. 23
Lasater, Tex. 24
League City, Tex. 25
Leesburg, Tex. 24
Leeton, Mo. 11
+Lehigh, Ok. 14
Leigh, Tex. 24
*Leilsetta, Ok. 7
Leonard, Tex. 7
LeRoy Junc., Kan. 9
*Letots, Tex. 19
Lewis, Mo. 1
+Lewisville, Tex. 19
Limerick, Mo. 3
*Lindsay, Tex. 19
Little River, Tex. 7
Lloyd, Mo. 1
+Lockhart, Tex. 23
Lone Oak, Tex. 16
+Lorena, Tex. 7
Louisburg, Kan. 11
*Lovelace, Tex. 7
Luther, Ok. 10

+McAlester, Ok. 7, 13
McBaine, Mo. 1, 8
*McDowell, Tex. 7
*McElvaney, Tex. 7
*McGee, Tex. 19
+McKinney, Tex. 20
McKittrick, Mo. 1
Machens, Mo. 1
Madison, Mo. 5
Magnolia, Mo. 11
Mahan, Ok. 10
*Marais Croche, Mo. 1
Marion, Ok. 14
Marthasville, Mo. 1
Matson, Mo. 1
Maud, Ok. 14
Maxwell, Tex. 23
*Mayer, Kan. 6
Mazie, Ok. 7
*Mekko, Ok. 7
Meridian, Ok. 17
Midway, Ok. 14
Mildred, Kan. 2
+Milford, Tex. 7
Miller, Mo. 1
+Mineola, Tex. 16
*Mineral Junc., Kan. 6
+Mineral, Kan. 6
*Mingo, Tex. 7
+Moberly, Mo. 5
*Mobile, Tex. 26
Mokane, Mo. 1
+Monroe, Mo. 5
*Montana, Kan. 6
Montrose, Mo. 1
Moody, Kan. 9
+Moran, Kan. 2
+Mound Val., Kan. 10
Muenster, Tex. 19
+Muskogee, Ok. 7, 12
*Musgrove, Tex. 24
*Myra, Tex. 19

+Nelagony, Ok. 10
+Neosho Falls, Kan. 9
+Nevada, Mo. 1, 4
Newalla, Ok. 14
+New Braunfels, Tex. 8, 23
New Franklin, Mo. 1, 5
*Newline, Tex. 24
*Newsome, Tex. 24
New Ulm, Tex. 8
Nichols, La. 24
+Nocona, Tex. 19
*Noel, Tex. 7
*Norfolk, Ok. 10
+No. Jefferson, Mo. 1
+No. McAlester, Ok. 7, 13
*Noxie, Ok. 10

TABLE No.

Oaktaha, Ok. 7
Oakwood, Kan. 2
*O'Herin, Kan. 10
*Okesa, Ok. 10
+Oklahoma City, Ok., 10, 12, 14
*Onapa, Ok. 7
Orchard Park, Tex. 24
Osage, Ok. 10, 12
Osborne, Ok. 10
+Oswego, Kan. 7

*Panova, Ok. 14
+Paola, Kan. 2, 11
+Paris, Mo. 5
Parker, Kan. 2
Parkerville, Kan. 9
+Parsons, Kan. 1, 2, 6, 7, 9, 10, 12
*Patterson, Ok. 10
*Pearsons, Mo. 1
Peers, Mo. 1
*Penfield, Kan. 10
Petrolia, Kan. 2
Pflugerville, Tex. 8
*Phelan, Tex. 7
Phillips, Ok. 14
Pickton, Tex. 24
Pilot Grove, Mo. 1, 5
+Pilot Point, Tex. 7, 19
+Piqua, Kan. 2, 9
Pisek, Tex. 7
+Pittsburg, Tex. 24
*Playter, Kan. 6
Pleasant Green, Mo. 1, 5
*Plum, Tex. 7
Point, Tex. 16
Polson, Ok. 10
Porter, Ok. 12
Portland, Mo. 1
Post Oak, Mo. 11
Pottsboro, Tex. 7
*Prairie Lick, Mo. 1
*Prim, Tex. 7
Princeton, Tex. 20
*Providence, Mo. 1
Prue, Ok. 12
+Pryor, Ok. 7

Quaker, Kan. 6

+Ravenna, Tex. 18
*Reams, Ok. 7
*Red Bird, Ok. 12
*Red Oak, Tex. 7
Red Rock, Tex. 23
Reedville, Tex. 23
Rensselaer, Mo. 5
*Rentiesville, Ok. 7
*Reynolds, Ok. 7
Rhineland, Mo. 1
*Richville, Ok. 18
Ringgold, Tex. 19
Roanoke, Tex. 7
Rocheport, Mo. 1
Rockville, Mo. 1
+Rockwall, Tex. 7
*Ronald, Kan. 1
Rosanky, Tex. 23
Rosson, Tex. 19
Rowlett, Tex. 7
Royse City, Tex. 7
*Russell, Mo. 5
*Russell, Ok. 7
Rutland, Mo. 1

+St. Charles, Mo. 1
+St. Jo, Tex. 19
+St. Louis, Mo., 1, 3, 6, 7, 8, 9, 11
+St. Paul, Kan. 1
*Sadler, Tex. 7
+San Antonio, Tex. 8, 23
*San Felipe, Tex. 7
+San Marcos, Tex. 8, 23
*Sarber, Tex. 24
*Saron, Tex. 26
*Savanna, Ok. 7
Savonburg, Kan. 2
*Sayers, Tex. 7
+Schell City, Mo. 1
Schenck, Tex. 15
Scott Junc., Kan. 1
*Scroggins, Tex. 24
Sealy, Tex. 8
+Sedalia, Mo. 1, 5, 11
Selma, Kan. 2
+Shawnee, Ok. 14
+Sherman, Tex. 15
Sherman City, Kan. 6
*Shiloh, Ok. 17
+Shreveport, La. 24
Skiddy, Kan. 9
*Smallwood, Ok. 7
+Smithville, Tex. 8, 23

TABLE No.

*Solms, Tex. 23
Somerset, Kan. 11
+South McAlester
See McAlester
South Mound, Kan. 1
South Yard, Tex. 7
*Sparks, Tex. 7
*Spies, Tex. 18
Sprinkle, Tex. 8
Stark, Kan. 2
Steedman, Mo. 1
*Sterrett, Tex. 17
Stonewall, Ok. 14
Stoutsville, Mo. 5
Stryker, Tex. 26
Strawn, Kan. 9
Stringtown, Ok. 7
+Sulphur Springs, Tex. 24
*Summit, Ok. 7
Sutherland, Mo. 11
*Sylvan Park, Kan. 9

Talbot, Mo. 5
+Taylor, Tex. 8
Tebbetts, Mo. 1
*Tellico, Ok. 7
+Temple, Tex. 7, 22
*Terrace, Tex. 7
Texas City Junction Tex. 25
*Thatcher, Tex. 19
Tioga, Tex. 7, 19
Treloar, Mo. 1
Trenton, Tex. 7
Trinity Mills, Tex. 19
Trinity, Tex. 26
*+Troy, Tex. 7
Tryon, Ok. 10
*Tullahasse, Ok. 12
*Tullahasse Mission, Ok. 12
+Tulsa, Ok. 10, 12
Tupelo, Ok. 14
Turner, Mo. 8
*Tushka, Ok. 7
Tyrola, Ok. 14

Urbana, Kan. 2, 9

Vance, Kan. 2
Verdark, Ok. 7, 12
+Vinita, Ok. 7
Virginia Point, Tex. 25

+Waco, Tex. 7
+Wagoner, Ok. 7
Wainwright, Mo. 1
+Walkers, Mo. 1, 4
+Walnut, Kan. 1
Walton, Tex. 19
Wann, Ok. 10
*Ward, Ok. 7
Waskom, Tex. 24
*Wasseta, Ok. 7
Watauga, Tex. 7
+Waxahachie, Tex. 7
Webster, Tex. 25
Webster, Mo. 3
Weir, Tex. 8
Wekiwa, Ok. 12
*Welch, Ok. 7
*Weldon Springs, Mo. 7
*Wells, Ok. 7
+West, Tex. 7
*West Alton, Mo. 1
West Eldorado, Mo. 4
West Line, Mo. 11
West Point, Tex. 8
*Westville, Tex. 26
+White City, Kan. 9
+Whitesboro, Tex. 7, 19
+Whitewright, Tex. 7
+Wichita Falls, Tex. 19
+Wilburton, Ok. 13
Willard, Tex. 26
*Wilsonton, Kan. 10
Wilton, Mo. 1
+Windsor, Mo. 1
+Winnsboro, Tex. 24
*Wirth, Ok. 7
*Witcher, Ok. 10
*Woodbine, Tex. 19
*Wreford, Kan. 9
*Wright, Ok. 14
*Wyckoff, Kan. 9
*Wynona, Ok. 10

Yale, Ok. 10

MISSOURI, KANSAS & TEXAS RY.

Table 1.

The Katy Limited. — The Katy Flyer. — The Katy Flyer. — The Katy Limited.

9	3	5	1	Ms	November 7, 1909.	4	6	2	10
A M	P M	P M	A M		LEAVE [ARRIVE	A M	A M	P M	P M
*1005	*1150	*832	*7 30	0	+...St. Louis...☆	7 05	7 43	6 00	7 20
10 55	1243	9 25	8 20	27	.....Machens.....☆	6 10	6 46	5 04	6 25
— —	1248	— —	8 27	29	....Black Walnut....	6 02	— —	4 55	— —
11 18	1 05	9 48	8 50	39	+..St. Charles..☆	5 39	6 22	4 34	6 00
— —	1 35	— —	9 24	55	.....Hamburg.....☆	5 00	— —	4 00	— —
— —	1 50	— —	9 47	61	.....Matson.....☆	4 45	— —	3 45	— —
— —	2 03	— —	9 52	66	.....Augusta.....☆	4 28	— —	3 30	— —
— —	2 20	— —	10 07	74	.....Dutzow.....☆	4 10	— —	3 15	— —
— —	2 28	— —	10 15	78	....Marthasville..☆	4 00	— —	3 07	— —
— —	2 35	— —	10 22	81	.....Peers.....	3 51	— —	3 00	— —
— —	2 42	— —	10 30	85	.....Treloar.....☆	3 43	— —	2 54	— —
— —	2 50	— —	10 41	89	....Bernheimer....	3 33	— —	2 44	— —
— —	3 00	— —	10 52	94	.....Gore.....	3 17	— —	2 35	— —
— —	3 10	— —	11 00	97	.....Case.....	3 10	— —	2 28	— —
— —	3 18	— —	11 09	101	....McKittrick...☆	2 59	— —	2 20	— —
— —	3 25	— —	11 17	105	.....Rhineland...☆	2 50	— —	2 12	— —
— —	3 36	— —	11 31	111	.....Bluffton.....	2 37	— —	1 58	— —
— —	3 49	— —	11 43	116	.....Portland....☆	2 25	— —	1 45	— —
— —	4 11	— —	11 55	121	.....Steedman.....	2 14	— —	1 33	— —
12 01	4 25	12 10	‖1225	125	.....Mokane.....☆	2 05	4 05	1 20	3 40
— —	4 40	— —	12 43	131	.....Tebbetts.....☆	1 40	— —	12 43	— —
— —	4 57	— —	12 57	138	....Wainwright....	1 25	— —	12 30	— —
2 31	5 13	12 40	1 12	144	...North Jefferson.☆	1 16	3 30	12 15	3 05
□	□	□	□		ar.+Jefferson City lv.	□	□	□	□
— —	5 39	— —	1 33	154	.....Hartsburg...☆	12 56	— —	11 52	— —
— —	5 48	— —	1 42	158	.....Wilton.....	12 40	— —	11 42	— —
— —	6 00	— —	1 51	162	.....Rutland.....☆	12 30	— —	11 32	— —
3 18	6 20	1 21	2 10	170	arr..McBaine☆lve.	●1215	2 47	11 15	2 27
3 50	7 00	....	3 50	179	arr. Columbia .lve.	*1128	....	*1030	*1 25
— —	6 25	— —	2 23	172	.....Huntsdale...☆	10 40	— —	11 10	— —
— —	6 40	— —	2 40	178	.....Rocheport...☆	10 25	— —	10 55	— —
— —	6 46	— —	2 47	182	.....Lloyd.....☆	10 15	— —	10 45	— —
3 49	7 03	1 55	3 00	188	ar. New Franklin☆lv.	10 05	2 15	10 30	1 57
3 54	7 15	2 00	3 15	188	lve. New Franklin. arr.	10 00	2 10	10 20	1 52
4 05	7 28	2 12	3 29	192	+..Boonville..☆	9 47	1 57	10 07	1 40
— —	7 55	— —	3 58	203	....Pilot Grove..☆	9 22	— —	9 42	— —
— —	8 02	— —	4 05	206	.....Harriston.....	9 16	— —	9 37	— —
— —	8 08	— —	4 12	209	..Pleasant Green☆	9 10	— —	9 28	— —
— —	8 23	— —	4 27	216	....Clifton City..☆	8 56	— —	9 15	— —
— —	8 35	— —	4 42	221	.....Beaman.....☆	8 43	— —	9 02	— —
5 15	‖850	3 14	‖4 55	227	arr.+Sedalia☆lve.	8 30	1250	8 50	‖1232
5 25	9 10	3 22	5 30	227	lve...Sedalia..arr	8 05	1245	‖8 25	12 07
— —	9 30	—	5 56	239	....Green Ridge..☆	7 35	— —	8 00	— —
— —	9 40	— —	6 05	244	..Kansas City Jn☆	7 25	— —	7 48	— —
5 58	9 51	— —	6 15	248	+.....Windsor.....☆	7 15	— —	7 35	11 34
— —	10 07	— —	6 30	256	.....Calhoun.....☆	6 56	— —	7 15	— —
— —	10 17	— —	6 47	260	.....Lewis.....☆	6 45	— —	7 05	— —
6 30	10 32	4 25	7 00	267	+....Clinton.....☆	6 30	11 38	6 50	11 00
— —	10 50	— —	7 15	273	.....Ladue.....☆	6 13	— —	6 33	— —
— —	11 12	— —	7 28	280	.....Montrose.....☆	5 57	— —	6 20	— —
— —	11 31	4 59	7 39	286	+.Appleton City.☆	5 45	11 08	6 08	— —
— —	11 52	— —	7 55	294	.....Rockville.....☆	5 21	— —	5 48	— —
— —	12 01	— —	8 03	298	+...Schell City...☆	5 10	— —	5 39	— —
— —	12 12	— —	8 12	304	+....Harwood.....☆	5 00	— —	5 28	— —
— —	12 26	— —	8 23	309	+....Walkers.....☆	4 45	— —	5 11	— —
‖8 15	‖1105	5 55	8 43	317	+....Nevada.....☆	4 25	10 13	4 55	9 35
— —	1 50	— —	9 02	327	.....Deerfield.....☆	4 00	— —	4 35	— —
— —	1 40	— —	9 11	331	.....Eve.....☆	3 52	— —	4 27	— —
8 47	1 55	— —	9 25	337	...Scott Junction...	3 40	9 39	4 15	— —
8 50	2 05	6 32	9 35	338	+..Fort Scott..☆	3 35	9 35	4 10	8 37
— —	2 45	— —	10 00	351	.....Hiattville.....☆	3 12	— —	3 48	— —
— —	3 00	— —	10 14	358	.....Hepler.....☆	3 00	— —	3 37	— —
— —	3 20	7 12	10 28	365	+....Walnut.....☆	2 47	8 53	3 24	— —
— —	3 40	— —	10 45	373	+....St. Paul.....☆	2 32	— —	3 10	— —
— —	3 57	— —	10 57	380	....South Mound..☆	2 19	— —	2 58	— —
10 10	4 15	‖750	11 10	387	+...Parsons...☆	*2 05	*815	*2 45	*7 20
P M	P M	A M	P M		ARRIVE] [LEAVE	P M	P M	A M	A M

For time of trains beyond Parsons, see Tables 7, 8, 9 and 10.

Table 2.

29	23	25	21	Ms	November 7, 1909.	24	26	22	30
P M	Noon	A M	P M		LEAVE] [ARRIVE	P M	Night	A M	A M
*6 20	*1210	*420	*9 30	0	...Kansas City..☆	5 10	12 20	7 35	11 15
7 38	1 28	3 38	10 48	43	lve..+Paola☆..arr.	3 52	11 04	6 17	9 57
— —	— —	— —	— —	47	.....Koch.....	— —	— —	— —	— —
— —	1 42	— —	11 03	50	.....Bangor.....	3 30	— —	6 03	— —
— —	1 53	— —	11 16	55	.....Beagle.....☆	3 28	— —	5 52	— —
— —	2 08	4 14	11 28	62	.....Parker.....☆	3 13	— —	5 37	— —
— —	2 12	— —	11 36	65	.....Goodrich.....	3 05	— —	5 31	— —
— —	2 19	— —	— —	67	.....Findlay.....	3 00	— —	— —	— —
— —	2 27	— —	11 50	70	.....Centerville..☆	2 52	— —	5 20	— —
— —	2 33	— —	— —	73	.....Oakwood.....	2 45	— —	— —	— —
— —	2 40	— —	— —	75	.....Vance.....	2 40	— —	— —	— —
— —	2 50	— —	12 08	79	.....Selma.....☆	2 30	— —	5 01	— —
— —	3 00	4 53	12 18	83	+...Kincaid.....☆	2 20	— —	4 53	— —
— —	3 09	— —	12 27	87	.....Mildred.....	2 12	9 61	4 45	— —
— —	3 14	— —	12 32	89	.....Bayard.....☆	2 07	— —	4 40	— —
9 15	3 26	5 15	12 45	95	arr..+Moran☆.lve.	1 55	9 38	4 28	8 27
— —	3 48	....	1 06	103	.....Elsmore.....☆	....	— —	4 08	— —
— —	3 57	▲	1 12	106	.....Savonburg...☆	▲	— —	4 00	— —
— —	4 06	....	1 20	110	.....Stark.....☆	....	— —	3 51	— —
— —	4 11	....	1 25	113	.....Kimball.....	....	— —	3 46	— —
10 00	4 27	....	1 40	121	+.....Erie.....☆	....	8 47	3 31	7 40
— —	4 41	....	— —	126	.....Hertha.....	....	— —	— —	— —
— —	4 50	....	— —	131	.....Dudley.....	....	— —	— —	— —
10 30	‖5 05	‖745	2 15	137	arr.+Parsons☆lve.	*1120	*8 15	*2 55	*710
P M	P M	5 15	A M	95	lve..+Mo an..arr.	1 55	P M	A M	A M
....	....	5 30	....	102	+...La Harpe...☆	1 30	....	....	....
....	....	5 36	....	105	+.....Gas.....☆	1 20	....	....	....
....	....	5 45	....	108	+.....Iola.....☆	1 17	....	....	....
....	....	6 05	....	115	.....Piqua.....☆	1 00	....	....	....
....	....	6 30	....	124	+....Humboldt....☆	12 35	....	....	....
....	....	6 35	....	129	.....Petrolia.....	12 30	....	....	....
....	....	6 50	....	134	+...Chanute.....☆	12 15	....	....	....
....	....	— —	....	138	.....Austin.....	12 10	....	....	....
....	....	7 10	....	141	.....Urbana.....☆	11 55	....	....	....
....	....	7 25	....	147	.....Galesburg....☆	11 43	....	....	....
....	....	—	....	152	.....Ladore.....	11 33	....	....	....
....	....	7 45	....	158	+...Parsons.....☆	*1120	....	....	....
....	....	A M	....		ARRIVE] [LEAVE	A M	....	....	....

For time of trains beyond Parsons, see Tables 7, 8, 9 and 10.

Table 3—COLUMBIA BRANCH.

46	42	44	506	Ms	November 7, 1909.	41	43	505	45
....	A M	....	P M		LEAVE] [ARRIVE	P M	P M	....	A M
P M	*1005	A M	*1150		..... St. Louis ....☆	6 00	7 20	P M	7 05
*1055	*3 20	*1120	*6 30	0	lve... McBaine ☆.arr.	11 00	1 55	5 50	11 59
— —	3 24	11 25	6 34	1	..... Webster	10 55	1 50	5 26	— —
— —	3 29	11 29	6 40	3	... Brushwood Lake ...	10 51	1 46	5 21	— —
— —	3 34	11 34	6 46	...	..... Turner.....	10 46	1 41	5 16	— —
— —	3 38	11 39	6 51	6	..... Limerick	10 41	1 36	5 11	— —
11 25	3 50	11 50	7 00	9	+.... Columbia ....☆	*1030	*1 25	*5 00	*11 29
P M	P M	A M	A M	...	ARRIVE] [LEAVE	A M	P M	P M	P M

Table 4—EL DORADO BRANCH.

No. 66	No. 518	Ms	November 7, 1909.	No. 517	No. 67
....	....		LEAVE] [ARRIVE	....	....
*2 05 P M	*7 10 A M	...	+....Nevada.....	11 00 A M	5 20 P M
2 25 »	7 30 »	0	+....Walkers.....	10 35 »	4 35 »
2 35 »	7 40 »	3	.....Handley.....	10 25 »	4 26 »
2 45 »	7 55 »	7	.....Dederick	10 15 »	4 12 »
3 00 »	— —	13	.. West El Dorado ..	10 00 »	3 55 »
3 05 P M	8 20 A M	14	+El Dorado Springs..	*9 55 A M	*3 50 P M
....	....	...	ARRIVE] [LEAVE	....	....

Table 5—HANNIBAL DIVISION.

29	No. 51	No. 53	Ms	December 5, 1909.	No. 54	No. 52	28
P M	....	....		LEAVE] [ARRIVE	....	....	P M
*3 40	*1050 A M	*3 05 A M	0	+...Hannibal...☆	2 20 A M	3 55 P M	10 30
— —	11 18 »	3 30 »	12	..... Rensalier ....☆	1 57 »	3 31 »	— —
— —	11 23 »	3 36 »	15	.....Huntington	1 52 »	3 25 »	— —
— —	11 29 »	3 42 »	19	.....Hassard.....	1 46 »	3 18 »	— —
4 18	11 37 »	3 50 »	22	+....Monroe.....☆	1 38 »	3 13 »	9 52
— —	11 53 A M	4 06 »	31	.....Clapper	1 22 »	2 57 »	— —
— —	12 01 Noon	4 14 »	34	.....Stoutsville....☆	1 15 A M	2 48 »	— —
4 54	12 24 »	4 34 »	44	+.....Paris.....☆	12 54 Night	2 28 »	8 14
— —	12 41 »	4 51 »	52	.....Holliday.....☆	12 36 »	2 10 »	— —
— —	12 52 Noon	5 01 »	56	.....Madison.....☆	12 25 »	2 00 »	— —
— —	1 03 P M	5 13 »	62	.....Evansville.....	12 12 Night	1 48 »	— —
5 35	1 20 »	5 30 »	70	arr.+Moberly..lve.	11 55 P M	1 30 P M	*8 30
P M	1 30 »	5 30 »	70	lve...Moberly☆arr.	11 47 »	‖1201 Noon	P M
.....	1 42 »	5 42 »	75	.....Elliott.....☆	11 35 »	11 47 A M	.....
.....	1 56 »	5 55 »	80	+....Higbee.....☆	11 24 »	11 32 »	.....
.....	2 16 »	6 17 »	88	.....Burton.....	10 58 »	11 08 »	.....
.....	2 34 »	6 32 »	95	+.....Fayette.....☆	10 40 »	10 52 »	.....
.....	2 44 »	6 42 »	98	.....Talbot.....	10 30 »	10 44 »	.....
.....	2 53 »	6 53 »	102	.....Estill.....☆	10 20 »	10 35 »	.....
.....	3 00 »	7 00 »	105	ar..New Franklin☆lv.	10 15 »	10 30 »	.....
.....	3 15 »	7 15 »	105	lve. New Franklin. arr.	10 00 »	10 20 »	.....
.....	3 29 »	7 28 »	108	+....Boonville ...☆	9 47 »	10 07 »	.....
.....	3 58 »	7 55 »	119	.... Pilot Grove ..☆	9 22 »	9 42 »	.....
.....	4 12 »	8 08 »	125	.. Pleasant Green ☆	9 10 »	9 28 »	.....
.....	4 55 P M	‖8 50 A M	143	arr.+Sedalia☆.lve.	*8 30 P M	*8 50 A M	.....

Table 6—JOPLIN BRANCH.

No. 83	No. 85	Ms	November 7, 1909.	No. 82	No. 86
‖1150 P M	*8 32 P M	...	lve..St. Louis .arr.	....	7 43 A M
*3 05 A M	....	...	lve.. Hannibal..arr.	....	....
*1210 Noon	*2 20 A M	...	lve..Kansas City.arr.	....	1 20 A M
*8 20 P M	*8 27 A M	0	lve.. Parsons☆.arr.	8 05 A M	7 55 P M
8 35 »	8 40 »	8	...Cherokee Junc.☆	7 50 »	7 41 »
8 50 »	8 55 »	16	... Sherman City ...	7 34 »	7 20 »
9 07 »	9 10 »	23	+.... Mineral ....☆	7 18 »	7 06 »
9 31 »	9 35 »	32	+... Columbus ...☆	7 00 »	6 45 »
9 43 »	9 47 »	37	.....Quaker.....	6 47 »	6 34 »
9 59 »	10 02 »	46	+.... Galena ....☆	6 32 »	6 17 »
10 04 »	10 06 »	48	....Cave Springs....	6 28 »	6 12 »
10 15 »	10 14 »	51	..... Chitwood	6 22 »	6 06 »
10 30 P M	10 25 A M	53	arr. +Joplin☆.lve.	*6 15 A M	*6 00 P M

* Daily; ▲ stops to leave passengers from north of Houston. ● Arrives 10 45 p.m. ▲ Via Iola Branch and Neosho Division. □ 'Bus meets all trains at North Jefferson. STANDARD—*Central time.*

For Equipment of Through Trains, see page 949.

MISSOURI, KANSAS & TEXAS RY.

Table 7

9	3	5	7	1	Mls	December 22, 1909.	4	6	8	2	10
*A M	P M	P M	....	A M	....	LEAVE] [ARRIVE	A M	A M	....	P M	P M
10 05	*11 50	*8 32	....	*7 30	0	.... St. Louis	7 05	7 43	....	6 00	7 20
P M	Noon	A M	....	P M	....	LEAVE] [ARRIVE	P M	Night	....	A M	A M
*6 20	*12 10	*2 20	A M	*9 30	....	.. **Kansas City** ..	5 10	12 20	P M	7 35	11 15
10 45	5 25	8 15	*9 30	2 40	387	lve.. **Parsons**..arr.	‖11 00	7 50	5 25	1 55	‖6 55
--	5 39	--	9 44	2 54	396	......Labette....♀	10 44	--	5 04	1 35	--
11 06	5 52	8 39	9 55	3 05	401	+... **Oswego**...♀	10 33	7 26	4 53	1 24	6 33
11 20	6 09	8 54	10 15	3 21	410	+... **Chetopa**...♀	10 15	--	4 36	1 06	6 18
--	6 46	--	10 50	3 50	427	....Blue Jacket..♀	9 43	--	4 04	12 32	--
12 05	7 14	9 45	11 45	4 10	439	+.... **Vinita** ....♀	9 10	6 28	3 40	12 05	5 37
--	7 44	--	--	4 40	454	........Adair.....♀	8 29	--	3 02	11 33	--
--	8 03	10 23	--	4 58	464	+......Pryor.......	8 12	--	2 48	11 16	--
--	8 20	--	--	5 19	472	.....Chouteau...♀	7 52	--	2 30	10 55	--
--	8 31	--	--	5 32	478	.......Mazie.......	7 40	--	2 20	10 42	--
1 20	8 50	11 00	12 47	5 57	488	+.. **Wagoner** ..♀	7 20	5 15	2 00	10 23	4 19
--	8 59	--	--	6 07	494	......Gibson....♀	7 10	--	1 50	10 14	--
1 50	9 25	11 30	1 10	6 35	504	+.. **Muskogee**..♀	6 55	4 50	‖1 30	9 55	3 53
--	9 50	--	--	7 02	517	.....Oaktaha ...♀	6 10	--	12 37	9 25	--
--	10 07	12 01	--	7 14	525	+...Checotah...♀	5 55	--	12 21	9 11	--
--	10 36	12 24	--	7 42	538	+.... Eufaula ...♀	5 32	--	11 51	8 44	--
--	10 54	--	--	8 00	547	.....Canadian...♀	5 14	--	11 35	8 23	--
--	11 03	12 44	--	8 06	551	+... **Crowder**...♀	5 06	--	11 28	8 14	--
--	11 30	--	--	8 32	564	+ No. McAlester ♀	4 40	3 20	11 02	7 47	2 18
3 35	11 40	‖1 12	2 32	‖8 42	566	ar. + **McAlester**. ♀ lv.	4 27	3 07	10 50	7 37	2 08
3 30	11 50	1 37	2 32	9 02	566	lv... **McAlester**...ar.	4 27	3 07	10 50	‖7 17	2 08
--	12 27	--	--	9 38	583	......Kiowa....♀	3 54	--	10 14	6 44	--
--	12 50	--	--	10 05	594	......Chockie ...♀	3 33	--	9 50	6 21	--
--	1 11	--	--	10 23	603	....Stringtown..♀	3 19	--	9 34	6 03	--
4 36	1 26	2 43	3 30	10 40	610	+.... **Atoka**....♀	3 06	1 54	9 20	5 46	1 00
--	1 51	--	--	11 08	621	.......Caney....♀	2 41	--	8 53	5 20	--
--	2 08	--	--	11 27	630	+....Caddo.....♀	2 24	--	8 35	4 58	--
5 35	2 33	3 44	--	11 55	641	+....Durant.....♀	1 59	12 54	8 10	4 31	12 01
--	2 45	--	--	12 06	646	........Cale......♀	1 48	--	7 59	4 20	--
--	3 01	--	--	12 22	653	.......Colbert....♀	1 36	--	7 46	4 05	--
6 10	3 25	4 30	4 55	‖12 45	661	arr. + **Denison**.lve.	*1 20	*12 15	*7 30	*3 40	*11 25
....	....	....	P M	....	....	*(Via Ft. Worth.)*	....	....	A M	....	....
*6 25	*3 50	*5 10		*1 10	661	lv. + **Denison** ♀ ar.	12 40	‖11 45	....	3 00	11 05
--	4 14	6 33	....	1 33	670	.....Pottsboro...♀	12 20	11 26	....	2 40	--
7 15	4 50	6 05	....	2 16	686	+. **Whitesboro**.♀	11 46	10 55	....	2 06	10 15
--	5 05	--		2 30	692	.....Collinsville..♀	11 25	--	....	1 40	--
--	5 20	--		2 45	699	......Tioga.....♀	11 10	--	....	1 25	--
7 49	5 32	6 38		2 57	704	+.. Pilot Point..♀	11 00	10 18	....	1 15	9 37
--	5 48	--		3 12	711	.......Aubrey....♀	10 45	--		1 00	--
8 25	6 10	7 15		3 40	722	+... **Denton** ...♀	10 20	9 42		12 32	9 04
--	6 27	--		3 55	729	......Argyle.....♀	10 03	--		12 15	--
--	6 45	--		4 15	738	.....Roanoke...♀	9 45	--		11 56	--
--	6 55	--		4 23	743	...... Keller ....♀	9 35	--		11 46	--
--	7 05	--		4 33	748	......Watauga ...♀	9 25	--		11 36	--
‖9 35	‖7 30	‖8 20		‖5 00	756	ar. + **Fort Worth** ♀ lv.	9 00	8 35		11 10	7 55
10 00	7 55	8 45		6 30	756	lve. **Fort Worth**.arr.	8 35	‖8 10		10 40	7 40
--	8 30	--		7 13	771	......Burleson...♀	7 54	7 38		10 07	--
10 45	8 44	--		7 38	777	.... **Egan** ....♀	7 38	7 25		9 53	7 03
10 55	8 58	9 40		7 53	784	+.. **Alvarado** ..♀	7 25	7 13		9 40	6 53
11 13	9 18	9 55		8 15	793	....Grand View..♀	7 03	6 55		9 18	6 37
11 27	9 35	10 10		8 33	801	+......Itasca.....♀	6 45	6 40		9 00	6 23
11 45	10 00	10 30		9 00	812	ar + **Hillsboro** ♀ lv	*6 20	*6 20		*8 35	*6 05
....	....			....	....	*(Via Dallas.)*	....	....		....	....
*6 25	*3 45	*5 05		*1 10	661	lve.. **Denison** ♀ arr.	12 40	‖11 50		3 10	11 10
--	4 10	5 29		1 37	674	+..... **Bells**.....♀	12 10	11 22		2 39	--
--	4 22	5 41		1 53	681	+ **Whitewright**.♀	11 59	11 11		2 23	--
--	4 35	--		2 08	688	......Trenton....♀	11 37	--		2 08	--
--	4 48	--		2 20	695	......Leonard....♀	11 36	--		1 55	--
--	5 00	6 11		2 30	701	+... **Celeste**...♀	11 25	10 40		1 41	--
7 50	5 35	6 30		3 05	713	+.. **Greenville**..♀	11 05	10 20		1 20	9 45
--	5 55	--		3 27	722	....Caddo Mills..♀	10 36	--		12 54	--
--	6 12	--		3 45	730	....Royse City..♀	10 18	--		12 37	--
--	6 17	--		3 52	734	.........Fate......♀	10 12	--		12 30	--
8 28	6 28	7 12		4 03	739	+....Rockwall...♀	10 02	9 28		12 20	9 02
--	6 43	--		4 17	747	.......Rowlett....♀	9 47	--		12 05	--
8 44	6 53	7 33		4 27	751	.......Garland....♀	9 38	9 10		11 55	--
‖9 15	‖7 25	‖7 59		‖5 00	767	arr. + **Dallas**...lve.	9 05	8 40		11 20	8 15
9 40	7 50	8 25		6 25	767	lve... **Dallas** ♀..arr.	8 40	‖8 15		11 00	6 05
--	8 05	--		6 37	773	...Honey Springs...	8 18	--		10 46	--
10 06	8 24	8 55		6 57	782	+.. **Lancaster**..♀	8 03	7 44		10 27	7 36
10 35	9 03	9 25		7 33	798	+ **Waxahachie**.♀	7 33	7 15		9 45	7 07
--	9 25	--		7 55	807	......Forreston...♀	7 15	--		9 25	--
--	9 36	--		8 07	813	........Italy.....♀	7 05	--		9 13	--
--	9 46	--	...	8 21	818	+....Milford....♀	6 50	--		9 03	--
11 45	10 15	10 30	....	9 00	833	ar. + **Hillsboro**..lv.	6 20	6 15		8 35	6 05
11 55	10 35	10 50	....	9 20	833	lv.. **Hillsboro** ♀ ar.	‖5 55	5 50		‖8 15	‖5 45
--	10 59	--	....	9 43	843	......Abbott.....♀	5 33	--		7 50	--
12 21	11 10	--	....	9 56	848	+......West......♀	5 20	--		7 37	5 15
--	11 28	--	7	10 14	857	.....Elm Mott.....	4 47	--		7 20	--
12 55	11 50	11 50	A M	10 35	867	arr.... **Waco**...lve	4 30	4 40		7 00	4 40
12 55	11 59	11 55	*6 00	P M	867	lve.. + **Waco** ♀.arr.	4 20	4 35		6 50	4 40
--	12 25	--	6 26	....	879	+.... Lorena.....♀	3 55	--		6 26	--
--	12 35	--	6 35	....	884	.....Bruceville...♀	3 45	--		6 11	--
--	12 41	--	6 41	....	886	........Eddy......♀	3 40	--	....	6 05	--
2 00	1 20	1 02	7 15	....	902	+.... **Temple**....♀	3 10	3 30	....	5 30	3 40
--	1 35	--	7 32	....	909	....Little River..♀	2 47	--	....	5 10	--
--	1 55	--	7 53	....	918	+....Holland....♀	2 28	--	....	4 51	--
--	2 10	--	8 08	....	924	+....Bartlett....♀	2 10	--	....	4 38	--
‖2 50	‖2 30	1 55	8 20	....	929	..... **Granger**...♀	*1 55	*2 35	....	*4 25	*2 50
P M	P M	A M	A M	....	....	ARRIVE] [LEAVE	P M	A M	....	A M	P M

Additional Train—Leaves Denison for Whitesboro *7 00 a.m. Returning, leaves Whitesboro *6 00 p.m. Leaves Atoka for Denison †6 30 a.m.

NOTE.—Baggage will not be checked to or from Appleton City, Walnut, Pryor, Checotah, Eufaula, Bells, Celeste, Garland, Egan or Burleson on "The Katy Flyer."

Table 8.

9	5	7	Mls	December 22, 1909.	4	6	2
A M	P M	....	....	LEAVE] [ARRIVE	A M	A M	P M
*10 05	*8 32	....	0	.... **St. Louis**	7 05	7 43	6 00
P M	A M	....	....	LEAVE] [ARRIVE	P M	Night	A M
6 20	2 20	A M	....	... **Kansas City**...	5 10	12 20	7 35
*3 15	*2 35	*8 30	929	lve.. **Granger** ♀ arr.	‖1 15	1 50	....
--	2 55	8 50	938	.......Weir.......	12 55	--	....
3 47	3 08	9 05	944	+ ..Georgetown.. ♀	12 43	1 19	....
--	--	9 25	953	.....Burkland...	12 20	--	....
--	3 40	9 40	959	....Pflugerville....	12 05	12 46	....
--	3 54	9 55	965	.....Sprinkle......	11 50	12 33	....
5 00	4 30	11 55	976	+.... Austin....♀	11 20	11 59	....
6 10	5 50	1 30	1007	+..San Marcos..♀	9 05	10 35	....
6 45	6 25	2 10	1014	+New Braunfels ♀	8 25	10 01	....
7 45	7 30	3 25	1055	+. **San Antonio**. ♀	*7 10	*9 00	....
P M	A M	P M	....	ARRIVE] [LEAVE	A M	P M	....
*3 20	*2 05	*8 30	929	lve.. **Granger**..arr.	1 45	2 35	4 25
3 45	2 30	*8 55	940	+.... **Taylor**......	1 20	2 12	4 00
4 20	3 00	9 28	956	arr.. + **Elgin** ♀..lve.	12 40	1 37	3 22
5 00	3 37	10 10	975	+.....Bastrop.....♀	11 57	1 00	2 20
‖5 55	4 15	‖11 25	990	... **Smithville** .♀	‖11 25	12 30	1 45
6 14	--	11 45	999	+. **West Point**. ♀	10 45	--	1 10
6 35	4 51	12 07	1009	+.. **La Grange**..♀	10 23	11 41	12 49
7 01	--	12 35	1023	....Fayetteville..♀	9 56	--	12 23
7 27	--	1 00	1035	.....New Ulm...♀	9 20	--	11 57
8 05	6 05	1 43	1056	+..... **Sealy**.....♀	8 46	10 25	11 13
8 30	--	2 10	1069	.....Brookshire..♀	8 20	--	10 47
8 46	6 40	2 26	1077	........Katy.....♀	8 05	9 52	10 30
9 55	‖7 35	3 30	1105	ar. + **Houston** ♀ lv.	*7 00	9 00	*9 30
P M	c --	P M	1112	.... **Harrisburg**..♀	A M	8 24	P M
....	9 30	....	1156	.... **Galveston**..♀	....	*7 00	....
....	A M	....	....	ARRIVE] [LEAVE	....	P M	....

Table 9—NEOSHO DIVISION.

522	524	24	No. 72	Ms	November 7, 1909.	No. 71	25	523	525
†A M	....	A M	*8 32 P M	0	lve.. **St. Louis**.arr.	7 43 A M	A M	P M	....
a7 42	....	*11 20	*10 10 A M	387	lve. + **Parsons** ♀ arr.	3 00 P M	‖7 45	a6 30	....
8 00	....	11 43	Via Parsons Div. and Iola Branch.	398	......Galesburg...♀	2 30 "	7 25	4 32	....
8 45	....	11 55		404	.......Urbana ....♀	2 17 "	7 10	3 16	....
9 35	....	12 15		413	+... **Chanute** ...♀	1 55 "	6 50	1 55	....
10 20	A M	12 35		422	+... Humboldt...♀	1 30 "	6 30	12 35	....
11 10	†6 15	12 55	1 10 P M	431	.... **Piqua** ....♀	1 05 P M	*6 10	12 01	....
A M	6 40	Noon	1 22 "	437	+. **Neosho Falls**.♀	12 26 Noon	A M	10 15	....
....	7 05	....	1 35 "	442	...... **Moody**	12 11 "	....	9 45	....
....	7 22	....	1 46 "	446	. **Leroy Junction** .	12 01 Noon	....	9 30	....
....	7 40	....	2 00 "	451	........Bristol	11 50 A M	....	9 13	P M
....	8 30	....	2 15 "	455	+.. **Burlington** .♀	11 39 "	....	†9 00	5 00
....	9 10	....	2 33 "	463	......Strawn ....♀	11 20 "	....	A M	4 16
....	9 55	....	2 46 "	469	+....Hartford ...♀	11 04 "	....	....	3 35
....	11 30	....	3 18 "	483	+... **Emporia** ...♀	10 29 "	....	....	2 25
....	11 59	....	3 40 "	491	......Americus ...♀	10 04 "	....	....	1 50
....	12 30	....	3 58 "	499	.......Dunlap ....♀	9 45 "	....	....	12 30
....	1 20	....	4 18 "	507	+ **Council Grove** ♀	9 25 "	....	....	11 08
....	2 30	....	4 47 "	520	.....Parkerville ..♀	8 53 "	....	....	9 48
....	3 05	....	5 02 "	525	+.. **White City**..♀	8 40 "	....	....	9 20
....	4 05	....	5 25 "	531	......Skiddy.....♀	8 20 "	....	....	8 32
....	6 00	....	6 00 P M	546	+ **Junction City** ♀	*7 45 A M	....	....	†7 30
....	P M	....	....	....	ARRIVE] [LEAVE	....	....	....	A M

Table 10—OSAGE AND OKLAHOMA DIVISIONS.

No. 29	23	No. 25	Ms	November 7, 1909.	No. 22	24	No. 26
....	A M	....	...	LEAVE] [ARRIVE	... .	A M	....
*10 45 P M	*5 40	*8 25 P M	0	.... **Parsons**	2 55 A M	‖10 55	‖7 20 P M
11 10 "	6 08	8 54 "	12	+. **Mound Valley**.♀	2 10 "	10 25	6 50 "
11 26 "	6 30	9 15 "	20	...... Angola ....♀	1 52 "	10 08	6 30 "
11 55 P M	6 55	9 40 "	31	+.. **Coffeyville**..♀	1 30 A M	9 40	6 07 "
12 31 Night	7 33	10 15 "	46	........Wann.....♀	12 56 Night	9 05	5 25 "
12 58 Night	7 55	10 35 "	57	+.....Dewey.....♀	12 35 "	8 45	5 05 "
1 13 A M	8 10	10 48 "	61	+. **Bartlesville** .♀	12 23 Night	*8 35	4 52 "
1 57 "	P M	11 35 A M	81	+... Nelagony⊙ .♀	11 39 P M	A M	4 03 "
2 34 "	.....	12 20 Noon	99	.......Hominy......♀	11 01 "	.....	3 25 "
2 55 A M	.....	‖12 45 Noon	108	arr.... **Osage** ♀..lve.	*10 40 P M	.....	3 05 P M
7 03 A M	....	4 30 P M	...	arr..... **Tulsa**....lve.	†4 30 P M	.....	*11 25 A M
3 00 A M	.....	1 10 P M	108	lve.... **Osage**...arr.	10 35 P M	.....	‖2 40 P M
3 08 "	.....	1 20 "	111	+.. **Cleveland** ..♀	10 25 "	.....	2 25 "
3 31 "	.....	1 53 "	123	......Jennings....♀	10 03 "	.....	1 53 "
3 52 "	.....	2 16 "	134	.........Yale......♀	9 41 "	.....	1 28 "
4 14 "	.....	2 40 "	143	......Cushing....♀	9 20 "	.....	1 04 P M
4 40 "	.....	3 06 "	154	.........Agra.......♀	9 00 "	.....	12 41 Noon
4 55 "	.....	3 21 "	160	.......Tryon......♀	8 47 "	.....	12 27 "
5 08 "	.....	3 34 "	165	.......Carney.....♀	8 38 "	.....	12 16 Noon
5 30 "	.....	3 55 "	174	.... **Fallis**.....♀	8 18 "	.....	11 57 A M
5 56 "	.....	4 18 "	180	........Luther.....♀	7 53 "	.....	11 37 "
6 14 "	.....	4 34 "	188	...... Arcadia ....♀	7 38 "	.....	11 20 "
7 00 A M	.....	5 20 P M	206	ar. + **Oklahoma City** ♀ lv.	*7 00 P M	.....	*10 40 A M

Trains marked * run daily; † daily, except Sunday; *a* time shown is for North Yard; *c* stops to leave from points north of Houston. ⊙ Station for Pawhuska. ‖ Meals. + Coupon stations; ♀ Telegraph stations.

STANDARD—*Central time.*

For Equipment of Through Trains, see page 949.

Pintsch Gas
Steam Heat

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

Used on most of the Prominent Railways in Europe and the United States.

MISSOURI, KANSAS & TEXAS RY.

Table 11—KANSAS CITY DIVISION.

No. 451	No. 515	Ms	November 7, 1909.	No. 516	No. 452	
.....	8 32 P M	0	lve..St. Louis.arr	.....	6 00 P M	.....
.....	3 05 A M	...	lve..Hannibal.arr.	.....	3 55 P M	.....
*2 00 P M	†8 35 A M	227	lve...Sedalia ♂.arr.	3 55 P M	5 00 A M	.....
— —	9 55 »	244	+..Kansas City Jn. ♂	3 10 »	— —	.....
3 35 »	10 15 »	250	.... Sutherland	2 40 »	3 40 »	.....
4 00 »	10 35 »	256	.....Leeton .... ♂	2 10 »	3 15 »	.....
4 13 »	10 45 »	259	.....Post Oak.....	1 50 »	3 01 »	.....
4 37 »	11 06 »	265	..... Chilhowee... ♂	1 20 P M	2 35 »	.....
4 67 »	11 22 »	269	..... Magnolia	12 55 Noon	2 14 »	.....
6 27 »	11 55 A M	276	+....Holden.... ♂	12 20 Noon	1 47 »	.....
6 15 »	12 30 Noon	287	.....Gunn City.....	10 55 A M	1 07 A M	.....
6 35 »	12 50 Noon	292	.... East Lynne .. ♂	10 30 »	12 52 Night	.....
7 00 »	1 20 P M	298	+..Harrisonville . ♂	10 05 »	12 30 »	.....
7 58 »	1 55 »	307	..... Freeman.... ♂	9 30 »	12 09 Night	.....
7 59 »	2 15 »	312	..... West Line... ♂	9 07 »	11 54 P M	.....
8 20 »	2 40 »	317	..... Louisburg... ♂	8 42 »	11 37 »	.....
8 45 »	3 00 »	322	.....Somerset	8 15 »	11 15 »	.....
9 25 P M	3 40 P M	330	arr..+ Paola ♂. lve.	†7 30 A M	*10 45 P M	.....
12 20 Night	5 10 P M	373	arr. Kansas City. lve.	†2 20 A M	*9 30 P M	.....

Table 12—TULSA DIVISION.

No. 94	No. 92	Mls	November 7. 1909.	No. 91	No. 93
*11 15 P M	*9 10 A M	0	lve...Muskogee....arr.	9 10 A M	6 40 P M
11 30 »	9 25 »	5	.....Verdark..... ♂	8 55 »	6 25 »
11 59 P M	9 54 »	16	.....Porter..... ♂	8 27 »	5 55 »
12 27 Night	10 20 »	26	+.....Coweta ..... ♂	8 02 »	5 30 »
12 54 Night	10 49 »	38	..... Broken Arrow ... ♂	7 34 »	5 05 »
1 06 A M	11 03 »	43	.....Alsuma.....	7 21 »	4 50 »
1 31 »	11 25 »	52	+.....Tulsa..... ♂	7 03 »	4 30 »
1 56 »	11 50 A M	62	.. .. Wekiwa	6 30 »	3 55 »
2 08 »	12 03 Noon	67	.....Appalachie.....	6 17 »	3 42 »
2 29 »	12 23 »	77	.....Pruc.....	5 57 »	3 22 »
2 45 A M	‖1240 Noon	84	arr.....Osage ♂...lve.	*5 40 A M	*3 05 P M
6 55 A M	6 15 P M	172	arr.....Guthrie ....lve.	*7 00 P M	*1040 A M
7 00 A M	5 20 P M	183	arr.Oklahoma City.lve.	*7 00 P M	*1040 A M
12 23 Night	4 52 P M	131	arr...Bartlesville..lve	1 13 A M	10 48 A M
1 30 A M	6 07 P M	161	» ...Coffeyville.. »	11 55 P M	9 40 A M
2 35 A M	‖7 20 P M	192	arr.....Parsons....lve.	*1045 P M	*8 25 A M

Table 13—WILBURTON DIVISION.

No. 124	No. 122	Mls	November 7. 1909.	No. 121	No. 123
*3 15 P M	*7 00 A M	....	lve...McAlester...arr.	10 45 A M	6 40 P M
3 20 »	7 10 »	0	+ North McAlester ♂	10 35 »	6 36 »
3 35 »	7 25 »	4	+.....Krebs..... ♂	10 19 »	6 15 »
3 52 »	7 43 »	7	.....Carbon.....	10 01 »	6 00 »
4 50 P M	8 45 A M	28	arr. + Wilburton.. lve.	*9 00 A M	*5 00 P M

Table 14—SHAWNEE DIVISION.

116	114	112	534	Mls	November 7, 1909.	111	113	563	117
P M	.....	Noon	.....	....	LEAVE ARRIVE	P M	Noon	.....	Noon
*3 40	A M	*1 15	A M	....	+.....Denison..... ♂	4 30	‖12 45	P M	12 45
*5 50	*7 00	*2 48	†7 25	0	lve.....Atoka ♂...arr.	1 20	8 35	7 30	6 25
6 05	7 15	3 02	— —	5	..... Midway	1 05	8 17	7 12	6 05
6 15	7 25	3 12	8 07	9	+.....Lehigh .... ♂	12 55	8 07	7 02	5 55
6 20	7 34	3 18	— —	12	.....Phillips..... ♂	12 45	8 0	6 55	5 45
6 30	7 40	3 30	8 50	14	+....Coalgate .... ♂	12 40	*7 45	*6 40	†5 30
P M	A M	3 55	9 35	24	.....Centrahoma.... ♂	12 15	A M	3 55	A M
.....	.....	4 07	10 00	29	.....Tupelo ..... ♂	12 02	.....	3 25	.....
.....	.....	4 25	10 45	36	.....Stonewall..... ♂	11 45	.....	2 55	.....
.....	.....	4 57	11 55	48	+.....Ada ..... ♂	11 10	.....	2 00	.....
.....	.....	6 22	2 40	58	.....Tyrola..... ♂	10 40	.....	12 40	.....
.....	.....	6 37	1 25	64	.....Konawa ..... ♂	10 25	.....	11 50	.....
.....	.....	8 12	2 40	78	..... Maud ..... ♂	9 50	.....	10 30	.....
.....	.....	8 36	3 20	87	.....Hotulke	9 28	.....	9 40	.....
.....	.....	8 58	4 30	96	+.....Shawnee.... ♂	9 05	.....	9 05	.....
.....	.....	7 18	5 05	...	.....Dale.....	8 45	.....	7 35	.....
.....	.....	7 38	5 35	112	.....Newalla..... ♂	8 30	.....	7 10	.....
.....	.....	8 06	6 15	124	.....Marion.....	8 02	.....	6 30	.....
.....	.....	8 30	7 00	133	+.Oklahoma City. ♂	*7 40	.....	†5 45	.....
.....	.....	P M	I M	....	ARRIVE LEAVE	A M	.....	A M	.....

Table 15—SHERMAN BRANCH.

No. 253	No. 251	Mls.	November 7. 1909.	No. 252	No. 254
*1 00 P M	*1030 A M	0	lve...+Denison ♂..arr.	11 45 A M	3 05 P M
1 21 »	10 46 »	5	.....Ellsworth	11 24 »	2 44 »
1 26 »	10 51 »	7	.....Schenck	11 19 »	2 39 »
1 36 P M	11 00 A M	11	arr.. + Sherman ♂..lve.	*1110 A M	*2 30 P M

Table 16—MINEOLA DIVISION.

.....	No. 267	No. 737	Ms	November 7, 1909.	No. 268	No. 738
.....	*4 15 P M	†7 00 A M	0	lve. + Greenville ♂ arr.	9 20 A M	5 15 P M
.....	4 35 »	7 25 »	7	.....Dixon.....	8 55 »	4 35 »
.....	4 53 »	8 38 »	15	.....Lone Oak ... ♂	8 38 »	4 00 »
.....	5 10 »	9 00 »	21	..... Point ..... ♂	8 22 »	3 15 »
.....	5 30 »	9 30 »	28	..... Emory..... ♂	8 03 »	2 35 »
.....	5 55 »	10 15 »	38	.....Alba..... ♂	7 38 »	1 40 »
.....	6 11 »	10 35 »	44	..... Golden	7 19 »	1 00 P M
.....	6 30 P M	11 15 A M	51	arr. + Mineola ♂ lve.	*7 00 A M	†1230 Noon

Table 17—GUTHRIE DIVISION.

.....	565	109	107	105	Ms	November 7. 1909.	106	108	566	110
.....	P M	P M	Noon	A M	...	LEAVE ARRIVE	A M	A M	P M	P M
.....	*8 30	*405	*1205	†5 45	0	.....Fallis..... ♂	5 25	11 50	3 45	3 45
.....	9 05	4 40	12 40	6 17	10	.....Meridian..... ♂	4 53	11 17	3 10	3 05
.....	9 40	5 15	1 15	6 55	23	+.....Guthrie ..... ♂	*4 15	*1040	*2 20	*2 20
.....	P M	P M	P M	A M	...	ARRIVE LEAVE	A M	A M	P M	P M

Table 18—BONHAM BRANCH.

.....	No. 257	No. 723	Mls	November 7, 1909.	No. 258	No. 724	.....
.....	*5 10 P M	†7 00 A M	0	lve.... Denison ♂ ..arr.	10 20 A M	2 40 P M	.....
.....	5 25 »	7 25 »	5	....Bonham Junction.. ♂	10 06 »	2 20 »	.....
.....	5 40 »	7 50 »	12	.....Ambrose..... ♂	9 51 »	1 50 »	.....
.....	6 00 »	8 30 »	20	+.....Ravenna..... ♂	9 34 »	1 15 P M	.....
.....	6 20 P M	9 15 A M	29	arr...+ Bonham ♂..lve.	*9 15 A M	†1235 Noon	.....

Table 19—DALLAS, DENTON AND WICHITA FALLS.

273	707	11	714	282	Ms	November 7, 1909.	281	713	12	274	276
.....	.....	.....	P M	P M	...	LEAVE ARRIVE	P M	A M	.....	.....	.....
.....	.....	.....	†6 45	*2 40	0	+.....Dallas..... ♂	1 50	11 00	.....	.....	.....
.....	.....	.....	7 60	3 12	12	....Farmers Branch.....	1 18	10 00	.....	.....	.....
.....	.....	.....	8 05	3 18	14	.....Carrollton.... ♂	1 15	9 47	.....	.....	.....
.....	.....	.....	8 20	3 24	16	.....Trinity Mills.... ♂	1 07	9 35	.....	.....	.....
.....	.....	.....	8 56	3 40	22	.....Lewisville..... ♂	12 51	9 10	.....	.....	.....
.....	.....	.....	9 20	3 56	28	.....Garza.....	12 35	8 35	.....	.....	.....
.....	.....	.....	10 00	4 20	37	arr..+ Denton ♂..lve.	12 10	†8 00	.....	.....	.....
.....	.....	.....	P M	4 25	37	lve.....Denton ....arr.	12 05	A M	.....	.....	.....
.....	.....	.....	═══	4 50	47	.....Aubrey..... ♂	11 40	═══	.....	.....	.....
.....	.....	.....	.....	6 05	54	+.....Pilot Point..... ♂	11 25	.....	.....	.....	.....
.....	.....	.....	.....	5 16	60	.....Tioga..... ♂	11 13	.....	.....	.....	.....
.....	.....	.....	275	5 30	66	..... Collinsville ..... ♂	11 00	.....	.....	.....	.....
.....	A M	A M	P M	5 60	73	ar..+ Whitesboro ♂.lv.	10 45	708	P M	.....	P M
A M	*6 25	*7 00	*1 10	*5 10	...	lve.....Denison....arr.	11 45	P M	7 00	A M	3 00
*1100	*7 15	*8 05	*2 56	6 15	73	lve.. Whitesboro..arr.	10 40	5 00	5 50	1000	1 30
11 45	8 00	8 45	3 15	7 19	89	+....Gainesville.... ♂	10 05	*4 16	5 12	*925	*1245
A M	A M	9 20	P M	7 47	104	.....Muenster..... ♂	9 36	P M	4 30	A M	Noon
.....	.....	9 45	.....	8 08	114	+.....St. Jo..... ♂	8 58	.....	4 07	.....	.....
.....	.....	10 03	.....	8 27	121	.....Bonita..... ♂	8 42	.....	3 43	.....	.....
.....	.....	10 25	.....	8 45	130	+.....Nocona..... ♂	8 22	.....	3 33	.....	.....
.....	.....	10 40	.....	9 02	137	.....Belcherville.....	8 07	.....	3 15	.....	.....
.....	.....	11 00	.....	9 18	144	..... Ringgold..... ♂	7 50	.....	2 55	.....	.....
.....	.....	11 17	.....	9 38	...	..... Walton	7 30	.....	2 30	.....	.....
.....	.....	11 35	.....	9 55	159	+.... Henrietta..... ♂	7 15	.....	2 17	.....	.....
.....	.....	12 05	.....	10 18	169	.....Jolly ..... ♂	6 47	.....	1 53	.....	.....
.....	.....	12 30	.....	10 35	178	+..Wichita Falls.. ♂	*6 40	.....	*1 30	.....	.....
.....	.....	Noon	.....	P M	...	ARRIVE LEAVE	A M	.....	P M	.....	.....

Table 20—McKINNEY BRANCH.

.....	No. 735	No. 261	Mls	November 7, 1909.	No. 736	No. 262	.....
.....	†1115 A M	*1025 A M	0	lve....Greenville ♂.arr.	10 05 A M	4 05 P M	.....
.....	12 05 Noon	10 48 »	8	.....Floyd ..... ♂	9 10 »	3 36 »	.....
.....	1 00 P M	11 10 »	15	+...Farmersville... ♂	8 40 »	3 16 »	.....
.....	1 45 »	11 33 »	24	.....Princeton..... ♂	7 40 »	2 52 »	.....
.....	2 30 P M	11 55 A M	32	arr..+McKinney ♂.lve.	†7 00 A M	*2 30 P M	.....

Table 21—EGAN AND CLEBURNE.

.....	289	715	287	285	Mls.	November 7, 1909.	286	290	716	288	.....
.....	P M	P M	A M	A M	.....	LEAVE ARRIVE	A M	A M	P M	P M	.....
.....	*7 45	†2 30	*1050	*7 30	0	.....Egan..... ♂	7 15	8 43	2 00	6 45	.....
.....	8 00	2 50	11 05	7 45	5	.....Keene..... ♂	7 00	8 29	1 37	6 30	.....
.....	8 15	3 15	11 20	8 00	10	+....Cleburne..... ♂	*6 45	*8 15	†1 15	6 15	.....
.....	P M	P M	A M	A M	.....	ARRIVE LEAVE	A M	A M	P M	P M	.....

Table 22—BELTON BRANCH.

P M	No. 761	No. 295	Mls	December 22, 1909.	No. 296	No. 762	P M
*1 25	*4 00 P M	*3 45 A M	....	lve...+ Temple ♂...arr.	3 10 A M	1 10 P M	2 40
1 35	4 10 P M	3 55 A M	0	.....Echo.....	3 00 A M	1 00 P M	2 30
1 56	4 35 P M	4 20 A M	7	arr....+ Belton ♂....lve.	*2 35 A M	*1235 Noon	*205

Table 23—SAN ANTONIO DIVISION.

9	243	No. 241	235	Mls	November 7, 1909.	No. 244	10	242	236
.....	A M	.....	.....	...	LEAVE ARRIVE	.....	.....	A M	.....
Runs via Austin.	*225	*11 25 A M	Runs via Austin.	0	+....Smithville.... ♂	11 05 A M	Runs via Austin.	3 50	Runs via Austin.
	2 57	1 50 A M		11	.....Rosanky.....	10 40 »		3 25	
	3 28	12 15 Noon		21	.....Red Rock..... ♂	10 17 »		3 00	
	3 45	1 33 »		29	.....Dale.....	10 00 »		2 42	
	4 02	12 53 Noon		37	+.....Lockhart..... ♂	9 40 »		2 23	
	4 17	1 08 P M		44	.....Maxwell.....	9 25 »		2 00	
P M	4 25	1 16 »	A M	47	.....Reedville..... ♂	9 17 »	A M	1 57	P M
*610	4 35	1 30 »	*5 50	53	+.....San Marcos..... ♂	9 05 »	11 30	1 45	1035
6 45	5 15	2 10 »	6 25	69	+...New Braunfels ... ♂	8 25 »	10 57	1 04	1001
7 45	6 30	3 25 P M	7 30	102	+... San Antonio ... ♂	*7 10 A M	*1000	*1150	*900
P M	A M	.....	A M	...	ARRIVE LEAVE	.....	A M	P M	P M

EXPLANATION OF SIGNS.

Trains marked * run daily.

† Daily, except Sunday.

‖ Meals.

+ Coupon stations; ♂ Telegraph stations. STANDARD—*Central time.*

MISSOURI, KANSAS & TEXAS RY.

Table 24—SHREVEPORT DIVISION.

No. 223	No. 221	Mls.	November 7, 1909.	No. 222	No. 224
*1000 P M	*7 30 A M	0	lv. + Shreveport (U.D.) ♂ ar.	5 45 P M	6 10 A M
~ –	7 43 "	4	..... Jewella	5 30 "	5 55 "
10 26 "	7 55 "	9	..... Nichols	5 18 "	5 43 "
10 39 "	8 08 "	14	.....Greenwood.... ♂	5 05 "	5 30 "
10 53 "	8 21 "	20	.....Waskom..... ♂	4 51 "	5 16 "
11 15 "	8 42 "	30	..... Leigh ..... ♂	4 29 "	4 55 "
11 28 "	8 54 "	35	..... Karnack..... ♂	4 18 "	4 45 "
11 41 P M	9 06 "	40	..... Baldwin	4 06 "	4 34 "
12 01 Night	9 25 "	47	+.....Jefferson .... ♂	3 50 "	4 17 "
12 14 "	9 37 "	53	.....Kelleyville.....	3 38 "	4 02 "
12 31 "	9 53 "	59	..... Lasater	3 22 "	3 47 "
12 47 Night	10 08 "	66	.....Avinger..... ♂	3 07 "	3 32 "
1 12 A M	10 30 "	75	.... Hughes Springs.. ♂	2 45 "	3 08 "
1 28 "	10 46 "	81	+....Daingerfield.... ♂	2 30 "	2 49 "
1 43 "	11 00 "	87	.....Cason..... ♂	2 15 "	2 34 "
2 10 "	11 24 "	96	+....Pittsburg.... ♂	1 51 "	2 10 "
2 26 "	11 40 A M	103	.....Leesburg.....	1 34 "	1 54 "
2 53 "	12 07 Noon	114	....East Winnsboro.. ♂	1 07 "	1 27 "
3 00 "	‖1240 "	115	+....Winnsboro.... ♂	‖1 05 P M	1 25 "
3 18 "	12 57 Noon	124	....Pickton..... ♂	12 22 Noon	1 04 A M
3 32 "	1 09 P M	129	.....Como..... ♂	12 09 Noon	12 52 Night
3 57 "	1 35 "	138	+ Sulphur Springs ♂	11 46 A M	12 30 Night
4 29 "	2 07 "	152	.....Cumby..... ♂	11 12 "	11 53 P M
4 44 "	2 22 "	159	.....Campbell..... ♂	10 57 "	11 37 "
5 15 "	2 55 "	170	arr..+Greenville ♂ lve.	10 30 "	11 10 "
7 50 "	3 05 "	170	lve... Greenville...arr.	10 15 "	11 05 "
‖9 15 A M	‖5 00 P M	224	arr.....Dallas.....lve.	‖*8 40 A M	‖*9 05 P M

* Daily; † daily, except Sunday; ‖ Sunday only; *c* stops to take or leave for or from points north of Houston; *s* stops Sunday only. ‖ Meals. + Coupon stations: ♂ Telegraph stations. *Central time.*

Table 25—HOUSTON AND GALVESTON.

11	3	7	1	45	5	June 20, 1909.	10	8	4	2	46	12
.....	.....	.....	.....	A M	.....	LEAVE ARRIVE	.....	.....	.....	.....	P M	.....
P M	P M	P M	A M	*755	.....	Houston (M. K. & T. Ry.) ♂	.....	A M	.....	P M	8 45	P M
§1 30	†710	*450	*9 00	.....	A M	Houston (H. & T. C. R. R.) ♂	A M	10 10	P M	8 00	.....	11 50
§1 40	†720	*500	*9 10	8 05	*615	Houston (I. & G. N. R. R.) ♂	5 35	10 00	3 50	6 50	8 35	11 40
– –	– –	5 17	9 21	c –	6 25	+ .. Harrisburg... ♂	– –	9 50	3 19	5 40	8 24	– –
– –	– –	5 25	9 37	c –	c –	..... Genoa..... ♂	– –	9 37	– –	5 32	s –	– –
– –	7 55	5 42	9 54	c –	6 51	.... League City .. ♂	– –	9 20	2 50	5 08	7 55	– –
– –	8 02	5 50	10 01	c –	7 00	..... Dickinson ... ♂	– –	9 13	2 42	5 02	7 45	– –
– –	– –	6 09	10 18	c –	c –	. Texas City Junc.	– –	8 56	– –	4 46	s –	– –
– –	– –	6 15	10 23	c –	c –	.. Virginia Point ♂	4 30	8 50	– –	4 40	s –	– –
2 50	8 40	6 35	10 45	9 30	7 45	+ .. Galveston... ♂	*410	*8 30	*200	†420	*700	§1020
P M	P M	P M	A M	A M	A M	ARRIVE LEAVE	A M	A M	P M	P M	P M	P M

Table 26—TRINITY DIVISION.

.....	.....	301	765	763	Mls.	November 7, 1909.	768	764	302	.....	.....
.....	.....	A M	A M	A M	.....	LEAVE ARRIVE	P M	P M	P M	.....	.....
.....	.....	‖7 15	†8 00	†7 03	0	..... Trinity..... ♂	3 15	5 00	6 00	.....	.....
.....	.....	7 36	8 50	7 28	7	..... Glendale.....	2 25	4 27	4 27	.....	.....
.....	.....	8 25	12 01	8 20	19	..... Groveton .... ♂	12 01	3 40	3 40	.....	.....
.....	.....	8 32	12 15	8 27	21	..... Josserand	11 00	3 17	3 17	.....	.....
.....	.....	8 46	12 41	8 41	26	..... Willard	10 32	3 03	3 03	.....	.....
.....	.....	9 19	1 33	9 14	35	..... Asia.....	9 41	2 30	2 30	.....	.....
.....	.....	9 30	2 20	9 30	38	..... Corrigan.... ♂	9 30	2 20	2 20	.....	.....
.....	.....	9 42	2 40	9 42	42	..... Benford.....	8 40	1 57	1 57	.....	.....
.....	.....	9 48	3 10	9 48	44	..... Stryker	8 03	1 51	1 51	.....	.....
.....	.....	10 11	3 45	10 11	50	..... Barnum	7 25	1 28	1 28	.....	.....
.....	.....	10 26	4 05	10 26	53	..... Hampton	7 15	1 13	1 13	.....	.....
.....	.....	10 33	4 15	10 33	54	..... Chester ..... ♂	7 00	1 06	1 06	.....	.....
.....	.....	‖1 15	5 06	11 15	67	.....Colmesneil.. ♂	†6 00	†1225	‖1225	.....	.....
.....	.....	A M	P M	A M	.....	ARRIVE LEAVE	A M	Noon	Noon	.....	.....

EQUIPMENT OF THROUGH TRAINS.

FROM ST. LOUIS.

TRAIN No. 5—"THE KATY FLYER"—Daily.—Observation Sleeper St. Louis to Galveston, via Dallas. Drawing-room Sleeper St. Louis to San Antonio, via Dallas. Broiler-Buffet Drawing-room Sleeping Car St. Louis to San Antonio, via Fort Worth. Drawing-room Sleeper St. Louis to Oklahoma City. Drawing-room Sleeping Car Kansas City to San Antonio, via Fort Worth. Drawing-room Sleeper Fort Worth to Houston. Sleeping Car Dallas to Austin. Chair Car St. Louis to Galveston, via Dallas. Chair Car St. Louis to San Antonio, via Fort Worth.

TRAIN No. 9—"THE KATY LIMITED"—Daily.—10-Section Observation Sleeping Car St. Louis to San Antonio, via Fort Worth. 12-Section Drawing-room Sleeping Car St. Louis to Dallas. 12-Section Drawing-room Sleeping Car Kansas City to San Antonio, via Dallas. 12-Section Drawing-room Sleeping Car Kansas City to Houston, via Fort Worth. 14-Section Sleeping Car Kansas City to Oklahoma City. Cafe Car Kansas City to Parsons. Chair Car St. Louis to San Antonio, via Dallas. Chair Car Kansas City to Houston, via Fort Worth.

TRAIN No. 3—"TEXAS EXPRESS"—Daily.—Sleeper St. Louis to Columbia. Sleeper St. Louis to Sedalia. Sleeper Parsons to Dallas. Chair Car St. Louis to Hillsboro, via Dallas. Chair Car Parsons to Granger, via Fort Worth.

TRAIN No. 1—"MAIL AND EXPRESS" Daily.—Sleeper Parsons (from Kansas City) to Denison. Chair Car Parsons to Waco, via Fort Worth. Chair Car Parsons (from Kansas City) to Waco, via Dallas.

TO ST. LOUIS.

TRAIN No. 6—"THE KATY FLYER"—Daily.—Observation Sleeper Galveston to St. Louis, via Dallas. Drawing-room Sleeper Houston to St. Louis, via Fort Worth. Drawing room Sleeper San Antonio to St. Louis, via Dallas. Broiler-Buffet Drawing-room Sleeping Car San Antonio to St. Louis, via Fort Worth. Drawing-room Sleeping Car San Antonio to Kansas City, via Fort Worth. Drawing-room Sleeper Oklahoma City to St. Louis. Sleeping Car Austin to Dallas. Chair Car San Antonio to St. Louis, via Fort Worth. Chair Car Galveston to St. Louis, via Dallas.

TRAIN No. 10—"THE KATY LIMITED"—Daily.—10-Section Observation Sleeping Car San Antonio to St. Louis, via Fort Worth. 12-Section Drawing-room Sleeping Car San Antonio to Kansas City, via Dallas. 12-Section Drawing-room Sleeping Car Houston to Kansas City, via Fort Worth. 12-Section Drawing-room Sleeping Car Dallas to St. Louis. Cafe Car Parsons to Kansas City. Chair Car San Antonio to St. Louis, via Dallas. Chair Car Houston to Kansas City, via Fort Worth.

TRAIN No. 4—"ST. LOUIS EXPRESS"—Daily.—Sleeper Dallas to Parsons. Sleeper Sedalia to St. Louis. Sleeper Columbia to St. Louis. Chair Car Hillsboro to St. Louis, via Dallas. Chair Car Granger to Parsons, via Fort Worth.

TRAIN No. 2—"MAIL AND EXPRESS"—Daily.—Sleeper Denison to Parsons (for Kansas City). Chair Car Waco to Parsons, via Fort Worth. Chair Car Waco to Parsons (for Kansas City), via Dallas.

FROM KANSAS CITY.

TRAIN No. 29-9—"THE LIMITED"—Daily.—Sleeper Kansas City to Oklahoma City. Drawing-room Sleeper Kansas City to San Antonio, via Dallas. Drawing-room Sleeper Kansas City to Houston, via Fort Worth. Sleepers Parsons (from St. Louis) to San Antonio, via Fort Worth and to Dallas. Chair Car Kansas City to Houston, via Fort Worth. Chair Car Parsons (from St. Louis) to San Antonio, via Dallas.

TRAIN No. 21-1—"MAIL AND EXPRESS"—Daily.—Sleeper Kansas City to Denison. Chair Car Kansas City to Waco, via Dallas. Chair Car Parsons to Houston, via Fort Worth.

TRAIN No. 23-3—"TEXAS EXPRESS"—Daily.—Sleeper Parsons to Dallas. Chair Car Parsons to Granger, via Fort Worth, and Parsons to Hillsbo o, via Dallas.

TRAIN No. 25-5—"THE FLYER"—Daily.—Drawing-room Sleeper Kansas City to San Antonio, via Fort Worth. Sleepers Parsons (from St. Louis) to Galveston and San Antonio, via Dallas, and to San Antonio, via Fort Worth. Chair Cars Parsons (from St. Louis) to Galveston, via Dallas, and to San Antonio, via Fort Worth.

TO KANSAS CITY.

TRAIN No. 10-30—"THE LIMITED"—Daily.—Drawing-room Sleeper San Antonio to Kansas City, via Dallas. Drawing-room Sleeper Houston to Kansas City, via Fort Worth. Sleepers San Antonio, via Fort Worth and from Dallas, to Parsons (for St. Louis). Chair Car Houston to Kansas City, via Fort Worth. Chair Car San Antonio to Parsons (for St. Louis), via Dallas.

TRAIN No. 2-22—"KANSAS CITY EXPRESS"—Daily.—Sleeper Oklahoma City to Kansas City. Sleeper Denison to Kansas City. Chair Cars Waco to Kansas City, via Dallas, Oklahoma City to Kansas City, and Houston to Parsons, via Fort Worth.

TRAIN No. 4-24—"MAIL AND EXPRESS"—Daily.—Sleeper Dallas to Parsons. Chair Cars Granger to Kansas City, via Fort Worth, and Hillsboro to Parsons, via Dallas.

TRAIN No. 6-26—"THE FLYER"—Daily.—Buffet Drawing-room Sleeper San Antonio to Kansas City, via Fort Worth. Sleepers from San Antonio, via Fort Worth, and from Galveston and San Antonio, via Dallas, to Parsons (for St. Louis). Chair Cars Galveston, via Dallas, and San Antonio, via Fort Worth, to Parsons (for St. Louis).

FROM MUSKOGEE.

TRAIN No. 94-29—Daily.—Drawing-room Sleeping Car Muskogee to Oklahoma City.

TO MUSKOGEE.

TRAIN No. 22-91—Daily.—Drawing-room Sleeping Car Oklahoma City to Muskogee.

FROM SHREVEPORT.

TRAIN No. 223-203—TEXAS EXPRESS—Daily.—Sleeper Shreveport to Dallas. Chair Car Shreveport to Greenville.

TO SHREVEPORT.

TRAIN No. 204-224—SHREVEPORT EXPRESS—Daily.—Sleeper Dallas to Shreveport. Chair Car and Coach Greenville to Shreveport.

FROM SAN ANTONIO.

TRAIN No. 242-5—"ALAMO SPECIAL"—Daily.—Drawing-room Sleeper San Antonio to Galveston. Chair Car San Antonio to Houston.

TO SAN ANTONIO.

TRAIN No. 2-243—"ALAMO SPECIAL"—Daily.—Drawing-room Sleeper Galveston to San Antonio. Chair Car Houston to San Antonio.

MISSOURI AND NORTH ARKANSAS RAILROAD

"NORTH ARKANSAS LINE."

EXECUTIVE DEPARTMENT.

DAVID R. FRANCIS, Chairman of the Board, St. Louis, Mo.
JOHN SCULLIN, President, "
GEO. L. SANDS, Vice-President, Eureka Springs, Ark.
W. S. ROBERTS, Secretary, "

TREASURY AND ACCOUNTING DEPARTMENT.

N. A. McMILLAN, Treasurer, Eureka Springs, Ark.
L. A. PATTERSON, Cashier, "
W. S. ROBERTS, Auditor, Eureka Springs, Ark.
(Also in charge of Freight Claims).

LEGAL DEPARTMENT.

W. B. SMITH, Gen. Attorney for Arkansas, Little Rock, Ark.
O. L. CRAVENS, Attorney for Missouri, Neosho, Mo.

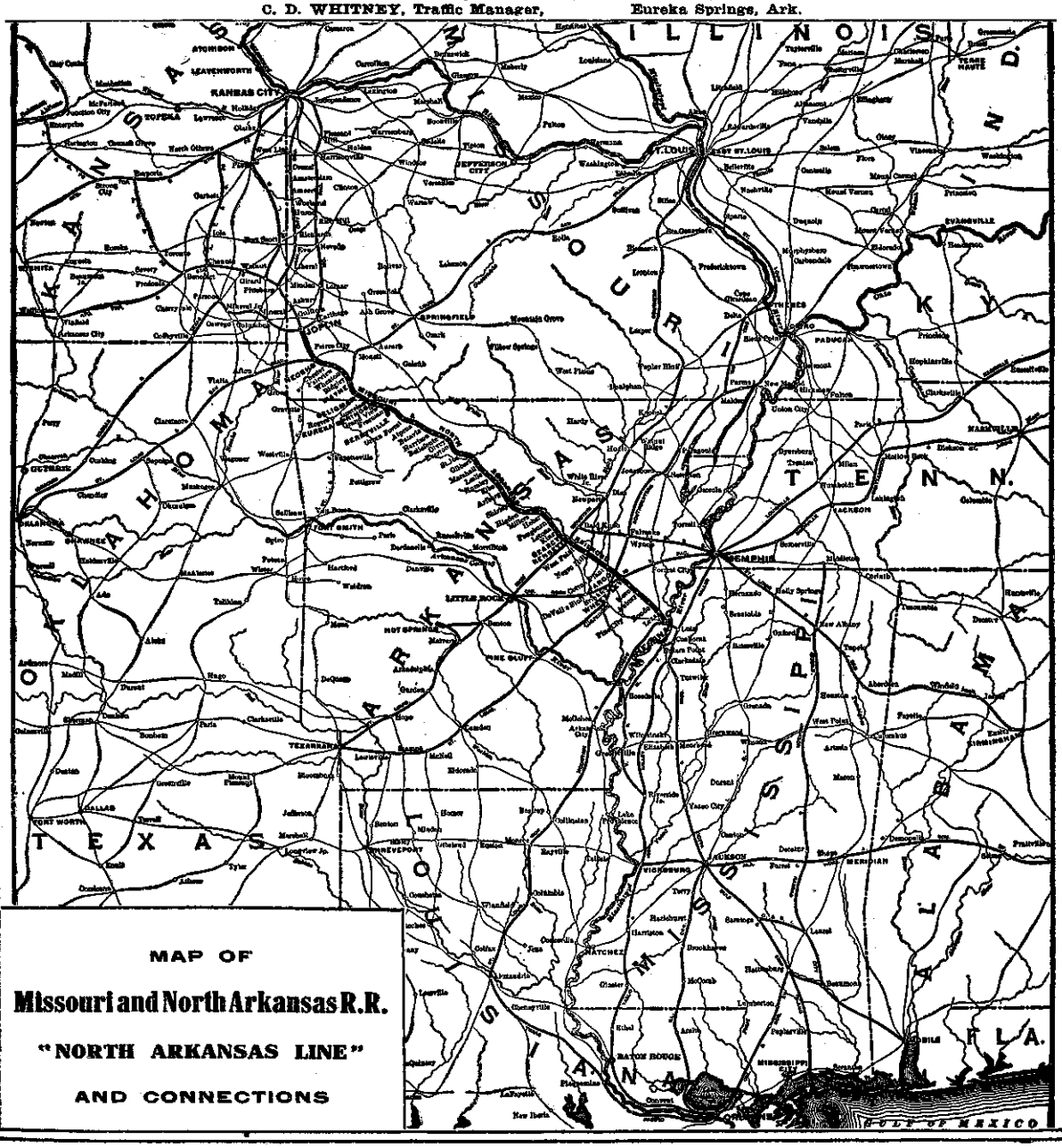
OPERATING DEPARTMENT.

GEO. L. SANDS, Vice-President, Eureka Springs, Ark.

W. H. DeWITT, Superintendent, Leslie, Ark.
H. E. IRVINE, General Roadmaster, Searcy, Ark.
J. P. DOLAN, Master Mechanic, Eureka Springs, Ark.
H. E. LITTLETON, Master Carpenter, "
_____, Chief Engineer, St. Louis, Mo.
F. J. ALLEN, Resident Engineer, Eureka Springs, Ark.
S. W. LEE, Consulting Engineer, "
E. C. OVERSTREET, Purchasing Agent, "
CLYDE WEST, Car Accountant, "

TRAFFIC DEPARTMENT.

C. D. WHITNEY, Traffic Manager, Eureka Springs, Ark.



MAP OF

Missouri and North Arkansas R.R.

"NORTH ARKANSAS LINE"

AND CONNECTIONS

MISSOURI AND NORTH ARKANSAS RAILROAD

"NORTH ARKANSAS LINE."

SOUTHBOUND. No. 23	No. 21	No. 15	No. 11	No. 3	No. 1-25	Miles.	December 19, 1909. LEAVE / ARRIVE	NORTHBOUND. No. 2-26	No. 22	No. 12	No. 14	No. 4	No. 24
.....	Mixed.	.....	.....	.....	.....	.....	LEAVE / ARRIVE	.....	Mixed.	.....	.....	.....	.....
.....	*2 42 P M	.....	.....	.....	*7 30 A M	0	Joplin,[1] Mo	12 55 Night	10 50 A M	.....	.....	.....	.....
.....	— —	.....	.....	.....	8 15 "	19.30	Neosho[2] ♁	11 55 P M	— —	.....	.....	.....	.....
.....	— —	.....	.....	.....	8 30 "	25.78	Aroma	11 36 "	— —	.....	.....	.....	.....
.....	4 45 "	.....	.....	.....	8 40 "	30.00	Chester ♁	11 24 "	8 40 "	.....	.....	.....	.....
.....	5 15 "	.....	.....	.....	8 55 "	36.70	Fairview ♁	11 10 "	7 45 "	.....	.....	.....	.....
.....	5 35 "	.....	.....	.....	9 07 "	40.90	Wheaton ♁	11 00 "	7 10 "	.....	.....	.....	.....
.....	6 05 "	.....	.....	.....	9 20 "	45.90	Ridgley	10 48 "	6 30 "	.....	.....	.....	.....
.....	— —	Mixed.	Mixed.	.....	— —	51.40	Wayne[3] ♁	— —	— —	Mixed.	Mixed.	.....	.....
.....	7 30 "	*6 40 A M	*11 15 A M	.....	10 05 "	60.60	Seligman[4] ♁	10 10 "	5 15 "	9 30 A M	6 00 P M	.....	.....
.....	— —	— —	— —	.....	— —	63.35	Pender	— —	— —	— —	— —	.....	.....
.....	— —	— —	— —	.....	— —	70.85	Walden, Ark	— —	— —	— —	— —	.....	.....
.....	8 30 "	7 15 "	11 50 "	.....	10 40 "	73.35	Beaver	9 26 "	4 23 "	8 50 "	5 23 "	.....	.....
.....	— —	— —	— —	.....	— —	73.60	Leatherwood	— —	— —	— —	— —	.....	.....
.....	— —	— —	— —	.....	— —	74.85	Skelton	— —	— —	— —	— —	.....	.....
.....	8 45 "	7 24 "	11 59 A M	.....	10 50 "	76.19	Gaskins	9 19 "	4 13 "	8 40 "	5 14 "	.....	.....
Mixed.	9 30 P M	7 40 A M	12 15 Noon	.....	11 05 "	79.10	ar. Eureka Springs ♁ lv.	9 10 "	*4 00 A M	*8 30 A M	*5 00 P M	.....	Mixed.
†4 45 A M	.....	.....	.....	.....	11 15 "	79.10	lv. Eureka Springs ar.	9 05 "	.....	.....	.....	.....	5 40 P M
5 55 "	.....	.....	.....	.....	11 40 A M	88.43	Grand View ♁	8 36 "	.....	.....	.....	.....	4 20 "
6 40 "	.....	.....	.....	.....	12 02 Noon	95.24	Berryville ♁	8 17 "	.....	.....	.....	.....	3 30 "
— —	.....	.....	.....	.....	12 17 "	101.10	Urbanette	8 02 "	.....	.....	.....	.....	— —
7 40 "	.....	.....	.....	.....	12 30 "	105.16	Cisco	7 50 "	.....	.....	.....	.....	2 30 "
8 05 "	.....	.....	.....	.....	12 40 "	109.99	Green Forest ♁	7 39 "	.....	.....	.....	.....	2 10 "
— —	.....	.....	.....	.....	12 55 Noon	115.72	Coin	7 26 "	.....	.....	.....	.....	— —
— —	.....	.....	.....	.....	— —	118.10	Dunn	— —	.....	.....	.....	.....	— —
9 05 "	.....	.....	.....	.....	1 05 P M	120.45	Alpena ♁	7 14 "	.....	.....	.....	.....	1 05 P M
9 40 "	.....	.....	.....	.....	1 23 "	126.84	Batavia	6 57 "	.....	.....	.....	.....	12 25 Noon
— —	.....	.....	.....	.....	1 36 "	130.10	Capps	6 47 "	.....	.....	.....	.....	— —
10 40 "	.....	.....	.....	.....	1 50 "	136.59	Harrison ♁	6 35 "	.....	.....	.....	.....	11 30 A M
11 00 "	.....	.....	.....	.....	2 02 "	140.44	Bellefonte ♁	6 20 "	.....	.....	.....	.....	11 00 "
11 30 "	.....	.....	.....	.....	2 15 "	145.93	Olvey ♁	6 07 "	.....	.....	.....	.....	10 30 "
11 56 A M	.....	.....	.....	.....	2 28 "	150.67	Everton ♁	5 55 "	.....	.....	.....	.....	10 08 "
12 36 Noon	.....	.....	.....	.....	2 45 "	157.77	Pindall	5 39 "	.....	.....	.....	.....	9 35 "
1 18 P M	.....	.....	.....	.....	3 00 "	164.83	Saint Joe ♁	5 23 "	.....	.....	.....	.....	9 00 "
1 56 "	.....	.....	.....	.....	3 15 "	171.30	Gilbert ♁	5 07 "	.....	.....	.....	.....	8 30 "
— —	.....	.....	.....	.....	3 33 "	177.10	Zack	4 53 "	.....	.....	.....	.....	— —
3 00 "	.....	.....	.....	.....	3 45 "	182.30	Marshall ♁	4 38 "	.....	.....	.....	.....	7 40 "
— —	No. 17	.....	.....	.....	3 54 "	184.80	Baker	4 28 "	.....	.....	No. 18	.....	— —
3 45 P M	Mixed.	.....	.....	.....	4 10 "	190.93	arr. Leslie ♁ lve.	4 10 "	.....	.....	Mixed.	.....	†7 00 A M
.....	†8 00 A M	.....	.....	.....	4 15 "	190.93	lve. Leslie arr.	4 00 "	.....	.....	6 00 P M	.....	.....
.....	8 30 "	.....	.....	.....	4 30 "	196.02	Rumley	3 45 "	.....	.....	5 25 "	.....	.....
.....	9 00 "	.....	.....	.....	4 45 "	201.42	Elba	3 30 "	.....	.....	4 45 "	.....	.....
.....	9 50 "	.....	.....	.....	5 12 "	210.42	Arlberg ♁	3 05 "	.....	.....	3 55 "	.....	.....
.....	11 15 A M	.....	.....	.....	5 55 "	224.64	Shirley ♁	2 25 "	.....	.....	2 25 "	.....	.....
.....	12 30 Noon	.....	.....	.....	6 30 "	237.30	Edgemont	1 48 "	.....	.....	1 15 P M	.....	.....
.....	12 45 Noon	.....	.....	.....	6 36 "	239.30	Higden	1 40 "	.....	.....	12 45 Noon	.....	.....
.....	1 20 P M	.....	.....	.....	6 58 "	246.52	Miller ♁	1 20 "	.....	.....	12 15 Noon	.....	.....
.....	2 00 "	.....	.....	.....	7 20 "	252.95	Heber ♁	1 00 P M	.....	.....	11 50 A M	.....	.....
.....	2 50 "	.....	.....	.....	7 45 "	260.97	Snell	12 35 Noon	.....	.....	10 45 "	.....	.....
.....	3 21 "	.....	.....	.....	7 58 "	266.00	Pangburn ♁	12 20 "	.....	.....	10 15 "	.....	.....
.....	3 50 "	.....	.....	.....	8 12 "	271.02	Letona	12 05 Noon	.....	.....	9 48 "	.....	.....
.....	4 20 "	.....	.....	.....	8 25 "	276.45	Crosby	11 50 A M	.....	.....	9 20 "	.....	.....
.....	5 00 "	.....	.....	.....	8 40 "	283.46	arr. Searcy[5] ♁ lve.	11 30 "	.....	.....	8 40 "	.....	.....
.....	5 20 "	.....	.....	†7 00 A M	8 45 "	283.46	lve. Searcy arr.	11 30 "	.....	.....	8 40 "	9 30 P M	.....
.....	5 40 "	.....	.....	7 20 "	9 30 "	287.39	Kensett[6] ♁	11 20 "	.....	.....	7 55 "	9 15 "	.....
.....	6 00 "	.....	.....	7 35 "	9 45 "	290.89	West Point ♁	10 45 "	.....	.....	7 35 "	8 48 "	.....
.....	7 00 P M	.....	.....	8 10 "	10 35 "	301.50	Georgetown (Negro Hill) ♁	9 54 "	.....	.....	†6 30 A M	8 10 "	.....
.....	.....	.....	.....	8 54 "	11 35 "	315.59	Cotton Plant[7] ♁	8 54 "	.....	.....	.....	7 22 "	.....
.....	.....	.....	.....	9 16 "	11 58 P M	321.29	Fargo[8]	8 32 "	.....	.....	.....	7 00 "	.....
.....	.....	.....	.....	9 36 "	12 15 Night	326.02	arr. Wheatley[9] ♁ lve.	8 15 "	.....	.....	.....	6 40 "	.....
.....	.....	.....	.....	10 15 "	12 15 "	326.02	lve. Wheatley arr.	8 15 "	.....	.....	.....	6 12 "	.....
.....	.....	.....	.....	10 49 "	12 54 Night	336.55	Moro ♁	7 31 "	.....	.....	.....	5 47 "	.....
.....	.....	.....	.....	11 10 "	1 22 A M	344.09	Aubrey ♁	7 09 "	.....	.....	.....	5 25 "	.....
.....	.....	.....	.....	11 30 "	1 45 "	349.90	Rondo ♁	6 46 "	.....	.....	.....	5 15 "	.....
.....	.....	.....	.....	11 45 A M	2 01 "	354.72	North Lexa[10]	6 30 "	.....	.....	.....	5 00 "	.....
.....	.....	.....	.....	12 05 Noon	2 30 "	362.71	West Helena	6 00 "	.....	.....	.....	4 30 "	.....
.....	.....	.....	.....	12 25 Noon	3 20 A M	368.95	Helena[11] ♁	*5 30 A M	.....	.....	.....	†4 00 P M	.....
.....	.....	.....	.....	.....	.....	.....	ARRIVE / LEAVE	.....	.....	.....	.....	.....	.....

THROUGH SLEEPING CAR SERVICE.

(Pullman Fare, $2.00.)

STATIONS.	Route.	No. 11
Lve. St. Louis	St. L. & S. F.	*10 00 P M
Lve. Springfield	"	7 15 A M
Lve. Monett	"	9 45 A M
Arr. Seligman	"	11 07 A M
Lve. Seligman	M. & N. A.	11 15 A M
Arr. Eureka Springs	"	12 15 Noon

STATIONS.	Route.	No. 14
Lve. Eureka Springs	M. & N. A.	*5 00 P M
Arr. Seligman	"	6 00 P M
Lve. Seligman	St. L. & S. F.	6 10 P M
Arr. Monett	"	7 40 P M
Arr. Springfield	"	9 55 P M
Arr. St. Louis	"	7 00 A M

* Daily; † daily, except Sunday. ♁ Telegraph stations.

CONNECTIONS.

[1] With Kansas City Southern Ry., St. Louis & San Francisco R.R., Missouri Pacific Ry. and Missouri, Kansas & Texas Ry.

[2] With Kansas City Southern Ry. and St. Louis & San Francisco R.R.

[3] With St. Louis & San Francisco R.R.

[4] With St. Louis & San Francisco R.R.

[5] With Chicago, Rock Island & Pacific Ry.

[6] With St. Louis, Iron Mountain & Southern Ry.

[7] With Chicago, Rock Island & Pacific Ry.

[8] With St. Louis South-western Ry. (Cotton Belt).

[9] With Chicago, Rock Island & Pacific Ry.

[10] With St. Louis, Iron Mountain & Southern Ry.

[11] With Arkansas Midland R.R., St. Louis, Iron Mountain & Southern Ry., Yazoo & Mississippi Valley R.R. (Illinois Central System), Arkansas River Packet Co., The Lee Line and Memphis & Arkansas City Packet Co.

Write C. D. WHITNEY, Traffic Manager, Eureka Springs, Ark., for "Oak Leaves," a handsomely illustrated magazine.

ALL WATER TO MAMMOTH CAVE

Evansville & Bowling Green PACKET COMPANY

(INCORPORATED)

ALL WATER TO MAMMOTH CAVE

MAMMOTH CAVE EXCURSION ROUTE

LEE HOWELL, President.
JAS. EDW. COX, Assistant to the President.
H. P. CORNICK, Secretary.

T. A. WILLIAMS, Superintendent.
JEFF. H. WILLIAMS, Gen. Agent, Evansville, Ind
LUCIAN GRAHAM, Gen. Agent, Bowling Green, Ky.

General Offices—Evansville, Ind.

Operating first-class Freight and Passenger Steamers between

Evansville, Ind., and Bowling Green, Ky., and Mammoth Cave

Stopping at Curdsville, Delaware, Rumsey, Calhoun, Livermore, South Carrollton, Rockport, Stephensville, Cromwell, Morgantown, Woodbury and all Way Landings on Green and Barren Rivers in Kentucky

STEAMERS

Steamer "BOWLING GREEN"

Leaves **Evansville** Monday and Thursday at 5 00 p.m.

Leaves **Bowling Green** Saturday and Wednesday at 8 00 a.m.

Steamer "EVANSVILLE"

Leaves **Evansville** for **Bowling Green** Wednesday at 5 00 p.m.
Leaves **Evansville** for **Mammoth Cave** Saturday at 5 00 p.m.
Leaves **Bowling Green** for **Evansville** Friday at 8 00 a.m.
Leaves **Mammoth Cave** for **Evansville** Tuesday at 5 00 a.m.

Connecting at Woodbury or Bowling Green, Ky., with Steamer "CHAPERON" for MAMMOTH CAVE and all way landings on UPPER GREEN RIVER.

CONNECTIONS.—With all steamer lines operating out of Evansville. With the Louisville & Nashville R.R. at Evansville, Ind., Bowling Green, Ky., and Livermore, Ky. With Evansville & Terre Haute R.R., Louisville, Henderson & St. Louis Ry. and Southern Ry. at Evansville, Ind., and with the Illinois Central R.R. at Evansville, Ind., and Rockport, Ky.

THROUGH BILLS OF LADING issued from all landings to all points.
LOW EXCURSION RATES to MAMMOTH CAVE and all landings on GREEN and BARREN RIVERS.
Excursion rates to Mammoth Cave apply all water or water and rail.

SPEED .. COMFORT .. SAFETY

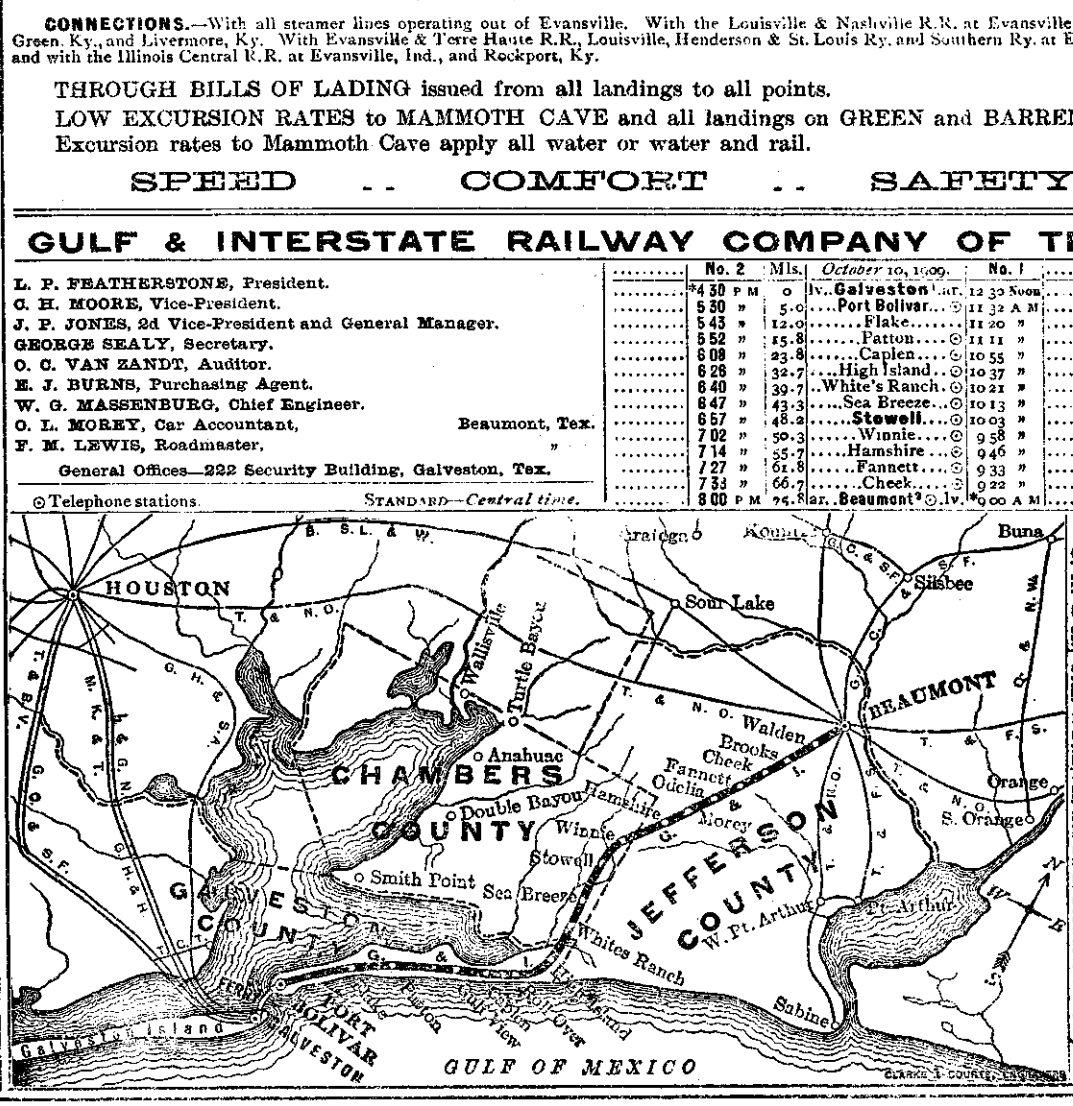
GULF & INTERSTATE RAILWAY COMPANY OF TEXAS.

L. P. FEATHERSTONE, President.
C. H. MOORE, Vice-President.
J. P. JONES, 2d Vice-President and General Manager.
GEORGE SEALY, Secretary.
O. C. VAN ZANDT, Auditor.
E. J. BURNS, Purchasing Agent.
W. G. MASSENBURG, Chief Engineer.
O. L. MOREY, Car Accountant, Beaumont, Tex.
F. M. LEWIS, Roadmaster, "

General Offices—222 Security Building, Galveston, Tex.

⊙ Telephone stations. STANDARD—*Central time.*

	No. 2	Mls.	*October* 10, 1909.	No. 1	
	*4 30 P M	0	lv..**Galveston**..ar.	12 30 Noon	
	5 30 "	5.0	....**Port Bolivar**... ⊙	11 32 A M	
	5 43 "	12.0	.....Flake.....	11 20 "	
	5 52 "	15.8	.....Patton.... ⊙	11 11 "	
	6 09 "	23.8	.....Caplen.... ⊙	10 55 "	
	6 26 "	32.7	....High Island.. ⊙	10 37 "	
	6 40 "	39.7	..White's Ranch. ⊙	10 21 "	
	6 47 "	43.3	.....Sea Breeze... ⊙	10 13 "	
	6 57 "	48.2	.....**Stowell**.... ⊙	10 03 "	
	7 02 "	50.3	.....Winnie.... ⊙	9 58 "	
	7 14 "	55.7	.....Hamshire... ⊙	9 46 "	
	7 27 "	61.8	.....Fannett.... ⊙	9 33 "	
	7 33 "	66.7	.....Check..... ⊙	9 22 "	
	8 00 P M	75.8	ar..**Beaumont**? ⊙.lv.	*9 00 A M	



EXPLANATION OF SIGNS.

† Daily, except Sunday; ‡ Sunday only.

CONNECTIONS.

With roads diverging.

* With G. C. & S. Fe.; I. & G. N.; Mo. K. & T.; G. H. & San Ant.; G. H. & H.; Trin. & Braz. Val. and St. L. Brownsv. & M. Rys.

ORIENT SYSTEM

THE KANSAS CITY, MEXICO & ORIENT RAILWAY CO.

General Offices—United States and Mexican Trust Co. Building, 924 Baltimore Avenue, Kansas City.

A. E. STILWELL, President, Singer Building, New York.
E. DICKINSON, Vice-President and Gen. Manager, Kansas City.
E. C. CREEL, Vice-President, Chihuahua, Mexico.
J. T. ODELL, Vice-President, 50 Church Street, New York.
J. S. BRAITHWAITE, Vice-President, London, E.C., England.

LEGAL DEPARTMENT.

J. McD. TRIMBLE, General Counsel, Kansas City.
JOHN A. EATON, General Solicitor, "
D. W. EATON, General Claims Attorney, "
D. J. HAFF, Attorney for Mexico, "
W. E. BARNHART, Right of Way, Tax and Townsite Commissioner, Kansas City.
A. M. DENNY, Assistant Right of Way, Tax and Townsite Commissioner, Wichita, Kan.

TREASURY AND ACCOUNTING. (See note ▲ below.)

NEAL S. DORAN, Secretary and Auditor, Kansas City.
E. E. HOLMES, Treasurer, Kansas City.

OPERATING.

A. H. DICKINSON, Superintendent, Wichita, Kan.
F. MERTSHEIMER, Gen. Supt. Motive Power and Car Departments, Kansas City.
IRA C. HUBBELL, Buyer, "
ROY S. PARKER, General Storekeeper, Fairview, Okla.
JUAN F. TELEVINO, Local Manager, Chihuahua, Mex.
J. L. CASE, Local Manager, Fuerte, Sinaloa, Mex.
RICHARD S. THOMPSON, Superintendent Mountain Division, Creel, Chihuahua, Mex.
Dr. A. H. CORDIER, Chief Surgeon, Kansas City.
W. W. COLPITTS, Chief Engineer, Kansas City.

TRAFFIC.

H. C. ORR, General Passenger Agent, Kansas City.
E. H. SHAUFLER, Freight Traffic Manager, "
D. D. DAVIS, Gen. Agent, 811 East Douglas Ave., Wichita, Kan.
A. WALDBAUER, General Agent, 622 Park Bldg, Pittsburgh, Pa.
I. C. OVERDORFF, Trav. Freight Agt., " "
J. R. HOLCOMB, Gen. Agt., 206 Metropolis Bank Bldg, San Francisco, Cal.
H. E. DICKINSON, General Agt., 903 Marquette Bldg, Chicago, Ill.
G. B. ROGERS, Traveling Agent, "
F. A. NELSON, General Agent, Kansas City.
S. W. RIDER, Gen. Agt., Avenida del Cinco de Mayo 6, City of Mexico.
C. P. HOSTETTER, Commercial Agent, El Paso, Tex.
AURELIO ARMAS, Customs Agent, Topolobampo, Sinaloa, Mex.

F. A. HORNBECK, Land Commissioner, Kansas City.

Cable Address—MEX-ORIENT, Kansas City, Mo.

KANSAS CITY, MEXICO & ORIENT RAILWAY CO. OF TEXAS.

A. E. STILWELL, President, Singer Building, New York.
E. DICKINSON, Vice-President, Kansas City.
N. J. O'BRIEN, Vice-President and Gen. Mgr., Sweetwater, Tex.
W. T. TRAMMELL, Secretary, "
THOS. TRAMMELL, Treasurer, "
J. H. ROSS, Auditor, "
J. McD. TRIMBLE, General Counsel, Kansas City.
JNO. A. EATON, General Solicitor, Kansas City.
H. C. BOED, General Attorney, Sweetwater, Tex.
O. G. BURROWS, Traffic Manager, "
JOS. P. O'DONNELL, Commercial Agent, San Angelo, Tex.
C. H. WEBSTER, Chief Engineer, Sweetwater, Tex.
C. M. McLAIN, Master Mechanic, "
Dr. A. H. CORDIER Chief Surgeon, Kansas City.
Dr. A. A. CHAPMAN, Assistant Chief Surgeon, Sweetwater, Tex.

▲ **Accounting officers** will note that the Kansas City, Mexico & Orient Ry. terminates at Altus, Okla., and that all completed track of the system south of that point to the Mexican boundary is operated by Kansas City, Mexico & Orient Ry. of Texas, a separate organization.

INDUSTRIAL, AGRICULTURAL AND MINERAL RESOURCES.

KANSAS—Grain, Live Stock, Alfalfa, Fruit and Coal.

OKLAHOMA—Grain, Live Stock, Cotton, Coal, Broomcorn, Alfalfa and Fruit.

TEXAS—Live Stock, Cotton, Grain, Alfalfa, Silver, Quicksilver, Coal and Oil, adjacent to the Orient road on the Western border.

REPUBLIC OF MEXICO.

STATE OF CHIHUAHUA—Cattle and Agricultural Products; Yellow Pine, Fir, Oak and Cedar; Gold, Silver, Copper, Lead, Zinc, Iron, Coal, Oil and Gas, in the immediate vicinity of the Orient road.

STATE OF SINALOA—Yellow Pine and Oak (in the mountains); Hardwoods and Precious Woods, including Mahogany, Ebony, Lignum Vitæ, White Mahogany, Rosewood, Cedar, etc.; Oranges, Lemons, Sugar Cane, Bananas, Cocoanuts, Coffee, and all Tropical Fruits; Tobacco, Garbanzas, Alfalfa and Fibre Plant; Gold, Silver and Copper.

PROGRESS OF CONSTRUCTION.

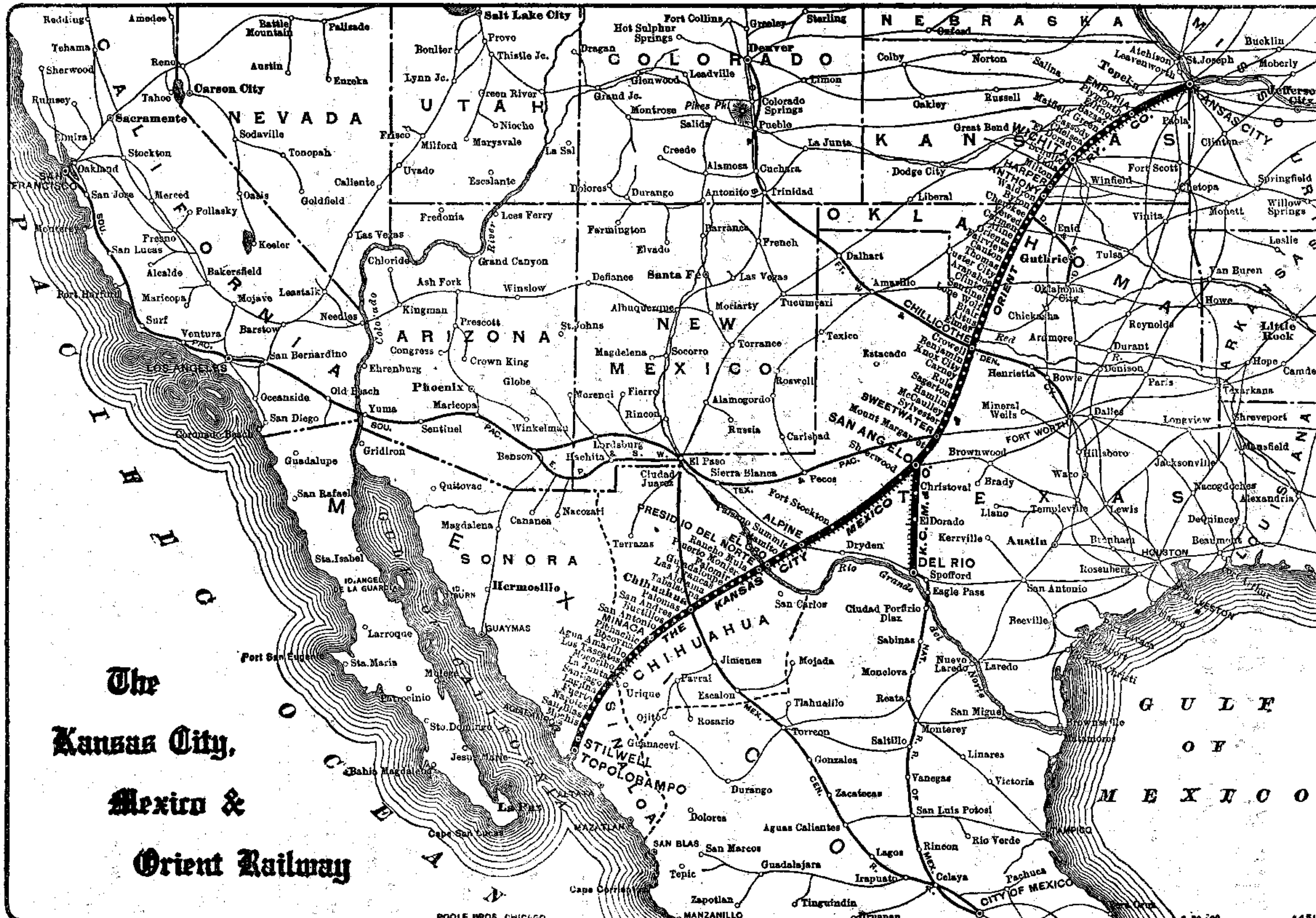
The distance, via the Orient Line, from Kansas City to the Pacific Ocean, when completed, will be 1,659 miles; 870 miles of which (or more than one-half of the main line) are completed and in operation.

IN THE UNITED STATES—Construction work is being pushed Southwest of San Angelo.

IN MEXICO—Construction work West of Sanchez in the Sierra Madre Mountains; East of Marquez and East of Los Hornillos on the Pacific Coast Division.

CONNECTIONS.—[5] With lines diverging. [6] With Atchison, Topeka & Santa Fe Ry. [7] With Missouri Pacific Ry. [8] With Atchison, Topeka & Santa Fe Ry. [9] With lines diverging. [10] With Chicago, Rock Island & Pacific Ry. [11] With Atchison, Topeka & Santa Fe Ry. [12] With St. Louis & San Francisco R.R. [13] With Chicago, Rock Island & Pacific Ry. [14] With St. Louis & San Francisco R.R. [15] With St. Louis & San Francisco R.R. [16] With St. Louis & San Francisco R.R. [17] With Chicago, Rock Island & Pacific Ry. and St. Louis & San Francisco R.R. [18] With Chicago, Rock Island & Pacific Ry. [19] With St. Louis & San Francisco R.R. [20] With Ft. Worth & Denver City Ry. [21] With Texas Central R.R. [22] With Texas & Pacific Ry. [23] With Gulf, Colorado & Santa Fe Ry. [24] With lines diverging. [25] With Chihuahua & Pacific Ry. [27] With Cananea, Yaqui River & Pacific Ry. [28] With Pacific Coast S.S. Co.

For Railroad Schedule and Distances, see page 955.


The Kansas City, Mexico & Orient Railway
THE KANSAS CITY, MEXICO & ORIENT RY. CO.
KANSAS CITY
WICHITA
HARPER
ANTHONY
SWEETWATER
SAN ANGELO
ALPINE
CHIHUAHUA
STILWELL
TOPOLOBAMPO
DEL RIO
PRESIDIO DEL NORTE
K. C. M. & O.
NEBRASKA
KANSAS
COLORADO
UTAH
NEVADA
CALIFORNIA
ARIZONA
NEW MEXICO
OKLAHOMA
TEXAS
ARKANSAS
LOUISIANA
MISSOURI
SONORA
CHIHUAHUA
SINALOA
MEXICO
PACIFIC OCEAN
GULF OF MEXICO
Salt Lake City
Denver
Colorado Springs
Pueblo
St. Joseph
Atchison
Leavenworth
Topeka
Emporia
Fort Scott
Springfield
Oklahoma City
Guthrie
Enid
Tulsa
Little Rock
Texarkana
Shreveport
Dallas
Fort Worth
Waco
Austin
San Antonio
Houston
Galveston
El Paso
Ciudad Juarez
Albuquerque
Santa Fe
Phoenix
Yuma
Los Angeles
San Diego
San Francisco
Oakland
Sacramento
Carson City
Reno
Hermosillo
Guaymas
La Paz
Mazatlan
Durango
Torreon
Monterey
Saltillo
Laredo
Eagle Pass
Brownsville
Matamoros
Tampico
San Luis Potosi
Zacatecas
Aguas Calientes
Guadalajara
Celaya
City of Mexico
Vera Cruz
Manzanillo
POOLE BROS. CHICAGO.
6-30-'08
4451

ORIENT SYSTEM

THE KANSAS CITY, MEXICO & ORIENT RAILWAY CO.

19	17-15	5	1	Mls	September 30, 1909. LEAVE	ARRIVE	Elev.	2	6	20	16-18
....	....	....	....	....			....	....	....	....	....
....	....	....	....	0	.... Kansas City	....	749	....	....	....	....
....	....	....	....	83	.....Osage City	.....	1079	....	....	....	....
....	....	....	....	104	.....Neosho Rapids	.....	1076	....	....	....	....
....	....	....	....	115	.....Emporia	.....	1204	....	....	....	....
....	....	....	....	131	.....Ellinor	.....	1227	....	....	....	....
....	....	....	....	139	.....Bazaar	.....	1287	....	....	....	....
....	....	....	....	147	.....Matfield Green	.....	1384	....	....	....	....
....	....	....	....	157	.....Cassoday	.....	1546	....	....	....	....
....	....	....	....	163	.....Aikman	.....	1507	....	....	....	....
....	....	....	....	170	.....Chelsea	.....	1401	....	....	....	....
Mix	Mix.	....	....	175	.....Guild	.....	1378	....	Mix	Mix.	....
P M	A M	....	A M	176	.....Eldorado	.....	1354	P M	P M	P M	....
*800	†6 30	....	*8 30	208	lve.....Wichita[5]...arr.		1315	6 20	....	2 00	6 00
-- -	6 45	....	8 37	211	.....West Wichita	.....	1311	6 06	....	-- -	5 45
-- -	7 00	....	8 47	215	.....Prospect	.....	1330	5 58	....	-- -	5 28
-- -	7 10	....	8 55	218	.....Schulte	.....ô	1345	5 49	....	-- -	5 16
-- -	7 31	....	9 09	224	.....Clonmell	.....	1387	5 36	....	-- -	4 50
-- -	8 00	....	9 29	231	+.....Viola[6]	.....ô	1359	5 18	....	-- -	4 20
-- -	8 14	....	9 39	236	.....Alloway	.....	1400	5 08	....	-- -	4 00
9 57	8 30	....	9 49	239	+.....Milton[7]	.....ô	1490	5 00	....	1212	3 45
-- -	8 59	....	10 03	247	.....Hamner	.....	1373	4 44	....	-- -	3 08
-- -	9 14	....	10 13	250	.....Runnymede	.....	1400	4 35	....	-- -	2 50
1041	9 40	....	10 28	257	+.....Harper[8]	.....ô	1432	4 22	....	1118	2 25
-- -	9 55	....	10 38	262	.....Anharp	.....	1434	4 11	....	-- -	1 50
1127	10 53	....	10 53	266	+.....Anthony[9]	.....ô	1356	4 00	....	1053	1 30
-- -	11 15	....	11 05	271	.....Hunters	.....	1363	3 47	....	-- -	12 20
-- -	11 30	....	11 13	275	.....Ferguson	.....	1340	3 39	....	-- -	12 01
-- -	11 45	....	11 24	280	....Waldron, Kan[10]..ô		1263	3 29	....	-- -	11 45
-- -	12 05	....	11 34	285	...Little Sandy, Okla.	...	1219	3 18	....	-- -	11 34
-- -	12 35	....	11 47	290	+.....Byron	.....ô	1208	3 05	....	-- -	11 07
1 25	1 45	....	12 12	300	+ ....Cherokee[11]...ô		1109	2 40	....	8 45	10 20
-- -	2 27	....	12 25	306	+.....Yewed	.....ô	1270	2 27	....	-- -	9 20
2 20	3 35	....	12 45	315	+.....Carmen[12]....ô		1358	2 08	....	7 50	8 45
-- -	4 06	....	12 57	319	+.....Aline[13]....ô		1309	1 64	....	-- -	8 10
-- -	4 36	....	1 15	327	.....West Cleo	.....	1204	1 35	....	-- -	7 40
-- -	5 00	....	1 25	330	.....Orienta	.....ô	1264	1 25	....	-- -	7 25
3 40	6 30	....	‖1 40	336	arr....+ Fairview ô..lve.		1317	1 10	....	6 30	†7 00
4 10	†6 00	....	2 00	336	lve.....Fairview ....arr.		1317	‖1250	....	5 35	6 15
-- -	7 27	....	2 32	348	.....Longdale	.....ô	1675	12 22	....	-- -	4 30
5 25	8 55	....	2 49	354	+.....Canton	.....ô	1610	12 04	....	4 30	4 00
-- -	9 55	....	3 14	362	.....Oakwood	.....ô	1854	11 35	....	-- -	3 14
-- -	10 30	....	3 28	371	.....Nobscot	.....	1590	11 2	....	-- -	2 25
7 00	11 03	....	3 46	379	+.....Thomas[14]....ô		1749	11 03	....	3 01	1 55
7 25	11 45	....	4 04	386	.....Foley	.....	1714	10 43	....	2 35	1 00
7 35	12 10	....	4 14	388	+....Custer City[15]..ô		1800	10 33	....	2 20	12 10
8 00	12 45	....	4 33	395	+.....Arapaho[16]....ô		1568	10 15	....	1 53	11 45
8 15	1 05	....	4 38	399	.....Ewing	.....	1515	10 10	....	1 42	11 35
8 45	2 00	....	4 48	401	+.....Clinton[17]....ô		1600	10 00	....	1 35	11 30
-- -	2 40	....	5 18	412	.....Braithwaite	.....	1579	9 30	....	-- -	10 30
-- -	3 05	....	5 39	420	.....Dill City	.....ô	1850	9 09	....	-- -	10 00
1030	4 06	....	6 01	429	.....Sentinel	.....ô	1611	8 49	....	1156	9 15
-- -	4 30	....	6 16	435	.....Cambridge	.....	1590	8 34	....	-- -	8 34
1115	4 50	....	6 31	441	+.....Lone Wolf[18]..ô		1572	8 20	....	1116	8 00
-- -	5 15	....	6 51	449	.....Lugert	.....ô	1540	8 00	....	-- -	7 15
-- -	6 00	....	7 13	458	.....Blair	.....ô	1460	7 40	....	-- -	6 45
1 00	7 00	A M	‖7 35	468	arr.....Altus[19]....lve.		1384	7 20	P M	1000	†6 00
1 30	†7 30	*930	8 15	468	lve.....Altus.....arr.		1384	7 00	8 10	9 50	7 30
-- -	8 25	1000	8 50	479	.....Elmer, Okla	.....	1271	6 30	5 40	-- -	8 50
-- -	9 15	1030	9 20	489	.....Odell, Tex.	.....	1340	6 00	5 10	-- -	9 10
4 03	10 15	‖1100	9 50	498	arr....Chillicothe[20].lve.		1387	5 30	4 40	7 20	5 30
4 03	10 15	1155	10 00	498	lve....Chillicothe...arr.		1387	4 57	4 03	7 20	5 30
-- -	10 50	1213	10 20	505	....Medicine Mound	.....	1489	4 41	3 50	-- -	4 30
-- -	11 35	1240	10 50	515	.....Margaret	.....	1370	4 16	3 29	-- -	3 50
5 30	12 15	1257	11 15	521	.....Crowell	.....	1456	3 59	3 16	5 30	3 16
-- -	12 50	1 18	11 40	529	.....Foard City	.....	1485	3 40	2 59	-- -	2 25
-- -	2 40	1 43	12 18	539	.....Truscott	.....	1522	3 17	2 40	-- -	1 43
7 30	3 35	2 13	12 58	551	.....Benjamin	.....ô	1468	2 47	2 13	3 35	12 30
-- -	4 30	2 45	1 36	563	.....Knox City	.....ô	1530	2 17	1 45	-- -	11 20
-- -	4 4.	2 51	1 44	566	.....O'Brien	.....ô	1575	2 11	1 38	-- -	10 50
-- -	5 05	3 02	2 00	571	.....Rochester	.....ô	1592	2 00	1 29	-- -	10 30
-- -	5 50	3 23	2 30	580	.....Rule	.....ô	1687	1 34	‖110	1 30	9 45
-- -	6 25	3 43	2 55	589	.....Sagerton	.....ô	1636	1 14	1231	-- -	8 45
-- -	7 00	4 08	3 25	598	.....Pastura	.....	1664	12 52	1213	-- -	8 05
b100	7 30	4 35	4 10	606	.....Hamlin[21]....ô		1790	12 30	1155	c125	†7 30
1 20	P M	4 46	4 23	610	.....Plasterco	.....	1786	12 09	1141	1029	A M
1 45	....	4 55	4 36	615	.....McCaulley	.....ô	1882	11 57	‖13	1000	....
2 10	....	5 07	4 50	619	.....Sylvester	.....	1856	11 43	1119	9 40	....
2 45	....	5 26	5 15	627	.....Longworth	.....	1963	11 23	1104	9 10	....
3 20	....	5 52	5 50	639	.....Paret	.....	2090	10 50	1037	8 30	....
3 35	....	6 00	6 00	640	arr..Sweetwater[22].lve.		2138	10 40	1030	8 15	....
6 00	....	8 50	7 05	640	lve..Sweetwater ô.arr.		2138	10 00	1004	6 00	....
6 20	....	7 02	7 17	646	.....Shaufler	.....	2175	9 48	9 53	5 40	....
6 45	....	7 14	7 29	651	.....Mile "12"	.....	2330	9 38	9 41	5 15	....
7 20	....	7 30	7 45	658	.....Maryneal	.....ô	2564	9 14	9 25	4 45	....
8 45	....	8 05	8 20	671	.....Blackwell	.....	2100	8 37	8 45	3 45	....
9 10	....	8 21	8 32	678	.... Ft. Chadbourne	....	1960	8 21	8 32	3 15	....
9 47	....	8 41	8 55	686	.....Bronte	.....ô	1893	8 00	8 13	2 30	....
1022	....	9 04	9 18	696	.....Tennyson	.....	1872	7 36	7 46	1 40	....
1047	....	9 18	9 32	701	.....Wooland	.....	....	7 22	7 32	1 15	....
-- -	....	-- -	—	715	.....Clarence	.....	1870	-	- -	—	....
1150	....	1000	10 15	718	arr....San Angelo[23].lve		1835	*8 40	*650	*1210	....
A M	....	P M	A M	744	.....Sherwood	.....	2130	P M	A M	Night	....
....	....	....	....	879	.....Ft. Stockton	.....	2970	....	....	....	....
....	....	....	....	942	.....Alpine	.....	4530	....	....	....	....
....	....	....	....	953	.....Paisano	.....	5095	....	....	....	....
....	....	....	....	991	.....Alamito	.....	3875	....	....	....	....
....	....	....	....	1020	arr....El Oro, Tex..lve.		2610	....	....	....	....

No. 2	Mls	October 1, 1909.	Elev.	No. 1
....	1022	lve...Rio Grande...arr.	2580	....
....	1041	...Rancho Nogal, Mex...	2955	....
....	1059	.....Puerto Gato	3740	....
....	1091	.....Puerto Monier	3885	....
8 45 Noon	1101	lve.....Marquez ô...arr.	3306	12 25 Noon
12 55 Noon	1104	arr.....Falomir ô ...lve.	3242	12 15 Noon
1 20 P M	1104	lve.....Falomir .....arr.	3242	11 35 A M
1 50 "	1112	.....Picachos ..... ô	3806	11 15 "
2 20 "	1120	.....San Sostenes.... ô	4134	10 55 "
3 00 "	1134	.....Encantada	4275	10 15 "
3 15 "	1139	.....Hormigas ..... ô	4232	10 00 "
3 35 "	1147	.....Gomez	4255	9 40 "
3 47 "	1151	.....Overton	4156	9 26 "
4 00 "	1156	.....Las Trancas	4300	9 15 "
4 40 "	1172	.....Aldama ..... ô	4170	8 30 "
5 00 "	1177	.....Calera	4301	8 14 "
5 10 "	1180	.....Leones	4363	8 05 "
5 18 "	1183	.....Muller	4426	7 58 "
5 25 "	1186	.....Bella Vista	4498	7 50 "
5 34 "	1188	.....Cruceros	4606	7 43 "
5 38 "	1189	.....Tabalaopa ..... ô	4625	7 42 "
5 50 P M	1192	arr....Chihuahua[26].lve.	4605	a7 30 A M
†8 00 A M	1192	lve..Chihuahua ô.arr.	4605	6 30 P M
8 35 "	1208	.....Salas ..... ô	5565	5 44 "
9 13 "	1225	.....Santa Isabel .... ô	5305	5 02 "
9 38 "	1243	.....San Andres..... ô	5826	4 21 "
10 37 "	1255	.....Mesa	6719	3 43 "
10 48 "	1259	..... Bustillos ..... ô	6618	3 35 "
11 26 A M	1274	.... San Antonio .... ô	6710	3 05 "
12 05 Noon	1292	.....Pedernales..... ô	7543	2 31 "
12 45 Noon	1308	.....La Junta	6900	1 55 "
1 00 P M	1314	arr....Minaca[24]...lve.	6921	†1 30 P M
†1 40 P M	1314	lve.....Minaca.....arr.	6921	11 30 A M
2 10 "	1323	.....Gonzales	7028	10 58 "
2 18 "	1326	.....San Francisco.....	7041	10 50 "
2 28 "	1329	.....Terrero	6956	10 40 "
2 40 "	1333	.....Verjel	7021	10 14 "
2 52 "	1337	.....Sigoyna	7139	10 02 "
3 04 "	1340	.....Pichachic	7225	9 50 "
3 44 "	1346	.....Ataros ..... ô	7510	9 30 "
4 02 "	1352	.....Trevino	8005	9 12 "
4 10 "	1353	.....Tinaja	7938	9 04 "
4 34 "	1350	.....San Juanito.....	7874	8 50 "
4 44 "	1362	.....Cuesta Prieta.....	7862	8 26 "
4 50 "	1364	..... La Laja	7920	8 20 "
5 12 "	1371	.....Bocoyna ..... ô	7287	7 58 "
5 26 "	1375	.....Aguatos	7277	7 44 "
6 00 "	1382	.....Creel	7693	7 20 "
6 30 P M	1388	arr.....Sanchez.....lve.	8045	†7 00 A M
....	1394	.....Ojo del Buey.....	7940	....
....	1397	.....Los Ojitos	7841	....
....	1400	.....Los Trigos.....	7670	....
....	1417	.....Mesa	7350	....
....	1427	.....Los Tascates.....	7080	....
....	1481	..... Refugio	5740	....
....	1522	.....Mocoribo.....	2750	....
....	1539	.....Tacopaco.....	960	....
....	1543	arr.....La Junta.....lve.	656	....
....	1543	lve.....La Junta.....arr.	656	....
....	1547	.....Huitis	580	....
....	1548	.....Santiago.....	562	....
....	1549	.....Doak's Mill.....	555	....
....	1556	.....Toipaque.....	572	....
....	1562	.....Altillo	780	....
....	1570	.....San Javier	885	....
....	1573	.....Cienega	760	....
No. 1	1586	.....Los Hornillos	547	No. 2
†1 00 P M	1597	lve.....Fuerte .....arr.	328	12 00 Noon
1 25 "	1608	.....Norotes	246	11 35 A M
1 45 "	1615	.....Vega	141	11 18 "
2 40 "	1621	.....San Blas[27].....	121	11 00 "
2 55 "	1628	.....Charay	105	10 05 "
3 20 "	1633	.....Constancia.....	95	9 50 "
3 52 P M	1646	arr..Mochis Junction.lve.	49	9 07 A M
4 40 P M	1649	lve.....Mochis .....arr.	50	8 55 A M
4 52 P M	1646	lve..Mochis Junction.arr.	49	8 05 A M
4 55 "	1648	.....Stilwell.....	46	8 02 "
5 10 "	1652	.....Ibarra	21	7 50 "
5 30 P M	1659	...Topolobampo[28]....	10	†7 30 A M
....		ARRIVE] [LEAVE	....	....

Where no schedule is given, there is no passenger service, but line is under construction.

* Daily; † daily, except Sunday; *a* Monday, Thursday and Saturday only; *b* arrives Hamlin 11 00 p.m.; *c* arrives Hamlin 10 45 a.m. | Meals. + Coupon stations; ô Telegraph stations. STANDARD—*Central time.*

Standard Pullman Service, Wichita-San Angelo, Trains 1 and 2.

The New Line to and from the Southwest.

Direct Connections to and from Kansas City.

SAN ANTONIO & ARANSAS PASS RAILWAY CO.

MILES OPERATED.	Miles
Main Line—Houston to San Antonio	239.3
Waco Division—Waco to Yoakum	170.4
Lockhart Division—Lockhart to Shiner	54.6
Kerrville Branch—San Antonio to Kerrville	70.5
Corpus Christi Div.—Corpus Christi to Kenedy	87.9
Rockport Division—Gregory to Rockport	21.0
Alice Division—Skidmore to Alice	43.2
Falfurrias Branch—Alice to Falfurrias	36.3
Total	723.2

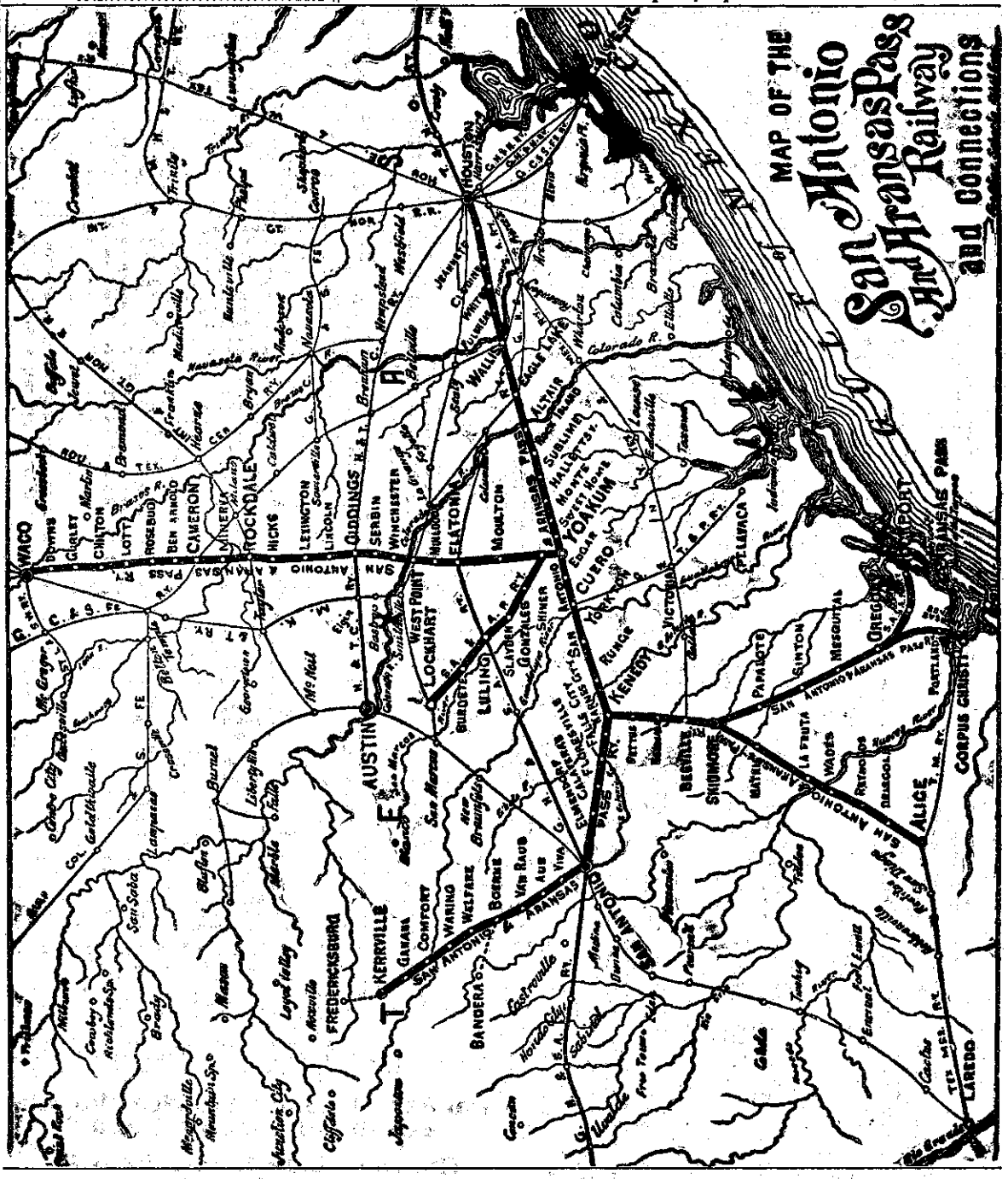
The "DAVY CROCKETT"

NIGHT TRAIN BETWEEN

SAN ANTONIO and HOUSTON

Has become known as the "TRAIN THAT IS ALWAYS ON TIME." Leaves Houston, Grand Central Depot, 9 20 p.m., arrives San Antonio 7 00 a.m. Leaves San Antonio, "SAP" Depot, 8 30 p.m., arrives Houston, Grand Central Depot, 6 20 a.m.

Wide Vestibuled Sleepers, Up-To-Date Chair Cars.



SLEEPING CAR SERVICE.

"DAVY CROCKETT" Trains Nos. 3 and 4.

Standard Sleepers between San Antonio, Houston and Galveston.
Tourist Sleepers between Houston and Corpus Christi.
Tourist Sleepers between San Antonio and Corpus Christi.
Tourist Sleepers between San Antonio and Rockport.

SAN ANTONIO & ARANSAS PASS RAILWAY CO.

GENERAL OFFICES: SAN ANTONIO, TEXAS.

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J. S. PETER, First Vice-Prest. and Gen. Mgr., San Antonio, Tex.
M. D. MONSERRATE, Second Vice-President, "
J. W. TERRY, Secretary, San Antonio, Tex.
E. O. TARRANT, Treasurer, "

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PASSENGER.

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A. K. RAGSDALE, Traveling Passenger Agent, "
I. N. TURNER, General Baggage Agent, "

FREIGHT.

J. C. MANGHAM, General Freight Agent, San Antonio, Tex.
J. B. BROOKS, Assistant General Freight Agent, "
J. C. REISTER, Traveling Freight Agent, "

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E. D. HOGAN, Asst. Superintendent Transportation, Yoakum, Tex.
HANS HELLAND, Supt. Maintenance of Way, Yoakum, Tex.
G. W. TAYLOR, Supt. Motive Power and Mach., San Antonio, Tex.

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R. J. BOYLE, General Attorney, "
GEO. E. CHAMBERLAIN, Land and Tax Agent, "
L. W. EARNEST, General Claim Agent, "

ACCOUNTING DEPARTMENT.

J. W. TERRY, Auditor, San Antonio, Tex.

PURCHASING DEPARTMENT.

J. L. OCWAN, Purchasing Agent, San Antonio, Tex.

COMMERCIAL AGENTS.

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ALBERT SMITH, Assistant Commercial Agent, "
A. R. CANFIELD, Commercial Agent, Houston, Tex.
A. E. WEYMOUTH, Commercial Agent, Waco, Tex.

HOUSTON TO SAN ANTONIO AND KERRVILLE.

41	43	5	3	1	Ms.	December 6, 1909.	Ms.	2	4	6	44	42
			P M	A M		(Grand Central Depot.)		P M	A M			
			*9 20	*8 40	0	lve. + .. Houston .. ♂ arr.	310	6 40	6 20			
			9 52	9 14	10	" ... Jeannetta ..... lve.	300	6 08	5 47			
			10 13	9 38	21	" ..... Clodine ... ♂ "	289	5 40	5 23			
			10 25	9 52	26	" ..... Gaston ..... "	284	5 27	5 11			
			10 41	10 09	33	" ..... Fulshear ... ♂ "	277	5 08	4 55			
			11 05	10 35	45	" ..... Wallis ... ♂ "	265	4 38	4 33			
			11 45	11 20	61	" + Eagle Lake ♂ "	249	3 56	3 40			
			– –	11 40	70	" ..... Altair ... ♂ "	240	3 34	–			
			12 20	11 58	77	" ... Rock Island. ♂ "	233	3 17	3 05			
			12 35	12 12	83	" .... Sheridan .... "	227	3 02	2 52			
			12 53	12 24	91	" ..... Sublime ..... "	219	2 42	2 32			
			1 17	12 58	101	" + .. Halletsville. ♂ "	209	2 20	2 10			
			1 45	1 25	112	" ... Sweet Home. ♂ "	198	1 56	1 48			
			2 00	1 40	118	arr. .... Yoakum .. ♂ lve.	192	1 40	1 30			
			2 15	2 00	118	lve. .... Yoakum .... arr.	192	1 20	1 20			
			– –	2 18	126	" ..... Edgar ..... lvc.	184	1 02	– –			
			2 50	2 37	135	" + ... Cuero ... ♂ "	175	12 42	12 42			
			– –	2 53	143	" ..... Buchel ..... "	167	12 23	– –			
			3 28	3 13	152	" + .. Yorktown .. ♂ "	158	12 01	12 05			
			3 47	3 32	160	" .... Nordheim .. ♂ "	150	11 42	11 45			
			4 03	3 50	168	" ..... Runge .... ♂ "	142	11 25	11 28			
		A M	4 25	4 15	177	arr. + .. Kenedy .. ♂ lve.	133	11 00	11 05	P M		
		*10 55	4 40	4 40	177	lve. .... Kenedy .... arr.	133	10 50	10 50	4 05		
		11 10	4 55	4 55	183	" ... Karnes City. ♂ lve.	127	10 35	10 35	3 50		
		11 15	– –	5 00	186	" ..... Ruby ..... "	124	10 28	– –	3 45		
		11 32	5 17	5 17	194	" .... Falls City .. ♂ "	116	10 03	10 13	3 27		
		11 48	– –	5 32	202	" ..... Poth ..... "	108	9 52	– –	3 10		
		12 04	5 49	5 48	209	" + .. Floresville .. ♂ "	101	9 37	9 41	2 55		
		12 17	– –	6 01	215	" ..... Labatt ..... "	95	9 23	– –	2 40		
		12 23	6 08	6 08	218	" .... Calaveras .. ♂ "	92	9 16	9 20	2 34		
		12 36	6 21	6 20	223	" .... Elmendorf .. ♂ "	87	9 03	9 08	2 23		
		12 57	– –	6 42	233	" ..... Berg's ..... "	77	8 43	– –	1 58		
A M	P M	1 15	7 00	7 00	240	arr. + .. San Antonio .... lve.	70	*8 25	*8 30	*1 40	A M	P M
§8 35	†425	P M	A M	P M	240	lve. .. San Antonio .. ♂ arr.	70	A M	P M	P M	9 45	8 00
9 00	4 50				249	" .... Robards ..... lve.	61				9 20	7 25
9 24	5 12				258	" ..... Viva ..... "	52				8 59	7 03
9 28	5 16				260	" .... Leon Springs .. "	50				8 55	6 59
9 40	5 28				265	" .... Van Raub .... "	45				8 43	6 45
9 55	5 42				271	" + .. Boerne .. ♂ "	39				8 28	6 36
10 18	6 03				280	" ..... Welfare ..... "	30				8 07	6 13
10 26	6 12				284	" ..... Waring ... ♂ "	26				7 58	6 05
10 45	6 30				291	" .... Comfort .. ♂ "	19				7 41	5 44
11 04	6 48				299	" .. Centre Point ♂ "	11				7 22	5 25
11 30	7 10				310	arr. + .. Kerrville. ♂ lvc.	0				†7 00	§5 00
A M	P M										A M	P M

SKIDMORE TO FALFURRIAS.

		No. 21	Mls	December 6, 1909.	Mls	No. 22		
		*6 20 P M	0	lve. . ‖ Skidmore ♂ arr.	79	‖2 10 P M		
		6 67 "	14	..... Mathis ..... ♂	65	1 35 "		
		7 19 "	23	..... Casa Blanca	56	1 14 P M		
		7 35 "	29	..... Reynolds	50	12 59 Noon		
		7 42 "	32	..... Alfred	47	12 50 "		
		8 10 "	43	..... Alice ..... ♂	36	12 25 Noon		
		8 59 "	62	..... Ella	17	11 40 A M		
		9 20 "	70	..... Premont	9	11 20 "		
		9 40 P M	79	arr. .... Falfurrias. ♂ lve.	0	*11 00 A M		

Trains marked * run daily; † daily, except Sunday; § Sunday only.
‖ Meals. + Coupon stations; ♂ Telegraph stations.
STANDARD—*Central time.*

WACO TO CORPUS CHRISTI AND ROCKPORT.

15	53	51	Mls	December 6, 1909.	Mls	52	54	14
	P M	A M		(Union Depot.)		P M	A M	
	*8 45	*6 30	0	lve. + ... Waco ..... ♂ arr.	317	9 30	10 40	
	9 10	6 48	8	" ..... Downs ..... lve.	309	9 10	10 20	
	9 45	7 18	22	" ..... Chilton .... ♂ "	295	8 37	9 42	
	10 02	7 32	28	" + ... Lott ..... ♂ "	289	8 22	9 25	
	10 13	7 45	33	" ..... Travis ..... "	284	8 10	9 11	
	10 25	7 58	37	" .... Rosebud .. ♂ "	279	8 00	8 58	
	10 35	8 07	41	" .... Burlington .... "	275	7 49	8 45	
	10 45	8 16	45	" ... Ben Arnold ... "	272	7 40	8 35	
	11 05	8 40	53	" + .. Cameron .. ♂ "	264	‖7 20	*8 10	
	P M	8 58	60	" ..... Minerva ..... "	257	6 42	A M	
		9 17	68	" + .. Rockdale .. ♂ "	249	6 24		
		9 55	85	" + .. Lexington .. ♂ "	231	5 40		
		10 18	96	" ..... Lincoln ..... ♂ "	221	5 16		
		10 37	104	" + .. Giddings .. ♂ "	213	4 58		
		10 52	110	" .... Northrup ..... "	207	4 44		
		11 07	117	" ... Winchester .. ♂ "	200	4 29		
		11 20	122	" + West Point ♂ "	195	4 17		
		11 45	132	" .... Mulldoon .... "	185	3 55		
		12 10	142	arr. + .. Flatonia .. ♂ lve.	176	3 32		
		6 00		arr. + San Antonio. lve.		11 00		
		P M		*Via G. H. & S. A. Ry.*		A M		
		12 30	150	arr. .... Moulton .... ♂ arr.	167	3 08		
	13	12 55	160	lve. .... Shiner .... ♂ lve.	157	2 45		
	A M	‖1 20	171	arr. + .. Yoakum .. ♂ lve.	146	2 20		A M
	*2 15	2 00	171	lve. .... Yoakum .... arr.	146	‖1 20		1 20
	– –	2 18	179	" ..... Edgar .. ♂ lve.	138	1 02		– –
	2 50	2 37	188	" + .. Cuero .. ♂ "	129	12 42		12 42
	– –	2 53	195	" ..... Buchel ..... "	122	12 23		– –
	3 28	3 13	204	" .... Yorktown .. ♂ "	113	12 01		12 05
	3 47	3 32	212	" .... Nordheim .... "	105	11 42	18	11 45
A M	4 03	3 50	219	" ..... Runge .... ♂ "	98	11 25	P M	11 29
*1 10	4 40	4 15	229	" + .. Kenedy .. ♂ "	88	10 40	4 15	11 05
11 25	– –	4 30	235	" ..... Green ..... "	82	10 25	4 00	– –
11 50	5 19	4 52	245	" ..... Pettus ..... ♂ "	72	10 02	3 37	10 03
12 03	– –	5 04	249	" ..... Tuletta ..... "	69	9 50	3 25	– –
12 07	– –	5 08	251	" .... Normanna .... "	66	9 45	3 20	9 45
12 32	6 02	5 32	261	" + .. Beeville .. ♂ "	56	9 20	2 58	9 20
– –	– –	– –	272	" ... Skidmore. ♂ "	45	– –	– –	– –
1 18	– –	6 18	279	" ..... Papalote ..... "	37	8 30	2 10	– –
1 45	7 25	6 45	290	" ..... Sinton .... ♂ "	27	8 05	1 45	8 02
2 08	7 48	7 05	298	" ..... Taft ..... "	18	7 48	1 20	7 42
– –	‖8 05	‖7 25	306	arr. .... Gregory .. ♂ lve.	11	‖7 30	– –	17 25
	8 40	7 55	306	lve. .... Gregory .... arr.	21	7 05		6 40
	9 55	8 25	317	" ... Aransas Pass .. lve.	10	6 33		5 35
	10 30	8 55	327	arr. + . Rockport .. ♂ lve.	0	*6 00		*5 00
2 40	8 35	8 00	309	lve. ..... Portland .... arr.	8	6 58	12 50	6 46
– –	– –	–	315	..... Epworth	2	– –	– –	– –
3 00	8 55	8 20	317	arr. + Corpus Christi ♂ lve.	0	*6 40	*1230	*6 25
P M	A M	P M				A M	Noon	P M

YOAKUM TO LOCKHART.

	No. 62	Mls.	December 4, 1909.	Mls.	No. 61	
	*2 30 P M		lve. + .. Yoakum .. ♂ arr.		‖1 00 P M	
	2 55 "	0	lve. .... Shiner .... ♂ arr.	55	12 35 Noon	
	3 22 "	11	" ..... Dilworth ..... lve.	44	12 07 Noon	
	3 52 "	22	" + .. Gonzales. ♂ "	33	11 40 A M	
	4 12 "	29	" ..... Slayden ..... "	26	11 20 "	
	4 21 "	32	" ..... Ottine ..... "	22	11 10 "	
	4 40 "	39	" ..... Luling .... ♂ "	15	10 52 "	
	5 03 "	47	" . Burdette Wells. "	8	10 25 "	
	5 20 P M	55	arr. + . Lockhart .. ♂ lve.	0	*1010 A M	

Pullman Service between San Antonio, Houston and Galveston.

Standard Sleepers on Trains Nos. 3 and 4.

Between Houston and Corpus Christi—Tourist Sleepers—Trains Nos. 3 and 4; 13 and 14. Between San Antonio and Rockport—Tourist Sleepers—Trains Nos. 3 and 4; 13 and 14. Between San Antonio and Corpus Christi—Tourist Sleepers—Trains Nos. 3 and 4; 13 and 14.

THE "DAVY CROCKETT" Trains Nos. 3 and 4—BEST TRAINS—SAN ANTONIO and HOUSTON.

The ONLY LINE running Sleepers between Houston, Waco and Corpus Christi. ASK FOR "SAP" TICKETS

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling

DE QUEEN & EASTERN RAILROAD.

HANS DIERKS, President, Kansas City, Mo.
HERMAN DIERKS, Vice-President & Gen. Mgr., "
M. F. ALLEN, General Superintendent, De Queen, Ark.
JOHN S. KIRKPATRICK, General Counsel, "
C. C. RAY, Asst. Treas. and Gen. Freight and Pas. Agt., "
HERBERT DIERKS, Purchasing Agent, "
M. G. BOCK, Supt. Motive Power and Trainmaster "
(*The G. F. & P. Agt. has charge of accounts.*)
General Offices—De Queen, Ark.

	No. 1	Mls	*November*, 1909.	No. 2	
			LEAVE] [ARRIVE		
	†9 30 A M	0	**De Queen**[1]	3 15 P M	
	9 45 "	7	Geneva	2 45 "	
	10 15 "	12	Locksburg	2 30 "	
	10 45 "	19	Provo	1 55 "	
	11 45 A M	27	**Dierks**	†1 05 P M	
			ARRIVE] [LEAVE		

Line under construction 25 miles.
† Daily, except Sunday. STANDARD—*Central time.*
Connections.—[1] With Kansas City Southern Ry.

NATCHEZ, URANIA & RUSTON RAILWAY.

HENRY E. HARDTNER, President and Gen. Manager.
E. J. HARDTNER, Vice-President.
Q. T. HARDTNER, Auditor and Gen. Fht. Agt.
C. F. JONES, Chief Engineer.
General Offices—Urania, La.

	No. 1	Mls.	*February*, 1906.	Mls.	No. 2	
			LEAVE] [ARRIVE			
	†9 00 A M	0	**Urania**[1]	15	12 00 Noon	
	9 10 "	3	Castor	12	11 50 A M	
	9 20 "	6	Flat Creek	9	11 40 "	
	9 30 "	8	Thalia	6	11 30 "	
	9 45 "	12	Hinton	4	11 15 "	
	10 00 A M	15	**Zion Hill**	0	†11 00 A M	
			ARRIVE] [LEAVE			

Trains marked † run daily, except Sunday.
STANDARD—*Central time.*
Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

MARSHALL & EAST TEXAS RAILWAY.

A. T. PERKINS, President, St. Louis, Mo.
OSCE GOODWIN, Vice-President and Secretary, Marshall, Tex.
M. B. TEMPLETON, General Counsel, Dallas, Tex.
N. A. MCMILLAN, Treasurer, St. Louis, Mo.
E. KEY, Assistant Treasurer, Marshall, Tex.
J. I. HEY, Auditor and Traffic Manager, Marshall, Tex.
J. E. VOTAW, General Supt., Marshall, Tex.
R. J. LOCKWOOD, Chief Engineer, Marshall, Tex.
F. A. WALSH, Master Mechanic, Marshall, Tex.
R. H. YOUNG, Chief Dispatcher and Supt. Telegraph, Marshall, Tex.
W. J. HARRIS, Master Carpenter, Marshall, Tex.
E. F. HOLLAND, Roadmaster, Marshall, Tex.

No. 6	No. 2	Mls	*October* 10, 1909. (*M. K. & T. Ry.*)	No. 1	No. 5
			lve.... **St. Louis**....arr.	7 20 P M	
	10 05 A M		lve.. **Kansas City**..arr.	11 15 A M	
	6 20 P M		**Parsons**	6 55 A M	
	10 45 P M		**Greenville**	2 55 P M	
	10 30 A M		arr.... **Winsboro**... lve.	12 40 Noon	
	1 05 P M				
	*1 25 P M	0	lve.. + **Winsboro**[1] ♁ .arr.	11 50 A M	
	1 30 "	1.2	East Winsboro... ♁	11 45 "	
	1 55 "	8.8	Merrimac	11 20 "	
	2 01 "	10.5	Ogburn ♁	11 14 "	
	2 05 "	11.8	Carters	11 11 "	
	2 18 "	14.1	Peach	10 58 "	
	2 21 "	14.7	Andrews	10 55 "	
	2 35 "	18.8	Rhonesboro ♁	10 42 "	
	2 47 "	23.6	Rosewood ♁	10 30 "	
	3 18 "	31.6	+ **Gilmer**[2] ♁	10 00 "	
	3 38 "	38.1	Stamps	9 40 "	
	3 56 "	42.1	Graceton ♁	9 25 "	
	— —	44.6	Hardee	— —	
	4 14 "	48.3	Ashland ♁	9 06 "	
	4 29 "	53.1	Eagleton	8 51 "	
	4 41 "	57.1	arr.... Harleton ♁ ..lve.	8 38 "	
	4 41 "	57.1	lve.... Harleton....arr.	8 38 "	
	4 51 "	60.5	arr.... Pine Ridge...lve.	8 26 "	
	4 51 "	60.5	lve.... Pine Ridge...arr.	8 26 "	
	5 01 "	62.8	Heynville	8 16 "	
	5 08 "	65.1	Elmira	8 10 "	
	5 28 "	72.0	West Marshall	7 52 "	
†8 00 A M	5 35 P M	74.2	+ .... **Marshall**[3] .... ♁	*7 45 A M	11 20 A M
8 30 "		81.2	Key		10 50 "
8 55 A M		84.4	**Blocker**		†10 30 A M
			ARRIVE] [LEAVE		

* Daily; † daily, except Sunday. + Coupon stations; ♁ Telegraph stations. STANDARD—*Central time.*
Connections.—[1] With Missouri, Kansas & Texas Ry. [2] With St. Louis South-western Ry. of Texas. [3] With Texas & Pacific Ry.

ARKANSAS SOUTHEASTERN RAILWAY.

W. E. SILVERTHORNE, Prest. and Treasurer, Buffalo, N.Y.
A. K. SILVERTHORNE, Vice-President, "
A. E. SILVERTHORNE, Sec'y and Gen. Manager, Randolph, La.
GEO. F. THOMAS, Traffic Manager, Ruston, La.
F. G. RICE, General Freight and Passenger Agent, Randolph, La.
W. H. FIELDS, Superintendent, "
T. E. STOCUM, Auditor, "
W. HALL TRIGG, General Attorney, St. Louis, Mo.
C. N. RICHARDS, Industrial Agent, Randolph, La.

Mixed.	Mixed.	Mls	*April* 18, 1906.	Mls	Mixed.	Mixed.
†3 30 P M	†8 00 A M	0	lve.... **Randolph**[1] ..arr.	57	11 30 A M	6 50 P M
4 16 "	8 45 "	19	Lockhart	38	11 15 "	6 05 "
4 45 "	9 15 "	25	Cherry Ridge	32	10 55 "	5 45 "
5 30 "	10 00 "	33	Luter	24	10 15 "	5 05 "
6 00 "	10 30 "	39	Tugwell City	18	9 45 "	4 35 "
6 30 "	11 00 "	48	Pineville	9	9 15 "	4 05 "
7 00 P M	11 30 A M	57	arr. **River Junction**. lve.	0	†8 45 A M	†3 35 P M

† Daily, except Sunday. STANDARD—*Central time.*
Connection.—[1] With Chicago, Rock Island & Pacific Ry.

NACOGDOCHES & SOUTHEASTERN RAILROAD CO.

E. B. HAYWARD, President.
E. L. HAYWARD, Assistant to President.
O. F. WYMAN, Vice-President.
E. B. BARKER, Secretary and Treasurer.
M. O. BAY, General Manager.
W. H. KIMBALL, Chief Engineer.
General Offices—Nacogdoches, Tex.

No. 1	No. 3	Mls	*March*, 1909.	No. 4	No. 2
			LEAVE] [ARRIVE		
†1 00 P M	†6 30 A M	0	**Nacogdoches**	9 10 A M	4 10 P M
1 10 "	6 40 "	1.0	**Hayward**	9 00 "	4 00 "
— —	— —	4.3	Cantrell	— —	— —
1 35 "	7 05 "	7.7	Hamptons Switch	8 35 "	3 35 "
— —	— —	10.2	Kimball	— —	— —
1 50 "	7 20 "	12.2	Woden	8 10 "	3 10 "
2 00 P M	7 30 A M	13.2	**Dockville**	†8 00 A M	†3 00 P M
			ARRIVE] [LEAVE		
		15.1	**Oil City**		

Extension below Oil City to 25 Mile Post, five miles, to be open for traffic by Fall.
† Daily, except Sunday. STANDARD—*Central time.*
Connections.—At Nacogdoches—With Houston, East & West Texas Ry. At Hayward—With Texas & New Orleans R.R.

CANEY RIVER RAILWAY.

HASKETT WOOD, General Manager, Johnson City, Tenn.
Extends from Bald Mountain, N.C., to **Huntdale**,[1] a distance of 20 miles. Operated on irregular schedule for freight and passenger traffic.
Connection.—[1] With South & Western Ry. *February*, 1907.

LEAVENWORTH TERMINAL RAILWAY AND BRIDGE CO.

E. W. SNYDER, President, Leavenworth, Kan.
Terminal road extending from Leavenworth to Stillings (2 miles), connecting with diverging railroads. *March*, 1908.

BOOK CLIFF RAILROAD.

W. S. PHILLIPS, JR., General Manager, Grand Junction, Colo.
From **Grand Junction**[1] to Book Cliff (12 miles). Operated on irregular schedule. *February*, 1906.
Connections.—[1] With Colorado Midland Ry., Denver & Rio Grande R.R. and Rio Grande Western Ry.

St. Louis Southwestern Railway Co.
St. Louis Southwestern Railway Co. of Texas.
Paragould Southeastern Railway Co.
Pine Bluff Arkansas River Railway.
Eastern Texas Railroad Co.

COTTON BELT ROUTE

ST. LOUIS SOUTHWESTERN RAILWAY.

Main Line	425.8 miles.	New Madrid Div.	6.1 miles.
Illinois Division	138.2 "	Stuttgart Div.	35.1 "
Grays Point Div.	3.1 "	Little Rock Div.	44.4 "
Cairo Division	57.7 "	Shreveport Div.	62.6 "
Total			773.0 miles.

ST. LOUIS SOUTHWESTERN RAILWAY CO. OF TEXAS.

Main Line	305.4 miles.	Sherman Line	52.3 miles.
Fort Worth Line	154.3 "	Hillsboro Line	40.2 "
Dallas Line	13.7 "	Lufkin Division	130.9 "
Total			696.8 miles.

Paragould Southeastern Ry., 37.9 mls. Pine Bluff Arkansas River Ry., 31.7 mls. Eastern Texas R.R., 30.3 mls. Total Operated Mileage, 1,569.7 mls.

ST. LOUIS SOUTHWESTERN RAILWAY.

EDWIN GOULD, President, New York.
F. H. BRITTON, Vice-President & Gen. Manager, St. Louis, Mo.
W. H. TAYLOR, Vice-President, New York.
N. A. CAMPBELL, Vice-President, "
C. W. NELSON, Asst. General Manager, St. Louis, Mo.
ARTHUR J. TRUSSELL, Secretary, New York.
G. K. WARNER, Treasurer, St. Louis, Mo.
WINSLOW S. PIERCE, General Counsel, New York.
SAM. H. WEST, General Attorney, St. Louis, Mo.
ROY. F. BRITTON, Assistant Attorney, "
S. C. JOHNSON, General Auditor, "
R. E. KIMBELL, Assistant General Auditor, "
C. MESSICK, Freight and Passenger Accountant, "
J. W. MAXWELL, General Superintendent, Tyler, Tex.
H. E. FARRELL, Freight Traffic Manager, St. Louis, Mo.
J. P. PARK, General Freight Agent, St. Louis, Mo.
J. D. WATSON, Assistant General Freight Agent, "
J. E. ALLEN, Assistant General Freight Agent, "
E. W. LA BEAUME, Gen. Pas. and Ticket Agent, "
R. H. LAING, Asst. Gen. Pas. and Ticket Agent, "
GUY L. STEWART, Agricultural and Industrial Agt., "
F. J. HAWN, Superintendent of Transportation, Tyler, Tex.
E. A. PECK, Superintendent, Pine Bluff, Ark.
C. H. JENNINGS, Commissary, Texarkana, Tex.
F. H. JONES, General Baggage Agent, "
THOS. E. ADAMS, Supt. Motive Power, Pine Bluff, Ark.
M. L. LYNCH, Chief Engineer, Tyler, Tex.
W. J. WILLIAMS, Superintendent of Telegraph, "
J. S. BERRY, Supt. of Bridges and Buildings, "
Dr. **C. A. SMITH**, Chief Surgeon, Texarkana, Tex.
S. G. SEABROOK, Claim Agent, Pine Bluff, Ark.

AGENCIES.

S. C. YEAMAN, Commercial Agent, 208 Equitable Bldg, Atlanta, Ga.
L. P. SMITH, Trav. Pas. Agt., Terminal Hotel Bldg, Birmingham, Ala.
J. HEID, Soliciting Freight Agent, Cairo, Ill.
J. H. JONES, Passenger Agent, Central Union Station, "
H. H. SUTTON, District Pas. Agt., 109 West 9th St., Chattanooga, Tenn.
W. A. NEWELL, Com'l Agt., 301 & 302 Marquette Bldg, Chicago, Ill.
G. L. LEITNER, Traveling Freight Agent, "
F. W. CHRISTOPHER, Traveling Freight Agent, "
R. W. BYRNE, Com'l Agent, 410 Traction Bldg, Cincinnati, O.
FRANK R. GRIMES Trav. Freight Agent, " "
L. O. SCHAEFER, Trav. Pas. Agt., 516 Traction Bldg, Indianapolis, Ind.
J. L. MARENS, Com'l Agent, 214 Board of Trade Bldg, Kansas City, Mo.
EDWIN STEWART, Div. Fht. Agt., Gazette Bldg, Little Rock, Ark.
S. L. SHIRLEY, Trav. Fht. Agt., " "
C. C. ROCKENBACH, Soliciting Freight Agent, Louisville, Ky.
L. C. BARKY, Trav. Passenger Agent, 83 Todd Bldg, "
W. C. PEELER, District Pas. Agt., 25 South Main St., Memphis, Tenn.
N. C. WOOLDRIDGE, City Passenger and Ticket Agent, 25 South Main Street, Memphis, Tenn.
J. K. JAMES, Commercial Agent, " "
W. G. ADAMS, Trav. Pas. Agt., 406 Church Street, Nashville, Tenn.
P. H. COOMBS, General Eastern Freight and Passenger Agent, Room 806, Dun Building, 290 Broadway, N.Y. City.
A. F. WINN, Traveling Freight Agent, " "
J. A. MORGAN, Commercial Agent, Paragould, Ark.
J. C. TOYNBEE, Com'l Agent, No. 804 Bessemer Bldg, Pittsburgh, Pa.
E. G. MARSH, City Pas. and Tkt. Agt., 211 N. 8th St., St. Louis, Mo.
H. D. LANDRY, Commercial Agent, " "
CLARK KRETSCHMAR, General Traveling Agent, "
L. E. SAUPE, Trav. Passenger Agent, Pierce Bldg, "
M. ADAMI, Depot Passenger Agent, Union Station, "
O. M. BURKHOLDER, City P. & T. Agt., 218 Milan St., Shreveport, La.
J. T. FERGUSON, Commercial Agent, "
C. I. MARTIN, Traveling Freight Agent, "
ROBERT F. BRITTON, Commercial Agent, Texarkana, Ark.-Tex.

ST. LOUIS SOUTHWESTERN RAILWAY CO. OF TEXAS.

F. H. BRITTON, President, St. Louis, Mo.
C. W. NELSON, Assistant to President, "
J. W. MAXWELL, 1st Vice-Prest. and Gen. Supt., Tyler, Tex.
H. E. FARRELL, 2d Vice-President, St. Louis, Mo.
R. D. COBB, Secretary and Auditor, Tyler, Tex.
E. B. PERKINS, General Attorney, Dallas, Tex.
J. W. HOGAN, Treasurer and Paymaster, Tyler, Tex.
J. F. LEHANE, Gen. Freight and Passenger Agent, "
E. F. HOLLIES, General Agent Freight Department, "
GUY L. STEWART, Agricultural and Industrial Agent, St. Louis, Mo.
F. J. HAWN, Superintendent of Transportation, Tyler, Tex.
WM. N. NEFF, Superintendent, Mount Pleasant, Tex.
C. H. JENNINGS, Commissary, Texarkana, Tex.
F. H. JONES, General Baggage Agent, "
M. L. LYNCH, Chief Engineer, Tyler, Tex.
W. J. MILLER, Master Mechanic, "
W. J. WILLIAMS, Superintendent of Telegraph, "
J. S. BERRY, Supt. Bridges and Buildings, "
R. C. HANCOCK, Freight Claim Agent, "
Dr. **C. A. SMITH**, Chief Surgeon, Texarkana, Tex.
R. F. YOWELL, Claim Agent, Tyler, Tex.

AGENCIES.

C. L. MATTHEWS, Ticket Agent, Corsicana, Tex.
H. C. PARK, Commercial Agent, "
A. M. FITCH, Passenger and Ticket Agent, Dallas, Tex.
J. B. WADLEIGH, Commercial Agent, "
J. E. MERONEY, Traveling Freight Agent, "
GUS. HOOVER, Trav. Pas. Agt., 512 Main Street, Fort Worth, Tex.
J. ROUNSAVILLE, City Pas. and Tkt. Agt., " "
R. C. HATFIELD, Commercial Agent, " "
T. E. REILLY, Trav. Fht. Agt., 512 Main Street, Fort Worth, Tex.
R. F. POYNOR, City Ticket Agent, Greenville, Tex.
G. M. WINSTEAD, Com'l Agt., Commercial Bk. Bldg, Houston, Tex.
E. M. WINSTEAD, Trav. Fht. Agent, " "
J. R. GUNTER, Commercial Agent, Sherman, Tex.
C. D. BOWMAN, Ticket Agent, Tyler, Tex.
W. S. GILLESPIE, City Pas. and Tkt. Agt., 111 S. 4th St., Waco, Tex.
W. L. GEER, Commercial Agent, " "
J. R. MOCKBEE, Traveling Freight Agent, " "

PARAGOULD SOUTHEASTERN RAILWAY.

EDWIN GOULD, President, New York.
F. H. BRITTON, Vice-Prest. and Gen. Mgr., St. Louis, Mo.
G. K. WARNER, Secretary and Treasurer, "
J. W. MAXWELL, General Superintendent, Tyler, Tex.
S. C. JOHNSON, General Auditor, St. Louis, Mo.
H. E. FARRELL, Freight Traffic Manager, "
J. P. PARK, General Freight Agent, "
E. W. LA BEAUME, Gen. Pas. and Ticket Agt., "
E. A. PECK, Superintendent, Pine Bluff, Ark.

PINE BLUFF ARKANSAS RIVER RAILWAY.

EDWIN GOULD, President, New York.
F. H. BRITTON, Vice-Prest. and Gen. Mgr., St. Louis, Mo.
G. K. WARNER, Secretary and Treasurer, "
J. W. MAXWELL, General Superintendent, Tyler, Tex.
S. C. JOHNSON, General Auditor, St. Louis, Mo.
H. E. FARRELL, Freight Traffic Manager, "
J. P. PARK, General Freight Agent, "
E. W. LA BEAUME, Gen. Pas. and Ticket Agt., "
E. A. PECK, Superintendent, Pine Bluff, Ark.

EASTERN TEXAS RAILROAD.

J. W. MAXWELL, President, Tyler, Tex.
W. M. GLENN, Vice-President, Lufkin, Tex.
E. J. MANTOOTH, Secretary, "
WM. N. NEFF, Superintendent, Mt. Pleasant, Tex.
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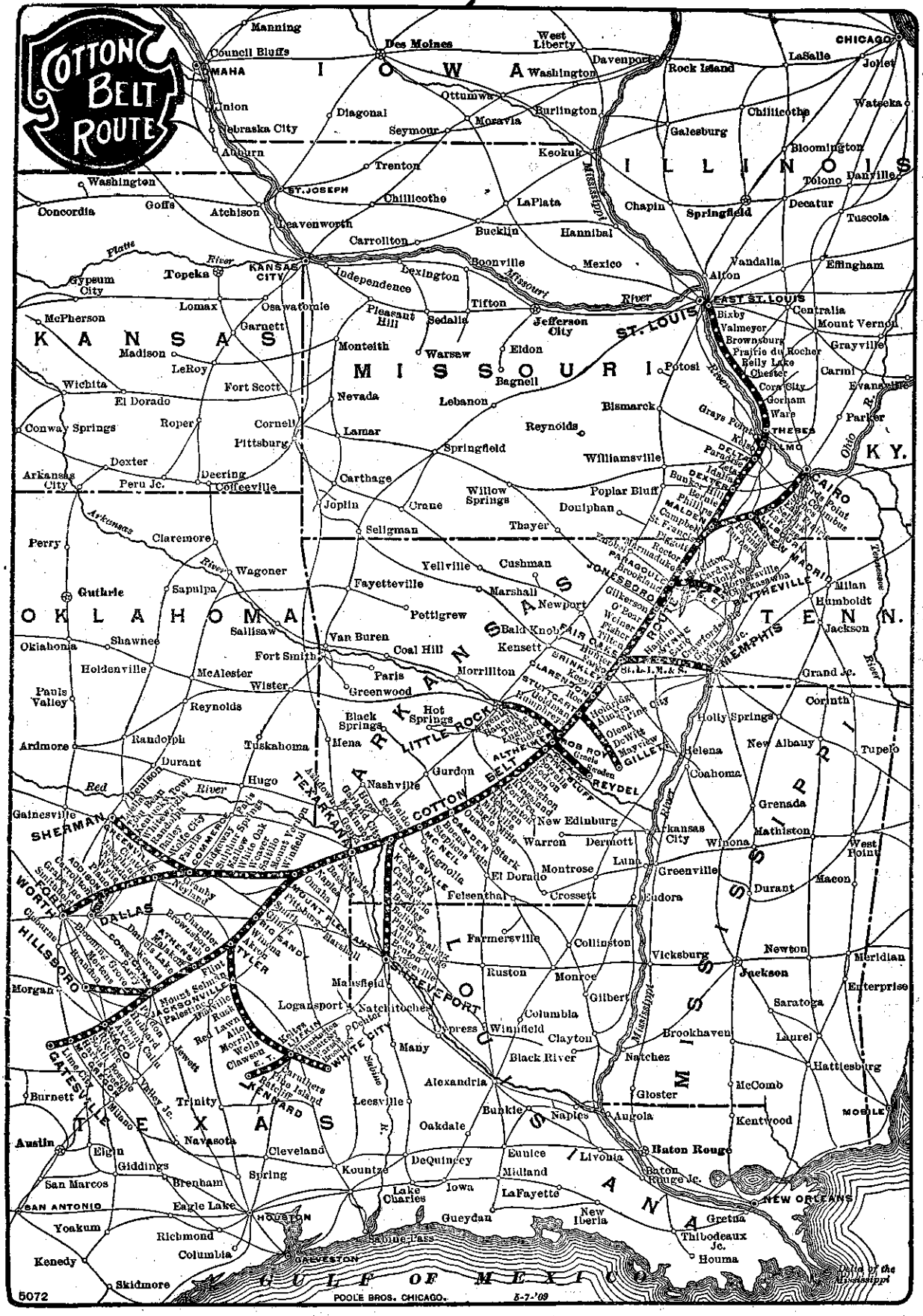
H. D. EARL, Trainmaster, Tyler, Tex.
T. H. LOVE, Roadmaster, Mt. Pleasant, Tex.
G. W. HARRIS, Assistant Roadmaster, Lufkin, Tex.

THE COTTON BELT ROUTE is the only line with Through Car Service between **MEMPHIS** and **TEXAS** points. The only Southwestern line operating Parlor Cafe Cars.


COTTON BELT ROUTE
IOWA
ILLINOIS
KANSAS
MISSOURI
OKLAHOMA
ARKANSAS
TENN.
KY.
TEXAS
LOUISIANA
MISSISSIPPI
GULF OF MEXICO
Manning
Council Bluffs
OMAHA
Des Moines
West Liberty
Davenport
Washington
Rock Island
LaSalle
Joliet
CHICAGO
Union
Nebraska City
Auburn
Diagonal
Ottumwa
Burlington
Moravia
Seymour
Galesburg
Chillicothe
Wateka
Bloomington
Keokuk
Trenton
Washington
Concordia
Goffs
Atchison
ST. JOSEPH
Leavenworth
Chillicothe
LaPlata
Chapin
Springfield
Decatur
Tolono
Danville
Tuscola
Carrollton
Bucklin
Hannibal
Platte
River
Topeka
KANSAS CITY
Independence
Lexington
Boonville
Mexico
Vandalia
Effingham
Gypsum City
Lomax
Osawatomie
Pleasant Hill
Sedalia
Tifton
Jefferson City
Missouri
River
Alton
EAST ST. LOUIS
Centralia
Mount Vernon
Grayville
McPherson
Garnett
Madison
LeRoy
Monteith
Warsaw
Eldon
Bagnell
Potosi
Bixby
Valmeyer
Brownsburg
Prairie du Rocher
Belly Lake
Chester
Cora City
Gorham
Ware
THEBES
Carmi
Evansville
Wichita
El Dorado
Fort Scott
Nevada
Lebanon
Bismarck
Conway Springs
Roper
Cornell
Lamar
Reynolds
Grays Point
Parker
Pittsburg
Springfield
Williamsville
Doxter
Arkansas City
Peru Jc.
Deering
Coffeeville
Carthage
Willow Springs
Poplar Bluff
Doniphan
Joplin
Crane
Thayer
Seligman
Perry
Claremore
Arkansas
River
Wagoner
Yellville
Cushman
Fayetteville
Marshall
Newport
Pottigrew
Guthrie
Sapulpa
Milan
Humboldt
Jackson
Oklahoma
Shawnee
Sallisaw
Van Buren
Bald Knob
Kensett
Fort Smith
Coal Hill
Holdenville
McAlester
Paris
Morrilton
Wister
Greenwood
Grand Jc.
Pauls Valley
Reynolds
Black Springs
Hot Springs
Corinth
Holly Springs
Ardmore
Randolph
Tuskahoma
Mena
Helena
New Albany
Tupelo
Durant
Hugo
Nashville
Gurdon
Coahoma
Red
River
Gainesville
SHERMAN
Grenada
Mathiston
Arkansas City
Winona
West Point
New Edinburg
Warren
Dermott
Luna
Greenville
Montrose
El Dorado
Crossett
Eudora
Durant
Macon
FORT WORTH
DALLAS
HILLSBORO
Morgan
Farmersville
Collinston
Vicksburg
Newton
Meridian
Ruston
Monroe
Jackson
Enterprise
Mansfield
Logansport
Natchitoches
Gilbert
Saratoga
Columbia
Winnfield
Cypress
Brookhaven
Laurel
Many
Clayton
Black River
Natchez
Hattiesburg
Alexandria
Gloster
McComb
Burnett
Trinity
Leesville
Bunkie
Napoles
Angola
Kentwood
MOBILE
Austin
Elgin
Navasota
Oakdale
Cleveland
Eunice
Livonia
Baton Rouge
Giddings
DeQuincey
Kountze
Midland
San Marcos
Brenham
Spring
Iowa
Baton Rouge Jc.
LaFayette
SAN ANTONIO
Eagle Lake
HOUSTON
Lake Charles
NEW ORLEANS
Yoakum
Richmond
Gueydan
New Iberia
Gretna
Thibodeaux Jc.
Kenedy
Columbia
Sabine Pass
GALVESTON
Houma
Skidmore
Delta of the Mississippi
ST. LOUIS
CAIRO
MEMPHIS
NEW MADRID
BATESVILLE
JONESBORO
PARAGOULD
LITTLE ROCK
HOT SPRINGS
ALTHEIMER
REYDEL
GILLETT
COTTON BELT
TEXARKANA
SHREVEPORT
WHITE CITY
KENNARD
TYLER
MOUNT PLEASANT
GATESVILLE
5072
POOLE BROS. CHICAGO.
5-7-'09

St. Louis Southwestern Railway Co.
St. Louis Southwestern Railway Co. of Texas.
Paragould Southeastern Railway Co.
Pine Bluff Arkansas River Railway.
Eastern Texas Railroad Co.

COTTON BELT ROUTE

INDEX OF STATIONS.

The number opposite each station is the number of the table in which it is shown. Stations marked * are located on the branch indicated, but are not shown in the table; the + indicates coupon stations; ✠ indicates station is located on the Pine Bluff Arkansas River Ry.; ✪ indicates station is located on the Paragould Southeastern Ry.; o indicates station is located on the Eastern Texas R.R.

Station	Table No.
Addison, Tex	2
*Adora, Tex	2
*Akron, Tex	1
Alden Bridge, La	7
✪*Allens, Mo	11
Almyra, Ark	10
*Alredge, Tex	13
Altheimer, Ark	1,9,10
+Alto, Tex	13
*Amigo, Tex	1
Anniston, Mo	4
Antrim, La	7
✪Arbyrd, Mo	11
Ardeola, Mo	1
Argenta, Ark	9
Arkana, La	7
*Ash, Tex	1
+Athens, Tex	1
*Aurich, Ark	1
Axtell, Tex	1
+Bailey, Tex	3
✪Bard, Ark	11
Barry, Tex	14
Bassetts, Tex	1
Baucum, Ark	9
Bearden, Ark	1
Bell City, Mo	4
*Bemis, Ark	1
Benton, La	7
Bernie, Mo	1
✪Bertig, Ark	11
*Bests, Ark	1
Bethel, Ark	1
*Bettie, Tex	1
+Big Sandy, Tex	1
Birds Point, Mo	4
Bixby, Ill	1
+Blooming Grove, Tex	14
✪Blytheville, Ark	11
Bolinger, La	7
*Bossier Junc., La	7
Boynton, Tex	13
Bradley, Ark	7
*Brainerd, Ark	1
+Brandon, Tex	14
*Bransford, Tex	2
✪Brighton, Ark	11
+Brinkley, Ark	1
Broaddus, Tex	13
*Broadwater, Mo	4
Brookland, Ark	1
Brownlee, La	7
Brownsboro, Tex	1
*Brunswick, Tex	13
Buckner, Ark	1
*Buena Vista, Ark	1
Bullard, Tex	13
*Bunch, Ark	9
*Bunker Hill, Mo	1
Cabool, Ark	1
+Cairo, Ill	1,2,4,13
+Campbell, Mo	1
+Camden, Ark	1
Canfield, Ark	7
*Carbondale, Tex	1
✪Cardwell, Mo	11
Carrollton, Tex	2
o Caruthers, Tex	12
Catron, Mo	4
o Chaney, Tex	12
Chandler, Tex	1
✪Chickasawba, Ark	11
+Clarendon, Ark	1
Clawson, Tex	13
Clinton, Tex	2
*Clio, Ark	1
✠Collier, Ark	8
Como, Mo	4
+Commerce, Tex	2,3
Cookville, Tex	1
Coppell, Tex	2
*Corbet, Tex	1
*Corley, Tex	1
✠Cornerstone, Ark	8
+Corsicana, Tex	1,14
Cotton Belt Junc., Ark	9
*Coulter, Mo	4
*Craft, Tex	13
*Crissman, Ark	1
*Culton, Tex	3
*Dalby, Ark	1
+Dallas, Tex	2
*Dauphin, Tex	1
+Dawson, Tex	3
Day, Mo	1
*Dehell, Mo	4
*Delrose, Tex	1
Delta, Mo	1
De Witt, Ark	10
Dexter, Mo	1
*Dexter Junc., Mo	1
*Dialville, Tex	15
*Dixie Mills, Ark	9
Donovan, Tex	13
Draughon, Ark	1
o Druso, Tex	12
*Dumbeck, Ark	1
*Dunsmore, Tex	2
*Durst, Tex	13
Eagle Mills, Ark	1
East Prairie, Mo	4
East Waco, Tex	1
*Elkton, Tex	13
Ellison, Ark	9
England, Ark	9
✠English, Ark	8
*Eylau, Tex	1
Farber, Tex	13
Fair Oaks, Ark	1,2
*Faith, Ark	1
Fairlie, Tex	8
*Fargo, Ark	1
Farrenburg, Mo	4
Ferda, Ark	9
*Fergus, Tex	2
*Finley, Tex	1
*Finn, Ark	1
*Fisher, Ark	1
Flint, Tex	13
+Ft. Worth, Tex	2
Fordyce, Ark	1
Forest, Tex	13
Froemsdorf, Mo	6
+Frost, Tex	14
Frostville, Ark	7
*Galway, Tex	13
Garland City, Ark	1
+Gatesville, Tex	1
*Genoa, Ark	1
*Gibson, Ark	1
Gilkerson, Ark	1
Gillett, Ark	10
+Gilmer, Tex	1
*Glendale, Ark	1
*Glenhope, Tex	2
*Goldman, Ark	1
*Goodson, Tex	13
✪Gosnell, Ark	11
✠Gracie, Ark	8
*Granby, Tex	2
+Grapevine, Tex	2
*Graves, Ark	1
Grays Point, Mo	6
*Greenbrier, Tex	1
+Greenville, Tex	2
Greenway, Ark	1
o Hagerville, Tex	12
*Halliday, Ark	1
Hammett, Ark	1
*Harlow, Ark	1
*Harris Creek, Tex	1
*Harriman, Tex	1
*Harvard, Tex	1
*Haywood, Ark	9
*Henderson Mills, Mo	4
*Hickory Ridge, Ark	1
*Hillsman, Ark	1
+Hillsboro, Tex	1,14
*Hodge, Tex	2
Hogan, Tex	13
*Holcomb, Tex	13
Holdridge, Ark	10
✪Hollywood, Mo	11
✪Hornersville, Mo	11
*Howlett's, Mo	4
Hughes, La	7
+Hubbard, Tex	1
Humphreys, Ark	1
Hunter, Ark	1
Huntington, Tex	13
Hyden, Ark	10
Hyman, Mo	4
Idalia, Mo	1
Illmo, Mo	1,6
*Imhoff, Mo	4
+Jacksonville, Tex	13
*Jeffries, Ark	1
*Jennings Lake, Tex	1
*Jesters, Tex	1
+Jonesboro, Ark	1
Josephine, Tex	2
*Joyce, Tex	1
Kedron, Ark	1
*Keevil, Ark	1
Kelso, Mo	1
Keltys, Tex	13
o Kennard, Tex	12
*Kentucky Town, Tex	3
Keo, Ark	9
+Kerens, Tex	1
Kingsland, Ark	1
Kittlers, Ark	10
Kress City, Ark	7
La Forge, Mo	1
✠Lake Dick, Ark	8
*Lambdin, Tex	13
✠Langford, Ark	8
Lavon, Tex	2
Leon Junction, Tex	1
+Lewisville, Ark	1,7
*Lewisville Jn., Ark	1,7
Lilbourn, Mo	4,5
Lime City, Tex	1
*Little Bay, Ark	1
Little Rock, Ark	9,10
Long Leaf, Tex	13
*Love, Tex	13
*Luby, Mo	4
Lucila, Tex	3
+Lufkin, Tex	12,13
*Lumber, Ark	1
+McGregor, Tex	1
*McKinney, Ark	1
+McNeil, Ark	1
✠Madding, Ark	8
*Malden, Mo	1,6
*Malakoff, Tex	1
Marmaduke, Ark	1
Maud, Tex	1
Mayview, Ark	10
*Meaders, Tex	2
*Melby, Mo	4
+Memphis, Tenn.	1,2,13
Mertens, Tex	14
Millville, Ark	1
*Milner, Ark	1
Monterey, Tex	13
*Morelocks, Ark	1
Morrill, Tex	13
*Mound, Tex	1
+Mt. Calm, Tex	1
+Mt. Pleasant, Tex	1,2
Mt. Selman, Tex	13
+Mt. Vernon, Tex	2
*Murchison, Tex	1
*Murphy, Tex	2
+Naples, Tex	1
+Nevada, Tex	2
+New Madrid, Mo	5
Neyland, Tex	2
*N. Ft. Worth, Tex	2
*Norvall, Tex	13
O'Bear, Ark	1
*Ogemaw, Ark	1
Oglesby, Tex	1
Olena, Ark	10
+Omaha, Tex	1
*Onalaska, Ark	1
*Orph. Home, Tex	14
✪Paepcke, Ark	11
*Paradise, Mo	1
+Paragould, Ark	1,11
*Parham, Ark	1
Parma, Mo	4
*Paront, Mo	1
*Patton, Ark	7
*Penrose, Ark	1
*Perkins, Mo	1
*Phillips, Mo	1
Piggott, Ark	1
*Pine, Tex	1
+Pine Bluff, Ark	1,8,9
Pine Bluff Shops, Ark	1,8
o Pine Island, Tex	12
Pinkston, Tex	14
*Pinnacle, Tex	1
+Pittsburg, Tex	1
+Plano, Tex	2
Plain Dealing, La	7
*Pollok, Tex	13
*Pomona, Tex	13
*Pond, Ark	1
Powell, Tex	1
Prestridge, Tex	13
*Pritchett, Tex	1
*Purdon, Tex	1
Randles, Mo	1
+Randolph, Tex	8
o Ratcliff, Tex	12
*Ray, Ark	8
Rector, Ark	1
Redlawn, Tex	13
Redwater, Tex	1
✠Reid Lake, Ark	8
*Renner, Tex	2
✠Reydel, Ark	8
✠Richardson, Ark	8
*Ridgeway, Tex	2
*Ristine, Mo	4
Rison, Ark	1
*Ritchie, Tex	1
Rob Roy, Ark	1,8
Rockview, Mo	1
Roe, Ark	1
*Ruma, Mo	1
+Rusk, Tex	13
+St. Francis, Ark	1
+St. Louis Union Station, Mo	1,2,7,13
*Saline, Ark	1
*Salitillo, Tex	2
Samos, Mo	4
Scotts, Ark	9
*Selby, Tex	1
*Selkirk, Mo	4
✪Seneca, Mo	11
+Sherman, Tex	3
Sherrill, Ark	9
+Shreveport, La	1,7
*Simms, Tex	1
*Shukib, Ark	1
Smithfield, Tex	2
*Smith, Tex	1
*Sorrells, Ark	1
South Bosque, Tex	1
*Spirit Lake, Ark	1
Stamps, Ark	1
*State Crossing, Tex	13
Stephens, Ark	1
✪*Stouts, Ark	11
*Stribling, Tex	1
+Stuttgart, Ark	1,10
*Suffolk, Tex	1
+Sulphur Springs, Tex	2
✠Swan Lake, Ark	8
✠Sweden, Ark	8
*Tenrag, Tex	2
+Texarkana, Tex	1,2
Thornton, Ark	1
Thebes, Ill	1
*Tilton, Ark	1
Tolteo, Ark	9
+Tom Bean, Tex	3
Townley, Mo	1
Trinidad, Tex	1
Tucker, Ark	9
Turners, Mo	4
+Tyler, Tex	1,13
*Ulm, Ark	1
Valley Junction, Ill	1
Vanceville, La	7
*Vogels, Mo	4
*Wabasseca, Ark	1
+Waco, Tex	1
Waldo, Ark	1
Waldenburg, Ark	1
*Wanda, Tex	1
*Warsaw, Tex	13
Weaver, Tex	2
Weiner, Ark	1
Wells, Tex	13
White City, Tex	13
*White Oak, Tex	2
Whiting, Mo	4
+Whitewright, Tex	3
*Wila, Mo	4
*Wildhurst, Tex	13
*Wilkins, Ark	1
✠Williams, Ark	8
Willow Chute, La	7
Wilobel, Ark	9
Winfield, Tex	2
Winona, Tex	1
*Wofford, Tex	1
+Wolfe City, Tex	3
*Woodard, Tex	1
*Wrapes, Ark	1
Wyatt, Mo	4
+Wylie, Tex	2
Yoder, Ark	10
*Zent, Ark	1
Zeta, Mo	1

ST. LOUIS, THEBES and CAIRO To SHREVEPORT, TEXARKANA, DALLAS, FT. WORTH and WACO.

Daily.	3	1
	A M	P M
Lve. **St. Louis**	9 30	10 30
Lve. **Thebes**	2 40	3 33
Lve. **Cairo**	2 00	.....
Arr. **Jonesboro**	8 28	9 00
Arr. **Pine Bluff**	2 45	3 50
Arr. **Shreveport**	10 15	.....
Arr. **Texarkana**	8 25	8 20
Arr. **Sherman**	5 05	.....
Arr. **Dallas**	6 35	5 43
Arr. **Ft. Worth**	6 25	7 55
Arr. **Corsicana**	5 25	6 10
Arr. **Waco**	7 55	8 30
	P M	A M

WACO, FT. WORTH, DALLAS, TEXARKANA and SHREVEPORT To CAIRO, THEBES and ST. LOUIS.

Daily.	4	2
	A M	P M
Lve. **Waco**	7 25	8 50
Lve. **Corsicana**	9 40	10 53
Lve. **Ft. Worth**	8 25	8 50
Lve. **Dallas**	9 20	11 00
Lve. **Sherman**	10 05	.....
Lve. **Texarkana**	7 00	7 35
Lve. **Shreveport**	5 50	.....
Lve. **Pine Bluff**	12 57	1 17
Lve. **Jonesboro**	6 30	7 40
Arr. **Cairo**	12 45	.....
Arr. **Thebes**	12 07	1 42
Arr. **St. Louis**	5 28	7 03
	P M	A M

MEMPHIS To SHREVEPORT, TEXARKANA, DALLAS, FT. WORTH and WACO.

Daily.	3	1
	P M	A M
Lve. **Memphis**	8 40	9 10
Arr. **Stuttgart**	1 11	1 36
Arr. **Pine Bluff**	2 45	3 50
Arr. **Shreveport**	10 15	.....
Arr. **Texarkana**	8 25	9 20
Arr. **Tyler**	2 10	3 05
Arr. **Sherman**	5 05	.....
Arr. **Greenville**	2 50	3 20
Arr. **Dallas**	5 35	5 43
Arr. **Ft. Worth**	6 25	7 55
Arr. **Corsicana**	5 25	6 10
Arr. **Waco**	7 55	8 30
	P M	A M

WACO, FT. WORTH, DALLAS, TEXARKANA and SHREVEPORT To MEMPHIS.

Daily.	4	2
	A M	P M
Lve. **Waco**	7 25	8 50
Lve. **Corsicana**	9 42	10 53
Lve. **Ft. Worth**	8 25	8 50
Lve. **Dallas**	9 20	11 00
Lve. **Greenville**	12 18	1 24
Lve. **Sherman**	10 05	.....
Lve. **Tyler**	1 15	2 03
Lve. **Texarkana**	7 00	7 35
Lve. **Shreveport**	5 50	.....
Lve. **Pine Bluff**	12 37	1 17
Lve. **Stuttgart**	2 05	2 53
Arr. **Memphis**	6 50	7 30
	A M	P M

TRAINS 1 AND 2—Chair Car between St. Louis, Dallas and Fort Worth. Standard Sleeper between St. Louis and Waco, and between St. Louis and Pine Bluff, Ark., and between Texarkana and Dallas and Fort Worth. Parlor Cafe Car between Memphis and Texarkana.

TRAINS 3 AND 4—Chair Car between St. Louis, Dallas and Fort Worth; also between Memphis and Waco, Cairo and Jonesboro, and Lewisville and Shreveport. Buffet Sleeper between St. Louis and Shreveport. Standard Sleeper between Memphis and Dallas. Parlor Cafe Car between Texarkana and Waco. **TRAINS 35-8 AND 6-36**—Chair Car and Coach between Little Rock and Camden.

St. Louis Southwestern Railway Co.
St. Louis Southwestern Railway Co. of Texas.
Paragould Southeastern Railway Co.
Pine Bluff Arkansas River Railway.
Eastern Texas Railroad Co.

Table 1—ST. LOUIS, CAIRO, MEMPHIS AND SHREVEPORT, TEXARKANA, TYLER, CORSICANA, HILLSBORO, WACO AND GATESVILLE.

31	25	5	3	1	Mls.	November 14, 1909.	2	4	6	32	26
			A M	P M		lve..**St. Louis**..arr.	A M	P M			
			*9 30	*10 30	0	(Union Sta. St.L.S.W. Ry.)	7 03	5 28			
			10 15	11 15	14.3	..Valley Junction..	6 18	4 43			
			10 41	11 38	22.6	.....Bixby.....	6 02	4 26			
			2 40	3 33	135.5	.....**Thebes**.....	1 42	12 06			
			3 12	3 55	138.3	.....**Illmo**.....ᵹ	1 30	‖1 55			
			3 17	4 00	140.3	.....Kelso.....ᵹ	1 15	11 30			
			– –	– –	148.6	.....Rockview..ᵹ	– –	– –			
			3 42	4 25	151.5	.....**Delta**.....ᵹ	12 48	11 06			
			3 52	– –	155.8	.....Randles.....	– –	10 56			
			4 12	4 54	164.8	.....Bell City.....	12 18	10 37			
			4 18	5 00	167.3	.....Ardeola.....ᵹ	12 10	10 31			
			4 25	5 07	170.6	.....Zeta.....ᵹ	12 01	10 23			
			4 30	5 12	172.9	.....Day.....	11 55	10 18			
			4 44	5 25	179.0	.....Idalia.....ᵹ	11 40	10 05			
			5 00	5 41	186.0	.....**Dexter**.....ᵹ	11 24	9 49			
			5 19	6 00	194.6	.....Bernie.....ᵹ	11 04	9 29			
			5 28	6 08	198.6	.....Townley.....	10 55	9 20			
			5 40	6 18	202.8	arr.+**Maldon**ᵹ lve.	10 45	9 10			
			*2 00			lve..+**Cairo**ᵹ..arr.		12 45			
			5 50	6 28	202.8	lve...**Maldon**...arr.	10 35	9 00			
			6 08	6 43	210.3	+...**Campbell**...ᵹ	10 15	8 45			
			6 18	6 53	214.7	+...St. Francis...ᵹ	10 03	8 35			
			6 32	7 05	220.6	.....Piggott.....ᵹ	9 47	8 23			
			6 39	7 12	223.8	.....Greenway.....	9 39	8 16			
			– –	– –	226.5	.....Hammett.....	– –	– –			
			8 54	7 29	230.5	.....Rector.....ᵹ	9 22	8 02			
			7 11	7 45	237.8	.....Marmaduke.....	9 03	7 45			
			7 23	8 00	242.9	.....Halliday.....	8 49	7 33			
			7 35	8 10	248.5	+..**Paragould**..ᵹ	8 35	7 20			
			7 48	8 22	253.7	.....Bethel.....	8 22	7 08			
			8 04	8 38	260.6	.....Brookland...ᵹ	8 04	6 52			
			‖8 28	‖9 00	269.7	ar..+**Jonesboro**ᵹ.lv.	7 40	6 30			
			8 48	9 20	269.7	lve.**Jonesboro**.arr.	‖7 15	‖6 10			
			9 06	9 35	276.5	.....Gilkerson.....	6 58	5 55			
			9 20	9 49	283.0	.....O'Bear.....	6 43	5 41			
			9 37	10 05	290.3	.....Weiner.....ᵹ	6 26	5 25			
			9 47	10 15	294.6	....Waldenburg.....	6 15	5 15			
			10 00	10 27	300.1	.....Fisher.....	6 02	5 03			
			10 15	10 40	306.5	....Hickory Ridge...	5 47	4 49			
			10 40	11 05	317.6	arr..**Fair Oaks**..lve.	5 20	4 25			
			*8 40	*9 10		lve..**Memphis**..arr.	7 30	6 50			
			10 50	11 15		arr..**Fair Oaks**..lve.	*5 15	*4 25			
			11 05	11 25	317.6	lve.**Fair Oaks**ᵹarr.	5 00	4 15			
			11 33	11 53	331.8	.....Hunter.....	4 30	3 44			
			12 01	12 22	343.9	+...**Brinkley**...ᵹ	4 02	3 15			
			12 30	12 54	358.9	+...**Clarendon**...ᵹ	3 32	2 45			
		A M	12 45	1 09	365.5	.....Roe.....ᵹ	3 18	2 30			P M
		*8 25	1 11	1 38	378.2	+...**Stuttgart**...ᵹ	2 53	2 05			6 20
A M	8 50	P M	1 40	– –	389.7	....Humphreys...ᵹ	– –	1 40	A M	P M	6 55
*9 55	9 15	*5 25	2 04	2 26	401.0	....**Altheimer**...ᵹ	2 07	1 17	9 20	4 35	*5 30
10 12	A M	5 42	*a* –	– –	405.1	.....**Rob Roy**...ᵹ	– –	*a* –	9 03	4 18	P M
10 30		6 00	2 35	‖3 15	411.6	..**Pine Bluff Shops**ᵹ	‖1 45	12 55	8 45	4 00	
10 35		6 10	2 45	3 30	412.6	+..**Pine Bluff**...ᵹ	1 17	12 37	*8 37	*3 50	
A M		6 52	*a* –	– –	429.0	.....Cabool.....	– –	*a* –	7 51	P M	
		7 06	3 34	4 21	434.7	.....Rison.....ᵹ	12 24	11 48	7 38		
		7 24	*a* –	– –	442.7	....**Draughon**...ᵹ	– –	*a* –	7 19		
		7 30	*a* –	4 40	444.7	.....Kingsland...ᵹ	12 05	*a* –	7 15		
		7 48	4 10	4 54	452.7	.....Fordyce.....ᵹ	11 50	11 14	6 57		
		8 01	*a* –	5 08	457.9	.....Thornton.....ᵹ	11 39	*a* –	6 43		
		8 21	4 40	5 25	466.1	.....Bearden.....ᵹ	11 22	10 45	6 24		
		8 27	4 44	– –	468.6	.....**Millville**.....	– –	10 40	6 18		
		8 35	4 52	– –	472.3	.....Eagle Mills...ᵹ	– –	10 31	6 10		
		9 00	5 15	6 00	482.2	+...**Camden**.....ᵹ	10 47	10 10	*5 45		
		P M	5 58	6 48	502.8	.....Stephens.....ᵹ	10 02	9 26	A M		
			6 19	7 15	513.0	+....**McNeil**.....ᵹ	9 40	8 04			
			6 30	7 27	518.2	.....Waldo.....ᵹ	9 29	8 53			
			6 47	7 44	526.3	.....Buckner.....	9 09	8 38			
			6 55	7 53	529.7	.....**Stamps**.....ᵹ	9 00	8 28			
			7 05	8 10	534.6	+...**Lewisville**...ᵹ	8 50	8 10			
			*10 15		597.8	ar.**Shreveport**.lv.		*5 30			
			7 22	8 28	542.5	...**Garland City**.ᵹ	8 30	7 52			
			‖8 25	‖9 20	564.2	ar.+**Texarkana**ᵹ.lv.	7 35	7 00			
			8 50	9 46	564.2	lve.**Texarkana**.arr.	‖7 10	‖6 30			
			9 24	10 17	577.4	.....Redwater.....ᵹ	6 36	5 58			
			9 35	10 28	582.8	.....Maud.....ᵹ	6 24	5 44			
			10 00	11 00	596.3	.....Bassetts.....ᵹ	5 55	5 12			
			10 35	11 25	607.2	+.....Naples.....ᵹ	5 28	4 42			
			10 44	11 34	611.5	+....Omaha.....ᵹ	5 18	4 32			
			11 02	11 47	618.0	.....Cookville...ᵹ	5 03	4 17			
			11 20	12 05	625.3	(+.**Mt. Pleasant**.ᵹ	*4 47	*4 00			
			A M	Night		ARRIVE] [LEAVE	A M	P M			

St. Louis Southwestern Ry.

St. L.S.W. of Tex.

3	1	Mls.	November 14, 1909.	2	4
A M	Night		LEAVE] [ARRIVE	A M	P M
*11 35	*12 20	625.3	+..**Mt. Pleasant**.ᵹ	4 32	3 50
12 02	12 48	636.9	+...**Pittsburg**..ᵹ	4 05	3 26
12 48	1 31	655.8	+.....Gilmer.....ᵹ	3 22	2 42
1 23	2 09	670.7	+...**Big Sandy**..ᵹ	2 50	2 03
1 44	2 30	678.9	.....Winona.....	2 30	1 44
2 10	3 05	692.2	arr..+**Tyler**ᵹ..lve.	2 03	1 15
2 20	3 15	692.2	lve....**Tyler**....arr.	1 53	1 00
2 48	3 43	704.2	.....Chandler....ᵹ	1 23	12 25
3 04	– –	712.5	.....Brownsboro....	– –	12 04
3 48	4 42	729.5	+....**Athens**....ᵹ	12 17	11 15
4 13	5 04	739.4	.....Malakoff.....ᵹ	11 53	10 46
4 26	5 15	744.5	.....Trinidad.....	11 41	10 34
4 49	5 35	752.9	+.....Kerens.....ᵹ	11 23	10 13
5 00	5 46	758.7	.....Powell.....	11 11	10 01
5 26	6 10	767.0	arr.+**Corsicana**ᵹlve.	10 53	9 40
7 55	‡12 20	808.8	+...**Hillsboro**...ᵹ	12 20	*7 15
5 36	6 10	767.0	lve.**Corsicana**.arr.	10 45	9 35
6 24	6 57	787.9	+....Dawson.....ᵹ	9 57	8 46
6 41	7 14	793.9	+....**Hubbard**...ᵹ	9 41	8 33
7 00	7 32	801.8	+....Mt. Calm....ᵹ	9 22	8 15
7 20	7 56	810.7	.....Axtell.....	9 03	7 56
7 45	8 22	820.5	.....East Waco...ᵹ	8 38	7 33
7 55	8 30	822.5	arr..+**Waco**ᵹ..lve.	8 30	7 25
8 10	8 45	822.5	lve....**Waco**....arr.	8 00	7 10
8 30	9 05	830.6	.....Ritchie.....	4 41	6 51
8 38	9 13	833.7	....South Bosque....	4 30	6 40
9 01	9 36	841.8	+...**McGregor**...ᵹ	4 10	6 20
9 19	9 54	848.1	.....Oglesby.....	3 40	6 00
9 25	10 00	850.3	.....Lime City.....	3 33	5 53
9 44	10 19	856.9	...Leon Junction...	3 15	5 35
10 20	10 55	869.5	(+...**Gatesville**..ᵹ	*2 40	*5 00
P M	A M		ARRIVE] [LEAVE	P M	A M

St. Louis Southwestern of Texas.

Table 2—ST. LOUIS, CAIRO, MEMPHIS, DALLAS AND FORT WORTH.

103	101	Mls.	November 14, 1909.	102	104
A M	P M		LEAVE] [ARRIVE	A M	P M
*9 30	*10 30		+....**St. Louis**.....	*7 03	5 28
2 00	A M		lve...+**Cairo**.....arr.	P M	12 45
*8 40	*9 10		lve.+**Memphis**..arr.	7 30	6 50
11 05	11 25		lve...**Fair Oaks**...arr.	5 00	4 15
A M	P M		(*St. L. S. W. of Tex.*)	A M	P M
*8 50	*8 45		lve.+**Texarkana**.arr.	‖7 10	‖6 30
*11 40	*12 25	624.8	lv.+**Mt. Pleasant**ᵹ.ar.	4 27	3 45
11 59	12 45	634.3	.....Winfield.....	4 04	3 20
12 15	1 01	641.1	+....Mt. Vernon....ᵹ	3 47	3 04
12 42	– –	652.3	.....Weaver.....ᵹ	– –	2 33
1 10	1 59	663.6	+...**Sulphur Springs**..ᵹ	2 51	2 05
‖1 55	2 45	682.7	arr..**Commerce**..lve.	2 00	1 15
2 15	2 45	682.7	lve.+**Commerce**ᵹ.arr.	2 00	‖12 50
2 35	– –	691.5	.....Neyland.....	– –	12 31
2 50	3 20	697.0	+....**Greenville**...ᵹ	1 24	12 18
3 08	– –	705.4	.....Clinton.....	– –	11 52
3 21	3 51	711.6	.....Josephine.....	12 52	11 39
3 31	4 01	714.7	+.....Nevada.....ᵹ	12 43	11 29
3 40	– –	718.3	.....Lavon.....	– –	11 20
3 58	4 25	725.5	+.....**Wylie**.....ᵹ	12 20	11 00
4 20	4 48	735.3	+.....**Plano**.....ᵹ	11 57	10 33
4 40	5 08	744.0	arr....**Addison**ᵹ.lve.	11 35	10 12
6 35	5 43	757.8	arr.....**Dallas**....lve.	*‖10 0	*9 20
*3 45	*5 48	757.8	lve...+**Dallas**....arr.	10 55	11 05
4 50	6 23	744.0	lve....**Addison**...arr.	10 20	10 02
5 02	6 33	748.0	.....**Carrollton**...ᵹ	10 08	9 50
5 17	– –	756.6	.....Coppell.....ᵹ	– –	9 32
5 27	6 56	759.1	+....Grapevine.....ᵹ	9 45	9 22
5 49	7 16	768.0	.....Smithfield.....	9 25	9 00
6 25	7 55	780.0	+....**Ft. Worth**....ᵹ	*8 50	*8 25
P M	A M		ARRIVE] [LEAVE	P M	A M

*Daily; ‡daily, except Sunday; *a* stops to leave passengers holding transportation from stations north of Stuttgart or south of Camden.

+Coupon stations. ᵹ Telegraph stations.

Table 3—SHERMAN DIVISION.

No. 203		Ms.	November 14, 1909.	No. 204	
*2 15	P M	0	lve.+**Commerce**ᵹ.arr.	‖1 55	Noon
2 33	"	5.6	.....Fairlie.....	12 35	"
2 55	"	13.0	+....**Wolfe City**....ᵹ	12 14	Noon
3 23	"	20.4	+.....Bailey.....	11 53	A M
3 45	"	27.2	+.....Randolph.....	11 30	"
4 10	"	35.5	+..**Whitewright**..ᵹ	11 05	"
4 29	"	41.1	+.....Tom Bean.....	10 46	"
4 47	"	46.4	.....Luella.....	10 28	"
5 05	P M	52.2	arr..+**Sherman**ᵹ.lve.	*10 10	A M

Meals. Central time.

St. Louis Southwestern Railway Co.
St. Louis Southwestern Railway Co. of Texas.
Paragould Southeastern Railway Co.
Pine Bluff Arkansas River Railway.
Eastern Texas Railroad Co.

COTTON BELT ROUTE

Table 4—CAIRO DIVISION.

	No. 13	Mls.	October 31, 1909.	No. 14	
	*2 00 P M		lve.... + Cairo ♁ ....arr.	12 45 Noon	
	3 00 P M	0	..... Birds Point	11 45 A M	
	3 17 "	5.9	.....Wyatt.....	11 30 "	
	3 28 "	10.0	.....Samos.....	11 21 "	
	3 40 "	14.2	.....Anniston.....	11 10 "	
	- -	17.7	.....Whiting.....	- -	
	3 52 "	18.7	.....East Prairie.....♁	10 59 "	
	4 10 "	25.2	...Henderson Mound...	10 43 "	
	4 17 "	27.5	.....Farrenburg.....	10 37 "	
	4 23 "	29.6	.....La Forge.....♁	10 32 "	
	4 42 "	36.6	..... Lilbourn .....♁	10 15 "	
	- -	41.9	.....Catron.....	- -	
	5 06 "	45.2	.....Como.....	9 54 "	
	5 15 "	48.5	.....Parma.....♁	9 45 "	
	5 20 "	50.7	.....Hyman.....	9 38 "	
	5 29 "	54.2	.....Turners.....	9 28 "	
	5 38 P M	57.9	arr... + Malden ♁ ..lve.	*9 20 A M	

Table 5—NEW MADRID DIVISION.

No. 11	No. 9	Mls.	October 31, 1909.	No. 10	No. 12
*3 55 P M	*9 35 A M	0	lve. + New Madrid ♁ arr.	10 45 A M	5 10 P M
4 20 P M	10 05 A M	5.2	arr.... Lilbourn ♁ ..lve.	*10 20 A M	*4 45 P M

Table 6—GRAYS POINT DIVISION.

	No. 8	Mls.	October 31, 1909.	No. 7	
	*3 00 P M	0	lve..... Ilimo..... arr.	3 27 P M	
	3 03 "	8	..... Froemsdorf	3 24 "	
	3 12 P M	2.7	arr.. Grays Point..lve.	*3 15 P M	

Table 7—SHREVEPORT DIVISION.

	No. 23	Mls.	October 31, 1909.	No. 24	
	*9 30 A M		lve.... St. Louis ...arr.	5 28 P M	
	*7 15 A M	0	lve. + Lewisville ♁ .arr.	8 10 P M	
	7 29 "	5.0	.....Kress City.....	7 50 "	
	7 51 "	12.9	.....Canfield.....	7 32 "	
	7 58 "	15.5	.....Frostville.....	7 26 "	
	8 08 "	18.9	.....Bradley.....	7 18 "	
	8 23 "	24.4	.....Arkana.....	7 06 "	
	8 37 "	29.7	.....Bolinger.....	6 53 "	
	8 45 "	32.5	..... Plain Dealing ...♁	6 47 "	
	8 51 "	34.5	.....Antrim.....	6 42 "	
	9 08 "	40.9	.....Hughes.....	6 28 "	
	9 13 "	42.1	..... Alden Bridge	6 25 "	
	9 26 "	47.4	.....Benton .....♁	6 14 "	
	9 32 "	49.8	.....Willow Chute	6 08 "	
	9 43 "	54.2	.....Vanceville.....	6 00 "	
	9 48 "	56.2	.....Brownlee	5 56 "	
	10 15 A M	63.2	arr. + Shreveport ♁ lve.	*5 30 P M	

Table 8—PINE BLUFF ARKANSAS RIVER RAILWAY.

No. 44	No. 34	Mls.	February 2, 1908.	No. 33	No. 43
§5 00 P M	†2 30 P M	0	lve.... Pine Bluff...arr.	10 10 A M	10 00 A M
5 20 "	3 20 "	8	..... Rob Roy	9 20 "	9 40 "
5 28 "	3 32 "	10	.....Collier	9 08 "	9 32 "
5 32 "	3 36 "	11	.....Reid Lake.....	9 00 "	9 28 "
5 36 "	3 40 "	12	.....Lake Dick.....⊙	8 56 "	9 24 "
5 44 "	3 52 "	14	.....Madding .....⊙	8 44 "	9 16 "
5 48 "	3 58 "	15	.....Ray.....	8 38 "	9 11 "
6 00 "	4 16 "	18	.....Gracie.....⊙	8 20 "	9 00 "
6 09 "	4 28 "	20	.....Cornerstone ....⊙	8 08 "	8 51 "
6 13 "	4 34 "	21	..... Richardson ....⊙	8 02 "	8 47 "
6 21 "	4 46 "	23	..... Sweden .....⊙	7 50 "	8 39 "
6 33 "	4 58 "	26	..... Swan Lake ....⊙	7 32 "	8 28 "
6 41 "	5 10 "	28	.....English .....⊙	7 20 "	8 19 "
6 48 "	5 17 "	30	.....Williams	7 07 "	8 11 "
6 56 "	5 28 "	32	.....Langford .....⊙	6 56 "	8 04 "
7 00 P M	6 15 P M	33	arr..... Reydel ⊙ ...lve.	†6 50 A M	§8 00 A M

Table 9—LITTLE ROCK DIVISION.

No. 35	No. 31	Mls.	October 31, 1909.	No. 36	No. 32
*3 30 P M	*8 00 A M	0	lve.. Little Rock ♁ .arr.	11 15 A M	6 30 P M
3 40 "	8 10 "	1.5	..... Argenta .....♁	11 05 "	6 20 "
3 45 "	8 15 "	2.0	..Cotton Belt Junction..	11 00 "	6 15 "
4 03 "	8 33 "	9.8	.....Baucum.....	10 42 "	5 58 "
4 10 "	8 40 "	12.7	.....Scotts .....♁	10 35 "	5 51 "
4 18 "	8 48 "	16.3	.....Toltec .....♁	10 27 "	5 43 "
4 30 "	9 00 "	20.9	.....Keo.....	10 16 "	5 32 "
4 40 "	9 10 "	25.5	.....England .....♁	10 04 "	5 20 "
4 55 "	9 25 "	31.6	.....Ferda.....	9 50 "	5 06 "
5 02 "	9 29 "	33.3	.....Tucker.....	9 46 "	5 02 "
5 07 "	9 37 "	36.8	.....Sherrill .....♁	9 37 "	4 53 "
5 13 "	9 42 "	38.8	..... Haywood	9 33 "	4 48 "
5 17 "	9 46 "	40.7	.....Ellison	9 28 "	4 43 "
5 25 "	9 55 "	44.4	..... Altheimer .....♁	9 20 "	4 35 "
6 10 P M	10 35 A M	56.1	arr.. + Pine Bluff ♁ .lve.	*8 37 A M	*3 50 P M

Table 10—GILLETT DIVISION.

	No. 25	Mls.	October 31, 1909.	No. 26	
	*6 25 A M	0	lve.... Gillett ♁ ....arr.	8 20 P M	
	6 41 "	5.0	..... Hyden	8 04 "	
	6 47 "	6.8	..... Mayview	7 58 "	
	7 07 "	12.1	.....DeWitt.....♁	7 38 "	
	7 26 "	18.2	.....Olena.....	7 19 "	
	7 33 "	19.9	.....Kittlers.....	7 12 "	
	7 43 "	23.0	.....Almyra .....♁	7 02 "	
	7 53 "	25.8	..... Holdridge.....	6 52 "	
	8 05 "	29.1	.....Yoder.....	6 40 "	
	8 25 "	34.5	+ .... Stuttgart ....♁	6 20 "	
	9 20 "	57.3	..... Altheimer ....♁	5 30 "	
	11 15 A M	101.7	arr.. Little Rock ♁ lve.	*3 30 P M	

Table 11—PARAGOULD SOUTHEASTERN RAILWAY.

No. 1	No. 11	Mls.	March 21, 1909.	No. 12	No. 2
§9 00 A M	†9 00 A M	0	lve. + Paragould ♁ .arr.	6 00 P M	8 00 P M
9 18 "	9 25 "	6	.....Bard	5 33 "	5 42 "
9 24 "	9 40 "	8	.....Brighton .....♁	5 20 "	5 36 "
9 27 "	9 50 "	9	.....Bertig.....	5 10 "	5 33 "
9 36 "	10 10 "	12	.....Cardwell .....♁	4 55 "	5 24 "
9 45 "	10 25 "	15	..... Arbyrd .....♁	4 38 "	5 15 "
9 54 "	10 43 "	18	..... Hollywood ....♁	4 20 "	5 06 "
10 03 "	11 10 "	23	.....Hornersville....♁	3 53 "	4 51 "
10 49 "	11 55 A M	31	.....Paepcke.....	3 10 "	4 11 "
10 55 "	12 05 Noon	33	.....Gosnell.....	2 58 "	4 05 "
11 10 "	12 35 "	38	.... Chickasawba ..♁	2 30 "	3 50 "
11 15 A M	12 45 Noon	39	arr. Blytheville ♁ .lve.	†2 15 P M	§3 45 P M

Table 12—EASTERN TEXAS RAILROAD.

	No. 1	Mls.	June 13, 1909.	No. 2	
	†6 45 A M	0	lve..... Lufkin.....arr.	3 00 P M	
	7 19 "	5.7	.....Caruthers.....	2 51 "	
	7 37 "	10.0	.....Chancey	2 14 "	
	7 54 "	14.2	.....Pine Island	1 52 "	
	8 13 "	18.8	.....Druso.....	1 31 "	
	8 35 "	23.7	.....Hagerville	1 13 "	
	9 05 "	27.2	arr..... Ratcliff.....lve.	1 00 "	
	9 05 "	27.2	lve..... Ratcliff.....arr.	1 00 P M	
	9 25 A M	30.3	arr.... Kennard ...lve.	†1226 Noon	

STANDARD—*Central time.*

Table 13—ST. LOUIS, CAIRO, MEMPHIS AND JACKSONVILLE, LUFKIN AND WHITE CITY.

	39	403	401	Mls.	November 14, 1909.	404	402	40
		A M			LEAVE] [ARRIVE	P M		
		*9 30			+ .... St. Louis.....	5 28		
		2 00			lve... + Cairo ....arr.	12 45		
		8 40			lve... Memphis ..arr.	6 50		
		P M	A M		LEAVE] [ARRIVE	A M	P M	
		*3 35	*7 00	0	+ ..... Tyler .....♁	11 15	8 15	
		4 06	7 31	11.9	..... Flint .....♁	10 36	7 36	
		4 21	7 46	16.7	..... Bullard .....♁	10 21	7 21	
		4 37	8 02	22.2	..... Mt. Selman	10 08	7 08	
		- -	- -	25.8	.....Hogan .....♁	- -	- -	
		5 02	8 27	30.1	+ ... Jacksonville...♁	9 44	6 44	
		5 58	9 12	45.6	+ ..... Rusk .....♁	8 59	5 59	
		6 21	9 37	54.5	..... Redlawn	8 35	5 33	
		6 32	9 49	57.7	+ ..... Alto.....♁	8 25	5 22	
		6 43	10 00	61.9	..... Morrill	8 15	5 12	
		7 00	10 19	68.2	..... Forest.....	7 56	4 52	
		7 12	10 31	72.8	..... Wells .....♁	7 45	4 40	
		7 40	11 01	83.8	..... Clawson	7 16	4 08	
	A M	7 54	11 16	87.7	..... Keltys	7 07	3 58	P M
	†7 50	8 00	11 25	89.6	+ ..... Lufkin .....♁	*7 00	*3 50	3 15
	7 55	P M	A M	90.4	..... Farber	A M	P M	3 10
	8 40			99.7	.... Huntington ..♁			2 30
	8 50			101.2	..... Prestridge.....			2 15
	8 58			103.3	..... Donovan			2 05
	9 20			108.1	..... Long Leaf.....			1 45
	9 30			109.6	..... Boynton.....			1 35
	9 40			111.5	..... Monterey			1 25
	10 00			115.7	..... Warsaw.....			1 05
	10 30			121.2	..... Broaddus ....♁			12 40
	11 30			131.5	..... White City ...♁			†11 40
	A M				ARRIVE] [LEAVE			A M

*Daily; †daily, except Sunday; ‡Sunday only. ‖ Meals. + Coupon stations; ♁ Telegraph stations. ⊙ Telephone stations.

Table 14—HILLSBORO DIVISION.

No. 503	No. 67	Mls.	November 14, 1909.	No. 504	No. 68
*5 55 P M	†8 40 A M	0	lve... Corsicana ♁ .arr.	9 15 A M	5 55 P M
6 18 "	9 27 "	7.3	.....Pinkston	8 48 "	5 15 "
6 27 "	9 45 "	11.0	.....Barry.....	8 39 "	4 55 "
6 40 "	10 09 "	15.8	+ ..Blooming Grove..♁	8 26 "	4 31 "
6 56 "	10 37 "	21.3	+ ..... Frost .....♁	8 11 "	4 02 "
7 12 "	11 05 "	26.7	..... Mertens.....♁	7 54 "	3 33 "
7 24 "	11 30 A M	31.0	+ ..... Brandon.....♁	7 42 "	3 10 "
7 55 P M	12 20 Noon	41.8	arr.. + Hillsboro ♁ .lve.	*7 15 A M	†2 20 P M

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R. S. CHARLES, Assistant Local Treasurer, New Orleans, La.
H. D. WARNER, Paymaster, Chicago, Ill.
W NEWELL, Paymaster, »
W. D. BRENT, Paymaster, New Orleans, La.
W. L. TARBET, Tax Commissioner, Chicago, Ill.

OPERATING DEPARTMENT.

———, Vice-President, Chicago, Ill.

F. B. HARRIMAN, General Manager, Chicago, Ill.
J. E. BUKER, Superintendent of the Car Department, »
R. W. BELL, Superintendent of Machinery, »
O. S. KEITH, Superintendent of Transportation, »
J. M. DALY, Car Accountant, »
A. S. BALDWIN, Chief Engineer, »
H. B. SAFFORD, Chief Engineer Maintenance of Way, »
L. A. DOWNS, Assistant to Chief Engineer Maint. of Way, »
R. E. GAUT, Engineer of Bridges, »
F. L. THOMPSON, Assistant Engineer of Bridges, »
F. O. DRAPER, Superintendent of Bridges, »
———, Architect, »
G. H. GROCE, Assistant to General Manager, »
F. T. WILBUR, Superintendent of Telegraph, »
B. WEEKS, Superintendent of Telegraph, Memphis, Tenn.
E. P. SKENE, Land Commissioner, Chicago, Ill.
L. H. KELLOGG, Chief Claim Agent, »
H. B. HULL, Assistant Chief Claim Agent, Memphis, Tenn.
E. W. SPRAGUE, District Claim Agt. North. and West. Lines, Chicago, Ill.
H. P. THRALL, Mail Traffic Manager, »
C. L. EWING, Gen. Supt. North. and West. Lines, »
H. BATTISFORE, Superintendent Chicago Division, »
A. E. CLIFT, Superintendent St. Louis Division, Carbondale, Ill.
C. R. WESCOTT, Superintendent Springfield Division, Clinton, Ill.
P. LADEN, Superintendent Peoria Division, Mattoon, Ill.
E. DAILEY, Superintendent Freeport Division, Freeport, Ill.
F. J. BECHELY, Superintendent Dubuque Division, Dubuque, Ia.
C. B. FLETCHER, Supt. Omaha and Cherokee Divs., Ft. Dodge, Ia.
H. McCOURT, Gen. Supt. Southern Lines, Memphis, Tenn.
A. H. EGAN, Supt. Louisville Division, Louisville, Ky.
J. J. GAVEN, Superintendent Tennessee Division, Fulton, Ky.
T. L. DUBBS, Supt. Birmingham Division, Corinth, Miss.
J. G. NEUDORFER, Supt. Mississippi Div., Water Valley, Miss.
T. E. HILL, Supt. Louisiana Div., McComb City, Miss.
O. M. DUNN, Superintendent Terminals, New Orleans, La.

TRAFFIC DEPARTMENT.

PASSENGER.

A. H. HANSON, Passenger Traffic Manager, Chicago, Ill.
S. G. HATCH, General Passenger Agent, »
J. A. SCOTT, Assistant General Passenger Agent, Memphis, Tenn.
J. F. MERRY, General Immigration Agent, Manchester, Ia.
W. H. BRILL, Division Passenger Agent, St. Louis, Mo.
F. W. HARLOW, Division Passenger Agent, Louisville, Ky.
A. J. McDOUGALL, Division Passenger Agent, New Orleans, La.
H. J. PHELPS, Division Passenger Agent, Dubuque, Ia.
J. A. OSBORN, General Baggage Agent, Chicago, Ill.
F. M. DOW, Supt. Hotel and Dining Car Service, »

J. H. MALLORY, General European Agent, 153 Leadenhall Street, London, Eng.

J. C. CLAIR, Industrial Commissioner, Chicago, Ill.
MARK FENTON, Traveling Industrial Agent, »
G. B. HARPER, Traveling Industrial Agent, Memphis, Tenn.

FREIGHT.

F. B. BOWES, General Traffic Manager, Chicago, Ill.
DONALD ROSS, Freight Traffic Manager, »
C. C. CAMERON, Coal Traffic Manager, »
V. D. FORT, Gen. Fht. Agt. No. & West. Lines, »
D. W. LONGSTREET, Gen. Fht. Agent Southern Lines, Memphis, Tenn.
R. C. PERKINS, General Freight Agent, New Orleans, La.
WM. SMITH, Jr., General Freight Agent, Louisville, Ky.
W. E. KEEPERS, General Freight Agent, Chicago, Ill.
W. M. RHETT, General Freight Agent Export and Import Traffic, »
J. S BROWN, Asst. Gen. Fht. Agt No & West Lines, »
G. W. BECKER, Asst. Gen. Fht. Agt. No. & West. Lines, »
J. H. CHERRY, Asst. Gen. Fht. Agt. No. & West. Lines, »
B. J. ROWE, Asst. General Freight Agent, St. Louis, Mo.
J. S. WEITZELL, Asst. General Freight Agent, Omaha, Neb.
JOS. HATTENDORF, Asst. Gen. Freight Agent, Memphis, Tenn.
E. K. BRYAN, Jr., Asst. General Freight Agent, »
W. E. DOWNING, Asst. General Freight Agent, »
R. F. REYNOLDS, Asst. General Freight Agent, New Orleans, La.
HENRY BALDWIN, Foreign Freight Agent, »
W. G. O'CONNOR, Customs Agent, »
E. F. McPIKE, Refrigerator Service Agent, Chicago, Ill.

FREIGHT AND PASSENGER AGENCIES.

Atlanta, Ga.—Fourth National Bank Bldg—
V. C. MASON, Commercial Agent.
A. O. COKE, Traveling Freight Agent.
R. W. COURTS, Traveling Freight Agent.

Birmingham, Ala.—1921 First Avenue—
F. D. MILLER, District Passenger Agent.
S. M. SPEARS, City Pas. and Ticket Agent.
E. F. STOVALL, General Agent.
L. W. COLLIER, Commercial Agent.
WILLIS HITZING, Traveling Freight Agent.

Bloomington, Ill.—C. C. BACKUS, T. F. A.

Boston, Mass.—306 Washington Street—
C. J. GRACE, New England Agent.
G. A. OULTON, Trav. Fht. and Pas. Agent.
G. H. COLBY, Trav. Fht. and Pas. Agent.

Buffalo, N.Y.—305 Main Street—
G. B. WYLLIE, Traveling Passenger Agent.

Cairo, Ill.—First Bank & Trust Co. Bldg—
J. W. WENGER, Commercial Agent.
J. H. JONES, Pas. Agt., Ill. Cent. R.R. Sta.

Cherokee, Ia.—W. M. FRANTZ, Trav. Fht. Agt.

Chicago, Ill.—117 Adams Street—
R. J. CARMICHAEL, District Passenger Agent.
G. G. TRUESDALE, City Passenger Agent.
JOS. RANDOLPH, City Ticket Agent.
ROBT. ANDERSON, Trav. P. A., 502 Central Sta.
H. M. METZ, Commercial Agent.

Chicago, Ill.—117 Adams St.—*Continued*—
J. W. RHODES, Assistant Commercial Agent.
W. J. YOUNG, Export and Import Agent.

Cincinnati, O.—423 Vine Street—
JOS. BIGGS, District Passenger Agent.
C. G. COBB, City Pas. and Ticket Agt.
FRANK R. FISHER, Traveling Passenger Agt.
P. W. CONNOR, Commercial Agent.
F. L. TULLIS, Traveling Freight Agent.
F. M. STEARNS, Traveling Freight Agent.

Cleveland, O.—Rockefeller Building—
E. DOUL, Commercial Agent.
J. T. BRIDWELL, Traveling Freight Agent.
P. A. MARR, Traveling Passenger Agt.

Dallas, Tex.—J. J. MCMANUS, Com'l Agent.

Decatur, Ill.—4 Central Station—
GEO. A. HINES, Traveling Passenger Agent.

Denver, Colo.—805 Seventeenth Street—
JAMES CULTON, Com'l Agent (Fht. and Pas.)
G. F. GISH, Trav. Freight & Passenger Agent.
C. M. LOW, Contracting Fht. and Pas. Agt.

Detroit, Mich.—Room 215, Majestic Bldg—
W. R. ISRAEL, Traveling Passenger Agent.
T. F. SWEAT, Commercial Agent.
B. W. FREDENBURG, Traveling Freight Agt.

Dubuque, Ia.—Ninth and Main Streets—
H. G. POWELL, Commercial Agent.
W. L. BUCKLEY, City Pas. and Ticket Agent.
J. F. JACKSON, Traveling Passenger Agent.

Evansville, Ind.—126 Main Street—
G. W. SCHELKE, City Pas. and Ticket Agent.
J. B. CONVERY, Commercial Agent.

Ft. Dodge, Ia.—F. E. MUNGER, Trav. Fht. Agt.

Freeport, Ill.—M. J. HANLEY, Trav. Fht. Agt.

Havana, Cuba.—21 Obispo—W. M. DANIEL, G. A.

Houston, Tex.—205 Main Street—
H. C. WEBB, Traveling Passenger Agent.

Indianapolis, Ind.—12 North Illinois Street—
J. M. MORISBY, District Passenger Agent.
B. T. BRECKENRIDGE, Commercial Agent.
R. E. BARR, Traveling Freight Agent.

Jackson, Miss.—A. S. HAINES, D. P. A.
C. L. CHASE, Traveling Freight Agent.

Jackson, Tenn.—A. M. ALLEN, T. F. A.

Jacksonville, Fla.—138 West Bay Street—
OWEN DURHAM, Florida Passenger Agent.
J. L. DURRETT, Commercial Agent.
W. B. RYAN, Traveling Freight Agent.

Kankakee, Ill.—L. L. MOSELEY, Trav. Fht. Agt.

Kansas City, Mo.—Scarrett Building—
P. D. PAPIN, Commercial Agent.

Little Rock, Ark.—116 W. Markham Street—
W. H. HAYS, Commercial Agent.

Los Angeles, Cal.—118 West Sixth Street—
CLARENCE HAYDOCK, Com'l Agt. (Fht. & Pas.)
B. J. HOWDERSHELL, Trav. Passenger Agent.
THOS. H. FOX, Traveling Freight Agent.

(*Continued on page 965.*)

ILLINOIS CENTRAL RAILROAD—Continued.

THROUGH CAR ARRANGEMENT.

For Through Car Service between Chicago, Dubuque, Council Bluffs, Omaha, Sioux City and Sioux Falls, see page 972.

CHICAGO, MEMPHIS AND NEW ORLEANS. HOT SPRINGS. SAN ANTONIO.

Train No. 6—Fast Mail. Daily. Sleeping Car Chicago to Mattoon (open at 10 00 p.m.). Sleeping Car Water Valley, Miss., to New Orleans. Coaches Chicago to Paducah and Fulton to New Orleans, via Jackson, Tenn.

Train No. 1—New Orleans Special. Daily. Sleeping Car and Buffet Club Car and Coach Chicago to New Orleans, via Memphis. Dining Car Chicago to Fulton and Jackson, Miss., to New Orleans. Every Monday from Chicago has Through Tourist Sleeping Car to California, via New Orleans and Southern Pacific. Every first and third Tuesday of each month carries Tourist Sleeping Car Chicago to Houston, Tex.

Train No. 25-103—Daily. **Coach Section of No. 3.** Through Coach Chicago to New Orleans (carried on Train No. 25 to Fulton, No. 103 to Memphis and No. 3 beyond). Dining Car Chicago to Mattoon. Through Coaches Chicago to Bloomington; Chicago to Pana, via Gilman and Clinton. Coach Chicago to Carbondale.

Train No. 3—Daily. **Exclusively a Pullman train** north of Memphis, carrying a Sleeping Car and Buffet Club Car Chicago to New Orleans. Through Sleeping Car Chicago to Memphis. Coach Memphis to New Orleans (carried on Train No. 25-103 Chicago to Memphis). Through electric-lighted Sleeping Car Chicago to Hot Springs, Ark., via Memphis and C. R. I. & P. Sleeping Car Chicago to Houston and San Antonio. Chair Car Memphis to New Orleans. Parlor Car Chicago to Mattoon. Dining Cars Chicago to Champaign and Fulton to New Orleans.

Train No. 21—Southern Exp. Sleeping Car and Coaches Chicago to Cairo.

Train No. 2—Chicago Fast Mail. Daily. Sleeping Car, Buffet Club Car and Coach New Orleans to Chicago. Dining Car New Orleans to Jackson, Miss., and Memphis to Chicago. Every Thursday from New Orleans has Tourist Sleeping Car from California to Chicago.

Train No. 4—New Orleans and Chicago Limited. Daily. Sleeping Cars and Buffet Club Car New Orleans to Memphis and Chicago. Exclusively a Pullman train from Memphis to Fulton and Carbondale to Chicago. Through electric-lighted Sleeping Car Hot Springs to Chicago, via C. R. I. & P. Ry. and Memphis. Sleeping Car San Antonio and Houston to Chicago, via New Orleans. Free Reclining Chair Car New Orleans to Memphis. Through Coach from New Orleans to Chicago (on No. 4 to Memphis, No. 104 Memphis to Fulton, No. 4 Fulton to Carbondale and No. 26 beyond). Dining Cars New Orleans to Memphis and Champaign to Chicago. Parlor Car Mattoon to Chicago.

Train No. 26—Daily. **Coach Section of No. 4.** Coach Carbondale to Chicago. Carries New Orleans-Chicago Coach from Train No. 4. Dining Car Mattoon to Chicago. **Train No. 134-10**—Daily. Sleeping Car Memphis to Chicago. Coaches Memphis to Fulton and Fulton to Chicago.

Train No. 34—Daily. Buffet Sleeping Car New Orleans to Water Valley, Miss. (open for occupancy at 9 30 p.m.). Free Reclining Chair Car New Orleans to Jackson, Tenn., connecting with Train No. 24 for Fulton, where connection is made for Chicago, St. Louis, Louisville and Cincinnati.

Train No. 8—Daily. Sleeping Car and Coaches Cairo to Chicago.

CHICAGO, BIRMINGHAM AND JACKSONVILLE.

Trains Nos. 9 and 10—Daily—The Seminole Limited—Solid Through Trains—Observation Sleeping Cars and Ten Section Two Drawing-rooms Sleeping Cars, Free Reclining Chair Cars (steel construction throughout) and Combination Baggage Car and Coach between Chicago and Jacksonville, Fla. Dining Car between Fulton, Ky., and Columbus, Ga., serving all meals.

CHICAGO, SPRINGFIELD AND ST. LOUIS.

Trains Nos. 19 and 20—Daylight Special. Daily. Parlor Car, Buffet Club Car, Free Reclining Chair Car, Dining Car and Coach between Chicago and St. Louis.

Trains Nos. 17 and 18—Diamond Special. Daily. Buffet Club Cars, Electric-lighted Drawing room Sleeping Cars, Free Reclining Chair Cars and Coach Chicago to St. Louis. Sleeping Car Chicago to Springfield.

Train No. 123-523 and 524-124—Local Mail. Free Reclining Chair Car daily between Freeport and Clinton and Clinton and St. Louis.

CHICAGO, PEORIA AND EVANSVILLE.—Train No. 1-201—Daily. Buffet Club Car, Sleeping Car and Coach Chicago to Mattoon. Coaches Mattoon to Evansville. Dining Car Chicago to Mattoon. **Train No. 5-205**—Daily. Through Sleeping Car Chicago to Evansville (open at 10 00 p.m.). **Train No. 208-8**—Daily. Through Sleeping Car Evansville to Chicago. **Trains Nos. 201 and 224**—Daily. Coaches between Peoria and Evansville. **Train No. 203 and No. 232**—Daily. Free Reclining Chair Cars between Peoria and Mattoon. Through Drawing-room Sleeping Car Peoria to Jacksonville, Fla., every Tuesday. Returning, leaves Jacksonville every Thursday, arriving Peoria Saturday.

CHICAGO, MINNEAPOLIS AND ST. PAUL.—Trains I. C. No. 401, M. & St. L. No. 3, M. & St. L. No. 6 and I. C. No. 402—Chicago and Minneapolis and St. Paul Limited. Daily. Electric-lighted Sleeping Car, Buffet Club Car, and Free Reclining Chair Car between Chicago and Minneapolis and St. Paul. Dining Car between Chicago and Freeport. Sundays only, No. 401 has Parlor Car Chicago to Dubuque.

CINCINNATI, LOUISVILLE, MEMPHIS AND NEW ORLEANS.

Train No. 19-103-3—Memphis and New Orleans Limited. Daily. Sleeping Car Cincinnati to Memphis and New Orleans; also Sleeping Car Louisville to Memphis. Buffet Club Car Memphis to New Orleans. Free Reclining Chair Car Cincinnati to Memphis and New Orleans. Every Tuesday from Cincinnati and Louisville, has Through Tourist Sleeping Car to California, via New Orleans and Southern Pacific. Dining Car, serving supper out of Cincinnati and Fulton, to Memphis and Memphis to New Orleans. Coach Cincinnati to Memphis and Fulton to New Orleans. Connects with C. R. I. & P. Train No. 45 for Little Rock and Hot Springs, Ark., carrying Through Sleeping Car on which Through Reservations can be secured from Cincinnati and Louisville.

Train No. 15-101-1—New Orleans Special. Daily. Sleeping Car Cincinnati to New Orleans. Coaches Louisville to Memphis and Fulton to New Orleans. Dining Cars Central City to Fulton and Jackson, Miss., to New Orleans. Parlor Cafe Car Cincinnati to Louisville, daily. Buffet Club Car Fulton to New Orleans.

Train No. 4-104-18—Louisville and Cincinnati Limited. Daily. Sleeping Car and Free Reclining Chair Car New Orleans to Louisville and Cincinnati. Sleeping Car Memphis to Louisville. Buffet Club Car and Dining Car New Orleans to Memphis. Dining Car Louisville to Cincinnati. Coaches New Orleans to Fulton and Memphis to Cincinnati.

Train No. 2-102-20—Fast Mail. Daily. Through Sleeping Car New Orleans to Cincinnati. Coaches New Orleans to Fulton and Memphis to Louisville. Dining Car New Orleans to Jackson, Miss., Memphis to Fulton, and Fulton to Central City. Buffet Club Car New Orleans to Fulton. Every Saturday from New Orleans has Through California Tourist Sleeping Car to Cincinnati.

ST. LOUIS, PADUCAH, BIRMINGHAM, MEMPHIS AND NEW ORLEANS, NASHVILLE, JACKSONVILLE.

Train No. 203-3—St. Louis and New Orleans Limited. Daily. Sleeping Car, electric lighted and equipped with fans, Free Reclining Chair Cars St. Louis to Memphis. Sleeping Cars, Buffet Club Car, Dining Car, Free Reclining Chair Cars and Coaches, Memphis to New Orleans.

Train No. 207-3—Memphis Special. Daily. Sleeping Car, electric lighted, and Coach St. Louis to Memphis. Coach passengers will be carried from Fulton to Memphis on Train No. 103. Sleeping Car and Buffet Club Car Carbondale to New Orleans. Dining Car Fulton to New Orleans. Coach and Chair Car Memphis to New Orleans. Sleeping Car St. Louis to Paducah, via Cairo.

Train No. 207-9—Seminole Limited—Daily. Through Observation Sleeping Cars between St. Louis and Jacksonville, Fla. (open for occupancy at 9 00 p.m.). Free Reclining Chair Cars between St. Louis and Fulton and Fulton and Jacksonville, Fla. Change into Through Car to and from Jacksonville being made en route, thus giving Through Free Reclining Chair Car Service St Louis to Jacksonville, Fla.

Train No. 203—Dixie Flyer. Daily. Solid Train St. Louis and Nashville. Free Reclining Chair Cars and Coach St. Louis to Nashville. Through Sleeping Car St. Louis to Nashville, Atlanta and Jacksonville, with Broiler Buffet serving all meals en route and from which steaks, chops and the like may be obtained. Dining Car Nashville to Jacksonville.

Train No. 201-1—New Orleans Special. Daily. Sleeping Car St. Louis to New Orleans. Coach St. Louis to Cairo. Buffet Club Car and Coaches Carbondale to New Orleans. Dining Car Carbondale to Fulton and Jackson, Miss., to New Orleans.

Train No. 205-5—Memphis, Nashville and New Orleans Express. Daily. Buffet Sleeping Car Water Valley, Miss., to New Orleans. Coach St. Louis to Fulton and Fulton to New Orleans, via Jackson, Tenn. Coach St. Louis to Nashville.

Train No. 4-204—New Orleans and St. Louis Limited. Daily. Sleeping Car, Buffet Club Car, Dining Car, Free Reclining Chair Car and Coach New Orleans to Memphis. Sleeping Car, electric lighted and equipped with fans, Free Reclining Chair Car and Coach Memphis to St. Louis. Sleeping Car Paducah to St. Louis, via Cairo. The Jacksonville Sleeping Car and Nashville Chair Car and Coach carried on this train Fulton to St. Louis.

Train No. 4-208—St. Louis Special. Daily. Sleeping Car, Buffet Club Car, Free Reclining Chair Car, Dining Car and Coach New Orleans to Memphis. Sleeping Car and Coaches Memphis to St. Louis.

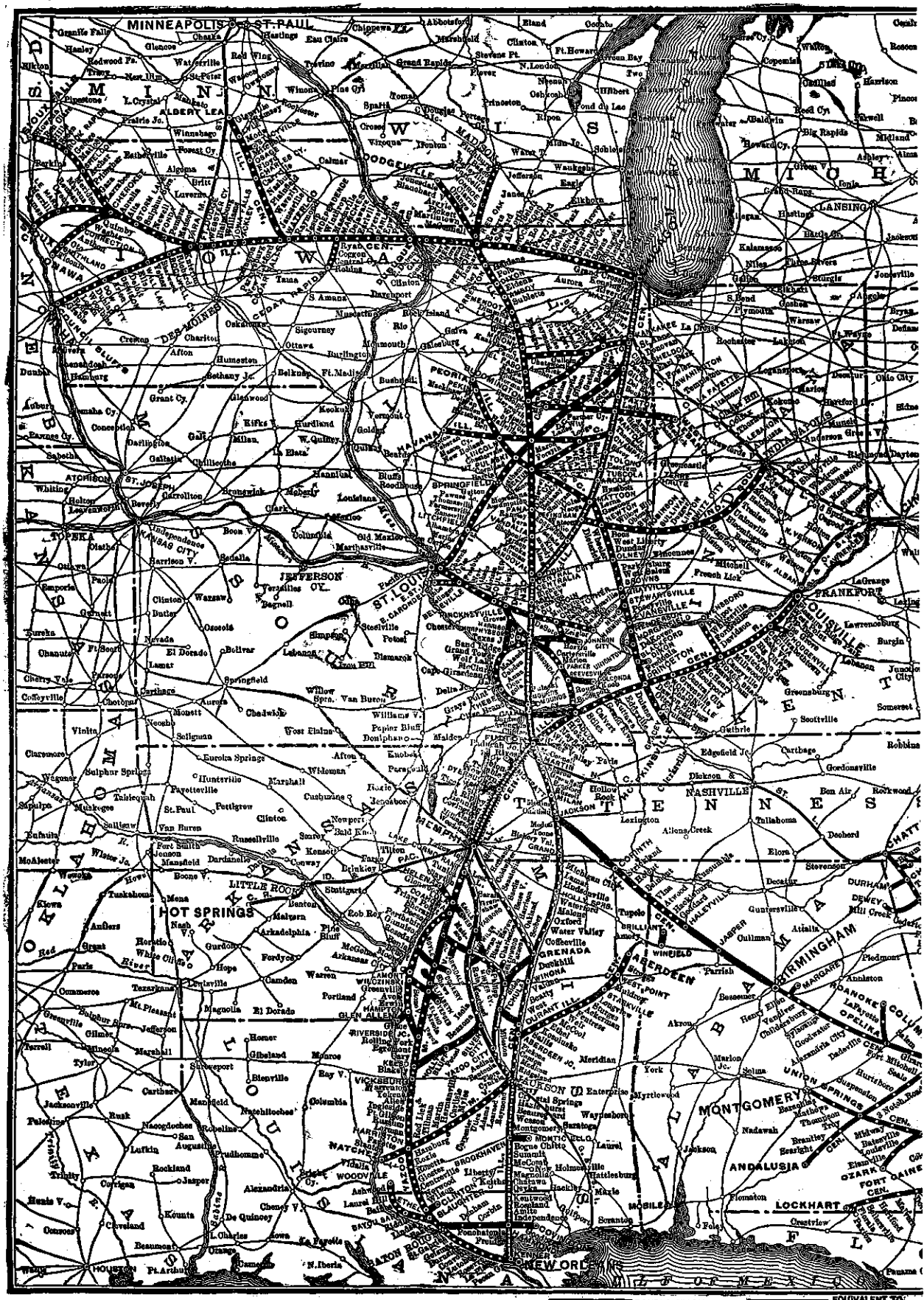
Train No. 2-202—Fast Mail. Daily. Sleeping Car New Orleans to St. Louis, via Memphis. Dining Car New Orleans to Jackson, Miss., and Memphis to Carbondale. Buffet Club Car and Coach New Orleans to Carbondale.

Train No. 6-208—St. Louis Express. Daily. Through Coach New Orleans to Fulton, via Jackson, Tenn., Fulton to Carbondale and St. Louis. Coach Nashville to St. Louis.

Louisville, Ky.—R. H. Fowler, Trav. Pas. Agt.
W. J. McBride, City Pas. and Ticket Agent.
T. B. McCabe, Commercial Agent.
Mattoon, Ill.—J. H. Lipsey, Trav. Fht. Agt.
Memphis, Tenn.—Cor. Main and Madison Sts.
E. C. Newman, City Passenger Agent.
Walter Byrnes, Traveling Passenger Agent.
W. F. Meath, Commercial Agent.
C. H. Easum, Traveling Freight Agent.
E. L. Throgmorton, Traveling Freight Agt.
W. B. Wood, Traveling Freight Agent.
Milwaukee, Wis.—912 Majestic Building—
C. S. Thompson, Commercial Agent.
M. Broskihan, Traveling Freight Agent.
W. J. Bowes, Traveling Passenger Agent.
Nashville, Tenn.—First Nat. Bank Bldg—
James P. Brown, Trav. Pas. Agt., Room 717.
F. P. Redman, Com'l Agt., Rooms 715 and 716.
New Orleans, La.—Cor. St. Charles & Common Sts.—
F. A. Shaw, Commercial Agent.
M. L. Costley, Jr., Traveling Freight Agt.
C. W. Appel, Traveling Freight Agent.
Ed. Roddy, City Passenger Agent.

FREIGHT AND PAS. AGENCIES—Cont'd.

New York, N.Y.—346 Broadway—
F. S. Bishop, Gen. Eastern Passenger Agt.
C. A. Florence, General Eastern Agent.
C. H. Foster, Traveling Passenger Agent.
S. A. Howe, Traveling Freight Agent.
Omaha, Neb.—1402 Farnam Street—
S. North, District Passenger Agent.
V. E. Labbe, Traveling Passenger Agent.
J. O. Linton, City Pas. and Ticket Agent.
Peoria, Ill.—329 Main Street—
G. A. Smith, Com'l Agent (Fht. & Pas.)
S. L. Mentzer, City Pas. and Freight Agent.
Pittsburg, Pa.—617 Bessemer Building—
F. H. Law, Commercial Agent.
W. G. Johnstone, Traveling Freight Agent.
Portland, Ore.—142 Third Street—
B. H. Trumbull, Com'l Agent (Fht. & Pas.)
J. S. McLaughlin, Trav. Fht. & Pas. Agent.
St. Louis, Mo.—707 Olive Street—
R. R. Churchill, City Pas. and Ticket Agt.
E. J. Weynacht, Traveling Passenger Agent.
St. Louis, Mo.—707 Olive St—Continued—
L. T. Swancutt, Commercial Agent.
J. M. Perryman, Traveling Freight Agent.
H. E. Cusic, Traveling Freight Agent.
St. Paul, Minn.—615-617 Manhattan Bld'g—
C. R. Phœnix, Commercial Agent.
H. S. Gray, Traveling Passenger Agent.
Salt Lake City, Utah.—10 E. 3d South St.—
J. A. Folsy, Commercial Agent (Fht. & Pas.)
H. O'Neil, Trav. Fht. & Pas. Agent.
San Francisco, Cal.—28 Powell Street—
W. H. Snedaker, Gen. Agent (Fht. & Pas.)
L. L. Eicholtz, City Passenger Agent.
J. R. Wilson, Trav. Fht. and Pas. Agent.
H. C. Baker, Traveling Fht. and Pas. Agent.
Seattle, Wash.—J. C. Lindsey, F. & P. A.
Sioux City, Ia.—J. F. Beyer, City Pas. & Tkt. Agt
B. E. Nichols, Commercial Agent.
Springfield, Ill.—F. K. Jamison, Trav. Fht. Agt.
J. H. Lord, District Passenger Agent.
Waterloo, Ia.—
F. A. Austin, City Pas. and Ticket Agent.


MINNEAPOLIS
ST. PAUL
MINNESOTA
WISCONSIN
MICHIGAN
IOWA
ILLINOIS
INDIANA
OHIO
KANSAS
MISSOURI
ARKANSAS
TENNESSEE
KENTUCKY
ALABAMA
MISSISSIPPI
LOUISIANA
TEXAS
NEW YORK
DES MOINES
CHICAGO
ST. LOUIS
KANSAS CITY
TOPEKA
ATCHISON
ST. JOSEPH
LANSING
FRANKFORT
LOUISVILLE
NASHVILLE
MEMPHIS
LITTLE ROCK
HOT SPRINGS
BIRMINGHAM
MONTGOMERY
MOBILE
NEW ORLEANS
HOUSTON
DOUBLE TRACK.
EQUIVALENT TO DOUBLE TRACK.

LAKE HURON
LAKE ONTARIO
LAKE ERIE
LAKE MICHIGAN
ATLANTIC OCEAN
TORONTO
BUFFALO
DETROIT
CLEVELAND
PITTSBURG
COLUMBUS
CHARLESTON
WASHINGTON
BALTIMORE
HARRISBURG
PHILADELPHIA
TRENTON
ALBANY
MASS
HARTFORD
CONN.
NEW YORK
LONG IS.
DOVER
DELAWARE
RICHMOND
NORFOLK
RALEIGH
WILMINGTON
COLUMBIA
CHARLESTON
SAVANNAH
JACKSONVILLE
TALLAHASSEE
ATLANTA
AUGUSTA
MACON
ATHENS
MARYLAND
VIRGINIA
WEST VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
FLORIDA
POOLE BROS. CHICAGO.
9-8-'09
5134
DOUBLE TRACK
UNDER CONSTRUCTION
UNDER CONSTRUCTION

ILLINOIS CENTRAL RAILROAD—Continued.

INDEX OF STATIONS.

The number opposite each station is the number of the table in which it is shown. Stations marked * are located on the branch indicated, but are not shown in the table. The + indicates coupon stations.

TABLE No.

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*Boos, Ill. 26
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*Torrance, Miss.....9
*Tougaloo, Miss.....8,30
Trimble, Tenn.....30
Troy, Tenn.....28
*Tucker, Ill.....5
*Turpin, Ill.....27
+Tuscola, Ill.....5,26
*Twin Caves, Ky.....30

U

*Ullin, Ill.....5,7
*Ulmer, Ia.....14
Uniontown, Ky.....34

V

Vaiden, Miss.....8
Valley, Ky.....30
+Vandalia, Ill.....31
Vaughan, Miss.....8
*Velma, La.....8,30
*Velma, Miss.....9
Vera, Ill.....31
Vergennes, Ill.....7
*Vernon, Ill.....31
*Villa Ridge, Ill.....5,7
*Vina, Ala.....1
Vine Grove, Ky.....30
*Vineland, Ill.....11
*Viola, Ky.....30
*Virginia, Ky.....32

W

*W.C. & W. Crossing..7
*Wadham, Ill.....14
Wadleigh, Ia.....14
Waggoner, Ill.....19
*Wagram, La.....8,30
*Walker, Ill.....31
Wall Lake, Ia.....14
Wapella, Ill.....31
*Ward, Ill.....5
Ware, Ill.....11
+Warren, Ill.....14

TABLE NO.
Warrensburg, Ill.....27
Wasnta, Ia.....24
Waterford, Miss.....9
+Waterloo, Ia.....14,15
Water Valley, Ky.....30
+Water Valley, Miss..9
Watson, Ill.....5
+Waverly, Ia.....15
Waverly, Ky.....26
*Waverly Hill, Ky.....30
*Way, Miss.....8,30
*Weaverton, Ky.....26
+Webster City, Ia.....14
Weedman, Ill.....19
Weir, Miss.....20
Weldon, Ill.....22
*Wendel, Ind.....26
+Wenona, Ill.....31
Wesson, Miss.....8
West, Miss.....8
*West Belleville, Ill.....7
*West Clifty, Ky.....30
West End, Ill.....3
*West Genoa, Ill.....14
West Lebanon, Ill.....21
West Liberty, Ill.....26
West Point, Ky.....30
+West Point, Miss.....20
West Salem, Ill.....26
*West Vandersburgh, Ky.....32
*Wetaug, Ill.....5,7
Wheatcroft, Ky.....32
*White, Miss.....20
*Whitehaven, Tenn. 8,30
White Heath, Ill.....22
*White Oak, Ill.....7
White Plains, Ky.....30
*White Run, Ky.....30
*White Sulphur, Ky..26
Whitesville, Ky.....29
*Wickliffe, Ky.....8
Wilderman, Ill.....7
*Wilke, Ia.....14
*Willeford, Ill.....4
*Willett, Ia.....14
Williams, Ia.....14
*Wilson, Ky.....26
Wingo, Ky.....30
*Wingra Park, Wis.....17
*Winkle, Ill.....7
+Winona, Miss.....8,30
Winslow, Ill.....28
Winthrop, Ia.....14
Wolf Lake, Ill.....11
*Wood, Miss.....8,30
+Woodbine, Ia.....14
*Woodford, Ill.....31
*Woodford, Wis.....23
Woodstock, Tenn.....30
*Woosung, Ill.....31

Y

Yetter, Ia.....14
Youngsdale, Ill.....14

Z

*Zanesville, Ill.....19
*Zarnts, Ill.....14

Table 1—CHICAGO, ST. LOUIS, BIRMINGHAM AND JACKSONVILLE, FLA.

....	303	No. 9	Mls	*November* 14, 1909.	No. 10	304
....	....	....	....	(*Seminole Limited.*)	....	....
....	....	*9 00 P M	0	lve....**Chicago**....arr.	7 15 A M	....
....	....	*6 45 P M	....	lve.....**Peoria**.....arr.	11 50 A M	....
....	....	11 20 P M	....	lve... **St. Louis** ...arr.	7 20 A M	....
....	....	6 55 A M	405	lve.....**Fulton**.....arr.	9 10 P M	....
....	P M	*8 45 A M	469	...**Jackson, Tenn**...	7 25 P M	A M
....	*3 00	10 35 "	528	.......**Corinth**.....♁	5 35 "	10 35
....	3 50	o –	552	........Paden......♁	o –	9 06
....	3 58	o –	555	......Tishomingo......	o –	8 58
....	4 25	o –	564	.......Belmont.....♁	o –	8 35
....	4 39	11 59 A M	570	.......Red Bay.....♁	4 15 "	8 22
....	5 35	o –	593	......Hackleburg....♁	o –	7 27
....	6 20	1 15 P M	606	......**Haleyville**....♁	3 00 "	*6 55
....	P M	2 45 "	647	........Jasper........	1 30 P M	A M
....	....	4 30 P M	688	arr...**Birmingham**..lve.	*11 45 A M	....
....	....	....	....	(*Central of Georgia.*)	....	....
....	....	4 40 P M	....	lve...**Birmingham**..arr.	11 30 A M	....
....	....	9 50 P M	....	arr...**Columbus**...lve.	6 00 A M	....
....	....	7 30 A M	....	arr... **Savannah**...lve.	*8 00 P M	....
....	....	1 15 A M	....	arr..... **Albany**....lve.	2 30 A M	....
....	....	....	....	(*Atlantic Coast Line.*)	....	....
....	....	1 25 A M	....	lve..... **Albany**....arr.	2 20 A M	....
....	....	2 50 A M	....	arr.....**Tifton**.....lve.	12 55 Night	....
....	....	4 55 A M	....	arr... **Waycross**..lve.	10 50 P M	....
....	....	7 05 A M	....	arr..**Jacksonville**..lve.	*8 40 P M	....

* Daily; o stops on signal to leave passengers from or to take for Jackson or points beyond, or to take for or leave from Birmingham or beyond. ♁ Telegraph stations.

Trains Nos. 9 and 10. Daily. The Seminole Limited. Solid Through Trains—Observation Sleeping Cars and Ten Section, Two Drawing-rooms Sleeping Cars, Free Reclining Chair Cars (steel construction throughout) and Combination Baggage Car and Coach between Chicago and Jacksonville, Fla. Dining Car between Fulton, Ky., and Columbus, Ga., serving all meals en route. Observation Sleeping Cars between St. Louis and Jacksonville, Fla. (Open for occupancy at 9 00 p.m.) Free Reclining Chair Cars between St. Louis and Fulton and Fulton and Jacksonville, Fla., change being made on same train en route, thus giving through Free Reclining Chair Car service between St. Louis and Jacksonville, Fla. *Every Tuesday*—Through Drawing-room Sleeping Car from Peoria to Jacksonville, Fla. Return car leaves Jacksonville for Peoria every Thursday.

CHICAGO, CINCINNATI AND HOT SPRINGS, ARK.

3	25	**Via Memphis.**	4	26
P M	P M	(*Illinois Central.*)	A M	Noon
*7 00	*5 50	lve.....**Chicago**....arr.	10 40	12 10
2 15	2 05	lve...**Carbondale**...arr.	3 10	
3 25	3 10	lve......**Cairo**......arr.	1 56	
19-103		(*B. & O. S. W.*)	104-16	
*6 00 P M		lve....**Cincinnati**....arr.	12 00 Noon	
....		(*Illinois Central.*)	....	
9 40 P M		lve....**Louisville**...arr.	7 50 A M	
3 57 A M		lve....**Paducah**.....arr.	1 28 A M	
3	103	(*Illinois Central.*)	No. 4	
*5 10	*5 20	lve.....**Fulton**.....arr.	12 20	12 10
9 11	8 45	arr....**Memphis**....lve.	8 09	8 36
A M		(*C. R. I. & P.*)	P M	
9 30		lve....**Memphis**....arr.	7 40	
1 30		arr...**Little Rock**...lve.	3 40	
4 05		arr...**Hot Springs**..lve.	*1 15	
P M		....	P M	

Electric lighted, Sleeping Car between Chicago and Hot Springs. Buffet Club Car between Chicago and Memphis. Coach between Chicago and Memphis, carried out of and into Chicago on Trains Nos. 25 and 26. Coaches between Memphis and Hot Springs. Sleeping Car and Free Reclining Chair Car between Cincinnati and Memphis. Dining Car service en route. Through Sleeping Car Reservations can be made from Cincinnati and Louisville to Hot Springs, Ark.

CHICAGO, INDIANAPOLIS AND CINCINNATI.
C. C. C. & St. L. Ry.—"Big Four Route."

38	34	20	16	14	Ms.	*Dec.* 19, 1909.	15	37	21	35	17
P M	P M	P M	A M	A M	....	LEAVE] [ARRIVE	P M	A M	P M	A M	P M
*11 45	*8 05	*1 00	*10 15	*8 50	0	....**Chicago**....	5 25	7 10	8 05	7 45	8 00
1 18	10 50	2 30	11 43	10 25	56	...**Kankakee**...	3 50	5 20	6 35	6 10	4 25
3 05	1 20	4 25	1 25	12 40	131	...**Lafayette**...	1 25	2 50	4 45	4 25	2 25
4 55	3 45	6 10	3 10	3 30	194	..**Indianapolis**..	11 35	12 20	3 05	2 35	12 45
– –	5 00	7 20	4 25	5 15	242	...**Greensburg**...	10 15	11 05	1 45	– –	11 33
....	7 30	....	6 50	....	524	ar. **Louisville**.lv.	*8 00	*8 45	....	....	....
7 45	7 10	8 50	6 00	7 30	309	...**Cincinnati**...	*8 40	*9 10	*12 20	*11 45	*10 10
A M	A M	P M	P M	P M	....	ARRIVE] [LEAVE	A M	P M	Noon	P M	A M

ILLINOIS CENTRAL RAILROAD—Continued.

(*For Cairo and New Orleans Line, see page* 971. *Chicago-St. Louis Line, page* 973.)

Table 2—CHICAGO, ST. LOUIS, CAIRO AND PADUCAH.

836	No. 822	No. 822	Mls.	*November* 14, 1909.	801	835
A M	P M	P M	.....	LEAVE] [ARRIVE	A M	P M
*9 40	*9 00	*7 00	.....	.....Chicago......	*7 15	*9 30
P M	P M		.....	....	A M	P M
*1 50	*11 20		.....	lve.. St. Louis..arr.	7 20	4 15
P M	A M		.....	....	P M	A M
*5 50	*6 00		0	lve....Cairo....arr.	8 00	11 00
6 25	6 13		5	..Cairo Junction..	7 44	10 44
7 03	6 40		16	.......Barlow.......	7 20	10 10
7 13	6 50		21	.... La Centre	7 13	10 01
7 25	7 00		26	.... Kevil	7 00	9 50
7 35	7 10		31	.... Heath	6 47	9 39
7 40	7 15		33	.... Maxon.......	6 42	9 33
7 46	7 22		36	.... Futrell.......	6 35	9 25
8 00	7 35		43	arr.. Paducah ..lve.	*6 20	*9 10
P M	A M		.....	....	P M	A M
.....	7 50		.....	lve.. Paducah ..arr.	6 10	9 00
.....	9 30		.....	arr..Princeton..lve.	4 58	*7 15
.....	4 50		.....	arr..Louisville..lve.	12 01	.....
.....	9 15		.....	arr..Cincinnati.lve.	*8 20	.....
.....	2 40		.....	lve..Princeton.arr.	6 05	7 00
.....	3 40		.....	...Hopkinsville....	*4 15	*6 00
.....	P M		.....	ARRIVE] [LEAVE	P M	A M

Table 3—ST. LOUIS AND ELDORADO.

823	605	Ms	*December* 19, 1909.	624	606
P M	A M	...	LEAVE] [ARRIVE	A M	P M
*4 30	*7 45	0	......St. Louis......	11 00	6 30
7 10	10 30	64	...Pinckneyville. ♁	8 05	5 30
7 17	10 35	68	.... Denny	7 57	5 21
7 19	10 37	69	.......Mifflins.......	7 54	5 19
7 33	10 49	74	......Du Quoin....♁	7 45	5 05
7 45	11 00	79	.... McDonald	6 56	4 35
7 52	11 08	82	.... Mulkeytown ..♁	6 51	4 30
8 00	11 16	85	ar. Christopher ♁ lv.	6 44	4 17
.....	.....	85	lve. Christopher.arr.	.....	.....
.....	.....	90	arr....Zeigler ♁ . lve.	.....	.....
8 06	11 20	87	.......Buckner	6 40	4 10
8 20	11 40	93	+..... Benton .....♁	6 30	3 55
8 32	11 54	98	.......Hanaford.......	6 19	3 35
8 40	11 59	100	.... Parrish	6 14	3 30
8 52	12 13	103	... Thompsonville .♁	6 08	3 20
9 04	12 23	107	......West End......	5 56	3 00
9 13	12 32	110	......Rileyville......	5 49	2 50
9 24	12 41	114	.... Galatia .....♁	5 43	2 40
9 38	12 58	118	.... Raleigh.....♁	5 32	2 20
9 55	1 20	124	+....Eldorado....♁	*5 20	*2 00
P M	P M	...	ARRIVE] [LEAVE	A M	P M

For index of Stations, see pages 968-969.

* Daily; † daily, except Sunday; *a* stops to leave passengers from St. Louis and Eldorado Districts; *b* stops to leave passengers from Fulton and points south; *c* stops only to leave passengers; *d* stops to take passengers for Jackson, Tenn., and beyond; *e* stops only to take passengers; *h* stops to leave from north of Kankakee or take for beyond Carbondale; *i* stops to take for beyond Cairo; *m* stops to discharge from St. Louis and Belleville; *n* stops to leave from Chicago and to take for south of Carbondale where No. 3 stops; *p* stops to take for Belleville, East St. Louis and St. Louis; *s* stops Sunday only. + Coupon stations; ♁ Telegraph stations.

Table 5—CHICAGO AND CAIRO LINE.

9	21	3	25	23	1	5	Miles	*December* 19, 1909.	10	4	26	24	2	6	8
P M	P M	P M	P M	A M	A M	A M	......	LEAVE] [ARRIVE	A M	A M	Noon	P M	P M	A M	A M
*9 00	*8 00	*7 00	*5 50	*8 00	*9 40	*2 40	0	+..Chicago..♁	7 15	10 40	12 10	5 20	9 30	9 15	6 15
9 5	8 18	7 19	6 09	8 17	9 55	— —	6.45	.Woodlawn Park.	6 56	10 22	11 55	5 02	8 11	8 56	5 56
*d*9 20	8 23	*e*7 24	6 14	8 22	*e*10 00	2 55	8.03	.Grand Crossing ♁	*c*0 51	*c*10 17	11 50	4 57	9 07	*c*8 51	5 51
*d*9 28	8 36	*e*7 34	*e*6 24	8 40	*e*10 08	— —	13.09	..Kensington ♁	*c*0 41	*c*10 07	11 38	4 45	8 57	8 41	5 41
— —	9 00	— —	— —	9 07	— —	— —	26.78	...Matteson. ♁	— —	— —	— —	4 17	— —	8 17	5 17
— —	9 10	— —	— —	9 20	— —	— —	32.71	..... Monee ... ♁	— —	— —	— —	4 04	— —	8 08	5 05
— —	9 20	— —	— —	9 32	— —	— —	39.03	.....Peotone .. ♁	— —	— —	— —	3 51	— —	7 57	4 51
— —	9 48	— —	— —	9 56	— —	— —	52.78	..... Bradley	— —	— —	— —	3 25	— —	—	— —
10 25	8 55	8 32	7 25	10 05	11 05	4 04	54.43	+.Kankakee. ♁	5 41	9 08	10 35	3 20	7 50	7 30	4 15
— —	10 05	Sleeping Car Train only.	— —	10 13	— —	— —	58.87	......Otto.... ♁	— —	Sleeping Car Train only.	— —	3 11	— —	— —	— —
— —	10 12		— —	10 21	— —	— —	62.87	....Chebanse.. ♁	— —		— —	3 05	— —	— —	3 58
— —	10 20		— —	10 30	— —	— —	67.70	.....Clifton ... ♁	— —		— —	2 57	— —	— —	3 50
— —	10 27		— —	10 37	— —	— —	71.61	.... Ashkum .. ♁	— —		— —	2 50	— —	— —	3 43
— —	10 36		— —	10 45	— —	— —	75.92	....Danforth .. ♁	— —		— —	2 43	— —	— —	— —
— —	11 06		8 00	10 55	*i*11 36	4 45	79.06	+.. Gilman .. ♁	— —		9 47	2 35	7 15	6 52	3 30
— —	11 15		— —	11 02	— —	— —	83.25	.....Onarga... ♁	— —		9 40	2 27	— —	6 45	3 23
— —	11 18		— —	11 07	— —	— —	86.18	.... Del Rey .. ♁	— —		— —	2 20	— —	— —	— —
— —	11 29		— —	11 17	— —	— —	91.62	.... Buckley .. ♁	— —		— —	2 11	— —	— —	3 10
— —	11 39		— —	11 27	— —	— —	97.30	...... Loda .... ♁	— —		— —	2 02	— —	— —	3 02
— —	11 50		8 28	11 35	12 03	5 17	101.35	+.. Paxton .. ♁	— —		9 15	1 54	6 45	6 21	2 55
— —	12 10		— —	11 55	— —	5 37	112.32	+..Rantoul.. ♁	— —		8 55	1 35	6 30	6 06	2 38
— —	12 20		— —	12 05	— —	— —	117.27	.. Thomasboro. ♁	— —		— —	1 26	— —	— —	— —
11 57	12 40	10 05	9 00	‖12 25	12 37	6 00	126.38	ar. + Champaign lv.	4 10	7 35	8 35	1 10	6 10	5 45	2 15
12 01	12 45	10 10	9 05	12 50	12 40	6 05	126.38	lv. Champaign ♁ ar.	4 05	7 30	8 30	‖1 00	6 05	12 15	2 10
— —	12 54	— —	9 12	1 00	— —	— —	130.76	..... Savoy.... ♁	— —	— —	8 20	12 49	— —	12 04	— —
— —	1 04	— —	9 20	1 12	— —	6 22	135.65	+.. Tolono .. ♁	— —	— —	8 10	12 38	5 48	11 54	1 50
— —	1 24	— —	9 28	1 23	— —	— —	140.42	.... Pesotum .. ♁	— —	— —	8 00	12 28	— —	11 43	— —
— —	1 32	— —	9 40	1 43	*i*1 07	6 41	148.36	+..Tuscola .. ♁	— —	— —	7 43	12 12	5 28	11 27	1 28
— —	1 48	— —	9 54	2 02	*i*1 18	6 53	156.40	+...Arcola... ♁	— —	— —	7 27	11 55	5 16	11 08	1 13
— —	2 01	— —	*n*10 03	2 16	— —	— —	162.11	.... Humbolt .. ♁	— —	— —	7 16	11 42	— —	10 57	— —
12 59	2 20	11 09	10 20	2 40	1 38	7 15	170.89	ar. + Mattoon lv.	3 15	6 27	6 58	11 25	4 55	10 40	12 45
12 59	2 35	11 09	10 20	2 40	1 38	7 25	170.89	lv. Mattoon ♁ ar.	3 05	6 27	6 58	11 20	4 55	10 25	12 40
— —	3 03	— —	10 37	3 12	— —	7 42	182.86	.... Neoga ... ♁	— —	— —	6 34	10 57	4 33	9 58	12 20
— —	3 19	— —	— —	3 28	— —	— —	189.72	...... Sigel .... ♁	— —	— —	6 22	10 44	— —	9 44	12 08
1 34	3 40	11 45	11 16	3 50	2 13	8 05	197.77	+.Effingham. ♁	2 29	5 47	6 07	10 30	4 12	9 27	11 55
— —	3 55	— —	— —	4 07	— —	— —	204.29	.....Watson ... ♁	— —	— —	— —	10 17	— —	9 12	11 42
— —	4 08	— —	— —	4 20	— —	— —	210.06	..... Mason ... ♁	— —	— —	— —	10 07	— —	9 00	11 33
— —	4 16	— —	— —	4 27	— —	— —	213.20	.. Edgewood. ♁	— —	— —	— —	10 02	— —	8 53	11 27
— —	4 35	— —	*y*11 45	4 48	— —	— —	221.71	..... Farina ... ♁	— —	— —	5 33	9 47	— —	8 34	11 10
— —	4 49	— —	*h*11 52	6 02	— —	8 49	227.51	... Kinmundy . ♁	— —	— —	— —	9 37	— —	8 22	11 00
— —	5 13	— —	— —	6 27	— —	— —	237.59	......Tonti......	— —	— —	— —	9 19	— —	8 00	10 40
— —	5 25	— —	*y*12 14	5 40	3 07	9 10	242.84	+....Odin.... ♁	— —	4 53	5 07	9 11	3 13	7 48	10 30
— —	5 41	— —	— —	5 56	— —	— —	249.41	+ Central City ♁	— —	— —	— —	8 58	— —	7 34	— —
2 42	5 45	12 55	12 30	6 00	3 21	9 25	250.92	arr. + Centralia lve.	1 25	4 40	4 55	8 55	3 00	7 30	10 15
2 47	5 50	1 00	12 35	6 20	3 26	9 30	250.92	lve.Centralia ♁ arr.	1 20	4 35	4 50	8 50	2 55	‖7 15	10 10
— —	6 03	— —	— —	6 33	— —	— —	257.25	....Irvington.. ♁	— —	— —	— —	8 38	— —	6 58	— —
— —	6 10	— —	— —	6 40	— —	— —	261.35	....Richview. ♁	— —	— —	— —	8 31	— —	6 48	— —
— —	6 18	— —	12 55	6 50	3 44	9 58	264.84	+.. Ashley... ♁	— —	— —	4 26	8 24	2 36	6 40	9 48
— —	6 45	— —	— —	7 17	— —	10 20	278.27	.....Tamaroa.. ♁	— —	— —	— —	8 01	— —	6 16	9 25
— —	7 10	— —	1 24	7 38	4 12	10 36	287.04	+. Du Quoin . ♁	— —	— —	3 59	7 43	1 58	5 59	9 10
— —	7 38	— —	— —	8 07	— —	10 57	300.48	.....DeSoto ... ♁	— —	— —	— —	7 17	— —	5 15	— —
3 55	7 50	2 05	1 48	8 20	4 40	11 10	306.70	ar + Carbondale lv.	12 08	3 20	3 30	7 05	1 25	5 00	8 35
4 05	8 00	2 15	2 05	8 30	4 50	11 40	306.70	lv.Carbondale ♁ ar.	12 01	3 10		6 50	1 12	4 45	8 25
— —	8 14	— —	— —	8 47	— —	*a*11 52	314.75	.....Makanda.. ♁	— —	— —		6 33	— —	4 25	8 10
— —	8 29	— —	— —	9 03	— —	12 03	321.92	.....Cobden... ♁	— —	— —		6 20	— —	4 10	7 57
— —	8 43	*v*2 49	2 35	9 16	5 25	12 12	327.27	+....Anna.... ♁	— —	2 34		6 11	12 35	3 58	7 48
— —	9 35	— —	— —	10 08	— —	12 58	354.83	....Mounds.. ♁	— —	— —		5 20	11 50	2 55	6 40
5 30	9 45	3 45	3 30	10 22	6 15	— —	360.12	arr. Cairo Jn ♁ lve.	10 35	1 44		— —	11 40	2 45	6 25
5 35	9 45	3 50	3 35	10 22	6 22	— —	0	lve. Cairo Jn..arr.	10 22	1 27		— —	11 30	2 45	6 25
5 50	10 00	4 05	3 50	10 35	6 35	1 20	3.45	+... Cairo ... ♁	*10 10	*1 15		*5 00	*11 15	*2 35	*6 15
A M	A M	A M	A M	P M	P M	P M	......	ARRIVE] [LEAVE	P M	A M		A M	A M	P M	P M
.....	8 50	8 15	8 15	8 15	10 55	8 50	921.37	. New Orleans .	*3 00	*9 15		*9 15	*7 10	*4 30	.....
.....	A M	P M	P M	P M	A M	A M	......	ARRIVE] [LEAVE	A M	A M		A M	P M	P M	.....

Additional Train—Leaves Chicago *4 30 p.m., arrives Champaign 9 45 p.m. Leaves Champaign *5 00 a.m., arrives Chicago 9 55 a.m. *Central time.*

Table 4—ST. LOUIS AND PADUCAH, VIA MARION.

375	323	305	Miles	*December* 19, 1909.	324	302	374
P M	P M	A M	......	LEAVE] [ARRIVE	A M	P M	A M
*11 20	*4 30	*7 45	0	.....St. Louis.....	11 00	4 15	7 20
1 12	7 07	10 15	64	+Pinckneyville ♁	8 10	2 14	4 55
1 44	8 00	11 01	87	+ Murphysboro ♁	7 27	1 42	4 17
2 00	8 25	11 20	95	ar. + Carbondale ♁ lv.	7 10	1 26	4 00
7 10	8 36	11 40	95	lve.. Carbondale..arr.	7 00	1 15	8 15
.....	.....	.....	105	.....Dewmaine.....	.....	.....	.....
7 40	9 02	12 15	104	.....Carterville... ♁	6 32	12 40	7 40
7 42	9 04	12 17	105	.....Crainville.....	6 29	12 35	7 35
7 55	9 12	12 26	110	.....Bainbridge.....	6 19	12 26	— —
8 10	9 25	12 40	113	+.....Marion.... ♁	*6 10	12 15	7 15
8 22	P M	12 50	121	...New Dennison...	A M	12 01	7 00
8 32		1 00	123	... Creal Springs . ♁		11 50	6 47
8 45	.....	1 15	128	......Parker.... ♁	.....	11 38	6 35
8 53	.....	1 23	131	.......Ozark.......	.....	11 32	6 25
9 08	.....	1 36	137	......Simpson......	.....	11 20	6 10
9 18	791	1 47	143	.... Grantsburg .. ♁	7 06	11 10	5 58
9 30	P M	1 57	147	arr..Reevesville ♁ lve.	P M	11 00	5 50
9 30	*5 55	2 00	0	lve. Reevesville .arr.	1 40	9 10	5 40
9 50	6 15	2 20	7	.....Brownfield.....	1 20	8 48	5 20
10 05	6 25	2 30	11	.....Homberg.....	1 10	8 35	5 08
10 20	6 40	2 45	15	arr. + Golconda ♁ lve.	*1 00	*8 20	*4 50
9 30	P M	1 57	147	lve. Reevesville .arr.	P M	11 00	5 50
9 35	.....	2 05	148	......Big Bay.....	.....	10 55	5 45
9 45	.....	2 17	153	... Round Knob.. ♁	.....	10 45	5 35
10 00	.....	2 30	160	+...Metropolis... ♁	.....	10 30	5 20
10 15	.....	2 45	166	.....Brookport... ♁	.....	10 15	5 00
11 00	.....	3 35	171	+...Paducah... ♁	.....	*9 40	*4 20
A M	.....	P M	.....	ARRIVE] [LEAVE	.....	A M	P M

Table 6—Carondelet Branch.—Lvs. **Belleville** †9 00 a.m., arr. East Carondelet (17 miles) 10 15 a.m. Ret'g, lvs. East Carondelet †10 30 a.m., arr. Belleville 11 55 a.m.

Table 7—ST. LOUIS AND CAIRO LINE.

No. 207	203	223	201	205	Ms	*December* 19, 1909.	No. 204	208	224	202	206
P M	P M	P M	P M	A M	...	(*Central time.*)	A M	A M	A M	P M	P M
*11 20	*8 55	*4 30	*1 50	*7 45	0	lve...+ St. Louis ♁..arr.	7 20	8 00	11 00	4 15	8 30
11 28	— —	4 38	1 58	7 53	...	...Washington Avenue...	7 10	7 52	10 50	4 05	8 20
11 38	9 13	4 48	2 08	8 03	3	.......Relay Depot..... ♁	7 00	7 42	10 40	3 55	8 10
— —	— —	5 10	— —	8 21	13	..........Ogles..........	— —	— —	10 15	*b* —	— —
12 03	9 48	5 20	2 34	8 35	17	+.....Belleville ..... ♁	6 24	7 12	10 05	3 23	7 38
— —	— —	5 26	— —	8 41	21	........Wilderman.......	— —	— —	9 55	*b* —	7 30
— —	10 02	5 36	— —	8 51	25	.........Freeburg ...... ♁	*p* —	— —	9 44	*b s*	7 24
— —	10 19	5 52	2 58	9 05	32	.......New Athens..... ♁	5 57	— —	9 25	2 58	7 10
— —	*m* —	6 02	— —	9 15	36	........Lenzburg ...... ♁	*p* —	— —	9 15	*b* —	7 01
12 38	10 36	6 13	— —	9 25	40	..........Marissa....... ♁	*p* —	— —	9 05	2 47	6 53
— —	*m* —	6 23	— —	9 34	45	..........Tilden........ ♁	*p* —	— —	8 52	*b* —	6 44
12 52	10 56	6 36	3 25	9 43	50	+....Coulterville.... ♁	5 22	— —	8 45	2 35	6 36
— —	— —	6 43	— —	9 50	53	.........Swanwick...... ♁	— —	— —	8 35	*b* —	6 26
1 12	11 24	7 07	3 45	10 15	64	+...Pinckneyville... ♁	4 55	6 00	8 10	2 14	6 05
— —	— —	7 36	— —	10 39	77	........Vergennes...... ♁	— —	— —	7 45	*b* —	5 36
— —	— —	7 42	— —	10 45	80	..........Finney..........	— —	— —	7 40	*b* —	5 31
1 44	12 05	8 00	4 18	11 01	87	+....Murphysboro.... ♁	4 17	5 26	7 27	1 42	5 18
2 00	12 25	8 25	4 35	11 20	95	arr + Carbondale ♁ ..lve.	*4 00	*5 10	*7 10	*1 25	*5 00
2 15	12 30	8 30	4 50	11 40	95	lve....Carbondale...arr.	3 50	3 05	6 50	1 12	4 45
4 05	2 12	10 35	6 35	1 20	152	arr.....+Cairo ♁ ....lve.	*2 16	*3 20	*5 00	*11 15	*2 35
8 35 | 8 45	7 30	P M	11 25	7 45	314	.........Memphis.........	*8 35 | *9 00	*11 15	A M	*6 35	*7 50
A M | A M	A M	.....	P M	P M	...	ARRIVE] [LEAVE	P M | P M	P M	.....	A M	A M
8 15	8 15	.....	10 55	8 50	710	......New Orleans.....	*9 15	*9 15	.....	*7 10	*4 30
P M	P M	.....	A M	A M	...	ARRIVE] [LEAVE	A M	A M	.....	P M	P M

t Stops to leave from Chicago and to take for Cairo, Newton and beyond; *v* stops to take or leave sleeping car passengers only; *y* stops to leave from Chicago. ‖ Meals.

ILLINOIS CENTRAL RAILROAD—Continued.

Table 8—CAIRO, MEMPHIS, JACKSON, MISS., GULFPORT AND NEW ORLEANS.

(For Florida Lines, see page 973.)

9	208 and 131	5-105	5	23	3	25	1	Miles	December 13, 1909.	4	26	204	34-40	6	106-6	2	36	148 and 208
P M		A M	A M	P M	P M	P M	A M	......	LEAVE] [ARRIVE	A M	Noon	A M	A M	A M	A M	P M	P M	
9 00		2 40	2 40	7 00	7 00	5 50	9 40	0	.....Chicago[1].....	10 40	12 10	10 40	7 15	10 00	10 00	9 30	9 30	
P M	P M	A M	A M	P M	P M	P M	P M	......	LEAVE] [ARRIVE	A M		A M	P M	P M	P M	P M	P M	A M
11 20	8 55	7 45	7 45	11 20	11 20	8 55	1 50	......	....St. Louis....	7 20		7 20	7 20	8 30	8 30	4 15	4 15	8 00
A M	A M	P M	P M	A M	A M	A M	P M	......	LEAVE] [ARRIVE	A M		A M	P M	P M	P M	A M	A M	A M
*5 10	*2 20	*1 41	*1 41	*3 25	*3 25	*3 10	*5 55	354.97	......Cairo[21].....	1 56		2 09	10 46	2 24	2 24	11 57	10 00	4 02
5 35	- -	- -	- -	3 50	3 50	3 35	6 20	360.12	lve..Cairo Jn..arr.	1 39		v -	10 30	- -	- -	11 31	- -	3 44
- -	3 09	2 25	2 25	- -	- -	- -	i6 51	376.71	.....Bardwell...♁	- -		1 25	- -	1 36	1 36	- -	9 10	- -
- -	3 20	2 36	2 36	- -	- -	- -	i7 00	382.51	.....Arlington...♁	- -		1 16	- -	1 25	1 25	- -	8 59	- -
- -	3 35	2 51	2 51	- -	- -	- -	i7 14	390.84	+....Clinton....♁	- -		1 03	-	1 10	1 10	- -	8 42	- -
6 45	4 00	3 20	3 20	5 00	5 00	4 50	7 40	404.60	arr.+Fulton ♁ lve.	12 30		12 40	9 20	12 45	12 45	10 15	*8 15	2 35
A M	4 10	3 25	3 30	5 20	5 10	5 20	7 50	404.60	lve...Fulton..arr.	12 20	12 10	12 20	9 00	10 00	12 30	10 00	A M	2 30
	- -	3 55	....	....	- -	l5 45	l8 15	418.83	+....Rives....♁	- -	y11 40	- -	....	....	11 58	x -		- -
....	b -	4 41	....	....	- -	l6 23	8 53	440.86	.... Newbern...♁	m -	y11 00	m -	....	....	11 14	8 57	....	- -
....	5 25	6 00	....	....	6 25	6 35	9 05	449.56	+.Dyersburg.♁	11 05	10 45	11 05	....	....	10 55	8 44	24	1 16
....	6 04	6 50	....	....	- -	l7 10	9 46	472.95	+....Ripley....♁	m -	y10 05	m -	....	....	10 00	8 04	and	- -
143	6 26	6 17	....	....	7 20	7 39	10 11	487.58	+..Covington..♁	10 03	9 39	10 03	....	....	9 22	7 40	132	12 16
A M	7 30	7 45	....	....	8 35	8 45	11 26	525.38	ar.+Memphis.lv.	z9 00	8 35	z9 00	....	....	*7 50	6 35	A M	*11 15
*6 45	*6 00	*2 25			9 05		11 40	525.38	lv..Memphis ♁ ar.	8 15		8 16			5 40	6 20	8 50	11 05
7 25	5 28	- -	Via Jackson, Tenn.	Via Jackson, Tenn.	g -		g -	534.67	......Raine......	- -		- -	Via Jackson, Tenn.	Via Jackson, Tenn.	6 10	- -	8 [illegible]0	10 25
7 38	5 38	- -			g -		g -	539.63	....Horn Lake..♁	- -		- -			4 59	- -	8 09	10 06
8 13	5 59	- -			g -		g -	549.85	....Hernando...♁	- -		- -			4 37	- -	7 43	9 35
8 38	6 22	- -			g -		g -	558.63	....Coldwater..♁	- -		- -			4 13	- -	7 21	9 09
8 53	6 34	- -			g -		g -	564.47	....Senatobia...♁	- -		- -			4 02	- -	7 10	8 52
9 12	6 58	- -			g -		g -	511.89	......Como.....♁	- -		- -			3 48	- -	6 57	8 32
9 25	7 16	3 39			10 45		1 16	577.42	......Sardis....♁	8 50		8 50			3 36	4 54	6 45	8 17
9 52	7 40	- -			g -		g -	586.54	.....Batesville...♁	- -		- -			3 13	- -	6 25	7 40
10 08	7 54	- -			g -		g -	592.23	....Courtland...♁	- -		- -			2 58	- -	6 11	7 20
10 13	7 58	- -			g -		g -	594.09	........Pope.....♁	- -		- -			2 54	- -	6 07	7 15
10 31	8 17	- -	....	....	g -		g -	601.17	.......Enid.....♁	- -		- -	....	....	2 39	- -	5 54	6 51
10 45	8 28	- -	....	....	g -		g -	606.05	.....Oakland....♁	- -		- -	....	....	2 29	- -	5 44	6 37
10 58	8 42	- -	....	....	g -		g -	611.32	.....Tillatoba...♁	- -		- -	....	....	2 20	- -	5 35	6 24
11 08	8 51	- -	....	....	g -		g -	614.86	......Scobey....♁	- -		- -	....	....	2 10	- -	5 27	6 10
11 23	9 02	- -	....	....	g -		g -	619.43	......Hardy......	- -		- -	....	....	2 00	- -	5 17	5 55
11 45	8 20	4 57	10 55	12 05	12 11		2 35	626.73	ar.+Grenada..lv.	6 25		5 25	1 40	2 38	*1 45	3 30	*5 00	*5 35
A M	P M	5 00	11 05	12 30	12 15		2 40	626.73	lv..Grenada ♁ ar.	5 20		5 20	‖1 20	2 28	P M	3 25	6 35	P M
....		5 23	11 33	12 54	- -		g -	638.53	.....Duckhill...♁	- -		- -	12 54	2 01		- -	6 14	....
....	....	5 45	11 57	1 17	12 54		3 17	649.58	+...Winona...♁	4 46		4 46	12 21	1 37	....	2 42	5 52	....
....	....	6 06	12 13	1 36	- -		g -	660.17	......Vaiden....♁	- -		- -	11 58	1 12	....	- -	5 31	....
....	....	6 25	12 33	2 00	- -		g -	670.11	.......West.....♁	- -		- -	11 38	12 53	....	- -	5 12	....
....	....	6 44	12 59	2 20	1 40		4 00	670.61	+...Durant...♁	4 02		4 02	11 15	12 34	....	1 55	4 55	....
....	....	7 00	1 13	2 33	- -		g -	687.53	.....Goodman...♁	- -		- -	10 50	12 16	....	- -	4 39	....
....	....	7 14	1 30	2 45	- -		g -	694.52	......Pickens....♁	- -		- -	10 35	12 01	....	- -	4 26	....
....	....	7 27	1 43	2 57	- -		g -	701.16	.....Vaughan...♁	- -		- -	10 18	11 47	....	- -	4 12	....
....	....	7 58	2 20	3 40	2 35		3 00	714.80	+....Canton....♁	3 10		3 10	9 50	11 20	....	1 00	3 45	....
....	....	8 40	3 06	4 25	3 15		5 35	738.10	ar.+Jackson, Miss..lv.	2 25		2 25	8 55	10 30	....	12 15	2 35	....
....	....	....	12 30	....	10 00		12 30	......	arr..Gulfport..lve.	*7 40		*7 40	....	....	....	*4 25	....	....
....	....	....	Noon	....	P M		Noon	......	(G. & S. I. R.R.)	A M		A M	....	....	....	P M	....	
....	....	9 00	3 11	4 50	3 20		5 40	738.10	lv.Jackson, Miss. ♁ ar.	2 20		2 20	8 40	10 25	....	12 10	2 10	
....	....	9 54	4 05	5 19	4 00		6 25	762.14	..Crystal Springs ♁	1 40		1 40	7 52	9 34	....	11 34	1 20	
....	....	10 15	4 23	5 39	4 14		6 40	771.58	+..Hazlehurst..♁	1 25		1 26	7 34	9 14	....	11 17	1 02	
....	....	10 39	4 45	6 04	- -		7 00	783.26	......Wesson....♁	- -		- -	7 09	8 46	....	c -	12 38	
....	....	10 57	5 00	6 28	4 45		7 15	792.06	+..Brookhaven..♁	12 50		12 50	6 51	8 28	....	10 44	12 20	
....	....	11 10	5 20	6 50	- -		- -	802.22	...Bogue Chitto.♁	- -		- -	6 30	8 05	....	- -	11 58	
....	35	11 41	5 39	7 15	p -		c -	813.03	......Summit....♁	- -		- -	6 06	7 41	32	- -	11 36	
....	P M	11 50	5 45	7 25	5 20		7 55	815.06	ar.+McComb..lv.	12 10		12 10	6 00	7 35	P M	10 10	11 30	
....	*5 35	11 55	5 50	*6 00	5 25		8 00	815.96	lv..McComb ♁ ar.	12 05		12 05	5 50	7 30	7 00	10 05	11 25	
....	5 50	12 11	6 01	6 14	- -		- -	823.00	....Magnolia...♁	- -		- -	5 35	7 12	6 37	c -	11 05	
....	6 01	12 23	w -	6 26	- -		- -	829.63	.....Chatawa...♁	- -		- -	- -	p -	6 21	- -	10 53	
....	6 20	12 43	6 25	6 45	- -		- -	838.02	....Kentwood..♁	- -		- -	- -	6 45	6 59	- -	10 [illegible]5	
....	6 30	12 52	- -	6 55	- -		- -	842.40	....Tangipahoa..♁	- -		- -	- -	- -	5 46	- -	10 25	
....	6 43	1 05	- -	7 07	- -		- -	848.76	.......Arcola....♁	- -		- -	- -	- -	5 30	- -	10 10	
....	6 51	1 15	6 50	7 16	- -		r -	852.53	......Amite....♁	- -		- -	4 45	6 17	5 20	c -	10 01	
....	7 03	1 27	- -	7 28	- -		- -	858.92	..Independence.♁	- -		- -	- -	- -	5 04	- -	9 46	
....	7 25	1 50	7 15	7 50	6 40		9 15	868.25	....Hammond..♁	10 48		10 48	4 20	5 48	4 40	8 43	9 25	
....	8 24	2 56	- -	8 58	- -		- -	897.05	......Frenier....♁	- -		- -	- -	- -	3 40	- -	8 22	
....	8 51	3 35	8 26	9 32	- -		- -	910.84	.....Kenner...♁	- -		- -	- -	- -	3 12	- -	7 53	
....	9 15	4 00	8 50	9 55	8 15		10 55	921.37	..New Orleans ♁	*9 15		*9 15	*3 00	*4 30	*2 50	*7 10	*7 30	
....	P M	P M	A M	A M	P M		A M	......	ARRIVE] [LEAVE	A M		A M	A M	P M	P M	P M	A M	

Additional Train—Leaves Cairo for Fulton *4 30 p.m.

b Stops to leave from St. Louis and points north of Fulton and to take for Memphis and beyond.

* Daily; † daily, except Sunday; b connection made at Texas Junction; c stops to take for north of Grenada; e stops to take passengers for New Orleans; g stops to leave passengers from points north of Memphis and to leave passengers boarding train at Memphis holding through tickets sold on connecting lines; i stops to leave from Chicago and St. Louis; l stops to take or leave through passengers via connecting lines; m stops to take Sleeping Car passengers for points north of Carbondale, where Nos. 4 and 204 make stops; p stops Saturday to take for or leave from New Orleans; r stops to leave from Memphis or points north; y stops to take on Coach passengers for points north of Cairo where Nos. 4 and 204 stop, also stops to leave passengers from Memphis and points south.

Table 9—FULTON AND GRENADA, VIA JACKSON, TENN.

35	33	6	9	23	Miles.	December 13, 1909.	8	24	10	32	34
A M	A M	P M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	Noon	Night
*11 15	*4 15	*3 30	*6 55	*5 20	0	......Fulton...♁	10 00	9 00	9 10	12 30	12 15
11 35	4 35	3 50	7 14	5 40	11.56	+....Martin...♁	9 37	8 35	8 51	*12 10	*11 55
A M	A M	4 05	- -	5 55	19.51	......Sharon....♁	9 22	8 20	- -	Noon	P M
....	....	4 17	- -	6 07	25.44	....Greenfield..♁	9 10	8 10	- -	....	....
....	....	4 28	- -	6 17	30.94	.....Bradford...♁	8 59	8 00	- -	....	....
....	....	4 52	8 04	6 38	42.37	+.....Milan.....♁	8 36	7 40	8 04	....	....
....	....	5 35	8 40	7 20	64.40	+.Jackson, Tenn.♁	7 48	7 00	*7 30	....	....
....	....	6 09	A M	7 56	76.73	......Medon.....♁	7 13	6 25	P M	....	....
....	....	6 27	....	8 12	85.76	......Toone....♁	6 56	6 07	....	....	....
....	....	6 43	....	8 26	93.37	......Bolivar....♁	6 40	5 50	....	....	....
....	....	7 04	....	8 45	103.80	..Hickory Valley ♁	6 22	5 25	....	....	....
....	....	7 20	....	9 00	111.90	+..Grand Jn..♁	6 06	5 10	....	....	....
....	....	7 33	....	9 10	118.01	..Michigan City.♁	5 55	4 58	....	....	....
....	....	7 45	....	9 21	124.06	......Lamar.....♁	5 42	4 47	....	....	....
....	....	‖8 10	....	9 44	136.78	ar.} +Holly {lv.	5 16	4 25	....	....	....
....	....	8 30	....	9 44	136.78	lv.} Springs ♁ {ar.	5 16	4 25	....	....	....
....	....	8 46	....	9 59	145.48	....Waterford..♁	4 58	4 04	....	....	....
....	....	9 25	....	10 35	165.81	‡....Oxford.....♁	4 18	3 21	....	....	....
....	....	9 40	....	10 49	173.77	......Taylor....♁	4 01	3 05	....	....	....
....	....	10 05	....	11 10	182.89	+Water Valley ♁	3 43	2 45	....	....	....
....	....	10 28	....	11 35	196.12	....Coffeeville..♁	3 11	2 12	....	....	....
....	....	10 55	....	12 05	211.68	+..Grenada..♁	*2 38	*1 40	....	....	....
....	....	P M	....	Noon	....	ARRIVE] [LEAVE	A M	P M	....	....	....

‡ Stops to leave Coach passengers from north of Cairo.

v Stops to leave from west of Mississippi River, via Memphis; w stops Monday to take for New Orleans; x stops to take for north of Carbondale; z carries only Sleeping Car passengers Memphis to Fulton, Coach passengers take train leaving Memphis 8 35 p.m. ‖ Meals.

+ Coupon stations; ♁ Telegraph stations.

Central time.

Table 10—SAND RIDGE AND MATTHEWS JUNCTION.

Lvs. **Sand Ridge** ♁ *9 00 a.m., arr. Oraville ♁ (11 miles) 9 25 a.m., Matthews Jn. ♁ (17 miles) 9 45 a.m. *Nov. 14, 1909.*

Table 11—CARBONDALE AND CAIRO LINE VIA THEBES.

405	Mls.	December 19, 1909.	424	422
A M	.....	LEAVE] [ARRIVE	A M	.....
*7 45	.....	+..St. Louis..♁	11 00	.....
11 01	.....	ar.Murphysboro ♁ lv.	b7 27	.....
A M	.....	LEAVE] [ARRIVE	A M	.....
*10 50	0	+.Carbondale....	7 50	.....
11 15	.....	lv.Murphysboro ♁ ar.	7 32	.....
11 20	.....	...Texas Junc.♁	7 20	.....
11 36	17	+.Sand Ridge.♁	7 02	.....
11 46	21	.....Leo Rock.....	6 55	.....
12 00	27	+.Grand Tower.♁	6 43	.....
12 11	32	.....Aldridge.....	6 31	.....
12 20	36	....Wolf Lake..♁	6 23	.....
12 29	41	.......Ware.......	6 15	.....
12 50	51	....McClure..♁	5 56	P M
1 06	57	...Gale Junction.♁	*5 45	6 18
1 30	67	...Olive Branch.♁	A M	5 51
2 10	85	+....Cairo....♁	.....	*5 10
P M	.....	ARRIVE] [LEAVE	.....	P M

Table 12—PONTIAC AND BLOOMINGTON BRANCHES.

325	305	Miles	December 19, 1909.	326	302
P M	A M	......	LEAVE] [ARRIVE	Noon	P M
†5 50	†2 40	0	+...Chicago..♁	12 10	9 30
P M	A M	......	ARRIVE] [LEAVE	A M	P M
7 25	4 04	......	+..Kankakee....	10 35	7 50
P M	A M	......	LEAVE] [ARRIVE	A M	P M
†7 40	†7 15	54.43	....Kankakee..♁	10 15	7 10
7 50	7 25	58.87	......Otto....♁	10 05	7 00
8 00	7 35	64.30	.......Irwin....♁	9 55	6 45
8 15	7 47	70.20	.....Herscher...♁	9 40	6 32
8 25	7 56	74.23	..Buckingham ♁	9 30	6 23
8 37	8 06	78.24	.....Cabery...♁	9 22	6 15
8 50	8 20	82.75	.....Kempton..♁	9 10	6 00
8 54	8 23	84.03	......Saxony.....	9 03	5 56
9 17	8 44	89.73	....Griswold....	7 52	6 15
9 29	8 54	94.87	......Eylar......	7 41	4 53
9 34	8 59	96.88	.....Rugby......	7 37	4 43
9 39	9 03	98.94	.....Swygert.....	7 32	4 35
9 51	9 15	104.53	.....Pontiac...♁	7 20	4 15
10 09	9 35	112.55	....Graymont..♁	7 00	3 55
10 19	9 45	116.87	.....Flanagan..♁	6 50	3 35
10 40	10 10	125.98	..Minonk Junc..	6 30	3 08
10 45	10 15	127.53	ar.+Minonk ♁ lv.	†6 25	†3 00
9 02	8 30	86.94	.....Cullom....♁	8 55	6 48
9 13	8 45	91.32	.....Charlotte.....	8 45	6 38
9 25	8 55	95.90	+Chatsworth ♁	8 35	6 30
9 35	9 03	100.31	.....Healey......	8 27	5 22
9 45	9 11	104.14	......Risk......	8 18	5 13
9 55	9 23	110.68	.....Cropsey...♁	8 07	5 02
10 04	9 32	114.10	.....Anchor....♁	7 58	4 54
10 13	9 40	118.31	.....Colfax....♁	7 50	4 46
10 25	9 53	125.95	...Cooksville..♁	7 38	4 34
10 32	10 01	127.50	....Fletcher's....	7 32	4 27
10 38	10 07	129.85	......Merna....♁	7 27	4 22
10 46	10 15	133.85	.......Barnes.....	7 18	4 13
11 00	10 30	139.68	+.Bloomington..♁	†7 05	†4 00
P M	A M	......	ARRIVE] [LEAVE	A M	P M

Table 13—JOHNSTON CITY BRANCH.

....	526	502	524	Mls	December 19, 1909.	Mls	521	505	501
....	P M	P M	A M	....	LEAVE] [ARRIVE	....	A M	A M	P M
....	*8 45	*1 40	*8 10	0	......Carbondale....♁	19	6 55	10 40	4 20
....	9 00	2 00	8 30	5	..........Reeds..........	14	6 35	10 15	3 50
....	9 25	2 30	8 52	13	.........Herrin.......♁	6	6 15	9 55	3 26
....	9 50	3 00	9 30	19	....Johnston City..♁	0	*5 55	*9 35	*3 05
....	P M	P M	A M	....	ARRIVE] [LEAVE	....	A M	A M	P M

For Index of Stations, see pages 968-969.

ILLINOIS CENTRAL RAILROAD—Continued.

For Index of Stations, see pages 968-969.

Table 14—CHICAGO, DUBUQUE, COUNCIL BLUFFS AND OMAHA LINE.

21-21	35	5	401	1	3	Miles	November 14, 1909.	4	2	6	402	36	22-32
P M	P M	A M	P M	P M	A M	......	LEAVE] [ARRIVE	P M	A M	P M	A M	A M	Noon
†3 15	*2 00	*2 30	*6 00	*5 00	*8 10	0	+.....**Chicago**......♁	9 55	8 30	6 20	9 30	10 10	12 35
– –	2 40	– –	– –	– –	– –	20.8	.....South Addison...♁	– –	– –	– –	– –	– –	– –
a4 02	3 00	– –	– –	– –	b9 00	28.1	.......Cloverdale.....♁	c8 05	– –	5 20	– –	9 00	d x
– –	3 11	– –	– –	– –	b9 06	31.8	........Granger........	– –	– –	6 14	– –	8 43	d x
4 16	3 23	– –	– –	– –	b9 17	37.5	.......Coleman.......♁	b8 50	– –	5 05	– –	8 18	11 30
– –	3 28	– –	– –	– –	b9 21	40.2	......Youngsdale....♁	c8 43	– –	4 59	– –	8 11	d x
– –	3 36	– –	– –	– –	b9 25	43.0	.........Bowes.......♁	c8 40	– –	4 55	– –	8 04	d x
– –	3 46	– –	– –	– –	b9 29	45.5	......Plato Center....♁	c8 36	– –	4 48	– –	7 57	11 18
4 40	4 01	– –	– –	– –	9 38	51.8	.......Burlington.....♁	c8 27	– –	4 40	– –	7 40	11 06
– –	4 10	– –	– –	– –	b9 45	56.3	.....Charter Grove...♁	c8 21	– –	4 32	– –	7 26	d x
b4 52	4 25	– –	– –	– –	9 52	60.1	.........Genoa.......♁	c8 17	– –	4 25	– –	7 14	10 51
– –	4 40	– –	– –	– –	b10 02	65.9	......Colvin Park....♁	c8 10	– –	4 14	– –	7 02	d x
– –	4 50	– –	– –	– –	b10 12	72.4	.........Irene.......♁	c8 02	– –	4 06	– –	6 51	10 33
– –	5 00	– –	– –	– –	b10 25	77.8	........Perryville.....♁	c7 54	– –	3 58	– –	6 43	10 25
b5 24	5 10	– –	– –	– –	b10 34	83.6	.....East Rockford.....	c7 40	– –	3 49	– –	6 34	10 15
5 30	5 15	4 23	7 53	8 53	10 39	85.3	+.....**Rockford**.....♁	7 36	6 20	3 45	7 32	*6 30	10 10
5 45	P M	– –	– –	– –	10 52	93.1	.........Alworth......♁	c7 23	– –	3 33	– –	A M	9 56
5 55		– –	– –	– –	11 00	98.9	........Seward......♁	c7 14	– –	3 25	– –		9 47
6 05	.....	– –	– –	– –	11 10	104.8	.........Evarts.......♁	c7 00	– –	3 17	– –	.....	9 38
6 40	.....	5 05	6 40	7 40	11 30	113.0	+.....**Freeport**.....♁	6 45	5 40	3 05	6 55	.....	9 25
6 55	.....	– –	– –	– –	11 45	121.0	.........Eleroy.......♁	6 25	c5 18	2 45	– –	.....	8 55
7 05	.....	– –	– –	– –	11 53	125.6	..........Lena........♁	6 16	c5 08	2 37	n x	.....	8 45
7 20	.....	– –	– –	– –	12 07	133.7	..........Nora.......♁	6 01	c4 56	2 22	– –	.....	8 31
7 27	.....	– –	– –	– –	12 15	137.2	+......**Warren**......♁	5 55	c4 51	2 15	n x	.....	8 25
7 39	.....	– –	– –	– –	12 25	143.1	......Apple River....♁	5 46	c4 42	2 04	– –	.....	8 13
7 54	.....	– –	– –	– –	12 40	151.3	.....Scales Mound....♁	5 30	c4 27	1 50	– –	.....	7 58
8 03	.....	– –	– –	– –	12 50	156.8	......Council Hill....♁	5 20	c4 15	1 40	– –	.....	7 48
8 23	.....	6 19	8 56	9 01	1 06	164.1	+......**Galena**......♁	5 07	4 00	1 26	5 27	.....	7 33
8 53	33	– –	– –	– –	1 33	180.0	.....East Dubuque...♁	4 41	– –	1 01	5 01	34	7 06
9 00	P M	6 50	10 25	9 30	1 40	181.6	arr..+**Dubuque**♁..lve.	4 35	3 25	12 55	4 55	A M	†7 00
*6 00	†4 00	7 00	10 30	9 35	1 45	181.6	lve....**Dubuque**....arr.	4 30	3 20	12 45	4 50	10 15	9 15
6 27	4 36	– –	– –	– –	– –	196.0	.........Peosta.......♁	– –	– –	– –	– –	9 45	8 46
6 34	4 45	– –	– –	– –	2 20	200.3	.........Epworth......♁	– –	– –	– –	– –	9 35	8 35
6 41	4 52	7 35	m11 05	– –	2 27	204.2	.........**Farley**.......♁	3 50	r2 42	12 03	r4 16	9 25	8 27
6 52	5 05	7 45	11 16	10 21	2 38	210.7	+.....Dyersville......♁	3 40	2 32	11 52	4 06	9 10	8 12
7 04	5 18	– –	– –	– –	2 50	218.4	.........Earlville.......♁	y3 27	– –	11 40	– –	8 55	7 58
7 11	5 27	– –	– –	– –	2 55	222.2	.......**Delaware**.....♁	y3 21	– –	11 34	– –	8 47	7 48
7 23	5 40	8 10	11 42	10 50	3 10	228.2	+...**Manchester**....♁	3 10	2 05	11 25	3 41	8 35	7 35
7 35	5 55	– –	– –	– –	3 22	235.0	.......Masonville.....♁	– –	– –	11 12	– –	8 21	7 18
7 46	6 10	– –	– –	– –	3 33	242.3	.........Winthrop......♁	– –	– –	11 00	– –	8 04	7 03
8 01	6 25	8 45	12 20	11 30	3 48	250.8	+..**Independence**..♁	2 35	1 32	10 45	3 07	7 47	6 45
8 18	6 45	– –	– –	– –	4 05	259.5	.........Jesup........♁	– –	– –	10 30	– –	7 30	6 27
8 29	7 00	– –	– –	– –	z4 20	267.5	...... Raymond......♁	– –	– –	10 15	– –	7 15	6 12
8 50	7 15	9 25	12 55	12 10	4 40	274.6	+.....**Waterloo**.....♁	2 00	12 55	10 00	*2 30	†7 00	6 00
9 03	P M	9 37	Night	12 25	4 55	281.7	+....**Cedar Falls**....♁	1 41	12 25	9 37	A M	A M	5 35
9 20	.....	– –		– –	5 12	291.5	.....New Hartford...♁	h –	– –	9 20			5 12
9 35		10 03	.....	12 55	5 30	300.1	......Parkersburg....♁	1 15	11 54	9 05	.....		4 55
9 42		– –	.....	– –	5 40	305.5	........Aplington.....♁	h –	– –	8 56	.....		4 43
9 58		10 28	.....	1 15	5 58	314.3	+......**Ackley**.......♁	12 55	11 32	8 43	.....		4 25
10 18		10 43	.....	1 33	6 20	325.0	+....**Iowa Falls**....♁	12 40	11 14	8 25	.....		4 05
10 29		– –	.....	– –	6 32	331.5	.........Alden.......♁	12 28	– –	8 11	.....		3 48
10 45		– –	.....	– –	6 49	340.1	........Williams.......♁	12 16	– –	7 58	.....		3 30
10 54		– –	31	– –	6 58	345.7	.... Blairsburg.....♁	12 08	– –	7 50	32		3 20
11 08		11 23	A M	2 16	7 15	354.3	+..**Webster City**...♁	11 55	10 27	7 35	P M		3 00
12 06		12 06	†6 45	3 10	8 00	374.0	+....**Fort Dodge**....♁	11 20	9 55	*7 00	9 00		*2 15
12 17		12 17	7 00	3 22	P M	380.1	.........**Tara**........♁	10 55	9 28	A M	8 45		P M
e q		e q	– –	m –	.....	386.8	........Wadleigh	– –	g –		– –		.....
e q		e q	7 14	m v	.....	389.2	........Knierim.......♁	10 39	g –		8 28		
12 46		12 46	7 35	3 48	.....	399.1	+..**Rockwell City**..♁	10 24	9 03		8 10		
e q		e q	7 44	m –	...	404.3	.......Sherwood.......♁	10 13	g –		7 55		
e q		e q	7 55	m –	.....	411.0	.........Yetter.......♁	10 02	g –		7 43		
1 23		1 23	8 22	4 30	.....	424.8	.......Wall Lake.....♁	9 41	8 25		7 20		
1 53		1 53	9 06	5 03	.....	447.2	+......Denison.......♁	9 06	7 52		6 36		
e q		e q	9 20	m v	.....	454.6	.........Arion.........	8 56	g –		6 21		
e q		e q	9 25	m v	.....	456.8	........Dow City.....♁	8 52	g –		6 16		
2 13		2 13	9 43	m v	.....	464.5	.........Dunlap.......♁	8 43	g –		6 03		
2 28		2 28	10 00	m v	.....	474.4	+.....Woodbine.....♁	8 29	g –		5 45		
2 42		2 42	10 15	6 00	.....	482.4	.........Logan.......♁	8 18	7 03		5 29		
e q		e q	10 43	m –	.....	496.1	.........Grable.......♁	7 56	g –		5 00		
3 25		3 26	11 10	6 55	.....	510.6	ar.+**Council Bluffs**.lv.	7 35	6 20		4 35		
3 45		3 45	11 30	7 15	.....	514.8	+......**Omaha**........	*7 15	*6 00		†4 15		
P M	.....	P M	A M	A M	.....	.....	ARRIVE] [LEAVE	A M	P M	.....	P M		.....

a Stops to leave from Chicago; *h* stops to take for Dubuque and points beyond.

● Connection made at Cedar Falls, leaving there 9 37 a.m.

q Stops to leave passengers from points between Gypsum and Dubuque; *r* stops to leave from west of Waterloo.

STANDARD—*Central time.*

Train No. 5—Fast Mail. Daily. Electric-lighted Sleeping Car Chicago to Fort Dodge (open after 8 30 p.m.). Electric-lighted Sleeping Car Chicago to Dubuque. Free Reclining Chair Car from Chicago to Omaha. Through Coach from Chicago to Sioux City. Dining Car Freeport to Council Bluffs. **Train No. 1**—Chicago-Omaha Limited. Daily. Sleeping Car and Free Reclining Chair Car Chicago to Omaha. Buffet Club Car Chicago to Waterloo. Sleeping Car and Free Reclining Chair Car Chicago to Sioux City. Coach Fort Dodge to Omaha and Fort Dodge to Sioux City. Free Reclining Chair Car and Coach Cherokee to Sioux Falls. Buffet Sleeping Car Chicago to Sioux Falls. Dining Car service Chicago to Freeport, and Fort Dodge to Sioux City. Through Sleeping Car reservations to San Francisco on this train in connection with the "Overland Limited" of the Union Pacific Ry. from Omaha. **Train No. 3**—Fort Dodge Day Express. Daily. Coaches Chicago to Fort Dodge. Parlor Car Chicago to Dubuque. **Train No. 2**—Omaha-Chicago Limited. Daily. Sleeping Car and Free Reclining Chair Car Omaha to Chicago. Sleeping Car and Free Reclining Chair Car Sioux City to Chicago. Coach Sioux City to Fort Dodge. Buffet Sleeping Car Sioux Falls to Chicago (carried, except Sunday, Cherokee to Fort Dodge on Train No. 132; on Sunday carried on No. 102). Free Reclining Chair Car and Coach Cherokee to Sioux Falls. Dining Car service Sioux City to Fort Dodge, Omaha to Fort Dodge and Freeport to Chicago. Electric-lighted Sleeping Car Waterloo to Chicago (open after 8 30 p.m.). Electric-lighted Sleeping Car Dubuque to Chicago (open after 9 00 p.m.). **Train No. 4**—Daily. Free Reclining Chair Car Omaha to Chicago. Coach Omaha to Fort Dodge. Through Coach Sioux City to Chicago. Parlor Car Dubuque to Chicago. Dining Car Ft. Dodge to Freeport. **Train No. 6**—Daily. Coaches Ft. Dodge to Chicago. Parlor Car Dubuque to Chicago. **Trains Nos. 22-2**—Daily. Electric-lighted Sleeping Car Ft. Dodge to Chicago, carried on No. 22 to Waterloo and No. 2 beyond. Coaches Ft. Dodge to Dubuque. Free Chair Cars Dubuque to Chicago.

Table 15—CHICAGO, MINNEAPOLIS AND ST. PAUL.

403	405	401	Mls.	May 16, 1909.	402	406	422
A M	A M	P M	.....	LEAVE] [ARRIVE	A M	P M	A M
†8 10	*2 30	*6 00	.....	.....**Chicago**.....	9 30	6 20	8 30
1 45	7 00	10 30	.....	.... **Dubuque**	4 50	12 45	9 15
4 35	9 20	12 55	.....	arr.**Waterloo**.lve.	2 30	● –	6 00
P M	A M	A M	.....	LEAVE] [ARRIVE	A M	A M	P M
†4 50	*10 05	*1 00	0	....**Waterloo**....	2 25	10 05	5 20
5 05	10 20	1 15	7.1	...**Cedar Falls**.♁	2 10	9 30	4 50
5 20	10 35	– –	14.9	.....Janesville...♁	– –	9 18	4 35
5 35	10 50	1 45	21.1	+....Waverly....♁	1 45	9 05	4 15
5 50	11 05	– –	29.6	.....Plainfield...♁	– –	8 45	3 55
6 02	11 20	2 11	37.5	+....Nashua....♁	1 12	8 32	3 40
6 23	11 45	2 32	49.4	+**Charles City**♁	12 50	8 10	3 15
6 32	11 55	– –	55.4	........Floyd.....♁	– –	7 57	3 00
6 53	12 25	3 00	66.5	+.... Osage.....♁	12 26	7 37	2 38
.....	.....	.....	85.9	ar.**Stacyville**♁lv.	.....	.....	1 47
– –	1 05	– –	82.5	.......**Mona**....♁	– –	7 00	– –
7 26	1 15	3 35	83.6	.......**Lyle**.....♁	11 54	6 55	1 13
8 00	1 49	4 07	101.8	....**Glennville**..♁	11 26	6 15	12 35
8 15	2 05	4 25	109.0	....**Albert Lea**....	*11 13	†6 00	*12 20
P M	P M	A M	.....	ARRIVE] [LEAVE	P M	A M	Noon
.....	P M	A M	.....	(*M. & St. L. R.R.*)	P M	.....	Noon
.....	†3 25	4 35	109.0	lv..**Albert Lea**.ar.	11 05	.....	12 10
.....	6 58	7 35	216.2	...**Minneapolis**...	8 00	.....	8 40
.....	7 40	8 10	228.0	..... **St. Paul**.....	*7 15	.....	†8 00
.....	P M	A M	.....	ARRIVE] [LEAVE	P M	.....	A M

Table 16—CHICAGO, SIOUX CITY AND SIOUX FALLS.

105	131	101	Miles	May 16, 1909.	104	132	102
A M	.....	P M	.....	LEAVE] [ARRIVE	P M	A M	A M
*2 30	.....	*5 00	0	.....**Chicago**.....	9 55	8 30	8 30
7 00	.....	9 35	181.6	....**Dubuque**....	4 35	3 25	3 25
12 01	A M	2 50	374.0	ar..**Ft. Dodge**.lv.	11 20	9 55	9 55
*12 11	†6 30	*3 05	374.0	lv.+**Ft. Dodge**♁ar.	11 15	9 20	9 30
12 23	6 44	3 17	380.1	.......**Tara**.....♁	11 03	9 04	9 18
12 47	7 05	3 37	392.5	......Manson....♁	10 40	8 40	8 58
1 02	7 18	– –	400.3	.....Pomeroy...♁	10 20	8 26	– –
1 20	7 32	4 05	408.8	+....**Fonda**....♁	10 02	8 10	8 32
1 35	7 48	– –	417.0	......Newell....♁	9 45	7 55	– –
1 55	8 07	4 40	427.5	+..Storm Lake..♁	9 27	7 35	8 05
2 18	8 25	– –	440.6	.......Aurelia....♁	9 05	7 05	– –
2 40	8 50	5 30	450.0	+..**Cherokee**..♁	8 50	6 45	7 30
3 10	9 23	6 02	465.3	......Marcus....♁	8 17	6 09	– –
3 26	9 37	– –	473.8	......Remsen...♁	8 00	5 50	– –
3 45	10 00	6 35	484.1	+.. **Le Mars**..♁	7 40	5 30	6 40
4 18	10 35	– –	501.3	.......James....♁	7 06	4 59	– –
4 40	11 00	7 30	509.2	+.**Sioux City**.♁	*6 50	†4 40	*6 00
P M	A M	A M	......	ARRIVE] [LEAVE	A M	P M	P M
		*5 40	450.0	lv.+**Cherokee**♁ar.	.....	6 35	6 35
		5 55	458.3	.....Larrabee...♁	.....	6 15	6 15
		6 08	464.2	.....Calumet...♁	.....	6 03	6 03
		6 30	475.2	.... Primghar ..♁	.....	5 40	5 40
		6 43	481.5	......Archer....♁	.....	5 27	5 27
		6 58	488.7	+...Sheldon...♁	.....	5 10	5 10
		7 10	494.9	.....Matlock...♁	.....	4 58	4 58
		7 27	502.8	......George....♁	.....	4 40	4 40
		7 38	508.4	...... Edna ....♁	.....	4 28	4 28
		7 52	513.6	+**Rock Rapids**♁	.....	4 15	4 15
		8 22	526.7	.......**Hills**.....♁	....	3 48	3 48
		8 37	533.2	.....Benclare...♁	.....	3 32	3 32
		8 47	537.3	.....Rowena...♁	.....	3 22	3 22
		9 15	546.8	+.**Sioux Falls**.♁	.....	†3 00	*3 00
		A M	......	ARRIVE] [LEAVE	.....	P M	P M

o Stops Sundays to leave from west of Ft. Dodge; *x* stops to take for Chicago; *y* stops to leave from west of Ft. Dodge.

Table 17—MADISON DISTRICT.

331	305	Ms.	November 14, 1909.	332	304
P M	A M	....	LEAVE] [ARRIVE	Noon	P M
3 15	2 30	....	......**Chicago**......	12 35	9 55
6 20	5 00	....	arr.+**Freeport**.lve.	9 25	6 45
†6 55	†7 10	0	lve..**Freeport**♁arr.	9 15	6 25
7 15	7 31	8.3	......Red Oak....♁	8 54	6 02
7 22	7 37	10.6	....Buena Vista..♁	8 48	5 55
7 30	7 47	14.2	.... Orangeville..♁	8 41	5 48
7 38	7 55	17.7	........Clarno.....♁	8 32	5 40
7 55	8 18	25.0	+....**Monroe**....♁	8 18	5 26
8 19	8 52	35.2	..... Monticello...♁	7 55	5 01
8 38	9 11	43.8	......Belleville....♁	7 37	4 40
8 46	9 20	47.7	........Basco.....♁	7 29	4 30
8 55	9 29	52.0	.....Fitchburg...♁	7 20	4 20
9 20	9 50	61.6	+...**Madison**...♁	†7 00	†4 00
P M	A M	....	ARRIVE] [LEAVE	A M	P M

Table 18—TIGER TAIL BRANCH.

No. 493	Ms	December 13, 1909.	No. 494
†8 00 A M	0	lve..**Dyersburg**.arr.	1 10 P M
8 45 "	7	........Heneks.......	12 30 Noon
9 15 A M	10	.**Stevens Junction**.	12 15 Noon
9 45 A M	14	....**Menglewood**....	†10 00 A M
11 00 A M	15	arr...**Tiger Tail**..lve.	†11 30 A M

d Stops to leave from west of Rockford; *n* stops to leave from east of Dubuque and from St. Paul and Minneapolis; *s* stops Sundays only to take passengers.

+ Coupon stations; ♁ Telegraph stations.

* Daily; † daily, except Sunday; *b* stops to take for or to leave passengers from Chicago or to leave from and to take for Rockford and points west; *c* stops only to leave passengers from Ft. Dodge and beyond; *e* stops to take for points beyond Omaha; *g* stops to leave from points west of Omaha; *n* stops to leave from St. Paul and Minneapolis; *v* stops to take passengers holding tickets for the Union Pacific "Overland Limited" train to Cheyenne and points west where that train is scheduled to stop. ‖ Meals.

ILLINOIS CENTRAL RAILROAD—Continued.

Table 19—CHICAGO, SPRINGFIELD AND ST. LOUIS.

501	523	17	525	19	505	Miles	December 19, 1909.	18	526	20	502	534	524	536
....	....	P M	P M	A M	A M	......	STATIONS.	A M	Noon	P M	P M	....	....	....
....	....	*10 15	*5 50	*10 02	*2 40	0	lve......**Chicago**.....arr.	7 27	12 10	*7 28	9 30	....	....	....
....	....	10 25	6 00	10 11	— —	3.80	» ..**43d St. Station**.. »	7 16	12 01	7 19	9 19	....		
....	....	10 28	6 05	10 14	— —	5.12	» .....**Hyde Park**..... »	7 12	11 58	7 16	9 16	....		
....	....	10 32	6 08	10 17	— —	6.45	» ..**Woodlawn Park**.. »	7 08	11 55	7 13	9 11	....		
....	....	10 37	6 14	j10 22	2 55	8.03	» ..**Grand Crossing**.. »	a7 02	11 50	a7 08	9 07			
		10 47	j6 24	j10 32	— —	13.09	» ....**Kensington**.... »	a6 51	11 38	g6 56	8 57			
		11 50	7 25	11 32	4 04	54.43	» ......**Kankakee**..... »	5 30	10 35	6 49	7 50			
		12 28	8 00	12 04	4 45	79.66	arr......**Gilman**.......lve.	4 30	9 47	5 14	7 15			
		12 33	8 15	12 07	4 55	79.66	lve....+**Gilman** ♂.....arr.	4 25	9 40	5 11	7 08			
		— —	8 28	— —	5 03	84.96	........Ridgeville.......♂	— —	9 29	— —	6 59			
		— —	8 34	b12 20	5 08	88.68	........Thawville.......♂	b4 07	9 22	— —	6 52			
		b12 57	8 44	b12 28	5 17	94.16	.........Roberts.........♂	3 57	9 12	— —	6 41			
		b d	8 52	b12 34	5 25	98.77	.........Melvin.........♂	b3 47	9 03	— —	6 32			
		— —	9 01	— —	5 35	104.55	.... Guthrie	— —	8 52	— —	6 22			
		1 23	9 10	12 48	5 43	108.54	+........**Gibson**.......♂	3 28	8 45	4 32	6 15			
		b1 32	9 20	b12 56	5 53	114.21	.........Harpster........♂	b3 19	8 34	b4 22	6 03			
		— —	9 28	— —	5 59	117.74	.........McNulta..........	— —	8 27	— —	5 57			
		— —	9 31	c1 05	6 05	120.32	........Belleflower.......♂	b3 08	8 22	— —	5 52			
		— —	9 34	— —	6 08	121.76	.........Laurette..........	— —	8 19	— —	5 48			
....		— —	9 40	— —	6 12	124.23	..........Kumler..........	— —	8 15	— —	5 44			
....		— —	9 43	— —	6 15	125.89	.........Weedman ....♂	— —	8 12	— —	5 41			
....		1 57	9 50	1 21	6 25	129.12	+.... **Farmer City**....♂	2 50	8 05	4 01	5 35			
....		— —	9 59	— —	6 33	133.51	..........Parnell..........	— —	7 57	— —	5 26			
....		— —	10 03	— —	6 36	135.09	..........Fullerton.........	— —	7 53	— —	5 23			
....		— —	10 08	— —	6 41	137.73	.... Dewitt ....♂	— —	7 48	— —	5 18			
....	....	— —	10 15	— —	6 49	142.19	.... Birbeck	— —	7 40	— —	5 10		....	
A M	P M	2 35	10 25	1 49	7 00	147.06	arr.....+**Clinton** ♂....lve.	2 15	*7 30	3 38	6 00		Noon	
†9 15	*3 15	2 40	P M	1 52	7 08	147.06	lve.......**Clinton**......arr.	2 10	†7 25	3 36	4 55		12 50	
9 29	3 38	2 53	.....	e2 03	7 23	155.20	+........**Kenney**.........♂	1 53	7 08	e3 21	4 41		12 33	
9 39	3 48	— —	.....	— —	s —	161.23	.........Chestnut.........♂	e1 43	6 58	— —	4 31		12 23	
9 50	4 01	3 13	.....	2 22	7 40	167.51	+.....**Mt. Pulaski**......♂	1 33	6 48	3 04	4 21		12 13	
9 58	4 12	— —		— —	s —	171.69	.... Lake Fork ....♂	— —	6 40	— —	4 12		12 04	
10 05	4 18	— —		— —	7 51	175.33	.........Cornland........♂	e1 20	6 34	— —	4 06	....	11 59	
10 10	4 23	— —		— —	7 55	178.27	........Buffalo Hart ....♂	— —	6 29	— —	4 00	....	11 54	
10 20	4 31	— —		— —	8 03	182.72	..........Barclay............	e1 06	6 21	— —	3 51	....	11 46	....
10 23	4 33	— —		— —	8 06	184.16	.........Spaulding........♂	— —	6 18	— —	3 48	P M	11 43	P M
10 45	4 55	4 05		3 07	8 31	191.86	+......**Springfield**......♂	12 46	†6 00	2 30	*3 30	8 10	11 25	10 30
A M	5 26	— —		— —	9 01	207.84	....**Pawnee Junction**..♂	— —	A M	— —	P M	7 30	10 46	9 55
	6 30	4 37		— —	9 06	209.42	..........Divernon.........♂	12 07	.....	— —	....	7 27	10 41	9 52
	5 40	— —		— —	9 15	214.74	.... Thomasville .....♂	— —	.....	— —		7 16	10 33	9 41
	5 46	e4 52		— —	9 20	218.06	.........Farmersville......♂	— —	.....	— —		7 05	10 27	9 36
	5 55	e4 59		— —	9 28	222.40	.........Waggoner.........♂	— —	.....	— —		7 00	10 17	9 25
	6 28	5 25		4 12	9 52	236.42	+.......**Litchfield**.......♂	11 20	.....	1 18		6 28	9 52	8 57
	6 46	n5 40		4 23	10 10	244.51	+.......**Mt. Olive**.......♂	11 04	.....	1 03		6 11	9 35	8 40
	7 07	e6 01		— —	10 37	257.23	..........**Alhambra**.......♂	e10 40	.....	— —		5 48	9 12	8 18
	7 19	e6 12		— —	10 55	264.52	..........Marine..........♂	e10 25	.....	— —		5 31	9 01	8 05
	8 15	7 04	.....	☐	11 55	290.41	.... **Relay Depot**....♂	†9 50	.....			4 55	8 08	7 05
	8 35	7 24	.....	6 02	12 15	293.41	+........**St. Louis**.......♂	*9 12	....	*11 05		†4 15	*7 50	†6 48
	P M	A M	...	P M	Noon	......	ARRIVE] [LEAVE	P M	.....	A M		P M	A M	P M

* Daily; † daily, except Sunday; ‡ Sunday only; s stops Sundays. STANDARD—Central time.
‖ Meals. + Coupon stations; ♂ Telegraph stations.
△ Carries Tourist Car on these days.
y Runs over Eads Bridge, via East St. Louis.
a Stops to lve. passengers; b stops only to lve. or take Chicago, Kankakee or St. Louis passengers; c stops to lve. from Chicago or Kankakee.
e Stops to take or leave Chicago or St. Louis passengers; g stops to leave St. Louis passengers.
n Stops to leave passengers from schedule stops Springfield and north. ☐ Runs via Merchants Bridge.
f Stops only to take passengers.

Table 20. ABERDEEN AND DURANT.

235	203	Miles	November 14, 1909.	234	204
P M	A M	......	LEAVE] [ARRIVE	A M	P M
*3 00	*6 40	0	+....**Aberdeen**....♂	11 30	8 45
3 25	7 04	9.93	........Strong........	11 06	8 19
3 45	7 22	16.65	+...**West Point**..♂	10 48	8 00
4 03	7 39	23.72	........Osborn........	10 29	7 42
4 23	7 55	30.59	+....**Starkville**...♂	10 13	7 25
4 41	8 12	38.00	...... Longview ...♂	9 55	7 07
4 51	8 22	41.96	.......Bradley........	9 45	6 58
5 05	8 34	46.80	.......Sturges.....♂	9 34	6 47
5 32	8 53	55.25	.......Ackerman.....♂	9 13	6 25
5 43	9 03	58.57	.......Fentress	9 03	6 15
6 01	9 14	63.14	.... Weir ......♂	8 49	6 01
6 17	9 29	69.26	.... McCool.....♂	8 33	5 46
6 39	9 49	78.42	.........Ethel......♂	8 11	5 26
7 00	10 09	87.11	+....Kosciusko....♂	7 52	5 06
7 25	10 36	98.53	.........Sallis.......♂	7 25	4 38
7 50	11 05	108.26	+..... **Durant**......♂	*7 00	*4 15
P M	A M	......	ARRIVE] [LEAVE	A M	P M

Table 21—WEST LEBANON, RANTOUL AND LE ROY.

892	824	Miles	December 19, 1909.	831	891
P M	A M	......	LEAVE] [ARRIVE	A M	P M
†1 40	†11 40	0	.**West Lebanon**.♂	10 45	1 00
2 40	12 10	12.35	.......**Alvan**......♂	10 15	12 10
3 30	12 35	22.58	.......Potomac....♂	9 50	11 15
3 55	12 45	26.61	......Armstrong.....	9 40	10 50
4 50	1 05	34.26	.......Gifford.....♂	9 22	10 00
6 25	1 20	41.53	arr.+**Rantoul** ♂.lve.	9 05	†8 30
†8 20	1 50	41.53	lve...**Rantoul**...arr.	8 45	6 10
9 50	2 08	48.31	.......Dewey........	8 28	4 35
10 20	2 17	52.74	.... Fisher .....♂	8 20	4 05
10 40	2 28	57.52	.......**Lotus**.....♂	8 06	3 30
12 10	3 10	74.44	.......**Le Roy**.....♂	†7 25	†2 00
Noon	P M	......	ARRIVE] [LEAVE	A M	P M

Table 22—HAVANA BRANCH.

801	705	Miles	December 19, 1909.	526	702
A M	A M	......	LEAVE] [ARRIVE	Noon	P M
*9 40	*2 40	......	...... **Chicago**......	12 10	9 30
Noon	A M	......	ARRIVE] [LEAVE	A M	P M
12 37	6 00	......	.... **Champaign**	8 35	6 10
*6 10	*9 05	0	lve...**Champaign** ♂ arr.	8 30	5 40
6 25	9 16	7.25	.......Bondville.......	8 14	5 24
6 32	9 23	10.28	.......Seymour.....♂	8 07	5 17
6 43	9 36	15.40	....**White Heath**..♂	7 55	5 05
....	9 53	21.00	..... Monticello ...♂	....	4 53
....	10 09	29.39	.... Cisco.......♂	....	4 31
....	10 22	34.87	.... Argenta......♂	....	4 18
....	10 50	40.42	...... **Decatur**....♂	....	*3 50
....	A M	......	ARRIVE] [LEAVE	....	P M
6 53		18.50	........**Lodge**.....♂	7 48	
7 03	....	23.41	.... Deland ......♂	7 39	....
7 14	....	29.04	.... Weldon.......♂	7 28	....
7 26	6 05	34.57	.........Lanes.........	7 17	6 02
7 40	A M	40.09	arr..+**Clinton** ♂.lve.	*7 05	P M
P M	†8 15	40.09	lve....**Clinton**...arr.	A M	4 57
....	8 33	48.10	........Hallville........	....	4 34
....	8 40	50.01	... **Midland City**. ♂	....	4 26
....	8 48	53.75	........Beason ......♂	....	4 17
....	9 20	62.79	+.....**Lincoln**.. ...♂	....	3 46
....	10 05	76.75	.....New Holland...♂	....	3 09
....	10 26	82.08	+.. **Mason City**..♂	....	2 53
....	10 48	91.11	........Easton.......♂	....	2 31
....	11 15	103.09	+.....**Havana**.....♂	....	†2 00
....	A M	......	ARRIVE] [LEAVE	....	P M

OMAHA, MINNEAPOLIS AND ST. PAUL.—Short Line.

Nos. 2-3	Nos. 4-1	Ms	November 14, 1909.		Nos. 4-1		
*6 00 P M	†7 15 A M	0	lve.**Omaha**.........(*Ill. Cent.*)	arr.	7 15 A M	....	....
6 20 P M	7 35 A M	4	lve.**Council Bluffs**... »	arr.	6 55 A M	....	....
9 40 P M	11 10 A M	141	arr.**Ft. Dodge**........ »	lve.	3 10 A M	....	....
12 30 Night	11 40 A M	141	lve.**Ft. Dodge**...(*M. & St. L.*)	arr.	3 05 P M	....	....
4 10 A M	3 15 P M	244	arr.**Albert Lea**....... »	lve.	1 38 P M	....	....
7 35 A M	6 58 P M	352	arr.**Minneapolis**..... »	lve.	8 10 A M	....	....
8 10 A M	40 P M	364	arr.**St. Paul**.. .... »	lve.	*7 35 P M	....	....

Nos. 2-3 and Nos. 4-1—OMAHA, MINNEAPOLIS AND ST. PAUL LIMITED.—Daily. Sleeping Car between Omaha and St. Paul. Coaches between Omaha and Fort Dodge, and Fort Dodge and St. Paul. Dining Car and Free Reclining Chair Car between Fort Dodge and Omaha.

Nos. 4-1—OMAHA, MINNEAPOLIS AND ST. PAUL EXPRESS.—Daily, except Sunday. Coaches between Fort Dodge and Omaha and Fort Dodge and St. Paul. Free Reclining Chair Car Omaha to Fort Dodge.

Table 23—DODGEVILLE BRANCH.

No. 231	Mixed.	Ms.	Nov. 14, 1909.	No. 232	Mixed.
†7 05 P M	†6 45 A M	0	lv..**Freeport** ♂..ar.	8 55 A M	6 45 P M
7 45 »	8 11 »	18.7	....Winslow.....♂	8 11 »	4 20 »
8 27 »	9 45 »	36.1	.....Argyle.......♂	7 33 »	3 30 »
8 51 »	10 10 »	45.2	.. Blanchardville..♂	7 12 »	3 05 »
9 01 »	10 40 A M	52.4	..Hollandale....♂	6 57 »	2 40 »
9 30 P M	12 15 Noon	65.5	ar.+ **Dodgeville** ♂.lv.	†6 30 A M	†2 00 P M

SOUTHERN ROUTE TO CALIFORNIA.—FROM CHICAGO.

△	No. 1 Daily.	No. 3 Daily.	Via New Orleans.	No. 4 Daily.	No. 2 Daily.	△
Mon	9 40 A M	7 00 P M	lv.**Chicago**..(*Ill. Cent.*)ar.	10 40 A M	9 30 P M	Fri
Tue	10 55 A M	8 15 P M	ar.**New Orleans** » lv.	9 15 A M	7 10 P M	Thu
Tue	11 55 A M	9 00 P M	lv.**New Orleans**.(So. Pac.) ar.	7 25 A M	6 45 P M	Thu
Tue	11 55 P M	10 15 A M	ar.**Houston**.(*T. & N. O.*) lv.	8 45 P M	6 30 A M	Thu
Wed	7 35 A M	6 00 P M	ar.**San Antonio**.(G. H. & S. A.) lv.	11 00 A M	10 30 P M	Wed
Thu	8 30 A M	....	ar.**El Paso**.(*South. Pac.*) lv.	....	8 00 P M	Tue
Fri	1 30 P M	....	ar.**Los Angeles** » lv.	....	12 01 Noon	Mon
Sat	11 40 A M	.....	ar.**San Francisco** » lv.	....	4 00 P M	Sun

Daily Through Sleeping Car between Chicago, Houston and San Antonio on Trains Nos. 3 and 4. Through Pullman Tourist Sleeping Car is carried between Chicago and San Francisco on Trains Nos. 1 and 2.

Every **First** and **Third Tuesday** of each month Tourist Sleeping Car, Chicago to Houston, Tex., carried on Train No. 1.

Table 24—CHEROKEE AND ONAWA.

No. 631	Ms.	May 10, 1909.	No. 632
†9 00 A M	0	lve...+**Cherokee** ♂..arr.	5 45 P M
9 23 »	10.1	........Quimby.......♂	5 22 »
9 35 »	15.6	.........Washta......♂	5 10 »
9 53 »	23.6	+...Correctionville...♂	4 51 »
10 12 »	31.2	.........Anthon.......♂	4 33 »
10 30 »	38.7	...........Oto.........♂	4 15 »
10 42 »	43.5	.......Smithland.....♂	4 02 »
11 30 A M	60.7	arr...+ **Onawa** ♂...lve.	†3 25 P M

Table 25—CEDAR RAPIDS BRANCH.

No. 333	No. 305	Ms.	May 16, 1909.	No. 334	No. 322
†6 45 P M	†8 40 A M	0	lve...**Manchester** ♂ arr.	8 00 A M	5 30 P M
6 08 »	9 00 »	0.6	...........Ryan.........♂	7 40 »	5 08 »
6 21 »	9 13 »	15.2	.........Coggon.......♂	7 28 »	4 55 »
6 35 »	9 27 »	21.8	+.....Central City.....♂	7 14 »	4 40 »
7 25 P M	10 10 A M	42.1	arr...**Cedar Rapids** ♂ lve	†6 30 A M	†3 55 P M

ST. LOUIS AND JACKSONVILLE, FLA.

No. 205	No. 203	STATIONS.	No. 204	No. 206
*7 45 A M	*8 55 P M	lve.**St. Louis**.(*Ill. Cent.*) arr.	7 20 A M	8 30 P M
3 50 P M	4 35 A M	arr.**Martin**..... » lve.	11 55 P M	12 10 Noon
8 35 P M	8 35 A M	arr.**Nashville**.(N. C. & St. L.) lve.	8 00 P M	7 00 A M
2 44 A M	4 07 P M	arr.**Chattanooga** » lve.	11 20 A M	1 25 A M
7 10 A M	8 17 P M	arr.**Atlanta**..(*W. & A.*) lve.	7 15 A M	8 50 P M
11 20 A M	11 40 P M	arr.**Macon**....(*C. of Ga.*) lve.	3 55 A M	*4 40 P M
8 30 P M	7 30 A M	arr.**Jacksonville**.(A. C. L.) lve.	*8 15 P M	....

d Stops to leave passengers holding tickets Paxton to Melvin.

Train No. 203, Dixie Flyer—Through Sleeper St. Louis to Jacksonville, Fla., with Broiler Buffet serving all meals en route, and from which steaks, chops and the like may be obtained. Through Sleeper, Free Reclining Chair Cars and Coach St. Louis to Nashville. Dining Car Nashville to Jacksonville. Same service returning on No. 204. **Train No. 205, Day Express**—Through Coach St. Louis to Nashville. Returning: Same service returning on No. 206.

SOUTHERN ROUTE TO CALIFORNIA.—FROM CINCINNATI.

△	Daily.	Via New Orleans.	Daily.	△
Tues.	6 00 P M	lve.**Cincinnati**.(*B. & O. S. W. R. R*) arr.	6 15 P M	Sun.
Tues.	9 40 P M	lve.**Louisville**..(*Illinois Central*) arr.	5 35 P M	Sun.
Wed.	8 15 P M	arr.**New Orleans**.... » lve.	7 10 P M	Sat.
Thur.	11 55 A M	lve.**New Orleans**...(*South. Pac.*) arr.	6 45 P M	Sat.
Thur.	11 55 P M	arr.**Houston**......... » lve.	6 30 A M	Sat.
Sat.	8 30 A M	arr.**El Paso**.......... » lve.	8 00 P M	Thur.
Sun.	1 30 P M	arr.**Los Angeles**..... » lve.	12 01 Noon	Wed.
Mon.	11 40 A M	arr.**San Francisco**.. » lve.	4 00 P M	Tues.

For Index of Stations, see pages 968-969.

PINTSCH GAS In use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys.

SAFETY CAR HEATING & LIGHTING CO.
NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

ILLINOIS CENTRAL RAILROAD—Continued.

For Index of Stations, see pages 968-969.

Table 26—CHICAGO, EVANSVILLE AND HOPKINSVILLE LINE.

....	233 and 335	321	1	5	Mls.	Nov. 14, 1909.	24	8	336	332 and 234	334
....		....	A M	A M	......	LEAVE] [ARRIVE	P M	A M	....		....
....		....	*9 40	*2 40	0	+..Chicago..♁	5 20	6 15	....		....
....	....	....	9 55	— —	6.45	.Woodlawn Park.	6 02	5 56	....	....	....
....	....	....	l10 00	2 55	8.03	...Grand Crossing♁	4 57	5 51	....	....	....
....	....	....	l10 08	— —	13.09	..Kensington.♁	4 45	5 41	....	....	....
....	....	....	11 05	4 04	54.43	+..Kankakee..♁	3 20	4 15	....	....	....
....	....	....	— —	4 45	79.66	+...Gilman...♁	2 35	3 30	....	....	....
....	....	....	12 03	5 17	101.35	+...Paxton...♁	1 54	2 55	....	....	....
....	....	....	— —	5 37	112.32	+...Rantoul..♁	1 35	2 38	....	....	....
....	....	....	12 40	6 05	126.38	+.Champaign.♁	‖1 10	2 15	....	....	....
....	....	....	— —	6 22	135.65	+...Tolono....♁	12 38	1 50	....	....	....
....	....	....	y —	6 41	148.36	+...Tuscola...♁	12 12	1 28	....	....	....
....	....	....	y —	6 53	156.40	+....Arcola....♁	11 55	1 13	....	....	....
....	....	....	1 38	7 15	170.89	ar.+Mattoon.lv.	11 25	†12 45	....	....	....
....	....	....	1 45	7 35	170.89	lv..Mattoon♁ar.	‖11 20	11 05	....	....	....
....	....	....	1 58	7 48	177.34	+....Lerna....♁	11 06	10 47	....	....	....
....	....	....	2 20	8 11	188.41	......Toledo....♁	10 43	10 25	....	....	....
....	A M	....	2 32	8 23	193.95	+...Greenup..♁	10 31	10 13	....	P M	....
....	†6 00	....	3 07	9 05	211.78	+...Newton...♁	9 55	8 40	....	†6 25	....
....	6 23	....	3 32	9 29	222.24	..West Liberty♁	9 29	9 15	....	4 58	....
....	6 43	....	3 50	9 47	230.68	+....Olney....♁	9 13	9 00	....	4 41	....
....	7 19	....	4 28	10 19	246.66	....West Salem..♁	8 38	8 24	....	4 08	....
....	7 41	....	4 49	10 40	256.78	+...Browns...♁	8 17	8 03	....	3 45	....
....	8 05	....	5 08	10 58	265.18	+..Grayville..♁	7 53	7 44	....	3 28	....
....	8 37	....	5 34	11 25	277.18	..Stewartville♁	7 30	7 18	....	3 01	....
....	8 46	....	5 42	11 34	280.18	+.Poseyville.♁	7 21	7 11	....	2 53	....
....	9 30	A M	6 26	12 20	298.69	ar.+Evansville...lv.	*6 40	6 30	P M	†2 12	Noon
....	†6 00	*8 10	P M	1 00	298.69	lv..Evansville♁ar.	A M	6 20	2 45	10 40	12 01
....	5 27	8 40	═══	1 32	310.79	+.Henderson.♁	....	5 50	2 15	10 10	11 30
....	6 47	9 03	....	1 55	320.73	.....Corydon...♁	....	5 29	1 56	9 48	11 04
....	8 03	9 20	....	2 09	328.20	.....Waverly...♁	....	5 13	1 39	9 30	10 46
....	8 16	9 30	....	2 22	333.97	+Morganfield♁	....	5 00	†1 25	9 20	10 35
....	P M	10 00	....	2 57	348.62	....De Koven..♁	....	4 28	P M	8 48	10 00
....	....	10 13	....	3 10	354.07	......Sturgis....♁	....	4 16	═══	8 37	9 49
....	....	10 23	....	3 17	358.14	.....Sullivan.....	....	4 05	....	8 28	9 39
....	....	10 32	....	3 27	361.77	....Blackford..♁	....	3 55	....	8 20	þ9 30
....	....	11 00	....	3 55	373.94	+...Marion....♁	....	3 31	....	7 56	A M
....	....	11 26	341	4 21	385.84	.....Fredonia...♁	....	3 06	340	7 34	....
....	....	11 55	A M	4 50	398.70	ar.+Princeton..lv.	....	2 40	P M	7 10	....
....	....	2 40	*7 30	5 30	398.70	lv...Princeton♁ar.	....	12 35	6 05	7 00	....
....	....	3 10	8 24	6 00	413.61	.....Cerulean ..♁	....	12 03	5 10	6 30	....
....	....	3 20	8 45	6 12	420.29	.....Gracey...♁	....	11 50	4 45	6 20	....
....	....	3 40	9 15	6 35	429.05	+Hopkinsville♁	....	*11 30	*4 15	*6 00	....
....	....	P M	A M	P M	......	ARRIVE] [LEAVE	....	A M	P M	A M	....

Additional Sunday Train—Leaves Evansville 5 45 p.m., arrives Blackford 8 15 p.m.

Trains marked * run daily; † daily, except Sunday; a stops for passengers holding through tickets only; c stops to take passengers for Cairo and beyond where No. 2 makes stops; d stops on signal to leave from Louisville and points between Louisville and Fulton where No. 101 makes stops; e stops to take for Memphis and beyond; g stops to take for Louisville and beyond; l stops only to take passengers; m stops to leave from Louisville and beyond and to take for Princeton and beyond; n stops to take coach passengers for points north of Cairo where Nos. 4 and 204 make stops, and for passengers for points between Fulton and Louisville where No. 104 makes stops, and will stop to leave from Memphis and points south.

Table 27—PEORIA AND EVANSVILLE.

....	203	201	Mls.	Nov. 14, 1909.	232	224	....
....	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	....
....	*5 45	*7 30	0	+....Peoria....♁	11 50	5 05	....
....	6 10	7 55	9.2	+....Pekin....♁	11 25	4 40	....
....	6 44	8 31	26.2	+..Delavan..♁	10 51	4 07	....
....	7 21	9 06	44.2	+...Lincoln...♁	10 17	3 33	....
....	7 47	9 32	55.0	ar.+Mt. Pulaski.lv.	9 50	3 05	....
....	7 47	9 32	55.0	lv.Mt. Pulaski♁ar.	9 50	3 05	....
....	8 12	10 02	68.3	...Warrensburg.♁	9 26	2 38	....
....	8 40	10 30	77.1	+...Decatur..♁	9 05	2 17	....
....	8 56	10 47	85.2	.....Mt. Zion...♁	8 39	1 49	....
....	9 00	10 52	86.8	..Hervey City♁	8 35	1 45	....
....	9 09	11 01	90.9	...Dalton City..♁	8 25	1 35	....
....	9 20	11 12	96.6	.....Bethany...♁	8 14	1 24	....
....	9 37	11 30	103.9	+..Sullivan...♁	8 00	1 10	....
....	10 15	12 10	119.2	ar.+Mattoon.lv.	*7 25	12 35	....
....	P M	1 45	119.2	lv..Mattoon♁ar.	A M	‖11 20	....
....	....	6 25	247.0	...Evansville.♁	....	*6 40	....
....	....	P M	.....	ARRIVE] [LEAVE	....	A M	....

Table 28—MOFFATT AND TROY.

....	....	491	Ms	December 13, 1909.	492	....	....
....	....	A M	...	LEAVE] [ARRIVE	A M	....	....
....	....	†9 00	0	......Moffatt.....	9 50	....	....
....	....	9 20	4	.......Troy.......	†9 30	....	....
....	....	A M	...	ARRIVE] [LEAVE	A M	....	....

Table 29—OWENSBORO BRANCH.

....	431	421	Ms.	Nov. 14, 1909.	432	402	....
....	P M	A M	....	LEAVE] [ARRIVE	A M	P M	....
....	*5 30	†9 20	0	+..Owensboro.♁	9 00	4 55	....
....	6 18	9 59	15.5	....Whitesville..♁	8 14	4 14	....
....	6 30	10 10	20.0	....Deanefield..♁	8 00	4 02	....
....	6 50	10 25	26.1	....Fordsville..♁	7 40	3 46	....
....	7 30	11 05	41.8	.Horse Branch♁	*7 00	†3 10	....
....	P M	A M	....	ARRIVE] [LEAVE	A M	P M	....

o Stops on signal to take for points north of Carbondale and for points between Fulton and Louisville where No. 102 makes stops; p stops to take only for Paducah and beyond; r stops to leave from points south of Central City; t stops to leave from Louisville and points between Louisville and Fulton where No. 103 makes stops; u stops to leave from Paducah and beyond and points on Evansville District; x stops to leave passengers holding tickets to points on N. C. & St. L. or M. & O. R.Rs., and on signal to take from N. C. & St. L. or M. & O. R.Rs.; y stops to leave from Chicago. ♮ Stops to leave from St. Louis and points north of Fulton where No. 203 makes stops. þ On Sunday leaves Cincinnati 1 25 a.m. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

STANDARD—*Central time.*

Table 30—CINCINNATI, LOUISVILLE, MEMPHIS, GULFPORT AND NEW ORLEANS.

....	....	....	19	15	5	Mls.	Dec. 13, 1909.	20	16	....	....	....
....	....	....	P M	A M	A M	......	(B. & O.S.W.R.R.)	P M	Noon	....	....	....
....	....	....	*8 00	*8 20	þ2 30	0	lv.Cincinnati.ar.	9 15	12 00	....	....	....
....	....	....	9 35	11 50	7 20	130.0	...Louisville....	*5 45	*8 10	....	....	....
....	....	....	P M	A M	A M	......	ARRIVE] [LEAVE	P M	A M	....	....	....
39 and 105	**135**	**131**	**103**	**101**	**121**	**Mls.**	**(Illinois Central.)**	**102**	**104**	**122**	**132**	**136**
	....	P M	P M	Noon	A M	......	LEAVE] [ARRIVE	P M	A M	P M	A M	....
	....	*4 00	*9 40	*12 01	*7 35	0	+.Louisville..♁	5 35	‖7 50	4 50	9 40	....
....	....	4 05	a9 45	a12 06	7 40	1.00	....14th Street....	a5 28	a7 44	4 45	9 35	....
....	....	4 25	— —	— —	7 56	9.48	Pleasure Ridge Park♁	— —	— —	4 25	9 15	....
....	....	4 32	— —	— —	8 01	12.38	......Valley......	— —	— —	4 17	9 10	....
....	....	4 38	— —	— —	8 07	15.74	..Meadow Lawn..	— —	— —	4 07	— —	....
....	....	4 46	— —	— —	8 12	18.13	...Kosmosdale.♁	— —	— —	4 00	9 00	....
....	....	4 58	10 15	12 35	8 18	21.21	....West Point..♁	4 58	7 12	3 55	8 53	....
....	....	5 02	— —	— —	8 32	27.00	....Muldraugh....	— —	— —	3 43	8 43	....
....	....	5 15	— —	— —	8 38	28.68	.....Tip Top...♁	— —	— —	3 38	8 38	....
....	....	5 33	— —	— —	8 56	37.08	...Vine Grove.♁	— —	— —	3 15	8 15	....
....	....	5 43	— —	— —	9 06	41.46	......Riney......	— —	— —	3 06	8 05	....
....	....	5 57	— —	e1 15	9 20	47.34	.....Cecilia...♁	— —	— —	2 55	7 50	....
....	....	6 06	— —	— —	9 28	50.43	...Hansbrough...	— —	— —	2 45	7 35	....
....	....	6 14	— —	— —	9 40	55.45	....East View..♁	— —	— —	2 35	7 20	....
....	....	6 28	— —	— —	9 58	62.36	....Big Clifty..♁	— —	— —	2 20	7 05	....
....	....	6 37	— —	p1 47	10 10	67.74	.Grayson Springs♁	r3 49	u5 55	2 05	6 55	....
....	....	6 44	m‖1 35	1 55	10 20	71.91	+..Leitchfield..♁	3 43	g r	1 55	6 45	....
....	....	6 57	— —	— —	10 35	78.48	....Millwood..♁	— —	— —	1 30	6 30	....
....	....	7 10	— —	— —	10 45	84.12	....Caneyville..♁	— —	— —	1 16	6 15	....
....	....	7 18	— —	— —	10 53	88.22	...Spring Lick.♁	— —	— —	1 05	6 05	....
....	....	7 40	— —	2 28	11 10	96.62	Horse Branch♁	3 06	5 09	12 45	5 45	....
....	....	7 47	— —	— —	11 17	100.49	......Rosine......	— —	— —	12 40	5 37	....
....	....	7 55	— —	— —	11 25	103.87	......Horton...♁	— —	— —	12 30	5 27	....
....	....	8 05	— —	2 48	11 35	108.88	+Beaver Dam♁	2 48	r4 51	12 20	5 15	....
....	....	8 17	— —	— —	11 45	112.11	....McHenry..♁	— —	— —	12 12	5 07	....
....	A M	8 35	— —	— —	12 02	117.89	....Rockport..♁	— —	— —	12 02	4 55	P M
....	*5 00	9 00	1 10	3 30	12 25	127.03	+.‖Central City.♁	2 10	4 25	‖11 45	*4 35	7 30
....	5 15	P M	— —	3 40	12 40	134.14	....Greenville..♁	1 54	4 08	11 25	A M	7 15
....	5 21	═══	— —	— —	12 50	137.72	......Depoy......	— —	— —	11 15	═══	7 08
....	5 37	....	— —	— —	1 05	144.49	....Bakersport..♁	— —	— —	11 00	....	6 52
....	5 43	....	— —	— —	1 13	147.33	...White Plains.♁	— —	— —	10 55	....	6 45
....	5 53	....	1 46	4 08	1 28	151.40	+Nortonville♁	1 28	3 40	10 45	....	6 38
....	6 07	....	— —	— —	1 41	157.64	....St Charles..♁	— —	— —	10 30	....	6 23
....	6 25	....	2 06	4 30	2 00	165.74	+...Dawson...♁	1 05	3 20	10 13	....	6 08
....	6 35	....	— —	— —	2 11	171.52	......Ruth.....♁	— —	— —	10 00	....	5 53
....	7 15	....	2 35	4 58	2 45	180.47	+.Princeton.♁	12 39	2 55	9 40	....	5 30
....	7 27	....	—	—	2 51	186.04	.....Dulaney...♁	— —	— —	9 18	....	5 08
....	7 41	....	— —	5 17	3 06	192.53	.....Eddyville..♁	12 18	— —	9 03	....	4 43
....	7 45	....	3 00	5 20	3 10	194.07	....Kuttawa..♁	12 15	2 29	8 59	....	4 40
....	8 00	....	—	—	3 22	200.78	..Cumberland River♁	— —	— —	8 47	....	4 28
....	8 25	....	— —	— —	3 40	209.33	.....Calvert...♁	— —	— —	8 25	....	4 05
....	8 40	....	— —	— —	3 55	215.02	..Little Cypress♁	— —	— —	8 12	....	3 55
....	9 00	....	3 52	8 10	4 15	225.05	ar.+Paducah.lv.	11 25	1 33	7 50	106	*3 40
....	9 10	....	....	6 20	....	......	lve.Paducah.arr.	....	8 00	7 35	and	P M
....	10 35	....	....	7 35	....	......	ar.East Cairo.lv.	....	8 34	6 22	38	═══
A M	11 00	....	....	8 00	....	......	arr...Cairo...lve.	....	*5 50	*6 00	P M	....
*6 30	A M	....	3 57	6 16	4 20	225.05	lv.Paducah♁.ar.	11 20	1 28	7 40	8 00	....
7 05	═══	....	— —	— —	5 00	242.83	......Hickory.....	— —	— —	7 05	7 25	....
7 17	....	....	4 31	6 54	5 12	248.17	+...Mayfield...♁	10 45	12 54	6 52	7 15	....
7 40	....	....	— —	— —	5 32	257.21	......Wingo....♁	— —	— —	6 30	6 45	....
7 57	133	203	— —	— —	5 48	264.14	.Water Valley♁	— —	— —	6 15	6 30	208
8 10	A M	A M	5 05	7 30	6 00	269.93	ar.+Fulton..lv.	10 10	12 20	*6 00	*6 15	A M
*3 25	*5 30	*4 10	5 20	7 50	P M	269.93	lv...Fulton♁ar.	10 00	12 10	8 55	12 30	2 30
3 33	5 38	— —	— —	d —	....	273.40	......Pierce....♁	o —	— —	8 45	12 20	— —
3 46	5 51	— —	t —	d x	....	279.71	......Gibbs....♁	o —	n‖1 48	8 28	12 07	— —
3 56	6 02	— —	t —	d x	....	284.16	+....Rives....♁	o —	n‖1 40	8 15	11 58	— —
— —	6 08	— —	— —	d —	....	287.45	.....Moffatt.....	o —	— —	8 03	— —	— —
4 07	6 12	— —	— —	d —	....	289.44	......Polk.......	o —	— —	7 59	11 47	— —
4 18	6 24	e —	— —	d e	....	294.80	......Obion....♁	c o	n‖1 21	7 48	11 36	— —
4 26	6 32	— —	— —	d —	....	298.56	.....Trimble...♁	o —	— —	7 40	11 29	— —
4 41	6 48	e ♮	t —	8 53	....	306.19	.....Newbern...♁	8 57	n‖1 00	7 24	11 14	— —
5 00	7 05	5 25	6 35	9 06	....	314.89	+.Dyersburg.♁	8 44	10 45	7 05	10 55	1 16
5 10	7 15	— —	— —	d —	....	319.10	.....Fowlkes...♁	o —	— —	6 55	10 46	— —
5 24	7 30	— —	— —	d —	....	325.68	......Halls.....♁	o —	— —	6 40	10 31	— —
5 29	7 37	— —	— —	d —	....	328.36	......Gates....♁	o —	— —	6 35	10 25	— —
5 37	7 46	— —	— —	d —	....	332.11	......Curve....♁	o —	— —	6 26	10 15	— —
5 50	8 00	6 04	t —	8 46	....	338.28	+....Ripley....♁	8 04	n‖10 05	6 14	10 00	— —
6 01	8 14	— —	— —	d —	....	344.33	.....Henning...♁	o —	— —	6 01	9 45	— —
6 17	8 34	6 26	7 39	10 11	....	352.91	+..Covington..♁	7 40	8 38	5 43	9 22	12 16
6 35	8 51	— —	— —	d —	....	360.73	.....Brighton.....	o —	— —	5 28	9 04	— —
6 44	9 01	— —	— —	d —	....	364.80	......Atoka....♁	o —	— —	5 19	8 52	— —
6 51	9 10	— —	—	d —	....	367.83	......Tipton......	o —	— —	5 12	8 43	— —
6 58	9 18	— —	— —	d —	....	371.09	.....Kerrville.....	o —	— —	5 05	8 34	— —
7 05	9 26	e —	— —	d —	....	374.33	....Millington..♁	o —	— —	4 58	8 25	— —
7 15	9 34	— —	— —	d —	....	377.79	.......Lucy......	o —	— —	4 50	8 15	— —
7 20	9 41	— —	— —	d —	....	380.94	....Woodstock..♁	o —	— —	4 45	8 10	— —
— —	9 51	— —	— —	d —	....	384.92	.....St. Elmo.....	o —	— —	4 38	— —	— —
7 45	10 10	7 30	8 45	11 25	....	390.71	ar.+Memphis♁.lv.	6 35	8 35	*4 20	*7 50	11 15
P M	A M	9 05	9 05	11 40	....	390.71	lv..Memphis..ar.	6 20	8 15	P M	A M	11 05
....	....	10 45	10 45	1 16	....	442.75	.....Sardis...♁	4 54	6 50	....	....	8 17
....	....	12 15	12 15	2 40	....	492.06	+..Grenada..♁	3 30	6 25	....	....	6 35
....	....	12 54	12 54	3 17	....	514.91	+...Winona...♁	2 42	4 46	....	....	4 46
....	....	1 40	1 40	4 00	....	544.94	+...Durant...♁	1 55	4 02	....	....	4 02
....	....	2 35	2 35	5 00	....	580.13	+...Canton...♁	1 00	3 10	....	....	3 10
....	....	3 20	3 20	5 40	....	603.43	+Jackson, Miss♁	12 15	2 25	....	....	2 25
....	....	10 00	10 00	12 30	....	......	arr.Gulfport.lve.	*4 25	*7 40	....	....	*7 40
....	....	P M	P M	Noon	....	.. .	(G. & S. I. R.R.)	P M	A M	....	....	A M
....	....	4 00	4 00	6 25	....	627.74	.Crystal Springs♁	11 34	1 40	....	....	1 40
....	....	4 14	4 14	6 40	....	636.91	..Hazlehurst♁	11 17	1 25	....	....	1 25
....	....	4 46	4 45	7 15	....	657.39	..Brookhaven♁	10 44	12 50	....	....	12 50
....	....	5 25	5 25	8 00	....	681.29	....McComb..♁	10 10	12 10	....	....	12 10
....	....	6 40	6 40	9 15	....	733.58	...Hammond.♁	8 43	10 48	....	....	10 48
....	....	8 15	8 15	10 55	....	786.70	+.New Orleans.♁	*7 10	*9 15	....	....	*9 15
....	....	P M	P M	A M	....	......	ARRIVE [LEAVE	P M	A M	....	....	A M

ILLINOIS CENTRAL RAILROAD—Continued.

Table 31—DUBUQUE, FREEPORT, ST. LOUIS AND CENTRALIA.

.....	6	101	32	Miles	*December* 19, 1909.	31	102	3	120	.....
.....	Noon	.....	A M	.....	LEAVE] [ARRIVE	P M	.....	P M	.....	.....
.....	†12 55	.....	†7 00	0	..... **Dubuque**.... ♁	8 00	.....	1 40	.....	.....
.....	1 26	.....	7 33	17.51	+.....**Galena**.... ♁	8 23	.....	1 06	.....	.....
.....	3 00	.....	9 10	68.56	ar.. +**Freeport** ♁ .lv.	†6 40	.....	†11 30	.....	.....
.....	131	.....	123	.....	.....	124	.....	132	.....	.....
.....	P M	.....	A M	.....	LEAVE] [ARRIVE	P M	.....	A M	.....	.....
.....	†3 50	.....	*9 20	0	......**Freeport**... ♁	6 30	.....	11 00	.....	.....
.....	4 05	.....	9 35	7.62	..... Baileyville... ♁	6 18	.....	10 43	.....	.....
.....	4 14	.....	9 45	12.51	+...**Forreston**... ♁	6 09	.....	10 32	.....	.....
.....	4 31	.....	10 10	22.37	+......Polo...... ♁	5 52	.....	10 10	.....	.....
.....	4 52	.....	10 31	34.26	....North Dixon.. ♁	5 28	.....	9 43	.....	.....
.....	5 00	.....	10 37	35.65	+.....**Dixon**...... ♁	5 22	.....	9 38	.....	.....
.....	5 10	A M	10 48	41.75	.......Eldena...... ♁	6 10	.....	9 25	P M	.....
.....	6 25	†3 55	10 58	47.48	+.....Amboy..... ♁	4 57	.....	9 15	9 30	.....
.....	6 38	4 10	11 10	54.81	.......Sublette..... ♁	4 43	.....	9 03	9 15	.....
.....	‖5 55	4 25	‖11 25	63.49	ar... **Mendota**...lv.	4 25	.....	8 48	8 55	.....
.....	6 40	4 56	11 35	.....	lv.Mendota (C.B.&Q.)ar	1 57	.....	....	8 00	.....
.....	8 45	7 00	2 20	.....	ar ...**Chicago**...lv.	11 00	.....	.....	6 00	.....
.....	11 00	11 00	8 20	.....	lv.Chicago(C.B.&Q.)ar.	8 45	....	2 20	P M	.....
.....	1 57	1 25	11 05	.....	ar... **Mendota**....v.	6 40	.....	11 35	.....	.....
.....	6 10	4 42	11 45	63.49	lv. +**Mendota** ♁.ar.	4 25	.....	8 48	8 55	.....
.....	6 40	5 15	12 18	79.23	+....**La Salle**.... ♁	3 50	.....	8 15	8 20	.....
.....	6 48	5 20	12 23	81.91	...... Oglesby .... ♁	3 43	.....	8 05	8 15	.....
.....	7 00	5 32	12 35	88.31	.......Tonica..... ♁	3 32	.....	7 55	8 05	.....
.....	7 10	5 43	12 45	93.35	.......Lostant..... ♁	3 21	.....	7 46	7 56	.....
....	7 20	5 55	12 57	99.51	+......Wenona..... ♁	3 07	.....	7 33	7 43	.....
.....	7 33	6 05	1 06	104.34	.......Rutland .... ♁	2 58	.....	7 25	7 33	....
.....	7 43	6 18	1 18	110.02	+.....**Minonk**.... ♁	2 48	.....	7 15	7 20	.....
.....	8 10	6 47	1 37	121.31	+....**El Paso**.... ♁	2 23	.....	6 47	6 56	.....
.....	8 18	6 57	1 45	125.68	........Kappa..... ♁	2 13	....	6 40	6 44	.....
.....	8 28	7 07	1 52	130.28	.......Hudson..... ♁	2 05	.....	6 32	6 35	.....
.....	8 41	7 20	2 05	137.27	+.... **Normal**.... ♁	1 52	.....	6 18	6 20	.....
.....	8 48	7 28	2 15	139.33	+.**Bloomington**. ♁	1 48	.....	6 13	6 15	.....
.....	9 01	7 42	2 30	146.57	......Randolph.... ♁	1 32	.....	5 55	5 57	.....
.....	9 08	7 52	2 39	150.67	......Heyworth.... ♁	1 24	.....	5 48	5 50	.....
.....	9 20	8 08	2 52	157.17	.......Wapella..... ♁	1 12	.....	5 38	5 39	.....
.....	9 30	‖8 20	3 05	161.77	ar..+**Clinton** ♁..lv.	*1 06	....	†5 30	†6 30	.....
.....	.....	9 15	3 15	.....	lv....**Clinton** ...ar.	12 50	.....	2 10	3 35	.....
.....	.....	10 45	4 55	.....	ar..**Springfield**..lv	11 25	.....	12 46	2 30	.....
.....	.....	A M	8 35	.....	.....**St. Louis**.....	*7 50	.....	*9 12	*11 28	.....
.....	.....	.....	P M	.....	ARRIVE] [LEAVE	A M	P M	P M	A M	.....
.....	*10 30	*8 35	*3 35	161.77	lv....**Clinton** ...ar.	12 50	8 20	.....	7 25	.....
.....	10 37	8 44	3 42	166.32	........Ospur........	12 40	8 12	.....	7 17	....
.....	10 44	8 51	3 48	169.86	+.....**Maroa**..... ♁	12 33	8 07	.....	7 10	.....
.....	11 11	9 16	4 16	182.95	arr.+ **Decatur** ♁ lve.	12 10	7 43	.....	6 45	.....
.....	11 11	9 16	4 15	182.95	lve... **Decatur**..arr.	12 05	7 43	.....	6 45	.....
....	11 21	9 27	4 23	188.07	........Elwin...... ♁	11 55	7 25	.....	6 35	.....
.....	11 30	9 37	4 32	192.90	.... Macon..... ♁	11 46	7 15	.....	6 27	.....
.....	11 41	9 50	4 43	198.80	..... Moweaqua... ♁	11 35	7 03	.....	6 17	.....
.....	11 56	10 07	4 58	206.21	.... Assumption... ♁	11 19	6 48	.....	6 04	.....
.....	12 16	10 27	5 18	215.36	ar....+**Pana**.....lv.	11 00	6 29	.....	*5 50	.....
.....	Night	10 27	5 18	215.36	lv......**Pana** ♁...ar.	11 00	6 29	.....	A M	.....
.....	.....	10 43	5 32	222.70	.......Oconee .... ♁	10 43	6 12	.....	.....	.....
.....	.....	11 08	5 53	232.74	......**Ramsey**.... ♁	10 24	5 53	.....	....	.....
.....	.....	11 22	6 05	240.07	.... Vera...... ♁	10 07	5 38	.....	.....	.....
.....	.....	11 38	6 17	245.24	+....**Vandalia**.... ♁	9 58	5 27	.....	.....	.....
.....	.....	11 52	6 30	251.76	......Shobonier.... ♁	9 42	5 12	.....	.....	.....
.....	.....	12 11	6 47	259.85	........Patoka..... ♁	9 27	4 58	.....	.....	.....
.....	.....	12 31	7 07	269.49	+....**Sandoval**... ♁	9 12	4 42	.....	.....	.....
.....	.....	12 45	7 20	275.48	ar. +**Centralia** ♁.lv.	*9 00	*4 30	.....	.....	.....
.....	.....	6 35	3 50	388.13	+.....**Cairo** ..... ♁	*5 00	*11 15	.....	.....	.....
.....	.....	P M	A M	.....	ARRIVE] [LEAVE	A M	A M	.....	.....	.....

For Index to Stations, see pages 968-969.

Table 32—BLACKFORD, DIXON AND PROVIDENCE.

703	.....	701	791	Mls.	*November* 14, 1909.	702	792	.....	704
P M	.....	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	.....	A M
§8 20	.....	†4 00	†9 00	0	.... **Blackford** ..... ♁	8 20	2 30	.....	9 30
9 50	.....	5 35	11 40	5.3	...... **Wheatcroft** .... ♁	6 55	2 05	.....	8 05
10 00	.....	5 42	12 10	8.1	...........Clay...........	6 48	1 50	.....	7 55
10 15	.....	5 57	12 30	13.2	..........Lisman	6 33	1 30	.....	7 40
10 30	.....	6 15	1 00	18.4	..........**Dixon**........ ♁	†6 15	†1 10	.....	§7 25
P M	.....	P M	P M	.....	ARRIVE] [LEAVE	A M	P M	.....	A M
711	707	793	705	.....	.....	706	794	708	712
P M	P M	A M	A M	.....	LEAVE] [ARRIVE	A M	A M	P M	P M
§8 35	†4 15	†9 20	†6 55	0	...... **Wheatcroft**	8 10	11 40	6 35	9 50
8 44	4 24	9 32	7 07	2.8	.........Fairmont.........	8 01	11 28	6 28	9 41
8 47	4 27	9 36	7 11	4.0	.... Oyama..........	7 58	11 24	5 25	9 38
8 50	4 30	9 40	7 15	5.1	.... Montezuma	7 55	11 20	5 20	9 35
9 02	4 42	9 52	7 24	8.1	...........Ruff...........	7 43	11 08	5 08	9 23
9 10	4 50	10 00	7 30	10.1	...... **Providence**	†7 35	†11 00	†5 00	§8 15
P M	P M	A M	A M	.....	ARRIVE] [LEAVE	A M	A M	P M	P M

Additional Sunday Trains—Leaves Wheatcroft 8 05 a.m., arrives Providence 8 40 a.m. Leaves Providence 8 45 a.m., arrives Wheatcroft 9 20 a.m.

Table 33—HODGENVILLE AND ELIZABETHTOWN BRANCH.—LOUISVILLE DIVISION.

No. 531	No. 521	Mls.	*November* 14, 1909.	No. 532	No. 522
....	....	......	LEAVE] [ARRIVE	....	....
†4 00 P M	†7 31 A M	......	.........**Louisville**........	9 40 A M	4 55 P M
†6 00 P M	†9 30 A M	0	lve.......**Cecilia** ♁....arr.	7 50 A M	2 35 P M
6 20 »	10 10 »	5.09	+...**Elizabethtown**... ♁	7 30 »	2 10 »
6 30 »	10 25 »	9.70	.... Morgan	7 20 »	1 50 »
6 40 »	10 40 »	13.00	.... Tonieville	7 10 »	1 35 »
6 50 P M	11 10 A M	17.00	+.... **Hodgenville** .... ♁	†7 00 A M	†1 15 P M
....	....	......	ARRIVE] [LEAVE	....	....

Table 34—UNIONTOWN BRANCH.

633	631	No. 621	Mls.	*November* 14, 1909.	No. 632	602	634
P M	P M	....	.....	LEAVE] [ARRIVE	....	P M	A M
§7 10	†6 15	†10 00 A M	0	...... **Morganfield** .... ♁	9 10 A M	1 20	10 30
7 17	6 25	10 07 »	2.20	.........Chapman.........	8 57 »	1 10	10 17
7 40	6 40	10 30 A M	6.50	.... **Uniontown** ..... ♁	†8 40 A M	†1 00	§10 00
P M	P M	....	.....	ARRIVE] [LEAVE	....	P M	A M

Table 35—NEW HARMONY BRANCH.

November 14, 1909.	Mls.	501	503	505	507	509	511	.....	.....
[LEAVE	.....	A M	A M	A M	P M	P M	P M	.....	.....
New Harmony .... ♁	0	*7 00	†8 10	*10 55	†2 30	†5 00	*6 50	.....	.....
Rogers.....................	2.99	7 10	8 20	– –	2 40	5 10	7 00	.....	.....
Stewartville .... ♁	6.30	7 25	8 35	11 20	2 55	5 25	7 15	.....	.....
[ARRIVE	.....	A M	A M	A M	P M	P M	P M	.....	.....
STATIONS.	500	502	504	506	508	510	.....	.....	.....
[LEAVE	A M	A M	A M	P M	P M	P M	.....	.....	.....
Stewartville	*7 35	†8 50	*11 30	†3 05	†5 40	*7 20	.....	.....	.....
Rogers.....................	7 45	9 00	11 40	– –	5 50	7 30	.....	.....	.....
New Harmony..........	8 00	9 15	11 55	3 30	6 05	7 45	.....	.....	.....
[ARRIVE	A M	A M	A M	P M	P M	P M	.....	.....	.....

* Daily; † daily, except Sunday; § Sunday only. ‖ Meals. + Coupon stations: ♁ Telegraph stations. STANDARD—*Central time.*

THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY.

Chicago Offices—Central Station. **Memphis Offices—No. 81 Madison Street.**

J. T. HARAHAN,	**President,**	**Chicago, Ill.**
———————,	**Vice-President,**	»
J. F. TITUS,	**Second Vice-President,**	»
D. R. BURBANK,	**Secretary,**	**New York.**
B. A. BECK,	**Assistant Secretary,**	**Chicago, Ill.**

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JOHN G. JONES, General Agent, Memphis, Tenn.
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W. S. KENYON, General Attorney, »
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ACCOUNTING AND TREASURY DEPARTMENTS.

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J. F. SHEPHERD, Auditor of Freight Receipts, »
A. D. JOSLIN, Auditor of Passenger Receipts, »
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C. C. WHITNEY, Auditor of Station Accounts, »
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A. P. FARRINGTON, Asst. Freight Claim Agent, Chicago, Ill.
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W. D. BRENT, Paymaster, »
W. L. TARBET, Tax Commissioner, Chicago, Ill.

(Officers continued on following page.)

THE YAZOO & MISSISSIPPI VALLEY RAILROAD COMPANY.

INDEX OF STATIONS.

The number opposite each station is the number of the table in which it is shown. Stations marked * are located on the branch indicated, but are not shown in the table. The + indicates coupon stations.

	Table No.
*Adams, Miss.	9
*Albany, La.	8
*Albin, Miss.	14
*Alfrey, Miss.	5
*Allen, Miss.	1
*Alligator, Miss.	1
*Anchorage, Miss.	7
Anding, Miss.	2
Anguilla, Miss.	1
*Arcola, Miss.	1
*Arlington, La.	1
*Armistead, Miss.	8
Ashwood, Miss.	12
*Askew, Miss.	5
*Asylum, Miss.	2
*Avalon, Miss.	2
Avon, Miss.	3
*Bain, La.	12
Baker, La.	1
*Ballston, Miss.	14
*Banks, Miss.	5
*Barbees, Miss.	13
+Baton Rouge, La.	1,8
*Baton Rouge Jn., La.	8
*Battle, La.	10
*Baugh, Miss.	3
*Bayou Paul, La.	1
Bayou Sara, La.	12
*Beaver Dam, Miss.	1
Bee Lake, Miss.	2
*Bellegrade, Miss.	14
*Belle Helene, La.	1
*Belle Point, La.	1
*Bellewood, Miss.	14
*Belzona, Miss.	14
Benoit, Miss.	3
Bentonia, Miss.	2
Beulah, Miss.	3
*Black Bayou, Miss.	14
*Blaine, Miss.	14
*Blakely, Miss.	1
*Blanton, Miss.	1
*Blue Lake, Miss.	14
*Bobo, Miss.	1
*Boone, Miss.	14
*Booth, Miss.	3
*Bourbon, Miss.	11
*Bowdre, Miss.	1
*Bowles, Miss.	14
Boyle, Miss.	1,4
*Brockwaldt, La.	8
*Brown, La.	10
*Bruns, La.	1
*Buford Lake, Miss.	5
*Burdette, Miss.	1
Burnside, La.	1
*Burtville, La.	1
*Butler, Miss.	1
*Caile, Miss.	14
*Cameta, Miss.	1
Canonsburg, Miss.	9
Carlisle, Miss.	9
Carpenter, Miss.	9
*Carter, Miss.	14
Cary, Miss.	1
*Catalpa, La.	12
Central, La.	1
Centreville, Miss.	1
*Chaney, Miss.	5
Charleston, Miss.	14
*Choctaw Miss.	1
*Christmas, Miss.	8
*Clack, Miss.	1

	Table No.
*Claremont, Miss.	14
+Clarksdale, Miss.	1,14
Clayton, Miss.	1
Cleveland, Miss.	1,4
*Clifford, Miss.	4
Clinton, La.	10
Clover Hill, Miss.	1
Coahoma, Miss.	1,8
*Colby, Miss.	7
*Coles, Miss.	1
Convent, La.	1
*Cooperage, Miss.	5
*Corbin, La.	8
*Cottage Farm, La.	1
*Cottondale, Miss.	14
Covington, La.	8
*Covington Jn., La.	8
*Craig Side, Miss.	14
*Crenshaw, Miss.	5
Cruger, Miss.	2
*Crupp, Miss.	2
Cynthia, Miss.	2
Dahomey, Miss.	3
*Danforth, Miss.	13
*Darling, Miss.	5
*Darwin, Tenn.	1
*Davenport, Miss.	1
Deeson, Miss.	3
*Delombre, La.	12
*Denham Springs, La.	8
Dickerson, Miss.	3
Dockery, Miss.	4
*Doddsville, Miss.	14
*Dolsen, La.	1
*Doyle, La.	8
*Drew, Miss.	14
*Dubard, Miss.	2
*Dublin, Miss.	14
Duncan, Miss.	1
*Dundee, Miss.	1
Durant, Miss.	2
*Durham, Miss.	14
*Dutch Bayou, La.	1
Eagle Nest, Miss.	13
*Eden, Miss.	2
*Effie, Miss.	14
Egremont, Miss.	1
Elizabeth, Miss.	1
*Ensley, Tenn.	1
Erwin, Miss.	3
*Estill, Miss.	1
+Ethel, La.	1,10
Evansville, Miss.	1
*Falcon, Miss.	5
Farrell, Miss.	3
Fayette, Miss.	9
Fitzhugh, Miss.	14
Flora, Miss.	2
Floweree, Miss.	1
*Foote, Miss.	3
*Foster, Miss.	9
*Francis, Miss.	3
*Frellsen, La.	1
Friars Point, Miss.	3
*Galloway, Miss.	1
*Garden City, Miss.	1
*Gardere, La.	1
Garyville, La.	1
Geismar, La.	1
*Geren, Miss.	14
*Gill, Miss.	3

	Table No.
*Glass, Miss.	1
*Glen Allen, Miss.	3
*Glendale, Miss.	13
*Glendora, Miss.	14
+Gloster, Miss.	1
*Glover, Miss.	1
*Goodbee, La.	8
*Good Hope, Miss.	2
*Gordon, Miss.	1
*Gourrier, La.	1
Grace, Miss.	3
*Gramercy, La.	1
*Green, Miss.	2
Green Grove, Miss.	3
+Greenville, Miss.	1,3,11
Greenville Jn., Miss.,	3, 11
+Greenwood, Miss.	2,14
*Greenwood Jn., Miss.	2
Grenada, Miss.	2
Gunnison, Miss.	3
*Gurley, La.	1
*Gwin, Miss.	2
*Hadley, Miss.	2
Hamburg, Miss.	1
*Hamilton, La.	12
*Hamlin, Miss.	1
Hammond, La.	8
Hampton, Miss.	3
*Hanson City, La.	1
*Harahan Junc., La.	1
*Hardee, Miss.	1
+Harriston, Miss.	1,9
*Hayes, Miss.	5
*Heads, Miss.	1
+Helena, Ark.	13
*Helm, Miss.	1
*Hendon, Miss.	6
Hermanville, Miss.	9
*Hester, La.	1
Hillhouse, Miss.	3
*Hinchcliff, Miss.	5
*Holcomb, Miss.	2
Hollandale, Miss.	1
Holly Bluff, Miss.	7
*Holly Knowe, Miss.	11
Hollywood, Miss.	1
*Home Park, Miss.	14
Howard, Miss.	2
*Hunts, Miss.	3
*Hushpuckena, Miss.	1
*Ingleside, Miss.	1
*Ingram, Miss.	13
*Inshore, Miss.	9
*Inverness, Miss.	14
*Isenburg, Miss.	1
*Isola, Miss.	14
+Jackson, Miss.	2,9
*Jackson Road, La.	12
*James, Miss.	3
*Jones Crossing, Miss.	2
Jonestown, Miss.	13
*Katzenmeyer, Miss.	1
*Keirn, Miss.	2
Kelso, Miss.	1,7
Kenner, La.	1
*Kimball Lake, Miss.	4
*Kings, Miss.	1
Knoxville, Miss.	1
Lake Cormorant, Miss.	1,5

	Table No.
Lakeview Miss.	1
*Lake Vista, Miss.	3
*Lambert, Miss.	5
*Lamkin, Miss.	14
Lamont, Miss.	3
La Place, La.	1
Laurel Hill, La.	12
Learned, Miss.	9
*Le Flore, Miss.	2
Leland, Miss.	1,11
Lexington, Miss.	2
*Lily, La.	1
Lindsay, La.	12
Lobdell, Miss.	8
Lombardy, Miss.	6
*Long Lake, Miss.	3
*Longstreet, Miss.	5
Longwood, Miss.	3
*Lorenzen, Miss.	3
Lorman, Miss.	1
*Lost Lake, Miss.	5
*Louise, Miss.	7
Lula, Miss.	1,13
Lutcher, La.	1
Lyon, Miss.	1
*Macel, Miss.	14
*Maddox, Miss.	1
Magenta, Miss.	11
*Mallory, Tenn.	1
*Malvina, Miss.	4
*Marathon, Miss.	3
*Marienette, Miss.	5
*Markham, Miss.	14
*Marks, Miss.	5
Martin, Miss.	9
*Mascott, Miss.	13
Matagorda, Miss.	13
*Mattingly, Miss.	1
Mattson, Miss.	6,14
*Maud, Miss.	1
*McCutcheon, Miss.	1
*McGehee, La.	12
*McManus, La.	1
McNair, Miss.	1
*McRaven, Miss.	9
*Melton, Miss.	1
+Memphis, Tenn.	1,3
Merigold, Miss.	1
*Midnight, Miss.	7
*Miles, La.	1
Mileston, Miss.	2
*Minot, Miss.	2
Minter City, Miss.	14
*Money, Miss.	14
*Mont Helena, Miss.	1
*Montz, La.	1
*Mon, Miss.	1
Moorhead, Miss.	14
*Moores, Miss.	3
*Morey, Miss.	2
*Morgan, La.	12
*Mound Bayou, Miss.	1
*Mt. Airy, La.	1
*Murphy, Miss.	5
Myles, Miss.	9
+Natchez, Miss.	1,9
*Nenway, Miss.	1
+New Orleans, La.	1
*Niles, Miss.	4
Nitta Yuma, Miss.	1
Norwood, La.	1
*Nugent, Miss.	3
*Oakland, Miss.	11
*Oak Lawn, Miss.	1
*Oakley, La.	1

	Table No.
Oakley, Miss.	9
*Oneida, La.	1
*Onward, Miss.	1
*O'Reilly, Miss.	1
*Overby, Miss.	1
Owens, Miss.	2
Pace, Miss.	4
Panther Burn, Miss.	1
*Parchman, Miss.	14
Parsons, Miss.	2
*Pates, Miss.	5
*Patosi, Miss.	7
*Paulina, La.	1
*Pecan Grove, La.	1
*Pentecost, Miss.	14
Penton, Miss.	1
Percy, Miss.	1
Perthshire, Miss.	3
Philipp, Miss.	14
*Plummer, Miss.	5
Pocahontas, Miss.	2
+Port Gibson, Miss.	1
*Powell, La.	12
*Powells, Miss.	13
*Prichard, Miss.	5
*Priddy, Miss.	13
*Pullen, Miss.	1
Raymond, Miss.	9
Red Lick, Miss.	9
Redwood, Miss.	1
*Remy, La.	1
*Rena Lara, Miss.	8
*Renova, Miss.	1
*Renshaw, Miss.	2
Reserve, La.	1
*Rex, Miss.	3
*Rhoades, La.	1
Rich, Miss.	13
*Riddle, La.	12
*Rising Sun, Miss.	2
Riverside Junc., Miss.	3
*Robert, La.	8
Robinsonville, Miss.	1
Rolling Fork, Miss.,	1,3,11
*Rome, Miss.	14
Rosedale, Miss.	3,4
Rosetta, Miss.	1
*Rost, La.	1
*Roundaway, Miss.	5
Round Lake, Miss.	3
Roxie, Miss.	1
*Rudyard, Miss.	1
*Ruleville, Miss.	14
*Russell, Miss.	13
*Russum, Miss.	1
*St. Elmo, Miss.	9
St. Gabriel, La.	1
*St. Mary, La.	1
*St. Rose, La.	1
*Sarah, Miss.	5
*Sarpy, La.	1
*Savage, Miss.	5
*Scotland, La.	1
Scott, Miss.	3
*Sellers, La.	1
*Selma, Miss.	9
*Sessions, Miss.	3
*Shackelford, Miss.	2
*Sharp, La.	3
Shaw, Miss.	1
Shelby, Miss.	1
Sherard, Miss.	3
Sidon, Miss.	2

	Table No.
Silver City, Miss.	7,14
*Sims, Miss.	2
*Skene, Miss.	4
+Slaughter, La.	1,12
*Sledge, Miss.	5
*Smedes, Miss.	1
*Southwood, La.	1
*Spanish Fort, Miss.	7
*Spencer, Miss.	3
*Stalls, Miss.	5
Stampley, Miss.	9
Stanton, Miss.	9
*State Levee, Miss.	13
Stoneville, Miss.	11
*Stonington, Miss.	9
*Stout, Miss.	1
Stovall, Miss.	3
*Stover, Miss.	5
*Sumner, Miss.	14
*Sunflower, Miss.	14
*Swan Lake, Miss.	14
Swiftwater, Miss.	3
*Tatum, Miss.	1
Tchula, Miss.	2
*Terre Haute, La.	1
*Thelma, Miss.	5
*Thornton, Miss.	2
*Tillman, Miss.	9
*Tinsley, Miss.	2
*Tippo, Miss.	14
Trail Lake, Miss.	11
Tribbett Miss.	11
Trotters Point, Miss.	13
Tunica, Miss.	1
Turnbull, Miss.	12
Tutwiler, Miss.	5, 14
*Twin Lake, Miss.	1
*Union, La.	1
Utica, Miss.	9
*Valley, Miss.	2
*Valley Park, Miss.	1
*Vance, Miss.	5
*Van Winkle, Miss.	9
+Vicksburg, Miss.	1, 3
Vicksburg National Cemetery), Miss.	1
*Victor, Miss.	4
*Wakefield, La.	12
*Walls, Miss.	1
*Walsh, Miss.	1
*Warrenton, Miss.	1
*Warsaw, Miss.	1
*Wayside, Miss.	3
Webb, Miss.	14
*Wehnot, Miss.	1
*Westfield, Miss.	2
*Whaley, Miss.	2
*White Apple, Miss.	1
*Whitehead, Miss.	14
*Whitman, La.	12
*Whitney, Miss.	14
*Whittaker, Miss.	1
*Willis, Miss.	3
Wilson, La.	1
*Wilson's Crossing, Miss.	2
*Wilson, La.	1
Winterville, Miss.	8
Woodville, Miss.	12
*Wright, Miss.	3
*Wyatt, Miss.	2
*Yarbrough, Miss.	5
+Yazoo City, Miss.	2, 14
*Yokena, Miss.	1
Zachery, La.	1

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H. R. SAFFORD, Chief Engineer Maint. of Way,	"
L. A. COWNS, Assistant to Chief Engineer Maint. of Way,	"
D. J. BRUMLEY, Principal Assistant Engineer,	"
R. E. GAUT, Engineer of Bridges,	"
F. L. THOMPSON, Assistant Engineer of Bridges,	"
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J. E. BUKER, Superintendent of Car Department,	"
G. H. GROCE, Assistant to General Manager,	"
B. WEEKS, Superintendent of Telegraph,	Memphis, Tenn.
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H. B. HULL, Assistant Chief Claim Agent,	Memphis, Tenn.
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J. F. PORTERFIELD, Supt. Memphis Division,	Memphis, Tenn.
L. W. BALDWIN, Supt. Vicksburg Division,	Greenville, Miss.
E. F. GALVANI, Supt. New Orleans Division,	Vicksburg, Miss.
F. B. BOWES, General Traffic Manager,	Chicago, Ill.
DONALD ROSE, Freight Traffic Manager,	"
A. H. HANSON, Passenger Traffic Manager,	"
C. C. CAMERON, Coal Traffic Manager,	"
D. W. LONGSTREET, General Freight Agent,	Memphis, Tenn.
R. C. PERKINS, General Freight Agent,	New Orleans, La.
E. F. REYNOLDS, Asst. General Freight Agent,	"

JOS. BATTENDORF, Asst. Gen. Freight Agent,	Memphis, Tenn.
E. R. BRYAN, Assistant General Freight Agent,	"
W. E. DOWNING, Assistant General Freight Agent,	"
J. S. WEITZELL, Assistant General Freight Agent,	Omaha, Neb.
W. M. RHETT, Gen. Fht. Agt. Export & Import Traffic.	Chicago, Ill.
HENRY BALDWIN, Foreign Freight Agent,	New Orleans, La.
W. G. O'CONNOR, Customs Agent,	"
J. H. MALLORY, General European Agent,	London, Eng.
L. T. SWANCUTT, Commercial Agent,	St. Louis, Mo.
P. D. PAPIN, Commercial Agent,	Kansas City, Mo.
W. F. MEATH, Commercial Agent,	Memphis, Tenn.
T. B. McCABE, Commercial Agent,	Louisville, Ky.
A. L. JACQUITH, Commercial Agent,	Vicksburg, Miss.
W. H. HAYS, Commercial Agent,	Little Rock, Ark.
F. A. SHAW, Commercial Agent,	New Orleans, La.
G. T. HAYES, Traveling Freight Agent,	Memphis, Tenn.
C. F. VERLANDER, Traveling Freight Agent,	Vicksburg, Miss.
M. L. COSTLEY, Jr., Traveling Freight Agent,	New Orleans, La.
C. W. APPEL, Traveling Freight Agent,	"
C. H. EASUM, Traveling Freight Agent,	Memphis, Tenn.
W. M. DANIEL, General Agent, 21 Obispo Street,	Havana, Cuba.
S. G. HATCH, General Passenger Agent,	Chicago, Ill.
J. A. SCOTT, Asst. General Passenger Agent,	Memphis, Tenn.
J. F. MERRY, General Immigration Agent,	Manchester, Ia.
A. J. McDOUGALL, Division Passenger Agent,	New Orleans, La.
WALTER BYRNES, Traveling Passenger Agent,	Memphis, Tenn.
E. C. NEWMAN, City Passenger Agent,	"
J. E. ROBERTS, City Passenger and Ticket Agent,	Vicksburg, Miss.
J. A. OSBORN, General Baggage Agent,	Chicago, Ill.
F. M. DOW, Supt. Hotel and Dining Car Service,	"
J. C. CLAIR, Industrial Commissioner,	"
G. B. HARPER, Traveling Industrial Agent,	Memphis, Tenn.

For Index of Stations, see preceding page.

Table 1—NEW ORLEANS AND MEMPHIS.

No. 13 has Through Coaches and Parlor Car Memphis to Vicksburg. No. 14 has Through Coaches and Parlor Car Vicksburg to Memphis. Nos. 11-111-13 and No. 14-114 Parlor Cars betw. Memphis and Rolling Fork and Rolling Fork and Vicksburg, via Greenville. No. 12 has Sleeping Car from New Orleans to Memphis. Sleeping Car New Orleans to Natchez, New Orleans to Vicksburg and Natchez to Memphis. No. 15 has Sleeping Car from Memphis to New Orleans; also Sleeping Cars from Vicksburg to New Orleans, Memphis to Natchez and Natchez to New Orleans. Nos. 21 and 22 has Parlor Car and Coaches betw. Vicksburg and New Orleans. Nos. 503 and 504 Chair Car, with porter in attendance, Natchez to Jackson, Miss.; seats 25c.

32 & 36	34	12	22	Mls.	December 19, 1909.	15	21	33	35 & 31
	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	A M	
....	*4 15	*3 15	*7 00	0	+..New Orleans..♂	8 30	6 30	9 45	....
....	4 38	- -	7 20	10.5	.......Kenner.....♂	8 11	5 07	9 24	....
....	5 25	- -	8 10	30.2	.......La Place......♂	- -	4 24	8 42	....
....	5 30	- -	8 20	34.1	.......Reserve......♂	- -	4 15	8 33	....
....	5 37	- -	8 25	37.4	.......Garyville.....♂	- -	4 09	8 25	....
....	5 52	4 18	8 40	42.4	.......Lutcher......♂	7 22	3 48	8 03	....
....	6 10	4 31	8 57	50.5	.......Convent......♂	7 10	3 27	7 50	....
....	6 23	- -	9 10	56.5	.......Central........	- -	3 12	7 36	....
....	6 35	4 48	9 25	61.6	......Burnside....♂	6 53	3 00	7 23	....
....	....	5 18	10 10	....	arr..Donaldsonville..lve.	....	2 15	6 15	....
....	....	P M	A M	....	.......(*via Boat*).......	....	P M	A M	....
....	6 50	- -	9 40	69.1	.......Geismar......♂	- -	2 45	7 05	....
....	7 07	- -	9 55	75.1	......St. Gabriel....♂	- -	2 34	6 50	....
....	7 46	6 35	10 30	89.4	+..Baton Rouge..♂	6 10	2 05	6 20	....
....	8 06	- -	11 00	99.5	........Baker.......♂	- -	1 35	5 58	....
....	8 15	e6 00	11 11	103.5	........Zachary.....♂	5 38	1 25	5 50	....
....	8 25	e6 10	11 30	108.3	+....Slaughter....♂	5 30	1 12	*5 40	....
A M	P M	6 20	11 45	113.4	........Ethel.......♂	5 18	1 00	A M	P M
*7 30		6 55	12 30	122.4	........Wilson.......♂	5 00	12 45		9 00
7 39	....	a b	12 38	126.0	........Norwood.....♂	a b	12 10	....	8 50
7 58	....	7 20	12 58	135.3	......Centreville.....♂	4 31	11 55	....	8 30
8 15	....	7 36	1 18	143.9	+......Gloster.......♂	4 15	11 35	....	8 10
8 39	....	- -	1 41	155.1	........Rosetta......♂	- -	11 10	....	7 38
8 50	....	- -	1 51	159.9	.......Knoxville.....♂	- -	11 00	....	7 26
9 15	....	8 20	2 12	169.4	..........Roxie.......♂	3 29	10 40	....	7 05
9 28	....	- -	2 24	174.8	........Hamburg.....♂	- -	10 27	....	6 55
9 40	....	- -	2 35	179.4	........McNair.......♂	- -	10 17	....	6 45
*10 00	....	9 00	2 55	186.3	+....Harriston....♂	2 58	10 00	....	6 25
11 30	....	11 10	7 40	214.1	arr... Natchez ...lve.	*12 01	*8 30	....	*1 50
10 15	....	- -	3 10	193.4	........Lorman......♂	- -	9 37	....	6 10
10 42	14	9 35	3 40	205.9	+....Port Gibson....♂	2 21	9 07	18	5 43
11 50	A M	10 35	6 00	235.7	ar..+Vicksburg♂..lv.	1 25	*8 00	P M	*4 30
*3 00	*8 00	10 40	P M	235.7	lve..Vicksburg...arr.	1 15	A M	5 40	10 40
3 04	- -	- -		237.8	..National Cemetery..	- -		- -	10 35
3 23	- -	- -	....	245.7	.......Redwood.....♂	- -	....	- -	10 19
3 35	- -	- -	....	251.1	.......Floweree.......	- -	....	- -	10 07
4 00	- -	- -	....	261.3	........Kelso........	- -	....	- -	9 40
4 33	- -	- -	38	271.4	........Cary.......♂	- -	45	- -	9 12
4 40	- -	- -	A M	275.3	.......Egremont.......	- -	P M	- -	9 02
4 50	9 10	11 55	*7 00	279.1	....Rolling Fork..♂	11 55	6 45	4 20	8 50
5 03	9 23	Via Greenville.	7 14	284.6	........Anguilla.....♂	Via Greenville.	6 30	4 06	8 34
5 11	9 31		7 23	288.3	.....Nitta Yuma....♂		6 21	3 58	8 26
5 18	9 37		7 30	291.4	.....Panther Burn.....		6 14	3 52	8 20
5 25	9 45		7 37	294.5	........Percy.......♂		6 05	3 47	8 14
5 35	9 54		7 47	299.0	......Hollondale....♂		5 53	3 38	8 05
....	....	11 55	....	299.0	....Rolling Fork..♂	11 55	....	....	....
....	....	1 15	....	318.6	+... Greenville...♂	10 30	....	....	....
6 20	10 35	1 45	8 35	316.2	arr.....Leland♂..lve.	10 00	*4 40	3 05	*7 30
P M	10 35	1 45	A M	316.2	lve.....Leland....arr.	10 00	P M	3 05	A M
	10 40	1 55		317.9	......Elizabeth....♂	9 50		2 58	
46	11 13	2 20	....	331.5	........Shaw.......♂	9 25	47	2 25	....
P M	11 33	2 42	....	340.3	........Boyle.......♂	9 10	A M	2 05	....
*5 25	11 45	2 55	....	342.3	......Cleveland.....♂	9 06	7 00	2 00	....
5 39	11 59	3 08	....	348.9	.......Merigold.....♂	8 47	6 44	1 40	....
5 57	12 18	3 25	40	357.2	........Shelby......♂	8 30	6 28	1 20	39
6 12	12 33	3 39	A M	364.0	........Duncan......♂	8 17	6 10	1 05	P M
6 46	‖1 25	4 10	*6 40	379.1	+...Clarksdale...♂	‖7 46	*5 30	‖12 25	6 35
	1 31	- -	6 48	381.4	.........Lyon.........	- -		11 55	6 27
P M	1 39	- -	6 55	385.3	......Clover Hill....♂	- -	A M	11 38	6 18
*3 20	1 55	4 33	7 12	392.1	.......Coahoma....♂	7 05	11 00	11 10	6 05
3 38	2 15	4 45	7 30	399.3	.........Lula........♂	6 54	10 40	11 00	5 50
4 05	- -	- -	7 55	410.4	........Clayton......♂	- -	10 00	d -	5 20
4 13	- -	- -	8 02	413.5	.......Evansville......	- -	9 53	d -	5 13
4 24	2 47	5 17	8 09	416.9	.........Tunica......♂	6 20	9 43	10 22	5 07
4 36	- -	- -	8 17	421.3	......Hollywood....♂	- -	9 32	d -	5 00
4 50	- -	- -	8 30	426.8	.....Robinsonville...♂	- -	9 17	d -	4 50
5 00	- -	- -	8 40	430.8	........Penton........	- -	9 07	d -	4 35
5 12	- -	- -	8 55	435.3	.Lake Cormorant.♂	- -	8 55	d -	4 25
5 30	- -	- -	9 15	442.8	.......Lakeview.....♂	- -	8 35	d -	4 10
6 15	4 10	6 30	10 00	455.3	arr.+Memphis♂.lve.	*5 15	*8 00	*9 00	*3 30
P M	P M	A M	A M	....	(*Poplar St. Station*)	P M	A M	A M	P M

Table 3—RIVERSIDE DISTRICT.

137	11	Mls.	December 19, 1909.	114
....	A M	....	LEAVE] [ARRIVE	P M
....	*8 00	0	+....Memphis....♂	8 15
....	11 00	63.2	......Coahoma......	3 20
....	A M	....	ARRIVE] [LEAVE	P M
....	111	....	....	114
....	A M	....	LEAVE] [ARRIVE	P M
....	*11 25	63.2	......Coahoma....♂	3 15
....	11 42	69.6	.....Friars' Point...♂	2 53
....	11 52	72.8	......Dickerson.......	2 46
....	11 59	74.5	........Stovall........	2 38
....	12 07	77.4	.... Farrell	2 30
....	12 15	81.7	.......Sherard.....♂	2 20
....	12 29	86.0	......Green Grove...♂	2 07
....	12 42	90.4	.......Hillhouse....♂	1 54
....	12 59	96.3	......Round Lake......	1 36
....	1 05	98.4	........Deeson.......♂	1 30
....	1 17	103.0	.......Perthshire....♂	1 17
A M	1 27	105.9	.......Gunnison.....♂	1 07
*8 30	‖2 05	113.7	.....Rosedale.....♂	‖12 45
8 45	2 22	119.2	........Beulah.......♂	12 10
8 58	2 34	124.1	........Lobdell.......	11 57
9 07	2 41	127.0	......Dahomey.......	11 49
9 12	2 48	129.2	........Benoit.......♂	11 42
9 26	3 05	134.8	.........Scott.........	11 28
9 36	3 14	138.6	........Lamont......♂	11 17
9 44	3 21	141.6	......Winterville......	11 07
9 56	3 33	145.9	...Greenville Jn.♂	10 50
10 05	3 45	150.1	+...Greenville....♂	10 40
A M	3 58	155.1	......Swiftwater.......	10 24
....	4 17	162.8	.........Avon.......♂	10 05
....	4 32	168.7	.......Longwood.......	9 50
....	4 40	172.0	.........Erwin.......♂	9 42
....	4 53	177.7	......Hampton....♂	9 25
....	5 00	181.3	........Grace.......♂	9 14
....	5 20	188.0	...Riverside Junc...	8 55
....	5 25	189.6	....Rolling Fork..♂	8 50
....	7 15	233.0	+....Vicksburg...♂	*7 10
....	P M	....	ARRIVE] [LEAVE	A M

Additional Train—Leaves Greenville *2 25 p.m., arrives Rosedale 3 55 p.m.

Table 4. KIMBALL LAKE DIST.

138	Mls	Table 4. KIMBALL LAKE DIST.	137
P M	....		A M
*2 25	....	lve.... Greenville....arr.	10 05
*3 55	0	........Rosedale.......♂	8 25
4 30	11.8	..........Pace..........	7 45
5‖15	23.9	arr.......Boyle♂ .....lve.	*7 10
5 20	25.9	arr....Cleveland♂....lve.	*7 05
P M	25.9	lve.....Cleveland.....arr.	A M
....	23.9	lve. ....Boyle.......arr.	....
....	31.9	.... Dockery.......♂	....
....	....	ARRIVE] [LEAVE	....

5—Lake Cormorant District.—Lvs. Lake Cormorant *9 00 a.m., *4 30 p.m., arrives Tutwiler (67 miles) 12 05 noon., 7 25 p.m. Leaves Tutwiler *6 00 a.m., *1 00 p.m., arrives Lake Cormorant 8 50 a.m., 4 20 p.m.

6—Mattson and Lombardy.—Lvs. Mattson for Lombardy (16.6 miles) †2 10 p.m. Ret'g, leaves Lombardy †3 40 p.m.

7—Silver Creek Dist.—Lvs. Silver City *6 50 a.m., arrives Kelso (41 miles) 9 40 a.m. Leaves Kelso *4 10 p.m., arrives Silver City 6 30 p.m. Leaves Silver City †4 25 p.m., arrives Holly Bluff 6 10 p.m. Returning, leaves Holly Bluff †7 00 a.m., arrives Silver City 9 30 a.m.

8—Baton Rouge District.—Leave Baton Rouge †2 30, §3 45 p.m., arrive Hammond (45 miles) †5 45, §5 45 p.m., Covington (67 miles) †7 15, §6 40 p.m. Returning, leave Covington †6 00, §7 00 a.m., Hammond †7 20, §8 00 a.m., arriving Baton Rouge †10 15, §10 00 a.m.

Table 11—LELAND DISTRICT.

15	186	148	141	Ms	Dec. 19, 1909.	12	188	142	144
....	....	A M	....	...	LEAVE] [ARRIVE	....	....	....	P M
....	....	†9 00	....	0	.Trail Lake.♂	....	....	....	†6 30
P M	P M	9 25	A M	6	...Tribbett..♂	A M	A M	A M	†5 50
*10 03	*8 20	*10 40	*8 35	14	....Leland..♂	1 42	7 30	10 15	*4 35
- -	6 25	10 47	8 40	16	...Stoneville.♂	- -	7 20	10 08	4 30
- -	6 30	10 55	8 45	18	....Magenta...	- -	7 15	10 03	4 20
- -	6 40	11 05	8 55	25	.Greenville Jn.♂	- -	7 08	9 56	4 10
10 30	6 50	11 20	9 10	22	+.Greenville.♂	1 15	*7 00	*9 40	*4 00
11 55	P M	A M	A M	62	.Rolling Fork.♂	*‖1 55	A M	A M	P M
P M	....	....	....	...	ARRIVE] [LEAVE	P M	....	....	....

Table 12—BAYOU SARA DISTRICT.

721	733	Mls	November 14, 1909.	722	734
A M	A M	....	LEAVE] [ARRIVE	P M	P M
†7 30	*3 45	0	...Woodville..♂	5 00	10 15
7 40	3 55	4.0	.....Ashwood.....	4 40	10 04
7 50	3 59	5.3	.....Turnbull.....	4 30	10 00
8 15	4 15	11.2	....Laurel Hill....	4 10	9 45
9 15	4 45	24.8	ar.Bayou Sara♂lv.	3 30	9 10
10 00	4 45	24.8	lv.Bayou Sara .ar.	3 00	9 10
10 40	5 10	36.8	.....Lindsay.....	1 45	8 45
11 00	5 25	41.3	+.Slaughter..♂	†1 25	*8 25
A M	A M	....	ARRIVE] [LEAVE	P M	P M

Trains lve. Helena for Lula *9 15 a.m., *4 45 p.m. Ret'g, lve. Lula *11 05 a.m., *3 45 p.m.

Table 13—HELENA DISTRICT.

221	Mls	December 19, 1909.	212	....
P M	....	LEAVE] [ARRIVE	A M	
*1 05	0	+......Helena.......	8 30	
1 30	1.0	....Trotter's Point..♂	8 00	
2 10	8.1	arr......Lula♂....lve.	7 35	
6 45	8.1	lve.......Lula......arr.	6 45	
4 06	11.3	..........Rich..........	6 25	
4 20	16.7	......Matagorda......	6 05	
4 25	17.8	......Jonestown......	6 00	
4 40	19.8	.....Eagle Nest.....	*5 45	
P M	....	ARRIVE] [LEAVE	A M	

d Stops to leave from I.C. Trains 3 and 103.

Table 2—YAZOO DISTRICT.

313	331	Mls.	December 19, 1909.	314	332	398
P M	A M	....	LEAVE] [ARRIVE	....	P M	A M
†2 00	*6 15	0	......Grenada....♂	....	8 55	10 30
2 47	6 51	15.2	......Parsons......	A M	8 15	9 30
*4 40	7 45	33.1	...Greenwood.♂	10 26	7 32	†8 15
5 00	8 03	41.4	.......Sidon.....♂	10 02	7 10	A M
5 13	8 15	48.0	......Cruger......	9 47	6 56	....
5 35	8 35	57.9	arr...Tchula♂.lve.	*9 15	6 30	....
*6 00	*9 35	57.9	lve...Tchula...arr.	8 45	5 30	
6 30	9 53	62.5	......Howard.....♂	8 10	5 10	
7 05	10 26	71.3	.....Lexington...♂	7 45	4 42	
7 15	10 37	75.9	.... Owens	7 10	4 28	
7 50	12 15	83.6	arr.. Durant♂.lve.	*6 45	*4 10	
5 35	*8 35	57.9	lve...Tchula...arr.	*9 25	6 30	
6 05	9 00	63.9	..... Mileston	9 00	6 05	
6 21	9 14	69.9	..... Beelake....♂	8 43	5 51	
7 05	9 50	85.4	+.Yazoo City.♂	8 10	5 15	
7 40	10 22	100.5	.......Anding....♂	7 32	4 40	
7 49	10 32	104.3	..... Bentonia...♂	7 23	4 31	
8 08	10 50	111.9	.......Flora.....♂	7 05	4 15	
8 18	11 02	117.0	....Pocahontas...♂	6 53	4 05	
8 31	11 15	122.5	.......Cynthia.......	6 43	3 53	
8 50	11 35	130.5	+.Jackson, Miss.♂	*6 25	*3 36	
P M	A M	....	ARRIVE] [LEAVE	A M	P M	

a Stops to take for or to leave from Vicksburg and north.

Table 9—NATCHEZ AND JACKSON.

514	512	522	504	Ms.	Nov. 14, 1909.	515	521	503	511
Night	P M	P M	A M	....	LVE.] [ARR.	A M	A M	P M	P M
*12 01	*7 00	*1 30	*8 30	0	+.Natchez.♂	4 30	11 30	7 40	11 10
12 35	7 37	2 00	9 00	11.5	...Stanton.♂	3 55	10 57	7 05	10 26
12 40	7 45	2 06	9 05	13.6	Cannonsburg	3 45	10 50	6 58	10 18
1 00	8 00	2 20	9 20	18.6	..Stampley♂	3 30	10 35	6 45	10 01
1 20	8 20	2 40	9 40	25.7	...Fayette.♂	3 10	10 12	6 30	9 38
1 30	8 30	3 00	10 05	27.8	+ Harriston ♂	*3 00	10 05	6 25	*9 30
A M	P M	3 20	10 20	33.7	..Red Lick♂	A M	9 30	6 03	P M
		3 52	10 40	42.7	...Martin.♂		9 05	5 37	....
		4 16	10 55	48.5	..Hermanville♂		8 50	5 23	....
		4 30	11 05	53.3	...Carlisle.♂		8 40	5 12	....
		4 47	11 19	58.1	....Myles..♂		8 25	4 59	....
		4 55	11 22	59.9	..Carpenter..		8 20	4 55	....
		5 15	11 38	66.4	....Utica...♂		8 01	4 37	....
		5 35	11 58	74.2	...Learned.♂		7 40	4 17	....
		5 45	12 05	77.2	...Oakley...		7 30	4 11	....
		6 02	12 20	82.8	...Raymond♂		7 14	3 56	....
		6 45	12 55	98.2	+.Jackson.♂		*6 30	*3 20	....
		P M	Noon	....	ARR.] [LVE.		A M	P M	....

b Stops to take for or to leave from Baton Rouge and New Orleans.

e Stops to take for north of Slaughter.

10—CLINTON BR.

....	622	696	Ms.	November 14, 1909.	621	695	....
Central time.	P M	A M	....		A M	P M	....
	†1 05	†10 20	0	lve...+Ethel♂..arr.	11 45	2 00	....
	1 25	10 40	8.3	.......Clinton.....♂	†11 20	†1 40	....
	P M	A M	....	ARRIVE] [LEAVE	A M	P M	....

Table 14—TALLAHATCHIE DIST.

521	313	Mls.	Dec. 19, 1909.	522	314
P M	P M	....	LEAVE] [ARRIVE	A M	P M
*3 10	*1 50	0	+.Clarksdale.♂	11 10	1 00
3 28	2 06	7.7	...Mattson.♂	10 49	12 43
3 50	2 27	15.3	...Tutwiler.♂	10 30	12 25
4 28	....	25.4	...Fitzhugh..♂	9 54	....
6 15	....	57.3	...Moorhead.♂	‖8 15	....
7 50	....	87.3	.Silver City♂	6 10	....
8 50	....	106.4	ar+YazooCy♂lv	*5 15	....
P M	2 48	22.6	.....Webb...♂	A M	12 08
A M	3 29	38.7	Minter City♂	P M	11 30
*7 00	....	....	lv.Charleston.ar	6 30	....
9 30	3 48	45.0	....Philipp..♂	3 48	11 09
10 15	4 40	62.9	.Greenwood♂	*3 00	*10 26
A M	P M	....	ARRIVE] [LEAVE	P M	A M

Train leaves Clarksdale for Yazoo City *5 10 a.m. Returning, *3 25 p.m. Leaves Clarksdale *6 55 p.m., arrives Greenwood 9 40 p.m. Returning, leaves Greenwood *4 00 a.m., arrives Clarksdale 6 30 a.m.

*Daily; †daily, except Sunday. ‖ Meals. + Coupon stations; ♂ Telegraph stations.

☞ For Map, see pages 966-967.

INDIANAPOLIS SOUTHERN RAILROAD.

General Offices—Chicago, Ill.

J. T. HARAHAN, President.
J. F. TITUS, Assistant to the President.

D. M. PARRY, 2d Vice-President.
C. F. KREBS, Comptroller.
J. F. SHEPHERD, Aud. Freight Repts.
A. D. JOSLIN, Aud. Passenger Repts.
B. A. BECK, Secretary.
BLEWETT LEE, General Counsel.
W. S. HORTON, General Solicitor.

O. F. NAU, Treasurer.
C. W. MOORE, Aud. Disbursements.
C. C. WHITNEY, Aud. of Station Accounts.
R. KIRKLAND, Freight Claim Agt.
C. F. PARKER, Pur. Agt., Chicago, Ill.
J. C. KUHNS, Asst. Pur. Agt., "

F. B. HARRIMAN, General Manager.
A. S. BALDWIN, Chief Engineer.
H. R. SAFFORD, Chief Eng'r M. of Way.
R. E. GAUT, Engineer of Bridges.
O. S. KEITH, Supt. of Transp.
R. W. BELL, Supt. of Machinery.

J. E. BUKER, Supt. of Car Dept.
J. M. DALY, Car Accountant.
G. H. GROCE, Assistant to Gen. Manager.
F. T. WILBUR, Supt. of Telegraph.
H. P. THRALL, Mail Traffic Mgr.
B. A. CLEMENTS, Gen. Agt., Chicago, Ill.

C. L. EWING, General Superintendent.
P. LADEN, Superintendent, Mattoon, Ill.

A. H. HANSON, Pas. Traf. Mgr.
S. G. HATCH, Gen. Passenger Agt.
J. A. OSBORN, Gen. Baggage Agt.
C. C. CAMERON, Coal Traf. Mgr.
J. C. CLAIR, Industrial Com'r.

F. B. BOWES, General Traffic Mgr.
DONALD ROSE, Freight Traffic Mgr.
V. D. FORT, General Freight Agt.
W. E. KEEFERS, Gen. Freight Agt.
W. M. RHETT, Gen. Freight Agent (Export and Import Traffic).

INDIANAPOLIS AND EFFINGHAM.

....	31	33	21	Ms	*November* 14, 1909.	32	22	34	....
....	P M	....	A M	....	LEAVE] [ARRIVE	A M	P M	....	....
....	*4 50	....	*7 20	0	..**Indianapolis** (Union Sta.)..	9 55	2 60	....	....
....	4 55	....	7 25	1	lve... *Wisconsin Street* ..arr.	9 50	2 45	....	....
....	5 06	....	7 36	8	.....Glen Valley.....	9 37	2 31	....	....
....	5 13	....	7 43	12	.....Frances.....ō	9 30	2 24	....	....
....	5 24	....	7 54	17	.....Bargersville.....ō	9 20	2 12	....	....
....	5 38	....	8 08	25	.....Anita.....ō	9 06	1 57	....	....
....	5 50	....	8 19	30	.....Morgantown.....ō	8 56	1 46	....	....
....	5 57	....	8 35	39	.....Helmsburg.....ō	8 35	1 25	....	....
....	6 12	....	8 40	41	.....Trevlac.....	8 30	1 20	....	....
....	6 29	....	8 57	50	.....Unionville.....ō	8 14	1 03	....	....
....	6 46	....	9 10	56	.....**Bloomington**.....ō	8 02	12 50	....	....
....	6 54	....	9 18	61	.....Kirby.....	7 50	12 40	....	....
....	7 06	....	9 29	65	.....Elwren.....ō	7 41	12 30	....	....
....	7 18	....	9 39	70	.....Solsberry.....ō	7 30	12 19	....	....
....	7 34	....	9 57	77	.....Tulip.....	7 14	12 02	....	....
....	7 46	....	10 07	83	.....Bloomfield.....ō	7 02	11 50	....	....
....	7 58	A M	10 20	89	.....**Switz City**.....ō	6 51	11 35	P M	....
....	8 15	*6 00	10 35	95	.....**Linton**.....ō	*6 40	11 21	8 00	....
....	P M	6 06	10 42	98	.....Victoria.....ō	A M	11 12	7 50	....
....	....	6 14	10 51	101	.....Dugger.....ō	....	11 02	7 41	....
....	....	6 19	10 57	103	.....Cass.....	....	10 57	7 36	....
....	....	6 34	11 12	111	.....**Sullivan**.....ō	....	10 42	7 18	....
....	....	6 42	11 20	115	.....New Lebanon.....ō	....	10 32	7 07	....
....	....	6 51	11 29	119	.....Merom.....ō	....	10 22	6 57	....
....	....	6 56	11 33	121	.....Riverton.....	....	10 18	6 53	....
....	....	7 06	11 43	124	.....Palestine.....ō	....	10 12	6 46	....
....	....	7 14	11 51	128	.....Gordon.....	....	10 03	6 35	....
....	....	7 24	12 01	131	.....**Robinson**.....ō	....	9 56	6 28	....
....	....	7 38	12 16	136	.....Stoy.....ō	....	9 44	6 16	....
....	....	7 51	12 29	140	.....Oblong.....ō	....	9 36	6 02	....
....	....	8 06	12 44	146	.....**Willow Hill**.....ō	....	9 22	5 48	....
....	....	8 15	– –	151	.....Creeds.....	....	– –	5 37	....
....	....	8 25	1 05	154	.....**Newton**.....ō	....	9 05	5 30	....
....	....	8 43	1 26	164	.....Wheeler.....ō	....	8 43	5 09	....
....	....	8 52	1 33	167	.....Dieterich.....ō	....	8 36	5 02	....
....	....	9 20	2 00	178	.....**Effingham**.....ō	....	*8 15	*4 40	....
....	....	A M	P M	....	ARRIVE] [LEAVE	....	A M	P M	....

Trains marked * run daily.
ō Telegraph stations. STANDARD—*Central time.*

BROOKHAVEN & PEARL RIVER RAILWAY.

C. W. GOODYEAR, Jr., President, Bogalusa, La.
F. GREENWOOD, Vice-Prest., 239 Railway Exchange Bldg, Chicago, Ill.
Hon. M. E. OLMSTEB, General Counsel, Harrisburg, Pa.
W. H. SULLIVAN, General Manager, Bogalusa, La.
K. A. SMITH, Assistant General Manager, Brookhaven, Miss.
W. H. BAUMES, Comptroller, Buffalo, N.Y.
G. C. LIGON, Auditor, Bogalusa, La.
D. K. CLIPPINGER, Secretary and Treasurer, Brookhaven, Miss.
E. A. NIEL, Traffic Manager, 962 Ellicott Square, Buffalo, N.Y.
W. B. HIGHLANDS, Gen. Fht. and Pas. Agt., Brookhaven, Miss.
FRANK I. CURTIS, Superintendent, "
T. D. SADLER, Assistant Superintendent, "
R. E. FRENCH, Master Mechanic, "

.....	No. 102	Ms.	*December* 5, 1909.	No. 101	
	†8 00 A M	0	lve..**Brookhaven**..arr.	5 45 P M	
	8 07 "	1.0	.....Pearlhaven.....	5 36 "	
	8 15 "	3.6	.....Friendship.....	5 28 "	
	8 29 "	6.2	.....Heucht's.....	5 19 "	
	8 54 "	10.2	.....Soegaard.....	4 59 "	
	9 04 "	12.4	.....Mays.....	4 47 "	
	9 16 "	14.0	.....Nola.....	4 35 "	
	9 35 "	18.8	.....Loranda.....	4 18 "	
	10 00 A M	23.0	arr..**Monticello**..lve.	†4 00 P M	

† Daily, except Sunday. *Central time.*

Connections. — At Brookhaven — With Illinois Central and Mississippi Central R. Rs.

JERSEY SHORE & ANTES FORT RAILROAD.

C. B. MCCULLOUGH, Secretary and Gen. Manager, Jersey Shore, Pa.

This road extends from Jersey Shore to Antes Fort (2¼ miles) and to Nippano (4½ miles). Passenger service operated by electricity. Freight service operated by steam. *April*, 1908.

NATCHEZ AND VICKSBURG PACKET CO.

United States Mail Steamer "Senator Cordill"

Leaves Natchez every Sunday, Tuesday and Thursday at 12 30 noon, or on arrival of mail train over Natchez and Jackson Division Yazoo & Mississippi Valley R.R. and Mississippi Central R.R. from Hattiesburg.

Leaves Vicksburg every Monday, Wednesday and Friday at 12 15 noon, connecting with morning trains for New Orleans, Jackson and Hattiesburg. See railroad folders.

Elegant passenger accommodations. A charming river ride of 100 miles.

Holders of round trip excursion tickets over Y. & M. V. R.R. permitted to take boat at Vicksburg, resuming trip at Natchez. For particulars write to General Office, Natchez, Miss.

J. N. CARPENTER, President and General Manager.
H. M. ALEXANDER, Secretary.
THOS. REBER, Superintendent.
S. R. RUMBLE, Gen. Freight and Passenger Agent.

GENERAL OFFICE—NATCHEZ, MISS. *May*, 1909.

NEW ORLEANS, NATALBANY & NATCHEZ RAILROAD.

F. C. DENKMANN, President, Rock Island, Ill.
E. P. DENKMANN, Vice-President, "
O. L. BENWAY, Secretary-Treasurer, Hammond, La.
T. L. SMYTHE, General Manager, "
F. L. PANTALL, Traffic Manager, "
ROBERT STAINBACK, Auditor, "

No. 3	No. 1	Mls.	*September* 15, 1908.	Mls.	No. 2	No. 4
			LEAVE] [ARRIVE			
†12 00 Noon	.....	0	.....**Pine Grove**.....	24	11 00 A M	.....
1 30 P M	†5 15 A M	4	.....Story.....	20	10 45 "	6 30 P M
2 00 "	5 30 "	8	.....Montpelier.....	16	10 15 "	6 15 "
2 10 "	5 38 "	10	.....Georgeville.....	14	9 45 "	6 05 "
2 25 "	5 55 "	13	.....Johnson.....	11	9 30 "	5 50 "
2 35 "	6 05 "	15	.....Little River.....	9	9 15 "	5 40 "
2 55 "	6 30 "	19	.....Woodhaven.....	5	8 55 "	5 20 "
3 05 "	6 45 "	22	.....Addison.....	2	8 45 "	5 10 "
3 10 "	6 50 "	23	.....Mason.....	1	8 40 "	5 05 "
3 25 P M	7 00 A M	24	.....**Natalbany**[1].....	0	†8 30 A M	†5 00 P M
			ARRIVE] [LEAVE			

† Daily, except Sunday. STANDARD—*Central time.*

Connection.—[1] With the Illinois Central R.R.

KENTWOOD, GREENSBURG & SOUTHWESTERN RAILROAD.

E. P. DENKMANN, President, Rock Island, Ill.
F. C. DENKMANN, Vice-President, "
O. L. BENWAY, Secretary and Treasurer, Hammond, La.
F. L. PANTALL, Traffic Manager, "
S. H. AMACKER, Superintendent, Kentwood, La.
A. T. HASBROUCK, Freight and Passenger Agt., "
ROBERT STAINBACK, Auditor, Hammond, La.

.....	No. 5	Mls	*September*, 1909.	Mls	No. 6
			LEAVE] [ARRIVE		
	†1230 Noon	0	.....**Kent's Mills**[1].....		4 00 P M
	1 30 P M	14	.....Freiler.....		3 00 "
	2 00 P M	25	.....**Nettles**.....		†2 30 P M
			ARRIVE] [LEAVE		

† Daily, except Sunday.
STANDARD—*Central time.*

Connection.—[1] With Illinois Central R.R.

ROCK ISLAND SOUTHERN RAILROAD.

(Steam and Electric).

M. A. WALSH, President, Clinton, Ia.
J. W. WALSH, Secretary, Davenport, Ia.
W. W. McCULLOUGH, General Manager, Monmouth, Ill.

See Note Below.		Mls	*August*, 1909.	See Note Below.	
AM	P M	....	LEAVE] [ARRIVE	AM	P M
6 30 and hourly until	10 30	0	.... **Monmouth**[1].....	7 25 and hourly until	11 25
6 30 "	10 30	2	... M. M. & M. Co ...	7 12 "	11 12
6 47 "	10 47	5	... Phelps Crossing ...	7 04 "	11 04
6 57 "	10 57	8	..... **Cameron**[2].....	6 57 "	10 57
7 02 "	11 02	11	....Cone Crossing....	6 51 "	10 51
7 06 "	11 06	12	.....Gale's Farm.....	6 43 "	10 45
7 10 "	11 10	15	....P. S. Junction....	6 42 "	10 42
7 20 "	11 20	18.5	.....**Galesburg**[3]....	6 30 "	10 30
AM	P M	....	ARRIVE] [LEAVE	AM	P M

NOTE.—Last cars at night leave terminals at 10 30 p m., unless later service is specially arranged for. Sundays first car leaves at 7 30 a.m.

Connections.—[1] With Chicago, Burlington & Quincy R.R. and Iowa Central Ry. [2] With Atchison, Topeka & Santa Fe Ry. and Chicago, Burlington & Quincy R.R. [3] With Atchison, Topeka & Santa Fe Ry. and Chicago, Burlington & Quincy R.R.

WHITE PASS & YUKON ROUTE.

PACIFIC & ARCTIC RAILWAY & NAVIGATION CO. BRITISH-YUKON RAILWAY CO.
BRITISH COLUMBIA-YUKON RAILWAY CO. BRITISH-YUKON NAVIGATION CO., Ltd

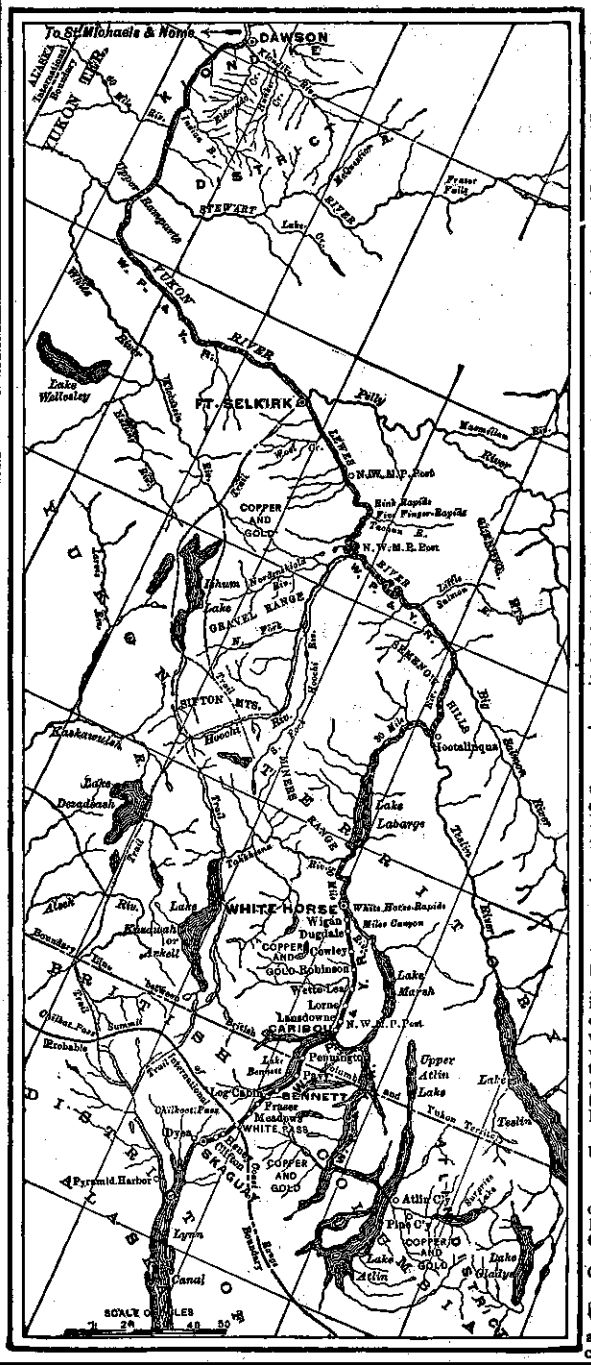
THROUGH LINE SKAGUAY TO DAWSON.

OFFICIALS.

S. H. GRAVES, President, Williams Building, Vancouver, B. C.

A. L. BERDOE, General Manager, Vancouver, B.C., and Skaguay, Alaska.
W. B. KING, Auditor, Skaguay, Alaska.
H. H. PHILIPS, Purchasing Agent, Vancouver, B.C.

V. I. HAHN, Superintendent Rail Division, Skaguay, Alaska.
P. F. SCHARSCHMIDT, Supt. River Division, White Horse, Y.T.
H. WHEELER Superintendent Mail Service Department, White Horse, Y.T.



GENERAL AGENTS.

HERMAN WEIG, 1016 Chamber of Commerce, Chicago, Ill.
I. W. DUDLEY, 513 Coleman Building, Seattle, Wash.
F. B. WURZBACHER, Skaguay, Alaska.
WILLIAM TAYLOR, Dawson, Y.T.

This line makes connections at Skaguay, Alaska, with all steamers sailing to or from Seattle, Wash., Tacoma, Wash., San Francisco, Cal., Vancouver, B.C., and Victoria, B.C.

The Equipment of the railway is first-class in every respect. During the Summer season observation cars are put in service for tourists, giving them an unobstructed view of the magnificent scenery along the railroad.

DOUBLE DAILY TRAIN SERVICE BETWEEN SKAGUAY AND WHITE HORSE.

Northbound.		Mls.	*March*, 1909.	*Southbound.*	
	No. 1			No. 2	
	*8 30 A M	0	lve.....+**Skaguay**.....arr.	5 30 P M	
	8 35 "	1.9	.....Shops.....	5 25 "	
	8 45 "	4.7	.....Boulder.....	5 12 "	
	9 05 "	8.5	.....Clifton.....	2 57 "	
	9 35 "	14.1	.....Glacier.....	2 38 "	
	9 55 "	18.7	.....Switchback.....	2 18 "	
	10 10 "	20.4	..... **White Pass**	2 00 "	
	10 10 "			2 00 "	
	10 25 "	25.3	.....Meadows.....	1 40 "	
	10 35 "	27.7	.....Fraser.....	1 30 "	
	10 50 "	32.7	.....Log Cabin.....	1 10 P M	
	11 15 "	40.6	..... ‖ **Bennett**	12 35 Noon	
	11 35 "			12 15 Noon	
	11 55 A M	46.4	.....Pavey.....	11 55 A M	
	12 15 Noon	51.6	.....Pennington.....	11 35 "	
	12 45 Noon	59.4	.....Watson.....	11 10 "	
	1 10 P M	67.5	..... **Caribou**	10 40 "	
	1 33 "	74.9	.....Lansdowne.....	10 19 "	
	1 48 "	79.4	.....Lorne.....	10 05 "	
	2 01 "	84.0	.....De Wette.....	9 52 "	
	2 16 "	88.9	.....Robinson.....	9 38 "	
	2 34 "	95.1	.....Cowley.....	9 20 "	
	3 06 "	104.8	.....Wigan.....	8 55 "	
	3 25 P M	110.7	arr.....**White Horse**.....lve.	*8 30 A M	

* Daily. ‖ Meal stations. + Coupon station.
STANDARD—*Alaska time*—One hour slower than *Pacific time*.

SUMMER SERVICE.

During the season of open navigation on the Yukon River, which extends from the middle of May until about the first week in October, this company's fleet of elegant steamers connect with the trains at White Horse, giving a daily service to Dawson and intermediate points. At Dawson connections are made with steamers for all points on the Lower Yukon River.

Connections are made at Caribou with the company's steamers for Wynnton, Conrad, Taku and Golden Gate mining camps.

WINTER SERVICE.

Commencing immediately after navigation has closed on the Yukon River this company will operate regular six horse Concord coaches between White Horse and Dawson, carrying passengers and mail. About December 1st or as soon as sufficient snow has fallen to make good sleighing the wheeled coaches will be supplanted by passenger sleighs, which are exceedingly comfortable, being built expressly for the northern traffic, and will be operated on tri-weekly schedules (daily, if necessary). Passengers will stop at road houses every night and travel only during the day. No team will travel more than an average of twenty miles, and a fresh team will be in readiness at each station along the route. The safety and comfort of passengers are special features of this service. The trip, White Horse to Dawson, or vice-versa, is made in about five days.

After the sleighing season is ended the Concord coaches will again be placed in operation until navigation is open.

The Alaska Pacific Express Co. Operates Over This Line.

Freight and baggage, if routed via the White Pass & Yukon Route to destination, may be bonded through Yukon Territory to Alaska points on Lower Yukon River; also through Alaska, via Skaguay, from British Columbia and Yukon Territory, or vice-versa, without payment of duty.

The White Pass & Yukon Route is the authorized United States and Canadian bonded carrier.

A copy of a neatly prepared and beautifully illustrated booklet recently printed by the White Pass & Yukon Route, descriptive of Alaska and the Yukon, and information regarding rates of fare, etc., will be mailed on application to the Traffic Department, at Vancouver, B.C., or any of the company's agents.

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling

NEVADA-CALIFORNIA-OREGON RAILWAY.

SIERRA VALLEYS RAILWAY.

D. COMYN MORAN, Prest., 54 William St., New York.
AMEDEE D. MORAN, Treas., " "
T. F. DUNAWAY, Vice-Prest. & Gen. Mgr., Reno, Nev.
JNO. M. CRAWLEY, Traffic Manager, "
W. H. O'NEILL, Asst. Traffic Manager, "
F. R. LEWIS, Secretary and Auditor, "
J. P. PRINGLE, Cashier, "
GEO. S. OLIVER, Chief Engineer, Reno, Nev.
N. J. BARRY, Gen. Attorney, Reno, Nev.
J. G. MYERS, Supt. M. P. & C. Dept., "
DR. S. K. MORRISON, Chief Surgeon, Washoe Co. Bk. Bldg, Reno, Nev.
General Offices—Reno, Nev.

Northbound.		Ms.	July 11, 1909.	Southbound.	
	No. 1		(Nev.-Cal.-Ore. Ry.)	No. 2	
	†8 50 A M	0	lve..... Reno[1]...arr.	5 25 P M	
	9 47 "	16	..... Cedar	4 26 "	
	10 03 "	21	..... Francis.....	4 10 "	
	10 22 "	28	..... Purdy	3 40 "	
	10 50 A M	34	Plumas Junction[2]	3 20 P M	
Westbound.			(Sierra Valleys Ry.)	Eastbound.	
	†1 20 P M	34	Plumas Junction	12 45 Noon	
	1 50 "	39	..... Chilcoot	12 15 Noon	
	3 00 "	54	.....Beckwith[3].....	11 05 A M	
	4 20 "	65	.....Clairville.....	9 35 "	
	5 00 P M	71	arr...Mohawk[4].lve.	†8 40 A M	
Northbound.			(Nev.-Cal.-Ore. Ry.)	Southbound.	
	†10 50 A M	34	Plumas Junction.	3 20 P M	
	10 58 "	38	.....Chat.....	3 07 "	
	11 07 "	41	.....Cameron	2 57 "	
	11 38 "	51	.....Constantia.....	2 30 "	
	11 55 A M	57	..... Doyle	2 15 "	
	12 20 Noon	66	..... Liegan	1 54 "	
	1 30 P M	80	..... Amedee	1 05 P M	
	1 50 "	85	....Hot Springs[5]..	12 20 Noon	
	2 10 "	91	.....Murray.....	11 55 A M	
	2 50 "	100	....Secret Valley....	11 20 "	
	3 50 "	113	.....Horse Lake.....	10 35 "	
	4 10 "	118	..... Waverly	10 07 "	
	5 00 "	130	..... Termo.....	9 25 "	
	5 58 "	138	.....Brockmans.....	8 50 "	
	6 30 "	144	.....Madeline[6]....	8 25 "	
	8 15 "	164	..... Likely	6 10 "	
	8 35 "	169	.....Bayleys.....	5 50 "	
	8 55 "	175	.....Meridian.....	5 30 "	
	9 25 P M	184	..... Alturas[7]	†5 00 A M	
			ARRIVE]	[LEAVE	

† Daily, except Sunday. STANDARD—*Pacific time.*

Connections.—[1] With South. Pac. Co. and Virginia & Truckee R.R. [2] With Sierra Valleys Ry. [3] With stages for Taylorville and Greenville. [4] With stages for Johnsville, Cromberg and Quincy. [5] With stages for Susanville. [6] With stages for Adin, Bieber and Hayden Hill. [7] With Southern Stage Co. for Cedarville, Eagleville, Lake City and Fort Bidwell, Cal., and New Pine Creek, Lakeview and Plush, Ore.

OREGON & SOUTHEASTERN RAILROAD.

A. B. WOODS, Manager and Secretary, Cottage Grove, Ore.

Trains leave **Cottage Grove**[1] †7 30 a.m., *a*2 50 p.m., arriving Disston (20 miles) 9 45 a.m., 3 50 p.m. Leave Disston †10 00 a.m., *a*4 00 p.m., arriving Cottage Grove 12 00 noon, 5 15 p.m. *March*, 1908.

† Daily, except Sunday; *a* Tuesday and Saturday. *Pacific time.*

Connection.—[1] With Southern Pacific Co.

SAN FRANCISCO, OAKLAND & SAN JOSE CONSOLIDATED RAILWAY.

E. A. HERON, President.
W. H. MARTIN, Vice-President.
W. F. KELLY, Second Vice-President and Gen. Manager.
F. C. HAVENS, Treasurer.
S. J. TAYLOR, Secretary.
F. W. FROST, Assistant Secretary.
J. Q. BROWN, Asst. Gen. Mgr., Engineer and Purchasing Agt.
J. P. POTTER, Superintendent of Transportation.
W. R. ALBERGER, Traffic Manager.
C. W. GRAHAM, Car Accountant.

General Offices—Oakland, Cal.

Operates twenty-minute-interval Ferry Service between **San Francisco** (with connecting Electric Trains) and **Berkeley, Piedmont** and **Oakland** (22d and 40th Streets). LOCAL FREIGHT SERVICE.

Track connections with Southern Pacific Co., Atchison, Topeka & Santa Fe Ry., Oakland Traction Co. and California Ry.

Mileage, 30 miles. *March*, 1908.

BUTTE COUNTY RAILROAD.

O. C. BARBER, President, 111 Broadway, New York.
C. H. PALMER, Vice-President, Barberton, O.
H. C. CRANZ, Sec'y and Treas., 111 Broadway, New York.
A. M. MOWRY, Asst. Treasurer, 111 Broadway, New York.
F. M. CLOUGH, General Manager, Chico, Cal.
F. G. SOMNER, Chief Engineer, Chico, Cal.
F. ARMBRUSTER, Auditor, "
J. R. GRAY, Gen. Supt. and Western Traffic Manager, Chico, Cal.

		No. 2	Ms.	Elev.	December 14, 1909.	Ms.	No. 1		
					LEAVE] [ARRIVE				
		*8 00 A M	0	193	..... Chico[1]	31.50	5 00 P M		
		8 05 "	.93	189	..... Barber	30.57	4 55 "		
		8 10 "	2.60	204	.. N. E. Crossing ..	28.90	4 51 "		
		8 15 "	4.43	240	....Butte Creek....	27.07	4 47 "		
		8 29 "	8.69	825	..... Crouch	22.81	4 38 "		
		8 55 "	14.24	1690	..... Paradise	17.26	4 18 "		
		9 19 "	19.17	2321	.....Magalia.....	12.33	3 58 "		
		9 37 "	23.01	2700	..... Parker	8.49	3 40 "		
		9 50 "	25.98	2802	.....Doon.....	5.52	3 25 "		
		10 15 A M	31.50	3525	.. Stirling City ..	0	*3 00 P M		
					ARRIVE] [LEAVE				

* Daily. STANDARD—*Pacific time.*

Connection.—[1] With Southern Pacific Co.

LARAMIE, HAHN'S PEAK & PACIFIC RAILWAY COMPANY.

FRED. A. MILLER, President, Laramie, Wyo.
GEORGE M. COLBY, Vice-President, Lawrence, Mass.
L. W. THOMPSON, Treasurer, Woburn, Mass.
A. S. HOWE, Sec'y and Asst. Treas., 7 Congress St., Boston, Mass.
R. D. STEWART, Supt. and Chief Engineer, Laramie, Wyo.
I. W. EMMONS, Auditor and Traffic Manager, "

	No. 1	Ms.	June 28, 1909.	Ms.	No. 2	
			LEAVE] [ARRIVE			
	*7 00 A M	0	..... Laramie[1]	29.7	5 00 P M	
	7 20 "	7.9	..... Plains	21.8	4 43 "	
	7 35 "	14.5	.....Overland.....	15.2	4 28 "	
	7 50 "	17.8	.....Millbrook.....	11.9	4 15 "	
	8 05 "	21.3	.....Hatton.....	8.4	4 05 "	
	8 25 "	25.2	.... Sheep Mountain	4.5	3 48 "	
	8 45 "	29.7	.....Centennial.....	0	3 35 "	
	9 05 "	34.0	..... Deerwood	5.0	3 20 "	
	9 25 A M	39.0	..... Albany	0	*3 00 P M	
			ARRIVE] [LEAVE			

Trains marked * run daily. *Mountain time.*

Connection.—[1] With Union Pacific R.R.

INTER-MOUNTAIN RAILWAY.

(*Steam and Electric Line.*)

B. M. SMITH, Superintendent, Denver, Colo.

Leave **Denver**[1] for Lakewood (5.5 miles) and Golden (13 miles) †8 00, *11 00 a.m., *2 00, *4 00 p.m., §9 00 a.m., *k*6 00 p.m. Returning, leave Golden †9 05 a.m., *12 00 noon, *3 05, *5 10 p.m., §10 05 a.m., *kl* 05 p.m. Time of trip, 50 minutes. *Mountain time.* *March*, 1908.

* Daily; † daily, except Sunday; § Sunday only; *k* Saturday only.

Connections.—[1] With railroads diverging.

BOCA & LOYALTON RAILROAD.

A. H. OTIS, Manager, Loyalton, Cal.

Train leaves **Boca**[1] †10 00 a.m., arriving Loyalton (26 miles) 12 00 noon. Leaves Loyalton †12 10 noon, arriving Beckwith (40 miles) 12 40 noon. Returning, leaves Beckwith †3 00 p.m., arriving Loyalton 3 45 p.m. Leaves Loyalton †4 15 p.m., arriving Boca 8 15 p.m.

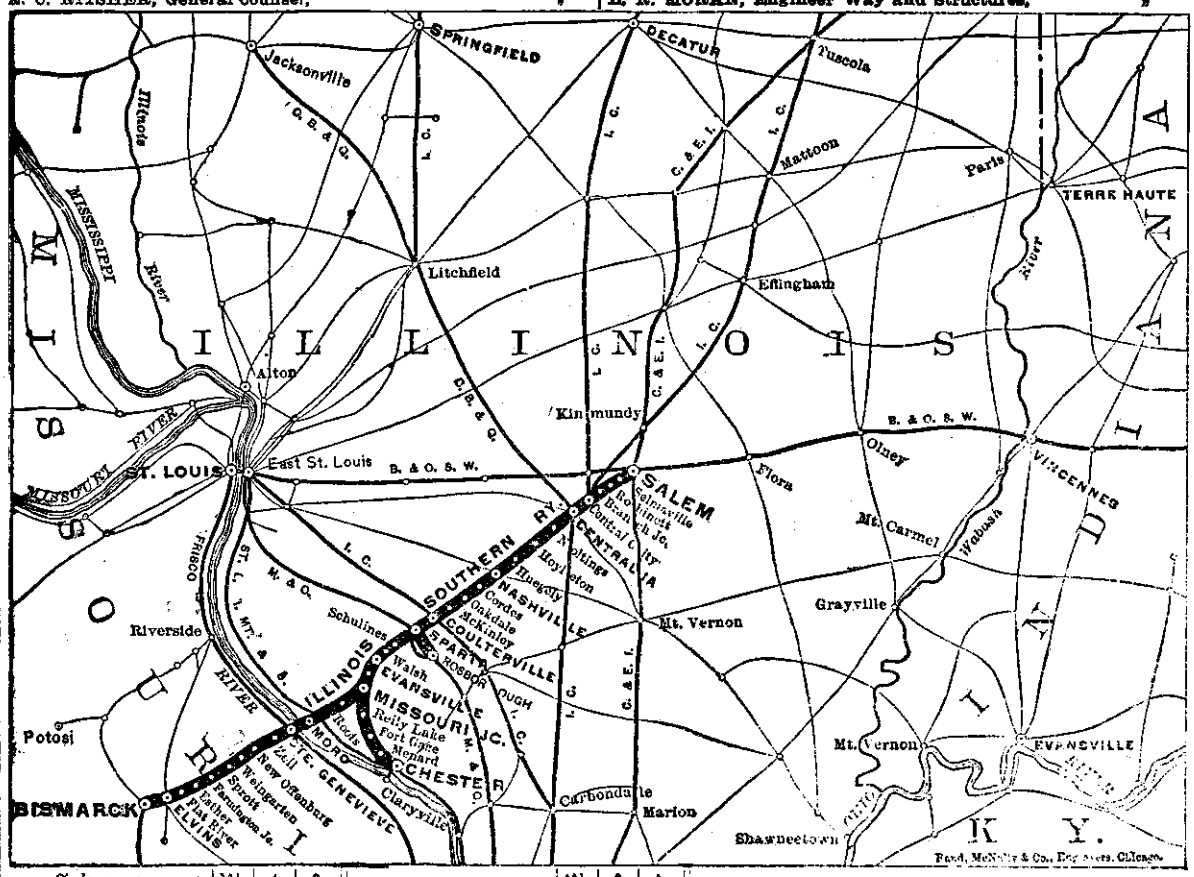
† Daily, except Sunday. *Pacific time.* *February*, 1909.

Connection.—[1] With Southern Pacific Co.

THE ILLINOIS SOUTHERN RAILWAY.

J. W. WALSH, President, Grand Central Station, Chicago, Ill.
MAURICE ROSENFELD, Vice-President, " "
M. B. KEEHAN, Auditor, " "
F. D. KELLOGG, Treasurer, " "
E. C. RITSHER, General Counsel, "

J. C. COLLINS, Superintendent, Sparta, Ill.
P. J. O'NEIL, Assistant Superintendent, Flat River, Mo.
W. H. OGBORN, Gen. Fht. & Pas. Agt., Grand Central Sta., Chicago, Ill.
THOMAS YEAGER, Master Mechanic, Sparta, Ill.
L. R. MORAN, Engineer Way and Structures, "



July 21, 1904.	Mls.	1	3
		A M	P M
Lve. **Salem**+.....ō	0	*6 25	*4 40
" Selmaville	3.1	6 32	4 47
" Robinett	6.6	7 16	4 55
" **Centralia**+.....ō	13.6	7 16	5 59
" Noltings	18.3	7 3	6 23
" Hoyleton + ...ō	23.3	7 42	5 33
" Huegely	26.9	7 49	5 40
" **Nashville**+.....ō	33.3	8 09	6 56
" Cordes	39.1	8 19	6 09
" Oakdale+.....ō	42.4	8 25	6 16
" **Coulterville**+..ō	50.2	8 48	6 40
" **Sparta**+.....ō	57.5	9 04	7 00
" **Mobile & Ohio Jn.**	58.2	9 06	7 02
" Schulines+ .....ō	62.5	9 2	7 12
" Walsh+ .....ō	66.4	9 36	7 21
" **Evansville**+ ...ō	71.3	9 44	7 33
Arr.. **Missouri Junc**..ō	77.4	9 55	7 45
Lve. **Missouri Junc**...	77.4	9 55	7 45
" Reily Lake.....	80.7	10 0	7 52
" Fort Gage+.....ō	82.2	10 06	7 56
" Menard+ .....ō	87.2	10 18	8 08
Arr.. **Chester**+ .....ō	88.1	10 20	8 10
		A M	P M
Lve. **Missouri Junc**...	77.4	9 55	
" Roots.....	78.5	9 58	
" Moro .....ō	82.0	10 06	
" Little Rock .....ō	83.9	10 16	
" **Ste. Genevieve**+	85.9	10 52	
" Zell+.....ō	92.5	11 07	
" New Offenburg+..ō	96.4	11 16	
" Weingarten+ ....ō	98.5	11 21	
" Sprott+.....ō	106.0	11 38	
" Farmington Jn. +..ō	111.6	11 51	
" **Esther**+.....ō	116.1	12 00	
" Flat River+.....ō	117.4	12 05	
" Central .....ō	117.0	12 06	
" Elvins+ .....ō	118.6	12 08	
Arr.. **Bismarck**+.....ō	127.1	12 28	
		Noon	

(Central time.)	Mls.	2	4
			P M
Lve. **Bismarck**.....	0		*2 20
" Elvins.....	8.5		2 39
" Central.....	9.2		2 40
" Flat River	9.7		2 41
" **Esther**.....	11.0		2 43
" Farmington Junc...	15.5		2 55
" Sprott	21.1		3 06
" Weingarten	28.6		3 24
" New Offenburg	30.7		3 28
" Zell.....	34.6		3 36
" **Ste. Genevieve**..	41.2		3 50
" Little Rock	43.2		4 30
" Moro	45.1		5 00
" Roots	48.6		5 08
Arr.. **Missouri Junc**...	49.7		5 11
		A M	P M
Lve. **Chester**	0	*7 10	*4 45
" Menard	0.9	7 12	4 47
" Fort Gage.....	5.9	7 24	5 00
" Reily Lake.....	7.4	7 27	5 03
Arr.. **Missouri Junc**...	10.7	7 35	5 15
Lve. **Missouri Junc**...	49.7	7 35	5 15
" **Evansville**.....	55.8	7 49	5 29
" Walsh.....	60.7	8 01	5 40
" Schulines	64.6	8 10	5 49
" **Mobile & Ohio Jn.**	68.9	8 22	6 00
" **Sparta**.....	69.6	8 23	6 02
" **Coulterville**	76.9	8 48	6 40
" Oakdale	84.7	9 00	6 56
" Cordes	88.0	9 14	7 02
" **Nashville**	93.8	9 27	7 15
" Huegely	100.2	9 44	7 28
" Hoyleton	104.8	9 52	7 34
" Noltings.....	108.8	10 03	7 45
" **Centralia**	113.5	10 15	7 55
" Robinett.....	120.5	10 30	8 09
" Selmaville	124.0	10 38	8 15
Arr.. **Salem**.....	127.1	10 45	8 21
		A M	P M

Trains marked * run daily.
+ Coupon stations; ō Telegraph stations.
STANDARD—Central time.

ST. LOUIS, FLAT RIVER, ELVINS, BISMARCK AND FARMINGTON.

1	STATIONS.	4
A M		P M
*8 01	lve. **St. Louis**.....(*Frisco*) arr.	8 10
9 35	lve. **Crystal City** .. " arr.	6 28
10 35	arr. **Ste. Genevieve** " lve.	5 32
10 52	lve. **Ste. Genevieve**(*I. S.*) arr.	3 50
12 00	arr. **Esther** ..... " lve.	2 45
12 04	lve. **Esther** (*St. F. Co. Ry.*) arr.	2 45
12 32	arr. **Farmington**.... " lve.	*2 15
12 00	lve. **Esther** .....(*I. S.*) arr.	2 46
12 05	arr. **Flat River** ..... " lve.	2 41
12 08	arr. **Elvins**..... " lve.	2 39
12 28	arr. **Bismarck** ..... " lve.	*2 20
Noon		P M

ST. LOUIS, SPARTA, MENARD AND CHESTER.

3	STATIONS.	2	4
P M		A M	P M
*4 30	lve. **St. Louis**.....(*I. C.*) arr.	†10 00	8 30
5 20	lve. **Belleville** .... " arr.	10 05	7 38
6 36	arr. **Coulterville** ... " lve.	†8 45	*6 36
6 40	lve. **Coulterville**...(*I. S.*) arr.	8 38	6 16
7 00	arr. **Sparta** ..... " lve.	8 24	6 02
8 08	arr **Menard** ..... " lve.	7 12	4 47
8 10	arr. **Chester**..... " lve.	†7 10	*4 45
P M		A M	P M

ST. LOUIS, NASHVILLE, CENTRALIA AND SALEM.

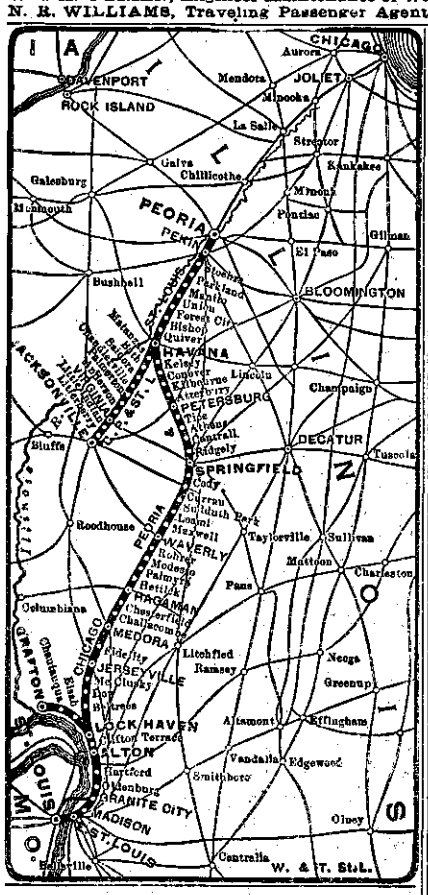
4	STATIONS.	1	3
P M		A M	P M
*4 30	lve. **St. Louis**.....(*I. C.*) arr.	†10 00	6 30
5 20	lve. **Belleville**..... " arr.	10 05	7 38
6 36	arr. **Coulterville**... " lve.	†8 45	6 38
6 40	lve. **Coulterville**...(*I. S.*) arr.	8 43	6 36
7 15	arr. **Nashville**..... " lve.	8 06	6 68
7 55	arr. **Centralia** ..... " lve.	7 16	6 69
8 21	arr. **Salem**..... " lve.	*6 45	*4 40
P M		A M	P M

CHICAGO, PEORIA & ST. LOUIS RAILWAY CO. OF ILLINOIS.

JOHN P. RAMSEY and H. M. MERRIAM, Receivers.

JOHN P. RAMSEY, Chief Executive Officer, Springfield, Ill.
H. W. BERGER, Auditor, "
F. J. WILSON, Treasurer, "
BLUFORD WILSON, Solicitor, "
C. W. GALLIGAN, General Freight Agent, St. Louis, Mo.
E. A. WILLIAMS, General Passenger and Ticket Agent, "
ED. NOLAN, Master Mechanic, Jacksonville, Ill.
M. D. SCHAFF, General Superintendent, Springfield, Ill.
D. C. FREDERICK, Car Service Agent, "
WM. A. O'BRIEN, Engineer Maintenance of Way, "
N. R. WILLIAMS, Traveling Passenger Agent, Peoria, Ill.

T. S. EASTERBROOK, General Eastern Agent, 355 Broadway, New York.
J. F. CONSTANS General Agent, 524 Park Bldg, Pittsburgh, Pa.
A J WYANT, Traveling Freight Agent, "
C. H. STEVENS, General Agent, 341 Marquette Bldg, Chicago, Ill.
W. J. HODDINOTT, Traveling Freight Agent, "
L. WILLIAMS, Traveling Freight Agent, "
F. W. BROWN, Gen. Agt. Fht. Dept., 511 Chestnut St., St. Louis, Mo.
WALTER S. TURNER, Traveling Freight Agent, "
N. E. MANN, General Agent Freight Department, Peoria, Ill.
O. P. BENNETT, Traveling Freight Agent, "



Trains marked * run daily.
† Daily, except Sunday.
§ Sunday only.
a Wednesday and Saturday only.
b Daily, except Sunday, Wednesday and Saturday.
▲ Via Merchants Bridge Terminal.
+ Coupon stations; ♂ Telegraph stations.
STANDARD *Central time.*

7	7	1	5	3	9	Mls.	*September 19, 1909.*	6	2	8	10	4	8
P M	P M	Noon	A M				LEAVE] [ARRIVE	A M	P M	P M			P M
§6 06	†4 40	*12 15	*8 00			0	+.....**Peoria**.....♂	10 40	2 50	6 40			9 00
6 23	5 05	12 38	8 23			10.1	+.....**Pekin**.....♂	10 17	2 26	6 18			8 38
6 25	— —	— —	8 25			11.3	..... Crescent	10 13	— —	— —			8 34
6 31	5 11	— —	8 31			13.9	.....Stoehrs.....	10 08	— —	6 08			8 28
6 39	5 19	— —	8 39			19.1	.....Parkland.....	10 00	— —	6 00			8 20
6 45	5 25	12 58	8 45			22.7	+.....Manito.....♂	9 55	2 04	5 55			8 15
6 51	5 31	— —	8 50			24.9	.....Union	9 50	— —	5 50			8 10
6 55	5 35	1 07	8 53			26.7	+....Forest City....♂	9 46	1 56	5 46			8 08
7 00	5 40	— —	8 59			29.7	.....Bishop.....	9 41	— —	5 40			8 00
7 05	5 45	— —	9 05			32.9	+.....Topeka.....♂	9 35	— —	5 34			7 54
7 11	5 50	— —	9 10			36.1	.....Quiver.....	9 29	— —	5 29			7 48
7 26	8 15	1 33	9 20			41.0	+.....**Havana**.....♂	9 20	1 33	5 20			7 36
7 33	6 12	— —	9 30			45.0	.....Kelsey.....	9 06	— —	5 07			7 27
7 37	6 16	— —	9 34			46.8	.... Long Branch	9 01	— —	5 04			7 24
7 41	6 20	— —	9 40			49.6	.....Conover.....	8 57	— —	4 59			7 18
7 46	6 26	1 50	9 44			51.5	+....Kilbourne....♂	8 54	1 16	4 56			7 16
7 54	6 32	— —	9 52			55.8	.....Oakford.....♂	8 46	— —	4 47			7 07
8 02	6 40	— —	10 02			59.5	.....Atterbury.....♂	8 39	— —	4 40			7 00
8 16	6 52	2 15	10 13			65.3	+...**Petersburg**...♂	8 28	12 51	4 28			6 49
8 23	7 00	— —	10 20			69.3	.....Tice.....	8 19	— —	4 21			6 41
8 32	7 07	2 29	10 28			73.6	+.....Athens.....♂	8 11	12 37	4 13			6 33
8 40	7 15	— —	10 35			76.8	.....Cantrall.....♂	8 05	— —	4 05			6 25
8 45	7 20	— —	10 42			80.5	.....Andrew.....	7 58	— —	3 58			6 18
8 54	7 29	— —	10 50			85.0	.....Ridgely.....	7 50	— —	3 50			6 10
— —	7 33	2 50	10 53			86.4	.....Shops.....♂	7 47	12 15	3 47			6 07
9 06	7 40	3 02	11 00	A M	A M	88.0	arr...**Springfield**..lve.	*7 40	12 05	†3 40	P M	P M	§6 00
P M	P M	3 02	A M	a7 15	b7 10	88.0	lv. + **Springfield** ♂ ar.	A M	12 05	P M	8 00	9 55	P M
....	....	3 12	7 25	7 22		93.1	..... Cody	....	— —	....	7 49	9 46	....
....	....	3 17	7 30	7 28		95.9	.....**Curran**.....♂	....	11 47	....	7 42	9 41	....
....	....	3 26	7 37	7 38		99.7	.....Sudduth.....	....	11 40	....	7 32	9 34	....
....	....	3 30	7 43	7 45		102.3	+.....Loami.....♂	....	11 34	....	7 26	9 28	....
....	....	3 39	7 50	7 55		106.6	.....Maxwell.....	....	11 27	....	7 15	9 21	....
....	....	3 48	7 58	8 05		110.4	+....**Waverly**.....♂	....	11 20	....	7 06	9 15	....
....	....	3 58	8 08	8 17		115.1	.....Rohrer.....	....	11 11	....	6 55	9 04	....
....	....	4 05	8 15	8 26		118.8	+.....Modesto.....♂	....	11 04	....	6 45	8 56	....
....	....	4 13	8 21	8 34		122.0	+.....Palmyra.....♂	....	10 57	....	6 37	8 49	....
....	....	4 25	8 33	8 50		128.2	.....Hettick.....♂	....	10 45	....	6 22	8 36	....
....	....	4 33	8 41	9 00		132.2	.....**Hagaman**.....♂	....	10 37	....	6 12	8 27	....
....	....	4 41	8 48	9 10		136.2	+....Chesterfield....♂	....	10 30	....	6 03	8 20	....
....	....	— —	8 56	9 20		139.9	.....Challacombe.....	....	— —	....	5 52	8 11	....
....	....	4 56	9 03	9 28		143.2	+.....**Medora**.....♂	....	10 15	....	5 46	8 05	....
....	....	5 00	9 07	9 33		145.0	.....Fidelity.....♂	....	10 11	....	5 40	8 01	....
....	....	— —	9 15	9 42		149.6	.....Bowman.....	....	— —	....	5 28	7 53	....
....	....	5 17	9 25	9 55		154.4	+...**Jerseyville**...♂	....	9 55	....	5 17	7 45	....
....	....	5 25	9 34	10 08		159.2	.....McClusky.....	....	9 45	....	4 55	7 35	....
....	....	5 31	9 40	10 15		161.6	.....Dow.....♂	....	9 40	....	4 45	7 30	....
....	....	— —	9 48	10 27		165.6	..... Beltrees.....	....	— —	....	4 17	7 20	....
....	....	5 46	10 05	10 35		168.1	+..**Lock Haven**..♂	....	9 28	....	4 10	7 15	....
....	....	5 51	10 08	10 38		169.0	..... Riehls	....	9 18	....	3 58	6 55	....
....	....	5 55	10 11	10 41		170.2	....Clifton Terrace....	....	9 16	....	3 55	6 53	....
....	....	6 05	10 24	10 55		174.8	+.....**Alton**.....♂	....	9 06	....	b3 45	6 43	....
....	....	— —	— —	A M		181.2	.....Hartford.....	....	— —	....	P M	— —	....
....	....	6 26	10 40	....		184.3	.....Oldenburg....♂	....	8 48	....	....	6 26	....
....	....	— —	—	....		186.8	..... St. Thomas.....	....	— —	....	....	— —	....
....	....	6 34	10 47	....		189.3	.. Chouteau Slough ..	....	8 40	....	....	6 16	....
....	....	6 42	10 55	....		191.1	.....Granite City...♂	....	8 35	....	....	6 10	....
....	....	▲	▲	....		196.1	...**East St. Louis**...	....	▲	....	....	▲	....
....	....	7 02	11 14	....		198.3	Washington Avenue.	....	8 12	....	....	6 47	....
....	....	7 12	11 28	....		200.5	+....**St. Louis**....♂	....	*8 05	....	....	a5 40	....
....	....	P M	A M	....		....	ARRIVE] [LEAVE	....	A M	....	....	P M	....

GRAFTON BRANCH.

No. 91	No. 71	No. 77	No. 73	No. 75	Mls.	*September 19, 1909.*	No. 72	No. 72	No. 78	No 74	No. 78	No. 94
						LEAVE] [ARRIVE						
a6 30 P M	*6 10 P M	b3 35 P M	b10 05 A M	*8 55 A M	0	+.....**Grafton**.....♂	9 55 A M	10 35 A M	11 30 A M	4 35 P M	b6 15 P M	7 40 P M
6 38 "	6 18 "	3 43 "	10 13 "	9 03 "	1.3	.....Chautauqua.....	9 47 "	10 27 "	11 17 "	4 27 "	6 07 "	7 32 "
6 43 "	6 23 "	3 48 "	10 18 "	9 08 "	3.7	.....Elsah.....♂	9 43 "	10 22 "	11 10 "	4 22 "	6 02 "	7 27 "
6 55 P M	6 35 P M	4 00 P M	10 35 A M	*9 20 A M	8.4	arr....**Lock Haven**♂.lve.	9 30 A M	10 10 A M	b10 50 A M	4 10 P M	*5 50 P M	7 15 P M
	6 09 P M		10 55 A M	a10 24 A M		.....**Alton**.....	9 06 A M	9 06 A M		b3 45 P M		6 43 P M
	7 12 P M			a11 25 A M		.....**St. Louis**.....	b8 05 A M	a8 05 A M				a5 40 P M
						ARRIVE] [LEAVE						

JACKSONVILLE BRANCH.

September 19, 1909.	Miles.	No. 27	No. 35	No. 37	No. 37	STATIONS.	Miles.	No. 38	No. 28	No. 38	No. 36
Peoria.....lve.			*8 00 A M	†4 40 P M	§6 08 P M	**Jacksonville**.....lve.	0	*7 40 A M	†1 05 P M	†3 40 P M	§6 00 P M
Pekin.....lve.			8 28 "	6 03 "	8 23 "	Literberry.....	5.3	7 56 "	1 45 "	3 57 "	6 17 "
Havana♂.....lve	0	†6 00 A M	9 25 "	6 06 "	7 36 "	Little Indian.....	10.7	8 03 "	2 09 "	4 02 "	6 22 "
Lakewood.....	3.3	6 18 "	9 32 "	6 12 "	7 42 "	**Virginia**.....	15.0	8 13 "	2 20 "	4 10 "	6 30 "
Matanzas.....	4.7	6 25 "	9 35 "	6 15 "	7 45 "	Anderson.....	18.2	8 19 "	2 35 "	4 17 "	6 37 "
Bath+.....♂	8.2	6 42 "	9 42 "	6 22 "	7 52 "	Palmerton.....	19.7	8 22 "	2 42 "	4 20 "	6 40 "
Saidora.....	14.3	7 05 "	9 55 "	6 35 "	8 05 "	Chandlerville.....	23.5	8 29 "	3 15 "	4 27 "	6 47 "
Chandlerville+.....♂	18.2	7 25 "	10 04 "	6 44 "	8 14 "	Saidora.....	27.4	8 37 "	3 35 "	4 35 "	6 55 "
Palmerton.....	22.0	7 50 "	10 12 "	6 52 "	8 22 "	Bath.....	33.5	8 49 "	4 00 "	4 48 "	7 08 "
Anderson.....	25.5	7 55 "	10 15 "	6 55 "	8 25 "	Matanzas.....	37.0	8 56 "	4 10 "	4 55 "	7 15 "
Virginia+.....♂	26.7	8 13 "	10 22 "	7 02 "	8 32 "	Lakewood.....	38.4	8 59 "	4 15 "	4 58 "	7 18 "
Little Indian.....♂	31.0	8 30 "	10 31 "	7 11 "	8 41 "	**Havana**.....arr.	41.7	9 05 "	4 30 P M	5 05 "	7 25 "
Literberry.....♂	33.4	9 00 "	10 36 "	7 16 "	8 48 "	**Pekin**.....arr.		10 17 "	.....	6 18 "	8 38 "
Jacksonville+ ♂.....arr.	41.7	9 45 A M	10 55 A M	7 35 P M	9 05 P M	**Peoria**.....arr.		10 40 A M	.....	6 40 P M	9 00 P M

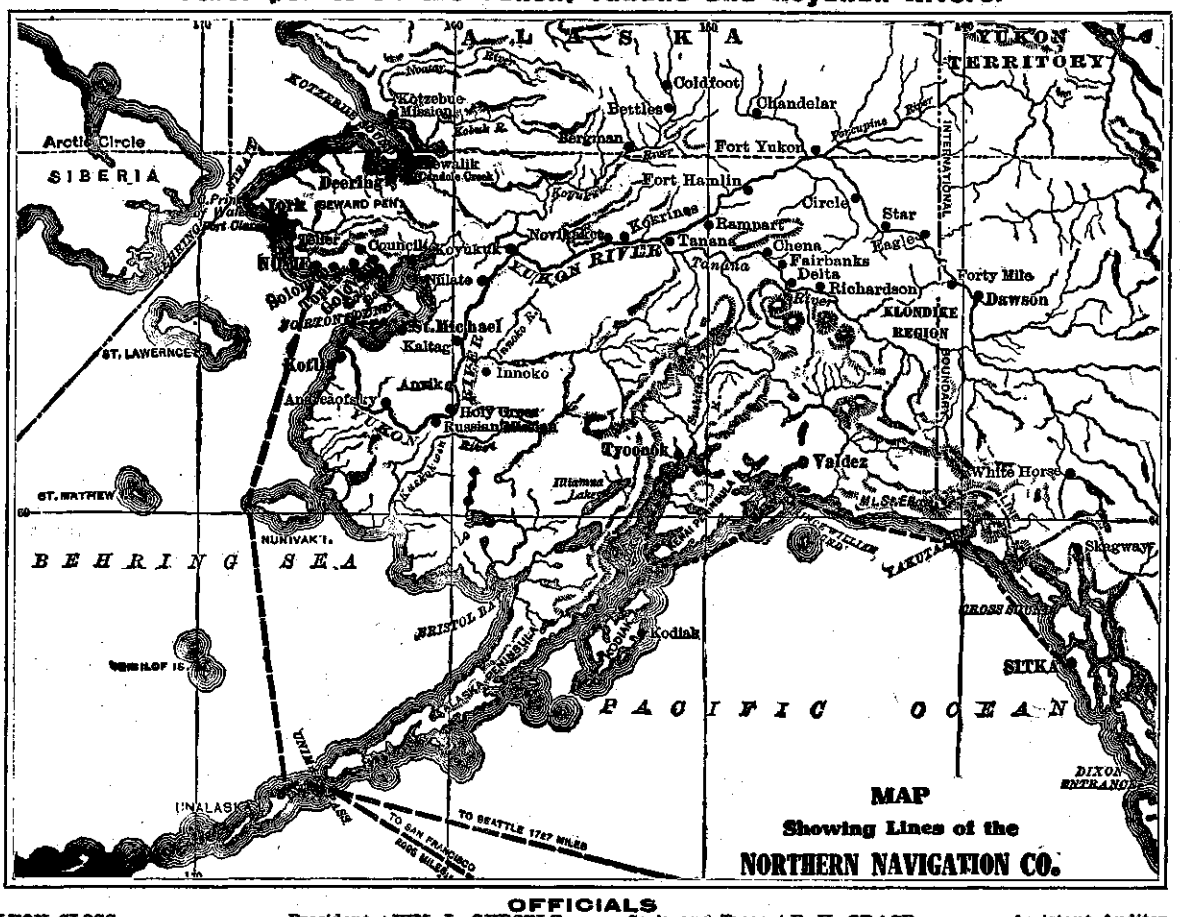
Northern Navigation Co.

GENERAL OFFICES—
Alaska Commercial Building,
310 Sansome Street, San Francisco, Cal.

ALASKA

Carrying Passengers and Freight During Open Season of Navigation

From SAN FRANCISCO and SEATTLE, via St. Michael, to FAIRBANKS, CHENA, RAMPART, BETTLES, CIRCLE, EAGLE, FORTY-MILE, DAWSON, and all other points on the Yukon, Tanana and Koyukuk Rivers.



MAP
Showing Lines of the
NORTHERN NAVIGATION CO.

OFFICIALS

LEON SLOSS . . . . . President.
ISAAC LIEBES . . . . . Vice-President.
LOUIS SLOSS . . . . . Vice-President.
M. L. WASHBURN, Vice-Prest. & Gen. Mgr.
WM. L. GERSTLE . . . Sec'y and Treas.
STEWART MENZIES, Asst. Sec'y and Treas.
W. H. FAIRBANKS . . . Superintendent.
HOWARD TURNER . . . . . Auditor.
F. H. GRACE . . . . . Assistant Auditor.
L. S. JONES . . . . . Purchasing Agent.
THOMAS, GERSTLE, FRICK & BEEDY, General Counsel.

TRAFFIC AGENTS.

WM. KINCAID, Gen. Fht. and Pas. Agt . . San Francisco, Cal. | **A. F. ZIPF**, Traffic Manager . . St. Michael, Alaska.
JOHN L. BURNSIDE, Transportation Agent, Seattle, Wash.

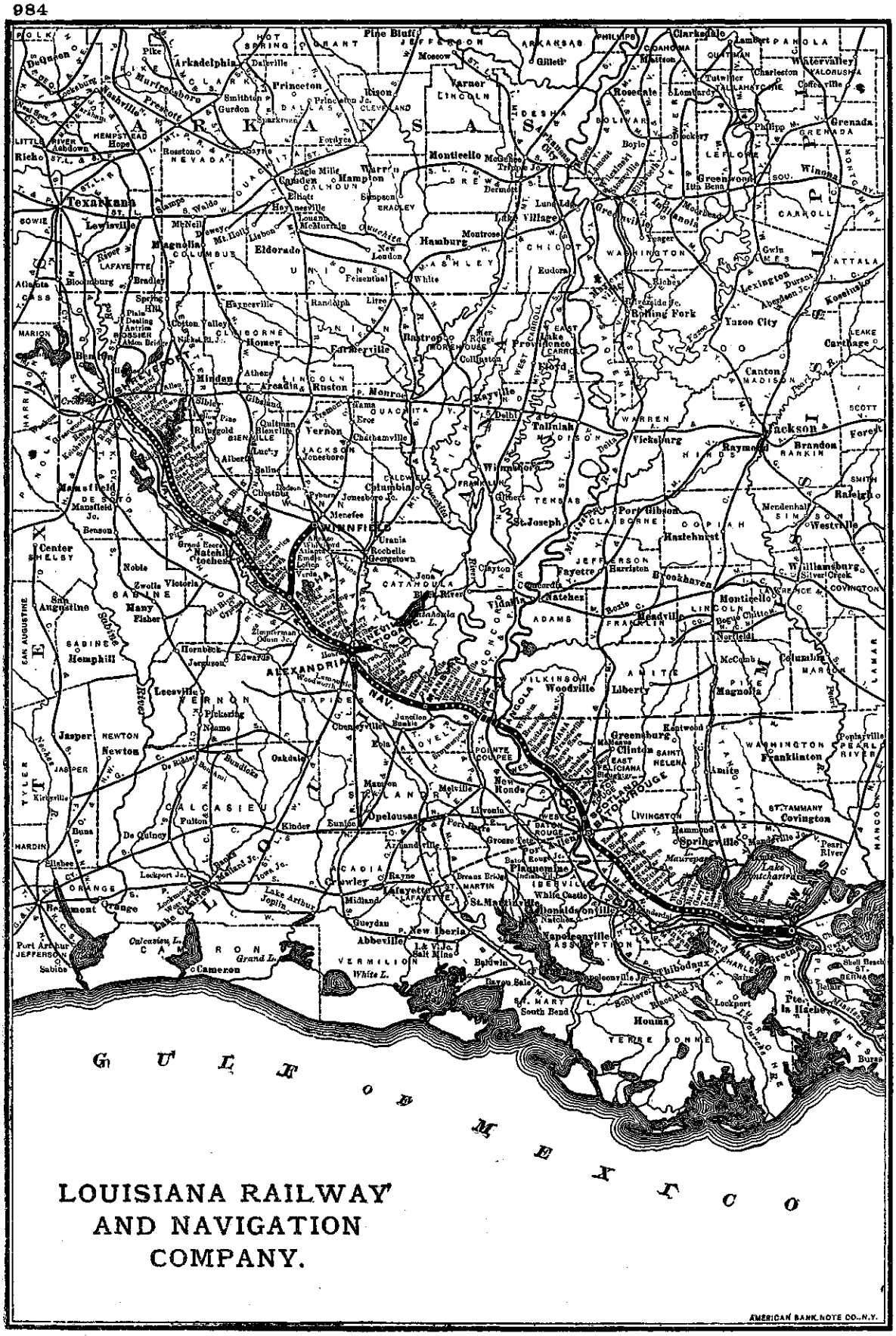
AGENTS.

R. M. LINDSAY . . . . . Dawson, Yukon Ter.
CHAS. GRIMM . . . . . Forty Mile, Yukon Ter.
WM. GILLILAND . . . . . Eagle, Alaska.
A. MUIR . . . . . Circle, Alaska.
J. W. DUNCAN . . . . . Rampart, Alaska.
C. A. MUNRO . . . . . Tanana, Alaska.
VOLNEY RICHMOND . . . . . Fairbanks, Alaska.
J. C. HYDE . . . . . Nulato, Alaska.
W. P. THRALL . . . . . Kokrines, Alaska.
J. A. SELLARS . . . . . Bettles, Alaska.
J. P. ROCKAFELLOW . . . . . Innoko, Alaska.
HOWARD CURTIS . . . . . Hot Springs, Alaska.
CLARENCE ADAMS . . . . . Richardson, Alaska.
D. W. BURCHARD . . . . . Seattle, Wash.
W. A. JAMES . . . . . Vancouver, B.C.

DIVISION MAIL AGENTS.

JULES MARION . . . . . Eagle, Alaska. | GEO. J. MILLER . . . . . Tanana, Alaska.

U. S. MAIL CONTRACTORS ON ALL ROUTES. Alaska Pacific Express Company operates over this line.
For particulars of sailings, passenger and freight rates, and pamphlets containing full information, address
NORTHERN NAVIGATION CO., 310 Sansome St., San Francisco, Cal., or D. W. BURCHARD, 89 Marion St., Seattle, Wash.



LOUISIANA RAILWAY AND NAVIGATION COMPANY.

AMERICAN BANK NOTE CO. N.Y.

LOUISIANA RAILWAY AND NAVIGATION COMPANY.

GENERAL OFFICES—SHREVEPORT, LA.

WILLIAM EDENBORN, President, 520 Hibernia Building, New Orleans, La.
C. ELLERBE, Assistant to President and Treasurer, Shreveport, La.
W. F. TAYLOR, Vice-President, "
H. B. HELM, Secretary and General Superintendent, "
J. J. TIPPIN, Auditor, "
E. G. D. MARSHALL, Gen. Freight and Passenger Agt., "
C. L. VAUGHN, Supt. of Transportation and Pur. Agt., "
THOS. NICHOLSON, Master Mechanic, "
C. R. MEE, General Roadmaster, "
C. E. LEWIS, Claim Agent, "
E. C. HASTINGS, Gen. Agt., 708 Victor Bldg, Kansas City, Mo.
H. W. BECHTELL, Commercial Agent, New Orleans, La.
J. R. JORDAN, Commercial Agent, Baton Rouge, La.
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H. W. REGAL, Soliciting Freight Agent, New Orleans, La.
A. C. VALENTINE, Traveling Freight Agent, Shreveport, La.
C. F. SMITH, Traveling Freight Agent, 12 N. Broadway, Oklahoma City, Okla.
R. L. McKEE, Traveling Freight Agent, Room 10, Moore and Turner Building, Little Rock, Ark.

Pullman
Broiler-Buffet Drawing-Room
Sleeping Car Service

BETWEEN

NEW ORLEANS
BATON ROUGE
BAYOU SARA
ALEXANDRIA
AND
SHREVEPORT

On Trains Nos. 1 and 2

CONNECTIONS.

Shreveport, La.—With Houston & Shreveport R.R.; Kansas City Southern Ry.; Missouri, Kansas & Texas Ry. of Texas; Texas & Pacific Ry.; St. Louis South-west. Ry., and Vicksb. Shreve. & Pac. Ry.
Hagen, La.—With Louisiana & North West R.R.
Winnfield, La.—With Louisiana & Arkansas Ry.; Tremont & Gulf R.R., and Chicago, Rock Island & Pacific Ry. (Choctaw District).
Alexandria, La.—With St. Louis, Iron Mountain & Southern Ry.; St. Louis, Watkins & Gulf Ry.; Louisiana & Arkansas Ry.; Texas & Pacific Ry.; C. R. I. & P. Ry., and Morgan's La. & Tex. R.R. & S.S. Co.
Scotland, La.—With Yazoo & Mississippi Valley R.R.
Montegut, La.—With Yazoo & Mississippi Valley R.R.
New Orleans, La.—With Illinois Central R.R.; Louisiana Southern Ry.; Louisville & Nashville R.R.; Morgan's Louisiana & Texas R.R. & S.S. Co.; New Orleans Terminal Co.; New Orleans, Ft. Jackson & Grand Isle R.R.; New Orleans Great Northern R.R.; New Orleans & Northeast. R.R.; Texas & Pacific Ry., and Yazoo & Miss. Val. R.R.

WINNFIELD BRANCH.

	No. 4	Mls.	*August* 1, 1909.	Mls.	No. 3	
			LEAVE / ARRIVE			
	*8 30 P M		**Shreveport**		8 10 A M	
	— —		*Red River Bridge*		— —	
	8 20 "		**Coushatta**		6 19 "	
	10 10 "		arr. **Aloha** lve.		4 24 "	
	10 15 "	0	lve. **Aloha** ♂ arr.	27.6	4 10 "	
	10 35 "	8.2	Verda ♂	19.4	3 50 "	
	10 41 "	10.1	Lofton	17.5	3 44 "	
	10 46 "	11.8	Emden	15.4	3 39 "	
	10 57 "	16.3	Atlanta ♂	11.3	3 28 "	
	11 03 "	19.0	Whitford	8.6	3 22 "	
	11 10 "	21.2	Alonzo	6.4	3 15 "	
	11 25 P M	27.6	+ **Winnfield** ♂	0	*3 00 A M	
			ARRIVE / LEAVE			

TIOGA BRANCH.

	No. 101	Mls	*August* 1, 1909.	No. 102	
	a9 35 A M	0	lve. **Ems** arr.	9 30 A M	
	10 05 A M	7.1	arr. **Pineville** lve.	a8 00 A M	

* Daily; *a* Tuesday and Friday. | Meals. + Coupon stations; ♂ Telegraph stations. STANDARD—*Central time.*

MAIN LINE.

3	15	No. 1	Mls.	*August* 1, 1909.	Mls.	No. 2	16	4
			0	lv. + **Shreveport** ♂ ar.	306.5			
		*8 30 P M		*Union Station*		8 10 A M		
		— —		*Red River Bridge*		— —		
		8 50 "	5.4	Blenheim	301.1	7 50 "		
		6 59 "	9.3	Curtis	297.2	7 42 "		
		7 07 "	14.2	Taylortown ♂	292.3	7 31 "		
		7 15 "	18.2	Elm Grove	288.3	7 22 "		
		7 20 "	20.4	McDade	286.1	7 18 "		
		7 22 "	21.5	Atkins ♂	285.0	7 15 "		
		7 27 "	23.6	Poole	283.9	7 09 "		
		— —	25.3	Gatlin	281.2	— —		
		7 33 "	27.5	Ninock	279.0	7 02 "		
		— —	28.5	Des Arc	278.0	— —		
		7 43 "	30.3	Loggy Bayou	276.2	6 55 "		
		7 49 "	33.1	East Point ♂	273.4	6 50 "		
		— —	34.3	Star Point	272.2	— —		
		7 56 "	36.2	Crichton	270.3	6 42 "		
		8 08 "	39.6	Carroll	266.9	6 30 "		
		8 20 "	45.4	+ Coushatta ♂	261.1	6 19 "		
		— —	49.5	Steuben	257.0	— —		
		8 32 "	50.9	Pirmont	255.6	6 06 "		
		8 45 "	56.1	Grappe's Bluff	250.4	5 53 "		
		9 00 "	62.3	+ Campti ♂	244.2	5 36 "		
		9 08 "	65.7	**Hagen** ♂	240.8	5 27 "		
		9 15 "	69.2	Clarence ♂	237.3	5 19 "		
		9 20 "	71.0	Irma	235.5	5 14 "		
		9 25 "	72.9	Luella	233.6	5 09 "		
		9 31 "	75.0	St. Maurice ♂	231.5	5 04 "		
		9 39 "	78.2	Crews	228.3	4 56 "		
		9 48 "	82.9	Montgomery ♂	223.6	4 46 "		
A M		— —	91.0	Waddell	215.5	— —		P M
*4 25		10 10 "	92.2	**Aloha** ♂	214.3	4 24 "		10 00
4 30		— —	94.0	Phillips	212.5	— —		9 55
4 40		10 25 "	98.0	+ Colfax ♂	208.5	4 05 "		9 45
4 44		— —	99.1	McNeeley	207.4	— —		9 42
4 52		— —	101.7	Ravencamp	204.8	— —		9 35
4 56		— —	103.4	Kateland	203.1	— —		9 29
5 04		— —	107.0	Werdohl	199.5	— —		9 21
5 09		— —	109.2	Meade	197.3	— —		9 16
5 17		— —	112.9	Tyrawley	193.6	— —		9 08
5 21		— —	114.7	Barrett	191.8	— —		9 04
5 35		11 10 "	121.2	**Pineville** ♂	185.3	3 20 "		8 60
5 45	P M	11 20 "	122.6	ar. + **Alexandria** ♂ lv.	183.9	3 10 "	Noon	*8 40
A M	*2 45	11 25 "	122.6	lve. **Alexandria** arr.	183.9	3 03 "	1220	P M
	3 02	— —	125.7	Arno	180.8	— —	1203	
	3 30	— —	131.7	Latanier	174.8	— —	1135	
	3 43	— —	135.5	Richland	171.0	— —	1123	
	3 50	— —	137.6	Magda	168.9	— —	1115	
	4 05	11 58 P M	141.1	Bijou ♂	165.4	2 24 "	1100	
	4 21	— —	145.3	Belledeau	161.2	— —	1044	
	4 40	— —	149.3	Hessemer ♂	157.2	— —	1025	
	5 05	12 20 Night	153.5	+ **Mansura** ♂	153.0	2 00 "	1000	
	5 25	12 29 "	157.9	Moreauville ♂	148.6	1 51 "	9 40	
	5 39	— —	161.1	Willard	145.4	— —	9 26	
	5 53	12 40 Night	163.6	Bordelonville ♂	142.9	1 38 "	9 12	
	6 05	— —	166.4	Zimmer	140.1	— —	9 00	
	6 11	— —	167.1	Rexmere	139.4	— —	8 54	
	6 21	— —	169.0	Kleinwood	137.5	— —	8 44	
	6 25	— —	170.6	Sarto	135.9	— —	8 40	
	6 33	— —	172.1	Cordes	134.4	— —	8 32	
5	6 45	1 10 A M	175.0	**Naples** ♂	131.5	1 15 A M	*820	6
P M	P M	1		*Angola Transfer Co.*		1	A M	Noon
*3 25		3 23 A M	177.6	**Angola** ♂	128.9	11 20 P M		12 05
3 36		3 34 "	183.1	Wilhelm ♂	123.4	11 09 "		11 54
3 42		3 40 "	185.7	Brandon	120.8	11 03 "		11 48
3 49		3 46 "	188.4	Plettenberg	118.1	10 57 "		11 41
4 12		4 07 "	198.3	+ Bayou Sara ♂	108.2	10 38 "		11 20
4 22		— —	202.1	Soest	104.4	— —		11 07
4 30		— —	205.0	Manheim	101.5	— —		11 00
4 33		— —	206.3	Paloma	100.2	— —		10 57
4 39		4 34 "	208.7	Port Hudson ♂	97.8	10 17 "		10 51
4 43		4 38 "	210.2	Bonn	96.3	10 14 "		10 47
4 52		4 46 "	213.8	Irene	92.7	10 06 "		10 38
5 07		5 01 "	220.6	**Scotland**	85.9	9 50 "		10 23
5 30		5 20 "	226.1	+ **Baton Rouge** ♂	80.4	9 35 "		10 05
5 42		5 32 "	232.2	Essen	74.3	9 18 "		9 48
5 47		5 38 "	234.2	Siegen	72.3	9 14 "		9 43
5 54		5 45 "	237.3	Kleinpeter	69.2	9 07 "		9 36
5 59		5 50 "	239.6	Bullion	66.9	9 01 "		9 31
6 04		5 55 "	242.0	Nettie	64.5	8 56 "		9 26
6 11		6 02 "	244.7	Witten	61.8	8 48 "		9 19
6 20		6 11 "	246.8	+ Edenborn ♂	59.7	8 40 "		9 10
6 28		6 19 "	250.4	Brittany	56.1	8 32 "		9 02
6 32		6 23 "	252.4	Sorrento	54.1	8 28 "		8 58
6 38		— —	255.3	Barmen	51.2	8 21 "		8 52
6 57		6 47 "	263.4	Waldeck	43.1	8 03 "		8 33
7 07		6 57 "	267.4	Mt. Airy	39.1	7 53 "		8 22
7 14		7 03 "	269.7	Garyville ♂	36.8	7 48 "		8 16
— —		— —	271.6	Terre Haute	34.9	— —		— —
7 22		7 11 "	272.9	Reserve	33.6	7 40 "		8 07
7 32		7 19 "	276.6	**Montegut**	29.9	7 32 "		7 58
7 37		7 23 "	278.1	Ory	28.4	7 27 "		7 53
7 40		7 26 "	279.2	Elvina	27.3	7 24 "		7 49
7 44		7 30 "	281.1	Alcazar	25.4	7 19 "		7 45
8 05		7 52 "	291.5	Frellsen	15.0	6 59 "		7 22
8 14		8 00 "	294.3	**Kenner**	12.2	6 51 "		7 16
8 45		8 30 A M	306.5	ar. + **New Orleans** ♂ lv.	0	*6 20 P M		*6 45
P M				(*Canal St. Station.*)				A M
				New Orleans Terminal Co.)				

Arkansas, Louisiana & Gulf Railway Co.

ALFRED COWLES, President, Chicago, Ill.

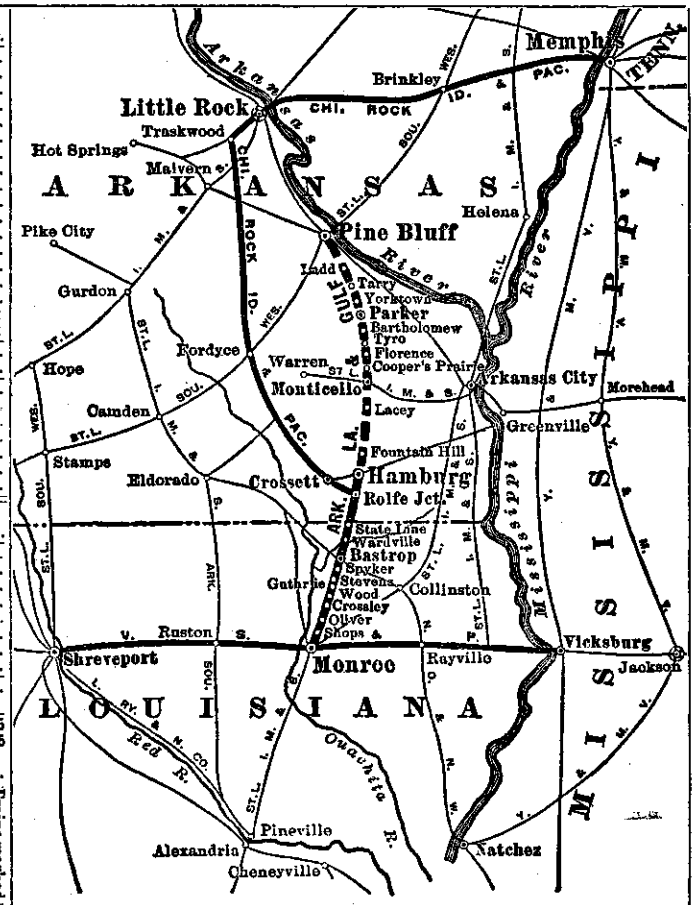
WILLIAM A. OTIS, Vice-President and Treasurer, Colorado Springs, Colo.
C. E. TITUS, Secretary and Assistant Treasurer, "
JAMES M. PARKER, General Manager, Hamburg, Ark.
G. N. BURNETT, Secretary to General Manager, "
L. E. SMART, Auditor and Assistant Secretary, "
T. F. ELLZEY, Assistant Auditor, "
W. J. HILLYER, Superintendent, Monroe, La.

T. J. SHELTON, Traffic Manager, Monroe, La.
E. J. COURTNEY, Master Mechanic, "
J. M. MARSHALL, Supt. Bridges and Buildings, "
T. G. COOKE, Assistant Engineer, Hamburg, Ark.
HENRY C. HALL, General Counsel, Colorado Springs, Colo.
STUBBS, RUSSELL & THEUS, Gen. Att'ys for Louisiana, Monroe, La.
J. C. KNOX, Attorney for Arkansas, Monticello, Ark.

October 31, 1909.	Mls	No. 2 Pas'nger.	No. 8 Mixed.	No. 4 Pas'nger.
[LEAVE	....	.....	.....	.....
Monroe	0	*7 00 A M	*5 00 P M	.....
Shops	1.8	7 07 "	5 10 "	.....
Oliver	6.1	7 16 "	5 26 "	.....
Crosley	8.1	7 22 "	5 34 "	.....
Wood's	11.0	7 29 "	5 43 "	.....
Guthrie	13.2	7 35 "	5 52 "	.....
Perryville	15.6	7 41 "	4 00 "	.....
Spyker	19.5	— —	4 15 "	.....
Bastrop	23.0	8 00 "	4 40 "	.....
N. O. & N. W. Crossing	....	8 03 "	4 45 "	.....
Shelton's	25.8	8 08 "	4 55 "	.....
Wardville	30.0	8 17 "	5 10 "	.....
Beekman	33.4	8 25 "	5 30 "	.....
Geddie	39.2	8 40 "	5 55 "	.....
Gulledge	43.6	8 52 "	6 15 "	.....
Rolfe Junction	47.2	9 00 "	6 35 "	*7 25 P M
Crossett arr.	52.5	9 15 A M	7 00 P M	7 45 P M
Rolfe Junction	47.2	9 40 A M	8 20 P M	.....
Hamburg arr.	56.0	10 05 A M	8 50 P M	.....
Crossett (*C. R. I. & P.*) lve.	....	9 25 A M	.....	.....
Little Rock " arr.	....	3 00 P M	.....	.....
Hot Springs " arr.	....	4 05 P M	.....	.....
Memphis " arr.	....	7 40 P M	.....	.....
St. Louis " arr.	....	7 35 A M	.....	.....
Chicago (*Ill. Cent.*) arr.	....	10 30 A M	.....	.....
Kansas City (*Frisco*) arr.	....	10 30 A M	.....	.....

STATIONS.	Mls	No. 1 Pas'nger	No. 7 Mixed.	3 Pas.	9 Mix.
[LEAVE	....	.....	.....	...	....
Kansas City (*Frisco*)	....	6 15 P M	.....	...	....
Chicago (*Ill. Cent.*) lve.	....	7 00 P M	.....	...	....
St. Louis (*C. R. I. & P.*) lve.	....	8 00 P M	.....	...	....
Memphis " lve.	....	9 30 A M	.....	...	....
Hot Springs " lve.	....	1 15 P M	.....	...	....
Little Rock " lve.	....	2 20 P M	.....	...	....
Crossett " arr.	....	8 05 P M	.....	...	....
Hamburg lve.	0	*7 00 P M	*7 00 A M	...	....
Rolfe Junction	8.8	7 25 P M	7 43 A M	A M	P M
Crossett lve.	....	*8 05 P M	.....	*925	*7 45
Rolfe Junction	8.8	8 20 "	7 45 A M	9 40	8 05
Gulledge	12.4	8 30 "	7 57 "	A M	P M
Geddie	16.8	8 45 "	8 40 "	....	....
Beekman	22.6	8 59 "	9 02 "	....	....
Wardville	26.0	9 08 "	9 18 "	....	....
Shelton's	29.2	9 15 "	9 30 "	....	....
N. O. & N. W. Crossing	....	9 20 "	9 43 "	....	....
Bastrop	33.0	9 25 "	9 48 "	....	....
Spyker	36.5	9 34 "	10 00 "	....	....
Perryville	40.4	9 46 "	10 18 "	....	....
Guthrie	42.8	9 51 "	10 28 "	....	....
Wood's	45.0	9 57 "	10 40 "	....	....
Crosley	47.9	10 05 "	10 50 "	....	....
Oliver	49.9	10 10 "	10 58 "	....	....
Shops	54.2	10 25 "	11 20 "	....	....
Monroe arr.	56.0	10 35 P M	11 30 A M	....	....

Trains marked * run daily. STANDARD—*Central time.*



THE ARKANSAS, LOUISIANA & GULF RAILWAY CO.

NEW TRAIN SERVICE

VIA

ARKANSAS, LOUISIANA & GULF RAILWAY and ROCK ISLAND LINES

BETWEEN

Monroe, La., and Little Rock, Ark.

Through train (daily) making connection at Little Rock for all points, including Memphis, Louisville, Chicago, Nashville, St. Louis, Kansas City.

Through ticket arrangements to all points.

CONNECTIONS.

At Monroe—With Vicksburg, Shreveport & Pacific Ry., St. Louis, Iron Mountain & Southern Ry., Little Rock & Monroe Ry. and Carter Packet Line.
At Bastrop—With New Orleans & Northwestern R.R.
At Wardville—With New Orleans & Northwestern R.R. (No track connection.)
At Crossett—With Chicago, Rock Island & Pacific Ry.
At Hamburg—With Mississippi River, Hamburg & Western Ry. (No track connection.)

BIRMINGHAM & ATLANTIC RAILROAD COMPANY.

Y. VANDENBERG, President, 25 Broad St., New York City.
SIDNEY H. MARCH, Vice-President, 25 Broad St., New York City.
ALFRED KIMBER, Sec'y and Treas., 25 Broad St., New York City.
GEO. DUNGLINSON, Auditor and Asst. Treasurer.
S. C. OLIVER, Superintendent.
General Offices—Talladega, Ala.

3	1	Mls	*December* 28, 1908.	Ms	2	4
P M	A M	....	LEAVE] [ARRIVE	...	A M	P M
*4 00	*9 30	0	+.....**Talladega**[1].... ♁	22	11 45	6 50
4 03	9 33	1	........Furnace........	21	11 40	6 45
4 12	9 42	5	........**Barclay**[2]..... ♁	17	11 31	6 35
4 18	9 48	7	........**Renfroe**...... ♁	15	11 25	6 29
4 23	9 52	10	........Moxley........	12	11 18	6 24
4 27	9 57	11	...**Ragan Junction**....	11	11 15	6 20
4 34	10 04	14	........Stemley........	8	11 08	6 13
4 40	10 09	15	......Coosa Valley......	7	11 03	6 08
4 44	10 13	17	....Walker Crossing....	5	10 57	6 03
4 49	10 21	20	........Cropwell...... ♁	2	10 52	5 58
5 00	10 30	22	+......**Pell City**[3]..... ♁	0	*10 45	*5 50
P M	A M	....	ARRIVE] [LEAVE	...	A M	P M
10 45	2 30	155	....**Atlanta** (*So. Ry.*)....	...	11 10	10 45
P M	P M	....	ARRIVE] [LEAVE	...	P M	A M
6 52	11 20	51	ar. **Anniston** (*So. Ry.*) lv.	...	2 50	1 55
10 00	12 15	58	. **Birmingham** (*So. Ry.*).	...	9 30	4 25
P M	Noon	....	ARRIVE] [LEAVE	...	A M	P M
7 30	8 05	300	..**Memphis** (*Frisco*)....	...	10 00	8 40
A M	P M	....	ARRIVE] [LEAVE	..	P M	A M
.....	7 40	264	..**Nashville** (*L. & N.*)..	...	2 25	8 25
.....	P M	....	ARRIVE] [LEAVE	...	A M	A M
.....	2 35	452	..**Louisville** (*L. & N.*)..	...	9 30	2 30
.....	A M	....	ARRIVE] [LEAVE	...	P M	A M

Trains marked * run daily. + Coupon stations; ♁ Telegraph stations. *Central time.*

Connections.—[1] Talladega—With Southern Ry., Louisville & Nashville R.R. and Atlanta, Birmingham & Atlantic R.R. [2] **Barclay**—With Southern Ry. [3] **Pell City**—With Southern Ry. and Seaboard Air Line Ry.

OHIO & KENTUCKY RAILWAY.

W. DEL. WALBRIDGE, President, 1 Broadway, New York, N.Y.
M. L. CONLEY, Superintendent, Cannel City, Ky.
S. M. FREESE, Auditor and Cashier, Cannel City, Ky.

No. 33	No. 21	Mls	*January*, 1907.	Mls	No. 22	No. 34
....	....	....	LEAVE] [ARRIVE	....	....	....
†3 00 P M	†11 05 A M	0	.......**Jackson**[1].... ♁	27	2 30 P M	9 30 A M
3 10 "	11 15 "	2	...**O. & K. Junction**[2]..	25	2 26 "	9 25 "
3 52 "	11 44 "	11	........Wilhurst...... ♁	16	1 51 "	8 37 "
4 05 "	11 51 A M	13	.... Hampton	14	1 44 "	8 24 "
4 30 "	12 05 Noon	17	.... Rose Fork	10	1 32 "	8 00 "
4 46 "	12 13 "	20	........Lee City...... ♁	8	1 23 "	7 45 "
4 55 "	12 19 "	21	.......Helechawa..... ♁	6	1 17 "	7 33 "
5 03 "	12 25 "	24	.... Adele	3	1 11 "	7 23 "
5 20 P M	12 35 Noon	27	. ... **Cannel City** ... ♁	0	†1 00 P M	†7 10 A M
....	....	....	ARRIVE] [LEAVE	....	....	....

† Daily, except Sunday. ♁ Telegraph stations.

STANDARD—*Central time.*

Connections.—[1] and [2] With Lexington & Eastern Ry.

BODCAW VALLEY RAILROAD.

H. H. WHELESS, President.
F. T. WHITED, General Manager.
J. F. WISE, Secretary.
S. H. DOWELL, Auditor.
W. B. SMITH, Gen. Freight Agent.
General Offices—Alden Bridge, La.

5	3	1	Ms.	*February*, 1907.	Ms.	2	4	6
P M	A M	A M	...	LEAVE] [ARRIVE	....	A M	P M	P M
†3 00	†11 00	†7 00	0	.....**Alden Bridge**[1]....	18	9 50	1 50	5 50
3 18	11 18	7 18	3	.........Larkins.........	15	9 32	1 32	5 32
3 30	11 30	7 30	5	.......Seven Pines	13	9 14	1 14	5 14
3 42	11 42	7 42	7	.... Taylor.........	11	9 02	1 02	5 02
3 54	11 54	7 54	9	.......Bundy Spur......	9	8 50	12 50	4 50
4 10	12 10	8 10	11.5	..........Ivan..........	6.5	8 35	12 35	4 35
4 15	12 15	8 15	12	.... McCall Crossing....	6	8 30	12 30	4 30
5 00	1 00	9 00	18	.......**Track End**.......	0	†7 45	†11 45	†3 45
P M	P M	A M	....	ARRIVE] [LEAVE	....	A M	A M	P M

† Daily, except Sunday.

Central time.

Connection.—[1] With St. Louis South-western Ry.

MARY LEE RAILROAD.

JOHN N. VINCENT, Superintendent, East Birmingham, Ala.

Extends from **East Birmingham**[1] to **Boyles**[2] and Lewisburg (7 miles). Operated for freight service only. *December*, 1908.

Connections.—[1] With Queen & Crescent Route, Southern Ry. and Louisville & Nashville R.R. [2] With Louisville & Nashville R.R.

Birmingham Southern Railroad Co.

GENERAL OFFICES—BIRMINGHAM, ALA.

GEO. G. CRAWFORD, President, Birmingham, Ala.
FRANK H. CROCKARD, Vice-Prest. and Gen. Mgr., "
L. T. BEECHER, Treasurer, "
F. B. WINSLOW, Auditor, "
WALKER PERCY, General Counsel, "
FRED. KESTLER, General Superintendent, "
A. W. CAREY, Traffic Manager, "
C. J. BARR, Superintendent Motive Power, "
W. A. MAJOR, Purchasing Agent, "
H. M. URBAN, Chief Engineer, "

Total Trackage, 101.401 Miles.
Equipment—Locomotives, 34; Cars Owned, 783; Cars Leased, 47.

BIRMINGHAM DIVISION.	Miles.
Birmingham[1]	0
East Thomas	2.60
Thomas	3.60
East Highlands	4.40
Stockton Junction	4.55
Pratt City	5.10
Village Creek Junction	6.10
Ensley[2]	7.00
Wylam	8.66
Brynton	9.70

VILLAGE CREEK DIV.	Miles.
Village Creek Junction	6.10
Kelton Siding	6.30
Sharon Hill	9.64

STOCKTON DIVISION.	Miles.
Stockton Junction	4.55
Ridgefield	5.90
Laketon	6.21
Baker's Siding	6.85
Tipton	7.30
Thompson	7.85
Stockton[3]	8.84

SHAFTON BRANCH.	Miles.
Pratt City	5.10
Shafton	6.00

BESSEMER DIVISION.	Miles.
Bessemer[4]	0
Robertstown	2.00

OXMOOR DIVISION.	Miles.
Oxmoor[5]	0
Shades	1.00

CONNECTIONS.

[1] Birmingham—With Louisville & Nashville R.R., Southern Ry., Alabama Great Southern R.R., St. Louis & San Francisco R.R., Seaboard Air Line Ry., Central of Georgia Ry., Illinois Central R.R., Atlanta, Birmingham & Atlantic, Mobile & Ohio R.R.
[2] Ensley—With Louisville & Nashville R.R., Southern Ry., Alabama Great Southern R.R., St. Louis & San Francisco R.R., Seaboard Air Line Ry., Illinois Central R.R.
[3] Stockton—With Southern Ry.
[4] Bessemer—With Louisville & Nashville R.R., Southern Ry., Alabama Great Southern R.R., St. Louis & San Francisco R.R., Seaboard Air Line Ry., Illinois Central R.R
[5] Oxmoor—With Louisville & Nashville R.R.

This railroad performs a general switching and railroad service between connections named and the various industries and towns located on its lines. *October*, 1908.

ALBANY & NORTHERN RAILWAY.

T. EDWARD HAMBLETON, President, Baltimore, Md.
J. S. CREWS, First Vice-Prest. and Gen. Mgr., Albany, Ga.
J. HENRY COOK, Second Vice-President, Baltimore, Md.
I. W. IGLEHART, Secretary, "
J. A. WESSON, Commercial Agent, Albany, Ga.
J. A. WESSON, Commercial Agent, Cordele, Ga.

15	17	21	Mls	*December* 29, 1907.	Mls	18	22	16
A M	P M	A M	....	LEAVE] [ARRIVE	....	P M	P M	P M
§9 30	*2 15	†7 00	0	+.....**Cordele**[1].... ♁	35.0	1 30	7 30	6 00
9 49	2 35	7 37	7.2	.........Raines.........	27.8	1 11	6 53	5 41
10 02	2 47	8 05	12.7	.......Warwick..... ♁	22.3	12 59	6 25	5 26
10 13	2 56	8 20	17.3	.... Oakfield ..... ♁	17.7	12 49	6 01	5 17
10 22	3 04	8 47	20.7	........Philema ..... ♁	14.3	12 41	5 43	5 08
10 38	3 19	9 19	27.0	.... Beloit	8.0	12 26	5 00	4 52
11 00	3 40	10 00	35.0	+.....**Albany**[2]..... ♁	0	*12 05	†4 30	§4 30
A M	P M	A M	....	ARRIVE] [LEAVE	....	Noon	P M	P M

* Daily; † daily, except Sunday; § Sunday only. + Coupon stations; ♁ Telegraph stations. STANDARD—*Central time.*

CONNECTIONS.

[1] **Cordele**—With Seaboard Air Line Ry., Georgia Southern & Florida Ry. and Atlanta, Birmingham & Atlantic R.R.
[2] **Albany**—With Central of Georgia Ry., Seaboard Air Line Ry., Atlantic Coast Line R.R. and Georgia Northern Ry.

LAWRENCEVILLE RAILROAD.

E. L. MCKELVEY, General Passenger Agent, Lawrenceville, Ga.

Trains leave **Lawrenceville**[1] †7 00 a.m., †2 40 p.m., arrive **Suwanee**[2] 10 miles) 7 58 a.m., 3 40 p.m. Returning, leave Suwanee †9 20 a.m., †6 56 p.m., arrive Lawrenceville 10 30 a.m., 7 50 p.m. *March*, 1909.
† Daily, except Sunday. *Eastern time.*

Connections.—[1] With Seaboard Air Line Ry. [2] With Southern Ry.

KANAWHA & WEST VIRGINIA RAILROAD COMPANY.

C. E. FULTZ, General Manager, Charleston, W.Va.

Train leaves **Charleston**[1] †7 30 a.m. for Pricedale (11 miles), Blue Creek (13 miles) Roderick (22 miles), Middle Fork (28 miles), arriving Blakeley (34 miles) 10 52 a.m. Returning, lvs. Blakeley †12 12 noon, arr. Charleston 3 21 p.m. † Daily, except Sunday. *February* 7, 1909.

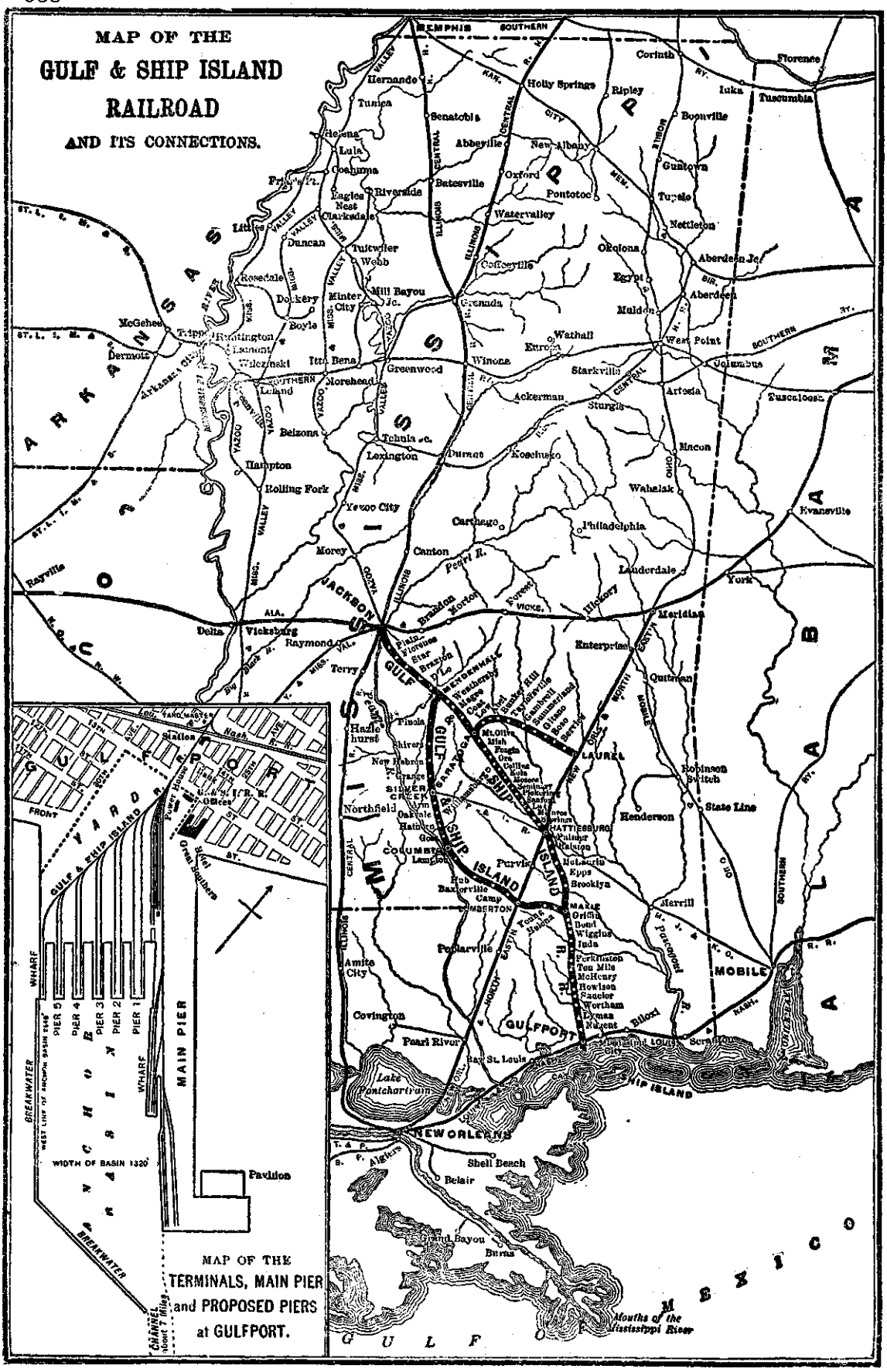
Connection.—[1] With Kanawha & Michigan Ry. *Eastern time.*

CONGRESS CONSOLIDATED MINES CO'S (LTD.) RAILROAD.

O. LONGACRE, Jr., Vice-Prest. and Gen. Mgr., Congress, Ariz.

From **Congress Junction**[1] to Congress, 4 miles; to Works, 2 miles; total, 6 miles. *December*, 1908.

Connection.—[1] With Santa Fe, Prescott & Phœnix Ry.


MAP OF THE
GULF & SHIP ISLAND
RAILROAD
AND ITS CONNECTIONS.
MEMPHIS SOUTHERN
Corinth
Florence
Iuka
Tuscumbia
Hernando
Tunica
Holly Springs
Ripley
Senatobia
Boonville
Helena
Lula
Abbeville
New Albany
Coahoma
Oxford
Guntown
Batesville
Pontotoc
Tupelo
Eagles Nest
Riverside
Clarksdale
Watervalley
Nettleton
Duncan
Tutwiler
Webb
Coffeeville
Okolona
Aberdeen Jc.
Rosedale
Egypt
Aberdeen
Dockery
Minter City
Mill Bayou Jc.
Grenada
Muldon
Boyle
McGehee
Tripp
Arrington
Lamont
Wilczinski
Wathall
Eutaw
West Point
Dermott
Itta Bena
Winona
Columbus
Leland
Greenwood
Starkville
Morehead
Ackerman
Artesia
Sturgis
Tuscaloosa
Belzona
Tchula
Lexington
Durant
Kosciusko
Macon
Hampton
Rolling Fork
Wahalak
Yazoo City
Evansville
Carthage
Philadelphia
Morey
Canton
Pearl R.
Lauderdale
Rayville
York
Jackson
Brandon
Morton
Meridian
Delta
Vicksburg
Raymond
Enterprise
Terry
Quitman
Pearl
Hazlehurst
Pinola
Shivers
New Hebron
Mt. Olive
Laurel
Grange
Silver Creek
Northfield
Oakvale
Hattiesburg
Henderson
Robinson Switch
State Line
Columbia
Purvis
Brookiya
Rub
Baxterville
Camp
Lumberton
Merrill
Poplarville
Amite City
Mobile
Covington
Gulfport
Biloxi
Pearl River
Bay St. Louis
Scranton
Lake Pontchartrain
Ship Island
New Orleans
Shell Beach
Belair
Grand Bayou
Burns
Mouths of the Mississippi River
Gulf of Mexico
Arkansas
Louisiana
Mississippi
Alabama
Gulf & Ship Island
Illinois Central
Yazoo & Mississippi Valley
Mobile & Ohio
Southern
Gulf Port
Yard
Gulf & Ship Island
Front
Wharf
Pier 5
Pier 4
Pier 3
Pier 2
Pier 1
Main Pier
Breakwater
Pavilion
Channel
Width of Basin 1320'
Station
Office
Map of the Terminals, Main Pier and Proposed Piers at Gulfport.

GULF & SHIP ISLAND RAILROAD.

J. T. JONES, President, Prudential Building, Buffalo, N.Y.
JOSEPH A. JONES, First Vice-President, "
THOS. P. HALE, Second Vice-President, Gulfport, Miss.
B. E. POWERS, Secretary and Treasurer, Buffalo, N.Y.
J. H. NEVILLE, General Counsel, Gulfport, Miss.
GEO. F. GARDNER, General Superintendent, "

E. L. HALL, Auditor, Gulfport, Miss.
J. L. HAWLEY, General Freight and Passenger Agent, "
W. T. STEWART, Supt. of Roadway and Purchasing Agent, Gulfport, Miss.
W. W. BROGAN, Train Master, Hattiesburg, Miss.
M. G. BROWN, Master Mechanic, Gulfport, Miss.
W. E. LEONARD, Car Accountant, "

....	110	102	6	4	Mls.	*August* 29, 1909.	Mls.	5	3	101	109	....
....	....	P M	P M	A M	....	LEAVE] [ARRIVE	....	Noon	P M	P M	....	....
....	....	*2 45	*4 25	*7 40	0	+ ....**Gulfport**[1]... ♁	160.00	12 30	10 00	1 40	....	....
....	....	3 05	4 45	8 00	9.13	.....Lyman..... ♁	150.87	12 12	9 40	1 22	....	....
....	....	3 13	4 55	8 07	13.24	.....Wortham.....	146.76	12 02	9 30	1 15	....	....
....	....	3 25	5 10	8 20	18.86	.....Saucier.....	141.14	11 51	9 17	1 03	....	....
....	....	3 30	5 15	8 25	21.07	.....Howison.....	138.93	11 46	9 10	12 59	....	....
....	....	3 38	5 23	8 34	23.97	+ ....McHenry.... ♁	136.03	11 38	9 03	12 53	....	....
....	....	3 53	5 37	8 48	29.26	.....Perkinston... ♁	130.74	11 20	8 48	12 35	....	....
....	....	3 58	5 44	8 53	31.40	.....Inda.....	128.60	11 15	8 41	12 30	....	....
....	....	4 08	5 51	9 01	34.80	+ .....Wiggins..... ♁	125.20	11 09	8 34	12 25	....	....
....	....	4 16	5 59	9 09	37.90	.....Bond..... ♁	122.10	11 00	8 25	12 16	....	....
....	....	4 30	6 15	9 22	43.99	.....**Maxie**[2]..... ♁	116.01	10 42	8 10	12 02	....	....
....	....	....	6 30	9 34	49.68	.....Brooklyn..... ♁	110.32	10 30	7 58	....	....	....
....	....	....	6 45	9 47	55.46	.....Epps.....	104.54	10 17	7 46	....	....	....
....	....	....	6 61	9 52	57.84	.....McLaurin..... ♁	102.16	10 12	7 46	....	....	....
....	....	....	7 03	10 02	63.31	.....Ralston.....	96.69	10 02	7 28	....	....	....
....	....	....	7 23	10 15	70.26	ar. **Hattiesburg**[3] lv.	89.74	9 43	7 15	....	....	....
....	....	....	7 43	10 30	70.26	lv. + **Hattiesburg** ♁ ar.	89.74	9 23	6 53	....	....	....
....	....	Via Columbia Division.	8 00	— —	78.24	.....Maybank.....	81.76	9 05	— —	Via Columbia Division.	....	....
....	....		8 05	10 52	81.18	.....Lux..... ♁	78.82	8 59	6 31		....	....
....	....		8 12	10 59	84.40	.....Sanford.....	75.60	8 52	6 25		....	....
....	....		8 19	— —	87.60	.....Pickering.....	72.40	8 46	6 18		....	....
....	....		8 28	11 12	91.43	.....Seminary..... ♁	68.57	8 38	6 10		....	....
....	....		8 36	11 15	92.01	.....Gandsi.....	67.99	8 35	6 07		....	....
....	....		8 39	11 26	96.17	.....Kola.....	63.83	8 25	5 57		....	....
....	....		8 47	11 36	98.39	.....Collins..... ♁	61.61	8 20	5 52		....	....
....	....		8 60	11 39	99.66	.....Ora.....	60.34	8 14	5 45		....	....
....	....		8 58	11 48	104.49	.....Mish.....	55.51	8 06	5 34		....	....
....	....		9 01	11 52	105.64	.....Arbo.....	54.36	8 02	5 31		....	....
....	....		9 09	12 01	108.36	+ ....Mt. Olive.... ♁	51.64	7 55	5 27		....	....
....	....		9 15	12 10	111.38	.....**Saratoga**[4]... ♁	48.62	7 45	5 15		....	....
....	....		9 21	12 17	114.86	.....Coat.....	45.14	7 37	5 07		....	....
....	....		9 29	12 25	118.05	.....Magee..... ♁	41.95	7 30	5 00		....	....
....	A M		9 44	12 40	125.72	.....Weathersby.....	34.28	7 14	4 45		....	P M
....	†9 05	9 25	9 60	12 47	128.48	....**Mendenhall**... ♁	31.52	7 08	4 40	*7 30		3 40
....	9 11	P M	9 56	12 52	131.05	.....D'Lo.....	28.95	7 03	4 33	A M		3 30
....	9 21	....	10 08	1 06	136.29	.....Braxton..... ♁	23.71	6 51	4 23	....	....	3 18
....	9 36	....	10 22	1 17	142.73	.....Star..... ♁	17.27	6 38	4 10	....	....	3 05
....	9 50	....	10 35	1 27	149.38	.....Florence..... ♁	10.62	6 23	3 57	....	....	2 52
....	10 00	....	10 45	1 37	154.40	.....Plain.....	5.60	6 12	3 47	....	....	2 42
....	— —	....	— —	— —	159.75	..Illinois Central Jn..	0.25	— —	— —	....	....	— —
....	10 15	....	11 00	1 55	160.00	.....**Jackson**[5]... ♁	0	*6 00	*3 35	....	....	†2 30
....	A M	....	P M	P M	....	ARRIVE] [LEAVE	....	A M	P M	....	....	P M

COLUMBIA DIVISION.

....	102	110	Mls.	*August* 29, 1909.	101	109	....
....	P M	....	....	LEAVE] [ARRIVE	A M	....	....
....	*4 55	....	0	.....**Maxie**.... ♁	11 59	....	....
....	4 48	....	4.38	.....Helena	11 48	....	....
....	4 56	....	7.91	.....Alexander.....	11 41	....	....
....	5 01	....	10.18	.....Young.....	11 35	....	....
....	5 15	....	16.27	+ ..**Lumberton**[6] ♁	11 19	....	....
....	5 45	....	27.09	.... Baxterville .. ♁	10 48	....	....
....	6 05	....	35.86	..... Pine Bur	10 25	....	....
....	6 13	....	38.94	.....Hub..... ♁	10 17	....	....
....	6 23	A M	43.70	..... Lampton	10 07	P M	....
....	6 40	†6 20	47.81	+ ... Columbia .... ♁	9 54	6 20	....
....	7 02	6 30	56.26	.....Goss..... ♁	9 30	6 00	....
....	7 10	6 38	59.26	.....Hathorn.... ♁	9 22	5 50	....
....	7 25	6 52	63.56	.....Oakvale.... ♁	9 10	5 35	....
....	7 42	7 09	69.06	.....Arm..... ♁	8 58	5 20	....
....	8 05	7 30	76.06	+ .**Silver Creek**. ♁	8 40	5 00	....
....	8 20	7 50	81.70	..... Grange .... ♁	8 27	4 45	....
....	8 30	8 00	85.15	....New Hebron.. ♁	8 20	4 38	....
....	8 42	8 10	89.81	..... Shivers .... ♁	8 10	4 28	....
....	9 02	8 30	96.65	.....Pinola..... ♁	7 52	4 12	....
....	9 25	8 55	104.83	... **Mendenhall**. ♁	*7 30	†3 45	....
....	P M	A M	....	ARRIVE] [LEAVE	A M	P M	....

LAUREL BRANCH.

....	....	201	Mls.	*August* 29, 1909.	202	....	....
....	....	A M	....	LEAVE] [ARRIVE	P M	....	....
....	....	*7 45	0	....**Saratoga**.. ♁	4 30	....	....
....	....	7 56	5.02	..... .Low.....	4 08	....	....
....	....	8 05	7.82	.....Abel.....	4 00	....	....
....	....	8 11	10.12	.....Mize..... ♁	3 55	....	....
....	....	8 30	17.29	.....Wisner.... ♁	3 35	....	....
....	....	8 35	18.62	...Taylorsville . ♁	3 30	....	....
....	....	8 50	23.62	...Summerland . ♁	3 17	....	....
....	....	8 58	26.42	.....Gitano.....	3 08	....	....
....	....	9 08	29.82	.....Soso..... ♁	2 58	....	....
....	....	9 17	34.02	.....Service.....	2 50	....	....
....	....	9 45	40.62	+ ....**Laurel**[7]... ♁	*2 30	....	....
....	....	A M	....	ARRIVE] [LEAVE	P M	....	....

* Daily; † daily, except Sunday. + Coupon stations; ♁ Telegraph stations. *Central time.*

Connections.—[1] With Louisville & Nashville R.R. [2] With Columbia Division. [3] With New Orleans & North-eastern R.R. [4] With Laurel Branch. [5] With Illinois Central R.R. [6] With New Orleans & Queen & Crescent Route and Yazoo & Mississippi Valley R.R. [7] With New Orleans & North-eastern R.R.

CHICAGO, MILWAUKEE & GARY RAILWAY CO.

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SUCCESSORS TO

ILLINOIS, IOWA & MINNESOTA RAILWAY.

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HENRY C. WOOD, Gen. Counsel and Sec'y, " "
W. F. McSWINEY, Auditor and Treasurer, Rockford, Ill.
I. W. TROXEL, Chief Engineer, "The Rookery," Chicago, Ill.

JONAS WAFFLE, Asst. Gen. Freight and Passenger Agt., "The Rookery," Chicago, Ill.
J. H. MILLER, General Agent, Rockford, Ill.
P. G. WILLIAMS, Train Master, "
G. W. SPERRY, Storekeeper, "
F. A. WINKLER, Traveling Auditor, "

Address Operating correspondence to B. H. HARRIS, at Rockford, Ill., and Traffic correspondence to Chicago, Ill.

EASTBOUND. Mixed. No. 4	Mixed. No. 2	Mixed. No. 6	Miles	*March* 11, 1907. (*Central time.*)	Miles	WESTBOUND. Mixed. No. 5	Mixed. No. 1	Mixed. No. 3
.....	.....	.....	.....	LEAVE] [ARRIVE	....	.....	.....	.....
.....	.....	†7 30 A M	0	.....**Rockford**.....	128.35	6 00 P M	.....	.....
.....	.....	7 55 "	2.60	.....Rockford Junction.....	125.75	5 30 "	.....	.....
.....	.....	8 05 "	6.00	.....New Milford.....	122.35	5 21 "	.....	.....
.....	.....	8 16 "	8.70	.....Harrisville.....	119.65	5 11 "	.....	.....
.....	.....	8 26 "	14.20	..... Vanland.....	114.15	5 00 "	.....	.....
.....	.....	8 50 "	.....	..... Kirkland Junction.....	.....	4 40 "	.....	.....
.....	.....	9 00 "	21.10	.....**Kirkland**.....	107.25	4 25 "	.....	.....
.....	.....	9 30 "	22.10	..... Kirkland Junction.....	106.25	4 10 "	.....	.....
.....	.....	— —	26.00	.....Nichols.....	102.35	— —	.....	.....
.....	.....	9 50 "	30.10	.....**Wilkinson**.....	98.25	3 48 "	.....	.....
.....	.....	10 05 "	35.95	.....DeKalb Junction.....	92.40	3 26 "	.....	.....
.....	.....	10 25 "	37.31	.....**DeKalb**.....	91.04	3 40 "	.....	.....
.....	.....	11 00 "	.....	.....DeKalb Junction.....	.....	2 25 "	.....	.....
.....	.....	11 25 "	44.45	..... Chase	83.90	2 00 "	.....	.....
.....	.....	11 40 "	49.31	..... Troxel.....	79.04	1 38 "	.....	.....
.....	.....	11 59 A M	55.37	..... Duffin	72.98	1 10 P M	.....	.....
.....	.....	12 30 Noon	65.27	.....**Aurora**.....	63.08	12 30 Noon	.....	.....
†4 25 P M	†10 00 A M	3 30 P M	89.27	.....**Joliet**.....	39.08	†9 30 A M	9 15 A M	3 35 P M
5 00 "	10 35 "	.....	98.19	.....**Manhattan**.....	30.16	.....	8 40 "	3 10 "
5 15 "	10 55 "	.....	101.88	.....Wilton.....	26.47	.....	8 05 "	2 50 "
5 30 "	11 15 "	.....	104.76	.....Andres.....	23.59	.....	7 50 "	2 35 "
5 48 "	11 38 A M	.....	110.75	.....Peotone.....	17.60	.....	7 23 "	2 18 "
6 08 "	12 05 Noon	.....	116.84	.....Whitaker.....	11.41	.....	7 00 "	1 57 "
6 18 "	12 16 "	.....	120.00	.....Yeager.....	8.35	.....	6 40 "	1 40 "
6 30 P M	12 30 Noon	.....	125.00	.....**Momence**.....	3.35	.....	†6 30 A M	†1 30 P M
.....	.....	.....	128.35	.....**Delmar**.....	0	.....	.....	.....
.....	.....	.....	.....	ARRIVE] [LEAVE	....	.....	.....	.....

Trains marked † run daily, except Sunday.

CONNECTIONS.

Connections with Big Four, B. & O., C. C. & L., Monon, Erie, Grand Trunk, L. S. & M. S., N. Y. C. & St. L., P. C. C. & St. L., P. F. W. & C., Pere Marquette and Wabash Eastern Division are made through East Joliet and E. J. & E. Ry.

At Rockford—With Illinois Central R.R., Chicago & North-Western Ry., Chicago, Milwaukee & St. Paul Ry.

At Kirkland—With Chicago, Milwaukee & St. Paul Ry.

At Wilkinson—With Chicago Great Western Ry.

At DeKalb—With Chicago North-Western Ry., Chicago Great Western Ry.

At Delmar—With Chicago Southern-Southern Indiana Ry.

At Aurora—With Elgin, Joliet & Eastern Ry., Chicago, Burlington & Quincy R.R., Chicago & North-Western Ry.

At Joliet—With Elgin, Joliet & Eastern Ry., Chicago, Rock Island & Pacific Ry., Atchison, Topeka & Santa Fe Ry., Chicago & Alton Ry. Michigan Central R.R.

At Manhattan—With Wabash R.R.

At Momence—With Chicago & Eastern Illinois R.R., Chicago, Indiana & Southern R.R.

STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK CHICAGO

VIRGINIA & SOUTHWESTERN RAILWAY COMPANY.

"THE NATURAL TUNNEL ROUTE."

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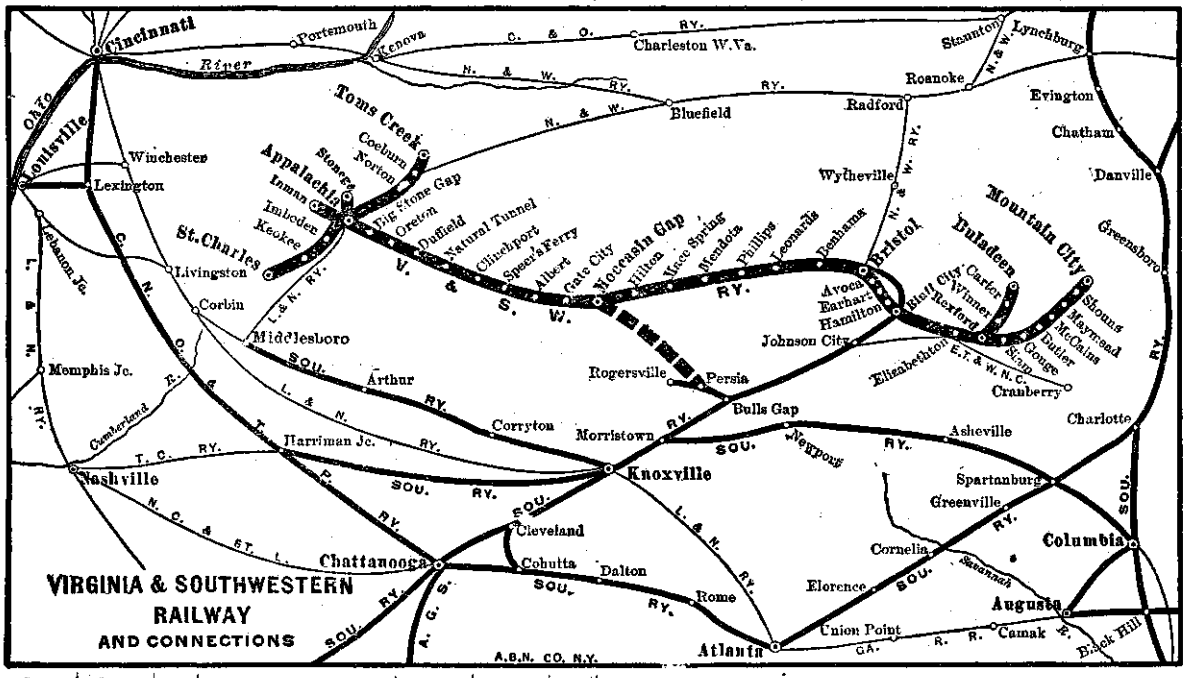


No. 1	No. 3	Mls	*June* 11, 1900.	No. 2	No. 4	
			(*Eastern time.*)			
8 25 P M			lve....**New York**...arr.	7 23 A M	1 00 P M	
12 18 Night			lve. **West Philada**. arr.	4 21 A M	10 43 A M	
2 46 A M			lve....**Baltimore**...arr.	1 38 A M	8 00 A M	
4 10 A M			lve...**Washington**..arr.	12 15 Night	6 50 A M	
*5 05 P M	*8 20 A M	0	lve...+ **Bristol** ♂...arr.	12 10 Noon	6 10 P M	
5 22 "	8 37 "	5.0	.....Mountain.....	11 52 A M	5 52 "	
5 29 "	8 44 "	7.5	.....Benham.....♂	11 45 "	5 45 "	
5 39 "	8 52 "	10.2	.....Leonards.....	11 35 "	5 37 "	
5 47 "	9 02 "	12.5	.....Phillips.....♂	11 25 "	5 28 "	
5 56 "	9 10 "	14.8	+.....Mendota.....♂	11 18 "	5 21 "	
6 06 "	9 22 "	20.8	.....Mace Spring.....	11 05 "	5 07 "	
6 13 "	9 30 "	24.6	.....Hilton.....♂	10 56 "	4 57 "	
6 19 "	9 36 "	27.6	.....Nottingham.....	10 49 "	4 49 "	
6 24 "	9 41 "	29.6	.....Moccasin Gap....♂	10 44 "	4 44 "	
6 29 "	9 46 "	31.6	+.....Gate City.....♂	10 40 "	4 39 "	
6 36 "	9 54 "	35.0	.....Melvin.....	10 32 "	4 31 "	
6 41 "	10 00 "	37.2	.....Alberts.....♂	10 28 "	4 26 "	
6 51 "	10 10 "	40.5	.....Speer's Ferry....♂	10 21 "	4 18 "	
7 00 "	10 19 "	42.2	+.....Clinchport.....♂	10 12 "	4 11 "	
7 06 "	10 26 "	45.2	.....Glenita.....♂	10 06 "	4 08 "	
7 16 "	10 36 "	48.5	.....Sunbright.....	9 55 "	3 55 "	
7 21 "	10 41 "	50.8	+.....Duffield.....♂	9 50 "	3 50 "	
7 32 "	10 50 "	55.6	.....Jasper.....	9 40 "	3 41 "	
7 36 "	10 54 "	56.5	.....Harvey.....	9 37 "	3 38 "	
7 44 "	11 02 "	59.6	.....Oreton.....♂	9 30 "	3 31 "	
7 50 "	11 08 "	62.0	.....Irondale.....	9 24 "	3 25 "	
7 57 "	11 15 "	64.5	.....Elverton.....	9 18 "	3 19 "	
8 03 "	11 20 "	66.1	+..**Big Stone Gap**..♂	9 13 "	3 14 "	
8 12 P M	11 27 A M	68.9	**Appalachia**.(V & S.W.)♂	9 05 A M	3 07 P M	
8 15 P M	11 30 A M	69.5	ar. + **Appalachia**.(U.S.)♂ lv.	9 00 A M	3 02 P M	
8 25 P M		68.9	**Appalachia**.(V & S.W.).	8 50 A M		
8 30 P M		70.1	arr.. . **Inman**.. ..lve.	*8 45 A M		
8 35 P M	11 45 A M	68.9	**Appalachia**.(V. & S.W.).	*8 38 A M	2 16 P M	
	11 49 "	70.5	.....Imboden.....♂		2 12 "	
	11 57 A M	73.7	.....Crest.....		2 01 "	
	12 03 Noon	75.6	....Keokee Junction..♂		1 55 "	
	12 23 "	82.1	.....Delvale.....		1 35 "	
	12 35 "	85.5	.....Purcell.....		1 23 "	
	12 44 "	88.5	.....Pocket.....♂		1 14 "	
	12 50 "	90.3	.....Maness.....		1 08 "	
	12 54 Noon	91.9	arr..**St. Charles**♂lve.		*1 04 P M	
7 40 A M			arr....**Louisville**...lve.	3 00 P M		
7 45 A M			arr...**Cincinnati**..lve.	8 25 P M		
5 55 P M			arr....**Chicago**....lve.	8 30 A M		
7 40 P M			arr....**St. Louis**...lve.	8 34 A M		

Pullman Buffet Sleeping Cars operated between Bristol and Louisville, Ky., without change.

TENNESSEE DIVISION.

•No. 18	No. 6	Mls.	*February* 15, 1903.	No. 5	•No. 19	
			(*Eastern time.*)			
†7 25 A M	*3 00 P M	0	lve...+ **Bristol** ♂...arr.	10 45 A M	5 45 P M	
7 45 "	3 20 "	4.7	.....Avoca.....	10 24 "	5 20 "	
7 57 "	3 26 "	7.4	.....Earhart.....	10 17 "	5 00 "	
8 07 "	3 31 "	9.4	.....Hamilton.....	10 10 "	2 50 "	
8 17 "	3 37 "	11.9	.....**Bluff City**.....♂	10 03 "	2 35 "	
8 27 "	3 42 "	14.1	.....Plank.....	9 57 "	2 15 "	
8 34 "	3 46 "	15.6	.....Childers.....	9 53 "	2 09 "	
8 42 "	3 52 "	17.5	.....Elkanah.....	9 48 "	2 01 "	
8 53 "	3 56 "	19.3	.....Keenburg.....	9 43 "	1 53 "	
9 35 A M	4 06 P M	22.4	ar.+ **Elizabethton** ♂lv.	9 35 A M	1 40 P M	
			(*Central time.*)			
	10 10 A M		lve. **Johnson City**. arr.		3 00 P M	
7 30 A M	1 10 P M		lve...**Cranberry**...arr.	12 20 Noon	5 50 "	
8 00 A M	1 40 P M		lve..**Roan Mountain**..arr.	11 52 A M	4 27 P M	
9 45 A M	4 06 P M	22.4	lve..**Elizabethton**.arr.	9 35 A M	1 10 P M	
10 05 A M	4 26 P M	25.7	arr.... **Rexford**....lve.	9 15 A M	12 51 Noon	
10 10 A M		25.7	lve.... **Rexford**....arr.		12 50 Noon	
10 29 "		29.2	..... Winner.....		12 31 "	
10 39 "		31.5	..... Carter.....		12 21 "	
10 50 "		33.7	..... Sadie.....		12 10 Noon	
11 10 A M		36.7	arr....**Butadeon**...lve.		†11 50 A M	
	4 26 P M	25.7	lve... **Rexford**....arr.	9 15 A M		
	4 27 "	26.0	..... Hunter.....	9 13 "		
	4 33 "	27.8	.....Siam.....	9 09 "		
	4 54 "	33.8	..... Gouge.....	8 49 "		
	5 02 "	35.8	.....Fish Springs.....	8 44 "		
	5 18 "	40.2	+.....**Butler**.....♂	8 30 "		
	5 28 "	44.9	.....Doe.....	8 18 "		
	5 47 "	50.9	.....Neva.....	8 03 "		
	5 49 "	51.5	.....McCains.....	8 01 "		
	5 53 "	53.2	+.....**Maymead**....♂	7 56 "		
	8 01 "	56.1	..... Shouns.....	7 50 "		
	6 15 P M	58.1	+..**Mountain City**..♂	*7 45 A M		
			ARRIVE] [LEAVE]			

Operated under trackage rights for special freight service only. Appalachia to Toms Creek, Va., over Louisville & Nashville R.R. and Norfolk & Western Ry., 23½ miles.

* Daily; † daily, except Sunday. • Arrive at and depart from Bristol Yard. + Coupon stations; ♂ Telegraph stations.

Connections.—Appalachia—With Louisville & Nashville R.R. and Interstate R.R. Bluff City—With Southern Ry. Bristol—With Norfolk & Western Ry.; Southern and Holston Valley Rys. Elizabethton—With East Tennessee & Western North Carolina R.R.

LOUISIANA CENTRAL RAILROAD CO.

W. A. PICKERING, President, Kansas City, Mo.
W. B. PICKERING, Vice-Prest. and Gen. Mgr., "
T. M. BARHAM, Secretary and Treasurer, "
R. V. INGELS, Auditor, "
W. Q. CHURCH, Traffic Manager, "
L. F. HASLAM, General Superintendent, Pickering, La.
H. F. STEVENS, Superintendent, Barham, La.
F. G. PRICE, Superintendent, Cravens, La.
R. E. BROWNE, Tie and Timber Agent, Kansas City, Mo.
General Offices—Kansas City, Mo.

SOUTHERN DIVISION.

	No. 1	Mls	November, 1906.	No. 8		
			LEAVE / ARRIVE			
	†6 00 A M	0	Pickering[1]	5 30 P M		
	6 10 "	2	Big Cut	5 20 "		
	6 30 "	6	M. & L. Junction	5 00 "		
	7 00 "	12	Drakeville	4 30 "		
	7 20 "	15	Whiskey Chito	4 10 "		
	7 35 A M	19	Cravens[2]	†3 55 P M		
		24	Slabtown			
		30	Peterton			
			ARRIVE / LEAVE			

CENTRAL DIVISION.

	No. 101	Mls	November, 1906.	No. 104		
			LEAVE / ARRIVE			
	†6 20 A M	0	Pickering	4 35 P M		
	6 45 "	2	Thompson	4 10 "		
	7 15 "	7	Bayouzouri	3 40 "		
	8 00 A M	14	Sellers	†3 10 P M		
		20	Tramtown			
		25	Somers			
			ARRIVE / LEAVE			

NORTHERN DIVISION.

	No. 201	Mls	November, 1906.	No. 202		
			LEAVE / ARRIVE			
	†5 30 A M	0	Barham[3]	11 00 A M		
	6 20 "	4	Anderson	10 10 "		
	6 37 "	6	Flat Fork	9 53 "		
	6 52 "	8	Egypt	9 38 "		
	7 12 "	10	Gibbons	9 18 "		
	7 30 A M	14	Toro	†9 00 A M		
		21	Rock			
			ARRIVE / LEAVE			

Trains marked † run daily, except Sunday. *Central time.*

Connections.—[1] With Kansas City Southern Ry [2] With A. T. & S. F. Ry. [3] With Kansas City Southern Ry.

NATCHEZ, COLUMBIA & MOBILE RAILROAD.

J. S. BUTTERFIELD, Chair'n of the Board, Chicago, Ill.
C. S. BUTTERFIELD, President, Norfield, Miss.
W. W. BUTTERFIELD, Vice-Prest., Muskegon Mich.
R. B. BUTTERFIELD, Gen. Mgr., Norfield, Miss.
G. W. PAYNE, Auditor, Norfield, Miss.
S. D. MOAK, Gen. Fht. and Pas. Agt., Norfield, Miss.

No. 5	No. 1	Mls	January 18, 1909.	No. 2	No. 8	
†9 45 A M	†6 00 A M	0	lve. Norfield[1] arr.	9 15 A M	2 08 P M	
10 02 "	6 17 "	4	Wilkinson's	8 54 "	1 51 "	
10 14 "	6 27 "	8	Shack's	8 42 "	1 42 "	
— —	— —	9	Price's Mill	— —	— —	
10 25 "	6 34 "	10	Ruth	8 34 "	1 38 "	
10 35 "	— —	13	Bristerville	— —	— —	
10 37 "	6 46 "	14	Bristerville Station	— —	1 19 "	
10 46 "	6 53 "	17	Verna	8 13 "	1 15 "	
— —	— —	18	Lawrenceburg	— —	— —	
10 57 "	7 03 "	20	Topeka	8 03 "	1 00 P M	
11 14 "	7 20 A M	23	Old Camp	7 55 A M	12 43 Noon	
11 25 A M		25	Divide			
		28	Loweton			
11 45 A M	7 30 A M	26	arr. Camp Eleven lve.	†7 45 A M	†12 30 Noon	

† Daily, except Sunday. *Central time.*

Connection.—[1] With Illinois Central R.R.

NORTH YAKIMA & VALLEY RAILROAD.

GEORGE DONALD, President, North Yakima, Wash.

Leave **North Yakima**[1] †7 00 a.m. for Fruitvale, Cowychee, Jacobson Morrisey, Sinclair and Naches (14 miles). Returning, leave Naches †5 00 p.m., arriving at North Yakima 5 50 p.m. *June 1, 1907.*

† Daily, except Sunday. *Pacific time.*

Connection.—[1] With Northern Pacific Ry.

NEW BRUNSWICK COAL & RAILWAY CO.

Operated for the Province of New Brunswick by a Government Commission.

W. C. HUNTER, Manager, Norton, N.B.

Train leaves **Norton**[1] †9 00 a.m., *k*6 45 p.m., arriving Minto (58 miles) 12 13 noon, 10 17 p.m. Returning, leaves Minto *k*6 20 a.m., †12 40 noon, arriving Norton 10 45 a.m., 4 00 p.m. *June 29, 1908.*

† Daily, except Sunday; *k* Saturday only.

Connection.—[1] With Intercolonial Ry. *Atlantic time.*

BUFFALO CREEK RAILROAD.

E. F. KNIBLOR, General Agent, Buffalo, N.Y.

Switching road located in Buffalo.

Total mileage, 22 miles. *March, 1908.*

Thornton & Alexandria Railway.

J. H. STOUT, President.
B. B. HALPIN, Vice-President.
J. H. BELAND, Gen. Manager.
J. J. DILLING, Auditor.
WM. M. TAYLOR, Master Mechanic.

General Offices—Thornton, Ark.

May 1, 1909.	Mls.	No. 1			
LEAVE					
Thornton[1]	0	†7 00 A M			
Green Hall	3.50	7 12 "			
Elberta	5.53	7 20 "			
Cones	7.00	7 24 "			
Big Hill	9.42	7 32 "			
Newton	12.00	7 40 "			
Davis	15.00	7 50 "			
Summerville Crossing	17.25	7 57 "			
Calhoun	19.25	8 05 "			
Hampton	22.93	8 15 A M			
ARRIVE					

Central time.	Mls.	No. 2			
LEAVE					
Hampton	0	†8 50 A M			
Calhoun	3.68	9 05 "			
Summerville Crossing	5.68	9 15 "			
Davis	7.93	9 25 "			
Newton	10.93	9 35 "			
Big Hill	13.51	9 43 "			
Cones	15.93	9 51 "			
Elberta	17.40	9 57 "			
Green Hall	18.43	10 05 "			
Thornton[1]	22.93	10 15 A M			
ARRIVE					

† Daily, except Sunday.

Connection.—[1] With St. Louis South-western Ry.

CHICAGO, MEMPHIS & GULF RAILROAD CO.

S. GRANGER LATTA, President, Dyersburg, Tenn.
J. H. WATKINS, Vice-President, 2 Wall Street, New York.
E. RICE, Vice-President and General Counsel, Dyersburg, Tenn.
W. H. RUPE, Treasurer, "
J. C. DOYLE, Secretary, "
J. O. CLAPP, Auditor, "
E. E. RICE, Claim Agent, "

No. 4	No. 4	Mls.	December, 1909.	No. 3	No. 3
‖9 00 A M	†7 30 A M	0	lve. Dyersburg[1] arr.	4 00 P M	4 00 P M
9 12 "	7 50 "	3.07	D. N. Junction	3 35 "	3 48 "
9 24 "	8 05 "	6.00	Finley	3 20 "	3 36 "
9 40 "	8 25 "	10.37	Lenox	3 00 "	3 24 "
10 04 "	9 10 "	18.00	Hudson	2 25 "	3 00 "
10 16 "	9 25 "	19.00	Minonk	1 55 "	2 48 "
10 32 "	9 45 "	23.00	Ridgely	1 35 "	2 32 "
11 00 A M	10 30 A M	31.00	arr. Tiptonville lve.	†1 00 P M	‖2 00 P M

† Daily, except Sunday; ‖ Sunday only. *Central time.*

Connection.—[1] With Illinois Central R.R.

NEWARK & MARION RAILWAY.

F. D. BURGESS, Acting Superintendent, Newark, N.Y.

Trains leave Marion †6 50 a.m., †12 00 noon, †3 30 p.m., arrive Newark (9 miles), **New York Central Station**[1], 7 25 a.m., 12 34 noon, 4 12 p.m., **Northern Central Station**[2], 7 30 a.m., 12 38 noon, 4 30 p.m. Returning, leave Newark, Northern Central Station, †8 00 a.m., †1 25, †6 00 p.m.; New York Central Station, †8 06 a.m., †1 38, †6 08 p.m., arrive Marion 8 40 a.m., 2 10, 6 45 p.m.

† Daily, except Sunday. *July 27, 1908.*

Connections.—[1] With Northern Central Ry. and N.Y Central & Hudson River R.R. [2] With Northern Central Ry. and West Shore R.R.

BELT RAILWAY OF CHATTANOOGA.

(Operated by Alabama Great Southern R.R.)

Operates 52 miles of track in and around Chattanooga and makes transfers of freight between the railroads centering at that point, manufacturing establishments, etc. No passenger lines operated by Belt Ry. Number of miles of track operated, 46.77. *March, 1907.*

BENTON & FAIRFIELD RAILROAD.

THOMAS W. HARPER, Manager, Fairfield, Me.

From Benton Falls to Benton and Fairfield (9 miles). Operated for freight and passenger traffic *March, 1908.*

THE PULLMAN COMPANY.

GENERAL OFFICES, - - - PULLMAN BUILDING, COR. MICHIGAN AVENUE AND ADAMS STREET, CHICAGO.
NEW YORK OFFICES, - - MILLS BUILDING, 15 BROAD STREET, AND 41st ST. AND PARK AVE., NEW YORK.

EXECUTIVE COMMITTEE.

H. C. HULBERT. NORMAN B. REAM.
JOHN J. MITCHELL. J. PIERPONT MORGAN. ROBERT T. LINCOLN.

ROBERT T. LINCOLN, President.
JOHN S. RUNNELLS, Vice-President and Gen. Counsel.
RICHMOND DEAN, General Manager.
A. S. WEINSHEIMER, Secretary.
L. S. TAYLOR, Treasurer.
S. W. BRETZFIELD, Asst. Treas., 15 Broad St., New York.
R. C. KELLY, Assistant Treasurer and Assistant Secretary.
CHAS. S. SWEET, Assistant to the President.
F. B. DANIELS, General Solicitor.

G. S. FERNALD, General Attorney.
C. S. WILLISTON, Claims Attorney.
J. D. FERGUSON, Tax Attorney.
F. C. N. ROBERTSON, Auditor.
J. F. BIRD, First Assistant Auditor.
WM. HOUGH, Second Assistant Auditor.
A. A. CUMMINS, Auditor of Disbursements.
F. L. SIMMONS, Auditor of Receipts.
G. H. CROCKETT, Ticket Auditor.

RICHMOND DEAN, General Manager.

OPERATING DEPARTMENT.

L. S. HUNGERFORD, General Superintendent.
F. M. BOSTWICK, Assistant General Superintendent.
D. J. HINCHEY, Superintendent of Car Service.
J. A. DAVIS, Chief Service Inspector.

H. P. CLEMENTS, General Ticket Agent.
E. A. DAVENPORT, Assistant General Ticket Agent.
Dr. THOS. R. CROWDER, Superintendent of Sanitation.
G. H. BAIRD, Commissary.
J. L. WALKER, Supervisor of Cleaning.

J. C. PATTERSON,	Superintendent,	Chicago, Ill.	JAMES MARTIN,	Superintendent,	Philadelphia, Pa.
J. S. MERRILL,		New York.	D. H. MARTYN,		St. Louis, Mo.

R. C. WAGNER,	District Superintendent,	Albany, N.Y.	H. TOLSON,	District Superintendent,	Kansas City, Mo.
W. M. CAMP,	"	Atlanta, Ga.	F. A. BARZEN,	"	Los Angeles, Cal.
W. C. McALLESTER,	"	Baltimore, Md.	C. M. TALCOTT,	"	Louisville, Ky.
W. H. DEAL,	"	North Station, Boston, Mass.	W. H. BUCHER, Jr.,	"	Memphis, Tenn.
J. L. A. BALDWIN,	"	South Station, "	A. V. BURR,	"	Mexico City.
E. G. KIRK,	"	Buffalo, N.Y.	W. A. RITCHIE,	"	Montreal, P.Q.
G. C. FREET,	"	Charleston, S.C.	H. J. CLARK,	"	New Orleans, La.
R. C. OLNEY,	"	Chattanooga, Tenn.	H. L. WOOD,	"	Norfolk, Va.
W. H. WAITE,	"	Union Depot, Chicago, Ill.	A. J. GRANT,	"	108 Park Ave., New York.
C. G. COX,	"	Omaha Building, "	WM. LUCAS,	"	Omaha, Neb.
J. P. LEACH,	"	Dearborn Station, "	T. E. KINSEY,	"	Philadelphia, Pa.
A. W. GILTZOW,	"	Central Station, "	G. H. EDWARDS,	"	Pittsburg, Pa.
J. P. McPHILLIPS,	"	Cincinnati, O.	F. D. CHAMBERLIN,	"	Portland, Ore.
J. E. HILL,	"	Cleveland, O.	E. DONALDSON,	"	Richmond, Va.
F. L. WOOD,	"	Denver, Colo.	H. S. TWINING,	"	Salt Lake City, Utah.
G. J. SEGAR,	"	Detroit, Mich.	O. S. NEWELL,	"	San Antonio, Tex.
E. N. LEAMASTER,	"	El Paso, Tex.	C. LINCOLN,	"	San Francisco, Cal.
J. C. BURROWES,	"	Jacksonville, Fla.	F. E. COOK,	"	St. Louis, Mo.
D. W. MORRISON,	"	Erie Depot, Jersey City, N.J.	F. R. NEAT,	"	St. Paul, Minn.
J. A. RITTENHOUSE,	"	Penna. Depot, "	F. A. COOKE,	"	Seattle, Wash.
E. F. HILTON,	"	C. R.R. of N.J., "	N. MAIN,	"	Washington, D.C.

E. A. DAVIS,	Agent,	Albuquerque, N.M.	A. W. REPPY,	Agent,	Nashville, Tenn.
J. R. SHEARIN,	"	Augusta, Ga.	W. H. LISTON,	"	Oklahoma City, Okla.
C. W. LEWIS,	"	Birmingham, Ala.	J. M. KIMMEL,	"	Ogden, Utah.
G. G. IRWIN,	"	C. & N. W. Station, Chicago, Ill.	V. C. NELSON,	"	Pueblo, Colo.
W. F. MORRISON,	"	Columbus, O.	J. D. MOORE,	"	Savannah, Ga.
C. R. MAGNAN,	"	Dallas, Tex.	M. C. SPENCE,	"	Shreveport, La.
S. M. CARLEY,	"	Fort Worth, Tex.	C. P. SMITH,	"	Spokane, Wash.
W. A. EICHER,	"	Galveston, Tex.	A. K. SPINNEY,	"	Toledo, O.
G. G. CLAY,	"	Grand Rapids, Mich.	J. S. KINNEAR,	"	Toronto, Ont.
J. T. DICKINSON,	"	Houston, Tex.	F. J. McCARTHY,	"	Torreon, Mex.
F. R. HOOKER,	"	Indianapolis, Ind.	GEO. CLARKE,	"	Tucson, Ariz.
C. F. PICKER,	"	Little Rock Ark.	S. M. McKISSICK,	"	Weehawken, N.J.
C. F. SUNDELL,	"	Minneapolis, Minn.	S. V. BUNTING,	"	Wilmington, N.C.
T. J. EDDINGS,	"	Monterey, Mexico.			
F. G. HELRIGEL,	"	Montgomery, Ala.			

MANUFACTURING DEPARTMENT.

E. R. SLAGLE, Manager Sales Department.
H. A. BROWN, Acting Assistant Treasurer.
H. P. WALDEN, Purchasing Agent.
W. T. STEWART, Assistant Purchasing Agent.
S. W. BRETZFIELD, Eastern Purchasing Agt., New York.

THOS. DUNBAR, Manager Mechanical Department.
C. W. PFLAGER, Asst. to Mgr. Mechanical Department.
E. A. BENSON, Mechanical Superintendent.
ROBERT TINSLEY, Manager Pullman Car Works.
F. M. GUNN, Asst. to Manager Pullman Car Works.

PRIVATE CAR AND SPECIAL TRAIN SERVICE.

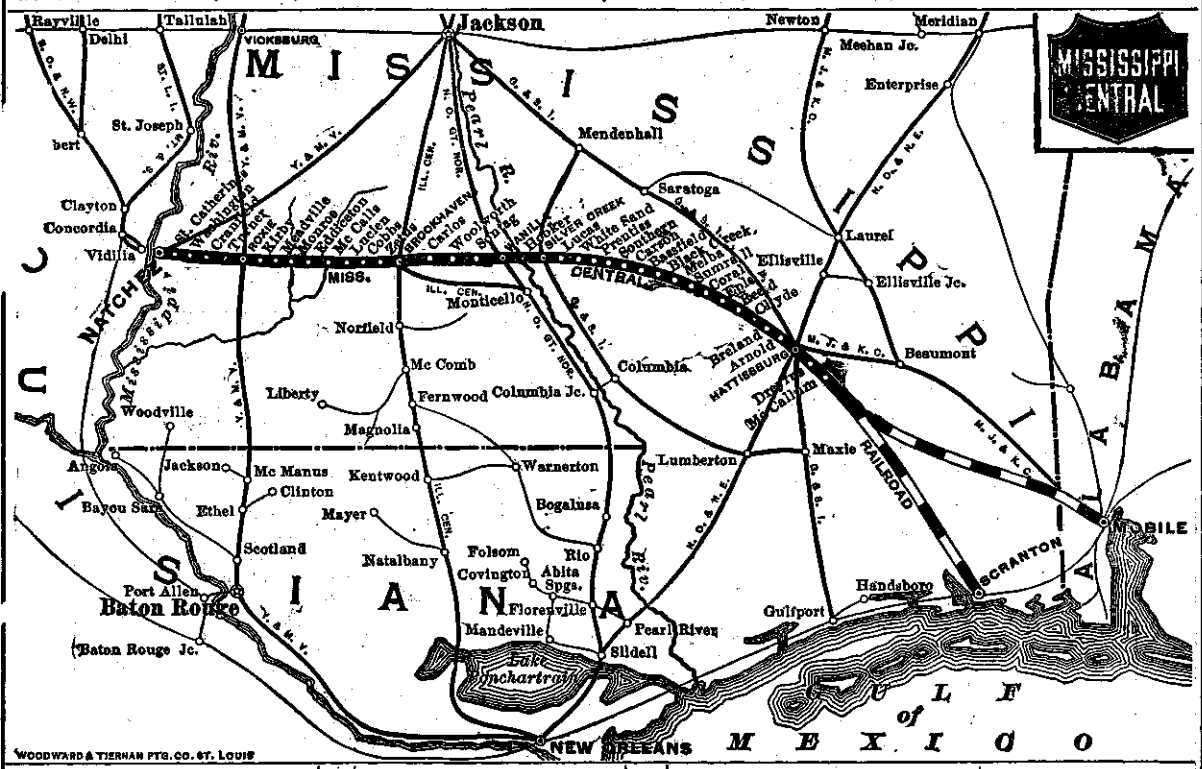
THE PULLMAN COMPANY, by reason of its extended service, offers exceptional advantages to parties desiring to charter for special service, Sleeping, Compartment, Dining, Observation, Baggage and Smoking, or Private Cars. For large excursion parties special train service can be furnished. The Commissariat is also furnished when so desired. The Private Cars accommodate from seven to twenty persons, have private and observation rooms, parlor and dining rooms, and are equipped with all modern conveniences.

Upon application to any of the officers or Superintendents, as above, full information as to rates, etc., will be promptly furnished.

MISSISSIPPI CENTRAL RAILROAD COMPANY.

F. L. PECK, President, Scranton, Pa.
R. K. SMITH, Vice-President and Gen. Mgr., Hattiesburg, Miss.
JOHN T. PORTER, Treasurer, Scranton, Pa.
G. F. BOYCE, Secretary and Comptroller, »
JEFF TRULY, General Counsel, Natchez, Miss.
H. S. BUESCHER, Claims Attorney, Hattiesburg, Miss.
W. L. GREENHALGH, Auditor, »

LEWIS DRANE, Purchasing Agent, Hattiesburg, Miss.
L. E. FAULKNER, Division Engineer, Natchez, Miss.
R. D. REEVES, Gen. Fht. and Pas. Agent, Hattiesburg, Miss.
H. R. WILSON, Trav. Freight and Passenger Agent, »
M. D. FOHEY, Superintendent, »
B. R. MOORE, Master Mechanic, »
W. R. EVANS, Car Accountant, »



WESTBOUND.				Mls	*June 20, 1909.*	Mls	EASTBOUND.			
		No. 3	No. 1				No. 2	No. 4		
		*2 30 P M	*6 15 A M	0	lve.....+ **Hattiesburg** ♁ ....arr.	150	12 30 Noon	8 10 P M		
		2 41 »	6 26 »	4	.....Arnold.....	146	12 19 »	7 59 »		
		2 47 »	6 32 »	7	.....Breland.....	143	12 13 »	7 53 »		
		2 55 »	6 40 »	11	.....Clyde.....	139	12 05 Noon	7 45 »		
		— —	— —	12	arr.....Reed.....lve.	138	— —	— —		
		— —	— —	12	lve.....Reed.....arr.	138	— —	— —		
		3 05 »	6 48 »	14	.....Epley..... ♁	136	11 57 A M	7 37 »		
		3 10 »	6 55 »	17	.....Coral.....	133	11 50 »	7 30 »		
		3 20 »	7 05 »	19	arr.....+ Sumrall ♁ .....lve.	131	11 40 »	7 20 »		
		3 20 »	7 05 »	19	lve.....Sumrall.....arr.	131	11 40 »	7 20 »		
		3 38 »	7 22 »	26	.....Melba.....	124	11 23 »	7 03 »		
		3 44 »	7 31 »	30	.....Black Creek.....	120	11 14 »	6 54 »		
		3 53 »	7 40 »	33	.....Bassfield..... ♁	117	11 05 »	6 45 »		
		4 03 »	7 50 »	38	.....Carson..... ♁	112	10 55 »	6 35 »		
		4 10 »	7 57 »	41	.....Southern.....	109	10 47 »	6 28 »		
		4 19 »	8 07 »	45	+.....Prentiss..... ♁	105	10 38 »	6 19 »		
		4 26 »	8 14 »	48	.....White Sand..... ♁	102	10 30 »	6 11 »		
		4 32 »	8 20 »	51	.....**Lucas**.....	99	10 24 »	6 05 »		
		4 39 »	8 27 »	54	+.....**Silver Creek**..... ♁	96	10 17 »	5 58 »		
		4 48 »	8 37 »	58	.....Hooker.....	92	10 07 »	5 49 »		
		4 59 »	8 47 »	63	+.....Wanilla..... ♁	87	9 57 »	5 39 »		
		5 09 »	8 57 »	69	.....Sontag.....	81	9 47 »	5 29 »		
		5 19 »	9 07 »	72	.....Woolworth.....	78	9 37 »	5 19 »		
		5 34 »	9 23 »	78	.....Carlos.....	72	9 23 »	5 03 »		
		5 46 »	9 35 »	83	arr.....+ **Brookhaven** ♁ ....lve.	67	9 11 »	4 50 »		
		5 50 »	9 38 »	83	lve.....**Brookhaven**.....arr.	67	9 08 »	4 50 »		
		6 12 »	10 00 »	90	.....Zetus.....	60	8 47 »	4 08 »		
		6 18 »	10 07 »	93	.....Cobbs.....	57	8 40 »	4 01 »		
		6 32 »	10 20 »	99	.....Lucien..... ♁	51	8 26 »	3 46 »		
		6 38 »	10 26 »	101	.....McCalls.....	49	8 20 »	3 40 »		
		6 51 »	10 39 »	107	.....Eddiceton..... ♁	43	8 07 »	3 27 »		
		6 58 »	10 46 »	110	.....Monroe.....	40	8 01 »	3 21 »		
		7 09 »	10 57 »	115	+.....Meadville..... ♁	35	7 50 »	3 10 »		
		7 21 »	11 09 »	120	.....Kirby.....	30	7 36 »	2 56 »		
		7 33 »	11 21 »	126	+.....**Roxie**..... ♁	24	7 24 »	2 44 »		
		7 48 »	11 36 »	132	.....Turner.....	18	7 09 »	2 29 »		
		7 56 »	11 44 »	135	.....Cranfield.....	15	7 01 »	2 21 »		
		8 11 »	11 59 A M	142	.....Washington.....	8	6 47 »	2 07 »		
		8 20 »	12 07 Noon	146	.....St. Catherines.....	4	6 39 »	1 59 »		
		8 30 P M	12 15 Noon	150	arr.....+ **Natchez** ♁ .....lve.	0	*6 30 A M	*1 50 P M		

ADDITIONAL MILEAGE.

Track laying on the line to the Gulf has been completed for a distance of 14 miles south of Hattiesburg.

* Daily.
+ Coupon stations.
♁ Telegraph stations.
STANDARD—*Central time.*

CONNECTIONS.

At **Hattiesburg**—With New Orleans & Northeastern R.R. Mobile, Jackson & Kansas City R.R. and Gulf & Ship Island R.R.

At **Silver Creek**—With Gulf & Ship Island R.R.

At **Wanilla**—With New Orleans Great Northern R.R.

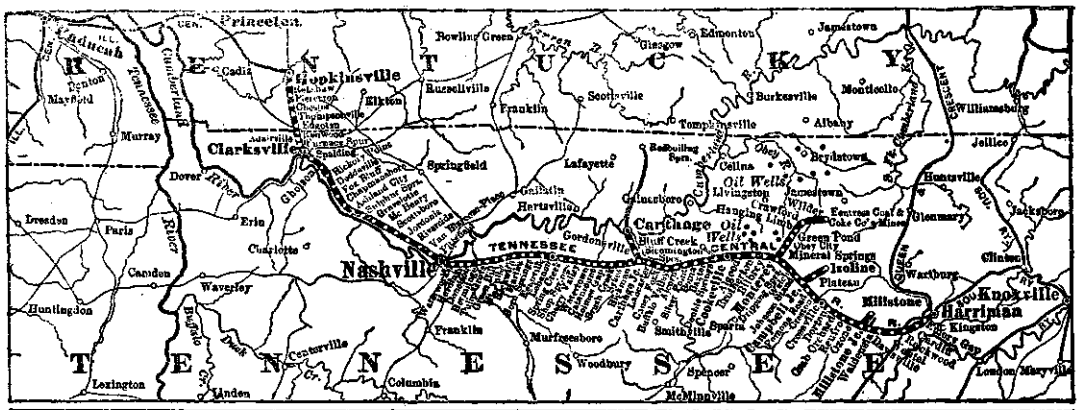
At **Brookhaven**—With Illinois Central and Brookhaven & Pearl River R.R.

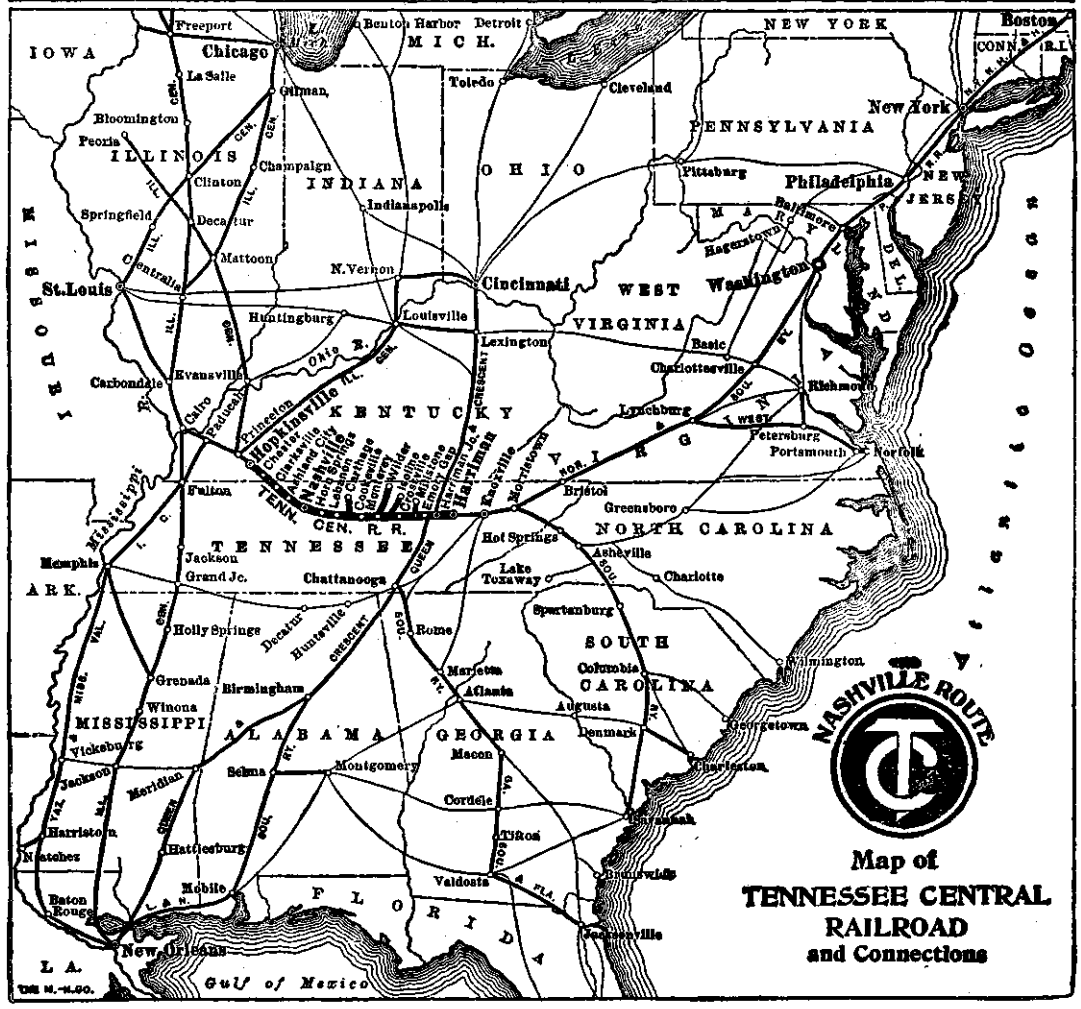
At **Roxie**—With Yazoo & Mississippi Valley R.R.

At **Natchez**—With Yazoo & Mississippi Valley R.R. and Natchez & Southern Ry.

Tennessee Central Railroad Company

THE NASHVILLE ROUTE





The Direct Connecting Link between the Northwest and the Southeast

Tennessee Central Railroad Company

THE NASHVILLE ROUTE

General Offices, 25 Broad Street, New York, and Stahlman Building, Nashville, Tenn.

EXECUTIVE DEPARTMENT.

S. M. FELTON, Chairman of the Board, New York, N.Y.
A. B. NEWELL, President, Nashville, Tenn. | EBEN RICHARDS, Vice-President, New York, N.Y.
W. D. WITHERSPOON, Secretary, Nashville, Tenn.

LEGAL DEPARTMENT.

S. W. FORDYCE, General Counsel, St. Louis, Mo. | W. D. WITHERSPOON, General Solicitor, Nashville, Tenn.
D. R. CARPENTER, Claim Agent, Nashville, Tenn.

TREASURY DEPARTMENT.

J. T. HOWELL, Treasurer, Nashville, Tenn. | THOS. W. SERVISS, Asst. Sec'y and Asst. Treas., New York, N.Y.

ACCOUNTING DEPARTMENT.

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OPERATING DEPARTMENT.

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W. H. FOX, Superintendent, " | E. A. MANN, Purchasing Agent, "

TRAFFIC DEPARTMENT.

THEODORE A. ROUSSEAU, Gen. Fht. & Pas. Agt., Nashville, Tenn. | ——, Passenger Agent, Nashville, Tenn.
R. A. CHADWICK, Asst. General Freight Agent, " | J. B. COOK, Traveling Freight Agent, "
R. S. CLARK, Commercial Agent, " | A. P. COOPER, Commercial Agent, Knoxville, Tenn.
J. M. WOODALL, Soliciting Agent, " | C. R. MOFFETT, Soliciting Freight Agent, "
W. D. WOOD, Soliciting Agent, " | H. D. PETTUS, Commercial Agent, Clarksville, Tenn.

EASTERN DIVISION.

10	8	6	4	2	Mls	November 28, 1909.	1	3	7	5	9
P M	A M	P M	P M	A M		LEAVE] [ARRIVE	P M	A M	A M	A M	P M
†6 10	†10 45	*4 00	*8 30	*8 30	0	+..... **Nashville**[1] .... ♁	6 45	6 15	7 50	10 00	2 10
6 16	10 50	4 05	8 35	8 35	2	....Southern Junction.. ♁	6 40	6 10	7 45	9 55	2 05
6 24	10 59	4 14	– –	8 44	7	.....Harding.....	6 30	– –	7 37	9 46	1 55
6 28	11 01	4 17	– –	8 48	8	.....Donelson.....	6 28	5 58	7 35	9 43	1 52
6 33	11 08	4 23	– –	8 53	11	.....Hermitage.....	6 22	– –	7 29	9 38	1 45
6 37	11 13	4 28	– –	8 58	13	.....Tulip Grove.....	6 17	– –	7 25	9 33	1 40
6 42	11 18	4 33	– –	9 02	15	.....Green Hill.....	6 12	– –	7 20	9 28	1 35
6 48	11 22	4 38	10 08	9 06	17	..... Mount Juliet .... ♁	6 07	5 38	7 15	9 23	1 30
6 55	11 30	4 46	– –	9 15	21	..... Beckwith	5 59	– –	7 07	9 15	1 23
7 00	11 36	4 52	10 18	9 20	23	..... Martha	5 55	5 25	7 00	9 10	1 17
7 08	11 43	4 58	10 26	9 30	27	..... Horn Springs	5 48	5 18	6 51	9 01	1 10
7 20	11 55	5 10	10 37	9 43	32	+.....**Lebanon**[2] ..... ♁	5 35	5 07	†6 40	8 47	†1 00
P M	A M	5 25	– –	9 56	37	..... Greenwood	5 26	– –	A M	8 34	P M
.....	.....	5 30	– –	10 01	39	..... Shop Springs	5 21	– –	.....	8 29	.....
.....	.....	5 41	– –	10 11	43	.....Cherry Valley.....	5 12	– –	.....	8 19	.....
.....	.....	5 48	11 04	10 15	45	+..... Watertown ..... ♁	5 06	4 40	.....	8 15	.....
.....	.....	5 58	– –	10 26	49	.....Holmes Gap.....	4 57	– –	.....	8 05	.....
.....	.....	6 06	11 20	10 34	53	.....Brush Creek.....	4 49	– –	.....	7 58	.....
.....	.....	6 13	– –	10 42	56	.....Sykes.....	4 42	– –	.....	7 50	.....
.....	.....	‖6 40	11 37	10 49	59	..... Hickman	4 35	– –	.....	7 45	.....
.....	.....	6 48	11 42	10 55	61	. **Carthage Junction**[3] ♁	4 29	4 05	.....	7 40	.....
.....	.....	6 58	11 56	11 06	66	+.....Lancaster	4 17	3 55	.....	7 28	.....
.....	.....	7 07	– –	11 14	69	.....Caney Fork.....	4 09	– –	.....	7 20	.....
.....	.....	7 12	12 08	11 18	70	.....Buffalo Valley.... ♁	4 07	3 38	.....	7 17	.....
.....	.....	7 24	– –	11 30	75	.....Silver Point..... ♁	3 54	3 27	.....	7 06	.....
.....	.....	7 34	– –	11 40	79	..... Boma.....	3 43	3 17	.....	6 57	.....
.....	.....	7 41	12 47	11 47	82	..... Baxter ..... ♁	3 38	3 10	.....	6 50	.....
.....	.....	7 47	12 55	11 53	85	..... Double Springs	3 29	3 04	.....	6 44	.....
.....	.....	7 58	1 07	12 05	90	+..... Cookeville ..... ♁	3 16	2 50	.....	6 30	.....
.....	.....	8 09	1 16	12 15	95	.....**Algood**[4] ..... ♁	3 06	2 42	.....	6 22	.....
.....	.....	8 18	– –	12 25	98	.....Parragon	2 57	– –	.....	6 15	.....
.....	.....	8 22	– –	12 30	100	..... Brotherton	2 52	2 30	.....	6 10	.....
.....	.....	8 34	– –	12 40	104	..... Bilbrey	2 41	2 20	.....	6 00	.....
.....	.....	8 45	1 50	11 12	108	+.....**Monterey**[5] .... ♁	2 30	2 10	.....	*5 50	.....
.....	.....	P M	2 00	1 23	113	.... Dripping Springs	2 20	2 00	.....	A M	.....
.....	.....	.....	2 05	1 29	115	..... Welch	2 15	1 54	.....	.....	.....
.....	.....	.....	2 10	1 35	117	..... Johnson Stand ... ♁	2 11	1 51	.....	.....	.....
.....	.....	.....	2 12	1 38	119	..**Campbell Junction**[6].	2 08	1 47	.....	.....	.....
.....	.....	.....	2 20	1 45	122	.....Pomona Road.....	2 02	1 37	.....	.....	.....
.....	.....	.....	2 30	1 55	126	..... Creston.....	1 55	1 27	.....	.....	.....
.....	.....	.....	2 41	2 10	131	+.....Crossville..... ♁	1 45	1 15	.....	.....	.....
.....	.....	.....	2 51	2 22	135	..... Dorton	1 37	1 04	.....	.....	.....
.....	.....	.....	2 56	2 27	137	.....Otter Creek.....	1 31	12 57	.....	.....	.....
.....	.....	.....	3 06	2 39	142	.....Crab Orchard.... ♁	1 21	12 45	.....	.....	.....
.....	.....	.....	3 16	2 50	146	.....Ozone..... ♁	1 11	12 34	.....	.....	.....
.....	.....	.....	– –	– –	148	..**Millstone Junction**[7].	– –	– –	.....	.....	.....
.....	.....	.....	3 21	2 57	149	.....Waldensia ..... ♁	1 05	12 27	.....	.....	.....
.....	.....	.....	3 29	3 04	152	.....Westel	12 57	12 17	.....	.....	.....
.....	.....	.....	3 41	3 14	157	+.....Rockwood ..... ♁	12 46	12 03	.....	.....	.....
.....	.....	.....	3 47	3 22	160	..... Cardiff	12 38	11 52	.....	.....	.....
.....	.....	.....	3 54	3 35	163	..... **Emory Gap**[8] ... ♁	12 30	11 41	.....	.....	.....
.....	.....	.....	4 00	3 45	166	arr..+ ‖**Harriman**[9] ♁.lve.	*1225	*11 30	.....	.....	.....
.....	.....	.....	A M	P M	....	(*Via Southern Ry.*)	Noon	P M	.....	.....	.....
.....	.....	.....	6 45	5 55	216	..... **Knoxville**	*1005	*8 05	.....	.....	.....
.....	.....	.....	A M	P M	....	ARRIVE] [LEAVE	A M	P M	.....	.....	.....

WESTERN DIVISION.

.....	13	11	Mls	November 28, 1909.	14	12	.....	.....
.....	P M	A M	....	LEAVE] [ARRIVE	A M	P M	.....	.....
.....	*5 50	*8 05	0	+,...**Nashville**[1].... ♁	11 00	7 15	.....	.....
.....	– –	– –	4	...Cumberland Park...	– –	– –	.....	.....
.....	– –	8 16	5	.....Vine Hill.....	– –	– –	.....	.....
.....	– –	– –	8	.....Pittsfield.....	– –	– –	.....	.....
.....	5 58	8 27	10	.....Van Blarcom... ♁	10 39	6 52	.....	.....
.....	6 05	8 32	12	.....Woodard..... ♁	10 34	8 47	.....	.....
.....	6 15	8 39	15	.....Jordonia.....	10 27	6 35	.....	.....
.....	6 26	8 48	19	.....Scottsboro.....	10 19	6 25	.....	.....
.....	6 37	9 02	25	.....Gravelotte.....	10 07	6 12	.....	.....
.....	6 40	9 04	26	.....Pegramville.....	10 04	6 09	.....	.....
.....	6 47	9 12	29	+..**Ashland City**... ♁	9 58	6 05	.....	.....
.....	6 57	9 22	34	....Chapmansboro.....	9 47	5 50	.....	.....
.....	7 02	9 27	37	.....Fox Bluff.....	9 43	5 46	.....	.....
.....	7 08	9 35	40	.....Doddsville.....	9 35	5 38	.....	.....
.....	7 22	9 48	46	.....Hickory Point.....	9 22	5 24	.....	.....
.....	7 30	9 57	50	.....Spaulding.....	9 14	5 16	.....	.....
.....	7 38	10 07	54	.....Summit.....	9 06	5 05	.....	.....
.....	7 44	10 13	56	+...**Clarksville**[10]..♁	9 00	5 00	.....	.....
.....	7 48	10 17	58	.....Adairville.....	8 57	4 54	.....	.....
.....	7 58	10 28	63	.....Kenwood.....	8 47	4 45	.....	.....
.....	8 11	10 42	69	.....Edgoten.....	8 35	4 33	.....	.....
.....	8 23	10 57	75	.....Fidelio.....	8 22	4 21	.....	.....
.....	8 30	11 03	78	.....Masonville.....	8 16	4 15	.....	.....
.....	8 35	11 09	81	.....Tulane.....	8 11	4 10	.....	.....
.....	8 45	11 20	85	ar+**Hopkinsville**[11] lv.	*8 00	*4 00	.....	.....
.....	P M	A M	....	(*Via Ill. Cent. R.R.*)	A M	P M	.....	.....
.....	.....	11 30	....	lve. **Hopkinsville**...arr.	.....	3 40	.....	.....
.....	.....	4 15	....	arr....**Paducah**...lve.	.....	11 25	.....	.....
.....	.....	8 00	....	arr.....**Cairo**.....lve.	.....	6 00	.....	.....
.....	.....	6 20	....	arr...**Evansville**...lve.	.....	*8 10	.....	.....
.....	.....	7 20	....	arr....**St. Louis**...lve.	.....	*8 55	.....	.....
.....	.....	6 00	....	.....**Chicago**..... ♁	.....	*9 40	.....	.....
.....	.....	A M	....	ARRIVE] [LEAVE	.....	A M	.....	.....

CARTHAGE BRANCH.

No. 106	No. 102	M	November 28, 1909.	No. 105	No. 101
.....	.....	...	LEAVE] [ARRIVE	.....	.....
†4 00 P M	†8 30 A M	...	.....**Nashville**... ♁	10 00 A M	6 45 P M
6 50 "	11 00 "	0	..**Carthage Junc.** ♁	7 30 "	4 15 "
6 55 "	11 05 "	1	.....Gordonsville.....	7 15 "	4 07 "
7 09 "	11 23 "	5	.....Bluff Creek.....	6 55 "	3 52 "
7 20 P M	11 35 A M	7	+...**Carthage**... ♁	†6 40 A M	†3 40 P M
.....	.....	...	ARRIVE] [LEAVE	.....	.....

CRAWFORD BRANCH.

.....	No. 22	M	November 28, 1909.	No. 21	.....
.....	.....	...	LEAVE] [ARRIVE	.....	.....
.....	†8 30 A M	...	.....**Nashville**... ♁	6 45 P M	.....
.....	2 50 P M	0	.....**Monterey**... ♁	12 01 Noon	.....
.....	3 05 "	4	...Mineral Springs...	11 40 A M	.....
.....	3 12 "	7	.....Obey City.....	11 25 "	.....
.....	3 45 "	15	.....Crawford.... ♁	10 45 "	.....
.....	4 10 P M	21	.....**Wilder**..... ♁	†1000 A M	.....
.....	.....	...	ARRIVE] [LEAVE	.....	.....

Trains marked * run daily; † daily, except Sunday. ‖ Meals. + Coupon stations; ♁ Telegraph stations. STANDARD—*Central Time.*

ISOLINE BRANCH.—Leaves **Campbell Junction** †8 25 a.m., arrives Isoline (8.9 miles) 9 00 a.m. Leaves Isoline †9 30 a.m., arrives Campbell Junction 10 10 a.m.

MILLSTONE BRANCH.—**Millstone Junction** to Millstone (2.2 miles). Freight service only.

THROUGH CAR SERVICE.—Trains Nos. 1 and 2 carry Through Coaches between Nashville and Knoxville. Trains Nos. 3 and 4 carry Pullman Sleepers between Nashville and Knoxville.

CONNECTIONS.—[1] With Nashville, Chattanooga & St. Louis Ry. and Louisville & Nashville R.R. [2] With Nashville, Chattanooga & St. Louis Ry. [3] With Carthage Branch. [4] With Overton County R.R. [5] With Crawford Branch. [6] With Isoline Branch. [7] With Millstone Branch. [8] With Queen & Crescent Route [9] With Southern Ry. [10] With Louisville & Nashville R.R. [11] With Illinois Central R.R.

THE TYLER TUBE & PIPE CO. BOILER TUBES Guaranteed to Pass A. R. M. M. Specifications
WASHINGTON, PA. 26 Cortlandt St., New York. Old Colony Bldg, Chicago. GEO. E. MOLLESON, Manager R.R. Dept., NEW YORK

LOUISVILLE, HENDERSON & ST. LOUIS RAILWAY CO.

THE HENDERSON ROUTE

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G. H. LAMKIN, Auditor, "
F. D. FERRY, Paymaster and Purchasing Agent, Louisville, Ky.

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——————, General Superintendent, Louisville, Ky.
W. R. HENSLEY, Car Accountant, "
SAM STITES, Roadmaster, Louisville, Ky.
P. D. PLANK, Master Mechanic, Cloverport, Ky.

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J. P. GARDNER, General Freight and Passenger Agent, Louisville, Ky.

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G. M. HAYNIE, General Agent, Evansville, Ind.
JOE J. OGLE, Trav. Pas. Agent, 312 N. Eighth St., St. Louis, Mo.
H. L. ARMSTRONG, Commercial Freight Agent, Fourth and Main Streets, Louisville, Ky.
E. M. WOMACK, City Pas. Agt., Fourth and Main Sts., Louisville, Ky.
R. F. PENN, Traveling Passenger Agent, " "
J. E. DAVENPORT, Div. Pas. Agt. L. & N. R.R., St. Louis, Mo.
C. H. FITZGERALD, Trav. Pas. Agt. L. & N. R.R., "
W. T. KIDD, Agent Cumberland Gap Despatch, Kansas City, Mo.

	145	143	141	147	Mls.	December 19, 1909. LEAVE	ARRIVE	146	142	144	148
	P M	P M	A M					A M	Noon	P M	
	*8 21	*4 40	*8 40		0	+..Louisville (10th St. Sta.). ♁		7 15	12 55	7 40	
	— —	5 17	c —		21.4	.....Katharyn.....		— —	12 08	— —	
	10 01	5 21	9 21		22.5	+.....West Point.....♁		6 29	12 05	6 58	
	— —	5 25	9 23		23.6	.....Howard.....		— —	12 03	6 54	
	— —	5 31	9 30		27.6	.....Bartles.....		— —	11 53	6 46	
	— —	5 37	9 34		30.4	.....Rock Haven.....		— —	11 48	6 41	
	— —	5 43	9 40		33.7	.....Long Branch.....		— —	11 40	6 33	
	— —	5 52	9 49		37.6	+.....Brandenburg.....♁		— —	11 32	6 25	
	— —	5 58	9 56		41.6	.....Ekron.....		— —	11 23	6 16	
	— —	6 08	10 03		45.4	.....Guston.....		— —	11 15	6 08	
	10 43	6 25	10 13		49.0	+.....Irvington.....♁		5 41	11 05	6 01	
	— —	6 31	10 19		52.4	.....Webster.....		— —	10 57	5 42	
	— —	6 39	10 27		56.2	.....Lodiburg.....		— —	10 48	5 34	
	— —	6 46	c —		59.8	.....Mystic.....		— —	10 41	— —	
	— —	6 50	10 37		61.9	.....Sample.....		— —	10 37	5 22	
	— —	6 58	10 44		65.8	.....Stephensport.....♁		— —	10 27	5 14	
	— —	7 02	10 48		67.8	.....Addison.....		— —	10 22	5 10	
	— —	7 04	10 50	A M	68.9	.....Holt.....		— —	10 19	5 08	P M
	11 26	7 15	11 00	*6 00	74.8	+.....Cloverport.....♁		4 57	10 07	4 57	8 15
	— —	7 28	a —	6 12	81.2	.....Skillman.....		— —	9 53	b —	8 02
	11 46	7 37	11 18	6 21	86.0	+.....Hawesville.....♁		4 38	9 43	4 36	7 52
	— —	7 45	a —	6 27	89.6	.....Petrie.....		— —	9 37	b —	7 46
	— —	7 50	a —	6 32	92.2	.....Adair.....		— —	9 32	b —	7 39
	— —	7 59	11 37	6 40	96.5	.....Lewisport.....♁		— —	9 23	4 17	7 31
	— —	8 05	a —	6 45	99.6	.....Waitman.....		— —	9 17	b —	7 24
	— —	8 14	11 49	6 53	103.9	.....Maceo.....♁		— —	9 08	4 04	7 16
	— —	8 24	a —	7 03	109.6	.....Pates.....		— —	8 56	b —	7 05
	12 55	8 35	12 10	7 13	113.8	+.....Owensboro.....♁		3 50	8 45	3 45	6 55
	— —	8 49	a —	7 27	119.1	.....Mattingly.....		— —	8 30	b —	6 41
	— —	8 53	a —	7 31	121.4	.....Griffith.....		— —	8 25	b —	6 37
	— —	8 57	12 27	7 35	123.1	.....Stanley.....♁		— —	8 22	3 28	6 34
	— —	9 05	a —	7 40	126.2	.....Newman.....		— —	8 15	b —	6 28
	— —	9 10	a —	7 46	129.6	.....Reed.....		— —	8 07	b —	6 21
	— —	9 18	a —	7 58	133.0	.....Spottsville.....♁		— —	7 58	3 11	6 13
	— —	9 24	a —	8 06	136.3	.....Baskett.....♁		— —	7 52	3 07	6 08
	1 30	9 42	1 05	8 25	143.8	arr..+Henderson ♁..lve.		*3 00	*7 39	*2 55	*5 55
				A M		(Via L. & N. R.R.)					P M
	1 30	9 42	1 05		143.8	lve....Henderson...arr.		3 00	7 39	2 55	
	1 55	10 16	1 38		156.0	.....Evansville.....♁		2 35	*7 10	2 30	
	3 21	P M	3 09		191.6	.....Carmi.....♁		1 01	A M	12 52	
	3 41		3 28		201.6	.....Enfield.....♁		12 45		12 37	
	4 49		4 37		239.9	.....Mt. Vernon, Ill....		11 37		11 25	
	7 20		7 20		314.5	.....East St. Louis.....		9 18		8 52	
	7 40		7 40		317.5	arr....+St. Louis ♁..lve.		*800		*8 34	

* Daily; † daily, except Sunday; *b* stops on signal to receive passengers for points east of Cloverport, where scheduled to stop; *c* stops to take for west of Cloverport.

Trains Nos. 145 and 146 carry Drawing-room Sleepers between Louisville and Evansville and Louisville and St. Louis. + Coupon stations; ♁ Telegraph stations.
a Stops to discharge passengers from east of Cloverport. *Central time*

FORDSVILLE BRANCH.

	5	3	Mls	December 19, 1909. LEAVE	ARRIVE	2	4
	P M	A M				A M	P M
	*6 55	†11 10	0	+.....Irvington....♁		1000	5 50
	6 58	11 35	9.0	.....Garfield.....		9 31	5 25
	7 08	11 45	13.4	.....Harned.....		9 21	5 14
	7 11	11 49	14.8	.....Junction.....		9 17	5 11
	7 17	11 55	16.5	.....Hardinsburg...♁		9 12	5 06
	7 32	12 08	18.4	.....Kirk.....		8 57	4 51
	7 38	12 14	21.1	.....McQuady.....		8 50	4 45
	7 46	12 25	25.6	.....Glendeane....♁		8 39	4 34
	7 57	12 33	27.8	.....Dempster.....		8 31	— —
	8 08	— —	32.2	.....Falls of Rough...♁		8 20	— —
	8 25	— —	27.8	.....Dempster.....		8 03	4 26
	8 28	12 37	29.0	.....Rockvale.....		8 00	4 23
	8 33	12 42	31.2	.....Vanzant.....		7 55	4 18
	8 38	12 47	32.8	.....Askins.....		7 51	4 14
	8 44	12 53	35.5	.....Oaks.....		7 43	4 06
	8 47	12 56	36.8	..... Mitchell .....♁		7 39	4 03
	8 51	1 00	38.0	.....Fordsville.....♁		7 35	3 59
	8 57	— —	36.8	..... Mitchell .....♁		7 29	3 53
	9 14	1 23	43.8	.....Dundee.....		7 10	3 34
	9 22	1 31	46.9	.....Sunnydale.....		7 01	3 26
	9 29	1 38	49.7	.....Combs.....		6 54	3 19
	9 45	1 55	55.2	..... Hartford.....		*640	†305
	P M	P M		ARRIVE	LEAVE	A M	P M

IMPORTANT NOTICE!

1. In ticketing traffic from St. Louis to Louisville and intermediate points on L. H. & St. L. Ry., two coupons are necessary, one for L. & N. R.R. St. Louis to Henderson and one for L. H. & St. L. Ry. to destination.

2. In ticketing traffic from St. Louis to points in Kentucky, also to points east and south, via Louisville, three coupons are necessary, one L. & N. R.R. St. Louis to Henderson, one L. H. & St. L. Ry. to Louisville and one Louisville to destination.

3. Exchange orders should be drawn on L. H. & St. L. Ry. agent at St. Louis, as all such traffic is handled on this company's issue of tickets.

Connections.—Louisville—With railroads diverging. Evansville—With railroads diverging. Henderson—With Ill. Cent. R.R. and L. & N. R.R. Owensboro—With Ill. Cent. R.R. and L. & N. R.R. Carmi—With C. C. C. & St. L. Ry. Enfield—With B. & O. S.W. R.R. Mt. Vernon, Ill.—With Chic. & East. Ill. R.R., South. Ry. and Wab. Chester & W. R.R. Ashley—With Ill. Cent. R.R. St. Louis—With railroads diverging.

NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY.

LOOKOUT MOUNTAIN ROUTE.

General Offices—1000 Broad Street, Nashville, Tenn.

MILES OPERATED.

Main Line, Chattanooga to Hickman	320.21	Middle Tennessee & Alabama Branch, Fayetteville to Jeff	36.98
Paducah & Memphis Division, Paducah to Memphis, Lexington to Perryville (leased)	254.20	McMinnville Branch, Tullahoma to Ravenscroft and Clifty	84.60
Sequatchie Valley Branch, Bridgeport to Pikeville	57.71	Shelbyville Branch, Wartrace to Shelbyville	8.01
Orme Branch, Bridgeport to Orme	10.40	Lebanon Branch, Lebanon Junction to Lebanon	29.21
Tracy City Branch, Cowan to Coalmont	31.27	West Nashville Branch	6.26
Columbia Branch, Decherd to Columbia	86.35	Centreville Branch, from Dickson	69.91
Huntsville Branch, Elora to Gadsden	80.08	Rome Railroad, Kingston to Rome	18.15
		Western & Atlantic R.R., Atlanta to Chattanooga (leased)	136.82
Total mileage			1,230.06

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J. H. AMBROSE, Secretary.

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H. G. MANEY, Assistant Comptroller.
J. H. McEWEN, Auditor Disbursements.
THOMPSON BOND, Assistant Auditor Disbursements.
C. W. STEVENSON, Auditor Receipts.
A. P. OTTARSON, Assistant Auditor Receipts.

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HUNTER McDONALD, Chief Engineer and Real Estate Agent.
F. H. SCHEFFER, Superintendent Machinery.
M. J. C. WRENNE, Superintendent of Transportation.
J. T. MANEY, Car Accountant.
W. J. HILLS, Supt. Paducah and Memphis Division, Paducah, Ky.
J. L. McCOLLUM, Superintendent Atlanta Division, Atlanta, Ga.
J. A. BALDWIN, Asst. Superintendent Atlanta Div., "
J. H. PEEBLES, Supt. Nashville and Chattanooga Divisions.
W. P. BRUCE, Superintendent Nashville Terminals.
J. A. BOYERS, Asst. Supt. Nashville and Chattanooga Divisions.
E. A. HIBBETT, Train Master Nashville and Chattanooga Divs.
M. W. ANDERSON, Asst. Supt. Sequatchie Val. Br., Bridgeport, Ala.
C. M. TURNER, Asst. Supt. Centreville Branch, Dickson, Tenn.
G. D. HICKS, Supt. Huntsville Division, Tullahoma, Tenn.
A. C. TAYLOR, Purchasing Agent, New Shops, Charlotte Pike, Nashville Tenn.

TRAFFIC DEPARTMENT.

Union Station, Broad Street, Nashville, Tenn.
H. F. SMITH, Vice-President and Traffic Manager.

PASSENGER.

W. L. DANLEY, General Passenger Agent, Nashville, Tenn.
W. I. LIGHTFOOT, Assistant General Passenger Agent, "
C. E. HARMAN, Gen. Passenger Agt. W. & A. R.R., Atlanta, Ga.
W. S. ANDREWS, General Baggage Agent, Nashville, Tenn.

Atlanta, Ga.—Peachtree Viaduct—
E. J. Walker, Southeastern Passenger Agent.
J. A. Thomas, City Passenger and Ticket Agent.
C. B. Walker, Union Ticket Agent.

Chattanooga, Tenn.—Ninth and Market Streets—
J. H. Latimer, Traveling Passenger Agent.
S. E. Howell, City Passenger and Ticket Agent.
M. S. Relfe, Ticket Agent, Union Depot.

Chicago, Ill.—348 Marquette Building—
D. J. Mullaney, Northern Passenger Agent.
S. J. Owens, Assistant Northern Passenger Agent.

Jacksonville, Fla.—124 West Bay Street—
Cole Danley, Florida Passenger Agent.

Knoxville, Tenn.—323 W. Clinch Avenue—
W. T. Rogers, Traveling Passenger Agent.
———, Passenger Agent.

Memphis, Tenn.—40 South Main Street—
J. C. Galloway, Traveling Passenger Agent.
Elmer Smith, City Ticket Agent.
H. G. Coltart, Ticket Agent, Calhoun Street Station.

Nashville, Tenn.—Maxwell House Corner—
W. M. Hunt, City Ticket Agent.
Powell Phillips, Passenger Agent.
Jas. McKeand Ticket Agent, Union Depot.

Paducah, Ky.—430 Broadway—
Frank L. Weiland, City Passenger and Freight Agent.
C. W. Craig, Assistant City Passenger and Freight Agent.

St. Louis, Mo.—405-7 National Bank of Commerce Building—
F. C. Swear, Western Passenger Agent.

FREIGHT.

CHARLES BARHAM, General Freight Agent, Nashville, Tenn.
EUGENE M. SMITH, Assistant Gen. Freight Agent, "
J. N. STEADWELL, Assistant General Freight Agent, "
S. D. COWDEN, Claim Agent, "
J. A. SAMS, Division Freight Agent, Atlanta, Ga.

Atlanta, Ga.—36 East Alabama Street—
T. M. Wilson, Commercial Agent.
C. S. Love, Traveling Freight Agent.
311 Austell Building—
J. R. Peebles, Traveling Freight Agent.
C. B. Willingham, Traveling Freight Agent.
J. T. Carson, Traveling Freight Agent.
L. E. Poley, Traveling Freight Agent.
Geo. L. Clifton, Traveling Freight Agent.
W. E. Streakley, Traveling Freight Agent.

Cartersville, Ga.—J. C. Wofford, Soliciting Agent.

Chattanooga, Tenn.—Nashv. Chatt. & St. Louis Ry. Depot Bldg.—
E. W. Scofield, Commercial Agent.
W. H. Hamblen, Soliciting Agent.

Chicago, Ill.—350 Marquette Building—
W. H. Wharton, Commercial Agent.
W. E. Burke, Traveling Freight Agent.
G. D. Williams, Soliciting Agent.
J. F. Bolger, Soliciting Agent.

Jacksonville, Fla.—124 West Bay Street—
A. W. Buis, Commercial Agent.
J. A. Abberger, Traveling Freight Agent.
J. R. Randolph, Soliciting Agent.

Kansas City, Mo.—447 Sheidley Building—
J. H. Butler, Commercial Agent.
B. M. Ford, Traveling Freight Agent.
C. J. Malby, Traveling Freight Agent.

Louisville, Ky.—501-2-3 Lincoln Savings Bank Building—
R. J. Curran, General Agent.
Geo. R. McCarren, Traveling Freight Agent.
W. G. Yager, Traveling Freight Agent.

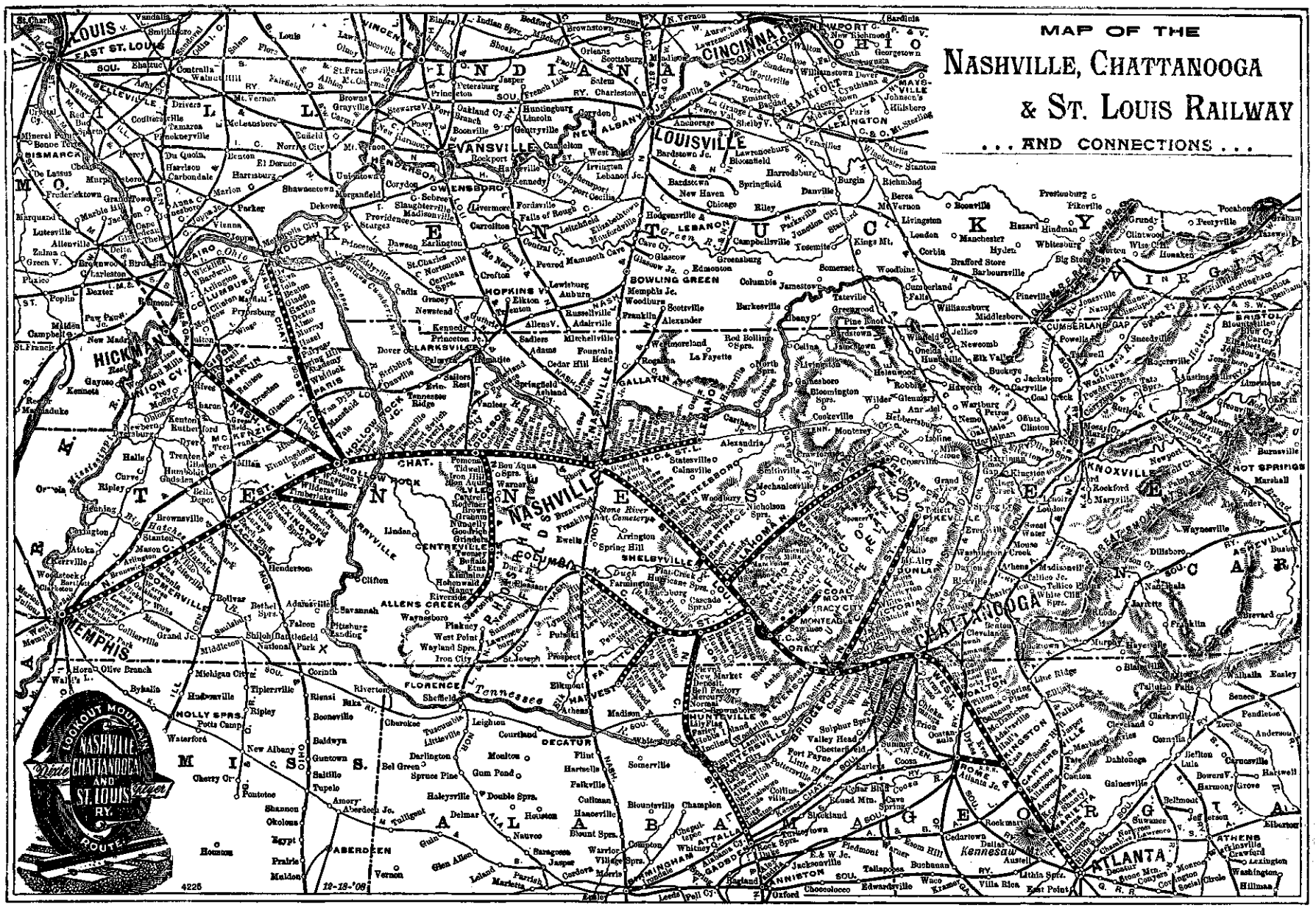
Memphis, Tenn.—Tennessee Trust Building—
J. W. Turner, Commercial Agent.
Edgar Estile, Soliciting Agent.

Nashville, Tenn.—Maxwell House Corner—
W. L. Nichol, Commercial Agent.
T. P. Grady, Soliciting Agent.
W. H. Knox, Traveling Freight Agent, Union Station.
A. D. Knox, Traveling Freight Agent, Union Station.

Paducah, Ky.—430 Broadway—
Frank L. Weiland, City Passenger and Freight Agent.
C. W. Craig, Assistant City Passenger and Freight Agent.

Rome, Ga.—J. A. Smith, Traveling Freight Agent

St. Louis, Mo.—405-7 National Bank of Commerce Building—
T. G. McClellan, General Western Agent.
W. C. Bates, Commercial Agent.
Anson T. Pratt, Traveling Freight Agent.
I. V. McCarty, Soliciting Agent.
Roy E. Whitehead, Soliciting Agent.


MAP OF THE
NASHVILLE, CHATTANOOGA
& ST. LOUIS RAILWAY
... AND CONNECTIONS ...
LOOKOUT MOUNTAIN
NASHVILLE, CHATTANOOGA AND ST. LOUIS RY.
ROUTE
4225
12-13-'06

Dixie Flyer

Famous All-Year-Round Train

BETWEEN

Chicago and Jacksonville
St. Louis and Jacksonville

From Chicago

Solid Vestibuled Train—Dining Car Service

Leave **Chicago**	(*Chic. & East. Ill.*)	9 50 P M	Leave **Jacksonville**	(*Atl. Coast Line*)	8 15 P M
Leave **Terre Haute**	(*Evansv. & Terre Haute*)	2 55 A M	Leave **Tifton**	(*Ga. So. & Fla.*)	12 25 Night
Leave **Evansville**	(*Louisv. & Nashv.*)	6 35 A M	Leave **Macon**	(*Cent. of Ga.*)	3 55 A M
Arrive **Nashville**	»	11 42 A M	Arrive **Atlanta**	»	6 50 A M
Leave **Nashville**	(*Nash. Chat. & St. Louis*)	11 52 A M	Leave **Atlanta**	(*Nash. Chat. & St. Louis*)	7 15 A M
Arrive **Chattanooga**	»	4 07 P M	Arrive **Chattanooga**	»	11 10 A M
Leave **Chattanooga**	»	4 17 P M	Leave **Chattanooga**	»	11 20 A M
Arrive **Atlanta**	»	8 17 P M	Arrive **Nashville**	»	3 40 P M
Leave **Atlanta**	(*Cent. of Ga.*)	8 40 P M	Leave **Nashville**	(*Louisv. & Nashv.*)	3 45 P M
Arrive **Macon**	»	11 40 P M	Arrive **Evansville**	»	8 45 P M
Arrive **Tifton**	(*Ga. So. & Fla.*)	3 00 A M	Arrive **Terre Haute**	(*Evansv. & Terre Haute*)	12 50 Night
Arrive **Jacksonville**	(*Atl. Coast Line*)	7 30 A M	Arrive **Chicago**	(*Chic. & East Ill.*)	6 47 A M

Train composed of Pullman Drawing-room Sleepers, Dining Car, Coaches and Baggage Car between Chicago and Jacksonville, all running through without change. A la carte plan on Dining Car. Through Compartment Sleeping Cars are also carried between Chicago and Jacksonville, leaving Chicago Tuesdays and Thursdays, and leaving Jacksonville Thursdays and Saturdays.

From St. Louis

Pullman Vestibuled Drawing-room Sleepers

Leave **St. Louis**	(*Illinois Central*)	8 55 P M	Leave **Jacksonville**	(*Atl. Coast Line*)	8 15 P M
Arrive **Martin**	»	4 35 A M	Leave **Tifton**	(*Ga. So. & Fla.*)	12 25 Night
Leave **Martin**	(*Nash. Chat. & St. Louis*)	4 40 A M	Leave **Macon**	(*Cent. of Ga.*)	3 55 A M
Arrive **Nashville**	»	8 35 A M	Arrive **Atlanta**	»	6 50 A M
Leave **Nashville**	»	11 52 A M	Leave **Atlanta**	(*Nash. Chat. & St. Louis*)	7 15 A M
Arrive **Chattanooga**	»	4 07 P M	Arrive **Chattanooga**	»	11 10 A M
Leave **Chattanooga**	»	4 17 P M	Leave **Chattanooga**	»	11 20 A M
Arrive **Atlanta**	»	8 17 P M	Arrive **Nashville**	»	3 40 P M
Leave **Atlanta**	(*Cent. of Ga.*)	8 40 P M	Leave **Nashville**	»	8 00 P M
Arrive **Macon**	»	11 40 P M	Arrive **Martin**	»	11 55 P M
Arrive **Tifton**	(*Ga. So. & Fla.*)	3 00 A M	Leave **Martin**	(*Illinois Central*)	11 55 P M
Arrive **Jacksonville**	(*Atl. Coast Line*)	7 30 A M	Arrive **St. Louis**	»	7 20 A M

Through Car Service

Solid train between St. Louis and Nashville, carrying Pullman Drawing-room Sleepers between St. Louis and Jacksonville. Reclining Chair Car and Coach between St. Louis and Nashville.

Scenic Line——Battlefields Route

NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY.

LOOKOUT MOUNTAIN ROUTE.

DAILY THROUGH SLEEPING CAR SERVICE
VIA THE
"LOOKOUT MOUNTAIN ROUTE."

ST. LOUIS AND JACKSONVILLE.
"DIXIE FLYER."

Southbound. No. 1	Broiler-Buffet Service.	Northbound. No. 2
*8 55 P M	lve. St. Louis.....(Ill. Cent.) arr.	7 20 A M
4 35 A M	arr. Martin..... " lve.	11 55 P M
4 40 A M	lve. Martin...(N. C. & St. L.) arr.	11 55 P M
8 35 A M	arr. Nashville..... " lve.	8 00 P M
11 12 A M	lve. Nashville..... " arr.	3 40 P M
4 07 P M	arr. Chattanooga... " lve.	11 20 A M
4 17 P M	lve. Chattanooga... " arr.	11 10 A M
8 17 P M	arr. Atlanta..... " lve.	7 15 A M
8 40 P M	lve. Atlanta.....(C. of Ga.) arr.	6 50 A M
11 40 P M	arr. Macon..... " lve.	3 55 A M
3 00 A M	arr. Tifton.....(G. S. & F.) lve.	12 25 Night
7 30 A M	arr. Jacksonville..(A. C. L.) lve.	*8 15 P M

NASHVILLE AND CHATTANOOGA.

Southbound. No. 3	Pullman Drawing-room Buffet Sleeping Cars.	Northbound. No. 4
*8 50 P M	lve. Nashville (N. C. & St. L.) arr.	6 35 A M
2 44 A M	arr. Chattanooga... " lve.	*1 25 A M

Passengers allowed to remain in car at Chattanooga until 7 00 a.m. Sleeper open for passengers at Chattanooga at 9 00 p.m.

NASHVILLE AND MEMPHIS.

Westbound. No. 52	Pullman Drawing-room Buffet Sleeping Cars.	Eastbound. No. 53
*11 50 P M	lve. Nashville (N. C. & St. L.) arr.	6 50 A M
3 48 A M	arr. McKenzie..... " lve.	1 10 A M
4 00 A M	lve. McKenzie.....(L. & N.) arr.	11 59 P M
8 00 A M	arr. Memphis..... " lve.	*8 40 P M

Car open for passengers in Nashville at 9 00 p.m.

NEW YORK AND NASHVILLE.

Southbound. No. 92	Pullman Sleeping Cars. Dining Car.	Northbound. No. 3
	(Eastern time.)	
8 25 P M	lve. New York.....(Penna.) arr.	7 30 A M
12 15 Night	lve. Philadelphia... " arr.	4 25 A M
2 46 A M	lve. Baltimore..... " arr.	1 38 A M
4 10 A M	lve. Washington..(Southern) arr.	12 15 Night
9 20 A M	arr. Lynchburg..... " lve.	7 20 P M
9 20 A M	lve. Lynchburg....(N. & W.) arr.	7 20 P M
11 00 A M	lve. Roanoke..... " arr.	5 35 P M
3 50 P M	arr. Bristol..... " lve.	1 25 P M
	(Central time.)	
2 40 P M	lve. Bristol.....(Southern) arr.	12 15 Noon
8 45 P M	lve. Knoxville..... " arr.	8 15 A M
9 45 P M	arr. Chattanooga... " lve.	5 15 A M
10 10 P M	lve. Chattanooga (N. C. & St. L.) arr.	2 44 A M
2 35 A M	arr. Nashville..... " lve.	9 30 P M

CHATTANOOGA AND ATLANTA.

Southbound. No. 3	Pullman Sleeping Cars.	Northbound. No. 4
*3 00 A M	lve.....Chattanooga.....arr.	1 08 A M
7 10 A M	arr.....Atlanta.....lve.	*8 50 P M

CHICAGO AND AUGUSTA.

Southbound. No. 95	Pullman Drawing-room Sleeping Cars.	Northbound. No. 94
*9 50 P M	lve. Chicago.....(C. & E. I.) arr.	6 47 A M
2 45 A M	lve. Terre Haute (E. & T. H.) arr.	12 50 Night
6 55 A M	lve. Evansville....(L. & N.) arr.	8 45 P M
11 43 A M	arr. Nashville..... " lve.	3 45 P M
11 52 A M	lve. Nashville..(N. C. & St. L.) arr.	3 40 P M
4 07 P M	arr. Chattanooga... " lve.	11 20 A M
4 17 P M	lve. Chattanooga... " arr.	11 10 A M
8 17 P M	arr. Atlanta..... " lve.	7 15 A M
12 10 Night	lve. Atlanta..... Ga. R.R.) arr.	6 25 A M
6 05 A M	arr. Augusta..... " lve.	*11 15 P M

CHICAGO AND JACKSONVILLE.
"DIXIE FLYER."

Southbound. No. 95	Dining Car Service.	Northbound. No. 94
*8 50 P M	lve. Chicago.....(C. & E. I.) arr.	6 47 A M
2 55 A M	lve. Terre Haute. (E. & T. H.) arr.	12 50 Night
6 35 A M	lve. Evansville....(L. & N.) arr.	8 45 P M
11 42 A M	arr. Nashville..... " lve.	3 45 P M
11 52 A M	lve. Nashville. (N. C. & St. L.) arr.	3 40 P M
4 07 P M	arr. Chattanooga... " lve.	11 20 A M
4 17 P M	lve Chattanooga... " arr.	11 10 A M
8 17 P M	arr. Atlanta..... " lve.	7 15 A M
8 40 P M	lve. Atlanta.....(C. of Ga.) arr.	6 50 A M
11 40 P M	arr. Macon..... " lve.	3 55 A M
3 00 A M	arr. Tifton.....(G. S. & F.) lve.	12 25 Night
7 30 A M	arr. Jacksonville..(A. C. L.) lve.	*8 15 P M

CHICAGO AND ATLANTA.

Southbound. No. 93	Pullman Sleeping Cars.	Northbound. No. 92
*12 30 Noon	lve. Chicago....(C. & E. I.) arr.	4 42 P M
5 34 P M	lve. Terre Haute (E. & T. H.) arr.	11 50 A M
8 20 P M	lve. Evansville ...(L. & N.) arr	8 05 A M
2 05 A M	arr. Nashville..... " lve.	3 20 A M
2 25 A M	lve. Nashville (N. C. & St. L.) arr.	2 55 A M
6 40 A M	arr. Chattanooga.. " lve	10 10 P M
7 00 A M	lve. Chattanooga (W. & A.) arr.	9 25 P M
11 45 A M	arr. Atlanta..... " lve.	*4 50 P M

ST. LOUIS AND ATLANTA.

Southbound. No. 3	Pullman Drawing-room Buffet Sleeping Cars.	Northbound. No. 4
*8 34 A M	lve. St. Louis.....(L. & N.) arr.	7 40 P M
2 35 P M	lve. Evansville..... " arr.	1 25 P M
8 25 P M	arr. Nashville..... " lve.	7 15 A M
9 50 P M	lve. Nashville (N. C. & St. L.) arr.	6 35 A M
2 44 A M	arr. Chattanooga... " lve.	1 25 A M
3 00 A M	lve. Chattanooga... " arr.	1 08 A M
7 10 A M	arr. Atlanta..... " lve.	*8 50 P M

ST. LOUIS AND ATLANTA.

Southbound. No. 93	Pullman Sleeping Cars.	Northbound. No. 92
*3 45 P M	lve. St. Louis.....(L. & N.) arr.	1 26 P M
9 20 P M	lve. Evansville..... " arr.	8 05 A M
2 05 A M	arr. Nashville..... " lve.	3 20 A M
2 25 A M	lve. Nashville. (N. C. & St. L.) arr.	2 55 A M
6 40 A M	arr. Chattanooga.. " arr.	9 25 P M
11 45 A M	arr. Atlanta..... " lve.	*4 50 P M

PARLOR CAR LINES.

NASHVILLE AND ATLANTA.

Southbound. No. 1	Pullman Parlor Cars.	Northbound. No. 2
*9 20 A M	lve.....Nashville.....arr.	6 55 P M
2 48 P M	arr.....Chattanooga.....lve.	1 35 P M
3 00 P M	lve.....Chattanooga.....arr.	1 15 P M
7 35 P M	arr.....Atlanta.....lve.	*8 35 A M

NASHVILLE AND MEMPHIS.

Westbound. No. 4-104	Pullman Parlor Cars. Broiler Buffet.	Eastbound. No. 103-3
*7 00 A M	lve. ....Nashville.....arr.	8 55 P M
10 16 A M	arr. Hollow Rock Junction. lve.	5 50 P M
12 30 Noon	arr.....Jackson.....lve.	3 20 P M
3 30 P M	arr.....Memphis.....lve.	*12 40 Noon

CONNECTIONS.

[1] With railroads diverging. [2] With Louisville & Nashville R.R. [3] With Seaboard Air Line Ry. [4] With Rome R.R. [5] With Southern Ry. [6] With Queen & Crescent Route. [7] With Southern Ry.; Western & Atlantic R.R.; Queen & Crescent Route and Central of Georgia Ry. [8] With Sequatchie Valley Branch. [9] With Southern Ry. [10] With Huntsville and Gadsden and Fayetteville and Columbia Branches. [11] With McMinnville Branch. [12] With Shelbyville Branch. [13] With Louisville & Nashville R.R. and Lebanon Branch. [14] With Louisville & Nashville R.R. [15] With Illinois Central R.R. for St. Louis and the north; also with Illinois Central R.R. for all points on that line. [16] With Illinois Central R.R. [17] With Mobile & Ohio R.R. [18] With Illinois Central R.R. [19] With Louisville & Nashville R.R. for Louisville, Ky., and Cincinnati, O. [20] With Illinois Central R.R. and Mobile & Ohio R.R. [21] With Illinois Central R.R.; Frisco System; Chicago, Rock Island & Pacific Ry.; Louisville & Nashville R.R.; Yazoo & Mississippi Valley R.R.; St. Louis South-western Ry. and St. Louis, Iron Mountain & Southern Ry.

NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY.

MAIN LINE.

98	94	6	4	72	92	2	Mls.	*November* 14, 1909.	93	1	95	3	73	5	99
....	A M	....	P M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	A M	A M	....	....
....	*7 15	....	*8 50	*4 55	*4 50	*8 35	0	+....**Atlanta**[1]..♁	11 45	7 35	8 17	7 10	10 15	....	....
....	— —	....	— —	5 15	— —	8 54	6.9	.....Bolton....♁	11 24	— —	— —	— —	9 58	....	....
....	— —	....	— —	5 23	— —	9 03	11.1	.....Vinings.....♁	11 15	7 09	— —	6 41	9 50	....	....
....	— —	....	— —	5 32	— —	9 12	15.0	.....Smyrna.....♁	11 07	7 01	— —	— —	9 42	....	....
....	7 54	....	9 37	5 42	5 33	9 25	20.3	+...**Marietta**[2]..♁	10 56	6 51	7 34	6 24	9 33	....	....
....	— —	....	9 54	6 05	5 50	9 42	28.6	.....Kennesaw...♁	10 37	6 32	— —	6 05	9 16	....	....
....	— —	....	10 08	6 31	6 02	9 53	34.5	.....Acworth....♁	10 24	6 19	— —	5 53	9 06	....	....
....	— —	....	— —	— —	— —	— —	40.0	.....Allatoona.....	— —	— —	— —	— —	— —	....	....
....	— —	....	— —	6 51	§6 21	10 08	42.9	.....Emerson....♁	*b* —	6 03	— —	— —	8 52	....	....
....	8 43	....	10 51	7 00	6 30	10 21	47.5	+**Cartersville**[3]♁	9 58	5 53	*a* —	5 29	8 43	....	....
....	— —	....	— —	— —	— —	— —	48.7	.....**Junta**....♁	— —	— —	— —	— —	— —	....	....
....	— —	....	— —	7 09	— —	10 30	52.3	.....Cass.....	— —	5 44	— —	— —	8 33	....	....
....	— —	....	10 50	7 21	6 54	10 44	58.6	.....**Kingston**[4]..♁	9 39	5 33	*e* —	5 11	*8 20	....	....
....	— —	....	— —	P M	7 03	10 52	63.5	.....Halls.....	9 28	5 22	— —	— —	A M	....	....
....	— —	....	11 10	7 15	11 02	68.4	+...Adairsville...♁	9 19	5 13	— —	4 57	— —	35.2	....	....
....	— —	....	— —	7 26	11 14	74.6	.....McDaniels....	9 05	5 08	— —	— —	— —	39.1	....	....
....	— —	....	11 25	7 31	11 22	77.9	.....Calhoun.....♁	8 58	4 54	— —	4 40	— —	42.4	....	....
....	— —	....	— —	7 42	11 32	83.8	.....Resaca.....♁	8 46	4 43	— —	— —	— —	45.6	....	....
....	— —	....	— —	7 54	— —	11 42	90.2	.....Tilton.....♁	8 34	4 31	— —	— —	— —	....	....
....	10 06	....	12 01	8 11	12 01	99.0	+....**Dalton**[5]...♁	8 19	4 17	5 17	4 05	— —	— —	....	....
....	— —	....	— —	8 24	12 14	106.7	...Tunnel Hill..♁	8 02	4 00	— —	— —	— —	— —	....	....
....	— —	....	— —	8 36	12 27	114.4	.....Ringgold.....♁	7 48	3 47	— —	— —	— —	— —	....	....
....	— —	....	— —	8 48	12 37	120.1	.....Graysville...♁	7 37	3 36	— —	— —	— —	— —	....	....
....	— —	....	— —	8 56	12 47	125.9	..**Chickamauga**♁	7 26	3 26	— —	— —	— —	— —	....	....
....	— —	....	12 49	9 07	12 57	131.9	.....**Boyce**[6]...♁	7 15	3 14	— —	3 14	— —	— —	....	....
P M	11 10	A M	1 08	....	9 25	§1 15	136.8	arr.♁+**Chatta-** §lve.	7 00	3 00	4 17	3 00	....	P M	A M
†3 15	11 20	*5 00	1 25	....	10 10	1 35	136.8	lve.§ **nooga**[7]♁ §arr.	16 40	2 40	4 07	2 44	....	9 27	11 15
5 28	— —	5 13	— —	....	— —	§1 47	142.7	....Wauhatchie..♁	— —	2 26	— —	— —	....	9 13	11 00
5 36	— —	5 23	— —	....	10 30	§1 55	146.6	.....Hooker.....	— —	2 18	— —	— —	....	9 04	10 51
5 49	— —	5 35	— —	....	10 40	2 10	150.9	.....Whiteside...♁	— —	2 10	— —	— —	....	8 55	10 37
4 07	— —	5 55	— —	....	— —	2 26	158.5	.....Shellmound..♁	— —	1 56	— —	— —	....	8 43	10 20
4 18	— —	6 05	— —	....	— —	§2 34	163.0	.....Carpenter...♁	— —	— —	— —	— —	....	8 31	10 11
4 27	§10	6 12	2 29	....	11 09	2 41	165.3	+.**Bridgeport**[8]♁	5 40	1 41	3 14	1 44	....	8 24	10 05
4 38	—	6 22	— —	....	— —	2 51	170.3	.....Bolivar.....♁	— —	— —	— —	— —	....	8 14	9 53
4 46	§2 29	6 37	2 49	....	11 28	3 02	175.4	+..**Stevenson**[9]♁	5 20	1 23	2 59	1 27	....	8 06	9 45
4 58	— —	6 47	— —	....	— —	3 12	181.5	.....Bass.....	— —	1 13	— —	— —	....	7 61	9 32
5 06	— —	6 54	— —	....	— —	3 20	186.0	.....Anderson....♁	— —	1 02	— —	— —	....	7 43	9 24
5 15	— —	7 02	— —	....	— —	3 30	191.7	.....Sherwood....♁	— —	12 53	— —	— —	....	7 34	9 15
5 37	1 18	§7 40	3 39	....	12 12	3 55	200.8	+....**Cowan**.....♁	— —	12 29	2 11	12 35	....	§7 10	8 52
5 47	— —	7 53	3 49	9 8	12 25	4 06	205.9	+....**Decherd**[10]..♁	— —	12 19	— —	12 25	9 7	6 40	8 42
5 56	— —	8 02	3 57	A M	— —	4 16	210.9	.....Estill Springs..♁	— —	12 08	— —	12 15	P M	6 29	8 30
6 13	1 44	8 16	4 13	§5 45	12 45	4 33	218.8	+.**Tullahoma**[11]♁	*a* —	11 54	1 44	12 61	8 28	6 13	§8 26
P M	— —	8 30	— —	5 58	— —	4 44	225.8	.....Normandy....♁	— —	11 39	— —	— —	8 14	5 58	A M
....	— —	8 38	— —	6 06	— —	4 52	229.9	.....Haleys.....	— —	11 31	— —	— —	8 06	5 48	....
....	2 12	8 45	4 43	6 14	1 10	5 06	232.9	+..**Wartrace**[12]♁	3 49	11 24	1 17	11 30	7 58	5 41	....
....	— —	8 54	4 52	6 24	1 17	5 16	237.3	....Belle Buckle..♁	— —	11 14	— —	11 19	7 49	5 31	....
....	— —	9 03	— —	6 33	— —	5 21	242.5	....Fosterville...♁	— —	11 04	— —	— —	7 40	5 21	....
....	— —	9 09	— —	6 40	— —	5 27	246.3	.....Christiana...♁	— —	10 56	— —	— —	7 33	5 10	....
....	2 51	9 30	5 25	7 00	1 46	5 44	255.8	+.Murfreesboro.♁	*a* —	10 38	12 40	10 41	7 15	4 48	....
....	— —	9 44	— —	7 13	— —	5 57	262.3	.....Florence.....	— —	10 24	— —	— —	7 02	4 35	....
....	— —	9 54	5 48	7 22	— —	6 07	267.6	.....Smyrna.....♁	— —	10 15	— —	10 17	6 53	4 22	....
....	— —	10 06	5 58	7 32	— —	6 17	272.1	.....Lavergne....♁	— —	10 06	— —	10 08	6 44	4 12	....
....	— —	10 18	— —	7 44	— —	6 25	276.0	....Mount View....	— —	— —	— —	— —	6 32	4 00	....
....	— —	10 20	6 11	7 46	— —	6 28	278.1	.....Antioch.....♁	— —	9 53	— —	9 54	6 29	3 57	....
....	— —	10 31	— —	7 59	— —	6 38	282.6	.....Glencliff.....♁	— —	9 45	— —	— —	6 14	3 45	....
....	3 40	10 50	6 35	8 15	2 55	6 55	287.8	+..**Nashville**[13]♁	*2 25	*9 30	*11 52	*9 30	§6 00	*3 30	....
....	P M	A M	A M	A M	A M	P M	....	ARRIVE] [LEAVE	A M	A M	A M	P M	P M	P M	....
....	56	54	....	52	....	....	....	.....	....	....	57	....	53	55	....
....	P M	P M	A M	P M	....	P M	....	LEAVE] [ARRIVE	....	A M	A M	P M	A M	P M	....
....	†6 30	*2 15	*7 00	*11 30	....	*8 00	287.8	.....**Nashville**.....	....	8 35	8 00	8 55	6 50	1 32	....
....	5 48	2 32	7 16	11 47	....	— —	294.3	.....Harding.....	....	— —	7 43	8 39	6 27	1 17	....
....	5 02	2 46	7 29	11 59	....	— —	300.1	.....Bellevue.....♁	....	— —	7 20	8 27	6 10	1 03	....
....	5 10	2 53	7 36	12 07	....	— —	303.8	.....Newsom.....	....	— —	7 19	8 19	6 00	12 56	....
....	5 18	3 01	7 44	12 15	....	— —	307.5	.....Pegram.....	....	— —	7 09	8 11	5 50	12 48	....
....	5 28	3 10	7 52	12 24	....	*c* 8 48	311.8	Kingston Springs♁	....	*c* 7 52	7 00	8 02	5 40	12 40	....
....	5 42	3 24	8 08	12 38	....	*c* 8 58	317.9	.....White Bluff..♁	....	*c* 7 42	6 44	7 46	5 22	12 26	....
....	5 56	3 37	8 23	12 51	....	— —	324.8	.....Burns.....	....	— —	6 31	7 33	5 03	12 13	....
....	7 01	3 42	8 28	12 55	....	— —	327.1	...**Colesburgh**.♁	....	— —	6 26	7 29	4 56	12 08	....
....	7 07	3 47	8 38	1 03	....	9 17	329.3	.....**Dickson**....♁	....	7 23	6 20	7 24	4 50	12 03	....
....	7 17	3 55	8 45	1 08	....	— —	332.4	.....Pond.....	....	— —	6 11	7 17	4 38	11 56	....
....	7 29	4 02	8 54	1 19	....	*c* 9 30	337.4	..Tennessee City♁	....	*c* 7 06	6 02	7 07	4 25	11 47	....
....	7 42	4 15	9 07	1 34	....	*c* 9 42	344.7	.....McEwen.....♁	....	*c* 6 53	5 49	6 54	4 05	11 34	....
....	7 50	4 22	— —	1 43	....	— —	349.0	.....Gorman.....	....	— —	5 38	— —	3 53	11 24	....
....	8 00	4 30	9 22	1 54	....	9 57	354.3	.....Waverly.....♁	....	6 37	§5 30	§6 35	3 40	11 15	....
....	P M	4 43	9 36	2 10	....	— —	362.6	.....Denver.....♁	....	— —	A M	6 07	3 15	11 02	....
....	....	4 48	9 41	2 16	....	10 13	365.2	+..Johnsonville..♁	....	6 20	....	6 02	3 05	10 56	....
....	....	5 02	9 58	2 40	....	10 26	373.8	.....Camden.....♁	....	6 06	....	5 47	2 40	10 40	....
....	....	5 52	10 25	3 00	....	10 39	382.4	**Hollow Rock Junc.**♁	....	5 53	....	5 30	2 06	10 22	....
....	....	5 56	10 20	3 04	....	— —	384.0	..**Hollow Rock**♁	....	— —	....	5 17	2 00	10 05	....
....	....	5 44	10 38	3 13	....	— —	388.6	.....Rosser.....	....	— —	....	5 10	1 47	9 56	....
....	....	5 53	10 47	3 22	....	10 54	392.9	....Huntingdon..♁	....	5 36	....	5 02	1 35	9 46	....
....	....	6 07	11 02	3 38	....	— —	399.9	.....Hico.....	....	— —	....	4 49	1 20	9 32	....
....	....	6 17	11 11	3 48	....	11 13	404.5	ar.♁+**McKen-** §lv.	....	5 20	....	4 42	1 10	9 23	....
....	....	6 19	11 15	5 19	....	11 16	404.5	lv.§ **zie**[14]♁ §ar.	....	5 19	....	4 38	12 55	9 19	....
....	....	6 38	11 20	5 33	....	11 27	412.3	.....Gleason.....♁	....	— —	....	4 25	12 42	9 04	....
....	....	6 51	11 43	5 47	....	11 39	419.7	.....Dresden.....♁	....	4 57	....	4 13	12 29	8 50	....
....	....	7 03	11 56	5 59	....	— —	425.8	.....Ralston.....♁	....	— —	....	4 01	12 17	8 38	....
....	....	7 15	12 15	6 10	....	11 56	428.8	+....**Martin**[15]..♁	....	*4 40	....	3 55	12 10	8 30	....
....	....	7 22	12 22	6 17	....	P M	431.7	.....Gardner.....	....	A M	....	3 33	11 46	8 20	....
....	....	7 30	12 29	6 24	....	....	434.9	.....Terrells.....	....	....	....	3 26	11 35	8 13	....
....	....	7 40	12 39	6 34	....	....	438.5	.....**Gibbs**[16]...♁	....	....	....	3 16	11 25	8 05	....
....	....	7 52	12 50	6 44	....	....	441.7	+.**Union City**[17]♁	....	....	....	3 06	11 15	7 55	....
....	....	8 07	1 05	7 00	....	....	447.4	..Woodland Mills..	....	....	....	2 50	11 00	7 39	....
....	....	8 12	1 10	7 05	....	....	449.0	.... State Line	....	....	....	2 45	10 55	7 34	....
....	....	8 35	1 35	7 30	....	....	456.3	+...**Hickman**...♁	....	....	....	*2 20	*10 30	*7 10	....
....	....	P M	P M	A M	....	....	....	ARRIVE] [LEAVE	....	....	....	P M	P M	A M	....

CENTREVILLE BRANCH.

163	No. 161	Ms.	*August* 8, 1909.	No. 162	164
P M	.....	....	LEAVE] [ARRIVE	.....	A M
†7 50	†8 50 A M	0	.....**Dickson**....♁	6 05 P M	7 15
7 36	9 00 "	2.2	....**Colesburg**..♁	5 55 "	7 03
7 42	9 09 "	4.9	.....Pomona.....	5 46 "	6 54
7 47	9 16 "	6.6	.....Tidwell.....	5 39 "	6 49
7 55	9 22 "	8.2	.....Iron Hill	5 34 "	6 44
8 01	9 30 "	11.0	.....Bon Aqua.....♁	5 24 "	6 36
8 15	9 45 "	14.4	.....Lyles.....♁	5 10 "	6 23
8 35	10 05 "	21.3	.....Brown.....	4 50 "	6 04
8 40	10 10 "	22.8	.....Graham.....	4 45 "	5 58
8 45	10 18 "	24.3	.....Nunnelly ...♁	4 36 "	5 51
8 51	10 24 "	26.1	.....Goodrich ...♁	4 29 "	5 44
9 03	10 40 "	30.0	.....Grinders	4 15 "	5 31
9 10	10 54 "	32.3	.....Centreville ..♁	4 03 "	†5 20
9 20	11 00 "	33.4	.....Twomey ...♁	3 55 "	A M
P M	11 06 "	35.2	.....Deans.....	5 49 "	.....
....	11 20 "	39.1	.....Buffalo	5 34 "	.....
....	11 35 "	42.4	.....Ætna.....♁	3 22 "	.....
....	11 45 A M	45.6	.....Kimmins ...♁	3 08 "	.....
....	12 05 Noon	52.1	....Hohenwald..♁	2 47 "	.....
....	12 12 "	54.1	.....Shubert.....	2 40 "	.....
....	12 23 "	59.4	.....Nancy.....	2 24 "	.....
....	12 28 "	61.4	.....Riverside...♁	2 17 "	.....
....	12 42 Noon	62.8	..**Allens Creek**.♁	†2 10 P M	.....
....	.....	....	ARRIVE] [LEAVE	.....	.....

MIDDLE TENNESSEE AND ALABAMA DIV.

....	No. 241	Ms.	*October* 3, 1909.	Ms.	No. 240	....
....	.....	....	LEAVE] [ARRIVE	....	.....	....
....	†3 55 P M	0	+ **Fayetteville** ♁	30.2	7 45 A M	....
....	4 15 "	5.3	.....Harmes.....	24.9	7 18 "	....
....	4 20 "	6.4	.....Tillman.....	23.8	7 12 "	....
....	4 28 "	8.8	....**De Ford**.....	21.4	7 03 "	....
....	4 42 "	13.6	....Coldwater.....	16.6	6 44 "	....
....	4 55 "	15.9	.....Blanche.....	14.3	6 38 "	....
....	5 18 "	18.6	.....Taft.....	11.6	6 25 "	....
....	5 33 "	21.3	....Elkwood.....	8.9	6 13 "	....
....	5 58 "	27.1	.....Toney	3.1	5 57 "	....
....	6 05 P M	30.2	arr.**Harvest** ♁ lve.	0	†5 45 A M	....

ROME RAILROAD.

172	176	174	Mls	*Nov.* 14, 1909.	173	177	175
P M	P M	A M	....	LEAVE] [ARRIVE	A M	A M	P M
*7 23	*6 45	†10 50	0	.... **Kingston** ...	8 17	10 25	5 25
8 03	6 40	11 32	26.1	+ .... **Rome**	*7 35	*9 38	*4 45
P M	P M	A M	....	ARRIVE] [LEAVE	A M	A M	P M

ORME BRANCH.

257	255	Mls	*October* 3, 1909.	256	258	....
P M	A M	....	LEAVE] [ARRIVE	A M	P M	....
†2 45	†7 00	0	.....**Bridgeport**...♁	8 50	5 20	....
3 00	7 15	3.4	.....Cumberland.....	8 30	5 00	....
3 15	7 30	6 8	.....Montague.....	8 15	4 45	....
3 35	7 50	10.4	.....**Orme** .....♁	†8 00	†4 30	....
P M	A M	....	ARRIVE] [LEAVE	A M	P M	....

SEQUATCHIE VALLEY BRANCH.

87	81	83	89	Ms.	*October* 3, 1909.	80	88	86
P M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M
†8 50	†4 32	†1 45	†6 30	0	+ . **Bridgeport**. ♁	10 00	6 20	8 15
8 45	4 39	2 08	6 50	3.3	Richard City ♁	9 44	5 06	8 00
8 50	4 44	2 05	7 30	4.9	+So.Pittsburg♁	9 40	5 50	†7 55
P M	4 53	P M	7 40	8.0	....Kimball ...	9 28	5 20	P M
....	5 03	....	8 15	12.1	.... Jasper...♁	9 18	5 03	....
....	5 15	....	8 30	15.9	..Sequatchie.♁	9 08	4 56	....
....	5 25	....	8 57	19.4	...**Victoria**.♁	8 58	4 15	....
....	5 36	....	9 30	23.0	... Whitwell . ♁	8 45	4 00	....
....	5 44	....	9 40	26.2	..Shirleytown..	8 35	3 50	....
....	5 59	....	10 00	32.7	.... Daus...♁	8 21	3 30	....
....	6 12	....	10 50	37.8	....Dunlap ..♁	8 08	3 15	....
....	6 22	....	11 05	42.6	....Mt. Airy ...	7 56	3 00	....
....	6 29	....	11 15	45.3	.... Pailo.....	7 49	2 45	....
....	6 39	....	12 40	48.7	....College..♁	7 40	2 30	....
....	6 52	....	12 50	52.3	.... Lees.....	7 25	2 15	....
....	7 05	....	1 10	57.3	..**Pikeville**. ♁	†7 10	†2 00	....
....	P M	....	P M	....	ARRIVE] [LEAVE	A M	P M	....

Additional Trains—Leaves Bridgeport †6 20 a.m., arrives South Pittsburg 6 40 a.m. Leave South Pittsburg †5 45 a.m., †1 80 p.m., arrive Bridgeport 6 05 a.m., 1 20 p.m.

* Daily; † daily, except Sunday; *a* stops to leave passengers from points north or west of Nashville; *b* stops to take on or let off passengers to and from points north of Kingston; *c* stops to leave passengers from west of Waverly and south of Nashville and from Centreville Branch week-days and makes regular stop Sunday; *e* stops to leave passengers from Chattanooga and points north or west of Nashville for Rome R.R.; *s* stops Sunday only.

‖ Meals. + Coupon stations; ♁ Telegraph stations.
STANDARD—*Central time.*

NASHVILLE, CHATTANOOGA & ST. LOUIS RAILWAY.

PADUCAH AND MEMPHIS DIVISION.

108	62	60	104	Mls.	September 26, 1909.	Mls.	103	61	63
P M	....	P M	A M	....	LEAVE / ARRIVE	....	P M	P M	....
*6 00	....	*2 10	*7 45	0	+ ..... **Paducah**[18] .. ♁	229.4	8 15	1 25	....
6 05	....	2 15	7 50	1.5	..... Union Depot	227.9	8 10	1 20	....
a6 20	....	2 25	7 59	9.1	..... Oaks	220.3	7 55	1 05	....
6 35	....	2 32	8 06	14.2	..... Elva ♁	215.2	7 47	12 57	....
a6 45	....	2 38	8 11	18.0	..... Iola	211.4	7 40	12 50	....
6 55	....	2 48	8 20	22.3	+ ..... Benton ♁	207.1	7 33	12 43	....
a7 05	....	2 54	8 26	26.4	..... Glade	203.0	7 26	12 33	....
7 20	....	3 02	8 33	30.4	..... Hardin ♁	199.0	7 20	12 28	....
7 24	....	3 06	8 36	31.9	..... Dexter ♁	197.5	7 15	12 25	....
7 32	....	3 11	8 41	35.2	..... Almo	194.2	7 10	12 20	....
7 50	....	3 25	8 54	41.3	+ ..... Murray ♁	188.1	7 00	12 10	....
8 12	....	3 38	9 06	49.1	.. Hazel (State Line) ♁	180.3	6 44	11 54	....
8 22	....	3 42	9 12	53.1	..... Puryear ♁	176.3	6 37	11 48	....
a8 38	....	3 52	9 21	58.6	..... Whitlock ♁	170.8	6 27	11 38	....
9 15	....	4 05	9 36	64.1	+ ..... **Paris**[19] ♁	165.3	6 16	11 30	....
P M	....	4 18	9 48	70.6	..... Van Dyke	158.8	6 00	11 06	....
....	....	4 28	9 56	74.8	..... Mansfield ♁	154.6	5 52	10 57	....
....	....	4 38	10 05	80.6	..... Vale	148.8	5 41	10 45	....
....	....	5 25	10 30	86.3	**Hollow Rock Junc.** ♁	143.1	5 30	10 35	....
....	....	5 30	— —	87.6	.... **Hollow Rock**	141.8	— —	10 08	....
....	....	5 40	10 42	92.3	..... Buena Vista ♁	137.1	4 58	10 01	....
....	....	5 52	10 53	98.5	..... Westport ♁	130.8	4 44	9 51	....
....	....	5 59	10 59	102.2	..... Yuma ♁	127.2	4 37	9 45	....
....	....	8 10	11 08	107.1	..... Wildersville ♁	122.3	4 29	9 37	....
....	....	6 20	11 17	112.7	..... Timberlake	116.7	4 20	9 27	....
....	....	6 40	11 35	118.2	+ ... **Lexington** ... ♁	111.2	4 08	9 17	....
....	....	7 02	11 53	127.8	..... Huron	101.6	3 47	8 56	....
....	....	7 07	11 58	130.4	..... Luray ♁	99.0	3 45	8 52	....
....	A M	7 14	12 04	133.7	..... Beech Bluff ♁	95.7	3 37	8 47	P M
....	*5 45	7 35	12 30	144.1	+ ..... **Jackson**[20] ... ♁	85.3	3 20	*8 30	7 25
....	6 02	P M	12 45	153.9	..... Neely	75.5	3 01	A M	7 07
....	6 08	....	12 50	157.2	..... Denmark ♁	72.2	2 56	....	7 01
....	6 14	....	12 56	160.8	..... Mercer ♁	68.6	2 50	....	6 55
....	6 21	....	1 02	164.3	..... Hatchie ♁	65.1	2 44	....	6 49
....	6 26	....	1 06	167.0	..... Vildo ♁	62.4	2 40	....	6 42
....	6 38	....	1 35	173.5	..... Whiteville ♁	55.9	2 30	....	6 30
....	6 50	....	1 47	180.0	..... Laconia	49.4	2 20	....	6 17
....	7 04	....	2 10	186.4	+ .... Somerville ♁	43.0	2 10	....	6 05
....	7 16	....	2 20	192.5	..... Warren ♁	36.9	1 55	....	5 52
....	7 24	....	2 27	196.7	..... Oakland ♁	32.7	1 46	....	5 43
....	7 31	....	2 35	200.7	..... Hickory Withe ♁	28.7	1 38	....	5 35
....	7 38	....	2 39	204.6	..... Eads ♁	24.8	1 31	....	5 28
....	7 46	....	— —	209.2	..... Lenow	20.2	— —	....	5 20
....	7 53	....	2 52	212.8	..... Cordova ♁	16.6	1 18	....	5 13
....	8 01	....	2 58	217.2	..... Mullins ♁	12.2	— —	....	5 05
....	8 08	....	— —	220.3	..... Berclair	9.1	— —	....	4 58
....	8 15	....	3 12	224.0	..... Aulon ♁	5.4	12 58	....	4 51
....	8 18	....	3 15	225.2	..... Lenox	4.2	12 54	....	4 48
....	8 21	....	3 18	227.2	.... K. C. Junction	2.2	12 50	....	4 45
....	8 30	....	3 30	229.4	+ .... **Memphis**[21] .. ♁	0	*12 40	....	*4 35
....	A M	....	P M		ARRIVE / LEAVE		Noon	....	P M

PERRYVILLE BRANCH.

	No. 231	Mls	September 26, 1909.	Mls	No. 230
		....	LEAVE / ARRIVE	....	
	*4 30 P M	0	+ .... **Lexington** .... ♁	24.2	9 00 A M
	5 05 "	8.7	..... Chesterfield	15.5	8 28 "
	5 25 "	11.7	..... Darden ♁	12.5	8 15 "
	5 50 "	17.4	..... Parsons ♁	6.8	7 45 "
	6 45 P M	24.2	+ .... **Perryville** .... ♁	0	*7 00 A M
			ARRIVE / LEAVE		

SPARTA BRANCH.

211	183	213	181	217	Mls.	October 3, 1909.	180	182	212
....	P M	....	Noon	A M	....	LEAVE / ARRIVE	A M	P M	....
....	†6 55	....	†1201	†8 25	0	+ **Tullahoma** ♁	8 00	4 00	....
....	7 01	....	12 23	9 00	11.7	... Manchester ♁	7 35	3 25	....
....	7 17	....	12 39	9 20	19.2	... Summitville	7 18	3 06	....
....	7 28	....	12 49	9 35	24.3	.... Morrison .. ♁	7 05	2 45	....
....	7 41	....	1 00	9 50	29.5	.... Smartts	6 50	2 30	....
....	7 51	....	1 10	10 10	34.2	+ . **McMinnville** . ♁	6 35	2 12	....
....	8 06	....	1 25	10 35	41.4	... Rowland	6 19	1 52	....
....	8 17	....	1 37	10 50	46.4	... Rock Island ♁	6 09	1 37	....
....	8 22	....	1 42	10 56	48.0	..... Walling	6 05	1 27	....
....	8 27	....	1 47	11 02	49.9	.... Quebeck	5 59	1 20	....
....	8 38	A M	2 00	11 15	54.2	..... Doyle .... ♁	5 48	1 05	P M
....	8 55	†8 00	2 25	11 40	60.5	+ ... Sparta ... ♁	†5 30	12 40	5 50
....	P M	8 10	2 35	A M	61.4	... East Sparta	A M	11 45	5 45
....	....	8 28	2 43	....	63.4	..... Price	....	11 39	5 38
....	....	8 25	2 50	....	65.0	... Rock House	....	11 34	5 33
P M	....	8 35	3 00	....	68.5	.... Bon Air .. ♁	....	11 22	5 25
†4 38	....	8 47	3 12	....	72.0	... De Rossett . ♁	....	11 10	5 10
....	....	10 00	3 50	....	79.9	..... **Clifty** ... ♁	....	†10 40	†4 10
4 45	....	9 00	3 25	....	74.0	.... **Ravenscroft** ♁	....	†9 20	†4 55
P M	....	A M	P M	....		ARRIVE / LEAVE	....	A M	P M

SHELBYVILLE BRANCH.

229	227	225	223	221	M	October 3, 1909.	220	222	224	226	228
P M	P M	A M	A M	A M	...	LEAVE / ARRIVE	A M	A M	A M	P M	P M
†802	†550	†1130	†900	†620	0	+. **Wartrace**. ♁	6 05	8 35	11 10	4 50	7 50
8 30	6 20	11 55	9 30	6 50	8.0	+. **Shelbyville**. ♁	†535	†805	†1040	†420	†720
P M	P M	A M	A M	A M	...	ARRIVE / LEAVE	A M	A M	A M	P M	P M

HUNTSVILLE AND GADSDEN BRANCH.

261	193	251	191	197	Mls.	October 3, 1909.	194	280	192	250	198
P M	P M	A M	Noon	A M	....	LEAVE / ARRIVE	A M	Noon	P M	P M	P M
†4 10	†700	†8 00	†1225	†6 50	0	+ ..... **Decherd** .... ♁	7 30	12 10	3 50	6 26	7 25
4 20	7 08	8 10	12 33	7 20	3.1	..... Winchester .... ♁	7 20	†1201	3 42	6 16	7 08
P M	7 21	8 22	12 45	7 45	9.0	..... Belvidere	7 05	Noon	3 28	6 02	6 25
....	7 28	8 29	12 52	7 52	12.0	..... Maxwell ♁	6 57	....	3 22	5 56	6 14
....	7 34	8 34	12 57	8 00	14.4	..... Beans Creek	6 50	....	3 17	5 51	6 08
....	7 38	8 38	1 01	8 06	15.9	..... Huntland ♁	6 45	....	3 13	5 47	6 04
....	7 62	8 52	1 14	8 25	21.6	arr ..... **Elora** ♁ ... lve.	6 31	....	3 00	5 36	5 50
....	†7 57	8 57	1 22	8 35	21.6	lve ..... **Elora** .... arr.	6 21	....	2 53	5 28	5 45
....	8 07	9 07	1 31	8 55	26.7	..... Plevna	6 12	....	2 42	5 14	5 25
....	8 17	9 17	1 39	9 17	30.8	+ ... New Market ... ♁	6 04	....	2 31	5 04	5 04
....	8 27	9 27	1 49	9 40	35.0	..... Deposit	5 56	....	2 22	4 54	4 35
....	8 32	9 32	1 53	9 50	37.2	..... Bell Factory	5 51	....	2 17	4 48	4 30
....	8 42	9 42	2 10	10 05	41.7	..... Mercury	5 42	....	2 10	4 38	4 20
....	8 44	9 44	2 12	10 10	42.8	..... Chase	5 40	....	2 00	4 35	4 15
....	9 00	10 00	2 27	11 00	48.6	+ .... **Huntsville** .... ♁	†5 25	....	1 41	4 20	4 00
261	P M	10 10	2 37	11 25	54.2	..... Lily Flagg	A M	....	1 29	3 55	3 20
Noon	....	10 15	2 46	11 40	58.3	..... Farley	....	....	1 20	3 46	3 10
†1220	....	10 28	2 55	12 05	62.8	+ ... Hobbs Island ... ♁	....	....	1 05	3 36	2 56
12 25	....	A M	3 00	12 10	64.0	arr ..... Incline ..... lve.	....	....	1 00	†3 30	†2 30
Noon	....	....	3 10	Noon	64.0	lve ..... Incline ..... arr.	....	....	12 40	P M	P M
....	....	195	8 25	....	84.0	.. Gunter's Landing ..	196	200	10 00	....	....
....	....	A M	8 35	....	85.5	ar. { + **Guntersville** ♁ } lv.	P M	P M	9 55	....	....
....	....	*7 00	8 35	....	85.5	lv. { . **Wyeth City** .. } ar.	6 35	7 55	9 55	....	....
....	....	7 10	8 40	....	87.5	..... Rayburn	6 15	7 40	9 45	....	....
....	....	7 35	8 56	....	91.7	..... Lane	5 55	7 20	9 35	....	....
....	....	8 00	7 05	....	95.8	+ ..... Albertville ♁	5 40	7 05	9 25	....	....
....	....	8 25	7 15	....	101.1	+ ..... Boaz ♁	5 20	6 50	9 15	....	....
....	....	8 45	7 28	....	104.8	..... Mountainboro	5 05	6 35	9 04	....	....
....	....	9 00	7 31	....	106.2	..... Carlisle	5 00	6 30	9 00	....	....
....	....	9 20	7 45	....	111.4	..... Littleton	4 40	6 10	8 45	....	....
....	....	9 40	7 57	....	115.8	+ ..... Attala ♁	4 25	5 55	8 33	....	....
....	....	10 10	8 15	....	121.6	+ ..... **Gadsden** .... ♁	†4 00	†5 30	†8 10	....	....
....	....	A M	P M			ARRIVE / LEAVE		P M	P M	A M	....

FAYETTEVILLE AND COLUMBIA BRANCH.

143	261	141	263	149	Mls.	October 3, 1909.	Mls.	140	260	262	142	148
P M	P M	Noon	A M	A M	....	LEAVE / ARRIVE	....	A M	Noon	P M	P M	P M
†700	†410	†1225	†800	†650	0	+ ..... **Decherd** .... ♁	86.3	7 30	1210	6 25	3 50	7 25
7 08	4 20	12 33	8 10	7 20	3.1	..... Winchester .... ♁	83 2	7 20	†1201	6 15	3 42	7 08
7 21	P M	12 45	8 22	7 45	9.0	..... Belvidere	77.3	7 05	Noon	6 02	3 28	6 25
7 28	....	12 52	8 29	7 52	12.0	..... Maxwell	74.3	6 57	....	5 56	3 22	6 14
7 34	....	12 57	8 34	8 00	14.4	..... Beans Creek	71.9	6 50	....	5 51	3 17	6 08
7 38	265	1 01	8 38	8 06	15.9	..... Huntland	70.4	6 45	264	5 47	3 13	6 04
7 52	P M	1 14	8 52	8 25	21.6	arr ..... **Elora** ♁ .. lve.	64.7	6 31	A M	5 35	3 00	†5 50
7 57	†305	1 22	8 57	A M	21.6	lve ..... **Elora** .... arr.	64.7	6 23	8 45	5 25	2 54	P M
8 08	3 16	1 32	9 07	....	26.6	..... Flintville .... ♁	59.7	6 12	8 34	5 12	2 45	....
8 12	3 19	1 36	9 11	....	28.2	..... Brighton	58.1	6 08	8 30	5 08	2 41	....
8 22	3 29	1 44	9 21	267	31.9	..... Kelso ♁	51.7	5 58	8 20	4 58	2 32	266
8 45	3 50	2 02	9 40	A M	38.8	arr. + **Fayetteville** ♁ lve.	47.5	†5 40	†800	†440	2 15	P M
P M	P M	2 45	A M	†620	38.8	lve. **Fayetteville** . arr.	47.5	A M	A M	P M	1 10	8 15
....	....	3 04	....	6 36	45.6	..... Howell	40.7	....	....	....	12 51	7 54
....	....	3 19	....	6 52	52.0	..... Petersburg .... ♁	34.3	....	....	....	12 36	7 38
....	....	3 29	....	7 02	56.1	..... Talley	30.2	....	....	....	12 26	7 28
....	....	3 41	....	7 14	61.1	..... Belfast	25.2	....	....	....	12 14	7 16
....	....	3 56	....	7 29	66.8	..... Lewisburg .... ♁	18.5	....	....	....	11 59	7 04
....	....	4 08	....	7 39	71.3	..... South Berlin	15.0	....	....	....	11 45	6 53
....	....	4 15	....	7 45	73.7	..... Silver Creek	12.6	....	....	....	11 38	6 47
....	....	4 20	....	7 48	74.8	..... Bryant	11.5	....	....	....	11 34	6 44
....	....	4 26	....	7 52	76.6	..... Park	9.7	....	....	....	11 28	6 40
....	....	4 34	....	7 57	79.2	..... Hills	7.1	....	....	....	11 20	6 34
....	....	4 55	....	8 15	86.3	+ .... **Columbia** .... ♁	0	....	....	....	†1100	†6 15
....	....	P M	....	A M	....	ARRIVE / LEAVE	....	....	....	....	A M	P M

LEBANON BRANCH.

....	151	157	155	153	Mls.	October 3, 1909.	150	152	154	....	....	....
....	P M	P M	A M	A M	....	LEAVE / ARRIVE	A M	P M	P M	....	....	....
....	†5 00	†4 00	†9 25	†7 00	0	.... **Nashville** .. ♁	8 30	2 10	9 40	....	....	....
....	— —	— —	— —	— —	0.8	..... Fogg Street	— —	— —	— —	....	....	....
....	— —	— —	— —	— —	1.9	... Lebanon Junc. ♁	8 24	2 04	8 34	....	....	....
....	5 10	4 10	9 36	7 12	3.7	..... Easton	8 20	2 00	8 30	....	....	....
....	5 20	4 20	9 46	7 26	8.1	..... Donelson	8 11	1 50	8 20	....	....	....
....	5 27	4 27	9 53	7 38	11.1	..... Hermitage .. ♁	8 04	1 43	8 13	....	....	....
....	5 37	4 37	10 02	7 55	15.6	..... Green Hill	7 55	1 33	8 03	....	....	....
....	5 42	4 42	10 07	8 02	17.6	..... Mt. Juliet	7 50	1 28	7 58	....	....	....
....	5 50	4 50	10 15	8 18	21.6	... Silver Springs . ♁	7 41	1 20	7 50	....	....	....
....	5 55	4 55	10 20	8 28	23.5	..... Leeville	7 36	1 15	7 45	....	....	....
....	6 00	5 00	10 25	8 35	25.9	... Tucker's Gap	7 31	1 10	7 40	....	....	....
....	6 10	5 10	10 35	9 00	31.0	+ ... **Lebanon** ... ♁	†7 20	†1 00	†6 30	....	....	....
....	P M	P M	A M	A M	....	ARRIVE / LEAVE	A M	P M	P M	....	....	....

TRACY CITY BRANCH.

....	....	127	125	123	121	Mls.	October 3, 1909.	120	122	124	....	....	....
....	....	P M	P M	Noon	A M	....	LEAVE / ARRIVE	A M	A M	P M	....	....	....
....	....	†720	†420	†1235	†740	0	+ ... **Cowan** ... ♁	7 10	11 55	3 40	....	....	....
....	....	8 10	5 00	1 05	8 20	8.3	+ ... Sewanee .. ♁	6 35	11 20	3 10	....	....	....
....	....	8 30	5 25	1 20	8 45	14.2	.... Monteagle .. ♁	6 20	11 05	2 56	....	....	....
....	....	8 50	5 50	1 40	9 10	20.0	... **Tracy City** . ♁	†605	†1050	2 40	....	....	....
....	....	P M	P M	2 00	A M	26.9	.... **Coalmont** ... ♁	A M	A M	†215	....	....	....
....	....	....	....	P M	....		ARRIVE / LEAVE	....	....	P M	....	....	....

* Daily; † daily, except Sunday; a stops to leave passengers. ‖ Meals.
+ Coupon stations; ♁ Telegraph stations. STANDARD—*Central time.*

WESTERN & ATLANTIC RAILROAD.

(Operated by Nashville, Chattanooga & St. Louis Ry.)

H. F. Smith, Vice-Prest. & Traf. Mgr., Nashville, Tenn.
Charles Barham, Gen. Freight Agent, »
S. D. Cowden, Claim Agent, »
Hunter McDonald, Chief Engineer, »
J. L. McCollum, Superintendent, Atlanta, Ga.
Chas. E. Harman, Gen. Pas. Agent, »
J. A. Sams, Division Freight Agent, »
M. L. Collier, Master Mechanic, »

Soliciting Passenger Agents.
J. A. Thomas, City Passenger & Ticket Agent, Peachtree Viaduct, Atlanta, Ga.
E. J. Walker, Southeastern Pas. Agt., »
Colr Danley, Florida Pas. Agt., Jacksonville, Fla.
J. H. Latimer, Traveling Pas. Agt., Chattanooga, Tenn.
D. J. Mullaney, Northern Pas. Agt., Chicago, Ill.
General Offices—Atlanta, Ga.

Contracting Freight Agents.
T. M. Wilson, Com'l Agent, Atlanta, Ga.
E. W. Scofield, Commercial Agent, Chattanooga, Tenn.
W. A. Buie, Com'l Agent, Jacksonville, Fla.
J. A. Smith, Soliciting Agent, Rome, Ga.
R. J. Curran, General Agent, Louisville, Ky.

....	95	1	73	93	3	Ms	*November* 14, 1909.	94	2	92	72	4
....	P M	P M	....	A M	A M	..	(*Central time.*)	A M	P M	P M	....	A M
....	*417	*300	....	*7 00	*3 00	0	lv. + **Chattanooga**[1] ♁ ar.	1110	115	9 25	....	1 08
....	--	3 14	....	7 15	3 14	5	..... **Boyce**[3] .... ♁	--	1257	8 07	....	1249
....	--	3 25	....	7 26	--	11	... **Chickamauga** . ♁	--	1247	8 56	....	--
....	--	3 36	....	7 37	--	17	..... Gravsville.... ♁	--	1237	8 46	....	--
....	--	3 47	....	7 48	--	22	..... Ringgold..... ♁	--	1227	8 36	....	--
....	--	4 00	....	8 02	--	30	..... Tunnel Hill... ♁	--	1214	8 24	....	--
....	5 17	4 17	....	8 19	4 05	38	+ ..... **Dalton**[3] .... ♁	1006	1201	8 11	....	1201
....	--	4 31	....	8 34	--	47	..... Tilton..... ♁	--	1142	7 54	....	--
....	--	4 45	....	8 46	--	53	..... Resaca..... ♁	--	1132	7 42	....	--
....	--	4 54	....	8 58	4 40	59	+ ..... Calhoun..... ♁	--	1122	7 31	....	1125
....	--	5 00	....	9 05	--	62	..... McDaniels..... ♁	--	1114	7 25	....	--
....	--	5 13	....	9 19	4 57	68	+ ..... Adairsville.... ♁	--	1102	7 13	....	1110
....	e622	5 31	....	9 37	5 11	78	arr.. **Kingston**[4] ♁ lve.	--	1044	6 54	....	1050
....	8 05	6 40	A M	11 32	....	96	arr... + **Rome**[5] ♁ ..lve.	....	*935	*445	P M	....
....	....	*445	*735	....	....	96	lve..... **Rome** .... arr.	....	1132	8 03	8 03	....
....	e622	5 53	8 20	9 39	5 11	78	lve... **Kingston** ..arr.	--	1042	6 52	7 21	1050
....	--	5 44	8 33	--	--	85	..... Cass.....	--	1030	--	7 09	--
....	g -	5 55	8 43	9 58	5 29	89	+ ... **Cartersville**[6] . ♁	8 43	1021	6 30	7 00	1031
....	--	6 05	8 52	a -	--	94	..... Emerson..... ♁	--	1008	a621	6 51	--
....	--	6 19	9 06	10 24	5 53	102	..... Acworth..... ♁	--	9 53	6 02	6 31	1008
....	--	6 32	9 16	10 37	6 05	108	..... Kennesaw .... ♁	--	9 42	5 50	6 05	9 54
....	7 34	6 51	9 33	10 56	6 24	117	+ .... **Marietta**[7] .. ♁	7 54	9 25	5 33	5 42	9 37
....	--	7 01	9 42	11 07	--	122	..... Smyrna ..... ♁	--	9 12	--	5 32	--
....	--	--	9 58	11 24	--	130	..... Bolton..... ♁	--	8 54	--	5 15	--
....	8 17	7 35	10 15	11 45	7 10	137	+ ..... **Atlanta**[8] .... ♁	*715	*835	*450	*455	*850
....	P M	P M	A M	A M	A M	...	ARRIVE} {LEAVE	A M	A M	P M	P M	P M

* Daily; *a* stops to take on or leave off passengers to and from points north of Kingston; *e* stops to leave passengers from Chattanooga and points north or west of Nashville for Rome Branch; *g* stops to leave from north or west of Nashville.

+ Coupon stations; ♁ Telegraph stations.

ROME RAILROAD.

172	176	174	Ms.	*November* 14, 1909.	173	177	175
P M	P M	A M	....	LEAVE} {ARRIVE	A M	A M	P M
*7 23	*545	*1050	0	.... **Kingston** .. ♁	8 17	10 25	5 25
8 03	6 40	11 32	18	+ .... **Rome** .... ♁	*7 35	*9 35	*4 45
P M	P M	A M	....	ARRIVE} {LEAVE	A M	A M	P M

Connections.—[1] With railroads diverging. [2] With Q. & C. Route. [3] With So. Ry. [4] Junc. W. & A. and Rome R.R. [5] With railroads diverging and White Star Line Steamers. [6] With S. A. L. Ry. and L. & N. R.R. [7] With L. & N. R.R. [8] With railroads diverging.

SLEEPING CAR SERVICE.—Nos. 1 and 2—Pullman Palace Broiler-Buffet Sleepers between St. Louis, Mo., and Jacksonville, Fla., via I. C. R.R., Martin, Nashville, Atlanta, Macon, Tifton and A. C. L. R.R. **Nos. 3 and 4**—Pullman Palace Buffet Sleepers between St. Louis, Mo., and Atlanta, Ga., via L. & N. R.R. and Nashville; also Local Sleepers between Atlanta and Chattanooga. **Nos. 92 and 93**—Pullman Palace Buffet Sleeping Cars between St. Louis, Mo., and Atlanta, Ga., via Evansville and Nashville. **Nos. 94 and 95**—Dixie Flyer, Solid Vestibuled Trains between Chicago and Jacksonville, Fla., via Evansville, Nashville, Atlanta, Macon, Tifton and A. C. L. R.R. **Nos. 72 and 73** are Through Trains between Atlanta and Rome.

MAMMOTH CAVE RAILROAD.

J. B. Whitney, Manager, Glasgow Junction, Ky.

Trains leave **Glasgow Junc.**[1] *7 45, *11 45 a.m., *5 35 p.m., arriving Mammoth Cave (9 miles) 8 20 a.m., 12 20 noon, 8 10 p.m. Returning, leave Mammoth Cave *9 00 a.m., *2 50, *6 15 p.m., arriving Glasgow Junction 9 35 a.m., 3 40, 6 50 p.m. * Daily. *July* 4, 1909.

Connection.—[1] With Louisville & Nashville R.R. *Central time.*

DURHAM & SOUTH CAROLINA RAILROAD.

R. A. Honeycutt, General Superintendent, East Durham, N.C.

Operated for freight traffic only between **Durham**[1], N.C., and Bonsal, N.C. (30 miles). *June*, 1907.

Connections.—[1] With railroads diverging.

OLD RIVER & KISSATCHIE RAILWAY.

J. C. Rives, President, Montrose, La.

Extends from Old River, La., to Jerguson, La. (26 miles). Operated on irregular schedule for freight and passengers. *March*, 1004.

CHATTAHOOCHEE VALLEY RAILWAY.

J. A. Avary, General Manager, West Point, Ga.

Trains leave **Standing Rock**[1] *9 12 a.m., *2 55 p.m., arrive **West Point**[2] (17 miles) 10 00 a.m., 3 45 p.m., Jester (34 miles) 11 00 a.m., 4 65 p.m. Returning, leaves Jester *11 05 a.m., West Point *2 00 p.m., arriving Standing Rock 2 50 p.m. Leaves West Point *k* 6 00 a.m., arrives Jester 6 55 a.m. Leaves West Point *k* 2 00 p.m., arrives Langdale (5 miles) 2 15 p.m. Leave Jester *k* 7 00 a.m., *6 00 p.m., arrive West Point 8 00 a.m., 6 15 p.m. Leaves Langdale *k* 2 20 p.m., arrives West Point 2 35 p.m. Leaves West Point *8 20 a.m., arrives Standing Rock 9 10 a.m.

* Daily; *k* Saturday only. *Central time.* *September* 13, 1908.

Connections.—[1] With Atlanta, Birmingham & Atlantic R.R. [2] With Atlanta & West Point R.R. and Western Ry. of Alabama.

MERCER VALLEY RAILROAD.

Wm. J. Post, Secretary, Pittsburgh, Pa.

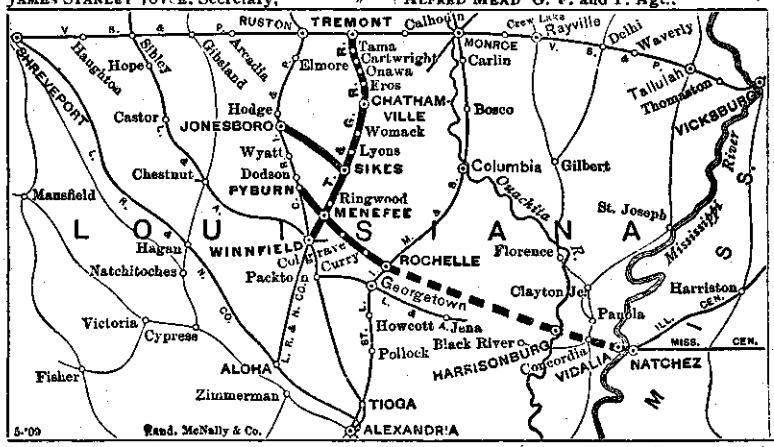
Belt line at South Sharon, Pa., connecting with Pennsylvania Co.; Erie R.R. and Lake Shore & Michigan Southern Ry. Mileage, 3 miles. *June*, 1907.

TREMONT & GULF RAILWAY COMPANY.

H. W. Seaman, President, Chicago, Ill.
D. G. Joyce, Vice-President, »
James Stanley Joyce, Secretary, »

N. D. Patterson, Treasurer, Winnfield, La.
M. B. Mann, General Manager, »
Alfred Mead G. F. and P. Agt., »

J. B. Fick, Aud. and Car Acct., Winnfield, La.
Allen Parker, Purchasing Agt., »
R. E. Fulmer, Master Mechanic, Eros, La.
General Offices—Winnfield, La.



April 18, 1909.	Mls	No. 1
Tremont[1] ..... lve.	0	*9 10 A M
Tama	1	9 15 »
Cartwright.....	5	9 28 »
Eros	11	9 45 »
Chatham	18	10 06 »
Womack.....	23	10 25 »
Lyons	29	10 41 »
Sikes.....	35	10 56 »
Ringwood	42	11 12 »
Menefee Junction.	45	11 19 »
Winnfield[2] ..... arr.	50	11 30 A M

(*Central time.*)	Mls	No. 2
Winnfield..... lve.	0	*4 30 P M
Menefee Junction.	5	4 46 »
Ringwood	8	4 55 »
Sikes.....	15	5 10 »
Lyons	21	5 25 »
Womack	27	5 40 »
Chatham	32	5 58 »
Eros.....	39	6 22 »
Cartwright.....	45	6 37 »
Tama	49	6 47 »
Tremont ..... arr.	50	6 62 P M

Trains marked * run daily.
Miles Operated 98½. Wells, Fargo & Co Exp.

Connections.—[1] With Vicksburg, Shreveport & Pacific Ry. [2] With Chicago, Rock Island & Pacific Ry.; Louisiana Ry. & Navigation Co. and Louisiana & Arkansas Ry. [3] With Chicago, Rock Island & Pacific Ry. [4] With St. Louis, Iron Mountain & Southern Ry. [5] With Chicago, Rock Island & Pacific Ry.

PYBURN-ROCHELLE BRANCH.

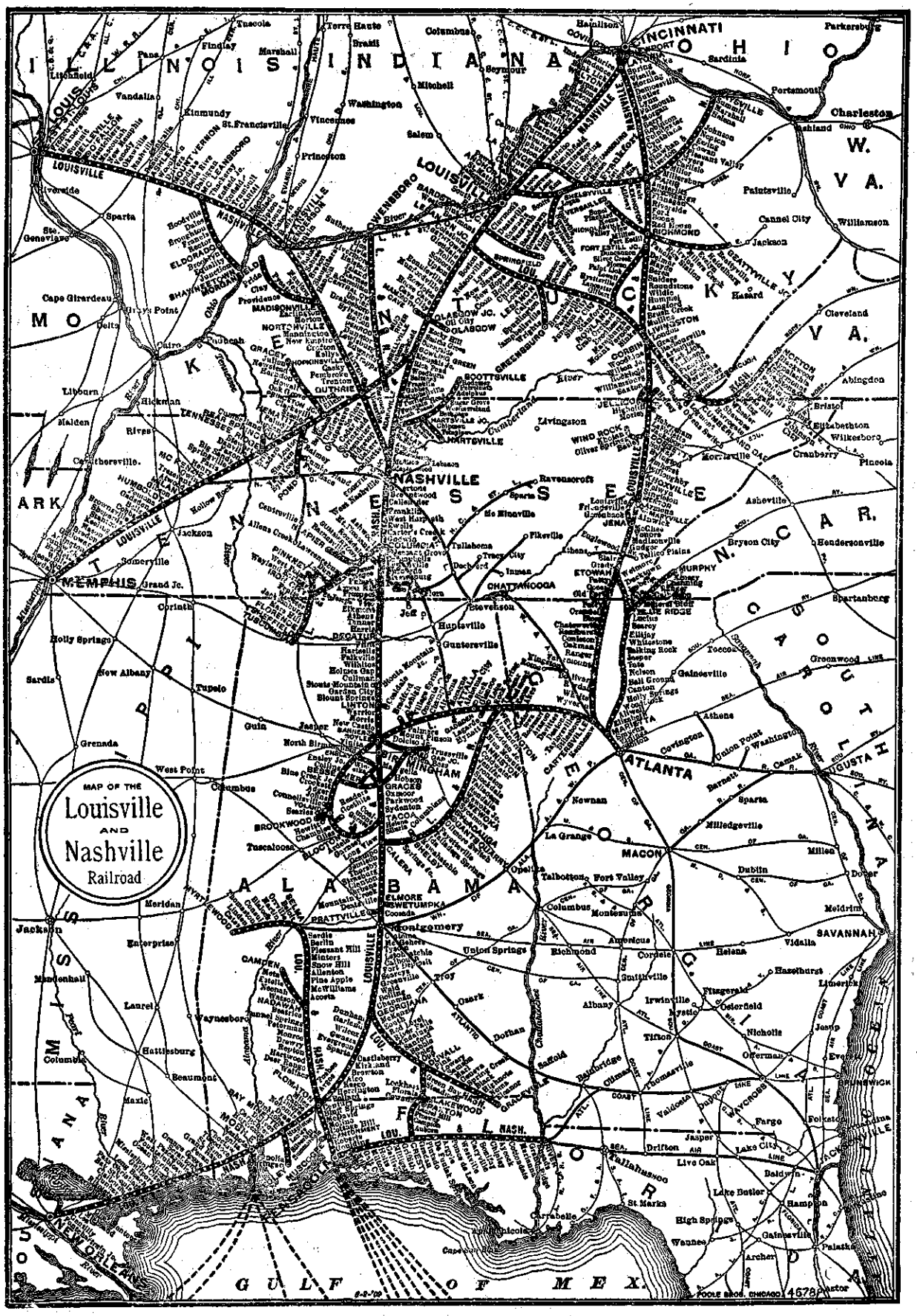
.....	Ms.	*April* 18, 1909.	.....
.....	0	lve... **Pyburn**[3] .. arr.	.....
.....	1	..... Millbank.....	.....
.....	11	**Menefee Junction**	....
.....	28	.Denkman Junction.	....
.....	29	.... **Rochelle**[4]	....
.....	....	ARRIVE} {LEAVE	.....

Irregular Freight Service.

JONESBORO BRANCH.

.....	Ms	*April* 18, 1909.	.....
.....	0	lve... **Jonesboro**[5] .. arr.	.....
.....	....	..... Spear.....	.....
.....	....	..... Leland.....	.....
.....	....	..... Stovall.....	.....
.....	....	..... Gaars Mill.....	....
.....	20	arr..... **Sikes** ..... lve.	.....

Irregular Freight Service.


MAP OF THE
Louisville
AND
Nashville
Railroad
ILLINOIS
INDIANA
OHIO
W. VA.
VA.
KY.
MO.
ARK.
TENN.
N. CAR.
S. CAR.
GA.
ALABAMA
MISS.
LA.
FLA.
GULF OF MEX.
CINCINNATI
LOUISVILLE
NASHVILLE
MEMPHIS
ATLANTA
MACON
SAVANNAH
NEW ORLEANS
CHATTANOOGA
BIRMINGHAM
Montgomery
Mobile
Pensacola
Tallahassee
Jacksonville
Savannah
Augusta
Charleston
Richmond
Lexington
Evansville
St. Louis
Cairo
Paducah
Columbus
Chicago
POOLE BROS. CHICAGO
4678

LOUISVILLE & NASHVILLE RAILROAD.

Chairman of the Board,
HENRY WALTERS, New York.

First Vice-President,
W. L. MAPOTHER, Louisville.

President,
MILTON H. SMITH, Louisville.

Third Vice-President,
A. R. SMITH, Louisville.

Treasurer,
WM. W. THOMPSON, Louisville.

Second Vice-President,
A. W. MORRISS, New York.

Secretary,
J. H. ELLIS, Louisville.

New York Office—Empire Building, 71 Broadway. Louisville Office—9th Street and Broadway.

LAW DEPARTMENT.

H. L. STONE, General Counsel, Louisville, Ky.
ALBERT S. BRANDEIS, General Solicitor, »
W. G. DRABING, General Attorney, Louisville, Ky.
JOHN L. CADWALADER, Attorney, New York.

TREASURY DEPARTMENT.

WM. W. THOMPSON, Treasurer, Louisville, Ky.
G. W. PROCTOR, Assistant Treasurer,
W. H. BRUCE, Assistant Secretary, »
E. E. RANNEY, Cashier, »
E. L. SMITHERS, Asst. Treasurer and Asst. Secretary, New York.
C. E. AMBLER, Transfer Agent, »

ACCOUNTING DEPARTMENT.

CHARLES HAYDON, Comptroller, Louisville, Ky.
W. A. COLSTON, Assistant Comptroller, »
GEO. BECKER, Auditor Receipts, »
H. B. CUTTER, Assistant Auditor Receipts, »
R. E. SEWELL, Auditor Disbursements, »
D. J. DUANE, Assistant Auditor Disbursements, »

OPERATING DEPARTMENT.

GEO. E. EVANS, Fourth Vice-President, Louisville, Ky.
B. M. STARKS, General Manager, Louisville, Ky.
JAMES GEDDES, Assistant to the General Manager, Nashville, Tenn.

W. H. COURTENAY, Chief Engineer, Louisville, Ky.
R. MONTFORT, Consulting Engineer, »
THEODORE H. CURTIS, Supt. Machinery, »
C. B. PHELPS, Superintendent Transportation, Louisville, Ky.
E. L. HILL, Car Accountant, »

P. P. HUSTON, Purchasing Agent, Louisville, Ky.
J. P. HARRISON, Assistant Purchasing Agent, Louisville, Ky.

W. H. ANDERSON, Superintendent Kentucky Division, Paris, Ky.
BRENT ARNOLD, Superintendent Terminals, Cincinnati, O.
C. W. BRADSHAW, Superintendent L. C. & L. Div., Louisville, Ky.
J. M. SCOTT, Asst. Supt. L. C. & L. Division, »
J. B. ABREGUST, Superintendent Terminals, »
E. E. SNYDER, Superintendent Louisville Division, »
O. B. HOLLINGSWORTH, Supt. Cumb. Valley Div., Middlesborough, Ky.
J. R. WHEELER, Supt. Nashville Division, Nashville, Tenn.
W. P. BRUCE, Superintendent Nashville Terminals, »
T. E. BROOKS, Supt. S. & N. Ala. R.R., Birm. Min. and Ala. Mineral Divs., Birmingham, Ala.
J. A. MORRISON, Asst. Supt. S. & N. A. R.R., B. M. and Ala. Mineral Divs., »
J. I. McKINNEY, Supt. Mobile & Mont. Div., Montgomery, Ala.
C. MARSHALL, Supt. N. O. & M. Division, New Orleans, La.
JOHN BOSE, Asst. Supt. N.O. & M. Division, Mobile, Ala.
E. O. SALTMARSH, Supt. Pensacola Div. and P. & A. R.R., Pensacola, Fla.
F. N. FISHER, Supt. Memphis Line, Memphis, Tenn.
W. P. HOWARD, Supt. O. & N. Division, Russellville, Ky.
JOHN FITZGERALD, Superintendent Terminals, St. Louis, Mo.
JNO. W. LOGSDON, Supt. St. Louis and Hend. Divs., Evansville, Ind.
M. DEVNEY, Asst. Supt. St. Louis and Hend. Divs., »
A. B. BAYLESS, Supt. Atlanta Division, Etowah, Tenn.
R. C. MORRISON, Supt. Knoxville Division, Knoxville, Tenn.
J. D. PATTERSON, Superintendent Terminals, Atlanta, Ga.

TRAFFIC DEPARTMENT.

A. R. SMITH, Third Vice-President, Louisville, Ky.
C. B. COMPTON, Traffic Manager, Louisville, Ky.

FREIGHT DEPARTMENT.

D. M. GOODWYN, General Freight Agent, Louisville, Ky.
C. R. BRENT, Asst. General Freight Agent, »
E. H. DULANEY, Asst. General Freight Agent, »
J. F. SEGER, Freight Claim Agent, »
J. A. BYWATER, Foreign Freight Agent, »
BRENT ARNOLD, Gen. Fht. Agt. Kentucky Div., Cincinnati, O.
LEE HOWELL, Gen. Fht. Agt. St. L. & Hend. Divs., Evansville, Ind.
E. A. DE FUNIAK, Gen. Fht. Agt. Lines So. of Decatur, Ala., Montgomery, Ala.
C. D. BOYD, Gen. Fht. Agt. Atl.-Cin. Line, Knoxville, Tenn.
J. A. RIDGELY, Division Freight Agent, Atlanta, Ga.
S. H. STOUT, Div. Fht. Agt. Memphis Line, Memphis, Tenn.
W. C. HUSTON, Division Fht. Agt. O. & N. Div., Owensboro, Ky.
J. W. LURTON, Div. Fht. Agt. Pensacola Div., Pensacola, Fla.
SHERMAN WEATHERLY, Refrigerator Car Service Agt., Louisville, Ky.

PASSENGER DEPARTMENT.

W. A. RUSSELL, General Passenger Agent, Louisville, Ky.
J. A. BOYD, Asst. General Passenger Agent, »
W. P. HINES, General Baggage Agent, »
L. M. HILL, Superintendent Dining Cars, »
J. K. RIDGELY, Division Passenger Agent, New Orleans, La.
J. E. DAVENPORT, Division Passenger Agent, St. Louis, Mo.
F. D. BUSH, Division Passenger Agent, Cincinnati, O.
H. C. BAILEY, Division Passenger Agent, Atlanta, Ga.
W. C. HUSTON, Division Pas. Agent O. & N. Div., Owensboro, Ky.
J. W. LURTON, Div. Pas. Agent P. & A. Div., Pensacola, Fla.

INDUSTRIAL DEPARTMENT.

G. A. PARK, Gen. Immigration and Industrial Agt., Louisville, Ky.
GEORGE B. SCOTT, Trav. Immigration and Industrial Agt., »
L. H. LISTER, Special Agricultural Agent, Bay Minette, Ala.
JOHN LISTER, Assistant Agricultural Agent, Pensacola, Fla.
ROBT. GATES, Immigration Agent for Tenn., Nashville, Tenn.

LAND DEPARTMENT.

JNO. P. WILLOUGHBY, Gen. Land Agent, Birmingham, Ala.

REAL ESTATE DEPARTMENT.

C. O. BRADFORD, Real Estate Agent, Louisville, Ky.

GENERAL AND TRAVELING AGENTS.

Anniston, Ala.—H. P. SALTER, Gen. Agent.
J. K. LANNING, Traveling Freight Agent.
Atlanta, Ga.—H. S. DANIELS, Contracting Agt.
———, Soliciting Agent.
J. R. ALMAND, Trav. Passenger Agent.
H. H. MILNER, City Passenger Agent.
Augusta, Ga.—
T. P. WASHBURN, Traveling Freight Agent.
Birmingham, Ala.—LEE CLARY, General Agt.
P. SID JONES, District Passenger Agent.
R. G. PEIRCE, Traveling Passenger Agent.
SID. B. JONES, Traveling Freight Agent.
B. S. WHELOCK, Contracting Agent.
E. A. FALL, Soliciting Agent.
Chicago, Ill.—J. F. HARTSOUGH, General Agt.
P. W. MORROW, N. W. Passenger Agent.
R. J. HAMILTON, City Passenger Agent.
C. H. RYAN, JR., Traveling Freight Agent.
Cincinnati, O.—E. C. ARNOLD, Cont. Agent.
J. A. HOSTY, Traveling Freight Agent.
IRA SCHWEGEL, Central Passenger Agent.
A. J. ANZER, City Passenger Agent.
FRED. MULBERRY, Soliciting Agent.
E. J. CRANE, Soliciting Agent.
Clarksville, Tenn.—
F. P. GRACEY & BRO., General Agents.
Cleveland, O.—
GEO. E. HERRING, Traveling Passenger Agent.
Dallas, Tex.—J. A. BROOKS, Trav. Fht. Agt.
T. H. KINGSLEY, Traveling Passenger Agent.
Detroit, Mich.—F. S. GRIFFIN, Gen. Agent.
F. E. WEISS, Traveling Passenger Agent.
M. C. BROWNING, Traveling Freight Agent.
East St. Louis, Ill.—
H. D. TIMBERLAKE, Contracting Agent.
Evansville, Ind.—J. N. CHANDLER, Trav. Fht. A.
C. E. COLLIS, Contracting Agent.
L. C. WOLFE, City Passenger and Ticket Agent.
JUNE STONE, Traveling Passenger Agent.
Houston, Tex.—J. F. SULLIVAN, Trav. Pas. Agt.
Jacksonville, Fla.—A. G. PAYNE, Gen. Agt.
WILLIS CALLOWAY, Traveling Freight Agent.
T. B. WALKER, Florida Passenger Agent.
Kansas City, Mo.—
J. C. ARMSTRONG, Traveling Freight Agent.
Knoxville, Tenn.—G. W. FUGET, Gen. Agt.
R. S. COOLEY, Contracting Agent.
J. P. MCBRIDE, Traveling Freight Agent.
J. C. EATON, District Passenger Agent.
D. S. CHANDLER, City Pas. and Ticket Agt.
Lexington, Ky.—F. B. CARR, General Agent.
W. H. HARRISON, Traveling Passenger Agent.
Little Rock, Ark.—J. D. BATEMAN, Trav. Fht. Agt.
N. B. BAIRD, Traveling Passenger Agent.
Los Angeles, Cal.—
GROVE KETCHUM, Traveling Passenger Agent.
Louisville, Ky.—J. J. DIGNAN, General Agent.
J. H. BARRICKMAN, Contracting Agent.
RUSSELL HOUSTON, Soliciting Agent.
L. G. PARSONS, Traveling Freight Agent.
L. A. DWELLE, Traveling Freight Agent.
W. H. TINSLEY, Special Agent.
J. H. MILLIKEN, District Passenger Agent.
J. H. SETTLE, City Passenger Agent.
Macon, Ga.—C. L. WHALEY, Trav. Fht. Agt.
Memphis, Tenn.—
L. H. DORMAN, Contracting Agent.
R. G. SUTTON, Traveling Freight Agent.
M. BAUMGARTEN, District Passenger Agent.
G. B. MCCLEAN, City Passenger Agent.
Mobile, Ala.—H. G. BARCLAY, General Agent.
W. C. DILLARD, Contracting Agent.
C. H. MANN, Passenger Agent.
Montgomery, Ala.—
VIRGIL GRIFFIN, Traveling Freight Agent.
J. E. SCHENK, Traveling Freight Agent.
E. W. BLISS, Passenger Agent.
R. H. DAVIS, Contracting Agent.
Nashville, Tenn.—R. S. WILLOCK, Gen. Agt.
R. C. WALLIS, District Passenger Agent.
W. M. WOOD, Traveling Passenger Agent.
R. H. BRANSFORD, Contracting Agent.
W. H. MORTON, Soliciting Agent.
New Orleans, La.—O. P. BARTLETT, Gen. Agt.
O. H. BARTLETTE, Contracting Agent.
W. C. WHERRITT, Soliciting Agent.
E. C. RUNTE, City Passenger Agent.
F. L. OWEN, Traveling Passenger Agent.
New York.—290 Broadway—
C. A. SWOPE, Eastern Freight Agent.
J. G. MASON, Eastern Passenger Agent.
A. E. MANN, Traveling Freight Agent.
Owensboro, Ky.—R. S. HUGHES, Contract. Agt.
Pittsburgh, Pa.—710 Park Building—
F. C. SMITH, General Agent.
San Francisco, Cal.—
P. K. GORDON, Pacific Coast Passenger Agt.
Savannah, Ga.—
R. M. WILLIAMSON, Traveling Freight Agent.
Selma, Ala.—H. T. DRANE, Soliciting Agent.
Sheffield, Ala.—L. G. WALDROP, Gen. Agent.
St. Louis, Mo.—G. S. BURNAM, Gen. Agent.
C. H. FITZGERALD, Traveling Passenger Agt.
BEN. R. GROVE, City Passenger Agent.

LOUISVILLE & NASHVILLE RAILROAD.

THROUGH SLEEPING CAR ARRANGEMENTS.

IN EFFECT DECEMBER 19, 1909.

PULLMAN SLEEPING CARS are run through WITHOUT CHANGE between terminal points, as named in tables below, and are all daily unless otherwise specified.

CINCINNATI, LOUISVILLE AND NEW ORLEANS.

Dining and Chair Cars between Cincinnati and New Orleans on Nos. 1 and 4. Dining Car on Nos. 2 and 3 between Nashville and Montgomery.

No. 3	No. 1	(Louisville & Nashville R.R.)	No. 4	No. 2
10 45 P M	6 00 P M	lve. ..... Cincinnati ..... arr.	11 50 A M	7 20 A M
2 30 A M	9 30 P M	lve. ..... Louisville ..... arr.	8 00 A M	2 35 A M
8 07 A M	2 15 A M	arr. ..... Nashville ..... arr.	2 58 A M	7 40 P M
12 35 Noon	5 50 A M	arr. ..... Decatur ..... arr.	11 27 P M	3 13 P M
3 25 P M	8 25 A M	arr. ..... Birmingham ..... arr.	8 57 P M	12 10 Noon
6 40 P M	11 00 A M	arr. ..... Montgomery ..... lve.	6 00 P M	9 00 A M
2 20 A M	4 12 P M	arr. ..... Mobile ..... lve.	12 53 Noon	1 55 A M
4 47 A M	6 28 P M	arr. ..... Gulfport ..... lve.	10 33 A M	11 16 P M
7 05 A M	8 30 P M	arr. .. New Orleans (Canal St.) .. lve.	8 30 A M	9 00 P M

CINCINNATI, ATLANTA AND JACKSONVILLE.

.....	8 00 A M	lve. Cincinnati ... (L. & N.) arr.	8 45 P M	.....
.....	4 21 P M	arr. Knoxville ..... » lve.	12 20 Noon	.....
.....	10 00 P M	arr. Atlanta ..... » lve.	6 45 A M	.....
.....	1 20 A M	arr. Macon ..... (C. of Ga.) lve.	3 30 A M	.....
.....	4 25 A M	arr. Tifton ..... (G. S. & F.) lve.	12 25 Night	.....
.....	8 45 A M	arr. Jacksonville .. (A. C. L.) lve.	8 05 P M	.....

CINCINNATI, LOUISVILLE AND MEMPHIS.

Dining Car Service between Cincinnati and Lebanon Junction.

.....	6 00 P M	lve. ..... Cincinnati ..... arr.	11 50 A M	.....
8 30 A M	9 30 P M	lve. ..... Louisville ..... arr.	8 00 A M	2 35 A M
5 45 A M	12 15 Night	arr. ..... Bowling Green ..... arr.	4 53 A M	10 18 P M
7 55 A M	1 47 A M	arr. ..... Guthrie ..... arr.	3 18 A M	8 10 P M
8 20 P M	2 15 A M	arr. ..... Memphis ..... lve.	8 40 P M	7 00 P M

Passengers can remain in Sleeper until 7 00 a.m. at Louisville. Sleeper open in Louisville Station at 9 00 p.m. for 2 45 a.m. departure.

CINCINNATI AND LOUISVILLE.

.....	10 45 P M	lve. Cincinnati ..... (L. & N.) arr.	7 20 A M	.....
.....	2 15 A M	arr. Louisville ... » lve.	3 15 A M	.....

Sleeper is open for occupancy at 9 30 p.m. leaving Louisville, and passengers can remain in Sleeper until 7 00 a.m., arriving in Louisville.

CINCINNATI, KNOXVILLE, ATLANTA AND MACON.

.....	8 25 P M	lve. Cincinnati .... (L. & N.) arr.	7 45 A M	.....
.....	5 50 A M	arr. Knoxville ..... » lve.	10 55 P M	.....
.....	11 55 A M	arr. Atlanta ..... » lve.	5 10 P M	.....
.....	3 45 P M	arr. Macon ..... (C. of G.) lve.	1 30 P M	.....

Also carries Local Sleepers to and from Knoxville. Dining Car.

CHICAGO, ATLANTA AND JACKSONVILLE.

.....	9 50 P M	lve. Chicago .. (Penna. Lines) arr.	7 10 A M	.....
.....	8 00 A M	lve. Cincinnati .... (L. & N.) arr.	8 45 P M	.....
.....	4 21 P M	arr. Knoxville ... .. » lve.	12 20 Noon	.....
.....	10 00 P M	arr. Atlanta ..... » lve.	6 45 A M	.....
.....	1 20 A M	arr. Macon ..... (C. of Ga.) lve.	3 30 A M	.....
.....	4 25 A M	arr. Tifton ..... (G. S. & F.) lve.	12 25 Night	.....
.....	8 45 A M	arr. Jacksonville .. (A. C. L.) lve.	8 05 P M	.....

LOUISVILLE AND BRISTOL.

.....	8 00 P M	lve. Louisville ..... (L. & N.) arr.	7 40 A M	.....
.....	10 00 P M	arr. Lebanon ..... » arr.	5 48 A M	.....
.....	4 55 A M	arr. Middlesborough » arr.	10 10 P M	.....
.....	5 10 A M	arr. Cumberland Gap » arr.	9 52 P M	.....
.....	8 00 A M	arr. Appalachia ..... » lve.	7 30 P M	.....
.....	12 10 Noon	arr. Bristol .... (V. & S. W.) lve.	5 05 P M	.....

LOUISVILLE, KNOXVILLE AND ATLANTA.

8 00 A M	3 00 P M	lve. Louisville ..... (L. & N.) arr.	7 40 A M	8 40 P M
4 21 P M	5 50 A M	arr. Knoxville ..... » lve.	10 55 P M	12 20 Noon
10 00 P M	11 55 A M	arr. Atlanta ..... » lve.	5 10 P M	6 45 A M

LOUISVILLE AND NASHVILLE.

.....	8 30 A M	lve. Louisville ..... (L. & N.) arr.	2 35 A M	.....
.....	8 07 A M	arr. Nashville ..... » lve.	8 30 P M	.....

Sleeper open for occupancy at 9 30 p.m. leaving Louisville, and passengers can remain in Sleeper until 7 00 a.m., arriving in Louisville.

NASHVILLE AND MONTGOMERY.

.....	2 25 A M	lve. Nashville ..... (L. & N.) arr.	2 58 A M	.....
.....	8 25 A M	arr. Birmingham ... » lve.	8 45 P M	.....
.....	11 00 A M	arr. Montgomery ... » lve.	8 00 P M	.....

Sleeper open for occupancy at 9 30 p.m., leaving Birmingham or Nashville. Chair Car Service in both directions.

MONTGOMERY AND PENSACOLA.

.....	10 06 P M	lve. Montgomery .. (L. & N.) arr.	5 50 A M	.....
.....	4 05 A M	lve. Flomaton ..... » arr.	11 40 P M	.....
.....	6 00 A M	arr. Pensacola ..... » lve.	10 00 P M	.....

ST. LOUIS AND LOUISVILLE.

Free Reclining Chair Cars on all trains. Parlor Cars on day trains.

8 34 A M	9 00 P M	lve. St. Louis ..... (L. & N.) arr.	7 40 A M	7 40 P M
2 15 P M	2 25 A M	arr. Evansville ..... » lve.	2 05 A M	1 55 P M
2 55 P M	3 00 A M	arr. Henderson (L.H.& St.L.) lve.	1 30 A M	1 05 P M
7 40 P M	7 15 A M	arr. Louisville ..... » lve.	8 20 P M	8 40 A M

MONTGOMERY AND MOBILE.

.....	8 05 P M	lve. ..... Montgomery ..... arr.	5 50 A M	.....
.....	2 20 A M	arr. ..... Mobile ..... lve.	12 25 Night	.....

ST. LOUIS, NASHVILLE AND JACKSONVILLE.

9 00 P M	lve. St. Louis ..... (L. & N.) arr.	7 40 A M	.....	
3 00 A M	lve. Evansville ..... » arr.	1 10 A M	.....	
7 55 A M	arr. Nashville ..... » arr.	7 40 P M	Dining Car Service. Nashville and Montgomery.	
3 25 P M	arr. Birmingham ... » arr.	12 10 Noon		
6 40 P M	arr. Montgomery (A. C. L.) arr.	8 50 A M		
1 55 A M	arr. Thomasville .... » arr.	1 55 A M		
5 15 A M	arr. Waycross ..... » lve.	10 16 P M	.....	
7 30 A M	arr. Jacksonville ... » lve.	8 05 P M	.....	

ST. LOUIS AND EVANSVILLE.

.....	9 00 P M	lve. ..... St. Louis ..... arr.	7 40 A M	.....
.....	2 25 A M	arr. ..... Evansville ..... lve.	2 05 A M	.....

Sleepers open for occupancy 9 30 p.m. leaving Evansville. Can be occupied until 7 00 a.m. arriving Evansville.

ST. LOUIS, NASHVILLE AND ATLANTA.

3 45 P M	8 34 A M	lve. St. Louis ..... (L. & N.) arr.	7 40 P M	1 26 P M
9 05 P M	2 15 P M	arr. Evansville ..... » lve.	1 55 P M	8 15 A M
4 05 A M	8 25 P M	arr. Nashville ..... » lve.	7 15 A M	3 20 A M
6 40 A M	2 44 A M	arr. Chattanooga (N. O. & St. L.) lve.	1 25 A M	5 44 P M
11 45 A M	7 10 A M	arr. Atlanta ..... (W. & A.) lve.	8 50 P M	4 50 P M

CHICAGO, NASHVILLE AND NEW ORLEANS.

6 20 P M	12 20 Noon	lve. Chicago ..... (C. & E. I.) arr.	4 42 P M	9 38 A M
11 20 P M	5 54 P M	lve. Terre Haute (E. & T. H.) arr.	11 50 A M	4 45 A M
3 00 A M	9 20 P M	lve. Evansville .... (L. & N.) arr.	8 05 A M	1 10 A M
7 55 A M	2 05 A M	arr. Nashville ..... » lve.	3 20 A M	7 56 P M
.....	8 25 A M	arr. Birmingham ... » lve.	8 45 P M	.....
.....	11 00 A M	arr. Montgomery ... » lve.	6 00 P M	.....
.....	4 12 P M	arr. Mobile ..... » lve.	12 53 Noon	.....
.....	8 30 P M	arr. New Orleans ... » lve.	8 30 A M	.....

CHICAGO, ATLANTA AND JACKSONVILLE.

12 30 Noon	9 50 P M	lve. Chicago ..... (C. & E. I.) arr.	6 47 A M	4 42 P M
8 40 P M	6 00 A M	arr. Evansville (E. & T. H.) lve.	9 15 P M	8 30 A M
2 05 A M	11 42 A M	arr. Nashville ..... (L. & N.) lve.	3 45 P M	3 20 A M
11 45 A M	8 17 P M	arr. Atlanta ..... (W. & A.) lve.	7 15 A M	4 50 P M
.....	11 40 P M	arr. Macon ..... (C. of Ga.) lve.	3 55 A M	.....
.....	3 00 A M	arr. Tifton ..... (G. S. & F.) lve.	12 40 Night	.....
.....	7 30 A M	arr. Jacksonville .. (A. C. L.) lve.	8 15 P M	.....

CHICAGO, MONTGOMERY AND JACKSONVILLE.

.....	6 20 P M	lve. Chicago ..... (C. & E. I.) arr.	9 38 A M	.....
.....	2 25 A M	arr. Evansville .. (E. & T. H.) arr.	1 10 A M	.....
.....	7 55 A M	arr. Nashville ..... (L. & N.) arr.	7 40 P M	.....
.....	3 25 P M	arr. Birmingham ... » lve.	12 22 Noon	.....
.....	6 40 P M	arr. Montgomery .. » lve.	9 00 A M	.....
.....	1 55 A M	arr. Thomasville ... (A. C. L.) lve.	1 55 A M	.....
.....	7 30 A M	arr. Jacksonville ... » lve.	8 05 P M	.....

NEW YORK AND NEW ORLEANS.

12 10 Night	4 25 P M	lve. New York ..... (Penna.) arr.	1 03 P M	7 23 A M
3 35 A M	6 50 P M	lve. West Philadelphia » arr.	10 17 A M	4 21 A M
6 06 A M	9 20 P M	lve. Baltimore ..... » arr.	8 05 A M	1 41 A M
9 00 A M	10 45 P M	lve. Washington ... (So. Ry.) arr.	6 30 A M	10 56 P M
2 26 P M	3 42 A M	lve. Lynchburg ..... » arr.	1 30 A M	5 16 P M
4 55 P M	5 47 A M	lve. Danville ..... » arr.	11 25 P M	2 60 P M
9 40 P M	10 05 A M	lve. Charlotte ..... » arr.	7 30 P M	10 05 A M
5 45 A M	5 20 P M	lve. Atlanta ..... (A. & W. P.) arr.	10 45 A M	11 35 P M
11 35 A M	10 05 P M	lve. Montgomery (L. & N.) arr.	5 50 A M	5 60 P M
4 12 P M	3 30 A M	arr. Mobile ..... » lve.	12 23 Night	12 53 Noon
8 30 P M	7 50 A M	arr. New Orleans ... » lve.	8 00 P M	8 30 A M

NEW YORK AND NASHVILLE.

8 25 P M	1 55 P M	lve. New York ..... (Penna.) arr.	3 00 P M	7 30 A M
11 05 P M	4 30 P M	lve. Philadelphia ... » arr.	12 17 Noon	4 40 A M
8 00 A M	1 30 A M	lve. Pittsburg (P.C.C.& St.L.) arr.	1 45 A M	5 20 P M
2 00 P M	6 50 A M	lve. Columbus ..... » arr.	7 66 P M	11 45 A M
10 45 P M	10 55 A M	lve. Cincinnati .... (L. & N.) arr.	4 35 P M	7 20 A M
2 15 A M	2 30 P M	arr. Louisville ..... » arr.	1 05 P M	2 35 A M
8 07 A M	8 15 P M	arr. Nashville ..... » lve.	8 10 A M	8 30 P M

INDIANAPOLIS, LOUISVILLE AND JACKSONVILLE.

Through Buffet Sleeping Car.

4 10 A M	lve. Indianapolis (Penna.L.) arr.	1 05 A M	Car open for occupancy 9 30 p. m., Un. Sta., Indianapolis, and passengers can remain in sleeper until 7 00 a.m.	
8 10 A M	lve. Louisville .... (L. & N.) arr.	8 40 P M		
4 21 P M	arr. Knoxville ..... » lve.	12 20 Noon		
10 00 P M	arr. Atlanta ..... » lve.	6 45 A M		
1 20 A M	arr. Macon ..... (C. of Ga.) lve.	3 30 A M		
4 25 A M	arr. Tifton ..... (G. S. & F.) lve.	12 20 Night		
8 45 A M	arr. Jacksonville .. (A. C. L.) lve.	8 05 P M		

NEW ORLEANS, PENSACOLA AND JACKSONVILLE.

.....	8 00 P M	lve. New Orleans .. (L. & N.) arr.	7 05 A M	.....
.....	1 55 A M	lve. Mobile ..... » arr.	2 20 A M	.....
5 15 P M	6 45 A M	lve. Pensacola ..... » arr.	9 45 P M	11 20 A M
9 28 P M	9 20 A M	lve. De Funiak Springs » arr.	7 13 P M	7 08 A M
1 30 A M	11 59 A M	arr. River Junction » lve.	4 05 P M	3 20 A M
3 45 A M	1 35 P M	arr. Tallahassee .. (S. A. L.) lve.	2 18 P M	1 00 A M
10 35 A M	7 40 P M	arr. Jacksonville ... » lve.	7 50 A M	8 20 P M

MEMPHIS AND NASHVILLE.

.....	8 40 P M	lve. Memphis ..... (L. & N.) arr.	8 00 A M	.....
.....	6 50 A M	arr. Nashville (N.C.& St.L.) lve.	11 30 P M	.....

LOUISVILLE & NASHVILLE RAILROAD.

CINCINNATI, LOUISVILLE AND NEW ORLEANS LINE.

Continued on page following.

		11	9	9	5	9-15	6	7	3	1	Ms	December 19, 1909.	4	2	8	6	18-10	6	10	94			
						P M	A M	A M	P M	P M		lve...+Cincinnati[1] ♁ arr.	A M	A M	P M	P M	A M						
						†2 30	*7 55	*10 55	*10 45	*6 00	0	L. & N. & Penn. Sta. ♁	11 50	7 20	4 35	8 45	11 25						
						2 30	7 55	10 55	10 45	6 00	0	....Cent. U. Depot.. ♁	11 50	7 20	4 35	8 45	11 25						
						2 40	8 05	11 05	10 55	r8 10	2	+......Newport........	11 40	7 10	4 25	8 35	11 15						
						2 47	8 11	11 10	11 03	6 18	5	......Latonia[2]..... ♁	11 30	7 03	4 15	8 22	11 02						
						2 59	8 20	—	—	—	8	........Maurice........	—	—	—	—	10 54						
						3 09	8 30	—	—	—	13	.....Independence... ♁	—	6 41	—	8 08	10 48						
						3 19	8 40	—	—	—	17	......Bank Lick......	—	g6 31	—	7 59	10 39						
						3 27	8 48	—	11 38	—	21	.... Walton[3]..... ♁	s —	6 23	—	7 52	10 31						
						3 38	8 57	—	—	—	26	........Verona...... ♁	—	g6 13	—	7 43	10 21						
						3 49	9 08	—	—	—	32	..........Zion.........	—	—	—	—	10 09						
						3 54	9 13	—	—	—	35	........Elliston...... ♁	—	g5 53	—	—	10 05						
						4 04	9 23	—	—	—	40	........Glencoe...... ♁	—	g5 43	—	7 17	9 54						
						4 14	9 33	—	¤ —	—	45	.........Sparta....... ♁	s —	5 33	—	7 04	9 44						
						4 19	9 38	—	—	—	48	........Sanders........	s —	—	—	6 57	9 38						
						4 26	9 44	—	—	—	52	.........Eagle.........	—	—	—	6 50	9 31						
						4 33	9 55	12 37	12 27	7 38	56	.... Worthville.... ♁	9 55	5 10	2 51	6 42	9 23						
						4 43	10 06	—	—	—	60	........English........	—	—	—	6 35	9 14						
						4 55	10 18	—	—	—	66	........Turner.........	—	—	—	6 26	9 02						
						5 04	10 27	—	—	—	70	.... Campbellsburg... ♁	s —	—	—	6 20	8 55						
						5 12	10 35	—	—	—	74	.... Sulphur	—	—	—	6 10	8 45						
						5 18	10 41	—	—	—	78	.......Pendleton.......	—	—	—	6 04	8 39						
						5 35	10 52	m —	—	—	83	......Lagrange[4].... ♁	s —	4 17	m —	5 55	8 30						
						5 59	p —	—	—	—	94	.....Pewee Valley.... ♁	—	—	—	d e	8 05						
						6 05	p —	m —	—	—	98	......Anchorage[5]... ♁	y —	—	m —	d e	7 57						
						h —	p —	—	—	—	99	.......Lakeland.......	—	—	—	—	c —						
						h —	p —	—	—	—	109	....East Louisville.. ♁	—	—	—	—	—						
						a —	a —	a —	a —	a —	111	.....Fourth Street.....	v —	—	v —	v —	v —						
				P M	A M	6 40	11 45	2 50	2 15	9 20	114	arr. +Louisville[6].lve.	8 15	3 15	1 15	*5 00	†7 25	P M	A M				
				*5 16	*8 10	P M	A M	2 45	2 30	9 30	114	lve...Louisville ♁.arr.	8 00	2 35	1 05	P M	A M	7 00	9 50				
				5 25	8 19			—	—	—	117	.South Louisville[7] ♁	—	—	—			6 48	9 38				
				5 37	o q			—	—	—	123	......South Park.......	—	—	—			b —	9 23				
				5 44	o q			—	—	—	127	....Brook's Station.. ♁	—	—	—			b —	9 15				
				5 54	8 44			—	—	—	132	.... Shepherdsville .. ♁	—	—	—			6 19	9 03				
				6 02	8 50			—	—	—	136	.Bardstown Junc.[8] ♁	—	—	—			b —	8 55				
				6 09	q ●			—	—	—	139	.... Belmont........	—	—	—			b —	8 48				
				6 20	9 05			3 27	—	—	143	...Lebanon Junc.[9] ♁	f7 14	f1 39	—			5 57	8 35				
				6 26	9 13			—	—	—	146	.........Booths.........	—	—	—			5 50	8 19				
				6 30	9 17			—	—	—	148	.......Colesburg..... ♁	—	—	—			5 45	8 15				
				6 40	9 30			—	—	—	153	......Tunnel Hill..... ♁	—	—	—			5 35	8 05				
				6 47	9 36			3 58	3 49	10 41	156	+Elizabethtown[10] ♁	6 46	1 11	11 53			5 25	7 55				
				7 03	9 51			—	—	—	164	........Glendale..... ♁	—	—	—			5 13	7 40				
				7 08	9 57			—	—	—	166	.........Nolin..........	—	—	—			5 07	7 32				
				7 15	10 03			▲ —	—	—	169	.........Sonora...... ♁	—	—	—			5 02	7 27				
				7 23	10 12			—	—	—	173	..........Upton....... ♁	r —	—	—			4 54	7 20				
				7 33	10 22			—	—	—	180	......Bonnieville.... ♁	—	—	—			4 41	7 10				
				7 47	10 33			4 40	—	—	187	.....Munfordville.... ♁	—	—	—			4 20	6 57				
				7 54	10 38			—	—	—	189	+......Rowletts...... ♁	—	—	—			4 15	6 53				
				8 07	10 48			4 53	—	—	194	+....Horse Cave.......	—	—	—			4 05	6 45				
				8 15	11 05			5 01	—	—	198	+.....Cave City...... ♁	—	12 00	—			3 57	6 38				
				8 28	11 18			5 11	4 59	—	204	+.Glasgow Junc.[11] ♁	□5 43	11 45	10 47			3 45	6 23				
				8 40	11 33			—	—	—	210	......Rocky Hill.......	—	—	—			3 35	6 15				
				8 48	11 41			5 30	◆ —	—	214	.....Smith's Grove... ♁	—	11 27	—			3 28	6 08				
				8 53	11 46			—	—	—	216	........Oakland.........	—	—	—			3 22	6 03				
				9 05	12 00			—	—	—	222	.........Bristow...... ♁	—	—	—			3 09	5 53				
				9 15	‖12 10			5 50	5 45	12 15	227	arr.+Bowling Green.lve.	5 10	11 05	10 15			3 00	*5 45				
				P M	12 25			6 03	5 55	12 23	227	lve..Bowling Green ♁ arr.	5 03	10 53	10 10			2 50	A M				
					12 33			—	—	—	232	..Memphis Junc.[12] ♁	—	—	—			2 40					
					12 40			6 17	6 10	—	236	...... Rich Pond......	—	10 38	—			2 32					
					12 48			6 24	6 17	—	239	...... Woodburn .... ♁	—	10 31	9 52			2 25					
					1 05			6 38	6 33	l12 51	248	+......Franklin...... ♁	t x	10 16	9 37			2 09					
					1 20			—	6 46	—	255	......Mitchellville......	—	10 04	—			1 57					
					1 28			6 55	6 53	—	258	........Portland...... ♁	—	9 58	9 20			1 50					
					1 33			n —	6 57	—	261	....Fountain Head....	—	9 53	—			1 45			10	12	
		A M	A M		1 45			—	7 06	—	266	.....South Tunnel... ♁	—	9 43	—			1 33			P M	P M	
		†9 10	†6 45		2 00			7 22	7 20	l1 29	273	+.....Gallatin...... ♁	t x	9 28	8 56			1 18			4 15	6 15	
		9 18	6 53		2 08			—	—	—	277	.... Peytona	—	—	—			1 06			4 05	6 05	
		9 25	7 00		2 15			7 36	—	—	280	........Avondale..... ♁	—	—	8 44			12 58			3 57	5 57	
		9 35	7 08		2 23			7 44	—	—	284	....Hendersonville.. ♁	—	—	8 38			12 49			3 48	5 48	
		9 46	7 18		2 33			7 52	‡7 45	—	289	..Edgefield Junc.[13] ♁	—	8 53	8 30			12 39			3 37	5 38	
		9 53	7 23		2 39			—	—	—	292	.........Madison........	—	—	—			12 34			3 30	5 32	
		9 59	7 28		2 44			—	—	—	294	........Maplewood..... ♁	—	—	—			12 29			3 25	5 26	
95	93	10 09	7 39	91	2 54		7	—	—	—	298	.....College Street... ♁	—	—	—	90		12 20	92		3 16	5 16	8
P M	P M	10 15	7 45	P M	3 00		A M	8 15	8 07	2 15	300	arr. + Nashville[14].lve.	3 10	8 30	*8 10	A M		12 15	Noon	P M	†3 10	†5 10	P M
*11 30	*6 00	A M	A M	*2 40	3 50		*7 40	P M	8 25	2 25	300	lve...Nashville ♁.arr.	2 58	7 40	A M	8 05		10 10	12 40	7 15	P M	P M	6 00
11 55	6 22			3 01	4 12		8 03		—	—	310	........Brentwood.... ♁	—	—		7 34		9 48	12 15	6 49			4 37
12 14	6 43			3 20	4 33		8 21		9 01	j —	319	+......Franklin...... ♁	j —	7 03		7 16		9 29	11 57	6 28			4 12
12 32	7 10			3 50	4 52		8 40		—	—	323	......Thompsons..... ♁	—	—		6 58		9 04	11 37	6 06			3 50
12 38	7 17			3 57	5 00		8 47		n —	—	332	........Ewells....... ♁	—	w —		6 52		8 57	11 29	5 58			3 41
12 47	7 26			4 06	5 09		8 58		—	—	336	.... Carters Creek... ♁	—	—		6 43		8 48	11 20	5 49			3 31
12 52	7 32			4 11	5 14		9 05		—	—	339	.......Darks Mill..... ♁	—	—		6 38		8 43	11 14	5 44			3 25
12 57	7 37			4 17	5 20		9 13		—	—	342	.........Godwin...... ♁	—	—		6 33		8 38	11 08	5 38			3 18
1 05	7 45			4 30	5 40		9 30		9 50	3 45	346	+.....Columbia..... ♁	1 37	6 10		*6 45		8 30	*11 00	*5 30			*3 10
A M	P M			P M	6 02		A M		10 08	—	355	....Pleasant Grove.. ♁	—	5 47		A M		7 58	A M	P M			P M
					6 19				10 26	—	364	+.....Lynnville..... ♁	—	5 30				7 39					
					6 27				10 33	—	367	.........Bufords........	—	5 24				7 32					
					6 42				10 47	—	374	..........Wales........	—	5 09				7 17					
					6 56				11 00	4 39	380	+.......Pulaski...... ♁	12 40	4 58				7 07					
					7 09				11 14	—	386	......Aspen Hill.......	—	4 40				6 50					
					7 20				11 26	—	391	.........Prospect...... ♁	—	4 30				6 39					
					7 26				11 32	—	394	..........Veto.........	—	4 24				6 34					
					7 35				11 45	—	399	.........Elkmont...... ♁	—	4 13				6 24					
					7 51				12 01	5 24	407	+.......Athens...... ♁	11 54	3 56				6 08					
					8 08				12 22	—	417	..........Harris........	—	3 34				5 48					
					8 20				12 35	5 50	421	+.....Decatur[15]... ♁	*11 29	*3 25				*5 33					
					P M				Noon	A M		ARRIVE] [LEAVE	P M	P M				A M					

o Stops to take passengers for points on B. & S. Branch; p passengers for these points transfer to No. 17 at Lagrange; n stops to leave passengers from points north of Nashville; w stops to leave passengers from points south of Columbia. □ Stops to take on and let off passengers holding tickets from points beyond Bowling Green, destined to points beyond Lebanon Junction and Louisville, allowing stop-over privileges to visit Mammoth Cave. ‡Stops to leave from north of Gallatin.

¤ Stops to leave passengers from Cincinnati. ◆ Stops Monday. ● Stops to leave passengers from Train No. 90. ▲ Stops to receive passengers for stations on the Henderson and St. Louis Divisions at which No. 54 stops.

* Daily; † daily, except Sunday; ‖ Sunday only; a stops to leave; b stops to leave from south of Lebanon Junction; c stops to take for north of Lagrange; d stops to take for Lagrange and points north; e stops to leave from Louisville; f stops to leave from south of Bowling Green; g stops to take passengers for Newport and Cincinnati; h stops to leave from points north of Anchorage; i stops to take passengers for Louisville and beyond; j stops on signal to take or leave through passengers to and from points on this division; l stops to take for beyond Nashville or to leave from beyond Bowling Green; m stops to take passengers for or leave from Cincinnati and beyond; n stops to leave passengers from Franklin and points north and on signal to take passengers for Gallatin and points beyond; q stops to take for south of Lebanon Junction; r stops to take for Louisville; s stops Sunday; t stops to take passengers from south of Decatur, going to Russellville, Ky., points beyond on the Memphis Line via Bowling Green and Louisville and beyond; v stops to take passengers; y stops Sunday to take passengers from Shelby Branch for points where stops are made. ¶ Meals.

+ Coupon stations; ♁ Telegraph stations.

STANDARD—*Central time.*

L N LOUISVILLE & NASHVILLE RAILROAD.

CINCINNATI, LOUISVILLE AND NEW ORLEANS LINE—Cont'd.

11	9 and 27	6	7	3	1	Ms.	December 12, 1909.	4	2	6	8	28 and 10	12
.....		.....	.....	P M	P M	....	LEAVE] [ARRIVE	A M	A M	.....	.....		.....
.....		.....	.....	*10 45	*6 00	0	..... **Cincinnati**	11 40	7 20	.....	.....		.....
.....	.....	.....	.....	2 30	9 30	114	..... **Louisville**.....	8 00	2 35	.....	.....	.....	.....
.....	.....	.....	.....	8 25	2 25	301	..... **Nashville**.....	3 10	7 40	.....	.....	.....	.....
.....	.....	P M	A M	Noon	A M	....	LEAVE] [ARRIVE	P M	P M	A M	P M	.....	.....
.....	.....	†4 00	†6 45	*12 42	*5 57	421	..... **Decatur**	11 27	3 18	9 40	7 00	.....	.....
.....	.....	4 03	6 48	12 45	5 59	422	+ ..**New Decatur**..	11 23	3 16	9 38	6 56	.....	.....
.....	.....	4 28	7 12	1 08	— —	434	+..... Hartselle... ♁	— —	2 46	9 15	6 32	.....	.....
.....	.....	4 47	7 32	— —	— —	444	........Wilhite.... ♁	— —	— —	8 54	6 11	.....	.....
.....	.....	5 00	7 44	— —	— —	449	....Holmes' Gap.. ♁	— —	— —	8 42	6 00	.....	.....
.....	.....	5 11	7 54	1 43	6 48	454	+......Cullman.... ♁	10 22	2 11	8 31	5 49	.....	.....
.....	.....	5 29	8 12	s —	— —	463	.......Hanceville.. ♁	— —	s —	8 12	5 29	.....	.....
.....	.....	5 52	8 33	2 17	7 19	473	....Blount Springs ♁	9 48	1 26	7 42	5 04	.....	.....
.....	.....	6 16	8 58	2 38	— —	484	........Warrior.... ♁	— —	1 08	7 11	4 43	.....	.....
P M	A M	7 15	10 00	3 25	8 25	508	ar. + **Birmingham**[16] lv.	8 45	12 22	†6 15	†3 45	P M	A M
*3 50	*6 20	P M	A M	3 40	8 33	508	lve.. **Birmingham** ♁ arr.	8 37	12 10	A M	P M	7 15	10 45
4 10	6 37			╫ —	— —	514	........Oxmoor......	— —	⊙ —			6 53	10 25
4 31	6 59	.....	.....	╫ —	— —	525	........Helena..... ♁	— —	⊙ —	.....	.....	6 30	10 02
5 15	7 39	.....	.....	4 41	9 25	542	+......**Calera**[17].. ♁	7 36	11 03	.....	.....	5 49	9 25
5 48	8 04	.....	.....	╫ —	— —	553	........Jemison.... ♁	— —	⊙ —	.....	.....	5 24	8 56
6 02	8 28	.....	.....	5 25	— —	564	........Clanton.... ♁	— —	10 26	.....	.....	4 58	8 28
6 20	8 47	.....	.....	╫ —	— —	573	.... Verbena. .. ♁	— —	⊙ —	.....	.....	4 36	8 09
6 27	8 55	.....	.....	╫ —	— —	577	...Mountain Creek ♁	— —	⊙ —	.....	.....	4 28	8 03
6 54	9 16	.....	.....	╫ —	— —	586	.......Deatsville... ♁	— —	⊙ —	.....	.....	4 10	7 42
7 13	9 38	.....	.....	╫ —	— —	593	........**Elmore**[18].. ♁	— —	9 25	.....	.....	3 56	7 28
7 20	9 45	87	5	╫ —	— —	596	.......Coosada.... ♁	— —	⊙ —	6	38	3 50	7 21
7 45	10 05	P M	A M	6 40	11 00	605	ar. + **Montgomery**[19] lv.	6 00	9 00	P M	A M	*3 30	*7 00
P M	3 20	*10 05	*7 00	8 05	11 15	605	lv.. **Montgomery** ♁ ar.	5 50	7 55	5 25	5 50	10 45	A M
	3 36	— —	7 18	— —	— —	614	.......McGehee.... ♁	— —	— —	5 05	— —	10 27	
.....	3 46	— —	7 28	— —	— —	621	.... Tyson..... ♁	— —	7 28	4 52	— —	10 16	.....
.....	3 55	— —	7 38	8 41	— —	626	......Letohatchie.. ♁	— —	7 15	4 43	— —	10 07	.....
.....	4 07	— —	7 48	— —	— —	632	........Calhoun.... ♁	— —	— —	4 30	— —	9 56	.....
.....	4 20	— —	7 58	9 03	— —	637	.....Fort Deposit. ♁	— —	6 52	4 20	— —	9 46	.....
.....	4 40	b —	8 18	9 25	12 24	649	+.... Greenville .. ♁	4 40	6 30	3 56	b —	9 25	.....
.....	5 05	— —	8 32	— —	— —	657	........Bolling......	— —	— —	3 35	— —	9 08	.....
.....	5 25	b —	8 50	9 53	— —	664	..... **Georgiana** . ♁	— —	6 00	3 18	b —	*8 50	.....
.....	P M	— —	9 07	10 08	— —	672	........Garland.... ♁	— —	5 45	3 02	— —	A M	.....
.....		b —	9 42	10 35	1 26	686	+.....Evergreen.... ♁	3 42	5 19	2 35	b —		.....
.....	.....	— —	10 00	10 56	— —	696	.......Castleberry.. ♁	— —	4 58	2 08	— —	.....	.....
.....	.....	b —	10 27	11 22	2 03	710	+......Brewton..... ♁	3 03	4 32	1 39	b —	.....	.....
.....	7	— —	10 47	11 37	— —	718	........Pollard..... ♁	— —	4 17	1 24	— —	8	.....
.....	A M	1 25	11 00	11 50	2 26	724	arr.. **Flomaton**[20] lve.	2 37	4 05	1 12	2 28	P M	.....
.....	*8 40	1 30	11 05	12 05	2 32	724	lve.. **Flomaton** ♁ arr.	2 32	3 55	1 05	2 23	4 45	.....
.....	9 10	— —	11 32	12 33	— —	739	........Atmore.... ♁	— —	3 29	12 36	— —	4 14	.....
.....	9 55	b —	12 19	1 15	3 28	759	......Bay Minette.. ♁	1 38	2 52	11 58	b —	3 28	.....
9	10 15	— —	12 37	— —	— —	768	...... Hurricane .. ♁	— —	— —	11 40	— —	3 08	10
A M	10 55	3 30	1 15	2 20	4 12	784	arr.. + **Mobile**[21] .lve.	12 53	1 55	11 07	12 25	*2 30	P M
*6 45	A M	3 38	1 25	2 30	4 18	784	lve.... **Mobile** ♁ .arr.	12 45	1 45	11 00	12 15	P M	10 45
7 11		— —	1 51	d —	d —	797	.......Theodore.... ♁	— —	— —	10 26	— —		10 16
7 23	.....	— —	2 07	d —	d —	803	......Saint Elmo.. ♁	— —	— —	10 15	— —	.....	10 06
7 32	.....	— —	2 18	d —	d —	808	......Grand Bay.. ♁	— —	— —	10 02	— —	.....	9 50
7 59	.....	4 46	2 49	3 39	5 27	824	+.....Scranton..... ♁	11 37	12 29	9 29	11 05	.....	9 20
8 06	7	— —	2 57	d —	d —	827	...West Pascagoula ♁	— —	— —	9 16	— —	8	9 05
8 17	A M	— —	3 10	d —	d —	834	.... Fontainebleau ♁	— —	— —	9 03	— —	P M	8 51
8 28	†6 00	b —	3 21	4 09	5 53	840	+...Ocean Springs. ♁	w —	11 59	8 50	b —	6 15	8 40
8 40	6 09	b —	3 30	4 20	6 03	844	+.......Biloxi..... ♁	10 57	11 45	8 40	b —	6 03	8 25
8 50	6 17	— —	3 40	d —	d —	849	.......Beauvoir.... ♁	— —	— —	8 29	— —	5 49	8 12
8 59	6 25	— —	3 48	d —	d o	853	+.Mississippi City ♁	— —	11 25	8 20	— —	5 39	8 00
9 06	6 33	b —	3 56	4 47	6 26	856	+....**Gulf Port**[22] ♁	10 33	11 16	8 13	b —	5 30	7 50
9 15	6 43	— —	4 07	d —	d —	860	......Long Beach.. ♁	— —	11 07	8 04	— —	5 21	7 42
9 28	7 00	b —	4 18	5 07	6 44	866	+.. Pass Christian ♁	10 14	10 58	7 52	b —	5 09	7 29
9 44	7 16	6 11	4 33	5 24	7 00	872	+...Bay St. Louis. ♁	10 02	10 44	7 40	9 39	4 56	7 15
9 59	7 26	— —	4 44	d —	d —	875	.......Waveland.....	— —	10 31	7 26	— —	4 44	6 57
10 07	— —	— —	4 53	d —	d —	879	......Lakeshore .. ♁	— —	— —	7 15	— —	— —	6 49
10 19	— —	— —	5 04	d —	d —	884	.......Claiborne.....	— —	— —	7 05	— —	— —	6 38
10 27	7 47	— —	5 14	d s	d —	887	........Dunbar.... ♁	— —	10 09	6 59	— —	4 25	6 30
10 40	7 57	— —	5 28	d ◈	d —	893	........Rigolets.... ♁	— —	9 58	6 47	— —	n —	6 18
10 52	— —	— —	5 40	d ◈	d —	898	....Lake Catherine ♁	— —	9 50	6 36	— —	n —	6 08
11 07	— —	— —	5 57	d ◈	d —	904	.....Chef Menteur. ♁	— —	9 39	6 25	— —	n —	5 57
11 49	8 45	— —	6 37	d —	d —	922	**Pontchartrain Jn.**	— —	— —	5 50	— —	3 30	5 20
11 55	8 50	7 50	6 45	7 05	8 30	923	ar. + **New Orleans**[23] ♁ lv.	*8 30	*8 00	*5 45	*8 00	†3 25	*5 15
A M	A M	A M	P M	A M	P M	....	(*Canal Street.*)	A M	P M	A M	P M	P M	P M

South & North Alabama Division. (Decatur to Montgomery) — *Mobile & Montgomery Division.* (Montgomery to Mobile) — *New Orleans & Mobile Division.* (Mobile to New Orleans)

Additional Train—Leaves Ocean Springs ‡4 30 p.m., arrives New Orleans 6 05 p.m. Leaves New Orleans ‡7 30 a.m., arrives Ocean Springs 10 52 a.m.

GLASGOW BRANCH.

.....	.....	.....	105	103	101	Mls	December 19, 1909.	100	102	104	.....	.....	.....
.....	.....	.....	P M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M	.....	.....	.....
.....	.....	.....	†6 15	*11 30	†6 40	91	+...**Glasgow Jn**[11]. ♁	6 15	10 35	3 30	.....	.....	.....
.....	.....	.....	5 33	11 48	6 58	97	.... Oil City	5 55	10 15	3 10	.....	.....	.....
.....	.....	.....	5 45	12 00	7 25	101	+.....**Glasgow**.......	†5 45	*10 05	†3 00	.....	.....	.....
.....	.....	.....	P M	Noon	A M	....	ARRIVE] [LEAVE	A M	A M	P M	.....	.....	.....

PONTCHARTRAIN RAILROAD.

Trains leave Pontchartrain Junction for Milneburg (4.4 miles) at frequent intervals. First train leaves Pontchartrain Junction week-days 6 30 a.m., Sundays 5 30 a.m., last train week-days 6 15 p.m., Sundays 7 40 p.m. First train leaves Milneburg for Pontchartrain week-days 5 50 a.m., Sundays 6 00 a.m., last train week-days 5 30 p.m., Sundays 8 10 p.m. Running time, 20 minutes. *Central time.* *October* 28, 1909.

Notice.— All local tickets sold over the Louisville & Nashville R.R. Co's lines are limited to continuous passage beginning on date of sale.

n Stops on Saturday to leave passengers from New Orleans; *w* stops to leave passengers from New Orleans or to take for Mobile and beyond. ⊙ Stops to leave from south of Montgomery. ◈ Stops Monday only. b Stops to leave from or take for east of Montgomery, via W. Ry. of A. ╫ Stops to leave from north of Birmingham. ‖ Meals.

SOUTHERN ALABAMA RAILROAD.

9	7	Mls.	November 14, 1909.	10	8
P M	A M	.....	LEAVE] [ARRIVE	A M	P M
*3 00	*8 45	0	+.......**Selma**[62]..... ♁	11 00	6 50
— —	— —	2.9	....Western Junction.....	— —	— —
3 27	9 11	11.4	.........Berlin........ ♁	10 34	6 25
3 42	9 27	18.3	......Pleasant Hill......	10 16	6 08
3 54	9 40	24.1	........Minters....... ♁	10 04	5 58
4 05	9 52	29.3	.......Snow Hill...... ♁	9 52	5 45
4 17	10 04	34.4	........Allenton...... ♁	9 36	5 33
4 26	10 12	37.9	......**Pine Apple**.... ♁	9 27	5 26
4 50	10 37	49.1	.......**Nadawah**..... ♁	*8 55	5 02
P M	10 55	57.0	........Beatrice....... ♁	A M	4 42
.....	11 10	64.1	.... Tunnel Springs	.....	4 28
.....	11 20	68.2	........Peterman...... ♁	.....	4 17
.....	11 30	72.6	.... Monroe ...... ♁	.....	4 05
.....	11 52	82.4	........**Repton**...... ♁	.....	3 45
.....	12 08	89.3	......Deer Range.......	.....	3 30
.....	12 25	96.7	........Wallace....... ♁	.....	3 15
.....	12 40	103.3	.........Foshee....... ♁	.....	3 00
.....	1 00	112.3	.......**Flomaton**[20]... ♁	.....	*2 40
.....	P M	.....	ARRIVE] [LEAVE	.....	P M

‡ Sunday only. ♁ Telegraph stations. + Coupon stations; STANDARD—*Central time.*

CAMDEN AND NADAWAH.

.....	No. 41	Ms.	November 14, 1909.	No. 42	.....
.....	....	....	LEAVE] [ARRIVE	....	.....
.....	*7 30 A M	0	.......**Camden**..... ♁	6 30 P M	.....
.....	7 50 "	5	........Estelle........	6 10 "	.....
.....	8 15 "	10	........Neenah........	5 50 "	.....
.....	8 40 "	16	...Camden Junction...	5 15 "	.....
.....	8 45 A M	17	......**Nadawah**.... ♁	*5 10 P M	.....
.....	....	....	ARRIVE] [LEAVE	....	.....

BIRMINGHAM, SELMA AND NEW ORLEANS DIV.

No. 12	Ms.	November 14, 1909.	No. 11	....
....	....	LEAVE] [ARRIVE	....	....
*6 00 A M	0	......**Myrtlewood**..... ♁	6 10 P M	....
6 25 "	10	.... Linden .... ♁	5 42 "	....
6 54 "	20	.... Thomaston .... ♁	5 13 "	....
7 07 "	26	.... Consul	5 01 "	....
7 23 "	32	...... Central Mills	4 45 "	....
7 34 "	36	.... Blalock	4 35 "	....
7 47 "	40	.... Martin	4 25 "	....
8 05 "	47	...........Hazen...........	4 05 "	....
8 12 "	50	...........Beloit...........	3 57 "	....
8 40 A M	61	+........ **Selma**[52] ...... ♁	*3 30 P M	....
....	....	ARRIVE] [LEAVE	....	....

C. & P. DIVISION AND C. M. BRANCH.

41	21	Ms.	November 14, 1909.	20	40	....
.....	P M	....	LEAVE] [ARRIVE	A M	.....	....
.....	†1 08	0	..........**Gracey**....... ♁	11 58	.....	....
.....	1 28	6	.........Newstead.........	11 32	.....	....
.....	1 50	12	.........Herndon.	11 05	.....	....
.....	2 12	15	.... Howell..........	10 52	.....	....
.....	2 26	18	.... Douglass.........	10 41	.....	....
.....	2 44	21	.... Oak Grove........	10 29	.....	....
.....	2 53	23	.........Kennedy..........	10 20	.....	....
.....	3 40	32	.....**Princeton Junc**... ♁	9 27	.....	....
P M	3 50	34	arr.. + **Clarksville** ♁ ..lve.	†9 15	Noon	....
†2 45	P M	34	lve.... **Clarksville**....arr.	A M	12 15	....
3 20	.....	43	.... **Hematite**...... ♁	.....	11 45	....
3 44	.....	52	.... Louise	.....	11 03	....
3 59	.....	56	..........Marion.	.....	10 49	....
4 23	.....	64	arr..... **Van Leer**.....lve.	.....	10 18	....
6 50	.....	68	.... Sylvia	.....	9 02	....
7 00	.....	74	...........**Pond**...........	.....	†8 45	....
P M	.....	....	ARRIVE] [LEAVE	.....	A M	....

MANRING AND LOGMONT BRANCHES.

7	5	3	M.	November 14, 1909.	4	6	8
P M	P M	A M	..	LEAVE] [ARRIVE	A M	P M	P M
†4 10	†2 55	†7 22	0	..**Middlesborough** ♁	8 40	4 02	5 30
4 21	3 05	7 32	3	..**Stony Fork Junc**..	8 27	3 50	5 18
.....	3 25	.....	10	arr... **Logmont**...lve.	.....	†3 30	.....
4 46	P M	7 54	8	....**Owens Switch**....	8 00	P M	4 53
4 50	.....	7 58	8½	.......**Manring**.......	†7 59	.....	†4 52
P M	.....	A M	..	ARRIVE] [LEAVE	A M	.....	P M

Additional Train—Leaves Middlesborough †6 10 a.m., arrives Logmont 6 40 a.m. Leaves Logmont †6 45 a.m., arrives Middlesborough 7 15 a.m.

MONTGOMERY & PRATTVILLE RAILROAD.

70	68	66	Ms	September 12, 1909.	Mls	65	67
P M	P M	A M	...	LEAVE] [ARRIVE	....	A M	P M
†5 35	*u*5 10	†9 10	0	....**Montgomery**.. ♁	17	7 35	4 05
6 00	5 35	10 00	7	.. **Prattville Junc** ♁	10	7 16	3 46
6 30	6 05	11 00	17	..... **Prattville** ... ♁	0	†6 45	†2 50
P M	P M	A M	...	ARRIVE] [LEAVE	....	A M	P M

* Daily; † daily, except Sunday; ‡ Sunday only; *b* stops to take or leave passengers for or from Mobile or New Orleans; *d* stops to leave from north of Montgomery; *k* Saturday only; *o* stops to leave passengers from Mobile or to take passengers for New Orleans; *s* stops Sunday only; *u* daily, except Saturday and Sunday.

LOUISVILLE & NASHVILLE RAILROAD.

CINCINNATI, LOUISVILLE AND MEMPHIS.

125	85	127 and 99	109	103	101	Ms.	November 14, 1909.	102	104	110	98	86	126 and 128
....	....	....	A M	P M	P M	....	(Central time.)	A M	A M	P M	....	....	....
....	....	....	*1055	*1045	*6 00	....	lve...Cincinnati[1]..arr.	7 20	11 50	4 35	....	....	....
....	....	....	P M	A M	P M	....	LEAVE] [ARRIVE	A M	A M	P M	....	....	....
....	....	....	*2 45	*2 30	*9 30	0	+....Louisville[6]...♁	2 35	8 00	1 05	....	....	....
....	....	....	3 56	3 49	10 41	43	+Elizabethtown[10]♁	1 11	6 46	11 53	....	....	....
....	....	....	6 11	4 59	— —	91	+Glasgow Junc.[11]♁	11 45	◻543	10 47	....	....	....
....	....	....	5 50	5 45	12 16	114	arr. { +Bowling { lve.	11 05	5 10	10 15	....	....	....
....	....	....	6 15	6 10	12 30	114	lve. { Green ♁ { arr.	10 18	4 53	9 43	....	....	....
....	....	....	6 23	6 18	— —	118	lv.Memphis Junc.[12]♁ar.	10 10	— —	9 35	....	....	....
....	....	....	6 32	6 29	— —	123	.....Rockfield.....	9 58	— —	9 25	....	....	....
....	....	....	6 42	6 40	— —	129	.....South Union.....	9 45	— —	9 13	....	....	....
....	....	....	6 47	6 46	— —	132	.....Auburn.....♁	9 38	— —	9 05	....	....	....
....	....	P M	6 55	6 56	— —	138	.....Dennis.....	9 27	— —	8 57	....	....	P M
....	....	†4 50	7 10	7 07	1 15	143	+...Russellville...♁	9 13	3 57	8 45	....	....	7 07
....	....	5 03	7 22	7 19	— —	148	.....Cave Spring...♁	— —	— —	8 35	....	....	6 56
....	....	5 08	7 26	7 24	— —	150	.....Ferguson.....	8 57	— —	8 31	....	....	6 52
....	....	5 15	7 33	7 30	— —	153	.....Olmstead.....	8 51	— —	8 26	....	....	6 47
....	....	5 23	7 41	7 38	— —	157	.....Ailensville.....♁	8 44	— —	8 19	....	....	6 41
....	....	5 33	7 51	7 48	— —	162	.....Hadensville.....	8 35	— —	8 11	....	....	6 33
P M	A M	5 40	‡7 58	†7 55	1 47	164	arr..+Guthrie[24]♁lve.	8 28	3 18	8 05	A M	A M	†6 27
*9 38	*9 05	6 05	8 17	8 15	1 47	164	lve....Guthrie....arr.	8 10	3 18	7 55	6 35	10 18	*6 25
a —	9 10	— —	8 25	— —	— —	168	.....Hampton.....	— —	— —	7 50	— —	— —	6 20
a —	9 17	— —	8 31	— —	— —	171	.....Dudleys.....	— —	— —	7 39	— —	— —	6 15
a —	9 21	6 20	8 35	8 34	— —	173	.....St. Bethlehem...♁	7 50	— —	7 35	6 18	9 59	6 07
a —	9 25	— —	8 38	— —	— —	175	Princeton Junction	— —	— —	7 31	— —	— —	6 02
1001	9 33	6 30	8 47	8 46	2 16	177	+...Clarksville...♁	7 40	2 52	7 25	†6 10	*9 48	*5 55
P M	A M	P M	9 04	— —	— —	184	.....Steeles.....	— —	— —	7 10	A M	A M	P M
....	....	....	9 10	9 05	— —	187	.....Hematite.....♁	— —	— —	7 05	....	....	....
....	....	....	9 15	9 11	— —	189	.....Palmyra.....	7 12	— —	6 59	....	....	....
....	....	....	9 20	9 17	— —	191	.....Corbandale.....	7 05	— —	6 55	....	....	....
....	....	....	9 28	9 26	— —	196	.....Sailor's Rest.....	6 57	— —	6 43	....	....	....
....	....	....	8 35	9 31	— —	199	...Cumberland City.♁	6 51	— —	6 36	....	....	....
....	....	....	9 45	9 46	3 01	206	.....Erin.....♁	6 40	1 56	*6 25	....	....	....
....	....	....	P M	9 57	— —	210	...Tennessee Ridge.♁	6 30	— —	M	....	....	....
....	....	....	....	10 04	— —	214	.....Stewart.....♁	6 20	— —	....	....	....	....
....	....	....	....	10 12	— —	218	.....McKinnon.....	6 12	— —	....	....	....	....
....	....	....	....	10 16	3 27	220	+.....Danville[25]...♁	6 07	1 27	....	....	....	....
....	....	....	....	10 26	— —	227	.....Faxon.....	5 56	— —	....	....	....	....
....	....	....	....	10 38	— —	231	.....Big Sandy.....♁	5 45	— —	....	....	....	....
....	....	....	....	10 48	— —	236	.....Springville.....	5 35	— —	....	....	....	....
....	....	107	....	10 58	— —	241	.....Porter's.....	5 25	— —	108	....	....	....
....	....	P M	....	11 10	4 17	247	arr. { + Paris ♁ { lve.	5 15	12 41	A M	....	....	....
....	....	*4 20	....	11 15	4 22	247	lve. { { arr.	5 10	12 36	11 15	....	....	....
....	....	4 34	105	11 32	— —	256	.....Henry.....	4 56	—	10 57	108	....	....
....	....	4 46	A M	11 45	4 50	264	ar. { + McKenzie[26]♁ { lv.	4 46	12 09	10 45	P M	....	....
....	....	4 45	*4 00	11 45	4 50	264	lv. { { ar.	4 37	11 59	10 45	9 45	....	....
....	....	4 58	4 10	♁ —	— —	270	.....Gwin.....	— —	— —	10 30	9 33	....	....
....	....	5 05	4 18	12 01	— —	274	.....Trezevant.....♁	4 15	— —	10 2	9 26	....	....
....	....	5 12	4 26	12 08	— —	279	.....Atwood.....	4 06	— —	10 13	9 18	....	....
....	....	5 21	4 37	12 17	5 22	284	+.....Milan[27].....♁	3 56	11 26	10 04	9 06	....	....
....	....	5 30	4 47	12 26	— —	290	.....Gibson.....	3 46	— —	9 54	8 56	....	....
....	....	5 43	5 02	12 37	5 41	296	+....Humboldt[28]..♁	3 37	11 06	9 45	8 48	....	....
....	....	5 51	5 12	12 46	— —	301	.....Gadsden.....♁	3 25	— —	9 33	8 36	....	....
....	....	6 05	5 27	12 56	— —	307	.....Bells.....♁	3 14	— —	9 21	8 23	....	....
....	....	6 32	5 55	1 16	6 22	321	+....Brownsville....♁	2 56	10 28	9 00	7 58	....	....
....	....	6 54	6 10	— —	— —	328	.....Shepards.....	— —	— —	8 43	7 43	....	....
....	....	7 02	6 17	1 39	— —	333	.....Stanton.....♁	2 34	— —	8 37	7 36	....	....
....	....	7 18	6 32	1 52	— —	341	.....Mason.....♁	2 22	— —	8 25	7 18	....	....
....	....	7 23	6 39	— —	— —	344	.....Braden.....	— —	— —	8 20	7 10	....	....
....	....	7 32	6 48	2 06	— —	349	.....Gallaway.....	2 06	— —	8 12	6 57	....	....
....	....	7 39	6 57	2 13	— —	352	.....Arlington.....♁	1 58	— —	8 05	6 48	....	....
....	....	7 52	7 10	2 27	— —	359	.....Brunswick.....♁	1 45	— —	7 55	6 34	....	....
....	....	8 05	7 25	2 42	— —	366	.....Bartlett.....♁	1 30	— —	7 42	6 20	....	....
....	....	8 12	7 34	— —	— —	371	..National Cemetery..	— —	— —	7 34	6 10	....	....
....	....	8 15	7 38	— —	— —	372	..... Leewood.....♁	— —	— —	7 31	6 07	....	....
....	....	8 40	8 00	3 20	8 15	380	arr..Memphis[29]♁lve.	*1 00	*8 40	*7 10	*6 45	....	....
....	....	P M	A M	P M	A M	....	(Calhoun Street)	P M	P M	A M	P M	....	....

* Daily; † daily, except Sunday; ‡ Sunday only; a stops to leave passengers; b stops to leave passengers from north of Paris and from N. C. & St. L. Ry. points delivered at McKenzie. ‖ Meals. + Coupon stations. ♁ Telegraph stations. STANDARD—*Central time.*

◻ Stops to take on and let off passengers holding tickets from points beyond Bowling Green destined to points beyond Lebanon Junction and Louisville, allowing stop-over privileges to visit Mammoth Cave.

WETUMPKA BRANCH.

60	62	64	Ms	September 12, 1909.	61	63	59
P M	P M	A M			A M	P M	P M
8 05	3 45	9 20	...	LEAVE] [ARRIVE	9 45	4 00	*7 15
*5 40	†3 15	*8 50	6	....Elmore...♁	10 05	4 30	7 45
P M	P M	A M	0	....Wetumpka...♁	A M	P M	P M
....	....	....	...	ARRIVE] [LEAVE	....	....	....

MAYSVILLE BRANCH.

5	9	3	7	Ms	November 14, 1909.	Ms	4	10	6	8
P M	P M	A M	A M	....	LEAVE] [ARRIVE	....	A M	A M	P M	P M
*3 25	†1 15	*8 05	†5 20	0	+.....Maysville[74]...♁	50	7 30	10 05	1 55	8 35
3 35	1 25	8 15	5 30	4	.....Summit.....	46	7 20	9 55	1 45	8 25
3 45	1 35	8 25	5 40	9	.....Marshall.....	41	7 10	9 46	1 35	8 15
3 55	1 45	8 34	5 50	13	.....Helena.....	37	7 01	9 37	1 22	8 05
4 03	1 53	8 43	5 57	16	.....Johnson[75]...♁	34	6 54	9 29	1 12	7 58
4 08	1 58	8 49	6 03	18	.....Nepton.	32	6 48	9 24	1 04	7 52
4 12	2 02	8 53	6 07	20	.....Ewing.....	30	6 44	9 20	1 00	7 48
4 17	2 07	8 58	6 12	21	.....Cowan.....	28	6 40	9 16	12 55	7 43
4 26	2 16	9 08	6 21	25	.....Pleasant Valley.....	25	6 32	9 08	12 47	7 34
4 32	2 21	9 15	6 26	27	.....Myers.....	22	6 26	9 00	12 40	7 28
4 44	2 33	9 26	6 38	33	+.....Carlisle[76]....♁	17	6 08	8 46	12 26	7 13
5 02	2 51	9 42	6 57	40	+.....Millersburg.....♁	9	5 49	8 26	12 07	6 55
5 17	3 07	9 57	7 13	46	.....New Forest.....	3	5 37	8 13	11 53	6 42
*6 25	3 15	10 05	7 20	50	arr.....+Paris♁....lve.	0	*5 30	†8 05	*1 45	†6 35
†6 33	4 10	10 50	8 15	69	+.....Lexington....♁	....	*4 50	†7 10	†10 00	†5 45
P M	P M	A M	A M	....	ARRIVE] [LEAVE	....	A M	A M	A M	P M

O'FALLON BRANCH.

No. 98	Ms	December 19, 1909.	No. 99
.....	....	LEAVE] [ARRIVE	.....
†7 15 A M	0	.....Belleville.....	8 20 A M
7 20 »	2	...O'Fallon Junction...	8 15 »
7 40 A M	8	.....O'Fallon.....	†7 55 A M
.....	....	ARRIVE] [LEAVE	.....

CUMBERLAND VALLEY DIVISION.

23	27	21	Ms	November 14, 1909.	22	24	28
A M	....	P M	....	LEAVE] [ARRIVE	P M	A M	P M
*6 40	....	*8 25	....	.....Cincinnati.....	6 10	7 45	8 45
8 10	A M	8 00	....	.....Louisville....♁	8 30	7 40	8 30
*2 10	†10 35	*3 10	0	lve ..+Corbin[78].♁arr.	11 20	12 05	2 45
2 30	10 49	3 21	6	.....Grays.....♁	11 05	11 52	2 30
2 54	11 20	3 45	16	+... Barbourville...♁	10 34	11 24	1 55
3 16	11 38	4 05	24	.....Flat Lick.....	10 13	11 04	1 37
3 33	11 52	4 20	31	+.....Pineville.....♁	9 54	10 45	1 21
3 40	11 58	4 25	32	.....Wasioto.....	9 50	10 39	1 17
3 42	— —	— —	33	.....Orby.....	— —	— —	— —
4 25	12 30	5 00	44	+Middlesborough♁	9 20	10 10	†12 30
4 37	Noon	5 10	48	+. Cumberland Gap[79]♁	9 05	9 62	Noon
4 39	.....	5 12	49	.....Harrogate.....	9 03	9 48	.....
4 44	.....	5 17	50	..... Shawanee	9 00	9 45	.....
5 10	.....	5 46	63	+..... Ewing.....♁	8 35	9 17	.....
5 20	.....	6 00	67	....Rose Hill.....	8 25	9 07	.....
5 40	.....	6 23	76	.. Hubbards' Springs.♁	8 05	8 45	.....
5 50	.....	6 35	81	.....Ocoonita.....♁	7 55	8 33	.....
6 06	.....	‖7 15	88	+.....Pennington.....♁	7 38	8 12	.....
6 32	.....	7 38	99	.....Olinger.....♁	7 10	7 50	.....
6 42	.....	7 48	104	+. Big Stone Gap.♁	7 00	7 40	.....
7 10	....	8 10	108	.... Appalachia[71]..♁	6 45	7 30	.....
7 35	....	8 35	118	+..... Norton[72] ...♁	*6 20	*6 40	.....
P M	.....	A M	....	ARRIVE] [LEAVE	A M	P M	.....

JELLICO AND HALSEY.

207	104	203	M	November 14, 1909.	202	105	206	....
P M	A M	A M	..	LEAVE] [ARRIVE	A M	A M	P M	....
†4 30	†9 05	†6 30	0	.....Jellico	8 35	9 46	5 55	....
.....	9 35	.....	4	.....Kensee.....	.....	9 35	.....	....
4 40	9 15	6 40	3	.....Sexton ....♁	8 25	†9 25	5 40	....
4 45	A M	6 45	5	.....Keswick.....	8 15	A M	5 30	....
5 05	.....	7 45	9	.....Halsey ....♁	†7 50	....	†5 10	....
P M	.....	A M	..	ARRIVE] [LEAVE	A M	.....	P M	....

CUMBERLAND AND OHIO BRANCH.

No. 79	77	Mls	December 19, 1909.	Mls	78	76
.....	A M	....	LEAVE] [ARRIVE	...	A M	P M
*3 03 P M	†10 30	0	+.....Lebanon.....♁	31	7 10	5 00
8 23 »	11 01	6	.....Calvary.....	25	6 50	4 00
8 33 »	11 20	10	.....Phillipsburg.....	21	6 41	3 45
8 43 »	11 35	13	.....Spurlington.....	18	6 32	3 30
8 57 »	11 55	18	+....Campbellsville.....	12	6 19	3 05
9 14 »	12 30	24	.....Whitewood.....	5	6 01	2 15
9 25 P M	1 00	31	+....Greensburg....♁	0	*5 50	†2 00
.....	P M	....	ARRIVE] [LEAVE	....	A M	P M

BIRMINGHAM MINERAL RAILROAD.

....	101	43	Ms	September 12, 1909.	40	102	....
....	A M	P M	...	LEAVE] [ARRIVE	A M	P M	....
....	†7 02	*2 00	0	.....Birmingham	11 15	5 40	....
....	.....	2 13	5	.....Grace's.....♁	11 00	.....	....
....	.....	2 21	7	.....Redding.....	10 52	.....	....
....	.....	2 37	14	.....Sloss.....♁	10 35	.....	....
....	7 15	.....	8	.....Mag-Ella.....♁	.....	5 25	....
....	7 32	.....	12	.....Winetka	.....	5 06	....
....	8 00	2 47	16	..... Bessemer ....♁	10 29	4 50	....
....	8 32	3 14	26	.....Adger	10 01	4 04	....
....	8 37	3 18	28	.....John's.....♁	9 54	3 58	....
....	8 42	3 24	20	.....Sumter.....	9 49	3 52	....
....	9 00	3 35	34	.....Yolande.....♁	9 37	3 35	....
....	.....	5 00	42	arr....Brookwood♁ lve.	*8 00	.....	....
....	.....	4 22	44	arr.....Searles♁.. lve.	*8 25	.....	....
....	9 48	*3 53	41	.....Chambiee	9 12	2 45	....
....	9 57	3 59	43	....Blocton Junction..♁	9 10	2 30	....
...	10 15	4 19	51	.....Blocton .....♁	8 50	†2 00	....
....	A M	4 39	56	.....Belle Ellen....♁	*8 30	P M	....
....	.....	P M	...	ARRIVE] [LEAVE	A M	.....	....

MAMMOTH CAVE RAILROAD.

....	....	3	1	Ms	Nov., 1909.	2	4	....
....	....	A M	A M	...	LEAVE] [ARRIVE	A M	P M	....
....	....	*11 45	*7 45	0	Glasgow Jn.♁	9 35	3 40	....
....	....	12 00	7 58	3	.Proctors Cave.	9 15	3 19	....
....	....	12 20	8 20	9	.Mammoth Cave.	*900	*250	....
....	....	Noon	A M	...	ARRIVE] [LEAVE	A M	P M	....

CHENOA BRANCH.

No. 59	Ms	November 14, 1909.	No. 60
†8 10 A M	0	lve.....Orby.....arr.	3 25 P M
8 20 »	1	.....Logsdon.....	3 10 »
8 30 »	3	.....Carlsbad.....	2 50 »
8 45 »	6	.....Sterling.....	2 35 »
9 00 »	9	.....Alcedo	2 20 »
9 03 »	10	.....Yearwood.....	2 15 »
9 06 »	11	.....Olcott.....	2 05 »
9 20 A M	12	arr.....Chenoa♁.....lve.	†2 00 P M

POCKET BRANCH.

No. 65	Ms	November 14, 1909.	No. 68
†7 00 A M	0	lve.....Pennington♁.....arr.	4 30 P M
7 10 A M	2.0	arr.....Pocket.....lve.	†4 20 P M

LOUISVILLE & NASHVILLE RAILROAD.

ST. LOUIS, EVANSVILLE AND NASHVILLE LINE.

69	41	55	53	93	51	Mls	December 19, 1909.	92	70–42	52	94	54	56
.....	.....	P M	P M	P M	A M	....	LEAVE] [ARRIVE	P M	.....	P M	.....	A M	A M
.....	.....	*5 22	*9 00	*3 45	*8 34	0	+...St. Louis[41]...♁	1 26	.....	7 40	.....	7 40	9 20
.....	.....	- -	- -	3 55	8 44	....	.Washington Avenue.	1 15	.....	7 28	.....	7 29	- -
.....	.....	5 40	9 18	4 03	8 52	3	+.East St. Louis[46] ♁	1 06	.....	7 20	.....	7 20	9 00
.....	.....	- -	- -	- -	- -	6	........Rankin........	- -	.....	7 06	.....	- -	- -
.....	.....	5 44	- -	- -	- -	10	....French Village....	- -	.....	- -	.....	- -	8 56
.....	.....	- -	- -	- -	9 15	12	......Birkners[33]....	- -	.....	6 56	.....	- -	- -
.....	.....	- -	- -	- -	- -	14	........Summit........	- -	.....	- -	.....	- -	- -
.....	.....	6 14	9 49	4 34	9 25	17	+....Belleville[26]..♁	12 34	.....	6 44	.....	6 44	8 25
.....	.....	6 32	- -	- -	9 37	23	.......Rentchlers.......	- -	.....	6 32	.....	- -	8 15
.....	.....	6 42	- -	- -	9 45	27	+....Mascoutah....♁	- -	.....	6 22	.....	- -	8 05
.....	.....	6 54	- -	- -	9 57	34	.....New Memphis..♁	- -	.....	6 10	.....	- -	7 53
.....	.....	e -	- -	- -	v -	36	.....Queens Lake......	- -	.....	v -	.....	- -	- -
.....	.....	7 04	- -	- -	10 03	38	........Venedy........	- -	.....	6 00	.....	- -	7 44
.....	.....	7 12	- -	- -	10 11	42	.......Okawville....♁	- -	.....	5 52	.....	- -	7 36
.....	.....	7 20	- -	- -	10 19	46	.......Addieville.......	- -	.....	5 43	.....	- -	7 28
.....	.....	7 30	10 48	5 30	10 29	52	+...Nashville, Ill...♁	11 35	.....	5 30	.....	5 38	7 16
.....	.....	7 42	- -	- -	10 41	57	.......Beaucoup.......	- -	.....	5 18	.....	- -	7 06
.....	.....	7 52	11 08	5 51	10 52	63	+......Ashley[37]....♁	11 17	.....	5 06	.....	5 18	6 56
.....	.....	8 04	- -	- -	- -	69	........Roaches........	- -	.....	- -	.....	- -	6 45
.....	.....	8 08	- -	- -	11 11	72	.......Woodlawn....♁	- -	.....	4 51	.....	- -	6 40
.....	.....	8 12	- -	- -	11 15	74	........Drivers........	- -	.....	4 47	.....	- -	6 35
.....	.....	8 22	11 37	6 18	11 25	79	+..Mt. Vernon, Ill.[36].♁	10 47	.....	4 37	.....	4 49	6 25
.....	.....	8 41	- -	- -	11 44	86	........Opdyke........	- -	.....	4 19	.....	- -	6 07
.....	.....	8 48	- -	- -	11 50	90	.......Belle Rive.......	- -	.....	4 13	.....	- -	6 00
.....	.....	8 56	- -	- -	11 57	94	.......Dahlgren.....♁	- -	.....	4 08	.....	- -	5 52
.....	A M	9 05	- -	- -	12 06	99	.......Delafield.......	- -	P M	3 57	.....	- -	5 43
.....	*8 53	9 15	12 23	7 04	12 15	104	+.McLeansboro[35] ♁	10 03	8 55	3 48	.....	4 03	*5 35
.....	9 05	P M	- -	7 15	12 26	110	......Thackeray......	d -	8 44	c -	.....	- -	A M
.....	- -		- -	- -	- -	114	....Enfield Junction....	- -	- -	- -	.....	- -	
.....	9 16	.....	12 45	7 26	12 37	117	.........Enfield[34]....♁	9 43	6 32	3 28	.....	3 41	.....
.....	9 35	.....	- -	- -	c -	122	.......Trumbull.......	- -	6 22	c -	.....	- -	.....
.....	9 45	.....	1 01	7 43	12 52	127	+......Carmi[33]....♁	9 24	6 10	3 09	.....	3 21	.....
.....	9 55	.....	- -	- -	1 03	130	.......Epworth.......	9 17	6 01	3 02	.....	- -	.....
.....	10 04	.....	- -	8 00	1 11	134	.......Maunie......♁	9 10	5 52	2 54	.....	[illegible]	.....
.....	10 10	.....	- -	- -	- -	137	.......Riolado.......	- -	5 48	- -	.....	[illegible]	.....
.....	10 20	.....	- -	- -	1 25	141	........Upton........	8 59	5 37	2 42	.....	- -	.....
.....	10 30	.....	1 37	8 22	1 34	145	+..Mt. Vernon, Ind..♁	8 50	5 27	2 35	.....	2 45	.....
.....	10 43	.....	- -	- -	h -	152	........Caborn........	- -	5 15	- -	.....	- -	.....
.....	10 47	.....	- -	- -	- -	154	........Lippe........	- -	- -	- -	.....	- -	.....
.....	10 54	95	- -	- -	- -	158	.......Belknap.....♁	- -	5 05	- -	.....	- -	.....
P M	11 15	A M	2 25	9 05	‖2 15	165	arr +Evansville[32] lve.	8 15	*4 45	1 55	P M	2 05	.....
*5 15	A M	*6 35	3 00	9 20	2 35	165	lve...Evansville ♁ arr.	8 05	*10 00	‖1 25	8 45	1 10	.....
5 23		- -	- -	- -	2 43	167	.......Howell.......	- -	9 50	1 14	- -	12 57	.....
5 31	.....	- -	- -	- -	- -	172	.......Vaughan.....♁	- -	9 40	- -	- -	- -	.....
5 42	.....	7 03	3 26	9 45	3 05	178	+...Henderson[31].♁	7 39	9 28	12 50	8 15	12 36	.....
5 51	.....	- -	- -	- -	- -	181	........Rankin........	- -	9 19	- -	- -	- -	.....
6 05	.....	7 22	- -	- -	3 23	189	.......Kobards.......	- -	9 03	12 29	7 55	- -	.....
6 15	.....	7 31	- -	- -	3 31	194	.......Sebree......♁	- -	8 53	12 19	7 46	- -	.....
6 33	.....	7 47	- -	- -	3 46	203	.......Slaughters....♁	- -	8 36	12 01	7 30	- -	.....
6 43	.....	7 58	- -	- -	3 56	208	........Hanson........	- -	8 26	11 50	7 21	- -	.....
6 55	.....	8 12	4 21	10 38	4 09	215	+..Madisonville..♁	6 38	*8 12	11 35	7 09	11 37	.....
P M	.....	8 28	4 35	10 53	4 26	219	......Earlington....♁	6 30	A M	11 20	6 58	11 27	.....
	.....	y -	- -	- -	4 32	223	.......Morton......♁	- -		11 05	x -	- -	.....
.....	.....	8 43	4 50	- -	4 42	226	+...Nortonville[30].♁	g -	.....	10 54	6 39	11 07	.....
.....	.....	8 54	- -	- -	4 53	231	.....Mannington....♁	- -	.....	10 41	6 29	- -	.....
.....	.....	8 57	- -	- -	- -	233	.....New Empire...♁	- -	.....	- -	- -	- -	.....
.....	55	9 08	- -	- -	5 08	237	.......Crofton......♁	- -	.....	10 26	6 17	- -	56
.....	A M	9 18	- -	- -	5 19	242	.... Kellys......♁	- -	.....	10 15	6 07	- -	P M
.....	*7 05	9 32	5 33	11 50	5 35	250	+..Hopkinsville....	5 25	.....	9 55	5 54	10 23	8 55
.....	7 12	- -	- -	- -	5 46	255	........Casky........	- -	.....	9 42	- -	- -	8 45
.....	7 22	9 51	- -	- -	5 54	260	.......Pembroke.....♁	- -	.....	9 31	5 35	- -	8 35
99	7 32	10 03	- -	- -	6 06	267	.......Trenton......♁	- -	98	9 19	5 23	- -	8 24
A M	7 45	10 17	6 15	12 26	‖6 20	274	arr....Guthrie[24]..lve.	4 50	P M	9 07	5 11	9 41	8 10
†6 38	8 00	10 20	6 20	12 31	6 40	274	lve..+Guthrie ♁..arr.	4 45	6 00	9 02	5 08	9 36	‖7 50
6 47	8 06	Dixie	- -	- -	6 48	278	.......Sadlers.......	- -	5 48	8 53		- -	7 41
- -	8 10		- -	- -	- -	279	........Forts........	- -	- -	- -		- -	7 39
6 54	8 17		- -	- -	6 56	281	........Adams......♁	- -	5 41	8 47	Flyer.	- -	7 33
7 03	8 26		- -	- -	7 05	285	......Cedar Hill....♁	- -	5 32	8 39		- -	7 23
7 17	8 41	n -	6 52	- -	7 18	293	+....Springfield....♁	- -	5 13	8 23	n -	8 59	6 55
7 33	8 59	Flyer.	- -	- -	7 33	300	......Greenbrier......	- -	5 04	8 11		- -	6 40
7 35	9 02		- -	- -	7 35	301	........Hygeia......♁	- -	5 02	8 09	Dixie	- -	6 37
7 45	9 14		- -	- -	7 46	305	........Bakers......♁	- -	4 52	7 59		- -	6 26
7 53	9 23		- -	- -	7 53	309	.......Goodletts.......	- -	4 43	7 47		- -	6 15
i -	9 30		w -	- -	8 00	312	..Edgefield Junc.[18] ♁	- -	j -	7 40	- -	- -	6 08
- -	z -	- -	- -	- -	- -	315	........Madison........	- -	- -	7 34	- -	- -	z -
8 16	9 49	- -	- -	- -	8 19	322	Nashville (*College St.*) ♁	- -	4 21	7 21	- -	- -	5 51
8 23	9 55	11 42	7 55	2 05	8 25	323	+....Nashville[14]...♁	*3 20	†4 15	*7 15	*3 45	*7 55	*5 45
A M	A M	A M	A M	A M	P M	....	ARRIVE] [LEAVE	A M	P M	A M	P M	P M	P M

* Daily; † daily, except Sunday; § Sunday only; *a* stops for passengers from or to Nashville, Guthrie, Hopkinsville, Henderson, Evansville and points beyond; *b* stops to leave passengers; *c* stops to take or leave for or from points north of McLeansboro; *e* stops Saturday only; *g* stops to take for Henderson and points beyond where train stops; *h* stops to leave from points north of Mt. Vernon; *i* stops to leave passengers holding tickets for regular stops of No. 8 through to Cincinnati; *n* stops for passengers from or to Nashville and Guthrie and points beyond; *s* stops Sunday; *v* stops Saturday and Sunday; *w* stops to leave from Louisville and points beyond.

STANDARD—*Central time.*

MORGANFIELD AND EARLINGTON.

45	43	41	M	Dec. 19, 1909.	40	42	46
P M	....	A M	..	LEAVE] [ARRIVE	A M	.....	P M
†2 00	....	*6 25	0	..Morganfield ♁	11 30	.....	8 46
2 10	....	6 32	4	....Hamner....	11 15	.....	8 39
2 16	....	6 37	5	.....Shrote.....	11 08	.....	8 35
2 25	....	6 44	9	....Arnold	10 55	.....	8 27
2 35	....	6 49	12	.....Pride.....	10 40	.....	8 22
2 45	....	6 55	14	... Williams ...	10 25	.....	8 15
3 00	....	7 03	18	..... Clay ...♁	9 55	.....	8 05
3 25	P M	7 12	22	....Upland....	9 35	Noon	7 56
4 15	*1 30	7 20	26	.. Providence ♁	8 50	12 55	7 46
4 45	1 58	7 35	33	.....Nebo...♁	8 05	12 30	7 35
5 10	2 19	7 43	36	... Manitou ...	7 43	12 15	7 27
5 40	2 50	8 02	42	.. Madisonville ♁	†6 55	11 45	*7 11
6 30	3 20	8 23	46	. Earlington ♁	†6 40	*11 30	*6 58
P M	P M	A M	..	ARRIVE] [LEAVE	A M	A M	P M

SPRINGFIELD BRANCH.

.....	41	43	Ms.	December 19, 1909.	42	44	90
.....	P M	A M	....	LEAVE] [ARRIVE	A M	P M	A M
.....	*4 30	†7 20	0	+....Louisville[4]..♁	8 20	5 45	9 35
.....	5 13	- -	18	.... Shepherdsville..♁	7 38	b -	8 53
.....	5 22	8 55	22	Bardstown Junc.[6] ♁	7 30	4 55	8 45
.....	5 30	9 05	25	.......Clermont.......	7 21	3 35	8 34
.....	5 35	9 15	27	.... Hobbs........	7 17	3 20	8 29
.....	5 41	9 30	29	.........Lotus.........	7 12	3 10	8 24
.....	5 47	9 40	31	.......Deatsville.......	7 06	3 00	8 19
.....	5 52	9 55	33	.......Samuel's.......	7 01	2 50	8 15
.....	6 00	10 10	37	.......Nazareth.......	6 52	2 35	8 05
.....	6 08	10 40	39	.....Bardstown...♁	6 45	2 20	8 00
.....	6 38	11 30	51	.........Booker.........	6 16	1 25	7 30
.....	6 55	12 05	59	+...Springfield...♁	†6 00	†1 00	§7 15
.....	P M	Noon	....	ARRIVE] [LEAVE	A M	P M	A M

OWENSBORO AND NASHVILLE DIVISION.

1-7	3	5	Mls	October 24, 1909.	Mls	6-2	8-4
P M	A M	.....	....	(*Central time.*)	....	A M	P M
*3 45	*7 20	.....	0	lv. + Owensboro[56] ♁ .ar.	83	11 50	7 25
4 15	7 52	.....	12	.... Utica	71	11 19	6 52
4 23	7 58	.....	15	.... Livia[57]	68	11 12	6 43
4 37	8 13	.....	20	...... Livermore ....♁	63	10 58	6 27
4 47	8 23	.....	24	.... Island ......♁	59	10 48	6 17
5 07	8 44	.....	32	... South Carrollton ...	52	10 27	5 55
5 18	8 54	.....	35	arr. } +Central { lve.	48	10 18	5 45
5 20	8 56	....	35	lve. } City[58] ♁ { arr.	48	10 16	5 43
5 32	9 10	.....	39	.... Bevier ......♁	44	10 02	5 25
5 38	9 18	.....	42	..... Drakesboro....♁	41	9 54	5 18
5 50	9 30	.....	47	.... Belton........	37	9 41	5 08
6 00	9 42	.....	50	.... Penrod .....♁	33	9 31	4 58
6 24	10 08	.....	60	...... Lewisburg ....♁	23	9 09	4 35
*6 55	10 40	A M	72	arr. Russellville[59] lve.	12	*8 35	*4 05
†7 15	A M	†8 50	72	lv.+Russellville ♁ ar.	12	†7 00	4 00
†8 10	.....	9 55	84	..... Adairville......	0	†6 10	†3 00
P M	.....	A M	....	ARRIVE] [LEAVE	....	A M	P M

CUMBERLAND FURNACE BRANCH.

.....	53	51	Mls	November 14, 1909.	50	52	.....
.....	P M	A M	....	LEAVE] [ARRIVE	A M	P M	.....
.....	†4 25	†9 20	0	......Van Leer......	10 15	5 25	.....
.....	4 50	9 45	6	..Cumberland Furnace..	†9 50	†5 00	.....
.....	P M	A M	....	ARRIVE] [LEAVE	A M	P M	.....

ELKTON & GUTHRIE RAILROAD.

87	85	83	Ms.	December 19, 1909.	84	86	88
P M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	P M
†5 15	*8 30	*7 00	0	........Elkton........	8 25	11 10	8 50
5 22	8 36	7 07	2	.......Bradshaw.......	8 19	11 03	8 44
5 30	8 43	7 15	5	........Hermon........	8 12	10 55	8 36
5 39	8 51	7 23	8	.......Anderson.......	8 04	10 43	8 27
- -	- -	- -	11	...E. & G. Junction...	- -	- -	- -
5 55	9 00	7 35	12	arr..+Guthrie ♁..lve.	*7 55	*10 30	†8 15
6 30	9 33	8 46	....	+...Clarksville......	*7 25	*9 48	†7 40
P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M

ALABAMA & FLORIDA RAILROAD.

....	27	53	Mls	*July* 4, 1909.	Mls	28	54
....	P M	A M	....	LEAVE] [ARRIVE	....	A M	P M
....	*5 28	*9 20	0	.......Georgiana....♁	100	8 47	8 15
....	5 47	9 55	9	.......McKenzie.....♁	91	8 27	7 10
....	6 12	10 40	19	.........South.........	81	8 04	6 12
....	6 32	11 30	27	...... River Falls....♁	73	7 39	6 10
....	6 48	11 58	33	+.....Andalusia ....♁	67	7 24	4 40
....	7 05	12 20	39	........Sanford......♁	61	7 07	4 05
....	7 23	12 50	45	.........Poley.......♁	55	6 50	3 35
....	7 33	1 10	48	..........Opp.......♁	52	6 40	3 20
....	8 53	3 20	77	.........Geneva......♁	23	5 22	1 25
....	9 55	5 00	100	.....Graceville....♁	0	*4 20	*11 45
....	P M	P M	....	ARRIVE] [LEAVE	....	A M	A M

OPP-PAXTON BRANCH.

65	No. 63	Ms.	*July* 4, 1909.	64	No. 66	
P M	....	....	LEAVE] [ARRIVE	A M	....	
†7 48	†6 55 A M	0	.........Opp.........♁	6 25	7 15 P M	
8 10	7 25 "	9	......Green Bay.......	6 00	6 47 P M	
8 30	7 45 "	16	.......Stedman........	5 43	6 25	
8 45	8 15 "	21	.......Lockhart......♁	5 27	6 08	A M
8 50	8 30 "	23	.......Florala ......♁	†5 20	†6 00	9 50
P M	8 35 A M	24	.......McPhail	A M	P M	9 45
.....	9 15 A M	27	arr...Lakewood...lve.	.....	.....	9 30
.....	8 45 A M	24	arr....Paxton ♁...lve.	.....	.....	†8 55

BIRMINGHAM AND BLOCTON BRANCH.

.....	No. 41	Mls.	*September* 12, 1909.	No. 42	.....
.....	*6 30 A M	0	lve...Birmingham ♁ arr.	6 45 P M	.....
.....	7 10 "	17	.... Tacoa......♁	6 06 "	.....
.....	7 40 "	27	...Gurnee Junction.♁	5 55 "	.....
.....	8 30 A M	41	arr....Blocton ♁.lve.	*4 20 P M	.....

d Stops to take for McLeansboro and points north at which train stops; *j* stops to take from Second Division for points on Henderson and Memphis Divisions; *x* stops to take for north of Madisonville and to leave from south of Nortonville; *y* stops to take for south of Nortonville and to let off from north of Earlington; *z* stops for passengers for or from Henderson Division points.

‖ Meals. + Coupon stations; ♁ Telegraph stations.

LOUISVILLE & NASHVILLE RAILROAD.

L N

CINCINNATI, LEXINGTON, KNOXVILLE AND ATLANTA.

19	39-9	31	33	37	Ms	*November* 14, 1909.	32	34	38	10-40	18
.....	.....	P M	A M	A M	0	lv.+**Cincinnati**[1] ♁.ar.	P M	A M	P M	.....	.....
P M	P M	*8 25	*8 00	*6 40	...	+Central Union Station	8 46	7 45	8 10	A M	P M
*1 30	†2 55	– –	– –	– –	...	+Fourth Street Station	– –	– –	– –	10 40	5 20
1 37	3 02	8 34	8 08	6 48	2	+....**Covington**[74]....	8 37	7 37	6 02	10 33	5 13
1 45	3 10	w –	r –	6 56	4	......**Latonia**.....♁	8 23	7 29	5 53	10 05	6 04
1 56	– –	– –	– –	7 03	8	......Spring Lake....♁	x –	– –	c –	– –	4 51
2 15	– –	– –	– –	7 19	16	........Visalia......♁	x –	– –	c –	– –	4 32
2 23	– –	– –	– –	7 26	19	........Kenton........	x –	– –	c –	– –	4 25
2 30	– –	– –	– –	7 32	22	.....Morning View...♁	x –	– –	c –	– –	4 18
2 38	– –	– –	– –	7 39	26	.....Demossville......	x –	– –	c –	– –	4 10
2 48	3 50	– –	– –	7 47	29	.........Butler......♁	x –	– –	b c	9 45	4 02
2 53	– –	– –	– –	7 54	32	.........Lynn.........	x –	– –	c –	9 40	3 56
3 00	– –	– –	– –	8 01	36	........Catawba.......	x –	– –	c –	9 33	3 40
3 10	4 09	8 36	– –	8 08	40	+.....Falmouth.....♁	x –	6 32	4 53	9 23	*3 30
P M	4 20	– –	– –	8 18	44	.......Levingood......	x –	– –	c –	9 18	P M
	4 27	– –	– –	8 24	48	.........Morgan........	x –	– –	4 44	9 08	
.....	4 37	– –	– –	8 32	52	.........Boyd.........	x –	– –	4 37	8 57	.....
.....	4 43	– –	– –	8 38	54	.........Berry.......♁	x –	– –	4 30	8 54	.....
25	4 49	– –	– –	8 47	57	........Robinson.....♁	x –	– –	4 21	8 47	26
P M	4 58	– –	– –	8 57	62	......Poindexter......	x –	– –	4 12	8 37	Noon
†1 30	5 04	10 18	y –	9 04	66	+.....Cynthiana....♁	x –	5 55	4 05	8 30	12 15
1 37	5 16	– –	– –	9 15	70	..........Lair........	x –	– –	3 57	8 21	12 07
1 47	5 25	– –	– –	9 24	73	........Shawhan.....♁	x –	– –	3 49	8 14	11 59
1 51	5 28	– –	– –	9 27	75	........Kiserton.......	x –	– –	3 48	8 11	11 57
2 05	5 40	10 45	10 10	9 40	80	arr....+**Paris**[75] ♁.lve.	6 32	5 33	3 35	8 00	11 45
2 10	5 50	10 55	10 18	9 48	80	lve......**Paris**[75]...arr.	6 19	5 23	3 22	7 52	11 40
2 55	6 33	11 26	10 50	10 30	99	ar.+**Lexington**[88] ♁lv.	*5 45	*4 50	*2 50	†7 10	†11 00
P M	†4 50	*10 00	*9 30	.....	...	lve..**Lexington**....arr.	7 10	.....	4 10	.....	A M
	6 30	10 32	10 05	.....	...	arr......**Paris**.....lve.	6 35	.....	3 30	.....	
	5 48	10 55	*10 15	9 46	80	lve......**Paris**[75]...arr.	6 27	5 26	3 25	7 54	
	6 01	– –	– –	10 00	87	...... Escondida......	x –	– –	3 12	7 40	
	6 12	– –	– –	10 05	89	.......Austerlitz.....♁	x –	– –	3 07	7 35	
	6 17	– –	– –	10 09	92	.........Renick......♁	x –	– –	3 03	7 31	
	6 25	11 20	10 39	10 16	97	ar.+**Winchester**[76]lv.	5 58	4 57	2 53	7 18	
	6 35	11 20	10 39	10 19	97	lve.**Winchester** ♁.arr.	5 58	4 57	2 48	7 18	
	6 45	– –	– –	10 28	101	........Flanagan.....♁	x –	– –	2 40	7 09	
	6 54	– –	– –	10 36	106	........Riverside.......	x –	– –	2 27	6 59	
	6 57	m –	– –	10 39	107	..........Ford.......♁	x –	m –	2 25	6 57	
	7 08	– –	– –	10 49	112	.......Red House....♁	x –	– –	2 13	6 46	
	7 25	12 05	11 20	11 34	119	+....**Richmond**[77].♁	5 17	4 17	2 00	6 30	
	7 33	– –	– –	11 40	121	......**Fort Estill**......	x –	– –	1 53	†6 22	
	P M	– –	– –	11 54	128	.........Mayde........	x –	– –	1 38	A M	
		12 29	b –	11 59	132	+.......Berea.......♁	x b	3 57	1 29		
	.....	– –	– –	12 13	137	.... Snider........	x –	– –	1 19	.....	
	.....	– –	– –	12 24	143	.........Wildie.......♁	x –	– –	1 08	.....	
	.....	– –	– –	12 35	147	..... Brush Creek ...♁	x –	– –	12 56	.....	
	.....	– –	– –	12 45	152	.........Sinks........♁	x –	– –	12 45	.....	
	.....	1 13	– –	12 51	155	.....**Livingston**...♁	– –	3 12	12 34		
		– –	– –	1 06	161	..... Hazel Patch ...♁	– –	– –	12 21		
		l –	– –	1 20	167	+..East Bernstadt..♁	– –	e –	12 07		
		– –	– –	1 26	169	.......Pittsburg.....♁	– –	– –	12 01		
		1 46	y –	1 53	172	+......London......♁	w –	2 41	11 55		
		– –	– –	– –	181	.........Dortha.......♁	– –	– –	h –		
		2 15	1 20	2 00	186	arr...+**Corbin**[78] ♁lve.	3 20	2 15	11 25		
		2 28	1 25	2 55	186	lve.....**Corbin**....arr.	3 15	2 05	10 30		
		– –	– –	3 08	189	.......Woodbine.....♁	– –	– –	10 21		
		– –	– –	3 21	196	...... Rockhold ....♁	– –	– –	10 03		
		– –	– –	3 28	200	.........Wofford........	– –	– –	9 53		
		3 00	ħ –	3 38	203	+...Williamsburgh...♁	# –	1 34	9 43		
		– –	– –	3 50	208	.... Pleasant View	– –	– –	9 30		
		3 18	– –	4 03	212	.... **Saxton** .....♁	– –	1 18	9 20		
		3 32	.....	4 16	215	arr.....**Jellico** ♁..lve.	.....	1 00	9 05		
		3 04	.....	3 48	215	lve.....**Jellico**....arr.	.....	1 30	9 46		
		3 18	– –	4 03	212	.........**Saxton**........	– –	1 18	9 20		
		– –	– –	4 25	221	.........Morley.........	– –	– –	8 58		
		– –	– –	4 41	227	..... Habersham ...♁	– –	– –	8 41		
		– –	– –	4 48	229	.... Cotula.......♁	– –	– –	8 35		
		– –	– –	4 58	232	..........Duff.........♁	– –	– –	8 27		
		4 14	ħ –	5 13	238	........Lafollette.....♁	# –	12 25	8 10		
.....		– –	– –	5 22	242	.......Jacksboro.....♁	– –	– –	8 01		
.....		– –	– –	5 38	251	.......Coal Creek....♁	– –	– –	7 44		
5	.....	– –	– –	6 45	254	........Medford..	– –	– –	7 39		6
P M	.....	– –	– –	5 52	257	.........Granite	– –	– –	7 33		A M
†1 45	.....	– –	– –	6 02	264	.... Dossett .....♁	– –	– –	7 23	.....	9 33
2 22	.....	– –	– –	6 20	273	.........Solway.........	– –	– –	7 07	.....	9 00
2 43	.....	– –	– –	6 28	277	...... Byington......♁	– –	– –	6 59	.....	8 42
3 36	1	– –	– –	6 38	282	........Amherst.......♁	– –	– –	6 48	4	8 25
4 50	A M	5 50	4 21	7 00	291	arr...**Knoxville**[81].lve.	12 20	10 55	*6 30	P M	†7 50
P M	*7 30	6 10	4 26	P M	291	lve...**Knoxville** ♁arr.	12 15	10 40	A M	5 36	A M
	7 56	– –	– –	.....	303	.........Mentor.......♁	– –	– –	.....	5 07	
.....	8 02	– –	– –		306	........Louisville.....♁	– –	– –		4 58	.....
.....	8 16	– –	– –		312	.......Freindsville....♁	– –	– –		4 31	.....
.....	8 37	– –	– –		321	+.....Greenback....♁	– –	– –		4 23	.....
.....	8 52	– –	– –		322	........McGhee.......♁	– –	– –		4 11	.....
37	9 15	– –	– –		333	+....Madisonville...♁	– –	– –		3 60	38
A M	9 33	d –	– –		343	......**Englewood**[82]. ♁	– –	– –		3 30	P M
*6 30	9 50	7 55	6 07		351	........**Etowah**......♁	10 38	9 05		3 17	10 10
7 07		– –	– –		370	.........Ocoee.......♁	– –	– –			9 34
7 42		– –	– –		388	........Crandall......♁	– –	– –			8 58
7 56		– –	– –		395	.......Chatsworth....♁	– –	– –			8 44
8 49		– –	– –		419	........Fairmount....♁	– –	– –			7 56
9 04		– –	– –		427	..........Rydal ....♁	– –	– –			7 35
9 28		– –	– –		438	..........**Junta**[86]....♁	– –	– –			7 07
9 30		10 26	a –		439	.....**Cartersville**.....	a –	6 40			*7 05
A M	4 15	11 13	a –		467	.......**Marietta**.......	a –	5 50		8 45	P M
.....	5 00	11 55	10 00		487	.... **Atlanta**.......	*6 45	*5 10		*8 50	.....
.....	P M	A M	P M	.....	...	ARRIVE] [LEAVE	A M	P M		A M	....

(Column 19, Paris to Lafollette:) **Additional Trains**—Leaves Cynthiana †6 50 a.m., arrives Paris 7 25 a.m. Leave: Cincinnati *8 15 a.m., *5 45 p.m., arrive Butler 9 30 a.m., 7 10 p.m.

(Column 39-9, Hazel Patch to Jacksboro:) ħ Stops to leave from Louisville, Cincinnati and beyond, and to take for Atlanta and beyond.

(Column 39-9, Ocoee to Atlanta:) Runs via Blue Ridge.

(Column 37, Louisville to Atlanta:) b Stops to take for or leave from beyond Cincinnati.

(Column 38, Louisville to Atlanta:) + Coupon stations; ♁ Telegraph stations. *Central time.*

(Column 10-40, Livingston to Coal Creek:) # Stops to take for Louisville, Cincinnati and beyond, and to leave from beyond Knoxville.

(Column 10-40, Ocoee to Cartersville:) Runs via Blue Ridge.

(Column 18, Paris to Corbin:) **Additional Trains**—Leave Butler *6 05, *10 00 a.m., arrive Cincinnati 7 30, 11 15 a.m. Leaves Paris †6 45 p.m., arrives Cynthiana 7 15 p.m.

LOUISVILLE, KNOXVILLE AND ATLANTA.

27	79	21	23	Ms.	*December* 19, 1909.	22	24	28	78
A M	P M	P M	A M	....	LEAVE] [ARRIVE	P M	A M	P M	A M
*7 00	*5 15	*8 00	*8 00	0	+....**Louisville**[6]...♁	8 40	7 40	6 10	9 50
7 41	5 44	8 32	– –	18	.... Shepherdsville..♁	p –	n q	5 30	9 03
7 49	6 02	– –	– –	22	...**Bardstown Jn.**[6] ♁	p –	– –	5 22	8 55
7 55	6 09	– –	– –	25	........Belmont.....♁	p –	– –	5 17	8 48
8 05	6 35	8 50	8 40	30	...**Lebanon Junc.**[9] ♁	7 57	6 50	5 08	8 35
8 15	6 46	– –	– –	35	........Boston......♁	p –	– –	4 57	8 15
8 22	6 56	– –	– –	39	...... Nelsonville.......	p –	– –	4 47	8 03
8 33	7 09	9 18	q –	45	......New Haven....♁	p –	6 27	4 38	7 51
8 39	7 25	– –	– –	48	......Gethsemane......	p –	– –	4 28	7 44
8 43	7 30	– –	– –	50	.......New Hope....♁	p –	– –	4 25	7 41
8 56	7 43	– –	– –	55	........Chicago.......	p –	– –	4 15	7 31
9 00	7 46	– –	– –	57	.... Loretto......♁	p –	u –	4 12	7 28
9 08	7 54	9 51	– –	62	........St. Mary's......	p –	5 58	4 04	7 20
9 17	8 03	10 00	9 38	67	.......**Lebanon**[44]..♁	6 52	5 48	3 55	*7 10
9 31	P M	o –	– –	73	.........Penicks........	p –	o –	3 43	A M
9 38		– –	– –	77	.........Riley's........	p –	– –	3 38	
9 48		– –	– –	81	........Aliceton........	p –	– –	3 29	.....
9 55		– –	– –	84	......Brumfield......♁	p –	– –	3 23	.....
9 59		10 44	– –	86	....,Mitchellsburg......	p –	5 16	3 19	.....
10 06		10 52	– –	89	.......Parksville........	p –	5 10	3 12	.....
10 13		11 06	10 28	95	arr.}+**Junction** {lve.	6 06	4 58	2 59	.....
10 13		11 06	10 28	95	lve.} **City**[52] ♁ }arr.	6 06	4 58	2 59	.....
10 16		– –	– –	96	......Shelby City ...♁	p –	– –	2 56	.....
10 29		11 26	10 45	104	+......Stanford........	5 49	4 40	2 40	.....
10 37		11 30	10 52	105	.........**Rowland**....♁	5 43	4 36	*2 35	.....
A M		– –	11 02	109	.......Maywood........	5 38	– –	P M	.....
		11 51	11 14	115	+.. Crab Orchard...♁	5 25	4 18		.....
		– –	11 20	119	.....Gum Sulphur.....	5 18	– –	.....	.....
		12 01	11 25	122	........Brodhead.....♁	5 12	4 06	.....	.....
		– –	11 38	127	.......Maretburg......	5 03	– –	.....	.....
		12 19	11 43	129	....Mount Vernon..♁	4 57	3 53	.....	.....
		– –	12 02	137	.........Sinks.......♁	4 35	– –	.....	.....
		12 46	12 07	140	.....**Livingston**...♁	4 28	3 25	.....	.....
		1 02	v –	146	......Hazle Patch....♁	t –	3 13	.....	.....
		1 16	v –	152	+..East Bernstadt..♁	4 02	3 09	.....	.....
.....		1 21	v –	155	.... Pittsburg.....♁	3 59	2 58	.....	.....
25		1 26	v –	157	+.......London......♁	3 54	2 53	26	.....
A M		– –	v –	166	........Dortha.......♁	t –	– –	P M	.....
*6 00		2 28	1 25	171	+......**Corbin**[78]....♁	3 50	2 25	8 45	.....
6 33		– –	– –	174	...... Woodbine....♁	– –	– –	8 36	.....
6 46		– –	– –	182	.... Rockhold ....♁	– –	– –	8 17	.....
7 02		3 00	ħ –	189	+..Williamsburgh..♁	# –	1 34	7 58	.....
7 23		3 18	– –	198	arr.....**Saxton** ♁..lve.	– –	1 18	7 35	.....
7 35		3 32	.....	201	arr.....**Jellico** ♁..lve.	.....	1 00	7 20	.....
7 35		3 04	.....	201	lve.....**Jellico**....arr.	.....	1 30	7 20	.....
.....		3 18	– –	198	lve.....**Saxton**....arr.	– –	1 18	.....	.....
7 45		– –	– –	200	..........Lot........♁	– –	– –	7 07	.....
7 59		– –	– –	206	........Morley......♁	– –	– –	6 59	.....
8 15		– –	– –	212	......Habersham....♁	– –	– –	6 33	.....
8 23		– –	– –	214	.... Cotula......♁	– –	– –	6 27	.....
8 27		– –	– –	217	.... Duff.......♁	– –	– –	6 20	.....
8 42		4 15	– –	223	........Lafollette.....♁	# –	12 25	6 03	.....
8 52		– –	– –	228	.... Jacksboro ....♁	– –	– –	5 53	.....
9 10		– –	– –	237	.......Coal Creek....♁	– –	– –	5 38	.....
9 16		– –	– –	240	.... Medford......	– –	– –	5 30	.....
9 23		– –	– –	243	.........Granite........	– –	– –	5 25	.....
9 33		– –	– –	249	.........Dossett......♁	– –	– –	5 16	.....
9 58	.....	– –	– –	262	........Byington......♁	– –	– –	4 48	.....
10 08	4	– –	– –	267	........Amherst.......♁	– –	– –	4 39	4
10 30	A M	5 50	4 21	276	arr...**Knoxville**[81].lve.	12 20	10 55	*4 21	P M
A M	*7 30	6 10	4 26	276	lve...**Knoxville** ♁arr.	12 15	10 40	P M	5 36
	7 56	– –	– –	288	.........Mentor......♁	– –	– –		5 07
.....	8 02	– –	– –	292	.......Louisville.....♁	– –	– –	.....	4 58
.....	8 16	– –	– –	298	.......Freindsville....♁	– –	– –	.....	4 31
.....	8 37	– –	– –	306	+.... Greenback....♁	– –	– –	.....	4 25
.....	8 52	– –	– –	308	........McGhee......♁	– –	– –	.....	4 11
37	9 15	– –	– –	319	+...Madisonville...♁	– –	– –	38	3 50
A M	9 33	d –	– –	328	....**Englewood**[82]..♁	– –	– –	P M	3 30
*6 30	10 05	7 55	8 07	336	........**Etowah**......♁	10 38	9 05	10 10	3 17
7 07		– –	– –	355	.........Ocoee.......♁	– –	– –	9 34	
7 42		– –	– –	373	.......Crandall.....♁	– –	– –	8 58	
7 56		– –	– –	380	......Chatsworth....♁	– –	– –	8 44	
8 49		– –	– –	404	...... Fairmount....♁	– –	– –	7 54	
9 04		– –	– –	412	.... Rydal.......♁	– –	– –	7 35	
9 28		– –	– –	424	..........**Junta**[86]....♁	– –	– –	7 07	
9 30		10 26	a –	425	.... **Cartersville**....	a –	6 40	*7 05	
A M	4 15	11 13	a –	452	.......**Marietta**.......	a –	5 50	P M	8 45
.....	5 00	11 55	10 00	472	........**Atlanta**........	*6 45	*5 10	.....	*8 50
.....	P M	A M	P M	....	ARRIVE] [LEAVE	A M	P M	.....	A M

(Column 27, Gum Sulphur to East Bernstadt:) w Stops to take passengers.

(Column 79, Aliceton to Byington:) x Stops to leave from beyond Knoxville; y stops to leave from Cincinnati and Covington and connections at Latonia; z stops to take for Cumberland Valley Division and beyond.

(Column 79, Ocoee to Junta:) Runs via Blue Ridge.

(Column 78, Ocoee to Cartersville:) Runs via Blue Ridge.

* Daily; † daily, except Sunday; § Sunday only; a stops to take on or let off from Knoxville and beyond, and for through passengers to or from points beyond Atlanta, and for passengers to and from points between Marietta and Blue Ridge; b stops to take on and to leave from south of Falmouth; c stops to leave from south of Richmond; d stops to leave from Cincinnati or Louisville; e stops to take for points scheduled to stop north of Sinks; h stops to take for Lebanon Branch and beyond; i stops week-days, but on Sunday stops on signal to leave from points south of Lebanon Junc.; l stops to leave from points north of Sinks; m stops to take for or leave from Cincinnati and beyond; n stops to take for points beyond Louisville; o stops to take or leave for or from Lebanon and points north; p stops to leave from points south of Rowland; q stops to leave from points beyond Lebanon Junc.; r stops to take passengers from connections for points at which scheduled to stop, including Cynthiana; t stops to leave from south of Knoxville; u stops to take for Louisville and beyond; v stops to leave from Lebanon Branch. ‖ Meals.

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LOUISVILLE & NASHVILLE RAILROAD.

ALABAMA MINERAL DIVISION.

...	81	83	No. 85	Mls.	September 12, 1909.	No. 86	84	82
...	...	P M	...	...	LEAVE] [ARRIVE	...	A M	...
...	...	*3 40	*8 35 A M	0	+..Birmingham..§	6 50 P M	10 40	...
...	...	3 48	8 44 "	3	.....Boyle's.....§	6 41 "	10 29	...
...	...	4 18	9 13 "	14	.....Mt. Pinson.....	6 12 "	10 02	...
...	...	4 36	9 32 "	21	....Village Springs..§	5 56 "	9 49	...
...	...	5 11	10 06 "	37	+.....Oneonta.....§	5 21 "	9 14	...
...	...	5 16	10 11 "	39	.....Champion.....§	5 16 "	9 08	...
...	...	5 34	10 29 "	48	.....Altoona.....§	4 58 "	8 50	...
...	...	5 45	10 40 "	54	.....Tumlin Gap...§	4 41 "	8 36	...
...	...	5 57	10 53 "	61	.....Ivalee.....	4 29 "	8 21	...
...	...	6 03	10 59 "	63	.....Moragne.....§	4 24 "	8 17	...
...	...	6 08	11 04 "	65	+.....Attalla[62]..§	4 19 "	8 12	...
...	...	6 25	11 24 "	70	+.....Gadsden[63]..§	4 01 "	7 54	...
...	...	6 43	11 45 "	78	.....Rock Spring...§	3 45 "	7 36	...
...	...	6 57	11 59 A M	84	..... Duke	3 33 "	7 23	...
...	...	7 02	12 05 Noon	86	.....Wellington[64].§	3 27 "	7 16	...
...	...	7 10	12 14 "	90	.....Alexandria.....	3 18 "	7 09	...
...	A M	7 35	12 40 Noon	99	arr.{ +Anniston[65] §{lve.	2 55 "	*6 45 P M	...
...	*6 10	P M	1 00 P M	99	lve.{ ..... Coldwater ..... {arr.	2 35 "	A M	9 15
...	6 31	...	1 18 "	108	..... Coldwater	2 17 "	...	8 52
...	— —	...	— —	112	.....Jenifer.....	— —	...	— —
...	6 43	...	1 32 "	113	.....Munford.....	2 08 "	...	8 41
...	6 59	...	1 49 "	121	+.....Ironaton.....§	1 49 "	...	8 25
...	7 08	...	2 00 "	124	.....Stockdale.....	1 37 "	...	8 16
...	7 20	...	2 12 "	129	+...Talladega[66]..§	1 20 P M	...	8 06
...	7 40	...	2 38 "	138	.....Rendalia.....	12 56 Noon	...	7 48
...	7 50	...	2 50 "	144	.....Sycamore.....§	12 44 "	...	7 38
...	7 53	...	2 55 "	146	..Emauhee Junction..	12 41 "	...	7 32
...	8 04	...	3 09 "	152	+...Sylacauga[67]..§	12 27 "	...	7 18
...	8 25	...	3 30 "	161	.....Fayetteville.....	12 07 "	...	6 55
...	8 31	...	3 35 "	164	..Talladega Springs..	12 02 Noon	...	6 47
...	8 42	...	3 47 "	168	.....Mosteller.....	11 52 A M	...	6 36
...	8 52	...	3 58 "	173	+.....Shelby.....§	11 42 "	...	6 26
...	9 20	...	4 25 P M	184	+.....Calera[68]....§	*11 15 A M	...	*6 00
...	A M	...	...	...	ARRIVE] [LEAVE	...	...	P M

SHELBY AND COLUMBIANA BRANCH.

No. 203	No. 201	Mls	September 12, 1909.	No. 200	No. 202
...	...	0	lve....+Shelby §...arr.	...	...
*6 25 P M	*11 45 A M	1	..Columbiana Junction..	8 45 A M	3 50 P M
6 50 P M	12 10 Noon	6	arr...Columbiana..lve.	*8 20 A M	*3 25 P M

BLOOMFIELD BRANCH.

...	...	52	56	Mls	November 14, 1909.	Mls	51	55	55	...
...	...	P M	A M	...	LEAVE] [ARRIVE	...	A M	P M	P M	...
...	...	*6 15	*8 00	0	Louisville[6] (1st St.) §	59	8 15	6 05	6 05	...
...	...	6 38	8 25	12	lve..Anchorage § arr.	47	7 47	5 39	5 39	...
...	...	6 44	8 32	14	..... Avoca	45	7 37	5 33	5 33	...
...	...	6 56	8 39	28	.....Eastwood.....	42	7 28	5 28	5 28	...
...	...	5 54	8 43	19	..... Long Run	40	7 20	5 24	5 24	...
...	...	6 04	8 51	23	..... Simpsonville	36	7 12	5 16	5 16	...
...	...	6 12	8 58	27	.....Scott's.....	32	7 00	5 07	5 07	...
...	...	6 20	9 10	31	ar. +Shelbyville §..lv.	28	6 50	4 55	4 55	...
...	...	6 20	9 10	31	lv...Shelbyville..ar.	28	6 50	3 17	4 52	...
...	...	6 23	9 12	32	..Bloomfield Junction..	27	6 45	3 15	4 50	...
...	...	6 40	9 25	36	.....Logan.....	22	6 27	3 02	4 35	...
...	...	6 47	9 30	39	.....Finchville.....	19	6 20	2 55	4 27	...
...	...	7 00	9 40	43	.....Normandy.....	15	6 09	2 43	4 16	...
...	...	7 17	9 54	48	.....Taylorsville....§	10	5 54	2 28	3 58	...
...	...	7 50	10 25	58	.....Bloomfield...§	0	*5 25	†2 00	§3 30	...
...	...	P M	A M	...	ARRIVE] [LEAVE	...	A M	P M	P M	...

SHAWNEETOWN DIVISION.

...	...	43	45	Ms.	December 19, 1909.	44	46	...	...	...
...	...	...	...	...	LEAVE] [ARRIVE	...	...	...	...	...
...	...	P M	A M	0	.McLeansboro Jn.§	A M	P M	...	...	...
...	...	*7 07	†6 30	1	+..McLeansboro..§	8 53	3 45	...	...	...
...	...	7 16	6 42	4	.....Hoodville.....	8 44	3 00	...	...	...
...	...	7 26	6 55	8	.....Dales.....	8 34	2 45	...	...	...
...	...	7 36	7 15	13	.....Broughton....§	8 23	2 25	...	...	...
...	...	7 57	8 04	21	.....Eldorado[44]..§	8 04	1 40	...	...	...
...	...	8 08	9 00	25	.....Brooklyn.....	7 51	1 05	...	...	...
...	...	8 19	9 20	29	.....Equality.....§	7 41	12 30	...	...	...
...	...	8 31	10 10	32	.....Lawler.....	7 31	12 10	...	...	...
...	...	8 38	10 20	35	.....Junction[45].....	7 25	12 01	...	...	...
...	...	8 55	11 00	41	+...Shawneetown[47].§	*7 10	†11 40	...	...	...
...	...	P M	A M	...	ARRIVE] [LEAVE	A M	A M	...	...	...

WEST POINT BRANCH.

...	No. 45	Mls	September 12, 1909.	No. 44
...	*8 15 A M	0	lve....Pinkney §..arr.	4 45 A M
...	9 20 "	2	.....West Point.....§	4 30 "
...	9 55 "	8	...Wayland Springs...	4 05 "
...	10 15 A M	11	arr....Iron City §. lve.	*3 45 A M

NAPIER BRANCH.

...	No. 46	Mls	September 12, 1909.	No. 47
...	*8 00 A M	0	lve.....Napier §...arr.	6 25 A M
...	8 40 "	6	..... Barnesville	5 55 "
...	9 30 A M	11	arr..Summertown.lve	*5 15 A M

* Daily; † daily, except Sunday; § Sunday only; *a* stops to take passengers for north of Lagrange on Cincinnati Division and Lexington Branch; *c* stops to leave passengers from Louisville or to take for points north of Lagrange. △ Stops to leave passengers from north of Anchorage. ‖ Meals. + Coupon stations. X Telegraph stations. *Central time.*

PENSACOLA DIV. AND PENSACOLA AND ATLANTIC DIV.

5	1	1	3	Mls	November 14, 1909.	2	4	6	4	...
P M	P M	...	A M	...	LEAVE] [ARRIVE	P M	...	A M	P M	...
*455	*2 40	...	*4 05	0	.....Flomaton[26]..§	11 40	...	8 30	1 05	...
5 00	2 45	...	4 12	2	.....Century.....	11 32	...	8 22	12 57	...
5 07	2 51	...	4 20	5	.....Bluff Springs...§	11 25	...	8 16	12 50	...
5 16	3 01	...	4 35	10	.....McDavid ....§	11 14	...	8 07	12 40	...
5 30	3 12	...	4 51	17	.....Pine Barren.....	11 00	...	7 56	12 30	...
5 38	3 20	...	5 03	21	.....Molino.....§	10 52	...	7 47	12 22	...
5 48	3 30	...	5 13	25	..... Quintette	10 44	...	7 39	12 13	...
5 55	3 39	...	5 20	29	.... Cantonment..§	10 38	...	7 31	12 05	...
6 00	3 45	...	5 24	31	.....Gonzalez.....	10 30	...	7 25	11 59	...
6 13	3 57	...	5 40	37	.....Olive	10 18	...	7 14	11 47	...
6 20	4 02	...	5 47	40	.....Brent	10 09	...	7 08	11 39	...
6 23	4 04	...	5 52	41	.....Goulding	10 06	...	7 05	11 36	...
6 30	4 10	P M	6 00	44	arr..+Pensacola §..lve.	10 00	A M	*7 00	*11 30	...
P M	P M	*6 15	6 45	44	lve.....Pensacola....arr.	9 45	11 20	A M	A M	...
...	...	5 34	6 58	50	.....Bohemia.....	— —	10 57	...	...	...
...	...	5 40	— —	53	..... Escambia	— —	10 47	...	...	...
...	...	8 05	— —	60	.....Galt City	— —	10 20	...	...	...
...	...	6 15	7 24	63	+.....Milton.....§	9 00	10 10	...	...	...
...	...	7 13	7 57	82	.....Holts.....	8 26	9 11	...	...	...
...	...	7 35	8 15	90	..... Milligan .....§	8 10	8 43	...	...	...
...	...	8 00	8 28	94	..... Crestview ...§	8 00	8 28	...	...	...
...	...	8 30	8 47	103	.....Deer Land.....	7 45	8 01	...	...	...
...	...	8 50	8 59	110	..... Mossy Head	7 33	7 41	...	...	...
...	...	9 28	9 20	123	+.DeFuniak Springs.§	‖7 13	7 08	...	...	...
...	...	8 42	9 28	127	.....Argyle.....	6 42	6 55	...	...	...
...	...	10 02	9 41	134	....Ponce de Leon....	6 28	6 35	...	...	...
...	...	10 20	9 54	141	.....Westville	6 15	6 18	...	...	...
...	...	10 30	10 00	143	.....Caryville[54]..§	6 10	6 10	...	...	...
...	...	10 52	10 15	152	.....Bonifay .....§	5 53	5 47	...	...	...
...	...	11 18	10 32	160	+..... Chipley .....§	5 35	5 23	...	...	...
...	...	11 43	10 52	170	.....Cottondale.....§	5 15	4 53	...	...	...
...	...	12 10	11 09	179	+.... Marianna .....§	4 57	4 31	...	...	...
...	...	12 55	11 36	193	.....Grand Ridge.....	4 28	3 53	...	...	...
...	...	1 13	11 46	199	..... Sneads.....	4 16	3 36	...	...	...
...	...	1 30	11 59	205	+River Junction[55]§	*4 05	*3 20	...	...	...
...	...	A M	A M	...	ARRIVE] [LEAVE	P M	A M	...	...	...

LEXINGTON BRANCH.

...	62	20	16	18	Ms	November 14, 1909.	19	17	15	61
...	P M	...	P M	A M	...	LEAVE] [ARRIVE	...	Noon	P M	A M
...	§6 10	F M	†2 00	†7 25	0	+Louisville(Un. Sta.)§	A M	12 05	6 40	11 00
...	...	†4 30	...	...	0	+Louisville(1st St.)§	8 00	...	...	...
...	6 34	4 46	c —	a —	6	.....St. Matthew's...§	— —	11 39	△ —	10 33
...	6 38	4 49	c —	a —	8	.....Lyndon.....	— —	11 35	△ —	10 28
...	6 43	4 54	c —	a —	11	.....Lakeland.....	— —	11 31	△ —	10 24
...	6 46	4 56	2 35	7 57	12	.....Anchorage...§	7 37	11 29	6 06	10 23
...	6 50	5 00	c —	a —	14	.....O'Bannon	7 30	11 24	— —	10 18
...	6 55	5 04	2 44	8 05	17	.....Pewee Valley...§	7 25	11 19	5 59	10 14
...	6 58	5 07	c —	a —	18	.....Beard.....	7 20	11 16	5 57	10 12
...	7 01	5 10	c —	a —	19	.....Camden	7 16	— —	— —	10 10
...	7 09	5 16	c —	a —	23	.....Buckner.....§	7 08	11 08	5 48	10 03
...	7 18	5 30	3 03	8 25	27	.....Lagrange[4]...§	6 58	11 00	5 36	9 55
...	7 28	5 42	3 13	8 33	33	.....Jericho.....	6 41	10 50	5 15	9 41
...	7 33	5 47	3 18	8 37	35	.....Smithfield	6 35	10 45	5 10	9 35
...	7 43	5 56	3 28	8 46	40	+.....Eminence.....§	6 26	10 36	5 00	9 25
...	7 48	6 01	3 33	8 52	42	.....Hill Spring	6 21	10 31	4 55	9 20
...	7 61	6 05	3 38	8 55	44	.....Pleasureville.....	6 18	10 27	4 52	9 17
...	7 56	6 10	3 42	9 00	46	.....Cropper.....	6 12	10 21	*47	9 13
...	8 02	6 19	3 48	9 07	49	..Christiansburg.§	6 06	10 15	4 40	9 07
...	8 07	6 23	3 53	9 12	52	.....Bagdad.....	6 02	10 09	4 35	9 01
...	8 16	6 32	4 01	9 25	57	.....Hatton.....	5 53	10 00	4 26	8 50
...	8 21	6 40	4 06	9 32	60	.....Benson.....	5 48	9 51	4 20	8 43
...	8 33	6 55	4 18	9 48	65	+....Frankfort[47]..§	†5 35	9 34	4 06	8 30
...	8 46	P M	4 33	10 03	71	.....Jetts.....§	A M	9 18	3 50	8 16
...	8 51	...	4 37	10 07	73	..... Duckers	...	9 12	3 43	8 12
...	8 56	...	4 43	10 13	76	.....Spring Station.....	...	9 06	3 35	8 06
...	9 04	...	4 51	10 20	80	+.....Midway[48]...§	...	8 58	3 28	7 57
...	9 11	...	4 59	10 27	83	.....Paynes[49].....	...	8 52	3 22	7 50
...	9 18	...	5 12	10 34	87	.....Yarnallton.....	...	8 46	3 15	7 44
...	9 24	...	5 19	10 41	91	.....Viley.....	...	8 39	3 08	7 38
...	9 35	...	5 28	10 50	94	+....Lexington[50]..§	...	†8 30	†3 00	§7 30
...	P M	...	P M	A M	...	ARRIVE] [LEAVE	...	A M	P M	A M

NASHVILLE, FLORENCE & SHEFFIELD RAILWAY.

27	25	23	21	Ms.	September 12, 1909.	Ms.	24	22	26	28
...	...	P M	A M	...	LEAVE] [ARRIVE	...	A M	P M	Noon	P M
P M	A M	*3 50	*8 25	...	.....Nashville.....	...	10 10	7 16	12 40	5 00
*1 40	*8 25	*6 15	*10 00	0	lve...Columbia[40]§ arr.	88	8 15	5 15	9 35	3 00
1 55	8 40	6 30	10 15	7	.....Ashwood.....§	82	7 57	4 55	9 17	2 42
2 15	8 59	6 42	10 27	11	.....Mt. Pleasant.....§	77	7 45	4 43	*9 05	*2 30
P M	A M	6 52	10 37	16	.....Sandy Hook.....	73	7 35	4 33	A M	P M
...	...	6 55	10 40	17	...Rockdale Furnace.§	66	7 32	4 30	...	...
...	...	7 10	10 55	23	....Summertown...§	65	7 20	4 17	...	...
...	...	7 20	11 06	27	..... Brace	61	7 11	4 07	...	...
...	...	7 26	11 13	31	.....Ethridge.....§	57	7 03	3 59	...	...
...	...	7 41	11 27	37	.....Lawrenceburg...§	51	6 52	3 46	...	...
...	...	8 21	12 09	55	.....St. Joseph.....	32	6 13	3 06	...	...
...	...	8 33	12 22	61	.....Iron City.....§	27	6 00	2 52	...	...
...	...	8 42	12 32	65	.....Pruitton.....	23	5 51	2 42	...	...
...	...	8 59	12 49	73	.....Jacksonburg.....	15	5 34	2 25	...	...
...	...	9 15	1 05	79	+.....Florence.....§	8	5 20	2 10	...	...
...	...	9 40	1 30	84	+.....Sheffield.....§	3	*5 00	*1 50	...	...
...	...	P M	P M	88	+....Tuscumbia.....§	0	A M	P M	...	...
...	...	...	...	...	ARRIVE] [LEAVE	...	...	...	...	...

LOUISVILLE & NASHVILLE RAILROAD.

ROWLAND BRANCH.

STANDARD—*Central time.*

....	9	27	71	Ms	*November* 14, 1909.	Ms	10	28	70	....
	P M	P M	A M		LEAVE] [ARRIVE		A M	Noon	P M	
	†7 25	*1 05	†7 15	0	+.....**Richmond**.....♂	33	6 27	12 20	3 50	
	7 33	1 10	7 25	3	......**Fort Estill**......	30	6 22	12 15	3 42	
	7 41	1 19	7 37	6	.......Duncannon.......	27	6 14	12 05	3 25	
	7 51	1 30	8 05	10	.......Silver Creek.....♂	23	6 02	11 55	3 05	
	8 06	1 45	8 25	15	.......Paint Lick.......	18	5 48	11 42	2 35	
	8 09	1 48	8 33	16	..........Lowell..........	17	5 44	11 39	2 30	
	8 25	2 04	9 05	23	.......Hyattsville.......	10	5 26	11 22	2 04	
	8 35	2 14	9 45	26	+......Lancaster......♂	7	5 16	11 14	1 40	
	8 55	2 35	10 30	34	........**Rowland**......♂	0	†4 55	*10 55	†12 40	
	P M	P M	A M		ARRIVE] [LEAVE		A M	A M	Noon	

CLEAR FORK BRANCH.

No. 17	No. 611	Mls	*November* 14, 1909.	No. 612	No. 18
*10 40 A M	†7 55 A M	0	lve.....**Holton**♂...arr.	12 05 Noon	12 59 Noon
11 02 »	8 45 »	7.2	.......Clairfield......♂	11 15 A M	12 39 »
11 06 »	9 05 »	7.8	.......Rogerton.......	11 06 »	12 36 »
11 20 A M	9 45 A M	13.1	arr.....**Fonde**.....lve.	†10 30 A M	*12 21 Noon

CUMBERLAND RIVER & TENNESSEE RAILROAD.

Trains run from **C. R. & T. Jn.** to Chenoa (13 miles). Operated for coal and irregular passenger service.

KNOXVILLE TO WIND ROCK.

No. 6	Mls	*November* 14, 1909.	No. 5	....
		LEAVE] [ARRIVE		
†7 50 A M	0	....**Knoxville**....	4 50 P M	
– –	1	..West Knoxville..	– –	
8 25 »	8	.....Amherst.....	3 38 »	
8 33 »	11	...Meadowbrook...	3 08 »	
8 42 »	13	.....Byington.....	2 43 »	
8 55 »	17	......Solway......	2 22 »	
9 35 »	26	.....**Dossett**...♂	1 45 P M	
10 05 »	35	..Oliver Springs ♂	12 40 Noon	
10 30 »	38	......Khotan......	12 05 »	
10 45 A M	39	...**Wind Rock**...	†12 01 Noon	
		ARRIVE] [LEAVE		

GALLATIN AND SCOTTSVILLE.

12	10	Ms	*November* 14, 1909.	11	9	....
P M	P M		LEAVE] [ARRIVE	A M	A M	
†6 30	†4 30	0	.....**Gallatin**...♂	8 45	6 30	
6 57	4 57	9	......Rogana......	8 07	6 03	
7 00	– –	10	.**Hartsville Junc.**	– –	6 01	
7 30		21	arr. **Hartsville** ♂.lve.		†5 30	
P M	5 05	12	lve...Bethpage..arr.	7 58	A M	
	5 16	15	.....Bransford.....	7 47		
	5 29	20	**Westmoreland** ♂	7 33		
	5 41	24	......Turners......	7 23		
	5 48	26	.....Adolphus.....	7 14		
	6 02	30	.....Petroleum.....	7 03		
	6 30	36	...**Scottsville**. ♂	†6 45		
	P M		ARRIVE] [LEAVE	A M		

PINE MOUNTAIN RAILROAD.

No. 10	Mls	*November* 14, 1909.	No. 8
†6 20 A M	0	lve......**Saxton**.....arr.	1 15 P M
7 10 »	7.4	..........**Savoy**..........	12 15 Noon
7 35 »	14.1	...........Dal...........	11 47 A M
8 20 A M	23.6	arr.....**Nevisdale**....lve.	11 10 A M
9 55 A M	25.7	arr.......**Packard**....lve.	†10 45 A M
8 45 A M	24.6	arr.......**Gatliff**......lve.	†10 30 A M

BIRMINGHAM AND PRACO.

No. 38	Mls	*September* 12, 1909.	No. 39
*8 25 A M	0	lve....**Birmingham** ♂..arr.	6 00 P M
8 47 »	7.8	........Black Creek......♂	4 38 »
9 03 »	12.0	.........Ridgeland.........	4 22 »
9 14 »	14.3	......Mineral Springs....♂	4 11 »
9 39 »	21.4	.........Chetopa........♂	3 46 »
10 02 »	28.7	..........Media..........	3 23 »
10 13 »	32.2	...........Colta..........♂	3 12 »
10 35 A M	35.8	arr........**Praco** ♂.....lve.	*2 50 P M

FLORALA AND CRESTVIEW.

83	81	Mls	*November* 14, 1909.	82	80
P M	A M		LEAVE] [ARRIVE	A M	P M
*5 30	*6 50	0	.........**Florala**.......♂	10 40	9 15
5 55	7 08	7	............Svea............	10 15	8 58
6 12	7 22	10	........Laurel Hill......♂	9 54	8 49
6 23	7 28	12	......Falco Junction......	9 45	8 44
6 44	7 41	16	.........Campton.........	9 28	8 32
7 07	8 02	23	..........Auburn..........	9 08	8 17
7 30	8 17	25	........**Crestview**[55]....♂	*8 50	*8 05
P M	A M		ARRIVE] [LEAVE	A M	P M

CINCINNATI, LOUISVILLE, KNOXVILLE AND ATLANTA.

5	81	7	1	Ms	*November* 14, 1909.	4	8	84	6
			P M		LEAVE] [ARRIVE	A M			
			8 25		.....**Cincinnati**.....	7 45			
			P M		LEAVE] [ARRIVE	A M			
			8 00		......**Louisville**......	7 40			
	A M	P M	A M		LEAVE] [ARRIVE	P M	A M	P M	
	†8 20	*5 05	*7 30	0	+....**Knoxville**[61]..♂	5 35	9 55	4 15	
	8 46	5 26	7 51	9	.......Singleton.......	5 13	9 31	3 50	
	8 55	5 32	7 56	12	.........Mentor.......♂	5 07	9 25	3 20	
	9 18	5 38	8 02	15	.......Louisville.....♂	4 58	9 18	3 10	
	9 44	5 52	8 16	21	......Friendsville....♂	4 43	9 03	2 40	
	10 20	6 16	8 37	30	+....Greenback.....♂	4 23	8 44	2 10	
	10 30	6 23	8 41	31	..........Jena.........♂	4 20	8 41	†2 00	
	A M	6 29	8 52	35	.........McGhee.......♂	4 11	8 30	P M	
		6 36	8 57	37	.........Vonore.......♂	4 07	8 25		
		6 51	9 15	46	+...Madisonville....♂	3 50	8 10		
		7 10	9 33	56	.....**Englewood**[62]..♂	3 30	7 50		
		7 25	9 50	63	arr....**Etowah** ♂...lve.	3 17	*7 30		
		P M	9 55	63	lve....**Etowah** ♂...arr.	3 12	A M		
			10 00	66	........Cambria........	3 03			
			10 05	68	........Wetmore.....♂	2 58			
			10 47	84	.......McFarland.....♂	2 17			
			11 02	89	........Apalachia.....♂	2 02			
			11 20	95	.........Farner.......♂	1 44			
			11 44	106	+....Ducktown.....♂	1 18			
			11 58	111	....Copper Hill..♂ (Isabella Junction).	1 07			
			12 07	115	..........Kyle..........	12 54			
A M			‖12 40	125	arr + **Blue Ridge** ♂ lve.	12 30			P M
*5 50			12 50	125	lve..**Blue Ridge**..arr.	‖12 10			8 00
6 13			1 13	134	......White Path......	11 46			7 38
6 27			1 27	140	+......Ellijay.......♂	11 32			7 25
7 01			2 02	154	.....Talking Rock...♂	10 57			6 53
7 15			2 17	160	.........Jasper.......♂	10 42			6 39
7 28			2 29	165	+.........Tate........♂	10 29			6 27
7 34			2 35	168	.........Nelson.......♂	10 23			6 21
7 43			2 44	172	.....Ball Ground...♂	10 14			6 14
8 10			3 12	183	+.......Canton.......♂	9 47			5 48
8 24			3 27	189	.....Holly Springs...♂	9 32			5 36
8 39			3 41	195	.......Woodstock....♂	9 18			5 20
9 10			4 10	207	+.....**Marietta**[63]..♂	8 45			4 50
10 03			5 00	227	+......**Atlanta**........	*8 00			*4 05
A M			P M		ARRIVE] [LEAVE	A M			P M

* Daily; † daily, except Sunday; § Sunday only; u daily, except Saturday and Sunday. ◈ Daily, except Sunday and Monday. ‖ Meals. + Coupon stations; ♂ Telegraph stations.

MURPHY BRANCH.

101	107	105	M	*Nov.* 14, 1909.	104	106	102
A M	P M	A M		LEAVE] [ARRIVE	A M	P M	P M
§10 30	u2 45	†10 10	0	+..**Murphy**[64] ♂	9 55	2 30	2 20
10 49	3 15	10 35	6	.....Kinsey.....	9 22	2 08	2 00
11 08	3 45	10 58	11	....Culberson..♂	8 52	1 47	1 42
11 40	4 32	11 38	21	..Mineral Bluff ♂	8 00	1 10	1 10
11 55	4 50	11 55	25	..**Blue Ridge** ♂	◈7 40	†12 55	§12 55
A M	P M	A M		ARRIVE] [LEAVE	A M	Noon	Noon

WOODBINE AND WILTON.

....	126	Mls	*July* 4, 1909.	125	....	....
	A M		LEAVE] [ARRIVE	A M		
	*6 08	0	.....**Woodbine**......	6 31		
	6 19	5	........**Wilton**........	*6 19		
	A M		ARRIVE] [LEAVE	A M		

ARMONA AND MARYVILLE.

87	85	81	M	*Nov.* 14, 1909.	80	84	86
A M	P M			LEAVE] [ARRIVE	A M		P M
§9 00	*5 15	A M		...**Knoxville**...	8 15	P M	4 56
9 30	5 49	†11 00	0	....**Armona**..♂	7 38	1 26	4 00
9 45	6 00	11 15	4	...**Maryville**...	*7 25	†1 15	§3 50
A M	P M	A M		ARRIVE] [LEAVE	A M	P M	P M

BAY MINETTE & FORT MORGAN RAILROAD.

45	41	43	Mls	*July* 4, 1909.	40	42	44
A M	Noon	A M		LEAVE] [ARRIVE	A M	P M	P M
§10 00	†12 40	†6 30	0	..**Bay Minette** ♂	11 50	5 30	2 10
10 27	1 07	7 15	10.3	.....Stapleton....	11 21	4 45	1 35
10 55	1 34	7 55	19.1	......Loxley......♂	10 56	4 04	1 03
11 12	1 50	8 18	24.4	....Silver Hill...♂	10 41	3 40	12 46
11 30	2 05	8 42	29.0	...Summerdale..♂	10 27	3 18	12 30
11 50	2 20	9 10	35.0	.......**Foley**......♂	†10 10	†2 50	§12 10
A M	P M	A M		ARRIVE] [LEAVE	A M	P M	Noon

CONNECTIONS.—[1] With railroads diverging. [2] With Kentucky Central Division. [3] With Cincinnati, N. O. & T. P. Ry. [4] Lexington Division diverges from Main Line. [5] With Shelbyville Branch. [6] With Baltimore & Ohio Southwestern R.R.; Chicago, Indianapolis & Louisville Ry.; Southern Ry.; Pittsburgh, Cincinnati, Chicago & St. Louis Ry. and Louisville, Cincinnati & Lexington Division. [7] With Louisville, Cincinnati & Lexington Division. [8] With Bardstown Branch. [9] With Knoxville Branch. [10] With Illinois Central R.R. [11] With Glasgow Branch. [12] Memphis Line diverges from Main Stem. [13] Junction of Louisville & New Orleans Line and with Evansville, Henderson & Nashville Division. [14] With Nashville, Chattanooga & St. Louis Ry. [15] With Southern Ry. [16] With Alabama Great Southern R.R. [17] With Southern Ry. [18] With Wetumpka Branch. [19] With Central of Georgia Ry. and Western Ry. of Alabama. [20] Junction Mobile & Montgomery Division and with Pensacola Division. [21] With Mobile & Ohio R.R.; Southern Ry. and Mobile, Jackson & Kansas City R.R. [22] With Gulf & Ship Island R.R. [23] With Illinois Central R.R.; Morgan's Louisiana & Texas R.R. (Southern Pacific Co.) and steamers for Brashear, Galveston and all points in Texas. [24] Junction of Memphis Line with Nashville, Evansville & St. Louis Line. [25] With steamers on Tennessee River. [26] With Nashville, Chattanooga & St. Louis Ry. [27] With Illinois Central R.R. [28] With Mobile & Ohio R.R. [29] With Southern Ry.; Chicago, Rock Island & Pacific Ry.; Nashville, Chattanooga & St. Louis Ry.; Frisco System. [30] With Illinois Central R.R. [31] With steamers on Ohio River. [32] With Evansville & Terre Haute R.R.; Illinois Central R.R. [33] With Cleveland, Cincinnati, Chicago & St. Louis Ry. [34] With Baltimore & Ohio Southwestern R.R. [35] Junction Shawneetown Division. [36] With Southern Ry. [37] With Illinois Central R.R. [38] Junction Coal Branch No. 2, and O'Fallon Branch with Southern Ry. and Illinois Central R.R. [39] Junction Coal Branch No. 1. [40] With railroads diverging. [41] With railroads diverging. [42] With steamboats on Ohio River. [43] With Baltimore & Ohio Southwestern R.R. [44] With Cleveland, Cincinnati, Chicago & St. Louis Ry. and Illinois Central R.R. [45] Junction of Knoxville & Cumberland and Ohio Branches. [46] With Southern Ry. [47] With stages for Lawrenceburg and Salvisa. [48] With stages for Versailles. [49] With stages for Georgetown. [50] With Cincinnati, New Orleans & Texas Pacific Ry., Chesapeake & Ohio Ry. and Kentucky Central Division. [52] With Cincinnati, New Orleans & Texas Pacific Ry. [54] With boats on Choctahatcha River. [55] With Atlantic Coast Line R.R.; Seaboard Air Line Ry.; boats on Apalachicola River. [56] With boats on the Ohio River. [57] With stages for Calhoun. [58] With Illinois Central R.R. [59] With Main Line Louisville & Nashville R.R. [60] With Main Line Louisville & Nashville R.R. [62] With Alabama Great Southern R.R. [63] With Birmingham & Atlantic R.R. and Southern Ry. [64] With Seaboard Air Line Ry. [65] With Southern Ry. [66] With Birmingham & Atlantic R.R. [67] With Central of Georgia Ry. [68] With Louisville & Nashville R.R., Main Line, and Southern Ry. [69] With Southern Ry. [70] With Southern Ry. [71] With Interstate R.R. and Virginia & Southwestern Ry. [72] With Norfolk & Western Ry. [73] With Knoxville & Cumberland Valley Branch. [74] With Chesapeake & Ohio Ry. [75] With Maysville Branch. [76] With Chesapeake & Ohio Ry. (Eastern Division.) [77] With Richmond Branch and stages for Irvine, Ky. [78] With stages for Blue Lick Springs, Sharpsburg and Owingsville. [79] With Cincinnati, Flemingsburg & Southeastern R.R. [80] With Chesapeake & Ohio Ry. and Cincinnati, New Orleans & Texas Pacific Ry. [81] With railroads diverging. [82] With Tellico Ry. [83] With Nashville, Chattanooga & St. Louis Ry. [84] With Southern Ry. [85] With Central of Georgia Ry. [86] With Western & Atlantic R.R.

GEORGIA RAILROAD.

GENERAL OFFICES—AUGUSTA, GA.

THOS. K. SCOTT, General Manager, Augusta, Ga.

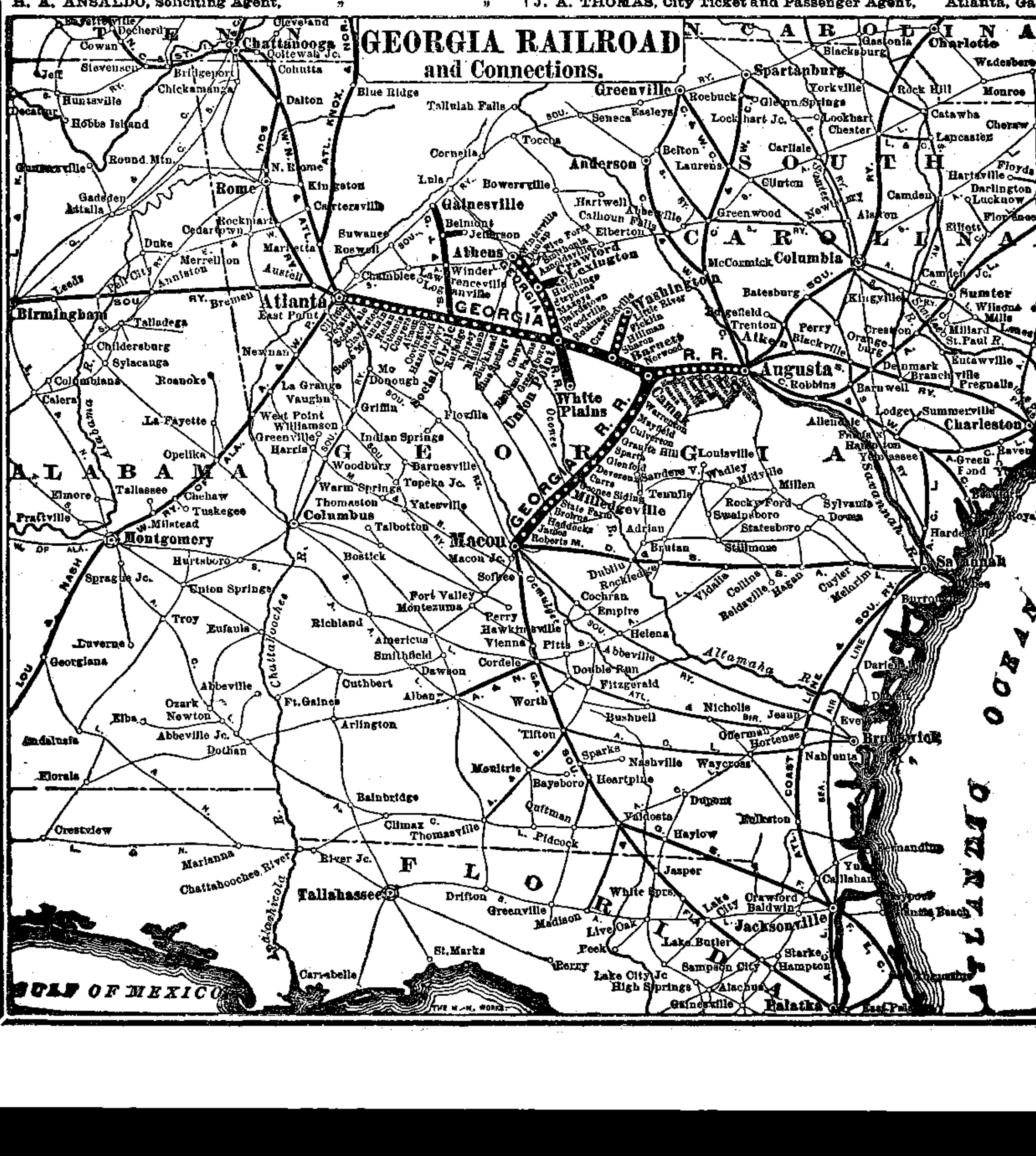
A. G. JACKSON, Gen. Fht. & Pas. Agt., Augusta, Ga.
C. C. McMILLIN, Asst. Gen. Pas. Agt., „
CARLTON HILLYER, Auditor. „
JOS. B. & BRYAN CUMMING, Gen. Counsel, „
W. S. MORRIS Treasurer, „
W. S. BRAND, Superintendent, „

J. A. BEST, Purchasing Agent, Augusta, Ga.
W. M. ROBINSON, Roadmaster, „
JOHN S. COOK, Master Mechanic, „
J. H. WATTERS, Asst. Master Mechanic, „
H. W. WINGARD, Car Accountant, „
H. H. FULGHUM, Jr., Freight Claim Agent, „

GENERAL AND SOLICITING AGENTS.

W. M. McGOVERN, Gen. Agent, 801 Broad St., Augusta, Ga.
C. P. BEALL, Soliciting Agent, „ „
R. E. MORGAN, General Agent, Atlanta, Ga.
S. W. WILKES, Commercial Agent, „
A. S. HOLCOMB, Traveling Freight & Pas. Agent, „
M. H. DORSETT, Commercial Agent, Jacksonville, Fla.
W. W. HARDWICK, General Agent, Macon, Ga.
J. W. WHITE, Soliciting Agent, „
H. H. BRAND, General Agent, Athens, Ga.
W. W. LUMPKIN, Commercial Agent, Columbia, S.C.
W. I. CORMIER, Com'l Agt., 64 East Bay St., Charleston, S.C.
H. A. ANSALDO, Soliciting Agent, „ „

J. A. NORTHCUTT, Commercial Agent, Chattanooga, Tenn.
M. H. LILLARD, Com'l Agt., 808 First Nat. Bank Bldg, Nashville, Tenn.
SPENCER EAKIN, Soliciting Agent, „
W. H. AMERINE, Soliciting Freight Agent, Room 517 Hibernia Bank Bldg, New Orleans, La.
S. E. MAGILL, Gen. Western Agent, 926 Pierce Building, St. Louis, Mo.
J. N. GARLAND, Trav. Freight Agent, „ „
W. E. GAUVIN, Trav. Freight Agent, „ „
R. C. WHARTON, Trav. Freight Agent, „ „
JNO. FERGUSON, Commercial Agent, Spartanburg, S.C.
L. A. RIPLEY, Commercial Agent, 629 Union Trust Bldg, Cincinnati, Ohio.
S. E. P. DAVIS, General Agent, 290 Broadway, New York.
J. A. THOMAS, City Ticket and Passenger Agent, Atlanta, Ga.



GEORGIA RAILROAD.

MAIN LINE.

Connections.—[1] With railroads diverging. [2] With Macon Branch. [3] With Washington Branch. [4] With Athens Branch and Union Point & White Plains R.R. [5] With Central of Georgia Ry. [6] With Monroe R.R. [7] With Central of Georgia Ry. [8] With roads diverging. [9] With Central of Georgia Ry. [10] With roads diverging. [11] With Lexington Terminal R.R. Co. [12] With Smithonia & Dunlap R.R. [13] With roads diverging.

11	91	No. 3	No. 27	No. 1	Mls.	November 14, 1909.	Mls.	No. 2	No. 28	No. 4	No. 12	No. 92	26
P M	P M					lve. (Central time.) arr.							
†6 15	*4 50	*11 15 P M	*2 20 P M	*7 00 A M	0	+ ..... **Augusta**[1] ..... ♂	171	1 25 P M	8 40 P M	6 05 A M	7 45 A M	10 15 A M	
— —	— —	— —	— —	— —	2	..... Harrisonville	169	— —	— —	— —	— —	— —	
5 33	4 48	11 32 "	— —	7 15 "	5	..... Wheless	166	1 08 P M	8 25 "	5 49 "	7 20 "	10 00 "	
5 45	4 56	11 44 "	2 44 "	7 25 "	10	..... Belair ..... ♂	161	12 55 Noon	8 18 "	5 39 "	7 01 "	9 49 "	
5 58	5 07	11 55 "	2 54 "	7 36 "	15	..... Grovetown ..... ♂	156	12 44 "	8 07 "	5 30 "	6 51 "	9 37 "	
6 01	— —	11 57 P M	— —	— —	16	..... Forrest	155	— —	— —	5 28 "	6 47 "	— —	
6 10	5 18	12 07 Night	3 05 "	7 48 "	21	..... Berzelia	150	12 32 "	— —	5 19 "	6 35 "	9 24 "	
6 15	— —	— —	— —	— —	23	..... Campania	148	— —	— —	— —	— —	— —	
6 20	5 25	12 15 "	3 13 "	7 55 "	25	..... Harlem ..... ♂	146	12 25 "	7 49 "	5 11 "	6 27 "	9 15 "	
6 23	— —	12 18 "	— —	— —	26	..... Sawdust	145	— —	— —	5 08 "	6 24 "	— —	
6 30	5 35	12 25 "	3 20 "	8 01 "	29	..... Dearing ..... ♂	142	12 17 "	7 42 "	5 02 "	6 18 "	9 05 "	
6 37	5 42	12 34 "	— —	8 08 "	33	..... Bonesville	138	12 10 Noon	— —	4 55 "	6 09 "	8 56 "	
6 47	5 51	12 45 "	3 37 "	8 15 "	37	..... Thomson ..... ♂	134	11 59 A M	7 27 "	4 45 "	6 00 "	8 45 "	
6 58	6 03	12 58 Night	— —	8 31 "	43	..... Mesena	128	11 50 "	— —	4 34 "	5 51 "	8 31 "	
7 10	6 10	1 05 A M	3 55 "	8 38 "	47	..... **Camak**[2] ..... ♂	124	11 44 "	7 10 "	4 27 "	†5 45 A M	8 20 "	
P M	6 18	1 13 "	4 01 "	8 49 "	50	..... Norwood ..... ♂	121	11 35 "	6 56 "	4 19 "		8 13 "	
	6 38	1 29 "	4 14 "	9 05 "	58	..... **Barnett**[3] ..... ♂	113	11 20 "	6 38 "	4 04 "	.....	8 00 "	
.....	6 54	1 42 "	4 25 "	9 20 "	64	..... Crawfordsville ..... ♂	107	11 10 "	6 25 "	3 52 "	.....	7 49 "	
.....	7 07	1 55 "	— —	9 33 "	70	..... Robinson	101	10 59 "	— —	3 40 "	.....	7 40 "	
.....	7 20	2 06 "	4 45 "	9 45 "	76	+ .... **Union Point**[4] ..... ♂	95	10 47 "	6 06 "	3 29 "	.....	7 30 "	
.....	7 37	2 21 "	5 02 "	10 03 "	83	..... Greensboro ..... ♂	88	10 32 "	5 52 "	3 15 "	.....	7 17 "	
93	7 52	2 33 "	— —	10 20 "	90	..... Carey	81	10 20 "	5 41 "	3 03 "	.....	7 05 "	
A M	— —	2 39 "	— —	10 27 "	92	..... Blue Springs	79	10 15 "	5 37 "	2 58 "	No. 94	— —	
†6 30	8 05	2 50 "	5 30 "	10 32 "	96	..... Buckhead ..... ♂	75	10 09 "	5 30 "	2 50 "	8 00 P M	†6 55 A M	
6 46	P M	3 08 "	5 47 "	10 45 "	103	+ ..... **Madison**[5] ..... ♂	68	9 54 "	5 10 "	2 35 "	7 45 "		
6 56		3 20 "	— —	10 55 "	108	..... Dorsey	63	9 46 "	— —	2 24 "	7 37 "	.....	
7 03	.....	3 31 "	6 05 "	11 03 "	112	..... Rutledge ..... ♂	59	9 38 "	4 55 "	2 15 "	7 29 "	.....	
7 20	.....	3 49 "	6 20 "	11 15 "	119	..... **Social Circle**[6] ..... ♂	52	9 25 "	4 42 "	2 00 "	7 16 "	.....	
7 32	9	4 01 "	6 31 "	11 27 "	125	..... Alcovy	46	9 10 "	4 32 "	1 50 "	7 06 "	.....	
7 38	A M	4 07 "	— —	— —	127	..... Hazelbrand	44	— —	— —	1 46 "	— —	No. 10	
7 45	†5 40	4 15 "	6 40 "	11 38 "	130	+ ..... **Covington**[7] ..... ♂	41	8 54 "	4 23 "	1 30 "	6 56 "	8 10 P M	
7 53	5 47	4 24 "	— —	11 45 A M	133	..... Almon	38	8 47 "	— —	1 21 "	6 50 "	8 03 "	
8 10	6 02	4 45 "	7 03 "	12 00 Noon	140	..... Conyers ..... ♂	31	8 35 "	4 05 "	1 16 "	6 25 "	7 47 "	A M
8 24	6 20	5 10 "	7 16 "	12 10 "	146	..... Lithonia ..... ♂	25	8 24 "	3 55 "	1 06 A M	6 10 "	7 37 "	11 35
8 34	6 28	5 20 "	— —	§12 18 "	150	..... Redan	22	8 16 "	§3 48 "	12 56 Night	6 01 "	7 28 "	11 27
8 48	6 40	5 31 "	7 34 "	§12 27 "	155	..... Stone Mountain ..... ♂	16	8 07 "	3 40 "	12 48 "	5 48 "	7 05 "	11 17
9 02	6 55	5 50 "	7 45 "	§12 37 "	160	..... Clarkston ..... ♂	11	7 56 "	3 31 "	12 35 "	5 35 "	6 50 "	11 03
9 08	7 01	5 57 "	7 50 "	§12 41 "	162	..... Scottdale	9	7 50 "	§3 27 "	12 31 "	5 28 "	6 36 "	10 56
9 14	7 10	6 02 "	7 55 "	§12 45 Noon	165	..... Decatur ..... ♂	6	7 45 "	§3 24 "	12 26 "	5 17 "	6 30 "	10 47
9 20	7 15	6 10 "	— —	— —	167	..... Clifton	4	7 39 "	—	12 21 "	5 12 "	6 21 "	10 42
9 30	7 30	6 25 A M	8 20 P M	1 05 P M	171	+ ..... **Atlanta**[8] ..... ♂	0	*7 30 A M	*3 10 P M	*12 10 Night	†5 00 P M	†8 10 P M	†10 30
A M	A M					ARRIVE] [LEAVE							A M

Train No. 11—Through Train between Augusta and Macon, without change. See Macon Branch schedule.

MACON BRANCH.

33	73	35	71	Mls	November 14, 1909.	Mls	72	70	32
Noon	P M	Noon	A M		LEAVE] [ARRIVE		A M	A M	P M
§12 10	*7 30	†12 45	*8 40	0	..... **Camak**[2] .... ♂	78	8 13	11 35	7 06
12 19	7 38	12 56	8 47	4	..... Warrenton .... ♂	74	8 07	11 28	6 57
12 40	7 57	1 22	9 03	13	..... Mayfield .... ♂	65	7 50	11 10	6 39
12 55	8 08	1 39	9 15	19	..... Culverton	59	7 38	10 59	6 26
1 02	8 12	1 45	9 19	22	..... Granite Hill	56	7 34	10 54	6 24
1 06	8 18	1 53	9 24	24	..... Sparta ..... ♂	54	7 28	10 48	6 18
1 15	8 26	2 04	9 31	28	..... Glen Ford	50	7 21	10 40	§ —
1 25	8 34	2 15	9 39	32	..... Devereaux ..... ♂	46	7 12	10 32	6 05
1 34	8 43	2 27	9 46	36	..... Carrs	42	7 05	10 25	5 55
— —	9 00	— —	— —	45	.... Oconee Siding	33	6 49	10 08	— —
1 57	9 02	2 56	10 05	46	+ .. **Milledgeville**[9] .. ♂	32	6 46	10 05	5 38
2 01	9 07	3 01	10 08	48	..... State Farm	30	6 40	10 00	5 26
2 15	9 18	3 18	10 22	54	..... Browns	24	6 28	9 48	5 16
2 26	9 29	3 32	10 33	59	..... Haddocks .... ♂	19	6 19	9 38	5 07
2 37	9 40	3 49	10 43	64	..... James	14	6 09	9 26	4 58
2 49	9 50	4 00	10 52	69	..... Roberts	9	6 00	9 16	4 50
3 00	— —	4 15	— —	74	... C. R.R. Junction. ♂	4	5 50	9 05	4 40
3 15	10 15	4 30	11 20	78	+ ..... **Macon**[10] .... ♂	0	*5 40	*8 55	*4 30
P M	P M	P M	A M		ARRIVE] [LEAVE		A M	A M	P M

UNION POINT & WHITE PLAINS RAILROAD.

63	No. 61	Mls.	November 14, 1909.	Mls.	No. 60	No. 62
P M			LEAVE] [ARRIVE			
†6 25	†11 05 A M	0	+ ..... **Union Point**[4] ..... ♂	14	9 25 A M	4 50 P M
6 50	11 30 A M	7	..... Siloam	7	9 00 "	4 00 "
7 20	12 00 Noon	14	..... **White Plains**	0	†8 30 A M	†3 30 P M
P M			ARRIVE] [LEAVE			

MONROE RAILROAD.

87	85	83	81	Mls.	November 15, 1909.	80	82	84
P M	P M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M
§9 20	†7 16	*11 15	†7 20	0	... **Social Circle** . ♂	6 55	9 25	4 40
6 32	7 31	11 30	7 35	5	..... Gresham	6 42	9 12	4 25
6 45	7 45	11 45	7 50	10	..... **Monroe**	†6 30	*9 00	*4 10
P M	P M	A M	A M		ARRIVE] [LEAVE	A M	A M	P M

LEXINGTON TERMINAL RAILROAD CO.

Connections made at Crawford with all passenger trains of Georgia R.R.

ATHENS BRANCH.

53	51	Mls	November 14, 1909.	Mls	50	52
P M	A M		LEAVE] [ARRIVE		A M	P M
*6 05	*9 45	0	+ .. **Union Point**[4] . ♂	40	7 20	4 45
6 16	9 58	5	..... Woodville	35	7 15	4 30
6 21	10 01	7	..... Pairdstown	33	7 07	4 26
6 35	10 15	13	..... Maxeys	27	6 57	4 12
6 42	10 21	16	..... Stephens	24	6 51	4 06
6 50	10 28	19	..... Hutchings	22	6 45	4 00
6 59	10 35	22	..... **Crawford**[11]	18	6 38	3 54
7 16	10 46	27	..... Arnoldsville	13	6 25	3 44
7 22	10 53	30	..... **Dunlap**[12]	10	6 19	3 38
7 28	10 58	32	..... Winters	8	6 13	3 33
7 50	11 15	40	+ ..... **Athens**[13] ... ♂	0	*6 00	*3 15
P M	A M		ARRIVE] [LEAVE		A M	P M

WASHINGTON BRANCH.

45	43	41	Mls	November 14, 1909.	Mls	40	42	44
P M	A M	A M		LEAVE] [ARRIVE		A M	A M	P M
*6 40	*11 30	*9 05	0	..... **Barnett**[3] .... ♂	18	7 55	11 15	4 10
6 50	11 40	9 15	4	..... Sharon ..... ♂	14	7 45	11 05	4 01
6 58	11 47	9 23	7	..... Hillman	11	7 38	10 58	3 54
7 05	11 55	9 30	10	..... Ficklin	8	7 31	10 51	3 48
7 08	11 58	9 33	11	..... Little River	7	7 28	10 48	3 45
7 25	12 15	9 50	18	+ .. **Washington** .. ♂	0	*7 10	*10 30	*3 30
P M	Noon	A M		ARRIVE] [LEAVE		A M	A M	P M

BROILER BUFFET PULLMAN SLEEPER AND PARLOR CAR SERVICE.

Trains 2 and 27—Atlanta and New York (Sleeper), via Ga. R.R., A. C. L., R. F. & P. R.R., W. S. Ry., Penna R.R.

Trains 3 and 4—Augusta and Chicago (Sleeper), via Ga. R.R., N. C. & St. L. Ry., L. & N. R.R., E. & T. H. R.R., C. & E. I. R.R.

Trains 3 and 4—Charleston and Atlanta (Sleeper), via So. Ry., Ga. R.R.

Trains 1 and 28—Augusta and Atlanta (Parlor Car), via Ga. R.R.

ATLANTA AND AUGUSTA.

Pullman Drawing-room and Broiler Buffet Cars.

STATIONS.	No. 2	No. 28
Atlanta ..... lve.	*7 30 A M	*3 10 P M
Augusta ..... arr.	1 25 P M	8 40 P M

STATIONS.	No. 1	No. 27
Augusta ..... lve.	*7 00 A M	*2 20 P M
Atlanta ..... arr.	1 05 P M	8 20 P M

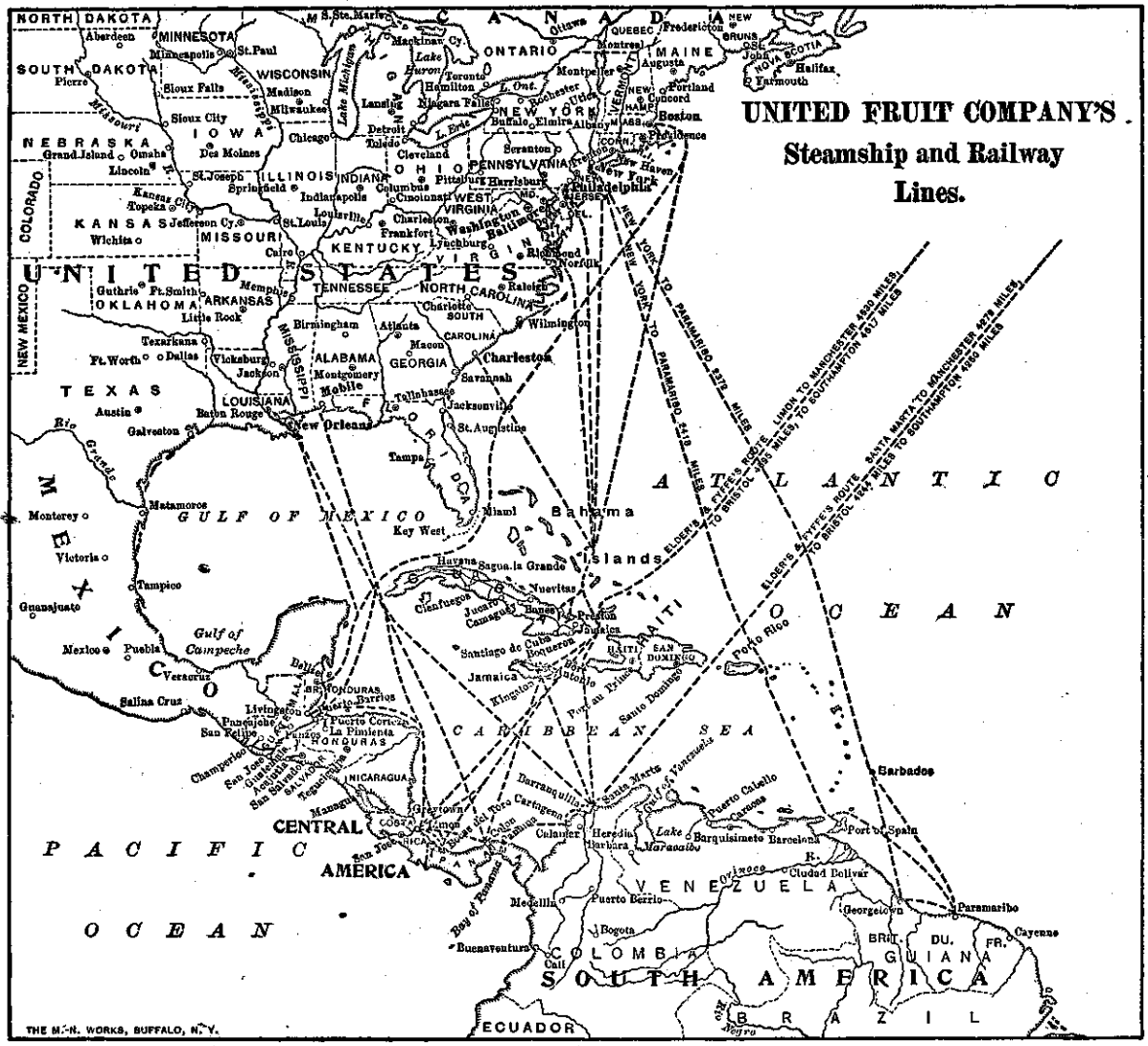
EXPLANATION OF SIGNS.

Trains marked * run daily ; † daily, except Sunday ; § Sunday only.
+ Coupon stations ; ♂ Telegraph stations.
STANDARD—*Central time.*

UNITED FRUIT COMPANY,

STEAMSHIP AND RAILWAY SERVICE.

ANDREW W. PRESTON, President, 131 State St., Boston.
MINOR C. KEITH, Vice-President, 17 Battery Place, New York.
CHARLES A. HUBBARD, Treasurer, 131 State St., Boston.
JAMES F. TILDEN, Assistant Treasurer, " "
BRADLEY W. PALMER, Secretary, " "
WM. NEWSOME, General Manager West India Dept., Boston.
WILLIAM ANDERSON, Manager Marine Department, "
GEO. O. SOMERS, Gen Traffic Mgr., 17 Battery Place, New York.
M. J. DEMPSEY, Asst. Gen. Traffic Mgr., 321 St. Charles St., New Orleans.
F. FIELD, Manager Boston Division, Long Wharf, Boston.
I. CADMUS, Manager New York Division, Pier 1, N. R., New York.
R. J. WATSON, Manager Philadelphia Division, Pier 5, No. Wharves, Philadelphia.
C. C. BUCKMAN, Manager Baltimore Div., Pier 1, Pratt Street, Baltimore.
J. C. HALL, Manager Charleston Division, Charleston, S.C.
C. H. ELLIS, Manager New Orleans Div., 321 St. Charles St., New Orleans.
M. M. ECKSTEIN, Supervisor of Purchases, 17 Battery Place, New York.
W. L. LONG, Purchasing Agent, " "
C. H. WASSON, Purchasing Agent, 321 St. Charles St., New Orleans.
D. de MONTEMAR, Div. Traf. Agent, Pier 1, N.R., New York.
T. W. WHITE, Division Traffic Agent, Mobile, Ala
J. W. HIRN, Div. Traffic Agent, 321 St. Charles St., New Orleans. La.
STUART BELLOWS, Trav. Traffic Agent, 17 Battery Place, New York.
P. L. CARDER, Trav. Traffic Agent, 17 Battery Place, New York.
S. D. LIST, Manager, Port Antonio, Jamaica.
Hotel Titchfield, "
S. H. HISLOP, Agent, Kingston, Jamaica.
E. A. H. HAGGART, Fht. and Pas. Agent, "
M. F. CARR, Manager, Santa Marta, Republic of Colombia.
Agent, United Fruit Company, Cartagena, " "
Agent, United Fruit Company, Barranquilla, " "
F. S. McCORMICK, Agent, Colon, Panama.
R. DE LA GUARDIA, Agent, Panama City, Panama.
S. G. SCHERMERHORN, Manager, Bocas del Toro, Panama.
G. H. WILLIAMS, Manager, Paramaribo, Suriname, Dutch Guiana.
E. J. HITCHCOCK, Manager, Limon, Costa Rica.
SASSO & PIRIE, Agents, Central Avenue, San Jose, Costa Rica.
L. RIVARA, Acting Manager, Cortez, Spanish Honduras.
V. M. CUTTER, Manager, Barrios, Guatemala.
ROBERT A. NANNE, Agent, Guatemala City, Guatemala.
WILLIAM HAXWORTH, Agent, Barrios, Guatemala.
I. RICH, Agent, Livingston, Guatemala.
R. KEILHAUER, Agent, San Salvador, Salvador.
N. REMON, Agent, Belize, British Honduras.
A. J. SHEPHERD, European Traf. Agt., 9 New Broad St., London, E.C.



IMPORTANT NOTICE.

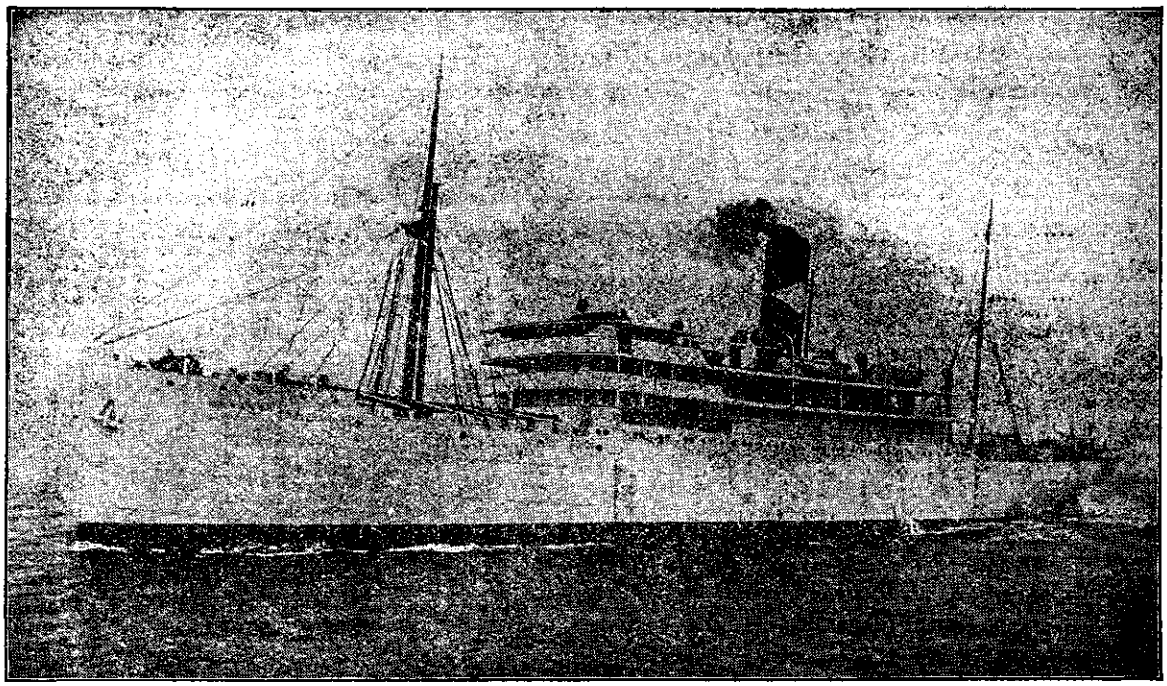
The Company reserves the right to cancel or alter the sailing date of its vessels, or to change its ports of call without previous notice. All sailings are subject to Quarantine restrictions.

Guatemala, Colombia and Spanish Honduras passengers must obtain Consular Certificate at New York, Mobile or New Orleans before sailing. Passengers detained by Quarantine will be charged additional for meals and berths during such detention.

"The Tropics," a handsome illustrated booklet, obtainable upon application to the company's offices or ticket agents, contains a comprehensive review of the attractions for tourists in Jamaica, the Canal Zone, Central American countries and Colombia, with some of the finest existing views of interesting points in these places; also particulars regarding accommodations, service, etc., on the ten new 5,000-ton steamships and other vessels operated by the United Fruit Company.

UNITED FRUIT COMPANY,

STEAMSHIP AND RAILWAY SERVICE.



A New Service—New York to the Tropics

Commencing Thursday, January 13, 1910, the United Fruit Company will inaugurate a **NEW PASSENGER AND FREIGHT SERVICE** between

NEW YORK and PORT ANTONIO and KINGSTON, JAMAICA, COLON, PANAMA and CARTAGENA, PUERTO COLOMBIA (Savanilla) and SANTA MARTA, COLOMBIA

employing four new steamships of the above type, which, with the six vessels of the same class recently placed in service between New Orleans and Central American ports, constitute the following fleet of—

Ten Magnificent 5,000 Ton Passenger and Freight Carriers

New York-Jamaica Colon-Colombia Service

Steamships—**ALMIRANTE**
SANTA MARTA
METAPAN
ZACAPA

New Orleans-Colon Costa Rica Service

Steamships—**TURRIALBA**
ABANGAREZ
ATENAS

New Orleans-British Honduras Guatemala-Costa Rica Panama Service

Steamships—**CARTAGO**
PARISMINA
HEREDIA

These steamships, constructed specially for tropical service, provide unsurpassed passenger accommodations, including private suites, luxuriously appointed social rooms, spacious promenade decks, large bright staterooms with and without connecting bath, wireless telegraph, smoking-room with balcony, and handsomely decorated roomy dining saloon.

Temperature in staterooms, social rooms, etc., may be regulated to suit, by means of apparatus providing artificially cooled air.

Special facilities are provided for handling freight.

Schedules of the above and other steamships of this company, and of its operated and connecting railways, will be found on the succeeding pages.

UNITED FRUIT COMPANY,

STEAMSHIP AND RAILWAY SERVICE.

NEW YORK-JAMAICA-PANAMA-COLOMBIA SERVICE.

5,000 TON STEAMSHIP.	LEAVE New York Thursday	ARR. AND LVE. Port Antonio Tuesday	ARRIVE Kingston Tuesday	LEAVE Kingston Wednesday	ARRIVE Colon Friday	LEAVE Colon Saturday	ARR. AND LVE. Cartagena Sunday	ARRIVE A M LVE. 6 00 P M Tues. Pto. Colombia	ARRIVE Santa Marta Tuesday	LEAVE Santa Marta Thursday	ARR. AND LVE. Kingston Saturday	ARR. AND LVE. Port Antonio Saturday	ARRIVE New York Thursday
Almirante	Jan. 13	Jan. 18	Jan. 18	Jan. 19	Jan. 21	Jan. 23	Jan. 24	Jan. 25	Jan. 25	Jan. 2	Jan. 29	Jan. 29	Feb. 3
Turrialba	Jan. 20	Jan. 25	Jan. 25	Jan. 26	Jan. 28	Jan. 30	Jan. 31	Feb. 1	Feb. 1	Feb. 3	Feb. 5	Feb. 5	Feb. 10
Metapan	Jan. 27	Feb. 1	Feb. 1	Feb. 2	Feb. 4	Feb. 6	Feb. 7	Feb. 8	Feb. 8	Feb. 10	Feb. 12	Feb. 12	Feb. 17
Zacapa	Feb. 3	Feb. 8	Feb. 8	Feb. 9	Feb. 11	Feb. 13	Feb. 14	Feb. 15	Feb. 15	Feb. 17	Feb. 19	Feb. 19	Feb. 24
Almirante	Feb. 10	Feb. 15	Feb. 15	Feb. 16	Feb. 18	Feb. 20	Feb. 21	Feb. 22	Feb. 22	Feb. 24	Feb. 26	Feb. 26	Mar. 3
Santa Marta	Feb. 17	Feb. 22	Feb. 22	Feb. 23	Feb. 25	Feb. 27	Feb. 28	Mar. 1	Mar. 1	Mar. 3	Mar. 5	Mar. 5	Mar. 10
Metapan	Feb. 24	Mar. 1	Mar. 1	Mar. 2	Mar. 4	Mar. 6	Mar. 7	Mar. 8	Mar. 8	Mar. 10	Mar. 12	Mar. 12	Mar. 17

NEW ORLEANS-COLON SERVICE.

5,000 TON STEAMSHIP.	LEAVE New Orleans 10 00 A M Sat.	ARRIVE Colon A M Thursday	LEAVE Colon 2 00 P M Tues.	ARRIVE A M Leave P M Limon Wednesday	ARRIVE New Orleans P M Monday
Cartago	Jan. 1	Jan. 6	Jan. 11	Jan. 12	Jan. 17
Abangarez	Jan. 8	Jan. 13	Jan. 18	Jan. 19	Jan. 24
Atenas	Jan. 15	Jan. 20	Jan. 25	Jan. 26	Jan. 31
Cartago	Jan. 22	Jan. 27	Feb. 1	Feb. 2	Feb. 7
Abangarez	Jan. 29	Feb. 3	Feb. 8	Feb. 9	Feb. 14
Atenas	Feb. 5	Feb. 10	Feb. 15	Feb. 16	Feb. 21
Ca tago	Feb. 12	Feb. 17	Feb. 22	Feb. 23	Feb. 28
Abangarez	Feb. 19	Feb. 24	Mar. 1	Mar. 2	Mar. 7
Atenas	Feb. 26	Mar. 3	Mar. 8	Mar. 9	Mar. 14

NEW ORLEANS-BELIZE-BARRIOS-LIMON-BOCAS DEL TORO SERVICE.

5,000 TON STEAMSHIP.	LEAVE New Orleans 10 00 A M Tues.	ARRIVE Noon LVE. 4 00 P M Fri. Belize	ARRIVE 6 00 A M LVE. 8 00 A M Sat. Barrios	ARRIVE P M Monday Limon	ARRIVE 6 00 A M Wed. Bocas del Toro	LEAVE 9 00 P M Friday Bocas del Toro	ARRIVE 6 00 A M LVE. 10 00 A M Sat. Limon	ARRIVE P M LVE. 900 P M Mon. Barrios	ARRIVE 6 00 A M LV. 10 00 A M Tues. Belize	ARRIVE A M Friday New Orleans
Ellis	Jan. 4	Jan. 7	Jan. 8	Jan. 10	Jan. 12	Jan. 14	Jan. 15	Jan. 17	Jan. 18	Jan. 21
Parismina	Jan. 11	Jan. 14	Jan. 15	Jan. 17	Jan. 19	Jan. 21	Jan. 22	Jan. 24	Jan. 25	Jan. 28
Heredia	Jan. 18	Jan. 21	Jan. 22	Jan. 24	Jan. 26	Jan. 28	Jan. 29	Jan. 31	Feb. 1	Feb. 4
Ellis	Jan. 25	Jan. 28	Jan. 29	Jan. 31	Feb. 2	Feb. 4	Feb. 5	Feb. 7	Feb. 8	Feb. 11
Parismina	Feb. 1	Feb. 4	Feb. 5	Feb. 7	Feb. 9	Feb. 11	Feb. 12	Feb. 14	Feb. 15	Feb. 18
Heredia	Feb. 8	Feb. 11	Feb. 12	Feb. 14	Feb. 16	Feb. 18	Feb. 19	Feb. 21	Feb. 22	Feb. 25
Ellis	Feb. 15	Feb. 18	Feb. 19	Feb. 21	Feb. 23	Feb. 25	Feb. 26	Feb. 28	Mar. 1	Mar. 4
Parismina	Feb. 22	Feb. 25	Feb. 26	Feb. 28	Mar. 2	Mar. 4	Mar. 5	Mar. 7	Mar. 8	Mar. 11

NEW ORLEANS-LIVINGSTON-CORTEZ SERVICE.

STEAMSHIP.	LEAVE New Orleans 10 00 A M Thurs.	LEAVE Belize Monday	ARRIVE A M Leave P M Barrios A M Tuesday	ARRIVE Cortez A M Wednesday	LEAVE Cortez P M	ARRIVE and Leave A M Livingston Thursday	LEAVE Barrios P M	LEAVE Belize 9 00 A M Sat.	ARRIVE New Orleans P M Tuesday
Agnella	Jan. 6	Jan. 10	Jan. 11	Jan. 12	Jan. 12	Jan. 13	Jan. 13	Jan. 15	Jan. 18
Fjell	Jan. 13	Jan. 17	Jan. 18	Jan. 19	Jan. 20	.....	Jan. 21	Jan. 22	Jan. 25
Agnella	Jan. 20	Jan. 24	Jan. 25	Jan. 26	Jan. 26	Jan. 27	Jan. 27	Jan. 29	Feb. 1
Fjell	Jan. 27	Jan. 31	Feb. 1	Feb. 2	Feb. 3	.....	Feb. 4	Feb. 5	Feb. 8
Agnella	Feb. 3	Feb. 7	Feb. 8	Feb. 9	Feb. 9	Feb. 10	Feb. 10	Feb. 12	Feb. 15
Fjell	Feb. 10	Feb. 14	Feb. 15	Feb. 16	Feb. 17	.....	Feb. 18	Feb. 19	Feb. 22
Agnella	Feb. 17	Feb. 21	Feb. 22	Feb. 23	Feb. 23	Feb. 24	Feb. 24	Feb. 26	Mar. 1
Fjell	Feb. 24	Feb. 28	Mar. 1	Mar. 2	Mar. 3	.....	Mar. 4	Mar. 5	Mar. 8

BOSTON-LIMON SERVICE.

Long Wharf, Boston. STEAMSHIP.	LEAVE Boston 9 00 A M	ARRIVE Limon A M	LEAVE Limon 4 00 PM Sun.	ARRIVE Boston A M 2d Tues.
Limon	Jan. 7	Jan. 15	Jan. 16	Jan. 24
San Jose	Jan. 13	Jan. 21	Jan. 23	Jan. 31
Esparta	Jan. 21	Jan. 29	Jan. 30	Feb. 7
Limon	Jan. 27	Feb. 4	Feb. 6	Feb. 14
San Jose	Feb. 4	Feb. 12	Feb. 13	Feb. 21
Esparta	Feb. 10	Feb. 18	Feb. 20	Feb. 28
Limon	Feb. 18	Feb. 26	Feb. 27	Mar. 7
San Jose	Feb. 24	Mar. 4	Mar. 6	Mar. 14

PHILADELPHIA-PORT ANTONIO SERVICE.

STEAMSHIP.	LEAVE Philadelphia 10 00 A M Thur.	ARRIVE Port Antonio noon Mon.	LEAVE Port Antonio P M Tues.	ARRIVE Philadelphia 7 00 A M Mon.
Admiral Dewey	Jan. 6	Jan. 10	Jan. 11	Jan. 17
Admiral Schley	Jan. 13	Jan. 17	Jan. 18	Jan. 24
Admiral Dewey	Jan. 20	Jan. 24	Jan. 25	Jan. 31
Admiral Schley	Jan. 27	Jan. 31	Feb. 1	Feb. 7
Admiral Dewey	Feb. 3	Feb. 7	Feb. 8	Feb. 14
Admiral Schley	Feb. 10	Feb. 14	Feb. 15	Feb. 21
Admiral Dewey	Feb. 17	Feb. 21	Feb. 22	Feb. 28
Admiral Schley	Feb. 24	Feb. 28	Mar. 1	Mar. 7

BRITISH HONDURAS COASTWISE SERVICE.

Between Belize and Punta Gorda, Monkey River, Sittee River, Stann Creek.

Available only upon application to C. D. SPENCER, Agent, United Fruit Co., Belize, B.H.

CONNECTIONS FOR ENGLAND.

Elders & Fyffes, Ltd., S.S. Service.

Santa Marta to Manchester—Weekly sailings.—Cabin rates, £20 one way; £40 round trip. Limon to Bristol—Sailings fortnightly.—Cabin rates, £20 one way; £38 round trip.

CHARLESTON-PORT ANTONIO SERVICE—Weekly.

.....	.....	LEAVE	ARRIVE	.....	.....
▲ A M	Wednesday	.....Charleston, S C.....		Monday	A M
P M	Sunday	..... Port Antonio, Ja		Wednesday	A M
.....	.....	ARRIVE	LEAVE	.....	.....

▲ Charleston ships carry passengers northbound only.

BALTIMORE-PORT ANTONIO SERVICE.

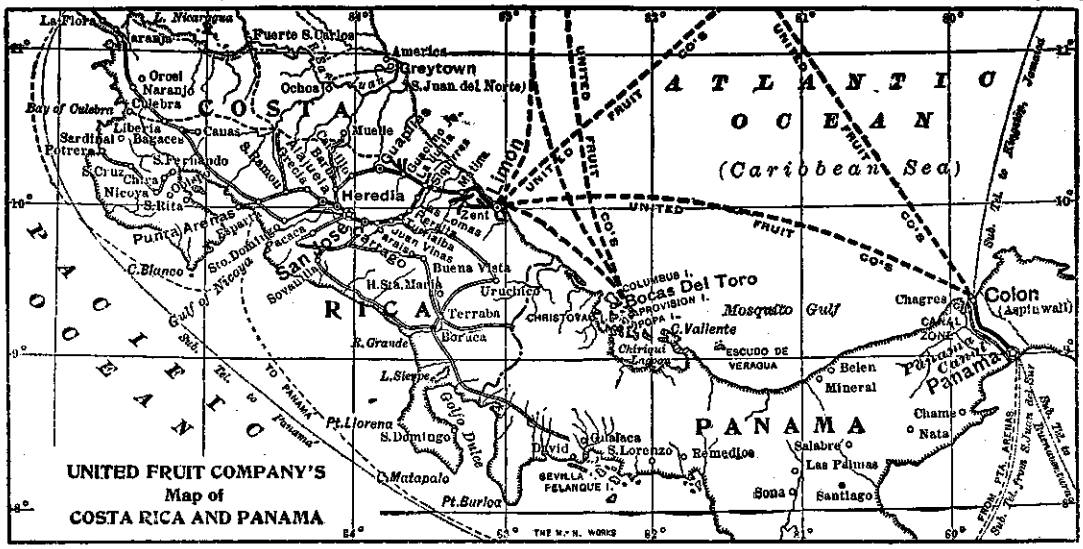
STEAMSHIP.	LEAVE Baltimore 10 00 AM Wed	ARRIVE Port Antonio A M Mon.	LEAVE Port Antonio 8 00 PM Tue.	ARRIVE Baltimore A M Mon.
Barnstable	Jan. 5	Jan. 10	Jan. 11	Jan. 17
Brookline	Jan. 12	Jan. 17	Jan. 18	Jan. 24
Barnstable	Jan. 19	Jan. 24	Jan. 25	Jan. 31
Brookline	Jan. 26	Jan. 31	Feb. 1	Feb. 7
Barnstable	Feb. 2	Feb. 7	Feb. 8	Feb. 14
Brookline	Feb. 9	Feb. 14	Feb. 15	Feb. 21
Barnstable	Feb. 16	Feb. 21	Feb. 22	Feb. 28
Brookline	Feb. 23	Feb. 28	Mar. 1	Mar. 7

JAMAICA COASTWISE SERVICE.

Ships in the New York-Jamaica-Panama-Colombia Service call at Port Antonio and Kingston both south and northbound; other ships of the line sail frequently between Port Antonio and Annotto Bay, Port Maria, Oracabessa, Rio Nuevo St. Ann's Bay, Runaway Bay, Dry Harbor, Rio Bueno, Falmouth, Montego Bay, Lucea, Green Island.

UNITED FRUIT COMPANY,

STEAMSHIP AND RAILWAY SERVICE.



UNITED FRUIT COMPANY'S
Map of
COSTA RICA AND PANAMA

Operated Railways in Costa Rica.

W. E. MULLINS, General Manager, San Jose, Costa Rica. | **E. J. HITCHCOCK**, General Auditor, San Jose, Costa Rica.

COSTA RICA RAILWAY.—Main Line.

Buffet Parlor Cars on Trains Nos. 3 and 4 between San Jose and Limon.

7	5	1	3	51	Mls.	*April* 16, 1906.	52	4	6	2	54
	P M	A M	A M	A M		LEAVE] [ARRIVE	P M	P M	P M	A M	
	§2 45	§7 10	†10 30	†6 15	0	.....**Limon**.....ô	5 00	3 55	6 16	9 45	
	2 55	7 20	10 40	6 23	3.5	....**Moin Junc**..ô	4 50	3 47	6 06	9 35	
	4 01	8 15	11 34	8 15	20.4	....**Zent Junc**..ô	§3 23	2 51	5 06	8 33	
	4 08	8 27	11 40	8 30	21.9	.....Matina.....ô	3 15	2 47	5 00	8 27	Noon
Noon	5 05	9 17	12 27	9 20	35.7	...**Indiana Junc**...	— —	— —	— —	— —	12 19
§1245	5 20	9 30	12 37	9 45	36.7	.... **Siquirres**..ô	2 10	1 56	4 05	7 35	12 15
12 51	5 29	9 36	12 43	9 51	38.6	ar...**La Junta**ô.lv.	1245	1 45	§3 42	§7 22	k11 35
12 53	P M	A M	12 45	9 53	38.6	lv...**La Junta**...ar.	1235	1 43	3 23	A M	A M
1 25		11	1 15	10 23	45.2	.... Las Lomas	1200	1 15	2 55	18	
2 30	....	§2 500	1 53	1235	54.2	.....Peralta.....	1120	1235	2 20	8 55	
3 05	....	5 45	2 26	1 20	62.4	.....Turrialba.....	1025	1205	1 26	6 01	
3 40	....	6 25	2 52	1 50	68.7	.....Tucurrique.....	9 52	1140	1258	5 36	
4 08	....	6 50	3 13	2 35	73.8	.....Juan Vinas.....	9 27	1118	1235	5 13	
4 55	....	7 15	3 33	3 48	78.1	.....Santiago.....	9 02	1035	1215	4 54	
5 10	13	7 50	3 58	4 26	85.4	.....Paraiso.....	8 30	1010	1145	4 26	14
5 25	A M	8 05	4 12	4 41	89.4	ar...**Cartago**...lv.	8 10	9 55	11 30	4 12	A M
5 35	†7 15	8 10	4 17	5 00	89.4	lv...**Cartago**...ar.	8 03	9 50	10 30	3 55	11 50
5 50	7 25	8 20	— —	5 13	92.2	.....El Alto.....	7 53	9 40	10 21	3 45	— —
6 05	7 38	8 35	4 41	5 35	96.0	.....Tres Rios.....	7 38	9 23	10 05	3 28	11 25
6 30	8 00	9 00	5 02	6 00	102.1	.....**San Jose**...ô	†7 00	†9 00	§9 35	k3 00	†11 00
P M	A M	A M	P M	P M		ARRIVE] [LEAVE	A M	A M	A M	P M	A M

COSTA RICA RAILWAY.—Pacific Division.

25	21	23	19	Mls.	*December*, 1908.	22	26	30	24
A M	P M	P M	A M		LEAVE] [ARRIVE	A M	P M	P M	A M
§9 35	*5 10	k2 00	†8 45	102.1	.....**San Jose**.....	8 00	2 00	4 30	9 00
9 57	5 32	2 25	9 10	108.1	.....Heredia.....	7 35	1 35	4 05	8 35
10 07	5 42	2 35	9 20	110.7	.....San Joaquin.....	7 23	1 23	3 53	8 23
10 12	5 47	2 45	9 28	112.0	.....Echeverria.....	7 15	1 15	3 45	8 15
10 25	6 00	3 00	9 45	115.7	.....**Alajuela**.....	†7 00	†1 00	†3 30	§8 00
A M	P M	P M	A M		ARRIVE] [LEAVE	A M	P M	P M	A M

COSTA RICA RAILWAY.—Santa Clara Division.

	5	1	49	Mls.	*April* 16, 1906.	50	8	2	6
	P M	A M	A M		LEAVE] [ARRIVE	P M	P M	A M	P M
	§2 45	§7 10	†10 30	0	.....**Limon**.....	3 55	3 55	9 45	6 15
	6 29	9 38	2 40	38.6	.....**La Junta**...ô	8 18	11 55	7 20	3 40
	6 31	9 41	2 43	39.6	....**Cairo Junc**..ô	8 15	11 52	7 17	3 37
	6 45	9 55	3 05	42.5	.....Germania....ô	7 55	11 40	7 05	3 25
	6 25	10 35	4 00	51.2	....Guacimo Junc..ô	7 05	11 00	6 27	2 45
	8 45	10 55	4 35	55.5	.....Jimenez.....ô	6 45	10 45	6 13	2 30
	7 00	11 10	5 00	58.5	.....**Guapiles**....ô	d6 30	e10 30	5 00	§2 15
	P M	A M	P M		ARRIVE] [LEAVE	A M	A M	A M	P M

COSTA RICA RAILWAY.—Cairo Branch.

	No. 53	Mls.	*April* 16, 1906.	No. 54
	k6 15 A M	0	lve.....**Limon**.....arr.	3 55 P M
	10 10 »	38.6	.....**La Junta**.....	11 33 A M
	10 15 »	39.6	.... Cairo Junction	11 30 »
	10 45 A M	45.1	arr.....**Rio Pejo**....lve.	k10 55 A M

* Daily; † daily, except Sunday; § Sunday only; *a* Tuesday, Thursday, Friday and Saturday; *c* Monday and Thursday; *d* Tuesday, Wednesday, Friday and Saturday; *g* Monday, Tuesday, Thursday and Saturday; *e* Saturday only; *m* Monday, Wednesday, Friday and Saturday; *o* Tuesday and Thursday; *r* Saturday and Sunday. ô Telegraph stations.

NORTHERN RAILWAY.—Banana River Division.

	No. 100	Mls.	*April* 16, 1906.	No. 101
	†7 00 A M	0	lve.....**Limon**ô...arr.	8 55 A M
	7 20 »	5.2	.....Westfalia.....ô	8 35 »
	7 25 »	6.7	.....Riverside.....ô	8 25 »
	7 30 A M	7.7	.....Beverley.....ô	8 20 A M
	7 40 A M	7.2	.....**Bearesem**....ô	†7 45 A M
	7 55 A M	9.7	ar.**Philadelphia**ô.lv.	†8 05 A M

NORTHERN RAILWAY.—Main Line.

No. 5	No. 51	Mls.	*April* 16, 1906.	No. 52	No. 2
§2 45 P M	†6 15 A M	0	lve.....**Limon**.....arr.	5 00 P M	9 45 A M
2 55 »	6 25 »	3.5	...**Moin Junction**....	4 50 »	9 33 »
3 12 »	6 40 »	7.5	..... Castro .....ô	4 30 »	9 21 »
3 51 »	8 05 »	18.9	.....**Zent**.....	3 45 »	8 45 »
3 59 P M	8 13 A M	21.2	arr.**Zent Junction**.lve.	†3 30 P M	§8 35 A M

NORTHERN RAILWAY.—Chirripo Branch.

No. 76	Mls.	*April* 16, 1906.	No. 75
†6 15 A M	0	lve.....**Limon**.....arr.	3 55 P M
7 18 »	18.9	.....**Zent**.....	8 00 A M
7 35 A M	22.1	arr....**Chirripo**...lve.	†7 40 A M

OPERATED RAILWAYS IN PANAMA.

CHANGUINOLA RAILWAY.

E. D. NASH, General Superintendent, Bocas del Toro, Panama.

No. 3	No. 1	Mls.	*June* 20, 1909.	No. 2	No. 4
*4 00 P M	*9 00 A M	0	lve...**Almirante**...arr.	8 30 A M	3 30 P M
4 56 »	9 56 »	12.25	...Tarpon Junction ...	7 34 »	2 34 »
5 04 »	10 04 »	14.00	.Changuinola Junction.	7 26 »	2 26 »
5 15 »	10 15 »	15.75	.....Base Line.....	7 15 »	2 15 »
5 22 »	10 22 »	17.00	..... Farm 6.....	7 10 »	2 10 »
5 46 »	10 45 »	24.50	...Guabito Junction...	6 46 »	1 46 »
5 53 »	10 53 »	27.50	...San San Junction...	6 37 »	1 37 »
6 00 P M	11 00 A M	29.00	arr....**Victoria**....lve.	*6 30 A M	*1 30 P M

Launch leaves Bocas del Toro at 7 00 a.m. and 2 00 p.m., connecting at Almirante with the above trains. Returning, arrives at Bocas del Toro 10 00 a.m. and 5 00 p.m.

CONNECTIONS.—PACIFIC RAILWAY.

M. G. ESCALANTE, General Manager, San Jose, Costa Rica.

Pas.	Pas.	Mix.	Pas.	Mix.	Ms	*August* 2, 1908.	Pas	Mix.	Pas.	Pas.	Pas.
	P M	A M	A M	A M		LEAVE] [ARRIVE	A M	P M	P M	A M	P M
	†2 00	g7 30	*9 00	†7 00		.....**San Jose**....	10 45	3 38	4 00	10 45	5 20
P M	3 02	8 25	9 50	8 05		.....Ciruelas.....	9 45	2 10	3 00	9 45	4 20
o5 45	3 27	8 50				.....Alajuela.....				g9 20	m4 00
4 50	P M	A M	10 45	9 00		.....Atenas.....	8 43	12 45	2 08	A M	P M
5 45			11 40	9 55		.....Concepcion....	7 40	11 25	1 10		
6 10			12 05	10 20		.....**Santo Domingo**.	*7 15	†11 00	*12 45		
P M			Noon	A M		ARRIVE] [LEAVE	A M	A M	Noon		

Pas.	Pas.	Pas.	Pas.	Pas.	Ms	*March* 16, 1908.	Pas.	Pas.	Pas.	Pas.	Pas.
		P M		A M		LEAVE] [ARRIVE		A M	P M		
	P M	*6 00	A M	*6 30		.....**Esparta**.....	A M	8 00	6 30	P M	
	*6 00	5 30	*7 30	7 00		.....Barranca.....	6 40	*7 15	*5 45	5 10	
	6 30	P M	8 00	A M		..**Punta Arenas**..	*6 00	A M	P M	*4 30	
	P M		A M			ARRIVE] [LEAVE	A M			P M	

UNITED FRUIT COMPANY,

STEAMSHIP AND RAILWAY SERVICE.

CONNECTIONS.

GUATEMALA RAILWAY.

F. G. WILLIAMSON, General Manager, Guatemala City, Guatemala.

Pas.	Mls.	*August*, 1909.	Pas.
A M		LEAVE — ARRIVE	P M
*6 30	0	.. **Puerto Barrios** ..	7 20
7 35	18.2	..... Tenedores	6 20
8 15	28.8	..... Dartmouth	5 40
8 33	33.6	..... Morales	5 20
8 59	41.2	..... Virginia	4 52
9 16	45.9	..... Montufar	4 35
10 06	59.3	..... Los Amates	3 50
10 30	64.2	..... Santa Ines	3 25
11 00	72.3	..... Iguana	3 00
11 30	80.2	..... Gualan	2 35
12 40	101.2	arr. ..... Zacapa ..... lve.	1 20
1 10	101.2	lve. ..... Zacapa ..... arr.	12 50
1 45	112.9	..... Reforma	12 15
2 10	119.4	..... Cabanas	11 50
2 35	126.5	..... Jicaro	11 25
3 05	134.2	..... El Rancho	11 00
3 35	141.9	..... Progreso	10 25
4 10	150.1	... Estrada Cabrera ...	9 53
4 38	156.8	..... Sanarate	9 25
5 05	162.8	..... Chile	9 00
5 55	174.1	.... Agua Caliente	8 08
6 25	181.6	..... Fiscal	7 38
6 55	188.2	..... Mendez	7 10
7 25	194.3	..... **Guatemala**	*6 45
P M		ARRIVE — LEAVE	A M

GUATEMALA CENTRAL RAILROAD COMPANY AND PROPRIETARY LINES.

D. B. HODGSDON, General Manager, Guatemala City, Guatemala.

Pas'nger.	Pas'nger.	Mls	*August*, 1909.	Pas'nger.	Pas'nger.
*2 00 P M	*7 30 A M	0	lve. ..... **Guatemala** ..... arr.	6 00 P M	10 45 A M
4 40 "	9 30 "	31	..... Palin	3 40 "	8 00 "
6 15 P M	10 35 A M	47	arr. ..... Escuintla ..... lve.	1 45 P M	*6 00 A M
.....	2 45 P M	75	arr. ..... San José ..... lve.	9 15 A M	.....
.....	11 05 A M	47	arr. ..... Escuintla ..... lve.	1 15 P M	.....
.....	12 20 Noon	64	..... Obispo	11 50 A M	.....
.....	1 10 P M	70	..... Santa Lucia	11 05 "	.....
.....	2 40 "	87	..... Patulul	9 20 "	.....
.....	4 15 "	108	..... Palo Gordo	7 40 "	.....
.....	4 45 "	115	..... Mazatenango	7 15 "	.....
c7 30 A M	6 00 P M	129	arr. ..... **Retalhuleu** ..... lve.	*6 05 A M	4 30 P M
.....	6 30 P M	134	arr. ..... **San Felipe** ..... arr.	*5 45 A M	.....
10 00 A M	.....	156	arr. ..... **Champerico** ..... lve.	.....	e2 00 P M

OCOS RAILWAY.

H. POHL, Superintendent, Ocos, Guatemala.

Pas'nger.	*October*, 1908.	Pas'nger.
*7 30 A M	lve. ..... **Ocos** ..... arr.	12 05 Noon
8 30 "	..... Ayutla	11 10 A M
9 20 "	..... Pajapita	10 20 "
9 25 A M	arr. .. **Vado Ancho** .. lve.	*10 00 A M

VERAPAZ RAILROAD & STEAMSHIP COMPANY.

A. F. WILLARD, Manager, Livingston, Guatemala.

Pas'nger.	Mls.	*August*, 1909.	Pas'nger.
7 00 A M	0	lve. ..... **Panzos** ..... arr.	4 30 P M
9 05 "	20	arr. ..... La Tinta ..... lve.	2 05 P M
10 00 "	20	lve. ..... La Tinta ..... arr.	12 50 Noon
11 00 A M	28	arr. .. **Pancajche** .. lve.	12 00 Noon

The mail steamer for Barrios and Santo Tomas leaves Livingston on Tuesday at 10 00 a.m., making connection with the mail steamer for the United States. Leaves Barrios for Livingston on Tuesday at 12 00 noon.

The mail steamer between Panzos and Livingston leaves Livingston on Thursday at 6 00 a.m. and Panzos on Sunday at 6 00 a.m.

HONDURAS RAILROAD.

A. G. GREELEY, Superintendent, Puerto Cortes, Spanish Honduras.

Pas'nger.	Mls	*December*, 1908.	Pas'nger.
b8 30 A M	0	lve. .. **Puerto Cortes** .. arr.	1 40 P M
11 20 A M	27	..... Choloma	10 40 A M
12 25 Noon	38	..... San Pedro	8 50 A M
3 00 P M	56	arr. ..... **Pimienta** ..... lve.	a7 00 A M

Tegucigalpa, the Capital of Honduras, can be reached by mules, five days' journey from Pimienta.

*Daily; † daily, except Sunday; ‡ Sunday only; *a* Tuesday, Thursday and Saturday; *b* Monday, Wednesday and Friday; *c* Sunday, Wednesday and Friday; *d* Monday and Wednesday; *e* Sunday, Tuesday and Thursday; *g* Tuesday and Thursday; *h* Friday only; *k* Saturday only.

Map of GUATEMALA, SALVADOR and portions of British Honduras, Honduras and Mexico

THE SALVADOR RAILWAY.

CHARLES STUART, General Manager, San Salvador, Salvador.

8	6	4	2	M	*May*, 1909.	1	3	5	7
		P M	A M		(*Main Line.*)	P M	A M		P M
A M		*4 15	*10 15	0	lve. .. **Acajutla** .. arr.	1 50	8 20		P M
*6 00	A M	5 00	12 00	12	..... Sonsonate	1 00	*7 30	P M	4 30
8 35	*9 15	P M	2 30	42	.. **Sitio del Nino** ..	9 10	A M	2 25	2 20
10 15	11 00		4 00	66	arr. **San Salvador** . lve.	*7 30		*1 00	*12 15
A M	A M		P M		(*Santa Ana Br.*)	A M		P M	Noon
			*2 45	0	lve. **Sitio del Nino** . arr.	8 55			
			4 50	25	arr. .. **Santa Ana** .. lve.	*7 00			
			P M			A M			

NICARAGUA RAILWAY AND STEAMER SERVICE.

J. WIEST, General Manager, Managua, Nicaragua.

Pas'nger.	*July*, 1908.	Pas'nger.
*5 50 A M	lve. .... **Corinto** .... arr.	5 15 P M
6 45 A M	..... Chinandega	4 12 P M
7 20 A M	..... **El Viejo**	3 20 P M
8 31 A M	..... Leon	2 14 P M
12 30 Noon	arr. } ... Managua ... { lve.	10 06 A M
2 30 P M	lve. } ... Managua ... { arr.	9 07 "
3 50 "	..... **Masaya**	7 40 "
4 55 P M	arr. .... **Granada** .... lve.	*6 50 A M

Steamer *Victoria* leaves Granada each month as follows, 8 00 a.m.; 10th, 20th and last day for San Carlos; 10th and last day for El Morrito; and 6th and 26th for San Forge, San Emelio and Colon, (Nicaragua). Steamers leave San Juan del Norte (Greytown) on the 10th, 20th and last day of the month for interior points.

Diriamba Branch.—Train leaves Masaya *8 50 a.m., arriving Masatepe 10 25 a.m., Diriamba 11 51 a.m. Returning, leaves Diriamba *12 30 noon, Masatepe *1 56 p.m., arrives Masaya 3 31 p.m.

JAMAICA GOVERNMENT RAILWAY.

C. A. SQUIRE, Superintendent, Kingston, Jamaica.

Pas.	Pas.	Pas.	Pas.	*April* 1, 1908.	Pas.	Pas.	Pas.	Pas.
	P M	A M	A M	LEAVE — ARRIVE	P M	A M	P M	
	‡2 00	‡6 00	†7 00	..... **Port Antonio**	6 35	11 22	6 40	
	2 31	6 31	7 31	..... Hope Bay	6 05	10 52	6 10	
	2 57	6 57	7 57	..... Bluff Bay	5 38	10 26	5 44	
P M	3 24	7 24	8 23	..... Annotto Bay	5 13	10 00	5 18	A M
†4 20	— —	— —	9 42	..... Ewarton	4 00	— —	— —	9 15
4 53	— —	— —	10 22	..... Bog Walk	3 16	— —	— —	8 48
5 22	5 48	9 47	10 46	..... Spanish Town	2 51	7 36	2 58	8 13
5 55	6 21	10 20	11 20	arr. ..... **Kingston** ..... lve.	†2 15	‡7 00	‡2 20	†7 40
P M	P M	A M	†7 00	lve. ... **Port Antonio** .. arr.	6 35	A M	P M	A M
			10 45	lve. ..... **Kingston** .... arr.	3 05			
			11 24	..... Spanish Town	2 28			
			11 34	..... Hartland	2 14			
			1 05	..... Porus	12 37			
			1 35	..... Williamsfield	12 11			
			5 17	..... Montpelier	8 30			
			5 56	..... **Montego Bay**	†7 45			
			P M	ARRIVE — LEAVE	A M			

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Ocean Steamship Co. of Savannah

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E. R. RICHARDSON, Freight Traffic Mgr., " "

J. C. HORTON, Pas. Traffic Manager, Pier 35, N. R., New York.
A. R. STOREY, Commissary, " "
LAWTON & CUNNINGHAM, General Counsel, Savannah, Ga.
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L. R. Van DIVIERE, Commercial Agent, 37 Bull St.

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A DELIGHTFUL SEA TRIP!

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NEW YORK-SAVANNAH LINE.

NEW YORK TO SAVANNAH.

From Pier 35, North River, every Tuesday, Thursday and Saturday at 3 00 P.M.

CITY OF ATLANTA.....5,433 Tons.....January 4, 13, 22
CITY OF COLUMBUS.....5,433 Tons.....January 6, 15, 25
CITY OF SAVANNAH.....5,900 Tons.....January 8, 18, 27
NACOOCHEE.....2,675 Tons.....January 11, 20, 29

SAVANNAH TO NEW YORK.

From Company's Wharf, every Tuesday, Thursday and Saturday at 3 00 P.M.
Eastern (75th Meridian) time.

CITY OF COLUMBUS.....January 1, 11, 20, 29
CITY OF SAVANNAH.....January 4, 13, 22
CITY OF ATLANTA.....January 8, 18, 27
NACOOCHEE.....January 15, 25

BOSTON-SAVANNAH LINE.

BOSTON TO SAVANNAH.

From Lewis Wharf, 20 Atlantic Ave., every Tuesday and Saturday at 3 00 P.M.

⊙CITY OF MACON.....January 1, 11, 22
⊙CITY OF MEMPHIS.....January 4, 15, 25
CITY OF AUGUSTA.....January 8, 18, 29

SAVANNAH TO BOSTON.

From Company's Wharf, every Monday and Thursday at 3 00 P.M.
Eastern (75th Meridian) time.

CITY OF AUGUSTA.....January 3, 13, 24
⊙CITY OF MACON.....January 6, 17, 27
CITY OF MEMPHIS.....January 10, 20, 31

⊙S.S. City of Macon and ⊙S.S. City of Memphis will carry only first-cabin passengers.

For detailed information, consult the Green Folder.

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QUEEN & CRESCENT ROUTE

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AND SOUTHERN RAILWAY

NOTICE TO TICKET AGENTS

THROUGH FLORIDA SERVICE

FLORIDA LIMITED

IN SERVICE ALL YEAR

Solid Train from Cincinnati at 8 00 a.m. daily to Jacksonville, via Chattanooga and Atlanta. Through Sleeping Car from Chicago, via Big Four, 9 05 p.m. to Jacksonville without change.

Day Coaches, Dining and Observation Cars.

FLORIDA SPECIAL

Commencing Monday, January 3, 1910

Solid Train from Cincinnati at 8 10 p.m. Pullman Drawing-room Sleeping Car from Louisville 8 00 p.m. and Through Pullman Sleeper from Cleveland, via Big Four, daily 12 30 noon. From Detroit, via Michigan Central, 12 35 noon. From Toledo, via Big Four, 2 20 p.m. (Mondays, Wednesdays and Fridays). From Detroit, via Pere Marquette, 12 20 noon. Toledo, via Cincinnati, Hamilton & Dayton Ry., 2 00 p.m. (Tuesdays, Thursdays and Saturdays) to Jacksonville, via Chattanooga and Atlanta, arriving Jacksonville 8 20 p.m.

FLORIDA-ASHEVILLE LINE

In service all year, leaving Cincinnati 8 10 p.m. Through Sleeper Cincinnati to Jacksonville, via Knoxville, Asheville and Savannah. Also Sleeper from Louisville at 8 00 p.m. to Asheville. Day Coach from St. Louis and Louisville to Knoxville.

Dining Cars on all through trains.

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G. P. A., Q. & C. Route,
CINCINNATI, OHIO.

QUEEN & CRESCENT ROUTE.

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Florida Special.	No. 1	STATIONS AND ROUTES.	No. 2	Florida Special.
	*9 05 P M	lve. Chicago.....(Big Four) arr.	7 45 A M	
b12 20 Noon		lve. Detroit (Pere Mar. and C. H. & D.) arr.	a7 15 A M	
c12 35 Noon		lve. Detroit (M. C. and Big Four) arr.	d6 45 A M	
*12 10 Noon		lve. Cleveland.....(Big Four) arr		3 15 P M
*8 10 P M	*8 00 A M	lve. Cincinnati.....(Q. & C.) arr.	8 35 P M	8 00 A M
10 35 P M	10 30 A M	lve. Lexington..... » lve.	6 10 P M	5 33 A M
9 04 A M	10 10 P M	lve. St. Louis.....(So. Ry.) arr.	7 31 A M	7 05 P M
8 00 P M	7 40 A M	lve. Louisville.....(So. Ry.) arr.	8 50 P M	8 40 A M
11 40 P M	11 30 A M	lve. Danville.....(Q. & C.) lve.	5 05 P M	4 28 A M
3 45 A M	3 50 P M	arr. Oakdale..... » lve.	12 45 Noon	12 10 Night
6 15 A M	6 00 P M	arr. Chattanooga..... » lve	10 25 A M	9 45 P M
6 30 A M	6 15 P M	lve. Chattanooga....(So. Ry.) arr.	10 15 A M	9 35 P M
9 05 A M	8 53 P M	arr. Rome..... » lve.	7 37 A M	7 15 P M
11 10 A M	11 00 P M	arr. Atlanta..... » lve.	5 30 A M	5 10 P M
1 35 P M	1 20 A M	arr. Macon..... » lve.	2 48 A M	2 22 P M
5 45 P M	6 00 A M	arr. Jesup..... » lve.	10 35 P M	10 15 A M
5 45 P M	6 05 A M	lve. Jesup..... » arr.	10 35 P M	10 10 A M
8 20 P M	8 30 A M	arr. Jacksonville..... » lve.	7 55 P M	*7 40 A M
	10 32 A M	arr. Atlantic Beach..(F. E. C.) lve.	4 44 P M	*6 43 A M
9 35 P M	10 45 A M	arr. St. Augustine.... » lve.	*6 15 P M	
10 00 A M	11 30 P M	arr. Miami..... » lve.	*5 30 A M	
3 15 P M	7 10 A M	arr. Knights Key..... » lve.	*8 30 P M	
9 30 P M	9 30 A M	lve. Jacksonville..(Atl. Coast Line) arr.	6 50 P M	7 00 A M
2 10 A M	2 05 P M	arr. Sanford..... » lve.	2 55 P M	2 10 A M
7 00 A M	7 00 P M	arr. Tampa..... » lve.	10 30 A M	9 00 P M
7 45 A M	7 45 P M	arr. Port Tampa..... » lve.	9 45 A M	8 15 P M
8 30 P M	9 30 A M	lve. Jacksonville...(S. A. L.) arr.	6 30 P M	7 00 A M
1 10 A M	1 07 P M	arr. Ocala..... » lve.	2 50 P M	2 10 A M
2 30 A M	2 17 P M	arr. Wildwood..... » lve.	1 40 P M	1 10 A M
6 30 A M	5 50 P M	arr. Tampa..... » lve.	*10 20 A M	*9 00 P M

VESTIBULED TRAIN SERVICE.

FLORIDA SPECIAL.

(Commencing January 3, 1910.) Solid trains between Cincinnati and Jacksonville, leaving Cincinnati 8 10 p.m. daily, with Through Sleeping Cars from Detroit, via Pere Marquette and Cincinnati, Hamilton & Dayton on Tuesdays, Thursdays and Saturdays and via Michigan Central and Big Four on Mondays, Wednesdays and Fridays, connecting at Cincinnati. Train also carries Through Sleeping Car from Cleveland, via Big Four; Pullman Drawing-room Sleeping Car from Louisville, via Southern Ry., connecting with Florida Special at Danville, Ky., through to Jacksonville, via Chattanooga and Atlanta.

Trains Nos. 1 and 2—THE FLORIDA LIMITED.

Solid Vestibule Train between Cincinnati, Chattanooga, Atlanta, Jacksonville and St. Augustine, consisting of Day Coaches and Through Sleepers. Dining Car between Cincinnati, Atlanta, Jesup and Jacksonville. Through Pullman Sleepers also operated on this train between Chicago, Cincinnati and Jacksonville via Chattanooga and Atlanta, in connection with Big Four, via Cincinnati. Through Sleeping Cars Jacksonville to Detroit (Northbound only) car leaving Jacksonville Tuesday, Thursday and Saturday, runs via Pere Marquette and Cincinnati, Hamilton & Dayton Ry., and car leaves Monday, Wednesday and Friday, runs via Big Four and Michigan Central Railroads.

STEAMSHIP SERVICE.

The P. & O. S.S. Co's steamers leave Knights Key for Key West †3 30 p.m., and for Havana direct †7 40 a.m. From Port Tampa the P. & O. S.S. Co. will also operate an unsurpassed fleet. Present sailing dates are 11 00 p.m. Sunday, Tuesday, Thursday and Saturday.

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Via Q. & C. and So. Ry.

No. 1 Daily.	No. 9 Daily.	STATIONS.	No. 10 Daily.	No. 2 Daily.
8 00 A M	8 10 P M	lve...Cincinnati...arr.	8 00 A M	8 35 P M
10 30 A M	10 35 P M	lve...Lexington...lve.	5 33 A M	6 10 P M
10 10 P M	9 04 A M	lve....St. Louis....arr.	7 05 P M	7 31 A M
7 40 A M	8 00 P M	lve...Louisville...arr.	8 40 A M	8 50 P M
11 30 A M	11 40 P M	lve....Danville....arr.	4 28 A M	5 05 P M
3 30 P M	3 35 A M	arr....Oakdale....lve.	12 10 Night	12 45 Noon
5 55 P M	6 45 A M	arr....Knoxville...lve.	9 05 P M	10 05 A M
4 41 A M	10 40 A M	arr...Hot Springs..lve.	3 30 P M	3 10 A M
5 50 A M	1 05 P M	arr.....Asheville....lve.	2 05 P M	1 40 A M
1 15 P M	9 35 P M	arr...Greensboro..lve.	7 20 A M	7 20 P M
7 00 A M	4 10 P M	lve.....Asheville....arr.	2 10 P M	
2 30 P M	11 55 P M	arr.....Columbia....lve.	7 00 A M	
	9 45 A M	arr.....Savannah....lve.	2 05 P M	
	2 00 P M	arr...Jacksonville..lve.	9 45 A M	

Trains No. 9 and 10.—Through Pullman Service between Cincinnati and Jacksonville, via Asheville, Knoxville and Savannah. Through Sleepers between Louisville and Asheville. Day Coaches between St. Louis and Louisville and Knoxville.

CINCINNATI AND ATLANTA.

Via Chattanooga and Atlanta.

No. 9 Daily.	No. 1 Daily.	STATIONS.	No. 2 Daily.	No. 10 Daily.
8 10 P M	8 00 A M	lve. Cincinnati....(Q. & C.) arr.	8 35 P M	8 00 A M
6 15 A M	8 00 P M	arr. Chattanooga.. » lve.	10 25 A M	8 45 P M
11 10 A M	11 00 P M	arr. Atlanta (Southern Ry.) lve.	5 30 A M	5 10 P M

Double Daily Service, Solid Trains; Pullman Drawing-room Sleepers, Dining and Observation Cars and Day Coaches.

CINCINNATI AND MOBILE LINE.

Via Birmingham.

No. 3 Daily.	No. 1 Daily.	STATIONS.	No. 2 Daily.	No. 4 Daily.
8 00 P M	8 00 A M	lve. Cincinnati (Q. & C.) arr.	8 35 P M	8 20 A M
10 25 P M	10 30 A M	lve. Lexington... » arr.	6 10 P M	5 48 A M
8 00 P M	7 40 A M	lve. Louisville. (So. Ry.) arr.	8 50 P M	8 40 A M
11 30 P M	11 30 A M	arr. Danville...(Q. & C.) lve.	5 05 P M	4 43 A M
3 35 A M	3 30 P M	arr. Oakdale..... » lve.	12 45 Noon	12 25 Night
6 10 A M	6 00 P M	arr. Chattanooga » lve.	10 25 A M	10 00 P M
6 20 A M	6 10 P M	lve. Chattanooga » arr.	10 15 A M	9 50 P M
7 50 A M	7 42 P M	lve. Fort Payne... » arr.	8 45 A M	8 20 P M
8 45 A M	8 40 P M	lve. Attalla..... » arr.	7 42 A M	7 25 P M
10 15 A M	10 10 P M	arr. Birmingham. » lve.	6 15 A M	6 05 P M
3 25 P M	6 00 A M	lve. Birmingham. (So. Ry.) arr.		
8 00 P M	10 20 A M	arr. Selma..... » lve.		
	6 00 P M	arr. Mobile..... » lve.		

Through Pullman Service between Cincinnati and Birmingham.

CINCINNATI, CHATTANOOGA AND MOBILE.

Via Meridian.

No. 3 Daily.	No. 1 Daily.	STATIONS.	No. 2 Daily.
8 00 P M	8 00 A M	lve. Cincinnati.....(Q. & C.) arr.	8 35 P M
8 00 P M	7 40 A M	lve. Louisville.....(Southern Ry.) arr.	8 50 P M
11 30 P M	11 30 A M	lve Danville.....(Q. & C.) arr.	5.05 P M
6 20 A M	6 10 P M	lve. Chattanooga ..... » arr.	10 15 A M
10 20 A M	10 15 P M	lve. Birmingham ..... » lve.	6 15 A M
2 35 P M	2 30 A M	arr. Meridian. ..... » lve	1 45 A M
2 45 P M	3 10 A M	lve. Meridian.....(M. & O.) arr.	1 30 A M
7 20 P M	7 55 A M	arr. Mobile..... » lve.	8 40 P M

Through Drawing-room Pullman Sleeping Cars between Chattanooga and Mobile, via Meridian, on trains Nos. 1 and 2.

* Daily; † daily, except Sunday; *a* Thursday, Saturday and Monday; *b* Tuesday, Thursday and Saturday; *c* Monday, Wednesday and Friday; *d* Wednesday, Friday and Sunday.

PINTSCH GAS In use on 48,000 Cars, 6,600 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

QUEEN & CRESCENT ROUTE

QUEEN & CRESCENT ROUTE.

CONDENSED SCHEDULES OF THROUGH TRAINS—Continued.

CINCINNATI AND NEW ORLEANS.

Southbound.						STATIONS AND ROUTES.	Northbound.					
	No. 5 Daily.	No. 5 Daily.	No. 9 Daily.	No. 3 Daily.	No. 1 Daily.		No. 2 Daily.	No. 10 Daily.	No. 4 Daily.	No. 6 Daily.	No. 8 Daily.	
		6 30 A M	8 10 P M	8 00 P M	8 00 A M	lve. Cincinnati. (C.N.O.&T.P.) arr.	8 35 P M	8 00 A M	8 20 A M	5 59 P M		
		9 45 A M	10 35 P M	10 25 P M	10 30 A M	lve. Lexington ... » arr.	6 10 P M	5 33 A M	5 48 A M	3 00 P M		
		7 40 A M	6 00 P M	8 00 P M	7 40 A M	lve. Louisville ... (So. Ry.) arr.	8 50 P M	8 40 A M	8 40 A M			
		11 10 A M	11 40 P M	11 30 P M	11 30 A M	lve. Danville ... (C.N.O.&T.P.) lve.	5 05 P M	4 28 A M	4 43 A M	1 35 P M		
		11 18 A M	— —	11 38 P M	— —	arr. Junction City ... » lve.	— —	— —	s —	1 18 P M		
		12 50 Noon	12 55 Night	12 45 Night	12 45 Noon	lve. Somerset ... » arr.	3 40 P M	3 05 A M	3 20 A M	11 30 A M		
		4 37 P M	3 45 A M	3 35 A M	3 30 P M	arr. Oakdale ... » lve.	12 45 Noon	12 10 Night	12 25 Night	8 00 A M		
		7 55 P M	6 15 A M	6 10 A M	6 00 P M	arr. Chattanooga ... » lve.	10 25 A M	9 45 P M	10 00 P M	5 05 A M		
	6 40 A M			6 20 A M	6 10 P M	lve. Chattanooga ... (A. G. S.) arr.	10 15 A M	9 05 P M	9 50 P M			
	11 38 A M			10 15 A M	10 10 P M	arr. Birmingham ... » lve.	6 15 A M	4 05 P M	6 05 P M			
	4 10 P M			10 20 A M	10 15 P M	lve. Birmingham ... » arr.	6 10 A M		6 00 P M		11 55 A M	
	6 20 P M			11 57 A M	12 01 Night	arr. Tuscaloosa ... » lve.	4 25 A M		4 20 P M		9 30 A M	
	7 35 P M			12 35 Noon	12 40 Night	arr. Akron ... » lve.	3 40 A M		3 35 P M		8 20 A M	
	9 10 P M			1 45 P M	1 55 A M	lve. York ... » arr.	2 31 A M		2 30 P M		6 57 A M	
	10 15 P M			2 35 P M	2 50 A M	arr. Meridian ... » lve.	1 45 A M		1 50 P M		6 05 A M	
				2 40 P M	3 00 A M	lve. Meridian ... (N. O. & N. E.) arr.	1 30 A M		1 45 P M		12 35 Night	
				8 35 P M	9 05 A M	arr. New Orleans ... » lve.	7 30 P M		8 00 A M		4 45 P M	

s Stops Sunday only. | Meals.

THROUGH CAR SERVICE.

Nos. 1 and 2—THE FLORIDA AND NEW ORLEANS LIMITED.

Solid vestibuled train Cincinnati to New Orleans. Through Vestibuled Pullman Sleeping Cars, Day Coaches, Smoking Car and Ladies' Coach between Cincinnati, Birmingham, Meridian and New Orleans without change. Through Pullman Sleepers between Chattanooga and Shreveport. Dining Cars; meals a la carte, Cincinnati to Chattanooga. Broiler service between Birmingham and New Orleans.

Nos. 3 and 4—THE QUEEN & CRESCENT SPECIAL.

Solid vestibuled train between Cincinnati, Chattanooga and New Orleans, with through Pullman Drawing-room Sleeping Cars. These trains are not surpassed anywhere for comfort, elegance, or the completeness of their appointment. The service will be strictly first-class, and in line with the already famous equipment of Queen & Crescent through trains in the South.

Nos. 9 and 10—Solid vestibuled train. Through Pullman Sleepers, Ladies' Coaches and Smokers between Cincinnati and Chattanooga.

CHATTANOOGA AND SHREVEPORT LINE.

No. 1 Daily.	STATIONS.	No. 2 Daily.
5 10 P M	lve. Chattanooga arr.	10 15 A M
10 15 P M	lve. Birmingham arr.	6 10 A M
4 55 A M	lve. Meridian arr.	1 35 A M
5 51 A M	lve. Jackson lve.	10 45 P M
7 05 A M	arr. Vicksburg lve.	9 20 P M
1 10 P M	arr. Shreveport lve.	3 05 P M

Nos. 1 and 2 have Through Pullman Sleeping Cars between Chattanooga and Shreveport.

Direct connections with Through Sleepers to and from New York and Cincinnati at Chattanooga and with fast trains of M. K. & T. and T. & P. Rys. at Shreveport to Texas points.

ATLANTA AND SHREVEPORT LINE.

No. 1 Daily.	STATIONS.	No. 12 Daily.
11 10 P M	lve. Atlanta arr.	6 40 A M
5 30 A M	lve. Birmingham arr	11 36 P M
11 10 A M	lve. Meridian arr.	5 50 P M
2 36 P M	lve. Jackson lve.	2 30 P M
4 00 P M	arr. Vicksburg lve.	12 50 Noon
10 50 P M	arr. Shreveport lve.	6 20 A M

Nos. 11 and 12 have Pullman Sleeping Car and Through Coach between Atlanta and Shreveport, via Southern Ry. and Birmingham. Dining Car between Shreveport and Birmingham.

NEW ORLEANS AND ASHEVILLE LINE.

Via Chattanooga.

No. 4	No. 2	STATIONS.	No. 1
8 00 A M	7 30 P M	lve. New Orleans arr.	9 05 A M
11 20 A M	11 03 P M	arr. Hattiesburg lve.	5 25 A M
1 46 P M	1 30 A M	arr. Meridian lve.	3 00 A M
6 00 P M	6 10 A M	arr. Birmingham lve.	10 15 P M
8 50 P M	10 15 A M	arr. Chattanooga lve.	6 10 P M
10 00 P M	10 25 A M	lve. Chattanooga arr.	5 55 P M
1 25 A M	2 00 P M	arr. Knoxville lve.	2 00 P M
2 50 A M	3 30 P M	arr. Morristown lve.	12 25 Noon
5 50 A M	8 35 P M	arr. Asheville lve.	6 10 A M

Nos. 2 and 1—Daily. Carry Sleepers between New Orleans and Morristown. Through Sleeper between New Orleans and Birmingham.

No. 4—Carries Pullman Sleeper New Orleans to Chattanooga and Chattanooga to Asheville.

No. 1—Carries Pullman Sleeper Morristown to New Orleans.

NEW ORLEANS AND NEW YORK LINE.

Through Sleepers to Washington.

No. 2 Daily.	STATIONS.	No. 1 Daily.
7 30 P M	lve. New Orleans ... (N. O. & N. E.) arr	9 05 A M
1 45 A M	lve. Meridian ... (A. G. S. R.R.) arr.	2 50 A M
6 15 A M	lve. Birmingham ... » arr.	10 10 P M
10 15 A M	arr. Chattanooga ... » lve.	6 10 P M
10 25 A M	lve. Chattanooga ... (Southern Ry.) arr.	5 55 P M
2 10 P M	lve. Knoxville ... » lve.	2 00 P M
3 30 P M	arr. Morristown ... » lve	12 25 Noon
6 25 P M	arr. Bristol ... » lve.	9 15 A M
11 59 P M	arr. Roanoke ... (N. & W. Ry.) lve.	5 15 A M
1 45 A M	arr. Lynchburg ... » lve.	3 25 A M
6 50 A M	arr. Washington ... (Southern Ry.) lve.	10 10 P M
8 02 A M	arr. Baltimore ... (Penna. R.R.) lve.	8 28 P M
10 23 A M	arr. West Philadelphia ... » lve.	5 44 P M
...	arr. Philadelphia ... » lve.	...
1 00 P M	arr. New York ... » lve.	3 26 P M

Through Pullman Drawing-room Sleepers between New Orleans and New York, via Chattanooga, Bristol, Lynchburg, Washington and Pennsylvania R.R., thus giving benefit Pennsylvania Terminals and Uptown Ferries. Superb Vestibuled Trains. Dining Car Service; meals a la carte. Pullman Sleepers between Birmingham and Washington.

NEW ORLEANS-ST. LOUIS LINE.

Via Meridian and M. & O. R.R.

No. 2	No. 4	STATIONS.	No. 1	No. 3
7 30 P M	8 00 A M	lve. New Orleans arr.	9 05 A M	8 35 P M
10 16 P M	10 37 A M	arr. Lumberton lve.	6 15 A M	5 51 P M
11 03 P M	11 20 A M	arr. Hattiesburg lve.	5 25 A M	5 03 P M
11 57 P M	12 13 Noon	arr. Laurel lve.	4 30 A M	4 07 P M
1 30 A M	1 45 P M	arr. Meridian lve.	3 00 A M	2 40 P M
1 40 A M	1 50 P M	lve. Meridian arr.	2 55 A M	2 30 P M
4 46 A M	5 07 P M	arr. West Point lve.	11 45 P M	11 02 A M
6 26 A M	6 43 P M	arr. Tupelo lve.	10 05 P M	9 21 A M
8 06 A M	8 18 P M	arr. Corinth lve.	8 13 P M	7 33 A M
9 57 A M	10 04 P M	arr. Jackson, Tenn. lve.	6 07 P M	5 35 A M
2 10 P M	1 45 A M	arr. Cairo lve.	1 50 P M	1 45 A M
7 45 P M	7 35 A M	arr. St. Louis lve.	8 05 A M	8 20 P M

Nos. 2 and 3—Carry Through Pullman Sleepers between New Orleans and St. Louis.

Nos. 4 and 1—Carry Sleepers between New Orleans and Meridian and Meridian and St. Louis.

Dining Cars, serving meals a la carte.

QUEEN & CRESCENT ROUTE.

QUEEN & CRESCENT ROUTE

LOCAL TIME BETWEEN CINCINNATI AND CHATTANOOGA.

23	25	27	9	3	29	1	5	Mls.	Central Standard Time. November 4, 1909.	Mls.	10	4	30	8	2	28	26	24	32
P M	P M	P M	P M	P M	Noon	A M	A M				A M	A M	P M	P M	P M	A M	A M	A M	A M
†6 15	*5 30	†4 00	*8 10	*8 00	k12 40	*8 00	*6 30	0	lve. + **Cincinnati** ♂ arr.	338	8 00	8 20	2 45	5 59	8 35	10 15	7 00	6 10	10 15
6 21	5 39	4 05	8 14	8 04	12 45	8 05	6 35		**Cincinnati Junction**		7 45	8 05	2 38	5 47	8 20	10 05	6 53	6 02	10 05
6 23	5 40	— —	— —	— —	12 47	— —	— —		Eighth Street		— —	— —	2 36	— —	— —	— —	6 51	5 58	10 02
6 29	5 45	— —	— —	— —	12 50	— —	— —		McLean Avenue ♂		— —	— —	2 33	— —	— —	— —	6 48	5 55	9 59
6 35	5 50	4 14	8 27	— —	12 55	8 14	6 43	3	Ludlow	335	7 35	7 55	2 28	5 38	8 07	9 54	6 43	5 50	9 54
6 50	6 02	— —	— —	— —	1 10	— —	— —	7	Highland	331	— —	— —	2 15	5 27	— —	— —	6 29	5 40	9 43
7 00	6 18	4 33	— —	8 40	1 18	— —	7 03	10	Erlanger ♂	328	— —	— —	2 10	5 22	— —	9 39	6 25	5 34	9 39
7 03	6 22	— —	— —	— —	1 20	— —	7 05	12	Woodside	327	— —	— —	2 07	5 17	— —	— —	6 16	†5 30	9 37
P M	6 25	4 37	— —	— —	1 21	— —	7 07	12	Buffington	326	— —	— —	2 05	5 15	— —	9 34	6 14	A M	9 35
	6 30	— —	— —	— —	1 25	— —	7 13	14	Devon	324	— —	— —	2 02	5 13	— —	— —	6 08		9 32
	6 37	— —	— —	— —	1 32	— —	7 19	17	Richwood ♂	321	— —	— —	1 57	5 05	— —	9 25	6 00		9 25
	6 41	— —	— —	— —	1 35	— —	7 25	18	Kensington ♂	320	— —	— —	1 54	5 00	— —	— —	5 56		9 21
	6 47	4 53	— —	— —	1 40	— —	7 30	21	**Walton** ♂	317	— —	— —	k1 50	4 53	— —	9 16	5 52		9 16
	6 53	— —	— —	— —	P M	— —	7 38	24	Bracht	314	— —	— —	P M	4 47	— —	— —	5 46		9 09
	6 59	5 07	— —	— —		— —	7 45	28	Crittenden ♂	310	— —	— —		4 40	— —	9 03	5 40		9 03
	7 06	—	— —	— —		— —	7 52	31	Sherman ♂	307	— —	— —		4 34	— —	— —	5 34		8 53
	7 18	5 18	— —	— —		— —	7 59	35	Dry Ridge ♂	303	— —	— —		4 27	— —	8 46	5 25		8 46
	7 28	5 27	— —	— —		— —	8 08	38	+ Williamstown ♂	300	— —	— —		4 20	— —	8 40	5 18		8 40
	7 35	— —	— —	— —		— —	8 15	43	Mason	295	— —	— —		4 11	— —	— —	5 07		8 30
	7 45	— —	— —	— —		— —	8 24	47	Blanchet ♂	291	— —	— —		4 03	— —	— —	†5 00		§8 24
	P M	5 45	— —	— —		— —	8 29	49	+ Corinth ♂	289	— —	— —		4 00	— —	8 21	A M		A M
		5 51	— —	— —		— —	8 35	52	Hinton	286	— —	— —		3 53	— —	8 15			
		6 00	— —	— —		— —	8 45	57	+ Sadieville ♂	281	— —	— —		3 43	— —	8 07			
		6 10	— —	— —		— —	9 00	63	Rogers Gap ♂	275	— —	— —		3 32	— —	7 57			
		6 15	— —	— —		— —	9 05	66	Delaplain	272	— —	— —		3 28	— —	7 52			
		6 28	c —	— —		d —	9 15	70	+ **Georgetown** ♂	268	— —	e6 08		3 20	d —	7 45			
		6 33	— —	— —		— —	9 23	74	Donerail	264	— —	— —		3 12	— —	7 37			
		6 38	—	—		— —	9 30	78	Greendale ♂	260	— —	— —		3 07	— —	7 32			
		6 55	10 35	10 25		10 30	9 45	82	arr. + **Lexington** ♂ lve.	256	5 33	5 48		3 00	6 10	7 25			
		6 56	10 35	10 25		10 30	9 45	82	lve. **Lexington** arr.	256	5 33	5 48		3 00	6 10	7 25			
		7 06	—	— —		— —	9 56	88	Brannon	250	— —	— —		2 40	— —	7 06			
		7 17	— —	— —		— —	10 07	94	+ **Nicholasville** ♂	244	— —	— —		2 28	g	6 54			
		7 28	— —	— —		— —	10 19	99	+ Wilmore ♂	239	— —	— —		2 17	— —	6 44			
		7 35	— —	— —		— —	10 30	103	High Bridge ♂	235	— —	— —		2 08	— —	6 34			
		7 49	— —	— —		— —	10 44	109	+ **Burgin** ♂	229	— —	— —		1 52	— —	6 22			
		7 58	—	— —		— —	10 51	112	Faulconer	226	— —	— —		1 43	— —	6 15			
		8 13	11 40	11 30		11 30	11 10	117	+ **Danville** ♂	221	4 28	4 43		1 35	5 05	6 08			
		8 23		11 38		— —	1 18	121	+ **Junction City** ♂	217	— —	s —		1 18	— —	5 56			
		8 40	— —	— —		— —	11 28	127	+ Moreland ♂	211	— —	— —		1 03	— —	†5 45			
		P M	— —	— —		— —	11 37	132	+ McKinney ♂	206	— —	e4 00		12 53	— —	A M			
			— —	— —		— —	11 52	130	+ King's Mountain ♂	199	— —	— —		12 36	— —				
			— —	— —		— —	11 30	142	Waynesburg ♂	196	— —	— —		12 28	— —				
			— —	— —		— —	12 07	146	Eubank ♂	192	— —	— —		12 18	— —				
			— —	— —		— —	12 16	151	Pulaski	187	— —	— —		11 57	— —				
			— —	— —		— —	12 21	154	Science Hill ♂	184	— —	— —		11 52	— —				
	21		—	— —		— —	12 27	155	Norwood ♂	183	— —	— —		— —	— —		22		
	P M		12 55	12 45		12 45	12 35	161	arr. + **Somerset** ♂ lve.	177	3 05	3 20		11 32	3 40		A M		
	*5 00		12 55	12 45		12 45	12 50	161	lve. **Somerset** arr.	177	3 05	3 20		11 31	3 40		9 15		
	5 14		—	— —		—	1 04	166	Cedar Grove ♂	172	— —	—		11 15			9 00		
	5 19		— —	— —		— —	1 09	168	+ **Burnside**	170	— —	3 04		11 10	— —		8 54		
	5 24		— —	— —		— —	1 14	170	Tateville ♂	168	— —	— —		11 05	— —		8 48		
	5 47		— —	— —		— —	1 35	179	Greenwood ♂	159	— —	— —		10 44	— —		8 28		
	5 55		— —	— —		— —	1 40	182	Cumberland Falls ♂	156	— —	— —		10 37	— —		8 20		
	6 04		— —	— —		— —	1 44	185	Flat Rock	153	— —	— —		10 31	— —		8 08		
	6 13		— —	— —		— —	1 53	190	Whitley	148	— —	— —		10 21	—		7 57		
	6 16		— —	— —		— —	2 00	193	+ Stearns	145	— —	— —		10 13	— —		7 52		
	6 27		— —	— —		— —	2 12	197	+ Pine Knot ♂	141	— —	— —		10 04	— —		7 42		
	6 33		— —	— —		— —	2 21	201	Silerville	139	— —	— —		9 58	— —		7 36		
	6 45		— —	— —		— —	2 36	204	+ Winfield ♂	134	— —	— —		9 49	— —		7 25		
	6 59		— —	— —		— —	2 48	210	Oneida ♂	128	— —	— —		9 37	— —		7 14		
	7 15		— —	— —		p2 21	3 00	215	+ Helenwood ♂	123	— —	— —		9 26	— —		*7 00		
	P M		— —	— —		— —	3 08	219	New River	119	— —	— —		9 18	— —		A M		
			— —	— —		— —	3 18	222	Robbins ♂	116	— —	— —		9 11	— —				
			— —	— —		— —	3 25	224	Rugby Road	114	— —	— —		9 07	— —				
			— —	— —		— —	3 28	226	+ Glen Mary ♂	112	— —	— —		9 04	— —				
			— —	— —		— —	3 40	232	+ Sunbright ♂	106	— —	— —		8 53	— —				
			— —	— —		— —	3 50	237	Annadel ♂	101	— —	— —		8 41	— —				
		7	— —	— —		p8 03	4 00	241	+ Lancing ♂	97	— —	— —		8 30	— —	8			
		A M	3 45	3 35		8 30	4 37	254	arr. + **Oakdale** ♂ lve.	84	12 10	12 25		8 00	12 45	P M			
		*6 00	3 50	3 40		8 35	4 42	254	lve. **Oakdale** arr.	84	12 05	12 20		7 55	12 40	7 45			
		6 09	— —	— —		— —	4 50	258	+ **Harriman Junction** ♂	80	— —	— —		7 46	— —	7 36			
		6 14	— —	— —		— —	4 55	261	+ Emory Gap	77	— —	— —		7 40	— —	7 27			
		6 21	— —	— —		— —	5 02	264	Cardiff	74	— —	— —		7 34	— —	7 18			
		6 32	— —	— —		— —	5 12	268	+ **Rockwood** ♂	70	— —	— —		7 26	h —	7 08			
		6 42	— —	— —		— —	5 22	273	Glen Alice	65	— —	— —		7 16	— —	6 54			
		6 49	— —	— —		— —	5 29	276	Roddy	62	— —	— —		7 10	— —	6 46			
		7 09	— —	— —		j —	5 44	283	+ Spring City ♂	55	— —	— —		6 57	j —	6 28			
		7 18	— —	— —		— —	5 55	288	Sheffield	50	— —	— —		6 48	— —	6 18			
		7 30	— —	— —		— —	6 07	294	Evensville ♂	44	— —	— —		6 38	— —	6 07			
		7 45	— —	— —		— —	6 20	300	+ **North Dayton** ♂	38	— —	— —		6 25	k —	5 65			
		7 46	— —	— —		— —	6 21	...	South Dayton		— —	— —		6 24	— —	5 54			
		7 55	— —	— —		— —	6 31	305	Graysville	33	— —	— —		6 16	— —	5 41			
		8 00	— —	— —		— —	6 37	308	Coulterville ♂	30	— —	— —		6 11	— —	5 34			
		8 05	— —	— —		— —	6 43	310	Sale Creek	28	— —	— —		6 06	— —	5 29			
		8 11	— —	— —		— —	6 48	313	Retro	25	— —	— —		6 01	— —	5 23			
		8 21	— —	— —		— —	6 59	317	+ Rathburn ♂	21	— —	— —		5 53	— —	5 13			
		8 28	— —	— —		— —	7 07	321	Daisy	17	— —	— —		5 46	— —	5 04			
		8 36	— —	— —		— —	7 18	325	Cave Springs ♂	13	— —	— —		5 39	— —	4 57			
		8 44	— —	— —		— —	7 25	329	Hixon	9	— —	— —		5 23	— —	4 50			
		8 54	— —	— —		— —	7 34	334	+ **Boyce** ♂	4	— —	— —		5 14	— —	4 41			
		— —	— —	— —		— —	—	336	**Citico** ♂	2	— —	— —		— —	— —	— —			
		9 10	6 15	6 10		6 00	7 55	338	+ **Chattanooga** ♂	0	*9 45	*10 00		*5 05	*10 25	*4 30			
		A M	A M	A M		P M	P M		ARRIVE] [LEAVE		P M	P M		A M	A M	P M			

Cincinnati, New Orleans & Texas Pacific Ry.

d Stops to take for or leave from Cincinnati, Ludlow or points beyond; e stops to leave from Somerset or beyond or to take for Cincinnati, Ludlow or beyond; g stops to take for Louisville, Ludlow, Cincinnati or beyond; h stops to leave from Chattanooga or beyond or to take for Cincinnati, Louisville or beyond; j stops to take or leave passengers to or from Atlanta, Birmingham and beyond; k Saturday only; p stops to take for Knoxville and points beyond; s stops Sunday only.

* Daily; † daily, except Sunday; § Sunday only; b stops to leave passengers from Chattanooga or beyond and to take for Cincinnati, Ludlow, Louisville or beyond; c stops to leave passengers from Cincinnati, Ludlow or points beyond or to receive passengers for Chattanooga or beyond.

STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. CHICAGO. ST. LOUIS.

QUEEN & CRESCENT ROUTE

QUEEN & CRESCENT ROUTE.

BETWEEN CHATTANOOGA AND NEW ORLEANS.

21	11 and 7	5	3	1	Ms	November 14, 1909.	4	6-8	2	9 and 12	22
		P M	P M	A M		LEAVE] [ARRIVE	A M	A M	P M		
		8 00	8 00	8 00	0	....Cincinnati....	8 20	8 00	8 35		
P M		A M	A M	P M		LEAVE] [ARRIVE	P M	P M	A M		A M
*4 00		*6 40	*6 20	*6 10	338	+..Chattanooga..§	9 50	9 05	10 15		11 25
4 17		6 57	- -	- -	344	....Wauhatchie..§	- -	8 40	- -		11 00
4 27		7 08	- -	- -	350	....Morganville....	- -	8 30	- -		10 48
4 37		7 18	- -	- -	356	.....Trenton.....§	- -	8 20	- -		10 35
4 50		7 32	- -	- -	364	....Rising Fawn..§	- -	8 05	- -		10 20
5 00		7 42	- -	- -	369	..Sulphur Springs.§	- -	7 55	- -		10 10
5 07		7 48	- -	- -	372	.....Battelle.....	- -	7 50	- -		10 03
5 20		8 00	- -	- -	378	+..Valley Head..§	- -	7 40	- -		9 50
5 40		8 20	7 50	7 42	389	+..Fort Payne..§	9 20	7 18	8 45		9 30
5 51		8 35	- -	- -	395	.....Collbran.....	- -	7 05	- -		9 18
5 59		8 45	- -	- -	399	.....Porterville..§	- -	6 55	- -		9 10
6 08		9 00	- -	- -	404	+...Collinsville...§	- -	6 45	- -		9 00
6 25		9 15	- -	- -	413	.....Keener.....§	- -	6 25	- -		8 45
6 50		9 40	8 45	8 40	425	+.....Attalla.....§	7 25	6 00	7 42		8 20
.....		.....	.....	.....	.....	Gadsden (A.G.G.&A.Ry.)	.....	.....	.....		.....
7 13		9 55	- -	- -	434	.....Steele.....§	- -	5 40	- -		8 02
7 29		10 08	- -	- -	441	.....Whitney.....§	- -	5 28	- -		7 50
7 36		10 20	- -	- -	446	.....Caldwell.....§	- -	5 17	- -		7 38
7 48		10 32	- -	- -	453	+...Springville...§	- -	5 06	- -		7 27
8 00		10 45	- -	- -	460	.....Argo.....	- -	4 52	- -		7 15
8 16		11 00	- -	- -	467	.....Trussville...§	- -	4 40	- -		7 00
8 30		11 15	- -	- -	475	.....Irondale....§	- -	4 25	- -		6 45
9 00	A M	11 38	10 18	10 10	481	arr. Birmingham § lve.	6 05	4 05	6 25	P M	*6 25
P M	*5 30	4 10	10 20	10 15	481	lve. Birmingham..arr.	6 00	12 55	6 10	11 35	A M
	6 00	4 35	- -	- -	489	... ...Grasselli....§	- -	11 25	- -	- -	
	6 10	4 45	10 52	10 50	492	+....Bessemer....§	5 25	11 15	5 35	10 50	
	6 15	4 50	- -	- -	495	...Mobile Junc..	- -	11 05	- -	- -	
	6 20	4 55	- -	- -	498	.....McCalla.....	- -	11 00	- -	10 35	
	6 35	5 10	- -	- -	505	.....Tannehill.....	- -	10 40	- -	10 20	
	6 45	5 23	11 17	- -	510	+..Woodstock..§	5 00	10 25	- -	10 10	
	6 50	5 28	- -	- -	512	.....Bibbville.....	- -	10 21	- -	- -	
	6 57	5 35	- -	- -	516	.....Vance.....§	- -	10 15	- -	9 58	
	7 05	5 44	- -	- -	520	.....Dudley.....	- -	10 05	- -	9 50	
	7 10	5 50	- -	- -	522	.....Coaling.....§	- -	10 00	- -	9 45	
	7 25	6 06	- -	- -	529	.....Cottondale...§	- -	9 45	- -	9 30	
	7 40	6 20	11 57	12 01	537	+..Tuscaloosa..§	4 20	9 30	4 25	9 15	
	7 50	6 32	- -	- -	542	.....Englewood.....	- -	9 10	- -	- -	
	8 10	6 50	- -	- -	551	.....Moundville...§	- -	8 50	- -	8 40	
	8 30	7 05	- -	- -	559	.....Stewart.....	- -	8 3	- -	8 23	
	8 40	17 35	12 35	12 40	562	+.....Akron.....§	3 35	8 20	3 40	8 15	
	9 00	7 55	12 50	- -	571	+.....Eutaw.....§	3 20	8 04	- -	7 55	
	9 10	8 10	- -	- -	578	.....Hairston.....	- -	7 50	- -	7 41	
	9 15	8 15	- -	- -	581	.....Boligee.....§	- -	7 45	- -	7 35	
	- -	8 25	- -	- -	586	..... Miller.....	- -	7 35	- -	- -	
	9 28	8 32	- -	- -	588	+.....Epes.....§	- -	7 31	- -	7 22	
	- -	8 40	- -	- -	592	.....Parker.....	- -	7 25	- -	- -	126
	9 45	8 50	1 30	- -	597	+...Livingston...§	2 43	7 15	- -	7 06	P M
	10 03	9 10	1 45	1 55	606	+.....York.....§	2 30	6 57	2 31	6 50	6 50
	10 15	9 25	- -	- -	613	.....Cuba.....§	- -	6 45	- -	6 37	- -
	10 25	9 35	- -	- -	617	.....Keewanee.....§	- -	6 33	- -	6 30	- -
	10 35	9 45	- -	- -	621	.....Toomsuba.....§	- -	6 28	- -	6 23	- -
6	- -	10 00	- -	- -	629	.....Arklet.....	- -	6 15	- -	- -	- -
A M	11 00	10 15	2 35	2 50	634	arr..Meridian..lve.	1 50	*6 05	1 45	*6 00	*6 00
*7 30	*6 05	P M	2 40	3 00	634	lve..Meridian§arr.	1 45	12 35	1 30	1 30	P M
7 35	6 10		- -	- -	635	.....Shops.....§	- -	12 30	- -	1 26	
7 46	6 20		- -	- -	640	.....Arundel.....	- -	12 18	- -	1 14	
7 52	6 25		- -	- -	642	..... Savoy.....	- -	12 13	- -	1 08	
8 07	6 42		- -	- -	650	.....Enterprise....§	- -	11 58	- -	12 52	
8 16	6 51		- -	- -	655	.....Waurubbee....	- -	11 48	- -	12 43	
8 27	7 02		- -	- -	660	.....Pachuta.....§	- -	11 35	- -	12 32	
8 35	7 10		- -	- -	664	.....Barnett.....	- -	11 26	- -	12 23	
8 45	7 20		3 57	- -	670	.....Vossburg.....§	12 45	11 14	- -	12 14	
8 53	7 28		- -	- -	673	.....Heidelburg....§	- -	11 04	- -	12 04	
9 09	7 43		- -	- -	681	.....Sandersville...§	- -	10 48	- -	11 48	
- -	7 60		- -	- -	683	..... Hawkes.....	- -	10 40	- -	- -	
9 26	8 02		4 07	4 30	690	.....Laurel.....§	12 13	10 27	11 57	11 28	
9 41	8 16		4 23	4 45	697	.....Ellisville.....§	12 02	10 10	11 42	11 12	
9 59	8 35		- -	- -	706	.....Moselle.....§	- -	9 49	- -	10 54	
10 08	8 44	9	- -	- -	711	.....Eastabuchie...§	- -	9 38	- -	10 45	
10 25	9 00	A M	4 58	5 20	719	arr. Hattiesburg § lve.	11 25	9 20	11 08	10 30	
12 15	P M	*4 10	5 05	5 25	719	lve..Hattiesburg..arr.	11 20	9 15	11 03	10 25	
12 27		4 21	- -	- -	725	.....Richburg.....	- -	9 02	- -	10 13	
12 38		4 32	- -	- -	730	.....Okahola.....	- -	8 48	- -	10 02	
12 48	11	4 42	5 33	5 55	735	.....Purvis.....§	10 53	8 37	10 36	9 53	10
12 59	P M	4 52	- -	- -	740	.....Talowah.....	- -	8 23	- -	9 42	A M
1 13	24 00	5 03	5 51	6 15	746	....Lumberton..§	10 37	8 11	10 15	9 30	10 57
1 22	4 12	5 14	- -	- -	752	.....Hillsdale.....	- -	7 58	- -	9 17	10 45
1 27	4 18	5 19	- -	- -	754	.....Orvisburg.....§	- -	7 52	- -	9 12	10 40
1 36	4 28	5 27	6 14	6 38	759	.....Poplarville...§	10 17	7 41	9 53	9 02	10 27
1 59	4 48	- -	- -	- -	769	..... Tyler.....	- -	- -	- -	- -	9 48
2 07	4 55	5 54	- -	- -	774	.....McNeil.....§	- -	7 08	- -	8 32	9 41
2 15	5 03	6 00	6 44	- -	776	.....Carriere.....§	- -	7 00	- -	8 24	9 34
2 25	5 12	6 09	- -	- -	780	.....Richardson.....	- -	6 50	- -	8 15	9 24
2 35	5 23	6 18	7 00	7 23	784	.....Picayune.....§	9 38	6 44	9 12	8 10	9 19
2 43	5 31	6 26	- -	- -	786	.....Nicholson.....§	- -	6 31	- -	7 57	9 07
3 00	5 46	6 41	- -	- -	794	.....Pearl River.....§	- -	6 16	- -	7 42	8 52
3 15	6 00	6 55	7 28	7 54	801	..... Slidell.....§	9 07	6 00	8 39	7 17	8 38
3 27	6 12	- -	- -	- -	803	.....North Shore.....	- -	5 48	- -	7 05	8 28
3 40	6 26	7 20	- -	- -	812	.....South Point.....§	- -	5 35	- -	6 52	8 15
3 52	6 39	7 31	- -	- -	818	.....Little Woods.....	- -	5 24	- -	6 40	7 59
4 10	6 55	7 46	- -	- -	826	.....Seabrook.....	- -	5 10	- -	6 25	7 35
4 35	7 20	8 10	8 35	9 05	836	arr. New Orleans § lve.	*8 00	*4 45	*7 30	*6 00	7 10
P M	P M	A M	P M	A M	...	(Terminal Station.)	A M	P M	P M	A M	A M

Additional Train—Leaves Meridian *6 35 a.m., arriving York 7 25 a.m.

Additional Trains—Leave York *2 05, *8 30 p.m., arriving Meridian 2 55, 8 25 p.m.

Alabama Great Southern Railroad.

New Orleans & North-eastern Railroad.

BETWEEN MERIDIAN AND SHREVEPORT.

3	11	5	1	Ms	November 14, 1909.	2	12	6	4
P M			A M		LEAVE] [ARRIVE	P M			A M
*8 00			*8 00	0	....Cincinnati.....	6 35			8 20
A M			P M		LEAVE] [ARRIVE	A M			P M
*6 20	A M		*6 10	338	.....Chattanooga.....	10 15	P M		8 50
10 20	*5 30		10 15	481	lve..Birmingham...arr.	6 10	11 55		6 00
2 35	12 00		2 50	634	arr....Meridian....lve.	1 45	6 00		1 50
P M	A M	A M	A M		LEAVE] [ARRIVE	A M	P M	P M	Noon
*4 00	*11 10	*700	*305	634	.....Meridian.....§	1 35	5 50	10 00	12 30
4 18	- -	7 17	- -	640	.....Lost Gap.....	- -	- -	9 42	12 12
4 31	- -	7 27	- -	646	... Meehan Junction .§	- -	5 18	9 30	12 00
4 43	- -	7 37	- -	651	.....Chunky.....§	- -	5 06	9 20	11 50
4 57	12 01	7 48	- -	657	.....Hickory.....§	- -	4 57	9 08	11 40
5 13	12 16	8 05	4 01	665	.....Newton.....§	12 59	4 42	8 58	11 25
5 21	- -	8 13	- -	669	.....Lawrence.....§	- -	- -	8 44	11 15
5 32	12 35	8 25	- -	675	.....Lake.....§	- -	4 21	8 32	11 02
5 49	12 51	8 42	4 31	683	.....Forest.....§	12 08	4 05	8 13	10 41
6 00	- -	8 53	- -	689	.....Raworth.....	- -	- -	8 02	10 28
6 11	1 11	9 05	- -	694	.....Morton.....§	- -	3 42	7 52	10 14
6 20	- -	9 14	- -	699	.....Clarksburg.....	- -	- -	7 42	10 03
6 28	1 27	9 23	- -	703	.....Pelahatchie.....§	- -	3 23	7 33	9 53
6 40	- -	9 38	- -	710	.....Rankin.....	- -	- -	7 19	9 38
6 51	1 50	9 49	- -	715	.....Brandon.....§	- -	3 01	7 09	9 27
7 00	- -	9 58	- -	719	.....Greenfield.....	- -	- -	7 00	9 18
7 12	- -	10 07	- -	724	.....Pearson's.....§	- -	- -	6 48	9 08
7 25	2 20	10 20	5 46	730	arr....Jackson[14]..lve.	10 45	2 30	6 35	8 55
7 30	2 30	10 25	5 51	730	lve....Jackson§..arr.	10 40	2 20	6 30	8 50
7 40	- -	10 35	- -	734	.....Dixon.....	- -	- -	6 22	8 40
7 60	2 49	10 45	- -	739	.....Clinton.....§	- -	2 00	6 12	8 29
8 08	3 04	11 05	6 19	747	.....Bolton.....§	10 09	1 44	5 58	8 13
8 16	- -	11 13	- -	751	.....Champion Hill.....	- -	- -	5 46	8 02
8 25	3 24	11 22	6 35	756	.....Edwards.....§	9 51	1 27	5 37	7 53
8 33	- -	11 31	- -	760	.....Smith's.....	- -	- -	5 28	7 44
8 42	- -	11 40	- -	764	.....Bovina.....§	- -	- -	5 20	7 35
-	- -	- -	- -	766	.....Newman's.....	- -	- -	- -	- -
9 00	4 00	12 00	7 05	774	arr....Vicksburg§..lve.	9 28	12 50	*5 00	*7 15
P M	4 06	Noon	7 20	774	lve....Vicksburg....arr	9 16	12 45	P M	A M
	5 08		- -	784	.....Mound.....§	- -	11 41		
	5 14		- -	787	.....Thomastown	- -	11 35		
	5 21		- -	791	.....Barnes.....	- -	11 27		
	5 32		8 29	795	.....Tallulah .....§	7 53	11 18		
	5 35		- -		..... Lake One	- -	11 15		
	5 46		h -	799	.....Quebec.....§	h -	11 06		
	6 02		- -	808	.....Waverly.....§	- -	10 53		
	6 14		8 58	811	.....Delhi.....	7 18	10 44		
	6 49		9 25	829	.....Rayville.....§	6 49	10 16		
	- -		9 31	832	.....Girard.....§	6 43	10 10		
	7 03		- -	836	.....Crew Lake.....	-	10 01		
9	7 16		- -	842	..... Mill Haven	-	9 50		10
A M	7 39		10 03	850	arr.... Monroe ....lve.	6 07	9 30		P M
*7 15	7 35		10 08	850	lve.... Monroe§.. arr.	6 02	9 25		9 45
7 17	7 37		- -	850	.....West Monroe.....	- -	9 23		9 42
7 32	7 52		- -	858	.....Chenière.....	-	9 05		9 27
7 45	8 03		- -	864	.....Calhoun.....§	- -	8 52		9 14
7 57	8 14		g -	869	.....Tremont.....§	g -	8 43		9 02
8 07	8 20		- -	873	.....Choudrant.....	- -	8 37		8 52
8 23	8 35		10 05	881	.....Ruston.....§	5 07	8 23		8 35
8 47	- -		11 24	890	.....Simsboro.....§	- -	8 07		8 15
9 08	9 09		11 40	897	.....Arcadia.....§	4 34	7 53		7 58
9 30	9 25		11 53	905	.....Gibbsland.....§	4 19	7 38		7 38
9 40	9 32		- -	909	.....Nelson	- -	7 33		7 29
9 56	- -		- -	916	.....Dubberly.....§	- -	7 21		7 13
10 03	9 51		12 20	919	.....Sibley.....§	3 56	7 15		7 08
10 20	10 04		- -	926	.....Doyline	- -	7 03		6 50
10 32	10 15		- -	932	.....Haughton.....§	- -	6 54		6 37
10 45	- -		- -	937	.....Bodcau.....	- -	- -		6 26
10 55	- -		- -	941	.....Fosters.....	- -	- -		6 15
11 15	10 50		1 10	946	.....Shreveport.....§	*3 05	*6 20		*6 55
A M	P M		P M		ARRIVE] [LEAVE	P M	A M		P M

Alabama & Vicksburg Railway.

Vicksburg, Shreveport & Pacific Railway.

HARRIMAN & NORTHEASTERN RAILROAD COMPANY.

General Offices—Cincinnati, O.

No. 4		No. 2	Ms	February, 1909.	No. 1	No. 3
†1201	Noon	*6 30 A M	0	lve.... Harriman[1] §.arr.	11 00 A M	4 15 P M
12 16	"	6 45 "	5.5	.....Webster	10 36 "	3 50 "
12 21	"	6 50 "	6.7	.....D'Armond[2].....	10 31 "	3 45 "
12 26	"	6 55 "	7.7	.....Chrismas.....	10 23 "	3 35 "
12 46	Noon	7 15 "	11.1	.....Blue Gem.....	10 06 "	3 20 "
1 07	P M	7 26 "	14.0	.....Coalfield .....§	9 52 "	3 06 "
1 32	"	7 47 "	16.8	.....Stevens.....	9 37 "	2 52 "
1 46	P M	8 00 A M	19.5	.....Petros.....§	*9 30 A M	†2 45 P M
...		...	20.0	arr...State Mines..lve.	...	...

Connections.—[1] With Cincinnati, New Orleans & Texas Pacific Ry. and Southern Ry. [2] With Southern Ry. *Central time.*

Alabama City, Gadsden-Attalla Ry. (Electric Line) will make connections with trains of Alabama Great Southern R.R. at Attalla, delivering passengers at Alabama City and Gadsden (5.3 m.) promptly.

CINCINNATI, BURNSIDE & CUMBERLAND RIVER RY.

From **Burnside Junction** to Burnside Landing (2 miles). Operated for freight only. *December*, 1905.

* Daily; † daily, except Sunday; § Sunday only; *g* stops to take passengers for or to leave from points east of Vicksburg only; *h* stops to leave passengers from or to take for Vicksburg and points east. ¶ Meals. + Coupon stations. § Telegraph stations.

NEW YORK AND NEW ORLEANS SHORT LINE

PENNSYLVANIA R.R.
NEW YORK TO WASHINGTON.

SOUTHERN RY.
WASHINGTON TO LYNCHBURG.

NORFOLK & WESTERN RY.
LYNCHBURG TO BRISTOL.

SOUTHERN RY.
BRISTOL TO CHATTANOOGA.

QUEEN & CRESCENT
CHATTANOOGA TO NEW ORLEANS.

.....	Miles.	STATIONS.	Elev.	.....
5 25 P M	0	lve..... New York.....arr.	14	1 00 P M
5 44 P M	89	lve..West Philadelphia..arr.	111	10 23 A M
8 20 P M	186	lve.... Baltimore ....arr.	66	8 02 A M
10 10 P M	226	lve... Washington ...arr.	10	6 50 A M
3 25 A M	400	lve.... Lynchburg....arr.	521	1 45 A M
5 15 A M	453	lve..... Roanoke.....arr.	907	12 10 Night
9 15 A M	604	lve..... Bristol .....arr.	1676	8 25 P M
1 45 P M	735	arr.....Knoxville.....arr.	891	2 00 P M
6 55 P M	846	arr...Chattanooga...lve.	680	10 25 A M
8 40 P M	933	arr..... Attalla .....lve.	598	7 42 A M
10 10 P M	989	arr... Birmingham ...lve.	598	6 15 A M
2 50 A M	1142	arr..... Meridian.....lve.	316	1 45 A M
9 05 A M	1344	arr...New Orleans...lve.	6	7 30 P M
3 05 A M	1142	lve..... Meridian.....arr.	.....	1 35 A M
7 05 A M	1282	arr.....Vicksburg ....lve.	.....	8 20 P M
1 10 P M	1454	arr....Shreveport ...lve.	.....	3 05 P M
7 55 A M	.....	arr. Mobile (M. & O. R.R.).lve.	.....	8 40 P M

THROUGH PULLMAN SLEEPERS

BETWEEN

New York and New Orleans
Washington and Roanoke
Washington and Chattanooga
Chattanooga and Shreveport
Chattanooga and Mobile
Roanoke and Norfolk

A LA CARTE DINING CAR SERVICE

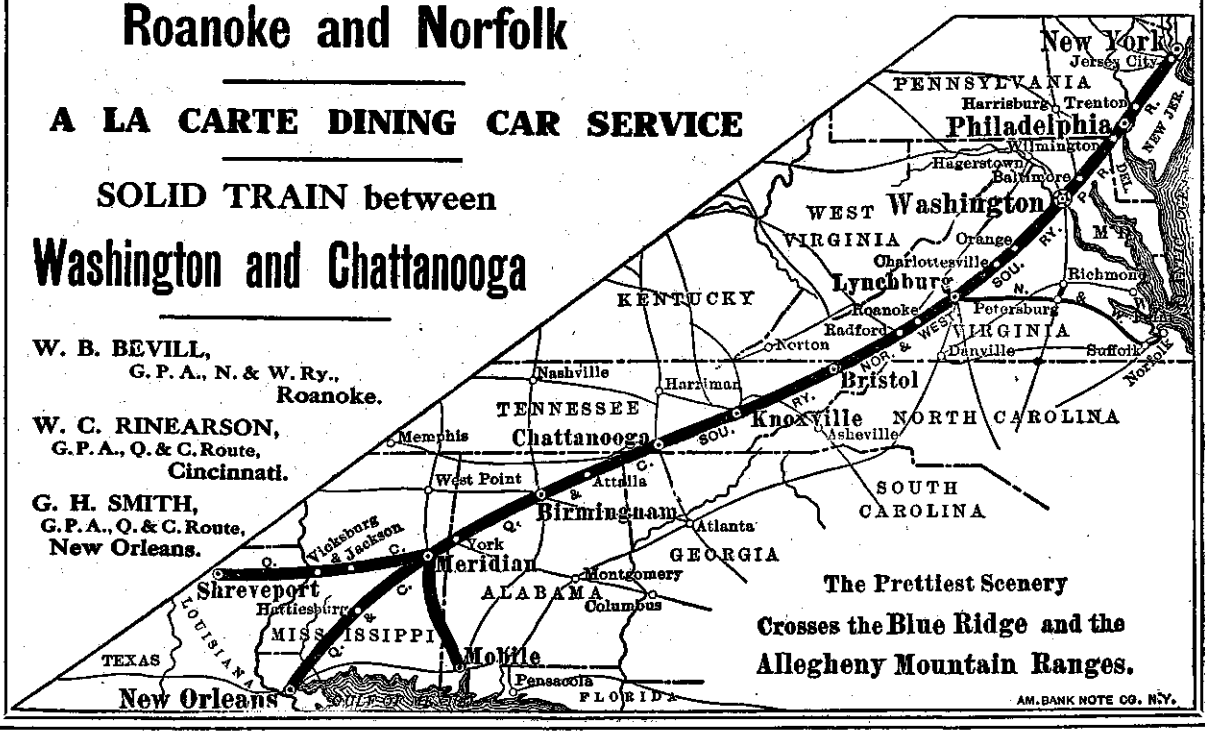
SOLID TRAIN between

Washington and Chattanooga

W. B. BEVILL,
G. P. A., N. & W. Ry.,
Roanoke.

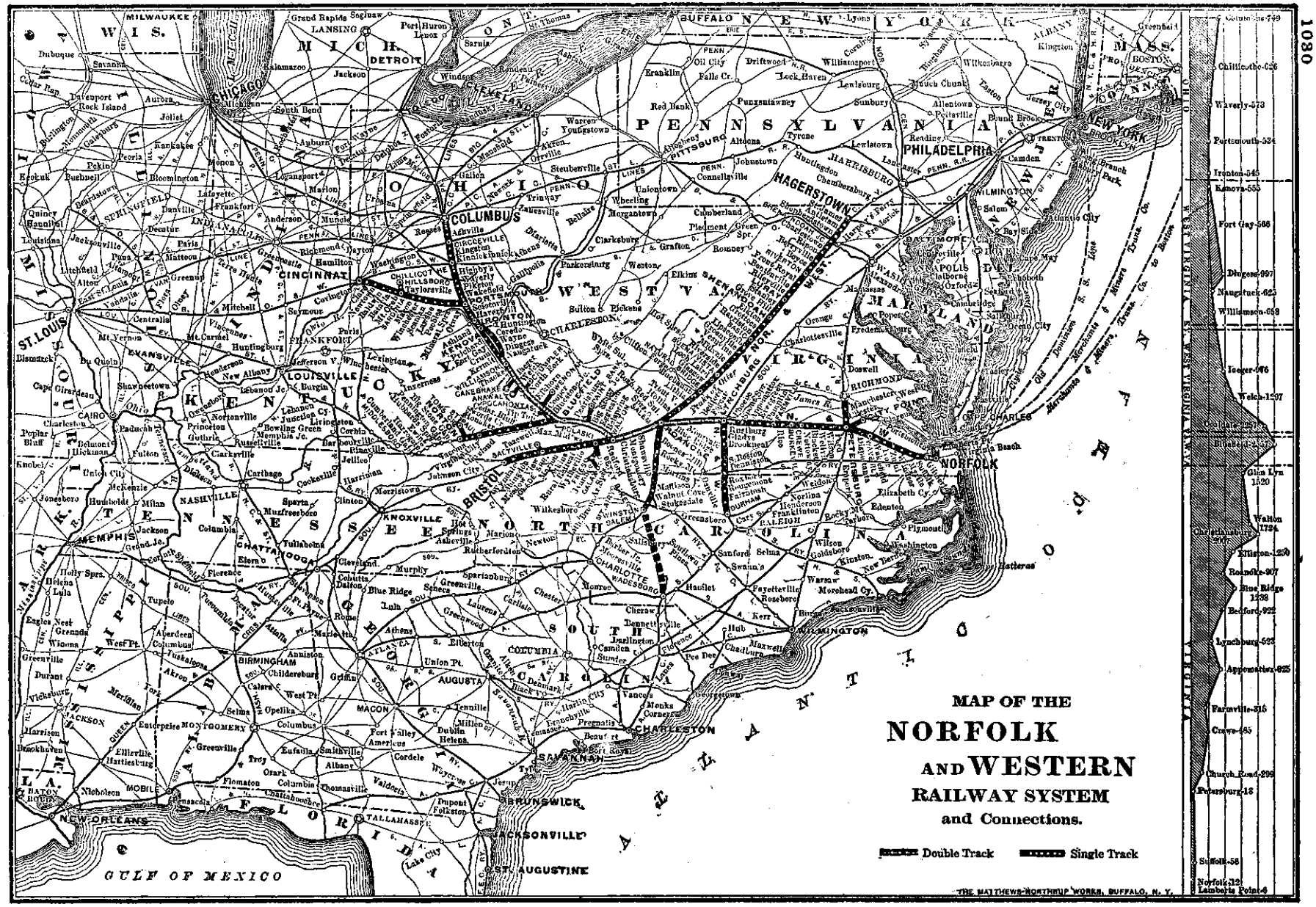
W. C. RINEARSON,
G. P. A., Q. & C. Route,
Cincinnati.

G. H. SMITH,
G. P. A., Q. & C. Route,
New Orleans.



The Prettiest Scenery
Crosses the Blue Ridge and the Allegheny Mountain Ranges.

AM. BANK NOTE CO. N.Y.


MAP OF THE
NORFOLK
AND WESTERN
RAILWAY SYSTEM
and Connections.
Double Track
Single Track
GULF OF MEXICO
ATLANTIC OCEAN
CHICAGO
ST. LOUIS
CINCINNATI
COLUMBUS
PITTSBURG
PHILADELPHIA
NEW YORK
BOSTON
WASHINGTON
BALTIMORE
NORFOLK
RICHMOND
CHARLESTON
CHARLOTTE
WILMINGTON
SAVANNAH
JACKSONVILLE
ST. AUGUSTINE
NEW ORLEANS
MOBILE
MEMPHIS
NASHVILLE
KNOXVILLE
LOUISVILLE
BIRMINGHAM
ATLANTA
MACON
AUGUSTA
COLUMBIA
BRISTOL
HAGERSTOWN
HARRISBURG
BUFFALO
DETROIT
CLEVELAND
Hatteras
Chilliecothe-626
Waverly-573
Portsmouth-534
Ironton-540
Kanova-555
Fort Gay-566
Dingess-697
Naugatuck-625
Williamson-659
Iseger-976
Welch-1207
Glen Lyn 1520
Walton 1734
Elliston-1250
Roanoke-907
Blue Ridge 1238
Bedford-922
Lynchburg-523
Appomattox-625
Farmville-315
Crewe-185
Church Road-299
Petersburg-13
Norfolk-56
Norfolk-12
Lamberts Point-6
THE MATTHEWS-NORTHRUP WORKS, BUFFALO, N. Y.

NORFOLK AND WESTERN RAILWAY CO.

HENRY FINK, Chairman of the Board, 40 Exchange Place, New York.
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T. S. DAVANT, 3d Vice-Prest and Traffic Mgr., "
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JOSEPH B. LACY, Treasurer, Roanoke, Va.
JOS. W. COXE, Comptroller, "
J. R. RUFFIN, General Freight Agent, "
W. B. BEVILL, General Passenger Agent, "
DELOS THOMAS, Asst. Gen. Freight Agent, "
S. S. BRIDGERS, Assistant General Freight Agt., Columbus, O.
T. D. HOBART, Coal and Coke Freight Agent, Roanoke, Va.
ALLEN HULL, Div. Pas. Agent, 45 E. 4th St., Cincinnati, O.
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WALTER MACDOWELL, Auditor of Receipts, "
W. H. WILSON, Auditor of Disbursements, "
J. M. RODGERS, Statistician, "

JOS. I. DORAN, Gen. Counsel, 1301 Arcade Bldg, Philadelphia, Pa.
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THOMAS REATH, Assistant General Solicitor, "
THOMAS PINCKNEY, Assistant Solicitor, "
LUCIAN H. COCKE, General Attorney, Roanoke, Va.
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C. S. CHURCHILL, Chief Engineer, "
A. C. NEEDLES, Gen. Supt. Eastern General Div., "
GEO. P. JOHNSON, Gen. Supt. Western Gen. Div., Bluefield, W. Va.
E. M. GRAHAM, Gen. Agent & Supt. Terminals, Norfolk, Va.
V. A. RITON, Supt. Norfolk Division, Crewe, Va.
JAS. T. CAREY, Supt. Shenandoah Division, Roanoke, Va.
J. W. COOK, Supt. Radford Division, "
W. S. BECKER, Supt. Pocahontas Division, Bluefield, W. Va.
E. A. BLAKE, Supt. Scioto Division, Portsmouth, O.
W. H. LEWIS, Superintendent Motive Power, Roanoke, Va.
W. S. BATTLE, Jr., General Claim Agent, "
JOS. A. GALE, M.D., Chief Surgeon, "
F. H. LA BAUME, Agricultural and Industrial Agent, "
THEODORE LOW, Real Estate Agent, "
W. H. HAYES, Commissary, "

GENERAL AND TRAVELING AGENTS.

PASSENGER.

L. J. ELLIS, East. Passenger Agt., 355 Broadway, New York.
J. E. PRINDLE, Traveling Pas. Agt., " "
C. P. GAITHER, New England Passenger Agent, 294 Washington Street (Old South Building), Boston, Mass.
W. M. MACOMBER, Traveling Agt., " "
E. J. LOCKWOOD, Passenger Agent, 14th St. and New York Ave. (Bond Bldg), Washington, D.C.
C. H. BOSLEY, Dist. Pas. Agt., 828 Main St., Richmond, Va.
J. F. KNOWLES, City Passenger Agent, "
JNO. E. WAGNER, Pas. Agent, 104 Granby St., Norfolk, Va.

F. W. JONES, Jr., Soliciting Fht. & Pas. Agt., Petersburg, Va.
S. B. YOUNGER, Gen. Agent, 721 Main St., Lynchburg, Va.
O. L. McCRAW, Passenger Agent, " "
WARREN L. RCHR, West. Pas. Agt., 109 W. 9th St., Chattanooga, Tenn.
C. S. TITTLE, Passenger Agent, "
D. C. BOYKIN, Passenger Agent, 602 Gay St., Knoxville, Tenn.
W. E. HAZLEWOOD, Trav. Pas. Agt., 420 State Life Bldg., Indianapolis, Ind.
H. P. HORTON, City Tkt. Agt., 208 N. High St., Columbus, O.
S. B. ADAMS, Passenger Agent, Portsmouth, O.
M. F. BRAGG, Traveling Passenger Agent, Roanoke, Va.

FREIGHT.

S. M. STEVENSON, Gen. Eastern Agt., 290 B'way, New York.
JED. B. HENRY, New York Agent, " "
C. P. GAITHER, N. E. A., 294 Washington St. (Old South Bldg), Boston, Mass.
C. H. KINGSBURY, Gen. West. Fht. Agt., 808 Marquette Bldg, Chicago, Ill.
W. T. PAYNE, Foreign Freight Agent, Norfolk, Va.
DELOS THOMAS, Manager Great Southern Despatch and Southern States Despatch, Roanoke, Va.
EDWARD SIEGWALD, Trav. Freight Agent, Columbus, O.
W. W. MASTERS, Com'l Agt., 420 State Life Bldg, Indianapolis, Ind.
H. L. DAW, Division Freight Agent, Roanoke, Va.
JOS. A. SHOCKEY, Traveling Agent, "
E. E. SHUMATE, Traveling Agent, "
F. T. BRINKLEY, Division Freight Agt., Winston-Salem, N.C.
L. V. FINKLE, General Agent, 45 E. Fourth St., Cincinnati, O.
EDWIN L. STRAWSER, Soliciting Freight Agent, "
S. E. YOUNGER, General Agent, Lynchburg, Va.
M. P. WILLIAMS, Commercial Agent, Norfolk, Va.
F. D. MEANLEY, Division Freight Agent, Richmond, Va.
BOYD SUTHERS, Soliciting Agent, "
CHAS. H. FREEMAN, Commercial Agent, Toledo, O.
C. F. CARSON, Traveling Freight Agent, "
H. D. WILKERSON, Com'l Agt., 1014 Bessemer Bldg, Pittsburg, Pa.
T. S. DAVANT, Jr., Commercial Agent, Knoxville, Tenn.
J. H. McALISTER, Commercial Agent, Chattanooga, Tenn.
W. W. NAPIER, Commercial Agent, Nashville, Tenn.
A. L. P. GREEN, Traveling Freight Agent, "
J. J. QUILL, Commercial Agent, Mobile, Ala.
N. R. PRICHARD, Commercial Agent, Memphis, Tenn.
EDW. FITZGERALD, Commercial Agent, Birmingham Ala.

FRANK FICKLING, Commercial Agent, Columbia, S.C.
T. C. JAMES, Commercial Agent, Wilmington, N.C.
C. A. COWLES, General Agent, Atlanta, Ga.
A. BROADDUS, Manager Cumb. Gap Despatch, Louisville, Ky.
E. C. ARNOLD, Agent Cumb. Gap Despatch, Cincinnati, O.
H. F. VINETTE, Soliciting Fht. Agt. Cumb. Gap Despatch, "
S. A. CAMPBELL, Agent Cumb. Gap Despatch, Louisville, Ky.
T. H. CAMPBELL, T. F. A. Cumb. Gap Despatch, "
E. G. HITT, Agent Cumb. Gap Despatch, Atlanta, Ga.
R. L. BASKETTE, Agent Cumb. Gap Despatch, Nashville, Tenn.
JOHN MENZIES, Agt. Cumb. Gap Despatch, Knoxville, Tenn.
J. P. GARDNER, Agt. Cumb. Gap Despatch, Evansville, Ind.
J. F. McGRATH, Agent Cumb. Gap Despatch, St. Louis, Mo.
W. T. KIDD, Agent Cumb. Gap Despatch, Kansas City, Mo.
L. A. BROADDUS, Western Agent, Denver, Colo.
M. BROADDUS, Agent Cumb. Gap Despatch, Chicago, Ill.
L. E. WASSON, Com'l Agent, 203 Pierce Bldg, St. Louis, Mo.
C. P. JOHNSON, Agent Cumb. Gap Despatch, St. Joseph, Mo.
THOS. E. BARRETT, Agt., 107 E. Baltimore St., Baltimore, Md.
T. S. HARWOOD, Agent, 41 S. 3d St., Philadelphia, Pa.
S. S. O'BRIEN, Trav. Fht. Agt., " "
J. S. HOFFMAN, Contracting Agent, Atlanta, Ga.
A. B. BROWN, Trav. Fht. Agt., Room No. 808 Marquette Bldg, Chicago, Ill.
JNO. E. SNYDER, Agent Great South. Desp., Rochester, N.Y.
H. L. ANWYLL, Traveling Agent G. S. D., Harrisburg, Pa.
J. H. WILSON, Trav. Fht. Agt. G.S.D., "The Bourse," Philadelphia, Pa.
R. A. EVANS, Commercial Agent, Charlotte, N.C.
S. H. SMITH, Commercial Agent, Winston-Salem, N.C.
CHAS. E. HEANEY, Commercial Agent, Little Rock, Ark.

MEMPHIS SPECIAL.

No. 25 Daily.		STATIONS.			No. 26 Daily.
.....	lve.	**New York**		arr.	.....
8 25 P M	lve.	*West 23d Street Station*	*(Penna.)*	arr.	7 30 A M
8 30 P M	lve.	*Desbrosses Street*	"	arr.	7 23 A M
9 30 P M	lve.	*Cortlandt Street*	"	arr.	7 23 A M
11 48 P M	arr.	**North Philadelphia**	"	lve.	4 53 A M
12 01 Night	arr.	**Philadelphia** *(Broad St. Sta.)*	"	arr.	4 45 A M
12 18 Night	lve.	**West Philadelphia**	"	arr.	4 21 A M
2 50 A M	lve.	**Baltimore** *(Union Station)*	"	lve.	1 48 A M
3 55 A M	arr.	**Washington** *(Union Station)*	"	lve.	12 30 Night
4 10 A M	lve.	**Washington**	*(Southern)*	arr.	12 15 Night
9 00 A M	arr.	**Lynchburg**	"	lve.	7 20 P M
9 10 A M	lve.	**Lynchburg**	*(N. & W.)*	arr.	7 10 P M
11 00 A M	lve.	**Roanoke**	"	arr.	5 35 P M
3 30 P M	arr.	**Bristol** *(Eastern time)*	"	lve.	1 25 P M
2 40 P M	lve.	**Bristol** *(Central time)*	*(Southern)*	arr.	12 15 Noon
6 40 P M	arr.	**Knoxville**	"	lve.	8 20 A M
9 45 P M	arr.	**Chattanooga**	"	lve.	5 15 A M
10 00 P M	lve.	**Chattanooga**	"	arr.	5 05 A M
7 30 A M	arr.	**Memphis**	"	lve.	8 15 P M
10 10 P M	lve.	**Chattanooga**	*(N.C. & St.L.)*	arr.	2 44 A M
2 55 A M	arr.	**Nashville**	"	lve	9 30 P M

Pullman Sleepers New York and Memphis, New York and Nashville, Washington and Memphis. Through Coaches Washington and Memphis. and Dining Car Service Charlottesville and Chattanooga.

The Washington and Memphis Sleeper will be open for passengers 10 00 p.m., Union Station, Washington, D C., and passengers arriving in Washington can remain in car until 7 00 a.m.

WASHINGTON AND CHATTANOOGA LIMITED.

No. 41 Daily.		STATIONS.			No. 42 Daily.
.....	lve.	**New York**		arr.	.....
3 25 P M	lve.	*West 23d Street Station*	*(Penna.)*	arr.	1 00 P M
3 30 P M	lve.	*Desbrosses Street*	"	arr.	12 43 Noon
3 30 P M	lve.	*Cortlandt Street*	"	arr.	12 43 Noon
5 32 P M	lve.	**North Philadelphia**	"	arr.	10 34 A M
5 44 P M	lve.	**West Philadelphia**	"	arr.	10 23 A M
8 20 P M	lve.	**Baltimore**	"	arr.	8 02 A M
9 25 P M	arr.	**Washington**	"	lve.	7 05 A M
10 10 P M	lve.	**Washington**	*(Southern)*	arr.	6 50 A M
3 15 A M	arr.	**Lynchburg**	"	lve.	1 55 A M
3 25 A M	lve.	**Lynchburg**	*(N. & W.)*	arr.	1 45 A M
5 00 A M	arr.	**Roanoke**	"	lve.	12 10 Night
5 15 A M	lve.	**Roanoke**	"	arr.	11 59 P M
10 05 A M	arr.	**Bristol** *(Eastern time)*	"	lve.	7 35 P M
9 15 A M	lve.	**Bristol** *(Central time)*	*(Southern)*	arr.	8 25 P M
1 45 P M	arr.	**Knoxville**	"	lve.	2 10 P M
2 00 P M	lve.	**Knoxville**	"	arr.	2 00 P M
5 55 P M	arr.	**Chattanooga**	"	lve.	10 25 A M
6 10 P M	lve.	**Chattanooga**	*(Q. & C.)*	arr.	10 15 A M
10 10 P M	arr.	**Birmingham**	"	lve.	6 15 A M
2 50 A M	arr.	**Meridian**	"	lve.	1 45 A M
9 05 A M	arr.	**New Orleans**	*(N. O. & N.E.)*	lve.	7 30 P M

Through Pullman Sleepers New York and New Orleans, Washington and Chattanooga, Washington and Roanoke.

Dining Car Service New York and Washington, Roanoke and Birmingham.

NORFOLK AND WESTERN RAILWAY CO.

Shenandoah Valley Route

NORFOLK & WESTERN RY.
CUMBERLAND VALLEY R.R.
PENNSYLVANIA R.R.

THE ROUTE TO

Luray Caverns
The Grottoes
Natural Bridge

No. 13 Daily.	No. 1 Daily.	*Effective June 20, 1909.*		No. 2 Daily.	No. 14 Daily.
.....	.....	**New York—**		.....	.....
8 55 P M	6 55 P M	lve. *West 23d St. (Penna)*	arr.	9 15 A M	7 15 A M
9 00 P M	6 00 P M	lve. *Desbrosses St.*	" arr.	9 03 A M	7 13 A M
9 08 P M	6 10 P M	lve. *Cortlandt St.*	" arr.	9 03 A M	7 13 A M
11 40 P M	8 05 P M	lve. **Phila** *(Brd. St.)*	" arr.	6 30 A M	4 23 A M
11 44 P M	8 09 P M	lve. **West Phila**	" arr.	6 26 A M	4 19 A M
1 55 A M	9 50 P M	lve. **Lancaster**	" lve.	4 39 A M	2 17 A M
3 00 A M	10 40 P M	arr. **Harrisburg**	" lve.	3 45 A M	1 15 A M
5 10 A M	11 35 P M	lve. **Harrisburg** *(C. V.)*	arr.	3 30 A M	12 15 Night
7 39 A M	1 30 A M	arr. **Hagerstown**	" lve.	1 30 A M	10 20 P M
7 42 A M	1 45 A M	lve. **Hagerstown** (N.&W.)	arr.	1 15 A M	8 45 P M
4 15 P M	9 00 A M	arr. **Roanoke**	" lve.	5 45 P M	12 10 Noon
4 30 P M	9 10 A M	lve. **Roanoke**	" arr.	5 00 P M	11 30 A M
.....	10 55 A M	arr. **East Radford**	" lve.	3 20 P M	9 52 A M
.....	11 10 A M	lve. **East Radford**	" arr.	3 10 P M	9 42 A M
8 10 P M	1 55 P M	arr. **Bluefield**	" lve.	12 40 Noon	7 20 A M
8 20 P M	2 15 P M	lve. **Bluefield**	" arr.	12 30 Noon	7 10 A M
8 51 P M	4 45 P M	arr. **Welch**	" lve.	9 50 A M	4 55 A M
.....	5 45 P M	arr. **Gary**	" lve.	9 10 A M	4 15 A M
4 40 P M	9 10 A M	lve. **Roanoke** *(N.&W.)*	arr.	5 00 P M	11 40 A M
6 15 P M	11 00 A M	lve. **East Radford**	" arr.	3 00 P M	10 20 A M
10 35 P M	3 00 P M	arr. **Bristol**	" lve.	11 00 A M	6 45 A M

Pullman Sleepers—On Trains Nos. 1 and 2, Gary, W.Va., and Philadelphia and Roanoke and New York. The Roanoke and New York Sleeper is carried from Harrisburg on P. R.R. Train No. 40, 4 45 a.m., arriving North Philadelphia 7 03 a.m. and New York 9 15 a.m. Dining Car, Shenandoah and Gary and Harrisburg and New York. Trains Nos. 13 and 14, Pullman Buffet Sleepers, Bristol and New York.

Memphis Special—Leaves Roanoke 11 00 a.m., southbound (connection from No. 1), and arrives Roanoke 5 35 p.m. (connection with Train No. 2).

VIRGINIA AND OHIO LINE

Between COLUMBUS and CINCINNATI and NORFOLK and RICHMOND.

No. 15	No. 3	STATIONS.		No. 18	No. 4
7 40 P M	7 30 A M	lve. **Norfolk** *(N. & W.)*	arr.	8 35 A M	8 25 P M
10 05 P M	10 10 A M	arr. **Petersburg** "	lve.	6 05 A M	5 55 P M
10 20 P M	10 25 A M	lve. **Petersburg** "	arr.	5 55 A M	5 45 P M
2 15 A M	2 15 P M	arr. **Lynchburg** "	lve.	2 10 A M	1 55 P M
2 30 A M	2 30 P M	lve. **Lynchburg** "	arr.	2 00 A M	1 40 P M
3 55 A M	4 20 P M	arr. **Roanoke** "	lve.	12 58 Night	12 01 Noon
4 20 A M	4 30 P M	lve. **Roanoke** "	arr.	12 18 Night	11 50 A M
8 10 A M	8 20 P M	lve. **Bluefield** "	lve.	9 18 P M	8 55 A M
12 25 Noon	12 35 Night	arr. **Williamson** (E. time) "	lve.	4 42 P M	4 26 A M
11 35 A M	11 50 P M	lve. **Williamson** (E. time) "	arr.	3 35 P M	3 15 A M
2 10 P M	2 30 A M	arr. **Kenova** "	lve.	1 00 P M	1 13 A M
2 36 P M	2 58 A M	arr. **Ironton** "	lve.	12 31 Noon	12 47 Night
3 35 P M	3 45 A M	arr. **Portsmouth** "	lve.	11 42 A M	12 01 Night
3 45 P M	4 10 A M	lve. **Portsmouth** (N.&W.)	arr.	11 25 A M	11 40 P M
6 25 P M	7 30 A M	arr. **Cincinnati** "	lve.	8 45 A M	8 45 P M
3 42 P M	3 55 A M	lve. **Portsmouth** (N.&W.)	arr.	11 35 A M	11 56 P M
6 17 P M	5 15 A M	arr. **Chillicothe** "	lve.	9 45 A M	10 15 P M
6 00 P M	5 45 A M	lve. **Circleville** "	lve.	9 10 A M	9 40 P M
7 05 P M	6 45 A M	arr. **Columbus** "	lve.	8 10 A M	8 45 P M
9 45 P M	7 30 A M	lve. **Columbus** (Penna. Lines)	arr.	7 10 A M	7 55 P M
7 30 A M	5 00 P M	arr. **Chicago**	lve.	9 45 P M	10 05 A M
8 45 P M	6 50 A M	lve. **Columbus** (Penna. Lines)	arr.	3 35 A M	7 55 P M
8 20 A M	6 53 P M	arr. **St. Louis** "	lve.	5 00 P M	8 44 A M
9 15 P M	9 00 A M	lve. **Cincinnati** (B. & O. S. W.)	arr.	7 30 A M	8 00 P M
7 28 A M	6 50 P M	arr. **St. Louis** "	lve.	8 28 P M	12 00 Noon
11 00 P M	9 00 A M	lve. **Columbus** *(H. V.)*	arr.	7 10 A M	8 30 P M
8 13 A M	5 34 P M	arr. **Chicago** *(Erie)*	lve.	9 30 P M	11 00 A M
11 00 P M	9 00 A M	lve. **Columbus** *(H. V.)*	arr.	7 10 A M	8 30 P M
2 40 A M	12 10 Noon	arr. **Toledo** "	lve.	12 45 Night	4 50 P M
6 45 A M	4 00 P M	arr. **Detroit** *(M. C.)*	lve.	10 35 P M	12 35 Noon

Trains Nos. 3 and 4—Pullman Sleepers Norfolk and Columbus, Lynchburg and Cincinnati. Trains Nos. 15 and 18 Pullman Sleepers Norfolk and Columbus, O. All trains carry Dining Cars.

Passengers remain in car till 7 00 a m.

2-16	16	4	BRISTOL-RICHMOND-NORFOLK		3	15	15-1
A M	P M	A M			P M	A M	P M
*1100	*5 00	*6 45	lve. **Bristol** *(N. & W.)*	arr.	10 35	9 30	3 00
7 10	12 30	12 01	lve. **Roanoke** "	lve.	4 40	4 05	9 10
2 10	2 10	1 55	lve. **Lynchburg** "	lve.	*2 30	2 30	7 05
7 00	7 00	6 50	arr. **Richmond** *(A. C. L.)*	lve.	*9 00	*8 00	*8 00
8 35	8 35	8 25	arr. **Norfolk** *(N. & W.)*	lve.	*7 3	*7 40	*7 40
A M	A M	P M			A M	P M	P M

Pullman Sleepers, Norfolk and Bristol, on Nos. 15 and 29, westb'nd, and Nos. 30 and 16, eastb'nd; and Richmond and Lynchburg and Richmond and Roanoke, on Nos. 15, westb'nd, and 16, eastb'nd.

NORFOLK-PETERSBURG-RICHMOND-WASHINGTON.

	A M	Noon	.....	.....	.....
Lve. WASHINGTON (W. S. Ry.)	*4 00	†1201	.....	.....	.....
Arr. RICHMOND (R. F. & P. R.R.)	7 50	2 50	.....	.....	.....
	A M	P M			
Lve. RICHMOND	*9 00	*3 00	.....	.....	.....
Lve. PETERSBURG	9 33	3 32	.....	.....	.....
Arr. NORFOLK	11 20	5 20	.....	.....	.....
	A M	P M			
	A M	P M	P M	.....	.....
Lve. NORFOLK	*9 15	*4 30	*7 40	.....	.....
Arr. PETERSBURG	11 05	6 17	10 05	.....	.....
Arr. RICHMOND	11 40	6 50	10 55	.....	.....
	A M	P M	P M	.....	.....
Lve. RICHMOND (R. F. & P. R.R.)	†1201	*8 20	.....	.....	.....
Arr. WASHINGTON (W. S. Ry.)	2 45	11 50	.....	.....	.....
	P M	P M	.....	.....	.....

Trains marked * run daily; † daily, except Sunday; ‡ Sunday only.

RICHMOND AND PETERSBURG

(ATLANTIC COAST LINE)

.....	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	Leave	Arrive	A M	A M	A M	A M	A M	P M	P M	P M	P M	P M	A M	.....
.....	*11 30	*9 00	*7 25	*6 00	†5 30	*3 00	*12 10	*9 00	*8 15	*1 20	... RICHMOND ...		4 40	5 10	6 50	8 35	11 40	1 20	2 05	6 50	8 00	10 55	10 45	.....
.....	12 10	9 45	8 05	6 45	4 10	3 30	12 50	9 31	9 03	1 55	PETERSBURG		*4 05	*4 30	*6 10	†7 50	*11 08	†12 35	*1 25	*6 20	*7 10	*10 15	‡10 00	.....
.....	Night	P M	P M	P M	P M	P M	Noon	A M	A M	A M	Arrive	Leave	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	A M	.....

CONNECTIONS.—[1] With New York, Phila. & Norfolk R.R. for Philadelphia and New York; Old Dominion S.S. Co. for New York; Baltimore Steam Packet Co. for Baltimore, Philadelphia and New York; Merchants & Miners Trans. Co. for Boston and Providence; Norfolk & Southern R.R. for Elizabeth City, Edenton and Virginia Beach; Norfolk & Ocean View Ry. for Ocean View and Old Point Comfort. [2] With City Point Branch and Atlantic Coast Line R.R. [3] With Southern Ry. [4] With Southern Ry. and Chesapeake & Ohio Ry. [5] Seven miles to Peaks of Otter (private conveyance). [6] With Shenandoah and Winston-Salem Divisions. [7] Nine miles to Roanoke Red Sulphur Springs (stages). [8] Three miles to Alleghany Springs (stages). [9] One mile to Montgomery White Sulphur Springs (stage). [10] Three miles to Yellow Sulphur Springs (stage). [11] With Virginia & Ohio Line. [12] With North Carolina Division. [13] With Saltville Branch. [14] With Southern Ry. [15] With Clinch Valley Division. [16] With Chesapeake & Ohio Ry. and Baltimore & Ohio R.R. [17] With Cincinnati, Hamilton & Dayton Ry. [18] With B. & O. S. W. R.R. [19] With B. & O. S. W. R.R. and Ohio River Steamers. [20] With Detroit, Toledo & Ironton R.R. [21] With B. & O. S. W. R.R. and Cin. Ham. & Day. Ry. [22] With North Fork Branch. [23] With Cin. & Musk. Val. Ry. [24] With railroads diverging. [25] With L. & N. R.R. [26] With Cumb. Val. R.R. and with W. Md. R.R. [27] With B. & O. R.R. [28] With So. Ry. [29] With C. & O. Ry. (Main Line). [30] With Lex. Br. C. & O. Ry. [31] With James River Div. C. & O. Ry. [32] With Franklin Br. South. Ry. [33] With Dan. & West. Ry. [34], [35], [36] and [37] With So. Ry. [38] With S. A. L. Ry. and So. Ry. [39] With Chesa. West. R.R. [40] With Toms Creek Br. [41] With Big Stony Ry. [42] With railroads diverging. [43] With P. C. C. & St. L. Ry. [44] With omnibus for Stone Lick, New Boston, Monterey, Marathon, Vera Cruz and Fayetteville. [45] With omnibus for Georgetown, Ripley and Higginsport. [46] and [47] With B. & O. S. W. R.R.

NORFOLK AND WESTERN RAILWAY CO.

MAIN LINE.

5	25	1-11	21	15	29	19	3	Ms	October 10, 1909.	22	4	16	26	20	6	42	30
			P M	P M		A M	A M		LEAVE] [ARRIVE	A M	P M	A M		P M			
			*4 50	*7 40		*9 15	*7 30	0	+ ....Norfolk[1]....♁	11 20	8 25	8 35		6 20			
			– –	– –		– –	7 50	10	....Yadkin....♁	– –	7 58	– –		– –			
			6 02	8 18		9 46	8 14	23	+ ....Suffolk....♁	10 45	7 36	7 50		4 45			
			– –	8 28		– –	8 24	30	....Myrtle....♁	– –	7 26	7 38		– –			
			– –	8 34		– –	8 30	34	....Windsor....♁	– –	7 20	7 37		– –			
			– –	8 50		– –	8 46	41	....Zuni....♁	– –	7 07	7 16		– –			
			– –	9 00		– –	8 57	45	....Ivor....♁	– –	6 59	7 07		– –			
			– –	9 11		– –	9 08	52	....Wakefield, Va....♁	v –	6 48	6 56		– –			
			5 48	9 24		10 35	9 22	59	....Waverly, Va....♁	9 58	6 36	6 43		3 58			
			– –	9 38		– –	9 47	69	....Disputanta....♁	– –	6 22	6 28		– –			
			5 17	10 05		11 05	10 10	82	arr. + Petersburg[2]. lve.	*9 33	5 55	6 05		*3 32			
			8 50	10 55		11 40			arr. ...Richmond.. lve.	*9 00				*3 00			
Noon			P M	P M		A M			(Via A. C. L. RR.)	A M	P M	A M		P M	P M		
*12 10				*9 00					lve. ...Richmond... arr.		6 50	6 50			2 05		
*1 10				10 20			*10 25	82	lve. ‡Petersburg ♁ arr.		5 46	5 55			12 55		
1 35				b –			z –	96	....Church Road....♁		5 16	5 26			12 29		
1 46				11 00			11 02	102	....Ford....♁		5 07	5 17			12 19		
1 57				b –			z –	109	....Wilson....♁		4 55	5 05			12 07		
2 03				–			z –	113	....Wellville....♁		4 49	4 59			12 01		
2 13				11 32			11 30	118	....Blackstone....♁		4 39	4 49			11 51		
2 23				11 42			11 40	124	....Nottoway....♁		4 29	4 39			11 40		
2 35				11 59			11 55	129	....Crewe....♁		4 20	4 30			11 30		
2 45				12 09			12 05	133	+ ....Burkeville[3]....♁		4 05	4 15			11 15		
3 00				z –			12 17	142	....Rice....♁		3 50	w –			10 57		
3 16				12 40			12 35	150	+ ....Farmville....♁		3 35	3 45			10 38		
3 25								156	....Tuggle....♁		– –	– –			10 24		
3 35				z –			12 51	161	....Prospect....♁		3 18	w –			10 17		
3 52				b –			1 03	169	....Pamplin....♁		3 06	w –			10 00		
4 04				z –			1 14	176	....Evergreen....♁		2 54	w –			9 45		
4 14				1 27			1 23	181	....Appomattox....♁		2 45	2 56			9 35		
4 24				2 [illegible]			b –	186	....Spout Spring....♁		2 36	w –			9 25		
4 34			41	b –			1 41	191	....Concord....♁		2 26	w –		12-2	9 13		
5 10	A M	A M	A M	2 15			2 16	204	arr. + Lynchburg[4].. lve.		1 55	2 10	P M	P M	8 40	A M	
5 20	*9 20	*7 05	*3 25	2 30			2 30	204	lve. ...Lynchburg ♁ arr.		1 40	2 00	7 20	8 55	8 25	1 55	
5 31	– –	7 14	– –	– –			– –	208	....Halsey....♁		– –	– –	– –	8 45	8 15	– –	
5 40	– –	7 22	– –	– –			– –	212	....Clay....♁		– –	– –	– –	8 38	8 08	– –	
5 46	– –	7 27	c –	g –			2 54	215	....Forest....♁		1 18	l –	– –	8 33	8 03	– –	
5 56	– –	7 37	c –	– –			‡ –	221	....Goode....		1 08	– –	– –	8 23	7 53	e –	
6 01	– –	7 42	– –	– –			– –	223	....Lowry....♁		y –	– –	– –	8 18	7 48	– –	
6 13	■ –	7 53	c –	g –			3 21	229	+ ....Bedford[5]....♁		12 54	1 17	⊙ –	8 08	7 38	e ■	
6 22	– –	8 01	– –	– –			3 30	234	....Thaxton....♁		12 44	– –	– –	7 59	7 29	– –	
6 34	– –	8 12	– –	g –			3 40	241	....Montvale....♁		12 34	l –	– –	7 47	7 17	– –	
6 47	■ –	8 24	c –	g –			3 53	246	....Blue Ridge....♁		12 24	l –	⊙ –	7 36	7 06	e –	
6 58	– –	8 34	– –	– –			– –	251	....Bousack....♁		12 13	– –	– –	7 24	6 54	– –	
7 05	– –	8 42	– –	– –		13	– –	255	....Vinton....	14	– –	– –	– –	7 16	6 46	– –	
7 16	10 50	8 50	5 00	3 55	A M	P M	4 20	257	arr.. + Roanoke[6]... lve.	A M	12 01	12 30	5 45	7 10	*6 40	12 10	P M
P M	11 00	9 10	5 15	4 20	*4 05	*4 40	4 30	257	lve. ...Roanoke ♁ ..arr.	11 40	11 50	12 18	5 35	5 00	A M	11 59	10 45
	■ –	9 25	c –	▲ –	4 18	m –	j –	264	+ ....Salem[7]....♁	p –	b –	● –	⊙ –	4 42		e –	10 27
	– –	9 33	– –	– –	– –	– –	– –	270	....Glenvar....♁	– –	– –	– –	– –	4 33		– –	– –
	– –	9 50	– –	– –	4 39	m –	– –	277	....Elliston....♁	p –	b –	– –	– –	4 14		– –	10 06
	■ –	9 59	c –	– –	4 46	m –	– –	281	....Shawsville[8]....♁	p –	b –	d –	⊙ –	4 07		e –	9 58
	– –	10 10	– –	– –	– –	– –	– –	285	....Montgomery[9]....♁	– –	– –	– –	– –	3 58		– –	–
	■ –	10 25	c –	▲ –	5 05	5 51	5 37	290	+ Christiansburg[10] ♁	10 42	b –	d –	⊙ –	3 47		e –	9 40
	– –	10 39	– –	– –	– –	m –	– –	295	....Vicker....♁	– –	– –	– –	– –	3 32		– –	– –
	– –	– –	– –	5 41	– –	– –	5 58	298	....Walton....♁	– –	*10 42	*11 12	– –	– –		– –	– –
	■ –	10 55	c –	A M	5 31	6 15	P M	301	arr. + East Radford[11]. lve.	10 20	A M	P M	⊙ –	3 20		e –	9 16
	■ –	11 00	c –		5 31	6 16		301	lve. ...East Radford ♁ .arr.	10 20			⊙ –	3 00		e –	9 15
	– –	11 05	– –		5 35	6 19		302	+ ....Radford....♁	10 14			– –	2 55		– –	9 10
	– –	11 07	– –		5 38	– –		303	....New River....♁	– –			– –	2 52		– –	9 07
	– –	11 20	– –		5 52	6 36		309	....Dublin....♁	9 58			– –	2 40		– –	8 55
	■ –	11 34	c x		6 04	7 13		316	+ ....Pulaski[12]....♁	9 43			⊙ –	2 23		e –	8 40
	– –	– –	– –		– –	–		322	....Clark....	– –			– –	– –		– –	– –
	– –	12 08	– –		6 31	7 37		329	....Max Meadows....♁	9 18			– –	1 50		– –	8 08
	– –	12 16	– –		– –	–		333	....Kent....	– –			– –	1 38		– –	– –
	■ –	12 23	c x		6 46	7 53		337	+ ....Wytheville....♁	9 05			⊙ –	1 30		e –	7 53
	– –	12 37	– –		7 01	8 08		344	....Crockett....♁	8 49			– –	1 16		– –	7 37
	– –	12 41	– –		7 12	8 19		350	+ ...Rural Retreat....♁	8 40			– –	1 06		– –	7 25
	– –	12 55	– –		7 20	8 27		354	....Grosclose....♁	– –			– –	12 55		– –	7 12
	– –	1 05	– –		7 34	8 38		358	....Atkins....♁	8 22			– –	12 43		– –	7 00
	■ –	1 16	c x		7 43	8 50		364	+ ....Marion....♁	8 1[illegible]			⊙ –	12 30		e –	6 45
	– –	1 31	– –		7 58	9 05		371	....Seven-Mile Ford....♁	7 58			– –	12 13		– –	6 28
	– –	1 36	– –		8 06	9 4		375	....Chilhowie....♁	7 54			– –	12 08		– –	6 20
	– –	1 48	c x		8 19	9 27		380	....Glade Spring[13]....♁	7 41			– –	11 57		– –	6 05
	– –	1 58	– –		8 27	9 35		384	....Emory....	7 33			– –	11 49		– –	5 56
	– –	2 04	– –		8 32	9 42		386	....Meadow View....♁	7 29			– –	11 45		– –	5 50
	■ –	2 25	c x		8 50	9 58		394	+ ....Abingdon....♁	7 15			⊙ –	11 31		e –	5 36
	– –	2 38	– –		9 05	10 12		399	....Wyndale....♁	7 03			– –	11 19		– –	5 20
	– –	2 45	– –		9 13	10 20		403	....Wallace....♁	6 57			– –	11 12		– –	5 14
	3 30	3 00	10 05		9 30	10 36		408	+ ....Bristol[14]....♁	*6 45			*1 25	*11 00		*7 35	*5 00
	P M	P M	A M		A M	P M			ARRIVE] [LEAVE	A M			P M	A M		P M	P M

Notes printed within the table columns:

) Stops to leave from east of Roanoke and to take for beyond Bluestone. [*] Stops to leave from Thacker and points beyond.

△ Stops to leave from Basic or beyond or to take for Buena Vista or beyond where train stops.

‡ Meals. + Coupon stations; ♁ Telegraph stations.

Additional Trains—Leaves East Radford *9 52 a.m., arrives Roanoke 11 30 a.m., making all stops. Leaves Roanoke *4 50 p.m., arrives East Radford 6 30 p m., making all stops.

STANDARD OF TIME—*Central time* north and west of Williamson; *Eastern time* south and east of Williamson.

* Daily; † daily, except Sunday; *a* Tuesday, Thursday and Saturday; *b* stops to leave from west of Williamson; *c* stops to leave from Charlottesville and points north; *d* stops to leave from west of Welch; *e* stops to leave from Chattanooga and beyond; *f* Monday, Wednesday and Friday; *g* stops to let off from east of Crewe or to take for beyond East Radford; *h* stops to leave from east of Roanoke and to take for west of Welch; *i* stops to take for beyond Bluestone Junction on Bluestone Branch and for west of Williamson; *j* stops to take for west of Welch; *l* stops to leave from west of Welch or to take for east of Concord and to points on Southern Ry., via Lynchburg; *m* stops to leave from Shenandoah Div. or take for west of Radford; *n* stops to take for Chattanooga and beyond; *o* stops to leave from Cincinnati; *p* stops to leave from west of Radford; *q* stops Mon., Wed. and Fri. to take for Bluefield and points beyond; *r* stops Tues., Thurs. and Sat. to take for Bluefield and points beyond; *t* stops to leave from east of Williamson; *u* stops to leave from stations east of Kenova; *v* stops to leave from Richmond and Petersburg; *w* stops to leave from Lynchburg and beyond and to take for Petersburg and beyond; *x* stops to leave from connecting lines at Cincinnati or to take for points east of Kenova; *y* stops to leave from Bristol Line stations, Bluefield and beyond and to take for Lynchburg and beyond; *z* stops to leave from beyond Petersburg and to take for beyond Roanoke ● Stops to leave from Bluefield and beyond. ¥ Stops to leave from Buena Vista or beyond, or to take for Basic or points beyond at which train stops. √ Stops to leave from east of Bluefield and to take for west of Williamson ■ Stops to take or leave for or from Washington and beyond. ⊙ Stops to leave from Knoxville and beyond. ♮ Stops to leave from connecting lines at Hagerstown or Shenandoah Junction or to take for beyond East Radford, Martinsville or Lynchburg. ‡ Stops to leave from beyond Lynchburg and to take for stations between East Radford and Bristol, and for points west of Welch. ‡ Stops on Monday to leave from Petersburg and beyond or take on for Lynchburg and beyond. ○ Stops to leave from Roanoke and points east or to take for west of Williamson. □ Stops to leave from beyond East Radford, Martinsville or Lynchburg, or to take for connecting lines at Shenandoah Junction and Hagerstown. ♭ Stops to leave from Petersburg and beyond and to take for Lynchburg and beyond. ▲ Stops to take for Bluefield and points beyond. ◆ Stops to leave from west of Kenova or to take for Walton, Roanoke and beyond.

Pullman Sleepers on Nos. 15 and 16 between Richmond, Lynchburg and Roanoke. On Nos. 15-29 and 30-16 between Norfolk, Roanoke and Bristol.

Toms Creek Branch. Leave Coeburn *7 44 a.m., *12 28 noon, *2 28, *6 14 p.m., arrive Toms Creek (2.4 miles) 7 54 a.m., 12 37 noon, 2 39, 6 24 p.m. Leave Toms Creek *7 55 a.m., *12 38 noon, *2 40, *6 25 p.m., arrive Coeburn 8 04 a.m., 12 48 noon, 2 49, 6 35 p.m.

Saltville Branch.—Trains leave Glade Spring ♁ †5 50, †9 30 a.m., †2 45 †6 10 p.m., arriving Saltville ♁ (10 miles) 6 30, 10 10 a.m., 3 25, 6 40 p.m. Returning, leave Saltville †6 50, †10 50 a.m., †4 30, †6 45 p.m., arriving Glade Spring 7 30, 11 40 a.m., 5 30, 7 16 p.m.

One stop-over will be allowed, upon application to conductors on first-class through unlimited tickets; stop-over, at pleasure of the passenger, allowed to holders of Summer excursion and Winter tourists' tickets, unless otherwise specified in contract of ticket. Stop-over will also be allowed at Luray, Grottoes and Natural Bridge to holders of first-class through limited tickets, and local excursion tickets, provided destination can be reached within the limit of tickets. Stop-overs, within final limit of ticket, will be permitted in either direction to the holders of *Military* tickets at Roanoke, Va., Lynchburg, Va., Appomattox, Va., and Petersburg, Va. No stop-over allowed on any other kind of ticket.

NORFOLK AND WESTERN RAILWAY CO.

VIRGINIA AND OHIO LINE.

10	34	18	32	4	18	Mls	*June* 20, 1909.	15	3	33	17	7	1
	P M		P M	P M	A M		(*Central time.*)	P M	A M	A M			
	§6 00		†4 00	*8 45	*8 10	0	lv. ✝**Columbus**[24] ♁ ar.	7 05	6 45	10 50			
	6 22		4 21	— —	— —	10	....Valley Crossing.. ♁	— —	‡ —	10 28			
	6 26		4 25	— —	— —	12	.....Reeses.....	— —	‡ —	10 23			
	6 36		4 32	— —	— —	15	.....Lockbourne.... ♁	— —	‡ —	10 15			
	6 40		4 37	— —	— —	18	.....Duvall's..... ♁	— —	‡ —	10 10			
	6 47		4 44	— —	8 52	22	.....Ashville..... ♁	8 18	6 03	10 03			
	7 05		5 03	9 40	9 10	31	+....**Circleville**[22].. ♁	8 00	5 45	9 43			
	7 13		5 12	— —	— —	35	.....Hayesville	— —	‡ —	9 34			
	7 17	*..	5 16	— —	— —	38	.....Elmwood.....	— —	‡ —	9 28			
	7 22		5 21	— —	9 25	40	+.....Kingston..... ♁	5 41	5 31	9 25			
	7 30		5 30	— —	— —	44	.....Kinnickinnick.....	— —	‡ —	9 16			
	7 45		5 45	10 15	9 45	51	+...**Chillicothe**[21]. ♁	5 17	5 15	9 02			
	8 08		6 07	— —	10 09	62	.....Higby's..... ♁	4 53	‡ —	8 37			
	8 18		6 15	— —	10 17	66	.....Omega.....	4 45	‡ —	8 30			
	8 25		6 26	10 55	10 28	72	+...**Waverly, O.**.. ♁	4 37	4 40	8 22			
	8 30		6 30	— —	— —	72	**Glen Jean**(B.&Cross'g)[20] ♁	— —	‡ —	8 18			
	8 35		6 37	— —	10 40	76	.....Piketon..... ♁	4 27	‡ —	8 11			
	8 45		6 46	— —	10 49	80	.....Sargents..... ♁	4 18	‡ —	8 05			
	8 55		6 57	— —	11 02	86	.....Clifford..... ♁	4 08	‡ —	7 55			
	9 02		7 04	— —	11 09	89	.....Lucasville..... ♁	4 02	‡ —	7 47			
	9 10	A M	7 12	— —	11 18	93	.....Davis..... ♁	3 55	‡ —	7 40	P M		
	9 28	*7 10	7 28	12 01	11 42	100	+**Portsm.**(C.P.&V.Dep.)[19] ♁	3 42	3 55	7 28	7 10		
	9 43	7 22	7 43	— —	11 54	105	.....**Scioto ville**[18]. ♁	3 18	‡ —	7 11	6 54		
	9 48	7 27	7 48	— —	11 59	108	.....Wheelersburg.... ♁	3 12	‡ —	7 04	6 48		
	9 58	7 36	7 58	— —	12 08	114	....Franklin Furnace. ♁	3 01	‡ —	6 54	6 37		
	10 07	7 44	8 07	— —	12 14	118	+.....Haverhill..... ♁	2 52	‡ —	6 45	6 28		
	10 14	7 51	8 14	— —	— —	123	....Hanging Rock.. ♁	— —	‡ —	6 38	6 18		
	10 24	8 03	8 24	12 47	12 31	127	+.....**Ironton**[17].. ♁	2 36	2 58	6 29	6 12		
							(Coal Grove, O.)						
	10 32	8 13	8 32	— —	12 40	131	....(**Ashland, Ky.**) ♁	2 25	— —	6 16	6 02		
	10 50	8 35	8 50	1 10	1 00	139	.....**Kenova**[16]... ♁	*2 10	*2 35	*6 00	*5 47		
	P M	A M	P M	A M	P M		ARRIVE] [LEAVE	P M	A M	A M	P M		
		A M		A M	P M		LEAVE] [ARRIVE	P M	A M		P M		
		*8 35		*1 13	*1 00	139	.....**Kenova**..... ♁	2 10	2 30		5 47		
				— —	1 10	147	.....Neal..... ♁	1 57	— —				
				— —	1 20	153	.....Cyrus..... ♁	1 48	— —				
		Via Wayne.		— —	1 35	160	.....Prichard..... ♁	1 35	— —		Via Wayne.		
				— —	1 47	166	.....Hewlet..... ♁	1 21	— —				
				1 55	2 00	175	.....Fort Gay..... ♁	1 10	1 30				
				— —	2 08	182	.....Saltpeter..... ♁	12 58	— —				
				— —	2 18	190	.....Glenhayes..... ♁	12 48	— —				
				— —	2 30	194	.....Webb..... ♁	12 38	— —				
				— —	2 43	201	.....Crum..... ♁	12 24	— —				
				—	2 55	217	.....Kermit..... ♁	12 12	— —				
		11 47		2 52	3 06	224	.....**Naugatuck**... ♁	12 02	12 18		2 32		
		12 01		— —	3 18	229	.....Nolan..... ♁	11 49	— —		2 18		
	2	12 20		3 16	3 35	238	arr.(*Central time.*) lve.	*11 35	*11 50		*2 00		
	A M	Noon		A M	P M		**Williamson**... ♁	A M	P M		P M	P M	
	*6 30			*4 26	*4 42	238	lve.(*Eastern time.*).arr.	12 25	12 35			4 20	
	6 51			◆ —	5 00	246	.....Matewan..... ♁	12 01	12 09			3 58	
	7 03			◆ —	5 09	250	.....Thacker..... ♁	11 52	11 58			3 48	
	7 13			— —	— —	253	.....Delorme..... ♁	11 47	— —			3 40	
	7 36			◆ —	5 32	260	.....Devon..... ♁	11 31	✓ —			3 20	
	7 54			— —	⊙ —	267	.....Glen Alum.....	11 15	— —			2 01	
	8 22			— —	6 10	277	.....Panther..... ♁	○ —	10 53			2 28	
	8 45			◆ —	6 25	285	.....**Iaeger** ..... ♁	10 37	10 43			2 02	
	— —		18	— —	— —	290	...**Clear Fork Jn.** ♁	— —	— —		9	— —	
P M	9 03		A M	— —	— —	296	.....Roderfield..... ♁	— —	— —		A M	1 26	P M
*3 30	9 50		*4 55	7 00	7 16	307	..... **Welch** ..... ♁	9 43	9 51		8 18	12 38	5 04
3 51	— —		— —	— —	— —	315	.....Vivian..... ♁	— —	— —		7 51	— —	— —
3 59	10 19		5 20	— —	— —	317	.....Landgraf.....	— —	— —		7 40	12 05	4 28
4 12	10 30		5 30	— —	⊙ —	319	.....Keystone..... ♁	— —	9 21		7 28	11 57	4 15
4 22	10 42		5 41	◆ —	⊙ —	321	..**North Fork Jn**[32]. ♁	9 08	8 18		7 20	11 51	4 06
4 27	10 49		5 48	— —	— —	322	.....Powhatan.....	— —	— —		7 08	11 43	3 54
4 35	0 59		5 54	— —	⊙ —	324	.....Elkhorn..... ♁	8 58	9 08		7 03	11 40	3 50
4 42	11 06		6 00	— —	— —	325	.....Ennis..... ♁	○ —	8 04		6 53	11 34	3 40
4 54	11 18		6 09	— —	— —	327	.....Maybeury	— —	8 59		6 47	11 27	3 32
5 02	11 28		6 18	— —	— —	328	.....Coaldale..... ♁	— —	— —		6 42	11 22	3 25
5 14	11 47		6 33	— —	— —	331	.....**Cooper** ♁..lve.	— —	— —		6 25	— —	— —
5 25	11 55		6 38	8 19	8 38	333	arr..**Bluestone** ♁..lve.	8 34	8 47		6 33	11 13	3 14
6 00	12 30		6 45	8 41	9 25	334	arr.**Pocahontas** ♁ lve.	*7 30	*7 55		*5 55	A M	*3 08
*5 15	*1145		*5 55	*7 30	*7 55	334	lve..**Pocahontas**..arr.	8 41	9 26		6 45	11 38	2 55
5 25	11 55		6 38	8 19	8 38	333	lve..**Bluestone** ♁..arr.	8 34	8 47		6 33	11 13	2 46
5 40	12 07		6 48	— —	— —	337	.....Falls Mills..... ♁	— —	— —		6 17	11 02	2 35
5 55	12 17		6 50	— —	— —	340	.....Graham..... ♁	8 18	8 29	17	6 10	10 51	2 27
6 10	12 30		7 10	8 45	9 10	344	arr....**Bluefield**[19]. lve.	8 10	8 20	P M	*6 00	*10 45	2 15
P M	12 40		7 20	8 55	9 18	344	lve....**Bluefield** ♁..arr.	8 00	8 10	9 20	A M	A M	1 55
	12 40		7 20	— —	— —	348	.....Ada..... ♁	r —	— —	9 02			1 38
	1 00		7 40	*b* —	9 37	354	.....Ingleside..... ♁	7 30	*i* —	8 47			1 22
	1 13		7 53	— —	— —	360	.....Oakvale..... ♁	*h r*	— —	8 32			1 08
	1 27		8 06	— —	— —	366	.....Glen Lyn.....	— —	— —	8 16			12 50
	1 32		8 11	— —	— —	369	.....Lurich..... ♁	*q* —	— —	8 11			12 43
	1 41		8 19	— —	— —	373	.....Narrows..... ♁	*k g* —	— —	8 03			12 34
	1 49		8 27	*b* —	10 17	376	.....Pearisburg ..... ♁	6 42	8 55	7 56			12 26
	2 00		8 40	— —	— —	382	..**Big Stony Junc**[41]..	— —	— —	7 46			12 13
	2 06		8 44	— —	— —	383	.....Ripplemead..... ♁	— —	— —	7 38			12 09
	2 15		8 51	*b* —	— —	386	.....Pembroke..... ♁	6 22	▶ —	7 32			12 02
	2 23		9 02	— —	— —	391	.....Eggleston..... ♁	— —	— —	7 21			11 50
	2 44		9 21	— —	— —	398	.....Belspring..... ♁	*j* —	— —	7 02			11 33
	2 53		9 28	— —	— —	402	.....Pepper..... ♁	— —	— —	6 53			11 25
	3 02		9 35	10 42	11 12	404	.....**Walton**..... ♁	5 45	8 00	6 47			11 18
	3 10		9 42	10 48	11 20	406	....**East Radford**[11] ♁	5 25	5 35	6 40			11 10
	5 00		11 30	11 50	12 18	449	.....**Roanoke** .... ♁	*4 20	*4 50	*4 50			*9 10
	P M		A M	A M			....ARRIVE] [LEAVE	A M	P M	P M			A M

For explanation of signs, see page 1033.

CLINCH VALLEY DIVISION.

11	5	Mls	*June* 20, 1909.	12	8
P M	A M	....	LVE.] Eastern time. [ARR.	Noon	P M
*2 05	*8 30	0	+.....**Bluefield**..... ♁	12 20	7 05
2 18	8 40	3	.....Graham..... ♁	12 07	6 53
2 38	9 03	13	.....Tip Top..... ♁	11 39	6 28
2 51	9 15	19	.....Five Oaks.....	11 22	6 14
3 05	9 24	22	.....Tazewell..... ♁	11 13	6 08
3 10	9 30	25	.....Pisgah.....	11 01	5 56
3 34	9 51	34	.....Pounding Mill... ♁	10 37	5 35
3 44	10 02	38	.....Cedar Bluff..... ♁	10 26	5 25
3 52	10 16	41	.....Richlands..... ♁	10 16	5 15
4 20	10 44	52	.....Swords Creek.... ♁	9 49	4 48
4 33	10 57	57	.....**Honaker**..... ♁	9 37	4 35
4 46	11 09	62	.....Finney..... ♁	9 24	4 19
5 02	11 25	68	.....Cleveland..... ♁	9 09	4 03
5 15	11 38	73	.....Carterton..... ♁	8 56	3 49
5 25	11 48	77	.....Castlewood..... ♁	8 46	3 39
5 30	11 53	79	.....Fink..... ♁	8 40	3 31
5 38	12 01	80	.....St. Paul..... ♁	8 37	3 27
5 48	12 12	84	.....Virginia City.... ♁	8 25	3 12
6 36	12 52	92	.....**Coeburn**[40]... ♁	8 05	2 50
6 46	1 04	97	.....Tacoma..... ♁	7 34	2 19
7 05	1 25	104	+.....**Norton**[26].... ♁	*7 20	*2 05
P M	P M	....	ARRIVE] [LEAVE	A M	P M

TUG FORK BRANCH.

1	13	9	M	*June* 20, 1909.	18	8	26	10
P M	....	A M	..	LVE.] [ARR.	A M	A M	....	P M
*5 04	A M	*8 18	..	....**Welch.** ♁	4 55	9 50	....	3 30
5 20	*10 10	8 35	0	.....Tug... ♁	4 35	9 35	....	3 06
5 43	10 35	8 55	6	...Kennon...	4 17	9 13	A M	2 41
5 45	10 40	8 58	7	....**Gary** .. ♁	*4 15	*9 10	11 40	2 38
P M	11 12	A M	11	ar.**Filbert** lv.	A M	A M	*11 3	....
....	12 10	....	15	.. Pageton ...	....	....	A M	2 10
....	12 35	....	18	..**Anawalt**..	....	....	....	*1 45
....	Noon	....	..	ARR.] [LVE.	....	....	....	P M

NORTH FORK BRANCH.

107	105	Mls	*June* 20, 1909.	104	106
P M	A M	....	LVE.] Eastern time. [ARR.	A M	P M
*4 35	*9 30	0	..**North Fork Junc.** ♁	5 30	3 45
4 33	9 33	1	.....Algoma.....	5 19	3 40
4 49	9 44	3	.....Rolfe.....	5 10	3 28
4 57	9 54	4	.....McDowell.....	5 00	3 20
5 15	10 10	8	.....**Crumpler**.....	*4 50	*3 10
P M	A M	....	ARRIVE] [LEAVE	A M	P M

WINSTON-SALEM DIVISION.

23	21	Mls	*June* 20, 1909.	24	22
P M	A M	....	LEAVE] [ARRIVE	A M	P M
†5 25	*9 15	0	+.....**Roanoke**..... ♁	11 45	7 05
5 42	9 33	7	.....Starkey..... ♁	11 29	6 47
6 02	9 52	15	.....Boone's Mill.... ♁	11 12	6 26
6 15	10 04	21	.....Wirtz.....	11 02	6 15
6 30	10 18	27	+...**Rocky Mount**[32]. ♁	10 49	6 01
6 58	10 44	37	.....Ferrum..... ♁	10 24	5 37
7 18	11 00	44	.....Henry..... ♁	10 07	5 20
7 35	11 17	52	.....Bassett..... ♁	9 48	5 03
8 00	11 38	62	+...**Martinsville**[33]. ♁	9 26	4 44
8 10	11 49	66	.....Fontaine.....	9 12	4 29
8 22	12 01	72	.....Ridgeway..... ♁	9 02	4 19
8 31	12 10	76	.....Price..... ♁	8 51	4 08
8 42	12 2[illegible]	82	.....Stoneville..... ♁	8 40	3 58
8 55	12 34	88	.....Mayodan..... ♁	8 27	3 45
8 59	12 55	90	.....**Madison**..... ♁	8 23	3 43
9 16	1 12	98	.....Pine Hall..... ♁	8 05	3 26
9 27	1 27	104	+...**Walnut Cove**[34]. ♁	7 51	3 15
9 37	1 39	100	.....Dennis.....	7 38	3 04
9 45	1 61	112	.....Walkertown..... ♁	7 30	2 58
10 05	2 10	122	+.**Winston-Salem**[35] ♁	†7 10	†2 40
P M	P M	....	ARRIVE] [LEAVE	A M	P M

BIG STONY RAILWAY.

Pas'nger	Mls.	*October* 10, 1.09.	Pas'nger
†7 00 A M	0	lve...**Paint Bank**..arr.	5 55 P M
7 40 "	6	.....Laurel Branch.....	5 15 "
8 10 "	12	..... Waitville	4 45 "
8 35 "	16	.....Ray.....	4 20 "
9 10 "	23	.....Kire.....	3 45 "
9 35 "	27	.....Interior.....	3 20 "
10 05 "	33	.....Olean.....	2 55 "
10 10 "	34	.....Kerns Mill.....	2 50 "
10 15 "	35	.....Kimballton.....	2 45 "
10 45 A M	38	arr.**Big Stony Junc.** lve.	†2 15 P M

Dry Fork Branch.—Train leaves Iaeger *10 45 a.m., arriving at Canebrake (30 miles) 12 37 noon. Lvs. Canebrake *12 40 noon, arr. Iaeger 5 10 p.m.

Speedwell Branch.—Train leaves Ivanhoe †9 35 a.m., arriving at Speedwell (17 miles) 10 45 a.m. Returning, leaves Speedwell †11 00 a.m., arriving at Ivanhoe 12 10 noon.

Honaker Branch—Train leaves Honaker *11 51 a.m., arriving at Blackford (5 miles) 12 31 noon. Returning, leaves Blackford *12 55 noon, arriving at Honaker 1 30 p.m.

NORFOLK AND WESTERN RAILWAY CO.

SHENANDOAH DIVISION.

27	18	1	Ms	June 20, 1909.	2	14	28
P M	A M	A M	...	LEAVE] [ARRIVE	A M	P M	A M
*555	*7 42	*145	0	+ **Hagerstown**[26] ♁	1 15	8 45	1105
6 06	7 52	– –	6	..... St. James ... ♁	– –	8 31	1051
6 23	8 05	– –	14	......Antietam.... ♁	– –	8 12	1034
6 30	8 10	– –	17	... Sheperdstown . ♁	– –	8 04	1027
6 50	8 28	2 28	23	+**Shenandoah Jn**[27] ♁	1235	7 50	1015
7 00	8 41	– –	28	....Charlestown .. ♁	– –	7 28	9 52
7 15	8 51	– –	34	.......Rippon...... ♁	– –	7 15	9 41
7 28	9 03	2 58	40	..... Berryville ... ♁	1156	7 04	9 29
7 41	9 15	– –	46	.... Boyce..... ♁	– –	6 51	9 15
7 50	9 24	– –	49	.....White Post... ♁	– –	6 42	9 05
7 57	9 30	– –	53	.......Ashby.......	– –	6 35	8 56
8 13	9 41	3 31	59	+... **Riverton**[28]. ♁	1121	6 22	8 41
8 20	9 48	– –	62	....Front Royal.. ♁	– –	6 15	8 34
8 27	– –	– –	66	.......Manor.......	– –	– –	8 25
8 42	10 12	– –	73	....Bentonville... ♁	– –	5 55	8 12
8 56	10 24	– –	79	..... Rileyville ... ♁	– –	5 45	7 58
9 03	– –	– –	82	...... Vaughn	– –	– –	7 52
9 08	10 37	– –	85	........Elgin	– –	5 32	7 45
9 15	10 44	4 21	89	.......**Luray**..... ♁	1030	5 24	7 38
9 30	10 59	– –	95	.......Stanley .... ♁	– –	5 11	7 25
9 42	11 12	– –	102	......Ingham	–	4 55	7 10
9 54	11 27	4 58	107	...**Shenandoah** . ♁	9 54	4 45	*700
P M	11 44	5 07	112	...... **Elkton**[29] .. ♁	9 40	4 29	A M
....	11 54	– –	118	.... Island Ford .. ♁	– –	4 15	....
....	12 05	– –	125	.... Lewis	– –	4 03	....
....	12 10	– –	127	+ . Port Republic. ♁	– –	3 58	....
....	12 16	5 32	129	.....**Grottoes**... ♁	9 11	3 53	....
....	12 22	– –	132	..... Harriston	– –	3 48	....
....	12 31	◻ –	137	...... Crimora .... ♁	◻ –	3 38	....
....	12 45	5 58	143	+ .....**Basic**[29] ... ♁	8 50	3 25	....
....	12 54	– –	148	.....Lyndhurst.... ♁	– –	3 14	....
....	1 20	6 16	153	....Stuarts Draft.. ♁	8 34	3 05	....
....	1 31	△ –	159	.....Greenville... ♁	Ψ –	2 52	....
....	1 37	– –	163	.......Lofton.......	– –	2 46	....
....	1 48	6 41	168	......Vesuvius.... ♁	◻ –	2 33	....
....	2 01	– –	175	......Midvale.... ♁	– –	2 18	....
....	2 09	– –	180	......Riverside ... ♁	– –	2 09	....
....	2 20	7 11	185	+.**Buena Vista**[30] ♁	7 35	1 57	....
....	2 33	– –	191	.......Buffalo..... ♁	– –	1 46	....
....	2 40	7 28	195	......Glasgow ..... ♁	7 16	1 39	....
....	2 49	7 35	199	.. **Natural Bridge**[31] ♁	7 09	1 31	....
....	3 09	7 50	209	...... Arcadia	6 50	1 12	....
....	3 18	8 03	214	+ ... Buchanan ... ♁	6 39	1 02	....
....	3 29	8 14	219	.... Lithia ..... ♁	6 28	12 52	....
....	3 43	8 26	225	.... .Nace...... ♁	6 18	12 42	....
....	3 51	8 33	228	.....Troutville ... ♁	6 11	12 35	....
....	3 58	8 41	232	.....Cloverdale... ♁	6 01	12 26	....
....	4 03	8 45	233	.......Hollins..... ♁	5 57	12 23	....
....	4 15	9 00	239	+... **Roanoke** ... ♁	*545	*1210	....
....	P M	A M	...	ARRIVE] [LEAVE	P M	Noon	....

DURHAM DIVISION.

35	37	Mls	October 10, 1909.	36	38
P M	A M	....	LEAVE] [ARRIVE	A M	P M
*4 15	†5 15	0	.......**Lynchburg**....... ♁	11 55	11 30
4 25	5 25	2	.....(11th St. Depot.).... ♁	11 45	11 20
4 56	5 55	13	.........Rustburg .... ♁	11 10	10 50
5 18	6 19	22	..........Gladys......... ♁	10 50	10 24
5 32	6 32	28	.... Naruna..........	10 37	10 08
5 45	6 45	34	........**Brookneal**...... ♁	10 25	9 52
5 59	7 00	39	.........Clarkton......... ♁	10 10	9 35
6 11	7 12	44	.........Nathalie......... ♁	9 57	9 22
6 43	7 48	58	..........Houston......... ♁	9 21	8 40
6 56	8 12	63	+...**South Boston**[36].. ♁	9 08	8 25
7 19	8 45	72	.... **Denniston**[37].... ♁	8 45	7 55
7 54	9 32	85	.........Roxboro......... ♁	8 15	7 15
8 26	10 13	98	........Rougemont....... ♁	7 47	6 35
9 15	11 15	116	+ ....**Durham**[38]..... ♁	*7 00	†5 30
P M	A M	....	ARRIVE] [LEAVE	A M	P M

NORTH CAROLINA DIVISION.

73	49	Mls	June 20, 1909.	Mls	50	74
A M	A M	....	LEAVE] [ARRIVE	....	P M	A M
†6 34	*8 00	0	........**Pulaski**..... ♁	52	4 45	11 45
6 45	– –	2	..........Dora......... ♁	50	– –	11 35
7 32	8 34	12	........Allisonia...... ♁	40	4 06	10 35
7 42	8 38	13	.... **Reed**	39	4 03	10 27
7 55	.....	15	.......Kayoulah..... ♁	....	.....	10 15
8 55	.....	23	arr.. **Betty Baker**.lve.	....	.....	†9 15
A M	8 50	18	....Barren Springs.. ♁	34	3 52	A M
═══	9 05	24	......Foster Falls.... ♁	28	3 35	═══
.....	9 19	29	......Austinville.... ♁	23	3 21	.....
53	9 28	32	........**Ivanhoe** ..... ♁	20	3 13	52
P M	9 46	38	.........Grayson...... ♁	13	2 55	A M
*2 10	9 50	40	...**Fries Junction**...	12	2 50	10 30
2 35	10 05	45	.... **Fries** .... ♁	....	*2 35	*1005
P M	11 20	52	.........**Galax** ...... ♁	0	*1 25	A M
.....	A M	....	ARRIVE] [LEAVE	....	P M	.....

KENOVA, NAUGATUCK AND WILLIAMSON.

4	16	18	Ms	June 20, 1909.	15	17	3
A M	P M	A M	...	LEAVE] [ARRIVE	P M	P M	A M
*1 13	*1 00	*8 35	0	........**Kenova**.......	2 10	5 47	2 30
Via Big Sandy Line.	Via Big Sandy Line.	8 39	1	... .Ceredo....... ♁	Via Big Sandy Line.	5 38	Via Big Sandy Line.
		8 51	7	.....Buffalo Creek... ♁		5 27	
		9 03	13	.......Lavalette..... ♁		5 14	
		9 30	25	........Wayne....... ♁		4 50	
		10 02	39	........Radnor...... ♁		4 17	
		10 18	46	........Dunlow...... ♁		4 01	
		10 40	56	......Wilsondale..... ♁		3 38	
		11 14	69	........Dingess...... ♁		3 07	
		11 30	76	......Canterbury..... ♁		2 48	
2 52	3 06	11 47	83	.....**Naugatuck**.... ♁	12 02	2 32	12 18
– –	3 18	12 01	90	.........Nolan....... ♁	11 49	2 18	– –
3 16	3 35	12 20	99	.....**Williamson** ... ♁	*1135	*2 00	*1150
A M	P M	Noon	...	arr.(*Central time.*).lve.	A M	P M	P M

East Lynn Branch.—Train leaves **Wayne** †9 35 a.m., arrives East Lynn (8 miles) 10 15 a.m. Returning, leaves East Lynn †11 00 a.m., arrives Wayne 11 45 a.m.

CRANE CREEK AND WIDEMOUTH BRANCH.

141	129	125	Mls	June 20, 1909.	132	140	146
P M	A M	.....	....	LVE. Eastern time. [ARR.	A M	P M	.....
*3 30	*1003	.....	0	...... **Flipping**	11 11	3 40	.....
3 55	10 25	A M	5	.... **Mora**........	10 54	3 12	P M
4 35	11 07	*8 40	9	...... **Matoaka**......	10 05	2 39	5 40
4 50	11 27	8 57	12	........**Sylvia**........	*8 58	*1128	*4 51
5 20	11 55	9 25	14	......**Wononah**......	*9 27	*2 05	*5 21
P M	A M	A M	....	ARRIVE] [LEAVE	A M	P M	P M

POCAHONTAS, BRAMWELL AND GOODWILL.

June 20, 1909.	Mls	45	47	51	53	55	57	59	61	63
E. time. [LVE.	....	A M	A M	A M	A M	P M	....	P M	P M	....
Pocahontas.. ♁	0	*555	*730	*8 50	*1145	*2 35	..	*515	*755	P M
Bluestone. ♁	1	6 01	7 36	8 57	11 57	3 00	....	6 27	8 02	*850
Cooper..... ♁	2	6 08	7 42	9 03	12 03	3 10	....	5 32	8 08	8 58
Bramwell.... ♁	3	6 12	7 46	9 07	12 07	3 15	....	5 36	8 12	9 00
Simmons .... ♁	4	6 15	7 49	9 09	12 10	3 18	P M	5 39	8 15	9 03
Flipping.....	8	A M	A M	9 25	Noon	3 30	*341	P M	P M	P M
Goodwill... ♁	10	....	....	9 40	....	P M	3 50	....	....	....
[ARRIVE	....	....	....	A M	....	....	P M	....	....	....

STATIONS. [LEAVE	46	48	52	54	56	58	60	62	64
[LEAVE	....	....	A M	....	....	P M	....	....	....
Goodwill......	....	....	*9 50	A M	....	*352	....	....	....
Flipping.......	A M	A M	10 02	*1111	Noon	4 00	P M	P M	P M
Simmons.......	*6 16	*750	A M	11 20	*1211	4 12	*540	*817	*905
Bramwell......	6 19	7 53	....	11 22	12 14	4 15	5 43	8 20	9 08
Cooper....ar.	6 24	7 57	....	11 25	12 18	4 20	5 48	8 24	9 12
Bluestone.ar.	6 33	8 06	....	11 31	12 24	4 26	5 54	8 30	9 18
Pocahontas.	6 45	A M	....	11 38	12 30	4 33	6 00	P M	9 25
[ARRIVE	A M	....	....	A M	Noon	P M	P M	....	P M

Clear Fork Branch.—Train leaves Coalwood *7 30 a.m., arrives Clear Fork Junction (9 miles) 8 00 a.m. Returning, leaves Clear Fork Junction *5 40 p.m., arrives Coalwood 6 20 p.m.

City Point Branch.—Leave Petersburg †7 30 a.m., a2 00, ƒ4 00 p.m., arrive City Point (10 miles) 8 00 a.m., 2 30, 4 30 p.m. Returning, leave City Point †9 30 a.m., a3 15, ƒ5 15, arrive Petersburg 10 00 a.m., 3 45, 5 45 p.m.

CINCINNATI DIVISION.

24	36	26	28	Mls.	June 20, 1909.	23	35	27	25
P M	P M	A M	A M	.....	LEAVE] [ARRIVE	A M	A M	P M	P M
*8 45	†5 40	*8 45	*7 00	0	.... **Cincinnati**[42] ♁	7 30	11 25	6 45	6 25
Via P.C.C. & St. L.	6 53	Via P.C.C. & St. L.	7 13	3.6	.......Idlewild..... ♁	Via P.C.C. & St. L.	11 13	6 33	Via P.C.C. & St. L.
	6 55		7 15	4.4	........Cleneay.......		11 08	5 30	
	6 57		7 17	5.2	......Hyde Park......		11 06	5 28	
	6 03		7 22	7.8	......Red Bank......		11 00	5 22	
– –	6 07	– –	7 25	9.0	........**Clare**[43].... ♁	7 10	10 57	5 19	u –
– –	6 09	– –	7 28	10.2	...... Newtown.... ♁	7 07	10 54	5 16	u –
– –	6 15	– –	7 33	13.0	......Broadwell.... ..	6 59	10 48	5 11	u –
– –	6 27	– –	7 44	18.7	......Perintown.... ♁	6 47	10 37	5 00	u –
– –	6 32	– –	7 49	20.9	..... **Baldwin**[44]....	6 41	10 32	4 55	u –
x –	6 38	– –	7 54	24.2	.... Batavia..... ♁	6 35	10 26	4 48	u –
– –	7 00	– –	8 13	33.4	.... Williamsburg .. ♁	6 16	10 06	4 30	u –
– –	7 18	– –	8 26	41.1	..... **Mt. Oreb**[45].. ♁	*6 04	9 49	4 16	u –
.....	†2 15	.....	†7 30	66.2	lve.. **Hillsboro** ♁ arr.	†7 05	11 30	.....	.....
10 03	7 30	9 58	*8 37	47.4	..... **Sardinia**[46] .. ♁	5 53	9 34	4 05	6 10
– –	7 41	– –	8 48	52.6	.... Macon ..... ♁	– –	9 22	3 55	u –
– –	7 50	– –	8 56	57.1	..... Winchester ... ♁	5 36	9 14	3 47	u –
– –	7 59	– –	9 04	61.8	.......Seaman..... ♁	– –	9 04	3 37	u –
– –	8 11	– –	9 16	67.8	.......Lawshe..... ♁	– –	8 50	3 25	u –
x –	8 20	– –	9 24	72.0	.... Peebles ..... ♁	5 09	8 43	3 17	u –
– –	8 35	o –	9 37	78.8	...Mineral Springs. ♁	– –	8 29	3 04	u –
– –	8 39	– –	9 43	82.1	.... Rarden ..... ♁	– –	8 23	2 58	u –
– –	8 48	– –	9 53	87.4	.... Otway...... ♁	– –	8 13	2 48	u –
– –	8 54	– –	10 00	90.8	.... Henley	– –	8 07	2 42	u –
– –	9 07	– –	10 13	96.7	..... McDermott ... ♁	– –	7 53	2 30	u –
11 40	9 27	11 25	10 35	106.7	... **Portsmouth**[47] ♁	*4 10	†7 33	*2 10	*3 45
P M	P M	A M	A M	.....	ARRIVE] [LEAVE	A M	A M	P M	P M

NOTE.—Trains Nos. 23, 24, 25 and 26 arrive and leave from the Pennsylvania Station, Pearl and Butler Streets. Other trains from Court Street Station, Cincinnati.

HILLSBORO AND SARDINIA.

No. 125	No. 135	Mls.	June 20, 1909.	No. 134	No. 126
†2 15 P M	†7 30 A M	0	lve..**Hillsboro**[46] ♁ arr.	7 05 A M	11 30 A M
2 45 "	7 56 "	10	......East Danville......	6 33 "	10 55 "
2 55 "	8 05 "	14	...... Taylorsville......	6 26 "	10 39 "
3 05 "	8 13 "	15	......Mowrystown......	6 20 "	10 25 "
3 25 P M	8 25 A M	19	arr.... **Sardinia** ♁..lve.	†6 05 A M	†1005 A M

For explanation to signs, see page 1033.

"QUEEN OF SEA ROUTES"

Merchants & Miners Transportation Co.

MICHAEL JENKINS, Chairman of the Board.

J. C. WHITNEY, President.
N. W. JAMES, Vice-President.
A. D. STEBBINS, Vice-Prest. and Gen. Mgr.
DANIEL H. HAYNE, General Solicitor.
J. H. ROBINETTE, Secretary and Treasurer.
W. WADSWORTH, Assistant Treasurer.

T. H. KIRBY, Assistant Secretary.
W. P. TURNER, Passenger Traffic Mgr.
C. S. HOSKINS, Freight Traf. Manager.
R. C. MOORE, General Freight Agent.
T. F. LIPS, Freight Claim Agent.
O. B. BIDWELL, Jr., Auditor.

JOHN M. BLANKENSHIP, Supt.
H. B. VANSCIVER, Division Supt., Philadelphia, Pa.
W. P. CORIA, Supt. of Agencies.
A. CRADOCK, Purchasing Agent.
H. J. LANGE, Port Steward.

GENERAL OFFICES—S. E. Corner German and Light Streets, Baltimore, Md.

AGENTS.

C. H. MAYNARD, Agent, Boston, Mass.
D. R. McNEILL, Agent, Baltimore, Md.
JAS. BARRY, Agent, Providence, R.I.
E. C. LOHR, Agent, Norfolk, Va.

H. C. AVERY, Agent, Jacksonville, Fla.
F. B. BRAGG, Agent, Newport News, Va.
L. M. ERSKINE, Agent, Savannah, Ga.
O. F. LUCAS, Agent, Philadelphia, Pa.
A. L. BONGARTZ, Agent, Fall River, Mass.

TRAVELING AND SOLICITING AGENTS.

CARROLL H. SMITH, General Agent, Baltimore, Md.

H. F. ORR, Commercial Agent,
T. B. WOOLSEY, Soliciting Agent,
J. S. WALTON, Soliciting Agent, } Dun Bldg, 290 Broadway, New York, N.Y.

S. S. DUDLEY, Commercial Agent,
H. H. ALBERT, Trav. Freight Agent, } 220-221 Pierce Bldg, St. Louis, Mo.

G. W. DARLING, Traveling Freight Agent,
THOS. BARBER, Traveling Passenger Agent,
LLOYD O. MILLER, Soliciting Agent, } Battery Wharf, Boston, Mass.

ROBERT HUNTER, Commercial Agent,
E. A. HYNES, Traveling Freight Agent,
L. T. FOWLER, Traveling Freight Agt., } 1004 Bessemer Bldg, Pittsburgh, Pa.

A. H. CARY, Commercial Agent,
R. F. RILEY, City Passenger and Ticket Agt., } 112 Bull St., Savannah, Ga.

L. D. JONES, Commercial Agent,
J. F. WARD, Traveling Passenger Agt., } Seminole Hotel, Jacksonville, Fla.

J. Y. S. MITCHELL, Traveling Freight Agent, Norfolk, Va.

H. D. RAY, Commercial Agent,
JNO. M. BORN, Jr., Trav. Fht. Agt.,
H. C. ERWIN, Soliciting Agent, } 502 4th Nat. Bank Bldg, Atlanta, Ga.

PERRY H. WHITE, Trav. Freight Agent, Providence, R.I.

S. A. TUBMAN, Commercial Agent,
W. C. SHANNON, Trav. Freight Agt.,
W. A. HERMAN, Soliciting Agent,
L. W. MILLER, Soliciting Agent, } 105 South Ninth St., Philadelphia, Pa.

J. B. ANDREWS, Commercial Agent,
F. L. MORTIMER, Commercial Agent,
ALAN W. GRAVES, Trav. Fht. Agt.,
W. C. MARYE, Soliciting Agent,
CHAS. E. THOMAS, Jr., Soliciting Agt.,
J. C. CLIFT, Trav. Passenger Agent, } S.E. Cor. German & Light Sts., Baltimore, Md.

Condensed Sailings.—Subject to Change.

BOSTON, NEWPORT NEWS AND BALTIMORE LINE.

Baltimore to Boston (Pier 3, foot Gay St.).—Via Newport News every Sunday, Tuesday and Friday at 6 00 p.m.

Newport News to Boston (C. & O Pier 6).—Every Monday, Wednesday and Saturday at 9 00 a.m.

Boston to Newport News (Battery Wharf).—Every Monday, Wednesday and Friday at 5 00 p.m.

Boston to Baltimore (Battery Wharf).—Via Newport News, every Monday, Wednesday and Friday at 5 00 p.m.

BOSTON AND NORFOLK LINE.

Norfolk to Boston (foot West Main St.).—Every Sunday, Tuesday and Friday at 6 00 p.m.

Boston to Norfolk (Battery Wharf).—Every Tuesday, Thursday and Saturday at 5 00 p.m.

PROVIDENCE, NORFOLK, NEWPORT NEWS AND BALTIMORE LINE.

Baltimore to Providence (Pier 3, foot Gay St.).—Via Newport News and Norfolk, every Sunday, Wednesday and Friday at 6 00 p.m.

Norfolk to Providence (foot West Main St.).—Every Monday, Thursday and Saturday at 6 00 p.m.

Providence to Norfolk (foot Benefit St.).—Every Tuesday, Thursday and Saturday at 8 00 p.m.

Providence to Baltimore (foot Benefit St.).—Via Norfolk and Newport News, every Tuesday, Thursday and Saturday at 6 00 p.m.

NORFOLK, NEWPORT NEWS AND BALTIMORE LINE.

Baltimore to Newport News (Pier 3, foot Gay St.).—Sunday, Monday, Tuesday, Wednesday and Friday at 6 00 p.m.

Newport News to Baltimore (C. & O. Pier 6).—Daily, except Monday at 6 00 p.m.

Baltimore to Norfolk (Pier 3, foot of Gay St.).—Via Newport News, every Sunday, Wednesday and Friday at 6 00 p.m.

JACKSONVILLE, SAVANNAH AND BALTIMORE LINE.

Baltimore to Savannah and Jacksonville (Pier 3, foot of Gay St.).—Every Monday, Wednesday and Friday at 6 00 p.m.

Savannah to Jacksonville (Baltimore Steamship Wharf).—Every Mon., Thurs. and Sat. at 5 00 p.m.—*Central time.*

Jacksonville to Savannah and Baltimore (East Bay St.).—Every Mon., Wed. and Fri. at 4 00 p.m.—*Central time.*

Savannah to Baltimore (Baltimore Steamship Wharf).—Every Tues., Thurs. and Sat. at 5 00 p.m.—*Central time.*

SAVANNAH AND PHILADELPHIA LINE.

Philadelphia to Savannah (foot Pine St.).—Every Tuesday and Friday at 6 00 p.m.

Savannah to Philadelphia (Baltimore Steamship Wharf).—Every Wednesday and Saturday at 5 00 p.m.—*Central time.*

PHILADELPHIA AND BOSTON LINE.

Philadelphia to Boston (foot Pine St.).—Every Monday, Wednesday and Friday at 5 00 p.m.

Boston to Philadelphia (foot Hanover St.).—Every Tuesday, Thursday and Saturday at 5 00 p.m.

PHILADELPHIA, FALL RIVER AND PROVIDENCE LINE.

FREIGHT ONLY.

Philadelphia to Fall River and Providence.—Every Tuesday, Thursday and Saturday at 5 00 p.m.

Providence and Fall River to Philadelphia.—Every Monday, Wednesday and Friday afternoon.

CONNECTIONS.—At Boston and Providence—With railroad and steamship lines for all New England points and principal European ports. At Norfolk—With Norfolk & Western Ry. (Norfolk & Western Despatch, Cumberland Gap Despatch, Virginia, Tennessee & Georgia Air Line), Associated Railways of The Virginias and Carolinas, Seaboard Air Line Ry., Atlantic Coast Line R.R., Norfolk & Southern R.R., Southern Ry. for all points West, South and Southwest, and with Norfolk & Washington Steamboat Co. for Washington, D.C. At Newport News—With Chesapeake & Ohio Ry. (Kanawha Dispatch) for all points West. At Baltimore—With Baltimore & Ohio R.R. (Continental Line, Central States Dispatch), Pennsylvania R.R., Western Maryland R.R., for all points West, and with steamship lines for all principal European ports; M. & M. T. Co. Boston, Providence and Savannah Lines. At Savannah—With Atl. Coast Line R.R., Cent. of Ga. Ry., Seaboard Air Line Ry., for all points South and West; M. & M. T. Co. Baltimore, Philadelphia and Jacksonville Lines. At Philadelphia—With Phila. & Reading Ry., Penna. R.R., Balt. & Ohio R.R., and with steamship lines for all principal European ports; M. & M. T. Co. Boston, Providence, Fall River and Savannah Lines. At Jacksonville—With Atl. Coast Line R.R., Fla. East Coast Ry., Ga. So. & Fla. Ry., Seaboard Air Line Ry. and St. John's River steamers.

Passenger Accommodations and Cuisine unsurpassed. Through Tickets on sale and Baggage checked to all points. Through Bills of Lading issued and rates guaranteed.

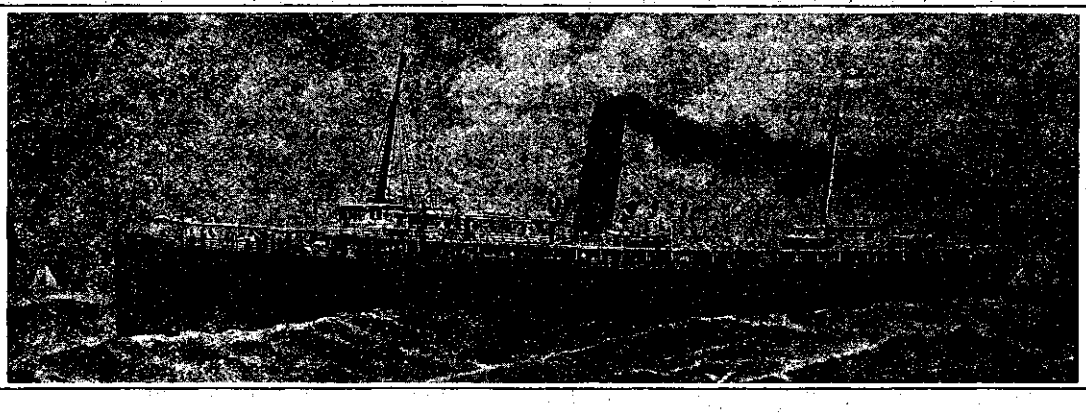
The Merchants & Miners Transportation Company offers the LOWEST RATES for Freight or Passengers between all points North, South, East and West. For further information apply to Agents.

"QUEEN OF SEA ROUTES"

Merchants & Miners Transportation Co.

FLEET:

S.S. Alleghany	S.S. Essex	S.S. Indian	S.S. Lexington	S.S. Parthian
S.S. Berkshire	S.S. Frederick	S.S. Itasca	S.S. Merrimack	S.S. Persian
S.S. Chatham	S.S. Gloucester	S.S. Juniata	S.S. Nantucket	S.S. Powhatan
S.S. Cretan	S.S. Grecian	S.S. Kershaw	S.S. New Orleans	S.S. Quantico
S.S. Dorchester	S.S. Howard		S.S. Ontario	S.S. Tuscan



"FLORIDA BY SEA"

NEW ROUTE

BETWEEN

Baltimore, Md., and Jacksonville, Fla.

DIRECT STEAMSHIP SERVICE

FOR

PASSENGERS AND FREIGHT

CALLING AT SAVANNAH, GA.

Leave Baltimore every Monday, Wednesday and Friday at 6 00 p.m.
Leave Jacksonville every Monday, Wednesday and Friday at 4 00 p.m.

Affording Unequalled Facilities for the Traveler and Shipper.

Only All-Water Route between Savannah and Jacksonville. Delightful 12-Hour Sail.

See page 1036 for schedule.

LEE LINE STEAMERS

OPERATING IN DIVISIONS AS FOLLOWS:

NORTHBOUND—Memphis and Ashport, Tenn.
Memphis and Cairo, Ill.
Memphis and St. Louis, Mo.
Memphis and Cincinnati, Ohio.

SOUTHBOUND—Memphis and Friars Point, Miss.
Memphis and Vicksburg, Miss.

ROBERT E. LEE, President.
G. PETERS LEE, Vice-President.
S. R. LEE, Superintendent.

C. BOURNE, Gen. Fht. and Passenger Agt.
W. E. WILSON, Secretary and Treasurer.
W. R. NEELY, Claim Agent.
H. C. LEWIS, Traveling Freight Agent.

D. M. CONNORS, Managing Agent, St. Louis, Mo.
J. F. ELLISON, Managing Agent, Cincinnati, O.
J. M. GRASTY, Agent, Greenville, Miss.
FRANK HIRSCH, Agent, Vicksburg, Miss.

GENERAL OFFICES—NO. 4 SOUTH FRONT STREET, MEMPHIS, TENN.

Steamers James Lee, Georgia Lee, Peters Lee, Harry Lee, Sadie Lee, Stacker Lee, Ferd. Herold.

DEPARTURES FROM MEMPHIS, TENN.—

For Osceola, Luxora and Ashport.—Steamer leaves every Monday, Wednesday and Friday at 5 00 p.m.

For Caruthersville, Mo., Tiptonville, Tenn., New Madrid, Mo., Hickman, Ky., Cairo, Ill., and St. Louis, Mo.—Steamers leave every Monday and Friday at 12 00 noon.

For Caruthersville, Mo., Tiptonville, Tenn., New Madrid, Mo., Hickman, Ky., and Cairo, Ill.—Steamer leaves every Tuesday at 5 00 p.m.

For Cairo, Ill., Paducah, Ky., Evansville, Ind., Owensboro, Ky., Louisville, Ky., and Cincinnati, Ohio.—Steamer leaves alternate Thursdays 5 00 p.m. during season of navigation.

For Helena, Ark., and Friars Point, Miss.—Steamer leaves every Monday, Wednesday and Friday at 5 00 p.m.

For Arkansas City, Ark., Greenville, Miss., Lake Providence, La., and Vicksburg, Miss.—Steamer leaves every Wednesday at 5 00 p.m.

DEPARTURES FROM CAIRO, ILL.—From H. & P. Wharfboat—

For Memphis and Intermediate Landings.—Steamers leave every Wednesday, Friday and Saturday .... p.m.

For St. Louis and Intermediate Landings.—Steamers leave every Wednesday and Sunday .... a.m.

For Paducah, Ky., Evansville, Ind., Owensboro, Ky., Louisville, Ky., and Cincinnati, Ohio.—Steamer leaves alternate Saturdays .... a.m. during season of navigation.

DEPARTURES FROM ST. LOUIS, MO.—From Wharfboat, foot of Olive Street—

For Memphis and Intermediate Landings.—Steamers leave every Tuesday and Friday at 6 00 p.m.

DEPARTURES FROM CINCINNATI, O.—From Wharfboat, foot of Broadway—

For Memphis and Intermediate Landings on Ohio and Mississippi Rivers.—Steamer leaves alternate Fridays at 5 00 p.m. during season of navigation.

DEPARTURES FROM VICKSBURG, MISS.—

For Lake Providence, Greenville, Arkansas City, Memphis, Tenn., and way points.—Steamer leaves every Friday at 6 00 p.m.

CONNECTIONS.—At Memphis, Tenn., Osceola, Ark., Barfield, Ark., Tyler, Mo., Caruthersville, Mo., New Madrid, Mo., Hickman, Ky., Columbus, Ky., Cairo, Ill., Cape Girardeau, Mo., Grand Tower, Ill., Chester, Ill., Ste. Genevieve, Mo., St. Louis, Mo., Paducah, Ky., Evansville, Ind., Owensboro, Ky., Louisville, Ky., Cincinnati, Ohio, Helena, Ark., Friars Point, Miss., Greenville, Miss., Lake Providence, La., and Vicksburg, Miss., with all railroad and steamboat lines.

Freight and passengers handled and through rates named to and from all Ohio River points, Pittsburgh, Pa., to Cairo, Ill., and Mississippi River, St. Louis, Mo., to Vicksburg, Miss.

KENTUCKY NORTHERN RAILROAD.

R. K. TARVIN, General Agent, Simcoe, Ky.

Trains leave **Simcoe** †8 30 a.m., †2 30 p.m., arrive **K. N. Junction**[1] (8 miles) 9 00 a.m., 3 00 p.m. Leave K. N. Junction †9 30 a.m., †3 50 p.m., arrive Simcoe 10 00 a.m., 4 00 p.m. *November, 1904.*

† Daily, except Sunday. *Central time.*

Connection.—[1] With Louisville & Atlantic Ry.

WINFIELD RAILROAD.

B. G BEALOR, General Manager, Pittsburg, Pa.

Trains leave West Winfield †7 30 a.m., †2 46 p.m., arriving **Butler Junction**[1] (12 miles) 8 25 a.m., 3 40 p.m. Returning, leave Butler Junction †10 00 a.m., †4 40 p.m., arriving West Winfield 10 50 a.m., 5 30 p.m.

† Daily, except Sunday. *March, 1908.*

Connection.—[1] With Pennsylvania R.R.

ALABAMA & MISSISSIPPI RAILROAD.

M. LANKFORD, General Manager, Vinegar Bend, Ala.

Train leaves **Vinegar Bend**[1] *10 00 a.m., arriving Leakesville (18 miles) 11 30 a.m. Returning, leaves Leakesville *3 30 p.m., arriving Vinegar Bend 5 00 p.m. * Daily. *January 12, 1908.*

Connection.—[1] With Mobile & Ohio R.R. *Central time.*

BAY POINT & CLAYTON RAILROAD.

W. H. GEORGE, Secretary and General Manager, San Francisco, Cal.

Extends from **Bay Point,**[1] Cal., to Cowell, Cal. (10 miles). Under construction to Clayton, Cal. Irregular service; operated, at present, for freight traffic only. *February, 1908.*

Connections.—[1] With Atchison, Topeka & Santa Fe Ry. and Southern Pacific Company.

HICKORY VALLEY RAILROAD.

G. W. WARDEN, General Superintendent, Endeavor, Pa.

From Hickory,[1] Pa., to Ross Run Junc., Pa. (13 miles); **Endeavor,** Pa., to Browns, Pa. (7 miles) and Endeavor, Pa., to Queen, Pa. (5 miles). Operated for freight and lumber. *March, 1908.*

Connection. —[1] With Pennsylvania R.R.

CAIRO & KANAWHA RAILWAY.

LEE SHAFFER, Secretary and Superintendent, Cairo, W.Va.

Train leaves **Cairo**[1] †8 20 a.m., arriving at Macfarlan 17 miles) 10 00 a.m. Returning, leaves Macfarlan †5 00 p.m., arriving at Cairo 4 26 p.m.

† Daily, except Sunday. *April, 1908.*

Connection.—[1] With Baltimore & Ohio R.R. *Eastern time.*

NAVAL STORES STEAMBOAT CO.

ST. JOHNS RIVER STEAMERS.

R. W. MATTOX, President and Manager, Jacksonville, Fla.
W. O MATTOX, Vice-President, "

W. L MATTOX, Treasurer, Jacksonville, Fla.
E S. CLARK, Secretary and Traffic Manager, "

Steamer **"McNEILL"** leaves **Jacksonville,** foot of Market Street, 7 00 a.m., Mondays, Wednesdays and Fridays, for Palatka, Crescent City and Omega (St. John's Park), and intermediate landings. Returning, leaves Omega 4 30 a.m., Crescent City 6 00 a.m., Tuesdays, Thursdays and Saturdays. (West Tocoi and Hertyville, southbound, Wednesday only; northbound, Thursday only; Price Landing, Trout Creek, southbound, Monday only; no t bound, Tuesday only.)

Steamer **"HOWARD"** leaves **Palatka** Fridays, on arrival steamer **"McNEILL,"** for Edgewater, Horse Landing, Racimo, Townsends Dock and intermediate landings, returning on Saturday.

Between Jacksonville, Fla., and Landings on St. Johns River as follows:

REMINGTON, N.S. CO.	RACEY POINT	HARTS	EDGEWATER	FRUITLAND
PRICE LANDING	FEDERAL POINT	SAN MATEO	BUFFALO BLUFF	FORT GATES
WEST TOCOI	RIVERDALE	DUNNS CREEK	SATSUMA LANDING	GEORGETOWN
HERTYVILLE	MIDWAY	PINEY BLUFF	HORSE LANDING	RACIMO
PALATKA	ESPERANZA	SHELL BLUFF	NASHUA	LAKE GEORGE
COLEE	GREYLOCK	CRESCENT CITY	WELAKA	DR YTON ISLAND
PICOLATA	BROWNS	OMEGA (ST. JOHNS PARK)	NORWALK	TOWNSENDS DOCK (SALT SPGS)

SANFORD DIVISION.—Steamer **"HECK"** (E. Abbott, Superintendent, Sanford, Fla.). Between Sanford and landings on Upper St. Johns River and Lake Harney, as follows: Bissets, McLains, Bissels, Cooks Landing, Raulersons and Geneva. Leave Sanford Mondays, Tuesdays, Wednesdays, Thursdays and Fridays 3 00 p.m., arriving at Geneva 9 00 p m. Leaves Geneva 5 30 a.m., arriving at Sanford 11 00 a.m.

OKLAWAHA RIVER (Howard Steamboat Co.)—Steamer **"HOWARD"** leaves Palatka Mondays, on arrival of steamer **"McNEILL,"** for Horse Landing, Welaka, Cedar Landing, Conner, Dexter, Delks Bluff, Eureka, Fort Brook, Gore's Landing, Grahamsville, Payne's Landing, Orange Springs, Sandy Bluff and Riverside.

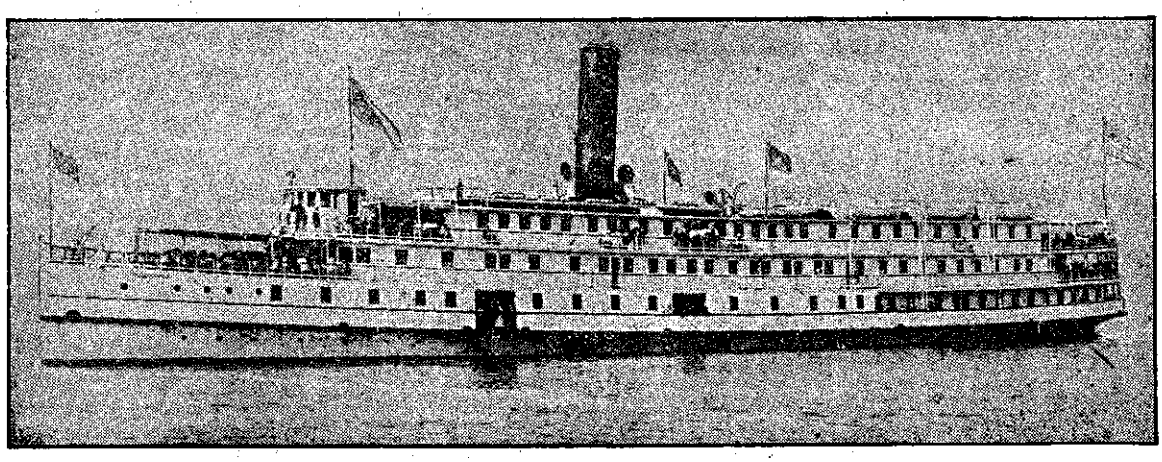
Norfolk & Washington Steamboat Co.

"THE HISTORIC ROUTE"

Potomac River
Chesapeake Bay
Hampton Roads

Modern Steel Palace Steamers

"Southland" (New), "Newport News," "Washington" and "Norfolk"



EVERY DAY IN THE YEAR

SOUTHBOUND.		NORTHBOUND.	
Leave **Washington, D.C.**	6 45 P M	Leave **Portsmouth, Va.**	5 00 P M
Leave **Alexandria, Va.**	7 00 P M	Leave **Norfolk, Va.**	6 00 P M
Arrive **Old Point Comfort, Va.**	7 00 A M	Leave **Old Point Comfort, Va.**	7 00 P M
Arrive **Norfolk, Va.**	8 00 A M	Arrive **Alexandria, Va.**	6 30 A M
Arrive **Portsmouth, Va**	8 30 A M	Arrive **Washington, D.C.**	7 00 A M

CONNECTIONS made with all rail lines into Norfolk and Washington.

THROUGH TICKETS via this line for sale at all principal railroad and steamship ticket offices.

STATEROOMS.

BEDROOMS, with large double bed, accommodating two people, $2.50 and $3. BERTH ROOMS, with upper and lower berths, accommodating two or three persons, $1.00, $1.50 and $2.00, according to size and location. ROOMS WITH BATH (Steamer *Southland*) $5.00.

MEALS A LA CARTE.

LEVI WOODBURY, President. C. F. NORMENT, Vice-President. D. J. CALLAHAN, General Manager.
ODELL S. SMITH, Secretary and Treasurer. W. H. CALLAHAN, General Passenger Agent.
JNO. G. WILLIAMS, Auditor. J. ALLEN RIORDAN, General Claim Agent.

GENERAL OFFICES—FOOT OF SEVENTH STREET, S.W., WASHINGTON, D.C.
City Ticket Office—Bond Building, 720 Fourteenth Street, N.W., Washington, D.C.

GREAT TENNESSEE RIVER ROUTE. U. S. MAIL AND SOUTHERN EXPRESS STEAMERS.

St. Louis & Tennessee River Packet Co.

ISAAC T. RHEA, President, Nashville, Tenn.
JAS. KOGER, Vice-President, Paducah, Ky.

JNO. E. MASSENGALE, Secretary, St. Louis, Mo.
General Office—Wharfboat, foot of Pine Street, St. Louis, Mo.

OPERATING FIRST-CLASS FREIGHT AND PASSENGER STEAMERS TO ALL POINTS ON

Mississippi River to Cairo, Ill. Ohio River to Paducah, Ky. Tennessee River to Florence, Ala.

STEAMERS

"CITY OF SALTILLO"
"CITY OF SAVANNAH"
} **St. Louis Packets.** Leave ST. LOUIS Wednesday and Saturday at.. 5 00 p.m.

"CLYDE"
"KENTUCKY"
} **Paducah Packets.** Leave PADUCAH every Wednesday and Saturday 5 00 p.m.

"SHILOH"
} **Accommodation Local Packet.** Leaves DANVILLE (*L. & N. R.R.*)..... 4 00 a.m. Leaves JOHNSONVILLE (*N. C. & St. L. R.R.*).....10 00 a.m. Every Tuesday, Thursday and Saturday for SAVANNAH, TENN., and all way landings.

CONNECTIONS.—At Cairo, Ill., with steamers for all points on the lower Mississippi to New Orleans, La., on Ohio River to Pittsburgh, Pa.; with Mobile & Ohio R.R., Illinois Central R.R., Cotton Belt Route and Iron Mountain R.R. for all points north and south. At Paducah, Ky., with Illinois Central R.R., and Nashville, Chattanooga & St. Louis R.R. for all points north and south. At Danville, Tenn., with Louisville & Nashville R.R. for all points south and east. At Johnsonville, Tenn., with Nash. Chatt. & St. Louis R.R. At Riverton and Florence, Ala., with Southern Ry. for all points south and southeast. At St. Louis, Mo., with steamer lines and railroads for all points north, east and west.

Through bills of lading issued from river landings to all points in the United States.

1,200 Miles Operated. 3 Rivers. 6 States.

EXCURSIONS.

During the Spring, Summer and Autumn this Company offers a most delightful pleasure trip to the Mountains of Tennessee and Northern Alabama. **Out eight days.** $15.00 for the round trip, including meals and berth.

Prompt Service Guaranteed. JNO. E. MASSENGALE, Traffic Manager, St. Louis, Mo.

March, 1909.

OHIO RIVER & COLUMBUS RAILWAY.

E. H. BLAIR, President and General Manager, Ripley, Ohio.
ACCOUNTING.
CHAS. J. FINGER, Secretary-Treasurer, Auditor, Ripley, Ohio.

7	5	3	1	Ms.	*May* 2, 1909.	2	4	6	
P M	A M	P M	A M		(*Central time.*)	A M	P M	A M	
§2 25	§8 05	†2 15	†6 25	0	lve.....**Ripley**[1] ⊙....arr.	11 40	6 45	11 30	
2 32	8 12	2 23	6 32	2	.....Levanna.....⊙	11 30	6 35	11 20	
2 37	8 17	2 28	6 37	4	.....Fishing Shore.....	11 25	6 31	11 16	
2 43	8 23	2 35	6 43	6	.....Pisgah.....	11 18	6 25	11 10	
2 47	8 27	2 40	6 47	7	.....Centre Point.....⊙	11 13	6 21	11 06	
2 56	8 36	2 50	6 56	9	.....Hillman's.....	11 03	6 12	10 57	
3 10	8 50	3 05	7 15	13	.....**Georgetown**[2]...⊙	10 50	6 00	10 45	
3 23	9 03	3 18	7 28	16	.....E. Wahlsburg.....	10 32	5 47	10 32	
3 30	9 10	3 25	7 35	17	.....W. Arnheim.....	10 25	5 40	10 25	
3 38	9 18	3 33	7 43	19	.....Kautzville.....	10 17	5 32	10 17	
3 43	9 23	3 38	7 48	20	.....Browntown.....	10 12	5 27	10 12	
3 55	9 35	3 50	8 00	23	.....**Sardinia**[3].....⊙	†1000	*5 15	§1000	
P M	A M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	A M	

*Daily; †daily, except Sunday; §Sunday only. ⊙Telephone stations.

CONNECTIONS.

[1] Ferry Transfer to Chesapeake & Ohio Ry. at South Ripley. [2] With Cincinnati, Georgetown & Portsmouth Ry. [3] With Norfolk & Western Ry.

WARE SHOALS RAILROAD.

BENJ. D. RIEGEL, President and General Manager, 261 Broadway, New York City.
JAMES F. MacENROE, Vice-Prest. and Treas., Ware Shoals, S.C.
G. M. BOLAND, Second Vice-Prest. and Sec'y, "

No. 11	No 15	Mls	*May* 30, 1909.	Mls	No. 18	No. 16
.....	.....	....	(*Southern Ry.*)	....	.....	.....
1 00 P M	7 15 A M	....	lve....**Columbia**...arr.	....	3 25 P M	10 35 P M
4 19 P M	10 33 A M	....	.....,**Greenwood**.....	....	12 07 Noon	7 10 P M
4 52 P M	11 14 A M	....	arr..**Shoals Junc**...lve.	....	11 30 A M	6 15 P M
.....	.....	....	(*Southern Ry.*)	....	No. 15	No. 11
4 25 P M	9 30 A M	....	lve...**Greenville**...arr.	....	1 15 P M	6 55 P M
5 55 P M	10 52 A M	....	.....**Belton**.....	....	11 55 A M	5 35 P M
6 15 P M	11 30 A M	....	arr..**Shoals Junc**..lve.	....	11 14 A M	4 52 P M
No. 4	No 2	....	(*Ware Shoals R.R.*)	....	No. 1	No. 3
*6 20 P M	*1135 A M	0	lve..**Shoals Junc**..arr.	5	1100 A M	4 40 P M
6 40 P M	11 55 A M	5	arr..**Ware Shoals**..lve.	0	*1040 A M	*4 20 P M

Trains marked * run daily. STANDARD—*Eastern time.*
Connection—At Shoals Junc.—With Southern Ry., Columbia Div.

ALBEMARLE STEAM NAVIGATION CO.

J. A. PRETLOW, Prest. & Gen. Mgr., Franklin, Va.
R. A. PRETLOW, Vice-Prest., "
M. H. MOORE, Sec'y & Treas., "
J. S. O'HEA, Gen. Fht. Agt. & Aud., "
B. B. WINBORNE, General Counsel, Murfreesboro, N.C.

Connections.—At Edenton, N.C., with Norfolk & Southern Ry. Co. At Tunis, N.C., with Atlantic Coast Line R.R. Co. At Franklin, Va., with Seaboard Air Line Ry. and Southern Ry. Co. for the South and for Norfolk, Va., where close connection is made with Old Dominion, Old and New Bay Lines, Norfolk & Washington, Merchants & Miners steamers, New York, Philadelphia & Norfolk R.R., Chesapeake & Ohio Ry., Norfolk & Western Ry., for Washington, Baltimore, Philadelphia, New York, Boston, Providence, Petersburg, Richmond and the West.

■Nanticoke.	Keystone.	Schedule in effect March, 1909.	Keystone.	■Nanticoke.	.....	.....
.....	*c*5 00 A M	lve. **Franklin,** Va. arr.	3 15 P M	.....	.....	.....
*a*5 00 A M	– –	lve. **Murfreesboro,** N.C. arr.	– –	2 00 P M	.....	.....
– –	5 40 "	lve. South Quay, Va. •lve.	2 45 "	– –	.....	.....
– –	7 20 "	lve. Riddicksville, N.C. •lve.	1 00 P M	– –		
– –	7 35 "	lve. Macks, " •lve.	12 30 Noon	– –		
5 30 "	– –	lve. Como, " •lve.	– –	1 20 "		
5 30 "	– –	lve. Mapleton, " •lve.	– –	1 00 P M		
6 30 "	9 05 "	lve. **Winton,** " •lve.	11 00 A M	11 45 A M		
6 45 "	9 30 A M	arr. **Tunis,** " lve.	*d*1000 A M	11 30 "		
11 30 A M	.....	lve. **Tunis,** " arr.	.....	9 00 "		
12 30 Noon	.....	lve. Mt. Pleasant, " •lve.	.....	8 00 "		
1 20 P M	.....	lve. Holly's Wharf, " •lve.	.....	6 30 "		
2 00 "	.....	lve. Coleraine, " •lve.	.....	6 00 "		
2 30 "	.....	lve. Rocky Hock, " •lve.	.....	4 45 "		
3 00 "	.....	lve. Perry's Wharf, " •lve.	.....	– –		
3 30 "	.....	lve. Mt. Gould, " •lve.	.....	4 15 "		
4 10 "	.....	lve. **Jernigan's Wharf,** " •lve.	.....	– –		
5 15 P M	.....	arr. **Edenton,** " lve.	.....	*b*3 00 A M		
.....	.....	arr. **Gatesville** ⊡ " lve.	.....	.....		
.....	.....	arr. **Harrellsville** ▲ " lve.	.....	.....		

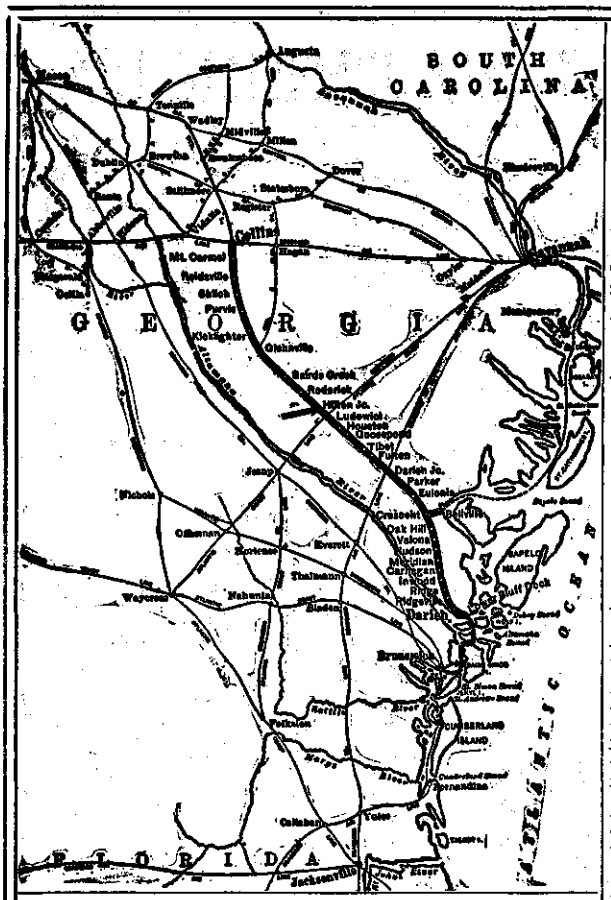
a Monday, Wednesday and Friday; *b* Tuesday, Thursday and Saturday; *c* Monday and Friday; *d* Thursday and Saturday.

⊡ Steamer to Gatesville every Wednesday.

▲ Steamer to Harrellsville, Monday, Wednesday and Friday.

■ Steamer *Nanticoke* southbound stops •Woodley's Wharf *a*1 00 p.m. and northbound Woodley's Wharf *b*7 00 a.m.

• Steamers will not observe schedule at these landings, but will make such stops at discretion of captain.



EXPLANATION OF SIGNS.

Trains marked * run daily.

† Daily, except Sunday.

⊙ Telephone stations; + Coupon stations; ♂ Telegraph stations.

STANDARD—*Central time.*

CONNECTIONS.

At Darien—With Steamer *Hessie* for Brunswick.

At Crescent—With Bellville Branch.

At Darien Junction—With Seaboard Air Line Ry.

At Ludowici—With Atlantic Coast Line R.R. and Southern Ry.

At Glennville—With Register & Glennville Ry.

At Collins—With Seaboard Air Line Ry. and Wadley Southern Ry.

GEORGIA COAST & PIEDMONT RAILROAD COMPANY

F. J. LISMAN, President.
A. DE SOLA MENDES, Vice-President and Gen. Mgr.
C. L. HINES, Superintendent.
S. I. REAMS, Master Mechanic.
J. S. MALLARD, Road Master.

GEO. D. MACKAY, Treasurer.
F. S. L. GRUNDY, Auditor and Cashier.
R. M. HITCH, General Counsel.
R. L. DENMARK, General Attorney.
W. F. STEPHENS, Gen. Industrial Agt.

General Offices—Darien, Ga.

....	87	55	33	M	*November 21, 1909.*	88	86	22	....	....
....	....	....	....	....	LEAVE] [ARRIVE	....	....	....	....	....
....	....	A M	....	0	.. **Lower Bluff** (*Dock*) ..	....	P M	....	....	....
....	....	*7 45	....	2	+ .....**Darien**.....♂	....	5 45	....	....	....
....	....	7 55	....	4	.....Ridgeville.....	....	5 35	....	....	....
....	....	8 03	....	5	.....Ridge.....	....	5 33	....	....	....
....	....	05	....	6	.....Inwood.....	....	5 30	....	....	....
....	....	8 15	....	8	.....Meridian.....	....	5 25	....	....	....
....	....	8 20	....	9	.....Hudson.....	....	5 15	....	....	....
....	....	8 25	....	11	.....Valona.....	....	5 10	....	....	....
....	....	8 30	....	12	.....Oak Hill.....	....	5 05	....	....	....
....	....	8 45	....	13	+ .....**Crescent**.....♂	....	5 00	....	....	....
....	....	9 00	....	17	.....Eulonia.....	....	4 35	....	....	....
....	....	9 20	....	23	...**Darien Junction**.♂	....	4 20	....	....	....
....	....	A M	....	....	ARRIVE] [LEAVE	....	P M	....	....	....
....	....	11 00	....	....	arr.... **Savannah**...lve.	....	1 50	....	....	....
....	....	A M	....	....	(*Seaboard Air Line.*)	....	P M	....	....	....
....	....	....	....	....	LEAVE] [ARRIVE	....	....	....	....	....
....	....	9 30	....	23	...**Darien Junction**.♂	....	4 10	....	....	....
....	....	9 45	....	31	.....Tibet.....♂	....	3 55	....	....	....
....	....	9 55	....	35	.....Goose Pond	....	3 45	....	....	....
....	....	10 00	....	37	.....Brewer.....	....	3 40	....	....	....
....	....	10 15	....	40	arr.... **Ludowici**♂..lve.	....	3 30	....	....	....
....	....	A M	....	....	arr. § .. **Savannah** .. (lve.	....	*9 05	....	....	....
....	Noon	9 05	....	....	lve. { (*Atl. Coast Line*) } arr.	A M	8 20	....	....	....
....	†12 30	10 30	....	40	lve.....**Ludowici**....arr.	11 30	3 20	....	....	....
....	12 40	10 35	....	43	...**Hilton Junction**...	11 20	3 10	....	....	....
....	12 50	10 40	....	45	.....Wefanie	11 15	3 05	....	....	....
....	1 05	10 50	....	47	.....Roderick.....	11 03	2 55	....	....	....
....	1 20	10 55	....	50	.....Donald.....♂	10 55	2 50	....	....	....
....	1 30	11 05	....	55	..... Beards Creek.....	10 30	2 40	....	....	....
....	2 00	11 20	A M	56	.....Alton.....	10 20	– –	P M	....	....
....	2 10	11 30	†5 45	59	⊙.... **Glennville** ....♂	10 10	2 20	8 15	....	....
....	3 00	11 35	5 50	61	.....Kicklighter.....	9 35	2 10	8 10	....	....
....	3 10	11 40	5 55	62	..... Lynn	9 25	2 05	8 05	....	....
....	3 15	11 50	6 00	64	.....Purvis.....	9 20	2 00	8 00	....	....
....	3 30	11 55	6 05	....	.....Bradleys.....	9 05	1 55	7 55	....	....
....	3 45	12 03	6 10	69	.....Tootle.....	8 50	1 50	7 45	....	....
....	3 55	12 05	6 15	70	.....Hughland	8 40	1 45	7 40	....	....
....	5 00	12 20	6 30	75	⊙..... Reidsville .....♂	8 15	1 35	7 30	....	....
....	5 10	12 30	6 40	....	.....Mt. Carmel.....	7 55	1 20	7 25	....	....
....	5 25	12 40	6 50	82	⊙..... **Collins**.....♂	†7 45	*1 10	†7 15	....	....
....	P M	Noon	A M	....	ARRIVE] [LEAVE	A M	P M	P M	....	....

Branch Lines.—Crescent to Bellville (2¼ miles). Hilton Junction to Foxtown (2 miles), to River Swamp (8 miles). *Freight service only on branch lines.*

LAKE TAHOE RAILWAY & TRANSPORTATION COMPANY.

D. L. BLISS, JR., General Manager, Tahoe, Cal.

From **Truckee**[1] to **Tahoe Tavern**[2] (15 miles). Connecting with steamer leaving Tavern Wharf for all points on lake. Operated during Summer season only. *October 1, 1909.*

Connections.—[1] With Southern Pacific. [2] With steamer at Tahoe Tavern Wharf, Lake Tahoe, for McKinneys, Rubicon Park, Moana Villa, Emerald Bay, Tallac, Bijou, Lakeside, Glenbrook and Brockway. Stages McKinney to Rubicon Springs; Tallac to Glen Alpine Springs; Deer Park Station for Deer Park. *Pacific time.*

WESTERN RAILWAY OF MEXICO.

GEO. R. DOUGLAS, General Manager, Mazatlan, Mexico.

Train leaves **Altata**[1] *a*2 00 p.m., arriving at Culiacan (38 miles) 8 00 p.m. Train leaves Culiacan *a*8 00 a.m., arriving Altata 12 00 noon.

a Monday, Wednesday, Friday and Saturday. *May, 1908.*

Connection.—[1] With steamers for Guaymas, Mazatlan, Manzanillo, Acapulco, Salina Cruz and San Benito, Mex., and Pacific Coast S.S. Co. *City of Mexico time.*

MARION & RYE VALLEY RAILWAY. VIRGINIA-SOUTHERN RAILROAD.

H. B. JEFFREY, Secretary, Auditor, Freight and Pas. Agent, Marion, Va.

Train leaves **Marion**[1] †7 45 a.m., arrives **Sugar Grove**[2] (18 miles) 9 30 a.m. Leaves Sugar Grove †9 45 a.m., arrives Fairwood (30 miles) 11 15 a.m. Leaves Fairwood †1 00 p.m., arrives Sugar Grove 2 30 p.m. Leaves Sugar Grove †2 30 p.m., arrives Marion 4 15 p.m.

† Daily, except Sunday. *March 1, 1908.*

Connections.—[1] With Norfolk & Western Ry. [2] Junction Virginia-Southern R.R. and Marion & Rye Valley Ry.

DOVER & SOUTH BOUND RAILROAD.

W. A. WIMSATT, President, Washington, D. C.
D. W. RICHARDSON, Vice-Prest. & Gen. Manager, Dover, N. C.
W. B. H. BLANDFORD, Sec'y and Treasurer, Dover, N. C.
J. S. WOOTEN, Supt., "

N. S. RICHARDSON, Traffic Mgr., Dover, N. C.
W. R. HINNANT, Road Master, Dover, N. C.
RAYMOND POLLOCK, M. D., Chief Surgeon, Dover, N. C.

No. 7	No. 5	Mls	*June 27, 1909.*	Mls	No. 6	No. 8
.....	.....	....	(*Eastern time.*)	....	.....	.....
§7 40 P M	†5 50 P M	0	lve.....**Dover**[1]⊙...arr.	25	8 00 A M	8 10 A M
7 55 "	6 05 "	6	.....Foys.....⊙	19	7 45 "	7 55 "
7 58 "	6 08 "	7	..... Taylors.....	18	7 42 "	7 52 "
8 07 "	6 17 "	10	..... Phillips.....	15	7 33 "	7 43 "
8 16 "	6 26 "	13	.....Wimsatt.....⊙	12	7 24 "	7 34 "
8 38 "	6 48 "	17	.....Comfort.....⊙	8	7 04 "	7 14 "
– –	– –	20	..... West Camps	5	– –	– –
8 54 "	7 04 "	22	.....Petersburg.....	3	6 46 "	6 56 "
9 00 P M	7 10 P M	25	.....**Richlands**.....⊙	0	†6 40 A M	†6 50 A M
.....	.....	....	ARRIVE] [LEAVE	....	.....	.....

† Daily, except Sunday; § Sunday only. ⊙ Telephone stations.

Connection.—[1] With Norfolk & Southern Ry.

NEW BRUNSWICK & PRINCE EDWARD ISLAND RAILWAY.

F. C. HARRIS, Manager, Sackville, N.B.

Train leaves **Sackville**[1] †1 25 p.m., arriving at Cape Tormentine (36 miles) 3 40 p.m. Returning, leaves Cape Tormentine †4 10 p.m., arriving at Sackville 6 35 p.m. *March, 1908.*

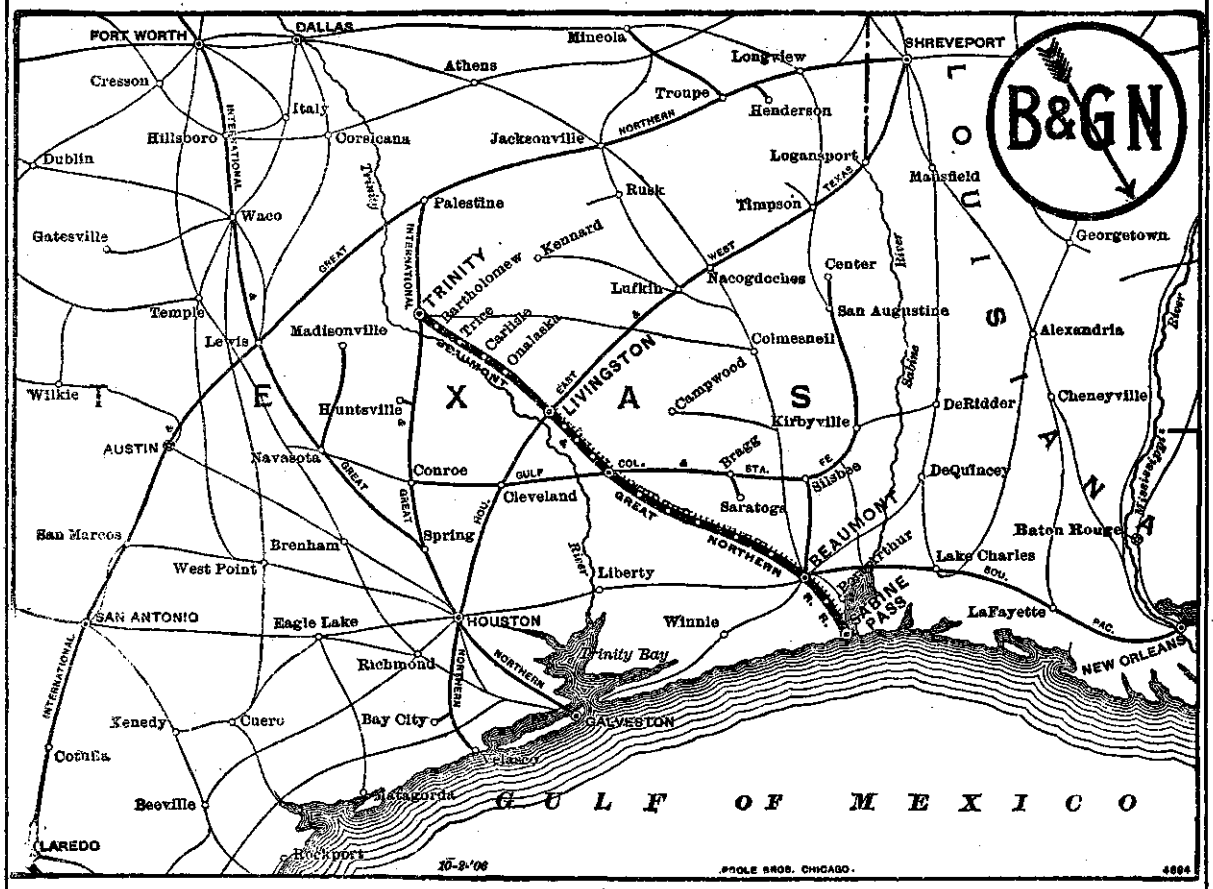
† Daily, except Sunday. *Atlantic time*

Connection.—[1] With Intercolonial Ry.

SAFETY CAR HEATING & LIGHTING CO. U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS Steam Heat: Straight Port Steam Coupling

BEAUMONT & GREAT NORTHERN R.R.



WILLIAM CARLISLE, President, Atchison, Kansas.
LEROY TRICE, Vice-President, Palestine, Texas.
GEORGE W. PENNELL, Vice-President, Atchison, Kansas.
JAMES W. ORR, General Counsel, "
L. O. JACKSON, Assistant to President, Onalaska, Texas.
JAMES H. PEARCY, Secretary and Treasurer, "
S. G. GUERRIER, Assistant Secretary and Treasurer, Atchison, Kansas.
M. C. BOOTH, Auditor, Onalaska, Texas.
A. E. BUCK, General Freight and Passenger Agent, Onalaska, Texas.
G. J. ROGAN, Vice-President and General Superintendent, Onalaska, Texas.
T. H. CLEMENT, Chief Engineer, "
L. T. SLOAN, Land and Tax Commissioner, Livingston, Texas.
JAMES E. HILL, General Attorney, "

TIME-TABLE.

Connections.—At Trinity—With International & Gt. Northern R.R.; with Trinity Division of Missouri, Kansas & Texas Ry. At Livingston—With Houston, East & West Texas Ry.; Livingston & Southeastern Ry. *Central time.*

3	1	Ms.	*October 24, 1909.*	2	4
A M	A M	....	LEAVE] [ARRIVE	P M	P M
²11 10	†10 55	0	..... **Trinity**	6 40	6 25
11 34	11 21	8.0	..... Bartholomew	6 10	6 00
11 46	11 35	11.2	..... Trice	5 52	5 48
11 50	11 40	12.5	..... Carlisle	5 47	5 44
12 04	11 54	16.1	..... Pennell	5 32	5 30
— —	— —	18.9	.....Onalaska Junction.....	— —	— —
12 14	12 05	19.4	arr.....Onalaska.....lve.	5 20	5 20
12 30	1 10	19.4	lve.....Onalaska.....arr.	4 54	5 14
— —	— —	20.6	....O. & N. W. Junction....	— —	— —
12 40	1 30	25.4	.....Blanchard.....	4 35	4 55
1 03	1 44	30.1	..... East Tempe.....	4 21	4 41
1 09	1 50	32.2	.....West Livingston.....	4 15	4 35
1 14	1 55	33.1	.....**Livingston**.....	†4 10	§4 30
P M	P M	34.1	... **L. & S. E. Junction** ...	P M	P M
....	....	....	ARRIVE] [LEAVE	....	....

Trains marked † run daily, except Sunday; § Sunday only.

MISSISSIPPI EASTERN RAILWAY.

PERLEY LOWE, President, 1603 Ry. Exchange, Chicago, Ill.
C. P. MILLER, Vice-President and Gen. Fht. Agt., "
WM. TEMPLETON, Secretary, "
C. F. THOMPSON, Treasurer and General Manager, "
T. C. McWILLIAMS, Superintendent, Quitman, Miss.
WALTER STONE, Auditor, "

This road does a general freight business in connection with the Mobile & Ohio R.R. Co., with which it connects at Quitman, Miss.

No. 3	No. 1	Mls	*December, 1909.*	Mls	No. 2	No. 4
.....	.....	....	LEAVE] [ARRIVE	....	.....	.....
†1 00 P M	†6 30 A M	0	..... **Quitman**[1]	27	10 50 A M	5 50 P M
1 20 "	6 50 "	6	.....Chancellor.....	21	10 30 "	4 55 "
1 40 "	7 10 "	10	.....Brewer.....	17	10 10 "	4 40 "
1 50 "	7 20 "	11	..... Junction City	16	10 00 "	4 30 "
2 05 "	7 35 "	14	.....Indian Mound.....	13	9 45 "	4 15 "
2 15 "	7 45 "	16	.....Theadville.....	11	9 30 "	4 00 "
3 00 P M	8 30 A M	27	.....**Pine Ridge**.....	0	†9 00 A M	†3 30 P M
.....	.....	....	ARRIVE] [LEAVE	....	.....	.....

Trains marked † run daily, except Sunday. *Central time.*

Connection.—[1] With Mobile & Ohio R.R.

MOUNTAIN CENTRAL RAILWAY.

FLOYD DAY, President, Winchester, Ky.
J. C. M. DAY, Vice-President and Gen. Manager, "
A. W. KRATZER, Secretary and Treasurer, Lexington, Ky.
H. A. PAYNTER, Superintendent, McCormick, Ky.

Eastbound. No. 2	No. 4	Mls	*September, 1909.*	*Westbound.* No. 1	No. 3
.....	.....	....	LEAVE] [ARRIVE	.....	.....
†4 35 P M	†9 40 A M	0	... **Campton Junction**[1] ...	7 35 A M	3 35 P M
5 05 "	10 15 "	3	.....Mountain Top	7 15 "	3 15 "
5 40 "	11 00 "	7	.....Pine Ridge.....	6 35 "	2 35 "
6 05 "	11 30 "	10	..... Meadow Branch	6 05 "	2 05 "
6 15 "	11 40 "	12	..... Evans	5 50 "	1 50 "
6 20 P M	11 45 A M	13	..... **Campton**	†5 45 A M	†1 45 P M
.....	.....	....	ARRIVE] [LEAVE	.....	.....

† Daily, except Sunday. *Central time.*

Seventeen miles under construction.

Connection.—[1] With Lexington & Eastern Ry.

LEXINGTON & EASTERN RAILWAY COMPANY.

ARTHUR CARY, President and General Solicitor.
GEORGE COPLAND, Vice-President, Secretary, Treas. and Aud.
W. A. McDOWELL, General Manager.
CHAS. SCOTT, General Freight and Passenger Agent.
General Offices—Lexington, Ky.

No. 2	No. 4	Mls	August 1, 1908.	Mls	1	No. 3	5
.....	.....	....	(Chesapeake & Ohio Ry. Depot.)	....	A M	.....	A M
*2 25 P M	*7 35 A M	0	lve...Lexington[1]...arr.	93	9 55	6 05 P M	10 25
— —	— —	1	.....Netherland.....§	92	— —	— —	— —
2 38 "	7 46 "	6	.....Montrose.....	87	9 40	5 50 "	10 12
2 48 "	7 54 "	11	.....Avon.....	82	9 32	5 40 "	10 03
2 55 "	8 01 "	14	.....Wyandotte.....	77	9 25	5 33 "	9 56
3 05 "	8 13 "	20	.....Winchester[2]....§	73	9 12	5 20 "	9 46
3 10 "	8 18 "	23	.....Mistletoe.....	70	9 05	5 08 "	— —
3 20 "	8 26 "	27	....L. & E. Junction[3] §	66	9 00	5 07 "	9 34
3 34 "	8 42 "	33	.....Indian Fields.....	60	8 45	4 53 "	9 20
3 45 "	8 55 "	39	.....Shawanee.....	54	8 28	4 38 "	9 05
3 50 "	9 02 "	40	.....Clay City.....§	53	8 25	4 35 "	9 02
3 58 "	9 10 "	44	.....Stanton.....§	49	8 15	4 26 "	8 54
4 05 "	9 15 "	47	.....Rosslyn.....§	46	8 09	4 20 "	8 48
4 14 "	9 22 "	50	.....Filson .....§	43	8 03	4 14 "	8 42
4 25 "	9 34 "	55	.....Dundee.....§	38	7 52	4 03 "	8 32
4 35 "	9 43 "	57	.....Natural Bridge.....	36	7 45	3 55 "	8 26
4 38 "	9 46 "	58	.....Glencairn.....	35	7 40	3 50 "	8 22
4 47 "	9 56 "	62	.....Torrent.....§	31	7 30	3 41 "	8 15
5 00 "	10 08 "	67	.....Fincastle.....	26	7 15	3 28 "	8 02
5 10 "	10 17 "	70	...Beattyville Junc[4] §	23	7 07	3 20 "	7 54
5 17 "	10 26 "	74	.....St. Helens.....§	19	6 59	3 11 "	7 48
5 28 "	10 37 "	79	.....Tallega.....§	14	6 49	3 00 "	7 38
5 37 "	10 45 "	82	.....Athol.....§	11	6 40	2 52 "	7 30
5 45 "	10 53 "	84	.....Oakdale.....	9	6 33	2 44 "	7 23
5 50 "	11 10 "	90	.....Elkatawa.....§	3	6 20	2 30 "	7 10
6 05 "	11 15 "	92	...O. & K. Junction...	1	6 15	2 25 "	7 05
6 10 P M	11 20 A M	93	.....Jackson[5].....§	0	†6 10	*2 20 P M	§7 00
.....	.....	....	ARRIVE }	....	{ LEAVE	.....	A M

* Daily; † daily, except Sunday; § Sunday only. § Telegraph stations, STANDARD—*Central time.*

CONNECTIONS.

[1] With Louisville & Nashville R.R.; Southern Ry.; Cincinnati, New Orleans & Texas Pacific Ry., and Chesapeake & Ohio Ry.
[2] With Kentucky Central Division Louisville & Nashville R.R., and Chesapeake & Ohio Ry.
[3] With Chesapeake & Ohio Ry.
[4] With Louisville & Atlantic R.R.
[5] With Ohio & Kentucky R.R.

TALLULAH FALLS RAILWAY COMPANY.

Col. A. B. ANDREWS, President, Raleigh, N.C.
H. W. MILLER, Secretary, "
Judge HAMILTON McWHORTER, General Counsel, Athens, Ga.
——————, General Freight Agent, Atlanta, Ga.
A. H. PLANT, Auditor, Washington, D.C.
H. C. ANSLEY, Treasurer, "
ROBT. W. HUNTER, Assistant Auditor, Cornelia, Ga.
J. A. DODSON, Superintendent (in charge of Purchasing Dept.), Cornelia, Ga.
A. M. HECKLE, Master Mechanic, "

General Offices—Cornelia, Ga.

.....	No. 12	Mls	September 5, 1909.	No. 11	.....	.....
.....	.....	....	LEAVE }	{ ARRIVE	.....	.....
.....	*1050 A M	0	..... Cornelia[1] .... §	5 40 P M	.....	.....
.....	11 02 "	5.0	+.....Demorest.....§	5 28 "	.....	.....
.....	11 05 "	6.0	.....Habersham.....	5 26 "	.....	.....
.....	11 11 "	8.0	+.....Clarksville.....§	5 22 "	.....	.....
.....	11 14 "	9.0	.....Hills.....	5 17 "	.....	.....
.....	11 20 "	11.0	.....Anandale.....	5 11 "	.....	.....
.....	11 26 "	13.0	.....Hollywood.....§	5 05 "	.....	.....
.....	11 34 "	16.0	+.....Turnerville.....§	4 57 "	.....	.....
.....	— —	19.0	.....Tallulah Park.....	— —	.....	.....
.....	11 43 "	20.0	+...Tallulah Lodge.....	4 46 "	.....	.....
.....	11 46 "	21.0	+... Tallulah Falls ...§	4 43 "	.....	.....
.....	11 58 A M	25.0	..... Joy.....	4 29 "	.....	.....
.....	12 03 Noon	27.0	.....Mathis.....	4 24 "	.....	.....
.....	12 06 "	28.0	..... Wiley	4 20 "	.....	.....
.....	12 17 "	32.0	.....Tiger.....§	4 08 "	.....	.....
.....	12 20 "	33.0	.....Bethel.....	4 04 "	.....	.....
.....	‖1250 "	35.0	+..... Clayton .....§	3 58 "	.....	.....
.....	12 59 Noon	38.0	.....Mountain City...§	3 48 "	.....	.....
.....	1 10 P M	41.0	.....Rabun Gap.....§	3 39 "	.....	.....
.....	1 14 "	42.0	+.....Dillard, Ga.....§	3 35 "	.....	.....
.....	1 19 "	43.8	.....Orlando, N.C.....	3 30 "	.....	.....
.....	1 31 "	48.0	..... Otto .....§	3 17 "	.....	.....
.....	1 34 "	49.0	.....Coweetah.....	3 14 "	.....	.....
.....	1 43 "	53.0	.....Prentiss.....§	3 05 "	.....	.....
.....	2 00 P M	58.0	+..... Franklin .....§	*2 50 P M	.....	.....
.....	.....	....	ARRIVE }	{ LEAVE	.....	.....

Trains marked * run daily.
+ Coupon stations.
§ Telegraph stations.
STANDARD—*Eastern time.*
Connection.—[1] With Southern Ry.

CHESAPEAKE WESTERN RAILWAY.

"Trans-Virginias Route."

W. E. D. STOKES, President, "The Ansonia," 73d St. and Broadway, New York.
A. H. GLEASON, Vice-Prest., "
W. H. HALL, Secy. & Treas., "
C. B. WILLIAMSON, Auditor, Supt., Local Treas. & Purch. Agt., Harrisonburg, Va.
C. A. JEWETT, Traffic Mgr., "
S. D. BLOXTON, Car Accountant, "

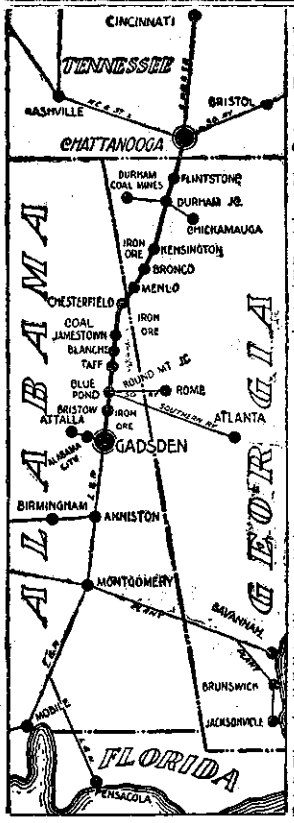
Pullman Sleeping Cars between New York and Elkton on Train No. 3 and on Train No. 6.

.....	5	3	19	Mls	December 5, 1909.	4	20	6
.....	.....	P M	.....	....	LEAVE }	{ ARRIVE	.....	A M
.....	.....	8 50	.....	....	. New York (Royal Blue) .	.....	.....	6 35
.....	.....	9 21	.....	....	lve. Philadelphia (B.&O.) arr.	.....	.....	3 50
.....	.....	11 32	.....	....	lve. Baltimore.... " arr.	.....	.....	11 30
.....	.....	12 30	.....	....	lve. Washington. " arr.	.....	.....	10 25
.....	.....	Night	.....	....	(Via Shenandoah Junc.)	.....	.....	P M
.....	.....	8 55	.....	....	lvc. New York...(Penna.) arr.	.....	.....	7 13
.....	.....	11 40	.....	....	lvc. Philadelphia " arr.	.....	.....	4 23
.....	.....	5 10	.....	....	lvc. Harrisburg...(C. V.) arr.	.....	.....	12 35
.....	.....	7 42	.....	....	lvc. Hagerstown..(N. & W.) arr.	.....	.....	8 45
.....	.....	8 28	.....	....	lvc. Shenandoah Jn. " arr.	.....	.....	7 50
.....	.....	10 44	.....	....	lvc. Luray..... " arr.	.....	.....	5 24
.....	.....	11 27	.....	....	lvc. Shenandoah. " arr.	.....	.....	4 45
.....	.....	11 44	.....	....	arr. Elkton..... " lvc.	.....	.....	4 29
.....	P M	A M	A M	....	LEAVE }	{ ARRIVE	A M	P M
.....	†455	†1145	†8 00	0	..... Elkton[1] ..... §	10 57	4 20	3 54
.....	4 44	11 52	8 15	3	.....Inglewood.....	10 48	4 08	3 48
.....	4 50	11 58	8 22	5	..... Mauzy.....	10 42	3 54	3 42
.....	4 56	12 04	8 32	7	+.... McGaheysville.... §	10 36	3 47	3 37
.....	5 03	12 12	8 40	9	.....Montevideo.....	10 29	3 38	3 31
.....	5 08	12 16	8 50	11	+..... Penn Laird.....	10 23	3 33	3 26
.....	5 19	12 22	9 00	13	+.....Keezletown .....§	10 16	3 25	3 20
.....	5 22	12 25	9 05	14	.....Earmans.....	10 10	2 58	3 17
.....	5 27	12 31	9 10	16	.....Chestnut Ridge.....	10 05	2 52	3 12
.....	5 32	12 37	9 17	18	..... Rutherford.....	10 00	2 45	3 07
.....	5 37	12 41	9 20	20	arr...Harrisburg[2]..lve.	9 55	2 38	3 02
.....	5 41	12 46	9 50	20	lve. + Harrisburg. § arr.	9 46	2 18	2 54
.....	5 46	12 49	9 57	22	.....Pleasant Hill.....	9 40	2 12	2 51
.....	5 53	12 56	10 12	24	+.....Dayton .....§	9 33	1 53	2 45
.....	5 57	1 01	10 18	25	..... Stemphleytown.....	9 29	1 48	2 40
.....	6 02	1 04	10 29	27	+.....Bridgewater.....§	9 24	1 42	2 36
.....	6 09	1 14	10 39	30	.....Spring Creek.....	9 14	1 27	2 27
.....	6 15	1 19	10 49	33	..... Mossy Creek .....§	9 07	1 18	2 21
.....	6 24	1 28	11 04	36	+.....Mt. Solon.. ....§	8 57	12 57	2 12
.....	6 34	1 38	11 20	40	+.....Stokesville[3].....§	8 45	†1245	2 02
.....	6 38	1 42	A M	41	....North River Gap....	†8 41	Noon	†1 45
.....	P M	P M	.....	....	ARRIVE }	{ LEAVE	A M	..... P M

CONNECTIONS.

[1] With Norfolk & Western Ry., Shenandoah Division.
[2] With Baltimore & Ohio R.R., Valley Branch, and with Southern Ry.
[3] With stages for points in adjacent country.

† Daily, except Sunday. + Coupon stations. § Western Union telegraph station. Adams Express. STANDARD—*Eastern time.*



Connections.—[1] With all lines diverging. [2] With Central of Georgia Ry. [3] With Southern Ry. [4] With Lv. & Nash. R.R.; Ala. City, Gadsden & Attalla Ry.; N. C. & St. L. Ry.; Ala. Gt. So. R.R. and Southern Ry.

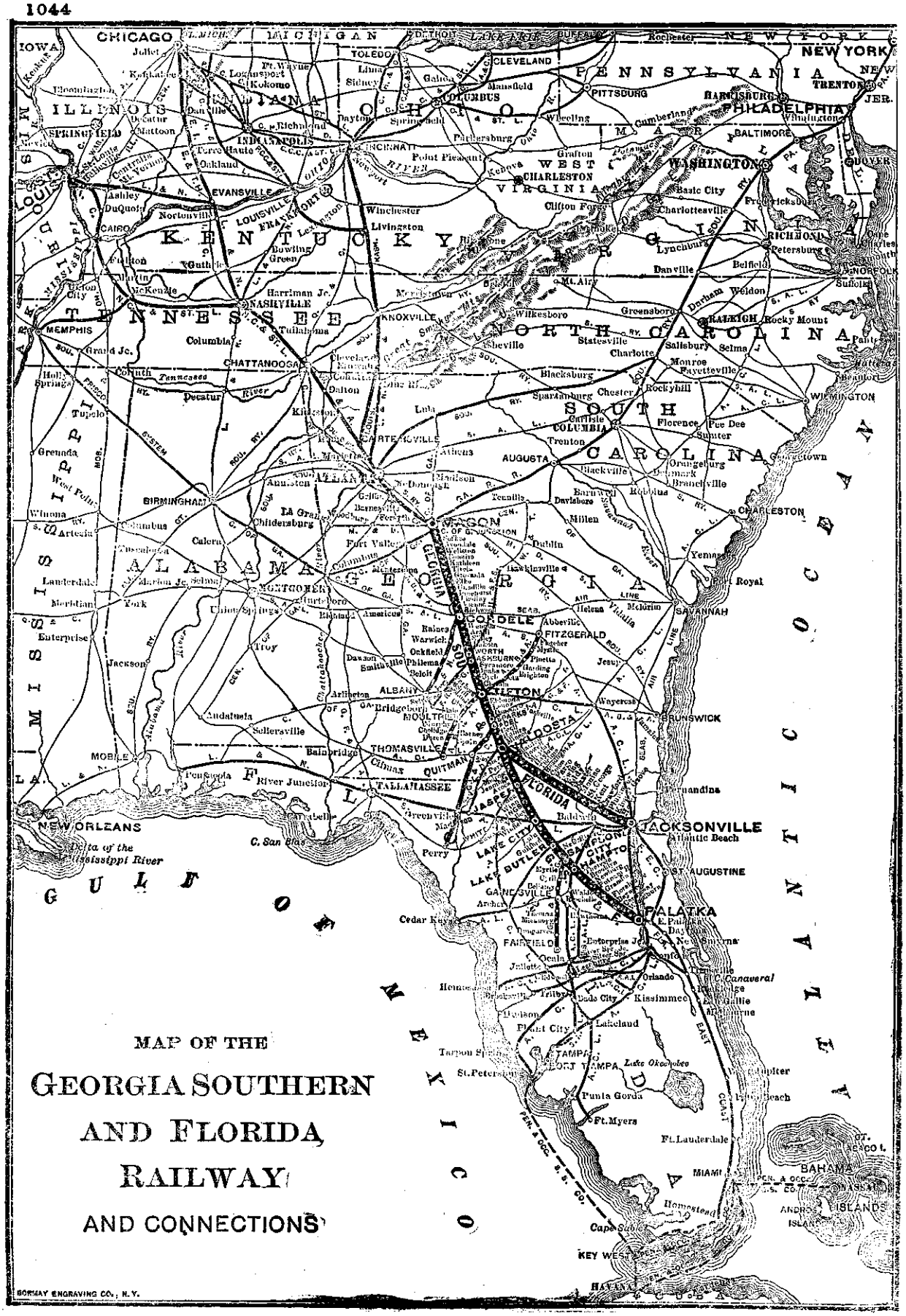
CHATTANOOGA SOUTHERN RAILROAD.

E. C. OSBORN, Receiver, Chattanooga, Tenn.
HENRY L. LAMB, Prest., Troy, N.Y.
THOS. H. HUBBARD, Vice-President, New York, N.Y.
E. C. OSBORN, Sec'y & Treas., "
CHAS. HICKS, General Manager for Receiver.
H. F. BOHR, Gen. Fht. & Pas. Agt., Chattanooga, Tenn.
J. H. CLIPT, Auditor.
H. S. LLOYD, Master Mechanic, Alton Park, Tenn.
PRITCHARD & SIZER, Gen. Counsel.
General Offices—Chattanooga, Tenn.

1	Mls	March 14, 1909.	2
A M	....	(Union Depot.)	P M
†7 00	0	lv. + Chattanooga[1] § ar.	5 10
7 14	3.2	.....Alton Park.....	2 55
7 27	8.4	..... Flintstone.... §	2 42
7 33	11.0	+.... Conchat[2]... §	2 36
7 41	14.1	.....High Point.....	2 27
7 56	20.0	.....Cassandra	2 12
8 01	22.8	+... Kensington... §	2 08
8 06	23.9	..... Estelle	2 03
8 21	29.7	.... Chamberlain	1 49
8 30	33.0	..... Sharpe.....	1 41
8 45	38.1	.....Harrisburg.....	1 27
8 57	42.8	.....Chelsea	1 16
9 05	46.2	+... Menlo, Ga. ... §	1 08
.....	51.2	..... Coe..... □	.....
9 14	50.0	..Chesterfield, Ala...	12 58
9 27	55.1	..... Jamestown	12 46
9 42	61.0	..... Pleasanton	12 31
10 00	68.8	+... Blue Pond ... §	12 14
.....	71.6	..... Round Mt[3].. §	.....
10 09	73.4	..... Bristow.....	12 03
10 31	83.4	.....Wilsonia.....	11 41
10 50	91.7	+... Gadsden[4] .. §	†1120
A M	....	ARRIVE }	{ LEAVE A M

† Daily, except Sunday. □ Coe, Ala., is prepay station at end of branch three miles from main line and is shipping point for coal mines. + Coupon stations; § Telegraph stations. *Central time.*

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | Over 160 railroads use the SAFETY systems of ..... Steam Heat


MAP OF THE
GEORGIA SOUTHERN
AND FLORIDA
RAILWAY
AND CONNECTIONS
CHICAGO
MICHIGAN
NEW YORK
PENNSYLVANIA
ILLINOIS
INDIANA
OHIO
KENTUCKY
TENNESSEE
WEST VIRGINIA
VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
ALABAMA
GEORGIA
FLORIDA
MISSISSIPPI
LOUISIANA
GULF OF MEXICO
ATLANTIC OCEAN
BAHAMA ISLANDS
CLEVELAND
COLUMBUS
PITTSBURG
HARRISBURG
PHILADELPHIA
BALTIMORE
WASHINGTON
CHARLESTON
CINCINNATI
INDIANAPOLIS
LOUISVILLE
EVANSVILLE
NASHVILLE
KNOXVILLE
CHATTANOOGA
MEMPHIS
RICHMOND
NORFOLK
RALEIGH
WILMINGTON
COLUMBIA
CHARLESTON
SAVANNAH
ATLANTA
BIRMINGHAM
MONTGOMERY
MOBILE
NEW ORLEANS
Delta of the Mississippi River
C. San Blas
CORDELE
FITZGERALD
TIFTON
VALDOSTA
BRUNSWICK
THOMASVILLE
TALLAHASSEE
JACKSONVILLE
ST. AUGUSTINE
PALATKA
GAINESVILLE
LAKE CITY
JASPER
FLORIDA
Cedar Keys
Perry
Tampa
Lake Okeechobee
Punta Gorda
Ft. Myers
Ft. Lauderdale
MIAMI
Cape Sable
KEY WEST
HAVANA
C. Canaveral
Orlando
Kissimmee
Lakeland
Plant City
Tarpon Springs
St. Petersburg
Jupiter
Palm Beach
Homestead
BORMAY ENGRAVING CO., N.Y.

GEORGIA SOUTHERN & FLORIDA RAILWAY.

W. W. FINLEY, President, Washington, D.C.

JOHN B. MUNSON, Vice-President, Macon, Ga.
WM. CHECKLEY SHAW, Asst. to President, "
R. D. LANKFORD, Secretary, 30 Church Street, New York, N.Y.
BEN. C. SMITH, Treasurer, Macon, Ga.
W. F. BUCHANNON, Auditor, "
C. T. CHAPPELL, Cashier and Paymaster, "
JOHN I. HALL, General Counsel, "
O. M. GRADY, General Superintendent, "
F. W. SCOTT, Master of Trains, "
W. C. SHAW, Jr., Chief Engineer, "
W. P. HOPPER, Purchasing Agent, "
J. A. CRAIG, Freight Claim Agent, "
W. H. BEEKS, Car Accountant, "
L. B. RHODES, Master Mechanic, "
J. M CUTLER, General Freight Agent, "
C. B. RHODES, General Passenger Agent, "

O. J. STEPHENS, Agent of Land and Industrial Dept., Macon, Ga.
J. H. RAFFTERY, District Passenger Agent, Jacksonville, Fla.
R. W. PERDUE, City Passenger and Ticket Agt., "
O. V. WILLSON, Traveling Freight Agent, Orlando, Fla.
T. E. HARRIS, Traveling Freight Agent, Cordele, Ga.
L. C. SHIRAH, Soliciting Freight Agent, Macon, Ga.
J. W. JAMISON, Traveling Passenger Agent, "
F. H. HUMPHREYS, Commercial Agent, "
W. D. WEBSTER, Commercial Agent, Valdosta, Ga.
A. O. DAWSON, Commercial Agent, Jacksonville, Fla.
G. H. ROBINSON, Commercial Agent, Tampa, Fla.
W. H. OLIVER, Commercial Agent, Atlanta, Ga.
J. F. SLOWEY, Commercial Agent, Nashville, Tenn.
GEO. H. WILCOX, Commercial Agent, Cincinnati, O.
J. P. HIGGINS, Commercial Agent, St. Louis, Mo.
J. W. TAYLOR, Commercial Agent, Chicago, Ill.

MACON AND JACKSONVILLE.

95	3	5	1	33	Ms	*December* 12, 1909.	6	2	32	4	94
P M	P M	P M	A M	A M	...	lv..+**Macon.** δ ar.	A M	P M	A M	A M	A M
*11 50	*11 00	*4 05	*11 30	*1 25	0	...*Union Depot*....	11 15	4 25	3 25	4 35	3 49
— —	— —	— —	— —	— —	1	.**Cent. of Ga. Jn.**	— —	— —	— —	— —	— —
— —	11 18	4 38	11 50	1 40	8	......**Sofkee**.... δ	10 51	4 05	3 05	4 13	3 26
— —	— —	4 43	11 56	— —	11	.....Avondale.....	10 44	3 59	Atlantic Limited.	— —	— —
Dixie Flyer.	— —	4 58	12 06	South Atlantic	16	......Wellston.... δ	10 33	3 51		— —	Dixie Flyer.
	— —	5 08	12 15		21	......Bonaire.... δ	10 22	3 42		— —	
	— —	5 16	12 23		25	..... Kathleen... δ	10 15	3 36		— —	
	— —	5 24	12 29		29	......Tivola	10 07	3 29		— —	
	— —	5 41	12 40		35	.....Grovania... δ	9 54	3 17		— —	
	12 07	5 49	12 47		38	........Elko...... δ	9 47	3 10		— —	
	12 18	6 03	12 59		44	+... Unadilla.... δ	9 35	2 58		3 11	
— —	12 28	6 14	1 09		49	.....Pinehurst... δ	9 24	2 47		3 01	— —
— —	12 43	6 30	1 24		56	+.... Vienna.... δ	9 08	2 31		2 47	— —
— —	— —	6 37	1 30	— —	60	.....Richwood.....	9 00	2 24	— —	— —	— —
1 49	1 00	6 53	‡1 43	3 17	65	ar.+**Cordele.** δ lv.	8 50	2 16	1 29	2 30	1 49
1 49	1 08	7 10	2 06	3 17	65	lve..**Cordele**..arr.	8 50	‡1 52	1 29	2 30	1 49
— —	— —	7 20	2 14	— —	69	......Wenona......	8 36	1 40	— —	— —	— —
— —	— —	7 33	2 24	— —	74	+.....Arabi..... δ	8 26	1 30	— —	— —	— —
— —	— —	7 39	2 30	Limited.	78	.......Sibley	8 20	1 24	South	— —	— —
— —	— —	7 44	2 34		79	......Dakota..... δ	8 16	1 20		— —	— —
— —	— —	7 50	2 40		81	.......**Worth**.... δ	8 11	1 15		— —	— —
— —	2 03	8 01	2 48		85	+....Ashburn... δ	8 05	1 08		1 48	— —
— —	— —	8 08	2 54		87	.....Sycamore... δ	7 59	1 01	— —	— —	— —
— —	— —	8 18	3 01	— —	92	.......Inaha.......	7 51	12 53	— —	— —	— —
— —	— —	8 26	3 08	— —	95	.... Cyclonetta	7 44	12 47	— —	— —	— —
— —	— —	8 33	3 13	— —	98	...... Chula......	7 38	12 42	— —	— —	— —
3 00	2 45	8 49	3 28	4 25	105	arr.+**Tifton.** δ lve.	7 25	12 30	*12 25	1 15	12 40
3 15	3 00	8 52	3 33	A M	105	lve...**Tifton**...arr.	7 20	12 25	Night	1 10	12 10
3 26	3 12	9 06	3 44	.....	112	......Eldorado.....	7 07	12 12	....	— —	11 54
3 35	3 22	9 18	3 53	.....	118	......Lenox..... δ	6 57	12 02	....	— —	11 41
3 50	3 37	9 34	4 07	.....	126	+... **Sparks** ... δ	6 42	11 49	....	12 31	11 26
3 57	3 44	9 40	4 13	.....	128	+.....**Adel**..... δ	6 36	11 43	....	12 25	11 20
4 09	3 56	9 53	4 24	.....	134	.......Cecil..... δ	6 23	11 31	....	—	11 06
4 17	4 04	10 02	4 31	.....	138	......Hahira.... δ	6 15	11 23	....	12 09	10 56
4 27	4 15	10 14	4 41	.....	144	......Mineola......	6 03	11 11	....	—	10 43
4 45	4 35	10 55	5 00	.....	152	arr.+**Valdosta** lve.	*5 45	10 55	....	11 45	*10 25
A M	4 50	P M	5 10	.....	152	lve.**Valdosta** δ arr.	A M	10 40	....	11 30	P M
.....	5 06	.....	5 26	.....	161	......Blanton......	....	10 20	....	11 12	.....
.....	5 12	.....	5 32	.....	165	......Howell.... δ	....	10 13	....	11 06	.....
.....	5 17	.....	5 38	.....	168	...... Mayday	....	10 07	....	11 01	.....
.....	5 27	.....	5 48	.....	174	......**Haylow**... δ	....	9 56	....	10 51	....
.....	5 32	.....	5 53	.....	177	.....Fruitland.....	....	9 49	....	10 44	.....
.....	5 35	.....	5 58	.....	179	......Thelma......	....	9 45	....	10 41	.....
.....	5 46	.....	6 07	.....	185	.... Headlight	....	9 33	....	10 30	.....
.....	— —	.....	6 14	.....	190	.......Colon.......	....	9 26	....	— —	.....
.....	6 10	.....	6 33	.....	198	.......**Fargo**.... δ	....	9 10	....	10 07	.....
.....	6 23	.....	6 47	.....	206	.... Ewing	....	8 55	....	9 50	.....
.....	6 42	.....	7 06	.....	216	.......Eddy.......	....	8 39	....	9 32	.....
.....	6 56	.....	7 20	.....	223	.... Baxter.... δ	....	8 29	....	9 21	.....
.....	6 58	.....	7 22	.....	224	.......Moniac......	....	8 27	....	9 18	.....
.....	7 18	.....	7 42	.....	234	+..St. George.. δ	....	8 08	....	8 59	.....
.....	7 28	.....	7 52	.....	239	........Kent.......	....	7 58	....	8 50	.....
.....	7 44	.....	8 02	.....	244	....**Crawford**.. δ	....	7 44	....	8 41	.....
.....	7 57	.....	8 13	.....	250	.....Plummer.....	....	7 33	....	8 29	.....
.....	8 04	.....	8 22	.....	254	....Kingsgrove....	....	7 27	....	8 22	.....
.....	— —	.....	8 27	.....	257	........Hoyt.......	....	7 23	....	— —	.....
.....	8 25	.....	8 46	.....	262	+**Jacksonville** δ	....	*7 10	....	*8 00	.....
.....	A M	.....	P M	.....	...	ARRIVE] [LEAVE	....	A M	.....	P M	.....

BETWEEN ATLANTA AND JACKSONVILLE.
Via Macon and G. S. & F. Ry.

8 00 A M	8 40 P M	lve.**Atlanta**........(*C. of G.*)	arr.	8 10 A M	8 10 P M
11 20 A M	11 40 P M	arr.**Macon**.......... "	lve.	4 45 A M	4 40 P M
11 30 A M	11 50 P M	lve.**Macon**......(*G. S. & F.*)	arr.	4 35 A M	4 25 P M
1 24 P M	— —	arr.**Vienna**.......... "	arr.	2 47 A M	2 31 P M
1 45 P M	1 49 A M	arr.**Cordele** .... "	arr.	2 30 A M	1 52 P M
2 48 P M	— —	arr.**Ashburn**........ "	arr.	1 48 A M	1 08 P M
3 28 P M	3 00 A M	arr.**Tifton**........... "	arr.	1 10 A M	12 25 Noon
5 00 P M	4 45 A M	arr.**Valdosta**........ "	arr.	11 30 P M	10 40 A M
8 45 P M	8 25 A M	arr.**Jacksonville**... "	lve.	*8 00 P M	7 10 A M

Excellent Sleeping Car service on night trains and Parlor Car service on day trains between Macon and Jacksonville.

VALDOSTA AND PALATKA.

....	11	13	Ms.	*December* 12, 1909.	12	14
....	P M	A M	....	LEAVE] [ARRIVE	A M	P M
....	*5 12	*4 55	152	.....**Valdosta**... δ	10 35	11 25
....	5 28	5 11	158	......Dasher......	10 17	11 01
....	5 40	5 24	163	+...Lake Park... δ	10 06	10 49
....	5 47	5 31	167	......Melrose......	9 58	10 41
....	5 54	5 39	171	......Jennings.... δ	9 51	10 34
....	6 04	5 50	176	.......Avoca.......	9 40	10 23
....	6 17	6 07	182	+....**Jasper**.... δ	9 29	10 12
....	6 36	6 27	193	...... Genoa .... δ	9 08	9 51
....	6 42	6 34	196	.......Winn.......	9 01	9 44
....	6 50	6 44	200	+.White Springs. δ	8 55	8 37
....	6 56	6 51	203	..Suwanee Valley..	8 47	9 30
....	7 01	6 57	206	......Winfield......	8 40	9 24
....	7 18	7 15	212	+..**Lake City**.. δ	8 28	9 13
....	7 38	7 38	222	.......Lulu.......	8 03	8 50
....	7 49	7 52	228	.....Guilford	7 52	8 40
....	8 03	8 07	233	+ **Lake Butler** δ	7 42	8 29
....	8 16	8 20	239	....New River....	7 26	8 16
....	8 28	8 31	244	..**Sampson City**..	7 17	8 05
....	8 44	8 47	250	+...**Hampton**.. δ	7 04	7 45
....	8 55	8 56	254	.....Theressa.....	6 50	7 31
....	9 03	9 03	258	.....Brooklyn.....	6 43	7 25
....	9 08	9 08	261	...Lake Geneva...	6 37	7 18
....	9 17	9 17	264	...Putnam Hall....	6 30	7 08
....	9 24	9 23	267	......Grandin.... δ	6 25	7 03
....	9 29	9 28	269	.... Florahome....	6 20	6 58
....	9 35	9 34	272	.....Baywood	6 14	6 52
....	9 42	9 40	275	.....Carraway.....	6 08	6 46
....	9 48	9 46	278	....Woodburn	6 03	6 40
....	10 15	10 10	285	..**Palatka** (*U.D.*)..	5 50	6 25
....	10 25	10 20	286	+...**Palatka**... δ	*5 35	*6 15
....	P M	A M	....	ARRIVE] [LEAVE	A M	P M

LOCAL PARLOR AND SLEEPING CAR SERVICE.

Pullman Chair Cars are operated between Macon, Ga., and Jacksonville, Fla., via Georgia Southern & Florida Ry. direct, on Southbound Train No. 1; Northbound Train No. 2. Broiler Buffet service. No change of cars.

Pullman 12-Section Drawing-room Buffet Sleeping Cars are operated between Macon, Ga., and Jacksonville, Fla., via G. S. & F. Ry. direct, on Southbound Train No. 3; Northbound Train No. 4. Cars ready at Macon (Union Depot) 9 30 p.m. Passengers may remain in cars upon arrival at Macon, northbound, until 7 30 a.m. Through trains without change of cars.

FLORIDA SERVICE AND SCHEDULES.

"DIXIE FLYER."

....	9 50 P M	lve.**Chicago**.....(*C. & E. I.*) arr.	6 47 A M	....
....	6 35 A M	lve.**Evansville**....(*L. & N.*) arr.	8 45 P M	....
....	8 55 P M	lve.**St. Louis**.....(*Ill. Cent.*) arr.	7 20 A M	....
....	8 35 A M	arr.**Nashville** (*N. C. & St. L.*) lve.	8 00 P M	....
....	11 52 A M	lve.**Nashville** (*N. C. & St. L.*) arr.	3 40 P M	....
....	4 17 P M	lve.**Chattanooga** (*W. & A.*) arr.	11 10 A M	....
....	8 40 P M	lve.**Atlanta**........(*C. of G.*) arr.	6 50 A M	....
....	11 50 P M	lve.**Macon**.......(*G. S. & F.*) arr.	3 49 A M	....
....	3 05 A M	lve.**Tifton** ....(*A. C. L.*) arr.	12 35 Night	....
....	7 30 A M	arr.**Jacksonville**... " lve.	8 15 P M	....

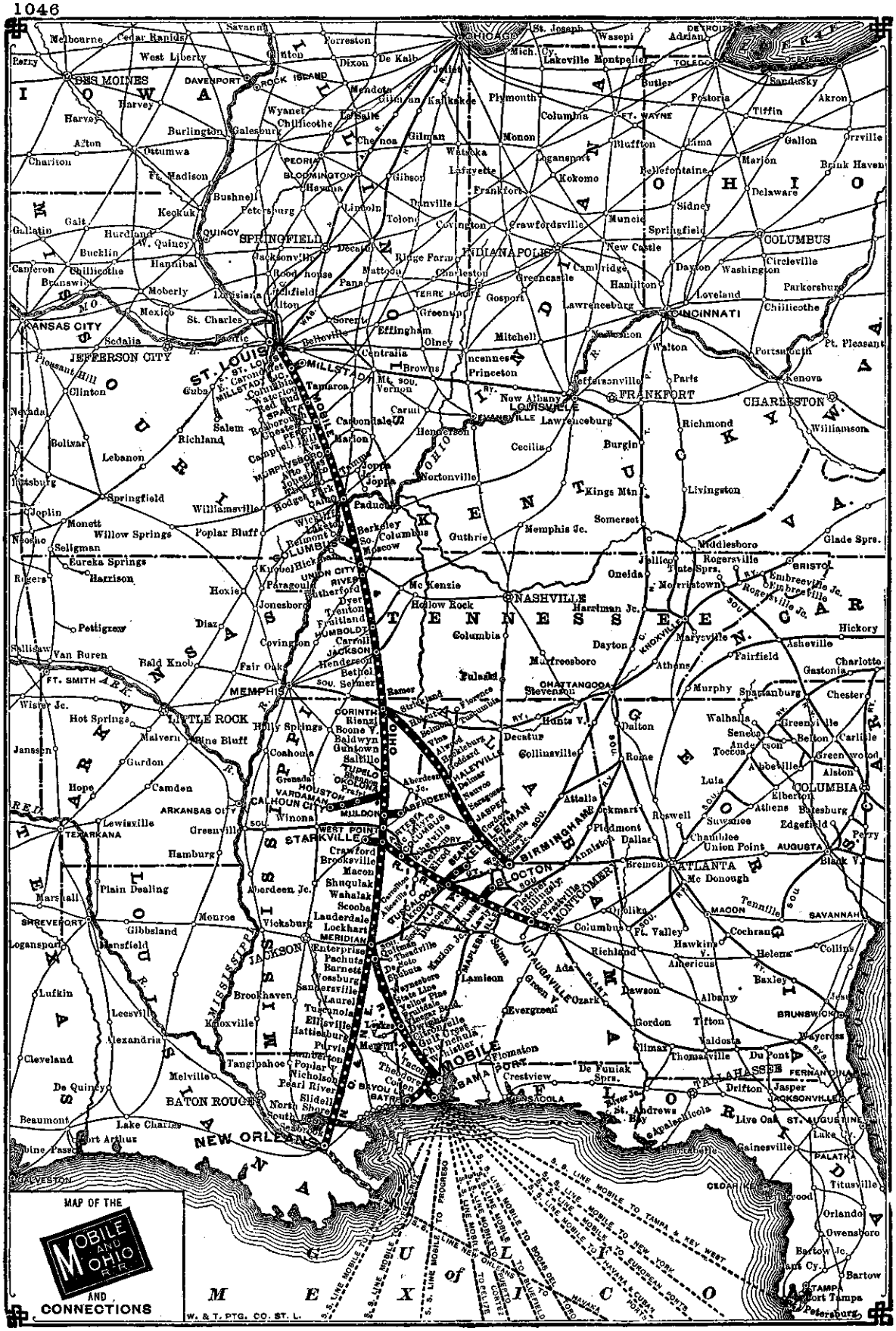
"SOUTH ATLANTIC LIMITED."

....	4 10 P M	lve.**Indianapolis**.(*Penn. Lines*) arr.	1 55 A M	....
....	7 35 A M	arr.**Louisville**...... " lve.	9 30 P M	....
....	9 50 P M	lve.**Chicago**...(*Penn. Lines*) arr.	7 10 A M	....
....	8 00 A M	lve.**Cincinnati**....(*L. & N.*) arr.	8 45 P M	....
....	8 00 A M	lve.**Louisville**...... " arr.	8 30 P M	....
....	4 26 P M	lve.**Knoxville** ...... " arr.	12 15 Noon	....
....	10 25 P M	lve.**Atlanta**........(*C. of G.*) arr.	6 28 A M	....
....	1 25 A M	lve.**Macon**.......(*G. S. & F.*) arr.	3 25 A M	....
....	4 30 A M	lve.**Tifton**..........(*A. C. L.*) arr.	12 20 Night	....
....	8 45 A M	arr.**Jacksonville**... " lve.	8 05 P M	....

Dixie Flyer.—Solid Train with Pullman Sleepers and Coaches between Jacksonville and Chicago. Pullman Sleepers between Jacksonville and St. Louis and Jacksonville and Atlanta. Dining Car service en route.

South Atlantic Limited.—Solid Train with Pullman Sleepers and Coaches between Jacksonville and Cincinnati. Pullman Sleeping Cars between Jacksonville, Louisville, Indianapolis and Chicago. Sleeper departing from Indianapolis 4 10 a.m. ready for occupancy 9 30 p.m. Passengers may remain in Sleeper upon arrival at Indianapolis until 7 30 a.m. Dining Car service en route.

Trains marked * run daily.
‡ Meals. + Coupon stations; δ Telegraph stations.
STANDARD—*Central time.*


MAP OF THE
MOBILE AND OHIO R.R.
AND
CONNECTIONS
W. & T. PTG. CO. ST. L.
CHICAGO
ST. LOUIS
NEW ORLEANS
MOBILE
BIRMINGHAM
ATLANTA
NASHVILLE
CINCINNATI
COLUMBUS
INDIANAPOLIS
LOUISVILLE
FRANKFORT
CHARLESTON
KANSAS CITY
JEFFERSON CITY
DES MOINES
DAVENPORT
SPRINGFIELD
MEMPHIS
LITTLE ROCK
TEXARKANA
SHREVEPORT
BATON ROUGE
MERIDIAN
JACKSON
STARKVILLE
COLUMBUS
MILLSTADT
MULDON
ABERDEEN
CORINTH
MOBILE
PENSACOLA
MEXICO
GULF of

MOBILE & OHIO RAILROAD.

GENERAL OFFICES:

Union Terminal Station, MOBILE, ALA. **Fullerton Bldg, 7th and Pine Sts., ST. LOUIS, MO.**

Hudson Terminal, Cortlandt Building, No. 30 Church St., NEW YORK.

EXECUTIVE DEPARTMENT.

WM. SUTLER DUNCAN, Chairman Board of Directors, 80 Broadway, New York.
W. W. FINLEY, President, Washington, D.C.
R. V. TAYLOE, General Manager, Mobile, Ala.
A. B. ANDREWS, First Vice-President, Raleigh, N.C.
E. L. RUSSELL, Vice-President, Mobile, Ala.

TREASURY AND ACCOUNTING DEPARTMENT.

HENRY TACON, Secretary and Treasurer, Mobile, Ala.
A. W. MACKINTOSH, Asst. Secretary, 80 Broadway, New York.
GEORGE A. COOKE, Assistant Treasurer, Mobile, Ala.
C. B. HAYES, Comptroller, Mobile, Ala.
W. S. COOKE, Auditor, "

LEGAL DEPARTMENT.

E. L. RUSSELL, General Counsel, Mobile, Ala.
S. R. PRINCE, Assistant to General Counsel, Mobile, Ala.

OPERATING DEPARTMENT.

E. C. RENDELL, Superintendent of Transportation, Mobile, Ala.
J. J. THOMAS, Jr., Supt. Motive Power and Car Equip., "
O. A. PIGFORD, Superintendent Mobile Division, Meridian, Miss.
R. W. MOORE, Supt. St. Louis Division, Murphysboro, Ill.
C. F. BLUE, Superintendent of Way and Structures, Mobile, Ala.
C. R. CRAIG, Purchasing Agent, "
J. B. MURPHY, Superintendent Telegraph, Jackson, Tenn.
Dr. RHETT GOODE, Chief Surgeon, Mobile, Ala.

PASSENGER. TRAFFIC DEPARTMENTS. FREIGHT.

JNO. M. BEALL, General Passenger Agent, St. Louis, Mo.
JACK VOLLMAR, Superintendent Dining Cars, Jackson, Tenn.

Cairo, Ill.—Central Union Station—J. H. JONES, Ticket Agent.
Chicago, Ill.—451 Marquette Building—M. H. BOHRER, Dist. Pas. Agt.
Columbus, Miss.—W. B. HOPKINS, Ticket Agent.
Corinth, Miss.—M. P. RUSSELL, Ticket Agent.
East St. Louis, Ill. (Relay)—L. C. ADAMS, Ticket Agent.
Jackson, Tenn.—G. E. ALLEN, Traveling Passenger Agent.
G. E. ALLEN, JR., Passenger and Ticket Agent.
Jacksonville, Fla.—214 West Bay Street—C. SANDERSON, Com'l Agent.
Mobile, Ala.—23 South Royal Street—C. RUDOLPH, General Agent.
G. W. KING, Passenger and Ticket Agent.
T. P. CUMBERLAND, Ticket Agent, Union Terminal Station.
Montgomery, Ala.—16 Commerce St.—P. S. HAY, S.E. Pas. Agent.
S. T. SURRATT, Ticket Agent, Union Station.
New Orleans, La.—229 St. Charles St.—F. E. GUEDRY, Dist. Pas. Agt.
LUCIEN ROLLAND, City Passenger Agent.
St. Louis, Mo.—722 Olive Street—F. L. HARRIS, General Agent.
T. J. FORREST, Traveling Passenger Agent.
W. H. FAHNESTOCK, City Passenger and Ticket Agent.
F. W. GREENE, Traveling Immigration Agent.
B. W. FRAUENTHAL, Ticket Agent, Union Station.
Tupelo, Miss.—C. J. PAESSLER, Ticket Agent.

HAIDEN MILLER, Fht. Traf. Mgr., Fullerton Bldg, St. Louis, Mo.
J. M. DENYVEN, Gen. Freight Agt., " "
W. K. VANDIVER, Asst. Gen. Fht. Agent, " "
F. W. BIRCHETT, Asst. Gen. Fht. Agt., 120 North Seventh St., "
F. W. BIRCHETT, Asst. Gen. Fht. Agt., 451 Marquette Building, Chicago, Ill.
E. A. BYNUM, Asst. Gen. Freight Agent, 720 Common St., New Orleans, La.
C. P JACKSON, Asst. Gen. Freight Agt., Birmingham, Ala.
J. S. TAYLOR, Foreign Freight Agent, Mobile, Ala.
J. T. POE, General Cotton Agent, "
W. G. HARDING, Gen. Live Stock Agt., Fullerton Bldg, St. Louis, Mo.
Albany, Ga.—J. W. POSEY, Traveling Freight Agent.
Atlanta, Ga.—405-6 Fourth Nat. Bank Bldg—R. R. OTIS, Gen. Agent.
CHAS. PATTON, Traveling Freight Agent.
C. O. RUDEN, Soliciting Freight Agent.
Birmingham, Ala.—305-306 Woodward Building—
C. P. JACKSON, Assistant General Freight Agent.
LOUIS C. CARDINAL, Traveling Freight Agent.
P. KOCH, Soliciting Freight Agent.
Chicago, Ill.—451 Marquette Bldg—F. W. BIRCHETT, Asst. Gen. Fht. Agt.
GEO. W. SARGENT, Commercial Agent.
H. J. HANSEN, Soliciting Freight Agent.
Jackson, Tenn.—C. C. TAYLOR, Commercial Agent.
J. H. PATTERSON, Special Freight Agent.
Jacksonville, Fla.—214 West Bay St.—C. SANDERSON, Com'l Agent.
W. B. ROSS, Soliciting Freight Agent.
Kansas City, Mo.—Postal Telegraph Bldg—W. E. ROYSTER, Gen. Agt
C. C. HARVEY, Soliciting Freight Agent.
London, E.C., Eng.—2 Fenchurch Ave.—E. H. MUNDY, Gen. European Agt.
Meridian, Miss.—E. B. BLAIR, General Agent.
T. M. JACKSON, Traveling Freight Agent.
H. A. SMITH, Soliciting Lumber Agent.
Mobile, Ala.—Union Terminal Station—J. S. TAYLOR, Foreign Fht. Agt.
W. E. ENGLAND, General Agent. J. F. ROSS, Soliciting Fht. Agt.
Montgomery, Ala.—R. H. JONES, General Agent.
New Orleans, La.—720 Common Street—
E. A. BYNUM, Asst. Gen. Fht. Agt. P. C. PATTERSON, Com'l Agent.
MELVIN P. BILLUPS, Joint Foreign Fht. Agent. Hibernia Bank Bldg.
Pittsburg, Pa.—401 Park Bldg—CHAS. E. SMITH, Commercial Agent.
St. Louis, Mo.—120 N. Seventh St—F.W. BIRCHETT, Asst. Gen. Fht. Agt.
RAY L. DEPEW, Commercial Agent. R. JACKSON, Trav. Exp. Agt.
P. W. PUJOL, Soliciting Freight Agent.
A. S. BIRCHETT, Soliciting Freight Agent, Fullerton Building.
GEO. T. DICKSON, Traveling Freight Agent, "

LAND AND INDUSTRIAL DEPARTMENT.

M. V. RICHARDS, Land and Industrial Agent, Washington, D.C.
H. E. WAERNICKE, Asst. Land and Industrial Agent, "
W. L. HENDERSON, Agent, Mobile, Ala.

ALABAMA LAND AND DEVELOPMENT COMPANY.

HENRY FONDE, President, 59 St. Francis Street, Mobile, Ala.
GEORGE KILBORN, Secretary and Treasurer, " "
B. C. O'DANIEL, Land Agent, Bexsho, Ala.
A. V. GUSMAN, Land Agent, 59 St. Francis Street, Mobile, Ala.
G. B. MICHAEL, Land Agent, Meridian, Miss.

PULLMAN SLEEPING CAR SERVICE.

ST. LOUIS-NEW ORLEANS.

No. 3	Drawing-room Sleeping Cars.	No. 2
*8 20 P M	lve..St. Louis (Mobile & Ohio R.R.)..arr.	7 45 P M
8 38 P M	lve...E. St. Louis (Relay Depot)...arr.	7 25 P M
1 45 A M	lve.....Cairo.....lve.	2 10 P M
5 35 A M	lve.....Jackson.....lve.	10 02 A M
2 50 P M	arr.....Meridian.....lve.	1 40 A M
2 40 P M	lve..Meridian (N.O.&N.E.R.R.)..arr.	1 30 A M
4 07 P M	lve.....Laurel.....lve.	11 57 P M
4 23 P M	lve.....Ellisville.....lve.	11 42 P M
5 03 P M	lve.....Hattiesburg.....lve.	11 08 P M
8 35 P M	arr.....New Orleans.....lve.	*7 30 P M

ST. LOUIS-MOBILE.

No. 3	No. 1	Drawing-room Sleeping Cars.	No. 2	No. 4
*8 20 P M	*8 05 A M	lve..St. Louis (Mobile & Ohio R.R.) .arr.	7 45 P M	7 35 A M
8 38 P M	8 23 A M	lve...E. St. Louis (Relay Depot)...arr.	7 25 P M	7 15 A M
1 45 A M	1 50 P M	lve.....Cairo.....lve.	2 10 P M	1 45 A M
3 32 A M	5 55 P M	lve.....Union City.....lve.	12 10 Noon	12 01 Night
5 35 A M	6 07 P M	lve.....Jackson.....lve.	10 02 A M	10 09 P M
7 33 A M	8 13 P M	lve.....Corinth.....lve.	8 06 A M	8 18 P M
9 21 A M	10 05 P M	lve.....Tupelo.....lve.	6 26 A M	6 43 P M
11 02 A M	11 45 P M	lve.....West Point.....lve.	4 46 A M	5 07 P M
11 33 A M	12 15 Night	lve.....Artesia.....lve.	4 19 A M	4 40 P M
2 45 P M	3 10 A M	lve.....Meridian.....lve.	1 40 A M	1 50 P M
7 20 P M	7 55 A M	arr.....Mobile.....lve.	*8 40 P M	*9 05 A M

MOBILE-CHATTANOOGA.

No. 2	Drawing-room Sleeping Cars. (*Mobile & Ohio R.R.*)	No. 1
*8 40 P M	lve.....Mobile.....arr.	7 55 A M
9 51 P M	lve.....Citronelle.....lve.	6 30 A M
1 30 A M	arr.....Meridian.....lve.	3 10 A M
	(*Alabama Great Southern R.R.*)	
1 45 A M	lve.....Meridian.....arr.	2 50 A M
6 10 A M	arr.....Birmingham.....lve.	10 15 P M
6 15 A M	lve.....Birmingham.....arr.	10 10 P M
7 42 A M	arr.....Attalla / Gadsden.....lve.	8 40 P M
10 15 A M	arr.....Chattanooga.....lve.	*5 10 P M

DINING CARS

MEALS A LA CARTE

Broad Vestibuled Trains, carrying Handsomest of Pullman Drawing-room Sleeping Cars and Day Coaches between St. Louis, Mobile and New Orleans and between Mobile and Chattanooga.

MOBILE & OHIO RAILROAD.

Direct connections are made at New Orleans with steamships for Havana and other Cuban, West Indian, Central and South American ports, and at Mobile for West Indian, Central and South American ports.

7	3	5	1	Mls.	Central time.	Mls.	2	4	6	8
	P M	P M	A M		LV. Nov. 16, 1909. AR.		P M	A M	A M	
	*8 20	‡4 60	*8 05	0	St. Louis (Un. Station) ♁	646.8	7 45	7 35	11 10	
	8 38	5 08	8 23	3.2	+ E. St. Lo. (Relay Depot) ♁	643.6	7 25	7 15	10 50	
	— —	5 45	8 55	15.8	Millstadt Junction	631.0	s —	6 40	— —	
	9 03	5 58	8 58	17.4	.....Columbia..... ♁	629.4	6 53	6 37	10 08	
	9 28	6 10	9 17	25.9	.....Waterloo..... ♁	620.9	6 35	6 19	9 51	
	— —	6 25	9 28	31.2	.....Burksville..... ♁	615.6	6 25	— —	9 41	
	9 49	6 42	9 45	39.3	+ .....Red Bud..... ♁	607.5	6 10	5 55	9 21	
	— —	7 00	10 01	48.1	+ ...Baldwin, Ill.... ♁	598.7	5 52	— —	9 00	
	10 22	7 21	10 18	56.8	+ .....Sparta..... ♁	590.0	5 35	5 21	8 42	
	— —	7 43	10 30	66.3	+ .....Percy..... ♁	580.5	5 17	5 03	8 24	
	— —	8 00	10 50	73.5	+ ..Campbell Hill.. ♁	573.3	5 02	— —	8 09	
	— —	8 11	10 59	77.9	+ .....Ava..... ♁	568.9	4 53	— —	8 00	
	— —	8 21	— —	82.4	.....Bryden..... ♁	564.4	— —	— —	7 50	
	— —	8 28	11 13	84.9	..... Oraville..... ♁	561.9	4 39	— —	7 45	
	11 28	8 40	11 30	92.2	+ ..Murphysboro.. ♁	554.6	4 25	4 15	‡7 30	
	11 58	P M	12 05	108.1	.....Alto Pass..... ♁	547.7	3 50	3 36	A M	
	— —		12 14	112.4	....Mountain Glen.. ♁	534.4	3 38	— —		
	12 22	.....	12 29	119.1	+ .....Jonesboro..... ♁	527.7	3 24	3 10		
	12 38	.....	12 46	127.4	.....Mill Creek..... ♁	519.4	3 09	2 52		
	— —	.....	12 53	130.5	.....Elco..... ♁	516.3	3 02	— —		
	12 57	.....	1 04	135.2	.....Tamms..... ♁	511.6	2 54	2 35		
	— —	.....	1 08	137.2	.....Sandusky..... ♁	509.6	2 47	2 29		
	1 07	.....	1 15	140.7	.....Hodges Park... ♁	506.1	2 41	2 21		
	1 45	.....	1 50	154.4	+ .....Cairo..... ♁	492.4	2 10	1 45		
	2 14	.....	2 28	162.7	.....Wickliffe..... ♁	487.7	1 54	1 11		
	— —	.....	2 42	167.4	.....Laketon..... ♁	479.4	1 17	— —		
	— —	.....	2 51	171.7	.....Berkeley..... ♁	475.1	1 08	— —		
	2 47	.....	3 01	176.5	So. Columbus, Ky ♁	470.3	12 58	12 40		
	— —	.....	3 13	182.6	.....Oakton..... ♁	464.2	12 45	— —		
	3 06	.....	3 23	187.4	.....Moscow..... ♁	459.4	12 37	12 22		
	— —	5	3 30	190.7	.....Cayce..... ♁	456.1	12 29	— —	6	
	— —	A M	3 38	194.4	.....Jordan, Ky..... ♁	452.4	12 21	— —	P M	
	3 32	*7 40	3 55	200.0	+ .Union City, Tenn.. ♁	446.8	12 10	12 01	7 10	
	3 41	7 48	4 04	204.7	+ .....Rives..... ♁	442.1	11 55	11 51	7 00	
	4 02	8 10	4 27	215.7	.....Kenton..... ♁	431.1	11 33	11 31	6 38	
	4 13	8 20	4 38	221.2	.....Rutherford..... ♁	425.6	11 22	11 21	6 28	
	4 22	8 29	4 48	225.7	+ .....Dyer..... ♁	421.1	11 13	11 13	6 19	
	4 34	8 42	5 02	232.6	+ .....Trenton..... ♁	414.2	11 00	11 02	6 05	
	— —	8 53	5 15	238.7	..... Fruitland..... ♁	408.1	10 48	— —	5 53	
	4 58	9 07	5 30	243.6	+ ....Humboldt.... ♁	403.2	10 38	10 42	5 43	
	5 30	9 40	6 02	260.7	arr. Jackson, Tenn ♁ lve.	386.1	10 02	10 09	4 55	
	5 35	9 45	6 07	260.7	lve. + Jackson, Tenn. arr.	386.1	9 57	10 04	4 50	
	5 57	10 13	6 30	272.1	.....Pinson..... ♁	374.7	9 35	— —	4 25	
	6 18	10 26	6 43	278.0	+ ....Henderson..... ♁	368.8	9 23	9 52	4 14	
	6 27	10 47	7 02	288.0	.....McNairy..... ♁	358.8	9 03	— —	3 55	
	6 39	10 59	7 13	294.0	+ .....Bethel..... ♁	352.8	8 52	9 02	3 43	
	6 48	11 09	7 23	298.9	.....Selmer..... ♁	347.9	8 43	8 54	3 34	
	7 02	11 24	7 37	306.0	.... Ramer, Tenn.. ♁	340.8	8 29	— —	3 19	
	7 33	‖205	8 13	318.0	+ .Corinth, Miss. ♁	328.8	8 06	8 18	2 55	
	8 02	12 30	8 40	330.1	....Rienzi..... ♁	316.7	7 38	7 52	2 27	
	8 18	12 47	8 58	338.2	+ .....Booneville..... ♁	308.6	7 23	7 37	2 10	
	8 39	1 16	9 21	349.4	+ ..Baldwyn, Miss.. ♁	297.4	7 02	7 17	1 45	
	8 49	1 33	9 33	354.5	..... Guntown..... ♁	292.3	6 52	7 07	1 33	
	8 59	1 47	9 43	359.3	.....Saltillo..... ♁	287.5	6 43	6 58	1 23	
	9 21	2 13	10 05	367.6	+ .....Tupelo..... ♁	279.2	6 26	6 43	11 05	
	9 30	2 24	10 14	372.1	.....Verona..... ♁	274.7	6 14	6 33	12 53	
	9 41	2 37	10 25	377.5	.....Shannon..... ♁	269.3	6 04	6 23	12 42	
	10 00	3 00	10 45	385.3	+ .....Okolona..... ♁	261.5	5 50	6 09	12 28	
	10 15	3 15	11 00	393.0	.. ..Egypt..... ♁	253.8	— —	5 50	12 07	
	10 32	3 32	— —	401.1	.....Prairie..... ♁	245.7	— —	5 33	11 50	
	10 42	3 42	11 28	405.5	.....Muldon..... ♁	241.3	5 04	5 24	11 40	
	11 02	4 05	11 45	414.3	+ .. West Point.. ♁	232.5	4 46	5 07	11 23	
	11 19	4 22	— —	422.7	.....Mayhew..... ♁	224.1	— —	4 49	11 00	
	11 33	4 37	12 13	427.6	+ .....Artesia..... ♁	219.2	4 19	4 40	10 50	
	11 51	4 55	12 22	435.7	.....Crawford..... ♁	211.1	4 00	4 21	10 29	
	12 01	5 05	12 37	440.7	+ ....Brooksville.... ♁	206.1	3 51	4 11	10 19	
	12 16	5 21	12 55	449.0	+ .....Macon..... ♁	197.8	3 35	3 55	10 04	
	12 34	5 39	1 10	458.5	..... Shuqualak..... ♁	188.3	3 18	3 38	9 48	
	12 45	5 50	— —	464.3	.....Wahalak..... ♁	182.5	— —	3 28	9 37	
	12 58	6 02	1 32	470.6	.....Scooba..... ♁	176.2	2 56	3 16	9 26	
	1 14	6 19	— —	477.9	.....Sucarnochee..... ♁	168.9	— —	2 59	9 10	
	1 22	6 27	— —	479.8	..... Porterville..... ♁	167.0	— —	2 52	9 03	
	1 49	6 55	2 15	493.5	+ ...Lauderdale.. ♁	153.3	2 15	2 26	8 37	
	2 02	7 07	— —	500.0	.....Lockhart..... ♁	146.8	— —	2 14	8 25	
	2 30	7 30	2 55	511.8	arr. + Meridian ♁ lve.	135.0	1 40	1 50	*8 00	
A M	8 35	P M	9 05	713.8	+ New Orleans (N.O.&N.E.)	.....	*7 30	*8 00	A M	P M
*7 00	2 45	.....	3 10	511.8	lve... Meridian ..arr.	135.0	1 30	1 40		8 10
7 27	3 14	.....	3 37	526.7	.....Enterprise..... ♁	120.1	12 59	1 12		7 38
7 33	3 21	.....	3 43	530.2	.....Stonewall.....	116.6	12 52	1 05		7 33
7 48	3 36	.....	3 58	537.7	+ .....Quitman..... ♁	109.1	12 38	12 51		7 19
7 57	3 46	.....	4 07	542.4	.....DeSoto..... ♁	104.4	12 28	12 42		7 10
8 12	4 02	.....	4 22	550.4	+ .....Shubuta..... ♁	96.4	12 13	12 26		6 55
8 39	4 28	.....	4 49	564.3	+ ...Waynesboro... ♁	82.5	11 45	11 59		6 28
8 48	4 37	.....	4 58	569.4	.....Winchester.....	77.4	11 31	11 49		6 19
9 02	4 53	.....	5 13	576.0	.....Buckatunna..... ♁	70.8	11 16	11 35		6 07
9 17	5 08	.....	5 28	584.2	...State Line, Miss. ♁	62.6	11 00	11 20		5 52
9 23	5 14	.....	5 34	586.9	...Yellow Pine, Ala. ♁	59.9	10 53	11 13		5 46
9 32	5 22	.....	5 43	591.8	..... Fruitdale..... ♁	55.0	10 43	11 05		5 38
9 41	5 30	.....	5 52	596.2	..... Escatawpa..... ♁	50.6	10 33	10 57		5 30
9 48	5 37	.....	6 00	599.4	...Vinegar Bend.. ♁	47.4	10 26	10 50		5 20
9 54	5 44	.....	6 07	603.1	.....Deer Park.....	43.7	10 17	10 42		5 14
10 18	6 07	.....	6 30	614.1	+ .....Citronelle..... ♁	32.7	9 51	10 18		4 55
10 24	6 14	.....	6 37	617.0	.....Russell.....	29.8	9 44	10 10		4 48
10 34	6 24	.....	6 48	621.4	..... Gulfcrest..... ♁	25.4	9 35	10 02		4 38
10 50	6 38	.....	7 04	628.3	.....Chunchula.....	18.5	9 22	9 47		4 22
11 00	6 45	.....	7 15	632.9	.....Oak Grove..... ♁	13.9	9 13	9 38		4 12
11 18	7 06	.....	7 37	641.5	.....Whistler..... ♁	5.3	8 55	9 20		3 53
11 30	7 20	.....	7 55	646.8	+ .....Mobile..... ♁	0	*8 40	*9 05		*3 40
A M	P M		A M		ARRIVE] [LEAVE		P M	A M		P M

* Daily; † daily, except Sunday; s stops Sunday only. ‖ Meals. ♁ Coupon stations; ♁ Telegraph stations.

MONTGOMERY DISTRICT.

111	109	105	103	Mls.	November 7, 1909. Central time.	104	106	110	112
A M	Night	P M	A M			P M	P M	P M	A M
*4 25	*12 15	*4 42	*11 40	0	lve.... Artesia ♁ ..arr.	4 20	10 40	11 55	4 00
4 40	12 30	4 55	11 55	6.0	.....Bentoak.....	4 02	10 28	11 36	3 40
4 47	12 37	5 03	12 01	9.0	.....McIntyre.....	3 58	10 23	11 26	3 30
5 00	12 50	5 22	12 20	14.0	+ ....Columbus.... ♁	3 43	10 10	*11 05	*3 10
A M	Night	5 38	12 38	22.7	.....McCrary..... ♁	3 20	9 47	P M	A M
		5 50	12 50	28.5	.....Ethelville..... ♁	3 08	9 35		
		6 03	1 03	34.6	.....McShan..... ♁	2 55	9 22		
		6 20	1 22	43.0	+ .....Reform..... ♁	2 37	9 05		
		6 37	1 40	50.8	.....Gordo..... ♁	2 20	8 49		
		6 55	2 02	59.0	.....Elrod..... ♁	2 02	8 31		
		7 15	2 20	66.2	.....Coker.....	1 47	8 14		
	107	7 28	2 35	72.5	+ ....Northport..... ♁	1 35	8 02	108	
	A M	7 35	2 40	74.2	ar. + Tuscaloosa ♁ lv.	1 28	*7 55	P M	
	*7 00	P M	2 45	74.2	lve.. Tuscaloosa. arr.	1 23	A M	8 00	
	7 25		3 12	87.3	.....Duncanville... ♁	12 56		7 33	
	7 55		3 38	101.5	.....Eoline..... ♁	12 25		7 03	
	8 12		3 55	109.4	+ ....Centreville..... ♁	12 09		6 47	
	8 41		4 20	122.5	.....Lawly..... ♁	11 40		6 20	
	9 00		4 36	130.5	.....Maplesville.. ♁	11 23		6 02	
	9 20		4 53	139.4	.....Pletcher..... ♁	11 03		5 45	
	9 32		5 05	144.9	.....Billingsly..... ♁	10 51		5 33	
	9 55		5 28	154.8	.....Kingston..... ♁	10 28		5 04	
	10 15		5 42	161.1	.....Booth..... ♁	10 15		4 51	
	10 30		5 55	167.4	+ .... Prattville..... ♁	10 00		4 38	
	10 53		6 20	179.6	... Montgomery . ♁	9 33		4 13	
	11 00		6 30	181.2	+ Montgomery (U.D.) ♁	*9 25		*4 05	
	A M		P M		ARRIVE] [LEAVE	A M		P M	

MILLSTADT BRANCH.

65	63	61	Mls	November 16, 1909.	62	64	66
P M	P M	A M		LEAVE] [ARRIVE	A M	P M	P M
‖5 58	†5 45	*8 55	0	Millstadt Junction.	6 40	4 45	6 56
7 20	6 10	9 20	7	.....Millstadt..... ♁	*6 15	†4 20	‖6 31
P M	P M	A M		ARRIVE] [LEAVE	A M	P M	P M

ABERDEEN BRANCH.

55	57	53	51	Mls	November 7, 1909.	50	52	56	54
P M	P M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M	P M
*5 25	*345	*1045	*8 00	0	..... Muldon..... ♁	7 30	10 10	3 30	5 10
5 55	4 15	11 15	8 30	9	+ .... Aberdeen..... ♁	*7 00	*9 40	*3 00	*4 40
P M	P M	A M	A M		ARRIVE] [LEAVE	A M	A M	P M	P M

STARKVILLE BRANCH.

46	44	42	Mls	November 7, 1909.	41	43	45
P M	A M	A M		LEAVE] [ARRIVE	A M	P M	P M
*4 45	*11 42	*8 15	0	+ .... Artesia ..... ♁	7 40	10 40	4 15
4 58	11 53	8 37	4	.....Sessums.....	7 27	10 25	4 02
5 20	12 15	8 55	11	+ .... Starkville.... ♁	*7 00	*10 05	*3 40
P M	Noon	A M		ARRIVE] [LEAVE	A M	A M	P M

BLOCTON BRANCH.

157	185	Mls	November 7, 1909.	186	158
P M	A M		LEAVE] [ARRIVE	A M	P M
†3 40	†1000	0	..... Eoline..... ♁	9 00	2 00
4 45	11 30	13	..... Blocton..... ♁	†7 00	†12 30
P M	A M		ARRIVE] [LEAVE	A M	Noon

WARRIOR BRANCH.

No. 169	A M	Mls.	November 7, 1909.	No. 168	P M	P M
‖9 00	†12 15 Noon	†6 30	0	lve. Tuscaloosa. ♁ arr.	11 30 A M	5 45	1 30
9 45	12 50 Noon	7 30	6.6	.....Holt..... ♁	10 50 "	5 00	12 55
10 50	2 05 P M	8 40	23.0	.....Searles.....	9 30 "	3 16	11 45
11 00	2 15 P M	8 50	25.0	arr. Kellerman. ♁ lve.	†9 15 A M	†3 00	‖11 30

COLUMBUS, KY., BRANCH—Mixed Trains—Leave Columbus, Ky. (to connect with passenger trains at South Columbus) *12 48 noon, *2 50 p.m. Returning, leave South Columbus *12 59 noon, *3 01 p.m. Distance, 1.6 miles.

OKOLONA BRANCH OF SOUTHERN RAILWAY CO.

(Mobile & Ohio R.R. Co. Agents.)

No. 63	No. 61	Mls.	November 7, 1909.	No. 62	No. 64
*1 15 P M	*5 50 A M	0	lve.... Okolona.... arr.	9 55 A M	5 45 P M
2 20 "	6 55 "	20	.....Houston.....	8 50 "	4 23 "
3 15 P M	7 50 A M	38	arr. Calhoun City. lve.	*8 00 A M	*3 30 P M

MOBILE AND BAY SHORE DIVISION.

208	206	212	202	Mls	October 3, 1909.	211	201	205	213	207
P M	A M		P M		LEAVE] [ARRIVE		A M	A M		P M
‖7 20	‖8 35		†3 30	0	..... Mobile..... ♁		8 50	8 01		6 45
7 35	8 45		3 41	4.0	.. M. & B. S. Junction. ♁		8 37	7 45		6 35
7 48	8 59		3 55	8.2	..... Tacon..... ♁		8 24	7 34		6 24
7 56	9 06		4 03	10.5	.....Mertz..... ♁		8 17	7 27		6 17
7 59	9 10		4 07	12.1	..... Farnell..... ♁		8 13	7 23		6 12
8 04	9 15		4 12	14.2	.....Lloyds.....		8 10	7 19		6 06
8 14	9 29		4 23	19.8	..... Theodore..... ♁		7 59	7 09		5 52
8 24	9 39		4 33	24.6	.....Kipling.....		7 49	7 00		5 42
8 35	9 51		4 47	29.2	..... Delchamps..... ♁		7 36	6 51		5 32
	10 05	P M	4 56		ar. Bay Shore Hotel. lv.			†7 20		‖5 15
	A M	†6 10	5 10	33.9	ar.. Alabama Port.. lv.		A M	A M		P M
			P M		lv. Bay Shore Hotel. ar.		7 20			10 05
8 35	9 51	5 21	4 47	29.7	..... Delchamps.....		7 10	7 36	6 51	9 52	5 32
8 47	10 04	5 36	4 59	35.5	.....Coden..... ♁		6 52	7 23	6 39	9 30	5 19
8 51	10 10	— —	5 04	37.0	....Sans Souci Beach....		— —	7 18	6 34	9 28	5 14
9 00	10 20	5 50	5 10	38.1	... Bayou La Batre.. ♁		†6 40	†7 15	‖6 30	‖9 25	‖5 10
P M	A M	P M	P M		ARRIVE] [LEAVE		A M	A M	A M	A M	P M

Additional Train—Leaves Bay Shore Hotel §5 15 p.m., arrives Bayou La Batre 5 55 p.m.

Burnside & Burkesville Transportation Co.

(INCORPORATED.)

CUMBERLAND RIVER ROUTE.

A. B. MASSEY President, Burnside, Ky.
JOS. K. COLE, Vice-Prest. and Secretary, Cincinnati, O.
G. M. ESTES, Gen. Freight and Passenger Agent, Burnside, Ky.

GENERAL OFFICES—BURNSIDE, KY.

Steamers "ROWENA," "ALBANY."

THIS COMPANY ALSO OPERATES A LARGE FLEET OF BARGES.

The steamers of this line are new, clean, well furnished and electric lighted. During the season of navigation they are operated on the Upper Cumberland River in connection with the Queen & Crescent Route and the Southern Railway from Burnside, Ky., to Butler's Landing, Tenn., a distance of 143 miles.

Steamers leave Burnside every Wednesday and Saturday at 5 00 p.m. and carry both freight and passengers.

This is the most direct route to the SOUTHERN KENTUCKY OIL FIELD.

January, 1908. **GEOGRAPHICAL LIST OF LANDINGS ON THE CUMBERLAND RIVER.**

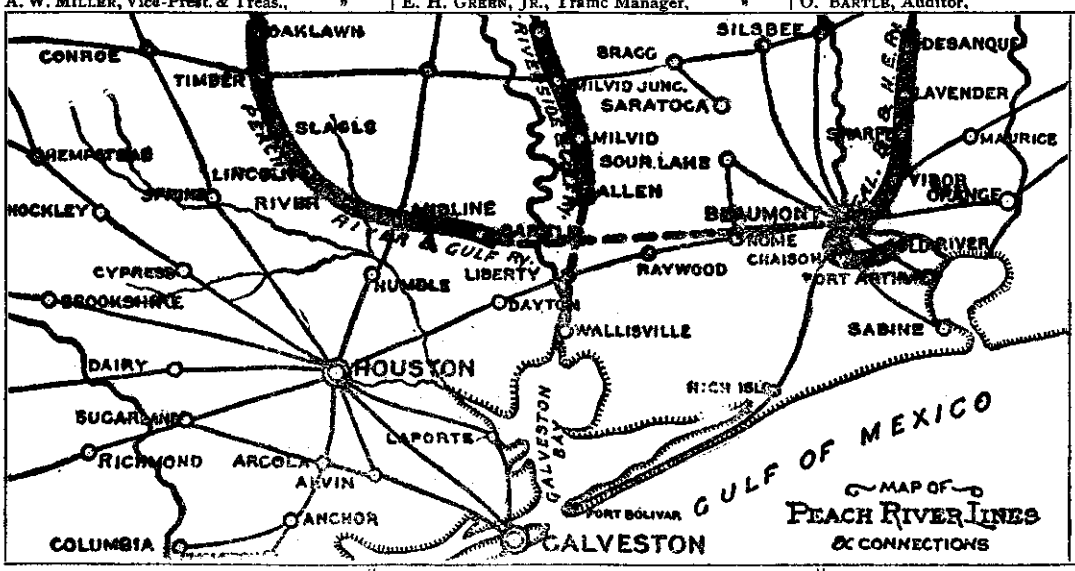
Dist. from Burnside.		Dist. from Burnside.		Dist. from Burnside.		Dist. from Burnside.		Dist. from Burnside.	
2	Waitsboro.....Ky.	34	*Bockery's Ldg....Ky.	66	*Snow's Ldg....Ky.	91	Cedar Creek.....Ky.	115	Black's Ferry.....Ky.
5	*Mercer's Ldg..... "	35	*Harmon's Creek... "	68	Winfrey's " .... "	93	Neely's Ferry..... "	116	Richardson's..... "
6	*Newell's " ..... "	40	Wolf " ... "	69	Winfrey's Ferry. "	94	*Paul's " ..... "	117	*Kirkpatrick's Ldg. "
8	Fishing Creek..... "	41	Gorsage..... "	72	*Self's Ldg..... "	94	*Sunset..... "	117	*Bedford's " . "
9	*Simpson's Ldg.... "	42	Greasy Creek..... "	73	*Orchard " ..... "	96	*Tobin's Ldg..... "	118	*Gerald's " . "
10	*Ford's " .... "	42	Stokes..... "	74	Brownwood ..... "	96	Newby's..... "	119	*Curtis' " . "
14	Mill Springs..... "	47	*Plum Point..... "	75	Lick Branch..... "	99	*Parmley's Ldg.... "	120	Ward's Branch.... "
16	*Rankin Ldg..... "	48	Graham's Ldg..... "	76	Albany Ldg..... "	99	Wright's Point.... "	121	McMillan's..... "
17	Robertsport..... "	49	*Morison's " ..... "	76	Whetstone ..... "	100	*Dalton's Ldg..... "	122	Chapple..... "
19	*Faubush Ldg..... "	51	Rowena..... "	78	*Sawyer's Ldg ... "	102	Carey's Ferry..... "	122	*Sulphur Ldg..... "
20	*Hatfield's " ..... "	51	Wild Goose..... "	78	*Smith's " ... "	102	*Philpott's Ldg..... "	128	Martinsburg..... "
21	*Gray's " ..... "	53	Indian Creek..... "	81	*Crocus " ... "	103	*Goff's " ..... "	129	*Poindexter's Ldg.. "
24	Fall Creek..... "	56	Kendall..... "	82	Bakerton.... .. "	105	*Aratt..... "	130	*McFarland's " .. "
25	Morrow's..... "	57	*McClures Ldg..... "	84	*Young's Ldg... "	106	Cloyd's Ldg..... "	132	Stephen's..... "
26	Norman's..... "	59	Helm's " ..... "	84	*Parish's " ... "	107	Bluff " ..... "	133	*Eaden's Ldg..... "
27	Ead's Landing.... "	61	*Oliver's " ..... "	85	*Patterson's " ... "	109	*Mud Camp..... "	135	Celina.....Tenn.
28	Lock 21..... "	62	Creelsboro ..... "	86	*Rennix..... "	110	*Butler's Ldg..... "	138	Bennett's Ferry... "
29	Thomas Branch... "	63	Bargers..... "	86	*Walthall's Ldg.. "	110	*Strode's " ..... "	142	Plumlee's..... "
30	Bart..... "	64	*Foot of Snow's Island. "	87	Scott's Ferry.... "	111	*Crawford's " ..... "	143	Butler's Ldg..... "
32	Faulkenburg..... "	65	*Irwin's Ldg..... "	89	Burkesville..... "	114	*Dodson's " ..... "	...	.....

* Freight charges must be prepaid.

PEACH RIVER LINES.

Operating Peach River & Gulf Railway, Galveston, Beaumont & Northeastern Railway, Riverside & Gulf Railway.

C. S. VIDOR, President, Galveston, Tex.
A. W. MILLER, Vice-Prest. & Treas., "
C. W. HOLE, General Manager, Galveston, Tex.
E. H. GREEN, JR., Traffic Manager, "
B. I. SPARKS, Secretary, Galveston, Tex.
O. BARTLE, Auditor, "



† Daily, except Sunday; a Monday, Wednesday and Friday; b Tuesday, Thursday and Saturday. *Central time.*

Connections.—1 With G. C. & S. F. Ry. 2 With H. E. & W. T. Ry. 3 With G. C. & S. F. Ry. 4 With Frisco System. 5 With G. C. & S. F. Ry., G. & I. S. Ry., T. & N. O. Ry., K. C. S. Ry., Frisco System.

PEACH RIVER AND GULF DIVISION.

4	2	Mls	*February*, 1909.	3	1
A M	A M	....	LEAVE ARRIVE	P M	P M
†6 30	†6 00	0	.....Timber[1]	2 00	7 00
6 40	6 10	2.0	.....Slagle.....	1 55	6 50
7 00	6 30	5.5	.....Lincoln.....	1 15	6 30
.....	7 00	14.5	...Walkerville...	.....	†6 00
7 15	A M	8.0	.....River.....	1 00	P M
7 30	.....	10.0	.....Midline[2]	†1245	.....
A M	.....	11.0	.....Bartle.....	Noon	.....
.....	.....	....	ARRIVE LEAVE	.....	.....

RIVERSIDE AND GULF DIVISION.

10	8	6	Ms.	*February*, 1909.	5	7	9
P M	.....	.....	....	LEAVE ARRIVE	.....	.....	P M
†7 00	A M	A M	0	...Milvid Junc[3]..	A M	A M	6 00
7 10	†6 40	†6 35	1.0	..... Milvid	10 20	11 20	5 35
7 15	6 52	6 37	2.0	.....Allen.....	10 10	11 10	5 30
7 25	6 55	6 40	3.5	.....Lot.....	9 50	10 50	5 20
7 45	7 05	6 55	7.0	ar..Cain Gulley.lv.	†9 30	†10 30	†5 00
P M	A M	A M	12.0	..... Eloh	A M	A M	P M
Under			23.0	.....Coy.....	Under		
construction.			25.0	....Hardin[4]...	construction.		

GALVESTON, BEAUMONT AND NORTH-EASTERN DIVISION.

12	14	M.	*February*, 1909.	11	13
Noon	.....	...	LEAVE ARRIVE	A M	.....
a12 05	.....	0	....Old River	10 00	.....
12 10	.....	1	.....Chaison.....	9 50	.....
12 25	A M	3	....Beaumont[5]...	9 35	P M
12 45	†6 00	9	.....Vidor[6].....	9 00	6 25
1 40	6 15	11	.....Thorpe.....	8 45	6 10
1 55	6 25	14	.....Lavender.....	8 30	6 00
2 35	7 20	17	....Desanque....	b6 40	†5 00
P M	A M	...	ARRIVE LEAVE	A M	P M

GEORGIA NORTHERN RAILWAY CO. OF GEORGIA.

C. W. PIDCOCK, Preat. and Gen. Mgr.
F. R. PIDCOCK, Vice-Prest. & Gen. Supt.
J. N. PIDCOCK, 2d Vice-President.
B. H. GROOVER, Auditor.
G. E. SMITH, Traffic Manager.
J. R. HACKETT, Commercial Agent.
W. A. OLLIFF, Supt. Trans.
L. G. COX, Car Accountant.
C. B. PATTERSON, Master Mechanic.
A. S. SPRIGHT, Roadmaster.
WALTERS & WALTERS, General Counsel, Albany, Ga.
General Offices—Moultrie, Ga.

Nos. 3 and 4 connect with Albany-Atlanta Sleeper, via Central of Georgia Ry.

* Daily. + Coupon stations; ♂ Telegraph stations. STANDARD—*Central time.*

3	1	Mls	*August 7, 1909.*	2	4
P M	A M	....	LEAVE] [ARRIVE	P M	P M
*4 30	*7 45	0	+....**Boston**[1]....♂	2 48	7 30
— —	7 57	5.8	.....Oak Lawn.....	2 20	7 05
4 51	8 10	8.6	.....Barwick.....♂	2 12	6 56
— —	8 15	10.6	.....Hollis.....	2 07	6 48
— —	8 17	11.0	...Patton Junction...	2 04	6 46
5 03	8 20	13.2	.....Pavo.....♂	2 00	6 42
— —	8 25	16.0	.....Shelly.....	1 50	6 34
— —	8 30	17.3	.....Ione.....	1 48	6 32
— —	8 40	20.7	.....Autreyville.....	1 40	6 24
— —	8 55	25.1	.....Cooper.....	1 26	6 11
5 56	9 10	29.0	arr...**Moultrie**[2].lve.	1 15	5 55
6 15	9 50	39.0	lve.+**Moultrie**♂arr.	9 45	5 45
— —	10 02	33.5	.....Blasingame.....	9 28	5 28
— —	10 09	36.0	.....Jackson's.....	9 27	5 17
6 45	10 20	42.0	.....Doerun.....	9 05	5 05
6 50	10 25	43.5	.....**Ticknor**[3].....	9 00	5 00
— —	10 30	46.0	.....Prichett.....♂	8 51	4 53
7 02	10 40	49.0	....**Bridgeboro**[4]..♂	8 43	4 45
— —	11 02	56.0	.....Nelms.....	8 28	4 28
— —	11 12	59.5	.....Wetherbee.....	8 21	4 21
— —	11 20	63.5	...Darrow Junction...	8 14	4 14
8 00	11 35	67.5	arr..+**Albany**[5]♂.lve.	*8 00	*4 00
6 50	8 10	....	.....**Atlanta**.....	11 40	8 00
A M	P M	....	ARRIVE] [LEAVE	P M	A M

Connections.—[1] With A. C. L. R.R. [2] With Atlanta, Birmingham & Atlantic R.R. [3] With Gulf Line Ry. [4] With Albany & N. E. R.R. [5] With F. R. & N. Ry., Seaboard Air Line Ry., Atlantic Coast Line R.R. and Central of Georgia Ry.

WEATHERFORD, MINERAL WELLS & NORTH-WESTERN RAILWAY.

G. J. GOULD, President, New York.
L. S. THORNE, Vice-President, Dallas, Tex.
P. E. BOCK, Vice-President and Gen. Supt., Weatherford, Tex.
J. W. BOOT, Secretary, Treasurer, and Auditor, Weatherford, Tex.
S. B. SMITH, Asst. Gen. Fht. and Pas. Agt., Weatherford, Tex.
General Offices—Weatherford, Tex.

1	9	7	Mls.	*December 7, 1909.*	Mls.	10	8	2
	P M	A M		LEAVE] [ARRIVE		A M	P M	
	*1 45	*7 55		....**Dallas** (*U. D.*)....	104	11 00	6 50	
	2 00	8 05		lv. Dallas (City Depot). ar.	103	10 45	6 30	
	3 15	9 15		arr..**Ft. Worth**..lve.	72	9 35	5 15	
	3 35	9 55		lve...**Ft. Worth**..arr.	72	9 00	4 50	
	4 55	11 18		arr. **Weatherford** lve.	41	7 55	3 37	
	P M	A M		LEAVE] [ARRIVE		A M	P M	
	*5 00	*11 30	0	....**Weatherford**..♂	41	7 55	3 25	
	— —	— —	.03	.....Shops.....		— —	— —	
	— —	— —	.08	...T. & P. Transfer...	40	— —	— —	
	5 16	11 45	6	.....Lemley.....	35	7 39	3 10	
	5 25	11 53	10	.....Franco.....	31	7 31	3 03	
	5 33	12 01	13	.....Garner.....♂	28	7 22	2 55	
	P M	12 09	17	.....Rock Creek.....	24	7 12	2 48	A M
	†6 00	12 20	22	+..Mineral Wells..♂	19	*7 00	*2 35	11 20
	6 30	Noon	30	.....Salesville.....♂	11	A M	P M	10 45
	7 00		36	.....Oran .....♂	5			10 15
	7 15		41	.....**Graford** ....♂	0			†1000
	P M			ARRIVE] [LEAVE				A M

* Daily; † daily, except Sunday. + Coupon station; ♂ Telegraph stations. STANDARD—*Central time.*

MINERAL WELLS, TEX., THE GREATEST HEALTH RESORT OF THE SOUTH.

Connections.—At Weatherford with all Texas & Pacific and Gulf, Colorado & Santa Fe trains. At Mineral Wells with Palo Pinto Stage Line.

WASHINGTON & CHOCTAW RAILWAY.

J. T. BURLINGAME, General Manager, Yellow Pine, Ala.
B. E. GORDY, Superintendent, "
J. F. FRANKLIN, Master Mechanic, "

Mixed.	Mls	*December, 1909.*	Mixed.
		LEAVE] [ARRIVE	
*6 00 A M	0	.....**Yellow Pine**[1].....	11 30 A M
6 05 "	1	..... Gates	11 25 "
6 20 "	4.5	..... Reynolds.....	11 10 "
6 45 "	9.9	..... Jones	10 45 "
7 00 "	13.1	..... Copeland	10 30 "
7 20 A M	17.7	..... Wild Hog	10 10 A M
8 20 A M	28.7	..... **Millry**[2].....	*9 10 A M
7 30 A M	19.8	..... **Red Creek**	*1000 A M
		ARRIVE] [LEAVE	

Trains marked * run daily.
STANDARD—*Central time.*

CONNECTIONS.

[1] With Mobile & Ohio R.R.
[2] With Tombigbee Valley Ry.

ABBOTSFORD & NORTH-EASTERN RAILROAD.

WM. L. ERBACH, Superintendent, Athens, Wis.

Trains leave Athens †7 00 a.m., *a*1 00 p.m., arriving at **Abbotsford**[1] (13 miles) 8 00 a.m., 2 00 p.m. Returning, leave Abbotsford †9 40 a.m., *a*2 40 p.m., arriving at Athens 10 40 a.m., 3 40 p.m. *Nov.* 18, 1909.
† Daily, except Sunday; *a* Monday, Wednesday and Saturday.
Connection.—[1] With Minn. St. P. & S. Ste. M. Ry. *Central time.*

LOUISVILLE & ATLANTIC RAILROAD.

M. H. SMITH, Prest., Louisville, Ky.
W. L. MAPOTHER, V.-Prest., "
W. W. THOMPSON, Treas., "
J. H. ELLIS, Secretary, "
R. N. HUDSON, Gen. Mgr., Versailles, Ky.
H. R. SMITH, G. F. & P. A., "
CHAS. HAYDON, Comptroller, Louisville, Ky.
E. L. HILL, Car Accountant, "
J. R. PATES, Superintendent, Versailles, Ky.
C. W. MOORMAN, JR., Eng'r M. of Way, Versailles, Ky.
General Offices—Amsden Block, Versailles, Ky.

7	9	3	1	Mls.	*November 7, 1909.*	2	4	6
		A M			LVE.] Central time. [ARR.		P M	
		†7 40	A M		.**Louisville** (*So. Ry.*).	A M	8 50	
		†1201	†8 00	0	.....**Versailles**[1]..♂	10 20	5 40	
		12 12	8 12	4.3	.....Sunol.....	10 08	5 27	
		12 19	8 19	7.2	.....Pinckard.....♂	10 00	5 19	
		12 28	8 28	11.0	.....Keene.....♂	9 51	5 10	
		12 43	8 43	16.8	+.**Nicholasville**[2]♂	9 35	4 55	
		1 10	9 10	25.7	+...Valley View...♂	9 10	4 30	
		1 23	9 23	31.3	.....Million .....♂	8 54	4 14	
		1 40	9 40	37.7	ar.+ **Richmond**[3].lv.	8 40	4 00	
		2 00	9 53	37.7	...*L. & N. Station*...	8 26	3 48	
		2 34	10 29	51.7	+.....Panola.....♂	7 44	3 06	
		2 53	10 42	57.0	.....Rice Station...♂	7 31	2 53	
		3 05	10 55	61.7	+.....Irvine.....♂	7 20	2 40	
		3 17	11 06	66.5	....Miller's Creek..♂	7 07	2 27	
	P M	3 42	11 31	77.0	..... Evelyn .....♂	6 43	2 03	
P M	†1 45	4 09	11 58	89.2	..... Heidelberg ...♂	6 18	1 38	P M
†4 35	2 15	4 30	12 15	95.6	.....Beattyville....♂	†6 00	†1 20	5 40
5 00	P M	5 00	Noon	101.1	...**Beattyville Jn**[4]♂	A M	P M	†5 15
P M		P M			ARRIVE] [LEAVE			P M

Connections.—[1] With Southern Ry. [2] With Queen & Crescent Route. [3] With Louisville & Nashville R.R. [4] With Lexington & Eastern Ry.

† Daily, except Sunday. + Coupon stations; ♂ Telegraph stations.

Sturgeon Creek Branch—Leaves Heidelberg †12 01 noon, arrives Ida May (3 miles) 12 20 noon. Returning, leaves Ida May †1 00 p.m., arrives Heidelberg 1 20 p.m.

OVERTON COUNTY RAILROAD.

GEO. L. WILKINS, President, 1007 Marquette Bldg, Chicago, Ill.
RAY CROW, Vice-President and Gen. Mgr., Livingston, Tenn.
E. C. KNIGHT, Secretary, Treasurer and Gen. Counsel, "
A. H. SHIELDS, Jr., Auditor, Algood, Tenn.
H. W. MEEK, General Superintendent, Livingston, Tenn.

No. 2	No. 12	Mls	*November 1, 1909.*	No. 11	No. 1
			LEAVE] [ARRIVE		
*3 20 P M	†9 40 A M	0	.....**Algood**[1].....	8 40 A M	2 10 P M
— —	— —	1	Overton County Junction	— —	— —
— —	— —	3	.....Pointers.....	— —	— —
3 40 "	10 05 "	7	..... Netherland	8 10 "	1 60 "
3 50 "	10 20 "	8	.....Rickman	8 00 "	1 40 "
—	—	9	.....Dakin.....	— —	—
4 10 "	10 40 "	12	.....Sulphur.....	7 30 "	1 20 "
4 15 "	10 45 "	14	.....Windle.....	7 25 "	1 15 "
4 30 P M	11 10 A M	19	.....**Livingston**.	†7 00 A M	*1 00 P M
			ARRIVE] [LEAVE		

Trains marked * run daily; † daily, except Sunday.
STANDARD—*Central time.*

Connection.—[1] With Tennessee Central R.R.

LOUISIANA & PINE BLUFF RAILWAY CO.

C. D. JOHNSON, Prest., St. Louis, Mo.
E. A. FROST, Vice-President, Shreveport, La.
F. W. SCOTT, Sec'y and Treas., Huttig, Ark.
GEO. S. PRESTRIDGE, Gen. Supt., Huttig, Ark.
W. N. BLOOMFIELD, Traf. Mgr., St. Louis, Mo.
C. HOWARD, Auditor, Huttig, Ark.

No. 4	No. 2	Mls	*July, 1909.*	No. 1.	No. 3
			LEAVE] [ARRIVE		
*4 35 P M	*9 35 A M	0	.....**Huttig**[1].....	10 25 A M	5 25 P M
4 60 P M	9 50 A M	3	.... **Dollar Junction**[2]	*1010 A M	*5 10 P M
			ARRIVE] [LEAVE		

Trains marked * run daily. *Central time.*

Main line and branches.....40 miles.
Under construction.....10 "
Trackage rights over other roads in addition to the above mileage.....70 "
Total.....120 miles.

Additional lines operated for freight service only.

Connections.—[1] With Farmerville & Southern R.R. and Little Rock & Monroe Ry. [2] With El Dorado & Bastrop Ry.

NITTANY VALLEY RAILROAD.

M. I. GARDNER, General Superintendent, Bellefonte, Pa.

Freight line, connecting with Central R.R. of Pennsylvania and L. & T. Division of Pennsylvania R.R. at Bellefonte, Pa. *March*, 1908.

BARRE RAILROAD.

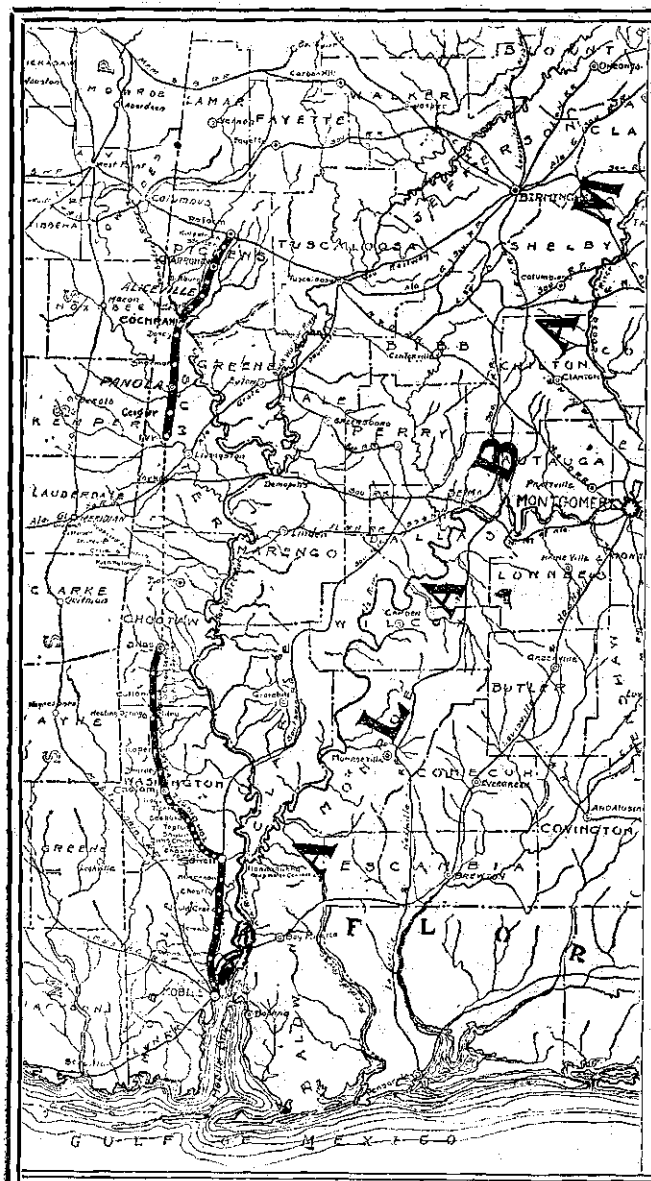
F. W. STANYAN, General Superintendent and Treasurer, Montpelier, Vt.

Extends from **Barre, Vt.**,[1] to the Barre Granite Quarries (27 miles). Operated for freight service only. *Eastern time.* *March*, 1908.

Connection.—[1] With Montpelier & Wells River R.R.

DELTA NORTHERN RAILWAY.

Lumber road. Headquarters, Lambert, Miss. Connects at Buford Lake and Lambert with Yazoo & Mississippi Valley R.R. *Feb.* 1907.



TOMBIGBEE VALLEY RAILROAD CO.

JOHN T. COCHRANE, President, Mobile, Ala.
WM. G. COCHRANE, Vice-President, "
H. B. JONES, Auditor and Secretary, "
A. V. B. GILBERT, Gen Freight and Pas. Agt., "
A. R CRADDOCK, Superintendent, Calvert, Ala.
P. P. BROOKS, Master Mechanic, "
WM. TOXEY, Chief Engineer, Panola, Ala.

General Offices—City Bank Building, Mobile, Ala.

	No. 1	Mls.	September 18, 1909.	No. 2		
Connections.—[1] With Southern Ry. [2] With Tombigbee River Steamers.	*5 45 A M	0	lve.....Silas⊙ .....arr.	2 20 P M		* Daily. ⊙ Telephone stations. STANDARD—Central time.
	6 00 "	4.3	.....Cullom.....⊙	2 00 "		
	6 20 "	10.0	.....Millry .....⊙	1 40 "		
	6 30 "	14.0	.....Loper.....	1 25 "		
	6 36 "	17.5	.....Spencer.....	1 13 "		
	6 40 "	19.0	..... Johnson.....	1 08 P M		
	6 45 "	20.0	..... Berney.....	12 58 Noon		
	6 50 "	22.4	.....Shells.....	12 45 "		
	7 00 "	25.4	..... Chatom.....⊙	12 35 "		
	7 04 "	28.0	..... Store No. 2.....	12 30 "		
	7 18 "	30.7	.....Singleton.....	12 25 "		
	7 30 "	33.7	.....Tibbie.....	12 15 "		
	7 35 "	35.2	.....Tiger.....	12 10 Noon		
	7 45 "	38.8	.....Seaboard.....	11 55 A M		
	7 50 "	41.0	..... Skidder	11 45 "		
	8 00 "	42.0	.....Topton.....	11 40 "		
	8 10 "	44.2	.....Shyan.....	11 20 "		
	8 22 "	46.5	.....Sims Chapel.....	11 06 "		
	8 30 "	50.0	.....Summit	10 58 "		
	8 42 "	53.0	.....Chestang	10 40 "		
	8 55 "	56.0	.....Fairford .....⊙	10 28 "		
	9 15 A M	59.0	arr.....Calvert[1]⊙..lve.	*10 20 A M		
		62.0	.....Hannahubba[2].....			
			(Deep Water Terminal.)			
	9 42 A M		lve. Calvert (South. Ry.) arr.	9 42 A M		
	11 00 A M		arr. Mobile.... " lve.	8 20 A M		

The Justly Famous Cullom Springs, Bladon Springs and Healing Springs are quickest reached by the Tombigbee Valley Railroad. Cullom and Bladon Springs are six and seven miles respectively from Cullom Station and Healing Springs is only one mile from Millry. Carriages for the Springs meet all trains.

ALABAMA, TENNESSEE & NORTHERN RAILROAD CO.

JOHN T. COCHRANE, President, Mobile, Ala.
WM. G. COCHRANE, Vice-President, "
P. C. BYRNE, Secretary, "
H. B. JONES, Auditor, "
A. V. B. GILBERT, Gen. Freight and Pas. Agent, "
J. C NOLAN, Superintendent, Panola, Ala.
WM. TOXEY, Chief Engineer, "
J. E. PUCKETT, Roadmaster, "

General Offices—City Bank Building, Mobile, Ala.

	No. 1	Mls.	November 1, 1909.	No. 2	
* Daily. ⊙ Telephone stations	12 20 Noon		lv. Columbus (M. & O. R.R.) ar.	3 38 P M	Connection.—[1] With Mobile & Ohio R.R.
	1 22 P M		ar. Reform... " lv.	2 37 P M	
	1 28 P M		lv. Tuscaloosa (M. & O. R.R.) ar.	2 40 P M	
	2 37 P M		ar. Reform..... " lv.	1 22 P M	
	*2 40 P M	0	lve.....Reform[1]⊙....arr.	1 23 P M	
	3 00 "	5	..... Stensel	12 10 Noon	
	3 20 "	10	..... Carrollton.....⊙	11 50 A M	
	3 40 "	15	.....Dillburg.....	11 30 "	
	4 06 "	21	..... Aliceville .....⊙	11 10 "	
	4 35 "	29	..... Cochrane .....⊙	10 35 "	
	4 55 "	34	..... Dancy.....	10 15 "	
	5 10 P M	38	arr..... Panole⊙.....lve.	*1000 A M	

COLUMBIA, NEWBERRY & LAURENS RAILROAD.

W. G. CHILDS, President, Columbia, S.C.
W. J. CRAIG, Pas. Traffic Mgr., Wilmington, N.C.
R. A. BRAND, Fht. Traf. Mgr., "
S. W. PARHAM, Aud., Columbia, S.C.
ALEX. ROWLAND, Auditor of Disbursements, Columbia, S.C.
T. H. GIBBES, Treasurer, Columbia, S.C.
H. I. HORTON, Train Master, "
F. J. PARHAM, Car Acct., "
J. F. LIVINGSTON, Sol. Agt., "
A. H. SHEPARD, Fht. Claim Agt., Wilmington, N.C.

	14	52	Mls	October 12, 1908.	15	53	
Connections.—[1] With railroads diverging. [2] With Seaboard Air Line Ry. [3] With Charleston & Western Carolina Ry.	.....	A M	....	(Union Depot.)	.....	P M	
	P M	*1115	0	lv. + Columbia[1] ♂ arr.	A M	4 55	
	†6 20	11 20	1.6	....Gervais Street... ♂	10 50	4 50	
	6 46	11 48	10.6	..... Irmo ..... ♂	10 18	4 27	
	6 57	11 57	15.3	..... Balentine	10 06	4 17	
	6 05	12 03	18.1	.....White Rock.....	9 58	4 11	
	8 20	12 14	23.0	..... Chapin ..... ♂	9 45	4 01	
	6 35	12 25	28.5	... Little Mountain . ♂	9 33	3 49	
	7 05	12 40	35.9	+ .... Prosperity.... ♂	9 07	3 34	
	7 26	12 56	43.1	+ ... Newberry ... ♂	8 47	3 20	
	8 00	1 24	56.1	..... Kinard ..... ♂	8 10	2 53	
	8 10	1 32	59.6	..... Goldville .... ♂	8 02	2 44	
	8 35	1 50	65.5	+ .... Clinton[2] .... ♂	7 45	2 32	
	9 00	2 12	75.0	+ .... Laurens[3]... ♂	†7 10	*2 12	
	P M	P M	....	ARRIVE]	[LEAVE	A M	P M

* Daily; † daily, except Sunday + Coupon stations; ♂ Telegraph stations. STANDARD—Eastern time.

EASTERN KENTUCKY RAILWAY.

N. THAYER, Prest. Boston, Mass.
STURGIS G. BATES, Vice-President and Gen. Manager.
ROBERT B. LEEDY, Superintendent.
General Offices—Riverton, Ky.

6	8	4	2	Mls	August 27, 1906.	Mls	1	7-5	8
.....	A M	A M	A M	....	LEAVE] [ARRIVE	....	A M	P M	.....
.....	a600	b600	†1100	0	.....Webbville.... ♂	36	10 30	4 00	.....
P M	6 15	7 45	11 10	3	.....Willard..... ♂	33	10 15	3 45	P M
†2 40	6 37	8 10	11 40	9	...E. K. Junction[1] ♂	27	9 30	3 20	1 50
2 55	6 48	8 25	11 55	13	arr.... Grayson ♂ .. lve.	23	9 00	†3 00	†1 35
P M	6 55	A M	12 10	13	lve.... Grayson.... arr.	23	8 40	a1 20	P M
.....	7 10	.....	12 25	20	.....Hopewell..... ♂	16	8 10	1 02	.....
.....	7 30	.....	12 40	23	.....Hunnewell.... ♂	13	7 50	12 42	.....
.....	7 39	.....	12 48	27	.....Laurel.....	9	7 39	12 30	.....
.....	7 44	.....	12 54	29	.....Argillite..... ♂	7	7 30	12 23	.....
.....	7 50	.....	12 58	31	.....Simontons	5	7 20	12 20	.....
.....	7 55	.....	1 06	33	.....Three Mile.....	3	7 15	12 15	.....
.....	8 30	.....	2 00	36	..... Riverton[2]... ♂	0	†5 45	a11 15	.....
.....	A M	.....	P M	....	ARRIVE] [LEAVE	....	A M	A M	.....

† Daily, except Sunday; a Tuesday, Thursday and Saturday; b Monday, Wednesday and Friday. ♂ Telegraph stations.

STANDARD—*Central time.*

Connections.—[1] With Lexington Division Chesapeake & Ohio Ry. [2] With Chesapeake & Ohio Ry.

EUREKA & PALISADE RAILWAY.

G. D. ABBOTT, Superintendent, Palisade, Nev.

Train leaves **Palisade**[1] ♂ a9 10 a.m., arriving Eureka ♂ (84 miles) 5 00 p.m. Returning, leaves Eureka b9 15 a.m., arriving at Palisade 3 00 p.m.

a Tuesday, Thursday and Saturday; b Monday, Wednesday and Friday.
♂ Telegraph stations. *October* 1, 1908.

Connection.—[1] With Southern Pacific Co. *Mountain time.*

ST. MARTINS RAILWAY.

W. E. FOSTER, President and General Manager, St. John, N.B.

Train leaves **Hampton**[1] †2 30 p.m., arriving St. Martin's (Beach Street) (30 miles) 4 50 p.m. Returning, leaves St. Marwin's (Beach Street) †9 00 a.m. arriving Hampton 11 30 a.m.

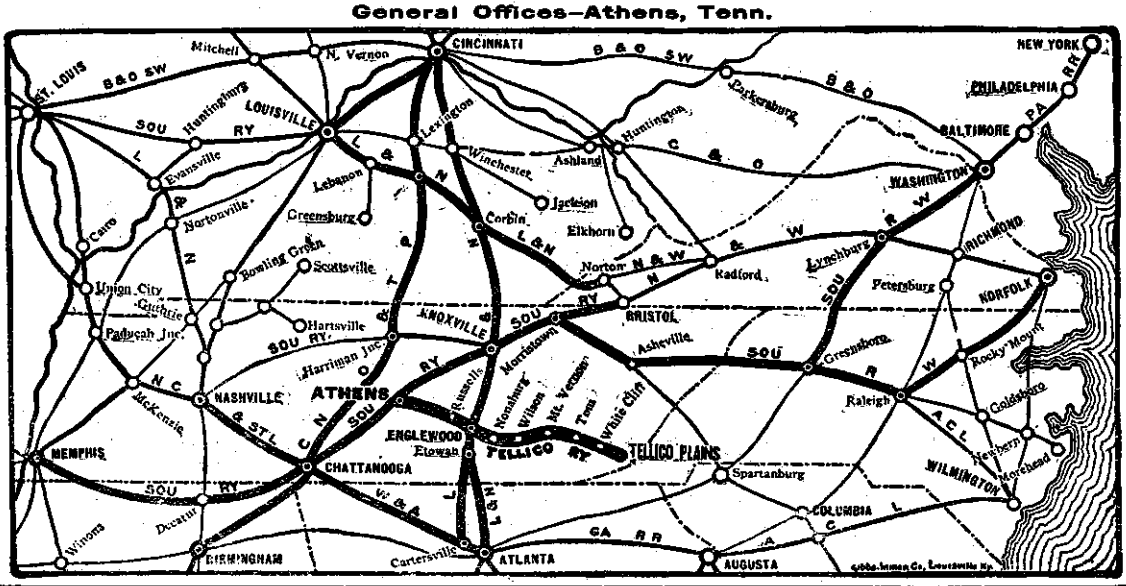
† Daily, except Sunday. *October*, 1907.

Connection.—[1] With Intercolonial Ry. *Atlantic time.*

TELLICO RAILWAY COMPANY.

Major C. E. LUCKY, ... President.
F. L. FISHER, ... Secretary and Treasurer
O. R. BRIGHAM, ... General Manager.
J. E. W. FIELDS, Jr., . . General Freight and Passenger Agent.
C. W. COCHRAN, ... General Agent.
LUCKY, FOWLER & ANDREWS, ... General Counsel.
S. H. HARRIS, ... Roadmaster
J. M. BURGER, ... Master Mechanic.

General Offices—Athens, Tenn.



		No. 3	No. 1	Mls	November 14, 1909.	Mls	No. 2	No. 4		
		†1 40 P M	*9 00 A M	0	lve. . . . athens[1] . . . arr.	24	11 50 A M	4 50 P M		
		2 04 "	9 24 "	8	arr. . . . Englewood[2] . . . lve.	16	11 27 "	4 28 "		
		2 07 "	9 35 "	8	lve. . . . Englewood . . . arr.	16	11 25 "	4 15 "		
		2 12 "	9 40 "	10	lve. . . . Nonaburg . . . arr.	14	11 20 "	4 10 "		
		2 21 "	9 49 "	13	lve. . . . Wilson Station . . . arr.	11	11 10 "	4 00 "		
		2 31 "	9 59 "	17	lve. . . . Mt. Vernon . . . arr.	7	11 00 "	3 50 "		
		2 38 "	10 07 "	20	lve. . . . Tom . . . arr.	4	10 52 "	3 42 "		
		2 50 P M	10 20 A M	24	arr. . . . Tellico Plains[3] . . . lve.	0	†10 40 A M	*3 30 P M		

* Daily.
† Daily, except Sunday.

CONNECTIONS.

[1] With Southern Ry.
[2] With Louisville & Nashville R.R.
[3] With Hack Line for White Cliff Springs.

NELSON & ALBEMARLE RAILWAY.

D. J. CARROLL, President, 223 East 23d Street, New York.
H. L. LANE, General Manager, Schuyler, Va.
SAMUEL H. PURCELL, Supt., Auditor and Secretary, "

Nov. 14, 1909.	Mls	1	3	5	7	11	15	13	
[LEAVE	. . . .	A M	A M	. . . . .	P M	. . . . .	. . . . .	. . . . .	. . . . .
Alberene	0	†5 25	†7 20	A M	†1 30	. . . . .	. . . . .	. . . . .	. . . . .
Esmont[1]	5.3	5 47	7 47	†11 58	1 54	. . . . .	. . . . .	. . . . .	. . . . .
Damon	9.7	6 02	8 03	12 14	P M	. . . . .	. . . . .	. . . . .	. . . . .
Schuyler . . . . arr.	13.3	6 15	8 16	12 27	. . . . .	P M	P M	P M	. . . . .
Schuyler . . . . lve.	13.3	6 20	8 22	12 30	. . . . .	d4 35	d5 05	d6 08	. . . . .
Rockfish[2]	18.3	6 41	8 43	12 51	. . . . .	4 57	5 25	6 30	. . . . .
[ARRIVE	. . . .	A M	A M	Noon	. . . . .	P M	P M	P M	. . . . .

(Eastern time.)	Mls	2	16	10	4	6	8	12	14
[LEAVE	. . . .	A M	A M	. . . . .	A M	P M	. . . . .	. . . . .	P M
Rockfish[2]	0	†5 33	†6 54	. . . . .	†9 30	†1 10	. . . . .	. . . . .	†5 35
Schuyler . . . . arr.	5.0	5 55	7 15	. . . . .	9 51	1 31	. . . .	P M	†5 55
Schuyler . . . . lve.	5.0	A M	A M	. . . . .	10 42	1 58	. . . .	d4 35	d6 08
Damon	8.6	. . . .	. . . .	A M	12 00	1 49	P M	4 49	6 18
Esmont[1]	13.0	. . . . .	. . . .	†8 10	11 32	2 06	†3 20	5 06	6 35
Alberene	18.3	. . . . .	. . . .	8 38	A M	P M	3 48	5 30	6 55
[ARRIVE	. . . .	. . . . .	. . . . .	A M	. . . . .	. . . .	P M	P M	P M

† Daily, except Sunday; d daily, except Saturday and Sunday; f Saturday only.

Connections.—[1] With C. & O. R.R. [2] With Southern Ry.

No. 6—Leaves Esmont †2 15 p.m. (via C. & O. R.R.), arrives Warren [3] (6 miles) 2 40 p.m. Leaves Warren †2 52 p.m., arrives Esmont 3 14 p.m.

KENTUCKY & TENNESSEE RAILWAY CO.

J. S. STEARNS, President, Ludington, Mich.
F. C. EBLING, Auditor, Stearns, Ky.
W. T. CULVER, Vice-President and Gen. Manager, "
J. E. BUTLER, Superintendent, "
R. L. STEARNS, Secretary and Treasurer, "
H. L. BURCH, Gen. Freight and Passenger Agent, "

No. 3	No. 1	Mls.	January 10, 1909.	No. 2	No. 4	
. . . . .	. . . . .	. . . . .	LEAVE] [ARRIVE	. . . . .	. . . . .	. . . . .
†2 30 P M	†5 20 A M	0	. . . . . Stearns[1]	7 25 A M	5 50 P M	. . . . .
- -	- -	2.0	. . . . . Hemlock	- -	- -	. . . . .
3 00 "	5 40 "	3.4	. . . . . Barthell	6 55 "	4 50 "	. . . . .
3 30 "	5 55 "	6.3	. . . . . Worley	6 25 "	†4 20 P M	. . . . .
3 45 P M	6 00 A M	8.3	. . . . . Yamacraw[2]	†6 15 A M	. . . . .	. . . . .
. . . . .	. . . . .	10.5	. . . . . Oz	. . . . .	. . . . .	. . . . .
. . . . .	. . . . .	. . . . .	ARRIVE] [LEAVE	. . . . .	. . . . .	. . . . .

Trains marked † run daily, except Sunday. *Central time.*

Connections.—[1] With Cincinnati, New Orleans & Texas Pacific Ry. [2] With Cumberland River Navigation Co. during season of navigation.

CADIZ RAILROAD.

W. C. WHITE, Prest. & Gen. Mgr.
D. L. GRINTER, Vice-President.
F. K. GRASTY, Secretary.
J. P. WHITE, Auditor, Treasurer and General Freight and Passenger Agent.

General Offices—Cadiz, Ky.

5	3	1	Mls.	May 27, 1907.	2	4	6	
P M	A M	A M	. . . . .	LEAVE] [ARRIVE	A M	Noon	P M	. . . . .
†5 00	†10 30	g5 20	0	. . . . . Cadiz	7 00	12 30	6 30	. . . . .
5 10	10 40	5 30	3	. . . . . Ellis Crossing	6 50	12 20	6 20	. . . . .
5 15	10 45	5 35	5	. . . . . Montgomery	6 45	12 15	6 15	. . . . .
5 20	10 50	5 40	6	. . . . . Millers Crossing	6 40	12 10	6 10	. . . . .
5 30	11 00	5 50	10	. . . . . Gracey[1]	g6 30	†1200	†6 00	. . . . .
P M	A M	A M	. . . . .	ARRIVE] [LEAVE	A M	Noon	P M	. . . . .

† Daily, except Sunday; g Monday and Thursday only.

STANDARD—*Central time.*

Connections.—[1] With Illinois Central and Louisville & Nashville R.Rs.

KENTUCKY MIDLAND RAILROAD.

G. B. HENGEN, Prest., Chicago, Ill.
A. T. AVERILL, 1st Vice-Prest., Cedar Rapids, Ia.
H. D. LAUGHLIN, 2d Vice-Prest., Chicago, Ill.
E. A. LAUGHLIN, Asst. to Prest., Chicago, Ill.
M. M. WHEELER, Treas., Sec'y and Chief Engineer, Central City, Ky.
F. W. TENTE, Traffic Manager and Auditor, Central City, Ky.
H. M. PERRY, Master Car Builder, Chicago, Ill.
GORDON & GORDON & COX, Gen. Counsel, Madisonville, Ky.

Pas'nger.	Pas'nger.	Mls.	December, 1909.	Pas'nger.	Pas'nger.	
†4 00 P M	†6 30 A M	0	lve. . Central City[1] . arr.	10 00 A M	7 00 P M	. . . . .
- -	- -	0.85	. . . L. & N. Transfer	- -	- -	. . . . .
- -	- -	0.50	. . . . . Illinois Central	- -	- -	. . . . .
4 50 "	7 00 "	5.00	. . . . . Gishton	9 15 "	6 15 "	. . . . .
5 00 "	7 30 "	7.50	. . . . . Cypress Creek	9 00 "	6 00 "	. . . . .
5 15 P M	8 00 A M	10.50	. . . . . Midland	†8 30 A M	†5 30 P M	. . . . .
. . . . .	. . . . .	12.50	. . . . . Pond River	. . . . .	. . . . .	. . . . .
. . . . .	. . . . .	20.50	. . . . . Madisonville[2]	. . . . .	. . . . .	. . . . .
. . . . .	. . . . .	00 50	arr. . . . Paducah . . . . lve.	. . . . .	. . . . .	. . . . .

† Daily, except Sunday. STANDARD—*Central time.*

Connections.—[1] With Illinois Central R.R. and Louisville & Nashville R.R. [2] With Louisville & Nashville R.R.

MACON & BIRMINGHAM RAILWAY CO.

S. F. PARROTT, Receiver.

BEN. C. SMITH, Treasurer,	Macon, Ga.	C. B. RHODES, General Passenger Agent,	Macon, Ga.
W. F. BUCHANNON, Auditor,	"	J. M. CUTLER, General Freight Agent,	"
J. A. CRAIG, Freight Claim Agent,	"	J. W. JAMISON, Traveling Passenger Agent,	"
O. M. GRADY, Superintendent,	"	J. G. NORTH, Commercial Agent,	"
F. W. SCOTT, Master of Trains,	"	E. E. HIGHTOWER, Commercial Agent,	Thomaston, Ga.
W. H. BEEKS, Car Accountant,	"	HARRY HILL, Commercial Agent,	Nashville, Tenn.

GENERAL OFFICES—MACON, GA.

LOCAL TIME-TABLE.

	No. 41	No. 55	Mls	*September* 12, 1909.	No. 42	No. 56	
				(*Central time.*)			
	*4 30 P M	a7 00 A M	0	lve. + **Macon**[1] ♂ arr.	11 30 A M	5 40 P M	
	4 55 "	7 40 "	8	.....Sofkee.....	11 08 "	4 55 "	
	5 05 "	7 55 "	12	....Skippertons....	10 57 "	4 25 "	
	5 13 "	8 10 "	16	..... Hardys.....	10 47 "	4 10 "	
	5 24 "	8 45 "	21	..... Lizella.....	10 36 "	3 45 "	
	5 35 "	9 05 "	25	.... Montpelier.....	10 24 "	3 25 "	
	5 45 "	9 20 "	28	.....Morans	10 17 "	3 10 "	
	5 56 "	10 03 "	33	..... Dyas	10 03 "	2 50 "	
	6 11 "	10 35 "	39	.....Culloden.....	9 46 "	2 20 "	
	6 28 "	11 30 "	44	+ .. **Yatesville**[2]. ♂	9 33 "	1 55 "	
	6 40 "	11 50 A M	50	.....Upson.....	9 16 "	1 20 "	
	6 58 "	1 10 P M	57	+ .. Thomaston .. ♂	8 58 "	1 00 P M	
	7 20 "	1 45 "	65	.....Crest.....	8 35 "	11 25 A M	
	7 30 "	2 05 "	70	..... Thunder.....	8 24 "	11 05 "	
	7 45 "	2 45 "	75	+ .. **Woodbury**[3]. ♂	8 10 "	10 45 "	
	7 54 "	3 00 "	80	.....Snelsons.....	7 56 "	10 10 "	
	8 00 "	3 15 "	83	+ .... **Harris**[4].....	7 50 "	10 00 "	
	8 18 "	3 50 "	91	.... Odessadale	7 29 "	9 35 "	
	8 26 "	4 10 "	95	.... Mountville	7 19 "	9 15 "	
	8 36 "	4 25 "	99	.... Robertsons	7 08 "	8 48 "	
	8 50 P M	4 50 P M	105	+ .. **La Grange**[5]. ♂	*6 55 A M	§8 30 A M	
				ARRIVE] [LEAVE			

CONDENSED SCHEDULE BETWEEN MACON, COLUMBUS AND ATLANTA.

No. 41	STATIONS.			No. 42
4 30 P M	lve. **Macon** ..... (*M. & B.*)		arr.	11 30 A M
6 59 P M	lve. **Thomaston**.....	"	lve.	8 58 A M
7 45 P M	arr. **Woodbury**.....	"	lve.	8 10 A M
7 45 P M	lve. **Woodbury**..... (*So. Ry.*)		arr.	8 10 A M
8 10 P M	arr. **Warm Springs**.	"	lve.	7 49 A M
8 55 P M	arr. **Columbus**.....	"	lve.	6 10 A M
7 45 P M	lve. **Woodbury** ..... (*So. Ry.*)		arr.	8 10 A M
10 20 P M	arr. **Atlanta**.....	"	lve.	5 20 A M
4 30 P M	lve. **Macon**..... (*M. & B.*)		arr.	11 30 A M
8 50 P M	arr. **La Grange**.....	"	lve.	6 55 A M
9 12 P M	lve. **La Grange**... (*A. & W.P.*)		arr.	8 15 P M
11 35 P M	arr. **Atlanta**.....	"	lve.	5 45 P M

EXPLANATION OF SIGNS.

Trains marked * run daily.
§ Sundays only.
a Tuesday, Thursday and Saturday.
b Monday, Wednesday and Friday.
+ Coupon stations; ♂ Telegraph stations.

Interchangeable mileage tickets accepted between Macon and La Grange.

CONNECTIONS.

[1] With lines diverging.
[2] With Southern Ry.
[3] With Southern Ry.
[4] With Central of Georgia Ry.
[5] With Atlanta & West Point R.R.

INTERSTATE RAILROAD.

D. B. WENTZ, President, 1725-1727 Land Title Bldg, Philadelphia, Pa.
J. S. WENTZ, Vice-Prest., " " "
H. B. PRICE, Sec'y & Treas., " " "
E. J. PRESCOTT, Aud., Stonega, Va. | O. MOUSER, Traf. Mgr., Stonega, Va.
A. H. REEDER, G. M., " | W. A. JOHNSON, Supt., "
C. H. BUTCHER, Purch. Agt., Stonega, Va. | W. H. JOHNSON, Master Mechanic, "
E. W. WRIGHT, Roadmaster, "

	5	9	3	1	Ms.	*June* 6, 1909.	2	4	8	6
	P M	Noon	A M	A M		LEAVE] [ARRIVE	A M	A M	P M	P M
♂ Telegraph *Eastern time.*	*7 25	*12 50	*9 22	*7 55	0	.....**Stonega**.... ♂	9 14	9 58	3 12	9 04
	7 30	12 55	9 27	8 00	2	.**Mud Lick Junction**.	– –	9 53	3 07	– –
	7 36	.....	9 33	8 06	3	..... Osaka ..... ♂	.....	9 47	.....	.....
	7 42	.....	9 39	8 12	5	arr.....**Roda**.....lve.	.....	*9 42	.....	.....
	8 00	12 59	A M	8 30	4	.....Preacher.....	9 05	A M	3 03	8 55
* Daily. stations.	8 09	1 06	.....	8 36	6	.....**Appalachia**[1].. ♂	*9 00	.....	3 00	*8 50
	P M	1 22	.....	A M	12	.....Blackwood.....	A M	.....	2 35	P M
	.....	1 30	.....	.....	15	..Dorchester Junction..	.....	.....	2 25	.....
	.....	1 35	.....	.....	16	.....**Norton**[2].....	.....	.....	*2 20	.....
	.....	P M	.....	.....	.....	ARRIVE] [LEAVE	.....	.....	P M	.....

Additional Train—Leaves Stonega *9 12 p.m., arrives Roda 9 28 p.m. Returning, leaves Roda *9 32 p.m., arrives Stonega 9 48 p.m.

Connections.—At Appalachia[1]—With Virginia & Southwestern Ry. and Louisville & Nashville R.R. [2] With Louisville & Nashville Ry., Norfolk & Western Ry., Virginia & Kentucky Ry. and Wise Terminal Co.

LITTLE RIVER RAILROAD.

A. W. LEE, Prest., Clearfield, Pa. | C. S. BADGETT, Aud. and Car Acct., Townsend, Tenn.
W. W. MCCORMICK, Vice-Prest., Philadelphia, Pa. | W. B. TOWNSEND, Gen. Mgr., "
J. W. WRIGLEY, Sec'y and Treas., Clearfield, Pa. | JOS. P. MURPHY, Supt., "
G. B. TOWNSEND, Chief Engr., "

8	6	4	2	12	Ms.	*May* 2, 1909.	Ms.	1	3	11	5	7
P M	A M	P M	A M	....	....	(*K. & A. R.R.*)	....	A M	P M	....	A M	P M
§3 00	§7 30	†3 00	†7 30	....	....	lve. **Knoxville**. arr.	52.0	10 15	5 45	....	10 15	5 45
3 45	8 15	3 45	8 15	....	....	lve. **Maryville**. arr.	36.0	9 30	5 00	....	9 30	5 00
P M	A M	P M	A M	....	....	(*Central time.*)	....	A M	P M	....	A M	P M
§4 35	§8 50	†4 45	†8 50	....	0	.....**Walland**[1]....	26.0	8 30	4 10	....	8 40	4 25
4 40	8 55	4 50	8 55	....	1.7	.....Walkers.....	24.3	8 25	4 05	....	8 35	4 20
4 48	9 03	4 58	9 03	....	4.9	..Kinzel Springs..	21.1	8 17	3 57	....	8 27	4 12
4 51	9 06	5 01	9 06	....	5.2	.....Riverside	20.8	8 14	3 54	....	8 24	4 09
4 55	9 10	5 05	9 10	....	6.0	.. Tuckaleechee ..	20.0	8 10	3 50	....	8 20	4 05
5 00	9 15	5 10	9 15	A M	8.0	arr.. Townsend. lve.	18.0	†8 05	†3 46	P M	§8 15	4 00
P M	9 25	P M	A M	†5 15	8.0	lve.. Townsend. arr.	18.0	A M	P M	2 30	A M	3 50
....	9 35	....	....	5 30	11.0	..... Forks	15.0	....	....	2 15	....	3 40
....	10 05	....	....	6 15	19.0	.....Curry Hee....	7.0	....	....	1 50	....	3 10
....	10 23	....	....	6 35	24.0	.. Elkmont Park ..	2.0	....	....	1 10	....	2 52
....	10 30	....	....	6 45	26.0	.... **Elkmont**....	0	....	....	†1 00	....	§2 45
....	A M	....	....	A M	....	ARRIVE] [LEAVE	....	....	....	P M	....	P M

† Daily, except Sunday; § Sunday only.
Connection.—[1] With Knoxville & Augusta Ry.

TEXAS STATE RAILROAD.

T. T. CLARK, Superintendent Operation, Iron City, Tex.

Leaves Iron City †8 45 a.m., **State Crossing**[1] (2.1 miles) †9 05 a.m. for Rehwoldt (7.6 miles), Wright (9.2 miles), Mewshaw (13.7 miles), arriving Gill (23 miles) 10 50 a.m. Returning, leaves Gill †11 40 a.m., arriving State Crossing 1 20 p.m., Iron City 1 30 p.m. **Rusk**[2] to Iron City (1 mile) operated for freight service.

† Daily, except Sunday. *Central time.* *February* 7, 1909.

Connections.—[1] and [2] With St. Louis South-western Ry. of Texas.

PLACERVILLE & LAKE TAHOE RAILWAY.

E. N. HARMON, Prest. and Gen. Mgr., 528 Merchants' Exchange Bldg., San Francisco, Cal.

Train leaves **Camino**[1] †1 00 p.m. for **Placerville**[2] (8 miles). Returning, leaves Placerville †3 30 p.m. *March*, 1908.

† Daily, except Sunday. STANDARD—*Pacific time.*

Connections.—[1] With El Dorado Lumber Co's Narrow Gauge Lines. [2] With Southern Pacific Co.

CHICAGO, PEORIA & WESTERN RAILWAY.

E. B. ASHCRAFT, President, Chicago, Ill.

Connecting road at Chicago, Ill. *December*, 1907.

MARKLEY, MILLER & CO.

Mobile, Ala.

STEAMER "VUELTABAJO"

MONTHLY SAILINGS

Between Mobile, Ala., and Frontera, Tabasco and Laguna, Campeche, Mexico.

With through connections to interior points, calling at other ports when sufficient inducement offers.

For further particulars and rates, apply to

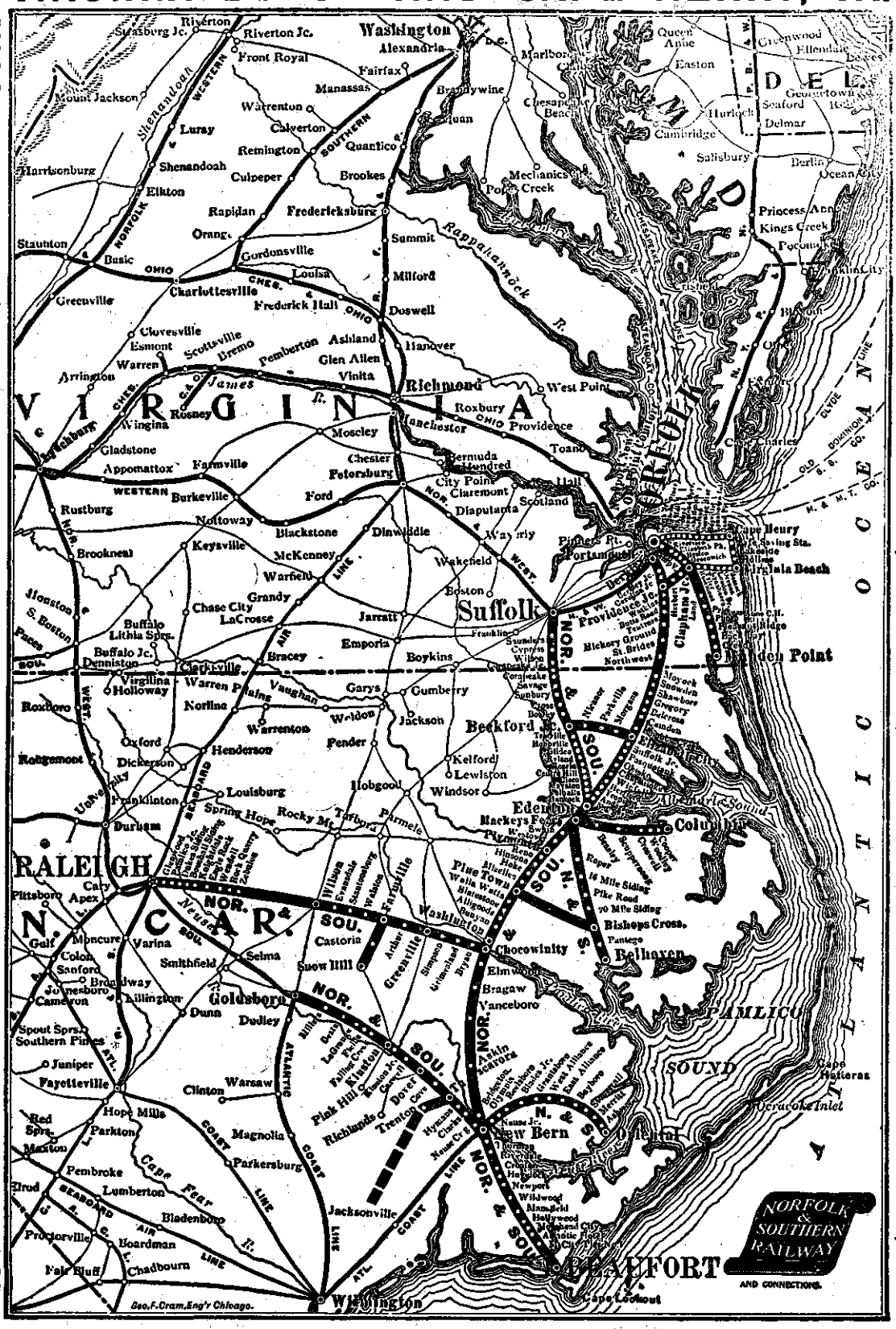
R. S. BOYD, Agent, Laguna del Carmen. | E. ALAEZ, Agent, Tlacotalpam. | GONZALO ABAUNZA, Agent, Frontera.

November, 1907. Or to MARKLEY, MILLER & CO., Mobile, Ala.

Pintsch Gas Steam Heat | **SAFETY CAR HEATING & LIGHTING CO.** U. S. Express Bldg, Trinity Place and Rector St., NEW YORK. | Used on most of the Prominent Railways in Europe and the United States.

VIRGINIA BEACH AND CAPE HENRY, VA.

RESORTS OF RARE BEAUTY AND DELIGHTFUL CLIMATE THE YEAR ROUND



THE ALBEMARLE SOUND BRIDGE, 7 MILES LONG, WILL BE OPEN FOR TRAFFIC JANUARY 1, 1910

MOREHEAD CITY AND BEAUFORT, N.C.

NORFOLK & SOUTHERN RAILWAY

HARRY K. WOLCOTT AND HUGH M. KERR, Receivers.
General Offices—Norfolk, Va.

EXECUTIVE DEPARTMENT.

E. T. LAMB, General Manager for Receivers, Norfolk, Va. | J. A. C. GRONER, Asst. to Gen. Mgr. for Receivers, Norfolk, Va.
EDWARD R. BAIRD, Jr., General Solicitor, Norfolk, Va.
W. W. TERRY, Assistant to General Solicitor, Norfolk, Va.

TRAFFIC DEPARTMENT.

H. C. HUDGINS, General Freight and Passenger Agt., Norfolk, Va.
W. W. CROXTON, Asst. General Passenger Agent, "
S. L. DILL, General Agent, New Bern, N.C.
F. W. TATEM, General Agent, Goldsboro, N.C.
E. C. POTTER, Traveling Fht. and Pas. Agent, Norfolk, Va.
H. TYLER SMITH, Soliciting Agent, "
H. P. DORTCH, Soliciting Agent, Goldsboro, N.C.
J. C. COLLINS, Soliciting Fht. and Pas. Agent, Raleigh, N.C.

OPERATING DEPARTMENT.

F. L. NICHOLSON, Chief Engineer, Norfolk, Va.
J. E. GOULD, Superintendent Motive Power, "
R. H. KEHOE, Master Mechanic, "
R. P. FOSTER, Superintendent, New Bern, N.C.
R. S. ANDERSON, Superintendent, Norfolk, Va.
T. B. OGLE, Superintendent Electric Division, "
C. P. DUGAN, Car Accountant, "
J. H. BARRETT, General Claim Agent, "

ACCOUNTING DEPARTMENT.

M. MANLEY, Treasurer, Norfolk, Va.
W. L. BIRD, Auditor, "

PURCHASING DEPARTMENT.

H. W. DAVIES, Purchasing Agent, Norfolk, Va.
W. J. LUKE, General Storekeeper, "

LAND AND INDUSTRIAL DEPARTMENT.

H. C. HUDGINS, General Freight and Passenger Agent, Land and Industrial Agent, Norfolk, Va.

NORFOLK AND PAMLICO DIVISIONS.

■	□	▲	(Eastern time.)	▲	□	■
†5 00 P M	*8 55 P M	†12 55 Noon	lve..... **New York** .....arr.	1 00 P M	8 00 A M	5 00 P M
.....	11 22 P M	5 20 P M	lve..... **Philadelphia** .....arr.	10 15 A M	5 10 A M	.....
.....	.....	6 30 P M	lve. **Baltimore** (Bay&Ches.Line) arr.	7 00 A M	.....	.....
.....	9 05 A M	7 00 A M	arr..... **Norfolk** .....lve.	†6 15 P M	*6 15 P M	.....
.....	.....	*6 45 P M	lve. **Washington** (E.&W.Sth.Co.) arr	7 00 A M	.....	.....
10 30 A M	.....	8 00 A M	arr. **Norfolk**..... " lve.	*6 00 P M	.....	†7 00 P M

		32	8	2	4	Mls	August 1, 1909.	3	1	5	7	31	
			P M	A M	A M		(Park Avenue Station.)	A M		P M	P M		
			*6 05	†12 35	*8 35	0	lve...+ **Norfolk** ♁ ...arr.	10 40	4 25	6 10	7 55		
							lve..... **Berkley** ♁ ..arr.						
							....Berkley Junction.....						
			6 19	- -	8 49	12	....Carolina Junction. ♁	10 36	- -	5 56	7 41		
			6 23	- -	8 53	14	...**Providence Junc.** ♁	10 21	- -	5 51	7 36		
			6 30	- -	9 00	17	..... Butt's Road	10 15	- -	5 46	7 29		
			6 39	- -	9 08	21	..... Fentress ..... ♁	10 07	- -	5 37	7 21		
			6 46		9 16	25	.... Hickory Ground.. ♁	9 59		5 29	7 13		
			6 51		9 21	27	..... St. Brides	9 54		5 24	7 08		
			7 00		9 29	30	..... Northwest ..... ♁	9 46		5 16	7 00		
			7 08		9 38	33	..... Moyock ..... ♁	9 38		5 08	6 52		
			7 18		9 48	40	+..... **Snowden** ..... ♁	9 26		4 58	6 41		
			7 24		9 54	43	..... Shawboro ..... ♁	9 19		4 49	6 34		
			7 29	- -	9 58	45	..... Gregory	9 14	- -	4 44	6 29		
			7 36	- -	10 06	48	..... Belcross ..... ♁	9 07	- -	4 37	6 22		
			7 41	- -	10 11	50	..... Camden	9 03	- -	4 33	6 18		
			7 55	1 05	10 23	53	+..**Elizabeth City**.. ♁	8 55	3 00	4 25	6 10		
			8 10	- -	10 40	62	..... Pasquotank	8 31	- -	4 01	5 46		
			8 13	- -	10 43	62	..... Okisko	8 28	- -	3 58	5 43		
			8 16	- -	10 46	63	..... Chapanoke..... ♁	8 25	- -	3 55	5 40		
			8 26	- -	10 56	69	..... Winfall ..... ♁	8 16	- -	3 48	5 31		
			8 36	1 38	11 06	71	+..... **Hertford** ..... ♁	8 09	2 23	3 39	5 24		
			8 43	- -	11 13	75	..... Yeopim	8 00	- -	3 30	5 15		
			9 00	2 00	11 30	83	arr..+ **Edenton** ♁ ..lve.	*7 45	12 00	†3 15	§5 00		
			P M	2 10	A M	83	lve.... **Edenton**.....arr.	A M	1 45	P M	P M		
				3 25		92	ar..+ **Mackey's Ferry** ♁.lv.		12 30				
		A M										P M	
		†8 30		†3 35		92	lv..+ **Mackey's Ferry**..ar.		12 20			5 00	
		8 40		3 41		95	..... Swain		12 13			4 50	
		8 45		3 45		96	..... Westover.....		12 10			4 40	
		9 40		4 00		103	+..... **Plymouth** .... ⊙		11 52			4 15	
		9 55		4 11		108	..... Reno		11 40			3 15	
		10 10		4 18	38	111	..... Hinsons ..... ⊙		11 33	39		3 00	
		10 18		4 23	A M	114	..... Hoke		11 28	P M		2 45	
		10 33		4 29	†8 24	117	..... Mizelles		11 22	6 06		2 25	
		11 10		4 42	8 29	123	+..... Pine Town .... ⊙		11 10	6 01		2 00	
		11 20		4 46	8 35	125	..... Walla Watta.....		11 05	5 56		1 54	
		11 27		4 51	8 39	128	..... Slatestone		11 01	5 51		1 47	
		11 31		4 54	8 44	129	..... Alligoods.....		10 57	5 46		1 38	
		11 40		4 59	9 00	132	..... Bunyan ..... ⊙		10 52	5 30		1 30	
		11 55		5 15	9 55	136	arr.+ **Washington** ⊙ lve.		10 40	5 00		†1 00	
		A M		5 15	9 55	136	lve...**Washington**..arr.		10 40	5 00		P M	
				5 27	10 25	140	+...**Chocowinity**... ⊙		10 25	4 40			
				5 31	10 32	142	..... Frederick		10 20	4 20			
				5 44	10 52	149	..... Bragaw..... ⊙		10 08	4 00			
				5 58	11 17	155	+..... Vanceboro..... ⊙		9 53	3 30			
				6 15	11 32	159	..... Ernul ..... ⊙		9 35	3 00			
				6 30	11 57	170	..... Bridgeton.....		9 23	2 30			
				6 40	12 15	171	arr..+ **New Bern** ⊙..lve.		†9 15	†2 15			
				†6 37	Noon	140	lve.. **Chocowinity**..arr.		10 15	P M			
				6 20		157	..... Greenville		9 35				
				6 48		170	..... **Farmville**.....		9 03				
				7 42		194	..... Wilson		8 12				
				8 40		219	..... Zebulon		7 12				
				8 50		223	..... Wendell		6 59				
				9 37		243	..... **Raleigh**.....		†6 15				
				P M			..... ARRIVE] [LEAVE		A M				

See Note.

See Note.

NO TRANSFERRING BY FERRY.—The Norfolk & Southern Ry. is the only line operating in North Carolina with a passenger station in the center of Norfolk, Va.

NOTE.—Norfolk Division—No. 2 stops to leave passengers from north or west of Norfolk. Norfolk Division—No. 1 stops to leave passengers from points north of Edenton.

NOTE.—Connections north of Norfolk marked □ are via Cape Charles Route. Those marked ▲ are via Bay Line or Chesapeake Line. Those marked ■ are via Old Dominion S.S. Line.

RALEIGH DIVISION.

2	14	Mls.	October 1, 1909.	1	15
A M	.....	.....	LEAVE] [ARRIVE	P M	.....
†11 35	A M	.....	..... **Norfolk**	4 25	P M
†5 15	*7 15	0	lve. + **Washington**. arr.	10 40	8 40
5 37	7 27	3.8	+...**Chocowinity**.....	10 15	8 25
5 46	7 36	8.1	..... Bryan.....	10 05	8 15
5 50	7 40	9.8	+.....Grimesland.....	10 01	8 11
6 00	7 50	14.9	.....Simpson.....	9 50	8 00
6 20	8 10	20.9	+.....Greenville.....	9 35	7 45
6 38	8 28	27.6	.....Arthur.....	9 15	7 25
6 48	8 38	34.0	+.....**Farmville**.....	9 06	7 16
7 02	8 52	39.5	.....Walstonburg.....	8 52	7 02
7 17	9 07	48.0	.....Stantonsburg.....	8 36	6 48
7 28	9 16	52.0	.....Evansdale.....	8 27	6 37
7 42	9 32	58.0	+.....Wilson.....	8 12	6 22
8 06	9 55	68.0	.....Neverson.....	7 47	5 57
8 11	10 01	70.0	.....Bailey.....	7 42	5 52
8 25	10 15	75.0	.....Middlesex.....	7 30	5 40
8 40	10 30	83.0	+.....Zebulon.....	7 12	5 22
8 50	10 40	87.0	+.....Wendell.....	6 59	5 09
8 56	10 46	90.0	.....Eagle Rock.....	6 52	5 02
9 06	10 56	95.0	.....Knightdale.....	6 41	4 51
9 20	11 10	101.0	.....Boushell.....	6 28	4 38
9 37	11 27	107.0	arr....+ **Raleigh**....lve.	*6 15	†4 25
P M	A M	.....	(Union Station.)	A M	P M

BEAUFORT DIVISION.

	5	3	M	August 1, 1909.	2	4
	P M	A M		LEAVE] [ARRIVE	A M	P M
	*4 20	*7 00	0	+... **Goldsboro** ... ♁	11 35	9 00
	4 30	7 10	5	.....Millers.....	11 24	8 46
	4 40	7 18	9	.....Best's	11 14	8 38
	4 50	7 27	14	+.....La Grange.... ♁	11 04	8 30
	5 05	7 40	20	.....Falling Creek.....	10 48	8 16
	5 20	7 55	26	+.....**Kinston**..... ♁	10 33	8 00
	5 32	8 07	30	..... Caswell	10 19	7 48
	5 43	8 17	35	+.....**Dover**..... ♁	10 08	7 37
	5 58	8 29	42	.....Cove..... ♁	9 53	7 22
	6 10	8 40	48	..... Tuscarora .... ♁	9 41	7 10
	6 16	8 46	51	.....Clark's.....	9 35	7 04
	6 36	9 05	59	arr. + **New Bern** ♁ lve.	9 16	6 46
	6 45	9 16	59	lve... **New Bern**...arr.	9 10	6 38
	7 07	9 40	68	..... Riverdale	8 46	6 16
	7 12	9 45	70	..... Croatan	8 41	6 11
	7 29	10 00	76	..... Havelock .... ♁	8 26	5 57
	7 45	10 17	34	+.....Newport ..... ♁	8 10	5 43
	7 52	10 24	87	..... Wildwood	8 03	5 37
	7 57	10 29	89	..... Mansfield	7 58	5 32
	8 08	10 43	94	+..**Morehead City**. ♁	7 47	5 22
	8 10	10 50	94	....Atlantic Hotel.....	7 40	5 16
	8 25	11 05	98	+.... **Beaufort** .... ♁	*7 25	*5 00
	P M	A M		ARRIVE] [LEAVE	A M	P M

NEW PINETOWN CUT-OFF.
Between Belhaven, Pinetown, Washington and New Bern.
Pamlico Division.

37-38	Mls	October 10, 1909.	39-40
†7 30 A M	0	lve.... **Belhaven**....arr.	7 00 P M
8 24 "	17	..... **Pinetown**.....	6 08 "
9 00 "	29	arr... **Washington**..lve.	5 30 "
9 55 A M	29	lve... **Washington**..arr.	5 00 "
12 15 Noon	65	arr.... **New Bern**....lve.	†2 15 P M

* Daily; † daily, except Sunday; § Sunday only.
+ Coupon stations; ⊙ Telephone stations; ♁ Telegraph stations.

ELECTRIC DIVISION.—BETWEEN NORFOLK AND VIRGINIA BEACH AND CAPE HENRY.

Up-to-date electric car service is operated by the Norfolk & Southern Ry. between Norfolk, Va., and Virginia Beach and Cape Henry, Va.; daily, leaving terminals approximately every half hour, from Norfolk beginning at 6 00 a.m. and continuing up until 11 00 p.m., and from Virginia Beach beginning at 5 35 a.m. and continuing up until 10 30 p.m.

NORFOLK & SOUTHERN RAILWAY

CURRITUCK BRANCH.

18	16	Mls	August 1, 1909.	15	17
P M	A M		LEAVE / ARRIVE	A M	P M
†4 20	†9 15	0	+ .. **Norfolk** (*Park Ave.*) .. ♂	7 55	1 55
4 45	9 35	6	.... **Clapham Junction** .. ♂	7 30	1 30
4 54	9 50	12	..... Land	7 17	1 16
5 01	10 02	15	..... Princess Anne C. H. .. ♂	7 10	1 05
5 08	10 17	18	..... Pungo	7 00	12 50
5 13	10 30	20	..... Pleasant Ridge	6 52	12 35
5 20	10 39	23	..... **Back Bay**	6 45	12 26
5 28	10 48	26	..... Creeds	6 36	12 17
5 35	11 00	28	..... **Munden Point** .... ♂	†6 30	†12 10
P M	A M		ARRIVE / LEAVE	A M	Noon

SUFFOLK DIVISION.

No. 4	No. 2	Mls	August 1, 1909.	No. 1	No. 3
†5 30 P M	†8 30 A M	0	lve.... + **Suffolk** ♂ ... arr.	9 30 A M	7 05 P M
5 43 "	8 50 "	7	..... Saunders ..... ⊙	9 10 "	6 45 "
6 07 "	9 30 "	14	..... Corapeake ..... ⊙	8 45 "	6 07 "
6 32 "	— —	21	..... Sunbury ..... ⊙	8 30 "	5 20 "
6 47 "	10 15 "	24	..... Bosley	8 08 "	4 55 "
7 05 P M	10 25 A M	26	arr. ⊙ **Beckford Junc.** ♂ lve.	7 58 A M	4 45 P M
.....	†10 35 A M	26	lve. **Beckford Junc.** arr.	.....	4 40 P M
.....	11 05 "	33	..... Nicanor	.....	4 10 "
.....	11 35 "	38	..... Parkville	.....	3 50 "
.....	12 20 Noon	50	arr. + **Elizabeth City** .. lve.	.....	†3 15 P M
7 05 P M	.....	26	lve. **Beckford Junc.** arr.	7 58 A M	.....
7 15 "	.....	27	..... Trotville ..... ⊙	7 43 "	.....
7 25 "	.....	29	..... Hobbville ..... ⊙	7 35 "	.....
7 35 "	.....	31	..... Gliden	7 25 "	.....
7 50 "	.....	34	..... Ryland ..... ⊙	7 10 "	.....
8 00 "	.....	36	..... Icaria	7 00 "	.....
8 15 "	.....	39	..... Center Hill ..... ♂	6 46 "	.....
8 30 "	.....	41	..... Cisco	6 36 "	.....
8 40 "	.....	42	..... Mavaton	6 31 "	.....
8 55 "	.....	45	..... Valhalla	6 23 "	.....
9 05 "	.....	48	..... Hancock	6 13 "	.....
9 25 P M	.....	51	arr. . + **Edenton** ♂ . . lve.	†6 00 A M	.....

Eastern time.

BELHAVEN BRANCH.

No. 12	No. 36	Mls	August 1, 1909.	No. 35	No. 13
†3 55 P M	†8 35 A M	0	lv. + **Mackey's Ferry.** ar.	8 20 A M	12 15 Noon
3 47 "	9 00 "	4	+ ..... Roper	8 00 "	12 00 Noon
4 10 "	9 35 "	18	..... Pike Road	7 06 "	11 32 A M
4 24 "	9 50 "	24	..... Bishop's Cross	6 50 "	11 19 "
4 29 "	9 58 "	25	+ ..... Pantego	6 45 "	11 15 "
4 40 P M	10 15 A M	30	arr. .. + **Belhaven** .... lve.	†6 30 A M	†11 05 A M

KEMPSVILLE BRANCH.

No. 20	Mls.	August 1, 1909.	No. 19
†1 45 P M	0	lve. . **Clapham Jn.** ♂ . . arr.	4 10 P M
1 50 "	1	..... Kempsville	4 05 "
2 05 "	3	..... Herberts	3 50 "
2 25 P M	7	ar. . **Providence Jn.** ♂ lv.	†3 35 P M

COLUMBIA BRANCH.

No. 33	Mls	August 1, 1909.	No. 34
†6 40 A M	0	lve. . + **Columbia** .... arr.	5 05 P M
6 53 "	4	..... Colonial	4 52 "
7 12 "	9	+ .. ... Creswell	4 35 "
7 23 "	13	..... Scuppernong	4 20 "
8 03 "	19	..... Beasley	3 35 "
8 20 A M	22	ar. . + **Mackey's Ferry** lv.	†3 40 P M

ORIENTAL BRANCH.

No. 11	No. 13	Mls.	August 1, 1909.	No. 10	No. 12
*7 30 P M	†9 50 A M	0	lve. . + **New Bern** . . . arr.	9 00 A M	3 50 P M
7 38 "	9 58 "	2	..... Bridgeton	8 52 "	3 21 "
7 51 "	10 12 "	6	..... Olympia	8 39 "	2 58 "
8 05 "	10 32 "	10	..... Reelsboro	8 27 "	2 36 "
8 11 "	10 48 "	12	..... Grantsboro	8 19 "	2 23 "
8 18 "	10 55 "	14	..... West Alliance	8 14 "	2 13 "
8 19 "	10 59 "	15	..... East Alliance	8 11 "	2 10 "
8 25 "	11 10 "	17	+ ..... Bayboro	8 05 "	2 00 "
8 31 "	11 20 "	18	..... Stonewall	7 59 "	1 50 "
8 49 "	11 50 A M	23	..... Ashwood	7 41 "	1 20 "
9 00 P M	12 10 Noon	26	arr . . + **Oriental** .... lve.	*7 30 A M	†1 00 P M

Eastern time.

Connections.—At Norfolk—With all rail and water lines diverging. At Elizabeth City—With steamers for Jarvisburg, Newbern's Landing, Barnett's Creek, N.C., Alligator River Landings, Roanoke Island, N.C., Nag's Head and Manteo, N.C. At Edenton—With steamer for Chowan River and Roanoke River Landings. At Plymouth—With Atlantic Coast Line R.R. and steamer for Windsor and Cashie River Landings. At Washington—With steamer for points on South Creek, Pungo and Pamlico Rivers and Atlantic Coast Line R.R. At Wilson—With Atlantic Coast Line R.R. At Suffolk—With Atlantic Coast Line R.R., Southern Ry., Seaboard Air Line Ry., Norfolk & Western Ry. and Virginian Ry. At Farmville—With Eastern Carolina Ry. At Greenville—With Atlantic Coast Line R.R. At Goldsboro—With Atlantic Coast Line R.R. and Southern Ry. At Kinston—With Atlantic Coast Line R.R. and Kinston & Snow Hill R.R. At La Grange—With stage line for Seven Springs. At Dover—With Dover & South Bound R.R. At New Bern—With Atlantic Coast Line R.R. At Beaufort—With steamer lines for Bogue Banks, Ocracoke Inlet and points on Cove Sound. At Raleigh (*Union Station*)—With Seaboard Air Line Ry., Southern Ry. and Raleigh & Southport R.R.

HORNOS RAILROAD.

CARLOS A. MARTINEZ, Gen. Freight and Passenger Agt., Hornos, Mex.

Train leaves **Hornos**[1] *9 10 a.m. for San Juan (12 miles), Saucillo (13 miles), **Hacienda Hornos**[2] (17 miles), Juan Guerra (27 miles), Viesca (29 miles), arriving Alamito (32 miles) 12 45 noon. Returning, leaves Alamito *2 00 p.m., arriving Hornos 5 20 p.m. Train leaves Hornos *8 10 p.m. arriving Viesca 8 10 p.m. Returning, leaves Viesca *6 30 a.m., arriving Hornos 8 45 a.m. *April*, 1908.

Trains marked * run daily.

Connections.—[1] With National Rys. of Mexico. [2] With Coahuila & Pacific Ry.

BIG SANDY & CUMBERLAND RAILROAD.

G. W. LITZ, General Manager, Hurley, Va.

Train leaves **Devon**[1] †7 00 a.m., arrives Blackey (18 miles) 11 00 a.m. Returning, leaves Blackey †12 00 noon, arrives Hurley 12 30 noon. Leaves Hurley †2 00 p.m., arrives Devon 4 40 p.m.

†Daily, except Sunday. *March*, 1909.

Connection.—[1] With Norfolk & Western Ry. *Eastern time.*

ESCANABA & LAKE SUPERIOR RAILROAD.

C. W. KATES, General Superintendent, Wells, Mich.

Train leaves **Channing**[1] †1 00 p.m. for **Northland** (28 miles), Watson (38 miles), Kingsley (47 miles), arriving **Wells**[2] (64 miles) 7 50 p.m. Returning, leaves Wells †7 15 a.m., arriving Channing 12 05 noon. Leaves Northland †1 30 p.m., arrives Wells 3 45 p.m. leaves Wells †6 30 a.m., arrives Northland 8 21 a.m.

Ford River Branch.—Woodlawn to Camp 6 (12 miles).

North Northland Line.—Train leaves Northland †9 00 a.m., arriving Kates (17 miles) 10 25 a.m. Leaves Kates †11 25 a.m., arrives Northland 1 10 p.m. †Daily, except Sunday. *March*, 1908.

Connections.—[1] With Chicago, Milwaukee & St. Paul Ry. [2] With Chicago & North-Western Ry. *Central time.*

SMITHONIA & DUNLAP RAILROAD.

J. M. SMITH, Manager, Smithonia, Ga.

From Smithonia to **Dunlap**[1] (6½ miles) and **Colbert**[2]. *Central time.* *October*, 1905.

Connections.—[1] With Georgia R.R. [2] With Seaboard Air Line Ry.

LE ROY STEAMBOAT COMPANY.

Haven Belle	Comet	Guide	Martha Dickerman	Schedule in effect Nov. 10, 1908.	Martha Dickerman	Guide	Comet	Haven Belle
.....	.....	.....	*a*4 00 P M	lve. ..... **Norfolk,** Va ..... arr.	*a*7 00 A M	.....	.....	.....
.....	.....	.....	a11 00 P M	lve. ..... **Colnjock,** N.C. ..... lve.	*c*11 00 P M	.....	.....	.....
.....	.....	*5 00 A M	*b*2 00 A M	lve. . **Barnetts Creek,** N.C. . lve.	*c*8 00 P M	*6 30 P M	.....	.....
.....	.....	*6 00 A M	*b*3 30 A M	lve. ... **Jarvisburg,** N.C. ..... lve.	*c*6 30 P M	*5 30 P M	.....	.....
.....	.....	*6 30 A M	*b*5 00 A M	lve. . **Newberns Ldg.,** N.C. . lve.	*c*5 00 P M	*5 00 P M	.....	.....
.....	.....	*9 30 A M	*b*8 00 A M	arr. . **Elizabeth City,** N.C. . lve.	*c*2 00 P M	*2 00 P M	.....	.....
.....	.....	.....	*b*12 00 Noon	lve. . **Elizabeth City,** N.C. . arr.	*c*12 00 Noon	.....	.....	.....
.....	.....	.....	*b*5 00 P M	arr. ..... **Columbia,** N.C ..... lve.	*c*7 00 A M	.....	.....	.....
.....	d12 30 A M	.....	.....	lve. ... **Munden Point,** Va . . . arr.	.....	.....	*e*12 00 Noon	.....
.....	d1 00 P M	.....	.....	lve. ... **Knotts Island,** N.C. . . lve.	.....	.....	*e*10 30 A M	.....
.....	d2 30 P M	.....	.....	lve. **Church's Island,** N.C. . lve.	.....	.....	*e*9 00 A M	.....
.....	d4 30 P M	.....	.....	arr. . **Poplar Branch,** N.C. . lve.	.....	.....	*e*7 00 A M	.....
f6 00 A M	.....	.....	.....	lvs. ..... **Edenton,** N.C. ..... arr.	.....	.....	.....	a8 00 P M
f8 00 A M	.....	.....	.....	lve. ..... **Plymouth,** N.C. ..... lve.	.....	.....	.....	a6 00 P M
f11 00 A M	.....	.....	.....	lve. ... **Jamesville,** N.C. ..... lve.	.....	.....	.....	a3 00 P M
.....	.....	.....	.....	lve. ..... **Astoria,** N.C. ..... lve.	.....	.....	.....	.....
f2 00 P M	.....	.....	.....	lve. ... **Williamston,** N.C. ..... lve.	.....	.....	.....	a12 00 Noon
.....	.....	.....	.....	lve. . **Spellers Ferry,** N.C. . lve.	.....	.....	.....	.....
.....	.....	.....	.....	lve. ..... **Coniott,** N.C ..... lve.	.....	.....	.....	.....
f6 00 P M	.....	.....	.....	arr. ..... **Hamilton,** N.C ..... lve.	.....	.....	.....	*a*6 00 A M

J. H. LE ROY, Prest. & Treas., Elizabeth City, N.C.

W. W. MANN, Supt., Elizabeth City, N.C.

H. E. BANKS, Secretary, Elizabeth City, N.C.

*Daily; *a* Wednesdays and Saturdays; *b* Thursdays and Sundays; *c* Tuesdays and Fridays; *d* Mondays, Wednesdays and Fridays; *e* Tuesdays, Thursdays and Saturdays; *f* Mondays and Thursdays.

STANDARD—*Eastern time.*

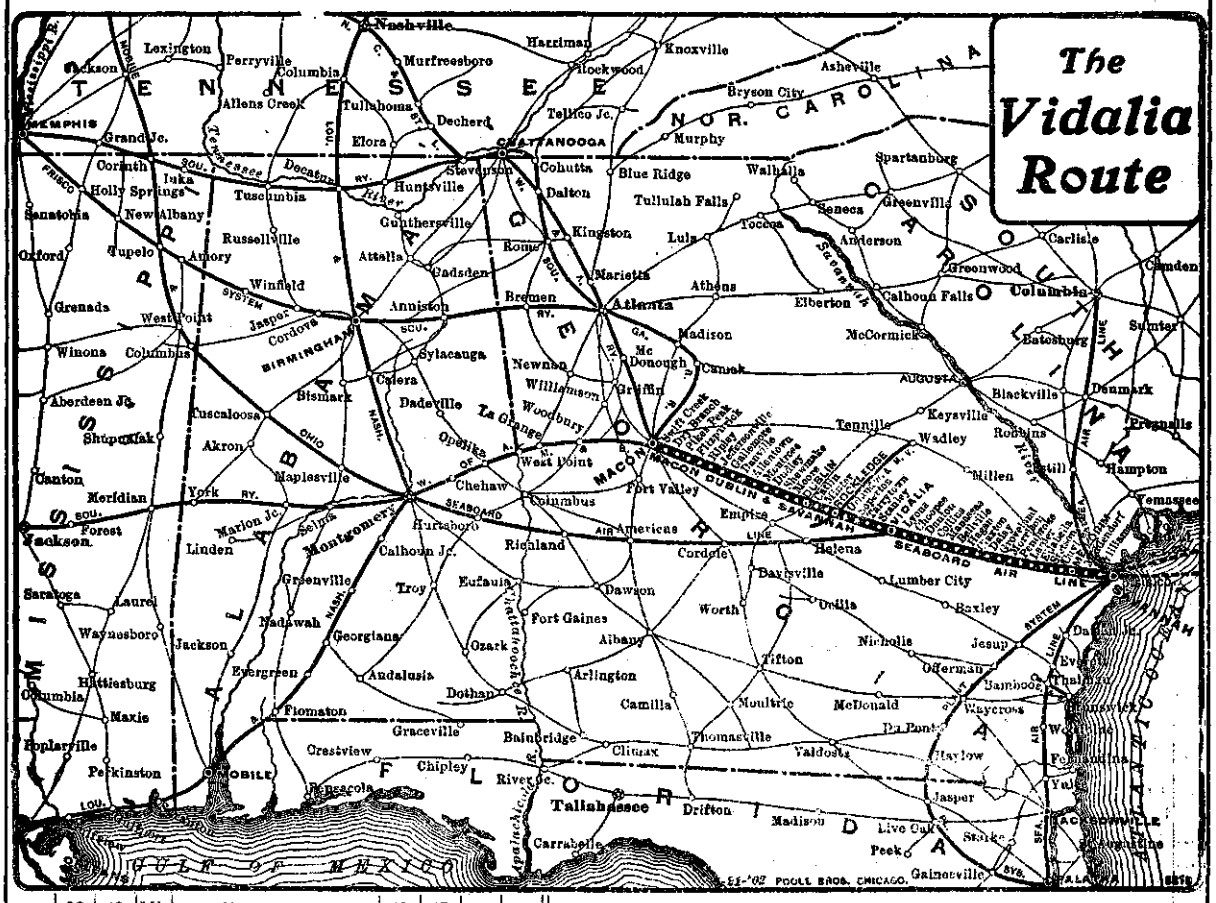
Connections.—At Elizabeth City, N.C., Edenton, N.C., and Munden Point, Va.—With Norfolk & Southern Ry. At Norfolk, Va.—With all lines diverging.

MACON, DUBLIN & SAVANNAH RAILROAD.

HOMER LORING, President, Boston, Mass.
JAS. T. WRIGHT, Vice-President and Gen. Manager, Macon, Ga.
A. S. HALE, Secretary, Auditor and Assistant Treasurer, "
J. A. STREYER, General Freight and Passenger Agent, "
D. B. DUNN, Chief Engineer, "
N. H. RAHN, Commercial Agent, "
O. L. ANDERSON, General Agent, Dublin, Ga.
W. B. COMBS, Master Mechanic, Macon, Ga.

THOS. H. FREEMAN, City Tkt. Agt., Hotel Lanier, Macon, Ga.
F. C. TUCKER, Car Accountant, "
W. O. WALL, Freight Claim Agent, "
R. G. GEESLIN, Commercial Agent,
Room 1117, Fourth National Bank Bldg, Atlanta, Ga.
W. A. JONES, Florida Freight Agt., West Bldg, Jacksonville, Fla.
J. I. BRONSON, Commercial Agent, "
M. M. HOGAN, Traveling Freight Agent, Tampa, Fla.
C. A. TRICE, Traveling Freight Agent, Macon, Ga.

GENERAL OFFICES—MACON, GA.



CONDENSED THROUGH SCHEDULES.

	20	18	Mls	June 14, 1908.	19	17			Southbound.		STATIONS.		Northbound.		
	P M	A M		(Central time.)	A M	P M									
	*3 30	*7 00	0	lve... + Macon[1] ♁..arr.	11 05	4 40			8 00 A M		lve. Cincinnati (Q. & C.) arr.			8 35 P M	
	3 41	7 10	5	.....Swift Creek.....	10 55	4 30			8 25 P M		lve. Chattanooga (So. Ry.) arr.			10 15 A M	
	3 49	7 18	9	.....Dry Branch.....♁	10 47	4 20			9 00 P M		lve. Rome, Ga.,..... " arr.			7 37 A M	
	3 54	7 25	11	.....Atlantic.....	10 42	4 15			4 25 P M	12 15 Night	lve. Birmingham. " arr.			5 20 A M	
	4 04	7 35	16	.....Fitzpatrick.....	10 33	4 04			11 35 P M	7 45 A M	lve. Atlanta..... " arr.			8 00 P M	
	4 09	7 40	17	.....Ripley.....	10 28	3 58			7 00 A M	5 30 P M	lve. Macon....(M. D. & S.) arr.		11 05 A M	4 40 P M	
	4 19	7 50	23	+....Jeffersonville.....♁	10 17	3 47			9 00 A M	5 30 P M	arr. Dublin..... " lve.		9 05 A M	2 30 P M	
	4 29	8 00	28	.....Gallemore.....	10 05	3 32			5 20 P M		arr. Eastman (D. & S. W.) lve.			7 35 A M	
	4 39	8 10	31	+.....Danville.....♁	9 57	3 24			10 40 A M		arr. Tennille....(W. & T.) lve.		7 10 A M	2 00 P M	
	4 44	8 15	33	.....Allentown.....	9 52	3 17			9 42 A M	6 09 P M	arr. Rockledge.(M. D. & S.) lve.		8 26 A M	1 51 P M	
	4 53	8 24	38	.....Montrose.....♁	9 43	3 06			12 35 Noon		arr. Adrian.....(W. Sth.) lve.			11 10 A M	
	5 04	8 34	42	.....Dudley.....♁	9 32	2 57			2 30 P M		arr. Wadley..... " lve.			9 15 A M	
	5 11	8 41	46	.....Shewmake.....	9 26	2 51			10 40 A M	7 00 P M	arr. Vidalia....(M. D. & S.) lve.		7 35 A M	1 00 P M	
	5 16	8 46	48	.....Moore.....	9 19	2 44			1 40 P M		arr. Stillmore (M. & S. W.) lve.			11 28 A M	
	5 30	9 00	54	arr...+ Dublin[2] ♁...lve.	9 05	2 30			3 20 P M		arr. Millen ..... " lve.			9 50 A M	
	5 35	9 05	54	lve..... Dublin .....arr.	9 00	2 25			6 31 P M	6 28 A M	arr. Lyons.....(S. A. L.) lve.			7 40 P M	9 46 A M
	5 48	9 21	59	.....Catlin.....	8 44	2 09			7 40 P M	10 00 A M	arr. Reidsville.(R. & S. E.) lve.			5 00 P M	6 30 A M
	5 58	9 30	63	.....Minter.....♁	8 37	2 02			8 25 P M	9 20 A M	arr. Savannah...(S. A. L.) lve.		5 00 P M	7 00 A M	
	6 09	9 42	67	+.... Rockledge[3] ♁...	8 26	1 51									
	6 14	9 48	69	.....Orland.....	8 21	1 46									
	6 27	10 02	75	+.....Soperton.....♁	8 09	1 34									
	6 38	10 13	80	.....Tarrytown.....♁	7 57	1 22									
	6 45	10 22	86	.....Kibbee.....	7 50	1 15									
	7 00	10 40	92	+..... Vidalia[4] .....♁	*7 35	*1 00									
	9 20	8 25	172	..... Savannah[5].....	6 00	*7 00									
	A M	P M		ARRIVE [LEAVE	P M	A M									

* Daily. + Coupon stations; ♁ Telegraph stations.

CONNECTIONS.

[1] **Macon**—With Southern Ry.; Georgia R.R.; Georgia Southern & Florida Ry.; Macon & Birmingham Ry. and Central of Georgia Ry.
[2] **Dublin**—With Central of Georgia Ry. and Wrightsville & Tennille R.R.
[3] **Rockledge**—With Wadley Southern Ry.
[4] **Vidalia**—With Seaboard Air Line Ry. and Millen & Southwestern R.R.
[5] **Savannah**—With Seaboard Air Line Ry.; Atlantic Coast Line R.R.; Ocean Steamship Co. and Merchants & Miners Transportation Co.

GULF, TEXAS & WESTERN RAILWAY.

J. J. JERMYN, President, Scranton, Pa.
ROY C. MEGARGEL, Vice-President and Chairman of Board, 5 Nassau Street, New York, N.Y.
BEN B. CAIN, Vice-President and Gen. Manager, Dallas, Tex.
R. B. WILLIAMS, General Superintendent, Jacksboro, Tex.
W. FRANK KNOX, Secretary and Treasurer, Dallas, Tex.
A. R. WOOD, Auditor Freight and Pas. Accounts, "
F. M. BOWMAN, Asst. to V.-P. and G. M., "

	No. 1	Mls	November 8, 1909.	No. 2	
	*2 00 P M	0	lve..... Jacksboro [1] ....arr.	11 40 A M	
	2 30 "	7.5	..... Jeannette	11 10 "	
	3 04 "	16.1	..... Jermyn	10 36 "	
	3 32 "	23.2	..... Loving	10 08 "	
	4 00 "	30.0	..... Jean..... ...	9 40 "	
	4 40 P M	40.0	arr..... Olney [2] .....lve.	*9 00 A M	

Under Construction.—35 miles from Olney to Seymour, Tex.
Trains marked * run daily. STANDARD—*Central time.*

Connections.—[1] With Chicago, Rock Island & Gulf Ry. [2] With Wichita Falls & Southern Ry.

GULF & SABINE RIVER RAILROAD.

S. H. FULLERTON, President, St. Louis, Mo.
M. L. FLEISHEL, Sec'y and Gen. Mgr., Fullerton, La.
GEO. REEVES, Traffic Manager, St. Louis, Mo.
WALTER H. SAUNDERS, General Counsel.
General Offices—Third National Bank Building, St. Louis, Mo.

No. 3	No. 1	Mls	June 6, 1909.	No. 2	No. 4	
			LEAVE] [ARRIVE			
*6 40 P M	*9 45 A M	0	..... Fullerton.....	10 45 A M	6 35 P M	
6 50 "	9 50 "		.....Rustville.....	10 30 "	6 25 "	
6 00 P M	10 05 A M	4.8	..... Nitram	*10 15 A M	*6 15 P M	
			ARRIVE] [LEAVE			

Trains marked * run daily. STANDARD—*Central time.*

CONNECTION.

At Nitram—With Gulf, Colorado & Santa Fe Ry. and Lake Charles & Northern Branch of Southern Pacific Lines.

Western Union Telegraph. Wells Fargo Express.

SHELBY COUNTY RAILWAY.

LOUIS B. HOUCK, President, Shelbina, Mo.
J. C. HOUCK, General Manager and Treasurer, Shelbyville, Mo.
J. R. PEACHY, Traffic Manager, St. Louis, Mo.

5	3	1	Mls	November, 1909.	2	4	6	
P M	A M	A M		LEAVE] [ARRIVE	A M	A M	P M	
†2 45	*9 35	†7 00	0	.....Shelbina [1].....	8 10	11 40	5 35	
2 50	9 40	7 05	1	.....Fair Grounds.....	8 05	11 35	5 28	
2 58	9 48	7 10	3½	..... Salt River	7 57	11 27	5 18	
3 01	9 51	7 12	4	.... Rock Crusher	7 54	11 24	5 15	
3 07	9 57	7 17	6	.....Christine.....	7 48	11 18	5 08	
3 12	10 02	7 22	10	.....Shelbyville.....	†7 40	*□10	†5 00	
P M	A M	A M		ARRIVE] [LEAVE	A M	A M	P M	

Trains marked * run daily.
† Daily, except Sunday. STANDARD—*Central time.*

Connection.—[1] With Chicago, Burlington & Quincy R.R.

OCILLA SOUTHERN RAILROAD CO.

J. A. J. HENDERSON, President and General Manager, Ocilla, Ga.
REASON HENDERSON, Vice-Prest. and Asst. Gen. Mgr., "
M. S. GERMANY, General Freight and Passenger Agent, "

No. 3	No. 1	Ms.	September 14, 1909.	No. 2	No. 4	
			LEAVE] [ARRIVE			
*2 15 P M	*6 40 A M	0	..... Ocilla [1]	10 50 A M	10 00 P M	
2 18 "	6 43 "	1	..... Reason	10 47 "	9 57 "	
2 27 "	6 50 "	3	..... Melvin	10 40 "	9 50 "	
2 32 "	6 57 "	5	.....Mixon.....	10 34 "	9 44 "	
2 50 "	7 15 "	9	..... Gladys	10 18 "	9 28 "	
2 53 "	7 18 "	10	..... Barrineau	10 15 "	9 25 "	
3 00 "	7 38 "	12	.....Lucy Lake.....	10 06 "	9 16 "	
3 40 P M	7 55 A M	16	..... Alapaha [2]	*9 50 A M	*9 00 P M	
			ARRIVE] [LEAVE			

Trains marked * run daily. STANDARD—*Central time.*

CONNECTIONS.

[1] With Seaboard Air Line Ry. and Fitzgerald, Ocilla & Broxton R.R.
[2] With Atlantic Coast Line R.R

VIRGINIA & CAROLINA SOUTHERN RAILROAD.

J. F. L. ARMFIELD, President, Fayetteville, N.C.
C. N. BLUE, Second Vice-President and General Manager, Aberdeen, N.C.
W. A. BLUE, Treasurer, "
A. W. McLEAN, General Counsel, Lumberton, N.C.
A. T. McLEAN, Secretary, "
J. F. HEAD, Gen. Freight Agt and Traffic Mgr., "

78	6	64	Mls	November 15, 1909.	79	5	65	
P M	P M	A M		LEAVE] [ARRIVE	A M	A M	P M	
†7 15	†1 00	†9 50	0	..... Lumberton [1]	‡7	8 50	11 10	6 00
7 23	1 10	9 58	2	.....Bee Gee.....	25	8 42	11 00	5 52
7 30	1 20	10 05	4	..... Powers	23	8 35	10 50	5 45
7 40	1 30	10 15	9	..... Woodmore	18	8 25	10 40	5 35
7 45	1 40	10 20	11	..... Roziers	16	8 20	10 30	5 30
7 50	1 55	10 25	14	..... St. Pauls	13	8 15	10 00	5 25
7 55	2 10	10 30	17	..... Oakland	10	8 10	9 40	5 20
8 00	2 20	10 35	19	.....McMillan	8	8 05	9 25	5 15
8 05	2 35	10 40	22	..... Roslin	5	8 00	9 10	5 10
8 15	2 50	10 50	27	..... Hope Mills [2]	0	†7 50	†9 00	†5 00
P M	P M	A M		ARRIVE] [LEAVE		A M	A M	P M

† Daily, except Sunday. STANDARD—*Eastern time.*

Connections.—[1] With Seaboard Air Line and Raleigh & Charleston R.Rs. [2] With Atlantic Coast Line and Aberdeen & Rockfish R.Rs.

ARKANSAS CENTRAL RAILROAD CO.

J. H. WRIGHT, President and Treasurer, Fort Smith, Ark.
L. P. MILES, Vice-President and General Attorney, "
G. S. WHYBARK, Secretary and Auditor, "
W. S. COCHRAN, Trainmaster, "
J. BUEL, Roadmaster, Paris, Ark.

No. 911	Mls	November, 1909.	No. 912	
		LEAVE] [ARRIVE		
*4 15 P M	0	.....Fort Smith [1]... ♁	10 45 A M	
4 30 "	4	.....A. C. Junction	10 30 "	
4 34 "	5	....South Fort Smith....	10 27 "	
4 37 "	6	..... Carnall	10 24 "	
4 50 "	10	..... Barling	10 15 "	
5 00 "	13	..... Central	10 00 "	
5 17 "	18	.....Lavaca..... ♁	9 45 "	
5 33 "	23	.....Ursula.....	9 32 "	
5 50 "	28	.....Charleston ..... ♁	9 20 "	
6 08 "	33	.....Branch..... ♁	9 07 "	
6 22 "	37	.....Ratcliffe ..... ♁	8 55 "	
6 33 "	42	.... Short Mountain	8 42 "	
6 45 P M	46	..... Paris [2] ..... ♁	*8 30 A M	
		ARRIVE] [LEAVE		
		(*Via F. S. S. & E.*)		
		LEAVE] [ARRIVE		
6 55 P M	46	..... Paris	8 25 A M	
7 20 P M	52	..... Subiaco	*8 00 A M	
		ARRIVE] [LEAVE		

Trains marked * run daily.
♁ Telegraph stations.

Connections.—[1] With lines diverging. [2] With Fort Smith, Subiaco & Eastern R.R.

CHESTERFIELD & LANCASTER RAILROAD.

L. G. HAAS, President, New York.
B. H. BURROUGHS, Gen. Mgr., Cheraw, S.C.
E. MEADE, JR., Fht. Claim Agt., Cheraw, S.C.
J. S. BISHOP, Auditor, "
General Offices—Cheraw, S.C.

	7	No. 35	Mls	January 2, 1910.	Mls	No. 8	36	
	P M			(*Eastern time.*)			P M	
	†2 00	†9 00 A M	0	lve.....Cheraw [1]...arr.	39	9 45 A M	4 00	
	2 10	9 08 "	3	.....Excelsior.....	36	9 35 "	3 50	
	2 16	9 14 "	7	.....Gopher.....	32	9 29 "	3 44	
	2 20	9 20 "	10	.....Thompsons.....	29	9 20 "	3 37	
	2 30	9 30 "	12	.....Evans Mill.....	27	9 00 "	3 28	
	2 35	9 35 "	13	.....Rivers.....	26	8 52 "	3 21	
	3 15	9 50 "	15	.....Chesterfield	24	8 45 "	3 15	
	3 25	9 58 "	18	..... Cato.....	21	8 20 "	3 02	
	3 50	10 10 "	21	.....Ruby.....	18	8 10 "	2 55	
	4 15	10 20 "	24	.....Mt. Croghan.....	15	7 45 "	2 40	
	4 25	10 27 "	26	..... Maynards	13	7 35 "	2 30	
	4 40	10 40 "	29	.....Guess	10	7 20 "	2 20	
	4 50	10 50 "	32	.....Mangums.....	7	7 10 "	2 10	
	5 00	11 00 A M	35	.....Pageland.....	4	†7 00 A M	†2 00	
	□ P M	□	39	.....Crowburk.....	0	□	□ P M	
				ARRIVE] [LEAVE				

□ Between Pageland and Crowburk, operated for freight service only.

Trains marked † run daily, except Sunday.

Connections.—[1] With Atlantic Coast Line R.R. and Seaboard Air Line Ry.

SHREVEPORT, HOUSTON & GULF RAILROAD.

L. D. GARRISON, Auditor and Traffic Manager, Manning, Texas.

Train leaves **Manning** †1 15 p.m., arrives **Prestridge**[1] (9 miles) 1 55 p.m., Huntington (—) 2 00 p.m. Returning, leaves Huntington †2 30 p.m. arrives Manning 3 30 p.m. *June*, 1908.
† Daily, except Sunday. *Central time.*

Connection.—[1] With St. Louis South-western Ry. of Texas; Texas & New Orleans R.R.

MONCTON & BUCTOUCHE RAILWAY.

F. N. HALL, Superintendent, Moncton, N.B.

Train leaves **Moncton**[1] †5 00 p.m., arriving at Buctouche (32 miles) 6 00 p.m. Returning, leaves Buctouche †8 00 a.m., arriving at Moncton 10 00 a.m. † Daily, except Sunday. *March*, 1908.

Connection.—[1] With Intercolonial Ry. *Atlantic Standard time.*

CHESAPEAKE STEAMSHIP CO.

KEY COMPTON, President.
E. J. CHISM, General Freight and Passenger Agent.
A. L. MYER, Assistant General Freight Agent.
N. CHAPMAN, Asst. General Passenger Agent.

R. KEMP SLAUGHTER, Auditor and Fht. Claim Agt.
CHARLES J. O'BRIEN, Secretary and Treasurer.
J. F. BATTY, Superintending Engineer.
CHARLES JORSS, Purchasing Agent.

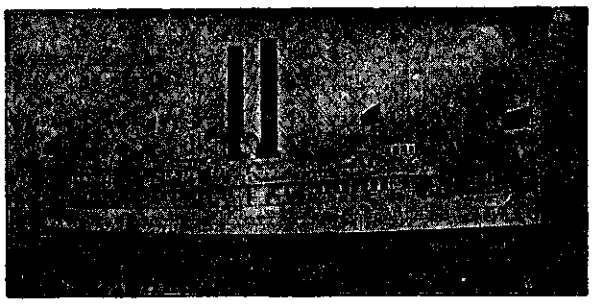
GENERAL OFFICES—LIGHT AND LEE STREETS, BALTIMORE, MD.

CHESAPEAKE LINE • • • • • • • • • YORK RIVER LINE

BETWEEN

Baltimore, Md.

Old Point Comfort and Norfolk, Va.



BETWEEN

Baltimore, Md.

West Point and Richmond, Va.

CHESAPEAKE LINE.

12 55 Noon	lve. **New York** (23d St. Ferry).....	(*Penna. R.R.*)..arr.	1 00 P M
1 00 P M	lve. **New York** (Cort. and Desb. Sts.)...	» ..arr.	12 43 Noon
3 20 P M	lve. **Philadelphia**.....	» ..arr.	10 15 A M
5 22 P M	arr. **Baltimore**.....	» ..lve.	7 55 A M
11 50 A M	lve. **New York** (West 23d Street)	(*Royal Blue Line*)..arr.	12 45 Noon
12 00 Noon	lve. **New York** (Liberty Street).....	» ..arr.	12 35 Noon
2 13 P M	lve. **Philadelphia**.....	» ..arr.	10 15 A M
4 20 P M	arr. **Baltimore**.....	» ..lve.	7 55 A M
†6 30 P M	lve. **Baltimore**.....	(*Chesapeake Line*)..arr.	¶7 00 A M
6 00 A M	arr. **Old Point Comfort**.....	» ..lve.	7 15 P M
¶7 00 A M	arr. **Norfolk**.....	» ..lve.	†6 15 P M

YORK RIVER LINE.

10 55 A M	lve. **New York** (23d St. Ferry).....	(*Penna. R.R.*)..arr.	3 15 P M
11 00 A M	lve. **New York** (Cort. and Desb. Sts.)...	» ..arr.	3 03 P M
1 25 P M	lve. **Philadelphia**.....	» ..arr.	12 40 Noon
3 35 P M	arr. **Baltimore**.....	» ..lve.	10 14 A M
11 50 A M	lve. **New York** (West 23d Street)	(*Royal Blue Line*)..arr.	2 10 P M
12 00 Noon	lve. **New York** (Liberty Street).....	» ..arr.	2 00 P M
2 13 P M	lve. **Philadelphia**.....	» ..arr.	11 56 A M
4 20 P M	arr. **Baltimore**.....	» ..lve.	9 50 A M
*a*500 P M	lve. **Baltimore**.....	(*York River Line*)..arr.	*a*830 A M
*b*7 45 A M	arr. **West Point**.....	» ..lve.	*b*6 00 P M
¶8 00 A M	lve. **West Point**.....	(*Southern Ry.*)..arr.	6 00 P M
9 30 A M	arr. **Richmond**.....	» ..lve.	*b*4 30 P M

† Daily, except Sunday; ¶ daily, except Monday; *a* Tuesday, Thursday and Saturday; *b* Monday, Wednesday and Friday.

CHESAPEAKE LINE.—Steamers leave daily, except Sunday.

YORK RIVER LINE.—Steamers leave Baltimore Tuesday, Thursday and Saturday and leave West Point Monday, Wednesday and Friday. Landings on the York River will be made at Gloucester Point, Yorktown, Clements, Clay Bank and Allmond's on every trip in each direction (weather and ice conditions permitting).

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At OLD POINT COMFORT—With Chesapeake & Ohio Ry., Old Dominion Steamers for Western shore landings, and Virginia Navigation Co. for Richmond.

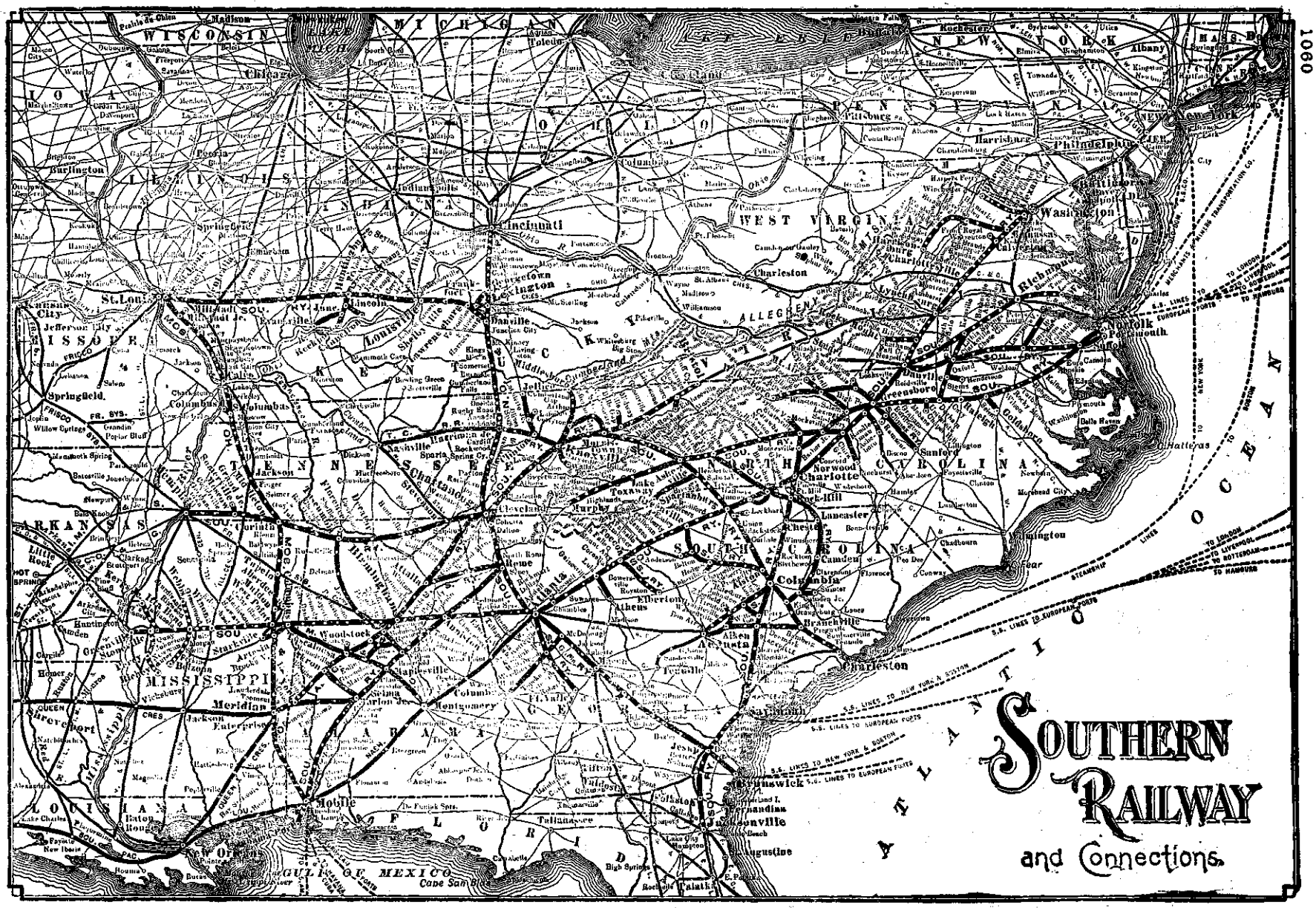
At BALTIMORE—With Pennsylvania R.R., Baltimore & Ohio R.R., Western Maryland R.R. and diverging rail and water lines.

At WEST POINT—With Southern Ry.

FLEET.

Steamers Augusta, Atlanta, Baltimore, Charlotte, Columbia and Danville.

Leave BALTIMORE from Piers 18 and 19 Light Street.
Leave NORFOLK foot of Jackson and Fayette Streets.
Leave RICHMOND from Southern Ry. Station, foot of 14th Street.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W. A. HENDERSON, General Solicitor, Washington, D.C.
CLAUDIAN B. NORTHROP, Asst. Gen. Counsel, "
M. H. DOOLEY, Chief Law Agent, "

TREASURY DEPARTMENT.

H. C. ANSLEY, Treasurer, 1300 Pennsylvania Ave., Washington, D.C.

E. F. PARHAM, Asst. Treasurer & Cashier, Washington, D.C.
GEO. S. DERRICK, Asst. Cashier & Paymaster, Washington, D.C.
MAURY MIDDLETON, Assistant Cashier, "

ACCOUNTING DEPARTMENT.

A. H. PLANT, Comptroller, 1300 Pennsylvania Avenue, Washington, D.C.

E. H. KEMPER, Assistant Comptroller, Washington, D.C.
H. H. LAUGHTON, Auditor, "
A. E. FOWLER, Auditor of Disbursements, "
J. J. WINGFIELD, Auditor Passenger Accounts, "
R. W. HUNT, Superintendent of Ticket Collections, Atlanta, Ga.
E. T. JONES, Auditor of Revenue, Washington, D.C.
J. A. ROBINSON, Auditor of Freight Accounts, "
J. J. HOOPER, Freight Claim Agent, "
J. E. HOBSON, Stationer, Richmond, Va.

MILEAGE SOUTHERN RAILWAY SYSTEM.

NORTHERN DISTRICT—	Miles.
Washington Division	346.23
Danville Division	371.98
Richmond Division	279.15
Norfolk Division	427.18
Winston-Salem Division	380.40
EASTERN DISTRICT—	
Charlotte Division	461.64
Columbia Division	789.51
Charleston Division	446.57

MIDDLE DISTRICT—	Miles.
Asheville Division	206.90
Murphy Division	122.50
Knoxville Division	359.02
K. & A. and K. & B.	65.81
Coster Division	212.18
Memphis Division	332.13
Transylvania Division	42.10
Carolina & Tennessee Southern	13.90
Tennessee & Carolina Southern	25.30

WESTERN DISTRICT—	Miles.
Birmingham Division	349.20
Mobile Division	569.06
Atlanta Division	503.71
Columbus Division	200.28
Total Mileage	6,504.75
ST. LOUIS-LOUISVILLE LINES—	
Total Mileage	545.42
Grand Total Mileage All Lines	7,050.17

FOR MAP, SEE PAGE 1060.

SOUTHERN RAILWAY

JANUARY 3, 1910

Quicker Time and Improved Service Between

NEW YORK, WASHINGTON, COLUMBIA, AIKEN, AUGUSTA, SAVANNAH AND FLORIDA

NEW YORK AND FLORIDA LIMITED

SOUTHBOUND.		No. 29 Daily
Lve. **New York** (*Eastern time*)	(*P. R.R.*)	10 25 A M
Lve. **West Philadelphia**	"	12 50 Noon
Lve. **Baltimore**	"	3 00 P M
Arr. **Washington**	"	4 05 P M
Lve. **Washington**	(*Southern Ry.*)	4 15 P M
Arr. **Charlotte**		3 20 A M
Arr. **Columbia**		6 35 A M
Arr. **Aiken**		9 13 A M
Arr. **Augusta**		9 55 A M
Arr. **Savannah** (*Central time*)		9 45 A M
Arr. **Jesup**		11 20 A M
Arr. **Jacksonville**		2 00 P M

NORTHBOUND.	No. 30 Daily
Lve. **Jacksonville**	9 45 A M
Lve. **Jesup**	12 17 Noon
Lve. **Savannah**	2 05 P M
Lve. **Columbia** (*Eastern time*)	7 55 P M
Lve. **Augusta**	4 25 P M
Lve. **Aiken**	5 12 P M
Lve. **Charlotte**	11 30 P M
Arr. **Washington**	10 40 A M
Lve. **Washington**	11 10 A M
Arr. **Baltimore**	12 10 Noon
Arr. **West Philadelphia**	2 20 P M
Arr. **New York**	5 00 P M

Pullman Drawing-room Sleeping Cars New York to Jacksonville and Augusta; Pullman Compartment Drawing and State-room Sleeping Cars New York to Aiken and Augusta. Dining Car Service between New York and Jacksonville and New York and Augusta.

Chicago, Detroit, Cleveland, St. Louis, Cincinnati and Louisville

TO

FLORIDA and the SOUTH.

SOUTHERN RAILWAY and QUEEN & CRESCENT ROUTE operate the famous trains from the North and West.

FLORIDA SPECIAL.

Daily.				Daily.
8 10 P M	lve. **Cincinnati**	(*Q. & C. Route*)	arr.	8 00 A M
8 00 P M	lve. **Louisville**	(*Southern Ry.*)	arr.	8 40 A M
6 15 A M	arr. **Chattanooga**	(*Q. & C. Route*)	lve.	9 45 P M
6 30 A M	lve. **Chattanooga**	(*Southern Ry.*)	lve.	9 35 P M
11 10 A M	arr. **Atlanta**	"	lve.	5 10 P M
8 20 P M	arr. **Jacksonville**	"	lve.	7 40 A M

PULLMAN SLEEPING CARS AND DINING CAR SERVICE.

Vestibuled Train, composed of Pullman Drawing-room Standard Sleeping Cars between Cincinnati and Jacksonville, Louisville and Jacksonville, and Vestibuled Day Coach Cincinnati to Jacksonville, and Dining Car Service. Pullman Drawing-room Sleeping Cars between Detroit, Cleveland and Jacksonville.

FLORIDA LIMITED.

9 05 P M	lve. **Chicago**	(*Big Four Route*)	arr.	7 45 A M
7 10 A M	arr. **Cincinnati**	"	lve.	11 45 P M
8 00 A M	lve. **Cincinnati**	(*Q. & C. Route*)	arr.	8 55 P M
6 00 P M	arr. **Chattanooga**	"	lve.	10 25 A M
6 15 P M	lve. **Chattanooga**	(*Southern Ry.*)	arr.	10 25 A M
11 00 P M	arr. **Atlanta**	"	lve.	5 30 A M
11 10 P M	lve. **Atlanta**	"	arr.	5 20 A M
8 30 A M	arr. **Jacksonville**	"	lve.	7 55 P M
9 30 A M	lve. **Jacksonville**	(*Fla. E. C. Ry.*)	arr.	7 30 P M
10 45 A M	arr. **St. Augustine**	"	lve.	6 15 P M
10 10 P M	lve. **St. Louis**	(*Southern Ry.*)	arr.	7 31 A M
7 10 A M	arr. **Louisville**	"	lve.	10 10 P M
7 40 A M	lve. **Louisville**	"	arr.	8 50 P M

PULLMAN SLEEPING CARS AND DINING CAR SERVICE.

Pullman Standard Drawing-room Sleeping Cars Chicago and Jacksonville, Cincinnati and Jacksonville, Colorado Springs and Jacksonville. Coach Service Cincinnati and Jacksonville. Dining Car Service.

ALL-YEAR SERVICE.

Southern Railway, in connection with Queen & Crescent Route, also operates the FLORIDA LIMITED Solid Vestibule all-year-train between Cincinnati and Jacksonville, with Through Sleeping Cars between Chicago (via Big Four), Cincinnati and Jacksonville. Dining Car Service.

SOUTHERN RAILWAY COMPANY.

PULLMAN CAR SERVICE.

N.B.—These schedule figures are published only as information and are not guaranteed.

NEW YORK, WASHINGTON, ATLANTA AND NEW ORLEANS.

Southbound. No. 35	Southbound. No. 37	Vestibuled Drawing-room Sleeping Cars.		Northbound. No. 38	Northbound. No. 36
*12 10 Night	*4 25 P M	lve. New (W. 23d St.... (P.R.R.)	arr.	12 30 Noon	*6 30 A M
12 15 Night	4 30 P M	lve. York (Cort. & Des. Sts.	" arr.	12 23 Noon	6 13 A M
3 14 A M	6 38 P M	lve. North Philadelphia	" arr.	10 16 A M	3 53 A M
.....	.....	lve. Philadelphia...	" arr.	.....	.....
3 35 A M	6 60 P M	lve. West Philadelphia	" arr.	10 03 A M	3 45 A M
6 06 A M	9 20 P M	lve. Baltimore.....	" arr.	7 42 A M	1 15 A M
9 00 A M	10 45 P M	lve. Washington....(So. Ry.)	arr.	6 30 A M	10 55 P M
2 25 P M	3 42 A M	arr. Lynchburg.....	" lve.	1 35 A M	5 25 P M
4 35 P M	5 47 A M	lve. Danville.....	" arr.	11 25 P M	2 50 P M
8 10 P M	8 55 A M	arr. Salisbury.....	" lve.	8 55 P M	12 05 Noon
9 30 P M	10 00 A M	arr. Charlotte.....	" lve.	7 55 P M	10 15 A M
12 00 Night	12 20 Noon	arr. Spartanburg...	" lve.	5 20 P M	7 30 A M
5 00 A M	5 00 P M	arr. Atlanta (Cent. time)	" lve.	11 01 A M	12 15 Night
11 00 A M	9 55 P M	arr. Montgomery..(W. of A.)	lve.	6 00 A M	6 10 P M
4 12 P M	3 30 A M	arr. Mobile.....(L. & N.)	lve.	12 23 Night	12 53 Noon
*8 30 P M	7 50 A M	arr. New Orleans...	" lve.	*8 00 P M	*8 20 A M

Nos. 37 and 38 The New York, Atlanta and New Orleans Limited—Solid Through Train—Pullman Drawing-room Sleeping Car New York and New Orleans. Pullman Drawing-room Sleeping Car between New York and New Orleans, connecting with Sunset Express. Dining Car, serving all meals. Pullman Observation Cars New York and New Orleans. Pullman Club Car Washington and New Orleans. Pullman Chair Car Greensboro and Montgomery.

Nos. 35 and 36—United States Fast Mail—Solid Through Train—Pullman Drawing-room Sleeping Car New York and New Orleans. Cars ready to receive passengers at Jersey City at 10 00 p.m. Dining Car service.

NEW YORK, WASHINGTON, ATLANTA AND BIRMINGHAM.

Southbound. No. 35	Southbound. No. 29	Vestibuled Drawing-room Buffet Sleeping Cars.		Northbound. No. 30	Northbound. No. 36
*12 10 Night	*1025 A M	lve. New (W. 23d St.... (P.R.R.)	arr.	5 00 P M	*6 30 A M
12 15 Night	10 30 A M	lve. York (Cort. & Des. Sts.	" arr.	4 53 P M	6 13 A M
3 14 A M	12 36 Noon	lve. North Philadelphia	" arr.	2 37 P M	3 53 A M
.....	.....	lve. Philadelphia...	" arr.	.....	.....
3 35 A M	12 50 Noon	lve. West Philadelphia	" arr.	2 20 P M	3 45 A M
6 06 A M	3 00 P M	lve. Baltimore.....	" arr.	12 10 Noon	1 15 A M
9 00 A M	4 15 P M	lve. Washington....(So. Ry.)	arr.	10 40 A M	10 55 P M
2 25 P M	9 10 P M	arr. Lynchburg.....	" lve.	5 28 A M	5 26 P M
4 35 P M	10 57 P M	lve. Danville.....	" arr.	3 09 A M	2 50 P M
8 10 P M	2 00 A M	arr. Salisbury.....	" lve.	12 40 Night	12 05 Noon
8 25 P M	3 20 A M	arr. Charlotte.....	" lve.	11 30 P M	10 15 A M
11 58 P M	5 40 A M	arr. Spartanburg...	" lve.	9 00 P M	7 30 A M
6 00 A M	11 30 A M	arr. Atlanta (East. time)	" lve.	3 45 P M	1 15 A M
6 20 A M	10 45 A M	lve. Atlanta (Cent. time)	" arr.	2 30 P M	10 45 P M
12 15 Noon	4 00 P M	arr. Birmingham...	" lve.	*9 30 A M	*4 25 P M

Nos. 29 and 30—Birmingham Special—Pullman Drawing-room Sleeping Car between New York and Birmingham. Dining Car service.

Nos. 35 and 36—United States Fast Mail—Solid Through Train—Pullman Drawing-room Sleeping Car New York to Birmingham. Cars ready to receive passengers at Jersey City at 10 00 p.m. Dining Car.

NEW YORK, WASHINGTON AND ASHEVILLE.

	37 & 11	D. R. Buffet Sleeping Cars.		38 & 12	
.....	*4 25 P M	lve. New (W. 23d St.... (P.R.R.)	arr.	12 30 Noon	.....
.....	4 30 P M	lve. York (Cort. & Des. Sts.	" arr.	12 23 Noon	.....
.....	6 38 P M	lve. North Philadelphia	" arr.	10 16 A M	.....
.....	.....	lve. Philadelphia...	" arr.	.....	.....
.....	8 52 P M	lve. West Philadelphia	" arr.	10 03 A M	.....
.....	9 20 P M	lve. Baltimore.....	" arr.	7 42 A M	.....
.....	10 45 P M	lve. Washington....(So. Ry.)	arr.	6 30 A M	.....
.....	1 42 A M	lve. Charlottesville	" arr.	3 28 A M	.....
.....	3 42 A M	lve. Lynchburg.....	" arr.	1 35 A M	.....
.....	5 47 A M	lve. Danville.....	" arr.	11 25 P M	.....
.....	9 20 A M	lve. Salisbury.....	" arr.	7 50 P M	.....
.....	*2 45 P M	arr. Asheville.....	" lve.	*2 25 P M	.....

NEW YORK, WASHINGTON, SAVANNAH, JACKSONVILLE, PORT TAMPA, ST. AUGUSTINE AND MIAMI.

	No. 29	Drawing-room Sleeping Cars.		No. 30	
.....	*1025 A M	lve. New (W. 23d St.... (P.R.R.)	arr.	5 00 P M	.....
.....	10 30 A M	lve. York (Cort. & Des. Sts.	" arr.	4 53 P M	.....
.....	12 36 Noon	lve. North Philadelphia	" arr.	2 37 P M	.....
.....	.....	lve. Philadelphia...	" arr.	.....	.....
.....	12 50 Noon	lve. West Philadelphia	" arr.	2 20 P M	.....
.....	3 00 P M	lve. Baltimore.....	" arr.	12 10 Noon	.....
.....	4 15 P M	lve. Washington....(So. Ry.)	arr.	10 40 A M	.....
.....	9 10 P M	lve. Lynchburg.....	" arr.	5 28 A M	.....
.....	10 52 P M	arr. Danville.....	" lve.	3 18 A M	.....
.....	3 20 A M	arr. Charlotte.....	" lve.	11 30 P M	.....
.....	6 35 A M	arr. Columbia.....	" lve.	7 55 P M	.....
.....	9 45 A M	arr. Savannah.....	" lve.	2 05 P M	.....
.....	2 00 P M	arr. Jacksonville...	" lve.	9 45 A M	.....
.....	*7 35 A M	arr. Port Tampa...(A. C. L.)	lve.	*8 25 P M	.....
.....	3 40 P M	arr. St. Augustine.(F. E. C.)	lve.	7 15 A M	.....
.....	2 50 A M	arr. Miami.....	" lve.	*8 15 P M	.....

Solid Through Trains between New York and Jacksonville.

Nos. 29 and 30—Pullman Drawing-room Buffet Sleeping Cars New York and Jacksonville, via Lynchburg and Danville.

WASHINGTON, NEW ORLEANS AND SAN FRANCISCO.

Southbound. No. 29	"Sunset Tours." Pullman Tourist Car.	Northbound. No. 30
Mo. We. Th. and Fr. 4 15 P M	lve.. Washington .arr.	10 40 A M Su. Tu. We. and Th.
We. Fr. Sa. and Su. 7 15 A M	arr.. New Orleans. lve.	9 00 P M Fr. Su. Mo. and Tu.
" 11 55 A M	lve.. New Orleans. arr.	6 45 P M "
Su. Tu. We. and Th. ‡11 40 A M	arr. San Francisco. lve.	‡4 00 P M Mo. We. Th. and Fr.

ATLANTA AND BIRMINGHAM.

	No. 11	Pullman Sleeping Cars.		No. 12	
.....	*11 10 P M	lve. Atlanta.....(So. Ry.)	arr.	*6 30 A M	.....
.....	*5 20 A M	arr. Birmingham....	" lve.	*12 15 Night	.....

NEW YORK AND AUGUSTA, VIA COLUMBIA.

No. 29	Pullman Sleeping Cars.		No. 30
*1025 A M	lv. New (W. 23d St. (P.R.R.)	ar.	5 00 P M
10 30 A M	lv. York (Cort. & Des. Sts.	" ar.	4 53 P M
12 36 Noon	lv. North Philadelphia.	" ar.	2 37 P M
12 50 Noon	lv. West Philadelphia.	" ar	2 20 P M
3 00 P M	lv. Baltimore.....	" ar.	12 10 Noon
4 15 P M	lv. Washington....(So. Ry.)	ar.	10 40 A M
3 20 A M	ar. Charlotte.....	" lv.	11 30 P M
6 35 A M	ar. Columbia.....	" lv.	7 55 P M
10 10 A M	ar. Augusta.....	" lv.	*4 00 P M

NEW YORK AND MACON.

37-10	Pullman Sleeping Cars.		7-38
*4 25 P M	lv. New (W. 23d St.. (P.R.R.)	ar.	12 30 Noon
4 30 P M	lv. York (Cort. & Des. Sts.	" ar.	12 23 Noon
6 38 P M	lv. North Philadelphia.	" ar.	10 16 A M
8 50 P M	lv. West Philadelphia.	" ar.	10 03 A M
9 20 P M	lv. Baltimore.....	" ar.	7 42 A M
10 45 P M	lv. Washington....(So. Ry.)	ar.	6 30 A M
3 42 A M	lv. Lynchburg.....	" ar.	1 35 A M
5 47 A M	lv. Danville.....	" ar.	11 25 P M
10 05 A M	lv. Charlotte.....	" lv.	7 35 P M
5 00 P M	ar. Atlanta (Cent. time)	" lv.	11 01 A M
8 30 P M	ar. Macon.....	" lv.	*7 35 A M

NEW YORK AND CHARLOTTE.

No. 37	Pullman Sleeping Car.		12-38
*4 25 P M	lv. New (W. 23d St. (P.R.R.)	ar.	12 30 Noon
4 30 P M	lv. York (Cort. & Des. Sts.	" ar.	12 23 Noon
6 38 P M	lv. North Philadelphia.	" ar.	10 16 A M
.....	lv. Philadelphia...	" ar.	.....
8 50 P M	lv. West Philadelphia.	" ar.	10 03 A M
9 20 P M	lv. Baltimore.....	" ar.	7 42 A M
10 45 P M	lv. Washington....(So. Ry.)	ar.	6 30 A M
3 42 A M	lv. Lynchburg.....	" ar.	1 35 A M
5 47 A M	lv. Danville.....	" ar.	11 25 P M
10 05 A M	lv. Charlotte.....	" lv.	7 35 P M
5 00 P M	ar. Atlanta (Cent. time)	" lv.	11 01 A M
8 30 P M	ar. Macon.....	" lv.	*7 35 A M

NEW YORK, AIKEN AND AUGUSTA, VIA BLACKVILLE.

No. 29	Pullman Sleeping Cars.		No. 30
*1025 A M	lv. New (W. 23d St.. (P.R.R.)	ar.	5 00 P M
10 30 A M	lv. York (Cort. & Des. Sts.	" ar.	4 53 P M
12 36 Noon	lv. North Philadelphia.	" ar.	2 37 P M
12 50 Noon	lv. West Philadelphia.	" ar.	2 20 P M
3 00 P M	lv. Baltimore.....	" ar.	12 10 Noon
4 15 P M	lv. Washington ...(So. Ry.)	ar.	10 40 A M
3 20 A M	ar. Charlotte.....	" lv.	11 30 P M
8 05 A M	ar. Blackville.....	" lv.	6 10 P M
9 13 A M	ar. Aiken.....	" lv.	5 12 P M
9 55 A M	ar. Augusta.....	" lv.	*4 25 P M

GOLDSBORO AND ASHEVILLE LINE.

No. 21	Parlor Car.		No. 22
*6 45 A M	lv. Goldsboro...(So. Ry.)	ar.	*8 50 P M
7 33 A M	ar. Selma.....	" lv.	7 43 P M
8 35 A M	ar. Raleigh.....	" lv.	6 30 P M
9 50 A M	ar. Durham.....	" lv.	5 25 P M
12 10 Noon	ar. Greensboro..	" lv.	3 20 P M
2 30 P M	ar. Salisbury....	" lv.	1 30 P M
*8 15 P M	ar. Asheville....	" lv.	*8 00 A M

NEW YORK AND SUMMERVILLE.

No. 5	D. R. Sleeping Cars.		No. 6
a3 25 P M	lv. New (W. 23d St. (P.R.R.)	ar.	c2 00 P M
3 30 P M	lv. York (Cort. & Des. Sts.	" ar.	1 53 P M
5 32 P M	lv. North Philadelphia.	" ar.	11 49 A M
5 44 P M	lv. West Philadelphia.	" ar.	11 35 A M
8 20 P M	lv. Baltimore.....	" ar.	9 16 A M
9 25 P M	ar. Washington....	" lv.	8 15 A M
10 00 P M	lv. Washington ..(Wash. So.)	ar	8 00 A M
1 20 A M	lv. Richmond..(A.C.L.)	ar.	4 40 A M
1 25 P M	ar. Charleston.....	" lv.	4 25 P M
2 55 P M	lv. Charleston..(So. Ry.)	ar.	2 15 P M
b3 52 P M	ar. Summerville...	" lv.	b1 30 P M

GREENVILLE AND BIRMINGHAM.

No. 11	Pullman Sleeping Cars.		No. 12
*6 40 A M	lve. Greenville. (So. Ry.)	arr.	7 50 P M
2 15 P M	arr. Columbus....	" lve.	12 45 Noon
7 35 P M	arr. Birmingham..	" lve.	*7 10 A M

RICHMOND AND DANVILLE.

No. 13	Pullman Parlor Broiler Car.		No. 14
*1045 A M	lv. Richmond...(So. Ry.)	ar.	9 30 P M
4 00 P M	ar. Danville.....	" lv.	*4 30 P M

ATLANTA AND RALEIGH.

44-144	Pullman Sleeper.		139-43
*8 45 P M	lve..... Atlanta.....	arr.	5 25 A M
6 05 A M	lve..... Charlotte.....	arr.	10 15 P M
9 30 A M	arr.... Greensboro....	lve.	7 20 P M
9 40 A M	lve.... Greensboro....	arr.	7 15 P M
*1230 Noon	arr..... Raleigh.....	lve.	*4 05 P M

RICHMOND AND CHARLOTTE.

No. 11	Pullman Sleeping Cars.		No. 12
*11 45 P M	lve. Richmond. (So. Ry.)	arr	*7 00 A M
4 45 A M	arr. Danville...	" lve.	1 50 A M
*1100 A M	arr. Charlotte..	" lve.	*6 00 P M

EXPLANATION OF SIGNS.

Trains marked * run daily.
† Daily, except Sunday.
§ Sunday only.
a Monday and Thursday.
b Tuesday and Friday.
c Wednesday and Saturday.
b On Wednesday arrives 7 48 p.m.
‡ On Thursday leaves 10 20 a.m.

SOUTHERN RAILWAY COMPANY.

PULLMAN CAR SERVICE.

NEW YORK AND NEW ORLEANS.
Washington and Chattanooga Limited. Solid Through Train.

No. 41	Drawing-room Sleeping Cars.	No. 42
*3 25 P M	lv. New (W.23d St. P.R.R.) ar.	*1 05 P M
3 30 P M	lv. York (Cort.&Des.Sts.) " ar.	1 00 P M
6 32 P M	lv. North Philadelphia " ar.	10 34 A M
....	lv. Philadelphia. " ar.	.....
8 44 P M	lv. W. Philadelphia. " ar.	10 23 A M
8 20 P M	lv. Baltimore..... " ar.	8 02 A M
10 10 P M	lv. Washington (So. Ry.) ar.	6 50 A M
3 25 A M	lv. Lynchburg (N.& W.) ar.	1 55 A M
5 00 A M	ar. Roanoke.... " lv.	12 10 Night
9 15 A M	lv. Bristol.....(So. Ry.) ar.	8 25 P M
1 45 P M	ar. Knoxville.... " lv.	2 10 P M
6 55 P M	ar. Chattanooga " lv.	10 25 A M
2 50 A M	ar. Meridian...(A. G. S.) lv.	1 45 A M
*9 05 A M	ar. New Orleans. (N.O.&N.E.) lv.	*7 30 P M

Nos. 41 and 42—Pullman Drawing-room Sleeping Cars between New York and New Orleans, Washington and Chattanooga and Washington and Roanoke. Dining Car service.

ATLANTA AND SHREVEPORT.
Atlanta-Shreveport Special. Solid Through Train.

No. 11	Pullman Sleeping Car.	No. 12
*11 10 P M	lv. Atlanta.....(So. Ry.) ar.	*6 30 A M
2 50 A M	lv. Anniston ... " ar.	2 37 A M
5 20 A M	ar. Birmingham " lv.	12 15 Night
5 30 A M	lv. Birmingham (A.G.S.) ar.	11 35 P M
11 00 A M	ar. Meridian.... " lv.	6 00 P M
2 25 P M	ar. Jackson ...(A. & V.) lv.	2 30 P M
4 00 P M	ar. Vicksburg... " lv.	12 50 Noon
*10 50 P M	ar. Shreveport (V.S. & P.) lv.	*6 20 A M

ATLANTA AND BRUNSWICK.

No. 14	Pullman Sleeping Cars.	No. 13
*11 10 P M	lv. Atlanta .....(So. Ry.) ar.	*5 20 A M
1 35 A M	lv. Macon..... " ar.	2 43 A M
6 00 A M	ar. Jesup ..... " lv.	10 35 P M
*7 45 A M	ar. Brunswick.. " lv.	*8 35 P M

MEMPHIS AND ATLANTA.

No. 26-6	Pullman Sleeping Cars.	No. 5-25
8 15 P M	lv. Memphis...(So. Ry.) ar.	*7 30 A M
2 30 Night	lv. Tuscumbia. " ar.	3 00 A M
5 05 A M	ar. Chattanooga.. " lv.	10 00 P M
6 30 A M	lv. Chattanooga.. " ar.	9 35 P M
11 10 A M	ar. Atlanta ..... " lv.	*5 00 P M

NASHVILLE AND KNOXVILLE.

No. 112	Pullman Sleeping Car.	No. 111
*9 30 P M	lv. Nashville. (T.C.R.R.) ar.	*6 15 A M
4 35 A M	lv. Harriman. " ar.	11 10 P M
*6 45 A M	ar. Knoxville...(So. Ry.) lv.	*9 05 P M

ASHEVILLE AND LOUISVILLE.

11-111-24	Drawing-room Buffet Sleeping Cars.	23-112-12
*2 05 P M	lv. Asheville...(So. Ry.) ar.	*1 05 P M
9 05 P M	lv. Knoxville... " ar.	6 30 A M
5 30 A M	lv. Danville.... " ar.	11 15 P M
*8 40 A M	ar. Louisville .. " lv.	*8 00 P M

SALISBURY AND MEMPHIS.

No. 35	Pullman D. R. Sleeper.	No. 36
*9 30 P M	lv. Salisbury (E. time) (So.Ry.) ar.	*1 55 A M
1 40 A M	lv. Asheville (C. time) " ar.	5 50 A M
3 10 A M	ar. Hot Springs.... " lv.	4 31 A M
4 50 A M	ar. Morristown.... " lv.	2 55 A M
6 10 A M	ar. Knoxville..... " lv.	1 35 A M
10 05 A M	ar. Chattanooga... " lv.	10 00 P M
*10 50 P M	ar. Memphis..... " lv.	*8 45 A M

CHARLESTON, COLUMBIA AND GREENVILLE.

No. 15	Pullman Sleeping Cars.	No. 16
*3 20 A M	lv. Charleston. (So. Ry.) ar.	*8 15 A M
6 55 A M	ar. Columbia.... " lv.	2 15 A M
*12 30 Noon	ar. Greenville.. " lv.	*5 15 P M

Car open for occupancy in Charleston 9 00 p.m.

AUGUSTA AND CHARLESTON.

No. 24	Pullman Sleeping Cars.	No. 25
*11 30 P M	lve..... Augusta.....arr.	*6 55 A M
*8 15 A M	arr..... Charleston....lve.	*1 00 P M

NEW YORK AND MEMPHIS.
Memphis Special. Solid Through Train.

.....	.....	No. 25	Drawing-room Sleeping Cars	No. 26
.....	.....	*9 25 P M	lv. New (W.23d St. P.R.R.) ar.	*7 30 A M
.....	.....	9 30 P M	lv. York (Cort.& Des.Sts.) " ar.	7 23 A M
.....	.....	11 48 P M	lv. North Philadelphia " ar.	4 53 A M
.....	.....	12 15 Night	lv. Philadelphia... " ar.	4 25 A M
.....	.....	12 18 Night	lv. West Philadelphia. " ar.	4 21 A M
.....	.....	2 50 A M	lv. Baltimore..... " ar.	1 38 A M
.....	.....	4 10 A M	lv. Washington (So. Ry.) ar.	12 16 Night
.....	.....	9 20 A M	lv. Lynchburg (N.& W.) ar.	7 10 P M
.....	.....	2 40 P M	lv. Bristol.....(So. Ry.) ar.	12 15 Noon
.....	.....	9 45 P M	ar. Chattanooga.. " lv.	5 15 A M
.....	.....	*7 30 A M	ar. Memphis..... " lv.	*8 15 P M

Nos. 25 and 26—Memphis Special—Pullman Drawing-room Sleeping Cars between New York and Memphis and Observation Car between Washington and Memphis. Washington Car open for occupancy at Washington, southbound, at 10 00 p.m., and may be occupied northbound until 7 00 a.m. Dining Car service.

CHICAGO AND JACKSONVILLE.
Florida Limited. Solid Through Train. Dining Car Service.

No. 14	Pullman Sleeping Cars.	No. 13
*9 05 P M	lv. Chicago..(Big Four) ar.	*7 45 A M
1 20 A M	lv. La Fayette.. " ar.	4 25 A M
3 45 A M	lv. Indianapolis " ar.	2 30 A M
7 10 A M	ar. Cincinnati.. " lv.	11 45 P M
8 00 A M	lv. Cincinnati..(Q.& C.) ar.	8 35 P M
6 00 P M	ar. Chattanooga " lv.	10 25 A M
11 00 P M	ar. Atlanta .....(So. Ry.) lv.	5 30 A M
*8 30 A M	ar. Jacksonville " lv.	*7 55 P M

CINCINNATI AND JACKSONVILLE.

No. 14	Pullman Sleeping Car.	No. 13
*8 00 A M	lv. Cincinnati. (Q. & C.) ar.	*8 35 P M
8 00 P M	ar. Chattanooga " lv.	10 25 A M
8 15 P M	lv. Chattanooga (So. Ry.) ar.	10 15 A M
11 00 P M	ar. Atlanta..... " lv.	5 30 A M
1 30 A M	ar. Macon ..... " lv.	2 48 A M
8 30 A M	ar Jacksonville " lv.	*7 55 P M

NEW YORK AND NASHVILLE.

25-92	Pullman Sleeping Cars.	3-26
*9 25 P M	lv. New (W.23d St. P.R.R.) ar.	7 30 A M
9 30 P M	lv. York (Cort.&Des.Sts. " ar.	7 23 A M
12 15 Night	lv. Philadelphia... " ar	4 25 A M
2 50 A M	lv. Baltimore..... " ar.	1 38 A M
4 10 A M	lv. Washington (So. Ry.) ar.	12 16 Night
9 20 A M	lv. Lynchburg (N.& W.) ar.	7 10 P M
2 40 P M	lv. Bristol.....(So. Ry.) ar.	12 15 Noon
10 10 P M	lv. Chattanooga (N.C.&St.L.) ar	2 44 A M
2 55 A M	ar. Nashville.. " lv.	*8 30 P M

LOUISVILLE AND JACKSONVILLE.

No. 6	Pullman Sleeping Cars.	No. 5
*8 00 P M	lv. Louisville...(So. Ry.) ar.	*8 40 A M
11 30 P M	lv. Danville....(Q.& C.) ar.	4 28 A M
6 30 A M	lv. Chattanooga (So. Ry.) ar.	9 35 P M
*8 20 P M	ar. Jacksonville " lv.	*7 40 A M

COLORADO SPRINGS AND JACKSONVILLE.

36 & 14	Pullman Sleeping Cars.	13 & 35
*7 00 P M	lv. Colorado Spgs. (C.R.I.& P.) ar.	*8 15 A M
6 15 P M	lv. Kansas City..(Frisco Sys.) ar.	10 25 A M
8 40 A M	lv. Memphis ... " ar.	8 05 P M
4 25 P M	lv. Birmingham (So. Ry.) ar.	12 15 Noon
10 45 P M	ar. Atlanta..... " lv.	6 20 A M
1 30 A M	ar. Macon ..... " lv.	2 48 A M
6 03 A M	ar. Jesup ..... " lv.	10 35 P M
*8 30 A M	ar. Jacksonville " lv.	*7 55 P M

JACKSONVILLE AND CINCINNATI.

30-9 11-111	Buffet Drawing-room Sleepers.	112-12 10-29
*9 45 A M	lv. Jacksonville (So. Ry.) ar.	*2 00 P M
2 05 P M	lv. Savannah.... " ar.	9 45 A M
7 05 A M	lv. Columbia .... " ar.	11 55 A M
10 30 A M	lv. Spartanburg. " ar.	8 00 P M
2 05 P M	lv. Asheville..... " ar.	1 05 P M
3 30 P M	lv. Hot Springs.. " ar.	11 40 A M
9 05 P M	lv. Knoxville .... " ar.	6 30 A M
5 33 A M	ar. Lexington. (Q. & C.) lv.	10 40 P M
*8 00 A M	ar. Cincinnati... " lv.	*8 10 P M

ST. LOUIS AND DANVILLE.

No. 1	Sleeping Cars.	No. 2
*10 10 P M	lv. St. Louis ...(So. Ry.) ar.	*7 31 A M
7 10 A M	ar. Louisville ... " lv.	10 10 P M
7 40 A M	lv. Louisville ... " ar.	8 50 P M
*11 05 A M	ar. Danville ..... " lv.	*5 20 P M

CHARLESTON AND COLUMBIA.

No. 13	Cafe Parlor Car.	No. 14
*8 00 A M	lv. Charleston. (So. Ry.) ar.	9 15 P M
12 45 Noon	ar. Columbia... " lv.	*4 20 P M

CINCINNATI AND JACKSONVILLE.
Florida Special. Solid Through Train. Dining Car Service.

No. 6	Pullman Sleeping Cars.	No. 5
*8 10 P M	lv. Cincinnati. (Q. & C.) ar.	*8 00 A M
6 15 A M	ar. Chattanooga " lv.	9 45 P M
6 30 A M	lv. Chattanooga (So. Ry.) ar.	9 35 P M
11 10 A M	ar. Atlanta..... " lv.	5 00 P M
1 35 P M	ar. Macon ..... " lv.	2 22 P M
*8 20 P M	ar. Jacksonville " lv.	*7 40 A M

DETROIT AND JACKSONVILLE.

No. 6	Pullman Sleeper.	No. 13
12 20 Noon	lv. Detroit..(See Note ▣) ar.	6 45 A M
2 00 P M	lv. Toledo ..(See Note ▣) ar.	4 50 A M
8 10 P M	lv. Cincinnati..(Q. & C.) ar.	8 35 P M
6 30 A M	lv. Chattanooga (So. Ry.) ar.	10 15 A M
11 10 A M	ar. Atlanta..... " lv.	5 30 A M
8 20 P M	ar. Jacksonville " lv.	7 55 P M

▣ Sleeper between Detroit and Jacksonville runs via Big Four Route Monday, Wednesday and Friday, and via C. H. & D. Tuesday, Thursday and Saturday from each terminal.

CLEVELAND AND JACKSONVILLE.

No. 6	Pullman Sleeper.	No. 5
*12 30 Noon	lv. Cleveland (C.C.C.& St.L.) ar.	*3 15 P M
4 05 P M	lv. Columbus... " ar.	11 45 A M
8 10 P M	lv. Cincinnati. (Q. & C.) ar.	8 00 A M
6 30 A M	lv. Chattanooga (So. Ry.) ar.	9 35 P M
11 10 A M	ar. Atlanta..... " lv.	5 10 P M
*8 20 P M	ar. Jacksonville " lv.	*7 40 A M

NORFOLK AND CHARLOTTE.

No. 3-11	Pullman Sleeping Cars.	No. 12-4
*7 30 P M	lv. Norfolk .....(So. Ry.) ar.	*8 50 A M
4 50 A M	ar. Danville.... " lv.	12 30 Night
6 45 A M	ar. Greensboro " lv.	10 31 P M
9 10 A M	ar. Salisbury... " lv.	7 50 P M
11 00 A M	ar. Charlotte .. " lv.	*6 00 P M

WINSTON-SALEM AND RALEIGH.

No. 112	Pullman Sleeping Cars.	No. 111
*8 10 P M	lv. Winston-Salem (So. Ry.) ar.	*9 20 A M
12 45 Night	lv. Greensboro " ar.	6 00 A M
*4 30 A M	ar. Raleigh..... " lv.	*2 00 A M

ST. LOUIS-WEST BADEN.

No. 1-19	Pullman Sleeping Cars.	No. 20-2
a10 10 P M	lv. St. Louis...(So. Ry.) ar.	7 31 A M
7 45 A M	ar. French Lick " lv.	10 05 P M
7 50 A M	ar. West Baden " lv.	b10 00 P M

CHARLESTON AND ATLANTA.

No. 11-17	Pullman Sleeping Cars.	No. 18-12
*5 00 P M	lv. Charleston. (So. Ry.) ar.	*12 45 Noon
10 30 P M	ar. Augusta .... " lv.	7 10 A M
*6 23 A M	ar. Atlanta ...(Ga. R.R.) lv.	*12 10 Night

ST. LOUIS AND DANVILLE.

No. 23	Parlor Cafe Car.	No. 24
*9 04 A M	lv. St. Louis...(So. Ry.) ar.	*7 05 P M
5 56 P M	ar. Louisville ... " lv.	9 30 A M
8 00 P M	lv. Louisville ... " ar.	8 40 A M
*11 15 P M	ar. Danville .... " lv.	*5 30 A M

COLUMBIA AND AUGUSTA.

No. 129	Cafe Parlor Cars.	No. 130
*7 00 A M	lve..... Columbia ....arr.	7 30 P M
10 10 A M	arr..... Augusta .....lve.	*4 00 P M

EXPLANATION OF SIGNS.

* Daily; § Sunday only; *a* Wednesday and Saturday; *b* Thursday and Sunday.

SOUTHERN RAILWAY COMPANY.

WASHINGTON AND CHARLOTTE.

No. 37	41	15	13	29	17	43	35	49	9	25	Ms	*January*, 1910.	42	No. 38	18	16	14	30	10	44	28	36	20	26	12
....	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M	...	(*Eastern time.*)	A M	....	A M	A M	A M	A M	P M	P M	P M	P M	....	Night	....
*1046 P M	*1010	*455	†420	*4 15	†100	*1100	*900	*8 30	*7 30	*410	0	lv. +**Washington** ♁ ar	6 50	6 30 A M	8 10	9 45	11 45	1040	2 30	7 45	9 30	10 55	....	1215	....
11 02 P M	1027	5 12	4 37	4 32	1 17	11 17	9 17	8 47	7 47	4 27	8	+.**Alexandria (U.S.)**...	6 33	6 13 "	7 53	9 28	11 28	1023	2 13	7 28	9 13	10 38	....	1158	....
- -	- -	5 16	e440	j -	1 21	- -	p -	e8 50	7 50	- -	10	......Seminary......	- -	- -	7 48	s -	- -	j -	2 07	h -	9 09	- -	....	- -	....
- -	- -	5 25	e449	j -	1 29	- -	p -	e8 55	7 59	- -	14	.......Edsall..... ♁	- -	- -	7 35	s -	- -	j -	1 46	h -	8 53	- -	....	- -	....
- -	- -	5 28	e452	j -	1 32	- -	p -	e8 58	8 03	- -	16	.....Springfield	- -	- -	7 31	s -	- -	j -	1 40	h -	8 49	- -	....	- -	....
- -	- -	5 35	e456	j -	1 38	- -	p -	e9 02	8 10	- -	19	... Ravensworth ...	- -	- -	7 24	s -	- -	j -	1 29	h -	8 43	- -	....	- -	....
New York and New Orleans Limited.	- -	5 41	e500	j -	1 44	- -	p -	e9 05	8 15	- -	21	.... Burke .... ♁	- -	New York and New Orleans Limited.	7 20	s -	- -	j -	1 22	h -	8 38	- -	....	- -	....
	- -	5 46	e503	j -	1 49	- -	p -	e9 08	8 20	- -	23	..... Sideburn	- -		7 16	s -	- -	j -	1 16	h -	8 33	- -	....	- -	....
	- -	5 49	e505	j -	1 52	- -	p -	e9 10	8 23	- -	25	...... Fairfax......	- -		7 14	s -	- -	j -	1 12	h -	8 30	- -	....	- -	....
	- -	5 58	e510	j -	2 01	- -	p -	e9 15	8 31	- -	28	...... Clifton .... ♁	- -		7 06	s -	- -	j -	1 02	h -	8 22	- -	....	- -	....
	l y	6 12	5 18	j -	2 15	11 56	p -	9 25	8 45	- -	34	+..**Manassas**.. ♁	i -		6 54	8 45	†1048	j -	12 50	6 37	*810	9 43	....	- -	....
	- -	6 22	P M	j -	2 23	- -	p -	A M	8 53	- -	36	......Bristow......	- -		6 44	s -	A M	j -	12 36	6 27	P M	- -	....	- -	....
	- -	6 28		j -	2 28	- -	p -		8 58	- -	41	.....Nokesville... ♁	- -		6 39	s -	....	j -	12 30	6 22		- -	....	- -	....
	- -	6 40	....	j -	2 38	- -	p -	....	9 05	- -	45	...... Catlett.......	- -		6 29	s -	....	j -	12 18	6 14	....	- -	....	- -	....
	- -	6 47	....	j -	2 45	- -	1015	....	9 13	- -	48	....**Calverton**.. ♁	i -		†625	8 20	....	9 16	12 12	6 10	....	- -	....	- -	....
	- -	7 02	....	j -	P M	- -	p -	....	9 30	- -	54	.....Bealeton ... ♁	- -		A M	8 07	....	j -	11 56	5 52	....	- -	....	- -	....
	- -	7 10	....	j	....	- -	p -	....	9 38	- -	58	.... Remington	- -		....	7 59	....	j -	11 46	5 44	....	- -	....	- -	....
	- -	7 22	....	j	....	- -	p -	....	9 52	- -	63	+....Brandy.... ♁	- -		....	7 48	....	j -	11 34	5 32	....	- -	....	- -	....
	l y	7 35	....	6 59	....	- -	p z	....	10 07	- -	69	+...Culpeper.....	i -		....	7 36	....	j y	11 20	5 21	....	8 48	....	- -	....
	- -	7 46	....	j -	....	- -	p	....	10 15	- -	73	......Winston......	- -		....	7 26	....	j -	11 09	5 12	....	- -	....	- -	....
	- -	7 50	....	j -	....	- -	p -	....	10 20	- -	76	......Mitchell......	- -		....	7 21	....	j -	11 03	5 07	....	- -	....	- -	....
	- -	8 00	....	j -	....	- -	p -	....	10 30	- -	81	+....Rapidan......	- -		....	7 11	....	j -	10 52	4 59	....	- -	....	- -	....
	l -	8 18	....	j m	....	- -	p -	....	10 45	- -	86	+....**Orange**.... ♁	i -		....	7 00	....	j b	10 40	4 51	....	8 18	....	- -	....
	- -	8 27	....	j -	....	- -	p -	....	10 52	- -	90	.... Montpelier	- -		....	6 49	....	j -	10 33	4 43	....	- -	....	- -	....
	- -	8 34	....	j -	....	- -	p -	....	10 58	- -	93	..... Somerset	- -		....	6 44	....	j -	10 29	4 38	....	- -	....	- -	....
	- -	8 47	....	j z	....	- -	p -	....	11 09	- -	97	... Barboursville. ♁	- -		....	6 32	....	j -	10 18	4 28	....	z -	....	- -	....
- -	- -	8 54	....	j -	....	- -	p -	....	11 14	- -	101	......Burnley	- -	- -	....	6 22	....	j -	10 08	4 19	....	- -	....	- -	w Stops to leave from points south of Lynchburg.
- -	- -	9 01	....	j -	....	- -	p -	....	11 20	- -	103	......Gilbert .... ♁	- -	- -	....	6 18	....	j -	10 01	4 15	....	- -	....	- -	
- -	- -	9 15	11	j -	....	- -	p -	19	11 28	- -	108	.......Proffit..... ♁	- -	- -	....	6 11	....	j -	9 53	4 07	12	- -	....	- -	
- -	- -	9 28	P M	j -	....	- -	p -	A M	11 35	-	111	.........Rio.........	- -	- -	....	6 05	....	j -	9 46	4 00	P M	- -	P M	- -	
1 42 A M	1 05	9 35	†430	7 07	....	2 05	1210	*600	11 50	7 00	114	+.**Charlottesville**. ♁	3 48	3 28 "	....	*600	....	7 28	9 40	3 55	6 15	7 35	1000	9 05	
- -	- -	P M	4 38	j -	....	- -	- -	6 06	11 57	- -	118	...Hickory Hill ...	- -	- -	....	A M	....	j -	9 27	3 41	6 09	- -	9 52	- -	
- -	- -	....	4 46	j -	....	- -	- -	6 12	12 05	- -	121	.... Arrowhead .. ♁	- -	- -	....		....	j -	9 22	3 36	6 04	- -	9 46	- -	
- -	- -	....	4 49	j -	....	- -	- -	6 15	12 10	- -	123	..... Red Hill	- -	- -	....	....	....	j -	9 19	3 34	6 02	- -	9 43	- -	
- -	- -	....	4 55	j -	....	- -	- -	6 19	12 29	- -	125	+.North Garden. ♁	- -	- -	....	....	....	j -	9 14	3 30	5 58	- -	9 38	- -	
- -	- -	....	5 10	j -	....	- -	- -	6 27	12 47	- -	131	.....Covesville... ♁	- -	- -	....	....	....	j -	9 06	3 22	5 50	- -	9 28	- -	
- -	- -	....	5 22	j -	....	- -	- -	6 37	12 58	- -	135	.......Faber.......	- -	- -	....	....	....	j -	8 56	3 12	5 43	- -	9 19	- -	
- -	- -	....	5 30	j -	....	- -	- -	6 48	1 04	- -	137	......Rockfish ... ♁	- -	- -	....	....	....	j -	8 52	3 09	†540	- -	9 13	- -	
- -	- -	....	P M	j -	....	- -	- -	6 55	1 13	- -	141	........Elma.......	- -	- -	....	....	....	j -	8 45	3 02	P M	- -	9 04	- -	
- -	- -	....	....	j -	....	- -	- -	7 02	1 25	- -	144	+...Shipman ... ♁	- -	- -	....	....	....	j -	8 40	2 55		- -	8 58	- -	....
- -	- -	....	....	j -	....	- -	- -	7 12	1 35	- -	149	.....Arrington... ♁	- -	- -	....	....	....	j -	8 30	2 38	....	- -	8 45	- -	....
- -	- -	....	....	j -	....	- -	- -	7 19	1 45	- -	154	.....Tye River.....	- -	- -	....	....	....	j -	8 24	2 29	....	- -	8 35	- -	....
- -	- -	v Stops to leave passengers from east of Greensboro; x stops to leave from Richmond Division No. 13 and Norfolk Div. No. 1 and D. & W. Ry. No. 4; y stops to leave from or take for Alexandria and beyond; z stops to leave from or take for north of Washington. ‡ Meals. + Coupon stations; ♁ Telegraph stations.		j -	....	- -	- -	7 24	1 52	- -	155	...New Glasgow. ♁	- -	- -	....	....	....	j -	8 19	2 22	....	- -	8 28	- -	....
- -	- -			j -	....	- -	- -	7 38	2 10	- -	160	+....Amherst.... ♁	- -	- -	....	....	....	j -	8 09	2 10	....	6 07	8 20	- -	....
- -	- -			j m	....	- -	- -	7 48	2 17	- -	163	...Sweet Briar....	- -	- -	....	....	....	j -	8 03	2 04	....	b w	8 09	- -	....
- -	- -			j -	....	- -	- -	8 04	2 26	- -	167	......McIvor......	- -	- -	....	....	....	j -	7 56	1 58	....	- -	8 02	- -	....
3 25 "	3 00			8 50	....	3 45	2 00	8 13	2 35	8 55	168	......Monroe.... ♁	2 15	1 58 "	....	....	....	5 55	7 55	1 55	....	5 50	8 00	7 40	....
- -	- -			- -	....	- -	- -	8 18	2 40	- -	169	..... Winesap .... ♁	- -	- -	....	....	....	- -	7 45	1 45	....	c -	7 51	- -	....
3 42 "	3 25			9 10	....	4 10	2 25	8 38	3 05	9 20	174	+.**Lynchburg**.. ♁	1 55	1 35 A M	....	....	....	5 28	7 30	1 10	....	5 25	7 37	7 20	....
- -	- -			- -	....	- -	- -	8 45	3 15	- -	177	.....**Durmid**.... ♁	- -	- -	....	....	....	- -	7 12	- -	....	- -	7 21	- -	....
- -	3 40			- -	....	- -	- -	8 51	3 20	9 35	180	.....Montview... ♁	*130	- -	....	....	....	- -	7 09	- -	....	c -	7 16	*855	....
- -	A M			- -	....	- -	- -	9 00	3 30	A M	185	......Lawyer.......	A M	- -	....	....	....	- -	7 00	- -	....	c -	7 02	P M	....
- -				- -	....	- -	- -	9 10	3 40		191	.....Evington ... ♁	....	- -	....	....	....	- -	6 46	- -	....	c -	6 47		....
- -	....			- -	....	- -	- -	9 17	3 48	....	195	....Otter River....	....	- -	....	....	....	- -	6 39	- -	....	c -	6 37	....	....
- -	....			- -	....	- -	- -	9 23	3 52	....	197	......Clarion.... ♁	....	- -	....	....	....	- -	6 34	- -	....	c -	6 31	....	....
- -	....			- -	....	- -	- -	9 28	3 57	....	200	.....Altavista	....	- -	....	....	....	- -	6 27	12 12	....	- -	6 22	....	....
- -	....			- -	....	- -	- -	9 30	4 00	....	201	.......Hurt ..... ♁	....	- -	....	....	....	- -	6 25	- -	....	c -	6 18	....	....
- -	....			- -	....	- -	- -	9 40	4 08	....	205	......Motley .... ♁	....	- -	....	....	....	- -	6 19	- -	....	c -	6 10	....	....
- -	....			- -	....	- -	- -	9 47	4 15	....	208	.....Sycamore... ♁	....	- -	....	....	....	- -	6 14	- -	....	c -	6 02	....	....
- -	....			t -	....	- -	o3 38	10 00	4 30	....	213	+.**Franklin Jn.** ♁	....	- -	....	....	....	t -	6 05	11 49	....	3 57	5 52	....	....
- -	....			- -	....	- -	- -	10 07	4 37	....	216	.....Galveston.....	....	- -	....	....	....	- -	5 59	- -	....	- -	5 41	....	....
- -	....			- -	....	- -	- -	10 10	4 39	....	218	......Whittle.... ♁	....	- -	....	....	....	- -	5 54	- -	....	c -	5 38	....	....
- -	....			10 26	....	- -	- -	10 20	4 50	....	223	+...Chatham ...♁	....	- -	....	....	....	- -	5 44	11 31	....	3 33	5 27	....	....
- -	....			- -	....	- -	- -	10 30	5 05	....	227	.....Dry Fork.... ♁	....	- -	....	....	....	- -	5 35	- -	....	c -	5 05	....	....
- -	7			- -	....	- -	-	10 41	5 15	11	233	.... Fall Creek .. ♁	....	- -	....	8	....	- -	5 25	- -	....	c -	4 52	....	....
5 40 "	A M			10 52	....	5 55	4 25	11 00	5 35	A M	240	arr} +**Danville** ♁ {lve	....	11 38 P M	....	A M	....	3 18	*5 00	11 00	....	3 00	*435	....	Night
5 47 "	*1110			10 57	....	6 03	4 35	A M	P M	*510	240	lve} {arr	....	11 25 "	....	9 00	....	3 09	A M	10 45	....	2 50	P M	....	1210
- -	11 23			- -	....	- -	x -			5 23	245	.....Stokesland... ♁	....	- -	....	8 45	....	- -	....	- -	....	c n	....	....	1159
- -	11 33			- -	....	- -	x -	....	....	5 30	249	......Pelham.... ♁	....	- -	....	8 35	....	- -	....	- -	....	c -	....	....	1152
- -	11 43			- -	....	- -	x g	....	....	5 40	255	.......Ruffin..... ♁	....	- -	....	8 22	....	- -	....	- -	....	c -	....	....	1142
m -	12 04			a -	....	- -	5 22	....	....	5 57	264	+...Reidsville... ♁	....	c u	....	8 02	....	a -	....	10 07	....	2 17	....	....	1120
- -	12 18			- -	....	- -	x -	21	45	6 12	273	......Benaja.... ♁	....	- -	....	7 45	....	- -	....	- -	46	c -	....	22	1100
- -	12 25			- -	....	- -	x -	Noon	A M	6 20	277	..Brown's Summit ♁	....	- -	....	7 36	....	- -	....	- -	P M	1 59	....	P M	1052
7 20 "	12 55			12 20	....	7 20	6 15	*1230	*3 45	‡735	288	+.**Greensboro**. ♁	....	10 18 "	....	7 10	....	2 05	....	9 30	6 30	1 40	....	3 10	1031
- -	1 18			- -	....	v -	6 33	12 45	4 08	7 52	299	.... Jamestown .. ♁	....	- -	....	6 37	....	- -	....	9 00	6 05	c -	....	2 53	9 32
7 45 "	1 30			12 43	....	7 49	6 45	12 55	4 20	8 02	304	+..**High Point**. ♁	....	9 48 "	....	6 26	....	1 33	....	8 52	5 55	1 08	....	2 43	9 23
- -	1 45			a -	....	v -	6 57	1 13	4 33	8 14	310	+..Thomasville.. ♁	....	- -	....	6 09	....	a -	....	8 41	5 40	12 55	....	2 28	9 08
- -	2 05			a -	....	v -	7 18	1 37	4 55	8 32	321	+...Lexington... ♁	....	- -	....	5 44	....	a -	....	8 22	5 18	12 38	....	2 06	8 44
- -	2 20			- -	....	v -	x	1 55	5 05	8 41	327	.....Linwood ... ♁	....	- -	....	5 31	....	- -	....	- -	5 06	- -	....	1 57	8 28
8 40 "	2 40			1 45	....	8 50	7 55	2 25	5 30	9 05	335	......Spencer.... ♁	....	9 05 "	....	5 10	....	1250	....	7 55	4 46	12 15	....	1 40	8 10
8 55 "	2 55			2 00	....	9 05	8 10	‡2 30	5 40	9 20	338	+..**Salisbury**.. ♁	....	8 55 "	....	5 00	....	1240	....	‖7 45	4 35	12 05	....	*130	7 50
- -	3 18			- -	....	v -	8 28	P M	5 56	9 39	347	....China Grove.. ♁	....	- -	....	4 38	....	- -	....	7 09	4 10	11 37	....	P M	7 14
m -	3 40			2 40	....	v -	8 50	....	6 20	1010	360	+....Concord.... ♁	....	b -	....	4 12	....	1203	....	6 46	3 40	11 05	....	....	6 43
- -	3 53			- -	....	v -	d -	....	6 35	1023	368	.... Harrisburg .. ♁	....	- -	....	4 00	....	- -	....	- -	3 27	- -	....	....	6 28
- -	4 05			- -	....	v -	d -	....	6 48	1039	374	...... Newell..... ♁	....	- -	....	3 47	....	- -	....	- -	3 17	- -	....	....	6 18
10 00 A M	4 25			3 20	....	10 15	9 30	....	7 10	1100	381	+..**Charlotte**.. ♁	....	*7 35 P M	....	*330	....	*1130	....	*6 05	*300	*1015	....	....	*600
....	P M			A M	....	P M	P M	....	A M	A M	...	ARRIVE} {LEAVE	....	....	....	A M	....	P M	....	A M	P M	A M	....	....	P M

* Daily; † daily, except Sunday; *a* stops to take or leave passengers for or from points on Columbia or Charleston Divisions at which train stops; *b* stops to take for Washington and beyond; *c* stops to leave from points south of Charlotte and Norwood and Asheboro Branches; *d* stops to leave from Asheville Division; *e* stops to take passengers for Harrisonburg Branch; *g* stops to leave from Danville; *h* stops to leave passengers from points south of Manassas; *i* stops to leave from points west of Lynchburg; *j* stops to take for or leave from points beyond Charlotte at which train stops; *l* stops to take passengers for points south of Charlottesville at which scheduled to stop; *m* stops to leave from Washington and points beyond; *n* stops to leave passengers from points on D. & W. R.R.; *o* stops to take passengers for south of Danville where train stops; *p* stops to take passengers from No. 9 for points south of Danville where train stops; *s* stops Sunday; *t* stops to take passengers for or to leave from points on Columbia or Charlotte Divisions at which train stops; *u* stops for Sleeping Car passengers for Washington and points beyond.

SOUTHERN RAILWAY COMPANY.

CHARLOTTE AND ATLANTA.

29	43	35	41	37	11	39	Ms	June 7, 1909.	36	42	12	38	40	44	30
A M	*P M	P M	P M	*A M	A M	A M	...	(Eastern time.)	A M	Noon	P M	P M	P M	A M	P M
*3 30	10 25	*8 40	†4 50	10 05	*11 10	*7 15	0	lv. + **Charlotte** ♁ ar.	10 05	12 45	5 45	7 30	10 50	6 00	11 15
– –	x –	w –	5 00	– –	11 20	– –	5	......Juneau.... ♁	– –	12 35	5 30	– –	– –	– –	– –
– –	x –	10 00	5 15	– –	11 30	7 35	12	.....Belmont... ♁	9 43	12 22	5 15	– –	– –	– –	– –
– –	x –	w –	5 25	– –	11 42	7 45	16	......Lowell.... ♁	i –	12 10	5 05	– –	– –	– –	– –
– –	x –	10 25	5 35	b e	12 00	7 57	22	+..**Gastonia**.. ♁	9 25	11 58	4 55	c 6 55	9 55	5 23	– –
– –	x –	h w	5 50	– –	12 15	8 10	29	..Bessemer City ♁	m –	11 43	4 39	– –	9 40	– –	– –
– –	x –	s tw	6 00	– –	12 25	8 20	34	+.King's Mountain. ♁	i t	11 32	4 28	– –	9 28	– –	– –
– –	x –	w –	6 20	– –	12 40	8 45	42	......Grover.... ♁	i –	11 15	4 10	– –	– –	– –	– –
4 40	11 45	11 06	6 45	11 25	12 55	9 05	47	+.**Blacksburg**. ♁	8 33	11 00	4 00	6 11	9 03	4 40	8 50
– –	x –	11 22	7 05	b –	1 12	9 18	55	+...**Gaffney**... ♁	8 13	10 35	3 43	5 55	8 45	– –	– –
– –	x –	w –	7 15	– –	1 24	– –	61	....Thicketty.. ♁	– –	10 22	3 30	– –	– –	– –	– –
– –	x –	w –	7 30	– –	1 35	9 40	67	.....Cowpens... ♁	7 50	10 12	3 21	– –	8 25	– –	– –
– –	x –	w –	7 33	– –	1 39	– –	68	......Clifton......	– –	10 08	3 17	– –	– –	– –	– –
– –	x –	w –	7 47	– –	1 50	– –	72	...Mount Zion. ♁	– –	10 00	3 10	– –	– –	– –	– –
5 40	12 40	12 00	8 05	12 20	2 05	10 30	76	+.**Spartanburg**. ♁	7 30	9 50	3 00	5 20	8 10	3 45	9 00
– –	x –	w –	8 17	– –	2 12	g –	78	**Spartanburg Junc** ♁	i –	9 38	2 50	– –	– –	– –	– –
– –	x –	w –	8 25	– –	2 20	10 40	81	....Fair Forest.. ♁	i –	9 30	2 45	– –	– –	– –	– –
– –	x –	w –	8 40	– –	2 35	10 50	86	.....Wellford... ♁	7 00	9 20	2 35	– –	7 42	– –	– –
– –	x –	w –	8 50	– –	2 45	10 55	90	.....Duncan... ♁	a –	9 10	2 28	– –	7 35	– –	– –
– –	x –	a w	9 01	– –	2 58	11 05	94	.......Greer..... ♁	6 45	9 03	2 16	– –	7 27	– –	– –
– –	x –	w –	9 15	– –	3 08	11 15	99	.......Taylor.... ♁	6 36	8 50	2 05	– –	7 18	3 00	– –
6 50	1 40	1 10	9 40	1 30	3 35	11 35	107	+ **Greenville, S.C.** ♁	6 17	8 30	1 45	4 26	‖7 00	2 45	8 05
– –	x –	– –	9 50	– –	3 46	– –	114	.....Croswell... ♁	– –	8 05	1 25	– –	– –	– –	– –
– –	x –	– –	10 04	– –	4 00	11 55	119	......Easley.... ♁	s –	7 50	1 15	– –	6 20	x –	– –
– –	x –	– –	10 17	– –	4 12	12 05	126	......Liberty.... ♁	– –	7 35	1 00	– –	6 08	x –	– –
b v	x –	– –	10 32	– –	4 25	‖12 35	134	.....Central.... ♁	x –	7 14	‖12 45	– –	5 55	– –	c v
– –	x –	– –	10 41	– –	4 33	12 45	138	+...Calhoun... ♁	– –	7 04	12 20	– –	5 45	– –	– –
7 50	2 40	2 20	11 10	2 28	4 53	1 00	147	+...**Seneca**... ♁	5 00	†6 50	12 03	3 18	5 28	1 27	7 03
– –	x –	– –	P M	– –	4 56	1 06	152	.....Richland.....	– –	A M	11 50	– –	5 15	– –	– –
– –	2 55	– –		– –	5 07	1 17	156	...Westminster. ♁	4 40		11 43	– –	5 07	1 07	– –
– –	x –	– –	....	– –	5 15	– –	161	.....Harbin.... ♁	– –	....	11 32	– –	– –	– –	– –
– –	x –	– –	....	– –	5 22	1 30	165	.....Madison... ♁	– –	....	11 25	– –	4 45	x –	– –
– –	x –	– –	17	– –	5 30	– –	169	....Deercourt.. ♁	– –	18	11 18	– –	4 36	– –	– –
8 35	3 28	3 02	A M	3 20	5 45	1 50	174	arr + **Toccoa** ♁ lve	4 00	P M	11 10	c v	4 25	12 36	6 18
8 35	3 28	3 02	†5 45	3 20	5 46	1 50	174	lve..**Toccoa**..arr	4 00	9 30	11 10	c v	4 25	12 36	6 18
– –	x –	– –	5 58	– –	6 07	– –	181	....Ayersville.. ♁	– –	9 13	10 54	– –	4 12	– –	– –
9 00	x –	– –	6 12	3 50	‖6 40	2 14	188	...Mount Airy.. ♁	– –	8 55	10 44	2 14	3 58	12 11	5 56
9 04	x –	– –	6 16	b v	6 47	2 20	190	+..**Cornelia**... ♁	– –	8 50	10 40	c v	3 53	12 07	5 53
– –	x –	– –	6 24	– –	6 57	2 30	194	.......Alto..... ♁	– –	8 35	10 28	– –	– –	– –	– –
– –	x –	– –	6 36	– –	7 07	– –	201	......Bellton......	– –	8 25	10 18	– –	– –	– –	– –
9 28	x –	4 01	6 38	4 08	7 15	2 45	202	+.....**Lula**..... ♁	x –	8 20	10 15	1 50	3 28	11 46	5 35
– –	x –	– –	6 48	– –	7 27	2 53	208	..White Sulphur ♁	– –	8 07	10 00	– –	3 18	– –	– –
9 50	4 45	4 26	7 02	4 30	7 47	3 08	214	+.**Gainesville**. ♁	2 55	7 47	9 50	1 30	3 06	11 25	5 18
– –	x –	– –	7 12	– –	7 58	3 15	220	.....Oakwood... ♁	– –	7 32	9 35	– –	2 43	– –	– –
– –	x –	– –	7 20	– –	8 05	3 20	224	Flowery Branch ♁	– –	7 25	9 28	– –	2 35	x –	– –
– –	x –	4 59	7 34	– –	8 17	3 30	230	+....Buford.... ♁	2 28	7 10	9 15	c v	2 22	10 55	– –
– –	x –	– –	7 45	– –	8 27	3 43	237	....**Suwanee**.. ♁	– –	6 55	9 00	– –	2 07	x –	– –
– –	x –	– –	7 57	– –	8 37	3 55	242	......Duluth.... ♁	– –	6 45	8 50	– –	1 52	c v	– –
– –	x –	5 20	8 12	– –	8 47	4 05	248	.....Norcross... ♁	1 56	6 31	8 40	– –	1 40	10 24	– –
– –	x –	– –	8 23	– –	8 55	– –	253	.....Doraville.....	– –	6 15	8 31	– –	– –	– –	– –
– –	x –	– –	8 28	– –	8 58	4 17	254	...**Chamblee**.. ♁	– –	6 10	8 28	– –	1 30	– –	– –
– –	x –	– –	8 36	– –	9 02	– –	257	....Crosskeys.. ♁	– –	6 02	8 22	– –	– –	– –	– –
11 30	6 25	6 00	9 10	6 00	9 30	4 55	268	+ **Atlanta** (E. time)	*1 15	†6 30	*7 55	*12 01	*1 00	*8 45	*3 45
10 30	5 25	5 00	8 10	5 00	8 30	3 55	268	**Atlanta** (Cent. time) ♁	*12 15	†4 30	*6 55	*11 01	12 00	*8 45	*2 45
A M	A M	A M	A M	P M	P M	P M	...	ARRIVE] [LEAVE	Night	P M	A M	A M	*N'n	P M	P M

BIRMINGHAM AND COLUMBUS, MISS.

15	9	11	Mls	August 8, 1909.	10	16	12
P M	Noon	A M	....	lve. (Term. Sta.) arr.	A M	Noon	P M
*4 10	*12 30	*7 10	168	+..**Birmingham**... ♁	8 45	12 50	7 35
– –	– –	– –	169	Birmingham (27th St.) ♁	– –	– –	– –
4 18	12 38	7 18	172	...**North Birmingham**. ♁	8 35	12 42	7 27
4 35	12 58	7 38	178	.......Coalburg..... ♁	8 17	12 20	7 10
4 55	1 18	7 55	183	......Brookside.... ♁	7 55	12 02	6 52
5 00	1 25	8 00	185	......**Jefferson**.... ♁	7 45	11 55	6 45
5 10	....	8 10	187	arr. **Blossburg** ♁ lve.	....	11 45	6 50
4 45	....	7 35	187	lve. **Blossburg** arr.	....	12 10	6 45
5 00	1 26	8 00	185	lve....**Jefferson**...arr.	7 45	11 55	6 45
5 17	1 40	8 14	190	+......Littleton..... ♁	7 30	11 40	6 30
– –	1 50	– –	193	........Bryan....... ♁	7 20	– –	– –
5 55	2 22	8 53	203	+......Cordova..... ♁	6 47	11 04	5 55
6 12	2 40	9 10	210	........**Parrish**..... ♁	6 30	10 45	5 35
6 30	2 57	9 25	217	.......Oakman...... ♁	6 15	10 30	5 18
6 45	3 15	9 42	223	........Corona...... ♁	*6 00	10 15	5 00
7 10	P M	10 10	233	.........Berry....... ♁	A M	9 48	4 36
7 22		10 21	239	........Bankston..... ♁		9 37	4 23
7 47		10 48	249	+.......Fayette...... ♁		9 12	3 57
7 57		10 58	253	.........Covin....... ♁		9 02	3 48
8 15		11 18	262	+.....Kennedy..... ♁		8 43	3 30
8 27		11 30	268	........Millport...... ♁		8 30	3 18
8 35		11 37	272	.......Fern Bank.... ♁		8 21	3 08
9 15		12 15	291	+....**Columbus**.... ♁		*7 45	*2 30
P M		Noon	....	ARRIVE] [LEAVE	-	A M	P M

n Stops to leave from Atlanta. x Wednesday and Friday.

RICHMOND AND WEST POINT.

....	16	10	74	M	August, 1909.	15	9	75	....
	P M	P M	A M	..	LV.] East. time. [AR.	A M	A M	P M	
	†4 30	d 2 15	†4 30	0	+..**Richmond**. ♁	9 30	11 35	5 45	
	‖ –	2 36	5 06	7	....Fair Oaks....	b –	11 13	5 10	
	– –	2 45	5 16	11	.....Meadow... ♁	b –	11 05	4 49	
	– –	2 51	5 25	14	....Dispatch....	b –	10 58	4 30	
	5 02	3 00	5 40	16	.....Quinton... ♁	8 50	10 54	4 17	
	5 11	3 12	6 00	20	.....Tunstall... ♁	8 41	10 43	3 50	
	5 20	3 25	6 15	24	..White House..	8 31	10 33	3 5	
	5 28	3 41	6 40	26	..Lester Manor. ♁	8 47	10 29	3 00	
	– –	3 48	6 47	29	.....Cohoke.....	8 20	10 22	2 40	
	5 38	3 55	7 10	31	...Sweet Hall...	8 16	10 17	2 25	
	‖ –	4 04	7 30	34	...Romancoke...	8 08	10 10	2 15	
	6 00	4 15	7 53	39	+.**West Point**. ♁	*8 00	‖10 00	†2 00	
	P M	P M	A M	..	ARRIVE] [LEAVE	A M	A M	P M	

‖ Stops Tuesday, Thursday and Saturday. b Stops Monday, Tuesday, Thursday and Saturday.

* Daily; † daily, except Sunday; b stops to leave passengers from Washington or beyond; c stops to take passengers for Washington or beyond; d Monday, Wednesday and Friday; e stops to receive passengers for Montgomery, Birmingham, Macon, Columbus, Chattanooga, Fort Valley or beyond; g stops to take passengers from Asheville Division; h stops to leave from points north of Charlotte; i stops to receive passengers for north of Charlotte and to leave from Atlanta and beyond; j stops to take passengers for or leave from Heflin and points beyond; l stops to leave from points west of Heflin or to take for Atlanta or points beyond ‖ Meals.

ATLANTA AND BIRMINGHAM.

11	25	39	29	35	Ms	August 8, 1909.	12	28	40	30	36
P M	P M	P M	A M	A M	...	(Central time.)	A M	A M	Noon	P M	P M
*11 10	*5 30	*4 10	*10 45	*6 20	0	lv. + .**Atlanta**. ♁ ar.	6 30	8 30	12 40	2 30	10 45
11 50	6 15	4 50	11 20	6 55	19	+....**Austell**.... ♁	5 55	7 45	12 05	1 55	10 10
11 57	6 23	j p	– –	7 02	21	+.Lithia Springs. ♁	l –	7 30	11 50	– –	– –
12 09	6 49	j –	y –	7 14	27	....Douglasville.. ♁	l –	7 14	11 34	– –	9 50
12 18	6 55	– –	– –	7 23	33	......Winston.... ♁	l –	6 55	11 20	– –	9 38
12 29	7 13	j –	– –	7 34	39	.....Villa Rica... ♁	l –	6 41	11 10	– –	9 25
12 42	7 35	j –	– –	7 47	46	......Temple.... ♁	l –	6 21	10 54	– –	9 05
12 59	7 53	5 50	12 20	8 04	54	+...**Bremen**... ♁	4 43	6 02	10 42	12 58	8 50
1 05	8 03	– –	– –	8 10	56	.......Waco..... ♁	l –	5 53	10 35	– –	8 43
1 20	8 30	6 10	12 40	8 25	64	+...Tallapoosa... ♁	4 18	5 35	10 22	12 40	8 30
1 34	8 50	– –	– –	j –	71	.....Muscadine... ♁	l –	5 16	– –	– –	8 12
1 39	9 00	j –	– –	8 44	74	+...Fruithurst.....	l –	5 10	j –	– –	8 06
1 50	9 15	j –	– –	8 55	79	....Edwardsville.. ♁	l –	4 58	j –	– –	7 56
2 05	9 30	6 55	– –	9 08	85	arr....**Heflin**....lve.	3 30	*4 45	9 42	– –	7 45
2 05	P M	6 55	– –	9 09	85	lve....**Heflin**.. ♁ arr.	3 30	A M	9 42	– –	7 45
2 15	....	7 05	– –	9 18	91	......Iron City.... ♁	3 15	....	9 29	– –	7 30
2 20	....	7 10	– –	9 23	94	....Choccolocco.. ♁	3 10	....	9 23	– –	7 24
2 27		7 17	– –	9 28	97	...De Armanville. ♁	3 03	....	9 15	– –	7 17
2 37		– –	– –	– –	102	+....Oxford......	2 53	....	– –	– –	7 05
2 50		7 37	1 55	9 45	104	+...**Anniston**... ♁	2 37	....	8 50	11 20	6 52
3 17		8 03	– –	10 10	113	.......Bynum..... ♁	2 13	....	8 27	– –	6 28
3 22		8 11	– –	10 17	117	......McFall.... ♁	2 08	....	8 20	– –	6 20
3 32		8 23	– –	10 27	123	......Lincoln.... ♁	1 56	....	8 08	– –	6 08
3 42		8 32	– –	10 40	128	.....Riverside... ♁	1 45	....	7 58	– –	5 58
3 47		8 37	– –	10 44	130	......Seddon......	1 37	....	7 50	– –	5 50
3 52		8 43	2 52	10 54	133	+...**Pell City**... ♁	1 32	....	7 45	10 32	5 45
3 56		8 47	– –	10 59	135	......Eden......	1 28	....	7 41	– –	5 39
4 20		9 07	– –	11 17	145	.....Brompton... ♁	1 08	....	7 21	– –	5 19
4 33		9 17	– –	11 28	150	.......Leeds..... ♁	12 58	....	7 10	– –	5 08
4 38		9 22	– –	11 33	153	....Henry-Ellen....	12 22	....	7 05	– –	5 02
5 20	....	10 00	4 00	12 15	168	+.**Birmingham**. ♁	*12 15	....	*6 30	*9 30	*4 25
A M	....	P M	P M	Noon	...	ARRIVE] [LEAVE	Night	....	A M	A M	P M

t Stops to leave from or to take for Charlotte and beyond; x stops to leave from east of Greensboro. STANDARD—Central time.

v Stops to take for or leave from Atlanta or south.

w Stops to leave from Norfolk and Danville Division points; x stops to receive for north of Charlotte and to leave from south of Atlanta; z stops to leave from south of Danville. + Coupon stations; ♁ Telegraph stations.

RICHMOND AND DANVILLE.

11	17	13	7	Mls	June 20, 1909.	12	16	8	14
P M	P M	A M	A M	....	LV.] Eastern time. [AR.	A M	A M	P M	P M
*11 45	†6 00	*10 45	*6 20	0	+....**Richmond**.... ♁	7 00	8 40	4 10	9 30
11 49	6 04	10 49	6 24	1	.......Manchester.... ♁	6 56	8 36	4 06	9 28
11 57	6 15	10 57	6 31	4	........Granite...... ♁	6 47	8 25	3 57	z –
12 04	6 25	11 04	6 40	8	........Bon Air...... ♁	6 40	8 18	3 49	9 12
12 09	6 32	– –	6 45	11	........Robious........	6 33	8 12	3 42	z –
12 15	6 40	11 15	6 50	13	.......Midlothian.... ♁	6 26	8 06	3 38	9 01
12 25	6 53	11 24	7 00	18	......Hallsboro.......	6 12	7 54	3 27	8 52
12 31	7 02	11 31	7 06	21	.......**Moseley**..... ♁	6 05	7 46	3 20	8 45
12 33	7 05	– –	7 08	22	........Dorset........	6 02	7 42	3 15	z –
12 35	7 08	11 35	7 10	23	.......Clayville..... ♁	6 00	7 40	3 13	z –
12 43	7 16	11 43	7 17	27	........Mattoax..... ♁	5 52	7 33	3 07	8 35
12 50	7 25	11 50	7 24	30	........Chula....... ♁	5 44	7 24	3 00	8 25
1 00	7 36	11 59	7 35	36	+......Amelia...... ♁	5 31	7 05	2 49	8 10
1 17	7 56	12 12	7 48	43	......Jetersville..... ♁	5 15	6 49	2 38	7 55
1 37	8 17	12 31	8 07	53	+...**Burkeville**.... ♁	4 50	6 27	2 17	7 35
1 51	8 33	12 45	8 21	61	......Green Bay.... ♁	4 32	6 13	2 02	7 19
1 58	8 42	12 53	8 28	65	.......Meherrin..... ♁	4 25	6 05	1 55	7 11
2 15	9 00	‖1 30	8 45	73	+....**Keysville**.... ♁	4 10	†5 50	‖1 40	6 52
2 30	P M	1 50	9 00	81	....Drake's Branch.. ♁	3 53	A M	12 59	6 36
2 35		– –	9 05	84	......Mossingford....	3 46	....	12 51	z –
2 45		2 09	9 16	90	.......Randolph..... ♁	3 32	....	12 30	6 17
2 54		2 17	9 25	94	........Clover...... ♁	3 23	....	12 30	6 08
3 10		2 31	9 37	101	.......Scottsburg.... ♁	3 10		12 18	5 56
3 20		– –	9 44	105	......Wolf Trap......	3 02		12 10	z –
3 35		2 55	9 53	109	+..**South Boston**.. ♁	2 53		12 01	5 40
3 54		3 12	10 09	117	......New's Ferry.... ♁	2 35		11 40	5 19
4 03		3 21	10 17	122	.........Pace....... ♁	2 27		11 31	5 10
4 14		3 32	10 26	127	.......Barksdale.......	2 16		11 20	5 00
4 21		3 38	10 31	130	.......Sutherlin..... ♁	2 10		11 13	4 53
4 31		3 48	10 40	135	.......Ringgold..... ♁	2 00		11 02	4 42
4 43		3 58	10 51	140	........Neapolis..... ♁	1 52	....	10 51	4 34
4 45		4 00	10 55	141	+.....**Danville**..... ♁	*1 50	....	*10 50	*4 30
A M		P M	A M	....	ARRIVE] [LEAVE	A M	....	A M	P M

n Stops to leave from or take for Salisbury and beyond. s Stops Sunday.

m Stops to receive for Charlotte and points beyond and to leave from Atlanta; y stops to leave from north of Atlanta.

SOUTHERN RAILWAY COMPANY.

CHARLOTTE, COLUMBIA, SAVANNAH AND JACKSONVILLE.

133	27	35	19	29	Ms.	November 14, 1909.	30	20	38	28
	P M	A M		A M		(Eastern time.)	P M		A M	P M
	*4 35	*6 15		*3 30	0	lv. + Charlotte ♁ ar.	11 20		9 35	5 55
	4 50	6 27		— —	5	Griffith	— —		9 15	5 38
	5 00	6 36		— —	10	Pineville ♁	— —		9 02	5 27
	5 15	6 47		4 00	17	Fort Mill ♁	10 38		8 50	5 15
	5 22	6 54		— —	21	Carhartt	— —		8 44	5 04
	5 35	7 05		4 13	25	+ Rock Hill ♁	10 24		8 35	4 55
	5 48	7 18		— —	31	Ogden	— —		8 18	4 42
	5 58	7 25		— —	34	Smith	— —		8 12	4 38
	6 02	7 32		— —	37	Lewis	— —		8 06	4 30
	6 25	7 50		4 44	44	+ Chester ♁	9 50		7 50	4 15
	6 40	8 10		— —	52	Cornwell	— —		7 33	3 58
	6 48	8 18		— —	56	Blackstock ♁	— —		7 27	3 50
	6 54	8 25		— —	58	Woodward	— —		7 21	3 45
	7 05	8 36		— —	64	White Oak ♁	— —		7 11	3 34
	7 11	8 42		— —	66	Adger	— —		7 06	3 28
	7 25	8 55		5 29	71	+ Winnsboro ♁	9 04		6 56	3 17
	7 32	9 02		— —	74	Rockton ♁	— —		6 50	3 11
	7 38	9 08		— —	77	Simpson	— —		6 45	3 05
	7 49	9 20		5 49	83	Ridgeway ♁	8 43		6 35	2 53
	8 04	9 37		— —	90	Blythewood ♁	— —		6 24	2 38
	8 11	9 45		— —	93	Sharp	— —		6 18	2 31
	8 18	9 53		— —	96	Killian ♁	— —		6 11	2 24
P M	8 45	10 30	A M	6 35	109	arr. + Columbia lve.	7 55	P M	*5 35	*2 00
*5 10	P M	A M	*7 15	6 45	109	lve. Union Depot ♁ ar.	7 45	9 35	A M	11 25
5 15			7 20	— —	110	Cayce ♁	— —	9 27		11 15
5 27			7 30	— —	116	Styx	— —	9 15		11 03
5 42		1 40	7 43	— —	122	Edmund ♁	— —	9 00	1 48	10 50
5 57		A M	7 57	— —	130	Pelion ♁	— —	8 45	P M	10 36
4 20		*10 30	8 18	— —	141	Perry ♁	— —	8 25	3 30	10 10
4 32		10 42	8 27	— —	145	Sally ♁	— —	8 15	3 16	9 50
4 45		11 00	8 36	— —	150	Springfield ♁	— —	8 06	3 08	9 36
5 00		11 14	8 45	— —	155	Whaley	— —	7 58	2 52	9 24
5 05		11 20	8 49	— —	157	Walker	— —	7 53	2 48	9 20
5 34		11 35	9 00	8 05	161	Blackville ♁	6 10	7 45	2 38	9 00
— —		— —	— —	— —	168	Yale	— —	— —	— —	— —
6 00		11 57	9 17	8 17	171	+ Barnwell ♁	5 50	7 25	2 19	8 35
6 10		12 07	9 25	— —	175	Yenome	— —	7 16	2 02	8 23
6 20		12 17	9 34	— —	179	Kline ♁	— —	7 05	1 51	8 13
6 25		12 29	9 38	— —	181	Cave	— —	7 00	1 46	8 08
6 40		12 45	9 53	8 45	187	+ Allendale ♁	5 15	6 46	*1 30	*7 55
P M		Noon	10 05	— —	194	Barton ♁	— —	6 33	P M	A M
			10 20	— —	200	Valentine	— —	6 19		
			10 31	— —	205	Lena ♁	— —	6 08		
			10 44	— —	211	Furman ♁	— —	5 57		
			10 56	— —	217	Pineland	— —	5 44		
			11 08	— —	222	Tarboro	— —	5 34		
			11 20	— —	227	Tillman ♁	— —	5 25		
			11 52	9 57	239	ar. Hardeeville ♁ lv.	3 50	4 58		
						(Eastern time.)				
						(Central time.)				
			11 40	9 45	262	ar. + Savannah ♁ lv.	2 05	*3 00		
			A M	9 50	262	lve. Savannah ar.	2 00	P M		
				11 23	319	+ Jesup ♁	12 17			
				— —		Folkston ♁	— —			
				2 00		+ Jacksonville ♁	*9 45			
				P M		ARRIVE [LEAVE	A M			

COLUMBIA AND AUGUSTA.

* Daily; † daily, except Sunday; ‡ stops to take or leave passengers for or from points beyond Greenville and Greenwood. ‖ Meals. + Coupon stations; ♁ Telegraph stations. STANDARD—*Eastern time.*

	7	129	Mls	November 14, 1909.	8	130
	P M	A M			A M	P M
	*5 15	*7 00	0	Union Depot	10 50	7 30
	5 20	7 05	2	Cayce ♁	10 45	7 18
	5 32	7 17	7	Arthur	10 30	7 05
	5 44	7 28	12	Lexington ♁	10 18	6 55
	5 52	7 37	16	Barr	10 10	6 45
	— —	— —	18	Schumpert	— —	— —
	6 05	7 52	22	Gilbert ♁	9 56	6 33
	6 08	7 56	24	Summit	9 52	6 30
	6 20	8 09	30	Leesville ♁	9 40	6 20
	6 25	8 12	31	Summerland	9 36	6 17
	6 30	8 15	32	+ Batesburg ♁	9 33	6 15
	6 36	8 21	35	Hibernia	9 25	6 09
	6 40	8 26	37	Monetta	9 18	6 01
	6 46	8 33	40	Ridge Spring ♁	9 10	5 55
	6 54	8 41	45	Ward ♁	9 00	5 45
	7 02	8 49	49	+ Johnston ♁	8 49	5 35
	7 15	9 10	56	+ Trenton ♁	8 35	5 20
	7 30	— —	62	Miles's Mill	8 21	4 57
	7 38	9 29	66	Vaucluse ♁	8 10	4 45
	7 45	9 36	69	+ Graniteville ♁	8 03	4 35
	7 50	9 40	70	Warrenville ♁	8 00	4 30
	— —	—	81	Hamburg ♁	— —	— —
	8 35	10 10	93	+ Augusta ♁	*7 30	*4 00
	P M	A M		ar. (Union Depot.) lv.	A M	P M

SUMTER JUNCTION AND SUMTER.

No. 143	No. 141	M	December 13, 1909.	No. 140	No. 142
			(Eastern time.)		
†5 20 P M	†8 50 A M	0	lve. Kingville ♁ ar.	8 30 A M	3 20 P M
5 45 "	9 15 "	3	lve. Sumter Junc ♁ ar.	8 05 "	2 50 "
5 55 "	9 20 "	11	Levi	7 59 "	2 40 "
5 59 "	9 25 "	13	Manchester	7 54 "	2 32 "
6 13 "	9 36 "	18	Toumey ♁	7 45 "	2 20 "
6 38 P M	9 55 A M	24	arr. + Sumter ♁ lve.	†7 30 A M	†2 05 P M

COLUMBIA AND GREENVILLE.

11	21	15	17	Ms.	November 14, 1909.	18	20	22	16	
P M		A M			(Union Station.)	Noon			P M	
*1 00		*7 15		0	lve. + Columbia ♁ ar.	12 50			10 30	
1 25		7 38		12	Montgomery	12 17			10 08	
1 40		7 55		22	Wallaceville	12 01			9 53	
1 55		8 05		26	Alston ♁	11 53			9 45	
1 58		8 08		27	Peak ♁	11 48			9 42	
2 15		8 23		33	Pomaria ♁	11 33			9 30	
2 33		8 40		41	+ Prosperity ♁	11 13			9 14	
2 48		8 55		48	+ Newberry ♁	10 57			8 59	
3 17		9 25		60	Old Town	10 20			8 25	
3 31		9 40		66	Chappell ♁	10 05			8 11	
3 43		9 52		71	Dyson	9 52			7 59	
3 57		10 04		76	Ninety-six ♁	9 37			7 47	
4 08		10 16	A M	83	New Market	9 25		P M	7 35	
4 19		10 23	*5 45	85	+ Greenwood ♁	9 20		6 45	7 30	
4 25		a —	5 55	90	Cothran	9 10		6 25	a —	
4 40		10 42	6 10	95	Hodge's ♁	9 00		6 10	7 10	
4 52		10 53	6 25	100	Shoals Junction ♁	8 46		5 50	6 58	
4 59		11 00	6 35	104	+ Donalds ♁	8 38		5 40	6 50	
5 12	P M	11 13	6 50	110	Honea Path ♁	8 26	A M	5 26	6 37	
5 35	*2 00	11 32	7 15	118	+ Belton ♁	8 10	10 50	5 00	6 20	
5 52	2 14	11 45	7 35	125	Williamston ♁	7 47	10 25	4 40	6 05	
6 00	2 18	11 50	7 42	128	Pelzer ♁	7 42	10 18	4 35	6 00	
6 16	2 34	12 02	7 55	133	Piedmont ♁	7 28	10 02	4 19	5 45	
6 55	3 10	12 30	8 25	145	arr. + Greenville ♁ lve.	*7 00	*9 30	*3 45	*5 15	
P M	P M	Noon	A M		(Eastern time.)	A M	A M	P M	P M	

HARRIMAN JUNCTION AND KNOXVILLE.

16	120	112	M	November 7, 1909.	15	119	111
				(Central time.)	Noon	P M	P M
*3 45	*6 00	*4 05	..	lve. Oakdale ♁ ar.	12 27	7 45	11 30
3 55	7 50	4 25	0	+ Harriman Junc ♁	12 20	6 45	11 20
4 00	7 55	4 35	2	+ Harriman ♁	12 15	6 40	11 10
4 10	8 04	4 45	5	De Armond	12 03	6 32	11 01
4 18	8 10	4 53	8	Elverton	11 53	6 26	10 55
4 28	8 18	5 03	13	Scandlyn	11 42	6 16	10 42
4 35	8 25	5 12	16	+ Oliver Springs ♁	11 35	6 08	10 35
4 39	8 30	5 17	18	Donovan	11 30	6 03	10 27
4 50	8 40	5 26	23	Marlow ♁	11 20	5 49	10 15
4 54	8 44	5 30	24	Dossett	11 15	5 45	10 11
4 58	8 50	5 35	27	Laurel	11 10	5 40	10 04
5 05	9 00	5 45	31	arr. + Clinton ♁ lve.	11 00	5 30	8 55
5 55	10 05	6 45	52	+ Knoxville ♁	*1005	*4 30	*8 06
P M	A M	A M	..	ARRIVE] [LEAVE	A M	P M	P M

GAFFNEY BRANCH. *December 13, 1909.*

145	Mls			144
A M				Noon
†8 30	0	LEAVE	Blacksburg ♁	12 20
8 55	5.2		Cherokee Falls	11 55
9 20	10.5	ARRIVE	Gaffney ♁	†11 30
A M		[LEAVE		A M

BULLS GAP AND ROGERSVILLE.

542	512	Ms	November 21, 1909.	Ms	501	511
P M	A M		(Central time.)		A M	P M
†4 10	†10 10	0	lve. + Bulls Gap ♁ ar.	16	8 30	3 10
4 20	10 20	3	White Horn	13	8 20	3 00
4 30	10 30	7	Otes	9	8 10	2 50
4 40	10 45	10	Persia	6	8 00	2 40
4 50	10 55	12	Austin's Mills	4	7 52	2 30
5 00	11 10	16	+ Rogersville ♁	0	†7 40	†2 20
P M	A M		ARRIVE] [LEAVE		A M	P M

COLUMBIA, SPARTANBURG AND ASHEVILLE.

7	13	9	Ms	November 14, 1909.	14	10	8
	P M	A M		(Union Station.)	P M	P M	
	*1 10	*7 05	0	lve. + Columbia ♁ ar.	‖2 30	11 55	
	2 10	7 55	26	Alston ♁	1 28	10 58	
	2 29	8 12	35	Dawkins	1 07	10 39	
	2 35	8 18	38	Strother	12 59	10 33	
	2 39	8 23	40	Blair ♁	12 55	10 28	
	2 55	8 35	46	Shelton ♁	12 39	10 12	
	2 58	8 37	46	Herbert	12 35	10 10	
	3 15	8 52	53	Carlisle ♁	12 21	9 54	
	3 25	9 00	57	Santuc ♁	12 11	9 44	
	3 48	9 20	66	+ Union ♁	12 55	8 22	
	4 08	9 32	73	Lockhart Junc ♁	11 30	— —	
	4 13	9 37	76	Jonesville ♁	11 23	8 56	
	4 30	9 52	83	Pacolet	11 07	8 40	
	4 40	10 00	86	Whitestone ♁	10 58	8 31	
	4 50	— —	89	Cedar Spring	10 52	— —	
	5 15	10 25	94	ar. + Spartanburg lv.	10 35	8 10	
	5 25	10 30	94	lv. Spartanburg ♁ ar.	10 25	8 00	
	5 35	10 45	96	Spartanburg Jn. ♁	10 15	7 50	
	6 10	11 10	106	Inman ♁	9 50	7 15	
	6 30	11 25	112	Campobello ♁	9 35	7 00	
	6 45	11 40	117	Landrum ♁	9 25	6 45	
	7 00	11 50	121	+ Tryon ♁	9 15	6 30	
	7 20	12 10	127	Melrose ♁	9 00	6 10	
	7 40	12 25	129	Saluda ♁	8 45	5 50	
	7 50	12 35	133	Zirconia ♁	8 30	5 30	
	A M	8 05	138	Flat Rock	8 17	5 25	P M
	*10 15	8 15	142	+ Hendersonville ♁	8 05	5 15	4 30
	10 25	8 23	145	Hillgirt	7 55	— —	4 10
	10 36	8 35	150	Fletcher's ♁	7 45	4 53	4 00
	10 45	8 40	153	Arden ♁	7 35	4 45	3 52
	10 48	8 43	154	Skyland	7 32	4 40	3 47
	10 53	8 46	155	Busbee	7 28	— —	3 44
	11 00	8 55	158	Buena Vista ♁	7 20	— —	3 38
	11 10	9 06	162	+ Biltmore ♁	7 10	4 20	3 30
	11 20	9 15	‖210	164 arr. + Asheville ♁ lve.	*700	*410	*320
	A M	P M	P M	(Eastern time.)	A M	P M	P M

SOUTHERN RAILWAY COMPANY.

RICHMOND, KEYSVILLE AND DURHAM, AND RALEIGH.

275	115	261	Ms	June 20, 1909.	116	262	274
P M	A M	P M		(Eastern time.)	P M	P M	A M
†8 00	*10 45	*11 45		lv. + Richmond ♂ ar.	4 10	9 30	7 00
†11 10	*1 30	a7 30	0	lve. + Keysville ♂ arr.	11 16	4 00	12 30
—	1 38	7 45	4	Ontario	1 07	3 45	—
11 46	1 48	8 05	9	Fort Mitchell	12 55	3 20	11 45
12 05	1 55	8 25	12	Finneywood	12 47	3 00	11 33
12 40	2 10	9 10	17	+ Chase City ♂	12 36	2 10	11 16
1 05	2 25	9 40	25	Skipwith	12 18	1 20	10 30
1 45	2 35	10 05	29	Jeffress ♂	12 10	12 55	10 15
1 55	2 42	10 15	31	Clarksville Junction	12 01	12 40	9 55
2 05	2 45	10 30	31	+ Clarksville ♂	11 57	12 25	9 50
2 28	2 57	10 55	36	Soudan	11 45	11 45	9 25
2 50	3 10	11 32	42	Bullock ♂	11 32	11 10	8 57
3 05	3 17	11 50	45	Stovall ♂	11 24	10 45	8 40
3 15	3 23	12 05	48	Gela	11 18	10 15	8 28
3 25	3 29	12 15	51	Lewis	11 12	10 05	8 15
4 00	3 43	1 30	55	+ Oxford ♂	10 57	9 45	7 50
4 21	3 55	1 50	61	Providence	10 42	8 45	6 53
4 40	4 07	2 10	67	Stem ♂	10 30	8 25	6 36
4 53	4 15	2 25	70	Lyon	10 22	8 05	6 25
5 01	4 20	2 35	72	Wilkin	10 18	7 55	6 17
5 11	4 26	2 45	75	Cozart	10 13	7 45	6 09
5 21	4 32	2 55	78	Elerbee	10 07	7 32	6 00
5 28	4 37	3 05	80	Gorman	10 02	7 25	5 53
5 50	5 05	3 55	86	East Durham ♂	9 50	7 10	5 35
¶6 00	5 10	4 00	88	arr. + Durham lve.	*9 20	b6 50	†4 35
A M	6 30	6 30	114	+ Raleigh ♂	*8 45	A M	P M
	P M	P M		ARRIVE] [LEAVE	A M		

* Daily; † daily, except Sunday; ¶ daily, except Monday; a Monday, Wednesday and Friday; b Tuesday, Thursday and Saturday; e Wednesday and Saturday only. ● Train No. 207 waits at University for Train No. 144 from Greensboro.
‖ Meals. + Coupon stations; ♂ Telegraph stations.

HIGH POINT AND ASHEBORO.

135	143	107	141	Mls	November 7, 1909.	No. 142	136	134	144
P M	P M	P M	A M		(Eastern time.)		Noon	P M	A M
†2 45	†7 55	†2 45	†8 10	0	lve. + High Point ♂ arr.	6 05 A M	12 40	5 45	7 57
3 00	8 10	2 58	8 25	5	Trinity	5 33 »	12 20	5 15	7 40
3 15	8 25	3 06	8 40	9	Glenola	5 13 »	12 05	5 00	7 25
3 35	8 45	3 17	9 00	15	Sophia	4 53 »	11 50	4 40	7 11
3 50	9 00	3 27	9 15	19	Randleman ♂	4 30 »	11 35	4 20	6 57
4 10	9 15	3 39	9 33	24	Spero	4 12 »	11 24	4 05	6 40
4 25	9 30	3 50	10 00	28	arr. + Asheboro ♂ lve.	†4 00 A M	†11 15	†3 50	†6 30

GREENSBORO AND NORTH WILKESBORO.

233	235	207	237	Mls	November 15, 1909.	208	236	234	336	238
P M	P M	P M	A M		LVE.] East. time. [ARR.	A M	Noon	P M		P M
*10 20	*6 35	†2 20	*8 15	0	+ Greensboro ♂	6 45	12 40	6 00		9 15
10 28	6 43	2 28	8 23	3	Pomona ♂	6 36	12 31	5 51		9 06
10 31	6 46	2 31	8 26	4	Terra Cotta	6 33	12 28	5 48		9 03
10 36	6 51	2 36	8 31	7	Guilford College ♂	6 28	12 23	5 43		8 58
10 44	6 59	2 44	8 39	10	Friendship	6 20	12 15	5 35		8 50
11 00	7 15	3 00	8 55	17	Kernersville ♂	6 05	12 00	5 20		8 35
11 25	7 40	3 25	9 20	29	arr. + Winston- lve.	*5 40	11 35	*4 55	P M	*8 10
P M	P M	3 35	†9 30	29	lve. Salem ♂ arr.	A M	11 20	P M	4 45	†7 25
		4 10	9 53	36	Bethania ♂		10 40		4 10	7 00
		4 35	10 15	41	Rural Hall ♂		10 15		†3 45	6 46
		4 50	10 30	46	Tobaccoville		9 45		P M	6 25
		5 05	10 40	51	Donnaha ♂		9 20			6 10
		5 45	11 05	62	Siloam ♂		8 45			5 45
		6 05	11 25	67	Rockford ♂		8 25			5 28
		6 22	11 39	73	Crutchfield ♂		8 06			5 12
		6 34	11 50	78	Burch		7 55			5 03
		6 55	12 05	84	+ Elkin ♂		7 35			4 48
		7 12	12 20	90	Ronda ♂		7 17			4 33
		7 25	12 32	94	Roaring River ♂		7 00			4 21
		7 55	12 55	103	+ North Wilkesboro ♂		†6 30			†4 00
		P M	Noon		ARRIVE] [LEAVE		A M			P M

Mixed Train—Leaves Winston-Salem †8 50 a.m., arriving Rural Hall 9 45 a.m.

SALISBURY AND NORWOOD.

21	23	Ms	November, 1909.	22	24
P M	A M		(Central time.)	A M	P M
†4 35	*9 50	0	lve. + Salisbury ♂ arr.	8 54	6 40
6 05	10 24	10	Rockwell ♂	8 20	6 08
6 19	10 39	15	Gold Hill ♂	8 06	5 54
6 30	10 51	19	Misenheimer Springs	7 54	5 42
6 47	11 08	24	New London ♂	7 37	5 27
—	11 11	25	Hall's Ferry Junction	—	5 23
	11 32		arr. Whitney lve.		4 58
	11 33		lve. Whitney arr.		4 56
6 12	12 13	31	Albemarle ♂	7 12	4 16
6 30	12 31	37	Porter	6 53	3 58
6 43	12 45	41	Norwood ♂	†6 40	*3 45
P M	Noon		ARRIVE] [LEAVE	A M	P M

CHAMBLEE AND ROSWELL.

No. 318	No. 312	Mls	June 7, 1909.	Mls	No. 317	No. 311
†6 15 P M	†8 35 A M	0	lve. Chamblee ♂ arr.	10	8 15 A M	4 10 P M
6 40 »	9 10 »	5	Dunwoody	5	7 53 »	3 48 »
7 05 P M	9 40 A M	10	arr. Roswell ♂ lve.	0	†7 35 A M	†3 30 P M

CALVERTON AND WARRENTON.

315	17	313	309	317	M	Nov. 7, 1909.	18	316	306	310	344
P M	P M	Noon	A M	A M		LV. East. time AR.	A M	A M	A M	Noon	P M
*8 52	†2 50	*12 15	*10 15	†8 20	0	+ Calverton ♂	6 20	7 25	9 10	12 05	6 00
7 01	2 59	12 24	10 24	8 27	3	Casanova	6 12	—	9 01	11 55	5 54
7 08	3 07	12 32	10 32	8 33	6	Meetze	6 06	—	8 56	11 48	5 48
7 17	3 15	12 42	10 40	8 40	9	+ Warrenton ♂	†6 00	†7 00	*8 50	*11 40	*5 40
P M	P M	Noon	A M	A M		ARRIVE] [LEAVE	A M	A M	A M	A M	P M

CHARLOTTE AND TAYLORSVILLE.

24	28	26	16	Mls	November 15, 1909.	Mls	23	27	25	15
P M	A M		A M		(Eastern time.)		Noon	P M		P M
†8 30	*11 00		†7 50	0	lve. + Charlotte ♂ arr.	64	12 40	5 50		8 40
6 44	11 12		8 04	5	Derita	59	12 26	5 35		8 28
6 56	11 22		8 15	10	Croft	55	12 16	5 26		8 16
7 10	11 35		8 26	15	Huntersville ♂	49	12 05	5 13		8 03
7 18	11 41		8 33	18	Caldwell	47	11 59	5 08		7 58
7 30	11 50		8 44	22	+ Davidson ♂	43	11 50	5 00		7 48
7 39	11 56	A M	8 50	25	Mount Mourne	40	11 44	4 50	P M	7 38
7 47	12 06	†9 05	9 00	28	+ Mooresville ♂	36	11 36	4 42	7 20	7 25
—	12 09	9 08	—	29	Mooresville Junc.	35	—	*4 38	†7 15	—
7 57	Noon	A M	9 13	32	Shepherd's	32	11 27	P M	P M	7 14
8 11			9 29	38	Troutman's	26	11 14			6 59
8 25			9 50	44	arr. + Statesville lve.	20	11 00			6 45
8 35			11 00	44	lve. Statesville ♂ arr.	20	10 15			6 20
9 07			11 33	53	Scott's	11	9 39			5 48
9 14			11 45	55	Stony Point	9	9 31			5 41
9 45			12 35	64	+ Taylorsville ♂	0	†8 55			†5 10
P M			Noon		ARRIVE] [LEAVE		A M			P M

WINSTON-SALEM AND MOORESVILLE JUNCTION.

No. 25	No. 27	Mls	November 15, 1909.	Mls	No. 26	No. 28
†5 15 P M	*2 35 P M	0	lve. + Winston-Salem ♂ arr.	54	11 30 A M	2 25 P M
5 25 »	2 45 »	2	Haynes	52	11 17 »	2 14 »
5 31 »	2 52 »	7	Atwood	47	11 07 »	2 03 »
5 36 »	2 58 »	10	Muddy Creek	44	11 01 »	1 58 »
5 42 »	3 02 »	12	Clemmons ♂	42	10 55 »	1 53 »
5 46 »	3 06 »	14	Idols	40	10 50 »	1 50 »
5 51 »	3 11 »	17	Advance ♂	37	10 44 »	1 45 »
6 01 »	3 20 »	21	Cornatzer	33	10 32 »	1 32 »
6 13 »	3 34 »	27	Mocksville ♂	27	10 18 »	1 18 P M
6 30 »	3 54 »	35	Woodleaf ♂	19	9 56 »	12 58 Noon
6 45 »	4 10 »	40	Barber ♂	14	9 45 »	12 45 »
7 00 »	4 23 »	47	Mount Ulla ♂	7	9 27 »	12 26 »
7 16 P M	4 38 P M	54	arr. Mooresville Jn. lve.	0	†9 08 A M	*12 00 Noon

ASHEVILLE AND MURPHY.

19	17	Ms.	October, 1909.	20	18
P M	A M		(Eastern time.)	P M	P M
*3 35	*8 30	0	lve. + Asheville ♂ arr.	1 20	8 40
3 43	8 38	2	Emma	1 12	8 31
3 50	8 45	5	Sulphur Springs	1 06	8 24
4 00	8 55	9	Hominy ♂	12 55	6 14
4 17	9 10	14	Turnpike	12 36	5 58
4 32	9 24	18	Canton ♂	12 23	5 42
4 42	9 35	23	Clyde ♂	12 08	5 30
4 58	9 50	28	+ Waynesville ♂	11 50	5 13
5 30	10 20	36	Balsam ♂	11 20	4 45
5 44	10 32	41	Willits ♂	10 55	4 20
5 56	10 42	43	Addie ♂	10 42	4 10
6 07	10 54	47	Sylva ♂	10 29	3 58
6 12	10 59	49	Dillsboro ♂	10 23	3 53
6 28	11 17	55	Wilmot	10 05	3 33
6 40	11 30	59	Whittier ♂	9 54	3 22
¶7 16	‖12 10	65	Bryson ♂	9 33	3 01
7 50	12 45	77	Bushnell ♂	9 02	2 27
8 12	1 05	85	Almond ♂	8 39	2 04
8 38	1 28	94	Hewitt	8 17	1 42
8 46	1 36	96	Nantahala ♂	8 10	1 35
9 17	2 12	103	Rhodo	7 42	1 07
9 30	2 25	108	Andrews ♂	7 30	12 50
9 54	2 50	112	Tomotla	7 05	12 25
10 10	3 05	124	+ Murphy ♂	*6 50	*12 00
P M	P M		ARRIVE] [LEAVE	A M	Noon

BUSHNELL AND FONTANA.

No. 121	Ms	May 30, 1909.	No. 122
		LEAVE] [ARRIVE	
e1 00 P M	0	Bushnell	4 00 P M
2 30 P M	14	Fontana	e2 30 P M
		ARRIVE] [LEAVE	

COCHRAN AND HAWKINSVILLE.

118	110	108	Ms	November 21, 1909.	107	115	117
P M	Noon	A M		LV.] Cent. time. [AR.	A M	Noon	P M
*4 55	11 20	*8 15	0	+ Cochran ♂	7 45	12 01	3 16
5 25	12 50	8 45	10	+ Hawkinsville ♂	*7 10	*11 30	*2 45
P M	Noon	A M		ARRIVE] [LEAVE	A M	A M	P M

TOCCOA AND ELBERTON.

111	113	161	Ms	June 7, 1909.	112	162	114
P M	A M	A M		LVE.] East. time. [ARR.	A M	P M	P M
*6 30	†11 20	†7 00	0	+ Toccoa ♂	8 30	4 46	4 10
6 50	11 38	7 25	7	Eastanollee	8 02	4 15	3 50
7 00	11 48	7 51	11	Avalon	7 51	3 59	3 41
7 03	11 51	8 00	12	Martin	7 48	3 53	3 38
7 20	12 07	8 45	19	Lavonia ♂	7 29	3 23	3 24
7 35	12 21	9 24	24	Bowersville ♂	7 14	2 45	3 09
7 43	12 28	9 50	26	Canon	7 07	2 33	3 02
7 55	12 42	10 20	31	Royston ♂	6 56	2 15	2 51
8 18	12 58	10 50	38	Bowman ♂	6 36	1 40	2 32
8 34	1 12	11 12	44	Dewey Rose	6 18	1 12	2 16
8 40	1 18	11 24	46	Goss	6 11	12 52	2 10
8 55	1 30	11 40	50	+ Elberton ♂	*6 00	†12 40	†2 00
P M	P M	A M		ARRIVE] [LEAVE	A M	Noon	P M

HODGES AND ABBEVILLE.

115	113	111	109	107	Ms	November 14, 1909.	106	108	110	112	114
P M	P M	A M	A M	A M		LVE.] East. time. [ARR.	A M	A M	A M	P M	P M
*7 15	*4 45	*11 00	*9 05	*6 20	0	Hodges ♂	6 10	9 00	10 42	4 40	7 10
7 35	5 05	11 20	9 25	6 40	7	Darraugh	5 50	8 40	10 22	4 20	6 40
7 50	5 20	11 35	9 40	6 55	11	+ Abbeville ♂	*5 35	*8 25	*10 07	*4 05	*6 25
P M	P M	A M	A M	A M		ARRIVE] [LEAVE	A M	A M	A M	P M	P M

UNIVERSITY AND CHAPEL HILL.

No. 235	No. ●207	Mls	November 7, 1909.	Ms	No. 208	No. 236
†6 40 P M	†11 05 A M	0	lve. University ♂ arr.	10	10 05 A M	4 45 P M
6 00 »	11 25 »	4	Blackwood	6	9 40 »	4 28 »
6 30 P M	11 50 A M	10	arr. + Chapel Hill ♂ lve.	0	†9 15 A M	†4 00 P M

SAFETY CAR HEATING & LIGHTING CO.
U. S. Express Bldg, Trinity Place and Rector St., NEW YORK.

PINTSCH GAS
Steam Heat: Straight Port Steam Coupling

SOUTHERN RAILWAY COMPANY.

GREENSBORO AND GOLDSBORO.

22	144	112	Ms	November 7, 1909.	21	139	111	111
P M	A M	Night	...	LV.] Eastern time. [AR.	Noon	P M	.....	A M
*3 20	*9 40	*12 45	0	+...Greensboro...♁	‖12 10	7 16	.....	6 00
3 35	9 55	12 59	8	.....McLeansburg.....	11 50	6 52	.....	5 34
3 43	10 07	1 15	15	......Gibsonville.....♁	11 37	6 42	.....	5 21
3 48	10 12	1 20	17	.....Elon College...♁	11 28	6 36	.....	5 14
4 00	10 25	1 32	21	+....Burlington.....♁	11 18	6 29	.....	5 02
4 05	10 30	1 37	23	........Graham......♁	11 08	6 18	.....	4 53
4 10	10 36	1 44	26	......Haw River....♁	11 00	6 08	.....	4 41
4 22	10 48	1 58	32	........Mebane.......♁	10 48	5 58	.....	4 27
4 32	10 57	2 10	37	........Efland........♁	10 35	5 48	.....	4 14
4 42	11 07	2 20	41	.......Hillsboro......♁	10 25	5 38	.....	3 59
4 55	11 18	2 35	46	.....University....♁	10 10	5 26	.....	3 41
5 25	11 37	2 50	55	+.....Durham........	9 50	5 08	.....	3 19
5 30	11 45	3 06	57	....East Durham..♁	9 40	— —	.....	3 06
5 40	11 52	3 26	61	.......Brassfield.......	9 27	— —	.....	2 53
5 48	11 57	3 32	64	........Nelson.........	9 21	— —	.....	2 41
5 57	12 05	3 42	69	......Morrisville.....♁	9 10	4 32	.....	2 35
6 08	12 14	3 55	73	.........Cary.......♁	9 00	4 25	.....	2 25
6 22	12 24	4 05	78	........Method........	8 41	— —	Night	2 07
6 30	12 30	4 30	81	+.....Raleigh......♁	8 35	4 05	12 20	*2 00
6 50	12 50	4 48	87	........Garner.......♁	8 22	3 47	12 02	A M
6 57	12 57	4 55	90	........Auburn.......♁	8 14	3 39	11 53	....
7 10	1 08	5 08	96	........Clayton......♁	8 02	3 29	11 40	....
7 25	1 23	5 24	104	.....Wilson's Mills...♁	7 50	3 15	11 25	....
7 43	1 40	5 44	109	+...Selma, N.C....♁	7 33	3 00	11 05	....
7 49	1 45	5 50	112	.......Pine Level.......	7 22	2 49	10 55	....
8 02	2 00	6 01	118	.......Princeton......♁	7 12	2 38	10 40	....
8 12	2 17	— —	124	..........Rose..........	7 00	2 17	10 25	....
8 30	2 30	6 30	130	+....Goldsboro....♁	*6 45	*2 05	*10 15	....
P M	P M	A M	...	ARRIVE] [LEAVE	A M	P M	P M	....

SALISBURY AND MORRISTOWN.

.....	21-101	35	11	Ms	November 21, 1909.	36	12	102-22
.....	P M	P M	A M	...	LV.] Eastern time. [AR.	A M	P M	P M
.....	*2 50	*9 30	*9 20	0	+....Salisbury....♁	11 55	‖7 50	‖1 15
.....	3 16	9 52	9 45	11	........Barber.......♁	11 30	7 10	12 45
.....	3 20	9 57	9 50	13	.......Cleveland.....♁	— —	7 05	12 40
.....	3 30	— —	10 00	18	.......Elmwood.....♁	— —	6 55	12 30
.....	3 50	10 22	10 20	26	+...Statesville...♁	11 00	6 40	12 15
.....	4 05	— —	10 40	33	.........Eufola.......♁	— —	6 20	12 00
.....	4 15	— —	10 50	38	........Catawba.......♁	— —	6 10	11 50
.....	4 25	— —	11 00	43	...... Claremont.....♁	— —	6 00	11 40
.....	4 35	11 02	11 10	48	+.....Newton.....♁	— —	5 50	11 30
.....	4 38	— —	11 12	50	........Conover........	— —	5 48	11 28
.....	4 55	11 21	11 30	58	+.....Hickory.....♁	9 54	5 30	10 57
.....	5 15	11 38	11 50	68	...Connelly Springs.♁	— —	5 15	10 40
.....	5 20	— —	11 58	72	.... Valdese	— —	5 00	10 33
.....	5 35	11 57	12 15	79	+....Morganton.....♁	9 18	4 45	10 20
.....	5 45	12 08	12 23	85	......Glen Alpine....♁	— —	4 35	10 10
.....	5 55	— —	12 30	89	......Bridgewater....♁	— —	4 25	10 01
.....	6 05	— —	12 40	94	.........Nebo.........♁	— —	4 15	9 50
.....	6 15	12 40	12 50	100	+.....Marion .....♁	8 40	4 05	9 40
.....	6 30	— —	1 00	105	........Greenlee......♀	— —	3 55	9 30
.....	6 45	1 05	1 15	111	.........Old Fort.....♀	8 20	3 45	9 20
.....	7 05	— —	1 30	118	.....Graphiteville.....	— —	3 23	9 00
.....	7 30	— —	1 50	123	.........Terrell.......♁	7 52	3 10	8 45
.....	7 38	1 50	2 00	125	....Black Mountain..♁	7 47	3 02	8 40
.....	7 48	— —	2 10	130	......Swannanoa....♁	— —	2 52	8 30
.....	7 58	— —	2 20	134	.... Azalea.......♁	— —	2 42	8 20
.....	8 08	2 20	2 30	139	+......Biltmore......♁	7 17	2 30	8 10
.....	8 15	2 30	‖2 45	141	arr...Asheville...lve.	7 10	2 25	*8 00
.....	.....	.....	.....	...	(Central time.)	.....	.....	
.....	*6 10	1 40	2 05	141	lve. +Asheville ♁.arr.	‖5 50	‖1 05	9 35
.....	6 24	— —	2 24	148	........Olivette........	— —	12 42	9 10
.....	6 33	— —	2 33	153	.......Alexander.....♁	5 21	12 35	9 00
.....	6 55	2 35	2 55	163	+......Marshall......♁	5 00	12 12	8 38
.....	7 12	— —	3 10	171	........Barnard......♁	— —	11 58	8 22
.....	7 16	— —	3 15	173	.....Sandy Bottom...♁	— —	11 50	8 17
.....	7 21	— —	3 20	175	.........Runion.......♁	— —	11 46	8 12
.....	7 30	3 10	3 30	179	+...Hot Springs...♁	4 31	11 40	8 05
.....	7 42	— —	3 41	184	arr.} ..Paint Rock.. {lve.	— —	11 24	7 52
.....	7 42	— —	3 41	184	lve.} {arr.	— —	11 24	7 52
.....	7 50	— —	3 50	189	......Wolf Creek....♁	— —	11 15	7 43
.....	8 00	— —	4 00	195	.........Delrio........♁	— —	11 05	7 33
.....	8 15	— —	4 15	202	...... Bridgeport....♁	— —	10 50	7 20
.....	8 25	4 02	4 25	206	+......Newport......♁	3 39	10 35	7 10
.....	8 38	— —	4 38	213	.... Rankin.......♁	— —	10 20	6 58
.....	8 43	— —	4 42	216	........Leadvale........	— —	10 10	6 52
.....	8 50	— —	4 50	219	......White Pine....♁	— —	10 05	6 43
.....	8 58	— —	4 56	222	..........Witt........♁	— —	9 58	6 36
.....	9 15	4 50	5 15	228	arr. +Morristown ♁.lve.	*2 55	*9 35	*6 20
.....	11 05	‖6 10	‖7 20	270	arr. + Knoxville ♁.lve.	*1 35	*7 40	*4 35
.....	A M	‖10 05	P M	381	+..Chattanooga..♁	*10 00	A M	P M
.....	.....	A M	.....	...	ARRIVE] [LEAVE	P M	.....	.....

OXFORD AND HENDERSON.

.....	204	202	Ms	June 20, 1909.	201	203	205	207
.....	P M	A M	...	LV.] Eastern time. [AR.	A M	P M	A M	P M
.....	*4 30	*11 00	0	+.......Oxford.....♁	9 45	3 00	10 45	3 30
.....	4 45	11 18	5	.......Huntsboro.......	9 27	2 45	— —	— —
.....	4 55	11 28	8	........Dabney.........	9 19	2 35	— —	— —
.....	5 10	11 45	14	+...Henderson....♁	†9 00	†2 15	§10 00	§2 50
.....	P M	A M	...	ARRIVE] [LEAVE	A M	P M	A M	P M

BRISTOL AND CHATTANOOGA.

8	11	25	41	1-17	35	Ms	November 21, 1909.	36	4	12	26	42	15-2
P M	.....	P M	A M	A M	.....	...	(Central time.)	.....	A M	....	Noon	P M	P M
*3 00	.....	*2 40	*9 15	*6 00	.....	0	lve..+Bristol ♁..arr.	.....	10 30	....	12 15	6 25	9 40
3 12	.....	— —	— —	6 12	.....	6	........Vance......♁	.....	10 15	....	— —	— —	9 28
3 22	.....	— —	9 42	6 24	.....	11	+....Bluff City....♁	.....	10 00	....	— —	6 00	9 18
3 41	.....	— —	— —	6 42	.....	20	.......Watauga.....♁	.....	9 37	....	— —	— —	9 02
4 00	.....	3 28	10 15	7 00	.....	25	+. Johnson City. ♁	.....	9 23	....	11 30	5 55	8 50
4 22	.....	3 42	10 35	7 20	.....	33	+....Jonesboro.....♁	.....	9 02	....	11 12	5 14	8 36
4 35	.....	— —	— —	7 30	.....	38	........Telford......♁	.....	8 52	....	— —	— —	8 25
4 41	.....	— —	— —	7 36	.....	41	.Washington College.	.....	8 45	....	— —	— —	8 20
4 54	.....	— —	— —	7 43	.....	43	+....Limestone.....♁	.....	8 40	....	— —	— —	8 15
5 00	.....	— —	— —	7 50	.....	47	........Chuckey.......	.....	8 32	....	— —	— —	8 06
5 06	.....	— —	— —	7 57	.....	51	.........Afton.......♁	.....	8 25	....	— —	— —	8 00
5 18	.....	4 28	11 25	8 10	.....	57	+....Greeneville....♁	.....	8 10	....	10 38	4 28	7 45
5 30	.....	— —	— —	8 26	.....	63	.........Rader.......♁	.....	7 55	....	— —	— —	7 28
5 33	.....	— —	— —	8 31	.....	66	.... Mosheim	.....	7 50	....	— —	— —	7 21
5 36	.....	— —	— —	8 35	.....	67	........Midway.....♁	.....	7 46	....	— —	— —	7 18
5 43	.....	— —	— —	8 44	.....	71	........Mohawk......♁	.....	7 38	....	— —	— —	7 08
5 53	.....	— —	11 58	8 55	.....	76	+....Bulls Gap....♁	.....	7 28	....	— —	3 52	‖6 58
5 58	.....	— —	— —	9 02	....	79	......Whitesburg....♁	.....	7 20	....	— —	— —	6 37
6 08	.....	— —	— —	9 10	.....	83	......Russellville....♁	.....	7 12	....	— —	— —	6 30
6 20	P M	5 25	12 25	9 22	A M	89	ar.+Morristown.lv.	A M	7 00	A M	9 30	3 30	6 20
6 20	*5 45	5 25	12 25	9 30	*4 55	89	lv...Morristown ♁ ar.	2 50	7 00	9 10	9 30	3 30	6 08
6 40	6 02	— —	— —	9 51	— —	97	.........Talbott........	— —	6 38	8 50	— —	— —	5 44
6 50	6 12	— —	12 50	10 00	5 19	102	+..Jefferson City...♁	— —	6 30	8 42	— —	3 03	5 35
7 00	6 22	— —	— —	10 10	— —	106	+...New Market...♁	— —	6 17	8 30	— —	— —	5 22
7 10	6 32	— —	— —	10 20	— —	111	.........Hodges.......♁	— —	6 06	8 20	— —	— —	5 12
7 1[illegible]	6 41	— —	— —	10 28	— —	114	.....Straw Plains.....	— —	6 00	8 12	— —	— —	5 05
7 25	6 48	— —	— —	10 35	— —	117	........Mascot .....♁	— —	5 55	8 05	— —	— —	5 00
7 35	6 55	— —	— —	10 43	— —	121	.......McMillan.......	— —	5 48	7 58	— —	— —	4 52
7 45	7 05	— —	— —	10 50	— —	124	........Caswell......♁	— —	5 42	7 53	— —	— —	4 46
8 00	‖7 20	6 40	1 45	11 05	‖6 10	131	arr.} + Knox- {lve.	1 35	*5 30	*7 40	8 20	2 10	*4 35
*6 50	P M	6 45	2 00	*4 30	6 30	131	lve.} ville ♁ {arr.	1 25	8 05	A M	8 15	2 00	10 40
7 01	.....	— —	— —	4 41	— —	136	........Bearden......♁	— —	7 53	....	— —	— —	10 25
7 06	.....	— —	— —	4 44	— —	139	........Wright	— —	7 49	....	— —	— —	10 15
7 08	.....	— —	— —	4 48	— —	141	.......Ebenezer ....♁	— —	7 46	....	— —	— —	10 07
7 15	.....	— —	a —	4 56	— —	145	.......Concord.....♁	— —	7 37	....	— —	— —	10 00
7 20	.....	— —	— —	5 02	— —	148	.... Boyd	— —	7 32	....	— —	— —	9 50
7 38	.....	— —	2 41	5 17	7 15	154	+ ...Lenoir City....♁	— —	7 22	....	— —	1 18	9 38
7 53	.....	— —	2 52	5 27	7 30	160	.......Loudon.......♁	— —	7 03	....	— —	1 07	9 27
8 07	.....	— —	— —	5 37	— —	166	.....Philadelphia...♁	— —	6 51	....	— —	— —	9 15
8 20	.....	— —	3 16	5 50	7 55	172	+....Sweetwater....♁	12 17	6 40	....	— —	12 46	9 06
8 28	.....	— —	— —	5 57	— —	176	.........Reagan........	— —	6 32	....	— —	— —	9 00
8 37	.....	— —	— —	6 03	— —	180	..........Niota.......♁	— —	6 27	....	— —	— —	8 50
8 50	.....	— —	3 42	6 15	8 23	186	+......Athens......♁	11 53	6 15	....	— —	12 20	8 34
9 02	.....	— —	— —	6 29	— —	193	.......Riceville.....♁	— —	5 54	....	— —	— —	8 22
9 07	.....	— —	— —	6 35	— —	197	........Sanford........	— —	5 47	....	— —	— —	8 14
9 17	.....	— —	4 06	6 44	8 44	201	......Charleston....♁	— —	5 37	....	— —	11 54	8 02
9 30	.....	— —	— —	6 54	— —	207	.........Tasso.......♁	— —	5 26	....	— —	— —	7 50
9 46	.....	8 48	4 38	7 18	9 04	213	+...Cleveland ...♁	11 05	5 13	....	6 10	11 30	7 32
10 04	.....	— —	— —	7 33	— —	221	......McDonald.....♁	— —	4 50	....	— —	— —	— —
10 17	.....	— —	5 08	7 47	9 27	227	..Ooltewah Junc. ♁	10 40	4 28	....	— —	11 03	7 20
10 28	.....	— —	— —	8 05	— —	232	........Tyner ....♁	— —	4 16	....	— —	— —	7 09
10 32	.....	— —	— —	— —	— —	235	..........Jersey.......♁	— —	4 10	....	— —	— —	[illegible]
10 40	.....	— —	— —	8 18	— —	238	...Sherman Heights. ♁	— —	4 04	....	— —	— —	6 58
10 47	.....	— —	— —	— —	— —	240	.... Citico ......♁	— —	3 57	....	— —	— —	6 53
10 55	.....	9 45	5 55	8 35	‖10 05	242	..Terminal Station..	*10 00	*3 50	....	*5 15	*10 25	*6 45
A M	.....	P M	P M	P M	A M	...	......Union Depot.....	P M	P M	....	A M	A M	A M
.....	.....	.....	.....	.....	.....	...	+ . Chattanooga . ♁	.....	.....	....	.....	.....	....
.....	.....	.....	.....	.....	.....	...	ARRIVE] [LEAVE	.....	.....	....	.....	.....	....

JOHNSON CITY AND EMBREEVILLE.

.....	No. 261	Mls.	November 21, 1909.	No. 260	.....	....
.....	♭11 40 A M	0	lve...... Johnson City ♁ ....arr.	2 00 P M	.....	....
.....	12 00 Noon	7	................Dove................	1 30 "	.....	....
.....	12 20 "	11	...............Garber...............	1 15 "	.....	....
.....	12 40 Noon	14	arr........Embreeville ♁.....lve.	♭1 00 P M	.....	....

KNOXVILLE, JELLICO AND FONDE.

....	111	19	15	17	Ms	November 7, 1909.	112	20	18	16	....
....	P M	P M	A M	A M	...	(Central time.)	A M	A M	P M	P M	....
....	*9 05	*4 30	*10 05	*7 30	0	lve. + Knoxville ♁ .arr.	6 45	10 05	4 20	5 55	....
....	— —	4 47	— —	7 46	5	.......Black Oak.......	6 25	9 47	4 02	— —	....
....	9 28	4 55	10 27	7 52	8	.........Powell.......♁	6 18	9 38	3 55	5 33	....
....	9 38	5 06	10 37	8 03	13	.........Heiskell......♁	6 05	9 27	3 44	5 23	....
....	— —	5 15	— —	8 14	18	..........Peak..........	5 53	9 18	3 33	— —	....
....	9 55	5 25	11 00	8 20	21	+.. Clinton, Tenn.. ♁	*5 45	9 10	3 25	*5 05	....
....	P M	5 45	A M	8 45	31	...... Coal Creek ....♁	A M	8 45	3 00	P M	....
....	....	5 55	.....	8 56	36	.... Vasper .....♁	.....	8 35	2 48	.....	....
....	....	6 01	.....	9 02	38	........Caryville......♁	.....	8 28	2 40	.....	....
....	....	6 24	.....	9 25	47	.........Buckeye.........	.....	8 05	2 20	.....	....
....	....	6 28	.....	9 30	49	.........Pioneer........♁	.....	8 00	2 15	.....	....
....	....	6 42	.....	9 45	55	........Elk Valley.....♁	.....	7 44	2 00	.....	....
....	....	6 55	.....	10 03	61	........Newcomb.....♁	.....	7 30	1 45	.....	....
....	....	7 05	.....	10 15	65	arr. + ...Jellico ♁ ..lve.	.....	*7 20	1 35	.....	....
....	....	P M	.....	10 20	65	lve.....Jellico ♁...arr.	.....	A M	1 20	.....	....
....	....	.....	.....	10 50	74	..........Hyde..........	.....	.....	12 51	.....	....
....	....	.....	.....	10 58	78	.... Dilley..........	.....	.....	12 43	.....	....
....	....	.....	.....	11 02	79	.... Clairfield.......	.....	.....	12 39	.....	....
....	....	.....	.....	11 06	80	........Rogerton........	.....	.....	12 36	.....	....
....	....	.....	.....	11 15	84	.........Pruden	.....	.....	12 26	.....	....
....	....	.....	.....	11 20	85	.........Fonde..........	.....	.....	*12 21	.....	....
....	....	.....	.....	A M	....	ARRIVE] [LEAVE	.....	.....	Noon	.....	....

♀ Stops Sunday only, ‖ Meals. ♭ Monday, Thursday and Saturday. + Coupon stations; ♁ Telegraph stations.

* Daily; † daily, except Sunday; § Sunday only; *a* stops to leave from points east of Knoxville and to take passengers destined to points west of Chattanooga.

SOUTHERN RAILWAY COMPANY.

CHATTANOOGA, ATLANTA, MACON, JACKSONVILLE AND BRUNSWICK.

10	6	8	118	16	14	Mls	*November* 21, 1909.	13	7	15	115	5	7
							(*Central time.*)						
	A M	A M		P M	P M		lv..+**Chattanooga** ♁..ar.	A M	Noon	P M		P M	
	*6 30	*5 00		*4 00	*6 15	0	..*Terminal Station*..	10 15	12 15	8 45		9 35	
	— —	— —		4 09	— —	2	.....**Citico**.....♁	10 05	— —	— —		— —	
	7 10	5 40		4 35	6 55	15	...**Oeltowah Junc.**♁	9 35	11 40	8 05		8 55	
	— —	5 48		4 45	— —	20	.....Apison.....♁	— —	11 27	7 53		— —	
	— —	5 53		4 50	— —	22	.....Howardville....♁	— —	11 22	7 45		— —	
	— —	6 00		5 00	— —	27	+.....**Cohutta**.....♁	— —	11 12	7 35		— —	
	— —	6 08		5 10	— —	31	.....Varnell.....♁	— —	11 00	7 27		— —	
	— —	6 18		5 20	— —	35	.....Waring.....♁	— —	10 49	7 08		— —	
	7 55	6 29		5 30	7 48	40	+.....**Dalton**.....♁	8 46	10 39	6 57		8 10	
	— —	6 39		5 40	— —	45	.....Phelps.....♁	— —	10 27	6 45		— —	
	— —	6 55		6 00	— —	55	.....Sugar Valley....♁	— —	10 10	6 23		— —	
	— —	7 05		6 12	— —	61	.....Oostanaula.....♁	— —	10 02	6 12		— —	
	— —	7 15		6 22	— —	66	.....Plainville.....♁	— —	9 53	6 00		— —	
	— —	7 25		6 30	— —	72	.....Shannon.....♁	— —	9 45	5 53		— —	
	— —	7 33	A M	6 37	— —	75	.....Berwin .....♁	— —	9 36	5 46	P M	— —	
	— —	7 42	*8 45	6 43	— —	78	.....**North Rome**..♁	— —	9 30	5 39	6 55	— —	
	9 05	7 52	8 50	6 50	8 53	80	+.....**Rome**.....♁	7 37	9 20	5 35	*6 50	7 15	
	— —	8 01	A M	7 10	— —	84	+.....Lindale.....♁	— —	9 00	5 19	P M	— —	
	— —	8 05		7 15	— —	85	.....Silver Creek....♁	— —	8 55	5 14		— —	
	— —	8 15		7 25	— —	91	.....Brice.....♁	— —	8 45	5 04		— —	
	— —	8 24		7 30	— —	94	.....Seney.....♁	— —	8 38	4 57		— —	
	— —	8 32		7 38	— —	99	.....Aragon.....♁	— —	8 26	4 48		— —	
	9 41	8 39		7 45	9 30	102	+....**Rockmart**.....♁	7 00	8 20	4 42		6 35	
	— —	8 52		7 57	— —	108	.....Braswell.....♁	— —	8 09	4 30		— —	
	— —	9 03		8 07	— —	113	.....McPherson.....♁	— —	8 00	4 20		— —	
	— —	9 15		8 17	— —	119	.....Dallas.....♁	— —	7 51	4 10		— —	
	— —	9 26		8 29	— —	125	.....Hiram.....♁	— —	7 40	4 00		— —	
	— —	9 37		8 40	— —	130	....Powder Springs..♁	— —	7 33	3 50		— —	
	10 37	9 50		8 52	10 27	135	.....**Austell**.....♁	6 05	7 20	3 40		5 45	
	— —	10 01		9 05	— —	141	.....Nickajack.....♁	— —	7 04	3 23		— —	
	— —	10 08	16	9 11	— —	145	.....Chattahooche....♁	— —	6 57	3 15	15	— —	
P M	11 10	10 35	A M	9 35	11 00	154	arr...+**Atlanta**♁..lve.	5 30	*6 4	*3 00	P M	5 10	A M
*6 30	11 20	A M	*7 45	P M	11 10	154	lve....**Atlanta**....arr.	5 20	A M	P M		8 00	5 00	10 40
6 45	— —	.....	8 00	.....	— —	161	.....Constitution ....♁	— —	.....	.....		7 40	— —	10 20
5 50	— —	.....	8 06	.....	— —	164	.....Conley.....	— —	.....	.....		7 33	— —	10 14
5 56	— —	.....	8 13	.....	— —	169	.....Ellenwood .....♁	— —	.....	.....		7 26	— —	10 08
6 10	— —	.....	8 25	.....	— —	173	.....Stockbridge.....♁	— —	.....	.....		7 14	— —	9 58
6 20	— —	.....	8 35	.....	— —	178	.....Flippen.....♁	— —	.....	.....		7 03	— —	9 46
6 30	b12 00	.....	8 40	.....	b11 56	182	+..**McDonough**.....♁	b4 22	.....	.....		6 56	b4 00	9 38
6 41	— —	.....	8 59	.....	— —	190	.....Locust Grove....♁	— —	.....	.....		6 41	— —	9 22
6 52	— —	.....	9 11	.....	— —	195	.....Jenkinsburg.....♁	— —	.....	.....		6 30	— —	9 11
7 06	— —	.....	9 20	.....	— —	200	+.....Jackson.....♁	— —	.....	.....		6 21	— —	9 02
7 18	b12 34	.....	9 30	.....	b12 33	205	.....Flovilla.....♁	b3 44	.....	.....		6 10	b3 23	8 50
7 26	— —	.....	9 41	.....	— —	209	.....Cork.....♁	— —	.....	.....		5 58	— —	8 38
7 36	— —	.....	9 51	.....	— —	214	.....Berner.....♁	— —	.....	.....		5 48	— —	8 28
7 45	— —	.....	10 01	.....	— —	218	.....Juliette.....♁	— —	.....	.....		5 40	— —	8 18
8 00	— —	.....	10 15	.....	— —	227	.....Dames' Ferry...♁	— —	.....	.....		5 26	— —	8 03
8 06	— —	.....	10 20	.....	— —	228	.....Popes Ferry.....	— —	.....	.....		5 21	— —	7 58
8 15	— —	.....	10 30	8	— —	234	.....Holton.....♁	— —	.....	7		5 13	— —	7 48
8 30	1 35	.....	10 45	P M	1 30	242	arr...+**Macon** ♁...lve.	2 48	.....	A M		5 00	2 22	*7 35
P M	1 40	.....	10 50	*3 20	1 35	242	lve.....**Macon**....arr.	2 43	.....	9 25		4 50	2 16	A M
.....	— —	.....	11 11	3 40	— —	252	.....Reid.....	— —	.....	9 00		4 25	— —	.....
.....	— —	.....	11 23	3 53	— —	258	.....Bullard.....♁	— —	.....	8 48		4 14	— —	.....
.....	— —	.....	11 31	4 07	— —	262	.....Adam's Park....♁	— —	.....	8 40		4 07	— —	.....
.....	— —	.....	11 42	4 21	— —	269	.....Westlake.....♁	— —	.....	8 30		3 57	— —	.....
.....	— —	.....	11 54	4 34	— —	275	.....McGriff.....	— —	.....	8 15		3 44	— —	.....
.....	— —	.....	11 58	4 38	— —	279	.....Coley.....	— —	.....	8 10		3 40	— —	.....
.....	2 38	.....	12 12	4 50	2 45	281	+.....**Cochran**.....♁	1 40	.....	8 00		3 30	12 58	.....
.....	— —	.....	12 22	5 01	— —	287	.....**Empire**.....♁	— —	.....	7 47		3 12	— —	.....
.....	— —	.....	12 30	5 07	— —	290	.....Dubois.....	— —	.....	7 40		3 03	— —	.....
.....	— —	.....	12 37	5 10	— —	291	.....Gresston.....	— —	.....	7 37		3 00	— —	.....
.....	— —	.....	12 55	5 27	3 15	300	+.....Eastman.....♁	1 05	.....	7 22		2 46	— —	.....
.....	— —	.....	1 05	5 37	— —	305	.....Godwinsville.....	— —	.....	7 10		2 33	— —	.....
.....	— —	.....	1 15	5 46	— —	309	.....Chauncey.....♁	— —	.....	7 01		2 28	— —	.....
.....	— —	.....	1 18	5 48	— —	311	.....Suomi	— —	.....	6 56		2 23	— —	.....
.....	— —	.....	1 25	5 55	— —	315	.....Ashford.....	— —	.....	6 48		2 15	— —	.....
.....	3 39	.....	1 35	6 03	3 46	318	+.....**Helena**.....♁	12 27	.....	6 40		2 10	12 01	.....
.....	— —	.....	1 40	6 07	3 50	320	+.....McRae.....♁	12 23	.....	6 35		2 05	— —	.....
.....	— —	.....	1 55	6 19	— —	325	.....Scotland.....♁	— —	.....	6 24		1 55	— —	.....
.....	— —	.....	2 05	6 30	— —	330	.....Towns.....	— —	.....	6 14		1 45	— —	.....
.....	4 10	.....	12 30	6 46	4 19	337	+....Lumber City....♁	11 58	.....	6 00		11 35	11 35	.....
.....	— —	.....	2 45	7 00	4 35	344	+...**Hazelhurst**.....♁	11 40	.....	*5 45		1 01	— —	.....
.....	— —	.....	2 55	P M	4 45	349	.....Graham.....♁	11 33	.....	A M		12 47	— —	.....
.....	— —	.....	3 02	.....	— —	353	.....Pine Grove.....	— —	.....	.....		12 41	— —	.....
.....	— —	.....	3 07	.....	— —	357	.....Prentiss.....	— —	.....	.....		12 35	— —	.....
.....	— —	.....	3 15	.....	5 05	360	.....Baxley.....♁	11 19	.....	.....		12 30	— —	.....
.....	— —	.....	3 21	.....	— —	364	.....Wheaton.....	— —	.....	.....		12 23	— —	.....
.....	— —	.....	3 31	.....	— —	369	.....Surrency.....♁	— —	.....	.....		12 14	— —	.....
.....	— —	.....	3 39	.....	— —	374	.....Brentwood.....	— —	.....	.....		12 05	— —	.....
.....	— —	.....	3 50	.....	— —	380	.....Odum.....♁	— —	.....	.....		11 55	— —	.....
.....	5 45	.....	4 15	.....	6 00	390	arr....+**Jesup**♁...lve.	*10 35	.....	.....		*11 38	*10 15	.....
.....	8 20	.....	P M	.....	8 30	.....	+..**Jacksonville**....	*7 55	.....	.....		A M	*7 40	.....
.....	P M	.....		.....	A M	.....	ARRIVE] [LEAVE	P M	.....	.....		.....	A M.	.....
.....	P M	.....	P M	.....	A M	.....	LEAVE] [ARRIVE	P M	.....	.....		A M	A M	.....
.....	*5 50	.....	*4 15	.....	*6 15	390	.....**Jesup**.....♁	10 00	.....	.....		11 20	9 55	.....
.....	6 05	.....	4 30	.....	6 30	397	.....Gardi.....	9 42	.....	.....		11 02	9 35	.....
.....	— —	.....	4 35	.....	6 35	400	.....Pendarvis.....	9 36	.....	.....		10 54	— —	.....
.....	6 25	.....	4 51	.....	6 50	407	.....Mt. Pleasant.....	9 22	.....	.....		10 40	9 18	.....
.....	6 33	.....	4 59	.....	7 00	410	+.....**Everett**.....♁	9 14	.....	.....		10 30	9 12	.....
.....	6 53	.....	5 20	.....	7 20	420	.....Sterling.....	8 52	.....	.....		10 06	8 52	.....
.....	7 20	.....	5 45	.....	7 45	429	+....**Brunswick**....♁	*8 35	.....	.....		*9 45	*8 30	.....
.....	P M	.....	P M	.....	A M	.....	ARRIVE] [LEAVE	P M	.....	.....		A M	A M	.....

b Stops to take or leave passengers for or from points beyond Chattanooga and Jesup.

ROME, ANNISTON, SELMA AND MERIDIAN.

9 and 27	23	15	Ms.	*September* 12, 1909.	18	24	28 and 10
	P M	A M		LV.] *Central time.* [AR.	P M	Noon	
	*4 00	*6 30		....**Chattanooga**....	9 35	12 15	
	*6 55	*9 23	0	lve...+**Rome**♁...arr.	7 20	9 18	
	7 00	9 28	2	...Atlanta Junction.♁	7 10	9 12	
	7 03	9 45	8	.....Cunningham.....	6 47	8 46	
	7 20	9 58	15	+....Cave Spring....♁	6 30	8 29	
	7 37	10 11	22	.....Prior.....	6 15	8 12	
	7 40	10 14	23	.....Etna.....♁	6 12	8 09	
	7 45	10 17	25	.....Tecumseh.....♁	6 08	8 05	
	7 48	10 20	26	.....Bluffton.....	6 05	8 02	
	7 58	10 26	29	.....Rock Run.....♁	5 55	7 53	
	8 08	10 35	33	.....Spring Garden.....	5 45	7 43	
	8 15	10 40	35	.....Ladiga.....	5 40	7 37	
	8 20	10 45	38	+.....Piedmont.....♁	5 36	7 32	
	8 45	11 05	47	.....Merrelton.....	5 13	7 12	
	8 55	11 13	50	+..Jacksonville, Ala..♁	5 05	7 05	
	9 07	11 25	56	.....Weaver.....	4 52	6 55	
P M	9 25	11 40	62	arr....**Anniston**♁.lve.	4 35	*6 40	A M
*2 25	P M	11 55	62	lve....**Anniston**....arr.	4 35	A M	11 10
— —		12 00	63	...Oxanna Junction.♁	4 30		— —
— —		— —	64	.....Oxanna.....	— —		— —
2 33		12 06	65	.....Oxford.....♁	4 25		11 02
2 47		12 23	73	.....Jenifer.....	4 09		10 47
2 51		12 28	75	.....Munford.....♁	4 04		10 42
— —		12 40	80	.....Curry.....	3 52		— —
3 15		12 55	86	+.....Talladega.....♁	3 37		10 18
3 27		1 06	90	.....Barclay.....♁	3 27		10 08
3 40		1 18	95	.....Nottingham.....	3 15		9 57
3 43		1 19	96	.....Alpine.....♁	3 11		9 54
4 06		1 40	106	....**Childersburg**..♁	2 48		9 33
4 28		2 01	114	.....Wilsonville.....♁	2 25		9 14
— —		2 13	119	.....Nelson.....	2 13		— —
4 52	19	2 20	122	.....Columbiana.....♁	2 03	20	8 55
5 18	A M	2 45	133	+.....**Calera**.....♁	1 40	P M	8 30
5 35	*7 40	3 00	140	+....Montevallo.....♁	1 26	6 00	8 15
5 55	8 05	3 05	141	.....**Wilton**.....♁	1 20	5 55	8 10
6 02	8 11	3 12	144	.....Brierfield.....	1 13	5 44	7 58
6 05	8 15	3 16	146	.....Ashby.....♁	1 10	5 41	7 55
6 25	8 35	3 35	155	.....Randolph.....♁	12 50	5 24	7 35
6 43	8 52	3 52	163	....**Maplesville**...♁	12 32	5 08	7 18
6 52	9 01	4 00	167	.....Stanton.....♁	12 22	5 00	7 09
— —	9 03	4 02	168	.....Dixie.....	12 19	4 57	— —
7 00	9 10	4 08	171	.....Riderville.....♁	12 11	4 51	7 00
7 03	9 13	4 12	173	.....Plantersville....♁	12 07	4 47	6 56
7 22	9 37	4 30	181	.....Fremont.....	11 48	4 30	6 38
7 32	9 50	4 40	186	.....Burnsville.....♁	11 35	4 17	6 28
8 00	10 20	5 05	196	+.....**Selma**.....♁	11 05	3 50	*6 00
P M				ARRIVE] [LEAVE			A M
25							26
A M				LEAVE] [ARRIVE			P M
*10 45	11 00	5 15	196	.....**Selma**.....	10 45	3 20	8 15
10 55	11 13	5 25	202	.....Potter.....	10 32	3 05	8 00
11 00	11 20	5 30	204	.....Lake Lanier.....	10 26	2 59	7 53
11 10	11 30	5 40	209	+..**Marion Junc**..♁	10 17	*2 50	7 40
11 20	A M	5 48	212	.....Massillon.....	10 07	P M	7 30
11 30		6 00	216	.....Brown.....	9 57		7 20
11 40		6 11	220	.....Tayloe.....	9 45		7 10
11 50		6 23	225	+....Uniontown.....♁	9 34		7 00
12 03		6 35	230	.....Faunsdale.....♁	9 20		6 45
12 20		6 53	237	.....Gallion.....	9 00		6 27
12 45		7 20	245	+.....Demopolis.....♁	8 40		6 05
1 00		7 33	250	.....McDowell.....	8 25		5 52
1 22		7 57	260	.....Coatopa.....	8 00		5 25
1 33		8 07	263	.....**Lilita**.....♁	7 52		5 16
1 50		8 18	268	.....Curl.....	7 38		5 02
2 05		8 30	273	arr.....+**York**♁....lve.	*7 25		*4 50
2 55		9 25	300	arr. +**Meridian**♁.lve.	*6 35		*3 00
P M		P M		(*A. G. S. R.R.*)	A M		P M

BIRMINGHAM AND SELMA.

83	27	19	Ms.	*September* 12, 1909.	28	20	94
	P M	A M		LEAVE] [ARRIVE	A M	P M	
	*5 25	*6 00	0	+..**Birmingham**..♁	10 30	8 10	
	5 33	6 08	4	..North Birmingham♁	10 22	8 02	
A M	5 43	6 17	7	.....Thomas	10 12	7 52	P M
*9 00	5 51	6 24	9	.....**Ensley**.....	10 04	7 44	2 15
9 40			18	.....Mulga.....			1 30
10 40			28	.....Short Creek			12 40
11 15			34	.....**Maxine**			*11 30
A M	4 06	6 37	15	.....Woodward	9 49	7 29	A M
	4 11	6 41	17	.....**Bessemer**	9 41	7 23	
	— —	— —	20	..Mobile Junction.....	— —	— —	
	4 35	6 59	25	.....Morgan	9 21	7 03	
	4 40	7 02	29	.....Genery	9 15	6 58	
	4 57	7 16	33	.....Turner	9 00	6 44	
	5 07	7 25	38	.**Gurnee Junction**♁	8 50	6 35	
	5 13	7 30	40	.....Superior.....	8 44	6 29	
	— —	— —	43	.....Lacy	— —	— —	
	5 28	7 40	45	.....Maylene.....♁	8 32	6 18	
	5 35	7 48	48	.....Dogwood	8 23	6 10	
	5 45	7 55	52	.....Aldrich .....♁	8 15	6 00	
	5 50	8 00	54	.....**Wilton** .....♁	8 10	5 55	
	6 00	10 20	109	+.....**Selma** .....♁	*6 00	*3 50	
	P M	A M		ARRIVE] [LEAVE	A M	P M	

* Daily; † daily, except Sunday. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

SOUTHERN RAILWAY COMPANY.

CHATTANOOGA AND MEMPHIS.

Sunday Train—Leaves Moscow 7 25 a.m., arriving Memphis 9 15 a.m.

7	1	25	35	5	Mls	October 4, 1909.	6	36	26	2	8
....	P M	P M	A M	....	....	+..Chattanooga..♂	....	P M	A M	A M	....
....	¶4 05	*10 00	*10 30	....	0	lve..Central Depot.arr.	....	9 00	5 05	10 20	....
....	5 25	11 15	11 55	....	38	+...Stevenson...♂	....	‡7 20	3 50	8 35	....
....	5 40	— —	12 11	....	45	.....Fackler.....♂	....	6 55	— —	8 17	....
....	5 51	— —	12 25	....	51	.....Hollywood.....♂	....	6 41	— —	8 05	....
....	6 02	11 49	11 00	....	56	+.....Scottsboro.....♂	....	6 29	3 18	7 55	....
....	6 16	— —	1 11	....	62	.....Larkinsville.....♂	....	6 16	— —	7 44	....
....	6 27	— —	1 18	....	66	.....Lim Rock.....♂	....	6 05	— —	7 35	....
....	6 40	— —	1 30	....	72	.....Woodville.....♂	....	5 53	— —	7 23	....
....	6 50	— —	1 39	....	77	.....Paint Rock.....♂	....	5 43	— —	7 14	....
....	6 58	— —	1 48	....	81	+.....Gurley.....♂	....	5 33	— —	7 04	....
....	7 10	— —	1 59	....	86	.....Brownsboro.....♂	....	5 22	— —	6 53	....
....	7 26	— —	2 12	A M	93	..... Chase	Noon	5 07	— —	6 39	....
....	7 45	12 50	2 25	*8 30	98	+...Huntsville...♂	12 05	4 57	2 18	‡6 30	....
....	P M	— —	2 44	8 55	107	.....Madison.....♂	11 35	4 33	— —	A M	....
....	....	— —	2 58	9 10	113	.....Greenbrier.....	11 21	4 23	— —	....	....
....	....	— —	3 00	9 15	115	.....Belle Mina.....♂	11 16	4 17	— —	....	....
....	....	1 33	3 20	9 42	122	+.....Decatur.....♂	10 57	3 55	1 33	....	....
....	....	— —	3 32	9 53	128	.....Trinity.....	10 46	3 32	— —	....	....
....	....	— —	‖4 02	10 05	134	.....Hillsboro.....♂	10 35	3 17	— —	....	....
....	....	— —	3 49	10 12	138	.....Wheeler.....	10 26	3 11	— —	....	....
....	....	— —	3 58	10 19	‖141	.....Courtland.....♂	10 19	3 05	— —	....	....
....	....	— —	4 07	10 32	147	.....Town Creek.....♂	10 07	2 55	— —	....	....
....	3	— —	4 21	10 47	154	.....Leighton.....♂	9 52	2 42	— —	4	....
....	A M	3 00	4 45	11 10	165	arr. +Tuscumbia.lve.	9 30	2 23	12 30	P M	....
....	‡5 00	3 08	4 53	11 15	165	lve..Tuscumbia♂arr.	9 25	2 15	12 22	10 00	....
....	5 15	— —	5 07	11 30	172	..... Pride	9 10	1 59	— —	9 43	....
....	5 23	— —	5 15	11 38	176	.....Barton.....♂	9 01	1 52	— —	9 35	....
....	5 32	— —	5 25	11 47	181	.....Cherokee.....♂	8 52	1 43	— —	9 27	....
....	5 36	— —	5 29	11 51	183	.....Dickson.....	8 48	1 38	— —	9 22	....
....	5 44	— —	5 37	12 00	186	..... Margerum	8 41	1 32	— —	9 15	....
....	5 45	— —	5 38	12 02	187	...Riverton Junc.♂	8 38	1 30	— —	9 13	....
....	6 03	— —	5 53	12 15	195	+.....Iuka.....♂	8 25	1 17	— —	9 00	....
....	6 16	— —	6 08	12 32	203	.....Burnsville.....♂	8 09	1 02	— —	8 43	....
....	6 29	— —	6 22	12 50	209	..... Glens	7 56	12 50	— —	8 31	....
....	6 44	4 32	‖6 37	1 08	217	arr.. +Corinth♂..lve.	7 40	12 30	10 56	8 15	....
....	6 44	4 32	6 67	1 08	217	lve.... Corinth ...arr.	7 30	‖1210	10 55	8 00	....
....	6 53	— —	7 07	1 19	223	.....Wenasoga.....	7 11	11 52	— —	7 42	....
....	7 02	— —	7 16	1 28	227	.....Chewalla.....	7 02	11 44	— —	7 35	....
....	7 11	— —	7 27	1 38	230	..... Cypress	6 52	11 36	— —	7 27	....
....	7 27	— —	7 38	1 48	236	.....Pocahontas.....♂	6 40	11 27	— —	7 15	....
....	7 43	— —	7 51	2 00	241	+.....Middleton...♂	6 29	11 15	— —	7 06	....
....	7 54	— —	8 01	2 10	246	.....Rogers Springs.....	6 16	11 01	— —	6 52	....
....	8 08	— —	8 14	2 25	253	.....Saulsbury.....♂	6 03	10 50	— —	6 41	....
....	8 21	5 40	8 25	2 38	258	+.Grand Junction.♂	5 53	10 39	9 47	6 30	....
A M	8 28	— —	8 30	2 46	261	.....La Grange.....♂	5 47	10 30	— —	6 22	P M
‡6 25	8 49	— —	8 51	3 05	271	.....Moscow.....♂	5 27	10 11	— —	6 03	7 55
6 40	9 04	— —	9 14	3 26	279	.....Kossville.....♂	5 11	9 54	— —	5 47	7 36
6 55	9 20	— —	9 30	3 45	286	.....Collierville.....♂	4 54	9 39	— —	5 28	7 22
7 05	9 31	— —	9 37	3 55	290	.....Bailey.....	4 47	9 31	— —	5 21	7 10
7 16	9 44	— —	9 47	4 06	296	.....Germantown ...♂	4 35	9 19	— —	5 08	6 58
7 27	9 55	— —	9 55	4 20	301	..... White	4 26	9 10	— —	4 56	6 42
— —	— —	— —	10 05	— —	305	.....Buntyn.....	4 17	9 02	— —	4 47	6 32
8 00	10 30	7 30	10 30	5 00	311	+.....Memphis...♂	*4 00	*8 45	*8 15	‡4 30	‡6 15
A M	A M	A M	P M	P M	....	ARRIVE] [LEAVE	A M	A M	P M	P M	P M

SOMERVILLE AND MOSCOW.

			9	7	Mls	October 4, 1909.	Mls	8	10		
....	....	....	A M	A M	....	LEAVE] [ARRIVE	....	P M	P M	....	....
....	....	....	‖6 40	‡5 40	0	+....Somerville.....	13	8 40	3 50	....	....
....	....	....	7 20	6 20	13	arr....Moscow♂..lve.	0	‡7 55	‖5 10	....	....
....	....	....	A M	A M	....	(Central time.)	....	P M	P M	....	....

EAST FLORENCE AND TUSCUMBIA.

Pas.	Pas.	Pas.	Pas.	Pas.	Mls.	June 20, 1909.	Pas.	Pas.	Pas.	Pas.	Pas.
P M	P M	A M	A M	A M	....	(Central time.)	A M	A M	Noon	P M	P M
*3 35	*1 05	*1008	*7 53	*2 00	....	lv. East Florence.ar.	3 55	10 53	12 15	3 35	5 40
3 45	1 15	10 23	8 08	2 10	0	+.....Florence.....♂	3 45	10 38	12 03	3 20	5 25
4 15	1 36	10 50	8 38	2 35	6	+.....Sheffield.....♂	3 25	10 08	11 35	2 55	4 58
4 35	1 66	11 10	9 00	2 55	8	+[•].Tuscumbia...♂	*3 05	*9 45	*11 15	*2 35	*4 45
P M	P M	A M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	A M	P M	P M

Additional Trains—Lve. East Florence *4 00 a.m., *11 15 p.m., arriving Tuscumbia 4 50 a m, 12 15 night. Returning, lve. Tuscumbia *10 00 p.m., *12 25 night, arr. East Florence 11 03 p.m., 1 15 a.m. Lvs. East Florence *5 38 a.m., arr. Sheffield 6 23 a.m. Lvs. Sheffield *7 00 p.m., arr. East Florence 7 40 p.m.

CLEVELAND AND COHUTTA.

Central time.

		No. 68	Mls	November 21, 1909.	Mls	No. 67	
....	.....	‡8 00 A M	0	lve..+Cleveland♂.arr.	15	5 15 P M	.....
....	.....	8 25 »	6	.....Blue Spring.....	9	2 40 »	.....
....	.....	8 50 »	13	.....Red Clay.....	2	2 10 »	.....
....	.....	9 10 A M	15	arr...+Cohutta♂..lve.	0	‡2 00 P M	.....

UNION AND LOCKHART.

3	1	Mls	November 14, 1909.	2	4	
P M	A M	....	(Eastern time.)	A M	P M	....
*5 00	‡10 05	0	lve.....Union♂...arr.	9 20	3 48	....
5 30	11 40	8	....Lockhart Jn...♂	8 50	3 20	....
5 45	11 55	11	..... Kelly	8 31	3 00	....
5 57	12 07	14	.....Bald Rock.....	8 21	2 48	....
6 05	12 15	16	..... Adam	8 15	2 40	....
6 15	12 25	18	..... Tabor	8 05	2 30	....
6 30	12 40	22	.....Lockhart	*7 50	‡2 15	....
P M	Noon	....	ARRIVE] [LEAVE	A M	P M	....

CLIMAX AND RAMSEUR.

230	154	Mls	November 15, 1909.	211	153
P M	A M	....	LEAVE] [ARRIVE	A M	P M
‡4 11	‡8 30	0	.....Climax.....♂	6 27	1 10
4 35	9 30	10	.....Millboro.....♂	6 02	12 20
4 52	9 50	14	....Cedar Falls...♂	5 47	11 57
5 03	10 20	16	...Franklinville..♂	5 39	11 42
5 25	10 40	19	.....Ramseur...♂	‖530	‖1130
P M	A M	....	ARRIVE] [LEAVE	A M	A M

‡ Meals. + Coupon stations; ♂ Telegraph stations. STANDARD—*Central time.*

NORTH ROME AND ATTALLA.

Sunday Train—Leaves Memphis 1 15 p.m., arriving Moscow 3 05 p.m.

No. 115	No. 183	Mls	November 21, 1909.	No. 116	No. 184
*6 55 P M	‡5 50 A M	0	lve...North Rome♂arr.	8 45 A M	4 25 P M
7 18 »	6 34 »	10	.....Oreburg.....	8 20 »	3 50 »
7 28 »	6 48 »	13	.....Coosa.....	8 15 »	3 40 »
7 41 »	7 17 »	18	.....Early.....	8 03 »	3 15 »
7 48 »	7 29 »	21	.....Farill.....	7 56 »	3 05 »
7 66 »	7 49 »	23	.....Lawrence.....♂	7 49 »	2 50 »
8 08 »	8 20 »	28	.....Cedar Bluff.....♂	7 36 »	2 26 »
8 25 »	8 35 »	33	....Round Mountain..♂	7 24 »	2 00 »
8 37 »	9 08 »	38	.....Leesburg.....	7 09 »	1 35 »
8 48 »	9 25 »	43	.....Slackland.....	6 59 »	1 18 »
8 59 »	9 44 »	48	.....Turkeytown.....	6 46 »	1 00 P M
9 24 »	10 20 »	56	+.....Gadsden.....♂	6 32 »	12 30 Noon
9 34 »	10 30 »	59	.....Alabama City....♂	6 25 »	12 10 »
9 50 P M	10 45 A M	61	arr.....Attalla♂...lve.	*6 20 A M	‡12 00 Noon

SELMA AND AKRON.

No. 17	No. 11	Mls	September 12, 1909.	No. 18	No. 12
*4 55 P M	‡6 00 A M	0	lve.....+Selma♂....arr.	11 35 A M	5 55 P M
5 00 »	6 50 »	13	...Marion Junction.♂	11 10 »	4 50 »
5 20 »	7 15 »	20	.....Hamburg.....	10 48 »	4 20 »
5 36 »	7 55 »	26	+.....Marion.....♂	10 32 »	3 61 »
5 55 »	8 15 »	35	.....Scott Station.....	10 13 »	3 20 »
6 13 »	9 00 »	39	.....Newbern.....♂	10 00 »	2 55 »
6 44 »	9 40 »	48	+.....Greensboro.....♂	9 40 »	2 18 »
6 54 »	10 40 »	52	.....Hatchet.....	9 20 »	2 00 »
7 05 »	11 00 »	56	.....Sawyerville.....	9 11 »	1 43 »
7 24 »	11 35 A M	63	.....Evansville.....	8 52 »	1 10 »
7 50 P M	12 01 Noon	66	arr.....Akron♂....lve.	*8 45 A M	‡1 00 P M

SELMA AND MOBILE.

	19	21	Mls	September 12, 1909.	Mls	20	22		
....	A M	....	....	LEAVE] [ARRIVE	....	P M	....	....	....
....	*1100	....	0	+.Selma (Union Dep.).♂	162	3 20	....	....	....
....	11 30	....	13	..Marion Junction♂	149	2 50	....	....	....
....	11 42	....	19	.....Bogue Chitto.....	143	2 35	....	....	....
....	11 46	....	21	..... Eleanor	141	2 30	....	....	....
....	11 50	....	24	.....Westbrook.....	138	2 25	....	....	....
....	12 00	....	26	.....Safford.....♂	136	2 18	....	....	....
....	— —	....	27	.....Donald.....	135	— —	....	....	....
....	12 10	....	30	.....Alberta.....	132	2 07	....	....	....
....	12 17	....	35	.....Gastonburg.....	129	2 02	....	....	....
....	12 25	....	35	.....Catherine.....	127	1 57	....	....	....
....	12 40	....	42	.....Lamison.....♂	120	1 48	....	....	....
....	12 52	....	47	.....Arlington.....	115	1 30	....	....	....
....	12 58	....	49	..... Kimbrough	112	1 24	....	....	....
....	1 10	....	53	..... Pine Hill .....♂	109	1 10	....	....	....
....	1 20	....	57	.....Sunny South.....	105	1 00	....	....	....
....	1 28	A M	60	.....Atkinson.....	102	12 50	P M	....	....
....	‖1 55	*6 30	65	+....Thomasville.....♂	97	‖12 20	6 30	....	....
....	2 01	6 39	68	..... Rural	92	12 15	9 15	....	....
....	2 08	6 47	71	.....Alameda.....	91	12 10	9 10	....	....
....	2 15	6 55	73	.....Fulton.....♂	89	12 02	9 03	....	....
....	2 21	7 00	76	.....Dickenson.....	86	11 56	8 57	....	....
....	2 27	7 05	78	.....Cobbville.....	84	11 50	8 53	....	....
....	2 33	7 12	80	.....Pouncey.....	82	11 45	8 47	....	....
....	2 40	7 23	84	.....Whatley.....	78	11 40	8 38	....	....
....	2 52	7 45	88	.....Suggsville.....♂	74	11 28	8 26	....	....
....	3 05	7 58	94	...Walker Springs..♂	68	11 15	8 10	....	....
....	— —	— —	95	.....Glendon.....	67	— —	— —	....	....
....	3 20	8 15	100	+.....Jackson.....♂	62	10 55	7 52	....	....
....	3 30	8 25	104	.....Carson.....	58	10 42	7 40	....	....
....	3 42	8 38	108	.....Wagar.....♂	54	10 28	7 30	....	....
....	3 46	8 43	109	.....Cortelyou.....	53	10 23	7 25	....	....
....	3 52	8 50	112	.....Sunflower.....	50	10 18	7 15	....	....
....	3 58	8 58	115	.....Toinette.....	47	10 11	7 06	....	....
....	4 02	9 03	116	.....Slade.....	46	10 06	7 02	....	....
....	— —	— —	119	.....Baird.....	43	— —	— —	....	....
....	4 10	9 13	121	.....McIntosh.....	41	9 57	6 48	....	....
....	4 20	9 27	126	.....Malcolm.....	36	9 48	6 35	....	....
....	4 28	9 42	128	.....Calvert.....♂	34	9 42	6 30	....	....
....	4 40	9 54	133	.....Mt. Vernon.....	29	9 30	6 15	....	....
....	4 50	10 02	136	.....Chastang.....	26	9 20	6 05	....	....
....	4 58	10 12	141	.....Cold Creek.....	21	9 10	5 55	....	....
....	5 10	10 24	147	.....Creola.....	15	8 55	5 45	....	....
....	5 15	10 28	148	..... Pennsylvania ....♂	14	8 50	5 40	....	....
....	5 30	10 38	152	.....Saraland.....	10	8 40	5 30	....	....
....	5 45	10 50	158	.....Plateau.....	4	8 28	5 10	....	....
....	— —	— —	159	.....Robinson.....	3	— —	— —	....	....
....	6 00	11 00	162	+.....Mobile.....♂	0	*8 20	*5 00	....	....
....	P M	A M	....	ARR.] (Union Depot.) [LVE.	....	A M	P M	....	....

⊡ Connections between Tuscumbia and Florence made by Electric St. Ry.

* Daily; ‡daily, except Sunday; ‖ Sunday only.

BATESBURG AND PERRY.

51	149	Mls	November 14, 1909.	148	50
A M	A M	....	(Eastern time.)	P M	P M
‖8 30	‡8 20	0	lve.+Batesburg♂arr.	6 10	5 55
8 45	8 34	4	.....Kneece.....	5 50	5 36
8 57	8 48	8	.....Samaria.....	5 37	5 23
9 00	8 52	9	..... Althea	5 35	5 20
9 08	9 02	12	.....Steedman.....	5 25	5 10
9 24	9 22	17	.....Seivern.....♂	5 05	4 57
9 45	9 47	23	..... Wagener .....♂	4 45	4 46
10 00	10 07	26	.....Perry.....♂	‖420	‖4 36
A M	A M	....	ARRIVE] [LEAVE	P M	P M

SOUTHERN RAILWAY COMPANY.

COLUMBIA, AUGUSTA AND CHARLESTON.

28	114	14	12	16	Mls.	*January*, 1910.	15	18	11	113	27	29
.....	A M	P M	A M	A M	.....	lv..+**Columbia**....ar.	A M	Noon	P M	P M	.....	.....
.....	*11 05	*4 20	*7 55	*2 15	0	....*Union Station*..♂	6 55	12 45	10 05	4 20	.....	.....
.....	11 18	4 33	- -	- -	5	.......Childs'.......	- -	12 28	9 47	4 03	.....	.....
.....	11 30	4 43	8 20	2 39	11	.......Hopkins......♂	6 30	12 18	9 35	3 50	.....	.....
.....	11 38	4 52	8 28	- -	15	........Weston.......	6 23	12 09	9 25	3 41	.....	.....
.....	11 45	5 00	8 35	- -	18	.......Gadsden.......	- -	12 03	9 18	3 35	.....	.....
.....	11 55	5 10	8 45	3 20	23	.......**Kingville**.....♂	6 10	11 55	9 10	*3 25	.....	.....
.....	A M	- -	8 53	- -	26	..........Moy.........	- -	- -	8 57	P M	.....	.....
.....	.....	5 24	9 00	- -	29	.......Fort Motte.....♂	5 57	11 35	8 51	.....	.....	.....
.....	.....	- -	9 09	- -	33	........Singleton.......	- -	- -	8 42	.....	.....	.....
.....	.....	5 43	9 16	3 53	36	.....St. Matthew....♂	5 45	11 22	8 36	.....	.....	.....
.....	.....	5 50	9 23	- -	40	..........Riley.........	- -	11 14	8 28	.....	.....	.....
.....	.....	5 57	9 30	- -	43	........Jamison........	- -	11 08	8 19	.....	.....	.....
.....	.....	- -	9 37	- -	46	.........Stilton.........	- -	- -	8 11	.....	.....	.....
.....	.....	6 15	9 48	4 30	49	+....Orangeburg.....♂	5 26	10 55	8 05	.....	.....	.....
.....	.....	6 23	9 58	- -	53	........Felder.........	- -	10 44	7 54	.....	.....	.....
.....	.....	6 32	10 05	4 48	58	.......Rowesville.....♂	- -	10 36	7 46	.....	.....	.....
.....	.....	6 42	10 12	- -	62	.......Sixty-Six.......	- -	10 28	7 38	.....	.....	.....
.....	26	6 55	10 20	5 20	66	arr.**Branchville** ♂ lve.	4 55	*10 20	7 30	25	.....	.....
P M	A M	P M	A M	P M	.....	LVE.] (Union Depot) [ARR.	.....	P M	P M	A M	A M	P M
*4 25	*6 20	*3 45	*7 10	*11 30	0	+.......**Augusta**......♂	.....	1 30	10 30	6 55	9 55	7 55
- -	- -	- -	- -	- -	2	.........Hamburg.......♂	.....	- -	- -	- -	- -	- -
- -	- -	4 08	7 29	12 17	7	...........Bath..........♂	.....	1 04	10 06	6 15	- -	- -
- -	- -	4 13	7 32	12 25	9	.........Langley........♂	.....	1 00	10 01	6 10	- -	- -
- -	- -	4 20	7 38	12 35	12	.......**Warrenville**..♂	.....	12 54	9 54	6 00	- -	- -
5 12	7 05	4 45	7 56	a1 05	17	+.........**Aiken**........♂	.....	12 40	8 40	a5 40	9 13	7 14
- -	- -	4 53	8 04	1 17	22	.....Montmorenci....♂	.....	12 27	9 27	- -	- -	- -
- -	- -	5 17	8 19	1 39	31	........Windsor........♂	.....	12 11	9 10	4 55	- -	- -
- -	- -	5 28	8 28	- -	35	......White Pond.......	.....	12 02	9 00	- -	- -	- -
- -	- -	5 39	8 36	2 00	38	........Williston.......♂	.....	11 55	8 52	4 30	- -	- -
- -	- -	5 47	8 42	2 07	41	...........Elko..........♂	.....	11 48	8 45	- -	- -	- -
- -	- -	5 55	8 48	- -	44	.......Reynold........	.....	11 42	8 37	- -	- -	- -
6 05	8 00	6 10	9 00	2 45	47	+....**Blackville**....♂	.....	11 35	8 30	4 00	*8 15	*6 20
P M	A M	6 17	9 08	- -	51	..........Lee..........	.....	11 18	9 20	- -	A M	P M
.....	.....	6 26	9 20	3 10	55	+....**Denmark**.....♂	.....	11 10	8 12	3 10	.....	.....
.....	.....	6 28	9 23	- -	56	..........Sato..........	.....	11 07	8 09	- -	.....	.....
.....	.....	6 38	9 37	3 35	62	+.....Bamberg......♂	.....	10 57	7 57	2 45	.....	.....
.....	.....	6 43	9 44	- -	65	........Midway......♂	.....	10 48	7 50	- -	.....	.....
.....	.....	6 53	9 55	- -	71	..........Edisto.........	.....	10 38	7 39	- -	.....	.....
.....	.....	7 06	10 10	4 30	75	arr.**Branchville** ♂ lve.	.....	*10 30	*7 30	*2 10	.....	.....
.....	.....	7 10	10 30	5 45	66	lve.**Branchville**..arr.	4 55	10 15	‖7 10	2 00	.....	
.....	.....	- -	- -	- -	70	.......Fifty-Eight.......	- -	- -	- -	- -	.....	
.....	.....	7 27	10 51	6 07	76	......Reevesville.....♂	- -	9 51	6 52	1 27	.....	
.....	.....	7 35	11 01	6 18	81	.....Saint George....♂	- -	9 42	6 40	1 16	.....	
.....	.....	7 43	11 08	- -	84	..........Byrd..........	- -	9 33	6 31	- -	.....	
.....	.....	7 50	11 14	6 31	87	......**Pregnall**.....♂	- -	9 28	6 25	1 00	.....	
.....	.....	7 59	11 23	6 41	92	.......Dorchester.......	- -	9 19	6 15	- -	.....	
.....	.....	8 12	11 35	6 56	97	.......Ridgeville.....♂	- -	9 07	6 03	12 35	.....	
.....	.....	8 23	11 45	- -	102	........Jedburg........	- -	8 55	5 52	- -	.....	
.....	.....	8 35	11 55	7 30	107	+..**Summerville**..♂	3 55	8 45	5 43	12 10	.....	
.....	.....	- -	- -	- -	119	........Ten Mile.......♂	- -	- -	- -	11 37	.....	
.....	.....	9 15	12 45	8 15	129	+ **Charleston (Un. Sta.)** ♂	*3 20	*8 00	*6 00	*11 00	.....	
.....	.....	P M	Noon	A M	.....	arr.(*Eastern time.*)lve.	A M	A M	P M	P M	.....	

ADDITIONAL TRAINS BETWEEN SUMMERVILLE AND CHARLESTON.

.....	.....	10	5	4	2	*December* 13, 1909.	1	3	5	9	.....	.....
.....	.....	P M	P M	A M	A M	(*Eastern time.*)	A M	A M	P M	P M	.....	.....
.....	.....	*6 05	*1 30	*7 55	†5 23	lv.+**Sum'rville** ♂.ar.	7 30	10 56	3 52	7 28	.....	.....
.....	.....	6 15	1 39	8 05	5 32	.......Ladson.....♂	7 20	10 44	3 39	7 10	.....	.....
.....	.....	6 18	- -	s - -	5 35	.....Woodstock.......	7 16	10 38	3 34	7 05	.....	.....
.....	.....	6 20	1 42	8 12	5 37	......Ingleside.......	7 14	10 36	3 31	7 03	.....	.....
.....	.....	6 28	- -	8 16	5 40	.Ashley Phosphate.	7 00	10 32	3 26	6 58	.....	.....
.....	.....	6 30	1 48	8 18	5 42	...Midland Park...	7 06	10 29	3 23	6 56	.....	.....
.....	.....	6 35	1 52	8 22	5 46	.....Ten Mile...♂	7 02	10 25	3 19	6 52	.....	.....
.....	.....	6 39	1 55	8 25	5 49	.....Goodrich.....	6 56	10 21	3 15	6 48	.....	.....
.....	.....	6 42	- -	8 27	5 51	....Seven Mile....	6 53	10 18	3 12	6 48	.....	.....
.....	.....	6 48	- -	8 31	5 57	.......West.......	6 48	10 12	3 07	6 42	.....	.....
.....	.....	6 54	- -	- -	6 03	..Hibernian Park..	6 45	- -	3 04	6 39	.....	.....
.....	.....	6 58	- -	- -	6 08	.....Magnolia.....	6 43	- -	- -	- -	.....	.....
.....	.....	6 05	2 15	8 45	6 15	+Charleston (Un. Sta) ♂	†6 30	*10 00	*2 55	*6 30	.....	.....
.....	.....	P M	P M	A M	A M	ARRIVE] [LEAVE	A M	A M	P M	P M	.....	.....

‖ Meals. + Coupon stations; ♂ Telegraph stations.

FRANKLIN JN. AND ROCKY MOUNT.

No. 137	Mls	*November* 7, 1909.	No. 136
†7 10 A M	0	lv..+**Franklin Jn** ♂.ar.	2 46 P M
7 40 »	7	.......Pittsville.....♂	2 16 »
7 53 »	10	........Toshes........	1 54 »
8 03 »	12	.....Sandy Level.....	1 31 »
8 37 »	18	.......Pen Hook.......	1 01 P M
8 55 »	23	......Union Hall......	12 36 Noon
9 25 »	27	.......Glade Hill....♂	12 02 Noon
9 45 »	32	.......Redwood.......	11 43 A M
10 15 A M	37	arr...**Rocky Mount** ♂ lve.	†11 25 A M

BIRMINGHAM AND VALLEY CREEK JUNCTION.

27	93	19	Mls	*April* 19, 1909.	94	28	20
P M	.....	A M	....	lv..**Birmingham** ♂ ar.	....	A M	P M
*4 15	.....	*7 00	0	.*Terminal Station*.	....	11 10	7 30
4 26	A M	7 10	2.5	...**No. Birmingham**. ♂	P M	11 00	7 20
4 43	*9 00	7 28	8.3	......**Ensley**....♂	2 15	10 42	7 02
.....	11 15	.....	26.1	......**Maxine**.....	*11 30	.....	....
5 05	A M	7 50	15.9	**Valley Creek Junc.** ♂	A M	*10 20	*6 45
P M	.....	A M	....	ARRIVE] [LEAVE	....	A M	P M

EDGEFIELD AND AIKEN.

....	207	231	229	M	*Nov.* 14, 1909.	208	210	230	206
....	P M	P M	A M	..	LEAVE] [ARRIVE	A M	Noon	P M	P M
....	*6 50	†2 30	*8 00	0	+ **Edgefield** ♂	9 30	12 50	5 40	7 40
Eastern time.	7 00	2 40	8 10	3	... Parkhill....	9 20	12 40	5 30	7 30
	7 10	2 50	9 10	6	+.**Trenton**.♂	*9 10	12 30	5 20	*7 20
	P M	3 00	9 25	10	...Baynham...	A M	12 10	5 00	P M
	....	3 10	9 30	12	.... Eureka....	....	12 05	4 55	....
	....	3 15	9 35	14	..Milledgeville..	....	12 01	4 51	....
	....	3 22	9 41	17	.. Lake View ..	....	11 55	4 45	....
	....	3 30	9 47	20	.....Croft.....	....	11 45	4 37	....
....	....	3 45	10 05	24	+..**Aiken**..♂	....	†11 30	*4 25	....
....	....	P M	A M	..	ARRIVE] [LEAVE	....	A M	P M	....

CHARLESTON, COLUMBIA, CAMDEN AND MARION.

....	117	113	35	Ms	*December* 13, 1909.	118	114	36
....		A M	....	...	(*Eastern time.*)	....	P M	....
....	P M	*8 00	....	...	lv..**Charleston** ♂.ar.	Noon	9 15	....
....	†4 20	*11 05	....	...	lv...**Columbia** ♂.ar.	12 45	4 20	....
....	†5 20	*12 10	....	0	lv...**Kingville** ♂.ar.	11 50	3 20	....
....	5 40	12 32	....	8	...**Sumter Junc**..♂	11 28	2 55	....
....	5 47	12 42	....	12	...**Camden Junc**....	11 17	2 46	....
....	5 56	12 48	....	15	.......Dixie.......	11 11	2 38	....
....	6 04	12 57	....	18	.......Claremont....♂	11 03	2 30	....
....	6 17	1 09	....	24	........Hagood.....♂	10 49	2 17	....
....	6 26	1 19	....	28	........Boykins.....♂	10 38	2 07	....
....	6 50	1 45	....	37	arr.+**Camden**...lve.	10 13	1 46	....
....	6 50	1 45	....	37	lve...**Camden** ♂.arr.	10 13	1 45	....
....	7 14	2 08	....	47	.......DeKalb.......	9 45	1 23	....
....	7 28	2 23	....	53	.......Westville.......	9 32	1 11	....
....	‖8 00	2 42	....	60	.......Kershaw.....♂	9 14	‖12 55	....
....	8 18	3 00	....	66	....Heath Springs...♂	8 58	12 20	....
....	8 42	3 28	....	77	+...**Lancaster**...♂	8 34	11 56	....
....	9 25	4 12	A M	92	...**Catawba Junc**...♂	7 55	11 20	P M
....	9 50	5 00	*6 45	100	......**Rock Hill**.....♂	‖7 35	11 00	9 25
....	P M	5 36	7 24	114	+...**Yorkville**....♂	A M	10 10	8 48
....	....	6 05	7 53	127	...Hickory Grove...♂	....	9 39	8 15
....	....	6 50	9 03	140	...**Blacksburg**....♂	....	9 05	7 37
....	....	7 30	9 44	154	+.....**Shelby**.....♂	....	7 45	6 53
....	....	8 04	10 14	166	......Mooresboro......	....	7 10	6 22
....	....	8 34	10 42	177	+...Forest City....♂	....	6 42	5 53
....	....	8 50	10 59	184	+ **Rutherfordton** ♂	....	6 25	5 38
....	....	9 22	11 28	195	....Thermal City...♂	....	5 55	5 08
....	....	10 05	12 15	209	+.....**Marion**.....♂	....	*5 15	*4 30
....	....	P M	Noon	...	ARRIVE] [LEAVE	....	A M	P M

WASHINGTON AND HARRISONBURG.

213	217	49	Ms	*November* 7, 1909.	218	214	28	274
P M	P M	A M		LEAVE] [ARRIVE	A M	A M	P M	
†4 20	†1 00	*8 30	0	+..**Washington**..♂	9 45	11 45	9 30	
4 37	1 17	8 47	8	+..**Alexandria**....	9 28	11 28	9 13	
5 22	2 20	9 30	34	lv.+**Manassas** ♂.ar.	8 35	10 43	8 01	
5 38	2 33	9 45	40	......Wellington......	8 24	de	7 38	
5 45	2 40	9 52	43	......Gainesville......	8 15	de	7 32	
5 49	2 44	9 58	44	......Haymarket....♂	8 11	de	7 28	
5 55	2 49	10 04	46	.....Thoroughfare.....	8 06	de	7 21	
6 04	2 57	10 15	49	......Broad Run......	8 00	de	7 15	
6 15	3 05	10 25	54	.......Plains.......♂	7 52	de	7 06	
6 26	3 15	10 34	58	.......Marshall.......♂	7 42	de	6 56	
6 40	3 28	10 46	64	......Rectortown......♂	7 31	de	6 40	
6 50	3 34	10 56	68	+.....Delaplane.....♂	7 22	de	6 31	
7 00	3 44	11 08	72	.......Markham......♂	7 14	de	6 22	
7 14	3 55	11 22	77	.......Linden.......♂	7 05	de	6 13	
7 24	4 06	11 35	82	.....Happy Creek.....♂	6 56	de	5 59	
7 33	4 15	11 46	85	+..**Front Royal**..♂	6 45	9 03	5 53	
7 40	4 22	11 56	84	...**Riverton Jn**....	6 36	8 55	5 41	
7 43	4 26	12 01	85	+...**Riverton**......♂	6 33	8 53	5 40	
7 53	4 33	12 11	89	.......Ruckton.......	6 25	d	5 29	P M
8 05	4 48	12 30	95	+....Strasburg.....♂	6 10	8 32	5 15	10 50
8 17	5 00	12 43	96	**Strasburg Junc** ♂	†6 05	8 27	5 04	10 30
8 25	P M	12 56	101	.....Tom's Brook.....	A M	8 13	4 49	10 13
8 28	....	1 01	103	.....Maurertown.....		8 09	4 44	10 05
8 36	....	1 10	107	+....Woodstock.....♂		8 00	4 34	9 52
8 52	....	1 24	113	.......Edinburg.......♂	*Eastern time.*	7 47	4 19	9 34
9 10	....	1 41	120	+...Mt. Jackson...♂		7 30	3 59	9 10
9 21	....	1 53	124	.....Quicksburg.....		7 23	3 49	8 40
9 29	....	2 01	127	+...New Market.....		7 18	3 42	8 30
9 39	....	2 12	131	.....Timberville.....		7 10	3 32	8 18
9 47	....	2 19	133	......Broadway.....♂		7 05	3 26	8 08
10 05	....	2 32	140	.......Linville.......		6 52	3 10	7 45
10 25	....	2 55	146	+.**Harrisonburg**.♂	....	†6 40	*2 55	†7 25
P M	....	P M		ARRIVE] [LEAVE	....	A M	P M	P M

Additional Train—Leaves Strasburg †5 45 a.m., arrives Harrisonburg 10 00 a.m.

SANFORD AND MT. AIRY.

No. 133		No. 131		Mls	*Nov.* 15, 1909.	No. 130		No. 132	
*5 45	A M	*2 18	P M	0	lv..+**Sanford** ♂.ar.	3 20	P M	7 15	P M
6 00	»	2 30	»	6	....**Cumnock**.♂	3 05	»	6 55	»
6 15	»	2 38	»	9	......**Gulf**.....♂	2 58	»	6 45	»
6 30	»	2 48	»	13	......Goldston....♂	2 48	»	6 30	»
6 45	»	2 58	»	17	....Bear Creek....♂	2 38	»	6 17	»
7 00	»	3 07	»	21	......Ore Hill....♂	2 28	»	6 05	»
7 15	A M	3 17	P M	25	.....Siler City...♂	2 17	P M	5 50	P M
7 40		3 34		33	........Staley......	1 58		5 30	
7 55	153	3 45	211	37	........Liberty.....♂	1 48	154	5 12	152
8 15	P M	4 02	A M	44	........Julian......	1 30	A M	4 52	P M
8 30	†1 22	4 10	†6 30	48	.......**Climax**....♂	1 22	8 25	4 40	4 10
8 45	1 42	4 22	6 40	53	.Pleasant Garden.	1 08	8 10	4 22	3 50
9 15	2 15	4 45	7 00	61	ar.Greensboro ♂ lv.	12 50	†7 45	*3 45	†3 30
A M	2 30	4 55	A M	61	lv+**Greensboro**.ar.	‖12 15	A M	P M	9 20
.....	2 47	5 15		67	..Battle Ground...	11 52		.....	8 53
.....	3 03	5 30	.....	72	...Summerfield.♂	11 38	.....	.....	8 35
.....	3 35	5 47	.....	79	....**Stokesdale**.♂	11 20	.....	.....	†8 15
.....	P M	6 18	335	90	+.**Walnut Cove**.♂	10 48	336	*Eastern time.*	A M
.....	.....	6 33	A M	95	....Germanton....♂	10 32	P M		.....
.....	.....	6 45	†10 15	100	....**Rural Hall**.♂	10 15	3 15		.....
.....	.....	7 00	10 34	105	........King......	10 00	3 00		.....
.....	.....	7 09	10 47	108	........Dalton......	9 51	2 47		.....
.....	.....	7 18	11 00	111	.......Pinnacle...♂	9 42	2 37		.....
.....	.....	7 32	11 22	116	.Pilot Mountain ♂	9 28	2 20		.....
.....	.....	7 50	11 45	122	........Ararat......	9 10	1 56		.....
.....	.....	8 15	12 20	130	+..**Mt. Airy**..♂	*8 45	†1 30		.....
.....	.....	P M	Noon	.....	ARRIVE] [LEAVE	A M	P M		.....

* Daily; † daily, except Sunday; *a* stop is made at Freight Depot, Aiken; *d* stops to leave passengers from west of Strasburg Junction; *e* stops to leave passengers from points on Norfolk and Western Ry.; *s* stops Sunday.

SOUTHERN RAILWAY COMPANY.

WASHINGTON AND BLUEMONT.

Trains marked * run daily; † daily, except Sunday; ‡ Sunday only. [o] Bluemont is nearest station to Mount Weather, Va. (6¼ miles).

131	119	127	133	121	M	November 7, 1909.	120	134	122	124
A M	P M	P M	P M	A M		lve. (Eastern time.) arr.	A M	A M	A M	P M
8 9 15	†6 25	*4 50	†3 50	†8 10	0	+ . Washington. ♂	7 05	8 32	10 30	6 30
9 23	6 33	4 55	3 55	8 22	8	lve. { + . Alex. ♂ / W. & O. Sta. } arr.		8 21	10 20	6 20
9 38	6 46	5 11	– –	8 35	9	. . . . . Cowdon	6 37	8 05	10 03	5 59
9 41	6 49	5 14	– –	8 38	10	. . . . . Barcroft	6 34	8 00	10 00	5 56
9 43	6 52	5 16	– –	8 41	11	. . . . . Glencarlyn . . ♂	6 31	7 57	9 57	5 52
9 44	6 54	5 18	– –	8 43	12	. . . . . Torrison	6 28	7 55	9 55	5 49
9 50	6 58	5 25	4 27	8 47	14	. . . . . Falls Church . . ♂	6 24	7 50	9 50	5 44
9 56	7 02	5 28	4 30	8 50	15	. . W. Falls Church . .	6 19	7 46	9 46	5 40
10 03	7 08	5 35	– –	8 54	17	. . . Dunn Loring . ♂	6 15	7 41	9 42	5 35
10 06	7 12	5 38	– –	8 56	18	. . . . Wedderburn . . .	6 12	7 38	9 39	5 29
10 17	7 20	5 43	4 41	9 01	20	. . . . . Vienna . . . . ♂	6 08	7 35	9 36	5 26
10 33	7 36	5 56	4 53	9 17	26	. . . . . Wiehle	5 56	7 19	9 17	5 13
10 40	7 43	6 01	5 06	9 27	28	. . . . . Herndon . . . . ♂	5 50	7 02	9 10	5 06
10 49	7 52	6 09	5 13	9 38	31	. . . . . Sterling . . . . ♂	5 44	6 55	9 02	4 57
10 59	8 00	6 19	5 20	9 50	35	. . . . . Ashburn	5 35	6 43	8 52	4 49
11 05	8 05	6 26	– –	9 57	38	. . . . . Belmont Park . . .	5 28	6 36	8 47	4 44
11 10	8 15	6 34	5 32	10 03	42	+ . . . Leesburg . . . ♂	*5 20	6 28	8 39	4 36
11 22	P M	6 46	5 40	10 15	46	. . . Clarke's Gap . . .	A M	6 18	8 27	4 28
11 25	. . . .	6 52	5 42	10 18	47	. Paeonian Springs .	. . . .	6 15	8 24	4 26
11 30	. . . .	6 57	5 46	10 23	48	. . . . Hamilton . . . ♂	. . . .	6 12	8 20	4 22
11 40	. . . .	7 07	5 56	10 34	52	. . . . Purcellville	. . . .	6 03	8 12	4 14
11 49	. . . .	7 17	6 03	10 44	55	. . . . Round Hill	. . . .	5 56	8 03	4 06
11 59	. . . .	7 30	6 15	10 55	59	. . . . [o] Bluemont . . ♂	. . . .	† 5 45	*7 55	*4 00
A M	. . . .	P M	P M	A M	. .	ARRIVE } { LEAVE	. . . .	A M	A M	P M

NORFOLK, TARBORO, ROCKY MOUNT, WILSON, SELMA AND GREENSBORO.

No. 1-35	Mls	November 7, 1909.	Mls	No. 112
		(Eastern time.)		
		LVE. } (By Ferry.) { ARR.		
*8 00 A M	0	+ . . . . . Norfolk	270	† 1 20 P M
8 25 A M	2	. . . . Pinner's Point . . ♂	268	1 00 P M
	101	. . . . . Tarboro . . . . . ♂	169	9 23 A M
	115	arr. { South Rocky } lve.	150	8 50 »
	115	lve. } Mount ♂ { arr.	150	8 47 »
	136	. . . . . Wilson . . . . . ♂	134	8 15 »
	160	arr. } . . . . Selma ♂ . . { lve.	110	† 7 22 »
	160	lve. } { arr.	110	5 44 »
	189	. . . . . Raleigh . . . . . ♂	81	4 30 »
	215	. . . . . Durham . . . . . ♂	55	2 50 A M
6 00 P M	270	arr. Greensboro ♂ . lve.	0	*12 45 Night

Southern Ry. Via Danville.

No. 112 via Southern Ry. Greensboro to Selma; Atlantic Coast Line R.R. Selma to Norfolk.

CLAREMONT AND EMPORIA.

No. 103	M	September 6, 1908.	No. 104
† 1 30 P M	0	lve. . Claremont Wharf ♂ . arr.	12 10 Noon
1 40 »	1	. . . . . Claremont	12 00 Noon
1 55 »	6	. . . . . Spring Grove . . . . . ♂	11 40 A M
2 45 »	18	. . . . . Waverly . . . . . ♂	10 45 »
3 36 »	31	. . . . . Lumberton	9 05 »
4 04 »	36	. . . . . Yale	8 48 »
4 55 »	48	. . . . . Grizzard	7 52 »
5 05 »	51	. . James River Junc . .	7 42 »
5 15 P M	54	arr. . . . Emporia ♂ . . . . lve.	† 7 30 A M

LULA AND ATHENS.

No. 237	No. 217	No 261	Mls.	June 7, 1909.	No. 212	No. 240	No. 262
				LEAVE } { ARRIVE			
*6 40 P M	† 10 20 A M	† 6 50 A M	0	. . . . . Lula . . . . . ♂	9 20 A M	2 35 P M	6 30 P M
6 58 »	10 37 »	7 20 »	7	. . . . . Gillsville	8 59 »	2 05 »	5 58 »
5 13 »	10 52 »	7 45 »	13	. . . . . Maysville . . . . . ♂	8 43 »	1 50 »	5 27 »
6 33 »	11 10 »	8 25 »	21	. . . . . Commerce . . . . . ♂	8 25 »	1 32 »	4 58 »
6 55 »	11 25 »	8 52 »	27	. . . . . Nicholson	8 06 »	1 17 »	4 31 »
7 05 »	11 34 »	9 09 »	32	. . . . . Center	7 54 »	1 08 P M	4 14 »
7 25 P M	11 51 A M	9 35 A M	39	arr. . . . + Athens ♂ . . . lve.	† 7 35 A M	*12 50 Noon	† 3 45 P M

WEST NORFOLK AND BOONE.

203	201	Mls	September 6, 1908.	204	202
P M	A M	. . .	LEAVE } { ARRIVE	A M	P M
† 4 15	† 8 10	0	. . . . West Norfolk . . ♂	9 35	5 25
4 36	8 25	3.3	. . . . . Churchland	9 15	5 10
4 55	8 40	6.0	. . . . . Boone . . . . . ♂	† 8 55	† 5 00
P M	A M	. . .	ARRIVE } { LEAVE	A M	P M

NORFOLK AND DANVILLE.

3	1	Mls.	September 6, 1908.	4	2
P M	A M	. . . .	LVE. } (East. time.) { ARR.	A M	P M
*7 30	*8 00	. . . .	+ . . Norfolk (Ferry). ♂	8 50	5 50
8 00	8 25	0	. . . . Pinners Point . . ♂	8 25	5 25
8 32	8 54	10	. . . . Shoulders Hill . . . ♂	7 52	4 54
8 55	9 12	19	+ . . . . . Suffolk . . . . . ♂	7 35	4 36
9 20	9 35	31	. . . . . Holland . . . . . ♂	7 11	4 13
9 40	9 55	39	+ . . . . . Franklin . . . . . ♂	6 55	3 56
10 00	10 13	48	. . . . . Courtland . . . . . ♂	6 37	3 37
10 18	10 30	55	. . . . . Capron . . . . . ♂	6 20	3 21
10 33	10 44	61	. . . . . Drewryville . . . . ♂	6 06	3 07
10 58	11 05	71	. . James River Junc . .	5 45	2 48
11 10	11 15	75	+ . . . . . Emporia . . . . . ♂	5 37	2 40
11 27	11 32	83	. . . . Pleasant Shade . . . ♂	5 21	2 22
11 55	[1200	96	ar. + Lawrenceville ♂ lv.	4 55	1 55
12 05	12 20	96	lv. . . Lawrenceville . . . ar.	4 45	1 50
12 40	12 48	109	+ . . . . . Brodnax . . . . . ♂	4 14	1 23
12 50	12 57	112	+ . . . . . La Crosse . . . . . ♂	4 04	1 14
12 59	1 06	115	+ . . . . . South Hill	3 55	1 06
1 22	1 26	125	+ . . . . . Baskerville . . . . ♂	3 32	12 44
1 41	1 40	132	+ . . . . . Boydton . . . . . ♂	3 15	12 30
2 05	2 00	142	. . . . . Jeffress . . . . . ♂	2 53	[1210
2 16	2 10	145	+ . . South Clarksville . . ♂	2 42	11 37
2 30	2 21	149	. . . . . Buffalo Junc . . . ♂	2 30	11 25
2 52	2 46	159	+ . . . . . Virgilina . . . . . ♂	2 08	11 00
3 21	3 10	172	. . . . . Denniston . . . . ♂	1 42	10 33
4 15	3 57	193	. . . . . Milton	12 58	9 45
4 50	4 25	207	arr. . + Danville ♂ . . lve.	*12 50	*9 15
6 45	6 00	255	+ . . . Greensboro . . . ♂	*10 31	*7 10
A M	P M	. . . .	ARRIVE } { LEAVE	P M	A M

ATLANTA AND FORT VALLEY.

28	Mls	May 30, 1909.	27
P M	. . . .	LVE. } (Central time.) { ARR.	A M
*5 20	0	+ . . . . . Atlanta . . . . . ♂	10 45
5 36	5	. . . . . Cornell	10 27
5 43	10	. . . . . Haasville	10 20
5 46	11	. . . . . Thames	10 17
5 53	15	. . . . . Riverdale . . . . . ♂	10 08
5 56	17	. . . . . Selina	10 03
6 02	20	. . . . . Kenwood	9 54
6 12	25	+ . . . . . Fayetteville . . . . ♂	9 45
6 23	29	. . . . . Ackert	9 29
6 27	32	. . . . . Woolsey . . . . . ♂	9 25
6 34	35	. . . . . Lowry	9 17
6 40	38	. . . . . Vaughn	9 12
6 46	41	. . . . . Zetella	9 07
7 00	45	+ . . . Williamson . . . . ♂	9 00
7 12	51	. . . . . Zebulon . . . . . ♂	8 39
7 22	56	. . . . . Meansville . . . . . ♂	8 29
7 35	61	. . . . . Piedmont	8 19
7 40	65	. . . Topeka Junction . . .	8 10
7 53	71	. . . . . Yatesville . . . . ♂	7 57
8 05	76	. . . . . Culloden . . . . . ♂	7 47
8 17	83	. . . . . Musella	7 34
8 35	89	. . . . . Roberta . . . . . ♂	7 22
8 50	95	. . . . . Gaillard	7 09
9 00	99	. . . . . Zenith	6 59
9 02	100	. . . . . Lee Pope	6 57
9 20	105	+ . . . Fort Valley . . . . ♂	*6 45
P M	. . . .	ARRIVE } { LEAVE	A M

HENDERSONVILLE AND LAKE TOXAWAY (T. R. R.)

J. F. Hays, Manager, Brevard, N.C.

No. 8	Ms.	December 12, 1909.	No. 7
		lve. (Eastern time.) arr.	
*3 20 P M	. . . .	. . . . . Asheville	11 20 A M
		LEAVE } { ARRIVE	
*4 30 P M	0	+ Hendersonville . . ♂	10 10 A M
4 41 »	5	. . . . . Yale	9 48 »
4 46 »	7	. . . . . Horseshoe . . . ♂	9 44 »
4 51 »	8	. . . . . Cannon	9 39 »
5 00 »	10	. . . . . Etowah	9 33 »
5 06 »	12	. . . . . Blantyre	9 28 »
5 12 »	15	. . . . . Penrose	9 21 »
5 20 »	18	. . Davidson River . .	9 13 »
5 25 »	19	. . . Pisgah Forest . ♂	9 10 »
5 35 »	22	+ . . . . Brevard . . . . ♂	9 05 »
5 48 »	26	. . . . . Selica	8 50 »
5 56 »	28	. . . . Cherryfield	8 43 »
5 59 »	30	. . . . . Calvert	8 40 »
6 05 »	31	. . . . . Rosman . . . . ♂	8 35 »
6 20 »	35	. . . . . Quebec	8 22 »
6 40 P M	42	+ Lake Toxaway ♂	*8 00 A M
		ARRIVE } { LEAVE	

* Meals. + Coupon stations; ♂ Telegraph stations.

KNOXVILLE AND MIDDLESBORO.

5	M	November 7, 1909.	6
P M	. .	LVE. } Cent. time. { ARR.	A M
*4 00	0	. . . . . Knoxville . . . . ♂	8 55
4 10	2	. . . . . Coster . . . . . ♂	8 45
4 32	12	. . . . . Maloneyville	8 26
4 45	18	. . . . . Corryton . . . . . ♂	8 15
4 53	22	. . . . . Luttrell . . . . . ♂	8 08
5 05	27	. . . . . Powder Springs	7 55
5 20	33	. . . . . Washburn . . . . ♂	7 43
5 25	36	. . . . . Liberty Hill	7 36
5 30	38	. . . . . Williams Springs . . .	7 30
5 52	50	. . . . . Tazewell . . . . . ♂	7 08
6 20	57	. . . . . Combs	6 57
6 32	61	. . . . . Arthur . . . . . ♂	6 39
6 40	64	. . . . . Tiprell . . . . . ♂	6 29
6 53	65	+ . . Cumberland Gap . . ♂	6 20
7 00	69	+ . . . Middlesboro . . . ♂	*6 00
P M	. .	ARRIVE } { LEAVE	A M

ATLANTA, McDONOUGH AND COLUMBUS.

22	20	Mls.	May 30, 1909.	21	29
P M	A M	. . . . .	LVE. } Central time. { ARR.	A M	P M
*5 10	*5 20	. . . . .	. . . . . Atlanta	10 50	10 20
*6 00	*6 10	0	lv. + McDonough ♂ . ar.	10 00	9 38
6 08	6 20	4	. . . . . Greenwood	9 48	9 18
6 13	6 27	8	. . . . . Luella . . . . . ♂	9 40	9 12
6 46	6 55	18	+ . . . . . Griffin . . . . . ♂	9 20	8 52
7 00	7 15	26	+ . . . Williamson . . . . ♂	9 00	8 36
7 20	7 38	35	. . . . . Concord . . . . . ♂	8 37	8 14
7 28	7 45	39	. . . . . Neal . . . . . ♂	8 29	8 05
7 34	7 53	42	. . . . . Molina . . . . . ♂	8 22	7 57
7 45	8 10	47	. . . . . Woodbury . . . . ♂	8 10	7 46
7 57	8 22	52	. . . . . Raleigh	7 56	7 32
8 10	8 32	56	. . . . . Warm Springs . . . ♂	7 49	7 22
8 22	8 39	61	. . . . . Nebula	7 37	7 10
8 32	8 52	65	. . . . . Shiloh . . . . . ♂	7 27	6 55
8 43	9 05	70	. . . . . Oak Mountain	7 14	6 43
8 55	9 15	75	. . . . . Waverly Hall . . . ♂	7 05	6 33
9 08	9 25	80	. . . . . Ellerslie . . . . . ♂	6 54	6 20
9 20	9 35	85	. . . . . Midland	6 43	6 09
9 29	9 43	88	. . . . . Flat Rock	6 34	5 58
9 55	10 05	98	+ . . . . Columbus . . . . ♂	*6 10	*5 30
P M	A M	. . . . .	ARRIVE } { LEAVE	A M	P M

BUFFALO LITHIA SPRINGS BRANCH.

Service operated during Summer season only.

Ms.	October 1, 1908.
	LEAVE } { ARRIVE
0	. . . . . Jeffress . . . . .
7	. . . . Buffalo Junc . . . .
11	Buffalo Lithia Spgs
	ARRIVE } { LEAVE

STOKESDALE AND MADISON.

No. 151	Mls	Nov. 15, 1909.	Mls	No. 152
		LEAVE } { ARRIVE		
† 3 40 P M	0	. Stokesdale ♂	11	8 10 A M
4 10 »	7	. . . Ellisboro . . .	4	7 40 »
4 30 P M	11	+ . Madison . ♂	0	† 7 20 A M
		ARRIVE } { LEAVE		

VASPER AND LA FOLLETTE.

No. 305	No. 303	No. 301	Ms.	November 7, 1909.	No. 302	No. 304	No. 306
				LEAVE } { ARRIVE			
*6 00 P M	*2 55 P M	*9 05 A M	0	. . . . . Vasper	8 30 A M	2 40 P M	5 50 P M
6 15 »	3 10 »	9 20 »	5.5	. . . . . Warwick	8 09 »	2 25 »	5 23 »
6 30 P M	3 25 P M	9 35 A M	10.3	+ . . . . . La Follette	*8 00 A M	*2 10 P M	*5 20 P M
				ARRIVE } { LEAVE			

SOUTHERN RAILWAY COMPANY.

SOUTHERN RAILWAY CO. IN MISSISSIPPI.

W. W. FINLEY, President, Washington, D.C.
A. B. ANDREWS, First Vice-President, Raleigh, N.C.
E. L. RUSSELL, Vice-President, Mobile, Ala.
C. B. HAYES, Comptroller, "
W. S. COOKE, Auditor, "
H. C. ANSLEY, Treasurer, Washington, D.C.
HY. TACON, Assistant Treasurer, Mobile, Ala.
R. V. TAYLOR, General Manager, "
HAIDEN MILLER, Freight Traffic Manager, St. Louis, Mo.
J. M. DENYVEN, General Freight Agent, "
J. L. COX, Assistant General Freight Agent, Columbus, Miss.
JNO. M. BEALL, General Passenger Agent, St. Louis, Mo.
H. B. JONES, JR., Assistant General Passenger Agent, Columbus, Miss.
C. R. CRAIG, Purchasing Agent, Mobile, Ala.
N. V. HUTCHINSON, Traveling Freight Agent, Columbus, Miss.

COLUMBUS AND GREENVILLE.

Trains Nos. 11 and 12 carry Pullman Drawing-room Buffet Sleeping Cars.

11	67	9	3	Mls	October 3, 1909.	12	68	10	4	42
Noon	A M	A M			LEAVE] [ARRIVE	P M	P M	P M		
*12 45	†7 10	*7 05		0	...Columbus. ♁	2 15	4 15	7 30		
1 03	7 40	7 23		8	.....Waverly.....	1 53	3 40	7 08		
1 28	9 35	7 46		18	..West Point ♁	1 30	3 00	6 45		
1 43	10 00	8 02		24	. Mhoons Valley .	1 10	12 30	6 27		
1 54	10 25	8 13		29	...Cedar Bluff. ♁	12 59	12 10	6 17		
2 10	11 35	8 28		36	.....Pheba.... ♁	12 43	11 35	6 02		
2 28	12 25	8 46		44	..... Maben ... ♁	12 25	11 00	5 45		
2 35	12 45	8 54		47	....Mathiston.. ♁	‖12 17	10 45	5 37		
2 45	1 05	9 03		51	.....Sapa.....	11 47	10 25	5 27		
2 56	1 45	9 13		55	.....Eupora ... ♁	11 38	10 05	5 18		
3 03	2 17	9 21		58	.....Grady.....	11 29	9 45	5 09		
3 10	2 45	9 29		62	....Tomnolen.. ♁	11 21	9 29	5 01		
3 22	3 22	9 41		67	.....Stewart... ♁	11 09	8 50	4 49		
3 40	4 28	9 59	A M	75	.... Kilmichael . ♁	10 51	8 00	4 29	P M	
4 08	5 15	10 28	*6 10	85	.... Winona .. ♁	10 25	†7 00	4 05	8 20	
4 25	P M	10 45	6 27	92	....McCarley	10 02	A M	3 42	8 01	
4 36		10 56	6 38	97	....Carrollton.. ♁	9 50		3 30	7 48	
41	4 48		11 10	6 53	103	... Malmaison ...	9 35		3 15	7 36
A M	5 16		11 38	7 20	113	.. Greenwood ♁	9 10		2 47	7 10 P M
§8 47	5 40		12 01	7 42	121	... Itta Bena . ♁	8 47		2 24	6 47 5 40
8 55	5 48		12 08	7 50	124	.....Berclair.....	8 38		2 15	6 38 5 28
9 20	6 15		12 35	8 15	133	... Moorhead. ♁	8 15		1 52	6 15 5 04
9 32	6 26		12 46	8 30	138	.....Baird.... ♁	8 01		1 38	5 58 4 52
9 45	6 36		12 59	8 43	142	.....Indianola.. ♁	7 48		1 25	5 44 4 39
9 57	6 49		1 13	8 55	147	....Heathman.. ♁	7 37		1 13	5 32 4 27
10 14	7 05		1 30	9 12	153	.....Dunleith	7 22		12 56	5 14 4 11
10 24	7 15		1 40	9 22	156	... Elizabeth . ♁	7 13		12 47	5 04 4 02
10 31	7 22		1 47	9 28	159	...Stoneville. ♁	7 06		12 40	4 56 3 56
11 00	7 50		2 15	9 55	168	...Greenville. ♁	*6 40		*12 15	*4 30 §3 30
A M	P M		P M	A M	....ARRIVE] [LEAVE	A M		Noon	P M	P M

GREENWOOD, ITTA BENA AND WEBB.

No. 45	No. 19	Mls	October 3, 1909.	No. 18	No. 46
§5 18 P M	†2 15 P M	...	lve....+Greenwood ♁ ...arr.	9 30 A M	9 10 A M
§5 45 P M	†3 00 P M	0	lve....+ Itta Bena ♁ ....arr.	8 40 A M	8 40 A M
6 20 "	4 10 "	11	.....Schlater..... ♁	7 35 "	7 55 "
6 32 "	4 30 "	13	.....Hilandale.....	7 15 "	7 40 "
6 52 "	4 56 "	19	.....Minter City..... ♁	6 50 "	7 25 "
7 02 "	5 10 "	23	..... Town Switch	6 38 "	7 13 "
7 12 "	5 20 "	25	.....Glendora.....	6 30 "	7 05 "
7 35 "	5 50 "	32	..... Albin	6 06 "	6 46 "
7 45 P M	8 10 P M	35	arr..... Webb ♁ .....lve.	†6 00 A M	§6 40 A M

GREENVILLE AND RICHEY.

No. 44	No. 26	Mls	October 3, 1909.	No. 27	No. 43
§4 00 P M	†2 15 P M	...	lve..... Greenville ♁ ...arr.	10 05 A M	9 40 A M
§4 30 P M	†2 45 P M	0	..... Stoneville..... ♁	9 35 A M	9 12 A M
4 40 "	3 00 "	2	..... Leland	9 15 "	9 00 "
4 53 "	3 15 "	5	.....Ditchley.....	8 52 "	8 47 "
5 15 "	3 45 "	11	.....Arcola..... ♁	8 30 "	8 25 "
5 28 "	4 10 "	15	.....Estell.....	8 00 "	8 12 "
5 34 "	4 17 "	17	..... Warsaw	7 53 "	8 06 "
5 40 "	4 45 "	19	.....Hollandale..... ♁	7 45 "	8 00 "
5 58 "	5 25 "	23	..... Percy ..... ♁	7 25 "	7 43 "
6 19 "	5 50 "	29	.....Delta City.....	7 03 "	7 25 "
6 35 P M	6 15 P M	35	arr..... Richey .....lve.	†6 50 A M	§7 10 A M

GREENVILLE, ELIZABETH AND KERGS MILL.

	No. 20	Mls	October 3, 1909.	No. 21	
	†7 05 A M	...	lve..... Greenville ♁ ...arr.	4 55 P M	
	8 53 A M	...	..... Stoneville	4 18 P M	
	†9 25 A M	0	..... Elizabeth ..... ♁	3 20 P M	
	10 01 "	6	.....Napanee.....	2 30 P M	
	10 20 "	11	.....Wolfs Mill.....	11 00 A M	
	10 35 A M	13	arr...Kergs Junction...lve.	†10 45 A M	

GREENWOOD, ITTA BENA AND BELZONA.

* Daily; † daily, except Sunday; § Sunday only. + Coupon stations; ♁ Telegraph stations. *Central time.*

	17	15	Mls	October 3, 1909.	14	16	
	P M			LEAVE] [ARRIVE	A M		
	*5 18	A M		..... Greenwood	9 30	P M	
	*5 45	†9 10	0	..... Itta Bena ..... ♁	8 40	5 05	
	6 24	10 05	10	..... Morgan.....	7 59	4 05	
	6 48	10 45	17	..... Swift.....	7 33	3 25	
	7 05	11 05	21	..... Perkins	7 19	2 55	
	7 30	11 45	27	..... Belzona	*7 00	†2 30	
	P M	A M		ARRIVE] [LEAVE	A M	P M	

NORTHERN ALABAMA RAILWAY.

W. W. FINLEY, President, Washington, D.C.
A. B. ANDREWS, 1st Vice-Prest., Raleigh, N.C.
J. M. CULP, Vice-Prest., Washington, D.C.
C. H. ACKERT, Vice-Prest. and Gen. Manager, Washington, D.C.
H. C. ANSLEY, Treasurer, "
A. H. PLANT, Comptroller, "
S. H. HARDWICK, Pas. Traf. Mgr., Washington, D.C.
H. F. CARY, Gen. Passenger Agt., 1300 Penna. Ave., Washington, D.C.
L. GREEN, Freight Traffic Mgr., Washington, D.C.
RANDALL CLIFTON, Gen. Fht. Agt., Atlanta, Ga.
E. H. CRAIG, Trav. Fht. Agt., Sheffield, Ala.
C. A. BENSCOTER, Asst. Gen. Pas. Agt., Chattanooga, Tenn.
M. V. RICHARDS, Land & Industrial Agt., Washington, D.C.
W. R. HUDSON, Superintendent, Birmingham, Ala.
J. W. CONNELLY, Chief Special Agent, Washington, D.C.

No. 3	No. 1	Mls.	November 15, 1909.	No. 2	No. 4	
			lve...+Florence ♁..arr.			
	*6 30 A M	0	lve..+Sheffield ...arr.	6 50 P M		
	6 40 "	3	+....Tuscumbia....♁	6 40 "		
	7 00 "	10	.....Spring Valley.....	6 15 "		
	7 12 "	15	.....Littleville.....	6 05 "		
	7 30 "	22	+.....Russellville.... ♁	5 50 "		
	7 38 "	26	.....Isbell ..... ♁	5 39 "		
	7 52 "	31	.....Spruce Pine.... ♁	5 27 "		
	8 14 "	40	.....Bear Creek.... ♁	5 02 "		
	8 30 "	47	.....Haleyville.... ♁	4 45 "		
	8 40 "	51	..... Delmar	4 35 "		
	9 08 "	63	.....Lynn..... ♁	4 05 "		
	9 22 "	69	.....Nauvoo..... ♁	3 52 "		
	9 34 "	75	.....Saragossa.....	3 38 "		
	9 52 "	81	.....Gamble	3 24 "		
*2 00 P M	10 10 "	88	+.. Jasper (L. C. Sta.) .. ♁	3 12 "	11 25 A M	
2 25 P M	10 40 A M	97	arr...+Parrish ♁ ..lve.	*2 45 P M	*10 55 A M	
	1 05 P M		arr..Birmingham..lve.	*12 30 Noon		

Riverton Branch.

	No. 20	Mls	October 4, 1909.	Mls	No. 21	
			LEAVE] [ARRIVE			
	†1 55 P M	0	..Riverton Junction ♁	12	11 50 A M	
	2 10 "	8	..... Malones	3	11 15 "	
	2 25 P M	12	+..... Riverton ..... ♁	0	†11 00 A M	
			ARRIVE] [LEAVE			

Trains marked * run daily.
† Daily, except Sunday.
+ Coupon stations.
♁ Telegraph stations.
STANDARD—*Central time.*

AUGUSTA SOUTHERN RAILROAD.

A. B. ANDREWS, President, Raleigh, N.C.
W. W. FINLEY, Vice-President, Washington, D.C.
H. W. MILLER, Secretary, Raleigh, N.C.
H. C. ANSLEY, Treasurer, Washington, D.C.
A. H. PLANT, Auditor, Washington, D.C.
J. M. FEATHERSTON, Asst. Auditor, Augusta, Ga.
J. A. WHITE, Superintendent, Augusta, Ga.

9	3	43	Mls.	April, 1908.	2	44	10	
A M	P M	A M		LEAVE] [ARRIVE	A M	P M	P M	
§8 15	†5 10	†7 05	0	.....Augusta..... ♁	9 30	7 50	6 30	
8 23	5 18	7 20	3	.....Galvans.....	9 20	7 37	6 21	
8 36	5 28	7 30	5	.....Adam.....	9 11	7 25	6 12	
8 39	5 31	7 33	6	.....Adventure.....	9 08	7 22	6 08	
8 43	5 36	7 40	8	.....Gracewood	9 05	7 18	6 06	
8 47	5 40	7 47	10	.....De Bruce.....	9 00	7 13	6 02	
9 03	5 55	8 07	14	.....Hephzibah..... ♁	8 47	7 00	5 50	
9 12	6 08	8 15	18	.....Edie.....	8 38	6 50	5 42	
9 22	6 12	8 30	21	.....Blythe..... ♁	8 30	6 40	5 35	
9 37	6 25	8 55	26	.....Keysville..... ♁	8 17	6 25	5 21	
9 47	6 36	9 09	30	.....Noah.....	8 07	5 50	5 10	
9 51	6 40	9 14	31	.....Matthews.....	8 03	5 45	5 07	
10 00	6 50	9 35	35	.....Wrens..... ♁	7 53	5 30	4 56	
10 20	7 05	9 56	40	.....Spread ..... ♁	7 38	5 10	4 41	
10 35	7 16	10 13	45	.....Avera..... ♁	7 27	4 55	4 30	
10 48	7 28	10 28	50	.....Gibson ..... ♁	7 15	4 35	4 16	
11 00	7 39	10 45	55	.....Belle Springs.....	7 05	4 20	4 02	
11 10	7 48	11 00	59	.....Mitchell..... ♁	6 55	4 07	3 51	
11 15	7 54	11 07	61	.....Agricola.....	6 49	3 57	3 45	
11 20	8 00	11 14	64	.....Chalker..... ♁	6 43	3 50	3 40	
11 40	8 20	11 35	70	.....Warthen..... ♁	6 25	3 30	3 25	
11 53	8 36	11 55	77	.....Silas.....	6 09	3 12	3 08	
12 01	8 45	12 05	80	+.....Sandersville.... ♁	6 03	3 06	3 00	
12 10	8 50	12 15	83	+.....Tennille..... ♁	†5 55	†2 50	§2 50	
Noon	P M	Noon		ARRIVE] [LEAVE	A M	P M	P M	

Trains marked † run daily, except Sunday.
§ Sunday only.
+ Coupon stations.
♁ Telegraph stations.
STANDARD—*Eastern time.*

THE TYLER TUBE & PIPE CO. BOILER TUBES Guaranteed to Pass A. R. M. M. Specifications
WASHINGTON, PA. 26 Cortlandt St., New York. Old Colony Bldg, Chicago. GEO. E. MOLLESON, Manager R.R. Dept., NEW YORK

SOUTHERN RAILWAY COMPANY.

KNOXVILLE & BRISTOL RAILWAY.

W. P. Hood, Superintendent, Knoxville, Tenn.

110	10	Mls	*September* 26, 1909.	9	109
P M	P M		LEAVE] [ARRIVE	A M	A M
§3 00	†2 10	0	+... **Morristown** ... ♁	9 10	9 10
3 13	2 28	4	........Holston........	8 52	8 58
3 16	2 31	5	........Crosby........	8 49	8 55
3 23	2 36	8	........Noeton........	8 42	8 47
3 30	2 53	11	......**Tate Spring**.... ♁	8 30	8 40
3 35	2 58	13	.......Clinchdale.......	8 22	8 35
3 42	3 09	16	........Avondale........	8 10	8 28
3 52	3 20	20	........Rutledge...... ♁	7 56	8 18
4 02	3 35	23	........Lulaville........	7 46	8 10
4 07	3 46	26	..........Joppa..........	7 36	8 03
4 11	3 49	27	....Highland Springs....	7 32	8 00
4 22	4 06	32	......Lea's Springs......	7 15	7 48
4 43	4 32	40	arr.... **Corryton** ♁ ...lve.	†6 47	§7 27
5 30	5 30	58	........**Knoxville**..... ♁	†6 00	§6 00
P M	P M		ARRIVE] [LEAVE	A M	A M

* Daily; † daily, except Sunday; § Sunday only; *s* stops on Sunday. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

STANDARD—*Central time.*

Connections.—At Morristown and Corryton—With Southern Ry.

KNOXVILLE & AUGUSTA RAILROAD.

W. P. Hood, Superintendent, Knoxville, Tenn.

9	11	7	3	1	Mls	*September* 26, 1909.	6	2	4	8	12
P M	A M	P M	P M	A M		(*Central time.*)	A M	A M	P M	A M	P M
§8 00	§8 15	†8 00	*3 00	*7 30	0	lve.. **Knoxville** ♁ arr.	6 45	10 15	5 45	7 10	5 00
8 40	8 55	8 40	3 40	8 10	16	arr.. **Maryville** ♁.lve.	†6 00	9 35	5 05	§6 30	§4 20
P M	A M	P M	3 45	8 15	16	lve... **Maryville** ..arr.	A M	9 30	5 00	A M	P M
			4 15	8 45	26	...... **Walland** .... ♁		*9 00	*4 30		
			P M	A M		ARRIVE] [LEAVE		A M	P M		

TENNESSEE & CAROLINA SOUTHERN RAILWAY.

W. P. Hood, Superintendent, Knoxville, Tenn.

No. 111	No. 131	Ms.	*September* 26, 1909.	No. 132	No. 112
§9 00 A M	†8 30 A M	0.0	lve.... **Maryville** ♁..arr.	4 00 P M	4 15 P M
9 25 "	9 00 "	10.3	..........Mint..........	3 27 "	3 50 "
9 36 "	9 08 "	14.5	.......Alleghany.......	3 09 "	3 39 "
9 48 "	9 17 "	18.0	.....Bacon's Ferry.....	2 58 "	3 28 "
10 00 "	9 30 "	21.7	........Tallassee........	2 49 "	3 15 "
10 15 A M	10 00 A M	25.2	arr.... **Chilhowee**...lve.	†2 30 P M	§3 00 P M

ST. LOUIS - LOUISVILLE LINES.

MAIN LINE.

3	7	23	5	1	Mls	*August* 15, 1909.	24	2	8	6-10
	P M	A M		P M		LVE.] (*Cent. time.*) [ARR.	P M	A M	A M	
	†5 44	*9 04		*10 10	0	+.....**St. Louis**.... ♁	7 06	7 31	10 20	
	6 02	9 22		10 28	3	+.**East St. Louis (R.D.)**. ♁	6 45	7 11	10 00	
	6 04	9 23		s –	3	.......Broadway..... ♁	6 41	7 08	9 57	
	6 14	– –		s –	5	......Denverside.... ♁	– –	s –	9 46	
	6 47	9 56		11 05	18	.......**Belleville**.... ♁	6 07	6 34	9 09	
	6 52	– –		s –	20	.........Miller ...... ♁	– –	s –	9 04	
	6 58	– –		s –	22	.........Shiloh	– –	s –	9 01	
	7 03	– –		s –	25	........Grassland.......	– –	s –	8 55	
	7 17	10 18		s –	33	.......New Baden.... ♁	5 40	6 07	8 40	
	7 28	10 26		s –	37	.........Albers ...... ♁	5 30	s –	8 29	
	7 37	10 33		s –	42	......Germantown.... ♁	5 22	5 50	8 17	
	7 48	10 43		s –	46	........Bartelso...... ♁	5 10	s –	8 03	
	8 03	10 52		s –	52	........Posey	5 00	s –	7 45	
	8 15	11 00		s –	57	........Hoffman........	4 52	s –	7 30	
	8 35	11 16		12 18	65	+....**Centralia**.... ♁	4 38	5 08	7 12	
	8 48	11 30		s –	72	......Walnut Hill.... ♁	4 22	s –	6 52	
	8 59	11 39		s –	78	..........Dix........ ♁	4 12	s –	6 42	
	9 20	11 57		1 02	87	+...**Mt. Vernon**... ♁	3 53	4 25	†6 25	
	P M	12 08		– –	93	........Marlow........	3 41	– –	A M	
		12 14		– –	96	........Bluford........	3 35	– –		
		12 23		– –	101	........Keene's........	3 25	– –		
		12 29		1 30	104	......Wayne City.... ♁	3 18	3 56		
		12 40		– –	108	..........Sims..........	3 08	– –		
		12 48		– –	112	.......Boyleston.......	2 59	– –		
		12 58		1 56	117	+.....**Fairfield**..... ♁	2 50	3 33		
		1 06		– –	122	........Merriam........	2 40	– –		
		1 14		2 10	126	...... Golden Gate ... ♁	2 31	3 19		
		1 19		– –	129	.........Ellery.........	2 25	– –		
		1 28		2 26	134	+......Albion ...... ♁	2 15	3 04		
		1 37		2 34	138	+.....**Brown's**..... ♁	2 07	2 56		
		1 45		– –	142	.... Belmont ..... ♁	1 59	– –		
		2 05		2 55	151	+...**Mt. Carmel**... ♁	1 39	2 35		
		– –	A M	– –	158	.........Beck.........	– –	– –		P M
		2 30	*7 00	3 20	162	+....**Princeton**... ♁	1 16	2 10		9 20
		2 44	7 15	– –	169	.......Francisco..... ♁	12 54	– –		9 00
		2 55	7 28	3 50	175	+..**Oakland City**.. ♁	12 43	1 40		8 48
		– –	7 40	– –	182	........Ayrshire.......	– –	– –		8 33
		3 08	7 43	– –	183	.... Winslow ..... ♁	12 27	1 23		8 30
		– –	7 50	– –	187	...Hartwell Junction...	– –	– –		8 20
	9	3 18	7 53	– –	190	.........Velpen...... ♁	12 15	1 11	4	8 16
P M	A M	– –	8 05	– –	194	..........Duff.........	– –	– –	A M	8 05
*3 52	*9 20	3 35	8 12	4 32	199	ar.+**Huntingburg** ♁ lv.	11 37	*12 55	11 20	*7 55
		4 50	10 25		230	arr.. **French Lick**..lve.	10 40	10 05		6 15
		4 55	10 30		231	arr.. **West Baden**.lve.	*10 35	§10 00		*6 10
4 07	9 38	– –	A M	– –	206	.....**St. Anthony**... ♁	– –	– –	11 01	7 54
4 12	9 43	– –		– –	208	.... Kyana.........	– –	– –	10 55	7 50
4 22	9 52	– –		– –	213	.........Mentor.........	– –	– –	10 42	7 20
4 28	9 56	– –		– –	214	+..... Birdseye..... ♁	– –	– –	10 38	7 17
4 31	10 00	– –		– –	216	.... Riceville.......	– –	– –	10 33	7 13
4 37	10 06	– –		– –	219	........Eckerty...... ♁	– –	– –	10 25	7 08
4 48	10 15	– –		– –	222	.........Taswell...... ♁	– –	– –	10 15	7 00
5 00	10 30	– –		5 28	228	+......**English**..... ♁	– –	11 53	9 57	6 45
5 07	10 35	– –		– –	231	.........Temple.........	– –	– –	9 52	6 38
5 18	10 53	– –		– –	236	+.......Marengo..... ♁	– –	– –	9 42	6 28
5 25	11 04	– –		5 50	240	........Milltown..... ♁	– –	11 30	9 33	6 20
5 36	11 15	– –		– –	244	........De Pauw..... ♁	– –	– –	9 23	6 08
5 48	11 23	– –		– –	247	.........Ramsey.........	– –	– –	9 15	6 00
5 54	11 30	– –		– –	250	...**Corydon Junc.**.. ♁	– –	– –	9 07	5 54
– –	11 31	– –		– –	251	..........Mott..........	– –	– –	– –	5 45
6 00	11 35	– –		– –	253	........Crandall...... ♁	– –	– –	9 00	5 43
6 12	11 48	– –		6 33	259	......Georgetown.... ♁	– –	– –	8 47	5 30
6 18	11 55	– –		6 39	262	........Duncan ..... ♁	– –	– –	8 40	5 21
6 30	12 07	5 31		6 50	268	+...**New Albany**... ♁	9 50	10 32	8 25	4 55
6 50	12 28	5 56		7 10	274	+...**Louisville**..... ♁	*9 30	*10 10	*8 00	*4 30
P M	Noon	P M		A M		LEAVE] [ARRIVE	A M	P M	A M	P M
		6 30		7 20		.......**Knoxville**.......	9 05	9 30		
		A M		P M		LEAVE] [ARRIVE	P M	A M		
		11 25		11 25		........**Atlanta**........	6 10	5 35		
		A M		P M		ARRIVE] [LEAVE	P M	A M		

LOUISVILLE, LEXINGTON AND DANVILLE.

15	23-13	9	1-11	Mls	*August* 15, 1909.	Mls	14-24	10	12-2	20
	P M	P M	A M		lve. + **Louisville** ♁ arr.		A M	A M	P M	
	*8 00	*3 30	*7 40	0	......*Union Depot*.....	93	8 40	11 00	8 50	
	– –	– –	– –	3	.......Youngtown.... ♁	90	– –	– –	– –	
	8 21	3 54	8 04	8	....Fourth Avenue.. ♁	85	8 15	10 37	8 21	
	– –	3 58	– –	10	........Prestonia........	83	– –	10 33	– –	
	– –	4 04	– –	13	........Whitner.........	80	– –	10 29	– –	
	– –	4 09	8 17	15	.... Buechel ...... ♁	78	– –	10 26	8 09	
	– –	4 14	– –	17	.... Dravo	76	– –	10 22	– –	
	– –	4 20	8 25	19	.....Jeffersontown.... ♁	74	– –	10 17	8 00	
	– –	4 25	8 29	22	.........Tucker.........	71	– –	10 12	7 55	
	8 54	4 32	8 35	26	.......Fisherville..... ♁	67	7 40	10 03	7 45	
	– –	4 37	8 39	28	..........Clark..........	65	– –	9 58	7 40	
	– –	4 45	8 50	33	.......Veechdale ..... ♁	60	– –	9 52	7 32	
	– –	4 50	8 55	36	..........Joyes	57	– –	9 46	7 25	
	9 25	5 05	9 05	40	+...**Shelbyville**... ♁	53	7 10	9 37	7 15	
	– –	5 12	9 15	44	.........Hooper.........	49	– –	9 30	7 07	
	– –	5 20	9 21	47	..... Hemp Ridge... ♁	46	– –	9 21	7 01	
	– –	5 28	9 28	50	.........Waddy....... ♁	43	– –	9 12	6 55	
	– –	5 38	9 36	55	.......Avenstoke..... ♁	38	– –	9 01	6 45	
	– –	5 47	9 45	59	.........Alton....... ♁	34	– –	8 52	6 37	
	10 15	6 00	10 00	63	arr. + **Lawrenceburg**. lve.	30	6 25	8 40	6 25	
	10 20	6 00	10 05	63	lve. **Lawrenceburg** ♁ .arr.	24	6 10	8 35	6 20	
	10 27	6 08	10 15	66	.........Tyrone...... ♁	21	6 01	8 26	6 08	
	10 29	6 10	10 17	67	.Young's High Bridge.	20	5 59	8 24	6 06	
	10 33	6 15	10 22	69	.... Milner.........	18	5 55	8 20	6 00	
	10 43	6 25	10 32	74	......**Versailles**.... ♁	13	5 47	8 12	5 52	
	10 52	6 34	10 42	78	.........Pisgah.........	9	5 39	8 03	5 44	
	10 56	6 38	10 46	80	.......Elk Chester.......	7	5 34	7 59	5 39	
	11 00	6 41	10 50	82	........Van Meter.......	5	5 30	7 55	5 35	
	11 03	6 43	10 53	84	.........Payne..........	3	5 27	7 52	5 32	
A M	11 10	6 50	11 00	87	arr. + **Lexington** ♁ lve.	0	*5 20	*7 45	*5 25	A M
*6 15	10 15	P M	10 00	63	lve.. **Lawrenceburg** ♁ arr.	30	6 25	A M	6 25	8 35
6 30	– –		10 10	68	.......McBrayer.........	25	– –		6 15	8 25
6 34	– –		– –	70	..........Nevin	23	– –		6 10	8 20
6 39	10 30		10 18	71	+......Salvisa....... ♁	21	6 10		6 05	8 15
6 42	– –		– –	74	.......Vanarsdell.......	19	– –		6 01	8 08
6 48	– –		10 29	76	+.....Talmage.........	16	– –		5 56	8 03
7 03	10 54		10 43	84	+..**Harrodsburg**.. ♁	9	5 47		5 40	7 50
7 20	11 15		11 05	93	......**Danville** ♁.....	0	*5 30		*5 20	*7 35
A M	P M		A M		ARRIVE] [LEAVE		A M		P M	A M
	6 30		7 20		.......**Knoxville**.......		9 05		9 30	
	A M		P M		ARRIVE] [LEAVE		P M		A M	
	11 25		11 25		........**Atlanta**........		5 10		5 35	
	A M		P M		ARRIVE] [LEAVE		P M		A M	

ROCKPORT DIVISION.

42	40	Mls	*August* 15, 1909.	41	43	45
P M	A M		LEAVE] [ARRIVE	Noon	A M	A M
*4 30	*8 00	0	+....**Louisville**......	12 28	7 10	7 10
4 55	8 25	6	+...**New Albany**.....	12 07	6 50	6 50
7 50	11 20	75	ar. + **Huntingburg**. lv.	9 20	4 37	4 37
*8 00	*11 53	75	lv. + **Huntingburg**.ar.	9 15	7 45	7 45
8 35	12 20	89	arr.. **Lincoln City**.lve.	8 45	7 15	7 15
*6 00	*7 35		lve. + **Evansville**.arr.	10 15	9 50	9 50
7 15	8 45		arr.. **Lincoln City**.lve.	8 45	8 35	8 35
P M	Noon		LEAVE] [ARRIVE	A M	P M	P M
*8 45	*12 30	89	....**Lincoln City** .. ♁	8 25	6 50	7 00
8 50	12 35	90	..Rockport Junction..	8 20	6 45	6 55
9 00	12 45	93	.........Bradley.........	8 05	6 30	6 47
9 10	12 55	97	+..... Chrisney..... ♁	7 55	6 15	6 35
9 18	1 08	100	........Ritchies.........	7 45	6 05	6 25
9 20	1 15	102	.... Rock Hill	7 40	6 00	6 20
9 35	1 30	106	+....**Rockport**.... ♁	*7 30	†5 45	§6 10
P M	P M		ARRIVE] [LEAVE	A M	P M	P M

HARRODSBURG AND BURGIN.

No. 63	Mls	*August* 15, 1909.	No. 64
†7 25 A M	0	lv. **Harrodsburg** ar.	8 40 A M
7 55 A M	6.5	arr... **Burgin** ♁ lve.	†8 05 A M

SOUTHERN RAILWAY COMPANY.

ST. LOUIS - LOUISVILLE LINES.

EVANSVILLE DIVISION.

10 Pas.	4 Exp.	12 Pas.	Mls	*August* 15, 1909.	9 Pas.	3 Exp.	11 Pas.
P M	A M	P M		LEAVE [ARRIVE	Noon	P M	A M
*4 30	*8 00	*10 10	0	+....**Louisville**.....	12 28	8 50	7 10
4 55	8 25	10 52	6	+...**New Albany**.....	12 07	8 30	6 50
7 50	11 20	12 50	75	ar.+**Huntingburg**.lv.	9 20	3 52	4 37
*8 00	*1153	*8 15	75	lv.**Huntingburg** ♂.ar.	9 15	3 25	7 45
8 15	12 05	8 28	81	..... Johnsburg.... ♂	9 03	3 11	7 31
8 25	12 13	8 37	85	.....Dale..... ♂	8 55	3 03	7 22
8 35	12 20	8 45	89	+..**Lincoln City**.. ♂	8 45	2 56	7 16
8 40	12 24	8 51	91	....**Gentryville**... ♂	8 35	2 51	7 06
8 44	– –	8 56	93	.....Pigeon.....	8 31	– –	7 02
8 51	12 33	9 04	96	..... Tennyson	8 25	2 38	6 55
8 59	12 41	9 15	101	.....**De Gonia**.....	8 17	2 30	6 44
9 11	12 52	9 30	105	+.....Boonville.... ♂	8 07	2 20	6 30
– –	– –	9 39	109	.....De Forest.....	– –	– –	6 24
9 23	1 01	9 44	111	.....Chandler..... ♂	7 56	2 11	6 21
– –	– –	9 55	115	..... Stevenson	– –	– –	6 14
9 50	1 28	10 15	122	+... **Evansville**... ♂	*7 35	*1 50	*6 00
P M	P M	A M		ARRIVE] [LEAVE	A M	P M	P M

FRENCH LICK AND WEST BADEN DIVISION.

19 Sun	11 Pas.	17 Pas.	5 Pas.	Mls	*August* 15, 1909.	12 Pas.	14 Pas.	6 Pas.	20 Sun.
	P M	P M	A M		LEAVE [ARRIVE	A M	P M	P M	
	*600	*1 50	*735	0	+..**Evansville**....	10 15	1 28	9 50	
	7 15	2 58	8 50	33	+..**Lincoln City**....	8 45	12 20	8 35	
	7 45	3 25	9 15	75	ar+**Huntingburg** lv.	8 15	11 53	8 00	
A M	P M	P M	A M		LEAVE] [ARRIVE	A M	A M	P M	P M
§635	*755	*3 40	*920	75	+..**Huntingburg**...	8 12	11 45	7 35	11 20
6 50	8 10	3 55	9 34	82	+..... Jasper ..... ♂	7 57	11 31	7 20	11 05
7 05	8 29	4 13	9 51	89	.....Dubois..... ♂	7 39	11 14	6 57	10 52
7 13	8 38	4 21	9 58	93	.....Crystal.....	7 32	11 07	6 49	10 45
7 25	8 42	4 28	1004	96	..... Cuzco	7 25	11 01	6 40	10 37
7 45	9 05	4 50	1025	105	...**French Lick**.. ♂	7 05	10 40	6 15	10 06
7 50	9 10	4 55	1030	106	...**West Baden**.. ♂	*700	*1035	*610	§1000
A M	P M	P M	A M		ARRIVE] [LEAVE	A M	A M	P M	P M

VERSAILLES AND GEORGETOWN.

		17	67	Mls	*August* 15, 1909.	Mls	No. 18	68
		P M	A M		(*Central time.*)			P M
		*3 30	†7 40	0	lve..+**Louisville**...arr.	19	11 00 A M	8 50
		*6 35	†10 40	74	+.....**Versailles**..... ♂	17	8 00 A M	5 20
		6 41	– –	76	.....Bonita.....	15	7 46 »	– –
		6 48	– –	79	.....Wallace.....	12	7 40 »	– –
		6 55	11 15	81	+.....Midway..... ♂	10	7 27 »	4 40
		7 04	– –	84	.....Kenney.....	7	7 18 »	– –
		7 09	– –	86	.....Peak.....	5	7 13 »	– –
		7 14	– –	88	.....Herndon.....	3	7 07 »	– –
		7 30	11 55	91	+... **Georgetown**... ♂	0	*7 00 A M	†4 00
		P M	A M		ARRIVE] [LEAVE			P M

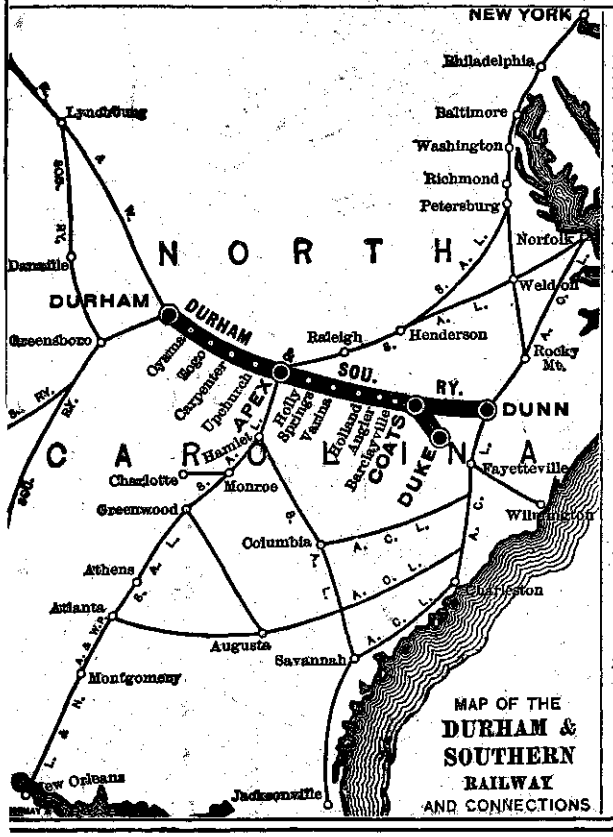
Trains marked * run daily; † daily, except Sunday; § Sunday only.
+ Coupon stations; ♂ Telegraph stations.

TELL CITY AND CANNELTON DIVISION.

54	52	50	Mls	*August* 15, 1909.	51	53	55
P M	A M	P M		LEAVE [ARRIVE	Noon	P M	A M
*4 30	*8 00	*10 10	0	+....**Louisville**.....	[illegible]	[illegible]	
4 55	8 25	10 52	6	+...**New Albany**....	12 07	8 30	6 50
7 50	11 20	12 50	75	ar.+**Huntingburg**.lv.	9 20	3 52	4 37
*8 00	*1153	*8 15	75	lve.**Huntingburg**.arr.	9 15	3 25	7 45
8 35	12 20	8 45	89	arr..**Lincoln City**.lve.	8 45	2 56	7 15
*6 00		*7 35		lve.+**Evansville**.arr.	10 15	1 28	9 50
7 15		8 45		arr..**Lincoln City**.lve.	8 45	12 20	8 35
*8 45	*1245	*8 50	89	....**Lincoln City**.. ♂	8 15	11 45	7 00
8 50	12 55	8 57	92	.....Buffaloville.....	8 08	11 37	6 55
8 55	1 00	9 03	94	.....Kennedy.....	8 01	11 30	6 45
9 09	1 13	9 15	100	.....Evanston.....	7 48	11 12	6 30
9 20	1 22	9 31	104	+.....Troy..... ♂	7 36	10 55	6 15
9 35	1 38	9 41	109	+.....Tell City..... ♂	7 25	10 40	6 00
9 45	1 45	9 50	111	+....**Cannelton**.... ♂	*7 15	*1030	*5 45
P M	P M	A M		ARRIVE] [LEAVE	A M	A M	P M

STANDARD—*Central time.*

DURHAM & SOUTHERN RAILWAY.



MAP OF THE DURHAM & SOUTHERN RAILWAY AND CONNECTIONS

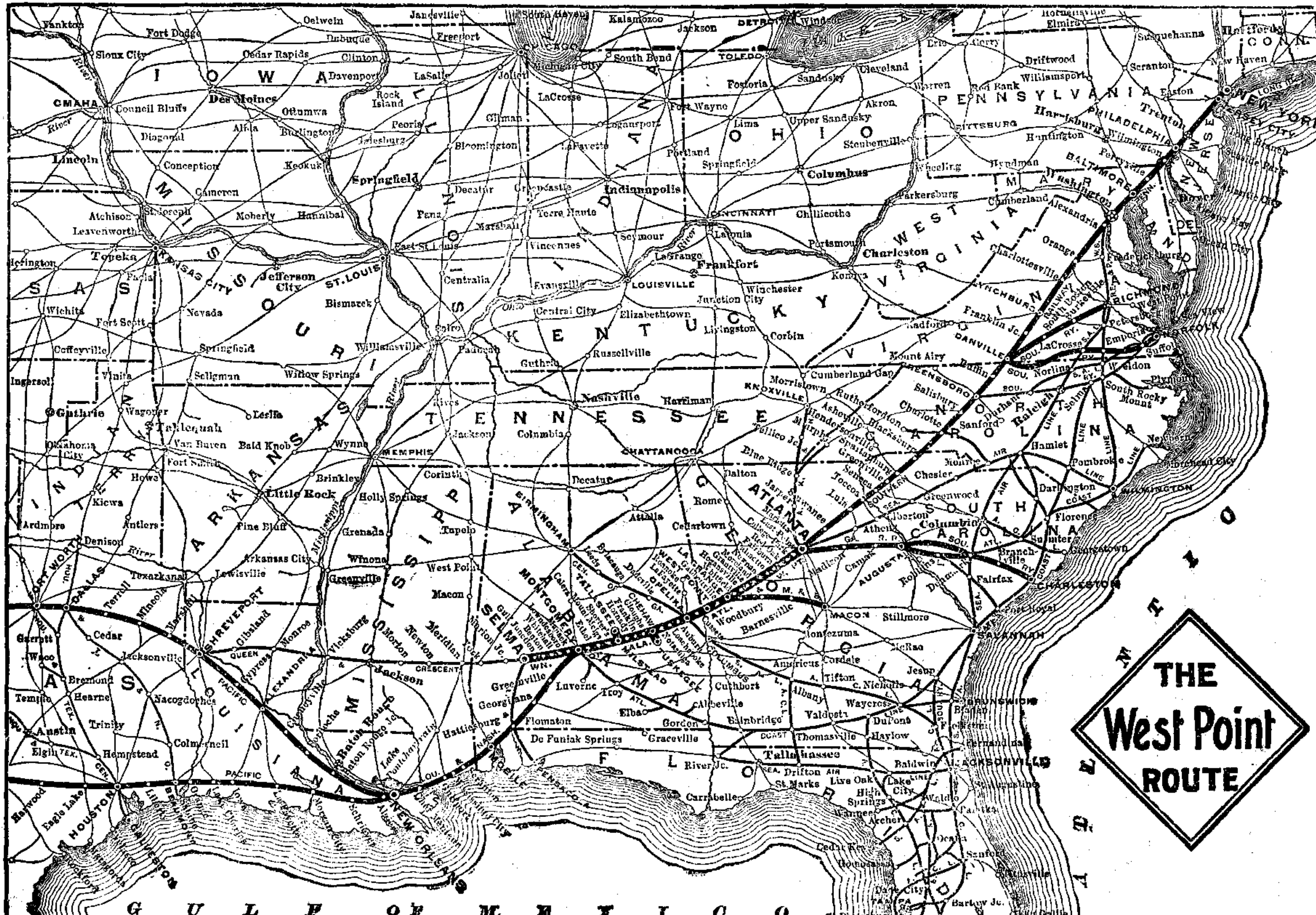
B. N. DUKE, President, 111 Fifth Ave., New York.
J. E. STAGG, Vice-President, Durham, N.C.
E. THOMASON, Assistant to Vice-President, »
F. L. FULLER, General Counsel, »
D. LUMPKIN, Acting Gen. Freight and Passenger Agt., »
A. B. DUKE, Treasurer, »
E. THOMASON, Auditor, »
A. B. CAUTHEN, Assistant Auditor, »
BURKE HOBGOOD, Soliciting Freight and Passenger Agt., »
General Offices—Durham, N.C.

No. 41	No 5	Mls	*May* 2, 1909. (*Eastern time.*)	No. 38	No. 6
			LEAVE] [ARRIVE		
†8 20 P M	†8 45 A M	0	+..... **Durham**[1] .... ♂	12 00 Noon	2 00 P M
3 28 »	8 55 »	2.1	..... East Durham	11 50 A M	1 50 »
3 37 »	9 07 »	5.5	.....Oyama.....	11 37 »	1 56 »
3 52 »	9 26 »	10.1	.....Togo.....	11 20 »	1 15 P M
4 02 »	9 45 »	13.9	+..... Carpenter ..... ♂	11 07 »	12 55 Noon
4 10 »	9 55 »	16.4	..... Upchurch	11 00 »	12 45 »
4 25 »	10 10 »	20.5	arr.....+**Apex**[2] ♂...lve.	10 50 »	12 30 »
4 40 »	11 25 »	20.5	lve.....**Apex**.....arr.	10 35 »	12 20 Noon
4 58 »	11 50 A M	26.8	+...Holly Springs.....	10 18 »	11 50 A M
5 06 »	12 05 Noon	30.5	+.....Wilbon.....	10 08 »	11 20 »
5 14 »	12 20 »	33.4	+..... **Varina**[3]	10 00 »	11 00 »
5 32 »	12 52 Noon	40.5	+.....Angier..... ♂	9 40 »	10 30 »
5 45 »	1 12 P M	44.6	..... Barclayville.....	9 28 »	10 15 »
5 57 »	1 32 »	48.9	+..... Coats	9 17 »	9 55 »
6 04 »	1 45 »	52.0	.....Turlington.....	9 08 »	9 42 »
6 08 »	2 00 »	53.3	.....Wye.....	9 04 »	9 35 »
6 13 »	2 25 »	55.3	+..... Duke ..... ♂	8 58 »	9 20 »
6 20 »	2 40 »	57.3	.....Wye.....	8 50 »	9 10 »
6 30 P M	3 00 P M	60.7	+..... **Dunn**[4] ..... ♂	†8 40 A M	†9 00 A M
			ARRIVE] [LEAVE		

Trains marked † run daily, except Sunday. + Coupon stations; ♂ Telegraph stations.

CONNECTIONS.

[1] With Seaboard Air Line Ry., Southern Ry., Norfolk & Western Ry. and Durham & South Carolina Ry.
[2] With Seaboard Air Line Ry.
[3] With Raleigh & Southport Ry.
[4] With Atlantic Coast Line R.R.


THE
West Point
ROUTE
GULF OF MEXICO
ATLANTIC O
IOWA
OHIO
PENNSYLVANIA
KENTUCKY
TENNESSEE
ARKANSAS
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
LOUISIANA
NORTH CAROLINA
SOUTH CAROLINA
WEST VIRGINIA
VIRGINIA
ATLANTA
MONTGOMERY
SELMA
NEW ORLEANS
MOBILE
HOUSTON
SHREVEPORT
DALLAS
FT. WORTH
NEW YORK
PHILADELPHIA
BALTIMORE
Washington
RICHMOND
NORFOLK
DANVILLE
CHARLESTON
SAVANNAH
MACON
AUGUSTA
CHATTANOOGA
KNOXVILLE
BIRMINGHAM
MEMPHIS
Nashville
LOUISVILLE
CINCINNATI
ST. LOUIS
KANSAS CITY
CHICAGO
DETROIT
TOLEDO
OMAHA
Indianapolis
Columbus
Little Rock
Jackson
Tallahassee
JACKSONVILLE
Charleston
Frankfort
Raleigh
Columbia

ATLANTA & WEST POINT RAILROAD COMPANY

AND

THE WESTERN RAILWAY OF ALABAMA.

THE West Point ROUTE

EXECUTIVE DEPARTMENT.

CHARLES A. WICKERSHAM, Prest. and Gen. Mgr., Atlanta, Ga.
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GEO. P. HARRISON, Gen. Counsel The Western Ry. of Alabama, Opelika, Ala.
R. E. STEINER, Asst. Gen. Counsel The Westery Ry. of Alabama, Montgomery, Ala.

ACCOUNTING DEPARTMENT.

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F. E. WINBURN, Freight Claim Agent, Atlanta, Ga.

OPERATING DEPARTMENT.

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R. T. PACE, Purchasing Agent, Atlanta, Ga.
O. T. NELSON, Roadmaster, Montgomery, Ala.
A. MORITZ, Train Master, Montgomery, Ala.
E. W. SANDWICH, Car Accountant, "
F. C. WALSH, Master Mechanic, "

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J. A. HIGGINS, Assistant General Passenger Agent, "
E. T. ECKLES, General Freight Agent, Montgomery, Ala.
R. E. LUTZ, General Agent, "
F. M. THOMPSON, District Passenger Agent, Atlanta, Ga.
C. L. WICKERSHAM, Traveling Passenger Agent, "
D. L. GRIFFIN, City Ticket Agent, "
E. C. PRITCHARD, Commercial Agent, "
C. P. PERSONS, Soliciting Freight Agent, "
E. G. LUTZ, Commercial Agent, Montgomery, Ala.
O. F. REDD, City Passenger Agent, "
C. E. SHANNON, Soliciting Freight Agent, "
A. B. GARLAND, Soliciting Freight Agent, "
D. P. O'ROURKE, Commercial Agent, Selma, Ala.
J. A. MOORE, City Ticket Agent, "
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F. H. LACY, Commercial Agent, New Orleans, La.
W. H. AMERINE, Soliciting Freight Agent, 517 Hibernia Bank Building, New Orleans, La.
C. E. RODENBERG, Com'l Agt., 414 James Bldg., Chattanooga, Tenn.
G. B. TYLER, Central Western Agent, Cincinnati, O.
W. B. TERHUNE, Commercial Agent, "
JOHN W. HOOKS, Commercial Agent, St. Louis, Mo.
J. G. NORTH, Soliciting Freight Agent, Macon, Ga.
J. W. WILLIAMS, Contracting Freight Agent, West Point, Ga.
T. C. WILLIAMS, Traveling Freight Agent, Charlotte, N.C.
E. S. CENTER, Contracting Agent, East Point, Ga.

M. M. ANSLEY, General Eastern Agent, Room 45, 271 Broadway, New York.

FORMING A PART OF THE GREAT TRUNK LINE BETWEEN THE NORTH AND SOUTH.

Operating Solid Vestibuled Pullman Trains between New York and New Orleans, Atlanta and New Orleans, and Tourist Sleepers Washington and San Francisco.

CONDENSED SCHEDULE OF THROUGH TRAINS.

New York, Philadelphia, Baltimore, Washington, Atlanta, Montgomery, Mobile, Pensacola and New Orleans.
Pennsylvania R.R., Southern Ry., A. & W. P. R.R. Co., The W. Ry. of Ala., L. & N. R.R.

SOUTHBOUND.						VESTIBULE DRAWING-ROOM SLEEPING CARS	NORTHBOUND.					
			No. 29-39	No. 35	No. 37		No. 38	No. 36	No. 40-30			
			*1025 A M	12 10 Night	4 25 P M	lve.....New York.....arr.	12 30 Noon	6 30 A M	5 00 P M			
			12 50 Noon	3 35 A M	6 60 P M	lve..West Philadelphia..arr.	10 03 A M	3 40 A M	2 20 P M			
			3 00 P M	6 06 A M	9 20 P M	lve.....Baltimore.....arr.	7 42 A M	1 15 A M	12 10 Noon			
			4 15 P M	9 00 A M	10 45 P M	lve.....Washington.....arr.	6 30 A M	10 55 P M	10 40 A M			
			9 05 P M	2 25 P M	3 42 A M	lve.....Lynchburg.....arr.	1 35 A M	5 15 P M	5 28 A M			
			12 20 Night	6 15 P M	7 20 A M	lve.....Greensboro.....arr.	10 10 P M	1 30 P M	2 05 A M			
			3 30 A M	9 35 P M	10 05 A M	lve.....Charlotte.....arr.	7 50 P M	10 05 A M	11 15 P M			
			5 40 A M	11 58 P M	12 20 Noon	lve.....Spartanburg.....arr.	6 20 P M	7 30 A M	9 00 P M			
			6 50 A M	1 10 A M	1 25 P M	lve.....Greenville.....arr.	4 25 P M	6 12 A M	8 05 P M			
			10 30 A M	5 00 A M	5 00 P M	arr.....Atlanta.....lve.	11 01 A M	12 15 Night	2 45 P M			
			2 00 P M	5 45 A M	5 20 P M	lve.....Atlanta.....arr.	10 45 A M	11 35 P M	2 30 P M			
			3 17 P M	6 45 A M	6 23 P M	arr.....Newnan.....lve.	9 33 A M	10 18 P M	1 03 P M			
			4 21 P M	7 41 A M	7 20 P M	arr.....La Grange.....lve.	8 35 A M	9 12 P M	11 50 A M			
			4 48 P M	8 05 A M	7 45 P M	arr.....West Point.....lve.	8 10 A M	8 45 P M	11 23 A M			
			5 27 P M	9 05 A M	8 30 P M	arr.....Opelika.....lve.	7 35 A M	8 03 P M	10 41 A M			
			5 40 P M	9 17 A M	– –	arr.....Auburn.....lve.	– –	7 48 P M	10 16 A M			
			6 14 P M	9 49 A M	– –	arr.....Chehaw.....lve.	– –	7 11 P M	9 49 A M			
			7 35 P M	11 00 A M	8 55 P M	arr.....Montgomery.....lve.	6 00 A M	6 10 P M	8 30 A M			
			6 00 A M	4 10 P M	6 00 A M	arr.....Pensacola.....lve.	10 00 P M	11 30 A M	10 00 P M			
			2 20 A M	4 12 P M	3 30 A M	arr.....Mobile.....lve.	12 23 Night	12 53 Noon	1 55 A M			
			7 05 A M	8 50 P M	7 50 A M	arr.....New Orleans.....lve.	8 00 P M	8 30 A M	9 00 P M			

THROUGH CAR SERVICE.

Nos. 37 and 38—"NEW YORK AND NEW ORLEANS LIMITED."—Solid Pullman Train between New York, Atlanta and New Orleans. Club Car, Dining Car, Elegant Drawing-room Sleepers and Observation Car. No coaches. Parlor Car between Atlanta and Montgomery.

Nos. 35 and 36—"UNITED STATES FAST MAIL."—Elegant Pullman Drawing-room Sleepers between New York and New Orleans. Tri-weekly Sleeping Car between Asheville and New Orleans. Excellent Day Coaches between Washington and New Orleans. Dining Car service Washington to Spartanburg and Montgomery to New Orleans.

Nos. 39 and 40—Pullman Sleepers between New York and Atlanta and Montgomery and New Orleans, also local sleeper between Montgomery and Mobile. Day Coaches between New York, Washington, Atlanta, Montgomery, Pensacola, Mobile and New Orleans. Tourist Sleeping Cars as shown on following page.

New York and New Orleans Limited

ONLY SOLID TRAINS BETWEEN NEW YORK AND NEW ORLEANS.

Pennsylvania R.R., Southern Ry. Co., A. & W. P. R.R. Co., The W. Ry. of Alabama, L. & N. R.R.

ATLANTA & WEST POINT RAILROAD COMPANY

AND

THE WESTERN RAILWAY OF ALABAMA.

THE West Point ROUTE

41	No. 37	17	No. 39	No. 33	19	No. 35	Mls	*July 4, 1909. (Central time.)*	42	18	No. 38	No. 40	20	No. 34	No. 36	No. 44
Southbound.									Northbound.							
P M	....	P M	....	....	A M	....	....	*(Atl. & West Point R.R.)*	A M	A M	....	....	P M	....	....	....
*5 45	*5 20 P M	*4 10	*2 00 P M	*9 10 A M	*6 30	*5 45 A M	0	lve....+**Atlanta** ♁....arr.	8 15	10 20	10 45 A M	2 30 P M	7 55	7 05 P M	11 35 P M	9 55 A M
— —	— —	— —	— —	9 30 »	— —	— —	6	........**East Point**......♁	— —	— —	— —	— —	— —	6 45 »	— —	— —
b —	— —	— —	2 25 »	9 35 »	— —	d —	9	........College Park......♁	c —	— —	— —	— —	— —	6 40 »	— —	— —
6 16	— —	— —	— —	9 45 »	— —	— —	12	.........Red Oak..........	7 37	— —	— —	1 56 »	— —	6 33 »	— —	9 22 »
6 26	— —	— —	— —	9 51 »	— —	— —	16	.........Stonewall..........	7 30	— —	— —	1 48 »	— —	6 26 »	— —	9 15 »
6 32	— —	— —	2 43 »	10 01 »	7 02	d —	18	.........Fairburn........♁	7 25	9 35	— —	1 41 »	7 15	6 15 »	— —	9 10 »
6 45	— —	— —	2 54 »	10 14 »	7 12	d —	25	.........Palmetto........♁	7 12	9 25	— —	1 29 »	7 05	6 02 »	— —	8 55 »
6 55	— —	— —	— —	10 24 »	— —	— —	30	.........McCollum.........	7 02	— —	— —	1 18 »	— —	5 48 »	— —	8 43 »
7 00	— —	— —	— —	10 29 »	— —	— —	33	..........Madras..........	6 55	— —	— —	1 13 »	— —	5 42 »	— —	8 38 »
7 10	6 23 »	5 12	3 17 »	10 43 »	7 35	6 45 »	39	+.......**Newnan**........♁	6 45	9 03	9 33 »	1 03 P M	6 40	5 32 »	10 18 »	8 27 »
7 15	— —	5 15	— —	— —	7 40	— —	39	.....Newnan Junction.....	6 42	*9 00	— —	— —	*6 37	— —	— —	— —
7 27	— —	P M	3 32 »	10 58 »	A M	— —	45	.........Moreland........♁	6 25	A M	— —	12 48 Noon	P M	5 19 »	— —	8 14 »
7 33	— —	....	— —	— —	....	— —	47	.........St. Charles.........	6 20	....	— —	— —	....	— —	— —	8 07 »
7 39	— —	....	3 43 »	11 10 »	....	7 09 »	51	.........Grantville.......♁	6 10	....	— —	12 33 »	....	5 03 »	9 48 »	7 58 »
7 46	— —	....	b —	11 17 »	....	— —	55	.........Trimble's..........	6 03	....	— —	12 23 »	....	4 54 »	— —	7 50 »
7 52	— —	....	3 56 »	11 25 »	....	7 19 »	58	........Hogansville......♁	5 58	....	— —	12 17 »	....	4 48 »	9 36 »	7 43 »
8 03	— —	....	4 08 »	11 36 »	....	— —	64	..........Louise..........	5 46	....	— —	12 02 Noon	....	4 33 »	— —	7 29 »
8 16	7 20 »	....	4 21 »	11 50 A M	....	7 41 »	71	+......**La Grange**......♁	5 35	....	8 35 »	11 50 A M	....	4 21 »	9 12 »	7 16 »
8 26	— —	....	— —	12 03 Noon	....	— —	78	........Cannonville.........	5 24	....	— —	— —	....	4 07 »	— —	7 04 »
8 32	— —	....	4 35 »	12 05 »	....	— —	80	........Gabbettville......♁	5 21	....	— —	11 34 »	....	4 03 »	— —	7 01 »
8 45	7 45 P M	....	4 48 P M	‖12 15 Noon	....	‖8 05 A M	87	arr...+**West Point** ♁..lve.	†5 10	....	8 10 A M	11 23 A M	....	3 51 P M	8 46 P M	‖6 50 A M
P M	....	....	....	....	....	....	....	*(West. Ry. of Alabama.)*	A M	....	....	....	....	....	....	....
....	7 45 P M	....	4 48 P M	12 35 Noon	....	8 25 A M	87	lve....**West Point**....arr.	....	....	8 10 A M	11 23 A M	....	3 51 P M	8 45 P M	....
....	— —	....	— —	— —	....	— —	92	..........Nelson..........	....	....	— —	— —	....	— —	— —	....
....	— —	....	5 07 »	12 53 Noon	....	8 43 »	98	..........Cusseta........♁	....	....	— —	11 02 »	....	3 31 »	— —	....
....	— —	....	— —	— —	....	— —	104	..........Andrews..........	....	....	— —	— —	....	— —	— —	....
....	8 30 »	....	5 27 »	1 15 P M	....	9 05 »	109	+.......**Opelika**........♁	....	....	7 35 »	10 41 »	....	3 11 »	8 03 »	....
....	— —	....	5 40 »	1 28 »	....	9 17 »	116	+.........Auburn.........♁	....	....	— —	10 26 »	....	2 55 »	7 48 »	....
....	— —	....	5 52 »	1 40 »	....	9 27 »	123	........Loachapoka.......♁	....	....	— —	10 13 »	....	2 42 »	— —	....
....	— —	....	6 02 »	1 50 »	....	9 38 »	129	.........Notasulga.......♁	....	....	— —	10 03 »	....	2 30 »	a —	....
....	— —	....	6 14 »	2 03 »	....	9 49 »	136	.........**Chehaw**.......♁	....	....	— —	9 49 »	....	2 16 »	7 11 »	....
....	— —	....	— —	2 08 »	....	9 53 »	139	..........Clough's..........	....	....	— —	9 38 »	....	2 08 »	— —	....
....	— —	....	— —	2 13 »	....	9 57 »	141	..........Franklin..........	....	....	— —	9 34 »	....	2 03 »	— —	....
....	— —	....	— —	2 21 »	....	10 03 »	145	..........Hornady..........	....	....	— —	9 28 »	....	1 55 »	— —	....
....	— —	....	6 33 »	2 27 »	....	10 07 »	148	.........**Milstead**......♁	....	....	— —	9 23 »	....	1 50 »	6 54 »	....
....	— —	....	— —	2 33 »	....	— —	150	.........Goodwyn's..........	....	....	— —	9 18 »	....	1 45 »	— —	....
....	— —	....	6 45 »	2 38 »	....	10 17 »	152	..........Shorter's........♁	....	....	— —	9 13 »	....	1 40 »	6 45 »	....
....	— —	....	6 50 »	2 43 »	....	10 21 »	154	.........Tysonville..........	....	....	— —	9 08 »	....	1 35 »	— —	....
....	— —	....	— —	2 55 »	....	10 32 »	161	.......Mount Meigs..........	....	....	— —	8 54 »	....	1 20 »	— —	....
....	— —	....	7 08 »	3 00 »	....	— —	163	..........Cook's.........♁	....	....	— —	8 50 »	....	1 15 »	— —	....
....	— —	....	— —	3 10 »	....	— —	168	.........Madison..........	....	....	— —	8 43 »	....	1 04 P M	— —	....
....	9 55 P M	....	7 35 P M	3 25 P M	....	11 00 A M	175	arr..+**Montgomery** ♁.lve.	....	....	*6 00 A M	*8 30 A M	....	*12 50 Noon	*6 10 P M	....
....	....	....	....	....	....	....	...	*(Louisv. & Nashv. R.R.)*	....	....	....	....	....	....	....	....
....	10 05 P M	....	8 05 P M	....	....	11 15 A M	175	lve....**Montgomery**...arr.	....	....	5 50 A M	7 55 A M	....	....	5 50 P M	....
....	6 00 A M	....	6 00 A M	....	....	4 10 P M	337	arr.....**Pensacola**....lve.	....	....	10 00 P M	10 00 P M	....	....	11 30 A M	....
....	3 30 A M	....	2 20 A M	....	....	4 12 P M	354	arr.......**Mobile**.......lve.	....	....	12 23 Night	1 55 A M	....	....	12 53 Noon	....
....	7 50 A M	....	7 05 A M	....	....	6 30 P M	405	arr....**New Orleans**...lve.	....	....	*8 00 P M	*9 00 P M	....	....	*8 30 A M	....

WESTERN RAILWAY OF ALABAMA.

SELMA DIVISION.

39	43	Mls	*July 4, 1909.*	40	36	....
P M	A M	....	LEAVE] [ARRIVE	A M	P M	....
*6 10	*8 30	175	....**Montgomery**..♁	8 20	5 50	....
6 30	8 50	183	.......Stone's........	7 57	5 22	....
6 43	9 05	188	.......Manack........	7 44	5 08	....
6 46	9 10	189	.......Burkville.......	7 40	5 03	....
6 50	9 16	191	.....Robinson's.......	7 36	4 58	....
6 58	9 25	194	.....Lowndesboro...♁	7 32	4 53	....
9 11	9 40	200	.......Whitehall.....♁	7 19	4 40	....
9 25	9 55	206	........Benton......♁	7 06	4 25	....
9 38	10 07	212	.........Tyler.........	6 56	4 10	....
10 10	10 45	225	+......**Selma**......♁	*6 30	*3 40	....
P M	A M	....	ARRIVE] [LEAVE	A M	P M	....

THROUGH TRAINS BETWEEN ATLANTA AND COLUMBUS.

No. 17 Daily.	No. 19 Daily.	Mls.	*Via Newnan and Central of Georgia Ry.*			No. 18 Daily.	No. 20 Daily.
4 10 P M	6 30 A M	0	lve. **Atlanta**............*(A. & W. P. R.R.)*		arr.	10 20 A M	7 55 P M
5 12 P M	7 35 A M	39.5	arr. **Newnan**......................	»	lve.	9 03 A M	6 40 P M
5 12 P M	7 40 A M	39.5	lve. **Newnan**............*(Cent. of Ga. Ry.)*		arr.	9 00 A M	6 37 P M
5 55 P M	8 15 A M	55.3	arr. **Luthersville**.................	»	arr.	8 31 A M	5 55 P M
6 25 P M	8 45 A M	69.0	arr. **Greenville**..................	»	arr.	8 03 A M	5 28 P M
6 36 P M	8 57 A M	73.4	arr. **Harris**......................	»	arr.	7 51 A M	5 16 P M
6 55 P M	9 17 A M	81.5	arr. **Merriwether White Sulphur Spgs.**	»	arr.	7 33 A M	4 55 P M
7 04 P M	9 26 A M	85.7	arr. **Chipley**.....................	»	arr.	7 23 A M	4 45 P M
8 20 P M	10 55 A M	118.5	arr. **Columbus**..................	»	lve.	6 15 A M	3 25 P M

Train No. 17 makes no stops between Atlanta and Newnan.

Train No. 18, between Newnan and Atlanta, will stop at Palmetto and Fairburn and at other stations to leave passengers from Columbus and points south thereof.

* Daily; † daily, except Sunday; ‖ Sunday only; *a* stops to leave from Montgomery; *b* stops to leave passengers; *c* stops to take passengers; *d* stops to take passengers for Montgomery and beyond. + Coupon stations; ♁ Telegraph stations.

CONNECTIONS.

At Atlanta—With lines diverging.
At Newnan—With Central of Georgia Ry.
At La Grange—With Macon & Birmingham R.R., A. B. & A. R.R.
At **West Point**—With Chattahoochee Valley R.R.
At **Opelika**—With Central of Georgia Ry.
At **Chehaw**—With Tuskegee R.R.
At **Milstead**—With Tallassee & Montgomery Ry.
At **Montgomery**—With lines diverging.
At **Selma**—With Southern Ry.

TUSKEGEE RAILROAD.

E. T. Varner, President and Gen. Manager, Tuskegee, Ala.
J. P. Billups, Gen. Pas. Agt., Atlanta, Ga. | E. T. Eckles, Gen. Fht. Agt., Montgomery, Ala.
W. H. Smith, Auditor, Atlanta, Ga.

6	4	2	Mls	*August, 1904.*	1	3	5	....
P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	....
*7 15	*2 20	*10 00	0	.......**Chehaw**.......	9 20	2 00	6 05	....
7 35	2 40	10 25	5	......**Tuskegee**......	*9 00	*1 40	*5 45	....
P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	....

Connects at **Chehaw** with West. Ry. of Ala. *Central time.*

TOURIST SLEEPING CAR.

WASHINGTON-SUNSET ROUTE.

Mon	Wed	Thu	Fri	4 15 P M	lve..**Washington**.arr.	10 40 A M	Sun	Tue	Wed	Thu
Tue	Thu	Fri	Sat	2 00 P M	lve.. **Atlanta**....arr.	2 30 P M	Sat	Mon	Tue	Wed
Tue	Thu	Fri	Sat	8 05 P M	lve. **Montgomery**.arr.	7 55 A M	Sat	Mon	Tue	Wed
Wed	Fri	Sat	Sun	11 55 A M	lve. **New Orleans**.arr.	6 45 P M	Fri	Sun	Mon	Tue
Wed	Fri	Sat	Sun	12 25 Night	lve....**Houston**...arr.	6 00 A M	Fri	Sun	Mon	Tue
Thu	Sat	Sun	Mon	9 00 A M	lve..**San Antonio**.arr.	8 00 P M	Thu	Sat	Sun	Mon
Fri	Sun	Mon	Tue	7 45 A M	lve.... **El Paso**....arr.	6 00 P M	Wed	Fri	Sat	Sun
Sat	Mon	Tue	Wed	1 30 P M	arr..**Los Angeles**.lve.	12 01 Noon	Tue	Thu	Fri	Sat
Sun	Tue	Wed	Thu	11 40 A M	arr.**San Francisco**lve.	4 00 P M	Mon	Wed	Thu	Fri

TALLASSEE & MONTGOMERY RAILWAY.

T. M. Turner, President, New York, N.Y. | J. P. Billups, Gen. Pas. Agt., Atlanta, Ga.
Wm. E. Elsberry, Sec'y & Treas., Montgomery, Ala. | E. T. Eckles, Gen. Fht. Agt., Montgomery, Ala.
W. H. Smith, Auditor, Atlanta, Ga.

....	....	6	4	2	Mls	*November, 1908.*	1	3	5	....	....	....
....	....	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	....	....	....
....	....	*7 30	*2 40	*10 15	0	......**Milstead**......	8 50	1 40	6 20	....	....	....
....	....	7 50	3 00	10 50	6	......**Tallassee**......	*8 30	*1 20	*6 00	....	....	....
....	....	P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	....	....	....

Connects at Milstead with Western Ry. of Alabama. *Central time.*

BRUNSWICK STEAMSHIP COMPANY

H. M. ATKINSON and J. J. TOWNSEND, Receivers.

From Anywhere North

To Everywhere South

General Offices: 32 BROADWAY, NEW YORK CITY

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J. R. ROWLAND, Traffic Manager, "
H. M. MILAM, Treasurer, Atlanta, Ga.
C. M. INGRAM, Auditor, New York City.
J. J. McMAHON, Agent, Pier 32, E. R., New York City.
R. H. MANSER, Terminal Agent, Brunswick, Ga.

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FAST FREIGHT LINE

BETWEEN THE

NORTH AND SOUTH

Lowest Rates! Quick Time!

SEMI-WEEKLY SERVICE BETWEEN

New York and Brunswick, Ga.

Performed by five new 3,000-ton Steel Steamships, constructed especially for this trade:

SATILLA, OGEECHEE, OCMULGEE, OSSABAW, ALTAMAHA

Sailing from NEW YORK (Pier No. 32, East River, foot of Pike Street) and BRUNSWICK

Every Wednesday and Saturday at 3 00 p.m.

CONNECTIONS at BRUNSWICK, through the new terminals of the Brunswick Steamship Company, the largest and best equipped on the South Atlantic Coast, with the

ATLANTA, BIRMINGHAM & ATLANTIC RAILROAD,
ATLANTIC COAST LINE RAILROAD,
SEABOARD AIR LINE RAILWAY,
SOUTHERN RAILWAY,

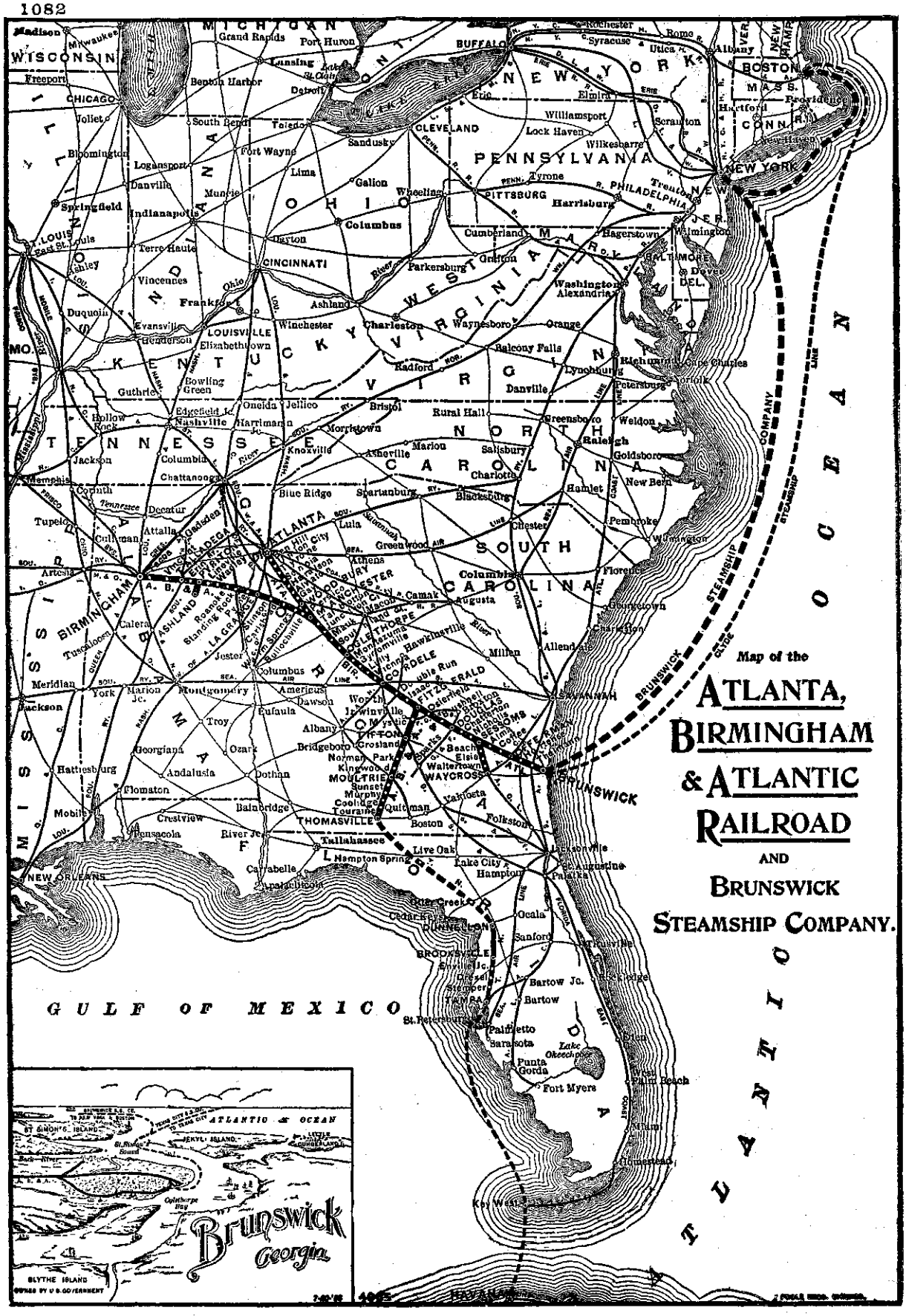
affording Through Car Service between BRUNSWICK and principal points in GEORGIA, FLORIDA, ALABAMA, SOUTH CAROLINA, MISSISSIPPI, TENNESSEE and the SOUTH and SOUTHWEST.

For freight rates, schedules and other information, apply to J. R. ROWLAND, Traffic Manager, No. 32 Broadway, New York, or the following representatives of the

ATLANTA, BIRMINGHAM & ATLANTIC RAILROAD

R. W. CROWELL, Gen. Eastern Agt., 366 Broadway, New York.
C. P. GAITHER, Traveling Freight Agt., " "
H. J. CARR, Contracting Freight Agt., " "
F. N. McCLURE, Contracting Fht. Agt., " "
GEO. W. DIEHL, Com'l Agt., 384 Bourse Bldg, Philadelphia, Pa.
STILLWELL B. SMITH, Traveling Freight Agent, 384 Bourse Bldg, Philadelphia, Pa.
GEO. W. BLISS, New England Agent, 1026 Old South Building, Boston, Mass.
H. E. PARTRIDGE, Jr., Florida Agent, Jacksonville, Fla.
GEO. M. HOLDEN, Commercial Agent, P. O. Box 281, Tampa, Fla.
GEO. S. SIDDONS, Gen Western Agent, 433 Pierce Bldg, St. Louis, Mo.
JOHN E. KEANE, Soliciting Agent, " "
J. F. CARLETON, Commercial Agent, 716 Tennessee Trust Building, Memphis, Tenn.
M. S. FLANIGAN, Com'l Agt., 611 Stahlman Bldg, Nashville, Tenn.
GEO. J. ALLEN, Soliciting Fht. Agt., " "
GEO. LAND, Jr., Commercial Agent, Atlanta, Ga.
W. I. MIDDLETON, Traveling Freight Agent, "
BENNETT MAASS, Traveling Freight Agent, "
W. O. CHEARS, Commercial Agent, 1903 First Avenue, Morris Hotel, Birmingham, Ala.
J. B. C. BLITCH, Commercial Agent, Brunswick, Ga.
C. B. ARMSTRONG, Com'l Agt., Room 600 American Trust Bldg, Chicago, Ill.
JNO. S. HICKEY, Soliciting Freight Agent, Room 600 American Trust Bldg, Chicago, Ill.
M. WALSH, Commercial Agent, 807 Traction Bldg, Cincinnati, O.
J. J. McCARTY, Commercial Agent, " "
C. D. BERCAW, Commercial Agent, Cordele, Ga.
J. C. LIGEOUR, Commercial Agent, Fitzgerald, Ga.
R. S. MORRIS, Commercial Agent, Talladega, Ala.

For Map of Brunswick Steamship Company, see following page


Map of the
ATLANTA, BIRMINGHAM & ATLANTIC RAILROAD
AND
BRUNSWICK STEAMSHIP COMPANY.
GULF OF MEXICO
ATLANTIC OCEAN
WISCONSIN
MICHIGAN
NEW YORK
PENNSYLVANIA
OHIO
INDIANA
ILLINOIS
KENTUCKY
TENNESSEE
VIRGINIA
WEST VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
ALABAMA
MISSISSIPPI
LOUISIANA
FLORIDA
MO.
MASS.
CONN.
DEL.
NEW JERSEY
NEW HAMP.
Madison
Milwaukee
Freeport
CHICAGO
Joliet
Bloomington
Springfield
ST. LOUIS
East St. Louis
Ashley
Duquoin
Evansville
Henderson
Grand Rapids
Port Huron
Lansing
Benton Harbor
Detroit
South Bend
Toledo
Fort Wayne
Logansport
Danville
Indianapolis
Terre Haute
Vincennes
Frankfort
LOUISVILLE
Elizabethtown
Bowling Green
Guthrie
Hollow Rock
Edgefield Jc.
Nashville
Jackson
Columbia
Memphis
Corinth
Tupelo
Decatur
Cullman
Attalla
Gadsden
Artesia
BIRMINGHAM
Calera
Tuscaloosa
Meridian
Jackson
York
Marion Jc.
Montgomery
Hattiesburg
Andalusia
Flomaton
Mobile
Crestview
Pensacola
NEW ORLEANS
Troy
Georgiana
Ozark
Dothan
Balnbridge
River Jc.
Tallahassee
Carrabelle
Apalachicola
Hampton Springs
Live Oak
Lake City
Hampton
Palatka
Jacksonville
St. Augustine
Cedar Keys
Ocala
Sanford
Orlando
Kissimmee
BROOKSVILLE
Bartow Jc.
Bartow
TAMPA
St. Petersburg
Palmetto
Sarasota
Punta Gorda
Fort Myers
Lake Okeechobee
Palm Beach
Miami
Homestead
Key West
Havana
Buffalo
Rochester
Syracuse
Utica
Rome
Albany
Boston
Providence
Hartford
New Haven
Erie
Elmira
Williamsport
Scranton
Lock Haven
Wilkesbarre
Cleveland
Sandusky
Galion
Wheeling
Pittsburg
Tyrone
Harrisburg
Philadelphia
Trenton
New York
Wilmington
Hagerstown
Cumberland
Baltimore
Dover
Washington
Alexandria
Grafton
Parkersburg
Ashland
Charleston
Winchester
Waynesboro
Orange
Balcony Falls
Radford
Lynchburg
Richmond
Cape Charles
Norfolk
Danville
Petersburg
Bristol
Rural Hall
Greensboro
Weldon
Raleigh
Goldsboro
Morristown
Knoxville
Asheville
Marion
Salisbury
Charlotte
Hamlet
New Bern
Chattanooga
Blue Ridge
Spartanburg
Blacksburg
Chester
Pembroke
Wilmington
Lula
Greenwood
Athens
Columbia
Camak
Augusta
Florence
Georgetown
Charleston
Hawkinsville
Millen
Allendale
Savannah
Brunswick
Americus
Dawson
Eufaula
Albany
Bridgeboro
Norman Park
Kingwood
Moultrie
Sunset
Murphy
Coolidge
Touraine
Quitman
Thomasville
Boston
Valdosta
Folkston
Waycross
Elsie
Beach
Sparks
Tifton
Fitzgerald
Cordele
Macon
Atlanta
Chattanooga
Gadsden
Anniston
Birmingham
Selma
Montgomery
Mobile
Meridian
Jackson
Vicksburg
Shreveport
Texarkana
Dallas
Fort Worth
Galveston
Houston
Austin
San Antonio
Corpus Christi
Brunswick
Georgia
Blythe Island
Colonel's Island
Jekyll Island
St. Simons Island
Cuthbert Bay
Atlantic Ocean
Government Reservation

ATLANTA, BIRMINGHAM & ATLANTIC RAILROAD.

H. M. ATKINSON and S. F. PARROTT, Receivers. General Offices, Atlanta, Ga.

A&B BEE LINE

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J. R. MANGHAM, Car Accountant, "
R. L. DOOLITTLE, Master Mechanic, Fitzgerald, Ga.
GEO. F. DICKSON, Train Master, "
C. E. BROWER, Train Master, Manchester, Ga.
F. M. WOODALL, Terminal Train Master, Atlanta, Ga.

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W. H. LEAHY, General Passenger Agent, Atlanta, Ga.

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W. A. STOKES, City Passenger and Ticket Agent, "
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BENNETT MAASS, Traveling Freight Agent, "
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A. D. DANIEL, Passenger Agent, " "
J. B. C. BLITCH, Commercial Agent, Brunswick, Ga.
C. B. ARMSTRONG, Com'l Agt., Room 600 American Trust Bldg, Chicago, Ill.
JOHN S. HICKEY, Soliciting Fht. Agt., " "
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J. J. McCARTY, Traveling Freight Agent, " "
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J. C. LIGEOUR, Commercial Agent, Fitzgerald, Ga.
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H. E. PARTRIDGE, Jr., Florida Agt., 214 W. Bay St., Jacksonville, Fla.
J. F. PHILLIPS, Soliciting Freight Agent, "
J. F. CARLTON, Commercial Agt., 716 Tennessee Trust Bldg, Memphis, Tenn.
M. S. FLANIGAN, Com'l Agent, 611 Stahlman Bldg, Nashville, Tenn.
GEO. J. ALLEN, Soliciting Freight Agent, " "
R. W. CROWELL, Gen. Eastern Agent, 366 Broadway, New York.
H. J. CARR, Contracting Freight Agt., " "
F. N. McCLURE, Contracting Fht. Agt., " "
C. P. GAITHER, Traveling Freight Agent, " "
GEO. W. BLISS, New England Agent, 1026 Old South Bldg, Boston, Mass.
GEO. W. DIEHL, Commercial Agent, 384 and 386 Bourse Building, Philadelphia, Pa.
STILWELL B. SMITH, Trav. Fht. Agt., " "
GEO. S. SIDDONS, Gen. West Agt., 433 Pierce Bldg, St. Louis, Mo.
JOHN E. KEANE, Soliciting Agent, " "
R. S. MORRIS, Commercial Agent, Talladega, Ala.

No. 10	No. 8	No. 6	No. 4-14	No. 2-16	Mls.	*November* 14, 1909.	No. 13-1	No. 15-3	No. 5	No. 7	No. 9
			*11 10 P M	*7 25 A M	0	lv. + **Atlanta** (*Union Sta.*) ♁ ar.	7 26 P M	7 00 A M			
			11 32 "	7 46 "	7.5	Stratford	7 03 "	6 38 "			
			11 48 P M	8 01 "	13.2	Ben Hill	6 47 "	6 22 "			
			12 09 Night	8 22 "	21.9	Union City ♁	6 27 "	6 03 "			
			12 16 "	8 30 "	25.1	Fife	6 18 "	5 53 "			
			12 31 "	8 44 "	31.1	Tyrone	6 04 "	5 39 "			
			12 42 Night	8 53 "	35.2	Aberdeen	5 55 "	5 28 "			
			1 02 A M	9 11 "	43.7	**Senoia** ♁	5 33 "	5 07 "			
			1 16 "	9 23 "	49.4	Haralson ♁	5 20 "	4 55 "			
			1 26 "	9 32 "	53.4	Alvaton	5 10 "	4 45 "			
			1 39 "	9 44 "	59.1	Gay ♁	4 58 "	4 31 "			
			1 51 "	9 55 "	64.0	Imlac	4 44 "	4 19 "			
			2 01 "	10 06 "	68.1	**Woodbury** ♁	4 34 "	4 09 "			
			2 13 "	10 18 "	73.5	Persico	4 21 "	3 56 "			
			2 35 "	10 35 "	78.1	**Manchester** ♁	4 10 "	3 45 "			
			2 54 "	10 50 "	85.9	Woodland ♁	3 49 "	3 21 "			
			— —	11 00 "	91.1	Berry	3 38 "	— —			
			3 20 "	11 12 "	96.0	Talbotton ♁	3 27 "	2 58 "			
			3 36 "	11 27 "	103.8	**Junction City** ♁	3 10 "	2 42 "			
			3 46 "	11 37 "	108.5	Norwich	2 59 "	2 32 "			
			3 52 "	11 44 "	111.7	Mauk ♁	2 53 "	2 26 "			
			4 01 "	11 53 A M	116.1	Charing	2 43 "	2 17 "			
			4 12 "	12 04 Noon	121.2	Rupert ♁	2 32 "	2 06 "			
			4 21 "	12 13 "	125.4	Southland ♁	2 23 "	1 57 "			
			4 28 "	12 19 "	128.4	Ideal ♁	2 17 "	1 51 "			
			— —	12 29 "	133.4	Bartlett	2 06 "	— —			
			5 00 "	12 45 "	138.5	+ **Oglethorpe** ♁	1 55 "	1 30 "			
			5 05 "	12 50 "	139.9	+ **Montezuma** ♁	1 45 "	1 20 "			
			5 12 "	12 57 Noon	143.1	Fields	1 36 "	1 10 A M			
			5 22 "	1 07 P M	148.4	Dooling	1 25 "	12 58 Night			
			5 26 "	1 15 "	150.5	+ Byromville ♁	1 15 "	12 52 "			
			5 37 "	1 25 "	155.5	Lilly ♁	1 06 P M	12 41 "			
			5 50 "	1 36 "	161.5	+ Vienna ♁	12 54 Noon	12 29 "			
			6 01 "	1 46 "	166.5	Ross	12 43 "	12 18 "			
			‖6 30 "	2 00 "	171.0	+ **Cordele** ♁	‖12 35 "	12 10 Night			
			6 40 "	2 10 "	176.0	Musselwhite	12 04 Noon	11 57 P M			
			6 50 "	2 20 "	181.6	Hatley	11 53 A M	11 47 "			
			7 00 "	2 30 "	186.9	**Double Run** ♁	11 42 "	11 37 "			
			7 10 "	2 40 "	192.2	Rebecca ♁	11 31 "	11 26 "			
			7 22 "	2 53 "	198.5	Isaac	11 19 "	11 14 "			
			7 27 "	2 57 "	200.4	Abba	11 15 "	11 10 "			
			7 50 "	3 25 "	208.2	+ **Fitzgerald** ♁	11 00 "	10 55 "			
			8 10 "	3 45 "	217.3	**Osierfield** ♁	10 35 "	10 25 "			
			8 19 "	3 56 "	222.1	Wray ♁	10 24 "	10 14 "			
			8 26 "	4 02 "	225.3	Ambrose ♁	10 17 "	10 07 "			
			8 34 "	4 10 "	229.2	Bushnell ♁	10 10 "	10 00 "			
			8 43 "	4 20 "	233.6	Upton	10 00 "	9 50 "			
			8 53 "	4 30 "	236.6	+ **Douglas** ♁	9 55 "	9 45 "			
			9 04 "	4 44 "	244.3	Chatterton	9 40 "	9 30 "			
			9 20 "	5 00 "	250.0	+ Nicholls ♁	9 30 "	9 20 "			
			9 30 "	5 10 "	253.2	Sessoms ♁	9 05 "	9 05 "			
			9 37 "	5 18 "	257.0	Guysie ♁	8 55 "	8 55 "			
			9 46 "	5 27 "	260.8	Alma ♁	8 46 "	8 46 "			
			9 54 "	5 34 "	264.1	Rockingham ♁	8 38 "	8 38 "			
			10 00 "	5 39 "	266.6	New Lacy	8 32 "	8 32 "			
			10 10 "	5 49 "	271.6	Coffee ♁	8 22 "	8 22 "			
			10 25 "	6 03 "	278.6	Bristol ♁	8 08 "	8 08 "			
			10 38 "	6 15 "	285.2	**Offerman** ♁	7 55 "	7 55 "			
			11 00 "	6 40 "	296.2	**Hortense** ♁	7 28 "	7 28 "			
			11 06 "	6 47 "	300.2	Needmore	7 21 "	7 21 "			
			11 14 "	6 56 "	303.2	Fendig	7 14 "	7 14 "			
			11 22 "	7 07 "	307.1	Bamboo	7 07 "	7 07 "			
*9 50 P M	*3 00 P M	*11 05 A M	11 35 "	7 20 "	313.2	**Thalmann** ♁	6 55 "	6 55 "	9 50 A M	2 45 P M	9 35 P M
10 00 "	3 10 "	11 15 "	11 43 "	7 28 "	317.2	Leicht	6 45 "	6 45 "	9 38 "	2 33 "	9 22 "
10 03 "	3 13 "	11 18 "	11 46 "	7 31 "	318.4	Anguilla	6 42 "	6 42 "	9 35 "	2 30 "	9 19 "
10 10 "	3 20 "	11 25 "	11 53 A M	7 38 "	321.8	Brobston	6 35 "	6 35 "	9 26 "	2 22 "	9 12 "
10 18 "	3 28 "	11 34 "	12 00 Noon	7 45 "	325.2	Southern Junction	6 28 "	6 28 "	9 18 "	2 14 "	9 04 "
10 35 P M	3 45 P M	11 50 A M	12 15 Noon	8 00 P M	324.2	arr. + **Brunswick** ♁ lve.	*6 15 A M	*6 15 P M	*9 00 A M	*2 00 P M	*8 50 P M

Trains marked * run daily. ‖ Meals. + Coupon stations. ♁ Telegraph stations. STANDARD—*Central time.*

ATLANTA, BIRMINGHAM & ATLANTIC RAILROAD.

A&A BEE LINE

BETWEEN BIRMINGHAM AND MANCHESTER.

26	24	Mls.	*November 14, 1909.*	25	23
P M			LEAVE [ARRIVE	A M	
*4 10		0	....**Birmingham**.. ♁	11 45	
4 50		18.0	.....Pelham..... ♁	11 05	
5 03		23.0	.....Deerhurst.....	10 54	
5 20		31.0	.....Scotia.....	10 37	
5 32		33.7	.....Chelsea..... ♁	10 24	
5 49		40.9	.....Westover.....	10 06	
6 08		46.8	.....Harpersville.....	9 46	
6 14		49.0	.....Arkwright..... ♁	9 40	
6 26		54.0	.....Grasmere.....	9 28	
6 38	A M	59.3	.....St. Ives.....	9 16	P M
7 10	*5 30	68.6	+... **Talladega** ... ♁	8 55	9 20
7 15	5 35	71.0	...L. & N. Crossing...	8 40	9 15
7 26	5 45	74 8	...Carara Junction...	8 29	9 05
7 30	5 49	76 1	.....Waldo.....	8 25	9 01
– –	– –	82.7	..... Yamme	– –	– –
7 49	6 09	83.7	..... Weathers	8 07	8 44
8 00	6 20	88.0	.....Erin..... ♁	7 55	8 33
8 12	6 32	92.2	.....**Pyriton**..... ♁	7 44	8 22
8 16	6 36	94.1	.....Highland	7 39	8 16
8 29	6 47	98.7	.....Lineville..... ♁	7 28	8 02
8 50	7 05	107.5	.....Cragford..... ♁	7 05	7 40
9 02	7 17	113 1	..... Tokio	6 43	7 25
9 11	7 25	116.2	..... Malone ..... ♁	6 32	7 15
9 30	7 43	123.0	.....**Wadley**..... ♁	6 15	7 00
9 40	7 53	126.8	..... Abanda	6 02	6 48
9 43	7 57	128.4	..... Blake	5 58	6 42
9 48	8 02	130.5	..... Dickert	5 53	6 37
9 53	8 07	132.5	.....Peavy.....	5 48	6 32
10 05	8 25	137.1	+....**Roanoke**.... ♁	5 35	6 20
10 28	8 48	146.4	....Standing Rock.. ♁	5 16	5 57
10 39	9 00	151.2	.....Abbottsford.....	5 06	5 45
10 48	9 10	154.9	.....Pyne.....	4 58	5 36
11 05	9 25	161.4	+... **La Grange** ... ♁	4 45	5 20
11 19	9 38	168.1	..... Knott	4 32	5 03
11 34	9 54	175.0	.....Stovall..... ♁	4 19	4 52
11 42	10 02	178.9	.....Carlsbad.....	4 11	4 43
11 56	10 17	186.2	....Warm Springs....	3 57	4 28
11 58	10 19	186.8	.... **Bullochville**.. ♁	3 55	4 26
12 10	10 30	192.3	.... **Manchester**.. ♁	*3 45	*4 15
Night	A M		.....ARRIVE] [LEAVE	A M	P M

BETWEEN FITZGERALD AND THOMASVILLE.

No. 19	No. 17	Mls	*September 12, 1909.*	No. 18	No. 20
*5 50 P M	*8 00 A M	0	lve....+ **Fitzgerald** ♁ ...arr.	10 45 A M	10 15 P M
5 42 "	8 10 "	5.0	.....Fletcher.....	10 30 "	10 03 "
5 50 "	8 18 "	9.0	.....**Mystic**..... ♁	10 20 "	9 55 "
5 55 "	8 22 "	11.0	..... Pinetta	10 14 "	9 48 "
4 04 "	8 30 "	15.0	.....Hansen.....	10 06 "	9 40 "
4 09 "	8 35 "	17.0	.....Harding.....	10 01 "	9 36 "
4 16 "	8 41 "	20.0	..... Brighton	9 55 "	9 30 "
4 30 "	8 55 "	25.0	+..... **Tifton** ..... ♁	9 45 "	9 20 "
4 40 "	9 05 "	28.6	.....Keil.....	9 31 "	9 06 "
4 46 "	9 11 "	32.1	..... Iniss	9 26 "	9 01 "
4 53 "	9 20 "	35.0	..... Omega	9 20 "	8 55 "
5 03 "	9 28 "	38.7	..... Crosland	9 12 "	8 47 "
5 11 "	9 36 "	42.2	.....Norman Park..... ♁	9 03 "	8 38 "
5 21 "	9 46 "	46.6	..... Barbers	8 52 "	8 27 "
5 30 "	9 54 "	50.0	.....Kingwood..... ♁	8 45 "	8 20 "
5 38 "	10 00 "	52 2	+..... **Moultrie** ..... ♁	8 37 "	8 14 "
5 44 "	10 05 "	54.5	..... Corbetts	8 32 "	8 06 "
5 52 "	10 11 "	57.7	..... Sunset ..... ♁	8 25 "	8 00 "
6 09 "	10 27 "	65.7	..... Coolidge ..... ♁	8 05 "	7 40 "
6 19 "	10 37 "	70.0	.....Merrillville.....	7 55 "	7 30 "
6 24 "	10 41 "	72.0	..... Touraine ..... ♁	7 50 "	7 25 "
6 28 "	10 45 "	74.0	.....Dillon.....	7 45 "	7 20 "
6 45 P M	11 00 A M	82.5	arr. +.. **Thomasville** ♁ ..lve.	*7 30 A M	*7 05 P M

BETWEEN SESSOMS AND WAYCROSS.

No. 2	No. 4	Mls	*September 12, 1909.*	No. 1	No. 3
*5 05 P M	*9 25 A M	0	lve..... **Sessoms** ♁ ....arr.	9 18 A M	9 08 P M
5 13 "	9 34 "	3.9	.....Murray.....	9 11 "	9 01 "
5 19 "	9 43 "	6.9	.....Beach..... ♁	9 05 "	8 55 "
5 27 "	9 52 "	10.8	.....Bolen.....	8 57 "	8 47 "
5 33 "	9 59 "	13.9	.....Elsie.....	8 51 "	8 41 "
5 44 "	10 10 "	19.4	.....Waltertown.....	8 40 "	8 30 "
– –	– –	25.4	....**Waycross** (Albany Ave.)...	– –	– –
6 00 P M	10 25 A M	26.0	ar. + **Waycross** (Union Sta.) ♁ .lv.	*8 25 A M	*8 15 P M

Ashland and Pyriton.—Trains leave Ashland *6 50 a.m., *7 20 p.m., arrive **Pyriton** (7.1 miles) 7 30 a.m., 8 00 p.m. Leave Pyriton *8 00 a.m., *8 30 p.m., arrive Ashland 8 40 a.m., 9 05 p.m.

Trains marked * run daily.
+ Coupon stations; ♁ Telegraph stations. *Central time.*

CONNECTIONS.—At **Birmingham**—With Louisville & Nashville R.R., Frisco System, Illinois Central R.R., Southern Ry., Alabama Great Southern R.R., Central of Georgia Ry. and Seaboard Air Line Ry. At **Brunswick**—With Mallory Line, Brunswick S.S. Co., Atlantic Coast Line R.R. and Southern Ry. At **Thalmann**—With Seaboard Air Line Ry. At **Hortense**—With Atlantic Coast Line R.R. At **Offerman**—With Atlantic Coast Line R.R. At **Douglas**—With Douglas, Augusta & Gulf R.R. At **Osierfield**—With Fitzgerald, Ocilla & Broxton R.R. At **Fitzgerald**—With Seaboard Air Line Ry. and Garbutt Bros. Tram Road. At **Double Run**—With Gulf Line Ry. At **Cordele**—With Georgia Southern & Florida, Seaboard Air Line and Albany & Northern Rys. At **Montezuma**—With Central of Georgia Ry. At **Oglethorpe**—With Central of Georgia Ry. At **Junc. City**—With Central of Georgia Ry. At **Woodbury**—With Macon & Birmingham and Southern Rys. At **Senoia**—With Central of Georgia Ry. At **Atlanta**—With lines diverging. At **Bullochville (Warm Springs)**—With Southern Ry. At **La Grange**—With Atlanta & West Point R.R. and Macon & Birmingham Ry. At **Roanoke**—With Central of Georgia Ry. At **Mystic**—With Fitzgerald, Ocilla & Broxton R.R. At **Tifton**—With Atlantic Coast Line R.R. and Georgia Southern & Florida Ry. At **Moultrie**—With Georgia Northern Ry. At **Thomasville**—With Atlantic Coast Line R.R. At **Waycross**—With Atlantic Coast Line R.R. At **Talladega**—With Louisville & Nashville R.R., Southern Ry. and Birmingham & Atlantic R.R.

QUICKEST AND MOST CONVENIENT SCHEDULES.

FROM BRUNSWICK TO JACKSONVILLE AND ALL FLORIDA POINTS.—Via Thalmann and Seaboard Air Line.

STATIONS.	Daily.	Daily.
Lve. **Brunswick**	9 05 A M	2 00 P M
Arr. **Thalmann**	9 50 A M	2 45 P M
Lve. **Thalmann**	11 11 A M	5 12 P M
Arr. **Fernandina**	.....	8 10 P M
Arr. **Jacksonville**	1 20 P M	7 30 P M
Arr. **St. Augustine**	3 40 P M	9 55 P M
Arr. **Waldo**	4 55 P M	11 35 P M
Arr. **Ocala**	.....	1 30 A M
Arr. **Orlando**	.....	7 00 A M
Arr. **Tampa**	.....	6 30 A M
Arr. **Lake City**	7 54 P M	.....
Arr. **Tallahassee**	2 40 A M	.....

FROM BRUNSWICK TO SAVANNAH AND ALL POINTS EAST. Via Thalmann and Seaboard Air Line.

STATIONS.	Daily.	Daily.
Lve. **Brunswick**	9 05 A M	8 50 P M
Arr. **Thalmann**	9 50 A M	9 35 P M
Lve. **Thalmann**	10 41 A M	9 55 P M
Arr. **Savannah**	12 25 Noon	11 50 P M
Arr. **Columbia**	4 15 P M	4 35 A M
Arr. **Raleigh**	11 10 P M	11 59 A M
Arr. **Portsmouth**	8 10 A M	5 50 P M
Arr. **Richmond**	4 20 A M	6 05 P M
Arr. **Washington**	7 40 A M	8 35 P M
Arr. **Baltimore**	9 16 A M	9 52 P M
Arr. **West Philadelphia**	11 35 A M	11 51 P M
Arr. **New York**	1 53 P M	3 53 A M

DOUBLE DAILY SERVICE

Electric Lighted Vestibuled Trains

Pullman Drawing-room Sleeping Cars on Night Trains

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THE STANDARD OF EXCELLENCE IN PASSENGER SERVICE

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FINEST ALL-YEAR-ROUND HOTEL IN THE SOUTH. OPEN ALL THE YEAR.

This famous hostelry has been thoroughly renovated and refurnished throughout, and offers to the tourist and general traveler service unexcelled by any hotel in the South. *Rates Reasonable.*

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LEGAL.

HAWES & POTTLE, General Counsel, Bainbridge, Ga.

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J. D. CRAWLEY, Master Mechanic, Bainbridge, Ga.
C. G. BARNEY, Chief Engineer, "

TRAFFIC.

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R. S. REESE, Commercial Agent, Bainbridge, Ga.
M. L. GRIFFIN, Commercial Agent, Tallahassee, Fla.
H. L. OLIVER, Commercial Agent, Apalachicola, Fla
J. S. STOVALL, Traveling Fht. and Pas. Agent, Bainbridge, Ga

ACCOUNTING AND TREASURY.

J. F. INGALLS, Auditor, Bainbridge, Ga. | J. S. RUSSELL, Treasurer, Bainbridge, Ga.

37	3	1	November 7, 1909.	4	2	38
	A M	P M	LVE.] (Cent. of Ga.) [ARR.	P M	A M	
	8 00	10 25	..... Atlanta	9 10	6 28	
	11 40	3 00	..... Macon	4 20	1 25	
	7 00	.. ..	..... Columbus	7 15	....	
	2 07	5 30	..... Americus	1 45	10 40	
	4 05	7 25	arr..... Cuthbert....lve.	11 50	8 48	
	P M	A M	LVE.] (Cent. of Ga.) [ARR.	A M	P M	
	4 05	7 40	..... Albany	11 45	8 30	
	A M	A M	LEAVE] [ARRIVE	P M	P M	
	8 05	....	..... Montgomery	7 55	....	
	10 55	....	..... Eufaula	5 00	....	
	11 50	....	arr..... Cuthbert....lve.	4 06	....	
	A M	P M	LEAVE] (A.C.L.) [ARRIVE	P M	A M	
	6 05	8 50	..... Montgomery	5 50	8 50	
	8 01	8 31	..... Troy	3 57	7 06	
	9 23	9 47	..... Ozark	2 27	5 52	
	12 28	12 40	arr....Bainbridge ...lve.	11 10	3 05	
		P M	LEAVE] (A.C.L.) [ARRIVE	P M	A M	
	A M	8 06	..... Jacksonville	8 45	7 30	
	6 05	10 15	..... Waycross	5 45	5 15	
	8 17	12 15	..... Valdosta	3 37	3 23	
	9 50	1 55	..... Thomasville	1 45	1 55	
	11 10	3 05	arr....Bainbridge ...lve.	12 28	12 40	
	P M	....	Mls. LEAVE] [ARRIVE	Noon	....	
	*2 00	A M	..... Columbus	12 40	P M	
	*4 00	*6 15	0 lv... Richland ..ar.	10 50	9 52	
	4 12	6 27	6 lv.. Kimbrough.ar.	10 38	9 40	
	4 34	6 53	18 lv. Benevolence.ar.	10 15	9 15	
	5 04	7 35	26 + ...Cuthbert ..ō	9 55	8 53	
	5 07	7 38	27 ..Central Junction..	9 38	8 07	
	5 22	7 53	34 .....Randolph.....	9 23	7 51	
	5 28	7 57	36 .....Carnegie....ō	9 19	7 46	
	5 30	8 02	38 ..... Moye	9 15	7 40	
	5 42	8 12	43 .....Edison.....ō	9 06	7 29	
	5 51	8 22	47 ..... Turman.....	8 56	7 18	
	6 10	9 10	53 +...Arlington ..ō	8 40	‖7 00	
	6 20	9 21	57 ..... Rowena	8 24	6 20	
	6 31	9 33	63 ..... Damascus ...ō	8 12	6 06	
	6 38	9 42	65 ... Warren's Mill ...	8 06	5 57	
	6 40	9 47	67 ..... Corea	8 01	5 50	
	6 50	9 55	71 .....Colquitt ....ō	7 53	5 40	
	6 57	10 03	75 ....Nicholasville.....	7 44	5 30	
	7 00	10 07	76 .....Babcock ....ō	7 40	5 25	
	7 09	10 17	81 ..... Eldorendo ...ō	7 31	5 15	
	7 18	10 27	86 .....Lynn.....	7 21	5 05	
	7 26	10 45	91 ..West Bainbridge..	7 10	4 48	
A M	7 35	10 50	92 arr.§+Bain- §lve.	7 00	4 38	P M
†9 10	7 38	10 55	92 lve.§ bridge ō §arr.	6 50	4 28	3 30
9 40	7.53	11 10	100 ..... Bower ..... ō	6.35	4 11	3 05
10 05	8 01	11 18	104 .....Attapulgus ..ō	6 26	4 00	2 50
10 15	8 06	11 23	106 ..... Laingkat	6 20	3 50	2 30
10 30	8 16	11 33	111 .....Getzlaff.....	6 11	3 38	2 12
10 45	8 22	11 38	114 .....Hinson ....ō	6 06	3 28	2 00
11 10	8 27	11 43	115 .....Havana....ō	6 02	3 22	1 45
11 25	8 38	11 52	120 .....Gibson	5 53	3 08	1 20
11 50	8 45	12 01	123 ... Lake Jackson ...	5 45	2 56	1 00
11 55	8 49	12 05	126 .....San Helena.....	5 42	2 51	12 50
12 15	9 05	‖1220	132 arr.§+Talla- §lve.	*5 25	2 35	12 30
2 40	P M	12 50	132 lve.§ hassee ō §arr.	A M	‖1250	10 50
3 05	....	1 15	142 .....Spring Hill.....	....	12 28	10 20
3 25	....	1 24	146 .... Hilliardville	....	12 19	10 02
3 38	....	1 34	151 .....Raker Mill.....	....	12 00	9 45
3 50	....	1 40	153 .....Arran.....ō	....	12 06	9 40
3 58	....	1 47	156 .....Mill Grove.....	....	11 54	9 25
4 12	....	1 56	161 .....Ashmore	....	11 45	9 10
4 22	....	2 01	163 .....Sopchoppy ...ō	....	11 40	9 00
4 42	....	2 08	166 .....Curtis Mill.....	....	11 32	8 46
4 50	....	2 13	169 .....Macintyer	....	11 27	8 40
5 15	....	2 31	177 ...Lanark Springs...	....	11 10	8 15
5 30	....	2 45	182 ar.+Carrabelle ō lv.	....	*1100	†8 00
P M	....	P M	(Via Steamer.)	....	A M	A M
....	....	5 55	214 +.Apalachicola ..	....	b6 40	....
....	....	P M	ARRIVE] [LEAVE	....	A M	....

Georgia, Florida & Alabama Railway

Announce the completion of its Northern Extension from Cuthbert, Ga., to Richland, Ga.,

NOW OPEN

for PASSENGER TRAFFIC.

Ticket representation, via the Richland Route, is respectfully requested from foreign lines.

HAVANA AND QUINCY.

11	9	7	Mls	November 7, 1909.	8	10	12
P M	Noon	A M	....	LEAVE] [ARRIVE	A M	A M	P M
*3 50	*1201	*6 19	0	..... Havana.....ō	5 57	11 37	3 12
3 43	12 15	6 28	5	..... Florence	5 44	11 24	2 59
3 49	12 21	6 34	7	.....Littman.....	5 38	11 18	2 53
3 56	12 28	6 41	9	.....Corry.....	5 31	11 11	2 46
4 02	12 34	6 46	11	.....Quincy.....	*5 25	*1105	*2 40
P M	Noon	A M	....	ARRIVE] [LEAVE	A M	A M	P M

United States Mail Steamer *Crescent City*, plying daily between Apalachicola and Carrabelle in connection with Georgia, Florida & Alabama Railway, furnishes the only all Daylight Route between Apalachicola, Tallahassee and points on the Seaboard Air Line Ry. It is the shortest, cheapest and most desirable route, saving in time between Apalachicola, Jacksonville and Eastern and Northern points over twelve hours.

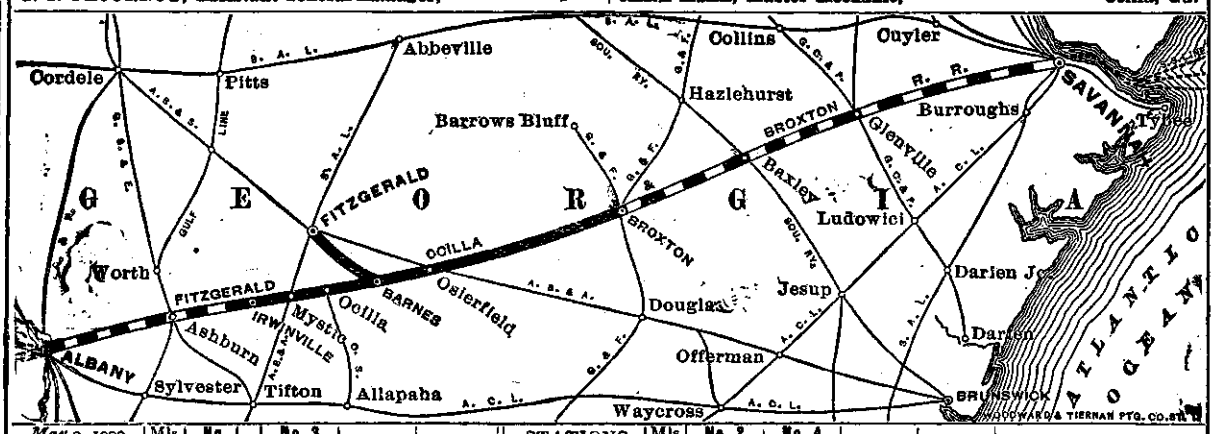
* Daily; † daily, except Sunday; § Sunday only; *b* leaves daily, but on Sundays leaves 20 minutes later. ‖ Meals. + Coupon stations; ō Telegraph stations.
STANDARD—*Central time.*

CONNECTIONS.—At Cuthbert, Ga.—With Central of Georgia Ry. At Arlington, Ga.—With Central of Georgia Ry. At Bainbridge, Ga.—With Atlantic Coast Line R.R. and Apalachicola and Flint River steamers. At Tallahassee, Fla.—With Seaboard Air Line Ry. and Tallahassee South Eastern R.R. At Carrabelle, Fla.—With Apalachicola steamers, also with Pensacola, St. Andrews & Gulf S.S. Co. and Chattahoochee River steamers. At Apalachicola.—With Pensacola, St. Andrews & Gulf S.S. Co. and Chattahoochee River steamers.

STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | **SAFETY CAR HEATING & LIGHTING CO.** NEW YORK. CHICAGO. ST. LOUIS.

FITZGERALD, OCILLA & BROXTON RAILROAD COMPANY.

H. C. McFADDEN, President and Gen. Manager, Fitzgerald, Ga.
G. S. FLOURNOY, Assistant General Manager, "
C. B. GWYN, Auditor, Fitzgerald, Ga.
CARL HILL, Master Mechanic, Ocilla, Ga.



May 9, 1909.	Mis.	No. 1	No. 3			STATIONS.	Mis.	No. 2	No. 4		
Lv. Irwinville.	0	.....	*1 50 P M	.....	.....	Lv. Broxton..	0	*9 25 A M	*5 20 P M	.....	.....
" Mystic....	4.5	.....	2 02 "	.....	.....	" Jowers.....	4.5	9 35 "	5 30 "	.....	.....
Ar. Ocilla.....	8.6	.....	2 25 "	.....	.....	" Hokesboro .	7.0	9 46 "	5 41 "	.....	.....
Lv. Ocilla.....	8.6	*7 00 A M	2 30 "	.....	.....	" Horton.....	10.0	9 53 "	5 48 "	.....	.....
" Frank.....	12.5	7 14 "	2 46 "	.....	.....	" Thurman...	13.2	10 03 "	5 58 "	.....	.....
Ar. Barnes....	13.6	7 17 A M	2 50 P M	.....	.....	" Osierfield.	14.9	10 08 "	6 03 "	.....	.....
Lv. Dorminy....	15.6	7 21 A M	2 55 P M	.....	.....	" Flournoy...	18.4	10 20 "	6 15 "	.....	.....
Ar. Fitzgerald	19.1	7 35 "	3 10 "	.....	.....	Ar. Barnes....	20.0	10 25 A M	6 20 P M	.....	.....
Lv. Fitzgerald	19.1	7 40 "	3 35 "	.....	.....	Lv. Dorminy...	22.0	10 30 A M	6 25 P M	.....	.....
Ar. Dorminy...	22.6	7 58 A M	3 50 P M	.....	.....	Ar. Fitzgerald	25.5	10 45 "	6 45 "	.....	.....
Lv. Barnes....	24.6	8 02 A M	3 55 P M	.....	.....	Lv. Fitzgerald	25.5	11 10 "	6 50 "	.....	.....
" Flournoy...	26.2	8 07 "	4 00 "	.....	.....	Ar. Dorminy...	29.0	11 25 A M	7 05 P M	.....	.....
" Osierfield.	29.7	8 19 "	4 12 "	.....	.....	Lv. Barnes....	31.0	11 30 A M	7 15 P M	.....	.....
" Thurman...	31.4	8 24 "	4 17 "	.....	.....	" Frank.....	32.2	11 34 "	7 20 "	.....	.....
" Horton.....	34.6	8 34 "	4 27 "	.....	.....	Ar. Ocilla.....	36.0	11 50 A M	7 40 P M	.....	.....
" Hokesboro .	37.6	8 41 "	4 34 "	.....	.....	Lv. Ocilla.....	36.0	12 50 Noon	.....	.....	.....
" Jowers.....	41.1	8 52 "	4 45 "	.....	.....	" Mystic....	40.1	1 13 P M	.....	.....	.....
Ar. Broxton ..	44.6	9 05 A M	5 00 P M	.....	.....	Ar. Irwinville.	44.6	1 26 P M	.....	.....	.....

Trains marked * run daily.

STANDARD—*Central time.*

CONNECTIONS.

At **Fitzgerald** and **Ocilla**—With Atlanta, Birmingham & Atlantic R.R. and Seaboard Air Line Ry.

At **Mystic** and **Osierfield**—With Atlanta, Birmingham & Atlantic R.R.

At **Broxton**—With Douglas, Augusta & Gulf R.R.

Philadelphia & Gulf Steamship Company.

WEEKLY

DIRECT { PHILADELPHIA / NEW ORLEANS } SAILINGS

FROM PHILADELPHIA
PIER 10, NORTH DELAWARE AVENUE
EVERY SATURDAY

FREIGHT ONLY

FROM NEW ORLEANS
PICAYUNNE TIER
EVERY WEDNESDAY

Regular freight service between points in Seaboard Territory, via Philadelphia and New Orleans and Baton Rouge, Bayou Sara, Monroe, Shreveport and points in Arkansas, Louisiana, Oklahoma and Kansas as shown in published tariffs.

CONNECTIONS.

At PHILADELPHIA—With Baltimore & Ohio R.R., Pennsylvania R.R., Philadelphia & Reading Ry., and Baltimore & Philadelphia Steamboat Co.

At NEW ORLEANS—With Colorado Southern, New Orleans & Pacific R.R., Rock Island-Frisco System, Louisiana Railway & Navigation Co., New Orleans & North-eastern R.R., and Texas & Pacific Ry.

GENERAL OFFICES—LAFAYETTE BUILDING, PHILADELPHIA.

F. S. GROVES, President.
B. F. KRAFFERT, Vice-Prest. and Treas.
W. H. DUDLEY, Auditor.
MILTON CAMPBELL, Secretary.
JOSEPH B. CABELL, Traffic Mgr.
G. B. DOWDY, Asst. Traffic Mgr.

AGENCIES.

C. H. GOODRICH, General Eastern Agent, 206 Broadway, New York, N.Y.
H. E. GREEN, Soliciting Freight Agent, Chester, Pa., and Wilmington, Del.
J. B. DERBY, Soliciting Freight Agent, 506 Lafayette Bldg, Philadelphia, Pa.
H. P. DOLARD, Agent, Picayunne Tier, New Orleans, La.
W. G. HEWITT, Soliciting Freight Agent, 14 St. Paul St., Baltimore, Md.
F. S. GROVES, Jr., Manager, Pier 10, N. Delaware Ave., Philadelphia, Pa.

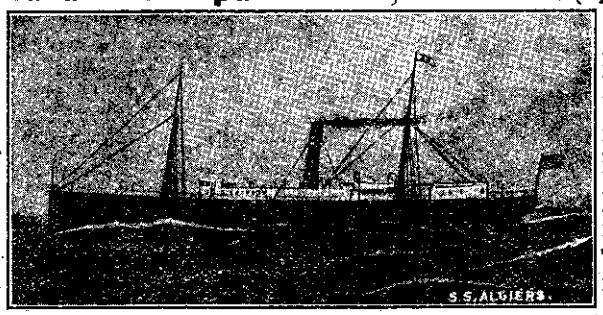
Southern Steamship Company

Philadelphia, Charleston and Jacksonville, Philadelphia and Tampa } S.S. Lines

Steamships
"ALGIERS" . . . 2,250 tons
"SHAWMUT" . . . 2,200 tons
"PALMER" . . . 2,600 tons

Sailing from
PIER 28, SOUTH WHARVES, PHILADELPHIA
TO
Charleston, S.C., and Jacksonville, Fla.
and points on
Southern Ry., Georgia R.R., Georgia Southern & Florida Ry., Alabama Great Southern Ry., Atlanta & West Point R.R. and Western Ry. of Alabama.
12 00 noon Saturdays.

TO
Key West and Tampa.
January 1st, 15th and 29th.



CONNECTIONS.
At Philadelphia—With Pennsylvania R.R., Baltimore & Ohio R.R., Philadelphia & Reading Ry.
At Charleston—With Southern Railway.
At Jacksonville—With Florida East Coast Ry., Georgia Southern & Florida Ry., Seaboard Air Line Ry., Atlantic Coast Line R.R.
At Tampa—With Seaboard Air Line Ry., Atlantic Coast Line R.R., Tampa Northern R.R., Favorite Line Steamers.

Through Rates—Quick Dispatch

Marine Insurance Effected at Lowest Rates

General Office—Southwest Corner Third and Chestnut Streets, Philadelphia.

GEO. R. DILKES, President and General Manager.
E. W. SAVAGE, Secretary.
H. P. DILKES, Vice-President and Traffic Manager
R. L. DREW, General Freight Agent.

E. MEVLE, Agent, Philadelphia, Pa.
GEO. W. MCIVER, Agent, Charleston, S.C.
J. J. CAROLAN, Agent, Jacksonville, Fla.
A. C. ELGIN, Agent, Key West, Fla.
A. J. MOONEY, Agent, Tampa, Fla.

WADLEY SOUTHERN RAILWAY CO.

W. A. WINBURN, President, Savannah, Ga.
_____, Vice-Prest., »
W. D. BEYMER, Auditor, »
W. C. ASKEW, Treasurer, »
H. A. JORDAN, Gen. Fht. and Pas. Agt., Swainsboro, Ga.
T. T. HOLLOMON, Gen. Supt., Wadley, Ga.

16	11	Mls	October 31, 1909.	12	20	
A M	A M	....	LEAVE} {ARRIVE	P M	A M	....
§7 40	†6 50	0	+.....**Wadley**[1].....ō	1 15	11 45	....
7 52	7 04	6	.....Pinetucky.....	12 57	11 30	....
8 00	7 14	11	.....Ennis.....	12 45	11 20	....
8 06	7 28	13	.....Tom.....	12 35	11 12	....
8 14	7 50	15	.....Kite.....	12 20	11 05	....
8 32	8 18	21	.....Meeks.....	11 45	10 50	....
8 42	8 28	25	.....Odomville.....	11 25	10 40	....
9 00	9.05	27	+.....**Adrian**[2].....ō	11 05	10 25	....
9 05	9 10	29	.....Rixville.....	10 40	10 10	....
9 15	9 20	33	.....Orianna.....	10 25	10 00	....
9 35	9 35	37	+...**Rocklodge**[3]..ō	†10 15	§9 50	....
A M	A M	....	ARRIVE} {LEAVE	A M	A M	....

....	5	3	1	Mls	October 31, 1909.	2	4	6
....	P M	P M	A M	....	LEAVE} {ARRIVE	P M	P M	Noon
....	§2 50	†2 50	*4 30	0	.....**Wadley**[1].....	1 45	9 55	12 00
....	3 05	3 05	4 43	5	.....Greenway.....	1 27	9 37	11 43
....	3 16	3 30	4 53	9	.....Blundale.....	1 15	9 27	11 33
....	3 30	3 50	5 06	15	.....Dellwood.....	12 50	9 12	11 18
....	3 48	4 35	5 22	20	.....**Swainsboro**[4]....	12 30	8 54	11 02
....	4 06	5 00	5 35	27	.....McLeod.....	11 40	8 36	10 43
....	4 30	5 18	5 50	33	arr...**Stillmore**[5]..lve.	11 20	8 20	10 25
....	4 30	5 45	5 55	33	lve...**Stillmore**...arr.	10 43	8 20	10 25
....	4 45	6 05	6 10	40	.....Aline.....	10 25	7 58	10 00
....	4 48	6 10	6 12	41	.....Corsica.....	10 15	7 56	9 56
....	5 05	6 35	6 26	46	.....Cobbtown.....	9 55	7 40	9 42
....	5 25	7 00	6 45	53	.....**Collins**[6].....	†9 20	*7 20	§9 20
....	P M	P M	A M	....	ARRIVE} {LEAVE	A M	P M	A M

* Daily; ‡ daily, except Sunday; § Sunday only. + Coupon stations. ō Telegraph stations. *Central time.*

Connections.—[1] With Central of Georgia Ry. and Louisville & Wadley Ry. [2] With Cent. of Georgia Ry. for points on B. & P. Div. [3] With Macon, Dublin & Savannah R.R. for Vidalia and Dublin. [4] With Augusta & Florida Ry. [5] With Millen & Southwestern R.R. and Central of Georgia Ry. [6] With Seaboard Air Line Ry. and Collins & Reidsville R.R.

HILLSBORO & NORTHEASTERN RAILWAY.

W. H. H. CASH, Secretary and General Manager, Hillsboro, Wis.

Trains leave Hillsboro †9 30 a.m., *2 20 p.m., arriving **Union Center**[1] (5 miles) 9 50 a.m., 2 40 p.m. Returning, leave Union Center †10 33 a.m., *5 20 p.m., arriving Hillsboro 11 10 a.m., 5 45 p.m. *April*, 1908.

* Daily; † daily, except Sunday. *Central time.*

Connection.—[1] With Chicago & North-Western Ry.

MOSCOW, CAMDEN & SAN AUGUSTINE RAILWAY.

W. T. CARTER, President, Camden, Tex.

Train leaves Camden †8 30 a.m., arriving **Moscow**[1] (7 miles) 9 00 a.m. Returning, leaves Moscow †10 45 a.m., arriving Camden 11 15 a.m.

† Daily, except Sunday. *March*, 1908.

Connection.—[1] With Houston East and West Texas Ry.

LOUISVILLE & WADLEY RAILROAD.

T. T. HOLLOMON, General Superintendent, Wadley, Ga.

Trains leave Louisville †9 30 a.m., †1 25, †4 50 p.m., arriving at **Wadley**[1] (11 miles) 10 05 a.m., 2 00, 5 25 p.m. Returning, leave Wadley †7 00, †10 50 a.m., †2 50 p.m., arriving at Louisville 7 35, 11 25 a.m., 3 25 p.m.

† Daily, except Sunday. *Central time.* *October* 31, 1909.

Connections.—[1] With Central of Georgia and Wadley Southern Rys.

CASSVILLE & WESTERN RAILWAY.

S. M. MITCHELL, President and General Manager, Cassville, Mo.

From **Exeter** to Cassville (5 miles). Trains run to connect with all trains of Frisco System at Exeter. *Central time.* *April*, 1908.

United Steamship Co.

REGULAR SERVICE

GALVESTON TO CUBA

Transporting Passengers, General Cargo and Live Stock.

Through bills of lading issued and through rates quoted from Chicago, St. Louis, Milwaukee, Kansas City, South Omaha, Denver, San Francisco, Dallas, Fort Worth and all western points in connection with the Santa Fe, Mo. Pac., M. K. & T., and Rock Island-Frisco Systems to and from Cuban ports.

PROPOSED SAILINGS FROM GALVESTON.

S.S. *Galveston*, 1st of each month for Havana and Matanzas.

S.S. *Progreso*, 10th of each month for Havana, Santiago, Manzanillo and Cienfuegos.

S.S. *Galveston*, 20th of each month for Havana only.

H. MOSLE & CO., Commercial Agents, Galveston, Tex.

PROPOSED SAILINGS FROM NEW ORLEANS, LA.

S.S. *Progreso*, 6th of each month, via Galveston, for Santiago, Manzanillo and Cienfuegos.

RICHARD MEYER CO., Agents, 825 Gravier St., New Orleans, La.

JOHN SEALY, President, Galveston, Tex.
H. MOSLE, Vice-President and Traffic Manager, »
JAS. M. LYKES, Vice-President and Manager, Secretary-Treasurer, »
LYKES BROS., Agents, Havana, Cuba.

November, 1909.

KANAWHA & COAL RIVER RAILWAY.

W. N. TALLEY, Superintendent, Spring Hill, W.Va.

Trains leave **Spring Hill**[1] *m*6 00, *a*7 50 a.m., †12 10 noon for Humbird (9 miles), arriving Chilton (13 miles) *m*7 25, *a*9 15 a.m. Returning, leave Chilton †9 35 a.m., *b*1 55, *k*3 55 p.m., arriving at Spring Hill 11 45 a.m., *b*4 05, *k*6 05 p.m. *Central time.* *February*, 1906.

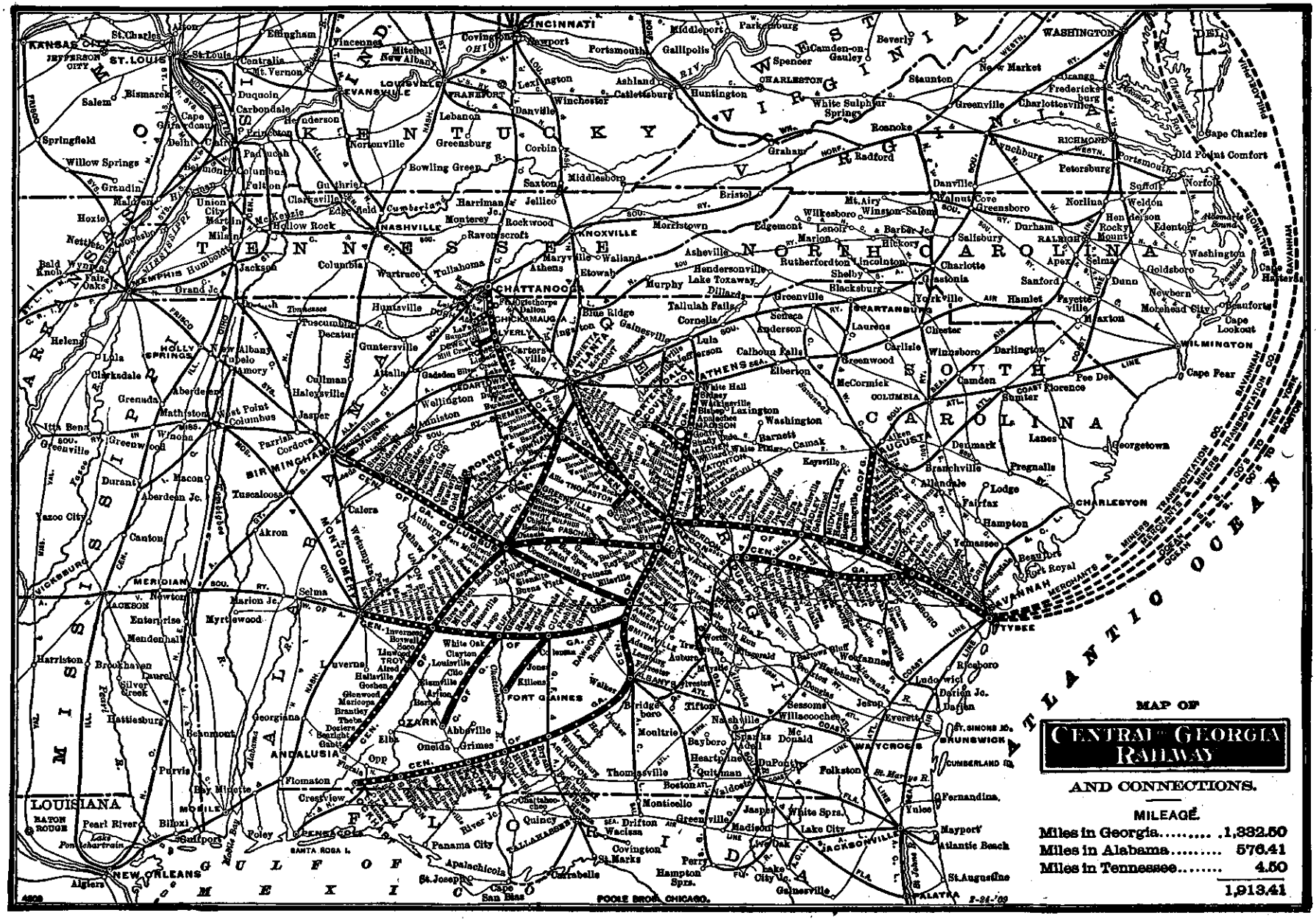
† Daily, except Sunday; *a* daily, except Sunday and Monday; *b* daily, except Saturday and Sunday; *k* Saturday; *m* Monday only.

Connection.—[1] With Chesapeake & Ohio Ry.

THE TOLEDO SOUTHEASTERN RAILWAY CO.

CALEB E. GOWEN, General Manager, Cleveland, O.

This line is operated for freight traffic only between White Rock, O., and Martin, O., connecting at Martin, O., with the L. S. & M. S. Ry. Co. *April*, 1908.


MAP OF
CENTRAL OF GEORGIA RAILWAY
AND CONNECTIONS.
MILEAGE.
Miles in Georgia..... 1,332.50
Miles in Alabama..... 576.41
Miles in Tennessee..... 4.50
1,913.41
ATLANTIC OCEAN
GULF OF MEXICO
POOLE BROS. CHICAGO.

CENTRAL OF GEORGIA RAILWAY

General Offices—Savannah, Ga.

EXECUTIVE DEPARTMENT.

J. F. HANSON, President, Atlanta, Ga.
ALEXANDER R. LAWTON, Vice-President, Savannah, Ga.
WM. A. WINBURN, Vice-President, "
LAWTON & CUNNINGHAM, General Counsel, "
C. C. WILLIAMS, Secretary, Atlanta, Ga.
GEORGE H. RICHTER, Assistant Secretary, Savannah, Ga.
W. C. ASKEW, Treasurer, "
H. V. JENKINS, Cashier, "
R. C. FETZER, Jr., Paymaster, "

ACCOUNTING DEPARTMENT.

W. D. BEYMER, Comptroller, Savannah, Ga.
M. B. NICHOLS, Auditor of Traffic, "
C. H. BANKS, Auditor of Disbursements, Savannah, Ga.
W. B McKINSTRY, Freight Claim Agent, "

OPERATING DEPARTMENT.

T. S. MOISE, General Manager, Savannah, Ga.
J. T. JOHNSON, General Superintendent, "
G. L. CANDLER, Superintendent Transportation, "
C. K. LAWRENCE, Chief Engineer, "
F. F. GAINES, Superintendent of Motive Power, "
R. L. RAUGH, Purchasing Agent, "
T. F. SMITH, Land and Tax Agent, Savannah, Ga.
C. F. GROVES, Car Accountant, "
W. H. WRIGHT, Superintendent Savannah Division, "
R. J. HARLAN, Superintendent Macon Division, Macon, Ga.
R. D. POLLARD, Superintendent Southwestern Division, "
HENRY B. CRAWFORD, Supt. Columbus Division, Columbus, Ga.
R. J. HARLAN, Supt. Chattanooga Division, Cedartown, Ga.

TRAFFIC DEPARTMENT.

WM. A. WINBURN, Vice-President, Savannah, Ga.
J. C. HAILE, General Passenger Agent, "
FRED. J. ROBINSON, Asst. General Passenger Agent, "
CHARLES T. AIREY, Freight Traffic Manager, "
N. B. WRIGHT, Asst. General Freight Agent, Savannah, Ga.
C. W. CHEARS, Division Freight & Pas. Agent, Chattanooga, Tenn.
D. W. APPLER, Division Freight Agent, Atlanta, Ga.
J. M. MALLORY, Industrial Agent, Savannah, Ga.

FREIGHT AND PASSENGER REPRESENTATIVES.

Albany, Ga.—J. W. REYNOLDS, Commercial Agent, 222 Pine St.
" L. W. KEITH, Traveling Passenger Agent, "
Americus, Ga.—J. E. HIGHTOWER, Ticket Agent.
Athens, Ga.—H. R. MCLEAN, Commercial Agent, 184 College Ave.
Atlanta, Ga.—W. H. FOGG, Dist. Pas. Agt., Ground Floor, 4th Nat. Bank Bldg.
" T. L. COLLINGS, Com'l Agent, 401-5 Fourth Nat. Bank Bldg.
Augusta, Ga.—F. F. POWERS, Commercial Agent, 719 Broad Street.
" W. W. HACKETT, Traveling Passenger Agent, "
Baltimore, Md.—J. B. ANDREWS, Com'l Agt., Cor. Light and German Sts.
" ALAN W. GRAVES, Trav. Fht. Agt., "
Birmingham, Ala.—S. E. COWIN, Commercial Agent, 2002 First Ave.
Boston, Mass.—A. DE W. SAMPSON, New England Agt., 316 Old South Bldg.
" S. L. JONES, Asst. New England Agent, "
Chattanooga, Tenn.—W. E. STEWART, Com'l Agt., Cor. Cherry and 8th Sts.
Chicago, Ill.—H. A. FLETCHER, Commercial Agt., 328-329 Marquette Bldg.
" GEO. M. ROWELL, Trav. Fht. Agt., "
Cincinnati, O.—G. T. SOLAR, Com'l Agent, 702-703 Andrews Bldg.
" L. L. SHIELDS, Trav. Fht. Agt., "
Columbus, Ga.—S. M. WELLBORN, Com'l Agent, 10 and 12 Eleventh St.
" J. L. HUNT, Traveling Passenger Agent, "
Denver, Colo.—JOHN F. HARVEY, Com'l Agent, 206 Century Bldg.
Jacksonville, Fla.—F. L. CORWIN, Commercial Agent, 224 West Bay St.
" J. E. ROACH, Traveling Freight Agent, "
Kansas City, Mo.—D. W. VAUGHAN, Jr., Com'l Agt., 243 Board of Trade Bldg.
Louisville, Ky.—A. W. THOMAS, Trav. Fht. Agt., 338 West Main St.
Macon, Ga.—J. G. CARLISLE, Commercial Agent, 403-405 Fourth Street.
" D. F. BRADY, Traveling Freight Agt., "
" JNO. W. BLOUNT, Dist. Pas. Agt., cor. Second and Cherry Sts.
" C. A. DEWBERRY, City Pas. and Ticket Agent, "
Memphis, Tenn.—W. C. KILGORE, Com'l Agt., 603 Tennessee Trust Bldg.
Montgomery, Ala.—GEO. R. WRIGHT, Com'l Agt., Exchange Hotel Bldg.
Nashville, Tenn.—E. B. LEWIS, Commercial Agent, 414 Church St.
New York, N.Y.—J. B. PARKER, Eastern Traffic Agent, 317 Broadway.
" WM. J. LITTELL, Traveling Freight Agent, "
Oklahoma City, Okla.—TINSLEY SMITH, Commercial Agent, 410 Scott-Thompson Building.
Philadelphia, Pa.—S. A. TUBMAN, Commercial Agt., 105 South 9th St.
" W. C. SHANNON, Traveling Freight Agent, "
Rome, Ga.—C. S. PRUDEN, Commercial Agent.
St. Louis, Mo.—E. W. WHITE, Commercial Agent, 222 Pierce Building.
" BEN E. COOK, Traveling Freight Agent, "
Savannah, Ga.—R. C. BROOKES, Commercial Agent, 37 Bull St.
" WM. B. CLEMENTS, City Pas. and Ticket Agent, 37 Bull St.

DAILY THROUGH CONDENSED SCHEDULES AND SLEEPING CAR SERVICE.

"DIXIE FLYER"

Between

CHICAGO, ST. LOUIS AND JACKSONVILLE, FLA.

	No. 95	(Central time.)	No. 94	
.....	9 50 P M	lve. Chicago.....(C. & E. I.) arr.	6 47 A M	.....
.....	2 55 A M	lve. Terre Haute (E. & T. H.) arr.	12 50 Night	.....
.....	6 30 A M	arr. Evansville..... " lve.	8 15 P M	.....
.....	6 35 A M	lve. Evansville....(L. & N.) arr.	8 45 P M	.....
.....	11 42 A M	arr. Nashville ..... " lve.	3 45 P M	.....
.....	8 55 P M	lve. St. Louis.....(Ill. Cent.) arr.	7 20 A M	.....
.....	8 35 A M	arr. Nashville (N. C. & St. L.) lve.	8 00 P M	.....
.....	11 52 A M	lve. Nashville (N. C. & St. L.) arr.	3 40 P M	.....
.....	4 17 P M	lve. Chattanooga. (W. & A. R.R.) arr.	11 10 A M	.....
.....	8 17 P M	arr. Atlanta..... " lve.	7 15 A M	.....
.....	8 40 P M	lve. Atlanta....(Cent. of Ga.) arr.	6 50 A M	.....
.....	11 40 P M	arr. Macon..... " lve.	3 55 A M	.....
.....	11 50 P M	lve. Macon.....(G. S. & F.) arr.	3 49 A M	.....
.....	3 00 A M	arr. Tifton ..... " lve.	12 40 Night	.....
.....	5 20 A M	arr. Waycross.....(A. C. L.) arr.	10 15 P M	.....
.....	7 30 A M	arr. Jacksonville... " lve.	8 15 P M	.....

TRAIN EQUIPMENT.—Solid Vestibule Trains Chicago and Jacksonville, Fla.—Pullman Drawing-room Sleeping Cars, Coaches and Baggage Car Chicago and Jacksonville. Dining Car Evansville and Atlanta. Mail Car Evansville and Nashville and Nashville and Atlanta. Pullman Drawing-room Sleeping Car St. Louis and Jacksonville. Pullman Sleeping Car Atlanta and Jacksonville.

SAVANNAH, MACON, MEMPHIS AND KANSAS CITY.

8 00 P M	6 45 A M	lve. Savannah....(C. of Ga.) arr.	7 30 A M	.....
a7 40 P M	6 30 A M	arr. Augusta..... " arr.	b7 50 A M	.....
2 45 A M	1 06 P M	lve. Macon..... " arr.	1 15 A M	4 30 P M
6 00 A M	4 25 P M	lve. Columbus..... " arr.	9 60 P M	12 50 Noon
6 55 A M	5 27 P M	lve. Opelika..... " arr.	8 50 P M	11 52 A M
11 30 A M	10 10 P M	arr. Birmingham... " lve.	4 40 P M	7 00 A M
12 20 Noon	10 50 P M	lve. Birmingham..(Frisco Sys.) arr.	4 05 P M	6 15 A M
6 62 P M	5 55 A M	arr. Holly Springs.. " lve	9 55 A M	10 40 P M
8 06 P M	7 30 A M	arr. Memphis..... " lve.	8 40 A M	9 00 P M
4 53 A M	8 15 P M	arr. Springfield..... " lve.	12 10 Night	7 35 A M
7 45 A M	2 50 A M	arr. Fort Scott..... " lve.	9 00 P M	3 15 A M
10 25 A M	7 00 A M	arr. Kansas City.... " lve.	6 15 P M	11 50 P M

Through Pullman Sleeping Cars between Kansas City and Birmingham. Pullman Buffet Sleeping Cars between Birmingham and Jacksonville. Drawing-room Sleeping Cars between Columbus and Savannah. Close connection at all points with diverging lines. Sleeping Cars Birmingham and Chicago and St. Louis.

"SOUTH ATLANTIC LIMITED"

Bet. CINCINNATI, CHICAGO, INDIANAPOLIS AND JACKSONVILLE, FLA.

No. 10	No. 33	(Central time.)	No. 32	No. 1
.....	9 50 P M	lve. Chicago..(Penna. Lines) arr.	7 10 A M	.....
8 25 P M	8 00 A M	lve. Cincinnati....(L. & N.) arr.	8 45 P M	7 45 A M
.....	4 10 A M	lve. Indianapolis.(Pa. Lines) arr.	1 05 A M	.....
8 00 P M	8 00 A M	lve. Louisville.....(L. & N.) arr.	8 40 P M	7 40 A M
5 50 A M	4 26 P M	lve. Knoxville..... " arr.	12 15 Noon	10 40 P M
11 55 A M	10 00 P M	arr. Atlanta..... " lve.	6 45 A M	5 10 P M
12 30 Noon	10 25 P M	lve. Atlanta.....(C. of Ga.) arr.	6 28 A M	4 28 P M
5 45 P M	1 20 A M	arr. Macon..... " lve.	3 30 A M	1 30 P M
.....	1 25 A M	lve. Macon.....(G. S. & F.) arr.	3 25 A M	.....
.....	4 25 A M	arr. Tifton ..... " lve.	12 25 Night	.....
.....	6 35 A M	arr. Waycross.....(A. C. L.) lve.	10 05 P M	.....
.....	8 45 A M	arr. Jacksonville... " lve.	8 05 P M	.....

TRAIN EQUIPMENT.—"South Atlantic Limited."—Pullman Sleeping Cars, Coaches, Baggage and Seat Car Cincinnati and Jacksonville. Pullman Drawing-room Sleeping Car Chicago and Jacksonville, via Cincinnati; Indianapolis and Jacksonville via Louisville. Passengers, leaving Indianapolis 4 10 a.m., can retire 9 00 p.m.; arriving Indianapolis 1 08 a.m., can remain in car until 7 00 a.m. Coaches Chicago and Louisville and Louisville and Corbin. Dining Car Cincinnati and Atlanta, serving all meals (a la carte). Drawing-room Sleeping Car Atlanta and Albany. Mail Car Cincinnati and Atlanta and Atlanta and Montgomery.

"SEMINOLE LIMITED"

Between CHICAGO, ST. LOUIS AND JACKSONVILLE, FLA.

		No. 4	(Central time.)	No. 3	
....	....	8 00 P M	lve. Chicago (Cent. St. (I.C.R.R.) arr.	7 15 A M	.....
....	....	11 20 P M	lve. St. Louis. ..... " arr.	7 20 A M	.....
....	....	4 30 P M	arr. Birmingham.... " lve.	11 45 A M	a Sunday leaves 8 40 p.m.; b Sunday arrives 7 05 a.m.
....	....	4 40 P M	lve. Birmingham..(C. of Ga.) arr.	11 30 A M	
....	....	10 05 P M	lve. Columbus ..... " arr.	5 50 A M	
....	....	12 10 Night	arr. Americus..... " lve.	3 35 A M	
....	....	1 15 A M	arr. Albany..... " lve.	2 30 A M	
....	....	1 25 A M	lve. Albany.....(A. C. L) arr.	2 20 A M	
....	....	2 50 A M	arr. Tifton..... " lve.	12 55 Night	
....	....	4 55 A M	arr. Waycross..... " lve.	10 50 P M	
....	....	7 05 A M	arr. Jacksonville... " lve.	8 40 P M	.....

TRAIN EQUIPMENT.—Solid Through Trains.—Observation Sleeping Cars and Ten-Section-Two-Drawing-room Sleeping Cars between Chicago and Jacksonville, Fla. Free Reclining Chair Cars (steel construction throughout, roomy, comfortable and with all modern conveniences) and Combination Baggage Car and Coach between Chicago and Jacksonville, Fla. Dining Car Fulton and Columbus, Ga.

Through Sleeping Cars between St. Louis and Jacksonville, Fla. Free Reclining Chair Cars between St. Louis and Fulton, and Fulton and Jacksonville, Fla., change into through cars to and from Jacksonville being made on same train en route, thus giving through Free Reclining Chair Car service between St. Louis and Jacksonville, Fla.

CENTRAL OF GEORGIA RAILWAY

SAVANNAH, MACON AND ATLANTA.

11	9	7	5	3-33	1	Mls.	*November 14, 1909.*	2	4	8	6	10	12
.....	A M	P M	P M	P M	A M	.....	(*Central time.*)	P M	A M	A M	A M	A M	.....
.....	†5 22	†605	*200	*8 00	*6 45	0	lv.. + **Savannah** ♁.ar.	6 30	7 50	5 20	11 00	7 50	.....
.....	5 33	6 18	2 10	— —	— —	3.4	.. Central Junction ..	6 18	— —	5 10	10 50	7 42	.....
.....	— —	6 30	2 21	8 20	7 02	9.2	.....Pooler ..... ♁	6 06	*s* —	5 00	10 39	7 32	.....
.....	— —	6 37	2 27	*b* —	7 08	12.4	.....Bloomingdale.....	5 59	*s* —	4 54	10 33	7 26	.....
.....	6 00	6 48	2 37	8 38	7 16	17.0	.....**Meldrim**.... ♁	5 50	*h* —	4 44	10 25	7 16	.....
.....	— —	6 50	2 41	*b* —	7 20	19.3	..... Eden	5 46	— —	4 39	10 20	7 10	.....
.....	6 15	7 05	2 53	*b* —	7 34	26.1	.....Marlow.....	5 31	*s* —	4 25	10 09	6 54	.....
.....	— —	7 08	2 56	*b* —	7 37	27.5	.....Pineora.....	5 28	— —	4 22	10 06	6 51	.....
.....	6 25	7 13	3 02	8 58	7 43	30.3	.....Guyton ..... ♁	5 25	6 35	4 17	10 01	†6 45	.....
.....	A M	7 24	3 12	*d* —	7 52	35.1	.....Tusculum.....	5 15	— —	4 08	9 52	A M	.....
.....	.....	7 35	3 24	9 18	8 02	40.4	.....Egypt..... ♁	5 03	*h* —	†4 00	9 43	.....	.....
.....	.....	P M	3 36	9 27	8 12	45.9	.....Oliver..... ♁	4 52	*h* —	A M	9 33	.....	.....
.....	.....	.....	3 45	9 34	8 19	50.0	.....Halcyondale... ♁	4 44	*h* —	.....	9 26	.....	.....
.....	.....	.....	3 55	— —	8 28	54.6	.....Cameron.....	4 34	— —	.....	9 17	.....	.....
.....	.....	.....	4 05	9 48	8 35	57.4	.....**Dover** ..... ♁	4 28	5 54	.....	9 12	.....	.....
.....	.....	.....	4 17	9 56	8 43	61.5	.....Ogeechee.....	4 17	*h* —	.....	9 00	.....	.....
.....	.....	.....	4 26	10 06	8 52	66.4	.....**Rocky Ford** .. ♁	4 07	5 38	.....	8 52	.....	.....
.....	.....	.....	4 35	10 13	9 01	70.7	.....Scarboro.....	3 59	*h* —	.....	8 40	.....	.....
.....	.....	.....	4 42	— —	9 09	74.2	....Paramore Hill.....	3 53	*h* —	.....	8 33	.....	.....
.....	.....	.....	4 50	10 30	9 18	78.3	arr.....**Millen** ♁..lve.	3 45	5 15	.....	*8 25	.....	.....
.....	.....	.....	P M	10 35	9 23	78.8	lve.....**Millen**....arr.	3 35	5 05	.....	A M	.....	.....
.....	.....	.....	.....	— —	9 31	83.0	.....Cushingville.....	3 27	— —	.....	.....	.....	.....
.....	.....	.....	.....	— —	9 38	86.8	.....Rogers.....	3 20	— —	.....	.....	.....	.....
.....	.....	.....	10 54	9 44	9 50	90.1	.....Herndon.....	3 13	4 47	.....	.....	.....	.....
.....	.....	.....	11 06	9 56	9 56	96.3	.....Midville..... ♁	3 01	4 37	.....	.....	.....	.....
.....	.....	.....	11 14	— —	10 03	100.4	.....Gertrude.....	2 52	— —	.....	.....	.....	.....
.....	.....	.....	11 30	10 17	10 17	106.9	+.....**Wadley**..... ♁	12 40	4 16	.....	.....	.....	.....
.....	.....	.....	11 39	10 25	10 25	111.3	.....Bartow..... ♁	2 13	4 08	.....	.....	.....	.....
.....	.....	.....	*b* —	10 34	10 34	116.0	.....Almira	2 05	*b* —	.....	.....	.....	.....
.....	.....	.....	11 59	10 45	10 45	122.2	.....Davisboro.... ♁	1 54	3 50	.....	.....	.....	.....
.....	.....	.....	12 12	10 57	10 57	130.1	.....Sun Hill.....	1 40	3 39	.....	.....	.....	.....
.....	.....	.....	12 29	11 10	11 10	135.2	+.....**Tennille**..... ♁	1 30	3 29	.....	.....	.....	.....
.....	.....	.....	12 47	11 30	11 30	146.4	.....Oconee..... ♁	1 08	3 05	.....	.....	.....	.....
.....	17 &	.....	— —	11 37	11 37	150.6	.....Beech Hill.....	1 00	— —	.....	.....	10 &	.....
.....	15	.....	1 06	11 45	11 45	154.9	.....Toomsboro.... ♁	12 53	2 49	.....	.....	18	.....
.....	A M	.....	1 20	11 58	11 58	162.7	.....McIntyre.....	12 41	2 37	.....	.....	P M	.....
.....	18 50	.....	1 37	12 20	12 20	170.6	.....**Gordon**..... ♁	12 25	2 22	.....	.....	5 40	.....
.....	8 58	.....	— —	12 23	12 23	174.9	.....Lewiston.....	12 21	— —	.....	.....	5 32	.....
.....	9 10	95	3	— —	12 40	183.5	.....Griswold.....	11 59	— —	94	32	5 20	.....
A M	†9 30	A M	A M	2 30	1 00	190.8	arr..+ **Macon** ♁..lve.	11 40	1 35	P M	A M	†5 00	P M
*7 25	*4 40	*355	*445	*3 30	1 30	190.8	lve.....**Macon**....arr.	11 20	12 55	11 40	1 20	3 45	7 35
— —	— —	— —	— —	— —	*m* —	191.4	..**Macon Junction** ♁	— —	— —	— —	— —	— —	— —
7 45	5 00	— —	— —	**South Atlantic**	*m* —	198.5	.....Rivoli.....	11 00	— —	— —	— —	— —	7 13
7 52	5 07	— —	— —		*m* —	203.0	.....Lorane ..... ♁	10 53	— —	— —	— —	3 18	7 06
7 58	5 14	— —	5 13		*m* —	205.9	.....Bolingbroke.... ♁	10 48	12 22	— —	— —	3 14	7 00
8 08	5 24	— —	5 26		*m* —	212.1	.....Smarr.....	10 38	— —	— —	— —	3 05	6 48
8 17	5 35	*n* —	5 35	2 18	217.1	+.....Forsyth ..... ♁	10 28	12 03	*n* —	12 32	2 56	6 38	
8 27	5 44	— —	— —		*m* —	222.9	.....Colliers.....	10 19	— —	— —	— —	— —	6 26
8 37	5 54	— —	5 54		*m* —	228.6	.....Goggins..... ♁	10 09	— —	— —	— —	2 36	6 18
8 45	6 05	*n* —	6 02	2 43	233.3	+...**Barnesville**... ♁	10 00	11 38	*n* —	12 08	2 23	6 05	
8 57	6 18	— —	6 13		*m* —	239.8	.....Milner..... ♁	9 48	11 26	— —	— —	2 12	5 52
9 07	6 27	— —	6 21		*m* —	245.2	.....Orchard Hill.....	9 38	11 17	— —	— —	2 03	5 41
9 2[illegible]	6 42	5 35	6 35	5 14	3 15	251.3	+.....**Griffin**..... ♁	9 22	11 06	9 55	11 40	1 50	5 25
9 30	— —	— —	— —	— —	*m* —	253.9	.....Vineyard	— —	11 01	— —	— —	— —	5 19
9 34	6 51		6 44	**Dixie Flyer. Limited.**	*m* —	256.5	.....Pomona.....	9 12	10 57		— —	— —	5 14
9 36	6 54		6 48		*m* —	258.2	.....Sunnyside.....	9 09	10 53		— —	1 37	5 10
9 42	7 02		6 55		*m* —	261.6	.....Hampton ..... ♁	9 01	10 46		11 20	1 29	5 02
9 51	7 12		7 05		*m* —	266.3	.....Lovejoy.....	8 52	10 36		— —	1 19	4 52
10 03	7 26		7 18		*m* —	273.0	.....Jonesboro..... ♁	8 39	10 22		11 01	*p* —	4 39
a f	*a s*		7 25	— —	*m* —	277.5	.....Morrow.....	8 30	10 15		— —	— —	*s* —
a —	*a s*		— —	— —	*m* —	281.2	.....Forest Park.....	8 24	10 09		— —	— —	*s* —
10 25	7 60		— —	— —	*m s*	285.5	.....Hapeville..... ♁	8 17	10 02		— —	— —	4 17
10 31	*a* —		— —	— —	*m* —	288.0	.....East Point..... ♁	8 13	— —		— —	— —	*s* —
— —	— —		— —	— —	*m* —	290.5	...Fort McPherson. ♁	— —	— —		— —	— —	*s* —
*1050	8 10	6 50	8 05	6 28	4 20	294.8	+ .....**Atlanta**..... ♁	*8 00	*9 45	*8 40	*1025	*230	*4 00
A M	P M	A M	A M	A M	P M	.....	ARRIVE] [LEAVE	A M	P M	P M	P M	Noon	P M

CUTHBERT AND FORT GAINES.

23	21	19	Ms.	*November 14, 1909.*	20	22	24
Noon	P M	A M	.....	LEAVE] [ARRIVE	A M	P M	P M
§1205	†4 15	†7 45	0	+.....**Cuthbert**..... ♁	11 28	7 45	3 45
12 10	4 22	7 50	2.0	....Cuthbert Junction....	11 20	7 35	3 38
12 30	4 46	8 10	10.0	.....Coleman..... ♁	10 50	7 10	3 18
12 45	5 01	8 25	15.3	.....Jones.....	10 34	6 55	3 03
12 50	5 10	8 30	17.0	.....Pecan.....	10 27	6 50	2 56
12 57	5 20	8 35	19.9	.....Killen.....	10 17	6 41	2 50
1 06	5 30	8 50	22.0	+.....**Fort Gaines**.... ♁	†10 10	†635	§2 45
P M	P M	A M	.....	ARRIVE] [LEAVE	A M	P M	P M

LOCAL SLEEPING CAR SERVICE.

SAVANNAH AND ATLANTA, GA.

.....	*8 00	P M	lve. **Savannah** (C. of Ga. Ry.)	arr.	7 30	A M
.....	10 35	P M	lve. **Millen**..... »	lve.	5 15	A M
.....	3 30	A M	lve. **Macon**..... »	arr.	12 55	Night
.....	5 14	A M	lve. **Griffin**..... »	lve.	11 06	P M
.....	6 28	A M	arr. **Atlanta**..... »	lve.	*9 45	P M

SAVANNAH AND MACON, GA.

.....	*8 00	P M	lve. **Savannah** (C. of Ga. Ry.)	arr.	7 30	A M
.....	10 35	P M	lve. **Millen**..... »	lve.	5 15	A M
.....	2 30	A M	arr. **Macon**..... »	lve.	*1 35	A M

Passengers arriving Macon 2 30 a.m. can remain in Sleeper until 7 00 a.m. Passengers can retire 9 00 p.m., leaving Macon.

SAVANNAH AND COLUMBUS, GA.

.....	*8 00	P M	lve. **Savannah** (C. of Ga. Ry.)	arr.	7 30	A M
.....	10 35	P M	lve. **Millen**..... »	arr.	5 05	A M
.....	2 45	A M	lve. **Macon**..... »	lve.	1 35	A M
.....	3 35	A M	arr. **Fort Valley** »	lve.	12 15	Night
.....	5 50	A M	arr. **Columbus** »	lve.	*1005	P M

Buffet Car. Connects at Columbus with Pullman Sleepers to and from Chicago and St. Louis.

SAVANNAH, MILLEN AND AUGUSTA, GA.

P M	.....	.....	.....	.....	.....	A M
*8 00	*8 00	P M	lve. **Savannah** (C. of Ga. Ry.)	arr.	7 30	A M
$5 10	†5 10	A M	lve. **Millen**..... »	lve.	5 15	A M
7 05	7 50	A M	arr. **Augusta**..... »	lve.	†7 40	P M
A M	.....	.....	.....	.....	.....	P M

ATLANTA, MACON AND ALBANY, GA.

.....	*1025	P M	lve. **Atlanta** (*C. of Ga. Ry.*)	arr.	6 28	A M
.....	11 40	P M	arr. **Griffin** »	lve.	5 14	A M
.....	1 20	A M	arr. **Macon**..... »	lve.	3 30	A M
.....	3 58	A M	arr. **Fort Valley** »	lve.	12 25	Night
.....	5 30	A M	arr. **Americus**.. »	lve.	10 40	P M
.....	7 10	A M	arr. **Albany**..... »	lve.	*9 00	P M

Passengers can retire after 9 30 p.m., leaving Atlanta.

ATLANTA AND MACON, GA.

Parlor Cars.

A M	.....	.....	.....	.....	.....	P M
*7 25	*4 40	P M	lve. **Macon** (*C. of Ga. Ry.*)	arr.	11 20	A M
9 25	6 42	P M	lve. **Griffin**..... »	lve.	9 22	A M
10 50	8 10	P M	arr. **Atlanta**..... »	lve.	*8 00	A M
A M	.....	.....	.....	.....	.....	P M

AUGUSTA, MILLEN AND SAVANNAH.

57	5	61	1	3	Ms.	*November 21, 1909.*	6	62	2	4	58
P M	P M	.....	A M	P M	.....	(*Central time.*)	A M	.....	P M	A M	A M
§800	*2 00	.....	†6 45	*8 00	.....	lv. + **Savannah** ar.	11 30	.....	8 30	7 30	7 30
10 30	4 50	.....	9 18	10 30	0	arr...**Millen** ..lve.	8 25	.....	3 45	5 15	5 15
A M	P M	P M	A M	A M	.....	LEAVE] [ARRIVE	A M	A M	P M	P M	P M
§510	*4 50	*5 40	*9 25	†5 10	0	.....**Millen**.... ♁	8 20	11 20	3 30	10 20	1035
5 19	5 00	*c* —	9 35	5 24	4.9	.....Lawton.....	8 11	*c* —	3 21	10 03	1026
5 23	5 06	*c* —	9 39	5 30	6.9	.....Perkins.....	8 07	*c* —	3 17	9 57	1020
5 29	5 13	*c* —	9 46	5 39	10.4	....Munnerlyn.....	8 00	*c* —	3 10	9 48	1013
5 36	5 21	*c* —	9 55	5 50	14.4	.....Idlewood.....	7 53	*c* —	3 02	9 37	1006
5 50	5 36	4 20	10 10	6 08	20.4	+...Waynesboro . ♁	7 42	10 40	2 50	9 21	9 56
6 00	5 48	*c* —	10 27	6 25	26.9	....Green's Cut.....	7 28	*c* —	2 36	9 00	8 40
6 10	5 58	*c* —	10 38	6 41	32.7	..... McBean	7 18	*c* —	2 25	8 45	8 30
6 25	6 13	*c* —	10 55	7 05	40.7	..... Millford	7 05	*c* —	2 07	8 23	8 15
6 30	6 18	*c* —	10 59	7 10	42.7	..... Allens	7 00	*c* —	2 03	8 18	8 10
7 05	6 50	5 30	11 30	7 50	.....	....*Central time*....	*6 30	8 30	*1 35	†7 45	§840
8 05	7 50	6 30	12 30	8 50	.....	....*Eastern time*....	*7 30	*930	*2 35	†8 40	§940
A M	P M	P M	Noon	A M	§3.4	ar. + **Augusta** ♁ lv.	A M	A M	P M	P M	P M

ATLANTA, HAPEVILLE AND JONESBORO SUBURBAN TRAINS.

November 14, 1909.	102	104	106	108	110	.....	.....
LEAVE]	A M	Noon	P M	P M	P M	.....	.....
Atlanta ..... ♁	†7 10	†1235	†3 20	†6 10	‡1 15	.....	.....
Mitchell St.....	— —	— —	— —	— —	— —	.....	.....
Whitehall Street	7 19	12 43	3 28	6 18	1 24	.....	.....
Belt Line Junction ...	— —	— —	— —	— —	— —	.....	.....
Fort McPherson.... ♁	7 25	12 48	3 33	6 23	1 28	.....	.....
East Point ..... ♁	7 31	12 52	3 36	6 27	1 32	.....	.....
Hapeville ..... ♁	7 40	1 00	3 45	6 35	1 40	.....	.....
Forest Park.....	7 50	1 09	3 56	6 50	1 51	.....	.....
Morrow	A M	1 15	4 10	7 00	2 01	.....	.....
Jonesboro..... ♁	.....	1 25	4 25	7 15	2 10	.....	.....
ARRIVE]		P M	P M	P M	P M	.....	.....

STATIONS.	101	103	105	107	109	.....	.....
LEAVE]	A M	.....	P M	P M	P M	.....	.....
Jonesboro	†5 25	.....	†1 35	†4 50	§9 10	.....	.....
Morrow	5 35	A M	1 45	5 00	9 22	.....	.....
Forest Park	5 43	†7 55	1 53	5 09	9 31	.....	.....
Hapeville	5 55	8 10	2 05	5 20	9 45	.....	.....
East Point	6 01	8 16	2 16	5 28	9 49	.....	.....
Fort McPherson.....	6 07	8 21	2 19	5 30	9 52	.....	.....
Belt Line Junction ...	— —	— —	— —	— —	— —	.....	.....
Whitehall Street	6 13	8 24	2 23	5 34	9 59	.....	.....
Mitchell St.....	— —	— —	— —	— —	— —	.....	.....
Atlanta	6 20	8 35	2 35	5 45	10 10	.....	.....
ARRIVE]	A M	A M	P M	P M	A M	.....	.....

SAVANNAH, AUGUSTA, AMERICUS AND ALBANY.

.....	No. 3		No. 1		STATIONS.	No. 2		No. 4		.....
.....	*8 00	P M	*6 45	A M	lve.... **Savannah** ...arr.	6 30	P M	7 30	A M	.....
.....	*e*7 40	P M	6 30	A M	lve.... **Augusta** ....arr.	5 30	P M	†7 50	A M	.....
.....	2 30	A M	1 00	P M	arr..... **Macon**.....lve.	11 40	A M	1 35	A M	.....
.....	3 00	A M	8 00	P M	lve..... **Macon**.....arr.	7 15	A M	1 25	A M	.....
.....	5 30	A M	10 30	P M	arr.... **Americus**...lve.	4 25	A M	10 40	P M	.....
.....	7 10	A M	1 15	A M	arr..... **Albany** .....lve.	*2 30	A M	*9 00	P M	.....

☞ * Daily; † daily, except Sunday; § Sunday only; *c* stops to take for or leave from points on Georgia & Florida Ry.; *f* stops to take on passengers for Atlanta or beyond; *p* stops to take passengers. ‖ Meals. + Coupon stations; ♁ Telegraph stations. STANDARD—*Central time.*

a Stops to leave from east of Jonesboro; *b* stops Saturday and Sunday only; *d* stops Saturday only; *e* Sunday leaves 8 40 p.m.; *f* Sunday arrives 7 05 a.m.; *h* stops to leave from west of Rogers; *m* stops to let off passengers with tickets from points south of Macon destined to points other than regular stops; *n* stops to leave from or to take for points south of Tifton; *s* stops Sunday only.

CENTRAL OF GEORGIA RAILWAY

MACON AND ATHENS.

No. 19	No. 17	Mls.	November 14, 1909.	No. 18	No. 20
*4 50 P M	*7 30 A M	0	lve....+ **Macon** ♂....arr.	11 00 A M	7 55 P M
— —	— —	1.0	.....Ocmulgee Bridge...♂	— —	— —
5 00 »	7 41 »	4.1	.....M. & A. Junction..♂	10 45 »	7 41 »
5 10 »	7 49 »	7.2	.....Van Buren.....	10 36 »	7 33 »
5 28 »	8 06 »	15.3	.....Morton.....	10 15 »	7 17 »
5 35 »	8 12 »	17.7	.....Gray.....♂	10 05 »	7 12 »
5 45 »	8 21 »	21.1	.....Bradley.....	9 55 »	7 05 »
5 54 »	8 30 »	24.5	.....Wayside.....	9 46 »	6 58 »
6 02 »	8 40 »	28.0	.....Round Oak.....	9 37 »	6 50 »
6 15 »	8 58 »	33.8	.....Hillsboro.....♂	9 22 »	6 38 »
6 42 »	9 22 »	42.6	.....Minneta.....	8 53 »	6 20 »
6 48 »	9 30 »	45.3	+.....Monticello.....♂	8 45 »	6 14 »
7 08 »	9 52 »	53.2	.....**Machen**.....♂	8 25 »	5 55 »
7 11 »	9 55 »	54.0	.....Shady Dale.....	8 22 »	5 52 »
7 30 »	10 09 »	61.0	.....Godfrey.....♂	8 05 »	5 34 »
7 40 »	10 18 »	66.1	.....Waring.....	7 54 »	5 25 »
7 56 »	10 32 »	72.6	+.....**Madison**.....♂	7 41 »	5 10 »
8 20 »	10 54 »	81.9	.....Apalachee.....	7 22 »	4 42 »
8 40 »	11 13 »	89.0	.....Farmington.....	7 05 »	4 22 »
8 48 »	11 23 »	92.0	.....Bishop.....♂	6 58 »	4 12 »
8 57 »	11 34 »	95.7	.....Watkinsville.....♂	6 50 »	4 03 »
9 01 »	11 40 »	97.8	.....Sidney.....	6 46 »	3 55 »
9 08 »	11 48 A M	100.8	.....Whitehall.....	6 40 »	3 48 »
9 20 P M	12 05 Noon	105.2	arr....+ **Athens** ♂...lve.	*6 30 A M	*3 35 P M

EUFAULA AND OZARK.

No. 17	No. 95	Mls	Dec. 5, 1909.	No. 18	No. 96
*8 00 P M	a1 30 P M	0	lv....+ **Eufaula** ♂ ar.	8 15 A M	11 00 A M
8 33 »	2 10 »	13.0	...White Oak...	7 42 »	10 10 »
8 59 »	3 10 »	21.0	+...Clayton...♂	7 20 »	9 25 »
9 26 »	3 50 »	31.0	...Louisville...	6 53 »	8 25 »
9 43 »	4 20 »	38.0	.....Clio.....	6 35 »	7 50 »
9 56 »	4 45 »	42.0	...Elamville...	6 22 »	7 15 »
10 13 »	5 15 »	48.0	.....Ariton.....♂	6 04 »	6 45 »
10 40 P M	6 00 P M	60.0	arr. **Ozark** ♂ lve.	*5 30 A M	b6 00 A M

MACON, SMITHVILLE, ALBANY AND LOCKHART.

SAVANNAH AND TYBEE. Leave Savannah for Tybee (18 miles) †6 00, *9 00 a.m., *2 30 p.m. Returning, leave Tybee †7 00, *10 00 a.m., *5 00 p.m. October 17, 1909.

7-9	5-13	11-15	Mls.	November 14, 1909.	10-8	14-6	16-12
P M	A M	A M		LEAVE] [ARRIVE	A M	P M	A M
*8 00	*11 40	*3 00	0	..... **Macon**	7 15	4 20	1 25
8 00	12 36	3 58	28.8	lve...**Fort Valley**..arr.	6 05	3 25	12 25
12 10	2 27	5 30	70.3	lve...**Americus**...arr.	3 35	1 45	10 40
12 32	12 55	6 20	83.0	lve...**Smithville** ♂ arr.	3 13	‖1 00	9 55
— —	3 08	6 32	88.7	.....Adams.....	— —		12 47
12 53	3 23	6 45	95.7	.....Leesburg.....♂	2 52		12 32
— —	3 36	6 57	100.7	.....Forrester.....	— —		12 21
1 15	3 50	†7 10	106.5	arr....+ **Albany** ♂..lve.	*2 30		12 10
A M	4 05	7 40	126.5	lve.....**Albany**....arr.	A M		11 45
.....	4 36	8 05	117.2	.....Walker.....♂			11 15
.....	4 65	8 25	125.3	.....Holt.....			10 56
.....	5 03	8 35	129.3	.....Leary.....♂			10 47
.....	5 17	8 47	134.5	.....Williamsburg.....			10 34
.....	5 40	9 10	142.2	+.....**Arlington**....♂			10 15
.....	5 58	9 24	148.7	.....Bryant.....			10 00
.....	6 20	9 43	155.8	.....Blakely.....♂			9 43
.....	6 47	10 10	165.9	.....Hilton.....			9 16
.....	6 55	10 20	169.0	.....Columbia.....♂			9 08
.....	7 29	11 00	182.1	.....Webb.....			8 30
.....	7 39	11 11	185.7	.....Smyrna.....			8 21
.....	7 50	11 30	189.7	+.....**Dothan**.....♂			8 10
.....	8 10	11 49	196.8	.....Taylors.....			7 50
.....	8 20	11 59	200.4	.....Malvern.....♂			7 40
.....	8 32	12 11	205.1	.....Slocomb.....♂			7 28
.....	8 50	12 30	211.8	.....Hartford.....♂			7 10
.....	9 15	12 53	220.4	.....Bellwood.....			6 47
.....	9 34	1 11	226.5	.....Chancellor.....			6 31
.....	9 43	1 20	229.4	.....Coffee Springs..♂			6 24
.....	10 05	1 40	236.4	.....**Sellersville**.....			6 05
.....	10 18	1 48	239.2	.....Sampson.....♂			5 57
.....	10 37	2 10	247.0	.....Hacoda.....			5 37
.....	11 15	2 45	258.9	.....Florala.....♂			5 05
.....	11 20	2 50	260.4	.....**Lockhart**.....			*5 05
.....	P M	P M		ARRIVE] [LEAVE			A M

THOMASTON AND BARNESVILLE.

No. 8	No. 6	Mls	November 14, 1909.	No. 5	No. 7
†1 20 P M	†7 40 A M	0	lve. + **Thomaston** ♂ arr.	11 15 A M	7 30 P M
1 42 »	8 04 »	7.7	.....The Rock.....	10 53 »	7 00 »
1 44 »	8 06 »	8.2	.....Staffords.....	10 50 »	6 58 »
2 10 P M	8 35 A M	16.0	arr. + **Barnesville** ♂ lve.	‖10 20 A M	†6 30 P M

CHICKAMAUGA AND DURHAM.

Trains leave **Chickamauga** □†7 00 a.m., □†12 10 noon, arriving **Durham** (17.3 miles) 8 40 a.m., 1 50 p.m. Returning, leave **Durham** □†9 20 a.m., □†2 40 p.m., arriving **Chickamauga** 12 55 a.m., 5 00 p.m. □ Mixed trains. *December 5, 1909.*

PERRY AND FORT VALLEY.

26	30	28	Ms.	November 14, 1909.	27	29	25
P M	P M	A M		LEAVE] [ARRIVE	A M	P M	P M
§2 00	†4 45	†5 30	0	..... **Perry**.....♂	5 10	4 25	1 30
2 15	5 10	5 45	6.0	.....Myrtle.....	4 55	4 05	1 15
2 30	5 35	6 00	12.5	.....**Fort Valley**.....♂	†4 40	†3 45	§1 00
P M	P M	A M		ARRIVE] [LEAVE	A M	P M	P M

* Daily; † daily, except Sunday; § Sunday only. ‖ Meals. + Coupon stations; ♂ Telegraph stations. STANDARD—*Central time.*

MACON, AMERICUS, EUFAULA AND MONTGOMERY.

7	1	5	11	3	Mls.	November 14, 1909.	8	6	2	4	12
P M	P M	A M	A M	A M		(Central time.)	A M	P M	P M	A M	A M
*8 00	*1 05	*11 40	*3 00	*2 45	0	lve...+ **Macon** ♂...arr.	7 15	4 20	4 30	1 15	1 25
— —	— —	— —	— —	— —	1.0	..**Macon Junction** ♂	— —	— —	— —	— —	— —
— —	— —	— —	— —	— —	2.0	.....Terra Cotta...♂	— —	— —	— —	— —	— —
8 16	— —	11 36	— —	— —	6.5	.....Rutland.....♂	6 53	— —	4 15	— —	— —
8 25	— —	12 05	— —	— —	12.0	.....Echeconnee.....♂	6 42	— —	4 07	— —	— —
8 36	1 36	12 15	3 36	— —	17.0	.....Byron.....♂	6 30	— —	3 58	— —	12 46
8 44	1 43	12 22	3 44	— —	21.1	.....Powersville.....♂	6 21	— —	3 49	— —	12 39
9 00	1 55	12 36	3 58	3 35	28.8	+...**Fort Valley**...♂	6 05	3 25	*3 35	*12 15	12 25
9 16	P M	12 51	4 18	A M	36.5	+...Marshallville...♂	5 48	3 05	P M	Night	12 05
9 21	═══	12 56	4 23	.....	39.0	.....Winchester.....	5 42	2 58	═══	.....	11 58
9 31	.....	1 04	— —	.....	43.7	.....Barron's Lane.....	5 31	2 49	.....	.....	— —
9 42	.....	1 14	4 42	.....	48.9	+..**Montezuma**.....♂	5 19	2 38	.....	.....	11 35
9 48	.....	1 21	4 48	.....	50.5	.....Oglethorpe.....	5 14	2 32	.....	.....	11 27
9 57	.....	1 30	5 00	.....	54.6	.....Green's Mill.....	5 04	2 23	.....	.....	— —
10 08	9	1 43	5 09	.....	59.0	.....Andersonville...♂	4 47	2 12	10	.....	11 07
10 22	Night	1 57	— —	.....	66.5	.....Bagley.....	4 33	1 57	A M	.....	— —
10 30	*12 10	2 07	5 30	.....	70.3	+....**Americus**.....♂	*4 25	1 45	3 35	.....	10 40
P M	— —	2 17	— —	.....	76.1	.....Maddox.....	A M	1 33	— —	.....	— —
.....	— —	2 24	5 49	.....	79.8	.....Sumter.....	.....	1 26	— —	.....	10 21
.....	12 32	‖2 30	‖5 55	.....	83.0	arr...**Smithville** ♂ lve.	.....	1 20	*3 13	.....	10 15
.....	Night	2 50	6 15	.....	83.0	lve...**Smithville**...arr.	.....	‖1 00	A M	.....	10 04
.....	.....	3 07	6 31	.....	91.2	.....Bronwood.....	.....	12 44	.....	.....	9 48
.....	.....	3 20	6 43	.....	97.3	+.....Dawson.....♂	.....	12 31	.....	.....	8 31
.....	.....	3 30	6 51	.....	101.0	.....Graves.....	.....	12 21	.....	.....	8 23
.....	.....	3 43	7 03	.....	108.3	.....Shellman.....♂	.....	12 10	.....	.....	8 10
.....	.....	4 05	7 25	.....	118.8	+....**Cuthbert**.....♂	.....	11 50	.....	.....	8 48
.....	.....	4 18	7 42	.....	125.0	.....Springvale.....	.....	11 31	.....	.....	8 28
.....	.....	4 26	7 50	.....	129.4	.....Morris.....♂	.....	11 24	.....	.....	8 22
.....	.....	4 36	7 59	.....	133.0	.....Hatcher.....	.....	11 15	.....	.....	8 13
.....	.....	4 63	8 14	.....	141.6	.....Georgetown.....	.....	11 01	.....	.....	7 58
.....	.....	5 00	8 20	.....	143.6	arr...+ **Eufaula** ♂...lve.	.....	10 55	.....	.....	7 51
.....	.....	5 00	8 20	.....	143.6	lve....**Eufaula**....arr.	.....	10 55	.....	.....	7 51
.....	.....	5 15	8 37	.....	151.1	.....Lugo.....	.....	10 40	.....	.....	7 37
.....	.....	5 28	8 49	.....	157.6	.....Batesville.....	.....	10 29	.....	.....	7 26
.....	.....	5 37	8 57	.....	161.9	.....Comer.....♂	.....	10 21	.....	.....	7 17
.....	.....	5 56	9 15	.....	170.5	.....Midway.....♂	.....	10 05	.....	.....	7 00
.....	.....	6 05	9 23	.....	174.8	....**3-Notch Road**.....	.....	9 57	.....	.....	6 52
.....	.....	*6 35	9 45	.....	183.1	+..**Union Springs**..♂	.....	9 40	.....	.....	‖6 35
.....	.....	6 48	9 58	.....	190.4	.....Thompson.....♂	.....	9 15	.....	.....	6 58
.....	.....	6 58	10 07	.....	194.7	.....Fitzpatrick.....♂	.....	9 06	.....	.....	5 47
.....	.....	7 04	10 14	.....	198.3	.....Mitchell.....	.....	8 59	.....	.....	5 40
.....	.....	7 11	10 22	.....	202.3	.....Mathews.....♂	.....	8 51	.....	.....	5 32
.....	.....	7 22	10 35	.....	208.3	.....Pike Road.....	.....	8 39	.....	.....	5 19
.....	.....	7 28	10 41	.....	211.3	.....Perry's Mill.....	.....	8 33	.....	.....	5 12
.....	.....	7 33	10 46	.....	213.8	.....Barachias.....	.....	8 28	.....	.....	5 07
.....	.....	7 45	— —	.....	219.8	.....Keyton.....	.....	8 15	.....	.....	— —
.....	.....	7 55	11 10	.....	223.6	+...**Montgomery**...♂	.....	*8 05	.....	.....	*4 45
.....	.....	P M	A M	.....		ARRIVE] [LEAVE	.....	A M	.....	.....	P M

GRIFFIN AND CHATTANOOGA.

3	5	1	Mls.	September 26, 1909.	2	8	8	4
.....	P M	A M	.....	(Central time.)	P M	A M	A M	.....
.....	*5 45	*9 35	0	lve...+ **Griffin** ♂...arr.	3 10	8 15	9 05	.....
.....	6 05	9 54	8.5	.....Vaughn.....♂	2 49	7 51	8 40	.....
.....	6 16	10 04	12.8	.....Brooks.....♂	2 37	7 42	8 30	.....
.....	6 32	10 19	19.2	.....Senoia.....♂	2 23	7 26	8 15	.....
.....	6 45	10 31	24.2	.....Turin.....♂	2 09	7 11	8 02	.....
.....	6 47	10 36	25.9	.....Sharpsboro.....	2 04	7 07	7 58	.....
.....	6 58	10 47	29.9	.....**Raymond**.....♂	1 55	6 57	7 50	.....
.....	7 17	11 10	36.0	+.....**Newnan**.....♂	1 40	6 39	7 27	.....
.....	7 32	11 24	41.7	.....Sargent.....♂	1 27	6 24	7 13	.....
.....	7 43	11 36	47.0	.....Whitesburg.....	1 15	6 11	7 02	.....
.....	7 46	11 39	48.4	.....Banning.....	1 12	6 08	6 59	.....
.....	8 01	11 55	54.2	.....Clem.....♂	1 01	5 56	6 48	.....
.....	8 15	12 11	59.8	+...**Carrollton**...♂	12 50	5 42	6 35	.....
.....	8 31	12 30	67.5	.....Mandeville.....	12 30	5 22	6 17	.....
.....	8 50	‖1 05	73.1	.....**Bremen**.....♂	‖12 20	5 05	6 00	.....
.....	9 05	1 21	81.0	.....Buchanan.....♂	11 43	4 43	5 43	.....
.....	9 25	1 40	88.0	.....Felton.....	11 24	4 26	5 27	.....
.....	9 30	1 45	90.5	.....Dugdown.....	11 20	4 22	5 22	.....
A M	9 43	1 58	96.0	.....Youngs.....	11 06	4 10	5 10	P M
*6 10	9 55	2 15	101.5	+...**Cedartown**...♂	10 55	†4 00	§5 00	7 32
6 10	P M	2 24	106.1	.....Lake.....	10 42	A M	A M	7 20
6 25	.....	2 33	109.1	.....Boody.....	10 35	.....	.....	7 13
6 34	.....	2 44	114.2	.....Chambers.....	10 20	.....	.....	6 59
6 36	.....	2 46	114.8	.....Silver Creek.....	10 18	.....	.....	6 57
6 40	.....	2 50	116.2	.....Lindale.....♂	10 14	.....	.....	6 54
6 52	.....	3 07	120.5	+.....**Rome**.....	10 03	.....	.....	6 43
7 05	.....	3 19	125.6	.....Morrisons.....	9 49	.....	.....	6 29
7 17	.....	3 30	131.4	.....Lavender.....♂	9 38	.....	.....	6 18
7 36	.....	3 49	140.3	.....Holland.....♂	9 19	.....	.....	5 58
7 44	.....	3 57	143.8	.....Taliaferro.....	9 12	.....	.....	5 50
7 49	.....	4 01	145.8	.....Lyerly.....♂	9 07	.....	.....	5 45
7 56	.....	4 08	149.8	.....Raccoon.....	9 00	.....	.....	5 39
8 05	.....	4 15	153.3	+...Summerville...♂	8 53	.....	.....	5 32
8 13	.....	4 23	158.3	.....Trion.....♂	8 43	.....	.....	5 22
8 30	.....	4 39	164.7	.....Martindale.....	8 30	.....	.....	5 08
8 48	.....	4 55	171.2	.....La Fayette.....♂	8 14	.....	.....	4 55
9 00	.....	5 09	176.8	.....Noble.....	8 02	.....	.....	4 38
9 07	.....	5 16	180.0	.....Rock Springs.....	7 56	.....	.....	4 32
9 19	.....	5 28	185.5	.....**Chickamauga**.♂	7 46	.....	.....	4 21
9 27	.....	5 37	188.5	.....Lytle.....	7 38	.....	.....	4 12
9 33	.....	5 42	190.9	...Missionary Ridge...	7 34	.....	.....	4 08
.....	.....	.....	.....	lve. Fort Oglethorpe. arr.	.....	.....	.....	.....
9 42	.....	5 51	194.3	.....Rossville.....♂	7 25	.....	.....	3 59
10 05	.....	6 15	198.6	+..**Chattanooga**..♂	*7 10	.....	.....	*3 48
A M	.....	P M	.....	ARRIVE] [LEAVE	A M	.....	.....	.....

a Monday, Wednesday and Friday only.
b Tuesday, Thursday and Saturday only.

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | Over 160 railroads use the SAFETY systems of ..... Steam Heat

CENTRAL OF GEORGIA RAILWAY

DOVER AND DUBLIN.

No. 13	No. 89	Mls.	November 14, 1909.	No. 14	No. 90
			LEAVE ARRIVE		
*2 00 P M	†6 45 A M		Savannah	11 00 A M	6 30 P M
*4 30 "	†9 15 "	0	lve. Dover ♂ arr.	8 30 "	3 25 "
4 42 "	9 35 "	4.9	Clito	8 15 "	3 00 "
4 54 "	10 20 "	9.7	+ Statesboro ♂	8 02 "	2 30 "
5 07 "	10 45 "	15.2	Jimps	7 48 "	1 30 "
5 15 "	11 35 A M	18.5	Register ♂	7 40 "	1 10 P M
5 26 "	12 05 Noon	23.1	Pulaski ♂	7 26 "	12 40 Noon
5 30 "	12 25 "	25.0	Parish	7 21 "	12 25 "
5 40 "	12 45 Noon	29.2	Metter ♂	7 10 "	12 05 Noon
5 51 "	1 05 P M	34.2	Canoe	7 00 "	11 35 A M
6 03 "	1 35 "	38.5	Stillmore ♂	6 50 "	11 15 "
6 15 "	2 00 "	44.0	Lexsy	6 37 "	10 50 "
6 23 "	2 20 "	47.3	Nunez ♂	6 30 "	10 35 "
6 36 "	2 45 "	53.2	Covena	6 16 "	10 10 "
6 44 "	3 00 "	56.4	Norristown ♂	6 08 "	9 55 "
7 00 "	3 35 "	63.3	Adrian ♂	5 52 "	9 25 "
7 11 "	4 00 "	68.3	Scott	5 40 "	9 05 "
7 35 "	4 40 P M	76.7	Brewton ♂	5 20 "	†8 35 A M
7 55 P M		85.7	+ Dublin	*5 00 A M	
			ARRIVE LEAVE		

COLUMBUS, TROY AND ANDALUSIA.

No. 11	No. 15	Mls.	November 28, 1909. (Central time.)	No. 12	No. 10
*4 20 P M	*7 10 A M	0	lve. + Columbus ♂ arr.	12 05 Noon	8 45 P M
4 28 "	7 20 "	1.8	Girard	11 51 A M	8 32 "
4 38 "	7 32 "	6.2	Brick Yard	11 41 "	8 21 "
4 48 "	7 44 "	10.2	Fort Mitchell	11 32 "	8 12 "
5 00 "	7 57 "	15.0	Lato	11 21 "	8 00 "
5 11 "	8 10 "	20.0	Seale	11 10 "	7 49 "
5 25 "	8 24 "	26.6	Hatchechubbee ♂	10 55 "	7 35 "
5 43 "	8 43 "	35.0	Hurtsboro ♂	10 32 "	7 13 "
5 54 "	8 55 "	40.2	Guerryton ♂	10 21 "	7 02 "
6 05 "	9 06 "	45.5	Suspension	10 07 "	6 50 "
6 13 "	9 14 "	48.8	Peachburg	9 59 "	6 42 "
6 30 "	9 28 "	54.7	arr. + Union lve.	9 45 "	6 30 "
6 50 "	9 45 "	54.7	lve. Springs ♂ arr.	9 35 "	‖6 05 "
7 10 "	10 05 "	63.7	Inverness ♂	9 17 "	5 47 "
7 18 "	10 14 "	67.5	Boswell	9 09 "	5 39 "
7 30 "	10 26 "	73.4	Linwood ♂	8 56 "	5 26 "
8 05 "	11 00 "	84.4	arr. + Troy ♂ lve.	8 30 "	4 55 "
8 05 "	11 00 "	84.4	lve. Troy arr.	8 26 "	4 55 "
8 15 "	11 10 "	87.6	Alred	8 19 "	4 48 "
8 28 "	11 23 "	93.8	Hallsville	8 02 "	4 33 "
8 37 "	11 32 "	96.9	Goshen	7 53 "	4 25 "
8 56 "	11 44 "	102.0	Glenwood	7 43 "	4 15 "
9 02 "	11 55 A M	107.4	Maricopa	7 31 "	4 03 "
9 11 "	12 04 Noon	110.3	Brantley ♂	7 19 "	3 58 "
— —	— —	114.4	Theba	— —	— —
9 37 "	12 30 "	119.1	Dozier	6 57 "	3 33 "
9 44 "	12 39 "	121.5	Searight ♂	6 51 "	3 28 "
10 04 "	12 59 Noon	129.0	Gantt ♂	6 37 "	3 12 "
10 30 P M	1 25 P M	138.0	arr. + Andalusia ♂ lve.	*6 15 A M	*2 50 P M

OPELIKA AND ROANOKE.

No. 13	No. 23	Mls	November 28, 1909.	No. 24	14	52
			LEAVE ARRIVE		P M	P M
*5 30 P M	†9 10 A M	0	+ Opelika ♂	8 40 A M	5 10	3 50
5 40 "	9 15 "	2.2	E. A. Junction	8 30 "	5 00	3 40
5 56 "	9 35 "	8.0	Tuckersburg	— —	4 43	3 27
6 07 "	9 55 "	12.3	Boyd's Tank	7 55 "	4 28	3 15
— —	— —	18.0	La Fayette Ry. Crossing	— —	— —	— —
6 22 "	10 25 "	18.0	+ La Fayette ♂	7 35 "	4 07	2 57
6 32 "	10 45 "	21.4	Buffalo	7 15 "	3 55	2 45
6 50 "	11 10 "	27.7	Five Points ♂	7 02 "	3 34	2 30
7 00 "	11 25 "	31.1	Stroud's	6 50 "	3 20	2 19
7 07 "	11 35 A M	34.0	Welch	6 42 "	3 12	2 12
7 20 P M	12 01 Noon	38.5	+ Roanoke ♂	†6 30 A M	†3 00	§2 00
			ARRIVE LEAVE		P M	P M

MACON, GORDON AND PORTERDALE.

No. 15	No. 19	Mls	November 14, 1909.	No. 20	No. 16
			LEAVE ARRIVE		
†5 00 P M	*11 40 A M		Macon ♂	1 00 P M	9 30 A M
†6 45 P M	*12 30 Noon	0	lve. Gordon ♂ arr.	12 15 Noon	8 45 A M
5 53 "	12 40 "	4.4	Ivey	12 07 Noon	8 35 "
6 04 "	12 53 Noon	8.7	Stevens Pottery	11 57 A M	8 23 "
6 25 "	1 10 P M	16.8	Asylum	11 37 "	8 00 "
6 30 "	1 14 "	15.9	Carling	11 34 "	7 55 "
6 36 "	1 20 "	17.5	+ Milledgeville ♂	11 29 "	7 50 "
6 55 "	1 38 "	25.3	Meriwether	11 12 "	7 32 "
7 09 "	1 48 "	30.0	Dennis	11 02 "	7 21 "
7 22 "	1 58 "	35.0	Meda	10 51 "	7 08 "
7 30 P M	2 10 "	38.5	+ Eatonton ♂	10 42 "	†7 00 A M
	2 35 "	47.4	Willard	10 16 "	
	2 45 "	51.7	Athon	10 07 "	
	2 49 "	53.8	Aikenton	10 03 "	
	3 00 "	56.9	Machen ♂	9 55 "	
	3 12 "	60.4	Kelly	9 42 "	
	3 17 "	61.9	Farrar	9 39 "	
	3 28 "	65.1	Broughton	9 33 "	
	3 32 "	67.7	Newborn ♂	9 28 "	
	3 39 "	70.1	Mansfield ♂	9 23 "	
	3 44 "	72.1	Hayston	9 18 "	
No. 23	3 54 "	75.9	Starrsville	9 11 "	No. 24
*7 45 A M	4 08 "	81.3	+ Covington ♂	9 01 "	5 10 P M
8 05 A M	4 45 P M	86.0	arr. Portordale ♂ lve.	*8 20 A M	*4 50 P M

BIRMINGHAM, COLUMBUS AND MACON.

10	4	No. 2	Mls.	November 28, 1909. (Central time.)	3	No. 1	9
P M	P M				Noon		A M
*4 40	*3 30	*7 00 A M	0	lve. + Birmingham ♂ arr.	1205	10 10 P M	11 30
b —	— —	7 17 "	6.9	Irondale ♂	— —	9 54 "	a —
b —	— —	7 24 "	10.0	Weems ♂	— —	9 47 "	a —
b —	— —	7 31 "	13.2	McCombs	— —	9 38 "	a —
b —	4 07	7 38 "	16.6	Henry Ellen	1124	9 29 "	a —
b —	4 11	7 44 "	18.5	Leeds ♂	1120	9 22 "	a —
b —	4 25	7 55 "	23.4	Dunavant	1108	9 10 "	a —
b —	4 28	8 01 "	26.0	Vandiver ♂	1102	9 03 "	a —
b —	4 35	8 07 "	28.5	Sterrett's	1056	8 57 "	a —
b —	4 41	8 15 "	31.5	Calcis	1047	8 50 "	a —
b —	4 48	8 23 "	35.0	Vincent ♂	1040	8 43 "	a —
b —	— —	8 32 "	39.1	Cresswell	— —	8 33 "	a —
6 06	5 06	8 42 "	43.0	+ Childersburg ♂	1023	8 26 "	9 52
b —	— —	8 50 "	46.5	Zuber	— —	8 20 "	a —
b —	— —	8 58 "	49.5	Odena	— —	8 13 "	a —
6 22	5 30	9 05 "	52.8	+ Sylacauga ♂	1002	8 06 "	9 30
b —	5 38	9 15 "	56.0	Overbrook	9 55	7 58 "	a —
b —	— —	9 20 "	58.0	Trammell's	— —	7 53 "	a —
b —	5 50	9 27 "	61.5	Hollins ♂	9 43	7 47 "	a —
b —	— —	9 36 "	64.4	Parkdale	— —	7 41 "	a —
b —	6 08	9 48 "	69.7	Goodwater ♂	9 24	7 29 "	a —
b —	6 20	10 03 "	76.0	Kellyton ♂	9 10	7 16 "	a —
7 27	6 33	10 16 "	82.0	+ Alexander City ♂	8 57	7 00 "	8 30
b —	— —	10 29 "	88.0	Sturdivant	— —	6 47 "	a —
b —	7 00	10 39 "	92.3	Jackson's Gap ♂	8 32	6 36 "	a —
b —	7 13	10 50 "	98.4	Dadeville ♂	8 20	6 25 "	a —
b —	— —	11 02 "	103.6	Slaughter's	— —	6 12 "	a —
b —	7 32	11 08 "	106.9	Camp Hill ♂	8 02	6 06 "	a —
b —	7 50	11 23 "	113.7	Waverly ♂	7 46	5 53 "	a —
b —	8 00	11 30 "	118.0	Gold Ridge	7 38	5 45 "	a —
b —	— —	11 40 "	123.5	Aubrey	— —	5 36 "	a —
8 50	8 20	11 52 "	129.0	arr. } + Opelika ♂ { lve.	7 15	5 27 "	6 55
8 50	8 25	11 57 A M	129.0	lve. } { arr.	7 08	5 20 "	6 55
b —	8 48	12 15 Noon	138.4	Salem	6 51	5 00 "	— —
b —	— —	12 24 "	144.4	Mott's	— —	4 50 "	— —
b —	9 10	12 30 "	148.4	Smith's ♂	6 33	4 43 "	— —
b —	9 24	12 42 "	155.2	Phenix City ♂	6 20	4 38 "	— —
9 50	9 30	12 50 Noon	157.0	arr. + Columbus ♂ lve.	6 10	4 25 "	*6 00
10 05	P M	1 00 P M	157.0	lve. Columbus arr.	5 50	4 15 "	A M
10 11	....	1 06 "	159.3	Muscogee	5 43	4 08 "	....
10 22	....	1 21 "	166.0	Schatulga	5 32	3 56 "	....
— —	....	1 29 "	170.0	Commonwealth	5 25	3 47 "	....
10 37	....	1 40 "	174.0	Upatoi ♂	5 17	3 39 "	....
10 47	....	1 53 "	180.0	Box Springs ♂	5 07	3 27 "	....
10 53	....	2 00 "	183.0	Juniper	5 00	3 21 "	....
11 00	....	2 10 "	187.0	Geneva	4 53	3 13 "	....
11 09	....	2 20 "	192.0	Paschal ♂	4 44	3 03 "	....
11 18	....	2 30 "	197.0	Howard ♂	4 34	2 53 "	....
— —	....	2 43 "	202.0	Tangent	— —	2 43 "	....
11 37	....	2 53 "	207.0	Butler ♂	4 17	2 33 "	....
11 51	....	3 08 "	215.0	Reynolds ♂	4 02	2 21 "	....
— —	....	3 20 "	221.0	Everett	— —	2 08 "	....
12 15	....	3 35 "	228.0	arr. + Fort Valley ♂ lve.	3 35	1 55 "	....
1 15	....	4 30 P M	257.0	Macon ♂	*245	*1 05 P M	....
A M	....		....	ARRIVE LEAVE	A M		....

COLUMBUS, AMERICUS AND ALBANY.

6	10	22	Mls.	November 28, 1909.	9	21	5
A M	P M	A M		LEAVE ARRIVE	A M	P M	P M
§9 00	*1000	†7 00	0	+ Columbus ♂	5 45	7 16	5 30
9 07	10 07	7 08	2.4	Muscogee	5 38	7 06	5 23
9 26	— —	7 36	11.2	Ochillee	— —	6 35	5 04
9 36	— —	7 50	16.4	Halloca	— —	6 20	4 54
9 49	— —	8 07	22.1	Ida Vesper	— —	6 00	4 41
9 59	10 52	8 25	25.5	Glen Alta	4 54	5 50	4 31
10 04	— —	8 35	27.3	Zellobee	— —	5 45	4 26
10 26	11 14	9 30	35.4	Buena Vista ♂	4 33	5 20	4 04
10 42	11 27	10 00	42.5	Putnam	4 20	4 55	3 48
10 57	11 42	10 35	50.0	Ellaville ♂	4 05	4 32	3 33
11 10	— —	11 05	55.2	La Crosse	— —	4 16	3 20
11 30	12 10	11 45	64.0	arr. Americus ♂ lve.	*3 35	†3 45	§3 00
3 50	1 15	3 50	100.0	Albany	*2 30	†12 10	§12 00
P M	A M	P M		ARRIVE LEAVE	A M	Noon	Noon

COLUMBUS AND NEWNAN.

No. 19	No. 17	Mls.	November 28, 1909.	No. 20	No. 18
*3 25 P M	*6 15 A M	0	lve. + Columbus ♂ arr.	10 55 A M	8 20 P M
3 30 "	6 20 "	0.7	C. & R. Junction	10 50 "	8 15 "
3 54 "	6 40 "	11.0	Fortson	10 23 "	7 51 "
4 06 "	6 49 "	16.2	Cataula ♂	10 08 "	7 40 "
4 15 "	— —	20.2	Kingsboro	9 56 "	— —
4 25 "	7 03 "	24.1	Hamilton ♂	9 47 "	7 23 "
4 46 "	7 23 "	32.8	Chipley ♂	9 26 "	7 04 "
4 55 "	7 33 "	37.0	Meriwether White Sulphur	9 17 "	6 55 "
5 05 "	7 41 "	40.0	Stinson	9 09 "	6 47 "
5 18 "	7 51 "	45.1	Harris	8 57 "	6 36 "
5 28 "	8 03 "	50.0	Greenville ♂	8 45 "	6 26 "
5 38 "	8 15 "	55.4	Allie	8 32 "	6 13 "
5 44 "	8 23 "	59.0	Primrose	8 23 "	6 04 "
5 55 "	8 31 "	63.7	Luthersville ♂	8 15 "	5 55 "
6 20 "	8 50 "	73.4	Raymond ♂	*7 55 "	*5 30 "
*6 40 P M	*9 03 A M	79.5	arr. Newnan lve.	*7 35 A M	*5 12 P M
6 40 P M	9 03 A M	79.5	lv. Newnan (A.&W.P.) ar.	7 35 A M	5 12 P M
7 55 P M	10 20 A M	118.5	ar. Atlanta " lv.	*6 30 A M	*4 16 P M

Nos. 17, 18, 19 and 20 are Daily Solid Through Trains, consisting of Coaches and Baggage Cars, and run through without change.

* Daily; † daily, except Sunday; § Sunday only; a stops to leave from Americus and points east; b stops to let off through passengers. ● Arrives at and leaves from Atlanta & West Point Railroad Station. ‖ Meals.

+ Coupon stations; ♂ Telegraph stations. STANDARD—*Central time.*

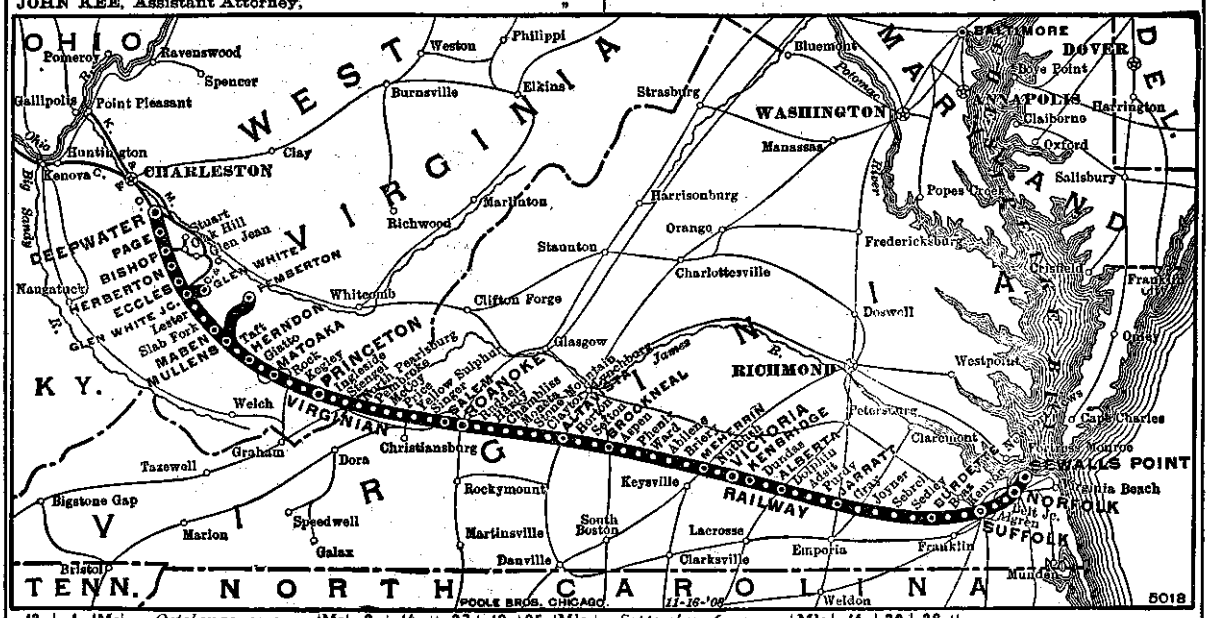
HENRY ELLEN AND MARGARET. Extends from Henry Ellen to Margaret (12 miles). Freight service only.

THE VIRGINIAN RAILWAY COMPANY.

URBAN H. BROUGHTON, President, New York, N.Y.
RAYMOND DUPUY, Vice-President and Gen. Mgr., Norfolk, Va.
H. P. REIGART, Assistant General Manager, "
JAMES CLARKE, Sec'y and Treas., 55 Wall St., New York, N.Y.
JOHN J. CORELL, Assistant Treasurer, Norfolk, Va.
H. FERNSTROM, Chief Engineer, "
E. W. KNIGHT, General Counsel, Charleston, W.Va.
S. M. ADSIT, General Freight and Passenger Agent, Norfolk, Va.
R. P. C. SANDERSON, Superintendent of Motive Power, "
F. C. UHLMAN, Auditor, "
JOHN KEE, Assistant Attorney, "

L. R. TAYLOR, Superintendent, Princeton, W.Va.
GEO. REITH, Superintendent, Norfolk, Va.
W. F. HOPE Supt. of Coal Terminals, Sewalls Point, Va.
E. E. GARDNER, Car Accountant, Norfolk, Va.
B. E. RICE, Agent Industrial Department, "
M. B. HOFFMAN, Gen. Agt., 609 Traction Bldg, Cincinnati, O.
F. W. ELLIOTT, Commercial Agent, Norfolk, Va.
W. A. FINNEY, Traveling Freight Agent, Roanoke, Va.
_____, Traveling Freight Agent, Norfolk, Va.

General Offices—Norfolk, Va.



13	1	Ms	October 10, 1909.	Ms	2	14
....	....	....	lvc. Sewalls Point, Va. arr.	441	....	....
P M	A M	..	(Main Street Station.)	...	P M	A M
*1100	*1000	0	lve.. Norfolk, Va. ♁ arr.	436	4 50	7 15
— —	— —	7	....So. Branch Yard....	428	— —	— —
11 33	10 33	14	.....Sunray.....	422	4 17	6 42
11 46	10 46	21	..... Magnolia.....	415	4 04	6 29
11 50	10 50	24	.....Suffolk..... ♁	412	4 00	6 25
11 59	10 59	28	..... Kenyon.....	408	3 49	6 14
12 11	11 11	34	..... Boaz	402	3 38	6 00
12 18	11 18	37	.....Turners.....	398	3 28	5 52
12 25	11 25	41	.....Burdette..... ♁	395	3 20	5 43
12 35	11 35	47	.....Sedley.....	389	3 09	5 32
12 50	11 50	54	.....Sebrell ..... ♁	382	2 53	5 16
1 05	12 05	62	.....Joyner.....	374	2 37	5 00
1 17	12 17	67	..... Gray	369	2 24	4 47
1 29	12 29	74	.....Jarratt..... ♁	362	2 11	4 34
1 43	12 43	81	..... Purdy.....	355	1 57	4 20
1 57	12 57	87	..... Adsit	349	1 43	4 06
2 08	1 08	92	.....Dolphin..... ♁	344	1 32	3 55
2 20	1 20	98	..... Alberta	338	1 20	3 43
2 35	1 35	107	..... Dundas.....	329	1 05	3 28
2 48	1 48	113	.....Kenbridge..... ♁	323	12 52	3 15
3 00	2 00	120	arr.....Victoria....lve.	316	12 40	3 03
3 03	2 03	120	lve.....Victoria ♁..arr.	316	12 37	3 00
3 14	2 14	125	.....Nutbush	311	12 26	2 48
3 27	2 27	132	..... Meherrin.....	304	12 13	2 34
3 38	2 38	137	.....Briery.....	299	12 02	2 24
3 50	2 50	143	.....Abilene	293	11 50	2 09
4 06	3 06	151	..... Ward	285	11 34	1 52
4 19	3 19	157	..... Phenix	279	11 20	1 38
4 33	3 33	163	.....Aspen.....	273	11 06	1 23
4 42	3 42	167	.....Henry.....	269	10 57	1 13
4 49	3 49	170	.....Brookneal.... ♁	266	10 50	1 05
5 13	4 13	183	..... Seneca	253	10 26	12 39
5 26	4 26	189	..... Horton	247	10 13	12 25
5 38	4 38	195	.....Mansion.....	241	10 01	12 12
5 47	4 47	199	.....Altavista .... ♁	237	9 52	12 02
6 00	5 00	205	..... Leesville	231	9 40	11 49
6 14	5 14	212	..... Claytor.....	224	9 27	11 35
6 29	5 29	218	....Stone Mountain....	218	9 13	11 20
6 38	5 38	221	..... Moneta	215	9 04	11 10
— —	— —	222	..... Westgate.....	214	— —	— —
6 54	5 54	228	.....Goodview.....	208	8 49	10 53
7 02	6 02	231	.....Stewartsville.....	205	8 42	10 45
7 08	6 08	234	.....Hardy.....	202	8 36	10 38
7 20	6 20	239	.....Ruddell.....	197	8 24	10 25
7 30	6 30	243	.....Roanoke..... ♁	193	*8 15	*1015
A M	P M	...	ARRIVE] [LEAVE	...	A M	P M

37	13	35	Mls.	September 26, 1909.	Mls.	14	36	38
....	A M	A M	....	LEAVE] [ARRIVE	....	P M	P M	....
....	*7 45	†830	243	.....Roanoke.....	193	7 10	4 35	....
....	8 06	8 58	251	.....Salem.....	185	6 52	4 07	....
....	8 13	9 10	254	..... Cornell	182	6 44	3 56	....
....	8 28	9 35	262	..... La Fayette	175	6 29	3 30	....
....	8 38	9 55	266	.....Ironto	170	6 18	3 10	....
....	8 47	1015	270	..... Fagg	166	6 09	2 50	....
....	8 52	1025	273	.....Ellett.....	163	6 00	2 30	....
....	8 59	1040	276	....Yellow Sulphur....	160	5 52	2 10	....
....	9 06	1050	279	..... Merrimac.....	157	5 45	2 00	....
....	9 18	1115	284	..... Price	152	5 33	1 30	....
....	9 26	1130	288	.....Whitethorne.....	148	5 25	1 10	....
....	9 38	1150	293	.....Coy.....	143	5 12	1245	....
....	9 50	1220	298	.....Eggleston.....	138	4 58	1220	....
....	10 02	1240	303	.....Pembroke.....	133	4 45	1159	....
....	10 09	1255	307	..... Ripplemead.....	129	4 37	1145	....
....	10 16	1 05	309	..... .Norcross.....	127	4 31	1135	....
....	10 28	1 25	314	..... Pearisburg	122	4 20	1110	....
....	10 35	1 40	317	.....Narrows.....	119	4 12	1100	....
....	10 42	1 55	321	.....Rich Creek.....	115	4 04	1042	....
....	10 57	2 25	328	..... Kellysville	108	3 48	9 45	....
A M	11 17	3 28	335	..... Ingleside	101	3 28	9 00	P M
†700	11 35	4 00	340	.....Princeton..... ♁	95	3 15	†830	4 25
7 20	11 47	P M	345	..... Kegley	91	2 52	A M	4 00
7 35	11 55		349	..... King	88	2 42		3 45
7 50	12 02	Noon	352	..... Rock	84	2 34	P M	3 30
8 15	12 15	"	356	....Matoaka, W.Va.. ♁	80	2 20	"	3 10
8 18	12 18	"	357	.....Giatto.....	79	2 15	"	3 00
8 35	12 28	"	361	.....Clarks Gap.....	75	2 05	"	2 40
8 50	12 38	"	364	.....Micajah.....	72	1 55	"	2 25
9 15	12 50	Noon	368	.....Herndon.....	68	1 45	"	2 05
9 50	1 01	P M	372	.....Taft.....	63	1 31	"	1 45
1005	1 10	"	375	.....Elmore.....	60	1 24	"	1 24
1020	1 17	"	377	.....Mullens..... ♁	58	1 17	"	12 15
1045	1 32	"	382	.....Maben..... ♁	53	1 04	P M	11 30
1105	1 42	"	385	.....Hotchkiss.....	50	12 57	Noon	11 05
1120	1 49	"	388	.....Slab Fork.....	48	12 50	"	10 35
1155	1 55	"	390	.....Jenny Gap.....	46	12 44	"	10 20
1250	2 07	"	395	..... Surveyor	41	12 32	"	9 50
1 10	2 18	"	399	..... Eccles.....	37	12 21	"	9 30
1 20	2 26	"	401	..... Harper	35	12 15	Noon	9 20
1 55	2 45	"	406	..... Cirtsville	30	11 58	A M	8 45
2 10	2 60	"	408	.....Herberton.....	28	11 53	"	8 30
2 50	3 01	"	412	.....Lively.....	24	11 44	"	8 15
2 50	3 11	"	415	.....Dothan.....	21	11 36	"	8 00
3 18	3 18	"	417	.....Silver Gap	18	11 31	"	7 50
4 00	3 37	"	424	..... Hamilton.....	12	11 14	"	7 15
4 15	3 48	"	427	.....Page..... ♁	9	11 05	"	†7 00
P M	4 01	"	431	.....Robeson.....	5	10 53	"	A M
....	4 20	P M	436	arr...Deepwater. ♁ lve.	0	*1035	A M	....
....	*4 25	P M	....	lv. Deepwater (C.&O.Ry.) ar.	....	10 30	A M	....
....	8 00	P M	....	ar. Charleston " lv.	....	8 40	A M	....
....	6 27	P M	....	ar. St. Albans. " lv.	....	*8 05	A M	....

Trains marked * run daily; † daily, except Sunday; *a* Monday, Wednesday and Friday.
♁ Telegraph stations.
STANDARD—*Eastern time.*

WINDING GULF BRANCH.

71	M	Dec. 1, 1909.	70
A M	..	LEAVE] [ARRIVE	P M
†7 00	0	....Mullens....	2 30
7 40	7	....Horspen....	2 00
8 30	13	.....Tams	1 20
9 00	15	...Stotesbury...	12 50
9 10	16	....McAlpin....	12 40
9 20	16	... Woodbay ...	12 30
10 05	18	.Loup Junction.	11 45
10 30	19	....Goodwin ...	11 15
10 45	20	Winding Gulf.	†1100
A M	..	ARRIVE] [LEAVE	A M

Under Construction—Winding Gulf to Pemberton.

Connections. — Norfolk and Suffolk — With lines diverging. Gray, Meherrin and Altavista — With Southern Ry. Jarratt — With Atlantic Coast Line R.R. Alberta—With Seaboard Air Line Ry. Brookneal, Roanoke, Va., Matoaka, W.Va., and Big Stony, Va.—With Norfolk & Western Ry. Deepwater, W.Va.—Chesapeake & Ohio R.R.

Virginian Railway Club Car Service on Nos. 13 and 14 between Roanoke, Va., and Charleston, W. Va. Meals served a la carte.

Virginian Railway Club Car Service on Nos. 1 and 2 between Norfolk and Roanoke, Va. Meals served a la carte.

Pullman Sleeper between Norfolk and Roanoke on Trains 13 and 14.

RICHMOND, FREDERICKSBURG & POTOMAC RAILROAD.
WASHINGTON SOUTHERN RAILWAY.
RICHMOND-WASHINGTON LINE—DOUBLE TRACK.

WM. H. WHITE, President.
W. D. DUKE, Asst. to President and Secretary and Treasurer.
A. C. BRAXTON, General Counsel.
C. W. CULP, Gen. Superintendent.
W. P. TAYLOR, Traffic Manager.
J. E. COX, Auditor.
S. B. RICE, Road Master.

W. F. KAPP, Supt. Shops and Machinery.
STUART C. LEAKE, Com'l Agent.
WALTER M. TAYLOR, Trav. Fht. and Pas. Agent.
FRANK H. COX, Land and Industrial Agent, Ashland, Va.
General Offices—Richmond, Va.

ARRANGEMENT OF PARLOR, SLEEPING AND DINING CARS.

No. 84—Seaboard Year-Round Limited.—Sleeping Cars Tampa and Jacksonville to New York, and Dining Car Washington to New York daily, and Sleeper Pinehurst to New York, week-days, via Penna. R.R. Parlor Car from Washington, and Dining Car from Philadelphia to New York, via B. & O. R R.

No. 86 - A. C. L. Palmetto Limited.—Broiler Buffet Sleeping Cars St. Petersburg, Charleston and Atlanta-Augusta to New York, via Penna. R.R , and Jacksonville and Wilmington to Washington. Dining Car Washington to New York, via Penna. R.R. Parlor Car from Washington, and Dining Car from Philadelphia to New York, via B. & O. R.R.

No. 82—A. C. L. Florida and West Indian Limited.—Sleeping Cars Port Tampa and Jacksonville to New York, and Dining Car Jacksonville to New York, via Penna. R R. Sleeper Jacksonville to Washington. Parlor Car from Washington, and Dining Car from Philadelphia to New York, via B. & O. R.R.

No. 92—Seaboard Flamingo.—Sleeping Car Memphis to New York, via Penna. R.R. Dining Car Richmond to Washington and Washington to New York, via Penna. R.R. Parlor Car from Washington, and Dining Car from Philadelphia to New York, via B. & O. R.R.

No. 88—N.Y. and Fla. Special. } Solid Pullman Vestibule trains between Knights
No. 98—Seaboard N.Y. Limited. } Key, Miami, Palm Beach, St. Augustine and New York No Coaches. No extra charge other than regular Pullman fare.

No. 10—Washington Express.—Pullman Car Richmond to Washington. Parlor and Dining Cars, week-days, and Buffet Parlor Car, Sundays, Washington to New York, via Penna. R.R. Parlor Car Washington to New York, and Dining Car to Philadelphia, via B. & O. R.R.

No. 14—Washington Limited.—Parlor Car Richmond to New York, in connection with B. & O. Royal Limited. Dining and Chair Car Richmond to Washington (meals a la carte). Parlor and Dining Cars Washington to New York, and Buffet Parlor Car to Philadelphia, via Penna. R.R. Sleeper Washington to Boston, via Steamer *Maryland* Route, Penna. R.R , 5 35 p.m. train.

Royal Limited, via B. & O. R.R., leaving Washington 3 00 p.m , daily. Exclusive Pullman train of Buffet Smoking Car, Parlor and Observation Cars and Dining Car.

Congressional Limited, via Pennsylvania R.R., leaving Washington 4 00 p.m., daily, all Pullman Parlor, Observation and Dining Cars Washington to N.Y.

No. 66—Seaboard Florida Fast Mail.—Sleeping Cars Jacksonville and Birmingham to N.Y., via Penna. R.R. Dining Car Acca to Washington (meals a la carte).

No. 80—A. C. L. Express.—Broiler Buffet Sleeper Jacksonville to New York, via Penna. R.R. Sleepers Old Point Comfort, via C. & O., and Richmond to New York, and Washington to Philadelphia, via Penna. R.R. Sleeper Washington to New York, via B. & O. R.R. Parlor Car Richmond to Washington.

No. 89—A. C. L. Express.—Sleepers New York, via Penna. R.R., to Richmond and Old Point Comfort, via Richmond and C. & O., and Broiler Buffet Sleeper New York, via Penna. R.R., to Jacksonville. Parlor Car New York to Washington, via B. & O. R.R. Sleeper Washington to Richmond; open for occupancy at Union Station, Washington, 10 00 p.m., daily.

No. 43—Seaboard Florida Fast Mail.—Sleepers New York, via Penna. R.R., to Jacksonville and Birmingham, and Boston to Washington, via Penna. R.R. Steamer *Maryland* Route. Sleeper New York to Washington, via B. & O. R.R.

No. 15—Richmond Limited.—Parlor and Dining Cars Washington to Richmond. Broiler Buffet Parlor Car Philadelphia to Washington, via Penna. R.R. Parlor Car Philadelphia to Washington, via B. & O. R.R.

No. 85—A. C. L. Florida and West Indian Limited.—Sleepers New York, via Penna. R R., to Jacksonville and Port Tampa, and Washington to Jacksonville. Dining Car New York, via Penna. R.R., to Jacksonville. Parlor Car from N.Y., and Dining Car from Philadelphia to Washington, via B. & O. R.R.

No. 93—Seaboard Flamingo.—Sleepers New York, via Penna. R.R., to Jacksonville. Dining Cars New York, via Penna. R.R., to Washington and Washington to Richmond. Parlor Car from New York, and Dining Car from Philadelphia to Washington, via B. & O. R.R.

No. 29—Richmond Express.—Dining and Chair Car Washington to Richmond. Parlor and Dining Cars New York to Washington, via Penna. R.R. Parlor Car New York to Washington, and Dining Car to Baltimore, via B. & O. R.R.

No. 99—Seaboard Florida Lim. } Solid Pullman Vestibule trains between N.Y.
No. 87—N.Y. and Fla. Special. } St. Augustine, Palm Beach, Miami, and Knights Key. No Coaches. No extra charge other than regular Pullman fare.

No. 81—Seaboard Year-Round Limited.—Sleepers New York, via Penna. R.R., to Tampa and Memphis, daily, and to Pinehurst week-days. Parlor Car New York, via B. & O. R.R., to Acca; thence by special engine to Elba Station, Richmond. Parlor and Dining Cars New York to Washington, via Penna. R.R.

No. 83—A. C. L. Palmetto Limited.—Broiler Buffet Sleepers New York, via Penna. R.R., to Charleston, Augusta-Atlanta and St. Petersburg, and Washington to Jacksonville and Wilmington. Dining Car New York, via Penna. R.R., to Washington. Parlor and Dining Cars New York to Washington, on B. & O. Royal Limited.

☞ **Stop-overs** allowed on unlimited tickets upon application to conductor.

WASHINGTON AND NORFOLK, VIA NORFOLK & WESTERN RY.

*1201 Noon	*1005 A M	*4 20 A M	lve... **Washington** ..arr.	2 45 P M	11 50 P M	Eastern time
12 16 Noon	10 22 A M	4 37 A M	lve... **Alexandria** ...arr.	2 30 P M	11 33 P M	
1 20 P M	11 32 A M	5 50 A M	lv.. **Fredericksburg**..lv.	1 28 P M	10 09 P M	
3 00 P M	3 00 P M	*9 00 A M	lve.... **Richmond** ....lve.	12 01 Noon	8 20 P M	
5 20 P M	5 20 P M	11 20 A M	arr..... **Norfolk** .....lve.	*9 15 A M	*4 30 P M	

WASHINGTON, OLD POINT AND NORFOLK, Via C. & O. RY.

*1005 A M	*1201 Noon	*4 20 A M	lve..... **Washington** .....arr.	2 45 P M	11 50 P M
10 22 A M	12 16 Noon	4 37 A M	lve..... **Alexandria** .....arr.	2 30 P M	11 33 P M
11 32 A M	1 20 P M	5 50 A M	lve.... **Fredericksburg**...lve.	1 28 P M	10 09 P M
4 00 P M	d4 00 P M	d9 00 A M	lve..... **Richmond** .....lve.	d12 01 Noon	d8 20 P M
5 30 P M	6 30 P M	10 30 A M	arr.... **Newport News** ...lve.	10 05 A M	5 05 P M
8 00 P M	8 00 P M	11 00 A M	arr..**Old Point Comfort**..lve.	9 30 A M	4 30 P M
6 35 P M	6 35 P M	11 35 A M	arr.....**Norfolk** .....lve.	†9 00 A M	*4 00 P M

* Daily; *d* transfer between Byrd Street Station and Main Street Station to be arranged by passenger if not included in ticket.

Connections.—[1] With Pennsylvania R.R. and Baltimore & Ohio R.R. [2] With Southern Ry. [3] With Potomac, Fredericksburg & Piedmont R.R. and Rappahannock Steamers. [4] With Chesapeake & Ohio Ry. [5] With Chesapeake & Ohio Ry., Southern Ry., Seaboard Air Line Ry. and Atlantic Coast Line R.R.

RICHMOND, FREDERICKSBURG & POTOMAC RAILROAD.
WASHINGTON SOUTHERN RAILWAY
RICHMOND-WASHINGTON LINE—DOUBLE TRACK.

NOTICE.—These tables show the time at which trains may be expected to arrive at or depart from the several stations, as well as the connections with trains of other companies, but the departures and arrivals at the times stated are not guaranteed, nor are the connections guaranteed. The time of connecting transportation companies is given for the information of passengers without any guarantee or responsibility with regard to the times stated.

83	81	87	99	29	93	85	15	43	9	89	Mls	*January* 3, 1910.	84	86	82	92	88	98	10	14	14	26	66	80	30
P M	P M	P M	P M	....	A M	A M	....	Night	Night	P M	....	.......**New York**.......	P M	P M	P M	P M	P M	P M	P M	P M	P M	....	....	A M	....
*325	*1 25	†1 25	†110	....	*1025	*9 55	....	*12 10	*1210	*9 25	....	lv. *W. 23d St.(P.R.R.)* ar.	2 00	2 00	2 45	5 00	4 15	4 30	8 30	8 15	e915	A M	A M	6 30	A M
3 30	1 30	1 30	1 20	P M	10 30	10 00	*A M	12 15	1215	9 30	....	lv. *Cort.& Des. Sts.* » ar.	1 53	1 53	2 43	4 53	4 13	4 23	6 23	8 08	e908	3 53	3 53	6 13	3 53
c544	c3 55	c3 50	c342	*1 25	c1250	c1221	b8 32	c3 35	c335	b12 15	....	lv. **Philadelphia** » ar.	c11 35	c11 35	c12 23	b2 20	c1 46	c1 53	b3 50	c558	b656	b1155	b1155	c3 40	b1155
8 20	6 05	6 00	5 52	3 40	3 00	2 40	10 36	6 06	6 06	2 50	....	lv. **Baltimore**... » ar.	9 16	9 16	10 02	12 00	11 30	11 38	1 30	3 56	4 52	8 52	9 52	1 15	9 52
9 25	7 10	7 05	6 55	4 40	4 05	3 45	11 32	7 12	7 12	3 55	....	ar. **Washington.** » lv.	*8 15	*8 15	*9 05	*11 00	¶10 30	¶11 40	†12 30	*3 00	*4 00	*8 00	*9 00	*12 10	9 00
P M	P M	P M	P M	A M	A M	A M	....	P M	....	P M	....	.......**New York**.......	P M	P M	P M	P M	A M	A M	P M	P M	P M	A M	A M	A M	A M
*350	*1 50	....	....	*11 50	*9 50	*9 50	....	*11 50	....	*6 50	....	lv. *W. 23d St.* (C. of N.J.) ar.	g2 10	g2 10	g2 10	4 25	....	....	6 45	8 10	8 10	7 00	7 00	7 00	7 00
4 00	2 00	....	....	12 00	10 00	10 00	....	1 30	....	7 00	....	lv. *Liberty St...* » ar.	g2 00	g2 00	g2 00	4 15	....	....	6 30	8 00	8 00	6 35	6 35	6 35	6 35
6 12	4 16	....	....	2 17	12 30	12 30	A M	4 15	A M	9 21	....	lv. Philadelphia..(B. & O.) ar.	g11 50	g11 50	g11 50	2 02	....	....	4 05	5 50	5 50	3 50	3 50	3 50	3 50
8 16	6 16	....	....	4 30	3 00	3 00	*10 00	8 00	*6 15	11 32	....	lv. **Baltimore**.. » ar.	9 45	9 45	9 45	11 45	....	....	1 47	3 44	3 44	10 00	11 00	1 05	11 00
9 00	7 00	....	....	5 20	3 50	3 50	10 50	8 55	7 20	12 22	....	ar. **Washington** » lv.	*9 00	*9 00	*9 00	†11 00	....	....	*1 00	*3 00	*3 00	†9 00	*10 00	*12 15	10 00
*P M	P M	P M	P M	P M	P M	P M	Noon	A M	A M	A M	....	LEAVE] [ARRIVE	A M	A M	A M	A M	A M	A M	Noon	P M	P M	P M	P M	P M	P M
10 00	*7 25	†7 10	†7 00	*5 40	*4 25	*4 05	*12 01	*10 05	*7 75	*4 20	0	.....**Washington**[1]... δ	7 40	8 00	8 40	10 15	10 25	10 35	12 20	2 45	2 45	8 25	8 35	11 50	8 25
— —	— —	— —	— —	— —	— —	— —	— —	— —	a —	— —	....	.*Seventh Street Station*.	— —	— —	— —	— —	— —	— —	a —	— —	— —	a —	— —	— —	a —
10 17	7 42	— —	— —	6 57	4 42	4 22	12 16	10 22	7 43	4 37	8.2	.**Alexandria Station**[2].	7 23	7 43	8 23	9 58	— —	— —	12 01	2 30	2 30	8 07	8 18	11 33	8 07
— —	— —	— —	— —	— —	— —	— —	— —	— —	8 00	—	14.1	.......Franconia...... δ	— —	— —	— —	— —	— —	— —	11 48	— —	— —	7 55	— —	— —	7 55
— —	— —	— —	— —	— —	— —	— —	— —	— —	8 07	— —	17.8	.......Accotink.........	— —	— —	— —	— —	— —	— —	11 40	— —	— —	7 48	— —	— —	7 48
— —	— —	New York and Florida Special.	Seaboard Florida Limited	— —	— —	— —	— —	— —	8 13	— —	21.0	.........Lorton.........	— —	— —	— —	— —	New York and Florida Special.	Seaboard New York Limited.	11 33	— —	— —	7 41	— —	— —	7 41
— —	— —			— —	— —	— —	— —	— —	8 21	— —	24.1	.......Occoquan...... δ	— —	— —	— —	— —			11 26	— —	— —	7 33	— —	— —	7 38
— —	— —			— —	— —	— —	— —	— —	8 26	— —	26.6	........Negley.........	— —	— —	— —	— —			11 21	— —	— —	7 28	— —	— —	7 28
— —	— —			— —	— —	— —	— —	— —	8 35	— —	31.1	...... Cherry Hill..... δ	— —	— —	— —	— —			11 12	— —	— —	7 18	— —	— —	7 18
— —	— —			— —	— —	— —	— —	— —	8 43	— —	34.7	.......**Quantico**...... δ	— —	— —	— —	— —			11 04	— —	— —	7 08	— —	s10 42	7 08
— —	— —			— —	— —	— —	— —	— —	8 51	— —	39.1	.......Wide Water..... δ	— —	— —	— —	— —			10 56	— —	— —	7 00	— —	— —	7 00
— —	— —			— —	— —	— —	— —	— —	9 03	— —	45.4	.........Brooke....... δ	— —	— —	— —	— —			10 45	— —	— —	6 47	— —	— —	8 47
11 31	8 56			7 08	5 55	5 36	1 20	11 32	9 18	5 50	54.2	...**Fredericksburg**[3]. δ	6 11	6 25	7 05	8 46			10 29	1 28	1 28	6 30	7 01	10 09	8 30
— —	— —			7 24	— —	— —	— —	— —	9 35	— —	62.0	.........Summit....... δ	— —	— —	— —	— —			10 16	— —	— —	6 16	— —	— —	6 16
— —	— —			7 31	— —	— —	— —	— —	9 44	— —	66.6	.........Guinea....... δ	— —	— —	— —	— —			10 08	— —	— —	6 07	— —	— —	6 07
— —	— —			7 38	— —	— —	— —	— —	9 49	— —	69.0	........Woodslane..... δ	— —	— —	— —	— —			10 03	— —	— —	6 01	— —	— —	6 01
— —	— —			7 47	— —	— —	1 49	— —	10 02	s6 29	75.8	.........Milford....... δ	— —	— —	— —	— —			9 52	— —	— —	5 49	— —	9 34	5 49
— —	— —			7 55	— —	— —	— —	— —	10 11	— —	80.6	..........Penola....... δ	— —	— —	— —	— —			9 43	— —	— —	5 39	— —	— —	5 39
— —	— —			8 04	— —	— —	— —	— —	10 21	— —	86.4	........Rutherglen..... δ	— —	— —	— —	— —			9 34	— —	— —	5 28	— —	— —	5 28
— —	9 50			8 12	— —	w —	— —	12 27	10 31	6 58	91.6	.**Doswell**[4] (C. & O. Jn). δ	— —	— —	— —	— —			9 25	— —	— —	6 18	6 06	9 09	5 18
— —	— —			8 14	— —	— —	— —	— —	10 33	— —	93.8	.......Taylorsville.......	— —	— —	— —	— —			9 20	— —	— —	5 09	— —	— —	5 09
— —	10 01			8 25	— —	6 41	2 19	12 38	10 47	7 10	98.7	.........Ashland....... δ	— —	— —	— —	7 43			9 14	12 32	12 32	5 01	5 55	8 57	5 01
— —	— —		— —	8 35	— —	— —	— —	— —	11 02	— —	105.3	.......Glen Allen...... δ	— —	— —	— —	— —			9 04	— —	— —	4 41	— —	— —	4 41
— —	— —	— —	— —	8 37	— —	— —	— —	— —	11 04	— —	106.9	.........Laurel........	— —	— —	— —	— —	— —	— —	s8 59	— —	— —	4 36	— —	— —	4 36
x —	— —	— —	— —	x —	— —	x —	x —	— —	x —	x —	....	.......*Elba Station*.......	— —	x —	x —	— —	— —	— —	x —	x —	x —	x —	— —	x —	§4 15
1 10	....	10 25	— —	9 00	....	7 15	2 50	....	11 35	7 50	115.4	...*Byrd Street Station.* δ	....	*4 50	*5 20	....	¶7 15	....	‖8 40	‖12 01	‖12 01	†4 00	....	*8 20	P M
A M	10 35	P M	10 09	P M	7 35	P M	P M	1 10	A M	A M	....	..*Main Street Station*..	*4 35	A M	A M	*7 10	A M	¶7 30	* A M	† N'n	† N'n	P M	*5 15	P M	....
....	P M	....	P M	....	P M	....	....	P M	....	....	....	arr....**Richmond**[5] δ.lve.	A M	....	....	A M	....	A M	....	....	....	....	P M	....	....
*1 20	....	†10 35	....	....	....	*7 25	*3 00	....	*12 10	*8 15	....	lv. **Richmond**(*A.C.L.*)ar.	....	4 40	5 10	....	¶7 05	....	8 35	11 40	11 40	....	....	‖8 00	....
1 55	....	— —	....	....	....	8 05	3 30	....	12 55	9 13	....	ar. **Petersburg**. » lv.	....	4 05	4 30	....	— —	....	†7 45	†11 08	†11 08	....	....	7 10	....
3 40	....	— —	....	....	....	9 52	P M	....	Noon	11 28	....	ar. **Weldon** ..... » lv.	....	2 09	2 45	....	— —	....	A M	A M	A M	....	....	5 00	....
4 59	....	1 32	....	....	....	10 58	....	....	....	1 05	....	ar. **So. Rocky Mount** » lv.	....	12 58	1 35	....	4 00	....	....		....	....	....	3 40	....
10 10	....	5 57	....	....	....	4 01	....	....	....	7 35	....	ar. **Florence**.... » lv.	....	7 43	8 30	....	11 30	....	....		....	....	....	9 15	....
1 25	....	8 50	....	....	....	7 05	....	....	....	11 20	....	ar. **Charleston**.. » lv.	....	4 25	5 25	....	8 25	....	....		....	....	....	5 10	....
3 55	....	10 15	....	....	....	9 30	....	....	....	2 20	....	ar. **Savannah**... » lv.	....	12 01	1 05	....	5 08	....	....		....	....	....	12 15	....
8 15	....	¶12 15	....	....	....	1 50	....	....	....	7 15	....	ar. **Jacksonville** » lv.	....	*7 30	*8 50	....	†1 10	....	....		....	....	....	*7 45	....
P.M	....	P.M	....	....	....	P M	....	....	....	A M	....	....	....	A M	A M	....	P M	....	....		....	....	....	P M	....
9 35	....	¶13 40	....	....	....	....	....	....	....	10 00	....	ar. **St. Augustine**(*F.E.C.*)lv.	....	....	7 15	....	†12 00	....	....		....	....	....	6 40	....
P M	....	P M	....	....	....	....	....	....	....	A M	....	....	....	P M	P M	....	Noon	....	....		....	....	....	P M	....
7 00	....	....	....	....	....	10 25	....	....	....	7 00	....	ar. **Tampa**...(*A. C. L.*) lv.	....	*9 00	*8 00	....	....	....	....		....	....	....	*10 30	....
A M	....	....	....	....	....	P M	....	....	....	P M	....	....	....	P M	P M	....	....	....	....		....	....	....	A M	....
1 00	....	....	....	....	....	....	....	....	....	10 45	....	ar. **Columbia**(*A.C.L.*)lv.	....	5 05	5 05	....	....	....	....		....	....	....	6 00	....
3 00	....	....	....	....	....	....	....	....	....	....	....	ar. **Augusta**.... » lv.	....	2 45	2 45	....	....	....	....		....	....	....	....	....
10 15	....	....	....	....	....	....	....	....	....	....	....	ar. **Macon**..(*Ga. R.R.*)lv.	....	8 55	8 55	....	....	....	....		....	....	....	....	....
8 20	....	....	....	....	....	....	....	....	....	....	....	ar. **Atlanta**..... » lv.	....	*7 30	*7 30	....	....	....	....		....	....	....	....	....
P M	....	....	....	....	....	....	....	....	....	P M	....	....	....	A M	A M	....	....	....	....		....	....	....	....	....
9 30	P M	....	P M	....	P M	....	....	P M	....	6 10	....	ar. **Wilmington**.(*A.C.L.*)lv.	A M	*7 00	*7 00	A M	....	A M	....		....	....	P M	*8 45	....
A M	*13 45	....	†10 12	....	*7 40	....	....	*1 18	....	P M	....	lv. **Richmond**(*S.A.L.*)ar.	4 20	P M	P M	7 00	....	7 26	....		....	....	6 05	A M	....
....	11 23	....	— —	....	8 18	....	....	1 57	....	....	....	ar. **Petersburg**.. » lv.	3 36	....	....	6 16	....	— —	....		....	....	4 20	....	....
....	4 00	....	2 20	....	12 15	....	....	6 00	....	....	....	ar. **Raleigh**...... » lv.	11 15	....	....	2 05	....	3 10	....		....	....	12 05	....	....
....	6 24	....	— —	....	2 17	....	....	7 51	....	....	....	ar. **Southern Pines** » lv.	9 09	....	....	11 38	....	— —	....		....	....	10 03	....	....
....	7 30	....	4 50	....	3 10	....	....	8 45	....	....	....	ar. **Hamlet**...... » lv.	8 20	....	....	10 45	....	12 40	....		....	....	9 15	....	....
....	11 15	....	7 4[illegible]	....	6 20	....	....	12 10	....	....	....	ar. **Columbia**.... » lv.	6 20	....	....	4 35	....	9 50	....		....	....	5 40	....	....
....	2 50	....	10 15	....	9 15	....	....	3 20	....	....	....	ar. **Savannah**.... » lv.	12 30	....	....	11 00	....	5 05	....		....	....	11 55	....	....
....	7 30	....	2 00	....	1 20	....	....	7 45	....	....	....	ar. **Jacksonville** » lv.	8 50	....	....	*6 15	....	1 25	....		....	....	7 50	....	....
....	9 35	....	¶3 40	....	3 40	....	....	10 00	....	....	....	ar. **St. Augustine**(*F.E.C.*)lv.	*7 15	....	....	A M	....	†12 00	....		....	....	*6 40	....	....
....	P M	....	P M	....	P M	....	....	P M	....	....	....	....	A M	....	....	....	....	Noon	....		....	....	P M	....	....
....	6 30	....	6 30	....	....	....	....	5 30	....	....	....	ar. **Tampa**...(*S. A. L.*) lv.	*9 00	....	....	....	....	P M	....		....	....	*10 30	....	....
....	1 15	....	A M	....	....	....	....	P M	....	....	....	ar. **Wilmington**.(*S.A.L.*) lv.	*4 00	....	....	....	....	9 00	....		....	....	*4 50	....	....
....	P M	....	....	....	....	....	....	A M	....	....	....	....	P M	....	....	Noon	....	P M	....		....	....	A M	....	....
....	4 45	....	....	....	....	....	....	6 15	....	....	....	ar. **Atlanta**..(*S. A. L.*) lv.	*7 00	....	....	*12 20	....	....	....		....	....	*8 50	....	....
....	10 10							12 10	....	....	....	arr. **Birmingham**(S.A.L.).lve.	A M	....	....	*7 30	....	....	....		....	....	*3 00	....	....
....	P M							Noon	....	A M	....	LEAVE] [ARRIVE	....	....	....	A M	....	....	A M		....	....	P M	....	
....	*11 45							....	....	*10 45	....	...**Richmond**..(*So.Ry.*).	....	....	....	....	....	....	7 00		....	....	4 10	....	
....	4 45							....	....	4 00	....	ar. **Danville**..... » lv.	....	....	....	....	....	....	1 50		....	....	10 50	....	
....	7 20							....	....	6 15	....	ar. **Greensboro**. » lv.	....	....	....	....	....	....	10 18		....	....	9 30	....	
....	8 50							....	....	8 10	....	ar. **Salisbury** ... » lv.	....	....	....	....	....	....	8 55		....	....	7 45	....	
....	10 00							....	....	9 30	....	ar. **Charlotte** ... » lv.	....	....	....	....	....	....	7 35		....	....	*6 05	....	
....	A M							....	....	P M	....	ar. **Columbia** ... » lv.	....	....	....	....	....	....	*2 00		....	....	A M	....	
....	....							....	....	....	....	ar. **Charleston** . » lv.	....	....	....	....	....	....	P M		....	....	....	....	
....	....							....	....	....	....	ar. **Savannah** ... » lv.	....	....	....	....	....	....	....		....	....	....	....	
....	....							....	....	....	....	ar. **Jacksonville** » lv.	....	....	....	....	....	....	....		....	....	....	....	
....	....							....	....	....	....	ar. **St. Augustine**(*F.E.C.*)lv.	....	....	....	....	....	....	....		....	....	....	....	
....	....							....	....	....	....	ar. **Tampa**...(*A. C. L.*) lv.	....	....	....	....	....	....	....		....	....	....	....	
....	5 00							....	....	5 00	....	ar. **Atlanta**...(*So. Ry.*) lv.	....	....	....	....	....	....	11 01		....	....	*8 45	....	
....	P M							....	....	A M	....	....	....	....	....	....	....	....	A M		....	....	P M	....	....
....	2 45							....	....	2 30	....	...**Asheville**...(*So. Ry.*).	....	....	....	....	....	....	*2 25		....	....	....	....	....
....	P M							....	....	A M	....	ARRIVE] [LEAVE	....	....	....	....	....	....	P M		....	....	....	....	....

Additional Trains—Leave Ashland †6 00 a.m., †4 50 p.m., arrive Elba Station 6 40 a.m., 5 30 p.m. Leave Elba Station †7 30 a.m., †6 30 p.m., arrive Ashland 8 10 a.m., 7 15 p.m. Leave Washington *6 00 p.m., arrive Fredericksburg 6 49 p.m. Leave Fredericksburg *6 32 a.m., arrive Washington 8 25 a.m. Leave Fredericksburg †6 00 a.m., arrive Byrd Street Station 8 25 a.m. Leave Byrd Street Station †1 30 p.m., arrive Fredericksburg 4 00 p.m.

s Stops on Sunday; x stops at Elba Station, Richmond. ♭ On Sunday leaves Philadelphia 7 20 a.m., arriving Washington 10 45 a.m. ‖ Meals. δ Telegraph stations. *Eastern time.*

For List of Officers, Map and Through Car Service, see opposite page.

* Daily; † daily, except Sunday; § Sunday only; *a* stops at 7th Street Station, Washington; *b* time is for Broad Street Station; *c* time is for West Philadelphia Station, 32d and Market Streets; *e* by Congressional Limited Express, all Parlor Cars; *g* on Sunday arrives Philadelphia 12 11 noon, West Twenty-third Street 2 40 p.m., Liberty Street 2 30 p.m.; *w* stops to leave or take on passengers for or from points on C. & O. Ry.

New Orleans, Mobile & Chicago Railroad Co.

PANAMA ROUTE.

BRAYTON IVES, Chairman of the Board, New York.
L. S. BERG, President, "
W. D. STRATTON, Vice-President, "
GEORGE W. CRARY, Secretary and Treasurer, Mobile, Ala.
H. C. SNYDER, Assistant Secretary and Treasurer, New York.
EUGENE HARVEY, Assistant Secretary and Treasurer, Mobile, Ala.
McINTOSH & RICH, General Solicitors, "
FLOWERS, FLETCHER & WHITFIELD, Special Counsel, Jackson, Miss.
W. F. OWEN, General Manager, Mobile, Ala.
L. L. LAWRENCE, Mgr. Industrial and Immigration Dept., Laurel, Miss.
H. M. HOOD, Auditor, Mobile, Ala.
H. G. REISER, Purchasing Agent, "
W. L. O'DWYER, Gen. Freight and Passenger Agent, "
JOHN A. JACKSON, Asst. Gen. Fht. and Passenger Agt., "
A. F. CHURCH, Superintendent, Laurel, Miss.
C. F. MORGAN, Superintendent, New Albany, Miss.
J. J. HENRY, Claim Agent, Mobile, Ala.
B. H. GRAY, Superintendent of Motive Power, "
D. W. DAVIS, Superintendent of Transportation, Laurel, Miss.
ALEXANDER JACKSON, Soliciting Agent, Mobile, Ala.
H. H. BOLTON, Immigration Agent, Wilmer, Ala.

GENERAL OFFICES—111 NORTH ROYAL STREET, MOBILE, ALA. NEW YORK OFFICE—49 WALL STREET.

MAIN LINE.

43	11	9-7	5	Mls.	October 10, 1909.	Mls.	12	6-10	8	44
P M	....	A M	....	....	(Central time.)	....	....	P M	....	Noon
*105	....	*6 30	....	0	lve... **Middleton**[1] ♁ arr.	366.5	....	6 35	....	1205
1 25	....	6 45	....	5.1	.......Brownfield...... ♁	361.4	....	6 13	....	1125
1 45	....	6 55	....	8.3	........Walnut ...... ♁	358.5	....	6 03	....	1105
2 10	....	7 06	....	12.0	.......Tiplersville ..... ♁	354.5	....	5 52	....	1045
2 35	....	7 18	....	16.2	..........Falkner....... ♁	350.3	....	5 40	....	1025
2 50	....	7 27	....	19.2	.........Norton.........	347.3	....	5 30	....	1008
3 30	....	7 42	....	24.4	..........Ripley........ ♁	342.1	....	5 16	....	9 40
4 00	....	7 52	....	27.6	.......Thurmond.......	338.9	....	5 05	....	9 05
4 10	....	8 00	....	30.6	.....Blue Mountain... ♁	335.9	....	4 59	....	8 45
4 15	....	8 06	....	32.6	.........Guyton.........	333.9	....	4 52	....	8 33
4 43	P M	8 15	....	35.7	......Cotton Plant .... ♁	330.8	Noon	4 43	....	8 15
5 20	*225	8 35	....	43.3	......**New Albany**[2]... ♁	323.2	1255	4 23	....	*740
P M	2 45	8 52	....	48.3	........Mitchell........	318.2	1232	4 03	....	A M
....	2 50	8 56	....	49.8	........Ingomar...... ♁	316.7	1227	3 59	....	....
....	3 05	9 08	....	54.2	..........Ecru........ ♁	312.3	1212	3 47	....	....
....	3 20	9 25	....	59.2	..........Ball..........	307.3	1145	3 30	....	....
....	3 35	9 31	....	62.2	.......**Pontotoc** ..... ♁	304.3	1140	3 24	....	....
....	4 00	9 51	....	66.8	........Algoma....... ♁	299.7	1113	3 01	....	....
....	4 32	10 16	....	76.2	......New Houlka.... ♁	290.3	1042	2 38	....	....
....	5 15	10 43	....	86.1	.......**Houston**[3]..... ♁	280.4	1000	2 09	....	....
....	5 45	11 06	....	94.8	........Woodland ..... ♁	271.7	9 20	1 46	....	....
....	6 12	11 27	....	102.4	.........Dancy .... ♁	264.1	8 54	1 25	....	....
....	6 42	11 49	....	110.5	.........Maben........ ♁	256.0	8 28	1 03	....	....
....	6 53	‖1215	....	112.8	......**Mathiston**[4]... ♁	253.7	8 20	‖1257	....	....
....	7 05	12 27	....	116.4	........Sherwood.........	250.1	8 07	12 27	....	....
....	7 18	12 38	....	120.3	.........Reform....... ♁	246.2	7 54	12 16	....	....
....	8 00	1 02	....	129.3	......**Ackerman**[5] .... ♁	237.2	7 25	11 52	....	....
....	8 15	1 15	....	134.3	.......Tollison.........	232.2	7 00	11 40	....	....
....	8 35	1 30	A M	139.8	.......Highpoint..... ♁	226.7	6 45	11 24	P M	....
....	9 05	1 55	*650	147.2	........Louisville ..... ♁	219.3	*620	11 05	7 34	....
....	P M	2 20	7 24	156.2	........Noxapater..... ♁	210.3	A M	10 38	7 00	....
....	....	2 36	7 45	161.9	.........Stallo .... ♁	204.6	....	10 22	6 40	....
....	....	2 48	8 00	166.6	........Burnside...... ♁	199.9	....	10 10	6 25	....
....	....	3 03	8 20	172.5	......Philadelphia.... ♁	194.0	....	9 54	6 05	....
....	....	3 24	8 51	180.7	........McDonald..... ♁	185.8	....	9 32	5 34	....
....	....	3 40	9 14	187.2	.........Union .... ♁	179.3	....	9 14	5 11	....
....	....	3 53	9 35	192.3	........Stratton ...... ♁	174.2	....	9 00	4 52	....
....	....	4 07	9 55	197.8	arr. **Decatur Junc** ♁ lve.	168.7	....	8 45	4 32	....
....	....	4 12	1003	199.3	lve..... **Decatur** ♁ ..arr.	170.2	....	8 40	4 24	....
....	....	4 17	1010	197.8	lve.. **Decatur Junc**.arr.	168.7	....	8 35	4 17	....
....	....	4 37	1040	205.6	........**Newton**[6]..... ♁	160.9	....	*8 15	*540	....
....	....	P M	A M	....	ARRIVE] [LEAVE	....	....	A M	P M	....

Connections.—[1] With Southern Ry. [2] With Frisco System. [3] With Mobile & Ohio R.R. [4] With Southern Ry. [5] With Illinois Central R.R. [6] With Alabama & Vicksburg Ry. [7] With New Orleans & N.E. and Gulf & Ship Island R.Rs. [8] With New Orleans & N.E., Gulf & Ship Island and Miss. Cent. R.Rs. [9] With Louisville & Nashville and Mobile & Ohio R.Rs., Southern Ry. and steamer lines diverging.

MAIN LINE.

3	7	5-1	Miles	October 10, 1909.	Miles	2-8	4	6
....	P M	A M	....	LEAVE] [ARRIVE	....	P M	....	A M
....	*437	*1040	205.6	........**Newton**[6]..... ♁	160.9	3 40	....	8 15
....	5 01	11 11	213.5	........Roberts.........	153.0	3 05	....	7 54
....	5 24	11 38	220.8	........Montrose....... ♁	145.7	2 38	....	7 32
....	5 38	11 54	225.0	........Louin .... ♁	141.5	2 22	....	7 19
....	5 57	12 17	232.0	.......Bay Springs..... ♁	134.5	1 59	....	6 58
....	6 22	12 45	240.4	.........Stringer....... ♁	126.1	1 31	....	6 36
A M	6 42	1 09	246.9	........Mossville........	119.6	1 09	P M	6 16
*5 15	7 08	2 00	256.6	.........**Laurel**[7]...... ♁	109.9	12 37	8 15	*5 50
5 43	P M	2 25	265.1	arr. **Ellisville Junc.** lve.	101.4	12 04	7 46	A M
5 43	....	2 23	265.1	lve. **Ellisville Jn** ♁ ..arr.	101.4	12 04	7 46	....
6 12	....	2 46	273.7	..........Ovett........ ♁	92.8	11 41	7 17	....
6 29	....	3 00	278.9	.........Loper..........	87.6	11 27	7 00	....
6 51	....	3 18	285.6	.........Richton .... ♁	80.9	11 09	6 38	....
7 11	....	3 35	291.7	.......Hintonville..... ♁	74.8	10 52	6 18	....
7 33	....	3 53	298.3	......**Beaumont**.... ♁	68.2	10 34	5 56	....
7 50	....	4 08	303.3	......Little Creek......	63.2	10 19	5 39	....
7 57	....	4 14	305.4	.........McLain ...... ♁	61.1	10 13	5 32	....
8 17	....	4 30	311.4	..........Leaf......... ♁	55.1	9 57	5 12	....
8 38	....	4 47	317.7	.........Merrill....... ♁	48.8	9 40	4 51	....
8 48	....	4 56	320.8	.........Bexley....... ♁	45.7	9 31	4 41	....
8 57	....	5 03	323.4	.........Eubank	43.1	9 24	4 32	....
9 12	....	5 15	327.7	.........Lucedale...... ♁	38.8	9 12	4 18	....
9 19	....	5 20	329.7	.........Evanston........	36.8	9 07	4 11	....
9 30	....	5 30	333.2	.........Donovan........	33.3	8 57	4 00	....
9 39	....	5 37	335.8	.........Shipman...... ♁	30.7	8 50	3 51	....
9 48	....	5 45	338.7	........Latonia ...... ♁	27.8	8 42	3 42	....
10 05	....	5 59	344.0	........Wilmer ...... ♁	22.5	8 28	3 25	....
10 26	....	6 18	351.0	........Semmes ...... ♁	15.5	8 09	3 04	....
10 34	....	6 25	353.5	..........Crary..........	13.0	8 02	2 56	....
10 42	....	6 32	356.1	........Orchard	10.4	7 55	2 48	....
11 15	....	7 00	366.5	... **Mobile (Frascati)**[9] ♁	0	*7 27	*2 15	....
A M	....	P M	....	ARRIVE] [LEAVE	....	A M	P M	....

* Daily; † daily, except Sunday. ‖ Meals. ♁ Telegraph stations. STANDARD—*Central time.*

ELLISVILLE BRANCH.

....	No. 34	Mls	October 10, 1909.	Mls	No. 35	....
....	†1205 Noon	0	lve. **Ellisville Junc.** arr.	6.6	2 23 P M	....
....	12 30 Noon	6.6	arr.... **Ellisville** ♁ ..lve.	0	†1 58 P M	....

HATTIESBURG BRANCH.

No. 15	No. 13	Mls	October 10, 1909.	Mls	No. 14	No. 16
....	....	....	LEAVE] [ARRIVE	....	....	....
*2 35 P M	*6 15 A M	0	.....**Hattiesburg**[8].. ♁	26.9	11 53 A M	7 16 P M
2 58 "	6 38 "	8.0	.......McCallum..... ♁	18.9	11 30 "	6 53 "
3 23 "	7 03 "	16.5	........Mahned....... ♁	10.4	11 05 "	6 28 "
3 31 "	7 11 "	19.3	......New Augusta.... ♁	7.6	10 57 "	6 20 "
3 36 "	7 16 "	21.1	........Wingate...... ♁	5.8	10 52 "	6 15 "
3 51 P M	7 31 A M	26.9	......**Beaumont**..... ♁	0	*1037 A M	*6 00 P M
....	....	....	ARRIVE] [LEAVE	....	....	....

KENTWOOD & EASTERN RAILWAY CO.

D. F. BROOKS, President, Minneapolis, Minn.
M. J. SCANLON, Vice-President, Minneapolis, Minn.
P. R. BROOKS, Treasurer. Minneapolis, Minn.
A. S. BROOKS, Secretary, Minneapolis, Minn.
GEO. A. KEVES, General Manager, Kentwood, La.
DEKOVEN HUNTER, Auditor, "
J. P. CHAMBERS, Gen. Fht. & Pas. Agt., Kentwood, La.
JOHN MAY, Master Mech., "
M. C. JONES, Car Foreman, "
General Offices—Kentwood, La.

5	11	1	3	9	Mls	June 7, 1909.	10	12	4	6	2
P M	A M	A M	A M	A M	....	LEAVE] [ARRIVE	A M	P M	A M	P M	P M
†1 45	†1145	†1100	†7 30	†6 00	0	...**Kentwood**[1]..	10 20	4 00	10 00	4 40	5 00
1 59	— —	11 15	7 44	— —	3	..**Bolivar Junc.**..	— —	— —	9 49	4 29	4 40
2 09	....	....	7 54	....	6	.....Brooks.....	....	....	9 38	4 18	....
2 23	....	....	8 08	....	10	.....Bolivar.....	....	....	9 22	4 04	....
2 43	....	....	8 28	....	16	.....Wilmer.....	....	....	9 06	3 48	....
2 50	....	....	8 35	....	17	arr.. **Camp 3**. lve.	....	....	†9 00	†3 40	....
P M	— —	11 20	A M	— —	5	..Spring Creek ..	— —	— —	A M	P M	4 32
....	— —	11 30	....	— —	7	....Lewiston	— —	— —			4 24
....	— —	11 35	....	— —	8	.....Morgan.....	— —	— —			4 20
	— —	11 49	....	— —	11	....Murdock	— —	— —			4 08
	— —	11 55	....	— —	13	......Jones......	— —	— —			4 00
	— —	12 01	....	— —	14	...Sunny Hill...	— —	— —			3 55
	12 45	12 18	....	7 00	16	...Mt. Herman...	9 00	2 40			3 40
	— —	12 25	....	— —	18	.....Cutrers.....	— —	— —			3 00
	— —	12 33	....	— —	20	..... Dyson	— —	— —			2 50
	— —	12 42	....	— —	22	....Brockdale....	— —	— —			2 45
	1 10	12 55	....	7 20	24	....Warnerton ...	†7 45	†1 25			2 30
....	P M	1 06	....	A M	28	......Magee	A M	P M			2 14
....	....	1 20	....	....	31	....**Hackley**....	....	....			†2 05
....	....	P M	....	....	....	ARRIVE] [LEAVE	....	....			P M

† Daily, except Sunday.

Connection.—[1] With Illinois Central R.R. for all points north and south. *Central time.*

RALEIGH & CHARLESTON RAILROAD COMPANY.

JOHN S. WILLIAMS, Prest., Richmond, Va.
JNO. GRAHAM, 1st V.-P., Philadelphia, Pa.
W. R. STORRS, Sec'y & Treas., Richmond, Va.
L. A. BOYD, 2d V.-P. & Gen. Mgr., Marion, S.C.
A. T. VANNERSON, G. F. & P. A., "

....	5	1	Mls	May 2, 1909.	6	2	....
....	P M	A M	....	(Eastern time.)	A M	P M	....
....	†1 30	*1045	0	lve⊙ **Lumberton**[1] ♁ .arr.	10 45	5 40	....
....	1 40	10 55	3	..........Pope..........	10 00	5 25	....
....	2 10	11 03	5	⊙......Kingsdale...... ♁	9 45	5 20	....
....	2 28	11 20	10	⊙... **Proctorville**[2]... ♁	9 15	5 08	....
....	2 50	11 37	15	⊙.....Barnesville...... ♁	8 55	4 52	....
....	3 00	11 43	18	.........Flowers.........	8 40	4 42	....
....	3 22	11 49	20	⊙...... Marietta ...... ♁	8 30	4 35	....
....	3 33	11 54	22	..... Homesville, S.C....	8 10	4 27	....
....	3 40	12 00	24	⊙.....Page's Mill..... ♁	7 58	4 17	....
....	4 12	12 06	26	⊙.......Kemper	7 52	4 12	....
....	4 20	12 09	27	⊙........ May	7 45	4 09	....
....	4 25	12 11	28	.........Melliers.........	7 41	4 06	....
....	4 45	12 14	29	.........Squires.........	7 37	4 03	....
....	5 00	12 17	30	⊙.........Fork........ ♁	7 33	4 00	....
....	5 15	12 26	33	⊙.........Zion	7 10	3 50	....
....	5 25	12 35	36	⊙........Rogers..........	7 00	3 44	....
....	5 50	12 50	41	⊙.... +**Marion**[3] ..... ♁	†6 40	*3 30	....
....	P M	Noon	....	.......▲**Libby**	A M	P M	....
....	....	....	....	ARRIVE] [LEAVE	....	....	....

Connections.—[1] With Seaboard Air Line Ry. [2] With Atlantic Coast Line R.R. [3] With Atlantic Coast Line R.R.

⊙ Telephone stations; + Coupon station; ♁ Telegraph stations.

* Daily; † daily, except Sunday. ▲ Freight service only.

EDGMOOR & MANETTA RAILWAY.

H. B. HEATH, Vice-President and General Manager, Lando, S.C

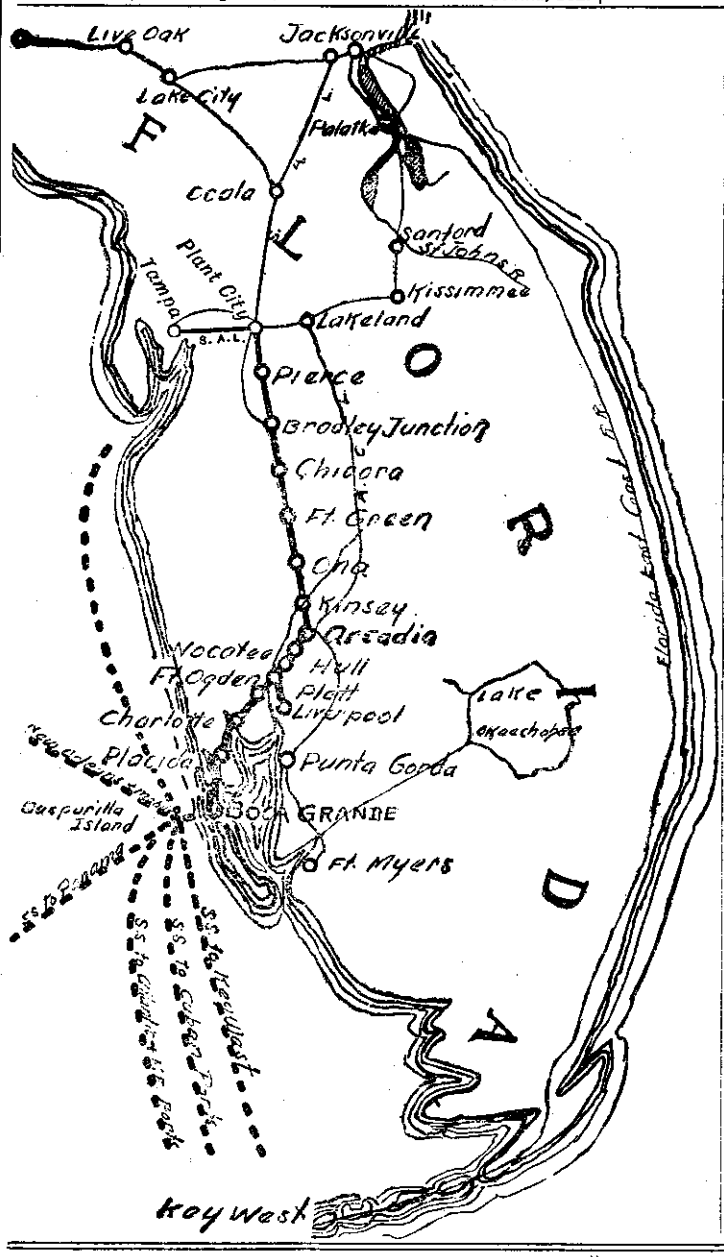
From Edgmoor to Lando (3 miles). Trains are run to connect at Edgmoor with Seaboard Air Line Ry. *April*, 1908

CHARLOTTE HARBOR & NORTHERN RAILWAY.

"BOCA GRANDE ROUTE."

JAMES M. GIFFORD, President, 5 Nassau Street, New York City.
PETER B. BRADLEY, Vice-President, 92 State Street, Boston, Mass.
L. M. FOUTS, 2d Vice-President and General Manager,
5 Nassau St., New York City; 316 Duval Bldg, Jacksonville, Fla.; Boca Grande, Fla.
JOHN P. WALL, Assistant General Counsel, Tampa, Fla.
G. S. BRUCE, Chief Engineer, Arcadia, Fla.

E. C. HOSKINS, Gen Fht. and Pas. Agt., Boca Grande, Fla.
W. J. GILLIGAN, Auditor, "
L. BRAGASSA, Master Mechanic, Arcadia, Fla.
J. M KELLY, Train Despatcher, "
A. N. SALLY, Land and Industrial Agent, Boca Grande, Fla.



	No. 2	Mls.	*November* 15, 1909.	No. 1
			LEAVE] [ARRIVE	
	*2 00 P M	0	**South Boca Grande**[1] ⊙	1 38 P M
	– –	1.0	Golden Gate	– –
	2 07 "	2.3	**Boca Grande** ⊙	1 32 P M
	2 35 "	10.0	Placida ⊙	12 58 Noon
	2 56 "	17.6	McCall ⊙	12 37 "
	3 21 "	26.5	Charlotte ⊙	12 12 Noon
	3 48 "	36.9	Platt ⊙	11 45 A M
	– –	38.8	Boggess	– –
	3 59 "	39.9	**Ft. Ogden** ⊙	11 33 "
	4 11 "	42.6	Hull ⊙	11 21 "
	4 21 P M	47.0	Nocatee	11 11 A M
	– –	51.2	C. H. & N. Shops ⊙	– –
	4 33 P M	51.9	arr... **Arcadia**[2] ⊙ lve.	*11 00 A M
	See Note.	51.2	C. H. & N. Shops	See Note.
		54.7	Bunker	
		60.6	Kinsey	
		70.1	Ona	
		77.9	Ft. Green	
		88.7	Chicora	
		92.4	**Bradley June.**	
		94.7	Pierce	
		111.3	**Plant City**	
			ARRIVE] [LEAVE	

LIVERPOOL BRANCH.

	Mls.	
		LEAVE] [ARRIVE
	0	⊡ ... **Ft. Ogden** ... ⊙
	3.5	⊡ ... **Liverpool** ... ⊙
		ARRIVE] [LEAVE

NOTE.—The C. H. & N. Ry. is graded to within a few miles of Plant City, and 70 pound steel rails are now being laid north of Arcadia. The construction will be completed some time between December 1, 1909, and January 1, 1910. Connections will be made with Seaboard Air Line and Atlantic Coast Line Rys. at Bradley Junction and Plant City.

Trains marked † run daily, except Sunday; § Sunday only.

⊡ Irregular service between Ft. Ogden and Liverpool.

⊙ Telephone stations.

STANDARD—*Central time.*

Connections.—[1] At **South Boca Grande**—With regular boat lines having tri-weekly sailings to and from Tampa; with daily steamers to and from Ft. Meyers, Useppa and Sanibel Island points; also irregular steamers to New Orleans, Key West and Cuban ports. [2] At **Arcadia**—With Atlantic Coast Line R.R.

COLUSA & LAKE RAILROAD.

M. E. BURROWS, General Superintendent, Colusa, Cal.

Trains leave Colusa ♂ †5 30, §5 30 p.m. for **Colusa Junction**[1] ♂ (10 miles), arriving Sites ♂ (22 miles) †6 05, §4 50 p.m. Returning, leave Sites †8 00, §8 30 a.m., arriving Colusa †9 50, §9 50 a.m. Leave Colusa *5 15 a.m., *12 05 noon, *7 00 p.m., arriving Colusa Junction 5 45 a.m., 12 35 noon, 7 30 p.m. Returning, leave Colusa Junction *6 05 a.m., *1 45, *7 55 p.m., arriving Colusa 6 35 a.m., 2 16, 8 25 p.m. *January* 5, 1908.

* Daily; † daily, except Sunday; § Sunday only. ♂ Telegraph stations.

Connection.—[1] With Southern Pacific Co. *Pacific time.*

WEST VIRGINIA & SOUTHERN RAILROAD CO.

R. T. PRICE, General Superintendent, Marmet, W. Va.

Extends from **Marmet**[1] ♂ to Kleybolte (5 miles) with a branch from Hernshaw to Charlmore (1.5 miles). Operated for coal traffic.

Connection.—[1] With Chesapeake & Ohio Ry. *April*, 1908.

HAZELHURST & SOUTH-EASTERN RAILWAY.

F. M. WHITE, General Manager and Purchasing Agent, Hazelhurst, Wis.

Train leaves **Hazelhurst**[1] †1 15 p.m. for Austin, Camp 21, arriving at **Tomahawk Lake**[2] (10 miles) 1 50 p.m. Returning, leaves Tomahawk Lake †2 15 p.m., arriving Hazelhurst 3 00 p.m. *December*, 1907.

† Daily, except Sunday.

Connections.—[1] With Chicago, Milwaukee & St. Paul Ry. [2] With Chicago & North-Western Ry. *Central time.*

DUNBAR & WAUSAUKEE RAILWAY.

J. L. WELLS, Manager, Dunbar, Wis.

Train leaves **Girard Junction** †9 10 a.m., arriving Dunbar (13½ miles) 10 45 a.m. Returning, leaves Dunbar †7 10 a.m., arrives Girard Junction 8 45 a.m. *September*, 1909.

† Daily, except Sunday. *Central time.*

Connection.—Girard Junction—With Chic. Milw. & St. Paul Ry

CHARLESTON & WESTERN CAROLINA RY.

"AUGUSTA AND ASHEVILLE SHORT LINE."

JOHN B. CLEVELAND, President, Spartanburg, S.C.
H. WALTERS, Vice-President, 71 Broadway, New York.
T. M. EMERSON, 2d Vice-President, Wilmington, N.C.
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R. D. CRONLY, Secretary, Petersburg, Va.
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GEO. S. Le GRAND, Aud. Pas. Receipts, "
H. H. McKEE, Auditor of Disbursements, "
E. A. WILLIAMS, Asst. Aud. Disbursements, "
SPENCER Le GRAND, Asst. Aud. Fht. Receipts, "
W. S. CRANE, Cashier, Augusta, Ga.
J. R. KENLY, General Manager, Wilmington, N.C.
R. A. BRAND, Traffic Manager, "
ERNEST WILLIAMS, Gen. Fht. and Pas. Agt., Augusta, Ga.
A. W. ANDERSON, General Superintendent, "
F. M. DOAR, Superintendent Transportation, "
F. H. FECHTIG, Purchasing Agent, Wilmington, N.C.
E. W. MATTHEWS, Com'l Agt., 807 Broad St., Augusta, Ga.
T. B. PURYEAR, Soliciting Agent, "
E. H. SMITH, Gen. Agt., 36 Central Ave., Atlanta, Ga.
W. G. HOLLY, Soliciting Agent, "
GEO. T. BRYAN, General Agent, Greenville, S.C.
T. B. CURTIS, Jr., Soliciting Agt., 143 E. Bay St., Charleston, S.C.
General Offices—807 Broad Street, Augusta, Ga.

AUGUSTA, SPARTANBURG AND ASHEVILLE.

Through Pull. Parlor Car Service Tues., Thurs. and Sat. Augusta to Asheville on Train No. 1.

3	7	1	Mls.	November 15, 1909.	2	8	4
P M	A M	A M		(Eastern time.)	P M	P M	A M
*4 35	*6 30	*10 10	0	lve....+Augusta[1] ♁...arr.	6 15	8 35	9 35
5 04	6 58	10 38	8.0	.....Martinez.....	5 48	8 05	9 08
5 13	7 07	10 47	11.9	.....Evans..... ♁	5 40	7 57	9 00
5 29	7 18	10 58	16.7	.....Woodlawn.....	5 29	7 45	8 48
5 49	7 33	11 15	23.5	.....Clark's Hill..... ♁	5 14	7 28	8 33
6 02	7 44	11 25	28.5	.....Modoc..... ♁	5 03	7 18	8 22
6 13	7 52	11 33	32.3	.....Parksville.....	4 55	7 09	8 14
6 26	8 03	11 44	37.5	.....Plum Branch.....	4 44	6 58	8 03
6 48	8 14	11 56	43.0	.....McCormick[2].....	4 32	*6 47	7 52
7 06	A M	12 12	49.2	.....Troy.....	4 17	P M	7 36
7 18	—	12 23	54.5	.....Bradley..... ♁	4 06	—	7 24
7 29	5	12 33	59.1	.....Verdery..... ♁	3 56	6	7 13
—	A M	—	65.5	.....Maxwell.....	—	P M	—
7 50	*6 50	12 57	67.3	+.....Greenwood[3]..... ♁	3 37	7 45	*6 55
P M	7 04	1 12	74.3	.....Coronaco..... ♁	3 19	7 28	A M
	7 20	1 28	82.3	.....Waterloo..... ♁	3 03	7 10	
	7 28	1 39	86.8	.....Cold Point.....	2 53	6 59	
	7 35	1 47	90.3	.....Maddens.....	2 45	6 50	
	7 55	‖2 32	94.7	+.....Laurens[4]..... ♁	‖2 32	6 35	
	8 14	2 50	102.1	.....Ora.....	1 45	6 15	
	8 22	2 58	105.4	.....Lanford.....	1 35	6 08	
	8 26	3 03	107.2	.....Enoree..... ♁	1 30	6 03	
	8 42	3 18	114.3	.....Woodruff..... ♁	1 13	5 47	
	8 55	3 31	120.0	.....Switzer.....	12 58	5 33	
	9 02	3 38	122.6	.....Moores.....	12 48	5 28	
	9 13	3 48	126.8	.....Roebuck[5]..... ♁	12 37	5 18	
	9 30	4 05	132.9	+....Spartanburg[6]..... ♁	*1220	*5 00	
	A M	P M		ARRIVE [LEAVE	Noon	P M	

Through Pull. Parlor Car Service Mon., Wed. and Fri. Asheville to Augusta on Train No. 2.

		P M		(Southern Ry.)	A M		
		5 25		lve....Spartanburg...arr.	10 25		Meals.
		7 00		.....Tryon.....	9 15		
		7 40		.....Saluda.....	8 45		
		8 05		.....Flat Rock.....	8 17		
		8 15		arr..Hendersonville..lve.	*8 05		
				arr.....Brevard.....lve.			
				arr..Lake Toxaway..lve.			
		9 15		arr.....Asheville.....lve.	*7 00		
		P M		(Southern Ry.)	A M		

BETWEEN AUGUSTA AND BEAUFORT, PORT ROYAL, CHARLESTON, SAVANNAH AND JACKSONVILLE.

*Daily; †daily, except Sunday; §Sunday only. +Coupon stations; ♁ Telegraph stations.

	40	42	14	Mls.	November 15, 1909.	41	13
		P M			(Eastern time.)	Noon	
		*2 15		0	lve....+Augusta[10] ♁..arr.	12 05	
		2 36		5.7	.....Beech Island.....	11 44	
		2 53		12.7	.....Hankinson.....	11 29	
		2 57		14.9	.....Jackson..... ♁	11 25	
		3 12		22.0	.....Ellenton..... ♁	11 11	
		3 26		28.8	.....Robbins[16]..... ♁	10 56	
		3 33		32.2	.....Hattieville.....	10 47	
		3 45		37.3	.....Millett.....	10 37	
		3 51		40.8	.....Martins..... ♁	10 29	
		3 59		44.3	.....Beldoc.....	10 22	
		4 09		48.8	.....Appleton.....	10 12	
		4 19		52.8	+.....Allendale[11]..... ♁	10 02	
		4 34		58.2	+.....Fairfax[12]..... ♁	9 47	
		4 42		61.8	.....Brunson..... ♁	9 37	
		4 54		68.0	.....Hampton[13]..... ♁	9 23	
		4 59		70.0	.....Varnville..... ♁	9 17	
		5 13		76.6	.....Cummings.....	9 01	
		5 17		78.5	.....Fechtig..... ♁	8 56	
		5 23		81.0	.....Early Branch.....	8 50	
		5 38		87.5	arr.....Yemassee[14]..lve.	*8 35	
		8 00			arr....Charleston....lve.	*6 00	
		6 45			arr..Savannah (A.C.L.) lve.	*5 25	
		P M			arr....Jacksonville..lve.	A M	39
	A M	P M	A M		(Central time.)	A M	P M	P M
	§8 50	*5 50	†9 15	87.5	lve.....Yemassee ♁..arr.	8 00	3 10	3 25
	9 01	6 01	9 30	92.0	.....Tomotley.....	7 49	2 55	3 14
	9 17	6 17	9 55	99.0	.....Seabrook.....	7 33	2 15	2 58
	9 35	6 35	10 50	108.0	+.....Beaufort..... ♁	7 10	1 25	2 35
	9 50	6 50	11 10	113.0	arr..+Port Royal ♁..lve.	*7 00	†1 10	§2 25
	A M	P M	A M		(Eastern time.)	A M	P M	P M

ANDERSON BR.

	7	Ms		8	
	A M		LEAVE] [ARRIVE	P M	
	*8 15	0	.....McCormick..... ♁	6 45	
	8 54	12	.....Willington..... ♁	6 07	
	9 05	16	.....Mt. Carmel..... ♁	5 56	
	9 25	26	...Calhoun Falls[7]. ♁	5 36	
	9 54	35	.....Lowndesville.... ♁	5 06	
	10 05	39	.....Barnes.....	4 55	
	10 15	43	.....Iva..... ♁	4 45	
	10 29	48	.....Starr..... ♁	4 32	
	11 00	59	+...Anderson[8]..... ♁	*400	
	A M		ARRIVE] [LEAVE	P M	

GREENVILLE BRANCH.

52	87	Ms	November 15, 1909.	53	86
P M	A M		LEAVE] [ARRIVE	P M	P M
*2 35	†8 10	0	+...Laurens..... ♁	1 45	6 25
2 54	8 35	7	.....Barksdale.....	1 28	6 00
3 01	8 48	10	.....Gray Court..... ♁	1 22	5 51
3 17	9 23	18	..Fountain Inn..... ♁	1 03	5 25
3 42	9 55	28	.....Mauldin..... ♁	12 38	4 55
4 00	10 20	37	+.Greenville[9] ♁	*1220	†450
P M	A M		ARRIVE] [LEAVE	Noon	P M

CONNECTIONS.

[1] With railroads diverging. [2] With Anderson Br. [3] With Seaboard Air Line and Southern Rys. [4] With Greenville Br. and Columbia, Newberry & Laurens R.R. [5] With Glenn Springs R.R. [6] With Southern Ry. [7] With Seaboard Air Line Ry. [8] With Blue Ridge R.R. [9] With Southern Ry. [10] With railroads diverging. [11] With Southern Ry. [12] With Seaboard Air Line Ry. [13] With Hampton & Branchville R.R. [14] With Atlantic Coast Line R.R. [15] With Atlantic Coast Line R.R.

ATLANTIC COAST LINE RAILROAD COMPANY.

Total Mileage, 4,129 Miles.

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W. E. KAY, Assistant General Counsel, Jacksonville, Fla.
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C. M. JAMES, Engineer of Roadway, "
G. M. SERPELL, General Supt. Norfolk District, Norfolk, Va.

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E. R. WOOTTEN, Superintendent of Transportation, "
T. S. TUTWILER, Engineer of Roadway, "

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MORTON RIDDLE, General Superintendent, Jacksonville, Fla.
O. H. PAGE, Superintendent of Transportation, "
L. L. SPARROW, Engineer of Roadway, "

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E. L. PRINCE, Auditor of Freight Receipts, "
SPENCER LE GRAND, Asst. Auditor of Freight Receipts, "
H. H. McKEE, Auditor of Disbursements, Wilmington, N.C.
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W. D. McCAIG, Station Accountant, "

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J. W. PERRIN, General Freight Agent Lines North of Charleston, Wilmington, N.C.
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WILBUR McCOY, Agricultural and Immigration Agent, Jacksonville, Fla.

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W. A. COOPER, Traveling Freight Agent, Greenville, S.C.
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W. R. BROWN, Agent, 1019 Chestnut St., Philadelphia, Pa.
GEO. R. NEWTON, Agent, 108 Wilder Bldg, Rochester, N.Y.
ALMER ORR, Agent, 1019 Bessemer Building, Pittsburg, Pa.

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N. N. DAVIS, Assistant Superintendent, Wilmington, N.C.

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ONLY FIFTY-ONE (51) HOURS NEW YORK TO HAVANA, CUBA

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		†1 25 P M		(West 23d St.)	(Penna. R.R.)	arr.	¶4 15 P M		
		1 30 P M	lve.	New York (Des. & Ctrl. Sts.)		arr.	4 13 P M		
		1 35 P M		(Hudson Terminal)		arr.	4 08 P M		
		1 15 P M	lve.	Brooklyn		arr.	4 35 P M		
		1 42 P M	lve.	Jersey City		arr.	3 55 P M		
		h154 P M	lve.	Newark		arr.	h340 P M		
		h203 P M	lve.	Elizabeth		arr.	h330 P M		
		h255 P M	lve.	Trenton		arr.	h236 P M		
		h336 P M	lve.	North Philadelphia		arr.	h200 P M		
		3 50 P M	lve.	West Philadelphia		arr.	1 46 P M		
		h425 P M	lve.	Wilmington, Del		arr.	h108 P M		
		6 00 P M	lve.	Baltimore		arr.	11 30 A M		
		7 05 P M	arr.	Washington		lve.	10 30 A M		
		7 10 P M	lve.	Washington	(Rich. Fred. & Pot. R.R.)	arr.	10 25 A M		
		10 20 P M	arr.	Richmond		lve.	7 15 A M		
		10 35 P M	lve.	Richmond	(Atlantic Coast Line)	arr.	7 05 A M		
		1 37 A M	arr.	South Rocky Mount		lve.	4 50 A M		
		5 57 A M	arr.	Florence		lve.	11 30 P M		
		8 50 A M	arr.	Charleston		lve	8 25 P M		
		10 15 A M	arr.	Savannah		lve	5 08 P M		
		11 44 A M	arr.	Jesup		lve.	3 34 P M		
		2 15 P M	arr.	Jacksonville		lve.	1 10 P M		
		2 40 P M	lve.	Jacksonville	(Florida East Coast Ry.)	arr.	1 00 P M		
		¶3 40 P M	arr.	St. Augustine		lve.	†1200 Noon		
		*4 00 P M	lve.	St. Augustine		arr.	11 40 A M		
		6 11 P M	arr.	Ormond		lve.	9 25 A M		
		6 22 P M	arr.	Daytona		lve.	9 15 A M		
		7 00 P M	arr.	New Smyrna		lve.	8 50 A M		
		8 34 P M	arr.	Rockledge		lve.	7 03 A M		
		12 40 Night	arr.	Palm Beach		lve.	3 00 A M		
		2 50 A M	arr.	Miami		lve.	12 50 Night		
		7 10 A M	arr.	Knights Key		lve.	*8 30 P M		
		†7 40 A M	lve.	Knights Key	(P. & O. S. S. Co.)	arr.	8 00 P M		
		4 30 P M	arr.	Havana		lve.	†1100 A M		

* Daily; † daily, except Sunday; ¶ daily, except Monday; h stops only on notice to receive or discharge passengers for or from points south of Washington.

A NEW HIGH GRADE TRAIN BETWEEN THE EAST AND THE SOUTH

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NEW YORK and { ST. PETERSBURG, FLA., JACKSONVILLE, FLA. / CHARLESTON and SUMMERVILLE, S.C. / AUGUSTA and ATLANTA, GA. . . . . .

Dining Car Service

And Between WASHINGTON and JACKSONVILLE, FLA., and WILMINGTON, N.C.

For Schedules, see Page 1105

ATLANTIC COAST LINE.

THROUGH PULLMAN SLEEPING AND PARLOR CAR SERVICE.

Florida and West Indian Limited

Operating through Sleeping Cars between **New York** and **Port Tampa**, making direct connection with steamers to and from

HAVANA, CUBA

PULLMAN DRAWING-ROOM SLEEPING CARS between Jersey City and Jacksonville, between Jersey City and Port Tampa.
DINING CAR SERVICE between Jersey City and Jacksonville.

Effective January 2, 1910.

SOUTHBOUND.	No. 85 Daily.
Lve. **New York** (*West 23d St.*) (*Via Penna.*)	9 55 A M
Lve. **New York** (*Cort. and Desb. Sts.*) "	10 00 A M
Lve. **North Philadelphia** ..... "	12 09 Noon
Lve. **West Philadelphia** ..... "	12 21 Noon
Lve. **Baltimore** ..... "	2 40 P M
Lve. **Washington** ..... (*Via Wash. So.*)	4 05 P M
Lve. **Richmond** ..... (*Via A. C. L.*)	7 25 P M
Arr. **Charleston** ..... "	7 05 A M
Arr. **Savannah** ..... "	9 30 A M
Arr. **Jacksonville** ..... "	1 50 P M
Arr. **Palatka** ..... "	3 45 P M
Arr. **Sanford** ..... "	6 10 P M
Arr. **Orlando** ..... "	7 20 P M
Arr. **Kissimmee** ..... "	7 52 P M
Arr. **Lakeland** ..... "	9 10 P M
Arr. **Plant City** ..... "	9 34 P M
Arr. **Tampa** ..... "	10 25 P M
Arr. **Port Tampa** ..... "	11 05 P M

NORTHBOUND.	No. 82 Daily.
Lve. **Port Tampa** ..... (*Via A. C. L.*)	8 15 P M
Lve. **Tampa** ..... "	8 00 P M
Lve. **Plant City** ..... "	10 02 P M
Lve. **Lakeland** ..... "	10 35 P M
Lve. **Kissimmee** ..... "	12 15 Night
Lve. **Orlando** ..... "	12 58 Night
Lve. **Sanford** ..... "	2 10 A M
Lve. **Palatka** ..... "	4 52 A M
Arr. **Jacksonville** ..... "	7 06 A M
Lve. **Jacksonville** ..... "	8 50 A M
Arr. **Savannah** ..... "	1 00 P M
Arr. **Charleston** ..... "	5 15 P M
Arr. **Richmond** ..... "	5 10 A M
Arr. **Washington** ..... (*Via Wash. So.*)	8 40 A M
Arr. **Baltimore** ..... (*Via Penna.*)	10 02 A M
Arr. **West Philadelphia** ..... "	12 23 Noon
Arr. **North Philadelphia** ..... "	12 33 Noon
Arr. **New York** (*Cort. and Desb. Sts.*) "	2 43 P M
Arr. **New York** (*West 23d St.*) ..... "	2 45 P M

NEW YORK, AUGUSTA AND ATLANTA.

South. 83-35	Pullman Drawing-room Buffet Sleeping Cars.	*North.* 32-86
*3 25 P M	lve. **New** (*23d St.* ... (*P.R.R.*) arr.	2 00 P M
3 30 P M	lve. **York** (Cort. & Desb. Sts. " arr.	1 53 P M
5 32 P M	lve. North Philadelphia " arr	11 49 A M
5 44 P M	lve. West Philadelphia " arr.	11 35 A M
8 16 P M	lve. **Baltimore** ..... " arr.	9 16 A M
10 00 P M	lve. **Washington** (*W. S. Ry.*) arr.	8 00 A M
1 20 A M	lve. **Richmond** ..... (*A. C. L.*) arr.	4 40 A M
7 34 A M	arr. **Fayetteville** ... " lve.	10 10 P M
3 00 P M	arr. **Augusta** ..... " lve.	2 45 P M
8 20 P M	arr. **Atlanta** ..... (*Ga. R.R.*) lve.	*7 30 A M

Commencing January 8, 1910, Train No. 83 will carry Double Drawing room Stateroom Car New York to Augusta Wednesday and Saturday only.

NEW YORK AND JACKSONVILLE.

Southbound. No. 89	No. 83	Pullman Drawing-room Buffet Broiler Sleeping Cars.	*Northbound.* No. 80	No. 88
*9 25 P M	*3 25 P M	lve. **New** (*23d St.* ... (*P.R.R.*) arr.	6 30 A M	2 00 P M
9 30 P M	3 30 P M	lve. **York** (Cort. & Desb. Sts. " arr.	6 13 A M	1 53 P M
11 48 P M	5 32 P M	lve. North Philadelphia " arr.	3 53 A M	11 49 A M
12 19 Night	5 44 P M	lve. West Philadelphia " arr.	3 45 A M	11 35 A M
2 46 A M	8 20 P M	lve. **Baltimore** ..... " arr.	1 15 A M	9 16 A M
4 20 A M	10 00 P M	lve. **Washington** (*W. S. Ry.*) arr.	11 50 P M	8 00 A M
8 15 A M	1 20 A M	lve. **Richmond** ..... (*A. C. L.*) arr.	8 00 P M	4 40 A M
11 40 P M	1 35 P M	lve. **Charleston** .... " arr.	4 50 A M	4 15 P M
2 35 A M	4 00 P M	lve. **Savannah** ..... " arr.	11 59 P M	11 50 A M
7 15 A M	8 15 P M	arr. **Jacksonville** ... " lve.	*7 45 P M	*7 30 A M

Nos. 83 and 86 also carry Pullman Sleepers bet. Wash. and Jacksonville.

RICHMOND AND LYNCHBURG AND RICHMOND AND ROANOKE.

No. 63	Two Pullman Sleeping Cars.	No. 62
*9 00 P M	lve. **Richmond** ..... (*A. C. L.*) arr.	7 00 A M
10 20 P M	lve. **Petersburg** (*N. & W. Ry.*) arr.	5 53 A M
2 15 A M	arr. **Lynchburg** ..... " lve.	2 10 A M
3 55 A M	arr. **Roanoke** ..... " lve.	*12 30 Night

NEW YORK AND ST. PETERSBURG, FLA.

No. 83	Pullman Drawing-room Sleeping Cars.	No. 86
*3 25 P M	lve. **New** (*23d St.* ... (*P.R.R.*) arr.	2 00 P M
3 30 P M	lve. **York** (Cort. & Desb. Sts. " arr.	1 53 P M
5 32 P M	lve. North Philadelphia " arr.	11 49 A M
5 44 P M	lve. West Philadelphia " arr.	11 35 A M
8 20 P M	lve. **Baltimore** ..... " arr.	9 16 A M
10 00 P M	lve. **Washington** (*W. S. Ry.*) arr.	8 00 A M
1 20 A M	lve. **Richmond** ..... (*A. C. L.*) arr.	4 40 A M
1 35 P M	lve. **Charleston** .... " arr.	4 15 P M
4 00 P M	lve. **Savannah** ..... " arr.	11 50 A M
8 15 P M	arr. **Jacksonville** .. " lve.	7 30 A M
8 30 P M	lve. **Jacksonville** .. " arr.	7 00 A M
12 30 Night	arr. **Gainesville** .... " lve.	3 58 A M
2 30 A M	arr. **Ocala** ..... " lve.	2 20 A M
3 49 A M	arr. **Leesburg** ..... " lve.	1 04 A M
7 12 A M	arr. **Tarpon Springs** " lve.	9 33 P M
7 43 A M	arr. **Clearwater** .... " lve.	8 59 P M
7 46 A M	arr. **Belleair** ..... " lve.	8 57 P M
8 30 A M	arr. **St. Petersburg** " lve.	*8 15 P M

NEW YORK AND CHARLESTON.

No. 83	Pullman Drawing-room Sleeping Cars.	No. 86
*3 25 P M	lve. **New** (*23d St.* ... (*P.R.R.*) arr.	2 00 P M
3 30 P M	lve. **York** (Cort. & Desb. Sts. " arr.	1 53 P M
5 32 P M	lve. North Philadelphia " arr.	11 49 A M
5 44 P M	lve. West Philadelphia " arr.	11 35 A M
8 20 P M	lve. **Baltimore** ..... " arr.	9 16 A M
10 00 P M	lve. **Washington** (*W. S. Ry.*) arr.	8 00 A M
1 20 A M	lve. **Richmond** ..... (*A. C. L.*) arr.	4 40 A M
3 40 A M	arr. **Weldon** ..... " lve.	2 00 A M
10 10 A M	arr. **Florence** ..... " lve.	7 45 P M
1 25 P M	arr. **Charleston** .... " lve.	*4 25 P M

JACKSONVILLE AND FORT MYERS.

No. 83	Pullman Drawing-room Buffet Sleeping Cars.	No. 82
*9 30 P M	lve. ..... **Jacksonville** ..... arr.	7 00 A M
11 30 P M	lve. ..... **Palatka** ..... arr.	4 45 A M
2 20 A M	lve. ..... **Sanford** ..... arr.	2 00 A M
8 25 A M	lve. ..... **Lakeland** ..... arr.	8 30 P M
11 50 A M	arr. ..... **Punta Gorda** ..... lve.	4 18 P M
1 05 P M	arr. ..... **Fort Myers** ..... lve.	*3 00 P M

*Daily.

NEW YORK AND SUMMERVILLE, S.C.

Semi-weekly { From New York Monday and Thursday. / From Summerville Tuesday and Friday.

83-3	Pullman Sleeping Cars.	6-86
3 25 P M	lve. **New** (*23d St.* ... (*P.R.R.*) arr.	2 00 P M
3 30 P M	lve. **York** (Cort. & Desb. Sts. " arr.	1 53 P M
1 25 P M	arr. **Charleston** ... (*A. C. L.*) lve.	4 25 P M
3 52 P M	arr. **Summerville** ... (*So. Ry.*) lve.	1 30 P M

JACKSONVILLE AND PORT TAMPA.

Pullman Buffet Parlor Cars on Nos. 89 and 80. Pullman Drawing-room Sleeping Cars on Nos. 83 and 82.

No. 83	No. 89	STATIONS.	No. 80	No. 82
*8 30 P M	*9 30 A M	lve. ..... **Jacksonville** ..... arr.	2 50 P M	7 00 A M
2 10 A M	2 05 P M	arr. ..... **Sanford** ..... lve.	2 55 P M	2 10 A M
3 02 A M	3 08 P M	arr. ..... **Winter Park** ..... lve.	1 49 P M	1 10 A M
5 25 A M	5 30 P M	arr. ..... **Lakeland** ..... lve.	11 45 A M	10 35 P M
7 00 A M	7 00 P M	arr. ..... **Tampa** ..... lve.	10 30 A M	9 00 P M
7 45 A M	7 45 P M	arr. ..... **Port Tampa** ..... lve.	*9 45 A M	*8 15 P M

JACKSONVILLE AND ST. PETERSBURG.

Pullman Drawing-room Sleeping Buffet Cars on Nos. 37 and 38.
Pullman Buffet Parlor Cars on Nos. 39 and 40.

No. 37	No. 39	STATIONS.	No. 40	No. 38
*9 30 P M	*9 30 A M	lve. ..... **Jacksonville** ..... arr.	6 30 P M	7 00 A M
12 30 Night	12 30 Noon	arr. ..... **Gainesville** ..... lve.	3 30 P M	3 58 A M
2 30 A M	2 45 P M	arr. ..... **Ocala** ..... lve.	1 10 P M	2 20 A M
3 49 A M	4 15 P M	arr. ..... **Leesburg** ..... lve.	11 30 A M	1 04 A M
7 12 A M	7 44 P M	arr. ..... **Tarpon Springs** ..... lve.	7 58 A M	9 33 P M
7 43 A M	8 14 P M	arr. ..... **Clearwater** ..... lve.	7 28 A M	8 59 P M
7 46 A M	8 18 P M	arr. ..... **Belleair** ..... lve.	7 25 A M	8 57 P M
8 30 A M	8 55 P M	arr. ..... **St. Petersburg** ..... lve.	*6 45 A M	*8 15 P M

PINTSCH GAS In use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO.
NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

ATLANTIC COAST LINE.

THROUGH SERVICE FROM THE WEST

CHICAGO, ST. LOUIS, CINCINNATI AND LOUISVILLE TO FLORIDA.

"DIXIE FLYER."

SOLID VESTIBULED TRAIN BETWEEN

CHICAGO AND JACKSONVILLE.

5-95 Daily.	Pullman Buffet Drawing-room Sleeping Cars.	94-6 Daily.
9 50 P M	lve. Chicago ..... (Via C. & E. I.) arr.	6 47 A M
2 55 A M	lve. Terre Haute .... (Via E. & T. H.) lve.	12 55 Night
6 35 A M	lve. Evansville ..... (Via L. & N.) lve.	9 15 P M
11 12 A M	lve. Nashville .... (Via N. C. & St. L.) lve.	3 45 P M
4 17 P M	lve. Chattanooga ..... " lve.	11 20 A M
8 17 P M	arr. Atlanta ..... " lve.	7 15 A M
8 40 P M	lve. Atlanta ..... (Via C. of Ga.) arr.	6 50 A M
11 50 P M	lve. Macon ..... (Via G. S. & F.) lve.	3 55 A M
3 05 A M	lve. Tifton ..... (Via A. C. L.) lve.	12 40 Night
5 20 A M	lve. Waycross ..... " lve	10 20 P M
7 30 A M	arr. Jacksonville ..... " lve	8 15 P M

ST. LOUIS AND JACKSONVILLE.

203-95 Daily.	Pullman Buffet Drawing-room Sleeping Cars.	94-204 Daily.
8 55 P M	lve. St. Louis ..... (Via Ill. Cent.) arr	7 20 A M
4 40 A M	lve. Martin ..... (Via N. C. & St. L.) lve.	11 55 P M
11 12 A M	lve. Nashville ..... " lve.	8 00 P M
4 17 P M	lve. Chattanooga ..... " lve.	11 20 A M
8 17 P M	arr. Atlanta ..... " lve.	7 15 A M
8 40 P M	lve. Atlanta ..... (Via C. of Ga.) arr.	6 50 A M
11 50 P M	lve. Macon ..... (Via G. S. & F.) lve.	3 55 A M
3 05 A M	lve. Tifton ..... (Via A. C. L.) lve.	12 40 Night
7 30 A M	arr. Jacksonville ..... " lve.	8 15 P M

THE SEMINOLE LIMITED.

BETWEEN

CHICAGO AND JACKSONVILLE.

9-93 Daily.	Drawing-room and Observation Sleeping Cars.	92-10 Daily.
8 00 P M	lve. Chicago ..... (Via Ill. Cent.) arr.	7 15 A M
4 30 P M	arr. Birmingham ..... " lve.	11 45 A M
4 40 P M	lve. Birmingham ..... (Via C. of Ga.) arr.	11 30 A M
9 50 P M	arr. Columbus ..... " lve.	6 00 A M
1 15 A M	arr. Albany ..... " lve.	2 30 A M
1 25 A M	lve. Albany ..... (Via A. C. L.) arr.	2 20 A M
4 55 A M	arr. Waycross ..... " lve	10 50 P M
7 05 A M	arr. Jacksonville ..... " lve.	8 40 P M

ST. LOUIS AND JACKSONVILLE.

207-93 Daily.	Drawing-room and Observation Sleeping Cars.	92-204 Daily.
11 20 P M	lve. St. Louis ..... (Via Ill. Cent.) arr.	7 20 A M
4 30 P M	arr. Birmingham ..... " lve.	11 45 A M
4 40 P M	lve. Birmingham ..... (Via C. of Ga.) arr.	11 30 A M
9 50 P M	arr. Columbus ..... " lve.	6 00 A M
1 15 A M	arr. Albany ..... " lve.	2 30 A M
1 2; A M	lve. Albany ..... (Via A. C. L.) arr.	2 20 A M
4 55 A M	arr. Waycross ..... " lve.	10 59 P M
7 05 A M	arr. Jacksonville ..... " lve.	8 40 P M

SOUTH ATLANTIC LIMITED.

CHICAGO, CINCINNATI, INDIANAPOLIS, LOUISVILLE AND JACKSONVILLE.

No. 33 Daily.	Pullman Sleeping Cars.	No. 32 Daily.
9 50 P M	lve. Chicago ..... (Via Penna. Co.) arr.	7 10 A M
8 00 A M	lve. Cincinnati ..... (Via L. & N.) arr.	8 45 P M
4 10 A M	lve. Indianapolis ..... (Via Penna. Co.) arr.	1 05 A M
8 00 A M	lve. Louisville ..... (Via L. & N.) arr.	8 40 P M
10 00 P M	arr. Atlanta ..... " lve.	6 45 A M
10 25 P M	lve. Atlanta ..... (Via C. of Ga.) arr.	6 28 A M
1 20 A M	arr. Macon ..... " lve.	3 30 A M
2 07 A M	lve. Macon ..... (Via G. S. & F.) arr.	2 55 A M
5 04 A M	arr. Tifton ..... " lve.	11 57 P M
4 30 A M	lve. Tifton ..... (Via A. C. L.) arr.	12 20 Night
8 45 A M	arr. Jacksonville ..... " lve.	8 05 P M

SAVANNAH AND JACKSONVILLE.

Southbound. No. 89	Pullman Drawing-room Sleeping Cars.	Northbound. No. 80
*2 35 A M	lve. Savannah (Via A. C. L.) arr.	11 59 P M
7 15 A M	arr. Jacksonville .. " lve.	*7 46 P M

Above Sleepers can be occupied from 9 00 p.m. until 7 00 a.m.

COLUMBIA AND WILMINGTON.

East. No. 50	Sleeping Cars.	West. No. 55
*4 25 P M	lve. ..... Columbia ..... arr.	10 45 P M
6 00 P M	lve. ..... Sumter ..... arr.	9 10 P M
8 03 P M	lve. ..... Florence ..... arr.	7 25 P M
11 30 P M	arr. ..... Wilmington ..... lve.	*3 30 P M

WASHINGTON AND WILMINGTON.

South. 83-41	Pullman Drawing-room Buffet Sleeping Cars.	North. 42-86
*10 00 P M	lve. Washington. (W. S. Ry.) arr.	8 00 A M
1 20 A M	lve. Richmond .... (A. C. L.) arr.	4 40 A M
4 54 A M	arr. Rocky Mount.. " lve.	1 02 A M
5 05 A M	lve. Rocky Mount.. " arr.	11 30 P M
9 30 A M	arr. Wilmington.... " lve.	*7 00 P M

NORFOLK AND WILMINGTON.

No. 49	Pullman Parlor Car.	No. 48
*8 25 A M	lve. ..... Norfolk ..... arr.	5 55 P M
12 50 Noon	lve. ..... Rocky Mount ..... lve.	1 38 P M
6 10 P M	arr. ..... Wilmington ..... lve.	*8 45 A M

MONTGOMERY ROUTE.

ST. LOUIS AND JACKSONVILLE.

53-3-55 Daily.	Pullman Drawing-room Sleeping Cars.	56-2-54 Daily.
9 00 P M	lve. St. Louis ..... (Via L. & N.) arr.	7 40 A M
3 00 A M	lve. Evansville ..... " arr.	1 10 A M
8 25 A M	lve. Nashville ..... " arr.	7 40 P M
3 40 P M	lve. Birmingham ..... " arr.	12 10 Noon
8 40 P M	arr. Montgomery ..... " lve.	9 00 A M
6 50 P M	lve. Montgomery ..... (Via A. C. L.) arr.	8 50 A M
1 55 A M	arr. Thomasville ..... " lve.	1 55 A M
5 15 A M	arr. Waycross ..... " lve.	10 16 P M
7 30 A M	arr. Jacksonville ..... " lve.	8 15 P M

Dining Car Service between Nashville and Montgomery.

MONTGOMERY, SAVANNAH AND CHARLESTON.

East. No. 80	East. No. 58	Drawing-room Sleeping Car.	West. 45-57
	*6 50 P M	lve. ..... Montgomery ..... arr.	8 50 A M
	1 55 A M	arr. ..... Thomasville ..... lve.	1 55 A M
	8 50 A M	arr. ..... Savannah ..... lve.	6 50 P M
12 15 Night		lve. ..... Savannah ..... arr.	6 45 P M
4 50 A M		arr. ..... Charleston ..... lve.	*3 22 P M

JESUP AND MONTGOMERY.

No. 185	No. 189	Buffet Parlor Cars.	No. 180	No. 182
*11 40 A M	*4 40 A M	lve. ..... Jesup ..... arr.	8 25 P M	11 10 A M
1 10 P M	6 05 A M	lve. ..... Waycross ..... arr.	5 45 P M	9 55 A M
4 45 P M	9 50 A M	lve. ..... Thomasville ..... arr.	1 45 P M	*6 20 A M
	5 50 P M	arr. ..... Montgomery ..... lve.	*6 05 A M	

JACKSONVILLE, EUSTIS AND LEESBURG.

Pullman Parlor Sleeping Cars—Week-days.

Southbound.	85-28 Parlor Car.	Northbound.	No. 98 Sleeping Car
Lve. Jacksonville	2 00 P M	Lve. Leesburg	1 04 A M
Lve Palatka	3 45 P M	Lve. Ocala	2 20 A M
Lve. Sanford	6 40 P M	Lve. Rochelle	3 34 A M
Arr. Mt. Dora	7 51 P M	Lve. Gainesville	3 58 A M
Arr. Tavares	8 06 P M	Lve. Burnetts Lake	4 35 A M
Arr. Eustis	8 19 P M	Lve. Lake Butler	5 13 A M
Arr. Ft. Mason	8 25 P M	Arr. Jacksonville	7 00 A M
Arr. Leesburg	9 10 P M		

Trains marked * run daily.

ATLANTIC COAST LINE.

THROUGH SCHEDULES.

Eastern time. East of Augusta and Savannah. **JANUARY 3, 1910.** *Central time.* West of Augusta and Savannah.

FAST LINE VIA RICHMOND BETWEEN THE NORTH AND SOUTH.

NOTICE.—These tables show the time at which trains may be expected to arrive at or depart from the several stations, as well as the connections with other transportation companies, but the departures or arrivals are not guaranteed, nor are the connections guaranteed. The time of connecting transportation companies is given for the information of passengers, without any guarantee or responsibility for the accuracy or correctness of the times stated.

No. 21	A. C. L. Express. No. 89	Palmetto Limited. No. 83	N.Y.&Fla. Special. No. 87	Fla. & W. I. Ltd. No. 85	Mls	STATIONS AND LINES.			Palmetto Limited. No. 86	Fla. & W. I. Ltd. No. 82	N.Y.&Fla. Special. No. 88	A. C. L. Express. No. 80
	*1 05 P M	.....	.....	*1200 Night	....	lve. **Boston**	(*Via Shore Line*)	arr.	8 30 P M	†1008 P M	11 00 P M	.....
	7 00 P M	.....	.....	6 57 A M	....	arr. **New York**	"	lve.	3 00 P M	†5 00 P M	5 02 P M	.....
	‖2 00 P M	†8 00 A M	.....	.....	....	lve. **Boston**	(*Via Willimantic*)	arr.	.....	.....	.....	†1 45 P M
	*1200 Noon	.....	*11 30 P M	*11 30 P M	....	lve. **Boston**	(*Via B. & A. R.R.*)	arr.	9 30 P M	9 30 P M	6 25 A M	5 30 P M
	.....	.....	*6 00 P M	*6 00 P M	....	lve. **Boston**	(*Sound Lines*)	arr.	8 00 A M	8 00 A M	8 00 A M	.....
	*9 25 P M	†3 25 P M	†1 25 P M	*9 55 A M	0	lve. **New York** (*P.R.R.*)	(*West 23d St.* Cort. & Des. Sts.)	arr.	2 00 P M	2 45 P M	¶4 15 P M	6 30 A M
	8 30 P M	3 30 P M	1 30 P M	10 00 A M		lve.		arr.	1 53 P M	2 43 P M	4 13 P M	6 13 A M
	11 48 P M	5 32 P M	3 36 P M	12 09 Noon	85	lve. **North Philadelphia** (*Pa. R.R.*)		arr.	11 49 A M	12 33 Noon	2 00 P M	3 53 A M
	12 15 Night	.....	.....	.....	90	lve. **Philadelphia** (*Broad St.*)	"	arr.	— —	— —	— —	— —
	12 19 Night	5 44 P M	3 50 P M	12 21 Noon	92	lve. **West Philadelphia**	"	arr.	11 35 A M	12 23 Noon	1 46 P M	3 45 P M
	2 46 A M	8 20 P M	6 00 P M	2 40 P M	186	lve. **Baltimore**	"	arr.	9 16 A M	10 02 A M	11 30 A M	1 15 A M
	4 20 A M	10 00 P M	7 10 P M	4 05 P M	225	lve. **Washington** (*Via Wash. So. Ry.*)		arr.	8 00 A M	8 40 A M	10 25 A M	11 50 P M
	7 50 A M	1 10 A M	10 20 P M	7 15 P M	342	arr. **Richmond** (*Via R. F. & P. R.R.*)		lve.	4 50 A M	5 20 A M	7 15 A M	8 20 P M
	8 15 A M	1 20 A M	10 35 P M	7 25 P M	342	lve. **Richmond**	(*Via A. C. L.*)	arr.	4 40 A M	5 10 A M	7 05 A M	‖8 00 P M
	9 13 A M	1 55 A M	— —	8 05 P M	364	lve. **Petersburg**	"	arr.	4 00 A M	4 25 A M	— —	7 00 P M
	11 35 A M	3 40 A M	— —	9 52 P M	425	lve. **Weldon**	"	arr.	2 09 A M	2 09 A M	— —	4 55 P M
	‖1 05 P M	4 59 A M	1 37 A M	10 58 P M	463	arr. **South Rocky Mount** ...	"	lve	12 58 Night	1 35 A M	4 00 A M	3 40 P M
	1 37 P M	5 29 A M	.....	.....	463	lve. **South Rocky Mount** (Via A. C. L.)		arr.	11 23 P M	.....	.....	1 33 P M
	2 08 P M	5 49 A M	.....	.....	478	arr. **Wilson**	"	lve	10 52 P M	.....	.....	1 00 P M
	3 05 P M	6 40 A M	.....	.....	503	arr. **Goldsboro**	"	lve	10 00 P M	.....	.....	12 05 Noon
	8 10 P M	9 30 A M	.....	.....	587	arr. **Wilmington**	"	lve.	*7 00 P M	.....	.....	*8 45 A M
	1 25 P M	5 09 A M	1 42 A M	11 08 P M	463	lve **South Rocky Mount** (Via A. C. L.)		arr.	12 48 Night	1 25 A M	4 00 A M	‖3 20 P M
	1 56 P M	5 34 A M	— —	11 35 P M	478	arr. **Wilson**	"	lve.	12 20 Night	12 57 Night	— —	2 45 P M
	4 45 P M	7 34 A M	— —	1 32 A M	553	arr. **Fayetteville**	"	lve.	10 10 P M	10 55 P M	— —	12 05 Noon
	‖7 35 P M	10 10 A M	5 57 A M	4 01 A M	636	arr. **Florence**	"	lve.	7 43 P M	8 30 P M	11 30 P M	9 15 A M
	9 19 P M	11 32 A M	— —	5 20 A M	684	arr. **Lanes**	"	lve.	6 13 P M	7 07 P M	— —	7 20 A M
	.....	.....	.....	9 30 A M	720	arr. / lve. **Georgetown** ... (*Via G. & W.*)		lve. / arr.	.....	†4 10 P M	.....	*6 00 A M
	†4 10 P M	*6 00 A M	.....	.....					.....	†9 20 P M	.....	9 30 A M
	8 19 P M	11 32 A M	— —	5 20 A M	684	lve. **Lanes**	(*Via A. C. L.*)	arr	6 13 P M	7 07 P M	— —	7 20 A M
	11 20 P M	1 25 P M	8 50 A M	7 05 A M	738	arr. **Charleston**	"	lve.	4 25 P M	5 25 P M	8 25 P M	5 10 A M
	1 30 A M	3 14 P M	— —	8 48 A M	798	arr. **Yemassee**	"	lve.	2 35 P M	3 39 P M	— —	2 59 A M
P M	2 20 A M	3 55 P M	10 15 A M	9 30 A M	853	arr. **Savannah** (*Cent. time*).	"	lve.	12 01 Noon	1 05 P M	5 08 P M	12 15 Night
*2 45	2 35 A M	4 00 P M	10 20 A M	9 35 A M	853	lve. **Savannah**	"	arr.	11 56 A M	1 00 P M	5 03 P M	11 59 P M
5 55	5 55 A M	.....	— —	12 55 Noon	942	arr. **Waycross**	"	lve.	.....	10 00 A M	.....	7 10 P M
8 45	7 15 A M	8 15 P M	‖2 15 P M	1 50 P M	1018	arr. **Jacksonville**	"	lve.	*7 30 A M	*8 50 A M	†1 10 P M	*7 45 P M
10 15	6 05 A M	.....	.....	1 10 P M	942	lve. **Waycross**	(*Via A. C. L.*)	arr.	.....	9 55 A M	.....	5 45 P M
1 45	9 45 A M	.....	.....	4 45 P M	1046	arr. **Thomasville**	"	lve	.....	6 20 A M	.....	2 05 P M
3 05	11 10 A M	.....	.....	6 20 P M	1082	arr. **Bainbridge**	"	lve.	.....	*5 00 A M	.....	12 28 Noon
7 06	3 57 P M	.....	.....	.....	1204	arr. **Troy**	"	lve.	.....	.....	.....	8 01 A M
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.....	‖2 05 P M	2 10 A M	.....	‖6 10 P M	1143	arr. **Sanford**	(*Via A. C. L.*)	lve.	2 10 A M	2 10 A M	.....	2 55 P M
.....	5 30 P M	5 25 A M	.....	9 10 P M	1227	arr. **Lakeland**	"	lve.	10 35 P M	10 35 P M	.....	11 45 A M
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.....	.....	.....	*See page 1104.*		....	arr. **Havana** ... (*Via P. & O. S.S. Co.*)		lve.	*See page 1104.*		.....	
.....	9 30 A M	9 30 P M	.....	.....	1018	lve. **Jacksonville** ... (*Via A. C. L.*)		arr.	.....	7 00 A M	.....	6 30 P M
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.....	9 00 A M	8 30 P M	*2 40 P M	.....	1018	lve. **Jacksonville**	(*Via F. E. C.*)	arr.	.....	8 30 A M	1 00 P M	7 40 P M
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The "New York and Florida Special."—Exclusively Pullman train of Dining, Sleeping, Library and Observation Cars between New York and St. Augustine, Palm Beach, Miami and Knights Key.

Nos. 86 and 87—Pullman Sleeping Cars between New York and Port Tampa. New York and Jacksonville. Through Coach Washington and Jacksonville.

Dining Car service New York and Jacksonville.

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Nos. 83 and 88—Pullman Sleeping Cars between New York and Atlanta, via Georgia R.R.; New York and Charleston, New York and St. Petersburg, Washington and Jacksonville and Washington and Wilmington; New York and Summerville, S.C. (southbound, Monday and Thursday; northbound, Tuesday and Friday).

Dining Car Service and Coach Washington and Jacksonville.

ONLY ALL RAIL ROUTE BETWEEN NORFOLK AND RICHMOND.

61 P M	45 A M	STATIONS. [LEAVE]	[ARRIVE]	60 A M	46 P M
*3 00	*9 00	**Richmond**		11 40	6 50
3 32	9 33	**Petersburg**		11 08	6 20
5 20	11 20	**Norfolk**		*9 15	*4 30
P M	A M	ARRIVE]	[LEAVE	A M	P M

Nos. 45, 46, 60 and 61—Solid Trains with Parlor Car through without change.

BETWEEN CHARLESTON AND AUGUSTA.

*6 00 A M	lve. **Charleston** (*A.C.L.*) arr.	8 00 P M	
8 35 A M	lve. **Yemassee** (*C. & W. C.*) arr.	6 38 P M	
10 02 A M	lve. **Allendale** .. " lve.	4 19 P M	
12 05 Noon	arr. **Augusta** .... " lve.	*2 15 P M	

* Daily; † daily, except Sunday; ¶ daily, except Monday. ‖ Meals

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ATLANTIC COAST LINE.

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*McKinnon, Ga....42
*McLanes, Fla....46
*McMeeken, Fla....48
*McNatts, N.C....24
McPherson, Fla....7
Magnolia, N.C....1
Magnolia Spgs, Fla....2
Maitland, Fla....2
*Mallory, S.C....40
*Malmo, N.C....1
*Malta, S.C....22
Manchester, N.C....33
+Manchester, Va....1
Manning, S.C....35
Manor, Ga.J....4,12
+Marion, Fla....4
+Marion, S.C....1
Markham, Fla....19
Marlboro, S.C....24,26
*Mars Bluff, S.C....1
Martel, Fla....9
Martin, Fla....7
Mascotte, Fla....8
+Maxton, N.C....24
Mayesville, S.C....29
Maysville, N.C....37
*Medora, N.C....28
*Medulla, Fla....21
Meggetts, S.C....52
*Meigs, Ga....15
Metcalfe, Ga....15
*Meyers, S.C....29

TABLE NO.

+Micanopy, Fla....5
Micanopy Junc., Fla.5,7
*Micro, N.C....1
*Midland City, Ala....12
*Midland Junc., N.C..36
*Midway, N.C....1
*Mildred, N.C....28
*Millard, Fla....4
Millard, S.C....31
*Millicans, S.C....29
Millwood, Ga....13
*Mineola, Fla....8
*Moffitt, Fla....42
*Mohawk, Fla....8
Moncks Corner, S.C...1
Moncrief, Fla....7
Monroe, Fla....2
Montague, N.C....33
Montbrook, Fla....4
Mont Clare, S.C....24,26
*Monteith, Ga....1
Montgomery, Ala....12
+Monticello, Fla....15
Morven, N.C....26
Morriston, Fla....4
Mount Dora, Fla....19
Mount Holly, S.C....1
Mount Olive, N.C....1
Mount Tabor, N.C....39
Mulberry, Fla....21
*Mullins, S.C....1
Myrtle Beach, S.C....32

Naffel, Ala....14
Nahunta, Ga....13,43
*Nansemond, Va....28
Narcoossee, Fla....45
Nashville, N.C....38
*Natal, N.C....1
*Navassa, N.C....1
Naylor, Ga....12
*Newark, Ga....12
New Berlin, N.C....1
+Newbern, N.C....37
Newbern Junc., N.C..37
+Newberry, Fla....4,10
*Newell, Ga....43
Newton, Ala....12
*Newtonville, S.C....26
New Upsala, Fla....8
*Nichols, S.C....1
*Nocatee, Fla....42
Norfleet, N.C....28
+Norfolk, Va....28
Northeast, N.C....37
*North Junction, N.C. 1
*North Live Oak, Fla. 4
*Nurney, Va....28

Oak City, N.C....34
Oakland, Fla....8
*Oakley, S.C....1
O'Brien, Fla....4
+Ocala, Fla....7,9
*Ocala Junction, Fla..7
Ochlocknee, Ga....15
Ocklawaha, Fla....7
Ocoee, Fla....46
Odessa, Fla....7
Offerman, Ga....2
Okahumpka, Fla....7
*Okeetee, S.C....1
Old Town, Fla....10
Oliver, N.C....36
Olustee, Ala....12
Orange Bend, Fla....19
+Orangeburg, S.C....29
Orange City Jn., Fla..2
Orange Lake, Fla....7
Orange Park, Fla....2
Orient, Fla....2
+Orlando, Fla....2
*Orrum, N.C....39
*Oswego, S.C....24
Otisca, Ga....17
*Otranto, S.C....1
Ousley, Ga....12
Oviedo, Fla....49
*Owen, Ga....2
+Ozark, Ala....12
Ozona, Fla....7

Packsville, S.C....31
Pactolus, N.C....28
Padlock, Fla....4
+Palatka, Fla....2,48
*Palmetto, S.C....26
Palm Springs, Fla....8
Palmyra, N.C....28
*Pansey, Ala....12
Paola, Fla....19
Paradise, Fla....7

ATLANTIC COAST LINE.

INDEX OF STATIONS—Continued.

	Table No.
Parkersburg, N.C.	33
Parkton, N.C.	1
Parlers, S.C.	29
+Parmelee, N.C.	28,34
Pasco, Fla.	7
*Pasco, Ga.	15
Patsburg, Ala.	14
Patterson, Ga.	2
*Pauway, Fla.	42
Pearson, Ga.	13
*Pecan, Fla.	2
Pebbledale, Fla.	21
Pee Dee, S.C.	1
Pelham, Ga.	15
+Pembroke, N.C.	1
*Pender, N.C.	1,34
Perry, Fla.	10
+Petersburg, Va.	1,2
Petersburg (Wash. St.), Va	1
Petrey, Ala.	14
Phosphoria, Fla.	21
Pickett, Fla.	2
Pidcock, Ga.	12
*Pierce, Fla.	21
Pierson, Fla.	2
Pikeville, N.C.	1
Pinckard, Ala.	12
*Pine Bloom, Ga.	13
*Pine Crest, Fla.	8
*Pine Mount, Fla.	4
Pine Park, Ga.	12
Pinewood, S.C.	29
Pinland, Fla.	10
Pinners Point, Va.	28
*Pittman, Fla.	19
+Plant City, Fla.	2
Pleasant Hill, N.C.	1
+Plymouth, N.C.	28
*Pocahontas, Va.	1
Pollocksville, N.C.	37
Pomona, Fl.	2
Pon Pon, S.C.	1
Porter, N.C.	11
*Port Norfolk, Va.	28
+Port Tampa, Fla.	2
Port Tampa City, Fla.	2
Poulan, Ga.	13
Prairie Junc., Fla.	21
+Pregnalls, S.C.	29
*Privateer, S.C.	29
*Privetts, S.C.	39
Proctor, Fla.	6,7
Proctorville, N.C.	39
+Punta Gorda, Fla.	42
Pyles Marsh, Ga.	13
+Quitman, Ga.	12
Race Pond, Ga.	2
Raiford, Fla.	7
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Ramer, Ala.	12
*Ratliff, Fla.	2
Ravenel, S.C.	1,52
*Raybon, Ga.	43
*Raynham, N.C.	39
Reams, Va	1
*Recovery, Ga.	17
Reddick, Fla.	7
Red Springs, N.C.	24
Rembert, S.C.	31
Remini, S.C.	29
Rennert, N.C.	1
Richards, N.C.	33
*Richardsons, S.C.	1
Richland, Fla.	4
+Richmond, Va	1,2
Ridgeland, S.C.	1
Rital, Fla.	4
*Ritters, S.C.	50
+River Junction, Fla.	17
Riverland, Fla.	8
Robbins, S.C.	29
Robbins Neck, S.C.	23
*Robertsonville, N.C.	23
Rochelle, Fla.	7,48
Rock Branch, N.C.	33
Rock Spring's, Fla.	9
+Rocky Mount, N.C.	1,2,23,28,38
Rocky Point, N.C.	1
Romeo, Fla.	4
Roseboro, N.C.	33
*Rose Hill, N.C.	1
*Rover, N.C.	11
+Rowland, N.C.	1
*Royal, N.C.	11
*Roysters, S.C.	22
Ruffin, S.C.	50
*Ruggles, N.C.	1
Runnymede, Fla.	45
Ruskin, Ga.	4,12
Russell, Fla.	2
*Rutledge, Fla.	49
Rylander, Fla.	7
Saffold, Ga.	12
St. Catherine, Fla.	7
St. Charles, S.C.	24
St. Cloud, Fla.	45
St. Paul, S.C.	31
+St. Petersburg, Fla.	7
St. Stephen, S.C.	1
Salem, Fla.	10
*Salters, S.C.	1
*Samville, Fla.	42
+San Antonio, Fla.	7
*Sand Island, S.C.	1
+Sanford, Fla.	2,3,19,49
Sanford, S.C	33
*Sanford Junc., Fla.	2,19,49
Santa Fe, Fla.	7
*Santee River, S.C.	1
Sapp, Fla.	7
*Satilla, Ga.	2
*Satsuma, Fla.	2
+Savannah, Ga.	1,2
*Saxon, S.C.	1
Schlatterville, Ga.	13
Scotland Neck, N.C.	34
Scotts Hill, N.C.	37
*Scranton, S.C.	1
Screven, Ga.	2
*Seaboard Junc., N.C.	1
Seffner, Fla.	2
Sellers, Ala.	14
*Sellers, S.C.	1
+Selma, N.C.	1
Seville, Fla.	2
*Shannon, N.C.	24
*Sharpsburg, N.C.	1
Shea, Ga.	43
*Shellhorn, Ala.	12
*Shingle Creek, Fla.	46
Silver, S.C.	31
Simms, S.C.	22
*Slover, Ga.	2
+Smithfield, N.C.	1,36
*Smith's Creek, N.C.	1
*Smithville, Fla.	2
*Snelling, S.C.	29
Snowdoun, Ala.	12
Society Hill, S.C.	26
Sorrento, Fla.	19
*South Junction, N.C.	1
South Rocky Mount, N.C	1
*South Tunis, N.C.	28
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Spout Springs, N.C.	33
Sprague, Ala.	12,14
*Spring Hill, N.C.	34
Spring Hope, N.C.	1,33
Stedman, N.C.	33
Stetson, Fla.	3
Stockton, Ga.	12
Stokes, Fla.	4
Stokes, S.C.	50
Stony Creek, Va.	1
*Strawberry, S.C.	1
+Suffolk, Va.	28
Summerton, S.C.	31
*Summerton Junc., S.C.	31,35
*Summit, N.C.	41
Sumner, Ga.	13
+Sumter, S.C.	22,24,29,31,35
Sutherland, Fla.	7
Suwanee, Fla	4
Swan, N.C.	33
Sylvan Lake, Fla.	3,19
Sylvester, Ga.	13
Syracuse, S.C.	24
Tacoma, Fla	5
+Tampa, Fla.	2,7,44
Tampa Bay Hotel	2
+Tarboro, N.C.	1,23,28
+Tarpon Springs, Fla.	7
*Tarrytown, Fla.	8
Tarver, Ga.	4
Tatum, S.C.	24
Tavares, Fla.	19
*Teachey, N.C.	1
*Teasdale, Fla.	2
Tennille, Ala.	12
Tharin, Ala.	12
+Thomasville, Ga.	12,15
Thonotosassa, Fla.	44
Thonotosassa Junc., Fla.	2,44
*Tice, Fla.	42
+Tifton, Ga.	13
Tiger Bay, Fla.	24
*Tildenville, Fla.	8
Tillery, N.C	34
Timmonsville, S.C.	29
Tindal, S.C.	31
Tomahawk, N.C.	33
*Torrey, Fla.	42
*Trego, Va.	1
Trenton, Fla.	10
+Trilby, Fla.	4,7,8
+Troy, Ala.	12
*Tufts, Fla	19
Tunis, N.C.	28
Twin Lakes, Fla.	8
Tyler, Fla.	10
Ty-Ty, Ga.	13
Umatilla, Fla.	19
Uptonville, Ga.	2
+Valdosta, Ga.	12
Vance, S.C.	29
*Vander, N.C.	33
Vandermere, N.C.	11
Verona, N.C.	37
*Waco, Fla.	46
*Wade, N.C.	1
Wades, Fla.	4
+Wadesboro, N.C.	26
*Wakulla, N.C.	24
*Waldo, N.C.	28
*Walkill, Fla.	2
Wallace, N.C.	1
Walter, N.C.	36
Walterboro, S.C.	50
Walthourville, Ga.	2
Waresboro, Ga.	13
Warsaw, N.C.	1,41
+Washington, N.C.	11,23
*Wataga, Ga.	17
Waterford, Ala.	12,18
*Watha, N.C.	1
Wauchula, Fla.	42
+Waycross, Ga.	2,4,12,13
Wayland, Fla.	19
Waynesville, Ga.	13
*Ways, Ga.	2
Webster, Fla.	7
Wedgefield, S.C.	22
Weirsdale, Fla.	7
+Weldon, N.C.	1,34
Wells, Ala.	16
West Alachua, Fla.	10
West Bainbridge, Ga.	12
West Tocoi, Fla.	2
*West Troy, Ala.	12
Whaley, Va.	28
*Wharton, N.C.	28
Whichards, N.C.	28
*Whidden Creek, Fla.	42
Whigham, Ga.	12
Whitakers, N.C.	1
*White Hall, S.C.	1
Whiteville, N.C.	1
Wilcox, Fla.	10
Wiley, Ala	12
Willacoochee, Ga.	13
*Willard, N.C.	1
Williams, S.C.	50
+Williamston, N.C.	28
Willingham, Ga.	13
Williston, Fla.	4
*Wilmington Junction, Ga.	15
+Wilmington, N.C.	1,2,33,37
+Wilson, N.C.	1
Wilson's Mills, S.C.	31,35
*Windemere, Fla.	46
*Winokur, Ga.	43
*Winona, S.C.	1
Winston, Fla.	2,21
Winter Garden, Fla.	8
+Winter Haven, Fla.	47
+Winter Park, Fla.	2
*Winterville, N.C.	34
Wisacky, S.C.	25
Withers, Ga.	4
Woodside, N.C.	37
Worthington Springs, Fla	7
Yadkin Junc., N.C.	33
+Ybor City, Fla.	2,44
+Yemassee, S.C.	1
Yonges Island, S.C.	52
York, Fla.	9
*Youmans, Fla.	2
Youngblood, Ala.	12
Younglove, Fla	2
*Youkon, Fla.	2
Zolfo, Fla.	42

THROUGH SCHEDULES.

BETWEEN NORFOLK AND THE SOUTH.

Pullman Buffet Cars between Rocky Mount and points south as shown on first schedule page Atl. Coast Line.

91 P M	49 A M	Mls	STATIONS.	48 P M	90 P M
†3 20	*8 25	0	lve.....Norfolk.....arr.	5 55	1 20
4 45	9 40	20	lve.....Suffolk.....arr.	4 45	12 15
7 20	12 16	100	lve.....Tarboro.....lve.	2 23	9 23
7 58	12 45	116	arr..Rocky Mount..lve.	*1 38	†8 35
8 57	1 68	130	arr.....Wilson.....arr.		12 57
11 25	4 45	204	arr..Fayetteville..arr.		10 55
4 01	7 35	287	arr....Florence.....lve.		8 30
7 05	11 20	389	arr....Charleston...lve.		5 25
9 30	2 20	491	arr....Savannah....lve.		1 05
1 50	7 15	663	arr..Jacksonville..lve.		8 50
	10 45	699	arr.St. Augustine.lve.		*7 15
10 15	7 55	287	lve....Florence.....arr.		7 35
1 00	10 45	369	arr....Columbia....lve.		*5 05
10 15		287	lve....Florence....arr.		7 35
11 20		326	arr.....Sumter.....lve.		6 25
1 10		390	lve.....Denmark....lve.		4 38
3 00		453	arr.....Augusta....lve.		2 45
10 15		578	arr.....Macon.....lve.		*8 40
8 20		624	arr.....Atlanta.....lve.		*7 30
†8 00	*12 50		lve..Rocky Mount.arr.	1 36	8 30
9 40	3 05	154	arr...Goldsboro...lve.	12 05	†7 00
P M	6 10	238	arr..Wilmington..lve.	*8 45	A M
	P M			A M	

* Daily; † daily, except Sunday; a Tuesday, Thursday and Saturday; c Sunday, Tuesday and Friday.

These trains also carry Double D.R. Sleepers bet. New York and Augusta, southbound Wed. and Sat., northbound Mon. and Thurs.

WATER LINE CONNECTIONS AT NORFOLK.

a 5 00 P.M. Time, 40 hours.	lve. Boston...(M. & M. T. Co.) arr. arr. Norfolk ..... " lve.	Time, 40 hours.	c 6 00 P.M.
† 3 00 P.M. Time, 20 hours.	lve. New York..(O. D. S. S. Co.) arr. (Old Dominion Line.) arr. Norfolk....(O. D. S. S. Co.) lve.	Time, 20 hours.	† 7 00 P.M.
†12 55 Noon	lve. New York .....(P. R. R.) arr.	12 43 Noon	
†6 30 P M	lve. Baltimore.(Chesa. S.S. Co.) arr.	7 00 A M	
7 00 A M	arr. Norfolk ..... " lve.	†6 15 P M	
†12 55 Noon	lve. New York. .....(P. R. R.) arr.	12 45 Noon	
6 30 P M	lve. Baltimore....(Bay Line.) arr.	7 00 A M	
7 00 A M	arr. Norfolk ..... " lve.	†8 30 P M	
*6 45 P M	lve. Washington. (N. & W. Stmb. Co.) arr.	7 00 A M	
8 00 A M	arr. .....Norfolk..... lve.	*6 00 P M	

PULLMAN CARS WITHOUT CHANGE FROM NEW YORK TO AUGUSTA AND ATLANTA.

January 3, 1910.

No. 83	Mls		No. 86
*3 25 P M	0	lve. New York (W. 23d St.) (Penna. R.R.) arr.	2 00 P M
3 30 P M	0	lve. New York (Cort. & Des. Sts.). " arr.	1 53 P M
5 32 P M	85	lve. North Philadelphia .... " arr.	11 49 A M
5 44 P M	90	lve. West Philadelphia .... " arr.	11 35 A M
6 26 P M	117	lve. Wilmington..... " arr.	10 57 A M
8 20 P M	186	lve. Baltimore..... " arr.	9 16 A M
10 00 P M	226	lve. Washington..... " arr.	8 00 A M
1 20 A M	342	lve. Richmond .....(Atl. Coast Line) arr.	4 40 A M
1 55 A M	364	lve. Petersburg..... " lve.	4 05 A M
3 40 A M	425	lve. Weldon..... " lve.	2 09 A M
5 09 A M	463	lve. South Rocky Mount.... " lve.	12 58 Night
7 34 A M	553	lve. Fayetteville ..... " lve.	10 10 P M
10 15 A M	636	lve. Florence ..... " lve.	7 43 P M
11 20 A M	675	arr. Sumter..... " lve.	6 25 P M
3 00 P M	802	arr. Augusta.....(Eastern time) " lve.	2 45 P M
2 20 P M	802	lve. Augusta....(Central time) (Ga. R.R.) arr.	1 25 P M
3 55 P M	849	arr. Camak..... " lve.	11 44 A M
9 02 P M	895	arr. Milledgeville..... " lve.	10 05 A M
10 15 P M	927	arr. Macon..... " lve.	*8 55 A M
3 00 A M	927	lve. Macon.....(C. of Ga. Ry.) arr.	7 15 A M
5 30 A M	998	arr. Americus..... " lve.	4 25 A M
7 10 A M	1034	arr. Albany..... " lve.	*2 30 A M
8 20 A M	1071	arr. Eufaula..... " lve.	.....
3 55 P M	849	lve. Camak .....(Ga. R.R.) arr.	11 44 A M
5 47 P M	905	arr. Madison..... " lve.	9 54 A M
8 20 P M	973	arr. Atlanta ..... " lve.	*7 30 A M
5 45 A M	973	lve. Atlanta....(Via A. & W. P. R.R.) arr.	11 35 P M
11 00 A M	1148	arr. Montgomery....(W. Ry. of Ala.) lve.	6 10 P M
10 10 P M	1198	arr. Selma..... " lve.	*3 40 P M
11 15 A M	1148	lve. Montgomery.....(L. & N. R.R.) arr.	5 50 P M
4 12 P M	1328	arr. Mobile..... " lve.	12 53 Noon
8 30 P M	1469	arr. New Orleans..... " lve.	*8 30 A M

Connections made in Union Depot at Macon and Atlanta.

RAIL CONNECTION AT NORFOLK.

.....	*8 65 P M	lve. New York.....(P. R. R.) arr.	8 00 A M
.....	11 22 P M	lve. Philadelphia..... " arr.	5 10 A M
.....	5 55 A M	arr. Cape Charles..(N. Y. P. & N.) lve.	8 15 P M
.....	9 05 A M	arr. Norfolk..... " lve.	*8 00 P M

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | Over 160 railroads use the SAFETY systems of ..... Steam Heat

ATLANTIC COAST LINE.

TABLE I.
RICHMOND, WILMINGTON, CHARLESTON AND SAVANNAH.

33	63	43	31	61	53	45	87	85	89	83	Mls	*January* 3, 1910.	86	82	88	80	62	80	60	34	50	48	44	38
P M	P M	P M	P M	P M	Noon	A M	P M	P M	A M	A M	....	(*Eastern time.*)	A M	A M	A M	P M	A M	A M	A M	P M	P M	P M	P M	A M
*11 30	*9 00	*6 00	†3 30	*3 00	*12 10	*9 00	†10 35	*7 25	*8 15	*1 20	0	lve. +Richmond ♁.arr.	4 40	5 10	¶7 05	‖8 00	6 50	8 35	11 40	1 20	2 05	8 50	11 00	10 45
11 35	8 05	8 05	3 35	—	12 15	a —	New York and Florida Special.	—	8 20	—	2	+... Manchester... ♁	—	—	New York and Florida Special.	7 54	—	8 31	—	1 15	2 00	a —	10 54	10 40
11 38	—	6 08	—	—	—	—		—	—	—	3	.... Clopton..... ♁	—	—		—	—	8 28	—	—	—	—	—	10 36
11 46	9 17	6 17	3 47	—	12 27	—		—	8 35	—	8	....Drewry's Bluff.. ♁	—	—		7 40	—	8 18	—	1 03	1 49	—	10 42	10 25
11 52	9 22	6 23	3 52	—	12 32	—		—	8 41	—	11	...... Centralia .... ♁	—	—		7 33	—	8 12	—	12 57	1 44	—	10 37	10 19
11 55	9 25	6 27	3 55	—	12 36	—		—	8 46	—	13	+.... Chester .... ♁	—	—		7 28	—	8 08	—	12 53	1 41	—	10 32	10 15
12 10	9 45	6 45	4 10	3 50	12 55	9 31		8 06	9 13	1 55	22	+... Petersburg . ♁	4 05	4 30		7 10	6 10	7 50	*11 08	12 35	1 25	*8 20	10 16	10 00
12 15	9 50	6 50	4 15	P M	1 00	A M		8 15	9 18	2 02	23	.Washington St. Depot.	4 00	4 25		7 00	*6 00	†7 45	A M	12 28	*1 15	P M	*10 00	§9 55
Night	P M	P M	4 34		P M			—	9 37	—	32	........Reams...... ♁	—	—		6 42	A M	A M		12 10	P M		P M	A M
			4 57					—	9 57	—	43	.....Stony Creek... ♁	—	—		6 20				11 46				
			5 18					—	10 17	—	53	.... Jarratt..... ♁	—	—		6 00				11 29				
			5 42					9 17	10 43	3 01	63	+..... Emporia ..... ♁	—	—		5 42				11 09				
			6 07					—	11 08	—	75	.....Pleasant Hill... ♁	—	—		5 18				10 39				
			6 18					—	11 20	—	80	........Gary ...... ♁	—	—		5 07				10 29				
			6 24					9 52	11 28	3 40	83	arr. +Weldon ...lve.	2 09	2 45		5 00				10 22				
			6 24					9 52	11 35	3 40	83	lve...Weldon ♁..arr.	2 09	2 45		4 55				10 22				
			6 40					—	11 52	—	91	.... Halifax ..... ♁	—	—		4 40				10 06				
			7 03					—	12 15	—	102	.... Enfield ..... ♁	—	—		4 20				9 43				
91	85	46	7 16	97	41			—	12 29	—	108	...... Whitakers.... ♁	—	—		4 08		90	48	9 30	94		42	
P M	P M	Noon	7 24	A M	A M			—	12 37	—	112	...... Battleboro.... ♁	—	—		4 00		A M	P M	9 22	P M		P M	
†8 00	*1 38	*12 50	7 50	†8 35	*5 05			10 51	1 00	4 54	120	+. Rocky Mount.. ♁	1 02	1 40		3 45		8 30	1 35	9 00	7 58		11 30	
‖8 03	1 40	‖12 55	‖7 55	8 40	5 10		1 37	10 58	‖1 05	4 59	121	ar.So. Rocky Mt. ♁ lv.	12 58	*1 35	4 00	3 40		8 25	1 33	8 57	7 52		11 26	
	P M	2 23		9 23					*2 23			arr..+Tarboro ♁ .lve.		†7 20		*12 16					†7 20			
				A M					d4 50			ar.Spring Hope ♁ lv.		†5 50		e11 15					P M			
8 15		1 37	8 25		5 20		1 42	11 08	1 25	5 09	121	lv..So. Rocky Mt..ar.	12 48	1 25	3 50	‖3 20		8 25	‖1 33	8 47			11 25	
8 30		1 56	8 43		5 37		—	—	1 41	—	130	...... Elm City .... ♁	—	—	—	3 00		8 09	1 14	8 30			11 08	
8 43		2 09	8 57		5 49		—	11 35	1 56	5 34	136	arr..+Wilson ♁..lve.	12 20	12 57	—	2 45		7 53	1 00	8 15			10 52	
			8 57				—	11 35	1 58	5 34	136	lve.... Wilson ....arr.	12 20	12 57	—	2 45				8 15				
			9 14				—	—	2 12	—	145	.... Lucama..... ♁	—	—	—	2 23				7 55				
			9 27				—		2 27	—	152	........Kenly ...... ♁	—	—	—	2 07				7 42				
			9 45				—	12 16	2 51	6 16	162	+...... Selma...... ♁	11 37	12 13	—	1 45				7 18				
			9 50				—	—	2 58	—	166	+... Smithfield... ♁	—	—	—	1 33				7 10				
			10 03				—	—	3 13	—	173	...... Four Oaks.... ♁	—	—	—	1 18				6 52				
			10 16				—	—	3 31	—	181	.... Benson ..... ♁	—	—	—	1 02				6 32				
	65		10 27	67		79	—	—	3 44	6 57	187	.... Dunn...... ♁	10 53	—	—	12 50	78			6 18	64	66		
	P M		10 40	A M		A M	—	—	4 00	—	195	.... Godwin...... ♁	—	—	—	12 35	P M			6 03	A M	P M		
	*5 10		11 25	*4 00		*5 55	—	1 32	4 45	7 34	211	+.. Fayetteville.. ♁	10 10	10 55	—	12 05	10 40			†5 30	11 25	10 25		
	5 25		P M	4 17		6 10	—	—	4 58	—	218	.... Hope Mills.... ♁	—	—	—	11 48	10 27			A M	—	m —		
	5 40			4 32		6 25	—	—	5 10	—	225	.... Parkton...... ♁	—	—	—	11 37	‖10 14				*10 55	‖10 00		
	P M			A M		6 40	—	—	5 22	—	232	.... Rennert...... ♁	—	—	—	11 25	10 00				A M	P M		
						7 03	—	—	5 41	—	243	+... Pembroke ... ♁	—	—	—	11 04	9 37							
						7 13	—	—	5 55	—	248	.... Elrod...... ♁	—	—	—	10 52	9 25							
						7 25	—	—	6 07	—	254	+..... Rowland..... ♁	—	—	—	10 39	9 13							
						7 44	—	2 57	6 28	—	264	+....... Dillon...... ♁	—	9 24	—	10 19	8 54							
						7 57	—	—	6 40	—	270	.... Latta...... ♁	—	—	—	10 07	8 41							
						8 10	—	—	7 02	—	281	.... Pee Dee..... ♁	—	—	—	9 45	8 19							
						8 55	5 57	4 01	‖7 35	10 10	294	arr. + Florence ♁ lve.	7 43	8 30	11 30	9 15	*7 53							
8 43		2 09			5 47						136	lve.... Wilson ....arr.						7 53	1 00				10 52	
8 55		2 15			5 55						140	...... Contentnea ... ♁						7 45	12 53				10 45	
9 01		2 20			6 01						143	..... Black Creek.....						7 38	12 47				10 38	
9 14		2 33			6 13						150	...... Fremont ..... ♁						7 24	12 32				10 25	
9 20		2 40			6 18						153	.... Pikeville						7 18	12 26				10 18	
9 40		3 05			6 45						161	+... Goldsboro... ♁						‖7 00	12 05				10 00	
P M		3 26			6 58						170	.... Dudley...... ♁						A M	11 37				9 34	
		3 37			7 08						175	..... Mount Olive.... ♁							11 24				9 22	
		3 52			7 21						182	.... Faison...... ♁							11 10				9 09	
		4 10			7 36						190	.... Warsaw..... ♁							10 52				8 51	
		4 25			7 49						197	.... Magnolia ..... ♁							10 37				8 37	
		4 50			8 10						209	.... Wallace ..... ♁							10 10				8 14	
		5 18			8 40	51-					222	.... Burgaw...... ♁					78-		9 40				7 48	
		5 36			8 57	79			55		231	..... Rocky Point... ♁				54	50		9 21				7 32	
		5 47			9 08	A M			P M		237	..... Castle Hayne... ♁				P M	P M		9 08				7 20	
		6 10			9 30	*6 00			*3 30		246	+.. Wilmington.. ♁				1 25	11 40		*8 45				*7 00	
		P M			A M	6 39			4 12		265	...‖..New Berlin ... ♁				12 43	11 00		A M				P M	
						7 09			4 47		282	...Lake Waccamaw. ♁				12 07	10 23							
						7 27			5 07		292	...... Whiteville.... ♁				11 47	10 09							
						7 39			5 22		299	..... Chadbourn... ♁				11 32	9 57							
						8 03			5 46		311	.... Fair Bluff.... ♁				11 07	9 33							
						8 42			6 29		335	+..... Marion. .... ♁				10 18	8 49							
			47			8 55			6 49		348	.... Pee Dee.... ♁				10 04	8 33					46		
			P M			‖9 25			‖7 25		356	arr... Florence ..lv.				9 25	*8 03					P M		
			†4 15			9 20	6 07	4 11	7 55	10 20	294	lve.+ Florence ♁ arr.	7 33	8 20	11 20	8 55	7 20					1 00		
			5 02	53		10 18	—	—	8 38	—	317	+.... Lake City.... ♁	—	—	—	8 09	6 30	52				12 08		
			5 33	P M		10 48	—	—	9 02	—	332	...... Kingstree ..... ♁	—	—	—	7 41	6 02	A M				11 37		
			6 02	*7 58		11 10	—	5 20	9 19	11 32	342	+...... Lanes ...... ♁	6 13	7 07	—	7 20	5 43	8 13				‖11 12		
			P M	8 30		11 42	—	—	9 45	—	351	..... St. Stephen ... ♁	—	—	—	6 45	5 05	7 41				A M		
				8 42		11 56	—	—	10 00	—	358	.... Bonneau...... ♁	—	—	—	6 32	4 50	7 24						
				8 56		12 12	—	—	10 17	—	366	... Moncks Corner.. ♁	—	—	—	6 17	4 33	7 09						
			45	9 23	41	12 26	—	—	—	—	378	...... Mt. Holly.... ♁	—	—	—	—	4 09	6 47	44		42			
			P M	10 00	A M	1 15	8 50	7 05	11 20	1 25	396	ar.+Charleston ♁ lv.	4 25	5 25	8 25	5 10	*3 30	*6 08	A M		P M			
			*3 22	P M	*6 00	P M	8 10	7 15	11 40	1 35	396	lv... Charleston..ar.	4 15	5 15	9 10	4 50	P M	A M	10 50		8 00			
			3 52		6 25		—	b —	b —	—	406	.... Drayton.......	—	b —	—	b —			10 26		7 35			
			4 02		6 36		—	b —	b —	—	411	.... John's Island .. ♁	—	b —	—	b —			10 16		7 24			
			4 14		6 53		—	b —	b —	—	419	...... Ravenel .... ♁	—	b	—	b			9 59		7 07			
			4 36		7 19		—	b —	b —	—	431	...... Pon Pon .... ♁	—	b —	—	b —			9 37		6 42			
			4 41		7 24		—	b —	b —	—	432	..... Jacksonboro.....	—	b —	—	b —			9 33		6 37			
			5 03		7 45		—	b —	b —	—	442	.... Green Pond .. ♁	—	b —	—	b —			9 07		6 16			
			6 45		8 15		—	8 48	1 30	3 14	456	+... Yemassee... ♁	2 35	3 39	—	2 59			8 25		*5 45			
			6 02		A M		—	b	b —	—	464	.... Coosawatchie.. ♁	—	b —	—	b —			7 59		P M			
			6 18				—	9 12	2 01	—	472	...... Ridgeland.... ♁	—	3 17	—	2 28			7 43					
			6 50				—	9 33	2 28	3 58	486	..... Hardeeville ... ♁	1 53	2 57	—	2 03			7 13					
			—				—	b	b —	—	503	.. Central Junction ♁	—	b —	—	b —			—					
											....	(*Central time.*)												
			6 46				‖10 15	9 30	2 20	3 55	511	+... Savannah... ♁	*12 01	*1 05	†5 08	*12 16			*5 25					
			P M				A M	A M	A M	P M	....	ARRIVE — LEAVE	Noon	P M	P M	Night			A M					

Palmetto Limited.

STANDARD { *Eastern time* north of Central Junction. *Central time* south of Central Junction.

* Daily; † daily, except Sunday; ¶ daily, except Monday; § Sunday only; *a* stops for passengers to or from points on N. & W. Ry.; *b* stops to leave passengers holding through tickets; *d* on Sunday arrives 2 00 p.m.; *e* on Sunday leaves 2 45 p.m.; *m* stops to leave from south of Parkton. ‖ Meal stations. + Coupon stations; ♁ Telegraph stations.

For Index of Stations, see pages 1106-1107.

ATLANTIC COAST LINE.

Table 2—RICHMOND, CHARLESTON, SAVANNAH AND PORT TAMPA, VIA JACKSONVILLE.

185	189	33	95	93	57	21 and 83	83	87	85	89	Mls	*January 2, 1910.*	58	86	82	88	22	80	180	32	94	92	182
							A M	P M	P M	A M		(*Eastern time.*)		A M	A M	A M		P M					
							*1 20	†10 35	*7 25	*8 15		lve... **Richmond** ..arr.		4 40	5 10	¶7 05		8 00					
							1 55	– –	8 05	9 13		lve.. **Petersburg** .arr.		4 00	4 25	– –		7 00					
							4 54	– –	10 51	1 00		lve. **Rocky Mount**.arr.		1 22	1 40	– –		3 45					
							6 00			3 30		lve.. **Wilmington** .arr.		11 30				1 25					
							1 35	‖8 10	7 15	11 40		lve.. **Charleston**..arr.		4 15	5 16	9 10		4 50					
							P M	A M	A M	A M		(*Central time.*)		Noon	P M	P M		Nigh					
					P M	P M	3 55	10 15	9 30	2 20		arr. + **Savannah** ..lve.	A M	12 01	1 05	5 08	P M	12 15					
					*6 50	*2 45	4 00	10 20	9 35	2 35	0	lve... **Savannah** ..arr.	8 50	11 56	1 00	5 03	9 20	11 58					
					7 10	3 08		– –	9 54	– –	11	..... Burroughs.... ♂	8 21		– –	– –	8 52	– –					
					7 32	3 31		– –	–	– –	24	..... Fleming ..... ♂	7 55		– –	– –	8 28	– –					
					7 43	3 44		– –	10 26	– –	31	..... McIntosh .... ♂	7 40		– –	– –	8 14	– –					
					8 00	4 01		– –	10 37	– –	39	.....Wathourville... ♂	7 25		– –	– –	8 00	– –					
					8 17	4 19		– –	10 50	3 54	46	.....Ludowici..... ♂	7 08		– –	– –	7 44	10 44					
A M	A M				8 30	4 34		– –	– –	– –	53	.....Doctortown ... ♂	6 55		– –	– –	7 30	– –	P M				A M
*1140	*4 40				8 45	4 50	6 37	11 47	11 12	4 2	57	+.....**Jesup**..... ♂	6 45	10 05	11 29	3 34	7 20	10 26	8 25				11 10
12 02	5 02				9 07	5 09					69	..... Screven ..... ♂	6 18				6 52		♂ –				10 51
12 17	5 15				9 21	5 21					76	.....**Offerman**.... ♂	6 05				6 38		♂ –				10 39
12 21	5 20				9 26	5 26					78	.....Patterson..... ♂	6 01				6 34		♂ –				10 34
12 37	5 36				9 41	5 38					85	..... Blackshear.... ♂	5 46				6 18		♂ –				10 17
12 55	5 55	A M	A M	A M	10 00	5 55					96	arr. + **Waycross** ♂ lve.	*5 25				6 00		*7 10	P M	P M	P M	*1000
Noon	A M	*6 40	*5 25	*500	P M	6 15					96	lve... **Waycross** ..arr.	A M				5 45		P M	10 05	10 15	1045	A M
		6 52	– –	– –		6 30					104	.....Braganza.....					5 32						
		7 12	– –			6 53					116	..... Race Pond .... ♂					5 08						
		7 25	– –			7 09					124	..... Uptonville.....					4 53						
		7 35	6 20			7 26	7 03		12 40	6 05	136	.....**Folkston**..... ♂		8 42	0 58		4 43	– –					
		– –	– –			7 47	– –			6 23	141	..... Hilliard ..... ♂		– –	– –		4 23	– –					
		– –	– –			8 05	– –		1 14	6 38	151	+.... **Callahan** .... ♂		– –	0 25		4 07	– –					
		– –	– –			8 23	– –		– –	6 55	161	.....Dinsmore .... ♂		– –	– –		3 50	– –					
		– –	– –			8 31	– –		– –	7 02	167	.....Pickett.....		– –	– –		3 43	– –					
		8 45	7 30	7 05		8 46	8 15	2 15	1 50	7 18	172	ar. + **Jacksonville** lv.		*7 30	*8 50	1 10	*3 30	7 45	84	*8 05	*8 15	*840	
		10 00	10 00	A M			9 35	3 40		10 00	209	...**St. Augustine**(F.E.C.) lv.			*7 15	†1200	P M	*6 40	P M	*6 40	*6 40	P M	
		A M	A M																				
						*9 30	*9 30	– –	*2 00	*9 30	172	lv..**Jacksonville** ♂ ..ar.		7 00	7 00	Noon		6 50	5 00	P M	P M		
						9 42	9 42		w –	9 42	175	..... Edgewood		6 48	6 48			– –	4 48				
						10 03	10 03		w –	10 03	180	.... Grange Park ... ♂		6 24	6 24			– –	4 23				
						10 23	10 23		w –	10 22	196	..... Russell.....		6 03	6 03			– –	4 00				
						10 32	10 32		2 56	10 31	200	...Magnolia Springs...		5 53	5 53			– –	3 50				
						10 35	10 35		2 59	10 34	202	..Green Cove Springs ♂		5 49	5 49			5 51	3 46				
						10 55	10 55		w	10 55	212	..... West Tocoi		5 25	5 25			– –	3 20				
						11 06	11 06		w –	11 06	218	..... Bostwick ..... ♂		5 13	5 13			– –	3 02				
						11 25	11 25		3 15	11 25	227	arr.. + **Palatka** ♂ . lve.		4 52	4 52			5 08	2 40				
						11 30	11 30		3 45	11 30	227	lve.... **Palatka** ...arr.		4 45	4 45			5 06	2 35				
						12 03	12 03		w –	11 58	241	.....Pomona.....		4 14	4 14			– –	2 04				
						12 13	12 13		w –	12 08	246	..... Huntington ... ♂		4 05	4 05			– –	1 54				
						12 17	12 17		4 34	12 12	248	. **Crescent City Jn** ♂		4 00	4 00			4 26	1 50				
						12 33	12 33		4 47	12 28	255	.....Seville ..... ♂		3 44	3 44			4 13	1 34				
						12 46	12 46		w –	12 39	261	.....Pierson		3 32	3 32			– –	1 22				
						12 56	12 56		w –	12 46	266	..... Barberville.....		3 22	3 22			– –	1 12				
						1 07	1 07		w –	12 59	271	...De Leon Springs ...		3 11	3 11			– –	1 00				
						1 13	1 13		w –	1 06	274	..... Glenwood ..... ♂		3 03	3 03			– –	12 47				
						1 23	1 23		5 30	1 16	279	....**De Land Junc**....		2 53	2 53			3 31	12 37				
						1 25	1 25		w –	1 18	280	..... Beresford..... ♂		2 50	2 50			– –	12 35				
						1 34	1 34		5 39	1 28	284	. **Orange City Junc** ♂		2 41	2 41			3 21	12 25				
						1 46	1 46		w –	1 41	290	..**Enterprise Junc**..		2 27	2 27			– –	12 12				
						1 52	1 52		w –	1 46	293	.....**Monroe**.....		2 22	2 22			– –	12 06				
						2 10	2 10		6 10	2 05	297	arr.. + **Sanford** ♂ . lve.		2 10	2 10			2 56	11 55				
						2 20	2 20		6 30	2 25	297	lve.... **Sanford** ...arr.		2 00	2 00			12 35	11 35				
						2 44	2 44		w –	2 50	307	..... Longwood .... ♂		1 29	1 29			– –	11 05				
						2 51	2 51		6 59	2 57	310	.. Altamonte Springs ♂		1 22	1 22			– –	11 00				
						2 57	2 57		w –	3 03	313	..... Maitland.....		1 16	1 16			a –	10 54				
						3 02	3 02		7 10	3 08	315	+..**Winter Park**.. ♂		1 10	1 10			1 49	10 48				
						3 13	3 13		7 20	3 20	320	+.....**Orlando** .... ♂		12 58	12 58			1 38	10 38				
						3 53	3 53		7 52	3 58	336	+...**Kissimmee**... ♂		12 15	12 15			1 06	9 59				
						4 02	4 02		w –	4 07	342	.....Campbell.....		– –	– –			– –	9 50				
						4 17	4 17		w	4 23	349	.....Loughman .... ♂		11 47	11 47			– –	9 34				
						4 53	4 53		8 42	4 58	366	.....**Chubb**..... ♂		11 10	11 10			12 33	8 58				
						5 02	5 02		w –	5 07	370	..... Auburndale		11 00	11 00			a –	8 48				
			27			5 13	5 13		w –	5 18	375	.....Carters..... ♂		– –	– –		28	– –	8 37				
			A M			5 25	5 25		9 10	5 30	381	arr.. + **Lakeland** ♂ lve.		10 35	10 35		P M	11 45	8 25				
			1110			5 35	5 35		9 15	5 37	384	lve... **Lakeland** ..arr.		10 25	10 25		6 00	11 35	8 15				
			11 27			– –	–		w –	5 48	395	..... **Winston** .... ♂		– –	– –		5 43	11 27	3 06				
			11 41			5 56	5 50		9 34	6 04	401	..... Plant City .... ♂		10 02	10 02		5 32	11 14	7 51				
			11 54			6 13	6 13		w –	6 19	407	..... Dover ..... ♂		9 47	9 47		5 16	– –	7 37				
			12 01		115	6 21	6 21		w –	6 26	411	..... Seffner..... ♂		9 38	9 38		5 07	– –	7 29	116			
			12 16		A M	– –	– –		w –	6 42	407	..... Orient.....		– –	– –		4 51	– –	– –	P M			
			12 21		†8 15	– –	– –		w –	6 47	410	.... **Thonotosassa Jn**..		– –	– –		– –	– –	– –	5 53			
			12 25		8 20	6 45	6 15		10 15	6 56	411	..... Ybor City .... ♂		9 10	9 10		4 40	10 38	7 03	5 40			
			12 35		8 30	7 00	7 00		†8 25	7 00	415	arr... + **Tampa** ♂ . lve.		9 00	9 00		4 30	10 30	6 50	†5 25			
			– –		A M	7 20	7 20		10 40	7 20	424	..Tampa Bay Hotel ...		8 40	8 40		– –	10 10	6 30	P M			
			1 05			7 40	7 40		11 00	7 45	430	..Port Tampa City.. ♂		8 20	8 20		4 00	9 50	6 10				
			1 10			7 45	7 45		11 05	7 45	432	...**Port Tampa** ... ♂		*8 15	*8 15		*3 55	*9 45	*6 05				
			P M			A M	A M		P M	P M		ARRIVE	LEAVE		P M	P M		P M	A M	A M			

For Index of Stations, see pages 1106-1107.

Table 3—DELAND JUNCTION AND DELAND.

178	176	174	172	Mls	*December 7, 1909.*	171	173	175	177
P M	P M	P M			LEAVE / ARRIVE	A M	Noon	P M	P M
*6 35	*3 35	*1 20	*8 25	0	..**DeLand Junction** ♂	7 30	12 25	3 25	5 20
– –	3 45	– –	8 35	2	.....Stetson.....	7 40	12 15	– –	5 10
5 50	3 50	1 35	8 45	4	.....**DeLand**..... ♂	†7 30	*1210	*3 10	*5 05
P M	P M	P M	A M		ARRIVE / LEAVE	A M	Noon	P M	P M

Trains marked * run daily; † daily, except Sunday; ¶ daily, except Monday; *a* stops to take passengers for Jacksonville or points north; *b* stops to leave passengers; *c* stops to leave passengers from west of Waycross; *w* stops to leave from points north of Jacksonville. ‖ Meals.

+ Coupon stations; ♂ Telegraph stations. *Eastern time* north of Central Junction. *Central time* south of Central Junction.

ATLANTIC COAST LINE.

FAVORITE LINE STEAMERS.—Steamers leave Tampa 7 30 a.m., 8 30 p.m., daily, except Sunday, arrive St. Petersburg 9 30 a.m., 6 55 p.m., Manatee 12 25 noon, 8 55 p.m., Ellenton 12 30 noon, 8 30 p.m. Returning, leave Ellenton 5 00 a.m., 1 00 p.m., daily, except Sunday, St. Petersburg 8 05 a.m., 4 30 p.m., arrive Tampa 10 00 a.m., 6 30 p.m.

Steamer *Terra Ceia* leaves Tampa for Terra Ceia Bay points and Sarasota 6 00 a.m. Monday, Wednesday and Friday. Returning, leaves Sarasota 6 00 a.m. Tuesday, Thursday and Saturday.

Table 4—WAYCROSS AND LAKELAND, VIA WEST COAST ROUTE.

	35	43	Ms	*January* 2, 1910.	42	32
		A M		(*Central time.*)	P M	
		*8 00	0	lve. + **Waycross** ♁ arr.	7 00	
		8 13	6	.....Ruskin.....♁	*d*647	
		8 26	12	.....Glenmore.....♁	*d*638	
		8 32	15	.....Manor.....	*d*632	
		8 43	20	.....Argyle.....♁	*d*623	
		9 01	26	.....Homerville.....♁	*d*612	
		9 17	34	.....**Dupont**.....♁	5 55	
		9 31	44	.....Withers.....	5 52	
		9 41	46	.....**Naylow**.....♁	5 29	
		9 53	52	.....Alexanderville..♁	5 17	
		9 59	55	.....Tarver.....♁	5 11	
		10 17	63	.....Baker's Mill.....♁	4 53	
		10 25	67	+ .....Jasper.....♁	4 44	
		10 37	72	+ .....Marion.....	4 32	
		10 44	76	.....Suwanee.....♁	4 24	
		10 59	83	+ .....Live Oak.....♁	4 10	
		11 11	88	.....Padlock.....	3 58	
		11 27	94	.....McAlpin.....♁	3 44	
		11 44	101	.....O'Brien.....♁	3 30	
		11 57	106	.....Branford.....♁	3 18	
		12 30	120	.....**Fort White**.....♁	2 50	
		12 50	130	arr...**High Springs** ♁ lve.	2 30	
		1 10	130	lve...**High Springs**...arr.	2 10	
		1 24	135	..... Clark .....♁	1 57	
		1 28	137	..... Wades	1 53	
		— —	140	.....Younglove.....	— —	
		1 42	141	..... Lexington	1 42	
		1 48	143	+ .....Newberry.....♁	1 34	
		1 58	147	.....Half Moon.....	1 23	
		2 10	153	+ .....**Archer**.....♁	1 09	
		2 27	160	..... Raleigh	12 53	
		2 41	164	.....Williston.....	12 41	
		2 53	168	.....Montbrook.....	12 29	
		3 04	173	.....Morriston.....♁	12 21	
	A M	3 19	178	.....Romeo.....	12 08	P M
	†7 40	3 50	185	+ .....**Juliette**.....♁	11 50	8 25
	7 50	4 05	189	+ ....**Dunnellon**.....♁	11 40	9 12
	— —	— —	191	....**Gulf Junction**.....	— —	— —
	8 02	4 17	194	.....Elliston.....	11 27	9 02
	8 07	4 22	195	.....Holder.....♁	11 21	8 57
	— —	— —	197	.....Anita.....	— —	— —
	8 18	4 36	202	.....Hernando.....♁	11 08	8 45
	8 34	4 60	207	+ .....Inverness.....♁	10 54	8 33
	8 46	5 07	214	.....Floral City.....♁	10 37	8 18
	9 02	5 25	221	.....Istachatta.....	10 20	8 03
	— —	— —	224	.....Leta	— —	— —
	9 15	5 40	227	.....**Croom**.....♁	10 05	7 50
	9 26	5 50	232	.....Rital.....	9 55	7 39
	9 40	6 05	236	+ .....**Trilby**.....♁	9 45	7 30
	— —	— —		.....Owensboro.....	— —	— —
	9 55	8 20	243	+ .....Dade City .....♁	9 26	7 16
	10 10	6 35	249	.....Richland.....♁	9 12	7 01
	10 31	6 58	258	.....Stokes	8 53	6 42
	10 40	7 08	262	.....Kathleen.....♁	8 44	6 34
	11 05	7 30	270	+ .....**Lakeland**.....♁	*8 20	†8 10
	A M	P M		ARRIVE	A M	P M

Leaves Ocala 9 00 a.m.

Arrives Ocala 10 20 p.m.

Table 5—MICANOPY JUNCTION AND TACOMA.

137	135	133	131	Ms	*December* 7, 1909.	130	132	134
P M	P M	P M			LEAVE	P M	P M	P M
*2 40	†7 00	†2 40	A M	0	**Micanopy Junction**	1 28	4 35	1 28
2 55	7 15	3 00	†11 30	3	+ ....**Micanopy**.....♁	1 16	4 20	‖1 15
P M	P M	3 25	11 55	8	.....**Tacoma**.....♁	†12 01	†3 30	P M
		P M	A M		ARRIVE	Noon	P M	

Table 6—PROCTOR AND CITRA.

No. 139	Ms.	*December* 7, 1909.	No. 138
†5 00 P M	0	lve...**Proctor**..arr.	6 30 P M
5 25 P M	6	arr...+**Citra**♁..lve.	†5 35 P M

Table 7—JACKSONVILLE AND ST. PETERSBURG.

139	9	37	39	Ms	*December* 7, 1909.	40	38	10	138
	P M	P M	A M		LEAVE ARRIVE	P M	A M	A M	
	†4 15	*9 30	*9 30	0	+ .....**Jacksonville**.....♁	6 30	7 00	1055	
	4 23	9 40	9 40	5	.....**Moncrief**.....♁	6 20	6 50	1047	
	4 36	*w* —	— —	11	.....Cambon.....	— —	— —	1034	
	4 58	*w* —	10 13	20	.....Baldwin.....♁	5 49	— —	1013	
	5 14	*w* —	— —	28	.....McPherson.....	— —	— —	— —	
	5 28	*w* —	— —	32	.....Bessent.....	— —	— —	9 46	
	5 41	*w* —	— —	39	.....Sapp .....♁	— —	— —	9 31	
	5 50	10 58	— —	43	.....Ellerbee.....	— —	5 35	9 23	
	5 57	11 04	11 00	46	.....Raiford.....♁	4 58	5 28	— —	
	— —	*w* —	— —	48	.....Rylander.....	— —	— —	— —	
	6 13	11 18	11 15	53	..... **Lake Butler**[3].....♁	4 44	5 13	8 58	
	6 28	*w* —	— —	60	.....Hiers.....	— —	— —	8 42	
	6 32	*w* —	11 32	62	....Worthington Springs..♁	4 26	— —	8 38	
	6 40	*w* —	11 39	65	.....Santa Fe	4 20	— —	8 30	
	— —	*w* —	—	69	.....Haynesworth.....	— —	— —	8 21	
	6 55	11 55	11 55	72	arr...**Burnetts Lake**♁ lve.	4 05	4 35	†815	
	P M	*‖125	*‖125	0	lve.....**High Springs**♁.arr.	4 30	5 05	A M	
		— —	11 44	8	lve.....**Alachua**♁....arr.	— —	— —		
		12 01	12 01	72	lve...**Burnetts Lake**..arr.	4 00	4 30		
		w —	12 08	75	.....Hague.....♁	3 53	— —		
		w —	12 21	81	..... Paradise.....	3 41	— —		
		12 30	‖1250	86	+ .....**Gainesville**.....♁	3 30	3 58		
		w —	— —	93	.....Kelley's Mill.....	— —	— —		
		12 58	1 19	95	.....**Rochelle**.....♁	3 02	3 34		
	P M	*w* —	1 31	101	arr..**Micanopy Junc**..lve.	2 38	— —		P M
	†4 15	*w* —	1 31	101	lve..**Micanopy Junc**..arr.	2 38	— —		7 00
	4 41	*w* 1 20	1 37	103	.....Evinston.....♁	2 30	3 16		6 52
	—	*w* —	1 38		.....Boardman.....	2 23	— —		— —
	4 50	1 28	1 45	106	.....McIntosh.....♁	2 21	3 09		6 42
	4 65	*w* —	1 49	108	.....Orange Lake.....♁	2 16	— —		6 35
	5 00	*w* —	1 51	109	..... **Proctor**.....	2 13	— —		†6 30
	P M	*w* —	2 02	112	.....Reddick.....♁	2 02	— —		P M
		w —	2 09	115	..... Lowell.....	1 52	— —		
		w —	2 18	118	.....Martin.....♁	1 41	— —		
		w —	2 27	121	.....Kendrick.....♁	1 31	— —		
		2 30	2 45	126	arr.....+**Ocala**♁.....lve.	1 10	2 20		
		2 30	2 50	126	lve.....**Ocala**.....arr.	‖1250	2 20		
		w —	3 05	132	.....Cornell.....	12 35	— —		
		3 02	3 24	139	.....Candler.....♁	12 18	1 50		
		w —	3 28		.....Ocklawaha.....	12 14	— —		
		w —	3 32		.....East Lake.....	12 10	— —		
		3 21	3 45	147	.....Weirsdale.....♁	12 00	1 32		
		3 32	3 56	152	.....Lady Lake.....♁	11 48	1 21		
		w —	4 05		.....Fruitland Park.....	11 40	— —		
		3 49	4 15	160	+ .....**Leesburg**.....♁	11 30	1 04		
		w —	4 28	165	.....Okahumpka.....♁	11 17	— —		
		4 23	4 47	174	.....Center Hill.....♁	10 57	12 32		
		4 33	4 56	179	.....Webster.....♁	10 46	12 22		
		w —	5 07	184	.....♁St. Catherine.....♁	10 34	— —		
		5 10	5 30	190	.....**Croom**.....♁	10 20	11 55		
		5 30	5 50	199	arr.....+**Trilby**♁.....lve.	9 55	11 30		
		5 40	6 05	199	lve.....**Trilby**.....arr.	9 35	11 25		
		6 03	6 31	210	+ .....San Antonio.....♁	9 10	— —		
		w —	6 39	214	.....Pasco.....	9 02	— —		
		6 28	6 58	222	.....Ehren.....♁	8 44	10 27		
163	161	6 49	7 21	232	.....Odessa.....	8 21	10 00	162	164
P M	A M	*w* —	7 29	236	.....Keystone Park.....	8 13	— —	A M	P M
†3 00	†6 30	7 12	7 44	243	+ .....Tarpon Springs.....♁	7 58	9 33	1110	710
3 14	6 43	7 23	7 58	248	.....Sutherland.....♁	7 45	9 18	1055	657
3 18	6 45	7 25	8 00	249	.....Ozona.....♁	7 43	9 17	1053	655
3 26	6 55	7 35	8 09	253	+ .....Dunedin.....♁	7 35	9 07	1043	646
3 34	7 03	7 43	8 14	256	+ .....Clear Water.....♁	7 28	8 59	1034	638
3 37	7 06	7 46	8 16	257	+ .....**Belleair**.....♁	7 25	8 57	1032	634
3 45	7 17	7 55	8 23	260	.....Largo.....♁	7 17	8 47	1022	628
4 20	7 50	8 30	8 55	274	arr.+**St. Petersburg**♁ lve.	*6 45	*8 15	9 45	5 50
4 25	7 55	A M	P M	275	arr.**St. Petersburg** (Wharf) lve.	A M	P M	†935	†540
P M	A M							A M	P M
6 30	10 00				arr...**Tampa** (*Steamer*)..lve.			†730	†3 30
P M	A M							A M	P M

See page 1106 for Index of Stations.

Table 8 SANFORD AND TRILBY.

24	100	M	*December* 7, 1909.	25	101
P M	A M		LEAVE ARRIVE	P M	P M
†2 15	†6 30	0	+ .... **Sanford** .... ♁	1 10	6 19
2 25	6 47	3	.....New Upsala.....	12 53	5 48
2 28	6 50	4	.....Twin Lakes.....	12 50	5 45
2 32	6 55	6	.....Sylvan Lake.....	12 45	5 40
2 53	7 23	14	....**Palm Springs**....	12 24	5 02
3 00	7 32	17	.....Forest City.....	12 17	4 50
3 13	7 47	22	.....Lakeville.....	12 06	4 29
3 18	7 54	24	.....**Clarcona**.....	12 00	4 21
3 31	8 10	29	.....Crown Point.....	11 48	3 58
3 37	8 17	31	.....Winter Garden....	11 43	3 49
3 44	8 26	33	.....Oakland.....♁	11 35	3 24
4 14	9 03	44	.....**Clermont**.....♁	11 09	2 28
4 41	9 35	53	.....**Mascotte**.....♁	10 42	1 42
5 08	10 06	62	.....Linden.....	10 18	1254
5 29	10 44	68	.....Riverland.....	9 59	1216
5 45	11 10	75	.....**Trilby**.....	†9 45	†850
P M	A M		ARRIVE LEAVE	A M	A M

Table 9—OCALA, DUNNELLON AND HOMOSASSA.

47	49	35	Ms	*December* 7, 1909.	44	48	32
P M	A M	A M		LEAVE ARRIVE	Noon	P M	P M
*2 30	†8 20	†6 40	0	+ ..... **Ocala** .....♁	12 50	6 00	10 20
3 03	9 05	7 04	9	..... Martel .....♁	12 24	5 12	9 57
3 13	9 23	7 12	12	..... York	12 14	4 54	9 49
3 20	9 34	7 17	14	..... Leroy .....♁	12 09	4 42	9 43
3 31	9 53	7 26	18	.... Rock Springs	11 59	4 21	9 34
3 40	10 10	7 35	21	arr. + **Juliette** ♁ .lve.	11 50	4 05	†8 25
4 15	11 06	A M	26	+ ...**Dunnellon**.....♁	11 00	3 25	P M
4 20	11 15	.....	27	...**Gulf Junction**.....♁	11 01	3 05	.....
4 40	11 49	.....	34	.....Citronelle.....	10 35	2 32	.....
4 55	12 15	.....	40	.... Crystal River .....♁	10 14	2 10	.....
5 20	1 00	.....	48	.... **Homosassa** .....♁	*9 40	†1 50	.....
P M	P M	.....		ARRIVE LEAVE	A M	P M	.....

Trains marked * run daily; † daily, except Sunday; *d* stops to leave passengers; *w* stops to leave passengers from points north of Jacksonville. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

Table 10—JACKSONVILLE, NEWBERRY AND PERRY.

9	239	Ms	*December* 7, 1909.	240	10
P M	A M		LEAVE ARRIVE	P M	A M
†4 15	*9 30	0	+ **Jacksonville** ♁	6 30	10 55
†6 55	*‖210	71	**Burnetts Lake** ♁	3 30	8 15
7 00	12 15	73	..West Alachua. ♁	3 25	8 10
7 09	12 23	77	.....Cadillac	3 15	8 01
7 20	12 34	82	..... Komoka	3 05	7 50
7 25	*‖240	85	ar. **Newberry** ♁ lv.	*3 00	7 45
7 25	†2 00	85	lv. **Newberry**..ar.	‖230	7 45
7 49	2 35	94	..... Tyler	11 40	7 22
7 59	2 53	98	..... Trenton	11 15	7 11
8 15	3 17	104	..... Wilcox ... ♁	10 45	†6 55
P M	3 54	108	....Old Town.....	10 30	A M
.....	3 54	113	..... Eugene	10 10	.....
.....	4 06	116	....Cross City.....	9 55	.....
.....	4 45	126	..... Hines	9 20	.....
.....	5 13	133	.....Clara.....	8 55	.....
.....	5 42	141	..... Salem	8 30	.....
.....	6 15	150	.....Athena.....	8 05	.....
.....	6 32	154	..... Pinland	7 50	.....
.....	†7 00	160	.....**Perry**.....	†7 30	.....
.....	P M		ARRIVE LEAVE	A M	.....

Table 11—WASHINGTON & VANDEMERE RAILROAD.—Train leaves **Washington**[1] †3 30 p.m. for Porter (4 m.), McConnell (10 m.), Edward (23 m.), Aurora (28 m.), arr. Vandemere, N.C. (40 m.), 6 20 p.m. Returning, lvs. Vandemere †7 40 a.m., arr. Washington 10 30 a.m.

Connection—[1] With Atlantic Coast Line R.R.

November 30, 1908.

ATLANTIC COAST LINE.

Table 12—MONTGOMERY AND WAYCROSS.

Trains marked * run daily; † daily, except Sunday; § Sunday only; s stops Sundays. + Coupon stations; ♁ Telegraph stations.

48	44	58	180	Ms.	January 2, 1910.	189	57	45	49
P M	P M	P M	A M	....	LEAVE] Cent. time. [ARRIVE	P M	A M	A M	A M
§4 00	†4 00	*6 50	*6 05	0	+..Montgomery..♁	5 50	8 50	10 15	10 30
4 15	4 15	s –	6 23	7	........Wiley........	5 35	s –	9 55	10 11
4 22	4 22	s –	6 32	11	......Snowdoun......	5 27	s –	9 46	10 02
4 28	4 28	s –	6 38	14	........Tharin........	5 20	s –	9 38	9 55
4 38	4 38	s –	6 49	19	......Sprague....♁	5 09	s –	9 27	§9 45
P M	4 57	s –	7 03	26	........Ramer......♁	4 55	s –	9 12	A M
.....	5 06	s –	7 12	30	........Grady......♁	4 46	s –	9 02	.....
.....	– –	– –	– –	37	........Olustee........	– –	– –	– –	.....
.....	5 29	s –	7 33	40	........Ansley......♁	4 24	s –	8 42	.....
.....	5 43	s –	7 42	44	.....Youngblood.....	4 14	s –	8 30	.....
.....	6 05	6 31	8 01	52	+......Troy......♁	3 57	7 06	8 10	.....
	6 25	s –	8 19	61	........Banks......♁	3 37	s –	7 47	.....
	6 41	9 02	8 35	68	......Brundidge....♁	3 21	6 35	7 32	.....
	6 55	s –	8 50	75	.......Tennille.....♁	3 04	s –	7 17	.....
	7 05	s –	8 58	79	........Arnton......♁	2 54	s –	7 08	.....
	7 15	s –	9 10	85	........Dillard........	2 42	s –	6 57	.....
	7 30	9 47	9 23	91	+......Ozark......♁	2 27	5 52	6 44	.....
	7 42	s –	9 33	96	........Ewell........	2 17	s –	6 35	....
	7 55	s	9 43	101	.....Waterford...♁	2 05	s –	6 25	
	8 00	s –	9 46	102	.......Newton.....♁	2 02	s –	6 22	
	8 11	s –	9 53	106	.......Pinckard.....♁	1 54	s –	6 14	
	8 25	s –	10 07	112	.......Grimes.....♁	1 39	s	6 02	
	8 40	10 45	10 25	119	+.....Dothan.....♁	1 26	5 00	†5 50	
	P M	10 57	10 39	125	........Cowart......♁	1 07	4 42	A M	
		11 05	10 48	129	.......Ashford.....♁	12 57	4 34		
	.....	11 23	11 07	138	.......Gordon.....♁	12 37	4 17	.....	
	.....	11 30	11 14	142	........Alaga......♁	12 30	4 11	.....	
	.....	–	11 19	143	........Saffold........	12 27	– –	.....	
	...	11 43	11 28	147	........Jakin......♁	12 17	3 59	.....	
	....	11 55	11 41	153	....Donaldsonville..♁	12 02	3 48	.....	
	.....	12 05	11 51	158	.......Iron City.....♁	11 51	3 33	.....	
	182	12 15	12 01	163	.......Brinson.....♁	11 37	3 24	185	
	A M	–	12 22	173	...West Bainbridge...	11 15	– –	P M	
	*5 00	12 40	12 28	174	+...Bainbridge...♁	11 10	3 05	6 20	
	5 18	12 58	12 46	183	.......Climax.....♁	10 52	2 49	6 02	
	5 32	1 12	1 01	189	......Whigham....♁	10 32	2 35	5 47	
	5 45	1 25	1 15	196	........Cairo......♁	10 18	2 23	5 32	
	5 59		1 29	203	......Pine Park....♁	10 05	– –	5 17	
	6 15	1 55	1 45	210	ar.+Thomasville ♁ lv.	9 50	1 55	5 00	
	6 20	2 05	2 05	210	lv...Thomasville..ar.	9 45	1 45	4 45	
	6 44	2 27	2 31	222	........Boston......♁	9 21	1 26	4 23	
	6 54	– –	2 41	227	.......Pidcock.....♁	9 11	– –	4 10	
	6 59	– –	2 47	230	........Dixie......♁	9 06	– –	4 04	
	7 13	2 52	3 00	237	+.....Quitman.....♁	8 52	12 51	3 50	
	7 29	–	3 17	245	........Ousley......♁	8 37	– –	3 35	
	7 37	– –	3 25	249	......Kinderlou....♁	8 28	– –	3 25	
	7 47	3 23	3 37	255	+....Valdosta....♁	8 17	12 15	3 08	
	8 14	– –	4 03	268	........Naylor......♁	7 47	– –	2 41	
	8 25	– –	4 14	273	.......Stockton.....♁	7 37	– –	2 31	
	8 45	4 14	4 35	281	.......Dupont.....♁	7 15	11 22	2 16	
	9 01	4 28	4 52	289	......Homerville....♁	6 57	11 06	2 00	
	9 14	– –	5 05	295	........Argyle......♁	6 45	– –	1 48	
	9 25	– –	5 15	300	........Manor......♁	6 34	– –	1 39	
.....	9 30	– –	5 22	303	......Glenmore....♁	6 28	– –	1 33	.....
.....	9 42	– –	5 32	308	........Ruskin......♁	6 17	– –	1 22	.....
.....	9 55	5 15	5 45	314	+...Waycross...♁	*6 05	*10 15	*1 10	.....
.....	A M	A M	P M	....	ARRIVE] [LEAVE	A M	P M	P M	.....

For index of Stations, see pages 1106-1107.

Table 13—ALBANY, TIFTON, WAYCROSS AND BRUNSWICK.

97	91	33	95	93	Ms	January 2, 1910.	98	90	32	94	92
P M	A M	....	....	A M	...	LEAVE] [ARRIVE	A M	P M	....	....	A M
*1 55	*6 00	....	....	*1 25	0	+.......Albany.......♁	11 55	10 05	....	....	2 20
2 18	6 24	....	....	– –	9	..........Acree.........♁	11 31	9 39	....	....	– –
2 30	6 35	....	....	– –	15	.......Willingham.......	11 20	9 27	....	....	– –
2 40	6 43	....	....	2 12	19	........Sylvester.......♁	11 11	9 18	....	....	1 34
2 46	6 49	....	....	– –	22	..........Poulan.......♁	11 05	9 12	....	....	– –
2 53	6 56	....	....	– –	26	.........Sumner.......♁	10 58	9 05	....	....	– –
3 06	7 07	A M	A M	– –	32	.........Ty-Ty.......♁	10 47	8 53	Night	Night	– –
3 30	7 30	*4 30	*3 05	2 50	40	+.......Tifton.......♁	10 30	8 35	12 20	12 36	12 55
3 48	7 47	– –	– –	– –	48	........Brookfield......♁	10 07	8 15	– –	– –	– –
3 53	7 53	South Atlantic Limited.	– –	– –	52	.........Enigma.........	9 59	8 07	South Atlantic Limited.	– –	– –
4 07	8 07		3 39	Seminole Limited.	58	.........Alapaha.......♁	9 44	7 54		11 59	Seminole Limited.
4 28	8 27		4 00		69	......Willacoochee.....♁	9 21	7 33		11 38	
4 36	8 33		– –		72	.........Leliaton.........	9 13	7 25		– –	
4 47	8 44		– –		77	.........Kirkland.......♁	9 02	7 15		– –	
4 53	8 55		Dixie Flyer.		81	.........Pearson.......♁	8 55	7 08		Dixie Flyer.	
5 08	9 10				88	........McDonald......♁	8 40	6 53			
5 17	9 17				92	.........Millwood.......♁	8 33	6 46			
5 23	9 23			– –	95	.........Fairfax.......♁	8 27	6 39			– –
5 40	9 39	– –	– –	– –	104	........Waresboro......♁	8 11	6 28	– –	– –	– –
5 55	9 55	6 35	5 20	4 55	112	arr..+Waycross ♁ .lve.	*7 55	*6 05	*10 00	*10 20	*10 50
8 45	.....	8 45	7 30	7 05	...	arr...Jacksonville .lve.	.....	*3 30	*8 05	*8 15	*8 40
*7 05	*10 10	A M	A M	A M	112	lve.... Waycross ...arr.	7 45	5 55	P M	P M	P M
7 27	10 30	....	....	....	122	......Schlatterville......	7 24	5 36	....	....	....
7 36	10 38	....	....	....	127	.........Hoboken.......♁	7 15	5 27	....	....	....
7 54	10 57	....	....	....	135	........Nahunta.....♁	6 53	5 09	....	....	....
8 05	11 06	....	....	....	140	.........Lulaton.......♁	6 48	4 59	....	....	....
8 12	11 13	....	....	....	144	.........Atkinson.........	6 42	4 52	....	....	....
8 18	11 20	....	....	....	147	.......Waynesville.....♁	6 34	4 45	....	....	....
8 30	11 31	....	....	....	153	..........Bladen.......♁	6 23	4 34	....	....	....
8 37	11 37	....	....	....	156	.........Jamaica.........	6 17	4 28	....	....	....
8 47	11 47	....	....	....	161	.......Pyle's Marsh......	6 07	4 17	....	....	....
9 10	12 10	....	....	....	170	+....Brunswick....♁	*5 45	*3 55	....	....	....
P M	Noon	....	....	....	...	ARRIVE] [LEAVE	A M	P M	....	....	....

Table 14—SPRAGUE AND LUVERNE.

48	59	57	Mls	January 2, 1910.	56	54	46
P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	A M
§4 45	†5 10	†9 50	0	.......Sprague.....♁	9 15	4 15	9 40
4 52	5 15	9 55	2	..........Ada..........	9 05	4 00	9 30
5 05	5 23	10 13	6	.........Sellers.......♁	8 55	3 41	9 20
5 14	5 32	10 31	9	.........Naftel.........	8 45	3 24	9 10
5 22	5 41	10 48	12	.........La Pine......♁	8 37	3 07	9 02
5 35	5 52	11 12	17	.......Bradleyton.......	8 24	2 44	8 49
5 46	6 03	11 34	21	.........Petrey.........	8 14	2 23	8 39
5 59	6 15	12 00	26	........Patsburg........	8 00	1 59	8 25
6 15	6 30	12 30	32	.......Luverne.....♁	†7 45	†1 30	§8 10
P M	P M	Noon	....	ARRIVE] [LEAVE	A M	P M	A M

Table 15—MONTICELLO, THOMASVILLE AND ALBANY.

....	74	72	Mls	January 2, 1910.	73	71	....
....	Noon	A M	....	LEAVE] [ARRIVE	A M	P M	....
....	*12 40	*5 20	0	+....Monticello....♁	11 40	7 30	....
....	1 25	5 55	14	........Metcalfe........	10 53	6 55	....
....	1 55	6 20	24	arr.+Thomasville ♁ lve.	10 20	6 30	....
....	5 25	9 50	24	lve..Thomasville..arr.	9 45	6 20	....
....	5 54	10 15	36	......Ocklocknee....♁	9 18	5 52	....
....	6 21	10 44	48	........Pelham......♁	8 50	5 23	....
....	6 40	11 04	56	........Camilla......♁	8 30	5 02	....
....	6 53	11 17	62	..........Flint........♁	8 17	4 48	....
....	7 02	11 27	66	.......Baconton.....♁	8 09	4 38	....
....	7 10	11 34	70	........De Witt........	7 59	4 31	....
....	7 18	11 43	74	.......Hardaway.....♁	7 51	4 22	....
....	7 40	12 05	82	+.......Albany.....♁	*7 30	*4 00	....
....	P M	Noon	....	ARRIVE] [LEAVE	A M	P M	....

Table 16—GRIMES AND ABBEVILLE.

88	34	66	Mls	January 2, 1910.	35	67	69
P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	A M
§1 45	†1 40	†10 40	0	........Grimes.......♁	6 00	1 25	10 05
2 03	2 07	10 58	7	.......Headland......♁	5 30	1 07	9 47
2 17	2 27	11 12	12	.........Wells.........	5 05	12 53	9 33
2 55	*3 30	11 50	37	+.....Abbeville.....♁	†4 00	†12 15	§8 55
P M	P M	A M	....	ARRIVE] [LEAVE	A M	Noon	A M

Table 17—CLIMAX, AMSTERDAM AND RIVER JUNCTION.

....	....	39	3	41	Mls	January 2, 1910.	40	2	42	....	....
....	....	P M	P M	A M	....	LEAVE] [ARRIVE	A M	A M	Noon	....	....
....	....	†2 15	*1 30	†10 55	0	........Climax.....♁	9 00	10 45	12 40	....	....
....	....	2 23	1 35	11 00	2	........Otisca........	8 52	10 41	12 35	....	....
....	....	....	....	11 40	13	arr.Amsterdam ♁.lve.	....	....	†11 55	....	....
....	....	2 40	1 53	A M	7	.......Fowltown.......	8 33	10 28	A M	....	....
....	....	3 15	2 10	....	15	........Faceville.....♁	7 59	10 15	....	....	....
....	....	4 15	3 00	....	30	+.River Junction.♁	†7 00	*9 45	....	....	....
....	....	P M	P M	....	....	ARRIVE] [LEAVE	A M	A M	....	....	....

Table 18—WATERFORD AND ELBA.

....	....	37	83	81	Mls.	January 2, 1910.	60	62	38	..	....
....	....	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	A M	....	....
....	....	§2 10	†7 56	†10 05	0	.....Waterford...♁	6 20	2 00	9 45	....	....
....	....	2 20	8 06	10 17	4	.........Kelly.........	6 08	1 48	9 33	....	....
....	....	2 53	8 43	10 56	17	+.Enterprise, Ala.♁	5 32	1 12	8 56	....	....
....	....	3 15	9 07	11 23	27	........Brocton.....♁	5 07	12 47	8 32	....	....
....	....	3 40	9 35	11 55	37	+.......Elba......♁	†4 40	†12 20	§8 05	....	....
....	....	P M	P M	A M	....	ARRIVE] [LEAVE	A M	Noon	A M	....	....

Table 19—SANFORD, TAVARES, LANE PARK, LEESBURG AND ASTOR.

....	....	28	154	158	178	Mls	December 7, 1909.	153	27	157	39	....
....	....	P M	.....	A M	.....	....	LEAVE] [ARRIVE	.....	P M	P M	.....	....
....	....	†6 40	.....	†6 45	.....	0	+...Sanford...♁	.....	1 52	6 33	.....	....
....	....	6 58	.....	7 20	.....	5	...Sylvan Lake...	.....	1 31	5 55	.....	....
		7 00	.....	7 23	.....	6	.......Paola.......	.....	1 29	5 51	.....	....
		7 05	.....	7 34	.....	8	.....Markham.....	.....	1 24	5 39	.....	....
		7 13	.....	7 50	.....	11	.......Ethel.......	.....	1 16	5 21	.....	....
		7 27	....	8 14	.....	16	.....Wayland.....	.....	1 04	4 54	.....	....
		7 35	.....	8 31	.....	19	......Sorrento......	....	12 56	4 36	.....	....
		7 51	P M	9 13	A M	24	....Mount Dora..♁	A M	12 41	4 03	P M	....
		8 06	†5 35	9 55	†9 35	30	....Tavares...♁	9 00	12 27	3 29	5 30	....
		.....	.....		†9 20	32	lve..Lane Park..arr.	9 20	.....	....	.....	....
		8 19	5 53	10 30	9 50	34	+.....Eustis.....♁	8 42	12 15	3 00	5 15	....
		8 25	6 00	10 45	10 00	36	...Fort Mason...	8 35	12 10	2 40	5 05	....
		8 32	.....	11 00	10 08	38	...Grand Island.♁	.....	12 04	2 30	4 58	....
		8 47	.....	11 51	10 24	42	...Orange Bend...	.....	11 51	2 07	4 45	....
		9 10	.....	12 30	10 50	50	ar..+Leesburg.♁lv.	.....	†11 30	†1 30	†4 20	....
		P M	6 15	Noon	A M	40	.....Umatilla...♁	8 19	A M	P M	P M	....
		.....	6 28	.....	.....	43	......Altoona....♁	8 07	.....	.....	.....	....
		.....	7 36	.....	.....	61	.......Astor.....♁	†7 00	.....	.....	.....	....
		.....	P M	.....	.....	.....	ARRIVE] [LEAVE	A M	.....	.....	.....	....

Table 20—FORT WHITE AND LAKE CITY.

....	50	54	52	Mls	January 2, 1910.	53	55	51	....
....	P M	P M	Noon	....	LEAVE] [ARRIVE	A M	P M	Noon	....
....	§3 00	†3 00	†12 10	0	......Fort White....♁	10 30	2 35	12 15	....
....	3 30	3 34	12 50	11	..........Drews..........	9 30	2 05	11 45	....
....	4 00	4 01	1 20	22	+....Lake City......♁	†9 00	†1 35	§11 20	....
....	P M	P M	P M	....	ARRIVE] [LEAVE	A M	P M	A M	....

Table 21—BONE VALLEY BRANCH.

No. 125	No. 123	Mls	December 7, 1909.	No. 124	No. 126
†5 50 P M	†11 30 A M	0	lve.....Winston.....arr.	11 00 A M	5 10 P M
6 15 "	12 20 Noon	9	.....Prairie Junction.....	10 28 "	4 34 "
6 21 "	12 34 Noon	11	........Mulberry........	10 22 "	4 27 "
6 33 "	1 03 P M	15	........Pebbledale........	10 08 "	4 10 "
6 45 "	1 37 "	20	........Phosphoria........	9 51 "	3 52 "
6 49 "	1 47 "	21	.........Agricola.........	9 46 "	3 45 "
7 00 "	2 15 P M	25	.........Tiger Bay.........	9 33 "	†3 30 P M
7 10 P M	....	29	arr...Fort Meade ..lve.	†9 20 A M	....

ATLANTIC COAST LINE.

CHARLESTON AND CAMDEN AND POINTS ON SOUTHERN RY.

*6 08 A M	lve.	Charleston	arr.	10 00 P M
10 55 A M	lve.	Sumter	lve.	6 35 P M
1 40 P M	arr.	Camden	lve.	1 40 P M
1 40 P M	lve.	Camden	arr.	1 40 P M
5 36 P M	arr.	Yorkville	lve.	10 04 A M
6 50 P M	arr.	Blacksburg	lve.	*8 55 A M

CHARLESTON AND COLUMBIA, VIA LANES AND SUMTER.

*6 08 A M	lve.	Charleston	arr.	10 00 P M
8 18 A M	lve.	Lanes	lve.	7 58 P M
9 38 A M	arr.	Sumter	lve.	6 35 P M
9 41 A M	lve.	Sumter	arr.	6 20 P M
11 05 A M	arr.	Columbia	lve.	*5 05 P M

Table 22—FLORENCE, SUMTER AND COLUMBIA.

.....	56	51	▲52	Mls	*January* 3, 1910.	54	50	△53
.....	P M	A M	.....	....	LEAVE] [ARRIVE	A M	P M	P M
.....	*7 55	*10 15	A M	0	+....**Florence**....♂	‖8 55	‖7 20	7 35
.....	9 15	11 25	*9 41	39	+....**Sumter** ♂..arr.	7 30	6 55	8 20
Eastern time.	9 36	11 47	10 02	49	......Wedgefield....♂	7 08	5 35	– –
	9 40	11 51	10 06	51	**Camden Crossing** ♂	7 02	5 30	– –
	9 53	12 03	10 18	57	.......Acton........	6 50	5 17	– –
	9 58	12 08	10 22	60	.......Eastover.....♂	6 45	5 12	– –
	10 12	12 22	10 35	66	.......Congaree.....♂	6 31	5 00	– –
.....	10 26	12 36	10 47	73	........Lykes........	6 18	4 45	– –
.....	10 32	12 42	10 52	76	........Simms........	6 12	4 38	– –
.....	10 45	12 55	11 05	81	+.**Columbia** (Union St.) ♂	*6 00	*4 25	*6 05
.....	P M	Noon	A M	....	ARRIVE] [LEAVE	A M	P M	P M

Table 23—ROCKY MOUNT, PLYMOUTH AND WASHINGTON.

	78	64	58	Mls	*January* 3, 1910.	65	57	.....
	....	P M	A M	....	LEAVE] [ARRIVE	A M	P M	.....
	....	*4 05	†8 35	0	+..**Rocky Mount**..♂	10 35	7 58	
	....	4 45	11 45	16	+.....**Tarboro**.....♂	10 00	6 15	
	....	5 30	12 40	32	+....**Parmele**....♂	9 15	5 30	
	....	6 05	1 16	47	+...Williamston ...♂	8 28	4 51	
	....	6 32	1 43	58	+....Jamesville....♂	8 02	4 04	
	A M	7 00	2 10	69	arr.+**Plymouth** ♂.lve	*7 35	†3 35	
	§9 15	*5 35	†12 45	32	lve...**Parmele** ♂.arr.	8 50	5 00	
	9 33	5 53	1 05	41	.......Whichards......	8 29	4 40	
	9 43	6 04	1 17	46	.......Pactolus.....♂	8 18	4 27	
	10 10	6 35	1 45	57	+..**Washington**...♂	*7 55	*4 00	
	A M	P M	P M	....	ARRIVE] [LEAVE	A M	P M	.....

▲ Arrives Gervais Street, Columbia, 11 20 a.m.

♂+ Coupon stations. ♂ Telegraph stations.

Table 24—FAYETTEVILLE, BENNETTSVILLE AND SUMTER.

No. 65		67-57	Mls.	*January* 3, 1910.	No. 64	68	56	No. 66
*6 10 P M		*4 00 A M	0	lve..+**Fayetteville** ♂..arr.	11 25 A M	....	....	10 25 P M
6 25 "		4 17 "	7	........Hope Mills.....♂	– –	....	....	e –
5 52 "		4 47 "	18	......Lumber Bridge......	10 42 "	....	....	9 51 "
6 09 "		5 05 "	26	.......Red Springs.....♂	10 23 "	....	....	9 33 "
6 42 "		5 35 "	38	+.......Maxton.......♂	9 53 "	....	....	9 07 "
7 05	P M	5 56 "	46	.........Hasty..........	9 33 "	....	P M	8 47 "
7 15		6 07 "	50	.........McColl.......♂	9 23 "	....	10 05	8 37 "
7 22	69	6 15 "	53	.........Tatum..........	9 15 "	....	9 59	8 29 "
7 38	P M	*6 30 A M	59	arr.+**Bennettsville** ♂.lve.	*9 00 A M	Noon	9 44	*8 15 P M
P M	*3 35	†7 00 A M	59	lve...**Bennettsville**....arr.	....	12 03	9 44	.....
....	3 47	7 13 "	65	........Marlboro	....	11 51	9 30	.....
....	4 10	7 36 "	76	.......Mont Clare.......	....	11 27	9 05	.....
....	4 30	8 00 "	84	+....**Darlington**....♂	....	11 12	8 50	.....
....	4 46	8 17 "	91	........Syracuse........	....	10 56	8 07	.....
....	5 00	8 34 "	98	..........Lamar.......♂	....	10 40	7 48	.....
....	5 15	8 50 "	105	........**Elliott**.......♂	....	10 25	7 30	.....
....	5 24	9 00 "	110	........St. Charles.....♂	....	10 14	7 19	.....
....	5 50	9 30 A M	123	arr...+**Sumter** ♂..lve.	....	*9 45	†6 50	.....

Table 25—ELLIOTT AND LUCKNOW.

.....	No. 4	No. 2	Mls	*January* 3, 1910.	Mls	No. 3	No. 1
.....	†7 35 P M	†10 30 A M	0	lve.....**Elliott** ♂...arr.	17	8 30 A M	6 05 P M
.....	7 55 "	10 40 "	3	.........Wisacky.........	13	8 15 "	4 55 "
.....	8 30 "	10 55 "	9	........Bishopville.....♂	8	7 55 "	4 40 P M
.....	8 55 P M	11 15 A M	17	arr....**Lucknow** ♂..lve.	0	†6 35 A M	†12 15 Noon

Table 26—FLORENCE, WADESBORO AND GIBSON.

.....	No. 74	62	No. 60	Mls	*January* 3, 1910.	No. 61	63	73
.....	§10 15 A M	*8 20	†10 15 A M	0	lve..+**Florence** ♂..arr.	8 25 A M	7 15	7 15
.....	10 37 "	8 50	10 37 "	10	+....**Darlington**....♂	7 57 "	6 50	6 50
.....	10 50 A M	10 12	11 50 "	16	.........**Floyds**......♂	7 35 "	6 35	§6 35
.....	....	10 20	11 55 A M	18	.........Doves.......♂	6 25 "	5 30	P M
.....	....	10 40	12 12 Noon	27	.......Society Hill....♂	6 05 "	5 12	
		10 57	12 31 "	34	..........Cash..........	5 48 "	4 54	P M
		11 15	12 45 Noon	40	+.......**Cheraw**.......♂	*5 30 A M	4 39	"
		P M	1 09 P M	51	........Macfarlan.....♂	....	4 18	"
		44	1 18 "	55	.........Morven.......♂	....	4 07	"
		A M	1 40 P M	65	arr.+**Wadesboro** ♂ lve.	....	†3 45	P M
		§9 45	†10 00 A M	0	lve....**Florence** ♂..arr.	6 45 P M	7 10	P M
		11 12	11 12 "	10	lve...**Darlington** ♂ arr.	4 25 "	4 25	"
		11 27	11 27 "	13	.......Mont Clare.....♂	4 10 "	4 10	"
		11 38	11 38 "	23	......Robin's Neck......	3 59 "	3 59	"
		11 51	11 51 A M	29	........Marlboro ......♂	3 47 "	3 47	"
		12 05	12 10 Noon	35	+...**Bennettsville**..♂	3 35 "	3 35	"
		12 16	12 25 Noon	39	.........Breedens........	3 10 "	3 24	"
		12 35	1 00 P M	47	arr...+**Gibson** ♂..lve.	†2 30 P M	§3 05 P M	

BETWEEN CHARLESTON AND LAURENS.

*6 08 A M	0	lve. **Charleston**, S.C.	arr.	10 00 P M
9 38 A M	94	arr. **Sumter**	lve.	6 35 P M
11 05 A M	136	arr. **Columbia**	lve.	5 05 P M
1 50 P M	201	arr. **Clinton**	lve.	2 32 P M
2 12 P M	211	arr. **Laurens**	lve.	*2 12 P M

Table 27—HARTSVILLE AND FLORENCE.

59	78	75	61	Ms	*January* 3, 1910.	58	74	76	62
P M	P M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	P M	P M
*9 45	*6 10	†11 25	*7 10	0	...**Hartsville**...♂	7 00	11 15	6 00	9 35
9 58	6 23	11 38	7 23	5	......Auburn......	6 46	11 02	5 47	9 20
10 12	6 35	11 50	7 35	10	ar....**Floyds** ♂ .lv.	*6 34	10 50	†5 35	9 08
P M	6 48	A M	7 50	15	ar.**Darlington** ♂ lv.	A M	10 37	P M	8 50
.....	7 15	.....	8 25	25	.... **Florence** ..♂	.....	*10 15	.....	*8 20
.....	P M	.....	A M	...	ARRIVE] [LEAVE	.....	A M	.....	P M

Table 28—NORFOLK AND ROCKY MOUNT.

85	91	49	Mls	*January* 3, 1910.	Mls	90	48	84
.....	P M	A M	....	LEAVE] [ARRIVE	....	P M	P M	.....
.....	†3 20	*8 25	....	+.. **Norfolk** ..♂	118	1 20	5 56	.....
.....	3 50	8 52	0	..**Pinner's Point** ♂	116	1 00	5 35	.....
.....	4 07	9 09	5	..... **Bruce** ...♂	111	12 44	5 20	.....
.....	4 23	9 24	12	..... Drivers...♂	104	12 29	5 03	.....
.....	4 45	9 40	20	+... Suffolk ...♂	96	12 15	4 45	.....
.....	5 02	10 00	31	.....Whaley...♂	85	11 53	4 26	.....
.....	5 16	10 15	39	......Gates....♂	77	11 37	4 13	.....
.....	5 27	10 27	46	......Eure ....♂	70	11 23	4 02	.....
.....	5 35	10 34	49	......Tunis....♂	67	11 15	3 55	.....
.....	5 57	10 54	58	....**Ahoskey**..♂	58	10 54	3 37	.....
.....	6 11	11 09	66	.... Aulander ..♂	50	10 36	3 23	.....
.....	6 23	11 23	74	.... **Kelford** ..♂	42	10 22	3 12	.....
.....	6 33	11 33	78	.....Norfleet...♂	38	10 13	3 02	.....
.....	6 42	11 43	84	.... Palmyra ..♂	32	10 02	2 53	.....
.....	6 52	11 52	88	+..**Hobgood**..♂	28	9 52	2 45	.....
A M	7 03	12 01	93	......Speed....♂	23	9 42	2 37	P M
*10 00	7 20	12 16	100	+..**Tarboro** ..♂	16	9 23	2 28	4 42
– –	7 35	12 27	107	....Kingsboro..♂	9	9 07	2 07	– –
– –	‖7 52	– –	115	..So. Rocky Mt.♂	1	8 50	‖1 53	– –
10 35	7 58	12 45	116	+.**Rocky Mount**.♂	0	†8 35	*1 38	*4 05
A M	P M	Noon	....	ARRIVE] [LEAVE	....	A M	P M	P M

* Daily; †daily, except Sunday; §Sunday only; *a* stops to take passengers for or leave from north of Richmond. △ Leaves Gervais St., Columbia, *4 50 p.m. ‖ Meals.

NORFOLK, WASHINGTON, N.C., PLYMOUTH, KINSTON.

....	*8 25 A M	lve.	**Norfolk**	arr.	1 20 P M	....
....	11 52 A M	arr.	**Hobgood**	lve.	9 52 A M	....
....	4 27 P M	lve.	**Hobgood**	arr.	9 50 A M	....
....	6 35 P M	arr.	**Washington**	lve.	*7 55 A M	....
....	7 00 P M	arr.	**Plymouth**	lve.	*7 35 A M	....
....	7 05 P M	arr.	**Kinston**	lve.	*7 30 A M	....

Table 29—FLORENCE, SUMTER, DENMARK, BARNWELL, ROBBINS, AUGUSTA AND PREGNALLS.

55	35	51-47	31	Ms	*January* 3, 1910.	32	54	30	46-50
P M	A M	A M	.....	...	LEAVE] [ARRIVE	P M	A M	.....	P M
*7 55	*10 15	*9 50	.....	0	+.... **Florence**....♂	7 35	‖8 55	.....	‖7 20
8 05	*a* –	10 01	.....	6	.......Ebenezer.......	*a* –	8 43	.....	7 08
8 17	*a* –	10 12	.....	11	.....Timmonsville...♂	*a* –	8 30	.....	6 56
8 28	*a* –	10 23	.....	17	......Cartersville......	*a* –	8 19	.....	6 43
8 35	*a* –	10 30	.....	21	.......Lynchburg.....♂	*a* –	8 11	.....	6 36
8 52	*a* –	10 47	.....	30	......Mayesville.....♂	*a* –	7 53	.....	6 17
9 10	11 20	*11 05	A M	39	arr..+**Sumter** ♂..lve.	6 25	*7 35	P M	*6 00
P M	11 25	†8 15	*7 00	39	lve....**Sumter**....arr.	6 20	A M	8 15	9 25
21	– –	8 51	7 27	53	........Pinewood.....♂	– –	22	7 47	8 52
P M	– –	9 04	7 37	59	.........Remini.........	– –	P M	7 35	8 39
†1 50	12 14	9 29	7 55	68	........**Creston**.....♂	5 32	5 20	7 15	8 17
2 00	–	9 40	8 05	73	........Cameron .....♂	– –	5 10	7 05	8 05
2 20	12 37	10 00	8 25	83	+... Orangeburg ...♂	5 08	†4 50	6 46	†7 40
P M	– –	P M	8 35	88	........Cordova......♂	– –	P M	6 35	A M
	– –	.....	8 48	94	.... Copes ......♂	– –		6 23	.....
.....	1 10	.....	9 07	103	+....**Denmark**....♂	4 36	.....	6 05	
.....	– –		9 22	111	.........Hilda.........	– –	.....	5 50	
.....	1 32		9 37	118	+.... **Barnwell**....♂	4 13	.....	5 36	
.....	– –		10 03	130	......Dunbarton....♂	– –	.....	5 11	
.....	2 05		10 20	138	arr... **Robbins** ♂ ..lve.	3 40	.....	4 55	
41	3 00		11 15	167	+.....**Augusta**.....♂	*2 45	42	*4 00	
P M	P M		A M	...	ARRIVE] [LEAVE	P M	P M	P M	
†5 35	.....		†8 20	0	lve....**Creston** ♂..arr.	1 45	9 00	.....	
5 48			8 35	7	.........Elloree......♂	1 30	8 47	.....	
5 58			8 45	11	.........Parlers.........	1 22	8 36	.....	
6 12			9 01	18	.... Vance.......♂	1 07	8 22	.....	
6 23			9 13	23	.....**Eutawville**...♂	b12 55	8 10	.....	
6 47			9 27	29	.......Holly Hill....♂	11 46	7 50	.....	
7 00			9 50	37	.......Harleyville....♂	11 30	7 30	.....	
7 10	.....	.....	10 00	41	+.....**Pregnalls**....♂	†11 20	†7 20	.....	
P M	.....	.....	A M	...	ARRIVE] [LEAVE	A M	P M	.....	

b Arrives 11 59 a.m.

e Stops to leave passengers from south of Parkton.

For index of Stations, see pages 1106-1107.

Table 30—EUTAWVILLE AND FERGUSON.

.....	No. 7	Mls	*January* 3, 1910.	No. 8	....
.....	†12 05 Noon	0	lve.....**Eutawville** ♂ ..arr.	12 50 Noon	....
.....	12 22 "	3	...........Dorchee...........	12 40 "	....
.....	12 30 Noon	6	arr......**Ferguson** ♂ ...lve.	†12 35 Noon	....

Table 31—NORTH-WESTERN RAILROAD CO. OF S.C.

THOMAS WILSON, President.

77	73	Ms	*March* 8, 1908.	72	76
.....	P M	...	LEAVE] [ARRIVE	Noon	.....
.....	†3 30	0	+......**Sumter**......♂	12 30	.....
.....	3 50	7	..........Tindal..........	11 55	.....
.....	4 05	13	........Packsville.....♂	11 30	.....
.....	4 25	17	.........Silver.........♂	11 00	.....
A M	4 35	21	arr.....**Millard** ....lve.	10 45	P M
†7 00	5 15	23	.......Summerton.....♂	10 15	8 10
7 20	5 55	28	..........Davis..........	9 45	7 55
8 00	6 45	38	arr...**Wilsons Mill** ♂.lve.	†8 40	†7 20
†10 20	†4 35	0	lve.....**Millard** ....arr.	10 45	6 00
10 30	4 45	4	arr.....**St. Paul** ♂..lve.	†10 35	†4 50
†8 31	†9 40	0	lve.....**Sumter**....arr.	9 00	6 45
6 50	10 05	10	..........Dalzell..........	8 25	6 10
7 08	10 15	14	..........Borden..........	8 00	4 45
7 23	10 27	19	.........Remberts...... ..	7 40	4 30
7 50	11 10	26	...**So. Ry. Junction**...	7 10	4 10
8 00	11 20	30	+.....**Camden**........	†7 00	†4 00
P M	A M	...	ARRIVE] [LEAVE	A M	P M

Connections.—‖With Atlantic Coast Line R.R. and Waccamaw Line Steamers.

Table 32—CONWAY COAST & WESTERN R.R. Train lvs. Aynor †8 25 a.m., arr. Conway (16 m.) 9 25 a.m. Lvs. **Conway**‖ †10 30 a.m., arr. Myrtle Beach (31 m.) 11 30 a.m. Ret'g, lvs. Myrtle Beach †12 10 noon, arr. Conway 1 00 p.m. Lvs. Conway †7 15 a.m., arr. Aynor 8 15 a.m. *March* 1, 1907.

ATLANTIC COAST LINE.

Table 33—WILMINGTON AND SANFORD.

No. 53	Mls	January 3, 1910.	No. 52
		(Eastern time.)	
*8 40 A M	0	lve + Wilmington ♂ arr.	8 05 P M
8 50 "	2	....Yadkin Junction....	7 50 "
9 04 "	9	.....Richards.....	7 35 "
9 18 "	16	.....Montague.....	7 21 "
9 25 "	19	.....Currie.....♂	7 15 "
9 37 "	25	.....Atkinson.....♂	7 01 "
9 52 "	33	.....Fountain.....♂	6 48 "
10 04 "	39	.....Kenly.....	6 36 "
10 12 "	41	.....Tomahawk.....	6 26 "
10 25 "	47	.....Garland.....♂	6 12 "
10 35 "	52	.....Parkersburg.....♂	6 03 "
10 53 "	61	.....Rosebors.....	5 44 "
11 10 "	69	.....Autryville.....♂	5 27 "
11 17 "	72	.....Delmar.....	5 20 "
11 45 A M	84	arr. + Fayetteville ♂ lve.	4 50 "
12 20 Noon	85	lve....Fayetteville....arr.	4 45 "
12 40 "	95	.....Manchester.....♂	4 17 "
12 55 Noon	102	.....Spout Springs.....♂	4 04 "
1 12 P M	109	.....Rock Branch.....	3 50 "
1 17 "	110	.....Swann.....	3 47 "
1 53 "	116	.....Jonesboro.....♂	3 38 "
‖1 40 P M	118	+ .....Sanford.....♂	*3 30 P M
		ARRIVE	LEAVE

Table 34—WELDON AND KINSTON.

59	73	Mls	January 3, 1910.	58	72
P M	A M		(Eastern time.)	A M	P M
*3 05	*8 30	0	lve...+ Weldon.....arr.	11 25	8 10
3 23	8 45	8	.....Halifax.....♂	11 09	7 55
3 46	9 07	17	.....Tillery.....♂	10 42	7 31
4 [illegible]	9 20	23	+ ...Scotland Neck...♂	10 12	7 07
4 27	9 45	34	arr...+ Hobgood ♂ ..lve.	9 52	6 52
4 27	11 55	34	lve....Hobgood ...arr.	9 50	8 25
3 45	12 10	41	.....Oak City.....♂	9 35	8 08
3 [illegible]	12 42	53	+ .....Parmele.....♂	9 10	7 30
3 [illegible]	1 03	63	.....House.....	8 38	6 52
3 [illegible]	1 12	67	+ ....Greenville.....♂	8 32	6 43
3 [illegible]	1 50	83	.....Grifton.....♂	7 55	6 07
3 [illegible]	2 20	95	.....+ Kinston ♂.....	*7 30	5 40
P M	P M		ARRIVE	A M	P M

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ¶ daily, except Monday; § Sunday only; *a* Tuesday, Wednesday, Friday and Saturday.

c Tuesday, Wednesday, Friday and Sunday. ‖ Meals. ♂ Telegraph stations.

Table 35—SUMTER AND LANES.

53	48	Mls	January 2, 1910.	52	47
P M	A M		(Eastern time.)	A M	P M
*6 35	*6 40	0	lve..+ Sumter ♂ ...arr.	9 38	7 40
7 06	10 14	13	.....Acolu.....♂	9 11	7 06
7 13	10 20	17	.....Manning.....♂	9 03	6 54
7 23	10 32	23	.....Wilson's Mills...♂	8 52	6 43
7 32	10 41	27	.....Forreston.....	8 43	6 35
7 66	11 08	40	+.....Lanes.....♂	*8 13	†6 07
P M	A M		ARRIVE	LEAVE	A M	P M

Table 36—GOLDSBORO AND SMITHFIELD.

(Eastern time.)

No. 57	Mls	January 3, 1910.	No. 56
†4 50 P M	0	lve..+ Goldsboro ♂ ..arr.	7 50 P M
4 50 "	5	.....Walter.....	7 10 "
5 15 "	11	.....Joyner.....	6 50 "
5 20 "	12	.....Holt's Mill.....	6 45 "
5 35 "	17	.....Oliver.....	6 30 "
5 60 P M	23	arr..+ Smithfield ♂ .lve.	†6 15 P M

Table 37—NEWBERN AND WILMINGTON.

	No. 63	Mls	January 3, 1910.	Mls	No. 62
			(Eastern time.)		
	†9 30 A M	0	lve. + Newbern ♂ .arr.	87	6 50 P M
	10 07 "	14	.... Pollocksville...♂	73	6 09 "
	10 22 "	21	..... Maysville....♂	66	5 53 "
	10 33 "	26	..... Deppe.....	62	5 41 "
	— —	32	..... Northeast.....	55	— —
	10 55 "	37	+.. Jacksonville . ♂	50	5 17 "
	1 07 "	43	..... Verona	44	5 04 "
	11 18 "	48	.....Dixon.....♂	39	4 52 "
	11 36 "	57	..... Hollyridge.....	30	4 34 "
	*1 51 A M	64	.....Woodside.....	23	4 17 "
	12 10 Noon	74	.....Scott's Hill.....♂	13	3 55 "
	12 43 "	86	.. Newbern Junction ..	1	3 31 "
	12 50 Noon	87	arr. + Wilmington ♂ lve.	0	†3 25 P M

Table 38—ROCKY MOUNT AND SPRING HOPE.

21	75	69	Mls	January 3, 1910.	68	76	22
P M	P M	A M		LEAVE ARRIVE	Noon	P M	P M
‖1 10	†4 00	†9 15	0	... Rocky Mount . ♂	12 05	6 40	3 35
1 38	4 28	9 43	10	.....Nashville....♂	11 37	6 12	3 08
2 00	4 50	10 05	19	.... Spring Hope..♂	†11 15	†5 50	‡2 45
P M	P M	A M		ARRIVE LEAVE	A M	P M	P M

Table 39—ELROD AND CONWAY.

25	97	Mls	January 3, 1910.	24	98
P M	A M		LEAVE ARRIVE	A M	P M
†8 50	†10 10	0	.....Elrod.....♂	10 05	6 40
7 17	10 37	11	..... Fairmont ....♂	9 38	6 15
7 30	10 47	16	..... Proctorville ...♂	9 27	6 04
7 44	11 00	21	..... Boardman ...	9 15	5 51
8 10	11 45	32	.... Chadbourn ..♂	†8 45	5 25
P M	12 05	41	.....Clarendon ....♂	A M	4 40
	12 17	45	.... Mount Tabor ..♂		4 28
	12 35	52	..... Loris .....♂		4 12
	12 53	59	.....Bayboro.....♂		3 55
	1 10	65	.....Allen .....♂		3 37
	1 25	71	..... Conway ....♂		†3 20
	P M		ARRIVE LEAVE		P M

Table 40—LATTA AND CLIO.

No. 29	No. 25	Mls	January 3, 1910.	No. 28	No. 26
†8 45 P M	†10 15 A M	0	lve..... Latta ♂ ...arr.	7 45 A M	6 05 P M
9 05 "	10 50 "	10	..... Bingham .....♂	7 23 "	5 20 "
9 20 "	11 30 "	16	..... Dunbar .....♂	7 10 "	4 45 "
9 30 P M	11 45 A M	20	arr..... Clio ♂ ....lve.	†7 00 A M	†4 30 P M

Table 41—WARSAW AND CLINTON.

39	349	37	Mls	January 3, 1910.	38	348	40
P M	A M	A M		LEAVE ARRIVE	A M	A M	P M
†4 25	†11 45	†8 10	0	..... Warsaw ....♂	7 30	10 40	3 50
5 15	1 00	8 55	13	..... Clinton ....♂	†6 40	†9 30	†3 00
P M	P M	A M		ARRIVE LEAVE	A M	A M	P M

Table 42—LAKELAND AND FORT MYERS.

No. 89	No. 83	Mls.	December 7, 1909.	No. 80	No. 82
*8 10 P M	*8 25 A M	0	lve. + .Lakeland..♂ arr.	11 00 A M	8 30 P M
8 44 "	8 53 "	13	" +..Bartow...♂ lve.	10 27 "	7 50 "
7 01 "	9 07 "	19	" ... Homeland..♂ "	10 11 "	7 32 "
7 17 "	9 18 "	24	" .Fort Meade.♂ "	9 58 "	7 17 "
7 36 "	9 38 "	32	" Bowling Green ♂ "	9 38 "	6 53 "
7 52 "	9 53 "	38	" ...Wauchula..♂ "	9 22 "	6 33 "
8 02 "	10 02 "	42	" .....Zolfo ....♂ "	9 12 "	6 21 "
8 51 "	10 48 "	62	" +..Arcadia..♂ "	8 18 "	5 20 "
9 20 "	11 13 "	73	" .. Fort Ogden. ♂ "	7 50 "	4 53 "
9 58 "	11 50 A M	86	" +.Punta Gorda.♂ "	7 15 "	4 18 "
11 15 P M	1 05 P M	114	arr. + .Fort Myers. ♂ lve.	*6 00 A M	*3 00 P M

Table 43—JESUP SHORT LINE.

No. 27	Mls	January 2, 1910.	No. 82	No. 26
*8 15 A M	0	lve.....+ Jesup ♂ .....arr.	11 26 A M	7 15 P M
9 42 "	19	.....Hortense.....♂	— —	6 20 "
10 58 A M	23	.....Nahunta .....♂	— —	5 25 "
1 50 P M	34	arr.....Folkston ♂ ....lve.	*0 58 A M	†2 50 P M

Table 44—TAMPA AND THONOTOSASSA.

No. 116	Mls	December 7, 1909.	No. 113
†6 25 P M	0	lve....+ Tampa ♂ ....arr.	8 30 A M
6 40 "	2	+.....Ybor City ♂ .. lve.	8 20 "
6 50 "	3	... Thono. Junction ...	8 15 "
8 27 "	12	.....Idlewild Park.....	7 40 "
6 35 P M	14	arr..Thonotosassa..lve.	7 30 A M

Table 45—KISSIMMEE AND NARCOOSSEE.

No. 105	No. 103	Mls	December 7, 1909.	No. 102	No. 104
†4 30 P M	†6 30 A M	0	lve.. + Kissimmee ♂ .arr.	8 20 A M	6 20 P M
4 45 "	6 45 "	5	.....Carolina.....	8 05 "	6 05 "
5 00 "	7 00 "	9	.....St. Cloud.....	7 50 "	5 50 "
5 06 "	7 06 "	11	.....Ashton.....	7 41 "	5 41 "
5 12 "	7 12 "	13	.....Runnymede.....	7 35 "	5 35 "
5 20 P M	7 20 A M	14	arr...Narcoossee ..lve	†7 20 A M	†5 50 P M

Table 46—KISSIMMEE AND EAST APOPKA

No. 110	Mls.	December 7, 1909.	No. 111
†10 05 A M	0	lve...Kissimmee ♂ arr	3 55 P M
11 59 A M	21	.....Gotha.....	2 18 "
12 16 Noon	24	..... Ocoee	2 01 "
1 04 P M	33	.....Apopka.....	1 20 "
1 10 P M	34	arr..East Apopka.lve.	†1 15 P M

Table 52—RAVENEL AND YONGE'S ISLAND.

59	45	M	January 2, 1910.	48	58
P M	A M		LEAVE ARRIVE	A M	P M
†4 20	†7 10	0	.....Ravenel...♂	9 50	6 50
4 30	7 25	3	.....Meggetts.....	9 40	6 40
4 40	7 45	6	Yonge's Island ♂	†9 30	†6 30
P M	A M		ARRIVE LEAVE	A M	P M

Table 53—CROOM AND BROOKSVILLE.

155	153	Mls	December 7, 1909.	154	156
P M	A M		LEAVE ARRIVE	A M	P M
*5 50	*10 20	0	.... Croom ... ♂	9 15	5 15
6 40	11 10	10	+. Brooksville. ♂	*8 25	*4 20
P M	A M		ARRIVE LEAVE	A M	P M

* Daily; † daily, except Sunday. + Coupon stations; ♂ Telegraph stations. *Eastern time.*

For Index of Stations, see pages 1106-1107.

RYMAN LINE.

NASHVILLE & PADUCAH DIVISION. NASHVILLE & EVANSVILLE DIVISION.
NASHVILLE & BURNSIDE DIVISION.

PACKET COMPANIES

Operating on the Cumberland, Ohio and Mississippi Rivers.

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GEO. DOUBLEDAY, General Manager and General Freight and Passenger Agent, Nashville, Tenn.
HUNTER PERRY, Secretary & Treasurer, "

STEAMERS:

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At **NASHVILLE**—With Southern Ry. for all points east and southeast, and Illinois Central Ry. for all points in Tennessee, and points on Seaboard Air Line Ry., and all Eastern cities, and with Louisville & Nashville R.R. to all points north, east south and west.

At **EVANSVILLE**—With Evansville & Terre Haute R.R., Illinois Central R.R., Southern Ry., and Louisville & Nashville R.R. to all points south and west.

At **SHAWNEETOWN**—With Baltimore & Ohio Southwestern R.R. and Louisville & Nashville R.R.

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March, 1909.

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March, 1909.

BRINSON RAILWAY.

GEORGE M. BRINSON, President and Supt., Springfield, Ga.
W. C. MYERS, Auditor, "
C. E. CLARK, Car Accountant, "

No. 103	No. 101	Mls	*August* 12, 1909.	No. 100	No. 102
.....	.....	....	LEAVE] [ARRIVE	.....	.....
*3 30 P M	*8 00 A M	0	..... **Savannah**[1]	10 00 A M	6 30 P M
3 48 "	8 16 "	6	.....Pipe Maker.....	9 44 "	6 14 "
3 53 "	8 23 "	10	..... Godleys	9 37 "	6 07 "
3 58 "	8 28 "	12	..... Keller	9 32 "	6 02 "
4 08 "	8 38 "	15	..... Coldbrook	9 22 "	4 52 "
4 15 "	8 45 "	19	..... Blandford	9 15 "	4 45 "
4 30 "	9 00 "	25	..... Springfield.....	9 00 "	4 30 "
4 55 "	9 25 "	30	..... Bethel	8 35 "	4 10 "
5 01 "	9 31 "	32	..... Lorenzo	8 29 "	4 04 "
5 10 "	9 40 "	35	.....Shawnee.....	8 20 "	3 55 "
5 18 "	9 46 "	37	.....Ardmore	8 14 "	3 49 "
5 25 "	9 55 "	40	..... Kildare	8 05 "	3 40 "
5 31 "	10 01 "	42	..... Leola	7 59 "	3 34 "
5 40 "	10 10 "	45	.....Newington.....	7 50 "	3 25 "
5 46 "	10 15 "	46	.... Newington Junction	7 45 "	3 20 "
6 01 "	10 31 "	50	..... Hunters	7 29 "	3 04 "
8 07 "	10 37 "	52	.....Williamson.....	7 23 "	2 57 "
6 22 "	10 52 "	55	..... Kitson	7 08 "	2 43 "
6 30 "	11 00 "	57	..... **Sylvania**[2].....	7 00 "	2 35 "
6 45 "	11 15 "	62	..... Lewis	6 45 "	2 20 "
7 10 "	11 40 "	67	.....Hiltonia.....	6 20 "	1 55 "
7 20 P M	11 50 A M	72	..... **Mill Haven**.....	*6 10 A M	*1 45 P M
.....	.....	....	ARRIVE] [LEAVE	.....	.....

Trains marked * run daily. STANDARD—*Central time.*

Connections.—[1] With railroads diverging. [2] With Sylvania & Girard Railroad.

FORDYCE & PRINCETON RAILROAD.

W. T. MURRAY, Treasurer and General Manager, Fordyce, Ark.

Extends from **Fordyce**[1], Ark., to Bryants Spur, Ark. (11 miles), with branch to Old Junction, Ark. (22.5 miles). Operated for freight traffic only. *March*, 1909.

Connection.—[1] With St. Louis S. W. Ry. and Chic. R. I. & Pac. Ry.

MINNEAPOLIS WESTERN RAILWAY.

P. L. CLARITY, Superintendent, Minneapolis, Minn.

Terminal switching road (7 miles track), all in Minneapolis, connecting with all diverging railroads. *March*, 1908.

GAINESVILLE MIDLAND RAILWAY.

GEORGE J. BALDWIN, President, Savannah, Ga.
E. B. EPPES, General Manager, Gainesville, Ga.
W. B. VEAZEY, Gen. Freight and Passenger Agt., "
N. WEBSTER, Auditor, "
H. H. DEAN, General Counsel, "
T. J. SYFAN, Car Accountant, Athens, Ga.
E. N. GOWER, Superintendent Motive Power, Gainesville, Ga.

MAIN LINE.

7	5	9	3	1	Ms	*September* 19, 1909.	10	2	4	6	8
P M	A M	P M	P M	A M	...	LEAVE] [ARRIVE	A M	P M	P M	A M	P M
§5 00	§9 00	†3 35	†1 20	†7 00	0	...**Gainesville**[1]..	10 30	1 00	7 30	10 00	6 10
--	--	--	--	--	1	.So. Ry. Crossing.	--	--	--	--	--
5 18	9 16	4 00	1 36	7 16	7	..... Candler	10 05	12 38	7 08	9 43	5 45
5 22	9 20	4 05	1 40	7 20	8	.....Klondike	10 00	12 34	7 04	9 39	5 40
5 30	9 30	4 25	1 48	7 28	10	.... **Belmont**	9 55	12 30	7 00	9 35	5 35
5 40	9 40	4 40	2 00	7 40	13	..... Talmo.....	9 30	12 15	6 40	9 20	5 20
5 50	9 50	4 56	2 10	7 50	16	... Pendergrass ...	9 15	12 05	6 30	9 10	5 10
6 16	10 15	6 00	2 40	8 20	23	..... Jefferson.....	8 50	11 40	6 08	8 50	4 50
6 35	10 35	6 24	3 03	8 43	31	.... Red Stone	7 53	11 10	5 38	8 29	4 25
6 40	10 39	6 30	3 07	8 47	32	.... Clarksboro	7 45	11 05	5 33	8 25	4 20
6 45	10 45	6 37	3 13	8 53	34	..... Attica	7 38	10 59	5 27	8 20	4 15
6 57	10 55	6 50	3 25	9 05	38	..Oconee Hights..	7 25	10 48	5 15	8 10	4 05
--	--	--	--	--	40	. Fowler Junction .	--	10 40	5 05	8 05	4 00
7 10	11 05	7 05	3 40	9 20	42	.....**Athens**[2]	†7 10	†10 35	†5 00	§8 00	§3 55
P M	A M	P M	P M	A M	...	ARRIVE] [LEAVE	A M	A M	P M	A M	P M

MONROE BRANCH.

.....	.....	15	13	11	Ms	*Sept.* 19, 1909.	12	14	16	.....	.....
.....	.....	A M	P M	A M	...	LEAVE] [ARRIVE	Noon	P M	P M	.....	.....
.....	.....	§9 35	†1 45	†7 25	0	....**Belmont**....	12 25	6 45	5 20	.....	.....
.....	.....	--	--	--	2	..Hickory Tree..	--	--	--	.....	.....
.....	.....	9 55	2 08	7 48	7	....Braseltons ...	12 05	6 20	5 00	.....	.....
.....	.....	10 00	2 15	7 55	8	.... Hoschton....	12 00	6 15	4 55	.....	.....
.....	.....	10 10	2 26	8 05	12	..... Sells	11 45	6 00	4 45	.....	.....
.....	.....	10 15	2 30	8 10	13	.... Mulberry....	11 40	5 55	4 40	.....	.....
.....	.....	10 30	2 50	8 35	17	.... **Winder**[3] ...	11 25	5 40	4 25	.....	.....
.....	.....	--	--	--	18	.S. A. L. Junction.	--	--	--	.....	.....
.....	.....	10 45	3 10	8 55	22	... Bethlehem	11 00	5 15	4 05	.....	.....
.....	.....	11 00	3 30	9 15	26	.... Campton	10 40	4 55	3 50	.....	.....
.....	.....	11 10	3 45	9 28	29	.. Walker Park ..	10 25	4 40	3 40	.....	.....
.....	.....	11 20	3 55	9 40	32	.... **Monroe**[4] ...	†10 15	†4 30	§3 30	.....	.....
.....	.....	A M	P M	A M	...	ARRIVE] [LEAVE	A M	P M	P M	.....	.....

Trains marked † run daily, except Sunday; § Sunday only.
STANDARD—*Eastern time.*

Connections.—[1] With Southern Ry. [2] With Seaboard Air Line Ry., Central of Georgia Ry., Georgia R.R. and Southern Ry. [3] With Seaboard Air Line Ry. [4] With Monroe R.R. (Georgia R.R.).

TAMPA & JACKSONVILLE RAILWAY CO.

"The Fruit and Vegetable Route of Florida."

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F. M. SIMONTON, Secretary and General Counsel.
H. E. TAYLOR, Treasurer.
H. W. WAITS, Auditor and Cashier.
L. E. BARKER, Traffic Manager.
General Offices—Gainesville, Fla.

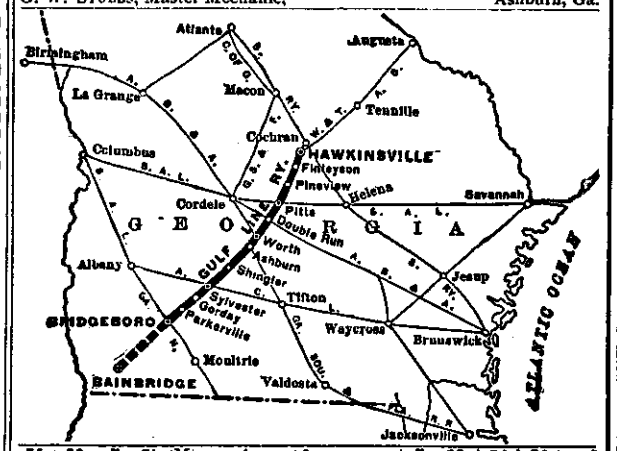
No. 6	Nos. 4-2	Mls.	*June*, 1909.	Mls	Nos. 5-1	No. 8
.....	.....	.....	(*Central time.*)	....	.....	.....
.....	†1 30 P M	0	lve....**Fairfield** § .arr.	48.0	†12 20 Noon	.....
.....	1 35 "	1.7	.....Fort Drane.....	46.3	12 10 "	.....
.....	1 46 "	3.0	.....Irvine..... §	45.0	12 05 Noon	.....
.....	1 55 "	4.6	..... Dungarvin.....	43.4	11 55 A M	.....
.....	2 00 "	5.6	.....Southside.....	42.4	11 50 "	.....
.....	2 05 "	6.5	.....Hickman.....	41.5	11 45 "	.....
.....	2 15 "	8.1	.....Simonton..... §	39.9	11 40 "	.....
.....	2 20 "	8.8	..... Tuscawilla.....	39.2	11 35 "	.....
.....	2 50 "	11.3	.....**Micanopy**[1]... §	36.7	11 25 "	.....
.....	3 05 "	13.6	.....Tacoma.....	34.4	11 15 "	.....
.....	3 10 "	14.7	.....Kirkwood.....	33.3	11 10 "	.....
.....	3 15 "	15.4	..... Clyatt's	32.6	11 05 "	.....
.....	3 35 "	18.7	.....Wacahoota.....	29.3	10 55 "	.....
.....	3 55 "	22.3	..... Rocky Point... §	25.7	10 40 "	.....
.....	4 00 "	23.5	.....Cannon's.....	24.5	10 35 "	.....
.....	--	27.5	.....Lower Switch	20.5	--	.....
.....	4 18 "	27.7	....S. A. L. Crossing...	20.3	10 14 "	.....
.....	4 25 "	28.0	arr.+**Gainesville**[2]lve.	20.0	†10 10 "	.....
*5 50 A M	*6 00 "	28.0	lve..**Gainesville** § arr.	20.0	9 50 "	8 30 P M
5 55 "	6 05 "	29.9	...A. C. L. Crossing...	19.0	9 46 "	8 25 "
6 04 "	6 20 "	34.5	..... Ellithorpe	16.0	9 39 "	8 18 "
6 10 "	6 35 "	36.5	..... Bellamy	11.5	9 23 "	8 03 "
6 38 "	6 55 "	41.0	.....Cyril.....	7.0	9 10 "	8 50 "
6 50 "	7 05 "	43.5	..... Graham.....	.5	9 00 "	8 45 "
7 05 A M	*7 20 P M	48.0	ar....**Sampson City**[3] § lv.	0	*8 47 A M	*8 30 P M
.....	.....	.....	(*Ga. So. & Fla.*)	....	.....	.....
7 17 A M	8 05 P M	.....	lve.**Sampson City** arr.	.....	8 31 A M	8 28 P M
8 28 A M	9 13 P M	.....	arr....**Lake City**...lve.	.....	7 15 A M	7 18 P M
10 35 A M	11 25 P M	.....	" ...**Valdosta**... "	.....	4 55 A M	5 12 P M
12 25 Noon	1 10 A M	.....	" ....**Tifton**.... "	.....	3 00 A M	3 53 P M
1 52 P M	2 30 A M	.....	" ....**Cordele**... "	.....	1 49 A M	2 05 P M
4 25 P M	4 35 A M	.....	arr.....**Macon**....lve.	.....	11 00 P M	11 30 A M
.....	.....	.....	.....	.....	.....	.....
8 10 P M	8 10 A M	.....	**Atlanta** (*Cent. of Ga.*)	.....	8 40 P M	8 00 A M
.....	.....	.....	ARRIVE] [LEAVE	.....	.....	.....

Trains marked * run daily; † daily, except Sunday. + Coupon stations; § Telegraph stations.

Connections.—[1] With Atlantic Coast Line R.R. [2] With Seaboard Air Line Ry. [3] With Georgia Southern & Florida Ry.

GULF LINE RAILWAY COMPANY.

W. J. EDWARDS, Prest. and Pur. Agt., Sylvester, Ga.
GEO. L. TWIGGS, Sec'y & Treas., 83 Fulton St., N.Y. City.
C. H. REYNOLDS, Asst. Sec'y & Asst. Treas., Sylvester, Ga.
RAY MORRIS, Comptroller, 83 Fulton St., N.Y. City.
G. N. SAUSSY, Auditor, Sylvester, Ga.
FORSYTH WICKES, Gen. Counsel, 83 Fulton St., N.Y. City.
J. H. HILLHOUSE, Traffic Manager, Sylvester, Ga.
S. Y. HENDERSON, Freight Claim Agent, Hawkinsville, Ga.
W. T. HARGRETT, General Superintendent, Sylvester, Ga.
W. R. JOHNSON, Commercial Agent, "
C. S. ROE, Car Accountant and Train Master, "
G. W. STUBBS, Master Mechanic, Ashburn, Ga.



75	73	No. 71	M	*August* 8, 1909.	No. 72	74	76
P M	A M	.....	..	(*Central time.*)	.....	P M	.....
*5 25	*11 35	.....	0	lve..**Hawkinsville**[1] § .arr.	10 50 A M	3 42	.....
6 00	12 15	.....	12	.....Finleyson..... §	10 10 "	3 12	.....
6 03	12 18	.....	13	.....Pineview..... §	10 07 "	3 09	.....
6 25	12 38	.....	20	.....Seminole.....	9 42 "	2 50	.....
6 51	12 52	.....	25	.....**Pitts**[2]..... §	9 28 "	2 36	.....
7 08	1 15	.....	32	.....**Double Run**[3]... §	9 00 "	2 14	.....
7 22	1 29	.....	37	.....Amboy.....	8 43 "	2 00	.....
7 40	1 45	.....	43	.....**Worth**[4]..... §	8 25 "	1 45	.....
7 50	2 50	*8 05 A M	45	.....**Ashburn**[5]..... §	7 45 "	1 20	.....
P M	3 02	8 17 "	49	.....Josella.....	7 33 "	12 48	.....
.....	3 27	8 42 "	54	.....Terrell.....	7 08 "	12 23	.....
.....	3 36	8 51 "	57	⊙.....Shingler.....	6 59 "	12 14	.....
.....	3 50	9 05 "	63	arr. } ⊙**Sylvester**[6]. } lve.	*6 45 A M	12 06	P M
.....	4 00	9 30 "		lve. } } arr.	.....	11 32	5 46
.....	4 12	9 42 "	67	⊙.....Gorday.....	.....	11 10	5 36
.....	4 22	9 52 "	71	.....Alford's.....	.....	10 58	5 20
.....	4 27	9 57 "	72	⊙..... Parkerville.....	.....	10 53	5 15
.....	4 45	10 14 A M	77	⊙....**Bridgeboro**[7].....	.....	*10 40	*5 00
.....	P M	.....	..	ARRIVE] [LEAVE	.....	A M	P M

Trains marked * run daily. ⊙ Telephone stations. § Telegraph stations.

Connections.—[1] With South. Ry., Wrightsv. & Tennille Ry., and Ocmulgee Riv. steamers. [2] With S. A. L. Ry. [3] With Atlanta, Birm. & Atlantic R.R. [4] With Ga. South. & Fla. Ry. [5] With Ga. South. & Fla. Ry. [6] With Atlantic Coast Line R.R. [7] With Georgia Northern Ry.

ATLANTA & SAINT ANDREWS BAY RAILWAY.

"PANAMA CANAL ROUTE."

A. B. STEELE, Prest., Atlanta, Ga.
ASA G. CANDLER, Vice-Prest., "
G. H. PURVIS, Sec'y and Traf. Mgr. Dothan, Ala.
W. R. BEAUPRIE, Gen. Manager, Dothan, Ala
BEN. W. STEELE, Asst. Gen. Mgr., "
W. F. MCCLELLAN, Auditor, "
A. B. KEARSEY, Train Master, Dothan, Ala.
RAY POWERS, Com'l Agent, Panama City, Fla.
E. B. KIRKBRIDE, Com'l Agent, Mobile, Ala.
CANDLER, THOMSON & HIRSCH, Gen. Counsel, Atlanta, Ga.

....	3	1	Mls	*April* 11, 1909.	2	4	....
	P M	A M	....	LEAVE] [ARRIVE	Noon	P M	....
*Daily. Central time.	*3 15	*8 45	0	.....**Dothan**[1].....	12 45	7 10	....
	3 51	9 21	10	.....Hodgesville.....	12 07	6 36	....
	4 29	10 02	20	..... Cambeltons	11 36	6 03	....
	4 50	10 22	26	..... Welchton.....	11 17	5 42	....
	5 05	10 40	31	arr...**Cottondale**[2]..lve.	11 00	5 25	....
	5 25	11 00	31	lve...**Cottondale**...arr.	10 40	5 05	....
	5 50	11 23	38	.....Alford's.....	10 05	4 40	....
	6 15	11 33	41	.....Round Lake.....	9 50	4 30	....
	6 30	11 43	46	.....Compass Lake.....	9 35	4 20	....
	7 00	12 16	53	..... Fountain.....	9 05	3 50	....
	7 25	12 45	61	..... Youngstown	8 35	3 20	....
	8 35	1 50	82	.....**Panama City**.....	*7 30	*2 15	....
	P M	P M	....	ARRIVE] [LEAVE	A M	P M	....

Connections.—[1] With Central of Georgia Ry. and R.R. [2] With Atlantic Coast Line R.R. with Louisville & Nashville

MISSISSIPPI, HILL CITY & WESTERN RAILWAY.

W. W. RABEY, General Manager, Hill City, Minn.

Swan River to **Mississippi** (8 miles), Rabey (13 miles), Marshfield (17 miles), Hill City (23 miles). Train leaves **Swan River** †3 30 p.m., arrives **Mississippi** 4 00 p.m. Leaves **Mississippi** †4 01 p.m., arrives Hill City 5 30 p.m. Leaves Hill City †12 30 noon, arrives **Mississippi** 1 59 p.m. Leaves **Mississippi** †2 00 p.m., arrives **Swan River** 2 30 p.m.

† Daily, except Sunday. *August* 22, 1909.

Connections.—At Swan River and Mississippi—With Great Northern Ry. *Central time.*

NEW ORLEANS SOUTHERN RAILWAY,

LESSEE

NEW ORLEANS, FORT JACKSON & GRAND ISLE RAILROAD.

ARTHUR KENNEDY, President, New Orleans, La.
CHAS. D. HAINES, Vice-Prest., "
F. MULLER, Sec'y and Treas., "
———, Chief Engineer, Myrtle Grove, La.
J. S. LANDRY, Supt., Algiers, La.
E. W. BURGIS, Master Mech., "

5	7	1	3	Mls	*May* 18, 1908.	Mls	2	4	16	6
A M	P M	P M	A M	....	lve. **New Orleans**[1] arr.	....	A M	P M	P M	P M
‡8 05	y6 30	v4 00	†8 05	0	**Algiers**	59.6	9 45	7 25	7 00	7 35
8 23	5 48	4 18	8 25	3.6	Gretna	56.0	9 39	7 05	6 42	7 16
8 35	6 05	4 32	8 45	8.2	Belle Chasse	51.5	9 24	6 50	6 24	7 06
8 37	6 08	- -	8 47	8.8	Ste. Anne	50.8	- -	6 44	6 22	7 02
8 43	6 13	4 38	8 55	10.4	Concession	49.2	9 05	6 35	6 17	6 54
8 50	6 20	4 43	9 05	12.4	Oak Point	47.2	8 57	6 20	6 10	6 49
8 54	6 23	4 47	9 10	13.3	Cedar Grove	46.3	8 54	6 15	6 07	6 44
8 57	6 27	- -	9 13	14.3	Oakville	45.3	- -	6 09	6 04	6 40
9 02	6 32	4 54	9 23	15.6	Live Oak	44.0	8 47	6 00	6 00	6 35
9 05	6 35	- -	9 30	16.3	Jesuits Bend	43.3	- -	5 56	- -	5 29
9 10	6 41	- -	9 40	18.0	Ollie	41.6	- -	5 49	- -	6 25
9 13	6 45	5 05	9 45	18.6	Star	41.0	8 37	5 45	5 51	6 23
9 16	6 52	- -	9 51	21.3	La Reusitte	38.3	8 27	5 34	5 44	6 13
9 10	6 55	5 15	9 57	21.9	Alliance	37.7	8 24	5 30	5 42	6 10
9 25	7 01	5 20	10 05	23.6	Ste. Rosalie	36.0	8 18	5 20	5 37	6 05
9 29	7 05	- -	10 09	24.7	Ironton	34.9	- -	5 10	5 34	5 59
9 33	7 09	5 28	10 15	25.0	Myrtle Grove	33.7	8 10	5 00	5 30	5 55
9 40	7 18	- -	10 23	28.5	Wood Park	31.1	- -	4 46	5 21	5 45
9 44	7 22	5 37	10 33	29.7	Deer Range	29.9	7 58	4 40	5 18	5 41
9 54	7 32	5 47	10 46	32.8	Pointe Celeste	26.8	7 45	4 22	5 08	5 30
9 59	7 37	5 52	10 54	34.4	Woodland	25.2	7 40	4 16	5 05	5 24
10 03	7 41	- -	10 58	35.7	Diamond	23.9	- -	4 04	5 02	5 18
10 06	7 43	- -	11 01	36.1	West Pointe-a-la-Hache	23.5	- -	3 58	5 00	5 17
10 13	7 48	6 05	11 05	37.8	Magnolia	21.8	7 25	3 40	4 54	5 11
10 25	8 00	6 20	11 25	40.2	**Socola**	19.4	7 15	3 10	4 47	5 01
10 30	8 05	- -	11 30	41.4	Exposition	18.2	- -	3 05	- -	4 58
10 43	8 18	- -	11 43	44.5	Potash	15.1	- -	2 50	4 34	4 44
10 47	8 22	- -	11 47	45.4	Butler	14.2	- -	2 45	4 31	4 40
10 50	8 26	6 40	11 52	....	St. Patrick	....	6 52	2 40	- -	4 35
10 54	8 30	- -	11 58	47.2	Home Place	12.4	- -	2 30	4 26	4 33
11 04	8 40	- -	12 15	49.7	Orange Farm	9.9	- -	2 18	4 19	4 22
11 09	8 45	7 00	12 22	50.9	Nairn	8.7	6 35	2 12	4 16	4 17
11 13	8 49	- -	12 24	51.8	Illyria	7.8	- -	2 08	4 12	4 13
11 14	8 52	- -	12 25	52.5	Zibilich	7.1	- -	2 00	4 09	4 10
11 21	8 56	- -	12 32	53.9	Bowers	5.7	- -	1 54	4 04	4 04
11 25	9 02	- -	12 39	54.8	Metcalf	4.8	- -	1 51	4 01	4 00
11 27	9 04	7 25	12 43	55.3	Tropical Bend	4.3	- -	1 48	3 59	3 57
11 45	9 20	7 45	1 00	59.6	**Buras**	0	*6 00	†1 30	†3 45	‡3 40
A M	P M	P M	P M	....	ARRIVE] [LEAVE	....	A M	P M	P M	P M

Train leaves Algiers †8 40 a.m., Socola †10 53 a.m., arr. Buras 11 59 a.m.
* Daily; † daily, except Sunday; ‡ Sunday only; v daily, except Saturday and Sunday; y Saturday and Sunday only. *Central time.*

Connections.—[1] With railroads diverging.

FLORIDA RAILWAY CO.

FRANK DREW, President.
GEO. L. DREW, Vice-President.
T. P. ALSTON, Gen. Supt. & Traffic Mgr.
CARTER & MCCOLLUM, Counsel.
C. M. DAVIS, Commercial Agent.
G. D. LONG, Auditor.
W. J. LEONARD, Master Mechanic.
General Offices—Live Oak, Fla.

4	2	Ms	*October* 31, 1909.	Ms	3	1
....	A M	...	LEAVE] [ARRIVE	...	....	P M
....	*7 30	0	+ **Perry** ♁	52	....	7 26
....	7 37	3	Denmark	49	....	7 10
....	7 45	6	Fenholloway ♁	46	....	7 00
....	8 05	13	Charlton ♁	39	....	6 45
....	8 25	24	Salt Road	28	....	6 23
....	8 30	26	San Pedro ♁	26	....	6 15
P M	8 40	29	+ **Mayo** ♁	23	Noon	6 05
†1 00	....	31	**Alton** ♁	25	12 55	....
1 26	8 40	29	**Mayo** ♁	23	12 40	6 05
1 45	8 50	33	Norwood	19	12 30	5 56
1 55	8 55	35	Suwannee River	17	12 20	5 45
2 05	9 05	36	**Wilmarth** ♁	16	12 15	5 40
a12 40	....	41	**Luraville** ♁	21	a12 35	....
2 05	9 05	36	**Wilmarth**[1]	16	12 15	5 40
2 25	9 25	42	Lanier	10	11 55	5 20
2 35	9 35	43	Nebo	9	11 45	5 05
2 55	9 55	52	+ **Live Oak**[2] ♁	0	†11 30	*4 50
P M	A M	...	ARRIVE] [LEAVE	...	A M	P M

Connections.—[1] With Steamers of the Gulf Coast Transportation Co. to all points on the Suwannee River. [2] With Seaboard Air Line Ry. and Atlantic Coast Line R.R.

* Daily; † daily, except Sunday; a Tuesday and Friday.
+ Coupon stations; ♁ Telegraph stations. *Central time.*

DELAWARE VALLEY RAILWAY.

MILTON YETTER, President, East Stroudsburg, Pa.

Trains leave **East Stroudsburg**[1] †7 00 a.m., †12 35 noon, †5 00 p.m. for Coolbaugh (8 miles), arriving Bushkill (13 miles) 7 35 a.m., 1 10, 5 35 p.m. Returning, leave Bushkill †8 30 a.m., †3 30, ‡5 40 p.m., arriving East Stroudsburg 9 05 a.m., 4 10, 6 15 p.m. *October* 1, 1909.

† Daily, except Sunday. *Eastern time.*

Connection.—[1] With Delaware, Lackawanna & Western R.R.

LANCASTER & CHESTER RAILWAY.

A. P. MCLURE, Auditor, Supt. and Purchasing Agent, Lancaster, S.C.

Trains leave **Chester**[1] †9 30 a.m., †7 00 p.m., arriving Lancaster (20 miles) 11 30 a.m., 8 05 p.m. Returning, leave **Lancaster**[2] †6 30 a.m., †4 00 p.m., arriving Chester 7 35 a.m., 5 30 p.m. *June* 20, 1909.

† Daily, except Sunday. *Eastern time.*

Connections.—[1] With Carolina & Northwestern Ry., Southern Ry. and Seaboard Air Line Ry. [2] With Southern Ry.

TENNESSEE RAILWAY COMPANY.

BIRD M. ROBINSON, President, 115 Broadway, New York City.
S. P. SPARKS, Vice-President, Oneida, Tenn.
B. A. NEWLAND, Gen. Mgr., "
H. S. DE VAULT, Auditor, "
M. T. DE VAULT, Secretary, 115 Broadway, New York City.
W. O. DYER, Chief Engineer, Oneida, Tenn.
J. F. ASHWORTH, Master Mechanic, Oneida, Tenn.

No. 7	M	*June* 28, 1909.	No. 8
....	..	LEAVE] [ARRIVE	....
†9 50 A M	0	**Oneida**[1]	2 40 P M
10 00 "	4	Almy	2 30 "
10 02 A M	5	**Stanley Junction**	2 28 P M
⊡	8	**Morning Glory**	⊡
10 04 A M	6	Jakes Tank	2 25 P M
10 12 "	9	Laurel Branch	2 15 "
10 25 "	14	Winona	2 02 "
10 45 "	18	Bull Creek	1 50 "
10 55 "	22	Norma	1 35 "
11 00 A M	2[illegible]	**Montgomery**	1 30 P M
⊡	25	**Montgomery Mills**	⊡
11 20 A M	2[illegible]	**Smoky Junction**	1 10 P M
12 00 Noon	35	**Newland**	†12 30 Noon
....	..	arr. **Bakerstipple** lve.	....

† Daily, except Sunday. ⊡ Service performed by special trains. *Central time.*

Connection.—[1] With Cincinnati, New Orleans & Texas Pacific Ry.

LAKE CHARLES & NORTHERN RAILROAD COMPANY.

G. W. NOTT, Prest., New Orleans, La.
J. A. BEL, V.-P., Lake Charles, La.
C. M. BOSWELL, Superintendent, De Ridder, La.
C. S. FAY, G.F.A., New Orleans, La.
J. H. R. PARSONS, G.P.A., "
T. O. EDWARDS, Auditor, "
General Offices—De Ridder, La.

No. 2	M	*July* 25, 1909. (*Central time.*)	No. 1
*4 40 P M	0	lve. **Lake Charles**[1] arr.	9 45 A M
5 21 "	11	Gillis	9 04 "
5 49 "	20	**Fulton**[2] ♁	8 37 "
6 01 "	23	Fayette	8 28 "
6 11 "	27	Longville ♁	8 18 "
6 32 "	35	Bannister	8 01 "
6 39 "	38	Lilly Junction	7 52 "
6 47 "	41	Bon Ami Junction	7 44 "
6 50 "	42	**Bon Ami**[3] ♁	7 40 "
7 03 P M	46	arr. **De Ridder**[4] ♁ lve.	*7 30 A M

* Daily.
♁ Telegraph stations.
Connections. — [1] With Louisiana West. R.R.; St. L. Watkins & Gulf and Kan. City Southern Rys. [2] With Colo. Southern, New Orleans & Pac. Ry. [3] With Kan. City Southern Ry. [4] With Gulf, Colo. & Santa Fe and Kan. City Southern Rys.

In addition to the above, this company operates freight trains between De Ridder and Nitram over the Lake Charles & Northern R.R.-Gulf, Colorado & Santa Fe Ry. joint track, a distance of 19.7 miles, serving the following stations: Wobrice, Ikes, Chasmore, Markee, Cravens and Nitram. Connects at Nitram with the Gulf & Sabine River R.R. operating between Nitram and Fullerton, a distance of 4.8 miles, making through freight service between Lake Charles and Fullerton, a distance of 69.9 miles.

RED RIVER & GULF RAILROAD.

C. T. CROWELL, President, Los Angeles, Cal.
ANDREW & HAKENVOS, Gen. Att'ys, Alexandria, La.
JNO. EVANS, Land Agent, Long Leaf, La.
J. S. CROWELL, Gen. Manager, Long Leaf, La.
H. F. ADEY, Auditor, "
R. D. CROWELL, Treasurer, "
A. B. SPENCER, Traffic Manager, Long Leaf, La.

Mixed.	Mls	*February*, 1907.	Mls	Mixed.
....	....	LEAVE] [ARRIVE	....	....
†11 00 A M	0	**Lecompte, La.**	22	9 55 A M
11 30 A M	5	Togo, La	17	9 25 "
12 00 Noon	6	Holdup, La	16	8 55 "
12 25 "	9	Forest Hill, La	13	8 30 "
12 55 Noon	13	**Long Leaf, La.**	9	8 00 "
1 45 P M	16	Kelley, La	6	7 50 "
2 15 P M	22	**Ashmore, La**	0	†7 20 A M
....	....	ARRIVE] [LEAVE	....	....

† Daily, except Sunday. STANDARD—*Central time.*

Will construct additional 35 miles south through St. Landry Parish, La.

CONNECTIONS.

At **Long Leaf, La.**—With St. Louis, Watkins & Gulf Ry.
At **Lecompte, La.**—With Texas & Pacific, Southern Pacific and Chicago, Rock Island & Pacific Ry. (Louisiana Division).

BLUE RIDGE RAILWAY.

Col. A. B. ANDREWS, President, Raleigh, N.C.
H. W. MILLER, Sec'y, "
A. H. PLANT, Aud., Washington, D.C.
H. C. ANSLEY, Treas., Washington, D.C.
BOND ANDERSON, Asst. Auditor, Anderson, S.C.
J. R. ANDERSON, Supt., "
General Offices—Anderson, S.C.

11	19	9	17-7	Ms	*April* 26, 1908.	18	12	20	10	8
P M	P M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	P M	P M	....
*6 35	*3 10	*11 55	*7 20	0	**Belton**[1]	7 00	10 45	2 50	5 27	....
7 04	3 40	12 24	*7 50	10	ar. **Anderson**[2] lv.	*6 30	10 15	*2 20	4 57	P M
7 04	P M	12 24	†9 20	10	lv. **Anderson** ar.	A M	10 15	P M	4 57	6 55
7 23	....	12 43	9 50	17	Denver	....	9 56	....	4 38	6 23
7 31	....	12 51	10 05	20	Autun	....	9 48	....	4 30	6 08
7 39	....	12 59	10 20	23	Pendleton	....	9 40	....	4 22	5 53
7 49	....	1 09	10 35	27	Cherry's	....	9 28	....	4 10	5 33
7 51	....	1 12	10 40	28	Adams	....	9 25	....	4 07	5 28
8 11	....	‡1 35	1 35	35	**Seneca**[3]	....	9 08	....	*3 50	5 00
8 29	....	1 53	2 00	42	West Union	....	8 50	....	3 30	3 10
8 35	....	1 58	2 10	44	**Walhalla**	....	*8 45	....	‡3 25	†3 00
P M	....	P M	P M	...	ARRIVE] [LEAVE	....	A M	....	P M	P M

Trains marked * run daily; † daily, except Sunday; ‡ Sunday only.
STANDARD—*Eastern time.*

Connections.—[1] and [3] With Southern Ry. [2] With Charleston & Western Carolina Ry.

TAMPA NORTHERN RAILROAD.

CHARLES F. AYER, President, Boston, Mass.
P. S. ARKWRIGHT, Vice-President, Atlanta, Ga.
W. F. BENTINCK-SMITH, Secretary, Boston, Mass.
GORDON DEXTER, Treasurer, "
W. B. DENHAM, General Manager, Tampa, Fla.
J. G. BORN, Assistant Treasurer, "
P. O. KNIGHT, General Counsel, "
J. W. LESTER, Auditor, "
J. H. McWILLIAMS, Gen. Freight and Passenger Agt., "
W. H. BLAKE, Car Accountant, "
W. J. McGEE, Master Mechanic, "
A. C. OLNEY, Chief Engineer, "
J. P. FOX, Roadmaster, "

6	4	2-602	Mls	December 5, 1909.	Ms	1-601	3	5
....	....	*3 40 P M	0	lve.....Tampa ♂ ....arr.	48.9	9 30 A M	....	.....
....	....	3 42 "	0.3	.Twiggs Street Junction.	48.6	9 27 "	....	.....
....	....	- -	1.1	.....Ybor City.....	47.8	- -	....	.....
....	A M	3 48 "	1.8	Tampa Northern Junction	47.1	9 20 "	P M	.....
....	k730	3 55 "	3.3	.....Gary..... ♂	45.6	9 10 "	6 20	.....
....	- -	- -	6.1	.....Parker.....	42.8	- -	- -	.....
....	7 40	4 02 "	6.6	.....Hardee.....	42.3	8 58 "	6 08	Under construction to Dunnellon, Fla.
....	7 48	4 16 "	10.8	.....Flora.....	38.1	8 48 "	5 58	
....	7 50	4 20 "	11.8	..... Nowatney	37.1	8 45 "	5 55	
....	8 05	4 31 "	15.9	.....Stemper	33.0	8 35 "	5 40	
....	8 34	4 42 "	18.2	.....Deer Lake.....	30.7	8 24 "	5 24	
....	8 40	4 45 "	20.3	.....Denham.....	28.6	8 20 "	5 20	
....	8 50	4 50 "	23.2	.....Drexel.....	25.7	8 15 "	5 15	
....	9 05	5 00 "	29.7	arr. Fivay Junction ♂. lve.	19.2	8 00 "	5 00	
....	9 15	5 10 "	29.7	lve. Fivay Junction...arr.	19.2	7 50 "	4 45	
....	9 30	5 20 "	34.3	..... Loyce.....	14.6	7 35 "	4 30	
....	9 45	5 30 "	39.4	..... Weeks	9.5	7 25 "	4 20	
....	9 55	5 40 "	43.6	..... Powell.....	5.3	7 15 "	4 10	.....
....	10 15	5 45 "	45.4	.....Garrison.....	3.5	7 10 "	4 00	.....
....	10 25	5 50 P M	47.5	.....Salil.....	1.4	7 05 A M	3 50	.....
Noon	- -	- -	47.9	arr..Tooke Lake Jn. lve.	1.0	- -	- -	Noon
k1240	....	.....	0	lve... Tooke Lake ..arr.	14.1	.....	....	12 20
12 55	....	.....	3.0	.....Ansley's.....	11.1	.....	....	12 05
1 10	....	.....	5.0	.....Freeman.....	9.1	.....	....	11 55
1 25	....	.....	7.0	.....Norman	7.1	.....	....	11 40
2 20	....	.....	10.0	.... Wiscon Junction	4.1	.....	....	11 16
2 30	....	.....	13.1	arr..Tooke Lake Jn. lve.	1.0	.....	....	11 05
2 30	-	- -	47.9	lve..Tooke Lake Jn. arr.	1.0	- -	- -	11 05
2 55	1030	6 00 P M	48.6	.....Brooksville.... ♂	0	*7 00 A M	k545	k1100
P M	A M	.....	....	ARRIVE / LEAVE	....	.....	P M	A M

* Daily; k Saturday only. ♂ Telegraph stations.

CONNECTIONS.

Tampa, Fla.—With Atlantic Coast Line R.R., Seaboard Air Line Ry. and steamer lines on Gulf of Mexico.

Brooksville—With Atlantic Coast Line R.R.

FLORIDA CENTRAL RAILROAD.

J. L. PHILIPS, President.
J. S. GORDON, 1st Vice-President.
SAMUEL M. GREEN, 2d Vice-Prest.
J. C. MAGNESS, 3d Vice-President.
CHAS. PHILIPS, JR., Sec'y and Treas.
J. H. DAVIDSON, Superintendent.
C. J. ACOSTA, Gen. Freight and Passenger Agent.
C. F. FINCHER, Auditor.
General Offices—Thomasville, Ga.

		No. 1	Mls	May 16, 1909.	Mls	No. 2		
....	....	.....	....	LEAVE / ARRIVE	....	.....	....	....
....	....	†8 00 A M	0	Thomasville (A. C. L. Depot.)	50.0	4 50 P M	....	....
....	....	8 20 "	4.9	.....Beverly.....	45.1	4 15 "	....	....
....	....	8 23 "	6.2	..... Myrtlewood	43.8	4 10 "	....	....
....	....	8 32 "	10.0	.....Hammond.....	40.0	3 57 "	....	....
....	....	8 43 "	13.0	..... Roddenbery	37.0	3 45 "	....	....
....	....	8 56 "	17.0	..... Elmer	33.0	3 24 "	....	....
....	....	8 59 "	17.8	..... Stringer	32.2	3 19 "	....	....
....	....	9 00 "	19.0	.....Copeland.....	31.0	3 13 "	....	....
....	....	9 15 "	22.9	.....Miccosukee.....	27.1	2 55 "	....	....
....	....	9 35 "	29.3	.....Wadesboro.....	20.7	2 25 "	....	....
....	....	9 38 "	31.0	.....Cates Mill.....	19.0	2 23 "	....	....
....	....	9 57 "	33.6	.....Capitola.....	16.4	1 45 "	....	....
....	....	10 18 "	40.1	.....Cody.....	9.9	1 20 "	....	....
....	....	11 00 A M	47.1	.....Fanlew.....	2.9	11 00 P M	....	....
....	....	.....	49.0	▣ .....Presbyter.....	1.0	.....	....	....
....	....	.....	50.0	▣ .....Morgan.....	0	.....	....	....
....	....	.....	....	ARRIVE / LEAVE	....	.....	....	....

† Daily, except Sunday.
▣ Freight service only.
STANDARD—*Central time.*

Connections.—At Thomasville—With Atlanta, Birmingham & Atlantic R.R. and Atlantic Coast Line R.R. At Capitola—With Seaboard Air Line Ry.

NORTHERN DAKOTA RAILWAY.

THOMAS D. CAMPBELL, President and Gen. Manager, Grand Forks, N.D.

Extends from **Edinburg**[1] to Concrete, a distance of 20 miles. Operated on irregular schedule. *January*, 1909.

Connection.—[1] With Great Northern Ry.

BARE ROCK RAILROAD.

J. M. MURDOCK, Treasurer, Johnstown, Pa.

From **Milford**[1] to Bare Rock (3 miles). Trains run on irregular schedule. *Eastern time.* *March*, 1908.

Connection.—[1] With Baltimore & Ohio R.R.

WELLINGTON & POWELLSVILLE RAILROAD.

HORTON CORWIN, JR., Prest. and Treasurer, Edenton, N.C.
W. D. PRUDEN, Secretary, Edenton, N.C.
C. W. BRINKLEY, Auditor. "
R. G. WHITE, Trav. Auditor, "
W. M. CORWIN, Acting Superintendent, Aboskie, N.C.
S. H. HATTON, Gen. Fht. and Pas. Agt., Windsor, N.C.

Pas.		No. 1		February 11, 1907.	Mls	No. 2	Pas.
....	....	.....	....	.....	....	.....	....
....	....	1 35 P M	....	lve. Boston (N. Y. N. H. & H. R.R.) arr.	....	3 18 P M	....
....	....	9 25 P M	....	lve. New York (Penna. R.R.) arr.	....	6 13 A M	....
....	....	12 15 Night	....	lve. Philadelphia... " arr.	....	3 45 A M	....
....	....	2 46 A M	....	lve. Baltimore..... " arr.	....	1 15 A M	....
....	....	4 20 A M	....	lve. Washington (R.F.&P.R.R.) arr.	....	11 50 P M	....
....	....	8 15 A M	....	lve. Richmond..(Atl. Coast Line) arr.	....	8 30 P M	....
....	....	9 13 A M	....	lve. Petersburg.... " arr.	....	7 10 P M	....
....	....	11 35 A M	....	lve. Weldon..... " arr.	....	4 55 P M	....
....	....	1 26 P M	....	lve. Rocky Mount.. " arr.	....	12 45 Noon	....
....	....	3 37 P M	....	arr. Ahoskie..... " lve.	....	10 54 A M	....
....	....	.....	....	lve. Jacksonville (Atl. Coast Line) arr.	....	7 15 A M	....
....	....	.....	....	lve. Savannah..... " arr.	....	2 20 A M	....
....	....	.....	....	lve. Charleston .... " arr.	....	11 20 P M	....
....	....	8 45 A M	....	lve. Wilmington.... " arr.	....	6 10 P M	....
....	....	1 38 P M	....	lve. Rocky Mount.. " arr.	....	12 45 Noon	....
....	....	3 37 P M	....	arr. Ahoskie..... " lve.	....	10 54 A M	....
....	....	†3 20 P M	....	lve. Norfolk (Atl. Coast Line) arr.	....	1 20 P M	....
....	....	4 45 P M	....	lve. Suffolk..... " arr.	....	12 15 Noon	....
....	....	5 57 P M	....	arr. Ahoskie..... " lve.	....	10 54 A M	....
....	....	.....	....	Wellington & Powellsville R.R.	....	.....	....
....	....	†6 00 P M	0	lve. Ahoskie[1]..... arr.	53	9 56 A M	....
....	....	6 14 "	5	lve..... Powellsville..... lve.	48	9 41 "	....
....	....	6 28 "	8	lve.....Cremo (Branning)..... lve.	45	9 29 "	....
....	....	6 32 "	10	lve.....Holly Grove..... lve.	43	9 23 "	....
....	....	6 38 "	14	lve.....Askewsville..... lve.	39	9 17 "	....
....	....	6 53 "	22	lve..... Butler's..... lve.	31	9 02 "	....
A M	....	7 05 P M	24	arr..... Windsor..... lve.	29	†8 50 A M	P M
†4 30	....	.....	24	lve.... Steamer Windsor..... arr.	29	.....	8 16
5 45	....	.....	33	lve.... Steamer ..Howard..... lve.	20	.....	7 00
6 00	....	.....	37	lve.... Steamer ...Steeles..... lve.	16	.....	6 45
6 30	....	.....	41	lve.... Steamer Blanchards..... lve.	12	.....	6 15
7 00	....	.....	45	lve.... Steamer Sans Soucie..... lve.	8	.....	5 45
8 45	....	.....	53	arr.... Steamer Plymouth[2]..... lve.	0	.....	†4 45
A M	....	.....	....	(Eastern time.)	....	.....	P M

† Daily, except Sunday.

CONNECTIONS.

[1] At Ahoskie—With Atlantic Coast Line R.R.
[2] At Plymouth—With Atlantic Coast Line R.R. and Norfolk & Southern Ry.

PINTSCH GAS In use on 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. | SAFETY CAR HEATING & LIGHTING CO. NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

CAROLINA & NORTH-WESTERN RAILWAY.
CALDWELL & NORTHERN RAILROAD.

W. A. BARBER, President, 165 Broadway, New York.
L. T. NICHOLS, General Manager.
J. L. DAVIDSON, Asst. to Gen. Mgr.
F. WOLFE, Treasurer.
J. H. MARION, Gen. Counsel.
W. K. KEARSLEY, Auditor.
E. F. REID, General Pas. & Freight Agent.
General Offices—Chester, S.C.

....	60	8	10	Ms.	May 30, 1909.	7	9	61	....
....	P M	....	A M	....	(*Eastern time.*)	....	P M	Noon	....
....	†1 15	....	*8 05	0	lve..+**Chester**[1] ♁..arr.	....	6 25	12 30	....
....	1 27	....	8 13	3	........Airlee........	....	6 17	12 20	....
....	1 42	....	8 22	8	........Lowry's...... ♁	....	6 08	12 00	....
....	2 05	....	8 33	14	..... McConnell's......	....	5 57	11 40	....
....	2 16	....	8 38	16	.......Guthries....... ♁	....	5 52	11 30	....
....	2 40	....	8 52	23	+....**Yorkville**[2]..... ♁	....	5 39	11 00	....
....	3 15	....	9 03	28	........Filbert........	....	5 30	10 45	....
....	3 30	....	9 14	33	.... Clover ...... ♁	....	5 19	10 20	....
....	4 00	....	9 22	37	.... Bowlin........	....	5 12	10 08	....
....	4 07	....	9 27	39	.......Crowder's.......	....	5 07	10 00	....
....	4 30	P M	9 40	45	arr..+**Gastonia**[3] ♁ lve.	A M	4 55	†9 40	....
....	P M	†5 50	9 40	45	lve....**Gastonia**...arr.	8 45	4 50	A M	....
....		6 00	9 57	49	.... Dallas....... ♁	8 32	4 37		....
....	....	6 10	10 09	55	.......Hardin's........	8 20	4 23	....	....
....	....	6 14	10 13	56	......High Shoals.... ♁	8 15	4 18	....	....
....	....	6 19	10 19	59	......Long Shoals......	8 10	4 13	....	....
....	....	6 24	10 25	61	.......Southside.......	8 04	4 07	....	....
....	....	6 27	10 30	62	...... Laboratory......	8 01	4 04	....	....
....	....	6 30	10 34	63	........Daniels........	7 58	4 01	....	....
....	....	6 32	10 36	64	+..**Lincolnton**[4].... ♁	7 54	3 57	....	....
....	....	6 57	10 58	73	........Maiden....... ♁	7 36	3 37	....	....
....	....	7 13	11 15	80	+.... **Newton**[5]..... ♁	7 20	3 20	....	....
....	....	7 40	11 55	90	+.....**Hickory**[6]..... ♁	6 50	2 52	....	....
....	....	‖8 10	‖12 25	94	.........Cliffs....... ♁	‖6 38	‖2 40	....	....
....	....	8 15	12 31	96	.......Rhodhiss.......	6 13	2 15	....	....
....	....	8 25	12 43	98	.....Granite Falls.... ♁	6 06	2 08	....	....
....	....	8 32	12 50	101	.......Saw Mills.......	6 00	2 02	....	....
....	....	8 37	12 55	103	.... Hudson ...... ♁	5 55	1 57	....	....
....	62	8 44	1 02	107	........Whitnel........	5 48	1 49	63	....
....	Mix.	8 55	1 10	110	arr...+**Lenoir**[7] ♁..lve.	†5 40	1 40	Mix.	....
....	P M	P M	....	....	(*C. & N. R.R.*)	A M	....	A M	....
....	†3 15	....	1 22	110	lve...+**Lenoir** ♁...arr.	....	1 32	8 55	....
....	3 21	....	1 26	111	.... Valmead	....	1 26	8 46	....
....	3 31	....	1 30	113	........Warrior........	....	1 20	8 36	....
....	3 53	....	1 44	117	.... Olivett........	....	1 06	8 13	....
....	4 10	....	1 48	118	........Coffeys........	....	1 02	8 03	....
....	4 20	....	1 53	120	......Collettsville......	....	12 55	7 43	....
....	4 55	....	2 03	123	.........Adako	....	12 47	7 30	....
....	5 12	....	2 16	127	.........Gorge.........	....	12 34	7 10	....
....	5 22	....	2 22	129	.........Fillip.........	....	12 28	6 55	....
....	5 35	....	2 30	131	arr....Mortimer ♁..lve.	....	12 18	6 40	....
....	6 00	....	2 40	134	......**Edgemont**	....	*12 10	†6 30	....
....	P M	....	P M	....	ARRIVE] [LEAVE	....	Noon	A M	....

Trains marked * run daily; † daily, except Sunday. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

Connections.—1 With Southern, S. A. L. and Lancaster & Chest. Rys. 2, 3, 6 and 6 With So. Ry. 4 With S. A. L. Ry. 7 With Blowing Rock Stage Line and Cald. & North. R.R.

GARBUTT & DONOVAN SHORT LINE RAILWAY.

R. M. GARBUTT, President, Lyons, Ga.
W. O. DONOVAN, Vice-President and General Manager, "
F. F. GODDARD, Auditor and Traffic Manager, "
General Offices—Lyons, Ga.

No. 4	No. 2	Mls	*February*, 1907.	No. 1	No. 3
†4 40 P M	†4 30 A M	0	lve....... **Lyons**[1].......arr.	9 40 A M	7 30 P M
5 10 "	4 50 "	2	.... Alpine	9 20 "	7 10 "
5 20 "	5 00 "	5	.... Poor Boy	9 10 "	7 00 "
5 30 "	5 10 "	9	.... Ozona	9 00 "	6 50 "
5 40 "	5 20 "	11	.... Wheeler	8 50 "	6 40 "
5 50 P M	5 30 A M	14	arr.........**Selma**[2].......lve.	†8 40 A M	†6 30 P M

† Daily, except Sunday.

STANDARD—*Central time.*

Connections.—[1] With Seaboard Air Line Ry. [2] With Millen & South-western R.R.

MANSFIELD RAILWAY & TRANSPORTATION CO.

E. A. FROST, Prest., Shreveport, La.
A. J. PEAVY, Vice-President, Mansfield, La.
E. H. PAYNE, Secretary & Treas., Mansfield, La.
R. D. COLLINS, Auditor, Shreveport, La.
R. A. MYER, Freight Traffic Mgr., Shreveport, La.
General Offices—Mansfield, La.

7	5	3	1	Mls.	*April* 19, 1909.	2	6	4	8	....
P M	P M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	P M	....
†8 45	*8 30	†1 00	*5 00	0	..... **Mansfield**[1]	5 55	1 40	9 15	9 30	....
9 00	8 45	1 20	5 15	2.0	..**Mansfield Junc.**[2].	*5 40	†1 20	*9 00	†9 15	....
P M	P M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	P M	....

....	15	11	9	Mls.	*April* 19, 1909.	10	12	16	....	....
....	....	....	A M	....	LEAVE] [ARRIVE	A M	....	....	....	....
....	P M	A M	†8 30	0	..... **Mansfield**[1]	11 00	A M	P M	....	....
....	†1 00	†7 00	8 45	1.5	...... Oak Hill	10 45	10 00	4 00	....	....
....	– –	– –	9 00	6.0	.... Bakers	10 30	– –	– –	....	....
....	– –	– –	9 15	11.0	.... Burgess.......	10 15	– –	– –	....	....
....	2 00	8 00	9 30	14.0	...... **Hunters**......	†10 00	†9 00	†3 00	....	....
....	P M	A M	A M	....	ARRIVE] [LEAVE	A M	A M	P M	....	....

* Daily; † daily, except Sunday.

Connections.—[1] With Kansas City Southern Ry. [2] With Texas & Pacific Ry.

SAVANNAH & STATESBORO RAILWAY.

J. RANDOLPH ANDERSON, Prest. and Treas., Savannah, Ga.
D. N. BACOT, Superintendent, Statesboro, Ga.
W. B. MOORE, Auditor, Statesboro, Ga.
D. D. ARDEN, Master Mech., "
General Offices—Statesboro, Ga.

....	5	87	3	Mls	*November* 1, 1908.	Mls	88	4	6
....	....	P M	....	....	(*Central time.*)	....	A M	....	....
....	A M	*3 00	A M	....	lve.**Savannah**[1](S.A.L.)arr.	53	9 45	P M	A M
....	§7 45	3 45	†7 45	0	........**Cuyler**[2].......	33	9 00	8 10	7 15
....	8 04	3 59	8 08	4	........Blitchton.......	29	8 46	5 43	6 56
....	8 10	4 03	8 16	6	.........Eldora.........	27	8 42	5 34	6 50
....	8 16	4 07	8 24	8	.... Olney	25	8 38	5 24	6 44
....	8 22	4 10	8 35	10	.... Ivanhoe	23	8 35	5 19	6 38
....	8 28	4 16	8 40	12	.........Hubert........	21	8 28	5 09	6 32
....	8 41	4 23	8 57	16	.........Stilson........	17	8 22	4 54	6 19
....	8 51	4 31	9 10	19	.........Arcola........	14	8 14	4 31	6 09
....	8 57	4 35	9 18	21	......Shearwood	12	8 10	4 12	6 03
....	9 06	4 43	9 30	24	.... Brooklet	9	8 02	4 00	5 54
....	9 18	4 52	9 40	28	.... Pretoria	5	7 53	3 40	5 42
....	9 30	5 00	10 15	33	.....**Statesboro**[3]....	0	*7 45	†3 30	m5 30
....	A M	P M	A M	....	ARRIVE] [LEAVE	....	A M	P M	A M

* Daily; † daily, except Sunday; § Sunday only; m Monday only.

The only line running through trains between Savannah and Statesboro. Fourteen miles the shortest route.

Connections.—[1] With roads diverging. [2] With Seaboard Air Line Ry. [3] With Central of Georgia Ry.

GEORGETOWN & WESTERN RAILROAD.

P. A. WILLCOX, Receiver.
R. S. FARR, Prest. and Gen. Mgr.
E. L. LLOYD, Sec'y & Treas.
W. H. ANDREWS, Superintendent.
R. C. SNIPES, General Freight and Passenger Agent.
General Offices—Georgetown, S.C.

....	No. 4	No. 2	Mls	*September* 20, 1908.	No. 1	No. 3
....	....	*9 55 A M	0	lve. **New York**.arr.	6 13 A M	1 53 P M
....	....	12 21 Noon	91	.**West Philadelphia**.	3 45 A M	11 35 A M
....	....	2 40 P M	186	....**Baltimore**....	1 15 A M	9 16 A M
....	....	4 06 P M	228	...**Washington**...	11 50 P M	8 00 A M
....	....	7 25 P M	334	....**Richmond**....	8 00 P M	4 40 A M
....	....	5 20 A M	686	arr....**Lanes**...lve.	*7 20 A M	5 43 P M
....	*6 05 P M	....	....	lve. **Columbia**.arr.	11 05 A M	†10 45 P M
....	6 35 P M	....	....	..... **Sumter**	9 38 A M	7 40 P M
....	7 55 P M	....	....	arr....**Lanes**...lve.	8 18 A M	†6 07 P M
....	*1 05 P M	*12 15 Night	....	lve. **Savannah**.arr.	3 55 P M	2 20 A M
....	5 25 P M	6 08 A M	....	....**Charleston**....	1 15 P M	10 00 P M
....	7 07 P M	8 13 A M	....	arr....**Lanes**.. lve.	*11 10 A M	*7 58 P M
....	†8 10 P M	†8 20 A M	0	lve...**Lanes**[1] ♁ arr.	7 10 A M	6 20 P M
....	8 17 "	8 27 "	3	........Carris.......	7 03 "	5 13 "
....	8 23 "	8 33 "	6	........Bryan	6 57 "	5 07 "
....	8 27 "	8 37 "	8	.....Blakeley's....	6 53 "	5 03 "
....	8 32 "	8 42 "	10	.........Trio........	6 48 "	4 58 "
....	– –	8 50 "	15	........Earle.......	6 40 "	4 50 "
....	8 48 "	8 56 "	18	.......Harpers.... ♁	6 34 "	4 44 "
....	8 50 "	9 00 "	20	.....Rosemary... ♁	6 30 "	– –
....	8 58 "	9 08 "	24	........Kent........	6 22 "	4 32 "
....	9 02 "	9 12 "	25	.......Sampit.......	6 18 "	4 28 "
....	– –	– –	28	......Gapway......	– –	– –
....	– –	– –	32	.......Graves......	– –	– –
....	9 20 P M	9 30 A M	36	ar. + **Georgetown**[2] ♁ lv.	*6 00 A M	†4 10 P M

* Daily; † daily, except Sunday. *Eastern time.*

Connections.—[1] With Atlantic Coast Line R.R. [2] With all steamers on Pee Dee, Black and Waccamaw Rivers.

+ Coupon station; ♁ Telegraph stations.

Pensacola, St. Andrews & Gulf
STEAMSHIP COMPANY.

Steamer "TARPON," 450 Tons Capacity

FIRST-CLASS PASSENGER AND FREIGHT SERVICE
—BETWEEN—

Pensacola Mobile Apalachicola
Carrabelle St. Andrews Millville

And all Points on St. Andrews Bay

SCHEDULE

GOING EAST			GOING WEST		
MOBILE.........	lve. Mon.	7 00 P M	**APALACHICOLA**..	lve. Thu.	9 00 P M
PENSACOLA....	arr. Tue.	6 00 A M	**ST. ANDREWS**..	arr. Fri.	6 00 A M
	lve. "	8 30 P M		lve. "	6 30 A M
ST. ANDREWS..	arr. Wed.	8 00 A M	**PANAMA CITY**..	arr. "	7 00 A M
	lve. "	10 00 A M		lve. "	7 15 A M
PANAMA CITY..	arr. "	10 30 A M	**MILLVILLE**	arr. "	8 00 A M
	lve. "	10 45 A M		lve. "	12 00 Noon
MILLVILLE	arr. "	11 30 A M	**PENSACOLA**....	arr. Sat.	4 00 A M
	lve. "	8 00 P M		lve. Sun.	8 30 P M
CARRABELLE...	arr. Thu.	6 00 A M	**MOBILE**.........	arr. Mon.	7 00 A M
	lve. "	8 00 A M			
APALACHICOLA..	arr. "	1 00 P M			

Connections.—**Mobile, Ala.**—With M. & O. R.R., So. Ry., M. J. & K. C. R.R., L. & N. R.R., Mallory Line Steamships and Ala. & Tombigbee River Steamers. **Pensacola, Fla.**—With L. & N. R.R. and all steamers on Choctawhatchee and Blackwater Rivers. **Carrabelle, Fla.**—With Ga. Fla. & Ala. Ry. for Tallahassee, Fla., Bainbridge, Arlington and Cuthbert, Ga., and intermediate points. **Apalachicola, Fla.**—With Callahan Steamer Line and the Bradley Line plying between Apalachicola, Fla., and River Junction, Fla., Bainbridge and Columbus, Ga., and with Apalachicola Northern R.R. *September*, 1909.

For additional information regarding Freight and Passenger Rates, address

General Offices: Pensacola, Fla.
H. H. BOYER, Vice-President.
M. E. WILSON, Secretary and Treasurer.
V. W. WALTHER, Gen. Fht., and Pas. Agt.

GEORGIA & FLORIDA RAILWAY.

JOHN SKELTON WILLIAMS, President, Richmond, Va.

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E. L. BEMISS, 2d Vice-President,	Augusta, Ga.	**T. B. AKRIDGE**, General Freight Agent,	"
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J. M. TURNER, General Manager,	Augusta, Ga.	**B. F. HOLZENDORFF**, Commercial Agent,	Douglas, Ga.
A. POPE, Traffic Manager,	"	**G. E. CLAUS**, Commercial Agent,	Valdosta, Ga.

3	5	1	Mls	*November 21, 1909.*	2	4	6
				(A. C. L. Ry.)			
				lve... **New York** ..arr.			2 45
				lve. **Washington**..arr.			8 40
				lve... **Richmond**..arr.			4 40
				arr.... **Florence**...lve.			7 43
	A M			*(Southern Ry.)*			P M
	10 25			lve... **New York** ..arr.			5 00
	4 15			lve. **Washington**..arr.			10 40
	9 05			lve... **Lynchburg**..arr.			5 28
	6 45	P M		lve... **Columbia** .. arr.	A M		7 30
	8 00	11 00		lve.. **Charleston** .arr.	8 15		9 15
	P M	A M		*(Central time.)*	P M		A M
	*1 35	*9 20		lve.... **Augusta**[1]..arr.	5 30		11 45
	P M	A M		*(Cent. of Ga. Ry.)*	P M		A M
	3 30	11 20		arr..... **Millen**[3]...lve.	3 40		9 35
	*5 00	*11 25	0	lve.... **Millen** ⊙...arr.	3 30		9 05
	5 10	11 34	3	..Harmony Junction..	3 20		8 55
	5 14	11 37	5	.....Emmalane.....⊙	3 16		8 51
	5 22	11 44	8	.....Butts.....⊙	3 08		8 43
	5 30	11 51	11	.....Thrift.....⊙	2 59		8 35
	5 42	12 02	15	.....**Garfield**[4]....⊙	2 49		8 23
	5 58	12 16	21	.....Summit.....⊙	2 34		8 07
	6 02	12 19	22	.....Graymont.....⊙	2 29		8 03
	6 12	12 27	25	.....Wade .....⊙	2 19		7 53
	6 31	12 43	32	.....**Stillmore**[5]...⊙	2 00		7 34
	6 43	12 54	36	.....Kenfield.....	1 48		7 22
	6 55	1 05	40	.....**Oak Park**.....⊙	1 35		7 10
	7 03	1 13	43	.....Penhoopee.....⊙	1 26		7 02
	7 09	1 19	46	.....Normantown.....	1 19		6 56
	‖7 30	‖1 38	53	arr..... **Vidalia**[6] ⊙.lve.	‖1 00		6 35
	8 00	1 68	53	lve..... **Vidalia**....arr.	12 40		6 15
	8 15	2 13	59	.....Petross.....	12 25		6 00
	8 38	2 35	64	.....Alston.....	12 04		5 39
	8 43	2 40	70	.....Charlotteville.....	11 59		5 34
	8 58	2 56	75	.....Orico.....	11 43		5 22
A M	9 15	3 13	81	arr..**Hazelhurst**[7].lve.	11 26	P M	5 05
*6 30	9 15	3 13	81	lve..**Hazelhurst** ♁ arr.	11 26	8 00	5 05
6 45	9 28	3 28	87	.....Roper.....	11 11	8 44	4 52
6 59	9 42	3 39	93	.....Denton.....	10 56	8 39	4 40
7 18	10 00	3 56	101	.....Garrant.....	10 38	8 13	4 23
7 29	10 12	4 07	106	.....Seminole.....	10 27	8 02	4 12
7 45	10 25	4 22	112	arr.....**Douglas**[8]..lve.	10 12	7 47	*4 00
7 47	P M	4 24	112	lve.... **Douglas** ♁ .arr.	10 10	7 45	A M
7 59		4 36	120	.....Vickers.....	9 58	7 33	
8 08		4 45	122	.....Mora.....	9 49	7 24	
8 14		4 51	124	.....O'Berry.....	9 43	7 18	
8 27		5 03	129	ar.**Willacoochee**[9].lv.	9 32	7 06	
8 27		5 03	129	lv.**Willacoochee** ♁ ar.	9 32	7 06	
8 39		5 13	134	.....Bannockburn .. ♁	9 22	6 58	
8 53		5 26	140	.....Weber.....	9 09	6 45	
9 03		5 32	144	.....Whites.....	9 03	6 32	
9 13		5 42	147	arr...**Nashville**[10]lve.	8 53	6 27	
9 13		5 42	147	lve...**Nashville** ♁ arr.	8 53	6 27	
9 26		5 55	153	.....Allenville.....	8 40	6 12	
9 34		6 03	156	.....Ray's Mill.... ♁	8 32	6 03	
9 46		6 15	162	.....Barrett.....	8 20	5 52	
9 58		6 27	167	.....Bemiss..... ♁	8 08	5 41	
- -		- -	174	...A. C. L. Junction...	- -	- -	
10 18		6 47	175	arr..**Valdosta**[11] ♁ lve.	7 50	5 22	
10 18		6 47	175	lve... **Valdosta** ..arr.	7 42	5 22	
10 34		7 03	178	.....MacVille.....	7 26	5 06	
10 46		7 15	183	.....Briggston.....	7 14	4 54	
10 53		7 22	185	.....Clyattville.....	7 07	4 47	
11 02		7 31	188	.....Olympia..... ♁	6 58	4 38	
11 14		7 43	192	.....Pinetta, Fla.....	6 46	4 26	
11 23		7 52	196	.....Hanson.....	6 37	4 17	
11 40		8 10	203	.....**Madison**[12] .. ♁	6 20	4 00	
11 50		8 20		arr. *S. A. L. Depot*.lve.	*6 10	*3 10	
A M		P M		*(S. A. L. Ry.)*	A M	P M	
11 59		10 10		lve....**Madison**...arr.	5 50	3 42	
2 18		12 35		arr..**Tallahassee**.lve.	3 45	1 35	
3 13		1 40		arr....**Quincy** ...lve.	2 40	12 42	
4 00		2 40		arr..**River Junc**.lve.	1 50	12 05	
P M		A M		*(L. & N. Ry.)*	P M	Noon	
9 45		11 20		arr...**Pensacola**..lve	5 15	6 45	
2 20		4 12		arr.....**Mobile**....lve.	12 53	1 55	
7 05		8 30		arr. **New Orleans**.lve.	8 30	9 00	
A M		P M		*(G. S. & F. Ry.)*	A M	P M	

AUGUSTA AND FLORIDA DIVISION.

3	11	Ms.	*June 14, 1909.*	10	4
			Central time.		
A M	A M		*(Cent. of Georgia Ry.)*		
1 35	1 35		lve.....**Macon** ....arr.	P M	P M
6 45	6 45		lve....**Savannah**...arr.	6 30	6 30
9 56	9 56		arr.....**Midville** ...lve.	3 01	3 01
			(Augusta South. R.R.)		
7 15	6 05		lve.. **Augusta, Ga**[1] arr.	8 40	5 30
8 37	7 55		arr..**Keysville, Ga**.lve.	6 26	4 21
A M	A M		*(Augusta & Fla. Div.)*	P M	P M
‖8 40	‖8 10	0	lve...**Keysville**[2] ⊙.arr.	4 50	4 20
8 46	8 18	2	.....Allene.....	4 40	4 14
8 57	8 31	6	.....Saint Clair .... ⊙	4 20	4 02
9 10	8 43	11	.....Gough..... ⊙	4 00	3 48
9 22	8 56	15	.....Vidette ..... ⊙	3 34	3 37
9 35	9 15	19	.....Rosier..... ⊙	3 14	3 24
9 47	9 29	23	.....McGruder.....	2 58	3 11
9 53	9 37	25	.....Lawsons.....	2 50	3 06
10 08	9 55	30	arr....**Midville**[13]..lve.	2 30	2 50
10 30	10 30	30	lve... **Midville** ...arr.	2 00	2 38
10 40	10 38	33	... Stevens Crossing ...	1 28	2 18
10 47	10 48	35	..... Summertown ... ⊙	1 18	2 08
10 53	10 56	37	..Wigg and Green Still..	1 10	2 01
10 58	11 04	39	.....Wiggins.....	1 02	1 56
11 06	11 18	43	..... Modoc ..... ⊙	12 50	1 46
11 20	11 45	48	.....**Swainsboro**... ⊙	†1230	‖1 30
A M	A M		ARRIVE} {LEAVE	Noon	P M

BROXTON BRANCH.

17	23	7	Mls	*November 21, 1909.*	24	8	18
P M	P M			LEAVE} {ARRIVE	Noon		A M
§2 25	†1 20	A M	0	..... **Barrows Bluff**	12 19	P M	11 40
3 19	3 07	*7 00	12	..... **Broxton**[14].....	11 24	8 27	10 49
3 26	3 19	7 10	15	..... Lotts	10 46	8 20	10 40
3 33	3 30	7 19	18	..... Blystone	10 34	8 12	10 31
3 45	3 45	7 30	21	..... **Douglas**	†1020	*8 00	§1020
P M	P M	A M		ARRIVE} {LEAVE	A M	P M	A M

SPARKS BRANCH.

15	25	5	Ms.	*November 21, 1909.*	26	10	16
P M	P M	A M		LEAVE} {ARRIVE	A M	P M	A M
§6 40	†6 45	*1040	0	..... **Nashville**.... ♁	8 40	5 00	8 18
6 54	7 02	10 54	5	..... Cottle	8 20	4 44	8 03
7 05	7 30	11 05	7	.....Massee ..... ♁	8 00	4 34	7 55
7 20	7 50	11 25	12	..... **Sparks**[15] ... ♁	†7 30	*4 20	§7 40
P M	P M	A M		ARRIVE} {LEAVE	A M	P M	A M

EXPLANATION OF SIGNS.

Trains marked * run daily.
† Daily, except Sunday.
§ Sunday only.
‖ Meals. ⊙ Telephone stations; ♁ Telegraph stations.

CONNECTIONS.

[1] With Atlantic Coast Line Ry., Southern Ry., Charleston & Western Carolina Ry. and Georgia R.R.
[2] With Augusta Southern Ry.
[3] With Central of Georgia Ry., main line north and south.
[4] With S. A. & N. Ry.
[5] With Wadley Southern Ry. and Central of Georgia Ry.
[6] With Seaboard Air Line Ry. east of Savannah and beyond; west of Montgomery and beyond, with Macon, Dublin & Savannah Ry.
[7] With Southern Ry. (Chattanooga-Savannah Brunswick Division).
[8] With Atlanta, Birmingham & Atlantic Ry. and Broxton Branch Georgia & Florida Ry.
[9] With Atlantic Coast Line Ry. (Brunswick and Albany Division).
[10] With Sparks Branch Georgia & Florida Ry.
[11] With Atlantic Coast Line Ry. (Montgomery-Waycross-Savannah Division), Georgia Southern & Florida Ry. (Macon-Jacksonville-Palatka Division) and V. M. & W. Ry.
[12] With Seaboard Air Line Ry. (Jacksonville-Chattanooga-Birmingham Division).
[13] With Central of Georgia Ry.
[14] With Fitzgerald, Ocilla & Broxton Ry.
[15] With Georgia Southern & Florida Ry. and Sparks Western Ry.

STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | **SAFETY CAR HEATING & LIGHTING CO.** NEW YORK. CHICAGO. ST. LOUIS.

BALTIMORE STEAM PACKET CO.

THE BAY LINE.

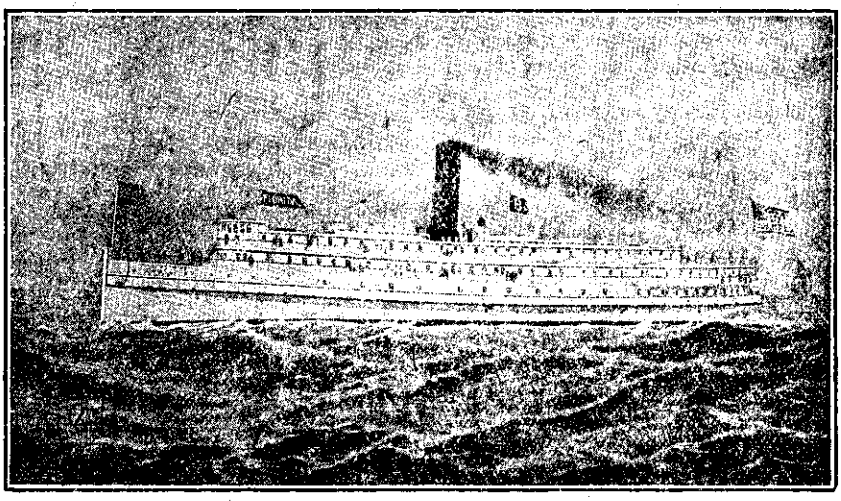
Baltimore, Old Point Comfort, Norfolk and Portsmouth, Va.

Steamers "Florida," "Virginia," "Alabama."

In close connection with all Railway Lines to and from principal points North and South.
Powerful New Steel Steamers, with all modern appointments, luxurious accommodations, and Cuisine noted for its Superior Excellence.

Bath Rooms on Steamers. **Fresh and Sea Water Baths, Hot or Cold.**

Equipped With UNITED WIRELESS TELEGRAPH.



Continuous Communication With Land During Entire Trip.

May, 1909.

GOING SOUTH.

Lve. **Boston**	(*Via Sound Lines*)	6 00 P M	
Arr. **New York**	»	7 00 A M	
Lve. **Boston**	(*Via Shore Line*)	12 01 Night	
Arr. **New York**	»	6 57 A M	
Lve. **Boston**	(*Via Springfield*)	11 30 P M	
Arr. **New York**	»	6 25 A M	
Lve. **New York** (*W. 23d St.*)	(*Via Penna. R.R.*)	12 55 Noon	
Lve. **New York** (*Desb. or Cort. Sts.*)	»	1 00 P M	
Lve. **Philadelphia**	»	3 20 P M	
Arr. **Baltimore**	»	5 22 P M	
Lve. **New York** (*W. 23d St.*)	(*Via C. R.R. of N.J.*)	11 50 A M	
Lve. **New York** (*Liberty St.*)	»	12 00 Noon	
Lve. **Philadelphia**	(*B. & O. R.R.*)	2 17 P M	
Arr. **Baltimore** (*Camden Station*)	»	4 20 P M	
Lve. **Baltimore** (Wharf Light St., ft. of Barre)	(Via Bay Line)	6 30 P M	
Lve. **Old Point Comfort** (*Fortress Monroe*)	»	6 00 A M	
Arr. **Norfolk**	»	7 00 A M	
Arr. **Portsmouth**	»	8 30 A M	

GOING NORTH.

Lve. **Portsmouth**	(*Via Bay Line*)	5 30 P M	
Lve. **Norfolk**	»	6 30 P M	
Lve. **Old Point Comfort** (*Fortress Monroe*)	»	7 30 P M	
Arr. **Baltimore** (*Light St. Wharf*)	»	7 00 A M	
Lve. **Baltimore** (*Camden Sta.*)	(*Via B. & O. R.R.*)	7 55 A M	
Arr. **Philadelphia**	»	10 15 A M	
Arr. **New York** (*Liberty St.*)	(*Via C. R.R. of N.J.*)	12 35 Noon	
Arr. **New York** (*W. 23d St.*)	»	12 45 Noon	
		A M / A M	
Lve. **Baltimore**	(*Via Penna. R.R.*)	9 00 / 7 55	
Arr. **Philadelphia**	»	11 01 / 10 15	
Arr. **New York** (*Cort. or Desb. Sts.*)	»	1 13 P M	
Arr. **New York** (*W. 23d St.*)	»	1 15 P M	
Lve. **New York**	(*Via Willimantic*)	2 00 P M	
Arr. **Boston**	»	8 00 P M	
Lve. **New York**	(*Via Shore Line*)	5 00 P M	
Arr. **Boston**	»	8 50 P M	
Lve. **New York**	(*Via Sound Lines*)	6 00 P M	
Arr. **Boston**	»	7 05 A M	

Steamers leave daily, except Sunday.

CONNECTIONS.

At **Old Point Comfort, Va.**—With Chesapeake & Ohio Ry. for Richmond, Va.; Old Dominion Steamers for landings in Mathews and Gloucester Counties, and Virginia Navigation Co. for Richmond, Va. (James River).

At **Norfolk, Va.**—With Atlantic Coast Line R.R., Norfolk & Western Ry., Norfolk & Southern Ry., Virginian Ry. for points south, and with Old Dominion Line for Richmond, Va., and New York.

At **Portsmouth, Va.**—With Seaboard Air Line (Solid Train to Atlanta, Ga., and intermediate points).

At **Baltimore**—With Pennsylvania R.R., Baltimore & Ohio R.R., Western Maryland R.R., Maryland & Pennsylvania R.R. and Maryland Electric Ry. and connecting water and rail lines

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J. S. LEMMON, General Counsel.
JAMES E. BYRD, Treasurer & General Passenger Agt.
JAS. B. LUMSDEN, Asst. General Freight & Pas. Agent.
JNO. H. SURRATT, Auditor & Freight Claim Agent.
CHAS. C. GARRETT, Traveling Passenger Agent.
W. W. ERDMAN, Purchasing Agent.

General Offices—Piers 9-13 Light Street, foot of Barre Street, Baltimore, Md.

OLD DOMINION LINE

General Offices—81-85 Beach Street, New York.

H. B. WALKER, President and General Manager.

E. E. PALEN, ... Secretary and Auditor.
DOWNER ADAMS, ... Treasurer.
C. G. AHLSTROM, Asst. Secretary and Asst. Treasurer.
H. C. HIGGINS, ... Superintending Engineer.
W. L. WOODROW, ... Traffic Manager.
LEWIS WALKE, ... General Freight Agent.
J. J. BROWN, ... General Passenger Agent.
JOHN NICHOL, ... Freight Claim Agent.
F. L. SAVAGE, ... Commissary.

Cable Address, "OLDOMINION," New York.

Capt. JAMES LEYLAND, Supt. Main Line Div., . . New York.
Capt. C. A. EARNEST, Supt. Virginia Division, Norfolk, Va.
G. T. NEWBURY, Agent, . . Pier 26, North River, New York.
B. L. BUGG, General Agent, ... Norfolk, Va.
W. H. LANDON, Agent, ... Newport News, Va.
JOHN F. MAYER, Agent, ... Richmond, Va.
J. M. GALLAGHER, Agent, ... Petersburg, Va.
W. H. MAYER, Agent, ... Old Point Comfort, Va.
D. J. WEISIGER, Southern Agent, ... Atlanta, Ga.
SAM. C. PORTER, Trav. Fht. and Pas. Agent, . . "
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D. W. FORREST, Traveling Passenger Agent, . . "
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G. A. NOLTING, Jr., Trav. Fht. and Pas. Agent, Richmond, Va.
C. D. BURDETT, City Ticket Agent, 821 E. Main St., "
PETER McDONNELL, Emigrant Agt., 2 Battery Place, New York.
RAMSDEN & CO., General European Agents, . . Liverpool, Eng.

MAIN LINE DIVISION.

S.S. "MONROE," Screw, 4,700 Tons. **S.S. "JEFFERSON," Screw, 4,000 Tons.**
S.S. "HAMILTON," Screw, 4,000 Tons. **S.S. "PRINCESS ANNE," Screw, 4,000 Tons.**
S.S. "JAMESTOWN," Screw, 3,000 Tons.

FROM NEW YORK.

Steamers sail from Pier 26, North River, foot of Beach Street, New York, every day, except Sunday, at 3 00 p.m.

For **Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News,** connecting for **Virginia Beach, Petersburg, Richmond, Va., Baltimore, Md., and Washington, D.C.;** also with Night Line Steamers *Berkeley* and *Brandon* between Norfolk and Richmond every night at 7 00 o'clock, arriving Richmond 7 00 a.m.

Approximate time between New York and Norfolk, 19½ hours; Old Point Comfort, 18 hours; Richmond (via James River), **39 hours; Richmond** (via water and rail), **28 hours; Petersburg, 28 hours; between Norfolk and Washington, D.C., or Baltimore, Md., 12 hours.**

TO NEW YORK.

Steamers sail from Company's Wharf, Norfolk, Va., foot of Church Street, every day, except Sunday, at 7 00 p.m., for New York direct.

From **Old Point Comfort, Hampton, Newport News,** etc., passengers take Company's auxiliary steamers for Norfolk every day, except Sunday.

From **Richmond, Va.**—OLD DOMINION S. S. CO.'S ROUTE—Leave by Night Line Steamers *Berkeley* or *Brandon*, daily, except Saturday, at 7 00 p.m., to connect with steamers sailing next evening from Norfolk.

CHESAPEAKE & OHIO RAILWAY ROUTE—Leave at 9 00 a.m. and 4 00 p.m. daily, except Sunday, or

NORFOLK & WESTERN RAILWAY ROUTE—Leave at 9 00 a.m. and 3 00 p.m. daily, except Sunday, via A. C. L. and N. & W. Railroads, connecting with steamer sailing same evening from Norfolk.

VIRGINIA DIVISION.

"BERKELEY" "MOBJACK" "LURAY" "OCRACOKE"
"BRANDON" "HAMPTON ROADS" "SMITHFIELD" "VIRGINIA DARE"

Night Passenger Boat Service between Norfolk, Newport News and Richmond

By new steamers "Berkeley" and "Brandon," leaving every night at 7 00 o'clock.

Steamers operate between **Norfolk, Fort Monroe, Old Point Comfort and Hampton; Norfolk, Newport News, Battery Park and Smithfield; Norfolk, Gloucester and Matthews Counties**—Calling at Old Point, Philpots, Williams', Hick's and Digg's Wharf, East River, Roane's and Smith's Wharf and Hockley, Ware River, Auburn Wharf and Dixondale, North River, and Severn Wharf, Severn River; **Norfolk, Suffolk and Nansemond River Points**—Calling at the following Wharves: Lee's, Gaskin's, Ferry Point, Sleepy Hole, Godwin's, Trotman's, Wilroy's, Kyle's, Oliver's and Suffolk.

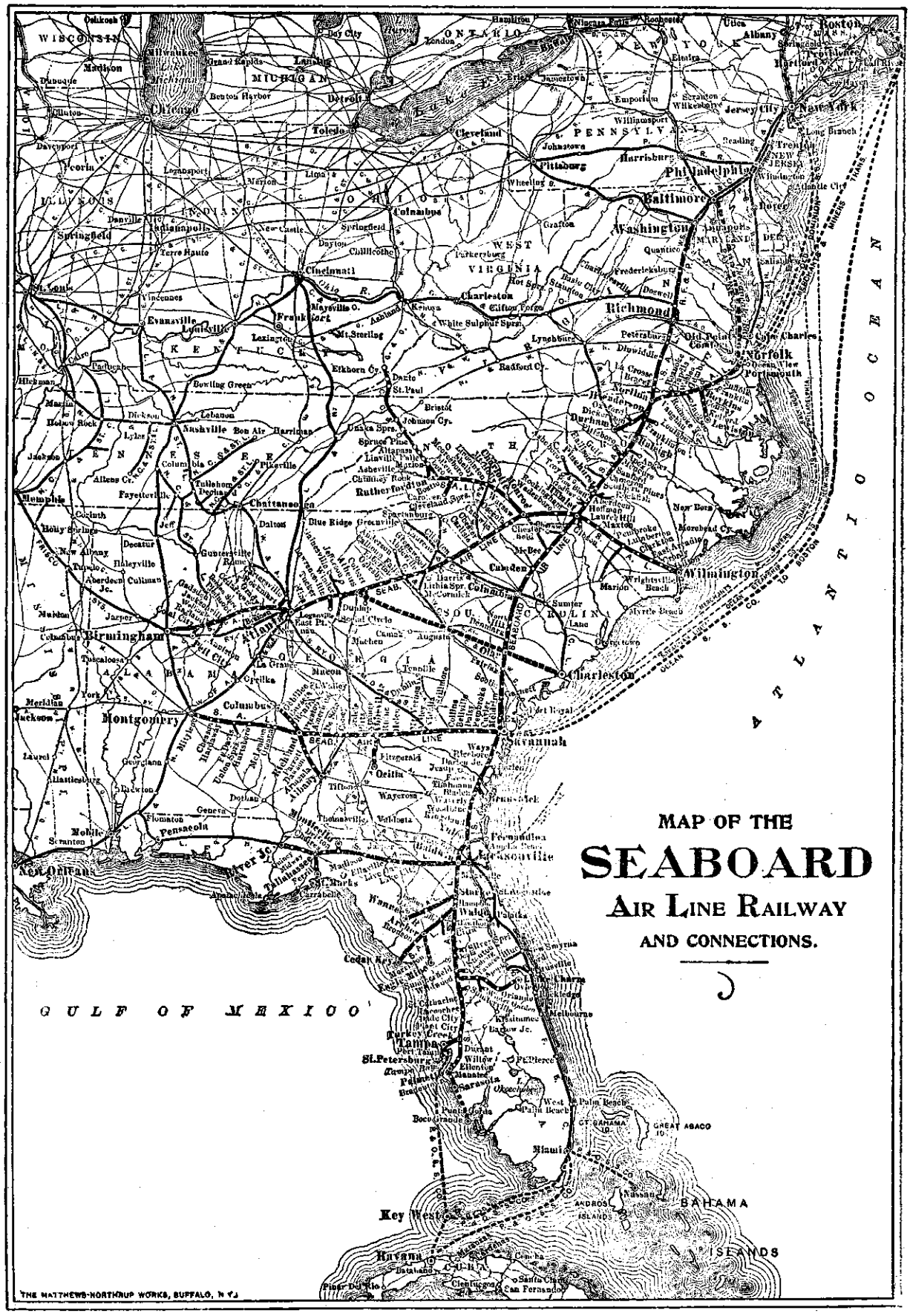
CONNECTIONS.

At OLD POINT COMFORT and NEWPORT NEWS—With Chesapeake & Ohio Ry.

At NORFOLK—With Atlantic Coast Line R.R., Baltimore Lines, Norfolk & Western Ry., Norfolk & Southern Ry., Norfolk & Washington, D.C., Steamboat Co., Seaboard Air Line Ry., Southern Ry., Virginia Navigation Co. (James River Day Line), Virginian Ry.

At RICHMOND—With Chesapeake & Ohio Ry., Southern Ry., Seaboard Air Line Ry., Virginia Navigation Co. (James River Day Line).

Tickets for sale at Company's main ticket office, Pier 26, North River, foot of Beach Street, New York, and at all principal ticket offices in the North, East, South and West.


MAP OF THE
SEABOARD
AIR LINE RAILWAY
AND CONNECTIONS.
GULF OF MEXICO
ATLANTIC OCEAN
WISCONSIN
MICHIGAN
ONTARIO
NEW YORK
PENNSYLVANIA
OHIO
INDIANA
ILLINOIS
WEST VIRGINIA
KENTUCKY
TENNESSEE
ALABAMA
GEORGIA
SOUTH CAROLINA
NORTH CAROLINA
VIRGINIA
MARYLAND
DELAWARE
NEW JERSEY
Chicago
Milwaukee
Detroit
Toledo
Cleveland
Buffalo
Niagara Falls
Rochester
Boston
Albany
Hartford
Providence
New York
Jersey City
Trenton
Philadelphia
Harrisburg
Pittsburg
Baltimore
Washington
Richmond
Norfolk
Portsmouth
Cape Charles
Cincinnati
Columbus
Indianapolis
Springfield
Louisville
Nashville
Memphis
Chattanooga
Atlanta
Birmingham
Montgomery
Mobile
New Orleans
Pensacola
Jacksonville
Savannah
Charleston
Wilmington
Raleigh
Durham
Greensboro
Charlotte
Columbia
Augusta
Macon
Tampa
St. Petersburg
Key West
Havana
Miami
Palm Beach
West Palm Beach
Nassau
BAHAMA ISLANDS
GREAT ABACO
GRAND BAHAMA
ANDROS ISLANDS
THE MATTHEWS-NORTHRUP WORKS, BUFFALO, N.Y.

SEABOARD AIR LINE RAILWAY.

EXECUTIVE DEPARTMENT.

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C. H. HIX, Vice-President and General Manager, Portsmouth, Va.
CHAS. R. CAPPS, Vice-President, in charge Traffic, Norfolk, Va.
R. L. NUTT, Treasurer, Portsmouth, Va.
D. C. PORTEOUS, Secretary, 24 Broad Street, New York, N.Y.
L. G. HAAS, Assistant to President, " "

ACCOUNTING DEPARTMENT.

T. W. ROBY, Comptroller, Portsmouth, Va.
H. W. MacKENZIE, Assistant to Comptroller, Portsmouth, Va.
B. B. McCAA, Auditor Freight Receipts, Portsmouth, Va.
THOS. H. WRIGHT, Auditor Passenger Receipts, "
B. B. WALKER, Auditor Disbursements, Portsmouth, Va.
W. T. TUCKER, Paymaster, "

LAW DEPARTMENT.

LEGH R. WATTS, General Counsel, Portsmouth, Va.
JAS. F. WRIGHT, Asst. to the General Counsel, Portsmouth, Va.

OPERATING DEPARTMENT.

C. H. HIX, Vice-President and General Manager, Portsmouth, Va.
H. W. STANLEY, Superintendent Transportation, "
A. J. POOLE, Superintendent Motive Power, "
J. C. NELSON, Engineer Maintenance of Way, "
W. F. WILLIAMS, Superintendent of Telegraph, "
J. H. WITT, Superintendent First Division, Richmond, Va.
J. M. SHEA, Superintendent Second Division, Hamlet, N.C.
W. A. GORE, Superintendent Third Division, Atlanta, Ga.
W. A. WITT, Superintendent Fourth Division, Jacksonville, Fla.
H. B. GRIMSHAW, Superintendent Fifth Division, Savannah, Ga.
R. E. BOSWELL, Superintendent Sixth Division, Jacksonville, Fla.

ENGINEERING.

W. L. SEDDON, Chief Engineer, Portsmouth, Va.

PURCHASING.

H. C. MACKLIN, Purchasing Agent, Portsmouth, Va.
W. M. PORTLOCK, General Storekeeper, "

CLAIM.

W. L. STANLEY, General Claim Agent, Portsmouth, Va.

TRAFFIC DEPARTMENT.

CHAS. R. CAPPS, Vice-President, Norfolk, Va.

FREIGHT.

L. E. CHALENOR, General Freight Agent, Norfolk, Va.
R. I. CHEATHAM, First Assistant General Freight Agent, "
G. S. RAINS, Assistant General Freight Agent, "
J. A. PRIDE, Assistant General Freight Agent, Atlanta, Ga.
P. B. THOMPSON, Asst. General Freight Agent, Savannah, Ga.
E. D. KYLE, Asst. General Freight Agent, Jacksonville, Fla.
E. T. STEELE, Asst. Gen. Fht. Agt., 1927 First Ave., Birmingham, Ala.
H. M. BOYKIN, Division Freight Agent, Richmond, Va.
C. E. FINCH, Forwarding Agent, Portsmouth, Va.
J. W WHITE, General Industrial Agent, Norfolk, Va.
W. W. SAFFORD, General Mail and Express Agent, "

PASSENGER.

C. B. RYAN, General Passenger Agent, Portsmouth, Va.
C. D. WAYNE, Assistant General Passenger Agent, Atlanta, Ga.
S. C. BOYLSTON, Jr., Asst. Gen. Pass'r Agent, Jacksonville, Fla.
R. H. STANSELL, Asst. General Passenger Agent, Savannah, Ga.
W. G. COLEMAN, G. T. P. A., 1418 New York Ave., N.W., Washington, D.C.

AGENCIES.

PASSENGER.

Athens, Ga.—J. Z. HOKE, Commercial Agent.
Atlanta, Ga.—English-American Bldg.—D. W. MORRAH, Trav. Pass'r Agt.
W. A. MUSE, Traveling Passenger Agent.
P. B. HAMPTON, City Passenger and Ticket Agent.
Augusta, Ga.—721 Broad Street—J. H. FLYTHE, Commercial Agent.
Baltimore, Md.—Continental Trust Building—
O. M. CHILTON, Cent. Pas. Agt. RAYMOND JONES, City Ticket Agt.
Birmingham, Ala.—1927 First Avenue—
JACK W. JOHNSON, Dist. Pas. Agt. W. B. GRESHAM, City Tkt. Agt.
Boston, Mass.—256 Washington Street—
CHAS. L. LONGSDORF, New England Passenger Agent.
Also at Nos. 360, 362 and 366 Washington St., Terminal Station, Back Bay Station and Trinity Place Station.
Brooklyn, N.Y.—At Pennsylvania R.R. Offices, 4 Court St., 336 Fulton St., 390 Broadway and Pennsylvania Annex Station, foot of Fulton St.
Brunswick, Ga.—Grand Opera House Building—
J. F. MORRIS, City Passenger and Ticket Agent.
Buffalo, N.Y—732 Ellicott Square—GEORGE H. STAGG, Trav. Pas. Agt.
Charleston, S.C.—132 East Bay Street—D. P. HARTLEY, Com'l Agent.
Charlotte, N.C.—Selwyn Hotel—JAS. KER, JR., City Passenger Agent.
J. B. WYLIE, Ticket Agent.
Chicago, Ill.—306 Marquette Building—P. E. THOMAS, Commercial Agt.
Cincinnati, O.—Room 604 Mercantile Library Building—
E. R. VAZEILLE, Commercial Agent.
Columbia, S.C.—1323 Main St.—J. S. ETCHBERGER, Trav. Pass'r Agt.
O. G. DONNY, City Passenger and Ticket Agent.
Columbus, Ga.—G. H. WHITAKER, Commercial Agent.
Denver, Colo.—204 Century Bldg—A. H. STEVENS, Commercial Agent.
Jacksonville, Fla.—W. R. MCINTYRE, City Passenger and Tkt. Agt.
Kansas City, Mo.—701-702 Dwight Bldg—T. R. THOMPSON, Com'l Agt.
Memphis, Tenn.—Memphis Trust Bldg.—FRED. GRISSLER, T. P. A.
Montgomery, Ala.—Exchange Hotel Lobby and 104 Montgomery St.—
O. C. HUMPHREY, Commercial Agent.
Nashville, Tenn.—811 Stahlman Building—
J. W. CANTRELL, Soliciting Passenger Agent.
New Orleans, La.—311 Hibernia Bank Building—
M. O'CONNOR, South-western Passenger Agent.
New York, N.Y.—1183 Broadway, corner 28th Street—W. E. CONKLYN, General Eastern Pass'r Agent; S. B. MURDOCK, City Pas'r Agent; L. E. MANN, Trav. Pass'r Agt.; S. G. LINDERBECK, City Ticket Agt. Also at P. R.R. Offices, 170, 461 and 1354 Broadway, 182 and 263 Fifth Ave., 245 Columbus Ave., 2798 Third Ave., 105 W. 125th St., and Ferries of P. R.R., foot of Cortlandt, Desbrosses and W. 23d Sts.
Norfolk, Va.—169 Main Street—J. W. BROWN, Passenger Agent.
Oklahoma City, Okla.—312 Culbertson Bldg—W. A. FULWILER, Com'l Agt.
Orlando, Fla.—E. D. DOZIER, Passenger and Ticket Agent.
Philadelphia, Pa.—1433 Chestnut Street, over the Pennsylvania R.R. ticket office—J. T. WEST, Passenger Agent.
Also 838 Chestnut St. Bourse Building, Broad St. Station, 3956 Market St., 1 Chelten Ave., Germantown and Kensington Station.
Raleigh, N.C.—4 West Martin St.—————, District Pass'r Agt.
J. F. MITCHELL, City Passenger and Ticket Agent.
Richmond, Va.—830 East Main Street—H. S. LEARD, Dist. Pass'r Agt.
R. VAUGHAN LLOYD, City Ticket Agent.
St. Louis, Mo.—Room 804 Laclede Bldg—J. G. CANTRELL, Gen. West. Agt.
Savannah, Ga.—7 Bull Street—W. P. SCRUGGS, Trav. Pass'r Agt.
C. W. SMALL, City Passenger and Ticket Agent.
Tampa, Fla.—C. M. DICKERSON, T. P. A. W. H. WILSON, C. P. and T. A.
Washington, D.C.—1418 New York Avenue, N.W.—
GEO. Z. PHILLIPS, District Passenger Agent.
F. E. MASI, Passenger Agent. Also at Pennsylvania R.R. Station.
E. A. HARWOOD, City Ticket Agent.
Wilmington N.C.—F. A. FETTER, Agent.

FREIGHT.

Athens, Ga.—J. Z. HOKE, Commercial Agent.
Atlanta, Ga.—Fourth Nat. Bank Bldg.—B. H. HARTLEY, Com'l Agent.
W. H. L. NELMS, Com'l Agent. P. S. BURNEY, JR., Trav. Fht. Agt.
Augusta, Ga.—721 Broad Street—J. H. FLYTHE, Commercial Agent.
Baltimore, Md.—Continental Trust Bldg—A. J. FOX, General Agent.
C. E. MULLER, Cont. Fht. Agt. A. A. PRICE, Sol. Fht. Agt.
Birmingham, Ala.—1927 First Ave.—M. J. MCDONOUGH, Com'l Agt.
R. W. MORRIS, Traveling Freight Agent.
Boston, Mass.—360 Washington St.—E. E. WOOD, New England Agt.
LEWIS R. HOWE, Sol. Fht. Agt. F. J. COOKE, Com'l Agt., All Rail.
Charleston, S.C.—132 East Bay St.—D. P. HARTLEY, Commercial Agt.
Charlotte, N.C.—E. J. PARRISH, Com'l Agt. E. O. JENNINGS, T. F. A.
Chattanooga, Tenn.—520 James Bldg—W. H. H. TERRELL, Com'l Agt.
Chicago, Ill.—306 Marquette Building—P. E. THOMAS, Com'l Agent.
J. W. BOTTORFF, Traveling Freight Agent.
Cincinnati, O.—Room 604 Mercantile Library Bldg—E. R. VAZEILLE, Commercial Agent; H. M. WILLIAMS, Contracting Freight Agent.
Columbia, S.C.—W. L. BURROUGHS, Commercial Agent.
Columbus, Ga.—G. H. WHITAKER, Commercial Agent.
Cordele, Ga.—R. L. CHANDLER, Commercial Agent.
E. B. ROCK, JR., Traveling Freight Agent.
Denver, Colo.—204 Century Bldg—A. H. STEVENS, Commercial Agent.
H. P. SMITH, Soliciting Freight Agent.
Fernandina, Fla.—D. H. GROUND, Agent.
Franklin, Va.—H. W. LLOYD, Agent.
Greenville, S.C.—C. S. ALLEN, Commercial Agent.
Jacksonville, Fla.—T. P. TOLAND, Commercial Agent.
E. P. MILLS, Trav. Freight Agt. E. B. FREEMAN, Sol. Freight Agt.
Kansas City, Mo.—701-702 Dwight Bldg—T. R. THOMPSON, Com'l Agt.
S. C. BATES, Soliciting Freight Agent.
Live Oak, Fla.—A. D. WILLIAMSON, Traveling Freight Agent.
Louisville, Ky.—601 Lincoln Savings Bank Building—
W. T. VANDENBURGH, Commercial Agent.
Memphis, Tenn.—Memphis Trust Bldg—R. W DANIEL, Com'l Agent.
EDGAR ESTILE, Soliciting Freight Agent.
Montgomery, Ala.—Exchange Hotel Lobby and 104 Montgomery St.—
O. C. HUMPHREY, Commercial Agent.
Nashville, Tenn.—811 Stahlman Bldg—J. W. CANTRELL, Com'l Agt.
New Orleans, La.—311 Hibernia Bank Bldg—M. O'CONNOR, S.W.Fht.Agt.
New York, N.Y.—387 Broadway—CHAS. L. SMITH, Gen. East. Fht. Agt.
C. I. MALONE, Cont. Fht. Agt. C. J. KRUGER, Cont. Fht. Agt.
W. S. DURYEE, Contracting Freight Agent.
Norfolk, Va.—169 Main St.—F. H. SMITH, Contracting Freight Agt.
J. E. WHITE, Soliciting Freight Agent.
Oklahoma City, Okla.—312 Culbertson Bldg.—W. A. FULWILER, Com'l Agt.
Orlando, Fla.—W. T. PULLEN, Agent.
Petersburg, Va.—Freight Station—L. R. GOULDER, Agent.
Philadelphia, Pa.—201-3-4 Stephen Girard Building—
WM. V. MASSEY, Gen. Agt. WM. J. KIRKPATRICK, Trav. Fht. Agt.
JAMES A. HENDERSON, Sol. Fht. Agt. EARLE B. GUNKLE, Sol. Fht. Agt.
Pittsburg, Pa.—503 Park Bldg—W. E. WHITEMORE, Com'l Agt., All Rail.
Raleigh, N.C.—V. C. TOMPKINS, Commercial Agent.
E. E. HUNTER, Trav. Fht. Agt. G. C. POOLE, Sol. Fht. Agt.
Richmond, Va.—830 East Main St.—S. P. STRINGFELLOW, Commercial Agt.
H. R. PHINNEY, Agent, Freight Station.
Rochester, N.Y.—Room 410 Granite Building—
H. M. RUNYON, Commercial Agent, All Rail.
St. Louis, Mo.—Room 804 Laclede Bldg—J. G. CANTRELL, Gen. West. Agt.
D. P. GRIER, Com'l Agent. W. H. MILLER, Contracting Freight Agt.
Savannah, Ga.—J. S. LAMBERT, Soliciting Freight Agent.
Suffolk, Va.—W. E. WINSTEAD, Agent.
Tampa, Fla.—W. F. MUNDER, T. F. A. R. H. DOZIER, Sol. Fht. Agt.
Wilmington N.C.—F. A. FETTER, Agent.

SEABOARD AIR LINE RAILWAY.

CONDENSED THROUGH SCHEDULES AND PULLMAN SERVICE.

BETWEEN NEW YORK AND FLORIDA POINTS.

No. 43	No. 81	No. 99	No. 93	*January* 3, 1910.		No. 84	No. 98	No. 92	No. 66
*12 10 Night	*1 25 P M	†1 10 P M	*1025 A M	lve. **New York** (23*d St.*).(*Via P. R.R.*)	arr.	2 00 P M	¶4 30 P M	5 00 P M	.....
12 15 Night	1 30 P M	1 30 P M	10 30 A M	lve. **New York** (Cort. & Des. Sts.) »	arr.	1 53 P M	4 23 P M	4 53 P M	3 53 A M
3 14 A M	3 43 P M	3 28 P M	12 36 Noon	lve. **North Philadelphia**.. »	arr.	11 49 A M	2 06 P M	2 37 P M	12 28 Night
3 35 A M	3 55 P M	3 42 P M	12 50 Noon	lve. **West Philadelphia**.... »	arr.	11 35 A M	1 53 P M	2 20 P M	11 51 P M
6 06 A M	6 05 P M	5 52 P M	3 00 P M	lve. **Baltimore**..... »	arr.	9 16 A M	11 38 A M	12 00 Noon	8 52 P M
10 05 A M	7 25 P M	7 00 P M	4 25 P M	lve. **Washington** (*Via W. S., R. F. & P.*)	arr.	7 40 A M	10 35 A M	10 15 A M	8 35 P M
1 18 P M	10 45 P M	10 12 P M	7 40 P M	lve. **Richmond**.... (*Via S. A. L. Ry.*)	arr.	4 20 A M	7 26 A M	7 00 A M	5 05 P M
1 57 P M	11 23 P M	– –	– –	lve. **Petersburg**..... »	arr.	3 36 A M	– –	6 16 A M	4 20 P M
4 10 P M	1 55 A M	12 58 Night	10 28 P M	lve. **Norlina**..... »	arr.	1 07 A M	4 40 A M	4 00 A M	1 55 P M
4 38 P M	2 24 A M	– –	10 53 P M	arr. **Henderson**..... »	lve.	12 38 Night	– –	3 29 A M	1 28 P M
.....	†1005 A M	.....	.....	arr. **Durham**.....(*Via S. A. L. Ry.*)	lve.	†8 00 P M	.....	.....	†1035 A M
8 00 P M	4 05 A M	2 20 A M	12 16 Night	arr. **Raleigh**.....(*Via S. A. L. Ry.*)	lve.	11 15 P M	3 10 A M	2 05 A M	12 05 Noon
7 51 P M	6 24 A M	– –	2 17 A M	arr. **Southern Pines**..... »	lve.	8 09 P M	– –	11 38 P M	10 03 A M
7 58 P M	6 34 A M	– –	2 25 A M	arr. **Aberdeen** (Pinehurst Jn.). »	lve.	8 59 P M	– –	11 28 P M	9 53 A M
.....	.....	.....	.....	arr. **Pinehurst**.....(*A. & A. R.R.*)	lve.	.....	.....	.....	.....
8 45 P M	7 30 A M	4 50 A M	3 10 A M	arr. **Hamlet**.....(*Via S. A. L. Ry.*)	lve.	8 20 P M	12 40 Night	†9 45 P M	9 15 A M
11 05 P M	10 05 A M	6 42 A M	5 20 A M	arr. **Camden**..... »	lve.	6 10 P M	10 40 P M	5 53 P M	6 42 A M
12 10 Night	11 15 A M	7 40 A M	6 20 A M	arr. **Columbia** (Eastern time).. »	lve.	5 20 P M	9 50 P M	4 35 P M	5 40 A M
11 15 P M	10 20 A M	6 45 A M	5 25 A M	lve. **Columbia** (Central time).. »	arr.	4 15 P M	8 45 P M	3 30 P M	4 35 A M
3 20 A M	2 50 P M	10 15 A M	9 15 A M	arr. **Savannah**..... »	lve.	12 30 Noon	5 05 P M	11 00 A M	11 55 P M
11 50 A M	8 00 P M	.....	12 15 Noon	arr. **Brunswick**(*Via A. B. & A. R.R.*)	lve.	*9 05 A M	2 00 P M	*6 15 A M	*8 50 P M
7 45 A M	7 30 P M	¶2 00 P M	1 20 P M	arr. **Jacksonville**.(*Via S. A. L. Ry.*)	lve.	*8 50 A M	¶1 25 P M	*6 15 A M	7 50 P M
11 20 A M	8 10 P M	.....	.....	arr. **Fernandina**..(*Via S. A. L. Ry.*)	lve.	7 25 A M	.....	.....	4 25 P M
2 18 P M	.....	.....	.....	arr. **Tallahassee**..... »	lve.	.....	.....	.....	1 35 P M
*9 30 A M	*9 30 P M	.....	.....	lve. **Jacksonville**.(*Via S. A. L. Ry.*)	arr.	7 00 A M	.....	.....	6 30 P M
1 07 P M	1 30 A M	.....	.....	arr. **Ocala**..... »	lve.	2 10 A M	.....	.....	2 50 P M
5 30 P M	6 30 A M	.....	.....	arr. **Tampa**..... »	lve.	*8 00 P M	.....	.....	*1030 A M
6 05 P M	7 00 A M	.....	.....	arr. **Orlando**..... »	lve.	*7 00 P M	.....	.....	*1050 A M
*9 00 A M	*8 30 P M	*2 40 P M	*2 40 P M	lve. **Jacksonville**....(*Fla. E. C. Ry.*)	arr.	8 30 A M	1 00 P M	.....	7 40 P M
10 00 A M	9 35 P M	3 40 P M	3 40 P M	arr. **St. Augustine**..... »	lve.	7 15 A M	12 00 Noon	.....	6 40 P M
12 35 Noon	12 10 Night	6 11 P M	6 11 P M	arr. **Ormond**..... »	lve.	4 30 A M	9 25 A M	.....	4 14 P M
8 30 P M	7 10 A M	12 40 Night	12 40 Night	arr. **West Palm Beach**.... »	lve.	9 10 P M	3 00 A M	.....	10 00 A M
9 00 P M	10 00 A M	2 50 A M	2 50 A M	arr. **Miami**..... »	lve.	6 15 P M	12 50 Night	.....	*7 30 A M
.....	3 15 P M	7 10 A M	7 10 A M	arr. **Knights Key**..... »	lve.	*1250 Noon	*8 30 P M	.....	.....

THROUGH CAR SERVICE.

Seaboard Florida Limited—Nos. 99 and 98—Pullman Composite Car (Club Car), Dining Car and Observation Car between New York and Jacksonville. Pullman Drawing-room Stateroom Cars between New York and Palm Beach, New York to St. Augustine. Pullman Drawing-room Sleeping Cars between New York and Knights Key and New York and Miami.

Seaboard Express—Train No. 81—Pullman Drawing-room Sleeping Car New York to Tampa. Pullman Drawing-room Sleeping Car New York to Memphis; handled west of Hamlet on Train No. 33. Pullman Drawing-room Sleeping Car Jacksonville to Sarasota, via Tampa. Dining Car New York to Washington and Hamlet to Gifford.

BETWEEN NEW YORK, ATLANTA, BIRMINGHAM AND NEW ORLEANS.

No. 43-41	No. 81-33	*January* 3, 1910.		No. 32-92	No. 38-66
*12 10 Night	*1 25 P M	lve. **New York** (23*d St.*) (*Via P. R.R.*)	arr.	4 30 5 30	7 30 A M
12 15 Night	1 30 P M	lve. **New York** (Cort. & Des. Sts.) »	arr.	4 23 4 53	7 23 A M
3 14 A M	3 43 P M	lve. **North Philadelphia**.. »	arr.	2 06 2 37	4 53 A M
3 35 A M	3 55 P M	lve. **West Philadelphia**... »	arr.	1 53 2 20	4 25 A M
6 06 A M	6 05 P M	lve. **Baltimore**..... »	arr.	11 38 1 200	1 38 A M
10 05 A M	7 25 P M	lve. **Washington** (*Via W. S., R. F. & P.*)	arr.	10 15 A M	8 35 P M
1 18 P M	10 45 P M	lve. **Richmond**....(*Via S. A. L. Ry.*)	arr.	7 00 A M	5 05 P M
1 57 P M	11 23 P M	lve. **Petersburg**..... »	arr.	6 16 A M	4 20 P M
4 10 P M	1 55 A M	lve. **Norlina**..... »	arr.	4 00 A M	1 55 P M
4 38 P M	2 24 A M	arr. **Henderson**..... »	lve.	3 19 A M	1 28 P M
.....	†1005 A M	arr. **Durham**.....(*Via S. A. L. Ry.*)	lve.	.....	†1035 A M
6 00 P M	4 05 A M	arr. **Raleigh**.....(*Via S. A. L. Ry.*)	arr.	1 55 A M	11 59 A M
7 51 P M	6 24 A M	arr. **Southern Pines**..... »	arr.	11 38 P M	10 03 A M
8 45 P M	7 30 A M	arr. **Hamlet**..... »	arr.	10 30 P M	7 50 A M
10 50 P M	9 30 A M	arr. **Monroe**..... »	lve.	8 50 P M	6 05 A M
11 50 P M	10 35 A M	arr. **Charlotte**..... »	lve.	7 15 P M	5 00 A M
1 39 A M	12 05 Noon	arr. **Clinton**..... »	arr.	6 22 P M	3 14 A M
5 04 A M	3 22 P M	arr. **Athens** (Eastern time).... »	arr.	3 22 P M	11 55 P M
6 15 A M	4 45 P M	arr. **Atlanta** (Central time).... »	lve.	12 20 Noon	8 50 P M
6 30 A M	5 25 P M	lve. **Atlanta** (Central time).... »	arr.	12 10 Noon	8 30 P M
12 10 Noon	10 10 P M	arr. **Birmingham**..... »	lve.	*7 30 A M	*3 00 P M
8 05 P M	7 30 A M	arr. **Memphis**.....(*Frisco Sys.*)	lve.	9 00 P M	.....
4 53 A M	9 15 P M	arr. **Springfield**..... »	lve.	7 35 A M	.....
10 25 A M	7 00 A M	arr. **Kansas City**..... »	lve.	11 30 P M	.....
.....	10 15 P M	lve. **Birmingham**...(*Q. & C. Route*)	arr.	6 10 A M	.....
..... daily, except Sunday.	9 05 A M	arr. **New Orleans**..... »	lve.	7 30 P M	.....
.....	5 46 A M	arr. **Jackson**..... »	lve.	10 45 P M	.....
.....	7 05 A M	arr. **Vicksburg**..... »	lve.	8 20 P M	.....
.....	1 10 P M	arr. **Shreveport**..... »	lve.	3 05 P M	.....
..... † daily.	6 20 P M	lve. **Atlanta**.....(*W. Ry. of Ala.*)	arr.	10 45 A M	.....
.....	9 55 P M	arr. **Montgomery**..... »	lve.	6 00 A M	.....
.....	3 30 A M	arr. **Mobile**.....(*L. & N. R.R.*)	lve.	12 23 Night	.....
.....	7 50 A M	arr. **New Orleans**..... »	lve.	8 00 P M	.....
* Daily.	4 50 P M	lve. **Atlanta**.....(*W. & A. R.R.*)	arr.	11 45 A M	.....
.....	9 25 P M	arr. **Chattanooga**..... »	lve.	7 00 A M	.....
.....	2 55 A M	arr. **Nashville**..(*N. C. & St. L. Ry.*)	lve.	2 25 A M	.....
.....	3 30 P M	arr. **Memphis**..... »	lve.	12 40 Noon	.....
.....	5 20 P M	arr. **Memphis**.....(*L. & N. R.R.*)	lve.	1 00 P M	.....

The Flamingo—Train No. 84—Pullman Drawing-room Sleeping Car Tampa to New York and Jacksonville to New York. Pullman Drawing-room Sleeping Car Jacksonville to New York; handled from Jacksonville to Hamlet on Train No. 92. Pullman Drawing-room Sleeping Car Sarasota to Jacksonville. Dining Car Savannah to Hamlet and Washington to Jersey City.

The Flamingo—Train No. 93—Pullman Drawing-room Sleeping Cars New York to Jacksonville. Dining Car New York to Washington, Washington to Richmond and Columbia to Savannah.

Seaboard Express—Train No. 92 Pullman Drawing-room Sleeping Car Jacksonville to New York; handled north of Hamlet on Train No. 84. Pullman Drawing-room Sleeping Car Memphis to New York; handled between Washington and New York on Train No. 98. Dining Car Gifford to Columbia and Washington to New York.

Trains Nos. 32 and 33—Daily. Pullman Drawing-room Sleeping Car between New York and Memphis; handled from New York to Hamlet on Train No. 81 and from Hamlet to Washington on Train No 92 and Washington to New York on Train No. 98. Pullman Drawing-room Sleeping Cars between Portsmouth and Charlotte; handled between Norlina and Hamlet on Trains Nos. 81 and 92. Dining Cars between Hamlet and Birmingham.

Florida Fast Mail—Trains Nos. 43 and 66—Daily. Pullman Buffet Drawing-room Sleeping Car between New York and Jacksonville. Pullman Drawing-room Sleeping Cars between New York and Birmingham; handled between Hamlet and Birmingham on Trains Nos. 38 and 41. Northbound, this car is handled on Pennsylvania Railroad Train No. 80 north of Washington. Seaboard Buffet Parlor Cars between Jacksonville and Tampa. Pullman Parlor Car between Tampa and Sarasota. Dining Car between Hamlet and Richmond. Parlor Car between Washington and Pinehurst.

Trains Nos. 38 and 41—Daily. Pullman Parlor Cars between Portsmouth and Hamlet. Pullman Drawing-room Sleeping Cars between New York and Birmingham; handled between New York and Hamlet on Trains Nos. 43 and 66. Dining Car between Atlanta and Birmingham.

Trains Nos. 77 and 76—Daily. Pullman Buffet Broiler Sleeping Cars between Jacksonville and New Orleans.

Trains Nos. 79 and 78—Daily. Pullman Buffet Drawing-room Sleeping Cars between Jacksonville and Pensacola.

Trains Nos 50 and 51—Pullman Drawing-room Sleeping Car between Atlanta and Birmingham.

Trains Nos. 39 and 40—Pullman Parlor Car between Hamlet and Wilmington.

CONNECTIONS VIA PORTSMOUTH.

No. 39	No. 41	*January* 3, 1910.		No. 32	No. 38
.....	†1255 Noon	lve. **New York**.(*Penna. R.R.*)	arr.	.....	.....
.....	2 57 P M	lve. **Nor. Philadelphia** »	arr.	.....	.....
.....	6 30 P M	lve. **Baltimore**....(*Bay Line*)	arr.	.....	.....
.....	6 00 A M	lve. **Old Point**..... »	lve.	.....	.....
.....	8 30 A M	arr. **Portsmouth**.... »	lve.	.....	.....
†7 25 A M	.....	lve. **New York**.(*Penna. R.R.*)	arr.	.....	.....
10 00 A M	.....	lve. **Philadelphia**... »	arr.	.....	.....
7 26 P M	.....	arr. **Norfolk**...(*N. Y. P. & N.*)	lve.	.....	.....
7 60 P M	.....	arr. **Portsmouth**.... »	lve.	.....	.....
*9 00 P M	*9 25 A M	lve. **Portsmouth** (*S. A. L. Ry.*)	arr.	8 10 A M	5 50 P M
11 41 P M	12 02 Noon	arr. **Weldon**..... »	lve.	5 35 A M	3 15 P M
1 10 A M	¶1 25 P M	arr. **Norlina**..... »	lve.	*4 15 A M	*2 00 P M

JACKSONVILLE, PENSACOLA, MOBILE AND NEW ORLEANS.

No. 79	No. 77	Buffet Sleeping Cars.		No. 76	No. 78
*5 00 P M	*7 50 A M	lve..... **Jacksonville**.....	arr.	7 30 P M	10 35 A M
12 35 Night	2 16 P M	arr..... **Tallahassee**.....	arr.	1 35 P M	3 45 A M
2 40 A M	4 00 P M	arr..... **River Junction**.....	lve.	12 05 Noon	1 50 A M
11 20 A M	9 45 P M	arr..... **Pensacola**.....	lve.	6 45 A M	*5 15 P M
.....	2 20 A M	arr..... **Mobile**.....	arr.	1 55 A M	.....
.....	7 15 A M	arr..... **New Orleans**.....	lve.	*8 00 P M	.....

SAVANNAH AND MONTGOMERY.

No. 71	*November* 7, 1909.	No. 72
*7 00 A M	lve..... **Savannah**..... arr.	6 25 P M
3 03 P M	lve..... **Americus**..... lve.	12 32 Noon
8 15 P M	arr..... **Montgomery**..... lve.	*7 20 A M

SEABOARD
AIR LINE RAILWAY

THE FLAMINGO
A NEW TRAIN TO
FLORIDA AND CUBA
Four Trains Daily
FROM THE EAST
See Schedules on opposite page

THE SEABOARD FLORIDA LIMITED
Only Electric Lighted, All Pullman Train, with Club, Observation, Standard, Stateroom and Drawing-room Sleeping Cars
NEW YORK TO JACKSONVILLE
Through Sleeping Cars to St. Augustine, Palm Beach, Miami and Knights Key

In service January 3, 1910, until early in April, 1910

Leave NEW YORK	1 10 p.m.	Arrive JACKSONVILLE	2 00 p.m.
Leave JACKSONVILLE	1 25 p.m.	Arrive NEW YORK	4 30 p.m.

Schedule figures at other points to be announced later

TWO TRAINS DAILY FROM THE EAST TO
ATLANTA AND BIRMINGHAM
See Schedules on opposite page

CHAS. R. CAPPS
Vice-President

CHARLES B. RYAN
General Passenger Agent

SEABOARD AIR LINE RAILWAY.

RICHMOND, PORTSMOUTH, COLUMBIA, SAVANNAH, JACKSONVILLE AND FERNANDINA.

99	93	81	43	35-41	Mls.	*January* 3, 1910.	66	38-36	84	92	98
P M	P M	P M	P M	A M	....	(*Eastern time.*)	P M	P M	A M	A M	A M
†10 12	*7 49	*10 45	*1 18	*9 10	0	lve + **Richmond** ♁ arr.	5 05	5 40	4 20	7 00	¶7 26
- -	- -	e -	e -	9 13	0.7	Manchester ♁	- -	5 36	- -	a -	- -
- -	- -	e	e -	9 34	12.9	Chester ♁	- -	5 14	- -	a -	- -
- -	- -	e -	e -	9 43	18.0	Lynch	- -	5 05	- -	a -	- -
- -	8 18	11 23	1 57	9 52	22.7	ar. + **Petersburg** ♁ lv.	4 20	4 55	3 36	6 16	- -
- -	8 18	11 23	1 57	10 07	22.7	lv. (*Dunlop St.*) ar.	4 20	4 40	3 36	6 16	- -
- -	- -	e -	e -	10 36	37.3	Dinwiddie ♁	- -	4 16	-	a -	- -
- -	- -	-	e -	10 46	41.6	De Witt ♁	- -	4 05	- -	a -	- -
- -	8 59	12 08	2 39	10 57	47.4	McKenney ♁	3 35	3 53	- -	5 37	- -
- -	- -	e -	e -	11 19	56.9	Warfield ♁	- -	3 36	- -	a -	- -
- -	- -	e -	e -	12 39	61.0	Alberta ♁	- -	3 27	- -	a -	- -
- -	- -	e -	e -	11 32	63.7	Cochran ♁	- -	3 22	- -	a -	- -
- -	- -	e -	e -	11 40	67.6	Grandy ♁	- -	3 12	- -	a -	- -
- -	- -	e -	e -	11 52	73.8	Skelton ♁	- -	2 59	- -	a -	- -
- -	- -	1 05	e -	2 02	78.7	+ La Crosse ♁	2 40	2 51	- -	4 44	- -
- -	- -	e -	e -	12 16	86.2	Bracey ♁	- -	2 37	- -	a -	- -
- -	- -	e -	e -	12 25	90.8	Granite ♁	- -	2 28	- -	a -	- -
12 55	10 25	1 40	4 05	‖12 45	98.2	arr. + **Norlina** ♁ lve.	2 05	2 15	1 12	4 10	4 44
.....	.....	P M	...	A M	.....	LEAVE] [ARRIVE	P M	P M	A M	A M	....
.....	.....	*8 30	....	*9 00	.....	+ **Norfolk** (*Ferry*)	6 10	6 10	8 30	8 30	....
.....	.....	9 00	....	9 25	0	+ **Portsmouth** ♁	5 50	5 50	8 10	8 10	....
.....	.....	9 19	....	9 41	7.3	Bowers Hill ♁	5 33	5 33	7 54	7 54	....
.....	.....	9 32	....	9 53	14.9	Magnolia ♁	5 19	5 19	7 42	7 42	....
.....	.....	9 38	....	9 58	17.4	+ Suffolk ♁	5 13	5 13	7 36	7 30	....
Seaboard Florida Limited.	.....	9 45	..	10 04	20.3	Kilby ♁	5 07	5 07	7 31	7 31	Seaboard Florida Limited.
	.....	9 56	....	10 14	25.9	Purvis ♁	4 57	4 57	7 21	7 21	
	.....	10 07	....	10 24	31.2	Carrsville ♁	4 47	4 47	7 10	7 10	
	.....	10 18	....	10 36	36.9	+ **Franklin** ♁	4 36	4 36	6 59	6 59	
	.....	10 31	....	10 48	43.4	Handsom ♁	4 23	4 23	6 47	6 47	
	.....	10 41	....	10 57	48.8	Newsoms ♁	4 13	4 13	6 37	6 37	
	.....	10 53	....	11 07	53.8	+ **Boykins** ♁	4 03	4 03	6 27	6 27	
	.....	10 58	....	11 14	56.7	Branchville ♁	3 57	3 57	6 21	6 21	
	.....	11 11	....	11 28	62.9	Margarettsville ♁	3 45	3 46	6 09	6 09	
	.....	11 22	....	11 40	68.9	Seaboard ♁	3 34	3 34	5 58	5 58	
	.....	11 29	....	11 48	72.4	**Gumberry** ♁	3 27	3 27	5 49	5 49	
	.....	11 36	....	11 56	76.0	Garys	3 21	3 21	5 41	5 41	
	.....	11 41	....	12 02	78.6	arr. + **Weldon** ♁ lve.	3 16	3 15	5 35	5 35	
	.....	11 46	....	12 07	78.6	lve. **Weldon** arr.	3 10	3 10	5 30	5 30	
	.....	11 58	....	12 22	83.0	Roanoke Junction ♁	3 00	3 00	5 18	5 18	
	.....	- -	....	12 26	85.1	Bolling	2 55	2 55	- -	- -	
.....	.....	12 14	.....	12 36	91.4	Thelma ♁	2 46	2 46	5 02	5 02	....
.....	.....	12 29	.....	12 49	98.5	+ Littleton ♁	2 32	2 32	4 49	4 49	....
.....	.....	12 40	.....	1 00	104.2	Vaughan ♁	2 22	2 22	4 39	4 39	....
.....	.....	12 51	.....	1 11	109.3	Macon ♁	2 13	2 13	4 29	4 29	....
.....	.....	1 02	...	1 20	113.5	+ Warren Plains ♁	2 05	2 05	4 20	4 20	....
.....	.....	1 10		‖1 25	115.8	arr. **Norlina** ♁ lve.	*2 00	*2 00	*4 15	*4 15	....
Night	P M	A M	P M	P M	.....	LEAVE] [ARRIVE	P M	P M	A M	A M	A M
*12 58	*10 28	*1 5[illegible]	*4 10	*1 45	98.2	+ **Norlina** ♁	1 55	‖1 40	1 07	4 00	4 40
- -	- -		e -	1 51	100.4	Ridgeway ♁	- -	1 36	- -	a -	- -
- -	- -	e -	e -	1 57	103.2	Manson	- -	1 28	- -	a -	- -
- -	- -	e -	e	2 04	106.1	Middleburg ♁	- -	1 21	-	a -	- -
- -	- -		e -	2 11	109.5	Greystone ♁	- -	1 14	- -	a	- -
- -	10 53	2 24	4 38	2 23	113.4	ar. + **Henderson** ♁ lv.	1 28	1 06	12 38	3 29	- -
- -	10 53	2 24	4 38	2 23	113.4	lv. **Henderson** ar.	1 28	1 06	12 36	3 29	- -
- -	- -	e	e -	2 38	121.5	+ Kittrell ♁	- -	12 51	- -	a -	- -
- -	- -	3 00	e -	2 57	129.8	+ **Franklinton** ♁	- -	12 35	- -	3 00	- -
- -	- -	e -	e -	3 10	136.0	Youngsville ♁	- -	12 23	- -	a -	- -
- -	- -	3 17	e -	3 21	140.0	+ Wake Forest ♁	- -	12 14	- -	2 44	- -
- -	- -	e -	e -	3 33	146.9	Neuse ♁	- -	12 02	- -	a -	- -
- -	- -	e -	e -	3 41	150.6	Millbrook ♁	- -	11 56	- -	a	- -
2 20	12 05	3 55	5 50	3 55	156.2	arr. + **Raleigh** ♁ lve.	12 15	11 45	11 25	2 20	3 10
2 24	12 10	4 00	5 55	3 55	156.2	lve. *Johnson St.* arr.	12 1[illegible]	11 40	11 20	2 10	3 05
- -	12 15	4 05	6 00	4 00	157.2	arr. + **Raleigh** ♁ lve.	12 05	11 35	11 15	2 05	- -
- -	12 20	4 10	6 05	4 05	157.2	lve. *Union Station*, arr.	11 59	11 30	11 10	1 55	- -
- -	e -	4 30	e -	4 23	165.7	Cary ♁	- -	11 08	-	1 33	- -
- -	e -	4 40	e	4 34	171.5	Apex ♁	- -	10 57	- -	1 23	- -
- -	e -	4 5[illegible]	e -	4 48	177.7	New Hill ♁	- -	10 44	- -	1 11	- -
- -	e -	5 0[illegible]	e -	4 57	182.6	Merry Oaks ♁	- -	10 32	- -	1 01	- -
- -	e -	5 10	e -	5 08	187.3	**Moncure** ♁	- -	10 23	- -	12 50	- -
- -	e	- -	e	5 28	195.6	**Colon** ♁	- -	10 05	-	- -	- -
- -	1 28	5 32	7 08	5 35	199.3	+ **Sanford** ♁	10 47	9 58	8 52	12 27	-
- -	e -	5 47	-	5 51	205.9	Lemon Springs ♁	- -	9 43	- -	12 13	- -
- -	e -	5 58	e	6 03	211.5	+ **Cameron** ♁	- -	9 33	- -	12 02	- -
- -	e -	6 07	e	6 16	217.0	Vass ♁	- -	9 22	- -	11 53	- -
- -	e -	6 24	e -	6 17	218.6	Lake View	- -	9 20	-	11 50	- -
- -	e -	- -	e -	6 25	222.5	Niagara	- -	9 17	-	- -	- -
- -	e -	-	e	6 28	223.7	Manley	- -	9 13	- -	-	- -
- -	2 17	6 24	7 51	6 38	225.2	+ **Southern Pines** ♁	10 03	9 05	9 09	11 38	- -
- -	2 23	6 34	7 58	6 50	229.0	+ **Aberdeen (P. H. Jn.)** ♁	9 53	8 55	8 59	11 28	- -
- -	e	-	- -	6 55	231.3	+ Pine Bluff	- -	8 50	- -	- -	- -
- -	e -	6 45	e	7 00	233.3	Keyser ♁	- -	8 45	- -	11 20	- -
- -	e -	6 59	e	7 12	239.4	Hoffman ♁	- -	8 34	- -	11 09	- -
4 50	3 10	7 30	8 45	‖7 45	253.8	arr. + **Hamlet** ♁ lve.	9 15	*8 10	8 20	10 45	12 40
4 55	3 20	7 50	8 55	8 55	253.8	lve. **Hamlet** arr.	9 05	A M	8 10	7 55	12 35
- -	- -	8 17	9 21	9 21	269.6	Kollocks ♁	8 28	...	- -	7 23	- -
- -	3 49	8 23	9 26	9 26	272.0	+ **Cheraw** ♁	8 23	....	7 35	7 17	- -
- -	- -	8 48	9 49	9 49	285.2	Patrick ♁	7 [illegible]8	....	- -	6 52	- -
- -	- -	9 14	10 15	10 15	300.4	McBee ♁	7 32	....	- -	6 25	- -
- -	- -	9 2[illegible]	10 28	10 28	307.2	Bethune ♁	7 18	....	- -	6 10	- -
- -	- -	9 41	10 39	10 39	313.3	Cassatt ♁	7 08	....	- -	5 59	- -
6 42	5 20	10 05	11 05	11 05	326.8	+ **Camden** ♁	6 42	....	6 10	5 33	10 40
- -	- -	10 15	11 13	11 13	330.8	Lugoff ♁	6 30	....	- -	5 25	- -
- -	- -	10 32	11 28	11 28	339.4	Blaney ♁	6 16	....	- -	5 12	- -
¶7 40	6 20	11 15	12 10	12 10	359.7	arr. + **Columbia** ♁ lve.	*5 40	....	*5 20	*4 35	†8 50
A M	A M	A M	Night	Night	.....	(*Eastern time.*)	A M	.....	P M	P M	P M

For additional local trains between Norlina and Raleigh, see 2d page following.

99	93	81	43	Mls.	*January* 3, 1910.	66	84	92	98
A M	A M	A M	P M	.....	(*Central time.*)	A M	P M	P M	P M
¶6 45	*5 25	*10 20	*11 15	359.7	lve. + **Columbia** ♁ arr.	4 35	4 15	3 30	6 45
- -	- -	10 32	- -	367.0	Dixiana	4 16	- -	3 12	- -
- -	- -	10 49	11 43	373.6	Gaston	3 57	- -	2 55	- -
- -	- -	10 58	11 51	381.2	Swansea ♁	3 47	- -	2 48	- -
- -	- -	11 07	11 59	386.5	Woodford ♁	3 37	- -	2 38	- -
- -	- -	11 14	12 05	390.1	North ♁	3 29	- -	2 30	- -
- -	- -	11 22	12 12	394.7	Livingston ♁	3 23	- -	2 22	- -
- -	- -	11 25	12 14	396.2	Neeces ♁	3 17	- -	2 19	- -
- -	- -	11 36	12 23	402.1	Hix ♁	3 07	- -	2 09	- -
- -	- -	- -	- -	406.4	Otside	- -	- -	- -	- -
- -	6 47	11 55	12 40	411.0	+ **Denmark** ♁	2 50	2 45	1 54	- -
- -	- -	12 07	12 52	418.0	Govan	2 35	- -	1 41	- -
- -	- -	12 12	12 57	421.0	Olar ♁	2 29	- -	1 38	- -
- -	- -	12 24	1 06	427.2	Ulmers ♁	2 16	- -	1 25	- -
- -	- -	12 32	1 12	431.2	Sycamore ♁	2 08	- -	1 18	- -
- -	7 28	12 43	1 21	436.9	+ **Fairfax** ♁	1 58	2 09	1 08	- -
- -	- -	12 56	1 30	443.5	Gifford	1 45	- -	12 56	- -
- -	- -	1 03	1 38	446.8	Luray	1 38	- -	12 49	- -
- -	- -	1 11	1 45	450.8	Estill ♁	1 28	- -	12 41	- -
- -	- -	1 21	1 53	456.0	Scotia ♁	1 19	- -	12 31	- -
9 09	8 04	1 35	2 02	461.1	Garnett ♁	1 10	1 33	12 21	6 05
- -	- -	1 51	2 18	469.7	Clyo ♁	12 53	- -	12 03	- -
- -	- -	2 03	2 29	477.1	Stillwell	12 40	- -	11 49	- -
- -	- -	2 12	2 39	482.9	Rincon ♁	12 30	- -	11 38	- -
- -	- -	2 18	2 45	486.3	Exley	12 24	- -	11 30	- -
- -	- -	2 25	2 53	490.7	Meinhard	12 17	- -	11 22	- -
10 15	9 15	2 50	3 20	501.8	+ **Savannah**	11 56	12 30	11 00	5 05
A M	A M	P M	A M	.....	ARRIVE] [LEAVE	P M	Noon	A M	P M
A M	A M	P M	A M	.....	LEAVE] [ARRIVE	P M	Noon	A M	P M
10 19	9 20	2 55	3 25	501.8	**Savannah** ♁	11 50	12 25	10 55	5 00
- -	- -	3 12	- -	509.9	Anderson	- -	- -	10 33	- -
- -	- -	3 18	3 45	512.8	Burroughs	- -	- -	10 25	- -
- -	- -	3 28	3 53	517.1	Ways ♁	- -	- -	10 16	- -
- -	- -	3 45	- -	525.9	Limerick	- -	- -	9 58	- -
- -	- -	3 52	4 12	528.9	Dorchester	- -	- -	9 48	- -
- -	- -	4 05	4 20	533.5	Riceboro ♁	10 52	- -	9 38	- -
- -	- -	4 18	4 31	540.7	Jones	- -	- -	9 23	- -
- -	- -	4 25	4 37	544.0	**Darien Junction** ♁	- -	- -	9 16	- -
- -	- -	4 33	4 44	547.3	Townsend ♁	10 30	- -	9 08	- -
- -	- -	4 43	4 54	554.1	Cox	-	- -	8 57	- -
- -	10 55	4 56	5 08	560.5	**Everett** ♁	10 09	- -	8 42	- -
- -	- -	5 06	- -	565.8	Jenks	-	- -	8 37	- -
11 [illegible]8	11 11	5 12	5 24	568.0	**Thalmann** ♁	9 55	10 41	8 26	3 15
- -	- -	5 18	5 32	571.5	**Bladen** ♁	- -	- -	8 19	- -
- -	- -	5 36	5 50	581.9	Waverly	- -	- -	8 00	- -
- -	- -	5 44	5 58	586.2	White Oak ♁	9 27	- -	7 52	- -
- -	- -	5 54	6 08	590.7	Woodbine ♁	9 18	- -	7 43	- -
- -	- -	6 08	6 20	596.4	Seals	- -	- -	7 30	- -
- -	- -	6 16	6 30	602.5	Kingsland ♁	8 58	- -	7 20	- -
- -	- -	6 28	6 42	608.3	Evergreen	- -	- -	7 07	- -
- -	- -	6 43	6 55	615.5	**Yulee** ♁	8 35	- -	6 55	- -
- -	- -	- -	- -	617.8	Hedges	- -	- -	- -	- -
- -	- -	- -	- -	622.0	Tisonia	- -	- -	- -	- -
- -	- -	- -	- -	625.7	Duval	- -	- -	- -	- -
- -	- -	- -	- -	626.9	Broward	- -	- -	- -	- -
- -	- -	- -	- -	632.9	Panama	- -	- -	- -	- -
2 00	1 20	7 30	7 45	639.0	ar. + **Jacksonville** ♁ lv.	*7 50	*8 50	*6 15	†1 25
P M	P M	P M	A M	.....	(*Union Station.*)	P M	A M	A M	P M
P M	.....	P M	A M	.....	LEAVE] [ARRIVE	P M	A M	.....	A M
*2 50	.....	*9 30	*9 30	639.0	**Jacksonville** ♁	6 30	7 00	.....	10 55
3 08	.....	9 48	- -	645.8	Marietta	- -	6 37	.....	10 35
3 16	.....	9 55	- -	649.4	White House	- -	6 30	.....	10 27
3 24	....	10 02	- -	652.3	Millerton	- -	- -		10 2[illegible]
3 35	.....	10 12	10 20	657.3	arr. **Baldwin** ♁ lve.	5 50	6 15		10 10
.....	.....	P M	.....	.....	LEAVE] [ARRIVE	.....	A M		.....
.....	.....	*4 00	.....	0	+ **Fernandina** ♁	.....	8 30		.....
.....	.....	- -	.....	12.0	**Yulee** ♁	.....	7 52		.....
.....	.....	5 20	...	19.0	Italia	.....	7 30		.....
.....	...	5 43	.....	27.0	**Callahan** ♁	.....	7 06		.....
.....	.....	5 55	.....	31.6	**Crawford** ♁	.....	6 54		.....
.....	.....	6 10	.....	36.6	Verdie	.....	6 39		.....
.....	.....	6 15	.....	38.5	Inglehome	.....	6 34		....
.....	.....	6 21	.....	40.8	Brandy Branch	.....	6 28		.....
.....	.....	6 40	.....	47.0	arr. **Baldwin** ♁ lve.	.....	*6 10		.....
3 35	....	10 17	10 [illegible]	657.3	lve. **Baldwin** arr.	5 45	6 10		10 05
3 41	....	- -	- -	660.8	Fiftone	-	- -		9 57
3 48	....	10 30	10 25	664.0	Maxville	5 32	5 48		9 48
4 00	....	10 45	10 38	671.4	Highland ♁	5 22	5 32		9 37
4 10	...	10 54	10 48	676.4	Lawtey ♁	5 10	5 20		9 26
4 24	....	11 08	11 01	683.3	**Starke** ♁	4 56	5 02		9 12
4 43	....	11 23	11 17	689.5	Hampton ♁	4 43	4 45		9 00
4 55	....	11 40	11 31	694.9	**Waldo** ♁	4 33	4 30		*8 50
P M	....	11 50	11 41	700.1	Orange Height	4 19	4 12		A M
....	....	12 01	11 48	704.1	Campville ♁	4 11	4 03		....
....	....	12 12	11 57	709.1	+ **Hawthorne** ♁	4 02	3 50		....
....	....	12 27	12 10	715.5	Lochloosa	3 45	3 30		....
....	....	12 36	12 18	719.1	Island Grove	3 37	3 20		....
....	....	12 45	12 23	721.6	**Citra** ♁	3 30	3 08		....
....	....	12 56	12 37	727.2	Sparr ♁	3 16	2 51		....
....	....	1 03	12 44	730.5	Anthony ♁	3 09	2 40	....	....
....	....	- -	12 56	738.3	**Silver Spring Jn.**	- -	- -	....	....
....	....	1 30	‖1 07	740.1	arr. + **Ocala** ♁ lve.	*2 50	*2 10	....	....
....	....	A M	P M	.....	(*Cont'd on next page.*)	P M	A M	....	....

= Stops to leave passengers from north of Richmond. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

* Daily; † daily, except Sunday; ¶ daily, except Monday; *a* stops to leave passengers originating south of Hamlet.

SEABOARD AIR LINE RAILWAY.

OCALA, TAMPA, LIVE OAK, MONTICELLO, TALLAHASSEE AND RIVER JUNCTION.

85	87	43	81	Mls.	*January* 3, 1910.	66	84	86	88
		P M	A M		LEAVE] [ARRIVE	P M	A M		
		*1 22	*1 35	740.1	+ ..... **Ocala** ..... ♂	‖2 35	2 05		
		1 38	1 50	747.9	..... Santos	2 18	1 50		
		1 45	1 58	751.8	..... Belleview ..... ♂	2 09	1 41		
		1 54	2 07	755.8	..... Summerfield ... ♂	2 01	1 32		
		2 03	2 13	758.4	..... Dallas	1 54	1 26		
		2 08	2 20	761.5	..... **Oxford** ..... ♂	1 49	1 19		
		2 20	2 35	766.1	+ ... **Wildwood** ..... ♂	1 40	1 10		
		2 30	2 48	770.7	..... Coleman ..... ♂	1 25	12 50		
		2 38	2 56	774.1	.... **Panasoffkee**	1 18	12 40		
		- -	- -	774.7	..**Sumterville Junc**..	- -	- -		
				776.9	.... **Sumterville**				
		- -	- -	774.7	..**Sumterville Junc**..	- -	- -		
		2 56	3 16	780.8	..... Bushnell ..... ♂	1 02	12 20		
		3 04	3 27	784.7	... **St. Catherine** ...	12 53	12 08		
		3 13	3 37	788.9	..... Terrell	12 41	11 55		
		3 26	3 55	795.2	..... **Lacoochee**	12 30	11 38		
		3 28	3 58	796.9	..... **Owensboro**	12 23	11 35		
		3 45	4 15	802.9	+ ..... **Dade City** .... ♂	12 11	11 18		
		3 52	4 22	805.4	..... Pasadena	12 05	11 10		
		4 07	4 42	812.5	..... Abbott ..... ♂	11 53	10 50		
		4 27	5 05	823.9	..... Knight's	11 33	10 30		
P M	A M	4 36	5 15	828.0	+ ... **Plant City** ... ♂	11 25	10 20	A M	P M
†5 05	*9 35	4 45	5 30	832.8	.... **Turkey Creek** .. ♂	11 11	10 00	8 15	4 40
5 10	9 40	s -	5 38	834.5	..... Sydney	s -	9 52	8 08	4 33
5 18	9 46	s -	5 48	837.5	..... Valrico	s -	9 45	8 02	4 26
5 23	9 51	s -	5 55	839.8	..... Brandon ..... ♂	s -	9 38	7 57	4 20
5 26	9 53	s -	6 00	840.8	..... Limona	s -	9 35	7 54	4 17
5 44	10 11	5 22	6 20	849.1	..... **Ybor City**	10 36	9 08	7 36	3 57
5 50	10 20	5 30	6 30	850.7	+ ..... **Tampa** ..... ♂	*1030	*9 00	†7 30	*350
P M	A M	P M	A M		ARRIVE] [LEAVE	A M	P M	A M	P M

Trains 76 and 77 have Broiler Buffet Sleeping Cars which run between Jacksonville and New Orleans.

Nos. 78 and 79.—Buffer Sleeping Cars Jacksonville and Pensacola.

81	65	43	79	77	Mls.	*January* 3, 1910.	78	76	84	64	66
P M	P M	A M	P M	A M		LVE.] (Central time) [ARR.	A M	P M	A M	A M	P M
*9 50	*2 50	*9 30	*5 00	*7 50	0	+ **Jacksonville** (*U.S.*) ♂	10 35	7 50	7 00	10 55	6 30
9 48	3 08	- -	- -	8 07	6.8	..... Marietta	- -	- -	6 37	10 35	a -
9 55	3 16	- -	- -	8 12	10.4	..... White House	- -	- -	6 30	10 27	a -
10 12	3 35	10 10	5 40	8 25	18.3	arr.... **Baldwin** ♂ lve.	9 50	6 50	*6 15	*1010	*550
P M	P M	A M	5 50	8 25	18.3	lve.... **Baldwin** ... arr.	9 48	6 50	A M	A M	P M
			6 25	8 43	27.2	..... McClenny .... ♂	9 26	6 25			
			6 35	8 48	29.6	.... Glen St. Mary	9 19	6 19			
			6 56	9 03	36.6	..... Sanderson ..... ♂	9 03	6 05			
			7 24	9 25	46.5	..... Olustee ..... ♂	8 30	5 47			
			7 33	- -	51.0	..... Mt. Carrie	8 18	- -			
			7 47	9 45	56.5	..... Watertown ..... ♂	8 04	5 31			
			7 54	9 58	58.9	+ .... **Lake City** .... ♂	7 55	5 24			
			8 11	- -	64.4	..... Ogden	7 42	- -			
			8 26	10 25	70.3	..... Welborn ..... ♂	7 31	5 02			
			8 41	10 38	75.7	..... Houston	7 20	4 51			
			8 57	10 59	81.1	+ .... **Live Oak** .... ♂	‖7 10	4 40			
			9 23	11 19	91.1	..... Falmouth .... ♂	6 29	4 19			
			9 32	11 27	94.6	..... Ellaville ..... ♂	6 20	4 12			
			9 51	11 43	102.2	..... Lee's ..... ♂	6 06	3 57			
			9 56	11 48	104.4	..... West Farm	6 00	3 52			
			10 10	11 59	109.7	..... Madison ..... ♂	5 50	3 42			
			10 43	12 30	123.5	..... Greenville ..... ♂	5 21	3 15			
			11 03	12 46	130.9	..... Aucilla	5 05	3 00			
			11 20	1 02	138.3	..... **Drifton** ..... ♂	4 50	2 47			
			11 45	1 50	142.4	ar. + **Monticello** ♂ lv.	*4 20	*2 25			
			*1105	*1235	142.4	lve. **Monticello** .. arr.	5 10	3 10			
			11 20	1 02	138.3	..... **Drifton** ..... ♂	4 50	2 47			
			11 42	†1 40	147.3	..... Lloyd ..... ♂	4 30	12 30			
			12 01	1 55	153.8	..... Chaires ..... ♂	4 15	1 55			
			12 35	2 18	165.3	arr. + **Tallahassee** ♂ lve.	3 45	1 35			
			12 35	2 18	165.3	lve. **Tallahassee** .. arr.	3 45	1 35			
			- -	2 33	173.7	..... Ocklocknee	- -	1 16			
			1 05	2 48	177.4	..... Midway ..... ♂	3 10	1 05			
			1 40	3 13	189.3	+ ..... Quincy ..... ♂	2 40	12 42			
			2 00	3 25	194.6	..... Gretna	2 25	12 32			
			2 15	3 33	197.9	..... Mt. Pleasant	2 15	12 25			
			2 40	4 00	207.9	+ .. **River Junction** ♂	*1 50	*1205			
			A M	P M	208.7	arr. **Chatta. River** lve.	A M	Noon			

WILMINGTON, CHARLOTTE AND RUTHERFORDTON.

47	39	45	33-133	Mls.	*January* 3, 1910.	40	44	132-32	46
	P M	A M			(*Eastern time.*)	P M	Night		
	*4 00	*4 50		0	lv. + **Wilmington** ♂ ar.	1 15	12 20		
	- -	- -		1.7	..... Hilton	- -	- -		
	4 15	5 05		4.5	..... Navassa ..... ♂	1 00	12 05		
	4 23	5 14		8.4	..... Phœnix	12 51	11 56		
	4 38	5 28		15.3	..... North West	12 37	11 42		
	4 43	5 34		18.0	..... Cronly ..... ♂	12 31	11 36		
	4 50	5 40		21.6	..... Armour	12 23	11 28		
	5 01	5 50		26.3	..... East Arcadia	12 13	11 18		
	5 17	6 07		34.2	..... Councils ..... ♂	11 58	11 04		
	5 25	6 15		38.1	..... Rosindale	11 49	10 56		
	5 42	6 32		46.2	..... Clarkton ..... ♂	11 30	10 40		
	5 51	6 40		50.4	..... Abbottsburg	11 20	10 30		
	6 00	6 47		54.1	..... Bladenboro ..... ♂	11 12	10 22		
	6 17	7 05		63.0	..... Allenton	10 52	9 58		
	6 27	7 15		67.6	+ ... **Lumberton** ... ♂	10 40	9 47		
	6 45	7 32		76.7	..... Moss Neck	10 19	9 25		
	6 51	7 36		79.0	..... **Pembroke** .... ♂	10 14	9 20		
	6 54	7 39		80.5	..... Pates	10 10	9 16		
	6 59	7 43		82.5	..... Red Banks	10 06	9 10		
	7 08	7 52		86.9	..... Aima	9 56	9 02		
	7 12	7 56		88.9	+ ..... **Maxton** ..... ♂	9 50	8 58		
	7 26	8 10		96.0	+ ..... Laurinburg ..... ♂	9 36	8 43		
	7 39	8 22		101.0	..... Laurel Hill ..... ♂	9 26	8 33		
	7 45	8 30		104.0	..... Old Hundred	9 20	8 26		
	8 00	‖8 45	A M	111.1	arr. + **Hamlet** ♂ .. lve.	9 05	8 10	P M	
	8 55	9 05	*7 50	111.1	lve. ... **Hamlet** ... arr.	*7 50	*7 50	10 30	
	9 08	9 18	8 02	117.3	+ ... Rockingham ... ♂	7 35	7 35	‖10 13	
	9 25	9 32	- -	124.5	..... Pee Dee ..... ♂	7 22	7 18	- -	
	9 45	9 45	- -	130.9	..... Lilesville ..... ♂	7 10	7 05	- -	
	9 54	9 55	8 37	135.8	+ ... **Wadesboro** ... ♂	7 00	6 55	9 37	
	10 00	10 02	- -	139.0	..... Russellville	6 53	6 47	- -	
	‖10 09	10 10	- -	143.9	..... Polkton ..... ♂	6 43	6 39	- -	
	10 17	10 18	- -	147.8	..... Peachland ..... ♂	6 35	6 30	- -	
	10 28	10 30	- -	153.4	..... Marshville ..... ♂	6 23	6 18	- -	
	10 37	10 41	- -	158.2	..... Wingate ..... ♂	6 15	6 10	- -	
	10 50	10 55	9 30	163.7	arr. + **Monroe** ♂ .. lve.	6 05	6 00	8 50	
	11 00	11 05	9 40	163.7	lve. ... **Monroe** ... arr.	5 50	5 50	8 15	
	11 15	11 20	9 55	170.9	..... Stouts	5 35	5 34	7 58	
	11 21	11 25	10 03	173.6	..... Indian Trail	5 30	5 29	7 51	
	11 29	11 33	10 10	177.2	..... Matthews ..... ♂	5 23	5 22	7 42	
	11 38	11 43	10 21	187.7	..... Sardis	5 13	5 14	7 33	
P M	11 50	11 55	10 35	188.1	arr. + **Charlotte** ♂ lve.	*5 00	*5 00	7 15	A M
*4 45	P M	A M	10 35	188.1	lve. ... **Charlotte** ... arr.	A M	P M	7 15	10 30
5 00			10 50	194.9	..... Paw Creek			6 57	1010
5 10			11 02	199.2	..... Mount Holly ..... ♂			6 47	1000
5 26			11 17	206.0	..... Stanley ..... ♂			6 28	9 45
5 40			11 33	213.1	..... Iron			6 10	9 30
5 56			11 48	220.5	+ ... **Lincolnton** ... ♂			5 55	9 15
6 07			12 02	224.7	..... Crouse's			5 43	9 03
6 18			12 13	229.6	..... Cherryville ..... ♂			5 32	8 52
6 26			12 22	232.9	..... Waco			5 24	8 44
6 45			12 42	241.1	+ ..... **Shelby** ..... ♂			5 05	8 30
7 02			12 58	248.1	..... Lattimore			4 49	8 10
7 10			1 08	252.1	..... Mooresboro			4 40	8 01
7 18			1 15	255.1	..... **Ellenboro** ... ♂			4 32	7 53
7 33			1 40	263.8	..... **Bostic**			4 18	7 40
7 43			1 60	264.3	..... Forest City			4 09	7 30
7 55			2 00	268.0	+ .. **Rutherfordton** .. ♂			*4 00	*720
P M			P M		ARRIVE] [LEAVE			P M	A M

Pittsboro Branch.—Leave Moncure ♂ †10 30 a.m., †5 30 p.m.; arrive Pittsboro ♂ (11.2 miles) 11 20 a.m., 6 20 p.m. Leave Pittsboro †9 00 a.m., †4 00 p.m., arriving Moncure 9 50 a.m., 5 00 p.m.

JACKSONVILLE AND FERNANDINA.

73	71	Mls.	*January* 3, 1910.	72	74
P M	A M		LEAVE] [ARRIVE	A M	P M
*4 25	*7 25	0	+ .... **Fernandina** ..... ♂	11 20	8 10
4 40	7 40	6.0	..... O'Neil	11 05	7 55
4 48	7 45	8.5	..... Loftin	11 00	7 50
4 52	7 52	12.0	arr. ..... **Yulee** ♂ .... lve.	10 53	7 40
4 55	7 55	12.0	lve. ..... **Yulee** ..... arr.	10 50	7 40
5 07	8 08	19.1	..... Tisonia	10 34	7 28
5 12	8 14	22.0	..... Duval ..... ♂	10 28	7 24
5 25	8 26	29.4	..... Panama	10 15	7 10
5 45	8 45	35.5	+ .. **Jacksonville** (*U.S.*) .. ♂	*1000	*6 50
P M	A M		ARRIVE] [LEAVE	A M	P M

STARKE AND WANNEE.

STANDARD—*Central time.*

No. 181	Mls	*January* 3, 1910.	No. 184
†6 00 A M	0	lve. ..... **Starke** ♂ ... arr.	4 20 P M
6 22 "	7.1	arr. } **Sampson Jn** { lve.	3 50 "
6 22 "	7.1	lve. } **Sampson Jn** { arr.	3 50 "
6 37 "	10.9	..... Clayno	3 30 "
7 00 "	15.2	..... Brooker ..... ♂	3 10 "
7 10 "	17.0	..... Thomasville	3 00 "
7 30 "	20.5	..... La Crosse	2 40 "
7 45 "	23.8	..... Hainesworth	2 20 "
7 55 "	26.4	... **Burnett's Lake** ...	2 00 "
8 00 "	27.0	... **A. C. L. Junction** ...	1 55 "
8 25 "	28.1	..... **Alachua** ..... ♂	1 50 "
8 50 "	32.6	..... Arno	1 15 "
9 00 "	37.5	..... Buda	1 00 P M
9 55 "	41.9	..... Neals	12 30 Noon
10 20 "	47.1	..... Williford	12 10 Noon
10 40 "	51.9	..... Bell ..... ♂	11 50 A M
11 00 A M	57.3	arr. ..... **Wannee** ♂ .. lve.	‖1130 A M

* Daily; †daily, except Sunday; s stops on Fridays and Sundays only; r stops Sundays only. △ Leaves from and arrives at Columbus Yard. ‖ Meals. + Coupon stations; ♂ Telegraph stations.

COLUMBUS AND ALBANY.

Mix.	Mix.	77	79	Mls.	*November* 7, 1909.	78	80	Mix.	Mix.
	△				(*Central time.*)			△	
	P M	P M	A M		LEAVE] [ARRIVE	Noon	P M	P M	
	†11 45	*2 00	*1010	0	+ ..... **Columbus** ..... ♂	12 40	5 25	11 00	
	12 15	2 28	10 35	11.0	..... Ochillee	12 07	4 58	10 00	
	12 25	2 35	10 41	13.5	..... Hurley	12 01	4 53	9 50	
	1 00	2 47	10 52	18.5	..... Cusseta ..... ♂	11 50	4 42	9 30	
	1 35	3 08	11 10	28.0	..... Renfro	11 30	4 21	8 50	
	1 55	3 20	11 19	32.3	..... Brooklyn	11 19	4 12	8 30	
A M	2 45	3 40	11 32	39.0	arr. .... + **Richland** ♂ .. lve.	*1100	3 56	‖8 00	A M
†1100	A M	P M	11 32	39.0	lve. ..... **Richland** ..... arr.	A M	3 55	P M	9 45
11 30			11 50	48.1	..... Weston ..... ♂		3 29		9 00
- -			12 01	51.8	..... Leverett		3 21		- -
-			12 07	54.1	..... Chambliss		3 15		-
2 13			12 13	56.4	..... Parrott ..... ♂		3 09		8 30
- -			12 25	61.5	..... Belmont		2 57		- -
1 05			12 35	65.5	+ ..... **Dawson** ..... ♂		2 48		7 50
2 32			12 50	72.5	..... Sasser ..... ♂		2 32		7 15
- -			†1 02	77.0	..... Armena		2 22		- -
3 15			1 30	88.0	+ ..... **Albany** ..... ♂		*2 00		†630
P M			P M		ARRIVE] [LEAVE		P M		A M

SEABOARD AIR LINE RAILWAY.

RICHMOND, PORTSMOUTH, ATLANTA AND BIRMINGHAM.

93	29	81	43	35-41	Mls.	*January* 3, 1910.	66	38-36	84	30	92
P M	.....	P M	P M	A M	.....	(*Eastern time.*)	P M	P M	A M	.....	A M
*7 40	.....	*10 45	*1 18	*9 10	0	lve + **Richmond** ♁ arr.	5 05	5 40	4 20	.....	7 00
— —	.....	*e* —	*e* —	9 13	0.7	..... Manchester ... ♁	— —	5 36	— —	.....	*a* —
— —	.....	*e* —	*e* —	9 34	12.9	..... Chester ..... ♁	— —	5 14	— —	.....	*a* —
— —	.....	*e* —	*e* —	9 43	18.0	..... Lynch	— —	5 05	— —	.....	*a* —
8 18	.....	11 25	1 57	9 52	22.7	arr. + **Petersburg** ♁ lve.	4 20	4 55	3 36	.....	6 16
8 18	.....	11 25	1 57	10 07	22.7	lve. *Dunlop Street* arr.	4 20	4 40	3 36	.....	6 16
— —	.....	*e* —	*e* —	10 36	37.3	..... Dinwiddie ... ♁	— —	4 16	— —	.....	*a* —
— —	.....	*e* —	*e* —	10 49	41.6	..... De Witt ..... ♁	— —	4 05	— —	.....	*a* —
8 59	.....	12 06	2 39	10 57	47.4	..... McKenney ... ♁	3 35	3 53	— —	.....	5 37
— —	.....	*e* —	*e* —	11 19	56.9	..... Warfield .... ♁	— —	3 35	— —	.....	*a* —
— —	.....	*e* —	*e* —	— —	61.0	..... Alberta ..... ♁	— —	3 27	— —	.....	*a* —
— —	.....	*e* —	*e* —	11 32	63.7	..... Cochran .... ♁	— —	3 22	— —	.....	*a* —
— —	.....	*e* —	*e* —	11 40	67.6	..... Grandy ..... ♁	— —	3 12	— —	.....	*a* —
— —	.....	*e* —	*e* —	11 52	73.8	..... Skelton ..... ♁	— —	2 59	— —	.....	*a* —
— —	.....	1 05	*e* —	12 02	78.7	+ .... La Crosse .... ♁	2 40	2 51	— —	.....	4 44
— —	.....	*e* —	*e* —	12 16	86.2	..... Bracey ..... ♁	— —	2 37	— —	.....	*a* —
— —	.....	*e* —	*e* —	12 25	90.8	..... Granite ..... ♁	— —	2 26	— —	.....	*a* —
10 25	....	1 40	4 05	‖12 45	98.2	arr. . + **Norlina** ♁ . lve.	2 05	2 15	1 12	.....	4 10
.....	.....	P M	.....	A M	.....	LEAVE] [ARRIVE	P M	P M	A M	.....	A M
.....	.....	*8 30	.....	*9 00	.....	. . **Norfolk** (*Ferry*) . .	6 10	6 10	8 30	.....	8 30
.....	.....	9 00	.....	9 25	0	lve + **Portsmouth** ♁ arr.	5 50	5 50	8 10	.....	8 10
.....	.....	9 19	.....	9 41	7.3	..... Bowers Hill ... ♁	5 33	5 33	7 54	.....	7 54
.....	.....	9 32	.....	9 53	14.9	..... Magnolia ..... ♁	5 19	5 19	7 42	.....	7 42
.....	.....	9 38	.....	9 58	17.4	..... Suffolk ..... ♁	5 13	5 13	7 36	.....	7 36
.....	.....	9 45	.....	10 04	20.3	..... Kilby ..... ♁	5 07	5 07	7 31	.....	7 31
.....	.....	9 56	.....	10 14	25.9	..... Purvis ..... ♁	4 57	4 57	7 21	.....	7 21
.....	.....	10 07	.....	10 24	31.2	..... Carrsville ..... ♁	4 47	4 47	7 10	.....	7 10
.....	.....	10 18	.....	10 36	36.9	+ .... **Franklin** .... ♁	4 35	4 36	6 59	.....	6 59
.....	.....	10 28	.....	10 45	41.8	..... Delaware	4 26	4 26	6 50	.....	6 50
.....	.....	10 31	.....	10 48	43.4	..... Handsom ..... ♁	4 23	4 23	6 47	.....	6 47
.....	.....	10 41	.....	10 57	48.6	..... Newsoms ..... ♁	4 13	4 13	6 37	.....	6 37
.....	.....	10 53	.....	11 07	53.8	+ .... **Boykins** .... ♁	4 03	4 03	6 27	.....	6 27
.....	.....	10 58	.....	11 14	56.7	..... Branchville ... ♁	3 57	3 57	6 21	.....	6 21
.....	.....	11 11	.....	11 28	62.9	.. Margarettsville . ♁	3 45	3 45	6 09	.....	6 09
.....	.....	11 22	.....	11 40	68.9	..... Seaboard .... ♁	3 34	3 34	5 58	.....	5 58
.....	.....	11 29	.....	11 48	72.4	..... **Gumberry** ... ♁	3 27	3 27	5 49	.....	5 49
.....	.....	11 35	.....	11 56	76.0	..... Garys ..... ♁	3 21	3 21	5 41	.....	5 41
.....	.....	11 41	.....	12 02	78.6	arr. . + **Weldon** ♁ . lve.	3 15	3 15	5 35	.....	5 35
.....	.....	11 46	.....	12 07	78.6	lve. . . **Weldon** . . . arr.	3 10	3 10	5 30	.....	5 30
.....	.....	11 58	....	12 22	83.0	. . Roanoke Junction ♁	3 00	3 00	5 18	.....	5 18
.....	.....	— —	.....	12 26	85.1	..... Bolling	2 56	2 56	— —	.....	— —
.....	.....	12 14	.....	12 36	91.4	..... Thelma ..... ♁	2 45	2 45	5 02	.....	5 02
.....	.....	12 29	.....	12 49	98.5	+ ..... Littleton .... ♁	2 32	2 32	4 49	.....	4 49
.....	.....	12 40	.....	1 00	104.2	..... Vaughan ..... ♁	2 22	2 22	4 39	.....	4 39
.....	.....	12 51	.....	1 11	109.3	..... Macon ..... ♁	2 13	2 13	4 29	.....	4 29
.....	.....	1 02	.....	1 20	113.5	+ . . Warren Plains . . ♁	2 05	2 05	4 20	.....	4 20
.....	.....	1 10	.....	‖1 25	115.8	arr. + **Norlina** ♁ . lve.	*2 00	*2 00	*4 15	.....	*4 15
P M	A M	A M	P M	P M	.....	LEAVE] [ARRIVE	P M	P M	A M	P M	A M
*10 28	†8 00	*1 55	*4 10	*1 45	98.2	+ .... **Norlina** .... ♁	1 56	11 40	1 07	7 10	4 00
— —	8 05	*e* —	*e* —	1 51	100.4	..... Ridgeway .... ♁	— —	1 35	— —	7 05	*a* —
— —	8 11	*e* —	*e* —	1 57	103.2	..... Manson	— —	1 26	— —	6 58	*a* —
— —	8 27	*e* —	*e* —	2 04	106.1	..... Middleburg .... ♁	— —	1 21	— —	6 51	*a* —
— —	8 23	*e* —	*e* —	2 11	109.5	..... Greystone .... ♁	— —	1 14	— —	6 44	*a* —
10 53	8 32	2 24	4 38	2 23	113.4	ar. + **Henderson** ♁ lv.	1 28	1 06	12 36	6 37	3 29
10 55	8 32	2 24	4 38	2 23	113.4	lve. . **Henderson** . arr.	1 28	1 06	12 35	6 37	3 29
— —	8 48	*e* —	*e* —	2 38	121.5	+ ..... Kittrell ..... ♁	— —	12 51	— —	6 22	*a* —
— —	— —	*e* —	*e* —	—	124.8	..... **Lumsden**	— —	— —	— —	—	*a* —
— —	9 05	3 00	*e* —	2 57	129.8	+ . . **Franklinton** . . ♁	— —	12 35	— —	6 05	3 00
— —	9 17	*e* —	*e* —	3 10	136.0	..... Youngville ... ♁	— —	12 23	— —	5 53	*a* —
— —	9 25	3 17	*e* —	3 21	140.0	+ . . Wake Forest . . ♁	— —	12 14	— —	5 43	2 44
— —	9 38	*e* —	*e* —	3 33	146.9	..... Neuse ..... ♁	— —	12 02	— —	5 31	*a* —
— —	9 47	*e* —	*e* —	3 41	150.6	..... Millbrook	— —	11 56	— —	5 22	*a* —
12 05	10 00	3 55	5 50	3 56	156.2	arr. . + **Raleigh** ♁ . lve.	12 15	11 45	11 26	5 10	2 20
12 10	10 00	4 00	5 55	3 56	156.2	lv. . *Johnson Street* . ar.	12 10	11 40	11 20	5 05	2 10
12 15	10 05	4 05	6 00	4 00	157.2	arr. + **Raleigh** ♁ . lve.	12 05	11 35	11 15	†5 00	2 05
12 20	A M	4 10	6 05	4 05	157.2	lv. *Union Station* . ar.	11 59	11 3	11 10	P M	1 55
e —	.....	4 30	*e* —	4 25	165.7	..... Cary ..... ♁	— —	11 08	— —	.....	1 33
e —	.....	4 40	*e* —	4 34	171.5	..... Apex ..... ♁	— —	10 57	— —	.....	1 23
e —	.....	4 50	*e* —	4 45	177.7	..... New Hill ..... ♁	— —	10 44	— —	.....	1 11
e —	.....	5 00	*e* —	4 57	182.6	..... Merry Oaks ... ♁	— —	10 33	— —	.....	1 01
e —	.....	5 10	*e* —	5 08	187.3	..... **Moncure** .... ♁	— —	10 23	— —	.....	12 50
e —	.....	— —	*e* —	— —	193.5	..... Olives	— —	— —	— —	.....	— —
e —	.....	— —	*e* —	5 28	195.6	..... **Colon** ..... ♁	— —	10 05	— —	.....	— —
1 28	.....	5 32	7 08	5 38	199.3	+ .... **Sanford** .... ♁	10 47	9 58	9 52	.....	12 27
e —	.....	5 47	*e* —	5 51	205.9	..... Lemon Springs ...	— —	9 43	— —	.....	12 13
e —	.....	5 58	*e*	6 03	211.5	+ .. **Cameron** .... ♁	— —	9 32	— —	.....	12 02
e —	.....	6 07	*e* —	6 15	217.0	..... Vass ..... ♁	— —	9 22	— —	.....	11 53
e —	.....	6 24	*e* —	6 17	218.6	..... Lake View	— —	9 20	— —	.....	11 50
e —	.....	— —	*e*	6 25	222.5	..... Niagara	— —	9 17	— —	.....	— —
e —	.....	— —	*e* —	6 28	223.7	..... Manley	— —	9 13	— —	.....	— —
2 17	.....	6 24	7 51	6 38	225.2	+ **Southern Pines** ♁	10 03	9 05	9 05	.....	11 38
2 25	.....	6 34	7 58	6 50	229.0	+ .... **Aberdeen** .... ♁	9 53	8 55	8 59	.....	11 28
e —	.....	— —	— —	8 65	231.3	+ ..... Pine Bluff ..... ♁	— —	8 50	— —	.....	— —
e —	.....	6 45	*e* —	7 00	233.3	..... Keyser ..... ♁	— —	8 45	— —	.....	11 20
e —	45	6 59	*e*	7 12	239.4	..... Hoffman ..... ♁	— —	8 34	— —	.....	11 08
3 10	A M	7 30	8 45	7 45	253.8	arr. . + **Hamlet** ♁ . lve.	9 15	8 0	8 20	.....	10 45
A M	*9 05	7 50	8 55	8 55	253.8	lve. . . . **Hamlet** . . . arr.	‖7 50	‖7 50	‖7 50	.....	10 50
.....	9 18	8 02	9 08	9 08	260.0	+ . . Rockingham . . ♁	7 35	7 35	7 35	.....	10 13
.....	9 24	— —	9 25	9 25	267.2	..... Pee Dee	7 22	7 22	7 18	.....	— —
.....	9 45	— —	9 45	9 45	273.6	..... Lilesville ..... ♁	7 10	7 10	7 05	.....	— —
.....	9 55	8 37	9 54	9 54	278.5	+ . . **Wadesboro** . . ♁	7 00	7 00	6 55	.....	9 57
.....	10 10	— —	10 09	10 09	286.6	..... Polkton ..... ♁	6 43	6 43	6 39	.....	— —
.....	10 18	— —	10 17	10 17	290.5	..... Peachland	6 35	6 35	6 30	.....	— —
.....	10 30	— —	10 28	10 28	296.2	..... Marshville ... ♁	6 23	6 23	6 18	.....	— —
.....	10 41	— —	10 37	10 37	300.9	..... Wingate	6 15	6 15	6 10	.....	— —
.....	10 55	9 30	10 50	10 50	308.4	+ .... **Monroe** .... ♁	*6 05	*6 05	*6 00	.....	*8 50
.....	A M	A M	P M	P M	.....	ARRIVE] [LEAVE	A M	A M	P M	.....	P M

For schedule of Seaboard Florida Limited, see page 1126.

57	53	33	41	Mls.	*January* 3, 1910.	38	32	52	58
.....	A M	A M	P M	.....	(*Eastern time.*)	A M	P M	P M	.....
.....	*11 05	*9 35	*10 55	306.4	lve. + **Monroe** ♁ . arr.	6 00	8 45	6 45	.....
.....	11 18	— —	11 08	314.2	.... Mineral Springs ...	5 41	— —	5 50	.....
.....	11 28	— —	11 16	318.7	..... Waxhaw .... ♁	5 32	— —	5 21	.....
.....	11 38	— —	11 24	323.4	..... Hancock	5 22	— —	5 07	.....
.....	11 46	— —	11 30	327.1	..... Van Wyck	5 12	— —	4 59	.....
.....	11 55	— —	11 37	331.0	+ .... **Catawba** .... ♁	5 05	— —	4 50	.....
.....	— —	— —	— —	332.0	..... **Spence**	— —	— —	— —	.....
.....	12 01	— —	11 42	333.6	..... Harmony .... ♁	5 00	— —	4 45	.....
.....	12 12	— —	11 50	337.9	..... Edgemoor ..... ♁	4 53	— —	4 36	.....
.....	12 23	— —	11 59	342.8	..... Rodman	4 46	— —	4 25	.....
.....	12 45	10 38	12 15	351.4	+ .... **Chester** .... ♁	4 31	7 37	4 05	.....
.....	1 00	— —	12 28	359.0	.... Sandy River	4 16	— —	3 50	.....
.....	1 11	— —	12 39	363.6	..... Leeds	4 09	— —	3 41	.....
.....	1 16	10 59	— —	365.9	..... Pride ..... ♁	— —	— —	3 36	.....
.....	1 24	11 06	12 46	368.4	+ .... **Carlisle** .... ♁	4 01	— —	3 30	.....
.....	1 34	— —	— —	373.0	..... Ada	— —	— —	3 21	.....
.....	1 40	— —	— —	375.7	..... Delta	— —	— —	3 17	.....
.....	1 52	11 31	1 05	380.0	..... Whitmire .... ♁	3 43	6 50	3 08	.....
.....	2 05	— —	— —	385.9	..... Garlington	— —	— —	2 56	.....
.....	2 13	— —	1 22	389.9	..... Renno	3 26	— —	2 48	.....
.....	— —	— —	— —	395.1	..... Dover	— —	— —	— —	.....
.....	2 35	12 05	1 39	397.1	+ .... **Clinton** .... ♁	3 14	8 22	2 35	.....
.....	2 50	— —	1 52	406.5	..... Mountville .... ♁	2 59	— —	2 05	.....
.....	2 58	12 25	2 00	410.9	+ .... Cross Hill ..... ♁	2 52	— —	1 55	.....
.....	3 07	— —	— —	416.5	..... Lota	— —	— —	1 40	.....
.....	3 12	— —	— —	418.0	..... Saluca	— —	— —	1 35	.....
.....	3 23	12 51	2 28	424.9	+ .. **Greenwood** .. ♁	2 28	5 38	1 25	.....
.....	3 28	— —	2 36	427.9	..... **Salak**	2 18	— —	1 17	.....
.....	3 48	1 15	2 56	440.0	+ .... **Abbeville** .... ♁	1 58	5 12	12 53	.....
.....	4 05	— —	3 14	447.4	..... Watts	1 36	— —	12 30	.....
.....	4 17	1 45	3 26	454.5	..... Calhoun Falls .. ♁	1 25	— —	12 15	.....
.....	4 31	— —	3 39	461.1	..... Heardmont ... ♁	1 11	— —	12 00	.....
.....	4 40	— —	3 46	465.5	.. . . Middleton ... ♁	1 03	— —	11 51	.....
.....	4 55	2 18	3 58	471.3	+ .... **Elberton** .... ♁	12 65	4 17	11 40	.....
.....	5 10	— —	4 11	478.9	..... Oglesby ..... ♁	12 39	— —	11 20	.....
.....	5 20	— —	4 20	483.4	..... Berkeley ..... ♁	12 32	— —	11 11	.....
.....	5 31	— —	4 30	489.0	..... Comer ..... ♁	12 22	— —	11 00	.....
.....	5 42	— —	4 40	494.5	..... Colbert ..... ♁	12 13	— —	10 50	.....
A M	5 50	— —	4 49	499.4	..... Hull	12 07	— —	10 40	P M
*7 10	6 05	3 22	5 04	505.7	+ ..... **Athens** .... ♁	11 55	3 22	10 27	7 35
7 30	6 25	— —	— —	515.1	..... Bogart ..... ♁	— —	— —	10 05	7 17
7 37	6 35	— —	— —	519.1	..... Statham ..... ♁	— —	— —	9 59	7 10
7 52	6 55	4 02	5 40	527.0	+ ..... **Winder** ..... ♁	11 20	2 49	9 45	6 55
8 24	7 10	— —	— —	533.5	..... Auburn ..... ♁	— —	— —	9 31	6 40
8 14	7 20	— —	— —	538.1	..... Dacula ..... ♁	— —	— —	9 22	6 30
8 25	7 35	4 32	6 09	544.1	+ **Lawrenceville** . ♁	10 51	2 22	9 11	6 17
8 36	7 44	— —	— —	550.0	..... Gloster ..... ♁	— —	— —	8 59	6 05
8 49	7 54	— —	— —	555.0	..... Lilburn ..... ♁	— —	— —	8 49	5 55
9 00	8 05	— —	— —	560.6	..... Tucker ..... ♁	— —	— —	8 39	5 45
9 04	8 09	— —	— —	563.3	..... Montreal	— —	— —	8 35	5 41
9 23	8 30	5 30	7 01	574.9	..... Howells ..... ♁	10 05	1 35	8 14	5 15
9 40	8 45	5 45	7 15	578.6	+ **Atlanta** ♁ (East. time	*9 50	*1 20	*8 00	*5 00
8 40	7 45	4 46	6 15	.....	*Union Sta.* (Cent. time	*8 50	*1220	*7 00	*4 00
A M	P M	P M	A M	.....	ARRIVE] [LEAVE	P M	Noon	A M	P M
.....	A M	P M	A M	.....	LEAVE] [ARRIVE	P M	Noon	.....	A M
.....	* 100	*6 25	*6 30	578.6	+ .. **Atlanta**[1] .... ♁	8 30	12 10	.....	7 30
.....	1 39	— —	7 10	593.6	..... Floyd ..... ♁	7 58	— —	.....	6 49
.....	2 11	6 19	7 36	609.6	..... Dallas ..... ♁	7 32	— —	.....	6 19
.....	2 23	— —	7 46	615.7	..... Thomas ..... ♁	7 22	— —	.....	6 08
.....	2 47	6 44	8 02	625.8	*Atlanta & Birmingham Air Line Ry.* .... **Rockmart**[2] .. ♁	7 02	10 47	.....	5 44
.....	3 00	— —	8 13	630.9	..... Fish	6 54	— —	.....	5 34
.....	3 17	7 07	8 28	638.6	.... **Cedartown**[3] .. ♁	6 33	10 28	.....	5 14
.....	3 28	— —	8 36	643.4	..... Akes	— —	— —	.....	5 03
.....	3 38	7 20	8 43	648.1	..... Esom ..... ♁	6 17	10 15	.....	4 53
.....	3 50	— —	8 53	653.3	..... Borden Springs . ♁	6 07	— —	.....	4 38
.....	4 04	— —	9 03	659.0	..... Vigo	— —	— —	.....	4 24
.....	4 15	7 42	9 10	662.5	.... **Piedmont**[4] .. ♁	5 48	9 50	.....	4 15
.....	4 32	— —	9 26	670.1	..... Zuni	5 34	— —	.....	3 58
.....	4 39	— —	9 33	672.9	.... **Tredegar** .... ♁	5 28	— —	.....	3 50
.....	4 45	— —	9 40	677.1	..... Angel	5 20	— —	.....	3 40
.....	4 57	8 12	9 48	681.0	.... **Wellington**[5] .. ♁	5 12	9 20	.....	3 31
.....	5 11	8 22	10 00	687.6	..... Ohatchie ..... ♁	5 00	9 10	.....	3 16
.....	5 19	— —	10 09	691.1	..... Lock	4 53	— —	.....	3 07
.....	5 32	8 39	10 19	697.7	..... Ragland ..... ♁	4 43	8 55	.....	2 55
.....	5 50	8 54	10 37	706.8	.... **Coal City** .... ♁	4 24	8 41	.....	2 35
.....	6 06	— —	10 52	713.1	..... Hardwick ..... ♁	4 14		.....	2 22
.....	6 12	9 12	10 57	716.1	..... Odenville ..... ♁	4 07	8 26	.....	2 15
.....	6 24	9 22	11 07	721.4	..... Sanie ..... ♁	3 57	8 16	.....	2 04
.....	6 32	— —	11 16	725.0	..... Parsons	3 48	— —	.....	1 54
.....	6 42	— —	11 26	729.5	..... Roper	3 41	— —	.....	1 44
.....	6 53	9 42	11 35	733.7	..... Alton	3 33	7 57	.....	1 34
.....	7 04	— —	11 46	738.7	..... Irondale	3 23	— —	.....	1 24
.....	7 30	10 10	12 10	744.9	..... **Birmingham** .. ♁	*3 00	*7 30	.....	*1 00
.....	A M	P M	Noon	.....	ARRIVE] [LEAVE	P M	A M	.....	A M

* Daily; † daily, except Sunday; *e* stops to leave passengers from north of Richmond.

a Stops to leave passengers originating south of Hamlet.

Coal City Branch.—Leave Coal City ♁ †8 45 a.m., †5 00 p.m., arriving Pell City ♁ (8.7 miles) 9 15 a.m., 6 30 p.m. Returning, leave Pell City †10 00 a.m., †5 40 p.m., arriving Coal City 10 30 a.m., 6 10 p.m.

Louisburg Branch.—Leave Franklinton ♁ †9 15 a.m., †3 10, †6 10 p.m., arriving Louisburg ♁ (10 miles) 9 50 a.m., 3 45, 6 40 p.m. Leave Louisburg †8 00, †11 30 a.m., †5 15 p.m., arriving Franklinton 8 35 a.m., 12 05 noon, 5 45 p.m.

Caroleen Branch.—Leave Ellenboro ♁ †6 45, †8 15 a.m., †1 30 p.m. for Henrietta (5.2 miles), arriving Caroleen ♁ (8.1 miles) 7 05, 9 15 a.m., 2 00 p.m. Returning, leave Caroleen †7 10, †9 30 a.m., †3 50 p.m., arriving Ellenboro 7 45, 10 00 a.m., 4 00 p.m.

‡ Meals. + Coupon stations; ♁ Telegraph stations.

SEABOARD AIR LINE RAILWAY.

SAVANNAH AND MONTGOMERY.

87	73	71	Mls.	*November 7, 1909.* (*Central time.*)	72	74	88
P M	P M	A M			P M	A M	A M
*5 00	*5 00	*7 00	0	lve...+**Savannah** ♂...arr.	8 25	9 20	9 45
— —	— —	— —	1.0	.....Savannah Yard ... ♂	— —	— —	— —
5 20	— —	— —	9.7	.....Williams..... ♂	*a* —	*a* —	9 18
5 27	— —	— —	12.5	.....Ottawa.....	*a* —	*a* —	9 13
5 35	5 35	7 35	17.1	.....**Meldrim**..... ♂	7 41	8 35	9 05
5 40	5 40	7 40	19.6	.....**Cuyler**..... ♂	7 35	8 29	*9 00
P M	6 50	7 49	23.7	.....Ellabelle..... ♂	7 25	8 20	A M
	6 57	7 55	26.8	.....Lanier.....	7 17	8 15	
	6 08	8 05	31.8	.....Pembroke..... ♂	7 06	8 05	
	6 16	8 13	35.0	.....Reka.....	6 58	7 55	
	6 25	8 22	38.0	.....Groveland..... ♂	6 50	7 47	
	6 36	8 33	44.5	.....Daisy..... ♂	6 38	7 37	
	6 46	8 43	48.4	.....Claxton..... ♂	6 30	7 27	
	6 51	8 49	50.4	.....Hagan..... ♂	6 24	7 20	
	6 56	8 56	52.9	.....Bellville..... ♂	6 18	7 13	
	7 01	9 02	55.5	.....Manassas.....	6 12	7 07	
	7 12	9 15	60.9	.....**Collins**..... ♂	6 00	6 56	
	7 15	— —	63.1	.....Danton.....	— —	6 50	
	7 26	9 30	68.0	.....Ohoopee.....	5 45	6 41	
	7 40	9 46	74.6	.....Lyons..... ♂	5 31	6 28	
	7 55	10 00	79.8	.....**Vidalia**..... ♂	5 20	6 16	
	8 03	10 07	83.5	.....Higgston.....	5 12	6 03	
	8 18	10 22	89.8	.....Ailey..... ♂	4 58	5 46	
	8 22	10 28	91.6	.....Mount Vernon.....	4 53	5 40	
	8 30	10 37	94.6	.....Ochwalkee..... ♂	4 45	5 30	
	8 35	10 43	96.4	.....Glenwood.....	4 40	5 25	
75	8 53	10 59	103.5	.....Alamo..... ♂	4 25	5 10	76
A M	9 03	11 08	107.2	.....Erick.....	4 17	5 00	P M
*6 00	9 20	11 24	113.6	+.....**Helena**..... ♂	4 03	4 45	9 15
6 20	9 42	11 46	124.1	.....Milan..... ♂	3 40	4 25	8 50
6 30	— —	11 56	128.6	.....Horton.....	3 30	— —	8 38
6 40	10 00	12 04	132.6	.....Rhine..... ♂	3 22	4 00	8 28
6 55	10 17	12 20	139.0	+.....**Abbeville**..... ♂	3 08	3 40	8 12
7 07	— —	12 32	144.3	.....Kramer.....	2 56	—	7 59
7 15	10 35	12 40	148.2	.....Rochelle..... ♂	2 48	3 17	7 50
7 27	10 48	12 52	153.3	.....**Pitts**..... ♂	2 36	3 05	7 38
7 37	10 56	1 02	157.1	.....Seville..... ♂	2 27	2 53	7 28
7 45	— —	— —	160.6	.....Listonia.....	— —	— —	7 19
7 52	— —	1 17	163.1	.....Penia.....	2 16	— —	7 12
8 05	11 26	1 30	168.1	arr.....+**Cordele** ♂....lve.	2 06	2 25	7 00
8 05	11 25	1 55	168.1	lve .....**Cordele**.....arr.	‖1 40	2 25	6 40
8 20	11 45	2 06	174.2	.....Coney..... ♂	1 28	2 00	6 25
8 30	11 55	2 16	178.6	.....Flintside.....	1 18	1 48	6 11
8 35	11 59	2 19	180.7	.....Cobb.....	1 15	1 44	6 06
8 47	12 12	2 28	185.1	.....De Soto.....	1 06	1 32	5 55
8 52	12 17	2 32	186.5	.....Leslie..... ♂	1 02	1 27	5 50
9 05	— —	2 41	191.1	.....Huntington..... ♂	‖2 53	— —	5 40
9 30	12 55	3 00	197.8	.....Shops ..... ♂	12 40	1 00	5 25
9 35	1 00	3 03	198.6	+.....**Americus**..... ♂	12 32	12 50	5 10
9 57	1 22	3 22	208.8	.....Plains..... ♂	12 11	12 28	4 48
10 22	1 45	3 40	218.8	.....Preston..... ♂	11 50	11 68	4 20
10 40	2 05	3 55	227.2	+.....**Richland**..... ♂	11 32	11 36	*3 55
A M	— —	4 06	231.0	.....Randall.....	11 22	— —	P M
	2 27	4 16	235.8	+.....Lumpkin..... ♂	11 12	11 05	
	2 42	4 32	243.3	.....Louvale..... ♂	10 54	10 45	
	2 52	4 41	247.5	.....Union..... ♂	10 44	10 30	
	3 04	4 56	254.4	.....Omaha..... ♂	10 30	10 15	
	— —	5 10	259.6	.....McLendon.....	10 17	— —	
	3 28	5 22	264.3	.....Pittsview..... ♂	10 06	9 50	
	3 47	5 44	274.2	.....Rutherford ..... ♂	9 45	9 28	
	4 05	6 00	281.1	.....**Hurtsboro**..... ♂	9 30	9 08	
	4 25	6 14	287.8	.....Hannon..... ♂	9 12	8 50	
	4 37	6 22	291.9	.....Roba.....	9 02	8 38	
	4 55	6 38	298.8	.....Fort Davis..... ♂	8 48	8 22	
	5 17	6 58	307.7	.....Hardaway.....	8 29	8 04	
	5 30	7 08	313.0	.....Chesson..... ♂	8 18	7 52	
	5 45	7 18	317.7	.....Sledges.....	8 08	7 42	
	6 00	7 30	323.4	.....Merry	7 55	7 30	
	6 12	7 42	328.3	.....Mitylene.....	7 45	7 05	
	— —	— —	336.9	.....Clisby Park ..... ♂	— —	— —	
	6 55	8 15	337.6	+....**Montgomery**.... ♂	*7 20	*6 20	
	A M	P M		ARRIVE] [LEAVE	A M	P M	

FITZGERALD DIVISION.

83	81	171	175	Mls.	*November 7, 1909.* (*Central time.*)	172	176	82	84
P M	A M	P M	A M			A M	P M	A M	P M
‖5 15	‖7 30	†3 15	†7 00	0	lv.+**Abbeville** ♂..ar.	11 15	8 35	10 20	6 00
5 25	7 40	3 27	7 10	4.1	.....Cortez.....	10 45	8 05	10 10	5 49
— —	— —	— —	— —	5.7	.....Browning.....	— —	— —	— —	— —
5 38	7 55	3 43	7 25	9.3	.....Forest Glen.....	10 22	7 55	9 56	5 36
— —	— —	— —	— —	10.6	.....Carswell.....	— —	— —	— —	— —
5 47	8 03	3 52	7 35	12.4	.....Bowen's Mill.....	10 15	7 50	9 48	5 27
6 00	8 10	4 05	7 45	15.8	.....Queensland	10 00	7 40	9 40	5 14
6 11	8 26	4 20	8 00	21.8	+...**Fitzgerald**.... ♂	9 45	7 25	9 25	5 03
6 23	8 37	4 32	8 30	26.8	.....Whitley.....	9 27	7 06	9 10	4 49
6 35	8 45	4 46	9 00	30.8	.....**Ocilla**..... ♂	†9 15	†4 55	‖9 00	‖4 40
P M	A M	P M	A M		....ARRIVE] [LEAVE	A M	P M	A M	P M

CARTERSVILLE TO ROCKMART.

135	133	141	Mls	*January 3, 1910.*	Mls	132	138	134
P M	P M	A M		LEAVE] [ARRIVE		Noon	P M	A M
‖4 10	†4 10	*6 50	0	...**Cartersville**† .. ♂	22.3	12 55	8 10	11 55
4 26	4 25	7 00	3.6	.....Ladds.....	18.7	12 35	7 57	11 43
4 55	4 55	7 13	9.3	.....Stilesboro..... ♂	13.0	12 15	7 45	11 30
5 20	5 20	7 26	13.8	.....Taylorsville..... ♂	8.5	11 45	7 33	11 18
5 50	5 58	7 39	18.7	.....Aragon..... ♂	3.6	11 15	7 20	11 05
6 15	6 15	7 50	22.3	.....**Rockmart**..... ♂	0	†1055	*7 10	‖10 55
P M	P M	A M		....ARRIVE] [LEAVE		A M	P M	A M

Central time.

WILDWOOD AND ORLANDO.

343	381	Mls	*January 3, 1910.* (*Central time.*)	386	384
P M	A M			P M	P M
*2 25	*3 30	0	lve..+**Wildwood** ♂.arr.	1 25	10 50
2 38	3 42	3.1	.....Orange Home.....	1 18	10 18
2 46	3 52	5.6	.....Spink's.....	1 08	10 06
2 51	3 54	7.5	.....Whitney.....	1 03	10 00
2 56	4 00	9.0	.....Montclair.....	12 59	9 55
3 06	4 12	11.4	+.....**Leesburg**..... ♂	12 51	9 47
3 16	4 19	13.9	.....Sunnyside.....	12 43	9 36
3 17	4 20	14.6	.....Sadie.....	12 42	9 35
3 20	4 22	15.3	.....**Eldorado**.....	12 41	9 33
3 35	4 50	22.3	+.....**Tavares**..... ♂	12 23	9 15
3 57	5 15	30.1	.....Victoria.....	11 59	8 36
4 05	5 23	32.3	.....Gainesboro.....	11 54	8 27
4 10	5 30	33.9	.....Zellwood.....	11 49	8 20
4 15	5 38	36.2	.....McDonald.....	11 43	8 10
4 19	5 43	37.9	.....Plymouth.....	11 38	8 03
4 27	5 55	41.2	+.....**Apopka**.....	11 31	7 50
4 35	6 05	43.8	.....Piedmont.....	11 24	7 40
4 39	6 15	45.2	.....**Toronto**.....	11 16	7 30
4 45	6 25	47.2	.....Lockhart's.....	11 11	7 25
4 54	6 40	50.6	.....Fairvilla.....	11 01	7 12
4 57	6 45	51.3	.....Modello Park.....	10 58	7 10
5 05	7 00	54.0	+.....**Orlando**..... ♂	*10 50	*7 00
P M	A M		....ARRIVE] [LEAVE	A M	P M

St. Marks and Tallahassee Branch.—Train leaves St. Marks *d*9 45 a.m., arrives Tallahassee (21.1 miles) 11 20 a.m. Returning, leaves Tallahassee *d*8 00 a.m., arrives St. Marks 9 30 a.m.

Tallahassee, Perry and Southeastern Branch.—Train leaves Tallahassee *d*8 00 a.m., arrives Covington (32.3 miles) 9 55 a.m. Returning, leaves Covington 12 00 noon.

Plant City, Arcadia & Gulf R.R.—Train leaves Plant City †8 00 a.m., arrives Nichols 10 30 a.m. Returning, leaves Nichols †11 30 a.m., arrives Plant City 12 40 noon.

Lake Charm Branch.—Train leaves Orlando †5 45 p.m., arrives Lake Charm (16.6 miles) 7 10 p.m. Returning, leaves Lake Charm †7 30 a.m., arrives Orlando 9 05 a.m.

BOYKINS AND LEWISTON.

141	Mls	*January 3, 1910.* (*Eastern time.*)	138
A M			P M
†11 25	0	lve...+**Boykins** ♂..arr.	3 45
11 42	5.1	.....Severn.....	3 26
11 52	8.1	.....**Pendleton**.....	3 15
12 02	11.1	.....Conway ..... ♂	3 05
12 20	16.6	.....Potecasi ..... ♂	2 44
12 30	18.9	.....Woodland	2 36
12 45	23.1	..... Rich Square .... ♂	2 23
1 00	28.2	.....Roxobel ..... ♂	2 08
1 06	30.0	.....Kelford.....	2 02
1 25	35.0	+.....**Lewiston**..... ♂	†1 45
P M		....ARRIVE] [LEAVE	P M

SARASOTA BRANCH.

443	481	Mls	*January 3, 1910.* (*Central time.*)	466	484
P M	A M			A M	P M
*4 55	†8 20	0	lve. **Turkey Creek** ♂.arr.	9 32	4 55
5 05	— —	5.0	.....Durant.....	9 21	4 45
5 25	9 04	11.1	.....Boyette ..... ♂	9 04	4 26
5 38	9 16	16.4	.....Balm.....	8 52	4 13
5 48	9 25	20.2	.....Wimauma .... ♂	8 40	4 03
6 00	9 40	25.9	.....Willow	8 27	3 48
6 15	9 54	32.0	.....Parrish..... ♂	8 13	3 34
6 25	10 02	35.6	.....Erie.....	8 04	3 25
— —	— —	44.4	.....Terra Ceia.....	— —	— —
6 41	10 18	41.9	.....Ellenton ..... ♂	7 45	3 01
6 53	10 30	43.4	.....Palmetto..... ♂	7 35	2 50
7 08	10 45	44.4	.....Manatee..... ♂	7 20	2 36
7 13	10 50	45.7	.....Bradentown	7 16	2 31
7 30	11 03	48.4	.....Oneco.....	7 03	2 18
7 50	11 25	55.7	arr...**Sarasota** ♂.lve.	*6 45	†2 00
P M	A M	59.5	arr... **Fruitville** ♂ lve.	A M	P M

Oxford Branch.—Trains leave Dickerson †9 24 a.m., †12 05 noon, †5 05, †7 08 p.m. arrive Oxford (4.6 m.) 9 40 a.m., 12 20 noon, 5 20, 7 20 p.m. Returning, leave Oxford †7 45, †11 30 a.m., †2 40, †5 15 p.m., arrive Dickerson 7 59, 11 45 a.m., 2 55, 5 29 p.m.

Catawba Valley R.R.—Train leaves Spence †8 05 a.m., for Fort Lawn (11.4 m.) 9 35 a.m., 2 00 p.m. Leaves Great Falls †10 00 a.m., †2 50 p.m., arriving Spence 11 20 a.m., 3 40 p.m.

DURHAM AND HENDERSON.

222	442	238	428	Mls	*January 3, 1910.* (*Eastern time.*)	221	429	241	443
P M		A M			LEAVE] [ARRIVE	A M		P M	
†6 00		†10 35		0	+.... **Durham** .... ♂	10 05		4 25	
6 32		10 55		6.9	..... Burton	9 35		4 03	
6 55		11 08		12.6	..... Bennehan	9 15		3 50	
7 16		11 20		17.2	..... Creedmoor ... ♂	8 55		3 38	
7 32		11 29		20.9	.....Hester.....	8 40		3 29	
7 45		11 36		24.3	.....Tar River.....	8 28		3 20	
8 00	P M	11 47	A M	28.3	..... Clay	8 10	A M	3 11	P M
8 15	†5 29	11 54	†7 59	31.3	..... **Dickerson**.....	7 59	9 24	3 01	7 06
8 30	5 38	12 05	8 08	34.3	..... Watkins.....	7 30	9 12	2 53	6 57
9 00	6 00	12 25	8 25	41.4	+.. **Henderson** .. ♂	†7 00	†8 50	†2 35	†6 40
P M	P M	Noon	A M		....ARRIVE] [LEAVE	A M	A M	P M	P M

WALDO AND CEDAR KEY.

Early Bird Br.—Lvs. Early Bird *6 00 a.m., arr. Archer (27 m.) 7 30 a.m. Ret'g, lvs. Archer *6 35 p.m., arr. Early Bird 8 00 p.m.

55	243	213	Mls	*January 3, 1910.* (*Central time.*)	54	286	214
P M	A M	A M			A M	P M	P M
*5 00	*11 35	†6 00	0	lve...**Waldo** ♂.arr.	8 50	4 20	8 00
5 15	11 55	6 20	7.1	.....Fairbanks.....	8 35	4 06	7 25
5 35	12 15	7 30	14.0	+.**Gainesville**.. ♂	8 10	*3 40	7 00
5 40	Noon	— —	17.6	.....Daysville.....	8 10	P M	— —
5 44	.....	8 04	19.9	.....Arredondo.....	8 04	.....	5 44
5 47	.....	8 20	21.0	.....Kanapaha.....	8 03	.....	5 50
6 07	.....	9 30	28.5	+....**Archer**.... ♂	7 45	.....	5 00
6 22	.....	10 00	34.7	.....Meredith's.....	7 28	.....	4 15
6 31	.....	10 20	37.8	.....Bronson.....	7 20	.....	3 50
7 00	.....	11 15	49.6	....Otter Creek.....	6 55	.....	2 50
7 05	.....	11 30	51.2	.....Ellzey.....	6 50	.....	2 10
— —	.....	12 15	60.7	.....Rosewood.....	6 27	.....	1 15
8 00	.....	1 00	70.9	+..**Cedar Key**.. ♂	*6 00	.....	†12 30
P M	.....	P M		....ARRIVE] [LEAVE	A M	.....	Noon

Loganville Branch.—Lve. Lawrenceville †9 20 a.m., †7 40 p.m. for Grayson (5.3 miles), arriving Loganville (10.3 miles) 10 00 a.m., 8 20 p.m. Returning, leave Loganville †7 20 a.m., †5 20 p.m., arriving Lawrenceville 8 00 a.m., 6 00 p.m.

* Daily; † daily, except Sunday; ‡ daily, except Saturday; ‖ Sunday only; *a* stops to leave passengers from west of Cuyler; *d* Tuesday; Thursday and Saturday; *e* Monday, Wednesday and Friday. ‖ Meals. + Coupon stations; ♂ Telegraph stations.

RALEIGH & SOUTHPORT RAILWAY.

J. A. MILLS, President and General Manager, Raleigh, N.C.
F. J. LISMAN, Vice-President, New York City.
F. T. RICKS, Sec'y, Treas. and Asst. Gen. Mgr., Raleigh, N.C.
F. L. LONG, Auditor, "
J. O. HENDLEY, General Freight Agent, "
H. D. BUNCH, Sol. Freight and Passenger Agent, "
T. F. WILLSON, Superintendent Transportation, "
J. M. MILLS, Car Accountant, "
C. W. LEE, Master Mechanic, "
A. E. GUESS, Roadmaster, Fuquay Springs, N.C.

No. 55	No. 51	Ms	*October* 10, 1909.	No. 54	No. 52
			LEAVE] [ARRIVE		
*4 15 P M	*8 00 A M	0	⊙....**Raleigh**[1]...♂	10 50 A M	7 25 P M
4 25 "	8 10 "	3	⊙....Caraleigh.....	10 40 "	7 10 "
4 28 "	8 14 "	4	.....Sylvaola.....	10 36 "	7 07 "
4 37 "	8 26 "	7	.....Barnes.....	10 31 "	6 58 "
4 48 "	8 35 "	11	⊙...McCullers.....	10 22 "	6 43 "
4 53 "	8 40 "	13	⊙..... Banks	10 17 "	6 37 "
5 04 "	8 52 "	16	⊙.Willow Springs...	10 09 "	6 25 "
5 16 "	9 01 "	19	⊙....Cardenas.....	10 03 "	6 18 "
5 20 "	9 04 "	20	⊙....**Varina**[2].....	10 00 "	6 14 "
5 28 "	9 14 "	21	⊙.Fuquay Springs.♂	9 50 "	6 05 "
5 39 "	9 25 "	24	.....Rawles.....	9 43 "	5 57 "
5 50 "	9 35 "	27	⊙...Chalybeate.....	9 35 "	5 50 "
5 55 "	9 40 "	29	⊙.....Kipling.....	9 28 "	5 43 "
6 08 "	9 53 "	33	⊙...Cape Fear	9 16 "	5 25 "
6 15 "	10 00 "	35	⊙... Lillington ...♂	9 11 "	5 18 "
6 23 "	10 08 "	39	..... Harnett	9 01 "	5 08 "
6 28 "	10 13 "	42	.....Bunlevel.....	8 55 "	5 02 "
6 38 "	10 23 "	46	.....Linden.....♂	8 45 "	4 52 "
6 44 "	10 30 "	49	.....Carlos.....	8 39 "	4 47 "
6 49 "	10 34 "	51	.....Lane.....	8 33 "	4 40 "
6 54 "	10 39 "	53	.....Slocomb	8 28 "	4 35 "
7 02 "	10 48 "	57	....Carver's Falls ...	8 21 "	4 25 "
7 10 "	10 55 "	60	.....Tokay.....	8 12 "	4 17 "
— —	— —		...A. C. L. Junction..	— —	— —
7 25 P M	11 10 A M	64	...**Fayetteville**[1].♂	*8 00 A M	*4 05 P M
			ARRIVE] [LEAVE		

THE
ITHPORT RY.
NECTIONS.

EXPLANATION OF SIGNS.

* Daily. ⊙ Telephone stations.
♂ Telegraph stations. STANDARD—*Eastern time.*

CONNECTIONS.

[1] With Southern Ry., Seaboard Air Line Ry. and Norfolk & Southern Ry.
[2] With Durham & Southern Ry.
[3] With Atlantic Coast Line R.R.

4836

JONESBORO, LAKE CITY & EASTERN RAILROAD.

E. F. BROWN, President and General Counsel, Jonesboro, Ark.
J. E. JONES, Vice-President, Jonesboro, Ark.
A. J. KERFOOT, General Manager, Jonesboro, Ark.
DOSWELL BROWN, Secretary and Gen. Pas. Agent, Jonesboro, Ark.
J. E. PARE, Treasurer, Jonesboro, Ark.
J. A. CAVIEZEL, Gen. Auditor, "
J. W. THOMAS, Gen. Fht. Agt., "
G. G. FOX, Train Master, "
E. W. HANDLAN, Commercial Agt., St. Louis, Mo.

MAIN LINE.

33	No. 3	No. 1	Ms	*November* 1, 1909.	No. 4	No. 2
				LEAVE] [ARRIVE		
*2 00 P M	*7 30 A M	0	.....**Jonesboro**[1]...♂	10 30 A M	5 00 P M
2 10 "	7 40 "	4	.....**Nettleton**[2]...♂	10 20 "	4 50 "
2 28 "	7 58 "	10	.....Needham.....	10 02 "	4 32 "
2 33 "	8 03 "	12	.....Pekin.....	9 57 "	4 27 "
2 45 "	8 15 "	16	.....Lake City .....♂	9 45 "	4 15 "
3 00 "	8 30 "	20	.....Black Oak .....♂	9 30 "	4 00 "
3 12 "	8 42 "	24	.....Monette.....♂	9 18 "	3 48 "
3 21 "	8 51 "	27	.....Wheeler.....	9 09 "	3 39 "
3 30 "	9 00 "	30	.....**Leachville**[3]...♂	9 00 "	3 30 "
3 50 "	9 20 "	37	.....**Manila**[4]....♂	8 40 "	3 10 "
3 58 "	9 28 "	40	.....Big Lake.....	8 32 "	3 02 "
4 07 "	9 37 "	42	.....Cook's Mill.....	8 23 "	2 53 "
4 16 "	9 46 "	44	...**Osceola Junction**...	8 14 "	2 44 "
4 20 "	9 50 "	45	.....**Dell**.....♂	8 10 "	2 40 "
4 31 "	10 01 "	48	.....King's Mill.....	7 59 "	2 29 "
— —	— —	53	.....Glencoe .....♂	— —	— —
A M 4 50 P M	10 20 "	55	arr..**Blytheville**[5]♂.lve.	7 40 "	2 10 "
*5 20	10 50 "	55	lve..**Blytheville**....arr.	6 45 "	2 10 "
5 48	11 18 "	61	.....Armorel.....♂	6 17 "	1 42 "
6 00	11 30 A M	65	.....**Barfield**[6].....♂	*6 05 A M	*1 30 P M
A M			ARRIVE] [LEAVE		

OSCEOLA DIVISION.

No. 103	Ms	*November* 1, 1909.	No. 104
*4 20 P M	0	lve.....**Dell**♂....arr.	8 05 A M
4 24 "	1.5	..**Osceola Junction**..	8 00 "
4 41 "	8.0	.....Ross.....♂	7 43 "
— —	16.0	.....**Midway**[7].....	— —
5 30 "	17.5	.....Luxora.....	7 00 "
5 50 P M	22.5	arr.....**Osceola**♂..lve.	*6 40 A M

* Daily. ♂ Telegraph stations.
STANDARD—*Central time.*

Connections.—[1] With St. Louis South-western Ry. and Frisco System. [2] With Frisco System and St. Louis, Iron Mount. & So. Ry. [3] With Frisco System. [4] With Paragould & Memphis Ry. [5] With Paragould South-eastern Ry. (Cotton Belt) and Frisco System. [6] With Mississippi River Steamers. [7] With Frisco System.

TIDEWATER & WESTERN RAILROAD CO.

T. F. JEFFRESS, President.
W. M. HABLISTON, Vice-President.
G. M. WILSON, Sec'y and Treas
T. M. R. TALCOTT, Gen. Manager.
R. W. DUFFER, Auditor.
F. B. GRIGG, Gen. Fht. & Pas. Agt.
G. E. RUFFIN, Master Transp., Chester, Va.
C. K. BOWLES, Master Mech., "
W. B. STROTHER, Roadmaster, "
General Offices—Richmond, Va.

2	40	50	Ms	*November* 8, 1908.	Ms	1	51	41
		A M		LEAVE] [ARRIVE			P M	
		†7 00	0	.....**Bermuda**.....♂	89		7 22	
		7 17	4	.....Ochre.....	86		7 05	
		9 35	10.5	arr.....**Chester**[1]...lve.	78.5		5 41	
		A M		LEAVE] [ARRIVE			P M	
		8 15		.....**Richmond**.....			8 00	
		8 46		.....**Chester**.....			7 26	
		A M		(*Atlantic Coast Line.*)			P M	
		A M		LEAVE] ARRIVE			P M	
		†9 35	10.5	.....**Chester**.....	78.5		5 41	
		9 50	11	.....Shops.....♂	78		5 21	
		10 08	16	.....Nash.....	74		4 59	
		10 22	18	.....Fendley.....	71		4 47	
		10 34	20	.....Beach .....♂	70		4 22	
		10 42	21	.....Perdue.....	68		3 57	
		11 01	25	.....Summit.....	64		3 37	
		11 59	26	.....**Coalboro**.....	63		3 32	
		12 19	31	.....Skinquarter.....	58		2 10	
		12 49	38	.....**Moseley**[2]....♂	52		†1 15	
	A M	Noon		LEAVE] [ARRIVE		A M	P M	P M
	10 45			.....**Richmond**.....		8 40		4 10
	11 31			arr.....**Moseley**....lve.		7 46		3 20
	A M			(*Southern Ry.*)		A M		P M
P M	P M			LEAVE] [ARRIVE		A M		Noon
*k*7 00	*a*1 40		38	.....**Moseley**.....♂	52	7 21		12 19
7 18	2 18		42	.....Flat Rock.....	47	7 03		11 42
7 28	2 27		45	.....Negro Arm	44	6 55		11 32
7 32	2 48		47	.....Powhatan.....♂	42	6 49		11 23
7 45	3 03		51	.....Macon.....	38	6 36		10 56
8 00	3 29		55	.....Belona.....	34	6 25		10 42
8 12	3 46		59	.....Ballsville.....	30	6 09		10 14
8 17	3 52		61	.....Tobaccoville....♂	29	6 04		10 07
8 29	4 06		65	.....Sunny Side	25	5 52		9 51
8 52	4 44		71	.....Cumberland.....♂	18	5 33		9 25
9 07	5 04		76	.....Eulalie	13	5 14		8 44
9 20	5 21		80	.....Fork.....	9	5 01		8 29
9 31	5 45		84	.....Raines.....	5	4 50		8 16
9 50	6 10		89	.....**Farmville**[2]....♂	0	*b*4 30		*d*8 00
P M	P M			ARRIVE] [LEAVE		A M		A M

Winterpock Branch.—Trains leave **Coalboro** †11 10 a.m., †2 37 p.m., arriving Winterpock ♂ (3 miles) 11 24 a.m., 2 51 p.m. Returning, leave Winterpock †11 45 a.m., †3 17 p.m., arriving Coalboro (3 miles) 11 57 a.m., 3 30 p.m.

Eastern time.

♂ Telegraph stations. & Saturday only.

† Daily, except Sunday; *a* daily, except Saturday and Sunday; *b* Monday and Saturday only; *d* daily, except Sunday, Monday and Saturday.

Connections.—[1] With Atlantic Coast Line R.R. [2] With Southern Ry. [3] With Norfolk & Western Ry.

Tennessee River Navigation Co.

CHATTANOOGA, TENN.

J. A. PATTEN, President.
J. N. TRIGG, Vice-President.
W. C. WILKEY, General Manager.

T. M. SEMMES, Auditor.
C. W. OLSON, Secretary.
———, Treasurer.

General Office and Warehouses—On Levee Water, Broad & Chestnut Sts.

Regular line of FREIGHT and PASSENGER STEAMERS plying the Tennessee River between KINGSTON, TENN., and HEAD OF MUSCLE SHOALS, ALA., and connecting with steamer for KNOXVILLE, TENN.

STEAMERS OF THIS LINE LEAVE CHATTANOOGA AS FOLLOWS:

For **Shellmound, South Pittsburg, Tenn., Bridgeport, Guntersville** and Head of Muscle Shoals, Ala., and all way landings every Tuesday at 10 00 a.m. Returning, leave **Head of Muscle Shoals, Ala.**, for Chattanooga and all way landings every Friday 9 00 a.m.

For Dayton, Rockwood and Kingston, Tenn., and all way landings, every Saturday at 8 00 p.m., and Wednesday at 10 00 a.m., connecting with packets of Three Rivers Packet Co. for Knoxville, Tenn., and all way landings.

Steamers leave **Chattanooga** for Charleston, Benton and Hiwassee River landings every Wednesday at 1 00 p.m. and Saturday at 8 00 p.m., connecting at Charleston with the Southern Ry.

Connections.—At Chattanooga, Tenn., with Southern Ry., Nashville, Chattanooga & St. Louis Ry., Queen & Crescent Route, Western & Atlantic R.R. and Central of Georgia Ry. At Shellmound and South Pittsburg, Tenn., Bridgeport, Guntersville and Hobbs Island, Ala., with the Nashville, Chattanooga and St. Louis Ry.

For further information address

W. C. WILKEY, General Manager, Chattanooga, Tenn.

December, 1909.

NORTH & SOUTH CAROLINA RAILWAY.

W. R. BONSAL, President & Treas.
J. E. HANCOCK, Vice-Prest & Mgr.

G. B. LEWIS, General Auditor.
General Offices—Hamlet, N.C.

No. 148	No. 146	Mls	*November* 28, 1909.	No. 147	No. 149
.....	.....	....	LEAVE] [ARRIVE	.....	.....
*8 50 P M	*9 15 A M	0	.....**Hamlet**[1].....	6 40 A M	6 40 P M
— —	— —	0.6	....Gibson Junction....	— —	— —
— —	— —	2.6	.....Summit.....	— —	— —
8 50 "	9 35 "	5.8	.....Ghio.....	6 15 "	6 15 "
8 57 "	9 42 "	7.9	.....Green Pond.....	6 07 "	8 07 "
9 05 "	9 55 "	10.1	.....**Gibson**[2].....	6 00 "	6 00 "
9 17 "	10 08 "	13.9	.....Fletcher.....	5 40 "	5 40 "
9 30 "	10 22 "	17.5	.....**McColl**[3].....	5 25 "	5 25 "
9 43 "	10 36 "	21.6	.....Red Bluff.....	5 10 "	5 10 "
9 55 "	10 50 "	23.9	.....**Clio**[4].....	5 00 "	5 00 "
10 18 "	11 13 "	29.7	.....Minturn.....	4 37 "	4 37 "
10 38 "	11 33 "	34.6	.....Little Rock.....	4 17 "	4 17 "
10 56 P M	11 50 A M	38.8	.....**Dillon**[5].....	*4 00 A M	*4 00 P M
.....	.....	....	ARRIVE] [LEAVE	.....	.....

Trains marked * run daily.

STANDARD—*Eastern time.*

Connections.—[1] With Seaboard Air Line Ry. [2, 3, 4, 5] With Atlantic Coast Line Ry.

CUMBERLAND ROUTE.

Brunswick & Florida Steamboat Co.

F. D. M. STRACHAN, President.
N. EMANUEL, Vice-President.
E. F. CONBY, Secretary.
F. D. AIKEN, Treasurer.

J. B. WRIGHT, General Manager.
CHAS. B. CAPERS, Aent.
Fernandina, Fla.
General Offices—Brunswick, Ga.

Brunswick and Fernandina Line.

8 20 A M	leave.....	BRUNSWICK (Daily).....	arrive 5 30 P M
9 20 A M	arrive.....	JEKYL.....	arrive 4 30 P M
10 20 A M	arrive.....	CUMBERLAND.....	arrive 3 30 P M
12 20 Noon	arrive.	FERNANDINA (Daily, except Sunday).	leave 1 30 P M

Brunswick and St. Simons Line.

Leave Brunswick for Ocean Pier *9 00, §11 00 a.m., *2 30, †6 30, §7 30 p.m. Returning, leave Ocean Pier †6 45, §10 00, †10 30 a.m., §12 30 noon, †4 00, §6 00, §7 00, §8 00 p.m. Leaves Brunswick for St. Simons Mills †5 30 p.m. Leaves St. Simons Mills for Brunswick †6 10 a.m.

* Daily; † daily, except Sunday; § Sunday only; § Saturday only.

Connections.—At **Brunswick**—With the Southern Ry. Co. for points north and west, operating through Pullman cars to Atlanta, Cincinnati, etc.; Atlantic Coast Line R.R. for all eastern and western points, and Brunswick S.S. Co. for New York and Clyde S.S. Co. for Boston. At **Fernandina**—With Seaboard Air Line Ry. for all points in Florida. At **Jacksonville**—With railway and boat lines diverging. *March*, 1908.

Waccamaw Line of Steamers.

B. G. COLLINS, President.
F. A. BURROUGHS, Vice-Prest. and Gen. Mgr.
D. T. McNEILL, Superintendent.

R. B. SCARBOROUGH, Attorney.
J. F. BYERS, Agent, Georgetown, S.C.
General Offices—Conway, S.C.

Steamers **Mitchelle C., F. G. Burroughs** and **Ruth.**—This is the only regular line of Freight and Passenger steamers plying the Waccamaw River between Conway and Georgetown, S.C.

Steamer *Mitchelle C.* leaves Conway for Georgetown every Monday, Wednesday and Friday 7 00 a.m. Returning, leaves Georgetown for Conway every Tuesday, Thursday and Saturday 7 00 a.m. A daylight ride.

The *Mitchelle C.* is a new steamer, the fastest and best equipped for the comfort and accommodation of passengers of any steamer doing service on the Waccamaw River. Cabins nicely furnished. Steamer *F. G. Burroughs*, from Conway to Georgetown, and Steamer *Ruth*, from Conway to Georgetown and Pireway, N.C., on special contract.

Conway to Georgetown, 60 mls.; Georgetown to Pireway, N.C., 135 mls.

Connections.—At **Conway** with Atlantic Coast Line R.R. and Conway Coast & Western R.R., and at **Georgetown** with Clyde's New York and Wilmington steamers, Charleston steamers, Baltimore & Carolina S.S. Co. and with the Georgetown & Western R.R.

September, 1908.

APALACHICOLA NORTHERN RAILROAD.

J. C. VAN RIPER, Pres. & Treas., St. Louis, Mo.
S. W. FORDYCE, Vice-Prest., »
S. P. DOUGLAS, Secretary, »
R. B. COLEMAN, Gen. Manager, Apalachicola, Fla.

J. H. HODGES, Gen. Freight and Pas. Agt., Apalachicola, Fla.
S. L. WALTERS, Aud. & Cashier, »
R. H. HEMPHILL, Land & Indst. Agt., »
General Offices—Apalachicola, Fla.

Draw all drafts on S. L. Walters, Apalachicola, Fla.

	11	3	1	Mls	*October* 17, 1909.	2	4	10	
....	....	P M	....	....	LEAVE] [ARRIVE	....	A M	....	*Daily; †daily, except Sunday; § Sunday only.
....	A M	*1 50	A M	....	.....**Climax**.....	....	10 45	P M	P M
....	§6 00	*4 15	†5 00	0	....**River Junction**[1]...	80 0	9 45	3 30	3 30
Central time.	6 20	4 30	5 20	8.5	.....Hardaway.....	71.5	9 10	3 10	3 00
	6 35	4 40	5 40	12.7	.....Greensboro.....	67.3	9 00	3 00	2 50
	6 45	4 52	5 55	17.3	.....Sedalia.....	62.7	8 50	2 40	2 30
	7 15	5 10	6 30	25.9	.....Hosford.....	54.1	8 23	1 55	2 00
	7 30	5 18	6 45	29.5	.....Telogia.....	50.5	8 15	1 35	1 50
	8 05	5 26	7 05	34.2	.....Liberty.....	45.8	8 05	12 55	1 30
	9 00	6 10	8 30	56.0	.....Sumatra.....	24.0	7 15	11 50	12 30
....	9 30	6 30	9 00	67.4	.....Beverly.....	12.6	6 55	11 28	12 00
....	10 00	7 00	10 00	80.0	.....**Apalachicola**[2]....	0	*6 30	†11 00	§11 30
....	A M	P M	A M	....	ARRIVE] [LEAVE	....	A M	A M	A M

Connections.—[1] With A. C. L. R.R., S. A. L. Ry. and L. & N. R.R. [2] With Pensacola, St. Andrews & Gulf S.S. Co., Apalachicola and Chattahoochee River steamers and with steamer for Carrabelle.

WRIGHTSVILLE & TENNILLE RAILROAD.

A. F. DALEY, President and General Counsel, Tennille, Ga.
M. T. LANIGAN, Secretary and Auditor, Tennille, Ga.
A. L. SPICER, Treasurer, »
D. R. THOMAS, Superintendent, »
J. W. REEVES, Master Mechanic, »

M. V. MAHONEY, G. F. & P. A., Dublin, Ga.
C. C. DALEY, Commercial Agt., Hawkinsville, Ga.
W. FITZGERALD, Soliciting Agent, Eastman, Ga.

Tennille Division.

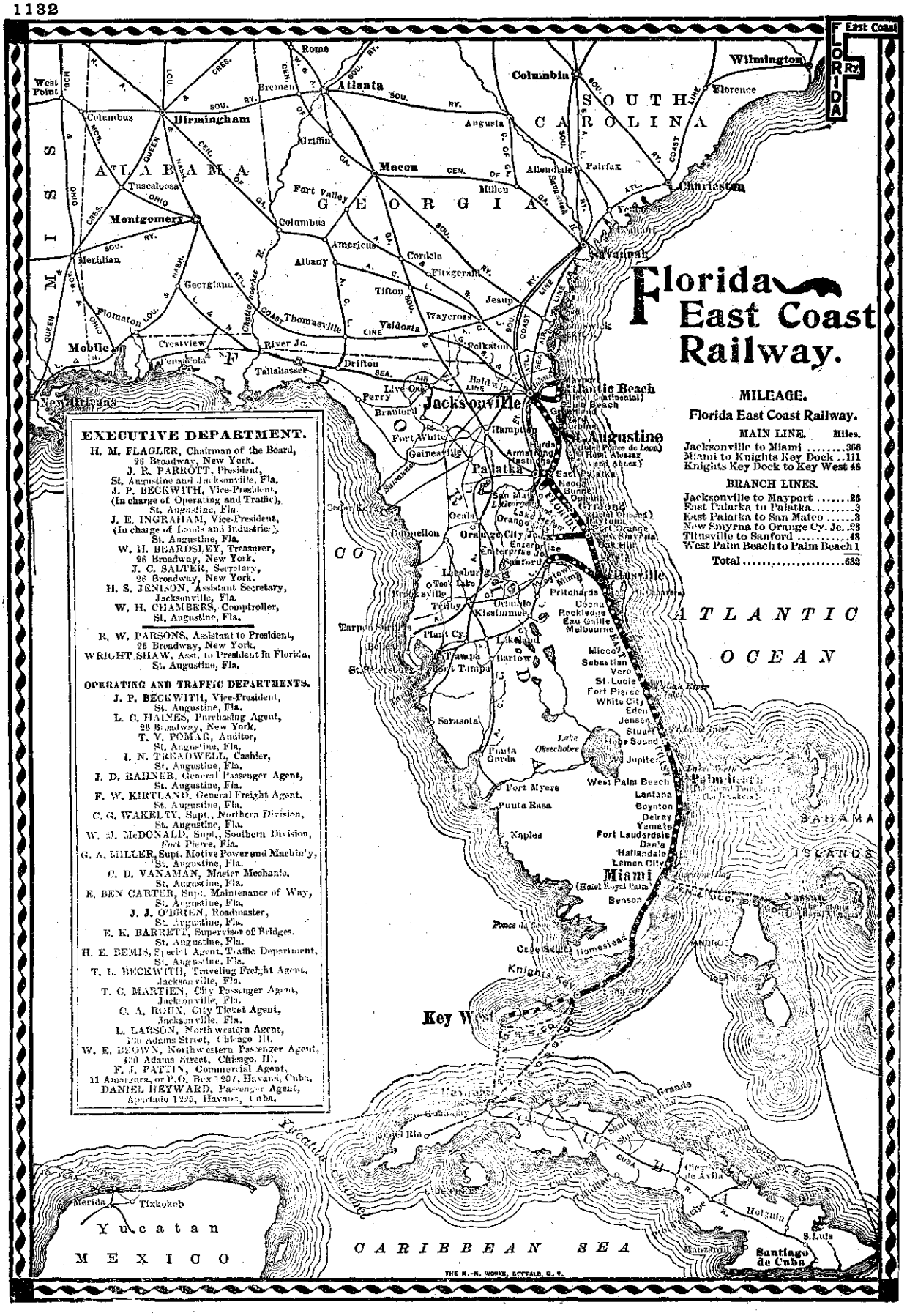
	3	1	Mls	*November* 14, 1909	2	4			
	P M	A M	....	LEAVE] [ARRIVE	A M	P M	....	....	Trains marked * run daily; †daily, except Sunday; § Sunday only.
	*1 45	*7 20	0	.....**Tennille**[1].....	10 48	7 15	....	....	
	1 55	7 31	6.0	.....Peacocks.....	10 33	7 00	....	....	
	2 05	7 40	9.5	.....Harrison.....	10 24	6 51	....	....	
	2 12	7 48	13.3	.....Donovan.....	10 15	6 42	....	....	
	2 20	7 59	16.5	.....Wrightsville.....	10 07	6 34	....	....	
	2 32	8 12	21.4	.....Meadows.....	9 52	6 19	....	....	
	2 40	8 20	23.6	.....Lovett.....	9 46	6 13	....	....	
	2 46	8 24	25.5	.....Manning.....	9 41	6 08	....	....	
	2 55	8 32	27.8	.....**Brewton**[2].....	9 36	6 03	....	....	
	3 06	8 43	32.5	.....Condor.....	9 25	5 52	....	....	
	3 28	9 12	36.2	.....**Dublin**[3].....	9 10	5 37	....	....	
	3 42	9 26	41.9	.....Harlow.....	8 49	5 18	....	....	
	3 46	9 31	44.0	.....Vincent.....	8 45	5 13	....	....	
	3 51	9 36	46.7	.....Springhaven.....	8 39	5 07	....	....	
	3 58	9 43	48.8	.....Dexter.....	8 32	5 02	....	....	
	4 05	9 51	52.6	.....Alcorna.....	8 24	4 53	....	....	
	4 11	10 00	55.3	.....Chester.....	8 19	4 48	....	....	
	4 20	10 12	59.8	.....Yonkers.....	8 08	4 37	....	....	
	4 25	10 16	62.0	.....Roddy.....	8 03	4 26	....	....	
	4 32	10 23	65.4	.....**Empire**[4].....	7 55	4 18	....	....	
	4 38	10 30	69.2	.....Bailey's Park.....	7 48	4 08	....	....	
	5 00	10 54	77.0	....**Hawkinsville**[5]...	*7 25	*3 45	....	....	
	P M	A M	....	ARRIVE] [LEAVE	A M	P M	....	....	

Connections.—[1] Sandersville R.R., Central of Georgia Ry. [2] Central of Georgia Ry. [3] Macon, Dublin & Savannah R.R. and Oconee River Steamboats. [4] and [5] With Southern Ry.

Southwestern Division.

	11	7	9	Mls	*November* 14, 1909.	8	10	12		
	A M	P M	A M	....	LEAVE] [ARRIVE	A M	P M	P M	....	....
	§9 22	*5 40	†9 22	0	.....**Dublin**[3].....	8 52	5 20	3 20	....	....
	— —	5 60	— —	2.3	...W. & T. Junction...	— —	— —	— —	....	....
	9 47	6 07	9 50	7.3	.....Tingle.....	8 28	4 35	2 54	....	....
	— —	— —	— —	10.5	.....Mayberry.....	— —	— —	— —	....	....
	10 02	6 24	10 20	12.7	.....Rentz.....	8 14	4 10	2 40	....	....
	10 16	6 38	10 45	17.1	.....Cadwell.....	8 01	3 50	2 27	....	....
	10 23	6 45	10 55	19.6	.....Batson.....	7 54	3 35	2 20	....	....
	10 30	6 52	11 10	21.9	.....Leon.....	7 48	3 30	2 14	....	....
	10 35	6 57	11 20	22.9	.....Plainfield.....	7 44	3 20	2 10	....	....
	10 40	7 04	11 28	24.5	.....Giddens.....	7 40	3 10	2 05	....	....
	— —	— —	— —	25.5	.....Sutherland.....	— —	—	— —	....	....
	11 00	7 25	11 55	30.7	.....**Eastman**.....	*7 25	†2 50	§1 60	....	....
	A M	P M	A M	....	ARRIVE] [LEAVE	A M	P M	P M	....	....

STANDARD—*Central time.*


Florida East Coast Railway.
MILEAGE.
Florida East Coast Railway.
MAIN LINE. Miles.
Jacksonville to Miami 366
Miami to Knights Key Dock ..111
Knights Key Dock to Key West 46
BRANCH LINES.
Jacksonville to Mayport 26
East Palatka to Palatka.....3
East Palatka to San Mateo 3
New Smyrna to Orange Cy. Jc. .28
Titusville to Sanford 48
West Palm Beach to Palm Beach 1
Total 632
EXECUTIVE DEPARTMENT.
H. M. FLAGLER, Chairman of the Board, 26 Broadway, New York.
J. R. PARROTT, President, St. Augustine and Jacksonville, Fla.
J. P. BECKWITH, Vice-President, (In charge of Operating and Traffic), St. Augustine, Fla.
J. E. INGRAHAM, Vice-President, (In charge of Lands and Industries), St. Augustine, Fla.
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J. C. SALTER, Secretary, 26 Broadway, New York.
H. S. JENISON, Assistant Secretary, Jacksonville, Fla.
W. H. CHAMBERS, Comptroller, St. Augustine, Fla.
R. W. PARSONS, Assistant to President, 26 Broadway, New York.
WRIGHT SHAW, Asst. to President in Florida, St. Augustine, Fla.
OPERATING AND TRAFFIC DEPARTMENTS.
J. P. BECKWITH, Vice-President, St. Augustine, Fla.
L. C. HAINES, Purchasing Agent, 26 Broadway, New York.
T. V. POMAR, Auditor, St. Augustine, Fla.
I. N. TREADWELL, Cashier, St. Augustine, Fla.
J. D. RAHNER, General Passenger Agent, St. Augustine, Fla.
F. W. KIRTLAND, General Freight Agent, St. Augustine, Fla.
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W. M. McDONALD, Supt., Southern Division, Fort Pierce, Fla.
G. A. MILLER, Supt. Motive Power and Machin'y, St. Augustine, Fla.
C. D. VANAMAN, Master Mechanic, St. Augustine, Fla.
E. BEN CARTER, Supt. Maintenance of Way, St. Augustine, Fla.
J. J. O'BRIEN, Roadmaster, St. Augustine, Fla.
E. K. BARRETT, Supervisor of Bridges, St. Augustine, Fla.
H. E. BEMIS, Special Agent, Traffic Department, St. Augustine, Fla.
T. L. BECKWITH, Traveling Freight Agent, Jacksonville, Fla.
T. C. MARTIEN, City Passenger Agent, Jacksonville, Fla.
C. A. ROUN, City Ticket Agent, Jacksonville, Fla.
L. LARSON, Northwestern Agent, 130 Adams Street, Chicago, Ill.
W. E. BROWN, Northwestern Passenger Agent, 130 Adams Street, Chicago, Ill.
F. J. PATTIN, Commercial Agent, 11 Amargura, or P.O. Box 1207, Havana, Cuba.
DANIEL BEYWARD, Passenger Agent, Apartado 1228, Havana, Cuba.
East Coast
FLORIDA Ry.
SOUTH CAROLINA
GEORGIA
ALABAMA
MISSISSIPPI
ATLANTIC OCEAN
BAHAMA ISLANDS
CARIBBEAN SEA
Yucatan
MEXICO
Wilmington
Florence
Charleston
Savannah
Atlantic Beach
Jacksonville
St. Augustine
Palatka
Orlando
Titusville
Miami
Key West
Atlanta
Birmingham
Montgomery
Mobile
New Orleans
Tampa
Sanford
Palm Beach
Santiago de Cuba
THE N.-N. WORKS, BUFFALO, N. Y.

Florida East Coast Railway.

33	29	37	35	Mls	*January* 4, 1910.	30	34	38	36
A M	A M	P M	P M	....	LEAVE] [ARRIVE	P M	P M	A M	M
*9 00	*9 30	*8 30	*2 40	0	+..**Jacksonville**..♂	7 30	7 40	8 30	1 00
— —	9 38	8 38	— —	2	..**So. Jacksonville**.♂	7 22	— —	8 22	— —
— —	10 00	8 57	— —	13	.......Greenland.......	7 01	— —	8 00	— —
— —	10 04	9 00	— —	16	........Bayard......♂	6 56	— —	7 55	— —
— —	10 14	9 09	— —	21	........Durbin........	6 46	— —	7 45	— —
— —	10 35	9 26	— —	31	....Magnolia Grove....	6 25	— —	7 24	— —
10 00	10 45	9 35	3 40	37	arr.+**St. Augustine**♂lve.	6 15	6 40	7 15	12 00
10 10	10 55	9 45	4 00	37	lve...**St. Augustine**..arr.	6 05	6 [illegible]	7 05	11 40
— —	11 2[illegible]	10 01	— —	44	.........Hurds.........	5 45	— —	6 48	— —
— —	11 32	10 12	— —	49	.......Armstrong.......	5 31	— —	6 37	— —
— —	— —	10 14	— —	51	......Holy Branch......	— —	— —	6 32	— —
— —	11 42	10 22	— —	54	........Hastings......♂	5 18	— —	6 26	— —
— —	11 52	10 32	—	57	.....Orange Mills.....	5 05	— —	6 16	— —
11 02	12 03	10 43	4 48	62	....**East Palatka**..♂	4 55	5 42	6 07	10 41
— —	12 14	— —	— —	67	.......Yelvington.......	4 42	— —	— —	— —
— —	12 44	— —	— —	80	.........Neoga.........	4 13	— —	— —	— —
— —	12 48	— —	— —	82	........Espanola.....♂	4 09	— —	— —	— —
— —	1 05	— —	— —	90	........Dupont......♂	3 52	— —	— —	— —
— —	1 20	— —	— —	98	........Harwood........	3 36	— —	— —	— —
12 25	....	....	....	106	....Ormond Hotels....	....	4 24	....	....
12 35	1 36	12 10	6 11	104	+......**Ormond**.....♂	3 23	4 14	4 30	9 25
— —	1 42	— —	— —	107	.......Holly Hill.......	3 17	— —	— —	— —
12 45	1 48	12 21	6 22	110	+.....**Daytona**.....♂	3 11	4 05	4 17	9 15
— —	1 58	— —	— —	115	......Port Orange....♂	3 00	— —	— —	— —
1 20	2 30	1 00	7 00	125	+...**New Smyrna**...♂	2 40	3 36	3 45	8 50
— —	2 36	— —	— —	127	......Hawks Park......	2 24	— —	— —	— —
— —	3 00	— —	— —	136	........Oak Hill......♂	2 05	— —	— —	— —
— —	3 13	— —	— —	143	.........Lyrata.........	1 52	— —	— —	— —
2 [illegible]3	3 34	2 00	7 56	155	+....**Titusville**....♂	1 29	2 25	2 32	7 44
— —	3 41	— —	— —	158	.......Pritchards.......	1 22	— —	— —	— —
— —	3 50	— —	— —	163	.......Delespine.......	1 12	— —	— —	— —
— —	3 55	— —	— —	165	.......Frontenac.......	1 06	— —	— —	— —
— —	4 00	— —	— —	168	........Sharpes........	1 01	— —	— —	— —
— —	4 03	— —	— —	170	.......City Point.....♂	12 58	— —	— —	— —
2 45	4 10	2 36	— —	174	+.......Cocoa.......♂	12 50	1 52	1 53	— —
2 48	4 13	2 40	8 34	175	+.....Rockledge.....♂	12 47	1 49	1 50	7 05
— —	— —	— —	— —	176	...Rockledge Hotels...	— —	— —	— —	— —
— —	4 22	— —	— —	180	......Bonaventure......	12 37	— —	— —	— —
— —	4 28	— —	— —	183	.........Pineda.........	12 30	— —	— —	— —
3 13	4 41	— —	— —	190	.....**Eau Gallie**....♂	12 15	1 23	— —	— —
3 20	4 50	— —	— —	195	+....**Melbourne**....♂	12 06	1 15	— —	— —
— —	5 01	— —	— —	200	.........Malabar........	11 55	— —	— —	— —
— —	5 17	— —	— —	209	.........Micco.........	11 37	— —	— —	— —
— —	5 24	— —	— —	212	........Roseland.......	11 29	— —	— —	— —
— —	5 28	— —	— —	215	........Sebastian.....♂	11 25	— —	— —	— —
— —	5 37	— —	— —	220	........Wabasso........	11 15	— —	— —	— —
— —	5 42	— —	— —	222	..........Quay..........	11 10	— —	— —	— —
— —	5 49	— —	— —	226	.........Gifford........	11 02	— —	— —	— —
— —	5 53	— —	— —	228	..........Vero..........	10 58	— —	— —	— —
— —	6 14	— —	— —	239	........St. Lucie........	10 35	— —	— —	— —
4 50	6 30	5 05	10 50	242	+.....Fort Pierce.....♂	10 30	11 55	11 30	5 00
— —	6 40	— —	— —	247	......White City......	10 09	— —	— —	— —
— —	6 42	— —	— —	248	.........Eldred.........	10 07	— —	— —	— —
— —	6 57	— —	— —	255	..........Eden..........	9 51	— —	— —	— —
— —	7 02	— —	— —	257	.........Jensen.......♂	9 46	— —	— —	— —
— —	7 12	— —	— —	262	.........Stuart.......♂	9 35	— —	— —	— —
— —	7 22	— —	— —	267	........Aberdeen........	9 28	— —	— —	— —
— —	7 27	— —	— —	269	.........Fruita.........	9 18	— —	— —	— —
— —	7 34	— —	— —	272	.........Gomez.........	9 10	— —	— —	— —
— —	7 40	— —	— —	275	.......Hobe Sound.......	9 05	— —	— —	— —
— —	7 58	— —	— —	283	.....West Jupiter....♂	8 47	— —	— —	— —
6 30	8 30	7 1[illegible]	12 40	299	...West Palm Beach.♂	8 10	10 [illegible]0	9 10	3 00
6 40	8 40	7 20	— —	301	+ **Royal Poinciana**..	8 00	9 50	9 00	— —
6 45	8 45	7 25	....	301	arr. } **The Breakers**.. { lve.	7 55	9 45	8 55	....
6 45	8 45	7 25	....	301	lve. } **The Breakers**.. { arr.	7 55	9 45	8 55	....
6 50	8 50	7 30	— —	301	...**Royal Poinciana**..	7 5[illegible]	9 40	8 50	— —
7 00	9 00	7 4[illegible]	12 50	299	+.West Palm Beach.♂	7 40	9 3[illegible]	8 40	2 50
— —	9 21	8 [illegible]0	— —	308	.......Lantana.......	7 2[illegible]	— —	8 20	— —
— —	9 23	8 02	— —	309	.......Hypoluxo.......	7 18	— —	8 18	— —
— —	9 3[illegible]	8 08	— —	312	........Boynton......♂	7 12	— —	8 12	— —
— —	9 41	8 18	— —	317	.........Delray.......♂	7 04	— —	8 02	— —
— —	9 58	8 34	— —	325	.....Boca Ratone......	6 49	— —	7 45	— —
— —	10 17	8 52	— —	333	.......Pompano......♂	6 33	— —	7 27	— —
— —	10 36	9 09	—	341	....Fort Lauderdale..♂	6 17	— —	7 08	— —
— —	10 46	9 18	—	345	.........Dania.......♂	6 08	— —	6 58	— —
— —	10 56	9 28	— —	351	......Hallandale.....♂	6 00	— —	6 48	— —
— —	11 05	9 37	— —	355	........Fulford........	5 51	— —	6 39	— —
— —	11 14	9 46	— —	359	........Biscayne........	5 43	— —	6 29	— —
— —	11 21	9 5[illegible]	— —	362	.......Lemon City....♂	5 38	— —	6 23	—
— —	11 24	9 55	— —	363	.......Buena Vista.......	5 35	— —	6 20	— —
9 00	11 30	10 [illegible]0	2 50	366	arr. } .+ **Miami**♂ . { lve.	*5 30	*7 30	6 15	12 50
P M	P M	10 30	3 20	366	lve. } { arr.	A M	A M	5 45	12 20
....	....	10 45	— —	371	....Cocoanut Grove....	....	....	5 29	— —
....	....	11 12	— —	380	........Rockdale........	....	....	5 02	— —
....	....	11 16	— —	384	.........Perrine.......♂	....	....	4 58	— —
....	....	11 50	— —	394	.......Homestead.....♂	....	....	4 25	— —
....	....	12 35	— —	415	.........Jewfish.......♂	....	....	3 42	— —
		1 25	— —	439	.........Quarry.......♂	....	....	2 57	— —
		2 05	— —	450	........Crescent........	....	....	2 05	— —
		2 27	6 21	458	........Long Key.....♂	....	....	2 00	9 18
		3 05	7 00	475	........Marathon.....♂	....	....	1 00	8 40
		3 15	7 10	478	.**Knights Key Dock**♂	....	....	*12 50	*8 30
		P M	A M	....	ARRIVE] [LEAVE	....	....	Noon	P M

BETWEEN EAST PALATKA AND PALATKA.

January 4, 1910.	Mls	100	102	104	106	108	110	112
[LEAVE	....	A M	A M	A M	A M	Noon	P M	P M
East Palatka.......	0	*5 15	*6 15	*8 40	*11 10	*12 10	*3 50	*5 45
Palatka............	3	5 35	6 35	9 00	11 30	12 30	4 10	6 05
[ARRIVE	....	A M	A M	A M	A M	Noon	P M	P M

STATIONS.	101	103	105	107	109	111	113
[LEAVE	A M	A M	A M	A M	P M	P M	P M
Palatka............	*5 40	*6 40	*10 10	*11 35	*2 30	*4 15	*6 10
East Palatka.......	6 00	7 00	10 30	11 55	2 50	4 35	6 30
[ARRIVE	A M	A M	A M	A M	P M	P M	P M

NEW SMYRNA AND ORANGE CITY JUNCTION.

No. 203	No. 201	Mls.	*January* 4, 1910.	No. 202	No. 204
....	....	....	LEAVE] [ARRIVE	....	....
*3 30 P M	*8 45 A M	0	+...**New Smyrna**...♂	1 00 P M	7 26 P M
3 40 "	9 00 "	3.1	........Glencoe........	12 51 Noon	7 08 "
3 50 "	9 21 "	7.1	.......Briggsville.......	12 40 "	6 48 "
3 58 "	9 36 "	9.8	.....Indian Spring.....	12 33 "	6 34 "
4 12 "	10 04 "	15.4	.........Rogers.........	12 18 "	6 08 "
4 28 "	10 45 "	20.5	.......Lake Helen....♂	12 04 Noon	5 40 "
4 35 "	11 00 "	24.0	.......Twin Oaks.......	11 54 A M	5 10 "
4 39 "	11 06 "	25.5	+....Orange City....♂	11 50 "	5 03 "
4 45 P M	11 15 A M	27.4	..**Orange City Junc**♂	*11 45 A M	*4 55 P M
....	....	....	ARRIVE] [LEAVE	....	....

BETWEEN TITUSVILLE AND SANFORD.

No. 205	Mls	*January* 4, 1910.	No. 206
....	....	LEAVE] [ARRIVE	....
*6 30 A M	0	+....**Titusville**....♂	1 00 P M
6 38 "	3	.........Lagrange.........	12 55 Noon
6 46 "	4	..........Mims..........	12 48 "
7 05 "	9	.........Aurantia.........	12 14 Noon
7 31 "	16	.........Maytown.........	11 52 A M
8 19 "	29	..........Osteen..........	11 07 "
8 35 "	33	.........Garfield.........	10 54 "
8 40 "	36	......**Enterprise**....♂	10 44 "
9 00 "	40	**Enterprise Junction**	10 30 "
9 30 A M	47	........**Sanford**.....♂	*10 00 A M
....	....	ARRIVE] [LEAVE	....

BETWEEN EAST PALATKA AND SAN MATEO.

No. 109	No. 103	Ms.	*January* 4, 1910.	No. 104	No. 110
....	....	....	LEAVE] [ARRIVE	....	....
*2 55 P M	*7 40 A M	0	..**East Palatka**♂	8 30 A M	3 45 P M
3 15 P M	8 00 A M	4	...**San Mateo**.♂	*8 10 A M	*3 25 P M
....	....	....	ARRIVE] [LEAVE	....	....

BETWEEN JACKSONVILLE AND MAYPORT.

53	55	51	M	*January* 4, 1910.	50	54	52
P M	P M	A M	..	LEAVE] [ARRIVE	A M	P M	P M
§2 00	*6 10	*9 45	0	+ **Jacksonville**♂	7 30	5 30	1 10
2 08	6 18	9 53	1	**South Jacksonville**♂	7 22	5 22	1 02
2 27	6 37	10 13	11	.....Sanspareil.....	7 03	5 03	12 43
2 35	6 45	10 20	15	.....San Pablo.....	6 54	4 55	12 35
2 40	6 50	10 25	18	...Pablo Beach.♂	6 49	4 50	12 29
2 47	6 57	10 32	20	+ Atlantic Beach..	6 43	4 44	12 23
3 00	7 10	10 45	26	.....**Mayport**..♂	*6 30	*4 30	§12 10
P M	P M	A M	..	ARRIVE] [LEAVE	A M	P M	Noon

The Short Sea Route to Havana

THROUGH PULLMAN BUFFET SLEEPERS

New York and Knights Key, via Atlantic Coast Line and Seaboard Air Line.

Quickest Route to Havana, Cuba, and Key West, Fla.

Through connection from Eastern points direct to ship's side at Knights Key. Close connection at Jacksonville, Union Station, with all Western trains.

29 and 30—Jacksonville and Miami Local—Buffet Parlor Car and Coaches.

33 and 34—The Palm Beach Limited—Jacksonville and Miami. All Parlor Cars. Dining Car service a la carte.

35 and 36—The Over-Sea Limited—Jacksonville and Knights Key. Solid Pullman Train. Dining Car service.

37 and 38—The Key West Express—Jacksonville and Knights Key. Buffet Sleepers and Coaches.

Trains 33-34, 35-36, 37-38 are scheduled to stop only at important stations, as indicated on the time card, but upon application to conductor will be stopped at any regular station to let off passengers holding tickets issued at points north of Jacksonville.

* Daily; † daily, except Sunday; § Sunday only. + Coupon stations; ♂ Telegraph stations. *Central time.*

Pintsch Gas On 148,000 Cars, 6,600 Locomotives and 1,900 Buoys. || Over 160 railroads use the SAFETY systems of ..... **Steam Heat**

Florida East Coast Railway.

51 Hours New York and Havana and Jacksonville and the Florida Keys Route

Over the SEA-GOING RAILROAD on the "OVER-SEA LIMITED"

† SOUTHWARD.	Seaboard Air Line	Atlantic Coast Line	Leave New York Daily, except Sunday.
Lve. **New York**	†12 55 Noon	†1 25 P M	Mo. Tu. We. Th. Fri. Sa. ⊙
Lve. **Philadelphia**	3 46 P M	3 50 P M	Mo. Tu. We. Th. Fri. Sa. ⊙
Lve. **Baltimore**	5 52 P M	6 00 P M	Mo. Tu. We. Th. Fri. Sa. ⊙
Lve. **Washington**	7 10 P M	7 00 P M	Mo. Tu. We. Th. Fri. Sa. ⊙
Lve. **Richmond**	10 25 P M	10 35 P M	Mo. Tu. We. Th. Fri. Sa. ⊙
Arr. **Jacksonville**	1 45 P M	2 15 P M	Tu. We. Th. Fri. Sa. Su. ⊙
	F. E. C. Ry.		
Lve. **Jacksonville**	2 40 P M	daily	Tu. We. Th. Fri. Sa. Su. Mo.
Arr. **St. Augustine**	5 40 P M	daily	Tu. We. Th. Fri. Sa. Su. Mo.
Lve. **St. Augustine**	4 00 P M	daily	Tu. We. Th. Fri. Sa. Su. Mo.
Arr. **Ormond**	6 11 P M	daily	Tu. We. Th. Fri. Sa. Su. Mo.
Arr. **Palm Beach**	1 00 A M	daily	We. Th. Fri. Sa. Su. Mo. Tu.
Arr. **Miami**	2 50 A M	daily	We. Th. Fri. Sa. Su. Mo. Tu.
Arr. **Knights Key**	7 10 A M	daily	We. Th. Fri. Sa. Su. Mo. Tu.
	P. & O. S. S. Co.		
Lve. **Knights Key**	†7 30 A M	w'k d'ys	We. Th. Fri. Sa. ▣ Mo. Tu.
Arr. **Havana**	†4 30 P M	w'k d'ys	We. Th. Fri. Sa. ▣ Mo. Tu.

NORTHWARD.	Sailings from Havana on Week-days only.		
	P. & O. S. S. Co.		
Lve. **Havana**	†11 00 A M	w'k d'ys	Mo. Tu. We. Th. Fri. Sa. ▣
Arr. **Knights Key**	8 00 P M	w'k d'ys	Mo. Tu. We. Th. Fri. Sa. ▣
	F. E. C. Ry.		
Lve. **Knights Key**	8 30 P M	daily	Mo. Tu. We. Th. Fri. Sa. Su.
Lve. **Miami**	12 50 Night	daily	Mo. Tu. We. Th. Fri. Sa. Su.
Lve. **Palm Beach**	3 00 A M	daily	Tu. We. Th. Fri. Sa. Su. Mo.
Lve. **Ormond**	9 25 A M	daily	Tu. We. Th. Fri. Sa. Su. Mo.
Arr. **St. Augustine**	11 40 A M	daily	Tu. We. Th. Fri. Sa. Su. Mo.
Lve. **St. Augustine**	12 00 Noon	daily	Tu. We. Th. Fri. Sa. Su. Mo.
Arr. **Jacksonville**	1 00 P M	daily	Tu. We. Th. Pri. Sa. Su. Mo.
	A. C. L. S. A. L.		
Lve. **Jacksonville**	†2 10 P M	†2 00 P M	Tu. We. Th. Fri. Sa. △ Mo.
Lve. **Richmond**	7 15 A M	7 40 A M	We. Th. Fri. Sa. Su. △ Tu.
Arr. **Washington**	10 08 A M	10 35 A M	We. Th. Fri. Sa. Su. △ Tu.
Arr. **Baltimore**	11 30 A M	11 38 A M	We. Th. Fri. Sa. Su. △ Tu.
Arr. **Philadelphia**	1 46 P M	1 55 P M	We. Th. Fri. Sa. Su. △ Tu.
Arr. **New York**	4 15 P M	4 30 P M	We. Th. Fri. Sa. Su. △ Tu.

35 and 36—The "Over-Sea Limited"—Connects at Knights Key with Peninsular & Occidental steamers to and from Havana direct daily, except Sunday. All Pullman Cars. Operated daily between Jacksonville and Knights Key. On these trains are handled the through New York Sleepers via the Atlantic Coast Line and the through New York Sleepers via the Seaboard Air Line as follows:

Via Atlantic Coast Line—St. Augustine, one Sleeper, seven Staterooms and two Drawing-rooms. St. Augustine, one Sleeper, 10-Sections, one Drawing room, two Staterooms. St. Augustine, one Sleeper, 10-Section Observation Car. Palm Beach, one Sleeper, 10-Sections, one Drawing-room, two Staterooms. Miami, one Sleeper, 12-Sections, one Drawing-room. Knights Key, one Sleeper, 12-Sections, one Drawing-room.

Via Seaboard Air Line—St. Augustine, one Sleeper, seven Staterooms and two Drawing-rooms. Palm Beach, one Sleeper, 10-Sections, one Drawing-room, two Staterooms. Miami, one Sleeper, 12-Sections, one Drawing-room. Knights Key, one Sleeper, 12-Sections, one Drawing-room.

Also Pullman Diner, table d'hote service between New York and Fort Pierce, and the following local Pullman Sleepers: St. Augustine and Knights Key, one 10-Section, two Drawing-room Cars. Palm Beach and Knights Key, one 10-Section, two Drawing-room Cars. Miami and Knights Key, one 12-Section Drawing-room Car.

Local Sleepers will be open for occupancy at 9 00 p.m. These trains are scheduled to stop only at important stations as indicated on the time card, but upon application to conductor will be stopped at any regular station to let off passengers holding tickets issued at points north of Jacksonville. No extra or special cars will be handled on these trains.

†Daily, except Sunday. ⊙ Trains shown above leave New York daily, except Sunday. ▣ Ships of the Peninsular & Occidental S.S. Co. do not leave Knights Key or Havana on Sunday. △ Trains shown above leave Jacksonville for New York daily, except Sunday.

The New York and Florida Special and the Seaboard Florida Limited, solid Pullman trains, are consolidated at Jacksonville and operated as one train, the "OVER-SEA LIMITED," which continues to destination the through Pullman Sleepers for St. Augustine, Palm Beach, Miami and Knights Key—the latter operated especially for Havana passengers.

Florida East Coast Hotel Company

Dates for Operation of Hotels, Season of 1909-10

PONCE DE LEON
ST. AUGUSTINE
Under the Management of Mr. Robert Murray
Now Open. Closes Tuesday, April 5, 1910

ALCAZAR
ST. AUGUSTINE
(American Plan only)
Under the Management of Mr. W. McAuliffe
Now Open. Closes Saturday, April 16, 1910

ORMOND
ORMOND-ON-THE-HALIFAX
Under the Management of Mr. J. D. Price
Now Open. Closes Monday, April 4, 1910

THE BREAKERS
PALM BEACH
Under the Management of Mr. Leland Sterry
Now Open. Closes Saturday, April 2, 1910

ROYAL POINCIANA
PALM BEACH
Under the Management of Mr. Fred Sterry and Mr. H. E. Bemis
Now Open. Closes Tuesday, March 29, 1910

ROYAL PALM
MIAMI
Under the Management of Mr. Joseph P. Greaves
Now Open. Closes Friday, April 1, 1910

THE COLONIAL
NASSAU (BAHAMA ISLANDS)
Under the Management of Mr. H. E. Bemis and Mr. J. W. Green
Now Open. Closes Friday, April 1, 1910

ROYAL VICTORIA
NASSAU (BAHAMA ISLANDS)
Under the Management of Mr. H. E. Bemis
Opens (to be announced later). Closes (to be announced later)

THE CONTINENTAL
ATLANTIC BEACH
Under the Management of Mr. H. E. Bemis
Opens Monday, March 21, 1910. Closes during August, 1910

LONG KEY FISHING CAMP
LONG KEY
Under the Management of Mr. L. P. Schutt
Now Open. Closes Monday, April 18, 1910

NEW YORK OFFICE—243 Fifth Avenue *CHICAGO OFFICE—130 Adams Street*

Peninsular & Occidental S.S. Co.

U. S. FAST MAIL ROUTE FOR

KEY WEST, HAVANA, CUBA, and the WEST INDIES, and NASSAU BAHAMAS.

J. R. PARROTT, Prest., Jacksonville, Fla.
M. F. PLANT, Vice-President, 71 Broadway, New York.
J. C. SALTER, Sec'y and Treas., 26 Broadway, New York.
HENRY STODDARD, Asst. Sec'y and Treas., New Haven, Conn.

CHARLES L. MYERS, Manager, Jacksonville, Fla.
ROY RAINEY, Auditor, "
HARRY E. OSBORNE, Cashier, "
PAUL J. SAUNDERS, Traffic Agent, Jacksonville, Fla.

AGENCIES.

J. W. MORRIS, Agt., Port Tampa, Fla.
L. C. BRANNING, Agt., Miami, Fla.
AL. C. ELGIN, Agt., Key West, Fla.
R. H. WHITNALL, Agent, Knights Key, Fla.

G. LAWTON CHILDS & CO., Agents, 22 Mercaderes St., Havana, Cuba.
LYMAN DENISON, C. T. A., 118 Prado, Havana, Cuba.
R. H. SAWYER & CO., Agts., Nassau, N.P.
R. T. THORN, C. T. A., St. Petersburg, Fla.

PORT TAMPA-ST. PETERSBURG-KEY WEST-HAVANA LINE.
Effective January 2, 1910.
S.S. "Olivette" and S.S. "Mascotte."

Southbound.	Lve. **St. Petersburg**	9 30 P M	Tues. Sat.
	Arr. **Port Tampa**	10 30 P M	Tues. Sat.
	Lve. **Port Tampa**	11 00 P M	Sun. Tue. Thu. Sat.
	Arr. **Key West**	5 00 P M	Mon. Wed. Fri. Sun.
	Lve. **Key West**	8 00 P M	Mon. Wed. Fri. Sun.
	Arr. **Havana**	6 30 A M	Tue Thu Sat. Mon.
Northbound.	Lve. **Havana**	5 00 P M	Tue Thu. Sat. Mon.
	Arr. **Key West**	11 00 P M	Tue. Thu. Sat. Mon.
	Lve. **Key West**	12 01 Night	Tue. Thu. Sat. Mon.
	Arr. **Port Tampa**	6 30 P M	Wed. Fri. Sun. Tue.
	Lve. **Port Tampa**	7 00 P M	Fri. Tues.
	Arr. **St. Petersburg**	8 00 P M	Fri. Tues.

KNIGHTS KEY-KEY WEST LINE.—*Effective January 5, 1910.*
Steamer "Montauk."

Westbound.	Lve. **Knights Key**	3 30 P M	Daily, except Sunday.
	Arr. **Key West**	7 30 P M	Daily, except Sunday.
Eastbound.	Lve. **Key West**	8 30 A M	Daily, except Sunday.
	Arr. **Knights Key**	12 30 Noon	Daily, except Sunday.

MIAMI-NASSAU (BAHAMAS) LINE.—*Effective January 10, 1910.*
S.S. "Miami."

Eastbound.	Lve. **Miami**, Fla.	Monday.	Thursday.	On Tide.
	Arr. **Nassau**, N.P.	Tuesday.	Friday.	On Tide.
Westbound.	Lve. **Nassau**, N.P.	Tuesday.	Friday.	On Tide.
	Arr. **Miami**, Fla.	Wednesday.	Saturday.	On Tide.

KNIGHTS KEY-HAVANA LINE (Direct).—*Effective January 5, 1910.*
S.S. "Halifax" and S.S. "Gov. Cobb."

Southbound.	Lve. **Knights Key**	7 40 A M	Daily, except Sunday.
	Arr. **Havana**	4 30 P M	Daily, except Sunday.
Northbound.	Lve. **Havana**	11 00 A M	Daily, except Sunday.
	Arr. **Knights Key**	8 00 P M	Daily, except Sunday.

FIRST CLASS LOCAL FARES	From	To Havana		To Nassau		To Key West	
		One Way	Excur.	One Way	Excur.	One Way	Excur.
Subject to Change.	**Knights Key**	$17 10	$27 35	.....	.....	$4 60	$7 35
	Port Tampa	25 40	42 10	.....	.....	12 90	21 10
	Miami	21 70	35 75	$15 00	$26 00	8 80	15 75
	Key West	12 50	21 00	.....	.....	.....	.....

Commencing January 31st, leave Miami for Nassau, Mondays, Wednesdays and Fridays. Above hours based on 90th Meridian. *Standard time.* Tickets reading between Knights Key and Havana can be used via Key West. Information regarding freight rates and passenger fares to all points in the United States, Cuba or the West Indies and Bahamas cheerfully furnished upon application.

The Ocklawaha & St. Johns Navigation Co.

THE HART LINE.

Business established by H. L. Hart in 1860. Incorporated in 1901.

Palatka, St. Johns and Ocklawaha Rivers, Silver Springs and Ocala.

The most romantic river trip in America. Panoramic tropical scenery by day. Grand torchlight illumination by night. Tourist Steamers (exclusively for first-class passenger service) **Okeehumkee 2d** and **Hiawatha.** Unsurpassed accommodations for first-class passengers. Light, airy and comfortable staterooms for fifty and sixty passengers. Bountiful table, supplied with all seasonable delicacies.

Winter Passenger Service.—Tourist Steamers, on and after Jan. 10, 1910, or previously, on notice to all ticket agents, leave Palatka for Silver Springs Mon., Wed., Fri. at 12 30 noon, or after arrival of trains from Jacksonville, St. Augustine, Tampa and Miami. Ret'g, leave Silver Springs for Palatka Tuesday, Thursday and Saturday at about 1 40 p.m., or after arrival of morning trains from Jacksonville, Orlando, Tampa, St. Petersburg and Gulf Coast points, connecting at Ocala with S. A. L. train or carriages for Silver Springs, arriving at Palatka early the following morning, connecting with trains to all points. Notice of resumption of daily service will be sent to all principal ticket agents. Enquire for possible time changes from Silver Springs.

Connections.—At **Palatka** with Atl. Coast Line R.R., Ga. So. & Fla. Ry., Fla. East Coast Ry., Beach & Miller Line and Clyde Line steamers. At **Silver Springs** and **Ocala** with Seab. Air Line Ry. and Atl. Coast Line R.R.

R. W. THOMPSON, General Manager, Palatka, Fla.
General Office—Hart's Block, Palatka, Fla. *November 19, 1909.*

Favorite Line Steamers

Steamers FAVORITE, MANATEE and H. B. PLANT, carrying U. S. Mail

Double Daily Service to,. **West Coast and Manatee River Points**

Leave Favorite Line Docks daily, except Sunday, as follows:

S.S. H. B. Plant	S.S. Manatee	*May, 1909.*	S.S. H. B. Plant	S.S. Manatee
5 50 P M	7 30 A M	lve..... **Tampa**.....arr.	10 00 A M	6 50 P M
6 35 "	9 30 A M	arr.. St. Petersburg ..lve.	8 05 "	4 30 "
8 00 "	12 00 Noon	" ..... Palmetto ..... "	5 30 "	2 00 "
8 10 "	12 10 "	" ... Braidentown ... "	5 25 "	1 45 "
8 25 "	12 25 "	" ..... Manatee ..... "	5 05 "	1 10 "
8 30 P M	12 30 Noon	arr..... **Ellenton** ....lve.	5 00 A M	1 00 P M

Only line operating two daily boats from Tampa. All meals served aboard the boats. Cuisine unsurpassed.

H. WALTER FULLER, President, Tampa, Fla.
T. K. WILSON, General Manager,

STRASBURG RAILROAD.

FRANK L. MUSSLEMAN, Superintendent, Strasburg, Pa.

Train leaves Strasburg *8 00 a.m., arriving at **Leaman Place**[1] (4½ miles) 8 15 a.m. Returning leaves Leaman Place *9 45 a.m., arriving Strasburg 10 00 a.m. * Daily. *February, 1907.*

Connection.—[1] With Pennsylvania R.R. *Eastern time.*

MANISTEE & REPTON RAILROAD.

A. S. HERLONG, Superintendent, Manistee, Ala.

Train leaves **Manistee Junction**[1] †5 50 p.m., arriving Manistee (19 miles) 6 00 p.m. Returning, leaves Manistee †7 30 a.m., arriving Manistee Junction 9 30 a.m.

† Daily, except Sunday. *November, 1908.*

Connection.—[1] With L. & N. R.R. STANDARD—*Central time.*

ALTOONA & BEECH CREEK RAILROAD.

W. L. SHELLENBERGER, President and General Manager, Altoona, Pa.

Extends from **Altoona**[1] to **Kipple**[2] and **Fallen Timber** (18 miles). Operated on irregular schedule for freight and passenger traffic.

Connections.—[1] and [2] With Pennsylvania R.R. *January, 1905.*

BRUCE MINES & ALGOMA RAILWAY.

JOHN KNIGHT, Superintendent, Bruce Mines, Ont.

This road extends from Bruce Mines to **Bruce Junction**[1] and Rock Lake, a distance of 17 miles. Operated for freight and passenger traffic.

Connection.—[1] With Canadian Pacific Ry. *April, 1908.*

PINTSCH GAS In use on 148,000 Cars, 6,800 Locomotives and 1,900 Buoys. | **SAFETY CAR HEATING & LIGHTING CO.** NEW YORK. PHILADELPHIA. CHICAGO. ST. LOUIS. SAN FRANCISCO.

Mallory Steamship Co.

FREIGHT AND PASSENGER SERVICE

—BETWEEN THE—

NORTH, SOUTH AND SOUTHWEST

GENERAL OFFICES:
Pier 36, North River, New York.

HENRY R. MALLORY, President.
H. H. RAYMOND, Vice-Prest. and Gen. Mgr.
A. R. NICOL, Treasurer.
ROBERT MALLORY, Assistant Treasurer.
C. D. MALLORY, Secretary.
E. G. WARFIELD, Freight Traffic Manager.
W. P. LEVIS, General Freight Agent.
A. W. PYE, General Passenger Agent.
G. R. EDGCUMBE, Purchasing Agent.
RICHARD HALLEY, Freight Claim Agt., Pier 45, N.R.

S.S. BRAZOS (New)
S.S. SAN JACINTO
S.S. DENVER
S.S. CONCHO
S.S. SABINE
S.S. NUECES
S.S. LAMPASAS
S.S. ALAMO
S.S. COMAL
S.S. SAN MARCOS
S.S. COLORADO
S.S. RIO GRANDE

TEXAS SERVICE—*Semi-Weekly Sailings.*

NEW YORK AND GALVESTON

Freight and Passenger Connections to and from TEXAS, OKLAHOMA, KANSAS, MISSOURI RIVER POINTS, COLORADO, UTAH, NEW MEXICO, MEXICO AND CALIFORNIA.

Southbound from New York:
- From Pier 15, East River, for Galveston, every Wednesday and Saturday at 12 00 noon.
- Wednesday DIRECT EXPRESS service to Galveston.
- Saturday steamer, Freight only, calling at Key West.

Northbound from Galveston:
- For New York DIRECT, every Saturday at 12 00 noon.
- For New York, every Wednesday at 12 00 noon. Freight only.

BOSTON-GALVESTON LINE

New Fast Freight Service. Steamers leave BOSTON and GALVESTON every Wednesday, calling at CHARLESTON, S.C., and JACKSONVILLE, FLA., en route.

KEY WEST, FLA., SERVICE—*Semi-Weekly Sailings.*

From NEW YORK, Pier 16, East River, to KEY WEST every Wednesday and Saturday.
From GALVESTON, TEX., to KEY WEST every Wednesday. Freight only.
From KEY WEST to:
- GALVESTON every Wednesday. Freight only.
- TAMPA, MOBILE every Sunday.
- NEW YORK every Wednesday and Saturday.

Affording Superior Passenger Service, by "ALL OCEAN" Routes, from the NORTH and WEST to MIAMI and PALM BEACH, FLA. HAVANA, CUBA. TAMPA and ST. PETERSBURG, FLA.

TAMPA, FLA., SERVICE—*Weekly Sailings.*

From NEW YORK, Pier 16, East River, to TAMPA every Wednesday.
From TAMPA to MOBILE, KEY WEST, NEW YORK every Tuesday.

New and Direct Freight and Passenger Steamship Services
Between TAMPA and MOBILE, with connections to and from all points West.
Between TAMPA and KEY WEST, FLA.
Between TAMPA and NEW YORK, with connections to and from all points North.

MOBILE, ALA., SERVICE—*Weekly Sailings.*

From NEW YORK, Pier 16, East River, to MOBILE every Wednesday.
From MOBILE to TAMPA, KEY WEST, NEW YORK every Saturday.

With Through Freight and Passenger Connections to and from all points in ALABAMA, MISSISSIPPI, MISSOURI, Etc.

AGENCIES.

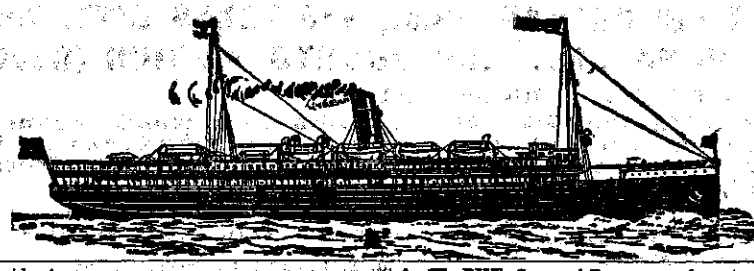
BALTIMORE, Md., Light & German Sts....E. W. STRINGFIELD, Agent
BOSTON, Mass., 192 Washington St.....G. O. SHELDON, N. E. Agent
" 192 Washington St.....J. W. SMITH, Ticket Agent
" Lewis Wharf.....J. A. COLLINS, Port Agent
DALLAS, Tex., 322 Commerce St.....F. T. RENNIE, Com'l Agent
DENVER, Colo., 909 17th St.....A. T. TROTTER, Traveling Agent
GALVESTON, Tex.....S. T. DEMILT, General Agent
HOUSTON, Tex.....J. F. YALE, Agent
JACKSONVILLE, Fla., 122 W. Bay St..W. M. TUPPER, Superintendent
" " ..C. P. LOVELL, Fla. Fht. Agent
" " .....H. G. WHITE, Agent
" " F. M. IRONMONGER, Fla. Pas. Ag.
KEY WEST, Fla.....R. W. SOUTHWICK, Agent
MOBILE, Ala.....J. A. COATES, Agent
NEW BRITAIN, Conn.....E. N. ANDREWS, District Agent
NEW YORK CITY, 80 South St.....C. D. MALLORY, Agent
" Pier 36, N.R..A. L. FENTON, Adv. & Indust. Agent
" 290 Broadway...J. F. RANDOLPH, JR., Com'l Agent
" 290 Broadway.....H. G. WENZEL, Ticket Agent
PHILADELPHIA, Pa., 629 Chestnut St....S. A. MONTEITH, Act. Agent
SAN ANTONIO, Tex., 1117 McKay Blg.....S. C. TIMPSON, Agent
TAMPA, Fla.....THOS. FULLER, Agent
" .....L. S. SCROBLE, Commercial Agent
WACO, Tex., 115 Fourth St.....J. D. GRIGGS, Agent

THROUGH FREIGHT RATES AND BILLS OF LADING TO ALL POINTS

Passenger Rates, One Way and Excursion Tickets, embracing "Circle Tours" covering all Winter and Summer Resorts North, East, South and West.

New Twin-Screw Steamship "BRAZOS" now in Commission

CLYDE STEAMSHIP CO.



STEAMSHIPS

MOHAWK
APACHE
ARAPAHOE
HURON
COMANCHE
IROQUOIS
CITY OF JACKSONVILLE
FRED'K DeBARY
ALGONQUIN
CHEROKEE

STEAMSHIPS

SEMINOLE
CARIB
NAVAHOE
DELAWARE
PAWNEE
GEO. W. CLYDE
NEW YORK
MOHICAN
ONONDAGA
CHIPPEWA
KATAHDIN
WINYAH

H. B. MALLORY, President.
H. H. RAYMOND, Vice-President and General Manager.
A. R. NICOL, Treasurer.
J. S. RAYMOND, Assistant General Manager.
H. E. MAYNARD, Freight Traffic Manager.
W. P. LEVIS, General Freight Agent.

A. W. PYE, General Passenger Agent.
E. A. KELLY, Secretary.
G. R. EDGCUMBE, Purchasing Agent.
C. O. ROCKWELL, Supt. of Floating Equipment and Terminals.
RICHARD HALLEY, Freight Claim Agent, Pier 45, North River.

General Offices, Pier 36, North River, New York.

NEW YORK DIVISION

FOUR SAILINGS WEEKLY IN EACH DIRECTION BETWEEN

NEW YORK, CHARLESTON, S.C., AND JACKSONVILLE, FLA.

PASSENGER AND FREIGHT SERVICE.

Only Direct All-Water Route between New York, Charleston, S.C., and Jacksonville, Fla., Without Change.

From New York Steamers leave Pier 45, North River, near foot of Christopher Street at 1 00 p.m.

Every convenience known to modern ocean travel. Unsurpassed accommodations for first-class and steerage passengers. Light, airy and comfortable staterooms. Bountiful table, supplied with all seasonable delicacies.

Close Connections with all railroads and steamboat lines out of New York, Charleston and Jacksonville. Most accessible and convenient route for travelers from all New England, Northern and interior points.

Through tickets and checks for baggage. Through freight rates and bills of lading to all points South and Southwest.

NEW YORK, WILMINGTON, N.C., AND GEORGETOWN, S.C., LINE.

WEEKLY PASSENGER AND FREIGHT SERVICE.

Southbound { From Pier 45, N.R., New York, Fridays 3 00 p.m.

Northbound { From Georgetown Thursdays. From Wilmington Saturdays.

BOSTON DIVISION

Direct Semi-weekly Freight Service between Boston, Charleston, S.C., and Jacksonville, Fla.

PHILADELPHIA DIVISION

TRI-WEEKLY FREIGHT SERVICE BETWEEN

NEW YORK AND PHILADELPHIA,

CONNECTING FOR ALL POINTS NORTH AND EAST.

PHILADELPHIA–NORFOLK–NEWPORT NEWS LINE

Freight Service between Philadelphia, Norfolk, Portsmouth and Newport News, Va., leaving Philadelphia Mondays, Tuesdays, Thursdays and Saturdays, 12 00 noon, connecting for all points South and Southwest. Returning, leaving Norfolk Mondays, Wednesdays and Saturdays, 5 00 p.m.

ST. JOHNS RIVER DIVISION

PASSENGER AND FREIGHT SERVICE BETWEEN

JACKSONVILLE, PALATKA, DE LAND, SANFORD, ENTERPRISE

And Intermediate Landings on the St. Johns River.

Commencing Monday, November 1, 1909, steamers are appointed to sail from foot of Catharine Street, **Jacksonville**, for **Palatka, Astor, St. Francis, Beresford (De Land), Sanford, Enterprise** and intermediate landings.

City of Jacksonville, Sundays, Tuesdays and Thursdays at 3 30 p.m. Returning, leaves **Sanford** Mondays, Wednesdays and Fridays at 10 00 a.m.

Frederick De Bary leaves **Jacksonville** Mondays, Wednesdays and Fridays at 3 30 p.m. Returning, leaves **Sanford** Tuesdays, Thursdays and Saturdays at 10 00 a.m.

THE CLYDE CHARLESTON FAST FREIGHT LINE

— COMPRISING —

Clyde New York, Charleston & Florida S.S. Line; Clyde New England and Southern Line; Southern Ry.; Georgia R.R.; Atlanta & West Point R.R.; Western Ry. of Alabama; N. C. & St. L. Ry., and Western & Atlantic R.R., and Connecting Railroads.

SANTO DOMINGO DIVISION

CLYDE S.S. CO. **WEST INDIA LINE.**

Three sailings monthly in each direction between **New York and Monte Cristy, Puerto Plata, Samana, Sanchez, Macoris, Azua and Santo Domingo, via Turks Island.** Large and commodious freight and passenger steamers.

Freight and Passenger Offices, 12 Broadway, New York City.

Steamers load and leave from Pier 35, Atlantic Basin, Brooklyn, N.Y.

F. F. MILNE, Jr., Port Agent.

AGENCIES

BALTIMORE, MD.—Light & German Sts.—E. W. STRINGFIELD, Agt.
BOSTON, MASS.—192 Washington St.—GEO. O. SHELDON, N. E. Agt.
BOSTON, MASS.—192 Washington Street—E. J. SHEEHAN, C. A., C. C. F. F. Line.
BOSTON, MASS.—Lewis Wharf—J. A. COLLINS, Port Agent.
CHARLESTON, S.C.—J. A. McNEILL, Mgr. C. C. F. F. Line.
CHARLESTON, S.C.—A. E. GAETJENS, Agent.
CHARLESTON, S.C.—M. B. HUTCHINSON, Commercial Agent.
GEORGETOWN, S.C.—H. KAMINSKI & CO., Agents.
JACKSONVILLE, FLA.—W. M. TUPPER, Superintendent.
JACKSONVILLE, FLA.—C. P. LOVELL, Florida Freight Agent.
JACKSONVILLE, FLA.—H. G. WHITE, Agent.
JACKSONVILLE, FLA.—F. M. IRONMONGER, Florida Pas. Agt.
NEW YORK—Pier 36, N.R.—E. A. KELLY, Agent.
NEW YORK—Pier 36, N.R.—G. W. PETTENGILL, Gen. Trav. Agt.
NEW YORK—Pier 36, N.R.—A. L. FENTON, Advertising and Industrial Agent.
NEW YORK—290 Broadway—H. G. WENZEL, Ticket Agent.
NEW YORK—290 Broadway—H. C. SHERMAN, Com'l Agt., C.C.F.F.L.
NEW YORK—290 Broadway—J. F. RANDOLPH, JR., Com'l Agent.
NORFOLK, VA.—J. W. McCARRICK, General Southern Agent.
PHILADELPHIA, PA.—F. W. CRAWFORD, General Agent.
RICHMOND, VA.—1110 E. Main St.—H. E. WOODFIN, Trav. F. A.
TAMPA, FLA.—THOS. FULLER, Agent.
TAMPA, FLA.—L. S. SCROBLE, Commercial Agent.
WILMINGTON, N.C.—H. G. SMALLBONES, Agent.

WOLVIN LINE

Mexican-American Steamship Service
GULF ROUTE to MEXICO

From NEW ORLEANS, La., and TEXAS CITY, Texas To TAMPICO, VERA CRUZ and PUERTO MEXICO (Coatzacoalcos)

From TEXAS CITY, 1st, 10th and 20th.

From NEW ORLEANS, 5th, 15th and 25th each month, connecting at Tampico with National Railways of Mexico; at Vera Cruz with National Railways of Mexico and Mexican Railway, and at Puerto Mexico with Tehuantepec National Railway.

A. B. WOLVIN, President, Duluth, Minn.
H. B. MOORE, Vice-Prest. and Gen. Manager, Texas City, Tex.
JAS. BEATTIE, Assistant General Manager, "
J. B. TARTT, Auditor, "
R. E. TIPTON, General Freight Agent, "
J. H. W. STEELE, Agent, New Orleans, La.

E. H. DECELLES, Agent, Tampico, Mex.
CUSTOMS AGENTS—Tehuantepec National Railway, Agents, Puerto Mexico, Mex.
R. M. BOULET, Commercial Agent, Mexico City, Mex.
H. J. FALKENBACH, Gen. Agent, American Trust Bldg, Chicago, Ill.
A. E. HEGEWISCH, Agent, Vera Cruz, Mex.
A. S. GIMBLE, Agent, Texas City, Tex.

Texas City Terminal Co.

A. B. WOLVIN, President, Duluth, Minn.
H. B. MOORE, General Manager, Texas City, Tex.

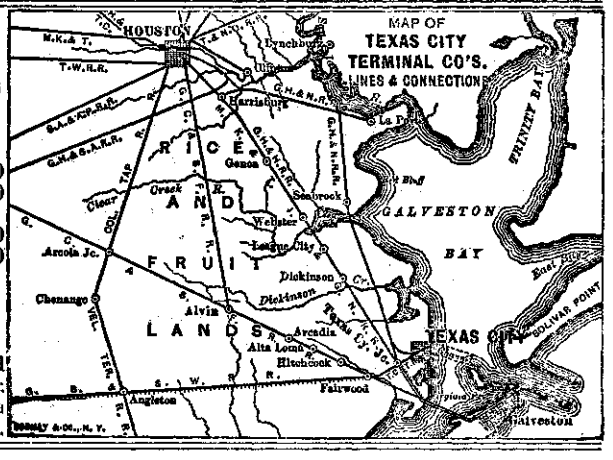
Trains leave **Texas City** *8 30, *9 45 a.m., *4 30, *5 40 p.m., arrive **Texas City Junction** (4½ miles) 8 45, 10 00 a.m., 4 45, 5 55 p.m.

Returning, leave Texas City Junction *9 00, *10 20 a.m., *5 05, *6 05 p.m., arrive Texas City 9 15, 10 30 a.m., 5 20, 6 20 p.m.

* Daily. *Central time.* *October*, 1908.

American Express Company operates over this line.

Connections.—At Texas City Junction—International & Great Northern R.R.; Missouri, Kansas & Texas Ry.; Southern Pacific Ry.; Galveston, Houston & Henderson R.R.; Gulf, Colorado & Santa Fe Ry. (via Virginia Point).



Atlantic & Mexican Gulf Steamship Co.

General Offices—82-92 Beaver Street, New York, N.Y.
E. W. GOULD, Jr., President. | EDWARD F. GEER, Secretary and Treasurer.

Fast Freight Steamers, Carrying United States-Mexican Mail

Steamer "RHEINGRAF"

Running direct between MOBILE, GALVESTON, PORT ARTHUR, VERA CRUZ, COATZACOALCOS (PUERTO MEXICO) and PROGRESO

Steamer will stop at other Mexican Gulf ports, when sufficient cargo offers, and reserves the right to omit any port on schedule on account of insufficient quantity of cargo.

Connections made at MOBILE with Mobile & Ohio Railroad, Louisville & Nashville Railroad and Southern Railway, and at Mexican ports with railways for interior points in Mexico; also with steamers for Tuxpan, Frontera, San Juan Bautista, Laguna and Campeche.

PROPOSED TIME-TABLE—1910

STEAMER	MOBILE	GALVESTON OR PORT ARTHUR		VERA CRUZ		COATZACOALCOS (PUERTO MEXICO)		PROGRESO		MOBILE
	LEAVE	ARRIVE	LEAVE	ARRIVE	LEAVE	ARRIVE	LEAVE	ARRIVE	LEAVE	ARRIVE
Rheingraf.....	Jan. 1	Jan. 4	Jan. 7	Jan. 10	Jan. 13	Jan. 14	Jan. 17	Jan. 19	Jan. 22	Jan. 27
Rheingraf.....	Feb. 1	Feb. 4	Feb. 7	Feb. 10	Feb. 13	Feb. 14	Feb. 17	Feb. 19	Feb. 22	Feb. 27
Rheingraf.....	March 1	March 4	March 7	March 10	March 13	March 14	March 17	March 19	March 22	March 27
Rheingraf.....	April 1	April 4	April 7	April 10	April 13	April 14	April 17	April 19	April 22	April 27

☞ The Atlantic & Mexican Gulf Steamship Company reserves the right to change this schedule and substitute other vessels.

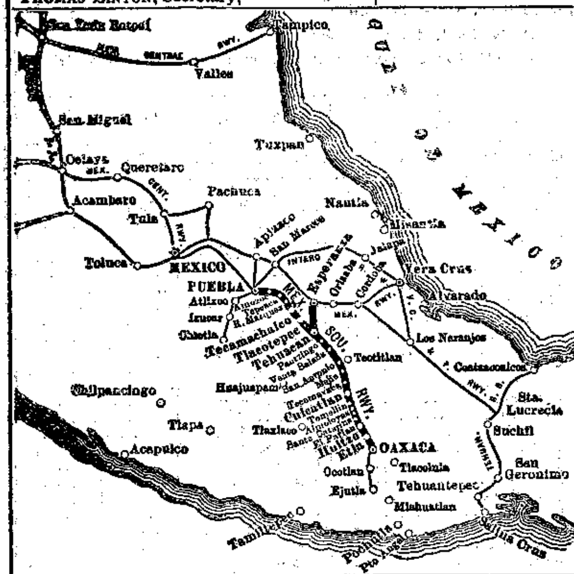
Full information regarding freight and passenger rates will be furnished upon application to

BEREA, O'KELEY & CO., Agents, Vera Cruz, Mex.
TEHUANTEPEC NATIONAL RY., Agents, Coatzacoalcos, Mex.
JOSE VELA, General Agent, Progreso, Mex.
FOWLER & McVITIE, Agts., Galveston, Tex., and Port Arthur, Tex.
JAMES HIRSCHEY & CO., General Agents, Mobile, Ala.

MEXICAN SOUTHERN RAILWAY.

(Ferrocarril Mexicano del Sur.)

Sir Ernest Paget, Chairman of the Board, London, Eng.
Thomas Linton, Secretary, "
——————, Representative, City of Mexico.
J. A. Chisholm, Gen. Mgr. and Resident Engineer, Puebla, Mex.
W. I. McCammon, L. and C. Supt., Puebla, Mex.
M. A. Miranda, Chief Accountant, "



3	1	Kilos.	November 15, 1906.	Mls.	2	4
P M	A M	.....	LEAVE] [ARRIVE	.....	P M	A M
*2 50	*6 15	0	.... **Puebla** ...... ♁	227.3	7 00	11 00
3 18	6 39	13.2	........Chachapa........	219.2	6 57	10 35
3 35	6 50	18.4	.........Amozoc....... ♁	215.5	6 27	10 25
3 46	7 01	26.0	........Santa Rosa.......	211.1	6 14	10 11
3 51	7 05	28.0	..... Tres Jagüeyes ... ♁	209.9	6 09	10 06
4 08	7 21	37.2	.... Tepeaca ...... ♁	204.2	5 55	9 50
4 40	7 47	54.6	....Rosendo Márquez.. ♁	193.4	5 20	9 05
5 02	8 02	65.1	......Tecamachalco.... ♁	186.9	5 02	8 40
5 24	8 18	77.7	.......Las Animas..... ♁	179.1	4 43	8 18
5 38	8 30	87.1	arr. Union de lve.	173.3	4 28	7 58
5 48	8 38	87.1	lve. Tlacotepec ♁ arr.	173.3	4 23	7 58
6 19	9 01	104.4	........Tepanco....... ♁	162.7	3 56	7 08
6 45	9 19	118.4	.........Carnero.........	154.5	3 34	6 40
7 00	9 30	127.3	arr. ..**Tehuacan** ♁ lve.	148.4	3 17	*6 20
P M	9 38	127.3	lve. arr.	148.4	3 07	A M
	10 02	142.0	.......La Huerta........	139.3	2 42	
	10 12	148.3	.........Sanchez	135.3	2 30	....
	10 30	159.2	.........Pantzingo...... ♁	128.6	2 11	....
	10 40	166.3	..... San Sebastián.... ♁	124.4	1 57	....
	10 50	173.8	.........Nopala..........	119.5	1 43	....
	11 02	180.2	arr. Venta Salada ♁ lve.	115.6	1 32	....
	11 02	180.2	lve. arr.	115.6	1 27	....
	11 20	192.9	........Aldama..........	107.9	1 06	....
	11 27	195.4	.......San Antonio..... ♁	106.1	1 01	....
	11 44	204.1	...........Mexia..........	100.7	12 41	....
	12 13	215.6	......Kilómetro 217....	93.2	12 13	....
	12 29	224.4	.......Tecomavaca..... ♁	88.2	11 57	....
	12 50	235.3	........Quiotepec...... ..	81.4	11 35	....
	†1 25	252.3	.........Cuicatlán...... ♁	70.0	10 59	....
	‡1 35	257.1	arr. ....Tomellín.. ♁ lve.	67.0	10 48	....
	2 00	257.1	lve. arr.	67.0	10 23	....
....	2 52	276.3	.... Almoloyas ..... ♁	56.0	9 38	....
5	3 53	292.8	.....Santa Catarina... ♁	45.8	8 59	6
A M	4 07	309.0	arr. .....Parián... ♁ lve.	35.7	8 23	P M
*6 00	4 17	309.0	lve. arr.	35.7	8 23	6 45
7 00	6 00	322.7	..........Las Sedas...... ♁	27.2	7 47	6 05
7 36	– –	331.6	......Telixtlahuaca......	22.4	– –	5 38
8 00	5 28	335.5	arr. .....Huitzo... ♁ lve.	19.3	7 16	5 28
8 00	5 33	335.5	lve. arr.	19.3	7 06	5 08
8 09	– –	338.8	.....Suchilquitongo......	17.3	– –	5 01
8 23	– –	344.1	........Magdalena.......	14.0	– –	4 50
8 30	5 57	348.6	.... Etla .... ♁	11.2	6 44	4 42
8 57	6 14	357.8	....Hacienda Blanca....	5.5	6 26	4 18
9 15	6 30	366.6	.... **Oaxaca** ...... ♁	0	*6 10	*4 00
A M	P M	.....	ARRIVE] [LEAVE	.....	A M	P M

* Daily. ‡ Meals. ♁ Telegraph stations. *Mexico time.*

TULE BRANCH.

12	10	6	8	4	2	Kilos	October 9, 1908.	1	3	5	7	9	11
P M	P M	P M	A M	A M	A M	....	[LEAVE] [ARRIVE	A M	A M	A M	Noon	P M	P M
*5 00	*3 00	*1 00	*11 00	*9 00	*7 00	0	.........**Oaxaca**........	6 50	8 50	10 50	12 50	2 50	4 50
5 16	3 16	1 16	11 16	9 16	7 16	3.5	.......Santa Cruz.......	6 31	8 31	10 31	12 31	2 31	4 31
5 25	3 25	1 25	11 25	9 35	7 25	4.9	....San Sebastian....	6 22	8 22	10 22	12 22	2 22	4 27
5 45	3 45	1 45	11 45	9 45	7 45	8.5	arr....**Tlalixtac**...lve.	*6 00	*8 00	*10 00	*12 00	*2 00	*4 00
5 45	3 45	1 45	11 45	9 45	7 45	8.8	.......**El Tule**........	*6 00	*8 00	*10 00	*12 00	*2 00	*4 00
P M	P M	P M	A M	A M	A M	....	[ARRIVE] [LEAVE	A M	A M	A M	Noon	P M	P M

ESPERANZA BRANCH.

No. 31	Kilos	January 28, 1909.	Ms	No. 32
*9 45 A M	0	lve....**Tehuacan**...arr.	31.0	4 30 P M
10 15 "	11.0	...... Miahuatlan......	24.2	4 00 "
10 30 "	15.4	.......El Carmen........	21.7	3 45 "
10 42 "	19.2	...Rancho de Cabras...	19.2	3 33 "
10 56 "	23.5	.....Llano Grande.....	16.7	3 19 "
11 18 "	30.4	...Ramal del Molino...	12.4	2 58 "
11 28 "	33.6	....Canada Morelos....	10.5	2 47 "
11 47 A M	43.1	.... El Salado	6.2	2 28 "
12 15 Noon	50.3	arr... **Esperanza**..lve.	0	*2 00 P M

Connections. — At Puebla—With the Mexican and Interoceanic Rys. At Oaxaca—With the Oaxaca & Ejutla Railway. At Esperanza — With Mexican Railway.

SPARKS WESTERN RAILROAD.

JNO. R. BARFIELD, President, Ellenton, Ga.
S. G. ETHRIDGE, First Vice-President, Sparks, Ga.
C. C. GEWIN, Secretary and Treasurer, Ellenton, Ga.

December, 1909.	Mls	Pas'nger.	Pas'nger.	Pas'nger.	....
[LEAVE	....	....	....	....	....
Sparks[1]	0	†5 30 A M	†7 30 A M	†4 15 P M	....
Ellenton	10	6 00 A M	8 30 A M	5 10 P M	....
[ARRIVE	....	....	....	....	....
STATIONS.	Mls	Pas'nger.	Pas'nger.	Pas'nger.	....
[LEAVE	....	....	....	....	....
Ellenton	0	†6 30 A M	†11 00 A M	†5 30 P M	....
Sparks	10	7 10 A M	11 40 A M	6 00 P M	....
[ARRIVE	....	....	....	....	....

Trains marked † run daily, except Sunday.
Standard—*Central time.*
Connections.—[1]With Georgia & Florida Ry. and Georgia Southern & Florida Ry.

ASHERTON & GULF RAILWAY COMPANY.

ASHER RICHARDSON, President and General Manager.
M. I. RICHARDSON, Vice-President.
WALTER McCOMB, Secretary and Treasurer.
T. M. BARRET, Assistant General Manager.
J. S. MALONEY, Auditor.
J. H. JACKSON, General Freight and Passenger Agent.
R. S. CONLY, Car Accountant.
General Offices—Asherton, Dimmit Co., Tex.

....	No. 2	Mls	*November* 14, 1909.	Mls	No. 1	....
....	....	....	LEAVE] [ARRIVE	....	....	....
....	*7 00 A M	0	+...... **Asherton**.... ⊙	32.1	1 01 P M	....
....	7 40 "	10.9	........Catarina...... ⊙	21.2	12 22 Noon	....
....	8 01 "	15.6	...........Lula...........	16.5	12 03 Noon	....
....	8 21 "	20.3	.... Light .... ⊙	11.8	11 41 A M	....
....	8 37 "	26.1	...... Farmington .... ⊙	6.0	11 22 "	....
....	8 42 "	27.7	.... Happle..........	4.4	11 16 "	....
....	8 50 A M	32.1	....**Asherton Junc**[1]. ⊙	0	*11 05 A M	....
....	....	....	ARRIVE] [LEAVE	....	....	....

* Daily. ⊙ Telephone stations. + Coupon station. *Central time.*
Connection.—[1]With International & Great Northern R.R.

The Mexico Tramways Co.

(Compania de Tranvias de Mexico, S.A.)
Operating Ferrocarriles del Distrito Mexico, D.F.)

F. S. PEARSON, Dr. Sc., President, 25 Broad St., New York, N.Y.
ROBERT C. BROWN, Managing Director.
HARRO HARRSEN, General Manager.
A. S. PALFRAY, Treasurer.
P. MENDEZ Y MENDEZ, Secretary.
V. L. HAVENS, Civil Engineer.
W. H. FISKE, Electrical Engineer.
GEO. C. MURRAY, Master Mechanic.
GEO. J. TROOP, Jr., Purchasing Agent.
WM. H. BELLAMY, Supervisor of Traffic.
WARREN A. JEFFCRDS, Supt. Freight.

Offices: INDIANILLA, MEXICO, D.F.

"SEEING MEXICO."—During the Tourist Season the Special Parlor Cars of this Company make two trips daily, visiting principal points of interest in City and Suburbs, with expert guides on each trip.

$2.00 Mexican Currency, per trip, per person.

In connection with this service the Company has an Information Bureau where visitors can receive all data concerning the most important points of interest in Mexico.

The Company operates 143 miles of track with electric traction, 28.17 miles with mule traction; reaching all important towns in the Federal District besides serving all of the City of Mexico.

Gauge, 4 ft. 8½ In. and 3 ft. Steam Power Station and Repair Shops—Indianilla, Mex., D.F. Also four Sub-stations, Hydraulic Power. *Aug.*, 1909.

TOLUCA & SAN JUAN RAILROAD (Narrow Gauge).

Luis Gonzalez, General Freight and Passenger Agent, Toluca, Mex.
Trains leave **Toluca**[1] *a*6 30, *6 30, *a*9 05, *9 30 a.m., *a*12 00 noon, *2 00, *a*2 35, *5 00, *a*5 15 p.m., arrive San Juan (10 miles) *a*7 30, 7 40, 10 05, 10 40 a.m., 1 00, 3 10, 3 35, 6 10, 6 15 p.m. Returning, leave San Juan *a*7 55, *8 00, *a*10 30, *11 30 a.m., *a*1 25, *3 45, *a*4 05, *6 30, *a*6 45 p.m., arriving Toluca 8 55, 9 00, 11 30 a.m., 12 30 noon, 2 25, 4 45, 5 05, 7 30, 7 45 p.m.
* Daily; *a* Friday and Sunday. *May*, 1908.
Connections.—[1]With National Rys. of Mexico and Toluca & Tenango R.R.

JACKSONVILLE TERMINAL COMPANY.

J. H. Nelson, Manager, Jacksonville, Fla.
Operates terminals at Jacksonville in connection with Atlantic Coast Line R.R., Florida East Coast Ry., Southern Ry., Georgia Southern & Florida Ry. and Seaboard Air Line Ry. (22 miles). *December*, 1907

KANSAS CITY BELT RAILWAY.

D. W. Rider, Superintendent, Kansas City, Mo.
Terminal road at Kansas City, Mo., and Kansas City, Kan.
Operates 60 miles. Connecting with all roads. *March*, 1908.

STEAM HEAT The SAFETY systems are in use on over 160 railroads in the U. S. | **SAFETY CAR HEATING & LIGHTING CO.** NEW YORK. CHICAGO. ST. LOUIS.

[redacted]

PAN-AMERICAN RAILROAD.

D. P. DOAK, President, 707 Grosse Building, Los Angeles, Cal.
J. M. NEELAND, Vice-President and General Manager, 707 Grosse Building, Los Angeles, Cal.
E. M. WISE, Assistant to the President, Gamboa, Oax., Mex.
A. SANCHEZ, Auditor, »
R. G. HARDY, Treasurer, Gamboa, Oax., Mex.
ERIK UNGER, Chief Engineer, »
M. J. SHERIDAN, Train Master, »
J. B. COZART, Superintendent of Machinery, Jalisco, Chis., Mex.

May 30, 1909.	Kilos.	No. 1 Mixed.	No. 3 Mixed.	No. 5	.....
Lve. **Gamboa**	0	†8 45 A M			
» Ixtaltepec	7.8	– –			
» Espinal	10.1	– –			
» Juchitan	16.9	9 35 »			
» Union Hidalgo	37.1	10 35 »			
» Cerro Loco	62.1	11 40 A M			
» Zopilote	73.5	– –			
» Ostuto Tanque	76.6	– –			
» Reforma‖	80.0	1 00 P M			
» Las Anonas	98.1	– –			
» Chahuites	112.4	2 35 »			
» Guadalupe	123.3	– –			
» Jose Mora	132.2	– –			
» Aurora	143.1	4 15 »			
» Jalisco	152.2	4 55 »			
» **Tonala**	175.6	6 00 P M	*a*6 00 A M		
» La Polka	194.1		6 50 »		
» San Pedro	221.4		8 10 »		
» Los Patos	234.0		– –		
» El Porvenir	246.5		– –		
» San Antonio	252.5		– –		
» Pijijiapam	263.5		10 10 »		
» Coapa	273.7		10 35 A M		
» Novillero	301.0		– –		
» Mapastepec	311.6		12 50 Noon		
» Escuintla	339.3		2 15 P M		
» Pueblo Nuevo	358.7		3 10 »		
» Huixtla	374.0		4 10 »		
» Huehuetan	391.0		4 55 »		
» Ortiz	4[illegible]0.0		– –		
» Tapachula	417.0		6 15 P M	‖7 30 A M	
» Los Toros	423.0			– –	
» Cahuacan	442.0			– –	
Arr. **Mariscal**	457.0			9 30 A M	

May 30, 1909.	Mls.	No. 2	No. 4	No. 6	.....
Lve. **Mariscal**	0			§2 30 P M	
» Cahuacan	9			– –	
» Los Toros	17			– –	
» Tapachula	25		*b*6 30 A M	6 00 P M	
» Oritz	35		– –		
» Huehuetan	41		7 35 »		
» Huixtla	52		8 40 »		
» Pueblo Nuevo	61		9 25 »		
» Escuintla	74		10 25 A M		
» Mapastepec	91		12 15 Noon		
» Novillero	97		– –		
» Coapa	114		2 00 P M		
» Pijijiapam	121		2 30 »		
» San Antonio	128		– –		
» El Porvenir	131		– –		
» Los Patos	139		– –		
» San Pedro	147		4 30 »		
» La Polka	164		5 50 »		
» **Tonala**	175	†7 00 A M	6 45 P M		
» Jalisco	190	8 20 »			
» Aurora	195	8 55 »			
» Jose Mora	202	– –			
» Guadalupe	208	– –			
» Chahuites	215	10 25 A M			
» Las Anonas	223	– –			
» Reforma‖	234	12 30 Noon			
» Ostuto Tanque	237	– –			
» Zopilote	241	– –			
» Cerro Loco	245	1 20 P M			
» Union Hidalgo	261	2 35 »			
» Juchitan	273	3 35 »			
» Espinal	277	– –			
» Ixtaltepec	279	– –			
Arr. **Gamboa**	284	4 15 P M			

† Daily, except Sunday; § Sunday only; *a* Tuesday, Thursday and Saturday; *b* Monday, Wednesday and Friday. ‖ Meals.

CONNECTION.—[1] With Tehuantepec National Railway.

STANDARD—*City of Mexico time.*

ZITACUARO & JOCONUSCO RAILROAD.

HUGO SCHERER, President.
WM. MCLACHLAN, Gen. Manager.
ANTONIO HUBBE, Treasurer.
JESUS ZERMENO, Secretary.
E. G. JARRETT, Asst. Manager and Purchasing Agent.
G. W. JENNINGS, Superintendent.
General Offices—Mexico, Mex.

.....	Mixed.	Kilos	*June*, 1909.	Mls	Mixed.	.....
.....	†7 00 A M	0	lve.... **Zitacuaro**[1] ..arr.	14.53	6 20 P M	
.....	7 10 »	2	.....Las Carolinas.....	13.28	6 10 »	
.....	7 20 »	4	.....San Andres.....	12.04	6 00 »	
.....	7 40 »	9	.....Silva.....	9.94	5 40 »	
.....	8 20 »	15	.....Galeras.....	6.21	5 00 »	
.....	8 55 »	20	..... Llano Grande	3.11	4 35 »	
.....	9 40 A M	25	arr... **Los Cedros** ..lve.	0	†4 00 P M	

Trains marked † run daily, except Sunday.

Connection.—[1] With National Rys. of Mexico.

COAHUILA COAL RAILWAY.

Operated under lease by Mexican International R.R.

JAMES T. GARDINER, President, New York City.
GEORGE FOSTER PEABODY, V.-Prest., New York City.
CHARLES J. PEABODY, Treasurer, New York City.
W. G. WINNE, JR., Sec'y and Aud., 11 Broadway, N. Y.
C. F. A. DELLCHAFT, Local Aud., Las Esperanzas, Mex.
EDWIN LUDLOW, Gen. Manager, Las Esperanzas, Mex.
E. R. JONES, Supt. and Master Mechanic, Las Esperanzas, Mex.
R. U. ATKINS, Gen. Fht. & Pas. Agt., Las Esperanzas, Mex.
General Offices—11 Broadway, New York City.

No. 3	No. 1	Mls	*October*, 1908.	Kilos	No. 2	No. 4
*8 40 P M	*7 30 A M	0	lve... **Baroteran**[1] ..arr.	38.4	7 50 P M	6 50 A M
9 00 P M	7 50 »	5.5	arr. Las Esperanzas .lve.	29.0	7 30 »	*6 30 A M
.....	8 30 »	5.5	lve. Las Esperanzas .arr.	29.0	6 30 »	.....
.....	8 38 »	6.8	.....Mota.....	26.0	6 22 »	.....
.....	8 57 »	10.5	.....Cedral.....	19.1	6 03 »	.....
.....	9 24 »	16.7	.....Menor.....	9.3	5 36 »	.....
.....	9 43 »	20.4	.....Zamora.....	2.6	5 17 »	.....
.....	9 50 A M	21.6	arr.....**Muzquiz**....lve.	0	*5 10 P M	.....

Trains marked * run daily.

Connection.—[1] With Mexican International R.R.

COMPANIA FERROCARRIL MEXICANO DEL NORTE.

The Mexican Northern Railway.

General Office—Mexico City, Mex.

Ave. 16 de Septiembre No. 26.

New York Office—82 Beaver Street.

A. FOSTER HIGGINS, President and Treasurer, New York City.
W. F. DUMMER, Vice-President, Chicago, Ill.
R. E. SAFFORD, Secretary, New York City.
W. F. GILLESBY, Auditor, New York City.
EDWARD M. SHEPARD, Gen. Solicitor, New York City.
C. T. AMBRIDGE, Asst. Treasurer and Asst. Auditor, Mexico City, Mex.
V. P. SAFFORD, Manager, Escalon, Mex.

.....	*North.* No. 1	Kilos	*February*, 1907.	Mls.	*South.* No. 2	.....
.....	.....	....	LEAVE] [ARRIVE	....	.....	.....
.....	*a*6 00 A M	0	.....**Escalon**.....ô	78	6 00 P M	
.....	6 22 »	11	.....La India.....	71	4 56 »	
.....	7 00 »	30	.....Mariposa.....	59	4 45 »	
.....	7 20 »	41	.....La Gloria.....	52	4 25 »	
.....	7 35 »	47	.....Carrillo.....ô	48	4 10 »	
.....	8 10 »	70	.....Guimbalete.....ô	34	3 35 »	
.....	9 00 »	90	.....Estanque.....	22	2 45 »	
.....	9 30 »	104	.....**Rincon**.....ô	13	2 15 »	
.....	9 40 »	109	.....El Puerto.....	10	2 00 »	
.....	10 00 »	116	.....Atravesada.....	6	1 40 »	
.....	10 30 A M	125	....**Sierra Mojada**..ô	0	*a*1 30 P M	
.....	.....	....	ARRIVE] [LEAVE	....	.....	.....

Trains marked *a* run Monday, Wednesday and Saturday only.

City of Mexico time.

Connection.—At **Escalon**—With National Rys. of Mexico.

NATIONAL RAILWAYS OF MEXICO

MEXICAN INTERNATIONAL RAILROAD COMPANY.
INTEROCEANIC RAILWAY OF MEXICO.

GENERAL OFFICES: New York, 25 Broad Street; City of Mexico, Calle de Vergara.
Telegraphic Address of General Offices in Mexico is Laredo, Tex.

E. N. BROWN, President, City of Mexico.
D. P. BENNETT, Vice-President, New York City.
J. R. HUDSON, Vice-President, City of Mexico.
R. P. EASTON, Assistant to President, "
LUIS RIBA, Secretary, "
E. E. BASHFORD, Assistant Secretary, New York City.
J. M. FRASER, Treasurer, City of Mexico.
J. A. HENDRY, Assistant Treasurer, "
F. M. SOUTHER, Assistant Treasurer, New York City.
J. E. DENNISON, General Auditor, City of Mexico.
W. L. FRITZ, Auditor, "
JOHN ASHLEY, Asstant to the General Auditor, "
P. H. L. KING, Auditor of Freight Receipts, City of Mexico.
F. E. HAYES, Auditor of Passenger Receipts, "
I. J. TERROBA, Auditor of Disbursements, "
A. L. BUDDEE, Auditor of Express Receipts, National and Interoceanic Rys., and Chief Accountant Interoceanic Ry., City of Mexico.
R. T. BOYD, Freight Claim Agent, "
CARLOS CARRAL, Treasurer Interoceanic, "
C. R. SMITH, Cashier International, "
JOHN H. GUESS, Purchasing and Fuel Agent, "
CARL HOLT SMITH, Assistant Purchasing Agent, "
WM. WIBEL, Acting Asst. Purchasing Agent, New York City.

TEXAS-MEXICAN RAILWAY.

E. N. BROWN, President, City of Mexico.
E. A. ATLEE, Vice-President and General Counsel, Laredo, Tex.
J. F. BONIGER, Secretary and Treasurer, "
M. M. LEYENDECKER, Acting General Supt., Laredo, Tex.
C. M. FISH, General Freight and Passenger Agent, "
R. L. WOODUL, Auditor and Car Accountant, "

OPERATING DEPARTMENT.

NATIONAL RAILWAYS OF MEXICO.

A. CLARK, General Manager, City of Mexico.
H. M. TAYLOR, Assistant General Manager, "
R. E. COMFORT, Gen. Supt. Narrow Gauge Lines, "
M. J. SCHNEIDER, Superintendent Mechanical Dept. Eastern District, San Luis Potosi, Mex.
J. J. WATERS, Supt. Mechanical Dept. Western Dist., Aguascalientes, Mex.
J. M. REID, Chief Engineer, City of Mexico.
SANTIAGO MENDEZ, Consulting Engineer, "
W. H. SCHMIEDING, Superintendent Car Service, "
FOUNT RICE, Jr., Supt. Northern Division, Monterrey, Mex.
E. W. BOWANS, Superintendent San Luis Division, San Luis Potosi.
CHAS. STICH, Acting Supt. Pacific Division, Acambaro, Mex.
E. W. THOMPSON, Superintendent of Terminals, City of Mexico.
M. CONTRERAS JUAREZ, Supt Hidalgo Div., "
R. M. LEECH, Supt. Mexico and Queretaro Divisions, "
J. S. REDDOCH, Supt. Aguascalientes Div., Aguascalientes, Mex.
H. H. ALLISON, Supt Gomez Palacio Div., Gomez, Palacio, Mex.
D. F. BUCHER, Supt. Chihuahua Division, Chihuahua, Mex.
E. S. BANKS, Supt. Guadalajara Division, Guadalajara, Mex.
J. D. MELVILLE, Supt. Cardenas Division, Cardenas, Mex.
G. P. DeWOLF, Supt. Monterrey & Gulf Division, Monterrey, Mex.
F. A. LATTIG, Terminal Superintendent, Tampico, Mex.
R. N. ELLIOTT, Terminal Superintendent, Manzanillo, Mex.

MEXICAN INTERNATIONAL RAILROAD COMPANY.

A. CLARK, General Manager, City of Mexico.
H. M. TAYLOR, Assistant General Manager, "
J. M. REID, Chief Engineer, "
J. J. WATERS, Superintendent Mechanical Department, Aguascalientes, Mex.
W. H. SCHMIEDING, Supt. of Car Service, City of Mexico.
J. H. SMITH, Supt Monclova Division, Monclova, Coah.
M. A. NEEDHAM, Supt. Torreon Division, Torreon, Coah.
J. J. CLIFFORD, Assistant Superintendent Motive Power and Machinery, Ciudad Porfirio Diaz.

INTEROCEANIC RAILWAY OF MEXICO.

A. CLARK, General Manager, City of Mexico.
H. M. TAYLOR, Assistant General Manager, "
R. E. COMFORT, General Superintendent, "
J. M. REID, Chief Engineer, "
THOMAS SMITHURST, Supt. of Motive Power, Puebla, Mex.
W. H. SCHMIEDING, Supt. of Car Service, City of Mexico.
E. R. KELLY, Superintendent Mexico Division, Puebla, Mex.
C. W. ROWE, Superintendent Gulf Division, Jalapa, V.C.

TRAFFIC DEPARTMENT.

C. W. FISH, General Freight Agent, City of Mexico.
J. H. DRAKE, Assistant General Freight Agent, "
F. L. WEMPLE, Assistant General Freight Agent, "
J. C. McDONALD, General Passenger Agent, City of Mexico.
W. F. PATON, Asst. General Passenger Agent, "
E. CASAS L, General Baggage Agent, "
V. M. GUTIERREZ, Ind. Agt., Primiera Calla de Verghra No. 209, "

G. B. HACKLEY, General Agent Traffic Dept., City of Mexico.
W. C. CARSON, Gen. Eastern Agent, 25 Broad St., New York.
R. A. SILVERNAIL, Trav. Fht. & Pas. Agt., " "
F. L. MOE, Western Fht. Agt., 1400 American Trust Bldg, Chicago, Ill.
F. A. SMITH, Trav. Fht. Agt., " " "
GABE FILLEUL, Western Pas. Agt., " " "
E. B. BROPHY, Trav. Pas Agent, " " "
E. J. BRAY, General European Agent, Dashwood House, No. 9 Broad Street, London, E.C.
W. H. RICHARDSON, Com l Agt., 616 Frisco Bldg, St. Louis, Mo.
CARL HEIDORN, Agent, Belvedere, Hamburg.
FRANZ UBBELEHDE & CO., Agents, Place de Meir 33, Antwerp.
F. BOWER & CO., Agents, 17 Water Street, Liverpool.
J. SCHNERB, Agent, Rue Grange Bateliere, 16, Paris.
DANIEL MACPHERSON, Agent, Cadiz.
G. G. de los RIOS, Agent, Dormitoria S. Francisco 11, Barcelona.
A. BILGER, Agent, Rue Lafayette 8A, Marseilles.
LOUIS WOLF, Agent, St. Kongensgade No. 61, Copenhagen.
E. MUENZENBERGER, Gen. Agt. 221 E. Houston St., San Antonio, Tex.
H. J. SNYDER, General Agent, 15 Flood Bldg, San Francisco, Cal.
C. M. FISH, Commercial Agent, Laredo, Tex.
A. DULAHERY, City Pas. Agt., Postal Cable Bldg, El Paso, Tex.
R. M. CAMPOS, General Agt., Independencia 23, Veracruz, Ver., Mex.
W. M. HIPP, General Agent Passenger Dept., Mexico City.
B. F. WRIGHT, Passengers' Assistant, Laredo, Tex.
CLARENCE KELLY, Passengers' Assistant, C. Porfirio Diaz, Coah., Mex.
FRANCISCO VIZCAYA, Customs Agent, New Laredo, Tam., Mex.
J. N. SHAFTER, Customs Agt., Ciudad Porfirio Diaz, Coah., Mex.
A. G. VIMBERT, Customs Agt., Independencia 23, Veracruz, Ver., Mex.
J. A. WRIGHT, Customs Agent, Ciudad Juarez, Coah., Mex.
E. H. DECELLES, Customs Agent, Tampico, Tam., Mex.
R. N. ELLIOTT, Customs Agent, Manzanillo, Col., Mex.

TICKET REGULATIONS.—On through tickets from and to the United States and Canada children under five years of age will be carried free of charge, and from five to twelve years of age at half rates when accompanied by an adult. Children over twelve years, full rates.

STOP-OVERS and extension of transit limits of through tickets from points in the United States on notice to conductors, as follows:

Round-Trip Tickets will be honored for passage, and stop-overs, either on the going or return trip, will be allowed within final limit, regardless of the transit limit. **First-class Limited One-Way Tickets** will be honored for passage and stop-overs will be allowed within thirty days from date of sale, regardless of original limit.

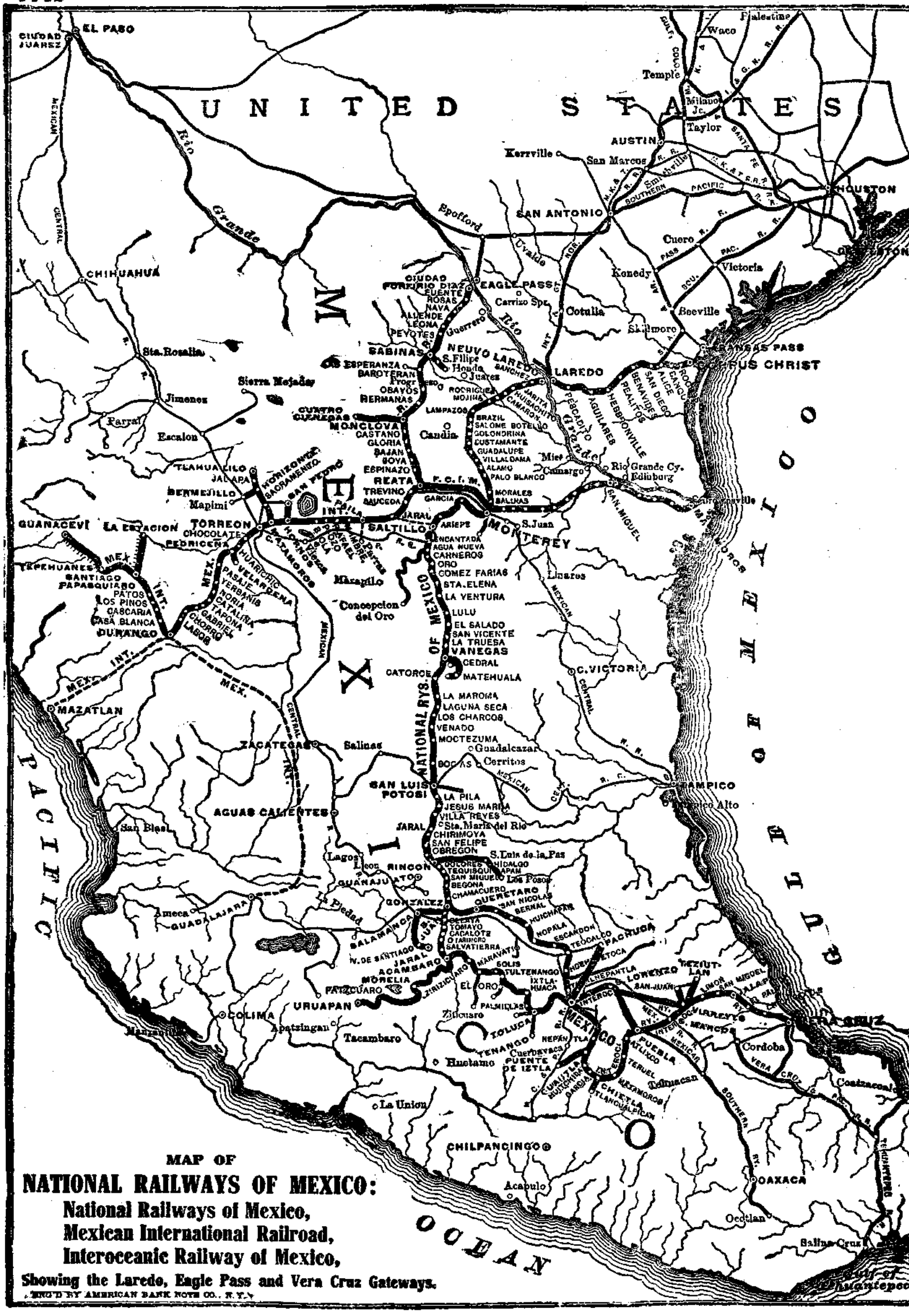
OPTION OF ROUTE.—Tickets reading to Mexico City will be honored from Gonzalez Junction via standard or narrow gauge lines, at option of passengers. Tickets reading to Mexico City and return will be honored via standard or narrow gauge lines between Gonzalez Junction and Mexico City on going or return trip.

BAGGAGE.—150 pounds will be checked free on each whole ticket and 75 pounds on each half ticket. Baggage northbound must be re-checked at El Paso, Eagle Pass, or Laredo; baggage southbound must be re-checked at C. P. Diaz, Ciudad Juarez and Neuvo Laredo.

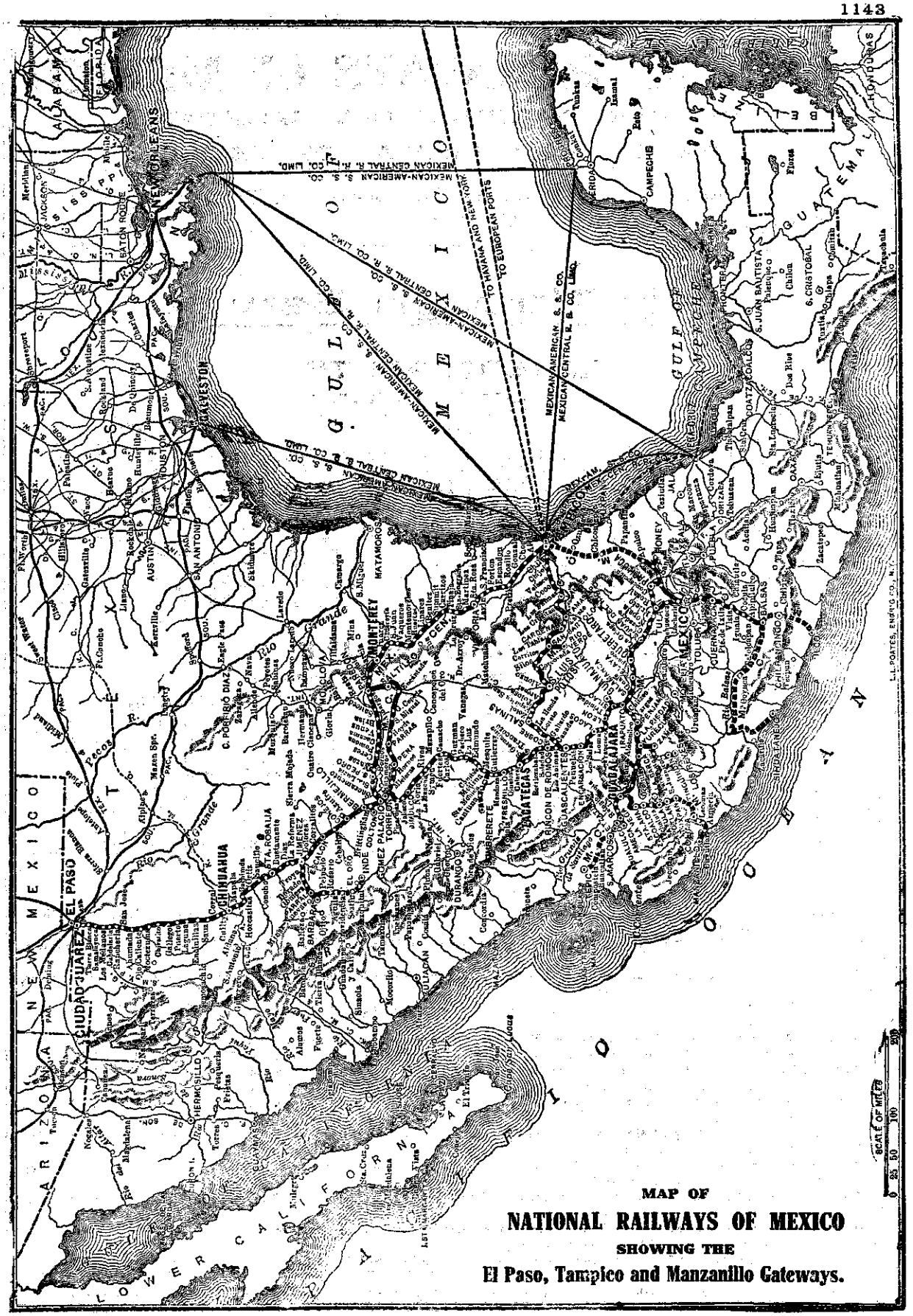
EXCHANGE OF MONEY AT FRONTIER.—Passengers may exchange U. S. currency for Mexican currency at the ticket offices in New Laredo, Ciudad Juarez and C. P. Diaz, and returning, exchange Mexican currency for U.S. currency. The rate of exchange is usually two Mexican dollars for one U.S. dollar and 49½ cents in U. S. currency for one Mexican dollar. $100 U. S. currency or $200 Mexican currency is the maximum amount that will be exchanged at the border for each passenger.

MEXICO-CALIFORNIA TOURS.—Holders of Pacific Coast Tourist tickets may secure special excursion tickets for side trips into Mexico, at El Paso, Albuquerque and San Antonio at very low rates.

CONNECTIONS—National Rys. of Mexico.—Corpus Christi—With San Ant. & A. Pass Ry. and St. Louis, Brownsv. & Mex. Ry. Matamoros—With ferry for Brownsville and St. Louis, Brownsville & Mexico Ry. and Rio Grande R.R. Robstown—With St. Louis, Brownsv. & Mex. Ry. Alice, Tex.—With San A. & Ar. Pass Ry. Laredo, Tex.—With I. & G. N. R.R., Tex. Mex. Ry. and Rio G. & Eagle Pass Ry. Hebbronville, Tex.—With stage line for Rio Grande City, Ft. Ringgold, Brownsville and Matamoros. Monterrey—With Mex. Int. Saltillo—With Coahuila & Zacatecas. Vanegas—With Matehuala Br. for Matehuala. San Luis Potosi—With Potosi & Rio Verde Rys. Rincon, Mex.—With La Paz Branch to San Luis de la Paz. Gonzalez Junction—With Pacific Div. for Celaya and Acambaro and points on Morelia Branch. Maravatio—With Michoacan & Pac. Ry. (Leased Line.) Tultenango, Mex.—With El Oro Mining & Ry. Co. for El Oro. Ixtlahuaca, Mex.—With Ixtlahuaca R.R. Toluca, Mex.—With Toluca & Tenango Ry. and Toluca & San Juan R.R. City of Mexico—With Mexican, Interoceanic, Xico & San Rafael, Monte Alto and Fed. Dist. Rys. El Paso, Tex.—With Atchison, Topeka & Santa Fe Ry., Southern Pacific Company, Texas & Pacific Ry. and El Paso & Northeastern R.R. and El Paso & Southwestern R.R. Ciudad Juarez—With Rio Grande, Sierra Madre & Pacific Ry. Chihuahua—With Chihuahua & Pacific Ry., Chihuahua Mineral R.R. and Kansas City, Mexico & Orient Ry. Escalon—With Mexican Northern Ry. Conejos—With Durango Central Ry. Bermejillo—With Mapimi R.R. and Mexican International R.R. Torreon—With Mexican International R.R. Cazadero—With Cazadero & Solis R.R. Tlalnepantla—With Monte Alto R.R. Parral—With Parral & Durango R.R. Sacramento—With Mex. Inter. R.R. San Pedro—With Mex. Inter. R.R. Tampico—With all steamship lines. Marfil—With San Gregorio R.R. Pachuca—With Mex. Ry. Sandoval—With Mex Ry. Puente de Ixtla—With Interoceanic Ry. of Mexico. Sauceda—With Mex. Inter. R.R.



MAP OF
NATIONAL RAILWAYS OF MEXICO:
National Railways of Mexico,
Mexican International Railroad,
Interoceanic Railway of Mexico,
Showing the Laredo, Eagle Pass and Vera Cruz Gateways.
ENG'D BY AMERICAN BANK NOTE CO., N.Y.


MAP OF
NATIONAL RAILWAYS OF MEXICO
SHOWING THE
El Paso, Tampico and Manzanillo Gateways.
GULF OF MEXICO
NEW ORLEANS
GALVESTON
EL PASO
CIUDAD JUAREZ
CHIHUAHUA
MONTERREY
MEXICO
GUADALAJARA
ZACATECAS
TAMPICO
VERACRUZ
MEXICAN-AMERICAN S. S. CO.
MEXICAN CENTRAL R. R. CO. LIMD.
MEXICAN-AMERICAN S. S. CO.
MEXICAN CENTRAL R. R. CO. LIMD.
TO HAVANA AND NEW YORK
TO EUROPEAN PORTS
MEXICAN-AMERICAN S. S. CO.
MEXICAN CENTRAL R. R. CO. LIMD.
MEXICAN-AMERICAN S. S. CO.
MEXICAN CENTRAL R. R. CO. LIMD.
MEXICAN-AMERICAN S. S. CO.
MEXICAN CENTRAL R. R. CO. LIMD.
SCALE OF MILES
0 25 50 100 200

NATIONAL RAILWAYS OF MEXICO

MEXICAN INTERNATIONAL RAILROAD

INTEROCEANIC RAILWAY OF MEXICO

MILEAGE

National Railways of Mexico, including the Texas Mexican Railway	Standard Gauge....	4,887.4 Miles.
	Narrow Gauge.....	528.0 "
Mexican International Railroad—Standard Gauge		895.0 "
Interoceanic Railway of Mexico—Narrow Gauge		1,221.2 "
Total		7,531.6 Miles.

Daily Through Service

LAREDO ROUTE

"MEXICO-ST. LOUIS LIMITED"

SOUTHBOUND									STATIONS.			NORTHBOUND							
Example Daily Service								No. 2				No. 1	Example Daily Service						
.....	Sun	Mon	Tue	Wed	Thu	Fri	Sat	8 30 P M	lve. **St. Louis**.....	(*St. L. I. M. & S.*)	arr.	7 58 P M	Sun	Mon	Tue	Wed	Thu	Fri	Sat
.....	Mon	Tue	Wed	Thu	Fri	Sat	Sun	7 30 A M	lve. **Little Rock**.....	"	arr.	8 50 A M	"	"	"	"	"	"	"
.....	"	"	"	"	"	"	"	12 35 Noon	lve. **Texarkana**.....	(*Tex. & Pac.*)	arr.	4 25 A M	"	"	"	"	"	"	"
.....	"	"	"	"	"	"	"	5 50 P M	lve. **Longview Junction**....	(*I. & G. N.*)	arr.	1 15 A M	Sun	Mon	Tue	Wed	Thu	Fri	Sat
.....	"	"	"	"	"	"	"	8 40 P M	lve. **Palestine**.....	"	arr.	10 23 P M	Sat	Sun	Mon	Tue	Wed	Thu	Fri
.....	Tue	Wed	Thu	Fri	Sat	Sun	Mon	3 48 A M	lve. **Austin**.....	"	arr.	4 05 P M	"	"	"	"	"	"	"
.....	"	"	"	"	"	"	"	7 00 A M	lve. **San Antonio**.....	"	arr.	1 20 P M	"	"	"	"	"	"	"
.....	"	"	"	"	"	"	"	12 04 Noon	lve. **Laredo**.....	(*Nat. Rys. of Mex.*)	arr.	6 00 A M	Sat	Sun	Mon	Tue	Wed	Thu	Fri
.....	"	"	"	"	"	"	"	6 50 P M	arr. **Monterrey**.....	"	lve.	8 50 P M	Fri	Sat	Sun	Mon	Tue	Wed	Thu
.....	Wed	Thu	Fri	Sat	Sun	Mon	Tue	7 05 A M	arr. **San Luis Potosi**.....	"	lve.	8 45 A M	"	"	"	"	"	"	"
.....	"	"	"	"	"	"	"	12 25 Noon	arr. **Gonzalez Junction**.....	"	lve.	3 30 A M	"	"	"	"	"	"	"
.....	"	"	"	"	"	"	"	1 40 P M	arr. **Queretaro**.....	"	lve.	2 05 A M	Fri	Sat	Sun	Mon	Tue	Wed	Thu
.....	"	"	"	"	"	"	"	8 00 P M	arr. **Mexico City**.....	"	lve.	7 30 P M	Thu	Fri	Sat	Sun	Mon	Tue	Wed

EL PASO ROUTE

VIA EL PASO, CIUDAD JUAREZ AND TORREON

SOUTHBOUND									STATIONS.			NORTHBOUND							
Example Daily Service								No. 8				No. 7	Example Daily Service						
.....	Sun	Mon	Tue	Wed	Thu	Fri	Sat	7 00 P M	lve. **El Paso**.....	(*Nat. Rys. of Mex.*)	arr.	7 50 A M	Tue	Wed	Thu	Fri	Sat	Sun	Mon
.....	"	"	"	"	"	"	"	7 20 P M	arr. **C. Juarez**.....	"	lve.	7 20 A M	"	"	"	"	"	"	"
.....	"	"	"	"	"	"	"	8 00 P M	lve. **C. Juarez**.....	"	arr.	7 00 A M	"	"	"	"	"	"	"
.....	Mon	Tue	Wed	Thu	Fri	Sat	Sun	4 00 A M	arr. **Chihuahua**.....	"	arr.	11 20 P M	Mon	Tue	Wed	Thu	Fri	Sat	Sun
.....	"	"	"	"	"	"	"	3 35 P M	arr. **Torreon**.....	"	lve.	11 55 A M	"	"	"	"	"	"	"
.....	Tue	Wed	Thu	Fri	Sat	Sun	Mon	1 55 A M	arr. **Zacatecas**.....	"	lve.	2 40 A M	"	"	"	"	"	"	"
.....	"	"	"	"	"	"	"	4 50 A M	arr. **Aguascalientes**.....	"	lve.	11 26 P M	Sun	Mon	Tue	Wed	Thu	Fri	Sat
.....	"	"	"	"	"	"	"	10 42 A M	arr. **Irapuato**.....	"	lve.	5 00 P M	"	"	"	"	"	"	"
.....	"	"	"	"	"	"	"	1 18 P M	arr. **Queretaro**.....	"	lve.	2 27 P M	"	"	"	"	"	"	"
.....	Tue	Wed	Thu	Fri	Sat	Sun	Mon	8 00 P M	arr. **Mexico City**.....	"	lve.	7 45 A M	Sun	Mon	Tue	Wed	Thu	Fri	Sat

DAILY PULLMAN CAR SERVICE

Between St. Louis and Mexico City.—Through Vestibule Pullman Drawing-room Sleeping Cars (12 sections), WITHOUT CHANGE, on trains Nos. 1 and 2, via Laredo.

Between San Antonio and Mexico City.—Through Vestibule Pullman "Hotel" Car (10 sections), WITHOUT CHANGE, on trains Nos. 1 and 2.

Between Mexico City and Acambaro, via Gonzalez.—Through Vestibuled Pullman Drawing-room Sleeping Cars (14 sections), WITHOUT CHANGE, on Trains Nos. 1-32 and 2-31.

Between Mexico City and Tampico.—Through Vestibule Pullman Drawing-room Sleeping Car (12 sections), via San Luis Potosi, WITHOUT CHANGE.

Between Monterrey and C. P. Diaz.—Through Vestibule Pullman Sleeping Cars (14 sections), WITHOUT CHANGE.

Between Monterrey and Durango.—Through Vestibule Pullman Sleeping Car, with three state rooms (8 sections), WITHOUT CHANGE.

Between Mexico City and Vera Cruz.—Through Vestibule State-room Sleeping Cars (8 sections) and Buffet, WITHOUT CHANGE.

Between Mexico City and Puebla.—Through Vestibule 10-section Sleeping Cars, WITHOUT CHANGE.

Between Mexico City and Tehuacan.—Through Vestibule State-room Sleeping Car (8 sections) and Buffet, WITHOUT CHANGE, on trains Nos. 3 and 4, via Puebla.

Between El Paso and City of Mexico.—Through Vestibuled Pullman Drawing-room Sleeping Cars (12 sections), with Broiler service, WITHOUT CHANGE, in trains Nos. 7 and 8.

Between Torreon and El Paso.—Through Vestibuled Pullman Drawing-room Sleeping Cars (12 sections), with Broiler service, lighted by Pintsch Gas, WITHOUT CHANGE, on trains Nos. 7 and 8.

Between Mexico City and Cuernavaca.—Parlor Car, with Broiler service, handled on trains Nos. 9 and 10 daily, with the exceptions of Saturdays and Sundays, when Parlor Car will be handled on trains Nos. 11 and 12.

Between City of Mexico and Guadalajara.—Through Vestibuled Pullman Drawing-room Sleeping Cars (12 sections), with Broiler service, electric lights and fans, WITHOUT CHANGE, on trains Nos. 501-502.

Between Mexico City and Guanajuato.—Pullman Car service handled on trains Nos. 1 and 2, 8-section 3-stateroom non-Buffet Cars.

Mexican time south of Laredo, Eagle Pass and El Paso, 36 minutes *slower* than Laredo and Eagle Pass, 24 minutes *faster* than El Paso.

NATIONAL RAILWAYS OF MEXICO

NATIONAL RAILWAYS OF MEXICO—"Laredo Route."

CONDENSED TIME-TABLES.

Southbound.		VIA ST. LOUIS.	*Northbound.*	
....	1 55 P M	lve. **New York**.(*Penna. R.R.*) arr.	7 13 A M	....
....	c4 34 P M	lve. **Philadelphia**... » arr.	4 23 A M	....
....	1 30 A M	lve. **Pittsburg**...... » arr.	1 55 P M	....
....	12 05 Noon	lve. **Indianapolis**...(Vandalia) arr.	3 25 A M	....
....	6 33 P M	arr. **St. Louis**....... » lve.	8 15 P M	....
....	10 00 A M	lve. **Boston**........(*B. & A.*) arr.	10 40 A M	....
....	12 40 Noon	lve. **New York**...(N.Y.C. & H.R.) arr.	7 55 A M	....
....	10 20 P M	lve. **Buffalo**....(*L. S. & M. S.*) arr.	7 50 P M	....
....	3 00 A M	lve. **Cleveland**..(C.C.C. & St. L.) arr.	3 15 P M	....
....	5 58 P M	arr. **St. Louis**....... » lve.	11 55 P M	....
....	9 50 A M	lve. **New York**.....(*B. & O.*) arr.	8 32 A M	....
....	12 30 Noon	lve. **Philadelphia**... » arr.	6 00 A M	....
....	3 00 P M	lve. **Baltimore**...... » arr.	3 42 A M	....
....	4 06 P M	lve. **Washington**.... » arr.	2 37 A M	....
....	9 00 A M	lve. **Cincinnati** (*B. & O. S. W.*) arr.	7 30 A M	....
....	6 60 P M	arr. **St. Louis**....... » lve.	9 28 P M	....
....	10 00 A M	lve. **New York**...(*D. L. & W.*) arr.	7 45 A M	....
....	9 20 P M	arr. **St. Louis**......(*Wabash*) lve.	8 30 P M	....
....	....	lve. **Boston**.......(*B. & M.*) arr.	6 55 P M	....
....	8 25 A M	lve. **New York**.......(*W. S.*) arr.	8 00 A M	....
....	8 30 P M	lve. **Buffalo**........(*Wabash*) arr.	7 00 P M	....
....	1 30 A M	lve. **Detroit**......... » arr.	10 00 A M	....
....	2 20 P M	arr. **St. Louis**....... » lve.	8 30 P M	....
....	11 25 A M	lve. **Chicago**.......(*C. & A.*) arr.	7 00 A M	....
....	11 33 A M	lve. **Chicago**....(*C. & E. I.*) arr.	6 58 A M	....
....	12 04 Noon	lve. **Chicago**.......(*Wabash*) arr.	7 00 A M	....
....	10 02 A M	lve. **Chicago**......(*Ill. Cent.*) arr.	7 27 A M	....
10 05 A M	....	lve. **St. Louis**...(*M. K. & T.*) arr.	7 43 A M	....
6 20 P M	....	lve. **Kansas City**.... » arr.	12 20 Night	....
9 40 A M	....	lve. **Dallas**.......... » arr.	8 15 A M	....
10 00 A M	....	lve. **Fort Worth**.... » arr.	8 10 A M	....
7 45 P M	....	arr. **San Antonio**... » lve.	9 00 P M	....
....	8 30 P M	lve. **St. Louis**....(St. L. I. M. & So.) arr.	7 58 P M	....
....	11 45 P M	lve. **Memphis**....... » arr.	4 30 P M	....
....	12 35 Noon	lve. **Texarkana**.....(*T. & P.*) arr.	4 25 A M	....
....	3 50 P M	lve. **Longview**....(*I. & G. N.*) arr.	1 15 A M	....
....	6 45 A M	arr. **San Antonio**... » lve.	1 25 P M	....
....	9 10 P M	lve. **Kansas City** (*A. T. & S. F.*) arr.	6 30 A M	....
....	7 00 A M	lve. **San Antonio**..(*I. & G. N.*) arr.	1 20 P M	....
....	12 55 Noon	arr. **Laredo**......... » lve.	7 15 A M	....

CONDENSED TIME-TABLES.

Southbound.	VIA NEW ORLEANS.	*Northbound.*
5 30 P M	lve. **Boston** .....(*Shore Line*) arr.	8 00 P M
12 10 Night	lve. **New York**.(*Penna. R.R.*) arr.	1 00 P M
3 35 A M	lve. **West Philadelphia.** » arr.	10 23 A M
6 06 A M	lve. **Baltimore**...... » arr.	8 02 A M
9 00 A M	lve. **Washington**....(*So. Ry.*) arr.	6 30 A M
10 45 A M	lve. **Richmond**......(*So. Ry.*) arr.	7 00 A M
5 45 A M	lve. **Atlanta**.....(*A. & W. P.*) arr.	10 45 A M
11 15 A M	lve. **Montgomery**..(*L. & N.*) arr.	5 50 A M
8 30 P M	arr. **New Orleans**... » lve.	8 00 P M
1 25 P M	lve. **New York**.(*Penna. R.R.*) arr.	2 45 P M
3 55 P M	lve. **West Philadelphia.** » arr.	12 23 Noon
7 25 P M	lve. **Washington**.... » arr	8 50 A M
10 45 P M	lve. **Richmond** ....(*S. A. L.*) arr.	5 35 A M
5 20 P M	lve. **Atlanta** ....(*A. & W. P.*) arr.	10 45 A M
7 50 A M	arr. **New Orleans**...(*L. & N.*) lve.	8 00 P M
3 25 P M	lve. **New York**.(*Penna. R.R.*) arr.	1 00 P M
6 44 P M	lve. **West Philadelphia.** » arr.	10 23 A M
8 20 P M	lve. **Baltimore**...... » arr.	8 02 A M
10 10 P M	lve. **Washington**....(*So. Ry.*) arr.	6 50 A M
5 15 A M	lve. **Roanoke**......(*N. & W.*) arr.	11 59 P M
6 10 P M	lve. **Chattanooga**..(*Q. & C.*) arr.	10 15 A M
9 05 A M	arr. **New Orleans**... » lve.	7 30 P M
6 00 P M	lve. **Cincinnati**....(*L. & N.*) arr.	7 20 A M
8 30 P M	lve. **Louisville**...... » arr.	2 35 A M
2 25 A M	lve. **Nashville** ...... » arr.	7 40 P M
8 30 P M	arr. **New Orleans**... » lve.	9 00 P M
8 00 P M	lve. **Cincinnati**.....(*Q. & C.*) arr.	8 35 P M
6 20 A M	lve. **Chattanooga** .. » arr.	10 15 A M
10 20 A M	lve. **Birmingham**.... » arr.	6 10 A M
8 35 P M	arr. **New Orleans**... » lve.	7 30 P M
8 00 P M	lve. **Cincinnati** (*B. & O. S. W.*) arr.	8 15 P M
9 40 P M	lve. **Louisville**....(*Ill. Cent.*) arr.	5 35 P M
9 05 A M	lve. **Memphis**....... » arr.	6 20 A M
8 15 P M	arr. **New Orleans**... » lve.	7 10 P M
9 00 P M	lve. **New Orleans** (*M. L. & T.*) arr.	6 45 P M
7 25 A M	lve. **Galveston**.(*G. H. & S. A.*) arr.	8 45 A M
10 35 A M	lve. **Houston**........ » arr.	6 00 A M
6 00 P M	arr. **San Antonio**.... » lve.	10 30 P M
7 00 A M	lve. **San Antonio**.(*I. & G. N.*) arr.	1 20 P M
12 55 Noon	arr. **Laredo**......... » lve.	7 15 A M

* Daily; c time is for West Philadelphia. ‡ Meals. + Coupon stations; ♂ Telegraph stations.

Skeleton schedules of the daily service by "Mexico-St. Louis Limited" below San Antonio are shown on page preceding.

LAREDO TO MEXICO CITY.

No. 4	No. 2	Miles	*November 7, 1909.*	No. 1	No. 3
....	....	......	lve... **Laredo, Tex**.. ♂ arr.	....	....
*7 26 A M	*12 30 Noon	0	...... *Central time*.......	6 46 A M	5 18 P M
*7 00 »	*11 54 A M	......	.... *Mexico time*.......	6 10 »	4 42 »
7 36 »	12 40 Noon	......	.**International** (Cent. time.).	6 56 »	5 08 »
7 10 »	12 04 Noon	......	.**Sta., Laredo** (Mex. time.).	6 00 »	4 32 »
7 45 »	1 30 P M	0.6	......**Nuevo Laredo**... ♂	4 00 »	4 15 »
8 02 »	– –	10	.........Sanchez.........	– –	3 55 »
8 15 »	– –	19	..........Jarita........ ♂	3 20 »	3 40 »
8 35 »	– –	30	........Huisachito........	– –	3 18 »
8 47 »	– –	40	.........Camaron.........	– –	3 03 »
9 05 »	2 50 »	44	.........Rodriguez....... ♂	2 30 »	2 50 »
9 29 »	– –	56	..........Mojina	– –	2 21 »
9 57 »	3 40 »	70	.........**Lampazos**...... ♂	1 30 A M	1 55 »
10 08 »	– –	78	...........Brazil..........	– –	1 23 »
10 20 »	– –	84	......Salome Botello ... ♂	12 55 Night	1 12 P M
10 36 »	– –	93	.... Golondrina...... ♂	12 40 »	12 57 Noon
10 47 »	– –	99	..........Palma...........	– –	12 45 »
11 00 »	4 37 »	105	.......Bustamante...... ♂	12 10 Night	12 33 »
11 04 »	– –	107	........Guadalupe.........	– –	12 28 »
11 15 »	4 52 »	109	.... Villaldama ..... ♂	11 58 P M	12 23 »
11 31 »	– –	117	..........Alamo .... ♂	11 35 »	12 02 Noon
11 48 A M	– –	125	.......Palo Blanco.......	– –	11 48 A M
12 01 Noon	– –	130	........Stevenson ...... ♂	11 10 »	11 38 »
12 23 »	– –	141	.........Morales..........	– –	11 13 »
12 38 Noon	6 04 »	147	..........Salinas........ ♂	10 20 »	11 00 »
1 00 P M	– –	158	.... Topo...........	– –	10 37 »
1 07 »	– –	162	..... Ramon Trevino.....	– –	10 29 »
1 30 »	6 50 »	167	arr.. + **Monterrey**...lve.	9 30 »	10 10 »
1 50 »	7 10 »	167	lve.... **Monterrey**. ♂ arr.	9 00 »	9 50 »
1 55 »	– –	168	........Gonzalitos	– –	9 45 »
1 59 »	– –	170	......San Jeronimo.......	– –	9 42 »
2 07 »	7 27 »	172	..........Leona .... ♂	8 45 »	9 38 »
2 15 »	7 34 »	174	......Santa Catarina... ♂	8 35 »	9 31 »
2 30 »	– –	182	.........Durazno..........	– –	9 15 »
2 42 »	8 01 »	187	..........Garcia .... ♂	8 01 »	9 03 »
2 57 »	– –	194	.........Soledad..........	– –	8 48 »
3 10 »	– –	199	........Los Fierros........	– –	8 33 »
3 20 »	– –	202	........Rinconada...... ♂	7 30 »	8 25 »
3 43 »	– –	207	.......La Mariposa........	– –	8 10 »
4 00 »	– –	214	.......Ojo Caliente........	6 58 »	7 50 »
4 15 »	9 40 »	220	.......Santa Maria...... ♂	6 45 »	7 35 »
4 30 »	9 52 »	225	.......Ramos Arizpe..... ♂	6 35 »	7 25 »
5 00 P M	10 40 »	233	+.......**Saltillo** .... ♂	‖6 10 »	*7 00 A M
....	11 08 »	240	.......Buena Vista........	5 32 »	....
....	11 25 »	243	.......Encantada	5 24 »	....
....	11 45 P M	251	.......Agua Nueva........	5 08 »	....
....	12 15 Night	257	........**Carneros**...... ♂	4 47 »	....
....	12 37 »	268	...........Oro............	4 11 »	....
....	12 54 Night	275	.......Gomez Farias..... ♂	3 49 »	....
....	1 20 A M	290	........Santa Elena.........	3 12 »	....
....	1 41 »	301	.... La Ventura...... ♂	2 48 »	....
....	1 51 »	309	...... San Salvador.......	2 34 »	....
....	2 00 »	314	...........Lulu...........	2 26 »	....
....	2 14 »	323	.........El Salado....... ♂	2 10 »	....
....	2 30 »	333	.......San Vicente.........	1 53 »	....
....	2 45 »	343	........La Trueba.........	1 37 »	....
....	3 00 »	353	arr... + **Vanegas** ♂ ..lve.	1 20 »	....
....	3 05 »	353	lve..... **Vanegas** ....arr.	1 00 P M	....
....	3 22 »	363	..........Poblazon.........	12 39 Noon	....
....	3 30 »	367	.........**Catorce**...... ♂	12 30 »	....
....	3 40 »	372	...........Wadley....... ♂	12 15 Noon	....
....	3 57 »	382	........La Maroma.........	11 55 A M	....
....	4 15 »	392	.........Berrendo..........	11 35 »	....
....	4 32 »	399	.......Laguna Seca...... ♂	11 20 »	....
....	4 50 »	409	.......Los Charcos ...... ♂	10 58 »	....
....	5 08 »	420	..........Venado........ ♂	10 35 »	....
....	5 30 »	432	........Moctezuma...... ♂	10 11 »	....
....	5 50 »	441	.........Enramada	9 48 »	....
....	6 04 »	449	.... Bocas .... ♂	9 33 »	....
....	6 28 »	457	............Pinto...........	9 17 »	....
....	6 45 »	466	..........Penasco..........	9 00 »	....
....	‖7 05 »	475	arr. + **San Luis Potosi**...lve.	8 45 »	....
....	7 25 »	475	lve...**San Luis Potosi**. ♂ arr.	‖8 15 »	.....
....	7 50 »	484	..........La Pila..........	7 50 »	.....
....	8 08 »	493	........Jesus Maria..... ♂	7 32 »	.....
....	8 18 »	499	........Villa Reyes...... ♂	7 21 »	.....
....	8 38 »	510	......Jaral de Berrios... ♂	7 02 »	.....
....	8 56 »	518	........Chirimoya....... ♂	6 45 »	.....
....	9 25 »	527	.........San Felipe...... ♂	6 27 »	.....
....	9 45 »	538	..........Obregon....... ♂	6 05 »	.....
....	9 58 »	544	..........Trancas..........	5 52 »	.....
....	10 08 »	549	........Pena Prieta........	5 40 »	.....
....	10 23 »	557	..........**Rincon**....... ♂	5 24 »	.....
....	10 30 »	560	.....Dolores Hidalgo... ♂	5 14 »	.....
....	10 53 »	572	.........La Petaca.........	4 51 »	.....
....	11 05 »	576	.... Atotonilco	4 40 »	.....
....	11 25 »	583	arr. **San Miguel** ♂ lve.	4 25 »	.....
....	11 25 A M	583	lve. **De Allende** arr.	4 25 »	.....
....	12 05 Noon	597	........Rinconcillo.........	3 50 »	.....
....	12 15 »	603	........Chamacuero..... ♂	3 40 »	....
....	‖12 25 Noon	606	arr. **Gonzalez Junc.** lve.	*3 30 A M	....

Standard Gauge.

NOTE.—The time as shown in the Republic of Mexico is 36 minutes slower than *Central Standard time.*

STANDARD TIME.—Trains run on *Mexico City time*, which is 36 minutes slower than *Central Standard time.*

Continued on following page.

PASSENGERS' ASSISTANTS—B. F. Wright at Laredo, Tex., Clarence Kelly at Eagle Pass, Tex., and A. Dulahery at El Paso, Tex., representatives of the National Rys. of Mexico, who speak English and Spanish, will meet the trains at the frontier and look after the examination of baggage by the Customs' officers, wire-sealing and re-checking same to destinations, and during the stop at the border are entirely at the service of our patrons and will render any assistance desired.

NATIONAL RAILWAYS OF MEXICO

NATIONAL RAILWAYS OF MEXICO—"Laredo Route."

LAREDO TO MEXICO CITY—Continued.

Standard Time—*Mexico City time*, which is 36 minutes slower than *Central Standard time*.

No. 4	No. 2	Ms	*November* 7, 1909.	No. 1	No. 3
			LEAVE] [ARRIVE		
*6 20 P M	*12 45 Noon	606	.**Gonzalez Junc.**	3 00 A M	4 00 P M
9 38 "	12 58 Noon	613	.....Jocoqui......	2 44 "	3 45 "
9 55 "	1 10 P M	621	.......Cosio.......	2 32 "	3 33 "
10 03 "	1 15 "	624	.... Mariscala	2 25 "	3 28 "
10 15 "	1 23 "	628	.. Las Adjuntas ..	2 17 "	3 18 "
10 30 "	1 37 "	634	+..**Queretaro**....	2 05 "	3 06 "
10 38 "	1 43 "	637	.....Hercules.....	1 55 "	2 55 "
10 59 "	1 55 "	645	....**La Griega**....	1 40 "	2 35 "
11 17 "	2 12 "	654	...... Noria	1 25 "	2 12 "
11 42 "	2 34 "	663	.....La Llave.....	1 00 A M	1 43 "
11 55 P M	2 45 "	668	....San Nicolas....	12 54 Night	1 35 "
12 10 Night	2 57 "	673	......Bernal......	12 41 "	1 20 "
12 39 "	3 08 "	679	.....Mercader.....	12 30 "	1 05 P M
12 57 Night	3 25 "	686	.....Francisco.....	12 10 Night	12 45 Noon
1 25 A M	3 42 "	696	.......Atlan.......	11 53 P M	12 25 "
1 50 "	4 00 "	701	...Huichapan....	11 43 "	12 15 Noon
2 07 "	4 15 "	707	.......Mejia	— —	11 38 A M
2 22 "	4 30 "	713	......Nopala......	11 10 "	11 25 "
2 40 "	4 45 "	721	.....Escandon.....	10 50 "	11 05 "
3 05 "	5 03 "	730	.......Sayula.......	10 20 "	10 43 "
3 29 "	5 18 "	739	.......Endo.......	9 52 "	10 18 "
3 40 "	— —	742	....**Carrasco**....	— —	10 08 "
3 55 "	6 37 "	748	.....Teocalco.....	9 30 "	9 56 "
4 15 "	5 53 "	755	......Calera......	9 12 "	9 40 "
4 26 "	6 02 "	759	......Apasco......	9 05 "	9 32 "
4 44 "	6 17 "	765	..San Sebastian...	8 50 "	9 16 "
5 01 "	6 30 "	771	..**Huehuetoca**..	8 40 "	9 03 "
5 17 "	6 45 "	778	....Teoloyucan....	8 26 "	8 47 "
5 34 "	7 00 "	782	....Cuautitlan....	8 18 "	8 36 "
5 46 "	7 12 "	787	.....Lecheria.....	8 06 "	8 26 "
5 54 "	— —	788	....Barrientos....	— —	8 20 "
5 59 "	7 30 "	792	...Tlalnepantia...	7 58 "	8 14 "
6 10 "	— —	796	...Atzcapotzalco...	— —	8 03 "
— —	— —	797	.Tacuba Junction.	— —	— —
6 30 A M	8 00 P M	802	arr. + **Mexico**. lve.	*7 30 P M	*7 45 A M

Standard Gauge.

MEXICO—GONZALEZ SCENIC LINE.

34	32-114	Ms	*November* 7, 1909.	31-113	33
			LEAVE] [ARRIVE		
	*5 00 A M	0	..**Gonzalez Junction**..	8 50 P M	
	5 05 "	1	..........Soria........ ♁	8 45 "	
	5 11 "	4	.......San Juan...... ♁	8 38 "	
	5 22 "	9	.......Santa Rita... ..	8 25 "	
	5 35 "	12	+.......**Celaya** ...... ♁	8 15 "	
	6 15 "	26	........Cacalote....... ♁	7 30 "	
	6 47 "	36	.......Salvatierra ..... ♁	7 03 "	
	7 14 "	47	......San Cristobal......	6 26 "	
	‖7 35 "	54	arr....**Acambaro** ♁ .lve.	6 06 "	
	8 25 "	54	lve....**Acambaro**...arr.	‖5 30 "	
	9 00 "	67	........San Jose........	4 57 "	
	9 14 "	73	......Tarandacuao.... ♁	4 45 "	
	9 34 "	79	......Zirizicuaro ..... ♁	4 25 "	
	10 20 "	92	...... **Maravatio** .... ♁	3 50 "	
	10 46 "	103	.........Pateo......... ♁	3 13 "	
	11 32 "	115	.......Tepetongo ..... ♁	2 35 "	
	11 55 A M	122	..........Solis..........	2 16 "	
	12 35 Noon	130	......**Tultenango**.... ♁	1 55 "	
	12 52 Noon	135	.........Bassoco ...... ♁	1 27 P M	
	‖1 50 P M	145	......Flor de Maria .... ♁	‖12 55 Noon	
	2 25 "	148	......**Ixtlahuaca**.... ♁	11 59 A M	
	2 50 "	171	.........Del Rio ...... ♁	11 35 "	
	3 18 "	181	........Palmillas........	11 12 "	
A M	3 50 "	186	arr......**Toluca** ♁ ...lve.	11 00 "	P M
*7 00	3 50 "	186	lve.......**Toluca**.....arr.	10 37 "	7 15
7 21	4 14 "	194	..........Lerma....... ♁	10 11 "	6 49
7 43	4 38 "	199	.........Jajalpa....... ♁	9 51 "	6 30
8 14	5 16 "	205	.........Salazar....... ♁	9 28 "	6 09
8 54	5 57 "	214	........Dos Rios....... ♁	8 32 "	5 21
9 22	6 28 "	223	.......Rio Hondo..... ♁	7 51 "	4 46
9 31	6 39 "	225	........Naucalpan..... ♁	7 40 "	4 37
9 40	6 50 "	228	....Tacuba Junction.. ♁	7 27 "	4 27
9 55	7 05 P M	231	+.......**Mexico**....... ♁	*7 15 A M	*4 15
A M			ARRIVE] [LEAVE		P M

Narrow Gauge.

\+ Trains marked * run daily. ‖ Meals. + Coupon stations; ♁ Telegraph stations.

LAREDO—CORPUS CHRISTI.
(TEXAS MEXICAN RAILWAY.)

1	Mls.	*June* 16, 1909.	2
A M		LEAVE] [ARRIVE	P M
*8 50	0	.......**Laredo**..... ♁	3 35
9 40	16	.......Pescadito.	2 45
10 10	31	.......Aguilares..... ♁	2 10
10 20	36	.... Ochoa	1 50
11 05	49	.......Bruniville........	1 20
11 40	62	....**Hebbronville**.. ♁	12 50
12 15	77	.......Realitos ...... ♁	12 15
12 55	92	arr...‖Benavides.. ♁ lve.	11 35
1 16	92	lve....Benavides ...arr.	11 15
2 06	109	.......San Diego .... ♁	10 25
2 46	119	..........Alice....... ♁	10 00
3 10	129	.......Agua Dulce.......	8 55
3 30	137	.......Banquete..... ♁	8 30
3 55	145	.......**Robstown**.... ♁	8 05
4 25	150	..........Land	7 48
5 00	162	...**Corpus Christi**. ♁	*7 20
P M		ARRIVE] [LEAVE	A M

Standard Gauge.

VANEGAS—MATEHUALA.

125	123	Mls.	*November* 7, 1909.	122	124
			LEAVE] [ARRIVE		
*1 20 P M	*3 15 A M	0	.......**Vanegas**.......	2 40 A M	12 40 Noon
1 35	3 30	4.3	.......Tepiche.......	2 25	12 25
1 45	3 40	9.3	.....San Isidro......	2 10	12 10
2 00	3 55	14.3	........Cedral.......	2 00	12 01
2 30 P M	4 25 A M	28.2	......**Matehuala**......	*1 30 A M	*11 30 A M
			ARRIVE] [LEAVE		

Standard Gauge.

MONTERREY—MATAMOROS.

No. 131	Mls.	*November* 7, 1909.	No. 130
		LEAVE] [ARRIVE	
*7 30 A M	0	.......**Monterrey**......	6 45 P M
7 45 "	1.2	..Matamoros Junction..	6 30 "
8 10 "	11.1	.........Apodaca.........	6 50 "
8 35 "	18.0	........Pesqueria........	6 25 "
9 25 "	32.9	..........Milpa..........	4 40 "
9 45 "	39.1	........Avancual.........	4 10 "
10 10 "	47.8	.........Ramones.........	3 45 "
10 30 "	55.2	.... Loma..........	3 25 "
11 15 A M	69.5	.........Herreras.........	2 45 "
‖12 01 Noon	83.2	arr......Aldamas.....lve.	2 05 "
12 25 "	83.2	lve......Aldamas.....arr.	1 40 "
12 43 Noon	88.8	.......Doctor Cos........	1 15 "
1 00 P M	93.1	..........Zacate..........	1 00 P M
1 20 "	101.2	..........Ochoa	12 30 Noon
2 00 "	112.4	.........Camargo.........	11 55 A M
2 30 "	124.8	........Valadezes........	11 15 "
2 50 "	130.4	..........Cuevas..........	11 00 "
3 15 "	137.8	.........Arguelles........	10 35 "
3 40 "	144.6	........Anzalduas	10 10 "
4 16 "	152.1	.........Reynosa	9 45 "
4 22 "	157.1	.........Corrales.........	9 15 "
4 52 "	165.0	........Colombres........	8 55 "
5 05 "	170.1	.........Tenacitas........	8 35 "
5 21 "	175.1	..........Canales.........	8 20 "
5 46 "	181.9	.........Ensenada.........	7 57 "
6 00 "	186.3	.........Ramirez..........	7 45 "
6 08 "	189.4	..........Capote..........	7 33 "
6 25 "	194.3	.........Sandoval.........	7 18 "
6 40 "	199.3	..........Rosita..........	7 02 "
7 00 P M	204.0	arr...**Matamoros** ..lve.	*6 45 A M

Standard Gauge.

RINCON—POZOS.

No. 121	Mls.	*November* 7, 1909.	No. 120
		LEAVE] [ARRIVE	
*11 00 A M	0	.........**Rincon**.........	9 45 A M
12 30 Noon	19	.......**Lourdes**.......	8 15 "
1 30 P M	31	..**San Luis de la Paz**..	7 30 "
2 00 P M	37	.........**Pozos**.........	*6 45 A M
		ARRIVE] [LEAVE	

Standard Gauge.

GONZALEZ—SALAMANCA—JARAL.

No. 112	Ms	*November* 7, 1909.	No. 111
*9 00 A M	0	lve.**Gonzalez Junc.**arr.	8 40 P M
9 05 "	1	.........Soria.........	6 35 "
9 25 "	3	..San Juan de la Vega..	6 25 "
9 40 "	7	.......San Elias.......	6 10 "
9 50 "	11	.......Marquez........	6 00 "
10 20 "	18	......Santa Cruz.......	5 35 "
10 50 "	25	.....Cerro Gordo.......	5 00 "
11 55 A M	29	......**Salamanca**......	4 40 "
12 20 Noon	35	.......Los Lobos.......	3 30 "
1 05 P M	42	.. Valle de Santiago ...	3 00 "
1 40 P M	49	arr.**Jaral del Valle**.lve.	*2 10 P M

Standard Gauge.

ACAMBARO—MORELIA—URUAPAN.

No. 37	No. 35	Ms	*November* 7, 1909.	No. 36	No. 38
			LEAVE] [ARRIVE		
*5 50 P M	*8 15 A M	0	.......**Acambaro**..... ♁	4 00 P M	8 00 A M
6 55 "	9 20 "	19	.... Andocutin ..... ♁	3 00 "	7 07 "
7 05 "	9 31 "	23	.........Huingo....... ♁	2 50 "	6 57 "
7 26 "	9 53 "	31	.......Querendaro.......	2 32 "	6 38 "
7 33 "	10 00 "	33	.......Zinzimeo........	2 26 "	6 32 "
7 50 "	10 17 "	39	.... Quiric . ..... ♁	2 11 "	6 17 "
8 16 "	10 41 "	48	.... La Goleta	1 48 "	5 54 "
8 23 "	10 49 "	50	........Atapaneo........	1 42 "	5 48 "
8 45 P M	‖11 15 "	57	arr......**Morelia** ♁ ..lve.	1 25 "	*5 30 A M
	11 40 A M	57	lve......**Morelia**....arr.	‖1 00 P M	
	12 22 Noon	70	.........Jacuaro.........	12 22 Noon	
	12 40 "	75	.... Coapa .... ♁	12 03 Noon	
	12 55 Noon	80	.... Lagunillas	11 49 A M	
	1 20 P M	87	...... Chapultepec	11 22 "	
	2 00 "	95	..... ‖**Patzcuaro** .... ♁	10 55 "	
	2 45 "	106	.... Ajuno	10 00 "	
	3 30 "	118	........Jujucato	9 08 "	
	3 51 "	123	...... Paranguitiro .... ♁	8 45 "	
	4 20 "	132	...........Curu..........	8 10 "	
	5 00 P M	143	........**Uruapan**...... ♁	*7 30 A M	
			ARRIVE] [LEAVE		

Narrow Gauge.

MARAVATIO—ZITACUARO.
(MICHOACAN & PACIFIC RAILWAY—Leased Line.)

No. 42	Ms	*November* 7, 1909.	No. 41
*3 50 P M	0	lve...**Maravatio** ♁.arr.	10 10 A M
3 59 "	2	........Chamuco	9 59 "
4 16 "	5	........Canedo.........	9 44 "
4 40 "	9	........Senguio....... ♁	9 30 "
5 00 "	14	.........Trimbo....... ♁	9 15 "
5 15 "	18	.........Aporo..........	9 00 "
5 47 P M	27	.........La Junta..... ♁	8 20 A M
6 05 P M	29	......**Angangueo**.... ♁	8 05 A M
7 00 P M	30	.... Ocampo ..... ♁	7 05 A M
7 25 "	35	.........Tuxpan.........	6 29 "
7 40 "	40	........Sirahuato..... ♁	6 06 "
7 55 "	44	.... Ocurio.	5 40 "
8 46 P M	53	arr...**Zitacuaro** ♁ .lve.	*5 00 A M

Narrow Gauge.

NATIONAL RAILWAYS OF MEXICO

NATIONAL RAILWAYS OF MEXICO—"El Paso Route."

261	263	No. 8	Mls.	November 7, 1909.	Kilos.	No. 7	260	262
.....	.....	*7 00 P M	.....	lv..+El Paso..ȣar.	1971.0	7 50 A M	.....	.....
.....	.....	8 00 P M	0	lv.+Ciudad Juarez..ȣar.	1969.0	7 00 A M	.....	.....
.....	.....	8 22 »	10.9	.....Mesa.....	1952.7	6 37 »	.....	.....
.....	.....	8 40 »	19.8	....Tierra Blanca....	1938.3	6 20 »	.....	.....
.....	.....	9 01 »	29.9	.....Samalayuca...ȣ	1922.2	6 01 »	.....	.....
.....	.....	9 23 »	41.1	.....Los Medanos.....	1904.4	5 37 »	.....	.....
.....	.....	9 37 »	47.9	.....Candelaria.....	1893.1	5 23 »	.....	.....
.....	.....	10 05 »	58.9	.....Rancheria.....	1875.3	4 53 »	.....	.....
.....	.....	10 20 »	68.2	.....Lucero.....	1863.1	4 40 »	.....	.....
.....	.....	10 35 »	73.9	.....San Jose.....	1851.2	4 27 »	.....	.....
.....	.....	10 49 »	81.2	.....Ahumada....ȣ	1839.4	4 13 »	.....	.....
.....	.....	11 02 »	88.1	.....Carrizal.....	1828.4	4 00 »	.....	.....
.....	.....	11 16 »	95.2	.....Ojo Caliente...ȣ	1817.1	3 45 »	.....	.....
.....	.....	11 37 P M	103.4	.....Las Minas.....	1803.6	3 30 »	.....	.....
.....	.....	12 01 Night	111.8	ar.‖Moctezuma.lv.	1790.5	3 15 »	.....	.....
.....	.....	12 01 »	111.8	lv.Moctezuma ȣar.	1790.5	3 15 »	.....	.....
.....	.....	12 21 »	121.2	.....Chivatito.....	1775.1	2 56 »	.....	.....
.....	.....	12 51 Night	133.2	.....El Sueco.....	1755.8	2 35 »	.....	.....
.....	.....	1 05 A M	139.3	.....Gallego.....ȣ	1746.1	2 25 »	.....	.....
.....	.....	1 16 »	143.7	.....Loaeza.....	1738.8	2 16 »	.....	.....
.....	.....	1 32 »	151.3	..... Mocho	1725.9	2 00 »	.....	.....
.....	.....	2 05 »	164.5	.....Laguna.....ȣ	1705.5	1 35 »	.....	.....
.....	.....	2 21 »	172.6	....Agua Nueva.....	1692.1	1 15 »	.....	.....
.....	.....	2 36 »	181.3	.....Encinillas.....	1678.2	1 00 A M	.....	.....
.....	.....	3 00 »	193.8	.....Sauz.....ȣ	1658.3	12 38 Night	.....	.....
.....	.....	3 12 »	199.7	..... Terrazas....ȣ	1648.6	12 23 »	.....	.....
.....	.....	3 34 »	210.3	.....Corral.....	1631.6	12 01 Night	.....	.....
.....	.....	3 49 »	219.0	.....Cuilty	1617.3	11 43 P M	.....	.....
.....	.....	4 10 »	223.5	.....Id. Talleres.....	1610.0	11 30 »	.....	.....
.....	.....	4 20 »	225.3	+..Chihuahua..ȣ	1608.5	11 15 »	.....	.....
.....	.....	4 25 »	226.8	....Santa Eulalia.....	1605.1	11 00 »	.....	.....
.....	.....	4 35 »	229.9	.....Morse.....ȣ	1600.0	10 50 »	.....	.....
.....	.....	4 40 »	231.7	.....Alberto.....	1597.1	10 45 »	.....	.....
.....	.....	4 56 »	238.8	.....Mapula.....	1585.6	10 30 »	.....	.....
.....	.....	5 20 »	253.0	.....Horcasitas...ȣ	1566.2	9 55 »	.....	.....
.....	.....	5 48 »	263.6	.....Bachimba.....	1545.8	9 18 »	.....	.....
.....	.....	6 02 »	271.1	.....Consuelo.....	1533.6	9 00 »	.....	.....
.....	.....	6 17 »	278.9	.....Ortiz.....ȣ	1521.5	8 45 »	.....	.....
.....	.....	6 28 »	283.2	.....Las Delicias.....	1514.2	8 30 »	.....	.....
.....	.....	6 48 »	293.2	.... Armendariz	1498.1	8 13 »	.....	.....
.....	.....	7 08 »	302.9	.....Concho.....ȣ	1482.5	7 57 »	.....	.....
.....	.....	7 35 »	315.8	.....La Cruz.....ȣ	1462.1	7 32 »	.....	.....
.....	.....	8 02 »	325.7	+..Santa Rosalia..ȣ	1446.1	7 08 »	.....	.....
.....	.....	8 23 »	335.2	.....Bustamante.....	1430.4	6 52 »	.....	.....
.....	.....	8 50 »	347.4	.....Diaz.....ȣ	1411.2	6 32 »	.....	.....
.....	.....	9 17 »	358.8	.....La Reforma.....	1392.4	6 12 »	.....	.....
.....	.....	9 45 »	371.0	arr..‖Jimenez ȣlv.	1373.3	5 50 »	.....	.....
.....	.....	10 05 »	371.0	lv. +Jimenez..arr.	1373.3	5 30 »	.....	.....
.....	.....	10 25 »	379.8	.....Dolores.....ȣ	1358.6	5 11 »	.....	.....
.....	.....	10 50 »	391.9	.....Corralitos.....ȣ	1339.2	4 48 »	.....	.....
.....	.....	11 17 »	405.2	.....Rellano.....	1317.8	4 13 »	.....	.....
.....	.....	11 30 »	410.8	.....Asunsolo.....	1308.4	3 58 »	.....	.....
.....	.....	11 43 A M	416.7	.....Escalon.....ȣ	1299.8	3 43 »	.....	.....
.....	.....	12 01 Noon	425.4	.....Zavalza.....	1285.2	3 22 »	.....	.....
.....	.....	12 23 »	436.9	.....Ceballos.....ȣ	1266.7	3 00 »	.....	.....
.....	.....	12 45 Noon	448.9	.....Yermo.....ȣ	1247.8	2 37 »	.....	.....
.....	.....	1 12 P M	462.7	.....Conejos.....ȣ	1225.1	2 10 »	.....	.....
.....	.....	1 44 »	476.5	.....Peronal.....	1202.9	1 44 »	.....	.....
.....	.....	2 20 »	491.8	+..Bermejillo..ȣ	1178.9	1 15 P M	.....	.....
.....	.....	2 33 »	497.4	.... Santa Clara.....	1170.2	12 56 Noon	.....	.....
.....	.....	2 43 »	500.1	...Brittingham.....	1163.4	12 47 »	.....	.....
.....	.....	2 50 »	503.8	.....Noe.....ȣ	1158.9	12 40 »	.....	.....
P M	A M	3 03 »	509.4	.....El Verjel.....	1149.2	12 26 »	A M	P M
*5 00	*9 30	3 20 »	515.2	+Gomez Palacio ȣ	1141.2	12 15 Noon	7 30	4 50
5 15	9 45	3 35 »	518.2	ar...‖Torreon.ȣlv.	1135.9	11 55 A M	*7 15	*4 35
P M	A M	3 55 »	518.2	lv..+Torreon...ar.	1135.9	11 35 »	A M	P M
.....	.....	4 06 »	523.8	.....La Perla.....	1127.0	11 23 »	.....	.....
.....	.....	4 15 »	528.3	.....Mieleras.....	1119.6	11 14 »	.....	.....
.....	.....	4 30 »	536.8	.....Nazareno.....ȣ	1105.9	10 58 »	.....	.....
.....	.....	4 43 »	544.3	.....Picardias.....ȣ	1094.4	10 45 »	.....	.....
.....	.....	5 00 »	552.8	.....Jalisco.....	1080.1	10 25 »	.....	.....
.....	.....	5 20 »	562.1	arr..‖Jimulco ȣlv.	1065.7	10 06 »	.....	.....
.....	.....	5 20 »	562.1	lv. +Jimulco..arr.	1065.7	10 06 »	.....	.....
.....	.....	5 30 »	566.4	.....Otto.....ȣ	1058.5	9 54 »	.....	.....
.....	.....	5 43 »	571.3	.....Peralta.....	1050.2	9 45 »	.....	.....
.....	.....	6 03 »	579.3	.....Noria.....ȣ	1037.4	9 30 »	.....	.....
.....	.....	6 20 »	586.0	.....Calvo.....	1026.3	9 17 »	.....	.....
.....	.....	6 50 »	599.2	.....La Mancha.....	1005.3	8 56 »	.....	.....
.....	.....	7 00 »	603.3	.....Acacio.....	998.5	8 47 »	.....	.....
.....	.....	7 10 »	608.2	.....Rivas.....	991.0	8 38 »	.....	.....
.....	.....	7 23 »	614.6	.....Symon.....ȣ	981.3	8 26 »	.....	.....
.....	.....	7 50 »	629.0	.....San Isidro.....	958.1	7 58 »	.....	.....
.....	.....	8 02 »	635.2	.....Fuertes.....	947.9	7 45 »	.....	.....
.....	.....	8 35 »	642.6	....‖Camacho....ȣ	936.2	7 30 »	.....	.....
.....	.....	8 50 »	650.0	.....Carlos.....	924.6	6 55 »	.....	.....
.....	.....	9 05 »	655.4	.....Opal.....ȣ	914.8	6 44 »	.....	.....
.....	.....	9 31 »	667.6	.....Guzman.....	895.1	6 21 »	.....	.....
.....	.....	9 57 »	680.0	.....Pacheco.....ȣ	876.1	5 59 »	.....	.....
.....	.....	10 16 »	689.3	.....La Luz.....	861.4	5 42 »	.....	.....
.....	.....	10 35 »	700.5	...‖La Colorada	850.3	5 30 »	.....	.....
.....	.....	10 46 »	706.1	.....Edmundo.....	840.9	5 14 »	.....	.....
.....	.....	10 57 »	708.4	.....Cedro.....	829.6	5 03 »	.....	.....
.....	.....	11 13 »	717.2	.....Canitas.....ȣ	816.1	4 48 »	.....	.....
.....	.....	11 27 »	724.6	.....Mezquite.....	804.0	4 35 »	.....	.....
.....	.....	11 40 »	730.9	.....Gutierrez.....ȣ	794.0	4 24 »	.....	.....
.....	.....	11 56 P M	739.8	.....Mendoza.....	779.0	4 07 »	.....	.....
.....	.....	12 12 Night	749.7	+.....Fresnillo.....ȣ	763.5	3 50 »	.....	.....
.....	.....	12 27 »	758.3	.....Ojuelos.....	749.2	3 34 »	.....	.....
.....	.....	12 50 Night	767.7	arr...‖Calera ȣ..lve.	735.5	*3 20 A M	.....	.....

*Daily; †daily, except Sunday. ‖Meal stations. +Coupon stations. ȣTelegraph stations. STANDARD—*City of Mexico time.*

No. 6	No. 8	Miles.	November 7, 1909.	Kilos.	No. 7	No. 5
.....	1 17 A M	776.8	.....‖Pimienta.....	719.4	3 00 »	.....
*1 20 P M	1 55 »	785.5	+....Zacatecas....ȣ	705.9	2 40 »	12 35 Noon
1 39 »	2 13 »	791.6	.....Guadalupe....ȣ	696.0	2 13 »	12 13 Noon
1 50 »	2 29 »	797.7	....San Geronimo....	685.7	1 55 »	11 55 A M
1 58 »	– –	800.8	.....Trancoso.....	680.7	– –	11 50 »
2 09 »	2 51 »	806.1	.....Palmira.....ȣ	672.2	1 28 »	11 32 »
2 24 »	3 08 »	814.5	.....Berriozabal...ȣ	660.1	1 04 A M	11 10 »
2 40 »	3 30 »	823.8	.....Soledad.....ȣ	644.2	12 42 Night	10 50 »
2 50 »	– –	830.2	.....Punta.....	633.6	– –	10 35 »
3 01 »	3 57 »	836.5	...Rincon de Romos ȣ	623.7	12 15 Night	10 25 »
3 10 »	– –	841.5	..... Pabellon.....	615.2	– –	10 14 »
3 18 »	4 18 »	845.9	.....Las Animas...ȣ	608.0	11 55 P M	10 05 »
3 30 »	4 30 »	852.3	.....Chicalote....ȣ	599.4	11 43 »	9 55 »
3 50 »	4 50 »	860.5	ar+Aguascalientes.lv	585.1	11 25 »	9 35 »
4 00 »	5 00 »	860.5	lv‖Aguascalientes ȣar	585.1	11 15 »	9 15 »
4 10 »	– –	867.3	.....Arellano.....	575.3	– –	9 05 »
4 23 »	5 28 »	873.9	.....Penuelas....ȣ	563.6	10 43 »	8 50 »
4 38 »	– –	882.0	.....El Tigre.....	550.0	– –	8 32 »
5 00 »	6 03 »	890.3	.... Encarnacion..ȣ	537.2	10 05 »	8 10 »
5 21 »	6 25 »	900.3	.....Santa Maria..ȣ	520.5	9 41 »	7 44 »
5 37 »	6 40 »	906.6	.....Castro.....ȣ	510.3	9 26 »	7 30 »
6 00 »	7 10 »	916.0	.....Los Salas.....ȣ	495.8	9 03 »	7 10 »
6 13 »	– –	922.0	.....Mira.....	485.5	– –	6 47 »
6 28 »	7 40 »	929.0	+ .....Lagos.....ȣ	474.9	8 25 »	6 30 »
6 44 »	– –	937.1	.....Loma..	461.3	– –	6 10 »
7 00 »	8 15 »	946.0	.....Pedrito.....ȣ	447.6	7 45 »	5 48 »
7 20 »	8 35 »	955.6	.....Francisco.....ȣ	432.2	7 20 »	5 28 »
7 43 »	9 00 »	965.6	+.....Leon.....ȣ	415.8	6 58 »	5 10 »
8 00 »	9 17 »	974.3	.....Trinidad.....ȣ	401.6	6 35 »	4 49 »
8 08 »	– –	980.6	.....Napoles.....	391.2	– –	4 36 »
8 20 »	9 45 »	986.4	arr....‖Silao ȣ..lve.	382.6	6 05 »	4 25 »
8 40 »	10 05 »	986.4	lve.....Silao....arr.	382.6	5 40 »	4 13 »
8 53 »	– –	994.6	.....Villalobos....ȣ	369.4	– –	3 56 »
9 30 »	10 52 »	1004.9	+....Irapuato....ȣ	352.3	5 00 »	3 33 »
– –	– –	1010.1	.....Chico.....ȣ	343.6	– –	3 12 »
10 02 »	11 19 »	1017.5	...Salamanca...ȣ	332.5	4 24 »	3 00 »
10 20 »	– –	1026.1	.....Sarabia.....ȣ	318.0	– –	2 39 »
10 35 »	11 49 A M	1031.4	.....Guaje.....ȣ	309.7	3 52 »	2 28 »
10 50 »	– –	1037.9	.....Crespo.....ȣ	299.2	– –	2 15 »
11 10 »	12 18 Noon	1042.8	+ ....Celaya.....ȣ	291.5	3 28 »	2 05 »
11 28 »	12 35 »	1051.0	.....Apaseo.....ȣ	278.5	3 03 »	1 38 »
11 48 P M	12 53 Noon	1060.1	.....Mariscala.....ȣ	264.0	2 45 »	1 20 »
12 10 Night	1 18 P M	1071.5	+...Queretaro...ȣ	245.5	2 22 »	1 00 A M
12 20 »	1 26 »	1074.3	.....Hercules.....ȣ	240.5	2 10 »	12 50 Night
12 35 »	1 45 »	1081.2	.....La Griega....ȣ	229.1	1 55 »	12 35 »
12 50 Night	– –	1089.8	.....Ahorcado.....ȣ	216.1	– –	12 20 »
1 02 A M	– –	1096.9	.....Chintepec.....ȣ	203.9	– –	12 05 Night
1 20 »	2 55 »	1105.7	+‖San Juan del Rio ȣ	190.6	1 00 P M	11 50 P M
– –	3 35 »	1116.6	.....Palmillas.....	172.0	12 08 Noon	– –
2 20 »	3 55 »	1124.0	.....Cazadero.....ȣ	161.1	11 53 A M	– –
2 33 »	4 10 »	1129.7	.....Polotitlan.....ȣ	151.9	11 41 »	– –
2 52 »	4 32 »	1138.4	.....Danu.....ȣ	137.9	11 22 »	– –
3 05 »	4 44 »	1143.4	.....Nopala.....ȣ	129.9	11 10 »	– –
3 15 »	4 55 »	1146.5	.....Maravillas.....ȣ	124.0	11 00 »	10 17 »
3 20 »	4 58 »	1148.5	.....Marques.....ȣ	121.6	10 56 »	10 13 »
– –	5 05 »	1150.7	.....Lena.....	117.3	10 50 »	– –
– –	5 19 »	1156.3	.....Prieto.....	108.2	10 35 »	– –
– –	5 38 »	1161.2	.....Landa.....	100.4	10 20 »	– –
4 00 »	5 40 »	1165.9	.....San Antonio...ȣ	93.5	10 05 »	9 18 »
4 25 »	6 04 »	1174.4	.....‖Tula.....ȣ	80.0	9 40 »	8 55 »
4 40 »	6 16 »	1179.5	.....Dublan.....ȣ	71.0	9 22 »	8 35 »
4 55 »	6 31 »	1185.3	.....El Salto.....ȣ	62.4	9 10 »	8 25 »
– –	6 43 »	1190.9	.....Nochistongo.....	52.3	8 52 »	8 13 »
5 19 »	6 55 »	1195.2	.....Huehuetoca.....ȣ	46.5	8 43 »	8 05 »
5 32 »	7 08 »	1201.7	.....Teoloyucan.....ȣ	36.0	8 30 »	7 52 »
5 42 »	7 18 »	1206.9	.....Cuautitlan.....ȣ	27.7	8 19 »	7 40 »
5 53 »	7 30 »	1211.1	.....Lecheria.....ȣ	21.0	8 10 »	7 30 »
6 08 »	7 43 »	1216.4	...Tlalnepantla.ȣ	11.7	8 00 »	7 18 »
– –	– –	1218.9	.....Hutchison.....ȣ	7.6	– –	– –
6 30 A M	8 00 P M	1224.1	+....Mexico.....ȣ	0	*7 45 A M	*7 00 P M
.....	See Note.	.....	ARRIVE] [LEAVE	.....	See Note.	.....

Note.—Nos. 7 and 8—Are through trains to and from El Paso.

AMECA BRANCH.

	No. 309	Mls.	November 7, 1909.	Kilos.	No. 310	
.....	*2 00 P M	0	lve...Guadalajara...arr.	90	9 20 A M	.....
.....	2 20 »	6.8	.....Jocotan.....	79	9 00 »	.....
.....	2 45 »	14.3	.....La Venta.....ȣ	66	8 40 »	.....
.....	3 15 »	24.8	.....Orendain.....ȣ	49	8 10 »	.....
.....	3 35 »	34.2	.....Refugio.....ȣ	37	7 45 »	.....
.....	3 48 »	37.3	.....Cuicillos.....	29	7 35 »	.....
.....	4 05 »	42.8	.....La Vega.....ȣ	21	7 20 »	.....
.....	4 20 »	49.7	.....Matute.....	10	6 55 »	.....
.....	4 26 »	51.5	.....Romero.....	7	6 50 »	.....
.....	4 30 »	53.4	.....Esperanza.....	4	6 45 »	.....
.....	4 40 P M	55.3	arr.....Ameca ȣ...lve.	0	*6 40 A M	.....

GUANAJUATO BRANCH.

	235	233	231	Mls.	November 7, 1909.	Kilos	230	232	234	
.....	P M	A M	A M	.....	LEAVE] [ARRIVE	....	A M	P M	P M	.....
.....	*6 00	*1025	*6 15	0	+.....Silao.....ȣ	23.3	9 45	5 30	8 15	.....
.....	6 35	11 10	7 00	11.4	+.....Marfil.....ȣ	5.0	9 00	4 45	7 35	.....
.....	6 50	11 25	7 15	14.5	+..Guanajuato....	0	*8 45	*4 30	*7 20	.....
.....	P M	A M	A M	.....	ARRIVE] [LEAVE	....	A M	P M	P M	.....

For Pullman Car Service, see page 1144

NATIONAL RAILWAYS OF MEXICO

NATIONAL RAILWAYS OF MEXICO—"Tampico Route."

MONTERREY DIVISION.

No. 262	No. 260	Mls.	*November* 7, 1909.	Kilos.	No. 263	No. 261
			LEAVE] [ARRIVE			
*4 35 P M	*7 15 A M	0	+......**Torreon**......	887	9 45 A M	5 15 P M
4 55 »	7 45 »	3	lve. **Gomez Palacio** ♁ .arr.	882	9 25 »	4 55 »
5 17 »	8 10 »	11	........Jameson........	869	9 00 »	4 20 »
5 25 »	8 20 »	14	.......El Compas.......	864	8 50 »	4 05 »
5 33 »	8 40 »	17	........Lujan........	860	8 40 »	3 50 »
5 45 »	9 00 »	19	.....**Sacramento**... ♁	857	8 30 »	3 35 »
5 49 »	9 10 »	21	.......Porvenir........	854	8 23 »	3 10 »
5 59 »	9 25 »	24	........Chavez...... ♁	848	8 15 »	2 50 »
6 04 »	9 45 »	26	......Santa Nino......	845	8 09 »	2 30 »
6 12 »	10 10 »	30	.....Santa Teresa... ♁	839	8 01 »	2 10 »
6 18 »	10 25 »	32	.....**Santa Lucia**.....	836	7 54 »	1 50 »
6 30 »	10 50 »	34	.......Concordia..... ♁	832	7 45 »	1 35 »
6 47 »	11 10 »	40	........Bolivar........	822	7 27 »	1 16 »
6 55 P M	11 40 A M	42	......**San Pedro**.... ♁	819	*7 20 A M	1 10 P M
	12 10 Noon	49	........Nazas........	808		12 10 Noon
	12 30 »	56	.......Benavides.......	796		11 52 A M
	12 50 Noon	64	........Minerva........	784		11 33 »
	1 10 P M	71	........Ceres........	772		11 13 »
	1 35 »	78	........Talia........	761		10 55 »
	1 55 »	85	.......Pomona........	750		10 35 »
	2 15 »	92	.......Madero........	740		10 15 »
	2 35 »	99	.......Cacama........	728		9 55 »
	2 55 »	105	........Tizoc........	718		9 35 »
	3 15 »	112	........Venus........	707		9 10 »
	3 35 »	118	........Marte........	697		8 50 »
	3 55 »	126	........Brisa........	684		8 30 »
No. 502	4 15 »	134	........Letona........	671	No. 501	8 10 »
*7 00 A M	4 40 P M	141	.......‖Hipolito........	660	2 10 P M	*7 50 A M
7 20 »		148	........Mimo........	649	1 25 P M	
7 45 »		153	.......**Sauceda**.......	640	12 55 Noon	
8 10 »		160	........Josefa........	629	12 15 Noon	
8 40 »		169	.......Fraustro........	616	11 43 A M	
9 15 »		175	.......Amargos.......	605	11 10 »	
10 03 »		181	......**Paredon**..... ♁	595	10 51 »	
11 00 »		197	.......Icamole........	570	9 44 »	
11 59 A M		209	........Garcia....... ♁	561	8 52 »	
12 25 Noon		215	.......Pesqueria.......	540	8 23 »	
12 35 »		218	.......Durazno........	537	8 13 »	
12 50 Noon		222	........Mineria........	530	8 00 »	
1 40 P M	No. 504	229	arr.. **Monterrey** ...lve.	518	*7 30 A M	No. 503
	*6 45 A M	229	lve. + **Monterrey** ♁.arr.	518		6 40 P M
	7 04 »	235	......San Rafael......	509		6 18 »
	7 09 »	237	......San Miguel......	506		6 11 »
	7 21 »	244	........Leal........	495		5 56 »
	7 36 »	251	.......Cadereyta..... ♁	483		5 42 »
	8 03 »	262	.......San Juan .... ♁	465		5 15 »
	8 25 »	274	.......Vaqueros.......	446		4 48 »
	8 38 »	280	........Teran....... ♁	436		4 35 »
	8 56 »	286	.....Montemorelos... ♁	423		4 19 »
	9 13 »	296	........Paras........	411		4 00 »
	9 29 »	304	........Huertas...... ♁	398		3 42 »
	9 44 »	311	.........Alta........	387		3 24 »
	10 07 »	320	........Linares...... ♁	372		3 06 »
	10 33 »	331	........Benitez........	353		2 34 »
	10 51 »	340	........Summit........	339		2 18 »
	11 07 »	347	.....Garza Valdez... ♁	328		2 00 »
	11 31 »	358	........Carrizos........	310		1 35 »
	11 56 A M	370	........Tinajas........	291		1 08 P M
	12 13 Noon	378	.........Cruz........ ♁	278		12 51 Noon
	12 34 »	385	.... Santa Engracia .. ♁	267		12 34 »
	12 40 »	388	.... Martinez	263		12 26 »
	12 51 »	393	.......Carbonero.......	255		12 15 »
	12 59 Noon	397	.......Caballeros.......	249		12 07 Noon
	1 35 P M	405	.......‖Victoria...... ♁	235		11 50 A M
	1 58 »	415	.........Rosa........	219		11 10 »
	2 21 »	426	.........Lavin........	201		10 46 »
	2 42 »	436	.....San Francisco.....	185		10 26 »
	3 07 »	447	........Forlon....... ♁	168		10 03 »
	3 45 »	460	.......Escandon..... ♁	147		9 22 »
	3 56 »	463	.......Arguelles.......	141		9 13 »
	4 08 »	469	........Pretil........	133		8 59 »
	4 28 »	478	........Rosillo........	117		8 38 »
	4 49 »	490	.......‖Gonzalez ..... ♁	98		8 07 »
	5 22 »	500	........Manuel........	82		7 27 »
	5 37 »	507	........Chocoy........	72		7 13 »
	6 12 »	519	......Los Esteros.... ♁	51		6 43 »
	6 30 »	526	.......Cervantes.......	40		6 24 »
	6 56 »	535	........Altamira ..... ♁	27		6 04 »
	7 11 »	540	........Puerta........	18		5 48 »
	7 13 »	540	........Earle........	17		5 46 »
	7 40 P M	551	arr. + **Tampico**.. ♁ lve.	0		*5 20 A M

SALTILLO BRANCH.

....	No. 505	Ms	*November* 7, 1909.	Kilos	No. 506	....
	†7 30 A M	...	lve.... **Monterrey** ...arr.	....	1 40 P M	
	†11 10 A M	0	........**Paredon**........	72	9 45 A M	
	12 05 Noon	11	........Mesillas........	54	9 05 »	
	12 55 Noon	22	..........Higo..........	37	8 35 »	
	1 46 P M	31	..........Rio..........	22	8 05 »	
	2 06 »	40	......Ramos Arispe......	14	7 50 »	
	3 30 P M	44	arr..... **Saltillo** .....lve.	0	†7 20 A M	

Trains marked * run daily; † daily except Sunday. ‖ Meals. + Coupon stations: ♁ Telegraph stations. STANDARD—*City of Mexico time.*

SAN LUIS DIVISION.

401	237	Mls.	*November* 7, 1909.	Kilos.	400	236
.....	P M	.....	LEAVE] [ARRIVE	.....	.....	A M
.....	*7 00	.....	+.....**Mexico**......	.....	.....	6 30
.....	*9 50	0	lv + **Aguascalientes** ♁ ar	677.8	.....	2 50
.....	10 20	8.9	......Chicalote.... ♁	663.5	.....	2 20
.....	10 30	12.7	........Canada........	657.3	.....	2 05
.....	10 40	14.0	......Jaltomate......	654.0	.....	1 55
.....	10 55	19.2	.......Gallardo.......	646.8	.....	1 40
.....	11 35	31.6	........San Gil..... ♁	627.0	.....	1 06
.....	12 01	36.5	........Loreto........	618.8	.....	12 50
.....	12 30	42.5	.... Genaro........	607.8	.....	12 30
.....	1 05	51.5	......La Honda.... ♁	595.0	.....	12 01
.....	1 30	58.2	.... Penon Blanco....	584.0	.....	11 38
.....	2 25	68.3	........‖Salinas..... ♁	567.8	.....	11 05
.....	3 00	76.7	.........Zotol........	554.2	.....	10 15
.....	3 28	85.2	....Espiritu Santo.. ♁	540.7	.....	9 45
.....	4 00	95.0	........Tolosa........	524.8	.....	9 10
....	4 20	100.9	........Ypina...... ♁	515.3	.....	8 45
.....	4 40	107.8	........Arenal........	504.1	.....	8 15
.....	5 03	117.8	........Justino..... ♁	488.2	.....	7 35
.....	5 40	131.2	......Estanzuela......	466.4	.....	6 55
A M	6 10	139.7	ar + **San Luis Potosi**..lv	453.1	A M	*6 30
*8 45	P M	139.7	lv. ‖**San Luis Potosi** ♁ ar	453.1	5 30	A M
9 05	.....	150.2	........Alonzo........	435.8	5 00	.....
9 20	.....	158.6	.......La Tinaja.... ♁	422.3	4 45	.....
9 24	.....	160.8	.......Ventura.......	419.2	4 40	.....
9 35	.....	167.1	......Corcovada.... ♁	408.7	4 25	.....
9 42	.....	170.2	.........Pozo........	403.7	4 15	.....
9 53	.....	176.8	........Peotillos..... ♁	393.6	4 03	.....
10 03	.....	181.1	.........Silos........	386.1	3 52	.....
10 18	.....	186.7	.........Villar ...... ♁	377.5	3 40	.....
10 40	.....	192.0	........La Joya.	368.5	3 13	.....
10 48	.....	194.8	.....San Lazaro......	364.0	3 05	.....
10 52	.....	195.7	........Montana...... ♁	362.5	3 00	.....
11 12	.....	203.4	........Cerritos...... ♁	350.6	2 40	.....
11 32	.....	210.1	........El Gato........	339.4	2 15	.....
11 58	.....	220.8	....**San Bartolo**.. ♁	322.1	1 40	.....
12 34	.....	233.5	......Las Tablas.... ♁	302.1	1 05	.....
1 12	.....	247.7	.......La Cinta.......	278.8	12 30	.....
1 50	.....	256.8	......‖**Cardenas**... ♁	264.6	12 10	.....
2 16	.....	264.7	.... La Labor	249.9	11 30	.....
2 35	.....	271.0	..... Las Canoas ... ♁	241.7	11 10	.....
2 55	.....	275.6	.......Espinazo.......	233.9	10 48	.....
3 04	.....	278.1	......Verastegui.... ♁	230.0	10 38	.....
3 19	.....	281.6	........Zacate........	224.2	10 23	.....
3 29	.....	284.1	........Cafetal........	220.2	10 13	.....
3 41	.....	287.4	.....‖Tamasopo.... ♁	215.0	10 00	.....
4 00	.....	292.1	.......Tambaca.......	207.4	9 37	.....
4 11	.....	298.1	........Rascon...... ♁	198.2	9 27	.....
4 22	.....	301.8	.....San Dieguito.	191.7	9 17	.....
4 37	.....	309.2	.....Las Crucitas.....	183.1	9 03	.....
4 53	.....	313.3	........Micos...... ♁	173.6	8 47	.....
5 18	.....	319.7	......San Mateo......	162.9	8 22	.....
5 46	.....	328.5	........Valles...... ♁	149.1	8 00	.....
6 08	....	337.1	........El Abra..... ♁	134.9	7 36	.....
6 18	.....	339.6	........Taninul........	130.9	7 28	.....
6 52	.....	344.5	.....‖Las Palmas.... ♁	122.0	7 12	.....
7 07	.....	349.7	......Rodriguez.... ♁	114.4	6 37	.....
7 25	.....	355.9	.........Coco........	104.1	6 20	.....
7 41	.....	361.8	.........Celis........	95.2	6 04	.....
7 58	.....	367.8	........Velasco..... ♁	85.4	5 47	.....
8 15	.....	374.5	.........Auza	74.6	5 30	.....
8 32	.....	380.4	........Ebano...... ♁	64.8	5 15	.....
8 49	...	387.2	........Chijol........	54.2	4 57	.....
9 00	.....	390.9	.......Mendez........	48.3	4 47	.....
9 15	.....	395.7	.........Chila	40.5	4 32	.....
9 30	.....	401.6	.........Ochoa........	31.2	4 15	.....
9 45	.....	406.9	........Tamos...... ♁	22.6	4 00	.....
10 10	.....	415.0	+ ...‖**Tampico**.... ♁	9.5	3 40	.....
10 35	.....	417.6	.....Dona Cecilia... ♁	4.2	*3 30	.....
P M	.....	421.0	arr... **La Barra**...lve.	0	P M	.....

PARRAL BRANCH.

No. 273	Ms.	*November* 7, 1909.	Kilos.	No. 272
*10 15 A M	0	lve... + **Jimenez** ♁...arr.	154.9	5 00 P M
10 25 »	3.[illegible]	.........Orion..........	149.6	4 46 »
11 00 »	18.0	..........Troya..........	125.6	4 10 »
11 15 »	24.8	..........Baca..........	115.3	3 53 »
11 25 »	28.5	.........Dorado....... ♁	109.2	3 43 »
11 47 »	36.6	.........Morita........	96.0	3 23 »
11 55 A M	39.7	..........Adela..........	90.6	3 15 »
12 15 Noon	47.1	.........Gomera.........	79.2	2 57 »
12 27 »	51.5	........Maturana.......	71.9	2 45 »
12 45 Noon	55.2	+.......**Parral**....... ♁	65.6	2 35 »
1 05 P M	62.3	........Zenzontle........	54.5	2 10 »
1 20 P M	67.0	arr......**Adrian**......lve.	46.9	1 55 P M
1 35 P M	72.0	....**Santa Barbara**....	54.7	1 40 P M
2 20 P M	67.0	lve......**Adrian**......arr.	46.9	10 15 A M
2 46 »	74.0	..........Borjas..........	35.2	9 50 »
3 00 »	77.5	.........Peinado.........	29.7	9 35 »
3 10 »	80.0	.........Cuevas.........	26.1	9 25 »
3 25 »	83.1	.........Stalforth....... ♁	20.9	9 10 »
4 05 »	91.0	.........Paloma.........	8.4	8 25 »
4 20 P M	95.9	arr.....**Rosario** ♁...lve.	0	*8 00 A M

For Pullman Car Service, see page 1144.

HORNOS BRANCH.

262	Ms.	*November* 7, 1909.	Kilos.	263
P M		LEAVE] [ARRIVE		A M
*7 05	0	....**San Pedro**....	23	7 10
7 15	2	........Linta........	19	7 00
7 30	6	....Santa Elena....	14	6 50
7 45	7	.....San Marcos.....	11	6 40
8 15	14	........**Hornos**........	0	*6 15
P M		ARRIVE] [LEAVE		A M

PACHUCA SHORT LINE.

17	209	15	Ms	*November* 7, 1909.	Kilos	16	210	18
		A M		LEAVE] [ARRIVE				P M
P M	P M	*7 45	0	+... **Mexico** ... ♁	98	A M	A M	8 00
*6 56	*4 55	9 40	50	lve... **Tellez** ♁ .arr.	17	7 50	9 35	4 45
7 03	6 02	9 47	54	.......Matilde.......	12	7 40	9 27	4 38
7 08	6 10	9 52	56	......Pitahaya......	8	7 35	9 20	4 32
7 20	6 25	10 05	62	+...**Pachuca**... ♁	0	*7 25	*9 05	*4 20
P M	P M	A M		ARRIVE] [LEAVE		A M	A M	P M

SAN MARCOS BRANCH.

No. 315	Mls	*November* 7, 1909.	Kilos	No. 316
*4 10 P M	0	lve......**La Vega** ♁ ...arr.	45.8	7 00 A M
4 30 »	6.0	..........Carmen..........	36.2	6 25 »
5 05 »	11.4	.........Ahualulco ...... ♁	27.4	6 05 »
5 25 »	17.0	..........Estancita........	18.5	5 45 »
6 00 »	21.0	..........Etzatlan....... ♁	12.1	5 30 »
6 15 »	24.9	..........Barcena..........	5.8	5 12 »
6 35 P M	28.6	arr.. **San Marcos** ♁ lve.	0	*5 00 A M

NATIONAL RAILWAYS OF MEXICO

NATIONAL RAILWAYS OF MEXICO—"Manzanillo Route."

CUERNAVACA DIVISION.

2	10	Kilos	November 7, 1909.	Mls	9	11
P M	A M	....	LEAVE] [ARRIVE	....	P M	P M
k3 00	*7 30	0	+......Mexico......♁	181	6 30	8 45
3 08	7 40	5	..........Julia........♁	178	6 18	8 34
3 20	7 55	13	........Tacubaya .....♁	174	6 05	8 23
3 27	8 03	17	.... Mixcoac	171	5 55	8 15
3 30	8 07	18	.... Miranda........	170	5 50	8 10
3 38	8 14	22	.... Olivar.........	168	5 43	8 04
3 45	8 25	28	........Contreras......♁	163	5 32	7 53
3 51	8 35	31	.... Eslava.........	162	5 27	7 47
4 15	9 15	47	.........Ajusco.......♁	153	4 52	7 21
4 30	9 36	57	.........Parres ....♁	146	4 30	7 02
4 37	9 45	62	..........Cima..........	143	4 20	6 56
4 45	9 55	67	..........Toro........♁	140	4 10	6 48
4 58	10 10	75	.... .Tres Marias ...♁	135	3 55	6 35
5 35	10 45	92	........El Parque......♁	124	3 01	5 58
6 10	11 20	108	.........Alarcon.......♁	115	2 11	5 25
6 30	11 45	120	arr..‖Cuernavaca ♁ lve.	107	1 40	‡5 00
P M	12 05	120	lve...Cuernavaca..arr.	107	1 20	P M
....	12 28	132	.........Mango.........	100	12 59	....
....	12 42	139	.......San Vicente.....♁	95	12 42	....
....	1 18	156	.........Treinta.......♁	85	12 06	...
....	1 29	162	........Zacatepec......♁	81	11 56	....
....	1 43	168	.........Hermosa......♁	77	11 42	....
....	1 53	172	..........Vidal...... .♁	75	11 32	....
....	2 10	181	...Puente de Ixtla.♁	70	11 15	....
....	2 15	183	.... Amor	69	11 10	....
....	2 55	201	.........Santa Fe.........	58	10 35	....
....	3 20	213	.... Vista ....♁	49	10 12	....
....	3 33	219	.........Pimentel.........	45	9 59	....
....	3 43	224	........Los Amates........	43	9 48	....
....	4 03	231	.... Naranjo ....♁	39	9 28	....
....	4 25	238	.... Iguala ....♁	34	9 15	....
...	5 05	257	..........Cocula.......♁	22	8 35	....
....	5 20	262	.... Apipiluico .....♁	20	8 20	....
....	5 55	275	...........Olea..........	12	7 45	....
....	6 15	284	..........Arroz..........	6	7 20	....
....	6 35	293	.........Balsas........♁	0	*7 00	....
....	P M	....	ARRIVE] [LEAVE	....	A M	....

TEPEZALA BRANCH.

(Mexican Union Ry., Leased and Operated by National Rys. of Mexico.)

No. 238	Kilos	November 7, 1909.	Mls	No. 239
....	....	lve...Aguascalientes...arr.	....	a9 35 A M
5 30 P M	17.0	lve..+RincondeRomos..arr.	0	a11 50 A M
2 45 »	3.1	.........Tepezala.........	8.6	12 40 Noon
a2 30 P M	0	arr.......Cobre.......lve.	10.5	1 00 P M

ATOTONILCO BRANCH.

No. 313	Mls	November 7, 1909.	Kilos	No. 314
*4 20 P M	0	lve......Ocotlan.....arr.	34.6	7 50 A M
4 40 »	4.9	..........Zula..........	26.7	7 30 »
5 10 »	11.8	.........Alcalde.........	15.3	7 00 »
5 30 »	16.7	.........Navarro.........	8.1	6 45 »
5 50 P M	21.7	arr...Atotonilco...lve.	0	*6 30 A M

APULCO BRANCH.

No. 219	Mls	November 7, 1909.	Kilos	No. 220
*11 50 A M	0	lv...Tepenacasco ♁ ar.	23	2 30 P M
12 50 Noon	14	arr......Apulco.....lve.	0	*1 30 P M

RIO VERDE BRANCH.

No. 403	Mls	November 7, 1909.	Kilos	No. 404
*12 15 Noon	0	lve...San Bartolo ♁ arr.	39.2	6 30 P M
12 40 Noon	4.9	.... Angostura	31.2	6 06 »
1 10 P M	14.2	.........Pastora.........	16.6	5 35 »
1 55 »	21.1	.........Zuniga.........	5.7	4 50 »
2 35 P M	24.2	arr....Rio Verde ♁ .lve.	0	*4 30 P M

PACHUCA BRANCH.

City of Mexico time.

	No. 207	Mls.	November 7, 1909.	Kilos.	No. 208	
....	*7 45 A M	0	lve.....Mexico....arr.	.....	8 00 P M	....
.....	*11 00 A M	49	lve.......Tula ♁....arr.	70.2	9 00 A M	....
.....	11 15 »	53	..........Iturbe.........	65.7	8 45 »	....
.....	11 30 »	56	........Teocalco........	61.2	8 25 »	....
.....	11 50 A M	59	...... Tlaxcoapan....♁	55.6	8 10 »	....
.....	12 10 Noon	64	.... Tetepango.....♁	48.6	7 55 »	....
.....	12 35 Noon	69	.........Rosal	39.8	7 35 »	....
.....	1 05 P M	76	........Temoaya.....♁	28.9	7 10 »	....
.....	1 40 »	84	.....San Augustin......	16.2	6 40 »	....
....	2 05 »	89	.......Concepcion	8.0	6 20 »	....
....	2 40 P M	94	arr.... Pachuca ...lve.	0	*6 00 A M	....

PANUCO DIVISION.

No. 17	15-213	Mls	November 7, 1909.	Kilos	No. 16	214-18
....	*7 45 A M	0	lve...+ Mexico ....arr.	174	....	8 00 P M
....	– –	6	........Hutchison	166	....	– –
....	8 00 »	8	......Tlalnepantla......	164	....	7 43 »
*5 36 P M	8 20 »	14	........Lecheria......♁	155	9 10 A M	6 05 »
5 44 »	8 29 »	18	.......Cartagena......♁	149	9 00 »	6 58 »
5 51 »	8 34 »	20	.........Tultepec.......♁	146	8 55 »	6 51 »
5 58 »	8 45 »	....	..........Cajiga..........	....	8 45 »	6 43 »
6 04 »	8 51 »	26	.........Jaltocan.........	135	8 36 »	6 37 »
6 16 »	9 03 »	32	.... Xolox ....♁	126	8 27 »	6 25 »
6 22 »	9 09 »	36	...........Paula	120	8 19 »	6 15 »
6 29 »	9 15 »	39	......Temescalapa....♁	115	8 13 »	6 08 »
6 42 »	9 25 »	45	.........Terreros.......♁	105	8 02 »	4 55 »
6 58 P M	9 50 »	51	..........Telles........♁	95	*7 50 A M	4 45 »
	10 05 »	57	.........Sandoval.....♁	85		4 20 »
....	10 17 »	60	.... Metepec.........	80	....	4 10 »
....	10 20 »	....	.........Santa Rita.........	....	....	4 06 »
....	10 40 »	65	......Zontecomate.......	72	....	3 54 »
....	10 50 »	68	.... Somo-Riel.....♁	66	....	3 45 »
..... 215	11 05 »	75	...... Cuyamaloya.......	56	 216	3 30 »
217 P M	11 25 »	....	..........Paxtepec.........	....	218 A M	3 00 »
P M *2 35	11 45 A M	88	.....Tepenacasco...♁	35	A M 11 30	2 35 »
*3 50 2 50	12 01 Noon	92	......Tulancingo....♁	29	9 30 *11 15	2 20 »
4 20 P M	12 25 »	99	...........Anita ....♁	15	9 05 A M	1 55 »
4 36	12 33 »	103	..........Panfilo.........	11	8 55	1 48 »
4 50 P M	12 41 »	107	.........Canales.........	7	8 45 A M	1 40 »
5 15 P M	12 55 Noon	111	arr......Honey ♁ ...lve.	0	*8 30 A M	*1 25 P M

GUADALAJARA DIVISION.

No. 303	No. 301	Miles.	November 7, 1909.	Kilos	No. 302	No. 304
....	*7 00 P M	......	lve..+Mexico ♁ ..arr.	....	6 30 A M	....
*11 15 A M	*3 35 A M	0	lve..+Irapuato ♁ arr.	616	9 20 P M	3 30 P M
11 23 »	– –	1.9	.... Charcos	610	– –	3 21 »
11 39 »	– –	10.2	........Rivera........	599	– –	3 04 »
11 50 A M	– –	13.9	.... Joaquin .....♁	591	– –	2 52 »
12 01 Noon	– –	19.8	........Abasolo......♁	583	– –	2 40 »
12 09 »	– –	23.7	........Vargas.......♁	577	– –	2 30 »
12 28 »	4 46 »	30.2	.......Penjamo......♁	565	8 01 »	2 12 »
12 47 »	5 05 »	39.8	...... Villasenor ....♁	551	7 38 »	1 48 »
12 57 Noon	– –	44.2	.......Palo Verde....♁	544	– –	1 37 »
1 17 P M	– –	50.6	.........Cortes.........	531	– –	1 17 »
1 32 »	5 42 »	53.7	.......La Piedad.....♁	524	6 59 »	1 00 P M
1 52 »	– –	64.9	..........Patti..........	511	– –	12 30 Noon
2 15 »	– –	72.5	...... Monteleon......	498	– –	12 02 Noon
2 32 »	6 36 »	78.1	.....Yurecuaro....♁	490	5 46 »	11 45 A M
2 57 »	– –	91.2	........Negrete......♁	469	– –	10 57 »
3 01 »	– –	92.9	........Salamea........	466	– –	10 50 »
3 05 »	7 10 »	95.1	arr..‖La Barca ♁ .lve.	462	5 05 »	10 46 »
3 25 »	7 30 »	95.1	lve...La Barca...arr.	462	4 45 »	10 46 »
3 32 »	– –	99.2	........Feliciano.......	458	– –	10 38 »
3 44 »	– –	103.1	.... Limon.........	449	– –	10 25 »
4 09 »	8 33 »	111.4	.......Ocotlan.....♁	436	4 09 »	10 08 »
4 30 »	– –	122.3	.......Poncitlan.....♁	419	3 47 »	9 40 »
4 39 »	– –	125.8	.......Constancia......	413	– –	9 31 »
4 50 »	– –	130.1	......San Jacinto......	405	– –	9 19 »
5 00 »	– –	133.9	........Corona......♁	400	– –	9 12 »
5 10 »	9 07 »	135.7	........Atequiza.....♁	397	3 18 »	9 07 »
5 24 »	– –	140.8	.......La Capilla....♁	389	– –	8 45 »
5 37 »	9 29 »	145.5	.... El Castillo....♁	381	2 53 »	8 33 »
5 49 P M	10 02 A M	165.8	........La Junta.......	340	*2 25 P M	8 18 A M
6 30 P M	10 20 A M	161.4	ar+Guadalajara ♁ lv.	356	*2 10 P M	*7 45 A M

307	305	No. 301	Miles.	November 7, 1909.	Kilos	No. 302	306	308
		*9 50 A M	161.4	lve..Guadalajara.arr.	356	2 45 P M		
....		*10 02 A M	165.8	.......La Junta.......	349	2 25 P M	....	
....		10 19 »	172.6	........Orozco.........	338	1 58 »	....	
....		10 34 »	178.8	......Tlajomulco....♁	328	1 38 »	....	
....		10 50 »	184.4	.........Flores.......♁	319	1 21 »	....	
....		11 07 »	193.3	.......Mazatepec....♁	303	1 04 P M	....	
....		11 27 »	198.7	........Balastre.......	297	12 37 Noon	....	
....		11 42 A M	203.7	.......Santa Ana.....♁	288	12 20 »	....	
....		12 01 Noon	211.1	........Catarina......♁	276	12 01 Noon	....	
....		12 17 »	217.4	.......Zacoalco.....♁	266	11 41 A M	....	
....		12 34 »	224.2	.........Verdia.........	253	11 26 »	....	
....		12 48 »	229.8	.......Techaluta ....♁	246	11 13 »	....	
....		12 57 Noon	234.1	.......Cofradia......♁	239	11 04 »	....	
....		1 13 P M	240.3	.......Carmelita.......	229	10 50 »	....	
....		1 31 »	245.3	.........Sayula......♁	221	10 38 »	....	
....		2 02 »	252.7	.........Nicolas.........	209	10 07 »	....	
....		2 08 »	255.2	........Manzano.....♁	205	10 01 »	....	
....		2 13 »	256.0	ar+ Providencia	203	9 57 »	....	
....		2 50 »	262.7	.......Zapotlan......♁	193	9 45 »	....	
....		3 20 »	273.9	.......Zapotiltic ....♁	175	8 55 »	....	
....		3 40 »	280.1	.... Tuxpan......♁	165	8 35 »	....	
....		4 19 »	288.8	.......Platanar.......	145	7 56 »	....	
....		4 42 »	295.6	.... Villegas........	136	7 34 »	....	
....		5 08 »	300.1	.... Tonilita........	130	7 10 »	....	
....		5 30 »	308.0	.........Alzada.........	119	6 50 »	....	
307	305	5 44 »	313.6	........Salvador.......	109	6 35 »	306	308
A M	A M	5 56 »	319.8	........Estancia.......	101	6 23 »	P M	P M
c7 00	b7 00	6 05 P M	321.7	.........Colima........	96	*6 15 A M	7 00	7 00
7 13	7 06	....	324.2	.........Balcon........	92	....	6 50	6 40
7 33	7 20	....	329.1	.....Coquimatlan......	84	....	6 25	6 00
8 04	7 44	....	334.1	..........Jala..........	75	....	6 01	5 20
8 26	8 05	....	339.7	.... Madrid	67	....	5 40	4 55
8 57	8 27	....	345.9	.... Caleras........	57	....	5 18	4 21
9 16	8 36	....	346.5	.......Tecoman.......	56	....	5 09	3 57
9 37	8 45	....	354.1	........Armeria.......	44	....	4 59	3 38
10 15	9 00	....	361.4	.......Cuyutlan.......	33	....	4 44	3 00
10 25	9 30	....	379.4	.... Campos	4	....	4 14	1 42
11 45	9 45	....	382.5	.....Manzanillo.....	0	....	b4 05	c1 30
A M	A M	....	......	ARRIVE] [LEAVE	....	....	P M	P M

ZAMORA BRANCH.

	No. 311	Mls.	November 7, 1909.	Kilos.	No. 312
.....	*2 45 P M	0	lve...Yurecuaro ♁ .arr.	137.7	11 25 A M
.....	3 08 »	6.3	........Verduzco.........	127.5	10 55 »
.....	3 20 »	9.4	.......Las Fuentes......	122.5	10 45 »
.....	3 35 »	13.2	..........Falconi......♁	116.4	10 25 »
.....	3 55 »	17.8	.........Torcazas.........	109.0	10 05 »
.....	4 20 »	25.8	arr.....Zamora ♁...lve.	96.2	9 30 »
.....	4 50 »	25.8	lve......Zamora....arr.	96.2	9 00 »
.....	5 10 »	30.6	...........Ario	88.3	8 40 »
.....	5 20 »	32.9	.........Davalos..........	84.7	8 25 »
.....	5 45 »	37.9	........Chavinda.....♁	76.3	8 05 »
.....	6 10 »	43.5	.........Moreno.....♁	67.7	7 45 »
.....	6 45 »	52.8	.... Guaracha.......	52.8	7 00 »
.....	7 10 »	57.2	..........Angel..........	45.4	6 45 »
.....	7 25 »	60.4	........Tarecuato.....♁	40.3	6 30 »
.....	7 40 »	62.0	.........Centeno.........	36.0	6 10 »
.....	8 00 »	68.9	.........Mercado........	26.7	5 40 »
.....	8 20 »	73.3	.......Tinguindin....♁	19.4	5 20 »
.....	9 20 P M	85.6	arr...Los Reyes...lve.	0	*4 15 A M

DINAMITA BRANCH.

No. 265	Mls	Nov. 7, 1909.	Kilos	No. 204
†3 15 P M	0	lve....Noe....arr.	10	7 55 A M
3 25 »	1	.....Brittingham. Acdo.....	8	7 45 »
3 45 P M	6	ar..Dinamita..lv.	0	†7 30 A M

*Daily; † daily, except Sunday; ‡ Sunday only; a Wednesday and Saturday; b Fridays and Sundays; c daily, except Fridays and Sundays; ‖ Meals. + Coupon stations; ♁ Telegraph stations.

Pintsch Gas | Steam Heat | SAFETY CAR HEATING & LIGHTING CO. U. S. Express Bldg, Trinity Place and Rector St., NEW YORK. | Used on most of the Prominent Railways in Europe and the United States.

NATIONAL RAILWAYS OF MEXICO

MEXICAN INTERNATIONAL RAILROAD COMPANY—"Eagle Pass Route."

DIAZ—REATA—TORREON—DURANGO.

No. 44	No. 2	Miles.	January 17, 1909.	No. 1	No. 43
.....	*4 20 P M	0	lve....+‖Diaz ♁.....arr.	10 30 A M	.....
.....	4 30 "	4.06	.....Fuente.....♁	10 15 "	.....
.....	4 46 "	8.45	.....Rosa.....	10 05 "	.....
.....	5 16 "	24.73	.....Nava.....♁	9 35 "	.....
.....	5 36 "	32.16	.....Allende.....♁	9 20 "	.....
.....	5 57 "	41.44	.....Leona.....	9 01 "	.....
.....	6 23 "	51.16	.....Peyotes.....♁	8 47 "	.....
.....	6 46 "	64.48	.....Blanco.....	8 15 "	.....
.....	7 20 "	72.47	.....‖Sabinas.....♁	7 55 "	.....
.....	7 25 "	73.47	.....Mezquite.....	7 32 "	.....
.....	7 38 "	82.31	.....Soledad.....	7 17 "	.....
.....	8 00 "	88.93	+....Barroteran....♁	7 05 "	.....
.....	8 20 "	97.71	.....Aura.....	6 41 "	.....
.....	8 35 "	107.21	.....Obayos.....♁	6 20 "	.....
.....	— —	116.61	.....Baluarte.....	— —	.....
.....	9 05 "	123.25	.....Hermanas.....♁	5 46 "	.....
.....	9 40 "	136.44	.....Adjuntas.....♁	5 20 "	.....
.....	9 55 "	144.87	.....Estancia.....	5 10 "	.....
.....	10 10 "	147.84	arr..+Monclova ♁.lve.	5 00 "	.....
.....	10 20 "	147.84	lve....Monclova....arr.	4 50 "	.....
.....	10 58 "	159.37	.....Castaño.....♁	4 30 "	.....
.....	11 22 "	168.64	.....Gloria.....♁	4 15 "	.....
.....	11 52 P M	180.81	.....Bajan.....♁	3 50 "	.....
.....	12 07 Night	188.53	.....Joya.....	3 35 "	.....
.....	12 32 Night	201.21	.....Espinazo.....♁	3 10 "	.....
.....	1 05 A M	211.54	arr.....Reata♁....lve.	2 50 "	.....
.....	1 30 "	211.54	lve.....Reata.....arr.	2 25 "	.....
.....	1 55 "	222.92	.....Trevino.....♁	1 55 "	.....
.....	2 34 "	239.10	.....Sauceda.....	1 25 "	.....
.....	2 51 "	246.08	.....Pantano.....	1 10 A M	.....
.....	3 20 "	254.49	.....Jaral.....♁	12 55 Night	.....
.....	3 45 "	268.79	.....Pastora.....	12 20 Night	.....
.....	4 10 "	282.22	.....Carmen.....♁	11 50 P M	.....
.....	4 35 "	297.11	.....Palla.....	11 20 "	.....
.....	4 56 "	309.34	.....Mimbre.....	10 50 "	.....
.....	5 16 "	319.61	.....Rafael.....♁	10 25 "	.....
.....	5 30 "	327.67	.....Pozo.....	10 05 "	.....
.....	5 43 "	334.69	.....Bola.....♁	9 50 "	.....
.....	5 58 "	343.07	.....Mayran.....	9 33 "	.....
.....	6 12 "	349.82	.....Hornos.....♁	9 20 "	.....
.....	6 27 "	358.15	.....Colonia.....	9 02 "	.....
*9 30 A M	6 49 "	369.10	.....Matamoros....♁	8 42 "	4 30 P M
10 00 A M	7 15 "	383.11	arr..+‖Torreon♁...lve.	8 16 "	*4 00 P M
.....	8 00 "	383.11	lve.....Torreon.....arr.	7 26 "	.....
.....	8 12 "	388.11	.....San Carlos.....♁	7 15 "	.....
.....	8 37 "	397.89	.....Loma.....♁	6 51 "	.....
.....	9 12 "	409.87	.....Chocolate.....	6 26 "	.....
.....	9 25 "	416.42	.....Trinidad.....♁	6 08 "	.....
.....	9 38 "	422.84	.....Huarichic.....	5 55 "	.....
.....	10 08 "	432.29	.....Pedricena.....♁	5 30 "	.....
.....	11 05 "	448.22	.....Pasaje.....♁	4 64 "	.....
.....	11 30 "	455.94	.....Chupaderos.....	4 38 "	.....
.....	11 58 A M	463.47	.....Yerbanis.....♁	4 26 "	.....
.....	12 28 Noon	476.88	.....Noria.....	3 58 "	.....
.....	12 48 Noon	484.81	.....Catalina.....♁	3 48 "	.....
.....	1 04 P M	492.36	.....Tapona.....♁	3 32 "	.....
.....	1 30 "	506.05	.....Gabriel.....♁	3 07 "	.....
.....	1 48 "	516.57	.....Chorro.....	2 45 "	.....
.....	2 15 "	532.99	.....Labor.....	2 15 "	.....
.....	2 30 P M	540.30	arr..+Durango♁...lve.	*2 00 P M	.....

Standard Gauge.

Buffet Pullman Sleeping Cars daily between Monterrey and Durango and between C. P. Diaz and Torreon.

Pullman Sleeping Cars daily between C. P. Diaz and Monterrey.

BARROTERAN—MUZQUIZ.

No. 21	No. 23	Mls	January 17, 1909.	No. 24	No. 22
*8 10 P M	*7 15 A M	0	lv.Barroteran♁ ar.	7 15 P M	6 25 A M
8 30 P M	8 00 "	6	...Las Esperanzas.♁	6 56 "	*6 05 A M
.....	9 25 "	19	.....Menor.....♁	4 56 "	.....
.....	9 40 A M	25	ar...Muzquiz♁.lv.	*4 10 P M	.....

Standard Gauge.

MONCLOVA—CUATRO CIENEGAS.

	No. 29	Miles.	January 17, 1909.	No. 28
.....	†7 30 A M	0	lve...Monclova♁arr.	5 45 P M
.....	8 30 "	10.79	.....Nadadores....♁	4 45 "
.....	9 00 "	15.78	.....Gonzalez.....	4 20 "
.....	9 45 "	23.38	....Rancho Nuevo..♁	3 45 "
.....	11 00 "	31.35	.....San Juan.....♁	3 20 "
.....	11 30 A M	41.95	arr..Cuatro Cienegas♁.lve.	12 40 P M

Standard Gauge.

CONNECTIONS.

At **Diaz**—With Southern Pacific Co.'s lines.
At **Allende**—With Zaragoza.
At **Sabinas**—With San Juan de Sabinas.
At **Felipe**—With Juarez.
At **Barroteran**—With the Carbonifero de Coahuila R.R. for Musquiz.
At **Monterrey**—With National Rys. of Mexico.
At **Palla**—With Parras.
At **Hornos**—With San Pedro and with Hornos R.R. for Viesca.
At **Torreon**—With National Rys. of Mexico.
At **Pasaje**—With Cuencame.

REATA—MONTERREY.

	No. 32	Miles.	January 17, 1909.	No. 31	
.....	*3 20 A M	0	lve.....Reata♁....arr.	12 40 Night	.....
.....	3 51 "	13.19	.....Anhelo.....♁	12 12 Night	.....
.....	4 11 "	20.63	.....Delgado.....	11 52 P M	.....
.....	4 48 "	33.35	.....Arista.....♁	11 18 "	.....
.....	5 12 "	43.12	.....Mina.....♁	10 53 "	.....
.....	5 30 "	48.32	.....Hidalgo.....♁	10 38 "	.....
.....	5 43 "	54.28	.....Chipinque.....♁	10 21 "	.....
.....	5 59 "	62.85	.....Topo Grande.....	10 00 "	.....
.....	6 10 "	68.33	.....Topo Chico.....	9 48 "	.....
.....	6 30 A M	71.80	arr....Monterrey♁.lve.	*8 25 P M	.....

Standard Gauge.

TORREON—TLAHUALILO.

	No. 43	Mls	January 17, 1909.	No. 44	
.....	*4 00 P M	0	lve....+Torreon♁....arr.	10 00 A M	.....
.....	*4 40 P M	14	lve....Matamoros♁..arr.	9 20 A M	.....
.....	5 08 "	23	.....Solima.....	8 55 "	.....
.....	5 18 "	25	.....Coyote.....♁	8 45 "	.....
.....	5 25 "	28	.....Hormiguero.....	8 30 "	.....
.....	5 05 "	41	.....Arcinas.....♁	7 50 "	.....
.....	6 25 "	46	.....Horizonte.....♁	7 35 "	.....
.....	6 45 "	53	.....Jalapa.....	7 12 "	.....
.....	7 00 P M	58	arr.....Tlahualilo♁...lve.	*7 00 A M	.....

Standard Gauge.

PEDRICENA—VELARDENA.

No. 74	No. 72	Mls.	January 17, 1909.	No. 73	No. 71
*5 35 P M	*10 10 A M	0	lve....Pedricena♁.arr.	9 55 A M	5 22 P M
6 05 P M	10 40 A M	5.82	arr....Velardena♁.lve.	*9 30 A M	*5 00 P M

Standard Gauge.

DURANGO—TEPEHUANES.

	No. 51	Ms.	January 17, 1909.	No. 52	
.....	a8 00 A M	0	lve.....Durango♁....arr.	1 40 P M	.....
.....	9 05 "	19	.....Carpintero.....	12 25 Noon	.....
.....	9 30 "	28	.....Cacaria.....♁	11 58 A M	.....
.....	10 00 "	37	.....Canatlan.....♁	11 30 "	.....
.....	10 20 "	46	.....Los Pinos.....	11 00 "	.....
.....	10 45 "	54	.....Las Olas.....	10 30 "	.....
.....	11 20 "	60	.....‖Guatimape.....♁	10 15 "	.....
.....	11 55 A M	71	.....Patos.....♁	9 25 "	.....
.....	12 45 Noon	82	.....Chinacates.....♁	8 50 "	.....
.....	1 25 P M	92	.....Huisache.....	7 55 "	.....
.....	2 30 "	103	.....Santiago Papasquiaro..♁	7 00 "	.....
.....	3 30 "	119	.....Corrales.....	5 55 "	.....
.....	a6 00 P M	135	arr.....Tepehuanes♁..lve.	b5 00 A M	.....

Standard Gauge.

Stage leaves Tepehuanes every Tuesday, Thursday and Saturday for Guanacevi. Returning, leaves Guanacevi every Monday, Wednesday and Friday. Fare $12, Mexican currency.

ROSITA—SABINAS.

	No. 18	Mls	January 17, 1909.	No. 16	
.....	†4 00 P M	0	lve.....Rosita.....arr.	9 00 A M	.....
.....	4 42 "	6.8	arr.....Agujita.....lve.	8 23 "	.....
.....	5 05 P M	9.9	arr.....Sabinas.....lve.	†8 00 A M	.....

COAHUILA AND PACIFIC DIVISION.

C. T. Norton, Superintendent, Saltillo, Mex.
A. Rodriguez, Auditor, "

	No. 701	Mls.	November 7, 1909.	Kilos	No. 702	Elev. Feet.	
.....	†7 00 A M	0	lve.....Saltillo.....arr.	307	7 00 P M	5128	.....
.....	7 33 "	8	.....Alamo.....	294	6 30 "	5686	.....
.....	7 58 "	14	.....Encantada.....	285	6 10 "	6100	.....
.....	8 23 "	23	.....San Juan.....	270	5 47 "	5971	.....
.....	8 36 "	28	.....Derramadero.....	262	5 30 "	5787	.....
.....	9 05 "	38	.....La Paz.....	246	4 45 "	5295	.....
.....	9 27 "	42	.....General Cepeda.....	239	4 25 "	4882	.....
.....	9 44 "	48	.....El Rio.....	230	3 57 "	4842	.....
.....	10 09 "	54	.....Guadalupe.....	220	3 38 "	4954	.....
.....	10 34 "	62	.....Seguin.....	208	3 15 "	4644	.....
.....	11 09 "	70	.....San Miguel.....	194	2 50 "	5269	.....
.....	11 39 "	78	.....Patagalana.....	182	2 25 "	5570	.....
.....	11 54 A M	85	.....Hoyos.....	171	2 10 "	5636	.....
.....	12 19 Noon	92	.....Ojuelos.....	159	1 40 "	5220	.....
.....	‖12 45 Noon	100	arr.....Parras.....lve.	147	1 20 P M	4920	.....
.....	1 45 P M	100	lve.....Parras.....arr.	147	‖12 20 Noon	4920	.....
.....	2 25 "	113	.....Cadillal.....	126	11 37 A M	4482	.....
.....	2 47 "	119	.....San Isidro.....	116	11 17 "	4144	.....
.....	3 15 "	128	.....Pena.....	102	10 52 "	4130	.....
.....	3 40 "	135	.....Laguna.....	90	10 20 "	3576	.....
.....	3 55 "	141	.....Bilbao.....	79	10 05 "	3576	.....
.....	4 20 "	146	.....Viesca.....	72	9 55 "	3592	.....
.....	4 45 "	155	.....Hornos.....	57	9 20 "	3608	.....
.....	5 05 "	162	.....Buenavista.....	46	9 00 "	3621	.....
.....	5 25 "	170	.....Gilita.....	32	8 40 "	3693	.....
.....	5 36 "	174	.....Agua Naval.....	25	8 25 "	3692	.....
.....	5 48 "	182	.....Cobian.....	13	8 10 "	3690	.....
.....	6 10 P M	190	arr.....Torreon.....lve.	0	†7 50 A M	3693	.....

Connections.—At Saltillo with Coahuila & Zacatecas Ry. At Hornos with Hornos Ry. At Torreon with Mexican International R.R.

* Daily; † daily, except Sunday; *a* Monday, Wednesday and Friday; *b* Tuesday, Thursday and Saturday; *g* Thursday only.
‖ Meals. + Coupon stations; ♁ Telegraph stations.

NATIONAL RAILWAYS OF MEXICO

INTEROCEANIC RAILWAY OF MEXICO—"Vera Cruz Route."

THROUGH PULLMAN BUFFET SLEEPING CARS BETWEEN MEXICO CITY AND VERA CRUZ AND BETWEEN MEXICO CITY, PUEBLA AND TEHUACAN.

MEXICO—JALAPA—VERA CRUZ.

(Direct and via Puebla.)

No. 3	No. 1	5-11	Mls	*September* 12, 1909.	6-14	No. 2	No. 4
*8 30 P M	*7 00 P M	*7 50 A M	0	lve..‖ **Mexico** ♁ arr.	6 20 P M	9 25 A M	6 30 A M
8 55 "	7 25 "	8 15 "	11	.....Los Reyes... ♁	5 52 "	9 00 "	5 52 "
9 08 "	7 37 "	8 30 "	17	....San Vicente.. ♁	5 35 "	8 47 "	5 33 "
— —	— —	8 40 "	22	.....Chapingo.....	5 20 "	— —	5 20 "
9 30 "	7 65 "	8 52 "	24	.....Texcoco ... ♁	5 17 "	8 30 "	5 15 "
9 49 "	8 09 "	9 11 "	31	.....Escudero.... ♁	4 65 "	8 12 "	4 55 "
10 08 "	8 22 "	9 30 "	38	....Metepec ... ♁	4 35 "	7 55 "	4 38 "
10 22 "	8 35 "	9 44 "	43	.....Otumba.... ♁	4 20 "	7 42 "	4 23 "
10 31 "	— —	9 52 "	46	.... Soapayuca... ♁	4 10 "	7 35 "	4 15 "
10 58 "	8 11 "	10 16 "	56	.....Irolo ..... ♁	3 45 "	7 14 "	3 45 "
11 15 P M	8 25 P M	10 35 A M	62	arr. **San Lorenzo** ♁ lve.	3 30 P M	7 00 A M	3 25 A M
11 32 P M	.....	10 51 A M	68	lv. Calpulalpam ♁ lv.	3 15 P M	.....	3 05 A M
11 48 P M	.....	11 10 "	73	.....Mazapa.... ♁	2 55 "	.....	2 47 "
12 10 Night	.....	11 40 "	82	... Nanacamilpa . ♁	2 25 "	.....	2 11 "
12 30 Night	.....	11 59 A M	88	.....Contadero .. ♁	2 00 "	.....	1 47 "
1 10 A M	.....	12 25 Noon	97	.....Atotonilco .. ♁	1 20 P M	.....	1 10 A M
— —	.....	12 40 "	103	.....Gillow.....	12 50 Noon	.....	— —
1 35 "	.....	12 46 Noon	105	.... San Martin .. ♁	12 46 "	.....	12 45 Night
1 51 "	.....	1 00 P M	109	..... Bartolo	12 28 "	.....	12 34 "
2 10 "	.....	1 15 "	114	..... Analco .... ♁	12 17 "	.....	12 20 Night
— —	.....	1 33 "	120	.....Coronango.....	12 01 Noon	.....	— —
2 41 "	.....	1 45 "	124	.....Los Arcos... ♁	11 50 A M	.....	11 55 P M
— —	.....	1 49 "	126	.....Unión.....	11 43 "	.....	11 46 "
3 00 "	.....	2 05 P M	129	arr..‖ **Puebla** ♁ lve.	*11 35 A M	.....	11 35 "
6 10 "	.....	.....	129	lve... **Puebla**...arr.	.....	.....	7 45 "
6 45 "	.....	.....	140	.....Amozoc .... ♁	.....	.....	7 11 "
7 08 "	.....	.....	148	.....Acajete.... ♁	.....	.....	6 54 "
7 32 "	.....	.....	154	..... La Venta ... ♁	.....	.....	6 37 "
8 00 "	.....	.....	163	....San Marcos .. ♁	.....	.....	6 12 "
8 17 "	.....	.....	170	... Ojo de Agua . ♁	.....	.....	5 53 "
8 30 "	.....	.....	175	.....Cármen.....	.....	.....	5 42 "
8 40 A M	.....	.....	180	arr... **Oriental** .lve.	.....	.....	5 30 P M
.....	9 30 P M	10 45 A M	0	lve.. **San Lorenzo** .arr.	3 10 P M	7 00 A M	.....
.....	9 39 "	11 05 "	4	..... Veloz.....	2 43 "	6 50 "	.....
.....	9 52 "	11 29 "	10	.....Iturbe.....	2 20 "	6 36 "	.....
.....	10 05 "	11 50 "	15	..... La Luz	1 57 "	6 24 "	.....
.....	10 10 "	11 58 A M	17	.....Bernal.....	1 47 "	6 19 "	.....
.....	10 16 "	12 12 Noon	20	.....Sanz.....	1 35 P M	6 12 "	.....
.....	10 37 "	12 55 Noon	29	..... Trasquila	12 55 Noon	5 50 "	.....
.....	10 47 "	1 20 P M	32	.....Mena.....	12 32 "	5 40 "	.....
.....	10 58 "	1 46 "	37	.....Pavón.....	12 06 Noon	5 29 "	.....
.....	11 16 "	2 17 "	45	.... Baquedano	11 27 A M	5 10 "	.....
.....	11 20 "	2 35 "	48	..... Postigo	11 20 "	5 00 "	.....
.....	11 28 "	2 41 "	50	..... Tecoac	11 00 "	4 57 "	.....
.....	11 35 "	3 00 "	53	..... Rosario	10 40 "	4 50 "	.....
.....	11 46 "	3 21 "	58	.....Perez.....	10 19 "	4 35 "	.....
.....	11 55 P M	3 40 "	62	.....Mararraza.....	10 02 "	4 28 "	.....
.....	12 05 Night	4 05 "	65	.....Vega.....	9 46 "	4 20 "	.....
.....	12 20 Night	4 35 P M	72	arr... **Oriental**..lve.	*9 15 A M	4 05 A M	.....
8 50 A M	12 30 Night	.....	180	lve... **Oriental**..arr.	.....	3 53 A M	5 05 P M
9 03 "	— —	.....	185	..... Varela	.....	— —	4 51 "
9 17 "	1 00 A M	.....	192	...Tepeyahualco . ♁	.....	3 25 "	4 38 "
9 39 "	1 25 "	.....	201	.....Limón .... ♁	.....	— —	4 10 "
10 03 "	1 41 "	.....	209	.....Perote ..... ♁	.....	2 39 "	3 51 "
10 35 "	2 06 "	.....	222	.....Las Vigas... ♁	.....	2 06 A M	3 10 "
11 09 "	— —	.....	232	.... Cruz Verde .. ♁	.....	— —	2 30 "
11 39 A M	— —	.....	242	.... San Miguel .. ♁	.....	— —	1 55 "
12 05 Noon	3 36 "	.....	251	.....Banderilla .. ♁	.....	12 05 Night	1 20 P M
12 25 Noon	3 55 A M	.....	257	arr...‖ **Jalapa** ♁ lve.	.....	11 45 P M	12 50 Noon
12 55 Noon	4 10 A M	.....	257	lve... **Jalapa**...arr.	.....	11 25 P M	12 25 Noon
1 12 P M	4 25 "	.....	263	.....Pacho..... ♁	.....	11 04 "	12 08 Noon
1 27 "	— —	.....	267	.....Muñoz	.....	— —	11 50 A M
1 43 "	4 55 "	.....	272	.... Chavarrillo .. ♁	.....	10 28 "	11 30 "
2 16 "	5 25 "	.....	281	.....Palmar..... ♁	.....	9 48 "	10 54 "
2 37 "	5 45 "	.....	288	.....Colorado.... ♁	.....	9 24 "	10 30 "
2 50 "	5 55 "	.....	291	.....Carrizal.....	.....	9 10 "	10 20 "
3 08 "	6 13 "	.....	298	.... Rinconada .. ♁	.....	8 46 "	9 53 "
3 25 "	6 32 "	.....	303	.... Tamarindo .. ♁	.....	8 25 "	9 30 "
3 30 "	6 37 "	.....	305	.. Chichicaxtle.. ♁	.....	8 20 "	9 19 "
3 50 "	6 51 "	.....	311	...San Francisco. ♁	.....	8 04 "	9 02 "
3 58 "	7 01 "	.....	314	.....Salmoral.....	.....	7 51 "	8 55 "
4 08 "	7 10 "	.....	317	.....Antigua.... ♁	.....	7 44 "	8 48 "
4 22 "	— —	.....	319	..... Vargas	.....	— —	8 38 "
4 32 "	7 33 "	.....	327	.....Santa Fé ... ♁	.....	7 21 "	8 31 "
5 05 P M	8 00 A M	.....	339	arr. **Vera Cruz** ♁ lve.	.....	*6 50 P M	*8 00 A M

MEXICO—AMECAMECA—CUAUTLA—IXTLA.

23	21	Mls.	*September* 12, 1909.	24	22
....	A M	....	LEAVE] [ARRIVE	A M	P M
*500	*7 40	0	.....‖ **Mexico**..... ♁	8 50	5 30
5 30	8 15	12	.....Los Reyes..... ♁	8 20	4 55
5 43	8 31	16	.....Ayotla..... ♁	7 57	4 35
6 02	9 00	21	..... **Compania**.... ♁	7 38	4 12
6 30	9 35	29	.....Tenango..... ♁	7 07	3 45
7 00	10 15	36	.....**Amecameca**... ♁	6 43	3 23
7 25	10 43	43	..... **Ozumba** ..... ♁	6 05	2 45
8 17	11 35	58	.....Nepantla ..... ♁	4 40	1 25
8 44	12 10	66	.....Cascada.....	4 00	12 47
9 15	12 40	74	..... Yecapixtla .... ♁	3 25	12 05
9 50	1 45	85	..... ‖ **Cuautla** ..... ♁	*2 35	11 20
P M	2 05	90	.....Calderon..... ♁	A M	10 25
.....	2 40	99	.....Yautepec..... ♁	.....	9 45
.....	3 35	116	..... Tlaltizapan .... ♁	.....	8 15
.....	4 15	122	.....Jojutla..... ♁	.....	7 30
.....	4 40	130	..... San Jose ..... ♁	.....	6 50
.....	4 55	135	..... **Ixtla**..... ♁	.....	*6 35
.....	P M	.....	ARRIVE] [LEAVE	.....	A M

*Daily; *a* Tuesday only; *b* Wednesday only. ‖ Meal stations. ♁ Telegraph stations. *City of Mexico time.*

CUAUTLA—ATENCINGO—PUEBLA.

No. 31	No. 33	Mls	*September* 12, 1909.	No. 32	No. 34
*1100 A M	.....	0	lve.. **Cuautla**..arr.	5 15 P M	.....
11 28 A M	.....	8	...Tenextepango...	4 30 "	.....
1 00 P M	.....	32	....Axochiapam....	2 40 "	.....
1 50 P M	.....	42	lve. **Atencingo**. lve.	1 56 P M	.....
*1255 Noon	.....	....	lv.. **Tlancualpicon**..ar.	12 30 Noon	.....
2 00 P M	.....	44	lve... Chietla...arr.	11 35 A M	.....
2 20 "	.....	48	.....Colón.....	11 05 "	.....
3 10 "	.....	55	.... Matamoros....	10 37 "	.....
5 10 "	*6 45 A M	78	.....Atlixco.....	9 05 "	7 20 P M
5 32 "	7 11 "	83	.....Molinos.....	8 43 "	7 00 "
6 20 "	8 05 "	93	....Santa Maria....	8 05 "	6 20 "
6 40 "	8 22 "	99	..... **Cholula**	7 45 "	6 00 "
6 55 "	8 35 "	102	.....Los Arcos.....	7 35 "	5 40 "
7 02 "	8 42 "	105	.....Unión.....	7 28 "	5 32 "
7 15 P M	8 55 A M	107	arr... **Puebla**..lve.	*7 15 A M	*5 20 P M

SAN MARCOS—ORIENTAL—TEZIUTLAN.

73	71	61	63	Mls.	*September* 12, 1909.	72	74	62	64
.....	.....	.....	A M	.....	LEAVE] [ARRIVE	.....	.....	.....	P M
P M	A M	A M	*b*700	0	.. **San Marcos** ..	A M	P M	P M	6 50
*540	*910	*8 50	8 00	17.5	.... **Oriental**....	8 30	4 55	6 05	*a*5 50
5 50	9 20	9 00	A M	18.7	.... **Virreyes**	*8 20	*4 45	4 55	P M
P M	A M	9 30	.....	29.2	.. **Concepcion** ..	A M	P M	4 20	.....
.....	.....	10 15	.....	41.0	..Huitzitzilapam...	.....	.....	3 30	.....
.....	.....	10 40	.....	45.9	.....Oton.....	.....	.....	3 06	.....
.....	.....	11 05	.....	49.7	.....Zaragoza.....	.....	.....	2 55	.....
.....	.....	11 38	.....	57.7	.....Gomez.....	.....	.....	2 10	.....
.....	.....	11 55	.....	60.9	.....Tezompan.....	.....	.....	1 54	.....
.....	.....	12 30	.....	68.9	.... **Teziutlan**....	.....	.....	*1 10	.....
.....	.....	Noon	.....	.....	ARRIVE] [LEAVE	.....	.....	P M	.....

Virreyes and Concepcion, via Libres.—Mixed train leaves Virreyes *a*9 20 a.m., arriving Libres 9 45 a.m., Concepcion 10 40 a.m. Returning, leaves Concepcion *a*10 47 a.m., arriving Libres 11 20 a.m. Mixed trains leave Virreyes *9 20 a.m., *5 50 p.m., arriving Libres 9 45 a.m., 6 15 p.m. Returning, leave Libres *7 55 a.m., *4 20 p.m., arriving Virreyes 8 20 a.m., 4 45 p.m.

MEXICO—PUEBLA—TEHUACAN—OAXACA—MITLA.

(Interoceanic-Mexican Southern.)

No. 5	No. 3	Mls	STATIONS.	No. 4	No. 6
*7 50 A M	*8 30 P M	0	lve... **Mexico**..arr.	6 30 A M	8 20 P M
2 05 P M	3 00 A M	129	arr... **Puebla**..lve.	11 35 P M	*1135 A M
.....	6 15 A M	129	lve... **Puebla**..arr.	7 00 P M	.....
.....	8 38 A M	183	lve.. **Tlacotepec** .lve.	4 28 P M	.....
.....	9 38 A M	208	lve.. **Tehuacan**. lve.	3 07 P M	.....
.....	1 36 P M	289	arr.. **Tomelin**..lve.	10 48 A M	.....
.....	2 00 P M	289	lve.. **Tomelin**..arr.	10 23 A M	.....
.....	6 30 P M	356	arr... **Oaxaca**..lve.	*6 10 A M	.....

Through Buffet Sleeper Service from Mexico to Puebla and Tehuacan and return.

Ruins of Mitla are reached by a five-hours' stage drive from Oaxaca, where conveyances are always available. Good accommodations at Mitla at the hacienda of Don Felix.

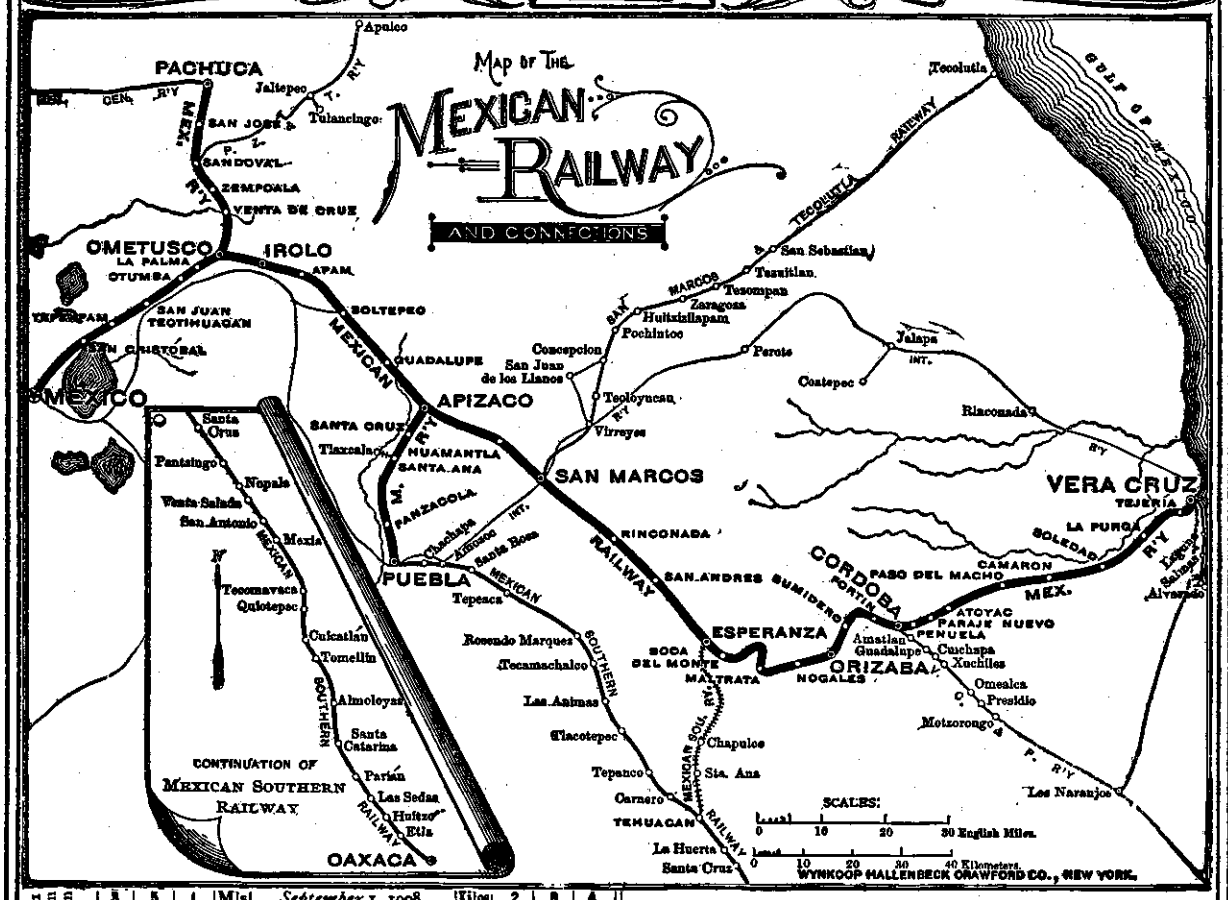
CONNECTIONS.—At **Mexico**—With National Rys. of Mexico. At **Irolo**—With National Rys. of Mexico. At **Puebla**—With Mexican Southern R.R. At **Jalapa**—With Jalapa & Cordoba R.R. for Coatepec and Teocelo. At **Vera Cruz**—With Trans-Atlantic and coastwise steamship lines with Veracruz & Pacific Ry. At **Amecameca**—With Xico and San Rafael Ry. At **Ozumba**—With Xico and San Rafael Ry. At **Puente de Ixtla**—With National Rys. of Mexico.

NATIONAL RAILWAYS OF MEXICO (HIDALGO DIVISION)—"MEXICO-PACHUCA ROUTE."

Leaves **City of Mexico** *6 50 a.m., arriving Tepa (52 miles) 9 15 a.m., Pachuca (68 miles) 11 29 a.m., Ventoquipa (81 miles) 11 10 a.m., Beristain (102 miles) 12 30 noon. Leaves Beristain *1 20 p.m., Ventoquipa *2 45 p.m., Pachuca *3 00 p.m., Tepa *4 40 p.m., arriving City of Mexico 7 10 p.m. Leaves City of Mexico *3 00 p.m., arriving Tepa 5 25 p.m., Pachuca 6 55 p.m., Ventoquipa 7 15 p.m. Leaves Ventoquipa *6 20 a.m., Pachuca *7 20 a.m., Tepa *8 15 a.m., arriving City of Mexico 10 45 a.m. Leaves Ventoquipa *3 20 p.m., arriving Beristain 6 05 p.m. Leaves Beristain *6 00 a.m., arriving Ventoquipa 8 50 a.m. Leave Tepa *10 00 a.m., *5 35 p.m., arriving Pachuca 11 20 a.m., 6 55 p.m. Leave Pachuca *7 20 a.m., *3 00 p.m., arriving Tepa 8 10 a.m., 4 20 p.m. Leaves Ventoquipa *11 25 a.m., arriving Tortugas 12 45 noon. Leaves Tortugas *1 05 p.m., arriving Ventoquipa 2 25 p.m. Leave Ventoquipa *9 10 a.m., *3 00, *7 20 p.m., arrive Tulancingo 9 35 a.m., 3 25, 7 45 p.m. Leave Tulancingo *5 50, *10 20 a.m., *4 00 p.m., arrive Ventoquipa 6 15, 10 45 a.m., 4 25 p.m. Leaves Tepa *5 35 p.m., arriving Irolo 7 55 p.m. Leaves Irolo *6 30 a.m., arriving Tepa 8 55 a.m.

November 7, 1909.

MEXICAN RAILWAY.



Huatusco Branch.—Train leaves **Cordoba** *6 30 a.m. for San Antonio (1 mile), arriving **San Juan** (20 miles) 10 00 a.m. Returning, trains leave San Juan *6 30 a.m., *12 30 noon, arriving Cordoba 9 25 a.m., 3 50 p.m. Train leaves San Antonio *as* 8 00 p.m., arriving San Juan 6 00 p.m.

November, 1909.

3	5	1	Mls	*September* 1. 1908.	Kilos	2	6	4
P M	P M	A M	....	LEAVE] [ARRIVE	....	P M	A M	A M
*4 00	*8 15	*7 00	0	+.....**Mexico**.....ō	424	7 06	8 10	10 55
4 35	8 50	7 35	14	.....San Cristobal.....ō	401	6 51	7 35	10 21
4 50	9 05	7 50	21	.....Tépexpam.....ō	391	6 18	7 22	10 09
5 07	9 22	8 07	28	San Juan-Teotihuacan.....ō	379	6 01	7 05	9 53
5 23	9 38	8 23	35	.....Otumba.....ō	368	5 46	6 51	9 40
5 37	– –	8 35	38	.....La Palma.....ō	362	5 37	– –	9 31
5 53	10 04	8 49	42	.....**Ometusco**.....ō	356	5 28	6 34	9 23
6 07	10 21	9 06	48	.....Irolo.....ō	346	5 13	6 17	9 06
6 32	10 46	9 30	58	.....Apam.....ō	331	4 54	5 58	8 44
6 56	11 07	9 52	70	.....Soltepec.....ō	314	4 30	5 34	8 20
7 14	– –	10 10	77	.....Guadalupe.....ō	300	4 10	– –	8 00
7 35	11 45	10 30	87	arr....‖**Apizaco** ō..lve.	285	3 46	4 50	*7 35
P M	11 55	10 45	87	lve.....**Apizaco** ....arr.	285	3 36	4 40	A M
....	12 30	11 21	103	.....Huamantla.....ō	259	3 04	4 07	....
....	12 56	11 47	113	.....San Marcos.....ō	242	2 40	3 43	....
....	1 20	12 15	125	.....Rinconada.....ō	223	2 16	3 17	....
....	1 45	12 39	137	.....San Andres.....ō	203	1 50	2 52	....
....	2 15	1 10	152	arr...‖**Esperanza**ō..lve.	179	1 20	2 20	....
....	2 25	1 35	152	lve....**Esperanza**...arr.	179	12 55	2 05	....
....	2 38	1 48	155	.....Boca del Monte...ō	174	12 42	1 52	....
....	3 00	2 10	160	.....Alta Luz.....ō	166	12 09	1 17	....
....	3 34	2 44	169	.....Maltrata.....ō	154	11 23	12 30	....
7	4 06	3 16	177	.....Nogales.....ō	140	10 41	11 45	6
A M	4 20	3 30	182	arr..+‖**Orizaba**ō..lve.	133	10 25	11 30	P M
*7 00	4 30	3 45	182	lve.....**Orizaba** ....arr.	133	10 15	11 15	7 15
7 42	5 04	4 20	193	.....Fortin.....ō	114	9 36	10 36	6 25
8 00	5 25	4 45	198	+.....**Cordoba**.....ō	106	9 15	10 15	*6 00
A M	5 35	4 55	201	.....Penuela.....ō	102	8 55	9 55	P M
....	5 43	5 04	203	.....Paraje Nuevo....ō	98	8 45	9 46	....
....	6 02	5 25	210	.....Atoyac.....ō	87	8 22	9 23	....
....	6 20	5 45	216	....‖Paso del Macho...ō	77	8 03	9 03	....
6 35	8 02	8 20	224	.....Camaron.....ō	64	7 38	8 38	....
7 05	8 30	8 50	238	.....Soledad.....ō	43	7 05	8 05	....
7 19	8 44	9 05	245	.....La Purga.....ō	31	6 47	7 47	....
7 38	7 04	9 24	254	.....Tejeria.....ō	16	6 25	7 25	....
8 05	7 35	9 54	264	+.....**Vera Cruz**.....ō	0	*6 00	*7 00	....
A M	P M	P M	....	ARRIVE] [LEAVE	....	A M	P M	....

City of Mexico time.

* Daily. ‖ Meals.

Trains Nos. 5 and 6 carry Standard Pullman Drawing-room Buffet Sleeping Cars between Mexico, Puebla and Vera Cruz. **Trains Nos. 1 and 2** carry Through First-class Cars between Mexico and Puebla.

a Saturday and Sunday only. + Coupon stations: ō Telegraph stations

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WALTER MORCOM, General Manager, City of Mexico, Mex.
C. F. MELICK, General Freight and Passenger Agent, »
E. F. HUNDLEY, Asst. Gen. Fht. and Pas. Agt., »
G. W. KERSE, Resident Auditor, »
C. G. H. GILLE, Chief Accountant, »
J. J. CLARKE, Acting Superintendent of Transportation, »
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E. G. WUERPEL, General Baggage Agent and Supt. of Express, »
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F. A. FULWILER, Gen. Eastern Agent, 11 Broadway, New York.
R. M. MONDRAGON, Gen. Agt., Esquina de Cinco de Mayo y Betlemitas.
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PAUL STEFFIAN, Commercial Agent, » »
J. A. MARTINEZ, Commercial Agent, Vera Cruz, Mex.
H. C. GLENN, Customs Agent, »
CARLOS ALARCON, Trav. Freight and Pas. Agent. Puebla, Mex.
C. W. NETHERCOT, Travelling Fht. and Pas. Agt., Amer. Trust Bldg, Chicago, Ill.

31	3	37	35	33	Ms	**PUEBLA BR.**	32	4	34	36	38
Night	P M	P M	A M	A M	...	LEAVE] [ARRIVE	A M	A M	A M	P M	P M
*12 05	*7 40	†4 00	*10 55	*5 15	0	.....**Apizaco**.....	4 15	7 30	10 15	3 15	11 20
– –	7 58	4 21	11 16	5 38	7	....Santa Cruz..ō	– –	7 05	9 45	2 45	10 55
12 35	8 07	4 33	11 28	5 50	11	....Santa Ana..ō	3 38	6 53	9 30	2 30	10 42
– –	8 30	5 06	11 55	6 26	22	.....Panzacola..ō	– –	6 26	8 55	1 55	10 08
1 20	8 45	5 20	12 15	6 45	29	+... **Puebla** ...ō	*2 45	*6 10	*8 30	*1 30	*9 45
A M	P M	P M	Noon	A M	...	ARRIVE] [LEAVE	A M	A M	A M	P M	P M

No. 24	No. 22	Mls	**PACHUCA BRANCH.**	Kilos	No. 21	No. 23
*6 10 P M	*9 30 A M	0	lve....**Ometusco**ō..arr.	46	8 35 A M	5 16 P M
6 30 »	9 50 »	7	.....Venta de Cruz...ō	35	8 15 »	4 55 »
6 45 »	10 15 »	11	.....Zemposala.....ō	28	8 00 »	4 40 »
7 25 »	11 05 »	22	.....San Jose.....ō	10	7 15 »	3 55 »
7 45 P M	11 20 A M	28	arr...+ **Pachuca**ō..lve.	0	*7 00 A M	*3 40 P M

No. 3	No. 1	Mls	**ATLAMAXAC BR.**	Kilos	No. 2	No. 4
*4 25 P M	*10 25 A M	0	lve.....**Munoz**.....arr.	30	9 10 A M	3 10 P M
4 39 »	10 39 »	4	.....Trasquila.....	24	8 58 »	2 58 »
5 05 »	11 05 »	7	.....Santa Clara.....	18	8 34 »	2 34 »
5 30 »	11 30 A M	12	.....Cuapexco.....	10	8 00 »	2 00 »
6 10 P M	12 10 Noon	10	arr....**La Gaiera**...lve.	0	*7 30 A M	*1 30 P M

WARD LINE

NEW YORK AND CUBA MAIL STEAMSHIP CO.

General Offices—Pier 14, East River, New York

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W. D. MACY, Secretary and Assistant Treasurer.

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F. C. W. SMITH, Port Captain.

Passenger and Freight Service between

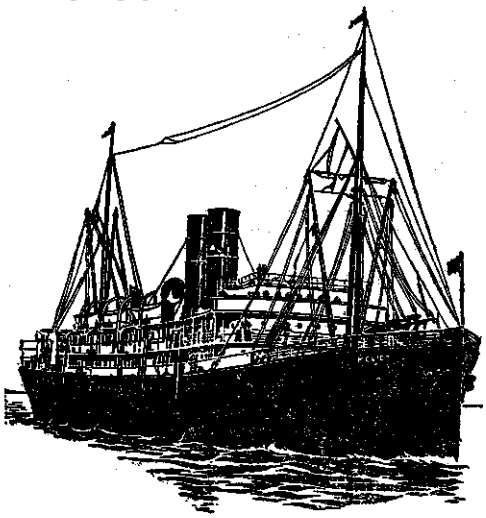
New York — Cuba — Mexico — Nassau

(All Steamers Equipped with Wireless Telegraphy)

STEAMSHIPS

	Tons
‡SARATOGA	9,000
‡HAVANA	9,000
‡MEXICO	6,500
‡MERIDA	6,500
‡MORRO CASTLE	6,000
‡ESPERANZA	4,702
‡MONTEREY	4,702
SEGURANCA	4,115
VIGILANCIA	4,115

‡Twin-screw Steamships.



STEAMSHIPS

	Tons
*ANTILLA	3,398
*CAMAGUEY	3,398
*SANTIAGO	3,286
*BAYAMO	3,206
*MATANZAS	3,094
SENECA	2,729
CITY OF WASHINGTON	2,684
*YUMURI	1,836
*MANZANILLO	1,815
*CIENFUEGOS	1,748

*Freighters.

CUBA SERVICE

HAVANA — Passenger and freight steamers leave New York each Thursday and Saturday. Returning, leave Havana each Tuesday and Saturday.

SOUTH COAST OF CUBA — Freight service only. Steamers leave New York each week for Guantanamo, Santiago, Manzanillo and Cienfuegos.

MEXICO SERVICE

TAMPICO — Passenger steamer leaves New York fortnightly, on Fridays, calling at Nassau. Returning, leaves Tampico, fortnightly, on Fridays.
Freight steamer leaves New York each Friday. Returning, leaves Tampico each Friday.

PROGRESO — Passenger and freight steamer leaves New York each Thursday, calling at Havana, Cuba. Returning by same route, leaves Progreso each Saturday.

VERA CRUZ — Passenger and freight steamer leaves New York each Thursday, calling at Havana and Progreso. Returning, leaves Vera Cruz each Friday, calling at same ports en route to New York.

NASSAU SERVICE

NASSAU, BAHAMAS — Passenger and freight steamer leaves New York fortnightly on Friday. Returning, leaves Nassau for New York fortnightly on Thursday.
During the Winter months extra steamers will be despatched between New York and Nassau.

CONNECTIONS.—At Tampico and Vera Cruz, Mexico—With the National Lines of Mexico for interior points. Through tickets and bills of lading issued at low rates. **At Vera Cruz**—With the Mexican Ry. for interior points in Mexico. Through tickets and bills of lading issued. Also with the Compania Mexicana Navegacion for Tuxpam, Coatzacoalcos, Laguna, Frontera, Campeche and Tlacotalpam.

For further particulars, printed matter, etc., please communicate with any of the following Agents:

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N. CASTANO, Cienfuegos, Cuba.
BEREA, O'KELLY & CO., Mexico City, Mex.
BEREA, O'KELLY & CO., Vera Cruz, Mex.
E. H. SAWYER & CO., Nassau, N.P.

TEHUANTEPEC NATIONAL RAILWAY COMPANY.

(S. PEARSON & SON, Limited, Managing Directors.)

SIR WEETMAN D. PEARSON, Prest., 48 Lime St., London, E.C.
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G. W. NEWBERY, General Agent, Gante 11, Mexico City, Mex.
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E. J. CHRISMAN, Terminal Superintendent, Salina Cruz, Mex.
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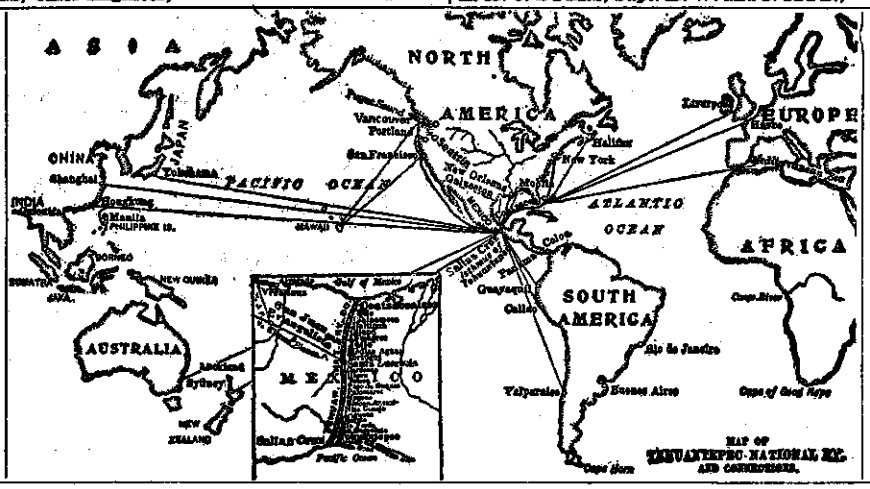
A. M. C. BYERS, Supt. M. W. and B. and B., "

PACIFIC TERMINUS **SALINA CRUZ**



ATLANTIC TERMINUS **PUERTO MEXICO** (COATZACOALCOS)

THE QUICKEST AND MOST DIRECT ROUTE BETWEEN

Europe, the Atlantic and Mexican Gulf Ports of the United States, Cuba, etc. . . . . and **The Pacific Ports of Canada, United States, Mexico, Central and South America, Hawaiian Islands and The Orient**

STEAMSHIP CONNECTIONS.

AT PUERTO MEXICO.

American-Hawaiian Line, of New York—Freight Service only. Weekly sailings direct to New York and Philadelphia.

Austro-Americana Linie—Freight Service only. Fortnightly sailings from New York in connection with the American-Hawaiian Line from Puerto Mexico, for Trieste, Fiume and Venice.

Cia. Trasatlantica de Barcelona—Freight and Passenger Service monthly. Sailings to Spanish and Mediterranean ports.

Cie. Generale Transatlantique, of Paris—Freight and Passenger Service. Monthly sailings to French ports.

Cia. Mexicana de Navegacion—Freight and Passenger Service. Weekly sailings to Mexican Gulf ports.

Cuban Line, of London—Combined Freight and Passenger Service. Fortnightly sailings to English and Belgian ports.

Hamburg-Amerika Linie, of Hamburg—Three sailings a month to Spanish, French and German ports.

Harrison Line, of Liverpool—Freight Service only. Monthly sailings to Liverpool.

Leyland Line, of Liverpool—Combined Freight and Passenger Service. Monthly sailings to Liverpool.

Norway-Mexico Gulf Line, of Christiana—Combined Freight and Passenger Service. Six weekly sailings to Christiana and other Scandanavian ports.

The Royal Mail Steam Packet Co., of London—Combined Passenger and Freight Service. Monthly sailings to Spanish, French and English ports.

Wolvin Line, of Texas City—Freight and Passenger Service. Monthly sailings to Texas City.

3	1	Kilos.	*May*, 1909.	Mls	2	4
P M	A M	.....	LEAVE] [ARRIVE	....	P M	A M
*6 15	*6 00	0	**Puerto Mexico / Coatzacoalcos** ♂	188	7 00	8 25
– –	6 22	8.5	Berta	183	6 38	– –
– –	6 43	16.8	Calzadas ♂	178	6 17	– –
– –	7 07	27.6	Limones	171	5 52	– –
7 30	7 11	30.0	**Carmen**	169	5 47	7 11
7 47	7 26	36.5	Chinameca ♂	165	5 31	6 54
8 04	7 42	42.4	Jaltipan ♂	162	5 15	6 37
– –	8 00	50.1	Velasco	157	4 57	– –
8 54	8 28	63.1	Ojapa ♂	149	4 28	5 46
– –	8 55	75.5	Almagres	141	4 02	– –
9 53	9 20	86.6	**Juile** ♂	134	3 37	4 47
– –	9 43	97.0	Medias Aguas ♂	128	3 14	– –
– –	10 03	105.3	Tortugas ♂	123	2 54	– –
– –	10 28	116.3	Suchil	116	2 29	– –
11 30	10 52	126.7	ar. **Santa Lucrecia** ♂ lv.	109	2 05	3 10
11 45	11 00	126.7	lv. **Santa Lucrecia** ..ar.	109	1 58	3 00
– –	11 18	134.3	Cardenas ♂	105	1 40	– –
– –	11 39	143.6	Ubero ♂	99	1 19	– –
– –	12 04	155.3	Tolosa ♂	92	12 54	– –
– –	12 25	163.9	Paso de Buques	86	12 33	– –
1 23	12 29	165.5	Palomares ♂	85	12 29	1 23
– –	12 54	176.2	Sarabia ♂	79	12 05	– –
– –	1 19	186.5	Mogone ♂	72	11 40	– –
– –	1 41	195.5	Ives	67	11 19	– –
3 05	12 00	203.7	arr. Rincon Antonio ♂ lve.	62	‖1100	11 45
3 25	2 20	203.7	lve. Rincon Antonio ..arr.	62	10 40	11 25
– –	2 42	213.6	Lagunas ♂	55	10 18	– –
– –	3 12	227.1	Chivela ♂	47	9 48	– –
– –	3 57	238.0	Mena	40	9 03	– –
– –	4 19	243.4	Rio Verde ♂	37	8 50	– –
– –	4 36	255.5	**Gamboa**	30	8 24	– –
6 00	4 44	256.0	San Geronimo ♂	29	8 20	8 57
6 25	5 04	265.1	Comitancillo ♂	23	7 56	8 32
– –	5 24	274.9	Jordan	17	7 36	– –
– –	– –	280.4	Piedra	14	– –	– –
7 16	5 48	284.1	Tehuantepec ♂	12	7 16	7 50
– –	6 09	293.5	Pearson	6	6 52	– –
8 05	6 30	303.5	**Salina Cruz** ♂	0	*6 30	*7 00
A M	P M	.....	ARRIVE] [LEAVE	....	A M	P M

No. 11		Kilos.	SAN JUAN DIVISION.	Mls	No. 12	
*b*4 00	P M	0	lve. **Juile** ♂ ..... arr.	17	8 30	A M
4 35	"	10.4	Aguilera	11	7 55	"
5 09	"	22.0	Kilom. 22	3	7 20	"
5 30	P M	28.1	ar. **San Juan Evangelista** .lv.	0	*a*7 00	A M

STEAMSHIP CONNECTIONS.

AT SALINA CRUZ.

American-Hawaiian Line, of New York—Freight Service only. Sailings every ten days to California, Oregon, Puget Sound and the Hawaiian Islands.

Canadian-Mexican Pacific Line, of Vancouver—Freight and Passenger Service. Monthly sailings to Mexican ports and to British Columbia.

Cia. Naviera del Pacifico, of Mazatlan—Freight and Passenger Service. Sailings every ten days to all Mexican ports, including Gulf of California.

Jebsen Line, of Seattle—Combined Freight and Passenger Service to Central American, Mexican and United States, Pacific and Canadian ports.

Kosmos Line, of Hamburg—Combined Passenger and Freight Service. Fortnightly sailings to Central and South American ports, to West Coast ports of Mexico, San Francisco and Puget Sound.

Mexican Oriental Steamship Line—Combined Freight and Passenger Service. Monthly sailings to Oriental ports.

Pacific Mail Steamship Co., of San Francisco—Passenger Service. Monthly sailings to Central American and Mexican ports; also to San Francisco.

Salvador Railway Steamship Company—Weekly sailings between Salina Cruz and Acajutla.

RAILWAY CONNECTIONS.

At **Juile**—With San Juan Division.
At **Santa Lucrecia**—With Veracruz & Isthmus R.R.
At **Gamboa**—With Pan-American Ry.

Trains marked * run daily; *a* Tuesday, Thursday and Saturday; *b* Monday, Wednesday and Friday. ‖ Meals. ♂ Telegraph stations.

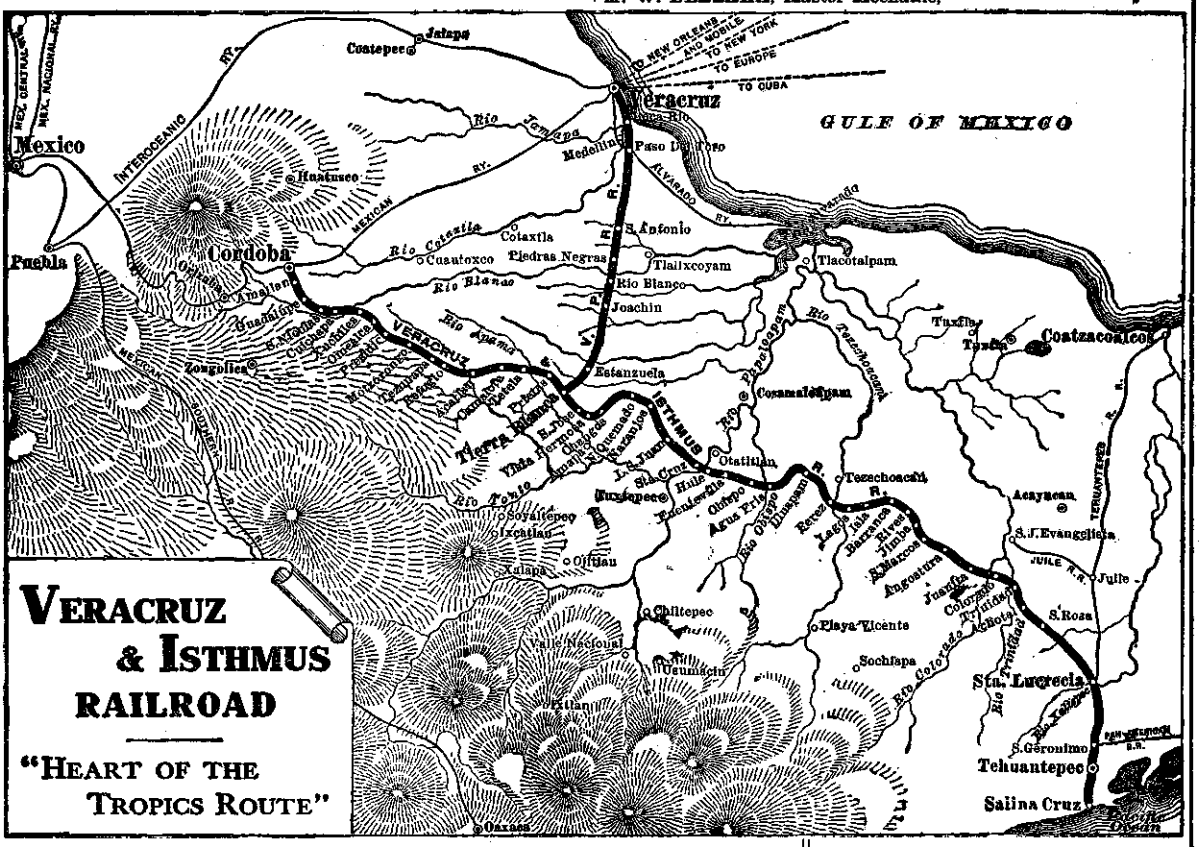
Mixed Train No. 3, Southbound, leaving Puerto Mexico daily at **6 15** p.m., with Combination First and Third Class Car, also Baggage, Express and Mail Car, for Salina Cruz and intermediate points as shown, leaving Santa Lucrecia (junction with the Veracruz & Isthmus R.R.) at **11 45** p.m., will take, Santa Lucrecia to Salina Cruz, through Pullman Sleeper from Mexico, arriving Salina Cruz 8 05 a.m.

Mixed Train No. 4, Northbound, leaving Salina Cruz daily **7 00** p.m., with Combination First and Third Class Car, also Baggage, Express and Mail Car, for Puerto Mexico, will take, Salina Cruz to Santa Lucrecia (junction with Veracruz & Isthmus R.R.) through Pullman Sleeper for Mexico, due Santa Lucrecia 3 00 a.m., thence continuing with First and Third Class Car and Baggage, Express and Mail Car to Puerto Mexico, arriving 8 25 a.m.

VERACRUZ & ISTHMUS RAILROAD

HEART-OF-THE-TROPICS ROUTE.

THOMAS MILAN, President and Gen. Mgr., Veracruz, V.C., Mex.
GABRIEL MANCERA, Vice-President, City of Mexico, Mex.
LUIS RIBA, Representative, "
C. CARDONA, Aud., Gen. Fht. & Pas. Agt., Veracruz, V.C., Mex.
CHAS. F. YAEGER, Cashier and Paymaster, Veracruz, V.C., Mex.
JOHN MAS, Car Accountant, "
E. S. PANIAGUA, Customs Agent, "
T. G. MULHERN, Master of Transp., Tierra Blanca, V.C., Mex.
M. W. DELLAHA, Master Mechanic, "



Time-table in Effect June 24, 1908.

Southbound.	Mls.	No. 1	
Cordoba .....lve.	0	*8 30 A M	.....
Reyes	3	8 40 "	.....
Guadalupe	6	8 52 "	.....
Cuichapa	11	9 07 "	.....
Xuchiles	15	9 22 "	.....
Omealca	17	9 29 "	.....
Presidio	22	9 45 "	.....
Motzorongo	26	10 00 "	.....
Tezonapa	30	10 15 "	.....
Refugio	32	10 24 "	.....
Millan	36	10 40 "	.....
Acatlan	38	10 46 "	.....
Vicente	43	11 03 "	.....
Tetela	48	11 20 "	.....
Las Prietas	52	11 33 A M	.....
Tierra Blanca ‖	58	12 25 Noon	.....
San Jose	64	12 52 Noon	.....
Vista Hermosa	66	1 01 P M	.....
Los Naranjos	75	1 33 "	.....
Loma San Juan	79	1 50 "	.....
Brisbin	83	2 04 "	.....
El Hule	90	2 27 "	.....
Escape Del Hule	91	2 30 "	.....
Fuentevilla	98	3 00 "	.....
Medina	108	3 33 "	.....
Carmen	114	3 56 "	.....
Perez	125	4 38 "	.....
Isla	137	5 22 "	.....
Rives	147	6 03 "	.....
San Marcos ‖	157	7 00 "	.....
Juanita	168	7 34 "	.....
Colorado	172	— —	.....
Achotal	178	8 06 "	.....
Santa Rosa	186	8 40 "	.....
Sanborn	190	8 58 "	.....
Santa Lucrecia...arr.	203	9 45 P M	.....

Northbound.	Kilos	No. 2	
Santa Lucrecia ..lve.	0	*4 00 A M	.....
Sanborn	20	4 49 "	.....
Santa Rosa	26	5 05 "	.....
Achotal	40	5 40 "	.....
Colorado	50	— —	.....
Juanita	55	6 11 "	.....
San Marcos ‖	73	7 10 "	.....
Rives	89	7 45 "	.....
Isla	106	8 23 "	.....
Perez	125	9 07 "	.....
Carmen	143	9 50 "	.....
Medina	153	10 12 "	.....
Fuentevilla	168	10 45 "	.....
Escape Del Hule	180	11 15 "	.....
El Hule	181	11 18 "	.....
Brisbin	192	11 41 "	.....
Loma San Juan	198	11 55 A M	.....
Los Naranjos	205	12 11 Noon	.....
Vista Hermosa	219	12 43 "	.....
San Jose	223	12 52 Noon	.....
Tierra Blanca ‖	233	1 50 P M	.....
Las Prietas	242	2 05 "	.....
Tetela	248	2 17 "	.....
Vicente	256	2 33 "	.....
Acatlan	265	2 51 "	.....
Millan	267	2 56 "	.....
Refugio	274	3 12 "	.....
Tezonapa	278	3 21 "	.....
Motzorongo	284	3 36 "	.....
Presidio	291	3 51 "	.....
Omealca	299	4 08 "	.....
Xuchiles	302	4 18 "	.....
Cuichapa	309	4 35 "	.....
Guadalupe	316	4 52 "	.....
Reyes	321	5 05 "	.....
Cordoba .....arr.	326	5 20 P M	.....

VERACRUZ BRANCH.

No. 3	Mls	*June* 24, 1908.	Kilos	No. 4
.....	....	LEAVE] [ARRIVE	....	.....
*8 05 A M	0	...**Veracruz**...	99	5 45 P M
8 20 "	2	...**Los Cocos**...	95	5 30 "
8 45 "	9	..Boca Del Rio..	85	5 10 "
9 05 "	14	.Paso Del Toro.	77	4 45 "
9 45 "	25	....Guayabo....	60	4 10 "
10 10 "	31	..San Antonio..	50	3 45 "
10 20 "	34	.Piedras Negras.	45	3 30 "
10 30 "	36	...Rio Blanco...	41	3 20 "
10 57 "	43	.... Joachin.....	29	2 55 "
11 35 A M	55	...Estanzuela...	12	2 15 "
12 05 Noon	62	..‖ **Tierra Blanca**..	0	*1 50 P M
.....	....	ARRIVE] [LEAVE	....	.....

Trains marked * run daily. ‖ Meals.

STANDARD—*City of Mexico time.*

Connections.—Cordoba—With Mexican Ry. Veracruz—With Mexican Interoceanic and Alvarado Rys. Santa Lucrecia—With Tehuantepec National Ry.

Close connection made at Santa Lucrecia with Tehuantepec National Railway trains, thereby forming the rapid route to the Isthmus of Tehuantepec, West Coast of Mexico, and points in Central and South America in connection with steamer lines touching at Salina Cruz.

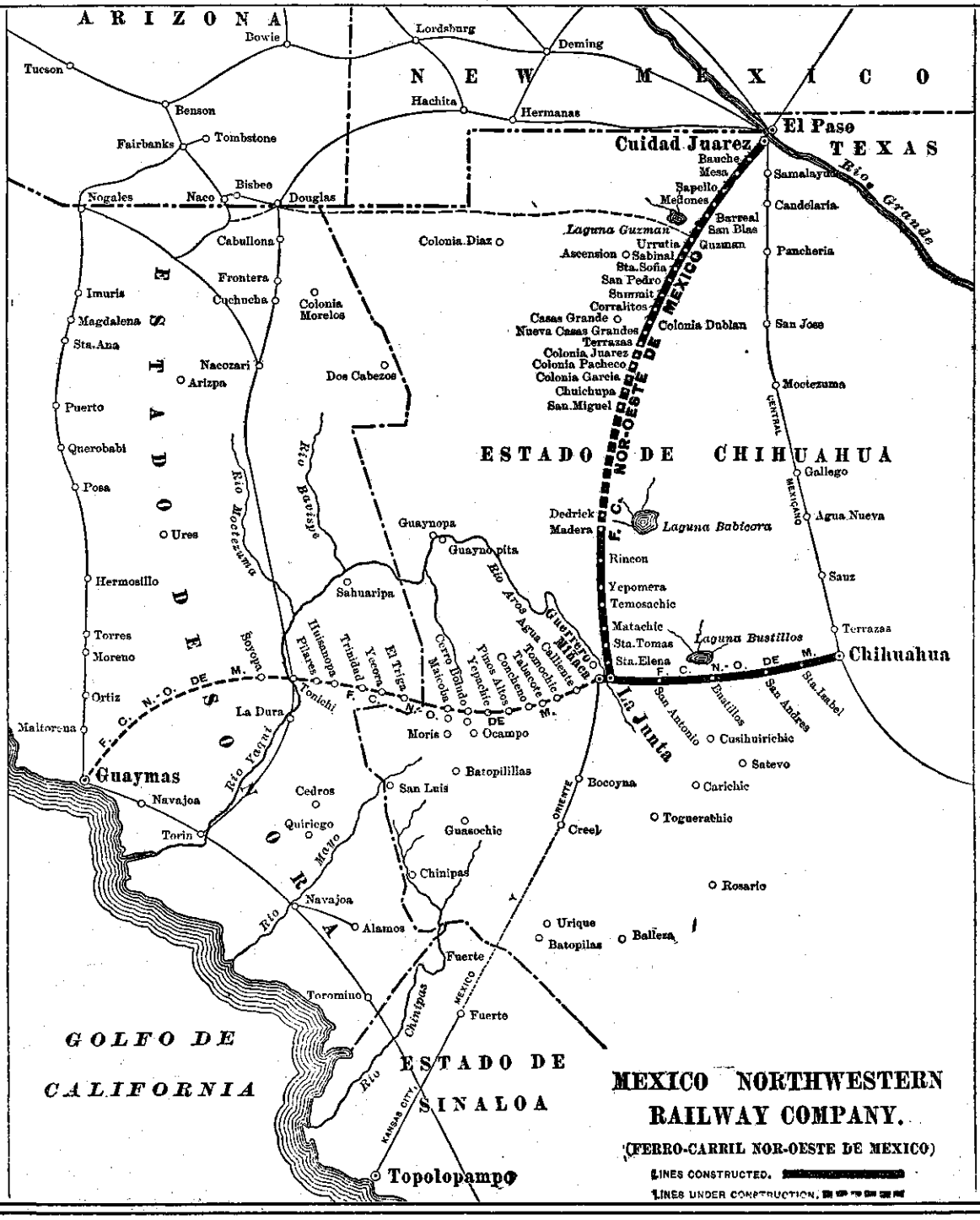
Pullman service between Cordoba and Salina Cruz without change in connection with the Tehuantepec National Ry.

Mexico North Western Railway Company.

Ferrocarril Nor-Oeste de Mexico.

F. S. PEARSON, Chairman of Board and President, 20 Exchange Place, New York.
E. D. KENNA, Vice-President, " "
WALTER GOW, Vice-Prest. and Gen. Counsel, " "
ENRIQUE C. CREEL, Vice-President, Chihuahua, Chih., Mex.
LUIS RIBA, Legal Representative for Republic of Mexico, 8a Calle de Colon 36, Mexico City, Mex.
CLARENCE WELLS, Secretary, 20 Exchange Place, New York.

W. P. PLUMMER, Purchasing Agent, 25 Broad St., New York.
H. C. FERRIS, General Manager, Chihuahua, Chih., Mex.
T. R. RYAN, Traffic Manager, " "
——————, Gen. Fht. and Pas. Agt., " "
C. T. CARSON, Auditor, " "
B. H. BRYANT, Chief Engineer, " "
E. DIMICK, Superintendent Chihuahua Division, " "
GEO. RUTLEDGE Supt. El Paso Div., Ciudad Juarez, Chih., Mex.



Mexico North Western Railway Company.

No. 4	No. 1	Kilos.	*November* 14, 1909.	Mls.	No. 2	No. 3
			LEAVE ARRIVE			
			El Paso	511.9		
	*a*1 00 P M	0	**Ciudad Juarez** ♂	510.9	6 00 P M	
	1 16 »	10 0	Arena	504.7	5 43 »	
	1 28 »	17.4	Bauche	500.0	5 35 »	
	1 36 »	22.5	Mesa	496.9	5 28 »	
	1 58 »	39.0	Sapello	486.7	5 05 »	
	2 13 »	50.1	Mesquite	480.5	4 51 »	
	2 37 »	68.6	Medanos	468.2	4 26 »	
	2 45 »	75.0	Lena	465.0	4 16 »	
	— —	90.5	Conejos	455.3	— —	
	3 12 »	95.0	Barreal ♂	451.9	3 50 »	
	3 30 »	107.9	San Blas	443.8	3 35 »	
	4 00 »	125.0	Guzman ♂	433.2	3 10 »	
	4 15 »	136.0	Chaparral	426.8	2 45 »	
	4 25 »	143.0	Urrutia	419.6	2 35 »	
	4 44 »	155.5	Sabinal ♂	414.2	2 20 »	
	— —	158.5	Ochoa	412.8	— —	
	5 13 »	174.1	Santa Sofia	405.3	1 54 »	
	5 28 »	183.0	San Pedro Junction	397.2	1 42 »	
	5 40 »	188.0	San Pedro ♂	394.0	1 35 »	
	5 50 »	193 4	Summit	391.0	1 23 »	
	6 00 »	198.5	Coyote	386.2	1 12 P M	
	6 25 »	218.0	Corralitos	375.5	12 48 Noon	
	6 45 »	233.0	Embarcadero	366.1	12 26 »	
	6 55 »	237.0	Colonia Dublan	363.7	12 20 »	
	7 00 P M	240.0	Nueva Casas Grandes	361.8	*b*12 15 Noon	
		250.0	arr. **Terrazas** lve.	355.6		
			Colonia Juarez			
			La Fortuna			
			Colonia Pachuca			
			Colonia Garcia			
			San Miguel			
			Chuichupa			
			Dedrick			
†6 30 A M		490.0	lve. **Madera** arr.	205.6		6 30 P M
7 10 »		508.0	Las Varas	194.4		5 35 »
7 45 »		524.0	Rincon	184.4		4 45 »
7 55 »		528.0	Yepomera	181.9		4 30 »
8 30 »		542.0	**Temosachic** ♂	173.1		4 00 »
9 00 »		558.0	Matachic ♂	163.1		3 15 »
9 30 »		571.0	Tejolocachic ♂	155.0		2 50 »
10 15 »		593.0	Santo Tomas ♂	141.2		2 10 »
10 30 »		599.0	Casa Blanca	137.5		1 57 »
10 35 »		601.0	San Pablo	136.2		1 53 »
10 45 »		606.0	Girasol	133.1		1 45 »
11 05 »		611.0	San Isidro ♂	130.0		1 35 »
11 10 »		612.0	Calera	122.4		1 28 »
11 25 »		619.0	Basuchil	125.0		1 18 »
11 45 »		622.0	Saenz	123.1		1 08 »
11 59 A M		629.0	**La Junta** ♂	118.7		†1 00 P M
			ARRIVE LEAVE			

	No. 2	Kilos.	*November* 14, 1909.	Mls.	No. 1	
			LEAVE ARRIVE			
	†1 33 P M	639.0	**Minaca**	125.0	12 50 Noon	
	1 40 P M	632.0	El Carpio	120.6	12 40 Noon	
	1 50 P M	629.0	**La Junta** ♂	118.7	12 35 Noon	
	2 06 »	640.0	Rosario	111.7	12 16 »	
	2 14 »	646.0	Patamo	108.1	12 08 Noon	
	2 26 »	654.0	Pedernales ♂	103.2	11 59 A M	
	— —	658.0	Continental Divide	100.6	— —	
	2 37 »	663.0	Mal Paso	97.5	11 45 »	
	2 40 »	665.0	Casa Colorada	96.2	11 40 »	
	2 48 »	671.0	Pampas	92.5	11 30 »	
	3 00 »	679.0	San Antonio ♂	87.5	11 20 »	
	3 15 »	693.0	Llano	78.8	11 04 »	
	3 20 »	697.0	Laguna	76.2	10 58 »	
	3 30 »	705.0	Bustillos ♂	71.2	10 50 »	
	3 37 »	712.0	Mesa	66.9	10 38 »	
	3 53 »	719 0	Aldana	62.5	10 25 »	
	4 05 »	725.0	Sandoval	58.8	10 13 »	
	4 15 »	730 0	San Andres ♂	55.6	10 05 »	
	4 30 »	741.0	Chavarria	48.8	9 46 »	
	4 47 »	754 0	La Baeza	40.6	9 27 »	
	4 55 »	759.0	Santa Isabel ♂	37.5	9 20 »	
	5 00 »	762.0	Santa Sabina	35.6	9 13 »	
	5 22 »	777.0	Palomas	27.5	8 53 »	
	5 35 »	786.0	Salas ♂	20.6	8 40 »	
	5 52 »	798.0	Fresno	13.2	8 25 »	
	6 15 P M	812.0	arr. **Chihuahua** ♂ lve.	4.4	†8 00 A M	
		819.0	**Tabalopa**	0		

Where no schedule is shown there is no passenger service, but line is under construction.

† Daily, except Sunday; *a* Monday, Wednesday and Friday; *b* Tuesday, Thursday and Saturday. ‖ Meals. ♂ Telegraph stations.

STANDARD—*City of Mexico time.*

CONNECTIONS.

At **El Paso**—With El Paso & Southwestern System; Rock Island; Texas & Pacific; Atchison, Topeka & Santa Fe; Southern Pacific; Galveston, Harrisburg & San Antonio.
At **Ciudad Juarez**—With National Rys. of Mexico.
At **Chihuahua**—With National Rys. of Mexico; Kansas City, Mexico & Orient.
At **Minaca**—With Kansas City, Mexico & Orient.
At **Temosachic**—With stage lines for Navidad, Concheno, Pinos Altos and Ocampo.

EL PASO SOUTHERN RAILWAY.

(*Officers same as Mexico North Western Ry.*)

This line owns the bridge across the Rio Grande River at El Paso and the terminals in El Paso, and is owned and operated independently in connection with the Mexico North Western Ry. Co. Mileage, ¼ mile

CROOKED CREEK RAILROAD.

W. H. WHITEFORD, General Manager, Lehigh, Ia.

Train leaves **Webster City**[1] †8 00 a.m., arriving at **Lehigh**[2] (17 miles) 10 00 a.m. Leaves Lehigh †3 00 p.m., arriving at Webster City 6 00 p.m. † Daily, except Sunday. *March*, 1908.

Connections.—[1] With Chicago & North-Western Ry. and Illinois Central R.R. [2] With Chicago Great Western Ry. *Central time.*

OUACHITA VALLEY RAILWAY.

W. A. REED, Superintendent, Millville, Ark.

Train leaves **Millville**[1] *8 00 a.m., arrives **Stark**[2] (28 miles) 11 00 a.m. Returning, leaves Stark *3 30 p.m., arrives Millville 6 00 p.m.
* Daily. STANDARD—*Central time.* *November*, 1909.

Connections.—[1] With St. L. S. W. Ry. [2] With C. R. I. & Pac. Ry.

BROOKSVILLE RAILROAD.

Y. ALEXANDER, President, Brooksville, Ky.

Leave Brooksville †8 00 a.m., †3 00 p.m. for **Wellsburg**[1] (10 miles). Returning, leave Wellsburg †9 45 a.m., †6 30 p.m., arriving Brooksville 10 30 a.m., 6 30 p.m. † Daily, except Sunday. *April*, 1905.

Connection.—[1] With Chesapeake & Ohio Ry. *Central time.*

KENT NORTHERN RAILWAY.

T. O. MURRAY, Manager, Richibucto, N.B.

Train leaves **Kent Junction**[1] †12 00 noon, arriving at Richibucto (27 miles) 1 30 p.m. Returning, leaves Richibucto †9 30 a.m., arriving at Kent Junction 11 00 a.m. *Eastern time.* *March*, 1908.

Connection.—[1] With Intercolonial Ry. † Daily, except Sunday.

STROUDS CREEK AND MUDDLETY RAILROAD.

WM. O'CONNOR, Vice-President and General Manager, Tioga, W.Va.

Extends from Tioga, W. Va., to **Allingdale**,[1] W. Va. (6 miles). Operated on irregular schedule. **Branch.**—Operated for logging purposes; extends to Woods, W. Va. (6 miles). *November*, 1908.

Connection.—[1] With Baltimore & Ohio R.R.

SAGINAW & OUACHITA RIVER RAILROAD.

F. NEIMEYER, Manager, Saginaw, Ark.

From **Saginaw**[1], Ark., to Saginaw City and Bismark (20 miles). Operated for freight and passenger service. *February*, 1906.

Connection.—[1] With St. Louis, Iron Mountain & Southern Ry.

WHITE DEER & LOGANTON RAILWAY.

CHAS. STEELE, General Manager, Sunbury, Pa.

Train leaves **White Deer**[1] †9 20 a.m., arriving Loganton (24.4 miles) 11 50 a.m. Returning, leaves Loganton †2 00 p.m., arriving White Deer 4 20 p.m. *September* 16, 1909.

† Daily, except Sunday.

Connection.—[1] With Phila. & Read. Ry. for points north and south.

GREAT SOUTHERN RAILROAD.

J. G. HEIMRICH, General Manager, The Dalles, Ore.

Train leaves **The Dalles**[1] *2 00 p.m., arrives **Dufur**[2] (30 miles) 4 00 p.m. Returning, leaves Dufur *8 15 a.m., arrives The Dalles 10 15 a.m.
* Daily. STANDARD—*Pacific time.* *June* 15, 1908.

Connections.—[1] With O. R. & N. Co. and by Ferry with Spokane, Portland & Seattle Ry. [2] With stage line for interior points.

ARCADIA & BETSEY RIVER RAILWAY.

CHAS. J. STARKE, General Manager, Arcadia, Mich.

Trains leave Arcadia †8 30 a.m., for Saile (10 miles), **Henry**[1] (17 miles), arriving at **Copemish**[2] (21 miles) 10 30 a.m. Returning, leave Copemish †12 10 noon, arriving at Arcadia 2 50 p.m. *January* 1, 1907.
† Daily, except Sunday. *Central time.*

Connections.—[1] With Pere Marquette R.R. [2] With Ann Arbor R.R. and Manistee & North-eastern R.R.

SYLVANIA & GIRARD RAILROAD COMPANY.

S. C. HOGE, President and General Manager, Sylvania, Ga.

Trains leave Sylvania †7 00, ‖7 30 a.m., ‖2 00, ‖2 45 p.m., arriving **Rocky Ford**[1] (15 miles) 8 15, 8 30 a.m., 3 15, 3 30 p.m. Returning, leave Rocky Ford ‖9 15, †9 20 a.m., ‖4 30, †4 30 p.m., arriving Sylvania 10 00, 10 30 a.m., 5 10, 5 30 p.m. †Daily, except Sunday. *June*, 1908.

Connection.—[1] With Central of Georgia Ry. *Central time.*

HOLSTON VALLEY RAILWAY.

C. MORTON, President, Bristol, Tenn.

Trains leave **Bristol**[1] †7 35, †11 10 a.m., †3 00 p.m., arriving Fields (13 miles) 8 40 a.m., 12 15 noon, 4 05 p.m. Leave Fields †9 25 a.m., †1 15, †4 50 p.m., arriving Bristol 10 30 a.m., 2 20, 5 55 p.m. *April*, 1908.

† Daily, except Sunday. *Eastern time.*

Connection.—[1] With Norfolk & Western, Virginia & Southwestern and Southern Rys.

Coahuila & Zacatecas Ry.

SALTILLO, COAHUILA, MEXICO.

MAZAPIL COPPER CO., LIMITED, Owners and Operators.

ALFRED CREWDSON, President, Manchester, England.
P. E. O. CARR, Vice-President and Gen. Manager, Saltillo, Mex.
F. ASHTON, Traffic Manager, Concepcion del Oro, Mex.
E. C. FARRELL, Gen. Fht. and Pas. Agt. and Aud., Saltillo, Mex.
C. A. HUTCHINSON, Superintendent, "
T. S. ABBOTT, Chief Engineer, "
Dr. L. POURQUIE, Chief Surgeon, "
R. W. CARRINGTON, Resident Engineer, "

No. 7	No. 1	Mls	*January* 18, 1909.	Kilos	No. 2	No. 8
			LEAVE] [ARRIVE			
	†7 00 A M	0	**Saltillo**[1] ♁	125	5 45 P M	
	7 45 "	11	Encantada	108	5 10 "	
	8 05 "	17	Aguanueva	98	4 55 "	
	8 35 "	25	Carneros ♁	86	4 35 "	
	8 55 "	32	Bunuelos	75	4 15 "	
	9 08 "	36	Martinez	68	3 55 "	
	9 25 "	41	Fraile ♁	59	3 40 "	
	9 43 "	48	La Punta	49	3 16 "	
	9 50 "	50	Melville	46	3 10 "	
	10 05 "	55	Jazminal ♁	37	2 55 "	
	10 25 "	60	San Carlos	28	2 35 "	
	10 45 A M	67	arr. **Avalos** ♁ lve.	18	2 20 P M	
†12 40 Noon		0	lve. **San Pedro** ♁ arr.	27		12 10 Noon
† 05 P M		5	Jesus Maria	19		11 45 A M
† 35 "		11	Canutillo	9		11 20 "
1 50 "		14	Bonanza ♁	5		11 10 "
2 05 P M		17	arr. **Avalos** lve.	0		10 50 A M
2 55 P M	10 55 A M	67	lve. **Avalos** arr.	18	2 10 P M	10 25 A M
3 00 "	11 20 "	74	Margarita ♁	7	1 40 "	9 55 "
3 25 P M	11 45 A M	78	**Concepcion** ♁	0	†1 20 P M	†9 30 A M
			ARRIVE] [LEAVE			

Trains marked † run daily, except Sunday. ♁ Telegraph stations.
STANDARD—*City of Mexico time.*
Connection.—[1] With National Rys. of Mexico.

Mexican Mineral Railway Co.

New York Office—82 Beaver Street.
General Office—Monterey, Mexico.

GEORGE D. COOK, President, New York City.
D. C. BROWN, Vice-Prest. and Gen. Mgr., San Luis Potosi, Mexico.
R. E. SAFFORD, Secretary and Treasurer, New York City.
E. W. NOTEWARE, Superintendent, Monterey, Mex.

No. 3	No. 1	Kilos	*September*, 1903.	Mls	No. 2	No. 4
† 15 P M	*7 45 A M	0	lve. **Smelter No. 3** arr.	12.4	11 45 A M	4 45 P M
1 25 "	7 55 "	2	arr. **Monterey** lve.	11.1	11 35 "	4 35 "
1 30 "	8 00 "	2	lve. **Monterey** arr.	11.1	11 30 "	4 30 "
1 45 "	8 15 "	6	Brick Yard	8.6	11 15 "	4 15 "
2 10 "	8 40 "	15	Bocas	3.1	10 50 "	3 50 "
2 50 "	9 00 "	19	arr. Diente lve.	0.6	10 30 "	3 30 "
2 35 "	9 10 "	19	lve. Diente arr.	0.6	9 55 "	3 25 "
2 45 P M	9 15 A M	20	arr. **San Pedro** lve.	0	*9 45 A M	†3 20 P M

* Daily; † daily, except Sunday. *City of Mexico time.*

Connections.—At Monterey with National Rys. of Mexico and Mexican International R.R.

POTOSI & RIO VERDE RAILWAY CO.

New York Office—82 Beaver Street.
General Manager's Office—San Luis Potosi, Mexico.

ROBERT S. TOWNE, President, New York City.
GEO. FOSTER PEABODY, First Vice-President, "
D. C. BROWN, 2d Vice-Prest. & Gen. Mgr., San Luis Potosi, Mexico.
E. E. SAFFORD, Secretary and Treasurer, New York City.
A. I. HINMAN, Superintendent, San Luis Potosi, Mexico.

	No. 1	Mls	*February*, 1907.	Kilos	No. 2	
			LEAVE] [ARRIVE			
	*a*6 10 A M	0	**San Luis Potosi**[1]	60	6 10 P M	
	6 55 "	9	San Pedro Junction	46	5 20 "	
	7 55 "	18	La Morena	31	4 40 "	
	— —	28	San Isidro	15	— —	
	11 00 "	34	Alvarez	6	1 35 "	
	11 30 A M	36	Canon Verde	3	*a*11 5 P M	
		38	**Ahuacatal**	0		
			ARRIVE] [LEAVE			

a Monday, Tuesday and Saturday.
STANDARD—*City of Mexico time.*
Connection.—[1] With National Rys. of Mexico.

PARRAL & DURANGO RAILROAD.

S. E. GILL, President, Pittsburg, Pa. | ROBERT J. LONG, Gen. Mgr., Parral, Mex.
JOHN H. WILSON, V.-Prest., " | A. G. FIELD, Auditor, "
W. G. MUZZY, Treasurer, " | P. A. HOMMEL, Supt., "

	No. 22	Kilos.	*December* 15, 1909.	Mls	No. 23	
	†6 15 A M	0	lve. **Minas Nuevas** arr.	44	4 30 P M	
	6 25 "	3.6	Rincon	42	4 20 "	
	6 43 "	8.1	Rancho Primero	38	3 40 "	
	7 07 "	16.0	Molino	34	3 10 "	
	7 22 "	21.3	San Jose	30	2 56 "	
	7 33 "	25.7	Boquilla	28	2 45 "	
	7 50 "	31.9	Casita	24	2 25 "	
	8 06 "	33.9	Aguacaliente	22	2 18 "	
	8 30 "	40.6	Astillero	19	1 45 "	
	8 45 "	44.6	Puerto de Justo	16	1 25 "	
	8 57 "	47.4	Los Puentes	14	1 11 P M	
	9 30 "	57.4	Ojito	8	12 45 Noon	
	9 48 "	63.5	Llano Blanca	4	12 17 "	
	10 11 "	69.2	Santiago	1	12 02 "	
	10 15 A M	70.3	arr. **La Mesa de Sandia** lve.	0	†12 00 Noon	

Parral Branch.

	No. 6	No. 2	Kilos	*December* 15, 1909.	No. 1	No. 5	
				LEAVE] [ARRIVE			
	†6 15 P M	†8 15 A M	0	**Minas Nuevas**	6 43 A M	5 00 P M	
	6 26 "	8 25 "	3.6	**Rincon**	6 29 "	4 50 "	
	6 29 "	8 28 "	6.4	Cabadena	6 26 "	4 46 "	
	6 40 "	8 40 "	9.6	Mexican Cent. Jn.	6 15 "	4 35 "	
	6 45 P M	8 45 A M	11.2	**Parral**	†6 10 A M	†4 30 P M	
				ARRIVE] [LEAVE			

† Daily, except Sunday; ‡ Sunday only. *City of Mexico time.*

Connection.—At Parral—With National Railways of Mexico.

MATEHUALA RAILWAYS.

(Cia. Ferrocarriles de Matehuala, S.A.)

MARIANO HERNANDEZ, President, Monterey, Mex. | M. M. GONZALEZ, Superintendent. Matehuala, Mex.
G. DE TARNAVA, Treasurer, " | V. RUIZ, Master Mechanic, "
J. BELDEN, Secretary, " | General Offices—Monterey, Mex.

7	5	3	1	Mls	*February* 1, 1908.	2	4	6	8	
P M	A M	A M	A M		LEAVE] [ARRIVE	A M	Noon	A M	P M	
‡4 00	‡6 00	†10 05	†5 30	0	**Matehuala**	9 15	12 20	8 40	6 00	
4 30	6 30	10 45	6 10	4.9	**Santa Fe**	8 40	11 40	8 10	5 45	
4 40	6 40	....	6 20	5.3	**Esmeralda**	8 20	....	8 00	5 35	
4 45	6 45	....	6 35	5.9	Nueva Paz	8 15	....	7 55	5 30	
4 50	6 50	....	6 40	6.2	arr. **Azul** lve.	8 10	....	7 50	5 25	
5 00	7 00	....	....	6.8	**San Jose**	....	....	‡7 45	‡5 20	
P M	A M	....	....	....	ARRIVE] [LEAVE	....	....	A M	P M	
		....	6 40	6.2	lve. **Azul** arr.	8 10	....	....	....	
		....	6 45	7.5	La Boca	8 00	....	....		
		....	6 55	9.3	arr. **Dolores** lve.	7 50	....	....		
		....	6 20	5.3	**Esmeralda**	8 20	....	....		
		....	6 25	5.6	arr. **San Juan** lve.	†8 15	....	....		
		10 45	A M	4.9	**Santa Fe**	A M	11 40	....		
		10 55	....	6.4	**Cobriza**	....	†11 30	....		
		A M	....	....	ARRIVE] [LEAVE	....	A M	....		

† Daily, except Sunday. ‡ Sunday only.

City of Mexico time.

Connections.—At Matehuala with National Rys. of Mexico.

UNITED RAILROADS OF YUCATAN.

NICOLAS ESCALANTE PEON, General Manager, Merida, Yucatan, Mexico.

From **Progreso**, via San Ignacio; and **Campeche**, via Esperanza, Tenabo, Pomuch, Hecelchakan, Pocboc, Citbalche, Calkini, Becal, Halacho, San Jose, Maxcanu, San Bernardo, Cholul, Chochola, Uman, to **Merida**; via Tixpeual, Tixkokob, Euan, Cacalchen, Tekanto to **Izamal**; via Cholul, Conkal, Motul, Cansahcab, Temax, Tunkas, Quintana, Citas, Tinun (Espita, Calotmul and Tizimin), Uayma to **Valladolid**; via Molas, San Isidro, Temozon, Yuncu Muna and Uxmal to Ticul; and via Uman and Texan to Hunucma. Express trains leave Progreso for Merida *8 20, *10 50 a.m., *2 30, ‡4 30, †5 30, ‡7 40 p.m. Returning, leave Merida for Progreso *7 00, *9 30, *10 30 a.m., *3 00, ‡6 30 p.m.

* Daily; † daily, except Sunday; ‡ Sunday only. *February*, 1905.

Connection.—At Progreso with Ward and Direct Line Steamers for New York; Atlantic & Mexican Gulf S.S. Co. *City of Mexico time.*

VERACRUZ RAILWAY.

J. M. NIXON, General Manager, Veracruz, Mex.

Train leaves **Veracruz** *6 00 a.m. for El Tejar, Medellin, La Piedra, Buen Pais, arriving **Alvarado** (43 miles) 9 00 a.m. Returning, leaves Alvarado *2 45 p.m., arriving Veracruz 5 45 p.m. *March*, 1908.

* Daily. *Veracruz time.*

Connections.—At Veracruz—With Mexican Ry. and Interoceanic Ry. At Alvarado with steamers.

LAKE SUPERIOR TERMINAL & TRANSFER RAILWAY.

C. P. BROWN, Superintendent, Superior, Wis.

Switching road. Located in Superior. Does a general switching business, also owns and operates the Union Passenger Station. Total mileage operated, 16 miles. *February*, 1906.

MILL VALLEY & MT. TAMALPAIS SCENIC RAILWAY.

S. B. CUSHING, President and General Manager, San Rafael, Cal.

From **Mill Valley**[1] to Summit Mt. Tamalpais (8.2 miles). Two trains week-days and seven on Sundays. Operated for passenger service only. *Pacific time.* *February*, 1907.

Connection.—[1] With Northwestern Pacific R.R.

PANAMA RAIL ROAD CO.

THE

INTERNATIONAL HIGHWAY

BETWEEN THE

Atlantic and Pacific Oceans

Via Isthmus of Panama

OPERATING

Panama Rail Road Steamship Line

BETWEEN

NEW YORK and CRISTOBAL

1,980 MILES

Panama Rail Road

BETWEEN

COLON and PANAMA

50 MILES

General Offices—Nos. 21-24 State Street, New York.

G. W. GOETHALS, President, Panama.
EDWARD A. DRAKE, Vice-President, New York.
H. F. HODGES, Second Vice-President, Culebra.
T. H. ROSSBOTTOM, Asst. to V.-P. & Sec'y., New York.
SYLVESTER DEMING, Treasurer, New York.
J. A. SMITH, General Superintendent, Colon.
F. C. BOGGS, General Purch. Officer, Washington, D.C.
JOHN ADAMS, Auditor, New York.

THROUGH FREIGHT AND PASSENGER SERVICE

BETWEEN NEW YORK And the PACIFIC PORTS of Panama, Colombia, Ecuador, Peru, Chili, Nicaragua, Honduras, San Salvador, Guatemala, Mexico and the United States

The American Steamships *Colon, Panama, Allianca, Advance, Cristobal* and *Ancon* have superior Passenger and Freight accommodations. All are equipped with Wireless Telegraph System.

FROM NEW YORK.

Steamers leave from Pier No. 67, Foot of West 27th Street, North River, at 3 00 p.m.

Steamship	Leave New York	Arrive Cristobal
PANAMA	Tuesday ....Jan. 4th	Monday .....Jan. 10th
ALLIANCA	Monday ..... " 10th	Sunday..... " 16th
COLON	Monday ..... " 17th	Sunday..... " 23d
ADVANCE	Saturday .... " 22d	Saturday ..... " 29th
PANAMA	Friday ..... " 28th	Thursday ....Feb. 3d
ALLIANCA	Thursday ...Feb. 3d	Wednesday ... " 6th
COLON	Thursday ... " 10th	Wednesday ... " 16th
ADVANCE	Wednesday .. " 16th	Wednesday ... " 23d
PANAMA	Wednesday .. " 23d	Tuesday.....March 1st
ALLIANCA	Tuesday.....March 1st	Monday ..... " 7th
COLON	Monday ..... " 7th	Sunday..... " 13th
ADVANCE	Saturday .... " 12th	Saturday ..... " 19th
PANAMA	Friday..... " 18th	Thursday .... " 24th
ALLIANCA	Thursday ... " 24th	Wednesday ... " 30th
COLON	Thursday ... " 31st	Wednesday ...April 6th

FROM CRISTOBAL (CANAL ZONE).

Steamers leave from Pier No. 11 at 3 00 p.m.

Steamship	Leave Cristobal	Arrive New York
COLON	Sunday.....Jan. 2d	Saturday ....Jan. 8th
ADVANCE	Saturday .... " 8th	Saturday ..... " 15th
PANAMA	Saturday .... " 15th	Friday ..... " 21st
ALLIANCA	Friday ..... " 21st	Thursday .... " 27th
COLON	Friday ..... " 28th	Thursday ....Feb. 3d
ADVANCE	Thursday ...Feb. 3d	Thursday .... " 10th
PANAMA	Wednesday .. " 9th	Tuesday ..... " 15th
ALLIANCA	Tuesday .... " 15th	Monday ..... " 21st
COLON	Tuesday .... " 22d	Monday ..... " 28th
ADVANCE	Monday ..... " 28th	Monday .....March 7th
PANAMA	Monday .....March 7th	Sunday..... " 13th
ALLIANCA	Sunday..... " 13th	Saturday ..... " 19th
COLON	Saturday .... " 19th	Friday ..... " 25th
ADVANCE	Friday ..... " 25th	Friday .....April 1st
PANAMA	Thursday ... " 31st	Wednesday ... " 6th
ALLIANCA	Wednesday ...April 6th	Tuesday..... " 12th

ADDITIONAL SERVICE.—Steamships "Cristobal" and "Ancon" will maintain a fortnightly service between New York and Cristobal, Canal Zone, leaving New York and Cristobal about the 8th and 24th of each month, as per notice published in New York and Isthmus papers.

PANAMA RAILROAD.

	29	27	25	23	21	7	5	3	Mls.	August 2, 1908. LEAVE — ARRIVE	2	4	6	8	20	22	24	26	28	30
	P M	P M	P M	A M	A M	P M	A M	A M			A M	P M	P M	P M	A M	Noon	P M	P M	P M	P M
‡	§7 00	§4 00	§1 00	§1000	§6 45	†4 35	†1030	†5 30	0	Colon	9 05	1 00	3 50	8 00	9 15	12 15	2 45	6 15	9 15	11 45
	7 01	4 01	1 01	10 01	6 46	4 37	– –	5 32	0.42	Cristobal ♁	9 03	12 57	3 47	7 57	9 13	12 12	2 43	6 12	9 12	11 43
	7 13	4 17	1 13	10 13	7 03	4 55	10 50	5 50	6.92	Gatun	8 43	12 40	3 30	7 40	8 55	11 58	2 31	5 58	8 58	11 31
	– –	4 39	– –	– –	7 26	5 15	11 13	6 10	15.39	Bohio ♁	8 20	12 17	3 05	7 15	8 33	11 37	– –	5 37	8 37	–
	7 41	4 54	1 41	10 41	7 43	5 31	11 31	6 26	21.50	Tabernilla	8 03	11 58	2 50	6 58	8 17	11 21	2 04	5 21	8 21	11 04
	7 56	5 13	1 56	10 56	8 05	5 53	11 53	6 49	28.40	Gorgona	7 41	11 37	2 32	6 37	7 56	11 03	1 48	5 03	8 03	10 48
	8 08	5 28	2 08	11 08	8 22	6 09	12 09	7 05	32.70	Las Cascadas	7 26	11 20	2 17	6 21	7 39	10 47	1 37	4 47	7 47	10 37
	8 12	5 35	2 12	11 12	8 28	6 17	12 17	7 14	35.04	Empire	7 17	11 13	2 10	6 14	7 31	10 42	1 32	4 42	7 42	10 32
	8 16	5 40	2 16	11 16	8 33	6 22	12 22	7 19	36.03	Culebra	7 10	– –	2 00	6 10	7 25	10 36	1 28	4 38	7 38	10 28
	8 28	5 53	2 28	11 28	8 50	6 37	12 38	7 31	40.50	Pedro Miguel	6 54	10 52	1 48	5 52	7 10	10 22	1 17	4 22	7 22	10 17
	– –	6 05	–	– –	9 04	6 50	12 50	7 40	44.44	Corozal ♁	6 43	10 40	1 38	5 40	6 55	10 10	– –	4 10	7 10	– –
	8 45	6 15	2 45	11 45	9 15	7 00	1 00	7 50	47.27	Panama ♁	†6 35	†1050	†1 30	†5 30	§6 45	§1000	§1 00	§4 00	§7 00	§1000
	P M	P M	P M	A M	A M	P M	P M	A M		ARRIVE — LEAVE	A M	A M	P M	P M	A M	A M	P M	P M	P M	P M

‡ Daily, except Sunday. § Sunday only. ♁ Telegraph stations.

CONNECTIONS.—At Panama—From the Panama R.R. Co's Balboa Terminal—Pacific Mail Steamship Co., every nine days for ports between Panama and San Francisco; Pacific Steam Navigation Co., Cia. Sud-Americana de Vapores, four times a month for Guayaquil and intermediate ports to Valparaiso; Pacific Steam Navigation Co., fortnightly for Ports between Panama and Guayaquil.

GENERAL AGENTS.

C. C. VAN RIPER, Passenger Agent, 24 State Street, New York.
A. S. PATERSON, Freight Agent. " "
JAMES HOGAN, Pas'ger Agt., 606 Chestnut St., Philadelphia, Pa.
WM. H. RAVES, Pas'ger Agt., 200 Washington St., Boston, Mass.
J. P. WILLIAMS, Agent, Monadnock Building, San Francisco Cal
M. A. ALONZO, Special Agent, Guatemala City.

INDEX OF POINTS REACHED BY WATER ROUTES.

The following Index shows the points at which landings are made by Steam Navigation Lines, as they appear in the schedules of the several lines published in the time-table pages of THE OFFICIAL GUIDE.

CAUTION.—As the service of some lines is suspended during a part of the year, it is necessary in using the Index to refer to the schedule of each line as shown upon the time-table pages of the GUIDE to ascertain the dates when the steamers are running.

A

Abells, Md., Md. Del. & Va. Strs
Acajutla, Salvador, Jebsen Line S.S
" Pacific Mail S.S
Acapulco, Mex., Jebsen Line S.S
" Pacific Mail S.S
Adams, Md., Md. Del. & Va. Steamers
Adolphustown, Ont., Lk. Ont. & Bay of Q. Stbt
Agawa, Ont., U.S. & Dom. Transp. Strs
Ahouset, B.C., Can. Pac. Strs
Ainsworth, B.C., Int. Nav. & Trading Strs
Alabaster, Mich., Erie & Mich. Ry. Strs
Alaga, Ala., Merch. & Planters Stbt
Alameda Pier, Cal., Southern Pacific Strs
Albany (Landing), Ky., Burn. & Burkes. Tr. Strs
" Ryman Line Strs
Albany, N.Y., Citizens' Stbt
" Hud. Riv. Day Line Strs
" Manhattan Navigation
" Peop. Evening Line Strs
Aldrich's, N.Y., Cranberry Trans. Strs
Alert Bay, B.C., Canadian Pacific Strs
Alexanders, Ont., Northern Navigation
Alexandria, Va., Md. Del. & Va. Steamers
" Norfolk & Wash. Stbt
" Potomac & Ches. Stbt
Alexandria Bay, N.Y., Deseronto Navigation
" Lk. Ont. & Bay of Q. Stbt
" Star-Cole Steamers
" Thousand Islands Stbt
Algoma Mills, Ont., Northern Navigation
" U.S. & Dom. Transp. Strs
Algonac, Mich., White Star Line Strs
Allen Wharf, Md., Balt. Ches. & Atl. Ry. Strs
Allisons, Ont., Lk. Ont. & Bay of Q. Stbt
Allmond's, Va., Chesapeake S.S
All River Inlet, B.C., Canadian Pacific Strs
Almirante, Panama, United Fruit Co. S.S
Alpena, Mich., Det. & Cle. Nav
Altata, Mex., Pacific Coast S.S
Alton Bay, N.H., Bost. & Maine RR. Stbt
Altoona, Wash., Vancouver Transp. Strs
Amapala, Honduras, Jebsen Line S.S
" Pacific Mail S.S
Anacortes, Wash., Inland Navigation
Angeles, Wash., Straits S.S
Anglers Inn, Ont., Rideau Lakes Nav
Annotta Bay, Jamaica, W.I., United Fruit Co. S.S
Apalachicola, Fla., Callahan Line Strs
" Georgia, Fla. & Ala. Strs
" Merch. & Planters Stbt
" Pen. St. A. & Gulf S.S
Aratt, Ky., Burn. & Burkes. Tr. Strs
Argyle, Wash., Straits S.S
Arkansas City, Ark., Lee Line Steamers
Arrowhead, B.C., Canadian Pacific Strs
Ashland, Md., Md. Del. & Va. Steamers
Ashland, Wis., Chic. & Duluth Tr. Strs
" U.S. & Dom. Transp. Strs
Ashland City, Tenn., Ryman Line Steamers
Ashport, Tenn., Lee Line Strs
Assembly Point, N.Y., Lake George Stbt
Astor, Fla., Clyde S.S
Astoria, N.C., Le Roy Stbt
Astoria, Ore., Ilwaco RR. Strs
" Oregon RR. & Nav
" San Fran. & Portland S.S
" Vancouver Transp. Strs
Athaloo, Md., Balt. Ches. & Atl. Ry. Strs
Auburn Wharf, Va., Old Dominion S.S
Avalon, Cal., Wilmington Tr. Strs
See Santa Catalina Island

B

Bale St. Paul, Que., Richelieu & Ont. Nav
Bailey's Island, Me., Cas. Bay & Harps. L. Strs
Bainbridge, Ga., Callahan Line Strs
Bakerton, Ky., Burn. & Burkes. Tr. Strs
Baldwin, N.Y., Lake George Stbt
Baltimore, Md., Balt. & Ches. S.S
" Balt. & Phila. Stbt
" Balt. Ches. & Atl. Ry. Strs
" Bay Line Steamers
" Chesapeake S.S
" Md. Del. & Va. Steamers
" Merch. & Min. Tr. Strs
" N.Y. & Balt. Tr. Line Strs
" Old Dominion S.S
" United Fruit Co. S.S
Bamfield Creek, B.C., Canadian Pacific Strs
Banes, Cuba, Munson L. Strs
Bangor, Me., Eastern S.S
Baptism River, Minn., U.S. & Dom. Transp. Strs
Bargers, Ky., Burn. & Burkes. Tr. Strs
Bar Harbor, Me., Eastern S.S
" Maine Cent. RR. Str
Barlay, Cuba, Munson L. Strs
Barnetts Creek, N.C., Le Roy Steamboat
Barrios, Guatemala, United Fruit Co. S.S
Bart, Ky., Burn. & Burkes. Tr. Strs
Basin Harbor, Vt., Champ. Transp. Strs
Batchawana, Ont., U.S. & Dom. Transp. Strs
Bath, Me., Eastern S.S
" Maine Cent. RR. Strs
Bath, Ont., Lk. Ont. & Bay of Q. Stbt
Batiscan, Que., Rich. & Ontario Nav
Battery Park, Va., Old Dominion S.S
Bay City, Mich., Detroit & Cleve. Nav
" Erie & Mich. Ry. Strs
" Mich. Ind. & Ill. Line Strs
Bayfield, Wis., U.S. & Dom. Transp. Strs
Bayonne, N.J., Bay. & N.H. Tr. Strs
Bayou Sara, La., Natch. & Bayou Sara Pkt
Bay Port, Va., Md. Del. & Va. Steamers
Bay View, Mich., North. Michigan Tr. Strs
Beach, Wash., Inland Nav
Beale's, Va., Potomac & Ches. Stbt
Beaver Bay, Minn., U.S. & Dom. Transp. Strs
Beketts Landing, Ont., Rideau Lakes Nav
Bedford's Landing, Ky., Burn. & Burkes. Tr. Strs
Belfast, Me., Eastern S.S
Belize, British Honduras, United Fruit Co. S.S
Belkofsky, Alaska, Alaska S.S
Bella Bella, B.C., Canadian Pacific Strs
Bella Coola, B.C., Canadian Pacific Strs
Belleville, Ont., Lk. Ont. & Bay of Q. Stbt
" Richelieu & Ont. Nav
Bellevue, Md., Balt. Ches. & Atl. Ry. Strs
Bellingham, Wash., Inland Navigation
" Pacific Coast S.S
" Straits S.S
Benedict, Md., Md. Del. & Va. Steamers
Bennett's Ferry, Tenn., Burn. & Burkes. Tr. Strs
Benton, Tenn., Tennessee River Nav
Benton Harbor, Mich., Benton Transit Strs
Beresford, Fla., Clyde S.S
Berry's, Va., Potomac & Ches. Stbt
Bettles, Alaska, Northern Nav
Beverly, N.J., Delaware Riv. Tr. Strs
Bibber's Island, Me., Cas. Bay & Harps. L. Strs
Birch Island, Me., Cas. Bay & Harps. L. Strs
Bissels, Fla., Naval Stores Stbt
Bissets, Fla., Naval Stores Stbt
Bivalve, Md., Balt. Ches. & Atl. Ry. Strs
Black Rock, Ark., Inman Packet
Black's Ferry, Ky., Burn. & Burkes. Tr. Strs
Blackwells, Va., Balt. Ches. & Atl. Ry. Strs
Blaine, Wash., Inland Nav
Blairs, Va., Virginia Navigation
Blanchards, N.C., Well. & Powell. R.R. Strs
Blandfield, Va., Md. Del. & Va. Steamers
Blands, Va., Balt. Ches. & Atl. Ry. Strs
Blidel, Ore., Southern Pacific Strs
Blind River, Ont., Algoma Central S.S
" Northern Navigation
" U.S. & Dom. Transp. Strs
Block Island, R.I., Montauk Steamboat
" New England Nav
Blountstown, Fla., Merch. & Planters Stbt
Blubber Bay, B.C., Canadian Pacific Strs
Bluefields, Nicaragua, Bluefields S.S
Blue Hill, Me., Eastern S.S
Blue Slide, Wash., Pend Oreille Riv. Nav
Bluff, Alaska, Alaska S.S
Bluff Landing, Ky., Burn. & Burkes. Tr. Strs
Bluff Point, N.Y., Champ. Transp. Strs
Bluntstown, Fla., Callahan Line Strs
Bocas Del Toro, Panama, United Fruit Co. S.S
Boggs, Va., Balt. Ches. & Atl. Ry. Strs
Bogles, Md., Md. Del. & Va. Strs
Bolton, N.Y., Lk. George Stbt
Bonneville, Ore., Regulator Line Strs
Bookers, Md., Md. Del. & Va. Steamers
Boothbay Harbor, Me., Eastern S.S
Bordentown, N.J., Delaware Riv. Tr. Strs
Boston, Mass., Clyde S.S
" Dominion Atlantic S.S
" Eastern S.S
" Mallory S.S
" Mer. & Min. Tr. Strs
" Metropolitan S.S
" New England Nav
" Plant Line Steamers
" St. John, Bost. & Cuba S.S
" Savannah Line Strs
" United Fruit Co. S.S
Bowden, Jamaica, W.I., United Fruit Co. S.S
Bowler's, Va., Md. Del. & Va. Steamers
Bowling Green, Ky., Ev. & Bowl. Green Pkt
Bradys, Ark., Inman Packet
Braidentown, Fla., Favorite Line Strs
Brandon, Va., Virginia Navigation
Bremerton, Wash., Navy Yard Route
Brent's, Md., Potomac & Ches. Stbt
Brewers Mills, Ont., Rideau Lakes Nav
Brewster, Wash., Columbia & Okan. Stbt
Brick House, Va., Potomac & Ches. Stbt
Bridgeport, Ala., Tennessee River Nav
Bridgeport, Conn., New England Nav
Bridgeport, Wash., Columbia & Okan. Stbt
Brighton, Ont., Lk. Ont. & Bay of Q. Stbt
Bristol, Fla., Callahan Line Strs
" Merch. & Planters Stbt
Bristol, Pa., Delaware Riv. Tr. Strs
Brockport, Ill., Southern Ry. & Nav
Brookville, Ont., Richelieu & Ont. Nav
Bromes, Md., Md. Del. & Va. Steamers
Brookfield, Wash., Vancouver Transp. Strs
Brooklin, Me., Eastern S.S
" Maine Central RR Str
Brooklyn, N.Y., Ward L. Strs
Brookport, Ill., Southern Ry. & Nav
Browns, Fla., Naval Stores Stbt
Brownwood, Ky., Burn. & Burkes. Tr. Strs
Bruce Mines, Ont., Algoma Central S.S
" Northern Navigation
" Star-Cole Steamers
Brunswick, Ga., Brunsw. & Fla. Stbt
" Brunswick S.S
" Clyde S.S
Bryan's Point, Md., Potomac & Ches. Stbt
Buckeye Dock, Mich., *See Les Cheneaux*
Bucksport, Me., Eastern S.S
Buffalo, N.Y., Cleve. & Buf. Tr. Strs
" Detroit & Cleve. Nav
" Erie & Mich. Ry. Strs
" Erie & W. Transp. Strs (Anchor Line)
" Mich. Ind. & Ill. Line Strs
" Mutual Transit Strs
" Northern S.S
" Western Transit Strs
Buffalo Bluff, Fla., Naval Stores Stbt
Bundicks, Va., Md. Del. & Va. Steamers
Burbans, Va., Md. Del. & Va. Steamers
Burkesville, Ky., Burn. & Burkes. Tr. Strs
" Ryman Line Steamers
Burlington, N.J., Delaware Riv. Tr. Strs
Burlington, Vt., Champ. Transp. Strs
Burnside, Ky., Burn. & Burkes. Tr. Strs
" Nashville Transp. Strs
" Ryman Line Steamers
Burritts Rapids, Ont., Rideau Lakes Nav
Burtons, Va., Md. Del. & Va. Steamers
Bushwood, Md., Md. Del. & Va. Steamers
" Potomac & Ches. Stbt
Bustard Islands, Ont., U.S. & Dom. Transp. Strs
Butler's Landing, Tenn., Burn. & Burkes. Tr. Strs
Byrdton, Va., Balt. Ches. & Atl. Ry. Strs

C

Caibarien, Cuba, Munson Line Steamers
Cairo, Ill., Cairo, Mem. & So. Tr. Strs
" Lee Line Steamers
" Ryman Line Steamers
" St. L. & Tenn. River Pkt
" Southern Ry. & Nav
" Tenn. & Duck R. Tr. Strs
Calhoun, Ky., Ev. & Bowl. Green Pkt
Callis, Va., Balt. Ches. & Atl. Ry. Strs
Calumet, Mich., Chic. & Duluth Tr. Strs
Cambridge, Md., Balt. Ches. & Atl. Ry. Strs
Camden, Me., Eastern S.S
Campbell River, B.C., Canadian Pacific Strs
Campeche, Mex., Mark. Miller & Co. Strs
Canal, Ont., Ontario & Quebec Nav
Canal Bridge, Ont., Lk. Ont. & Bay of Q. Stbt
Canton, Ky., Ryman Line Strs
Cap a L'Aigle, Que., Richelieu & Ont. Nav
Cape Gracias, Nicaragua, Bluefields S.S
Cape Horn, Wash., Regulator Line Strs
Cape Saricbef, Alaska, Alaska S.S
Cape Scott, B.C., Canadian Pacific Strs
Cape Vincent, N.Y., St. Lawrence Riv. Stbt
" Star-Cole Steamers
Cardenas, Cuba, Munson Line Strs
Carey's Ferry, Ky., Burn. & Burkes. Tr. Strs
Carmanah, B.C., Canadian Pacific Strs
Carrabelle, Fla., Georgia, Fla. & Ala. Strs
" Pen. St. And. & Gulf S.S
Carson, Wash., Regulator Line Strs
Carter's, Va., Md. Del. & Va. Steamers
Carthage, Tenn., Ryman Line Steamers

Caruthersville, Mo.,
Lee Line Steamers
Cascade Locks, Ore.,
Regulator Line Strs
Castine, Me.,
Maine Cent. RR. Str
Catalina Island, Cal.,
See Santa Catalina Island, Cal
Cathlamet, Wash.,
VancouverTransp.Strs
Catskill, N.Y.,
Hud. Riv. DayLine Strs
Cedar Beach, Vt.,
Champ. Transp. Strs
Cedar Creek, Ky.,
Burn. & Burkes. Tr. Strs
Cedar Hall, Md.,
Balt. Ches. & Atl. Ry. Strs
Cedar Landing, Fla.,
Naval Stores Stbt
Cedar Point, O.,
Ashley & Dustin's Strs
" Eastland Nav
Cedar View, Va.,
Balt. Ches. & Atl. Ry. Strs
Cedarville, Mich.,
See Les Cheneaux
Ceiba, Spanish Honduras,
United Fruit Co. S.S
Celina, Tenn.,
Burn. & Burkes. Tr. Strs
Central Landing, Me.,
Cas. Bay & Harps. L. Strs
See Great Chebeague Island
Centre Harbor, N.H.,
Boston & Me. RR. Stbt
Chaffeys Locks, Ont.,
Rideau Lakes Nav
Champerico, Guatemala,
Jebsen Line S.S
" Pacific Mail S.S
Chapel Point, Md.,
Potomac & Ches. Stbt
Chapple, Ky.,
Burn. & Burkes. Tr. Strs
Chaptico, Md.,
Potomac & Ches. Stbt
Charleston, S.C.,
Balt. & Car. S.S
" Clyde S.S
" Mallory S.S
" United Fruit Co. S.S
Charleston, Tenn.,
Tennessee River Nav
Charleston, Wash.,
Navy Yard Route
Charleston, W.Va.,
Cin. Pom. & Charles. Pkt
Charlevoix, Mich.,
North. Michigan Tr. Strs
Charlotte, N.Y.,
Lk. Ont. & Bay of Q. Stbt
" Ontario Car Ferry Stbt
" Richelieu & Ont. Nav
" Star-Cole Strs
Charlottetown, P.E.I.,
Plant Line Steamers
" Quebec S.S
Chattahoochee, Fla.,
Callahan Line Strs
" Merch. & Planters Stbt
Chattanooga, Tenn.,
Tennessee River Nav
Cheboygan, Mich.,
Arnold Tr. Strs
" Detroit & Cleve. Nav
" North. MichiganTr. Strs
Chelan Falls, Wash.,
Columbia & Okan. Stbt
Chena, Alaska,
Northern Navigation
Cherokee Bay, Ark.,
Inman Packet
Chester, Pa.,
Wilmington Stbt
Chestertown, Md.,
Md. Del. & Va. Steamers
Chicago, Ill.,
Benton Transit Strs
" Canada Atl. Trans. Strs
" Chicago & Dul. Tr. Strs
" Chicago Navigation
" Ch. Racine & Mil. L. Strs
" Ch. & South Haven S.S
" Erie & Mich. Ry. Strs
" Erie & W. Transp. Strs (Anchor Line)
" Goodrich Transit Strs
" Indiana Transp. Strs
" Mich. Ind. & Ill. L. Strs
" Northern S.S
" North. MichiganTr. Strs
" Rutland Transit Strs
" Western Transit Strs
Chicago Bay, Minn.,
U.S. & Dom. Transp. Strs
Chicoutimi, Que.,
Richelieu & Ont. Nav
Chignik, Alaska, Alaska S.S
China Hat, B.C.,
Canadian Pacific Strs
Choptank, Md.,
Balt. Ches. & Atl. Ry. Strs
Christie School, B.C.,
Canadian Pacific Strs
Church's Island, N.C.,
Le Roy Stbt
Cienfuegos, Cuba,
Munson Line Steamers
" United S.S
Cincinnati, O.,
Cin. Pom. & Char. Pkt
" Lee Line Steamers
" Louisv. & Cin. Pkt
Cintra, Md.,
Md. Del. & Va. Steamers
Circle, Alaska,
Northern Navigation
City Point, Va.,
Virginia Navigation
Clallam, Wash., Straits S.S
Claremont, Va., Virginia Nav
Clarksville, Tenn.,
Ryman Line Steamers
Claxton, B.C.,
Canadian Pacific Strs
Clay Bank, Va., Chesap. S.S
Clayoquot, B.C.,
Canadian Pacific Strs
Clayton, N.Y., Deseronto Nav
" Star-Cole Steamers
" Thousand Islands Stbt
Cleave's Landing, Me.,
Cas. Bay & Harps. L. Strs
Clements, Va.,
Chesapeake S.S
Cleveland, O.,
Algoma Cent. S.S
" Canadian Lake L. Strs
" Clev. & Buf. Tr. Strs
" Detroit & Cleve. Nav
" Eastland Nav
" Erie & Mich. Ry. Strs
" Erie & West. Tr. Strs (Anchor Line)
" Mutual Transit Strs
" Northern S.S
" Rutland Transit Strs
" Star-Cole Steamers
Cleverdale, N.Y.,
Lake George Stbt
Cliff Haven, N.Y.,
ChamplainTransp. Strs
Cliff Island, Me.,
Cas. Bay & Harps. L. Strs
Cliffs, Md.,
Md. Del. & Va. Steamers
Cloose, B.C.,
Canadian Pacific Strs
Clover Bend, Ark.,
Inman Packet
Cloyd's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Coal Harbor, Alaska,
Alaska S.S
Coan, Va., Md. Del. & Va. Strs
Coatzacoalcos, Mex.,
Amer.-Hawaiian S.S
" Wolvin Line Steamers
Called also Puerto Mexico
Cobham, Va.,
Virginia Navigation
Cobourg, Ont.,
Lk. Ont. & Bay of Q. Stbt
" Ontario Car Ferry Stbt
" Richelieu & Ont. Nav
Cobrums, Md.,
Md. Del. & Va. Steamers
Cockburn Island, Ont.,
U.S. & Dom. Transp. Strs
Cœur d'Alene, Idaho,
Cœur d'A. & St. J. Tr. Strs
Coin Jock, N.C., Le Roy Stbt
Cold Bay, Alaska, Alaska S.S
Colee, Fla.,
Naval Stores Stbt
" Ockla. & St. Johns Nav
Coleraine, N.C.,
Albemarle Steam Nav
Collingwood, Ont.,
Northern Navigation
Collins Hot Springs, Wash.,
Regulator Line Strs
Collison Bay, B.C.,
Canadian Pacific Strs
Colon, Nicaragua,
United Fruit Co. S.S
Colon, Panama,
United Fruit Co. S.S
Colonial Beach, Va.,
Potomac & Ches. Stbt
Colton's, Md.,
Potomac & Ches. Stbt
Columbia, Ala.,
Merch. & Planters Stbt
Columbia, N.C., Le Roy Stbt
Columbus, Ga.,
Merch. & Planters Stbt
Como, N.C., Alb. Steam Nav
Comox, B.C.,
Canadian Pacific Strs
Concord, Va.,
Balt. Ches. & Atl. Ry. Strs
Coniott, N.C., Le Roy Stbt
Conneaut Harbor, O.,
Marq. & Bes. Dock & Nav
Conner, Fla.,
Naval Stores Stbt
Conrads, Va.,
Balt. Ches. & Atl. Ry. Strs
Conway, Ont.,
Lk. Ont. & Bay of Q. Stbt
Conway, S.C.,
Waccamaw Line Strs
Cooks Landing, Fla.,
Naval Stores Stbt
Copper Head, Ont.,
Northern Navigation
Cordova, Alaska, Alaska S.S
" Alaska Coast S.S
Corinto, Nicaragua,
Jebsen Line S.S
" Pacific Mail S.S
Cornucopia, Wis.,
U.S. & Dom. Transp. Strs
Cornwall, N.Y.,
Hud. Riv. Day Line Strs
" Mary Powell Steambt
Cornwall, Ont.,
Richelieu & Ont. Nav
Coronado, Cal.,
San Diego So. Ry. Strs
Cortez, Sp. Honduras,
United Fruit Co. S.S
Courtright, Ont.,
Canadian Lake L. Strs
Cousin's Island, Me.,
Cas. Bay & Harps. L. Strs
Coveney, Ont.,
New Ont. Transp. Strs
Cove Point, Md.,
Md. Del. & Va. Steamers
Covey's, Del.,
Balt. Ches. & Atl. Ry. Strs
Cowards, Md.,
Balt. Ches. & Atl. Ry. Strs
Cowarts, Va.,
Md. Del. & Va. Steamers
Coyote, Wash.,
Columbia Stbt
Crawford's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Creelsboro, Ky.,
Burn. & Burkes. Tr. Strs
" Ryman Line Steamers
Crescent, Clallam Co., Wash.,
Straits S.S
Crescent City, Fla.,
Naval Stores Stbt
Cressy, Ont.,
Lk. Ont. & Bay of Q. Stbt
Creswell, N.C.,
Norfolk & So. RR. Strs
Crickett Hill, Va.,
Balt. Ches. & Atl. Ry. Strs
Crisfield, Md.,
Balt. Ches. & Atl. Ry. Strs
Cristobal, Canal Zone,
Panama RR. S.S
Crocus Landing, Ky.,
Burn. & Burkes. Tr. Strs
Cromwell, Ky.,
Ev. & Bowl. Green Pkt
Cross River, Minn.,
U.S. & Dom. Transp. Strs
Crystal Bay, Minn.,
U.S. & Dom. Transp. Strs
Cumberland, Ga.,
Brunswick & Fla. Stbt
Cumberland City, Tenn.,
Ryman Line Steamers
Cumshewa, B.C.,
Canadian Pacific Strs
Cundy's Harbor, Me.,
Cas. Bay & Harps. L. Strs
Curdsville, Ky.,
Ev. & Bowl. Green Pkt
Curl's Neck, Va.,
Virginia Navigation
Curriomen, Va.,
Potomac & Ches. Stbt
Curtis' Landing, Ky.,
Burn. & Burkes. Tr. Strs
Cushing's Island, Me.,
Cas. Bay & Harps. L. Strs
Cusick, Wash.,
Pend Oreille Riv. Nav
Cutler, Ont.,
Northern Navigation

D

Dalkena, Wash.,
Pend Oreille Riv. Nav
Dalles, Ore.,
See The Dalles
Dalton's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Danville, Tenn.,
St. L. & Tenn. River Pkt
" Southern Ry. & Nav
" Tenn. & Duck R. Tr. Strs
Dares, Md., Md. Del. & Va. Strs
Dark Harbor, Me.,
See Islesboro
Davis, Ont.,
Rideau Lakes Nav
Davis, Va.,
Balt. Ches. & Atl. Ry. Strs
Dawson, Yukon,
British-Yukon Nav
" Northern Navigation
" Pacific Coast S.S
Dayton, Tenn.,
Tennessee River Nav
Dead Lakes, Fla.,
Merch. & Planters Stbt
Deal's Island, Md.,
Balt. Ches. & Atl. Ry. Strs
Decatur, Ala.,
Southern Ry. & Nav
Deep Point, Va.,
Potomac & Ches. Stbt
Deep River, Conn.,
Hartford & N.Y. Tr. Strs
Deer Harbor, Wash.,
Straits S.S
Deering, Alaska, Alaska S.S
Deer Isle, Me., Eastern S.S
" Maine Central RR. Str
De Land, Fla.,
See Bersford
Delaware, Ky.,
Ev. & Bowl. Green Pkt
Delks Bluff, Fla.,
Naval Stores Stbt
Denton, Md.,
Balt. Ches. & Atl. Ry. Strs
Dent's, Md.,
Potomac & Ches. Stbt
Depot Harbor, Ont.,
See Parry Sound
Deremo's, N.Y.,
Cranberry Transp. Strs
Deseronto, Ont.,
Lk. Ont. & Bay of Q. Stbt
" Richelieu & Ont. Nav
Detour, Mich.,
Arnold Transit Strs
Detroit, Mich.,
Algoma Central S.S
" Ashley & Dustin's Strs
" Detroit & Cleve. Nav
" Erie & Mich. Ry. Strs
" Erie & W. Transp. Strs (Anchor Line)
" Northern S.S
" Star-Cole Steamers
" White Star Line Strs
Dexter, Fla.,
Naval Stores Stbt
Digby, N.S., Dom. Atl. S.S
Digg's Wharf, Va.,
Old Dominion S.S
Dill's, Md.,
Potomac & Ches. Stbt
See also Lower Cedar Point
Dirigo, Me., Eastern S.S
Dixondale, Va.,
Old Dominion S.S
Dockery's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Dodger's Cove, B.C.,
Canadian Pacific Strs
Dodson's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Dollar Bay, Mich.,
Chic. & Duluth Tr. Strs
" Mutual Transit Strs
" Western Transit Strs
Dorset, Ont.,
Huntsville, Lk. of Bays & Lk. Simcoe Nav
Double Mills, Md.,
Balt. Ches. & Atl. Ry. Strs
Doughty's Landing, Me.,
Cas. Bay & Harps. L. Strs
See Long Island
Douglas, Alaska, Alaska S.S
" Pacific Coast S.S
Called Douglas City on P.C
Douglas, Mich.,
Ch. & South Haven S.S
Douglas, N.Y.,
ChamplainTransp. Strs
Dover, Tenn., Ryman L. Strs
Dover Bridge, Md.,
Balt. Ches. & Atl. Ry. Strs
Drayton Island, Fla.,
Naval Stores Stbt
Dukes, Md., Md. Del. & Va. Strs
Duluth, Minn.,
Chic. & Duluth Tr. Strs
" Erie & Mich. Ry. Strs
" Erie & W. Transp. Strs (Anchor Line)
" Mich. Ind. & Ill. LineStrs
" Mutual Transit Strs
" Northern Navigation
" Northern S.S
" U.S. & Dom. Transp. Strs
" Western Transit Strs
Dungeness, Wash.,
Straits S.S
Dunnings, N.Y.,
Lake Keuka Nav
Dunn Lodge, Mich.,
See Les Cheneaux
Dunns Creek, Fla.,
Naval Stores Stbt
Dutch Harbor, Alaska,
Alaska S.S
Dycusburg, Ky.,
Ryman Line Steamers

E

Eaden's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Eads Landing, Ky.,
Burn. & Burkes. Tr. Strs
Eagle, Alaska,
Northern Navigation
Eagle Harbor, Mich.,
U.S. & Dom. Transp. Strs
Eastern Landing, Me.,
Cas. Bay & Harps. L. Strs
See Great Chebeague Island
East Haddam, Conn.,
Hartford & N.Y. Tr. Strs
Easton, Md.,
Balt. Ches. & Atl. Ry. Strs
Eastport, Me., Eastern S.S
East San Pedro, Cal.
(Port of Los Angeles),
Independent S.S
East Sound, Wash.,
Straits S.S
Eboulements, Que.,
Richelieu & Ont. Nav
Echo Bay, Ont.,
Northern Navigation
Eddyville, Ky.,
Ryman Line Steamers
Edenton, N.C.,
Albemarle Steam Nav
" Le Roy Stbt
Edgartown, Mass.,
N.B.M.V. & Nan. Stbt
Edgewater, Fla.,
Naval Stores Stbt
Edgewater, Va.,
Potomac & Ches. Stbt
Edgewood, N.Y.,
See Edgewood Park
Edgewood Park, N.Y.,
Deseronto Navigation
" Thousand Islands Stbt
Called Edgewood on T. I. Stbt
Eggemoggin, Me.,
Eastern S.S
Ehateset, B.C.,
Canadian Pacific Strs
Elgin, Ark., Inman Packet
Elizabeth City, N.C.,
Le Roy Stbt
Elizabethport, N.J.,
Newark Bay S. L. Strs
Elk Rapids, Mich.,
No. Michigan Trans. Strs
Ellamar, Alaska, Alaska S.S
" Alaska Coast S.S
Ellenton, Fla.,
Favorite Line Strs
Elliott's, Mich.,
See Les Cheneaux
El Morrito, Nicaragua,
United Fruit Co. S.S
Emerald, Ont.,
Lk. Ont. & Bay of Q. Stbt
Emorys, Md.,
See Add. Emorys, Md
Encampment, Mich.,
Arnold Transit Strs
Ensenada, Mex.,
Pacific Coast S.S
Enterprise, Fla., Clyde S.S
Entiat, Wash.,
Columbia & Okan. Stbt
Ephraim, Wis.,
Goodrich Transit Strs
Erie, Pa.,
Cleve. & Buf. Tr. Strs
" Erie & Mich. Ry. Strs
" Erie & W. Transp. Strs (Anchor Line)
Escanaba, Mich.,
Goodrich Transit Strs
Esperanza, Fla.,
Naval Stores Stbt
Essex, Conn.,
Hartford & N.Y. Tr. Strs
Essex, N.Y.,
ChamplainTransp. Strs
Estiffanulga, Fla.,
Callahan Line Strs
" Merch. & Planters Stbt
Eufaula Ala.,
Merch. & Planters Stbt
Eureka, Cal., Pac. Coast S.S
Eureka, Fla.,
Naval Stores Stbt
Eureka, Wash.,
Pacific Coast S.S
" VancouverTransp. Strs
Evans, Va.,
Balt. Ches. & Atl. Ry. Strs
Evansville, Ind.,
Ev. & Bowl. Green Pkt
" Lee Line Steamers
" Ryman Line Steamers
" Southern Ry. & Nav
Everett, Wash., Inland Nav
" Pacific Coast S.S
Evergreen Landing, Me.,
Cas. Bay & Harps. L. Strs
See Peak's Island

F

Fairbanks, Alaska,
Northern Navigation
" Pacific Coast S.S
Fair Haven, Md.,
Md. Del. & Va. Steamers
Fairport, O.,
Mutual Transit Strs
Fall Creek, Ky.,
Burn. & Burkes. Tr. Strs
Fall River, Mass.,
Merch. & Miners Tr. Strs
" New England Nav
Falmouth, Jamaica, W.I.,
United Fruit Co. S.S
Faubush Landing, Ky.,
Burn. & Burkes. Tr. Strs
Faulkenburg, Ky.,
Burn. & Burkes. Tr. Strs
Federal Point, Fla.,
Naval Stores Stbt
Fergusson's, Va.,
Virginia Navigation
Fernandina, Fla.,
Brunswick & Fla. Stbt
Ferry Point, Va.,
Old Dominion S.S
Fine View, N.Y.,
See Fine View Park
Fine View Park, N.Y.,
Deseronto Navigation
" Thousand Islands Stbt
Called Fine View on T. I. Stbt
Finneys, Va.,
Balt. Ches. & Atl. Ry. Strs
Fish Creek, Wis.,
Goodrich Transit Strs
Fishers Island, N.Y.,
New England Nav
Fishing Creek, Ky.,
Burn. & Burkes. Tr. Strs
Fitchetts, Va.,
Balt. Ches. & Atl. Ry. Strs
Five Islands, Me., Eastern S.S
Flats, Mich.,
White Star Line Strs
Fleeton, Va.,
Balt. Ches. & Atl. Ry. Strs
Florence, Ala.,
St. L. & Tenn. Riv. Pkt
" Southern Ry. & Nav
Florence, Ga.,
Merch. & Planters Stbt
Florence, N.J.,
Delaware Riv. Tr. Strs
Foot of Snow's Island, Ky.,
Burn. & Burkes. Tr. Strs
Ford's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Forest City Landing, Me.,
Cas. Bay & Harps. L. Strs
See Peak's Island
Forester, Mich.,
Detroit & Cleve. Nav
Forestville, Mich.,
Detroit & Cleve. Nav
Forrests, Md.,
Md. Del. & Va. Steamers
Fort Brook, Fla.,
Naval Stores Stbt
Fort Flagler, Wash.,
Straits S.S
Fort Gaines, Ga.,
Merch. & Planters Stbt
Fort Gates, Fla.,
Naval Stores Stbt
Fort Hunt, Va.,
Potomac & Ches. Stbt
Fort Liscum, Alaska,
Alaska Coast S.S
Fortress Monroe, Va.,
See Old Point Comfort
Fort Rupert, B.C.,
Canadian Pacific Strs
Fort Ticonderoga, N.Y.,
Champlain Transp. Strs
Fort Washington, Md.,
Potomac & Ches. Stbt
Fort William, Ont.,
Can. Atl. Transp. Strs
" Canadian Lake L. Strs
" Canadian Pacific Strs
" Chic. & Duluth Tr. Strs
" Northern Navigation
Fort Wm. H. Seward, Alaska
See Haines
Forty Mile, Yukon,
Northern Navigation
Frankfort, Mich.,
Ann Arbor RR. Strs
" North. Michigan Tr. Strs
Franklin, Va.,
Albemarle Steam Nav
Fredericksburg, Va.,
Md. Del. & Va. Steamers
Freeport, Va.,
Balt. Ches. & Atl. Ry. Strs
Friendship, Me., Eastern S.S
Friars Point, Miss.,
Lee Line Steamers
Friday Harbor, Wash.,
Straits S.S
Friendly Cove, B.C.,
Canadian Pacific Strs
Frontenac, N.Y.,
Deseronto Navigation
" Thousand Islands Stbt
See also Round Island, N.Y
Frontera, Mex.,
Mark. Miller & Co. Strs
Fruitland, Fla.,
Naval Stores Stbt

G

Gainesboro, Tenn.,
Ryman Line Steamers
Galveston, Tex., Mallory S.S
" Southern Pacific Strs
" United S.S
Gananoque, Ont.,
Deseronto Nav
" Lk. Ont. & Bay of Q. Stbt
" Richelieu & Ont. Nav
Ganey's, Md.,
Balt. Ches. & Atl. Ry. Strs
Garden River, Ont.,
Northern Navigation
Gardiner, Me., Eastern S.S
Gargantua, Ont.,
U.S. & Dom. Transp. Strs
Garretts Rest, Ont.,
Rideau Lakes Nav
Gaskin's Wharf, Va.,
Old Dominion S.S
Gaspe, P.Q., Quebec S.S
Gatesville, N.C.,
Albemarle Steam Nav
Geneva, Fla.,
Naval Stores Stbt
Geneva, N.Y.,
Seneca Steamboat
Georgetown, Fla.,
Naval Stores Stbt
Georgetown, S.C.,
Balt. & Car. S.S
" Clyde S.S
" Waccamaw Line Strs
Gerald's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Gerrard, B.C., Can. Pac. Strs
Gettysburg, Wash.,
Straits S.S
Gibara, Cuba,
Munson Line Strs
Gibson's, N.Y.,
Lake Keuka Nav
Gladstone, Mich.,
Mutual Transit Strs
Glastonbury, Conn.,
Hart. & N.Y. Tr. Strs
Glen Arbor, Mich.,
North. Michigan Tr. Strs
Glen Cove, N.Y.,
Montauk Steamboat
Glen Eyrie, N.Y.,
Lake George Stbt
Glen Haven, Mich.,
North. Michigan Tr. Strs
Glen Island, Ont.,
Lk. Ont. & Bay of Q. Stbt
Glenora, N.Y.,
Seneca Steamboat
Glenora, Ont.,
Lk. Ont. & Bay of Q. Stbt
Glenwood, N.Y.,
Montauk Steamboat
Gloucester Point, Va.,
Chesapeake S.S
Glymont, Md.,
Md. Del. & Va. Steamers
" Potomac & Ches. Stbt
Goble, Ore.,
Vancouver Transp. Strs
Goderich, Ont.,
Algoma Central S.S
" Detroit & Cleve. Nav
" Star-Cole Steamers
Godwin's Wharf, Va.,
Old Dominion S.S
Goff's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Go Home Bay, Ont.,
Northern Navigation
Golovin, Alaska, Alaska S.S
Gordon, Ala.,
Merch. & Planters Stbt
Gordon's, Vt.,
Champlain Transp. Strs
Gore Bay, Ont.,
Northern Navigation
" U.S. & Dom. Transp. Strs
Gore's Landing, Fla.,
Naval Stores Stbt
Gossage, Ky.,
Burn. & Burkes. Tr. Strs
Goss Ferry, La.,
Lk. Ch. Ry. & Nav
Goulais Bay, Ont.,
U.S. & Dom. Transp. Strs
Governors Run, Md.,
Md. Del. & Va. Steamers
Grace Point, Va.,
Balt. Ches. & Atl. Ry. Strs
Graham's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Grahamsville, Fla.,
Naval Stores Stbt
Granada, Nicaragua,
United Fruit Co. S.S
Grande Pointe, Mich.,
White Star Line Strs
Grand Haven, Mich.,
Crosby Transp. Strs
" Goodrich Transit Strs
Grand Marais, Minn.,
U.S. & Dom. Transp. Strs
Grand Portage, Minn.,
U.S. & Dom. Transp. Strs
Grand River, Que.,
Quebec S.S
Granville, Tenn.,
Ryman Line Steamers
Grasons, Md.,
Md. Del. & Va. Steamers
Gray's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Greasy Creek, Ky.,
Burn. & Burkes. Tr. Strs
Great Chebeague Isl., Me.,
Cas. Bay & Harps. L. Strs
Great Diamond Island, Me.,
Cas. Bay & Harps. L. Strs
Great Neck, N.Y.,
Montauk Steamboat
Green Bay, Wis.,
Goodrich Transit Strs
" Mutual Transit Strs
Green Point, Va.,
Balt. Ches. & Atl. Ry. Strs
Greenport, N.Y.,
Montauk Steamboat
Greenville, Miss.,
Lee Line Steamers
Grenells, N.Y., Deseronto Nav
" Thousand Islands Stbt
Grenville, Que.,
Ottawa River Nav
Greylock, Fla.,
Naval Stores Stbt
Greytown, Nicaragua,
United Fruit Co. S.S
Called also San Juan del Norte
Grinder's, Md.,
Potomac & Ches. Stbt
Grove Springs, N.Y.,
Lake Keuka Nav
Guantanamo, Cuba,
Munson Line Steamers
Guaymas, Mex.,
Pacific Coast S.S
Gunston, Va.,
Potomac & Ches. Stbt
Guntersville, Ala.,
Southern Ry. & Nav
" Tennessee River Nav
Gurnet, Me.,
Cas. Bay & Harps. L. Strs

H

Hadlyme, Conn.,
Hartford & N.Y. Tr. Strs
Hague, N.Y., Lk. George Stbt
Ha Ha Bay, Que.,
Richelieu & Ont. Nav
Haines, Alaska, Alaska S.S
" Pacific Coast S.S
Halifax, N.S., Plant Line Strs
" Quebec S.S
Hamburg, Conn.,
Hartford & N.Y. Tr. Strs
Hamilton, N.C.,
Le Roy Stbt
Hamilton, Ont.,
Canadian Lake L. Strs
" Richelieu & Ont. Nav
Hammondsport, N.Y.,
Lake Keuka Nav
Hampden, Me., Eastern S.S
Hampton, Va.,
Old Dominion S.S
Hancock, Mich.,
Chic. & Duluth Tr. Strs
" Erie & W. Transp. Strs (Anchor Line)
" Mutual Transit Strs
" U.S. & Dom. Transp. Strs
" Western Transit Strs
Hanford, Wash.,
Columbia Stbt
Harbor Beach, Mich.,
Detroit & Cleve. Nav
Harbor Springs, Mich.,
North. Mich. Tr. Strs
" Northern S.S
Harborton, Va.,
Balt. Ches. & Atl. Ry. Strs
Hardings, Va.,
Balt. Ches. & Atl. Ry. Strs
Hardy Bay, B.C.,
Canadian Pacific Strs
Harmon Creek, Ky.,
Burn. & Burkes. Tr. Strs
Harpswell Center, Me.,
Cas. Bay & Harps. L. Strs
Harrellsville, N.C.,
Albemarle Steam Nav
Harrison, Idaho,
Cœur d'A. & St. J. Tr. Strs
Hartford, Conn.,
Hartford & N.Y. Tr. Strs
Hartley Bay, B.C.,
Canadian Pacific Strs
Harts, Fla.,
Naval Stores Stbt
Harveys, Va.,
Balt. Ches. & Atl. Ry. Strs
Hatfield's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Havana, Cuba
Munson Line Strs
" Penin. & Occidental S.S
" St. John, Bost. & Cuba S.S
" Southern Pacific Strs
" United S.S
" Ward Line Strs
Hawaiian Islands
Amer.-Hawaiian S.S
Hawkesbury, C.B.,
Plant Line Steamers
Hay Mount, Va.,
Md. Del. & Va. Steamers
Haywoods, Fla.,
Merch. & Planters Stbt
Head of Muscle Shoals, Ala.,
Tenn. River Nav
Hecker, La.,
Lk. Ch. Ry. & Nav
Helena, Ark.,
Lee Line Steamers
Helm's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Herbster, Wis.,
U.S. & Dom. Transp. Strs
Herricks Landing, Me.,
Eastern S.S
Hertyville, Fla.,
Naval Stores Stbt
Hesquiat, B.C.,
Canadian Pacific Strs
Hessel, Mich.,
See Les Cheneaux
Hickman, Ky.,
Lee Line Steamers
Hicks Wharf, Va.,
Old Dominion S.S
Highland Falls, N.Y.,
Hud. Riv. Day Line Strs
" Mary Powell Steambt
Hilton, Ont.,
Northern Navigation
" Star-Cole Steamers
" U.S. & Dom. Transp. Strs
Hobbs Island, Ala.,
Southern Ry. & Nav
Hockley, Va.,
Old Dominion S.S
Holland Bay, Jamaica, W.I.,
United Fruit Co. S.S
Holland Point, Md.,
Md. Del. & Va. Steamers
Holly's Wharf, N.C.,
Albemarle Steam Nav
Honolulu, Hawaii,
Amer.-Hawaiian S.S
See Hawaiian Islands
Homer, Alaska, Alaska S.S
Homewood, Va.,
Virginia Navigation
Hood River, Ore.,
Regulator Line Strs
Hoopers Island, Md.,
Balt. Ches. & Atl. Ry. Strs
Hope Island, Me.,
Cas. Bay & Harps. L. Strs
Hop Yard, Va.,
Md. Del. & Va. Steamers
Horse Landing, Fla.,
Naval Stores Stbt
Houghton, Mich.,
Chic. & Duluth Tr. Strs
" Erie & W. Transp. Strs (Anchor Line)
" Mutual Transit Strs
" Northern S.S
" U.S. & Dom. Transp. Strs
" Western Transit Strs
Howard, N.C.,
Well. & Powell. RR. Strs
Hubbell, Mich.,
Mutual Transit Strs
Hudson, N.Y.,
Hud. Riv. Day Line Strs
Hulett's, N.Y.,
Lake George Stb
Huntsville, Ont.,
Huntsville, Lk. of Bays & Lk. Simcoe Nav
Hurtts, Md.,
Balt. Ches. & Atl. Ry. Strs

I

Idlewood, Fla.,
Merch. & Planters Stbt
Ikeda Bay, B.C.,
Canadian Pacific Strs
Indian Creek, Ky.,
Burn. & Burkes. Tr. Strs
Indian Head, Md.,
Potomac & Ches. Stbt
Indiantown, Md.,
Md. Del. & Va. Steamers
Iola, Fla.,
Callahan Line Strs
" Merch. & Planters Stbt
Ione, Wash.,
Pend Oreille Riv. Nav
Irvington, Va.,
Md. Del. & Va. Steamers
Irwin's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Ishpeming, Mich.,
Chic. & Duluth Tr. Strs
Isle Royale, Mich.,
See Rock Harbor, Toben's Harbor and Washington Harbor
Islesboro, Me., Eastern S.S
" Maine Cent. RR. Str
See also Dark Harbor
Islington, Mich.,
See Les Cheneaux

J

Jacksonport, Ark.,
Inman Packet
Jackson's Creek, Md.,
Md. Del. & Va. Steamers
Jackson's Creek, Va.,
Balt. Ches. & Atl. Ry. Strs
Jacksonville, Fla.,
Clyde S.S
" Mallory S.S
" Merch. & Miners Tr. Strs
" Naval Stores Stbt
" Southern S.S
Jamaica Point, Md.,
Balt. Ches. & Atl. Ry. Strs
Jamestown, Va., Va. Nav
Jamesville, N.C.,
Le Roy Stbt
Jarvisburg, N.C.,
Le Roy Stbt
Jedway, B.C.,
Canadian Pacific Strs
Jekyl, Ga.,
Brunswick & Fla. Stbt
Jernigan's Wharf, N.C.,
Albemarle Steam Nav
John Island, Ont.,
Northern Navigation
Johnsonville, Tenn.,
St. L. & Tenn. Riv. Pkt
" Southern Ry. & Nav
" Tenn. & Duck R. Tr. Strs
Jones, Md., Md. Del. & Va. Strs
Jones Falls, Ont.,
Rideau Lakes Nav
Joppa, Ill.,
Southern Ry. & Nav
" Tenn. & Duck R. Tr. Strs
Juneau, Alaska, Alaska S.S
" Alaska Coast S.S
" Pacific Coast S.S

K

Kagawong, Ont.,
Northern Navigation
" U.S. & Dom. Transp. Strs
Kalama, Wash.,
Vancouver Transp. Strs
Karluk, Alaska, Alaska S.S
Kaslo, B.C., Can. Pac. Strs
" Int. Nav. & Trading Strs
Katalla, Alaska, Alaska S.S
" Alaska Coast S.S
Kattskill, N.Y.,
Lake George Stbt
Kelley's Island, O.,
Ashley & Dustin's Strs
Kelowna, B.C., Can. Pac. Strs
Kelwalik, Alaska,
Alaska S.S
Kendall, Ky.,
Burn. & Burkes. Tr. Strs
Kennewick, Wash.,
Columbia Stbt
Kenosha, Wis.,
North. Mich. Tr. Strs
Kensington Point, Ont.,
Northern Navigation
Kent Island, Md.,
Md. Del. & Va. Steamers
Ketchikan, Alaska,
Alaska S.S
" Canadian Pacific Strs
" Pacific Coast S.S
Keuka, N.Y., Lk. Keuka Nav
Kewaunee, Wis.,
Ann Arbor RR. Strs
" Goodrich Transit Strs
Key West, Fla., Mallory S.S
" Penin. & Occident. S.S
" Southern S.S

Killarney, Ont.,
Algoma Central S.S
" Northern Navigation
" Star-Cole Steamers
" U.S.& Dom.Transp.Strs
Killisnoo, Alaska,
Pacific Coast S.S
Kilmarnock, Ont.,
Rideau Lakes Nav
Kilmarnock, Va.,
Balt.Ches.&Atl.Ry.Strs
Kincardine, Ont.,
Algoma Central S.S
" Star-Cole Steamers
Kincolith, B.C.,
Canadian Pacific Strs
Kingston, Md.,
Balt.Ches.& Atl.Ry.Strs
Kingston, Jamaica, W.I.,
United Fruit Co. S.S
Kingston, N.Y.,
Hud.Riv.Day Line Strs
" Mary Powell Stbt
Kingston, Ont.,
Lk.Ont. & Bay of Q.Stbt
" Richelieu & Ont.Nav
" Rideau Lakes Nav
" St.LawrenceRiverStbt
Kingston, Tenn.,
Tennessee River Nav
Kingston, Wash.,
Straits S.S
Kingston Mills, Ont.,
Rideau Lakes Nav
Kingston Point, N.Y.,
Hud.Riv.Day Line Strs
Kinsale, Va.,
Md. Del. &Va. Steamers
Kirby's, Md.,
Balt.Ches.&Atl.Ry.Strs
Kirkpatrick's Landing, Ky.,
Burn. & Burkes.Tr.Strs
Kitkala, B.C.,
Canadian Pacific Strs
Klamath Falls, Ore.,
Southern Pacific Strs
Knights Key, Fla.,
Penin. & Occident. S.S
Knott's Island, N.C.,
Le Roy Stbt
Knox Bay, B.C.,
Canadian Pacific Strs
Kodiak, Alaska, Alaska S.S
" Alaska Coast S.S
Kootenay Landing, B.C.,
Canadian Pacific Strs
Kuttawa, Ky.,
Nashville Transp.Strs
" Ryman Line Steamers
Kyle's Wharf, Va.,
Old Dominion S.S
Kyuquot, B.C.,
Canadian Pacific Strs

L

La Boca, Canal Zone
(Port of Panama),
Pacific Mail S.S
La Center, Wash.,
Lewis Riv.Transp.Strs
Lake Charles, La.,
Lk.Ch.Ry. & Nav
Ladue, Wash.,
VancouverTransp.Strs
La Gloria, Cuba,
La Gloria Transp. Strs
Laguna, Mex.,
Mark. Miller & Co. Strs
Lake George, Fla.,
Naval Stores Stbt
Lake George, N.Y.,
Lake George Stbt
Lake Linden, Mich.,
Chic. & Duluth Tr.Strs
Lake of Bays, Ont.,
Huntsville, Lk. of Bays
& Lk. Simcoe Nav
Lake Providence, La.,
Lee Line Steamers
Lakes, Va., Md. Del. &Va.Strs
Lakeside, Mich.,
See Les Cheneaux
La Libertad, Salvador,
Jebsen Line S.S
" Pacific Mail S.S
Lancasters, Md.,
Md. Del. & Va.Steamers
L'Anse St. Jean, Que.,
Rich. & Ontario Nav
La Paz, Mex., Pac. Coast S.S
Larabee's, Vt.,
ChamplainTransp.Strs
Lardo, B.C., Can. Pac.Strs
La Touche, Alaska,
Alaska S.S
" Alaska Coast S.S
La Union, Salvador,
Jebsen Line S.S
" Pacific Mail S.S
Lauratown, Ark.,
Inman Packet
Laurium, Mich.,
Chic. & Duluth Tr.Strs
Layton's, Va.,
Md. Del.&Va.Steamers
Leedstown, Va.,
Md. Del. &Va. Steamers
Lee's Wharf, Va.,
Old Dominion S.S
Leitchs, Md.,
Md. Del. &Va. Steamers
Leland, Mich.,
Northern Mich. Tr. Strs
Lenora, Wash.,
Pend Oreille Riv. Nav
Leonardtown, Md.,
Md. Del. &Va. Steamers
Les Cheneaux, Mich.,
Arnold Transit Strs
Les Cheneaux Club, Mich.
See Les Cheneaux
Lewiz, Md.,
Balt.Ches.&Atl.Ry.Strs
Lewisetta, Va.,
Md. Del. & Va. Steamers
Lewiston, N.Y., Niagara Nav
Lexington, Mich.,
Detroit & Cleve. Nav
Lick Branch, Ky.,
Burn. & Burkes.Tr.Strs
Limon, Costa Rica,
United Fruit Co. S.S
Lindsay's Wharf, Ont.,
Rideau Lakes Nav
Linton, Ky.,
Ryman Line Steamers
Little Chebeaugue Isl., Me.,
Cas.Bay& Harps.L.Strs
Little Current, Ont.,
Algoma Central S.S
" Northern Navigation
" Star-Cole Steamers
" U.S.& Dom.Transp.Strs
Little Diamond Island, Me.,
U.S.& Dom.Transp.Strs
Little Marais, Minn.,
U.S.& Dom.Transp.Strs
Livermore, Ky.,
Ev. & Bowl. Green Pkt
Liverpool Point, Md.,
Potomac & Ches.Stbt
Livingston, Guatemala,
United Fruit Co. S.S
Lizzard Bay, Ont.,
U.S.& Dom.Transp.Strs
Lloyds, Md.,
Balt.Ches.&Atl.Ry.Strs
Locke Harbor, B.C.,
Canadian Pacific Strs
Lock 21, Ky.,
Burn. & Burkes.Tr.Strs
Lodge Landing, Va.,
Md.Del.& Va.Steamers
Long Island, Me.,
Cas.Bay&Harps. L.Strs
Lopez, Wash., Straits S.S
Los Angeles, Cal.,
Independent S.S
" Pacific Coast S.S
" Wilmington Tr. Strs
Louisville, Ky.,
Lee Line Steamers
" Louisv. & Cincin. Pkt
Lowe Inlet, B.C.,
Canadian Pacific Strs
Lower Cedar Point, Md.,
Potomac & Ches.Stbt
See also Dill's
Lower Marlboro, Md.,
Md.Del.& Va.Steamers
Lubec, Me., Eastern S.S
Lucea, Jamaica, W.I.,
United Fruit Co. S.S
Ludington, Mich.,
Ludington Transp. Strs
" Mich.Ind.& Ill.LineStrs
" North.MichiganTr.Strs
" Pere Marq. Line Strs
Lund, B.C., Can. Pacific Strs
Lutsen, Minn.,
U.S.& Dom.Transp.Strs
Luxora, Ark.,
Lee Line Steamers
Lyle, Wash.,
Regulator Line Strs
Lyme, Conn.,
Hartford & N.Y.Tr.Strs
Lyon's Creek, Md.,
Md.Del.& Va.Steamers

M

McClures Landing, Ky.,
Burn. & Burkes.Tr.Strs
McFarland's Landing, Ky.,
Burn. & Burkes.Tr.Strs
McGuires, Va.,
Potomac & Ches.Stbt
McLains, Fla.,
Naval Stores Stbt
McMillans, } Ky.,
McMillins, }
Burn. & Burkes. Tr.Strs
" Ryman Line Steamers
Mackerel Cove, Me.,
Cas.Bay& Harps.L.Strs
Mackeys Ferry, N.C.,
Norfolk & So.RR. Strs
Mackinac, Mich.,
See Mackinac Island
Mackinac Island, Mich.,
Arnold Transit Strs
" Chic. & Duluth Tr.Strs
" Detroit & Cleve.Nav
" Erie & W. Transp. Strs
(Anchor Line)
" Goodrich Transit Strs
" Mackinac Transp.Strs
" North.MichiganTr.Strs
" Northern Navigation
" Northern S.S
Mackinaw City, Mich.,
Arnold Transit Strs
Macks, N.C., Alb.Steam Nav
Macoris,
Santo Domingo, W.I.,
Clyde S.S
Madison, Ind., Lv. & Cin. Pkt
Mair Point, Me.,
Cas.Bay& Harps.L.Strs
Mal Bay, Que., Quebec S.S
Mamainse, Ont.,
U.S.& Dom.Transp.Strs
Mammoth Cave, Ky.,
Ev. & Bowl. Green Pkt
Manatee, Fla.,
Favorite Line Strs
Manati, Cuba,
Munson Line Steamers
Manchioneal, Jamaica, W.I.,
United Fruit Co. S.S
Manhanset House, N.Y.,
Montauk Steamboat
Manistee, Mich.,
Ludington Transp.Strs
" Mich.Ind.& Ill.LineStrs
" North.MichiganTr.Strs
" Pere Marq. Line Strs
Manistique, Mich.,
Ann Arbor RR. Strs
Manitowaning, Ont.,
Algoma Central S.S
" Northern Navigation
" Star-Cole Steamers
" U.S.& Dom.Transp.Strs
Manitowoc, Wis.,
Ann Arbor RR. Strs
" Goodrich Transit Strs
" Mich.Ind.& Ill.LineStrs
Manotick, Ont.,
Rideau Lakes Nav
Manset, Me., Eastern S.S
" Maine Cent. RR. Str
Manzanillo, Cuba,
Munson Line Strs
" United S.S
Manzanillo, Mex.,
Jebsen Line S.S
" Pacific Mail S.S
" Ward Line Steamers
Mapleton, N.C., Alb. St. Nav
Marble Quarry, B.C.,
Canadian Pacific Strs
Marine City, Mich.,
Mich.Ind.& Ill.LineStrs
" White Star Line Strs
Marinette, Wis.,
Goodrich Transit Strs
Marion, N.Y.,
Lake George Stbt
Marions, Ark.,
Inman Packet
Marquette, Mich.,
Chic. & Duluth Tr. Strs
" Erie & W. Transp. Strs
(Anchor Line)
" Northern S.S
Marshall Hall, Md.,
Potomac & Ches.Stbt
Martinsburg, Ky.,
Burn. & Burkes.Tr.Strs
" Ryman Line Steamers
Massey's, Va.
Potomac & Ches.Stbt
Matanzas, Cuba,
Munson Line Strs
" United S.S
Mathias Point, Va.,
Potomac & Ches.Stbt
Matilda Creek, B.C.,
Canadian Pacific Strs
Mattaponi, Md.,
Balt.Ches.&Atl.Rsy.Str
Matthews Landing, Fla.,
See Sanibel Island
Mayaguez, Porto Rico,
N.Y. & Porto Rico S.S
Mayger's, Ore.,
VancouverTransp.Strs
Mazatlan, Mex.,
Jebsen Line S.S
" Pacific Coast S.S
" Pacific Mail S.S
Meadowville, Va.,
Virginia Navigation
Meaford, Ont.,
Northern Navigation
Mears, Va.,
Balt.Ches.&Atl.Ry.Strs
Megler, Wash.,
Ilwaco RR. Strs
Meldrum Bay, Ont.,
U.S.& Dom.Transp.Strs
Memphis, Tenn.,
Lee Line Steamers
Menominee, Mich.,
Ann Arbor RR. Strs
" Goodrich Transit Strs
Mercer's Landing, Ky.,
Burn. & Burkes.Tr.Strs
Merricksville, Ont.,
Rideau Lakes Nav
Merry Point, Va.,
Md. Del. & Va. Steamers
Metaline, Wash.,
Pend Oreille Riv. Nav
Metlakahtla, Alaska,
Alaska S.S
Metla Katlah, B.C.,
Canadian Pacific Strs
Miami, Fla.,
Peninsular & Occid. S.S
Michellinda, Mich.,
Goodrich Transit Strs
Michigan City, Ind.,
Indiana Transp. Strs
Michipicoten Harbor, Ont.,
U.S.&Dom.Transp. Strs
Michipicoten Island, Ont.,
U.S.&Dom.Transp.Strs
Middle Bass, O.,
Ashley & Dustin's Strs
Middle Haddam, Conn.,
Hartford & N.Y.Tr.Strs
Middletown, Conn.,
Hartford & N.Y.Tr.Strs
Midway, Fla.,
Naval Stores Stbt
Mila, Va.,
Balt.Ches.&Atl.Ry Strs
Mill Creek, Va.,
Md.Del. & Va. Steamers
Millenbeck, Va.,
Md.Del. & Va. Steamers
Millers, Md., Md.Del.&Va.Strs
Mill Springs, Ky.,
Burn. & Burkes.Tr.Strs
" Ryman Line Steamers
Millstone, Md.,
Md. Del. & Va.Steamers
Millville, Fla.,
Mobile & Gulf Strs
" Pen. St. And.& Gulf S.S
Milton, N.Y.,
Hud.Riv.Day Line Strs
" Mary Powell Stbt
Milwaukee, Wis.,
Canada Atl. Tr. Strs
" Chic.& Duluth Tr.Strs
" Ch. Racine & Mil.L.Strs
" Crosby Transp. Strs
" Erie & Mich. Ry. Strs
" Erie & W. Transp. Strs
(Anchor Line)
" Goodrich Transit Strs
" Ludington Transp.Strs
" Mich.Ind.& Ill.LineStrs
" Northern S.S
" Pere Marq. Line Strs
" Rutland Transit Strs
" Western Transit Strs
Minicoganashene, Ont.,
Northern Navigation
Mission, B.C.,
Canadian Pacific Strs
Mobile, Ala.,
Atlantic&Mex.Gulf S.S
" Mallory S.S
" Mark. Miller & Co. Strs
" Mobile & Gulf Strs
" Munson Line Strs
" Pen. St. And. & Gulf S.S
" United Fruit Co. S.S
Monaskon, Va.,
Md. Del. & Va. Steamers
Monkey River,
British Hondura
United Fruit Co. S.S
Monte Cristy,
Santo Domingo, W.I.,
Clyde S.S
Montenego Bay,
Jamaica, W.I.,
United Fruit Co. S.S
Monterey, Cal.,
Pacific Coast S.S
Montreal, Que.,
Canadian Lake L.Strs
" Quebec S.S
" Richelieu & Ont. Nav
Montville, Conn.,
Norw. & N.Y. Prop. Co
Moran's, Va.,
Md.Del. & Va. Steamers
Morgantown, Ky.,
Ev. & Bowl. Green Pkt
Morison's Landing, Ky.,
Burn. & Burkes.Tr.Strs
Morley, Va.,
Balt.Ches.&Atl.Ry.Strs
Morrow's, Ky.,
Burn. & Burkes. Tr.Strs
Mosquito Harbor, B.C.,
Canadian Pacific Strs
Mt. Coffin, Wash.,
VancouverTransp.Strs
Mt. Desert, Me.,
See Bar Harbor
Mt. Desert Ferry, Me.,
Maine Cent. RR. Str
Mt. Gould, N.C.,
Albemarle Steam Nav
Mt. Holly, Va.,
Potomac & Ches.Stbt
Mt. Pleasant, N.C.,
Albemarle Steam Nav
Mt. Vernon, Md.,
Balt.Ches.&Atl.Ry.Strs
Mud Camp, Ky.,
Burn. & Burkes.Tr.Strs
Munden Point, Va.,
Le Roy Stbt
Mundy's Point, Va.,
Md.Del. & Va. Steamers
Murfreesboro, N.C.,
Albemarle Steam Nav
Murray Bay, Que.,
Richelieu & Ont.Nav
Murray Isle, N.Y.,
Deseronto Navigation
Mushagak, Alaska,
Alaska S.S
Muskegon, Mich.,
Crosby Transp. Strs
" Goodrich Transit Strs

N

Naas, B.C., CanadianPac.Strs
Naas Canneries, B.C.,
Canadian Pacific Strs
Naas Harbor, B.C.,
Canadian Pacific Strs
Nakusp, B.C.,
Canadian Pacific Strs
Namu, B.C.,
Canadian Pacific Strs
Nandua, Va.,
Balt.Ches.&Atl.Ry.Strs
Nanaimo, B.C.,
Canadian Pacific Strs
Nanticoke, Md.,
Balt.Ches.&Atl.Ry.Strs
Nantucket, Mass.,
N.B.M.V.& Nan.Stbt
Narrows, Ont.,
Rideau Lakes Nav
Nashua, Fla.,
Naval Stores Stbt
Nashville, Tenn.,
Ryman Line Steamers
Nassau, Bahamas,
Penin. & Occident. S.S
Natches, Miss.,
Natch.&BayouSaraPkt
" Natchez & Vicks.Pkt
Naylor's Hole, Va.,
Md.Del. & Va. Steamers
Neah Bay, Wash.,
Straits S.S
Neals Landing, Fla.,
Merch & Planters Stbt
Neely's Ferry, Ky.,
Burn. & Burkes.Tr.Strs
Negaunee, Mich.,
Chic. & Duluth Tr. Strs
Nelson, B.C.,
Canadian Pacific Strs
" Int.Nav.& Trading Strs
New Alberni, B.C.,
Canadian Pacific Strs
New Bedford, Mass.,
N.B.M.V.& Nan.Stbt
" New England Nav
Newberns Landing, N.C.,
Le Roy Stbt
Newboro, Ont.,
Rideau Lakes Nav
New Bridge, Md.,
Balt.Ches.&Atl.Ry.Strs
Newburgh, N.Y.,
Hud. Riv. Day Line Strs
" Mary Powell Stbt
Newby's, Ky.,
Burn. & Burkes.Tr.Strs
Newell's Landing, Ky.,
Burn. & Burkes.Tr.Strs
New Hamburg, N.Y.,
Hud.Riv.Day Line Strs
" Mary Powell Stbt
New Harbor, Me.,
Eastern S.S
New Haven, Conn.,
Bayonne & N.H.Tr.Strs
" New England Nav
New London, Conn.,
Montauk Steamboat
" New England Nav
" Norw. & N.Y.Prop.Co
New Madrid, Mo.,
Lee Line Steamers
New Orleans, La.,
Bluefields S.S
" Mobile & Gulf Strs
" Phila. & Gulf S.S
" Southern Pacific Strs
" Southern S.S
" United S.S
" United Fruit Co. S.S

Newport, Ark.,
Inman Packet
Newport, R.I.,
New England Nav
Newport, Wash.,
Pend Oreille Riv. Nav
Newport News, Va.,
Clyde S.S
" Merch.&Miners Tr. Strs
" Old Dominion S.S
" Virginia Nav
New York, N.Y.,
Amer.-Hawaiian S.S
" Bayonne & N.H.Tr.Strs
" Brunswick S.S
" Citizens Steamboat
" Clyde S.S
" Hart.& N.Y.Tr.Strs
" Hud.Riv.Day Line Strs
" Mallory S.S
" Manhattan Navigation
" Mary Powell Stbt
" Metropolitan S.S
" Montauk Steamboat
" Munson Line Steamers
" Newark Bay S. L. Strs
" New England Nav
" N.Y.&Balt.Tr.Line Strs
" N.Y. & Porto Rico S.S
" Norw. & N. Y. Prop. Co
" Old Dominion S.S
" Panama RR. S.S
" People's Ev'g Line Strs
" Portland Line Strs
" Prov.-Joy Line Strs
" Quebec S.S
" Red "D" Line Strs
" Savannah Line Strs
" Southern Pacific Strs
" United Fruit Co. S.S
" Ward Line Strs
Niagara-on-the-Lake, Ont.,
Niagara Navigation
Nipe, Cuba,
Munson Line Steamers
Nome, Alaska, Alaska S.S
" Pacific Coast S.S
Nomini, Va.,
Potomac & Ches. Stbt
Norfolk, Va., Bay Line Strs
" Chesapeake S.S
" Clyde S.S
" Le Roy Stbt
" Md. Del. & Va. Steamers
" Merch.& Miners Tr.Strs
" Norfolk & Wash. Stbt
" Old Dominion S.S
" Potomac & Ches. Stbt
" Virginia Nav
Norman's, Ky.,
Burn. & Burkes. Tr. Strs
North East Bay, Ont.,
New Ont. Transp. Strs
Northeast Harbor, Me.,
Eastern S.S
" Maine Central RR. Strs
North End, Va.,
Md. Del. & Va. Steamers
North Fair Haven, N.Y.,
Star-Cole Steamers
North Haven, Me.,
Eastern S.S
" Maine Cent. RR. Str
North Rector, N.Y.,
Seneca Steamboat
Northport, Me.,
Eastern S.S
Northport, Mich.,
Nor. Mich. Transp. Strs
Northport, Ont.,
Lk.Ont.& Bay of Q.Stbt
North Sydney, N.S.,
Reid Newfoundl'd Strs
Norwalk, Fla.,
Naval Stores Stbt
Norwich, Conn.,
New England Nav
" Norw. & N. Y. Prop. Co
Nuevitas, Cuba,
La Gloria Transp. Strs
" Munson Line Steamers
Nunn's, N.Y.,
Cranberry Trans. Strs

O

Oak Bluffs, Mass.,
N. B. M. V. & Nan. Stbt
Oakland Pier, Cal.,
Southern Pacific Strs
Oak Point, Wash.,
Vancouver Transp. Strs
O'Brien, Wash.,
New Ont. Transp. Strs
Ocheese, Fla.,
Merch. & Planters Stbt
Ocos, Guatemala,
Jebsen Line S.S
" Pacific Mail S.S
Ocrans, Va.,
Balt. Ches. & Atl. Ry. Strs
Ogdensburg, N.Y.,
Rutland Transit Strs
Okanagan Landing, B.C.,
Canadian Pacific Strs
Olcott Beach, N.Y.,
Star-Cole Steamers
Oldfield, Va.,
Virginia Navigation
Old Mission, Mich.,
North. Michigan Tr. Strs
Old Point Comfort, Va.,
Bay Line Strs
" Chesapeake S.S
" Norfolk & Wash. Stbt
" Old Dominion S.S
" Potomac & Ches. Stbt
" Virginia Nav
Olga, Wash., Straits S.S
Oliver's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Oliver's Wharf, Va.,
Old Dominion S.S
Omega, Fla.,
Naval Stores Stbt
See St. John's Park
Omena, Mich.,
North. Michigan Tr. Strs
Onancock, Va.,
Balt. Ches. & Atl. Ry. Strs
Ontonagon, Mich.,
U.S.& Dom. Transp. Strs
Orange Springs, Fla.,
Naval Stores Stbt
Orca, Alaska, Alaska S.S
" Alaska Coast S.S
Orcas, Wash., Straits S.S
Orchard Landing, Ky.,
Burn. & Burkes. Tr. Strs
Oregon City, Ore.,
Oregon RR. & Nav
Orient, N.Y., Montauk Stbt
Orient Point, N.Y.,
Montauk Steamboat
Orondo, Wash.,
Columbia & Okan. Stbt
Orr's Island, Me.,
Cas. Bay & Harps. L. Strs
Osceola, Ark.,
Lee Line Steamers
Oscoda, Mich.,
Detroit & Cleve. Nav
Oswego, N.Y.,
Star-Cole Steamers
Otay Wells, Cal.,
San Diego So. Ry. Strs
Ottawa, Ont.,
Ottawa River Nav
" Rideau Lakes Nav
Ottoman, Va.,
Md. Del. & Va. Steamers
Owensboro, Ky.,
Lee Line Steamers
Owen Sound, Ont.,
Canadian Pacific Strs
" Northern Navigation
" U.S. & Dom. Trsp. Strs
Oxford, Md.,
Balt. Ches. & Atl. Ry. Strs
Oyster Shell Point, Md.,
Balt. Ches. & Atl. Ry. Strs

P

Pacofi, B.C.,
Canadian Pacific Strs
Paducah, Ky.,
Lee Line Steamers
" Ryman Line Steamers
" St. L. & Tenn. Riv. Pkt
" Southern Ry. & Nav
" Tenn. & Duck R. Tr. Strs
Palatka, Fla.,
Clyde S.S
" Naval Stores Stbt
" Ockla. & St. Johns Nav
Palmetto, Fla.,
Favorite Line Strs
Panama, Pan.,
See Ancon
Panama City, Fla.,
Mobile & Gulf Strs
" Pen. St. And. & Gulf S.S
Panzos, Guatemala,
United Fruit Co. S.S
Paradise Bay, N.Y.,
Lake George Stbt
Parhaun's Point, Va.,
Potomac & Ches. Stbt
Parish's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Parkers, Md.,
Md. Del. & Va. Steamers
Parmley's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Parrsboro, N.S.,
Dominion Atlantic S.S
Parry Harbor, Ont.,
Northern Navigation
Parry Sound, Ont.,
Canada Atl. Trans. Strs
" Northern Nav
Pasco, Wash., Columbia Stbt
Pateros, Wash.,
Columbia & Okan. Stbt
Patterson's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Paul's Ferry, Ky.,
Burn. & Burkes. Tr. Strs
Payne's Landing, Fla.,
Naval Stores Stbt
Peak's Island, Me.,
Cas. Bay & Harps. L. Strs
Pearl Point, N.Y.,
Lake George Stbt
Pemaquid, Me., Eastern S.S
Penetang Hotel, Ont.,
Northern Navigation
Penetanguishene, Ont.,
Northern Navigation
Penns Manor, Pa.,
Delaware Riv. Tr. Strs
Pennsylvania, Mich.,
See Les Cheneaux
Penn Yan, N.Y.,
Lake Keuka Nav
Pensacola, Fla.,
Mobile & Gulf Strs
" Pen. St. A. & Gulf S.S
Penticton, B.C., Can. Pac. Strs
Pentwater, Mich.,
Northern Mich. Tr. Strs
Perce, Que., Quebec S.S
Perry's Wharf, N.C.,
Albemarle Steam Nav
Peshtigo Harbor, Wis.,
Lk. Mich. Car Fy. Tr. Strs
Petersburg, Alaska,
Pacific Coast S.S
Petersburg, Va.,
Old Dominion S.S
" Virginia Navigation
Petoskey, Mich.,
Northern Mich. Tr. Strs
Philadelphia, Pa.,
Baltimore & Phila. Stbt
" Clyde S.S
" Delaware Riv. Tr. Strs
" Merch. & Miners Tr. Strs
" Phila. & Gulf S.S
" Red "D" Line Strs
" Southern S.S
" United Fruit Co. S.S
" Wilmington Steamboat
Philpots, Va., Old Dom. S.S
Philpott's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Picolata, Fla.,
Naval Stores Stbt
Picton, Ont.,
Lk. Ont. & Bay of Q. Stbt
" Richelieu & Ont. Nav
Pictou, N.S., Quebec S.S
Pillar Rock, Wash.,
Vancouver Transp. Strs
Pilot Harbor, Ont.,
U.S.& Dom. Transp. Strs
Pilot Knob, N.Y.,
Lake George Stbt
Piney Bluff, Fla.,
Naval Stores Stbt
Piney Grove, Md.,
Md. Del. & Va. Steamers
Piney Point, Md.,
Md. Del. & Va. Steamers
Pinner's Point, Va.,
Old Dominion S.S
Pireway, N.C.,
Waccamaw Line Strs
Pittsburg, Pa.,
Cin. Pom. & Charles. Pkt
Pitts Wharf, Va.,
Balt. Ches. & Atl. Ry. Strs
Plattsburg, N.Y.,
Champlain Transp. Strs
Plum Island, N.Y.,
Montauk Steamboat
Plumlee's, Tenn.,
Burn. & Burkes. Tr. Strs
Plum Point, Ky.,
Burn. & Burkes. Tr. Strs
Plum Point, Md.,
Md. Del. & Va. Steamers
Plymouth, N.C., Le Roy Stbt
" Well. & Powell. RR. Strs
Pocomoke City, Md.,
Balt. Ches. & Atl. Ry. Strs
Poindexter's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Point Breeze, N.Y.,
Erie & Mich. Ry. Strs
Pointe aux Pins, Mich.,
Arnold Transit Strs
Point Vivian, N.Y.,
Deseronto Navigation
" Thousand Islands Stbt
Ponce, Porto Rico,
N.Y. & Porto Rico S.S
Ponces Landing, Me.,
Cas. Bay & Harps. L. Strs
See Long Island
Popham Beach, Me.,
Eastern S.S
Poplar Branch, N.C.,
Le Roy Stbt
Pork Bay, Minn.,
U.S.& Dom. Transp. Strs
Portage, Ont.,
Huntsville, Lk. of Bays & Lk. Simcoe Nav
Portage Lake, Mich.,
Erie & W. Transp. Strs (Anchor Line)
Port Angeles, Wash.,
Straits S.S
Port Antonio, Jamaica, W.I.,
United Fruit Co. S.S
Port Arthur, Ont.,
Canada Atl. Tr. Strs
" Canadian Lake L. Strs
" Canadian Pacific Strs
" Chic. & Duluth Tr Strs
" Erie & Mich. Ry. Strs
" Northern Navigation
" U.S.& Dom. Transp. Strs
Port-aux-Basques, N.S.,
Reid Newfoundl'd Strs
Port Clinton, O.,
Erie & Mich. Ry. Strs
Port Clyde, Me., Eastern S.S
Maine Coast Tr. Strs
Port Conway, Va.,
Md. Del. & Va. Steamers
Port Crescent, Wash.,
Straits S.S
Port Dalhousie, Ont.,
Niagara, St. C. & T. Nav
Port Essington, B.C.,
Canadian Pacific Strs
Port Findlay, Ont.,
Northern Navigation
Port Gamble, Wash.,
Straits S.S
Port Graham, Alaska,
Alaska Coast S.S
Port Henry, N.Y.,
Champlain Transp. Strs
Port Hope, Ont.,
Lk. Ont. & Bay of Q. Stbt
" Richelieu & Ont. Nav
Port Huron, Mich.,
Detroit & Cleve. Nav
" Erie & Mich. Ry. Strs
" Erie & W. Transp. Strs (Anchor Line)
" Mich. Ind. & Ill. Line Strs
" Star-Cole Steamers
" White Star Line Strs
Port Jackson, Fla.,
Merch. & Planters Stbt
Port Kent, N.Y.,
Champlain Transp. Strs
Port Lambton, Ont.,
White Star Line Strs
Portland, Me.,
Cas. Bay & Harps. L. Strs
" Eastern S.S
" Portland Line Strs
Portland, Ont.,
Rideau Lakes Nav
Portland, Ore.,
Amer.-Hawaiian S.S
" Lewis Riv. Transp. Strs
" Oregon RR. & Nav
" Regulator Line Strs
" San Fran. & Portland S.S
" Vancouver Transp. Strs
Port Ludlow, Wash.,
Straits S.S
Port Madison, Wash.,
Straits S.S
Port Maria, Jamaica, W.I.,
United Fruit Co. S.S
Port Nelson, B.C.,
Canadian Pacific Strs
Port Orchard, Wash.,
Navy Yard Route
Porto Bello, Md.,
Md. Del. & Va. Steamers
Port Renfrew, B.C.,
Canadian Pacific Strs
Port Royal, Va.,
Md. Del. & Va. Steamers
Port Sanilac, Mich.,
Detroit & Cleve. Nav
Port Simpson, B.C.,
Canadian Pacific Strs
Portsmouth, Va.,
Bay Line Steamers
" Clyde S.S
" Norfolk & Wash. Stbt
" Old Dominion S.S
" Virginia Navigation
Port Stanley, Ont.,
Merq. & Res. Dock & Nav
Port Tampa, Fla.,
Peninsular & Occid. S.S
Port Townsend, Wash.,
Inland Navigation
" International S.S
" Pacific Coast S.S
" Straits S.S
Port Williams, Wash.,
Straits S.S
Port Wing, Wis.,
U.S.& Dom. Transp. Strs
Posey's, Md.,
Potomac & Ches. Stbt
Poughkeepsie, N.Y.,
Hud. Riv. Day Line Strs
" Mary Powell Stbt
Powells, Md.,
Balt. Ches. & Atl. Ry. Strs
Powhattan, Ark.,
Inman Packet
Prescott, Ont.,
Richelieu & Ont. Nav
Presque Isle, Va.,
Virginia Navigation
Price Landing, Fla.,
Naval Stores Stbt
Priest Rapids, Wash.,
Columbia Stbt
Prince Rupert, B.C.,
Canadian Pacific Strs
" Pacific Coast S.S
Progreso, Mex.,
Atlantic & Mex. Gulf S.S
" Ward Line Steamers
" Wolvin Line Steamers
Providence, R.I.,
Merch. & Miners Tr. Strs
" New England Nav
" Prov.-Joy Line Strs
Puerto Mexico, Mex.,
Amer.-Hawaiian S.S
" Wolvin Line Steamers
Called also Coatzacoalcos, which see
Puerto Padre, Cuba,
Munson Line Steamers
Puerto Plata,
Santo Domingo, W.I.,
Clyde S.S
Pulteney, N.Y.,
Lake Keuka Nav
Punta Arenas, Costa Rica,
Pacific Mail Steamship
Punta Gorda, Br. Honduras,
United Fruit Co. S.S
Put-in-Bay, O.,
Ashley & Dustin's Strs
" Detroit & Cleve. Nav
Pysht, Wash., Straits S.S

Q

Quaker Neck, Md.,
Md. Del. & Va. Steamers
Quantico, Md.,
Balt. Ches. & Atl. Ry. Strs
Quathiaski Cove, B.C.,
Canadian Pacific Strs
Quatsino, B.C.,
Canadian Pacific Strs
Quebec, Que.,
Quebec S.S
" Richelieu & Ont. Nav
Queen Charlotte, B.C.,
Canadian Pacific Strs
Queenston, Ont.,
Niagara Navigation
Queenstown, Md.,
Md. Del. & Va. Steamers

R

Raber, Mich.,
Arnold Transit Strs
Racey Point, Fla.,
Naval Stores Stbt
Racimo, Fla.,
Naval Stores Stbt
Racine, Wis.,
Chic. Rac. & Mil. L. Strs
" Goodrich Transp. Strs
Rainier, Ore.,
Vancouver Transp. Strs
Rampart, Alaska,
Northern Navigation
Rangeley, Me.,
Maine Cent. RR. Str
Rankin Landing, Ky.,
Burn. & Burkes. Tr. Strs
Ratcliff's, Va.,
Md. Del. & Va. Steamers
Raulersons, Fla.,
Naval Stores Stbt
Reed's Landing, Fla.,
See Sanibel Island
Reedville, Va.,
Balt. Ches. & Atl. Ry. Strs
Rehoboth, Md.,
Balt. Ches. & Atl. Ry. Strs
Remington, Fla.,
Naval Stores Stbt
Renntz, Ky.,
Burn. & Burkes. Tr. Strs
Richards Landing, Ont.,
Algoma Central S.S
" Northern Navigation
" Star-Cole Steamers
" U.S.& Dom. Transp. Strs
Richardson, Wash.,
Straits S.S
Richardson's, Ky.,
Burn. & Burkes. Tr. Strs
Richland, Wash.,
Columbia Stbt
Richmond, Va.,
Chesapeake S.S
" Old Dominion S.S
" Virginia Navigation
Riddicksville, N.C.,
Albemarle Steam Nav
Rideau Ferry, Ont.,
Rideau Lakes Nav
Ridgefield, Wash.,
Lewis Riv. Transp. Strs
Riggsville, Me., Eastern S.S
Ringold, Wash.,
Columbia Stbt
Riverdale, Fla.,
Naval Stores Stbt
River Junction, Fla.,
Callahan Line Strs
" Merch. & Planters Stbt
Riverside, Fla.,
Naval Stores Stbt
Riverside, Md.,
Md. Del. & Va. Steamers
" Potomac & Ches. Stbt
Riverton, Ala.,
St. L. & Tenn. Riv. Pkt
Riverton, Md.,
Balt. Ches. & Atl. Ry. Strs
Riverton, N.J.,
Delaware Riv. Tr. Strs
River View, Md.,
Potomac & Ches. Stbt

Roane's Wharf, Va.,
Old Dominion S.S
Robertsport, Ky.,
Burn. & Burkes.Tr.Strs
Roche Harbor, Wash.,
Straits S.S
Rochester, Ky.,
Ev. & Bowl. Green Pkt
Rochester, N.Y.,
See Charlotte
Rock Hall, Md.,
Md. Del. & Va. Steamers
Rock Harbor, Mich.,
U.S. & Dom. Transp. Strs
See also Isle Royale
Rockhurst, N.Y.,
Lake George Stbt
Rockland, Me., Eastern S.S
" Maine Central RR Str
Rock Landing, Conn.,
Hart. & N.Y. Trans. Strs
Rock Point, Md.,
Potomac & Ches. Stbt
Rockport, Ky.,
Ev. & Bowl. Green Pkt
Rockport, Ont.,
Deseronto Navigation
" Lk. Ont. & Bay of Q. Stbt
Rockwood, Tenn.,
Tennessee River Nav
Rocky Hock, N.C.,
Albemarle Steam Nav
Rogers City, Mich.,
Detroit & Cleve. Nav
Roger's Rock, N.Y.,
Lake George Stbt
Rolph's, Md.,
Md. Del. & Va. Steamers
Rondout, N.Y.,
Mary Powell Stbt
Rosario, Wash.,
Straits S.S
Rosebery, B.C., Can. Pac. Strs
Rose Point, Ont.,
Northern Navigation
Round Island, N.Y.,
Star-Cole Steamers
See also Frontenac, N.Y
Round Pond, Me.,
Eastern S.S
Rowena, Ky.,
Burn. & Burkes.Tr.Strs
Ruarks, Va.,
Balt. Ches. & Atl. Ry. Strs
Rues, Va.,
Balt. Ches. & Atl. Ry. Strs
Rumsey, Ky.,
Ev. & Bowl. Green Pkt

S

Sabbath Day Point, N.Y.,
Lake George Stbt
Sagamore, N.Y.,
Lake George Stbt
Sag Harbor, N.Y.,
Montauk Steamboat
Sagua, Cuba,
Munson Line Steamers
Sagua de Tanamo, Cuba,
Munson Line Steamers
St. Alban's Bay, Vt.,
Champlain Transp. Strs
St. Andrews, Fla.,
Mobile & Gulf Strs
" Pens. St. And. & Gulf S.S
St. Anns Bay, Jamaica, W.I.,
United Fruit Co. S.S
St. Clair, Mich.,
Detroit & Cleve. Nav
" Mich. Ind. & Ill. Line Strs
" White Star Line Strs
St. Francis, Fla., Clyde S.S
St. Helens, Ore.,
Vancouver Transp. Strs
St. Ignace, Mich.,
Arnold Transit Strs
" Chicago & Dul. Tr. Strs
" Detroit & Cleve. Nav
" Island Transp. Strs
" Mackinac Transp. Strs
" Northern Mich. Tr. Strs
St. Irene, Que.,
Richelieu & Ont. Nav
St. James, Mich.,
North. Michigan Tr. Strs
St. Joe, Idaho,
Coeur d'A. & St. J. Tr. Strs
St. John, N.B.,
Dominion Atlantic S.S
" Eastern S.S
" St. John, Bos. & Cuba S.S
St. Johns Park, Fla.,
Naval Stores Stbt
See Omega
St. Joseph, Mich.,
Benton Transit Strs
St. Lawrence Park, N.Y.,
Deseronto Navigation
" Thousand Islands Stbt
St. Leonards, Md.,
Md. Del. & Va. Steamers
St. Louis, Mo.,
Diamond Jo Line Strs
" Lee Line Steamers
" St. L. & Tenn. Riv. Pkt
St. Michael, Alaska,
Alaska S.S
" Northern Navigation
" Pacific Coast S.S
St. Paul, Minn.,
Diamond Jo Line Strs
St. Petersburg, Fla.,
Favorite Line Strs
St. Simeon, Que.,
Richelieu & Ont. Nav
St. Simons Mills, Ga.,
Bruns. & Florida Stbt
Salina Cruz, Mex.,
Amer.-Hawaiian S.S
" Jebsen Line S.S
" Pacific Mail S.S
Salisbury, Md.,
Balt. Ches. & Atl. Ry. Strs
Salt Springs, Fla.,
Naval Stores Stbt
Sama, Cuba,
Munson Line Steamers
Samana,
Santo Domingo, W.I.,
Clyde S.S
Sampsons, Va.,
Balt. Ches. & Atl. Ry. Strs
San Benito, Mex.,
Jebsen Line S.S
" Pacific Mail S.S
San Blas, Mex.,
Jebsen Line S.S
" Pacific Mail S.S
San Carlos, Nicaragua,
United Fruit Co. S.S
Sanchez,
Santo Domingo, W.I.,
Clyde S.S
San Diego, Cal.,
Pacific Coast S.S
" San Diego So. Ry. Strs
San Diego, Mex.,
Amer.-Hawaiian S.S
Sand Point, Alaska,
Alaska S.S
Sandusky, O.,
Ashley & Dustin's Strs
" Eastland Nav
" Erie & Mich. Ry. Strs
Sandy Bluff, Fla.,
Naval Stores Stbt
Sandy Hill, Md.,
Balt. Ches. & Atl. Ry. Strs
Sandy Point, Va.,
Virginia Navigation
San Emilio, Nicaragua,
United Fruit Co. S.S
Sanford, Fla., Clyde S.S
" Naval Stores Stbt
San Forge, Nicaragua,
United Fruit Co. S.S
San Francisco, Cal.,
Alaska S.S
" Alaska Pacific S.S
" Amer.-Hawaiian S.S
" Independent S.S
" Jebsen Line S.S
" Northern Navigation
" No. West. Pac. RR. Strs
" Oceanic S.S
" Pacific Coast S.S
" Pacific Mail S.S
" San Fran. & Portland S.S
" Southern Pacific Strs
San Jose de Guatemala,
Guatemala,
Jebsen Line S.S
" Pacific Mail S.S
San Jose del Cabo, Mex.,
Pacific Coast S.S
San Juan, Porto Rico,
N.Y. & Porto Rico S.S
" Red D Line Steamers
San Juan del Norte,
Nicaragua,
United Fruit Co. S.S
Called also Greytown
San Juan del Sur, Nicaragua,
Pacific Mail S.S
San Meteo, Fla.,
Naval Stores Stbt
San Pedro, Cal.,
Pacific Coast S.S
" Wilmington Tr. Strs
Sans Souci, Ont.,
" Northern Navigation
Sans Soucie, N.C.,
Well. & Powell. RR. Strs
Santa Barbara, Cal.,
Pacific Coast S.S
Santa Catalina Island, Cal.,
Wilmington Tr. Strs
Santa Cruz, Cal.,
Pacific Coast S.S
Santa Rosalia, Mex.,
Pacific Coast S.S
Santiago, Cuba,
Munson Line Steamers
" United S.S
Santo Domingo,
Santo Domingo, W.I.,
Clyde S.S
Santo Tomas, Guatemala,
United Fruit Co. S.S
Sargentville, Me., Eastern S.S
" Maine Central RR. Str
Sarnia, Ont.,
Algoma Central S.S
" Canadian Lake L. Strs
" Northern Navigation
" White Star Line Strs
Satsuma Landing, Fla.,
Naval Stores Stbt
Saugatuck, Mich.,
Ch. & South Haven S.S
Sault Ste. Marie, Mich.,
Arnold Transit Strs
" Chicago & Dul. Tr. Strs
" Graham & Mort. Tr. Strs
" Northern Navigation
" U.S. & Dom. Transp. Strs
Sault Ste. Marie, Ont.,
Algoma Central S.S
" Canadian Lake L. Strs
" Canadian Pacific Strs
" Erie & W. Transp. Strs
(Anchor Line)
" Northern Navigation
" Northern S.S
" Star-Cole Steamers
" U.S. & Dom. Transp. Strs
Saunder's, Va.,
Md. Del. & Va. Steamers
Sausalito, Cal.,
No. West. Pac. RR. Strs
Savannah, Ga.,
Merch. & Miners Tr. Strs
" Savannah Line Strs
Savannah, Tenn.,
Tenn. & Duck R. Tr. Strs
Sawyer's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Saxis Pier, Va.,
Balt. Ches. & Atl. Ry. Strs
Saybrook, Conn.,
Hartford & N.Y. Tr. Strs
Scotch Cap, Alaska,
Alaska S.S
Scotland, Va., Virginia Nav
Scott's Ferry, Ky.,
Burn. & Burkes. Tr. Strs
Scow Bay, B.C., Can. Pac. Strs
Sea Cliff, N.Y., Montauk Stbt
Seaford, Del.,
Balt. Ches. & Atl. Ry. Strs
Seal Harbor, Me., Eastern S.S
" Maine Central RR. Str
Searsport, Me., Eastern S.S
Seattle, Wash., Alaska S.S
" Alaska Coast S.S
" Alaska Pacific S.S
" Amer.-Hawaiian S.S
" Canadian Pacific Strs
" Col. Riv. & Puget Sd. Nav
" Inland Navigation
" International S.S
" Jebsen Line S.S
" Northern Navigation
" Oc. S.S. & China M.S. Nav
" Pacific Coast S.S
" Straits S.S
Sebasco, Me.,
Cas. Bay & Harps. L. Strs
Sechart, B.C.,
Canadian Pacific Strs
Secretary, Md.,
Balt. Ches. & Atl. Ry. Strs
Sedgwick, Me., Eastern S.S
" Maine Central RR. Str
Seeleys Bay, Ont.,
Rideau Lakes Nav
Seldovia, Alaska, Alaska S.S
" Alaska Coast S.S
Self's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Severn Wharf, Va.,
Old Dominion S.S
Seward, Alaska, Alaska S.S
" Alaska Coast S.S
Sharp's, Va.,
Md. Del. & Va. Steamers
Sharptown, Md.,
Balt. Ches. & Atl. Ry. Strs
Shawneetown, Ill.,
Ryman Line Steamers
Sheboygan, Wis.,
Goodrich Transit Strs
" Mich. Ind. & Ill. Line Strs
Sheffield, Ala.,
Southern Ry. & Nav
Sheguiandah, Ont.,
Northern Navigation
Shell Bluff, Fla.,
Naval Stores Stbt
Shelimound, Tenn.,
Tennessee River Nav
Shelltown, Va.,
Balt. Ches. & Atl. Ry. Strs
Shelter Island Heights, N.Y.,
Montauk Steamboat
Shields, Va.,
Balt. Ches. & Atl. Ry. Strs
Shirley, Va.,
Virginia Navigation
Sidney Inlet, B.C.,
Canadian Pacific Strs
Silver Bay, N.Y.,
Lake George Stbt
Silver Springs, Fla.,
Ocklawaha & St. Johns Nav
Simpson's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Sinuk, Alaska, Alaska S.S
Sister Bay, Wis.,
Goodrich Transit Strs
Sitka, Alaska, Alaska S.S
" Pacific Coast S.S
Sittee River, Br. Honduras,
United Fruit Co. S.S
Skagway, Alaska, Alaska S.S
" Canadian Pacific Strs
" Pacific Coast S.S
Skamokawa, Wash.,
Vancouver Transp. Strs
Skeena River Canneries, B.C.,
Canadian Pacific Strs
Skidegate, B.C.,
Canadian Pacific Strs
Slaughters, Wash.,
Vancouver Transp. Strs
Sleepy Hole, Va.,
Old Dominion S.S
Slocan City, B.C.,
Canadian Pacific Strs
Smithfield, Va.,
Old Dominion S.S
Smithland, Ky.,
Ryman Line Steamers
Smiths, Va.,
Potomac & Ches. Stbt
Smith's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Smith's Falls, Ont.,
Rideau Lakes Nav
Smith's Wharf, Va.,
Old Dominion S.S
Snow Hill, Md.,
Balt. Ches. & Atl. Ry. Strs
Snows Hotel, Mich.,
See Les Cheneaux
Snow's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Sodus Point, N.Y.,
Star-Cole Steamers
Sointula, B.C.,
Canadian Pacific Strs
Sollers, Md.,
Md. Del. & Va. Steamers
Solomon, Alaska, Alaska S.S
Solomons Island, Md.,
Md. Del. & Va. Steamers
Somerset Beach, Va.,
Potomac & Ches. Stbt
Somerset Island, Ont.,
Northern Navigation
Sorel, Que.,
Rich. & Ontario Nav
Sorrento, Me.,
Maine Central RR. Strs
Sosua, San Domingo, W.I.,
United Fruit Co. S.S
Sotterly, Md.,
Md. Del. & Va. Steamers
Southampton, Ont.,
Algoma Central S.S
South Bend, Wash.,
Ilwaco RR. Strs
South Blue Hill, Me.,
Eastern S.S
South Brooksville, Me.,
Eastern S.S
South Carrollton, Ky.,
Ev. & Bowl. Green Pkt
South Chicago, Ill.,
Lk. Mich. Car Fy. Tr. Strs
South Freeport, Me.,
Cas. Bay & Harps. L. Strs
South Glastonbury, Conn.,
Hart. & N.Y. Tr. Strs
South Glenwood, N.Y.,
Montauk Steamboat
South Harpswell, Me.,
Cas. Bay & Harps. L. Strs
South Haven, Mich.,
Ch. & South Haven S.S
South Pittsburg, Tenn.,
Tennessee Riv. Nav
Southport, Me., Eastern S.S
South Quay, Va.,
Albemarle Steam Nav
South Rangeley, Me.,
Maine Cent. RR. Str
South Ste. Marie, Mich.,
U.S. & Dom. Transp. Strs
South Ste. Marie, Ont.,
U.S. & Dom. Transp. Strs
South West Harbor, Me.,
Eastern S.S
" Maine Central RR. Str
Spaniards Point, Md.,
Md. Del. & Va. Steamers
Spanish Mills, Ont.,
Northern Navigation
Spellers Ferry, N.C.,
Le Roy Steamboat
Spencers, Md.,
Md. Del. & Va. Steamers
Split Rock, Minn.,
U.S. & Dom. Transp. Strs
Spragge, Ont.,
Northern Navigation
Stampers, Va.,
Balt. Ches. & Atl. Ry. Strs
Stanley, Va.,
Virginia Navigation
Stann Creek, Br. Honduras,
United Fruit Co. S.S
Steam Mill, Ga.,
Merch. & Planters Stbt
Steeles, N.C.,
Well. & Powell. RR. Strs
Stella, Ont.,
Lk. Ont. & Bay of Q. Stbt
Stella, Wash.,
Vancouver Transp. Strs
Stephen's, Ky.,
Burn. & Burkes. Tr. Strs
Stokes, Ky.,
Burn. & Burkes. Tr. Strs
Stones, Md.,
Md. Del. & Va. Steamers
Stonington, Me., Eastern S.S
" Maine Central RR. Str
Strawberry, Ark.,
Inman Packet
Strode's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Stuart's, Va.,
Potomac & Ches. Stbt
Sturgeon Bay, Wis.,
Goodrich Transit Strs
Sturgeon Point, Va.,
Virginia Navigation
Suffolk, Va.,
Old Dominion S.S
Sullivan, Me.,
Maine Central RR. Str
Sulphur Landing, Ky.,
Burn. & Burkes. Tr. Strs
Summerside, P.E.I.,
Quebec S.S
Sunset, Ky.,
Burn. & Burkes. Tr. Strs
Sunset Landing, Me.,
Cas. Bay & Harps. L. Strs
See Great Chebeaugue Isl
Superior, Wis.,
Chicago & Dul. Tr. Strs
" Erie & Mich. Ry. Strs
" Mich. Ind. & Ill. L. Strs
" Mutual Transit Strs
" Western Transit Strs
Sutton's Bay, Mich.,
Northern Mich. Tr. Strs
Swanson Bay, B.C.,
Canadian Pacific Strs
Sycamore Landing, Tenn.,
Tenn. & Duck R. Tr. Strs
Sylvan Beach, Mich.,
Goodrich Transit Strs

T

Tabasco, Mex.,
Mark. Miller & Co. Strs
Tacoma, Wash.,
Alaska Coast S.S
" Alaska Pacific S.S
" Amer.-Hawaiian S.S
" Col. Riv. & Puget Sd. Nav
" Oc. S.S. & Ch. Mut. St. Nav
" Pacific Coast S.S
Tacony, Pa.,
Delaware Riv. Tr. Strs
Tadoosac, Que.,
Richelieu & Ont. Nav
Taku Glacier, Alaska,
Alaska S.S
" Pacific Coast S.S
Tampa, Fla.,
Favorite Line Strs
" Mallory S.S
" Southern S.S
Tampico, Mex.,
Ward Line Strs
" Wolvin Line Strs
Tanana, Alaska,
Pacific Coast S.S
Tangier Island Pier, Va.,
Balt. Ches. & Atl. Ry. Strs
Tappahannock, Va.,
Md. Del. & Va. Steamers
Tashmoo Park, Mich.,
White Star Line Strs
Teller, Alaska, Alaska S.S
Tenants Harbor, Me.,
Eastern S.S
Texas City, Tex.,
Wolvin Line Steamers
The Dalles, Ore.,
Regulator Line Strs
Thessalon, Ont.,
Algoma Central S.S
" Northern Navigation
" Star-Cole Steamers
" U.S. & Dom. Transp. Strs
Thomas' Branch, Ky.,
Burn. & Burkes. Tr. Strs
Thompson's Point, Vt.,
Champlain Transp. Strs
Thousand Island Park, N.Y.,
Deseronto Navigation
" Star-Cole Steamers
" Thousand Islands Stb
Three Rivers, Que.,
Rich. & Ontario Nav
Tiburon, Cal.,
No. West. Pac. R.R. Strs
Tilghman's Island, Md.,
Balt. Ches. & Atl. Ry. Strs
Timbs, Va.,
Balt. Ches. & Atl. Ry. Strs
Tipers, Va.,
Balt. Ches. & Atl. Ry. Strs
Tiptonville, Tenn.,
Lee Line Steamers
Toben's Harbor, Ont.,
U.S. & Dom. Transp. Strs
See also Isle Royal
Tobin's Landing, Ky.,
Burn. & Burkes. Tr. Strs
Tofte, Minn.,
U.S. & Dom. Transp. Strs
Toledo, O., Algoma Cent. S.S
" Clev. & Buf. Tr. Strs
" Detroit & Cleveland Nav
" Erie & Mich. Ry. Strs
" Mich. Ind. & Ill. Line Strs
" Star-Cole Steamers
" White Star Line Strs
Topolobampo, Mex.,
Pacific Coast S.S

Toronto, Ont.,
Canadian Lake L. Strs
" Erie & Mich. Ry. Strs
" Niagara Navigation
" Niag.St.Cath.&Tor.Nav
" Richelieu & Ont. Nav
Torras, La.,
Natch.&BayouSaraPkt
Torresdale, Pa.,
Delaware Riv. Tr. Strs
Townsend, Wash.,
See Port Townsend
Townsends Dock, Fla.,
Naval Stores Stbt
See Salt Springs
Trappe, Md.,
Balt.Ches.&Atl.Ry.Strs
Trappers, Ont.,
New Ont. Transp. Strs
Travers, Md.,
Balt.Ches.&Atl.Ry.Strs
Traverse City, Mich.,
North.MichiganTr.Strs
Treadwell, Alaska,
Pacific Coast S.S
Treadwell Gold Mine, Alaska,
See Douglas
Trefethen's Landing, Me.,
Cas.Bay&Harps.L.Strs
See Peak's Island
Trent Hall, Md.,
Md. Del. & Va. Steamers
Trenton, N.J.,
Delaware Riv. Tr. Strs
Trenton, Ont.,
Richelieu & Ont. Nav
Trotman's Wharf, Va.,
Old Dominion S.S
Troup Junction, B.C.,
Int.Nav. & TradingStrs
Trout Creek, Fla.,
Naval Stores Stbt
Trout Lake City, B.C.,
Canadian Pacific Strs
Trout Pavilion, N.Y.,
Lake George Stbt
Troy, N.Y., Citizens' Stbt
Tunis, N.C.,
Albemarle Steam Nav
Turk's Island, W.I.,
Clyde S.S
Two Harbors, Minn.,
U.S.& Dom.Transp.Strs
Two Johns, Md.,
Balt.Ches.&Atl.Ry.Strs
Tyaskin, Md.,
Balt.Ches.&Atl.Ry.Strs

U

Uchucklisit, B.C.,
Canadian Pacific Strs
Ucluelet, B.C.,
Canadian Pacific Strs
Unalaska, Alaska, Alaska S.S
Uncas, N.Y.,
Lake George Stbt
Unga, Alaska, Alaska S.S
Union Bay, B.C.,
Canadian Pacific Strs
Union Point, N.Y.,
Cranberry Transp. Strs
Urbana, N.Y., Lk.Keuka Nav
Urbanna, Va.,
Md. Del. & Va. Steamers
Usk, Wash.,
Pend Oreille Riv. Nav
Uyak, Alaska, Alaska S.S

V

Valcour, N.Y.,
ChamplainTransp.Strs
Valdez, Alaska, Alaska S.S
" Alaska Coast S.S
Van Anda, B.C.,
Canadian Pacific Strs
Vancouver, B.C.,
Canadian Pacific Strs
" Oc.S.S.&China M.S.Nav
" Pacific Coast S.S
Vancouver, Wash.,
VancouverTransp.Strs
Varina, Va.,
Virginia Navigation
Ventura, Cal.,
Pacific Coast S.S
Vera Cruz, Mex.,
Ward Line Steamers
" Wolvin Line Steamers
Vicksburg, Miss.,
Lee Line Steamers
" Miss.Y.&Sunf.R.T.Strs
" Natchez & Vicksb. Pkt
Victoria, B.C., Alaska S.S
" Canadian Pacific Strs
" International S.S
" Jebsen Line S.S
" Oc.S.S.& ChinaM.S.Nav
" Pacific Coast S.S
Vienna, Md.,
Balt.Ches.&Atl.Ry.Strs
Vineyard Haven, Mass.,
N.B.M.V.& Nan.Stbt
Vita, Cuba,
Munson Line Steamers

W

Wahluke, Wash.,
Columbia Stbt
Waitsboro, Ky.,
Burn.& Burkes.Tr.Strs
Walkerville, Ont.,
Canadian Lake L. Strs
Walnut Point, Va.,
Md. Del. & Va. Steamers
Walthall's Landing, Ky.,
Burn. & Burkes.Tr.Strs
Wanakena, N.Y.,
Cranberry Transp. Strs
Ward's Branch, Ky.,
Burn. & Burkes.Tr.Strs
Warehouse, Va.,
Balt.Ches.&Atl.Ry.Strs
Ware's, Va., Md.Del.&Va.Strs
Washburn, Ont.,
Rideau Lakes Nav
Washburn, Wis.,
U.S.&Dom.Transp.Strs
Washington D.C.,
Md. Del. & Va. Steamers
" Norfolk & Wash.Stbt
" Potomac & Ches.Stbt
Washington Harbor, Mich.,
U.S.&Dom.Transp.Strs
See also Isle Royale
Washington Island, Wis.,
Goodrich Transit Strs
Washougal, Wash.,
Regulator Line Strs
Watch Hill, R.I.,
New England Nav
Water View, Va.,
Md. Del. & Va. Steamers
Watkins, N.Y., Seneca Stbt
Waukegan, Ill.,
Chicago Navigation
" Ludington Transp.Strs
" North.MichiganTr.Strs
Wayman's, Md.,
Balt.Ches.&Atl.Ry.Strs
Weems, Va.,
Md. Del. & Va. Steamers
Weirs, N.H.,
Boston & Me.RR.Stbt
Weiwahitchka, Fla.,
Callahan Line Strs
Wekwemikong, Ont.,
Northern Navigation
Welaka, Fla.,
Naval Stores Stbt
Wellford's, Va.,
Md. Del. & Va. Steamers
Wenatchee, Wash.,
Columbia & Okan.Stbt
West Chop, Mass.,
N.B.M.V.& Nan.Stbt
Western Landing, Me.,
Cas.Bay&Harps.L.Strs
See Great Chebeaugue Isl
Westland, Va.,
Md. Del. & Va. Steamers
Westover, Va.,
Virginia Navigation
West Point, N.Y.,
Hud.Riv.Day Line Strs
" Mary Powell Stbt
West Point, Va.,
Chesapeake S.S
Westport, Me., Eastern S.S
Westport, N.Y.,
ChamplainTransp.Strs
Westport, Ont.,
Rideau Lakes Nav
Westport Junction, Me.,
Eastern S.S
West Sound, Wash.,
Straits S.S
West Tocoi, Fla.,
Naval Stores Stbt
West Tremont, Me.,
Eastern S.S
Weyanoke, Va.,
Virginia Navigation
Wheaton, Va.,
Md. Del. & Va. Steamers
Whetstone, Ky.,
Burn. & Burkes.Tr.Strs
White Bluffs, Wash.,
Columbia Stbt
White Hall, Mich.,
Goodrich Transit Strs
White Haven, Md.,
Balt.Ches.&Atl.Ry.Strs
White Horse, Yukon,
British-Yukon Nav
White Lake, Mich.,
Goodrich Transit Strs
White Salmon, Wash.,
Regulator Line Strs
White Stone, Va.,
Md. Del. & Va. Steamers
Wiarton, Ont.,
U.S.&Dom.Transp.Strs
Wickford, R.I.,
New England Nav
Widgeon, Md.,
Balt.Ches.&Atl.Ry. Strs
Wild Goose, Ky.,
Burn. & Burkes.Tr. Strs
Wilkerson's, Va.,
Potomac & Ches Stbt
Willard-Ovid, N.Y.,
Seneca Stbt
Willcox's, Va.,
Virginia Navigation
Williams, Md.,
Md. Del. & Va. Steamers
Williams Wharf, Va.,
Old Dominion S.S
Williston, Md.,
Balt.Ches.&Atl.Ry.Strs
Williamston, N.C.,
Le Roy Steamboat
Willow Branch, N.C.,
Albemarle Steam Nav
Wilmers, Md.,
Md. Del. & Va. Steamers
Wilmington, Del.,
Wilmington Stbt
Wilmington, N.C., Clyde S.S
Wilmont, Va.,
Md. Del. & Va. Steamers
Wilroy's Wharf, Va.,
Old Dominion S.S
Wilsons', Va.,
Virginia Navigation
Windom Glacier, Alaska,
Pacific Coast S.S
Windsor, N.C.,
Well.& Powell.RR.Strs
Windsor, Ont.,
Algon a Central S.S
" Canadian Lake L.Strs
" Mutual Transit Strs
Windy Hill, Md.,
Balt.Ches.&Atl.Ry.Strs
Winfrey's Ferry, Ky.,
Burn. & Burkes.Tr.Strs
Winfrey's Landing, Ky.,
Burn.& Burkes.Tr.Strs
Wingate's Point, Md.,
Balt.Ches.&Atl.Ry.Strs
Winter Harbor, B.C.,
Canadian Pacific Strs
Winterport, Me., Eastern S.S
Winton, N.C.,
Albemarle Steam Nav
Wirt's, Va.,
Potomac & Ches.Stbt
Wolf Creek, Ky.,
Burn. & Burkes.Tr.Strs
Wolfeboro, N.H.,
Boston&MaineRR.Stbt
Wolfville, N.S.,
Dominion Atlantic S.S
Woodbury, Ky.,
Ev. & Bowl. Green Pkt
Woodland, Del.,
Balt.Ches.&Atl.Ry.Strs
Woodland, Wash.,
Lewis Riv. Transp.Strs
Woodley's Wharf, N.C.,
Albemarle Steam Nav
Woods Hole, Mass.,
N.B.M.V.& Nan.Stbt
Woolwich, Me.,
Maine Cent. RR. Strs
Wrangell, Alaska,
Alaska S.S
" Pacific Coast S.S
Wrights, Md.,
Balt.Ches.&Atl.Ry.Strs
Wright's Point, Ky.,
Burn. & Burkes.Tr.Strs
Wyandotte, Mich.,
Mich.Ind.&Ill.LineStrs

Y

Yakutat, Alaska,
Alaska Coast S.S
Yank Kanuck, Ont.,
Northern Navigation
Yarmouth, N.S.,
Dominion Atlantic S.S
Yonkers, N.Y.,
Hud.Riv.Day Line Strs
" People's Ev'g Line Strs
York, Alaska, Alaska S.S
York's Landing, Me.,
Cas.Bay & Harps.L.Strs
Yorktown, Va., Chesa. S.S
Young's Landing, Ky.,
Burn.& Burkes.Tr.Strs

INDEX OF RAILWAY STATIONS

On the Railway Lines of the United States, Canada and Mexico.

NOTE.—Wherever the name of any road has been abbreviated in the Index of Stations the full name may be found by comparing the initials or other abbreviation with the names of roads in the Index of Roads, pages V-XVI, in the front part of THE GUIDE.

KEY.—At cities or villages touched by more than one road, if the same letter follows the names of the roads, the same depot or station house is used by both or all roads. Where the depots are in different locations they are designated by distinctive *italic* letters in parentheses, thus (*a*), (*b*), (*c*), etc. Roads having the same letters affixed occupy the same depot; having different letters affixed, they occupy separate depots. Two or more letters affixed indicate that the trains of that particular road stop at the several depots designated. Figures thus (1), (2), are affixed in some cases to distinguish stations bearing the same name and located in the same county and State, but not within the limits of the same city or village. Italic notations refer to the station immediately preceding such notation. "*Depots adjacent*" means generally not over 100 yards apart.

A

Aaron, Ky., Ches. & Ohio
Abajo, N.M.,
Atch. T. & Santa Fe (*a*)
" A.T.& S. F., Coast L* (*a*)
Abanaka, O.,
Tol. St. Louis & West
Abanda, Ala.,
Atl. Birm. & Atl
Abasolo, Mex., Nat. of Mex
Abba, Ga.,
Atlanta, Birm. & Atl
Abbeville, Ala.,
Atlantic Coast Line
Abbeville, Ga.,
Seaboard Air Line
Abbeville, La.,
Louisiana Western (*a*)
" Morgan's La. & Tex (*a*)
Abbeville, Miss., Ill. Central
Abbeville, S.C.,
Seaboard Air Line (*a*)
" Southern (*b*)
(*a*) *and* (*b*) ¾ *mile apart*
Abbey Dell, Ind.,
Chicago, Ind. & Louisv
Abbott, Cal., South. Pacific
Abbot, Pasco Co., Fla.,
Seaboard Air Line
Abbotsford, B.C., Can. Pacific
Abbotsford, Mich.,
Pere Marquette
Abbotsford, Wis.,
Abbotsford & N.E (*a*)
" Minn. St. P. & S. Ste. M (*a*)
Abbott, Ark.,
Chicago, Rk. Isl. & Pac
Abbott, Alachua Co., Fla.,
Atlantic Coast Line
Abbott, Ind., South. Indiana
Abbott, Ia., Iowa Central
Abbott, Neb., Burl. Route
Abbott, N.M.,
El Paso & S.W. System
Abbott, Potter Co., Pa.,
Buffalo & Susquehanna
Abbott, Tex., Mo. Kan. & Tex
Abbott, Wash., North. Pacific
Abbott, W. Va., Coal & Coke
Abbott Crossing, Ia.,
Chic. Rk. Isl. & Pac (*a*)
" Iowa Central (*a*)
Abbott Road, N.Y., Erie
" South Buffalo
Called Abbott's Road on E
Abbottsburg, N.C.,
Seaboard Air Line
Abbottsford, Ala.,
Atlanta, Birm. & Atl
Abbottsford, Que., Can. Pac
Abbott's Road, N.Y., Erie
" South Buffalo
Called Abbott Road on S.B
Abbott's Run, R.I.,
N.Y. New Hav. & Hart
Abbottstown, Pa.,
East Berlin
Abbottsville, O.,
Ohio Electric
Abbot Village, Me.,
Bangor & Aroostook
Abbyville, Kan.,
Atch. Top. & Santa Fe
Abdal, Neb., Missouri Pacific
Abel, La., Ill. Cent
Abel, Miss.,
Gulf & Ship Island
Abenakis Springs, Que.,
See St. Francois du Lac, Que
Aberarder, Ont., Gd. Trunk
Abercorn, Que., Can. Pacific
Abercrombie, N.D.,
Chicago, Mil. & St. Paul
Aberdeen, Cal., Southern Pac
Aberdeen, Fla.,
Florida East Coast
Aberdeen, Ga.,
Atlanta, Birm. & Atl
Aberdeen, Md.,
Baltimore & Ohio (*a*)
" Pennsylvania (*b*)
(*a*) *and* (*b*) *about* 1 *mi. apart*
Aberdeen, Miss.,
Frisco System (*a*)
" Illinois Central (*b*)
" Mobile & Ohio (*c*)
(*a*) *and* (*b*) ¾ *mile apart*
(*a*) *and* (*c*) ¾ *mile apart*
(*b*) *and* (*c*) 300 *yards apart*
Aberdeen, Mont., Burl. Route
Aberdeen, N.C.,
Aberdeen & Asheb (*a*)
" Aberdeen & Rock (*a*)
" Seaboard Air Line (*a*)
Aberdeen, Ont.,
Toronto, Ham. & Buf
Aberdeen, Pa., Corn. & Leb
Aberdeen, Saskatchewan,
Canadian Northern
Aberdeen, S.D.,
Chic. Mil. & St. Paul (*a*)
" Great Northern (*b*)
" Minn. & St. Louis (*c*)
" North-West. Line (*d*)
(*a*) *and* (*b*) ½ *mile apart*
(*a*) *and* (*c*) 8-10 *mile apart*
(*a*) *and* (*d*) ½ *mile apart*
(*b*) *and* (*c*) 9-10 *mile apart*
(*c*) *and* (*d*) 1 2-5 *miles apart*
Aberdeen, Wash., No. Pacific
Aberdeen Bridge, Ont.,
Toronto, Ham. & Buf
Aberdeen Junction,
Holmes Co., Miss.,
Illinois Central
Aberdeen Junction,
Monroe Co., Miss.,
Frisco System
Aberdeen Junction, Wash.,
Northern Pacific
Aberdeen Station, Cal.,
Southern Pacific
Aberfeldy, Sask.,
Canadian Northern
Abernant, Ala., Lv. & Nashv
Abernathys, Ga.,
Central of Georgia
Abernethy, Sask.,
Canadian Pacific
Abert, Va., Chesa. & Ohio
Abeyta, Colo., Colo. & South
Able, Neb.,
North-Western Line
Abilene, Kan.,
Atch. Top. & Santa Fe (*a*)
" Chic. Rk. Isl. & Pac (*b*)
" Union Pacific (*c*)
(*a*) *and* (*b*) *about* ½ *mi. apart*
(*a*) *and* (*c*) *about* ½ *mi. apart*
(*b*) *and* (*c*) *about* ½ *mi. apart*
Abilene, Tex.,
Abilene & Southern
" Texas & Pacific (*a*)
" Wichita Valley (*b*)
(*a*) *and* (*b*) *about* ⅓ *mi. apart*
Abilene, Va., Virginian
Abingdon, Ill., Burl. Route (*a*)
" Iowa Central (*b*)
(*a*) *and* (*b*) ½ *mile apart*
Abingdon, Va.,
Norfolk & Western (*a*)
" Virginia-Carolina (*a*)
Abington, Ct., N.Y. N.H. & H
Abington, Mass.,
N.Y. New Hav. & Hart
Abita Springs, La.,
New Orleans Gt. North
Abitosse, Mich.,
Duluth, So. Shore & Atl
Abiwin, Ont.,
Canadian Northern
Ableman's, Wis.,
North-Western Line
Ables, La., Ill. Cent
Abner, Cal., South. Pacific
Abney, La.,
New Orleans Gt. No
Abney's, Tex., Texas & Pac
Abo, N.M., Atch. Top. & S. Fe
Aboite, Ind., Wabash
Abolee, N.C., Southern
Abram, Tex.,
St. L. Brownsv. & Mex
Abrams, Pa.,
Philadelphia & Read
Abram's, Wis.,
Chicago, Mil. & St. Paul
Abronia, Mich.,
Lake Shore & Mich. So
Absaraka, N.D., Great North
Absecon, N.J., Penna
Absecon Road, N.J.,
Atlantic City
Abuya, Mex.,
West Coast Route
Acacia, N.M., South. Pacific
Acacia, Ont.,
Tilsonburg, L.E. & Pac
Academie, Ind.,
Lake Shore & Mich. So
Academy, N.Y., Del. & Hud
Academy, Pa., Penna
Academy, Tenn., Lv. & Nashv
Academy Corners, Pa.,
Buffalo & Susque (*a*)
" N.Y. C. & Hud. Riv (*b*) (*c*)
(*a*) *and* (*b*) *about* ¼ *mi. apart*
(*b*) *and* (*c*) *about* ½ *mi. apart*
Acajete, Mex.,
Interoceanic of Mexico
Acamac, N.B., Canadian Pac
Acambaro, Mex.,
National of Mexico
Acampo, Cal., South. Pacific
Acampo, Tex., Texas Cent
Acatita, Mex.,
West Coast Route
Acatlan, Mex.,
Veracruz & Isthmus
Acatzingo, Mex.,
San Marc. & Huaj. de L
Acca, Va., Rich. Fred. & Pot
Accord, N.Y.,
N.Y. Ontario & Western
Accotink, Va.,
Washington Southern
Acequia, Colo.,
Atch. Top. & Santa Fe (*a*)
" Denv. & Rio Grande (*b*)
(*a*) *and* (*b*) 950 *feet apart*
Ache Junction, Pa.,
Monongahela (*a*)
" Pennsylvania (*a*)
Acheson, Pa.,
Wabash Pitts. Term
Acheson, Tex.,
Mo. Kans. & Tex
Achigan, Ont.,
Algoma Cent. & H. Bay
Acherd, Ga., Southern
Achotal, Mex.,
Veracruz & Isthmus
Acker, Mich. Munising
Acker, Miss., Frisco System
Ackerland, Kan.,
Leavenworth & Topeka
Ackerman, Miss., Ill. Cent (*a*)
" New Orl. Mob. & Chic (*a*)
(*a*) *and* (*b*) *about* ½ *mi. apart*
Ackerman, O.,
Hocking Valley
Ackerman, W. Va.,
Western Maryland
Ackermanville, Pa.,
Bangor & Portland
Ackerson, N.J.,
Del. Lack. & Western
Ackerson Lake, Mich.,
Cincinnati Northern
Ackert, Ga., Southern
Ackerville, Wis.,
Minn. St. P. & Slt. Ste. M
Ackley, Ia., Illinois Cent (*a*)
" Iowa Central (*b*)
(*a*) *and* (*b*) ½ *mile apart*
Ackley, Mich., Manistique
Ackworth, Ia., Burl. Route
Ackworth, Pa., Phila. & Read
Acline, Fla., Atl. Coast Line
Acme, Colo., Colo. & So
Acme, Fla., Atl. Coast Line
Acme, Ill.,
Peoria & Pekin Union
Acme, Mich., Pere Marquette
Acme, Nev.,
Nevada & California
Acme, N.M.,
Eastern of New Mex*
Acme, Pa., Balt. & Ohio
Acme, Tex.,
Ft. Worth & Denv. C (*a*)
" Quanah, Acme & Pac (*a*)
Acme, Wash., North. Pacific
Acme, W. Va., Chesa. & Ohio
Acolita, Cal., South. Pacific
Acoma, Nev.,
San Ped. Los Ang. & S. Lk
Acorn, Ark.,
Kansas City Southern
Acorn, Pa., Stony Creek
Acosta, Ala., Louisv. & Nashv
Acosta, Pa., Balt. & Ohio
Acre, N.C., Norfolk & South
Acree, Ga.,
Atlantic Coast Line
Acree, Va., Atl. Coast Line
Acres, Kan.,
Atch. Top. & Santa Fe
Acropolis, Minn.,
Great Northern
Actinolite, Ont.,
Bay of Quinte
Actipan, Mex.,
San Marc. & Huaj. de L
Acton, Ala., Louisv. & Nashv
Acton, Cal., Southern Pacific
Acton, Ind.,
Cleve. Cin. Chic. & St. L
Acton, Kan., Missouri Pacific
Acton, Mass.,
Boston & Maine (*a*)
" N.Y. N.H. & H (*a*)
Acton, Mont., Gt. North
Acton, Nev.,
San Ped. Los Ang. & S. Lk
Acton, N.J., Pennsylvania
Acton, N.C., Southern
Acton, O., Hocking Valley
Acton, Que., Can. Pacific (*a*)
" Grand Trunk (*b*)
Called Actonvale on Grand Trunk
(*a*) *and* (*b*) *about* ½ *mi. apart*
Acton, S.C., Atl. Coast Line
Actonvale, Que., Can. Pac (*a*)
" Grand Trunk (*b*)
Called Acton on Can. Pac
(*a*) *and* (*b*) *about* ½ *mi. apart*
Acton West, Ont., Gd. Trunk
Acty, Ala., Louisv. & Nashv
Acushnet, Mass.,
N.Y. New Hav. & Hart
Acworth, Ga.,
Nashv. Chat. & St. L (*a*)
" Western & Atlantic (*a*)
Ada, Ala., Atl. Coast Line
Ada, Kan., Atch. Top. & S. Fe
Ada, Mich., Grand Trunk
Ada, Minn., Great Northern
Ada, O., Pennsylvania Co
Ada, Okla., Frisco System (*a*)
" Missouri, Kan. & Tex (*b*)
" Oklahoma Central
(*a*) *and* (*b*) *about* ½ *mi. apart*
Ada, Pa., Baltimore & Ohio
Ada, S.C., Seaboard Air Line
Ada, W. Va., Norfolk & West
Adabelle, Ga.,
Register & Glennville
Adair, Idaho,
Chic. Mil. & Puget Sd
Adair, Ill., Burlington Route
Adair, Ia., Chic. Rk. Isl. & Pac
Adair, Ky.,
Louisv. Hend. & St. L
Adair, Mich., Mich. Central
Adair, O., Ohio Riv. & West
Adair, Okla., Mo. Kan. & Tex
Adair, Sask., Can. Pac
Adairsville, Ga.,
Nashv. Chat. & St. L (*a*)
" Western & Atlantic (*a*)
Adairville, Ky., Lv. & Nashv
Adairville, Tenn.,
Tennessee Central
Adako, N.C.,
Caldwell & Northern
Adam, Richmond Co., Ga.,
Augusta Southern
Adam, S.C., Southern
Adamana, Ariz.,
A.T. & S.F., Coast Lines*
Adams, Ala.,
Chattahoochee Valley
Adams, Ariz., South. Pacific
Adams, Colo., Union Pacific
Adams, Lee Co., Ga.,
Central of Georgia
Adams, Idaho, North. Pacific
Adams, Ill., Chic. Ind. & So
Adams, Allen Co., Ind.,
Gd. Rapids & Ind (*a*)
" Pennsylvania Co (*a*)
Adams, Decatur Co., Ind.,
Cleve. Cin. Chic. & St. L
Adams Ia., Chic. Rk. Isl. & Pac
Adams, Kan.,
Atch. Top. & Santa Fe
Adams Mass., Boston & Alb
Adams, Mich., Mich. Central
Adams, Minn.,
Chicago, Mil. & St. Paul
Adams, Miss.,
Yazoo & Miss. Valley
Adams, Mo., Missouri Pacific
Adams, Gage Co., Neb.,
Burlington Route
Adams, N.Y.,
N.Y. Cent. & Hud. River
Adams, N.D.,
Minn. St. P. & Slt. Ste. M
Adams, Ore., Ore. RR. & N. Co
Adams, Pa., Baltimore & Ohio
Adams, S.C., Blue Ridge
Adams, Tenn., Lv. & Nashv
Adams, Bexar Co., Tex.,
Internat. & Gt. North
Adams, Grayson Co., Tex.,
Frisco System
Adams, Utah,
San Ped. Los Ang. & S. Lk
Adams, Va., Norfolk & West
Adams, Wash.,
Northern Pacific
Adams Basin, N.Y.,
N.Y. Cent. & Hud. River
Adamsboro, Ind., Vandalia
Adamsburg Branch Jn., Pa.,
Baltimore & Ohio
Adams Crossing, N.Y.,
Rutland
Adamsdale, Mass.,
N.Y. New Hav. & Hart
Adamsdale, Pa., Penna
Adamsdale Junction, Mass.,
N.Y. New Hav. & Hart
Adams Grove, Va., Southern
Adams Mills, O.,
P. C. C. & St. L (*a*)
" Wheeling & Lk. Erie (*b*)
(*a*) *and* (*b*) 300 *feet apart*
Adamson, Okla.,
Mo., Kansas & Texas
Adamson, Saskatchewan,
Canadian Northern
Adams Park, Ga., Southern
Adams Run, S.C.,
Atlantic Coast Line
Adamston, W. Va., Balt. & O
Adamstown, Md.,
Baltimore & Ohio
Adamstown Junction, Md.,
Baltimore & Ohio
Adamsville, Ala.,
Frisco System
Adamsville, Del.,
Maryland, Del. & Va
Adamsville, N.B.,
Intercolonial
" North Shore
Adamsville, Pa.,
Bessemer & Lake Erie
Adamsville, Que., Can. Pac
Adaza, Ia., Chic. Mil. & St. P
Adberg, N.M.,
Chic. Rock Isl. & El Paso
Addicks, Tex., Mo. Kan. & T
Addie, N.C., Southern

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Addie Lake, Ont., Canadian Northern
Addieville, Ill., Lv. & Nashv
Addington, Okla., Chicago, Rk. Isl. & Pac
Addington, Ont., Can. Pac
Addington, Va., Wise Terminal Co
Addis, La., Tex. & Pac
Addison, Ark., Little River Valley
Addison, Ill., Illinois Central
Addison, Ky., Louisv. Hend. & St. L
Addison, La., New Orl. Natal. & Nat
Addison, Mich., Lake Shore & Mich. So
Addison, N.Y., Buffalo & Susque (a)
» Erie (b)
Depots adjacent
Addison, N.D., Great North
Addison, O., Hocking Val (a)
» Ohio Central Lines (a)
Addison, Tenn., Louisville & Nashville
Addison, Tex., St. Louis Southwest
Addison, Dinwiddie Co., Va., Norfolk & Western
Addison, Fairfax Co., Va., Wash. Alex. & Mt. V. Elec
Addison Junction, Mich., Cincinnati North (a)
» Lk. Shore & Mich. So (a)
Addison Junction, N.Y., Delaware & Hudson
» Rutland
Called Ticonderoga on R
Addy, Wash., Great Northern
Addyston, O., Balt. & Ohio S.W (a)
» Cleve. Cin. Ch. & St. L (b)
(a) *and* (b) *adjacent*
Ade, Ind., Chic. Ind. & So
Adel, Ga., Ga. So. & Florida
» South Georgia
Adel, Ia., Chic. Mil. & St. Paul
Adela, Mex., Nat. of Mex
Adelaida, Mex., Nat. of Mex
Adelaide, Colo., Florence & Cripple Ck
Adelaide, Idaho, Oregon Short Line
Adelaide, Pa., Pitts. & Lake E
Adelaide, S.D., Minn. & St. L
Adelaide, Wash., Northern Pacific
Adelard, Ont., Can Pacific
Adele, Ky., Ohio & Kentucky
Adeline, Cal., Southern Pac
Adeline, Ill., Chic. Mil. & St. P
Adeline, La., Morgan's La. & Tex
Adell, Wis., Chic. Mil. & St. P
Adelphia, Manitoba, Can. No
Adelphi, Ia., Wabash
Adelphi, O., Columbus & Southern
Aden, Ala., Louisv. & Nashv (a)
» Southern (a)
Aden, Ky., Chesa. & Ohio
Aden, N.M., Southern Pacific
Adena, O., Wheeling & Lk. E
Adenmoor, Ill., Vandalia
Adgateville, Ga., Cent. of Ga
Adger, Ala., Louisv. & Nashv
Adgers, S.C., Southern
Adirondack, Que., St. Lawrence & Adiron
Adirondack Junction, Que., Canadian Pacific (a)
» N.Y.C. & Hud. Riv (a)
Adjuntas, Coahuila, Mex., Mexican International
Adjuntas, Queretaro, Mex., National of Mexico
Adkins, Tex., Galv. Har. & San Ant
Adkins, Wash., North. Pac
Adma, W.Va., Balt. & Ohio
Admaston, Ont., Canadian Pacific (a)
» Grand Trunk (b)
(a) *and* (b) *about* 4 *miles apart*
Admiral, Md., Wash. Balt. & Annap El
Admire, Kan., Mo. Pacific
Adna, Wash., North. Pacific
Adobe, Colo., Denv. & Rio Gr
Adolph, Minn., Minnesota & No. Wisc
Adolph Junction, Minn., Minnesota & No. Wisc
Adolphus Ky., Louisville & Nashville
Adona, Ark., Chicago, Rk. Isl. & Pac
Adonde, Ariz., South. Pacific
Adonde Well, Ariz., Southern Pacific
Adora, Tex., St. Louis S. W
Adrian, Colo., Union Pac
Adrian, Ga., Central of Georgia (a)
» Wadley Southern (a)
Adrian, Ill., Burl. Route
Adrian, Kan., Atch. Top. & Santa Fe
Adrian, Mex., Nat. of Mex
Adrian, Mich., Det. Tol. & Ironton (a)
» Lake Sh. & Mich. So (b)
» Tol. & West (El) (c)(d)
» Wabash (e)
(a) *and* (c) *adjacent*
(a) *and* (c) *about* ½ *mile from* (b)
(d) *and* (e) *adjacent*
(a) *and* (e) *about* 1 *mile from* (d) *and* (e)
(d) *called Wabash Subway*
Adrian, Minn., North-Western Line
Adrian, Mo., Missouri Pacific
Adrian, N.Y., Erie
Adrian, N.D., North. Pacific
Adrian, Seneca Co., O., Cleve. Cin. Chic. & St. L
Adrian, Pa., Pennsylvania
Adrian, S.C., Atl. Coast Line
Adrian, Oldham Co., Tex., Chicago, Rk. Isl. & Gulf
Adrian, Orange Co., Tex., Port Arthur Route
Adrian, Wash., Great. North
» Northern Pacific
Adrian, W.Va., Coal & Coke
Adsit, Va., Virginian
Adsol, Tex., Orange & Northwest
Advance, Ill., Cin. Ham. & Dayton
Advance, Ind., Cent. Indiana
Advance, Mo., Frisco Sys
Advance, N.C., Southern
Adventure, Ga., Augusta Southern
Adventure, Mich., Copper Range
Ady, Ore., Southern Pacific
Adz, Tex., Fort Worth & Den. City
Aedo, Mex., National of Mex
Aethra, Tenn., Lv. & Nashv
Aetna, Ill., Illinois Central
Aetna, Ind., Wabash
Aetna, Ia., Burl. Route
Aetna, Tenn., Nashv. Chatt. & St. L
Aetnaville, O., Balt. & Ohio
Africa, Mont., North. Pacific
Afton, Cal., San Ped. Los Ang. & S. Lk
Afton, Ia., Burlington Route
Afton, Minn., Chicago, Mil. & St. Paul
Afton, N.M., Southern Pacific
Afton, N.Y., Del. & Hudson
Afton, N.S. Intercolonial
Afton, O., Norfolk & West
Afton, Okla., Frisco System
Afton, Tenn., Southern
Afton, Va., Chesa. & Ohio
Afton, Wis., Chicago, Mil. & St. P (a)
» North-West. Line (b)
Afton Junction, Ia., Chicago Great Western
Agamenticus, Me., Boston & Maine
Agassiz, Ariz., A.T. & S.F., Coast Lines*
Agassiz, B.C., Can. Pacific
Agate, Colo., Union Pacific
Agate, Mich., Duluth, So. Shore & Atl
Agate, N.D., Minn. St. P. & S. Ste. M
Agate, Ore., Pacific & East
Agate, Utah, Denver & Rio Gr
Agatha, Cal., South. Pacific
Agatha, Idaho, North. Pacific
Agawam, Okla., Chicago, Rk. Isl. & Pac
Agawam Junction, Mass., Central New England
Agency, Ia., Burl. Route
Agency City, Ia., Burl. Route
Agency Ford, Mo., Atch. Top. & San. Fe (a)
» St. Joseph & Gd. Isl (a)
Agenda, Kan., Chicago, Rk. Isl. & Pac
Ager, Cal., Southern Pacific
Agincourt, Ont., Canadian Pacific (a)
» Grand Trunk (b)
(a) *and* (b) ¾ *mile apart*
Aglionby, W.Va., Norfolk & Western
Agnew, Fla., Atl. Coast Line
Agnew, Manitoba, Canadian Northern
Agnew, Ottawa Co., Mich., Pere Marquette
Agnew, Neb., Union Pacific
Agnew, Pa., Penna. Co
Agnew, Wis., Minn. St. P. & Slt. Ste. M
Agnew Junction, Minn., Great Northern
Agnews, Cal., South. Pacific
Agosta, O., Cleve. Cin. Chic. & St. L
Agra, Ala., Louisv. & Nashv
Agra, Cal., A.T. & S.F. Coast Lines*
Agra, Kan., Chicago, Rk. Isl. & Pac
Agra, Okla., Missouri, Kan. & Tex
Agricola, Fla., Atlantic Coast Line
Agricola, Ga., Augusta South
Agricola, Kan., Atch. Top. & Santa Fe
Agricultural College, Mich., Pere Marquette
Agua, Okla., Chicago, Rk. Isl. & Pac
Agua Buena, Mex., National of Mexico
Agua Caliente, Cal., Northwestern Pac (a)
» South. Pacific (b)
Agua Caliente, Chihuahua, Mex., Parral & Durango
Agua Caliente, Sonora, Mex., West Coast Route
Agua Dulce, Tex., National of Mexico
Agua Fria, Mex., Veracruz & Isthmus
Agua Nueva, Chihuahua, Mex., National of Mexico
Agua Nueva, Coahuila, Mex., Coah & Zacatecas (a)
» National of Mexico (b)
(a) *and* (b) *about* ½ *mi. apart*
Agua Prieta, Mex., Nacozari
Aguaruto, Mex., Western of Mexico
Agua Salada, Mex., West Coast Route
Aguascalientes, Aguascalientes, Mex., National of Mexico
Aguatos, Mex., Kan. City Mex. & Orient
Agua Zarca, Mex., West Coast Route
Agudo, N.M., A.T. & S. Fe
Aguila, Ariz., Santa Fe, Prescott & Ph*
Aguilar, Colo., Colorado & Southern
Aguilar, Mex., West Coast Route
Aguilares, Tex., National of Mexico
Aguilera, Mex., Tehuantepec National
Aguirre, Mex., Nat. of Mex
Agujita, Mex., Mexican International
Agujita Junction, Mex., Mexican International
Ahidag, Tex., Galv. Har. & San Ant
Ahloso, Okla., Missouri, Kan. & Tex
Ahmeek, Mich., Mineral Range
Ahorcado, Mex., Nat. of Mex
Ahoskey, N.C., Atlantic Coast Line (a)
» Wellington & Pow (a)
Spelled Ahoskie on W. & P
Ahsahka, Idaho, North. Pac
Ah Say, Wyo., Union Pacific
Ahualulco, Mex., Nat. of Mex
Ahuazotepec, Mex., National of Mexico
Ahuenuete, Mex., Interoceanic of Mex
Ahumada, Mex., Nat. of Mex
Aid, Mo., Frisco System
Aiken, Ill., Chic. Great West
Aiken, Kan., Topeka & No. West
Aiken, Md., Balt. & Ohio
Aiken, Allegheny Co., Pa., Pitts. & Moon Run
Aiken, S.C., Southern
Aikens Summit, Va., Danville & Western
Aikenton, Ga., Cent. of Ga
Aikins, Sask., Canadian Pac
Aiktow, Sask., Can. Pac
Ailey, Ga., Seaboard Air Line
Ailsa, Cal., Southern Pacific
Ailsa Craig, Ont., Gd. Trunk
Aimar, Ga., Atl. Coast Line
Aineyville, Pa., Lehigh Val
Ainslee, Ga., Southern
Ainslie, Fla., Atl. Coast Line
Ainslie, Ont., Mich. Central
Ainslie, Wash., No. Pacific
Ainsworth, B.C., Can. Pac
Ainsworth, Ia., Chicago, Rk. Isl. & Pac
Ainsworth, Ind., Gd. Trunk
Ainsworth, Neb., North-Western Line
Ainsworth, Wash., No. Pac
Airdale, Manitoba, Canadian Pacific
Airdrie, Alberta, Can. Pacific
Airey, Md., Pennsylvania
Air Hill, O., Dayton & Union (a)
» Pitts. Cin. C. & St. L (a)
Airlee, S.C., Chester & Lenoir
Airlie, Minn., Chicago, Mil. & St. Paul
Airlie, Ore., Independ. & Monm
Air Line Crossing, Ont., Michigan Central
Air Line Junction, Ct., N.Y. New Hav. & Hart
Air Line Junction, Ill., Pitts. Cin. Chic. & St. L
Air Line Junction, Mo., Kansas City Southern
Air Line Junction, N.C., Southern
Air Line Junction, O., Lake Shore & Mich. So
Aitken, N.M., Southern Pac
Aitkin, Minn., North. Pacific
Aitkow, Sask., Can. Pacific
Ajambarsan, Mex., National of Mexico
Ajax, Colo., Florence & Cripple Ck
Ajax, Buchanan Co., Mo., Atch. Top. & Santa Fe
Ajax, Stoddard Co., Mo., St. Louis, Iron Mt. & So
Ajax, S.D., North-Western Line
Ajax, Utah, San Ped. Los Ang. & S. Lk
Ajax, Va., Southern
Ajuno, Mex., Nat. of Mexico
Ajusco, Mex., Nat. of Mex
Akaska, S.D., Minn. & St. L
Akbar, Nev., South. Pacific
Akeia, N.M., Southern Pac
Akeley, Minn., Gt. Northern
Akeley, Pa., Dun. Alleg. Val. & Pitts
Akes, Ga., Seaboard Air Line
Akin, Colo., Colorado Midland (a)
» Denver & Rio Grande (a)
Akin, Ga., Southern
Akin, N.Y., N.Y. Cent. & Hud. River
Akin, Utah, San Pedro, Los A. & S. L
Akinsville, Mo., Mo. Pacific
Akomi, Fla., Atl. Coast Line
Akridge, Ga., Flint Riv. & Northeast
Akron, Ala., Alabama Gt. South (a)
» Southern (a)
Akron, Colo., Burl. Route
Akron, Ill., No. West. Line
Akron, Ind., Erie
Akron, Ia., Chic. Mil. & St. P
Akron, Kan., Atch. Top. & Santa Fe
Akron, Mich., Pere Marq
Akron, N.Y., N.Y. Cent. & Hud. R (a)
» West Shore (b)
(a) *and* (b) 1 *mile apart*
Akron, O., Balt. & Ohio (a)(b)
» C.A. & C. (Penna. L) (a)
» Erie (a)
» Northern Ohio (c)
» No. O. Tr. & L. Co (El) (d)
(a) *about* ¼ *mile from* (b)
(b) 300 *yards from* (c)
(d) *about* ½ *mile from* (a)
(b) *and* (c)
Akron, Pa., Phila. & Read
Akron, Tex., St. L. So. West
Akron, Wash., North. Pacific
Akron Junction, N.Y., N.Y. Cent. & Hud. R (a)
» West Shore (b)
Akron Junction, O., Baltimore & Ohio (a)
» C.A. & C. (Penna. L) (a)
Alabama, N.Y., West Shore
Alabama, Okla., Frisco System
Alabama, Tex., Groveton, Lufkin & Tex
Alabama City, Ala., Ala. Great South (a)
» Louisville & Nashv (b)
» Nashv. Chatt. & St. L (b)
» Southern (a)
(a) *and* (b) 1 *mile apart*
Ala. Midland Crossing, Ga., Central of Georgia
Alabama Port, Ala., Mobile & Ohio
Alabama Rolling Mill, Ala., Louisville & Nashville
Alabaster, Ala., Louisville & Nashville
Alabaster, Mich., Detroit & Mackinac (a)
» Erie & Michigan (b)
Alabaster Junction, Mich., Detroit & Mackinac
Alachua, Fla., Atlantic Coast Line (a)
» Seaboard Air Line (b)
(a) *and* (b) *about* ¼ *mi. apart*
Aladdin, Ill., Wabash
Aladdin, Pa., Pennsylvania
Aladdin, Wyo., Wyoming & No. River
Alafia, Fla., Seab. Air Line
Alaga, Ala., Atl. Coast Line
Alamando, Mich., Pere Marquette
Alameda, Ala., Southern
Alameda, Cal., Southern Pacific (a)(b)
(a) *and* (b) *about* ⅜ *mi. apart*
Alameda, Kan., Missouri Pac
Alameda, N.M., Atch. Top. & Santa Fe
Alameda, Sask., Can. Pac
Alameda Junction, Cal., Southern Pacific
Alameda Mole, Cal., Southern Pacific
Alameda Point, Alameda Co., Cal., Southern Pacific
Alamillo, N.M., Atch. Top. & Santa Fe
Alamito, Coahuila, Mex., Hornos
Alamito, Sonora, Mex., West Coast Route
Alamitos Bay, Cal., Pacific Electric
Alamitos Beach, Cal., San Ped. L. A. & S. L (a)
» Southern Pacific (b)
(a) *and* (b) *about* 100 *yards apart*
Alamitos Heights, Cal., Pacific Electric
Alamo, Cal., South. Pacific
Alamo, Ga., Seab. Air Line
Alamo, Coahuila, Mex., National of Mexico
Alamo, Nuevo Leon, Mex., National of Mexico
Alamo, Mich., Mich. Central
Alamo, Tex., Texas & Pacific
Alamo Concentrator, B.C., Canadian Pacific
Alamo Gordo, Mex., West Coast Route
Alamogordo, N.M., El Paso & S.W. System
Alamogordo Jn., N.M., El Paso & S.W. System
Alamos, Mex., West Coast Route
Alamosa, Colo., Denver & Rio Grande
Alamota, Kan., Atch. Top. & Santa Fe
Alanreed, Tex., Chicago, Rk. Isl. & Gulf
Alanson, Mich., Grand Rapids & Ind
Alapaha, Ga., Atl. Coast Line
» Ocilla Southern †
Alapaha River, Ga., Hawkinsville & Fla. So
Alarcon, Mex., Nat. of Mex
Alarm Creek, Tex., Stephenv. N. & S. Tex
Alaska, N.M., A.T. & S.F., Coast Lines*
Alaska, N.C., Atlantic Coast Line
Alaska, W.Va., Chesa. & Ohio
Alaska, Wis., Chic. Mil. & St. P
Alazan, Tex., Gal. Har. & San Ant
Alazon, Nev., South. Pacific
Alba, Mich., Detroit & Charlev (a)
» Grand Rapids & Ind (a)
Alba, Mo., Missouri Pacific
Alba, N.S., Intercolonial
Alba, Pa., Pennsylvania
Alba, Tex., Mo. Kan. & Tex
Albany, Ga., Albany & Northern (a)
» Atlantic Coast Line (a)
» Central of Georgia (a)
» Georgia Northern (a)
» Seaboard Air Line (a)
Albany, Ill., Chic. Mil. & St. P
Albany, Ind., Lk. Erie & West
Albany, La., Yazoo & Miss. Valley
Albany, Minn., Great North
» Minn. St. P. & Slt. Ste. M
Albany, Mo., Burl. Route
Albany, N.Y., Albany South (El) (a)
» Boston & Albany (b)
» Boston & Maine (b)
» Delaware & Hudson (b)
» N.Y. Cent. & Hud. R (b)
» West Shore (b)
(a) *and* (b) *about* 300 *yards apart*

Albany, N.S., Halifax & Southwest
Albany, O., Ohio Cent. Lines
Albany, Ore., Corvallis & Eastern (a)
" Southern Pacific (b)
Depots adjacent
Albany, Pa., Phila. & Read
Albany, P.E.I., Prince Edward Island
Albany, Tex., Texas Cent
Albany, Wis., Chicago, Mil. & St. Paul
Albany, Wyo., Laramie H. Peak & Pac
Albany & No. Junc., Ga., Seaboard Air Line
Albany Junction, Ga., Atlantic Coast Line
Albany Junction, Mo., Burlington Route
Albany Junction, Ore., Southern Pacific
Albee, S.D., Great Northern
Albemarle, N.C., Southern
Alberene, Va., Nelson & Albemarle
Alberg, Ark., Mo. & No. Ark
Alberhill, Cal., A.T.&S.F., Coast Lines*
Albers, Ill., Southern
Albert, Idaho, Payette Val
Albert, Kan., Atch. Top. & S. Fe
Albert, N.B., Salis. & Harvey
Albert, Pa., Wilkes-Bar. & Has (El)
Albert, Va., Virginia & S.W
Alberta, Ala., Southern
Alberta, La., Louisiana & Arkansas
Alberta, Minn., Gt. Northern
Alberta, Va., Seab. Air Line
Alberta, Va., Virginian
Albert Canyon, B.C., Can. Pac
Albert City, Ia., Chicago, Mil. & St. Paul
Albert Les, Minn., Chicago, Mil. & St. P (a)
" Chic. Rk. Isl. & Pac (b)
" Illinois Central (c)
" Iowa Central (c)
" Minn. & St. Louis (c)
(a) *and* (c) *60 rods apart*
(b) *and* (c) *1 mile apart*
Albert Mines, N.B., Salisbury & Harvey
Alberto, Mex., Nat. of Mex
Alberton, Md., Balt. & Ohio
Alberton, Mont., Chic. Mil. & Puget Sd
Alberton, P.E.I., Prince Edward Island
Albertson, N.Y., Long Island
Albertson, Vt., Clarendon & Pittsford†
Albertville, Ala., Nashv. Chatt. & St. L
Albertville, Minn., Gt. North
Albertville, Wis., Minn. St. P. & Slt. Ste M
Albia, Ia., Albia & Centerville (a)
" Burlington Route (b)
" Iowa Central (a)
" Wabash (a)
(a) *and* (b) *1 mile apart*
Albin, Miss., Southern in Miss (a)
" Yazoo & Miss. Val (b)
(a) *and* (b) *adjacent*
Albina, Ore., Oregon RR. & Nav. Co
Albion, Ill., Southern
Albion, Ind., Balt. & Ohio
Albion, Ia., Iowa Central
Albion, Kan., Atch. Top. & Santa Fe
Albion, Me., Wiscasset, Wat. & Farm
Albion, Mich., Lake Sh. & Mich. So (a)
" Michigan Central (b)
(a) *and* (b) *about ¼ mile apart*
Albion, Neb., North-West. Line (a)
" Union Pacific (b)
(a) *and* (b) *¼ mile apart*
Albion, N.J., Atlantic City
Albion, N.Y., N.Y.C. & H. Riv
Albion, Okla., Frisco System
Albion, Pa., Bessemer & Lk. Erie (a)
" Pennsylvania Co (b)
(a) *and* (b) *about 2 mile apart*
Albion, R.I., N. Y. N. H. & H
Alborn, Minn., Dul. Missabe & No (a)
" Great Northern (b)
(a) *and* (b) *about ¼ mile apart*
Albrae, Cal., Southern Pacific
Albright, Ind., Evansv. & Ind
Albright, Neb., Chicago, Rk. Isl. & Pac
Albright, W. Va., Morgantown & Ringw
Albuquerque, N.M., Atch. Top. & S. Fe (a)
" A. T. & S. F., Coast L* (a)
Alburgh, Vt., Central Vermont (a)
" Rutland (a)
Alburgh Junction, Vt., Grand Trunk
Alburgh Springs, Vt., Grand Trunk
Alburnett, Ia., Ill. Central
Alburtis, Pa., Phila. & Read
Albury, Minn., Great North
Alcalde, Cal., South. Pacific
Alcalde, Mex., Nat. of Mex
Alcalde, N.M., Den. & Rio. Gr
Alcazar, La., Colo. So. N. Orl. & Pac (a)
" La. Ry. & Nav. Co (a)
Alcazar, Mont., Chic. Mil. & Puget Sd
Alcedo, Ky., Louisville & Nashville
Alcester, Manitoba, Great Northern
Alcester, S.D., North-Western Line
Alco, Ala., Louisv. & Nashv
Alco, Ind., Chic. Indiana & So
Alcolita, Cal., South. Pacific
Alcolu, S.C., Alcolu (a)
" Atlantic Coast Line (a)
Alcona, Mich., Detroit & Mackinac
Alcona, Ont., Grand Trunk Pacific
Alcorn, Miss., Mobile & Ohio
Alcorn, Tenn., Southern
Alcorns, Ga., Wrightsville & Tennille
Alcovy, Ga., Georgia
Alda, Neb., Union Pacific
Aldama, Chihuahua, Mex., Kan. City, Mex. & Orient
Aldama, Puebla, Mex., Mexican Southern
Aldamas, Nuevo Leon, Mex., National of Mexico
Aldana, Mex., Mexico North Western
Aldburn, Pa., N.Y. Cent. & Hud. R (a)
" Pennsylvania (a)
Alden, Ill., North-West. Line
Alden, Ia., Illinois Central (a)
" North-West. Line (b)
(a) *and* (b) *1¼ miles apart*
Alden, Kan., Atch. Top. & Santa Fe
Alden, Mich., Pere Marquette
Alden, Minn., Chicago, Mil. & St. Paul
Alden, Neb., Burlington Route
Alden (1), Erie Co., N.Y., Delaware, Lack. & West
Alden (2), Erie Co., N.Y., Erie
Alden, O., Baltimore & Ohio
Alden, Pa., Central of N.J
Alden Bridge, La., Bodcaw Valley (a)
" St. Louis South-west (b)
(a) *and* (b) *about 150 yards apart*
Aldene, N.J., Cent. of N.J (a)
" Lehigh Valley (b)
" Rahway Valley (a)
(a) *and* (b) *100 yards apart*
Alden Junction, Minn., Minnesota & No. Wisc
Alden Lake, Minn., Minnesota & No. Wisc
Aldens, Miss., Illinois Cent
Alder, Manitoba, Can. Pac
Alder, Mich., Munising
Alder, Mont., North. Pacific
Alder, Wash., Tacoma Eastern
Alder, Wis., North-Western Line
Alder Brook, N.H., Boston & Maine
Alder Creek, Cal., So. Pacific
Alder Creek, N.Y., N.Y. Cent. & Hud. River
Aldercroft, Cal., South. Pac
Alderdale, Wash., Spokane, Port. & Seat
Alder Lake, Wis., Chicago, Mil. & St. Paul
Alderney, Mo., Wabash
Alderneys, Cal., Northwestern Pacific
Alderson, Ill., Ill. Cent
Alderson, Mich., Pere Marquette
Alderson, Okla., Chicago, Rk. Isl. & Pac
" Choctaw, Newcas. & W†
Alderson, Pa., Lehigh Valley
Alderson, W. Va., Chesapeake & Ohio
Aldersyde, Alberta, Canadian Pacific
Alderton, Wash., North. Pac
Aldham, Pa., Pennsylvania
Aldine, Ind., Erie
Aldine, Tex., Int. & Gt. North
Aldredge, Tex., St. Louis South-west
Aldreds, Ga., Louisville & Wadley
Aldrich, Ala., Southern
Aldrich, Minn., North. Pac
Aldrich, Mo., Kan. City, Clin. & Spring
Aldrich, N.Y., N.Y. C. & H. R
Aldridge, B.C., Canadian Pac
Aldridge, Ill., Illinois Cent
Aldridge, Miss., Yazoo & Miss. Valley
Aldridge, Tex., Burr's Fy. Brown. & Ch
Aldridge, W. Va., Balt. & Ohio
Alecto, Mich., North-Western Line
Aledo, Ill., Burlington Route
Aledo, Tex., Texas & Pacific
Aleman, N.M., Atch. Top. & Santa Fe
Alert, Ind., South. Indiana
Alesia, Md., West. Maryland
Alessandro, Cal., A.T.&S.F., Coast Lines*
Alethea, S.C., Southern
Alex, Okla., Chicago, Rk. Isl. & Pac
Alexander, Ark., St. L. Iron Mt. & South
Alexander, Idaho, Oregon Short Line
Alexander, Morgan Co., Ill., Wabash
Alexander, Ia., Iowa Central
Alexander, Kan., Atch. Tep. & Santa Fe
Alexander, Ky., Louisville & Nashville
Alexander, Manitoba, Canadian Pacific
Alexander, Crawford Co., Mich., Michigan Central
Alexander, Miss., Gulf & Ship Island
Alexander, N.Y., Del. Lack. & West (a)
" Erie (b)
" N.Y. Cent. & Hud. R (c)
(a) *and* (c) *2 miles apart*
(b) *and* (c) *adjacent*
Alexander, N.C., Southern
Alexander, O., Ohio River & Western
Alexander, Pa., Penna
Alexander, Tex., Stephenv. N. & S. Tex (a)
" Texas Central (b)
(a) *and* (b) *385 yards apart*
Alexander, Upshur Co., W. Va., Baltimore & Ohio
Alexander, Wetzel Co., W. Va., Baltimore & Ohio
Alexander and Rich Mountain Junc., W. Va., Baltimore & Ohio
Alexander Bay, N.F Reid Newfoundland
Alexander City, Ala., Central of Georgia
Alexander Island, Va., Wash. Alex. & Mt. V. El
Called also Rosslyn Junction
Alexander s, O., Balt. & Ohio
Alexanders, Okla., St. Louis, Iron Mt. & So
Alexanders, Va., Norfolk & Western
Alexandersville, O., Ohio Electric
Alexanderville, Ga., Atlantic Coast Line
Alexandria, Ala., Louisville & Nashville
Alexandria, Ind., Cleve. Cin. Ch. & St. L (a)
" Lake Erie & West (b)
(a) *and* (b) *½ mile apart*
Alexandria, La., Chic. Rock Isl. & Pac (a)
" La. & Arkansas (b)
" La. Ry. & Nav. Co (a)
" Morgan's La. & Tex (c)
" St. L. Iron Mt. & So (b)
" St. Louis, Wat. & G (b)
" Texas & Pacific (b)
(a) *and* (b) *about 1 mile apart*
(a) *and* (c) *about ½ mi. apart*
(b) *and* (c) *½ mile apart*
Alexandria, Minn., Great Northern (a)
" M. St. P. & Slt. Ste. M (b)
(a) *and* (b) *about 1 mile apart*
Alexandria, Mo., Burlington Route
Alexandria, Neb., St. Joseph & Grand Isl
Alexandria, Licking Co., O., Ohio Central Lines
Alexandria, Ont., Grand Trunk
Alexandria, Pa., Penna
Alexandria, S.D., Chicago, Mil. & St. Paul
Alexandria, Va., Chesapeake & Ohio (a)
" Southern (a)
" Wash. Alex. & Mt. V. El
" Washington South (b)
(a) *and* (b) *400 yards apart*
(a) *and* (c) *about ⅝ mile apart*
(b) *and* (c) *about ¾ mile apart*
Alexandria Junction, La., Chicago, Rk. Isl. & Pac
" La. Ry. & Nav. Co
Alexandria Junction, Md., Baltimore & Ohio
Alexandria Junction, Va., Southern
Alexanken, N.J., Penna
Alexis, Ill., Burlington Route
Alexis, O., Ann Arbor (a)
" Detroit, Tol. & Mil (a)
" Lk. Sh. & Mich. So (b)
" Michigan Central (c)
" Pere Marquette (a)
Depots adjacent
Alfalfa, Tex., Gal. Har. & San Ant (a)
" Texas & Pacific (a)
Alfalfa, Wash., No. Pacific
Alfarata, Pa., Penna
Alfont, Ind., Cleve. Cin. Chic. & St. L
Alford, Ont., Grand Trunk
Alford, Pa., Del. Lack. & West
Alford's, Fla., Atlanta & St. And. Bay
Alford's, Ga., Gulf Line
Alfords, La., Texas & Pacific
Alfords, N.C., Atl. Coast L
Alfred, Me., Boston & Maine
Alfred, Berrien Co., Mich., Pere Marquette
Alfred, Dickinson Co., Mich., Escanaba & Lake Sup
Alfred, N.Y., Erie
Alfred, N.D., Northern Pacific
Alfred, Ont., Can. No. Que
" Canadian Pacific
Alfred, Tex., San Ant. & Aran. Pass
Alfretta, Ala., Lv. & Nashv
Alfrey, Miss., Yazoo & Miss. Valley
Alfrey, Mo., Frisco System
" St. Louis, Iron Mt. & So
Algar, Manitoba, Canadian Northern
Alger, Ia., Chicago, Mil. & St. Paul
Alger, Mich., Michigan Cent
Alger, Minn., Duluth & Iron Range
Alger, Mont., North. Pacific
Alger, O., Erie
Alger, Wash., Great North
Alger, Wyo., Burl. Route
Algiers, La., Morgan's La. & Tex (a)
" New Orl., South (b)
(a) *and* (b) *about 1 mile apart*
Algoa, Tex., Gulf, Colo. & S. Fe* (a)
" St. L. Browns. & Mex (a)
" Trinity & Brazos Val† (a)
Algodon, Mex., West Coast Route
Algodones, N.M., Atch. Top. & Santa Fe
Algol, Va., Louisv. & Nashv
Algoma, Idaho, No. Pacific
Algoma, Miss., New Orl. Mobile & Chic
Algoma, Ont., Can. Pacific
Algoma, W. Va., Norfolk & Western
Algoma, Wis., Ahnapee & Western
Algomah, Cal., McCloud Riv
Algona, Ia., Chicago, Mil. & St. P (a)
" Iowa Central (b)
" North-West. Line (c)
(a) *and* (b) *about ⅜ mi. apart*
(a) *and* (c) *½ mile apart*
(b) *and* (c) *about ⅝ mi. apart*
Algonac, Mich., Rapid†
Algonquin, Ill., North-Western Line
Algonquin Connection, Pa., N.Y. Susq. & Western
Algonquin Park, Ont., Grand Trunk
Algood, Tenn., Overton County (a)
" Tennessee Central (a)
Algren, Va., Virginian
Alhambra, Ariz., Santa Fe, Presc. & Ph*
Alhambra, Cal., Pac. Electric
" Southern Pacific
Alhambra, Ill., Illinois Central (a)
" Tol. St. Louis & West (b)
(a) *and* (b) *adjacent*
Alhambra, Mont., Great Northern
Alhuate, Mex., West Coast Route
Alicante, Colo., Colorado & Southern
Alice, Ala., Louisv. & Nashv
Alice, Fla., Atl. Coast L
Alice, N.D., Northern Pacific
Alice, O., Hocking Valley
Alice, Tex., Nat. of Mex (a)
" San Ant. & Aran. P (b)
(a) *and* (b) *about ½ mile apart*
Alicel, Ore., Oregon RR. & Nav. Co
Alice Mines, Pa., Penna †
Aliceton, Ky., Louisv & Nash
Aliceville, Ala., Alabama, Tenn. & No
Aliceville, Kan., Mo. Pacific
Alicia, Ariz., Mari. & Ph
Alicia, Ark., St. Louis, Iron Mt. & So
Alicia, N.D., Minn, St. P. & Slt. Ste. M
Alida, Ind., Balt. & Ohio (a)
" Chicago, Ind. & Lv (a)
Alida, Kan., Union Pacific
Alida, Md., Balt. & Ohio
Alief, Tex., San Ant. & A. P
Alikanna, O., Penna. Co
Aline, Ga., Wadley Southern
Aline, Okla., Chicago, R. I. & Pac (a)
" K. C. Mex. & Orient (b)
(a) *and* (b) *about ½ mile apart*
Aliquippa, Pa., Pittsburgh & Lk. Erie
Aliso, Cal., A.T.&S.F. Coast L*
Alisos, Mex., Mex. Internat
Aliwell, Ga., Louisv. & Nashv
Alix, Alberta, Can. Pacific
Alkl, Wyo., Burl. Route
Alkire, W. Va., Baltimore & Ohio
Alla, Cal., Los Angeles-Pacific (El)
Allaire, N.J., Pennsylvania
Alla Junction, Cal., Los Angeles-Pacific (El)
Allamore, Tex., Tex. & Pacific
Allamuchy, N.J., Lehigh & Hudson Riv
Allan, Sask., Grand Trunk Pacific
Allanburg, Ont., Gd. Trunk
Allanburg Junction, Ont., Grand Trunk (a)
" Wabash (a)
Allandale, O., Balt. & Ohio Southwest
Allandale, Ont., Gd. Trunk
Allan Park, Ont., Can. Pac
Allans, Ont., Bay of Quinte
Allantown, Ariz., A.T.&S.F., Coast Lines*
Allard, Mont., North. Pacific
Allatoona, Ga., Nashv. Chatt. & St. L (a)
" Western & Atlantic (a)
Alledonia, O., Ohio River & Western
Allegan, Ky., Queen & Cres. Route
Allegan, Mich., Lake Sh. & Mich. So (a)
" Michigan Central (a)
" Pere Marquette (b)
(a) *and* (b) *1 mile apart*
Allegany, Md., Cumberland & Penna
Allegany, N.Y., Erie (a)
" Pennsylvania (b)
(a) *and* (b) *¼ mile apart*
Alleghany, Tenn., Tenn. & Car. South
Alleghany, Va., Chesa. & Ohio
A. & K. Junction, N.Y., Pennsylvania
Alleghany Furnace, Pa., Pennsylvania
Allegheny, Pa., Baltimore & Ohio (a)
" Pennsylvania (c)
" Pennsylvania Co (c)
(a) *and* (c) *about ½ mi. apart*
Allegrippus, Pa., Penna
Alleman, Ia., Ft. Dodge, Des M. & So
Allen, Ala., Alabama Gt. Southern
Allen, Ark., Little River Val
Allen, Kan., Missouri Pacific
Allen, Mich., Lake Shore & Mich. So
Allen, Miss., Yazoo & Miss. V
Allen, Mont., North. Pacific
Allen, Neb., Burl. Route
Allen, Okla., Mo. Okla. & Gulf
Allen, Pa., Pitts. Shawmut & North
Allen, S.C., Atl. Coast L
Allen, Colin Co., Tex., Houston & Texas Cen
Allen, Harris Co., Tex., Galv. Har. & San Ant
Allen, Wyo., Union Pacific
Allendale, Cal., So. Pacific

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Allendale, Ill.,
Cleve. Cin. Chic. & St. L
Allendale, Ky.,
Chesapeake & Ohio
Allendale, N.J., Erie
Allendale, O.,
Baltimore & Ohio S.W
Allendale, R.I.,
N.Y. New Hav. & Hart
Allendale, S.C.,
Charleston & W.Car (a)
» Southern (b)
(a) and (b) about ½ mile apart
Allendale, Tex., Wichita Val
Allende, Mex.,
Mexican International
Allendorf, Ia.,
Chicago, Rk. Isl. & Pac
Allene, Ark., Kansas City So
Allene, Ga., Georgia & Fla
Allenfarm, Tex.,
Gulf, Colo. & Santa Fe*
Allenford, Ont., Gd. Trunk
Allengreene, La.,
Queen & Cres. Route
Allenhurst, N.J.,
Cent. of New Jersey (a)
» N.Y. & Long Branch (a)
» Pennsylvania (a)
Allenhurst, Tex.,
St. L. Brownsv. & Mex
Allen Junction, Minn.,
Duluth & Iron Range
Allen Junction, O.,
Toledo & Western (El)
Allen Lane, Pa., Penna
Allenport, Pa., Penna
Allen's, Ga., Cent. of Georgia
Allen's, N.J.,
Pemb. & Hightstown
Allens, N.Y., Del. & Hudson
Allen's, Tenn., Lv. & Nashv
Allen's Creek, Tenn.,
Nashv. Chatt. & St. L
Allen's Creek, Va.,
Chesapeake & Ohio
Allen's Grove, Wis.,
Chicago, Mil. & St. Paul
Allen's Mill, Que.,
Que. & Lake St. John
Allens Mills, Pa.,
Pitts. Shawmut & No
Allenstown, N.H.,
Boston & Maine
Allensville, Ky.,
Louisville & Nashville
Allenton, Ala., Lv. & Nashv
Allenton, Colo.,
Denver & Rio Grande
Allenton, Mo.,
Frisco System (a)
» Missouri Pacific (b)
(a) and (b) adjacent
Allenton, N.C., Seab. Air Line
Allenton, Wis.,
Minn. St. P. & Slt. Ste. M
Allen Town, Colo.,
Silverton Northern
Allentown, Ga.,
Macon, Dublin & Sav
Allentown, Ill., Vandalia
Allentown,
Allegheny Co., Pa.,
Pittsburgh Rys. Co
Allentown, Lehigh Co., Pa.,
Cent. of New Jersey (a)
» Lehigh Valley (b)
» Perkiomen (a)
» Phila. & Reading (a)
See East Penna. Junction
(a) and (b) adjacent
Allenvale, Pa.,
Pitts. Westm. & Somer
Allenville, Ala., Southern
Allenville, Ga., Ga. & Ha
Allenville, Ill.,
Illinois Central
Allenville, Mich.,
Duluth, So. Shore & Atl
Allenville, Mo.,
St. Louis, Iron Mt. & So
Allenville, Wis.,
North-Western Line
Allenwood, N.J., Penna
Allenwood, Pa., Phila. & Read
Allerton, Ia.,
Chicago, Rk. Isl. & Pac
Allerton, Vermillion Co., Ill.,
Chicago and East. Ill
Allerton, Mass.,
N.Y. New Hav. & Hart
Allerton Farms, Ct.,
N.Y. New Hav. & Hart
Alley, Ky., Licking River
Alley, Mont., North. Pacific
Alleyton, Tex.,
Galv. Har. & San Ant
Alliance, Cal.,
Arcata & Mad River
Alliance, Ind.,
Cleve. Cin. Chic. & St. L
Alliance, La., New Orl. So
Alliance, Neb., Burl. Route
Alliance, O.,
Lk. E. Alliance & Wh (a)
» Pennsylvania Co (b)
(a) and (b) ¼ mile apart
Alliance Junc., O., Penna. Co
Allie, Ga.,
Central of Georgia
Alligator, Miss.,
Yazoo & Miss. Valley
Alligator Bay, La.,
St. Louis, Iron Mt. & S
Alligator Creek, Fla.,
Atlantic Coast Line
Alligoods, N.C.,
Norfolk & Southern
Allingdale, W.Va.,
Baltimore & Ohio
Allingtown Siding, Ct.,
N.Y. New Hav. & Hart
Allis, Ark.,
St. Louis, Iron Mt. & So
Allis, Wis.,
Chicago, Mil. & St. P (a)
» North-West. Line (b)
(a) and (b) adjacent
Allison, Colo.,
Denver & Rio Grande
Allison, Ind.,
Chicago, Ind. & South
Allison, Ia., Chic. Great West
Allison, Minn.,
Minn. St. P. & Slt. Ste. M
Allison, Pa., Lehigh Val (a)
» Phila. & Reading (b)
(a) and (b) 200 yards apart
Called Allison's on L.V
Allisonia, Va., Norf. & West
Allison Park, Pa.,
Baltimore & Ohio
Allison's, Pa., Lehigh Val (a)
» Phila. & Reading (b)
(a) and (b) 200 yards apart
Called Allison on P. & R
Alliston, Ont.,
Canadian Pacific (a)
» Grand Trunk (b)
(a) and (b) 3-5 mile apart
Allouez, Mich.,
Keweenaw Central
Allouez, Wis.,
Duluth, So. Sh. & Atl (a)
» Great Northern (a)
» North-West. Line (a)
» Northern Pacific (b)
Allouez Crossing, Mich.,
Mineral Range
Alloway, Kan.,
Kan. City, Mex. & Orient
Alloway, N.J., Penna
Alloway Junction, N.J.,
Pennsylvania
Allston, Mass., Bost. & Albany
Allsworth, Pa., Penna
Alluvia, H.C., Gt. North
Alluvia, Fla.,
Atlantic Coast Line
Allwood, N.J., Erie
Allyn, Mich.,
Manistee & North-east
Allyn's Point, Ct.,
N.Y. New Hav. & Hart
Alma, Ala., Frisco System
Alma, Ark.,
St. Louis, Iron Mt. & So
Alma, Cal., Southern Pacific
Alma, Colo., Colo. & Southern
Alma, Ga.,
Atlanta, Birm. & Atl
Alma, Marion Co., Ill.,
Illinois Central
Alma, Kan.,
Atch. Top. & S. Fe (a)
» Chic. Rk. Isl. & Pac (b)
(a) and (b) ½ mile apart
Alma, La.,
Chicago, Rk. Isl. & Pac
Alma, Mich., Ann Arbor (a)
» Pere Marquette (a)
Alma, Mo., Chicago & Alton
Alma, Neb., Burl. Route
Alma, N.C., Seaboard Air Line
Alma, N.S., Intercolonial
Alma, Ont., Grand Trunk
Alma, P.E.I., Prince Edw. Isl
Alma, Ellis Co., Tex.,
Houston & Texas Cent
Alma, Wis., Burl. Route
Alma Center, Wis.,
Green Bay & Western
Almaden Crossing, Cal.,
Southern Pacific
Almagres, Mex.,
Tehuantepec National
Alma Junction, Kan.,
Chicago, Rk. Isl. & Pac
Alma Junction, Neb.,
Burlington Route
Almeda, Ind., Vandalia
Almeda, S.C.,
Charleston & West Car
Almeda, Tex.,
Internat. & Gt. North
Almena, Kan.,
Burlington Route (a)
» Chic. Rk. Isl. & Pac (b)
(a) and (b) ½ mile apart
Almena, Wis.,
Minn. St. P. & Slt. St. M
Almira, Ga.,
Central of Georgia
Almira, Wash., No. Pacific
Almo, Ky.,
Nashv. Chatt. & St. L
Almoloyas, Mex.,
Mexican Southern
Almon, Ga., Georgia
Almond, Cal., South. Pacific
Almond, N.Y., Erie
Almond, N.C., Southern
Almond, Wis.,
North-Western Line
Almont, Ark.,
St. L. Iron Mt. & South
Almont, Colo.,
Denver & Rio Grande
Almont, Ia.,
North-Western Line
Almont, Mass.,
Boston & Maine
Almont, Mich.,
Pere Marquette
Almont, N.D., North. Pacific
Almonte, Ont., Can. Pacific
Almora, Ill.,
Chicago, Mil. & St. P (a)
» North-West. Line (b)
(a) and (b) about 20 rods apart
Almora, Minn.,
Minn. St. P. & Slt. Ste. M
Almoral, Ia., Chic. Gt. West
Almota, Wash.,
Oregon RR. & Nav. Co
Alms House, Ky.,
Illinois Central (a)
» Louisv. Hend. & St. L (a)
Alms House, Va.,
Norfolk & Western
Almy, Tenn., Tennessee
Almyra, Ark.,
St. Louis South-west
Alnwick, Ga., Central of Ga
Alnwick, Tenn.,
Louisville & Nashville
Alnwick, W.Va.,
Norfolk & Western
Alcah, Cal., San Diego So
Aloe, Tex.,
Galv. Har. & San Ant
Aloha, La.
Louisiana Ry. & Nav. Co
Aloha, Mich.,
Detroit & Mackinac
Aloha, Wash., Northern Pac
Alonso, Mex., Nat. of Mex
Alonzo, La.,
Louisiana Ry. & Nav. Co
Alonzo, Mex.,
Interoceanic of Mexico
Alpena, Ark.,
Missouri & North Ark
Alpena, Mich.,
Detroit & Mackinac
Alpena, N.S.,
Halifax & Southwest
Alpena, S.D.,
Chicago, Mil. & St. Paul
Alpena Junction, Mich.,
Detroit & Mackinac
Alpha, Ill., Burlington Route
Alpha, Manitoba,
Canadian Northern
Alpha, Minn.,
Chicago, Mil. & St. Paul
Alpha, Nev., Eureka & Pal
Alpha, N.J., Lehigh Valley
Alpha, O., Cin. Ham. & Day (a)
» Pitts. Cin. Ch. & St. L (b)
Called Harbines on Cin. Ham. & Dayton
(a) and (b) ¼ mile apart
Alpha, Tenn., Southern
Alpha, Tex.,
San Ant. & Aran. Pass
Alpha, Va., Chesa. & Ohio
Alpha Springs, Ala.,
Louisville & Nashville
Alpine, Ala., Southern
Alpine Ga.,
Garbutt & Donovan S.L
Alpine, Ill., Wabash
Alpine, Ind.,
Cleve. Cin. Chic. & St. L
Alpine, Ky.,
Cin. New Orl. & Tex. Pac
Alpine, Mich., Pere. Marq
Alpine, N.H., Boston & Maine
Alpine, N.Y., Lehigh Valley
Alpine, Tex., Gal. Har. & San A
Alpine, Va., Chesa. & Ohio
Alpine Tavern, Cal.,
Pacific Electric
Alpine Tunnel, Colo.,
Colorado & Southern
Alplaus, N.Y.,
Delaware & Hudson
Alpowa, Wash.,
Oregon RR. & Nav. Co
Alps, N.M.,
Colorado & Southern
Alpsville, Pa., Balt. & Ohio
Alred, Ala., Cent. of Georgia
Alrich, Ariz., South. Pacific
Alrich, Va., Pot. Fred. & Pied
Alsace, Cal.,
Los Angeles-Pacific (El)
Alsatia, La.,
St. Louis, Iron Mt. & So
Alsdorf, Tex., Texas Midland
Alsen, N.Y., West Shore
Alsen, N.D.,
Minn. St. P. & Slt. Ste. M
Alsey, Ill., Burlington Route
Alsfeldt, Ont., Grand Trunk
Alsips, Ill., Chic. Term. Trans
» Indiana Harbor Belt †
Alspaugh, Ore.,
Portland Ry. L. & P. Co
Alston, Ga., Georgia & Fla
Alston, Mich., Mineral Range
Alston, Mo., Frisco System
Alston, Okla.,
Atch. Top. & Santa Fe
Alston, S.C., Southern
Alstown, Wash., Great North
Alsuma, Okla., Mo. Kan. & Tex
Alsyn, Va., Southern
Alta, Ala., Southern
Alta, Ariz., Phœnix & East
Alta, Placer Co., Cal.,
Southern Pacific
Alta, San Diego Co., Cal.,
San Diego & Cuyamaca
Alta, Ill., Chic. Rk. Isl. & Pac
Alta, Ia., Illinois Central
Alta, Mex., Nat. of Mex
Alta, Minn.,
North Western Line
Alta, N.M.,
El Paso & Rock Island
Alta, N.D., Northern Pacific
Alta, O., Baltimore & Ohio
Alta, Utah, Denv. & Rio Gr
Altadena, Cal.,
Pacific Electric
» San Ped. Los Ang. & S. Lk
Altair, Kan., Union Pacific
Altair, Tex.,
San Ant. & Aran. Pass
Alta Loma, Tex.,
Gulf, Colo. & Santa Fe*
Altamont, Cal., South. Pacific
Altamont, Ill.,
Balt. & Ohio S.W (a)
» Chic. and East. Ill (b)
» Vandalia (a)
» Wabash (b)
(a) and (b) about 300 yards apart
Altamont, Ind.,
Cleve. Cin. Ch. & St. L (a)
» Lake Erie & West (b)
(a) and (b) adjacent
Altamont, Kan.,
Frisco System
Altamont, Ky.,
Louisville & Nashville
Altamont, Manitoba,
Canadian Northern
Altamont, Md., Balt. & Ohio
Altamont, Mo.,
Chicago, Rk. Isl. & Pac
Altamont, N.Y.,
Delaware & Hudson
Altamont, S.C.,
Greenville & Knoxville
Altamont, S.D.,
North-Western Line
Altamont, Wis.,
Duluth, So. Shore & Atl
Altamonte, Wyo., Union Pac
Altamonte, Fla.,
Atlantic Coast Line
Altamonte Springs, Fla.,
Atlantic Coast Line
Altapass, N.C.,
Car. Clinch. and Ohio
Alta Siding, Pa.,
Phila. & Reading
Altata, Mex., West. of Mex
Alta Vista, Colo.,
Florence & Cripple Ck
Alta Vista, Ga.,
Flovilla & Indian Spgs
Alta Vista, Ia., Chic. Gt. West
Alta Vista, Kan.,
Chicago, Rk. Isl. & Pac
Altavista, Va., Southern (a)
» Virginian (b)
(a) and (b) about ½ mile apart
Altena, La., La. Ry. & Nav. Co
Altenheim, Ill.,
Chic. Term. Trans (a)
» Minn. St. P. & S. Ste. M (a)
Altenwald, Pa., Western Md
Alterton, Pa., Cumb. Valley
Althelmer, Ark.,
St. Louis South-west
Althouse, Pa., Balt. & Ohio
Altman, Colo.,
Florence & Cripple Ck
Altman, W.Va., Ches. & Ohio
Altmar, Ill.,
Chicago, Ind. & South
Altmar, N.Y., N.Y.C. & H.R
Alto, Ariz.,
Santa Fe, Presc. & Ph*
Alto, Ga., Southern
Alto, Mich., Pere Marquette
Alto, S.D.,
North Western Line
Alto, Tex., St. L. South-west
Alto, Wash.,
Oregon RR. & Nav. Co
Alton, Ala.,
Seaboard Air Line
Alton, Ark.,
Louisiana & Arkansas
Alton, Cal., No. West. Pacific
Alton, Fla., Florida (a)
» Live Oak, Perry & G (b)
(a) and (b) about 300 yards apart
Alton, Ga.,
Ga. Coast & Piedmont
Alton, Ill.,
Chicago & Alton (a)
» Chic. Peoria & St. L (a)
» Clev. Cin. Ch. & St. L (a)
» Illinois Terminal (a)
» Wabash (a)
Alton, Ia., North-West. Line
Alton, Kan., Missouri Pacific
Alton, Ky., Southern
Alton, La.,
New Orl. & North-east
Alton, Me., Bangor & Aroos
Alton, N.H., Boston & Maine
Alton, N.Y.,
N.Y. Cent. & Hud. River
Alton, N.D., Great Northern
Alton, N.S., Intercolonial
Alton, O., Ohio Electric (a)
» Pitts. Cin. Ch. & St. L (b)
(a) and (b) ½ mile apart
Alton, Ont., Canadian Pacific
Alton, Pa., Erie
Alton, Va., Southern
Alton, W.Va., Balt. & Ohio
Altona, Ala.,
Louisville & Nashville
Altona, Ill., Burl. Route
Altona, Man., Canadian Pac
Altona, N.Y., Rutland
Alton Bay, N.H.,
Boston & Maine
Alton Junction, Cal.,
San Francisco & N. W*
Alton Park, Tenn.,
Chattanooga Southern
Alton Summit, Ill.,
Chicago & Alton
Altoona, Ala.,
Louisville & Nashville
Altoona, Fla.,
Atlantic Coast Line
Altoona, Ia.,
Chic. Rk. Isl. & Pac (a)
» Inter-Urban (El) (b)
(a) and (b) about 500 feet apart
Altoona, Kan., Missouri Pac
Altoona, Pa., Pennsylvania
Altoona, Wis., No. West. Line
Alto Pass, Ill., Mobile & Ohio
Altos, Mex.,
National of Mexico
Altruria, Colo.,
Colorado & Southern
Altruia, Tenn.,
Louisville & Nashville
Altschul, Fla., Ga. Fla. & Ala
Altuda, Tex., Gal. Har. & San A
Altura, Colo.,
Denver & Rio Grande
Alturs, Minn.,
Chicago Great Western
Alturas, Cal.,
Nevada-California-Ore
Altus, Ark.,
St. Louis, Iron Mt. & So
Altus, Okla., Frisco Sys (a)
» Kan. City, Mex. & Or (b)
» Wichita Falls & No. W
(a) and (b) 1½ miles apart
Altus, Utah, Denv. & Rio Gr
Altus, Wyo.,
Colorado & Southern
Alvan, Wyo., Burl. Route
Alum Creek, W.Va.,
Chesapeake & Ohio
Alum Lick, W.Va.,
Chesapeake & Ohio
Alum Springs, Ky.,
Louisville & Nashville
Alva, Ala., Cent. of Georgia
Alva, Okla.,
Atch. Top. & Santa Fe (a)
» Chic. Rk. Isl. & Pac (b)
(a) and (b) ¼ mile apart
Alva Junction, Wis.,
Chicago. Mil. & St. Paul
Alvan, Ill.,
Chic. and East. Ill (a)
» Illinois Central (a)
Called Alvin on C. and E. I
Alvarado, Cal., So. Pacific
Alvarado, Michoacan, Mex.,
National of Mexico
Alvarado, Vera Cruz, Mex.,
Veracruz
Alvarado, Minn.,
Minn. St. P. & Slt. Ste. M
Alvarado, N.M.,
El Paso & S. W. System

Alvarado, Tex.,
Gulf, Colo. & Santa Fe* (a)
" Mo. Kansas & Texas (b)
(a) and (b) about 1 mi. apart
Alvarez, ——, Mex.,
Potosi & Rio Verde
Alvaton, Ga., Atl. Birm. & Atl
Alveda, O., Hocking Valley
Alverno, Wis.,
Minn. St. P. & Slt. Ste. M
Alverson, Ala., Southern
Alversons, N.Y.,
N. Y. Cent. & Hud. River
Alverton, Pa., Pennsylvania
Alvin, Cal., Southern Pacific
Alvin, Ill.,
Chic. and East. Ill (a)
" Illinois Central (a)
Called Alvan on I. C
Alvin, Tex.,
Gulf, Colo. & Santa Fe*
Alvin, Wash.,
Great Northern
Alvinston, Ont.,
Grand Trunk (a)
" Michigan Central (b)
(a) and (b) about ½ mi. apart
Alviso, Cal., Southern Pacific
Alvo, Neb., Chic. Rk. Isl. & Pac
Alvord, Inyo Co., Cal.,
Southern Pacific
Alvord,
Riverside Co., Cal.,
A. T. & S. F., Coast Lines*
Alvord, Ia., Great Northern
Alvord, Mo.,
Chicago, Rock Isl. & Pac
Alvord, Tex.,
Ft. Worth & Denv. City
Alvordton, O.,
Cincinnati North (a)
" Toledo & West (El) (b)
" Wabash (a)
(a) and (b) 1 mile apart
Alvordton Junction, O.,
Wabash
Alwington, Va., Southern
Alworth, Ill., Illinois Cent
Amabel, Okla.,
Atch. Top. & Santa Fe
Amador, Mex., Nat. of Mex
Amador, Mont., No. Pacific
Amadore, Mich.,
Pere Marquette
Amagansett, N.Y.,
Long Island
Amalgamated, Mont.,
Mont. Wyo. & South †
Amana, Ia., Chic. Mil. & St. P
Amanda, Greenup Co., Ky.,
Chesapeake & Ohio
Amanda, Fairfield Co., O.,
C. & M. V. (Penna. Lines)
Amanda, Tex.,
Galv. Har. & San Ant
Amanalaco, Mex.,
National of Mexico
Amaranth, Can., South. Pac
Amaranth, Ont., Can. Pacific
Amargo, N.M.,
Denver & Rio Grande
Amargos, Mex., Nat. of Mex
Amargosa, Nev.,
Las Vegas & Tonopah
Amarillo, Tex.,
Chic. Rk. Isl. & Gulf (a)
" Ft. Worth & Den. C (b)
" Pecos & North. Tex* (b)
" So. Kansas of Tex* (b)
(a) and (b) about ¼ mile apart
Amasa, Mich.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) about ¼ mi. apart
Amasa, Pa., Erie (a)
" Lk. Sh. & Mich. So (b)
Amawalk, N.Y.,
N.Y. Cent. & Hud. River
Amazon, Mont.,
Great Northern
Amazonia, Mo., Burl. Route
Ambato, Ala., Lv. & Nashv
Amber, Ia., North-West. Line
Amber, Mich.,
Pere Marquette
Amberg, Wis.,
Chicago, Mil. & St. Paul
Ambia, Ind., L. Erie & West
Amber, Okla., Frisco System
Ambia, Tex.,
Gulf, Colo. & Santa Fe*
Amble, Mich.,
Pere Marquette
Ambler, N.Y.,
New York, Ont. & West
Ambler, O.,
Ohio River & West (a)
" Pennsylvania Co (b)
(a) and (b) about 300 yards apart
Called Weges on P. C
Ambler, Pa., Phila. & Read
Amblersburg, W.Va.,
Baltimore & Ohio
Ambo, Ont., Can. Pac
Amboy, Ark.,
St. L. Iron Mt. & South
Amboy, Cal.,
A. T. & S. F., Coast Lines*
Amboy, Ga., Gulf Line
Amboy, Ill., Burl. Route (a)
" Illinois Central (b)
(a) and (b) ½ mile apart
Amboy, Ind.,
Chic. Cin. & Louisv (a)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) about ½ mi. apart
Amboy, Ia., Chic. R. I. & Pac
Amboy, Ky., Louisv. & Nashv
Amboy,
Blue Earth Co., Minn.,
North-Western Line
Amboy, Otter Tail Co, Minn.,
Northern Pacific
Also called Benton
Amboy, N.M., Colo. & South
Amboy, N.Y., West Shore
Amboy, O., Lk. Sh. & Mich. So
Amboy, Tex.,
Internat. & Great North
Ambric, Okla.,
Chicago, Rk. Isl. & Pac
Ambridge, Pa., Penna. Co
Ambrose, Cal.,
A. T. & S. F., Coast Lines*
Ambrose, Ga.,
Atlanta, Birm. & Atl
Ambrose, N.D.,
Minn. St. P. & Slt. Ste. M
Ambrose, Tex., Mo., K. & T
Ambrosia, W.Va.,
Ohio Central Lines
Ameca, Jalisco, Mex.,
National of Mexico
Amecameca, Mex.,
Interoceanic of Mex
Amedee, Cal.,
Nevada-California-Ore
Amelia, O.,
Cin. George. & Ports
Amelia, Tex., Tex. & N. Orl
Amelia, Va., Southern
Amenia, Ill., Illinois Cent
Amenia, N.Y., N.Y. C. & H. R
Amenia, N.D., Great North
Amens, Mont., No. Pacific
Amerene, Tenn., Southern
America, Ala., Southern
America, Ill.,
Cleve. Cin. Chic. & St. L
America Junction, Ala.,
Southern
American, Mo., Frisco Sy
American Falls, Idaho,
Oregon Short Line
American Fork, Utah,
Denv. & Rio Grande (a)
" San Ped. Los A. & S. Lk (b)
(a) and (b) about 1 mi. apart
American Lake, Wash.,
Northern Pacific
American River Bridge, Cal.,
Southern Pacific
Americus, Colo.,
Denver & Rio Grande
Americus, Ga.,
Central of Georgia (a)
" Seaboard Air Line (b)
(a) and (b) about ⅞ mile apart
Americus, Kan., Mo. K. & T
Amerine, Tenn., South
Amery, Wis.,
Minn. St. P. & Slt. Ste. M
Ames, Cal.,
San Ped. Los Ang. & S. Lk
Ames, Colo., Rio Gd. South
Ames, Ia., Ft. D. Des M. & So (a)
" North-Western Line (b)
(a) and (b) about ¼ mi. apart
Ames, Kan., Missouri Pacific
Ames, Alger Co., Mich.,
Munising
Ames, Menominee Co., Mich.,
Wisconsin & Michigan
Ames, Neb., Union Pacific
Ames, N.H., Boston & Maine
Ames, N.C., Seab. Air Line
Ames, N.D., Great Northern
Ames, Tex., Texas & N. Orl
Ames, Wash., North. Pacific
Amesbury, Mass.,
Boston & Maine
Amestoy, Cal.,
Pacific Electric
Amesville, La., Texas & Pac
Amesville, O.,
Marietta, Col. & Cleve
Amesville Junction, Pa.,
Pennsylvania
Amherst, Colo., Burl. Route
Amherst, Mass.,
Boston & Maine (a)
" Central Vermont (b)
(a) and (b) about ¾ mi. apart
Amherst, Neb., Union Pac
Amherst, N.H.,
Boston & Maine
Amherst, N.S., Intercolonial
Amherst, O.,
Lake Sh. & Mich. So
Amherst, S.D., Great North
Amherst, Tenn.,
Louisville & Nashville
Amherst, Va., Southern
Amherst, Wis.,
Minn. St. P. & Slt. Ste. M
Amherstburg, Ont.,
Michigan Central
Amherst Junction, Wis.,
Green Bay & West (a)
" Minn. St. P. & S. Ste. M (a)
Amiga, Tex., St. L. South-w
Amieville, Pa., Balt. & Ohio
Amiot, Kan., Missouri Pac
Amiret, Minn.,
North-Western Line
Amite, La., Illinois Central
Amity, Ark.,
Gurdon & Ft. Smith
Amity, Colo.,
Atch. Top. & Santa Fe
Amity, Ind.,
Pitts. Cin. Chic. & St. L
Amity, Mo.,
Chicago Rock Isl. & Pac
Amity, Ore., South. Pacific
Amityville, N.Y., Long Island
Amlin, O., Ohio Cent. Lines
Ammendale, Md.,
Baltimore & Ohio
Amnicon, Wis.,
Northern Pacific
Amo, Ind., Vandalia
Amole, Ariz., South. Pacific
Amor, Mex., Nat. of Mexico
Amoret, Mo.,
Kansas City Southern
Amorita, Okla.,
Chicago, Rk. Isl. & Pac
Amory, Miss.,
Frisco System
Amory, Mo.,
Quincy, Om. & K. C (a)
" St. Joseph & Gd. Isl (a)
Amos, La.,
New Orleans Gt. No
Amos, Mo.,
Kansas City Southern
Amos Bayou, Ark.,
St. Louis, Iron Mt. & So
Amoskeag, N.H.,
Boston & Maine
Amozoc, Mex.,
Interocean. of Mex (a)
" Mexican Southern (b)
(a) and (b) about ½ mi. apart
Ampere, N.J., Del. Lack. & W
Amphion, Va.,
Louisville & Nashville
Amqui, Que., Intercolonial
Amsbry, Pa., Pennsylvania
Amsden, Seneca Co., O.,
Lake Erie & Western
Amsden, Williams Co., O.,
Lk. Shore & Mich. So
Amsler, Tex.,
Internat. & Gt. North
Amsterdam, Cal., So. Pacific
Amsterdam, Ga.,
Atlantic Coast Line
Amsterdam, Mo.,
Kansas City Southern
Amsterdam, N.Y.,
N.Y. Cent. & Hud. R
Amsterdam, O.,
Lk. Erie, Alliance & Wh
Amy, Kan.,
Atch. Top. & Santa Fe
Amy, Mich., Grand Trunk
Amyot, Ont., Canadian Pac
Anabel, Mo., Burl. Route
Anacacho, Tex.,
Galv. Har. & San Ant
Anaconda, Colo.,
Colo. Spgs. & Cr. Ck. D (a)
" Florence & Crip. Ck (b)
" Midland Terminal (c)
(a) and (b) ¾ mile apart
(a) and (c) ½ mile apart
(b) and (c) about 300 yards apart
Anaconda, Mo.,
Frisco System
Anaconda, Mont.,
Butte, Ans. & Pacific
Anaconda, Va.,
Louisville & Nashville
Anacortes, Wash.
Great Northern
Anacostia Junction, D.C.,
Baltimore & Ohio
Anadarko, Okla.,
Chicago, Rock Isl. & Pac
Anagance, N.B., Intercol
Anaheim, Cal.,
A. T. & S. F., Coast L* (a)
" Southern Pacific (b)
(a) and (b) about 1 mi. apart
Anaheim Junction, Cal.,
Southern Pacific
Anaheim Landing, Cal.,
Pacific Electric
Anaico, Mex.,
Interoceanic of Mex
Analomink, Pa.,
Del. Lack. & Western
Anamoose, N.D.,
Minn. St. P. & Slt. Ste. M
Anamosa, Ia.,
Chic. Anamosa & No (a)
" Chicago, Mil. & St. P (a)
" North-West. Line (a)
Anandale, Ga.,
Tallulah Falls
Anandale, La.,
St. Louis, Wat. & Gulf
Anapra, N.M., South. Pacific
Anawalt, W.V., Norf. & West
Ancho, N.M.,
El Paso & S. W. System
Anchor, Ill., Illinois Central
Anchor, Tex.,
Houston & Brazos Val
" Internat. & Gt. No (a)
Anchorage, Ky.,
Chesapeake & Ohio (a)
" Louisville & Nashv (a)
Anchorage, La.,
Colo. So. New Orl. & Pac
Anchorage, Miss., Ill. Cent
Anchoria, Colo.,
Colo. Spgs. & Crip. Ck. D
Anchorville, Mich., Rapid †
Ancona, Ill.,
At. Topeka & Santa Fe
Ancona Point, Que., Can. Pac
Ancora, N.J., Pennsylvania
Ancram, Nev.,
Bullfrog Goldfield
Ancram, N.Y.,
Central New England
Ancram Lead Mines, N.Y.,
Central New England
Andale, Kan., Missouri Pac
Andalusia, Ala.,
Central of Georgia (a)
" Louisville & Nashv (b)
(a) and (b) about 400 yards apart
Andalusia, Pa., Penna
Anderson,
Chambers Co., Ala.,
Chattahoochee Valley
Anderson, Etowah Co., Ala.,
Southern
Anderson, Cal., South. Pac
Anderson, Colo.,
Rio Grande Southern
Anderson, Fla.,
Jacksonville & So. West
Anderson, Chatham Co., Ga.,
Seaboard Air Line
Anderson, Cass Co., Ill.,
Chicago, Peoria & St. L
Anderson, Macoupin Co., Ill.,
Chicago & Alton
Anderson, Ind.,
Central Indiana (a)
" Clev. Cin. Ch. & St. L (b)
" Pitts. Cin. Ch. & St. L (c)
(a) and (b) about ½ mi. apart
(a) and (c) about ¾ mi. apart
Anderson, Fremont Co., Ia.,
Burlington Route
Anderson, Linn Co., Ia.,
Chic. Anamosa & No
Anderson, Ky.,
Louisville & Nashville
Anderson, La.,
Louisiana Central
Anderson, Lake Co., Mich.,
Manistee & Gd. Rapids
Anderson,
Livingston Co., Mich.,
Grand Trunk
Anderson,
Marquette Co., Mich.,
Munising
Anderson,
Menominee Co., Mich.,
North-Western Line
Anderson, Minn.,
North-Western Line
Anderson, Mo.,
Kansas City Southern
Anderson, N.H., Bost. & Me
Anderson, N.Y.,
N.Y. Cent. & Hud. Riv
Anderson, N.C.,
Norfolk & Southern
Anderson, O.,
Balt. & Ohio Southwest
Anderson, Okla.,
Mo. Kansas & Texas
Anderson, Ore.,
Portland Ry. L. & P. Co
Anderson,
Allegheny Co., Pa.,
Baltimore & Ohio
Anderson, Mifflin Co., Pa.,
Pennsylvania
Anderson,
Washington Co., Pa.,
Baltimore & Ohio
Anderson, S.C.,
Blue Ridge (a)
" Charleston & W. Car (a)
Anderson, Tenn.,
Nashville, Chat. & St. L
Anderson, Tex.,
Internat. & Gt. North
Anderson,
Chehalis Co., Wash.
Peninsular
Anderson, Wis.,
Chicago, Mil. & St. Paul
Andersonburg, Pa.,
Newp. & Sherm. Valley
Anderson Ferry, O.,
Balt. & Ohio Southwest
Anderson Junction, Pa.,
Pennsylvania
Anderson Road, Pa.,
Pittsburgh & Lake Erie
Andersons, Nev.,
Virginia & Truckee
Andersons, Okla.,
Missouri, Kan. & Texas
Andersons, Pa.,
Blacklick & Yellow Crk
Anderson's, Wis., No. Pacific
Anderson's Mills, Wis.,
North Western Line
Anderson Viaduct, Pa.,
Buffalo, Roch. & Pitts
Called also Viaduct
Andersonville,
Sumter Co., Ga.,
Central of Georgia
Andes, N.Y., Del. & Eastern
Andes Junction, N.Y.,
Delaware & Eastern
Anding, Miss.,
Yazoo & Miss. Valley
Andocutin, Mex.,
National of Mexico
Andora, Cal., Southern Pac
Andover, Ct., N.Y. N.H. & H
Andover, Ia., No. West. Line
Andover, Kan., Frisco Sys
Andover, Mass.,
Boston & Maine
Andover, Minn.,
Great Northern
Andover, Mo., Burl. Route
Andover, N.B., Can. Pacific
Andover, N.H.,
Boston & Maine
Andover, N.J.,
Del. Lack. & West (a) (b)
" Lehigh & Hud. Riv (b)
(a) and (b) about ½ mi. apart
Andover, N.Y., Erie
Andover, O.,
Lake Shore & Mich. So
Andover, S.D.,
Chicago, Mil. & St. Paul
Andre, O.,
Detroit, Tol. & Ironton
Andreas, Pa., Lehigh Valley
Andres, Ill.,
Chicago, Mil. & Gary
Andrew, Ill.,
Chicago, Peoria & St. L
Andrew, W.Va.,
Chesapeake & Ohio
Andrews, Ala.,
Western of Alabama
Andrews, Cal.,
A. T. & S. F., Coast Lines*
Andrews, Fla.,
Atlantic Coast Line
Andrews, Ga.,
Western of Ala
Andrews, Ind., Wabash
Andrews, Ky.,
Louisville & Nashville
Andrews, Neb.,
North-Western Line
Andrews, N.J., Atlantic City
Andrews, N.C., Southern
Andrews, Tex.,
Marshall & East Texas
Andrews Camp, Que.,
Que. & Lake St. John
Andrews Settlement, Pa.,
New York & Penna
Andrew's Siding, Ct.,
N.Y. New Hav. & Hart
Androssan, Alberta,
Grand Trunk Pacific
Andy, Tex., Tex. & New Orl
Aneta, N.D., Great Northern
Angaugueo, Mex.,
National of Mexico
Ange, Tex., Gal. Har. & San A
Ange, Va., Norfolk & West
Angel, Ala.,
Seaboard Air Line
Angel, Mex., Nat. of Mexico
Angelica, N.Y.,
Pitts. Shawmut & North
Angelina, La.,
Yazoo & Miss. Valley
Angelina, Tex.,
Houston, E. & W. Tex
Angeline, Mo.,
Salem, Winona & So
Angeline, Que.,
Central Vermont
Angelita, Tex.,
St. L. Brownsv. & Mex
Angell, Ariz.,
A. T. & S. F., Coast Lines*
Angell, Mich.,
Pere Marquette
Angels, Cal., Sierra of Cal
Angelus, S.C.,
Charlotte, Mon. & Col
Angerona, W.Va.,
Baltimore & Ohio
Angers, Que., Can. Pacific
Angle, La., New Orleans Gt. No

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Angier, N.C., Durham & Southern
Angier s Springs, Ga., Southern
Angiola, Cal., A.T.& S.F., Coast Lines*
Angles, Va., Southern
Anglesea, N.J., Penna
Angleton, Tex., Houston & Braz. Val (a)
" St. L. Brownsv. & M (b)
(a) and (b) about 1 mi. apart
Anglim, Minn., No. Pacific
Anglin's, Ky., Eastern Ky
Angola, Ind., L.Shore & Mich. So (a)
" St. Joseph Valley (b)
(a) and (b) 1 mile apart
Angola, Kan., Mo. Kansas & Texas
Angola. La., La. Ry. & Nav. Co
Angola, N.Y., Buff. & Lk. Erie Tr (El)
" Lk. Shore & Mich. So (a)
" N.Y. Chic. & St. Louis (b)
" Pennsylvania (b)
(a) and (b) ½ mile apart
Angola Junction, Ind., St. Joseph Valley
Angora, Minn., Duluth, S.L.K. & Win
Angora, Neb., Burlington Rte
Angora, N.D., North. Pacific
Angora, Pa., Pennsylvania
Angostura, Coahuila, Mex., National of Mexico
Angostura, San Luis Potosi, Mex., National of Mexico
Angostura, Mex., Veracruz & Isthmus
Anguilla, Ga., Atlanta, Birm. & Atl
Anguilla, Miss., Yazoo & Miss. Valley
Angus, Ia., Minneap. & St. L
Angus, Minn., Gt. Northern
Angus, Neb., Burl. Route
Angus, N.Y., N.Y.C. & H.R.
Angus, O., N.Y. Chic & St. L
Angus, Ont., Grand Trunk
Angus, Que., Can. Pac
Angus, Tex., Houston & Texas Cent
Angus, Wis., No. West. Line
Angusville, Manitoba, Canadian Northern
Anharp, Kan., Kan. City, Mex. & Orient
Animas, Mex., Mex. Internat
Animas, N.M., El Paso & S.W. System
Animas Forks, Colo., Silverton Northern
Anita, Ala., Louisv. & Nashv (a)
" Southern (a)
Anita, Ariz., Grand Canyon*
Anita, Cal., Southern Pacific
Anita, Ind., Indianap. South
Anita, Ia., Chicago, Rock Isl. & Pac
Anita, Hidalgo, Mex., National of Mexico
Anita, Sonora, Mex., West Coast Route
Anita, Minn., Minn. St. P. & Slt. Ste. M
Anita, Mont., Burl. Route
Anita, Pa., Pennsylvania
Anita Springs, Ala., Louisville & Nashville
Aniwa, Wis., No. West. Line
Ankeney, Ia., Ft. D. Des M. & So (a)
" North-West. Line (b)
(a) and (b) about 500 feet apart
Ankenytown, O., Balt. & Ohio
Ankona, Fla., Florida East Coast
Anna, Ill., Illinois Central
Anna, Kan., Frisco System
Anna, O., Cin. Ham. & Dayt (a)
" Western Ohio (El) (b)
(a) and (b) ¼ mile apart
Anna, Tex., Houston & Texas Cent
Annabel, Ore., Portland Ry. L. & P. Co
Annabessacook, Me., Maine Central
Annada, Mo., Burl. Route
Annadale, N.Y., Staten Isl. Rapid Trans
Annadel, Cal., South. Pacific
Annadel, Tenn., Cin. New Orl. & Tex. Pac
Annandale, Ga., Tallulah Falls
Annandale, Minn., Minn. St. P. & Slt. Ste. M
Annandale, N.J., Central of New Jersey
Annandale, N.C., Atlantic Coast Line
Annandale, Pa., Bessemer & Lake Erie
Annapolis, Md., Maryland Electric (a)
" Wash. Balt. & An. El (b)
(a) and (b) about ¼ mi. apart
Annapolis, Mo., St. Louis, Iron Mt. & So
Annapolis, N.S., Dominion Atlantic
Annapolis Junction, Md., Baltimore & Ohio (a)
" Wash. Balt. & An. El (a)
Ann Arbor, Mich., Ann Arbor (a)
" Michigan Central (b)
(a) and (b) about ¾ mi. apart
Ann Arbor Junction, O., Pennsylvania Co
Annarene, Tex., Wichita Falls & South
Annawalk, Pa., Balt. & Ohio
Annawan, Ill., Chicago, Rk. Isl. & Pac
Annelly, Kan., Mo. Pacific
Anness, Kan., Atch. Top. & Santa Fe
Anneta, Tex., Texas & Pacific
Annex, Ont., Can. North
Annidale, N.B., New Brunswick
Annis, B.C., Canadian Pac
Anniston, Ala., Louisville & Nashv (a)
" Southern (a)
Anniston, Mo., St. Louis South-west
Annona, Tex., Texas & Pac
Annonciation, Que., Canadian Pacific
Annpere, Mich., Ann Arbor (a)
" Pere Marquette (a)
Ann's, N.F., Newfoundland
Annville, Pa., Phila. & Reading
Anoka, Ind., Pitts. Cin. Chic. & St. L
Anoka, Minn., Great Northern (a)
" Northern Pacific (b)
(a) and (b) adjacent
Anoka, Neb., North-Western Line
Anos, N.Y., N.Y. Cent. & Hud. Riv
Anselm, N.D., Minn. St. P. & Slt. Ste. M
Anselma, Pa., Phila. & Reading
Anselmo, Neb., Burl. Route
Ansley, Ala., Atl. Coast Line
Ansley, La., Chic. R. I. & Pac
Ansley, Miss., Louisville & Nashville
Ansley, Neb., Burl. Route
Anson, Colo., Denver, Boulder & West
Anson, Kan., Mo. Pacific
Anson, La., New Orl. Great North
Anson, Me., Somerset
Called also Riverview
Anson, Ont., Cent. Ontario (a)
" Grand Trunk (a)
Anson, Tex., Wichita Valley
Anson, Wash., Chic. Mil. & Puget Sd
Anson, Wis., North-Western Line
Ansonia, Ct., N.Y. New Hav. & Hart
Ansonia, O., Cincinnati North (a)
" Clev. Cin. Ch. & St. L (b)
(a) and (b) about 300 yards apart
Ansonia, Pa., Buffalo & Susq (a)
" N.Y. Cent. & Hud. R (a)
Ansted, W.Va., Chesapeake & Ohio
Anstees, Colo., Colorado & Southern
Anstine, Pa., Stewartstown
Anston, Wis., North-Western Line
Antares, Ariz., A.T.& S.F., Coast Lines*
Antelope, Cal., So. Pacific
Antelope, Colo., Denver, No. West. & Pac
Antelope, Kan., Chicago, Rk. Isl. & Pac
Antelope, Grant Co., N.M., El Paso & S.W. System
Antelope, Torrance Co., N.M., New Mexico Central
Antelope, N.D., No. Pacific
Antelope, Saskatchewan, Canadian Pacific
Antelope, Wyo., Union Pac
Antelope Gap, Tex., Gulf, Colo. & Santa Fe*
Antero, Colo., Colo. Midland
Anthon, Ia., Illinois Central
Anthony, Fla., Seaboard Air Line
Anthony, Delaware Co., Ind., Pitts. Cin. Chic. & St. L
Anthony, Kan., Atch. Top. & San. Fe (a)
" Chic. Rk. I. & Pac (a) (b)
" K. City, Mex. & Orient (e)
" Kansas South-west (a)
" Missouri Pacific (e)
(a) and (c) about 125 yards apart
(a) and (e) about 1 mi. apart
(b) about ¼ mile from (a) and (e)
Anthony, Mich., Duluth. So. Shore & Atl
Anthony, Nev., South. Pac
Anthony, R.I., N.Y.N.H. & H
Anthony, W.Va., Chesapeake & Ohio
Anthony's, Pulaski Co., Ind., Chic. Ind. & Louisville
Anthonys, S.D., Burl. Route
Anthracite, Alberta, Canadian Pacific
Anthracite, Colo., Denver & Rio Grande
Anthras, Tenn., Louisville & Nashv (a)
" Southern (a)
Antietam (1), Washington Co., Md., Norfolk & Western
Antietam (2), Washington Co., Md., Western Maryland
Antigo, Wis., North-Western Line
Antigo Junction, Wis., Marinette, Tom. & West
Antigonish, N.S., Intercolonial
Antigua, Mex., Interoceanic of Mex
Antioch, Cal., A.T.& S.F. Coast L* (a)
" Southern Pacific (b)
(a) and (b) about 1 mi. apart
Antioch, Lake Co., Ill., Minn. St. P. & Slt. Ste. M
Antioch, Macon Co., Ill., Cin. Ham. & Dayton
Antioch, Tenn., Nashv. Chat. & St. Louis
Antioch Church, Ill., Chicago Southern†
Antiquity, W.Va., Balt. & O
Antler, N.D., Great Northern
Antler, Saskatchewan, Canadian Pacific
Antlers, Colo., Colorado Midland (a)
" Denv. & Rio Grande (a)
Antlers, Mich., Marquette & Southeast
Antlers, Okla., Frisco System
Antlers, Va., Southern
Antoine, Ark., Arkansas So. West
Antoine, Mich., North-Western Line
Antoine, Okla., Missouri, Kan. & Texas
Antoinette, Ala., South
Anton, Wis., Minn. St. P. & Slt. Ste. M
Antonia, La., St. Louis, Iron Mt. & So
Antonides, Ind., St. Jos. Vy. Trac (El)
Antonio, Alberta, Canadian Pacific
Antonio, Cal., So. Pacific
Antonito, Colo., Denver & Rio Grande
Antrim, La., St. Louis South-west
Antrim, Mich., Grand Rapids & Ind
Antrim, N.H., Boston & Maine
Antrim, Pa., N.Y. Cent. & Hud. Riv
Antwerp, Mont., Chic. Mil. & Puget Sd
Antwerp, N.Y., N.Y. Cent. & Hud. Riv
Antwerp, O., Wabash
Anville, Tex., Galv. Har. & San Ant
Anybody's, N.Y., Erie
Anzalduas, Mex., National of Mexico
Apache, Ala., Louisville & Nashville
Apache, Ariz., El Paso & S.W. System
Apache, Colo., Colo. & Southern (a)
" Den. & Rio Grande (a)
Apache, Mex., Mexico North Western
Apache, Okla., Chicago, Rock Isl. & Pac
Apache Tejo, N.M., Atch. Top. & Santa Fe
Apalachee, Ga., Bostwick (a)
" Central of Georgia (a)
Apalachia, Tenn., Louisville & Nashville
Apalachicola, Fla., Apalachicola North
Apalachin, N.Y., Del. Lack. & Western
Apam, Mex., Mexican
Apasco, Mexico, Mex., National of Mexico
Apasco, Guanajuato, Mex., National of Mexico
Apex, Ariz., Grand Canyon*
Apex, Ark., Chicago, Rock Isl. & Pac
Apex, B.C., Great Northern
Apex, Mo., Burl. Route
Apex, Mont., Oregon Short Line
Apex, Neb., North-Western Line
Apex, Nev., San Fed. Los Ang. & S. Lk
Apex, N.Y., N.Y. Ontario & Western
Apex, N.C., Durham & Southern (a)
" Seaboard Air Line (b)
(a) and (b) adjacent
Apex, Ore., Northern Pacific
Apex, S.D., Burl. Route
Apiplulco, Mex., Nat. of Mex
Apishapa, Las Animas Co., Colo., Denver & Rio Grande
Apison, Tenn., Southern
Apizaco, Mex., Mexican
Aplin, Cal., A.T.& S.F., Coast Lines*
Aplin, Wash., North. Pacific
Apington, Ia., Illinois Cent
Apodaca, Mex., National of Mexico
Apohaqui, N.B., Intercol
Apollo, Pa., Pennsylvania †
Apollonia, Wis., Minn. St. P. & Slt. Ste. M
Apopka, Fla., Atlantic Coast Line (a)
" Seaboard Air Line (a)
Aporo, Mex., National of Mex
Appalachia, N.H., Boston & Maine
Appalachia, Okla., Missouri, Kan. & Texas
Appalachia, Va., Interst (a)
" Louisville & Nash (a)
" Virginia & S.W (a)
Appeal, Miss., Yazoo & Miss. Valley
Appex, Ark., Arkansas south
Appin, Ont., Grand Trunk
Appin Junction, Ont., Canadian Pacific
Apple, Va., Norf. & West
Apple Blossom, Ga., Flovilla & Indian Spgs
Appleby, S.D., North-Western Line
Appleby, Tex., Houston, E. & W. Texas
Apple Creek, N.D., No. Pac
Apple Creek, O., C.A.& C (Penna. Lines)
Appledale, Wash., Great Northern
Applegate, Cal., South. Pac
Applegate, Mich., Pere Marquette
Apple Grove, W.Va., Baltimore & Ohio
Apple Hill, Ont., Can. Pacific
Applenville, N.Y., Dansville & Mt. Morris
Apple River, Ill., Illinois Cent
Apple Springs, Tex., Groveton, Lufkin & Tex
Appleton, Ga., Georgia & Ala
Appleton, Idaho, Idaho Southern
Appleton, Ill., Atch. Top. & Santa Fe
Appleton, Minn., Chic. Mil. & St. Paul (a)
" Great Northern (b)
(a) and (b) 1 mile apart
Appleton, N.F., Reid Newfoundland
Appleton, N.Y., N.Y. Cent. & Hud. Riv
Appleton, S.C., Charleston & W. Car
Appleton, Wis., Chic. Mil. & St. Paul (a)
" North-West. Line (b) (c)
(a) and (b) adjacent
(a) and (c) about ½ mi. apart
Appleton City, Mo., Missouri, Kan. & Texas
Appleton Junction, Wis., North-Western Line
Appleton Mine, Mich., North-Western Line
Appolds, Md., Emmitsburg
Appomattox, Va., Norfolk & Western
Apponaug, R.I., N.Y. New Hav. & Hart
Appy, Ark., St. Louis, Iron Mt. & So
Aptakisic, Ill., Minn. St. P. & Slt. Ste. M
Apthorp, N.H., Boston & Maine
Aptos, Cal., Southern Pacific
Apulco, Mex., Nat. of Mex
Apulia, N.Y., Del. Lack. & W
Aqua, Cal., Southern Pacific
Aqua, Manitoba, Can. Pac
Aqua, Pa., Pennsylvania
Aqua Naval, Mex., Coahuila & Pacific
Aquashicola, Pa., Chestnut Ridge
Aquebogue, N.Y., Long Island
Aqueduct, Queen's Co., N.Y., Long Island
Aqueduct, Schenectady Co., N.Y., N.Y. Cent. & Hud. River
Aqueduct, Perry Co., Pa., Pennsylvania
Aquia, Va., Rich. Fred. & Pot
Aquidneck, R.I., N.Y. New Hav. & Hart
Aquilla, Mo., Frisco System
Aquilla, Tex., Texas Central
Arabella, N.M., El Paso & S.W. System
Arabi, Ga., Ga. South. & Fla
Arabia, Neb., North-Western Line
Arabia, N.C., Aberdeen & Rockfish
Araby, Ariz., Southern Pac
Araby, Md., Balt. & Ohio
Arados, Mex., Nat. of Mex
Arana, Fla., Seaboard Air Line
Aragon, Ga., Seaboard Air Line (a)
" Southern (b)
(a) and (b) about 1 mile apart
Aragon, N.M., El Paso & S.W. System
Aragon, Tex., Gal. H. & San A
Aragon Junction, Mich., Wisconsin & Michigan
Aragon Mine, Mich., Wisconsin & Michigan
Aramingo, Pa., Phila. & Read
Aransas Pass, Tex., San Ant. & Aran. Pass
Aranzazu, Mex., Tlac. & Huaj. de Leon
Arapaho, Okla., Frisco System (a)
" K.C. Mex. & Orient (a)
Arapahoe, Colo., Union Pac
Arapahoe, Neb., Burl. Route
Arapahoe, Wyo., North-Western Line
Ararat, N.C., Southern
Ararat, Pa., Del. & Hudson (a)
" Erie (a)
Called Ararat Summit on Erie
Ararat Summit, Pa., Delaware & Hudson (a)
" Erie (a)
Called Ararat on D. & H
Araz, Cal., Southern Pacific
Arbela, Mo., Burl Route
Arbo Miss., Gulf & Ship Island
Arboles, Colo., Denver & Rio Grande
Arbol Grande, Mex., National of Mexico
Arbor, Ky., Louisv. & Nashv
Arbor, Mo., Frisco System
Arbor, Neb., No. West. Line
Arbor Vitae, Cal., Los Ang. & Redondo (El)
Arbor Vitae, Wis., Chicago, Mil. & St. Paul
Arbuckle, Cal Southern Pac
Arbuckle, N.B. Canadian Pac
Arbuckle, Okla., Gulf, Colo. & Santa Fe*
Arbuckle, W.Va., Ohio Central Lines
Arbutus, Md., Pennsylvania
Arbutus, Minn., Dul. Rainy Lake & Win
Arbutus, Wis., Chicago, Mil. & St. Paul
Arbyrd, Mo., Blythe. Leach. & Ark. So
" Frisco System (a)
" Paragould S.E (a)
Arcade, Ga., Gainesville Midland
Arcade, N.Y., Buffalo & Susque (a)
" Buf. Attica & Arc (a) (b)
" Pennsylvania (b) (c)
(b) called Penna. R.R. Jn. on B. A. & A
(c) called also Arcade Village
(b) and (c) ¼ mile apart
Arcadia, Ala., Louisville & Nashville
Arcadia, Ark., Prescott & North-west
Arcadia, Cal., A.T.& S.F., Coast L* (a)
" Pacific Electric
" Southern Pacific (b)
(a) and (b) adjacent
Arcadia, Fla., Atlantic Coast Line (a)
" Charlotte Har. & No (b)
(a) and (b) about 300 yards apart

Arcadia, Ind.,
Lake Erie & Western
Arcadia, Ia.,
North-Western Line
Arcadia, Kan.,
Frisco System
Arcadia, La.,
Vicksburg, Shrev. & Pac
Arcadia, Md., Western Md
Arcadia, Mich.,
Arcadia & Betsey Riv
Arcadia, Mo.,
St. L. Iron Mount. & So
Arcadia, Neb., Burl. Route
Arcadia, N.S.,
Halifax & Southwest
Arcadia, O.,
Lake Erie & West (a)
» N.Y. Chic. & St. Louis (b)
(a) and (b) adjacent
Arcadia, Okla.,
Missouri, Kan. & Tex
Arcadia, Ore.,
Oregon Short Line
Arcadia, Indiana Co., Pa.,
N.Y. Cent. & Hud. River
Arcadia, Lancaster Co., Pa.,
Lancaster, Oxford & So
Arcadia, Tex.,
Gulf, Colo. & Santa Fe*
Arcadia, Va., Norf. & West
Arcadia, Wis.,
Green Bay & Western
Arcadia Junction, Ark.,
Prescott & No. West
Arcanum, O.,
Cleve. Cin. Ch. & St. L (a)
» Dayton & Union (b)
» Ohio Central
» Ohio Electric
(a) and (b) about ¼ mi. apart
Arcata, Cal.,
Arcata & Mad River (a)
» Northwestern Pac (a)
» Oregon & Eureka (b)
(a) and (b) ½ mile apart
Arcata Junction, Cal.,
Oregon & Eureka
Archbald, Pa., Del. & Hud (a)
» N.Y. Ontario & West (b)
(a) and (b) about ¼ mi. apart
Archbold, O.,
Lake Shore & Mich. So
Arch Creek, Fla.,
Florida East Coast
Archdale, N.Y.,
Greenwich & Johnsonv
Archer, Ark., St. L. I. Mt. & So
Archer, Fla.,
Atlantic Coast Line (a)
» Seaboard Air Line (a)
Archer, Ia., Illinois Central
Archer, Neb., Burl. Route
Archer, W.Va., Balt. & Ohio
Archer, Wyo., Union Pacific
Archer City, Tex.,
Wichita Falls & South
Archer Junction, Ill.,
Indiana Harbor Belt †
Archer Place, Ore.,
Portland Ry. L. & P. Co
Archibald, La.,
New Orl. & North-west
Archie, Ill.,
Cin. Ham. & Dayton
Archie, Mo., Missouri Pacific
Archillion, Ark.,
Frisco System
Archusa, Ala.,
Louisville & Nashville
Arcinas, Mex., Mexican Inter
Arco, Idaho,
Oregon Short Line
Arco, Minn.,
North-Western Line
Arcola, Ga.,
Savannah & Statesboro
Arcola, Ill., Illinois Cent (a)
» Vandalia (b)
(a) and (b) about 330 yards apart
Connect at Junction
Arcola, Ind., Penna. Co
Arcola, Kan., Union Pacific
Arcola, La., Illinois Central
Arcola, Hennepin Co., Minn.,
Great Northern
Arcola, Lincoln Co., Minn.,
North-Western Line
Arcola, Miss.,
Southern in Miss (a)
» Yazoo & Miss. Val (b)
(a) and (b) adjacent
Arcola, Pa., Perkiomen
Arcola, Sask., Can. Pacific
Arcola, Tex.,
Gulf, Colo. & San. Fe* (a)
» Inter. & Great North (a)
» Sugar Land (a)
Arcola, Wyo., Burl. Route
Arcola Junction, Tex.,
Gulf, Colo. & San. Fe* (a)
» Velasco, Brazos & No (a)
Arctic, Ind., Wabash
Arctic, R.I., N.Y. N.H. & H
Arcturus, Va.,
Wash. Al. & Mt. V. Elec
Ardara, Pa., Pennsylvania
Ardel, W.Va., Norf. & West
Ardela, Ala.,
Louisville & Nashv (a)
» Southern (a)
Arden, Ark., Frisco System
Arden, Cal., South. Pacific
Arden, Ill., Wabash
Arden, Manitoba,
Canadian Pacific
Arden, Nev.,
San Ped. Los Ang. & S. Lk
Arden, N.Y., Erie
Arden, N.C., Southern
Arden, O.,
Balt. & Ohio So. W (a)
» Cleve. Cin. Ch. & St. L (b)
(a) and (b) adjacent
Arden, Pa.,
Pitts. Cin. Chic. & St. L
Arden, Wash., Great North
Arden, W.Va., Balt. & Ohio
Ardendale, Ont., Can. Pacific
Ardenheim, Pa., Penna
Ardeola, Mo., St. Louis S. W
Ardley, Mont., Great North
Ardmore, Ga., Brinson
Ardmore, Md.,
Wash. Balt. & Annap. El
Ardmore, Mo.,
Missouri & Louisiana
Ardmore, Okla.,
Chicago, R. I. & Pac (a)
» Frisco System (a)
» Gulf, Colo. & S. Fe* (a)
Ardmore, Pa., Pennsylvania
Ardmore, Sask., Can. North
Ardmore, S.D., Burl. Route
Ardmore Junction, Okla.,
Chicago, Rk. Isl. & Pac
Ardoch, N.D.,
Great Northern (a)
» Minn. St. P. & S. S. M (b)
(a) and (b) about ¼ mile apart
Called Ardock on G. N
Ardock, N.D.,
Great Northern (a)
» Minn. St. P. & S. S. M (b)
(a) and (b) about ¼ mile apart
Called Ardoch on M. St. P. & S. Ste. M
Ardon, Ia., Chic. Mil. & St. P
Ardsley-on-Hudson, N.Y.,
N.Y. Cent. & Hud. Riv
Ardway, Va., Norf. & West
Ardwick, Md., Pennsylvania
Aredale, Ia.,
North-Western Line
Arellano, Mex., Nat. of Mex
Arena, Ala., Louisv. & Nashv
Arena, Cal., Southern Cal*
Arena, Chaffee Co., Colo.,
Denver & Rio Grande
Arena, Cheyenne Co., Colo.,
Union Pacific
Arena, Jefferson Co., Colo.,
Denver, Northw. & Pac
Arena, N.M.,
El Paso & S.W. System
Arena, N.Y., Del. & Eastern
Arena, Tex.,
San Ant. & Aran. Pass
Arena, Wis.,
Chicago, Mil. & St. Paul
Arenal, Mex., Nat. of Mex
Arensberg, Pa., Monongahela
Arenzville, Ill., Burl. Route
Aretlano, Mex., Nat. of Mex
Arey, Ariz.,
A.T. & S.F., Coast Lines*
Arey's, Me., Maine Central
Arf, Cal., Southern Pacific
Argenta, Ark.,
Chic. Rock Isl. & Pac (a)
» St. L. Iron Mt. & So (b)
» St. Louis South-west (b)
Argenta, Ill., Illinois Central
Argenta, Mich.,
Lake Shore & Mich. So
Argenta, Nev., Southern Pac
Argentine, Kan.,
Atch. Top. & Santa Fe
Argentine, S.D., Burl. Route
Argillite, Greenup Co., Ky.,
Eastern Kentucky
Argillite, Madison Co., Ky.,
Louisville & Atlantic
Argo, Ala.,
Alabama Gt. Southern
Argo, Colo., Burl. Route (a)
» Colo. & Southern (b)
» Denver, N.W. & Pac (c)
(a) and (b) ¼ mile apart
Argo, Cook Co., Ill.,
Chicago & Alton (a)
» Chic. Term. Transfer (a)
» Indiana Harbor Belt †
Called Chappell on C. T. T
Argo, Nev., Southern Pacific
Argo, Tex., Texas & Pacific
Argo, Wash.,
Chic. Mil. & Puget Sd
» Columbia & Puget Sd
» Northern Pacific
Argonia, Kan.,
Atch. Top. & S. Fe (a)
» Missouri Pacific (b)
(a) and (b) ¼ mile apart
Argos, Ala., Louisv. & Nashv
Argos, Cal.,
A.T. & S.F., Coast Lines*
Argos, Ind., Lk. Erie & W (a)
» N.Y. Chic. & St. L (b)
(a) and (b) ¼ mile apart
Argue, Manitoba,
Canadian Northern
Arguelles, Mex., Nat. of Mex
Arguello, Cal., South. Pacific
Arguello, Mex.,
National of Mexico
Argusville, N.D., Great North
Argyle, Fla., Louisv. & Nashv
Argyle, Ga., Atl. Coast Line
Argyle, Ill.,
North-Western Line
Argyle, Ia., Atch. Top. & S. Fe
Argyle, Ky., Lexing. & East
Argyle, Minn., Great North
Argyle, Mo.,
St. L. Kan. City & Colo ‡
Argyle, N.S.,
Halifax & Southwest
Argyle, Ont., Grand Trunk
Argyle, Pa.,
Wabash Pitts. Term
Argyle, S.C.,
Bennettsv. & Cheraw
Argyle, S.D., Burl. Route
Argyle, Tenn.,
Nash. Chat. & St. Louis
Argyle, Tex., Mo. Kan. & T (a)
» Texas & Pacific (a)
Argyle, Wis., Illinois Central
Argyle Park, Ill.,
Chicago, Mil. & St. P †
Ari, Ind., Vandalia
Ariail, S.C., Pickens
Arimo, Cal.,
A.T. & S.F., Coast Lines*
Arimo, Idaho,
Oregon Short Line
Ario, Mex., Nat. of Mex
Ariola, Tex., Tex. & New Orl
Arion, Ia.,
Chic. Mil. & St. Paul (a)
» Illinois Central (b)
» North-West. Line (c)
(a) and (b) adjacent
(a) and (c) 200 yards apart
(b) and (c) 29? yards apart
Arion, N.J., Rahway Valley
Arion, O., Norf. & West
Arion, Tex.,
Gulf, Colo. & Santa Fe*
Arispe, Ia., Chic. Great West
Arispe, Tex., Texas & Pacific
Arista, Nuevo Leon, Mex.,
Mexican International
Ariton, Ala.,
Atlantic Coast Line (a)
» Central of Georgia (b)
(a) and (b) 1 mile apart
Arizola, Ala., Lv. & Nashv
Arizola, Ariz., Southern Pac
Arizona, Manitoba,
Canadian Northern
Arizona & Colo. Junc., Ariz.,
Santa Fe, Presc. & Ph
A. & S.E. Crossing, Ariz.,
New Mexico & Arizona
Arizona Junc., Manitoba,
Canadian Northern
Arkadelphia, Ark.,
St. Louis, Iron Mt. & So
Arkalon, Kan., Ch. R. I. & Pac
Arkana, La., St. Louis S. W
Ark. & Choctaw Jn., Okla.,
Chicago, Rk. Isl. & Pac
Arkansas Central Jn., Ark.,
Arkansas Central
Arkansas City, Ark.,
St. Louis, Iron Mt. & So
Arkansas City, Kan.,
Atch. Top. & S. Fe (a)
» Frisco System (b)
» Kansas South-west (b)
» Midland Valley (c)
» Missouri Pacific (d)
(a) and (b) 1 mile apart
(a) and (d) 1½ miles apart
Arkansas Junction, Colo.,
Colorado Midland
Arkansas Junction, Okla.,
Mo. Okla. & Gulf
A.V. & W. Junction, Okla.,
Frisco System
Arkansas River, Okla.,
Mo. Okla. & Gulf
Arkansas River Bridge, Okla.,
Frisco System
Arkdale, Ark., St. L. South-w
Arkell, Ont., Can. Pacific
Arkinda, Ark.,
Frisco System
Arkins, Colo., Colorado & So
Arkla, Ark.,
St. Louis, Iron Mt. & So
Arkle, Ky., Louisv. & Nashv
Arklet, Miss.,
Alabama Gt. Southern
Arkoe, Mo., Burl. Route
Arkport, N.Y., Erie (a)
» Pitts. Shawmut & No (b)
(a) and (b) about 125 yards apart
Arkville, N.Y., Del. & East (a)
» Ulster & Delaware (a)
Arkwood, Ont., Can. Pacific
Arkwright, Ala.,
Atlanta, Birm. & Atl
Arkwright, R.I.,
N.Y. New Haven & Hart
Arlberg, Minn., Great North
Arlee, Mont., North. Pacific
Arleta, Ore.,
Portland Ry. L. & P. Co
Arleta Park, Cal.,
Ocean Shore
Arline, S.C., Southern
Arline, Wash., North. Pac
Arlingham, Pa., Penna
Arlington, Ala., Southern
Arlington, Cal.,
A.T. & S.F., Coast Lines*
Arlington, Colo., Mo. Pacific
Arlington, Ga.,
Central of Georgia (a)
» Georgia, Fla. & Ala (a)
Arlington, Ill., Burl. Route
Arlington, Marshall Co., Ind.,
Vandalia
Arlington, Rush Co., Ind.,
Cincinnati, Ham. & Day
Arlington, Ia., Ch. Mil. & St. P
Arlington, Kan.,
Chicago, Rock Isl. & Pac
Arlington, Ky., Illinois Cent
Arlington, La., Yazoo & M. V
Arlington, Md., Western Md
Arlington, Mass., Bost. & Me
Arlington, Minn.,
Minneapolis & St. Louis
Arlington, Mo.,
Frisco System
Arlington, Neb.,
North-Western Line
Arlington, N.J., Erie
Arlington, N.Y.,
Staten Isl. Rapid Tran
Arlington, Hancock Co., O.,
Northern Ohio (a)
» Ohio Central Lines (b)
(a) and (b) about ½ mi. apart
Connect at Junction
Arlington, Ore.,
Oregon RR. & Nav. Co
Arlington,
Allegheny Co., Pa.,
Pittsburgh Rys. Co
Arlington, Delaware Co., Pa.,
Pennsylvania
Arlington, R.I., N.Y. N.H. & H
Arlington, S.D.,
North-West. Line (a)
» South Dakota Cent (b)
(a) and (b) adjacent
Arlington, Tenn., Lv. & Nash
Arlington, Tex., Texas & Pac
Arlington, Vt., Rutland
Arlington, Va.,
Wash. Alex. & Mt. V. Elec
Arlington, Wash.,
Northern Pacific
Arlington, W.Va.,
Norfolk & Western
Arlington, Wis.,
Chicago, Mil. & St. Paul
Arlington Heights, Ill.,
North-Western Line
Arlington Heights, Mass.,
Boston & Maine
Arlington Heights, O.,
Cleve. Cin. Chic. & St. L
Arlington Vineyard, Ga.,
Southern
Arlins, N.H., Maine Central
Arlo, Ala., Lv. & Nashv
Arlo, Mo., Frisco System
Arma, Kan., Missouri Pacific
Armada, Mich., Grand Trunk
Armbrust, Cal., So. Pacific
Arm, Miss.,
Gulf & Ship Island
Armada, Mont.,
Chic. Mil. & Puget Sd
Armena, Ga.,
Seaboard Air Line
Armendariz, Mex.,
National of Mexico
Armentrout, W.Va.,
Dry Fork
Armeria, Mex., Nat. of Mex
Armijo, N.M.,
A.T. & S.F., Coast Lines*
Armilda, W.Va.,
Norfolk & Western
Armington, Ill., Vandalia
Armington, Mont., Gt. North
Armistead, La., Texas & Pac
Armistead, Miss.,
Yazoo & Miss. Valley
Armistead, Va.,
Atlantic Coast Line
Armitage, O., Hocking Val (a)
» Ohio Central Lines (a)
Armitage, Ore., Southern Pac
Armo, Tex., Mo. Kans. & Tex
Armona, Cal., Southern Pac
Armona, Tenn.,
Louisville & Nashville
Armorel, Ark.,
Jonesboro, Lk. C. & E
Armory, Mass., N.Y. N.H. & H
Armour, Ga., Southern
Armour, Ind., Chic. Ind. & Lv
Armour, Mo., Burl. Route (a)
» Chic. R. I. & Pac (a)
Armour, Neb.,
Burlington Route (a)
» Missouri Pacific (b)
(a) and (b) about 1-6 mi. apart
Armour, N.C.,
Seaboard Air Line
Armour, S.D., Ch. Mil. & St. P
Armourdale, Kan.,
St. L. Kan. City & Colo ‡
Armourdale, N.D.,
Minn. St. P & Slt. Ste. M
Armsby, Ill., Ch. Mil. & St. P
Armstead, Mont.,
Oregon Short Line
Armstrong, Ark.,
Kansas City Southern
Armstrong, B.C., Can. Pacific
Armstrong,
San Joaquin Co., Cal.,
Southern Pacific
Armstrong, Del., Penna
Armstrong, Fla.,
Florida East Coast
Armstrong, Ill., Illinois Cent
Armstrong,
Lawrence Co., Ind.,
Chicago, Ind. & Louisv
Armstrong,
Vanderburgh Co., Ind.,
Illinois Central
Armstrong, Ia.,
Chicago, Rock Isl. & Pac
Armstrong, Kan., Union Pac
Armstrong,
Freeborn Co., Minn.,
Chicago, Mil. & St. Paul
Armstrong, Mo., Ch. & Alton
Armstrong, N.C.,
Atlantic Coast Line
Armstrong, Bellwood Co., O.,
Ohio River & Western
Armstrong, Wayne Co., O.,
Baltimore & Ohio
Armstrong, Okla.,
Missouri, Kan. & Texas
Armstrong, Ont., Can. Pac
Armstrong, Pa., Penna. Co
Armstrong, Wash.,
Oregon RR. & Nav. Co
Armstrong Creek, Wis.,
Minn. St. P. & Slt. Ste. M
Armstrong's N.J.,
Lehigh & New England
Army Point, Cal., South. Pac
Arnal, Ga., Cent. of Georgia
Arnat, N.D.,
Minn St. P. & S. Ste. M
Arnaud, Manitoba, Can. Pac
Arnaudville, La.,
Morgan's La. & Texas
Arndts, Pa., Lehigh & N. Eng
Arnedo, N. D.,
Great Northern
Arner, Ont., Pere Marquette
Arnettville, Okla.,
Atch. Top. & Santa Fe
Arnim, Tex.,
Gulf, Colo. & Santa Fe*
Arno, Cal., Southern Pacific
Arno, Fla.,
Seaboard Air Line
Arno, La., La. Ry. & Nav. Co
Arno, Tex.,
Pecos River*
Arno, Wyo., Burl. Route
Arno Junc., Va., Interstate
Arnold, Cal., Sierra of Cal
Arnold, Ill., Wabash
Arnold, Ia., Minn. & St. Louis
Arnold, Kan., Missouri Pac
Arnold, Ky., Louisv. & Nash
Arnold, Md.,
Maryland Electric
Arnold, Mich., Wis. & Mich
Arnold, Perry Co., Miss.,
Mississippi Central
Arnold, N.Y., Del. & Hudson
Arnold, N.D.,
Minn. St. P. & S. Ste. M
Arnold, O., Ohio Cent. Lines
Arnold, Clearfield Co., Pa.,
Pennsylvania
Arnold, Westmoreland Co.,
Pa., Pennsylvania
Arnold, Lewis Co., W.Va.,
Baltimore & Ohio
Arnold, Wis.,
North-Western Line
» Wis. Ruby & South †
Arnold City, Pa.,
Pitts. & Lake Erie
Arnold Hill, W.Va.,
Western Maryland

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Arnold's, Ct.,
N.Y.New Haven & Hart
Arnold's, Ind.,
N.Y. Chic. & St. Louis
Arnold's Cove, N.F.,
Reid Newfoundland
Arnold's Mills, R.I.,
N.Y. New Hav. & Hart
Arnold's Park, Ia.,
Chicago, Mil. & St. Paul
Arnoldsville, Ga., Georgia
Arnot, Pa., Erie
Arnot, Va., Norf. & West
Arnott, Wis., Green Bay & W
Arnprior, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) about 100 yards apart
Arnsberg, La.,
La. Ry. & Nav. Co
Aroma, Ill., Cl. Cin. Ch. & St. L
Aromas, Cal., Southern Pac
Arona, Manitoba,
Grand Trunk Pacific
Arena, Pa., Pennsylvania
Aroostook Junction, Me.,
Bangor & Aroostook
Aroostook Junction, N.B.,
Canadian Pacific
Aroya, Colo., Union Pacific
Aroya, Tex., Texas & Pacific
Arp, Tex., Internat. & Gt. No
Arpee, Ill., Burlington Route
Arper, Cal., Southern Pacific
Arper, Wash., North. Pacific
Arpin, Wis., C. Mil. & St. P. (a)
" Minn. St. P. & S. Ste. M. (c)
" North-West. Line (b)
(a) and (b) adjacent
(a) and (c) about ½ mi. apart
Arquellas, Mex.,
National of Mexico
Arran, Fla.,
Georgia, Florida & Ala
Arran, Manitoba,
Canadian Northern
Arredondo, Fla.,
Seaboard Air Line
Arriba, Colo., Ch. Rk. Isl. & P
Arriba, N.M.,
Atch. Top. & Santa Fe
Arringdale, Va., Southern
Arrington, Kan., Union Pac
Arrington, Va., Southern
Arrochar, N.Y.,
Staten Isl. Rap. Trans
Arrow, Colo.,
Denver, N. W. & Pacific
Arrow, Idaho, North. Pacific
Arrow, Pa., Penna
Arrow, Wash., North. Pacific
Arrowhead, B.C., Can. Pac
Arrow Head, Cal.,
A.T. & S.F., Coast Lines*
Arrow Head, Colo.,
Denver, N. W. & Pacific
Arrowhead, Va., Southern
Arrowsmith, Ill.,
Lake Erie & Western
Arroyas, Mex.,
National of Mexico
Arroyo, Pa.,
Pitts. Shawmut & North
Arroyo, W. Va.,
Pitts. Cin. Chic. & St. L
Arroyo Grande, Cal.,
Pacific Coast
Arroyo Park, Cal.,
San Fed. Los Ang. & S. Lk
Arroz, Mex., Nat. of Mex
Artas, S.D.,
Minn. St. P. & Slt. Ste. M
Artasiano, Mex.,
Interoceanic of Mex
Artemus, Ky., Lv. & Nash
Arters, Pa., Phila. & Read
Artesia, Cal.,
Pacific Electric
Artesia, Miss., Mobile & Ohio
Artesia, N.M.,
Eastern of New Mex*
Artesia, N.C.,
Atlantic Coast Line
Artesia, Tex.,
Internat. & Great North
Arteslan, S.D.,
Chicago, Mil. & St. Paul
Arthur, Ark.,
Chicago, Rk. Isl. & Pac
Arthur, Ill.,
Chic. and East. Ill (a)
" Vandalia (a)
Arthur, Ia., No. West. Line
Arthur, Mich., Pere Marq
Arthur, Mo., Missouri Pacific
Arthur, N.C.,
Norfolk & Southern
Arthur, N.D., Great North
Arthur, Ont., Can. Pacific
Arthur, S.C., Southern
Arthur, Tenn., Southern
Arthur, Utah, Den. & Rio Gr
Arthur, Va., Norf. & West
Arthur City, Tex.,
Frisco System
Arthurette, N.B., Can. Pac
Arthurs, Colo., Colo. & So
Arthur's, Pa.,
Baltimore & Ohio
Arthursburg, N.Y.,
Central New England
Artic Ind., Wabash
Artland, Sask.,
Grand Trunk Pacific
Artrip, Va., Norf. & West
Artwell, Utah,
Denver & Rio Grande
Arundel, Me., Boston & Me
Arundel, Cal., South Cal*
Arundel, Md., Penna
Arundel, Miss.,
New Orl. & North-east
Arundel, Que.,
Can. Northern Quebec
Arvada, Colo., Colo. & So
Arvada, Wyo., Burl. Route
Arverne, N.Y., Long Island
Arvilla, N.D., Great North
Arvondale Junction., W.Va,
Baltimore & Ohio
Arvonia, Va., Chesa. & Ohio
Asbre, Neb., No. West. Line
Asbury, Minn., Great North
Asbury, Mo.,
Frisco System (a)
" Kansas City So (b)
" Missouri Pacific (b)
(a) and (b) ¼ mile apart
Asbury, Gloucester Co., N.J.,
Pennsylvania
Asbury, N.Y.,
N.Y. Aub. & Lansing†
Asbury, Montgomery Co.,
N.C., Aberdeen & Ashe
Asbury, Wake Co., N.C.,
Southern
Asbury Park, N.J.,
Central of N.J (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Ascalon, Colo., Union Pacific
Ascalon, Mo.,
St. L. Kan. City & Colo ‡
Asco, Cal., Southern Pacific
Ascot, Ia., Ill. Cent
Ascot, Kan., Atch. Top. & S. F
Ascot, Que., Quebec Central
Ash, Ont., Grand Trunk
Ash, Tex., St. Louis S.W
Ash, Wash.,
Spokane, Port. & Seat
Ashantee, N.Y., Erie
Ashawa, Ia.,
Minneapolis & St. Louis
Ashboro, Ind., Evans. & Ind
Ash Brook, N.J., Lehigh Val
Ashburn, Ariz.,
Southern Pacific
Ashburn, Ga.,
Georgia South. & Fla (a)
" Gulf Line (a)
Ashburn, Ill., Wabash
Ashburn, Mo., Burl. Route
Ashburn, Va., Southern
Ashburnham, Mass.,
Boston & Maine
Ashbury, Manitoba,
Canadian Pacific
Ashby, Ala., Southern
Ashby, Franklin Co., Ind.,
Cleve. Cin. Chic. & St. L
Ashby, Minn., Great North
Ashby, Mo., St. L. Ir. Mt. & So
Ashby, Neb., Burl. Route
Ashby, Okla., St. L. I. Mt. & So
Ashby, Va., Norfolk & West
Ashcake, Va., Chesa. & Ohio
Ashcom, Pa., Pennsylvania
Ash Creek, Minn.,
North-Western Line
Ash Creek Junction, Cal.,
McCloud River
Ashcroft, B.C., Canadian Pac
Ashcroft, Mass., N.Y.N.H. & H
Ashdale, Ill., Chic. Mil. & St. P
Ashdod, Ont.,
King. & Pembroke
Ashdown, Ark.,
Frisco System (a)
" Kansas City South (b)
" Memphis, Paris & G (a)
(a) and (b) about ½ mile apart
Ashdown, Manitoba,
Canadian Northern
Asheboro, N.C.,
Aberdeen & Asheb (a)
" Southern (a)
Ashepoo, S.C.,
Atlantic Coast Line
Asher, Okla.,
Chicago, Rk. Isl. & Pac
Ashers, Ky., Lv. & Na hv
Asherton, Tex.,
Asherton & Gulf
Asherton Junction, Tex.,
Asherton & Gulf
" Internat. & Gt. North
Asherville, Ind.,
Vandalia Line
Asherville, Kan., Union Pac
Asheville, N.C., Southern
Ashfield, Mont., Great No
Ashford, Ala.,
Atlantic Coast Line
Ashford, N.Y.,
Buffalo, Roch. & Pitts
Ashford, Tex.,
Houston & Texas Cent
Ashford, Wash.,
Tacoma Eastern
Ashford, W. Va.,
Chesapeake & Ohio
Ash Fork, Ariz.,
A.T. & S.F., Coast L* (a)
" Santa Fe, Pres. & Ph* (a)
Ash Gap, Pa.,
N.Y. Susq. & Western
Ash Grove, Ind.,
Chicago, Ind. & Louisv
Ash Grove, Mo.,
Frisco System (a)
" Kan. City. Clin. & Sp (a)
Ash Hill, Cal.,
A.T. & S.F., Coast Lines*
Ash Hill, Mo.,
St. Louis, Iron Mt. & So
Ashkum, Ill., Illinois Central
Ash Lake, Minn.,
Duluth, Rainy L. & Win
Ashland, Ala.,
Atlanta, Birm. & Atl
Ashland, Ark.,
Jonesb. Lk. City & East
Ashland, Del., Balt. & Ohio
Ashland, Ill.,
Balt. & Ohio S.W (a)
" Chicago & Alton (a)
Ashland, Ind.,
Pitts. Cin. Chic. & St. L
Ashland, Kan.,
Atch. Top. & Santa Fe
Ashland, Ky.,
Chesapeake & Ohio
" Norfolk & Western † □
□ By ferry from Coal Grove, O
Ashland, La., Louisiana & Ark
Ashland, Me.,
Bangor & Aroostook
Ashland, Baltimore Co., Md.,
Pennsylvania
Ashland, Queen Anne Co., Md., Pennsylvania
Ashland, Mass.,
Boston & Albany (a)
" N.Y. N.H. & Hart (a)
Ashland, Neb., Burl. Route
Ashland, N.H., Boston & Me
Ashland, N.J.,
Pennsylvania
Ashland, O.,
Ashland & Western (a)
" Erie (b)
(a) and (b) about ¼ mi. apart
Ashland, Ore., South. Pacific
Ashland, Pa., Lehigh Val (a)
" Phila. & Reading (b)
(a) and (b) 330 yards apart
Ashland, Tex.,
Marshall & East Texas
Ashland, Va.,
Rich. Fred. & Potomac
Ashland, W. Va.,
Norfolk & Western
Ashland, Wis.,
Minn. St. P. & S. Ste. M (a)
" Northern Pacific (a)
" North-West. Line (b)
(a) and (b) about ¼ mile apart
Ashland City, Tenn.,
Tennessee Central
Ashland Junction, Ky.,
Ash. Coal & Iron (a)
" Chesapeake & Ohio (a)
Ashland Junction, Me.,
Bangor & Aroostook
Ashland Junction, Wis.,
North-Western Line
Ashleigh, S.C., Southern
Ashley, Cal., South. Pacific
Ashley, Ill., Illinois Cent (a)
" Louisv. & Nashville (b)
(a) and (b) about 26 rods apart
Ashley, Ind., Wabash
Ashley, Kan.,
Frisco System
Ashley, Mich., Ann Arbor (a)
" Grand Trunk (a)
Ashley, N.D.,
Minn. St. P. & Slt. Ste. M
Ashley, O.,
Cleve. Cin. Chic. & St. L
Ashley, Okla.,
Chicago, Rk. Isl. & Pac
Ashley, Pa., Cent. of N.J
Ashley, Wis.,
Washburn & No. West
Ashley Falls, Mass.,
N.Y. New Hav. & Hart
Ashley Junction, S.C.,
Atlantic Coast Line
Ashley Phosphate, S.C.,
Southern
Ashmont, Mass.,
N.Y. New Hav. & Hart
Ashmore, Fla.,
Georgia, Florida & Ala
Ashmore, Ill.,
Cleve. Cin. Chic. & St. L
Ashmore, La.,
Red River & Gulf
Ashmore, Mont.,
Chicago, Mil. & Puget Sd
Ashport, Ont., Can. Pac
Ashtabula, O.,
Lk. Shore & Mich So (a)
" N.Y. Chic. & St. Louis (b)
" Pennsylvania Co (c)
(a) and (b) about 1 mi. apart
(b) and (c) about ¼ mi. apart
Ashtabula Harbor, O.,
Lake Sh. & Mich. So
Ashtola, Ala.,
Louisville & Nashville
Ashtola, Pa., Pennsylvania
Ashton, Ark.,
Miss. River. Hamb. & W
Ashton, Fla.,
Atlantic Coast Line
Ashton, Ga.,
Atlanta, Birm. & Atl
Ashton, Idaho,
Oregon Short Line
Ashton, Ill., No. West. Line
Ashton, Ia., No. West. Line
Ashton, Kan.,
Kansas South-western
Ashton, La.,
Woodworth & La. Cent
Ashton, Mich.,
Grand Rapids & Ind
Ashton, Mo., Burl. Route
Ashton, Neb., Burl. Route
Ashton, Nev.,
Tonopah & Tidewater
Ashton, N.C.,
Atlantic Coast Line
Ashton, Ont., Can. Pacific
Ashton, Pa., Pennsylvania
Ashton, P.E.I., Prince Ed. Isl
Ashton, R.I.,
N.Y. New Hav. & Hart
Ashton, S.C.,
Hampton & Branchv
Ashton, S.D.,
Chicago, Mil. & St. Paul
Ashton, W. Va.,
Baltimore & Ohio
Ashuelot, N.H., Boston & Me
Ashville, N.Y.,
Chautauqua Tr (El) (a)
" Erie (b)
(a) and (b) 1 mile apart
Ashville, O., Norfolk & West
Ashville, Pa., Pennsylvania
Ashwood, Miss.,
Yazoo & Miss. Valley
Ashwood, N.Y.,
N.Y. Cent. & Hud. River
Ashwood, N.C., Norf. & South
Ashwood, O., Wabash
Ashwood, Tenn., Lv. & Nash
Ashwood, Tex.,
Galv. Har & San Ant
Ashworth, Tex.,
Mo. Kansas & Texas
Asia, Tex., Mo. Kan. & Texas
Asia Junction, Tex.,
Mo. Kansas & Texas
Askeaton, Wis.,
Chicago, Mil. & St. Paul
Askenett, Wis.,
Wisconsin & Northern
Askew, Miss.,
Yazoo & Miss. Valley
Askewsville, N.C.,
Wellington & Powellsv
Askin, N.C., Norfolk & South
Askins, Ky.,
Louisv. Hend. & St. L
Askold, Fla., Florida
Askwith, Me., Can. Pacific
Asp, Okla., Atch. Top. & S. Fe
Aspen, Colo.,
Colorado Midland (a)
" Denv. & Rio Grande (b)
(a) and (b) 1 mile apart
Aspen, Tex.,
St. Louis South-west
Aspen, Va., Virginian
Aspen, Wyo., Union Pacific
Aspen Hill, Tenn.,
Louisville & Nashville
Aspermont, Tex.,
Wichita Valley
Asphalt Junction, Ky.,
Louisville & Nashville
Asphalto, Cal., South. Pacific
Asphaltum, Utah, Rio Gd. W
Asphodel, Ont., Can. Pacific
Aspin, Wis.,
Chicago, Mil. & St. Paul
Aspinwall, Ia.,
Chicago, Mil. & St. Paul
Aspinwall, Pa., Penna
Asquith, Sask., Can. Pacific
" Grand Trunk Pacific
Assametequaghan, Que.,
Intercolonial
Assaria, Kan., Union Pacific
Assembly Park, Va., Southern
Assiniboine, Mont.,
Great Northern
Assonet, Mass.,
N.Y. New Hav. & Hart
Assonet Ledge, Mass.,
N.Y. New Hav. & Hart
Assumption, Ill.,
Illinois Central
Astatula, Fla., Tav. & Gulf
Asti, Cal., No. West. Pacific
Astillero, Mex.,
Parral & Durango
Astin, Tex.,
Hearne & Brazos Valley
Astle's Crossing, N.B.,
Intercolonial
Aston, Que., Grand Trunk
Aston Junction, Que.,
Grand Trunk (a)
" Intercolonial (a)
Astor, Colo., Silverton North
Astor, Fla.,
Atlantic Coast Line
Astor, Ia., Chic. Mil. & St. P
Astor, Kan., Missouri Pacific
Astoria, Ga.,
Atlantic Coast Line
Astoria, Ill., Burl. Route
Astoria, Ore.,
Astoria & Col. River
Astoria, S.D.,
North-Western Line
Astor Park, Fla.,
Atlantic Coast Line
Astral, Pa., Pennsylvania
Asuncion, Cal., So. Pacific
Asunsolo, Mex., Nat. of Mex
Asyla, N.J., Atlantic City
Asylum, Ark.,
St. Louis, Iron Mt. & So
Asylum, Cal., Southern Cal*
Asylum, Ga., Central of Ga
Asylum, Ind.,
Chicago, Ind. & Louisv
Asylum, Manitoba,
Canadian Pacific
Asylum, Miss.,
Yazoo & Miss. Valley
Asylum, Mercer Co., N.J.,
Pennsylvania
Asylum, N.C., Southern
Asylum, Ont., Can. Pacific
Asylum, Tenn.,
Nashville, Chat. & St. L
Asylum, Va.,
Seaboard Air Line
Atalissa, Ia.,
Chicago, Rk. Isl. & Pac
Atapaneo, Mex., Nat. of Mex
Ataros, Mex.,
Kan. City, Mex. & Orient
Atarque, N.M.,
El Paso & S. W. System
Atascadero, Cal., So. Pacific
Atbara, Ala., Louisv. & Nashv
Atchee, Colo., Uintah
Atchison, Kan.,
Atch. Top. & S. Fe (a)
" Burl. Route (a)
" Chic. Rk. Isl. & Pac (a)
" Missouri Pacific (a)
Atchison, Pa.,
Baltimore & Ohio
A. & N. Junction, Kan.,
St. Joseph & Gd. Island
A. T. & S.F. Junction, Kan.,
Atch. Top. & Santa Fe
A. T. & S.F. Junc., Okla.,
Atch. Top. & Santa Fe
Atco, N.J., Atlantic City (a)
" Pennsylvania (b)
(a) and (b) adjacent
Atcoal, N.D.,
Minn. St. P. & Slt. Ste. M
Atencingo, Mex.,
Interoceanic of Mex
Atenquique, Mex.,
Interoceanic of Mex
Atequiza, Mex., Nat. of Mex
Atglen, Pa., Pennsylvania
Atha Road, Ont., Can. Pac
Athelstan, Mo.,
Chicago Gt. Western
Athelstan, Que.,
N.Y. Cent. & Hud. River
Athelstane, Wis.,
Chicago, Mil. & St. Paul
Athena, Cal., South. Pacific
Athens, Fla., Atl. Coast Line
Athens, Ore.,
Northern Pacific (a)
" Ore. Rlt. & Nav. Co (b)
(a) and (b) about ¾ mi. apart
Athens, N.J., Del. L. & W (a)
" Erie (b)
(a) and (b) ⅜ mile apart
Athens, Ala., Louisv. & Nash
Athens, Cal.,
Los Ang. & Redon (El)
Athens, Ga., Cent. of Ga (a)
" Gainesville Midland (c)
" Georgia (b)
" Seaboard Air Line (c)
" Southern (d)
(a) and (b) ¼ mile apart
(a) and (c) about 1 mile apart
(a) and (d) about 1 mi. apart
(c) and (d) 300 yards apart
(b) (c) and (d) about ¾ mile apart
Transfer (a) to (c) and (d) for passengers and baggage

Athens, Ill.,
Chic. Peoria & St. L
Athens, Ind., Erie
Athens, La., La. & No. West
Athens, Mich., Mich. Cent
Athens, Mont., Great North
Athens, O.,
Balt. & Ohio S W (a)(b)
" Hocking Valley (a)(c)
" Ohio Central Lines (c)
(a) and (b) 4-10 mile apart
(a) and (c) 6-10 mile apart
(b) and (c) 1 mile apart
(b) and (c) called West Athens on B. & O. S. W. and H. V
Athens, Ont.,
Brock, West. & Northw
Athens, Pa., Lehigh Valley
Athens, Tenn., Southern (a)
" Tellico (a)
Athens, Tex., St. L. So. W (a)
" Texas & New Orl (b)
(a) and (b) ½ mile apart
Athens, Wis.,
Abbotsford & No. East
Atherley, Ont., Grand Trunk
Atherley Junction, Ont.,
Grand Trunk
Atherton, Ind.
Chicago and East. Ill
Atherton, Mass.,
Boston & Maine
Atherton, Mich.,
Pere Marquette
Atherton, Mo.,
Atch. Top. & Santa Fe
Atherton Mills, N.C.,
Southern
Athertonville, Ky.,
Louisville & Nashville
Athlone, Cal., South. Pacific
Athlone, La.,
Natchez & Western
Athlone, Minn., Great North
Athlone, Mont., Great North
Athlone, O.,
Pitts. Cin. Chic. & St. L
Athol, Idaho, North. Pacific
" Spokane Internat
Athol, Ill.,
Chicago & Alton (a)
" Illinois Central (a)
Called Peoria Division
Depot on I. C
Athol, Kan.,
Chicago, Rk. Isl. & Pac
Athol, Ky.,
Lexington & Eastern
Athol, Mass.,
Boston & Albany (a)
" Boston & Maine (a)
Athol, Mo., Missouri Pacific
Athol, N.S., Intercolonial
Athol, S.D., North-West. Line
Athol, Wyo., Union Pacific
Athol Springs, N.Y.,
Lake Sh. & Mich. So (a)
" Pennsylvania (b)
(a) and (b) adjacent
Athon Siding, Ga.,
Central of Georgia
Atikokan, Ont.,
Canadian Northern
Atitokan, Ont., Can. Pacific
Atkins, Ala., Southern
Atkins, Ark.,
St. Louis, Iron Mt. & So
Atkins, Ia.,
Chicago, Mil. & St. Paul
Atkins, La., La. Ry. & Nav. Co
Atkins, Mich.,
Pere Marquette
Atkins, S.C.,
Atlantic Coast Line
Atkins, Smyth Co., Va.,
Norfolk & Western
Atkins, Wis.,
Minn. St. P. & Slt. Ste. M
Atkinson,
Chambers Co., Ala.,
Chattahoochee Valley
Atkinson, Clarke Co., Ala.,
Southern
Atkinson, Ga.,
Atlantic Coast Line
Atkinson, Ill.,
Chic. Rock Isl. & Pac
Atkinson, Ind.,
Cleve. Cin. Chic. & St. L
Atkinson, La.,
Vicksb. Shrevep. & Pac
Atkinson, Mich.,
North Western Line
Atkinson, Minn.,
Northern Pacific
Atkinson, Neb.,
North-Western Line
Atkinson, N.H.,
Boston & Maine
Atkinson, N.C.,
Atlantic Coast Line
Atkinson, Utah,
Union Pacific
Atkinson, Wash.,
Colum. & Puget Sound
Atla, Cal.,
San. F. & San Joaq. Val*
Atla, Mex.,
Toluca & Tenango
Atlanta, Ga.,
Atlanta & W. Point (a)
" Atl. Birm. & Atl (b)
" Central of Georgia (a)
" Georgia (b)
" Louisville & Nashv. (b)
" Nashv. Chat. & St. L (b)
" Seaboard Air Line (b)
" Southern (a)
" Western & Atlantic (b)
(a) and (b) ½ mile apart
Atlanta, Ill.,
Chicago & Alton (a)
" Vandalia (b)
(a) and (b) about 300 yards apart
Atlanta, Ind.,
Lake Erie & Western
Atlanta, Kan.,
Frisco System
Atlanta, La.,
La. Ry. & Nav. Co
Atlanta, Mo., Wabash
Atlanta, Mont.,
Great Northern
Atlanta, Neb.,
Burlington Route
Atlanta, N.Y.,
Del. Lack. & West (a)
" Erie (b)
(a) and (b) about 100 yards apart
Called Bloods on Erie
Atlanta, O.,
C. & M. V. (Penna. Lines)
Atlanta, Tex.,
Texas & Pacific (a)
" Texas, Ark. & La (b)
(a) and (b) about 200 yards apart
Atl. & West. Crossing, Ga.,
Central of Georgia
Atlanta Junction, Ga.,
Southern
A. K. & N. Junction, Tenn.,
Louisville & Nashville
Atlantic, Colo.,
Colorado & Southern
Atlantic, Ga.,
Macon, Dublin & Sav
Atlantic, Ia., Atl. No. & So
" Chic. Rock Isl. & Pac
Atlantic, Norfolk Co., Mass.,
N.Y. New Hav. & Hart
Atlantic, Mich.,
Copper Range
Atlantic, N.H.,
Boston & Maine
Atlantic, N.Y.,
Staten Island Rap. Tr
Atlantic, Pa., Erie
Atlantic, W. Va., Balt. & Ohio
Atlantic Beach, Fla.,
Florida East Coast
Atlantic City, N.J.,
Atlantic City (a)
" Pennsylvania (b)
(a) and (b) about 1 mi. apart
Atl. Coast Line Jn., Ga.,
Georgia & Florida
Atl. Coast Line Jn., N.C.,
Raleigh & Southport
Atlantic Highlands, N.J.,
Central of New Jersey
Atlantic Highlands Pier, N.J.,
Central of New Jersey
Atlantic Junction, Minn.,
Minn. St. P. & Slt. Ste. M
Atlantic Mills, Pa.,
Lehigh & New England
Atlas, Ill., At. Top. & S. Fe
Atlas, Tex., Texas Midland
Atlast, Tex.,
Galv. Har. & San Ant
Atlavista, Ga.,
Flovilla & Indian Spgs
Atlee, Tex.,
Internat. & Gt. North
Atlee, Va., Chesa. & Ohio
Atlixco, Mex.,
Interoceanic of Mexico
Atmar, Tex.,
Groveton, Lufkin & No
Atmar Junction, Tex.,
Groveton, Lufkin & No
Atmore, Ala.,
Louisville & Nashville
Atoka, Ala.,
Louisville & Nashville
Atoka, Okla.,
Missouri, Kansas & Tex
Atoka, Tenn., Illinois Cent
Atolia, Cal.,
A. T. & S. F., Coast Lines*
Atotonilco, Guanajuato, Mex., Nat. of Mex
Atotonilco, Tlaxcala, Mex.,
Interoceanic of Mexico
Atoyac, Puebla, Mex.,
Interoceanic of Mexico
Atoyac, Vera Cruz, Mex.,
Mexican
Atravesada, Mex.,
Mexican Northern
Atsion, N.J., Central of N. J
Attalia, Wash.,
Northern Pacific
" Oregon RR. & Nav. Co
Attalla, Ala.,
Alabama Gt. South (a)
" Louisville & Nashv (a)
" Nash. Chat. & St. L (a)
" Southern (a)
Attapulgus, Ga.,
Georgia, Fla. & Ala
Attean, Me., Canadian Pac
Atterbury, Ill.,
Chic. Peoria & St. Louis
Attercliffe, Ont.,
Michigan Central
Attica, Ga.,
Gainesville Midland
Attica, Ind.,
Chicago and East. Ill (a)
" Wabash (b)
(a) and (b) about ¾ mi. apart
Attica, Kan.,
Atch. Top. & Santa Fe
Attica, Mich., Grand Trunk
Attica, N.Y.,
Buffalo, At. & Arc (a)
" Erie (a)
" N.Y. Cent. & Hud. R (b)
(a) and (b) about ¼ mi. apart
Attica (1), Seneca Co., O.,
Pennsylvania Co
Attica (2), Seneca Co., O.,
Baltimore & Ohio (a)
" Pennsylvania Co (a)
Called Attica Junction on Pennsylvania Co
Attica Junction, Ind.,
Wabash
Attica Junc., Seneca Co., O.,
Baltimore & Ohio (a)
" Pennsylvania Co (a)
Called Attica on B & O
Attilla, Tenn.,
Louisville & Nashville
Attleboro, Mass.,
N.Y. New Hav. & Hart
Attleboro Junction, Mass.,
N.Y. New Hav. & Hart
Attlebury, N.Y.,
Central New England
Attoway, Va.,
Marion & Rye Valley
Attwood, Ont., Grand Trunk
Atwater, Cal., South. Pacific
Atwater, Ill.,
Burlington Route
Atwater, Minn., Great North
Atwater, O., Penna. Co
Atwater, Sask.,
Grand Trunk Pacific
Atwater, Wis.,
Chicago, Mil. & St. Paul
Atwater's, N.Y., Lehigh Val
Atwell, W. Va.,
Norfolk & Western
Atwells, N.Y., Lehigh Valley
Atwood, Ala., Illinois Cent
Atwood, Colo., Burl. Rte (a)
" Union Pacific (a)
Atwood, Ill.,
Cin. Ham. & Dayton
Atwood, Ind., Penna. Co
Atwood, Ia.,
Chic. Rock Isl. & Pac (a)
" North-West. Line (a)
Atwood, Kan., Burl. Route
Atwood, La.,
Opelousas, Gulf & N. E
Atwood, Mich., Mich. Cent
Atwood, N.C., Southern
Atwood, O.,
Wheeling & Lake Erie
Atwood, Okla.,
Mo. Okla. & Gulf
Atwood, Tenn.,
Louisville & Nashville
Atwood's, Utah,
Oregon Short Line (a)
" San Ped. Los A. & S. Lk (a)
Atwood's Brook, N.S.,
Halifax & Southwest
Atwood's Siding, Mich.,
Pere Marquette
Atzcapotzalco, Mex.,
National of Mexico
Atzacoalco, Mex.,
National of Mexico
Atzteoalco, Mex., Mexican
Aubin, Alberta,
Canadian Pacific
Aubrey, Ala., Central of Ga
Aubrey, Ark.,
Missouri & North Ark
Aubrey, Que., Grand Trunk
Aubrey, Tenn., Lv. & Nashv
Aubrey, Tex.,
Missouri, Kan. & Tex (a)
" Texas & Pacific (a)
Auburn, Ala.,
Western of Alabama
Auburn, Cal., South. Pacific
Auburn, Colo., Union Pac
Auburn, Fla., Louisv. & Nash
Auburn, Ga.,
Seaboard Air Line
Auburn, Sangamon Co., Ill.,
Chicago & Alton (a)
" Chic. & Ill. Midland (a)
Auburn, Ind.,
Lake Sh. & Mich. So (a)
" Vandalia (b)
(a) and (b) ½ mile apart
See Auburn Junction
Auburn, Ia.,
North-Western Line
Auburn, Ky.,
Louisville & Nashville
Auburn, Me., Grand Tk (a)
" Maine Central (b)
(a) and (b) about 100 rods apart
Auburn, Mass., N.Y. N.H. & H
Auburn, Mich., Mich. Cent
Auburn, Neb.,
Burlington Route (a)
" Missouri Pacific (b)
(a) and (b) 1¼ miles apart
Auburn, N.H., Boston & Me
Auburn, N.Y.,
Lehigh Valley (a)
" N.Y. Auburn & Lans (c)
" N.Y.C. & Hud. Riv (a)(b)
(a) and (b) about ¾ mi. apart
(a) and (c) adjacent
Auburn, N.C. Southern
Auburn, N.D., Great North
Auburn, N.S., Dominion At
Auburn, Ont., Canadian Pac
Auburn, Schuylkill Co., Pa.,
Pennsylvania (a)
" Phila. & Reading (b)
(a) and (b) about ¾ mi. apart
Auburn, R.I.,
N.Y. New Hav. & Hart
Auburn, S.C.,
Atlantic Coast Line
Auburn, Wash.,
Chic. Mil. & Puget Sd
" Great Northern (a)
" Northern Pacific (a)
" Puget Sound Electric
Auburndale, Fla.,
Atlantic Coast Line
Auburndale, Mass.,
Boston & Albany
Auburndale, N.Y.,
Long Island
Auburndale, Wis.,
Minn. St. P. & Slt. Ste. M
Auburn Junction, Ind.,
Baltimore & Ohio (a)
" Lake Sh. & Mich. So (a)
" Vandalia (a)
Auburn Junction, Neb.,
Missouri Pacific
Auburn Junction, N.Y.,
Lehigh Valley
Auburn Junction, R.I.,
N.Y. New Hav. & Hart
Auburn Mills, Ont.,
Grand Trunk
Auburn Park, Cook Co., Ill.,
Belt of Chicago (a)
" Chicago & West Ind (a)
" Chic. Rk. Isl. & Pac (a)
" Erie (a)
Aucheye, Pa., Phila. & Read
Auchinclose, Pa.,
Central of New Jer (a)
" Del. Lack. & West (b)
Auctila, Fla.,
Seaboard Air Line
Auckland, Que., Maine Cent
Audenried, Del., Penna
Audenried, Pa.,
Central of New Jersey †
" Lehigh Valley
" Pennsylvania †
Audley, Ariz.,
A. T. & S. F., Coast Lines*
Audubon, Ia.,
Chic. Rock Isl. & Pac (a)
" North-West. Line (b)
(a) and (b) ½ mile apart
Audubon, Minn., No. Pacific
Audubon, N.J., Atlantic City
Aughanbaugh, Pa., Penna
Aughtman, Ala.,
Chattahoochee Valley
Aughwick, Pa., East Bd. Top
Auglaize, Allen Co., O.,
Pennsylvania Co
Au Gres, Mich.,
Detroit & Mackinac
Augusta, Ga.,
Atlantic Coast Line (a)
" Augusta Southern (a)
" Central of Georgia (a)
" Charles. & W. Caro (a)
" Georgia (a)
" Southern (a)
Augusta, Ill., Burl. Route
Augusta, Ind., C. C. C. & St. L
Augusta, Kan.,
Atch. Top. & S. Fe (a)
" Frisco System (b)
(a) and (b) about ¼ mi. apart
Augusta, Ky., Chesa. & Ohio
Augusta, Me., Maine Central
Augusta, Md., Balt. & Ohio
Augusta, Mich.,
Michigan Central
Augusta, Minn.,
Chicago, Mil. & St. Paul
Augusta, Mo.,
Missouri, Kan. & Texas
Augusta, N.J.,
Del. Lack. & West (a)
" Lehigh & New Eng (a)
Augusta, O.,
Lk. E. Alliance & Wheel
Augusta, Okla.,
Chicago, Rk. Isl. & Pac
Augusta, Wis.,
North-Western Line
Augusta Springs, Va.,
Chesapeake & Ohio
Augustine, Del., Balt. & Ohio
Auguston, Pa., Tionesta Val
Augustus, Tenn.,
Nashv. Chat. & St. Louis
Aukerman, O., Balt. & Ohio
Aulac, N.B., Intercolonial
Aulander, N.C.,
Atlantic Coast Line
Auld, Ont.,
Michigan Central
Aulis, W. Va., Balt. & Ohio
Aullville, Mo., Mo. Pacific
Auline, Kan.,
Chic. Rock Isl. & Pacific
Aulon, Tenn.,
Louisville & Nashv (a)
" Nashv. Chat. & St. L (a)
Ault, Colo., Union Pacific
Ault, Kanawha Co., W. Va.,
Kanawha & Coal River
Aultman, O., Balt. & Ohio
Aults, O., Penna. Co
Aultsville, Ont., Gd. Trunk
Aumsville, Ore., So. Pacific
Aura, Mex., Mexican Inter
Aura, N.J., Pennsylvania
Aurantia, Fla.,
Florida East Coast
Auray, Cal.,
Southern Pacific
Aurelia, Ia., Illinois Central
Aurelia, N.D., Great North
Aurich, Ark.,
St. Louis South-west
Auriesville, N.Y., West Shore
Aurora, Colo., Colo. Eastern
Aurora, Ill.,
Aurora & DeKalb L (a)
" Burlington Route (b)
" Chicago, Mil. & Gary (d)
" Elgin, Joliet & East (c)
" North-West. Line (e)
(a) and (b) 1 mile apart
(a) and (c) ½ mile apart
(a) and (d) 1 mile apart
(a) and (e) 1 mile apart
Aurora, Ind.,
Balt. & Ohio So. W (a)
" Cl. Cin. Ch. & St. L (b)
(a) and (b) ¼ mile apart
Aurora, Ia., Chic. Great West
Aurora, Kan.,
Atch. Top. & Santa Fe
Aurora, Mex., Pan-American
Aurora, Minn.,
Duluth & Iron Range
Aurora, Mo., Frisco Sys (a)
" St. Louis, Ir. Mt. & So (b)
Aurora, Neb., Burl. Route
Aurora, N.B., Can. Pacific
Aurora, N.Y., Lehigh Valley
Aurora, N.C.,
Wash. & Vandemere
Aurora, O., Erie
Aurora, Ont., Grand Trunk
Aurora, Ore., South. Pacific
Aurora, S.D.,
North-Western Line
Aurora, Utah, Den. & Rio Gr
Aurora, Wyo., Union Pacific
Aurora Junction, Ill.,
Elgin, Joliet & Eastern
" Illinois, Iowa & Minn
Aurora Mines, W. Va.,
Baltimore & Ohio
Aurora Springs, Mo.,
Missouri Pacific
Au Sable, Mich.,
Au Sable & N. W (a)
" Detroit & Mackinac (b)
(a) and (b) about ½ mi. apart
Also called Oscoda
Ausable Chasm, N.Y.,
K. Ausable Ch. & L. C (El)
Ausable Forks, N.Y.,
Delaware & Hudson
Ausable River, Mich.,
Detroit & Charlevoix
Austell, Ga.,
Bowden Lithia Spgs (a)
" Southern (a)
Austen, W. Va., Balt. & Ohio
Austerlitz, Ky.,
Louisville & Nashville
Austin, Hempstead Co., Ark.,
Prescott & North-west
Austin, Lonoke Co., Ark.,
St. Louis, Iron Mt. & So
Austin, Colo.,
Denver & Rio Grande

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Austin, Ill.,
Chic. Term. Trans (a)
" North-West. Line (b)
(a) and (b) about ½ mi. apart
Austin, Ind.,
Pitts. Cin. Chic. & St. L
Austin, Ia.,
Chicago, Mil. & St. Paul
Austin, Kan.,
Missouri, Kansas & Tex
Austin, Manitoba,
Canadian Pacific
Austin, Minn.,
Chicago Great West (a)
" Chic. Mil. & St. Paul (b)
(a) and (b) ½ mile apart
Austin, Lewis and Clarke Co.,
Mont., North. Pacific
Austin, Neb., Union Pacific
Austin, Nev., Nevada Cent
Austin, N.C.,
Raleigh & Southport
Austin, O., Cin. Ham. & Day
Austin, Ore., Sumpter Valley
Austin, Pa., Buffalo & Susq
Austin, Tex.,
Houst. & Tex. Cent (a)
" Inter. & Great North (b)
" Missouri, Kan. & Tex (a)
(a) and (b) adjacent
Austin, Oneida Co., Wis.,
Hazelhurst & Southeast
Austin, Vernon Co., Wis.,
La Crosse & Southeast
Austinburg, O., Penna. Co
Austin Creek, Cal.,
Northwestern Pacific
Austin Junction, Me.,
Somerset
Austin Junction, Tex.,
Houston & Texas Cent
Austin Lake, Mich.,
Grand Rapids & Ind
Austin Park, Ill.,
Chicago Term. Trans
Austin Mills, Tenn.,
Southern
Austintown, O., Erie
Austinville, Ia.,
Illinois Central
Austinville, Va.,
Norfolk & Western
Austral, Tenn.,
Louisville & Nashville
Austria, Mo., Frisco System
Autaugaville, Ala.,
Alabama Central
AuTrain, Mich.,
Duluth, So. Shore & Atl
Autrey Park, Md., Balt. & O
Autreyville, Ga., Ga. North
Autryville, N.C.,
Atlantic Coast Line
Autun, S.C., Blue Ridge
Autwine, Okla.,
Atch. Top. & Santa Fe
Auvergne, Ark.,
Chicago, Rk. Isl. & Pac
Auville, W. Va.,
Norfolk & Western
Auxier, Ky., Ches. & Ohio
Auxvasse, Mo., Chic. & Alt
Auza, Mex., Nat. of Mex
Ava, Ill., Mobile & Ohio
Ava, O., Pennsylvania Co
Avalanche, Colo.,
Crystal River
Avalon, Ga., Southern
Avalon, Md., Balt. & Ohio
Avalon, Miss.,
Yazoo & Miss. Valley
Avalon, N.J., Pennsylvania
Avalon, N.M.,
Eastern of New Mex*
Avalon, N.C., Norf. & West
Avalon, Pa., Penna. Co
Avalon, Wis.,
Chicago, Mil. & St. Paul
Avalos, Mex.,
Coahuila & Zacatecas
Avant, Okla.,
Midland Valley
Avants, Miss.,
Southern in Mississippi
Avard, Okla.,
Atch. Topeka & S.F (a)
" Frisco System (b)
(a) and (b) 303 yards apart
Avella, Pa.,
Wabash Pitts. Term
Avena, Cal.,
A.T. & S.F., Coast Lines*
Avena, Ill., Vandalia
Avenel, N.J., Pennsylvania
Avenel, Nev., South. Pacific
Avening, Ont., Grand Trunk
Avenstoke, Ky., Southern
Avenue, Pa., Pennsylvania
Avera, Jefferson Co., Ga.,
Augusta Southern
Averell, Idaho,
Oregon Short Line
Averill, Mich., Pere Marq
Averill, Minn., Great North
Averill, S.C.,
Charleston & West. Car
Avery, Ark.,
St. Louis, Iron Mt. & So
Avery, Colo., Colo. & South
Avery, Ind.,
Toledo, St. L. & Western
Avery, Ia., Burlington Route
Avery, N.C.,
Car. Clinch. and Ohio
Avery, O.,
Lake Shore Electric (a)
" N.Y. Chic. & St. L (a)
Avery, Okla.,
Atch. Top. & Santa Fe
Avery, Pa., Lehigh Valley
Avery, Wash.,
Spokane, Port. & Seat
Averys, Ct., N.Y.N.H. & H
Avery's, Mich., Mich. Central
Averys, Neb., Union Pacific
Avila Beach, Cal.,
Pacific Coast
Aviles, Mex., Mex. Internat
Avilla, Ind., Balt. & Ohio (a)
" Grand Rapids & Ind (b)
Depots 100 yards apart
Avinger, Tex.,
Missouri, Kan. & Texas
Avis, O., Cin. Ham. & Dayton
Avis, Pa., N.Y. Cent. & Hud. R
Aviston, Ill.,
Balt. & Ohio Southwest
Avoca, Ark., Frisco System
Avoca, Fla.,
Georgia Southern & Fla
Avoca, Ind.,
Chicago, Ind. & Louisv
Avoca, Ia., Chic. R.I. & Pac
Avoca, Ky., Louisv. & Nashv
Avoca, Mich., Pere Marquette
Avoca, Minn.,
North-Western Line
Avoca, Neb., Missouri Pac
Avoca, N.Y.,
Del. Lack. & West (a)
" Erie (b)
(a) and (b) about 100 yards apart
Avoca, N.D., Gt. Northern
Avoca, Pa., Cent. of N.J (a)
" Delaware & Hudson (a)
" Erie (b)
" Lack. & Wyo. Val (c)
" Lehigh Valley (a)
(a) and (b) about ½ mi. apart
(a) and (c) about ½ mi. apart
(b) and (c) about ½ mi. apart
Avoca, Tenn., Va. & So. West
Avoca, Tex., Texas Central
Avoca, W. Va., Balt. & Ohio
Avoca, Wis.,
Chicago, Mil. & St. Paul
Avon, Ark., Kansas City So
Avon, Cal., Southern Pacific
Avon, Colo.,
Denver & Rio Grande
Avon, Ct., N.Y. N. Hav. & Hart
Avon, Ill., Burlington Route
Avon, Ia., Chic. Rk. Isl. & Pac
Avon, Ky., Lex. & Eastern
Avon, Mass.,
N.Y. New Haven & Hart
Avon, Minn., Great Northern
Avon, Miss.,
Yazoo & Miss. Valley
Avon, Cass County, Mo.,
Missouri Pacific
Avon, Clay County, Mo.,
Quincy, Omaha & K.C (a)
St. Joseph & Gd. Isl (a)
Called Avondale on Q. O. & K. C
Avon, Mont., North. Pacific
Avon, N.J., Cent. of N.J (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Avon, N.Y., Erie
Avon, O., N.Y. Chic. & St. L
Avon, Pa., Phila. & Reading
Avon, S.D.,
Chicago, Mil. & St. Paul
Avon, Wash., Great Northern
Avonak, Tex.,
Internat. & Gt. North
Avondale, Ala.,
Alabama Great So (a)
" Southern (b)
Avondale, Cal.,
San Diego Southern
Avondale, Colo., Mo. Pacific
Avondale, Ga.,
Ga. Southern & Florida
Avondale, Ill.,
North-Western Line
Avondale, Ind.,
Central Indiana
Avondale, La.,
Morgan's La. & Texas
Avondale, Md.,
Western Maryland
Avondale, Miss.,
Yazoo & Miss. Valley
Avondale, Mo.,
Quincy, Omaha & K.C (a)
" St. Joseph & Gd. Isl (a)
Called Avon on St. J. & G. I
Avondale, N.F.,
Reid Newfoundland
Avondale, N.J., Erie
Avondale, N.S., Intercol
Avondale, Belmont Co., O.,
Penna. Co
Avondale, Chester Co., Pa.,
Pennsylvania
Avondale, Delaware Co., Pa.,
Baltimore & Ohio
Avondale, Hamilton Co., O.,
Norfolk & Western
Avondale, Luzerne Co., Pa.,
Del. Lack & Western
Avondale, Grainger Co.,
Tenn., Knox. & Bristol
Avondale, Sumner Co., Tenn.,
Louisville & Nashville
Avondale, Tex.,
Ft. Worth & Denv. City
Avondale Junction, W. Va.,
Baltimore & Ohio
Avonmore, Ont., Can. Pacific
Avonmore, Pa., Penna
Avonport, N.S., Domin. Atl
Awares, Ont.,
Algoma Cent. & H. Bay
Axemann, Pa., Penna
Axis, Ala., Southern
Axochiaam, Mex.,
Interoceanic of Mexico
Axtell, Kan.,
Missouri Pacific (a)
" St. Joseph & Gd. Isl (b)
(a) and (b) ½ mile apart
Axtell, Mo., Wabash
Axtell, Neb., Burl. Route
Axtell, Tex., St. Louis So. W
Axtell, Utah, Den. & Rio Gr
Axtell Junction, Kan.,
Missouri Pacific (a)
" St. Joseph & Gd. Isl (b)
Axton, Va., Danville & West
Ayancual, Mex.,
National of Mexico
Aycock, Fla.,
Louisville & Nashville
Aycock, N.C.,
Atlantic Coast Line
Aycocks, Ga., Southern
Aydelotte, Okla.,
Atch. Top. & Santa Fe
Ayden, N.C., Atl. Coast Line
Ayer, Colo., Atch. Top. & S. Fe
Ayer, Idaho,
Spok. & Inland Emp
Ayer, Mass.,
Boston & Maine
Ayer, Wash.,
Oregon RR. & Nav. Co
Ayers Ill., Burlington Route
Ayers, La.,
Kansas City Southern
Ayers, Ore., Southern Pacific
Ayers, Tex.,
Internat. & Great North
Ayer's Cliff, Que.,
Boston & Maine
Ayers Hollow, Pa.,
Baltimore & Ohio
Ayer's Junction, Me.,
Washington County
Ayersville, Ga., Southern
Aylen, Ont., Canadian Pac
Aylen Lake, Ont.,
Grand Trunk
Aylesbury, Sask.,
Canadian Northern
Aylesford, N.S., Domin. Atl
Aylesworth,
Porter Co., Ind.,
Pitts. Cin. Chic. & St. L
Aylesworth, Okla.,
Frisco System
Aylmer, Ont., Gd. Trunk (a)
" Michigan Central (b)
" Wabash (a)
(a) and (b) 2½ miles apart
Aylmer, Que.,
Canadian Pacific
Aylsworth, Fountain Co.,
Ind., Chic. and East. Ill
Aylwin, Que.,
Canadian Pacific
Aynor, S.C., Atl Coast Line
Ayotla, Mex.,
Interoceanic of Mex
Ayr, Ind., Baltimore & Ohio
Ayr, Neb., Burlington Route
Ayr, N.D., Great Northern
Ayr, Ont., Canadian Pacific
Ayres Hollow, Pa.,
Baltimore & Ohio
Ayr Junction, Neb.,
Burlington Route
Ayrshire, Ind., Southern
Ayrshire, Ia.,
Minneapolis & St. Louis
Ayton, Ont., Grand Trunk
Azalea, Cal., Southern Pacific
Azalea, N.C., Southern
Azalia, Ind.,
Southern Indiana
Azalia, Mich., Ann Arbor
Azema, La.,
Morgan's La. & Texas
Azilda, Ont., Canadian Pac
Azotea, N.M.,
Denver & Rio Grande
Azra, Va.,
Louisville & Nashville
Aztec, Ala., Louisv. & Nashv
Aztec, Apache Co., Ariz.,
A.T. & S.F., Coast Lines*
Aztec, Yuma Co., Ariz.,
Southern Pacific
Aztec, Mex.,
National of Mexico
Azter, N.M.,
Denver & Rio Grande
Aztec, S.D., Burlington Route
Azua, Kan., Missouri Pacific
Azucema, La.,
St. L. Iron Mt. & So
Azul, Mex., Matehuala
Azul, N.M.,
Atch. Top. & Santa Fe
Azusa, Cal.,
A.T. & S.F., Coast L* (a)
" Pacific Electric (b)
(a) and (b) about 1-8 mile apart

B

Babbie, Ala.,
Louisville & Nashville
Babcock, Ga., Ga. Fla. & Ala
Babcock, Ind., Balt. & Ohio
Babcock, In., Illinois Cent
Babcock, Pa., Erie
Babcock, Wash.,
Northern Pacific
Babcock, Wis.,
Chicago, Mil. & St. Paul
Baboosic Lake, N.H.,
Boston & Maine
Babylon, N.Y., Long Island
Baca, Mex., Nat. of Mex
Baca, N.M.,
A.T. & S.F., Coast Lines*
Baca, N.C., Atl. Coast Line
Bacavachi, Mex.,
West Coast Route
Bach, Mich., Michigan Cent
Bache, Okla.,
Chicago, Rk. Isl. & Pac
Bachelor, Ky., Louisv. & Nash
Bachelors, N.C.,
Atlantic Coast Line
Bachelot, Ga.,
Atlantic Coast Line
Bachihualato, Mex.,
Western of Mexico
Bachimba, Mex.,
National of Mexico
Bachineto, Mex.,
Western of Mexico
Bachman O., Ohio Electric
Bachmann's, N.Y.,
Staten Island Rap. Tr
Bachton, Pa.,
Pitts. Shawmut & North
Back Bay, Va.,
Norfolk & Southern
Backbone, Va.,
Chesapeake & Ohio
Backfields, S.C.,
Atlantic Coast Line
Backoo, N.D., Great North
Back River, Md., Penna
Backus, Minn.,
Minn. & International
Backus Road, Me.,
Sandy River
Bacon, Ala.,
Louisville & Nashville
Bacon, Ark.,
Gould Southwestern
Bacon, Colo., Colo. & So
Bacon, Ga., Atl. Coast Line
Bacon, Ia., Iowa Central
Bacon, Mich., Pere Marq
Bacon, N.Y.,
N.Y. Cent. & Hud. River
Bacon, Tex.,
Wichita Falls & N.W
Bacon, Wash., North. Pacific
Bacone, Okla., Frisco Sys
" Missouri, Okla. & Gulf
Bacon Hill, Md., Penna
Bacon's Ferry, Tenn.,
Tenn. & Car. South
Bacon's Mill Pond, Del.,
Pennsylvania
Bacon's Neck, N.J.,
Central of New Jersey
Baconton, Ga.,
Atlantic Coast Line
Bacots, Miss., Liberty-White
Bacton, Pa., Pennsylvania
Bacum, Mex.,
West Coast Route
Bad Axe, Mich.,
Pere Marquette
Baddow Pass, O.,
C.A. & C (Penna. L)
Baden, Cal., Southern Pac
Baden, Ga.,
South Georgia
Baden, Manitoba,
Canadian Northern
Baden, Minn., Great North
Baden, Miss.,
Yazoo & Miss. Valley
Baden, Mo., Wabash
Baden, N.D.,
Minn. St. P. & Slt. Ste. M
Baden, Ont., Grand Trunk
Baden, Pa., Penna. Co
Bader's, Ill., Burl. Route
Badger, Colo.,
Colo. Spgs. & Cr. Ck. D
Badger, Ia., Minn. & St. Louis
Badger,
McDonald Dist., Man.,
Canadian Pacific
Badger,
Provencher Dist., Man.,
Canadian Northern
Badger, Minn., Great North
Badger, S.D., So. Dak. Cent
Badger, Wash., North. Pac
Badger, Wyo.,
Colorado & Southern
Badger Brook, N.F.,
Reid Newfoundland
Badger Mills, Wis.,
Chicago, Mil. & St. P (a)
" Minn. St. P. & S. Ste. M (b)
" North-West. Line (b)
(a) and (b) about 1 mi. apart
Badham, S.C., Southern
Baer, Tex.,
Galv. Har. & San Ant
Bagby, Cal.,
Yosemite Valley
Bagdad, Cal.,
A.T. & S.F., Coast Lines*
Bagdad, Colo., Union Pacific
Bagdad, Ky., Louisv. & Nash
Bagdad, Mich.,
Duluth, S. Shore & Atl
Bagdad, N.B.,
New Brunswick
Bagdad, N.C., Atl. Coast Line
Bagdad, Pa., Pennsylvania
Bagdad, Wis.,
Minn. St. P. & Slt. Ste. M
Bagdad Junction, Fla.,
Louisville & Nashville
Bagdad Junction, Mich.,
Duluth, So. Shore & Atl
Baggaley, Pa., Penna
Baggett, Fla., Lv. & Nashv
Baggetts, La.,
Lk. Ch. Ry. & Nav. Co†
Bagley, Ga., Cent. of Ga
Bagley, Ia., Chic. Mil. & St. P
Bagley, Menom'e Co., Mich.,
North-Western Line
Bagley, Minn., Great North
Bagley, N.H., Boston & Maine
Bagley, N.C., Atl. Coast Line
Bagley, Utah, Southern Pac
Bagley, Wis., Burl. Route
Bagley Junction, Wis.,
Chic. Mil. & St. Paul (a)
" Wisconsin & Mich (a)
Bagnall, Mich., Ann Arbor
Bagnell, Mo., Mo. Pacific
Bagot, Man., Can. Pacific
Bagot, Que., Intercolonial
Bagshaw, Wash., North. Pac
Baxwell's, Tex., Tex. & Pac
Bahama, N.C., Norf. & West
Bahnsen, Ont., Can. Pacific
Baie d'Urfe, Que.,
Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) 46 yards apart
Called Baymew on G. T
Baie Verte, N.B., N.B. & P.E.I
Bailey, Ala.,
Chattahoochee Valley
Bailey, Ill.,
Louisville & Nashville
Bailey, Ia., Chicago Gt. West
Bailey, Kan., Frisco System
Bailey, Rowan Co., Ky.,
Chesapeake & Ohio
Bailey, Md., Balt. & Ohio
Bailey, Muskegon Co., Mich.,
Pere Marquette
Bailey, Mo., Butler Co
" St. Louis, Iron Mt. & So
Bailey, N.B., Canadian Pac
Bailey, Buncombe Co., N.C.,
Southern
Bailey, Nash Co., N.C.,
Norfolk & Southern
Bailey, O., Tol. St. L. & West
Bailey, Pa., Pennsylvania
Bailey, Tenn., Southern
Bailey, Tex.,
St. Louis South-west
Bailey, Va., Norf. & Western
Bailey Hill, Ore.,
Southern Pacific
Bailey Run, Pa.,
Buffalo & Susquehanna
Baileys, Colo.,
Colorado & Southern
Bailey's, Knox Co., Ky.,
Louisville & Nashville
Bailey's, Minn.,
Great Northern (a)
" Northern Pacific (b)
(a) and (b) adjacent

Bailey's, Nev., Nevada Cent
Baileys, Coos Co., N.H., Maine Centra
Bailey's Mills, O., Balt. & Ohio
Bailey's Platform, Ore., Ore. RR. & Nav. Co
Bailey's Point, Pa., Baltimore & Ohio
Bailey's Wells, Ariz., Gila Val. Globe & No
Baileyville, Ill., Ill. Central
Baileyville, Kan., Missouri Pacific (a)
" St. Joseph & Gd. Isl (a)
Baileyville, Me., Washington County
Bain, Tex., St. Louis South-west
Bainbridge, Ga., Atlantic Coast Line (a)
" Georgia, Fla. & Ala (b)
(a) and (b) 1 mile apart
Bainbridge, Ill., Ill. Central
Bainbridge, Ind., Chicago, Ind. & Louisv
Bainbridge, Cape Girardeau Co., Mo., Frisco System
Bainbridge, Clinton Co., Mo., Quincy, Omaha & K. C
Bainbridge, N.Y., Del. & Hud
Bainbridge, O., Detroit, Tol. & Ironton
Bainbridge, Pa., Penna
Bain Junction, Wis., North-Western Line
Bains, Ala., Southern
Bains, La., Yazoo & Miss. Val
Bainsville, Ont., Gd. Truna
Bainton, Mich., Pere Marq
Bainville, Mont., Gt. North
Bair, Pa., Pennsylvania
Baird, Ala., Southern
Baird, Cal., Southern Pacific
Baird, Ia., Illinois Central
Baird, Md., West. Maryland
Baird, Miss., South. in Miss
Baird, Mo., Frisco System
Baird, Ont., Gd. Trunk Pac
Baird, Pa., Donora Southern†
" Pennsylvania
Baird, Tex., Texas & Pacific
Baird, W.Va., Balt. & Ohio
Bairdmore, N.J., Atlantic City
Baird's, Ont., Gd. Trunk (a)
" Wabash (a)
Baird's Furnace, O., Hocking Valley
Bairdstown, Cal., Pac. Elec
Bairdstown, Ga., Georgia
Bairdstown, O., Balt. & Ohio
Balting Hollow, N.Y., Long Island
Bajan, Mex., Mex. Internat
Baker, Lafayette Co., Ark., Louisiana & Arkansas
Baker, Sharp Co., Ark., Frisco System
Baker, Cal., Tonopah & Tidewater
Baker, La Salle Co., Ill., Burlington Route
Baker, Kan., Missouri Pacific
Baker, La., Yazoo & Miss. Val
Baker, Mich., Lk. Sh. & M. So
Baker, Minn., Great North
Baker, Mont., Chicago, Mil. & Puget Sd
Baker, N.M., Lordsburg & Hachita
Baker, Okla., Chicago, Rk. Isl. & Pac
Baker, Ore., Oregon & Southeastern
Baker, Chester Co., Pa., Pennsylvania
Baker, Somerset Co., Pa., Baltimore & Ohio
Baker, Washington Co., Pa., Waynesburg & Wash
Baker, Tenn., Tenn. Cent
Baker, Tex., Quanah, Acme & Pac
Baker, W.Va., Norf. & West
Baker Bridge, Mass., Boston & Maine
Baker Brook, N.B., Temiscouata
Baker City, Ore., Ore. RR. & Nav. Co (a)
" Sumpter Valley (a) (b)
(a) and (b) adjacent
Baker's, Ill., Ind. & Ill. So
Baker's, Ia., Inter-Urban (El)
Baker's, Caldwell Co., Ky., Illinois Central
Bakers, La., Mansfield
Baker's, Me., Somerset
Baker's, O., Northern Ohio
Baker's, Wyoming Co., Pa., Lehigh Valley
Bakers, Tenn., Louis. & Nash
Bakersfield, Cal., A. T. & S. F., Coast L* (a)
" Southern Pacific (b)
(a) and (b) 2½ miles apart
Bakersfield Corvals, Cal., Southern Pacific
Baker's Junction, O., Balt. & Ohio Southwest
Bakers Lane, Ill., Indianapolis Southern
Baker's Mill, Fla., Atlantic Coast Line
Bakersport, Ky., Illinois Cent
Baker's Run, W.Va., Baltimore & Ohio
Baker's Siding, Ala., Birmingham South†
Bakerstown, Pa., Baltimore & Ohio
Bakersville, N.J., Penna
Bakerton, Pa., Pennsylvania
Bakerton, W. Va., B. & O
Baku, Cal., Southern Pacific
Bala, Kan., Chic. Rock Isl. & P
Bala, Ont., Canadian Pacific
Bala, Pa., Pennsylvania
Bala Park, Ont., Canadian North. Ont
Bala Road, Ont., Canadian North. Ont
Balastre, Mex., Mexican Cent
Balastre Colorado, Mex., Interoceanic of Mexico
Balastre Negro, Mex., Interoceanic of Mexico
Balastrera, Mex., Mexican
Balaton, Minn., North-Western Line
Balbec, Ind., Cin. Bluffton & Chic
Balboa, Cal., Pacific Electric
Balcarres, Sask., Can. Pac
Balch, Cal., San Pedro, Los A. & S. L
Balcom, Colo., Colo. & South
Balcom, Ill., Illinois Cent
Balcon, Mex., Nat. of Mex
Balcony Falls, Va., Chesapeake & Ohio
Bald Eagle, Ala., Louisville & Nashville
Bald Eagle, Minn., Northern Pacific
Bald Eagle, Pa., Penna
Bald Eagle Junction, Minn., Minn. St. P. & Slt. Ste. M
Bald Eagle Junction, Pa., N.Y. Cent. & Hud. River
Balder, Wash., Spok. & Inland Empire
Bald Friar, Md., Penna
Bald Hill, Ala., Louisville & Nashville
Bald Knob, Ark., St. Louis, Iron Mt. & So
Bald Mountain, N.C., Caney River
Baldpate, Mass., Boston & Maine
Bald Rock, S.C., Southern
Baldur, Manitoba, Canadian Northern
Baldwin, Ala., Louisville & Nashville
Baldwin, Cal., Los Ang. & Redon (El)
Baldwin, Colo., Colorado & Southern
Baldwin, Fla., Atlantic Coast Line (a)
" Seaboard Air Line (b)
(a) and (b) about ¾ mile apart
Baldwin, Ga., Southern
Baldwin, Randolph Co., Ill., Mobile & Ohio
Baldwin, Ia., North-Western Line
Baldwin, Kan., Atch. Top. & Santa Fe
Baldwin, La., Franklin & Abbev (a)
" Morgan's La. & Tex (a)
Baldwin, Baltimore Co., Md., Maryland & Penna
Baldwin, Cecil Co., Md., Baltimore & Ohio
Baldwin, Mich., Pere Marq
Baldwin, Essex Co., N.Y., Delaware & Hudson
Baldwin, Nassau Co., N.Y., Long Island
Baldwin, N.D., Minn. St. P. & Slt. Ste. M
Baldwin, Clermont Co., O., Norfolk & Western
Baldwin, Paulding Co., O., Cin. Ham. & Dayton
Baldwin, Williams Co., O., Wabash
Baldwin, Pa., Pennsylvania
Baldwin, Tex., Mo. Kan. & T
Baldwin, Va., Chesapeake & Ohio
Baldwin, Wis., North-Western Line
Baldwin Lodge, Miss., Louisville & Nashville
Baldwin Park, Cal., Pacific Electric
Baldwin Place, N.Y., N.Y. Cent. & Hud. Riv
Baldwins, Ct., N.Y. New Hav. & Hart
Baldwin's Crossing, Ont., Grand Trunk
Baldwins Mills, O., Baltimore & Ohio
Baldwin's Ranch, Cal., Pacific Electric
Baldwinsville, N.Y., Delaware, Lack. & West
Baldwinsville Junc., N.Y., Delaware, Lack. & West
Baldwinsville Village, N.Y., Delaware, Lack. & West
Baldwinville, Mass., Boston & Albany (a)
" Boston & Maine (b)
Depots in same yard
Baldwyn, Miss., Mobile & Ohio
Baldy, Colo., Denver & Rio Grande
Baldy, Mich., Munising
Bale, Cal., Southern Pacific
Balentine, S.C., Col. Newb. & Laurens
Baleville, N.J., Lehigh & New England
Balfour, B.C., Can. Pacific
Balfour, Ia., Burlington Rte
Balfour, N.C., Southern
Balfour, N.D., Minn. St. P. & Slt. Ste. M
Balfour, Utah, Southern Pacific
Balgonie, Sask., Can. Pac
Bali, Miss., Mob. Jack. & Kan. City
Bali. Ore., Southern Pacific
Bali. Tex., Mo. Kan. & Texas
Ballanger, W. Va., Chesapeake & Ohio
Ballantine, Mont., Burlington Route
Ballantrae, Ont., Gd. Trunk
Ballantyne, W. Va., Pitts. Cin. Chic. & St. L
Ballard, Ariz., Santa Fe. Presc. & Phoe
Ballard, Ill., Chic. & Alton
Ballard, Okla., Kansas City Southern
Ballard, Wash., Great Northern
" Northern Pacific†
Ballard, W.Va., Ches. & Ohio
Ballard Junction, Ky., Illinois Central
Ballard Junction, Wash., Northern Pacific
Ballardvale, Mass., Boston & Maine
Ball Ground, Ga., Louisville & Nashville
Ball Grounds, Va., Interstate
Ballico, Cal., A. T. & S. F., Coast Lines*
Balliet, Carbon Co., Pa., Lehigh Valley
Balliet Mine, Lehigh Co., Pa., Ironton
Ballina, N.Y., West Shore
Ballinger, Ia., Burl. Route
Ballinger, Tex., Abilene & Southern
" Gulf, Colo. & Santa Fe*
Balloch, N.H., Boston & Maine
Ballona Jn., Cal., South. Cal*
Ballous, Mich., No. West. Line
Ball's, Ky., Chesa. & Ohio
Balls, La., St. Louis, Iron Mt. & So
Ball's Road, Md., Baltimore & Ohio
Ballston, Miss., Yazoo & Miss. Valley
Ballston, N.Y., Del. & Hudson
Ballston, Ore., South. Pacific
Ballston Lake, N.Y., Delaware & Hudson
Ballsville, Ont., Gd. Trunk
Ballsville, Va., Tidewater & Western
Balm, Fla., Seaboard Air Line
Balm, Ore., Southern Pacific
Balmoral, Manitoba, Canadian Pacific
Balsam, Mich., Chic. Mil. & St. Paul (a)
" North-West. Line (b)
Depots adjacent
Balsam, N.C., Southern
Balsas, Mex., Nat. of Mex
Balson, Ga., Dublin & Southwest
Balta, Kan., Union Pacific
Baltic, Ct., N.Y. N.H. & Hart
Baltic, Mont., Gt. Northern
Baltic, N.C., Atl. Coast Line
Baltic, O., Wheeling & Lake Erie
Baltic, S.D., Chic. Mil. & St. P
Baltic Junction, Mich., Copper Range
Baltic Mills, Ind., Balt. & Ohio Southwest
Baltimore, Md., Calvert Street Depot, (a) Pennsylvania
Camden Depot, (b) Baltimore & Ohio, Maryland Electric
Charles St., Union Depot, (c) Pennsylvania, Western Maryland
Hillen Depot, (d) Western Maryland
Mt. Royal Depot, (e) Baltimore & Ohio
North Avenue Depot, (f) Maryland & Penna
Pennsylvania Ave. Depot (g) Pennsylvania
President Street Depot, (h) Pennsylvania
Terminal Station, (i) Wash. Balt. & An. El
By Ferry, Maryland, Del. & Va
(c) and (h) ½ mile apart
Baltimore, Mich., Duluth, So. Shore & Atl
Baltimore, N.B., Salisbury & Harvey
Baltimore, Fairfield Co., O., Ohio Central Lines
Baltimore, Montgomery Co., O., Dayton & Union
Baltimore, Ont., Gd. Trunk
B. & O. Junction, Ill., Illinois Central
B. & O. Junction, O., Ohio River & Western
B. & O. Southwest. Jn., Christian Co., Ill., Chic. & Ill. Midland
B. & O. Southwest. Jn., Galiatin Co., Ill., Louisville & Nashville
B. & O. Southwest. Jn., O., Detroit, Tol. & Ironton
Baltimore Park, Cal., Northwestern Pacific
Baltusrol, N.J., Rahway Val
Baluarte, Mex., Mexican Int
Balzac, Alberta, Canadian Pacific
Balzac, Colo., Burl. Route (a)
" Union Pacific (a)
Bamber, N.J., Tuckerton
Bamberg, S.C., Southern
Bamberger, Utah, Denver & Rio Grande
Bamboo, Ga., Atlanta, Birm. & Atl
Bamfield, Mich., Au Sable & North-west
Bamford, Ala., Southern
Bamford, Pa., Donora Southern†
" Pennsylvania
Bamoa, Mex., West Coast Route
Banadero, Cal., South. Pac
Bancroft, Idaho, Oregon Short Line
Bancroft, Ia., No. West. Line
Bancroft, Kan., Missouri Pacific
Bancroft, Mc., Canadian Pacific (a)
" Maine Central (a)
Bancroft, Shiawassee Co., Mich., Grand Trunk
Bancroft, Neb., North-Western Line
Bancroft (1), Hastings Dist., Ont., Central Ontario
Bancroft (2), Hastings Dist., Ont., Irond. Banc. & Ottawa
Bancroft, Que., Canadian Pac
Bancroft, S.D., Great North
Bancroft, Tex., Orange & Northwestern
Bancroft, Wis., Minn. St. P. & S. Ste. M (a)
" North-West. Line (b)
(a) and (b) ¾ mile apart
Bandera, Kan., Mo. Pacific
Bandera, Wash., Chicago, Mil & Puget Sd
Banderilla, Mex., Interoceanic of Mexico
Bandini, Cal., A. T. & S. F., Coast Lines*
Bandy, Ga., Atl. Coast Line
Banff, Alberta, Can. Pacific
Bangall, N.Y., Central New England
Bangert, Mo., Frisco System
Bangle, Cal., Pacific Electric
Bangor, Ala., Lv. & Nashv
Bangor, Kan., Mo. Kansas & Texas
Bangor, Me., Maine Central
Bangor, Mich., Pere Marquette
Bangor, N.Y., Rutland
Bangor, Pa., Bangor & Portland (a)
" Lehigh & New Eng (b)
(a) and (b) about 200 yds. apart
Bangor, Sask., Grand Trunk Pacific
Bangor, Wis., Chicago, Mil. & St. P (a)
" North-West. Line (b)
(a) and (b) about ½ mi. apart
Bangor Junction, Pa., Lehigh & New Eng†
Bangs, Me., Somerset
Bangs, O. C. A. & C (Penna. L)
Bangs, Tex., Gulf, Colo. & Santa Fe*
Banian Junction, Pa., Penna
Bankers, Berrien Co., Mich., Pere Marquette
Banker's, Hillsdale Co., Mich, Lake Shore & Mich. So
Bankhead, Alberta, Can. Pac
Bankhead, Ark., Pine Bluff Ark. River
Bank Head, N.F., Reid Newfoundland
Bank Lick, Ky., Lv. & Nashv
Banks, Ala., Atl. Coast Line
Banks, Ark., Chicago, Rock Isl. & Pac
" Warren & Ouachita Val
Banks, Ill., Wabash
Banks, Ky., Louisv. & Nashv
Banks, Mich., Grand Trunk
Banks, Miss., Yazoo & Miss. Valley
Banks, N.C., Raleigh & Southport
Bankson, Wash., Spok. & Inland Empire
Banks Springs, La., St. Louis, Iron Mt. & So
Bankston, Ala., Southern
Banner, Ala., Louisv. & Nash
Banner, Cal., A. T. & S. F., Coast Lines*
Banner, O., Balt. & Ohio Southwest
Banner, Okla., Chicago, Rk. Isl. & Pac
Banner Hill, Cal., South. Pac
Bannerman, Manitoba, Great Northern
Bannerman, Ont., Can. Pac
Banners Ferry, Idaho, Great Northern
Bannervane, Va., Norfolk & Western
Banning, Cal., So. Pacific
Banning, Ga., Cent. of Ga
Banning, Ont., Can. North
Banning, Pa., Baltimore & Ohio (a)
" Pitts. & Lake Erie (b)
Called Wick Haven on P. & L. E
Banning Wharf, Cal., Pacific Electric
Bannister, Ga., Lv. & Nashv
Bannister, Ill., Balt. & Ohio Southwest
Bannister, La., Lake Charles & No (a)
" Louisiana & Pac (a)
Bannister, Mich., Ann Arbor
Bannister, Va., Norf. & West
Bannister Branch Jn., Va., Norfolk & Western
Bannocburn, Ga., Douglas, Augusta & G
Bannock, Cal., A. T. & S. F., Coast Lines*
Bannock, Idaho, Oregon Short Line
Bannock, O., Balt. & Ohio
Bannock, Saskatchewan, Canadian Northern
Bannockburn, Ga., Georgia & Florida
Bannockburn, Ont., Bay of Quinte (a)
" Central Ontario (a)
Called Bannockburn Junc. on B. of Q
Bannockburn Junc., Ont., Bay of Quinte (a)
" Central Ontario (a)
Called Bannockburn on C. O
Bannock City, B.C., Kettle Valley Lines
Bannon, Ky., Illinois Cent
Bannon, O., Norf. & West (a)
" Ohio Central Lines (a)
Banquete, Tex., Nat. of Mex
Banta, Cal., Southern Pacific
Bantam, Ct., N.Y. New Hav. & Hart
Banting, Manitoba, Can. Pac
Bantry, Alberta, Can. Pacific
Bantry, N.D., Great North
Banvard, Nev., South. Pacific
Baptiste, Ont., Irond. Banc. & Ottawa
Baquedano, Mex., Interoceanic of Mexico
Baraboo, Wis., No. West. Line
Barachias, Ala., Cent. of Ga
Baraga, Mich., Duluth, So. Shore & Atl
Barazos, Mex., Mexican International

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Barbara Welt, P. E. I., Prince Edward Island
Barbee's, Miss., Yazoo & Miss. Valley
Barber, Ark., Chicago, Rk. Isl. & Pac
Barber, Cal., Butte Co (a)
" Southern Pacific (b)
Barber, Kan., Frisco System
Barber, Mass., Bost. & Me
Barber, Mont., Chic. Mil. & Puget Sound
Barber, N.C., Southern
Barber, Butler Co., Pa., Western Allegheny
Barber, Union Co., Pa., Pennsylvania
Barber, S.C., Atl. Coast Line
Barber Dam, N.B., Canadian Pacific
Barbers, Ga., Atlanta, Birm. & Atl
Barber's, N.Y., N.Y. Ontario & West
Barber's Crossing, Mass., Boston & Maine
Barberton, O., Baltimore & Ohio (a)
" C. A. & C. (Penna. L) (a)
" Erie (b)
" No. O. Tr. & L. Co (El) (c)
(a) and (b) about 1 mile apart
Barberton, Wash., No. Pac
Barberton Belt, O., Northern Ohio
Barbertown, Pa., Lehigh Val
Barberville, Fla., Atlantic Coast Line
Barbo, Mex., Mex. Internat
Barbonis, Tex., San Ant. & Aran. Pass
Barbour's Creek Va., Chesapeake & Ohio
Barboursville, Va., Southern
Barboursville, W.Va., Chesapeake & Ohio
Barbourville, Ky., Louisville & Nashville
Barbreck, La., Morgan's La. & Texas
Barby, N.D., Great Northern
Barce, Ind., Chicago and East. Ill
Barcena, Mex., Nat. of Mex
Barclay, Ala., Birm. & Atl (a)
" Southern (b)
Connect at Crossing
Called Barclays on Southern
Barclay, Fla., Atlantic Coast Line
Barclay, Ill., Illinois Central
Barclay, Kan., Atch. Top. & Santa Fe
Barclay, Md., Pennsylvania
Barclay, Mich., North Western Line
Barclay, Nev., San Ped. Los Ang. & S. Lk
Barclay, Ont., Can. Pacific
Barclay, Pa., Susq. & N. Y
Barclay, Utah, Den. & Rio Gr
Barclay Junction, Minn., Great Northern
Barclay's, Ala., Birmingham & Atl (a)
" Southern (b)
Connect at Crossing
Called Barclay on B. & A
Barclayville, N.C., Durham & Southern
Barclift, Ala., Louisv. & Nash
Barco, Ill., Illinois Cent (a)
" Litchfield & Mad (a)
Barcroft, Va., Southern
Bard, Ark., Paragould South-east
Bard, Ia., Chic. Rk. Isl. & Pac
Bard, Nev., San Ped. Los Ang. & S. Lk
Bard, Pa., Pennsylvania
Bard, W. Va., Balt. & Ohio
Barden, Minn., North-Western Line
Bardin, Cal., So. Pacific
Bardolph, Ill., Burl. Route
Bardonia, N.Y., New Jersey & N.Y
Bardstown, Ky., Lv. & Nashv
Bardstown Junction, Ky., Louisville & Nashville
Bardwell, Ky., Ill. Central
Bardwell, Mass., Bost. & Me
Bardwell, Miss., Liberty-White
Bardwell, Tex., Trinity & Brazos Val
Bardwell, Wis., Chicago, Mil. & St. Paul
Bare Hills, Md., Penna
Barela, Colo., Colo. & South
Bare Rock, Pa., Bare Rock

Bareville, Pa., Pennsylvania
Barfield, Ark., Jonesb. Lk. City & East
Barfield, Mo., St. Louis, Iron Mt. & So
Bargers, Tenn., Rockw. & Tenn. River
Bargersville, Ind., Indianapolis Southern
Barham, La., Kansas City South (a)
" Louisiana Central (b)
(a) and (b) about 500 feet apart
Bar Harbor, Me., Maine Cent
Baring, Me., Washington County
Baring, Mo., Atch. Top. & Santa Fe
Baring, Sask., Can. Pac
Baring Cross, Ark., St. Louis, I. Mt. & So (a)
" St. Louis So. West (a)
Barium Springs, N.C., Southern
Barker, Minn., North. Pacific
Barker, Mo., Missouri South
Barker, Broome Co., N.Y., Del. Lack. & Western
Barker, Niagara Co., N.Y., N.Y. Cent. & Hud. River
Barker, Tenn., Southern
Barker, Tex., Mo. Kan. & Tex
Barker Creek, Mich., Pere Marquette
Barkers, Ga., Central of Ga
Barker's Creek, N.C., Southern
Barking, Pa., Pennsylvania
Barkley, Mo., Burl. Route
Bark River, Mich., North-Western Line
Barksdale, Md., Balt. & Ohio
Barksdale, Miss., Yazoo & Miss. Valley
Barksdale, S.C., Charleston & W. Car
Barksdale, Va., Southern
Barksdale, W. Va., Chesapeake & Ohio
Barksdale, Wis., North-Western Line
Barkwood, Ga., Lv. & Nashv
Barley, Ala., Louisv & Nashv
Barling, Ark., Arkansas Central
Barlow, Ky., Illinois Central
Barlow, Mo., St. L. Iron Mt. & South
Barlow, N.D., North. Pacific
Barlow, Ore., South. Pacific
Barlow, W. Va., Coal & Coke
Barlow Pass, Wash., Northern Pacific
Barlows, Fla., Atlantic Coast Line
Barmen, La., Colo. So. New Orl. & P (a)
" La. Ry. & Nav. Co (a)
Bar Mills, Me., Boston & Maine
Barmouth, Pa., Penna
Barnaby River, N.B., Intercolonial
Barnard, Ind., Cin. Ham. & Dayton
Barnard, Kan., Atch. Top. & Santa Fe
Barnard, Me., Canadian Pac
Barnard, Mo., Burl. Route
Barnard, N.J., Atlantic City
Barnard, N.Y., Buffalo, Roch. & Pitts
" N.Y. Cent. & Hud. River
Barnard, N.C., Southern
Barnard, S.D., Chic. Mil. & St. Paul
Barnegat, N.J., Cent. of New Jersey (a)
" Tuckerton (b)
(a) and (b) about 100 yards apart
Barnegat City, N.J., Man. & L. B. Trans. Co
Barnegat City Junc, N.J., Mana. & L. B. Tr. Co (a)
" Pennsylvania (a)
Barnegat Pier, N.J., Penna
Barnes, Ala., La Fayette
Barnes, Colo., Denver & Rio Grande
Barnes, Ga., Fitzg. Ocilla & Broxton
Barnes, Ill., Illinois Central
Barnes, Kan., Missouri Pac
Barnes, Ky., Louisv & Nashv
Barnes, La., Vicksburg, Shrev. & Pac
Barnes, Mich., Pere Marq
Barnes, Minn., North. Pacific
Barnes, N.Y., N.Y. Cent. & Hud. Riv
Barnes, McDowell Co., N.C., Southern
Barnes, Wake Co., N.C., Raleigh & Southport
Barnes, Okla., Atch. Top. & Santa Fe
Barnes, Pa., Sheffield & Tionesta (a)
" Tionesta Valley (b)

Barnes, S.C., Charleston & W. Car
Barnes, Wash., Spok. & Inland Empire
Barnes, Wyo., Burl. Route
Barnesboro, Pa., Penna
Barnes City, Ia., Chicago, Rk. Isl. & Pac
Barnes Creek, La., Louisiana & Pacific
Barnes Cross Road, Ala., Central of Georgia
Barnesdale, Lincoln Dist., Ont., Niag. St. Cath. & Tor (El)
Barnesdale, Parry Sound Dist., Ont., Canadian Pacific
Barnes.on, Neb., Union Pac
Barneston, Pa., Penna
Barneston, Wash., Northern Pacific
Barnestown, W. Va., Baltimore & Ohio
Barnesville, Ga., Cent. of Ga
Barnesville, Md., Balt. & Ohio
Barnesville, Minn., Great Northern
Barnesville, N.B., St. Martins
Barnesville, N.C., Raleigh & Charleston
Barnesville, O., Balt. & Ohio
Barnesville, Pa., Phila. & Reading
Barnesville, Tenn., Louisville & Nashville
Barnesville Junction, Minn., Great Northern
Barnet, Vt. Boston & Maine
Barnet's, O., Pitts. Cin. Chic. & St. L
Barnett, B.C., Canadian Pac
Barnett, Colo., Colorado & Southern
Barnett, Warren Co., Ga., Georgia
Barnett, Ill., Burl. Route (a)
" Chicago & Alton (a)
Called Barnett Jn. on C. & A
Barnett, La., Victoria, Fisher & West
Barnett, Miss., New Orl. & North-east
Barnett, Mo., St. L. Kan. City & Colo ‡
Barnett, Okla., Chicago, Rk. Isl. & Pac
Barnett, Ore., Oregon RR. & Nav. Co
Barnett Junction, Ill., Burlington Route (a)
" Chicago & Alton (a)
Called Barnett on B. R
Barnetts, Floyd Co., Ga., Central of Georgia
Barnetts, Clay Co., Ind., Vandalia Line
Barnetts, Vanderburg Co., Ind., Evansv. Sub. & N
Barnetts, Va., Norf. & West
Barneveld, N.Y., N.Y. Cent. & Hud. Riv
Barneveld, Wis., North-Western Line
Barney, Ga., South Georgia
Barney, Ia., Chic. Great West
Barney, Miss., Yazoo & Miss. Valley
Barney, Neb., Burl. Route
Barney, N.Y., Lehigh Valley
Barney, N.D., North. Pacific
Barney Mill, N.Y., New York & Penna
Barney's River, N.S., Intercolonial
Barnhart, Mo., Frisco System
Barnhart, Ore., Oregon RR. & Nav. Co
Barnhill, Ill., Balt. & Ohio Southwest
Barnhill, N.B., Canadian Pacific
Barnhill, N.C., Atlantic Coast Line
Barnies, Pa., Phila. & Reading
Barnsley, Ky., Louisville & Nashville
Barnsley, Man., Can. Pacific
Barnsley, Pa., Penna
Barnstable, Mass., N.Y. New Hav. & Hart
Barnstead, N.H., Boston & Maine
Barnum, Ia., Illinois Central
Barnum, Minn., North. Pac
Barnum, Tex., Mo. Kan. & Tex
Barnum, W. Va., Western Maryland
Barnum, Wis., Chicago, Mil. & St. Paul
Barnum Island, N.Y., Long Island

Barnum Junction, Colo., Inter-Mountain
Barnwell, Cal., A.T. & S.F., Coast Lines*
Barnwell, Manitoba, Canadian Pacific
Barnwell, S.C., Atlantic Coast Line (a)
" Southern (b)
(a) and (b) about ½ mi. apart
Baroda, Cal., South. Pacific
Baroda, Mich., Mich. Cent
Baroda, Minn., Chicago, Mil. & St. Paul
Baron Mine, Mich., Duluth. So. Shore & Atl
Barr, Arapahoe Co., Colo., Burlington Route
Barr, Ill., Ill. Cent
Barr, Manitoba, Grand Trunk Pacific
Barr, N.M., Atch. Top. & S. Fe
Barr, O., Wheeling & Lake Erie
Barr, S.C., Southern
Barrachois, N.S., Intercolon
Barracks, Mo., St. Louis, Iron Mt. & So
Barracks, O., Wheeling & Lake Erie
Barrackville, W. Va., Baltimore & Ohio
Barranca, Mex., Veracruz & Isthmus
Barranca Honda, Mex., San Marc. & Huaj. de L
Barranca, N.M., Denver & Rio Grande
Barratt's, Mont., Oregon Short Line
Barrazas, Mex., Mexican International
Barre, Chaffee Co., Colo., Colorado Midland
Barre, Mass., Bost. & Alb (a)
" Boston & Maine (b)
(a) and (b) about ½ mi. apart
Barre, Vt., Barre †
" Central Vermont (a)
" Mont. & Wells River (b)
(a) and (b) adjacent
Barreal, Mex., Mexico North Western
Barreda, Tex., St. L. Brownsv. & Mex
Barree, Pa., Pennsylvania
Barre Granite Quarries, Vt., Barre †
Barre Junction, Vt., Central Vermont
Barrellville, Md., Cumberland & Penna
Barren Springs, Va., Norfolk & Western
Barre Plains, Mass., Boston & Albany (a)
" Boston & Maine (b)
Depots adjacent
Barre Transfer, Vt., Montp. & Wells River
Barrett, Ala., Cent. of Ga
Barrett, Cal., South. Pacific
Barrett, Ind., Illinois Central
Barrett, La., La. Ry. & Nav. Co
Barrett, Minn., Minn. St. P. & Slt. Ste. M
Barrett, N.H., Boston & Me
Barrett, Pa., Pennsylvania
Barrett, Va., Southern
Barretts, Fla., Ga. & Fla
Barretts, Ga., Ga. & Fla
Barretts, Kan., Missouri Pac
Barrett's, Mo., Missouri Pac
Barrett's Junction, Mass., Boston & Albany (a)
" Central Vermont (a)
Barricks, O., Wheeling & Lake Erie
Barrie, Ont., Grand Trunk
Barrientos, Mex., National of Mexico
Barringer, Ark., St. L. Iron Mt. & South
Barrington, Ill., Elgin, Joliet & East (a)
" North-West. Line (b)
(a) and (b) ½ mile apart
Barrington, N.H., Boston & Maine
Barrington, N.J., Atl. City
Barrington, N.S., Halifax & Southwest
Barrington, Que., Gd. Trunk
Barrington, R.I., N.Y. New Hav. & Hart
Barrington Passage, N.S., Halifax & Southwest
Barrison, Mich., Kal. Lake Shore & Chic
Bar River, Ont., Can. Pac
Barro, Cal., South. Pacific
Bar Road, N.B., Can. Pacific
Barron, Cal., Sierra of California
Barron, Mont., Chic. Mil. & Puget Sd
Barron, Va., Virginia-Carolina
Barron, Wis., Minn. St. P. & Slt. Ste. M

Barronett, Wis., North-Western Line
Barron Fork, Okla., Kansas City Southern
Barron Junction, Wis., Minn. St. P. & Slt. Ste. M
Barron Lake, Mich., Michigan Central
Barron's Lane, Ga., Central of Georgia
Barroteran, Mex., Coahuila Coal (a)
" Mexican Internat (a)
Barrow, Cal., South. Pacific
Barrow, Ill., Burl. Route
Barrow, Mont., Great North
Barrow, Wis., Minn. St. P. & Slt. Ste M
Barrowmans, Kan., Frisco System
Barrow's Bluff, Ga., Ga. & Fla
Barrows Junction, Man., Canadian Northern
Barrowsville, Mass., N.Y. New Hav. & Hart
Barrs, Fla., Atl. Coast L
Barrs, S.C., Southern
Barrs, W. Va., Baltimore & Ohio
Barr's Crossing, Fla., Atlantic Coast Line
Barry, Ill., Wabash
Barry, Minn., Great North
Barry, Pa., Phila. & Reading
Barry, Tex., St. Louis South-west
Barry Junction, Pa. Lehigh Valley
Barrys Bay, Ont., Grand Trunk
Barryton, Mich., Pere Marquette
Barrytown, N.Y., N.Y. Cent. & Hud. Riv
Barryvale, Ont., Kingston & Pembroke
Barstow, Cal., A.T. & S.F., Coast L* (a)
" San Pedro, L.A. & S.L (a)
Barstow, Ill., Burl. Route
Barstow, Ore., Ore. Elec
Barstow, Tex., Texas & Pac
Barstow, Wash., Great North
Bartel, La., Southern Pacific
Bartel, Wis., North-Western Line
Bartelso, Ill., Southern
Barth, Fla., Louisv. & Nashv
Barthell, Ky., Kentucky & Tennessee
Bartholomew, Colo., Colorado & Southern
Bartholomew, Pa., Penna
Bartholomew, Tex., Beaumont & Gt. North
Bartholow, Md., Balt. & Ohio
Bartibogue, N.B., Intercol
Bartle, Cal., McCloud River
Bartle, Tex., Peach River & Gulf
Bartles, Ky., Louisv. Hend. & St. L
Bartles, O., Detroit. Tol. & Ironton
Bartlesville, Okla., Atch. Top. & S. Fe (a)
" Mo. Kansas & Tex (a)
Bartlett, Ga., Atlanta, Birm. & Atl
Bartlett, Cook Co., Ill., Chicago, Mil & St. Paul
Bartlett, Ia., Burlington Route
Bartlett, Kan., Mo. Pacific
Bartlett, Mo., Frisco System
Bartlett, N.B., Can. Pacific
Bartlett, N.H., Maine Cent
Bartlett, Oneida Co., N.Y., N.Y. Ontario & West
Bartlett, N.D., Great North
Bartlett, O., Balt. & Ohio
Bartlett, Pa., Balt. & Ohio
Bartlett, Tenn., Louisville & Nashville
Bartlett, Tex., Bartlett-Florence
" Missouri, Kan. & Texas
Bartlett, Va., Norfolk & Western
Bartlett, W. Va., Balt. & Ohio
Bartley, Ill., Balt. & Ohio Southwest
Bartley, Neb., Burl. Route
Bartley, N.J., Central of N.J
Bartley, Pa., Bessemer & Lake Erie
Bartley, W. Va., Norf. & West
Bartlow, O., Balt. & Ohio
Barto, Miss., Fernwood & Gulf
Barto, Pa. Phila. & Reading
Bartold's Grove, Mo., Missouri Pacific
Bartolo, Cal., S. Pedro. Los Ang. & S. Lk
Bartolo, Mex., Interoceanic of Mex
Barton, Colbert Co., Ala., Southern

Barton, Jefferson Co., Ala.,
Louisville & Nashville
Barton, Phillips Co., Ark.,
Arkansas Midland
" St. L. Iron Mt. & So
Barton, Cal., Southern Pac
Barton, Idaho, Pac. & IdahoN
Barton, Md.,
Cumberland & Penna
Barton, Mo., Frisco System
Barton, Neb., Union Pacific
Barton, N.Y., Erie (a)
" Lehigh Valley (b)
(a) and (b) adjacent
Barton, N.D., GreatNorthern
Barton, O., Baltimore & Ohio
Barton, Ore.,
Portland Ry. L. & P. Co
Barton, S.C., Southern
Barton, Tex.,
Internat. & Gt. North
Barton, Vt., Boston & Maine
Barton, Wis., No. West. Line
Barton Junction, Ark.,
Arkansas Midland
" St. Louis, Iron Mt. & So
Bartons, Ark., Frisco System
Bartons Siding, Cal.,
Lake Tahoe Ry. & Tr. Co
Bartonsville, Vt. Rutland
Bartonville, Ill.,
Peoria Ry. Terminal
Bartonville, Ont.,
Toronto, Ham. & Buff
Bartonville, Pa.,
N.Y. Susq. & Western
Bartonville, Va., Balt. & Ohio
Bartow, Fla., Atl. Coast Line
Bartow, Bartow Co., Ga.,
Nash. Chatt. & St. L (a)
" Western & Atlantic (a)
Bartow, Jefferson Co., Ga.,
Central of Georgia
Bartow, N.Y.,
N.Y. New Hav. & Hart
Bartow, W. Va., Ches & Ohio
Bartram, Pa., Balt. & Ohio
Barward, Cal., South. Pacific
Barwell's, Ill.,
Wabash, Chester & W
Barwick, Ga., Ga. Northern
Barwick, Ont., Can. North
Barytes, Va., Norf. & West
Basalt, Colo., Colorado Mid
Basalt, Nev.,
Southern Pacific
Basco, Ill., Burl. Route
Basco, Okla., A. T. & S. Fe
Basco, Wis., Illinois Central
Bascom, Mont.,
Chic. Mil. & Puget Sd
Bascom, N. M.,
El Paso & S. W. System
Bascom, O., Balt. & Ohio
Bascomville, S.C.,
Lancaster & Chester
Basehor, Kan.,
Missouri Pacific
Base Line, Cal.,
A. T. & S. F., Coast Lines*
Base of Mt. Washington,
N.H., Boston & Maine
Basham, O.,
Baltimore & Ohio S.W
Bashan, S.C., Atl. Coast L
Bashaw's, Ky.,
Louisville & Nashville
Basic, Va.,
Chesapeake & Ohio (a)
" Norfolk & Western (a)
Basic City, Miss.,
Mobile & Ohio
" New Orl. & North-east
Basil, Kan., Atch. Top. & S. Fe
Basil, Mich.,
Marquette & Southeast
Basil, O., Ohio Central Lines
Basile, La.,
Colo. So. New Orl. & Pac
Basin, Mont., Great No
Basin, Wyo., Burl. Route
Basin Mills, Me., Maine Cent
Basin Road, N.S.,
Cape Breton
Baskerville, Tenn.,
Louisville & Nashville
Baskerville, Va., Southern
Basket, Md., Pennsylvania
Baskotts, Ky.,
Louisv. Hend. & St. L
Baskin, La.,
Delhi, Baskin & S. W
" New Orleans & N. W
Baskin, Utah, Union Pacific
Basking Ridge, N.J.,
Del. Lack. & Western
Baskins, La.,
New Orl. & North-west
Basque, B. C., Can. Pacific
Bass, Ala., Nashv. Chat. & St. L
Bass, Mont., North. Pacific
Bassano, Alberta,
Canadian Pacific
Bassett, Ark., Frisco System
Bassett, Cal., South. Pacific
Bassett, Idaho,
Oregon Short Line
Bassett, Ia.,
Chicago, Mil. & St. Paul
Bassett, Minn.,
Duluth & Iron Range
Bassett, Neb., No. West. Line
Bassett, O., Cin. Ham. & Day
Bassett, Va., Norfolk & West
Bassett, Wis., No. West. Line
Bassetts, Tex.,
St. Louis South-west
Bass Ferry, Ga.,
Nash. Chatt. & St. Louis
Bassfield, Miss.,
Mississippi Central
Bass Lake, Minn.,
Minneap. & Rainy River
Bass Lake, Ont., Can. Pacific
Bass Lake, Wis.,
Marinette, Toma. & W
Bass Lake Junc., Ind., Erie
Bassoco, Mex.,
National of Mexico
Bass River, N.B., Caraquet
Bass Rocks, Mass.,
Boston & Maine
Basswood, Manitoba,
Canadian Pacific
Basswood, Mich.,
North Western Line
Bastian, Pa., Penna
Bastrop, La.,
Ark. La. & Gulf (a)
" New Orleans & N.W (b)
(a) and (b) 288 yards apart
Bastrop, Tex.,
Missouri, Kansas & Tex
Basuchil, Mex.,
Mexico North Western
Batamotal, Mex.,
West Coast Route
Bataques, Mex., South. Pac
Batavia, Ark.,
Missouri & North Ark
Batavia, Cal., South. Pacific
Batavia, Ill., Burl. Route (a)
" North-West. Line (b)
(a) and (b) ½ mile apart
Batavia, Ia.,
Burl. Route (a) (b)
(a) and (b) 1 mile apart
Batavia, Mich.,
Lake Shore & Mich. So
Batavia, N.Y., Erie (a)
" Lehigh Valley (b)
" N.Y. Cent. & H. Riv (c)
(b) about 1¾ miles from (a) and (c)
Batavia, O.,
Cin. Ga. & Ports (a)
" Norfolk & Western (b)
(a) and (b) 200 yards apart
Batavia Junction, N.Y.,
N.Y. Cent. & Hud. Riv
Batchelder, Tenn.,
Louisville & Nashville
Batcheller, Mich.,
Pere Marquette
Batchelor, La., Tex. & Pac
Bateman, Tex.,
Mo. Kans. & Tex
Bateman, Wis.,
Minn. St. P. & Slt. Ste. M
Bates, Ala., Southern
Bates, Ark.,
Port Arthur Route
Bates, Colo.,
Colorado & Southern
Bates, Ill.,
Chic. Peoria & St. L (a)
" Wabash (a)
Called Suddath on Chicago, Peoria & St. Louis
Bates, Mich., Pere Marquette
Bates, O., Cin. Ham. & Dayton
" Toledo Terminal †
Bates, Umatilla Co., Ore.,
Oregon RR. & Nav. Co
Bates, S.C.,
Greenville & Knoxville
Batesburg, S.C., Southern
Bates City, Mo., Chic. & Alton
Bates Crossing, Mass.,
N.Y. New Hav. & Hart
Batesville, Ala., Cent. of Ga
Batesville, Ark.,
St. Louis, Iron Mt. & So
Batesville, Ind.,
Cleve. Cin. Chic. & St. L
Batesville, Kan., Mo. Pacific
Batesville, Miss., Ill. Central
Batesville, Mo., Butler Co
Batesville, Que.,
Can. North. Quebec
Bath, Colo., Colo. & So (a)
" Colorado Midland (b)
(a) and (b) ¼ mile apart
Bath, Ill., Chic. Peoria & St. L
Bath, Ind.,
Chicago, Cin. & Louisv
Bath, Me., Maine Central
Bath, Mich., Michigan Cent
Bath, N.B., Canadian Pacific
Bath, N.H., Boston & Maine
Bath, Steuben Co., N.Y.,
Bath & Hammonds (a)
" Del. Lack. & West (b)
" Erie (a)
Bath, Pa., Bangor & Portland
" Lehigh & New England
" Northampton & Bath
Bath, S.C., Southern
Bath, S.D., Chic. Mil. & St. P
Bath Beach, N.Y.,
South Brooklyn †
Also called Ulmer Park
Bathgate, N.D., Great North
Bath Junction, Pa.,
Lehigh & New Eng (a)
" Northampton & Bath (b)
(a) and (b) adjacent
Bath Mills, Mich.,
Michigan Central
Bath Portland Mills, Pa.,
Lehigh & New England
Bath Springs, Ala.,
Chattanooga Southern
Bathurst (1),
Gloucester Dist., N.B.
Caraquet
Bathurst (2),
Gloucester Dist., N.B.,
Intercolonial
Bathurst, Ont., Can. Pacific
Bathurst St. Junction, Ont.,
Canadian Pacific (a)
" Grand Trunk (a)
Batiscan,
Champlain Dist., Que.,
Canadian Pacific
Batiscan,
Portneuf Dist., Que.,
Can. North. Quebec
Batley, Tenn.,
Louisville & Nashville
Baton Rouge, La.
Colo. So. N. Orl. & Pac (a)
" La. Ry. & Nav. Co (a)
" Yazoo & Miss. Valley (b)
(a) and (b) about 1 mi. apart
Baton Rouge Junction, La.,
Yazoo & Miss. Valley
Batson, Ga.,
Wrightsv. & Tennille
Batson, O.,
Cin. Ham. & Dayton
Batteaux, Ont., Grand Trunk
Battelle, Ala.,
Alabama Gt. Southern
Batten, Ga., Georgia & Fla
Battenville, N.Y.,
Greenwich & Johnsonv
Battle, Tex.,
Internat. & Gt. North
Battleboro, N.C.,
Atlantic Coast Line
Battle Creek, Ia.,
North-Western Line
Battle Creek, Mich.,
Grand Trunk (a)
" Michigan Central (b)
(a) and (b) about ½ mile apart
Battle Creek, Neb.,
North-Western Line
Battlefield, Mo.,
St. Louis, Iron Mt. & So
Battleford, Saskatchewan,
Canadian Northern
Battleford Junction,
Saskatchewan,
Canadian Northern
Battle Ground, Ind.,
Chicago, Ind. & Louisv
Battle Ground, N.C.,
Southern
Battle Ground, Wash.,
Northern Pacific
Battle Island, N.Y.,
N.Y. Ont. & Western
Battle Lake, Minn.,
Northern Pacific
Battle Mountain, Nev.,
Nevada Central (a)
" Southern Pacific (a)
Batton, Ga.,
Douglas, Augusta & G
Baturom, Mex., Interoceanic
Baty, Kan., Chic. Rk. Isl. & P
Bauche, Mex.,
Mexico North Western
Baucum, Ark.,
St Louis South-west
Baugh, Miss.,
Yazoo & Miss. Val
Baughman's Mill, Ky.,
Louisville & Nashville
Baugus, Tenn., Lv. & Nashv
Baum, Pa., Pennsylvania
Bauman, Pa., Balt. & Ohio
Baumes, La.,
New Orl. Gt. Northern
Baumgardner, Pa.,
Pennsylvania
Bautista, Mex.,
Interoceanic of Mex
Bauxite, Ark.,
Chicago, Rk. Isl. & Pac
Bavaria, Kan., Union Pacific
Baw Beese, Mich.,
Lake Shore & Mich. So
Bawlf, Alberta, Can. Pac
Baxley, Ga., Southern
Baxter, Ark., St. L. I. Mt. & So
Baxter, Colo.,
Atch. Top. & Santa Fe (a)
" Missouri Pacific (b)
(a) and (b) 7-10 mile apart
Baxter, Fla.,
Georgia Southern & Fla
Baxter, Ill., Ch. and East. Ill
Baxter, Ia., Chic. Great West
Baxter, Kan., Frisco System
Baxter, Mich.,
Manistee & North-east
Baxter,
Crow Wing Co., Minn.,
Northern Pacific
Baxter, Mo.,
Gideon & No. Island †
Baxter, Ont., Can. Pacific
Baxter, Pa., Pennsylvania
Baxter, Putnam Co., Tenn.,
Tennessee Central
Baxter, Tex.,
Texas & New Orleans
Baxter, W. Va., Balt. & Ohio
Baxter, Wis.,
Wisconsin & Michigan
Baxter, Wyo., Union Pacific
Baxters, Davidson Co., Tenn.,
Louisville & Nashville
Baxterville, Miss.,
Gulf & Ship Island
Bayard, Fla., Fla. East Coast
Bayard, Ia., Chic. Mil. & St. P
Bayard, Kan., Mo. Kan. & Tex
Bayard, Neb., Burl. Route
Bayard, N.B., Canadian Pac
Bayard, N.M.,
Atch. Top. & Santa Fe
Bayard, O., Pennsylvania Co
Bayard, W. Va., W. Maryland
Bayboro, N.C.,
Norfolk & Southern
Bayboro, S.C., Atl. Coast Line
Bay Bridge, O.,
Lk. Sh. & Mich. So
Baychester, N.Y.,
N.Y. New Hav. & Hart
Bay City, Cal., Pacific Elec
Bay City, Mich.,
Detroit & Mack (a)
" Grand Trunk (b)
" Michigan Cent (c) (d)
" Pere Marquette (a)
(a) and (b) 1 mile apart
(a) and (c) 300 yards apart
(b) and (d) ¾ mile apart
(d) called West Bay City on M.C
See West Bay City, Mich
Bay City, Tex.,
Galv. Har. & San Ant (a)
" Gulf, Colo. & S. Fe* (b) (c)
" St. L. Browns. & M (b) (c)
(a) and (b) about ½ mi. apart
(b) and (c) about ½ mi. apart
Bay City, Wis., Burl. Route
Bay City Crossing, Mich.,
Grand Trunk
Bay City Junction, Tex.,
Galv. Har. & San Ant
Bayfield, Ia.,
Chicago, Rk. Isl. & Pac
Bayfield, Mo.,
Chicago, Rk. Isl. & Pac
Bayfield, Wis.,
Bayfield Transfer (a)
" North-West. Line (a)
Bayfield Road, N.S., Intercol
Bay Head N.J., Penna
Bay Head Junction, N.J.,
Cent. of New Jersey (a)
" Pennsylvania (a)
Bay Junction, O.,
Clev. Cin. Ch. & St. L (a)
" Pennsylvania Co (a)
Bayle, Ill., Tol. St. L. & West
Bayler, Ala.,
Queen & Cres. Route
Bayles, Md.,
Western Maryland
Bayless, Ky., Louisv. & Nashv
Bayleys, Cal., Nev.-Cal.-Ore
Baylis, Ill., Wabash
Bayliss, Mont., Great North
Baylor, Va., Norfolk & West
Baylor, Jefferson Co., W. Va.,
Baltimore & Ohio
Baylor, Raleigh Co., W. Va.,
Chesapeake & Ohio
Baymead, N.C.,
Atlantic Coast Line
Bay Mills, Wis.,
Marinette, Tom. & West
Bay Minette, Ala., Lv. & Nash
Bayne, N.D., North. Pacific
Baynes, B.C., Great North
Bayneville, Kan., Mo. Pac
Bayuhams, S.C., Southern
Bay of Islands, N.F.,
Reid Newfoundland
Bayonne, N.J., Cent. of N.J
" Pennsylvania
Bayou, Prairie Co., Ark.,
St. Louis, Iron Mt. & So
Bayou Current, La.,
Texas & Pacific
Bayou de Sair. La., Ill. Cent
Bayou Goula, La.,
Texas & Pacific
Bayou la Batre, Ala.,
Mobile & Ohio
Bayou Lacombe, La.,
New Orleans Gt. North
Bayou Macon,
Chicot Co., Ark.,
Miss. Riv. Hamb. & W
Bayou Natchez, La.,
Texas & Pacific
Bayou Paul, La.,
Yazoo & Miss. Valley
Bayou Sale, La.,
Morgan's La. & Texas
Bayou Sara, La.,
La. Ry. & Nav. Co (a)
" Yazoo & Miss. Valley (b)
(a) and (b) about 300 yards apart
Bayou Serpent, La.,
Lk. Ch. Ry. & Nav. Co †
Bayou Siding, Fla.,
Louisville & Nashville
Bayou Zouri, La.,
Louisiana Central
Bay Point, Cal.,
A. T. & S. F., Coast L* (a)
" Southern Pacific (b)
(a) and (b) about 160 yards apart
Bay Point, Mich., Ann Arbor
Bay Pond, N.Y.,
New York & Ottawa
Bay Port, Mich.,
Pere Marquette
Bayport, N.Y., Long Island
Bay Prairie, Tex.,
Galv. Har. & San Ant
Bay Ridge Junction, Md.,
Annap. Wash. & Balt (a)
" Bay Ridge (a)
Bay Road, N.B., Gulf Shore
Bay Roberts, N.F.,
Reid Newfoundland
Bays, O., Cin. Ham. & Dayton
Bay St. Louis, Miss.,
Louisville & Nashville
Bay Shore, Cal., South. Pac
Bayshore, Mich.,
Pere Marquette
Bay Shore, N.B., Can. Pacific
Bayshore, N.Y., Long Island
Bay-Shore Hotel, Ala.,
Mobile & Ohio
Bay Shore Mill, Ala.,
Mobile & Ohio
Bayside, Mass.,
N.Y. New Hav. & Hart
Bayside, N.H., Boston & Me
Bayside, N.J., Cent. of N.J
Bay Side, N.Y., Long Island
Bay Siding, Mich.,
North-Western Line
Bay Spring, R.I.,
N.Y. New Hav. & Hart
Bay Springs, Miss.,
New Orl. Mobile & Chic
Bay State, Neb., Union Pac
Bayswater, Ont.,
Can. North. Ont
Bay View, Md., Balt. & O (a)
" Pennsylvania (b)
(a) and (b) ¼ mile apart
Bay View, Mass.,
N.Y. New Hav. & Hart
Bay View, Mich.,
Grand Rapids & Ind (a)
" Pere Marquette (a)
Bayview,
Chautauqua Co., N.Y.,
Jamest. Chau. & Lk. E
Bay View, Erie Co., N.Y.,
Lk. Sh. & Mich. So (a)
" Pennsylvania (b)
(a) and (b) about ¼ mi. apart
Bayview, Que., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) 47 yards apart
Called Baie d'Urfe on C.P
Bayview, Tex.,
Galv. Har. & San Ant
Bay View, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
Bayville, Va., Norf. & So
Bayway, N.J., Cent. of N.J
" Staten Isl. Rapid Trans
Baywood, Fla.,
Ga. South. & Florida
Baywood, N.J., Penna
Bazar, Kan., Atch. T. & S. Fe
Bazine, Kan., Atch. T. & S. Fe
Beach, Ala.,
Mobile & Bay Shore
Beach, Ga.,
Atlanta, Birm. & Atl
Beach, Lake Co., Ill.,
North-Western Line
Beach, N.D., Northern Pac
Beach, Tex.,
Gulf, Colo. & S. Fe*
Beach, Va., Tidewater & West
Beach, Wash., North. Pacific
Beach, Wis., No. West. Line
Beacham, Ga., Southern
Beach Bluff, Mass.,
Boston & Maine
Beach Channel, N.Y.,
Long Island
Beach City, O., Balt. & O (a)
" N.O. Trac. & L. Co (El) (c)
" Wheeling & Lk. Erie (b)
(a) and (b) about 1 mile apart
Beach Creek, N.J., Penna
Beachdale, Pa., Balt. & Ohio
Beach Grove, Ill.,
Illinois Central
Beach Haven, N.J., Penna
Beach Haven, Pa., D. L. & W

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Beach Haven Ferry, Pa., Pennsylvania
Beachland, Ky., Louisville & Nashv+
Beachley, Pa., Balt. & Ohio
Beachmont, Mass., Boston, Rev. B. & Lynn
Beach Park, O., Lake Shore Electric
Beach Ridge, N.Y., N.Y. Cent. & Hud. Riv
Beach View, N.J., Tuckerton
Beachville, Ont., Can. Pac (a) Grand Trunk (b)
(a) and (b) about ½ ml. apart
Beachwood, W. Va., Chesapeake & Ohio
Beacon, Ia., Chic. Rock Isl. & Pac (a)
" Iowa Central (b)
(a) and (b) about ½ mile apart
Beacon, Tenn., Nash. Chatt. & St. Louis
Beacon Falls, Ct., N.Y. New Hav. & Hart
Beaconfield, Mass., Boston & Albany
Beacon Hill, Colo., Midland Terminal
Beacon Hill, Mich., Copper Range
Beacon Park, Worcester Co., Mass., N.Y. New Hav. & Hart
Beaconsfield, Ia., Burlington Route
Beaconsfield, Mass., Boston & Albany
Beaconsfield, Que., Canadian Pacific (a)
" Grand Trunk (b)
Depots adjacent
Beadle Lake, Mich., Michigan Central
Beadling, Pa., Pitts. Char. & Yough
Beagle, Kan., Mo. Kan. & Tex
Beagle, O., Ohio Cent. Lines
Beal, Cal., A.T. & S.F., Coast Lines*
Beale, W. Va., Baltimore & Ohio
Bealeton, Va., Southern
Beall, La., Louisiana & Arkansas
Beallsville, O., Ohio River & Western
Beals, Ark., Frisco System
Beals, Ia., Illinois Central
Bealville, Cal., Southern Pacific
Bealwood, Ga., Cent. of Ga
Beaman, Ia., No. West. Line
Beaman, Mo., Mo. Kan. & Tex
Beamer, Ind., Chic. Ind. & Louisv
Beamer, Tex., Mo. Kan. & Tex
Beamon, Va., Southern
Beams, Ky., Louisv. & Nashv
Beamsville, Ont., Gd. Trunk
Bean, Cal., A.T. & S.F., Coast Lines*
Bean, Mont., Northern Pacific
Bean, Tex., Gal. Har. & San Ant
Bean Lake, Mo., Burlington Route (a)
" Chicago, R. I. & Pac (a)
Bean Run, Pa., Lehigh Val
Bean's, N.D., North. Pacific
Called also Honeyford
Beans Creek, Tenn., Nashv. Chat. & St. L
Bean's Mill, W. Va., Baltimore & Ohio
Bean's Station, N.Y., Kanona & Prattsburg
Bean Station, Tenn., Knoxville & Bristol
Called also Tates Spring
Bear, Del., Pennsylvania
Bear, Okla., Mo. Okla. & Gulf
Bear Creek, Ala., North. Ala
Bear Creek, B.C., Can. Pac
Bear Creek, Cal., Yosemite Valley
Bear Creek, Colo., Rio Grande Southern
Bear Creek, La., La. & No. W
Bear Creek, Md., Balt. & Ohio
Bear Creek, Manistee Co., Mich., Manistee & North-east
Bear Creek, Schoolcraft Co., Mich., Blaney & Southern
Bear Creek, Minn., Chicago Great Western
Bear Creek, Miss., Southern in Miss
Bear Creek, Mo., Burl. Route
Bearcreek, Mont., Mont. Wyo. & South
Bear Creek, N.C., Southern
Bear Creek, Elk Co., Pa., Pitts. Shawmut & North
Bear Creek, Luzerne Co., Pa., Lehigh Valley
Bear Creek, Tenn., Louisville & Nashville
Bear Creek, Wash., Northern Pacific
Bear Creek, Wis., North-Western Line
Bear Creek Junction, Cal., Yosemite Valley
Bear Creek Junction, Pa., Lehigh Valley
Bear Creek Mines, Tenn., Cin. New Orl. & Tex. Pac
Bearcroft, Mass., N.Y. New Hav. & Hart
Beard, Ark., Chicago, Rk. Isl. & Pac
Beard, Ky., Louisv. & Nashv
Beard, N.C., Atl. Coast Line
Beard, S.C., Alcolu
Beard, Tex., Gulf, Colorado & S. Fe*
Beard, W. Va., Chesapeake & Ohio
Bearden, Ark., St. Louis South-west
Bearden, Tenn., Southern
Bardens, Miss., Fernwood & Gulf
Beards Creek, Ga., Ga. Const & Piedmont
Beardsley, Ariz., Santa Fe, Presc. & Ph*
Beardsley, Kan., Burl. Route
Beardsley, Minn., Gt. North
Beardstown, Ill., B. & O. Southwest (a)
" Burlington Route (b)
(a) and (b) adjacent
Beardstown, Ind., Chicago, Cin. & Louisv
Bear Grass, Tex., Houston & Texas Cent
Bearhead, Fla., Lv. & Nashv
Bear Lake, B.C., Kaslo & Slocan
Bear Lake, N.Y., N.Y. Cent. & Hud. River
Bear Lake, Ont., Grand Trunk
Bear Lake, Pa., Erie
Bearmouth, Mont., Chicago, Mil. & Puget Sd
" Northern Pacific
Bear Pond, N.C., Seaboard Air Line
Bear Poplar, N.C., Southern
Bear River, Cal., Nev. Co. Narrow Gauge
Bear River, N.S., Dominion Atlantic
Bear River, P.E.I., P.E.I
Bear River, Utah, Oregon Short Line
Bear River, Wyo., Union Pac
Bear Run, Elk Co., Pa., Pitts. Shawmut & North
Bear Run, Fayette Co., Pa., Baltimore & Ohio
Bear Run Junc., Pa., Phila. & Reading
Bears, Tex., Texas Southern
Bearsdale, Ill., Illinois Cent
Bearshead, Fla., Atlantic Coast Line
Bears Pass. Ont., Can. North
Bearspaw, Alberta, Canadian Pacific
Bear Spring, Tenn., Tenn. & Cumber. River
Beartown, Pa., Pennsylvania
Beartown, W. Va., Norfolk & Western
Bear Trap, Wis., North-Western Line
Bear Wallow, W. Va., Norfolk & Western
Beasley, Ala., Lv. & Nashv
Beasley, Ark., Frisco System
Beasley, B.C., Can. Pacific
Beasley, N.C., Norfolk & So
Beasley, Tex., Galv. Har. & San Ant
Beason, Ill., Illinois Central
Beatrice, Ala., Louisville & Nashville
Beatrice, Ind., Chicago, Cin. & Louisv
Beatrice, Neb., Burlington Route (a)
" Chic. Rk. Isl. & Pac (b)
" Union Pacific (c)
(a) and (b) 6-10 mile apart
(a) and (c) 1 block apart
Beatrice, Wash., No. Pac
Beattie, Kan., St. Jos. & G. I
Beatty, Idaho, Oregon Short Line
Beatty, Miss., Illinois Cent
Beatty, Nev., Bullfrog Goldfield (a)
" Las Vegas & Ton (b)
" Tonopah & Tidew (c)
(a) and (b) adjacent
Beatty, Ore., Northern Pacific
Beatty, Pa., Pennsylvania
Beatty, Sask., Can. North
Beattys, Parry Sound Dist., Ont., Grand Trunk
Beattyville, Ky., Louisville & Atlantic
Beattyville Junction, Ky., Lexington & East (a)
" Louisville & Atl (a)
Beaty, Ark., Frisco System
Beaucage, Ont., Can. Pacific
Beauce Junc., Que., Que. Cent
Beauceville, Que., Que. Cent
Beauchene, Que., Can. Pac
Beaucoup, Ill., Lv. & Nash
Beaudet, Que., Quebec & Lk. St. John
Beaudette, Minn., Canadian Northern
Beaudine's, Mont., Oregon Short Line
Beaudry, Manitoba, Grand Trunk Pacific
Beaufort, Mo., St. L. Kan. City & Colo
Beaufort, N.J., Morristown & Erie
Beaufort, N.C., Norfolk & Southern
Beaufort, S.C., Charleston & West Car
Beauharnois, Que., Grand Trunk (a)
" N.Y. C. & Hud. Riv (b)
(a) and (b) ¼ mile apart
Beulah, S.C., Alcolu
Beaumont, Cal., South. Pac
Beaumont, Mich., Pere Marquette
Beaumont, Miss., New Orl. Mobile & Chic
Beaumont, O., Hocking Val
Beaumont, Tex., Beaum. Sour Lk. & W (a)
" Galv. Beaum. & No. E (c)
" Gulf & Inter. of Tex (a)
" Gulf, Colo. & S. Fe* (b)
" Port Arthur Route (c)
" Tex. & New Orleans (d)
(a) and (b) adjacent
(a) and (c) 1 mile apart
(a) and (d) 488 yards apart
(b) and (c) 1 mile apart
(b) and (d) 416 yards apart
(c) and (d) 1 mile apart
Beaumont Junction, Kan., Frisco System
Beaumont Mills, S.C., Southern
B.S.L. & W. Junction, Tex., Beaum. Sour Lk. & W
Beaupland, Pa., Lehigh Valley
Beauport, Que., Quebec Ry. L. & P. Co
Beauport Church, Que., Quebec Ry. L. & P. Co
Beauport, East Que., Quebec Ry. L. & P. Co
Beaupre, Que., Quebec Ry. L. & P. Co
Beaupre's Mill, Que., Can. Northern Quebec
Beauregard, Miss., Ill. Cent
Beaurepaire, Que., Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) 150 yards apart
Beau Rivage, Que., Intercolonial
Beausejour, Man., Can. Pac
Beauty Lake, Minn., Great Northern
Beauvoir, Miss., Lv. & Nash
Beaver, Ark., Missouri & North Ark
Beaver, Colo., Beaver, Penrose & No
" Denver & Rio Grande
Beaver, Idaho, Idaho Northern RR
Beaver, Ia., North-West. Line
Beaver, Manitoba, Canadian Northern
Beaver, Alger Co., Mich., Manistique
Beaver, Delta Co., Mich., North-Western Line
Beaver, Lake Co., Minn., Duluth & North. Minn
Beaver, St. Louis Co., Minn., Minnesota & No. Wisc
Beaver, N.Y., Buffalo, Roch. & Pitts
Beaver, O., Detroit, Tol. & Ironton
Beaver, Ore., Astoria & Col. River
Beaver, Beaver Co., Pa., Pennsylvania Co (a)
" Pitts. & Lake Erie (b)
(a) and (b) ½ mile apart
Beaver, W. Va., Chesapeake & Ohio
Beaver, Marinette Co., Wis., Chicago, Mil. & St. Paul
Beaver Bank, N.S., Dominion Atlantic
Beaver Brook, Middlesex Co., Mass., Boston & Maine
Beaver Brook, Northumberland Dist., N.B., Interc
Beaver Brook, Pa., Leh. Val
Beaver City, Ind., Chicago and East. Ill
Beaver City, Neb., Burlington Route
Beaver Creek, Ky., Ches. & O
Beaver Creek, Minn., North-Western Line
Beaver Crossing, Neb., North-Western Line
Beaverdale, Pa., Penna
Beaver Dam, Ga., Southern
Beaver Dam, Ky., Ill. Cent
Beaver Dam, Prince George Co., Md., Baltimore & Ohio
Beaver Dam, Miss., Yazoo & Miss. Valley
Beaver Dam, Mo., Frisco System
Beaver Dam, Orange Co., N.Y., Erie
Beaver Dam, O., Lk. E. & W (a)
" Western Ohio (El) (b)
(a) and (b) adjacent
Beaver Dam, Va., Chesapeake & Ohio
Beaver Dam, Wis., C. M. & S. P
Beaver Dam Junc., Wis., Chicago, Mil. & St. Paul
Beaver Dams, Schuyler Co., N.Y., N.Y. Cent. & Hud. River
Beaver Falls, N.Y., Lowville & Beaver Riv
Beaver Falls, Pa., Pennsylvania Co (a)
" Pitts. and Lake Erie (b)
(a) and (b) ½ mile apart
Beaver Falls-Brighton, Pa., Pittsburgh & Lake Erie
Beaver Hill, Mont., No. Pacific
Beaver Hill, Ore., Coos Bay, Roseb. & East
Beaver Hill Junction, Ore., Coos Bay, Roseb. & East
Beaver Lake, B.C., Victoria & Sidney
Beaver Lake, Mich., Michigan Central
Beaver Lake, N.J., N.Y. Susque. & West
Beaver Meadow, Pa., Lehigh Valley
Beavermouth, B.C., Canadian Pacific
Beaver Park, Ia., Inter-Urban (El)
Beaver Pond, O., Norfolk & Western
Beaver River, N.Y., N.Y. Cent. & Hud. Riv
Beaver Roads, Pa., Montour
Beaver Siding, S.D., North-Western Line
Beaver Springs, Pa., Penna
Beaverton, Ala., Frisco Sys
Beaverton, Mich., Pere Marquette
Beaverton, Mont., Gt. North
Beaverton, Ont., Canadian No. Ont (a)
" Grand Trunk (b)
(a) and (b) ¼ mile apart
Beaverton, Ore., So. Pacific
Beaverton, Pa., Pennsylvania (a)
" Philipsburg RR (b)
(a) and (b) 1 mile apart
Called Brisbin on Penna
Beavertown, Pa., Penna
Beaver Valley, Pa., Phila. & Reading
Beaver Valley Junc., Ia., Inter-Urban (El)
Beaverville, Ill., Cleve. Cin. Chic. & St. L
Becal, Mex., United RRs. of Yucatan
Becancour, Que., Que. Montreal & So
Bechtelsville, Pa., Phila. & Reading
Beck, Ind., Southern
Beck, Ia., Burlington Route
Beck, Ont., Canadian Pacific
Beckemeyer, Ill., B. & O. S. W
Becken, Wis., Wis. & Mich
Becker, Ark., Little Rk. Maum. & West
Becker, Fla., Seaboard Air Line
Becker, Ind., P. C. C. & St. L
Becker, Minn., Gt. North (a)
" Northern Pacific (b)
(a) and (b) adjacent
Becker, Miss., Frisco System
Becker, N.M., A. T. & S. Fe
Beckers, Colo., Colorado Midland
Beckers, O., Cincin. Ham. & Dayton
Becket, Mass., Boston & Alb
Becket, O., Ohio Riv. & West
Beckett, Ky., Ches. & Ohio
Beckett, O., Balt. & Ohio
Beckford Junction, N.C., Norfolk & Southern
Beckham, Tex., Internat. & Gt. North
Becking, Ala., Chattanooga Southern
Beckler, O., Balt. & Ohio S. W
Beckley, Ct., N.Y. N.H. & H
Beckley, Ky., Louisv. & Nashv
Beckley Junction, W. Va., Chesapeake & Ohio
Beckley's, Ky., Louisv. & Nash
Becks, Ind., Chic. Ind. & Lv
Becks, Ark., Chicago, Rk. Isl. & Pac
Becks, Pa., Phila. & Reading
Beck's Cut, Pa., Balt. & Ohio
Beck's Run, Pa., Penna
Beckton, Pa., Lehigh Valley
Beckville, Tex., Texas & Gulf
Beckwith, Cal., Boca & Loyalton (a)
" Sierra Valleys (b)
(a) and (b) adjacent
Beckwith, Ill., C.C.C. & St. L
Beckwith, Ia., Burl. Route
Beckwith, Ont., Can. Pacific
Beckwith, Tenn., Tenn. Cent
Beckwith, W. Va., Baltimore & Ohio
Beckwith, Wyo., Oregon Short Line
Becquets, Que., Que. Montreal & So
Becton, Ark., Chicago, Rk. Isl. & Pac
Bedards, Que., Can. Pacific
Beddington, Alberta, Canadian Pacific
Bede, Manitoba, Canadian Pacific
Bedell, Me., Boston & Maine
Bedford, Colo., Colo. & So
Bedford, Ind., Balt. & Ohio So. W (a)
" Bedford & Wallner†
" Chic. Ind. & Lv (b)
" Southern Indiana (c)
(a) about ½ mile from (b) and (c
(b) and (c) about 200 yards apart
Bedford, Ia., Burl. Route
Bedford, Kan., Mo. Pacific
Bedford, Ky., Lv. & Nash
Bedford, Manitoba, Canadian Northern
Bedford, Mass., Boston & Me
Bedford, Livingstone Co., Mo., Wabash
Bedford, Mont., Fo. Pacific
Bedford, N.H., Boston & Me
Bedford, Kings Co., N.Y., South Brooklyn†
Bedford, Westchester Co., N.Y., N.Y. Cent. & Hud. River
Bedford, N.S., Dominion Atlantic (a)
" Intercolonial (a)
Bedford, O., No. O. Trac. & L. Co (El)
" Penna. Co (a)
" Wheeling & Lk. Erie (b)
(a) and (b) adjacent
Bedford, Pa., Pennsylvania
Bedford, P.E.I., Pr. Ed. Isl
Bedford, Que., Can. Pacific
Bedford, Va., Norfolk & West
Bedford, W. Va., Chesapeake & Ohio
Bedford Belt Con., Ind., Baltimore & Ohio S. W
Bedford Branch Junc., Ind., Baltimore & Ohio S. W
Bedford Junction, Ind., Chicago, Ind. & Louisv
Bedford Springs, Mass., Boston & Maine
Bedias, Tex., Inter. & Gt. No
Bedington, W. Va., Cumberland Valley
Bedison, Mo., Wabash
Bed Rock, Ore., Ore. & So. East
Bedwell, Mo., Missouri Southern
Bee, Neb., North-West. Line
Bee Bayou, La., Vicksb. Shreve. & Pac
Beebe, Ark., St. L. I. M. & So
Beebe, Athens Co., O., Balt. & Ohio S. W
Beebe, Fulton Co., O., Toledo & Western (El)
Beebe, Que., Boston & Me
Beebe, S.D., Chic. Mil. & St. Paul
Beebe, Wis., North West. Line
Beebe Junction, Que., B. & M
Beebes, Mich., Mich. Central

Beebetown, O., Balt. & Ohio
Beech, Mich., Pere Marq
Beech Bluff, Tenn.,
Nashv. Chat. & St. L
Beech Bottom, W. Va.,
Pitts. Cin. Chic. & St. L
Beech Creek, Ky.,
Louisville & Nashville
Beech Creek, Pa.,
N. Y. Cent. & Hud. R (a)
" Pennsylvania (b)
(a) and (b) about 1¾ miles apart
Beech Creek, W. Va.,
Norfolk & Western
Beech Creek Junction, Ky.,
Louisville & Nashville
Beech Creek Junction, Pa.,
Buffalo, Roch. & Pitts
Beecher, Will Co., Ill.,
Chicago and Eastern Ill
Beecher City,
Effingham Co., Ill.,
Balt. & Ohio Southwest
Beecher Falls, Vt.,
Maine Central
Beecher Lake, Wis.,
Chicago, Mil. & St. Paul
Beechfield, Md., Penna
Beech Fork, Ky., Lv. & Nashv
Beech Glen, Pa.,
Wmsport. & No. Branch
Beech Grove, —— Co., Ind.,
Clev. Cin. Chic. & St. L
Beech Grove, —— Co., Ind.,
Chicago and Eastern Ill
Beech Grove Mine, W. Va.,
Baltimore & Ohio
Beech Hill, Ga., Cent. of Ga
Beech Hill, W. Va.,
Ohio Central Lines
Beech Island, S. C.,
Charleston & W. Car
Beechley, Ia., Chic. & Ill. Mid
Beechmont, Pa., Pitts. C. & Y
Beech Ridge, Ill., Mob. & Ohio
Beech Siding, Pa.,
N. Y. Cent. & Hud. River
Beech Tree, Pa.,
Buffalo, Roch. & Pitts
Beechville, N. S.,
Halifax & Southwest
Beechwald, Mo., Frisco Sys
Beechwood, Ky., Lv. & Nashv
Beechwood, Mass.,
N. Y. New Hav. & Hart
Beechwood, Mich.,
North-Western Line
Beechwood, Miss.,
Alabama & Vicksburg
Beechwood, N. B., Can. Pac
Beechwood, O.,
Cin. Portsmouth & Va
Beechwood, Pa., Penna
Beechwood, Wash., No. Pac
Beechwood,
Fayette Co., W. Va.,
Chesapeake & Ohio
Beechwood, Grant Co, W. Va.,
W. Va. Cent. & Pitts
Beechwood, Monongalia Co.,
W. Va., Balt. & Ohio
Bee Creek, Mo.,
Chicago Gt. Western
Bee Creek Junction, Mo.,
Atch. Top. & Santa Fe
Bee Gee, N. C.,
Virginia & Carolina So
Bee Grove, O., Penna. Co
Beenunter, Ind.,
Southern Indiana (a)
" Vandalia (a)
Beekman, Wash., North. Pac
Beekmantown, N. Y.,
Delaware & Hudson
Bee Lake, Miss.,
Yazoo & Miss. Valley
Beeler, Kan., Atch. T. & S. Fe
Beeler Summit, Md.,
Baltimore & Ohio
Beeman, N. Y.,
N. Y. Cent. & Hud. Riv
Beemer, Neb., N. W. Line
Beers, N. Y., Lehigh Valley
Beerston, N. Y.,
N. Y. Ont. & West
Beersville, N. B.,
North Shore
Beese, Wis., North-West. Line
Beeson, Kan.,
Atch. Top. & Santa Fe
Beeson, Mont., North. Pac
Beeson's, Ind.,
C. C. C. & St. Louis (a)
" Ft. W. Cin. & Lv (a)
Beethurst, Colo.,
Atch. Top. & Santa Fe
Beeton, Ont., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) 2¼ miles apart
Beeton Junc., Ont., Gr. Trunk
Bee Tree, Md., North. Cent
Beeville, Tex.,
Galv. Har. & San Ant (a)
" San Ant. & A. Pass (b)
(a) and (b) about ¼ mi. apart
Beggs, La.,
Morgan's La. & Texas
Beggs, Okla., Frisco System
Begona, Mex., Nat. of Mex
Behling, S. C.,
Atlantic Coast Line
Beideman, N. J., Penna
Beiseis, Pa.,
Wilkes-Bar. & Haz (El)
Beitner's, Mich., Pere Marq
Bejou, Minn.,
Minn. St. P. & Slt. Ste. M
Belair, Ga., Georgia
Belair, La., La. Southern
Belair, Md.,
Maryland & Penna
Belair, Que., Can. Pacific
Belair, Wash.,
Spok. & Inland Empire
Belair Road, N. Y.,
Staten Island Rapid Tr
Beland, Okla., Frisco System
Belbeck, Sask., Can. Pac
Belcamp, Md., Balt. & Ohio
Belcarres, Assiniboia,
Canadian Pacific
Belcher, Ark.,
Chicago, Rk. Isl. & Pac
Belcher, Cal.,
San Diego Southern
Belcher, La., Texas & Pacific
Belcher Junction, Wash.,
Kettle Valley Lines
Belchertown, Mass.,
Boston & Maine (a)
" Central Vermont (a)
Belcherville, Tex.,
Missouri Kansas & Tex
Belcross, N. C., Norfolk & So
Belden, Colo.,
Denver & Rio Grande
Belden, Ill., Chic. Mil. & St. P
Belden, Miss., Frisco System
Belden, Neb., Burlington Rte
Belden, N. Y., Dela. & Hudson
Belden, O., Baltimore & Ohio
Beldens, Vt., Rutland
Beldenville, Wis.,
North-Western Line
Belding, Mich.,
Pere Marquette
Beldoc, S. C., Charl. & W. Car
Belen, N. M., At. Top. & S. Fe
Belen, Tex.,
Gal. Har. & San Ant (a)
" Texas & Pacific (a)
Belen Junction, N. M.,
Atch. Top. & Santa Fe
Belews Creek, N. C.,
Southern
Belfast, Ark.,
Pine Bluff & Western
Belfast, Ga., Seab. Air L
Belfast, Ind.,
Lk. Erie & Western (a)
" Pere Marquette (a)
Belfast, La., Ch. R. Isl. & Pac
Belfast, Me., Maine Central
Belfast, Mo., Frisco System
Belfast, Neb., Burl. Route
Belfast, N. Y., Buf. & Susq (a)
" Pennsylvania (b)
(a) and (b) ¼ mile apart
Belfast, Pa., Lehigh Valley
Belfast, Tenn.,
Nashville, Chat. & St. L
Belfast, Wash., Great North
Belfast Junction, Pa.,
Bangor & Portland (a)
" Lehigh Valley (a)
Belfield, La.,
Lake Charles & No (a)
" Louisiana & Pacific (a)
Belfield, N. D., North. Pacific
Belfry, Mont.,
Mont. Wyo. & South
Belford, N. J., Cent. of N. J
Belford, Pa., N. Y. Cent. & H. R
Belfry, Pa., Stony Creek
Belgium, Wis.,
North-Western Line
Belgrade, Kan., Mo. Pacific
Belgrade, Me., Maine Cent
Belgrade, Minn.,
Minn. St. P. & Slt. Ste. M
Belgrade, Mont., No. Pacific
Belgrade, Neb., Union Pac
Belgrave, Ont., Grand Trunk
Belhaven, N. J., Penna
Belhaven, N. C., Norf. & So
Belington, W. Va.,
Baltimore & Ohio (a)
" Belington Northern †
" Coal & Coke (a)
" Western Maryland (a)
Belisles Mill, Que., Can. Pac
Belk, Ala., Southern
Belknap, Ill., C. C. C. & St. L
Belknap,
Vanderburg Co., Ind.,
Louisville & Nashville
Belknap, Ia., Ch. R. I. & P (a)
" Wabash (a)
Belknap, Ky., Illinois Cent
Belknap, Mont., No. Pacific
Belknap, Utah, Den. & Rio Gr
Belknap Point, N. H.,
Boston & Maine
Bell, Ark., St. L. Iron Mt. & So
Bell, Alachua Co., Fla.,
Seaboard Air Line
Bell, Ill., Illinois Central
Bell, Md.,
Wash. Balt. & Annap. El
Bell, Mich., Ann Arbor
Bell, Miss., Southern
Bell, Ont., Canadian Pacific
Bell, Clearfield Co., Pa.,
N. Y. Cent. & Hud. Riv
Bell, Wis., Dul. S. S. & Atl
Bellair, Ark., Ark. & La
Bellaire, Kan., Ch. R. I. & Pac
Bellaire, Antrim Co., Mich.,
East Jordan & So (a)
" Pere Marquette (a)
Bellaire, Baraga Co., Mich.,
Mineral Range
Bellaire, O., Balt. & Ohio (a)
" Ohio River & West (b)
" Pennsylvania Co (c)
(a) and (c) 390 yards apart
(b) and (c) 498 yards apart
Bellaire, Pa., Corn. & Leb
Bellaire, Zanesville &
Cincin. Transfer, O.,
Baltimore & Ohio
Bellamy, Ala.,
Sumter & Choctaw
Bellamy, Fla.,
Tampa & Jacksonville
Bellamy, Ont., Canadian Pac
Bella Vista, Mex.,
Kan. City, Mex. & Orient
Bellbranch, Tex.,
Internat. & Gt. North
Bell Buckle, Tenn.,
Nashville, Chatt. & St. L
Bell City, Mo., St. L. S. W
Bell Creek, W. Va., Ches. & O
Belle, Mo.,
St. L. Kan. City & Colo ‡
Belleair, Hillsboro Co., Fla.,
Atlantic Coast Line
Belle Alliance, La.,
Texas & Pacific
Belle Bridge, Pa.,
Pittsburgh & Lake Erie
Belle Buckle, Tenn.,
Nash. Chat. & St. Louis
Belle Center, Wis.,
Chicago, Mil. & St. Paul
Belle Centre, O.,
Clev. Cin. Chic. & St. L
Belle Chasse, La.,
New Orleans Southern
Belledeau, La.,
La. Ry. & Nav. Co
Belledune, N. B., Intercol
Belleek, Ont.,
Temiskaming & No. Ont
Belle Ellen, Ala.,
Louisv. & Nashv (a)
" Southern (a)
Belleflower, Ill., Ill. Central
Bellefont, Ga., Cent. of Ga
Bellefont, Kan., A. T. & S. Fe
Bellefontaine, O.,
Clev. Cin. Ch. & St. L (a)
" Ohio Central Lines (b)
" Ohio Electric (c)
(a) and (b) about ¼ mile apart
(a) and (c) about ½ mi. apart
(b) and (c) ½ mile apart
Bellefonte, Ark.,
Missouri & No. Ark
Bellefonte, Ga., Cent. of Ga
Bellefonte, Ky.,
Chesapeake & Ohio
Bellefonte, Pa.,
Bellefonte Central (a)
" Central of Penna (b)
" Pennsylvania (a)
(a) and (b) ¼ mile apart
Belle Fourche, S. D.,
North-West. Line (a)
" Wyoming & Mo. Riv (a)
Bellegrade, Miss.,
Yazoo & Miss Valley
Belle Hampton, Va.,
Norfolk & Western
Belle Haven, Va.,
N. Y. Phila. & Norfolk
Belle Helene, La.,
Yazoo & Miss. Valley
Belle Isle, Mass.,
Bost. Rev. Beh. & Lynn
Belleisle, N. B., New Bruns
Belle Isle, N. Y.,
N. Y. Cent. & Hud. Riv
Belleisle, N. S.,
Halifax & Southwest
Belle Mead, N. J., Ph. & Read
Belle Mina, Ala., Southern
Bellemont, Ariz.,
A. T. & S. F., Coast Lines*
Belleplain, N. J.,
W. Jersey & Seashore
Belle Plaine, Assiniboia,
Canadian Pacific
Belle Plaine, Ia.,
North-Western Line
Belle Plaine, Kan.,
Atch. Top. & San. Fe (a)
" Missouri Pacific (b)
(a) and (b) about ¾ mile apart
Belle Plaine, Minn.,
North-Western Line
Belle Plaine, N. D., Gt. North
Belle Plaine, Sask.,
Canadian Pacific
Belle Plaine, Wis.,
North-Western Line
Belle Point, La.,
Yazoo & Miss. Valley
Belle Prairie, Minn., No. Pac
Belle Reva, Fla.,
Atlantic Coast Line
Belle Rive, Ill., Lv. & Nashv
Belle Rive, Que., Can. Pac
Belle River, Ont., Can. Pac (a)
" Grand Trunk (b)
" Wabash (b)
(a) and (b) about ¼ mile apart
Belle River, P. E. I., Pr. Ed. Isl
Bellerose, N. Y., Long Island
Belle Springs, Ga.,
Augusta Southern
Belle Star Spring, Tex.,
Texas & New Orleans
Belle Valley, O.,
Ohio River & West (a)
" Pennsylvania Co (a)
Belle Valley, Pa., Penn
Belle Vernon,
Fayette Co., Pa.,
Pittsburgh & Lake Erie
Belle Vernon,
Washington Co., Pa.,
Pennsylvania
Belle Vernon Junc., Pa.,
Pittsburgh & Lake Erie
Belleview, Colo.,
Denv. & Rio Grande
Belleview, Fla.,
Seaboard Air Line
Belleview, Ind.,
Cleve. Cin. Chic. & St. L
Belleview, La.,
Morgan's La. & Texas
Belleview, Manitoba,
Canadian Northern
Belleview, N. Y.,
Jamest. Chau. & Lk. E
Belleview, Va., Balt. & Ohio
Belleview, W. Va.,
Baltimore & Ohio
Belleville, Ark.,
Chicago, Rk. Isl. & Pac
Belleville, Ill., Ill. Central (a)
" Louisv. & Nashv (b)
" Southern (c)
(a) and (b) 1 mile apart
(a) and (c) 1 mile apart
(b) and (c) 1 mile apart
Belleville, Kan.,
Ch. Rock Isl. & Pac (a)
" Union Pacific (b)
(a) and (b) ½ mile apart
Belleville, Mich., Wabash
Belleville, N. J., Erie
Belleville, Nev., So. Pacific
Belleville, N. S.,
Halifax & Southwest
Belleville, O., Balt. & Ohio
Belleville, Ont., Gd. Trunk
Belleville, Pa.,
Kishacoquillas Valley
Belleville, R. I.,
N. Y. New Haven & Hart
Belleville, Wash., Gt. North
Belleville, W. Va., Balt. & Ohio
Belleville, Wis., Ill. Central
Belleville Branch, Mo.,
Frisco System
Belle Vista, Ga., Southern
Bellevue, Ala., Southern
Bellevue, Alberta, Can. Pac
Bellevue, Ark.,
Fourche Riv. Val. & I. T
Bellevue, Merced Co., Cal.,
Yosemite Valley
Bellevue, Sonoma Co., Cal.,
Northwestern Pacific
Bellevue, El Paso Co., Colo.,
Colorado Midland
Bellevue, Del., Penna
Bellevue, Idaho, Oregon S. L
Bellevue, Ia., Ch. Mil. & St. P
Bellevue, Ky., Chesa. & Ohio
Bellevue, Mass., N. Y. N. H. & H
Bellevue, Mich., Gd. Trunk
Bellevue, Neb., Burl. Route
Bellevue, O.,
Lk. Sh. & Mich. So (a)
" Lake Shore Elec (b) (d)
" N. Y. Chic. & St. L (b)
" Pennsylvania Co (b)
" Wb. & Lake Erie (c)
(a) and (b) about ¾ mi. apart
(a) and (d) about ¼ mi. apart
(b) and (c) about ¾ mi. apart
(b) and (d) about ¼ mi. apart
(c) and (d) about ¼ mi. apart
Bellevue, Ont.,
Algoma Cent. & H. Bay
Bellevue, Allegheny Co., Pa.,
Pennsylvania Co
Bellevue, Phila. Co., Pa.,
Phila. & Reading
Bellevue,
Chateaugay Dist., Que.,
N. Y. Cent. & Hud. Riv
Bellevue,
Richelieu Dist., Que.,
Quebec Southern
Bellevue,
Davidson Co., Tenn.,
Nash. Chat. & St. Louis
Bellevue, Shelby Co., Tenn.,
Frisco System
Bellevue, Tex.,
Ft. Worth & Den. City
Bellevue, Wis.,
North-Western Line
Bellevue Junction, Colo.,
Colorado & Southern
Bellevue Junction, Pa.,
Phila. & Reading
Bellevue Junction, Que.,
Quebec, Montreal & So
Bellewood, Ill.,
Chicago Gt. Western
" Indiana Harbor Belt †
Bellewood, Miss.,
Yazoo & Miss. Valley
Bellewood, N. J., Lehigh Val
Bell Factory, Ala.,
Nash. Chat. & St. L
Bellflower, Mo.,
Burlington Route
Bellinger, Wis.,
Stanley, Merrill & Phil
Bellingham, Minn.,
Great Northern
Bellingham, Wash.,
Bel. Bay & Brit. Col (a)
" Great Northern (b)
" Northern Pacific (a)
(a) and (b) about 7-10 mi. apart
Connect at crossing
Bellingham Junc., Mass.,
N. Y. New Hav. & Hart
Belliveau, N. B., Intercolonial
Belliveau, N. S.,
Dominion Atlantic
Bellmawr, N. J., Atl. City
Bellmont, Va.,
Wash. Alex. & Mt. V. El
Bellmore, N. Y., Long Island
Bellnap, Fla., Atl. Coast Line
Bellnap, Pa., Pennsylvania
Bellona, N. Y., Pennsylvania
Bellows Falls, Vt.,
Boston & Maine (a)
" Rutland (a)
Bellport, N. Y., Long Island
Bell Road, Pa., Phila. & Read
Bell Rock, Mass., Bost. & Me
Bell's, B. C., Kaslo & Slocan
Bell's, Cal., Pacific Electric
" San Fed. Los Ang. & S. Lk
Bells, Ga.,
Georgia, Florida & Ala
Bells, Kan., Frisco System
Bells, Ky., Louisv. & Nashv †
Bell's, Allegheny Co., Pa.,
Pitts. & Castle Shannon
Bell's, Westmoreld Co., Pa.,
Ligonier Valley
Bell's, Tenn., Lv. & Nashv
Bell's Tex., Mo. Kan. & T (a)
" Texas & Pacific (a)
Bells, W. Va., Balt. & Ohio
Bell's Camp, Pa., Penna
Bell's Corners, Ont.,
Canadian Pacific
Bell's Landing, Mich.,
Pere Marquette
Bell's Landing,
Clearfield Co., Pa.,
N. Y. C. & H. R
Bell's Mills, Pa.,
Buffalo, Roch. & Pitts
Bellspring, Va., Norf. & West
Bells Siding, O.,
Norfolk & Western
Bell's Trace, Ky., East. Ky
Bell's Valley, Va.,
Chesapeake & Ohio
Belton, Ga., Southern
Belton, W. Va., Balt. & Ohio
Beltview, Ind., C. C. C. & St. L
Bellville, Ga.,
Seaboard Air Line
Bellville, Tex.,
Gulf, Colo. & Santa Fe*
Bellwood, Ala.,
Central of Georgia
Bellwood, Neb., Burl. Route
Bellwood, Ont.,
Grand Trunk
Bellwood, Pa., Pennsylvania
Bellwood, Tex.,
St. Louis South-west
Bellwood, Va., Seab. Air Line
Bellwood, Wis., North. Pac
Bellwood Yard, Ga.,
Atlanta, Birm. & Atl
Belmar, Neb., Union Pac
Belmar, N. J., Cent. of N. J (a)
" N. Y. & Long Branch (a)
" Pennsylvania (a)
Belmar, N. D., Great North
Belmond, Ia.,
Chicago Gt. Western (a)
" Chic. Rk. Isl. & Pac (b)
" Iowa Central (c)
(a) and (b) about 70 rods apart
(a) and (c) about 60 rods apart
(b) and (c) ½ mile apart
Belmont, Cal., South. Pacific

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Belmont, Hall Co., Ga.,
Gainesville Midland
Belmont, Terrell Co., Ga.,
Seaboard Air Line
Belmont, Cook Co., Ill.,
Chic. Rock Isl. & Pac
Belmont, Dupage Co., Ill.,
Burlington Route
Belmont, Wabash Co., Ill.,
Southern
Belmont, Kan., Mo. Pacific
Belmont, Bullitt Co., Ky.,
Louisville & Nashville
Belmont, La.,
Yazoo & Miss. Valley
Belmont, Manitoba,
Canadian Northern
Belmont, Mass.,
Boston & Maine
Belmont, Mich.,
Grand Rapids & Ind
Belmont, Miss., Illinois Cent
Belmont, Mo., St. L. I. M. & S
Belmont, Mont., Great North
Belmont, Neb., Burl. Route
Belmont, N.H., Bost. & Me
Belmont, N.Y., Buf. & S (a)
" Erie (b)
(a) and (b) about ¼ mile apart
Belmont, N.C., Southern
Belmont, N.S., Intercolonial
Belmont, O., Balt. & Ohio
Belmont, Ont., Can. Pacific
Belmont, Phila. Co., Pa.,
Phila. & Reading
Belmont, Tenn.,
Nashville, Chatt. & St. L
Belmont, Wash., North. Pac
Belmont,
Kanawha Co., W. Va.,
Chesapeake & Ohio
Belmont, Ohio Co., W. Va.,
Pitts. Cin. Chic. & St. L
Belmont,
Pleasant Co., W. Va.,
Baltimore & Ohio
Belmont, Wis., Chic. M. & St. P
Belmont Junction, N.H.,
Boston & Maine
Belmont Park, O., Penna. Co
Belmont Park, Va.,
Southern
Belmont Ridge, O.,
Baltimore & Ohio
Belmore, O., Cin. H. & Day (a)
" Ohio Electric (b)
(a) and (b) adjacent
Belmore, Wash., No. Pacific
Belnap, Neb., Burl. Route
Belcell, Que., Grand Trunk (a)
" Intercolonial (a)
Beloit, Ala., Louisv. & Nashv
Beloit, Ga., Albany & North
Beloit, Ia., Chic. Mil. & St. P
Beloit, Kan., Missouri Pac (a)
" Union Pacific (b)
(a) and (b) adjacent
Beloit, O., Penna. Co
Beloit, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) ¼ mile apart
Beloit Junction, Wis.,
Chicago, Mil. & St. Paul
Belona, Va.,
Tidewater & Western
Belper, Cal., Southern Pac
Belpre, Kan., At. Top. & S. Fe
Belpre, O.,
Baltimore & Ohio (a)
" Balt. & Ohio S. W (a)
Belsay, Mich., Grand Trunk
Belsena, Pa.,
N.Y. Cent. & Hud. R (a)
" Pennsylvania (b)
(a) and (b) ⅛ mile apart
Belt, Mich., Copper Range
Belt, Mont., Great Northern
Beltane, Cal., South. Pacific
Belt Crossing, Ill.,
Pitts. Cin. Chic. & St. L
Belt Crossing, Ind.,
Pennsylvania Co (a)
" Vandalia (a)
Belt Junction, Ga.,
Seaboard Air Line
Belt Junction, Ind.,
Lake Erie & Western
Belt Junction, Mo.,
Frisco System (a)
" Kansas City South (a)
Belt Junction, Tenn.,
Southern
Belt Junc., —— Co., Tex.,
Trinity & Brazos Val
Belt Junc., —— Co., Tex.,
Beaum. Sour Lake & W
Belt Line, Va., Balt. & Ohio
Belt Line Junction,
Houghton Co., Mich.,
Mineral Range
Belt Line Junction,
Wayne Co., Mich.,
Michigan Central
Belt Line Junction, Minn.,
Northern Pacific
Belton, Ark.,
Prescott & North-west
Belton, Ky., Lv. & Nashv
Belton, Cass Co., Mo.,
Frisco System (a)
" Kan. City, Clin. & Sp (b)
(a) and (b) 300 yards apart
Belton, Mont., Great North
Belton, S.C., Blue Ridge (a)
" Southern (a)
Belton, Tex.,
Gulf, Colo. & S. Fe* (a)
" Missouri, Kan. & T (b)
(a) and (b) adjacent
Belton Junction, Tex.,
Gulf, Colo. & Santa Fe*
Beltrami, Minn., Gt. North
Beltrees, Ill.,
Chicago, Peoria & St. L
Belt Road, Ill.,
Chicago & Eastern Ill
Beltsville, Md., Balt. & Ohio
Belva, Okla.,
Atch. Top. & Santa Fe
Belva, W. Va., Chesa. & Ohio
Belvedere, Mich.,
Pere Marquette
Belvidere, Cal.,
Los Ang. & Redondo (El)
Belvidere, Ill.,
North-Western Line
Belvidere, Kan., At. T. & S. F
Belvidere, Md., Balt. & Ohio
Belvidere, Mo., Frisco System
Belvidere, Neb.,
Burlington Route (a)
" St. Jo. & Gr. Island (b)
(a) and (b) 550 yards apart
Belvidere, N.J.,
Lehigh & Hud. Riv (a)
" Pennsylvania (a)
Belvidere, N.Y., Buf. & S (a)
" Erie (b)
" Pitts. Shawmut & No (c)
(a) about ¾ mile from (b)
(a) about ¾ mile from (c)
(b) and (c) about ⅞ mile apart
Belvidere, S.D.,
Chicago, Mil. & St. Paul
Belvidere, Tenn., N.C. & St. L
Belvidere Farm, O.,
Wheeling & Lk. Erie
Belvidere Junction, Kan.,
Atch. Top. & Santa Fe
Belvidere Junction, N.J.,
Lehigh & Hudson Riv
Belview, Minn., Minn. & St. L
Belvins, Va., Ches. & Ohio
Belvoir, Va., Southern
Belvue, Kan., Union Pacific
Belwood, Ga., Southern
Belwood, Ont., Can. Pacific
Belzona, Miss.,
Southern in Miss
" Yazoo & Miss. Valley
Beman, Ill., Balt. & Ohio S. W
Bement, Ill., Wabash
Bement, Mo., Ch. Mil. & St. P
Bement, N.D., Great North
Bemidji, Minn.,
Great Northern (a)
" Minn. & Internat (b)
" Minn. Red Lake & Man
(a) and (b) ⅛ mile apart
Bemis, Ark., St. L. South-w
Bemis, Me., Maine Central
Bemis, N.H., Maine Central
Bemis, S.D., Chic. Rock Isl. & P
Bemis, Tenn., I. C. Cent
Bemis, W Va. Western Md
Bemiss, Ga., Georgia & Fla
Bemis Station, Mass.,
Boston & Maine
Bemus Point, N.Y.,
Chautauqua Trac (El)
" Jamest. Chau. & L.E.
Bena, Cal., Southern Pacific
Bena, Minn., Great Northern
Bena, Wis., Northern Pacific
Benadum, Ind.,
Chicago, Cin. & Louisv
Benaja, N.C., Southern
Benali, Cal., So. Pac
Ben Allen, Ont., Gd. Trunk
Ben Arnold, Tex.,
San Ant. & Aran. Pass
Benavides, Mex.,
National of Mexico
Benavides, Tex., Nat. of Mex
Ben Avon, Pa., Penna. Co
Ben Bolt, Tex.,
San Ant. & Aran. Pass
Benbow, S.C., Atl. Coast Line
Benbrook, Tex., Tex. & Pac
Benchley, Tex.,
Houston & Texas Cent
Benchland, Mont., Gt. North
Bench Mark, S.D.,
Burlington Route
Bencini, Tex.,
Gulf, Colo. & Santa Fe*
Ben Clare, S.D., Ill. Central
Bendale, Tex., St. L. So. West
Bendale, W. Va., Balt. & Ohio
Ben Davis, Ind., Vandalia
Bendena, Kan., Ch. R. I. & Pac
Bender, Saskatchewan,
Canadian Pacific
Bender, Mich., Pere Marq
Bender, Tex.,
Houston, E. & W. Tex
Bender Junction, Pa.,
Lehigh & New England
Benderman, Tenn.,
Louisville & Nashville
Bendersville, Pa.,
Gettysb. & Harrisb
Bendigo, Pa., Pennsylvania
Bendon, Mich., Pere Marq
Benedict, Cal., Pacific Elec
" Southern Pacific
Benedict, Kan.,
At. Top. & Santa Fe (a)
" Missouri Pacific (b)
(a) and (b) ¼ mile apart
Benedict, Minn.,
Minn. & International
Benedict, Neb., Burl. Route
Benedict, N.D.,
Minn. St. P. & Slt. Ste. M
Benedict Junction, Kan.,
Atch. Top. & Santa Fe
Benevolence, Ga.,
Georgia, Fla. & Ala
Benford, Tex., Mo. Kan. & Tex
Benford Junction, Tex.,
Mo. Kansas & Texas
Ben Franklin, Tex.,
Gulf, Colo. & Santa Fe*
Bengal, Cal.,
A.T. & S.F., Coast Lines*
Bengal, Minn., Gt. Northern
Bengal, Okla., Frisco System
Benge, Wash.,
Spok. Port. & Seattle
Bengies, Md., Pennsylvania
Benham, Cal., Southern Pac
Benham, Va., Va. & So. West
Ben Hill, Ga., Atl. Birm. & Atl
Ben Hur, Va., Louisv. & Nash
Benicia, Cal., South. Pacific
Benin, Nev., Southern Pacific
Benitez, Mex., Nat. of Mex
Benito, Manitoba, Can. North
Benivedes, Tex.,
Rio Gr. & Eagle Pass
Benjamin, Ala.,
Chattanooga Southern
Benjamin, Tex.,
Kan. City, Mex. & Orient
Benjamin, Utah,
Rio Grande Western (a)
" San Ped. Los A. & S.L (b)
(a) and (b) about 2 mis. apart
Called Leland Jn. on R.G.W
Benjamin, Wis.,
Bayfield Transfer
Benjamin Falls, Vt.,
Montpelier & Wells R
Benkelman, Neb.,
Burlington Route
Benld, Ill., Macoupin County
Ben Lomond, Cal., So. Pac
Ben Lomond, W. Va.,
Baltimore & Ohio
Bennehan, N.C.,
Seaboard Air Line
Bennest's, Ind.,
Lake Erie & Western
Bennet, Mich., Manistique
Bennett, Ala., Southern
Bennett, B.C.,
White Pass & Yuk. Rte
Bennett, Cal., So. Pac
Bennett, Colo., Union Pacific
Bennett, Idaho, Idaho So
Bennett, Ill., Ch. and East. Ill
Bennett, Ia.,
Chicago, Rk. Isl. & Pac
Bennett, Kan.,
Atch. Top. & Santa Fe
Bennett, Union Co., La.,
Chicago, Rk. Isl. & Pac
Bennett, Mich.,
Manistique
Bennett, Mont., North. Pac
Bennett, Neb., Burl. Route
Bennett, N.J.,
Atlantic City (a)
" Pennsylvania (b)
(a) and (b) adjacent
Bennett, N.C., Atl. Coast Line
Bennett, Allegheny Co., Pa.,
Baltimore & Ohio (a)
" Pennsylvania (a)
Bennett, S.C.,
Atlantic Coast Line
Bennett, Barbour Co., W. Va.,
Baltimore & Ohio
Bennett, Wis.,
North-Western Line
Bennette, Tex.,
Gulf, Colo. & Santa Fe*
Bennett Hall, Mass.,
Boston & Maine
Bennett's, Me.,
Bangor & Aroostook
Bennett's, Allegany Co., N.Y.,
Pitts. Shawmut & North
Bennett's, Steuben Co., N.Y.,
New York & Penna
Bennett's, S.C., Southern
Bennette, Tex., Tex. & Pacific
Bennett's, W. Va.,
Baltimore & Ohio
Bennett's Crossing, Ind.,
Cleve. Cin. Chic. & St. L
Bennett's Still, Ga.,
Southern
Bennettsville, Ind.,
Chicago, Ind. & Louisv
Bennettsville, S.C.,
Atlantic Coast Line (a)
" Bennetts. & Cheraw (b)
(a) and (b) 200 yards apart
Bennezette, Pa.,
Buffalo & Susq (a)
" Pennsylvania (b)
(a) and (b) about ¼ mile apart
Benning, D.C.,
Baltimore & Ohio †
" Pennsylvania
Benning, Minn.,
Chicago, Mil. & St. Paul
Bennington, Cal.,
Los Angeles Terminal
Bennington, Kan., Union Pac
Bennington, Mich.,
Michigan Central
Bennington, Neb.,
North-Western Line
Bennington, N.H.,
Boston & Maine
Bennington, Okla.,
Frisco System
Bennington, Ont., Can. Pac
Bennington, Tex.,
Roscoe, Snyder & Pac
Bennington, Vt., Rutland
Bennock's Mill, Ga.,
Central of Georgia
Bennum, Del., Pennsylvania
Benoit, Ala., Frisco System
Benoit, La.,
Vicksburg, Shrev. & Pac
Benoit, Minn., Great North
Benoit, Miss., Yaz. & M. Val
Benoit, Tex.,
Gulf, Colo. & Santa Fe*
Benoit, Wis., No. West. Line
Benonine, Tex.,
Chicago, Rk. Isl. & Gulf
Beno's Run, W. Va., Ohio Riv
Ben Roy, Pa., Md. & Penna
Ben's Creek, Pa., Penna
Ben's Run, W. Va.,
Baltimore & Ohio
Bensenville, Ill.,
Chicago, Mil. & St. Paul
Benson, Ariz.,
El Paso & S.W. Sys (a)
" Southern Pacific (a)
Benson, Fla., Fla. East Coast
Benson, Ill., At. Top. & S. Fe
Benson, Ia., Ill. Cent
Benson, Ky., Louisv. & Nash
Benson, La.,
Kansas City Southern
Benson, Me., Canadian Pac
Benson, Minn., Great North
Benson, Mo., St. L. I. Mt. & So
Benson, N.C., Atl. Coast Line
Benson, Wis., North. Pacific
Benson Mines, N.Y.,
Cranberry Lake (a)
" N.Y. Cent. & Hud. Riv (a)
Benson Pitt, Sask.,
Canadian Pacific
Benson's, N.F.,
Reid Newfoundland
Bentley, Ill., Wabash
Bentley, Ia., Chic. Gt. West
Bentley, Kan., Frisco System
Bentley, La.,
Louisiana & Arkansas
Bentley, Md., Pennsylvania
Bentley, Mahoning Co., O.,
Pittsburgh & Lk. Erie
Bentley, Trumbull Co., O.,
Lake Shore & Mich. So
Bentley, W. Va., Coal & Coke
Bentleys, Mich.,
Michigan Central
Bentleyville, Pa., Penna
Bently, Ga., Southern
Bentoak, Miss., Mobile & Ohio
Benton, Ala., Western of Ala
Benton, Ark.,
Chic. Rk. Isl. & Pac (a)
" Lit. Rk. & N. Spgs. W (b)
" Pine Bluff & West (b)
" St. L. Iron Mt. & So (b)
(a) and (b) about ⅛ mile apart
Benton, Bent Co., Colo.,
Atch. Top. & Santa Fe
Benton, Franklin Co., Ill.,
Chic. and East. Ill (a)
" Illinois Central (b)
" St. L. Iron Mt. & So
(a) and (b) about ¼ mile apart
Benton, Elkhart Co., Ind.,
Wabash
Benton, Ia., Chicago Gt. West
Benton, Kan., Mo. Pacific
Benton, Marshall Co., Ky.,
Nashv. Chat. & St. L
Benton, Bossier Parish, La.,
St. Louis South-west
Benton, St. Tammany Co, La.,
New Orl. & North-east
Benton, Me., Maine Central
Benton, Minn., North. Pacific
Also called Amboy
Benton, St. Louis Co., Mo.,
Missouri Pacific
Benton, Scott Co., Mo.,
Frisco System
Benton, Mont., Great North
Benton, Neb., Union Pacific
Benton, N.B., Can. Pacific
Benton, N.F.,
Reid Newfoundland
Benton, N.Y., Pennsylvania
Benton, Lorain Co., O.,
Baltimore & Ohio
Benton, Columbia Co., Pa.,
Bloomsburg & Sullivan
Benton, Lancaster Co., Pa.,
Pennsylvania
Benton, Lafayette Co., Wis.,
North-Western Line
Benton, Tenn.,
Louisville & Nashville
Benton City, Mo.,
Burlington Route (a)
" Wabash (b)
(a) and (b) about 1 mile apart
Benton Ferry, W. Va.,
Baltimore & Ohio
Benton Harbor, Mich.,
Cl. Cin. Ch. & St. L (a)
" Michigan Central (d)
" Pere Marquette (b) (c)
(a) and (b) about ¼ mile apart
(a) and (c) about ¼ mile apart
(d) about ½ m. from (a) (b) (c)
Bentonia, Miss.,
Yazoo & Miss. Valley
Benton Junction, Minn.,
Chicago, Mil. & St. Paul
Benton Park, Mo.,
Kansas City Southern
Benton Ridge,
Hancock Co., O.,
Cin. Ham. & Dayton
Benton Siding,
Lake Co., Ind.,
Baltimore & Ohio
Bentonsport, Ia.,
Chicago, Rk. Isl. & Pac
Benton Station, Cal.,
Southern Pacific
Bentonsville, Ia., Burl. Route
Bentonville, Ark., Frisco Sys
Bentonville, Ind.,
Pitts. Cin. Chic. & St. L
Bentonville, Va.,
Norfolk & Western
Benvenue, Conn.,
N.Y. New Hav. & Hart
Ben Venue,
Allegheny Co., Pa.,
Pennsylvania
Benvenue, Butler Co., Pa.,
Baltimore & Ohio
Ben Vines Gap, Ala., South
Ben West, Tex.,
St. L. Brownsv. & Mex
Benwood, W. Va.,
Balt. & Ohio (a) (b)
" Pitts. Cin. Chic. & St. L
(a) and (b) adjacent
Benwood Junction, W. Va.,
Baltimore & Ohio
Benzinger, Pa., Penna
Be-o-wa-we, Nev., South. Pac
Beppo, Utah, South. Pacific
Berber, Mont., Great North
Bercail, Mont.,
Great Northern
Berclair, Miss.,
Southern in Mississippi
Berclair, Tenn.,
Nashv. Chat. & St. L
Barclair, Tex.,
Galv. Harrisb. & San Ant
Berdan, Ill., Chic. & Alton
Berea, Ky., Louisv. & Nashv
Berea, Neb., Burl. Route
Berea, N.Y., Cent. New Eng
Beres, N.D., North. Pacific
Berea, O., Balt. & Ohio (a)
" Cl. Cin. Ch. & St. L (b)
" Lake Sh. & Mich. So (b)
(a) and (b) 2½ miles apart
Berenda, Cal., South. Pacific
Beresford, Cal.,
Southern Pacific
Beresford, Fla.,
Atlantic Coast Line
Beresford, Manitoba,
Canadian Pacific
Beresford, N.B.,
Intercolonial
Beresford, S.D.,
North-Western Line
Bergam, Mich.,
Wisconsin & Michigan
Bergen, B.C., Great North

Bergen, Manitoba,
Canadian Pacific
Bergen, N.Y., N.Y.C.&H.R (a)
" West Shore (b)
(a) and (b) about 1 mile apart
Bergen, N.D.,
Minn.St.P.& Slt.Ste.M
Bergenfield, N.J.,
N.Y.Ont.& West (a) r
" West Shore (a)
r For passenger service only
Bergen Hill, N.J.,
Raritan River
Bergen Junction, N.J.,
Del. Lackaw. & West †
Bergens, Ala., Frisco System
Berger, Ark.,
Chicago, Rk. Isl. & Pac
Berger, Ill.,
Pitts. Cin. Chic. & St. L
Berger, Mo., Missouri Pacific
Berger, N.D., C.M. & P. Sd
Berger, Pa., Central of N.J
Berge Run, Pa.,
Buffalo & Susquehanna
Bergholz, O.,
Lk. E. Alliance & Wheel
Bergland's Mill, Mich.,
Duluth, So. Shore & Atl
Bergman, Ark.,
St. Louis, Iron Mt. & So
Bergman, Manitoba,
Great Northern
Bergman, Va., Southern
Berg Park, Wis., Dul. S.S. & Atl
Berg's, Tex.,
San Ant. & Aran. Pass
Berino, N.M.,
Atch. Top. & Santa Fe
Beristain, Mex., Nat. of Mex
Berkeley, Cal.,
A.T.& S.F., Coast L* (a)
" Southern Pacific (b)
(a) and (b) 1 mile apart
Berkeley, Ga.,
Seaboard Air Line
Berkeley, Ky., Mob. & Ohio
Berkeley, Ont., Can. Pacific
Berkeley, R.I.,
N.Y. New Hav. & Hart
Berkeley, Wash.,
Tacoma Eastern
Berkeley,
Berkeley Co., W.Va.,
Cumberland Valley
Berkeley Heights, N.J.,
Del. Lack. & Western
Berkeley Springs, W.Va.,
Baltimore & Ohio
Berkey, O.,
Toledo & Western (El)
Berkley, Ia., Minn. & St. L
Berkley, Pa., Phila. & Read
Berkley, Va.,
Norfolk & Southern
Berkley Jn., Va., Norf. & So
Berks, Neb., Burl. Route
Berkshire, La.,
Victoria, Fisher & West
Berkshire, Mass., Bost. & Al
Berkshire, Mich., Pere Marq
Berkshire, N.Y., Leh. Valley
Berkshire, Tex.,
Chicago, Rk. Isl. & Gulf
Berlamont, Mich., Mich. Cent
Berlin, Ala., Lv. & Nashville
Berlin, Cal., Southern Pacific
Berlin, Colo., Colorado East
Berlin (New Britain Jn.), Ct.,
N.Y. New Hav. & Hart
Berlin, Ill., Wabash
Berlin, Ind., Lk. Erie & West
Berlin, Ia., Chicago Gt. West
Berlin, Md.,
Balt. Ches. & Atl (a)
" Pennsylvania (b)
(a) and (b) about 200 yards apart
Berlin, Mass.,
Boston & Maine (a)
" N.Y. New Hav. & H. (b)
(a) and (b) about 2 mi. apart
Berlin, Mich.,
Gd. Rap. Gd. H. & M (El)
" Grand Trunk
Berlin, Neb., Missouri Pac
Berlin, N.H.,
Boston & Maine (a)
" Grand Trunk (b)
(a) and (b) ¾ mile apart
Berlin, N.J., Pennsylvania
Berlin, N.Y., Rutland
Berlin, N.D., North. Pacific
Berlin, Delaware Co., O.,
Cleve. Cin. Chic. & St. L
Berlin, Jackson Co., O.,
Balt. & Ohio S.W (a)
" Cin. Ham. & Day (a)
Berlin, Ont.,
Galt, Preston & Hesp
" Grand Trunk
Berlin, Pa., Balt. & Ohio
Berlin, S.C., Southern
Berlin, Wash., Great North
Berlin, Wis., Chic. M. & St. P
Berlin Centre, O.,
Pennsylvania Co
Berlin Heights, O.,
Lake Shore Electric (a)
" N.Y. Chic. & St. L (b)
(a) and (b) 1 mile apart
Berlin Junction, Pa.,
East Berlin (a)
" Western Maryland (a)
Berlinsville, Pa.,
Lehigh & New England
Berlinville, O.,
Lake Shore Electric
Bermejillo, Mex., Mapimi
" Mex. International
Bermingham, Cal.,
Southern Pacific
Bermuda, Va.,
Tidewater & Western
Bern, Kan., Ch. R. I. & Pac
Bern, Pa., Phila. & Reading
Bernal, Cal., Southern Pacific
Bernal, Queretaro, Mex.,
National of Mexico
Bernal, Tlaxcala, Mex.,
Interoceanic of Mexico
Bernalillo, N.M., A.T. & S.Fe
Bernard, Ind.,
Pitts. Cin. Chic. & St. L
Bernard, Ia., Ch. Mil. & St. P
Bernardino, Ariz.,
El Paso & S.W. System
Bernardotte Yard, La.,
Colo. So. N. Orl. & Pac †
Bernardston, Mass.,
Boston & Maine
Bernardsville, N.J.,
Del. Lack. & Western
Berne, Ind., Gd. Rap. & Ind
Berne, Ia., North-West. Line
Berne, Mich.,
Pontiac, Ox. & North
Berne, S.D., Burl. Route
Berne, Wash., Gt. Northern
Berner, Ga., Southern
Berner, N.D., No. Pacific
Berney,
Washington Co., Ala.,
Tombigbee Valley
Berney's, Talladega Co., Ala.,
Louisville & Nashville
Bernhards, N.Y.,
New York, Ont. & West
Bernhart, Ia., Burl. Route
Bernhart, Pa., Pb. & Read
Bernheim, Ky., Ill. Cent
Bernhelmer, Mo.,
Mo. Kansas & Texas
Bernice, Cal., Southern Pac
Bernice, Ill., Penna. Co (a)
" Pitts. Cin. Chic. & St. L (a)
Bernice, La.,
Bernice & No. West †
" Chic. Rock Isl. & Pac
Bernice, Manitoba, Can. Pac
Bernice, Mont., Gt. North
Bernice, Pa., Lehigh Val (a)
" Williamsp. & No. Br (a)
Bernie, Mo., St. Louis S.W
Beroun, Minn.,
Northern Pacific
Berrendo, Mex., Nat. of Mex
Berrien Centre, Mich.,
Clev. Cin. Ch. & St. L
Berrien Springs, Mich.,
Pere Marquette
Berriozabal, Mex.,
National of Mexico
Berros, Cal., Pacific Coast
Berry, Ala., Southern
Berry, Ariz.,
A.T. & S.F., Coast Lines*
Berry, Ark.,
St. Louis, Iron Mt. & So
Berry, Ga., Atlan. Birm. & Atl
Berry, Ill., Balt. & Ohio S.W
Berry, Carter Co., Ky.,
Chesapeake & Ohio
Berry, Harrison Co., Ky.,
Louisville & Nashville
Berry, Md.,
Chesapeake Beach
Berry, Mich., Pere Marquette
Berry, Ore., Corvallis & East
Berryburg, W.Va.,
Baltimore & Ohio
Berry Hill, Ga., Cent. of Ga
Berry Hill, S.C.,
Atlantic Coast Line
Berrylum, Ala.,
Louisville & Nashville
Berryman, Wash.,
Oregon RR. & Nav. Co
Berry's Bridge, Pa., Erie
Berry Siding, W.Va.,
Baltimore & Ohio
Berry's Mills, N.B., Interc
Berrys Point, Tex.,
Caro Northern
Berryton, Kan., Mo. Pacific
Berryville, Ark.,
Missouri & North Ark
Berryville, Va.,
Norfolk & Western
Berryville, Wis.,
North-Western Line
Berta, Mex.,
Tehuantepec National
Berta, Mich., Wis. & Mich
Bertha, Minn., Great North
Bertha, Ore., South. Pacific
Bertha, Va., Norf. & West
Berthier, Que., Can. Pacific
Berthier Junction, Que.,
Canadian Pacific
Berthold, N.D., Great North
Berthoud, Colo.,
Colorado & Southern
Bertig, Ark.,
Paragould South-east
Berton, Manitoba,
Canadian Northern
Berton, Va., Norfolk & West
Bertram, Cal., So. Pacific
Bertram, Ia., No. West. Line
Bertram, Tex.,
Houston & Tex. Central
Bertrand, Mich., Mich. Cent
Bertrand, Mo., St. L. I. M. & S
Bertrand, Neb., Burl. Route
Bertrands, Ont.,
Can. North. Ont
Bertrandville, La.,
Louisiana Southern
Berville, Mich.,
Pere Marquette
Berwick, Ill., Iowa Central
Berwick, Ia., Chic. Gt. W
Berwick, Ky.,
Louisville & Nashville
Berwick, La.,
Morgan's La. & Texas
Berwick, Mo., Frisco System
Berwick, N.D., Great North
Berwick, N.S., Dominion Atl
Berwick, O.,
Cl. Cin. Ch. & St. L (a)
" Toledo & Ohio Cent (a)
Berwick, Ont.,
Ottawa & New York
Berwick, Pa.,
Del. Lack. & West (a)
" Susq. Bloomsb. & Ber (b)
(a) and (b) about ½ mi. apart
Berwin, Ga., Southern
Berwind, Colo.,
Colorado & Southern
Berwind, Mont.,
Mont. Wyo. & South †
Berwind, W. Va.,
Norfolk & Western
Berwindale, Pa., Penna
Berwyn, Ill., Burl. Route (a)
" Illinois Central (b)
(a) and (b) about ¼ mile apart
Berwyn, Md., Balt. & Ohio
Berwyn, Neb., Burl. Route
Berwyn, Okla.,
Gulf, Colo. & Santa Fe*
Berwyn, Pa., Pennsylvania
Beryl, Utah,
San Ped. Los Ang. & S. Lk
Berzelia, Ga., Georgia
Besco, Pa., Penna
Besemer's, N.Y., Lehigh Val
Beshoar Junction, Colo.,
Colorado & Southern
Bessague Vitaruto, Mex.,
South. Pacific of Mex
Bessemer, Ala.,
Alabama Gt. South (c)
" Birmingham South †
" Frisco System (a)
" Illinois Central
" Louisville & Nash (b)
" Southern (d)
(a) and (b) 150 yards apart
(a) and (c) 300 yards apart
(a) and (d) 50 yards apart
(b) and (c) 300 yards apart
Bessemer, Mich.,
Dul. So. Sh. & Atl (a)
" Minn. St. P. & S. Ste. M (c)
" North-West. Line (b)
(a) and (b) about 25 rods apart
(b) and (c) about 200 feet apart
Bessemer, Pa., Balt. & O (a)
" Pennsylvania (b)
" Pitts. & Lake Erie (c)
" Union
(a) and (b) ½ mile apart
(a) and (c) 100 yards apart
(b) and (c) about ½ mi. apart
Bessemer, Va., Ches. & Ohio
Bessemer City, N.C.,
Southern
Bessemer Junction, Colo.,
Colorado & South (a)
" Denver & Rio Grande (a)
Called Minnequa on D. & R
Bessemer Junction, Mich.,
Duluth, So. Shore & Atl
Bessent, Fla.,
Atlantic Coast Line
Bessie, Ala., Frisco System
Bessie, Okla., Frisco System
Bessie Junction, Ala.,
Frisco System
Bessmay, Tex.,
Gulf, Colo. & Santa Fe*
" Orange & Northwest
Bessoba, N.D., Northern Pac
Bessville, Mo., St. L. I. M. & S
Best, Ark.,
Beard. & Ouachita R (a)
" St. Louis South-west (a)
Called Best on St. L. So. W
Best, O.,
Lk. Erie, Alliance & Wh
Best, Pa., Phila. & Reading
Best Gate, Md.,
Wash. Balt. & Annap. El
Beste, Ark.,
Beard. & Ouachita R (a)
" St. Louis South-west (a)
Called Best on B. & O. R
Best's, Ga.,
Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Best's, N.Y.,
Albany Southern (El)
Best's, N.C., Norfolk & South
Bests, Ont., Grand Trunk
Beta, Colo., Union Pacific
Beta, N.C., Southern
Betabel, Cal., South. Pac
Bethalto, Ill., C. C. C. & St. L
Bethania, N.C., Southern
Bethany, Cal., South. Pac
Bethany, Ill., Illinois Central
Bethany, Ind.,
Cin. Ham. & Dayton
Bethany, Manitoba,
Canadian Northern
Bethany, Minn.,
Chicago Great Western
Bethany, Mo., Burl. Route
Bethany, Ont., Can. Pac (a)
" Grand Trunk (b)
Bethany Heights, Neb.,
Missouri Pacific
Bethany Junction, Ia.,
Burlington Route
Bethany Park, Ind., Vandalia
Bethard, Tex.,
Mo. Kans. & Texas
Bethayres, Pa., Phila. & Read
Bethel, Ark.,
St. L. I. M. & S (a)
" St. Louis So. West (b)
(a) and (b) adjacent
Bethel, Ct., N.Y.N.H. & H
Bethel, —— Co., Ga.,
Brinson
Bethel, —— Co., Ga.,
Tallulah Falls
Bethel, Ind.,
St. Jos. Vy. Trac (El)
Bethel, Kan., Missouri Pac
Bethel, Me., Grand Trunk
Bethel, Md.,
Wash. Fred. & Gettysb
Bethel, Minn., Great North
Bethel, N.Y., Cent. New Eng
Bethel, Pitt Co., N.C.,
Atlantic Coast Line
Bethel, Clermont Co., O.,
Cincin. George. & Ports
Bethel, Mercer Co., Pa.,
Sharpsville
Bethel, Tenn., Mobile & Ohio
Bethel, Tex., Mo. Kan. & T
Bethel, Vt., Cent. Vermont (a)
" White River (a)
Bethel Grove, Ky.,
Louisville & Nashville
Betnesda, Del., Penna
Betneseda, O., Balt. & Ohio
Bethevan, Ind.,
Pitts. Cin. Chic. & St. L
Bethlehem, Ga.,
Gainesville Midland
Bethlehem, Md.,
Baltimore. Ches. & Atl
Bethlehem, Mo., Burl. Route
Bethlehem, N.H., Bost. & Me
Bethlehem, Pa.,
Cent. of New Jersey (a)
" Lehigh & New Eng (a)
" Lehigh Valley (b)
" Phila. & Reading (b)
(a) and (b) about ¼ mile apart
(b) is called Bethlehem and South Bethlehem
Central of N. J. and P. & R. connect at Bethlehem Jn
Bethlehem Iron Works, Pa.,
Lehigh Valley
Bethlehem Junction, N.H.,
Boston & Maine
Bethlehem Junction, Pa.,
Cent. of New Jersey (a)
" Phila. & Reading (a)
Bethpage, Tenn.,
Louisville & Nashville
Beth Run, Pa., Lehigh Val
Bethune, Cal., South. Pacific
Bethune, Colo., Ch. R. I. & Pac
Bethune, N.C.,
Atlantic Coast Line
Bethune, Sask., Can. North
Bethune, S.C.,
Seaboard Air Line
Betsey, Mich., Pere Marq
Bettendorf, Ia.,
Burlington Route (a)
" Chic. Mil. & St. Paul (a)
" Dav. R. I. & N. W (a)
" Iowa & Illinois (El) (b)
(a) and (b) adjacent
Betteravia, Cal., Pacific Coast
" Southern Pacific
Betti, Mex., Nat. of Mexico
Bettie, Tex., St. L. S. W
Betts Mill, S.C.,
Atlantic Coast Line
Bettsville, O., Penna. Co
Betty Baker, Va., Norf. & W
Betzwood, Pa., Penna
Beuchler, Pa., Phila. & Read
Beulah, Ia., Chic. Mil. & St. P
Beulah, Kan., Frisco System
Beulah, Mich., Ann Arbor
Beulah, Miss.,
Yazoo and Miss. Valley
Beulah, Okla., Midland Val
Beulah, Pa., Pennsylvania
Beulah, S.C., Alcolu
Beulah, W.Va.,
Western Maryland
Beulah Road, Pa., Penna
Beury, W.Va., Ches. & Ohio
Bevard, Kan., Union Pacific
Beveridge, N.B., Can. Pac
Beverley, Wash.,
Chic. Mil. & Puget Sd
Beverly, Fla.,
Apalachicola Northern
Beverly, Ga., Florida Cent
Beverly, Ia.,
Chic. Mil. & St. Paul (a)
" North Western Line (b)
Beverly, Kan., Union Pacific
Beverly, Manitoba, Gt. No
Beverly, Mass., Boston & Me
Beverly, Mo., Burl. Route (a)
" Chicago Gt. West (a)
" Chic. R. I. & Pac (a)
Beverly, N.J., Pennsylvania
Beverly, Pa., Cornwall & Leb
Beverly, S.C., Southern
Beverly, Tenn.,
Knoxville & Bristol (a)
" Southern (a)
Beverly, W.Va.,
Western Maryland
Beverly, Wis.,
Minn. St. P. & Slt. Ste. M
Beverly Farms, Mass.,
Boston & Maine
Beverly Hills, Ill.,
Chicago, Rk. Isl. & Pac
Beverly Junction, Ill.,
Baltimore & Ohio (a)
" Pitts. Cin. Ch. & St. L (a)
Bevier, Ky., Lv. & Nashv
Bevier, Mo., Burl. Route (a)
" Missouri & La (b)
(a) and (b) adjacent
Bevill, W.Va., Norfolk & West
Bevington, Ia., Chic. R. I. & P
Bevis, Fla., Louisv. & Nashv
Bexley, Miss.,
New Orl. Mobile & Chic
Bexton, Ga., Cent. of Georgia
Bezago, Colo., Colo. & Wyo
Bianca, N.M., New Mex. Cent
Bib, Va., Norf. & West
Bibbville, Ala.,
Alabama Gt. Southern
Bibby, Ala., Louisv. & Nashv
" Southern
Bico, Ariz.,
A.T. & S.F., Coast Lines*
Bibon, Wis.,
Dul. S.S. & Atl (a)
" North-West. Line (a)
Bic, Que., Intercolonial
Bic, Tenn., Louisv. & Nashv
Bickel, Idaho,
Oregon Short Line
Bickell, W.Va., Ches. & Ohio
Bickett, W.Va.,
Western Maryland
Bickford, Okla.,
Chicago, Rk. Isl. & Pac
Bicknell, Cal., Pacific Coast
Bicknell, Ind., Vandalia
Biddeford, Me., Boston & Me
Biddle, Pa., Pennsylvania
Bidgood, S.C.,
Atlantic Coast Line
Bidwell, Wapello Co., Ia.,
Chicago, Mil. & St. Paul
Bidwell, Mo., Frisco System
Bidwell, O., Hocking Valley
Bidwell, Pa., Balt. & Ohio
Bidwell, Tenn.,
Nashv. Chat. & St. L
Biehl, Pa., Pennsylvania
Biehle, Mo.,
Ches. Perryv. & Ste. G
Biela, Cal., South. Pacific
Bienfalt, Sask., Can. Pac
Bienville, La.,
Louisiana & N.W
Bier, Md., Baltimore & Ohio
Bierley's, Pa., Penna
Bierne, Ark.,
St. Louis, Iron Mt. & So
Biette, Manitoba, Can. Pac
Big Bay, Ark., Frisco System
Big Bay, Ill., Ill. Central
Big Bay, Mich.,
Marquette & Southeast
Bigbee, Miss., Frisco System

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Big Bend, Kan., Missouri Pac
Big Bend, Pa., Pennsylvania
Big Bend, S. D., Rap. City, Blk. Hills & W
Big Bend, W. Va., Ches. & Ohio
Big Block, Tenn., Louisville & Nashville
Big Blue, Mo., Chic. & Alton
Big Blue Junction, Mo., Atch. Top. & Santa Fe
Big Bottom, W. Va., Campbell's Creek
Big Branch Junc., W. Va., Norfolk & Western
Bigby, Ore., Astoria & Col. River
Big Cabin, Okla., Mo. Kan. & T
Big Canon, Cal., McCloud River
Big Clifty, Ky., Illinois Cent
Big Creek, Ark., Frisco Sys
Big Creek, La., N. O. & N. W
Big Creek, Tenn., Holston Valley
Big Creek, Tex., Gulf, Colo. & Santa Fe*
Big Creek, W. Va., Chesapeake & Ohio
Big Cut, Ala., Louisville & Nashville
Big Cut, Ill., Burl. Route
Big Cut, La., Louisiana Cent
Bigelow, Ark., Chic. R. I. & Pac
" Fourche Riv. Val. & I. T
Bigelow, Cal., McCloud River
Bigelow, Kan., Missouri Pac
Bigelow, Me., Sandy Riv. & Rang. Lks
Bigelow, Minn., North-Western Line
Bigelow, Mo., Burl. Route
Big Falls, Minn., Big Fork & Inter. F (a)
" Minn. & Internat (a)
Big Five, Colo., Denver, Boulder & West
Big Five Junction, Colo., Denver, Boulder & West
Big Flats, N. Y., Del. Lack. & West (a)
" Erie (b)
(a) and (b) ⅝ mile apart
Big Foot, Wis., North West. Line (El)
Big Fork, Minn., Minn. & Rainy River
Big Four, Colo., Denver & Rio Grande
Big Four, W. Va., Norfolk & Western
Biggar, Sask., Grand Trunk Pacific
Biggers, Ark., Frisco System
Bigg's, Cal., South. Pacific
Bigg's, Ill., Illinois Central
Biggs, Md., Pennsylvania
Biggs, N. M., Colo. & So
Biggs, Ore., Oregon RR. & Nav. Co
Biggsville, Ill., Burl. Route
Big Gunpowder, Md., Baltimore & Ohio
Big Hatchie, Tenn., L. & Nash
Big Heart, Okla., Midland Valley
Big Hill, Ark., Thornton & Alexand
Big Hill, Colo., Colorado & Southern
Big Hill, Kan., Frisco System
Big Hill, Gonzales Co., Tex., San Ant. & Aran. Pass
Big Hill, Matagorda Co., Tex., Gulf, Colo. & Santa Fe*
Big Hill, Va., Ches. & Ohio
Big Hole, Mont., Oregon Short Line
Big Horn, Mont., North. Pac
Big Horn, N. M., Den. & Rio G
Big Indian, N. Y., Uis. & Del
Big Island, N. Y., Erie (a)
" Lehigh & New Eng (a)
Big Island, Va., Ches. & Ohio
Bigkiln, W. Va., Pitts. Cin. Chic. & St. L
Big Kimbrel, Tex., Warren & Cors. Pacific
Big Lake, Ark., Jonesboro, Lk. City & E
Big Lake, Minn., Great Northern (a)
" Northern Pacific (b)
(a) and (b) adjacent
Big Lake, Wash., Northern Pacific
Bigler, Pa., N. Y. C. & H. R (a)
" Pennsylvania (b)
(a) and (b) about ¼ mile apart
Biglerville, Pa., Gettysb. & Harrisb
Big Meadow Run, Pa., Monongahela
Big Mine Run, Pa., Leh. Val
Big Mine Run Junc., Pa., Phila. & Reading
Big Moose, N. Y., N. Y. Cent. & Hud. Riv
Big Mountain, Tenn., Southern
Big Muddy, Ill., Illinois Cent
Big Muddy, Wyo., North-Western Line
Big Pool, Md., West. Md
Big Prairie, O., Penna. Co
Big Q, W. Va., Chesapeake & Ohio
Big Rapids, Mich., Grand Rap. & Ind (a)
" Pere Marquette (b)
(a) and (b) about 1 mi. apart
Big Right Hand, W. Va., Virginian
Big River, Mo., Miss. Riv. & Bonne Terre
Big Rock, Ill., Burl. Route
Big Rock, Ia., Ch. Mil. & St. P
Big Run, Athens Co., O., Marietta, Col. & Cleve
Big Run, Franklin Co., O., Ohio Electric
Big Run, Cameron Co., Pa., Emporium & Rich Val
Big Run, Jefferson Co., Pa., Buffalo, Roch. & Pitts
Big Run, W. Va., West Virginia Midland
Big Sandy, Mont., Gt. North
Big Sandy, Tenn., Lv. & Nash
Big Sandy, Tex., St. Louis So. W (a)
" Texas & Pacific (a)
Big Sandy Junction, Ky., Chesapeake & Ohio
Big Savannah, N. C., Atlantic Coast Line
Big Shanty, Pa., Buf. Roch. & Pitts (a)
" Erie (a)
Big Soldier Run, Pa., Reynoldsv. & Falls Ck
Big Spring, Tex., Tex. & Pac
Big Springs, Ala., Louisv. & Nashv (a)
" Queen & Cres. Route (a)
Big Springs, Idaho, Oregon Short Line
Big Springs, Neb., Union Pac
Big Springs, Nev., San Fed. Los Ang. & S. Lk
Big Springs, N. J., Del. Lack. & Western
Big Springs, O., Cleve. Cin. Chic. & St. L
Bigstone, Alberta, Canadian Pacific
Bigstone City, S. D., Chicago, Mil. & St. Paul
Big Stone Gap, Va., Louisville & Nash (a)
" Virginia & So. West (b)
(a) and (b) about 1 mile apart
Big Stony Junction, Va., Norfolk & Western
Big Stranger, Kan., Un. Pac
Big Suamico, Wis., North-Western Line
Big Sycamore, W. Va., Coal & Coke
Big Tallapoosa, Ga., Central of Georgia
Big Timber, Mont., No. Pac
Big Tree, N. Y., Erie
Big Trees, Cal., South. Pac
Big Tunnel, Ga., Southern
Big Walnut, O., Baltimore & Ohio (a)
" Pitts. Cin. Chic. & St. L (a)
Bijou, La., La. Ry. & Nav. Co
Bilbao, Mex., Nat. of Mex
Bilbao, N. C., Southern
Bilbrey, Tenn., Tenn. Cent
Bilby, Okla., Chic. R. I. & Pac
Bilijou, La., St. Louis, Iron Mt. & So
Billerica, Mass., Boston & Me
Billet, Ill., Cl. Cin. Ch. & St. L
Billings, B. C., Can. Pacific
Billings, Mo., Frisco System
Billings, Mont., Burlington Route (a)
" Great Northern (a)
" Northern Pacific (a)
Billings, N. M., At. T. & S. Fe
Billings, N. Y., Central New England
Billings, Okla., Chicago, Rock Isl. & Pac
Billings, W. Va., Baltimore & Ohio
Billingsley, Ala., Mobile & Ohio
Billingsport Road, N. J., Pennsylvania
Billingsville, Mo., Mo. Pac
Billis, La., Louisiana Ry. & Nav. Co
Billmyer, Pa., Pennsylvania
Billum, Tex., Mo. Kan. & Tex
Billvan, Ga., Georgia & Fla
Bilodeau, Que., Quebec & Lake St. John
Biloxi, Miss., Louisv. & Nash
Bilsborrow, N. Y., N. Y. Cent. & Hud. River
Biltmore, N. C., Southern
Bimo, Mich., Det. Tol. & Ironton (a)
" Lake Sh. & Mich. So (b)
Binder, Miss., Southern in Mississippi
Binfield, Tenn., Louisville & Nashville
Binford, Miss., Illinois Central
Binford, N. D., North. Pacific
Bing, Mich., Munising
Bingen, Ark., Memphis, Paris & Gulf
Bingen, La., La. Ry. & Nav. Co
Bingen, Pa., Phila. & Read
Binger, Okla., Chic. R. I. & P
Bingham Colo., Colorado & Wyoming
Bingham, Ill., Tol. St. L. & W
Bingham, Ia., Wabash
Bingham, Me., Somerset
Bingham, Mich., Grand Rapids & Ind
Bingham, Neb., Burl. Route
Bingham, McKean Co., Pa., Buffalo, Roch. & Pitts
Bingham, Potter Co., Pa., N. Y. Cent. & Hud. River
Bingham, S. C., Atl. C. Line
Bingham, Utah, Den. & Rio G
Bingham Heights, Me., Somerset
Bingham Lake, Minn., North-Western Line
Binghampton, Tenn., Louisville & Nashville
Binghams, McKean Co., Pa., Buf. Roch. & Pitts
Binghamton, N. Y., Delaware & Hud (a)
" Del. Lack. & West (b)
" Erie (a)
(a) and (b) about 150 yards apart
Bingley, N. Y., Lehigh Valley
Binnewater, N. Y., West Shore
Binney, Ill., Illinois Central
Binney, Manitoba, Canadian Pacific
Binney Junc., Cal., So. Pac
Binscarth, Manitoba, Canadian Pacific
Binstead, Del., Penna
Bippus, Ind., Erie
Birch, Kan., Mo. Pacific
Birch, Mich., Marquette & Southeast
Birch, Minn., Dul. Mis. & No
Birch, Ont., Canadian Pacific
Birch, Pa., N. Y. C. & H. R
Birch, Wis., North-West. Line
Birch Creek Junction, Pa., Wmsport. & No. Br
Birch Hills, Saskatchewan, Canadian Northern
Birch River, Manitoba, Canadian Northern
Birch Run, Mich., Pere Marquette
Birch Run, Pa., Tionesta Valley †
Birchton, Que., Can. Pacific
Birchtown, N. S., Halifax & Southwest
Birch Tree, Mo., Frisco Sys
Birchwood, Wis., Minn. St. P. & Slt. Ste. M
" North-Western Line
Birchy Cove, N. F., Reid Newfoundland
Bird, Colo., Great Western
Bird, La., Yazoo & Miss. Valley
Bird, Mich., Wiscon. & Mich
Bird, N. Y., Buf. Roch. & Pitts
Bird & Wells Junction, Wis., Chicago, Mil. & St. Paul
Bird Cage, N. C., Atlantic Coast Line
Bird City, Kan., Burl. Route
Birdell, Pa., Phila. & Reading
Birdford, Ga., Register & Glennville
Birdie, Ind., Erie
Bird-in-Hand, Pa., Penna
Bird Island, Minn., Chicago, Mil. & St. Paul
Bird Rock, Cal., Los Ang. & San D. Beach
Bird's, Ill., Cl. Cin. Ch. & St. L
Birdsall, Mich., Detroit, Tol. & Ironton
Birdsall, N. Y., Pitts. Shawmut & North
Birdsall's, Ont., Gd. Trunk
Birdsboro, Pa., Penna (a)
" Phila. & Reading (b) (c)
(a) and (c) adjacent
(a) and (c) ½ mile from (b)
Bird's Bridge, Ill., Chicago, Rock Isl. & Pac
Bird's Creek, Ont., Cent. Ont
Birdsell, Neb., Burl. Route
Bird's Eye, Colo., Colo. & Southern (a)
" Denver & Rio Gr (b)
(a) and (b) 1 mile apart
Bird's Eye, Ind., Southern
Bird's Eye, Mont., No. Pac
Bird's Hill, Manitoba, Canadian Pacific
Bird's Mill, Mo., St. Louis, Iron Mt. & So
Bird's Nest, Va., N. Y. Phila. & Norfolk
Bird's Point, Mo., St. L. Iron Mt. & So (a)
" St. Louis So. West (a)
Birds Run, O., Pennsylvania Co
Birdsview, Wash., Great Northern
Birdwell, Tex., Gulf, Colo. & Santa Fe*
Birdwood, Neb., Union Pac
Birkbeck, Ill., Illinois Cent
Birkners, Ill., Lv. & Nashv
Birling, Saskatchewan, Canadian Northern
Birmingham, Ala., Alabama Gt. South (a)
" Atlanta, Birm. & Atl (b)
" Birmingham South †
" Central of Ga (a)
" Frisco System (a)
" Illinois Central (a)
" Louisville & Nash (b)
" Mobile & Ohio †
" Seaboard Air Line (a)
" Southern (a)
(a) and (b) about 1 mi. apart
Birmingham, Ia., Burlington Route
Birmingham, Kan., Missouri Pacific
Birmingham, Mich., Grand Trunk
Birmingham, Mo., Burlington Route (a)
" Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (a)
" Wabash (b)
Depots adjacent
Birmingham, N. J., Penna
Birmingham, Allegheny Co., Pa., Pitts. Cin. Chic. & St. L
Birmingham, Huntingdon Co., Pa., Pennsylvania
Birmingham, Sask., Grand Trunk Pacific
Birmingham Park, Pa. Wilmington & North
Birnamwood, Wis., North-Western Line
Birnie, Manitoba, Can. No
Biron, Wis., Green Bay & Western
Birta, Ark., Chic. Rk. Isl. & P
Birtle, Manitoba, Canadian Pacific
Bisbee, Ariz., El Paso & S. W. System
Bisbee, Mo., St. L. & San F
Bisbee, N. D., Great North (a)
" M. St. P. & Slt. Ste. M (b)
(a) and (b) 660 yards apart
Bisbee, Tex., Houston & Tex. Cent
Biscay, Minn., Ch. M. & St. P
Biscayne, Fla., Fla. East C
Bisco, Ont., Can. Pacific
Biscoe, Ark., Chicago, Rk. Isl. & Pac
Biscoe, N. C., Aberdeen & Asheboro
Bishoff, Ky., Lv. Hend. & St. L
Bishop, Ga., Cent. of Ga
Bishop, Kan., Chicago, Rk. Isl. & Pac
Bishop, Md., Pennsylvania
Bishop, Pa., Pitts. Cin. Ch. & St. L
" Wabash Pitts. Term
Bishop, Tex., Mo. Kan. & Tex
Bishop, Va., Southern
Bishop, Wash., Ore. RR. & Nav. Co
Bishop, W. Va., Virginian
Bishop Hill, Ill., Chicago, Rk. Isl. & Pac
Bishops, Fla., Atlantic Coast Line
Bishop's, Ill., Ch. Peo. & St. L
Bishop's Bridge, N. J., Pennsylvania
Bishop's Cross, N. C., Norfolk & Southern
Bishops Crossing, Que., Quebec Central
Bishop's Falls, N. F., Reid Newfoundland
Bishop's Gap, Ala., Louisv. & Nash
Bishop's Gap Junction, Ala., Louisville & Nashville
Bishop's Siding, N. F., Reid Newfoundland
Bishopville, O., Marietta, Col. & Cleve
Bishopville, S. C., Atlantic Coast Line
Bismarck, Peoria Co., Ill., Peoria & Pekin Term
Bismarck, Vermilion Co., Ill., Chicago and East. Ill
Bismarck, Me., Me. Central
Bismarck, Mo., Illinois Southern (a)
" St. L. Iron Mt. & So (b)
(a) and (b) adjacent
Bismarck, N. D., Minn. St. P. & S. Ste. M (a)
" Northern Pacific (b)
(a) and (b) about 883 yards apart
Bismarck, Wash., Tacoma Eastern
Bismarck Grove, Kan., Union Pacific
Bismark, Peoria Co., Ill., Peoria & Pekin Union
Bismark, La., Louisiana Ry. & Nav. Co
Bison, Colo., Colo. Midland
Bison, Kan., Mo. Pacific
Bison, Mont., Gt. Northern
Bison, Okla., Chicago, Rk. Isl. & Pac
Bisonnette, Mich., Au Sable & North-west
Bissell, Cal., A. T. & S. F., Coast Lines*
Bissell, Ill., Illinois Central
Bissell, Mo., Burl. Route
Bissett, Ont., Can. Pacific
Bissonnette, Que., Can. Northern Quebec
Bitely, Mich., Pere Marq
Bitner, Pa., Pennsylvania
Bittenbender, Pa., Phila. & Reading
Bitter Creek, Wyo., Un. Pac
Bittern Lake, Alberta, Canadian Pacific
Bitumina, Cal., Pacific Coast
Bivalve, N. J., Central of N. J
Bivins, Tex., Texas & Pac
Bivins' Arm, Fla., Gainesville & Gulf
Biwabik, Minn., Dul. & Iron Range (a)
" Dul. Missabe & No (b)
(a) and (b) about 330 yards apart
Biwabik Crossing, Minn., Duluth, Missabe & No
Bixby, Cal., Pacific Electric
" San Ped. Los Ang. & S. Lk
Bixby, Ill., St. L. Iron Mt. & So (a)
" St. Louis Southwest (a)
Bixby, Minn., Ch. M. & St. P
Bixby, N. C., Southern
Bixby, Tex., St. L. Brownsv. & Mex
Bixby, Okla., Midland Valley
Bixler, Cal., A. T. & S. F., Coast Lines*
Bixler, O., Wh. & Lk. Erie
Blabon, N. D., Great North
Black, Ala., Louisv. & Nash
Black, Ky., Ches. & Ohio
Black, Md., Pennsylvania
Black, Pa., Baltimore & Ohio
Black, Tex., Pecos & North. Texas*
Black Band, W. Va., Chesapeake & Ohio
Black Bayou, Miss., Southern in Miss
Black Bayou Junc., Miss., Yazoo & Miss. Valley
Black Bear, Idaho, No. Pacific
Black Bear, Okla., Atchison, Top. & S. Fe
Blackberry, Minn., Gt. North
Blackberry Bridge, Mo., Missouri Pacific
Black Betsey, W. Va., Ohio Central Lines
Black Bird, Del., Penna
Blackburn, Cal., A. T. & S. F., Coast Lines*
Blackburn, Ind., Evansv. & Indianap
Blackburn, Saline Co., Mo., Chicago & Alton
Blackburn, Ont., Can. Pacific
Blackburn, Butler Co., Pa., Western Allegheny
Blackburn, Westmoreland Co., Pa., Pennsylvania

Blackburn, Wash., No. Pac
Blackburn Junction, Minn., Chicago, Mil. & St. Paul
Blackburn Run, Pa., Lancaster, Oxford & So
Black Buttes, Wyo., Un. Pac
Black Butte Summit, Cal., Southern Pacific
Black Cape, Que., Atl. & Lake Superior
Black Cat, W. Va., Ches. & O
Black Cloud, Idaho, No. Pac
Black Creek, Ala., Louisville & Nashville
Black Creek, Miss., Mississippi Central
Black Creek, N.Y., Penna
Black Creek, N.C., Atlantic Coast Line
Black Creek, Ont., Mich. Cent
Black Creek, Va., Norfolk & Western
Black Creek, Wis., Green Bay & Western
Black Creek Junction, Pa., Lehigh Valley
Black Diamond, Ark., Texas & Pacific
Black Diamond, Ky., Louisville & Nashville
Black Diamond, O., Cin. Ham. & Dayton
Black Diamond, Pa., Penna
Black Diamond, Wash., Col. & Puget Sound
Black Dog Siding, O., Baltimore & Ohio
Blackduck, Minn., Minn. & International
Black Duck, N.F., Reid Newfoundland
Black Eagle, Mont., Great Northern
Black Earth, Wis., C. & N., & St. P
Blackey, W. Va., Big Sandy & Cumb.
Blackfalds, Alberta, Canadian Pacific
Black Fish, Ark., Chicago, Rk. Isl. & Pac
Blackfoot, Alberta, Can. No
Black Foot, Idaho, Oregon Short Line
Blackfoot, Mont., Gt. North
Blackford, Ky., Ill. Central
Blackford, Va., Norfolk & Western
Black Fork, O., Baltimore & Ohio S. W
Black Hall, Ct., N.Y.N.H. & H
Black Hand, O., Ohio Elec
Black Hawk, Colo., Colorado & Southern
Black Hawk, Ill., Chicago, Rk. Isl. & Pac
Blackhawk, Ind., Southern Indiana
Black Hawk, Ia., Chicago, Rk. Isl. & Pac
Black Hawk, La., Texas & Pacific
Black Hawk, S.D., North-Western Line
Black Horse, W. Va., Pitts. Cin. Chic. & St. L
Blackinton, Mass., Bost. & Me
Black Lake, Mich., Detroit & Mackinac
Black Lake, Que., Que. Cent
Black Lake Junction, Mich., Detroit & Mackinac
Blackland, Ill., Cin. Ham. & Dayton
Black Lick, O., Balt. & O (a)
" Pitts. Cin. Ch. & St. L (a)
Black Lick, Pa., Penna
Black Log, Pa., East Broad Top
Blackman, La., Louisiana & Arkansas
Blackmar, Mich., Pere Marq
Black Marsh, N.F., Newfoundland
Blackmer, N.D., Chicago, Mil. & St. Paul
Blackmon, Ala., Cent. of Ga
Blackmount, N.H., B. & Me
Black Mountain, N.C., Southern
Black Oak, Ark., Jonesb. Lake C. & East
Black Oak, Cal., Sierra of California
Black Oak, Ind., Balt. & Ohio Southwest
Black Oak, Md., Balt. & Ohio
" Western Maryland
Black Oak, Tenn., Southern
Black Point, Cal., Northwestern Pacific
Black Point, Fla., Florida East Coast
Black River, La., Natchez & Western
Black River, Mich., Detroit & Mackinac
Black River, N.Y., N.Y. Cent. & Hud. Riv
Black River, Cumberland Dist., N.S., Intercolonial
Black River, Inverness Dist., N.S., Inverness
Black River, Corn. & Stormont Dist., Ont., Ottawa & N.Y
Black River, Que., Gd. Trunk
Black River, Wash., Col. & Puget Sound (a)
" Northern Pacific (a)
Black River Falls, Wis., North-Western Line
Black River Junc., Wash., Chic. Mil. & Puget Sd
Black River Summit, Que., Quebec & Lake St. John
Black Road, Ont., Can. Pac
Black Rock, Ark., Frisco Sys
Black Rock, Mass., N.Y. New Hav. & Hart
Black Rock, N.Y., Del. Lack. & West †
" Erie (a)
" Grand Trunk (a)
" Michigan Central (a)
" N.Y.C. & Hud. Riv (a)
" Pere Marquette †
" Wabash (a)
Black Rock, N.S., N.S. Steel & Coal Co's Ry
Black Rock, Ore., Salem, Falls City & West
Black Rock, Millard Co., Utah, San Ped. Los Ang. & S. Lk
Black Run, O., Pitts. Cin. Chic. & St. L
Blacks, Ark., Cache Valley
Black's, Cal., South. Pacific
Blacks, Ga., Cent. of Georgia
Black's, Ill., Wabash
Black's, Mo., St. L. & San Fr
Black's, Ont., Can. Pacific
Blacksburg, S.C., Southern
Blacksburg, W. Va., Chesapeake & Ohio
Blacksnear, Ga., Atlantic Coast Line
Black's Run, Pa., Bessemer & Lk. Erie (a)
" Pennsylvania (b)
(a) and (b) about 500 feet apart
Blackstock, S.C., Southern
Blackstone, Ill., Chic. & Alt
Blackstone, Mass., N.Y. New Hav. & Hart
Blackstone (1), Creek Nation, Okla., Frisco System
Blackstone (2), Creek Nation, Okla., Missouri, Kan. & Tex
Blackstone, Ont., Canadian North. Ont
" Canadian Pacific
Blackstone, Va., Norf. & West
Blackstone Junction, Mass., N.Y. New Hav. & Hart
Black Swan, Colo., Denver, Boulder & West
Blacktail, S.D., North-Western Line
Blackton, Ark., Brink. Helena & Ind. Bay
Black Tower, N.M., Atch. Top. & Santa Fe
Blackville, Ark., St. Louis, Iron Mt. & So
Blackville, N.B., Intercol
Blackville, S.C., Southern
Black Walnut, Mo., Mo. Kansas & Texas
Black Walnut, Pa., Leh. Val
Blackwater, Ky., Licking River
Blackwater, Mo., Mo. Pacific
Blackwater Junction, Ont., Grand Trunk
Blackwell, Mo., St. Louis, Iron Mt. & So
Blackwell, Okla., Atch. Top. & Santa Fe (a)
" Frisco System (b)
(a) and (b) about ½ mi. apart
Blackwell, Ont., Gd. Trunk
Blackwell, Pa., N.Y. Cent. & Hud. River
Blackwell, Tex., Kan. City Mex. & Orient
Blackwell, Wash., Spok. & Inland Empire
Blackwell Junction, Wis., North-Western Line
Blackwells, Ga., Louisville & Nashville
Black Wolf, Kan., Union Pac
Blackwolf, W. Va., Norfolk & Western
Black Wolf, Wis., Minn. St. P. & S. Ste. M (a)
" North-West. Line (b)
Blackwood, N.J., Atl. City
Blackwood, N.C., Southern
Blackwood, Pa., Lehigh Valley (a)
" Phila. & Reading (b)
(a) and (b) adjacent
Blackwood, Va., Interstate
" Louisville & Nashville
" Roaring Fork
Blackwood Branch, Pa., Lehigh Valley
Blackwood Junction, Pa., Lehigh Valley
Blacree, Ala., Lv. & Nashv
Bladen, Ga., Atl. Coast L (a)
" Seaboard Air Line (a)
Bladenboro, N.C., Seaboard Air Line
Bladensburg, Md., Balt. & O
Blades, Ky., Louisv. & Nashv
Bladworth, Sask., Canadian Northern
Blagdon, N.B., Canadian Pac
Blain, Pa., Newp. & Sherm. Valley
Blain City, Pa., Pennsylvania
Blaine, Ind., Lake Erie & W
Blaine, Kan., Kansas So. & Gulf (a)
" Union Pacific (b)
(a) and (b) about 300 yards apart
Blaine, Me., Bang. & Aroost
Blaine, Mich., Pere Marquette
Blaine, Miss., Yazoo & Mississippi Val
Blaine, Neb., Burl. Route
Blaine, O., Baltimore & Ohio
Blaine, Tenn., Knoxville & Bristol
Blaine, Va., Norf. & West
Blaine, Wash., Great North
Blaine, Mineral Co., W. Va., Western Maryland
Blainey's, B.C., Esquimalt & Nanaimo
Blair, Ark., Arkansas Cent
Blair, Me., Canadian Pac
Blair, Mont., Great Northern
Blair, Neb., North-West. Line
Blair, Nev., Silver Peak
Blair, N.H., Boston & Maine
Blair, Okla., Kan. City. Mex. & Orient
Blair, Ont., Grand Trunk
Blair, S.C., Southern
Blair, Tex., Houston, E. & W. Tex
Blair, Va., Norfolk & Western
Blair, Wis., Gr. Bay & West
Blairfour, Pa., Pennsylvania
Blair Junction, Nev., Silver Peak
" Tonopah & Goldfield
Blairmore, Alberta, Can. Pac
Blair Park, Va., Ches. & Ohio
Blair's, Pa., Balt. & Ohio
Blairsburg, Ia., Illinois Cent
Blair's Mill, Ky., Morehead & North Fork
Blair's Mills, Pa., Tuscarora Valley
Blairstown, Ia., North-Western Line
Blairstown, Mo., Frisco Sys
Blairstown, N.J., N.Y. Susq. & Western
Blairsville, Pa., Penna
Blairsville Intersection, Pa., Pennsylvania
Blairton, Ont., Can. Pacific
Blairtown, Wyo., Union Pac
Blaisdell, Ariz., South. Pac
Blaisdell, Mex., Mexican
Blaisdell, N.D., Great North
Blake, Ala., Atlanta, Birm. & Atl
Blake, Ark., St. Louis South-west
Blake, Fla., Fla. East Coast
Blake, Ia., Newton & Northwest
Blake, Kan., Missouri Pacific
Blake, Manitoba, No. Pacific
Blake, Mich., Pere Marquette
Blake, Mo., Chicago, Rk. Isl. & Pac
Blake, Mercer Co., W. Va., Norfolk & Western
Blakeley, Early Co., Ga., Central of Georgia
Blakeley, La., New Orleans Gt. North
Blakeley, Minn., North-Western Line
Blakeley, Miss., Yazoo & Miss. Valley
Blakeley, N.Y., Penna
Blakeley, Kanawha Co., W. Va., Kanawha & West Va
Blakeley's, S.C., Georgetown & Western
Blakeman, Kan., Burl. Route
Blake's, La Salle Co., Ill., Burlington Route
Blakes, Mich., Kal. Lake Shore & Chic
Blake's, S.C., Atlantic Coast Line
Blakesburg, Ia., C. M. & St. P
Blakeslee, N.Y., Lehigh Val
Blakeslee, Wash., North. Pac
Blakesley, O., Wabash
Blaketown, N.F., Reid Newfoundland
Blalock, Ala., Louisville & Nashville
Blalock's, Ore., O. R. R. & N. Co
Blanca, Colo., Denv. & Rio Gr
Blanchard, Del., Maryland, Del. & Va
Blanchard, Idaho, Idaho & Wash. North
Blanchard, Ia., Wabash
Blanchard, La., Kansas City Southern
Blanchard, Me., Bangor & Aroostook
Blanchard, Mich., Pere Marq
Blanchard, Mo., Frisco Sys
Blanchard, N.M., Atch. Top. & Santa Fe
Blanchard, Wake Co., N.C., Durham & Southern
Blanchard, N.D., Great No
Blanchard, O., Toledo & Ohio Central
Blanchard, Okla., Oklahoma Central
Blanchard, Tex., Beaumont & Gt. North
Blanchard, Wis., Washburn & No. West
Blanchard's, Cal., Southern Pacific
Blanchardville, Wis., Ill. Cent
Blanche, Ala., Chatt. South
Blanche, Ky., Lv. & Nashv
Blanche, N.C., Southern
Blanche, Tenn., Nashville, Chat. & St. L
Blanchester, O., B. & O. S. W
Blanchet, Ky., Cin. New Orl. & Tex. Pac
Blanck, Okla., Kansas City Southern
Blanco, Cal., Pajaro Valley Cons
Blanco, Coahuila, Mex., Mexican International
Blanco, Guanajuato, Mex., National of Mexico
Blanco, Okla., Chicago, Rk. Isl. & Pac
Blanc's, O., Hocking Valley
Bland, Mo., St. L. Kan. City & Colo ‡
Blanden, Ia., Chic. R. I. & Pac
Blandford, Ga., Brinson
Blandford, Ont., Can. Pacific
Blandin, Pa., Del. & Hud
Blanding, Ill., Burl. Route
Blandinsville, Ill., T. P. & West
Blandiake, Tex., Gulf, Colo. & Santa Fe *
Blandon, Pa., Phila. & Read
Bland's, Ky., Illinois Cent
Blaney, Mich., Blaney & Southern
Blaney, S.C., Seaboard Air L
Blaney Junction, Mich., Blaney & Southern (a)
" M. St. P. & S. Ste. M (a)
Blanford, Ind., Southern Indiana
Blankenbakers, Ky., Louisville & Nashville †
Blankenship, Ind., Southern Indiana
Blanket, Tex., Frisco System
Blanks, Tex., Mo. Kans. & Texas
Blanton, Ala., Chattahoochee Valley
Blanton, Ark., St. L. Iron Mt. & So
Blanton, Fla., Atlantic Coast Line
Blanton, Ga., Georgia So. & Florida
Blanton, Miss., Yazoo & Miss. Valley
Blanton, Va., Ches. & Ohio
Blanton Junction, Okla., Atchison, Top. & S. Fe
Blantyre, N.C., Southern
Blasdell, N.Y., Buff. & Susq (a)
" Erie (b)
" Lk. Sh. & Mich. So (c)
" Pennsylvania (d)
(a) and (b) 300 yards apart
(a) and (c) adjacent
(b) and (d) adjacent
Blase, Mo., Burlington Route
Blaser, W. Va., Balt. & Ohio
Blastingame, Ga., Georgia Northern
Blatchford, Mont., No. Pac
Blauvelt, N.Y., Erie (a)
" N.Y. Ont. & West (b) r
" West Shore (b)
(a) and (b) ½ mile apart
r For passenger service only
Bleachery (1), Middlesex Co., Mass., Boston & Maine
Bleachery (2), Middlesex Co., Mass., Boston & Maine
Bledsoe, Tenn., Louisville & Nashville
Bledsoes, Ala., La Fayette
Blemers, Mich., North-Western Line
Blencoe, Ia., North-Western Line
Blenheim, La., La. Ry. & Nav. Co
Blenheim, N.J., Atl. City
Blenheim, Ont., Pere Marquette
Blenheim, S.C., Bennettsv. & Cheraw
Blenheim Junction, Ont., Pere Marquette
Blennerhassett, W. Va., Baltimore & Ohio
Blessing, Tex., Galv. Har. & San Ant (a)
" St. L. Brown. & Mex (b)
(a) and (b) ½ mile apart
Blessings, O., Detroit, Tol. & Ironton
Blevins, Ark., Prescott & N.W
Blevins, Ga., East Tenn. & West. N.C
Blevins Tenn., East Tenn. & West. N.C
Blezard's, Ont., Grand Trunk
Blicktown, O., Penna. Co
Blind River, Ont., Can. Pac
Blinnville, Cal., South. Pac
Bliss, Cal., Pac. Electric
Bliss, Idaho, Oregon Short L
Bliss, N.Y., Buff. Roch. & Pitts
Bliss, Okla., Atchison, Top. & S. Fe
Blissfield, Mich., L.S. & M.S (a)
" Toledo & West (El) (b)
(a) and (b) about ½ mile apart
Blissfield, N.B., Intercol
Blissfield, O., C.A. & C (Penna. Lines)
Blissville, Ark., St. L. I. M. & So
Blitchton, Ga., Savannah & Statesboro
Blix, Tex., Groveton, Lufkin & No
" Texas Southeastern
Blocher, Ind., Balt. & Ohio Southwest
Block, Ill., Chic. and East. Ill
Block, Mich., Munising
Block, Tenn., Southern
Blocker, Okla., Fort Smith & Western
Blocker, Tex., Marshall & East Texas
Blockhouse, N.S., Halifax & Southwest
Blockley, Ia., Burl. Route
Blockton, Ia., Chic. Gt. West
Blocton, Ala., Louisv. & Nashv (a)
" Mobile & Ohio (a)
" Queen & Cres. Route (a)
" Southern (a)
Blocton Junction, Ala., Louisv. & Nashv (a)
" Queen & Cres. Route (a)
Blodgett, Lake Co., Ill., North-Western Line
Blodgett, Will Co., Ill., Atch. Top. & S. F (a)
" Chicago & Alton (b)
Blodgett, Kan., Frisco Sys
Blodgett, Mo., St. Louis, Iron Mt. & So
Blodgett, N.H., Boston & Me
Blodgett, Ore., Corvallis & East
Blodgett, Tex., Gal. Har. & San A (a)
" San Ant. & Aran. P (a)
Blodgett's Mills, N.Y., Del. Lack. & Western
Bloget, Mo., St. L. I. M. & S
Blomberg, Mont., Gt. North
Blomeyer, Mo., Frisco Sys
Blondy, Tenn., Nashv. Chat. & St. Louis
Blood, N.H., Best. & Maine
Bloods, Essex Co., N.Y., Delaware & Hudson
Blood's, Steuben Co., N.Y., Del. Lack. & West (a)
" Erie (b)
(a) and (b) about 100 yards apart
Called Atlanta on D. L. & W
Bloom, Colo., Atch. Top. & S. F
Bloom, Kan., Ch. R. I. & Pac
Bloom, N.D., North. Pacific
Bloom, O., Balt. & Ohio S. W
" Detroit, Tol. & Ironton
Bloom, W. Va., Balt. & Ohio
Bloomburg, Tex., Port Arthur Route (a)
" Texas, Ark. & La (a)
Bloomdale, O., Balt. & Ohio
Bloomer, Wis., North-Western Line
Bloomer's, O., Cin. Ham. & Dayton
Bloomerville, Colo., Denver, Boulder & West
Bloomery, Tenn., Laurel
Bloomfield, Ct., Central New England
Bloomfield, Ill., Cleve. Cin Ch. & St. L

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Bloomfield, Ind.,
Chic. Ind. & Louisv (a)
" Indianapolis South (b)
(a) and (b) 266 yards apart
Bloomfield, Ia.,
Burlington Route (a)
" Wabash (b)
(a) and (b) ½ mile apart
Bloomfield, Ky.,
Louisville & Nashville
Bloomfield, Md.,
Baltimore, Ches. & Atl
Bloomfield, Mo., Frisco Sys
Bloomfield, Neb.,
North-Western Line
Bloomfield, N.B., Intercol
Bloomfield, Essex Co., N.J.,
Del. Lack. & West (a)
" Erie (b)
(a) and (b) 1 mile apart
Bloomfield, N.S.,
Dominion Atlantic
Bloomfield, Ont., Cent. Ont
Bloomfield, Pa.,
Susq. River & Western
Bloomfield, P.E.I., Pr. Ed. Isl
Bloomfield Ave., N.J., Erie
Bloomfield Junction, Ky.,
Louisville & Nashville
Bloomfield Junction, N.J.,
Del. Lack. & Western
Bloomfield Junction, Pa.,
Newport & Sher. Val (a)
" Susq. River & West (a)
Bloomingburg, O.,
Baltimore & Ohio S. W
Bloomingburgh, N.Y.,
New York, Ont. & West
Bloomingdale, Ga., C. of Ga
Bloomingdale, Ind.,
Cin. Ham. & Dayton
Bloomingdale, Md.,
Maryland, Del. & Va
Bloomingdale, Mich., M. Cent
Bloomingdale, N.J.,
N.Y. Susq. & West
Bloomingdale, N.Y.,
Delaware & Hudson
Blooming Grove, N.Y., Erie
Blooming Grove, Tex.,
St. Louis South-west
Blooming Prairie, Minn.,
Chicago, Mil. & St. Paul
Bloomington, Cal., So. Pac
Bloomington, Ill.,
Chicago & Alton (a)
" Cleve. C. C. & St. L (a)
" Illinois Central (b)
" Lake Erie & West (a)
(a) and (b) 1 mile apart
Bloomington, Ind.,
Chic. Ind. & Louisv (a)
" Indianapolis South (b)
(a) and (b) about ¾ mi. apart
Bloomington, Kan., Mo. Pac
Bloomington, Md.,
Baltimore & Ohio
Bloomington, Neb.,
Burlington Route
Bloomington, Tex.,
St. L. Brownsv. & Mex
Bloom Junction, O.,
Balt. & Ohio So. West
Blooms, Pa.,
Buffalo, Roch. & Pitts
Bloomsburg, Pa.,
Blooms. & Sull (a) (b)
" Del. Lack. & West (a)
" Phila. & Reading (b)
(a) and (b) ½ mile apart
Bloomsbury, Md., Penna
Bloomsbury, N.J.,
Central of N.J (a)
" Lehigh Valley (b)
(a) and (b) about ½ mi. apart
Bloomsdorf, Pa.,
Bellefonte Central
Bloomville, N.Y.,
Ulster & Delaware
Bloomville, O., Penna. Co
Bloss, Cal.,
A.T. & S.F., Coast Lines*
Blossburg, Ala., Southern
Blossburg, N.M., At. T. & S. Fe
Blossburg, Mont., No. Pacific
Blossburg, Pa., Erie
Blosser, Mich.,
Pere Marquette
Blosser, Mo., Mo. Pacific
Blossom, Ark., Chic. R.I. & Pac
Blossom, Tex., Texas & Pac
Blossoma, Cal., South. Pacific
Blossvale, N.Y., N.Y.C. & H.R
Blount Creek, N.C.,
Wash. & Vandemere
Blounts, Miss., Southern
Blounts, N.C.,
Atlantic Coast Line
Blount Springs, Ala., Lv. & N
Blountsville, Ind.,
Chicago, Cin. & Louisv

Blowers, Ky.,
Louisville & Nashville
Bloxom, Va.,
N.Y. Phila. & Norfolk
Bloxton, Ariz., South. Pac
Blucher, Sask., Can. Pacific
Blue, Okla., Frisco System
Blue Anchor, N.J.,
Atlantic City (a)
" Pennsylvania (b)
(a) and (b) about 1 mile apart
Blue Ash, O.,
Cin. Lebanon & North
Blue Ball, Pa., Penna
Blue Bell, O., Balt. & Ohio
Blue Bell, Pa., Pennsylvania
Blueberry, B.C., Can. Pac
Blueberry, Mich., Munising
Blueberry, Wis., North. Pac
Blue Bonnets, Que.,
Grand Trunk
Blue Canon, Cal., South. Pac
Blue Canyon, Wash.,
Northern Pacific
Blue Chute Siding, Ark.,
St. Louis, Iron Mt. & So
Blue Creek, Utah, South. Pac
Blue Creek, Wash.,
Great Northern
Blue Creek, W. Va.,
Coal & Coke
Blue Creek Junction, Ala.,
Louisville & Nashville
Blue Creek Junction, Fla.,
Live Oak, Perry & Gulf
Blue Earth City, Minn.,
North-Western Line
Bluefield, W. Va., Norf. & W
Blue Gem, Ky.,
Louisville & Nashville
Blue Gem, Tenn.,
Harriman & Northeast
Blue Grass, Ia.,
Chicago, Rk. Isl. & Pac
Blue Grass, N.D., North. Pac
Blue Grass, Pa., Penna
Blue Hill, Mass.,
Boston & Maine
Blue Hill, Neb., Burl. Route
Blue Hill, Pa.,
Del. Lack. & West (a)
" Pennsylvania (a)
" Phila. & Reading (b)
Called Northumberland on D. L. & W. and Penna
Blue Hole, Ind.,
Balt. & Ohio Southwest
Blue Island, Cook Co., Ill.,
Chic. Rock Isl. & Pac (a)
" Chic. Term. Trans (b)
" Grand Trunk (c)
" Illinois Central (d)
" Indiana Harbor Belt †
(a) and (b) about ½ mi. apart
(a) and (d) 320 yards apart
(b) and (c) adjacent
(b) and (d) 6 blocks apart
Blue Island Junction, Ill.,
Chic. Rk. Isl. & Pac (a)
" Chic. Term. Transfer (b)
" Grand Trunk (c)
" Illinois Central (d)
(a) and (b) about 1 mi. apart
(b) and (c) adjacent
(b) and (d) about 1 mi. apart
Blue Island Road, Ill.,
Pitts. Cin. Chic. & St. L
Blue Jacket, Okla.,
Missouri, Kan. & Tex
Bluejay, Ont., Can. Pac
Blue Jay, Pa.,
Sheffield & Tionesta
Blue Lake, Cal.,
Arcata & Mad River
Blue Lake, La.,
Loring & Western †
Blue Lake, Mich.,
Detroit & Charlevoix
Blue Lake, Miss.,
Yazoo & Miss. Valley
Blue Lake Junction, Mich.,
Detroit & Charlevoix
Bluella, Miss.,
Yazoo & Miss. Valley
Bluemont, Va., Southern
Blue Mound, Ill., Wabash
Blue Mound, Kan., Mo. Pac
Blue Mound, Tex.,
Gulf, Colo. & Santa Fe*
Blue Mounds, Wis.,
North-Western Line
Blue Mound Tran., Kan.,
Missouri Pacific
Blue Mount, Md., North. Cent
Blue Mountain, Ala.,
Louisville & Nash
Blue Mountain, Ark.,
Chicago, Rk. Isl. & Pac
Blue Mountain, Md.,
Western Maryland
Blue Mountain, Miss.,
New Orl. Mobile & Chic
Blue Mountain, Ore.,
Ore. RR. & Nav. Co
Blue Mountain, Pa.,
Lehigh Valley
Blue Paint, Ark.,
Little River Valley
Blue Point, Ill., Wabash
Blue Pond, Ala., Chatt. So

Blue Rapids, Kan.,
Missouri Pacific (a)
" Union Pacific (b)
(a) and (b) 1½ mile apart
Blue Ridge, Ga.,
Louisville & Nashville
Blue Ridge, Ill., Wabash
Blue Ridge, Pa., West. Md
Blue Ridge, Augusta Co., Va.,
Chesapeake & Ohio
Blue Ridge, Botetourt Co, Va.,
Norfolk & Western
Blue Ridge Branch Jn., Va.,
Norfolk & Western
Blue River, Wis., C. M. & S. P
Blue Rock, Pa., Pennsylvania
Blue Sea Lake, Que.,
Canadian Pacific
Blue Shank, P.E.I., Pr. Ed. Isl
Blue Siding, Mo.,
Kansas City Southern
Blueslide, Wash.,
Idaho & Wash. North
Blue Spring, Tenn., South
Blue Spring Crossing, Va.,
Virginia-Carolina
Blue Springs, Ga., Georgia
Blue Springs, Miss.,
Frisco System
Blue Springs, Mo. Chic. & Alt
Blue Springs, Neb.,
Burlington Route (a)
" Union Pacific (b)
(a) and (b) about 1 mile apart
Blue Springs Junc., Neb.,
Union Pacific
Bluestem, Wash., Great No
Blue Stone, N.Y., Penna
Blue Stone, Fayette Co., Pa.,
Baltimore & Ohio
Blue Stone,
Lycoming Co., Pa.,
N.Y. Cent. & Hud. River
Bluestone, Somerset Co., Pa.,
Pitts. Westm. & Somer
Blue Stone, Va.,
Norfolk & Western
Blue Sulphur Spgs., W. Va.,
Chesapeake & Ohio
Bluetom, W. Va., Ches. & Ohio
Blue Vale, Ont., Gd. Trunk
Blue Water, N.M.,
A.T. & S.F., Coast Lines*
Bluewing, N.C., Southern
Bluf, Pa., Pennsylvania
Bluff, Minn.,
North-Western Line
Bluff, Mo., Frisco System
Bluff, Okla., St. L. I. Mt. & So
Bluff, Tenn.,
Nashv. Chat. & St. Louis
Bluff Boom, Ky.,
Louisv. & Nashville
Bluff City, Ill., Vandalia
Bluff City, Kan.,
Kansas South-western
Bluff City, Tenn.,
Southern (a)
" Virginia & So. West (b)
(a) and (b) about 300 yards apart
Bluff Creek, Tenn.,
Tennessee Central
Bluffdale, Tex., Frisco Sys
Bluff Hall, Ill.,
Burlington Route (a)
" Wabash (a)
Bluff Point, N.Y.,
Delaware & Hudson
Bluffport, Mont.,
Chicago, Mil. & Puget Sd
Bluffs, Ill., Wabash
Bluffs, Me.,
Franklin & Megantic
Bluffs, Va., Balt. & Ohio
Bluffs, Wash., Puget Sound El
Bluff Siding, Wis.,
North-Western Line
Bluffs Junction, Ill.,
Illinois Terminal
Bluff Springs, Fla.,
Louisville & Nashville
Bluff Springs, Ill.,
Balt. & Ohio So. West
Bluff Switch, Minn.,
North-Western Line
Bluffton, Ala., Southern
Bluffton, Ind.,
Cin. Bluffton & Chic (a)
" Ft. W. Cin. &. Lv (b)
" Tol. St. Louis & West (c)
(a) and (b) about ¼ mi. apart
(a) and (c) about ½ mi. apart
Bluffton, Minn., No. Pacific
Bluffton, Mo., Mo. Kan. & Tex
Bluffton, O., Lk. Erie & W (a)
" Northern Ohio (b)
" Western Ohio (El) (c)
(a) and (b) about ½ mi. apart
(a) and (c) about ¼ mi. apart
(b) and (c) about ¼ mi. apart
Bluffton, Tenn.,
Tennessee & No. Car
Bluffton, W. Va., Coal & Coke
Bluffview, Ala.,
Louisville & Nashville
Bluford, Ill., Southern

Blum, Cal.,
A.T. & S.F., Coast Lines*
Blum, Mich.,
Wisconsin & Michigan
Blum, Mo., St. L. Ir. Mt. & So
Blum, Tex., Gulf, Colo. & S.F*
Blumauer, Wash.,
Northern Pacific
Blundale, Ga., Wadley So
Blunt, Cal., Southern Pacific
Blunt, S.D., North-West. Line
Blunts, Ark., Frisco System
Blunts, Ga.,
Atlanta, Birm. & Atl
Blystone, Ga.,
Georgia & Florida
Blyth, Cal.,
San Ped. Los Ang. & S. Lk
Blyth, Ky., Louisv. & Nashv
Blyth, Ont., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) 1 mile apart
Blythe, Ga., Augusta South
Blythe, Mont., Great North
Blythebourne, N.Y.,
Lehigh Valley
Blythedale, Mo., Burl. Route
Blythedale, Pa.,
Pitts. & Lk. Erie
Blytheswood, Ont.,
Michigan Central
Blytheville, Ark.,
Blythe. Leach. & Ark. So
" Frisco System (a)
" Jonesb. Lk. City & E (b)
" Paragould S.E (c)
(a) and (b) about 300 yards apart
(c) about ¼ mile from (a)
(c) about ¼ mile from (b)
Blythewood, S.C., Southern
Boanna, O., Penna. Co
Boardman, Fla.,
Atlantic Coast Line
Boardman, Mich.,
Pere Marquette
Boardman, N.C.,
Atlantic Coast Line
Boardman, Pa.,
N.Y. Cent. & Hud. River
Boardman, Wis.,
North-Western Line
Boardman's Bridge, Ct.,
N. Y. New Hav. & Hart
Boards, Ky., Ill. Cent
Board Tree, W. Va., Balt. & O
Boardville, N.J., Erie
Boaz, Ala., Nash. Chat. & St. L
Boaz, Colo., Denv. & Rio Gr
Boaz, Ill., Chic. and East. Ill
Boaz, Ky., Illinois Central
Boaz, N.M.,
Eastern of New Mex*
Boaz, Va., Virginian
Bob Acres, La.,
Morgan's La. & Texas
Bobbette, La.,
Opelousas, Gulf & No. E
Bobbin, Tex.,
Gulf, Colorado & S. Fe*
" Trinity & Brazos Val
Bobcaygeon, Ont., Can. Pac
Boblitt, Ala., Southern
Bobo, Ala., Nash. Chat. & St. L
Bobo, Miss., Yazoo & M. Val
Bobo, Tex., Houst. E. & W. Tex
Bobs, Ont., Can. Pacific
Boca, Cal.,
Boca & Loyalton (a)
" Southern Pacific (a)
Boca Del Monte, Mex., Mex
Boca del Rio, Mex.,
Veracruz & Isthmus
Boca Grande, Fla.,
Charlotte Harbor & No
Boca Ratone, Fla.,
Fla. East Coast
Bocas, Mex., Nat. of Mexico
Bocatoche, Mex., Mex. Int
Bocea, Colo., Denv. & Rio G
Bock, Minn., Great Northern
Bocks, Ark., Frisco System
Bocock, Va., Norf. & West
Bocoyna, Mex.,
Kan. City, Mex. & Orient
Bodcau, La.,
Vicksburg, Shrev. & Pac
Bode, Ia., Chicago, R. I. & Pac
Bodega, N.M., A. T. & S. Fe
Bodega Roads, Cal.,
Northwestern Pacific
Boden, Mo.,
St. Louis South-western
Bodfish, Me., Canadian Pac
Bodga, Miss., Mobile & Ohio
Bodine (1), Lycom. Co., Pa.,
Pennsylvania
Bodines (2), Lycom. Co., Pa.,
Susquehanna & N. Y
Bodkin, Ariz.,
United Verde & Pacific
Bodman, O., Norf. & West
Bodock, Okla.,
Atch. Top. & Santa Fe
Bodson's Spur, Minn.,
Northern Pacific
Bodus, Mich.,
Manistee & Northeast
Boedeker Junction, Tex.,
Gulf, Colo. & Santa Fe*
Boeker, Mo., Frisco System

Boelus, Neb., Union Pacific
Boerne, Tex., San A. & Ar. Pass
Boettcher, Colo., Colo. South
Boeuf, Ouachita Parish, La.,
St. Louis, Iron Mt. & So
Boeuf, St. Mary Parish, La.,
Morgan's La. & Texas
Boeuf River, Ark.,
Miss. Riv. Hamb. & W
Bogalusa, La., N. Or. Great No
Bogard, Mo., Burl. Route
Bogardus, Wash., No. Pac
Bogart, Ga., Seab. Air Line
Bogart, O., Lake Shore Elec
Boggess, Fla.,
Charlotte Harbor & No
Boggs, O., Baltimore & Ohio
Bogg's Run, W. Va., B. & O
Boggstown, Ind.,
Cleve. Cin. Ch. & St. L
Boggsville, Pa., Winfield
Boggy, Okla., Frisco System
Boggy Bayou, Ark.,
St. Louis, Iron Mt. & So
Bogia, Fla., Louisv. & Nashv
Bogota, N.J.,
N.Y. Ont. & West (a) P
" N.Y. Susq. & W (b)
" West Shore (a)
(a) and (b) about ¾ mi. apart
P For passenger service only
Bogue, Kan., Union Pacific
Bogue, Miss., South. in Miss
Bogue, N.C., Atl. Coast Line
Bogue Chitto, Ala., Southern
Bogue Chitto, Miss., Ill. Cent
Bogus, Cal., Klamath Lake
Bohanna, O., Penna Co
Boharm, Sask., Can. Pacific
Bohemia, Cal., South. Pac
Bohemia, Fla., Lv. & Nashv
Boice, Miss., Mobile & Ohio
Boiceville, N.Y., Ulst. & Del
Boicourt, Kan., Frisco Sys
Boiestown, N.B., Intercol
Boiling Spring, Va.,
Chesapeake & Ohio
Boiling Springs, Pa.,
Phila. & Reading
Bois, Ill., Illinois Central
Bois Blanc Siding, Que.,
Canadian No. Quebec
Boisdale, N.S., Intercolonial
Bois d'Arc, Mo., Frisco Sys (a)
" Kan. City. Clin. & Spg (a)
Bois d'Arc, Tex.,
Texas & New Orleans
Boise, Idaho, Oregon S. Line
Boissevain, Manitoba,
Canadian Pacific (a)
" Great Northern (b)
(a) and (b) about ¼ mile apart
Bojay, Mex., Nat. of Mex
Bokars, Fla.,
Louisville & Nashville
Bokchito, Okla., Frisco Sys
Bokhoma, Okla., Frisco Sys
Bokoshe, Okla.,
Fort Smith & West (a)
" Midland Valley (a)
Bola, Mex., Mex. Interna
Bola, Tex.,
Galv. Har. & San Ant
Bolack, N.D., North Pac
Bolan, Ia., Chicago Gt. West
Boland, Ala.,
Atlanta & St. And. Bay
Boland, Wis.,
Minn. St. P. & Slt. Ste. M
Bolands, S.C., Southern
Bolckow, Mo., Burl. Route
Bolding, Ark.,
Little Rock & Monroe
Bolen, Ga., Atl. Birm. & Atl
Boles, Mo., Missouri Pacific
Boley, Okla.,
Fort Smith & Western
Bolger, Ont., Can. No. Ont
Boligee, Ala.,
Alabama Gt. Southern
Bolin, Ala., Southern
Bolin, Minn., Minn. & No. Wis
Bolin, W. Va., Ches. & Ohio
Boling, N.C., Seab. Air Line
Boling, Tex.,
Galv. Har. & San Ant
Bolingbroke, Ga., Cent. of Ga
Bolinger, La., St. L. So. W
Bolings, Kan.,
Leavenworth & Topeka
Bolivar, Ala., Nash. C. & St. L
Bolivar, Ark.,
St. Louis, Iron Mt. & So
Bolivar, Ga., Louisv. & Nashv
Bolivar, Ind.,
Cl. Cin. Ch. & St. L (a)
" Erie (a)
Bolivar, La.,
Kentwood & Eastern
Bolivar, Mex., Nat. of Mex
Bolivar, Mo., Frisco System
Bolivar, N.Y.,
Pitts. Shawmut & North
Bolivar, O., Wh. & Lk. Erie
Bolivar, Pa., Pennsylvania
Bolivar, Tenn., Illinois Cent
Bolivar, Tex.,
Gulf & Inter-State of Tex
Bolivar Junction, La.,
Kentwood & Eastern

Bolivar Junction, Pa., Penna
Bolivia, Ill., Cin. Ham. & Day
Bolkow, Ont., Can. Pacific
Bolles, Wash.,
Ore. RR. & Nav. Co
Bolling, Ala., Louisv. & Nash
Bolling, N.C., Seab. Air Line
Bolling, Va., Ches. & Ohio
Bollinger, Ind.,
St. Jos. Vy. Trac (El)
Bollinger, Mo.,
Cape Gir. Bloom. & So
Bologne, Fla., Atl. Coast Line
Bolton, Ct., N.Y. N.H. & H
Bolton, Ga.,
Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Bolton, Ill., Ch. Great West
Bolton, Ia., Burlington Rte
Bolton, Kan., Atch. T & S. Fe
Bolton, Md., Pennsylvania
Bolton, Mass., N.Y. N. H. & H
Bolton, Mich., Det. & Mack
Bolton, Miss.
Alabama & Vicksburg
Bolton, N.C., Atl. Coast Line
Bolton, Ont., Canadian Pac
Bolton, Vt., Central Vermont
Bolton, Wis., No. West. Line
Bolton Centre, Que.,
Orford Mountain
Bolton Creek, Ont.,
Kingston & Pembroke
Bolton Junction, Ont.,
Canadian Pacific
Boltonville, Vt., M. & Wells R
Boma, Tenn., Tenn. Cent
Bomar, Okla.,
Gulf, Colo. & Santa Fe*
Bomarton, Tex.,
Wichita Valley
Bombay, Minn.
Chicago, Mil. & St. Paul
Bombay, Mont., Gt. North
Bombay, N.Y., Grand Trunk
Bombay Hook, Del.,
Pennsylvania
Bona, Albany Co., Wyo.,
Union Pacific
Bona, Converse Co., Wyo.,
Colorado & Southern
Bon Accord, B.C.,
Great Northern
Bon Air, Ark., St. L. I. M. & So
Bonair, Cal., South. Pacific
Bon Air, Ga.,
Char. & West. Carolina
Bonair, Ia., Chic. Mil. & St. P
Bon Air, La.,
St. Louis, Wat. & Gulf
Bonair, Pa., Phila. & Read
Bon Air, Tenn.,
Nashv. Chatt. & St. L
Bon Air, Va., southern
Bonaire, Ga., Ga. So. & Fla
Bon Ami, La.,
Kansas City South (a)
" Lake Charles & No (a)
" Louisiana & Pac (a)
Bon Ami Junction, La.,
Lake Charles & No (a)
" Louisiana & Pac (a)
Bonanza, Ark., Frisco Sys
Bonanza, Mex.,
Coahuila & Zacatecas
Bonanza Queen, Wash.,
Northern Pacific
Bonaparte, Ia., Ch. R. I. & P
Bon Aqua, Tenn., N.C. & St. L
Bonaventure, Fla.,
Florida East Coast
Bonaventure, Que.,
Atl. & Lk. Superior
Bond, Ga., Southern
Bond, Jackson Co., Ill.,
St. L. Iron Mt. & So
Bond, Sangamon Co., Ill.,
Balt. & Ohio Southw
Bond, Kan.,
St. Louis, Iron Mt. & So
Bond, Md., Baltimore & Ohio
Bond, Miss., Gulf & Ship Isl
Bond, Mo., St. L. K. C. & Colo
Bond, Mont., Ore. Short Line
Bond, N. M., Atch. Top. & S. F
Bond, McIntosh Co., Okla.,
Mo. Kansas & Texas
Bond, Pittsburg Co., Okla.,
Chicago, Rock Isl. & Pac
Bond, Pa., Penna
Bond, Tenn.,
Nashv. Chat. & St. L
Bondad, N.M., Denv. & Rio Gr
Bondbrick, Ga., Southern
Bond Hill, O., B. & O. S. W
Bonds, Cal.,
San Ped. Los Ang. & S. Lk
Bond's Mill, Fla.,
Atlantic Coast Line
Bonds Mill, Mich., G. R. & I
Bond Summit, W. Va.,
West Va. & Pittsburgh
Bondsville, Mass.,
Boston & Albany (a)
" Boston & Maine (b)
(a) and (b) about ½ ml. apart
Bonduel, Wis.,
North-Western Line
Bondurant, Ia.,
Chicago Gt. Western
Bondurant, Va., Lv. & Nashv
Bondville, Ill., Illinois Cent
Bone Gap, Ill., Illinois Cent
Bone Hill, Fla.,
Atlantic Coast Line
Bonesteel, S.D.,
North-Western Line
Bonesville, Ga., Georgia
Boneta, O., Northern Ohio
Bone Valley, Fla.,
Atlantic Coast Line
Boney, S.C., Southern
Bonfield, Ill., C.C.C. & St. L
Bonfield, Mont.,
Chic. Mil. & Puget Sd
Bonfield, Ont., Can. Pacific
Bonfils, Mo., Wabash
Bonfouca, La.,
New Orleans Gt. North
Bongard, Ill.,
Chicago and East. Ill
Bongards, Minn.,
Chicago, Mil. & St. Paul
Bonham, Ky., Louisv. & Nash
Bonham, Mo.,
St. Louis, Iron Mt. & So
Bonham, S.C., Southern
Bonham, Tex.,
Mo. Kansas & Texas (a)
" Texas & Pacific (b)
(a) and (b) 100 yards apart
Bonham Junction, Tex.,
Mo. Kansas & Texas
Bonheur, Ont., Can. Pacific
Bonifay, Fla., Lv. & Nashv
Bonilla, S.D., Ch. M. & St. P
Bonita, Cal., San Diego So
Bonita, Colo., Denv. & Rio G
Bonita, Kan., Frisco System
Bonita, Ky., Southern
Bonita, La.,
St. Louis, Iron Mt. & So
Bonita, Mont., North. Pacific
Bonita, Ore., Oregon Elec
Bonita, Tex., Mo. Kan. & Tex
Bonita, Utah,
Oregon Short Line
Bonita Junction, Tex.,
Hous. E. & W. Tex (a)
" Tex. & New Orleans (a)
Bonn, La.,
La. Ry. & Nav. Co
Bonneau, S.C.,
Atlantic Coast Line
Bonner, Kan.,
Atch. Top. & S. Fe (a)
" Ch. R. I. & Pac (b)
" Union Pacific (b)
Called Bonner Springs on Union Pacific
(a) and (b) about 100 yards apart
Bonner, Mont.,
Chicago, Mil. & Puget Sd
" Northern Pacific
Bonner, Neb., Burl. Route
Bonner, Tex., Texas South
Bonner, W. Va., Balt. & Ohio
Bonner's Ferry, Idaho,
Great Northern (a)
" Kootenai Valley (a)
" Spokane Internat
Bonners Point, Tex.,
Galv. Har. & San Ant
Bonner Springs, Kan.,
Atch. Top. & S. Fe (a)
" Union Pacific (b)
Called Bonner on Atch. Top. & Santa Fe
(a) and (b) about 100 yards apart
Bonnerville, Ark., Frisco Sys
Bonnet Carre, La.,
Yazoo & Miss. Valley
Bonne Terre, Mo.,
Miss. Riv. & Bonne Terre
Bonneval, Wis.,
Minn. St. P. & Slt. Ste. M
Bonneville, Ore.,
Ore. RR. & Nav. Co
Bonneville, Davis Co., Utah,
Salt Lake & Ogden
Bonney, Tex., Int. & Gt. No
Bonnie, Ill., Ch. and East. Ill
Bonnie Brae, Cal.,
San Diego Southern
Bonnie Brook, Pa.,
Baltimore & Ohio
Bonnie Claire, Nev.,
Bullfrog Goldfield (a)
" Las Vegas & Tonopah (b)
(a) and (b) about ½ mile apart
Bonnisville, Ky., Lv. & Nash
Bonnington Falls, B.C.,
Canadian Pacific
Bonnot's Mill, Mo., Mo. Pac
Bonny Brook, Pa.,
Gettysb. & Harrisb
Bonnyman, Ga.,
Atlantic Coast Line
Bonny River, N.B.,
New Brunswick South
Bonsack, Va., Norf. & West
Bonsal, N.C.,
Durham & South Car †
Bonsecour, La., Texas & Pac
Bontragers, Ind.,
St. Jos. Vy. Trac (El)
Bonus, Tex.,
Gulf, Colo. & Santa Fe*
Bonwier, Tex.,
Gulf, Colo. & Santa Fe*
Boody, Ga., Central of Ga
Boody, Ill.,
Cin. Ham. & Dayton (a)
" Wabash (a)
Booge, S.D., Great Northern
Booher Junction, Pa.,
East Broad Top
Booker, Ky., Louisv. & Nash
Booker City, Ala., Frisco Sys
Bookers, Tex.,
Port Arthur Route
Bookman, S.C., Southern
Bookwalter, Neb.,
Missouri Pacific
Boomer, W. Va.,
Kanawha & Michigan
Boon, Mich., Ann Arbor
Boone, Colo.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) about 85 rods apart
Boone, Ind.,
Pitts. Cin. Ch. & St. L
Boone, Ia.,
Chic. Mil. & St. Paul (a)
" Ft. D. Des M. & So (b)
" North-West. Line (b)
(a) and (b) about ¾ ml. apart
Boone, Ky., Louisv. & Nash
Boone, Miss.,
Yazoo & Miss. Valley
Boone, Neb., Union Pacific
Boone, Pa., Balt. & Ohio
Boone, Tenn.,
Car. Clinch. and Ohio
Boone, Va.,
Atlantic Coast Line (a)
" Southern (a)
Boone, W. Va., Ches. & Ohio
Boone Grove, Ind., Erie
Boones, Tex., St. Louis S. W
Boone's Mill, Va.,
Norfolk & Western
Booneville, Ark.,
Chicago, Rock Isl. & Pac
Booneville, Ia., Chic. R. I. & P
Booneville, Miss., Mobile & O
Booneville, Okla.,
Oklahoma Central
Boonford, N.C.,
Car. Clinch. and Ohio
Boonton, N.J., Del. Lac. & W
Boonville, Ind., Southern
Boonville, Mo.,
Mo. Kan. & Texas (a)
" Missouri Pacific (b)
(a) and (b) about 170 yards apart
Boonville, N.Y.,
N.Y. Cent. & Hud. Riv
Boos, Ill., Illinois Central
Booth, Ala., Alabama Cent (a)
" Mobile & Ohio (a)
Booth, Miss.,
Yazoo & Miss. Valley
Booth, Mo., Chicago & Alton
Booth, N.D., Northern Pac
Booth, O., Wh. & Lk. Erie
Booth, Tex.,
Gulf, Colo. & S. Fe*
Booth, Va., Ches. & Ohio
Booth's, Ill.,
Cleve. Cin. Chic. & St. L
Booth's, Ky., Louisv. & Nash
Boothton, Ala.,
Louisville & Nashv (a)
" Southern (a)
Boothwyn, Pa., Balt. & Ohio
Boozer, Ala., Southern
Boquet, N.Y., Del. & Hud
Boquilla, Mex.,
Parral & Durango
Boracho, Tex., Tex. & Pacific
Borax, Mont., North. Pacific
Borax, Nev.,
San Ped. Los Ang. & S. Lk
Bordeaux, Miss., Lv. & Nashv
Bordeaux, Neb.,
North-Western Line
Bordeaux, Que., Can. Pac
Bordeaux, S.C.,
Charleston & West. Car
Bordeaux, Wyo.,
Colorado & Southern
Bordelonville, La.,
La. Ry. & Nav. Co
Borden, Ala.,
Seaboard Air Line
Borden, Cal., South. Pacific
Borden, Ind., Ch. Ind. & Lv
Borden, Saskatchewan,
Canadian Northern
Borden, S.C., Atl. Coast Line
Borden, Tex., G. H. & S. A
Borden Shaft, Md.,
Cumberland & Penna
Borden Springs, Ala.,
Seaboard Air Line
Bordentown, N.J., Penna
Border, Idaho, Ore. Sh. Line
Border, Pa., Balt. & Ohio
Border Plains, Ia.,
Crooked Creek
Bordulac, N.D.,
Minn. St. P. & Slt. Ste. M
Boreas, Colo., Colorado & So
Borie, Wyo., Union Pac
Boring, Md., West. Maryland
Boring, Ore.,
Portland Ry. L. & P. Co
Borjas, Mex., Mexican Cent
Borland, Mich., Gr. Rap. & Ind
Borland, Pa.,
Pitts. Chart. & Yough
Borradaile, Alberta,
Canadian Northern
Borrup, Wash., No. Pacific
Borst, Colo.,
Denver & Rio Grande
Borton, Ill.,
Cin. Ham. & Dayton (a)
" Vandalia (a)
Called Borton Jn. on C.H. & D
Borton Junction, Ill.,
Cin. Ham. & Dayton (a)
" Vandalia (a)
Called Borton on Vandalia
Boru, Mont., Great North
Borup, Minn., Great North
Borup, Wash., North. Pacific
Boscawen, N.H., Boston & Me
Bosco, La., St. L. Iron Mt. & S
Boscobel, Mo., Frisco System
Boscobel, Va., Ches. & Ohio
Boscobel, Wis., Ch. M. & St. P
Bosky Dell, Ill., Illinois Cent
Bosler, Wyo., Union Pacific
Bosley, N.C.,
Norfolk & Southern
Bosque, Ariz., South. Pacific
Bosque, Tex.,
Gulf, Col. & Santa Fe*
Bossburg, Wash.,
Great Northern
Bossier City, La.,
La. Ry. & Nav. Co (a)
Vicks. Shreve. & Pac (b)
(a) about ½ mile from (b)
Bossier Junction, La.,
St. Louis So. Western
Bossler, Pa., Pennsylvania
Boss Road, N.J., Penna
Bostic, N.C.,
Car. Clinch. and Ohio
" Seaboard Air Line
Bostick, Tex., St. L. So. West
Boston, Ga.,
Atlantic Coast Line (a)
" Georgia Northern (b)
(a) and (b) about 150 yards apart
Boston, Ind.,
Chicago, Cin. & Louisv
Boston, Nelson Co., Ky.,
Louisville & Nashville
Boston, Mass., Bost. & Alb (a)
" Boston & Maine (b)
" Bost. R. B. & Lynn (c)
" N.Y. N. H. & H (a) (d)
(a) and (b) about 1 mile apart
Boston, Mich., Mineral Range
Boston, Mo., Missouri Pacific
Boston, N.Y., Buffalo & Susq
Boston, O.,
Wabash Pittsb. Term
Boston, Pa., Pitts & Lk. Erie
B. & M. Junc., Me., Maine Cent
Boston Corners, N.Y.,
Central New Eng (a)
" N.Y. Cent. & Hud. R (a)
Boston Junction,
Marquette Co., Mich.,
Duluth, So. Shore & Atl
Boston Ledges, O.,
No. O. Trac. & L. Co. (El)
Boston Mill, O., Balt. & Ohio
Boston Neck, Mass.,
N.Y. New Hav. & Hart
Boston Ranch, Me.,
Canadian Pacific
Boston Run Jn., Pa., Penna
" Phila. & Reading
Bostwick, Fla.,
Atlantic Coast Line
Bostwick, Ga., Bostwick
Bostwick, Neb., Burl. Route
Boswell, Ala., Central of Ga
Boswell, Ind., Lake Erie & W
Boswell, La.,
Louisiana & Pacific
Boswell, Okla., Frisco Sys
Boswell, Pa., Balt. & Ohio
Boswell, Va., Ches. & Ohio
Bosworth, B.C., Can. Pacific
Bosworth, Ky.,
Louisville & Nashville
Bosworth, Mo., A. T. & S. F
Bota, Mex., Mexican
Botan, Ga., Cent. of Ga
Botanical Garden, N.Y.,
N.Y. Cent. & Hud. Riv
Botefuhr, Ore.,
Portland Ry. L. & P. Co
Bothell, Wash.,
Northern Pacific
Bothin, Cal., No. West. Pac
Bothwell, Ont., Can. Pac (a)
" Grand Trunk (b)
" Wabash (b)
(a) and (b) ½ mile apart
Called North Bothwell on Canadian Pacific
Botkin's, O.,
Cin. Ham. & Day (a)
" Western Ohio (El) (b)
(a) and (b) 1-5 mile apart
Botna, Ia.,
Chicago Great West (a)
" North-Western Line (b)
(a) and (b) adjacent
Botsford, Ct., N.Y. N. H. & H
Bottineau, N.D., Great North
Botzum, O., Balt. & Ohio
Boucha, Mich., Munising
Boucherville, Que.,
Quebec, Montreal & So
Bouckville, N.Y.,
New York, Ont. & West
Boudinot, N.C.,
Raleigh & Western
Boudinot, Okla.,
Atch. Top. & Santa Fe
Bougere, La.,
Texas & Pacific
Boughner, Mo.,
Mo. Kans. & Texas
Boughton, Ark., St. L. I. M. & S
Boughton, Pa., Pennsylvania
Boughtonville, O.,
Baltimore & Ohio
Boulder, Alaska,
White Pass & Yuk. Rte
Boulder, B.C.,
Canadian Pacific
Boulder, Colo.,
Colo. & Southern (a)
" Denver, Boulder & West
" Union Pacific (a)
Boulder, Ill.,
Burlington Route
Boulder, Mont., Gt. North (a)
" Northern Pacific † (b)
(a) and (b) about ¾ ml. apart
Boulder, Tex., St. Louis S. W
Boulder Creek, Cal., So. Pac
Boulder Junction, Colo.,
Colo. & Southern (a)
" Union Pacific (a)
Boulder Junc., Mont.,
Northern Pacific
Boulder Junction, Wis.,
Chicago, Mil. & St. Paul
Boulder Springs, Mont.,
Northern Pacific
Boulevard, O.,
Detroit & Tol. Sh. L †
" Toledo Terminal †
Boulogne, Fla.,
Atlantic Coast Line
Boulter, Utah,
San Ped. Los Ang. & S. Lk
Boundary, Que., Can. Pac
Boundary Creek, N.B.,
Intercolonial
Boundary Falls, B.C.,
Canadian Pacific
Bound Brook, N.J.,
Cent. of N. Jersey (a)
" Lehigh Valley (b)
" Phila. & Reading (a)
(a) and (b) about 70 rods apart
Bound Brook Junction, N.J.,
Pennsylvania
" Phila. & Reading
Bountiful, Utah,
Salt Lake & Ogden
Bounty, N.D.,
Minn. St. P. & Slt. Ste. M
Bouquet, Pa., Pennsylvania
Bouquet Branch, Pa., Penna
Bourbon, Ill., Chic. and E. Ill
Bourbon, Ind., Penna. Co
Bourbon, Ky.,
Louisville & Nashville
Bourbon, Miss.,
Yazoo & Miss. Valley
Bourbon, Mo., Frisco System
Bourbon, Ore.,
Oregon RR. & Nav. Co
Bourg Louis, Que.,
Quebec & Lake St. Jonn
Bourkes, Ont.,
Temiskaming & No. Ont
Bourne, Mass., N.Y. N. H. & H
Bourne, Miss.,
Mobile, Jackson & K. C
Bourne, Pa., Balt. & Ohio
Bournedale, Mass.,
N.Y. New Hav. & Hart
Bousan, Mo., St. L. I. Mt. & So
Boushall Siding, N.C.,
Norfolk & Southern
Bouse, Ariz.,
Santa Fe, Pres. & Ph*
Boutilier's, N.S.,
Halifax & South-west
Bouton, Ia., Chic. Mil. & St. P
Bouton, Wash., North. Pac
Boutte, La.,
Morgan's La. & Texas
Bovard, Idaho, North. Pac
Bovard, La., Kansas City So
Bovard, Pa., Bes. & Lk. Erie
Bovee, Mich.,
Minn. St. P. & S. Ste. M

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Boven, Mich., Munising
Bovey, Minn.,
Duluth, Missabe & No
Bovill, Idaho,
Wash. Idaho & Mont
Bovina, Colo., Chic. R. I. & Pac
Bovina, Miss.,
Alabama & Vicksburg
Bovina, Tex.,
Pecos & North. Texas*
Bovine, Ark.,
Miss. Riv. Hamb. & W
Bovine, Utah, South. Pacific
Bow, Pa., Pennsylvania
Bow, Wash., Great Northern
Bowbells, N. D.,
Minn. St. P. & S. Ste. M
Bowden, Alberta, Can. Pac
Bowden, Fla., Fla. E. Coast
Bowden, Ill., Illinois Central
Bowder, Ky., Louisv. & Nash
Bowden, W. Va.,
Western Maryland
Bowden's, N. C.,
Atlantic Coast Line
Bowdle, S. D., Ch., Mil. & St. P
Bowdoin, Mont., Great North
Bowdoinham, Me., Me. Cent
Bowdon, N. D., North. Pacific
Bowdre, Miss.,
Yazoo & Miss. Valley
Bowell, Alberta, Can. Pac
Bowen, Colo., Colo. & South
Bowen, Ill., Wabash
Bowen, Ky.,
Cin. New Orl. & Tex. Pac
Bowen, Kent Co., Mich.,
Michigan Central
Bowen, Mo.,
St. L. Kan. City & Colo
Bowen, Neb., No. West. Line
Bowen, Tenn.,
Knoxville & Bristol
Bowens, Allegan Co., Mich.,
Grand Rapids & Ind
Bowen's Mill, Ga., Seab. Air L
Bowentown, N. J.,
Central of New Jersey
Bower, Ga., Ga. Fla. & Ala
Bower, Pa.,
Wabash Pitts. Term
Bower, W. Va., Coal & Coke
Bowerbank, Cal., So. Pacific
Bower Hill, Pa.,
Pitts. Ch. & Youg (a)
» Pitts. Cin. C. & St. L (a)
» Wabash Pitts. Term
Bower's, Adams Co., Ind.,
Grand Rapids & Ind
Bower's,
Montgomery Co., Ind.,
Vandalia
Bowers, La., New Orl. So
Bowers, Okla., Frisco Sys
Bowers, Pa., Phila. & Read
Bowers, Tex., Mo. Kan. & Tex
Bowers' Hill, Va.,
Seaboard Air Line
Bowerston, O.,
Pitts. Cin. C. & St. L (a)
» Wheeling & Lake E (a)
Bowersville, Ga.,
Hartwell (a)
» Southern (a)
Bowersville, O.,
Detroit, Tol. & Ironton
Bowersville, Ore.,
Salem, Falls City & W
Bowersville, Pa., Penna
Bowes, Ill., Illinois Central
Bowes, Mo., Frisco System
Bowes, W. Va., Ches. & Ohio
Bowesmont, N. D., North Pac
Bowie, Ariz.,
Gila Val. Globe & No (a)
» Southern Pacific (a)
Bowie, B. C., Can. Pacific
Bowie, La.,
Morgan's La. & Texas
Bowie, Md., Pennsylvania
Bowie, Miss., Gulf & Ship Isl
Bowie, Tex.,
Ch. Rock Isl. & Gulf (a)
» Ft. W. & Den. City (b)
(a) and (b) ½ mile apart
Bowie Road, Md.,
Wash. Balt. & Annap. El
Bowieville, Tex.,
Galv. Har. & San Ant
Bow Island, Alberta,
Canadian Pacific
Bow Junction, N. H., B. & M
Bowler, Mont., Burl. Route
Bowler, Va.,
Norfolk & Western
Bowler, Wis.,
North-Western Line
Bowles, Ark.,
Kansas City Southern
Bowles, Cal.,
A. T. & S. F., Coast Lines*
Bowles, Miss.,
Yazoo & Miss. Valley
Bowlesville, O., Ohio Electric
Bowlin, S. C.,
Carolina & No. West
Bowling, Va., Balt. & Ohio
Bowling Green, Fla.,
Atlantic Coast Line
Bowling Green, Ky.,
Louisville & Nashville
Bowling Green, Mo.,
Chicago & Alton (a)
» St. L. & Hannibal (b)
(a) and (b) 1 mile apart
Bowling Green, O.,
Cin. Han. & Day (a)
» Toledo & Ohio Cent (b)
(a) and (b) ½ mile apart
Bowlus, Minn.,
Minn. St. P. & St. Ste. M
Bowlusville, O.,
Cl. Cin. Chic. & St. L (a)
» Erie (b)
(a) and (b) adjacent
Bowman, Cal., So. Pacific
Bowman, Edgar Co., Ill.,
Toledo, St. L. & Western
Bowman, Jersey Co., Ill.,
Chic. Peoria & St. L
Bowman, Mo., Burl. Route
Bowman, N. D., B. & M
Bowman, N. D.,
Chic. Mil. & Puget Sd
Bowman, Carbon Co., Pa.,
Central of N. J
Bowman, Va., Southern
Bowman, W. Va.,
Pitts. Cin. Chic. & St. L
Bowman's Ga., Southern
Bowmanedale, Pa.,
Phila. & Reading
Bowmansville, N. Y., West St
Bowmanville, Ont., G. Trunk
Bowmore, N. C.,
Red Springs & Bowmore
Bowne, N. J., Pennsylvania
Bow Park, Ont.,
Tor. Ham. & Buf
Bowser's, N. S., Halifax & S W
Bowsman, Manitoba,
Canadian Northern
Bowstring, Minn.,
Minneap. & Rainy River
Bowyer, O., Cin. Leb. & No
Bowyer, S. C., Atl. Coast Line
Boxford, Mass.,
Boston & Maine
Box Elder, Mont., Great Nor
Box Elder, S. D.,
North-Western Line
Boxford, Mass., Boston & Me
Boxholm, Ia.,
Ft. D. Des M. & So
Boxley, Va.,
New River, Holston & W
Boxley, W. Va., Norf. & West
Box Springs, Ga., Cent. of Ga
Box Springs, Cal.,
A. T. & S. F., Coast Lines*
Boxwood, Va.,
Danville & Western
Boyce, La., Texas & Pacific
Boyce, N. H., Boston & Maine
Boyce, Allegheny Co., Pa.,
Pitts. Cin. Chic. & St. L
Boyce, Mercer Co., Pa., Erie
Boyce, Tenn.,
Cin. N. O. & Tex. Pac (a)
» Nashv. Chat. & St. L (a)
» Western & Atlantic (a)
Boyce, Tex.,
Houston & Texas Cent
Boyce, Va., Norfolk & West
Boyce's, Allegheny Co., Pa.,
Pitts. Cin. Chic. & St. L
Boyceville, Wis.,
Minn. St. P. & Slt. Ste. M
Boyd, Clark Co., Ark.,
Arkansas Southwest
Boyd, Miller Co., Ark.,
Texas & Pacific
Boyd, Fla., West Coast
Boyd, Butler Co., Ia.,
Illinois Central
Boyd, Chickasaw Co., Ia.,
Chicago Great West
Boyd, Kan., Mo. Pacific
Boyd, Ky., Louisv. & Nashv
Boyd, Mich., Pere Marq
Boyd, Minn., Minn. & St. L
Boyd, Mo., Missouri Southern
Boyd, Nev.,
San Fed. Los Ang. & S. Lk
Boyd, Ore., Great Southern
Boyd, Dauphin Co., Pa.,
Philadelphia & Read
Boyd, Northumberland Co.,
Pa., Pennsylvania
Boyd, Tenn., Southern
Boyd, Tex.,
Chicago, Rk. Isl. & Gulf
Boyd, Wis.,
Minn. St. P. & Slt. Ste. M
Boyden, Ia., Chic. Mil. & St. P
Boyden, N. C., Southern
Boyd Lake, Me.,
Bangor & Aroostook
Boyds, Colo., Colo. & South
Boyds, Md., Baltimore & Ohio
Boyds, O.,
Detroit, Tol. & Ironton
Boyds, Wash., Great North
Boydton, Va., Southern
Boyer, Colo., Colo. Midland
Boyer, Idaho, No. Pacific
Boyer, Ia., North-West. Line
Boyer, McKean Co., Pa.,
Buffalo, Roch. & Pitts
Boyer, W. Va., Chesa. & Ohio
Boyero, Colo., Union Pacific
Boyer Run Int., Pa., Penna
Boyers, Mo., Frisco System
Boyer's, Pa.,
Buffalo, Roch. & Pitts
Boyertown, Pa., Phila. & R
Boyes, Cal., No. West. Pacific
Boyes Hot Springs, Cal.,
California N. W
Boyette, Fla.,
Seaboard Air Line
Boyetts, N. C.,
Atlantic Coast Line
Boykin, Tex.,
Texas South-eastern
Boykin's, S. C., Southern
Boykin's, Va.,
Seaboard Air Line
Boyle, Kan., Union Pacific
Boyle, Miss.,
Yazoo & Miss. Valley
Boyle, N. D., North. Pac
Boyles, Ala., Louisv. & Nash
» Mary Lee*
Boyleston, Ill., Southern
Boyleston, Ind., L. K. Erie & W
Boylon, W. Va., Balt. & Ohio
Boylston, Suffolk Co., Mass.,
N. Y. New Hav. & Hart
Boylston, Wash.,
Chic. Mil. & Puget Sd
Boylston, Wis., Gt. Northern
Boy Mountain, N. H.,
Boston & Maine
Boyne, Wash., No. Pacific
Boyne City, Mich.,
Boyne City, Gay. & Alp
Boyne Falls, Mich.,
Boyne City, Gay. & Alp (a)
» Grand Rapids & Ind (a)
Boynton, Ark., Frisco Sys
Boynton, Fla.,
Florida East Coast
Boynton, Mo., Burl. Route
Boynton, N. D.,
Minn. St. P. & Slt. Ste. M
Boynton, Okla., Frisco Sys
Boynton, Center Co., Pa.,
Pennsylvania
Boynton, Somerset Co., Pa.,
Baltimore & Ohio
Boynton, Que.,
Boston & Maine
Boynton, Angelina Co., Tex.,
St. Louis South-west
Boynton, Clark Co., Wis.,
Chicago, Mil. & St. Paul
Boynton Beach, N. J.,
Central of New Jersey
Bozeman, Mont., No. Pacific
Brabant, Mich., Munising
Brabbins, W. Va.,
West Virginia & So
Brace, Tenn., Louisv. & Nash
Brace, Wash., No. Pacific
Bracebridge, Ont., Gd. Trunk
Brace Junc., Minn., Gt. North
Braceville, Ill., Chic. & Alton
Braceville, O., Erie (a)
» Lk. E. Alliance & Wh (a)
Bracewell, Colo.,
Colorado & Southern
Bracey, Ind.,
Cin. Bluffton & Chic
Bracey, Va.,
Seaboard Air Line
Bracht, Ky.,
Queen & Cres. Route
Brachmanns, O.,
Cin. Geo. & Ports
Bracht, Ky.,
Cin. New Orl. & Tex. Pac
Bracken, Neb., Burl. Route
Bracken, Nev.,
San Fed. Los Ang. & S. Lk
Bracken, Comal Co., Tex.,
Mo. Kansas & Texas
Bracken, ——— Co., Tex.,
Internat. & Gt. North
Brackenridge, Pa., Penna
Brackett, N. D., North. Pac
Brackley Point, P. E. I.,
Prince Edward Island
Bracketown, Ky., Lv. & Nash
Brada, Saskatchewan,
Canadian Northern
Bradalbane, P. E. I., P. Ed. Isl
Bradburn, Manitoba,
Great Northern
Bradbury, Colo., Mo. Pacific
Bradbury, Ill., Illinois Cent
Bradbury, Me.,
Boston & Maine
Braddock, Kan.,
Atch. Top. & Santa Fe
Braddock, N. J., Atl. City
Braddock, N. D.,
Minn. St. P. & Slt. Ste. M
Braddock, Allegheny Co., Pa.,
Baltimore & Ohio (a)
» Pennsylvania (b)
» Pitts. & Lake Erie (c)
(b) and (c) 300 yards apart
Braddock, Wash'ton Co., Pa.,
Waynesburg & Wash
Bradcock, Va.,
Wash. Alex. & Mt. V (El)
Braddock's, Colo.,
Colorado & Southern
Braddyville, Ia., Burl. Route
Braden, Okla.,
Kansas City Southern
Braden, Tenn., Lv. & Nash
Braden, Tex.,
San Ant. & Aran. Pass
Bradentown, Fla.,
Seaboard Air Line
Braders, Pa., Lehigh Valley
Bradenville, Pa., Penna
Bradevelt, N. J., Cent. of N. J
Bradfield, Tex.,
Mo. Kans. & Tex
Bradford, Ala., Lv. & Nash
Bradford, Ark., St. L. I. M. & S
Bradford, Stark Co., Ill.,
Burlington Route
Bradford, Ind., Penna. Co
Bradford, Ia.,
St. Paul & Des Moines
Bradford, Kan.,
Atch. Top. & Santa Fe
Bradford, Ky., Chesa. & Ohio
Bradford, Me.,
Bangor & Aroostook
Bradford, Mass., Boston & Me
Bradford, Mass., Lv. & Nash
Bradford, N. H., Boston & Me
Bradford, O., P. C. C. & St. L
Bradford, Ont., Grand Trunk
Bradford, Pa.,
Buf. Roch. & Pitts (a)
» Erie (b)
» Pennsylvania (c)
(a) (b) and (c) adjacent
Bradford, R. I.,
N. Y. New Hav. & Hart
Bradford, Tenn., Ill. Cent
Bradford, Vt., Boston & Me
Bradford Hills, Pa., Penna
Bradford Siding, Md.,
Baltimore & Ohio
Bradfordton
Sangamon Co., Ill.,
Balt. & Ohio So. West
Bradgate, Ia., No. West. Line
Bradham, Miss.,
Liberty White
Bradham's, Mo.,
Frisco System
Bradhams Mill, S. C.,
Atlantic Coast Line
Bradish, Neb., No. West. Line
Bradley, Ark., St. L. So. W
Bradley, Cal., Southern Pac
Bradley, Jones Co., Ga.,
Central of Ga
Bradley, Ill., Chic. Ind. & S (a)
» Illinois Central (b)
(a) and (b) adjacent
Bradley, Ind., Southern
Bradley, La.,
Yazoo & Miss. Valley
Bradley, Allegan Co., Mich.,
Gd. Rapids & Indiana
Bradley, Minn.,
North Western Line
Bradley, Miss., Illinois Cent
Bradley, Mont., No. Pacific
Bradley, O.,
Lk. E. Alliance & Wh
Bradley, Okla.,
Chicago, Rk. Isl. & Pac
Bradley, S. C.,
Charleston & West. Car
Bradley, S. D.,
Chicago, Mil. & St. P (a)
» Minn. & St. Louis (b)
(a) and (b) ½ mile apart
Bradley, Wis.,
Minn. St. P. & Slt. Ste. M
Bradley Beach, N. J.,
Cent. of New Jersey (a)
» N. Y. & Long Branch (a)
» Pennsylvania (a)
Bradley Junc., Pa., Penna
Bradleys, Tattnall Co., Ga.,
Ga. Coast & Piedmont
Bradleyton, Ala.,
Atlantic Coast Line
Bradner, O., Hocking Valley
Bradshaw, Alberta,
Alberta Ry. & Irrig. Co
Bradshaw, Ark., Frisco Sys
Bradshaw, Ky., Lv. & Nash
Bradshaw, Md., Balt. & Ohio
Bradshaw, Neb., Burl. Route
Bradshaw, ——— Co., Tex.,
St. Louis South-west
Bradshaw, ——— Co., Tex.,
Abilene & Southern
Bradshaws, Va., Norf. & W
Bradstreets, Me., Me. Cent
Bradwardine, Manitoba,
Canadian Pacific
Bradwell, Sask.,
Grand Trunk Pacific
Brady, Ark., Chic. R. I. & Pac
Brady, Idaho,
Oregon Short Line
Brady, Md., Balt. & Ohio
Brady, Miss.,
Gulf & Ship Island
Brady, Mont., Great North
Brady, N. M., Denv. & Rio Gd
Brady, Ont., Can. Pacific
Brady, Pa., Pennsylvania
Brady, Tex., Frisco System
Brady Island, Neb., Un. Pac
Brady's, Ky., Chesa. & Ohio
Bradys, W. Va., Chesa. & Ohio
Brady's Lake, O., Penna. Co
Bradyville, Mo.,
Frisco System
Braeburn, Pa., Pennsylvania
Braehead, Ala., Mobile & Ohio
Braemar, Cal.,
Los Ang. & San D. Beach
Braeside, N. Y., Albany So (El)
Braeside, Ont., Can. Pacific
Brafford, Ky., Lv. & Nash
Braganza, Ga.,
Atlantic Coast Line
Bragaw, N. C.,
Norfolk & Southern
Bragdon, Colo.,
Atch. Topeka & Santa Fe
Brager, Md.,
Wash. Balt. & Annap. El
Bragg, Tex.,
Gulf, Colo. & Santa Fe*
Braggs, Okla.,
St. L. Iron Mt. & South
Braggville, Mass., Bost. & Alb
Braham, Minn.,
Great Northern
Braidwood, Ill., Chic. & Alton
Brailey, O., Wabash
Brainard, Ariz.,
St. Louis South-west
Brainard, Ia.,
Chicago, Rk. Isl. & Pac
Brainard, Neb.,
North-West Line (a)
» Union Pacific (b)
(a) and (b) about ½ mile apart
Brainard,
Chautauqua Co., N. Y.,
Pennsylvania
Brainard,
Rensselaer Co., N. Y.,
Rutland
Brainerd, Colo.,
Denver, Boulder & West
Brainerd, Ill., Chic. R. I. & Pac
Brainerd, Kan., Mo. Pacific
Brainerd, Minn.,
Minn. & Internat (a)
» Northern Pacific (a)
Brainerd Jn., Ill., Balt. & O
Brainerds, N. Y.,
Oneon. & Mohawk V (El)
Brainerd Mill, Ark.,
Frisco System
Braintree, Mass.,
N. Y. New Hav. & Hart
Braintree, Vt., Central Vt
Braithwaite, La.,
Louisiana Southern
Braithwaite, Okla.,
Kan. City. Mex. & Orient
Braithwaite, W. Va.,
Pitts. Cin. Chic. & St. L
Brakel, La.,
La. Ry. & Nav. Co
Braley, Mo.,
Quincy, Omaha & K. C
Braley's, Mass., N. Y. N. H. & H
Bralier, Pa.,
Huntingdon & Broad T
Braman, Okla., A. T. & S. F
Brambaugh, N. D.,
Minn. St. P. & Slt. Ste. M
Brambleton, Tex.,
Houston & Tex. Cent
Bramcote, Pa., Penna
Bramhall, S. D.,
North Western Line
Bramhalls, Que., Can. Pacific
Bramley, Ont., Grand Trunk
Bramm, Va., Norf. & West
Brampton, Mich.,
North-Western Line
Brampton, N. D., C. M. & St. P
Brampton, Ont.,
Canadian Pacific (a)
» Grand Trunk (b)
(a) and (b) ½ mile apart
Bramwell, Idaho,
Idaho Northern Ry
Bramwell, W. Va.,
Norfolk & Western
Branaman, Ariz.,
Phoenix & Eastern
Branch, Ark., Arkansas Cent
Branch, La.,
Opelousas, Gulf & N. E
Branch, Mich., Pere Marq
Branch, Pa.,
Lk. Shore & Mich. So
Branch, Wis., No. West. Line
Branchdale, Pa., Phil. & Read
Branch Hill, O.,
Pitts. Cin. Chic. & St. L
Branch Intersection, Pa.,
Pennsylvania
Branch Junc., Ill.,
Illinois Central (a)
» Illinois Southern (a)
Branchland, W. Va.,
Chesapeake & Ohio
Branchport, N. J.,
Cent. of New Jersey (a)
» N. Y. & Long Branch (a)
» Pennsylvania (a)
Branch's, Ind., C. C. C. & St. L
Branchton, Ont., Gd. Trunk
Branchton, Pa., Bes. & L. Erie
Branchville, Ct., N. Y. N. H. & H
Branchville, Md., Balt. & Ohio
Branchville, N. J.,
Del. Lack. & Western

Branchville, S.C., Southern
Branchville, Va., Seaboard Air Line
Branchville Junction, N.J., Del. Lack. & West
Brand, Va., Ches. & Ohio
Brandamore, Pa., Phila. & Reading
Brandau, Md., Balt. & Ohio
Brandenburg, Ky., Lv. Hend. & St. Louis
Brandenburg, Tex., Wichita Valley
Brandies, Ky., Lv. & Nash †
Brandon, Cal., So. Pacific
Brandon, Colo., Mo. Pacific
Brandon, Fla., Seab. Air Line
Brandon, Ind., Cin. Ham. & D
Brandon, La., La. Ry. & Nav. Co
Brandon, Manitoba, Canadian Northern (a)
" Canadian Pacific (b)
" Great Northern (c)
(a) and (b) about ¼ mi. apart
(a) and (c) about ½ mi. apart
(b) and (c) about 200 yards apart
Brandon, Minn., Gt. North
Brandon, Miss., Alabama & Vicksburg
Brandon, Mo., St. L. Kan. City & Colo ‡
Brandon, Neb., Burl. Route
Brandon, N.Y., N.Y. & Ott
Brandon, S.D., North-Western Line
Brandon, Franklin Co., Pac Western Maryland
Brandon, Venango Co., Pa., Pennsylvania
Brandon, Tex., St. Louis S.W
Brandon, Vt., Rutland
Brandon, Wis., C. M. & St. P
Brandon House, N.Y., Erie
Brandon Junc., Manitoba, Canadian Northern
Brandon Junction, Wis., Chicago, Mil. & St. Paul
Brandonville, Pa., Phila. & R
Brandreth Lake, N.Y., N.Y. Cent. & Hud. Riv
Brandsville, Mo., Frisco Sys
Brandt, S.D., Chic. R. I. & Pac
Brandt's Station, Pa., Delaware & Hudson (a)
" Erie (c)
Brandtsville, Pa., Ph. & Read
Brandy, Va., Southern
Brandy Branch, Fla., Seaboard Air Line
Brandy Brook, N.Y., Rutland
Brandy Creek, Ont., Gd. Trk
Brandywine, Md., Penna (a)
" Wash. Pot. & Chesa (a)
Brandywine, O., Pennsylvania Co
Brandywine Springs, Del., Baltimore & Ohio
Brandywine Summit, Pa., Pennsylvania
Branford, Ct., N.Y.N.H. & H
Branford, Fla., Atlantic Coast Line
Brannain, Wash., No. Pac
Brannon, Fla., Atlantic Coast Line
Brannon, Ky., Cin. New Orl. & Tex. Pac
Bransford, Tenn., Louisville & Nashville
Bransford, Tex., St. L. S. W
Branson, Mo., St. Louis, Iron Mt. & So
Branspeth, Sask., Canadian Northern
Branstetter, O., Balt. & Ohio
Brant, Cal., San Fed. Los Ang. & S. Lk
Brant, Mo., Missouri Pacific
Brant, Tex., Pecos Val. & Northeast*
Brantford, Ont., Gd. Trk (a)
" Toronto, H. & Suf (b)
(a) and (b) about ½ mi. apart
Brant House, Ont., Gd. Trk
Brantley, Ala., Cent. of Ga
Brantwood, Wis., Minn. St. P. & Slt. Ste. M
Braselton, Ga., Gainesville Midland
Brasfield, Ark., Chic. Rock Isl. & Pac
Brashear, Mo., Quincy, Omaha & K.C
Brashear, Tex., Missouri, Kan. & Texas
Brashears, Ark., Frisco Sys
Brasher, N.Y., Rutland
Called also Winthrop
Brassfield, Ky., Louisville & Atlantic
Brassfield, N.C., Southern
Brassua, Me., Canadian Pac
Braswell, Fla., Seaboard Air Line
Braswell, Ga., Southern
Braswell, N.C., Atlantic Coast Line
Bratcher, Ky., Cumb. River & Tenn
Brattleboro, Vt., Boston & Maine (a)
" Central Vermont (a)
Brattle Station, Mass., Boston & Maine
Bratton's, Va., Virginia & Southwest
Bratton's Bridge, Va., Chesapeake & Ohio
Braucher, W. Va., Western Maryland
Bravo, Mex., Mex. Central
Bravo, Mich., Pere Marquette
Bravo, Tex., Chic. R. I. & El Paso (a)
" Chic. Rk. Isl. & Gulf (a)
Brawley, Cal., Southern Pac
Braxton, Fla., Lv. & Nashv
Braxton, Miss., Gulf & Ship Isl
Braxtons, Ind., Ch. Ind. & Lv
Bray, Cal., Southern Pacific
Brayner, Mo., Ch. Mil. & St. P
Brays, Ont., Can. Pac
Brayton, Fla., Tavares & Gulf
Brayton, Ia., Ch. R. Isl. & Pac
Brayton, Mass., N.Y.N.H. & H
Brayton, Neb., Burl. Route
Brayton Point, Mass., N.Y. New Hav. & Hart
Brayton's, Fla., Atlantic Coast Line
Braytonville, Mass., Fitchburg
Brazier, Tex., Beaum. Sour Lake & W
Braziers, O., Cin. George. & Ports
Brazil, Ind., Cent. Indiana (a)
" Chic. and East. Ill (b)
" Evansv. & Indianap (b)
" Vandalia (c)
(a) and (b) 1 mile apart
(a) and (c) 1 mile apart
(b) and (c) ½ mile apart
Brazil, Ia., Burlington Route
Brazil, Mex., Nat. of Mex
Brazil, Mich., Pere Marquette
Brazil Lake, N.S., Dom. Atl
Brazil Mines, Ala., Southern
Brazilton, Kan., A. T. & S.F
Braznell, Pa., Pennsylvania
Brazoria, Tex., St. L. Brownsv. & Mex
Brazos, Tex., Texas & Pacific
Breakers, Wash., Hwaco
Breathed's, Md., Balt. & Ohio
Breault, Que., Grand Trunk
Breaux Bridge, La., Morgan's La. & Tex
Brechin, Ont., Canadian No. Ont (a)
" Grand Trunk (b)
(a) and (b) about ¼ mi. apart
Breckenridge, Colo., Colorado & Southern
Breckenridge, Ill., Balt. & Ohio Southwest
Breckenridge, Mich., Pere Marquette
Breckenridge, Minn., Great Northern (a)
" Northern Pacific (b)
(a) and (b) ½ mile apart
Breckenridge, Mo., Burlington Route
Breckenridge, Okla., Frisco System
Breckenridge, Que., Can. Pac
Breckinridge, Okla., Frisco System
Bracksville, O., Balt. & Ohio
Breckwoldt, La., Yazoo & Miss. Valley
Brecon, O., Cin. Leb. & North
Breda, Ia., North-West. Line
Bredenbury, Sask., Canadian Pacific
Bredina, Ont., Grand Trunk
Breed, Kan., Atch. Top. & S. Fe
Breed, Wis., No. West. Line
Breeden, W. Va., Norf. & W
Breedens, S.C., Atlantic Coast Line
Breed's, Ill., Tol. Peoria & W
Breedsville, Mich., Pere Marquette
Breese, Ill., Balt. & Ohio S.W
Breesport, N.Y., Lehigh Val
Breezy Point, Minn., Chicago, Mil. & St. Paul
Bremigsville, Pa., Philadelphia & Read
Breland, Miss., Mississippi Central
Bremen, Ga., Central of Georgia (a)
" Southern (c)
Bremen, Ind., Balt. & Ohio
Bremen, Kan., St. Jo. & Gd. I
Bremen, O., C. & M. V (Penna. L) (a)
" Toledo & Ohio Cent (a)
Bremer, Ia., Chic. Gt. West
Bremner, Ont., Can. Pacific
Bremo Bluff, Va., Ches. & Ohio
Bremond, La., New Orl. So
Bremond, Tex., Houston & Texas Cent
Brendlinger, Pa., Pennsylvania
Brenford, Del., Penna
Brenham, Kan., Chic. Rk. Isl. & Pacific
Brenham, Tex., Gulf, Colo. & S. Fe* (a)
" Hous. & Tex. Cent (a)
Brennan, Que., Canadian Pacific
Brennan, S.C., Atlantic Coast Line
Brennan, S.D., No. West. Line
Brennan, Tenn., Nashv. Chat. & St. L
Brennan, Wash., Gt. North
Brennans, Neb., St. Joseph & Gd. Island
Brennemens, W. Va., Pitts. Cin. Chic. & St. L
Brenner, Kan., Burl. Route
Brent, Fla., Louisv. & Nashv
Brent, Mo., Frisco System
Brent, Pa., Penna. Co
Brent Creek, Mich., Gd. Tk
Brentford, S.D., Minn. & St. L
Brenton's, B.C., Esquimalt & Nanaimo
Brentwood, Ark., Frisco Sys
Brentwood, Cal., South. Pac
Brentwood, Ga., Southern
Brentwood, Md., Balt. & Ohio
Brentwood, Mo., Mo. Pacific
Brentwood, N.Y., L. Island
Brentwood, Simcoe District, Ont., Grand Trunk
Brentwood, Tenn., Lv. & Nash
Brereton, Ill., Burlington Route
Brereton, Pa., Allegheny Val
Bresaylor, Saskatchewan, Canadian Northern
Breslau, Neb., Burlington Route
Breslau, Ont., Grand Trunk
Breslay, Que., Canadian Pac
Brethren, Mich., Pere Marq
Breton, Kan., Chic. R. I. & Pac
Breton, Ky., Louisv. & Nash
Bretona, Cal., South. Pacific
Bretton Woods, N.H., Boston & Maine (a)
" Maine Central (a)
Bretz, Preston Co., W. Va., Morgantown & Kingw
Bretzville, Ind., Southern
Brevard, N.C., Southern
Brevard, Pa., Pitts. Cin. Chic. & St. L
Brevator, Minn., Gt. North
Brevator, Mo., Burl. Route
Breveile, La., Texas & Pac
Brevoort's, Ill., C. C. C. & St. L
Brewer, Liberty Co., Ga., Ga. Coast & Piedmont
Brewer, Ill., Chicago and Eastern Ill
" Chicago Southern †
Brewer, Kan., A. T. & S. Fe
Brewer, Miss., Mississippi Eastern
Brewer, Mo., Ches. Perryv. & Ste. Gen
Brewer, Mont., North. Pac
Brewer, W. Va., Norf. & West
Brewer Junc., Me., Me. Cent
Brewersville, Ind., Cleve. Cin. Chic. & St. L
Brewerton, N.Y., N.Y. Cent. & Hud. River
Brewster, Colo., Atch. Top. & Santa Fe
Brewster, Ill., Burl. Route
Brewster, Kan., Chicago, Rk. Isl. & Pac
Brewster, Mass., N.Y.N.H. & H
Brewster, Minn., North-Western Line
Brewster (1), Putnam Co., N.Y., N.Y. Cent. & Hud. River
Brewster (2), Putnam Co., N.Y., N.Y. Cent. & Hud. R (a)
" N.Y. New Hav. & H (a)
Also called Putnam Junc. on N. Y. C. & H. R
Brewster, O., Wh. & Lk. E
Brewton, Ala., Louisv. & Nash
Brewton, Ga., Cent. of Ga (a)
" Wrightsville & Tenn (a)
Breyfogle, Ind., Ch. Ind. & Lv
Briant, Ind., Gd. Rap. & Ind
Briar, Ind., Cleve. Cin. Chic. & St. L
Briar Bluff, Ill., Burl. Route
Briarcliff, N.Y., Central New England
Briarcliff Manor N.Y., N.Y. Cent. & Hud. River
Briar Creek, Pa., Del. L. & W
Briar Hill, Mich., Detroit, Tol. & Ironton
Briarly, Pa., Belleronte Cent
Briartown, Okla., Midland Valley
Brice, Ga., Southern
Brice, Ind., Lake Erie & West
Brice, La., Louisiana & North West
Brice, N.Y., N.Y.C. & H.R
Brice, O., Toledo & Ohio Cent
Brice, Wis., D. So. S. & Atl
Briceiyn, Minn., Chic. Rk. Isl. & Pac (a)
" North-West. Line (b)
Briceton, O., N.Y. Ch. & St. L
Briceville, Tenn., Southern
Brick Church, N.J., D.L. & W
Brick Church, N.Y., Leh. Val
Brickdale, Ky., Louisville & Nashville
Bricker, Ia., Atch. Top. & S. Fe
Brickeys, Mo., Frisco Sys
Brickland, N.M., So. Pacific
Bricks, N.C., Atl. Coast Line
Bricksboro, N.J., Penna
Brickston, Ill., Chicago, Rk. Isl. & Pac
Brickton, Kan., Missouri Pac
Brickton, Mich., Pere Marquette
Brickton, Minn., Great Northern
Brickton, Neb., Burl. Route
Brick Yard, Ia., Waterloo & C. Falls R.T
Brickyard, Mich., Pere Marquette
Brick Yard, Que., Quebec Southern
Brick Yards, Cal., Richmond Belt †
Bridal Veil, Ore., Oregon RR. & Nav. Co
Bridesburg, Pa., Penna
Bridesville, B.C., Gt. North
Bridewell, Md., Balt. & Ohio
Bridge, Elk Co., Pa., Pitts. Shawmut & North
Bridgeboro, Ga., Georgia Northern (a)
" Gulf Line (a)
Bridgeburg, Ont., Grand Trunk (a)
" Michigan Central (b)
" Wabash (c)
(a) and (b) adjacent
Bridgedale, Cal., Los Ang. & Redondo (El)
Bridgeford, Sask., Canadian Pacific
Bridge Fork, Ky., Queen & Cres. Route
Bridgehampton, N.Y., L. Isl
Bridge Junction, Ark., Frisco System (a)
" St. L. Iron Mt. & So (b)
Bridge Junction, Alexander Co., Ill., Chicago & Eastern Ill
Bridge Junc., Cook Co., Ill., Minn. St. P. & Slt. Ste. M
Bridge Junc., Peoria Co., Ill., Iowa Central (a)
" Peoria & Pek. Union (a)
Bridge Junc., St. Clair Co., Ill., Illinois Central
" Toledo, St. Louis & West
Bridge Junction, Tazewell Co., Ill., Lake Erie & Western (a)
" Peoria & Pekin Un (a)
Bridge Junc., Will Co., Ill., Elgin, Joliet & Eastern
Bridge Junction, La., Lk. Charles & North (a)
" Louisiana & Pac (a)
Bridgeport, Ala., Nashv. Chatt. & St. L
Bridgeport, Colo., Den. & R.G
Bridgeport, Ct., N.Y.N.H. & H
Bridgeport, Lawrence Co., Ill., Balt. & Ohio Southwest
Bridgeport, Clarke Co., Ind., Ch. Ind. & Lv
Bridgeport, Marion Co., Ind., Vandalia
Bridgeport, Ia., Burl. Route
Bridgeport, Kan., Mo. Pac (a)
" Union Pacific (b)
(a) and (b) about 100 yards apart
Bridgeport, Mich., Pere Marquette
Bridgeport, Neb., Burl. Rte
Bridgeport, N.J., Penna
Bridgeport, O., Baltimore & Ohio (a)
" Pennsylvania Co (b)
(a) and (b) adjacent
Bridgeport, Okla., Chicago, Rk. Isl. & Pac
Bridgeport, Ore., Salem, Falls City & Ore
Bridgeport, Clearfield Co., Pa., Buffalo, Roch. & Pitts
Bridgeport, Cumberland Co., Pa., Pennsylvania
Bridgeport, Fayette Co., Pa., Monongahela
Bridgeport, Montgomery Co., Pa., Phila. & Reading
Bridgeport, N.S., Sydney & Louisburg
Bridgeport, Tenn., Southern
Bridgeport, Tex., Chicago, Rk. Isl. & Gulf
Bridgeport, Buckingham Co., Va., Chesapeake & Ohio
Bridgeport, Nelson Co., Va., Nelson & Albemarle
Bridgeport, Harrison Co., W. Va., Baltimore & Ohio
Bridgeport, Jackson Co., W. Va., Baltimore & Ohio
Bridgeport, Wis., C. M. & S. P
Bridgeport Junc., Okla., Chicago, Rk. Isl. & Pac
Bridger, La., St. L. I. M. & So
Bridger, Mont., Mont. Wyo. & South (a)
" Northern Pacific (b)
(a) and (b) adjacent
Bridger, Wyo., Union Pacific
Bridges, Chattooga Co., Ga., Central of Georgia
Bridges, Fayette Co., Ga., Southern
Bridges, Mich., Pere Marq
Bridges, Nev., Nevada Cent
Bridge Siding, Ark., Chicago, Rk. Isl. & Pac
Bridge St., N.M., Atch. Top. & Santa Fe
Bridgeton, Ind., Central Indiana
Bridgeton, Mo., Wabash
Bridgeton, N.J., Central of N.J (a)
" Pennsylvania (b)
(a) and (b) ½ mile apart
Bridgeton, N.C., Norfolk & Southern
Bridgeton, Pa., Md. & Penna
Bridgeton, R.I., N.Y.N.H. & H
Bridgeton Junction, N.J., Central of N.J
Bridgetown, N.B., Caraquet
Bridgetown, N.S., Dom. Atl
Bridgeville, Del., Penna
Bridgeville, N.J., Del. Lack. & Western
Bridgeville, N.S., N.S. Steel & Coal Co's Ry
Bridgeville, O., Balt. & Ohio
Bridgeville, Pa., Pitts. Cin. Ch. & St. L (a)
" Wabash Pitts. Term (b)
(a) and (b) ½ mile apart
Bridgewater, Ia., Burl. Route
Bridgewater, Mass., N.Y. New Hav. & Hart
Bridgewater, Me., Bangor & Aroostook
Bridgewater, Mich., Lake Shore & Mich. So
Bridgewater, Minn., Chicago Great Western
Bridgewater, N.H., Boston & Maine
Bridgewater, N.Y., Del. Lack. & West (a)
" Unadilla Valley (c)
Bridgewater, N.C., Southern
Bridgewater, N.S., Halifax & Southwest
Bridgewater, Beaver Co., Pa., Pittsburgh & Lake Erie
Bridgewater, Delaware Co., Pa., Pennsylvania
Bridgewater, S.D., Chicago, Mil. & St. Paul
Bridgewater, Va., Chesapeake Western
Bridgewater Junc., Mass., N.Y New Hav. & Hart
Bridgewater Junction, N.S Halifax & Southwest
Bridgman, Mich., Pere Marquette
Bridgton, Me., Bridgton & Saco Riv
Bridgton Junction, Me., Bridg. & Saco Riv (a)
" Maine Central (a)
Briedwell, Ore., South. Pac
Brielle, N.J., Cent. of N.J (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Brien's, N.F., Reid Newfoundland
Brient, Ont., Algoma Cent. & H. Bay
Brierfield, Ala., Southern

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Brier Hill, N.Y.,
N. Y. Cent. & Hud. Riv
Brier Hill, O., Balt. & Ohio
" Erie
Brier Hill, Pa., Monongahela
Brierly's Brook, N.S.,
Intercolonial
Briery, Va., Virginian
Brigantine Junction, N.J.,
Atlantic City
Brigden, Ont., Mich. Central
Briggs, Miss.,
Yazoo & Miss. Valley
Briggs, Mo., St. Louis & Han
Briggs, Neb., No. West Line
Briggs, Dutchess Co., N.Y.,
Central New Eng (a)
" N.Y.N.H. & Hart (a)
Briggs,
St. Lawrence Co., N.Y.,
N.Y. Cent. & Hud. River
Briggs, O., Baltimore & Ohio
Briggs, Va., Norf. & Western
Briggsdale, O.,
Balt. & Ohio Southw (a)
" Ohio Electric (b)
(a) and (b) ¼ mile apart
Briggs Siding, N.Y.,
Central New England
Briggston, Cal.,
Southern Pacific
Briggston, Ga., Georgia & Fla
Briggston, Pa.,
Pitts. & Lake Erie
Briggsville, Fla.,
Florida East Coast
Brigham, Que., Can. Pacific
Brigham, Utah, O. S. L (a)
" Southern Pacific (b)
(a) and (b) 3 miles apart
Called Zenda on So. Pacific
Brigham Junc., Que., Can. Pac
Brigham Springs, Ore.,
Ore. RR. & Nav. Co
Bright, Miss.,
Yazoo & Miss. Valley
Bright, Ont., Grand Trunk
Bright, Pa., Northern Cent
Bright, Wis., Fairchild & N. E
Brighton, Ark.,
Paragould South-east
Brighton,
Sacramento Co., Cal.,
Southern Pacific
Brighton,
San Mateo Co., Cal.,
Ocean Shore
Brighton, Colo., Union Pac
Brighton, Douglas Co., Ga.,
Southern
Brighton, Irwin Co., Ga.,
Atlanta, Birm. & Atl
Brighton, Macoupin Co., Ill.,
Burl. Route (a)
" Chicago & Alton (b)
(a) and (b) ¼ mile apart
Brighton, Ia., Burl. Route (a)
" Ch. Rock Isl. & Pac (b)
" Iowa Central (c)
(a) and (b) 100 rods apart
(a) and (c) 60 rods apart
Brighton, Ky., Ches. & Ohio
Brighton, Mass., Bost. & Alb
Brighton,
Kalamazoo Co., Mich.,
Kalamazoo, Lk. Sh. & C
Brighton,
Livingston Co., Mich.,
Pere Marquette
Brighton, N.Y., N.Y. C. & H.R
Brighton, Clarke Co., O.,
Ohio Electric
Brighton, Hamilton Co., O.,
Balt. & Ohio So. W (a)
" Chic. Cin. & Louisv (a)
" Cin. Ham. & Day (b)
" Cin. & Westwood (b)
" C. C. C. & St. L (c)
(a) and (b) adjacent
(c) ¼ mile from (a) and (b)
Brighton, Lorain Co., O.,
Wheeling & Lake Erie
Brighton, Ont., Gd. Trunk
Brighton, Lincoln Co., Tenn.,
Nash. Chat. & St. L
Brighton, Tipton Co., Tenn.,
Illinois Central
Brighton, Utah, Union Pac
Brighton Beach,
Los Angeles Co., Cal.,
San Ped. Los Ang. & S. Lk
Brighton Jn., Minn.,
Great Northern
Brighton Park, Ill., Ch. & A (a)
" Grand Trunk (b)
" Illinois Northern †
" Pitts. Cinn. Ch. & St. L (a)
Bright's, Minn., C. M. & St. P
Brights, Miss.,
Yazoo & Miss. Valley
Brights, N.J., Raritan River †
Brightside, Md., North. Cent
Brightwood, Ala., Southern
Brightwood, Ind.,
Cleve. Cin. Ch. & St. L
Brightwood, Mass., Bost. & Me
Brightwood, Pa.,
Pittsburgh & Lake Erie
Brigman, Ala.,
Central of Georgia
Brigus, N.F.,
Reid Newfoundland
Brigus Junction, N.F.,
Reid Newfoundland
Brilhart, Pa., North. Central
Brill, Va., Norfolk & West
Brill, Wis., North-West. Line
Brilliant, Ala., Ill. Cent
Brilliant, O., Penna. Co (a)
" Wheeling & Lk. Erie (b)
(a) and (b) 188 yds. apart
Brilliant, Pa., Pennsylvania
Brillion, Wis., No. West. Line
Brills, N.Y., N.Y. N.H. & H
Brimfield, Ill., Burl. Route
Brimfield, Ind., Lk. Sh. & M. S
Brimfield, O.,
Wheeling & Lake Erie
Brimley, Mich.,
Duluth, So. Shore & Atl
Brimson, Minn.,
Duluth & Iron Range
Brimson, Mo.,
Quincy, Omaha & K. C
Brimstone, Me., Boston & Me
Brimstone Junction, La.,
Brimstone R. R. & C. Co
Brin, Tex., Texas Midland
Brinckerhoff, N.Y.,
Central New England
Bringhurst, Ind., Vandalia
Bringhurst's Siding, Del.,
Baltimore & Ohio
Brinker, Pa., Pennsylvania
Brinkerhoff, Mo.,
Frisco System
Brinker Run Inter., Pa.,
Pennsylvania
Brinkerton, Pa.,
Pennsylvania
Brink Haven, O.,
C.A. & C. (Penna. L) (a)
" Pennsylvania Co (b)
(a) and (b) about ¼ mi. apart
Brinkley, Ark.,
Brink. Helena & L.B (a)
" Chic. Rk. Isl. & Pac (b)
" St. Louis So. West (b)
(a) and (b) adjacent
Brinkley, Va.,
Norfolk & Southern
Brinklow, Ont., Cent. Out
Brinley, Ark., St. L. I. M. & S
Brinley's O., P. C. C. & St. L
Brinsmade, N.D., North. Pac
Brinson, Ga.,
Atlantic Coast Line
Brinton, Pa., Balt. & Ohio
Brinton's Bridge, Pa.,
Philadelphia & Reading
Brisa, Mex., Nat. of Mexico
Brisbane, Ill.,
Elgin, Joliet & East (a)
" Wabash (a)
Brisbin, Mex.,
Veracruz & Pacific
Brisbin, Mont., Nor. Pacific
Brisbin, N.Y., Del. Lack. & W
Brisbin, Pa.,
N.Y. & Pitts. Air Line (a)
" Pennsylvania (b)
(a) and (b) 1 mile apart
Called Beaverton on
N. Y. & P. A. L
Brisbin, Tex.,
Veracruz & Isthmus
Briscoe, Ill.,
Cin. Ham. & Dayton
Briscoe, Mo., St. L. & Han
Briscoe, W. Va.,
Baltimore & Ohio
Brister, Ark.,
Louisiana & North West
Brister, O.,
Ohio River & Western
Brister's Mill, Miss.,
Illinois Central
Bristerville, Miss.,
Natchez, Col. & Mobile
Bristerville Station, Miss.,
Natchez, Col. & Mobile
Bristol, Ark., Chic. R. I. & P
Bristol, Colo.,
Atch. Top. & Santa Fe
Bristol, Ct., N.Y. N. H & H
Bristol, Ga.,
Atlanta, Birm. & Atl
Bristol, Ill., Burl. Route
Bristol, Ind., Lake Sh. & M. S
Bristol, Kan., Mo. Kan. & T
Bristol, Mich., Detroit & Mack
Bristol, N.B., Can. Pacific
Bristol, N.H., Boston & Maine
Bristol, O., Baltimore & Ohio
Bristol, Pa., Pennsylvania
Bristol, R.I., N.Y. N. H. & H
Bristol, S.D., Ch. Mil. & St. P
Bristol, } Tenn.,
Va.,
Holston Valley (a)
" Norfolk & Western (b)
" Southern (b)
" Virginia & So. West (b)
(a) and (b) about 1 mi. apart
Bristol, Vt., Bristol
Bristol, Wash., North. Pac
Bristol, W. Va., Balt. & Ohio
Bristol, Wis., No. West. Line
Bristol Ferry, R.I.,
N.Y. New Hav. & Hart
Bristol Highlands, R.I.,
N.Y. New Hav. & Hart
Bristol Junc, O., Balt. & Ohio
Bristolville, O., Penna. Co
Briston, Md.,
Maryland, Del. & Va
Bristow, Ala., Chatt. South
Bristow, Ia., Chic. Gt. West
Bristow, Ky., Louisv. & Nash
Bristow, Miss.,
Gulf & Ship Island
Bristow, Neb.,
North Western Line
Bristow, Okla.,
Frisco System
Bristow, S.C.,
Bennettsville & Cheraw
Bristow, Va., Southern
Britannia, Ont., Can. Pacific
Britannia Mills, Que., Gd. T
British Columbia Junc., B.C.,
Canadian Pacific
Britt, Ark., St. L. I. M. & S
Britt, Fla., Atl. Coast Line
Britt, Ia., Chic. Mil. & St. P (a)
" Minneapolis & St. L (b)
(a) and (b) 1 mile apart
Brittany, La.,
Colo. So. N. Orl. & Pac (a)
" La. Ry. & Nav. Co (a)
Britten, O.,
Ohio River & Western
Brittian, Ark.,
Chic. Rock Isl & Pac
Brittin, N.D.,
Minn. St. P. & Slt. Ste. M
Brittingham, Mex.,
National of Mexico
Britton, Ark.,
St. Louis South-west
Britton, Mich.,
Lk. Shore & Mich. So (a)
" Wabash (a)
Britton, Minn.,
Duluth & Iron Range
Britton, N.C.,
Aberdeen & Rockfish
Britton, Okla.,
Atch. Topeka & S. Fe
Britton, Ont., Grand Trunk
Britton, S.C.,
Atlantic Coast Line
Britton, S.D., Ch. Mil. & St. P
Britton, Tex.,
Ft. Worth & New Orl
Broadacres, Ore.,
Oregon Electric
Broadalbin, N.Y.,
Fonda, Johnst. & Glov
Broad Brook, Ct.,
N.Y. New Hav. & Hart
Broad Channel, N.Y.,
Long Island
Broad Cove, N.F.,
Reid Newfoundland
Broad Creek, Del., Penna
Broaddus, Tex.,
St. Louis South-west
Broad Ford, Pa.,
Baltimore & Ohio
Broadford Junction, Pa.,
Pittsburgh & Lake Erie
Broadhead, Colo.,
Colorado & Southern
Broadhead, Pa.,
Lehigh & New England
Broadhurst, Ga.,
Atlantic Coast Line
Broadkill, Del., Penna
Broadland, S.D.,
North-Western Line
Broadlands, Ill.,
Chicago and East. Ill
Broadlands, Que.,
Atlantic & Lk. Superior
Broadmead, Ore., So. Pacific
Broadmoor, Ill.,
North-Western Line
Broad Mountain, Pa.,
Phila. & Reading
Broadnax, Va., Southern
Broad Ripple, Ind.,
Ch. Ind. & Lv
Broad Run, Pa., Balt. & Ohio
Broad Run, Va., Southern
Broadview, Ill.,
Illinois Central
" Indiana Harbor Belt †
Broadview, Mont.,
Great Northern
Broadview, Sask.,
Canadian Pacific
Broadwater, Mo.,
St. Louis South-west
Broadwater, Neb.,
Union Pacific
Broadway, Mass.,
Boston & Maine
Broadway, N.J., Del. L. & W
Broadway, N.Y., Long Island
Broadway, N.C.,
Atlantic & Western
Broadway, Union Co., O., Erie
Broadway, S.C.,
Atlantic Coast Line
Broadway, Tenn., Ill. Cent
Broadway, Va., Southern
Broadway Junction, Ia.,
Chicago Gt. Western †
" Waterloo & C. Falls R. T
Broadwell, Cal.,
Tonopah & Tidewater
Broadwell, Ill., Chic. & Alton
Broadwell, Athens Co., O.,
Marietta, Col. & Cleve
Broadwell, O., Norf. & West
Brobston, Ga.,
Atlanta, Birm. & Atl
Brock, Fla., Louisv. & Nashv
Brock, Ill., Chicago So †
Brock, Cherry Co., Neb.,
North-Western Line
Brock, Nemaha Co., Neb.,
Missouri Pacific
Brock, Sask., Can. Northern
Brock, Va., Baltimore & Ohio
Brockdale, La.,
Kentwood & Eastern
Brocket, Alberta, Can. Pac
Brocket, N.D., Great North
Brockman, N.M.,
Lordsburg & Hachita
Brockmans, Cal.,
Nevada-California-Ore
Brockport, N.Y.,
N.Y. Cent. & Hud. Riv
Brockport, Pa., Erie (a)
" Pitts. Shawmut & No (a)
Brock Road, Va., Pot. F. & P
Brock Run, W. Va.,
Holly River & Addison
Brocks, Cal.,
Oregon & Eureka
Brockton, Mass.,
N.Y. New Hav. & Hart
Brockton, Mont., Great Nor
Brockton, Pa., Phila. & Read
Brockville, Ont.,
Brock. W. & Northw (a)
" Canadian Pacific (b)
" Grand Trunk (b)
(a) and (b) ¾ mile apart
Brockville Junction, Ont.,
Canadian Pacific
Brockway Siding, Pa.,
Tionesta Valley
Brockwayville, Pa.,
Buff. Roch. & Pitts (a)
" Erie (b)
" Pennsylvania (c)
" Pitts. Shawmut & No (b)
(a) and (b) ¾ mile apart
(a) and (c) about ¾ mi. apart
(b) and (c) about 130 yards
apart
Brocton, Ala.,
Atlantic Coast Line
Brocton, Ill.,
Cin. Ham. & Dayton (a)
" Toledo, St. L. & West (b)
Depots adjacent
Brocton, N.Y.,
Lk. Shore & Mich. So (a)
" N.Y. Chic. & St. Louis (a)
" Pennsylvania (b)
(a) and (b) adjacent
Brodbeck, Pa.,
Western Maryland
Broderick, Sask., Can. Pac
Brodhead, Ky., Lv. & Nashv
Brodhead, Wis.,
Ch. Mil. & St. Paul
Brodheads Bridge, N.Y.,
Ulster & Delaware
Brodie, N.Y., Pennsylvania
Brodnax, Va., Southern
Brofy, N.D., Northern Pacific
Brogan, Ia., Illinois Central
Brogden, S.C., Atl. Coast Line
Brogueville, Pa.,
Maryland & Penna
Brokaw, Ill., Lk. Erie & West
Brokaw, O., Balt. & Ohio
Brokaw, Wis., Ch. Mil. & St. P
Broken Arrow, Okla.,
Missouri, Kansas & Tex
Broken Bow, Neb.,
Burlington Route
Broken Rock, Pa., Alleg. Val
Brome, Que.,
Canadian Pacific
Bromela, Cal., South. Pac
Bromley, Ia., Iowa Central
Brompton, Ala., Southern
Brompton, Ia., Ch. M. & St. P
Bromptonville, Que.,
Grand Trunk
Bronaugh, Mo., Missouri Pac
Broncho, N.M.,
Atch. Top. & Santa Fe
Bronco, Colo., Burl. Route
Bronco, Ga., Chatt. Southern
Bronson, Fla.,
Seaboard Air Line
Bronson, Ill.,
Chic. and East. Ill (a)
" Cl. Cin. Ch. & St. L (a)
Bronson, Ia., No. West. Line
Bronson, Kan., Mo. Pacific
Bronson, Mich., Lk. Sh. & M. S
Bronson, Minn.,
Minn. St. P. & Slt. Ste. M
Bronson, Ont., Cent. Ontario
Bronson, Tex.,
Gulf, Colo. & Santa Fe
Bronsons, Ky., Ches. & Ohio
Bronson's, N.Y.,
Oneon. & Mohawk V (El)
Bronte, Ont., Canadian Pac †
" Grand Trunk
Bronte, S.D.,
Chic. Mil. & St. Paul
Bronte, Tex.,
Kan. City, Mex. & Orient
Bronwood, Ga., Cent. of Ga
Bronx, Idaho, Gt. Northern
Bronxville, N.Y., N.Y. O. & H R
Bronze, Ala., Southern
Brook, Ind., Chic. and East. Ill
Brook, Pa., Balt. & Ohio
Brookbury, Que., Me. Cent
Brookdale, Cal.,
Southern Pacific
Brookdale, Ill.,
Baltimore & Ohio (a)
" Illinois Central (b)
(a) and (b) about 200 feet
apart
Brookdale, Manitoba,
Canadian Pacific
Brookdale, N.Y., Buff. R. & P
Brookdale, Wash.,
Tacoma & Columbia Riv
Brooke, Va., Rich. Fred. & P
Brookeland, Tex.,
Gulf, Colo. & Santa Fe
Brooker, Fla.,
Seaboard Air Line
Brooker, Ga., Ga. & Fla
Brookes Mills, Pa., Penna
Brookesmith, Tex.,
Frisco System
Brookewood, Va.,
Baltimore & Ohio
Brookfield, Ct., N.Y. N.H. & H
Brookfield, Ga.,
Atlantic Coast Line
Brookfield, Ill., Burl. Route
Brookfield, Ind.,
Cleve. Cin. Chic. & St. L
Brookfield, Mass., Bost. & Alb
Brookfield, Mo., Burl. Route
Brookfield, N.S., Intercol
Brookfield, O., Lk. Sh. & M. So
Brookfield, Ont.,
Grand Trunk (a)
" Michigan Central (b)
" Wabash (a)
(a) and (b) about 1¼ miles
apart
Brookfield Junction, Ct.,
N.Y. New Hav. & Hart
Brookfield Junction, O.,
Lake Shore & Mich. So
Brookfield Junction, Wis.,
Chicago, Mil. & St. Paul
Brookfield Mines, N.S.,
Halifax & Southwest
Brookfields, Mich.,
Manistee & North-east
Brookhaven, Miss.,
Brookhav. & Pearl R (a)
" Illinois Central (a)
" Mississippi Central (a)
Brookhaven, N.Y., Long Isl
B. & P. R. Junction, Miss.,
New Orl. Gt. Northern
Brookholm, Ont., Gd. Trunk
Brookhouse, Ore., Great So
Brookhurst, Cal., So. Pacific
Brookhurst, N.H.,
Boston & Maine
Brookings, Mich.,
Pere Marquette
Brookings, S.D.,
North-Western Line
Brookings, Tex.,
St. L. Brownsv. & Mex
Brookland, Ark.,
St. L. I. M. & So (a)
" St. Louis S.W (b)
Brookland, Ga.,
Register & Glennville
Brookland, N.D., Gt. North
Brookland, Pa., Buff. & Susq
Brookland, Va., Ches. & Ohio
Brooklandville, Md., Penna
Brooklet, Ga.,
Savannah & Statesboro
Brooklin, Ont., Gd. Trunk
Brookline, Ariz.,
Southern Pacific
Brookline, Ill.,
Lake Sh. & Mich. So (a)
" Pennsylvania Co (b)
(a) and (b) adjacent
Brookline, Mass., Bost. & Alb
Brookline, Mo., Frisco Sys
Brookline, N.H.,
Boston & Maine
Brookline Hills, Mass.,
Boston & Albany
Brooklyn, Fla., Ga. So. & Fla
Brooklyn, Ga.,
Seaboard Air Line
Brooklyn, St. Clair Co., Ill.,
Wabash
Brooklyn, Saline Co., Ill.,
Louisville & Nashville
Brooklyn, Ind., Vandalia
Brooklyn, Ia., Chic. R. Isl. & P

Brooklyn, Md., Balt. & Ohio
Brooklyn, Mich., L.S. & M.S
Brooklyn, Miss.,
Gulf & Ship Island
Brooklyn, Mo.,
St. Louis Mer. Br. Ter
Brooklyn, N.B., N.B. & P.E.I
Brooklyn, N.Y.,
Del. Lack. & West †
" Erie †
" Lehigh Valley (a)
" Long Island (b)
" New Jersey & N.Y †
" N.Y. Cent. & Hud. Riv †
" N.Y. Susq. & W †
" Pennsylvania (a)
" South Brooklyn †
" West Shore (a)
Brooklyn, Hants Dist., N.S.,
Dominion Atlantic
Brooklyn, Queens Dist., N.S.,
Halifax & Southwest
Brooklyn, O., Balt. & Ohio
Brooklyn, Wash., North. Pac
Brooklyn, W.Va.,
Chesapeake & Ohio
Brooklyn, Wis.,
North-Western Line
Brooklyn Heights, Ind.,
Cleve. Cin. Chic. & St. L
Brooklyn Hills, N.Y.,
Long Island
Brooklyn Junction, W.Va.,
Baltimore & Ohio
Brookneal, Va.,
Norfolk & Western (a)
" Virginian (b)
(a) and (b) ¾ mile apart
Brookover, O.,
Ohio River & Western
Brook Park, Minn.,
Great Northern
Brook Park, Pa., Penna
Brookport, Ill.,
Illinois Central
Brooks, Ala., Louisv. & Nashv
Brooks, Alberta, Can. Pac
Brooks, Ashley Co., Ark.,
Miss. Riv. Ham. & West
Brooks, Saline Co., Ark.,
Chicago, Rk. Isl. & Pac
Brooks, Fayette Co., Ga.,
Central of Georgia
Brooks, Ia., Burl. Route
Brooks, Kan., Frisco System
Brooks, Ky., Louisv. & Nash
Brooks, La.,
Kentwood & Eastern
Brooks, Me., Maine Central
Brooks, Mass.,
Boston & Maine
Brooks, Bay Co., Mich.,
Grand Trunk
Brooks,
Menominee Co., Mich.,
Wisconsin & Michigan
Brooks, Red Lake Co., Minn.,
Minn. St. P. & Slt. Ste. M
Brooks, St. Louis Co., Minn.,
Minnesota & No. Wisc
Brook's, O., C.C.C. & St. L
Brooks, Pa.,
Buff. & Susquehanna
Brooks, Ore., Southern Pac
Brooks, Tex.,
Gulf & Interstate of Tex
Brooks, W.Va., Ches. & Ohio
Brookshire, Tex.,
Missouri, Kan. & Tex
Brookshurst, Cal., So. Pac
Brookside, Ala., Southern
Brookside, Cal., South. Pac
Brookside,
Fremont Co., Colo.,
Atch. Topeka & Santa Fe
Brookside, Park Co., Colo.,
Colorado & Southern
Brookside, Mass., Bost. & Me
Brookside, N.J.,
New Jersey & Penna
Brookside, N.Y.,
Albany Southern (El)
Brookside, O., Norfolk & West
Brookside, Pa., Cumb. Valley
Brookside, Wis., N.W. Line
Brookside Junction, Colo.,
Atch. Topeka & Santa Fe
Brooks Junction, Mo.,
Frisco System
Brook's Run, W.Va.,
Baltimore & Ohio
Brookston, Ind., Ch. Ind. & Lv
Brookston, Minn.,
Great Northern
Brookston, Pa., Tionesta Val
Brookston, Tex., Texas & Pac
Brooksvale, Conn.,
N.Y. New Hav. & Hart
Brooksville, Fla.,
Atlantic Coast Line (a)
" Tampa Northern (a)
Brooksville, Ky., Brooksville
Brooksville, Miss., Mobile & O
Brookthorpe, Pa., Penna
Brookton, N.Y., Lehigh Val
Brookview, Md.,
Balt. Ches. & Atlantic
Brookview, N.Y., Bost. & Alb
Brookville, Ind.,
Cleve. Cin. Chic. & St. L
Brookville Kan., Union Pac
Brookville, N.B., Intercol
Brookville, O.,
Dayton & Union (a)
" Ohio Electric (b)
" Pitts. Cin. Ch. & St. L (a)
(a) and (b) adjacent
Brookville, Pa.,
Pennsylvania (a)
" Pitts. Shawmut & No (b)
(a) and (b) about ½ ml. apart
Brookville, Wash.,
Puget Sound Electric
Brookwood, Ala., Lv. & Nash
Broomfield, Colo.,
Colorado & Southern
Broomfield, Wash., No. Pac
Broom Hill, Ind., Ch. Ind. & Lv
Broomhill, Manitoba,
Canadian Pacific
Brooten, Minn.,
Minn. St. P. & Slt. Ste. M
Broshears, Ky., Ches. & Ohio
Brosia, W.Va.,
Kanawha & Michigan
Brosseau, Kan., Union Pac
Brosseaus, Que., Gd. Trunk
Brotherhood, S.C.,
Charleston & West. Car
Brothers, Ill., Chic. and E. Ill
Brothers, La.,
Yazoo & Miss. Valley
Brotherton, Tenn.,
Tennessee Central
Broughton, Ga., Cent. of Ga
Broughton, Ill., Lv. & Nashv
Broughton, Kan.,
Ch. Rock Isl. & Pac (a)
" Union Pacific (b)
(a) and (b) 200 yards apart
Broughton, O., N.Y. Ch. & St. L
Broughton, Que., Que. Cent
Brounland, W.Va.,
Chesapeake & Ohio
Broussard, La.,
Morgan's La. & Texas
Brow, Ind.,
Cleve. Cin. Chic. & St. L
Browder, Ky., Lv. & Nashv
Brower, O.,
Balt. & Ohio Southwest
Browerville, Minn.,
Great Northern
Brown, Dallas Co., Ala.,
Southern
Brown, Cal., South. Pacific
Brown, Colo., Rio Grande So
Brown, Morgan Co., Ill.,
Chicago & Alton
Brown, Ky., Ports. & Tyg. Val
Brown, La., Queen & Cres. R
Brown, Montgomery Co, Md.,
Baltimore & Ohio
Brown, Prince George Co.,
Md., Chesapeake Beach
Brown, Middlesex Co., Mass.,
Boston & Maine
Brown, Lincoln Co., Nev.,
San Ped. Los Ang. & S. Lk
Brown, Burlington Co., N.J.,
Pennsylvania
Brown, Middlesex Co., N.J.,
Pennsylvania
Brown, O., C.C.C. & St. L
Brown, Okla., Frisco System
Brown, Hickman Co., Tenn.,
Nashv. Chatt. & St. L
Brown, Harrison Co., W.Va.,
Baltimore & Ohio
Brown City, Mich.,
Pere Marquette
Brown City, W.Va.,
Chesapeake & Ohio
Brown Deer, Wis.,
Chicago, Mil. & St. Paul
Browndell, Tex.,
Gulf, Colo. & Santa Fe*
Browne, N.B., Can. Pacific
Brownell, Kan., Mo. Pacific
Brownell, Minn., North. Pac
Brownell's, Mich., Mich. Cent
Brownes, Mont.,
Oregon Short Line
Brownfield, Ill., Illinois Cent
Brownfield, Me., Maine Cent
Brownfield, Miss.,
New Orl. Mobile & Chic
Brownfield, Pa.,
Baltimore & Ohio (a)
" Pennsylvania (b)
Depots adjacent
Brownhelm, O., Lk. Sh. & M. S
Brown Hill, Ont., Gd. Trunk
Brown Hill, Va., Norf. & West
Browning, Ill. Burl. Route
Browning, Miss.,
Southern in Miss
Browning, Mo., Burl. Route
Browning, Mont., Gt. North
Brownington, Mo.,
Frisco System
Brownlee, La., St. L. So. West
Brownlee, Pa.,
N.Y. Cent. & Hud. Riv
Brownlee, Sask., Can. Pac
Brownlee, Wis.,
Minn. St. P. & Slt. Ste. M
Brownlow, Ala.,
Tombigbee & Northern
Brown's, Montg'y Co., Ala.,
Western of Alabama
Browns, Conn., N.Y.N.H. & H
Brown's, Fla.,
Florida & Georgia †
Brown's, Baldwin Co., Ga.,
Georgia
Browns, Bartow Co., Ga.,
Seaboard Air Line
Brown's, Henry Co., Ga.,
Southern
Brown's, Edwards Co., Ill.,
Illinois Central (a)
" Southern (a)
Brown's, Ia., Chic. Mil. & St. P
Browns,
East Feliciana Co., La.,
Yazoo & Miss. Valley
Brown's,
Plymouth Co., Mass.,
N.Y. New Hav. & Hart
Brown's, Boone Co., Mo.,
Wabash
Brown's, Newton Co., Mo.,
Missouri Pacific
Brown's,
Beaverhead Co., Mont.,
Oregon Short Line
Brown's,
Deerlodge Co., Mont.,
Butte, Anaconda & Pac
Browns, Washoe Co., Nev.,
Virginia & Truckee
Brown's, N.J., Pennsylvania
Brown's, N.C., Southern
Brown's, Clarke Co., O.,
Cleve. Cin. Chic. & St. L
Brown's, Clinton Co., Pa.,
N.Y. Cent. & Hud. Riv
Browns, S.C., Atl. Coast Line
Browns, Tenn.,
Tennessee & North Car
Brown's, Wash.,
Seattle & Internat
Browns, Fayette Co., W.Va.,
Chesapeake & Ohio
Brown's, Mason Co., W.Va.,
Baltimore & Ohio
Brownsboro, Ala., Southern
Brownsboro, Tex., St. L. S. W
Brownsburg, Ill.,
St. L. Iron Mt. & So (a)
" St. Louis Southwest (a)
Brownsburg, Ind.,
Cleve. Cin. Chic. & St. L
Brown's Canon, Colo.,
Denver & Rio Grande
Brown's Corners, Ont.,
Canadian Pacific
Brown's Crossing, B.C.,
Great Northern
Brownsdale, Minn.,
Chicago, Mil. & St. Paul
Brownsdale, Pa.,
Pittsburgh & Lake Erie
Brownsdale, W.Va.,
Pitts. Cin. Chic. & St. L
Brown's Hill, S.C.,
Charleston & West. Car
Brown's Junction, Nev.,
Southern Pacific
Brown's Mill, Ga.,
Atlantic Coast Line
Brown's Mill, Mich.,
Michigan Central
Brown's Mills, N.J., Penna
Brown's-Mills-in-the-Pines,
N.J., Pennsylvania
Brown's Mills Junc., N.J.,
Pennsylvania
Brown's Mine, Ala.,
Frisco System
Brownson, Neb., Un. Pacific
Brown's Point, N.S.,
Intercolonial
Brown's Spring, Mo.,
St. Louis, Iron Mt. & So
Brown's Springs, N.C.,
Southern
Brown's Station, N.Y.,
Ulster & Delaware
Brownston, Miss.,
Yazoo & Miss. Valley
Brownstone, Kan.,
Frisco System
Brownstone, Mich.,
Duluth, So. Shore & Atl
Brownstone, N.C.,
Raleigh & Western
Brownstone, Pa.,
Brownstone & Mid
Brownstone Junction, Pa.,
Phila. & Reading
Brownstown Ill., Vandalia
Brownstown, Ind.,
Balt. & Ohio Southwest
Brown's Summit, N.C.,
Southern
Brown's Valley, Ind.,
Vandalia
Brown's Valley, Minn.,
Great Northern
Brownsville, Fla.,
Atlantic Coast Line
Brownsville, Ill.,
Clev. Cin. Chic. & St. L
Brownsville, Ind., Cin. H. & D
Brownsville, Md., Balt. & Ohio
Brownsville, Minn.,
Chic. Mil. & St. Paul
Brownsville, Ont., Mich. Cent
Brownsville, Ore., So. Pac
Brownsville, Fayette Co., Pa.,
Monongahela (a)
" Pennsylvania (a)
" Pitts. & Lake Erie (a)
Brownsville, Tenn., Lv. & N
Brownsville, Tex., Rio Gr (a)
" St. L. Brown'v. & Mex (b)
(a) and (b) about ½ ml. apart
Brownsville,
Lewis Co., W.Va.,
Baltimore & Ohio
Brownsville Junction, Pa.,
Monongahela (a)
" Pennsylvania (a)
" Pittsburgh & Lake Erie
Brownsville Road, Pa.,
West Side Belt
Brownton, Minn., C.M. & St. P
Brownton, Pa.,
Maryland & Penna
Browntown, O.,
Ohio River & Columbus
Browntown, Wis., C.M. & St. P
Brownville, S.C.,
Bennettsville & Cheraw
Brownville, Fla.,
Charlotte Harbor & No
Brownville, Ill.,
Clev. Cin. Chic. & St. L
Brownville, Me.,
Bangor & Aroostook
Brownville, Neb.,
Burlington Route
Brownville,
Jefferson Co., N.Y.,
N.Y. Cent. & Hud. Riv
Brownville Junction, Me.,
Bangor & Aroostook (a)
" Canadian Pacific (b)
(a) and (b) adjacent
Brownwood, Mo., Frisco Sys
Brownwood, Tex.,
Frisco System (a)
" Gulf, Col. & S. Fe* (b)
(a) and (b) about ½ ml. apart
Brownwood, W.Va.,
Chesapeake & Ohio
Broxton, Ga.,
Fitzg. Ocilla & Brox (a)
" Georgia & Florida (b)
(a) and (b) about 100 yards apart
Broxton, Pa.,
Pitts. Cin. Chic. & St. L
Brubaker, Ill., Ch. and E. Ill
Bruce, Alberta,
Grand Trunk Pacific
Bruce, Colo., Great West
Bruce, Ill., Wabash
Bruce, Kan., Frisco System
Bruce, Fleming Co., Ky.,
Louisville & Nashville
Bruce, Lewis Co., Ky.,
Chesapeake & Ohio
Bruce, Itasca Co., Minn.,
Great Northern
Bruce, Rock Co., Minn.,
Illinois Central
Bruce, Ont., Canadian Pac
Bruce, York Co., Pa.,
Maryland & Penna
Bruce, S.D., North-West. Line
Bruce, Tex., Orange & N.W
Bruce, Va., Atl. Coast Line
Bruce, Wis.,
Minn. St. P. & Slt. Ste M
Bruceefield, Ont., Gd. Trunk
Bruce Lake, Ind., Vandalia
Bruces, Tenn., Mobile & Ohio
Bruce's Crossing, Mich.,
Duluth, So. Shore & Atl
Bruce's Mine, Kan.,
Frisco System
Bruceton, Pa., Balt. & Ohio (a)
" West Side Belt (b)
(a) and (b) 100 yards apart
Bruceville, Ind., Vandalia
Bruceville, Md., Penna (a)
" Western Maryland (a)
Bruceville, Tex.,
Mo. Kan. & Texas
Brucheal, Que., Can. Pacific
Bruckarts, Pa., Phila. & Read
Brudenell, P.E.I.,
Prince Edward Island
Bruderheim, Alberta,
Canadian Northern
Brudewold, Pa., Balt. & Ohio
Bruff, Tex.,
Warren & Cors. Pacific
Brugada, Mex., Mexican
Brughier Bridge, Ia.,
Chicago, Mil. & St. Paul
Bruillet, Ind.,
Evansv. & Terre Haute
Bruin, Pa., Baltimore & Ohio
Bruin Inn, Colo.,
Colo. Spgs. & Cr. Ck. Dist
Brule, Neb., Union Pacific
Brule, Douglas Co., Wis.,
Northern Pacific
Brule, Florence Co., Wis.,
North-Western Line
Brule Lake, Ont.,
Grand Trunk
Brumbaugh, N.D.,
Minn. St. P. & Slt. Ste. M
Brumbaugh, Pa.,
Hunt. & Broad Top Mt
Brumby, Ga., Cent. of Ga
Brumfield, Ky., Lv. & Nash
Brummet, Ky., Lv. & Nashv
Brundage, N.Y.,
Bath & Hammondsport
Brundige, Ala.,
Atlantic Coast Line
Brunel, Ont., Can. Pacific
Bruner's, O., Lake Erie & W
Brunet, Wis., No. West Line
Brungard, Pa.,
White Deer & Loganton
Bruning, Neb., Burl. Route
Bruniville, Tex.,
National of Mexico
Brunkild, Man., Can. North
Brunner, Ont., Grand Trunk
Bruno, Minn., Gt. Northern
Bruno, Neb., No. West. Line
Bruno, O., Baltimore & Ohio
Bruno, Saskatchewan,
Canadian Northern
Bruns, La., Yazoo & Miss. V
Brunson, Minn., Great North
Brunson, N.C., Atl. Coast Line
Brunson, S.C.,
Charleston & West. Car
Brunswick, Ga.,
Atlanta, Birm. & Atl (a)
" Atlantic Coast Line (b)
" Southern (b)
Brunswick, Me., Maine Cent
Brunswick, Md., Balt. & Ohio
Brunswick, Mich.,
Pere Marquette
Brunswick, Mo., Wabash
Brunswick, Neb., Burl. Route
Brunswick, Ont., Gd. Trunk
Brunswick, Tenn., Lv. & Nash
Brunswick, Tex.,
St. Louis South-west
Brush, Colo, Burl. Route
Brush Creek,
Rockcastle Co., Ky.,
Louisville & Nashville
Brush Creek, Mo., Frisco Sys
Brush Creek, O., Zanesv. & W
Brush Creek, Tenn.,
Tennessee Central
Brush Fork Junction, O.,
Hocking Valley
Brush Junction, Ill., Ill. Cent
Brush Lake, O.,
Pitts. Cin. Chic. & St. L
Brush Prairie, Wash.,
Northern Pacific
Brush Run, Adams Co., Pa.,
Western Maryland
Brush Run Junction, Pa.,
Pitts. Summerv. & Clar
Brushs, Vt.,
Hardwick & Woodb
Brushton, N.Y., Rutland
Brushton, Pa., Pennsylvania
Brushton, W.Va.,
Chesapeake & Ohio
Brushvale, Minn., Gt. North
Brushwood Lake, Mo.,
Missouri, Kansas & Tex
Brushy, Ia., Crooked Creek
Brushy, Okla.,
Kansas City Southern
Brusle Landing, La., Tex. & P
Brussels, Ont., Grand Trunk
Bruton, Miss.,
Yazoo & Miss. Valley
Brutons, Mo., Frisco System
Brutus, Mich., Gd. Rap. & Ind
Bryan, Ala., Southern
Bryan, Hopkins Co., Ky.,
Illinois Central
Bryan, Jefferson Co., Ky.,
Southern
Bryan, Dunklin Co., Mo.,
Frisco System
Bryan, N.C.,
Norfolk & Southern
Bryan, O., Cin. North (a)
" Lake Sh. & Mich. So (b)
(a) and (b) ½ mile apart
Bryan, S.C.,
Georgetown & West
Bryan, Tex.,
Hous. & Texas Cent (a)
" Internat. & Gt. North (b)
Bryan, Wyo., Union Pacific
Bryanhope, Pa.,
Mt. Jewett, Kins. & Rit
Bryan's Callaway Co., Mo.,
Chicago & Alton
Bryansville, Pa.,
Maryland & Penna
Bryant, Saline Co., Ark.,
St. Louis, Iron Mt. & So
Bryant, Colo., Colo. Midland
Bryant, Ga., Central of Ga
Bryant, Ill., Burl. Route
Bryant, Clinton Co., Ia.,
North-Western Line
Bryant, Polk Co., Ia., Wabash
Bryant, Ky., Louisv. & Nashv
Bryant, Mich.,
Au Sable & North-west
Bryant, Miss., Ill. Central
Bryant, Okla., Frisco System
Bryant, Pa., Balt. & Ohio
Bryant, S.D., Chic. Mil. & St. P
Bryant, Tenn.,
Nashv. Chat. & St. Louis

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Bryant,Wash.,North,Pacific
Bryant,Wis., No.West.Line
Bryants,La.,
St.Louis,Iron Mt.& So
Bryantsburg, Ia.,
Chicago,Rk.Isl.& Pac
Bryant's Ford, Ky.,
Louisville & Nashville
Bryant's Pond, Me.,
Grand Trunk
Bryants Spur,Ark.,
Fordyce & Princeton +
Bryant's Spur, La.,
MillCrk.&L.R.Ry.&N+
„ St.Louis.Iron Mt.& So
Bryar, O., Det.Tol.& Ironton
Bryce,Ala., Mobile & Ohio
Bryce,Ill.,
Chicago and East.Ill
Bryden,W.Va., Balt.& Ohio
Bryden Jn.,Ill., Mob.& Ohio
Brydens, Ill., Illinois Cent
Brydon, Md., Balt. & Ohio
Bryman, Cal.,
A.T.&S.F.,Coast Lines*
Bryn Athyn,Pa.,
Phila.& Reading
Bryner,Pa., Balt.& Ohio
Bryn Mawr, Ill., Ill.Cent
Bryn Mawr,Pa., Penna
Bryn Mawr Park, N.Y.,
N.Y.Cent.& Hud.Riv
Brynton, Ala.,
Birmingham South+
Bryon's, Pa.,
Williamsp.& No.Br
Bryson,Mont.,
Chicago,Mil.&PugetSd
Bryson,N.C., Southern
Bryson,O., P.C.C.& St.L
Bryson,Tex., Chic.R.I.&Gulf
Bryson Mountain,Tenn.,
Louisville & Nashville
Brysons, Que., Grand Trunk
Buchalter,Ga., Cent.of Ga
Buchan, Ariz., South. Pacific
Buchan, Manitoba,
Canadian Pacific
Buchanan,Ark., La.& Ark
Buchanan,Fla.,
Atlantic Coast Line
Buchanan,Haralson Co.,Ga.,
Central of Georgia
Buchanan, Ia.,
Chicago,Rk.Isl.& Pac
Buchanan,Ky., Ches.& Ohio
Buchanan, Mich.,
Michigan Central (a)
„ Pere Marquette (b)
(a) and (b) adjacent
Buchanan, N.M.,
Atch. Top. & Santa Fe
Buchanan,N.D., No. Pacific
Buchanan,O.,
Ohio River & Western
Buchanan,CrawfordCo.,Pa.,
Erie
Buchanan,Greene Co., Pa.,
Waynesburg & Wash
Buchanan,Sask.,
Canadian Northern
Buchanan, Va.,
Chesapeake & Ohio (a)
„ Norfolk & Western (b)
(a) and (b) about ¼ mi.apart
Buchanan's Road,Pa.,Penna
Buchel, Tex.,
San Ant.& Arans. Pass
Bucher's Mill, Pa.,
Tionesta Valley
Buchhannock,Ga., South
Buchli, Cal.,
Southern Pacific
Buchtel, Colo.,
Atch. Top. & Santa Fe
Buchtel,O., Hocking Valley
Buchwalter,O.,
Detroit,Tol.& Ironton
Buck,Okla., Mo.Kan.& Tex
Buck, Tex., Hous.E.& W.Tex
Buckatunna,Miss., Mob.& O
Buckbee,Ill., Ill.Is.& Minn
Buckbee,Wis.,
North-Western Line
Buck Brook, Vt.,
Hardwick & Woodb
Buck Creek,Ind., Wabash
Buck Creek,Kan.,Union Pac
Buckeye, Ark.,
Paragould & Memphis
Buckeye,Cal., South. Pacific
Buckeye,Ind., T.St.L.& W
Buckeye, Ia.,
St.Paul & Des Moines
Buckeye,Mo., St.L.I.Mt.& So
Buckeye,O., Balt.& Ohio (a)
„ Zanesville & West (a)
Buck Eye,Pa., Balt.& Ohio
„ Pennsylvania
Buckeye,Tenn., Southern
Buckeye,Tex.,
St.L.Brownsv.& Mex
Buckeye,Wash.,Great North
Buckeye,W.Va.,Ches.&Ohio
Buckeye Lake, O.,
Ohio Electric
Buckeye Mills, Ark.,
Chicago,Rk.Isl.& Pac
Buckeystown,Md.,
Baltimore & Ohio

Buckfield, Me.,
Maine Central
Buck Grove,Ia., Ch.M.& St.P
Buckhannon, W.Va.,
Baltimore & Ohio
Buckhart,Ill.,
Cin.Ham.& Dayton
Buckhead,Ga., Georgia
Buck Hill,N.J., Atlantic City
Buckholts,Tex.,
Gulf,Colo.& Santa Fe*
Buckhorn,Ark.,
St.L.Kennett & S.E
Buckhorn,Cal., So.Pacific
Buckhorn,O.,
Cin.Ham.& Dayton
Buckhorn,Pa.,
Susq.Bloomsb.& Ber
Buckhorn,W.Va.,
Baltimore & Ohio
Buckhorn,Wyo.,
Colorado & Southern
Buckingham,Colo.,
Burlington Route
Buckingham,Idaho,
Payette Valley
Buckingham,Ill.,Ill.Central
Buckingham,Ia.,
North Western Line
Buckingham, N.J., Penna
Buckingham,O.,
Zanesville & Western
Buckingham,Pa.,
Phila.& Reading
Buckingham Junction,Que.,
Canadian Pacific
Buckland,Ct.,N.Y.N.H.& H
Buckland, Mass.,
Boston & Maine
Buckland,O., Lake Erie & W
Buckley, Ill., Illinois Central
Buckley, Mich.,
Manistee & Northeast
Buckley,Mo., St.L.& San F
Buckley, N.H., Boston & Me
Buckley,Pierce Co., Wash.,
Northern Pacific
Buckleys,Pa., Phila.& Read
Bucklin, Kan.,
Chicago, Rk.Isl.& Pac
Bucklin, Mo.,
At.Top.& Santa Fe (a)
„ Burlington Route (b)
(a) and (b) about ½ mi.apart
BuckLodge,Md., Balt.& Ohio
Buck Lodge, Tenn., Lv.& N
Buckman,N.M.,
Denver & Rio Grande
Buck Mountain,Pa.,
Lehigh Valley (a)
„ Pennsylvania (a)
„ Phila.& Reading (b)
(a) and (b) about ¼ mi.apart
Buckner, Ark.,
St.Louis South-west
Buckner,Ill., Illinois Central
Buckner,Ky., Lv.& Nashv
Buckner, Miss.,
Southern in Miss
Buckner,Mo., Missouri Pac
Buckner,Va., Ches.& Ohio
Bucknum,Wyo.,
No.West.Line
Buckroe,Mich.,
Marquette & Southeast
Buck Run, Chester Co., Pa.,
Pennsylvania
Bucks, Mich., Mich.Central
Bucks,S.D., Burl.Route
Buck's,Vt., St.J.& Lk.Cham
Bucks Bayou,Tex.,
Galv.Harrisb.& San Ant
Bucks Cross, Ala., South
Buck's Crossing, O.,
Pennsylvania Co
Buckskin,Ind., Evans.& Ind
Buckskin, Ont.,
Canadian Pacific
Bucksport,Cal.,
San Francisco & N.W*
Bucksport,Me., Maine Cent
Bucksport Centre, Me.,
Maine Central
Bucks Swamps,S.C.,
Atlantic Coast Line
Buckton,Va., Southern
Bucktooth,N.Y., Erie
Bucoda, Mo., Frisco System
Bucoda, Wash., No.Pacific
Buctouche, N.B.,
Moncton & Buctouche
Bucyrus, Kan., Mo.Pacific
Bucyrus, N.D.,
Chicago,Mil.&PugetSd
Bucyrus, O.,
Pennsylvania Co (b)(c)
„ Toledo & Ohio Cent (a)
(a) and (b) adjacent
(a) and (c) 2500 feet apart
(b) and (c) about ¼ mile apart
Bud, W.Va., Virginian
Buda,Colo., Great Western
Buda, Ill.,
Burlington Route (a)
„ North-West.Line (b)
(a) and (b) 1½ miles apart
Buda,Ky., Illinois Central
Buda,Neb., Union Pacific

Buda,Ont., Can.Pacific
Buda,Tex., Int.& Gt.North
Buda, Wis., Wisconsin&Mich
Buda Junction,Fla.,
Seaboard Air Line
Budd,Ill., Chic.Ind.& South
Budd,Ia., Chic.Great West
Budd's Mill, Ont., Gd.Trunk
Budley,Wis.,
La Crosse & So.East
Budwig, Ala.,
Louisville & Nashville
Buechel,Ky., Southern
Buehl, Utah,
San Ped.Los Ang.&S.Lk
Buek, Ala.,
Louisville & Nashville
Buell,Ariz., SouthernPacific
Buell, Ark., St.L.Ir.Mt.& So
Buell,Mo., Burl.Route
Buena, Cal.,
A.T.&S.F., CoastLines*
Buena,N.J., Pennsylvania
Buena,Va., Southern
Buena Park,Cal., So.Pacific
Buena Park, Ill.,
Chicago,Mil.& St.Paul
Buena Vista,Ark.,
St.Louis South-west
Buena Vista,
Nevada Co., Cal.,
Nevada County N.G
Buena Vista,
Sonoma Co., Cal.,
Northwestern Pacific
Buena Vista, Colo.,
Colo.& Southern (a)
„ Colorado Midland (b)
„ Denv.& Rio Grande (c)
(a) and (b) 1 mile apart
(a) and (c) 1-8 mile apart
(b) and (c) about ½ mi.apart
Buena Vista,
Dade Co., Fla.,
Florida East Coast
Buena Vista,Ga.,Cent.of Ga
Buena Vista, Ill., Ill.Cent
Buena Vista,Clayton Co.,Ia.,
Chicago, Mil.& St.Paul
Buena Vista, Lee Co., Ia.,
Chic. Rock Island & Pac
Buena Vista,Ky., Chesa.& O
Buena Vista, Md.,
Wash.Balt.& Annap.El
Buena Vista (1),Coahuila,
Mex., National of Mex
Buena Vista (2),Coahuila,
Mex., National of Mex
Buena Vista, Hidalgo,Mex.,
National of Mexico
Buena Vista,Sonora,Mex.,
West Coast Route
Buena Vista,Vera Cruz,Mex
Interoceanic of Mex
Buena Vista, Mich., Mich.C
Buena Vista,N.C.,Southern
Buena Vista,
Allegheny Co., Pa.,
Pittsburgh & Lake Erie
Buena Vista, Butler Co., Pa.,
Western Allegheny
Buena Vista,
Indiana Co., Pa.,
Pennsylvania
Buena Vista,S.D.,
Burlington Route
Buena Vista,Tenn.,
Nash.Chat.& St.Louis
Buena Vista, Utah,
San Ped.LosAng.&S.Lk
Buena Vista, Va.,
Chesapeake & Ohio (a)
„ Norfolk & Western (b)
(a) and (b) about 180 yards apart
Buena Vista Spring,
Washington Co., Md.,
Western Maryland
Buen Pais,Mex., Veracruz
Buffalo, Ala., Central of Ga
Buffalo, Ark.,
St.Louis,Iron Mt.& So
Buffalo, Jefferson Co., Colo.,
Colorado & Southern
Buffalo,Ill.,Wabash
Buffalo,Ia., Chic.Mil.& St.P
„ Chicago,Rk.Isl.& Pac
Buffalo,Kan., Mo.Pacific
Buffalo,Minn.,
Minn.St.P.& S.Ste.M
Buffalo, Miss.,
Yazoo & Miss. Valley
Buffalo, Mont., Gt. North

Buffalo, N.Y.,
Buff.& Lk.E.Tr (El)
„ Buffalo & Susq (a)
„ Buff.Roch.& Pitts (a)
„ Del.Lack.& West (b)
„ Erie (c)
„ Grand Trunk (a)(d)
„ International (El) (e)
„ Lake Sh.& Mich.So (a)
„ Lehigh Valley (d)
„ Michigan Central (a)
„ N.Y.Cent.& Hud.R (a)
„ N.Y.Chic.& St.Louis (c)
„ Pennsylvania (a)
„ Pere Marquette +
„ South Buffalo (b)
„ Wabash (c)
„ West Shore (a)
(a) and (b) about ½ mile apart
(a) and (c) adjacent
(a) and (d) about ¼ mile apart
(b) and (c) about ½ mile apart
(b) and (d) about ¼ mile apart
(c) and (d) about ½ mile apart
(e) about ½ mile from (a), (b), (c) and (d)
Transfer between depots for passengers and baggage
Buffalo,N.D., North. Pacific
Buffalo,O.,Baltimore & Ohio
Buffalo,S.C.,
Union & Glenn Springs
Buffalo, Carroll Co., Tenn.,
Nash.Chat.& St.Louis
Buffalo,Tex., Int.& Gt.No
Buffalo,Va., Norfolk & West
Buffalo,Putnam Co.,W.Va.,
Kanawha & Michigan
Buffalo Bluff, Fla.,
Atlantic Coast Line
Buffalo Bridge, Pa.,
Baltimore & Ohio
Buffalo Center, Ia.,
Chicago,Rk.Isl.& Pac
Buffalo Creek, N.Y.,
Buffalo, Roch.& Pitts
Buffalo Creek,W.Va.,
Norfolk & Western
BuffaloCreek Crossing,N.Y.,
Pennsylvania
Buffalo Creek Junc., N.Y.,
Erie
„ Pennsylvania
Buffalo Gap,S.D.,
North Western Line
Buffalo Hart, Ill., Ill.Central
Buffalo Junction, N.Y.,
N.Y.Chic.& St.Louis
Buffalo Junction,Va.,
Southern
Buffalo Lake, Minn.,
Chicago,Mil.& St.Paul
Buffalo Lick Springs, S.C.,
Southern
Buffalo Lithia Springs,
Mecklenburg Co.,Va.,
Southern
Buffalo Mills, Pa., Penna
Buffalo Park,Kan., Un.Pac
Buffalo Road,Vt.,
Hardwick & Woodb
Buf. Roch.& Pitts.Jn., N.Y.,
Buf.Roch.& Pitts (a)
„ Del.Lack.& West (a)
Called D.L.& W. Junc.on Buffalo, Roch.& Pitts
Buf.Roch.& Pitts.Junc.,
Clearfield Co., Pa.,
N.Y.Cent.& Hud.Riv
Buffalo Run, Md., Balt.& O
Buffalo Springs, N.D.,
Chicago, Mil & PugetSd
Buffalo Springs,
Nelson Co.,Va.,
Chesapeake & Ohio
Buffalo Valley, Tenn.,
Tennessee Central
Buffaloville, Ind., Southern
Buff City,Kan., Mo.Pacific
Buffington,Ind.,
Elgin, Joliet & East+
„ Lk.Shore & Mich.So (a)
„ Pennsylvania Co (b)
(a) and (b) about ¼ mile apart
Buffington, Ky.,
Cin.New Orl.& Tex.Pac
Buffington,Minn., No.Pac
Buffington, Mo.,
St.Louis, Iron Mt.& So
Buffington,Pa., Penna
Buff Ridge,Ind., So.Indiana
Bufkin,Tex.,
Internat.& Gt.North
Buford, Ga., Southern
Buford,Mont., No.Pacific
Buford,N.D., Great North
Buford,Nelson Co.,Va.,
Chesapeake & Ohio
Buford,PittsylvaniaCo.,Va.,
Danville & Western
Buford,Wyo., Union Pacific
Buford Lake,Miss.,
Yazoo & Miss.Valley
Bufords,Tenn., Lv.& Nash
Bugh, Miss., Illinois Central

Buhach,Cal., Southern Pac
Buhl,Ala., Mobile & Ohio
Buhl, Idaho, Ore.Short Line
Buhl,Minn., Great Northern
Buhler,Kan., Frisco System
Buhls,Pa., Baltimore & Ohio
Buies,N.C., Atl.Coast Line
Buladeen,Tenn.,
Virginia & Southwest
Bulger,Pa., P.C.C.& St.L
Bulkley, La., St.Louis So.W
Bull,W.Va., Norf.& West
Bullard,Fresno Co., Cal.,
A.T.& S.F.,Coast Lines*
Bullard,Eldorado Co., Cal.,
Southern Pacific
Bullard,Ga., Southern
Bullard, Ia., Burl.Route
Bullard,Tex.,St.Louis So.W
Bullards,N.C.,
Atlantic Coast Line
Bullard Shoals, Ala.,
Louisville & Nashville
Bull Branch,W.Va.,
Norfolk & Western
Bull Creek,Tenn.,Tennessee
Buller,Ont., Canadian Pac
Bullfrog, Nev.,
Bullfrog Goldfield
Bullfrog Junction, Nev.,
Tonopah & Goldfield
Bull Hill,Colo., Mid.Term
Bullion, La.,
Colo.So.N.Orl.& Pac (a)
„ La.Ry.& Nav.Co (c)
Bullion, Mo.,
Quincy, Omaha & K.C
Bullis Mill,Pa., Penna (c)
„ Pitts.Shawm.& No (a)
Bullitts,Ky., Lv.& Nashv+
Bull Mountain, Mont., N.Pac
Bullochville,Ga.,
Atl.Birm.& Atl (a) (b)
„ Southern (c)
(a) and (b) 6-10 mile apart
(b) and (c) called Warm Springs
Bullocks,N.C., Southern
Bullocks Point,R.I.,
N.Y.New Hav.& Hart
Bull Run, Tenn.,
Tennessee Central
Bull Run Bridge,Tenn.,
Southern
Bull Run Bridge,Va.,
Southern
Bulls,S.C., Atl.Coast L
Bulls Gap,Tenn., Southern
Bull Head, Alberta,
Canadian Pacific
Bull Valley, Pa.,
Brownstone & Mid
Bullville,N.Y., Erie
Bulow,S.C., Atl.Coast L
Bulstrode,Que., Gd.Trunk
Bulwer,Que., Can.Pacific
Bulwer Junction,Minn.,
Minn.St.P.& S.Ste.M
Bulyea, Sask., Canadian Pac
Bumpass,Va., Chesa.& Ohio
Buna,N.M., El Paso & So.W
Buna,Tex.,
Gulf,Colo.& S.Fe* (a)
„ Orange&Northwest (a)
Bunbury,P.E.I., Pr.Ed.Isl
Bunceton,Mo., Missouri Pac
Bunch, Ark., St.Louis So.W
Bunch, Okla.,
Kansas City Southern
Bunch,Tex.,
Beaum.SourLake & W
Buncloudy, Manitoba,
Great Northern
Buncombe, Ill.,
Chicago and East.Ill
Buncombe,Wis.,
North Western Line
Bundicks,La., La.& Pacific
Buney, Cal.,
Los Angeles-Pac (El)
Bundy's,N.Y.,N.Y.Ont.& W
Bundysburg,O.,
Baltimore & Ohio
Bunker,Mo., Mo.South
Bunker, Wis.,
Chic.Mil.& St.Paul
Bunker Hill,Colo.,
Colorado & Southern
Bunker Hill, Ill.,
Cleve.Cin.Chic.& St.L
Bunker Hill,Ind.,
Lake Erie & West (a)
„ Pitts.Cin.Ch.& St.L (a)
Bunker Hill,Kan.,Union Pac
Bunker Hill, Miss.,
Gulf & Ship Island
Bunker Hill,Pa.,Phil.& Read
Bunker Hill, Tex.,
Orange & Northwest
Bunker Hill, W. Va.,
Cumberland Valley
Bunkers, Ariz.,
Morenci Southern
Bunkie, La., Texas & Pacific
Bunn, Ark., Chic.Rk.I.& Pac
Bunn,Idaho,North.Pacific
Bunn,Mich., Pere Marq
Bunnell, Fla., Fla. E. Coast
Bunn Level, N.C.,
Raleigh & Southport
Bunola,Pa., Pitts.& Lk.Erie

Buntlag, Va.,
Atlantic Coast Line
Bunton, Mich.,
Detroit & Mackinac
Buntyn, Tenn., Southern
Bunuelo, Mex.,
Coahuila & Zacatecas
Bunyan, Colo., Gt. Western
Bunyon, N.C.,
Norfolk & Southern
Buras, La., New Orl. So
Burbages, Ga., Southern
Burbank, Ala., Ala. & Miss
Burbank, Cal., South. Pac
Burbank, La., Texas & Pac
Burbank, Mo.,
Wmsv. Greenv. & St. L
Burbank, O., Balt. & Ohio (a)
" Erie (b)
(a) and (b) about ¾ mi. apart
Burbank, Okla.,
Atch. Top. & Santa Fe
Burbank, S.D., Ch. Mil. & St. P
Burbank, Wash.,
Northern Pacific
Burbidge, Que., Can. Pac
Burch, Charlton Co., Ga.,
Atlantic Coast Line
Burch, Ia., Chic. Gt. West
Burch, N.C., Southern
Burch, S.D., Great Northern
Burchard, Minn.,
North Western Line
Burchard, Neb., Burl. Route
Burchell, Cal.,
A.T. & S.F., Coast Lines*
Burchinal, Ia.,
Chicago Great Western
Burch's Mill, Mich., G. R. & I
Burcog, Cal., South. Pacific
Burcol, S.C.,
Atlantic Coast Line
Burdell, Cal., No. West. Pac
Burden, Kan., At. Top. & S. Fe
Burdett, Alberta, Can. Pac
Burdett, Kan., At. Top. & S. Fe
Burdett, Miss.,
Southern in Miss (a)
" Yazoo & Miss. Val (b)
(a) and (b) ¼ mile apart
Burdett, N.Y., Lehigh Valley
Burdette, Ark.,
Blythev. B. & Miss. Riv†
Burdette, Ill., Lv. & Nashv
Burdette, Ia.,
Chicago, Rk. Isl. & Pac
Burdette, Miss.,
Yazoo & Miss. Valley
Burdette, Va., Virginian
Burdette Junction, Ark.,
Blythev. B. & Miss. Riv†
" Frisco System
Burdette Wells, Tex.,
San Ant. & Aran. Pass
Burdick, Ind., Lk. Sh. & M. So
Burdick, Kan., Atch. T. & S. F
Burdick, N.D., North. Pacific
Burdick's, N.Y., D. & H
Burdine, Pa.,
Pitts. Char. & Yough
Bureau, Bureau Co., Ill.,
Chicago, Rock Isl. & Pac
Bureau, Que., Can. Pac
Burford, La.,
New Orleans Gt. North
Burford, Ont., Grand Trunk
Burgaw, N.C., Atl. Coast L
Burker, Ill., Louisv. & Nashv
Burgess, Kan., Frisco Sys
Burgess, Ky., Ches. & Ohio
Burgess, La., Mansfield
Burgess, Miss.,
Yazoo & Miss. Valley
Burgess, Tenn., Southern
Burgess, Dinwiddie Co., Va.,
Seaboard Air Line
Burgessville, Ont., Gd. Trunk
Burgettstown, Pa.,
P. C. C. & St. L (a) (b)
(a) and (b) about 700 ft. apart
Burghill, O., Erie
Burgin, Ala.,
Union Springs & North
Burgin, Ky.,
Cin. N. Orl. & Tex. Pac (a)
" Southern (b)
Burgoon O., L. E. & West (a)
" Pennsylvania Co (a)
Burgoyne, Mont.,
Chic. Mil. & Puget Sd
Burgoyne, N.Y., Boston & Me
Burk, Cal., McCloud River
Burk, Tex., Ft. W. & Den. City
Burkburnett, Tex.,
Wichita Falls & No. W
Burke, Cal.,
Los Ang. & Redondo (El)
Burke, Idaho, North. Pac (a)
" Ore. RR. & Nav. Co (b)
(a) and (b) adjacent
Burke, Iberia Co., La.,
Morgan's La. & Texas
Burke, Richland Co., La.,
New Orl. & No. West
Burke, Miss., Yazoo & Miss. V
Burke, N.Y., Rutland
Burke, Pa., N.Y.C. & H.R
Burke, S.D.,
North Western Line
Burke, Tex., Houst. E. & W.T
Burke, Va., Southern
Burke, Wis., Chic. Mil. & St. P
Burke Junction, S.C.,
Atlantic Coast Line
Burkes, Colo., Colo. & So
Burke's, Ind., Ch. and East. Ill
Burket, Ind., N.Y. Ch. & St. L
Burketon Junction, Ont.,
Canadian Pacific
Burketons, Va., Ches. & Ohio
Burkets, O., Zanesv. & West
Burkeville, Va., Norf. & W (a)
" Southern (a)
Burkhalter, Cal.,
Southern Pacific
Burkhalters, Ga.,
Central of Georgia
Burkhardt, Wis.,
North Western Line
Burkhart, O.,
Ohio River & Western
Burkhelder, Pa., Balt. & Ohio
Burk Hollow, Ky.,
Louisville & Nashville
Burkland, Tex.,
Missouri, Kan. & Tex
Burkmere, S.D.,
North Western Line
Burks, Ala., Louisv. & Nashv
Burks, W. Va.,
Chesapeake & Ohio
Burk's Falls, Ont., Gd. Trunk
Burks Garden, Va.,
Norfolk & Western
Burksville, Ill., Mobile & Ohio
Burkville, Ala., West. of Ala
Burleigh, Cal.,
Los Ang. & Redondo (El)
Burleigh, N.J., Atlantic City
" Pennsylvania
Burleigh, N.D., No. Pacific
Burleson, Tex., Mo. Kan. & T
Burley, Idaho, Ore. Short L
Burleys, O., Baltimore & Ohio
Burleyville, N.H.,
Boston & Maine
Burlingame, Ark.,
Kansas City Southern
Burlingame, Cal., South. Pac
Burlingame, Ill.,
Balt. & Ohio So. West
Burlingame, Kan.,
Atch. Top. & Santa Fe
Burlington, Colo., Ch. R. I. & P
Burlington, Ct., N.Y.N.H & H
Burlington, Ill., Illinois Cent
Burlington, Ia.,
Burlington Route (a)
" Chic. Rk. Isl. & Pac (a)
" Tol. Peoria & West (a)
Burlington, Kan.,
Atch. Top. & S. Fe (a)
" Missouri, K. & Tex (b)
(a) and (b) about ½ mi. apart
Burlington, Mich., Mich. Cent
Burlington, N.J., Penna
Burlington, N.C., Southern
Burlington, N.D.,
Minn. St. P. & Slt. Ste. M
Burlington, O.,
Wheel. & Lake Erie
Burlington, Ont.,
Grand Trunk
Burlington, Tex.,
San Ant. & Aran. Pass
Burlington, Vt.,
Central Vermont (a)
" Rutland (a)
Burlington, Wash.,
Great Northern
Burlington, Wis.,
Chic. Mil. & St. Paul (a)
" Minn. St. P. & S. Ste. M (b)
(a) and (b) 1 mile apart
B. & M. Junction, S.D.,
Rap. City, Blk. Hills & W
D. & N. W. Junction, Ia.,
Chicago, Rk. Isl. & Pac
Burlington Junction, Ill.,
Pennsylvania Co
Burlington Junction, Kan.,
Atch. Top. & Santa Fe
Burlington Junction, Mo.,
Burlington Route (a)
" Wabash (a)
Burlington Junction, Ont.,
Canadian Pacific†
" Grand Trunk
Burlington Junc., Wash.,
Great Northern
Burma, Ark., Frisco System
Burnis, Alberta,
Canadian Pacific
Burmont, Pa., Pennsylvania
Burnaby, B.C., Great North
Burnap, Tex.,
Mo. Kans. & Texas
Burnell, Ont., Canadian Pac
Burner, W. Va.,
Western Maryland
Burnesville, W. Va.,
Baltimore & Ohio
Called also Volga
Burnet, Tex.,
Houston & Texas Cent
Burnett,
Los Angeles Co., Cal.,
Pacific Electric
" San Ped. Los Ang. & S. Lk
Burnett, Ga., Southern
Burnett, Ind.,
Chic. and East. Ill (a)
" Cl. Cin. Chic. & St. L (a)
Burnett, Minn.,
Dul. Missabe & North
Burnett, Pa., Penna. Co
Burnett, Wash., North. Pac
Burnett Junction, Wis.,
Chicago, Mil. & St. P (a)
" North-West. Line (a)
Burnett's,
Stanislaus Co., Cal.,
Southern Pacific
Burnett's Crossing, O.,
Baltimore & Ohio
Burnetts Lake, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (a)
Burnettsville, Ind.,
Pitts. Cin. Chic. & St. L
Burney's, Ind.,
Cleve. Cin. Chic. & St. L
Burnfield, O.,
Marietta, Col. & Cleve
Called also Wolfes
Burnham, Cal.,
A.T. & S.F., Coast Lines*
Burnham, Colo., Den. & Rio G
Burnham, Ill.,
Chicago & West. Ind (a)
" Indiana Harbor Belt†
" N.Y. Chic. & St. Louis
" Pennsylvania Co
" Wabash (a)
Burnham, Me., Maine Cent
Burnham, Mich., Ann Arbor
Burnham, Mo., Frisco System
Burnham, Mont., Gt. North
Burnham, Pa., Penna
Burnham Hill, Vt.,
Hardwick & Woodb
Burnhams, Ct., N.Y.N.H. & H
Burning Well, Pa.,
Pennsylvania
Burnito, Colo., Den. & Rio G
Burnley, N.B., North Shore
Burneys, Va., Southern
Burns, Ariz.,
Phoenix & Eastern
Burns, Dolores Co., Colo.,
Rio Grande Southern
Burns, El Paso Co., Colo.,
Colo. Spgs. & Cr. Ck. Dist
Burns, Fla., Seab. Air Line
Burns, Elkhart Co., Ind.,
Lake Shore & Mich. So
Burns, Kan., Atch. Top. & S. F
Burns, Mich., Pere Marquette
Burns, Minn., Great North
Burns, N.Y., Erie (a)
" Pitts. Shawmut & No (b)
(a) and (b) ¼ mile apart
Burns, Pa.,
Blacklick & Yellow Crk
Burns, Tenn., Nash. C. & St. L
Burns, Rusk Co., Tex.,
Internat. & Gt. North
Burns, Va., Norf. & West
Burns, Wyo., Union Pacific
Burn's City, Martin Co., Ind.,
Southern Indiana
Burns Crossing, O.,
Wheeling & Lake Erie
Burns Ford, Pa., Balt. & Ohio
Burnside, Ct., N.Y.N.H. & H
Burnside, Cook Co., Ill.,
Belt of Chicago†
" Chic. R. I. & Pacific (a)
" Illinois Central (a)
Burnside, Hancock Co., Ill.,
Toledo, Peoria & West
Burnside, Knox Co., Ill.,
Burlington Route
Burnside, Ia., Minn. & St. L
Burnside, Ky.,
Cin. New Orl. & Tex. Pac
Burnside, La., Yaz. & M. Val
Burnside, Manitoba,
Canadian Pacific
Burnside, Miss.,
New Orl. Mobile & Chic
Burnside, N.B., Can. Pacific
Burnside, N.Y.,
Lehigh & Hud. Riv (a)
" N.Y. Ont. & West (a)
Burnside, Pa.,
N.Y. Cent. & Hud. Riv
" Pennsylvania†
Burnside, W. Va.,
Chesapeake & Ohio
Burnside, Wis.,
North-Western Line
Burnside Beach, Fla.,
Florida East Coast
Burns Junction, Colo.,
Burlington Route (a)
" Colo. & Southern (a)
Burnson, Alberta,
Canadian Pacific
Burn's Siding, Mich.,
Detroit, Tol. & Ironton
Burnstad, N.D.,
Minn. St. P. & S. Ste M
Burnsville, Ala., Southern
Burnsville, Miss., Southern
Burnsville, N.B. Caraquet
Burnsville, W. Va.,
Baltimore & Ohio (a)
" Coal & Coke (b)
(a) and (b) about 1-5 mile apart
Burnt Chimneys, Va.,
Danville & Western
Burnt Hickory, Ga., South
Burnt House, N.J., Penna
Burntner, Md., Balt. & Ohio
Burnt Pont, Fla.,
Atlantic Coast Line
Burnt River, Ont. Gd. Trunk
Burnwell, Ala., Southern
Burnwell, W. Va.,
Chesapeake & Ohio
Burnwood, Pa., Del. & Hud (a)
" Erie (a)
Buroker, Wash., North. Pac
Burpee, N.B., Canadian Pac
Burr, Cal., Southern Pacific
Burr, Minn., No. West. Line
Burr, Neb., Missouri Pacific
Burr, Tex.,
Ft. Worth & Denv. City
Burrage, Mass.,
N.Y. New Hav. & Hart
Burrell, Pa., Pennsylvania
Burress, Neb., Burl. Route
Burrill Siding, Que.,
Can. Northern Quebec
Burriston, Utah,
San Ped. Los Ang. & S. Lk
Burritts, Ont., Can. Pacific
Burro Bridge, Colo.,
Silverton Northern
Burr Oak, Ill., Ch. R. I. & P
Burr Oak, Ind., N.Y. Ch. & St. L
Burr Oak, Kan., Mo. Pacific
Burr Oak, Mich., L.S. & M.S
Burr Oak, O.,
Kanawha & Michigan
Burro Bridge, Colo., Silverton
Burro Canon, Mex.,
Parral & Durango
Burroughs, Ga.,
Atlantic Coast Line (a)
" Seaboard Air Line (b)
(a) and (b) about ¼ mi. apart
Burroughs, Tex.,
Gulf, Colo. & Santa Fe*
Burrow, Tex.,
Missouri, Kan. & Texas
Burrows, Ind., Wabash
Burrows, Mo., Burl. Route
Burrows, Pa., Buff. & Susq
Burrows, Sask., Can. Pac
Burrows, Wash., North. Pac
Burrowsville, Ill.,
Cin. Ham. & Dayton
Burr's Road, N.J.,
Pennsylvania
Burrton, Kan.,
Atch. Top. & S. Fe (a)
" Frisco System (a)
Burrville, Ct.,
N.Y. New Hav. & Hart
Bursey's, N.F.,
Reid Newfoundland
Burt, Ia., North-West. Line
Burt, Mich., Grand Trunk
Burt, N.Y., Internat (El)
" N.Y. Cent. & Hud. Riv
Burtis, Mich.,
Marquette & So. East
Burtner, Md., Balt. & Ohio
Burton, Kan., Mo. Pacific
Burton, La., Texas & Pacific
Burton,
Shiawassee Co., Mich.,
Grand Trunk
Burton, Mo., Mo. Kan. & Tex
Burton, N.C., Seab. Air Line
Burton, O., Baltimore & Ohio
Burton, Ont., Can. No. Ont
Burton, S.C.,
Charleston & W. Car
Burton, S.D., Chic. Mil. & St. P
Burton, Washing't'n Co. Tex.,
Houston & Texas Cent
Burton, Utah,
Oregon Short Line (a)
" San Ped. Los A. & S. L (a)
Burton, Va., Ches. & Ohio
Burton, W. Va., Balt. & Ohio
Burton City, O.,
Pennsylvania Co (a)
" Wheel. & Lake Erie (b)
(a) and (b) 15 yards apart
Burtons, N.S., Dom. Atlantic
Burton's, Stark Co., O.,
Wheeling & Lake Erie
Burton's Ranch, Kan.,
Missouri Pacific
Burtonview, Ill., Illinois Cent
Burtrum, Minn., North. Pac
Burtt Lake, N.B., Can. Pac
Burtt's, Mass., Bost. & Maine
Burts, Fla.,
Atlantic Coast Line
Burtsell, Ark., Ark. So. West
Burtville, La., Yazoo & M. V
Burtville, Pa.,
Coudersport & Pt. Alleg
Burville, Ct., N.Y.N.H. & H
Burwash, Ont., Can. Pac
Burwell, Minn., Great North
Burwell, Neb., Burl. Route
Bury, Que., Canadian Pacific
Busbee, N.C., Southern
Busbey's, Wash., North. Pac
Busby, La.,
Bernice & No. West†
Busby, N.B., Intercolonial
Busby, Tenn., Louisv. & Nash
Busby, Tex., St. L. So. West
Busby's, Okla.,
Chicago, Rk. Isl. & Pac
Busbys Crossing, Ky.,
Louisville & Nashville
Busch, Mo., Burl. Route
Busenbark's, O., Cin. H. & D
" Ohio Electric
Busey, Miss., Yazoo & Miss. V
Bush, Wilcox Co., Ga.,
Gulf Line
Bush, Ill.,
St. Louis, Iron Mt. & So
Bush, La.,
New Orleans Gt. North
Bush, Miss.,
Gulf & Ship Island
Bush, Mo., Wabash
Bush, S.C., Southern
Bush, Thurston Co., Wash.,
Port Townsend & So
Bush, W. Va., Balt. & Ohio
Bushburg, Mo.,
St. Louis, Iron Mt. & So
Bush City, Kan., Mo. Pacific
Bushkill, Pike Co., Pa.,
Delaware Valley
Bushland, Tex.,
Chic. Rock Island & Gulf
Bushnell, Fla., Seab. Air Line
Bushnell, Ga.,
Atlanta, Birm. & Atl
Bushnell, Ill.,
Burlington Route (a)
" Tol. Peoria & West (b)
(a) and (b) about 100 yards apart
Bushnell, Neb., Union Pacific
Bushnell, N.C., Southern
Bushnell, Ont.,
Temiskaming & N. Ont
Bushnell, S.D.,
Chicago, Rk. Isl. & Pac
Bushong, Kan., Mo. Pacific
Bush River (1),
Harford Co., Md.,
Baltimore & Ohio
Bush River (2),
Harford Co., Md.,
Pennsylvania
Bushrod, Ind., Vandalia
Bush's, Ala., Louisv. & Nash
Bush's, Mich., Gr. Rap. & Ind
Bush's, S.C., Char. & W. Car
Bushton, Ill., Tol. St. L. & West
Bushton, Kan., Mo. Pacific
Bushwick, N.Y., Long Island
" South Brooklyn†
Bushwick, Pa.,
Delaware & Hudson
Bushwick Junction, N.Y.,
Long Island
Busby Head, Okla.,
Frisco System
Busk, Colo., Colorado Mid
Buskirk, N.Y., Boston & Me
Bussard, Ore.,
Corvallis & Eastern
Busseron, Ind., Evans. & T. H
Bussey, Ark., La. & Ark
Bussey, Ia., Burl. Route (a)
" Wabash (b)
(a) and (b) 100 yards apart
Bustamante,
Chihuahua, Mex.,
Mexican Central
Bustamante,
Nuevo Leon, Mex.,
National of Mexico
Busteed, Ont., Canadian Pac
Bustillos, Mex.,
Mexico North Western
Bustleton, Pa., Pennsylvania
" Phila. & Reading
Buswell, Wis.,
Chicago, Mil. & St. Paul
Butcher, Mich., Pere Marq
Bute, Pa., Pennsylvania
Bute Run Junction, Pa.,
Pennsylvania
Butler, Fresno Co., Cal.,
Southern Pacific
Butler, Los Angeles Co., Cal.,
A.T. & S.F., Coast Lines*
Butler, Ga., Cent. of Ga
Butler, Ill., Cleve. C. C. & St. L
Butler, Ind.,
Lake Shore & M. So (a)
" Vandalia (b)
" Wabash (c)
(b) and (c) about 500 yards apart
Butler, Ia., Burl. Route (a)
" Iowa Central (b)
(a) and (b) adjacent
Butler, Ky., Louisv. & Nash
Butler, La., New Orl. So
Butler, Manitoba, Can. No
Butler, Miss., Yazoo & M. Val
Butler, Bates Co., Mo.,
Missouri Pacific
Butler,
Cape Girardeau Co., Mo.,
St. Louis South-west
Butler, Wayne Co., Mo.,
So. Missouri & Arkansas
Butler, N.J., N.Y. S. & West
Butler, N.M., South. Pacific

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Butler, O., Baltimore & Ohio
Butler, Okla., Frisco System
Butler, Ont., Can. Pac
Butler, Pa., Balt. & Ohio (a)
» Bessemer & Lk. Erie (a)
» Buf. Roch. & Pitts (a)
» Pennsylvania (b)
(a) and (b) about 300 yards apart
Butler, S.D., Chic. Mil. & St. P
Butler, Tenn., Virginia & Southwest
Butler, Wash., Spokane, Port. & Seat
Butler Bridge, O., Pennsylvania Co
Butler Junction, Allegheny Co., Pa., Pennsylvania (a)
» Winfield (a)
Butler Junction, Butler Co., Pa., Buffalo, Roch. & Pitts
Butler Road, Pa., Western Allegheny
Butlers, Butler Co., Mo., Frisco System
Butlers, N.C., Wellington & Powellsv
Butlers Mill, Fla., Atlantic Coast Line
Butler's Mill, Mo., Frisco System
Butler's Mill, O., Cin. Ham. & Dayton
Butler Transfer, Pa., Bessemer & Lake Erie
Butlerville, Ind., Balt. & Ohio Southwest
Butlins, Mich., Mich. Central
Butte, Mont., Butte, Anac. & Pac (a)
» Chic. Mil. & Puget Sd
» Great Northern (a)
» North. Pacific (b)(c)
» Oregon Short Line (b)
(a) and (b) about ¼ mile apart
(b) and (c) ¾ mile apart
Butte Creek, Cal., Butte County
Butte Hill, Mont., Butte, Anaconda & Pac
Butterfield, Ark., Chicago, Rk. Isl. & Pac
Butterfield, Minn., North-Western Line
Butterfield, Mo., Frisco Sys
Butterfield, Ore., Astoria & Col. River
Butterfields, Pa., Pitt. & West
Butternut, Mich., Gd. Trunk
Butternut, Wis., Minn. St. P. & Slt. Ste. M
Butterworth, Va., Seaboard Air Line
Butterworth's, O., Pitts. Cin. Chic. & St. L
Butterworth's Corner, N.J., Pennsylvania
Buttes, Ariz., Phœnix & Eastern
Buttes, Colo., Atch. Top. & S. Fe (a)
» Chic. Rk. Isl. & Pac (b)
» Denver & Rio Gd (b)
(a) and (b) 1½ miles apart
Buttons, N.Y., Chautauqua Trac (El)
Buttonwillow, Cal., So. Pac
Buttonwood, Pa., Pennsylvania
Butts, Ga., Georgia & Fla
Butts, Pa., Pennsylvania
Butt's Pond, N.F., Reid Newfoundland
Butts Road, Va., Norfolk & Southern
Buttsville, N.J., Del. Lack. & West
» Lehigh & Hudson Riv
Spelled Buttzville on D. L. & W
Buttsville, Pa., Erie
Buttzville, N.J.
See Buttsville, N.J
Buttzville, N.D., No. Pacific
Butwell, Mich., Arcadia & Betsey Riv
Butze, Alberta, Grand Trunk Pacific
Buxton, Colo., Den. & Rio G
Buxton, Ia., North-Western Line
Buxton, Kan. At. Top. & S. Fe
Buxton, Miss., Yazoo & M. V
Buxton, Mo., Burl. Route
Buxton, Mont., Oregon Short Line
Buxton, N. D., Great North
Buxton, O., Ohio Cent. Lines
Buxton, Kent Dist., Ont., Michigan Central
Buxton, Wash., North. Pac
Buxton, W. Va., Coal & Coke (a)
» Western Maryland (a)
Buxton Centre, Me., Boston & Maine
Buzbee, Ark., Chic. Rk. Isl. & Pac
Buzzard Rock, Pa., Pennsylvania
Buzzard's Bay, Mass., N. Y. New Hav. & Hart
Byars, Okla., Atch. Top. & S. Fe (a)
» Oklahoma Central (b)
(a) and (b) about ¾ mile apart
Bybee, Ill., Burl. Route
Byckford, Wash., No. Pac
Bycot Pa., Phila. & Reading
Byers, Colo., Union Pac
Byers, O., B. & O. So. West
Byers, Pa., Phila. & Reading
» Pitts. Westm. & Somer
Byers, Tex., Wichita Valley
Byers Junction, O., Balt. & Ohio So. W (a)
» Cin. Ham. & Day (a)
Byesville, O., Penna. Co
Byfield, Mass., Bost. & Maine
Bylas, Ariz., Gila Val. Globe & North
Bynalia, Miss., Frisco System
Byng Inlet, Ont., Can. Pac
Byington, Tenn., Louisville & Nashville
Bynum, Ga., Brunswick & Birming
Bynum, Md., Md. & Penna
Bynum, Miss., Miss Cent
Bynum, N.C., East Carolina
Bynum, Tex., Trinity & Brazos Valley
Bynums, Ala., Southern
Byram, Miss. Illinois Cent
» New Orleans Gt. North
Byram, N. J., Pennsylvania
Byrd, Ga., Southern
Byrd, Mo., Missouri Pacific
Byrd, S.C., Southern
Byrd, Wash., Northern Pac
Byros, Md., Balt. Ches. & Atl
Byrds, O., Cin. Ham. & Day
Byrdville, N.C., Atlantic Coast Line
Byrnedale, Pa., Pitts. Shawmut & North
Byrne's Mill, Fla., Lv. & Nash
Byrneville, Ill., At. T. & S. Fe
Byromtown, Pa., Baltimore & Ohio
Byromville, Ga., Atlanta, Birm. & Atl
Byron, Cal., South. Pacific
Byron, Colo., Atch. T. & S. Fe
Byron, Ga., Central of Ga
Byron, Ill., Chic. Gt. West (a)
» Chic. Mil. & St. Paul (b)
(a) and (b) about ¼ mile apart
Byron, Me., Maine Central
Byron, Mich., Ann Arbor
Byron, Minn., North-Western Line
Byron, Neb., Burl. Route
Byron, Nev., San Ped. Los Ang. & S. Lk
Byron, N.Y., N.Y.C. & H.R (a)
» West Shore (b)
Called Byron Centre on West Shore
(a) and (b) 6 miles apart
Byron, Okla., Kan. City. Mex. & Orient
Byron, ——— Co., Wash., Great Northern
Byron, ——— Co., Wash., Northern Pacific
Byron, W. Va., Balt. & Ohio
Byron, Dodge Co., Wis., Minn. St. P. & Slt. Ste. M
Byron Centre, Mich., Lake Shore & Mich. So
Byron Centre, N. Y., N. Y. Cent. & H. Riv (a)
» West Shore (b)
Called Byron on N. Y. C. & H. R
(a) and (b) 4 miles apart
Byrum, Tex., San Ant. & Aran. Pass

C

Cabadena, Mex., Parral & Durango
Caballeros, Mex., Mex. Cent
Caballona, Mex., Nacozari
Cabana, Mex., Pan-American
Cabane Ronde, Que., Canadian Pacific
Cabaniss, Ky., Louis. & Nash
Cabano, Que., Temiscouata
Cabazon, Cal., South. Pacific
Cabeen's, Pa., Pennsylvania
Cabel, Pa., Phila. & Reading
Cabell, W. Va., Ches. & Ohio
Cabery, Ill., Illinois Central
Cabeza, N. M., El Paso & S. W. System
Cabin Creek, Ark., St. Louis, Iron Mt. & So
Cabin Creek Junc., W. Va., Chesapeake & Ohio
Cabinet, Idaho, No. Pacific
Cabin Run, Md., George's Crk. & Cumb
Cabin Run, Pa., Susq. Bloomsb. & Ber
Cable, Cal., Southern Pacific
Cable, Ill., Chic. R. I. & Pac
Cable, Minn. Great Northern (a)
» Northern Pacific (a)
Called Haven on Gt. No
Cable, O., Pitts. C. C. & St. L
Cable, Wis., North-Western Line
Cabool, Ark., St. Louis S. W
Cabool, Ill., Chic. and East. Ill
Cabool, Mo., Frisco System
Caborn, Ind., Lv. & Nashv
Cabot, Ark., St. L. I. M. & So
Cabot, Manitoba, Grand Trunk Pacific
Cabot, Pa., Penna
Cabra, Tex., Galv. Har. & San Ant
Cabrillas, Mex., Nat. of Mex
Cabullona, Mex., Nacozari
Cacalchen, Mex., United RRs. of Yucatan
Cacalote, Mex., Nat. of Mex
Cacama, Mex., Nat. of Mex
Cacaria, Mex., Mex. Internat
Cache, Ill., Illinois Central
Cache, Okla., Frisco Sys
Cache Bay, Ont., Can Pac
Cache Junction, Utah, Oregon Short Line
Cache Lake, Thunder Bay Dist., Ont., Canadian Pacific
Cache River, Ark., Frisco System
Cacklers Crossing, O., Penna. Co
Cacouna, Que., Intercolonial
Cactus, Tex., Int. & Gt. North
Cactus, Wash., No. Pac
Cadams, Neb., No. W. Line
Caddell, W. Va., Morgantown & Kingw
Caddo, Okla., Mo. Kan. & Tex
Caddoa, Colo., Atch. T. & S. Fe
Caddo Downs, La., Mo. Kans. & Texas
Caddo Gap, Ark., Gurdon & Ft. Smith
Caddo Mills, Tex., Missouri, Kan. & Texas
Cade, La., Morgan's La. & Texas
Cade, S.C., Atl. Coast Line
Cadebros, Tex., Texas & New Orleans
Cadereyta, Mex., National of Mexico
Cades, Tenn., Illinois Cent
Cadet, Ky., Louisville & Nashville
Cadet, Mo., St. L. I. M. & So
Cadillac, Fla., Atlantic Coast Line
Cadillac, Mich., Ann Arbor (a)
» Grand Rapids & Ind (b)
(a) and (b) about 130 yards apart
Cadillac, S.D., Chic. Mil. & Puget Sd
Cadillal, Mex., Nat. of Mex
Cadix, San Bernardino Co., Cal., A. T. & S. F. Coast Line*
Cadiz, Ky., Cadiz
Cadis, O., Pitts. C. C. & St. L
Cadis, Wyo., Burl. Route
Cadiz Junction, O., Pitts. Cin. Chic. & St. L
Cadle, Ala., Lv. & Nash (a)
» Southern (a)
Cadmus, Mich., L. S. & M. So
Cadoma, Wyo., North-Western Line
Cadosia, N. Y., N. Y. O. & W
Cadot, Mont., North. Pacific
Cadott, Wis., Minn. St. P. & Slt. Ste. M
Cadwalader, N.J., Penna
Cadwell, Ga., Wrightsville & Tennille
Cadwell, Ill., Ch. and East. Ill
Cady, Va., Ches. & Ohio
Cadyville, N. Y., Dela. & Hud
Caesar, Tex., St. L. Brownsv. & Mex
Cafetal, Mex., Nat. of Mex
Caffee, Ala., Louisville & Nashville
Caffee Junction, Ala., Louisville & Nashville
Caffey Mich., Minn. St. P. & Slt. Ste. M
Cagle, Mo., Frisco System
Cahaba Bridge, Ala., Louisville & Nashv (a)
» Southern (a)
Called Cahaba River Bridge on Southern
Cahaba River Bridge, Ala., Louisville & Nashv (a)
» Southern (a)
Called Cahaba Bridge on L. & N
Cahill, N.C., Norf. & West
Cahill's, N.B., Can. Pacific
Cahn, Miss., Southern in Miss
Cahokia, Ill., Mobile & Ohio
Cahoons, Utah, Denver & Rio Grande
Cahuacan, Mex., Pan-Am
Cahuantzi, Mex., Interoceanic of Mex
Caile, Miss., Yazoo & Miss. V
Caimanero, Mex., West Coast Route
Cain, La., Victoria, Fisher & West
Cain, Pa., Pennsylvania
Cain City, Kan., Mo. Pacific
Cains, Ind., Gd. Rap. & Ind
Cain Savannah, S.C., Southern
Cainsville, Mo., Burl. Route
Cainsville, Ont., Gd. Trk (a)
» Tor. Ham. & Buf (b)
(a) and (b) about 400 yards apart
Cainsville Junction, Ia., Burlington Route
Caird, N.B., Canadian Pac
Cairnes, Ky., Louisv. & Nashv
Cairo, Ga., Atl. Coast Line
Cairo, Ill., Cl. Cin. Chic. & St. L (a)
» Illinois Central (b)
» Mobile & Ohio (b)
» St. L. Iron M. & So (a)
» St. Louis S. W (b)
(a) and (b) 100 yards apart
Cairo, Kan., Atch. Top. & S. Fe
Cairo, Mo., Wabash
Cairo, Mont., Great Northern
Cairo, Neb., Burl. Route
Cairo, N. Y., Cairo
Cairo, N.C., Raleigh & Southport
Cairo, O., Cin. Ham. & Day (a)
» Det. Tol. & Ironton (b)
» Ohio Electric (c)
(a) and (b) about 100 yards apart
(a) and (c) adjacent
(b) and (c) about ½ mile apart
Cairo, Okla., Chic. R. I. & Pac
Cairo, Ore., Oregon Short Line
Cairo, Tenn., Louisv. & Nashv
Cairo, W. Va., Balt. & Ohio (a)
» Cairo & Kanawha (b)
(a) and (b) adjacent
Cairo Junction, Ill., Illinois Central
Cairo Junc., N. Y., Cairo (a)
» Catskill Mountain (a)
Cajeme, Mex., West Coast Route
Cajiga, Mex., Nat. of Mex
Cajon, Cal., A. T. & S. F., Coast L* (a)
» San Pedro, L. A. & S. L (a)
Cajones, Mex., Nat. of Mex
Calabar, Mont., Chic. Mil. & Puget Sd
Calabasas, Ariz., So. Pacific
Calabazas, Mex., Nacozari
Calabogie, Ont. Kings. & Pem
Calada, Cal., San Ped. Los Ang. & S. Lk
Caladonia, Pa., Buffalo & Susquehanna
Calahan, Ore., South. Pacific
Calais, Me., Wash. County
Calais, Mont., Great North
Calamine, Wis., C. M. & St. P
Calamus, Ia., North-Western Line
Calaveras, Tex., San Ant. & Aran. Pass
Calciana, N.Y., Penna
Calciferous, Mich., Munising
Calcina, Mo., St. L. Kan. City & Colo‡
Calcis, Ala., Cent. of Georgia
Calcite, Pa., Pennsylvania
Calcium, Tex., Mo. Kansas & Texas
Calderon Hacienda, Mex., Interoceanic of Mex
Calders, W. Va., Balt. & Ohio
Caldmere, Miss., Yazoo & Miss. Valley
Caldor, Cal., Diamond & Caldor
Caldwell, Ala., Ala. Gt. South
Caldwell, Mississippi Co., Ark., St. L. Memph. & S. E
Caldwell, St. Francis Co., Ark., St. Louis, Iron Mt. & So
Caldwell, Idaho, Oregon Short Line
Caldwell, Ia., Chicago, Mil. & St. Paul
Caldwell, Kan., Atch. Top. & S. Fe (a)
» Chic. R. I. & Pac (a) (b)
» Kansas South-west (a)
(a) and (b) adjacent
Caldwell, Ky., Lv. & Nashv
Caldwell, N. J., Erie
Caldwell, Mecklenburg Co., N. C., Southern
Caldwell, Noble Co., O., Ohio River & West (a)
» Pennsylvania Co (b)
(a) and (b) about ½ mi. apart
Caldwell, Ont., Grand Trunk
Caldwell, S.C., Atl. Coast Line
Caldwell, Tex., G. C. & S. Fe*
Caldwell, W. Va., Chesapeake & Ohio
Caldwell Crossing, N.J., Pennsylvania
Caldwell's, Idaho, Ore. RR. & Nav. Co
Caldwell's, Ill., Illinois Cent
Caldwells, La., Louisiana & Arkansas
Cale, Ind., Southern Indiana
Cale, Bryan Co., Okla., Missouri, Kan. & Tex
Caleb, Cal., Southern Pacific
Caledon, Ariz., So. Pacific
Caledon, Ont., Canadian Pac
Caledon East, Ont., Gd. Tk
Caledonia, Fla., Louisville & Nashville
Caledonia, Ill., North-Western Line
Caledonia, Ind., Indianapolis Southern
Caledonia, Mich., Mich. Cent
Caledonia, Minn., C. M. & St. P
Caledonia, N. Y., Erie (a)
» Lehigh Valley (b)
» N. Y. Cent. & H. R (c)
(a) and (b) about ¼ mile apart
(a) and (c) ½ mile apart
(b) and (c) about 300 yards apart
Caledonia, N.S., Halifax & Southwest
Caledonia, O., Cleve. Cin. C. & St. L (a)
» Erie (a)
Caledonia, Ont., Gd. Trunk
Caledonia, Pa., Penna
Caledonia, Wis., Ch. M. & St. P
Caledonia Junction, Ill., North-Western Line
Caledonia Junction, N.S., Sydney & Louisburg
Caledonia Mine, Wis., North-Western Line
Caledonia Springs, Ont., Canadian Pacific
Caledonia Tannery, Pa., Tionesta Valley
Cale-Douglass, N. Y., Chautauqua Trac (El)
Calef, Tex., Ch. R. I. & Tex (a)
» Ft. Worth & Den. C (b)
(a) and (b) 150 yards apart
Called Hicks on C. R. I. & T
Calera, Ala., Lv. & Nash (a)
» Southern (a)
Calera, Chihuahua, Mex., Kan. City, Mex. & Orient
Calera, Hidalgo, Mex., National of Mexico
Calera, Sonora, Mex., Mexico North Western
Calera, Zacatecas, Mex., National of Mexico
Caleras, Mex., Nat. of Mex
Caletal, Mex., Nat. of Mex
Calexico, Cal., South. Pacific
Calgary, Alberta, Can. Pac
Calgary, Tex., Gulf, Colo. & Santa Fe*
Calgary Junction, Alberta, Canadian Pacific
Calhan, Colo., Ch. R. I. & Pac
Calhoun, Ala., Lv. & Nash

Calhoun, Ark.,
Thornton & Alexand
Calhoun, Fla., Ga. & Fla
Calhoun, Ga.,
Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Calhoun, Ill., Illinois Cent
Calhoun, La.,
Vicksb. Shrevep. & Pac
Calhoun, Henry Co., Mo.,
Missouri, Kan. & Tex
Calhoun, S.C., Southern
Calhoun, Tenn., Southern
Calhoun City, Miss.,
Mobile & Ohio
Calhoun Falls, S.C.,
Charleston & W.C (a)
" Seaboard Air Line (b)
(a) and (b) about ¼ mi. apart
Calhouns, N.B., Intercol
Calico, Ark., St. L. I. M. & So
Calicutts, Tenn., Ill. Cent
Caliente, Ariz.,
El Paso & S.W. System
Caliente, Kern Co., Cal.,
A. T. & S.F., Coast L* (a)
" Southern Pacific (a)
Caliente, Nev.,
San Ped. Los Ang. & S. Lk
Caliente, N.M., Den. & Rio G
Caliento, Manitoba,
Canadian Northern
Califa, Cal., South. Pacific
Califon, N.J., Cent. of N.J
California, Ky., Ches. & Ohio
California, Miss.,
Southern in Miss
California, Mo., Missouri Pac
California, O.,
Cin. Georg. & Ports (El)
California, Washington Co.,
Pa., Pennsylvania
California Creek, Okla.,
St. Louis, Iron Mt. & So
California Junction, Ia.,
North-Western Line
California Junction, O.,
Cincin. George. & Ports
California South Crossing,
Ga., Central of Ga
Caligoa, Mo., Frisco System
Caligoa Junction, Mo.,
Frisco System
Calimaya, Mex.,
Toluca & Tenango
Calio, N.D.,
Minn. St. P. & Slt. Ste. M
Calion, Ark., Chic. R. I. & Pac
Calis, Ala., Cent. of Georgia
Calispel, Idaho, No. Pac
Calista, Kan.,
Atch. Top. & Santa Fe
Calistoga, Cal., South. Pac
Calkini, Mex.,
UnitedRRs. of Yucatan
Call, Tex.,
Orange & Northwest
Calla, O., Erie
Callaghan, Va., Ches. & Ohio
Callahan, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (a)
Callahans, Ky.,
Louisville & Nashville†
Callan, Mich., Wis. & Mich
Callander, Ont., Gd. Trunk
Callao, Mo., Burl. Route
Callaway, Ill.,
Chic. & Ill. Midland
Callaway, Minn.,
Minn. St. P. & Slt. Ste. M
Callaway, Mo., Chic. & Alton
Callaway, Neb., Union Pac
Callaway, Ore., So. Pacific
Calle del Sol, Mex.,
National of Mexico
Callender, Cal., So. Pacific
Callender, Ia., Minn. & St. L
Callender, Tenn., Lv. & Nash
Callery, Pa., Balt. & Ohio
Callicoon, N.Y., Erie
Calliope, Ia., Chic. Mil. & St. P
Callison, Va., Ches. & Ohio
Callisons, N.C.,
Norfolk & Southern
Call Junction, Tex.,
Gulf, Colo. & Santa Fe*
Callon, Wis., No. West. Line
Calmar, Ia., Chic. Mil. & St. P
Caln, Pa., Pennsylvania
Calpella, Cal., No. West. Pac
Calpenham, Wash.,
Tacoma Eastern
Calpulalpam, Mex.,
Interoceanic of Mex
Calumet, Ala.,
Northern Alabama
Calumet, Ariz.,
El Paso & S.W. System
Calumet, Lake Co., Ind.,
Chicago, Ind. & South
" Indiana Harbor Belt†
" N.Y. Chic. & St. Louis
Calumet, Porter Co., Ind.,
Wabash
Calumet, Ia., Illinois Cent
Calumet, La.,
Morgan's La. & Texas

Calumet, Mich.,
Copper Range (a)
" Keweenaw Central (a)
" Mineral Range (b)
(a) and (b) ¼ mile apart
Calumet, Okla.,
Chicago, Rk. Isl. & Pac
Calumet, Pa., Pennsylvania
Calumet, Que., Can. Pacific
Calumet Junction, Mich.,
Copper Range
" Keweenaw Central
Calumet Junction, Wis.,
North-Western Line
Calumet Park, Ill.,
Indiana Harbor Belt†
" Michigan Central (a)
" Pennsylvania Co (a)
Calumet Siding, Wis.,
North Western Line
Cal. West. Ry. Junction, Ill.,
Pennsylvania Co
Calva, Ariz.,
Gila Val. Globe & North
Calva, Assiniboia, Can. Pac
Calvada, Cal., So. Pacific
Calvary, Ill.,
Chicago, Mil. & St. P†
" North-Western Line
Calvary, Ky., Louisv. & Nash
Calvary, Wis.,
North-Western Line
Calvary Cemetery, Mo.,
Wabash
Calvert, Ala., Southern (a)
" Tombigbee Valley (a)
Calvert, Kan., Burl. Route
" Chicago, Rk. Isl. & Pac
Calvert, Ky., Ill. Cent
Calvert, N.C., Southern
Calvert, Tex.,
Houston & Tex. Cent (a)
" Internat. & Gt. North (b)
(a) and (b) ¼ mile apart
Calvert, Wash.,
Spok. Port. & Seattle
Calvert, W. Va., Ches. & Ohio
Calvert, Wis., Burl. Route
Calvert Junction, Tex.,
Internat. & Gt. North
Calverton, Va.,
Ches. & Ohio (a)
" Southern (a)
Calvin, Ill., Cl. Cin. Ch. & St. L
Calvin, La., La. & Ark
Calvin, Mont., No. Pacific
Calvin, N.C., Southern
Calvin, N.D., Great Northern
Calvin, Okla.,
Chic. Rk. Isl. & Pac (a)
" Mo. Okla. & Gulf (b)
(a) and (b) adjacent
Calvin, Ont., Can. Pacific
Calvin, Pa., Bes. & Lake Erie
Calvin, Tex.,
St. L. Brownsv. & Mex
Calvin Junction, Okla.,
Mo. Okla. & Gulf
Calvit, La.,
St. Louis, Iron Mt. & So
Calvo, Mex., Nat. of Mex
Caly Lick, O., Ohio Electric
Calypso, Mont.,
Chic. Mil. & Puget Sd
Calypso, N.C.,
Atlantic Coast Line
Calyx, Minn.,
Duluth. Missabe & North
Calzadas, Mex.,
Tehuantepec National
Cama, Mo., A. T. & S. Fe
Camacho, Mex., Nat. of Mex
Camak, Ga., Georgia
Camaleon, N.M.,
New Mexico Central
Camalote, Mex.,
Veracruz & Isthmus
Camanche, Ia.,
Burlington Route (a)
" Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
" Daven. Rk. Isl. & N.W (a)
" Iowa & Illinois (El) (d)
" North-West. Line (c)
(a) and (b) adjacent
(a) and (b) about 1½ miles from (c)
(d) about 1 mile from (a), (b) and (c)
Camargo, Ill., Cin. Ham. & D
Camargo, Mex., Nat. of Mex
Camarillo, Cal., South. Pac
Camaron, Coahuilla, Mex.,
National of Mexico
Camaron, Vera Cruz, Mex.,
Mexican
Camaronera, Mex., Veracrus
Camas, Idaho, Ore. Sh. Line
Camas, Wash.,
Spokane, Port. & Seat
Camba, O., Balt. & Ohio S.W
Cambie, B.C., Can. Pacific
Cambio, Cal., South. Pacific
Cambon, Fla., Atl. Coast Line
Cambon, Ill., Burl. Route
Cambray, N.M., South. Pac
Cambray, Ont., Gd. Trunk
Cambria, Ill., Illinois Cent
Cambria, Ind., Ch. Ind. & Lv
Cambria, Ia., Burl. Route

Cambria, Md.,
Maryland & Penna
Cambria, Minn.,
North-Western Line
Cambria, N.Y.,
N.Y. Cent. & Hud. Riv
Cambria, Okla.,
Choctaw, Newcas. & W†
Cambria,
Anderson Co., Tenn.,
Southern
Cambria, McMinn Co., Tenn.,
Louisville & Nashville
Cambria, Wis., Ch. M. & St. P
Cambridge, Idaho,
Pacific & Idaho North
Cambridge, Ill.,
Chicago, Rk. Isl. & Pac
Cambridge, Ia.,
Chicago, Mil. & St. P (a)
" Ft. D. Des M. & So
" St. P. & Des Moines (b)
(a) and (b) about 333 yards apart
Cambridge, Kan., A. T. & S. Fe
Cambridge, Md., Phila. B. & W
Cambridge, Mass.,
Boston & Albany†
" Boston & Maine
Cambridge, Minn.,
Great Northern
Cambridge, Mo., Chic. & Alton
Cambridge, Neb.,
Burlington Route
Cambridge, N.J., Penna
Cambridge, N.Y., Del. & Hud
Cambridge, N.S., Dom. Atl
Cambridge, O., Balt. & O (a)
" Pennsylvania Co (a)(b)
(a) and (b) about ½ mile apart
Cambridge, Ont.,
Ottawa & New York
Cambridge, Vt., Cent. Vt
Cambridge, Wis.,
Chic. & Lk. Superior
Cambridge City, Ind.,
Cl. Cin. Chic. & St. L (a)
" Ft. Wayne, Cin. & L (a)
" Pitts. Cin. Ch. & St. L (a)
Cambridge Junction, Vt.,
Central Vermont (a)
" St. Johns & Lk. Ch (a)
Cambridgeport, Mass.,
See East Cambridge
Cambridge Springs, Pa., Erie
" E. E. & Cam. Spgs (El)
Camby, Ind., Vandalia
Camden, Ala., Lv. & Nashv
Camden, Ark.,
St. L. I. M. & S (a)
" St. Louis S. W (b)
(a) and (b) ¼ mile apart
Camden, Ind., Vandalia
Camden, Ky., Lv. & Nashv
Camden, Mo.,
Atch. Top. & San. Fe (a)
" Wabash (b)
Depots adjacent
Camden, N.J., Atl. City (a)
" Pennsylvania (b)
(a) and (b) 1 mile apart
Camden, N.Y., Lehigh Val (a)
" N.Y. Cent. & Hud. R (a)
Camden, N.C., Norf. & South
Camden, O., P. C. C. & St. L
Camden, Pa., Pennsylvania
Camden, S.C.,
Atlantic Coast Line (a)
" Seaboard Air Line (b)
" Southern (a)(c)
(a) and (b) 1¼ miles apart
(b) and (c) 1¾ miles apart
Camden, Tenn., N. C. & St. L
Camden, Tex.,
Mosc. Cam. & San Aug
Camden, Wash., Gt. North
Camden, W. Va., Ohio River
Camden & Atl. Junc., N.J.,
Pennsylvania
Camden Crossing, Ark.,
Bearden & Ouachita Riv
Camden Crossing, S.C.,
Atlantic Coast Line (a)
" Southern (a)
Called Camden Junc. on S
Camden East, Ont.,
Bay of Quinte
Camden Heights, Va.,
Norfolk & Southern
Camden Junction, Ala.,
Louisville & Nashville
Camden Junction, Mo.,
Wabash
Camden Junction, S.C.,
Atlantic Coast Line (a)
" Southern (a)
Called Camden Crossing on A. C. L
Camden-on-Gauley, W. Va.,
Baltimore & Ohio
Camden Place, Minn.,
Minn. St. P. & Slt. Ste. M
Camden Point, Mo.,
Chic. Rock Isl. & Pac
Cameiot, N.Y., N.Y.C. & H.R
Cameo, Colo., Colo. Mid (a)
" Den. & Rio Grande (a)
Cameo, Ga., Central of Ga
Cameo, N.M.,
Eastern of New Mex*

Cameron, Kern Co., Cal.,
Southern Pacific
Cameron, Larsen Co., Cal.,
Nevada-California-Ore
Cameron, Elbert Co., Colo.,
Colorado & Southern
Cameron, Ga., Central of Ga
Cameron, Ill.,
Atch. Top. & S. Fe (a)
" Burlington Route (b)
" Rock Island So (El)
(a) and (b) about 50 rods apart
Cameron, Okla., Frisco Sys
Cameron, Cerro Gordo Co.,
Ia., Iowa Central
Cameron, Dubuque Co., Ia.,
Chic. Mil. & St. P (a)
" Iowa Central (a)
Cameron, Manitoba,
Canadian Pacific
Cameron, Mo.,
Burl. Route (a)
" Chic. Rk. Isl. & Pac (a)
Cameron, N.Y., Erie
Cameron, N.C.,
Randolph & Cumb (a)
" Seaboard Air Line (a)
Cameron, Ont., Grand Trunk
Cameron, Cameron Co., Pa.,
Pennsylvania
Cameron,
Northumberland Co., Pa.,
Del. Lack. & Western
Cameron, S.C.,
Atlantic Coast Line
Cameron, Tex.,
Gulf, Colo. & S. Fe* (a)
" San Ant. & Aran. P (b)
(a) and (b) ½ mile apart
Cameron, Va.,
Car. Clinch. and Ohio
Cameron, W. Va., Balt. & O
Cameron, Wis.,
Minn. St. P. & S.S.M (a)
" North West. Line (a)
Cameron City, Kan., Mo. Pac
Cameron Junction, Colo.,
Col. Spgs. & Cr. Ck. D (a)
" Midland Terminal (a)
Cameron Junction, Mo.,
Burlington Route (a)
" Chic. Rock Isl. & Pac (a)
Cameron Mills, N.Y., Erie
Cameron Run, Va., Southern
Cameta, Miss.,
Yazoo & Miss. Valley
Camey, Tex., Frisco System
Camilla, Ga.,
Atlantic Coast Line
Camillus, N.Y., N.Y.C. & H.R
Caminero, Mex.,
South. Pacific of Mex
Camino, Cal.,
Placerville & Lk. Tahoe
Camlachie, Ont., Gd. Trunk
Cammack, Ind., Lk. E. & W
Cammal, Pa.,
N.Y. Cent. & Hud. Riv
Camou, Mex.,
West Coast Route
Camp, Mo., Deering So. W †
Campaign, Tenn.,
Nashv. Chat. & St. L
Campana, N.M.,
El Paso & S.W. System
Campania, Ga., Georgia
Campbell, Ark., St. L. I. M. & S
Campbell,
Santa Clara Co., Cal.,
Southern Pacific
Campbell, Fla.,
Atlantic Coast Line
Campbell, Ill.,
Chicago, Ind. & South
Campbell, La., Ill. Cent
Campbell, Mich.,
North Western Line
Campbell, Minn., Great No
Campbell, Dunklin Co., Mo.,
Frisco System (a)
" St. L. Kennett & S. E (b)
" St. Louis So. West (a)
(a) about ¼ mile from (b)
Campbell, Neb., Burl. Route
Campbell, N.M.,
Eastern of New Mex*
Campbell, N.D.,
Minn. St. P. & Slt. Ste. M
Campbell, O., Cin. Ham & Day
Campbell, Okla.,
Atch. Top. & Santa Fe
Campbell, Allegheny Co., Pa.,
Pennsylvania
Campbell, York Co., Pa.,
Pennsylvania
Campbell, Hunt Co., Tex.,
Missouri, Kan. & Texas
Campbell,
Montgomery Co., Tex.,
Gulf, Colo. & Santa Fe*
Campbell, Va., Ches. & Ohio
Campbell, Wis.,
North Western Line
Campbell Brook, N.Y.,
Delaware & Eastern
Campbell Farm, Pa.,
Baltimore & Ohio
Campbellford, Ont.,
Grand Trunk

Campbell Hall, N.Y.,
Central New Eng (a)
" Erie (b)
" Lehigh & New Eng (a)
" N.Y. Ont. & West (a)
" West Shore (a)
(a) and (b) 600 yards apart
Campbell Hall Junc., N.Y.,
Erie
Campbell Hill, Ill., Mob. & O
Campbell Junction, Tenn.,
Tennessee Central
Campbells, Morgan Co., Ind.,
Vandalia
Campbell's, Orange Co., Ind.,
Chicago. Ind. & Louisv
Campbells, Ky., Ill. Cent
Campbell's, N.Y.,
Del. Lack. & West (a)
" Erie (b)
(a) and (b) about ¾ mi. apart
Campbells, N.S., Intercol
Campbells, Pa.,
Wabash Pitts. Term
Campbell's, S.C., Southern
Campbell's, Tenn., Lv. & N
Campbell's Bay, Que.,
Canadian Pacific
Campbellsburg, Ind.,
Chicago, Ind. & Louisv
Campbellsburg, Ky.,
Louisville & Nashville
Campbell's Mill, Wis.,
Duluth, So. Shore & Atl
Campbellsport, O., Balt. & O
Campbellsport, Wis.,
North Western Line
Campbell's Siding, Va.,
Virginia-Carolina
Campbellstown, O.,
Pitts. Cin. Chic. & St. L
Campbellsville Ky.,
Louisville & Nashville
Campbellton, Mo.,
Quincy, Om. & K.C (a)
" St. Joseph & Gd. Isl (a)
Campbellton, N.B., Intercol
Campbeltons, Fla.,
Atlanta & St. And. Bay
Campbellville, Ont., Can. Pac
Camp Benson., Me., Me. Cent
Camp Berkeley, Cal.,
Northwestern Pacific
Camp Branch, Mo., Mo. K. & T
Camp Branch, S.C.,
Charleston & W. Car
Camp Burke, N.Y.,
Pitts. Shawmut & North
Camp Carlin, Colo., Colo. & So
Camp Creek, W. Va.,
Norfolk & Western
Camp Curtis, La., La. & Pac
Camp Dennison, O.,
Pitts. Cin. Chic. & St. L
Camp Douglas, Wis.,
Chicago, Mil. & St. P (a)
" North West. Line (a)
Campeau, Que., Can. Pacific
Campeche, Mex.,
UnitedRRs. of Yucatan
Camp D, Ark.,
Fourche Riv. Val. & I. T
Camp Eleven, Ala., Escambia
Camp Eleven, Miss.,
Natchez, Col. & Mobile
Campello, Mass.,
N.Y. New Hav. & Hart
Camperdown, Tex.,
Gulf, Colo. & Santa Fe*
Campero, Mex.,
Interoceanic of Mex
Camp Fire, Pa.,
Pitts. Shawmut & North
Campgaw, N.J., N.Y.S. & W
Camp Ground, York Co., Me.,
Boston & Maine
Camp Ground, Miss.,
Louisville & Nashville
Camp Ground, Pa.,
Cumberland Valley
Camp Grove, Ill.,
North-Western Line
Camp Hill, Ala., Cent. of Ga
Camp Hill, Pa., Phila. & Read
Camp Junction, Kan.,
Atch. Top. & Santa Fe
Camp Junction, La.,
Tremont & Gulf
Camphors, Cal., South. Pac
Campia, Wis.,
Minn. St. P. & Slt. Ste. M
Campion, Colo., Colo. South
Camp Lake, Wis.,
Minn. St. P. & Slt. Ste. M
Camp Logan, Ill.,
North Western Line
Camp Long, La.,
Sibley, Lk. Bisten. & So
Camp Meeker, Cal.,
Northwestern Pacific
Campobello, S.C., Southern
Campos, Mex., Nat. of Mex
Camp Parole, Md.,
Wash. Balt. & Annap. El
Camp Perry, O.,
Lake Shore & Mich. So

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Camp Pistolesi, Cal., Northwestern Pacific
Camp Point, Ill., Burlington Route (a)
" Wabash (b)
(a) and (b) about ¼ mi. apart
Camp Run, Jefferson Co., Pa., Pennsylvania
Camp Run, McKean Co., Pa., Mt. Jewett, Kin. & Rit
Camps, Tex., Texas & Pacific
Camp St. Louis, Mich., Michigan Central
Camp's Mill, Fla., Florida & Georgia†
Camps Mills, N.Y., N.Y. Cent. & Hud. Riv
Camp Stool, Wyo., Burlington Route
Camp Taylor, Cal., Northwestern Pacific
Campti, La., La. Ry. & Nav. Co
Campton, Fla., Louisville & Nashville
Campton, Ga., Gainesville Midland
Campton, N.H., Boston & Maine
Campton, Ky., Mountain Central
Campton, S.C., Southern
Campton Junction, Ky., Lexington & East (a)
" Mountain Central (a)
Camptown, Ark., Arkansas South-west
Campus, Ill., Wabash
Campus, Ia., Ft. Dodge, Des M. & So
Campus, Kan., Union Pacific
Camp Vacation, Cal., Northwestern Pacific
Campville, Ct., N.Y.N.H. & H
Campville, Fla., Seaboard Air Line
Campville, N.Y., Erie
Camp Wellendorf, Pa., Pitts. Shawmut & No
Camrose, Alberta, Can. Pac
Camulos, Cal., Southern Pac
Cana, Cal., South. Pacific
Cana, Mex., Nat. of Mex
Cana, Sask., Gd. Trunk Pac
Cana, S.C., Seab. Air Line
Canaan, Ark., St. Louis, Iron Mt. & So
Canaan, Ct., Central New Eng (a)
" N.Y. New Hav. & H (a)
Canaan, Mo., St. L. Kan. City & Colot
Canaan, N.B., Intercolonial
Canaan, N.H., Boston & Me
Canaan, N.Y., Boston & Alb
Canaan, Pa., Delaware & Hudson
Canaan, Grayson Co., Tex., Mo. Kansas & Texas
Canaan, Limestone Co., Tex., Houston & Tex. Cent
Canaanville, O., Balt. & Ohio Southwest
Canaca, Mex., United RRs. of Yucatan
Canada, Kan., At. Top. & S.F
Canada, Mex., Nat. of Mex
C. A. Junction, Ont., Ottawa & New York
Canada Mills, Mass., Boston & Maine
Canada Morelos, Mex., Mexican Southern
Canadassa, Cal., So. Pacific
Canaday, Mo., St. L. & Mem
Canadian, N.M., El Paso & S.W. System
Canadian, Okla., Mo. Kansas & Texas
Canadian, Tex., So. Kansas of Texas*
C.N. Junction, Manitoba, Canadian Pacific
C.N. Junction, Sask., Canadian Northern
C.N. Transfer, Que., Can. North. Quebec
C.P. Junction, N.B., New Brunswick So
C.P. Junction, Ont., Central Ontario
Canady, N.C., Atlantic Coast Line
Canadys, Miss., Southern in Miss
Canajoharie, N.Y., West Sh
Canal, Del., Pennsylvania
Canal, Md., Pennsylvania
Canal, Ont., Central Ontario
Canal Bridge, Ont., Niagara, St. Cath. & Tor
Canal Dover, O., Baltimore & Ohio (a)
" No. O. Tr. & L. Co (El) (d)
" Pennsylvania Co (b)(c)
(a) and (b) about 120 yards apart
(b) and (c) about ½ mile apart
Canales, Mex., Nat. of Mex
Canal Fulton, O., Baltimore & Ohio (a)
" Pennsylvania Co (b)
(a) and (b) about 100 ft. apart
Canalou, Mo., Frisco System
Canal Winchester, Franklin Co., O., Hocking Valley
Canandaigua, N.Y., N.Y. Cent. & H.R (a)
" Pennsylvania (a)
Cananea, Mex., West Coast Route
Canasaraga, Alleghany Co., N.Y., Erie (a)
" Pitts. Shawmut & N (b)
(a) and (b) adjacent
Spelled Canaseraga on Erie
Canastota, Ala., Louisville & Nashville
Canastota, N.Y., Lehigh Valley (a)
" N.Y. Cent. & Hud. Riv (a)
" West Shore (a)
Canatlan, Mex., Mex. Intern
Canby, Minn., North-Western Line
Canby, Ore., Southern Pac
Canda, N.J., Central of N.J
Candahar, Sask., Can. Pac
Candelaria, Mex., National of Mexico
Candelaria, Nev., Southern Pacific
Candia, N.H., Boston & Me
Candiac, Sask., Can. North
Candler, Fla., Atlantic Coast Line
Candler, Ga., Gainesville Midland
Candler, N.C., Southern
Candlish, Tex., Galv. Harrisb. & San Ant
Cando, Cal., South. Pacific
Cando, N.D., Great Northern
Candon, Tex., Chicago, Rk. Isl. & Gulf
Candor, Manitoba, Canadian Northern
Candor, N.Y., Del. Lack. & W
Candor, N.C., Aberdeen & Asheboro
Caneadea, N.Y., Buffalo & Susq (a)
" Pennsylvania (b)
(a) and (b) about 1½ miles apart
Canebottom, N.C., Car. Clinch. and Ohio
Canebrake, Tex., Galv. Harrisb. & San Ant
Canebrake, W.Va., Norfolk & Western
Caneda, Cal., South. Pac
Canedo, Michoacan, Mex., National of Mexico
Canedo, Sinaloa, Mex., West Coast Route
Canedy, Wash., North. Pac
Cane Fork, W.Va., Chesapeake & Ohio
Canemah, Ore., Portland Ry. L. & P. Co
Canemah Park, Ore., Portland Ry. L. & P. Co
Cane Patch, Va., Roaring Fork
Cane Savannah, S.C., Atlantic Coast Line
Canes Mill, S.C., Atlantic Coast Line
Caney, Ark., Bearden & Ouachita Riv
Caney, Kan., Atch. Top. & San. Fe (a)
" Missouri Pacific (b)
(a) and (b) about ¼ mi. apart
Caney, Ky., Licking River
Caney, Okla., Mo. Kansas & Texas
Caney Creek, Mo., St. Louis, Iron Mt. & So
Caney Fork, Tenn., Tennessee Central
Caneyville, Ky., Ill. Central
Canfield, Ark., St. L. So. W
Canfield, Cal., San Juan Pac
Canfield, N.Y., Lehigh Valley
Canfield, Mahoning Co., O., Erie
Canfield, Trumbull Co., O., Lake Sh. & Mich. So
Canfield, Ont., Gd. Trunk (a)
" Michigan Central (b)
(a) and (b) 8 10 mile apart
Canfield Junction, O., Pennsylvania Co
Canfield Jn., Ont., Gd. Tk (a)
" Wabash (a)
Canford, B.C., Can. Pacific
Canibas, Me., Bangor & Aroostook
Canisteo, N.Y., Erie (a)
" N.Y. & Penna (a) (b)
Canistota, S.D., N. West. Line
Canitas, Mex., Nat. of Mex
Cannore, Alberta, Can. Pac
Cannel, Tex., Rio Gr. & Eagle Pass
Cannelisburg, Ind., Balt. & Ohio Southwest
Cannel City, Ky., Ohio & Ky
Cannelton, Ind., Southern
Cannelton, Pa., Pitts. Lisbon & West
Cannelton, W.Va., Kanawha & Michigan
Cannelville, O., Zanesville & Western
Canning, N.S., Dom. Atlantic
Canning, S.D., No. West. Line
Cannington, Ont., Gd. Trunk
Cannon, Cal., South. Pacific
Cannon, Del., Penna
Cannon, N.C., Southern
Cannon, O., Zanesville & Western
Cannon Falls, Minn., Chicago Gt. West (a)
" Chic. Mil. & St. Paul (b)
(a) and (b) about ¾ mi. apart
Cannon Junction, Minn., Chicago, Mil. & St. Paul
Cannon's, Fla., Tampa & Jacksonville
Cannonsburg, Miss., Yazoo & Miss. Valley
Cannon's Creek, O., Detroit, Tol. & Ironton
Cannon Station, Conn., N.Y. New Hav. & Hart
Cannonville, Ga., Atlanta & West Point
Canobie, N.B., Caraquet
Canobie Lake, N. H., Concord & Montreal
Canoe, Ala., Louisv. & Nash
Canoe, B.C., Canadian Pac
Canoe, Ga., Cent. of Georgia
Canoe Camp, Pa., Erie
Canoe Creek, Jefferson Co., Pa., Pennsylvania
Canoe Lake, Ont., Grand Trunk
Canoe Run, Pa., Penna
Canoga, Cal., South. Pacific
Canon, Ga., Southern
Canon, Mex., Nat. of Mexico
Canon, Nev., Las Vegas & Tonopah
Canonchet, R.I., Wood Riv. B
Cañon City, Colo., Atch. Top. & San. Fe (a)
" Denv. & Rio Grande (b)
" Florence & Crip. Ck (b)
(a) and (b) ¼ mile apart
Canonsburg, Pa., Pitts. Cin. Chic. & St. L
Canon Verde, Mex., Potosi & Rio Verde
Canora, Sask., Canadian Northern
Canova, S.D., No. West. Line
Canscab, Mex., United RRs. of Yucatan
Cant, Va., Southern
Cantaloupe, Ind., Evansv. & Terre Haute
Cantara, Cal., South. Pacific
Cantara N.M., Atch. Top. & Santa Fe
Cantera, Sonora, Mex., West Coast Route
Cantera, Vera Cruz, Mex., Veracruz & Isthmus
Canterbury, Ct., N.Y.N.H. & H
Canterbury, N.B., Can. Pac
Canterbury, N.H., Boston & Maine
Canterbury, W.Va., Norfolk & Western
Cantil, Cal., South. Pacific
Cantine, Ill., Vandalia
Canton, Colo., Union Pacific
Canton, Ct., Cent. New Eng
Canton, Ga., Louisv. & Nashv
Canton, Ill., Burl. Route (a)
" Tol. Peoria & West (b)
(a) and (b) about ½ mi. apart
Canton, Kan., Atch. Top. & San. Fe (a)
" Chic. Rock Isl. & Pac (b)
(a) and (b) ½ mile apart
Canton, Me., Maine Central
Canton, Md., Balt. & Ohio
" Pennsylvania
Canton, Mass., N.Y.N.H. & H
Canton, Mich., Pere Marq
Canton, Minn., Ch. Mil. & St. P
Canton, Miss., Illinois Cent
Canton, Mo., Burl. Route
Canton, N.Y., N.Y.C. & H.R
Canton, N.C., Southern
Canton, O., Balt. & Ohio (a)
" No. O. T. & L. Co (El) (d)
" Pennsylvania Co (b)
" Wheeling & L. Erie (c)
(a) and (b) 1 mile apart
(a) and (c) about 1 mi. apart
(b) and (c) about 350 yards apart
Canton, Okla., Kan. City, Mex. & Orient
Canton, Pa., Penna
Canton, S.D., Chic. Mil. & St. P
Canton, Wis., Minn. St. P. & Slt. Ste. M
Canton Crossing, Md., Pennsylvania
Canton Horn, O., Baltimore & Ohio
Canton Junction, Mass., N.Y. New Hav. & Hart
Cantonment, Fla., Louisville & Nashville
Cantrall, Ill., Ch. Peo. & St. L
Cantrell, Tenn., N.C. & St. L
Cantrell, Tex., Nacogdoches & S.E
Cantril, Ia., Burl. Route
Cantu, Mex., Mexican International
Canty, Nev., Nev. & Cal
Cantys, S.C., Atl. Coast L
Canute, Okla., Chicago, Rk. Isl. & Pac
Canutillo, Mex., Coahuila & Zacatecas
Canutillo, Tex., At. T. & S.Fe
Canyon, Mont., Chic. Mil. & Puget Sd (a)
" Montana (a)
Canyon, Nev., Nev. Central
Canyon, Kittitas Co., Wash., Northern Pacific
Canyon, Whitman Co., Wash., Oregon RR. & Nav. Co
Canyon, Wyo., Saratoga & Encamp
Canyoncito, N.M., Atch. Top. & Santa Fe
Canyon City, S.D., Missouri River & N.W
Canyon City, Randall Co., Tex., Pecos & North. Texas*
Canyon City Junction, Tex., Pecos & North. Texas*
Canyon Diablo, Ariz., A.T. & S.F., Coast Lines*
Canyon Junction, Colo., Atch. Top. & Santa Fe
Canyon Spur, Mont., Montana
Capa, S.D., North-Western Line
Capac, Mich., Grand Trunk
Capas, Minn., Minn. St. P. & Slt. Ste. M
Capay, Cal., South. Pacific
Cape, N.B., Salish. & Harvey
Cape Breton, N.S., Moncton & Buctouche
Cape Charles, Va., N.Y. Phila. & Norfolk
Cape Fear, N.C., Raleigh & Southport
Cape Girardeau, Mo., Ches. Perryv. & Ste. G
" Frisco System
Cape Henry, Va., Norfolk & Southern
Cape Jellison, Me., Bangor & Aroostook
Cape La Cruz, Mo., Ches. Perryv. & Ste. G
Capelton, Que., Boston & Me
Cape May, N.J., Atlantic City (a)
" Pennsylvania (b)
(a) and (b) about ½ mile apart
Cape May Court House, N.J., Atlantic City (a)
" Pennsylvania (b)
(a) and (b) ¼ mile apart
Cape May Junction, N.J., Atlantic City
" Pennsylvania
Cape May Point, N.J., Pennsylvania
Capera, Ala., Lv. & Nashv
Cape Ray, N.F., Reid Newfoundland
Caperton, W.Va., Chesapeake & Ohio
Cape Tormentine, N.B., New Bruns. & Pr. Ed. Isl
Cape Traverse, P.E.I., Prince Edward Island
Cape Vincent, N.Y., N.Y. Cent. & Hud. River
Capitan, Cal., South. Pacific
Capitan, N.M., El Paso & S.W. System
Capitola, Cal., South. Pacific
Capitola, Fla., Florida Cent
Capitol Hill, Ore., Oregon Electric
Capitol Mills, Wash., Northern Pacific
Capitol View Park, Md., Baltimore & Ohio
Caplen, Tex., Gulf & Interstate of Tex
Caples, W.Va., Norf. & West
Capleville, Tenn., Frisco Sys
Caplin, Que., Atl. & Lk. Sup
Caplin River, Que., Atlantic & Lake Sup
Capomas, Mex., West Coast Route
Capon Road, Va., Balt. & Ohio
Caporn, Cal., South. Pacific
Capote, Mex., Nat. of Mexico
Capps, Ala., Atl. Coast Line
Capron, Ill., No. West. Line
Capron, Ia., Chicago, Mil. & St. P (a)
" Iowa Central (a)
Capron, Okla., A. T. & S. F
Capron, Tex., Wichita Val
Capron, Va., Southern
Cap Rouge, Que., Can. North. Quebec
Cap St. Ignace, Que., Intere
Cap Sante, Que., Can. North. Quebec
Capshaw, Tenn., Little River
Captina, O., Ohio River & Western
Captina, W.Va., Balt. & Ohio
Captina Island, W.Va., Baltimore & Ohio
Capulin Vegas, N.M., St. L. Rocky Mtn. & Pac
Caputa, S.D., Chicago, Mil. & St. Paul
Caradoc, Ont., Can. Pacific
Caraleigh, N.C., Raleigh & Southport
" Southern
Caraleigh Junction, N.C., Southern
Caraquet, N.B., Caraquet
Carara Junction, Ala., Atlanta, Birm. & Atl
Carberry, Manitoba, Canadian Northern (a)
" Canadian Pacific (b)
(a) and (b) about 200 yards apart
Carberry Junc., Manitoba, Canadian Northern
Carbo, Ala., Louisv. & Nashv
Carbo, Mex., West Coast Route
Carbon, Ill., Balt. & Ohio Southwest
Carbon, Ind., Central Indiana (a)
" Cleve. Cin. C. & St. L (b)
(a) and (b) adjacent
Carbon, Davis Co., Ia., Wab
Carbon, Mont., North. Pac
Carbon, Okla., Missouri, Kansas & Tex
Carbon, Lawrence Co., Pa., Pittsburgh & Lake Erie
Carbon, Mercer Co., Pa., Sharpsville
Carbon, Eastland Co., Tex., Texas Central
Carbon, W.Va., Ohio Central Lines
Carbon, Wyo., Union Pacific
Carbonado, Wash., No. Pac
Carbonate, Wyo., Colorado & Wyoming
Carbon Centre, Pa., Baltimore & Ohio
Carbon Cliff, Ill., Chic. R.I. & Pacific (a)
" Dav. R.I. & No. W (b)
(a) and (b) about ¼ mile apart
Carbondale, Cal., South. Pac
Carbondale, Colo., Colorado Midland (a)
" Crystal River (b)
" Denv. & Rio Grande (b)
(a) and (b) about 1 mi. apart
Carbondale, Ga., Southern
Carbondale, Ill., Ill. Cent
Carbondale, Kan., A. T. & S. F
Carbondale, Ky., Ill. Cent
Carbondale, Mich., North Western Line
Carbondale, O., Balt. & O.S.W
Carbondale, Pa., Delaware & Hudson (a)
" Erie (a)
" N.Y. Ont. & West (b)
(a) and (b) 200 yards apart
Carbondale, Tex., St. Louis South-west
Carbondale, W.Va., Kanawha & Michigan
Carbonear, N.F., Reid Newfoundland
Carbonero, Mex., Nat. of Mex

Carbon Hill, Ala., Frisco Sys
Carbon Hill, Ill., Elg. Jol. & E
Carbon Hill, O., Hocking Val
Carbon Junction, Colo., Denver & Rio Grande
Carbonton, N.C., Durham & Charlotte
Carden, Kan., St. Joseph & Gd. Island
Carden, Ky., Louisv. & Nashv
Cardena, N.M., Atch. Top. & Santa Fe
Cardenas, San Luis Potosi, Mex., National of Mexico
Cardenas, Vera Cruz, Mex., Tehuantepec National
Cardenas, N.C., Raleigh & Southport
Carders, Wash., Spok. & Inland Empire
Cardiff, Ala., Southern
Cardiff, Colo., Colo. Midland
Cardiff, Ill., Chic. Ind. & South (a)
» Wabash (b)
(a) and (b) ½ mile apart
Cardiff, Md., Md. & Penna
Cardiff, Minn., Great North
Cardiff, N.J., Pennsylvania
Cardiff, Pa., Pitts. Shawmut & North
Cardiff, Tenn., Cin. N. Orl. & Tex. P (a)
» Tennessee Central (b)
(a) and (b) adjacent
Cardiff Junction, Ill., Chicago, Ind. & South
Cardigan, N.B., Can. Pac
Cardigan, N.H., Bost. & Me
Cardigan, P.E.I., Pr. Ed. Isl
Cardigan Junc., Minn., Minn. St. P. & Slt. Ste. M
Cardinal, Colo., Denver, Boulder & West
Cardinal, Manitoba, Canadian Northern
Cardinal, Ont., Grand Trunk
Cardington, O., Cleve. Cin. Chic. & St. L
Cardington Mills, Pa., Pennsylvania
Cardonia, Ind., Cent. Indiana
Card's, Ala., Nashv. Chat. & St. L
Cards, Tenn., Central of Ga
Cardston, Alberta, Alberta Ry. & Irrig. Co
Cardwell, Mo., Paragould & Mem (a)
» Paragould S.E (b)
(a) and (b) ¼ mile apart
Cardwell, Mont., No. Pac
Cardwell Junction, Ont., Canadian Pacific (a)
» Grand Trunk (a)
Cardy, Mo., At. Top. & S. Fe
Careaga, Cal., Pacific Coast
Carem, S.C., Southern
Carenero, La., Morgan's La. & Texas
Carenero, La., Tex. & N. Orl
Carey, Ark., Warren & Ouachita Val
Carey, Del., Pennsylvania
Carey, Greene Co., Ga., Georgia
Carey, O., Cl. C. Ch. & St. L (a) (b)
» Hocking Valley (b) (c)
» Northern Ohio (b)
(a) and (b) adjacent
(a) and (c) 880 yards apart
(b) and (c) 325 yards apart
Carey, Tex., Ft. W. & Denv. C
Careyhurst, Wyo., North-Western Line
Careys, Floyd Co., Ga., Southern
Careys, Md., Balt. Ches. & Atl
Careyville, Tenn., Southern
Cargill, Ont., Grand Trunk
Carhartt, S.C., Southern
Caribou, Me., Bangor & Aroostook (a)
» Canadian Pacific (b)
(a) and (b) about ½ mi. apart
Caribou, Que., Can. Northern Quebec
Caribou, Yukon, White Pass & Yuk. Rte
Caribou Springs, N.B., North Shore
Carievale, Sask., Can. Pac
Carillon, Que., Carill. & Gren
Carisbrooke, N.M., Santa Fe, Raton & East
Carlsons, Pa., Pitts. & West
Carkin, W.Va., Chesapeake & Ohio
Carl, Tex., Hous. & Tex. Cent
Carl, W.Va., Western Maryland
Carland, Mich., Ann Arbor
Carleton, Monroe Co., Mich., Detroit, Tol. & Iron (a)
» Pere Marquette (a)
Carleton, Mo., Frisco System
Carleton, Neb., St. J. & G. I
Carleton, Okla., Frisco Sys
Carleton, Que., Atlantic & Lake Sup
Carleton, Wis., Wisconsin & Michigan
Carleton Place, Ont., Canadian Pacific
Carley, Wash., Spokane, Port. & Seat
Carlile, Colo., Denver & Rio G
Carlim, Pa., Pennsylvania
Carlin, B.C., Canadian Pacific
Carlin, La., St. L. Ir. Mt. & So
Carlin, Nev., South. Pacific
Carling, Ga., Cent. of Ga
Carling, Ont., Can. Pac
Carlinville, Ill., Chic. & Alton
Carlisle, Ala., Nashv. Chat. & St. L
Carlisle, Ark., Chicago, Rk. Isl. & Pac
Carlisle, Ind., Ev. & Terre H
Carlisle, Ia., Chic. Rk. Isl. & P
Carlisle, Kan., Missouri Pac
Carlisle, Ky., Louisv. & Nash
Carlisle, Mass., N.Y.N.H. & H
Carlisle, Mich., G.R. & Ind
Carlisle, Minn., Great North
Carlisle, Miss., Yazoo & Miss. Valley
Carlisle, Neb., No.-West Line
Carlisle, O., Cin. Ham. & D (a)
» Cincinnati North (a)
Carlisle, Pa., Cumb. Val (a) (b)
» Gettys. & Harrisb (b) (c)
(b) Called Gettysburg Junc. on Cumberland Valley
(a) and (b) 8-10 mile apart
(b) and (c) 1-10 mile apart
Carlisle, S.C., Seab. Air L (a)
» Southern (b)
(a) and (b) about 1-5 mile apart
Carlisle, Tenn., Tenn. & Cumb. River
Carlisle, Trinity Co., Tex., Beaumont & Gt. North
Carlisle, Wash., North. Pac
Carlisle, W.Va., Ches. & O (a)
» White Oak (a)
Carlisle Junction, O., Ohio Electric
Carlisle Junction, Pa., Gettysb. & Harrisb (a)
» Phila. & Reading (a)
Carlisle Road, Pa., Cumberland Valley
Carl Jn., Mo., Frisco System
Carlock, Ill., Lk. Erie & West
Carlos, Mex., Nat. of Mex
Carlos, Minn., Minn. St. P. & Slt. Ste. M
Carlos, Miss., Brookhaven & P.R (a)
» Mississippi Central (b)
(a) and (b) adjacent
Called Friendship on B. & P. R
Carlos, Neb., Mo. Pac
Carlos, N.C., Raleigh & Southport
Carlos, Tex., Houston & Texas Cent
Carlos, W.Va., Norfolk & Western
Carlos City, Ind., Cleve. Cin. Chic. & St. L
Carlos Junction, Md., Cumberland & Penna
Carlotta, Cal., No. West. Pac
Carlow, Fla., Atl. Coast L
Carlow, Mo., Wabash
Carlsbad, Cal., A.T. & S.F., Coast Lines*
Carlsbad, Ga., Atlanta, Birm. & Atl
Carlsbad, Ky., Lv. & Nashv
Carlsbad, N.M., Eastern of New Mex *
Carlsbad Springs, Ont., Grand Trunk
Carlsberg, Sask., Canadian Northern
Carlshend, Mich., Munising
Carlson, Ia., Chic. R.I. & Pac
Carlson, Pa., Balt. & Ohio
Carlsons, Mich., G. Rap. & Ind
Carlstadt, Alberta, Canadian Pacific
Carlstadt, N.J., N.J. & N.Y
Carlton, Ala., Lv. & Nashv
Carlton, Ill., No. West. Line
Carlton, Kan., Missouri Pac
Carlton, St. Clair Co., Mich., Michigan Central
Carlton, Minn., Chic. Mil. & St. Paul †
» Great Northern (a)
» Northern Pacific (b)
(a) and (b) about 833 yards apart
Carlton, Mont., North. Pac
Carlton, N.Y., N.Y.C. & H.R
Carlton, Ore., Southern Pac
Carlton, Tex., Stephenv. N. & S. Texas
Carlton Hill, N.J., Erie
Carlton (W. Rd.), Ont., Grand Trunk
Carltonville, Mass., Bost. & Me
Carlwick, O., Ohio River & Western
Carlyle, Ill., B. & O. So. West
Carlyle, Allen Co., Kan., Atch. Top. & Santa Fe
Carlyle, Sask., Can. Pacific
Carlysle, S.D., Minn. & St. Louis
Carman, Ark., Prescott & North-west
Carman, Ill., Burl. Route
Carman, Manitoba, Canadian Northern (a)
» Canadian Pacific (b)
» Great Northern (c)
(a) and (b) adjacent
(c) about ½ mile from (a) and (b)
Carman, N.Y., N.Y. Cent. & Hud. Riv
Carman, Pa., Buff. Roch. & Pitts (a)
» Pennsylvania (b)
» Pitts. Shawmut & No (c)
(a) and (b) about ¼ mi. apart
(b) and (c) about 50 rods apart
Carman Junction, Manitoba, Canadian Northern
Carman Transfer, Pa., Penna
Carmean, Kans., Mo. Kans. & Texas
Carmel, Cal., A.T. & S.F., Coast Lines*
Carmel, Ind., Ch. Ind. & Lv
Carmel, Me., Maine Central
Carmel, N.Y., N.Y.C. & H.R
Carmel, Ont., Grand Trunk
Carmel, Que., Intercolonial
Carmel, Saskatchewan, Canadian Northern
Carmelita, Cal., LosAng. & Redondo (El)
Carmelita, Mex., Nat. of Mex
Carmen, Ala., Central of Georgia
Carmen, Vera Cruz, Mex., Tehuantepec National
Carmen, Coahuila, Mex., Mexican Internat
Carmen, Puebla, Mex., Interoceanic of Mexico
Carmen, Vera Cruz, Mex., Veracruz & Isthmus
Carmen, Okla., Frisco Sys
» Kan. City, Mex. & Orient
Carmenita, Cal., So. Pacific
Carmi, Ill., C.C.C. & St. L (a)
» Louisville & Nashv (a)
Carmi, Kan., Missouri Pac
Carmi, Wis., Wisconsin & Michigan
Carmichael, Sask., Can. Pac
Carmichael, S.C., Atlantic Coast Line
Carmichaels, Ala., Atl. & St. Andrews Bay
Carmine, Tex., Houston & Tex. Cent
Carmona, Mex., El Oro Mining & Ry. Co
Carmona, Pa., Penna. Co
Carmona, Tex., Mo. Kan. & T
Carnadero, Cal., So. Pacific
Carnahan, Ore., Astoria & Col. River
Carnall, Ark., Ark. Cent
Carnarvon, Ia., No. West Line
Carnduff, Sask., Can. Pac
Carne, N.M., Southern Pac
Carnegie, Ga., Ga. Fla. & Ala
Carnegie, Manitoba, Can. Pac
Carnegie, N.C., Car. Clinch. and Ohio
Carnegie, Okla., Chicago, Rk. Isl. & Pac
Carnegie, Pa., Pitts. Char. & Yough (a)
» Pitts. Cin. C. & St. L (b)
» Wabash Pitts. Term (c)
(a) and (b) ¼ mile apart
(b) and (c) about 1 mi. apart
Carnegie, Tenn., Car. Clinch. and Ohio
» Southern
Carneiro, Kan., Union Pac
Carnero, Mex., Mexican So
Carnero, N.M., Atch. Top. & Santa Fe
Carneros, Mex., Coahuila & Zacat (a)
» National of Mexico (a)
Carnes, Ia., No. West. Line
Carnes, Tex., Houst. Fostoria & No
Carney, Kan., Missouri Pac
Carney, Mich., North-Western Line
Carney, Mont., North. Pac
Carney, Okla., Missouri, Kan. & Texas
Carney, Pa., Pennsylvania
Carneys, Ala., Lv. & Nashv
Carney's, Ind., P.C.C. & St. L
Carney's Point, N.J., Pennsylvania
» Philadelphia & Reading
Carnforth, Ia., Chic. R.I. & Pacific (a)
» North-West. Line (a)
Carnforth Crossing, Ia., North Western Line
Carns Mill, Ga., Lv. & Nashv
Carntown, Ky., Ches. & Ohio
Caro, Mich., Michigan Cent
Caro, Tex., Caro North (a)
» Texas & New Orl (a)
Caro Junc., Mich., Mich. Cent
Carolan, Minn., Minnesota & No. Wisc
Caroleen, N.C., Seaboard Air Line
Carolina, Fla., Atlantic Coast Line
Carolina, Ga., Southern
Carolina, R.I., N.Y. N.H. & H
Carolina Junction, Va., Norfolk & Southern (a)
» Virginian (b)
Caroline, Minn., Chicago, Mil. & St. Paul
» North-Western Line
Caroline, N.Y., Del. Lac. & W
Caroline, Que., Quebec, Montreal & So
Caron, Sask., Can. Pacific
Carona, Kan., Missouri Pac
Caron Brook, N.B., Temiscouata
Carondelet, Mo., Missouri Pacific (a)
» St. L. Iron Mt. & So (a)
Carondelet Park, Mo., Missouri Pacific
Carp, Nev., San Fed. LosAng. & S. Lk
Carp, Ont., Grand Trunk
Carpenter, Jackson Co., Ala., Nashv. Chat. & St. L
Carpenter, B.C., Can. Pac
Carpenter, Del., Balt. & Ohio
Carpenter, Ill., Wabash
Carpenter, Ia., C.M. & St. P
Carpenter, Mich., Pere Marquette
Carpenter, Miss., Yazoo & Miss. Valley
Carpenter, N.C., Durham & Southern
Carpenter, O., Kanawha & Michigan
Carpenter, Phila. Co., Pa., Pennsylvania
Carpenter, Blount Co., Tenn., Louisville & Nashville
Carpenter, Tex., Galv. Har. & San Ant
Carpenter's, Mich., Mich. Cen
Carpenter's, Potter Co., Pa., Coudersp. & P. Alleg
Carpenter's, Lawrence Co., Tenn., Louisville & Nashville
Carpentersville, Ill., North-Western Line
Carpentersville, Ind., Chicago, Ind. & Louisv
Carpenterville, N.J., Penna
Carpinteria, Cal., South. Pac
Carpintero, Mex., Mexican International
Carpio, N.D., Minn. St. P. & Slt. Ste. M
Carp Lake, Mich., Grand Rapids & Ind
Carr, Colo., Union Pacific
Carr, Ind., Balt. & Ohio S.W
Carrabasset, Me., Sandy Riv. & Rang. Lks
Carrabelle, Fla., Georgia, Florida & Ala
Carracas, Colo., Den. & Rio G
Carrasco, Mex., Nat. of Mex
Carratunk, Me., Somerset
Carraway, Fla., Ga. So. & Fla
Carrcroft, Del., Balt. & Ohio
Carretera, Mex., National of Mexico
Carrier, Okla., Frisco Sys
Carrier (1), Jefferson Co., Pa., Buf. Roch. & Pitts (a)
» Pennsylvania (b)
Called Forest Hill on B. R. & P
(a) and (b) about ¼ mi. apart
Carrier (2), Jefferson Co., Pa., Pitts. Summerv. & Clar
Carriere, Miss., New Orl. & North-east
Carrier Mills, Ill., Cleve. Cin. Chic. & St. L
Carrigain, N.H., Maine Cent
Carrillo, Mex., Mex. North
Carrington, Mo., Chic. & Alt
Carrington, N.D., M. St. P. & Slt. Ste. M (a)
» Northern Pacific (b)
(a) and (b) ¾ mile apart
Carrington, O., Zanesville & West
Carris, S.C., Georget. & West
Carrizal, Chihuahua, Mex., National of Mexico
Carrizal, Vera Cruz, Mex., Interoceanic of Mex
Carrizo, Ariz., A.T. & S.F., Coast Lines*
Carrizos, Mex., Nat. of Mex
Carrizozo, N.M., El Paso & S.W. System
Carrizozo Junction, N.M., El Paso & S.W. System
Carr Junction, Mass., Boston & Maine
Carrmorte, O., Ohio Elec
Carroll, Ga., Southern
Carroll, Ia., Chic. Great West
» North-Western Line
Carroll, La., La. Ry. & Nav. Co
Carroll, Manitoba, Can. Pac
Carroll, Md., Balt. & Ohio
» Pennsylvania
Carroll, Miss., Ill. Central
Carroll, Neb., No. West. Line
Carroll, N.C., Atlantic Coast Line
Carroll, O., Hocking Valley
Carroll, Pa., White Deer & Loganton
Carroll, Tenn., Mobile & Ohio
Carroll, —— Co., Wash., Bel. Bay & Brit. Col
Carroll's, N.B., Intercolonial
Carrolls, —— Co., Wash., Northern Pacific
Carroll's Crossing, Ind., Lk. Shore & Mich. So
Carrollton, Ala., Alabama, Tenn. & No
Carrollton, Ga., Cent. of Ga
Carrollton, Ill., Chicago & Alton
Carrollton, Ky., Carrollton & Worthv
Carrollton, Md., Western Md
Carrollton, Mich., Grand Trunk (a)
» Michigan Central (b)
(a) and (b) adjacent
Carrollton, Miss., Southern in Miss
Carrollton, Mo., Atch. Top. & S. Fe (a)
» Burlington Route (b)
» Wabash (c)
(a) and (b) ¼ mile apart
(a) and (c) ½ mile apart
Carrollton, N.Y., Buf. Roch. & Pitts (a)
» Erie (b)
» Pennsylvania (c)
(a) and (b) about 5 rods apart
(c) about 1 mile from (a) and (b)
Carrollton, Carroll Co., O., Wheeling & Lake Erie
Carrollton, Tex., Frisco System (a)
» Missouri, Kan. & Tex (a)
» St. Louis So. West (a)
Carrollton Junction, Mo., Wabash
Carrollton Junc., N.Y., Erie
Carrolltown, Pa., N.Y. Cent. & Hud. Riv
Carrolltown Road, Pa., Pennsylvania
Carroll Viaduct, Md., Baltimore & Ohio
Carrollville, Wis., North-Western Line
Carrothers, O., Penna. Co
Carrpo, Ky., Southern
Carr's, Ga., Georgia
Carr's, Ky., Ches. & Ohio
Carr's, N.C., Southern
Carrs, Que., Grand Trunk
Carr's, Tex., Hearne & Brazos Val (a)
» Internat. & Gt. North (b)
Carr's Mills, N.B., Can. Pac
Carsville, Va., Seab. Air Line
Carrville, Ia., Illinois Central
Carry, Ont., Can. Pacific
Carson, Ala., Southern
Carson, B.C., Kettle Valley Lines
Carson, Cal., Pacific Electric
Carson, Ia., Burl. Route (a)
» Chic. R.I. & Pac (a)
Carson, La., Kansas City Southern
Carson, Manitoba, Canadian Pacific
Carson, Miss., Mississippi Central
Carson, Mo., Frisco System
Carson, O., Lk. Sh. & M. So
Carson, Okla., Mo. Okla. & G
Carson, Prince George Co., Va., Atlantic Coast Line
Carson, Warren Co., Va., Norfolk & Western
Carson, Wis., No. West. Line
Carson City, Mich., Gd. Trunk
Carson City, Nev., Virginia & Truckee
Carson Run, Pa., N.Y. Cent. & Hud. Riv

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Carsons, Cal.,
Oregon & Eureka
Carsonville, Mich.,
Pere Marquette
Carstairs, Alberta, Can. Pac
Cartagena, Guanajuato, Mex., National of Mex
Cartagena, Mexico, Mex.,
National of Mexico
Carter, Ill., Chicago So†
Carter, La Grange Co., Ind.,
St. Jos. Vy. Trac (El)
Carter, Marion Co., Ind.,
Clev. Cin. Chic. & St. L
Carter, Ky., Ches. & Ohio
Carter, Miss.,
Yazoo & Miss. Valley
Carter, Mont.,
Great Northern
Carter, Neb., Burl. Route
Carter, Pa.,
Bessemer & Lake Erie
Carter, Tenn.,
Virginia & Southwest
Carter, Va., Norf. & West
Carter, Wetzel Co., W.Va.,
Baltimore & Ohio
Carter, Wyo., Union Pacific
Carteret, N.J., Cent. of N.J
Carter's, Colo., A. T. & S. Fe
Carters, Fla., Atl. Coast Line
Carters, Ga.,
Milltown Air Line
Carters, Mich., Pere Marq
Carter's, Mo., St. L. Ir. Mt. & S
Carter's, N.C., Norf. & West
Carters, Tex.,
Marshall & East Texas
Cartersburg, Ind., Vandalia
Carters Creek, Tenn.,
Louisville & Nashville
Carters Cross Roads, S.C.,
Atlantic Coast Line
Carter's Mill, Md., Balt. & O
Cartersville, Ga.,
Nashv. Chat. & St. L (a)
" Seaboard Air Line (b)
" Western & Atlantic (a)
(a) and (b) 50 yards apart
Cartersville, Ia.,
North-Western Line
Cartersville, Mont.,
Chic. Mil. & Puget Sd
Cartersville, N.Y.,
N.Y. Cent. & Hud. Riv
Cartersville, Okla.,
Midland Valley
Cartersville, S.C.,
Atlantic Coast Line
Carterton, Va., Norf. & West
Carterville, Ill., Coal Belt El†
" Illinois Central
Carterville, Mo.,
Frisco System (a)(b)
" Missouri Pacific (c)
(a) and (c) about 1 mi. apart
Called also Webb City, Mo
Carthage, Ark.,
Chicago, Rk. Isl. & Pac
Carthage, Ill.,
Burlington Route (a)
" Wabash (b)
(a) and (b) 500 feet apart
Carthage, Ind.,
Clev. Cin. Chic. & St. L
Carthage, Minn., North. Pac
Carthage, Mo., Frisco Sys (a)
" Missouri Pacific (b)
" St. L. Iron Mt. & South (b)
(a) and (b) ¾ mile apart
Carthage, N.Y.,
N.Y. Cent. & Hud. Riv
Carthage, N.C.,
Aberdeen & Asheb (a)
" Randolph & Cumb (b)
(a) and (b) and 200 yards apart
Carthage, O.,
Cin. Ham. & Day (a)
" Cincinnati North (b)
" Cl. Cin. Chic. & St. L (b)
(a) and (b) ½ mile apart
Carthage, S.D.,
North Western Line
Carthage, Tenn.,
Tennessee Central
Carthage, Tex.,
Texas & Gulf
Carthage Junction, Ill.,
Burlington Route
Carthage Junction, Minn.,
Northern Pacific
Carthage Junction, Mo.,
Missouri Pacific
Carthage Junction, Tenn.,
Tennessee Central
Carthew, Ont., Grand Trunk
Cartier, Manitoba,
Canadian Northern
Cartier, Ont., Can. Pacific
Carton, O., Cin. Ham. & Day
Cartter, Ill., Ch. and East. Ill
Cartwright, B.C.,
Canadian Pacific
Cartwright, La.,
Tremont & Gulf
Cartwright, Manitoba,
Canadian Pacific
Cartwright, Pa.,
Big Level & Kinzua
Cartwright, Hill Co., Tex.,
Internat. & Great North
Cartwright,
Kaufman Co., Tex.,
Texas Midland
Cartyville, N.F.,
Reid Newfoundland
Caruso, Kan.,
Chicago, Rk. Isl. & Pac
Caruthers, Cal. South. Pac
Caruthers, Tex., East. Texas
Caruthersville, Mo.,
Frisco System
Carvel, Ill., Chic. and East. Ill
Carvel, Kan., Atch. Top. & S. F
Carvel, La. La. Ry. & Nav. Co
Carver, Minn., C. M. & St. P (a)
" Minneap. & St. Louis (b)
(a) and (b) about 30 rods apart
Carver's Falls, N.C.,
Raleigh & Southport
Carville, La.,
Yazoo & Miss. Valley
Carville, Md., Penna
Cary, Ark.,
St. Louis, Iron Mt. & So
Cary, Ill., North-West. Line
Cary Ky., Louisv. & Nashv
Cary, Miss.,
Yazoo & Miss. Valley
Cary, N.C.,
Seaboard Air Line (a)
" Southern (b)
(a) and (b) about 120 yards apart
Cary, Wis.,
Chic. Mil. & St. Paul
Caryhurst, Utah,
Denver & Rio Grande
Caryl, N.Y., N.Y. C. & H. R
Caryls, Pa., Del. Lack. & West
Cary's, N.J., Cent. of N.J
Carysbrook, Va., Ches. & Ohio
Cary Siding, Wis.,
Minn. St. P. & Slt. Ste. M
Cary's Mills, Me.,
Bangor & Aroostook
Carytown, Mo., Mo. Pacific
Caryville, Fla., Lv. & Nash
Caryville, Mass.,
N.Y. New Hav. & Hart
Caryville, Tenn.,
Southern
Caryville, Wis., Chic. M. & St. P
Casa, Ark.,
Chicago, Rock Isl. & Pac
Casa, Colo., Atch. Top. & S. Fe
Casa Blanca, Cal.,
A.T. & S. F., Coast Lines*
Casa Blanca, Durango, Mex.,
Mexican International
Casa Blanca, Sonora, Mex.,
Mexico North Western
Casa Blanca, Tex.,
San Ant. & Aran. Pass
Casa Colorada, Mex.,
Mexico North Western
Casa Grande, Ariz., So. Pac
Casal, Mex.,
West Coast Route
Casanova, N.Y.,
N.Y. New Hav. & Hart
Casanova, Va., Southern
Casaus, N.M., A. T. & S. Fe
Casa Verdugo, Cal.,
Pacific Electric
Cascada, Mex.,
Interoceanic of Mexico
Cascade, B.C., Can. Pacific
Cascade, Cal., No. West. Pac
Cascade, Colo.,
Colo. Midland
Cascade, Dubuque Co., Ia.,
Chicago, Mil. & St. Paul
Cascade, Mich.,
North Western Line
Cascade, Minn., Chic. Gt. W
Cascade, Mont., Gt. North
Cascade, N.Y., Lehigh Valley
Cascade, Pa.,
Bessemer & L.k. Erie (a)
" N.Y. Chic. & St. L (a)
Cascade, Va., Danv. & West
Cascade, Wash., Gt. North
Cascade Falls, W. Va.,
Morgantown & Kingw
Cascade Junction, Wash.,
Northern Pacific
Cascade Locks, Ore.,
Oregon RR. & Nav. Co
Cascade Mills, N.Y.,
N.Y. Cent. & Hud. Riv
Cascade Park, N.Y.,
Buffalo, Roch. & Pitts
Cascade Park, Wash.,
Tacoma & Col. River
Cascades, Que., Can. Pacific
Cascades, Wash.,
Spokane, Port. & Seat
Cascade Summit, Wash.,
Great Northern
Cascade Tunnel, Wash.,
Great Northern
Cascajo, Cal., Pac. Electric
Cascanora, Va., Southern
Cascapedia, Que.,
Atlantic & Lk. Superior
Casco, Minn., Gt. Northern
Casco, Wis., Ahnapee & West
Casco Junction, Wis.,
Ahnapee & Western (a)
" Kewaunee, G. B. & W (a)
Case, Ark., St. L. Ir. Mt. & So
Case, Benzie Co., Mich.,
Pere Marquette
Case, Presque Isle Co., Mich.,
Detroit & Mackinac
Case, Mo., Mo. Kan. & Texas
Case, Wash., North. Pacific
Case Settlement, N.B.,
New Brunswick
Caseville, Mich., Gd. Trunk
Casey, Ala., Western of Ala
Casey, Ill.,
Cin. Ham. & Dayton (a)
" Vandalia (b)
(a) and (b) 300 yards apart
Casey, Ia., Chic. Rk. Isl. & Pac
Casey, Okla.,
Frisco System
Caseyville, Ill.,
Balt. & Ohio So. W (a)
" Vandalia (b)
(a) and (b) about ¾ mi. apart
Casgrains, Que.,
Canadian Pacific
Cash, Ark., Frisco System
Cash, S.C., Atl. Coast Line
Cash, Tex., Texas Midland
Cash Corner, N. C.,
Wash. & Vandemere
Cashel, N.D., North. Pacific
Cashens, Fla.,
Florida East Coast
Cashion, Okla.,
Atch. Top. & S. Fe (a)
" Chic. Rk. Isl. & Pac (a)
Cash Lake, Ont., Canada Atl
Cashmere, Cal., South. Pac
Cashmere, Wash., Great No
Cash Point, Fla.,
Atlantic Coast Line
Cash Point, La., Texas & Pac
Cashton, Wis., Ch. Mil. & St. P
Cashup, Wash.,
Spok. & Inland Empire
Casini, Cal., No. West. Pac
Casita, Chihuahua, Mex.,
Parral & Durango
Casita, Sonora, Mex.,
West Coast Route
Casitas, Cal., South. Pacific
Caskey, S.C., Southern
Caskie, Va., Ches. & Ohio
Casky, Ky., Louisv. & Nash
Casmalia, Cal., So. Pacific
Casmalia, N. D., Gt. Northern
Casner, Ill.,
Cin. Ham. & Dayton
Casnovia, Mich., Pere Marq
Cason, Ga., Southern
Cason, Tex.,
Missouri, Kan. & Texas
Cason's, Fla., Atl. Coast Line
Caspari, La.,
Louisiana & North West
Casper, Wyo., No. West. Line
Caspiana, La., Texas & Pac
Cass, Ga.,
Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Cass, Ill., Balt. & Ohio So. W
Cass, Sullivan Co., Ind.,
Indianapolis Southern
Cass, Tex., Pt. Arthur Route
Cass, W. Va., Chesa. & Ohio
Cassa, Wyo., Colo. & South
Cassadaga, N.Y.,
Dun. Alleg. Val. & Pitts
Cassandra, Ga., Chatt. South
Cassatt, S.C.,
Seaboard Air Line
Cass City, Mich., Gd. Trunk
Cassell, O., Balt. & Ohio
Cassell, Pa., Balt. & Ohio
Cassells, Colo.,
Colorado & Southern
Casselman, Pa., Balt. & Ohio
Casselman, Ont.,
Grand Trunk
Casselton, N.D.,
Great Northern (a)
" Northern Pacific (b)
(a) and (b) about 100 yards apart
Cassia, Fla., Atl. Coast Line
Cassian, Wis., C. M. & St. P
Cassidy, Mo., Frisco System
Cassidy, Ont.,
Temiskaming & N. Ont
Cassidy's, B.C.,
Esquimalt & Nanaimo
Cassils, Alberta, Can. Pacific
Cass Junc., Ia., Chic. Gt. W
Cass Lake, Minn., Gt. North
Cassopolis, Mich.
Grand Trunk (a)
" Michigan Central (b)
Depots adjacent
Cassville, Ind., Lk. E. & West
Cassville, Mo.,
Cassville & Western
Cassville, Wis., Burl. Route
Castalc, Cal., South. Pacific
Castalia, Ia.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) 250 feet apart
Castalia, O.,
Cl. Cin. Chic. & St. L (a)
" Lk. Erie & Western (b)
Depots adjacent
Castana, Ia., No. West. Line
Castano, Mex., Mex. Inter
Castella, Cal., South. Pacific
Castiac, Cal., South. Pacific
Castiel, Colo.,
Atch. Top. & Santa Fe
Castile, N.Y., Erie
Castilla, Utah,
Denver & Rio Grande
Castine, O., Cincin. North
Castle, Alberta,
Canadian Pacific
Castle, Cal., Southern Pac
Castle, Minn.,
Minn. St. P. & Slt. Ste. M
Castle, Mo.,
Quincy, Omaha & K. C
Castle, N. B.,
New Brunswick South
Castle, N.Y.,
N.Y. Ont. & Western (a)
" West Shore (a)
Called Oneida Castle on W. S
Castle, Okla.,
Fort Smith & Western
Castle, Va.,
Car. Clinch. and Ohio
Castleberry, Ala., Lv. & Nash
Castle Crag, Cal., So. Pacific
Castle Fin, Pa., Md. & Penna
Castleford, Ont., Can. Pacific
Castlegar Junction, B.C.
Canadian Pacific
Castle Gate Utah,
Denver & Rio Grande
Castle Hayne, N.C.,
Atlantic Coast Line
Castle Hill, Mass.,
Boston & Maine
Castle Junction, Mont.,
Northern Pacific
Castle Jn., Pa., Pitts. & West
Castle Keyser, Pa.,
Baltimore & Ohio
Castleman, Ala., Southern
Castleman, Miss.,
Yazoo & Miss. Valley
Castlen, Ga., Southern
Castle Rock, Cal., So. Pacific
Castle Rock, Colo.,
Atch. Top. & San. Fe (a)
" Denv. & Rio Grande (b)
(a) and (b) about ½ mi. apart
Castle Rock, Minn.,
Chicago, Mil. & St. P (a)
" Chicago, Rk. Isl. & P (a)
Castle Rock, Ore.,
Ore. RR. & Nav. Co
Castle Rock, Pa.,
Williamsport & No. Br
Castle Rock, Utah, Union Pac
Castle Rock, Wash., No. Pac
Castle Rock Branch, Va.,
Norfolk & Western
Castle Rock Mines, Va.,
Norfolk & Western
Castles, Colo., Colo. Midland
Castle Shannon, Pa.,
Pittsburgh Rys. Co (a)
" West Side Belt (b)
(a) and (b) about ½ mi. apart
Castleton, Colo.,
Colorado & Southern
Castleton, Stark Co., Ill.,
Burlington Route
Castleton, Ind.,
Lake Erie & Western
Castleton, Kan.,
Atch. Top. & Santa Fe
Castleton, N.Y., N.Y. C. & H. R
Castleton, Vt., Del & Hud
Castleton, Wash.,
Chic. Mil. & Puget Sd
Castleville, Ark.,
Ark. Okla. & West
Castle Wood, Mo., Mo. Pacific
Castlewood, Sask., Can. Pac
Castlewood, S.D.,
North-Western Line
Castlewood, Va.,
Norfolk & Western
Caston, Okla.,
Chic. Rk. Isl. & Pac (a)
" Frisco System (b)
Castor, Bienville Co., La.,
Louisiana & Arkansas
Castor, Catahoula Co., La.,
Natchez, Urania & Rus
Castor, Mo., Frisco System
Castor Bridge, Mo.,
Frisco System
Castorland, N.Y.,
N.Y. Cent. & Hud. River
Castro, Mex., Nat. of Mex
Castros, Cal., Southern Pac
Castroville, Cal., South Pac
Caswell, Me., Canadian Pac
Caswell, N.C., Norfolk & So
Caswell, Tenn., Southern
Cataldo, Idaho, No. Pac (a)
" Ore. RR. & Nav. Co (a)
Catale, Okla., Frisco System
Catalina, Mex.,
Mexican Internat
Catalina Island, Cal.,
Los Ang. Inter-Urban ▫
" Pacific Electric ▫
" S. P. Los Ang. & S. L ▫
▫ By ferry
Catalina Pas. Dock, Cal.,
Pacific Electric
Cataline, Wis., C. M. & St. P
Catalone, N.S.,
Sydney & Louisburg
Catalpa, La.,
Yazoo & Miss. Valley
Catalpa, Mo., St. L. Iron M. & S
Catamount, Tenn.,
Tennessee Central
Cataract, Ind.,
Chic. Ind. & Louisv
Cataract, Mont., North. Pac
Cataract, Pa., N.Y. C. & H. R
Cataract Junction, Ont.,
Canadian Pacific
Catarina, Mex., Nat. of Mex
Catarina, Tex.,
Asherton & Gulf
Catasauqua, Pa.,
Central of N. J (a)
" Lehigh Valley (b)
" Phila. & Reading (a)
(a) and (b) about ½ mi. apart on opposite sides of river
Catatook, N.Y.,
Del. Lack. & Western
Cataula, Ga., Cent. of Ga
Cataumet, Mass.,
N.Y. New Hav. & Hart
Catawba, Ky., Lv. & Nashv
Catawba, Catawba Co., N.C.,
Car. Clinch. and Ohio
Catawba, McDowell Co., N.C.,
Southern
Catawba, O., C. C. C. & St. L
Catawba, S.C.,
Seaboard Air Line (a)
" Southern (b)
(a) and (b) 300 yards apart
Called Catawba Junction on Southern
Catawba, Va., Ches. & Ohio
Catawba, W. Va., Balt. & Ohio
Catawba Wis.
Minn. St. P. & Slt. Ste. M
Catawba Junction, S.C.
Seaboard Air Line (a)
" Southern (b)
(a) and (b) 300 yards apart
Called Catawba on S. A. L
Catawissa, Mo., Frisco Sys
Catawissa, Pa.,
Del. Lack. & West (a)
" Pennsylvania (b)
" Phila. & Reading (c)
(a) 1½ miles from (b) and (c)
Catawissa Junction, Pa.,
Pennsylvania
Cates, Ala., Louisv. & Nashv
Cates, Ark., Arkansas South
Cates, Ind., Tol. St. L. & West
Cates Mill, Fla.,
Florida Central
Catfish Run, Pa., Penna
Catharine, W. Va.,
Norfolk & Western
Cathay, N.D.,
Minn. St. P. & Slt. Ste. M
Cathcart, Ala.,
Louisville & Nashville
Cathcart, Wash., No. Pac
Cathecassa, Ky.,
Lexington & Eastern
Catherine, Ala., Southern
Catherine, Colo.,
Atch. Top. & Santa Fe
Catherine, Mo.,
St. Louis, Iron Mt. & So
Catherine's Pond, N.S.,
Inverness
Cather's Springs, Colo.,
Colo. Spgs. & Cr. Ck. Dist
Catholicon Springs, S.D.,
North-Western Line
Cathro, Mich., Det. & Mack
Catlett, Va., Southern
Catlettsburg, Ky.,
Chesapeake & Ohio
Catlin, Ga.,
Macon, Dublin & Sav
Catlin, Ill., Wabash
Catlin, Ind., Vandalia
Catlin, Minn., Gt. Northern
Cato, Miss., Southern in Miss
Cato, N.Y., Lehigh Valley
Cato, Pa., N.Y. Cent. & Hud
Cato, S.C.,
Chesterfield & Lanc
Cato, Wis., North-West. Line
Catoctin, Ala., Lv. & Nash
Catoctin (1),
Frederick Co., Md.,
Baltimore & Ohio
Catoctin (2),
Frederick Co., Md.,
Wash. Fred. & Gettysb
Catoma, Ala., Louisv. & Nash
Caton, Ill., Atch. Top. & S. Fe
Caton Farm, Ill.,
Elgin, Joliet & Eastern
Caton's, Nev., Nevada Cent
Catonsville, Md., Penna

Catoosa, Ga.,
Nash. Chatt. & St. L (a)
" Western & Atlantic (a)
Catoosa, Okla., Frisco Sys
Catorce, Mex., Nat. of Mex
Catrock, Idaho,
Pacific & Idaho North
Catron, Mo.,
St. Louis South-west
Catron, Va., Norf. & West
Catskill, N.Y., West Shore
Catskill Landing, N.Y.,
Catskill Mountain
Catskill Village, N.Y.,
Catskill Mountain
Cat Spring, Tex.,
Missouri, Kan. & Texas
Cattaraugus, N.Y., Erie
Cattatonk, N.Y., Del. L. & W
Cattese, Ia., Chic. Mil. & St. P
Cattle Creek, Colo.,
Denver & Rio Grande
Caughdenoy, N.Y.,
New York, Ont. & West
Cauhorn, Miss., Frisco Sys
Causapscal, Que., Intercol
Causey, N.C., Southern
Cauthron, Ark.,
Port Arthur Route
Cavalier, N. D., Great North
Cavallo, O., Penna. Co
Cavan, Ont., Can. Pacific
Cavanal, Okla., FriscoSystem
Cavanaugh, Ind.,
Elgin, Joliet & Eastern
Cave Branch, Ky.,
Licking River
Cave City, Ky., Lv. & Nash
Cavenders, N.H., Bost. & Me
Cavendish, Vt., Rutland
Cavendish, W.Va.,
Chesapeake & Ohio
Cavern, Mont., No. Pacific
Caves, S.C., Southern
Cave Spring, Ga., Southern
Cave Spring,
Jessamine Co., Ky.,
Louisville & Atlantic
Cave Spring, Logan Co., Ky.,
Louisville & Nashville
Cave Spring, Mo.,
Frisco System (a)
" Mo. Kan. & Texas (b)
(a) and (b) about 1 mi. apart
Cave Springs, Ark.,
Ark. Okla. & West
Cave Sorings, Tenn.,
Cin. New Orl. & Tex. Pac
Cave Station, Va., Balt. & O
Called also Weyers Cave
Cavetown, Md., Western Md
Cavett, La., Texas & Pacific
Cavett, O., Cincinnati North
Cave Valley, Ill.,
St. Louis, Iron Mt. & So
Cavignac, Que., Can. Pac
Cavin, Cal., South. Pacific
Cavins Mill, Tex.,
Gulf, Colo. & Santa Fe*
Cavitt, Tex., St. L. So. West
Cavot, Ariz.,
Southern Pacific
Cavour, S.D., No. West. Line
Cavour, Wis.,
Minn. St. P. & Slt. Ste. M
Cawdor, Manitoba,
Canadian Northern
Cawker, Kan., Missouri Pac
Cawood, Mo., Chic. Gt. West
Cawthon, Ala., Lv. & Nash
Cawthon, Tex.,
Internat. & Great North
Cayce, Fulton Co., Ky.,
Mobile & Ohio
Cayce, S.C., Southern
Cayce Junction, S.C.,
Seaboard Air Line
Caye, Manitoba,
Grand Trunk Pacific
Cayley, Alberta, Can. Pacific
Caylor, Va., Louisv. & Nash
Cayote, Neb., Union Pacific
Cayuga, Ill., Chic. & Alton
Cayuga, Ind.,
Chic. and East. Ill (a)
" Tol. St. L. & West (a)
Cayuga, Neb., Union Pacific
Cayuga, N.Y., Leh. Val (a)
" N.Y. Cent. & H.R (a)
Cayuga, N.D., Great North
Cayuga, Ont., Gd. Trunk (a)
" Michigan Central (b)
" Wabash (a)
(a) and (b) 1½ miles apart
Cayuga, Pa.,
Del. Lack. & Western
Cayuga, Wis.,
Minn. St. P. & Slt. Ste. M
Cayuga Junction, N.Y.,
Lehigh Valley
Cayuse, Ore., Ore. RR. & N. Co
Cayuta, N.Y., Lehigh Valley
Caywood, N.Y., Lehigh Val
Caywood, O., Penna. Co
Casadero, Cal.,
Northwestern Pacific
Casadero, Ore.,
Portland Ry. L. & P. Co
Casadero Redwoods, Cal.,
Northwestern Pacific
Cazenovia, Ill., Chic. & Alton
Cazenovia, Minn.,
Chicago, Rk. Isl. & Pac
Cazenovia, N.Y.,
Lehigh Valley (a)
" West Shore (b)
(a) and (b) about 1½ miles apart
Ceballos, Mex., Nat. of Mex
Cebolla, Colo., Den. & Rio G
Cecil, Ga., Ga. South. & Fla
Cecil, La., Farmerv. & South
Cecil, Mo., Missouri Pacific
Cecil, O., Cin. North (a)
" Wabash (a)
Cecil, Pa., P. C. C. & St. L
Cecil, W. Va., Balt. & Ohio
Cecil, Wis., North-West. Line
Cecile, Cal.,
A. T. & S. F., Coast Lines*
Cecile, La., Texas & Pacific
Cecile Junc., Que.,
Grand Trunk (a)
" N.Y.C. & H.R (a)
Cecilia, Ky., Illinois Central
Cecil Junction, Utah,
Southern Pacific
Cecils, Ore., Ore. RR. & N. Co
Cedar, B.C., Canadian Pacific
Cedar, Cal.,
Nevada-California-Ore
Cedar, Ind., Vandalia
Cedar, Ia., Burlington Route
Cedar, Kan., Missouri Pac
Cedar, Livingston Co., Mich.,
North-Western Line
Cedar, Menominee Co., Mich.,
Wisconsin & Michigan
Cedar, Anoka Co., Minn.,
Great Northern
Cedar, Elko Co., Nev.,
Southern Pacific
Cedar, Tex., Texas & N. O
Cedar, Utah, Den. & Rio Gr
Cedar, W. Va., Norf. & West
Cedar, Ashland Co., Wis.,
North-Western Line
Cedar Bank, Mich., Munising
Cedar Bluff, Ala., Southern
Cedar Bluff, Ky., Ill. Central
Cedar Bluff, Miss.,
Southern in Miss
Cedar Bluff, Va.,
Norfolk & Western
Cedar Bluffs, Kan.,
Burlington Route
Cedar Bluffs, Neb.,
North-Western Line
Cedar Brae, Ont.,
Canadian North. Ont
Cedar Brook, N.J., Atl. City
Cedarburg, Wis.,
Chicago, Mil. & St. Paul
Cedar City, Mich.,
Manistee & North-east
Cedar City, Mo., Chic. & Alt
Cedar Cliff, Md., Balt. & Ohio
Cedar Cliff, N.Y., West Shore
Cedar Cliff, W. Va.,
Western Maryland
Cedar Cliffs, Utah,
Denver & Rio Grande
Cedar Creek, B.C.,
Kettle Valley Lines
Cedar Creek, Colo.,
Denver & Rio Grande
Cedar Creek, Ky., Lv. & Nash
Cedar Creek, Neb.,
Burlington Route
Cedar Creek, O.,
Ohio River & Western
Cedar Creek, Pa., Pitts. & L. E
Cedar Creek,
Frederick Co., Va.,
Baltimore & Ohio
Cedar Creek, Wash.,
Northern Pacific
Cedardale, Mich.,
Pere Marquette
Cedar Dale,
Ontario District, Ont.
Oshawa
Cedar Falls, Ia.,
Chicago Gt. West (a)
" Chic. Rk. Isl. & Pac (b)
" Illinois Central (c)
" Waterloo, C. F. & N (d)
(a) and (b) 190 rods apart
(a) and (c) 230 rods apart
(b) and (c) 44 rods apart
Cedar Falls, N.C., Southern
Cedar Falls, Wis.,
North-Western Line
Cedar Fort, Utah,
San Ped. Los Ang. & S. Lk
Cedar Gap, Mo., Frisco Sys
Cedar Glade, Ariz.,
Santa Fe, Pres. & Ph*
Cedar Grove, Ind.,
Cleve. Cin. Chic. & St. L
Cedar Grove, Kan.,
Atch. Top. & Santa Fe
Cedar Grove,
Menifee Co., Ky.,
Chesapeake & Ohio
Cedar Grove,
Pulaski Co., Ky.,
Cin. New Orl. & Tex. Pac
Cedar Grove, La.,
New Orleans Southern
Cedar Grove, Mass.,
N.Y. New Hav. & Hart
Cedar Grove, Pa.,
Phila. & Reading
Cedar Grove, Tenn., L. & Nash
Cedar Grove, W. Va.,
Kanawha & Mich (a)
" Kelly's Creek (a)
Cedar Grove, Wis.,
North-Western Line
Cedar Grove Centre, N. J.,
Erie
Cedar Hall, Que., Intercol
Cedar Hammock, Fla.,
Atlantic Coast Line
Cedar Heights, Ia.,
Waterloo, Cedar F. & N
Cedar Hill, Ct., N.Y. N. H & H
Cedar Hill, N.M.,
Denver & Rio Grande
Cedar Hill, Pa.,
Kishacoquillas Valley
Cedar Hill, Tenn., Lv. & Nash
Cedar Hill, Tex.,
Gulf, Colo. & Santa Fe*
Cedar Hill, W. Va.,
Baltimore & Ohio
Cedar Hollow, Pa., Phila. & R
Cedarhurst, N.Y., Long Isl
Cedarhurst, Ont.,
Canadian North. Ont
Cedarhurst, Ore.,
Oregon Electric
Cedarhurst, Wis.,
North-Western Line
Cedar Key, Fla.,
Seaboard Air Line
Cedar Knoll, Pa.,
Phila. & Reading
Cedar Lake, Ala.,
Louisville & Nashville
Cedar Lake, Ind.,
Chicago, Ind. & Louisv
Cedar Lake, Mich.,
Pere Marquette
Cedar Lake, ——— Co., Minn.,
Northern Pacific
Cedar Lake, ——— Co., Minn.,
Minn. & St. Louis
Cedar Lake, N.J.,
Central of New Jersey
Cedar Lake, Wis.,
Minn. St. P. & Slt. Ste. M
Cedar Lane, Pa., Penna
Cedar Lane, Tex.,
Galv. Har. & San Ant
Cedar Ledge, Pa., Penna
Cedar Lodge, N.C., Piedmont
Cedar Manor, N.Y., Long Isl
Cedar Mountain, Wash.,
Chic. Mil. & Puget Sd (a)
" Columbia & Puget Sd (a)
Cedar Park, Que., Can. Pac
Cedar Park, Tex.,
Houston & Tex. Central
Cedar Point, Colo., Union Pac
Cedar Point, Ill.,
Chicago, Mil. & St. Paul
Cedar Point, Kan.,
Atch. Top. & Santa Fe
Cedar Point, O.,
Cin. George. & Ports
Cedar Point, Pa., Penna
Cedar Point, Va., Ches. & O
Cedar Rapids, Ia.,
Ced. Rap. & Ia. City (El)
" Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
" Illinois Central (a)
" North-West. Line (b)
(a) and (b) 358 yards apart
Cedar Rapids, Neb., Un. Pac
Cedar Rapids Park, Que.,
St. Lawrence & Adiron
Cedar River, Wash.,
Northern Pacific
Cedar Rock, Pa.,
East Broad Top
Cedar Run, Mich.,
Manistee & North-east
Cedar Run, O., Balt. & Ohio
Cedar Run, Pa.,
N.Y. Cent. & Hud. River
Cedars, Ark., Frisco System
Cedars, Miss., Yazoo & Miss. V
Cedars, Que., Grand Trunk
Cedar Spring, S.C., Southern
Cedar Springs, Mich.,
Gd. Rapids & Ind (a)
" Grand Trunk (b)
(a) and (b) ½ mile apart
Cedar Springs, N.J.,
Atlantic City
Cedar Springs, Ont.,
Pere Marquette
Cedar Springs, Pa.,
Central of Penna
Cedar Swamp, N.J., Penna
Cedar Swamp, N.Y.,
Lehigh Valley
Cedartown, Ga.,
Central of Georgia (a)
" Seaboard Air Line (b)
(a) and (b) ½ mile apart
Cedarvale, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) 1000 ft. apart
Cedarvale, N.M.,
New Mexico Central
Cedar Valley, O., Balt. & Ohio
Cedarville, Md.,
Wash. Pot. & Chesa
Cedarville, N.J., Cent. of N.J
Cedarville, N.Y., Del. L. & W
Cedarville, O.,
Pitts. Cin. Chic. & St. L
Cedarville, Warren Co., Va.,
Norfolk & Western
Cedarville,
Washington Co., Va.,
Virginia-Carolina
Cedarville, Wis.,
Chicago, Mil. & St. Paul
Cedral, Coahuila, Mex.,
Coahuila Coal
Cedral, Mex., Mex.,
Interoceanic of Mex
Cedral, San Luis Potosi, Mex.,
National of Mexico
Cedrie, Mont.,
Chic. Mil. & Puget Sd
Cedro, Mex., Mex. Central
Cedrom, Ala., Frisco System
Ceepee, Sask., Canadian No
Celaya, Mex.,
National of Mex (a) (b)
Transfer at Crossing
Celaya Crossing, Mex.,
National of Mexico
Celemania, Mex.,
Mexican Internat
Celeste, Tex.,
Gulf, Colo. & S. Fe* (a)
" Mo. Kansas & Tex (b)
(a) and (b) about 300 yards apart
Celia, Kan.,
Chicago, Rk. Isl. & Pac
Celia, Pa., Baltimore & Ohio
Celilo, Ore., Ore. RR. & N. Co
Celina, O.,
Cin. Ham. & Day (a)
" Cincin. North (b)
" Lake Erie & West (c)
" Western Ohio (El) (d)
(a) and (c) about ½ mi. apart
(b) and (c) about ½ mi. apart
(a) and (d) about ½ mi. apart
(b) and (d) about ½ mi. apart
(c) and (d) about ½ mi. apart
Celina, Tex., Frisco System
Celoron, N.Y.,
Chautauqua Trac (El)
Cement, Ga.,
Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Cement, Mo.,
Atch. Top. & Santa Fe
Cement, Okla., Frisco System
Cement City, Mich.,
Cincinnati Northern
Cement Hollow, Pa.,
N.Y. Cent. & Hud. Riv
Cement Mills, Ind.,
Balt. & Ohio Southwest
Cementon, Pa., Lehigh Val
Cementville, Ind.,
Pitts. Cin. Chic. & St. L
Cemetery, Cal.,
Los Ang. & Redondo (El)
Cemetery, Ill.,
Chic. Term. Transfer
Cemetery, N.Y., Del. & Hud
Cemetery, O.,
Cincin. Ham. & Dayton
Cemetery, Pa., Lehigh Valley
Cenchat, Ga., Cent. of Ga (a)
" Chattanooga South (a)
Centaur, Mo.,
St. L. Kan. City & Colo ‡
Centennial, Wyo.,
Laramie, H. Peak & Pac
Center, Ga., Southern
Center, Ill., Vandalia
Center, Ind.,
Pitts. Cin. Chic. & St. L
Center, Ia., Chic. Gt West †
" Waterloo, Cedar F. & N
Center, Mo., St. L. & Han
Center, O.,
Det. Toledo & Ironton
Center, Okla.,
Oklahoma Central
Center, Ore.,
Portland Ry. L. & P. Co
Center, Tex.,
Gulf, Colo. & Santa Fe*
Center Berlin, N.Y., Rutland
Centerburg, O.,
C. A. & C (Penna. L) (a)
" Toledo & Ohio Cent (b)
(a) and (b) about ½ mi. apart
Center City, Minn.,
Northern Pacific
Center Creek, Mo., Mo. Pac
Center Creek, O., Penn. Co
Centerdale, Ia.,
Chicago, Rk. Isl. & Pac
Center Falls, N.Y.,
Greenwich & Johnsonv
Center Grove, Ia., Ill. Cent
Center Hill, Fla.,
Atlantic Coast Line
Center Hill, N.C.,
Norfolk & Southern
Center Junction, Ia.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) ½ mile apart
Center Lebanon, N.Y.,
Rutland
Center Park, N.Y.,
N.Y. Cent. & Hud. River
Center Point, Ia.,
Chicago, Rk. Isl. & Pac
Center Road, O., Balt. & Ohio
Center Rutland, Vt.,
Clarendon & Pittsford †
" Delaware & Hudson (a)
" Rutland (a)
Centerton, Ark., Frisco Sys
Centerton, Ind., Vandalia
Centerton, O., Balt. & Ohio
Centertown, Mo.,
Missouri Pacific
Centervale, Vt.,
Boston & Maine
Centerview, Mo.,
Missouri Pacific
Centerville, Ark.,
Dardanelle, Ola. & So
Centerville, Cal., South. Pac
Centerville, Grundy Co., Ill.,
Elgin, Joliet & Eastern
Centerville, Ind.,
Pitts. Cin. Chic. & St. L
Centerville, Ia.,
Albia & Centerville (a)
" Burlington Route (b)
" Chic. Rk. Isl. & Pac (c)
(a) and (b) 1½ miles apart
(a) and (c) 1½ miles apart
(b) and (c) 300 yards apart
Spelled Centreville on C.R.I. & P
Centerville, Kan.,
Missouri, Kan. & Texas
Centerville, N.Y.,
Buffalo & Susque
Centerville, O.,
Day. L. & C. RR. & T. Co
Centerville, S.D.,
North Western Line
Centerville, Utah,
Oregon Short Line (a)
" Union Pacific (a)
Centerville,
Klickitat Co., Wash.,
Spokane, Port. & Seat
Centerville,
Pacific Co., Wash.,
Ilwaco
Center Waterboro, Me.,
Boston & Maine
Centinela, Cal.,
A. T. & S. F., Coast Lines*
" Los Ang. & Redondo (El)
Centrahoma, Okla.,
Missouri, Kansas & Tex
Central, Ariz.,
Gila Val. Globe & North
Central, St. James Co., La.,
Yazoo & Miss. Valley
Central, Terrebonne Co., La.,
Morgan's La. & Texas
Central, Mass., N.Y. N. H. & H
Central, Mich.,
Keweenaw Central
Central, Mo.,
Illinois Southern (a)
" Miss. Riv. & Bonne T (b)
Central, Pa., El. & Sullivan
Central, S.C., Southern
Central, Tenn., Lv. & Nashv
Central, Sanpete Co., Utah,
Denver & Rio Grande
Central, Wash.,
Bell. Bay & Brit. Col
Central,
Doddridge Co., W. Va.,
Baltimore & Ohio
Central, Wayne Co., W. Va.,
Chesapeake & Ohio
Central Argyle, N.S.,
Halifax & Southwest
Central Bridge, N.Y.,
Delaware & Hudson
Central City, Ark.,
Arkansas Central
Central City, Colo.,
Colorado & Southern
Central City, Ill.,
Illinois Central (a)
" Illinois Southern (a)
Central City, Ia., Ill. Cent
Central City, Ky.,
Illinois Central (a)
" Kentucky Midland (a)
" Louisville & Nash (a)
Central City, Neb.,
Burlington Route (a)
" Union Pacific (b)
(a) and (b) ½ mile apart
Central City, O., Balt. & O (a)
" Pitts. Cin. Ch. & St. L (a)
" Toledo & Ohio Central
Central City, S.D.,
North-Western Line
Central City, W. Va.,
Baltimore & Ohio (a)
" Chesapeake & Ohio (b)
(a) and (b) ¼ mile apart

*On the Santa Fe
† For freight only
‡ On the Rock Island System

Central Covington, Ky., Louisville & Nashville
Central Falls, R.I., N.Y. New Hav. & Hart
Central Ferry, Wash., Oregon RR. & Nav. Co
Centralia, Ill., Burlington Route (a)
» Illinois Central (b)
» Illinois Southern (b)
» Southern (a)
(a) and (b) ¼ mile apart
Centralia, Kan., Coal Belt †
Centralia, Ky., Southern
Centralia, Mo., Chic. & Alt (a)
» Wabash (b)
Depots adjacent
Centralia, Ont., Gd. Trunk
Centralia, Pa., Lehigh Val
Centralia, Va., Atlantic Coast Line
Centralia, Wash., Nor. Pac
Centralia, W.Va., B. & O
Centralia City Ill., Ill. Cent
Central Islip, N.Y., Long Isl
Central Junction, Chatham Co., Ga., Atlantic Coast Line (a)
» Seaboard Air Line (a)
» Southern (a)
Central Junction, Dougherty Co., Ga., Georgia North. of Ga
Central Junction, Randolph Co., Ga., Georgia, Florida & Ala
Central Junc., O., Wis. Cent
Central Junction, Pa., Central of Penna
Central Junction, Tenn., Tennessee Central
Central Junction, Wis., Chicago, Mil. & St. Paul
» Minn. St. P. & S. Ste. M
Central Lake, Mich., Pere Marquette
Central Mills, Ala., Louisville & Nashville
Central Mine, Cal., So. Pac
Central Ontario Junc., Ont., Canadian Pacific
Central Park, Mont., Nor. Pac
Central Park, N.Y., Long Isl
Central Point, Ore., So. Pac
Central RR. Junc., Ga., Seaboard Air Line
Central Square, N.Y., N.Y. Cent. & Hud. R (a)
» N.Y. Ont. & West (a)
Central Valley, N.Y., Erie
Central Village, Ct., N.Y. N. H. & H
Centre, Del., Phila. & Reading
Centre, Md., Balt. & Ohio
Centre, N.Y., Pitts. Shawmut & No
Centre, Pa., Newp. & Sh. Val
Centre, Vt., Can. Pac
Centre Barnstead, N.H., Boston & Maine
Centre City, Minn., No. Pac
Centredale, R.I., N.Y.N.H.&H
Centre Hall, Pa., Penna
Centre Jn., Ia., Ch. Mil. & St. P
Centre Line, Mich. Mich. Cen
Centre Mills, Pa., Gettysb. & Harrisb
Centre Moriches, N.Y., Long Island
Centre Point, Ind., Vandalia Line
Centre Point, O., Ohio Riv. & Columbus
Centre Point, Tex., San Ant. & Aran. Pass
Centre Square, N.J., W. Jersey & Seashore
Centretown, Mo., Mo. Pacific
Centre Valley, Pa., Phila. & Reading
Centreview, Mo., Mo. Pacific
Centre Village, N.Y., Delaware & Hudson
Centreville, Ala., Mobile & Ohio
Centreville, Ia., See Centreville, Ia
Centreville, Ky., Frankfort & Cin
Centreville, Md., Maryland, Del. & Va (a)
» Phila. Balt. & Wash (b)
(a) and (b) about ¾ mile apart
Centreville, Mich., Mich Cent
Centreville, Miss., Yazoo & Miss. Valley
Centreville, N.Y., New York, Ont. & West
Centreville, N.S., Dom. Atl
Centreville, Ont., Galt, Pres. & Hesp (a)
» Grand Trunk (b)
Centreville, Chester Co., Pa., Phila. & Reading
Centreville, Crawford Co., Pa., Pennsylvania
Centreville, Washington Co., Pa., Pennsylvania
Centreville, R.I., N.Y. New Hav. & Hart
Centreville, Tenn., Nash. Chat. & St. Louis
Centreville, Utah, Salt Lake & Ogden
Centreville Junction, Md., Maryland, Del. & Va
Centropolis, Mo., Frisco System (a)
» Missouri Pacific (b)
(a) and (b) about ½ mi. apart
Centuria, Wis., Minn. St. P. & Slt. Ste. M
Century, Fla., Escambia (a)
» Louisville & Nashv (a)
Century, Ga., Cent. of Ga
Century, Tenn., Louisville & Nashville
Century, W.Va., Balt. & Ohio
Ceramica, Mex., Nat. of Mex
Cerbat, Ariz., Arizona & Utah *
Ceredo, W.Va., Baltimore & Ohio (a)
» Chesapeake & Ohio (a)
» Norfolk & West (a)
Ceres, Cal., Southern Pacific
Ceres, Mex., National of Mex
Ceres, N.Y., N.Y. & Penna (a)
» Pitts. Shawmut & No (a)
Ceres, Wash. North. Pacific
Ceresco, Mich., Michigan Central
Ceresco, Neb., North-Western Line
Ceron, Mex., Interoceanic of Mex
Cerrito de Otumba, Mex., Mexican
Cerritos, Cal., So. Pacific
Cerritos, Mex., Nat. of Mex
Cerro, Mex., Interoceanic of Mex
Cerro Blanco, Mex., West Coast Route
Cerro Gordo, Ill., Wabash
Cerro Gordo, Mex., National of Mexico
Cerro Gordo, N.C., Atlantic Coast Line
Cerro Gordo, Ore., Oregon & Southeastern
Cerro Grande, Idaho, Oregon Short Line
Cerro Loco, Mex., Pan-American
Cerrososo, N.M., St. L. Rocky Mt. & Pac
Cerro Summit, Colo., Denver & Rio Grande
Cerulean, Ky., Illinois Central
Cervantes, Mex., Nat. of Mex
Cessna, Pa., Pennsylvania
Ceylon, Ind., Gd. Rap. & Ind
Ceylon, Martin Co., Minn., North-Western Line
Ceylon, O., L. Sh. & Mich. So
Ceylon Junction, O., Lake Shore Electric
Chacahoula, La., Morgan's La. & Texas
Chace, N.Y., Silver Lake
Chace's, Mass., N.Y.N.H. & H
Chachaps, Mex., Mex. South
Chacmay, Mex., United R. Rs. of Yucatan
Chacra, Colo., Den. & Rio. Gr
Chadbourn, N.C., Atlantic Coast Line
Chadbourne's, Me., Maine Central
Chadd's Ford, Pa., Penna
Chadd's Ford Junction, Pa., Pennsylvania (a)
» Phila. & Reading (a)
Chadman, Ky., Louisville & Nashville
Chadron, Neb., N.W. Line
Chadwick, Ill., Burl. Route
Chadwick, Mich., Pere Marquette
Chadwick, Mo., Frisco Sys
Chadwick, N.J., Penna
Chadwick Junction, Mo., Frisco System
Chadwick's, N.Y., Del. L. & W
Chaffant, O., Balt. & Ohio
Chaffee, Cal., Southern Pac
Chaffee, Ky., Ches. & Ohio
Chaffee, Mo., Frisco System
Chaffee, N.Y., Pennsylvania
Chaffee, N.D., Great Northern
Chaffee, S.C., southern
Chaffee, W.Va., Western Maryland
Chaffe's, Pa., Baltimore & Ohio
Chaffin, Mass., Bost. & Maine
Chagrin Falls, O., Wheeling & Lake Erie
Chahuites, Mex., Pan-American
Chaille, Tex., Houston & Texas Cent
Chair Creek, Colo., Crystal Riv. & San Juan
Chaires, Fla., Seaboard Air Line
Chaison Junction, Tex., Port Arthur Route
Chaisson, Mich., North-Western Line
Chaleo, Neb., Burl. Route
Chalender, Ariz., A.T. & S.F., Coast Lines*
Chalfant, O., Balt. & Ohio
Chalfont, Pa., Phila. & Read
Chalk, Idaho, Oregon Short Line
Chalker, Ga., Augusta Southern
Chalk Level, La., Louisiana Ry. & Nav
Chalk River, Ont., Can. Pac
Challacombe, Ill., Chic. Peoria & St. Louis
Challuckthan, B.C., Gt. North
Chalmer's, Ind., Chicago, Ind. & Louisv
Chalmet, Ark., St. Louis, Iron Mt. & So
Chalmette, La., Louisiana Southern (a)
» New Orl. & No. East (a)
» New Orleans Term (a)
Called Port Chalmette on N. O. & N. E. and N. O. T
Chalybeate, N.C., Raleigh & Southport
Chalybeate, Pa., Penna
Chalybeate Springs, Ga., Atlanta, Birm. & Atl
Chama, N.M., Den. & Rio Gr
Chama, N.D., Northern Pac
Chamacuero, Mex., National of Mexico
Chamberlain, Fla., Atlantic Coast Line
Chamberlain, Ga., Chat. So
Chamberlain, O., Balt. & Ohio
Chamberlain, Ont., Temiskaming & N. Ont
Chamberlain, Sask., Canadian Northern
Chamberlain, S.D., Chic. Mil. & St. Paul
Chamberlain's, Mich., Grand Trunk
Chamberlains, N.Y., N.Y. Cent. & Hud. River
Chamberlain's, O., Cleve. Canton. & So
Chamberlains Crossing, O., Pennsylvania Co
Chamberlin, Ia., Inter-Urban (El)
Chamberlin, La., Texas & Pacific
Chamberlin, Tex., Chicago, Rk. Isl. & Gulf
Chambers, Ariz., A.T. & S.F., Coast Lines*
Chambers, Ga., Southern
Chamber's, Ky., Ches. & Ohio
Chambers, La., Chic. Rock Isl. & Pac
Chambers, Miss., Yazoo & Miss. Valley
Chambers, Okla., Mo. Kans. & Tex
Chamber's, Pa., Penna
Chambers, Wash., No. Pac
Chambersburg, Pa., Cumberland Val (a)
» Western Maryland (b)
(a) and (b) about ½ mile apart
C. & G. Crossing, S.C., Charleston & West. Car
Chamb. & Gettys. Junc., Pa., Cumberland Valley
Chambers Mill, Pa., Waynesburg & Wash
Chambers Mine, Kan., Frisco System
Chambersville, Pa., Buffalo, Roch. & Pitts
Chamblee, Ala., Lv. & Nash
Chamblee, Ga., Southern
Chambliss, Ga., Seaboard Air Line
Chambly Basin, Que., Central Vermont
Chambly Canton, Que., Central Vermont
Chamberd Junction, Que., Que. & Lake St. John
Chamcook, N.B., Can. Pac
Chamcook Lake, N.B., Canadian Pacific
Chamita, N.M., Den. & Rio G
Chamois, Mo., Mo. Pacific
Champaign, Ill., Cl. Cin. Chic. & St. L (a)
» Illinois Central (b)
» Wabash (c)
(a) and (b) ½ mile apart
(b) and (c) 50 yards apart
Champion, Ala., Lv. & Nashv
Champion, Ark., Gould Southwestern
Champion, B.C., Gt. North
Champion, Cal., South. Pac
Champion, Colo., Denver & Rio Grande
Champion, Md., Balt. & Ohio
Champion, Mich., Chicago, Mil. & St. P (a)
» Dul. So. Sh. & Atl (a)
» North-West. Line (b)
(a) and (b) about ½ mi. apart
Champion, Mo., Frisco Sys
Champion, Fulton Co., O., Toledo & Western (El)
Champion, Trumbull Co., O., Pennsylvania Co
Champion Hill, Miss., Alabama & Vicksburg
Champlain, N.Y., Rutland
Champlain, Que., Can. Pac
Champlieau, Ont., Can. Pac
Champlin, Ill., Wabash
Champlin, Utah, San Ped. Los Ang. & S. Lk
Champusco, Mex., Interoceanic of Mex
Chamuco, Mex., National of Mexico
Chana, Ill., Burl. Route
Chancellor, Ala., Central of Georgia
Chancellor, Miss., Mississippi Eastern
Chancellor, S.D., Chicago, Mil. & St. Paul
Chancey, Fla., Live Oak, Perry & Gulf
Chancy, Ga., Gulf Line
Chancy, Ia., Burlington Route (a)
» Chicago, Mil. & St. P (b)
» Chic. Rk. Isl. & Pac (a)
» Dav. R. I. & N. W (a) (b)
» North-West. Line (c)
Called also Clinton on D. R. I. & N. W
Called only Clinton on all roads except D. R. I. & N. W
(a) and (c) about 100 yards apart
(a) and (d) about ¾ mile apart
(b) and (d) ¼ mile apart
(c) and (d) about ¾ mile apart
Chancy, Miss., Yazoo & Miss. Valley
Chancy, Tex., Eastern Tex
Chandler, Cal., South. Pac
Chandler, Colo., Denver & Rio Grande
Chandler, Fla., Atlantic Coast Line
Chandler, Ill., Belt of Chic †
Chandler, Ind., Southern
Chandler, Mich., Escanaba & Lake Sup
Chandler, Minn., Chicago, Mil. & St. Paul
Chandler, Mo., Burlington Route (a)
» Chic. Rk. Isl. & Pac (a)
Called Robertson on C. R. I. & P
Chandler, N. H., Boston & Me
Chandler, Okla., Chic. Rk. Isl. & Pac (a)
» Frisco System (a)
Chandler, Tenn., Louisville & Nashville
Chandler, Henderson Co., Tex., St. Louis South-west
Chandler, Wash., North. Pac
Chandler's, Mich., Mich. Cent
Chandler Springs, Ala., Atlanta, Birm. & Atl
Chandlersville, O., Ohio River & Western
Chandlerville, Ill., Chicago, Peoria & St. L
Chanel, Ont., Can. Pac
Chaney, Md., Chesapeake Beach
Chaney Junction, Tex., Gal. Har. & San Ant (a)
» Houston & Tex. Cent (b)
Changewater, N.J., D.L. & W
Channhassen, Minn., Chicago, Mil. & St. Paul
Channing, Colo., Atch. Top. & Santa Fe
Channing, Mich., Chic. Mil. & St. Paul (a)
» Escanaba & Lk. Sup (a)
Channing, N.C., Louisville & Nashville
Channing, Tex., Ft. Worth & Den. City
Chant, Okla., Fort Smith & Western
Chantier, Ont., Tor. Ham. & Buf
Chantier Junction, Ont., Tor. Ham. & Buf
Chanute, Kan., Atch. Top. & S. Fe (a)
» Mo. Kan. & Texas (b)
(a) and (b) ¼ mile apart
Chaonia, Mo., Frisco System
Chapanoke, N.C., Norf. & So
Chapel, Ky., Ches. & Ohio
Chapel, Md., Pennsylvania
Chapel, Va., New River, Holston & W
Chapel Hill, N.J., Cent. of N.J
Chapel Hill, N.C., Southern
Chapel Hill, Tex., H. & T. C
Chapelle, N.M., A. T. & S. Fe
Chapel Platform, N.S., Cape Breton
Chapeze, Ky., Lv. & Nashv
Chapin, Ill., Burl. Route (a)
» Wabash (a)
Chapin, Ia., Iowa Central (a)
» St. Paul & Des Moines (b)
(a) and (b) about 1 mile apart
Chapin, Mo., Frisco System
Chapin, N.Y., N. Y. Cent. & Hud. Riv
Chapin, N.D., Minn. St. P. & Slt. Ste. M
Chapin, S.C., Col. Newb. & Laurens
Chapin, Tex., Frisco System
Chapin, Va., Chess. & Ohio
Chapingo, Mex., Interoceanic of Mex
Chapin Junction, N.D., Minn. St. P. & Slt. Ste. M
Chapinville, Ct., Central New England
Chapleau, Ont., Can. Pacific
Chaplin, Sask., Can. Pacific
Chapman, Ala., Lv. & Nash
Chapman (1), Los Angeles Co., Cal., A.T. & S.F., Coast Lines*
Chapman (2), Los Angeles Co., Cal., Southern Pacific
Chapman, Colo., Burl. Route
Chapman, Ill., Tol. St. L. & W
Chapman, Kan., Union Pac
Chapman, Lawrence Co., Ky., Chesapeake & Ohio
Chapman, Union Co., Ky., Illinois Central
Chapman, Alger Co., Mich., Munising
Chapman, Kalkaska Co., Mich., Pere Marquette
Chapman, Monroe Co., Mich., Det. & Tol. Shore Line †
Chapman, Mo., Mo. Pacific
Chapman, Neb., Union Pac
Chapman, Portage Co., O., Pennsylvania Co
Chapman, Lehigh Co., Pa., Philadelphia & Read
Chapman, Tenn., Louisville & Nashville
Chapman, W.Va., Coal & Coke
Chapman, Wis., North-Western Line
Chapman Quarries, Pa., Lehigh & New England
Chapman's, Jackson Co., O., Det. Tol. & Ironton (a)
» Hocking Valley (b)
Chapmansboro, Tenn., Tennessee Central
Chapmanville, W.Va., Chesapeake & Ohio
Chappaqua, N.Y., N.Y. Cent. & Hud. Riv
Chappel, New Mex., Southern Pacific
Chappel Crossing, Ga., Atlanta, Birm. & Atl
Chappell, Ill., Chicago & Alton (a)
» Ch. Term. Transfer (a)
» Indiana Harbor Belt †
Called Argo on C. & A. and I. H. B
Chappell, Neb., Union Pac
Chappell, S.C., Southern
Chapultepec, Mex., National of Mexico
Charahuen, Mex., National of Mexico
Charay, Mex., Kan. City Mex. & Orient
Charcas, San Luis Potosi, Mex., Potosi Central
Charcoal, Mich., Pere Marquette
Charcoal Junction, N.S., N.S. Steel & Coal Co's Ry
Charcos, Guanajuato, Mex., Mexican Central
Chard, Wash., O. RR. & N. Co
Chardon, O., Balt. & Ohio
Charettes Mill, Que., Can. Northern Quebec
Charing, Ga., Atlanta, Birm. & Atl
Charing Cross, Ont., Mich. C

Charlton, Ia., Burl. Route
Charlemagne, Que., Can. Northern Quebec
Charlemont, Mass., Boston & Maine
Charleroi, Pa., Penna
Charles, Ala., Lv. & Nash
Charles, Ga., Seaboard Air Line
Charlesbourg, Que., Can. Northern Que (a)
" Que. & Lake St. John (a)
Charlesbourg West, Que., Que. & Lake St. John
Charles City, Ia., C. M. & St P (a)
" Illinois Central (b)
(a) and (b) ½ mile apart
Charlesgate, Ky., Louisville & Nashville
Charles River, Mass., N. Y. N. H. & H
Charleston, Ariz., El Paso & S. W. System
Charleston, Ark., Ark. Cent
Charleston, Cal., South. Pac
Charleston, Ga., Atlantic Coast Line
Charleston, Ill., Cl. Cin. Chic. & St. L (a)
" Tol. St. Louis & West (b)
(a) and (b) 120 yards apart
Charleston, Ia., Burl. Route
Charleston, Kan., Atch. Top. & Santa Fe
Charleston, Miss., Yazoo & Miss. Valley
Charleston, Mo., St. L. I. M. & S
Charleston, Neb., North-Western Line
Charleston, Nev., Las Vegas & Tonopah
Charleston, S.C., Atl. Coast Line (a)
" Southern (a)
Charleston, Tenn., Southern
Charleston, Utah, Denver & Rio Grande
Charleston, W. Va., Chesapeake & Ohio (a)
" Coal & Coke (b)
" Kanawha & Mich (b)
(a) and (b) about ½ mi. apart
(a) opposite side river from (b)
Charleston Junction, Ga., Atlantic Coast Line
Charlestown, Ind., Balt. & Ohio Southwest
Charlestown, Md., Penna
Charlestown, Mass., Boston & Maine
Charlestown, N. H., B. & Me
Charlestown, O., Balt. & O
Charlestown, Pa., Balt. & O
Charlestown, W. Va., Baltimore & Ohio (a)
" Norfolk & Western (b)
(a) and (b) 1 mile apart
Charleville, Md., Wash. Fred. & Gettysb
Charlesville, Minn., Great Northern
Charlesworth, Mich., Lake Shore & Mich. So
Charlevoix, Mich., Pere Marquette
Charlie Hope, Va., Southern
Charline, Ky., Ill. Cent
Charlo, N. B., Intercolonial
Charlos, Mont., North. Pac
Charlotte, Fla., Charlotte Harbor & No
Charlotte, Ill., Illinois Cent
Charlotte, Ia., No. West. Line
Charlotte, Me., Wash. County
Charlotte, Mich., Grand Trunk (a)
" Michigan Central (b)
(a) and (b) about 300 yards apart
Charlotte, N.Y., Buff. Roch. & Pitts (a)
" N. Y. C. & H. R (b)
Connect at Crossing
Charlotte, N. C., Seaboard Air Line (a)
" Southern (b)
(a) and (b) about 1¼ mi. apart
Charlotte, Tenn., Tennessee Central
Charlotte, Vt., Rutland
Charlottesburgh, N.J., N.Y. Susq. & Western
Charlotte Crossing, N.Y., Cooperst. & Charl. Val
Charlotte Hall, Md., Wash. Pot. & Chesa
Charlottesville, Ind., Pitts. Cin. Chic. & St. L
Charlottesville, Va., Chesapeake & O (a) (c)
" Southern (a)
(a) and (b) about 1 mi. apart
Charlottetown, P.E.I., P.E.I
Charlotteville, Ga., Ga. & Fla
Charlton, Fla., Florida
Charlton, Md., West. Md
Charlton, Mass., Bost. & Alb
Charlton, Ont., Temiskaming & N. Ont
Charmansboro, Tenn., Tennessee Central
Charme, Ga., Louisville & Nashville
Charme, Wis., Burl. Route
Charmian, Pa., West. Md
Charo, Mex., National of Mexico
Charter, Ky., Louisv. & Nashv
Charter Grove, Ill., Ill. Cent
Charter Oak, Cal., Southern Pacific
Charter Oak, Ct., N. Y. New Hav. & Hart
Charter Oak, Ia., Ch. Mil. & St P
Charter Oak, Mo., Frisco System
Chartley, Mass., N. Y. New Hav. & Hart
Chase, Ala., Nash. Chatt. & St. Louis
Chase, Cal., San Fed. Los Ang. & S. Lk
Chase, Colo., Colorado & Southern
Chase, Ill., Chic. Mil. & Gary
Chase, Ind., L. Erie & West
Chase, Kan., A. Top. & S. Fe
Chase, Md., Pennsylvania
Chase, Lake Co., Mich., Pere Marquette
Chase, N.Y., Oneon. & Mohawk V (El)
Chase, N. D., Great Northern
Chase, O., Cin. Ham. & Day
Chase, Pa., N. Y. C. & H. R
Chase, Tex., Mo. Kan. & Tex
Chase, Wis., North West. Line
Chaseburg, Wis., LaCrosse & Southeast
Chase City, Va., Southern
Chaseland, O., Pennsylvania Co
Chaseley, N. D., No. Pacific
Chase Mills, N. Y., Norwood & St. Law
Chases, Me., Maine Central
Chase's, Lenawee Co., Mich., Lake Shore & Mich. So
Chaska, Minn., C. M. & St. P (a)
" Minn. & St. Louis (b)
(a) and (b) about 200 yards apart
Chaska, Tenn., Louisville & Nashville
Chasm Falls, N.Y., N.Y. Cent. & Hud. River
Chasmore, La., Gulf, Colo. & Santa Fe*
Chase Road, Vt., Hardwick & Woodb
Chassell, Mich., Dul. S. S. & A
Chastang, Mobile Co., Ala., Southern
Chat, Cal., Nevada-California-Ore
Chat, Tex., Mo. Kans. & Tex
Chataignier, La., Texas & Pacific
Chatawa, Miss., Illinois Cent
Chatcolet, Idaho, Oregon R.R. & Nav. Co
Chateaugay, N.Y., Rutland
Chateauguay, Que., N.Y. Cent. & Hud. Riv
Chateau Richer Station, Que., Quebec Ry. L. & P. Co
Chateau Richer Village, Que., Quebec Ry. L. & P. Co
Chater, Manitoba, Can. Pac
Chatfield, Minn., North Western Line
Chatfield, O., Northern Ohio (a)
" Pennsylvania Co (a)
Chatfield Junction, Minn., North-Western Line
Chatham, Ga., Southern
Chatham, Ill., Chic. & Alton
Chatham, La., Tremont & Gulf
Chatham, Mass., N.Y. N.H. & H
Chatham, Mich., Munising
Chatham, Minn., Great Northern
Chatham, N.B., Intercolonial
Chatham, N.J., Del. Lack. & W
Chatham, N.Y., Bost. & Alb (a)
" N. Y. C. & Hud. Riv (a)
" Rutland (b)
(a) and (b) about 30 rods apart
Chatham, Ont., Can. Pac (a)
" Grand Trunk (b)
" Pere Marquette (a)
" Wabash (b)
(a) and (b) 1 mile apart
Chatham, Chester Co., Pa., Pennsylvania
Chatham, McKean Co., Pa., Pitts Shawmut & North
Chatham, Pittsylvania Co., Va., Southern
Chatham, Wyo., Burlington Route
Chatham Center, N.Y., Boston & Albany
Chatham Junction, N.B., Intercolonial
Chatham Junction, Ont., Grand Trunk (a)
" Pere Marquette (a)
Chatmoss, Va., Danv. & West
Chatom, Ala., Tombigbee Val
Chatsworth, Cal., South. Pac
Chatsworth, Ga., Louisville & Nashville
Chatsworth, Ill., Ill. Cent (a)
" Tol. Peoria & West (b)
(a) and (b) about ¼ mile apart
Chatsworth, Ia., Ch. M. & St. P
Chatsworth, N.J., Central of New Jersey
Chatsworth, Ont., Can. Pac
Chatsworth Park, Cal., Southern Pacific
Chatta, Ala., Tombigbee & North
Chattanoochee, Chatham Co., Ga., Central of Georgia
Chattahoochee, Fulton Co., Ga., Southern
Chattahoochee River, Fla., Seaboard Air Line
Chattahoochee River Landing, Fla., Lv. & Nashv
Chattanooga, Colo., Silverton
Chattanooga, Okla., Chicago, Rk. Isl. & Pac
Chattanooga, Tenn., Alabama Gt. South (a)
" Central of Georgia (a)
" Chattanooga South (b)
" Cin. N. Orl. & Tex. P (a)
" Nash. Chatt. & St. L (b)
" Southern (a)
" Western & Atlantic (b)
Chattaroy, Wash., Gt. North
Chattaroy, W. Va., Norfolk & Western
Chatterton, Ga., Atlanta, Birm. & Atl
Chatterton, Ind., Chicago and East. Ill
Chatterton, Mich., Pere Marquette
Chattolanee, Md., No. Cent
Chatton, Ill., Wabash
Chaucer, Manitoba, Can. Pac
Chaudiere, Que., G. T. Tk (a)
" Intercolonial (a)
Chaudiere Curve, Que., Grand Trunk (a)
" Intercolonial (a)
Chaudiere Falls, Ont., Canada Atlantic
Chaudiere Junction, Ont., Canadian Pacific (a)
" Grand Trunk (a)
Chaudiere Junction, Que., Grand Trunk (a)
" Intercolonial (a)
Chauites, Mex., Pan-American
Chaumont, N.Y., N.Y. C. & H. R
Chaumox, B.C., Can. Pacific
Chauncey, Ga., Southern
Chauncey, N.Y., N.Y. C. & H. R
Chauncey, O., Kanawha & Mich (a)
" Toledo & Ohio Cent (a)
Chautauqua, Ill., Chicago, Peoria & St. L
Chautauqua, Ia., Chic. Mil. & St. Paul (a)
" Chic. Rock Isl. & Pac (b)
" Waterloo, C. F. & N
Chautauqua, Kan., Atch. Top. & Santa Fe
Chautauqua, La., Chicago, Rk. Isl. & Pac
Chautauqua, N.Y., Chautauqua Tr (El)
" Jamest. Chau. & Lk. E †
Chautauqua, O., Ohio Elec
Chautauqua, Tex., Texas & Pacific
Chautauqua Beach, Md., Bay Ridge
Chautauqua Junc., Ont., Michigan Central
Chautauqua Park, Ia., Waterloo, Cedar F. & N
Chauvin, Alberta, Grand Trunk Pacific
Chavarria, Mex., Mexico North Western
Chavarillo, Mex., Interoceanic of Mex
Chaves, N.M., A. T. & S. F., Coast Lines*
Chavinda, Mex., Nat. of Mex
Chavos, Mex., Nat. of Mex
Chazy Junction, N.Y., Del. & Hudson
Chazy Lake, N.Y., Delaware & Hudson
Cheadle, Alberta, Can. Pac
Cheam, B.C., Can. Pac
Cheapside, Mass., N.Y. New Hav. & Hart
Cheat Haven, Pa., Balt. & O
Chebanse, Ill., Illinois Cent
Cheboygan, Mich., Detroit & Mackinac (a)
" Michigan Central (b)
(a) and (b) about ½ mile apart
Cheboyganing, Mich., Pere Marquette
Checkup, Tex., Texas & New Orleans
Checotah, Okla., Missouri, Kan. & Tex
Cheddar, S.C., Southern
Cheek, Tex., Gulf & Interstate of Tx
Cheektowaga, N.Y., Erie (a)
" Lehigh Valley (b)
(a) and (b) adjacent
Cheeseboro, Ont., Thousand Islands
Chef Menteur, La., Louisville & Nashville
Chehalis, Wash., No. Pacific
Chehalis Junction, Wash., Northern Pacific
Chehaw, Ala., Tuskegee (a)
" West. of Alabama (a)
Chelsea, Tex., Mo. Kans. & Texas
Chelford, Ark., Frisco Sys
Chelmsford, Mass., N.Y. New Hav. & Hart
Chelmsford, N.B., Intercol
Chelmsford, Ont., Can. Pac
Chelsea, Ala., Atlanta, Birm. & Atl
Chelsea, Ark., St. L. I. Mt. & So
Chelsea, Ga., Chatt. South
Chelsea, Ia., No. West. Line
Chelsea, Me., Kennebec Cent
Chelsea, Mass., Boston & Albany †
" Boston & Maine
Chelsea, Mich., Mich. Cent
Chelsea, Mont., Great North
Chelsea, N.Y., N.Y. C. & H. R
Chelsea, Okla., Frisco Sys
Chelsea, Que., Can. Pacific
Chelsea, S.D., Minn. & St. Louis
Chelsea, W. Va., Pitts. Cin. Chic. & St. L
Chelsea, Wis., Minn. St. P. & Slt. Ste. M
Cheltenham, Ill., Ill. Central
Cheltenham, Md., Penna
Cheltenham, Mo., Frisco System
" Missouri Pacific
Cheltenham, Ont., Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) 1 mile apart
Cheltenham, Pa., P. N. & N.Y
Chelten Hills, Pa., Phila. & R
Chelyan, W Va., Ches. & Ohio
Chemainus, B.C., Esq. & Nan
Chemawa, Ore., Ore. Elec
" Southern Pacific
Chemeketa, Ore., Oregon Electric
Chemeng, Ont., Gd. Trunk
Chemical Works, Pa., Coudersp. & Port Alleg
Chemung, Colo., Un. Pacific
Chemung, Ill., North-Western Line
Chemung, N.Y., Erie
Chemung Junction, N.Y., Pennsylvania
Chenango, Tex., Int. & Gt. No
Chenango Bridge, N.Y., Del. Lack & Western
Chenango Falls, N.Y., Lehigh Valley
Chenango Forks, N.Y., Del. Lack. & Western
Chenche de las Torres, Mex., United R. Rs. of Yucatan
Chencka, Alberta, Canadian Pacific
Cheney, Ark., Prescott & North-west
Cheney, Kan., At. Top. & S. Fe
Cheney, Mich., Mich. Central
Cheney, Ont., Grand Trunk
Cheney, Wash., No. Pacific
" Spok. Port. & Seattle
Cheney, Wis., Ch. Mil. & St. P
Cheney's Neb., Burl. Route
Cheneys, N.Y., Chautauqua Trac (El)
Cheneyville, Ill., Chicago Southern †
" Lake Erie & West
Cheneyville, La., Morgan's La. & Tex (a)
" Texas & Pacific (a)
Cheniere, La., Vicksb. Shrevep. & Pac
Chenoa, Ill., Chic. & Alton (a)
" Tol. Peoria & West (a)
Chenoa, Ky., Louisv. & Nash
Chenoa, Tex., Gulf, Colo. & Santa Fe*
Chenoa Creek, Wash., Northern Pacific
Chenowee, Ky., Lexington & Eastern
Chenoweth, Ky., Lv. & Nash
Chepiwanoxet, R.I., N.Y. New Hav. & Hart
Chepultepec, Ala., Louisville & Nashville
Cheraw, Ark., Frisco System
Cheraw, Colo., Atch. Top. & Santa Fe
Cheraw, Miss., N. Orl. Gt. No
Cheraw, S.C., Atlantic Coast Line (a)
" Chesterfield & Lanc (b)
" Seaboard Air Line (b)
(a) and (b) 150 yards apart
Chercreek, Okla., Missouri, Okla. & Gulf
Cheriton, Va., N. Y. Phila. & Norfolk
Cherokee, Ala., Southern
Cherokee, Ariz., A. T. & S. F. Coast Lines*
Cherokee, Ga., Fla. Cent
Cherokee, Ia., Illinois Cent
Cherokee, Kan., Frisco System (a)
" Missouri Pacific (b)
(a) and (b) ½ mile apart
Cherokee, Woods Co., Okla., Atch. Top. & Santa Fe (a)
" Chic. Rk. Isl. & Pac (b)
" Kan. City, Mex. & Or (c)
(a) and (c) 693 yards apart
Called Daley on C. R. I. & P
Cherokee, Tenn., Southern
Cherokee, W. Va., Chesapeake & Ohio
Cherokee, Wyo., Union Pacific
Cherokee Falls, S.C., South
Cherokee Junction, Kans., Mo. Kans. & Texas
Cherokee Mills, Ala., South
Cherrie, Mich., Pere Marq
Cherry, Ill., Chic. Mil. & St. P
Cherry, Ky., Ches. & Ohio
Cherry Brook, Ct., Central New England
Cherry Brook, Mass., Boston & Maine
Cherry Creek, Ariz., Santa Fe, Pres. & Phoe*
Cherry Creek, B.C., Can. Pac
Cherry Creek, Idaho, Oregon Short Line
Cherry Creek, Nev., Nevada Northern
Cherry Creek, N.Y., Erie
Cherryfield, Me., Washington County
Cherryfield, N.C., Southern
Cherryfield, N.S., Halifax & Southwest
Cherry Grove, Ind., Chicago, Ind. & Louisv
Cherry Grove, Md., Wash. Balt. & Annap. El
Cherry Grove, Mich., Grand Rapids & Ind
Cherry Grove, O., Cin. George. & Ports
Cherry Grove, Pa., Tionesta Valley
Cherry Hill, N.J., N.J. & N.Y
Cherry Hill, Va., Washington Southern
Cherry Hills, Ill., Chicago, Rk. Isl. & Pac
Cherry Log, Ga., Louisville & Nashville
Cherry Mountain, N.H., Boston & Maine
Cherry Point, Ill., Cin. Ham. & Dayton
Cherry Ridge, La., Arkansas Southeast
Cherry Run, Clarion Co., Pa., Pennsylvania
Cherry Run, Union Co., Pa., Pennsylvania
Cherry Run, Warren Co., Pa., Tionesta Valley
Cherry Run, W. Va., Baltimore & Ohio (a)
" Western Maryland (a)
Called also West. Md. Jn. on Baltimore & Ohio
Cherry's, S.C., Blue Ridge
Cherry Springs, Pa., Buffalo & Susquehanna
Cherry Tree, Pa., N. Y. Cent. & Hud. R (a)
" Pennsylvania (a)
Cherryvale, Kan., Atch. Top. & S. Fe (a)
" Frisco System (b)
Depots adjacent
Cherry Valley, Ark., St. Louis, Iron Mt. & So
Cherry Valley, Ill., North-Western Line
Cherry Valley, Mich., Minn. St. P. & Slt. Ste M
Cherry Valley, N.Y., Delaware & Hudson
Cherry Valley, Pa., Pitts. Cin. Chic. & St. L
Cherry Valley, Tenn., Tennessee Central
Cherryville, N.C., Seaboard Air Line

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Cherubusco, N.Y., Rutland
Cheseaning, Mich., Mich.Cent
Chesapeake, W.Va.,
Chesapeake & Ohio
Chesa. & Ohio Junction, O.,
Chesapeake & Ohio (a)
" Louisville & Nashv (a)
Chesa. & Ohio Junction, Pa.,
Chesapeake & Ohio
Chesapeake & Western Jn.,
Va., Baltimore & Ohio
Chesapeake Beach, Md.,
Chesapeake Beach
Chesapeake Junction, D.C.,
Baltimore & Ohio
" Chesapeake Beach
Chesapeake Mills, Md.,
Pennsylvania
Chesham, N.H., Boston & Me
Cheshire, Ct., N.Y. N. H. & H
Cheshire, Mass., Bost. & Alb
Cheshire, O., Hocking Val(a)
" Kanawha & Mich (a)
Cheshire Harbor, Mass.,
Boston & Albany
Cheshire Junction, Ct.,
N.Y. New Hav. & Hart
Cheshire Street, Ct.,
N.Y. New Hav. & Hart
Chesilhurst, N.J., Penna
Chesley, Ky., Lv. & Nashv
Chesley, Ont., Grand Trunk
Chesnee, S.C.,
Car. Clinch. and Ohio
Chesnut, Ill., Ill. Central
Chesson, Ala.,
Seaboard Air Line (a)
" Union Springs & No (a)
Chestang,
Washington Co., Ala.,
Tombigbee Valley
Chester, Ark., Frisco System
Chester, Colo., Den. & Rio G
Chester, Ct., N.Y.N.H.& H
Chester, Ga.,
Wrightsville & Tennille
Chester, Idaho,
Oregon Short Line
Chester, Ill.,
Illinois Southern (a)
" St.L. Iron Mt. & So (b)
" St. Louis South-west (b)
" Wabash, Chest. & W (c)
(a) and (c) ½ mile apart
(b) about ¼ mile from (a)
and (c)
Chester, Ind., Gd. Rap. & Ind
Chester, Ia., Chic. Mil. & St. P
Chester, Ky., Ches. & Ohio
Chester, La., Illinois Central
Chester, Me., Can. Pacific
Chester, Md.,
Maryland, Del. & Va
Chester, Mass., Boston & Alb
Chester, Mich., Mich. Cent
Chester, Minn.,
North-Western Line
Chester, Mo., Mo. & No. Ark
Chester, Mont., Gt. North
Chester, Neb., Burl. Route
Chester, N.J., Cent. of N.J (a)
" Del. Lack. & West (b)
(a) and (b) about ¾ mi. apart
Chester, N.Y., Erie
Chester, N.S.,
Halifax & Southwest
Chester, Pa., Balt. & Ohio (a)
" Pennsylvania (b)
" Phila. & Reading †
(a) ½ mile from (b)
Chester, S.C.,
Car. & No. Western (a)
" Lanc. & Chester (a)
" Seaboard Air Line (b)
" Southern (a)
(a) and (b) about 1 mi. apart
Chester, Wash., O.R.R.& N.Co
Chester, W. Va.,
Pitts. Cin. Chic. & St. L
Chester, Wis.,
North-Western Line
Chester Basin, N.S.,
Halifax & Southwest
Chesterfield, Ala., Chatt. So
Chesterfield, Ill.,
Chicago, Peoria & St. L
Chesterfield, Ind.,
Central Indiana (a)
" Clev. Cin. Ch. & St. L (b)
(a) and (b) adjacent
Chesterfield, Ia., Wabash
Chesterfield, Mich.,
Grand Trunk
" Rapid †
Chesterfield, Mo.,
St. Louis. K. C. & Colo ‡
Chesterfield, Pa.,
Pennsylvania
Chesterfield, S.C.,
Chesterfield & Lanc
Chesterfield, Tenn.,
Nashville, Chatt. & St. L
Chesterfield Park, Mo.,
St. L. Kan. City & Colo ‡
Chester Heights, Pa., Penna
Chester Junction, N. J.,
Del. Lack. & Western
Chester Springs, Pa.,
Phila. & Reading
Chesterton, Ind., L. Sh. & M. So
Chestertown, Md., Penna
Chester Valley Inter., Pa.,
Pennsylvania
Chestervale, Ill., Illinois Cent
Chesterville, Ill., Vandalia
Chesterville, Ont., Can. Pac
Chesterville, Tex.,
San Ant. & Aran. Pass
Chestlehurst, Ga.,
Central of Georgia
Chestnut, Ill., Ill. Cent
Chestnut, Ky., Ches. & Ohio
Chestnut, La., La. & Ark (a)
" Louisiana & N.W (a)
Chestnut, Mont., No. Pacific
Chestnut Creek, Ala.,
Louisville & Nashville
Chestnut Grove, Pa.,
Phila. & Reading
Chestnut Hill, Ct.,
N.Y. New Hav. & Hart
Chestnut Hill, Mass., Bost. & A
Chestnut Hill, N.J., Erie (a)
" Del. Lack. & West (b)
(a) and (b) about ½ mi. apart
Called also Glen Ridge on E
Called Glen Ridge on D. L.
& W
Chestnut Hill, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) ½ mile apart
Chestnut Hill, W. Va.,
Baltimore & Ohio
Chestnut Ridge, Ind.,
Pitts. Cin. Chic. & St. L
Chestnut Ridge, O., Erie (a)
" Lake Sh. & Mich. So (b)
Chestnut Ridge,
Luzerne Co., Pa.,
Lehigh Valley
Chestnut Ridge,
Monroe Co., Pa.,
Chestnut Ridge
Chestnut Ridge, Tenn.,
Southern
Chestoa, Tenn.,
Car. Clinch. and Ohio
Chestonia, Mich.,
East Jordan & Southern
Cheswick, Pa., Penna
Cheswold, Del., Penna
Cheswood, W. Va.,
Baltimore & Ohio
Chetek, Wis., No. West Line
Chetopa, Ala., Louisv. & Nash
Chetopa, Kan., M. K. & T (a)
" Missouri Pacific (b)
(a) and (b) 8-10 mile apart
Cheval, Manitoba,
Canadian Pacific
Cheviot, O., Cin. & Westwood
Cheviot, Sask., Can. Pacific
Cheviot, Wash.,
Chicago, Mil. & Puget Sd
Chevy Chase, La.,
Natchez & Western
Chevy Chase, Md.,
Baltimore & Ohio
Chew, Md., Pennsylvania
Chew, Tex., Tex. & New Orl
Chewacla, Ala., Cent. of Ga
Chewalla, Tenn., Southern
Chewelah, Wash.,
Great Northern
Chews, W. Va., Norf. & West
Chew's Landing, N.J.,
Atlantic City
Chewton, Pa., Balt. & Ohio
Chewsville, Md., West. Md
Cheyenne, Wyo.,
Burlington Route (a)
" Colo. & Southern (b)
" Union Pacific (b)
(a) and (b) 250 feet apart
Cheyenne Wells, Colo.,
Union Pacific
Cheyney, Pa., Pennsylvania
Chianti, Cal.,
Northwestern Pacific
Chicago, Ill.,
Atch. Top. & San. Fe (a)
" Baltimore & Ohio (b)
" Burlington Route (c)
" Chicago & Alton (c)
" Chic. and East. Ill (c)
" Chicago & Ill. West †
" Chic. & North-West (d)
" Chic. & West. Ind (a)
" Chic. Burl. & Quincy (c)
" Chic. Cin. & Louisv (f)
" Chicago Gt. West (b)
" Chic. Ind. & Louisv (a)
" Chic. Ind. & South (e)
" Chicago Junction †
" Chicago Mil. & St P (c)
" Chic. Rock Isl. & Pac (c)
" Chicago Southern †
" Ch. Term. Transfer (b)
" Chic. Union Transfer †
" Clev. Cin. Ch. & St. L (f)
" Erie (a)
" Grand Trunk (a)
" Illinois Central (f)
" Lake Sh. & Mich. So (c)
" Michigan Central (f)
" Minn. St. P. & S. Ste. M (f)
" N.Y. Chic. & St. L (c)
" North-West. Line (d)
" Pennsylvania Co (c)
" Pere Marquette (b)
" Pitts. Cin. Ch. & St. L (c)
" South. Ry. & Nav. Co
" Wabash (a)
The above stations in Chicago are known as follows:
(a) Dearborn Station—
Dearborn and Polk Sts
(b) Grand Central Depot—
Fifth Avenue and Harrison St—
(c) Union Passenger Sta—
Canal and Adams Sts
(d) C. & N. W. Pas. Sta—
Wells and Kinzie Sts
(e) La Salle St. Station—
La Salle and Van Buren Sts
(f) Central Station—
12th St. and Lake Front

DISTANCES.

La Salle St. Station (c) to
Dearborn Sta. (a) 5-10 mi
Gd. Cent. Depot (b) ¼ mile
Union Pas. Sta. (c) 6-10 mi
Central Sta. (f) 1 1-10 mis
C. & N. W. Pas. Sta. (d) 9-10
mile
Dearborn Station (a) to
La Salle St. Sta. (e) 5-10 mi
Gd. Cent. Depot (b 3-10 mi
Union Pas. Sta. (c) 1 1-10 mis
Central Station (f) 8-10 mi
C. & N. W. Pas. Station (d)
1½ miles
Grand Central Depot (b) to
La Salle St. Sta. (e) ¼ mile
Dearborn Sta. (a) 3-10 mile
Union Pas Sta. (c) ½ mile
Central Station (f) 9-10 mi
C. & N. W. Pas. Station (d)
1 mile
Union Pas. Station (c) to
La Salle St. Sta. (e) 6-10 mi
Dearborn Sta. (a) 1 1-10 mis
Gd. Cent. Depot (b) ½ mile
Central Sta. (f) 1 6-10 mis
C. & N. W. Pas. Sta. (d) 9-10
mile
Central Station (f) to
La Salle St. Sta. (e) 1 1-10 mis
Dearborn Sta. (a) 8-10 mile
Gd. Cent. Depot (b) 9-10 mi
Union Pas. Sta. (c) 1 6-10 mis
C. & N. W. Pas. Sta. (d) 2 mis
C. & N. W. Pas. Station (d) to
La Salle St. Sta. (e) 9-10 mi
Dearborn Sta. (a) 1½ mis
Gd. Cent. Depot (b) 1 mile
Union Pas. Sta. (c) 9-10 mi
Central Station (f) 2 mis
Transfer between all stations for through passengers
Chicago, Ky., Louisv. & Nash
C. & A. Junction,
Livingston Co., Ill.,
Chicago, Ind. & South
C. & A. Junction,
Sangamon Co., Ill.,
Cin. Ham. & Dayton
C. & E. I. Junction, Ill.,
Illinois Southern
Chic. & No. W. Crossing, Ill.,
Pitts. Cin. Chic. & St. L
Chicago & No. W., Jn., Minn.,
Chicago Great Western
Chicago & No. W., Jn., Wis.,
Kewaunee, Gr. B. & W
Chic. Burl. & E. C. Junc., Ia.,
Burlington Route (a)
" Wabash (a)
Called Wabash Junction on
Burlington Route
Chic. Burl. & Qu. Junc., Ill.,
Litchfield & Madison
Chic. Burl. & Qu. Junc., Ia.,
Burlington Route
Chic. Burl. & Qu. Junc., Mo.,
Quincy, Omaha & K. C
Chic. Great West. Junc., Ia.,
Chicago Great West
" St. Paul & Des Moines
Chic. Hammond & W. Jn., Ill.,
Chicago Great Western
Chicago Heights, Ill.,
Chic. and East. Ill (a)
" Chicago Southern †
" Chic. Term. Trans (b)
" Elgin, Jol. & East (a)
" Michigan Central (c)
(a) and (b) about ½ mile
apart
(b) and (c) about ¼ mile
apart
Connect at Junction
Chicago Junc., O., Balt. & O
Chicago Lawn, Ill., Gd. Trk
C. M. & St. P. Crossing, Mo.,
Omaha, Kan. City & East
C. M. & St. P. Junction, Mich.,
Wisconsin & Mich
C. M. & St. P. Junc., Minn.,
Chicago Great West
C. M. & St. P. Junction, Wis.,
Kewaunee, Gr. B. & W
Chicago Mine, Ind.,
Chicago and East. Ill
Chicago North. Junction, Ill.,
North-Western Line
Chicago Park, Cal.,
Nevada Co. Nar. Gauge
C. P. & St. L. Junc., Ill.,
Burlington Route
Chicago Ridge, Ill.,
Chic. Term. Trans (a)
" Indiana Harbor Belt †
" Wabash (b)
(a) and (b) about 100 yards
apart
Chicago, R. Isl. & Pac. Jn., Ill.,
Burlington Route (a)
" Chic. Rk. Isl. & Pac. (a)
Chic. Rk. Isl. & P. Junc., Kan.,
Chic. Rk. Isl. & Pac (a)
" Union Pacific (a)
Chic. Rk. I. & P. Junc., Okla.
Oklahoma Central
Chic. St. P. M. & O. Junc., Wis.,
Northern Pacific
Chicalote, Mex., Nat. of Mex
Chichester, N.H., Bost. & Me
Chichesters, N.Y.,
Ulster & Delaware
Chichi, Mex.,
United RRs. of Yucatan
Chichicastle, Mex.,
Interoceanic of Mex
Chickamauga, Ga.,
Central of Georgia
Chickamauga, Tenn.,
Nashv. Chatt. & St. L (a)
" Western & Atlantic (a)
Chickasaw, Ala., Frisco Sys
Chickasaw, O.,
Cincin. Ham. & Dayton
Chickasawba, Ark.,
Blythe. Leach. & Ark. So
" Paragould South-east
Chickasha, Okla.,
Chic. Rk. Isl. & Pac (a)
" Frisco System (b)
" Oklahoma Central (a)
(a) and (b) about ¾ mi. apart
Chickering, Mass.,
N.Y. New Hav. & Hart
Chickies, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) about 200 yards
apart
Chicks, Me., Boston & Maine
Chico, Ala., Louisv. & Nash
Chico, Cal., Butte County (a)
" Southern Pacific (a)
Chico, Colo., Atch. Top. & S. Fe
Chico, Mex., Mexican Cent
Chico, Tex., Chic. R. I. & Gulf
Chicoines, Que., Can. Pacific
Chicopee, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) about 1 mile apart
Chicopee, Mo., Frisco Sys
Chicopee, Mont., Burl. Route
Chicopee Centre, Mass.,
Boston & Maine
Chicopee Falls, Mass.,
Boston & Maine
Chicopee Junction, Kan.,
St. Louis & San Fran
Chicopee Junction, Mass.,
Boston & Maine
Chicora, Miss., Mobile & Ohio
Chicora Pa., Balt. & Ohio
Chicora, S.C., Berkeley
Chicorica, N.M.,
Santa Fe, Raton & East
Chicory, Mont., No. Pacific
Chicosa Junction, Colo.,
Colorado & South (a)
" Denver & Rio Gd (a)
Chicot, Chicot Co., Ark.,
St. Louis, Iron Mt. & So
Chicot, Pulaski Co., Ark.,
Chicago, Rk. Isl. & Pac
Chicot, Que., Can. Pacific
Chicoutimi, Que.,
Que. & Lake St. John
Chidester, Ark.,
St. Louis, Iron Mt. & So
Chief Lake, Mich.,
Manistee & North-east
Chierton, W. Va.,
Baltimore & Ohio
Chietla, Mex.,
Interoceanic of Mex
Chignecto, N.S., Maritime †
Chigwell, Alberta, Can. Pac
Chihuahua, Mex.,
Chihuahua Mineral (b)
" Kan. City. Mex. & Or (a)
" Mexico North West (a)
" National of Mexico (c)
(a) and (b) 2 miles apart
(a) and (c) 2½ miles apart
(b) and (c) about 300 yards
apart
Chihuahua, Tex.,
St. L. Brownsv. & Mex
Chihuahua & Pac. Jn., Mex.,
National of Mexico
Chihuahuita, La.,
Woodworth & La. Cent
Chijol, Mex., Nat. of Mex
Chila, Mex., Nat. of Mex
Chilcoot, Cal., Sierra Valleys
Child, W. Va.,
Western Maryland
Childers, Tenn.,
Virginia & So. West
Childersburg, Ala.,
Central of Georgia (a)
" Southern (b)
(a) and (b) 100 yards apart
Childrens Home, O., B. & O
Childress, Tex.,
Ft. Worth & Denv. City
Childs, Md., Balt. & Ohio
Childs, Minn., Great North
Child's, N.C., Southern
Childs, Erie Co., Pa., Penna
Childs, Fayette Co., Pa.,
Pittsburgh & Lake Erie
Childs, S.C., Southern
Childsdale, Mich., G. R. & Ind
Childwold,
Franklin Co., N.Y.
New York & Ottawa
Childwold,
St. Lawrence Co., N.Y.,
N.Y. Cent. & Hud. Riv
Chiles, Kan., Mo. Pacific
Chilesburg, Ky., Ches. & Ohio
Chilhowee, Mo.,
Missouri, Kan. & Tex (a)
" St. L. K. C. & Colo ‡ (b)
(a) and (b) ¼ mile apart
Chilhowee, Tenn.,
Tenn. & Car. South
Chilhowie Va., Norf. & West
Chili, Ind., Vandalia
Chili, N.Y., N.Y. C. & H. R (a)
" West Shore (b)
(a) and (b) 1 mile apart
Called Chili Centre on West
Shore
Chili, O., Wheeling & Lk. Erie
Chili, Okla., Mo. Kan. & Tex
Chili, Wis., North West. Line
Chili Centre, N.Y.,
N.Y. C. & Hud. Riv (a)
" West Shore (b)
(a) and (b) 1 mile apart
Called Chili on N.Y. C. & Hud. Riv
Chillicothe, Ill.,
Atch. Top. & San. Fe (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) 1 mile apart
Chillicothe, Ia., Burl. Route
Chillicothe, Mo.,
Burlington Route (a)
" Chic. Mil. & St. Paul (b)
" Wabash (c)
(a), (b) and (c) about ½ mile
apart
Chillicothe, O.,
Balt. & O. Southwest (a)
" Cin. Ham. & Day (b)
" Norfolk & Western (a)
(a) and (b) about ¼ mi. apart
Chillicothe, Tex.,
N.W. & D. C (a)
" Kan. City, Mex. & Or (b)
(a) and (b) 500 yards apart
Chiloteco, Okla.,
Atch. Top. & Santa Fe
Chiloway, N.Y., N.Y. O. & W
Chilson, Ark., Frisco System
Chilson, Mich., Ann Arbor
Chilson, S.D., Burl. Route
Chilton, Carter Co., Mo.,
Frisco System
Chilton, Wayne Co., Mo.,
Missouri Southern
Chilton, Tex., San Ant. & A. P
Chilton, W. Va.,
Kanawha & Coal River
Chilton, Wis., Chic. Mil. & St. P
Chimal, Mex.,
Interoceanic of Mexico
Chimney Gulch, Colo.,
Colorado & Southern
Chin, Alberta, Can. Pacific
China, Me.,
Wiscasset, Wat. & Farm
China, Tex., Tex. & New Orl
China, Wash., Ilwaco

China Bar, Que., Can. Pacific
Chinacates, Mex.,
Mexican International
China Creek, B.C., Can. Pac
China Grove, N.C., Southern
China Lake, Me.,
Wisc. Waterv. & Farm
Chinameca, Mex.,
Tehuantepec National
Chinolen, Mex.,
United R.Rs. of Yucatan
Chinchilla, Pa.,
Delaware, Lack. & West
Chincoteague, Va., Penna ▫
▫ *By steamer*
Chinese, Cal., Sierra of Cal
Chinn, Ala., Louisv. & Nash
Chinneby, Ala.,
Louisville & Nashville
Chino, Ariz.,
A.T. & S.F., Coast Lines*
Chino, Cal., Southern Pacific
Chinook, Ala., Lv. & Nashv
Chinook, Mont., Great North
Chinook, Wash., Ilwaco
Chintepec, Mex., Nat. of Mex
Chipco, Fla., Atl. Coast Line
Chipeta, Colo., Den. & Rio Gr
Chipingue, Mex.,
Mexican International
Chipley, Fla., Lv. & Nashv
Chipley, Ga., Central of Ga
Chipman Alberta,
Canadian Northern
Chipman, N.B.,
New Brunswick
Chipman, Penn.,
Louisville & Nashville
Chipman's, Me., Maine Cent
Chippawa, Ont., Mich. Cent
Chippewa,
Osceola Co., Mich.,
Pere Marquette
Chippewa Falls, Wis.,
Chic. Mil. & St. Paul (a)
" Minn. St. P. & S. Ste. M (a)
" North West. Line (b)
(a) *and* (b) 1 *mile apart*
Chippewa Lake, O.,
Baltimore & Ohio
Chipps, Ill., Chic. and East. Ill
Chiquita Cal., No. West. Pac
Chiricahua, Ariz.,
El Paso & S.W. System
Chirimoya, Mex.,
National of Mexico
Chisago City, Minn.,
Northern Pacific
Chisholm, Ia., Burl. Route
Chisholm, Me., Maine Cent
Also called Chisholm's Mills
Chisholm, Minn.,
Great Northern
Chisholm's Mills, Me.,
Maine Central
Also called Chisholm
Chisman, N.C., Norf. & West
Chispa, Tex., Gal. Har. & San A
Chita, Tex., Texas & New Orl
Chittamo, Wis.,
Minn. St. P. & Slt. Ste. M
Chittenango, N.Y.,
N.Y. Cent. & Hud. R (a)
" West Shore (b)
(a) *and* (b) *about ½ mi. apart*
Chittenango Falls, N.Y.,
Lehigh Valley
Chittenden, Cal.,
San Juan Pacific (a)
" Southern Pacific (b)
(a) *and* (b) *adjacent*
Chittenden, Ill.,
North Western Line
Chittwood, Jasper Co., Mo.,
Missouri, Kansas & Tex
Chittwood Ore.,
Corvallis & Eastern
Chivatito, Mex., Nat. of Mex
Chiveis Mex.,
Tehuantepec National
Chivington, Colo., Mo. Pac
Chiwaukum, Wash., Gt. Nor
Chizu ub, Mex.,
United R.Rs. of Yucatan
Chloe, La. Louisiana West
Chloe, Mo., Frisco System
Chloride, Ariz., Ariz. & Utah*
Chloride, Mo.,
St. Louis, Iron Mt. & So
Chloride, Nev.,
Las Vegas & Tonopah
Choate, B.C., Canadian Pac
Choate, Mich., N. W. Line
Chocaman, Mex., Mexican
Chocolocco, Ala. Southern
Chochola, Mex.,
United R.Rs. of Yucatan
Chockie, Okla.,
Missouri, Kan. & Tex
Chocolate, Mex., Mex. Inter
Chocolay Siding, Mich.,
Duluth, So. Shore & Atl
Chocowinity, N.C.,
Norfolk & Southern
Chocoy, Mex., Nat. of Mex
Choctaw, Ala.,
Louisville & Nashville
Choctaw, La., Texas & Pac
Choctaw, Miss.,
Yazoo & Miss. Valley
Choctaw, Mo., Frisco System
Choctaw, Okla.,
Chicago, Rk. Isl. & Pac
" Choctaw, Newcas. & W†
Choctaw. Tex., Texas & Pac
Choctaw Junction, Okla.,
Chic. Rock Isl. & Pac
Choice, Tex.,
Gulf, Colo. & Santa Fe*
Choklo, Alberta, Can. Pacific
Choklo, Minn., Great North
Cholla, Ariz., So. Pac
Chollas, Cal.,
San Diego & Cuyamaca
Chollas, Mex.,
West Coast Route
Cholpe, La.,
Colo. So. New Orl. & Pac
Cholul, Mex.,
United R.Rs. of Yucatan
Choiula, Mex.,
Interoceanic of Mex
Chopaka, Wash., Great North
Chopin, La., Texas & Pacific
Chopunnish, Ore.,
Oregon Electric
Chorro, Mex., Mex. Internat
Chotah, Tenn.,
Tenn. & Car. South
Choteau, Kan., At. Top. & S.F
Choudrant, La.,
Vicksb. Shrevep. & Pac
Chouteau, Okla., Mo. Kan. & T
Chouteau Slough, Ill.,
Chicago, Peoria & St. L
Chriesman, Tex.,
Gulf, Colo. & Santa Fe*
Chrisman, Ill.,
Cin. Ham. & Dayton (a)
" Cl. Cin. Chic. & St. L (b)
(a) *and* (b) ½ *mile apart*
Chrisney, Ind., Southern
Chrisney, Okla.,
Chicago, Rock Isl. & Pac
Christian, Va., Ches. & Ohio
Christiana, Pa., Penna
Christiana, Tenn., N.C. & S.L
Christiansburg, Ky., Lv. & N
Christiansburg, Va.,
Norfolk & Western
Christian Siding, Pa.,
Phila. & Reading
Christianson, Wash.,
Great Northern
Christie, Cal.,
A.T. & S.F., Coast Lines*
Christie, Ind., P.C.C. & St.L
Christie, La., Kansas City So
Christie, Manitoba,
Canadian Pacific
Christie, Okla., Frisco Sys
Christie, Va., Southern
Christies, Manitoba,
Canadian Northern
Christieville, Que.,
Can. Northern Quebec
Christina, B.C., Can. Pac
Christina, Fla.,
Atlantic Coast Line
Christine, Mo., Shelby Co
Christine, N.D., Ch. M. & St. P
Christler, Ind.,
St. Jos. Vy. Trac (El)
Christmas, Miss.,
Yazoo & Miss. Valley
Christmas, Tenn.,
Harriman & Northeast
Christ Mauser, Md.,
Baltimore & Ohio
Christopher, Ala.,
Central of Georgia
Christopher, Ill.
Burlington Route (a)
" Chic. Zeigler & Gulf†
" Illinois Central (b)
(a) *and* (b) *about ¼ mi. apart*
Christopher, Wash., No. Pac
" Puget Sound Electric
Christy Mo., Missouri Pac
Christy Park, Pa., Balt. & O
Chrome, N.J., Central of N.J
Chrome Point Jn., N.F.,
Reid Newfoundland
Chromite, Cal., So. Pacific
Chrystoval, Ariz., So. Pac
Chualar, Cal., Southern Pac
Chubb, Fla., Atl. Coast Line
Chuckapu, Wash., Gt. No
Chuckey, Tenn., Southern
Chug Water, Wyo.,
Colorado & Southern
Chula, Ga., Ga. South. & Fla
Chula, Mo., Chic. Mil. & St. P
Chula, Va., Southern
Chulasky, Pa., Del. Lac. & W
Chula Vista, Cal.,
San Diego Southern
Chumbler, Bartow Co., Ga.,
Iron Belt
Chunchula, Ala., Mob. & Ohio
Chunky, Miss.
Alabama & Vicksburg
Chunnenuggee, Ala.,
Central of Georgia
Chupaderos, Mex.,
Mexican Internat
Church, Ill., Ill. Cent
Church, Utah,
San Ped. Los Ang. & S.Lk
Church, Wash., No. Pacific
Churchbridge, Sask.,
Canadian Pacific
Church Buttes, Wyo., Un. Pac
Churches, Mich.,
Gd. Rapids & Indiana
Churches, Ont.,
Toronto, Ham. & Buff
Churchill, Ill.,
Chic. Ind. & South
" North Western Line
Churchill, Nev.,
Nevada & California
Church Hill, Pa., Penna
Churchland, Va.,
Atlantic Coast Line (a)
" Southern (b)
(a) *and* (b) *200 yards apart*
Church of Angels, Cal.,
Pacific Electric
Church Point, La.,
Opelousas, Gulf & N. E
Church Point, N.S., Dom. Atl
Church Road, Va., Norf. & W
Church's, Colo., Colo. & So
Church's Ferry, N.D.,
Great Northern
Church's Tannery, Me.,
Bangor & Aroostook
Churchtown Road, Pa.,
Pennsylvania
Churchville, Ia., Chic. Gt. W
Churchville, N.Y.,
N.Y. Cent. & Hud. R (a)
" West Shore (b)
(a) *and* (b) ½ *mile apart*
Churchville, Ont., Can. Pac
Churchville, Pa., P. N. & N.Y
Churchville Junction, N.Y.,
West Shore
Churchville Road, Pa., Penn
Churdan, Ia., Chic. Mil. & St. P
Churubusco, Ind., Vandalia
Churunababi, Mex.,
Nacozari
Churwell, Tenn., Louisv. & N
Cibicab, Mex.,
United R.Rs. of Yucatan
Cibolo, Guadalupe Co., Tex.,
Gal. Har. & San A
Cibuta, Mex.,
West Coast Route
Cicalla, Ark., Chic. R.I & Pac
Cicero, Cal., South. Pacific
Cicero, Ind., Lake Erie & W
Cicero, Kan., Atch. T. & S. Fe
Cicero, Wash., North. Pacific
Cid, N.C., Piedmont
Cima, Cal.,
San Ped. Los Ang. & S.Lk
Cima, La Plata Co., Colo.,
Rio Grande Southern
Cima, Mexico, Mex.,
Mexican Central
Cima, Sonora, Mex.,
Nacozari
Cima, Tex., Texas & New Orl
Cima de Togo, Mex.,
National of Mexico
Cimarron, Colo., D. & Rio Gr
Cimarron, Kan., A.T. & S.Fe
Cimarron, N.M.,
St. L. Rocky Mt. & Pac
Cincinnati, Ia., Burl. Route
Cincinnati, O., B. & O.S.W (a)
" Chesapeake & Ohio (a)
" Chicago, Cin. & Lv (f)
" Cincin. & Westwood†
" Cin. Geo. & Ports (d)
" Cin. Ham. & Day (b)
" Cin. Lebanon & No (e)
" Cin. N. Orl. & Tex. P (a)
" Cl. Cin. C. & St. L (a)
" Erie (b)
" Louisville & Nash (a)(c)
" Norfolk & West (c)(e)
" Ohio Electric
" Pitts. C. C. & St. Louis (c)
(a) *and* (b) *about 1 mi. apart*
(a) *and* (c) *about 1 mi. apart*
(a) *and* (e) *about 1½ mis. apart*
(a) *and* (f) *about 1½ mis apart*
(b) *and* (c) *about 1½ mis. apart*
(b) *and* (e) *about 1½ mis. apart*
(c) *and* (e) *about ½ mi. apart*
Transfer for through passengers
C. G. & P. Junction, O.,
Ohio River & Columbus
Cin. Ham. & Day Junc., Ill.,
Illinois Central
Cin. Ham. & Day. Junc., O.,
Pitts. Cin. Chic. & St. L
Cincinnati Junction, O.,
Cincin. Ham. & Dayton
" Queen & Cres. Route
Cincinnatus, N.Y., D. L. & W
Cinclair, La., Texas & Pacific
Cinco, Cal., South. Pacific
Cinco, Fla., Louisv. & Nashv
Cinnabar, Mont., North. Pac
Cinnaminson Pa., Penna
Circle, Wash., Great North
Circle City, Ky.,
Louisville & Nashville
Circle City Junction, Ky.,
Louisville & Nashville
Circleville, Kan.,
Missouri Pacific (a)
" Union Pacific (b)
(a) *and* (b) *200 feet apart*
Circleville, N.Y., Erie
Circleville, O.,
C. & M. V. (Pa. Lines) (a)
" Norfolk & Western (b)
(a) *and* (b) *adjacent*
Circleville Tex., Mo. Kan. & T
Cirtsville, W.Va., Virginian
Ciruela, Cal., Pacific Electric
Cisco, Ark., Mo. & No. Ark
Cisco, Cal., Southern Pacific
Cisco, Ga., Louisv. & Nashv
Cisco. Ill., Illinois Central
Cisco, Minn.,
Minn. St. P. & Slt. Ste. M
Cisco, N.C., Norfolk & South
Cisco, O., Cin. Ham. & Day
Cisco, Tex., Texas & Pac (a)
" Texas Central (a)
Cisco, Utah, Denv. & Rio Gr
Cisna's Run, Pa.,
Newp. & Sherm. Valley
Cisne, Ill., B. & O. So. West
Cissna Junction, Ill.,
Chicago and East. Ill
Cissna Park, Ill.,
Chicago and East. Ill
Citas, Mex.,
United R.Rs. of Yucatan
Citbalche, Mex.,
United R.Rs. of Yucatan
Citico, Ala., Chat. Southern
Citico, Tenn.,
Cin. N. Orl. & Tex. P (a)
" Southern (b)
Citra, Fla., Atl. Coast Line (a)
" Seaboard Air Line (b)
(a) *and* (b) ½ *mile apart*
Citrona, Cal., South. Pacific
Citronelle, Ala., Mob. & Ohio
Citronelle, Fla.,
Atlantic Coast Line
Citrus, Cal., Southern Pacific
Citrus, Fla., Atl. Coast Line
City Farm, Mass.,
N.Y. New Hav. & Hart
City Farm, Pa.,
Pitts. & Lake Erie
City Line, N.J., Penna
City Mills, Mass., N.Y.N.H. & H
City Point, Fla.,
Florida East Coast
City Point, Me., Maine Cent
City Point, Va., Norf. & West
City Point, Wis.,
Green Bay & West
City Point Branch Junc., Va.,
Norfolk & Western
Ciudad Juarez, Mex.,
Mexico No. Western (a)
" National of Mexico (b)
(a) *and* (b) *300 yards apart*
Civer, Ill., Tol. Peoria & West
Ciabo, Ont., Canadian Pacific
Clack, Miss., Yaz. & Miss. Val
Clackamas, Ore., South. Pac
Clackamas Bridge, Ore.,
Portland Ry. L. & P. Co
Claflin, Kan., Missouri Pac
Clagett, Md.,
Chesapeake Beach
Claghorn, Pa., Pennsylvania
Clagstone Junction, Idaho,
Spokane International
Claiborne, La.,
New Orleans Gt. North
Claiborne, Md.,
Balt. Ches. & Atlantic
Claiborne, Miss., Lv. & Nash
Claiborne, O., Erie
Claighorn, Pa.,
Buffalo, Roch. & Pitts
Clair, Mo., Burl. Route
Clair, Saskatchewan,
Canadian Northern
Clairette, Tex., Tex. Central
Clairfield, Tenn.,
Louisville & Nashv (a)
" Southern (a)
Clairmount Springs, Ala.,
Atlanta, Birm. & Atl
Claire, N.B., Temiscouata
Clairton, Pa., Pennsylvania
" West Side Belt
Clairville, Cal. Sierra Valleys
Clam Bake Springs, Pa.,
White Deer & Loganton
Clamore, Tenn.,
Mobile & Ohio
Clancy, Mont., Gt. North
Clandeboye, Manitoba,
Canadian Pacific
Clandeboye, Ont., Gd. Trunk
Clandell, Kan., Missouri Pac
Clank, Ill., Chic. and East. Ill
Clano, Mich., Wis. & Mich
Clanricarde, Ind., Erie
Clanton, Ala., Louisv. & Nash
Clanwilliam, B.C., Can. Pac
Clanwilliam, Manitoba,
Canadian Northern
Clapham Junction, Va.,
Norfolk & Southern
Clapper, Mo., Mo. Kan. & Tex
Claquato, Wash., North. Pac
Clara, Fla., Atlantic Coast L
Clara, Ia., Illinois Central
Clara, Pa., New York & Penn
Clara, Tex., San Ant. & Aran. P
Clara Belle Junction, Ont.,
Algoma Cent. & H. Bay
Clara City, Minn., Gt. North
Clarcona, Fla.,
Atlantic Coast Line
Clardy's, Ky., Lv. & Nash
Clare Ill., Chicago Gt. West
Clare, Ia., Minn. & St. Louis
Clare, Kan., Atch. T. & S. Fe
Clare, Mich., Ann Arbor (a)
" Pere Marquette (a)
Clare, O., Norfolk & West (a)
" Pitts. Cin. Ch. & St. L (a)
Claremont, Cal.,
A.T. & S.F., Coast Lines*
Claremont, Ill., B. & O. S.W
Claremont, Md., Balt. & Ohio
Claremont, Minn.,
North Western Line
Claremont, Miss.,
Yazoo & Miss. Valley
Claremont, N.H., Bost. & Me
Claremont, N.J., Cent. of N.J
Claremont, N.C., Southern
Claremont O., Balt. & Ohio
Claremont, Ont., Can. Pacific
Claremont, Pa., Penna
Claremont, S.C., Southern
Claremont, S.D., Gt. North
Claremont, Va., Southern
Claremont, W.Va., Ches. & O
Claremont Junction, N.H.,
Boston & Maine
Claremont Park, N.Y.,
N.Y. Cent. & Hud. River
Claremont Wharf, Va., So
Claremore, Okla.,
Frisco System (a)
" St. L. Iron Mt. & So (b)
(a) *and* (b) *about ⅝ mi. apart*
Clarep, W.Va., Norf. & West
Clarence, Ill.,
Lake Erie & Western
Clarence, Ia., No. West. Line
Clarence, La.,
Louisiana Ry. & Nav. Co
Clarence, Mich., Ann Arbor
Clarence, Mo., Burl. Route
Clarence, N.Y., West Shore
Clarence, N.S.,
Halifax & Southwest
Clarence, Okla.,
Missouri, Okla. & Gulf
Clarence, Tex.,
Kan. City, Mex. & Orient
Clarence Centre, N.Y.,
N.Y. Cent. & Hud. River
Clarence Creek, Ont.,
Grand Trunk
Clarenceville, N.Y., Long Isl
Clarenceville, Que.,
Quebec, Mont. & So (a)
" Rutland (a)
Clarendon, Ark.,
Arkansas Midland (a)
" St. Louis South-west (b)
(a) *and* (b) ¼ *mile apart*
Clarendon, Kan., A. T. & S. Fe
Clarendon, Mich., Mich. Cent
Clarendon, N.B., Can. Pacific
Clarendon, Chatham Co.,
N.C., Raleigh & Western
Clarendon, Columbus Co.,
N.C., Atlantic Coast L
Clarendon, Ont.,
Kingston & Pembroke
Clarendon, Pa., Penna (a)
" Tionesta Valley (b)
(a) *and* (b) *adjacent*
Clarendon, Tex., F.W. & D.C
Clarendon, Vt., Rutland
Clarendon, Wis.,
Minn. St. P. & Slt. Ste. M
Clarendon Hills, Ill.,
Burlington Route
Clarendon Hills, Mass.,
N.Y. New Hav. & Hart
Clarenville, N.F.,
Reid Newfoundland
Claresholm, Alberta,
Canadian Pacific
Claribel, Cal., South. Pacific
Claridge, Pa., Penna
Clarinda, Ia., Burl. Rte (a)(b)
(a) *and* (b) ½ *mile apart*
Clarinda Junction, Ia.,
Burlington Route
Clarington, W.Va., Balt. & O
Clarion, Ia., Chic. Gt. West (a)
" Chic. Rk. Isl. & Pac (b)
(a) *and* (b) ½ *mile apart*
Clarion, Mich., Gd. Rap. & Ind
Clarion, O., Hocking Valley
Clarion, Pa.,
Pitts. Summerv. & Clar
Clarion, Va., Southern
Clarion Jn., Clarion Co., Pa.,
Baltimore & Ohio

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Clarion Junc., Elk Co., Pa.,
Buff. Roch. & Pitts (a)
„ Erie (a)
Clarissa, Minn., Great North
Clariton, Okla.,
Missouri, Okla. & Gulf
Clark, Ala.,
Nashville, Chatt. & St. L
Clark, Colo., Great Western
Clark, Fla., Atl. Coast Line
Clark, Ill., Chic. & Alton
Clark, Ia., Burlington Route
Clark, Jefferson Co., Ky.,
Southern
Clark, Mason Co., Ky.,
Louisville & Nashville
Clark, Mo., Chic. & Alton (a)
„ Wabash (b)
Depots adjacent
Clark, Nev., South. Pacific
Clark, N.M., New Mex. Cent
Clark, Darke Co., O.,
Cleve. Cin. Chic. & St. L
Clark, Ont., Canadian Pacific
Clark, Pa.,
Hunt. & Broad Top Mt
Clark, S.D., No. West. Line
Clark, Calhoun Co., Tex.,
Galv. Har. & San Ant
Clark, —— Co., Tex.,
Mo. Kansas & Texas
Clark, Wythe Co., Va.,
Norfolk & Western
Clarkboro, Saskatchewan,
Canadian Northern
Clark City, Mo., Burl. Route
Clarkdale, Ark., Frisco Sys
Clarkdale, Ill., Grand Trunk
Clarke, Ala., Frisco System
Clarke, Clark Co., Ind.,
Balt. & Ohio Southwest
Clarke, Lake Co., Ind.,
Elgin, Joliet & East †
„ Pennsylvania Co
Clarke, Md.,
Wash. Balt. & Annap. El
Clarke City, Ill., Illinois Cent
Clarke City Junction, Ill.,
Chicago, Ind. & South
Clarke Junction, Ind.,
Elgin, Joliet & East †
„ Pennsylvania Co (a)
„ Wabash (b)
Clarke's, N.S.,
Sydney & Louisburg
Clarkes, Ore.,
Portland Ry. L. & P. Co
Clarke's Beach, N.F.,
Reid Newfoundland
Clarkes Gap, Va., Southern
Clarkesville, Ga.,
Tallulah Falls
Clarkfield, Minn.,
Minneapolis & St. Louis
Clarking, Ga.,
Georgia So. & Florida
Clarks, Ga., Central of Ga
Clarks, Pulaski Co., Ind.,
Chicago, Ind. & Louisv
Clarks, Ky., Ill. Cent
Clarks, Caldwell Co., La.,
St. L. Iron Mt. & South
Clark's, Me.,
Wisc. Waterv. & Farm
Clark's, Huron Co., Mich.,
Pere Marquette
Clark's, Wexford Co., Mich.,
Grand Rapids & Ind
Clarks, Itaska Co., Minn.,
Minn. & Rainy River
Clark's, Lake Co., Minn.,
Duluth & North. Minn
Clark's, Neb., Union Pacific
Clark's, Storey Co., Nev.,
Southern Pacific
Clarks, N.C., Norfolk & So
Clarks, Geauga Co., O.,
Baltimore & Ohio
Clark's, Center Co., Pa.,
Pennsylvania
Clark's, Erie Co., Pa.,
N.Y. Chic. & St. Louis
Clark's, Wis., No. West. Line
Clark's Beach, N.F.,
Newfoundland
Clarksboro, Ga.,
Gainesville Midland
Clarksboro, N.J., Penna
Clark's Brook, Que.,
Intercolonial
Clarksburg, Ill.,
Chicago and Eastern Ill
Clarksburg, Kan., Frisco Sys
Clarksburg, Mich.,
Duluth, So. Shore & Atl
Clarksburg, Miss.,
Alabama & Vicksburg
Clarksburg, Mo., Mo. Pacific
Clarksburg, Pa.,
Buffalo, Roch. & Pitts
Clarksburg, W.Va., B. & O
Clark's Corner, Conn.,
N.Y. New Hav. & Hart
Clark's Crossing, Pa.,
Pennsylvania
Clark's Crossing, Sask.,
Canadian Northern
Clarksdale, Ill., Wabash
Clarksdale, La.,
Opelousas, Gulf & N.E
Clarksdale, Miss.,
Yazoo & Miss. Valley
Clarksdale, Mo., Chic. R.I. & P
Clark's Ferry, Pa., Penna
Clarksfield, O., Wh. & Lk. E
Clarks Fork, Idaho, No. Pac
Clarks Gap, W.Va.,
Virginian
Clarks Grove, Minn.,
Chicago, Rk. Isl. & Pac
Clark's Hill, Ind.,
Cl. Cin. Chic. & St. L (a)
„ Tol. St. L. & West (a)
Clark's Hill, S.C.,
Charleston & West. Car
Clarks Lake, Mich.,
Cincinnati Northern
Clark's Mill, Tex., Texas So
Clarks Mills, N.Y.,
N.Y. Ont. & West (a)
„ West Shore (a)
Clark's Mills, Pa., L. S. & M. S
Clarkson, Ia., Burl. Route
Clarkson, Mo., St. L. I. M. & S
Clarkson, Neb.,
North Western Line
Clarkson, W.Va.,
West Virginia & So
Clarksonia, Cal., So. Pacific
Clarkson's, Ont., Can. Pac
„ Grand Trunk
Clarks Station, Mass.,
Boston & Maine
Clark Summit, Cal.,
Northwestern Pacific
Clark's Summit, Pa., D.L. & W
Clarkston, Ga., Georgia
Clarkston, Mich., Gd. Trunk
Clarksville, Ark.,
St. Louis, Iron Mt. & So
Clarksville, Ga.,
Tallulah Falls
Clarksville, Ia.,
Chicago Gt. West (a)
„ Chicago, R.I. & Pac (b)
(a) *and* (b) ⅛ *mile apart*
Clarksville, Mich.,
Pere Marquette
Clarksville, Mo., Burl. Route
Clarksville, N.S.,
Dominion Atlantic
Clarksville, O.,
C. & M. V (Penna. Lines)
Clarksville, Pa., Penna Co
Clarksville, Tenn.,
Louisville & Nashv (a)
„ Tennessee Central (b)
(a) *and* (b) 1½ *miles apart*
Clarksville, Tex., Tex. & Pac
Clarksville, Va., Southern
Clarksville Jn., Va., Southern
Clarkton, Mo., Frisco System
Clarkton, N.C., Seab. Air L
Clarkton, Va., Norf. & West
Clarkwood, Tex., Nat. of Mex
„ St. L. Brownsv. & Mex
Clarnie, Ore., Ore. RR. & N. Co
Clarno, Wis., Illinois Cent
Claroy, Fla., Lv. & Nashv
Clary, Mich., Pere Marquette
Clarysville, Md.,
George's Creek & Cumb
Claryville, Mo.,
Ches. Perryv. & Ste. Gen
Clasoil, Mont., North. Pacific
Clatonia, Neb., C. R. I. & P
Clatskanie, Ore.,
Astoria & Col. River
Clatsop, Ore.,
Astoria & Col. River
Claude, Miss.,
New Orleans Gt. North
Claude, Tex., Ft. W. & Den. C
Claudell, Kan., Mo. Pacific
Claus, Stanislaus Co., Cal.,
A.T. & S.F., Coast Lines*
Claverack, N.Y., Bost. & Alb
Clavering, Ont., Gd. Trunk
Clavet, Sask.,
Grand Trunk Pacific
Clawson, Ore., South. Pac
Clawson, Tenn.,
Louisville & Nashville
Clawson, Tex.,
St. Louis South-west
Clawson, W.Va., Ches. & Ohio
Claxtar, Ore., Ore. Elec
Claxton, Ga.,
Register & Glenville
„ Seaboard Air Line
Clay, Cal., Southern Pacific
Clay, Ia., Iowa Central
Clay, Kan., St. J. & Grand Isl
Clay, Graves Co., Ky.,
Illinois Central
Clay, Webster Co., Ky.,
Illinois Central
„ Louisville & Nashville
Clay, Mich., Pere Marq
Clay, Mo., Wabash
Clay, N.Y., N.Y. C. & H. R
Clay, N.C., Seaboard Air Line
Clay, O., Balt. & Ohio So. West
Clay, Pa., Baltimore & Ohio
Clay, Tenn.,
Nashville, Chatt. & St. L
Clay, Tex., Gulf, Colo. & S. Fe*
Clay, Va., Norfolk & Western
Clay Bank, Minn.,
Chicago Great Western
Clay Bank, O., Tol. & O. Cent
Clayburn, B.C., Can. Pacific
Clayburn, Mo.,
St. L. Kan. City & Colo‡
Clay Center, Kan.,
Chic. Rk. Isl. & Pac (a)
„ Union Pacific (b)
(a) *and* (b) ½ *mile apart*
Clay Center, Neb.,
Burlington Route
Clay City, Ill., B. & O. S. W
Clay City, Ind.,
Chic. Ind. & Louisv (a)
„ Evansv. & Indianap (b)
(a) *and* (b) *about* 600 *yards apart*
Clay City, Ky., Lex. & East
Clay City, Wash.,
Tacoma Eastern
Clay Court House, W.Va.,
Coal & Coke
Clay Lick, Ky., Ches. & Ohio
Clay Lick, O., Balt. & Ohio
Claymont, Del., Penna
Claymont, Minn., North. Pac
Clayno, Fla., Seab. Air Line
Claypool, Ind.,
Cl. Cin. Chic. & St. L (a)
„ N.Y. Chic. & St. L (a)
Clay Ridge, Tex.,
St. Louis South-west
Clay Root, Mo., Frisco Sys
Clays, La., Kansas City So
Clay Siding, Pa., Balt. & Ohio
Claysmore, Alberta,
Canadian Northern
Claysville, Mo., Mo. K. & T
Claysville, Pa., Balt. & Ohio
Clayton, Ala., Cent. of Ga
Clayton, Ct., N.Y. N.H. & H
Clayton, Del., Pennsylvania
Clayton, Ga., Tallulah Falls
Clayton, Ill., Wabash
Clayton, Ind., Vandalia
Clayton, Ia., Chic. Mil. & St. P
Clayton, Kan., Chic. R.I. & Pac
Clayton, La., N.O. & No. West
Clayton, Md., Balt. & Ohio
Clayton, Mich., Lk. Sh. & M. S
Clayton, Miss., Y. & M. Val
Clayton, Mo.,
St. L. Kan. City & Colo‡
Clayton, Neb.,
St. Joseph & Grand Isl
Clayton, N.J., Pennsylvania
Clayton, N.M., Colo. & South
Clayton, N.Y., N.Y.C. & H.R
Clayton, N.C., Southern
Clayton, Okla.,
Frisco System
Clayton, S.C., Southern
Clayton, Tex.,
Orange & Northwestern
Clayton, Wash., Great North
Clayton, Polk Co., Wis.,
North-Western Line
Clayton,
Winnebago Co., Wis.,
Minn. St. P. & Slt. Ste. M
Clayton Junction, La.,
New Orl. & No. West (a)
„ St. L. Iron Mt. & So (a)
Claytonville, Ill.,
Chicago and Eastern Ill
Claytor, Va., Virginian
Clay Valley, Va., Ches. & Ohio
Clayville, N.J., Penna
Clayville, N.Y., Del. Lac. & W
Clayville, Va., Southern
Claywood, Wis.,
North-Western Line
Cleany, O., Norfolk & West
Clearbook, Wash.,
Bell. Bay & Brit. Col
Clearbrook, Va., Cumb. Val
Clear Creek,
Monroe Co., Ind.,
Chicago, Ind. & Louisv
Clear Creek, Tex.,
So. Kansas of Texas*
Clear Creek, Utah,
Denver & Rio Grande
Clearfield, Ia., Burl. Route
Clearfield, Ky.,
Morehead & North Fork
Clearfield, Pa.,
Buff. Roch. & Pitts (a)
„ N.Y. Cent. & Hud. R (a)
„ Pennsylvania (b)
(a) *and* (b) *about* 170 *yards apart*
Clearfield, W.Va.,
Norfolk & Western
C. & M. Junction, Pa.,
Buffalo, Roch. & Pitts
Clearfield Junction, Ky.,
Licking River
Clearfield Junction, Pa.,
N.Y. Cent. & Hud. River
Clear Fork, Ky.,
Louisville & Nashville
Clear Fork, Caldwell Co., Tex.,
Mo. Kansas & Texas
Clear Fork, Jones Co., Tex.,
Texas Central
Clear Fork Branch Jn., W.Va.,
Norfolk & Western
Clearing, Ill.,
Ch. Union Transfer †
Clearing, Tex.,
Mo. Kans. & Texas
Clear Lake,
Little River Co., Ark.,
Memphis, Paris & Gulf
Clear Lake, Miller Co., Ark.,
St. Louis, Iron Mt. & So
Clear Lake, Ia.,
Chicago, Mil. & St. Paul
„ Mas. City & Clear Lk (El)
Clear Lake, Mich.,
Grand Rapids & Ind
Clear Lake, Minn.,
Great Northern (a)
„ Northern Pacific (b)
(a) *and* (b) *adjacent*
Clear Lake, S.D.,
Chicago, Rk. Isl. & Pac
Clear Lake, Tex.,
Gulf Colo. & Santa Fe*
Clear Lake, Utah,
San Ped. Los Ang. & S. Lk
Clear Lake, Wash., No. Pac
Clear Lake, Wis.,
North-Western Line
Clear Lake Junction, Ark.,
St. Louis Iron Mt. & So
Clear Lake Junction, Ia.,
St. Paul & Des Moines
Clear Lake Junction, Mich.,
Michigan Central
Clearmont, Mo., Burl. Route
Clearmont, Mont., No. Pac
Clearmont, Wyo.,
Burlington Route
Clear River, Mass.,
N.Y. New Hav. & Hart
Clearspring, Md., West. Md
Clearview, N.J., Penna
Clearview, Okla.,
Fort Smith & Western
Clearwater, Ark.,
Blythe. Leach. & Ark. So
Clearwater, Cal.,
Pacific Electric
„ San Ped. Los Ang. & S. Lk
Clear Water, Fla.,
Atlantic Coast Line
Clearwater, Kan.,
Atch. Top. & San. Fe (a)
„ Missouri Pacific (b)
(a) *and* (b) *about* 530 *yards apart*
Clearwater, Manitoba,
Canadian Pacific
Clearwater, Minn., Great No
Clear Water, Mo.,
St. Louis, Iron Mt. & So
Clearwater, Neb.,
North Western Line
Clear Water, N.B., Intercol
Clearwater, N.Y.,
N.Y. Cent. & Hud. R (a)
„ Raquette Lake (a)
Clearwater, S.C., Southern
Clearwater Junction, Idaho,
Northern Pacific
Clearwater Junction, Minn.,
Great Northern
Clearwater Lake, Wis.,
North Western Line
Clearys, O.,
Marietta, Col. & Cleve
Clearys, Que., Canadian Pac
Cleaton, Ky., Louisv. & Nashv
Cleaver, Nev.,
Southern Pacific
Cleburne, Ga.,
Nashv. Chat. & St. L (a)
„ Western & Atlantic (a)
Cleburne, Kan., Un. Pacific
Cleburne, Tex.,
Gulf Colo. & S. Fe* (a)
„ Mo. Kansas & Texas (b)
„ Trinity & Brazos Val (c)
(a) *and* (b) *about* ⅛ *mile apart*
(a) *and* (c) *adjacent*
(b) *and* (c) *about* 100 *yards apart*
Cle Elum, Wash.,
Chicago, Mil. & Puget Sd
„ Northern Pacific
Cleeremans, Mich.,
North Western Line
Cleft, Idaho, Oregon Short L
Clegg, N.C., Southern
Cleghorn, Ia., Illinois Cent
Cleitt's, Ala., Western Ala
Clelands Mill, O., Balt. & Ohio
Clelland, Colo., At. Top. & S.F
Clem, Ga., Central of Ga
Clem, Ore.,
Oregon RR. & Nav. Co
Clem, Tex.,
St. Louis South-west
Clemats Brook, Mass.,
Boston & Maine
Clemens, Mo., Burl. Route
Clement, Mich.,
Pere Marquette
Clement, Mo., Frisco System
Clement, N.D.,
Minn. St. P. & Slt. Ste. M
Clement, O.,
Pitts. Cin. Chic. & St. L
Clement, Pa., Phila. & Read
Clementon, N.J., Atl. City
Clements, —— Co., Ala.,
Southern
Clements,
Tuscaloosa Co., Ala.,
Alabama Gt. Southern
Clements, Cal., South. Pac
Clements, Ill., Chic & Alton
Clements, Kan., A. T. & S. Fe
Clements, Minn.,
North Western Line
Clement's, N.J., Penna
Clement's, W.Va., Balt. & O
Clementsport, N.S.,
Dominion Atlantic
Clemmons, N.C., Southern
Clemo, Pa., Erie
Clemons, N.Y., Del. & Hud
Clemons, O.,
Toledo & Ohio Central
Clemon's Grove, Ia., Ia. Cent
Clemow, N.M., At. T. & S. Fe
Clemson's, Md., Western Md
Clench's Mill, N.F.,
Reid Newfoundland
Clendennin, W.Va.,
Coal & Coke
Cleneay, O., Norfolk & West
Cleo, Okla.,
Chicago, Rock Isl. & Pac
„ Kan. City, Mex. & Orient
Called West Cleo on K. C. M. & O
Cleona, Pa., Phila. & Read
Cleora, Colo., Denver & Rio G
Cleora, La., St. L. Iron Mt. & S
Clermont, Fla.,
Atlantic Coast Line (a)
„ Tavares & Gulf (b)
(a) *and* (b) *adjacent*
Clermont, Ind., C. C. C. & St. L
Clermont, Ia.,
Chicago, Rk. Isl. & Pac
Clermont, Ky., Lv. & Nash
Clermont, Mont., North. Pac
Clermont, Pa.,
Pennsylvania (a)
„ Pitts. Shawmut & No (a)
Clermont City, Miss.,
Louisville & Nashville
Cleveland, Fla.,
Atlantic Coast Line
Cleveland, Ind.,
Pitts. Cin. Chic. & St. L
Cleveland, Ia., Burl. Route
Cleveland, Ky., Southern
Cleveland, Minn.,
Chic. Mil. & St. Paul
Cleveland, Miss.,
Yazoo & Miss. Valley
Cleveland, Mo.,
Kansas City Southern
Cleveland, N.B., Albert So
Cleveland, N.Y., N.Y. O. & W
Cleveland, N.C., Southern
Cleveland, N.D., North. Pac
Cleveland, O.,
Baltimore & Ohio (a)
„ Cleve. Akron & Col (b)
„ Cl. Cin. Chic. & St. L (b)
„ Erie (c)
„ Lake Shore & M. So (b)
„ Lake Shore Elec (f)
„ N.Y. Chic. & St. L (d)
„ No. O. Trac. & L. Co (El)
„ Pennsylvania Co (b)
„ Wheeling & Lk. Erie (e)
(a) *and* (b) ⅛ *mile apart*
(a) *and* (c) *adjacent*
(a) *and* (d) 1¼ *miles apart*
(a) *and* (e) ½ *mile apart*
(b) *and* (c) ⅛ *mile apart*
(b) *and* (d) 1½ *miles apart*
(b) *and* (e) 1 *mile apart*
(c) *and* (d) 1¼ *miles apart*
(c) *and* (e) ½ *mile apart*
(d) *and* (e) ¾ *mile apart*
Cleveland, Okla.,
Missouri, Kansas & Tex
Cleveland, S.C.,
Greenville & Knoxville
Cleveland, Tenn., Southern
Cleveland, Tex.,
Gulf, Colo. & S. Fe* (a)
„ Houston, E. & W. Tex (b)
(a) *and* (b) *about* ½ *mile apart*
Cleveland, Va., Norf. & West
Cleveland, Wis., N. W. Line
C. & M. Junction, O., Balt. & O
Cleve. Akron & Col. Junc., O.,
Pennsylvania Co
C.C.C. & St. L. Crossing, Ind.,
Pitts. Cin. Chic. & St. L
C.C.C. & St. L. Crossing, O.,
Pitts. Cin. Chic. & St. L
C.C.C. & St. L. Junction,
Clark Co., Ind.,
Pitts. Cin. Chic. & St. L
C.C.C. & St. L. Junction,
Morgan Co., Ind.,
Baltimore & Ohio S. W
Clevenger, O., Balt. & Ohio
Clever, Mo., St. L. Iron Mt. & So
Clevers, Pa.,
Pitts. & Moon Run
Cleversburg Junction, Pa.,
Phila. & Reading
Clevos, Ia., Chic. R. I. & Pac
Cleves, O., Cl. Cin. Ch. & St. L
Clietts, Ala., West. of Ala
Cliff, Ala., Seaboard Air Line
Cliff, Colo., Colo. & Southern
Cliff, Mich., Keweenaw Cent
Cliff, Minn., No. West. Line
Cliff, Mo., Frisco System
Cliff, Utah, Denv. & Rio Gr

Cliff Cave, Mo., St. L. I. M. & S
Cliffe, Out., Can. Pac
Cliff Haven, N. Y., Del. & Hud
Cliff House, Wis.,
North Western Line
Called also Devil's Lake
Cliff Junction, Mont.,
Butte, Anaconda & Pac
Cliffland, Ia., Ch. R. Isl. & Pac
Cliff Mines, Pa., Montour
Clifford, Ill.,
St. Louis, Iron Mt. & So
Clifford, Ind., P. C. C. & St. L
Clifford, La., Louisiana & Ark
Clifford, Mich., Gd. Trunk (a)
" Pere Marquette (a)
Clifford, Miss.,
Yazoo & Miss. Valley
Clifford, N. D., Great North
Clifford O., Norfolk & West
Clifford, Ont., Grand Trunk
Clifford, Pa., Pennsylvania
Clifford, Wis.,
Minn. St. P. & Slt. Ste. M
Clifford's, Ala., Lv. & Nash
Cliffords, Md.,
Baltimore & Ohio (a)
" Maryland Electric (b)
Cliffords, N. C., Southern
Cliff's, Ariz.,
A. T. & S. F., Coast Lines*
Cliffs, Del., Baltimore & Ohio
Cliff's, N. C., Car. & No. West
Cliff's, Pa., Pennsylvania
Cliffs, Wash.,
Spokane, Port. & Seat
Cliffside, Tex.,
Ft. Worth & Denv. City
Clifton, N. B., Caraquet
Clifton-by-the-Sea, Cal.,
LosAng. & Redondo (El)
Cliffwood, Mo., Mo. Pac
Cliffwood, N. J.,
Cent. of New Jersey (a)
" N. Y. & Long Branch (a)
" Pennsylvania (a)
Clift, Ala., Louis. & Nashv
Clifton, Alaska,
White Pass & Yuk. Rte
Clifton, Ariz., Ariz. & N. Mex
Clifton, Colo., Colo. Mid (a)
" Den. & Rio Grande (a)
Clifton, Fla., Atl. Coast Line
Clifton, Chatham Co., Ga.,
Central of Georgia
Clifton, DeKalb Co., Ga.,
Georgia
Clifton, Iroquois Co., Ill.,
Illinois Central
Clifton, Saline Co., Ill.,
Cleve. Cin. Chic. & St. L
Clifton, Kan.,
Chic. Rock Isl. & Pac (a)
" Missouri Pacific (b)
" Union Pacific (c)
(a) *and* (b) ¼ *mile apart*
(a) *and* (c) ¼ *mile apart*
Clifton, Ky., Louisv. & Nash
Clifton, La.,
New Orl. Gt. North
Clifton, Mass., Boston & Me
Clifton, Randolph Co., Mo.,
Wabash
Clifton, Nev., Southern Pac
Clifton, N. J., Erie
Clifton,
Chautauqua Co., N. Y.,
Jamest. Chau. & Lk. E
Clifton, Richmond Co., N. Y.,
Staten Isl Rapid Trans
Clifton, N. S., Dominion Atl
Clifton, O., Baltimore & Ohio
Clifton, Baker Co., Ore.,
Sumpter Valley
Clifton, Clatsop Co., Ore.,
Astoria & Columbia Riv
Clifton, Allegheny Co., Pa.,
Pennsylvania Co
Clifton, Dauphin Co., Pa.,
Phila. & Reading
Clifton, Delaware Co., Pa.,
Pennsylvania
Clifton,
Lackawanna Co., Pa.,
N. Y. Susq. & Western
Clifton, Monroe Co., Pa., Erie
Clifton, Que., Maine Central
Clifton, S. C., Southern
Clifton, Tex.,
Gulf, Colo. & Santa Fe*
Clifton, Va., Southern
Clifton, W. Va., Balt. & Ohio
Clifton, Wyo., Burl. Route
Clifton City, Cooper Co., Mo.,
Missouri, Kan. & Tex
Cliftondale, Mass., B. & M
Clifton Forge, Va., C. & O
Clifton Heights, Mo.,
Frisco System (a)
" Missouri Pacific (b)
(a) *and* (b) 265 *yards apart*
Clifton House Junc., N. M.,
St. L. Rocky Mt. & Pac
Clifton Junc., Ont.,
Grand Trunk
" Wabash
Clifton Park, Md., Balt. & O
Clifton Springs, N. Y.,
Lehigh Valley (a)
" N. Y. Cent. & Hud. Riv (b)
(a) *and* (b) 1 *mile apart*
Clifton Terrace, Ill.,
Chic. Peoria & St. Louis
Clifty, Ind.,
Cleve. Cin. Chic. & St. L
Clifty, Tenn.,
Nashv. Chat. & St. L
Climax, Colo., Colo. & So
Climax, Ga., Atl. Coast Line
Climax, Kan. Atch. T. & S. Fe
Climax, Mich., Grand Trunk
Climax, N. C., Southern
Climax, O.,
Toledo & Ohio Central
Climax, Pa., Pennsylvania
Climax, Wash.,
Northern Pacific
Climax, W. Va., Ches. & Ohio
Clinch, Va.,
Car. Clinch. and Ohio
Clinchdale, Tenn.,
Knoxville & Bristol
Clinchport, Va., Va. & So. W
Clinch River, Tenn., South
Clinch Valley Junction, Va.,
Norfolk & Western
Cline, S. C., Canadian Pacific
Cline, Tex., Gal. Har. & San A
Cline, Utah,
San Ped. LosAng. & S. L. R
Cline, Wash., Great North
Clingan, Pa., Penna (a)
" Phila. & Reading (b)
(a) *and* (b) *adjacent*
Clint, Tex.,
Galv. Har. & San Ant (a)
" Texas & Pacific (a)
Clintock, Cal.,
Los Angeles-Pac (El)
Clinton, Ct., N. Y. N. H. & H
Clinton, Clinton Co., Ill.,
Balt. & Ohio Southwest
Clinton, Dewitt Co., Ill.,
Illinois Central
Clinton, Ind.,
Chicago and East. Ill
Clinton, Ia., Burl. Route (a)
" Chic. Mil. & St. Paul (b)
" Chicago, R. I. & Pac (a)
" Dav. R. I. & N. W (a) (b)
" Iowa & Illinois (El) (d)
" North-West. Line (c)
Called also Chancy on D. R. I. & N. W
(a) *and* (c) *about* 100 *yards apart*
(a) *and* (d) *about* ¾ *mi. apart*
(b) *and* (d) ¼ *mile apart*
(c) *and* (d) *about* ¾ *mi. apart*
Clinton, Ky., Illinois Central
Clinton, La., Yaz. & Miss. Val
Clinton, Me., Maine Central
Clinton, Mass.,
Boston & Maine (a)
" N. Y. New Hav. & H (a)
Clinton, Mich., L. Sh. & M. So
Clinton, Minn.,
Chic. Mil. & St. Paul
Clinton, Miss.,
Alabama & Vicksburg
Clinton, Mo., Frisco Sys (a)
" Kan. City, Clin. & Sp (b)
" Mo. Kan. & Tex (c)
(a) *and* (c) *about* 780 *yards apart*
(b) *and* (c) *about* 100 *yards apart*
Clinton, Mont.,
Chic. Mil. & Puget Sd
" Northern Pacific
Clinton, Neb.,
North Western Line
Clinton, N. J., Lehigh Valley
Clinton, N. Y., N. Y. Ont. & W
Clinton, N. C., Atl. Coast Lin
Clinton, Summit Co., O.,
Baltimore & Ohio (a)
" C. A. & C (Penna. L) (a)
" Pennsylvania Co (a)
Clinton, Okla.,
Chic. Rk. Isl. & Pac (a)
" Frisco System (a)
" Kan. C. Mex. & Orient (b)
(a) *and* (b) *about* 1 *mile apart*
Called Washita Junc. on F. S
Clinton, Ont., Grand Trunk
Clinton, Fayette Co., Pa.,
Baltimore & Ohio
Clinton, S. C.,
Col. Newb. & Laur (a)
" Seaboard Air Line (b)
(a) *and* (b) *adjacent*
Clinton, Tenn., Southern
Clinton, Harris Co., Tex.,
Galv. Houston & North
Clinton, Hunt Co., Tex.,
St. Louis South-west
Clinton, —— Co., Utah,
Denver & Rio Grande
Clinton, Utah Co., Utah,
San Ped. LosAng. & S. L R
Clinton, Wash., North. Pac
Clinton Corners, N. Y.,
Central New England
Clinton Crossing, N. Y.,
Delaware & Hudson
Clintondale, N. Y.,
Central New England
Clintondale, Pa., Cent. of Pa
Clinton Heights, N. Y.,
Albany Southern (El)
Clinton Junction, Mass.,
Boston & Maine
Clinton Junction, Ont.,
Grand Trunk
Clinton Junction, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (a)
Clinton Mills, N. Y., Rutland
Clintonville, Ala.,
Atlantic Coast Line
Clintonville, N. Y.,
N. Y. Ontario & West
Clintonville, Wis.,
North Western Line
Clio, Ala., Central of Ga
Clio, Ark.,
And. & Saline River†
" St. Louis Southwestern
Clio, Ia., Chic. Rk. Isl. & Pac
Clio, Mich., Pere Marquette
Clio, S. C., Atl. Coast Line
" No. & So. Carolina
Cliola, Ill. Wabash
Clip, Tex.,
Galv. Har. & San Ant
Clipper Gap, Cal., South. Pac
Cliquot, Mo., Frisco System
Clisby, Miss.,
Southern in Mississippi
Clisby Park, Ala.,
Seaboard Air Line (a)
" Union Springs & No (a)
Clitheral, Minn., No. Pacific
Clito, Ga., Central of Ga
Clive, Ia., Chic. Mil. & St. Paul
Clockeyville, Pa., Balt. & Ohio
Clockeyville Junction, Pa.,
Baltimore & Ohio
Clockville, N. Y., Leh. Val
Clodine, Tex., San A. & A. P
Cloe, Pa., Buff. & Susq (a)
" Buff. Roch. & Pitts (a)
" Pennsylvania
Clogg's Siding, Md.,
N. Y. Phila. & Norfolk
Clonmell, Kan.,
Kan. City, Mex. & Orient
Clonmell, Pa., Pennsylvania
Clontarf, Minn., Great North
Clopper, Md., Balt. & Ohio
Clopton, Fla., Lv. & Nashv
Clopton, Tex.,
Mo. Kansas & Texas
Clopton, Va.,
Atl. Coast Line (a)
" Rich. Fred. & Pot (a)
Cloquato, Wash., North. Pac
Cloquet, Ark.,
Warren & Ouachita Val
Cloquet, Minn.,
Chic. Mil. & St. Paul†
" Great Northern (a)
" Northern Pacific (a)
Clore, Ky., Louisv. & Nashv
Clore's, Ill., Wab. Ches. & W
Closter, N. J., Erie
Clothier, W. Va., Ches. & Ohio
Clotho, Cal., Southern Pac
Clotilda, La.,
Morgan's La. & Tex
Cloud, La., Chic. R. I. & Pac
Cloud Cap, Md., Penna
Cloudcroft, N. M.,
El Paso & S. W. System
Cloudy Junction, Minn.,
Duluth & North. Minn
Clough Junction, Mont.,
Northern Pacific
Clough Pike, O.,
Cin. Geo. & Ports
Cloughs, Ala., West. of Ala
Clouse Hill, Tenn.,
Nashv. Chat. & St. L
Clouston, Saskatchewan,
Canadian Northern
Clouters, N. B., Temiscouata
Clove Branch, N. Y.,
Central New England
Clover S. C., Car. & No. West
Clover, Va., Southern
Clover, W. Va., Balt. & Ohio
Clover Bank, Pa., Penna
Clover Bar, Alberta,
Grand Trunk Pacific
Clover Bottom, Tenn.,
Tennessee Central
Clover Creek, Wash.,
Tacoma Eastern
Clover Creek Junction, Pa.,
Pennsylvania
Cloverdale, B. C.,
Great Northern
Cloverdale, Cal.,
Northwestern Pacific
Cloverdale, Ill., Ill. Central
Cloverdale, Ind., C. Ind. & Lv
Cloverdale, Ia., Chic. R. I. & P
Cloverdale, Mich.,
Chic. Kal. & Saginaw
Cloverdale, N. J., Atl. City
Cloverdale, O.,
Cin. Ham. & Dayton (a)
" Tol. St. L. & West (a)
Cloverdale, Vt., Central Vt
Cloverdale, Va.,
Norfolk & Western
Clover Dale, Wis.,
North Western Line
Clover Hill, Miss.,
Yazoo & Miss. Valley
Clover Lick, W. Va.,
Chesapeake & Ohio
Cloverport, Ky.,
Louisville, Hend. & St. L
Cloverville, Mich.,
Grand Rapids & Ind
Clovis, Cal., Southern Pac
Clovis, N. M.,
Atch. Top. & S. Fe (a)
" East. of New Mex* (a)
Clow, Mont.,
Northern Pacific
Clowry, Mich.,
North Western Line
Clum Road, N. Y.,
Catskill & Tannersville
Clune, Ariz.,
United Verde & Pacific
Cluny, Alberta, Can. Pacific
Cluro, Ky., Louisv. & Nashv
Cluro, Nev., South. Pacific
Cluster Springs, Va.,
Norfolk & Western
Clute, Tex.,
Houston & Brazos Val
Clutier, Ia., North West. Line
Clyatt, Ga., Georgia & Fla
Clyatt's, Fla.,
Tampa & Jacksonville
Clyattsville, Ga., Ga. & Fla
Clybourn Junc., Ill.,
North-Western Line
Clybourn Place, Ill.,
North Western Line
Clyburn, S. C., Southern
Clyde, Cal., South. Pacific
Clyde, Colo.,
Colo. Spgs. & Cr. Ck. Dist
Clyde, Idaho, North. Pacific
Clyde, Cook Co., Ill.,
Burlington Route
Clyde, Macoupin Co., Ill.,
Cleve. Cin. Chic. & St. L
Clyde, Kan.,
Ch. Rock Isl. & Pac (a)
" Missouri Pacific (b)
" Union Pacific (c)
(a) *and* (b) *about* ½ *mi. apart*
(a) *and* (c) *about* ½ *mi. apart*
Clyde, Mich., Pere Marquette
Clyde, Miss.,
Mississippi Central
Clyde, Mo., Wabash
Clyde, N. J., Pennsylvania
Clyde, N. Y., N. Y. C. & H. R (a)
" West Shore (b)
(a) *and* (b) ½ *mile apart*
Clyde, N. C., Southern
Clyde, N. D., Great Northern
Clyde, O., U. C. C. & St. L (a) (b)
" Lk. Sh. & Mich. S (a)
" Lake Shore Electric
" Wheel. & Lk. Erie (b)
(a) *and* (b) *about* 330 *yards apart*
Clyde, Okla.,
Atch. Top. & Santa Fe
Clyde, Pa.,
Lehigh & New England
Clyde, P. E. I., Pr. Ed. Isl
Clyde, R. I., N. Y. N. H. & H
Clyde, Tex., Texas & Pacific
Clyde, Wash.,
Northern Pacific
Clyde, Wis.,
Kewaunee, Gr. B. & W
Clyde Forks, Ont.,
King. & Pembroke
Clydes, Ala., Atl. Coast Line
Clyffside, Ky., Ches. & Ohio
Clyman, Wis.,
North Western Line
Clymer, N. Y., Pennsylvania
Clymer, Pa., N. Y. C. & H. R (a)
" Pennsylvania (a)
Clymer's, Ind., Vandalia (a)
" Wabash (b)
Depots adjacent
Clyo, Ga., Seaboard Air Line
Clytie, Mich.,
North-Western Line
Coachella, Cal., South. Pac
Coahoma, Miss., Y. & Miss Val
Coahoma, Tex., Texas & Pac
Coalbasin, Colo., Crystal Riv
Coalberg Junction, N. J., Erie
Coalbin, Tenn., Lv. & Nashv
Coal Bluff, Ind.,
Chic. and East. Ill (a)
" Cleve. Cin. Ch. & St. L (b)
(a) *and* (b) ½ *mile apart*
Coal Bluff, Pa., Penna
Coalboro', Va.,
Tidewater & Western
Coal Branch, N. B.,
Intercolonial
Coal Branch Junction, Ala.,
Southern
Coal Branch Junction, Colo.,
Colorado & Southern
Coal Branch Junction, Ill.,
Chicago & Alton
Coalburg, Ala., Southern
Coalburg, O., L. Sh. & Mich. S
Coalca, Ore., Southern Pac
Coal Castle Crossing, Pa.,
Phila. & Reading
Coal Centre, Pa., Penna
Coal City, Ala.,
Seaboard Air Line
Coal City, Ill.,
Atch. Top. & S. Fe (a)
" Chicago & Alton (b)
" Elgin, Joliet & East (c)
(a) *and* (b) 266 *yards apart*
(c) *about* 1 *mile from* (a) *and* (b)
Coal City, Ind.,
Evansv. & Indianap
Coal City, Ia., Iowa & St. Louis
Coal Creek, Ala., Frisco Sys
Coal Creek, Colo., Den. & Rio G
Coal Creek, Okla.,
Ft. Smith & Western (a)
" Kansas City So (a)
Coal Creek, Tenn.,
Louisv. & Nashv (a)
" Southern (b)
(a) *and* (b) 783 *yards apart*
Coal Creek, King Co., Wash.,
Col. & Puget Sound
Coal Creek Branch, Va.,
Norfolk & Western
Coaldale, Ala., Lv. & Nashv
Coaldale, Alberta, Can. Pac
Coaldale, Ark.,
Port Arthur Route
Coaldale, Ia.,
Chicago, Mil. & St. Paul
Coaldale, Nev.,
Tonopah & Goldfield
Coaldale, N. C.,
Raleigh & Western
Coaldale, Allegheny Co., Pa.,
Baltimore & Ohio
Coaldale, Schuylkill Co., Pa.,
Central of New Jersey
Coaldale, W. Va.,
Norfolk & Western
Coal Dock, Ky.,
Chesapeake & Ohio
Coal Dock, Minn.,
Minneap. & Rainy River
Coaler, Ill., Chic. and East. Ill
Coalfield, Ia., Iowa Central
Coalfield, Tenn.,
Harriman & Northeast
Coal Fork, W. Va.,
Campbell's Creek
Coalgate, Okla.,
Chic. Rk. Isl. & Pac (a)
" Missouri, Kan. & Tex (b)
(a) *and* (b) *about* ½ *mile apart*
Coal Glen, Pa., Buff. Roch. & P
Coal Grove, O., Norf. & West
See also Ashland, Ky
Coal Hill, Ark.,
St. Louis, Iron Mt. & So
Coaling, Ala.,
Alabama Great South
Coalinga, Cal., South. Pac
Coal Kilns, N. Y.,
New York & Ottawa
Coalla, S. C.,
Charleston & West. Car
Coal Lick Run Br Ju., Pa.,
Pennsylvania
Coal Mines, Ill., Chic. & Alt
Coalmont, Ala.,
Louisville & Nashville
Coalmont, Ind., So. Indiana
Coalmont, Ky., Lv. & Nashv
Coalmont, Pa.,
Hunt. & Bd. Top Mt
Coalmont, Tenn.,
Nashv. Chatt. & St. L
Coalora, N. M.,
El Paso & S. W. System
Coalport, Ky., Lv. & Nashv
Coalport, O., Hocking Valley
Coalport, Carbon Co., Pa.,
Central of New Jersey
Coalport, Clearfield Co., Pa.,
Pennsylvania (a) (b)
(a) *and* (b) *about* 200 *yards apart*
Coalridge, Colo., Colo. Mid
Coalridge, O., Penna. Co
Coal River, W. Va.,
Chesapeake & Ohio
Coal Run Junction, Pa.,
Pennsylvania
Coalsfield, Neb., Union Pac
Coalson, Tex., Sugar Land
Coalton, Ala.,
Nash. Chatt. & St. Louis
Coalton, Ky.,
Ashland Coal & Iron (a)
" Chesapeake & Ohio (a)
Coalton, O.,
Cin. Ham. & Day (a)
" Det. Tol. & Ironton (b)
" Hocking Valley (c)
(a) *and* (b) ¼ *mile apart*
(b) *and* (c) 50 *yards apart*
Coalton, Okla., Frisco System
Coalton, W. Va., Coal & Coke
Coalton, Wyo.,
Saratoga & Encamp
Coaltown, Pa.,
Bessemer & Lake Erie
Coaltown Junction, Pa.,
Bessemer & Lake Erie
Coalvale, Kan., Frisco Sys

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Coal Valley, Ala., Southern
Coal Valley, Ill.,
Chic. Rock Isl. & Pac
Coal Valley, Pa., Penna
Coalville, Ia.,
Chicago Great Western
Coalville, N.B., North Shore
Coalville, N.C., Southern
Coalville, Utah, Union Pac
Coalwater, Ala., Lv. & Nashv
Coalwood, Mich., Munising
Coalwood, W.Va.,
Norfolk & Western
Coapa, ——, Mex.,
Pan-American
Coapa, ——, Mex.,
Nat. of Mexico
Coat, Miss., Gulf & Ship Island
Coatepec, Mex.,
Jalapa & Cordoba
Coates, Minn., Chic. Gt. West
Coatesville, Ind., Vandalia
Coatesville, Mo., Wabash
Coatesville, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) about ½ mi. apart
Coaticooke, Que., Gd. Trunk
Coatla, S.C., Pt. Royal & Aug
Coatopa, Ala., Southern
Coats, Kan., Atch. Top. & S.Fe
Coats, Miss., Gulf & Ship Isl
Coats, N.C.,
Durham & Southern
Coats, O., Ohio River & West
Coatsburg, Ill.,
Burlington Route (a)
" Wabash (a)
Coats Grove, Mich.,
Chicago, Kal. & Sag
Coatsworth, Ont., Pere Marq
Coatzacoalcos, Mex.,
Tehuantepec National
Called also Puerto Mexico
Cobalt, Ct., N. Y. N. H. & H
Cobalt, Ont.,
Temiskaming & N. Ont
Cobb, Carroll Co., Ga.,
Southern
Cobb, Sumter Co., Ga.,
Seaboard Air Line
Cobb, Ky., Illinois Central
Cobb, Mo., Frisco System
Cobb, Wis., North-West. Line
Cobban, Wis.,
North-Western Line
Cobb City, Ala.,
Louisville & Nashville
Cobbetts, Ga., Gulf Line
Cobble Hill, B.C.,
Esq. & Nanaimo
Cobbs, Miss., Mississippi Cent
Cobbs, Tenn.,
Louisville & Nashville
Cobb's, Tex., Texas & Pacific
Cobbs, Va., N.Y. Phila. & Norf
Cobbs Camp, N.F.,
Reid Newfoundland
Cobb's Junction, Mich.,
Grand Rapids & Ind
Cobbtown, Ga.,
Wadley Southern
Cobbville, Ala., Southern
Cobden, Ill., Illinois Central
Cobden, Minn.,
North-Western Line
Cobden, Mont.,
Chic. Mil. & Puget Sd
Cobden, Ont., Can. Pacific
Cobham, Pa., Pennsylvania
Cobham, Va., Ches. & Ohio
Cobian, Mex., Mexican Cent
Coblenz, Sask.,
Grand Trunk Pacific
Cobleskill, N.Y., Del. & Hud
Coboconk, Ont., Gd. Trunk
Cobourg, Ont., Grand Trunk
Cobre, Mex., Mexican Cent
Cobre, Nev., Nevada Nor (a)
" Southern Pacific (a)
Cobriza, Cal., Matehuala
Coburg, Ind., Balt. & Ohio
Coburg, Ia., Burl. Route
Coburg, Mo., Chic, M. & St. P (a)
" Frisco System (b)
(a) and (b) ½ mile apart
Coburg, Mont., Gt. Northern
Coburg, Ore., South. Pacific
Coburn, Colo.,
Denver & Rio Grande
Coburn, Mont.,
Burlington Route
Coburn, Neb., No. West. Line
Coburn, N.D., North. Pacific
Coburn, Pa., Pennsylvania
Coburn, Tex.,
South. Kansas of Tex*
Coburns, Cal., South. Pacific
Coburns, N.Y.,
N.Y. Ontario & Western
Cocaigne, N.B., Monc. & Buot
Cocheco, N.H., Boston & Me
Cochecton, N.Y., Erie
Cochesett, Mass.,
N. Y. New Hav. & Hart
Cochise, Ariz., Ariz. & Colo (a)
" Southern Pacific (a)
Cochran, Ariz.,
Phoenix & Eastern
Cochran, Ga., Southern
Cochran, Ind., B. & O. S. W
Cochran, Allegheny Co., Pa.,
Pennsylvania
" Union
Cochran, Va.,
Seaboard Air Line
Cochrane, Ala.,
Ala. Tenn. & North
Cochrane, Alberta, Can. Pac
Cochrane, Ont.,
Temiskaming & No. Ont
Cochrane, Ore.,
Independence & Monm
Cochrane, Wis., Burl. Route
Cochran's Mill, Pa., Balt. & O
Cochran's Mills, O., Balt. & O
Cochransville, W.Va.,
Baltimore & Ohio
Cochranton, Pa., Erie
Cocina, Mex.,
Parral & Durango
Cockeysville, Md., Penna
Cockrell, Ill.,
Chicago & Alton
Cockrells, Miss., Southern
Coco, Mex., Mexican Central
Cocoa, Fla., Fla. East Coast
Cocoanut Grove, Fla.,
Florida East Coast
Cocolalla, Idaho, No. Pacific
Coconino, Ariz.,
Grand Canyon*
Cocopah, Mex., South. Pac
Coco's, La., Texas & Pacific
Cocoville, La., Texas & Pacific
Cocula, Mex., Nat. of Mex
Coda, Wis., Northern Pacific
Code, Cal., Southern Pacific
Code Junction, Ont.,
Canadian Pacific
Codell, Kan., Union Pacific
Coden, Ala., Mobile & Ohio
Coder, Pa., Pennsylvania
Coderres, Que., Can. Pacific
Codman, Tex.,
South. Kansas of Tex*
Codo, Colo.,
Denver & Rio Grande
Codorus, Pa.,
Western Maryland
Codorus Mills, Pa., Penna
Cody, Fla., Florida Central
Cody, Ill.,
Chicago, Peoria & St. L
Cody, Neb., North-West. Line
Cody, Okla.,
Atch. Top. & Santa Fe
Cody, Wyo., Burl. Route
Cody's, N.B., New Brunswick
Coe, Ala.,
Chattanooga Southern
Coe, Ga.,
Register & Glennville
Coe, Ore., Ore. RR. & Nav. Co
Coe, Va., Norfolk & Western
Coeburn, Va., Norf. & West
Coesse, Ind., Penna. Co
Coeur d'Alene, Idaho,
Northern Pacific (a)
" Spok. & Inland Emp (b)
(a) and (b) 500 yards apart
Cofco, Ala., Louisv. & Nashv
Coffee, Fla., Pens. Ala. & Tex
Coffee, Ga.,
Atlanta, Birm. & Atl
Coffeen, Ill., Tol. St. L. & West
Coffee Springs, Ala.,
Central of Georgia
Coffeeville, Miss., Ill. Cent
Coffey, Mo.,
Quincy, Omaha & K. C
Coffey's, N.C.,
Caldwell & Northern
Coffey's Crossing, Pa.,
Baltimore & Ohio
Cofferton, Mo., Frisco Sys
Coffeyville, Kan.,
Atch. Top. & S. Fe (a)
" Mo. Kan. & Texas (b)
" Missouri Pacific (c)
" St. L. Iron Mt. & So (c)
(a) and (b) about 266 yards apart
(a) and (c) about ¾ mile apart
(b) and (c) about ⅝ mile apart
Coffins, O.,
Detroit, Tol. & Ironton
Coffins Mills, N.Y.,
N.Y. Cent. & Hud. River
Coffman, Mo.,
Ches. Perry. & Ste. G
Coffman, Neb.,
North-Western Line
Coffman, W.Va., Balt. & Ohio
Cofradia, Mex., Mex. Cent
Cogan Valley, Pa., Penna
Cogel, Minn., North. Pacific
Cogers, W.Va., Balt. & Ohio
Coggon, Ia.,
Chic. Anamosa & No (a)
" Illinois Central (b)
(a) and (b) about ½ mi. apart
Cogley, W.Va., Balt. & Ohio
Cognac, N.C., Seaboard A. L
Cograve, Fla., Lv. & Nashv
Cogswell, Cal., Pac. Electric
Cogswell, N.D.,
Chic. Mil. & St. Paul (a)
" M. St. P. & Sault Ste. M (b)
(a) and (b) 1-8 mile apart
Coharie, N.C.,
Atlantic Coast Line
Cohasset, Mass., N.Y. N.H. & H
Cohasset, Minn., Gt. North
Cohassett, Wash.,
Chic. Mil. & Puget Sd
Cohay, Miss., Gulf & Ship Isl
Cohoctah, Mich., Ann Arbor
Cohocton, N.Y., D.L. & W (a)
" Erie (b)
(a) and (b) 25 rods apart
Cohoes, N.Y., Del. & Hud (a)
" N Y. Cent. & Hud. R (b)
(a) and (b) ¼ mile apart
Cohutta, Ga., Southern
Colle, Tenn., Southern
Coiltown, Ky., Lv. & Nashv
Coin, Ark., Missouri & No. Ark
Coin, Ia., Burl. Route (a)
" Wabash (b)
(a) and (b) about ⅝ mi. apart
Coin, Nev., South. Pacific
Coit's, O., Lk. Sh. & Mich. So
Cokato, B.C., Can. Pacific
Cokato, Minn., Great North
Coke, Tenn., Tenn. Northern
Cokeburg, Pa., Penna
Cokedale, Kan., Mo. Pacific
Cokedale, Mont., No. Pacific
Cokedale, Wash., Gt. North
Cokedale Junction, Wash.,
Great Northern
Coke Ovens, Colo.,
Rio Grande Southern
Coker, Ala., Mobile & Ohio
Cokertowu, N.Y.,
Central New England
Coketon, W.Va.,
Western Maryland
Cokeville, Pa., Pennsylvania
Cokeville, Wyo., Oregon S. L
Colana, Ark.,
Chicago, Rk. Isl. & Pac
Colbert, Ala., Cent. of Ga
Colbert, Ga.,
Seaboard Air Line
" Smithonia & Dunlap
Colbert, Okla.,
Missouri, Kan. & Texas
Colbert, Wash., Great North
Colbia, Wash.,
Spokane, Port. & Seat
Colborne, Ont., Grand Trunk
Colbroth, Minn.,
Minnesota & No. Wisc
Colburn, Idaho, Gt. North
Colburn, Ind., Wabash
Colburn, Wis.,
Marinette, Tom. & West
Colburne, Idaho,
Oregon Short Line
Colburn's, N.Y.,
Jamest. Chaut. & Lk. E
Colby, Kan.,
Chic. Rock Isl. & Pac (a)
" Union Pacific (b)
(a) and (b) about ¼ mi. apart
Colby, Mich., Pere Marquette
Colby, Miss.,
Yazoo & Miss. Valley
Colby, O., N. Y. Chic. & St. L
Colby, Wis.,
Minn. St. P. & Slt. Ste. M
Colbys, Me., Somerset
Colby's, N. H., Bost. & Maine
Colchester, Ct., N.Y. N.H. & H
Colchester, Ill., Burl. Route
Colchester, N.Y., Del. & East
" New York, Ont. & West
Colchester, Vt., Central Vt
Colclough's, Fla.,
Gainesville & Gulf
Colcord, W.Va., Ches. & Ohio
Coldbrook, Ga., Brinson
Cold Brook, Mass.,
Boston & Albany (a)
" Boston & Maine (b)
Cold Brook, N.F., Intercol
Cold Brook, N.Y., Uls. & Del
Coldbrook, N.S., Dom. Atl
Cold Creek, Ala., Southern
Colden, Mich., Mich. Cent
Colden, N.Y., Buff. Roch. & P
Cold Fork, W.Va.,
Chesapeake & Ohio
Cold Point, Pa., Phil. & Read
Cold Point, S.C.,
Charleston & W. Car
Cold River, N.H., Bost. & Me
Cold River, Vt., Rutland
Cold Run, Pa., Phila. & Read
Cold Spring, N.J.,
Atlantic City
Cold Spring,
Cattaraugus Co., N.Y.,
Pennsylvania
Cold Spring,
Columbia Co., N.Y.,
Albany Southern (El)
Cold Spring, —— Co., N.Y.,
International El
Cold Spring,
Nassau Co., N.Y.,
Long Island
Cold Spring,
Putnam Co., N.Y.,
N.Y. Cent. & Hud. Riv
Cold Spring,
Steuben Co., N.Y.,
Bath & Hammondsport
Cold Spring,
Bradford Co., Pa.,
Susq. & New York
Cold Spring (1), Leb. Co., Pa.,
Cornwall & Lebanon
Cold Spring (2), Leb. Co., Pa.,
Phila. & Reading
Cold Spring, York Co., Pa.,
Western Maryland
Cold Spring, Tenn., Laurel
Cold Spring Junction, Tenn.,
Laurel
Cold Springs, Ind.,
Balt. & Ohio Southwest
Cold Springs, Minn., Gt. No
Cold Springs, Miss., Ill. Cent
Cold Springs, O.
Cleve. Cin. Chic. & St. L
Cold Springs, Okla.,
Frisco System
Cold Springs, Ore.,
Oregon RR. & Nav. Co
Cold Springs, Tex.,
Houst. Eastoria & No
Coldwater, Ala.,
Louisville & Nashville
Coldwater, Kan. A. T. & S. Fe
Coldwater, La.,
Louisiana & Arkansas
Coldwater, Mich., L. S. & M. S
Coldwater, Miss., Ill. Cent
Coldwater, N.Y., N.Y. C. & H. R
Coldwater, Mercer Co., O.,
Cincin. North (a)
" Lake Erie & West (b)
(a) and (b) about 1 mi. apart
Coldwater, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) 2 miles and 88 yards apart
Cold Water, Pa.,
Kishacoquillas Valley
Cold Water, Tenn.,
Nash. Chat. & St. Louis
Coldwater Junction, Ont.,
Canadian Pacific
Coldwell, Ont., Can. Pacific
Cole, Mich., Grand Trunk
Cole, Mo., Missouri Pacific
Colesanor, Ala., Lv. & Nashv
" Southern†
Colebrook, B.C., Gt. North
Colebrook, Ct.,
Central New England
Colebrook, N.H., Maine Cent
Colebrook, Pa., Corn. & Leb
Colebrookdale, Pa., Phil. & R
Colebrookdale Junc., Pa.,
Phila. & Reading
Cole Camp, Mo., Missouri Pac
Cole Creek Landing, Ky.,
Louisville & Nashville
Colegrove, Fla.,
Atlantic Coast Line
Colegrove, Pa., Pennsylvania
Coleharbor, N.D.,
Minn. St. P. & Slt. Ste. M
Colehour, Ill.,
Lk. Shore & Mich. So (a)
" Pennsylvania Co (b)
Cole Junction, Ia.,
Burlington Route
Cole Junction, Mo.,
Missouri Pacific
Coleman, Ala., Southern
Coleman, Alberta, Can. Pac
Coleman, Ark.,
St. Louis, Iron Mt. & So
Coleman, Fla., Seab. Air Line
Coleman, Hancock Co., Ga.,
Georgia
Coleman, Randolph Co., Ga.,
Central of Georgia
Coleman, Idaho,
Idaho & Wash. North
Coleman, Ill., Illinois Cent
Coleman, Mich., Pere Marq
Coleman, Mo.,
Kan. City, Clin. & Spring
Coleman, Allegheny Co., Pa.,
Pennsylvania
Coleman, Somerset Co., Pa.,
Baltimore & Ohio
Coleman, P. E. I., Pr. Ed. Isl
Coleman, Tex.,
Gulf, Colo. & Santa Fe*
Coleman, Jackson Co., W. Va.,
Baltimore & Ohio
Coleman, Wayne Co., W. Va.,
Norfolk & Western
Coleman, Wis., Ch. M. & St. P
Coleman Heights, Ky.,
Louisville & Nashville
Coleman Junction, Tex.,
Gulf, Colo. & Santa Fe*
Coleman Lake, Wis.,
Chic. Mil. & St. Paul
Coleman's, N.Y., N.Y. C. & H. R
Coleman's, O., Erie
Coleman's, Va., Ches. & Ohio
Coler, Ark.,
Louisiana & Arkansas
Coleraine, Minn.,
Duluth, Missabe & No
Coleraine, Que., Quebec Cent
Coleraine Junction, Minn.,
Duluth, Missabe & No
Coleridge, Alberta, Can. Pac
Coleridge, Neb.,
North-Western Line
Coles, Ark., St. L. I. M. & S
Cole's, —— Co., Cal.,
Diamond & Caldor
Cole's, —— Co., Cal.,
Southern Pacific
Cole's, Ill., Illinois Central
Cole's, Ind., F. C. C. & St. L
Coles, Miss., Yaz. & Miss. Va
Cole's, Pa., East Broad Top
Cole's, Bristol Co., R.I.,
N.Y. New Hav. & Hart
Coles, S.C., Atl. Coast Line
Coles, Pulaski Co., Va.,
Norfolk & Western
Coles, Wis., Wisconsin & Mich
Colesburg, Ga.,
Seaboard Air Line
Colesburg, Ky., Lv. & Nashv
Colesburg, Pa.,
Condersp. & Port Alleg
Colesburg, Tenn.,
Nash. Chatt. & St. L
Cole's Creek, Mich.,
Copper Range
Cole's Creek, Pa.,
Bloomsburg & Sullivan
Coles Crossing, Ga.,
Louisville & Nashville
Colestin, Ore., So. Pacific
Coletown, O., Ohio Elec
Coleville, Pa.,
Bellefonte Central
Coley, Ga., Southern
Colfax, Cal.,
Nev. County N. G (a)
" Southern Pacific (a)
Colfax, Ill., Illinois Central
Colfax, Ind., C. C. C. & St. L (a)
" Vandalia (a)
Colfax, Ia., Ch. R. I. & Pac (a)
" Colfax Northern (b)
" Ft. D. Des M. & So (b)
" Inter-Urban (El) (c)
(a) and (b) about 1 mi. apart
(a) and (c) adjacent
(b) and (c) 133 yards apart
Colfax, Kan., Mo. Pacific
Colfax, La.,
Louisiana Ry. & Nav. Co
Colfax, Mich.,
Pere Marquette
Colfax, N.M.,
El Paso & S.W. Sys (a)
" St. L. Rocky Mtn. & P (a)
Colfax, N.C., Southern
Colfax, N.D., Great Northern
Colfax, Pa., Pennsylvania
Colfax, Wash.,
Ore. RR. & Nav. Co (a)
" Spok. & Inland Emp (b)
(a) and (b) 1400 feet apart
Colfax, W.Va., Balt. & Ohio
Colfax, Wis.,
Minn. St. P. & Slt. Ste. M
Colfax Springs, Ia.,
Chicago, Rk. Isl. & Pac
Colfer, Neb., Burl. Route
Colfred, Ariz., South. Pacific
Colgate, Mont., North. Pacific
Colgate, N.D., Great North
Colgate, Wis.,
Minn. St. P. & Slt. Ste. M
Colgate Creek, Md.,
Baltimore & Ohio (a)
" Pennsylvania (b)
Colgrade, La., Tremont & G
Colima, Mex., Nat. of Mex
Colin, Utah, Southern Pac
Colin, Wyo., Burl. Route
Coline, Okla.,
Kan. City, Mex. & O
Coliseum, Pa., Balt. & Ohio
Coliado, Tex., Gal. Har. & S. A
Collamer, O., N.Y. Ch. & St. L
Collbran, Ala.,
Alabama Gt. Southern
College, Cal.,
San D. Pac. B. & La Jolla
College, Kan., Mo. Pacific
College, Md., Balt. & Ohio
College, Pa., Pitts. & L. Erie
College, Tenn.,
Nash. Chatt. & St. L
College Bridge, N.B., Intercol
College Corner, O., C. H. & D
College Gate, Mo.,
Frisco System
College Hill, Miss., Ill. Cent
College Hill, Athens Co., O.,
Ohio Central Lines
College Hill, Hamilton Co., O.,
Ohio Electric
College Hill Junction, O.,
Cin. Ham. & Dayton
College Park, Cal., So. Pac
College Park, Ga.,
Atl. & West Point

College Peak, Ariz.,
El Paso & S.W. System
College Point, N.Y., Long Isl
College Quarry, Cal.,
Ocean Shore
College Station, Fla.,
Seaboard Air Line
College Station, Tex.,
Houston & Tex. Cent (a)
" Internat. & Gt. North (b)
(a) and (b) adjacent
College View, Mo., Wabash
College View, Neb.,
Burlington Route (a)
" Chic. Rk. Isl. & Pac (b)
Collegeville, Minn., Gt. No
Collegeville, Pa., Perkiomen
Colleton, S.C.,
Atlantic Coast Line
Collett, Ind., Gd. Rap. & Ind
Collett, Ia., Burl. Route
Collettsville, N.C.,
Caldwell & Northern
Colley, Fla., Atl. Coast Line
Colley, Sask., Can. Pacific
Collier, Ark.,
Pine Bluff Ark. River
Collier, Ill.,
See Colliers
Collier, Minn., Great North
Collier, Bl[illegible] Co., Pa., Penna
C[illegible] W. Va., P. C. C. & St. L
Collier's, [illegible] Ga., Central of Ga
Colliers, [illegible]
Peo[illegible] & Peking Union
" Peoria Ry. Terminal
Called Colliers on P. & P. U
Colliers, Ky., Ill. Cent
Collier's, N.Y. Del. & Hud
Colliers, Fayette Co., Pa.,
Baltimore & Ohio
Colliers, Tex.,
Beaum. Sour Lake & W
Collierville, Tenn., Southern
Colling, Lenawee Co., Mich.,
Toledo & Western (El)
Colling, Tuscola Co., Mich.,
Michigan Central
Collingdale, Pa., Balt. & Ohio
Collingswood, N.J., Penna
Collington, Md., Penna
Collingwood, Ont., Gd Trunk
Collins, Ala., Louisv. & Nash
Collins, Drew Co., Ark.,
St. Louis, Iron Mt. & So
Collins, Colo.,
Silverton Northern
Collins, Fla., Atl. Coast Line
Collins, Ga.,
Ga. Coast & Pied (a)
" Seaboard Air Line (a)
" Wadley Southern (a)
Collins, Ind., Vandalia
Collins, Ia., Ch. Mil. & St. Paul
Collins, Ky., Illinois Central
Collins, Mass., Boston & Alb
Collins, Ionia Co., Mich.,
Pere Marquette
Collins, Osceola Co., Mich.,
Gd. Rapids & Ind
Collins, Miss., Gulf & Ship Isl
Collins, Mo.,
Kan. City, Clin. & Spring
Collins, Mont., Great North
Collins, Neb., Burl. Route
Collins, —— Co., N.Y.,
Erie
Collins, —— Co., N.Y.,
N.Y. Cent. & Hud. Riv
Collins, N.C., Southern
Collins, Huron Co., O.,
Lake Shore & Mich. So
Collins, Lancaster Co., Pa.,
Pennsylvania
Collins, Pierce Co., Wash.,
Tacoma Eastern
Collins, Wis.,
Minn. St. P. & Slt. Ste. M
Collins Bay, Ont., Gd. Trunk
Collinsburg, Pa., Pitts. & L. E
Collinston, La.,
New Orl. & No. West (a)
" St. Louis, I. Mt. & So (a)
Collinston, Utah,
* Oregon Short Line
Collinsville, Ala.,
Alabama Gt. Southern
Collinsville, Ct.,
Central New Eng (a)
" N.Y. N. Hav. & Hart (b)
(a) and (b) about ½ mi. apart
Collinsville, Madison Co., Ill.,
St. Louis, Troy & East †
" Vandalia
Collinsville, O., P. C. C. & St. L
Collinsville, Okla.,
Atch. Top. & Santa Fe
Collinsville, Tex.,
Mo. Kan. & Texas (a)
" Texas & Pacific (a)
Collinsville Junction, Ct.,
Central New England
Collinsville Junction, Ill.,
St. Louis, Troy & East †
Collinswood, Mo., Wabash
Collinwood, N.C., Southern
Collinwood, O., L. S. & M. S
Collinwood Transfer, O.,
Lake Shore & Mich. So
Collis, Minn., Chic. Mil. & St. P
Collison, Ill.,
Chicago and East. Ill
Collopy, Idaho,
Oregon Short Line
Collyer, Kan., Union Pacific
Colma, Cal., Southern Pac
Colman, Mo., Mo. Pacific
Colman, S. D., Ch. Mil. & St. P
Colmar, Ill., Burl. Route
Colmar, Pa., Phila. & Read
Colmesneil, Tex., M. K. & T (a)
" Tex. & New Orl (b)
(a) and (b) about ½ mi. apart
Spelled Colmesnil on T. & N. O
Colmex, N.M.,
Denver & Rio Grande
Colmor, N.M., Atch. T. & S. Fe
Colo, Ia., North-West. Line
Cologne, Minn., Ch. M. & St. P
Cologne, N.J., Atlantic City
Cologne, Tex.,
Galv. Har. & San Ant
Colo Gulch Spur, Mont.,
Northern Pacific
Colohatchee, Fla.,
Florida East Coast
Colona, Mich., Pere Marq
Coloma, Wis.,
Minn. St. P. & Slt. Ste. M
Colomb Park, La.,
Yazoo & Miss. Valley
Colombres, Mex.,
National of Mexico
Colon, Ga., Ga. South. & Fla
Colon, Mex.,
Interoceanic of Mex
Colon, Mich., Mich. Central
Colon, Neb., No. West. Line
Colon, N.C.,
Raleigh & Western (a)
" Seaboard Air Line (a)
Colon, Pa.,
Pitts. Shawmut & North
Colona, Ark., Chic. R. I. & P
Colona, Colo., Denv. & Rio Gr
Colona, Ill., Burl. Route (a)
" Chic. Rock Isl. & Pac (a)
Colona, Pa., Pitts. & L. K. Erie
Colonia, Coahuila, Mex.,
Mexican Internat
Colonia, Tamaulipas, Mex.,
Mexican Central
Colonia, N.J., Pennsylvania
Colonia, Tex., Tex. & New Orl
Colonia Dublan, Mex.,
Mexico North Western
Colonial, N.C., Norf. & So
Colonia Porfirio Diaz, Mex.,
Interoceanic of Mex
Colono, Kan., Union Pacific
Colonsay, Sask., Can. Pac
Colony, Kan., A. T. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) about ¾ mi. apart
Colora, La., La. Ry. & Nav. Co
Colora, Md., Pennsylvania
Colorado, Cal., South. Pacific
Colorado, Michoacan, Mex.,
National of Mexico
Colorado, Vera Cruz, Mex.,
Interoceanic of Mex
" Veracruz & Isthmus
Colorado, Pa., Phila. & Read
Colorado, Tex., Texas & Pac
Colorado & S. E. Junc., Colo.,
Colorado & Southern
Colorado Bridge, Tex.,
Internat. & Great North
Colorado City, Colo.,
Colorado Midland (a)
" Denv. & Rio Grande (b)
(a) and (b) about ½ mi. apart
Colorado Junction, Mont.,
Chic. Mil. & St. Paul
Colorado River, Cal., So. Pac
C. S. Junction, La.,
Beaum. Sour Lk. & West
" Kansas City Southern
Colorado Springs, Colo.,
Atch. Top. & San Fe (a)
" Chic. Rk. Isl. & Pac (b)
" Colo. & Southern (a)
" Colorado Mid (a) (b)
" Col. Spgs. & Cr. Ck. D (a)
" Denv. & Rio Grande (b)
(a) and (b) about ¾ mi. apart
Colores, Wyo., Union Pacific
Colpitts, N.B., Elgin & Hav
Colquitt, Ga.,
Georgia, Florida & Ala
Colskey, Fla., Louisv. & Nash
Colt, Ark., St. L. Iron Mt. & So
Colta, Ala., Louisv. & Nashv
Colter, Wyo., Burl. Route
Colton, Cal.,
A. T. & S. F., Coast L* (a)
" San Ped. Los A. & S. Lk (b)
" Southern Pacific (b)
(a) and (b) ¼ mile apart
Colton, Neb., Union Pacific
Colton, O., Wabash
Colton, S.D.,
Chic. Mil. & St. Paul (a)
" South Dak. Central (b)
(a) and (b) about ¼ mi. apart
Colton, Utah, Denv. & Rio Gr
Colton, Wash., Northern Pac
Coltsville, Mass., Bost. & Alb
Columbia, Ala., Cent. of Ga
Columbia, Ct., N. Y. N. H. & H
Columbia, Ill., Mobile & Ohio
Columbia, La., St. L. I. M. & S
Columbia, Me., Wash. County
Columbia, Mich., Mich. Cent
Columbia, Miss.,
Gulf & Ship Island
" New Orl. Gt. North
Columbia, Mo.,
Missouri, Kan. & Tex (a)
" Wabash (b)
(a) and (b) about ½ mi. apart
Columbia, N.J.,
N. Y. Susq. & Western
Columbia, N.C., Norf. & So
Columbia, Hamilton Co., O.,
Cin. Geo. & Ports (a)
" Pitts. C. C. & St. L (a)
Called Carrel St. on P. C. C. & St. L
Columbia, Lorain Co., O.,
Cleve. Cin. Chic. & St. L
Columbia, Stark Co., O.,
Baltimore & Ohio (a)
" Wheeling & Lk. Erie (b)
Columbia, Ore.,
Astoria & Col. Riv (a)
" Northern Pacific (b)
Columbia, Lancaster Co., Pa.,
Pennsylvania (a)
" Phila. & Reading (b)
Depots 100 yards apart
Columbia, S.C., Atl. C. Line (a)
" Col. Newb. & Lau (a)
" Seaboard Air Line (b)
" Southern (a)
(a) and (b) ½ mile apart
Columbia, S.D., N.-W. Line
Columbia, Tenn.,
Louisville & Nash (a)
" Nash. Chat. & St. L (a)
Columbia, Tex., Int. & Gt. No
Columbia, Va., Ches. & Ohio
Columbia, Wash.,
Belling, Bay & Br. Col
Columbia, Wis.,
North-Western Line
Columbia Beach, Ore.,
Oregon RR. & Nav. Co
Columbia Bridge, N.H.,
Maine Central
Columbia Bridge, Pa.,
Pennsylvania
Columbia Center, O.,
Baltimore & Ohio (a)
" Pitts. Cin. C. & St. L (a)
Columbia City, Ind.,
Pennsylvania Co (a)
" Vandalia (b)
(a) and (b) ½ mile apart
Columbia Cross Roads, Pa.,
Pennsylvania
Columbia Falls, Me.,
Washington County
Columbia Falls, Mont.,
Great Northern
Columbia Grove, Pa.,
Philipsburg RR
Columbia Junction, Ala.,
Louisville & Nashville
Columbia Junction, Nev.,
Tonopah & Goldfield
Columbia Junction, N.J.,
N. Y. Susq. & Western
Columbiana, Ala.,
Louisville & Nash (a)
" Southern (a)
Columbiana, O., Penna Co (a)
" Youngstown & So (b)
(a) and (b) about 500 feet apart
Columbia Pike, Va.,
Wash. Alex. & Mt. V. El
Columbia River, Wash.,
Great Northern
Columbia Valley, N.H.,
Maine Central
Columbiaville, Mich., Mich. C
Columbus, Ga., Cent. of Ga (a)
" Seaboard Air Line (a)
" Southern (a)
Columbus, Ind.,
Cl. Cin. Chic. & St. L (a)
" Pitts. Cin. C. & St. L (b)
(a) and (b) ¾ mile apart
Columbus, Kan.,
Frisco System (a)
" Missouri, Kan. & Tex (b)
(a) and (b) about 50 yards apart
Columbus, Ky.,
Mobile & Ohio (a)
" St. L. Iron Mt. & So (a)
Columbus, Miss.,
Mobile & Ohio (a)
" Southern (b)
" Southern in Miss (b)
(a) and (b) about 400 yards apart
Columbus, Mont., North. Pac
Columbus, Neb.,
Burlington Route (a)
" Union Pacific (b)
(a) and (b) 4 blocks apart
Columbus, N.J., Penna
Columbus, N.M.,
El Paso & S.W. System
Columbus, N.D.,
Minn. St. P. & S. Ste. M
Columbus, O., Balt. & O (a)
" Balt. & Ohio S. W (a)
" C. A. & C. (Penna. L) (a)
" Clev. Cin. Chic. & St. L (a)
" Hocking Valley (a)
" Norfolk & Western (a)
" Ohio Electric (c)
" Pennsylvania Co (a)
" Pitts. Cin. C. & St. L (a)
" Toledo & Ohio Cent (b)
(a) and (b) about 1½ miles apart
(a) and (c) ½ mile apart
(b) and (c) ½ mile apart
Columbus, Pa., Erie
Columbus, Tex.,
Gal. Har & San Ant
Columbus, Wis., C. M. & St. P
Columbus Grove, O.,
Cin Ham. & Day (a)
" Detroit, Tol. & Iron (b)
" Northern Ohio (b)
" Ohio Electric
(a) and (b) connect by transfer tracks
(a) and (c) adjacent
(b) and (c) ¼ mile apart
Columbus Junction, Ia.,
Chicago, Rk. Isl. & Pac
Colusa, Cal., Colusa & Lake
Colusa, Ill., Burl. Route
Colusa Junction, Cal.,
Colusa & Lake (a)
" Southern Pacific (a)
Colville, P. E. I., Pr. Ed. Island
Colville, Wash., Great North
Colvin, Ala., Louisv. & Nash
Colvin Park, Ill., Ill. Central
Colwell, N.J., Atlantic City
Colwell, Ont., Grand Trunk
Colwell, Va., Southern
Colwich, Kan., Missouri Pac
Colwood, B.C.,
Esquimalt & Nanaimo
Colza, Pa., Penna
Comal, Ark.,
St. Louis, Iron Mt. & So
Comanche, Mont., Gt. North
Comanche, Okla., C. R. I. & P
Comanche, Tex., Frisco Sys
Comber, Ont., Mich. Central
Combes, Tex.,
St. L. Brownsv. & Mex
Combination, Mont.,
Northern Pacific
Combined Locks, Wis.,
North-Western Line
Combs, Ark., Frisco System
Combs, Ky.,
Louisv. Hend. & St. L
Combs, Tenn., Southern
Come-by-Chance, N.F.,
Reid Newfoundland
Comer, Ala., Central of Ga
Comer, Ga., Seab. Air Line
Comer, Ill., Chicago & Alton
Comer, Ind.,
Chicago & Wabash Val
Comes, Pa., Pitts. Shaw. & No
Comet, Ala.,
Atlanta, Birm. & Atl
Cometa, Cal., South Pacific
Comfort, Mich., Pere Marq
Comfort, N.C.,
Dover & South Bound
Comfort, Tex., San A. & A. P
Comfort, Wis.,
North-Western Line
Comfort Run, Pa., Penna
Comfrey, Minn.,
North-Western Line
Comins, Mich.,
Au Sable & North-west
Cominto, Ark.,
St. Louis, Iron Mt. & So
Comiskey, Kan., Mo. Pacific
Comitancillo, Mex.,
Tehuantepec National
Commerce, Ga., Southern
Commerce, Ia., Chic. R. I. & P
Commerce, Mo., Frisco Sys
Commerce, Tex.,
St. Louis So. West (a)
" Texas Midland (a)
Commercial Mills, O.,
Baltimore & Ohio
Commiskey, Ind.,
Balt. & Ohio Southwest
Commissary Hill, Ga.,
Central of Georgia
Commissioners Lake, Que.,
Quebec & Lk. St. John
Commonwealth, Ga.,
Central of Georgia
Commonwealth, Wis.,
North-Western Line
Communipaw, N.J.,
Central of New Jersey
" Pennsylvania
Como, Cal.,
A. T. & S. F., Coast Lines*
Como, Colo., Colorado & So
Como, Fla., Atl. Coast Line
Como, Kan., Missouri Pacific
Como, Miss., Illinois Central
Como, Mo., St. Louis So. W
Como, Mont., North. Pacific
Como N.J., Cent. of N J (a)
" N. Y. & Long Branch (a)
" Pennsylvania (a)
Como, Que., Canadian Pac
Como, S. D., So. Dak. Cent
Como, Tex., Mo. Kan. & Tex
Como, Wyo., Union Pacific
Compania, Mex.,
Interoceanic of Mex
Company Farm, Pa.,
Phila. & Reading
Company's Canal, La., Tex & P
Compass Lake, Fla.,
Atlanta & St. And. Bay
Compton, Ala., Lv. & Nashv
Compton, Ark., Ark. & La
Compton, Cal., Pac. Electric
" Southern Pacific
Compton, Ill., Burl. Route
Compton, Ind.,
Chicago and Eastern Ill
Compton, Okla., Frisco Sys
Compton, Que., Grand Trunk
Compton, Va., Norf. & West
Compton, W. Va., Balt. & Ohio
Comptons, Mich.,
Grand Rapids & Ind
Comptons Bridge, Va.,
Chesapeake & Ohio
Comstock, Ill., C. C. C. & St. L
Comstock, Mich., Mich. Cent
Comstock, Minn., Great No
Comstock, Neb., Burl. Route
Comstock, Ore., South. Pac
Comstock, Tex.,
Galv. Har. & San Ant
Comstock, Wis.,
North-Western Line
Comstock Park, Mich.,
Pere Marquette
Comstock's, N.Y., Del. & Hud
Comus, Minn.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
Comyn, Tex., Texas Central
Cona, Va., Norf. & West
Conant, Ark., Chic. R. I. & P
Conant, Cal., South. Pacific
Conant, Fla., Atl. Coast Line
Conant, N.M.,
Chic. Rk. Isl. & El Paso
Conant, O., Erie
Conant's, Ill.,
Wabash, Ches. & West
Conasauga, Tenn.,
Louisville & Nashville
Conata, S.D., Chic. Mil. & St. P
Concepcion, Cal.,
Southern Pacific
Concepcion, Hidalgo, Mex.,
Mexican Central
Concepcion, Puebla, Mex.,
Interoceanic of Mexico
Concepcion del Oro, Mex.,
Coahuila & Zacatecas
Conception, Mo.,
Chicago Great West (a)
" Wabash (a)
Conception, Que., Can. Pac
Concession, La.,
New Orleans Southern
Conchita Junction, Colo.,
Denv. & Rio Grande
Concho, Mex., Mex. Cent
Concho, Okla.,
Chicago, Rk. Isl. & Pac
Concord, Cal., South. Pac
Concord, Del., Balt. & Ohio
Concord Ga., Southern
Concord, Ill., Burl. Route
Concord Ind., Balt. & Ohio
Concord, Ky., Ches. & Ohio
Concord, La., New Orl. So
Concord, Mass., Bost. & Me
Concord, Mich., Mich. Cent
Concord, Mont., Great North
Concord, Neb., No. West. Line
Concord, N.H., Boston & Me
Concord, N.Y., Penna
Concord, N.C., Southern
Concord, Lake Co., O.,
Baltimore & Ohio
Concord, Ont., Grand Trunk
Concord, Erie Co., Pa., Erie
Concord, Knox Co., Tenn.,
Southern
Concord, Leon Co., Tex.,
Trinity & Brazos Valley
Concord, Vt.,
St. Johnsb. & Lk. Cham
Concord, Va., Norfolk & West
Concord, Wash.,
Northern Pacific
Concordia, Kan.,
Atch. Top. & S. Fe (a)
" Burlington Route (b)
" Missouri Pacific (c)
" Union Pacific (d)
All 4 Depots within 150 yds. of each other

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Concordia, La.,
Natchez & Western (a)
" New Orl. & No. West (b)
(a) and (b) 200 yards apart
Called Concordia Junction on N. & W
Concordia, Mex., Nat. of Mex
Concordia, Mo., Missouri Pac
Concordia Junction, La.,
Natchez & Western (a)
" New Orl. & No. West (b)
(a) and (b) 200 yards apart
Called Concordia on N.O. & N. W
Concord Junction, Mass.,
Boston & Maine (a)
" N.Y. New Hav. & H (a)
Concordville,
DelawareCo., Pa., Penn
Concrete, Cal.,
San Ped. Los Ang. & S. Lk
Concrete, Colo.,
Denver & Rio Grande
Concrete, Idaho,
Pacific & Idaho
Concrete, Va., Norf. & West
Concrete, Wash.,
Great Northern
Conde, S.D.,
Minneapolis & St. L (a)
" North-West. Line (b)
(a) and (b) ¼ mile apart
Condie, Sask., Can. North
Condit, Mich., Lk. Sh. & M. S
Condit. O., C. A. & C (Penna. L)
Condits Crossing, Pa.,
Waynesburg & Wash
Condon, Kan., Mo. Kan. & Tex
Condon, O., Erie
Condon, Ore.,
Oregon RR. & Nav. Co
Condor, Ga.,
Central of Georgia (a)
" Wrightsv. & Tennille (a
Condor, La.,
Woodworth & La. Cent
Condra, Tenn.,
Nashv. Chat. & St. Louis
Condron, Pa., Pennsylvania
Cone, Ill., Balt. & Ohio S.W
Cone, Ia.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about ¾ mile apart
Cone, Mich., Wabash
Cone Crossing, Ill.,
Rock Island South (El)
Conejo, Cal.,
A. T. & S. F., Coast Lines*
Conejo, Tex.,
Gal. Har. & San Ant
Conejos, Mex.,
Durango Central (a)
" National of Mexico (b)
(a) and (b) adjacent
Conemaugh, Pa.,
Pennsylvania
Conemaugh Furnace, Pa.,
Pennsylvania
Conerly, Miss.,
Fernwood & Gulf
Cones, Ark., Thornton & Alex
Cones, Fla., Atl. Coast Line
Cones, Me., Maine Central
Cones, N.H., Maine Central
Conestoga, Chester Co., Pa.,
Philadelphia & Read
Conestoga,
Lancaster Co., Pa.,
Pennsylvania
Conestoga Furnace, Pa.,
Pennsylvania
Conestoga Junction, Pa.,
Pennsylvania
Conesus, N.Y., Erie
Conesus Lake Jn., N.Y., Erie
Conesville, O.,
Pitts. Cin. C. & St. L (a)
" Wheeling & Lk. Erie (b)
(a) and (b) 1 mile apart
Conetoe, N.C., Atl. Coast Line
Coneville, Pa.,
New York & Penna
Conewago, Lanc. Co., Pa.,
Cornwall & Leb (a)
" Pennsylvania (a)
Conewango, N.Y., Erie
Coney, Ga., Seab. Air Line
Coney, Manitoba, Can. Pac
Coney Island, Minn.,
Great Northern
Coney Island, N.Y.,
South Brooklyn †
Coney Island, Que.,
Grand Trunk
Confederate Home, Mo.,
Missouri Pacific
Confluence, Pa., Balt. & Ohio
Conf. & Oak. Jn., Pa.,
Baltimore & Ohio
Congamond, Ct.,
N.Y. New Hav. & Hart
Congaree, Richland Co., S.C.,
Atlantic Coast Line
Conger, Ia., Chic. Gt. West
Conger, Mich., C. & W. Mich
Conger, Minn.,
Chicago, Rk. Isl. & Pac
Conger, Mont., Northern Pac
Conger, Pa.,
Waynesburg & Wash
Conger, Tenn., I. I. Cent
Congers, N.Y.,
N.Y. Ont. & West (a) P
" West Shore (a)
P For passenger service only
Congersville, Ill.,
Lake Erie & Western
Congo, Ala., Chatt. South
Congo, Mich.,
Wisconsin & Michigan
Congo, Minn., Great North
Congo, Mo., Atch. Top. & S. Fe
" Missouri Pacific
Congo, O., Zanesville & West
Congo, W. Va., P. C. C. & St. L
Congress, Ariz.,
Cong. Con. Mines Co's
Congress Junction, Ariz.,
Cong. Con. M. Co's (a)
" Santa Fe, Pr. & Ph* (a)
Congress Junction, Cal.,
Southern Pacific
Congress Lake, O.,
Wheeling & Lake Erie
Congress Park, Ill.,
Burlington Route
" Indiana Harbor Belt +
Called West Grossdale on I. H. B
Conicut, Vt., Boston & Me
Conifer, Pa.,
Pitts. Shawmut & No
Conine, Fla., Atl. Coast Line
Conine, O., Cin. Ham. & Day
Coniston, Ga., Lv. & Nashv
Coniston, Ont.,
Can. North. Ont
Conkal, Mex.,
United Rls. of Yucatan
Conklin, Cal., San D. & Cuy
Conklin, Mich., G. Rap. & Ind
Conklin, N.Y., Del. Lack. & W
Conlen, Tex.,
Chicago, Rk. Isl. & Gulf
Conley, Cal., Southern Pac
Conley, Ga., Southern
Conley, Mich., Pere Marq
Conley, Tex., Mo. Kan. & Tex
Conley, Wis., No. West. Line
Conley Junction, Ore.,
Central of Oregon
Conlin, Mont., Northern Pac
Conlogue, Ill.,
Cleve. Cin. Chic. & St. L
Connable, Ala.,
Louisville & Nashville
Connables, Ia., Ch. R. I. & Pac
Conneaut, O.,
Bessemer & Lk. Erie (a)
" Lk. Sh. & Mich. So (b)
" N.Y. Chic. & St. L (c)
(a) and (b) ½ mile apart
(a) and (c) ½ mile apart
Conneaut Harbor, O.,
Bessemer & Lake Erie
Conneaut Junction, Pa.,
Bessemer & Lake Erie
Conneaut Lake, Pa.,
Bessemer & Lake Erie
Conneautville, Pa.,
Bessemer & Lk. Erie (a)
" Pennsylvania Co (b)
(a) and (b) about 1 mile apart
Connecticut River, Ct.,
N.Y. New Hav. & Hart
Connell, New Mex.,
Denv. & Rio Grande
Connell, Wash., No. Pac (a)
" Ore. RR. & Nav. Co (b)
(a) and (b) about ¼ mi. apart
Connell Junction, Pa.,
Lack. & Wyo. Valley
Connells, Ont.,
Can. North. Ont
Connellsville, Ala.,
Louisville & Nashville
Connellsville, Pa.,
Baltimore & Ohio (a)
" Pennsylvania (b) (c)
" Pittsburg & Lk. Erie (d)
(b) and (c) 404 yards apart
(c) and (d) 300 yards apart
(c) Called Connellsville, West Side
Connellsville, West Side, Pa.,
See Connellsville, Pa
Connellsville Junc., Ala.,
Louisville & Nashville
Connelly, Fla.,
Atlantic Coast Line
Connelly Springs, N.C.,
Southern
Connelsville, Mo.,
Iowa & St. Louis
Conner, Cal., Sunset
Conner, Kan., Frisco System
Conner, Ky., Lv. & Nashv
Connerly, Ark.,
Miss. Riv. Hamb. & West
Connersville, Ind.,
Cin. Ham. & Dayton (a)
" Cl. Cin. Ch. & St. L (b)
" Ft. Wayne, Cin. & L (b)
(a) and (b) about ½ mi. apart
Connett, Mo., A. T. & S. F
Connolly, Ky.,
Chesapeake & Ohio
Connolly's Mills, Que.,
Quebec & Lk. St. John
Connor, O., Wheel. & Lk. Erie
Connor, Pa.,
Phila. & Reading
Connor, S.C., Atl. Coast Line
Connors, Ill., Ill. Cent
Connors, N.B., Temiscouata
Conn's Mill, N.S., Intercol
Conodra, Wyo.,
Saratoga & Encamp
Conoley, Fla.,
Atlantic Coast Line
Conomo, Mass., Bost. & Maine
Conotton, O.,
Pitts. Cin. C. & St. L (a)
" Wheeling & Lake E (a)
Conover, Ill., Ch. Peo. & St. L
Conover, Ia., Chic. M. & St. P
Conover, N.C., Southern
Conover, O., P. C. C. & St. L
Conover, Wis.,
North-Western Line
Conoway, Neb., Burl. Route
Conowingo, Md., Penna
Conquerall, N.S.,
Halifax & Southwest
Conquest, S.C., Southern
Conquest, Va., Norf. & West
Conrad, Ind.,
Chicago, Ind. & South
Conrad, Ia., North-West. Line
Conrad, Mich., Pere Marq
Conrad, Mont., Great North
" Montana Western
Conrad, N.M., South. Pacific
Conran, Mo., Frisco System
Conrath, Wis.,
Minn. St. P. & Slt. Ste. M
Conroe, Tex.,
Gulf, Colo. & S. F* (a)
" Internat. & Gt. No (a)
Conroy, Ia., Chic. Mil. & St. P
Consecon, Ont., Central Ont
Conshohocken, Pa., Penn (a)
" Phila. & Reading (b)
(a) and (b) ½ mile apart
Considine, N.D., Gt. North
Consol, Colo.,
Denver & Rio Grande
Consol, O., Hocking Valley
Consolidated, Pa., Leh. Val
Consolidated, W Va.,
Chesapeake & Ohio
Constable, N.Y.,
N.Y. Cent. & Hud. Riv
Constable Hook, N.J.,
Pennsylvania
Constable Junction, N.J.,
Lehigh Valley
Constance, Ark.,
St. Louis, Iron Mt. & So
Constance, Ill., Penna. Co
Constancia, Jalisco, Mex.,
National of Mexico
Constancia, Sinaloa, Mex.,
Kan. City, Mex. & Orient
Constantia, Cal.,
Nevada-California-Ore
Constantia, N.Y., N.Y.O. & W
Constantine, Mich.,
Lake Shore & Mich. So
Constine, Wis.,
Wisconsin & Michigan
Constitution, Ga., Southern
Constitution, O., Balt. & Ohio
Consuelo, Mex., Nat. of Mex
Consul, Ala., Louisv. & Nash
Contadero, Mex.,
Interoceanic of Mexico
Contee, Md., Balt. & Ohio
Contention, Ariz.,
El Paso & S. W. Sys (a)
" Southern Pacific (a)
Contentnea, N.C.,
Atlantic Coast Line
Continental, Mo., Frisco Sys
" Missouri Pacific
Continental, O.,
N.Y. Chic. & St. L (a)
" Ohio Electric (b)
" Tol. St. L. & West (c)
(a), (b) and (c) adjacent
Contoocook, N.H., Bost. & Me
Contrary, Ky., Louisv. & Atl
Contrecœur, Que.,
Quebec, Montreal & So
Contreras, Mex., Nat. of Mex
Convenience, O.,
Cincinnati, Ham. & Day
Convent, La., Yazoo & Miss. V
Convent, N.J., Del. Lack. & W
Convent, Que., Grand Trunk
Converse, Ill., B. & O. So. West
Converse, Ind.,
Chic. Cin. & Louisv (a)
" Pitts. C. C. & St. L (b) (c)
(a) and (b) ¾ mile apart
(a) and (c) ¼ mile apart
(b) and (c) about ½ mi. apart
Converse, Sabine Co., La.,
Kansas City Southern
Converse,
West Feliciana Co., La.,
Yazoo & Miss. Valley
Converse, Mo., A. T. & S. Fe
Converse, N.H., Bost. & Me
Converse, S.C., Southern
Converse, Tex.,
Gal. Har. & San Ant
Conville, Ala., Louisv. & Nash
Convoy O. Ohio Electric (a)
" Pennsylvania Co (b)
(a) and (b) adjacent
Conway, Ark., St. L. I. M. & S
Conway, Ia., Burl. Route
Conway, Kan., Atch. T. & S. Fe
Conway Daviess Co., Ky.,
Louisv. Hend. & St. L
Conway, Rockcastle Co., Ky.,
Louisville & Nashville
Conway, Md.,
Wash. Balt. & Annap. El
Conway, Mass.,
N.Y. New Hav. & Hart
Conway, Mich. Gd. Rap. & Ind
Conway, Mo., Frisco System
Conway, N.H., Bost. & Maine
Conway, N.C.,
Seaboard Air Line
Conway, N.D., Great No (a)
" Minn. St. P. & S. S. M (b)
(a) and (b) about 650 yards apart
Conway, Ore.,
Oregon RR. & Nav. Co
Conway, Beaver Co., Pa.,
North Shore
" Pennsylvania Co
Conway, Luzerne Co., Pa.,
Lehigh Valley
Conway, P.E.I., Pr. Edw. Isl
Conway, S.C., Atl. Coast Line
Conway, Tex.,
Chicago, R. I. & Gulf
Conway Centre, N.H.,
Maine Central
Conway Crossing, Ia.,
Burlington Route
Conway Junction, Mass.,
Boston & Maine (a)
" N.Y. New Hav. & H (a)
Called Shelburne Junction on B. & M
Conway Park, Ill.,
Chic. Term. Transfer
Conway's, O., P. C. C. & St. L
Conways, Ont.,
Irondale, Banc. & Ott
Conway Springs, Kan.,
Missouri Pacific
Conyer's, Ga., Georgia
Conyer's Junction, Ariz.,
Santa Fe, Presc. & Ph*
Conyngham Pa., Leh. Val (a)
" Pennsylvania (a)
Conyngham Pass, Pa.,
Wilkes-Bar. & Haz (El)
Cooch, Del., Penna
Coochie, La., Texas & Pacific
Cook, Ark., St. Louis S. W
Cook, Lake Co., Ind.,
Chicago, Indiana & So
Cook, Minn.,
Duluth, Rainy Lk. & W
Cook, Neb., Missouri Pacific
Cook, Okla., Mo Kans. & Tex
Cook, Ore., Southern Pacific
Cook, Tex., Chic. Rk. Isl. & G
Cook, Va.,
New River, Holston & W
Cookerly, Md., Western Md
Cooke's, Miss., Ill. Cent
Cookeville, Tenn., Tenn. Cent
Cookman, W. Va., Balt. & O
Coos Mines, Ala., Birm. & Atl
Cooks, Ala., Western of Ala
Cooks, Ct., N.Y. N.H. & Hart
Cook's,
Bartholomew Co., Ind.,
Pitts. Cin. Chic. & St. L
Cooks, Dearborn Co., Ind.,
Balt. & Ohio Southwest
Cook's, Ky., Louisv. & Nash
Cook's, Me., Maine Central
Cook's, Miss., South. in Miss
Cook's, Mo., Frisco System
Cook's, N.Y.,
Oneon. & Mohawk V (El)
Cook's, Fayette Co., O.,
Balt. & Ohio Southwest
Cook's, Ont., Grand Trunk
Cooks, Huntingdon Co., Pa.,
Addison & Penna
Cook's, Tioga Co., Pa.,
East Broad Top
Cooks, Va., Norfolk & West
Cooks, Wash.,
Spokane, Port. & Seat
Cook's Brook, N.F.,
Reid Newfoundland
Cook's Crossing,
Athens Co., O.,
Balt. & Ohio Southwest
Cook's Crossing,
Lawrence Co., Pa.,
Pennsylvania Co
Cook's Falls, N.Y., N.Y.O. & W
Cook's Ferry, Pa., Penna. Co
Cookshire, Que., Can. Pac
Cookshire Junction, Que.,
Maine Central
Cook's Junction Ala.,
Birmingham & Atlantic
Cook's Mill, Ark.,
Jonesb. Lit. City & East
Cook's Mill, Mich.,
Minn. St. P. & Slt. Ste. M
Cook's Mill, Bedford Co., Pa.,
Pennsylvania
Cook's Mills, Pa., Balt. & Ohio
Cook's Mills, Tenn.,
Louisville & Nashville
Cook's Run, Pa., Penna
Cook's Springs, Ala., South
Cookstown, N.J.,
Pemberton & Hights
Cookstown, Ont., Gd. Trunk
Cooksville, Ill., Illinois Cent
Cooksville, Ont., Can. Pacific
Cookville, Tex., St. L. S. W
Cool, Pa., Lehigh Valley
Coolbaugh, Pa., Delaware Val
Cooledge, Ga.,
Atlanta, Birm. & Atl
Cooledge, Tex.,
Trinity & Brazos Val
Cooleemee Junction, N.C.,
Southern
Cooleemee Mills, N.C., South
Coolidge, Ark., Ark. Mid
Coolidge, Ga.,
Atlanta, Birm. & Atl
Coolidge, Idaho,
Oregon-Short Line
Coolidge, Kan., A. T. & S. F
Coolidge, Wash.,
Spokane, Port. & Seat
Coolidge, Wis.,
Minn. St. P. & Slt. Ste. M
Cool Spring, Del., Penna
Coolspring, Pa.,
Bessemer & Lake Erie
Cool Spring, W. Va.,
Little Kanawha
Coolville, O., Balt. & Ohio S.W
Coolwell, Va., Southern
Coombs, Cal., South. Pacific
Coon Creek, Minn.,
Great Northern (a)
" Northern Pacific (a)
Coon Creek, Mo Frisco Sys
Coon Creek Junction, Minn.,
Great Northern
Coon Hollow, Ky.,
Louisville & Nashville
Coon Rapids, Ia., Ch. M. & St. P
Coon Run Junction, Pa.,
Tionesta Valley
Coon's, Ky., Ches. & Ohio
Coons, N.Y., Boston & Me (a)
" Delaware & Hudson (a)
Coon Siding, Ia.,
North-Western Line
Coon Valley, Wis.,
La Crosse & Southeast
Cooper, Ct., N.Y. N.H. & H
Cooper, Colquitt Co., Ga.,
Georgia Northern
Cooper, St. Clair Co., Ill.,
Southern
Cooper, Tazewell Co., Ill.,
Atch. Top. & Santa Fe
Cooper, Ia., Chic. Mil. & St. P
Cooper, Mich., Gd. Rap. & I (a)
" Lk. Shore & Mich. So (b)
(a) and (b) ¼ mile apart
Cooper, Miss., New Orl. & N. E
Cooper, Mo., Missouri Pacific
Cooper, Mont., No. Pacific
Cooper, N.J., Erie
Cooper, Tex., Tex. Midland
Cooper, Wash.,
Northern Pacific
Cooper, Mercer Co., W. Va.,
Norfolk & Western
Cooperage, Ark., Frisco Sys
Cooperdale, O.,
C. A. & C (Penna Lines)
Cooper Heights, Ga.,
Chattanooga Southern
Coopers, Ala., Louisv. & Nash
Cooper's, Cal., South. Pacific
Cooper's, Colo., Union Pac
Coopers, Baldwin Co., Ga.,
Central of Georgia
Coopers, Ky., Ches. & Ohio
Coopers, La., Kan. City So
Cooper's, N.J., Penna
Cooper's, N.Y.,
Del. Lack. & West (a)
" Erie (b)
(a) and (b) about 45 rods apart
Coopers, S.C.,
Atlantic Coast Line
Cooper's, Tenn., Lv. & Nash
Cooper's, Wash.,
Port Townsend South

Coopers,
Kanawha Co., W.Va.,
Winifrede
Coopersburg, Pa., Ph. & Read
Cooper's Crossing, Mich.,
Detroit & Mackinac
Cooper's Lake, Wyo.,
Union Pacific
Coopers Mills, Me.,
Wiscasset, Wat. & Farr
Cooper's Point, N.J., Penna
Cooperstown, Cal.,
Sierra of California
Cooperstown, N.Y.,
Delaware & Hudson
» Oneon. & MohawkV(El)
Cooperstown N.D., No. Pac
Cooperstown Junc., N.Y.,
Delaware & Hudson
Coopersville, Mich.,
Gd. Rap. Gd. H. & M(El)
» Grand Trunk
Cooperville, N.Y.,
Delaware & Hudson
Cooperville, Pa., Penna
Coosa, Ala., Southern
Coosa, Ga., Southern
Coosa Bridge, Ala.,
Birmingham & Atlantic
Coosada, Ala., Louisv. & Nash
Coosa Valley, Ala.,
Birm. & Atlantic
Coosaw, S.C.,
Charleston & W. Car
Coosawhatchie, S.C.,
Atlantic Coast Line
Coos Junction, N.H.,
Boston & Maine
Cootehill, N.B., Can. Pacific
Cootenill, Assiniboia,
Canadian Pacific
Copake, N.Y., Cent. New Eng
Copake Iron Works, N.Y.,
N.Y. Cent. & Hud. Riv
Copalis Crossing, Wash.,
Northern Pacific
Copan, Okla., At. Top. & S. F
Copas, Minn.,
Minn. St. P. & Slt. Ste. M
Cope, Utah, Oregon Short L
Copeland, Ala.,
Washington & Choctaw
Copeland Cal., South. Pacific
Copeland, Fla., Fla. Cent
Copeland, Idaho,
Kootenai Valley
Copeland, La., N. Orl. & N.W
Copeland, O.,
Detroit & Tol. Sh. Line†
» Toledo Terminal †
» Toledo, St. Louis & W
Coneland, Pa., Penna
Copeland, Bath Co., Va.,
Chesapeake & Ohio
Copemish, Mich.,
Ann Arbor (a)
» Arcadia & Bets. Riv (a)
» Manistee & No. East (a)
Copen, W.Va., Coal & Coke
Copenhagen, Nab.,
Burlington Route
Copennaven, Va.,
Norfolk & Western
Copenheffer, Pa., Ph. & Read
Copes, S.C., Atl. Coast Line
Copeton, O.,
Pitts. Cin. Chic. & St. L
Copetown, Ont., Gd. Trunk
Copeville, Tex.,
Gulf, Colo. & Santa Fe*
Copiague, N.Y., Long Island
Copiay, Ky., Louisv. & Nashv
Coplay, Pa., Ironton (a)
» Lehigh Valley (a)
Copley, Cal., South. Pacific
Copley, Ill.,
Galesburg & Great East
Copley, O., Northern Ohio
Coppel, Wash.,
Northern Pacific
Coppell, Tex.,
St. Louis South-west
Copperas Cove, Tex.,
Gulf, Colo. & Santa Fe*
Copperas Gap, Ark.,
Chic. Rk. Island & Pac
Copper City, Mich.,
Keweenaw Central
Copper Cliff, Ont., Can. Pac
Copper Flat, Nev.,
Nevada Northern
Copper Hill, N.J., Penna
Copperhill, Tenn.,
Louisville & Nashville
Copper Junction, B.C.,
Great Northern
Copper Mine, Ga., Southern
Copper Ridge, Tenn., South
Copper Ridge Tunnel, Tenn.,
Louisville & Nashville
Copper Rock, Colo.,
Denver, Boulder & West
Copperton, Utah,
Denver & Rio Grande
Copperville, N.H., Gd. Trunk
Coppock, Ia., Burl. Route (a)
» Iowa Central (b)
(a) and (b) adjacent
Coquille, Ore.,
Coos Bay, Rose. & East
Coquimatlan, Mex.,
National of Mexico
Coquince, Fla., Fla. E. Coast
Cora, Ia., Illinois Central
Cora, Mo., Burlington Route
Cora City, Ill.,
St. L. Iron Mt. & So (a)
» St. Louis South-west (a)
Coral, Mich., Pere Marquette
Coral, Miss., Miss. Central
Coral, Pa.,
Buff. Roch. & Pitts (a)
» Pennsylvania (b)
(a) and (b) about ¼ mi. apart
Coral, Va., Southern
Coral Ridge, Ky.,
Louisville & Nashville
Coralville, Ia.,
Cedar Rap. & Ia. City (El)
Coram, Cal., South. Pacific
Coram, Mont., Great North
Coraopolis, Pa., Pitts. & L.E
Corapeake, N.C.,
Norfolk & Southern
Corbandale, Tenn.,
Louisville & Nashville
Corbell, Ont., Can. Pacific
Corben, Ill., Illinois Central
Corbet, Tex., St. L. So. West
Corbett, Baltimore Co., Md.
Pennsylvania
Corbett,
Washington Co., Md.,
Baltimore & Ohio
Corbett, Pa., Buffalo & Susq
Corbett, Wyo., Burl. Route
Corbetton, Ont., Can. Pacific
Corbett's, Ga.,
Atlanta, Birm. & Atl (a)
» Georgia Northern (b)
(a) and (b) about ½ mi. apart
Corbetts, Ore.,
Oregon RR. & Nav. Co
Corbin, Idaho,
Spokane International
Corbin, Kan.,
Atch. Top. & S. Fe (a)
» Chic. Rock Isl. & Pac (b)
(a) and (b) ½ mile apart
Corbin, Ky., Louisv. & Nash
Corbin, La.,
Yazoo & Miss. Valley
Corbin, Mont., Gt. Northern
Corbin, N.J., Atlantic City
Corbit, Del., Pennsylvania
Corbitts, Ga.,
Flint River & Gulf
Corbus, Mich.,
Lake Shore & Mich. So
Corbyn, Tex.,
Internat. & Gt. North (a)
» Mo. Kansas & Texas (b)
(a) and (b) adjacent
Corbyville, Ont., Gd. Trunk
Corcoran, Ala.,
Atlantic Coast Line
Corcoran, Cal.,
A.T. & S.F., Coast Lines*
Corcovada, Mex
National of Mexico
Cordaville, Mass., Bost. & Alb
Cordele, Ga., Albany & No (a)
» Atlanta, Birm. & Atl (a)
» Georgia South. & Fla (a)
» Seaboard Air Line (a)
Cordelia, Cal., South. Pacific
Cordelia, O., Northern Ohio
Cordelia, Pa., Phila. & Read
Cordell, Mich.,
Minn. St. P. & Slt. Ste. M
Cordell, Okla., Frisco System
Cordell, Tenn., Tenn. Central
Corder, Mo., Chicago & Alton
Cordero, Mex., Nat. of Mex
Cordes, Ariz.,
S. Fe, Prescott & Ph*
Cordes, Ill., Illinois Southern
Cordes, La.,
Louisiana Ry. & Nav. Co
Cordley, Kan., Mo. Pacific
Cordoba, Mex., Mexican (a)
» Veracruz & Istmus (b)
(a) and (b) about 250 yards apart
Cordon, Que., Can. Pacific
Cordova, Ala., Frisco Sys (a)
» Southern (b)
(a) and (b) about 1 mi. apart
Cordova, Cal., South. Pacific
Cordova, Ill., Chic. Mil. & St. P
Cordova, Ia., Wabash
Cordova, Md., Pennsylvania
Cordova, Neb.,
North Western Line
Cordova, S.C., Atl. Coast Line
Cordova, Tenn.,
Nashv. Chat. & St. Louis
Corduroy, Ala.,
Louisville & Nashville
Corea, Ga., Ga. Fla. & Ala
Corea, Wash., Great North
Corey, Fla., Seab. Air Line
Corey, Ky., Ches. & Ohio
Corey, La., St. L. I. Mt. & So
Corey's, Mich., Mich. Central
Coreys Lane, R.I.,
N.Y. New Haven & Hart
Corfu, N.Y.,
N.Y. Cent. & Hudson Riv
Corfu, Wash.,
Chicago, Mil. & Puget Sd
Coria, Wis.,
Minn. St. P. & Slt. Ste. M
Cortlia Mines, Ala., Southern
Corinna, Me., Maine Central
Corinne, Ala., Mobile & Ohio
Corinne, Mich.,
Minn. St. P. & Slt. Ste. M
Corinne, Miss.,
Queen & Cres. Route
Corinne, Utah,
Oregon Short Line (a)
» Southern Pacific (a)
Corinne Junction, Utah,
Oregon Short Line (a)
» Southern Pacific (b)
Corinth, Ky.,
Cin. New Orl. & Tex. Pac
Corinth, Miss., Ill. Cent (a)
» Mobile & Ohio (b)
» Southern (b)
(a) and (b) 9-10 mile apart
Corinth, Mont., Burl. Route
Corinth, N.Y.,
Delaware & Hudson
Corinth, Ont.,
Grand Trunk (a)
» Wabash (a)
Corinth, Tex.,
Mo. Kans. & Tex
Corinth, W.Va., Balt. & Ohio
Corinth, Wis.,
Abbotsford & No. East
Corinto, Cal., Southern Cal
Cork, Ga., Southern
Corlena, Tex.,
Ft. Worth & Denver City
Corlett, Wyo., Union Pacific
Corlett Junction, Wyo.,
Union Pacific
Corley, Ia., Chic. Rk. Isl. & Pac
Corley, La.,
Louisiana Ry. & Nav. Co
Corley, Tex., St. Louis S.W
Corleys, Ala.,
Louisville & Nashville
Corley's, Fla., Atl. Coast Line
Corliss, Kan., At. Top. & S. Fe
Corliss, Wis.,
Chicago, Mil. & St. Paul
Cormick, Wis., Wis. & Mich
Cormer, Wis., Chic. M. & St. P
Cornatzer, N.C., Southern
Cornbrook, Ind., P.C.C. & St. L
Corn Creek, Nev.,
Las Vegas & Tonopah
Cornelia, Ga., Southern (a)
» Tallulah Falls (a)
Cornelia, Ia.,
Chicago Great Western
Cornelia, O.,
Detroit, Tol. & Ironton
Cornelius, N.C., Southern
Cornelius, Ore., Ore. Elec
» Southern Pacific
Cornell, Colo.,
Atch. Top. & Santa Fe
Cornell, Fla.,
Atlantic Coast Line
Cornell, Ga., Southern
Cornell, Idaho,
Wash. Idaho & Mont
Cornell, Ill., Wabash
Cornell, Ia., Minn. & St. Louis
Cornell, Kan., Mo. Pacific
Cornell, Mich.,
Escanaba & Lake Sup
Cornell, Minn., Great North
Cornell, N.Y.,
Del. Lack. & West†
Cornell, Ont., Mich. Central
Cornell, Va., Virginian
Cornell, Wis.,
North Western Line
Cornell Junction, Kan.,
Missouri Pacific
Cornen, Pa., Pionesta Valley
Corner Brook, N.F.,
Reid Newfoundland
Cornerstone, Ark.,
Pine Bluff Ark. River
Cornie, Ark.,
Chicago, Rk. Isl. & Pac
Corning, Ala., Southern
Corning, Ark., St. L. I. Mt. & S
Corning, Cal., South. Pacific
Corning, Ia., Burl. Route
Corning, Kan., Missouri Pac
Corning, Mo., Burl. Route
Corning, N.Y.,
Del. Lack. & West (a)
» Erie (b)
» N.Y. Cent. & Hud. Riv (a)
(a) and (b) about 1¼ miles apart
(b) and (a) 198 yards apart
Corning, O.,
Kanawha & Mich (a)
» Toledo & Ohio Cent (a)
» Zanesville & West (b)
(a) and (b) ½ mile apart
Corning, Pa., Perkiomen
Corning, Wis.,
Minn. St. P. & Slt. Ste. M
Cornish, Me., Maine Central
Cornish, Utah Oregon S. L
Cornland, Ill., Illinois Cent
Cornlea, Neb., No. West. Line
Cornog, Pa., Pennsylvania
Cornutt, Ore., Southern Pac
Cornutta, Ky., Ches. & Ohio
Cornville, Okla., Okla. Cent
Cornwall, Cal., Southern Pac
Cornwall, Mo., St. L. I. Mt. & S
Cornwall, N.Y.,
N.Y. Ontario & West (a)
» West Shore (a)
Called also Cornwall-on-the-Hudson
Cornwall, O.,
Detroit, Tol. & Ironton
Cornwall, Ont., Grand Trunk
» Ottawa & New York (b)
(a) and (b) 1 mile apart
Cornwall, Pa., Cornwall (a)
» Cornwall & Lebanon (b)
» Philadelphia & Read (b)
(a) and (b) 200 yards apart
Cornwall, Va., Norf & West
Cornwall Bridge, Ct.,
N.Y. New Hav. & Hart
Cornwallis, W.Va., Balt. & O
Cornwall Junction, Ont.,
Grand Trunk (a)
» Ottawa & New York (a)
Cornwall Junction, Pa.,
Philadelphia & Read
Cornwell, Ky., Ches. & Ohio
Cornwell, S.C., Southern
Cornwells, Pa., Penna
Coromar, Cal., South. Pacific
Corona, Ala., Southern
Corona, Riverside Co., Cal.,
A.T. & S.F., Coast Lines*
Corona, Sonoma Co., Cal.,
Northwestern Pacific
Corona, Grand Co., Co.o.,
Denver, N.W. & Pac
Corona, Manitoba,
Canadian Pacific
Corona, Mex., Nat. of Mex
Corona, Minn., North. Pacific
Corona, N.M.,
El Paso & S.W. System
Corona, N.Y., Long Island
Corona, S.D., Chic. Mil. & St. P
Coronaco, S.C.,
Charleston & West. Car
Coronado Ariz., Aris. & N.M
Coronado, Cal.,
San Diego Southern
Coronado, Colo., Colo. & So
Coronado, Kan., Mo. Pacific
Coronado Heights, Cal.,
San Diego Southern
Coronado Junction, Cal.,
San Diego Southern
Coronango, Mex.,
Interoceanic of Mex
Coronet, Fla.,
Seaboard Air Line
Coronet Junction, Fla.,
Seaboard Air Line
Corpus Christi, Tex.,
National of Mexico (a)
» St. L. Brownsv. & M (a)
» San Ant. & Ar. Pass (b)
(a) and (b) ½ mile apart
Corral, Kan., Union Pacific
Corral, Chihuahua, Mex.,
National of Mexico
Corral, Guanajuato, Mex.,
National of Mexico
Corral, Sonora, Mex.,
West Coast Route
Corrales, Durango, Mex.,
Mexican International
Corrales, Tamaulipas, Mex.,
National of Mexico
Corralitos,
Chihuahua (1), Mex.,
National of Mexico
Corralitos,
Chihuahua (2), Mex.,
Mexico North Western
Correctionville, Ia.,
Illinois Central (a)
» North-West. Line (b)
(a) and (b) ¼ mile apart
Correll, Minn., Ch. Mil. & St. P
Corrigan, Tex.,
Hous. E. & W. Tex (a)
» Mo. Kan. & Texas (b)
(a) and (b) 67 yards apart
Corris, Ont., Grand Trunk
Corry, Pa., Erie (a)
» Pennsylvania (a)
Corry Junction, Pa., Penna
Corryton, Tenn.,
Knoxville & Bristol (a)
» Southern (a)
Corsica, Ga., Wadley South
Corsica, S.D., Chic. Mil. & St. P
Corsicana, Tex.,
Houston & Texas C (a)
» St. Louis So West (a)
» Trinity & Brazos Val (b)
(a) and (b) about ¼ mile apart
Corsicana Junction, Tex.,
St. Louis South-west
Corson, S.D., Great North
Corsons, Pa., Phila. & Read
Corson's Inlet, N.J.,
Atlantic City (a)
» Pennsylvania (b)
(a) and (b) about 170 yards apart
Corson's Siding, Ont.,
Grand Trunk
Cort, Minn.,
Dul. Missabe & North
Corta, Ariz.,
El Paso & S.W. System
Cortableau, La.,
Colo. So. New Orl. & Pac
Cortaro, Ariz., South. Pacific
Corte de Lena, Mex.,
United RRs. of Yucatan
Cortelyou, Ala., Southern
Corte Madera, Cal.
Northwestern Pacific
Cortes, Mex., Nat. of Mex
Cortez, Ga.,
Seaboard Air Line
Cortez, N.M.,
A.T. & S.F. Coast Lines*
Cortez Junction, Pa., Penna
Cortland, Ill.
Aurora & Del. Line (a)
» North-West. Line (b)
(a) and (b) adjacent
Cortland, Ind., Southern Ind
Cortland, Neb., Union Pac
Cortland (1),
Cortland Co., N.Y.,
Del. Lack. & West (a) (b)
» Lehigh Valley (b)
(b) called Cortland Junction on D.L. & W. and L.V
(a) and (b) about 1 mile apart
Cortland (2),
Cortland Co., N.Y.,
Del. Lack. & West (a)
» Lehigh Valley (a)
Cortland, O., Erie
Cortland Junction,
Cortland Co., N.Y.,
Del. Lack. & West (a) (b)
» Lehigh Valley (b)
(a) called Cortland on D.L. & W
(a) and (b) about 1 mi. apart
Cortner, Tenn.,
Nashv. Chatt. & St. L
Cortway, Mont., North. Pac
Corunna, Ind., Ft. Wa. & Mac
Corunna, Mich., Ann Arb (a)
» Grand Trunk (b)
Depots adjacent
Corunna, Ont., Pere Marq
Corvallis, Ore.,
Corvallis & East (a)
» Southern Pacific (b)
(a) and (b) about 630 yards apart
Corwhin, Ont., Can. Pac
Corwin, Kan., Mo. Pacific
Corwin, N.Y., Internat (El)
Corwith, Ill., At. Top. & S. Fe
» Illinois Northern†
» Indiana Harbor Belt†
Corwith, Ia., Iowa Central (a)
» Minneapolis & St. L (b)
(a) and (b) about 500 yards apart
Corwith Junction, Ill.,
Atch. Top. & Santa Fe
Cory, Fla.,
Georgia, Florida & Ala
Cory, Ind., Evansville & Ind
Cory, Sask., Can. Pacific
Corydon, Ind.,
Lv. New Alb. & Cory
Corydon Ia., Burl. Route
Corydon, Ky., Ill. Cent
Corydon, Pa., Pennsylvania
Corydon Junction, Ind.,
Lv. New Alb. & Cory (a)
» Southern (a)
Coryel, Mich., Michigan Cent
Coryell, B.C., Canadian Pac
Corymbo, Ind., Mich. Cent
Coryville, Pa., Penna (a)
» Pitts. Shawmut & No (a)
Cos, Mex., Nacozari
Cosby, Mo., Burl. Route
Cos Cob, Ct., N.Y. N. H. & H
Coscolitlan, Mex.,
National of Mexico
Cosgrave, Nev., South. Pac
Cosgriff, Wyo., Oregon S.L
Cosgrove, Wash., No. Pacific
Coshocton, O., Penna. Co (a)
» Pitts. Cin. C. & St. L (a)
» Wheeling & L.E. Erie (b)
(a) and (b) about ½ mi. apart
Cosio, Mex., National of Mex
Cosmopolis, Wash., No. Pac
Cosmopolis Junc., Wash.,
Northern Pacific
Cosnino, Ariz.,
A.T. & S.F., Coast Lines*
Cossart, Pa., Phila. & Reading
Cossett, Tenn., Lv. & Nashv
Costello, Ga., Chat. So
Costello, Kan., Mo. Pacific
Costello, Pa., Buff. & Susq
Costen, Md., N.Y. Ph. & Norf
Coster, Ill., C. C. C. & St. L (a)
» Elgin, Joliet & East (a)
Coster, Tenn.,
Knoxville & Bristol (a)
» Southern (a)
Costigan, Me., Maine Cent
Costin, Ill., Clev. Cin. Ch. & St. L
Costine, Ga.,
Atlantic Coast Line

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Costonio, O., Penna. Co
Cotati, Cal., No. West. Pac
Cote, Sask., Canadian North
Coteau, N.D., Gt. Northern
Coteau Junction, Que., Grand Trunk
Cote Blanche, La., Morgan's La. & Texas
Cote de Liesse, Que., Grand Trunk
Cote Ste. Therese, Que., Grand Trunk
Cothran, S. C., Southern
Cothran, Cal., Southern Pac
Cotopaxi, Colo., Denver & Rio Grande
Cotopaxi, Va., Norf. & West
Cottage Farm, La., Yazoo & Miss. Valley
Cottage Farm, Mass., Boston & Albany
Cottage Grove, Ct., Central New England
Cottage Grove, Ind., Chic. Cin. & Louisv (a)
" Cincin. Ham. & Day (a)
Cottage Grove, Ore., Oregon & Southeast (a)
" Southern Pacific (b)
(a) and (b) adjacent
Cottage Grove, Wis., North Western Line
Cottage Grove Lake, O., Baltimore & Ohio
Cottage Hill, Fla., L.v. & Nash
Cottageville, W. Va., Baltimore & Ohio
Cottage Wood, Minn., Minneap. & St. Louis
Cottekill, N.Y., New York. Ont. & West
Cotten, Wis., Stanley. Merrill & Phil
Cotter, Ark., St. Louis. Iron Mt. & So
Cotter, Ia., Chic. Rk. Isl. & Pac
Cotters. Ill., Illinois Terminal
Cotters, N. D., Northern Pac
Cottingham, Okla., Atch. Top. & Santa Fe
Cottle, Ga., Ga. & Fla
Cotton, Ore., Portland Ry. L. & P. Co
Cotton, Saskatchewan, Canadian Pacific
Cotton Belt Transfer, Ark., St. L. Iron Mt. & South
Cottondale, Ala., Alabama Gt. Southern
Cottondale, Fla., Atlan. & St. And. Bay
" Louisville & Nashville
Cottondale, Miss., Yazoo & Miss. Valley
Cottondale, Tex., Galv. Har. & San Ant
Cotton Hill, Ill., Ill. Cent
Cotton Hill, W. Va., Chesapeake & Ohio
Cotton Mill, Ont., Niag. St. Cath. & Tor (El)
Cotton Mills, Que., Quebec
Cotton Plant, Ark., Chic. Rk. Isl. & Pac (a)
" Missouri & No. Ark (b)
(a) and (b) ½ mile apart
Cotton Plant, Miss., New Orl., Mobile & Chic
Cottonport, La., Tex. & Pac
Cotton's, N.Y., Lehigh Val
Cottonton, Ala., Seaboard Air Line
Cotton Valley, La., Louisiana & Arkansas
Cotton Valley, N. H., Boston & Maine
Cottonwood, San Bernardino Co., Cal., A.T. & S.F., Coast Lines*
Cottonwood, Shasta Co., Cal., Southern Pacific
Cottonwood, Colo., Colorado & Southern
Cottonwood, Idaho Co., Idaho, Ore. RR. & Nav. Co
Cottonwood, Washington Co., Idaho, Pacific & Idaho North
Cottonwood, Ia., Burlington Route
Cottonwood, Minn., Great Northern
Cottonwood, S.D., North Western Line
Cottonwood, Emory Co., Utah, Denver & Rio Grande
Cottonwood Falls, Kan., Atch. Top. & Santa Fe
Cottonwood Gulch, Colo., Colorado & Southern
Cottrell, Ky., Louisville & Nashville
Cottrell, N.B., Can. Pac
Cotula, Tenn., Lv. & Nashv
Cotulla, Tex., Int. & Gt. North
Couderay, Wis., North Western Line
Coudersport, Pa., Coudersp. & Port Alleg
Coufalls, Ia., Ced. Rap. & Ia. City (El)
Coughanour, Idaho, Payette Valley
Coughlans, N.B., Intercolonial
Coulee, N.D., Great North
Coulee City, Wash., Northern Pacific
Coulee Junction, Wash., Northern Pacific
Coulson, Pa., Penna. Co
Coulter, Ia., Chic. Gt. West
Coulter, Manitoba, Canadian Pacific
Coulter, Mo., St. Louis S. W
Coulter, Pa., Balt. & Ohio
Coulters, Ark., Memph. Paris & Gulf
Coultervile, Ill., Illinois Central (a)
" Illinois Southern (a)
Coulterville, Tenn., Cin. New Orl. & Tex. Pac
Council, Ga., Ga. So. & Fla
Council, Idaho, Pacific & Idaho North
Council, Okla., Chicago, Rk. Isl. & Pac
Council Bluffs, Ia., Burl. Route (a)(b)
" Chic. Great West (a)(h)
" Chic. Mil. & St. P (a)(d)
" Chic. R. Isl. & Pac (a)(e)
" Illinois Central (f)
" No. West. Line (a)(c)
" Union Pacific (a)(g)
" Wabash (a)
(a) and (f) about 1 mi. apart
(a) and (h) about 1 1-10 miles apart
(b) and (f) 1 3-10 mls. apart
(c) and (f) about 1-5 mi. apart
(d) and (f) 1 7-10 mls. apart
(e) and (f) 1 1-10 mls. apart
(f) and (g) 1 3-5 miles apart
Council Bluffs Transfer, Ia., Burlington Route (a)
" Chic. Mil. & St. Paul (a)
" Chic. Rock Isl. & Pac (a)
" North-West. Line (a)
" Union Pacific (a)
" Wabash (a)
Council Grove, Kan., Missouri Pacific (a)
" Missouri, Kan. & Tex (b)
(a) and (b) about 260 yards apart
Council Hill, Ill., Ill. Cent
Council Hill, Okla., Missouri, Okla. & Gulf
Council Ridge, Pa., Central of New Jersey
Councils, N. C., Seaboard Air Line
Country Club, Cal., So. Pac
Country Club, O., Pitts. Cin. Chic. & St. L
Country Home, Ind., Indianapolis Southern
Countryman's, N.Y., N.Y. Cent. & Hud. Riv
County Bridge, W. Va., Cairo & Kanawha
County Farm, Cal., San Ped. Los Ang. & S. Lk
County Farm, Ind., St. Joseph Valley (El)
County Farm, Mass., Boston & Albany
County Farm Siding, W. Va., Norfolk & Western
County Home, N.Y., N.Y. Cent. & Hud. Riv
County Home, Allegheny Co., Pa., Pitts. Chart. & Yough
County Home, Elk Co., Pa., Pitts. Shawmut & No
County Home Junc., Pa., Pennsylvania
County House, Allegany Co., N.Y., Pitts. Shawmut & North
County House, Otsego Co., N.Y., Delaware & Hudson
County House, Steuben Co., N.Y., Bath & Hammondsport
County Line, Elkhart Co., Ind., St. Jos. Vy. Trac (El)
County Line, Vigo Co., Ind., Evansv. & Indianap
County Line, Jefferson Co., Ia., Chicago, Rk. Isl. & Pac
County Line, Sag Co., Mich., Pere Marquette
County Line, N.B., Can. Pac
County Line, N.S., Halifax & Southwest
County Line, —— Co., O., Youngstown & South
County Line, —— Co., O., No. O. Trac. & L. Co (El)
County Line, Bucks Co., Pa., Phila. Newtown & N.Y
County Line, Pierce & St. Croix Cos., Wis., North-Western Line
County Line, Racine Co., Wis., North-Western Line
County Road, Minn., Minneap. & Rainy River
County Road, Ore., Portland Ry. L. & P. Co
Couper, Fla., Atl. Coast Line
Coupers, Ga., East & West
Coupland, Tex., Mo. Kan. & T
Courchesne, Tex., Atch. Top. & Santa Fe
Coursin, Allegheny Co., Pa., Pittsburgh & Lake Erie
Courtenay, N.D., Minn. St. P. & Slt. Ste. M
Courtenay, S.C., Southern
Courter, Ind., Lk. Erie & W
Court House Platform, N.J., Pennsylvania
Court House Siding, Pa., Baltimore & Ohio
Courtland, Ala., Southern
Courtland, Ariz., Ariz. & Colo
" El Paso & S. W. System
Courtland, Kan., Atch. Top. & San. Fe (a)
" Chic. Rock Isl. & Pac (b)
(a) and (b) about ¾ mi. apart
Courtland, Ky., Lv. & Nashv
Courtland, Minn., North-Western Line
Courtland, Miss., Ill. Cent
Courtland, Ont., Grand Trunk (a)
" Wabash (a)
Courtland, Va., Southern
Courtney, Mo., A. T. & S. Fe
Courtney, Ore., Portland Ry. L. & P. Co
Courtney, Pa., Pennsylvania
Courtney, Tex., Houston & Tex. Cent
Courtney, Kanawha Co., W. Va., Kanawha & Coal River
Courtney, Putnam Co., W. Va., Kanawha & Michigan
Courtney's Mills, Pa., Pennsylvania Co
Courtright, Ont., Michigan Central (a)
" Pere Marquette (b)
(a) and (b) ½ mile apart
Courtright Junction, Ont., Michigan Central
Courtsworth, Ala., Louisville & Nashville
Coushatta, La., La. Ry. & Nav. Co
Coutlee, B.C., Canadian Pac
Coutts, } Alberta, } Mont., Alberta Ry. & Ir. Co (a)
" Great Northern (a)
Called Sweet Grass on G. N
Cove, Ark., Kan. City South
Cove, Ky., Louisv. & Nash
Cove, N.C., Norfolk & South
Cove, O., Det. Tol. & Ironton
Cove, Ore., Central of Oregon
Cove, Huntington Co., Pa., Hunt. & Broad Top Mt
Cove, Perry Co., Pa., Penna
Cove, Wash., Spok. & Inland Empire
Cove, W. Va., Western Maryland
Cove Creek, Ark., Chicago, Rk. Isl. & Pac
Cove Dale, Pa., Penna
Cove Forge, Pa., Penna
Cove Orchard, Ore., So. Pac
Covel, Ill., Chicago & Alton
Covelle, W. Va., Balt. & Ohio
Coveua, Ga., Central of Ga
Coventry, N.Y., Del. Lac. & W
Coventry, R.I., N.Y.N.H. & H
Coventry, Vt., Bost. & Maine
Coverdale, N.B., Salisbury & Harvey
Covered Bridge, N.B., Intercolonial
Covert, Mich., Kal. Lake Shore & Chic
Covert, Neb., Burl. Route
Covert, N.Y., Lehigh Valley
Covert's, Pa., Penna. Co
Cove Run, W. Va., Balt. & O
Covesville, Va., Southern
Covin, Ala., Southern
Covina, Cal., Pacific Electric (a)
" Southern Pacific (b)
(a) and (b) about ¼ mile apart
Covina Junction, Cal., Pacific Electric
Covington, Fla., Seaboard Air Line
Covington, Ga., Cent. of Ga (a)
" Georgia (b)
(a) and (b) about ½ mile apart
Covington, Ind., Cleve. Cin. C. & St. L (a)
" Wabash (b)
(a) and (b) about ¼ mi. apart
Covington, Ia., Ch. M. & St. P
Covington, Ky., Chesapeake & Ohio (a)
" Louisville & Nash (a)
Covington, La., New Orleans Gt. No (a)
" Yazoo & Miss. Valley (a)
Covington, Mich., Duluth, So. Shore & Atl
Covington, Miss., Southern
Covington, O., Cin. Ham. & Day (a)
" Pitts. Cin. C. & St. L (b)
(a) and (b) about 1 mile apart
Covington, Okla., Frisco System
Covington, Pa., Erie
Covington, Tenn., Illinois Central
Covington, Tex., Trinity & Brazos Valley
Covington, Va., Chesa. & Ohio
Covington, Wash., No. Pac
Covington Junction, La., New Orleans Gt. No
" Yazoo & Miss. Valley
Covode, Pa., Buf. & Susq
Cowan, Colo., Colorado & Southern
Cowan, Ind., Ft. Wayne, Cin. & Louis
Cowan, Ky., Louisv. & Nash
Cowan, Manitoba, Canadian Northern
Cowan, Pa., Buffalo, Roch. & Pitts
Cowan, Tenn., Nash. C & St. L
Cowan, Va., Norf. & West
Cowanesque, Pa., Buffalo & Susq (a)
" N.Y. Cent. & Hud. Riv (b)
(a) and (b) adjacent
Cowan's, Fla., Louisv. & Nash
Cowans O., Wheeling & Lk. E
Cowansburg, Pa., Penna
Cowanshannoc, Pa., Pennsylvania
Cowansville, Que., Can. Pac
Coward, S.C., Atl. Coast Line
Cowart, Ala., Atl. Coast Line
Cowart, Ga., Southern
Cowart, Tex., Mo. Kan. & Tex
Cowart's Mill, Fla., Valdosta Southern
Cow Creek, Fla., Florida East Coast
Cow Creek, Ky., Louisv. & Atl
Cow Creek, Ore., Southern Pacific
Cow Creek, Wyo., Saratoga & Encamp
Cowden, Ill., Balt. & Ohio So. W (a)
" Tol. St. L. & West (b)
(a) and (b) 40 rods apart
Cowdon, Va., Southern
Cowhart, Tex., St. Louis South-west (a)
" Texas Southeast (a)
Called Diboll Junc. on T.S.E
Cowl, W. Va., Pitts. Cin. Chic. & St. L
Coweetah, N.C., Tallulah Falls
Cowee Tunnel, N.C., South
Cowen, Tex., Ft. W. & Den. C
Cowen, W. Va., Balt. & Ohio
Cowenton, Md., Balt. & Ohio
Cowesett, R.I., N.Y.N.H. & H
Coweta, Okla., Missouri, Kan. & Tex
Cowgill, Mo., Chic. Mil. & St. P
Cowham, Mich., Cin. North
Cowichan, B.C., Esquimalt & Nanaimo
Cowles, Ala., Western of Ala
Cowles, Neb., Burl. Route
Cowley, Alberta, Can. Pac
Cowley, Kan., Missouri Pac
Cowley, Pa., Northern Cent
Cowley, Wyo., Burl. Route
Cowley, Yukon, White Pass & Yuk. Rte
Cowling, Ill., C. C. C. & St. L.
Cowpen's, S.C., Southern
Cowper, Ill., Southern
Cowslip, Ont., Can. Pac
Cowychee, Wash., North Yakima & Val
Cox, Ala., Southern
Cox, Dodge Co., Ga., Southern
Cox, McIntosh Co., Ga., Seaboard Air Line
Cox, Md., Pennsylvania
Cox Canon, N. M., El Paso & S. W. System
Coxes, S.C., Atl. Coast Line
Coxes' Crossing, Va., Sur. Sus. & Southamp
Coxie, Wis., Fairchild & N.E
Cox Landing, W. Va., B. & O
Cox's, Ind., Balt. & Ohio So. W
Coxsackie, Greene Co., N.Y., West Shore
Cox's Lane, Cal., So. Pacific
Cox's Mill, Ark., St. L. Iron Mt. & South
Cox Station, N.J., Tuckerton
Coxton, Ind., Southern Ind
Coxton, Pa., Lehigh Valley
Coxville, Ind., Ch. and E. Ill
Coy, Va., Virginian
Coyle, Okla., Atch. T. & S. Fe
Coymack, Tex., Internat. & Gt. North
Coyne, McHenry Co., Ill., North-Western Line
Coyne, Wash., North. Pac
Coyne, Wis., Green Bay & Western
Coyne's, Will Co., Ill., Elgin, Joliet & East
Coyote, Santa Clara Co., Cal., Southern Pacific
Coyote, Mex., Mex. Internat
Coyote, Neb., Union Pacific
Coyote, N. M., El Paso & S. W. System
Coyote, Ore., O. RR. & Nav. Co
Coyotepec, Mex., Oaxaca & Ejutla
Coyville, Kan., A. T. & S. Fe
Cozad, Neb., Union Pacific
Cozaddale, O., B. & O. So. W
Cozart, N.C., Southern
Cozatt, Ky., Louisv. Nashv
Crabapple, O., Ohio River & Western
Crabb, Tex., Gulf, Colo. & S. F*
Crabbe's, N.F., Reid Newfoundland
Crabbs, Mo., Frisco System
Crabb's Mine, Ill., Chicago, Peoria & St. L
Crab Orchard, Ky., Louisville & Nashville
Crab Orchard, Neb., Burlington Route
Crab Orchard, Carter Co., Tenn., E. Tenn. & West. N.C
Crab Orchard, Cumberland Co., Tenn., Tennessee Central
Crabster, Md., Northern Cent
Crabtree, Ala., Ala. Gt. South
Crabtree, Md., Balt. & Ohio
Crabtree, Mont., Oregon Short Line
Crabtree, Pa., Pennsylvania
Crabtree, Ore., So. Pacific
Crabtree, Tenn., East Tenn. & West. N.C
Crabtree Wash., Spok. & Inland Empire
Craddock, W. Va., Balt. & O
Craf, Cal., A.T. & S.F., Coast Lines*
Craft, Tex., St. L. So. West
Crafton, San Bernardino Co., Cal., Southern Pacific
Crafton, Pa., P. C. C. & St. L
Crafts, N.Y., N.Y.C. & H.R
Crag Dell, Pa., Penna
Cragford, Ala., Atlanta Birm. & Atl
Craggie Hope, Tenn., Nashville. Chat. & St. L
Craggy, N.C., Southern
Cragin, Ill., Belt of Chicago†
" Chicago, Mil. & St. P (a)
" North-West. Line (b)
(a) and (b) ¼ mile apart
Cragin Junc, Ill., C. M. & St. P
Crag's, Colo., Colo. Midland
Craig, Ala., Louisv. & Nashv
Craig, Kan., Atch. Top. & S. F
Craig, Holt Co., Mo., Burlington Route
Craig, Mont., Gt. Northern
Craig, Neb., No. West. Line
Craig, O., Toledo Terminal†
Craig, Pittsburg Co., Okla., Chic. Rock Isl. & Pac
Craig, Tex., Galv. Harrisb. & San Ant
Craigellachie, B.C., Can. Pac
Craighead, Tenn., Lv. & Nash
Craigheads, Pa., Gettysburg & Harrisb
Craighead Summit, Pa., Gettysburg & Harrisb
Craighurst, Ont., Can. Pac
Craigleith, Ont., Gd. Trunk
Craigmar, Tenn., Lv. & Nash
Craigmore, N.S., Inverness
Craigs, Douglas Co., Ill., Chicago and East. Ill
Craig's, Perry Co., Ill., Illinois Central
Craigs, N.Y., Del. Lack & W
Craigside, Miss., Yazoo & Miss. Valley
Craig's Meadows, Pa., Delaware Valley
Craigsmere, Mich., N.W. Line

Craig's Road, Que., Gd. Trk
Craigville, Pa.,
Buffalo, Roch. & Pitts
Craigvale, Me., Can. Pac
Craigvale, Ont., Gd. Trunk
Craigville, Ind.,
Toledo, St. L. & West
Craigville, N.Y., Erie
Craigwood, Tenn., Lv. & Nash
Craik, Sask., Canadian No
Crainville, Ill., Illinois Cent
Cram, Wash., North. Pacific
Cramer, Pa., Buf. Roch. & P
Cramer's, Ill., Iowa Central
Crampton, Ill.,
Chicago, Rk. Isl. & Pac
Cranage, Mich., Mich. Cent
Cranberry, Md., Western Md
Cranberry, N.C.,
E. Tenn. & West. N.C (a)
» Linville River (a)
Cranberry, Wash., Ilwaco
Cranberry, W.Va., B. & O
Cranberry Center, Wis.,
North-Western Line
Cranberry Creek, N.Y.,
Fonda, Johns. & Glov
Cranberry Junc., Pa.,
Lehigh Valley (a)
» Pennsylvania (a)
Cranberry Lake, N.J.,
Delaware, Lack. & West
Cranberry Lake, Ont.,
Can. North. Ont
Cranbrook, B.C., Can. Pacific
Cranbury, N.J., Penna
Crandall, Lee Co., Ga.,
Central of Georgia
Crandall, Murray Co., Ga.,
Louisville & Nashville
Crandall, Ill.,
Atch. Top. & San. Fe (a)
» Lake Erie & West (a)
Crandall, Ind., Southern
Crandall, Kan., Mo. Pacific
Crandall, Manitoba, Can. P
Crandall, Tex., Tex. & N.O
Crandall Station, N.M.,
New Mexico Central
Crandalltown, Pa.,
Susquehanna & N.Y
Crandell, S.D., Minn. & St. L
Crandon, S.D., No. West. Line
Crandon, Wis.,
North West. Line (a)
» Wisconsin & North (b)
(a) and (b) about ¾ mile apart
Crandull, Tenn., Beaver Dam
Crane, Cal., Southern Pac
Crane, Idaho,
Pacific & Idaho North
Crane, Ind., Cl. Cin. Ch. & St. L
Crane, Kan., Atch. T. & S. Fe
Crane, Mo., St. L. Ir. Mt. & So
Crane, Mont.,
Chic. Mil. & Puget Sd (a)
» Montana (a)
Crane, Pa., Phila. & Reading
Crane, Va., Ches. & Ohio
Crane Lake, Sask., Can. Pac
Cranell, Tex.,
St. L. Brownsv. & Mex
Crane Park, Colo., D. & Rio G
Crane's, Mass., N.Y.N.H. & H
Crane's Mill, Wis.,
Stanley, Merrill & Phil
Cranesville, Pa.,
Bessemer & Lake Erie
Craney, Ark., Chic. R.I. & Pac
Craney, Ky.,
Morehead & No. Fork
Cranfield, Miss.,
Mississippi Central
Cranford, N.J.,
Cent. of New Jersey (a)
» Lehigh Valley (b)
(a) and (b) 1 mile apart
Cranford Junction, N.J.,
Staten Isl. Rapid Trans
Cranforth, Ia., Ch. R.I. & Pac
Crank, Va., Ches & Ohio
Cranmers, Mich., G. R. & I
Cranmoor, Wis., C. M. & St. P
Cranor, Ore., South. Pacific
Cranston, Ia., Burl. Route
Cranston, Muscatine Co., Ia.,
Chicago, Mil. & St. Paul
Cranston, R.I., N.Y.N.H. & H
Crapo, Mich., Gd. Rap. & Ind
Crapo Farm, Mich., Gd. Trk
Crary, Ala.,
New Orl. Mobile & Chic
Crary, N.D., Great North
Crary's Fla., Louisv. & Nash
Craryville, N.Y.,
N.Y. Cent. & Hud. Riv
Crater, Colo.,
Denver, N.W. & Pacific
Crater, Wash., Great North
Crater Lake Junction, Ore.,
Pacific & Eastern
» Southern Pacific
Cravat, Ill., Burl. Route
Craven, S.D.,
Chic. Mil. & St. Paul
Craven Junction, Sask.,
Canadian Northern
Cravens, La., Gulf, Col. & S.F*
» Louisiana Central (a)
» Missouri & La (a)
Cravens, Pa., Buf. Roch. & P
Cravens, Tenn.,
Alabama Gt. South (a)
» Chatt. Southern (a)
» Nash. Chatt. & St. L (a)
Craveys, Ala., Louisv. & Nash
Crawfis College, O.,
Cin. Ham. & Dayton
Crawford, Fla.,
Georgia South. & Fla (a)
» Seaboard Air Line (a)
Crawford, Ga., Georgia (a)
» Lexington Term (a)
Crawford, Ill., Burl. Route
Crawford, Kan., Mo. Pacific
Crawford, Minn., Gt. North
Crawford, Miss., Mob. & Ohio
Crawford, Scotland Co., Mo.,
Burlington Route
Crawford, Scott Co., Mo.,
St. Louis, Iron Mt. & So
Crawford, Neb.,
Burlington Route (a)
» North-West. Line (b)
(a) and (b) about ¼ mi. apart
(a) Burlington Route station for Fort Robinson, Neb., 3 miles, which see
Crawford, N.Y., Buf. & Susq
Crawford, Scioto Co., O.,
Detroit, Tol. & Ironton
Crawford, Wyandot Co., O.,
Hocking Valley
Crawford, Pa.,
Buff. Roch. & Pitts (a)
» Erie (a)
Called Crawford Junction on B. R. & P
Crawford, S.C.,
Union & Glenn Springs
Crawford, Tenn., Tenn. Cent
Crawford, Tex., Gulf, C & S.F*
Crawford, Wash., No. Pac
Crawford, W.Va., Coal & Coke
Crawford, Wis.,
Burlington Route (a)
» Chicago, Mil. & St. P (b)
Crawford Jn., N.Y., Erie (a)
» N.Y. Ont. & West (a)
Crawford Junction, Pa.,
Buff. Roch. & Pitts (a)
» Erie (a)
Called Crawford on Erie
Crawfords, Colo.,
Colorado & Southern
Crawford's, N.H., Maine Cent
Crawford's, Harrison Co., O.,
Pitts. Cin. Chic. & St. L
Crawford's, Va., Norf. & West
Crawford's Crossing, W.Va.,
Pitts. Cin. Chic. & St. L
Crawfordsville, Ark.,
St. Louis, Iron Mt. & So
Crawfordsville, Ind.,
Chic. Ind. & Louisv (a)
» Cleve. Cin. C. & St. L (b)
» Vandalia (c)
Connect at Junction
(a) and (b) 1 mile apart
(a) and (c) 1 mile apart
Crawfordsville, Ia.,
Burlington Route
Crawfordsville Junc., Ind.,
Chic. Ind. & Louisv (a)
» Vandalia (c)
(a) and (c) ¼ mile apart
Crawfordville, Ga., Georgia
Crawley, Mo.,
Miss. R. & Bon. Terre†
Cray, Minn., No. West. Line
Crayne, Ky., Illinois Central
Crayton, Pa., N.Y. Ch. & St. L
Creagerstown, Md.,
Wash. Fred. & Gettysb
Creal Springs, Ill., Ill. Cent
Creamery, Ariz.,
Phœnix & Eastern
Cream Ridge, Mo., Burl. Rte
Cream Ridge, N.J.,
Pemberton & Hights
Creasy, Pa., Pennsylvania
Creebo, Ark., St. L Iron Mt. & So
Creech, S.C., Southern
Creechs, N.C.,
Kinston & Snow Hill
Creede, Colo., Denv. & Rio G
Creedmore, N.C.,
Seaboard Air Line
Creeds, Ill., Indianap. South
Creeds, Va., Norf. & Southern
Creeford, Manitoba,
Canadian Pacific
Creek Junction, Ga.,
Wadley Southern
Creekola, Okla., Frisco Sys
» Missouri, Okla. & Gulf
Spelled Crekola on F.S
Creek Side, Pa.,
Buffalo, Roch. & Pitts
Creel, Mex.,
Kan. City, Mex. & Orient
Creelman, Sask., Can. Pac
Creels, W.Va.,
Little Kanawha
Creemore, Ont., Gd. Trunk
Creens, Mich., Pere Marq
Crefeld, R.I., Moshassuck V
Creigh, Pa., Cumb. Valley
Creighton, Mich.,
Duluth, So. Shore & Atl
Creighton, Mo.,
Kan. City, Clin. & Spring
Creighton, Neb., No. West. L
Creighton, Ont.,
Algoma Cent. & H. Bay
Creighton, Ore.,
Portland Ry. L. & P. Co
Creighton, Pa., Penna
Creignish, N.S., Inverness
Crekola, Okla., Frisco Sys
» Missouri, Okla. & Gulf
Spelled Creekola on M.O. & G
Cremo, N.C.,
Wellington & Powellsv
Crenshaw, Ga., Ga. & Fla
Crenshaw, Miss.,
Yazoo & Miss. Valley
Crenshaw, Mo.,
St. Louis, Iron Mt. & So
Crenshaw, Pa., Erie (a)
» Pitts. Shawmut & No (a)
Crenshaw's, Fla.,
Tavares & Gulf
Creola, Ala., Southern
Creola, O., Hocking Valley
Cresap, Md., Balt. & Ohio
Cresaps, W.Va., Balt. & Ohio
Cresaps Grove, W.Va.,
Baltimore & Ohio
Cresbard, S.D., Minn. & St. L
Crescent, Ark., St. L. I. M. & S
Crescent, B.C., Gt. North
Crescent, Colo.,
Denver, N.W. & Pacific
Crescent, Fla., Fla. East Coast
Crescent, Ga.,
Ga. Coast & Piedmont
Crescent, Tazewell Co., Ill.,
Chicago, Peoria & St. L
Crescent, Ia., No. West. Line
Crescent, La.,
Morgan's La. & Texas
Crescent, Jackson Co., Mo.,
Kansas City South (a)
» Quincy, Om. & K.C (a)
Crescent, St. Louis Co., Mo.,
Frisco System
Crescent, Albany Co., N.Y.,
N.Y. Cent. & Hud. River
Crescent, Saratoga Co., N.Y.,
Boston & Maine (a)
» Delaware & Hudson (a)
Crescent, N.C., Southern
Crescent, Belmont Co., O.,
Baltimore & Ohio
Crescent, Hamilton Co., O.,
Baltimore & Ohio S.W
» Cleve. Cin. Chic. & St. L
Crescent (1), Stark Co., O.,
Lk. E. Alliance & Wheel
Crescent (2), Stark Co., O.,
Pennsylvania Co
Crescent, Okla.,
Atch. Top. & Santa Fe
Crescent, Ont., Grand Trunk
Crescent, Pa., Pennsylvania
Crescent, Utah, Denv. & Rio G
Crescent, Wash., North. Pac
Crescent, Fayette Co., W.Va.,
Chesapeake & Ohio
Crescent, Hancock Co., W.Va.,
Pitts. Cin., Chic. & St. L
Crescent Beach, Ct.,
N.Y. New Hav. & Hart
Crescent Beach, Mass.,
Bost. R. Beach. & Lynn
Crescent City,
Iroquois Co., Ill.,
Toledo, Peoria & West
Crescent City Junc., Fla.,
Atlantic Coast Line
Crescent Hill, Ky., Lv. & Nash
Crescent Hill, N.D., Gt. North
Crescent Park, R.I.,
N.Y. New Hav. & Hart
Crescent Springs, Ky.,
Cin. New Orl. & Tex. Pac
Crescent Valley, B.C.,
Canadian Pacific
Crescentville, O.,
Pitts. Cin. Chic. & St. L
Crescentville, Pa.,
Phila. & Reading (a)
» Phila. Newt. & N.Y (a)
Cresceus, O., Toledo & W (El)
Cresco, Ia., Chic. Mil. & St. P
Cresco, N.M., Denv. & Rio G
Cresco, Pa., Del. Lack. & West
Cresheim Junction, Pa.,
Pennsylvania
Crespo, La., Yazoo & Miss. Vy
Crespo, Mex., Nat. of Mex
Cress, Pa., Western Maryland
Cress, Wis., North-West. Line
Cressid, Nev., South. Pacific
Cresskill, N.J., Erie
Cresson, Minn.,
Chicago, Rk. Isl. & Pac
Cresson, Pa., Pennsylvania
Cresson, Tex., Frisco Sys (a)
» Gulf, Colo. & S.Fe* (b)
Depots adjacent
Cressona, Miss., So. in Miss
Cressona, Pa., Phila. & Read
Cresswell, Ala., Cent. of Ga
Cresswell, Ark., St. L.I.M. & So
Cresswell, Ore., South. Pac
Cressy, Cal.,
A.T. & S.F., Coast Lines*
Cressy, Mich., Chic. Kal. & Sag
Crest, Ark., St. L. Iron Mt. & So
Crest, Colo., Burl. Route
Crest, Ga., Macon & Birm
Crest, Mo.,
St. L. Kan. City & Colo†
Crest, Ont., Gd. Trunk Pac
Crest, Que., Canadian Pac
Crest, Va., Va. & Southwest
Crest, Wash., Ore. RR. & N. Co
Crested Butte, Colo., D. & R. G
Crestline, Kan., Frisco Sys
Crestline, Nev.,
San Ped. Los Ang. & S. Lk
Crestline, O.,
Cleve. Cin. C. & St. L (a)
» Pennsylvania Co (a)
Crestmont, Pa., Phil. & Read
Creston, Ala., Lv. & Nash
Creston, B.C.,
Bedlington & Nelson (a)
» Canadian Pacific (a)
Creston, Cal., South. Pacific
Creston, Ill., No. West. Line
Creston, Ind., Chic. Ind. & Lv
Creston, Ia., Burl. Route
Creston, La., La. & No. West
Creston, Neb., No. West. Line
Creston, O., Balt. & Ohio (a)
» Erie (b)
» Wheel. & Lake Erie (b)
(a) and (b) ½ mile apart
Creston, S.C., Atl. Coast Line
Creston, S.D.,
Chicago, Mil. & St. Paul
Creston, Tenn., Tenn. Cent
Creston, Wash., No. Pacific
Creston, W.Va.,
Little Kanawha ◻
◻ By Steamer
Creston, Wyo., Union Pacific
Crestview, Fla., Lv. & Nashv
Crestview, Mich.,
Keweenaw Central
Crestview Junction, Mich.,
Keweenaw Central
Crestvue, O., Cin. Ham. & D
Creswell, Ark.,
St. Louis, Iron Mt. & So
Creswell, N.C.,
Norfolk & Southern
Creswell, Pa., Penna
Crestwood, N.Y.,
N.Y. Cent. & Hud. Riv
Crete, Ill., Chic. and East. Ill
Crete, Ind., Cleve. C. C. & St. L
Crete, Neb., Burl. Route (a)
» Missouri Pacific (b)
(a) and (b) ½ mile apart
Crete, N.D., Northern Pacific
Crete Branch Junc., Neb.,
Missouri Pacific
Creve Coeur, Mo., Mo. Pacific
» St. Louis, K.C. & Colo‡
Crewe, Va., Norfolk & West
Crew Lake, La.,
Vicksburg, Shrev. & Pac
Crews, Ala., Frisco System
Crews, Colo.,
Atch. Top. & Santa Fe
Crews, La.,
La. Ry. & Nav. Co
Cribb, Pa., Pennsylvania
Crichton, Ala., Mobile & Ohio
Crichton, La.,
La. Ry. & Nav. Co
Cricket, Ark.,
St. Louis, Iron Mt. & So
Crider, Ky., Ill. Central
Cridersville, O.,
Cin. Ham. & Day (a)
» Western Ohio (El) (b)
(a) and (b) about 1-5 mile apart
Criglar, Fla., Lv. & Nash
Crimora, Va., Norf. & West
Crimora Branch Junc., Va.,
Norfolk & Western
Crippen, Ia., Chic. Mil. & St. P
Cripple Creek, Colo.,
Colo. Sp. & Cr. C. Dist (a)
» Flor. & Cripple Ck (b)
» Midland Terminal (c)
(a) ¼ mile from (b) and (c)
(b) and (c) about ½ mi. apart
Cripple Creek, Va.,
Norfolk & Western
Crisfield, Kan.
Atch. Top. & Santa Fe
Crisfield, Md.,
N.Y. Phila. & Norfolk
Crisman, Colo.,
Denver, Boulder & West
Crisman Jnd., Mich. Cent
Crisp, Md., Balt. & Ohio
Crisp, Mo., Missouri Pacific
Crisp, Tex., Texas Midland
Critchfield, Pa., Balt. & Ohio
Crittenden, Ariz., So. Pac
Crittenden, Ark., Crittenden†
Crittenden, Ky.,
Cin. New Orl. & Tex. Pac
Crittenden, N.Y.,
N.Y. Cent. & Hud. River
Critz, Va., Danv. & Western
Critzer, Kan., Mo. Pacific
Croakes, Ky., Louisv. & Nash
Croatan, N.C.,
Norfolk & Southern
Crobarger, Va., Norf. & West
Crocker, Ala., Lv. & Nashv
Crocker, Ind.,
Elgin, Joliet & East (a)
» Wabash (a)
Crocker, Ia., No. West. Line
Crocker, Mich.,
Manistee & Gd. Rapids
Crocker, Mo., Frisco System
Crocker, N.M., At. Top. & S. Fe
Crocker, S.D., Minn. & St. L
Crocker, Tex.,
Mo. Kans. & Texas
Crocker, Wash., North. Pac
Crocker Junction, Ala.,
Louisville & Nashville
Crocker's Lake, Wash.,
Port Townsend South
Crockett, Ala., Lv. & Nashv
Crockett, Cal., South. Pacific
Crockett, Mont., Burl. Route
Crockett, Tenn., Mobile & O
Crockett, Tex., Int. & Gt. No
Crockett, Va., Norf. & West
Crocketts, N.Y.,
N.Y. Cent. & Hud. Riv
Crockettville, S.C.,
Hampton & Branchv
Crocus, N.D.,
Farmers Gr. & Ship. Co
Croft, Colo., Missouri Pacific
Croft, Ill., Chicago & Alton
Croft, N.C., Southern
Crofton, B.C., Gt. North
Crofton, Ky., Louisv. & Nash
Crofton, Mich., Gd. Rap. & Ind
Crofton, Neb., No. West. Line
Crofts, Kan., At. Top. & S. Fe
Crofts, S.C., Southern
Croghan, N.Y.,
Lowville & Beaver Riv
Croghan, S.C.,
Atlantic Coast Line
Cromartie, N.C.,
Atlantic Coast Line
Crombie's, Ont., Can. Pacific
Cromby, Pa., Pennsylvania
Cromer, Manitoba, Can. No
Cromer, Pa., Cumb. Valley
Cromer's, O., Penna. Co
Cromir, Cal., South. Pacific
Cromley, O., Norfolk & West
Cromley's Mountain, Md.,
Pennsylvania
Cromwell, Ct., N.Y.N.H. & H
Cromwell, Ind., Balt. & Ohio
Cromwell, Ia., Burl. Route
Cromwell, Minn., North. Pac
Crone, Tex.,
Marshall & East Texas
Cronin, Tex., Int. & Gt. North
Cronje, Mich., Pere Marq
Cronly, N.C., Atl. Coast Line†
» Seaboard Air Line
Crook, Ariz.,
El Paso & S.W. System
Crook, Colo., Union Pacific
Crooked Bayou, Ark.,
Miss. Riv. Hamb. & West
Crooked Creek, Ind.,
Pitts. Cin. Chic. & St. L
Crooked Creek, Mo.,
Frisco System
Crooked Lake, Ind.,
St. Joseph Valley
Crooked Rapids, Wis.,
North Western Line
Crooked River,
Saskatchewan,
Canadian Northern
Crookham's Mill, W.Va.,
Ohio Central Lines
Crooks, Ia., Ft. D. Des M. & So
Crooks, Ore.,
Oregon RR. & Nav. Co
Crooks, S.D., South Dak. Cent
Crookston, Minn.,
Great Northern (a)
» Northern Pacific (b)
(a) and (b) ½ mile apart
Crookston, Neb.,
North-Western Line
Crookston, Ont., Gd. Trunk
Crooksville, O.,
C. & M.V (Penna. L) (a)
» Zanesville & West (b)
(a) and (b) 100 yards apart
Crookton, Ariz.,
A.T. & S.F., Coast Lines*
Crookton, Colo., Den. & Rio G
Croom, Fla., Atl. Coast Line
Croome, Md., Pennsylvania
Cropper, Ky., Lv. & Nash
Cropper, Okla.,
Chicago, Rk. Isl. & Pac
Cropsey, Ill., Illinois Central
Cropwell, Ala., Birm. & Atl
Cropwell, N.J., Penna
Crosby, Ark.,
Mo. & North Ark
Crosby, Cal., Oceanshore
Crosby, Idaho, North. Pac
Crosby, Ind.,
Cleve. Cin. Chic. & St. L
Crosby, Ia., Burl. Route
Crosby, N.D., Great North

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Crosby, Ont.,
Brockv. W. & Northw
Crosby, Clearfield Co., Pa.,
Pennsylvania
Crosby, Tenn.,
Knoxville & Bristol
Crosby, Tex., Tex. & New Orl
Crosby Park, Ala.,
Seaboard Air Line
Crosland, Ga.,
Atlanta, Birm. & Atl
Crosley, La., Ark La. & Gulf
Crosno, Mo., St. L. I. Mt. & So
Cross, Cal., Southern Pacific
Cross, Pa., Pennsylvania Co
Cross, Tex., Hous. & Tex. Cen
Crossan, Okla.,
Mo. Kans. & Tex
Cross Bayou, Fla.,
Atlantic Coast Line
Crossbrook, Va., Interstate
Cross City, Fla.,
Atlantic Coast Line
Cross Creek, N.B.,
Intercolonial
Crossen, Ark., Frisco System
Crossett, Ark.,
Arkansas, La. & Gulf
" Chic. Rk. Isl. & Pac (a)
" Miss. Riv. Hamb. & W (b)
(a) and (b) about 400 yards apart
Crossfield, Alberta, Can. Pac
Cross Fork, Pa.,
Buffalo & Susquehanna
Cross Fork Junction, Pa.,
Buffalo & Susquehanna
Cross Hill, S.C., Seab. Air L
Crosskeys, Ga., Southern
Cross Lake, Manitoba,
Canadian Pacific
Crossland, Pa., P. & L. Erie
Crossmans, N.J., Raritan R †
Crossman's, Wis.,
North Western Line
Crossmeyer, Pa.,
Pitts. Shawmut & No
Crosson's, Colo.,
Colorado & Southern
Cross Plains, Ala., Southern
Cross Plains, Wis.,
Chicago, Mil. & St. Paul
Cross Point, N.S.,
Intercolonial
Crosspoint, Que.,
Atlantic & Lk. Superior
Crossport, Idaho, Gt. North
Cross Roads, N.Y., Lehigh Val
Cross Roads, Va.,
Mount Airy & Eastern
Cross Timbers, Tex.,
Internat. & Gt. North
Crosstown Junction, N.Y.,
N.Y. Cent. & Hud. River
Crossuntic, Me.,
Canadian Pacific (a)
" Maine Central (a)
Crossville, Ill.,
Cleve. Cin. Chic. & St. L
Crossville, Tenn., Tenn. Cent
Crosswell, S.C., Southern
Croswell, Mich., Pere Marq
Croswell, O., Cin. Ham. & Day
Crothersville, Ind.,
Pitts. Cin. Chic. & St. L
Croton, Ia., Ch. Rk. Isl. & Pac
Croton, N.Y., Pennsylvania
Croton, O.,
Toledo & Ohio Central
Croton, Wyo., Burl. Route
Croton Falls, N.Y.,
N.Y. Cent. & Hud. River
Croton Lake, N.Y.,
N.Y. Cent. & Hud. River
Croton-on Hudson, N.Y.,
N.Y. Cent. & Hud. River
Crotty Kan., Missouri Pac
Crouch, Cal., Butte County
Crouches, Pa., Balt. & Ohio
Crouses, N.C., Seab. Air Line
Crow, O., Ohio River & West
Crow Agency, Mont.,
Burlington Route
Crow Creek, Ala., Southern
Crow Creek, Ark.,
Chicago, Rk. Isl. & Pac
Crowder, Mo., Frisco System
Crowder, Okla.,
Fort Smith & West (a)
" Mo. Kansas & Texas (b)
(a) and (b) adjacent
Crowder, Tex.,
Houston & Texas Cent
Crowder's, N.C.,
Carolina & North-west
Crowder's Crossing, Ga.,
Central of Georgia
Crowell, Minn., North. Pac
Crowell, Neb., No. West. Line
Crowell, Tex.,
Kan. City, Mex. & Orient
Crowell's, Pa.,
Coudersp. & Port Alleg
Crowes, Mo.,
St. Louis, Kan. S. & Col ‡
Crowfoot, Alberta, Can. Pac
Crow Hickman, Ky.,
Louisville & Nashville
Crow Island, Mich.,
Pere Marquette
Crowley, La.,
Colo. So. N. Orl. & Pac (a)
" Louisiana Western (b)
" Opelousas, G. & N. E (c)
(a) and (b) adjacent
(a) and (c) ¼ mile apart
Crowley, Tex.,
Gulf, Colo. & Santa Fe
Crowley's, Ark., St. L. I. M. & S
Crowley's, Ore., South. Pac
Crowley's Junction, Me.,
Maine Central
Crown, Ia., Burl. Route
Crown, Pa., Balt. & Ohio
Crown City Ferry, W. Va.,
Baltimore & Ohio
Crown Hill, S.D.,
Burlington Route (a)
" North-West. Line (b)
(a) and (b) about ¼ mile apart
Crown Hill, W. Va.,
Chesapeake & Ohio
Crown King, Ariz.,
Santa Fe, Presc. & Phœ
Crownover, Ala.,
Nashv. Chat. & St. L
Crown Point, B. C.,
Canadian Pacific
Crown Point, Fla.,
Atlantic Coast Line
Crown Point, Ind., Erie (a)
" Pitts. Cin. Chic. & St L (b)
(a) and (b) ½ mile apart
Crown Point, N.Y.,
Delaware & Hudson
Crownsville, Md.,
Wash. Balt. & Annap. E
Crows Landing, Cal., So. Pac
Crows Nest, B. C., Can. Pac
Crowson, La.,
Louisiana & North West
Crow Summit, W. Va.,
Baltimore & Ohio
Crowther, Pa., Pitts. & West
Crow Wing, Minn., No. Pacific
Croydon, Pa., Pennsylvania
Croydon, Tenn.,
Louisville & Nashville
Croyland, Pa., Penna (a)
" Pitts. Shawmut & No (a)
Croset, Va., Ches. & Ohio
Crozier, Ariz.,
A.T. & S.F., Coast Lines*
Crozier, Ont., Can. North
Crozier, Va., Norfolk & West
Crozier's Mill, Mich.,
North Western Line
Crucero, Cal.,
S. Ped. L. Ang. & S. L (a)
" Tonopah & Tidew (b)
(a) and (b) adjacent
Cruceros, Mex.,
Kan. City, Mex. & Orient
Crudup, Ala.,
Alabama Great south
Crudup, Ky., Louisv. & Nashv
Cruger, Ill.,
Atch. Top. & San. Fe (a)
" Tol. Peoria & West (a)
Cruger, Miss.,
Yazoo & Miss. Valley
Cruger's, N.Y., N.Y. O. & H. R
Cruiser's Brook, N.F.,
Reid Newfoundland
Crum, W. Va.,
Norfolk & Western
Crumbaugh, Ill., Illinois Cent
Crumlin, Ont., Can. Pacific
Crum Lynne, Pa., Penna
Crumpler, W. Va., Norf. & W
Crunn's Point, Ind.,
Grand Trunk
Crupp, Miss.,
Yazoo & Miss. Valley
Crush, Tex., Mo. Kan. & Tex
Cruso, Mont., No. Pacific
Crutchfield, Ky., Ill. Cent
Crutchfield, N.C., Southern
Cruz, Mex., Mexican Central
Cruz, Nev.,
San Ped. Los Ang. & S. Lk
Cruzatt, Wash.,
Spokane, Port. & Seat
Cruz Blanca, Mex.,
Interoceanic of Mexico
Cruz Verde, Mex.,
Interoceanic of Mexico
Crysler, Ont., Ottawa & N.Y
Crystal, Ind., Southern
Crystal, Kan., A. T. & S. Fe
Crystal, Me.,
Bangor & Aroostook
Crystal, Minn.,
Minn. St. P. & Slt. Ste. M
Crystal, Nev.,
San Ped. Los Ang. & S. Lk
Crystal, N.H., Grand Trunk
Crystal, N.D. Great North
Crystal, Pa., Balt. & Ohio
Crystal, W. Va.,
Norfolk & Western
Crystal Bay, Minn., Gt. North
Crystal City, Manitoba,
Canadian Pacific
Crystal City, Mo.,
Frisco System
Crystal Creek, Colo.,
Denver & Rio Grande
Crystal Falls, Mich.,
Chicago, Mil. & St. P (a)
" North-West. Line (b)
(a) and (b) about 200 yards apart
Crystal Hill, Va.,
Norfolk & Western
Crystal Lake, Cal. So. Pac
Crystal Lake,
Jefferson Co., Colo.,
Colorado & Southern
Crystal Lake, Fla.,
Atlantic Coast Line
Crystal Lake, Ill.,
North-Western Line
Crystal Lake, Ia.,
Chicago, Rk. Isl. & Pac
Crystal Lake, Mass.,
Boston & Maine
Crystal Lake, Mich.,
Duluth, So. Shore & Atl
Crystal Lake, N.J.,
N.Y. Susq. & Western
Crystal Lake, N.Y.,
Buffalo & Susque (a)
" Buf. Roch. & Pitts (a)
Crystal Lake Junc., Ill.,
North-Western Line
Crystal Ranch, Colo.,
Crystal Riv. & San Juan
Crystal River, Fla.,
Atlantic Coast Line
Crystal Run, N.Y.,
New York, Ont. & West
Crystal Spring, Mass.,
N.Y. New Hav. & Hart
Crystal Spring, Va.,
Norfolk & Western
Crystal Springs, Miss., Ill. C
Crystal Springs, N.D., No. Pac
Crystal Springs, O.,
Baltimore & Ohio
Crystal Springs, Pa.,
Kane & Elk
Cuahuixtla, Mex.,
Interoceanic of Mexico
Cuargo, Cal., So Pac
Cuatro Cienegas, Mex.,
Mexican International
Cuautitlan, Mex.,
Mexican Central (a)
" National of Mexico (b)
(a) and (b) about 4-5 mile apart
Cuautla, Mex.,
Interoceanic of Mex
Cuautitxco, Mex.,
Interoceanic of Mex
Cuba, Ala., Ala. Gt. Southern
Cuba, Cal.,
A.T. & S.F., Coast Lines*
Cuba, Colo., Denver & Rio Gr
Cuba, Fulton Co., Ill.,
Burlington Route (a)
" Tol. Peoria & West (b)
Depots adjacent
Cuba, Lake Co., Ill.,
North Western Line
Cuba, Ia., Chic. Mil. & St. Paul
Cuba, Kan., Burl. Route (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) ¾ mile apart
Cuba, Minn., Great Northern
Cuba, Mo., Frisco System
Cuba, N.Y., Erie (a)
" Pennsylvania (b)
(a) and (b) about ½ mi. apart
Cuba, N.D.,
Minn. St. P. & Slt. Ste. M
Cuba, O., B. & O. Southwest
Cuba City, Wis.,
North-Western Line
Cubana, Tex., St. Louis S. W
Cuba No. 1, Md., Balt. & Ohio
Cuba No. 2, Md., Balt. & Ohio
Cubbedge's, Ga., Cent. of Ga
Cubero, N.M.,
A.T. & S.F., Coast Lines*
Cucamonga, Cal., So. Pacific
Cuchara Junction, Colo.,
Colorado & South (a)
" Denv. & Rio Grande (a)
Cuchura, Mex., Nacozari
Cudahy, Cal.,
San Ped. Los Ang. & S. Lk
" Southern Pacific
Cudahy, Wis.,
North-Western Line
Cuddeback, N.Y.,
N.Y. Cent. & Hud. River
Cuddebackville, N.Y.,
N.Y. Ontario & Western
Cude, Miss., Southern in Miss
Cuenca, Minn.,
Minn. St. P. & Slt. Ste. M
Cuernavaca, Mex.,
National of Mexico
Cuero, Tex.,
Galv. Har. & San A (a)
" San Ant. & Ar. Pass (b)
(a) and (b) about 1 mi. apart
Cuervo, N.M.,
Chic. Rk. Isl. & El Paso
Cuesta, Cal., South. Pacific
Cuevas, Chihuahua, Mex.,
National of Mexico
Cuevas Sonora, Mex.,
West Coast Route
Cuevas, Tamaulipas, Mex.,
National of Mexico
Cuicatlan, Mex.,
Mexican Southern
Cuichapa, Mex.,
Veracruz & Isthmus
Cuicillos Mex., Nat. of Mex
Cuilip, Mex., Nat. of Mexico
Culberson, N.C.,
Louisville & Nashville
Culbert, Va., Norf. & West
Culbertson, Colo.,
Colorado & Southern
Culbertson, Mont., Great No
Culbertson Neb., Burl. Route
Culbertson, Pa.,
Western Maryland
Culbertson, Tex.,
Texas Midland
Culbreath, Fla.,
Florida & Georgia †
Culdesac, Idaho,
Ore. RR. & Nav. Co
Culdesac, Mo.,
Mo. Kans. & Texas
Culiacan, Mex.,
West Coast Route (a)
" Western of Mexico (b)
(a) and (b) about ½ mi. apart
Culiacancito, Mex.,
West Coast Route
Cullison, Kan.,
Chicago, Rk. Isl. & Pac
Cullman, Ala., Louisv. & Nash
Culloden, Ga.,
Macon & Birm (a)
" Southern (b)
(a) and (b) ¾ mile apart
Culloden, W. Va., Ches. & O
Cullom, Ala.,
Tombigbee Valley
Cullom, Ill., Illinois Central
Cullom, Neb., Burl. Route
Cullom's, O.,
Balt. & Ohio S.W (a)
" Cl. Cin. Ch. & St. L (b)
(a) and (b) adjacent
Cully, Pa., Pennsylvania
Culmerville, Pa.,
Bessemer & Lake Erie
Culpeper, Va.,
Chesapeake & Ohio (a)
" Southern (a)
Culross, Manitoba, Can. Pac
Culton, Ill., Illinois Central
Culton, Tex.,
St. Louis South-west
Culver, Ark., Frisco System
Culver, Colo., Colo. Midland
Culver, Idaho, North. Pacific
Culver, Ind., Vandalia
Culver, Ia., Chic. R. I. & Pac
Culver, Kan., Union Pacific
Culver, Minn.,
Duluth, Missabe & North
Culver, N.Y., N.Y. & Penn
Culver Tex.,
Gulf, Colo. & Santa Fe*
Culver, Wis.,
Wisconsin & Northern
Culverton, Ga., Georgia
Culverton, Mo.,
St. Jos. & Grand Island
Cumberland, Ala.,
Nashv. Chat. & St. L
Cumberland, Ind.,
Pitts. Cin. Chic. & St. L
Cumberland, Ia., Burl. Route
Cumberland, Ky., Ill. Cent
Cumberland, Me., Gd. Trunk
Cumberland, Md.,
Baltimore & Ohio (a)
" Cumberland & Pa (a)
" George's Creek & C (b)
" Pennsylvania (b)
" Western Maryland (b)
(a) and (b) ½ mile apart
Cumberland, Miss.,
New Orl. Mobile & Chic
Cumberland, O.,
Baltimore & Ohio (a)
" Ohio River & West (b)
(a) and (b) about 300 yards apart
Cumberland, Ont.,
Can. Northern Quebec
Cumberland, Va.,
Tidewater & Western
Cumberland, Wash.,
Northern Pacific
Cumberland, Wis.,
North-Western Line
Cumberland, Wyo.,
Oregon Short Line
Cumberland & Ohio Jn., Ky.,
Louisville & Nashville
Cumberland Bay, N.B.,
New Brunswick
Cumberland City,
Stewart Co., Tenn.,
Louisville & Nashville
Cumberland Falls, Ky.,
Cin. New Orl. & Tex. Pac
Cumberland Furnace, Tenn.,
Louisville & Nashville
Cumberland Gap, Tenn.,
Louisville & Nash (a)
" Southern (a)
Cumberland Junction, Me.,
Maine Central
Cumberland Mills, Me.,
Boston & Maine (a)(b)
" Maine Central (a)
(b) called Westbrook
(a) and (b) 9-10 mile apart
Cumberland Mills, R.I.,
N.Y. New Hav. & Hart
Cumberland Park, Tenn.,
Illinois Central
Cumberland River, Ky.,
Illinois Central
Cumb Riv. & Tenn. R. Jn., Ky.,
Louisville & Nashville
Cumbola, Pa., Phila. & Read
Cumbres, Colo., Den. & Rio G
Cumbs, Tex., Mo. Kan. & Tex
Cumeral, Mex.,
West Coast Route
Cuming, Mo., Frisco System
Cumjel, Ky., Louisv. & Nashv
Cumming, Pa., Pennsylvania
Cummings, Cal., So. Pacific
Cummings, Fla., Atl. Coast L
Cummings, Ill.,
Chicago, Rk. Isl. & Pac
" Pennsylvania Co
Cummings, Ind.,
Evansv. & Terre Haute
Cummings, Ia., Chic. Gt. W
Cummings, Kan., At. T. & S. F
Cummings, Me., Bost. & Me
Cummings, Minn., No. Pac
Cummings, N.Y., Del. & Hud
Cummings, N.C.,
Norfolk & Western
Cummings, N.D., Great No
Cummings, O., Hocking Val
Cummings, Pa.,
Buffalo, Roch. & Pitts
Cummings, Sask., Can. Pac
Cummings, S.C.,
Charleston & West. Car
Cummins, Ky., Lv. & Nash
Cumminsville, N.Y.,
Dansville & Mt. Morris
Cumminsville, O.,
Balt. & Ohio S.W (a)
" Cin. Ham. & Dayton (b)
" Cl. Cin. Chic. & St. L (a)
(a) and (b) about ½ mi. apart
Called Northside on Cin. Ham. & Dayton
Cummiskey, Cal.,
Northwestern Pacific
Cummiskey, Ind.,
Baltimore & Ohio S.W
Cumnock, N.C.,
Raleigh & Western (a)
" Southern (b)
(a) and (b) ¼ mile apart
Cumsio, Ga., Central of Ga
Cumuripa, Mex.,
West Coast Route
Cunard, W. Va., Ches. & Ohio
Cuneo, Ark., Chic. R. I. & Pac
Cuneo, Cal., South. Pacific
Cuneo, Pa.,
Pitts. Shawmut & No
Cunnard's Crossing, O.,
Baltimore & Ohio
Cunningham, Ala., L. & Nash
Cunningham, Ariz.,
Morenci Southern
Cunningham, Cal.,
San Diego Southern
Cunningham, Ga., Southern
Cunningham, Kan.,
Atch. Top. & Santa Fe
Cunningham, La.,
Deruice & Northwest †
Cunningham, Mo., Frisco Sys
Cunningham, N.M.,
St. L. Rocky Mtn. & Pac
Cunningham, N.C., Southern
Cunningham, Wash., No. Pac
Cunningham, W. Va.,
Pitts. Cin. Chic. & St. L
Cunningham's Spur, Colo.,
Colorado Midland
Cupar, Sask., Can. Pac
Cupid, W. Va., Norf. & West
Cupids, N.F.,
Reid Newfoundland
Cupola, Pa. Pennsylvania
Cuprite, Nev.,
Bullfrog Goldfield
Cuprum, Utah,
Denver & Rio Grande
Curecanti, Colo., Den. & Rio G
Curl, Ala., Southern
Curlew, Ia., Minn. & St. Louis
Curlew, Mont., North. Pacific
Curlew, N.D., North. Pacific
Curlew, Wash., Great North
" Kettle Valley Lines
Curlew Lake, Wash.,
Kettle Valley Lines

Curoe, Idaho,
Spok. & Inland Empire
Curran-e, Ga., Southern
Curran, Ill.,
Chic. Peoria & St. L (a)
" Wabash (b
(a) and (b) about ¼ mi. apart
Curran, Mich.,
Au Sable & North-west
Currie, Minn., No. West Line
Currie, N.B., Can. Pacific
Currie, N.C., Atl. Coast Line
Currie, Ont., Grand Trunk
Currie, Tex., Houst. & Tex. C
Currier's N.Y.,
Buffalo, Attica & Arc
Currters, Tenn. Lv. & Nash
Currie, Nev., Nevada North
Currin, Ore. Ore. & Southeast
Currin, Va., Marion & RyeVal
Currinsville, Ore.,
Portland Ry. L. & P. Co
Curry, Ala., Southern
Curry, Idaho, Ore. Short Line
Curry, Ky., Southern
Curry, La., Tremont & Gulf
Curry, Lake Co., Minn.,
Duluth & North. Minn
Curry
Washington Co., Minn.,
Burlington Route
Curry, Mont., Northern Pac
Curry, Blair Co., Pa., Penna
Curry, Clearfield Co., Pa.,
N. Y. C. & Bud. Riv
Curry, Tenn.,
Nashville, Chatt. & St. L
Curry Creek, Miss.,
Gulf & Ship Island
Curry Hee, Tenn., Little Riv
Currys, Elk Co., Pa., Erie
Curryville, Ind.,
Toledo, St. Louis & West
Curryville, Mo., Chic. & Alton
Curryville, N.B.,
Salisbury & Harvey
Curtice, O., Wh. & Lake Erie
Curtin, Colo., Colo. & So
Curtin, Ore., South. Pacific
Curtin, Pa., Pennsylvania
Curtin, W. Va., Balt. & Ohio
Curtis, Ark., St. L. I. M. & S
Curtis, Cal., South. Pacific
Curtis, Ga., Louisv. & Nashv
Curtis, Ill., Chicago & Alton
Curtis, Ind.,
Elgin, Joliet & Eastern†
Curtis, Bossie Parish, La.,
La. Ry. & Nav. Co
Curtis, Iberia Parish, La.,
Morgan's La. & Texas
Curtis, Manitoba,
Canadian Northern
Curtis, Mich., Manistique
Curtis, Minn.
Chicago, Rk. Isl. & Pac
Curtis, Neb., Burl. Route *
Curtis, N.Y.,
Del. Lack. & West (a)
" Erie (b)
(a) and (b) adjacent
Curtis, Okla.,
Atch. Top. & Santa Fe
Curtis, Wash.,
Kettle Valley Lines
Curtis Bay, Md., Balt. & Ohio
Curtis Bay Junction, Md.,
Baltimore & Ohio
Curtis' Corner, Me., Me. Cent
Curtis Crossing, Mass
N. Y., New Hav. & Hart
Curtis Junction, O.
Marietta, Col. & Cleve
Curtis Mill, Fla.,
Georgia, Fla. & Ala
Curtiss, Wis.,
Minn. St. P. & Slt. Ste. M
Curtisville, Ind.
Pitts. Cin. Chic. & St. L
Curu, Mex., National of Mex
Curungueo, Mex.,
National of Mexico
Curve, Tenn., Illinois Cent
Curve, Va., Norfolk & West
Curveton, Inc.
Pitts. Cin. Chic. & St. L
Curvo, Ariz., So. Pac
Curwensville, Pa.,
Buf. Roch. & Pitts (a)
" N. Y. Cent. & Hud. R (b)
" Pennsylvania (c)
(b) ½ mile from (a) and (c)
(a) and (c) about 300 yards apart
Curzon, B.C., Can. Pac
Curzon's, Mo., Burl. Route
Cuseman, W. Va.,
Morgantown & Kingw
Cusenbary Springs, Mo.,
Kansas City Southern
Cush Creek, Pa., Penna
Cush Creek Junction Pa.,
Pennsylvania
Cush Cushion, Pa., Penna
Cushing, Ia., No. West Line
Cushing, Minn., No. Pacific
Cushing, Neb., Burl. Route
Cushing, Okla.,
Atch. Top. & S. Fe (a)
" Missouri Kan & Tex (b)
(a) and (b) about ¼ mi. apart
Cushing, Tex., Tex. & New Orl
Cushing Junction, Okla.,
Atch. Top. & Santa Fe
Cushing's, N. H., Bost. & Me
Cushingville, Ga., Cent. of Ga
Cushman, Ark., St. L. I. M. & S
Cushman, Ill., Wabash
Cushman, Mass., Cent. Vt
Cushman, Mich.,
Boyne City, Gayl. & Alp
Cushman, Mo. St. L. & San F
Cushman, Mont., Gt. North
Cushmans, N. B., Intercol
Cusino, Mich., Munising
Cussac, O.,
C. & M. V. (Pa. Lines)
Cusseta,
Chattahoochee Co., Ga.,
Seaboard Air Line
Cusseta, Troup Co., Ga.,
Western of Alabama
Cusson, Wis., Dul. S. S. & Atl
Custaloga, O.
Ashland & Western (a)
" Pennsylvania Co (a)
Custar, O.,
Cin. Ham. & Dayton (a)
" Ohio Electric (b)
(a) and (b) adjacent
Custer, Ill., Chic. & Alton (a)
" Toluca, Marq. & No (a)
Custer, Ind.,
St. Joseph Valley
Custer, Mich., Pere Marq
Custer, Mont., North. Pacific
Custer, Lehigh Co., Pa.,
Lehigh Valley
Custer, Montgomery Co., Pa.,
Stony Creek
Custer, S. D., Burl. Route
Custer, Wash., Great North
Custer, Wis.,
Minn. St. P. & Slt. Ste. M
Custer City, Okla.,
Frisco System (a)
" K. C. Mex. & Orient (a)
Custer City, Pa.,
Buff. Roch. & Pitts (a)
" Erie (b)
(a) and (b) about ½ mi. apart
Custer Park, Ill., Wabash
Custis, W. Va., Balt. & Ohio
Cut, Tex., Intern. & Gt. No
Cut Arm, Sask.,
Grand Trunk Pacific
Cut Bank, B. C., Can. Pacific
Cut Bank, Mont., Gt. North
Cutchogue, N.Y., Long Isl
Cuthbert, Ga., Cent. of Ga (a)
" Georgia, Fla. & Ala (a)
Cuthbert, N.J., Penna
Cuthbert, S.D.,
Chicago, Mil. & St. Paul
Cuthbert, Tenn.,
Louisville & Nashville
Cuthbert Junction, Ga.,
Central of Georgia
Cuthbertson, Colo.,
Colorado & Southern
Cutoff, Kans., Mo. Kans. & Tex
Cutter, Cal.,
A. T. & S. F., Coast Lines*
Cutter, Idaho, Payette Val
Cutler, Ill., Wab. Chest. & W
Cutler, Ind., Vandalia
Cutler, O.,
Marietta, Col. & Cleve
Cutler, Ont., Can. Pacific
Cutler Junction, Wis.,
Chicago, Mil. & St. Paul
Cutreres, Ga.,
Kenwood & Eastern
Cuttex, Ariz.,
Gila Val., Globe & North
Cutter, N. M., Atl. Top. & S. Fe
Cutter, Wis., No. Pacific
Cutting, Ga.,
Atlantic Coast Line
Cuttingsville, Vt., Rutland
Cuyahoga Falls, O.,
Baltimore & Ohio (a)
" C. A. & C. (Penna. L) (b)
" No. O. Tr. & L. Co (kl) (c)
(a) and (b) opposite sides of track
(a) and (c) about 1-8 mile apart
(b) and (c) about 1-8 mile apart
Cuyamaca Crossing, Cal.,
San Diego Southern
Cuyler, Ga.,
Savannah & Statesb (a)
" Seaboard Air Line (a)
Cuyler, Ill., No. West. Line
Cuyler, N. Y., Lehigh Valley
Cuyler, Tex.,
South. Kansas of Tex*
Cuylerville, N. Y., Erie (a)
" Pennsylvania (b)
(a) and (b) 1 mile apart
Cuyutlan, Mex.,
National of Mexico
Cuzco, Ind. Southern
Cuzner, Cal., Pacific Electric
Cyanide, Colo.,
Flor. & Cripple Creek
Cyanide, Mont., No. Pacific
Cyclone, Ind., Ch. Ind. & Lv
Cycloneta, Ga., Ga. So. & Fla
Cygnet, O.,
Toledo & Ohio Central
Cyprus, Cal., Southern Pac
Cylburn, Md., Pennsylvania
Cylinder, Ia., Ch. Mil. & St. P
Cylon, Wis.,
Minn. St. P. & Slt. Ste. M
Cymling Branch Junc., Ala.,
Southern
Cynthia, Miss.,
Yazoo & Miss. Valley
Cynthiana, Fla.,
Atlantic Coast Line
Cynthiana, Ind., Ev. & T. H
Cynthiana, Ky.,
Louisville & Nashville
Cynwyd, Pa., Pennsylvania
Cypher, Pa.,
Hunt. & Broad Top Mt
Cypremort, La.,
Morgan's La. & Texas
Cypress, Ala.,
Alabama Gt. Southern
Cypress, Ark., St. L. I. M. & So
Cypress, Cal.,
Pacific Electric
Cypress, Del., Pennsylvania
Cypress, Fla., Lv. & Nash
Cypress, Ill., Ch. and East. Ill
Cypress, Ind., Ev. & T. Haute
Cypress, La., Texas & Pacific
Cypress, Mo.,
Quincy, Omaha & K. C
Cypress, Tenn., Southern
Cypress, Tex., Houston & T. C
Cypress, Va.,
Va. & Carolina Coast
Cypress Creek, Ky.,
Kentucky Midland
Cypress Grove, Cal.,
Northwestern Pacific
Cypress Island, Mo.,
Paragould & Memphis
Cypress Junction,
Pulaski Co., Ark.,
St. L. Iron Mt. & South
Cypress Lake, N.C.,
Atlantic Coast Line
Cypress Lawn, Cal.,
Southern Pacific
Cypress River, Manitoba,
Canadian Pacific
Cypress Slough, Ala.,
Southern
Cyr, Mich.,
North-Western Line
Cyr, Mont., Chic. M. & P. Sd
" Northern Pacific
Cyrene, Mo., St. Louis & Han
Cyril, Fla., Tampa & Jackson
Cyril, Okla., Frisco System
Cyrs, Minn., Dul. & No. Minn
Cyrus, Minn., North. Pacific
Cyrus, W. Va., Norf. & West
Cyrville, Ont.,
Can. North. Quebec

D

Dablon, Que., Que. & L. St. J
Dabney, Ind.,
Balt. & Ohio Southwest
Dabney, N.C., Southern
Dack, Ont., Temisk. & No. Ont
Dacoma, Okla.,
Frisco System
Dacono, Colo., Union Pac
Da Costa, N.J., Atl. City (a)
" Pennsylvania (b)
(a) and (b) about ½ mi. apart
Dacosta, Tex.,
Galv. Har. & San Ant
Dacoma, W. Va., Ches. & Ohio
Dacotah, Manitoba,
Canadian Northern
Dacula, Ga.,
Seaboard Air Line
Dacus, Tex.,
Trinity & Brazos Valley
Dade City, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (b)
(a) and (b) about 1 mi. apart
Dadeville, Ala., Cent. of Ga
Daffan, Tex.,
Houston & Texas Cent
Daffin, Ga., Sylvania & Girard
Dafoe, Sask., Can. Pac
Dafter, Mich.,
Minn. St. P. & Slt. Ste. M
Daggett, Cal.,
A. T. & S. F., Coast Lines*
" San Fed. Los Ang. & S. Lk
Daggett, Ind., Evansv. & Ind
Daggett, Me., Can. Pacific
Daggett, Mich.,
North-Western Line
Daggett, Okla., Frisco System
Daggett's, Ill., Burl. Route
Dagmar, Ont., Can. Pacific
Dago, Ala., Louisv. & Nashv
Dagon, Cal., South. Pacific
Dagsboro, Del., Penna
Dague, Ark., Frisco System
Dagus, Pa.,
Pitts. Shawmut & No
Daguscahonda, Pa., Erie (a)
" Pennsylvania (a)
Dagus Crossing, Pa.,
Pitts. Shawmut & North
Dagus Mines, Pa., Erie
Dahinda, Ala., Lv. & Nash
Dahinda, Ill., A. T. & S. Fe
Dahlgren, Ill., Lv. & Nash
Dahlgren, Minn., C. M. & S. P
Dahlia, Va.,
Atlantic Coast Line
Dahoga, Pa., Pennsylvania
Dahomey, Miss.,
Yazoo & Miss. Valley
Dailey, Mich., Michigan Cent
Dailey, W. Va.,
Western Maryland
Dailey's, Ia.,
Inter-Urban (El)
Dailey's, Mont., No. Pac
Daingerfield, Tex.,
Missouri, Kan. & Texas
Dairy, Cal., Oregon & Eureka
Daisy, Ark.,
Prescott & Northwest
Daisy, Ga., Seaboard Air Line
Daisy, Mo.,
Ches. Perry v. & Ste. G
Daisy, Ont., Can. Pac
Daisy, Tenn.,
Cin. New Orl. & Tex. Pac
Daisy, Wash.,
Ore. RR. & Nav. Co
Daisy Hill, Kan., Frisco Sys
Dajle, Mex., Mex. Cent
Dakin, Tex., Chic. R. I. & Gulf
Dakoming, Wyo., Burl. Route
Dakota, Ga., Ga. So. & Fla
Dakota, Minn., Ch. M. & St. P
Dakota City, Ia.,
Minneap. & St. Louis (a)
" North-West. Line (b)
(a) and (b) about ½ mi. apart
Called Humboldt on Minn. & St. Louis
Dakota City, Neb., Burl. Rte
" North-Western Line
Dakota Junction, Neb.,
North-Western Line
Dakotah, Ill., Ch. Mil. & St. P
Dal, Ky., Louisv. & Nashv
Dalark, Ark.,
Ultima Thule, Ark. & M
Dalberg, Tex., Gal. Har. & S. A
Dalbey, Kan., Missouri Pac
Dalby, Ark., St. Louis So. W
Dale, Ala., Louisv. & Nashv
Dale, Colo.,
Florence & Cripple Ck
Dale, Del., Pennsylvania
Dale, Ga., Atlantic Coast Line
Dale, Ill., Coal Belt †
Dale, Ind., Southern
Dale, Ia., Chic. Mil. & St. Paul
" Chicago, Rk. Isl. & Pac
Dale, Cowley Co., Kan.,
Atch. Top. & Santa Fe
Dale, Miami Co., Kan.,
Missouri Pacific
Dale, Minn., North. Pacific
Dale, Mo., Frisco System
Dale, Neb., North-West. Line
Dale, N.Y., Erie
Dale, Okla.,
Chic. Rk. Isl. & Pac (a)
" Mo. Kansas & Texas (b)
(a) and (b) ½ mile apart
Dale, Tex., Mo. Kan. & Tex
Dale, Utah, Denv. & Rio G
Dale, Wis.,
Minn. St. P. & Slt. Ste. M
Dale City, Pa., Pitts. & West
Dale Creek, Wyo., Union Pac
Dale's, Ill., Louisv. & Nash
Dale Summit, Pa., Penna
Daleville, Ala., Atl. Coast Line
Daleville, Ark.,
Ark. South-western (a)
" St. L. I. M. & South (a)
" Ult. Thule, Ark. & M (a)
Daleville, Ind.,
Central Indiana (a)
" Clev. Cin. Ch. & St. L (b)
(a) and (b) ½ mile apart
Daley, Mo., Missouri South
Daley, Okla.,
Atch. Top. & Santa Fe (a)
" Chic. Rk. Isl. & Pac (b)
" Kan. City, Mex. & Or (c)
(a) and (c) 663 yds. apart
Called Cherokee on A. T. & S. F. and K. C. M. & O
Daley, Wash., North. Pac
Daley's Ranche, Wyo.,
Union Pacific
Dalhart, Tex.,
Chic. Rk. Isl. & Gulf (a)
" Ft. Worth & Den. City (b)
(a) and (b) 383 yards apart
Dalhoff, Ark.,
St. Louis, Iron Mt. & So
Dalhousie, N.B., Intercol
Dalhousie, N.S.,
Halifax & Southwest
Dalhousie Junc., N.B.,
Intercolonial
Dalhousie Mills, Ont.,
Canadian Pacific
Dalies, N.M.,
A. T. & S. F. Coast Lines*
Dalkeith, Ont.,
Grand Trunk
Dalkena, Wash.,
Idaho & Wash. North
Dallas, Ala., Louisv. & Nashv
Dallas, Ark.,
Midland Valley
Dallas, Colo., Den. & Rio Gr
Dallas, Fla.,
Seaboard Air Line
Dallas, Ga.,
Seaboard Air Line (a)
" Southern (b)
(a) and (b) about ½ mi. apart
Dallas, Ill., At. Top. & S. Fe (a)
" Burlington Route (b)
(a) and (b) about ¾ of a mile apart
Dallas, Me.,
Sandy R. & Range. Lks
Dallas, N.C., Car. & No. W
Dallas, Ore.,
Independ. & Monm (a)
" Salem, Falls City & W (a)
" Southern Pacific (a)
Dallas, Luzerne Co., Pa.,
Lehigh Valley
Dallas, S.D., No. West. Line
Dallas, Tex.,
Chic. Rk. Isl. & Gulf (a)
" Gulf, Colo. & San F* (a)
" Houst. & Tex. Cent (b)
" Mo. Kan. & Tex (c)
" St. Louis So. West (d)
" Texas & New Orleans (b)
" Texas & Pacific (b) (d)
" Trinity & Brazos Val (d)
(a) and (b) 1 mile apart
(a) and (c) ½ mile apart
(a) and (d) about 300 yards apart
(a) and (e) about ¼ mile apart
(b) and (c) 1¼ miles apart
(b) and (d) about 1¼ miles apart
(c) and (d) about 400 yards apart
(c) and (e) about 350 yards apart
Dallas, Wis.,
Minn. St. P. & Slt. Ste. M
Dallas Center, Ia.,
Minn. & St. Louis
Dallas Divide, Colo.,
Rio Grande Southern
Dallas Junction, Tex.,
Chic. Rk. Isl. & Gulf
Dallas Mill, Ala., Southern
Dallastown, Pa., Md. & Penna
Dallastown Junction, Pa.,
Maryland & Penna
Dallman, Ind.,
St. Jos. Vy. Trac (El)
Dalmatia, Pa., Pennsylvania
Dalmeny, Saskatchewan,
Canadian Northern
Dalrymple, N.D., North. Pac
Dalton, Ga.,
Nashv. Chat. & St. L (a)
" Southern (a)
" Western & Atlantic (a)
Dalton, Idaho,
Spok. & Inland Empire
Dalton, Ia., Great Northern
Dalton, Kan., Atch. T. & S. F
Dalton, Mass., Boston & Alb
Dalton, Mich.,
Pere Marquette
Dalton, Minn., Gt. Northern
Dalton, Mo., Wabash
Dalton, Neb., Burl. Route
Dalton, N.H., Bost. & Maine
Dalton, ——— Co., N.Y., Erie
Dalton, N.C., Southern
Dalton, O., Wheel. & Lk. Erie
Dalton, Ont., Can. Pacific
Dalton, Pa., Del. Lack. & W
Dalton, Tenn.,
Louisville & Nashville
Dalton, Utah, Denv. & Rio G
Dalton City, Ill., Illinois Cent
Dalton's, ——— Co., N.Y.,
Norwood & St. Lawren
Daly, Wis., Chic. Mil. & St. P
Dalys, Beaverhead Co., Mont.,
Oregon Short Line
Daly's, Flathead Co., Mont.,
Great Northern
Dalzell, Sask.,
Canadian Northern
Dalzell, S.C., Atl. Coast Line
Dalzell, Tex., Frisco System
Daman, Ark.,
Chicago, Rock Isl. & Pac
Damar, Kan., Union Pacific
Damarin, O.,
Balt. & Ohio So. West
Damariscotta, Me., Me. Cent
Damariscotta Mills, Me.,
Maine Central
Damasco, Cal., Pac. Electric
Damascus, Ga., Ga. Fla. & Ala
Damascus, Me., Maine Cent
Damascus, Va., Laurel
" Virginia-Carolina
Dambmann, Ala., Southern
Dameron, Mo., Burl. Route
Dameron, O., Balt. & Ohio S. W

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Dames' Ferry, Ga., Southern
Damon, Va.,
Nelson & Albemarle
Dampman, Pa., Penna
Dan, Ky., Illinois Central
Dan N.C., Norfolk & West
Dan, W.Va., Ches. & Ohio
Dana, Ill., Atch. Top. & S. Fe
Dana, Ind., Cin. Ham. & Day
Dana, Ia.,
Minneapolis & St. L
Dana, Kan., Frisco System
Dana, N.D., North. Pacific
Dana, Ingham Co., Mich.,
Pere Marquette
Dana,
Montgomery Co., Mich.,
Michigan Central
Dana, Saskatchewan,
Canadian Northern
Dana, W. Va.,
Campbell's Creek (a)
" Kanawha & Mich (a)
Dana, Wyo., Union Pacific
Danaher, Lake Co., Mich.,
Pere Marquette
Danaher, Luce Co., Mich.,
Duluth, So. Shore & Atl
Danbury, Ct., N.Y.N.H. & H
Danbury, Ia., No. West. Line
Danbury, Neb., Burl. Route
Danbury, N.H., Bost. & Me
Danbury, O.
Lake Sh. & Mich So (a)
" Lakeside & Marblehead (a)
Danbury, Tex.,
St. L. Brownsv. & Mex
Danby, Cal.,
A.T.&S.F., Coast Lines*
Danby, Que., Grand Trunk
Danby, Vt., Rutland
Dancy, Ala.,
Ala. Tenn. & North
Dancy, Miss.,
New Orl. Mobile & Chic
Dancy, Wis., Chic. Mil. & St. P
Dane, Ont.,
Temiskaming & No. Ont
Dane, Wis., No. West. Line
Daners, Ill., Cent. & Chester
Danes, Ind., Wabash
Danforth, Ill., Illinois Cent
Danforth, Me.,
Canadian Pacific (a)
" Maine Central (a)
Dania, Fla., Fla. East Coast
Daniel Boone, Ky., Ill. Cent
Daniels, Cal.,
Oregon & Eureka
Daniels, Mich., G. Rap. & Ind
Daniels, Miss., Y. & Miss. Val
Daniel's, N.B.,
Salisbury & Harvey
Daniels, N.C., Car. & N. W
Daniels, Wash., No. Pacific
Danielson, Ct., N.Y.N.H. & H
Daniel's Run, Pa., Penna
Danielsville, Pa., Leh. & N.E
Dankel, Pa., Phila. & Read
Danley, Mo.,
Frisco System
Dannebrog, Neb., Union Pac
Dannelly, S.C.,
Atlantic Coast Line
Dannemora, Clinton Co.,
N.Y., Delaware & Hud
Dan River, Va., Danv. & West
Dan's Branch Junc., W.Va.,
Norfolk & Western
Dan's Run, W.Va.,
Baltimore & Ohio
Dansville, N.Y.,
Dansv. & Mt. Morris (a)
" Del. Lack. & West (b)
(a) and (b) 1 mile apart
Dante, Colo.,
Colo. Spgs. & Or. Ck. Dist
Dante, S.D., Chic. Mil. & St. P
Dante, Tenn., Southern
Dante, Va.,
Car. Clinch. and Ohio
Danton, Ga., Seab. Air Line
Dantz, Ky., Louisv. & Nashv
Danu, Mex., Nat. of Mex
Danube, Minn.,
Chicago, Mil. & St. Paul
Danube, Va.,
Mount Airy & Eastern
Danvers, Ill., C.C.C. & St. L
Danvers, Mass., Bost. & Me
Danvers, Minn., Great North
Danvers Junction, Mass.,
Boston & Maine
Danversport, Mass.,
Boston & Maine
Danville, Ark.,
Chicago, Rock Isl. & Pac
Danville, Cal., Southern Cal
Danville, Ga.,
Macon, Dublin & Sav
Danville, Ill.,
Chic. and East. Ill (a)
" Chicago, Ind. & South
" C.C.C. & St. L (b)
" Wabash (c)
(a) and (b) 7-10 mile apart
(a) and (c) 9-10 mile apart
(b) and (c) 1¼ miles apart
Danville, Ind.,
Cleve. Cin. Chic. & St. L
Danville, Ia., Burl. Route
Danville, Kan., A.T. & S. Fe
Danville, Ky.,
Cin. N.O. & Tex. Pac (a)
" Southern (a)
Danville, O.,
C.A. & C (Penna. L)
Danville, Pa., Del. L. & W (a)
" Phila. & Reading (b)
(a) and (b) about ¼ mi. apart
Danville, Que., Grand Trunk
Danville, Tenn., Lv. & Nashv
Danville, Vt., St. J. & Lk. C
Danville, Boone Co., W.Va.,
Chesapeake & Ohio
Danville,
Pittsylvania Co., Va.,
Danville & Western (a)
" Southern (b)
(a) and (b) 100 yards apart
Danville, Wash.,
Kettle Valley Lines
" Spokane Falls & North
Danville Jn., Ky., Southern
Danville Jn., Me., Gd. Tk (a)
" Maine Central (b) (c)
(a) and (b) adjacent
(b) also called Poland Spring
(c) called Poland Springs
Station
Danville Junction, Wash.,
Columbia & Puget Sd
Danzig, Fla.,
Louisville & Nashville
Daphna, Va., Southern
Darbonne, La.,
Opelousas, Gulf & N. E
Darby, Ia., Chic. Mil. & St. P
Darby, Md., Balt. & Ohio
Darby, Mass., N.Y.N.H. & H
Darby, Mont., No. Pacific
Darby, O., Ohio Electric
Darby, Pa., Balt. & Ohio (a)
" Phila. Balt. & Wash (b)
(a) and (b) ½ mile apart
Darby Creek, Pa., Ph. & Read
Darby's, Mich., G. Rap. & Ind
Darbyville, Va., Lv. & Nashv
Darcy, Que., Can. Pac
Dardanelle, Ark.,
Dardanelle & Russell
" Dardanelle, Ola. & So
Darden, Ia., Burl. Route
Darden, N.C.,
Atlantic Coast Line
Darden, Tenn., N.C. & St. L
Darent, Pa., Balt. & Ohio (a)
" Pennsylvania (b)
Called Lemont Furnace on
Balt. & Ohio
Daretown, N.J., Penna
Darey, Que., Can. Pacific
Darfur, Minn.,
North-Western Line
Dargin, Ala.,
Louisville & Nashville
Darien, Ct., N.Y.N.H. & Hart
Darien, Ga.,
Ga. Coast & Piedmont
Darien, N.Y., D. Lack & W (a)
" Erie (b)
(a) and (b) ¾ miles apart
Darien, Wis., Ch. Mil. & St. P
Darien Junction, Ga.,
Ga. Coast & Pied (a)
" Seaboard Air Line (a)
Dark Canyon, S.D.,
Rap. City, Blk. Hills & W
Darkesville, W.Va.,
Cumberland Valley
Dark Hole, N.F.,
Reid Newfoundland
Dark Hollow, Ind.,
Chicago, Ind. & Louisv
Dark Hollow Junction, Ind.,
Southern Indiana
Darknell, Wash.,
Oregon RR. & Nav. Co
Dark's Mill, Tenn.,
Louisville & Nashville
Darkwater, Pa., Penna
Darley, La., Louisiana & N.W
Darling, Minn., No. Pacific
Darling, Miss.,
Yazoo & Mississippi Val
Darling, Ont., Canadian Pac
Darling, Tex., Gal. Har. & S.A
Darlingford, Manitoba,
Canadian Pacific
Darling Road, Ont.,
Grand Trunk (a)
" Wabash (a)
Darling Run, Pa., Fall Brook
Darlings, Mass., N.Y.N.H. & H
Darlington, Idaho,
Oregon Short Line
Darlington, Ind., Vandalia
Darlington, Mo.,
Burlington Route (a)
" Wabash (a)
Darlington, O.,
C. & M. V. (Pa. Lines) (a)
" Zanesville & West (b)
(a) and (b) 100 yards apart
Darlington, Okla.,
Chicago, Rock Isl. & Pac
Darlington, Ont., Gd. Trunk
Darlington, Beaver Co., Pa.,
Pitts. Lisbon & West
Darlington,
Delaware Co., Pa.,
Pennsylvania
Darlington,
Westmoreland Co., Pa.,
Ligonier Valley
Darlington, R.I.,
N.Y. New Hav. & Hart
Darlington, S.C.,
Atlantic Coast Line
Darlington, Wis., C.M. & St. P
Darlow, Kan., Atch. T. & S. Fe
Darmstadt, Ill., Mob. & Ohio
Darnells, O.,
Detroit, Tol. & Ironton
Darniey, Pa., Pitts. & Lk. E
Darraugh, S.C., Southern
Darrell, Ont., Pere Marquette
Darrington, Wash.,
Northern Pacific
Darrow, Ga.,
Atlantic Coast Line (a)
" Georgia Northern (a)
Called Darrow Junction on
G.N
Darrow, Ill., Chicago South +
Darrow, Okla.,
Chicago, Rk. Isl. & Pac
" Frisco System
Darrow Junction, Ga.,
Atlantic Coast Line (a)
" Georgia Northern (a)
Called Darrow on A.C.L
Darst Mill, Tex.,
Gulf, Colo. & Santa Fe*
Darst Place, Mo., Wabash
Dartmont, W.Va.,
Chesapeake & Ohio
Dartmoor, W. Va.,
Western Maryland
Dartmouth, Kan.,
Atchison, Top. & S. Fe
Dartmouth, N.S., Intercol
Darts, Wash.,
Great Northern
Darway, Ky., Louisv. & Nashv
Darwin, Manitoba, Can. Pac
Darwin, Minn., Gt. Northern
Darwin, Tenn., Illinois Cent
Darwin, Wis., Ch. Mil. & St. P
Dasher, Ga., Ga. South. & Fla
Dasher's Mill, Ga., South. Ga
Daspit, La.,
Morgan's La. & Texas
Dassel, Minn., Great North
Date Creek, Ariz.,
Santa Fe, Presc. & Ph*
Dater's, O., Cin. & Westwood
Datto, Ark., Frisco System
Datura, Tex.,
Trinity & Brazos Valley
Dauberville, Pa., Ph. & Read
Dauby, Wis., No. West. Line
Dauchite, La., Queen & Cres. R
Dauers, Ill., Illinois Southern
Daugherty, Mo.,
Kan. City, Clin. & Spring
Daugherty, Tex.,
Texas & New Orleans
Daughton, O., Erie (a)
" Lk. Sh. & Mich. So (b)
(a) and (b) 1-3 mile apart
Spelled Doughton on L.S.
& M.S
Daulton, Cal., South. Pacific
Daum, Ill., Chicago & Alton
Dauphin, Man., Can. North
Dauphin, Pa., Penna (a)
" Phila. & Reading (a)
Dauphin, Tex.,
St. Louis South-west
Dauphin Park, Ill., Ill. Cent
Daus, Tenn., N.C. & St. L
Davalos, Mex., Nat. of Mex
Davelnyville, Que.,
Intercolonial
Davenport, Cal., Ocean Sh (a)
" Southern Pacific (b)
(a) and (b) adjacent
Davenport, Colo.,
Denver & Rio Grande
Davenport, Fla.,
Atlantic Coast Line
Davenport, Ia.,
Burlington Route (b)
" Chic. Mil. & St. Paul (b)
" Chic. R. I. & Pac (a) (c)
" Daven. Rk. Isl. & N.W (b)
" Iowa & Illinois (El) (a)
(a) and (b) ½ mile apart
(b) and (c) ½ mile apart
(d) about ¼ mile from (a)
and (b)
See also Moline, Ill., and
Rock Island, Ill
Davenport, Mich.,
Pere Marquette
Davenport, Miss., Ill. Cent
Davenport, Neb.,
North-West. Line (a)
" St. Joseph & Gd. Isl (b)
(a) and (b) about 170 yards
apart
Davenport, N.J., Penna
Davenport, N.D., Gt. No (a)
" Northern Pacific (a)
Davenport, Okla.,
Atch. Top. & S. Fe (a)
" Frisco System (b)
(a) and (b) about ½ mi. apart
Davenport, Ont., Can. Pac
" Grand Trunk
Davenport, Utah,
Denver & Rio Grande
Davenport, Wash., No. Pac
Davenport, W. Va.,
Baltimore & Ohio
Davenport Centre, N.Y.,
Ulster & Delaware
Davern, Ariz.,
A.T. & S.F., Coast Lines*
Davey, Neb., No. West. Line
David, Ia., Chic. Great West
David City, Neb.,
Burlington Route (a)
" North West. Line (b)
" Union Pacific (c)
(a) and (b) 300 yards apart
(a) and (c) 600 yards apart
Davide, La.,
Frank. & Abbeville (a)
" Morgan's La. & Tex (a)
Davidson, Kan., Mo. Pac
Davidson, Ky., Ill. Central
Davidson, Minn., North. Pac
Called also McDonald
Davidson, N.C., Southern
Davidson, Okla.,
Frisco System
Davidson, Pa.,
Baltimore & Ohio (a)
" Pennsylvania (b)
(a) and (b) about ¼ mile
apart
Davidson, Que., Can. Pacific
Davidson, Sask.,
Canadian Northern
Davidson, Tex.,
Gulf, Colo. & Santa Fe*
Davidson, W.Va.,
Cairo & Kanawha
Davidson River, N.C.,
Southern
Davidson's, S.C.,
Charleston & West. Car
Davin, Sask., Can. North
Davis, Ariz.,
United Verde & Pacific
Davis, Ark.,
Thornton & Alexand
Davis, Cal., South. Pacific
Davis, Carroll Co., Ga.,
Southern
Davis, Alexander Co., Ill.,
Mobile & Ohio
Davis, Morgan Co., Ill.,
Chicago & Alton
Davis, Stephenson Co., Ill.,
Chicago, Mil. & St. Paul
Davis, La Grange Co., Ind.,
St. Jos. Vy. Trac (El)
Davis, Starke Co., Ind.,
Pennsylvania Co
Davis, Bienville Co., La.,
Sibley, Lk. Bisten. & So
Davis, St. Charles Co., La.,
Texas & Pacific
Davis, Md., Balt. & Ohio
Davis, Minn., Dul. Mis. & No
Davis, Miss., Illinois Cent
Davis, Mo., St. Louis & San
Davis, N.H., Boston & Maine
Davis, N.J., Pemb. & Hights
Davis, Otsego Co., N.Y.,
Oneon. & Mohawk V (El)
Davis, Tompkins Co., N.Y.,
N.Y. Auburn & Lansing
Davis, Cherokee Co., N.C.,
Louisville & Nashville
Davis, Craven Co., N.C.,
Norfolk & Southern
Davis, N.D.,
Minn. St. P. & Slt. Ste. M
Davis, Clermont Co., O.,
Cincinnati, Ports. & Va
Davis, Gallia Co., O.,
Cin. Ham. & Dayton
Davis, Portage Co., O.,
Lk. Erie, Alliance & Wh
Davis, Scioto Co., O.,
Norfolk & Western
Davis, Okla.,
Atch. Top. & Santa Fe
" Gulf, Colo. & Santa Fe*
Davis, Tioga Co., Pa.,
Buffalo & Susq
Davis, Sask., Can. North
Davis, S.C., Atl. Coast Line
Davis, S.D., Great Northern
Davis, Rockbridge Co., Va.,
Baltimore & Ohio
Davis, Wash., Tacoma East
Davis, W.Va., Western Md
Davisboro, Ga., Central of Ga
Davisburg, Ky., Lv. & Nashv
Davisburg, Mich., Gd. Trunk
Davis City, Ia., Burl. Route
Davis Crossing, Ala.,
Louisville & Nashville
Davis Crossing,
Chenango Co., N.Y.,
N.Y. Ont. & Western
Davises, Tex.,
Hearne & Brazos Val
Davis's Crossing,
Schoharie Co., N.Y.,
Mid. & Schoharie
Davis Gin, La.,
St. Louis, Iron Mt. & So
Davis Island, Pa., P. & L. E
Davis Junction, Ill.,
Burlington Route (a)
" Chic. Mil. & St. Paul (a)
Davison, Mich., Gd. Trunk
Davis Quarry, Ky.,
Louisville & Nashville
Davis Springs, Ky.,
Cumb. River & Tenn
Davistown, N.C.,
East Carolina
Davisville, Ga., Gulf Line
Davisville, Ore.,
Rogue River Valley
Davisville, R.I.,
N.Y. New Hav. & Hart
Davisville, Tex.,
Houston, E. & W. Texas
Davisville, W.Va., Balt. & O
Davis Wharf, Cal.,
Northwestern Pacific
Davittes, Ga.,
Seaboard Air Line
Davlin, Wis.,
Minn. St. P. & Slt. Ste. M
Davy, Tex., Mo. Kan. & Tex
Davy, W.Va., Norf. & West
Daw, Va.,
Norfolk & Western
Dawes, Okla.,
Mo. Kans. & Texas
Dawkins, Ind.,
N.Y. Chic. & St. Louis
Dawkins, S.C., Southern
Dawn, Mo., Chic. Mil. & St. P
Dawn, O., Cl. Cin. Chic. & St. L
Dawn, Tex.,
Pecos & North. Texas*
Dawson, Ga., Cent. of Ga (a)
" Seaboard Air Line (b)
(a) and (b) about ¼ mi. apart
Dawson, Ill., Wabash
Dawson, Ia., Chic. Mil. & St. P
Dawson, Ky., Ill. Central
Dawson, Md., Western Md
Dawson, Mass., Boston & Me
Dawson, Minn., Minn. & St. L
Dawson, Mont.,
Butte. Ana. & Pacific
Dawson, Neb., Burl. Route
Dawson, N.M.,
El Paso & S.W. System
Dawson,
Edgecombe Co., N.C.,
Atlantic Coast Line
Dawson, Lenoir Co., N.C.,
Kinston & Snow Hill
Dawson, N.D., No. Pacific
Dawson, O.,
Cleve. Cin. Chic. & St. L
Dawson, Okla., Frisco System
Dawson, Fayette Co., Pa.,
Baltimore & Ohio
Dawson, Forest Co., Pa.,
Pennsylvania
Dawson, Tex., St. Louis S.W
Dawson, W.Va.,
Norfolk & Western
Dawson Mill, Va.,
Chesapeake & Ohio
Dawson Park, Ill.,
Chicago and East. Ill
Dawson Run, Pa., Penna
Dawson's, Ala., Lv. & Nash
Dawson's, Colo.,
Colorado & Southern
Dawson's, Pa., Pitts. & West
Dawson's Mill, Mich.,
Grand Trunk
Dawsonville, Mo., Wabash
Dax, Ala., Louisv. & Nashv
Day, Fla.,
Live Oak, Perry & Gulf
Day, Ind.,
Cleve. Cin. Chic & St. L
Day, Kan., Missouri Pacific
Day, La., Illinois Central
Day Mo., St. Louis So. West
Day, N.J., Pennsylvania
Day, Va., New River, H. & W
Daykin, Neb., Burl. Route
Daylesford, Pa., Penna
Day's, Ga., Georgia
Daysland, Alberta, Can. Pac
Day's Mill, N.J.,
New Jersey & Penna
Day's Rock, N.Y.,
Oneon. & Mohawk V (El)
Days Siding, Me.,
Boston & Maine
Daysville, N.Y.,
N.Y. Cent. & Hud. Riv
Daysville, Tenn., Southern
Dayton, Idaho, Oregon S.L
Dayton, Ill., Burl. Route
Dayton, Ind., Lk. Erie & West
Dayton, Ia.,
Minn. & St. Louis (a)
" North-West. Line (b)
(a) and (b) about ¼ mile
apart
Dayton, Mich., Mich. Central
Dayton, Minn.,
Great Northern (a)
" Northern Pacific (a)
Called Worth on G.N
Dayton, Miss.,
Yazoo & Miss. Valley
Dayton, Nev., Nevada & Cal
Dayton, N.J., Penna
Dayton, N.M.,
Eastern of New Mex*

Dayton, N.Y., Erie
Dayton, O.,
Cin. Ham. & Dayton (a)
" Cleve. Cin. Ch. & St. L (a)
" Dayton & Union (a)
" Erie (a)
" Ohio Electric (b)
" Pitts. C. C. & St. L (a)
(a) and (b) ½ mile apart
Dayton, Ont., Canadian Pac
Dayton, Ore., South. Pacific
Dayton, Armstrong Co., Pa., Buffalo, Roch. & Pitts
Dayton, Dauphin Co., Pa., Williams Valley
Dayton, Tenn., Cin. New Orl. & Tex. Pac
Dayton, Tex., Tex. & N. Orl
" Trinity Valley & No
Dayton, Va., Chesa. Western
Dayton, Wash., Northern Pacific (a)
" Ore. RR. & Nav. Co (b)
(a) and (b) about 1 mi. apart
Dayton, W. Va., Norf. & West
Daytona, Fla., Florida East Coast
Dayton & Mich. Crossing, O., Pitts. Cin. Chic. & St. L
D. & U. Crossing, O., Cincinnati Northern
Dayton Junction, N. Y., Erie
Dayton's Bluff, Minn., Burlington Route
Dayville, Ct., N. Y. N. H. & H
Dazey, N. D., North. Pacific
Deacon, N. J., Pennsylvania
Deacon, Va., Chesa. & Ohio
Deacon's Road Crossing, N. J., Pennsylvania
Dead River, Androscoggin Co., Me., Maine Central
Dead River, Franklin Co., Me., Sandy R. & Range. Lks
Dead River, Mich., Lake Sup. & Ishpeming
Deadwater, Me., Somerset
Deadwood, S. D., Burlington Route (a)
" North-West. Line (b)
(a) and (b) ¼ mile apart
Deal Beach, N. J., Cent. of New Jersey (a)
" N. Y. & Long Branch (a)
" Pennsylvania (a)
Dean, Colo., Atch. Top. & S. Fe
Dean, Ga., Register & Glenny
Dean, Ia., Burlington Route
Dean, La., Little Rock & Monroe
Dean, Miss., Yazoo & Miss. Val
Dean, Mo., Chicago Gt. West
Dean, Lawrence Co., O., Cin. Ham. & Day (a)
Det. Tol. & Ironton (a)
Dean, Cambria Co., Pa., Pennsylvania
Dean, Somerset Co., Pa., Baltimore & Ohio
Dean, S.C., Charleston & West Car
Dean, Clay Co., Tex., Wichita Valley
Dean, Leon Co., Tex., Interuat. & Great North
Dean, Va., Norf. & Carolina
Dean, Wash., Great North
Dean, W. Va., Norfolk & Western
Deane, Ark., St. Louis, I. M. & S
Deaneield, Ky., Ill. Central
Dean Lake, Mo., A. T. & S. Fe
Dean Lake, Ont., Can. Pac
Deans, Ala., Louisv. & Nash
Deans, Me., Bangor & Aroost
Dean's, Neb., Burl. Route
Dean's, N.J., Pennsylvania
Dean's, S.C., Southern
Deans, Tenn., Nashv. Chatt. & St. L
Deans, Va., Atl. Coast Line
Deansboro, N.Y., N.Y.O. & W
Deanville, W. Va., Baltimore & Ohio
Deanville, Wis., Ch. M. & St. P
Deanwood, D.C., Baltimore & Ohio
" Pennsylvania
Dearborn, Mich., Mich. Cent
Dearborn, Mo., Chicago Gt. West (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about ¼ mi. apart
Dearing, Ga., Georgia
DeArmanville, Ala., South
DeArmond, Tenn., Harriman & No. E (a)
" Southern (a)
Deary, Idaho, Wash. Idaho & Mont
Death Valley Junction, Cal., Tonopah & Tidewater
Deatons, Ga., Seaboard Air Line
Deatsville, Ala., Lv. & Nash
Deatsville, Ky., Lv. & Nash
Deaver, Tex., Mo. Kan. & Tex
Deavers, Kan., At. Top. & S. Fe
DeBard, Ala., Louisv. & Nash
Debby, W. Va., Ohio Central Lines
Debec Junc., N.B., Can. Pac
De Beque, Colo., Colorado Midland (a)
" Denv. & Rio Grande (a)
Debert, N.S., Intercolonial
DeBlieux, La., Louisiana Ry. & Nav. Co
De Blois, P.E.I., Pr. Edw. Isl
Debold, Pa., Pittsburg & Moon Run
De Bolt, Okla., Frisco System
De Bolt Place, Neb., North-Western Line
De Borgia, Mont., No. Pacific
De Bruce, Ga., Augusta Southern
Debrahls, N.C., Atl. Coast L
De Buys, Miss., Lv. & Nash
De Camp, Mo., Frisco System
Decatur, Ala., Lv. & Nash (a)
" Southern (a)
Decatur, Ark., Kan. City So
Decatur, Ga., Georgia
Decatur, Ill., Cin. Ham. & Dayton (a)
" Illinois Central (a)
" Vandalia (a)
" Wabash (a)
Decatur, Ind., Erie (a)
" Grand Rap. & Ind (b)
" Toledo, St. L. & West (c)
(a) and (b) about ¾ mi. apart
(b) and (c) about ¾ mi. apart
Decatur, Mich., Mich. Cent
Decatur, Miss., New Orl. Mobile & Chic
Decatur, N.M., Atch. Top. & Santa Fe
Decatur, Pa., Philipsburg RR
Decatur, Tex., Ft. W. & D
Decatur, Va., Balt. & Ohio
Decatur City, Ia., Burl. Route
Decatur Junc., Ala., South
Decatur Junction, Ill., Illinois Central (a)
" Vandalia (a)
Decatur Junction, Miss., New Orl. Mobile & Chic
Decewsville, Ont., Grand Trunk (a)
" Wabash (a)
Decherd, Tenn., N. C. & St. L
Decker, Ark., St. L. I. M. & So
Decker, Ind., Evans. & T. H
Decker, N.Y., N. Y. C. & H. R
Decker, O., Ohio River & Western
Decker, Tex., Texas South †
Decker, Va., Norf. & West
Decker's, Wis., No. West. Line
Deckertown, N.J., Lehigh & N. Eng (a)
" N.Y. Susq. & West (b)
Called also Sussex
(a) and (b) about ¾ mi. apart
Deckerville, Ark., Frisco Sys
Deckerville, Mich., Pere Marquette
Declare, Va., Southern
Deciez, Cal., South Pacific
DeCliff, O., Erie
DeClouet, La., Morgan's La. & Texas
Decorah, Ia., Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about 130 yards apart
Decorra, Ill., At. Top. & S. Fe
Decota, W. Va., Chesapeake & Ohio
Decoto, Cal., South. Pacific
De Coursey, Ky., Lv. & Nash
Dederick, Mo., Missouri, Kansas & Tex
Dedham, Ia., Chic. Mil. & St. P
Dedham, Mass., N.Y. N. H. & H
Dedham, Wis., Great North
Dedham Junction Mass., N.Y. New Hav. & Hart
Dedham Road, Mass., N.Y. New Hav. & Hart
Dedie, Tenn., Southern
Dedman, N.M., St. L. Rocky Mt. & Pac
Dee, N.B., Can. Pacific
Deed's, Ind., Lake Erie & W
Deenwood, Ga., Atlantic Coast Line
Deep, N.D., Great Northern
Deep Bayou, Ark., Gould Southwestern
Deep Brook, N.S., Dom. Atl
Deep Creek, Fla., Jacksonville & So. West
Deep Creek, Idaho, Spokane International
Deep Creek, N.B., Can. Pac
Deep Creek, S.C., Atlantic Coast Line
Deep Creek, Wash., Northern Pacific
Deep Creek Junction, Ore., Portland Ry. L. & P. Co
Deep Cut, Ky., Ches. & Ohio
Deep Cut, N.J., Penna
Deepdale, Manitoba, Canadian Northern
Deephaven, Hennepin Co., Minn., Chic. Mil. & St. Paul (a)
" Minn. & St. Louis (b)
Called Northome on Chic. Mil. & St. Paul
(a) and (b) about 1 mi. apart
Deep River, Ct., N. Y. New Hav. & Hart
Deep River, Ia., North Western Line
Deep River, Mich., Mich. Cent
Deep Run, O., Pennsylvania Co (a)
" Wheel. & Lake Erie (b)
(a) and (b) about 100 ft. apart
Deepwater, Mo., Kan. City. Clin. & Spring
Deep Water, Tex., Galv. Har. & San Ant
Deep Water, W. Va., Chesapeake & Ohio (a)
" Virginian (a)
Deer, Manitoba, Grand Trunk Pacific
Deer, Pa., N.Y. Cent. & H. R
Deerbrook, Wis., North Western Line
Deercourt, Ga., Southern
Deer Creek, Ill., Lk. E. & West
Deer Creek, Ind., C. Ind. & Lv
Deer Creek, Minn., No. Pac
Deer Creek, Okla., Atch. Top. & Santa Fe
Deerfield, Ark., St. Louis, Iron Mt. & So
Deerfield, Fla., Fla. East Coast
Deerfield, Ill., Chic. M. & St. P
Deerfield, Ind., P. C. C. & St. L
Deerfield, Kan., A. T. & S. Fe
Deerfield, Md., Western Md
Deerfield, Mass., Boston & Maine (a)
" N.Y. N. H. & Hart (b)
Deerfield, Lenawee Co., Mich., Lake Shore & Mich. So
Deerfield, Mo., Mo. Kan. & Tex
Deerfield, Neb., Burl. Rte (a)
" Missouri Pacific (b)
Deerfield, O., Lk. Erie, Alliance & Wh
Deerfield, Wis., North Western Line
Deergrove, Ill., Burl. Route
Deerhurst, Ala., Atlanta, Birm. & Atl
Deering, Ill., Chic. Mil. & St. Paul (a)
" North-West. Line (b)
Deering, Kan., Mo. Pacific
Deering, Me., Grand Trunk
Deering, Mo., Deering So. W †
" Frisco System
Deering, N.D., Gt. Northern
Deering, Wis., Chicago, Mil. & St. Paul
Deering Junction, Kan., Missouri Pacific
Deering Junction, Me., Boston & Maine (a)
" Maine Central (a)
Deering Junction, Mo., Deering Southwestern †
Deer Island, Ore., Astoria & Col. Riv (a)
" Northern Pacific (a)
Deer Lake, Fla., Tampa Northern
Deer Lake, N.B., Can. Pacific
Deer Lake, N.F., Reid Newfoundland
Deer Lake, Ont., Can. North. Ont
" Irondale, Banc. & Ott
Deer Lake, Que., Can. Northern Quebec
Deerland, Fla., Lv. & Nash
Deer Lick, Fla., Carrabelle, Tal. & Ga
Deer Lick, Pa., Waynesb. & W
Deer Lodge, Mont., Chicago, Mil. & Puget Sd
" Northern Pacific
Deermont, Tenn., Cin. New Orl. & Tex. Pac
Deer Park, Ala., Mob. & Ohio
Deer Park, Cal., Lake Tahoe Ry. & Tr. Co
Deer Park, Colo., Denver, No. West. & Pac
Deer Park, Ill., Burl. Route
Deer Park, Md., Balt. & Ohio
Deer Park, Mont., Chic Mil. & Puget Sd (a)
" Montana (a)
Deer Park, N.Y., Long Island
Deer Park, O., Cin. Lebanon & North
Deer Park, Tex., Galv. Har. & San Ant
Deer Park, Wash., Great Northern
Deer Park, Wis., North-Western Line
Deer Park Hotel, Md., Baltimore & Ohio
Deer Park Village, Md., Baltimore & Ohio
Deer Range, Ala., Lv. & Nash
Deer Range, La., New Orleans Southern
Deer River, Minn., Gt. No (a)
" Minneap. & Rainy R (b)
(a) and (b) about 400 yards apart
Deer River, N.Y., N.Y. Cent. & Hud. River
Deer Run, Colo., Denver & Rio Grande
Deer's, Ill., Wabash
Deerton, Mich., Duluth, S. Shore & Atl
Deer Trail, Ariz., United Verde & Pacific
Deer Trail, Colo., Union Pac
Deerwood, Manitoba, Canadian Northern
Deerwood, Minn., North. Pac
Deerwood, Wyo., Laramie, H. Peak & Pac
Dees, Ga., Georgia & Fla
Deeson, Fla., Atl. Coast Line
Deeson, Miss., Yazoo & Miss. Valley
Deeth, Nev., South. Pacific
Deevers, Mont., North. Pac
Defer, Wis., Duluth, So. Shore & Atl
Deferiets, N.Y., N. Y. C. & H. R
Deffenbaugh, O., Ohio River & Western
Defiance, Ia., Chic. Mil. & St. P
Defiance, Mo., Mo. Kans. & Tex
Defiance, N.M., A. T. & S. F., Coast Lines*
Defiance, O., Balt. & Ohio (a)
" Ohio Electric (c)
" Wabash (b)
(a) and (b) connect at crossing; depots ½ mile apart
(c) about 1½ miles from (a) and (b)
Defiance Jn., O., Wabash (a)
" Baltimore & Ohio (a)
Called Defiance on B. & O
Defield, Mo., St. L. South-west
Deford, Mich., Gd. Trunk
De Ford, Tenn., Nashv. Chat. & St. L
DeForest, Ind., Southern
DeForest, O., Erie
DeForest, Wis., Chic. M. & St. P
DeForest Junction, O., Baltimore & Ohio
DeFuniak Springs, Fla., Louisville & Nashville
DeGarmendia, Md., Baltimore & Ohio
Degnan, Okla., Chicago, Rk. Isl. & Pac
" Missouri, Kansas & Tex
DeGolia, Pa., Buff. Roch. & Pitts (a)
" Erie (a)
" Western N.Y. & Pa (b)
(a) and (b) ¼ mile apart
DeGonia, Ind., Southern
DeGraff, Kan., Atch. T. & S. Fe
DeGraff, Minn., Great North
DeGraff, O., Cl. Cin. Ch. & St. L
Degrosbois, Que., Can. Pac
D'Hanis, Tex., Galv. Har. & San Ant
Dehart, Mont. North. Pacific
Dehlborne, Wash., Gt. North
Deibiers, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) 7-10 mile apart
Deicke, Mo., Frisco System
Deisem, N.D., North. Pac
Deitrich, Idaho, Oregon Short Line
Deitz, W. Va., Ches. & Ohio
Deitzens, Ga., Cent. of Ga
DeKalb, Ill., Chic. Gt. West (a)
" Chicago, Mil. & Gary (a)
" North-West. Line (b)
(a) and (b) about 200 yards apart
DeKalb, Ia., Burl. Route
DeKalb, Mo., Chic. R. I. & Pac
DeKalb, S.C., Southern
DeKalb, Tex., Texas & Pacific
DeKalb Junction, Ill., Chicago Gt. West (a)
" Chicago, Mil & Gary (a)
DeKalb Junction, N.Y., Adirondack & St. L (a)
" N. Y. C. & Hud. Riv (a)
Dekays, N.J., Lehigh & Hud. R
De Koven, Ky., Illinois Cent
Delabole, Pa., Bangor & Port
Delacroix, La., Morgan's La. & Texas
Delafield, Ill., Louisv. & Nash
Delagua, Colo., Colorado & Southeast
Delair, N.J., Pennsylvania
Delair Junction, N.J., Pennsylvania
De Lamere, N.D., North. Pac
Delamere, Ont., Can. Pac
Delanco, N.J., Pennsylvania
DeLancy, N.Y., N.Y. Ont. & W
De Land, Fla., Atlantic C. L
Deland, Ill., Illinois Central
De Land Junction, Fla., Atlantic Coast Line
Delaney, Ark., Frisco Sys
Delaney, Cal., Southern Pac
Delaney, Wash., Oregon R.R. & Nav. Co
Delano, Cal., South. Pacific
Delano, Minn., Great North
Delano, O., Norfolk & West
Delano, Schuylkill Co., Pa., Lehigh Valley (a)
" Pennsylvania (a)
Delano, Tenn., Lv. & Nash
Delano Junction, Pa., Lehigh Valley (a)
" Pennsylvania (a)
Delanson, N.Y., Dela. & Hud
De Lap, Tenn., Southern
Delaplain, Ky., Cin. New Orl. & Tex. Pac
Delaplaine, Ark., St. Louis, Iron Mt. & So
Delaplane, Va., Southern
DeLassus, Mo., St. L. I. M. & S
De la Torre, Mex., Nat. of Mex
Delaughery, Wis., N.W. Line
Delavan, Cal., South. Pacific
Delavan, Ill., Chic. & Alt (a)
" Illinois Central (b)
(a) and (b) adjacent
Delavan, Kan., Missouri Pac
Delavan, Minn., Ch. M. & St. P
Delavan, Wis., Chic. M. & St. P
Delawanna, N.J., Del. L. & W
Delaware, Fla., Atlantic Coast Line
Delaware, Ind., B. & O. S. W
Delaware, Ia., Chic. Mil. & St. Paul (a)
" Illinois Central (b)
(a) and (b) ½ mile apart
Delaware, La., Franklin & Abbeville
Delaware, Mich., Keweenaw Central
Delaware, N.J., Del. Lack. & West (a)
" N.Y. Susq. & West (a)
Delaware, O., Cl. Cin. Chic. & St. L (a)
" Hocking Valley (b)
" Pennsylvania Co (c)
(a) and (b) 1½ miles apart
(a) and (c) ¼ mile apart
(b) and (c) 1 mile apart
Delaware, Okla., St. Louis, Iron Mt. & So
Delaware, Tex., Frisco Sys
Delaware, Va., Seaboard Air Line
D. & C. Junction, Md., Maryland, Del. & Va
Del. & Hud. Junction, Pa., Lehigh Valley
Delaware City, Del., Penna
Del. Lack. & West. Junction, Genessee Co., N.Y., Buf. Roch. & Pitts (a)
" Del. Lack. & West (a)
Called Buff. Roch. & Pitts. Junc. on Del. Lack. & West
Del. Lack. & West. Junction, Livingstone Co., N.Y., Del. Lack. & West (a)
" Pennsylvania (a)
Called Penna. R.R. Junc. on Del. Lack. & Western
Delaware Water Gap, Pa., Del. Lack. & West (a)
" N.Y. Susq. & West (b)
Called Water Gap on Del. Lack. & Western
Called both Delaware Water Gap and Water Gap on N.Y. Susq. & West
(a) and (b) about ¼ mile apart
Delcambre, La., Morgan's La. & Tex
Del Carbo, O., C. & M. V (Penna. Lines)
Delchamps, Ala., Mobile & Ohio
Deleau, Manitoba, Can. Pac
DeLeon, Tex., Texas Central
De Leon Springs, Fla., Atlantic Coast Line
Delespine, Fla., Florida East Coast
Delevan, N.Y., Pennsylvania
Delft, Minn., North-Western Line
Delgado, Mex., Mex. Internat
Delhi, Cal., Southern Pacific
Delhi, Colo., Atch. Top. & S. Fe
Delhi Ill., Chicago & Alton
Delhi, Ia., Chicago, Mil. & St. P
Delhi, La., Vicksburg, Shrev. & Pac
Delhi, Mich., Michigan Cent
Delhi, Minn., Minn. & St. L
Delhi, N.Y., N.Y. Ont. & West
Delhi, O., Balt. & O. So. W (a)
" Cl. Cin. Chic. & St. L (b)
Depots adjacent
Delhi, Ont., Grand Trunk (a)
" Wabash (a)

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Delia, Kan.,
Topeka & Northwest
Delight, Ark Ark.So-west
Delight, Md.,
West.Maryland
De Lions, Wash.
Port Townsend South
Delisle, Mo Frisco System
Delisle, O. Dayton & Union
Delisle, Sask., Can North
Delite, Colo., Atch.Top.&S.Fe
Dell Ark.,
Jonesb. Lk. City & East
Dell, Cal.,
A.T.&S.F., Coast Lines*
Dell Fla.,
Live Oak, Perry & Gulf
Dell, Mont., Ore. Short Line
Delta, Ind., Chic. & Wab. Val
Dell Alby, Ill.,
Elgin, Joliet & Eastern
Dell Rapids, S.D.,
Chicago, Mil. & St.Paul
Dell Roy, O., Wheel.& Lake E
Dellslow, W.Va.,
Morgantown & Kingw
Dell's Mills, Wis., C.M.& St.P
Dellvale Kan., Chic. R.I. & P
Dellwobd, Ga.,
Wadley Southern
Dellwood, Minn., No. Pacific
Dellwood, N.Y.,
Del. Lack. & West
Delmar, Ala., Northern Ala
Del Mar, San Diego Co., Cal.,
A.T.& S.F., Coast Lines*
Delmar, Santa Cruz Co., Cal.,
Southern Pacific
Delmar, Del.,
N.Y. Phila. & Norf (a)
" Pennsylvania (a)
Delmar, Ga., Atl Coast L
Delmar, Ill., Chic. Ind. & So
" Chic. Mil. & Gary
" Chicago Southern+
Delmar, Ind., C. C. C. & St. L
Delmar, Ia.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
Delmar, Ky.,
Louisville & Nashville
Delmar, Mo., Frisco System
Delmar, N.Y., Del. & Hudson
Delmar Junction, Ia.,
Chicago, Mil. & St. Paul
Delmas, Saskatchewan,
Canadian Northern
Delmire, Mo., Mo. South
Delmont, S.D., Chic. M. & St. P
Del Monte, Cal., South Pacific
Del Monte, Utah.
San Ped. Los Ang. & S.L R
Del Mont, O.,
C. & M. V (Penna. Lines)
Delmues, New.,
San Ped. Los Ang. & S.L R
Del Norte, Colo., Den & Rio G
Deloes, Pa., Pitts. & Western
Deloyney, La., Texas & Pac
Deloit, Ia., Illinois Cent (a)
" North-West. Line (b)
(a) and (b) about ¼ mi. apart
De Long, Ill. Burlington Rte
De Long, Ind., Erie (a)
" Vandalia (a)
De Long, Wash.,
Idaho & Wash North
Delora, O., Baltimore & Ohio
Delorme, Manitoba
Canadian Pacific
Deloris, Fla., Louiv. & Nash
Delorme, Minn. North. Pac
Delorme W. Va Norf. & West
Delphi, Ind., Ch. Ind. & Lou (a)
" Wabash (b)
(a) and (b) adjacent
Delphia, Mont.,
Chic Mil. & Puget Sd
Delphia, S.C.,
Chester & Lenoir
Delphi Falls, N.Y.,
Lehigh Valley
Delpine, Ala., Lv. & Nashv
Delpine, Tex.,
Texas & New Orleans
Delpos, Ia., Burl. Route
Delphos Kan. Union Pacific
Delphos, N.M.,
Eastern of New Mexico*
Delphos, O.,
Cincin. Ham. & Day (a)
" Northern Ohio (b)
" Ohio Electric (c)
" Pennsylvania Co (c)
" Toledo, St. L. & West (d)
(a) and (c) adjacent
(a) and (c) about ½ mi. apart
(b) and (c) adjacent
(b) and (c) about ½ mi. apart
(c) and (d) about 20 yards apart
(e) and (c) 400 feet apart
(d) and (c) about ½ mi. apart
Delpa, Pa.,
Lehigh & New England
Delray, Fla., Fla. East Coast
Delray, Mich.,
Detroit & Tol. Sh. Line
" Detroit, Tol. & Iron (a)
" Lk. Sh. & Mich. So (b)
" Michigan Central (b)
" Pere Marquette (b)
" Wabash (b)
(a) and (b) about ½ mi. apart
Del Ray, Va.,
Wash. Alex. & Mt. V. El
Del Rey, Cal.,
A.T.& S.F., Coast Lines*
Del Rey, Ill., Illinois Central
Del Rey Junction, Cal.,
Los Angeles-Pacific (El)
Del Rio, Ariz.,
Santa Fe Prescott & Ph*
Del Rio, Cal., South. Pacific
Del Rio, Mexico, Mex.
National of Mexico
Del Rio, Sonora, Mex.,
West Coast Route
Delrio, Tenn., Southern
Del Rio, Tex., Gal. Har. & S.A
Del Rosa, Cal.,
A.T.& S.F., Coast Lines*
Delrose, Tex.,
St. Louis South-west
Delsea, Tenn., Lv. & Nashv
Delta, Cal., Southern Pacific
Delta, Colo., Denver & Rio Gr
Delta, Ga., Georgia & Fla
Delta, Ia., Chic. Rk. Isl & Pac
Delta, Manitoba, Can. North
Delta, Mich., Pere Marquette
Delta, Mo., Frisco System (a)
" St. L. Iron Mt. & So (a)
" St. Louis South-west (b)
(a) and (b) several hundred yards apart
Delta, O.,
Lake Sh. & Mich. So (a)
" Wabash (b)
(a) and (b) 1¼ miles apart
Delta, Ont.,
Brockv. W. & Northw
Delta, Pa. Md. & Penna
Delta S.C. Seab. Air Line
Delta Wash., Great Northern
Delta, W.Va., Coal & Coke
Delta, Wis. Duluth, S.S. & Atl
Delta Beach Junc., Manitoba,
Canadian Northern
Delta City, Miss.,
Southern in Mississippi
Delta Junction Manitoba,
Canadian Pacific
Delta Junction, Mich.,
Minn. St. P. & Slt. Ste. M
Delta Point, La.,
Vicksburg Shrev. & Pac
Delton, Mich., Ch. Kal. & Sag
Delton, Va., Norf. & West
De Luz, Cal.,
A.T.& S.F., Coast Lines*
Delvale, Va., Va. & So. West
Del Valle, Cal., Southern Pac
Delwin, Mich., Pere Marq
Demarest, N.J., Erie
Deming, Ala., Louisv. & Nash
Deming, N.M.,
Atch. Top. & S.Fe (a)
" El Paso & S.W. Sys (a)
" Southern Pacific (a)
Deming, Wash., North. Pac
Demmler, Pa., Balt. & Ohio
Demopolis, Ala., Southern
Den Ores, N.D., North. Pac
Demorest, Ga., Tallulah Falls
De Moss, Ky., Chesa. & Ohio
De Moss, Ore.,
Oregon RR. & Nav Co
Demossville, Ky., Lv. & Nash
Demotte, Ind.,
Chicago Ind. & South
Dempsey, Ill., Lv. & Nashv
Dempsey, Mich., Pere Marq
Dempsey, Mont., North. Pac
Dempster, S.D.,
North-Western Line
Demster, Ky., Lv. H. & St. L
De Mund, Mo., Frisco System
Denair, Cal.,
A.T.& S.F., Coast Lines*
Denbeau, Pa., Penna
Denbigh, N.D., Great North
Denbys, Fla.,
Atlantic Coast Line
Denceron, N.C., Southern
Denceron, Va.,
Surry, Sussex & South
Denfield, Ont., Grand Trunk
Denham, Pasco Co., Fla.,
Tampa Northern
Denham, Polk Co., Fla.,
Atlantic Coast Line
Denham, Ind.,
Pitts. Cin. Chic. & St. L
Denham, La.,
Yazoo & Miss. Valley
Denham, Tex.,
St. Louis South-west
Denham Springs, La.,
Yazoo & Miss. Valley
Denhoff, N.D., No. Pacific
Denholm, Pa., Penna
Denholm, Saskatchewan,
Canadian Northern
Denie, Ala., Southern
Denieville, Ark.,
St. Louis Iron Mt. & So
Denis, Cal., South. Pacific
Denison, Ia. Illinois Cent (a)
" North-West. Line (b)
(a) and (b) about 1¼ miles apart
Denison, Kan.,
Missouri Pacific
Denison, Ont., Can. Pacific
Denison, Pa.,
Baltimore & Ohio
Denison, Tex.,
Frisco System (a)
" Houston & Tex. Cent (a)
" Mo. Kan. & Tex (a)
" Texas & Pacific (b)
(a) and (b) 100 yards apart
Denison, Wash.,
Great Northern
Denison, Ind.
Lake Erie & West (a)
" Toledo, St. L. & West (b)
Called Jefferson on T. St. L. & W
Denkman Junction, La.,
Tremont & Gulf+
Denley, N.Y.,
N.Y. Cent. & Hud. River
Denman, Ark. Midland Val
Denman, Okla.,
Chicago, Rk. Isl. & Pac
Denman, Tex.,
St. Louis South-west
Denmark Fla., Florida
Denmark, N.S., Intercolonial
Denmark, S.C.,
Atlantic Coast Line (a)
" Seaboard Air Line (b)
" Southern (b)
(a) and (b) about ½ mile apart
Denmark, Tenn.,
Nash. Chat. & St. Louis
Denmark, Wash., No. Pac
Denmark, Wis.,
North-Western Line
Denmark Junction, Mich.,
Michigan Central
Dennan's Crossing, Miss.,
Gulf & Ship Island
Dennett, Fla., South Georgia
Denning, Ark.,
St. Louis, Iron Mt. & So
Dennis, Alberta, Can. Pac
Dennis, Ga., Central of Ga
Dennis, Ia.,
Albia & Centerville
Dennis, Kan., Frisco System
Dennis, Ky., Louisv. & Nash
Dennis, Md., Balt. & Ohio
Dennis, Mich., Pere Marq
Dennis, Miss., Illinois Cent
Dennis, Forsyth Co., N.C.,
Norfolk & Western
Dennison, Ariz.,
A.T.& S.F., Coast Lines*
Dennison, Clark Co., Ill.,
Vandalia
Dennison, Mich., Gd. Trunk
Dennison, Minn., Ch. Gt. W
Dennison, O., P.C.C.& St. L
Denniston, Pa., Balt. & Ohio
Denniston, Va.,
Norfolk & Western (a)
" Southern (a)
Dennison's, N.Y.,
New York, Ont. & West
Dennisville, N.J.,
Atlantic City
Denny, Ill., Illinois Central
Denny, Pa. Pennsylvania
Denny, Tex., Hous. & Tex. C
Denny, Wis.,
Abbotsford & No. Fas
Dennys, Va., Norf. & So
Dennys, Wash., North. Pac
Dennys Crossing, Pa.,
Pennsylvania
Dennysville, Me.,
Washington County
Denoro, B.C., Great North
Denova, Ia., Burl. Route
Denrock, Ill., Burl. Route
Densler, Ala., Live Oak & Gulf
Densmore Kan., Mo. Pacific
Densmore, Wash.,
Seattle & Internat
Denson, O.,
Detroit, Tol. & Ironton
" Toledo & Western (El)
Dent, Minn.,
Minn. St. P. & Slt. Ste. M
Dent, Pa.,
Buffalo, Roch. & Pitts
Dent, Tenn., Louisv. & Nashv
Denton, Ga., Georgia & Fla
Denton, Idaho, North. Pac
Denton, Kan., Ch. R.I. & Pac
Denton, Carter Co., Ky.,
Ashl. Coal & Iron (a)
" Chesapeake & Ohio (a)
Denton Md.,
Maryland, Del. & Va
Denton, Mo.,
St. L. Kan. City & Colo
Denton, Neb., Burl. Route
Denton, N.C., Piedmont
Denton, Tenn.,
Tennessee & North Car
Denton, Tex.,
Mo. Kan. & Texas (a)
" Texas & Pacific (a)
Denton, Wash., Great North
Denton's, Mich., Mich. Cent
D'Entremont's, N.S.,
Halifax & Southwest
Dents, Pa., Buf. Roch. & Pitts
Dents, S.C., Southern
Dent's Mine, Tenn., Southern
Dent's Run, Pa.,
Buffalo & Susq (a)
" Pennsylvania (b)
(a) and (b) ¼ mile apart
Denver, Colo.,
Atch. Top. & S. Fe (a)
" Burlington Route (a)
" Chic. Rk. Isl. & Pac (a)
" Colo. & Southern (a)
" Colorado East (a) (b)
" Den. & Rio Grande (a)
" Denver, N.W. & Pac (a)
" Inter-Mountain (b)
" Union Pacific (a)
(a) and (b) ½ mile apart
(a) and (c) 1,000 feet apart
Denver, Fla., Atl. Coast Line
Denver, Ill., Wabash
Denver, Ind.,
Lake Erie & West (a)
" Vandalia (a)
Denver, Ia., Chic. Gt. West+
" Waterloo, Cedar R. & N
Denver, O.,
Detroit, Tol. & Ironton
Denver, Pa., Phila. & Read
Denver, S.C., Blue Ridge
Denver, Tenn.,
Nashv. Chatt. & St. L
Denver, W.Va., Balt. & Ohio
D. & R. G. Junction, Colo.,
Colorado & Southern
Denver Canyon, B.C.,
Canadian Pacific
D. E. & G. Junc., Kan.,
Atch. Top. & Santa Fe
D. E. & G. Junc., Okla.,
Denver, Enid & Gulf
Denver Junction, Ia.,
Chicago Great West (a)
" Waterloo C.F. & N (a)
Denver Junction, Tex.,
Wichita Falls & No. W
Denver Mills, Colo.,
Colorado & Southern
Denverside, Ill., Southern
Denville, N.J., Del. Lack. & W
Departure, Manitoba,
Canadian Northern
De Pauw, Ind., Southern
De Pere, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) 1 mile apart
Depew, N.Y.,
Del. Lack. & West (a)
" Erie (b)
" International (El) (c)
" Lehigh Valley (a)
" N.Y. Cent. & H. Riv (d)
(a) and (b) 1¼ miles apart
(a) and (c) about ½ mi. apart
(b) and (c) 1 mile apart
(b) and (d) ¼ mile apart
(c) and (d) about ⅝ mi. apart
(d) and (e) about ¼ mile apart
Depew, Okla., Frisco System
Depew, Ont., Canadian Pac
Depew's Siding, Mich.,
Michigan Central
Deposit, Ala., Nash. C. & St. L
Deposit, N.Y., Erie
Depot Harbor, Ont.,
Grand Trunk
Depoy, Ky., Illinois Central
Depue, N.C., Atl. Coast Line
Depue, Ill.,
Chicago Ind. & So (a)
" Chicago Mil. & St. Paul
" Chic. Rk. Isl & Pac (a)
" De Kalb & Northern+
Depue Junction, Ill.,
Chicago, Ind. & South
Deputy, Ind.,
Baltimore & Ohio S.W
DeQuasee, W.Va., Chesa. & O
De Queen, Ark.,
De Queen & Eastern (a)
" Kansas City South (b)
(a) and (b) about 10 yards apart
DeQuen, Que.,
Quebec & Lake St. John
DeQuincey, La.,
Colo. So. N. Orl. & Pac (a)
" Kansas City South (b)
(a) and (b) at out ½ mile apart
Derby, Colo., Burl Route
Derby, Ct., N.Y. N.H. & Hart
Derby, Ill., Lake Erie & West
Derby, Ia., Burlington Route
Derby, Kan., A.T. & Santa Fe
Derby, Ky., Illinois Central
Derby, Mich., Mich. Central
Derby, Pearl River Co., Miss.
New Orl. & North-east
Derby, Mo., Illinois Southern
Derby, Nev., South. Pacific
Derby, N.Y.,
Lk. Shore & Mich. So (a)
" N.Y. Chic. & St. L (b)
" Pennsylvania (b)
(a) and (b) adjacent
Derby, O.,
Baltimore & Ohio S.W
Derby, Pa.,
Pitts. Cin. Ch. & St. L (a)
" Wabash Pitts. Term (b)
(a) and (b) about ½ mile apart
Called Gladden on P. C. C. & St. L
Derby, Tex., Inter. & Gt. No
Derby, Wash., North. Pacific
Derby Junction, Ct.,
N.Y. New Hav. & Hart
Derby Junction, N.B.,
Intercolonial
Derby Junction, Pa., Penna
Derbidder, La.,
Gulf, Colo. & Santa Fe*
" Kansas City South (a)
" Lake Charles & No (a)
" Louisiana & Pacific (a)
De Ridder Junction, La.,
Louisiana & Pacific
Deringer, Pa.,
Lehigh Valley (a)
" Pennsylvania (b)
(a) and (b) about ¼ mi. apart
Spelled Derringer on Penna
Derita, N.C., Southern
Dermott, Ark., St. L. I. M. & S
Deronda, Wis.,
Minn. St. P. & Slt. Ste. M
De Rosette, Tenn.,
Nashv. Chatt. & St. L
Derouen, La.,
Morgan's La. & Texas
Derramadero, Mex.,
National of Mexico
Derrick, N.Y.,
New York & Ottawa
Derrickson, Wash.,
Northern Pacific
Derringer, Pa.,
See Deringer, Pa
Derringer, Wash. No. Pacific
Derry, Kan.,
Kansas South-western
Derry La., Texas & Pacific
Derry, N.H., Boston & Maine
Derry, Ore., South. Pacific
Derry, Montour Co., Pa.,
Susq. Bloomsb. & Ber
Derry,
Westmoreland Co., Pa.,
Pennsylvania
Derry Farm, Ill.,
Cin. Ham. & Dayton
Derrybale, W.Va.,
Chesapeake & Ohio
Derry Orchard, Ore.,
Salem, Falls City & W
Derry's Corner, N.B.,
Albert Southern
Derstines, Pa., Ph. & Read
Dekuyter, N.Y., Lehigh Val
Derwent O., Penna. Co
Derwood, Md. Balt. & Ohio
De Salaberry, Que.,
Quebec Ry. L. & P. Co
De Salis, Que., Can Pac
Desallemands, La.,
Morgan's La. & Texas
Des Arc, Ark.
Chicago, Rk. Isl. & Pac
Des Arc, La.,
La. Ry. & Nav. Co
Desar, Mo., St. L. I. M. & S
Desbarats, Ont.,
Canadian Pacific
Desilets Mill, Que.,
Quebec & Lake St. John
Descanso, Mex.,
Mexican International
Deschenbaut, Que.
Canadian Northern Que
" Canadian Pacific
Deschenes, Que., Can. Pacific
Deschutes, Ore.,
Oregon RR. & Nav. Co
Descubridora Mex.
Durango Central
Deseronto, Ont.,
Bay of Quinte
Deseronto Junction, Ont.,
Grand Trunk
Desert, Nev., South. Pacific
Desert, N.M.,
El Paso & S.W. System
Desert, Utah, Denv. & Rio G
Desford, Manitoba,
Great Northern
Desha, Tenn.,
Louisville & Nashville
Deshler Neb., Ch. R.I. & Pac
Deshler O., Balt. & Ohio (a)
" Cin. Ham. & Dayton (a)
" Ohio Electric (b)
(a) and (b) adjacent
Deshler Junction, O.,
Cin. Ham. & Dayton
Des Lacs, N.D., Great North
Deslogge, Mo.,
Miss. Riv. & Bonne Ter
De Smet, Mont., No. Pacific
De Smet, S.D.,
North-Western Line

Des Moines, Ia.,
Burlington Route (a)
" Chicago Great West (a)
" Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
" Ft. D. Des M. & So (d)
" Inter Urban (El) (d)
" Iowa Central +
" Minneapolis & St. L (a)
" North-West Line (c)
" St. P. & Des Moines (a)
" Wabash (a)
(a) and (b) ¼ mile apart
(a) and (c) adjacent
(b) and (c) ½ mile apart
(b) and (d) adjacent
(c) and (d) ½ mile apart
Des Moines, N.M., Colo. & So
" St. L. Rocky Mt. & Pac
Des Moines Junction,
Decatur Co., Ia.,
Burlington Route
Des Moines Junction,
Story Co., Iowa,
Ft. D. Des Moines & So
Des Moines River, Ia.,
Chicago, Mil. & St. Paul
Des Moines Union Jn., Ia.,
Burlington Route
Des Moines West Jn., Ia.,
St. Paul & Des Moines
Desmond, Mich., Pere Marq
Desmond, Wash., Gt. North
Desnoyer Park, Minn.,
Chicago, Mil. & St. Paul
DeSono, N.Y., West Shore
DeSoto, Ala., Louisv. & Nashv
Desoto, Ga., Seab. Air Line
DeSoto, Ill., Illinois Central
" St. Louis, Iron Mt. & So
DeSoto, Ind., Lake Erie & W
DeSoto, Ia.,
Chicago, Rk. Isl. & Pac
DeSoto Kan., Atch. T. & S. Fe
De Soto, La., Kansas City So
DeSoto, Miss., Mobile & Ohio
DeSoto, Mo., St. L. I. M. & So
DeSoto, Neb., No.-West. Line
DeSoto, Wis., Burl. Route
Des Peres Bridge Jn., Mo.,
St. Louis, Iron Mt. & So
Des Plaines, Ill.,
Minn. St. P. & S. Ste. M (a)
" North-West. Line (b)
(a) and (b) ⅜ mile apart
DesRivieres, Que., Cent. Vt
Dessaint, Que., Intercolonial
Dessard, Md., Pennsylvania
Dessau, Tex.,
Mo. Kans. & Texas
Detour, Cal., No. West. Pac
Detour, Md., West. Maryland
Detour, O., Pennsylvania Co
Detroit, Kan., Union Pacific
Detroit, Me., Maine Central
Detroit, Mich., Can. Pac (a)
" Detroit & Toledo Sh. L+
" Detroit, Tol. & Iron (a)
" Grand Trunk (c)
" Lk. Sh. & Mich. So (c)
" Michigan Central (b)
" Pere Marquette (a)
" Wabash (a)
(a) and (b) about 1-10 mile apart
Detroit, Minn.,
Minn. St. P. & S. S. M (a)
" Northern Pacific (b)
(a) and (b) ½ mile apart
Detroit, N.M., At. Top. & S. Fe
Detroit, Ore., Corvallis & East
Detroit, Tex., Texas & Pacific
Detroit, W. Va., Ches. & Ohio
Detroit & Bay City Crossing,
Oakland Co., Mich.
Grand Trunk
D. & L. N. Junction, Mich.,
Cincinnati Northern
Detroit & Mack. Junc., Mich.,
Lk. Shore & Mich. South
Detroit & Mil. Junc., Mich.,
Lake Shore & Mich. So
Detroit, Grand Haven & Milwaukee Cros'g Mich.
Grand Rapids & Ind
Also called Detroit & Milwaukee Crossing, which see
Detroit Jn., Wayne Co., Mich.,
Grand Trunk
Detsch, Pa.,
Pitts. Shawmut & North
Deuel, Las Animas Co., Colo
Denver & Rio Grande
Denuquat, O.,
Toledo & Ohio Central
Deux Rivieres, Ont.,
Canadian Pacific
DeVall's Bluff, Ark.,
Chicago, Rk. Isl. & Pac
Devault, Pa. Pennsylvania
Devereux, Ga., Georgia
Devereux, Mass., Bost. & Me
Devereux, Mich.
Lake Shore & Mich. So
Devereux, N.Y., Buff. R. & P
Dever's, Tex., Tex. & N. Orl
Devil Creek, Ky., Licking Riv
Deville, Alberta,
Grand Trunk Pacific
Dev lio N.D., Great North
Devil's Elbow, O., B. & O
Devil's Lake, Mich.,
Lake Shore & Mich. So
Devils Lake, N.D.,
Farmers Gr. & S. Co (a)
" Great Northern (a)
Devil's Lake, Wis.,
North-Western Line
See Cliff House, Wis., and Kirkland, Wis
Devil's River, Tex.,
Gal. Har. & San Ant
Devil's Slide, Utah,
Union Pacific
Devine, Tex., Int. & Great No
Devlin Road Ont., Can. Nor
Devol, O., Baltimore & Ohio
De Vol, Okla.,
Wichita Falls & No. W
Devon, Ia., Chicago Gt. West
Devon, Kan., Missouri Pac
Devon, Ky.,
Cin. New Orl. & Tex. Pac
Devon, Ont., Canadian Pacific
Devon, Pa., Pennsylvania
Devon, W. Va.,
Big Sandy & Cumb
" Norfolk & Western
Devore, Cal.,
A.T. & S.F., Coast Lines*
Dew, Mich.,
Au Sable & North-west
Dewalt, Pa., Pennsylvania
De Walt, Tex., Sugar Land
Dewar, Ia., Chicago Gt. West
Dewar, N.D.,
Minn. St. P. & Slt. Ste. M
Dewar, Okla., Mo. Okla. & G
Deward, Mich.,
Detroit & Charlevoix
Dewart, Pa., Pennsylvania
Dewdney, B.C. Can. Pacific
Dew Drop, Pa., Pennsylvania
Deweese, Neb., Burl. Route
DeWet, Manitoba, Can. Pac
Dewey, Ala., Cent. of Ga
Dewey, Fla., Atl. Coast Line
Dewey, Ga., Ga. Northern
Dewey, Champaign Co., Ill.,
Illinois Central
Dewey, Cook Co., Ill., Wabash
Dewey, Ind.,
Chic. and East. Ill (a)
" Southern Indiana (b)
" Vandalia (a)
Dewey, Alger Co., Mich.,
Munising
Dewey, Kent Co., Mich.,
Grand Trunk
Dewey, Marquette Co., Mich.,
Escanaba & Lake Sup
Dewey, Franklin Co., Mo.,
Missouri Pacific
Dewey, Mont., North. Pac
Dewey, N.C.,
Aberdeen & Asheboro
Dewey, O., Lk. Sh. & Mich. So
Dewey, Okla.,
Atch. Top. & S. Fe (a)
" Mo. Kan. & Texas (b)
(a) and (b) ¼ mile apart
Dewey, Allegheny Co., Pa.,
Baltimore & Ohio (a)
" Pitts. & Lake Erie (b)
(a) and (b) adjacent
Called Dexter on P. & L. E
Dewey, Armstrong Co., Pa.,
Western Allegheny
Dewey, S.D., Burl. Route
Dewey, Utah, Ore. Sh. Line
Dewey, Va., Norf. & West
Dewey, Douglas Co., Wis.,
Great Northern
Dewey Junction, O.,
Hocking Valley
Dewey Lake, Minn. Gt North
Dewey Rose, Ga., Southern
Dewey's Mill, Ark., Frisco Sys
Dewey's Mills, Vt.,
Woodstock
Dewe[illegible]lle, O., Cin. Ham. & D
Dewin[illegible] Branch, Pa.,
Baltimore & Ohio
Dewings, Mich.,
Grand Rapids & Ind
DeWinton, Alberta, Can. Pa
DeWitt, Ark., St. Louis S. W
DeWitt, Ga., Atl. Coast Line
DeWitt, Ill., Illinois Central
De Witt, Ia.,
Chic. Mil. & St. Paul (a)
" North-Western Line (b)
(a) and (b) ½ mile apart
Dewitt, Miss., Ala. & Miss
DeWitt, Mo., Wabash
DeWitt, Neb., Burl. Route (a)
" Chic. Rock I. & Pac (b)
(a) and (b) about 1½ mi. apart
DeWitt, N.Y., West Shore
De Witt, Va., Seab. Air Line
Dewittville, N.Y.,
Jamest. Chau. & Lk. E
Dewittville, Que., Gd. Trunk
Dew Maine, Ill., Illinois Cent
Dews, Mich.,
Au Sable & North-west
Dexter, Ark., St. L. I. M. & So
Dexter, Cal.,
San Diego & Cuyamaca
Dexter, Ga., Wrightsv. & Ten
Dexter, Ill., Vandalia
Dexter, Ia., Ch. Rk. Isl. & Pa
Dexter, Kan., Missouri Pac
Dexter, Ky., N.C. & St. L
Dexter, Me., Maine Central
Dexter, Marquette Co., Mich.,
Duluth, So. Shore & Atl
Dexter,
Washtenaw Co., Mich.,
Michigan Central
Dexter, Mower Co., Minn.,
Chicago, Mil. & St. Paul
Dexter, Mo., St. L. I. M. & S (a)
" St. Louis So. West (b)
(a) and (b) about ¾ mi. apart
Dexter, Neb., Union Pacific
Dexter, N.M.,
Eastern of New Mex*
Dexter, N.Y.,
N.Y. Cent. & Hud. Riv
Dexter, Meigs Co., O.,
Kanawha & Michigan
Dexter, Allegheny Co., Pa.,
Baltimore & Ohio (a)
" Pitts. & Lake Erie (b)
(a) and (b) adjacent
Called Dewey on B. & O
Dexter City, Noble Co., O.,
Pennsylvania Co
Dexter Junction Kan.,
Missouri Pacific
Dexter Junction, Mo.,
St. L. Iron Mt. & So (a)
" St. L. South-western (b)
(a) and (b) about ¾ mile apart
Dexter Junction, N.Y.,
N.Y. Cent. & Hud. Riv
Dexter Mills, Pa.,
Lehigh & New England
Dexterville, N.Y., Erie
Dexterville, Wis.,
Chic. Mil. & St. Paul (a)
" Green Bay & West (a)
Dexterville Junction, Wis.,
Chic. Mil. & St. Paul
Diagonal, Ia.,
Burlington Route (a)
" Chic. Great West (b)
(a) and (b) about ¾ mi. apart
Dialville, Tex., St. L. S. W
Diamond
Contra Costa Co., Cal.,
A.T. & S.F., Coast Lines*
Diamond, Colo., Union Pac
Diamond, Ind.,
Chicago & East. Illinois
Diamond, La., New Orl. So
Diamond, Mo., Frisco Sys (a)
" Missouri Pacific (a)
Called Edgecomb on Frisco System
Diamond, Nev., Eureka & Pal
Diamond, O.,
Wheeling & Lake Erie
Diamond, Clarion Co., Pa.,
Pennsylvania
Diamond,
Westmoreland Co., Pa.,
Baltimore & Ohio
Diamond, W Va., Ches. & O
Diamond, Wyo., Colo. & So
Diamond Bluff, Wis.,
Burlington Route
Diamond Hill, R.I.,
N.Y. New Hav. & Hart
Diamond Junction, Ind.,
Chicago and East. Ill
Diamond Lake, Ill.,
Elgin, Joliet & Eastern
Diamond Lake, Wis.,
Stanley, Merrill & Phil
Diamond Mines, Ill.,
Cleve. Cin. Chic. & St. L
Diamonds, Wash.,
Oregon RR. & Nav. Co
Diamond Springs, Cal.,
Diamond & Caldor (a)
" Southern Pacific (a)
Diamond Springs, Kan.,
Atch. Top. & Santa Fe
Diamond Springs, Ky.,
Louisville & Nashville
Diamond Springs Va.,
Norfolk & Southern
Diamondtown, Pa.,
Lehigh Valley
Diamondville, Mo., Mo. Pac
Diamondville, Pa.,
N.Y. Cent. & Hud. R (a)
" Pennsylvania (a)
Diamondville, Wyo.,
Oregon Short Line
Dian, Ark., Prescott & N. W
Diana, N.Y., N.Y.C. & Hud. R
Diana, Sask., Can. Pacific
Diana, Tex., Tex. & New Orl
Diana, W. Va.,
West Virginia Midland
Diascund, Va., Ches. & Ohio
Diaz, Ark., St. L. I. Mt. & So
Diaz Chihuahua, Mex.,
National of Mexico
Diaz, Coahuila, Mex.,
Mexican International
Dibblee, N.B., Canadian Pac
Diboll, Tex.,
Houst. E. & W. Tex (a)
" Texas South-eastern (b)
(a) and (b) adjacent
Diboll Junction, Tex.,
St. Louis South-west (a)
" Texas South-east (a)
Called Cowhart on St. L. S. W
Dick, Colo., Union Pacific
Dick, Pa., Pennsylvania
Dickason, Ind., Ch. and E. Ill
Dickens, Ia., Chic. Mil. & St. P
Dickens, Manitoba,
Canadian Pacific
Dickens, Neb., Burl. Route
Dickenson, Ala., Southern
Dickerson, Ill., Illinois Cent
Dickerson, Md., Balt. & Ohio
Dickerson, Miss.,
Yazoo & Miss. Valley
Dickerson, N.C.,
Seaboard Air Line
Dickerson, Tenn., Ill. Cent
Dickerson Run, Pa., P. & Lk. E
Dickert, Ala.,
Atlanta, Birm. & Atl
Dickey, Colo., Colo. & So
Dickey, Ga., Louisv. & Nashv
Dickey, N.D., Northern Pac
Dickey's, Ill., Illinois Central
Dickie, Cal., Southern Pac
Dickinson, Cal.,
A.T. & S.F., Coast Lines*
Dickinson, Ill., Burl. Route
Dickinson, Minn.,
Minn. St. P. & Slt. Ste. M
Dickinson, N.D., North. Pac
Dickinson, Tex.,
Galv. Houst. & Hend (a)
" Internat. & Gt. No (a)
" Mo. Kan. & Texas (a)
Dickinson, Va., Ches. & Ohio
Dickinson, W. Va.,
Kanawha & Michigan
Dickinson Center, N.Y.,
New York & Ottawa
Dickinsons, Ind.,
Grand Rapids & Ind
Dick's Crossing, O.,
Baltimore & Ohio
Dickson, Ala., Southern
Dickson, Ark., Frisco System
Dickson, Miss., Illinois Cent
Dickson, Okla.,
Chicago, Rk. Isl. & Pac
Dickson, Pa., Del. & Hud (a)
" N.Y. Ontario & West (b)
(a) and (b) adjacent
Dickson, Tenn., Nash. C. & St. L
Dickson,
Greenbrier Co., W. Va.,
Chesapeake & Ohio
Dickson, Wayne Co., W. Va.,
Norfolk & Western
Dicksonburg, Pa.,
Bessemer & Lake Erie
Dickworsham, Tex.,
Ft. Worth & Denv. City
Didell N.Y.,
Central New Eng (a)
" N.Y. N.H. & H (a)
Dido, La., Gulf, Colo. & S. Fe*
Didsbury, Alberta, Can. Pac
Diebert, O.,
Detroit, Tol. & Ironton
Dieffenbach, Pa.,
Susq. Bloomsb. & Ber
Diehlstadt, Mo., St. L. I. M. & S
Diemling, Mich. Munising
Diente, Mex., Mex. Mineral
Dieringer, Wash., North. Pac
Dierks, Ark.,
De Queen & Eastern
Dies, Tex.,
Gulf, Colo. & Santa Fe*
Dieterich, Ill.,
Indianapolis Southern
Dietrich, Idaho,
Oregon Short Line
Dietrich, Wash., North. Pac
Dietz Cal., Southern Pacific
Dietz, Wyo., Burl. Route
Diffin, Mich., N. W. Line
Diffley, Wash., North. Pac
Digby, Ill., Louisv. & Nashv
Digby, Ia., Chic. Rk. Isl. & Pac
Digby, N.S., Dom. Atlantic
Digby, W. Va., Ches. & Ohio
Digby's Ky., Lv. & Nashv
Diggins, Mo., Frisco System
Dighton, Kan., At. Top. & S. Fe
Dighton, Mass.,
N.Y. New Hav. & Hart
Dighton, Mich.,
Manistee & Gd. Rapids
Dike, Ia., North-West. Line
Dike, Nev.,
San Ped. Los Ang. & S. Lk
Dilks, Pa., Pennsylvania
Dill, Kan., Missouri Pacific
Dill, Ont., Can. Pacific
Dill, W. Va., West. Maryland
Dill, Wis., Ch. Mil. & St. P (a)
" Illinois Central (a)
Dillard, Ala., Atl. Coast Line
Dillard, Ore., South. Pacific
Dillards, Ga., Tallulah Falls
Dillburg, Ala.,
Alabama, Tenn. & No
Dill City, Okla.,
Kan. City, Mex. & Orient
Dille, O., Pennsylvania Co
Diller, Mich., Manistique
Diller, Neb., Burl. Route
Dillers, Tex., Texas Central
Dillerville, Pa., Penna
" Phila. & Reading
Dilles, O., Pennsylvania Co
Dilley, Tenn.,
Louisville & Nashv (a)
" Southern (a)
Dilley, Tex.,
Internat. & Gt. North
Dilley's, Ore., South. Pacific
Dillinger, Pa., Perkiomen
Dillion, Ky., Lv. & Nashv
Dillman's, Wis.,
North-Western Line
Dillman's Mill, Mo.,
Frisco System
Dillon, Cal., Southern Pacific
Dillon, Colo., Colo. & So (a)
" Denv. & Rio Grande (b)
(a) and (b) about ¼ mi. apart
Dillon, Ga.,
Atlanta, Birm. & Atl
Dillon, La Grange Co., Ind.,
St. Jos. Vy. Trac (El)
Dillon, Laporte Co., Ind.,
Lake Erie & West (a)
" Wabash (a)
Dillon, Ia., Iowa Central
Dillon, Mo., Frisco System
Dillon, Mont., Oregon S. L
Dillon, Nev., Nevada Cent
Dillon, N.M. At. Top. & S. Fe
Dillon, O., Baltimore & Ohio
Dillon, S.C., Atl. Coast Line
Dillon, Va., Ches. & Ohio
Dillonvale, O.,
L. Erie, Alliance & W (a)
" Wheeling & L. Erie (b)
(a) and (b) about ¾ mile apart
Dills, O.,
Detroit, Tol. & Ironton
Dillsboro, Ind., Balt. & O. S. W
Dillsboro, N.C., Southern
Dillsburg, Pa., Cumb. Valley
Dillsburg Junction, Pa.,
Cumberland Valley
D. & M. Junction, Pa.,
Cumberland Valley
Dilltown, Pa.,
Buff. Roch. & Pitts
" Pennsylvania
Dillwyn Kan., At. Top. & S. Fe
Dillwyn, Va. Ches. & Ohio
Dilsburg, Ill., Illinois Cent
Diltz, Ont., Grand Trunk (a)
" Wabash (a)
Dilworth, Minn., North. Pac
Dilworth, Tex., San A. & A. P
Dimeling, Pa., N.Y.C. & H. R
Dimmick, Ill.,
Illinois Central (a)
" North-West. Line (b)
(a) and (b) 100 yards apart
Dimmitt's, Ky., Lv. & Nashv
Dimmock, W. Va., Ches. & O
Dimock, Pa., Lehigh Valley
Dimond, N.H.,
Boston & Maine
Dimondale, Mich.,
Lake Shore & Mich. So
Dimple, Ark., Frisco System
Dinamita, Mex., Nat. of Mex
Dinehart's, N.Y.,
Kanona & Prattsburgh
Dingess, W. Va., Norf. & West
Dingess Branch Jn., W Va.,
Norfolk & Western
Dingle, Idaho, Oregon S. L
Dingley, Sask., Can. Pacific
Dingman, Colo.,
Denver & Rio Grande
Dink, Ga., Register & Glennv
Dinkins Tex.,
Internat. & Gt. North
Dinner Island, Fla.,
Florida East Coast
Dinorwic, Ont., Can. Pac
Dinsdale, Ia.,
Chicago, Rk. Isl. & Pac
Dinsmore, Fla.,
Atlantic Coast Line
Dinsmore, Pa., P. C. C. & St. L
Dinsmore, Tex.,
Galv. Harrisb. & San Ant
Dinuba, Cal.,
A.T. & S.F., Coast Lines*
" Southern Pacific
Dinwiddie, Va.,
Seaboard Air Line
Diorite Mich., No. West. Line
Dipple, O.,
Toledo & Ohio Central
Disco, Ill., Tol. Peoria & West
Discovery, Wash
Port Townsend South
Dishaw's, N.Y.,
Norwood & St. Law
Disko, Ind. Erie
Disley, Sask., Can. Northern
Dismal, W. Va.,
Char. Clen. & Sutton
Dismukes, Tenn., Lv. & Nash

** On the Santa Fe*
† For freight only
‡ On the Rock Island System

Disney, Idaho,
Oregon Short Line
Disney, Tenn., Southern
Dispatch, Va., Southern
Disputanta, Va., Norf. & West
D'Israeli, Que., Quebec Cent
Disston, Ore., Oregon & S. E
Distall, Miss.,
Yazoo & Miss. Valley
Diston, Colo., Mo. Pacific
Ditchfield, Que., Can. Pac
Ditchley, Miss., South. in Miss
Ditho, Nev., Southern Pacific
Ditson, N. C., Raleigh & West
Divener, Pa., Balt. & Ohio
Diver, Ont.,
Temiskaming & No. Ont
Divernon, Ill., Illinois Cent
Diversion, Tenn., Ill. Central
Divide, Ala., Louisv. & Nashv
Divide, Ariz.,
Santa Fe, Presc. & Ph*
Divide, Cal., Pacific Coast
Divide, Park Co., Colo.,
Colorado & Southern
Divide, Teller Co., Colo.,
Colo. Midland (a)
" Midland Terminal (a)
Divide, Ga., Seab. Air Line
Divide, Miss.,
Natchez, Col. & Mobile
Divide, Mont., Ore. Sh. Line
Divide, N. D., North. Pacific
Divide, Douglas Co., Ore.,
Southern Pacific
Divide, Wash.,
Tacoma Eastern
Divide, Wis., No. West. Line
Divide Junction, Miss.,
Natchez, Col. & Mobile
Dividend, Ot., N. Y. N. H. & H
Divide Siding, Ia.,
Chicago, Rk. Isl. & Pac
Dividing Creek, N. J.,
Central of New Jersey
Dividing Ridge, Ky., Lv. & N
Divine, Ill., Elgin, Jol. & East
Divisidero, Mex.,
Parral & Durango
Dix, Colo., Rio Grande South
Dix, Ill., Southern
Dix, Ind.,
Cleve. Cin. Chic. & St. L
Dix, Mich., Pere Marquette
Dix, Neb., Union Pacific
Dix, N. Y., N. Y. Ont. & West
Dix, Pa., Pennsylvania
Dixfield, Me., Maine Central
Dixiana, Ala.,
Louisville & Nashville
Dixiana, S. C., Seab. Air Line
Dixiana Junction, Ala.,
Louisville & Nashville
Dixie, Ala., Southern
Dixie, Brooks Co., Ga.,
Atlantic Coast Line
Dixie, Troup Co., Ga.,
Atl. & West Point
Dixie, Ind.,
Chic. Indiana & South
Dixie, La., Texas & Pacific
Dixie, O., Baltimore & Ohio
Dixie, Ont., Canadian Pac
Dixie, Ore., Klamath Lake
Dixie, Que., Grand Trunk
Dixie, S. C., Southern
Dixie, Va., Norfolk & West
Dixie, Wash., Northern Pac
Dixieland, Tex.,
Pecos River*
Dixie Mill, Ark.,
Chic. Rk. Isl. & Pac (a)
" St. Louis South-west (b)
Called Dixie Mills on C. R. I. & P
Dixmont, Pa., Penna. Co
Dixon, Cal., South Pacific
Dixon, Ga.,
Brunswick & Birm
Dixon, Ill., Illinois Cent (a)
" North West. Line (b)
(a) *and* (b) 30 *rods apart*
Dixon, Ia.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
(a) *and* (b) ¼ *mile apart*
Dixon, Webster Co., Ky.,
Illinois Central
Dixon, Mich., Munising
Dixon, Miss.,
Alabama & Vicksburg
Dixon, Mo., Frisco System
Dixon, Mont., Northern Pac
Dixon, Neb.,
Burlington Route
Dixon, N. Y., Lehigh Valley
Dixon, N. C., Atl. Coast Line
Dixon, O., Ohio Electric (a)
" Pennsylvania Co (b)
(a) *and* (b) *adjacent*
Dixon, Tex., Mo. Kan. & Tex
Dixon's, Fla., Lv. & Nashv
Dixon's Mill., Colo.,
Burlington Route
Dixonville, Pa.,
N. Y. Cent. & Hud. R (a)
" Pennsylvania (a)
Dixville, Que., Grand Trunk
D'Lo, Miss., Gulf & Ship Isl
Doak, N. B., Can. Pacific
Doaktown, N. B., Intercol
Doan, Mich., Au Sable & N. W
Doane, Neb., Burl. Route
Doane, W. Va., Norf. & West
Doans, Mo., Chicago & Alton
Dobbin, W. Va.,
Western Maryland
Dobbington, Ont., Gd. Trunk
Dobbins, Tex.,
Burr's Fy. Brown. & Ch
Dobbs, N. J., Atlantic City
Dobb's Ferry, N. Y.,
N. Y. Cent. & Hud. River
Dobbs Lane, Ore.,
Central of Oregon
Docheno, S. C., Southern
Dockery, Miss.,
Yazoo & Miss. Valley
Dockery Junction, Miss.,
Yazoo & Miss. Valley
Dock Junction, Ga.,
Atlantic Coast Line
Dock Junction, N. Y.,
Buffalo, Roch. & Pitts
Dock Junction, Pa.,
Lake Sh. & Mich. So (a)
" Pennsylvania Co (a)
Dockmur, Ont., Can. Pac
Docks, Ga., Southern
Dock's, Mo., St. L. I. M. & So
Dock Siding, Ind., Balt. & O
Dockville, Tex.,
Nacogdoches & S. E
Doctor Cos, Mex.,
National of Mexico
Doctor's Inlet, Fla.,
Atlantic Coast Line
Doctortown, Ga.,
Atlantic Coast Line
Dodamead, Va., Southern
Dodd, Colo., Union Pacific
Dodd, Ind., Balt. & Ohio S. W
Doddridge, Ark., Texas & Pac
Doddridge, N. S., Dom. Atl
Dodds, Ky.,
Nash. Chatt. & St. Louis
Dodd's, O.,
Day. L. & C. R. R. & T. Co
Dodd's, Tex., Tex. & Pacific
Doddsville, Miss.,
Yazoo & Miss. Valley
Doddsville, Tenn., Tenn. Cent
Dodge, La., No. La. & Gulf
Dodge, Mont., C. M. & Puget Sd
Dodge, Neb., No. West. Line
Dodge, N. Y., Pennsylvania
Dodge, Okla., Frisco System
Dodge, Tex.,
Internat. & Gt. No (a)
" Trinity Valley So (a)
Dodge, Wis., Gr. B. & West
Dodge Center, Minn.,
Chicago Gt. West (a)
" North West. Line (a)
Dodge City, Kan.,
Atch. Top. & S. Fe (a)
" Chic. Rk. Isl. & Pac (b)
(a) *and* (b) 1 *mile apart*
Dodge Park, Md.,
Wash. Balt. & Annap. El
Dodge's,
Washington Co., Vt.,
Montpelier & Wells R
Dodgeville, Mass.,
N. Y. New Hav. & Hart
Dodgeville, Wis.,
Illinois Central (a)
" North West. Line (b)
(a) *and* (b) 1 *mile apart*
Dodgin Mill, Ga., Southern
Dodon, Nev., Southern Pac
Dods, Okla., Chic. Rk. Isl. & P
Dodsen's, Tenn., Lv. & Nash
Dodson, La., Chic. R. I. & Pac
Dodson, Mo., Frisco System
" Missouri Pacific
Dodson, Mont., Great North
Dodson, O.,
Dayton & Union (a)
" Ohio Electric (b)
" Pitts. C. C. & St. L (a)
(a) *and* (b) *adjacent*
Dodson's, Ore.,
Oregon RR. & Nav. Co
Dodsworth, Cal., So. Pacific
Doe, Tenn., Virginia & So. W
Doe Gully, Md., Western Md
Doe Gully, W. Va., Balt. & O
Doe run, Ga., Georgia No
Doe Run, Mo.,
Miss. River & B. Terre
Doe Run, Pa., Pennsylvania
Doe Run Junction, Mo.,
Miss. River & B. Terre (a)
" St. L. Iron Mt. & So (a)
Doe Run Mill No. 3, Mo.,
Miss. Riv. & B. Terre
Doe Canon, N. M.,
El Paso & S. W. System
Dogden, N. D.,
Minn. St. P. & Slt. Ste. M
Dog River, Ont., Can. Pacific
Dogwood, Ala., Southern
Dogwood Grove, Ark.,
Bearden & Ouachita Riv
Dohen, Out., Canadian Pac
Doherty, O., Ohio Riv. & West
Doherty, Ont.,
Temiskaming & No. Ont
Dola, O., Pennsylvania Co
Dola, W. Va., Balt. & Ohio
Dolan, Okla., Mo. Kan. & Tex
Doland, S. D., No. West. Line
Dolard, Tex.,
Mo. Kans. & Texas
Dolbow, Mo., Burl. Route
Dolby Ripe, Me.,
Bangor & Aroostook
Dolcito, Ala., Louisv. & Nash
Dolcito Junction, Ala.,
Louisville & Nashville
Dole, Ore., Southern Pacific
Dolen, Tex.,
Gulf, Colo. & Santa Fe*
Dolgeville, Cal., Pacific Elec
" Southern Pacific
Dolgeville, N. Y.,
Little Falls & Dolgev
Dollska, Ala., Southern
Dolite, Va., Southern
Dollves, Ala., Lv. & Nashv
Dollar Bay, Mich.,
Copper Range (a)
" Mineral Range (b)
Dollar Junction, Ark.,
El Dorado & Bastrop (a)
" La. & Pine Bluff (a)
Dollars, Tenn., Laurel
Dollarville, Mich.,
Duluth, So. Shore & Atl
Dollinger, Pa.,
Pitts. Shawmut & North
Dolliver, Ia., No. West. Line
Dollville, Ill.,
Chicago and East. Ill
Dolly Varden, Nev.,
Nevada Northern
Dolman, Tex.,
Mo. Kans. & Tex
Dolomite, Colo., Colo. Mid
Dolores, Colo., Rio Gr. South
Dolores, Fla., Louisv. & Nashv
Dolores, Chihuahua, Mex.,
National of Mexico
Dolores, ——, Mex.,
Matchuala
Dolores, Tex.,
St. L. Brownsv. & Mex
Dolores Hidalgo, Mex.,
National of Mexico
Dolph, Ark., Ark. & La
Dolphin, N. J., Penna
Dolphin, Va., Virginian
Dolsen, La., Yazoo & Miss. V
Dolton, Ill., Belt of Chic (a)
" Chicago & East. Ill (a)
" Chicago & West. Ind (a)
" Chicago, Cin. & Louisv
" Indiana Harbor Belt +
" Pitts. Cin. C. & St. L (b)
(a) *and* (b) ½ *mile apart*
Dolton, S. D., Chic. Mil. & St. P
Dolton Junction, Ill.,
Chicago & West. Ind
Dome Ariz., Southern Pacific
Dome Rock, Colo.,
Colorado & Southern
Domingo, Ala.,
Louisville & Nashville
Domingo, N. M.,
Atchison, Top. & S. Fe
Dominguez, Colo., Den. & R. G
Dominguez Junction, Cal.,
Pacific Electric
Dominion, Fla.,
Atlantic Coast Line
Dominion, N. S.,
Sydney & Louisburg
Dominion,
Jacques Cartier Dis., Que.,
Grand Trunk
Dominion, Va., Lv. & Nashv
Dominion City, Manitoba,
Canadian Pacific
Don, Ga., Southern
Don, Mex., West Coast Route
Don, N. D., Northern Pacific
Don, O., Penna. Co
Don, Ont., Can. Pacific (a)
" Grand Trunk (b)
(a) *and* (b) *about* ½ *mi. apart*
Dona, Ont., Gd. Trunk Pac
Dona Ana, N. M., A. T. & S. Fe
Dona Cecilia, Mex.,
National of Mexico
Donaciana, N. M., N. M. Cent
Donaghmore, Pa.,
Cornwall (a)
" Phila. & Reading (a)
Donahue, Cal., No. West. Pac
Donahue, Ia., Chic. Mil. & St. P
Donahue, Wash., North Pac
Donald, Ala., Southern
Donald, B. C., Can. Pacific
Dona d, Ga.,
Ga. Coast & Piedmont
Donald, Ill., Chic. Term. Trans
Donald, Mont.,
Chicago, Mil. & Puget Sd
Donald, O., Cin. Ham. & Day
Donald, Ont., Grand Trunk
Donald, Ore., Ore. Elec
Donald, Wis.,
Minn. St. P. & Slt. Ste. M
" North Western Line
Donald's, Kan.,
Missouri Pacific
Donald's, S. C., Southern
Donaldson, Ark., St. L. I. M. & S
Donaldson, Ind., Penna. Co
Donaldson, Minn., Gt. North
Donaldson,
Schuylkill Co., Pa.,
Phila. & Reading
Donaldson, Warren Co., Pa.,
Tionesta Valley
Donaldson, W. Va., Balt. & O
Donaldsonville, Ga.,
Atlantic Coast Line
Donaldsonville, La.,
Texas & Pacific
Donara, Ky., Louisv. & Nash
Dona Rosa, Mex.,
National of Mexico
Donegal, Pa., Philipsburg *RR*
Doneison, Tenn.,
Nash. Chat. & St. L (a)
" Tennessee Central (b)
(a) *and* (b) *about* ¼ *mi. apart*
Donerail, Ky.,
Cin. New Orl. & Tex. Pac
Doney's, O.,
Ohio Electric (a)
" Toledo & Ohio Cent (b)
(a) *and* (b) ½ *mile apart*
Donfin, Tex.,
St. Louis, Brownsv. & M
Dongan Hills, N. Y.,
Staten Isl. Rap. Transit
Dongola, Ill., Illinois Central
Donie, Tex.,
Trinity & Brazos Valley
Donington, O.,
Ind. Col. & East. Tr. Co
Doniphan, Kan.,
Burlington Route
Doniphan, Mo., St. L. I. M. & So
Doniphan, Neb., St. J. & G. I
Donkville, Ill.,
St. Louis, Troy & East +
Donkville Junction, Ill.,
St. Louis, Troy & East +
Donlan, Mont., No. Pac
Donlands, Ont., Can. Pac
Donley, Miss., So. in Miss
Donley, Pa., Pennsylvania
Donley Park, Pa., Balt & Ohio
Don Luis, Ariz.,
El Paso & S. W. System
Don Luis, Mex., Nat. of Mex
Donna, Ore., South. Pacific
Donna, Tenn., Lv. & Nashv
Donna, Tex.,
St. L. Brownsv. & Mex
Donnaha, N. C., Southern
Donnan, Ia., Chic. Rk. I. & P
Donnan Junc., Ia.,
Chicago, Mil. & St. Paul
Donnell, Mo., St. L. I. M. & So
Donnellson, Ill.,
Toledo, St. L. & Western
Donnellson, Ia., Burl. Route
Donnelly, Ia., Burl. Route
Donnelly, Minn., Gt. North
Donnelly, Pa., Balt. & Ohio
Donnelsville, O.,
Cleve. Cin. C. & St. L (a)
" Ohio Electric (b)
(a) *and* (b) *adjacent*
Donner, La.,
Morgan's La. & Texas
Donnybrook, N. D.,
Minn. St. P. & Slt. Ste. M
Donohoe, Miss., Ala. & Vicks
Donohoe, Pa., Pennsylvania
Donora, Pa., Pennsylvania
Donova, Ia., Burl. Route
Donovan, Ga.,
Wrightsville & Tennille
Donovan, Ill., Chicago So +
" Cleve. Cin. Chic. & St. L
Donovan, Miss.,
New Orl. Mobile & Chic
Donovan, Mo., Chic. R. I. & P
Donovan, Tenn., Southern
Donovan, Tex.,
St. Louis Southwestern
Donovan's, N. F.,
Reid Newfoundland
Doo-Tol, Tex.,
Galv. Harrisb. & San Ant
Don Valley, Ont., Gd Trunk
Dooley, Ind., Vandalia
Dooley, Neb., Burl. Route
Dooley, S. C., Southern
Dooley, Va., Norfolk & West
Dooling, Ga.,
Atlanta, Birm. & Atl
Dooms, Va., Norfolk & West
Doon, Cal., Butte County
Doon, Ia., Great Northern (a)
" North-West. Line (b)
(a) *and* (b) *about* ¼ *mi. apart*
Doon, Nev., Southern Pacific
Doon, Ont., Grand Trunk
Doonside, Sask.,
Canadian Northern
Dopeltus, Minn., North. Pac
Dora, Ala., Frisco System
Dora, Ill., Vandalia
Dora, La., Texas & Pacific
Dora, Va., Norfolk & West
Dorado, Mex., Nat. of Mex
Doran, Idaho, Oregon S. L
Doran, Ind., Pere Marquette
Doran, Minn., Great North
Doran, Mo., Missouri Pacific
Doran, Va., Norfolk & West
Doran, Wash., No. Pac
Doran's, Ill., Illinois Central
Doran's, Wis., No. West. Line
Doraville, Ga., Southern
Dorcas, Cal., South. Pacific
Dorceyville, La., Tex. & Pac
Dorchee, S. C.,
Atlantic Coast Line
Dorchester, Ga.,
Seaboard Air Line
Dorchester, Ill.,
Cleve. Cin. Chic. & St. L
Dorchester, Mass.,
N. Y. New Hav. & Hart
Dorchester, Neb.,
Burlington Route
Dorchester, N. B., Intercol
Dorchester, N. J., Penna
Dorchester, Ont., Gd. Trunk
Dorchester, S. C., Southern
Dorchester, Tex., Frisco Sys
Dorchester, Va.,
Louisville & Nashville
Dorchester, Wis.,
Minn. St. P. & Slt. Ste. M
Dorchester Junction, Va.,
Interstate
" Louisville & Nashville
Dore Bay, Ont., Grand Trunk
Doremus, Utah,
San Ped. Los Ang. & S. Lk
Dorena, Ore., Ore. & So. East
Dorf, Ala., Southern
Dorfee, W. Va., Coal & Coke
Dorgan's, Mich.,
Duluth, So. Shore & Atl
Dorian, Ala., Central of Ga
Dorion, Ont., Can. Pac
Doris, Cal., Southern Pacific
Doris, Ia., Illinois Central
Doris, Sask., Canadian Pac
Dorking, Ont., Can. Pac
Dorlan, Pa., Pennsylvania
Dorman, Me., Wash. County
Dorman, Mo., St. L. I. M. & S
Dormer's, Pa., Phila. & Read
Dorminy, Ga.,
Fitzg. Ocilla & Broxton
Dorn, Idaho, North. Pac (a)
" Ore. RR. & Nav. Co (a)
Dornick, Colo., Den. & Rio Gr
Dornuton, O.,
Cin. Ham. & Dayton (a)
" Ohio Electric (b)
(a) *and* (b) *adjacent*
Dornsife, Pa., Phila. & Read
Dorothy, Minn., North. Pac
Dorothy, N. J., Atlantic City
Dorothy, W. Va., Ches. & Ohio
Dorr, B. C., Great Northern
Dorr, Allegan Co., Mich.,
Lake Shore & Mich. So
Dorrance, Kan., Union Pac
Dorranceton, Pa., Leh. Val
Dorr Junction, Tex.,
Houston, E. & W. Tex (a)
" Texas & New Orl (a)
Dorse, Tex.,
Galv. Har. & San Ant
Dorset, Minn., Great North
Dorset, O., Lk. Sh. & Mich. So
Dorset, Pa., Lehigh Valley
Dorset, Va., Southern
Dorset Junction, O.,
Lake Shore & Mich. So
Dorsett's, Ga., Southern
Dorsey, Berrien Co., Ga.,
Milltown Air Line
Dorsey, Morgan Co., Ga.,
Georgia
Dorsey, Idaho, North. Pacific
Dorsey, Md., Balt. & Ohio
Dorsey, Mich., Munising
Dorsey, Mont.,
Chic. Mil. & Puget Sd (a)
" Montana (a)
Dorsey, N. M., A. T. & S. Fe
Dorsey, O., Balt. & Ohio S. W
Dorsey, W. Va., Ches. & Ohio
Dorsey's, Ill.,
Cleve. Cin. Chic. & St. L
Dorsey s, Pa., Lanc. Ox. & So
Dorsey Spur, Neb., Un. Pac
Dorson, Tex., Mo. Kans. & Tex
Dortha, Ky., Louisv. & Nashv
Dorton, Tenn., Tenn. Cent
Dorval, Que., Can. Pacific (a)
" Grand Trunk (b)
(a) *and* (b) *about* 100 *yards apart*
Dorval Jn., Que., Gd. Trunk
Dory, Va.,
Surry Sus. & Southamp
Dos Palos, Cal., South Pac
Dos Rios, Mex., Nat. of Mex
Doss, Ark.,
St. L. Iron Mt. & South
Dossett, Tenn., Lv. & Nash (a)
" Southern (b)
(a) *and* (b) 8-10 *mile apart*
Doster, Kan.,
Kansas South-western
Doster, Mich. Michigan Cent
Dosterville, Ala.,
Mobile & Ohio
Doswell, Va., Ches. & Ohio (a)
" Rich. Fred & Pot (a)
Dot, B. C., Canadian Pacific

Dothan, Ala.,
Atlanta & St. And. Bay
" Atlantic Coast Line (a)
" Central of Georgia (b)
(a) and (b) ¾ mile apart
Dothan, Tex., Texas & Pacific
Dothan, W. Va., Virginian
Dotroy, Mo., Frisco System
Dotsero, Colo., Den. & Rio Gr
Dotson, Ark.,
Prescott & North-west
Dotson, Ia.,
Inter-Urban (El)
Dotson, Minn.,
North-Western Line
Dottelle, Ala.,
Manistee & Repton
Dotter, Pa., Pennsylvania
Doty, Mich., Munising
Doty, Minn., No. West. Line
Doty, Athens Co., O.,
Kanawha & Michigan
Doty, Scioto Co., O.
Norfolk & Western
Doty, Wash., North. Pacific
Dotyville, Pa.,
Dunk. Alleg. V. & Pitts
Double, Kan.,
St. Joseph & Grand Isl
Doubledy, Ia.,
Chic. Mil. & St. Paul
Double Run, Ga.,
Atlanta, Birm. & Atl (a)
" Gulf Line (a)
Double Springs, Tenn.,
Tennessee Central
Doubling, Ala., Southern
Doubling, Mo., Frisco System
Doubs, Md., Baltimore & Ohio
Doucet's Landing, Que.,
Grand Trunk
Doucette, Tex.,
Texas & New Orleans
Douda, O., Baltimore & Ohio
Doud's, Ia., Chic. R. Isl. & Pac
Dougherty,
Alameda Co., Cal.,
Southern Pacific
Dougherty,
Santa Clara Co., Cal.,
Southern Pacific
Dougherty, Ia.,
North-Western Line
Dougherty, Mich.,
North-Western Line
Dougherty, N. B., Can. Pacific
Dougherty, Okla.,
Gulf, Colo. & Santa Fe*
Doughton, O., Erie (a)
" Lk. Sh. & Mich. So (b)
(a) and (b) 1-5 mile apart
Spelled Daughton on Erie
Doughton Junction, O.,
Lake Shore & Mich. So
Doughty, N.J., Pennsylvania
Doughty, Pa., Penna
Douglas, Ariz.,
El Paso & S. W. System
" Nacozari
Douglas, Craighead Co., Ark.,
Frisco System
Douglas, Pulaski Co., Ark.,
Little Rk. Maum. & W
Douglas, Colo., Den. & Rio G
Douglas, Ga.,
Atlanta, Birm. & Atl (a)
" Georgia & Florida (b)
(a) and (b) about 300 yards apart
Douglas, Cook Co., Ill.,
Illinois Central
Douglas, Knox Co., Ill.,
Burlington Route
Douglas, Manitoba,
Canadian Pacific
Douglas, Mass., N. Y. N. H. & H
Douglas, Neb., Mo. Pacific
Douglas, Nev., Va. & Truckee
Douglas, N. D.,
Minn. St. P. & Slt. Ste. M
Douglas, Wayne Co., O.,
Wheeling & Lake Erie
Douglas, Ont., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) about 1 mile apart
Douglas, Red River Co., Tex.,
Texas & Pacific
Douglas, Va., Laurel
Douglas, Wash.,
Great Northern
Douglas, W. Va.,
Western Maryland
Douglas, Wyo.,
North-Western Line
Called also Fort Fetterman
Douglas Crossing, Ga.,
Georgia & Florida
Douglas Junction, Mass.,
N. Y. New Hav. & Hart
Douglas Mill, Va.,
Virginia-Carolina
Douglass, Kan.,
Atch. Top. & Santa Fe
Douglass, Ky., Lv. & Nash
Douglass, Minn.,
Chicago Great Western
" North-Western Line
Douglass, N. Y., Del. & Hud
Douglass, Putnam Co., O.,
Toledo, St. L. & Western
Douglass, Wyandot Co., O.,
Pennsylvania Co
Douglass, Pa., Pitts. & Lk. E
Douglass, P. E. I., Pr. Ed. Isl
Douglass, W. Va.,
Cairo & Kanawha
Douglass Run, Pa., Penna
Douglassville, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) about 130 yards apart
Douglaston, N. Y., Long Isl
Douglasville, Ga., Southern
Doullut Canal, La.,
New Orleans Southern
Douro, Tex., Texas & Pacific
Dousman, Wis.,
North-Western Line
Douty, Wash., North. Pacific
Douze Terres, Que.,
Gt. North. of Canada
Dovel, W. Va., Norf. & West
Dover, Colo., Union Pacific
Dover, Del., Pennsylvania
Dover, Fla., Atl. Coast Line
Dover, Ga., Central of Georgia
Dover, Ky., Ches. & Ohio
Dover, Me.,
Bangor & Aroost (a) (b)
" Maine Central (a)
(a) and (b) ½ mile apart
Dover, Mass., N. Y. N. H. & H
Dover, Mich., Dul. S. S. & Atl
Dover, Minn.,
Chicago Gt. Western (a)
" North-West. Line (b)
(a) and (b) about ½ mi. apart
Dover, Miss., Illinois Central
Dover, Mo., Missouri Pacific
Dover, Mont., Great North
Dover, N. H., Boston & Maine
Dover, N. J., Cent. of N. J (a)
" Del. Lack. & West (b)
(a) and (b) 1-5 mile apart
Dover, N. C.,
Dover & So. Bound (a)
" Norfolk & South (b)
(a) and (b) about ½ mi. apart
Dover, N. D., Northern Pac
Dover, Cuyahoga Co., O.,
Lake Shore Electric
" N. Y. Chic. & St. Louis
Dover, Union Co., O.,
Cleve. Cin. Chic. & St. L
Dover, Okla.,
Chicago, Rock Isl. & Pac
Dover, S. C., Col. Newb. & L
Dover, Wis., Chic. Mil. & St. P
Dover Bay Park, O.,
N. Y. Chic. & St. Louis
Dover Belt, O., Balt. & Ohio
Dover Driving Park, N. J.,
Central of New Jersey
Dover Furnace, N. Y.,
N. Y. Cent. & Hud. River
Dover Junction, O.,
Pennsylvania Co
Dover Plains, N. Y.,
N. Y. Cent. & Hud. River
Dover Point, N. H., Bost. & Me
Dove's, S. C., Atl. Coast Line
Doves, Tenn., Southern
Dovey, Ky., Ill. Cent
Dovray, Minn.,
North-Western Line
Dow, Ill., Chic. Peoria & St. L
Dow, Mo., Missouri Pacific
Dow (1), Pittsburg Co., Okla.,
Chicago, Rk. Isl. & Pac
Dow (2), Pittsburg Co., Okla.,
Mo., Kans. & Texas
Dowagiac, Mich., Mich. Cent
Dow City, Ia., Illinois Cent (a)
" North-West. Line (b)
(a) and (b) 190 yards apart
Dowd, Wash., North. Pacific
Dowdle, Ala., Ala. Great So
Dower Lake, Minn., No. Pac
Dowlans, Minn., St. P. & Dul
Dowler Junction, Pa.,
N. Y. Cent. & Hud. River
Dowlin, Pa., Pennsylvania
Dowlin Forge, Pa., Penna
Dowling, Fla.,
Live Oak & Gulf (a)
" Suwannee & San P (a)
Dowling, O.,
Toledo & Ohio Central
Dowling Park, Fla.,
Live Oak, Perry & Gulf
Downer, Colo., Colo. & South
Downer, Minn., Gt. North
Downer, N. J., Atlantic City
Downerds, O., Balt. & Ohio
Downer's Grove, Ill.,
Burlington Route
Downer Run Junction, Pa.,
Pittsburgh & Lake Erie
Downes, Md.,
Maryland, Del. & Va
Downey, Cal., South. Pacific
Downey, Idaho, Oregon S. L
Downey, Ia., Chic. R. I. & Pac
Downie, B. C., Can. Pacific
Downieville, Pa., Balt. & Ohio
Downing, Ill., Vandalia
Downing, Kan., Mo. Kan. & T
Downing, Schuyler Co., Mo.,
Burlington Route
Downing, N. Y., West Shore
Downing, N. D., North. Pac
Downing, Ore., Ore. R. R. & N Co
Downing, Wis.,
Minn. St. P. & Slt. Ste. M
Downings, N. C.,
Atlantic Coast Line
Downington, Mich.,
Pere Marquette
Downingtown, Pa., Penn (a)
" Phila. & Reading (b)
(a) and (b) about ¾ mile apart
Downs, Ala., Seab. Air Line
Down's, Ill., Clev. C. C. & St. L
Downs, Kan., Missouri Pac
Downs, Md.,
Wash. Balt. & Annap. El
Downs, Ore., Southern Pac
Downs, Tex., San Ant. & A. P
Downs, Wash., Great North
Downs, W. Va., Balt. & Ohio
Downsview, Ont., Gd. Trunk
Downsville, Ark.,
St. Louis, Iron Mt. & So
Downsville, N. Y., Del. & East
Downsville, Wis.,
Chicago, Mil. & St. Paul
Dows, Ia., Chic. Rk. Isl. & Pac
Dows, Vt., St. J. & Lk. Champ
Dowser, Ark.,
St. Louis, Iron Mt. & So
Dowty, La.,
Zimmer. Leesv. & S. W
Dox, N. Y., N. Y. Cent. & H. R
Doxey, Okla.,
Chicago, Rk. Isl. & Pac
Doyle, Cal.,
Nevada-California-Ore
Doyle, Colo., Denver & Rio G
Doyle, Ga., Cent. of Georgia
Doyle, Ind., Chic. Ind. & So
" Lake Erie & Western
Called Handy on C. I. & S
Doyle, La.,
Yazoo & Miss. Valley
Doyle, St. Clair Co., Mich.,
Pere Marquette
Doyle, Tenn., Nash. C & St. L
Doyle, Tex., Houst. & T. C
Doyles, Ark.,
St. Louis, Iron Mt. & So
Doyles,
Charlevoix Co., Mich.,
Boyne City & So. East
Doyle's,
Schoolcraft Co., Mich.,
Manistique & Lk. Sup
Doyle's, N. F.,
Reid Newfoundland
Doyles, Okla.,
St. L. Iron Mt. & South
Doyle's, Pa., N. Y. & Penna
Doyles, S. D., Burl. Route
Doylestown, Ark.,
Pine Bluff & Western
Doylestown, Pa., Phil. & Read
Doylestown, Wis., C. M. & St. P
Doylestown Pike, Pa.,
Pennsylvania
Doyline, La.,
Vicksb. Shrevep. & Pac
Doyon, N. D., Great North
Dozier, Mo., Frisco System
Dozier's, Ala., Cent. of Ga
Drace, Minn., Great North
Drace, Okla., Frisco System
Drag, W. Va., Norf. & West
Dragg, Miss.,
Yazoo & Miss. Valley
Dragon, Utah, Uintah
Dragoon, Ariz., So. Pacific
Drain's, Ore., Southern Pac
Drake, Ariz.,
A. T. & S. F., Coast Lines*
Drake, Cal., South. Pacific
Drake, Fla., Seab. Air Line
Drake, Ill., Chicago & Alton
Drake, Kan., Union Pacific
Drake, Mo., Missouri Pacific
Drake, N. D.,
Minn. St. P. & Slt. Ste. M
Drake, Okla., Frisco System
Drake, Pa., Pennsylvania Co
Drake, Sask., Can. Pacific
Drake, Tenn., Southern
Drakes, Colo., Colo. & South
Drake's, Perry Co., O.,
Zanesville & Western
Drakes, S. C.,
Bennetts. & Cheraw
Drakesboro, Ky.,
Louisville & Nashville
Drake's Branch, Va., South
Drake's Point, Pa.,
Central of New Jersey
Drakesville, Ia., Chic. R. I. & P
Drakeville, La., La. Central
Draper, Cal., Sierra of Cal
Draper, N. C., Danv. & West
Draper, S. D., Chic. Mil. & St. P
Draper, Tex., Pt. Arthur Rte
Draper, Salt Lake Co., Utah,
Denver & Rio G (a)
" San Ped. Los A. & S. Lk (b)
(a) and (b) 2 miles apart
Called Riverton on D. & R. G
Draper, Va., Norfolk & West
Draper, Wis., No. West Line
Drapers, Mass.,
Worcester & Shrews
Draughon, Ark.,
St. Louis South-west (a)
" Saline River (a)
Dravo, Ky., Southern
Dravo, Pa., Pitts. & Lake Erie
Dravo, S. C., Southern
Dravosburg, Pa., Penna
Station for McKeesport, Pa
Drawdy, Ga., Southern
Drawdy's, S. C.,
Atlantic Coast Line
Drayton, N. D., Northern Pac
Drayton, Ont., Grand Trunk
Drayton, S. C.,
Atlantic Coast Line
Drayton Plains, Mich.,
Grand Trunk
Drefal, Ont., Can. Pac
Dreghorn, Sask., Can. No
Drehersville, Pa., Ph. & Read
Dreibelbis, Pa., Phil. & Read
Drennens, Fla., Atl. Coast L
Dresbach, Minn., Ch. M. & St. P
Dresden, Colo., Colo. & So (a)
" Denver & Rio Gr (a)
Dresden, Ind., Chic. Ind. & Lv
Dresden, Kan., Ch. Rk. I. & P
Dresden, Me., Maine Central
Dresden, Mo., Missouri Pac
Dresden,
Washington Co., N. Y.,
Delaware & Hudson
Dresden, Yates Co., N. Y.,
N. Y. Cent. & Hud. Riv
Dresden, N. D., Great North
Dresden, O.,
C. & M. V. (Penna. L) (a)
" Wheeling & Lk. Erie (b)
(a) and (b) adjacent
Dresden, Ont., Pere Marq
Dresden, Tenn.,
Nash. Chat. & St. Louis
Dresher, Lehigh Co., Pa.,
Philadelphia & Read
Dresher,
Montgomery Co., Pa.,
Pennsylvania
Dreskols, Ga., Southern
Dressor, Ill., Tol. St. L. & W
Dresser Junction, Wis.,
Minn. St. P. & Slt. Ste. M
Drew, Cal.,
A. T. & S. F., Coast Lines*
Drew, Kan., Missouri Pacific
Drew, Miss.,
Yazoo & Miss. Valley
Drew, Ont., Grand Trunk
Drew, Tex., Mo. Kan. & Tex
Drewery, Tex.,
Marsh. Timp. & Sabine P
Drewry, Ala., Lv. & Nashv
Drewry, N. C., Roanoke Riv
Drewry, Va., Ches. & Ohio
Drewry's Bluff, Va.,
Atlantic Coast Line
Drewryville, Va., Southern
Drews, Fla., Atl. Coast Line
Drexel, Fla., Tampa North
Drexel, Ill., Illinois Central
Drexel, Mo., Kan. City South
Drexel, Mont.,
Chic. Mil. & Puget Sd
Drexelt, N. C., Southern
Drifton, Fla., Seab. Air Line
Drifton, Pa., Lehigh Valley
Drifton Junction, Pa.,
Central of New Jersey
Driftwood, N. Y.,
James. Chau. & Lk. E
Driftwood, Okla.,
Chicago, Rk. Isl. & Pac
Driftwood, Pa.,
Buffalo & Susq (a)
" Pennsylvania (b)
(a) and (b) ¼ mile apart
Driggs, Mich., Dul. S. S. & Atl
Drinkwater, Sask., Can. Pac
Dripping Springs, Tenn.,
Tennessee Central
Driscoll, N. D., Northern Pac
Driscoll, Pa., Pennsylvania
Driscoll, Tex.,
See Driscolls
Driscolls, Tex.,
National of Mexico (a)
" St. L Browns. & Mex (b)
Called Driscoll on St. L. B. & M
Driver, Ark., Frisco System
Drivers, Ill., Louisv. & Nash
Driver's,
Nansemonde Co., Va.,
Atlantic Coast Line
Drone's Mill, O., Balt. & Ohio
Droop Mountain, W. Va.,
Chesapeake & Ohio
Drowning Ford, Va.,
Virginia-Carolina
Druid, Va., Southern
Druid Hill, Neb., Mo. Pacific
Drumb, Okla.,
Missouri, Kan. & Texas
Drumbo, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) about ¼ mi. apart
Drum Hill, N. C.,
Atlantic Coast Line
Drummond, Ill.,
Atch. Top. & San. Fe (a)
" Chicago & Alton (b)
Drummond, Minn.,
Duluth & Iron Range
Drummond, Mont.,
Chic. Mil. & Puget Sd
" Northern Pacific
Drummond, Okla.,
Frisco System
Drummond, Pa.,
Pitts. Shawmut & No
Drummond, Wis.,
North Western Line
Drummonds, Ont., Gd. Trunk
Drummond's Siding, Me.,
Bangor & Aroostook
Drummondville, Que.,
Canadian Pacific (a)
" Intercolonial (b)
(a) and (b) ¼ mile apart
Drummondville Junc., Que.,
Canadian Pacific
Drums, Luzerne Co., Pa.,
Wilkes-Barre & Haz (El)
Drums, Monroe Co., Pa.,
New York, Susq. & West
Drury, Kan.,
Kansas South-western
Drury, N. H., Boston & Maine
Drury, Wash., Great North
Druso, Tex., Eastern Texas
Dryad, Wash., Northern Pac
Dryads, Mich., No. West. Line
Dry Branch, Ga.,
Macon, Dublin & Sav
Dry Branch, Va., Norf. & West
Dry Branch, W. Va.,
Chesapeake & Ohio
Dry Bridge, Va., Southern
Dryburg, Mich.,
Minn. St. P. & Slt. Ste. M
Dry Camp, Cal., South. Pac
Dry Creek, Fla.,
Atlanta & St. And. Bay
Dry Creek, Cal.,
McCloud River
Dry Creek, Wash.,
Northern Pacific
Dryden, Ark., Frisco System
Dryden, Mich., Grand Trunk
Dryden, N. Y., Lehigh Valley
Dryden, Ont., Canadian Pac
Dryden, Tex.,
Gal. Har. & San Ant
Dryden, Va., Louisv. & Nash
Dryden, Chelan Co., Wash.,
Great Northern
Dryden, ——— Co., Wash.,
Chic. Mil. & Puget Sd (a)
" Col. & Puget Sound (a)
Dry Fork, Mont., Great No
Dry Fork, Va., Southern
Dry Fork Junction, W. Va.,
Norfolk & Western
Dry Lake, Nev.,
San Ped. Los Ang. & S. Lk
Dryland, Pa., Central of N. J
Drylyn, Cal., Southern Pac
Drynoch, B. C., Canadian Pac
Dry Prong, La.,
Louisiana & Arkansas
Dry Ridge, Ky.,
Cin. New Orl. & Tex. Pac
Dry Ridge, Tenn., Lv. & Nash
Dry Run, O., Penna. Co
Drysdale, Pa., Pennsylvania
Dry Wood, Kan., Mo. Pac
Duane, Ind., Cl. Cin. Ch. & St. L
Duane, N. Y., Del. & Hudson
Duane, N. D., Chic. Mil. & St. P
Duanesburg,
Schenectady Co., N. Y.,
Delaware & Hudson
Duarte, Cal.,
A. T. & S. F., Coast L* (a)
" Pacific Electric (b)
(a) and (b) ¼ mile apart
Dubac, Ala., Louisv. & Nashv
Dubach, La.,
Bernice & No. West†
" Chicago, Rk. Isl. & Pac
Dubach Junction, La.,
Bernice & No. West†
Dubard, Miss.,
Yazoo & Miss. Valley
Dubberly, La.,
Vicksb. Shrevep. & Pac
Dubian, Hidalgo, Mex.,
National of Mexico
Dublin, Ariz.,
Gila Val. Globe & North
Dublin, Ga.,
Central of Georgia (a)
" Macon, Dub. & Sav (b)
" Wrightsv. & Ten (a) (b)
(a) and (b) about 1 mi. apart
Dublin, Ind.,
Pitts. Cin. Chic. & St. L
Dublin, Mich., Pere Marq
Dublin, Miss., Y. & Miss. Val
Dublin, Mont.,
Chic. Mil. & Puget Sd (a)
" Montana (a)
Dublin, Neb., Union Pacific
Dublin, Okla.,
Chicago, Rk. Isl. & Pac
Dublin,
Thunder Bay Dist., Ont.,
Canadian Pacific

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Dublin, Perth Dist., Ont., Grand Trunk
Dublin, Tex., Frisco Sys (a)
» Texas Central (b)
(a) and (b) 1,420 feet apart
Dublin Va., Norfolk & West
Duboin, La., Franklin & Abbeville
Dubois, Ala., Louisv. & Nash
Dubois, Ga., Southern
Du Bois, Idaho, Oregon Sh. L
Dubois, Neb., Ch. Rk. Isl. & Pac
Du Bois, Clearfield Co., Pa., Buff. & Susquehanna
» Buff. Roch. & Pitts (a)
» Pennsylvania (b)
Dubree, W. Va., Ches. & Ohio
Dubuc, Sask., Canadian Pac
Dubuisson, La., Morgan's La. & Tex
Dubuque, Ia., Burl. Route (a)
» Chicago Gt. West (b)
» Chic. Mil. & St. Paul (c)
» Illinois Central (d)
(a) and (b) about ½ mi. apart
(a) and (c) about 130 yards apart
(a) and (d) 520 yards apart
(b) and (c) about ½ mi. apart
(b) and (d) about ¾ mi. apart
(c) and (d) 650 yards apart
Dubuque Junction, Ill., Illinois Central
Duby, Wash., Northern Pac
Ducnamp, La., Morgan's La. & Texas
Duck Creek, Wis., North Western Line
Ducker, Ga., Cent. of Georgia
Ducker's, Ky., Louisv. & Nash
Duck Hill, Miss., Ill. Central
Duck Lake, Saskatchewan, Canadian Northern
Duck Run Junction, Pa., Baltimore & Ohio
Ducks, B.C., Can. Pacific
Ducktown, Tenn., Louisville & Nashville
Duckworth, W. Va., Baltimore & Ohio
Duclos, Wash., Northern Pac
Dudley, Ala., Alabama Gt. So
Dudley, Ga., Macon, Dublin & Sav
Dudley, Idaho, North. Pac (a)
» Ore. RR. & Nav. Co (a)
Dudley, Ill., C. C. C. & St. L
Dudley, Ia., Burl. Route
Dudley, Kan., Mo. Kan. & Tex
Dudley, Ky., Louisville & Nashville
Dudley, Minn., North Western Line
Dudley, Mo., Frisco System (a)
» St. L. Iron Mt. & So (a)
Dudley, N.J., Pennsylvania
Dudley, N.C., Atl. Coast Line
Dudley, N.D., Northern Pacific
Dudley, Hardin Co., O., Erie
Dudley, Noble Co., O., Pennsylvania Co
Dudley, Okla., Chicago, Rk. Isl. & Pac
Dudley, Butler Co., Pa., Baltimore & Ohio
Dudley, Huntington Co., Pa., Hunt. & Broad Top Mt
Dudley, Kittitas Co., Wash., Northern Pacific
Dudley's, Me., Can. Pacific (a)
» Maine Central (a)
Dudley's, Tenn., Lv. & Nash
Dudswell Junction, Que., Maine Central (a)
» Quebec Central (a)
Duelitt, Miss., Alabama & Miss
Duenweg, Mo., Missouri Pac
Duenweg Junction, Mo., Missouri Pacific
Duff, Ind., Southern
Duff, Tenn., Louisv. & Nash
Duff, Tex., Gulf, Colo. & Santa Fe
Dufferin, Ont., Mich. Central
Duffey's, N.C., Red Spgs. & Bowmore
Duffield, Mich., Gd. Trunk
Duffield Va., Va. & So. West
Duffields, Colo., Colo. Spgs. & Cr. Ck. Dist
Duffields, W. Va., Balt. & Ohio
Duffin, Ill., Chicago, Mil. & Gary
Duffin's Creek, Ont., Gd. Tr
Duff Junction, Pa., Pitts. Cin. Chic. & St. L
Duff's, N.F., Reid Newfoundland
Duff's, Pa., Pitts. Chartiers & Youg
Duffy, Mont., No. Pacific
Dufort, Idaho, Northern Pac
Dufresne, Provencher Dist., Man., Canadian Northern
Dufrost, Manitoba, Can. Pac
Dufur, Ore., Great Southern
Dugan, Cal., South. Pacific
Dugan, Ga., Cent. of Ga
Dugan, Ky., Illinois Central
Dugas, Que., Canadian No. Quebec
Dugdale, Minn., Gt. North (a)
» Northern Pacific (a)
Dugdemona, La., Chicago, Rk. Isl. & Pac
Dug Down, Ga., Cent. of Ga
Dugger, Ind., Indianapolis South (a)
» Vandalia (b)
(a) and (b) 100 yards apart
Duggers, Ga., Sav. Valley †
Duggers, Miss., Yazoo & Miss. Valley
Dugout, Ala., Louisville & Nashville
Duhamel, Que., Can. Pac
Duiring, Pa., Tionesta Val
Duhring, W. Va., Norf. & West
Dukay, O., Cin. Ham. & Day
Duke, Ala., Louisville & Nash (a)
» Seaboard Air Line (a)
Called Wellington on S. A. L
Duke, La., Texas & Pacific
Duke, Durham Co., N.C., Norfolk & Western
Duke, Harnett Co., N.C., Durham & Southern
Duke, Tex., Gulf, Colo. & S. Fe* (a)
» Sugar Land (a)
Duke Hall, N.C., Atlantic Coast Line
Dukes, Fla., Atl. Coast Line
Dukes, Mich., Marq. & So. E
Dukes, Va., Southern
Dukes, Wash., Tacoma Eastern
Duke's, W. Va., Balt. & Ohio
Duke's Siding, N.C., Norfolk & Southern
Dukeyde, N.C., Southern
Dukeston, N.C., Cape Fear & No
Dulaney, Ky., Illinois Cent
Dulany, La., Victoria, Fisher & West
Dulce, N. M., Den. & Rio Gd
Duley, Md., Pennsylvania
Dullins, Ky., Louisv. & Nash
Dull, O., Tol. St. L. & West
Dull, Pa., Baltimore & Ohio
Duluth, Fla., Atl. Coast Line
Duluth, Ga., Southern
Duluth, Minn., Chic. Mil. & St. Paul †
» Dul. & Iron Range (a)
» Dul. Missabe & No (a)
» Dul. So. Shore & Atl (a)
» Great Northern (a)
» North West Line (b)
» Northern Pacific (a)
(a) and (b) adjacent
Duluth, Neb., Burl. Route
Duluth & St. C. Jn., Wis., Washburn & No. West
Duluth Junction, Minn., Minn. St. P. & S. Ste. M (a)
» Northern Pacific (b)
(a) and (b) adjacent
Duluth Junction, Ont., Canadian Northern (a)
» Dul. Rainy L. & Win (a)
D. M. & N. Junction, Minn., Northern Pacific
D. R. W. & S. Junction, Minn., Chicago Gt. Western
Dulwich, Wash., Great Northern
Dumas, Ark., St. L. I. Mt. & So
Dumas, Sask., Canadian Pacific
Dumas, Minn., Great North
Dumas, Mo., At. Top. & S. Fe
Dumas, Pa., Balt. & Ohio
Dumbarton, N.B., Can. Pac
Dumbeck, Ark., St. L. So. W
Dumbeck, Mo., Frisco System
Dumolane, Minn., Great Northern
Dumesnil, Ky., Southern
Dumesnil, La., Franklin & Abbeville
Dumfries, Ia., Wabash
Dumfries, Minn., Chicago, Mil. & St. Paul
Dumfries, Brant Co., Ont., Grand Trunk
Dumfries, Waterloo Co., Ont., Canadian Pacific
Dummerston, Vt., Bost. & Me
Dumont, Col., Tonopah & Tidewater
Dumont, Colo., Colo. & So
Dumont, Ia., Chicago Great West (a)
» North West Line (b)
(a) and (b) ½ mile apart
Dumont, Minn., Ch. Mil. & St. P
Dumont, N.J., N.Y. Ont. & West (a) P
» West Shore (a)
P For passenger service only
Dumont, S.D., Burl. Route
Dumont, Tex., Galv. Houst. & Hen (a)
» Int. & Great North (a)
» Mo. Kan. & Texas (a)
Dumont, Wyo., Burl. Route
Dun, Pa., Baltimore & Ohio
Dunagan, Tex., Texas & New Orleans
Dunavant, Ala., Cent. of Ga
Dunavant, Kan., Missouri Pacific
Dunaway, Kan., Mo. Pacific
Dunbar, Cal., South Pacific
Dunbar, Ill., Illinois Central
Dunbar, Ia., Chic. Mil. & St. P
Dunbar, La., Louisv. & Nash
Dunbar, Neb., Burlington Route (a)
» Missouri Pacific (b)
(a), and (b) 330 feet apart
Dunbar, N.C., Carolina North
Dunbar, O., Marietta, Col. & Cleve
Dunbar, Fayette Co., Pa., Baltimore & Ohio (a)
» New Haven & Dunbar †
» Pennsylvania (b)
(a) and (b) 100 yards apart
Dunbar, S.C., Atl. Coast Line
Dunbar, W. Va., Kanawha & Michigan
Dunbar, Wis., Dunbar & Wausauk (a)
» Minn. St. P. & S. Ste. M (b)
Dunbar Furnace, Pa., Baltimore & Ohio
Dunbarton, N.J., Penna
Dunbarton, Ont., Gd. Trunk
Dunbarton, S.C., Atlantic Coast Line
Dunbarton, Wis., C. M. & St. P
Dunbridge, O., Toledo & Ohio Central
Duncan, Ala., Louisv. & Nash
Duncan, Ariz., Ariz. & N. Mex
Duncan, Ark., Arkansas Mid
Duncan, Cal., South. Pacific
Duncan, Douglas Co., Ga., Southern
Duncan, Gallatin Co., Ill., Balt. & Ohio S. W (a)
» Louisville & Nashv (b)
Called Duncans on L. & N
Duncan, Stark Co., Ill., Burlington Route
Duncan, Floyd Co., Ind., Southern
Duncan, Knox Co., Ind., Evansv. & Terre Haute
Duncan, Ia., Chic. Mil. & St. P
Duncan, Kan., Mo. Pacific
Duncan, Mich., Marq. & So. E
Duncan, Miss., Y. & Miss. Va
Duncan, Reynolds Co., Mo., Missouri Southern
Duncan Neb., Union Pacific
Duncan, Okla., Chicago, Rk. Isl. & Pac
Duncan, Ont., Canadian North. Ont
Duncan, Ore., Oregon RR. & Nav. Co
Duncan, Pa., Pitts. & L. Erie
Duncan, Que., International
Duncan, S.C., Southern
Duncan, Tenn., Southern
Duncan, Hartley Co., Tex., Ft. Worth & Den. City
Duncan, Robertson Co., Tex., Bearne & Brazos Val
Duncan, W. Va., Baltimore & Ohio
Duncan Mills, Cal., No. Shore
Duncannon, Ky., Lv. & Nash
Duncannon, Pa., Penna (a)
» Susq. River & West (b)
(a) and (b) about 130 yards apart
Duncan's B.C., Esquimalt & Nanaimo
Duncans, Gallatin Co., Ill., Balt. & Ohio S. W (a)
» Louisv. & Nashv (b)
Called Duncan on B. & O. S. W
Duncan's, Penn., Southern
Duncans Mills, Cal., Northwestern Pacific
Duncansville, Pa., Penna
Duncanville, Ala., Mobile & O
Duncanville, Ill., Cleve. Cin. Chic. & St. L
Duncanville, Tex., Gulf, Colo. & Santa Fe
Duncombe, Ia., Illinois Cent
Dundaff, Pa., Pennsylvania
Dundalk, Md., Pennsylvania
Dundalk, Ont., Can. Pacific
Dundarrow, N.C., Aberdeen & Rockfish
Dundas, Ill., Illinois Central
Dundas, Minn., Chicago Gt. West (a)
» Chic. Mil. & St. Paul (b)
» Chic. Rock Isl. & Pac (b)
(a) and (b) about ½ mile apart
Dundas, O., Balt & Ohio S. W (a)
» Hocking Valley (a)
Dundas, Ont., Gd. Trunk (a)
» Toronto, Ham. & Buf (b)
Dundas, Va., Virginian
Dundas, Wis., No. West. Line
Dundee, Colo., Atch. Top. & Santa Fe
Dundee, Ill., No. West. Line
Dundee, Ind., Lk. E. & West
Dundee, Ia., Chic. Gt. West
Dundee, Kan., Atch. Top. & Santa Fe
Dundee ——— Co., Ky., Lexington & Eastern
Dundee, ——— Co., Ky., Louisv. Hend. & St. L
Dundee, Mich., Ann Arbor (a)
» Detroit, Tol. & Iron (b)
» Lk. Shore & Mich. So (b)
(a) and (b) ¼ mile apart
Dundee, Minn., North Western Line
Dundee, Miss., Yazoo & Miss. Valley
Dundee, Mo., Missouri Pac
Dundee, N.J., Erie (a)
» N.Y. Susq. & West (b)
(a) and (b) 1-16 mile apart
Called Passaic (2) on N. Y. Susq. & West
Dundee, N.Y., N.Y. Cent. & Hud. Riv
Dundee, O., Wheeling & Lake Erie
Dundee, F. E. I., Pr. Ed. Isl
Dundee, Tex., Wichita Val
Dundee Junction, Ore., Southern Pacific
Dundee Lake, N.J., N.Y. Susq. & Western
Dundee Place, Neb., Mo. Pac
Dundon, W. Va., Coal & Coke
Dundurn, Sask., Canadian Northern
Dune, Colo., Den. & Rio Gr
Dunedin, Fla., Atlantic Coast Line
Dunellen, N.J., Cen. of N.J
Dune Park, Ind., Chicago, Indiana & So
» Indiana Harbor Belt †
» Lake Shore & Mich. So
Dunfee, Ind., N.Y. Chic. & St. L
Dunfee, O., Ohio Riv. & West
Dunfermline, Sask., Canadian Pacific
Dungannon, Va., Car. Clinch. and Ohio
Dungarvan, Fla., Tampa & Jacksonville
Dungarvin, Pa., Penna
Dunham, Ala., Louisv. & Nash
Dunham, Ark., St. Louis, Iron Mt. & So
Dunham, Cal., Los Angeles-Pac (El)
Dunham, Ind., B. & O. S. W
Dunham, Arenac Co., Mich., Michigan Central
Dunham, Gogebic Co., Mich., North Western Line
Dunham's, Pa., Tionesta Valley
Dunham's Basin, N.Y., Delaware & Hudson
Dunkel, Ill., Illinois Central
Dunkelberger's, Pa., Phila. & Reading
Dunkelk, Ont., Grand Trunk
Dunkerton, Ia., Chic. Gt. W
Dunkirk, Ind., P. C. C. & St. L
Dunkirk, Miss., Southern in Miss
Dunkirk, Mont., Great North
Dunkirk, N.Y., Buff. & Lk. E. Tr (El)
» Dun. Ali. Val. & Pitts (a)
» Erie (a)
» Lk. Sh. & Mich. So (a)
» N.Y. Chic. & St. L (b)
» Pennsylvania (b)
Dunkirk, O., Pennsylvania Co (a)
» Tol. & Ohio Cent (b)
a and b adjacent
Dunkle, Pa., Pennsylvania
Dunkles, Pa., Cent. of Penna
Dunkins, Ala., Southern
Dunlap, Ark., Prescott & North-west
Dunlap, Ga., Georgia (a)
» Smithonia & Dunlap (a)
Dunlap, Ill., Chicago, Rk. Isl. & Pac
Dunlap, Ind., Cl. Cin. Chic. & St. L (a)
» Lake Shore & M. S (b)
Called Dunlaps on C. C. C. & St. L
Depots adjacent
Dunlap, Ia., Illinois Cent (a)
» North West. Line (b)
Dunlap Kan., Mo. Kan. & Tex
Dunlap Mo., Quincy, Omaha & K. C
Dunlap, N.C., Atl. Coast L
Dunlap, Pa., Pennsylvania
Dunlap, Tenn., N. Ch. & St. L
Dunlap, Ind., Cl. Cin. Chic. & St. L (a)
» Lake Shore & M. S (b)
Called Dunlap on L. S. & M. S
Depots adjacent
Dunlaps Mill, N.C., Southern
Dunlapville, W. Va., Chesapeake & Ohio
Dunlay, Tex., Galv. Har. & San Ant
Dunleith, Miss., Southern in Miss
Dunlevy, Pa., Pennsylvania
Dunlo, Pa., Pennsylvania
Dunlop, Mo., Frisco System
Dunlop, Va., Atl. Coast Line
Dun Loup, W. Va., Chesapeake & Ohio
Dunlow, W. Va., Norf. & West
Dunmoor, N.M., Atch. Top. & Santa Fe
Dunmor, Ky., Louisv. & Nash
Dunmore, Alberta, Canadian Pacific
Dunmore, Mont., Burlington Route
Dunmore, Pa., Del. Lack. & Western †
» Erie
» Lack. & Wyo. Val (El)
Dunn, Ala., Louisv. & Nashv
Dunn, Alberta, Grand Trunk Pacific
Dunn, Cal., San Fed. Los Ang. & S. Lk
Dunn, Ill., Illinois Central
Dunn, Ind., Chicago, Ind. & South
Dunn, Manitoba, Gt. North
Dunn, Mo., Frisco System
Dunn, N.C., Atl. Coast L (a)
» Durham & Southern (b)
(a) and (b) about 1-5 mile apart
Dunn, Pa., Waynes. & Wash
Dunn, Tenn., Louisv. & Nashv
Dunn, Tex., San A. & A. Pass
Dunnavant, Ala., Cent. of Ga
Dunnegan, Mo., Kan. City Clin. & Spring
Dunnell, Minn., Minneapolis & St. Louis
Dunnellon, Fla., Atlantic Coast Line
Dunnfield, N.J., N.Y. Susq. & Western
Dunnigan, Cal., So. Pacific
Dunning, Ill., Chic. M. & St. P
Dunning, Mich., Pere Marquette
Dunning, Neb., Burl. Route
Dunning, N.D., Great Northern
Dunning, Bradford Co., Pa., Penns y ania
Dunning, Tioga Co., Pa., Fall Brook
Dunnings Creek Junc., Pa., Pennsylvania
Dunn Loring, Va., Southern
Dunns, Ala., Cent. of Ga
Dunns, Ark., Ultima Tunle, Ark. & M
Dunn's, Ind., Ch. and East. Ill
Dunns, La., Vicksb. Shrevep. & Pac
Dunn's, N.B., New Brunswick So
Dunn's Eddy, Pa., Penna
Dunnville, Ont., Gd. Trunk
Dunnville, Wis., Ch. M. & St. P
Dunola, N.C., Atlantic Coast Line
Dunovant, Tex., Cane Belt
Dunraven, N.Y., Del. & East
Dunrea, Manitoba, Canadian Northern
Dunreath, Ia., Wabash
Dunreith, Ind., Ft. Wayne Cin. & Lv (a)
» Pitts. Cin. Ch. & St. L (b)
(a) and (b) about 60 rods apart
Dunsbeck Ferry, N.Y., N.Y. Cent. & Hud. Riv
Dunseith, N.D., Great Northern
Dunsfeld, Wis., Marinette, Tom. & West
Dunsford, Ont., Can. Pac
Dunsmore, N.F., Newfoundland
Dunsmoor, Tex., St. Louis South-west
Dunsmuir, Cal., So. Pacific
Dunstable, Mass., Bost. & Me
Dunston, N.Y., Long Island
Duntroon, Ont., Gd. Trunk
Dunville, N.F., Reid Newfoundland
Dunwoodie, N.Y., N.Y. Cent. & Hud. Riv
Dunwoody, Ga., Southern
Duoro, N.M., A. T. & S. Fe
Dupainville, Wis., Chic. Mil. & St. Paul (a)
» Minn. St. P. & S. Ste. M (b)
(a) and (b) about 530 yards apart

Du Po, Ill.,
St Louis, Iron Mt. & So
Du Po Junction, Ill.,
St. Louis, Iron Mt. & So
Dupont, Cal.,
A. T. & S.F., Coast Lines*
Dupont, Colo.,
Union Pacific
Dupont, Del.,
Phila. Balt. & Wash
Dupont, Fla., Fla. East Coast
Dupont, Ga., Atl. Coast L
Dupont, Ill., Ch. RR. Isl. & P
Dupont, Ind.,
Pitts. Cin. Chic. & St. L
Dupont, O., Tol. St. L. & West
Dupont, Pa.,
Lack. & Wyoming Val
Dupont, S.C., Atl. Coast L
Dupont, Wash., North. Pac
Dupont Junction, Ga.,
Atlantic Coast Line
Du Pont Siding, Ill.,
Vandalia
Dupoyster, Ky.,
Illinois Central
Du Quoin, Ill., Illinois Cent
Duquoin, Kan.,
Atch. Top. & Santa Fe
Duran, N. M.,
El Paso & S. W. System
Durand, Ill., Ch. Mil. & St. P
Durand, Kan., Mo. Pacific
Durand, Mich.,
Ann Arbor (a)
" Grand Trunk (a)
Durand, Va., Atl. & Danville
Durand, Wis., Ch. Mil. & St. P
Durand Junc. South, Kan.,
Missouri Pacific
Durango, Colo.,
Denver & Rio Gr (a)
" Rio Grande South (a)
Durango, la., Chic. Gt. West
Durango, Mex., Mex. Inter
Durant, Ala.
Louisville & Nashville
Durant, Fla.,
Seaboard Air Line
Durant, Ia., Chic. R. I. & Pac
Durant, Miss.,
Illinois Central (a)
" Yazoo & Miss. Val (a)
Durant, Mont.,
Butte, Anac. & Pac (a)
" Northern Pacific (a)
Durant, Neb., Union Pacific
Durant, O., Baltimore & Ohio
Durant, Okla., Frisco Sys (a)
" Mo. Kansas & Texas (a)
Durant, S.C., Alcolu
Durant Junction, Mont.,
Chic. Mil. & Puget Sd
Durazno, Mex.,
National of Mexico
Durban, Manitoba,
Canadian Northern
Durban, Mich.,
Detroit, Tol. & Ironton
Durban, Mont., North. Pac
Durbin, Fla., Fla. E. Coast
Durbin Ind., Cent. Indiana
Durbin, N. D., Great North
Durbin, O., C. C. C. & St. L (a)
" Erie (a)
" Ohio Electric (b)
(a) and (b) adjacent
Durbin, W. Va.,
Chesapeake & Ohio (a)
" Western Maryland (a)
Durco, Ala., Southern
Durell, Ky., Louisv. & Nashv
Durfries, Ont., Grand Trunk
Durgan, O., Hocking Valley
Durham, Ark., Frisco System
Durham Cal., South. Pacific
Durham, Colo., Den. & Rio Gr
Durham, Ga., Central of Ga
Durham, Idaho, Payette Val
Durham, Ind., L. S. & M. S
Durham, Ia., Burl. Route
Durham, Allen Co., Kan.,
Missouri, Kansas & Tex
Durham, Marion Co., Kan.,
Chicago, Rk. Isl. & Pac
Durham, Mich., Pere Marq
Durham, Miss.,
Yazoo & Miss. Valley
Durham, Mo.,
Quincy, Omaha & K. C
Durham, Mont., Gt. Northern
Durham, N. S., Intercolonial
Durham, N. H., Boston & Me
Durham, N.J., Pennsylvania
" Philadelphia & Read†
Durham, N. C.,
Durham & So. Carolina†
" Durham & Southern (a)
" Norfolk & West (a)
" Seaboard Air Line (a)
" Southern (a)
Durham, Okla.,
Fort Smith & Western
Durham, Ont., Can. Pacific
" Grand Trunk
Durham, Ore., Ore. Elec
Durham, Pa.,
Quakertown & Eastern
Durham, Wash., No. Pacific
Durham, Wyo., Union Pac
Durham Junction, Va.,
Norfolk & Western
Durhamville, N. Y.,
New York, Ont. & West
Durkee, Ore., O. RR. & N. Co
Durkee, Wyo., Burl. Route
Durmid, Cal., South. Pacific
Durmid, Va., Norf. & West (a)
" Southern (b)
Durnell, Mo., Frisco System
Duro, Mex., Nat. of Mex
Duro, Mich., Michigan Cent
Duro, Sask., Gd. Trunk Pac
Durocher Que.,
Central Vermont
Duroches, Que.,
Great North. of Canada
Durrett, Ark.,
Arkansas South-west
Durritt, Ky., Louisv. & Nashv
Durst, Tex.,
St. Louis South-west
Durum, N. D., Northern Pac
Durward, Pa., Pennsylvania
Durwood, Okla.,
Chic. Rk. Isl. & Pac (a)
" Frisco System (a)
Duryea, Pa., Del. Lack. & W
Duryea Junction, Pa.,
Lehigh Valley
Dusbore, Pa., Lehigh Valley
Duson, La.,
Louisiana Western
Dustin, Okla.,
Fort Smith & West (a)
" Mo. Okla. & Gulf (b)
(a) and (b) about ½ mi. apart
Dutch, Ky.,
Louisv. Hend. & St. L
Dutch Bayou, La.,
Yazoo & Miss. Valley
Dutch Bayou Crossing, La.,
La. Ry. & Nav. Co
Dutch Crossing, Kan.,
Frisco System
Dutcher, Okla.,
St. L. El Reno & West
Dutchess Junction, N. Y.,
Central New England
" N. Y. Cent. & Hud. Riv
Dutch Flat, Cal., So. Pacific
Dutch Gap, Va., Ches. & Ohio
Dutch Hollow Mine, Ill.,
Louisville & Nashville
Dutchman's Creek, N.C.,
Southern
Dutch Town, Mo.,
St. L. Iron Mt. & South
Duthil, Alberta, Can. Pac
Dutton, Ark., Frisco System
Dutton, Mich., Mich. Central
Dutton, Mont., Great North
Dutton, Ont.,
Michigan Central (a)
" Pere Marquette (b)
(a) and (b) about 500 yards apart
Dutzow, Mo., Mo. Kan. & Tex
Duval, Ariz., South. Pacific
Duval, Colo.,
Atch. Top. & Santa Fe
Duval, Fla.,
Seaboard Air Line
Duval, Sask., Can. Pacific
Duval, Travis County, Tex.,
Internat. & Gt. North
Duval, Wash.,
Chic. Mil. & Puget Sd
Duvall, Ala., Lv. & Nashv
Duvall, Ill., Chic. and East. Ill
Duvall, Ky., Frankfort & Cin
Duvall, Noble County, O.,
Ohio River & Western
Duvalls, Pickaway Co., O.,
Norfolk & Western
Duvall, Pa., Balt. & Ohio
Duwamish, Wash.,
Puget Sound Electric
Duxbury, Mass.,
N. Y. New Hav. & Hart
Duxbury, S.D., C. M. & St P
Dwelley's Siding, Me.,
Bangor & Aroostook
Dwight, Ala., Mobile & Ohio
Dwight, Ill., Chic. & Alt (a)
" Chicago, Ind. & So (b)
(a) and (b) about ¾ mi. apart
Dwight, Kan., Ch. R. I. & Pac
Dwight, Neb., No. West. Line
Dwight, N. D., Great North
Dwight, Va., Norfolk & West
Dwight Mill, Ala., Southern
Dwight's, Mass., Central Vt
Dwina, Va., Norf. & West
Dwyer, Miss.,
Yazoo & Miss. Valley
Dwyer, Mo., Missouri Pacific
Dyal, Fla.,
Atlantic Coast Line
Dyas, Ala., Louisv. & Nashv
Dyas, Ga., Macon & Birm
Dye, Ind.,
Balt. & Ohio Southwest
Dyer, Ark., St. L. Ir. Mt. & So
Dyer, Colo.,
Colo. Spgs. & Cr. Ck. Dist
Dyer, Ind.,
Chic. Ind. & Louisv (a)
" Elgin, Joliet & East (a)
" Michigan Central (b)
(a) and (b) ¼ mile apart
Dyer, O., Lake Erie & West
Dyer, Tenn., Mobile & Ohio
Dyer, Tex., Gulf, Colo. & S. Fe*
Dyer, Utah,
San Ped. Los Ang. & S. Lk
Dyer Brook, Me.,
Bangor & Aroostook
Dyer's, N. B.,
New Brunswick So
Dyersburg, Tenn.,
Chic. Memph. & Gulf (a)
" Illinois Central (a)
Dyersburg No. R. R., Tenn
Chic. Memph. & Gulf
Dyersdale, Tex.,
Beaum. Sour Lake & W
Dyersville, Ia.,
Chicago Gt. West (a)
" Illinois Central (b)
(a) and (b) about 250 yards apart
Dyerville, R. I., N. Y. N. H. &
Dyes, Ala. Louisv. & Nash
Dyes N. Y., Del. & Hudson
Dyesville, O.,
Kanawha & Michigan
Dyeton, Ind.,
Balt. & Ohio Southwest
Dyke, Colo.,
Denver & Rio Grande
Dyke, Ct., N. Y. N. H. & H
Dyke, Ill., Southern
Dyke, N. Y., Erie
Dyke, Va.,
Wash. Al. & Mt. V. Elec
Dykemans, N. Y.,
N. Y. Cent. & Hud. R (a)
" N. Y. N. Hav. & Hart (b)
(a) and (b) 1¼ miles apart
Dykes, Ga.,
Nashv. Chat. & St. L
Dymont, Ont., Can. Pacific
Dynamite, Wash., No. Pac
Dysart, Ia.,
Chicago, Rk. Isl. & Pac
Dysart, Ont., Grand Trunk
Dysart, Pa., Pennsylvania
Dysart, Sask., Can. Pacific
Dyson, La., Kentwood & East
Dyson, Va., Norf. & West
Dysons, S.C., Southern

E

Eads, Cal.,
A. T. & S.F., Coast Lines*
Eads, Colo., Missouri Pacific
Eads, Tenn., Nash. C. & St. L
Eads, Tex.,
Internat. & Gt. North
Eady, Ont., Can. Pacific
Eagan, Tenn.,
Louisv. & Nashv (a)
" Southern (a)
Eagansville, Tenn.,
Tennessee Central
Eager, S.C., Canadian Pacific
Eagle, Colo., Den. & Rio G
Eagle, Idaho,
Idaho Northern RR
Eagle, Ky., Louisv. & Nash
Eagle, Mich., Pere Marquette
Eagle, Neb., Mo. Pacific
Eagle, N.Y., Buf. Roch. & Pitts
Eagle, O., Hocking Valley
Eagle, Ont., Canadian Pac
Eagle, Tenn., Louisv. & Nash
Eagle, Va., Norf. & West
Eagle, Fayette Co., W. Va.,
Chesapeake & Ohio
Eagle, Hancock Co., W. Va.,
Pitts. Cin. Chic. & St. L
Eagle, Wis., Chic. Mil. & St. P
Eagle Bay, Mich.,
Pere Marquette
Eagle Bay, N. Y.,
Raquette Lake
Eagle Bend, Minn., Gt. North
Eagle Bridge, N. Y.,
Boston & Maine (a)
" Delaware & Hudson (a)
Eagle Chief, Okla.,
Atch. Top. & Santa Fe
Eagle City, Okla.,
Frisco System
Eagle City Mills, O.,
Detroit, Tol. & Ironton
Eagle Cliff, Ga.,
Chattanooga Southern
Eagle Cliff, N. C.,
South & Western
Eagle Cliff, O.,
Lake Shore Electric
Eagle Creek, O.,
Cincin. George. & Ports
Eagle Creek, Ore.,
Portland Ry. L. & P. Co
Eagle Flat, Tex., Tex. & Pac
Eagle Ford, Tex., Tex. & Pac
Eagle Gorge, Wash., No. Pac
Eagle Grove, Ia.,
Chicago Gt. West (a)
" North-West. Line (b)
(a) and (b) 329 yards apart
Eagle Harbor, N. Y.,
N. Y. Cent. & Hud. Riv
Eagle Hill, O., Penna. Co
Eagle Hill Junction, Pa.,
Phila. & Reading
Eagle Junction, Wis.,
Chicago, Mil. & St. Paul
Eagle Lake, Fla.,
Atlantic Coast Line
Eagle Lake, Me.,
Bangor & Aroostook
Eagle Lake, Minn.,
North-Western Line
Eagle Lake, Tex.,
Gulf, Colo. & S. Fe* (a)
" Gal. Har. & San Ant (a)
" San Ant. & Aran. P (b)
(a) and (b) about 200 yards apart
Eagle Lake Junction, Tex.,
Gulf, Colo. & Santa Fe*
Eagle Mills, Ark., St. L. S. W
Eagle Mills, Kent Co., Mich.,
Lake Shore & Mich. So
Eagle Mills,
Marquette Co., Mich.,
Dul. So. Sh. & Atl (a)
" Lake Sup. & Ishpem (b)
(a) and (b) about ¼ mile apart
Eagle Mines, Fla.,
Seaboard Air Line
Eagle Mountain, Va.,
Chesapeake & Ohio
Eagle Nest, Cal.,
Northwestern Pacific
Eagle Nest, Miss.,
Yazoo & Miss. Valley
Eagle Pass, Tex.,
Gal. Har. & San Ant (a)
" Mex. International (a)
Eagle Point, Ia., Ch. M. & St. P
Eagle Point, Ore.,
Pacific & Eastern
Eagle Point, Wis.,
North-Western Line
Eagleport, O., Balt. & Ohio
Eagle River, Wis.,
North-Western Line
Eagle Rock, N. B., Can. Pac
Eagle Rock, N. C.,
Norfolk & Southern
Eagle Rock, Pa., Penna
Eagles, Ind., Vandalia
Eagles Mere, Pa.,
Williamsp. & North Br
Eagles Mere Park, Pa.,
Williamsp. & North Br
Eagle's Nest, Minn.,
Duluth & Iron Range
Eagle's Nest, N. D., No. Pac
Eagle Springs, N. C.,
Aberdeen & Asheboro
Eagle Springs, Tex.,
Texas & Pacific
Eagle Station, Mo.,
Coos Bay, Roseb. & East
Eagleswood, N. J.,
Lehigh Valley
Eagleton, Ark.,
Kansas City Southern
Eagleton, Tex.,
Marshall & East Texas
Eagletown, Ind.,
Central Indiana
Eagle Transfer, Pa.,
Pittsburgh & Lake Erie
Eaglette, Mo., Frisco System
Eagle Valley, Pa., Del. Val
Eagleville, Ark.,
Mississippi Valley
Eagleville, Ct., Central Vt
Eagleville, O., Penna. Co
Eagleville, Pa., Penna
Eagle Mills, Md., Balt & Ohio
Eames, Mich., Grand Trunk
Earaley, Que., Canadian Pac
Earhart, Tenn.,
Virginia & So. West
Earl, Colo., Atch. Top. & S. Fe
Earl, Ontario Co., N. Y.,
N. Y. Cent. & Hud. River
Earl, N.C., Southern
Earl, Wis., North-West. Line
Earle, Ark., Crittenden†
" St. Louis, Ir. Mt. & So
Earle, Mex., Nat. of Mex
Earle, S.C., George. & West
Earleigh Heights, Md.,
Maryland Electric
Earley, Wash.,
Spok. & Inland Empire
Earleys, N.C.,
Atlantic Coast Line
Earl Grey, Sask.,
Canadian Pacific
Earlham, Ia., Chic. R. I. & Pac
Earlimart, Cal.,
Southern Pacific
Earling, Ia., Chic. Mil. & St. P
Earlington, Ky., Lv. & Nash
Earlington, Wash.,
Chic. Mil. & Puget Sd
Earl Park, Ind.,
Cleve. Cin. Chic. & St. L
Earl's, M., Frisco System
Earl's, Wyoming Co. N. Y.,
Buff. Attica & Arcade
Earl's, Parker Co., Tex.,
Texas & Pacific
Earlsboro, Okla.,
Chicago, Rk. Isl. & Pac
Earlston, Pa., Pennsylvania
Earlton, Kan., A. T. & S. Fe
Earlton, Ont.,
Temisk. & North. Ont
Earlville, Ill.,
Burlington Route (a)
" North-West. Line (b)
(a and (b) ½ mile apart
Earlville, Ia., Illinois Central
Earlville, N.Y., Del L & W (a)
" N Y. Ont & West (b)
" West Shore (b)
(a) and (b) 1½ miles apart
Earlville, O., Penna. Co (a)
" Wheeling & Lk. Erie (b)
(a) and (b) 2 miles apart
Early, Ga., Southern
Early, Ind., Chic. & East. Ill
Early, Ia. North-West. Line
Early Bird, Fla.,
Seaboard Air Line
Early Branch, S C.,
Charleston & West. Car
Early Junction, La.,
Tremont & Gulf
Early's, N.C., Atl. Coast Line
Early Times, Ky., Lv. & Nash
Earman's, Va.,
Chesapeake Western
Earnest, Pa., Pennsylvania
Earnharts, Ark.,
St. Louis, Iron Mt. & So
Easby, N. D., Great Northern
Eash, Ind.,
St. Jos. Vy. Trac El)
Easley, Ia., Ft. D. Des M. & So
Easley, N. M., At. Top. & S. Fe
Easley, S.C., Pickens (a)
" Southern (a)
Eason, Tenn.,
Nashv. Chat. & St. Louis
Easson, Mich.,
Kal. Lk. Sh. & Chic
East, Ind., N. Cin. Ch. & St. L
Eastabuchie, Miss.,
New Orl. & North-east
East Akron, O., Balt. & Ohio
East Alabama Junc., Ala.,
Central of Georgia (a)
" Western of Alabama (a)
East Albany, N. Y.,
Albany & Hud (El) (a)
" Boston & Albany (b)
" N Y Cent & Hud R (b)
Called Rensselaer on A. & H. and N. Y. C. & H. R
(a) and (b) about ¾ mi. apart
East Alburgh, V.,
Central Vermont
East Alexander, N.Y.,
Del. Lack. & Western
East Allegheny, Va.,
Chesapeake & Ohio
East Allentown, Pa.,
Central of New Jersey
East Alliance, N.C.,
Norfolk & Southern
East Alton, Ill.,
Burlington Route (a)
" Chicago & Alton (a)
" Cleve. Cin. Ch. & St. L (a)
East Altoona, Pa., Penna
East Anaconda, Mont.,
Butte, Ana & Pacific
East Angus, Que., Que Cent
Eastanollee, Ga., Southern
East Apopka, Fla.,
Atlantic Coast Line
East Arcadia, N. C.,
Seaboard Air Line
East Aurora, Ill.,
Elgin, Joliet & East
East Aurora, N Y.,
Pennsylvania
East Baldwin, Me., Me. Cent
East Bangor, Pa., Bang. & Port
East Bangor, Pa.,
Lehigh & New England†
East Bank, W Va.,
Chesapeake & Ohio
East Barre, Vt., Barre†
East Barre Jn., Vt., Barre†
East Bedford, O., Penna. Co
East Berkeley, Cal.,
Southern Pacific

* On the Santa Fe
† For freight only
‡ On the Rock Island System

East Berkshire, Vt., Cent. Vt
East Berlin, Ct., N.Y.N.H.& H
East Berlin, Pa., East Berlin
East Bernard, Tex., Galv Har. & San Ant
Eastberne, Cal., A.T.& S.F., Coast L* (a)
" Southern Pacific (b)
(a) and (b) adjacent
East Bernstadt, Ky., Lv. & N
East Bethany, N.Y., Del. Lack & Western
East Billerica, Mass., Boston & Maine
East Birmingham, Ala., Mary Lee †
" Queen & Cres. Rte (a)
" Southern (a)
East Blackstone, Mass., N. Y. New Hav. & Hart
East Bloomsburg, Pa., Penna
East Boston, Mass., Boston & Albany †
" Boston, Rev. Be. & Lynn
East Bradford, Pa., Buff. Roch. & Pitts (a)
" Erie (b)
" Pennsylvania (a)
(a) and (b) about 150 yards apart
East Brady, Pa., Pennsylvania
East Braintree, Mass., N. Y. New Hav. & Hart
East Branch, N. Y., Del. & E (a)
" N. Y. Ont. & West (a)
East Brewster, Mass., N. Y. New Hav. & Hart
East Bridgeton, N. J., Central of New Jersey
East Bridgewater, Mass., N. Y. New Hav. & Hart
East Brighton, Vt., Gd Trunk
East Brook, Pa., Penna. Co
East Brookfield, Mass., Boston & Albany
East Brookside, Pa., Phila & Reading
East Broughton, Que., Quebec Central
East Buffalo, N.Y., Del. Lack. & West (a)
" Erie (b)
" Lake Sh. & Mich. So (c)
" Lehigh Valley (d)
" N. Y. Cent. & H. Riv (c)
" Wabash (b)
" West Shore (c)
(c) and (d) about 1½ miles apart
East Buffalo Stock Yds, N.Y., West Shore †
East Buffalo Transfer, N.Y., Lake Shore & Mich. So
East Burlington, N.J., Pennsylvania
Eastburn, Ill., Tol. Peoria & W
East Buskirk, N.Y., Boston & Maine
East Butler, Pa., Balt. & Ohio
East Butte, Mont., No. Pac
East Cairo, Ky., Illinois Cent
East California, Pa., Pittsburgh & Lk. Erie
East Cambridge, Mass., Boston & Albany †
" Boston & Maine
East Canaan, Ct., Central New England
East Candia, N.H., Bost. & Me
East Carnegie, Pa., Pitts Char & Yough
East Carondelet, Ill., Illinois Central (a)
" Mobile & Ohio (b)
(a) and (b) 2 miles apart
East Carterville, Ill., Coal Belt †
" Coal Belt Electric †
East Charleroi, Pa., Pittsburgh & Lake Erie
East Chatham, N.Y., Bost. & A
East Chattanooga, Tenn., Southern
East Chester, N.Y., L. & H. R
East Chester, N.S., Halifax & Southwest
East Chicago, Ind., Chicago, Ind. & South
" Chic. Term. Trans (a)
" Indiana Harbor Belt †
" Pennsylvania Co (b)
" Pere Marquette †
" Wabash (b)
(a) and (b) 116 yards apart
East Clarence, N.Y., N.Y. Cent. & Hud. River
East Clarendon, Vt., Rutland
East Claridon, O., Baltimore & Ohio
East Clayton, Ia., C.M.& St.P
East Clayton, O., Hocking Valley
East Clinton, Ill., Burl. Route
East Columbia, Tex., Int. & Gt. Northern
East Columbus, O., Baltimore & Ohio (a)
" Pennsylvania Co
" Pitts. Cin. Ch. & St. L (a)
" Toledo & Ohio Cent (b)
(a) and (b) 3.3 miles apart
Called Grogan on Penna. Co
East Concord, N.H., B. & Me
East Concord, N.Y., Buffalo & Susq (a)
" But. Roch. & Pitts (b)
(a) and (b) about 2 mls. apart
East Concord, Vt., St. Johns. & Lk. Cham
East Cooper, Mich., Chicago, Kal. & Sag
East Corning, N.Y., Erie
East Cove, Fla., Atlantic Coast Line
East Creek, N.Y., N.Y. Cent. & Hud. River
East Creek, Wash., Tacoma Eastern
East Creek Junction, Wash., Tacoma Eastern
East Cumminsville, O., Balt & Ohio So. West (a)
" Cleve. Cin. Ch. & St. L (a)
East Dallas, Tex., Gulf, Colo. & Santa Fe*
East Danbury, Ct., N.Y. New Hav. & Hart
East Danville, O., Norfolk & Western
East Davenport, Ia., Burlington Route (a)
" Chic. Mil. & St. Paul (a)
" Dav Rk. Isl. & No. W (a)
East Davis, O., Balt. & Ohio
East Dayton, O., Cin. Ham. & Dayton
East Decatur, Ill., Wabash
East Dedham, Mass., N.Y. New Hav. & Hart
East Deerfield, Mass., Boston & Maine
East Des Moines, Ia., Burlington Route (a)
" Chicago Great West (a)
" Chic. Rock Isl. & Pac (b)
" St. P. & Des Moines (a)
" Wabash (a)
(a) and (b) adjacent
East Dorset, Vt., Rutland
East Douglas, Mass., N.Y. New Hav. & Hart
East Dover, Me., Bangor & Aroostook
East Dover Junction, N.J., Del. Lack. & Western
East Downingtown, Pa., Pennsylvania
East Dubuque, Ill., Burlington Route (a)
" Illinois Central (b)
(a) and (b) 125 yards apart
East Durham, N.C., Durham & Southern
" Seaboard Air Line (a)
" Southern (b)
(a) and (b) adjacent
East Earl, Pa., Pennsylvania
Eastedge, N.D., North. Pacific
East Eldorado, Kan., Mo. Pac
East Elgin, Ill., North-Western Line
East Elm Grove, Wis., Chic. Mil. & St. Paul
East Ely, Nev., Nev. North
East Empire, Mich., Manistee & No. East
East End, Miss., Yazoo & Miss. Valley
East End, O., Penna. Co
Easterling, Ga., Register & Glennville
Easterly, Tex., Internat. & Gt. North
Eastern Branch Bridge, D.C., Baltimore & Ohio
Eastern Crossing, Minn., Northern Pacific
Eastern Junction, Kan., Atch. Top. & Santa Fe
Eastern Junction, Mo., Frisco System
Eastern Kentucky Jn., Ky., Eastern Kentucky
E. T. & W. N. C. Jn., Tenn., Car. Clinch. and Ohio
East Everett, Mass., Boston & Maine
East Fairfield, Vt., St. Johns. & Lk. Cham
East Fairmount, Kan., Atch. Top. & Santa Fe
East Falls, Pa., Phila. & Read
East Farms, Ct., N.Y. New Hav. & Hart
East Farms, Idaho, Spokane International
East Farn, Que., Can. Pac
East Fayetteville, Ark., Frisco System
East Fayetteville, Pa., Cumberland Valley
East Ferney, Pa., Penna
East Fitchburg, Mass., Boston & Maine
East Fort Dodge, Ia., Ft. Dodge, Des M. & So
East Fort Madison, Ill., Atch. Top. & Santa Fe
East Foxboro, Mass., N.Y. New Hav. & Hart
East Fredericktown, Pa., Monongahela
East Freehold, N.J., Central of New Jersey
East Freetown, Mass., N.Y. New Hav. & Hart
East Freetown, N.Y., Delaware, Lack. & West
East Fremont, O., Lk. E. & W
East Fresno, Cal., So. Pacific
East Galesburg, Ill., Atch. Top. & Santa Fe
East Gary, Ind., Mich. Cent
Eastgate, Tex., Beaum. Sour Lake & W
East Glasgow, Va., Chesapeake & Ohio
East Glenville, N.Y., Delaware & Hudson
East Gloucester, N.J., Atlantic City
East Golden, Mich., C. & W. M
East Grafton, W. Va., Baltimore & Ohio
East Granby, Ct., Central New England
East Grand Forks, Minn., Great Northern (a)
" Northern Pacific (b)
(a) and (b) about ¼ ml. apart
East Granville, Vt., Cent. Vt
East Greenbush, N.Y., Albany Southern (El)
East Greensburg, Pa., Penna
East Greenville, Pa., Perkio
East Greenwich, N.Y., Greenwich & Johnsonv
East Greenwich, R.I., N.Y. New Hav. & Hart
East Groton, Mass., B. & Me
East Grove, Ill., Burl. Route
East Hadley, Mass., B. & Me
Eastham, Mass., N.Y.N.H.&B
East Hamburg, N.Y., Buffalo, Roch. & Pitts
East Hammonton, N.J., Pennsylvania
East Hampton, Ct., N.Y. New Hav. & Hart
Easthampton, Mass., Boston & Maine (a)
" N.Y.N.H.& H (b)
Depots adjacent
Easthampton, N.Y., Long Isl
East Hannibal, Ill., Burlington Route (a)
" Wabash (a)
East Hardwick, Vt., St. Johns. & Lk. Cham
East Harrison, Ark., Missouri & North Ark
East Hartford, Ct., N.Y. New Hav. & Hart
East Harrisville, N.H., Boston & Maine
East Hastings, Minn., Chicago, Mil. & St. Paul
East Haven, Ct., N.Y N.H.&H
East Haven, Ind., Pitts. Cin. Chic. & St. L
East Hebron, Me., Maine Central
East Helena, Mont., No. Pac
East Hereford, Que., Me. Cent
East Highgate, Vt., St. Johns. & Lk. Cham
East Highlands, Ala., Birmingham South †
East Highlands, Cal., A.T.&S.F., Coast Lines*
East Holliston, Mass., Boston & Albany
East Homer, N.Y., Lehigh Val
East Honesdale, Pa., Erie
East Houghton, Mich., Duluth So. Shore & Atl
East Hounsfield, N.Y., N.Y. Cent. & Hud. Riv
East Ithaca, N.Y., Lehigh Val
East Ivory, Ill., St. Louis, Iron Mt. & So
East Jaffrey, N.H., Boston & Maine
East Jellico, Ala., Louisville & Nashville
East Joliet, Ill., El. Jol. & East
East Joplin, Mo., Frisco Sys
East Jordan, Mich., Det. & Charlevoix (a)
" East Jordan & So (b)
(a) and (b) about 60 rods apart
East Jordan, N.S., Halifax & Southwest
East Kane, Pa., Kane & Elk
East Kansas City, Mo., Kansas City Southern
East Ky. Junction, Ky., Chesapeake & Ohio
East Kingston, Ill., Chicago, Mil. & St. Paul
East Kingston, N.H., Bos. & M
East Lake, Fla., Atlantic Coast Line
East Lake, Manistee Co., Mich., Pere Marquette
East Lake, Minn., Minneap. & Rainy River
East Lake Junction, Minn., Minneap. & Rainy River
East Lake Junction, Pa., Erie
Eastlake Park, Cal., Pacific Electric
East Lancaster, N.Y., Delaware, Lack. & West
Eastland, Miss., Yazoo & Miss. Valley
Eastland, Ore., Oregon RR. & Nav. Co
Eastland, Tenn., Nashv. Chat. & St. Louis
Eastland, Tex., Texas & Pac
East Lawrenceburg, Ind., Balt. & Ohio Southwest
East Leavenworth, Mo., Burlington Route (a)
" Chic. Rk. Isl. & Pac (a)
East Lemoyne, Pa. Penna
East Leroy, Mich., Mich. Cent
East Lexington, Mass., Boston & Maine
East Lexington, Va., Baltimore & Ohio (a)
" Chesapeake & Ohio (a)
East Liberty, O., Toledo & Ohio Central
East Liberty, Pa., Penna
" Pennsylvania Co
" Pitts. Cin. Chic. & St. L
East Lima, O., Detroit, Tol. & Ironton
East Line, N.Y., Del. & Hud
East Litchfield, Ct., N.Y. New Hav. & Hart
East Little Rock, Ark., St. Louis, Iron Mt. & So
East Littleton, Mass., Boston & Maine
East Liverpool, O., Pennsylvania Co
" Youngstown & O. R
East Livermore, Me., Me. Cent
East Long Branch, N.J., Central of New Jersey
East Longmeadow, Mass., N.Y. New Hav. & Hart
East Louisiana, Ill., Chicago & Alton
East Louisville, Ky., Louisville & Nashville
East Lumberport, W. Va., Baltimore & Ohio
East Lyme, Ct., N.Y.N.H.& H
East Lyndon, Me., Can. Pac
East Lynn, Ill., Lk. Erie & W
East Lynn, Mass., Bost. & Me
East Lynn, W. Va., Norfolk & Western
East Lynne, Mo., Frisco System (a)
" Mo. Kan. & Texas (b)
(a) and (b) ¼ mile apart
East McRae, Ga., Seaboard Air Line
East Machias, Me., Washington County
East Madison, Wis., Chicago, Mil. & St. Paul
See also Madison, Wis
East Madisonville, O., Balt. & Ohio South-west
East Mahanoy Junction, Pa., Phila. & Reading
Eastman, Ga., Southern (a)
" Wrightv. & Tennille (b)
(a) and (b) adjacent
Eastman, Ia., Chic. Gt. West
Eastman, Mich., Pere Marq
Eastman, N.B., Elgin & Hav
Eastman, Que., Can. Pac (a)
" Orford Mountain (b)
(a) and (b) 1½ miles apart
Eastman, Wash., North. Pac
East Manayunk, Pa., Penna
East Mandale, O., Cin. Ham. & Dayton
Eastman Junction, Que., Orford Mountain
East Manchester, N.H., Boston & Maine
Eastman Village, Que., Orford Mountain
East Mayport, Fla., Florida East Coast
East Meredith, N.Y., Ulster & Delaware
East Middleboro, Mass., N.Y. New Hav. & Hart
East Middletown, O., Cin. Ham. & Dayton
East Middletown, Pa., Phila & Reading
East Milford, N.H., Bost. & Me
East Mill Creek, Ill., Vandalia Line
East Millinocket, Me., Bangor & Aroostook
East Millis, Mass., N.Y. New Hav. & Hart
East Milisboro, Pa., Monongahela
East Milstone, N.J., Penna
East Milton, Mass., N.Y. New Hav. & Hart
East Mines, N.S., Intercol
East Minneapolis, Minn., Great Northern (a)
" Northern Pacific (b)
(a) and (b) about 1 mile apart
East Minn. Junction, Minn., Northern Pacific
East Moline, Ill., Burlington Route (a)
" Chic. Mil. & St. P (b) (c)
" Chic. Rock Isl. & Pac (b)
" Dav. Rock Isl & N.W (c)
(a) and (b) about 50 rds. apart
(a) and (c) adjacent
East Monroe, O., Balt. & Ohio Southwest
East Moorestown, N.J., Pennsylvania
East Moriches, N.Y., Long Isl
East Nashville, Tenn., Louisville & Nash (a)
" Nash. Chat. & St. L (a)
East Natick, R.I., N.Y. New Hav. & Hart
East Nazareth, Pa., Lehigh & New England
East Nekoosa Junction, Wis., Chicago, Mil. & St. Paul
East New Albany, Ind., Balt. & Ohio Southwest
East Newark, Del., Balt. & O
East New Castle, Pa., Western Allegheny
East New London, Ct., Central Vermont
East New Market, Md., Phila. Balt. & Wash
East Newnan, Ga., Central of Georgia
East Newport, Me., Me. Cent
East New York, N.Y., Long Isl
" South Brooklyn †
East N. P. Junction, Minn., Great Northern
East Norfolk, N.Y., Norw. & St. Lawrence
East Norwalk, Ct., N.Y. New Hav. & Hart
East Norway, Mich., Wisconsin & Mich
East Norwood, O., Balt. & Ohio S.W (a)
" Cincin. Leb. & North (b)
(a) and (b) adjacent
East Oak Island, N.J., Lehigh Valley
East Oakland, Cal., So. Pac
Easton, Cal., South. Pac
Easton, Ill., Illinois Central
Easton, Kan., Union Pacific
Easton, Me., Bangor & Aroos
Easton, Md., Balt. Ches. & A (a)
" Pennsylvania (b)
(a) and (b) about 1 mi. apart
Easton, Mass., N.Y.N.H.& H
Easton, Minn., Ch. Mil. & St. P
Easton, Mo., Burl. Route
Easton, Mont., Great Northern (a)
" Northern Pacific (b)
(a) and (b) about ¾ mile apart
Called Prickley Pear Junction on N. P
Easton, N.Y., Green. & Johns
Easton, O., Baltimore & Ohio
Easton, Pa., Central of New Jer (a)
" Lehigh & Hud. Riv (a)
" Lehigh Valley (b)
" Pennsylvania (Phillipsburg) } (c)
(a) and (b) about 260 yards apart
(c) at Phillipsburg, N.J.; connects by bridge to Easton ¼ mile
Easton, Tenn., Nash. C. & St. L
Easton, Tex., Texas & Gulf
Easton, Wash., Chic. Mil. & Puget Sd
" Northern Pacific
Eastondale, Mass., N.Y. New Hav. & Hart
Eastonville, Colo., Colorado & Southern
East Orange, N.J., Del. Lack. & Western (a)
" Erie (b)
(a) and (b) about 1½ miles apart
East Orwell, O., Penna. Co
Eastover, S.C., Atl. Coast Line
East Palatka, Fla., Florida East Coast

East Palestine, O., Penna. Co
East Palmyra, N.Y., N.Y. Cent. & Hud. River
East Paris, Mich., Pere Marquette
East Pass Christian, Miss., Louisville & Nashville
East Pemproke, N.Y., N.Y. Central & Hud. Riv
East Penna. Junction, Pa., Lehigh Valley (a)
" Perkiomen (b)
" Phila. & Reading (b)
See Allentown
(a) and (b) adjacent
East Peoria, Ill., Ill. Cent
" Lake Erie & Western
East Peru, Me., Maine Central
East Petersburg, Pa., Philadelphia & Read
East Pierre, S. D., North-Western Line
East Pittsburg, Pa., Penna
" Union
East Pleasant Plain, Ia., Chic. Rock Isl. & Pac
East Pocahontas, Ark., Frisco System
East Point, Ga., Atlanta & W. Point (a)
" Central of Georgia (a)
East Point, La., La. Ry. & Nav. Co
East Poplar Bluff, Mo., Frisco System
Eastport, Idaho, Spokane International
Eastport, Me., Wash. County
Eastport, N.Y., Long Island
East Portal, Col., Northwestern Pacific
East Portal, Mass., Boston & Maine
East Portal, Mont., Chic. Mil. & Puget Sd
East Portland, Ore., Oregon R.R. & Nav. Co (a)
" Port. Ry. L. & P. Co (b)
" Southern Pacific (a)
(a) and (b) about 1 mi. apart
East Portsmouth, O., Norfolk & Western
East Prairie, Mo., St. L. So. W
East Prince Albert, Sask., Canadian Northern
East Providence, R.I., N.Y. New Hav. & Hart
East Pubnico, N.S., Halifax & Southwest
East Putney, Vt., Bost. & Me
East Radford, Va., Norfolk & Western
East Rahway, N.J., Central of New Jersey
East Rapids, Ia., North-Western Line
East Renova, Pa., Penna.
East Rices Landing, Pa., Monongahela
East Richland, Mo., Frisco System
East Rio, Wis., Chic. M. & St. P
East River, Ct., N.Y. N.H. & H
East River, N.S., Halifax & Southwest
East Riverside, Pa., Monongahela
East Roanoke, Va., Norfolk & Western
East Rochester, N.H., Boston & Maine
East Rochester, N.Y., N.Y. Central & Hud. Riv
East Rochester, O., Pennsylvania Co
East Rockaway, N.Y., Long Island
East Rockford, Ill., Illinois Central (a)
" North-West. Line (b)
(a) and (b) about ¾ mi. apart
East Rockville, Ind., Central Indiana
East Rodburn, Ky., Chesapeake & Ohio
East Rome, Ga., Cent. of Ga
East Ryegate, Vt., Boston & Maine
East St. Cloud, Minn., Great Northern (a)
" Northern Pacific (b)
(a) and (b) 0.2 mile apart
Called St. Cloud on N. P
East St. Gabriel, Cal., Southern Pacific
East St. Johnsbury, Vt., St. Johns. & Lake Cham
East St. Joseph, Mo., Burlington Route
East St. Joseph Junc., Mo., Burlington Route
East St. Louis, Ill., *(Relay Station)*
" Balt. & Ohio So. W (a)
" Burlington Route (a)
" Chicago & Alton (a)
" Chicago & East. Ill (a)
" Chic. Peoria & St. L
" Cl. Cin. Chic. & St. L (a)
" Illinois Central (a)
" Litchfield & Madison†
" Louisville & Nash (a)
" Mobile & Ohio (a)
" St. L. Iron Mt. & So (a)
" St. Louis S. W †
" St. Louis, Troy & East†
" Southern (a)
" Term. Asso'n of St. L (a)
" Toledo, St. L. & West (a)
" Vandalia (a)
" Wabash (a)
East St. Louis Valley, Ill., St. Louis Valley
East St. Marysville, Cal., Southern Pacific
East St. Paul, Minn., North-Western Line
East Salamanca, N.Y., Buffalo, Roch. & Pitts
East Salisbury, Pa., Baltimore & Ohio
East Sandwich, Mass., N.Y. New Hav. & Hart
East Sandy, Pa., Penna
East San Pedro, Cal., San Ped. Los Ang. & S. Lk
East Saratoga Junc., N.Y., Boston & Maine
East Saugatuck, Mich., Pere Marquette
East Saugus, Mass., Boston & Maine
East Schaghticoke, N.Y., Boston & Maine
East Schodack, N.Y., Albany Southern (El)
East Selkirk, Manitoba, Canadian Pacific
East Sewell, W.Va., Chesapeake & Ohio
East Sheffield, Ala., Louisville & Nashville
East Side, Ill., Lake Shore & Mich. So
East Side Mo. River, Ia., North Western Line
East Sioux Falls, S.D., Illinois Central
East Somerville, Mass., Boston & Maine
East Southampton, N.S., Cumberland Ry
East Sparks Junc., Okla., Fort Smith & Western
East Sparta, Tenn., Nash. Chatt. & St. L
East Spartanburg, S.C., Southern
East Spootswood, N.J., Pennsylvania
East Springfield, Ill., Cin. Ham. & Dayton
East Springfield, O., Detroit, Tol. & Ironton
East Steuben, N.Y., N.Y. Cent. & Hud. River
East Stroudsburg, Pa., Del. Lack. & West (a)
" Delaware Valley (a)
" N.Y. Susq. & West (b)
(a) and (b) about ¼ mile apart
Called Stroudsburg on D. L. & W. and N. Y. S. & W
East Sudbury, Mass., Boston & Maine
East Summit, Manitoba, Canadian Pacific
East Summit, Pa., Buffalo & Susquehanna
East Sumner, Me., Maine Central
East Sunbury, Pa., Pennsylvania (a)
" Phila. & Reading (b)
East Swanton, Vt., Central Vermont (a)
" St. J. & Lk. Cham (a)
East Syracuse, N.Y., N.Y. Cent. & Hud. Riv
East Taunton, Mass., N.Y. New Hav. & Hart
East Tawas, Mich., Detroit & Mackinac (a)
" Erie & Michigan (a)
East Tempe, Tex., Beaumont & Gt. North
East Templeton, Que., Canadian Pacific
East Thomas, Ala., Birmingham South†
East Thompson, Ct., N.Y. New Hav. & Hart
East Toledo, O., Lk. Shore & Mich. So (a)
" Wheeling & Lk. Erie (b)
(a) and (b) 1½ miles apart
East Tollestone, Ind., Pennsylvania Co
East Towanda, Pa., Leh. Val
East Turnout, Me., Me. Cent
East Union, O., C.A. & C (Penna. Lines)
East Urbana, O., Cleve. Cin. Chic. & St. L
East Utica, N.Y., West Shore
East Vassalboro, Me., Wiscasset, Wat. & Farm
East View, Ky., Illinois Cent
East View, N.Y., N.Y. Cent. & Hud. River
Eastville, Va., N.Y. Ph. & Norf
East Vivian, W.Va., Norfolk & Western
East Wabasha, Minn., Chicago, Mil. & St. Paul
East Waco, Tex., Inter. & Great North
" Missouri, Kan. & Texas
" St. Louis South-west
East Wahlsburg, O., Ohio Riv. & Columbus
East Walden, N.Y., Central New England
East Wallingford, Ct., N.Y. New Hav. & Hart
East Wallingford, Vt., Rutland
East Walpole, Mass., N.Y. New Hav. & Hart
East Waterford, Pa., Tuscarora Valley
East Waterloo, Ia., Chicago Great Western
East Watertown, Mass., Boston & Maine
East Waverly, N.Y., Lehigh Valley
East Weare, N.H., Bost. & Me
East Webster, Mass., N.Y. New Hav. & Hart
East Weston, Colo., Colorado & Wyoming
East Weymouth, Mass., N.Y. New Hav. & Hart
Eastwicks, Pa., Balt. & O (a)
" Phila. & Reading (b)
East Williamson, W.Va., Norfolk & Western
East Williston, N.Y., Long Island
East Wilmington, N.C., Atlantic Coast Line
East Wilton, Me., Maine Cent
East Windsor, Ct., N.Y. New Hav. & Hart
East Windsor, N.Y., Delaware & Hudson
East Windsor Hill, Ct., N.Y. New Hav. & Hart
East Winfield, N.Y., D.L. & W
East Winnsboro, Tex., Marshall & E. Tex (a)
" Missouri, Kan. & Tex (a)
Spelled East Winsboro on M. & E. T
East Winona, Wis., Burlington Route (a)
" Green Bay & West (a)
East Winsboro, Tex., *See East Winnsboro*
East Winsted, Ct., Central New Eng (a)
" N.Y. New Hav. & H (a)
Eastwood, Ark., St. Louis, Iron Mt. & So
Eastwood, Ky., Lv. & Nash
Eastwood, Me., Bost. & Maine
Eastwood, Mo., St. Louis, Iron Mt. & So
Eastwood, Brown Co., O., Norfolk & Western
Eastwood, Ont., Gd. Trunk
East Worcester, N.Y., Delaware & Hudson
East Yard, Cal., S. Fran. & S. Joaq. Val*
East Youngstown, O., Baltimore & Ohio
Eaton, Colo., Great West (a)
" Union Pacific (b)
(a) and (b) ¼ mile apart
Eaton, Idaho, Ore. Short Line
Eaton, Ind., Ft. W. Cin. & I
Eaton, Kan., Missouri Pacific
Eaton, Me., Can. Pacific (a)
" Maine Central (a)
Eaton, Mich., Pere Marquette
Eaton, N.Y., N.Y. Ont. & W
Eaton, O., Ohio Electric (a)
" Pitts. Cin. Chic. & St. L (b)
(a) and (b) 300 yds. apart
Eaton, Sask., Can. North
Eaton, W.Va., Balt. & Ohio
Eaton, Wis., Fairchild & No. East
Eaton Corner, Que., Maine Central
Eaton Rapids, Mich., Lk. Sh. & Mich. So (a)
" Michigan Central (b)
(a) and (b) about ¾ mi. apart
Eaton's, Ore., Central of Ore
Eatonton, Ga., Cent. of Ga
Eatonton Junction, Ga., Georgia
Eatontown, N.J., Cent. of N.J
Eatonville, Wash., Tacoma Eastern
Eau Claire, Mich., Cleve. Cin. Chic. & St. L
Eau Claire, Ont., Can. Pacific
Eau Claire, Wis., Chic. Mil. & St. Paul (a)
" Minn. St. P. & S. Ste. M (c)
" North-West. Line (b)
(a) and (b) ½ mile apart
(a) and (c) ¼ mile apart
(b) and (c) ¼ mile apart
Eau Claire Junction, Wis., Chic. Mil. & St. Paul
Eau Claire River, Wis., Fairchild & No. East
Eau Gallie, Fla., Fla. E. Coast
Eaynoka, Okla., Atch. Top. & Santa Fe
Ebano, Tamaulipas, Mex., National of Mexico
Ebbe, Wis., North-West. Line
Ebbs, Cal., Southern Pacific
Eben, Mich., Munising
Ebenezer, N.Y., Penna
Ebenezer, Darlington Co., S.C., Atlantic Coast Line
Ebenezer, Tenn., Southern
Ebenezer, Tex., St. L. Brownsv. & Mex
Ebenezer Transfer, N.Y., Pennsylvania
Eben Junction, Mich., Minn. St. P. & S. Ste M
Ebensburg, Pa., Penna
Eberhardt, O., Balt. & Ohio
Eberly, O., Cin. Ham. & Day
Eberman, N.C., Southern
Ebert, Colo., Colorado East
Eberts, Ont., Pere Marquette
Eberts, Pa., West. Maryland
Ebervale, Pa., Lehigh Valley
Ebervale Junction, Pa., Pennsylvania
Ebey Junction, Wash., Northern Pacific
Ebner, Ill., Burl. Route (a)
" Chic. Mil. & St. Paul (b)
Ebony, Ark., St. L. i. Mt. & So
Ebor, Manitoba, Can. Pac
Ebro, Minn., Great Northern
Eccles, Idaho, Oregon Short Line
Eccles, Nev., San Ped. Los Ang. & S. Lk
Eccles, W.Va., Chesapeake & Ohio (a)
" Virginian (b)
(a) and (b) about ½ mile apart
Eccleston, Md., Penna
Echeconnee, Ga., Cent of Ga
Echlin, Wis., Ashland, Odanah & Mar
Echo, Ark., Chic. R. I. & Pac
Echo, Mendocino Co., Cal., Northwestern Pacific
Echo, Colo., Denv. & Rio Gr
Echo, La., Louisiana Western (a)
" Texas & New Orl (a)
Echo, Minn., Minn. & St. L
Echo, O., Baltimore & Ohio
Echo, Ore., Ore. RR. & Nav. Co
Echo, Pa., Buff. Roch. & P (a)
" Rural Valley (a)
Echo, Bell Co., Tex., Missouri, Kan. & Texas
Echo, Utah, Union Pacific
Echo, W.Va., Norf. & West
Echo Park, Cal., Los Ang. Inter-Urb (El)
Echols, Ala., Louis. & Nash
Echols, Ky., Illinois Central
Echols, Minn., Minn. & St. L
Echo Mountain, Cal., Pacific Electric
Echo Park, Cal., Los Angeles-Pacific (El)
Echota, N.Y., N.Y.C. & Hud R
Eck, W.Va., Norfolk & West
Eckards, Ia., Chic. Mil. & St. P
Eckelson, N.D., No. Pacific
Eckenrode Mill, Pa., Pennsylvania
Eckerman, Mich., Duluth, So. Shore & Atl
Eckert's, O., Hocking Valley
Eckerty, Ind., Southern
Eckford, Mich., Mich. Cent
Eckhart Junction, Md., Baltimore & Ohio
Eckley, Colo., Burl. Route
Eckley, O., Wabash
Eckley, Pa., Lehigh Valley
Eckley Junction, Pa., Lehigh Valley
Eckman, N.D., Minn. St. P. & Slt. Ste. M
Eckman, W.Va., Norf. & West
Eclipse, Colo., Florence & Crip. Ck (a)
" Midland Terminal (b)
(a) and (b) about ½ mile apart
Eclipse, Venango Co., Pa., Lake Shore & Mich. So
Eclipse, Wash. Co., Pa., Baltimore & Ohio
Ecola, N.C., Southern
Economy, Ind., Chicago, Cin. & Louisv
Economy, Pa., Penna. Co
Ecorse, Mich., Det. & Tol. Shore Line†
" Detroit, Tol. & Iron (a)
" Lk. Sh. & Mich. So (b)
" Michigan Central (b)
(a) and (b) about ¼ mile apart
Ecru, Miss., New Orl. Mobile & Chic
Ector, Tex., Texas & Pacific
Edburke, Tex., St. Louis, Brownsv. & M
Eddiceton, Miss., Mississippi Central
Eddington, Pa., Penna
Eddy, Fla., Georgia Southern & Fla
Eddy, Ill., North-West. Line
Eddy, Ind., Wabash
Eddy, Mont., North. Pacific
Eddy, Okla., Frisco System
Eddy, Ore., Oregon RR. & Nav. Co
Eddy, Tex., Mo. Kan. & Texas
Eddy Lick, Pa., N.Y. Cent. & Hud. Riv
Eddy's, Ont., Mich. Central
Eddystone, Pa., Phila. & Reading (a)
" Phila. Balt. & Wash (b)
Eddyville, Ia., Chic. Rock Isl. & Pac (a)
" Iowa Central (a)
Eddyville, Ky., Illinois Cent
Eddyville, Neb., Union Pac
Eddyville, Ore., Corvallis & Eastern
Edelman's, Pa., Bang. & Port
Edelstein, Ill., A. T. & S. Fe
Eden, Ala., Southern
Eden, Ark., Chic. R. I. & Pac
Eden, Colo., Ch. R. I. & Pac (a)
" Denver & Rio Gr (a)
Eden, Fla., Fla East Coast
Eden, Ga., Cent. of Georgia
Eden, Peoria Co., Ill., Iowa Central
Eden, Manitoba, Can. North
Eden, Mich., Mich. Central
Eden, Minn., Chic. Gt. West
Eden, Miss., Yazoo & Miss. Valley
Eden, Mo., Wabash
Eden, N.Y., Lehigh & New Eng
Eden, Ont., Canadian Pacific
Eden, Pa., Baltimore & Ohio
Eden, Va., Virginian
Eden, Wash., North. Pacific
Eden, Wis., North-West. Line
Edenborn, La., Colo. So. N. Orl. & Pac (a)
" La. Ry. & Nav. Co (a)
Edenborn, Pa., Monongahela
Edenburg, Pa., Baltimore & Ohio (a)
" Pennsylvania Co (b)
" Pitts. & Lake Erie (c)
(a), (b) and (c) adjacent
Eden Center, N.Y., Erie
Edendale, Cal., Yosemite Val
Edenfield, Fla., Seaboard Air Line
Edenpark, O., Cin. Lebanon & North
Eden Park, W.Va., Chesapeake & Ohio
Eden Prairie, Minn., Minneap. & St. Louis
Edenton, N.C., Norfolk & So
Eden Vale, Cal., South. Pac
Eden Valley, Minn., Minn. St. P. & Slt. Ste. M
Eden Valley, N.Y., Erie
Edenville, O., Penna. Co
Eder, Cal., Southern Pacific
Eder, Md., Baltimore & Ohio
Edeson, Fla., Seaboard Air Line
Edfu, Cal., Southern Pacific
Edgar, Fla., Atl. Coast Line
Edgar, Ill., C. C. C. & St. L
Edgar, Mont., North. Pacific
Edgar, Neb., Burl. Route (a)
" St. Joseph & Gd. Isl (b)
(a) and (b) about 280 yards apart
Edgar, N.J., Pennsylvania
Edgar, N.C., Southern
Edgar, Tex., San Ant. & Ar. P
Edgar, Wis., No. West. Line
Edgard, La., Texas & Pacific

** On the Santa Fe*
† For freight only
‡ On the Rock Island System

Edgar's (1),
Middlesex Co., N.J.,
Pennsylvania
Edgars (2),
Middlesex Co., N.J.,
Raritan River
Edgar's, Ont., Mich. Central
Edgebrook, Ill., C. M. & St. P
Edgebrook, Mo., Mo. Pacific
Edgecliff, Pa., Pennsylvania
Edgecomb, Mo.,
Frisco System (a)
" Missouri Pacific (a)
Called Diamond on M.P
Edgecomb, Wash.,
Northern Pacific
Edgecombe, N.C.,
Atlantic Coast Line
Edgefield, O., Cin. R. & Day
Edgefield, S.C., Southern
Edgefield Junction, Tenn.,
Louisville & Nashville
Edge Hill, Pa., Phila. & Read
Edgeley, N.D.,
Chicago, Mil. & St. P (a)
" Northern Pacific (b)
Transfer from (a) to (b)
(a) and (b) 131 rods apart
Edgeley Junction, N.D.,
Northern Pacific
Edgely, Pa., Pennsylvania
Edgemere, Mich.,
Copper Range
Edgemere, N.Y., Long Island
Edgemere Junction, Mich.,
Copper Range
Edgemont, Ark.,
Missouri & North Ark
Edgemont, Cal.,
Los Angeles-Pacific (El)
Edgemont, Md., Western Md
Edgemont, N.H., Bost. & Me
Edgemont, N.C.,
Caldwell & Northern
Edgemont, O.,
Cleve. Cin. Chic. & St. L
Edgemont, S.D., Burl. Route
Edge Moor, Del., Penna
Edgemoor, Ill.,
Chic. Term. Transfer
Edgemoor, Ind., Balt. & Ohio
Edgemoor, S.C.,
Edgemoor & Manetta
" Seaboard Air Line
Edgemoor, Tenn., Lv. & Nash
Edgerly, La.,
Louisiana Western
Edgerton, Alberta,
Grand Trunk Pacific
Edgerton, Colo.,
Denver & Rio Grande
Edgerton, Allen Co., Ind.,
N. Y. Chic. & St. Louis
Edgerton, Kan.,
Atch. Top. & Santa Fe
Edgerton, Mich., Gd. Rap. & I
Edgerton, Minn.,
Chicago, Mil. & St. Paul
Edgerton, Mo., Chic. R. I. & Pac
Edgerton, O., L. S. & Mich. So
Edgerton, Va., Southern
Edgerton, Wis., C. M. & St. P
Edgerton Junction, Mo.,
Chicago, Rock Isl. & Pac
Edgeton, N.C., Norf. & So
Edgetown, Ill., Chic. Ind. & So
Edgetts, Mich.,
Manistee & Grand Rap
Edgewater, Ill., C. M. & St. P +
Edgewater, N.J., N. Y. S. & W
Edgewater, Pa., Penna
Edgewater, Tex.,
Galv. Har. & San Ant
Edgewater, Wash., No. Pac
Edge Water, W. Va.,
Chesapeake & Ohio
Edgewater, Wis.,
Minn. St. P. & S. Ste. M
Edgewater Junction, N.J.,
Lehigh Valley
Edgewater Park, N.J.,
Pennsylvania
Edgewood, Cal., South. Pac
Edgewood, Fla.,
Atlantic Coast Line
Edgewood, Ill.,
Balt. & Ohio S.W (a)
" Illinois Central (b)
(a) and (b) about 260 yards apart
Edgewood, Ia., Ch. Mil. & St. P
Edgewood, Ky., Lv. & Nashv
Edgewood, La.,
Kansas City Southern
Edgewood, Md., Penna
Edgewood, Mo., St. L. & Han
Edgewood, Greene Co., N.Y.,
Ulster & Delaware
Edgewood, Monroe Co., N.Y.,
West Shore
Edgewood, Suffolk Co., N.Y.,
Long Island
Edgewood, N.C.,
Raleigh & Western
Edgewood, O.,
Day. L. & C. RR. & T. Co
Edgewood, Pa., Penna
Edgewood, Tex., Tex. & Pac
Edgewood, Va., Norf. & West
Edgewood, Wash.,
Puget Sound Electric
Edgeworth, Mass., Bost. & Me
Edgeworth, Pa., Penna. Co
Edgington, Ont.,
Grand Trunk
Edgoten, Ky., Tenn. Cent
Edholm, Neb., Burl. Route
Edie, Ga., Augusta Southern
Edina, Mo.,
Quincy Omaha & K.C
Edinboro, Pa.,
E. E. & Cam. Spgs. Elec
Edinburg, Ill., B. & O. So. W
Edinburg, Ind.,
Pitts. Cin. Chic. & St. L
Edinburg, N.D., Great North
Edinburg, O., Penna Co
Edinburg, Va., Southern
Edinger, N.J., Pennsylvania
Edington, Tenn., Southern
Edison, Cal.,
A.T. & S.F., Coast Lines*
Edison, Ga., Ga. Fla. & Ala
Edison, Neb., Burl. Route
Edison, N.J., Central of N.J
Edison, N.Y.,
N.Y. Cent. & Hud. River
Edison, N.D., Great Northern
Edison, Morrow Co., O.,
Cl. Cin. Chic. & St. L (a)
" Toledo & Ohio Cent (b)
(a) and (b) adjacent
Edison, Ont., Can. Pac
Edison Park, Ill.,
North-Western Line
Edisto, S.C., Southern
Edith, La.
Colo. So. New Orl. & Pac
Edkins, Pa.,
Wmsport & No. Branch
Edlam, O., Penna. Co
Edlowe, Colo., Colo. Midland
Edmeston, N.Y.,
N.Y. Ontario & West
Edmond, Kan., Missouri Pac
Edmond, Okla.,
Atch. Top. & Santa Fe
Edmonds, Tex.,
St. L. Brownsv. & Mex
Edmonds, Wash., Gt. North
Edmondson, Ark.,
Chicago, Rk. Isl. & Pac
Edmonton, Alberta,
Canadian Northern
" Grand Trunk Pacific
See also South Edmonton Alberta, and Strathcona Alberta
Edmonton Junc., Alberta,
Canadian Northern
Edmore, Ia., Chic. Mil. & St. P
Edmore, Mich.,
Pere Marquette
Edmore, N.D., Gt. Northern
Edmund, S.C., Southern
Edmund, W. Va., Balt. & Ohio
Edmund, Wis., No. West. Line
Edmundo, Mex.,
National of Mexico
Edmunds, N.D., North. Pac
Edmundston, N.B., Can. Pac
Edmundston Junction, N.B.,
Temiscouata
Edna, Cal., Southern Pacific
Edna, Ga., Seaboard Air Line
Edna, Ia., Illinois Central
Edna, Kan., Missouri Pacific
Edna, Miss., Gulf & Ship Isl
Edna, Tex.,
Galv. Har. & San Ant
Edna Junction, Pa.,
Baltimore & Ohio
Edna Mines, Pa.,
Ursina & North Fork
Edon, O., Wabash
Edrans, Manitoba, Can. Pac
Edri, Pa., Pennsylvania
Edsall, Va., Southern
Edson, Kan., Chic. R. I. & P
Edson, Wyo., Union Pacific
Edson's, Pa., Blooms. & Sus
Edwall, Wash., Great North
Edward, Kan., Frisco Sys
Edward, N.C.,
Wash. & Vandemere
Edward,
Haldimand Dist., Ont.,
Michigan Central
Edwards, Talladega Co., Ala.,
Southern
Edwards, Ill., Burl. Route
Edwards, Ind.,
Chicago and East. Ill
Edwards, Ky., Louisv. & Nash
Edwards, La.,
Zim. Leesv. & So. W
Edwards, Mich.,
Grand Rapids & Ind
Edwards Miss.
Alabama & Vicksburg
Edwards, Mo.,
Wmsv. Greenv. & St. L
Edwards, Allegheny Co. N.Y.,
N.Y. & Pennsylvania
Edwards, Columbia Co. N.Y.,
Boston & Albany
Edwards,
St. Lawrence Co., N.Y.,
N.Y. Cent. & Hud. Riv
Edwards, Okla.,
Chic. Rk. Isl. & Pac (a)
" Mo. Kan. & Tex (b)
Called Fitzsburg on (a) R. I. & P
Edwards, Russell Dist., Ont.,
Ottawa & New York
Edwards, S.C.,
Atlantic Coast Line
Edwards, Tex.,
Missouri, Kan. & Texas
Edward's, Vt.,
Mont. & Wells River
Edwards, Va., Norf. & West
Edwardsburg, Mich., Gd. Tr
Edwards Furnace, Ala.,
Louisville & Nashville
Edwardsport, Ind.,
Vandalia
Edwardsville, Ala., Southern
Edwardsville, Ga., Southern
Edwardsville, Ill.,
Illinois Terminal (a)
" Litchfield & Madison (b)
" Toledo, St. L. & West (c)
" Wabash (a)
(a) and (b) about 1 mi. apart
(b) and (c) about ¼ mi. apart
Edwardsville, Kan., Union P
Edwardsville, Mo.,
Wmsv. Greenv. & St. L
Edwardsville Crossing, Ill.,
Chic. Peo. & St. L (b)
" C. C. C. & St. L (a)
" Illinois Terminal (a)
Called Hartford on Chic. P. & St. L. and I.T
(a) and (b) adjacent
Edwardsville Junction, Ill.,
Illinois Terminal (a)
" Wabash (a)
Edwin, Kan.,
Chicago, Rock Isl. & P
Edwin, Manitoba,
Canadian Northern
Edwin, Mo., Missouri Pacific
Edwina, Tenn.,
Tenn. & No. Carolina
Eel River, Ind.,
Evansv. & Indianap
Eel River, N.B., Intercolon
Effie, Miss.,
Yazoo & Miss. Valley
Effingham, Ill., Ill. Cent (a)
" Indianapolis South (a)
" Vandalia (a)
Effingham, Kan., Mo. Pacific
Effingham, S.C.,
Atlantic Coast Line
Effingham Mill, S.C.,
Atlantic Coast Line
Effler, W. Va., Norf. & West
Effner, Ind.,
Pitts. Cin. Ch. & St. L (a)
" Toledo, Peo. & West (a)
Efirds, N.C., Southern
Efland, N.C., Southern
Egan, Cal.,
A.T. & S.F., Coast Lines*
Egan, Ill., Chicago Gt. West
Egan, La.,
Louisiana Western
Egan, S.D., Chic. Mil. & St. P
Egan, Tex., Mo. Kan. & Texas
Egan Estate, Ont.,
Grand Trunk
Eganville, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) about 2 mls. apart
Eganville Junction, Ont.,
Canadian Pacific
Egbert, Minn.,
Chicago, Mil. & St. Paul
Egbert, Wyo., Union Pacific
Egeland, N.D.,
Minn. St. P. & Slt. Ste. M
Egeria, Colo., Denv. N.W. & P
Eggers, Ill., Penna. Co
Egg Harbor, N.J.,
Atlantic City (a)
" Pennsylvania (b)
(a) and (b) 300 yards apart
Eggleston, Minn., C.M. & St. P
Eggleston, Va.,
Norfolk & Western (a)
" Virginian (b)
(a) and (b) about 1 mi. apart
On opposite sides river
Connection by ferry
Eglon, Nev., South. Pacific
Egremont, Miss.,
Yazoo & Miss. Valley
Eguia, Mex., Nat. of Mexico
Egypt, Ga., Brinson
" Central of Georgia
Egypt, Ky., Chesa. & Ohio
Egypt, La.,
Louisiana Central
Egypt, Mass., N.Y. N.H. & H
Egypt, Miss., Mobile & Ohio
Egypt, N.C., Raleigh & West
Egypt, Lehigh Co., Pa.,
Ironton
Egypt, Tex.,
Gulf, Colo. & Santa Fe*
Ehart, Pa., Balt. & Ohio
Ehlen, Pa., Balt. & Ohio
Ehlen, W. Va., Balt. & Ohio
Ehler, Ia., Illinois Central
Ehnl, O., Baltimore & Ohio
Eholt Junction, B.C.,
Canadian Pacific
Ehren, Fla., Atl. Coast Line
Ehrenfeld, Pa., Penna
Ehrhardts, S.C.,
Atlantic Coast Line
Ehrlich, Ind., Evansv. & Ind
Ehrlich, Wash., North. Pac
Ehrmanndale, Ind.,
Chicago and East. Ill
Eichybush Crossing, N.Y.,
Albany Southern (El)
Eidenau, Pa., Pitts. & West
Eiffe, Idaho, Payette Valley
Eifort, O.,
Balt. & Ohio Southwest
Eight Oaks, Fla.,
Atlantic Coast Line
Eighty-four, Pa., Balt. & Ohio
Eileen, Wis., No. West. Line
Eiler, Colo., Denver & Rio G
Eisaman, Pa., Pennsylvania
Eisen, Tenn., Louisv. & Nash
Eishing Shore, O.,
Ohio River & Columbus
Eitherton, Ill., Mob. & Ohio
Eithridge, Mont.,
Great Northern
Ektrid, Ont., Gd. Trunk (a)
" Wabash (a)
Ekin, Tenn., Louisv. & Nash
Ekoba, Ont., Can. Pacific
Ekron, Ky., Lv. Hend. & St. L
El Abra, Mex., Mexican Cent
Elaine, Ark.,
St. Louis, Iron Mt. & So
Elam, Ky., Ports. & Tyg. Val
Elam, La., New Orl. & No. W
Elam, Tex., Texas & New Orl
Elam, Va., Norf. & West
Elamville, Ala., Cent. of Ga
Eland, N.D., North. Pacific
Eland Junction, Wis.,
North-Western Line
Elayon, Cal., South. Pacific
El Azul, Mex., Matehuala
Elba, Ala., Atl. Coast Line
Elba, Ark., Mo. & No. Ark
Elba, La., Texas & Pacific
Elba, Mich., Grand Trunk
Elba, Neb., Union Pacific
Elba, N.M.,
El Paso & Southwestern
Elba, N.Y., West Shore
Elba, O., Pennsylvania Co
Elba, Okla., St. L. Iron Mt. & S
Elba, Va., Rich. Fred. & Pot
Elba, Dodge Co., Wis.,
Chicago, Mil. & St. Paul
Elba, Douglas Co., Wis.,
Washburn & No. West
Elba, Oconto Co., Wis.,
North Western Line
Elba Junction, Pa.,
Baltimore & Ohio
Elbe, Ont., Brock. W. & N.W
Elbe, Wash., Tacoma East
Elbell, Pa., Pennsylvania
Elben, Pa., Pennsylvania
Elberfeld, Ind., Evans. & Ind
Elberon, Ia.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) 1 mile apart
Elberon, Miss., Lv. & Nash
Elberon, Neb., Burl. Route
Elberon, N.J., Cent. of N.J (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Elbert, Colo.,
Colorado & Southern
Elbert, W. Va., Norf. & West
Elberta, Ark.,
Thornton & Alexandria
Elberta, Colo., Denv. & Rio G
Elberta, Fla., Yellow River
Elberton, Ga.,
Seaboard Air Line (a)
" Southern (b)
(a) and (b) about ¼ mi. apart
Elberton, Wash.,
Oregon RR. & Nav. Co
Elbing, Kan., Chic. R. I. & Pac
Elbon, Kan., Union Pacific
Elbon, Pa.,
Pitts. Shawmut & North
El Bosque, Mex.,
San Marc. & Huaj. de L
El Bote, Mex., Nat. of Mexico
Elbow, Mont., No. Pacific
Elbow,
Assiniboia Dist., Sask.,
Canadian Pacific
Elbow Lake, Minn.,
Great Northern (a)
" Minn. St. P. & S.S.M (b)
(a) and (b) about 1 mi. apart
Elburn, Ill., No. West. Line
Elburz, Nev., South. Pacific
El Cajon, Cal.,
San Diego & Cuyamaca
El Cajon, Mex.,
West Coast Route
El Camino, Cal., Pac. Electric
El Campo, Tex.,
Galv. Har. & San Ant
Elcan, Alberta, Can. Pac
El Carmen, Puebla, Mex.,
Mexican Southern
El Carpio, Mex.
Mexico North Western
El Casco, Cal., South. Pacific
El Castillo, Mex., Nat. of Mex
El Centro, Cal.,
Southern Pacific (a)
" Southern Pacific (a)
Elcho, Wis., No. West. Line
Elco, Ill., Mobile & Ohio
El Cobre, Mex.,
National of Mexico
El Compas, Mex., Mex. Cent
El Cuervo, Tex., Rio Gr. & E.P
Elda, N.M.,
El Paso & S.W. System
Eldean, O., Cin. Ham. & Day
Eldena, Ill., Illinois Central
Elder, Ont., Can. Pacific
Elder, Wash., North Pacific
Elderon, Wis.,
North-Western Line
Elders, Ill., Illinois Central
El Destino, Fla.,
Florida Central
Eldon, Alberta, Can. Pacific
Eldon, Ia., Chic. Rk. Isl. & Pac
Eldon, Mo.
Missouri Pacific (a)
" St. L. Kan. City & Colt (b)
(a) and (b) about ¼ mi. apart
Eldon, O., Baltimore & Ohio
Eldon, Ont., Grand Trunk
Eldora, Colo.,
Denver, Boulder & West
Eldora, Ga.,
Savannah & Statesboro
Eldora, Ia.,
Iowa Central (a)
" North-West. Line (b)
(a) and (b) about 1 mile apart
Eldora, Pa., Lanc. Ox. & So
Eldorado, Ark.,
Chic. Rk. Isl. & Pac (a)
" El Dorado & Bastrop (b)
" El Dorado & Wesson
" St. L. Iron Mt. & So (b)
(a) and (b) about 300 yds. apart
El Dorado, Cal., So. Pacific
Eldorado, Fla.,
Seaboard Air Line
Eldorado, Ga., Ga. So. & Fla
Eldorado, Ill.,
Cl. Cin. Chic. & St. L (a)
" Illinois Central (a)
" Louisv. & Nash (a)
Eldorado, Kan., A.T. & S.F (a)
" Missouri Pacific (b)
(a) and (b) about ¼ mi. apart
Eldorado, Neb.,
North-Western Line
El Dorado, O.,
Pitts. Cin. Chic. & St. L
Eldorado, Okla.,
Frisco System
Eldorado, Ont., Central Ont
Eldorado, Pa., Pennsylvania
Eldorado, Wis.,
North-Western Line
Eldorado Springs, Colo.,
Colorado & Southern
Eldorado Springs, Mo.,
Missouri Kansas & Tex
Eldora Junction, Ia.,
North-Western Line
Eldorendo, Ga.,
Georgia, Fla. & Ala
Eldred, Fla., Fla. East Coast
Eldred, Ill., Chicago & Alton
Eldred, Mich., Lk. Sh. & M.S
Eldred, Minn., Gt. North
Eldred, Pa.,
Pennsylvania (a)
" Pitts. Shawm. & No (a)
Eldredge, Colo.,
Denver & Rio Grande
Eldredge, Burleson Co., Tex.,
Gulf, Colo. & Santa Fe*
Eldridge, Ala., Frisco Sys
Eldridge, Cal., No. West. Pac
Eldridge, Fla., Atl. Coast Line
Eldridge, Miss.,
Yazoo & Miss. Valley
Eldridge, N.D., North. Pacific
Eldridge, ——— Co., Tex.,
Gulf, Colo. & Santa Fe*
Eldridge, Pecos Co., Tex.,
Gal. Har. & San Ant
Eldridge Junction, Ia.,
Chicago, Mil. & St. Paul
Eldridge Park, N.Y.,
Lehigh Valley
Eldsan, O., Cin. Ham. & Day
Ele, Manitoba,
Grand Trunk Pacific
Eleanor, Ala., Southern
Eleanor, Fla.,
Louisville & Nashville
Eleanor, Ill., Iowa Central
Eleanor, Ia., No. West. Line
Eleanor, Miss.,
Yazoo & Miss. Valley
Eleanor, Tex.,
Gulf, Colo. & Santa Fe*
Eleanor, Wash., North. Pac
Eleanora Junction, Pa.,
Buffalo, Roch. & Pitts
Electra, Colo.,
Denver & Rio Grande

Electra, Tex.,
Ft. Worth & Denv. City
Electric, Mont.,
Northern Pacific
Electric, Pa., Balt. & Ohio
Electric, Va., Norf. & West
Electric, Wash.,
Tacoma Eastern
Electric Park, Ia.,
Waterloo, Cedar F. & N
Electric Park, N.Y.,
Albany Southern (El)
Electron, Wash.,
Tacoma Eastern
Elerbee, N.C., Southern
Eleroy, Ill., Illinois Central
Elerson, Ark., St. L. So. West
Elery, O., Toledo, St. L. & Wes
Elesco, Tex.,
SanAnt. & Aransas Pass
Eleva, Wis., No. West. Line
Elevation, Tex.,
Gulf, Colo. & Santa Fe
Elevator Bay, Minn.,
Chicago, Mil. & St. Paul
Eleven Mile, Miss.,
Liberty-White
Elfinwilde, Pa., Balt. & Ohio
Elfros, Sask., Can. Pac
Elftman, Cal., Pac. Electric
El Gato, Mex., Nat. of Mex
Elgin, Ariz., South. Pacific
Elgin, Ill., Chic. Mil. & St. P (a
" North-West. Line (b
(a) and (b) 300 yards apart
Elgin, Ia., Chic. Rk. Isl. & Pac
Elgin, Kan., At. Top. & S. Fe
Elgin, Manitoba,
Canadian Northern
Elgin, Minn., No. West. Line
Elgin, Mo.,
Quincy, Omaha & K. C
Elgin, Neb., No. West. Line
Elgin, Nev.,
SanFed. LosAng. & S. Lk
Elgin, N.B., Elg. & Havelock
Elgin, O., Erie
Elgin, Okla., Frisco System
Elgin, Ont.,
Brock. West. & No. West
Elgin, Ore., Ore. RR. & Nav. Co
Elgin, Pa. Pennsylvania
Elgin, S.C. Southern
Elgin, Tex.,
Hous. & Tex. Cent (a)
" Mo. Kan. & Tex (b)
(a) and (b) 50 rods apart
Elgin, Va., Norfolk & West
Elgin, Joliet & East. Jn., Ill.
Atch. Top. & Santa Fe
Elgin Road, Que., Intercol
El Hule, Mex.,
Veracruz & Isthmus
Eli, Manitoba,
Canadian Northern
" Grand Trunk Pac
Spelled Elie on G. T. P
Eli, Neb., North-West. Line
Elia, Ont., Grand Trunk
Elida, N.M.,
Eastern of New Mex *
Elida, O., Ohio Electric (a)
" Pennsylvania Co (b)
(a) and (b) adjacent
Elie, Manitoba,
Canadian Northern (a)
" Grand Trunk Pac (b)
(a) and (b) ¼ mile apart
Spelled Eli on C. N
Elihu, Ky.,
Cin. New Orl. & Tex. Pac
Elinor, Cal., No. West. Pac
Eliot, Cal., Southern Pacific
Eliot, Mass., Boston & Albany
Eliot, Me., Boston & Maine
Eliot, Wis., Dul. So. Sh. & Atl
Elise, Miss., Yazoo & Miss. Val
Elise, N.C., Durham & Char
Elite, Ky.,
Louisville & Nashville
Elizabeth, Colo., Colo. & So
Elizabeth, Cobb Co., Ga.,
Louisville & Nashv (a)
" Nashv. Chat. & St. L (b)
" Western & Atlantic (b)
Elizabeth, Ill., Chic. Gt. West
Elizabeth, Ky.,
Frankfort & Cin
Elizabeth, La.,
Gulf, Colo. & Santa Fe*
Elizabeth, Minn., Gt. North
Elizabeth, Miss.,
Southern in Miss (a)
" Yazoo & Miss. Val (b)
(a) and (b) 150 yards apart
Elizabeth, N.J.,
Cent. of New Jersey (a)
" Lehigh Valley (b)
" Pennsylvania (c)
(a) and (c) adjacent
(b) about 1½ miles from (a)
and (c)
Called West Elizabeth on L. V
Elizabeth, N.D., North. Pac
Elizabeth, O.,
Zanesville & Western
Elizabeth, Pa., Pitts. & Lake E
Elizabeth, Tex.,
Beaum. Sour Lake & W
Elizabeth, W.Va.,
Little Kanawha
Elizabeth City, N.C.,
Norfolk & Southern
Elizabeth Junction, N.J.,
Lehigh Valley
Elizabeth Park, Va.,
Norfolk & Southern
Elizabethport, N.J.,
Central of New Jersey
Elizabethton, Tenn.,
E. Tenn. & W. N. C (a)
" Virginia & So. West (b)
(a) and (b) ¼ mile apart
Elizabethtown, Ind.,
Pitts. Cin. Ch. & St. L (a)
" Southern Indiana (a)
Elizabethtown, Ky.,
Illinois Central (a)
" Louisville & Nashv (b)
(a) and (b) 100 yards apart
Elizabethtown, O.,
Cleve. Cin. Chic. & St. L
Elizabethtown, Pa., Penna
Elizabethville, Pa. Penna
Elizabethville Camp, Pa.,
Pennsylvania
Elizaville, N.Y.,
Central New England
El Jebel, Colo., Colo. Midland
Elk, Colo.,
Denver. No. West. & Pac
Elk, Ky., Louisv. & Nashv
Elk, N.Y., Erie
Elk, Wash., Great Northern
Elk (1), Kanawha Co., W.Va.,
Charles. Clen. & Sutton
Elk (2), Kanawha Co., W.Va.,
Chesapeake & Ohio
Elkader, Ia., Chic. Mil. & St. P
Elkanah, Tenn.,
Virginia & So. West
Elkatawa, Ky., Lex. & East
Elk Chester, Ky., Southern
Elk City, Kan. A. T. & S. F (a)
" Missouri Pacific (b)
(a) and (b) ¼ mile apart
Elk City, Okla.,
Chicago, Rk. Isl. & Pac
Elk City, Ore.,
Corvallis & Eastern
Elk City, Pa., Balt. & Ohio
Elk Creek, Colo., Colo. & So
Elk Creek, Neb., Burl. Route
Elkerton, Mich.,
Pere Marquette
Elk Falls, Kan., At. T. & S. Fe
Elk Forks, Pa.,
Emporium & Rich Val
Elk Garden, W.Va.,
Western Maryland
Elk Grove, Cal., South. Pac
Elkhart, Ala., Lv. & Nashv
Elkhart, Ill., Chic. & Alton
Elkhart, Ind.,
Clev. Cin. Ch. & St. L (a)
" Lake Sh. & Mich. So (b)
Elkhart, Ia.,
St. Paul & Des Moines
Elkhart, Tex., Int. & Gt. Nor
Elkhart Lake, Wis.,
Chicago, Mil. & St. Paul
Elk Hill, Va., Ches. & Ohio
Elk Home, Pa., Penna
Elkhorn, Cal., South. Pacific
Elkhorn, Ia., Atl. No. & So
Elkhorn, Kan., Mo. Pacific
Elkhorn, Franklin Co., Ky.,
Frankfort & Cin
Elkhorn, Manitoba,
Canadian Pacific
Elkhorn, Mont., North. Pac
Elkhorn, Neb., UnionPacific
Elkhorn, Pa.,
Pittsburgh & Lake Erie
Elkhorn, Wash., Great North
Elkhorn, W Va., Norf. & West
Elkhorn, Wis., Ch. Mil. & St. P
Elkhorn City, Pike Co., Ky.,
Chesapeake & Ohio
Elkhorn Junction, Neb.,
North-Western Line
Elkhurst, W.Va.,
Coal & Coke
Elkhurst, Wyo., Union Pac
Elkin, Ky., Louisv. & Nashv
Elkin, N.C., Southern
Elkins, Ark., Frisco System
Elkins, N.M.,
Eastern of New Mex *
Elkins, W.Va.,
Coal & Coke (a)
" Western Maryland (a)
Elkin's Junction, W.Va.,
Coal & Coke
" Western Maryland
Elkins Park, Pa.,
Phila. & Reading
Elk Lake, B.C.,
Victoria & Sidney
Elkland, Pa.,
Buffalo & Susq (a)
" N.Y. Cent. & Hud. Riv (b)
(a) and (b) about ¼ mi. apart
Elk Lick, W.Va., Dry Fork
Elk Mills, Md., Balt. & Ohio
Elkmont, Ala., Lv. & Nashv
Elkmont, Tenn., Little River
Elkmont Park, Tenn.,
Little River
Elk Mound, Wis.,
North-Western Line
Elkmouth, B.C., Gt. North
Elko, Ala., Southern
Elko, B.C., Canadian Pacific
" Great Northern
Elko, Colo., Denver & Rio G
Elko, Ga., Ga. South. & Fla
Elko, Minn.,
Chicago, Mil. & St. Paul
Elko, Nev., South. Pacific
Elko, S.C., Southern
Elko, Va., Ches. & Ohio
Elk Park, Colo., Den. & RioG
Elk Park, Mont., Gt. North
Elk Park, N.C., E. T. & W. N. C
Elk Point, S.D., C. M. & St. P
Elk Prairie, Idaho,
Chicago, Mil. & PugetSd
Elk Rapids, Mich.,
Pere Marquette
Elk Ridge, Md., Balt. & Ohio
Elk Ridge, Minn., Gt. North
Elk River, Minn.,
Great Northern (a)
" Northern Pacific (b)
(a) and (b) ½ mile apart
Elk River Junction, Ia.,
Chicago, Mil. & St. Paul
Elk River Junction, Minn.,
Great Northern
Elk Run Junction, Pa.,
Pennsylvania
Elk Springs, Mo.,
Kansas City Southern
Elkton, Cal., South. Pacific
Elkton, Colo.,
Colo. Spgs. & Cr. Ck. D (a)
" Florence & Crip. Ck (b)
" Midland Terminal (c)
(a) and (b) about ½ mi. apart
(a) and (c) about ½ mi. apart
(b) and (c) about 150 yards
apart
Elkton, Fla.,
Florida East Coast
Elkton, Ky., Louisv. & Nashv
Elkton, Md., Pennsylvania
Elkton, Mich., Pere Marq
Elkton, Minn.,
Chicago Great Western
Elkton, N.C., Seab. Air Line
Elkton, S.D.,
Chic. Rk. Isl. & Pac (a)
" North-West. Line (b)
(a) and (b) ½ mile apart
Elkton, O., Pitts. Lisb. & West
Elkton, Tex.,
St. Louis South-west
Elkton, Va., Chesa. West (a)
" Norfolk & Western (a)
E. & G. Junc., Ky.,
Louisville & Nashville
Elk Valley, Ky.,
Louisville & Nashville
Elk Valley, Tenn., Southern
Elkview, Pa., Pennsylvania
Elkville, Ill., Illinois Central
Elkwood, Ala.,
Nash. Chat. & St. Louis
Elkwood, N.J.,
Del. Lack. & Western
Elkwood, Va., Southern
Ella, Miss., Yazoo & Miss. Val
Ella, Tex.,
San Ant. & Aran. Pass
Ellabelle, Ga., Seab. Air Line
Ella Gap, Ga., Louisv. & Nashv
Ellard, Que., Can. Pac
Ellard, Tex., Tex. Midland
Ellaton, Ont., Grand Trunk
Ellaville, Fla.,
Ellaville, West. & J (a)
" Seaboard Air Line (a)
Ellaville, Ga., Central of Ga
Ellawhite, Ala., Southern
Elleman's, O.,
Cincin. Ham. & Dayton
Ellenboro, N.C.,
Seaboard Air Line
Ellenboro, W.Va., Balt. & O
Ellenburg, N.Y., Rutland
Ellenda, Cal.,
Los Angeles-Pac (El)
Ellendale, Del.,
Maryland, Del. & Va (a)
" Pennsylvania (b)
(a) and (b) about 260 yards
apart
Ellendale, Minn.,
Chicago, Rk. Isl. & Pac
Ellendale, Mo., Missouri Pac
Ellendale, N.D.,
Chic. Mil. & St. Paul (a)
" Great Northern (b)
(a) and (b) ¼ mile apart
Ellendale, Tenn.,
Louisville & Nashville
Ellendale Forge, Pa., Ph. & R
Ellen N., Ga., Southern
Ellensburg, Wash.,
Chicago, Mil. & PugetSd
" Northern Pacific
Ellenton, Fla.,
Seaboard Air Line
Ellenton, Ga.,
Sparks Western
Ellenton, Pa., Susq. & N. Y
Ellenton, S.C.,
Charleston & West. Car
Ellenton Junction, Fla.,
Seaboard Air Line
Ellenville, N.Y., N.Y.O. & W
Ellenwood, Ga., Southern
Ellerbee, Fla.,
Atlantic Coast Line
Ellerbee, S.C.,
Atlantic Coast Line
Ellerman, La.,
New Orleans Gt. North
Ellers, Ark., St. L. Iron Mt. & S
Ellershouse, N.S., Dom. Atl
Ellerslie, Alberta, Can. Pac
Ellerslie, Fla.,
Atlantic Coast Line
Ellerslie, Ga., Southern
Ellerslie, Md., Balt. & Ohio
Ellerslie, P.E.I., Pr. Edw. Isl
Ellerson, Va., Ches. & Ohio
Ellery, Ill., Southern
Ellett, Va., Virginian
Ellettsville, Ind.,
Chic. Ind. & Louisv
Ellicott, Cal., Southern Pac
Ellicott City, Md., Balt. & O
Ellicottville, N.Y.,
Buffalo, Roch. & Pitts
Ellif, Mo.,
Kansas City Southern
Ellijay, Ga., Louisv. & Nashv
Ellinger, Tex.,
Gal. Har. & San Ant
Ellington, Ct., N.Y.N.H. & H
Ellington, Mo., Missouri So
Ellinor, Kan., Atch. T. & S. Fe
Ellinwood, Kan., A. T. & S. Fe
Elliot, Me., Canadian Pacific
Elliot's, P.E.I., Prince Ed. Isl
Elliott, Ark., St. L. I. M. & S
Elliott, Ga., Cent. of Georgia
Elliott, Ill., Lk. Erie & West
Elliott, Ind.,
Evansv. & Indianap
Elliott, Ia., Burl. Route
Elliott, Ky., Louisv. & Nashv
Elliott, Minn.,
Minn. St. P. & Slt. Ste. M
Elliott, Grenada Co., Miss.,
Illinois Central
Elliott,
Montgomery Co., Miss.,
Southern in Mississippi
Elliott, Perry Co., Miss.,
Gulf & Ship Island
Elliott, Cooper Co., Mo.,
Missouri Pacific
Elliott, Lawrence Co., Mo.,
Frisco System
Elliott, Randolph Co., Mo.,
Missouri, Kan. & Tex
Elliott, N.D., North. Pacific
Elliott, S.C., Atl. Coast Line
Elliott, Tex., Int. & Gt. North
Elliott, Wash.,
Chic. Mil. & PugetSd (a)
" Col. & Puget Sound (a)
Elliott's, Ct., N.Y.N.H. & H
Elliotte, Manitoba,
Canadian Northern
Elliotts, N.Y.,
Albany Southern (El)
Elliotts, N.S.,
Halifax & Southwest
Elliottsburg, Pa.,
Newport & Sh. Valley
Elliottson, Pa., Cumb. Val
Elliottsville, O., Penna. Co
Ellis, Ark., St. L. Ir. Mt. & So
Ellis, Cal., Southern Pacific
Ellis, Sangamon Co., Ill.,
Chicago & Alton
Ellis, Vermilion Co., Ill.,
Chicago and East. Ill
Ellis, Kan., Union Pacific
Ellis, La.,
Colo. So. New Orl. & Pac
Ellis, Mass., N.Y.N.H. & H
Ellis, Minn., Great Northern
Ellis, Mo., Missouri, Kan & Tex
Ellis, Neb., Chic. R. Isl. & Pac
Ellis, N.Y., N.Y. Cent. & H. R
Ellis, Muskingum Co., O.,
C. & M.V. (Penna. L) (a)
" Wheeling & Lk. Erie (b)
(a and b) adjacent
Ellis, Ont., Gd. Trunk Pac
Ellis, S.D., North-West. Line
Ellisboro, N.C., Southern
Ellisburg, Pa., N.Y. & Penna
Ellis' Crossing, Ky., Cadiz
Ellis Junc., Wis.,
Chicago, Mil. & St. Paul
Ellis Mill, Ind.,
Pitts. Cin. Chic. & St. L
Ellison, Ark.,
St. Louis South-west
Ellison, Ill., Illinois Central
Ellison Mo.,
Atch. Top. & Santa Fe
Ellison, O., Iron
Elliston, Fla., Atl. Coast Line
Elliston, Ind.,
Chicago, Ind. & Lv (a)
" Evansv. & Indianap (a)
Elliston, Ky., Louisv. & Nash
Elliston, Mont., Nor. Pacific
Elliston, Va., Norfolk & West
Ellisville, Ark.,
Chicago, Rk. Isl. & Pac
Ellisville, Ill., Burl. Route
Ellisville, Miss.,
New Orl. & No.-east (a)
" New Orl. Mob. & Chic (b)
(a) and (b) about ¼ mile
apart
Ellisville Junction, Miss.
New Orl. Mobile & Chic
Ellithorpe, Ct., Central Vt
Ellithorpe, Fla.,
Tampa & Jacksonville
El Llano, Mex.,
Toluca & San Juan
Ellmont, Pa.,
Buffalo, Roch. & Pitts
Ellmore, Fla.,
Atlantic Coast Line
Elloree, S.C., Atl. Coast Line
Ellrod, Pa., Balt. & Ohio
Ells, Ia., Illinois Central
Elston, Ia., Burl. Route
Ellsworth, Ill., Lk. Erie & W
Ellsworth, Ind.,
Chicago and East. Ill
Ellsworth, Ia., No. West. Line
Ellsworth, Kan.,
Frisco System (a)
" Union Pacific (b)
(a) and (b) 1 mile apart
Ellsworth, Me., Maine Cent
Ellsworth, Mich.,
Pere Marquette
Ellsworth, Minn.,
Chicago, Rk. Isl. & Pac
Ellsworth, Neb., Burl. Route
Ellsworth, O., Penna. Co
Ellsworth, Pa., Penna
Ellsworth, Tex.,
Missouri, Kan. & Texas
Ellsworth, Wis.,
North-Western Line
Ellsworth Falls, Me.,
Maine Central
Ellsworth Junction, Fla.,
Seaboard Air Line (a)
" Tavares & Gulf (a)
Ellwell, W.Va., Balt. & Ohio
Ellwood, Md.,
Baltimore, Ches. & Atl
Ellwood City,
Lawrence Co., Pa.,
Baltimore & Ohio (a)
" Pitts. & Lake Erie (a)
Ellwood Junction, Pa.,
Pennsylvania Co
Ellwood Park, N.Y., Erie (a)
" Wabash (a)
Elizey, Fla., Seab. Air Line
Elm, Kan., Missouri Pacific
Elm, Mich., Pere Marquette
Elm, N.J., Central of N.J
Elma, Ia., Chicago Gt. West
Elma, Mo., Frisco System
Elma, N.Y., Pennsylvania
Elma, Va., Southern
Elma, Wash., North. Pacific
Elmaton, Tex.,
St. L. Brownsv. & Mex
Elm Center, O., N.Y.C. & St. L
Elm City, N.C.,
Atlantic Coast Line
Elm Creek, Manitoba,
Canadian Pacific
Elm Creek, Neb., Union Pac
Elm Creek Siding, S.D.,
North-Western Line
Elmdale, Kan., A. T. & S. Fe
Elmdale, Mich.,
Pere Marquette
Elmdale, Mo.,
Kansas City Southern
Elmdale, Tex., Texas & Pac
Elmendorf, Ky., Lv. & Nashv
Elmendorf, N.M.,
Atch. Top. & Santa Fe
Elmendorf, Tex.,
San Ant. & Aran. Pass
Elmer, Fla., Florida Central
Elmer, Ind.,
Chicago and East. Ill
Elmer, Kan., Missouri Pac
Elmer, St. Louis Co., Minn.,
Duluth, Missabe & No
Elmer, Mo., A. T. & S. F (a)
" Iowa & St. Louis (b)
(a) and (b) about 1 mile apart
Elmer, N.J.,
W. Jersey & Seashore
Elmer, Okla.,
Kan. City, Mex. & Orient
Elmer, Pa., N.Y.C. & H. R
Elmer, Wash.,
Spok. & Inland Empire
Elmer, Wis., Illinois Central
Elm Grove, La.,
La. Ry. & Nav. Co
Elm Grove, Wis., C. M. & St. P
Elm Hall Junction, La.,
Morgan's La. & Texas
Elmhurst, Cal., So. Pacific
Elmhurst, Ill., No. West. Line
Elmhurst, N.Y., Long Island
Also called Newtown

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* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Elmhurst, Pa.,
Del. Lack. & West (a)
" Erie (b)
(a) and (b) about ¼ mi. apart
Elmhurst, Wis.,
North-Western Line
Elmina, Tex.,
Internat. & Gt. North
Elmira, Cal., South. Pacific
Elmira, Idaho, Gt. North (a)
" Spokane Internat (b)
(a) and (b) adjacent
Elmira, Ia.,
Chicago, Rk. Isl. & Pac
Elmira, Mich., Gd. Rap. & Ind
Elmira, Mo. Chic. Mil. & St. P
Elmira, N.Y.,
Del. Lack. & West (a)
" Erie (b)
" Lehigh Valley (c)
" Pennsylvania (b)
(a) and (b) about ½ mi. apart
(b) and (c) about ¼ mi. apart
Elmira, O., Wabash
Elmira, Ont., Can. Pacific (a)
" Grand Trunk (b)
(a) and (b) ¾ mile apart
Elmira, Upshur Co., Tex.,
Marshall & East Texas
Elmira, Walker Co., Tex.,
Int & Great Northern
Elmira Heights, N.Y.,
Del. Lack. & Western (a)
" Lehigh Valley (b)
(a) and (b) 250 feet apart
Elm Lake, Wis.,
Green Bay & Western
ElmMott, Tex., Mo. Kan. & Tex
Elmo, Cal.,
A.T. & S.F., Coast Lines*
Elmo, Kan., Missouri Pacific
Elmo, Mo., Wabash
Elmo, Tex., Texas & Pacific
Elmo, W.Va., Ches. & Ohio
Elmo, Wis., No. West. Line
El Modena, Cal., South. Pac
Elmonica, Ore., Ore. Elec
Elmont, Kan., Chic. R.I. & Pac
El Monte, Cal., Pacific Elec
El Mora, N.J., Cent. of N.J
Elmore, Ala., Louisv. & Nash
Elmore, Ark.,
St. Louis, Iron Mt. & So
Elmore, Cal., South. Pacific
Elmore, La.,
Chicago, Rk. Isl. & Pac
Elmore, Minn.,
North Western Line
Elmore, O.,
Lake Shore & Mich. So
Elmore, S.D., Burl. Route
Elmore, W.Va., Virginian
El Moro, Colo.,
Atch. Top. & S. Fe (a)
" Denver & Rio G (a)
Elm Park, Mo., Missouri Pac
Elm Park, N.Y.,
Staten Isl. Rap. Transit
Elm Point, Mo., Wabash
Elm River, Mich.,
Copper Range
Elm Run, W.Va.,
Cairo & Kanawha
Elmsdale, N.S., Intercolonial
Elmsdale, P.E.I., Pr. Edw. Isl
Elmsford, N.Y.,
N.Y. Cent. & Hud. Riv
Elm Siding, Pa., Balt. & Ohio
Elmsley, Ont., Can. Pacific
Elm Springs, Ia., C. M. & St. P
Elmstead, Ont., Can. Pacific
Elmton, Mich.,
Manistee & Gd. Rapids
Elmvale, Ont., Grand Trunk
Elm Valley, N.Y., Erie
Elm View, Ga., Cent. of Ga
Elmville, Ala., Central of Ga
Elmwood, Ct., N.Y. N.H. & H
Elmwood, Ill., Burl. Route
Elmwood, Ky., Louisv. & Nash
Elmwood, Mass., NY. N.H. & H
Elmwood, Iron Co., Mich.,
North Western Line
Elmwood, —— Co., Mich.,
Kal. Lk. Shore & Chic
Elmwood, Mo., Frisco Sys
Elmwood, Neb., Mo. Pacific
Elmwood, N.H., Bost. & Me
Elmwood, Iredell Co., N.C.,
Southern
Elmwood, Hamilton Co., O.,
Cin. Ham. & Day (a)
" Cl. Cin. Chic. & St. L (b)
(a) and (b) ½ mile apart
Called Elmwood Place on C.H. & D
Elmwood, Ont., Gd. Trunk
Elmwood,
Philadelphia Co., Pa.,
Philadelphia & Reading
Elmwood, R.I., N.Y. N.H. & H
Elmwood, Tenn.,
Louisville & Nashville
Elmwood, W.Va.,
Norfolk & Western
Elmwood, Wis.,
North Western Line
Elmwood Farm, Me.,
Maine Central
Elmwood Farm, O.,
Norfolk & Western
Elmwood Park, Ill.,
Chic. Mil. & St. Paul
Elmwood Park, Mo.,
St. L. Kan. City & Colo‡
Elmwood Place, O.,
Cin. Ham. & Dayton (a)
" Cl. Cin. Chic. & St. L (b)
(a) and (b) ½ mile apart
Called Elmwood on C.C. C. & St. L
Elmwood Road, N.J., Penna
Elnora, Ark. Frisco System
Elnora, Ind.,
Evansv. & Indianap (a)
" Southern Indiana (a)
Elnora, N.Y.,
Boston & Maine (a)
" Delaware & Hudson (a)
Eloise Fla., Atl. Coast Line
Eloise, Mich., Michigan Cent
Eloise, Tex., Inter. & Gt. No
Elon College, N.C., Southern
Elora, Cal.,
SanPed. Los Ang. & S. Lk
Elora, Ont., Can. Pacific (a)
" Grand Trunk (b)
(a) and (b) ¾ mile apart
Elora, Tenn., Nash. C. & St. L
El Oro, Mex.,
El Oro M. & Ry. Co
Elota, N.M., At. Top. & S. Fe
Eloy, Ariz., Southern Pacific
Elpar, Tex.,
San Ant. & Aran. Pass
El Parque, Mex., Nat. of Mex
El Paso, Ill., Illinois Cent (a)
" Tol. Peoria & West (a)
El Paso, Tex., A.T. & S.F (a)
" El Paso & S.W. Sys (a)
" Gal. Har. & San Ant (a)
" National of Mexico (a)
" Texas & Pacific (a)
Elphinstone, Manitoba,
Canadian Northern
El Portal, Cal., Yosemite Val
El Porvenir, Mex.,
Pan-American
El Puerto, Mex., Mex. North
El Rama, Pa., Penna
El Reno, Okla.,
Chic. Rock Isl. & Pac (a)
" St. L. El Reno & West (b)
(a) and (b) about 1¼ miles apart
El Reno Junction, Okla.,
St. L. El Reno & West
Elrick Junction, Ia.,
Iowa Central (a)
" Muscatine North & S (a)
El Rico, Cal., Sierra of Cal
El Rincon, Cal., Pac. Electric
El Rio, Cal., Southern Pacific
El Rio (1), Coahuila, Mex.,
Hornos
El Rio (2), Coahuila, Mex.,
National of Mexico
El Rito, N.M.,
A.T. & S.F., Coast Lines*
El Robles, Cal., No. West. Pac
Elrod, Ala., Mobile & Ohio
Elrod, N.C., Atl. Coast Line
Elrod, S.D.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) ½ mile apart
Elrosa, Minn.,
Minn. St. P. & Slt. Ste. M
Elroy, O., Cl. Cin. Ch. & St. L
Elroy, Wis., No. West. Line
Elsah, Ill., Chic. Peoria & St. L
El Salado, Puebla, Mex.,
Mexican Southern
El Salado,
San Luis Potosi, Mex.,
National of Mexico
El Salto, Mex., Nat. of Mex
Elsberry, Mo., Burl. Route
Elsberry, N.D.,
Farmers Gr. & Ship. Co
Elsdon Ill., Grand Trunk
" Illinois Northern †
" Indiana Harbor Belt †
Elsey, Mo., St. L. Ir. Mt. & So
Elsie, Ga.,
Atlanta, Birm. & Atl
Elsie, Mich., Ann Arbor
Elsie, Miss., Yazoo & Miss. Vy
Elsie, Neb., Burl. Route
Elsie Junction, Ont.,
Algoma Cent. & H. Bay
Elsinore, Cal.,
A.T. & S.F., Coast Lines*
Elsinore, Mo., Frisco System
Elsinore, Ont., Grand Trunk
Elsinore, Utah,
Denver & Rio Grande
Elsinore Junction, Cal.,
A.T. & S.F., Coast Lines*
Elsmere, Colo., Ch. R.I. & Pac
Elsmere, Del., Balt. & Ohio
Elsmere, Ill., Ch. Mil. & St. P
Elsmere, N.J., Atlantic City
Elsmere, N.Y., Del. & Hudson
Elsmere Junction, Del.,
Baltimore & Ohio
" Phila. & Reading
Elsmere, Kan., Mo. Kan. & Tex
Elso, Mont.,
Chic. Mil. & Puget Sd
Elss, Pa.,
Pitts. Sum. & Clarion
Elston, Mo., Missouri Pacific
Elstow, Sask., Can. Pac
Elstun, O., Cin. Ports. & Va
El Sueco, Mex.,
National of Mexico
El Tajo, Mex., Nacozari
El Tejar, Mex., Veracruz
El Tigre, Mex., Nat. of Mex
Elting, N.Y. Cent. New Eng
Eltingville, N.Y.,
Staten Island Rap. Tr
Elton, La.,
Colo. So. New Orl. & Pac
Elton, Mich.,
Manistee & North-east
Elton, Miss., Illinois Cent
" New Orl. Great North
Elton, Mont., North. Pacific
Elton, N.Y., Buf. Roch. & P
Elton, N.D., Great Northern
Elton, Wis., No. West. Line
Eltonburg, Pa., Penna
Eltopia, Wash., North Pac
El Toro, Cal.,
A.T. & S.F., Coast Lines*
El Toro, Mex.,
West Coast Route
El Toro, Tex.,
Galv. Harrisb. & San Ant
El Tule, Mex., Nat. of Mex
Elva, Idaho,
Oregon Short Line
Elva, Ill., North-West. Line
Elva, Ky., Nash. Chat. & St. L
Elva, Manitoba, Can. Pacific
El Valle, N.M.,
El Paso & S.W. System
Elvas, Cal., Southern Pacific
Elvaston, Ill., Tol. Peo. & W (a)
" Wabash (a)
Elvaton, Md.,
Maryland Electric
El Verano, Cal., South. Pac
El Verjel, Mex., Nat. of Mex
Elverson, Pa., Phila. & Read
Elverton, Tenn., Southern
Elverton, W.Va.,
Chesapeake & Ohio
Elvin, Ind., P. C. C. & St. L
Elvina, La.,
Colo. So. New Orl. & P (a)
" La. Ry. & Nav. Co (a)
Elvin's, Mo.,
Illinois Southern (a)
" Miss. Riv. & B. Terre (b)
(a) and (b) about ¼ mi. apart
Elvira, Ala., Louisv. & Nashv
El Vista, Ala.,
Louisville & Nashville
Elvista, Tex., Tex. & New Orl
Elway, Ga., Cent. of Georgia
Elwell, Ia., Chic. Mil. & St. P
Elwell, Mich.,
Pere Marquette
Elwell, W.Va., Balt. & Ohio
Elwin, Ill., Illinois Central
Elwood, Cal., South. Pacific
Elwood, Ga., Augusta South
Elwood, Ill., Chicago & Alton
Elwood, Ind., Lk. Erie & W (a)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) about 1-8 mi. apart
Elwood, Ia., Chic. Mil. & St. P
Elwood, Kan.,
Chic. Rk. Isl. & Pac (a)
" St. Jo. & Gd. Island (a)
Elwood, Ky.,
Louisville & Nashville
Elwood, Minn.,
Duluth, Missabe & No
Elwood, Mo., Frisco Sys (a)
" Kan. City, Clin. & Spg (a)
Elwood, Neb., Burl. Route
Elwood, N.J., Atl. City (a)
" Pennsylvania (b)
(a) and (b) 300 yards apart
Elwood, N.M.,
El Paso & S.W. System
Elwood, Utah,
Oregon Short Line
Elwood, Va., Southern
Elwood, Wash.,
Northern Pacific
Elwould, Fla.,
Atlantic Coast Line
Elwren, Ind.,
Indianapolis Southern
Elwyn, Alleg. Co., Pa.,
Pittsburgh Rys. Co
Elwyn, Delaware Co., Pa.,
Phila. Balt. & Wash
Ely, Sonoma Co., Cal.,
Northwestern Pacific
Ely, Ia., Chic. Rk. Isl. & Pac
Ely, Minn., Dul. & Iron Range
Ely, Mo., Burlington Route
Ely, Nev., Nevada Northern
Ely, Vt., Boston & Maine
Ely, Va., Southern
Ely Junction, Nev.,
Nevada Northern
Elyria, Kan., Mo. Pacific
Elyria, Neb., Burl. Route
Elyria, O., Balt. & Ohio (a)
" Lake Sh. & Mich. So (b)
" Lake Shore Electric
Elyria Junction, O.,
Lk. Shore & Mich. So
Ely's, Ky., Louisv. & Nash
Elysian, Minn., Chic. Gt. West
Elza, Tenn., Louisv. & Nashv
Eman's Mine, Ill., Iowa Cent
Emanuel, Cal., Southern Pac
Emanuel, Ky.,
Louisville & Nashville
Emaunee, Ala.,
Louisville & Nashville
Emaus, Pa., Perkiomen (a)
" Phila. & Reading (a)
Emaus Junction, Pa.,
Perkiomen (a)
" Phila. & Reading (a)
Embarrass, Ill., C.C.C. & St. L
Embarrass, Minn.,
Duluth & Iron Range
Embarrass, Wis.,
North Western Line
Embar's Siding, Ill.,
Cleve. Cin. Chic. & St. L
Embden, Me., Somerset
Embden, N.D., Northern Pac
Emblem, Pa., Balt. & Ohio
Embreeville, Tenn., South
Embreeville Junc. Tenn.,
Southern
Embreville, Pa.,
Phila. & Reading
Embro, Ont., Can. Pacific
Embrun, Ont.,
Ottawa & New York
Embudo, N.M., Den. & Rio Gr
Emden, Ill., Illinois Central
Emden, La., La. Ry. & Nav. Co
Emerado, N.D., Great North
Emerald, B.C., Can. Pacific
Emerald, Cal., South. Pacific
Emerald, Neb., Burl. Route
Emerald, Pa., Lehigh Valley
Emerald, Wis.,
Minn. St. P. & S. Ste. M (a)
" North West. Line (a)
Emerald Junction, P. E. I.,
Prince Edward Island
Emergency, Mich.,
Ann Arbor
Emerson, Ark.,
Louisiana & N. W
Emerson, Ga.,
Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Emerson, Ia., Burl. Route
Emerson, Manitoba,
Canadian Northern (a)
" Canadian Pacific (b)
Emerson, St. Louis Co., Mo.,
Missouri Pacific
Emerson, Neb.,
North Western Line
Emerson, N.H.,
Boston & Maine
Emerson, N.C., Atl. Coast L
Emerson, Ore., Great South
Emerson, Pecos Co., Tex.,
Galv. Har. & San Ant
Emerson Junc., Manitoba,
Canadian Northern
Emersons, Vt., White River
Emery, Cal., South. Pacific
Emery, Ill., Ill. Cent
Emery, Ia.,
Mas. City & Clear Lk (El)
Emery, Ont., Canadian Pac
Emery, Pa., Buf. Roch. & Pitts
Emery, S.D., Chic. Mil. & St. P
Emery, Wash., Northern Pac
Emery Chapel, O.,
Pitts. Cin. Chic. & St. L
Emery Gap, N.M.,
Colorado & Southern
Emery Junction, Mich.,
Detroit & Mackinac
Emerys, N.C.,
Atlantic Coast Line
Emeryville, N.Y.,
N.Y. Cent. & Hud. River
Embouse, Tex.,
Trinity & Brazos Valley
Emigh Run, Pa.,
N.Y. Cent. & Hud. Riv
Emigrant, Mont., No. Pacific
Emigrant Gap, Cal., So. Pac
Emigsville, Pa., Penna
Eminence, Ky., Lv. & Nash
Emington, Ill., Wabash
Emison, Ind., Evans. & T. H
Emlay's, O., Baltimore & Ohio
Emlenton, Pa., Pennsylvania
Emlyn, Ky., Louisv. & Nashv
Emma, Colo., Denv. & Rio Gr
Emma, Mo., Missouri Pacific
Emma, N.C., Southern
Emma, Pa., Pennsylvania
Emmalane, Ga., Ga. & Fla
Emmart, W.Va.,
Coal & Coke
Emme, Pa., Balt. & Ohio
Emmenston, Pa., Penna
Emmerson, P.E.I.,
Prince Edward Island
Emmert, Minn., Great North
Emmet, Ark.,
St. Louis, Iron Mt. & So
Emmet, Kan.,
Topeka & Northwest
Emmet, Mo.,
Frisco System
Emmet, Neb., No. West. Line
Emmetsburg, Ia.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) ¼ mile apart
Emmett, Idaho,
Idaho Northern Ry
Emmett, Mich., Grand Trunk
Emmett, O., Wabash
Emmitsburg, Md.,
Emmitsburg
Emmons, Ia., Minn. & St. L
Emmons, Kan., Burl. Route
Emmons, N.J., N.Y. Susq. & W
Emmons, N.Y.,
N.Y. Cent. & Hudson Riv
Emmous, Tex., Tex. & Gulf
Emmons, W.Va.,
Chesapeake & Ohio
Emmons Junction, Ark.,
Brink. Helena & Ind. B
Emmons Mine, N.C.,
Piedmont
Emo, Ont., Canadian North
Emory, Ark.,
Chicago, Rk. Isl. & Pac
Emory, Tex., Mo. Kan. & Tex
Emory, Utah, Union Pacific
Emory,
Mecklenburg Co., Va.,
Southern
Emory, Washington Co., Va.,
Norfolk & Western
Emory Gap, Tenn.,
Cin. N. Orl. & Tex. P (a)
" Tennessee Central (a)
Emory Grove, Md.,
Western Maryland
Emoryville, W.Va.,
Western Maryland
Empalme de San Juan, Mex.,
Interoceanic of Mex
Empire, Ala., Frisco System
Empire, Ark., Miss. Valley
Empire, Stanislaus Co., Cal.,
A.T. & S.F., Coast Lines*
Empire, Colo., Colo. & So
Empire, Ga., Southern (a)
" Wrightsville & Ten (a)
Empire, Ill., C.C.C. & St. L
Empire, Kan., Frisco System
Empire, Ky., Lv. & Nashv
Empire, La., New Orl. So
Empire, Md., Balt. & Ohio
Empire, Mich.,
Manistee & Northeast
Empire, Minn., Chic. Gt. West
Empire, Nev., Va. & Truckee
Empire, N.Y., Albany So (El)
Empire, O., Penna. Co
Empire, Elk Co., Pa.,
Buffalo, Roch. & Pitts
" Pennsylvania
Empire, Wash., North. Pac
Empire,
Kanawha Co., W.Va.,
Chesapeake & Ohio
Empire Junction, Kan.,
Frisco System
Empire Junction, Mich.,
Manistee & Northeast
Empire Road, Me., Gd. Trunk
Empire Slip, Ill., Balt. & O
Emporia, Ind.,
Cleve. Cin. Chic. & St. L
Emporia, Kan.,
Atch. Top. & San. Fe (a)
" Mo. Kansas & Texas (b)
(a) and (b) about 1 mile apart
Emporia, Neb., Burl. Route
Emporia, Tex.,
Houston, E. & W. Texas
Emporia, Va.,
Atlantic Coast Line (a)
" Southern (b)
(a) and (b) about ¼ mile apart
Emporia Junction, Kan.,
Atch. Top. & Santa Fe (a)
" Missouri Kan. & Tex (b)
(a) and (b) about 100 yards apart
Emporium, Pa.,
Empor. & Rich Val (a)
" Pennsylvania (b) (c)
(a) and (b) ½ mile apart
(b) and (c) 1 mile apart and connect at Junction
(a) and (c) 1½ mile apart
Emporium Junction, Pa.,
Pennsylvania
Empress, Ga., South Georgia
Emrick, N.D.,
Minn. St. P. & Slt. Ste. M
Ems, La., La. Ry. & Nav. Co
Emsdale, Ont., Gd. Trunk

Emsey, Okla.,
Chicago, Rk. Isl. & Pac
Emsworth, Pa., Penna. Co
Ena, Kan., Atch. Top. & S. Fe
Enal, Tex., Tex. & New Orl
Enaville, Idaho,
Idaho Northern RR (a)
" Ore. RR. & Nav. Co (a)
Encampment, Ga., Southern
Encampment, Wyo.,
Saratoga & Encamp
Encantada,
Chihuahua, Mex.,
Kan City, Mex. & Or
Encantada,
Coahuila, Mex.,
Coah. & Zacatecas (a)
" National of Mex (b)(c)
(a) and (c) about 1 mile apart
Encanto, Cal.,
San Diego & Cuyamaca
Encarnacion, Mex.,
National of Mexico
EnCima, Cal., No. West. Pac
Encina, Mex.,
West Coast Route
Encina, Ore., Ore. RR. & N. Co
Encinal, Tex., Int. & Gt. No
Encinal Park, Cal., So. Pac
Encinillas, Mex., Nat. of Mex
Encinitas, Cal.,
A. T. & S. F., Coast Lines*
Encino, Cal., South. Pacific
Encino, N. M., A. T. & S. Fe
Enda, Utah, Southern Pacific
End Belt Road, Ala., South
Endeavor, Wis.,
Minn. St. P. & Slt. Ste. M
Enderby, B.C., Can. Pacific
Enderlin, N.Y., Erie
Enderlin, N.D.,
Minn. St. P. & Slt. Ste. M
Enderlin, Wis., North. Pac
Enders, Neb., Burl. Route
Endicott, Mass., N.Y.N.H. & H
Endicott, Neb.,
Burl. Route (a)(b)
" St. Joseph & G.I (b)
(a) and (b) 2-5 mile apart
Endicott, N.Y., Erie
Endicott, Wash.,
Oregon RR. & Nav. Co
Endion, Minn.,
Duluth & Iron Range
Endo, Mex., Nat. of Mexico
Endon Junction, N.C.,
Aberdeen & Rockfish
Endor, N.C., Raleigh & West
Endsley, Pa., Balt. & Ohio
Enfield, Ill.,
Balt. & Ohio So. W (a)
" Louisv. & Nashville (b)
(a) and (b) ½ mile apart
Connect at Crossing
Enfield, Me., Maine Central
Enfield, Mass., Boston & Alb
Enfield, Minn., Gt. Northern
Enfield, N.H., Boston & Me
Enfield, N.C., Atl. Coast Line
Enfield, N.S., Intercolonial
Enfield Bridge, Ct.,
N.Y. New Hav. & Hart
Enfield Jn., Ill., Lv. & Nash
Engadine, Mich.,
Minn. St. P. & Slt. Ste. M
Engelside, Pa., Penna
England, Ark.,
St. Louis South-west
England, O., Ashland & West
Engle, Ga., Central of Georgia
Enrle, N.M., At. Top. & S. Fe
Engle, Okla.,
Chicago, Rk. Isl. & Pac
Engle, Tex., Gal. Har. & S. A
Engle, W. Va., Balt. & Ohio
Englefeld, Saskatchewan,
Canadian Northern
Englehart, Ont.,
Temiskaming & No. Ont
Englehart Junction, Ont.,
Temiskaming & No. Ont
Engle Run, W. Va., B. & O
Engleside, O., Ohio Electric
Englevale, Kan., Mo. Pacific
Englevale, N.D., No. Pacific
Engleville, Colo.,
Denver & Rio Grande
Engleville Junction, Colo.,
Denver & Rio Grande
Englewood, Ala.,
Alabama Great South
Englewood, Ill.,
Belt of Chicago (b)
" Chic. and East. Ill (a)
" Chicago & West. Ind (b)
" Chic. Ind. & Louisv (b)
" Chicago, Ind. & South
" Chic. Rk. Isl. & Pac (a)
" Erie (b)
" Lake Sh. & Mich. So (a)
" N.Y. Chic. & St. L (a)
" Pennsylvania Co (a)
" Pere Marquette (a)
" Wabash (b)
(a) and (b) ¾ mile apart
Englewood, Kan.,
Atch. Top. & Santa Fe
Englewood, La.,
St. L. Iron Mt. & South
Englewood, Miss.,
Yazoo & Miss. Valley
Englewood, N.J., Erie
Englewood, O.,
Cin. Ham. & Dayton
Englewood, S.D.,
Burlington Route
Englewood, Tenn.,
Louisv. & Nashv (a)
" Tellico (a)
Called Tellico Junction on T
Englewood, Tex., Tex. & N.O
English, Ark.,
Pine Bluff Ark. River
English, Ind., Southern
English, Ky., Louisv. & Nash
English, Ont., Canadian Pac
English, Wash., Great North
English, W. Va., Norf. & West
English Bay Junction, B.C.,
Canadian Pacific
English Consul, Md.,
Wash. Balt. & Annap. El
English Gulch, Colo.,
Colorado & Southern
English Lake, Ind.,
Chicago, Ind. & Lv
" Pitts. Cin. Chic. & St. L
Englishtown, N.J., Penna
Englishville, Mich.,
Pere Marquette
Engoe, Wis., Northern Pac
Enid, Ariz., Southern Pacific
Enid, Miss., Illinois Central
Enid, Okla.,
Atch. Top. & S. Fe (a)
" Chic. Rock Isl. & Pac (b)
" Frisco System (a)
(a) and (b) about 1 3-10 miles apart
Enid Junction, Okla.,
St. L. El Reno & West
Enigma, Ga., Atl. Coast Line
Enlace, Mex.,
United RRs. of Yucatan
Enloe, N.D., Chic. M. & St. P
Enloe, Tex., Texas Midland
Enlow, Pa., Montour
Ennerdale, N.Y., Penna
Ennett, Ont., Pere Marquette
Ennis, Ga., Wadley Southern
Ennis, Mich., Wabash
Ennis, Tex.,
Hous. & Tex. Cent (a)
" Texas Midland (a)
Ennis, Wash.,
Oregon RR. & Nav. Co
Ennis, W. Va., Norf. & West
Enniskillen, N.B., Can. Pac
Enoch Run, W. Va., Balt & O
Enochs, Miss., Ill. Cent
Enoka, La.,
St. Louis. Iron Mt. & So
Enola, Neb., Union Pacific
Enola, Cumberland Co., Pa.,
Pennsylvania
Enola, Dauphin Co., Pa.,
Pennsylvania †
Enon, Moniteau Co., Mo.,
Missouri Pacific
Enon, St. Charles Co., Mo.,
St. Louis & Hannibal
Enon, O.,
Cl. Cin. Chic. & St. L (a)
" Erie (b)
" Ohio Electric (c)
(a) and (b) adjacent
(c) 2 miles from (a) and (b)
Enon, Pa., Pennsylvania Co
Enondale, Miss., Mob. & Ohio
Enoree, S.C.,
Charleston & West. Car
Enos, Colo., Colorado & So
Enos, Ill., Chicago & Alton
Enos, Ind., Chic. Ind. & South
Enosburgh Falls, Vt.,
Central Vermont
Enramada, Mex.,
National of Mexico
Enright, Ill.,
Toledo, Peoria & West
Ensel, Mich.,
Pere Marquette
Ensenada, Mex.,
National of Mexico
Ensenore, N.Y., Leh. Valley
Ensign, Ark., St. L. I. Mt. & So
Ensign, Mich.,
Minn. St. P. & Slt. Ste. M
Ensign, Pa.,
Emporium & Rich. Val
Ensign, W. Va., Ohio River
Ensley, Ala.,
Birmingham South †
" Frisco System (a)
" Illinois Central
" Louisville & Nashv (b)
" Queen & Cres. Route (c)
" Southern (c)
(a), (b) and (c) adjacent
Called Ensley Furnaces on Frisco System
Ensley, Tenn.,
Yazoo & Miss. Valley
Ensley Furnaces, Ala.,
Frisco System (a)
" Louisville & Nashv (b)
" Queen & Cres. Route (c)
" Southern (c)
(a), (b) and (c) adjacent
Called Ensley on L. & N., Q. & C and So
Ensley Junction, Ala.,
Louisville & Nashville
" Southern
Enslie Pa., Pennsylvania
Ensminger, Okla.,
Frisco System
Enterprise, Ala.,
Atlantic Coast Line
Enterprise, B.C., Can. Pac
Enterprise, Fla., Fla. E. Coast
Enterprise, Ia.,
St. Paul & Des Moines
Enterprise, Kan.,
Atch. Top. & S. Fe (a)
" Chic. Rk. Isl. & Pac (b)
" Union Pacific (c)
(a) and (b) about ½ mi. apart
(a) and (c) about 2¼ miles apart
(b) and (c) 1½ miles apart
Enterprise, Ky.,
Chesapeake & Ohio
Enterprise, La.,
St. L. Iron Mt. & South
Enterprise, Manitoba,
Canadian Northern
Enterprise, Miss., Mob. & O (a)
" New Orl. & No. E (b)
(a) and (b) 1½ miles apart
Enterprise, Hocking Co., O.,
Hocking Valley
Enterprise, Scioto Co., O.,
Balt. & Ohio Southwest
Enterprise, Ont.,
Bay of Quinte
Enterprise, Ore.,
Oregon RR. & Nav. Co
Enterprise,
Northumberl'd Co., Pa.,
Phila. & Reading
Enterprise, York Co., Pa.,
Maryland & Penna
Enterprise, Wash, Gt. North
Enterprise,
Harrison Co., W. Va.,
Baltimore & Ohio
Enterprise, Wirt Co., W. Va.,
Little Kanawha □
□ By Ferry
Enterprise Junction, Fla.,
Atlantic Coast Line (a)
" Florida East Coast (a)
Enterprise Junction, Pa.,
Bessemer & Lake Erie
Enterprise Mine, Ill.,
Louisville & Nashville
Entriken, Pa.,
Hunt. & Broad Top Mt
Enumclaw, Wash., No. Pac
Enville, Fla.,
Tampa Northern
Eola, Ill., Burlington Route
Eola, La.,
Morgan's La. & Tex (a)
" Texas & Pacific (†)
(a) and (b) about ⅝ mile apart
Eola, Ore.,
Salem, Falls City & W
Eolia, Mo., St. L. & Hannibal
Eoline, Ala., Mobile & Ohio
Epes, Ala.
Alabama Great South
Ephraim, Utah,
Denver & Rio Grande
Ephrata, Pa., Phila. & Read
Ephrata Wash., Gt. North
Epley, Miss., Mississippi Cent
Epleys, Ky., Louisv. & Nash
Epperson, Ill., Burl. Route
Epperson, Ky., Ill. Cent
Epping, N.H., Boston & Me
Epping, N.D., Great North
Epps, Miss., Gulf & Ship Isl
Epps Springs, N.C., South
Epris, N.M.,
El Paso & S. W. System
Epsom, Cal.,
San Ped. Los Ang. & S. Lk
Epsom, Minn.,
Chicago, Mil. & St. Paul
Epsom, N.H., Boston & Me
Epworth, Ill., Louisv. & Nash
Epworth, Ia., Illinois Cent
Epworth, Mich.,
Ludington & Northern
Epworth Heights,
Clermont Co., O.,
Pitts. Cin. Chic. & St. L
Epworth Heights,
Hamilton Co., O.,
Balt. & Ohio Southwest
Equality, Ill., Louisv. & Nash
Equitable, Tex.,
Port Arthur Route
Equity, O., Baltimore & Ohio
Era, O., Balt. & Ohio S. W
Erath, La.,
Morgan's La. & Texas
Erb, Pa., Pennsylvania
Erbacon, W. Va., Balt. & Ohio
Erda, Utah,
San Ped. Los Ang. & S. Lk
Erdahl, Minn., Great North
Erharker's, Ala., Southern
Erhart, O., Baltimore & Ohio
Erharts, Minn., Great North
Eric, Cal., Southern Pacific
Erick, Ga., Seaboard Air Line
Erick, Okla.,
Chicago, Rk. Isl. & Pac
Erickson, B.C., Can. Pacific
Erickson, Cal.,
Southern Pacific
Erickson, Manitoba,
Canadian Northern
Erickson, Mont., No. Pacific
Erickson, Wis., Wis. & Mich
Ericsburg, Minn.,
Duluth, Rainy L. & Win
Ericson, Ia.,
Ft. D. Des Moines & So
Ericson, Neb., Burl. Route
Erie, Ala., Louisv. & Nash
Erie, B.C., Great Northern
Erie, Colo., Burl. Route (a)
" Union Pacific (b)
(a) and (b) about ¼ mi. apart
Erie, Fla., Seaboard Air Line
Erie, Ill., Burlington Route
Erie, Kan., At. T. & S. Fe (a)
" Mo. Kan. & Texas (b)
(a) and (b) about 1 mile apart
Erie, Mich., Pere Marquette
Erie, Nev.,
San Ped. Los Ang. & S. Lk
Erie, N.D., Great Northern
Erie, Okla., Frisco System
Erie, Pa., Bes. & Lake Erie (a)
" Buff. & Lk. E. Tr (El)
" Lake Sh. & Mich. So (b)
" N.Y. Chicago & St. L (c)
" Pennsylvania (b)
" Pennsylvania Co (b)
(a) and (b) ½ mile apart
(a) and (c) 1 mile apart
(b) and (c) about 1½ miles apart
Erie, Wash., North. Pacific
Erie, W. Va., Balt. & Ohio
E. & H. Junction, Pa.,
Kane & Elk
Erie & Pitts. Transfer, Pa.,
Erie (a)
" E. E. & Cam. Spgs. Elec
" Pennsylvania Co (a)
Erie Avenue, Pa., Penna (a)
" Phila. & Reading (b)
Not Penn. Junction on Penna
Erie Junction, Pa.,
Pitts. Shawmut & North
Erieville, N.Y., West Shore
Erin, Ala.,
Atlanta, Birm. & Atl
Erin, Minn., Chic. Mil. & St. P
" Chicago, Rock Isl. & Pac
Erin, N.Y., Lehigh Valley
Erin, Ont., Canadian Pacific
Erin, Houston Co., Tenn.,
Louisville & Nashville
Erindale, Ont., Can. Pacific
Erinsville, Ont.,
Bay of Quinte
Eriton, Pa., Erie
Erlanger, Ky.,
Cin. New Orl. & Tex. Pac
Erlin, O., Lake Erie & West (a)
" Lake Shore Electric (b)
(a) and (b) about 160 yards apart
Erman, Ariz.,
Phoenix & Eastern
Ernest, N.M.,
Atch. Top. & Santa Fe
Ernest, Pa.,
Buffalo. Roch. & Pitts
Ernestown, Ont., Gd. Trunk
Ernfold, Sask., Can. Pacific
Ernst, Ill., Cl. Cin. Ch. & St. L
Ernston, N.J., Pennsylvania
Ernut, N.C., Norf. & South
Eros, La., Tremont & Gulf
Errata, Ala., Cent. of Georgia
Errata, Miss., New Orl. & N. E
Erskine, Ala., Louisv. & Nash
Erskine, Alberta, Can. Pac
Erskine, Ind., Evans. & T. H
Erskine, Minn.
Great Northern (a)
" M. St. P. & Slt. Ste. M (b)
(a) and (b) 1-5 mile apart
Erskine, N.J., Erie
Erskine, Ore.,
Oregon RR. & Nav. Co
Erskine, S.D., Burl. Route
Ervay Junction, Tex.,
Gulf, Colo. & Santa Fe*
Ervin, N.C., Southern
Erving, Mass., Boston & Maine
Erwin, Ind., Evans. & Terre H
Erwin, Mich., Pere Marq
Erwin, Miss., Yaz. & Miss. Val
Erwin, S.D., Chic. Mil. & St. P
Erwin, Tenn.,
Car. Clinch. and Ohio
Erwin's, N.Y., Erie
Erwinville, La.,
Colo. So. New Orl. & Pac
Erwood, Saskatchewan,
Canadian Northern
Esan Junction, Okla.,
Atch. Top. & Santa Fe
Esaw, Ill., Chic. So †
Esbon, Kan., Chic. R. I. & Pac
Escala, Ariz.,
Gila Valley, Globe & No
Escalante, Colo.,
Denver & Rio Grande
Escalante, Mex.,
West Coast Route
Escalante, Utah,
San Ped. Los Ang. & S. Lk
Escalle, Cal., No. West. Pac
Escalon, Cal.,
A. T. & S. F., Coast Lines*
Escalon, Mex.,
Mexican Northern (a)
" National of Mexico (a)
Escambia, Fla., Lv. & Nash
Escambia Junction, Ala.,
Louisville & Nashville
Escanaba, Mich.,
Escanaba & Lk. Sup (a)
" North-West. Line (b)
(a) and (b) 2 miles apart
Escandon, Hidalgo, Mex.,
National of Mexico
Escandon,
Tamaulipas Co., Mex.,
National of Mexico
Escatawpa, Ala., Mob. & Ohio
Escondida, Ky.,
Louisville & Nashville
Escondida, N.M.,
El Paso & S. W. System
Escondido, Cal.,
A. T. & S. F., Coast Lines*
Escondido Junction, Cal.,
A. T. & S. F., Coast Lines*
Escondido, Mex.,
National of Mexico
Escontria, Mex., Nat. of Mex
Escudero, Mex.,
Interoceanic of Mexico
Escuintla, Mex.,
Pan-American
Escuminac, Que.,
Atlantic & Lake Sup
Eshbach, Pa., Phila. & Read
Esher, Ont., Can. Pacific
Esk, Sask., Canadian Pacific
Eskota, Tex., Texas & Pacific
Eskridge, Kan.,
Atch. Top. & Santa Fe
Eskridge, Miss., Illinois Cent
Eslava, Mex., Nat. of Mex
Esmeralda, Mex., Matehuala
Esmond, Ariz., South. Pacific
Esmond, Ga., Central of Ga
Esmond, Ill., Chic. Gt. West
Esmond, N.D., North. Pacific
Esmond, R.I.,
N.Y. New Hav. & Hart
Esmond, S.D., No. W. Line
Esmont, Va., Ches. & Ohio (a)
" Nelson & Albemarle (a)
Esom, Ga., Seaboard Air Line
Esopus, N.Y., West Shore
Espanola, Fla., Fla. East C
Espanola, N.M., Den. & Rio G
Espanola, Ont., Can. Pac
Espanola, Wash., Gt. North
Espanong, N.J., Cent. of N.J
Esparto, Cal., South. Pacific
Esperance, N.Y., Del. & Hud
Esperanza, Orange Co., Cal.,
A. T. & S. F., Coast Lines*
Esperanza,
Siskiyou Co., Cal.,
McCloud River
Esperanza, Campeche, Mex.,
United RRs. of Yucatan
Esperanza, Jalisco, Mex.,
National of Mexico
Esperanza, Puebla, Mex.,
Mexican (a)
" Mexican Southern (b)
(a) and (b) about 200 yards apart
Esperanza, Sonora, Mex.,
West Coast Route
Esperanza, Yucatan, Mex.,
United RRs. of Yucatan
Esperenza, Tex.,
Internat. & Gt. North
Espinal, Mex.,
Pan-American
Espinazo, Coahuila, Mex.,
Mex. International
Espinazo, San Luis Potosi,
Mex., National of Mex
Espiritu Santo, Mex.,
National of Mexico
Espien, Pa., Pitts. & Lk. Erie
Espolon, Mex., Nat. of Mex
Espy, Pa., Del. Lack. & West
Espy Ferry, Pa., Penna
Espyville, Pa., Penna. Co
Esquiline, Ga., Cent. of Ga (a)
" Seaboard Air Line (b)
(a) and (b) adjacent
Esquimalt, B.C.,
Esquimalt & Nanaimo
Essen, La.,
Colo. So. N.Orl. & Pac (a)
" La. Ry. & Nav. Co (a)

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Essen Pa., Pitts.Ch.&Youngh
Esserville, Va.,
Wise Terminal Co
Essex, Humboldt Co., Cal.,
Oregon & Eureka
Essex,
San Bernardino Co., Cal.,
A.T.& S.F.,Coast Lines*
Essex, Ct., N.Y.N.H.& H
Essex, Cook Co., Ill. Ill.Cent
Essex, Kankakee Co., Ill.,
Cleve.Cin.Ch.&St.L (a
" Wabash (b
(a) and (b) about 100 yards apart
Essex, Ia., Burlington Route
Essex, Mass., Boston & Maine
Essex, Mich., Pere Marq
Essex, Mo., St. L. Iron M. & So
Essex, Mont., Gt. Northern
Essex, Nev., South. Pacific
Essex, N. J., Erie
Essex, N. Y., Del. & Hudson
Essex, Ont., Michigan Cent
Essex Centre, Vt., Cent. Vt
Essex Falls, Mass., Bost & Me
Essex Fells, N. J., Erie (a)
" Morristown & Erie (a)
Essex Junction, Vt., Cent. Vt
Essig, Minn.,
North-Western Line
Essig, Wash., Northern Pac
Essington, Pa., Phila.& Read
Estabrook, Colo., Colo. & So
Estacada, Ore.,
Portland Ry.,L.& P.Co
Estacion Hornos, Mex.,
See Hornos Station, Mex
Estancia, Coahuila, Mex.,
Mexican Internat
Estancia, Colima, Mex.,
National of Mexico
Estancia, N.M., N.M. Cent
Estancita, Mex., Nat. of Mex
Estanque, Mex., Mex. North
Estanzuela,
San Luis Potosi, Mex.,
National of Mexico
Estanzuela Vera Cruz, Mex.,
Veracruz & Isthmus
Estell, Miss., Southern in Miss
Estelle, Ala., Lv. & Nashv
Estelle, Cal., South. Pacific
Estelle, Ga., Chatt. Southern
Estelline, S.D.,
North-Western Line
Estelline, Tex., Ft. W. & Den. C
Esterhazy, Sask., Can. Pac
Ester Junction, Mo.,
Miss.Riv.&BonneTerre
Estes, Idaho,
Spok. & Inland Empire
Estes, Va., Norfolk & West
Estes, Wash.,
Oregon RR. & Nav. Co
Estevan, Sask., Can. Pacific
Esteys, Mich., Mich. Cent
Esther, Kan., Frisco System
Esther, Mo., IllinoisSouthern
" Miss. R. & Bon. Terre†
Esther Junction, Mo.,
Miss. R. & Bon. Terre†
Estherville, Ia.,
Chic. Rk. Isl. & Pac (a)
" Minneapolis & St. L (b)
(a) and (b) 704 yards apart
Estherwood, La.,
Louisiana Western
Estico, Ark., Frisco System
Estill, Ga., Cent. of Georgia
Estill, Miss., Yaz. & Miss. Val
Estill, Mo., Mo. Kan. & Texas
Estill, S.C., SeaboardAirLine
Estill Springs, Tenn.,
Nash. Chat. & St. Louis
Esto, Fla., Louisv. & Nashv
Estopinal, La., La. Southern
Estothel, Ala.,
Louisville & Nashville
Estrella, Ariz., South. Pacific
Estudillo, Cal., South. Pacific
Esty, N.Y.,
N.Y. Aub. & Lansing†
Eternal Home, Cal., So. Pac
Ethan, S.D., Chic. Mil. & St. P
Ethanac, Cal.,
A.T.& S.F., Coast Lines*
Ethan Allen, Vt., Cent. Vt
Ethel, Fla., Atl. Coast Line
Ethel, La., Yazoo & Miss. Val
Ethel, Mich., Munising
Ethel, Miss., Illinois Central
Ethel, Mo., Atch. Top. & S. Fe
Ethel, O.,
Ohio River & Western
Ethel, Ont., Grand Trunk
Ethel, S.C., Atl. Coast Line
Ethel, W. Va., Ches. & Ohio
Ethelbert, Manitoba,
Canadian Northern
Ethelton, Idaho,
Chic. Mil. & Puget Sd
Ethelville, Ala., Mobile & Ohio
Ether, N.C.,
Aberdeen & Asheboro
Etherly, Ill.,
Galesburg & Gt. East
Etnerton, Ill., Mobile & Ohio
Etolyn, Mo., Burl. Route
Etholen, Tex.,
Gal. Har. & San Ant (a)
" Texas & Pacific (a)
Ethridge, Ga.,
Seaboard Air Line
Ethridge, Tenn.,
Louisville & Nashville
Etiwa, Cal., Southern Pacific
Etiwanda, Cal.,
A.T.& S.F., Coast Lines*
Etla, Mex., Mexican South
Etlah, Mo., Missouri Pacific
Etna, Fla., Atl. Coast Line
Etna, Ga., Southern
Etna, Me., Maine Central
Etna, Nev.,
San Fed. Los Ang & S. Lk
Etna, N.J., New Jersey & N.Y
Etna, N.Y., Lehigh Valley
Etna, Franklin Co., O.,
Ohio Electric
Etna, Lawrence Co., O.,
Det. Tol. & Ironton
Etna, Pa., Pennsylvania
Etna, W. Va.,
Pitts. Cin. Chic. & St. L
Etna Green, Ind., Penna. Co
Eton, Ga., Louisv. & Nashv
Eton, Ia., North-West. Line
Eton, Minn., North West. Line
Eton, Mo., Missouri Pacific
Etowah, Ga.,
Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Etowah, N.C., Southern
Etowah, Tenn.,
Louisville & Nashville
Etta, Ark., St. L. Iron Mt. & So
Etter, Cal., Southern Pacific
Etter, Minn.,
Chic. Mil. & St. Paul
Etter, Pa.,
Cumberland Valley
Etter, Tenn., Yaz. & Miss. Val
Etterville, Mo.,
St. L. Kan. City & Colo‡
Ettrick, Ont., Grand Trunk
Etzatlan, Mex., Nat. of Mex
Euan, Mex.,
UnitedRRs. of Yucatan
Eubank, Ala., Louisv. & Nash
Eubank, Ky.,
Cin. New Orl. & Tex. Pac
Eubank, Miss.
New Orl. Mobile & Chic
Euclid, Minn., Great North
Euclid, Cuyahoga Co., O.,
N.Y. Chic. & St. Louis
Euclid, Hamilton Co., O.,
Cin. Leb. & Northern (a)
" Cincinnati North (a)
Euclid, Pa.,
Bessemer & Lake Erie
Euclid Park, Ill.,
Chicago & West. Ind
Eudora, Ark.
St. Louis, Iron Mt. & So
Eudora, Kan., Atch. Top. & S. F
Eudora Mo.,
Kan. City, Clin. & Spring
Eudowood, Md.,
Maryland & Penna
Eufaula, Ala., Cent. of Ga
Eufaula, Okla.,
Missouri, Kansas & Tex
Eufol, N.C., Southern
Eugene, Fla., Atl. Coast Line
Eugene, Mo.,
St. L. Kan. City & Colo‡
Eugene, Ore., South. Pacific
Eugene, Pa., Balt. & Ohio
Eugenie, Ariz.,
Santa Fe, Pres. & Ph*
Eula, Tex., Texas Midland
Eulalie, Va.,
Tidewater & Western
Eulaton, Ala., Lv. & Nash (a)
" Southern (b)
(a) and (b) adjacent
Eulonia, Ga.,
Ga. Coast & Piedmont
Eunice, La.,
Chic. Rk. Isl. & Pac (a)
" Colo. So. N. Orl. & P (a)
" Louisiana Western (b)
" Texas & Pacific (c)
(a) and (b) ¾ mile apart
(a) and (c) 1¼ miles apart
(b) and (c) about ¾ mile apart
Eunice, Tex.,
Pecos & North. Texas*
Eupora, Miss., South. in Miss
Eure, N.C.,
Atlantic Coast Line
Eureka, Cal.,
Northwestern Pac (a)
" Oregon & Eureka (b)
(a) and (b) about ½ ml. apart
Eureka, Colo.,
Silverton Northern
Eureka, Ga., Sav. Valley†
Eureka, Ill., A.T.& S.Fe (a)
" Tol. Peoria & West (a)
Eureka, Kan., A.T.& S.Fe (a)
" Missouri Pacific (b)
(a) and (b) ¾ mile apart
Eureka, Minn., Minn. & St. L
Eureka, Mo.,
Frisco System (a)
" Missouri Pacific (b)
(a) and (b) adjacent
Eureka, Mont., Great North
Eureka, Neb.,
North-Western Line
Eureka, Eureka Co., Nev.,
Eureka & Palisade
Eureka, Ormsby Co., Nev.,
Virginia & Truckee
Eureka, N.S., Intercolonial
Eureka, O.,
Youngstown & South
Eureka, Ont., Can. Pac
Eureka,
Westmoreland Co., Pa.,
Baltimore & Ohio
Eureka, S.C., Southern
Eureka, S.D., Chic. Mil. & St. P
Eureka, Tenn., Laurel
Eureka, Tex.,
Hous. & Texas Cent (a)
" Mo. Kansas & Texas (a)
Eureka, Utah.
Den. & Rio Grande (a)
" San Ped. Los. A. & S. Lk (b)
(a) and (b) ¼ mile apart
Eureka,
Wallawalla Co., Wash.,
Northern Pacific
Eureka,
Whatcom Co., Wash.,
Northern Pacific
Eureka, W. Va., Balt. & Ohio
Eureka Lake, Kan., Un. Pac
Eureka Place, Mich., Gd. Tk
Eureka Springs, Ark.,
Missouri & North Ark
Eustace, Tex.,
Texas & New Orleans
Eustache, Manitoba,
Canadian Northern
Eustis, Fla., Atl. Coast Line
Eustis, Mich.,
Minn. St. P. & Slt. Ste. M
Eustis, Mont.,
Chic. Mil. & Puget Sd
Eustis, Neb., Burl. Route
Eustis, Que., Bost. & Maine
Eustis Junction Me.,
Sandy R. & Range. Lks
Euston, Sask., Can. Pacific
Eutaw, Ala.,
Alabama Great South
Eutawville, S.C.,
Atlantic Coast Line
Euterpe, Fla., Lv. & Nashv
Eva, Cal., Southern Pacific
Eva, Tenn., Nash. Ch. & St. L
Evadale, Ark., Frisco System
Evadale, Tex.,
Gulf. Colo. & Santa Fe*
Evadale Junction, Ark.,
Frisco System
Evaline, Wash., North. Pac
Evan, Minn., No. West. Line
Evander, Ia.,
Chic. Mil. & St. Paul
Evan Junction, Minn.,
North-Western Line
Evans, Ariz., Millen & So. W
Evans, Ark., Gould So. West
Evans, Cal., Southern Pac
Evans, Colo., Union Pacific
Evans, Columbia Co., Ga.,
Charleston & West. Car
Evans, Emanuel Co., Ga.,
Millen & Southwestern
Evans, Ill., Chicago & Alton
Evans, Ia., Chic. R. I. & Pac
Evans, Kan., Missouri Pacific
Evans, Mich., Grand Trunk
Evans, Miss.,
Brookhaven & Pearl R
Evans, Nev., Eureka & Pal
Evans, N.B., Intercolonial
Evans, N.Y., N.Y. C. & H. R
Evans, Pa., Balt. & Ohio (a)
" Pennsylvania (b)
Evans, Tex.,
Ft. Worth & Denv. City
Evans, Utah,
Oregon Short Line
Evans, Stevens Co., Wash.,
Great Northern
Evans,
Wallawalla Co., Wash.,
Northern Pacific
Evans, W. Va., Balt. & Ohio
Evans City, Pa., Balt. & Ohio
Evansdale, N.C.,
Norfolk & Southern
Evans Lane, Ind.,
Chicago and Eastern Ill
Evans Mill, S.C.,
Chesterfield & Lanc
Evans Run, Pa., Penna
Evan's Siding, S.D.,
North-Western Line
Evanston, Ill.,
Chic. Mil. & St. Paul+
" North-West. Line
Evanston, Ind., Southern
Evanston, Ia., Chic. Gt. West
Evanston, Ky., Lv. & Nashv
Evanston, Miss.,
New Orl. Mobile & Chic
Evanston, N.S., Cape Breton
Evanston, O., Norf. & West
Evanston, Wyo., Un Pacific
Evansville, Ala., Southern
Evansville, Ill., IllinoisSouthern
Evansville, Ind.,
Evansv. & T.H (a) (c)
" Evansv. & Indianap (a)
" Ev Sub. & Newb (b)
" Illinois Central (c)
" Louisville & Nash (c)
" Lv Hend. & St. L (c)
" Southern (a)
(a) and (b) ¼ mile apart
(a) and (c) 1 mile apart
(b) and (c) ¾ mile apart
Evansville, Minn., Gt. North
Evansville, Miss.,
Yazoo & Miss. Valley
Evansville, Mo., Mo. Kan. & T
Evansville, Berks Co., Pa.,
Philadelphia & Reading
Evansville,
Columbia Co., Pa.,
Susq. Bloomsb. & Ber
Evansville, Wis., No. West. L
Evanturel, Ont.,
Can. North. Quebec
Evaro, Mont., North. Pacific
Evart, La.,
Colo. So. New Orl. & Pac
Evart, Mich., Pere Marq
Evarts, Ill., Illinois Central
Evarts, Vt., Central Vermont
Evarts Junction, S.D.,
Chicago, Mil. & St. Paul
Eve, Fla., Atl. Coast Line (a)
" Seaboard Air Line (a)
Eve, Mo., Kan. City South (a)
" Mo. Kansas & Texas (b)
(a) and (b) about 1 mile apart
Eveleth, Minn.,
Duluth & Iron R (a)
" Dul. Miss. & North (b)
(a) and (b) about ½ mi. apart
Evelyn, Ala., Lv & Nash
Evelyn, Cal., Tonopah & Tide
Evelyn, Ky., Louisville & Atl
Evelyn, Mich., Dul. S.S. & Atl
Evendale, O., Clev. C. C. & St. L
Evensville, Tenn.,
Cin. New Orl. & Tex. Pac
Everdell, Minn., No. Pacific
Everest, Kan., Mo. Pacific
Everest, N.D., Great North
Everet, Ind., St. Jos. Vy. Trac
Everett, Crawford Co., Ga.,
Central of Georgia
Everett, Glynn Co., Ga.,
Seaboard Air Line (a)
" Southern (a)
Everett, Ill., Chic. Mil. & St. P
Everett, La.,
Kansas City Southern
Everett, Mass.,
Boston & Albany †
" Boston & Maine
Everett, Mich.,
Wisconsin & Michigan
Everett, N.H., Bost. & Me
Everett, N.C., Atl. Coast Line
Everett, Summit Co., O.,
Baltimore & Ohio
Everett, Ont., Grand Trunk
Everett, Pa.,
Hunt. & Broad Top Mt
Everett, Wash.,
Great Northern (a)
" Northern Pacific (b)
(a) and (b) about 2 mls. apart
Everett Junction, Mass.,
Boston & Maine
Everett Junction, Wash.,
Great Northern
Everetts, N.C.,
Atlantic Coast Line
Everetts, S.C.,
Bennettsville & Cheraw
Everett Summit, Pa.,
Hunt. & Broad Top Mt
Everglade, Fla.,
Florida East Coast
Evergreen,
Conecuh Co., Ala.,
Louisville & Nashv
Evergreen,
Tuscaloosa Co., Ala.,
Birm. & Gf. Ry. & Nav. Co
Evergreen, Fla.,
Seaboard Air Line
Evergreen, Idaho,
Pacific & Idaho North
Evergreen, La., Texas & Pac
Evergreen, Md., Md. & Penna
Evergreen, N.C.,
Atlantic Coast Line
Evergreen, O., Hocking Val
Evergreen, Va., Norf. & West
Evergreen Park, Ill.,
Grand Trunk
Everly, Ia., Chic. Mil. & St. P
Everman, Tex.,
Internat. & Gt. North
Evers, Ill.,
Indianapolis Southern
Eversman, Colo.,
Burlington Route
Everson, Neb., Burl. Route
Everson, Pa.,
Baltimore & Ohio (a)
" Pennsylvania (b)
Connect at junction
(a) and (b) adjacent
Everson, Wash.,
Bell. Bay & Brit. Col
Everson, W. Va.,
Baltimore & Ohio
Everton, Ark.,
Missouri & North Ark
Everton, Mo., Frisco System
Eves, Burke Co., Ga.,
Georgia & Florida
Eves, Floyd Co., Ga.,
Nashv. Chat. & St. Louis
Evington, Va., Southern
Evinston, Fla.,
Atlantic Coast Line
Evitt's Creek, Md.,
Baltimore & Ohio
Evona, Mo., Wabash
Ewahwe, Ore., So. Pac
Ewansville, N.J., Penna
Ewart, Ia., Iowa Central
Ewart, Manitoba,
Canadian Pacific
Ewbanks Ill., Burl. Route (a)
" Wabash (a)
Eweider, Tex.,
St. L. Brownsv. & Mex
Ewell, Ala., Atl. Coast Line
Ewell, Kan., Mo. Pacific
Ewell, Va., Chesa. & Ohio
Ewells, La., Texas & Pacific
Ewells, Mo., Frisco System
Ewells, Tenn., Lv & Nash
Ewen, Mich., Dul. S.S. & Atl
Ewing, Ga., Ga. South. & Fla
Ewing, Ky., Louisv. & Nash
Ewing, La.,
Morgan's La. & Texas
Ewing, Lewis Co., Mo.,
Quincy, Omaha & K.C
Ewing, Neb., No. West. Line
Ewing, N.J., Phila & Reading
Ewing, Okla., Frisco Sys (a)
" Kan City, Mex. & O (a)
Ewing, York Co., Pa., Penna
Ewing, Va., Louisv. & Nash
Ewing's, Cal., So. Pacific
Ewings, Miss., Gulf & Ship Isl
Ewing's, Cole Co., Mo.,
Missouri Pacific
Ewings, Allegheny Co., Pa.,
Montour
Ewings, Utah,
Salt Lake & Los Ang
Ewington, Ind.,
Cleve. Cin. Chic. & St. L
Ewington, Ky., Ches. & Ohio
Exall, Tex., St. L. So. West
Excel, Ala.,
Manistee & Repton
Excello, Mo., Wabash
Excelsior, Ark.,
Midland Valley
Excelsior, Ia., Iowa Central
Excelsior, Ky.,
Louisville & Nashville
Excelsior, Minn.,
Minneapolis & St. Louis
Excelsior, Pa., Phila. & Read
Excelsior, S.C.,
Chesterfield & Lanc (a)
" Seaboard Air Line (a)
Called Marburg on S. A. L
Excelsior, Wash.,
Spok. & Inland Empire
Excelsior, W. Va.,
Chesapeake & Ohio
Excelsior Park, Fla.,
Atlantic Coast Line
Excelsior Springs, Mo.,
Chic. Mil. & St. Paul (a)
" Wabash (b)
(a) and (b) about 1 mi. apart
Excelsior Springs Jn., Mo.,
Wabash
Exchange, W. Va.,
Coal & Coke
Exchequer, Cal.,
Yosemite Valley
Exeter, Cal., South. Pacific
Exeter, Mo.,
Cassville & Western (a)
" Frisco System (a)
Exeter, Mont., Great North
Exeter, Neb., Burl. Route (a)
" North-West. Line (b)
(a) and (b) 370 yards apart
Exeter, N.H., Boston & Maine
Exeter, Ont., Grand Trunk
Exeter, Luzerne Co., Pa.,
Lehigh Valley
Exeter, Wis., IllinoisCentral
Exira, Ia., Chic Rk. Isl. & Pac
Exira, Manitoba,
Grand Trunk Pacific
Exit, Tex., Chic. Rk. Isl. & Pac
Exley, Ga., SeaboardAirLine
Exline, Ill., Chic. Ind. & So
Exline, Ia., Burl. Route
Exmoor, Pa., Phila. & Read
Exmore, Minn.,
Great Northern

Exmore, Va., N.Y. Ph. & Norf
Experiment, Ark., Louisiana & Arkansas
Experiment, Ga., Central of Georgia (a)
" Southern (a)
Experimental Farm, La., Louisiana & Pacific†
Experimental Farm, Tex., Port Arthur Route
Experiment Farm, Assiniboia, Canadian Pacific
Export, Pa., Pennsylvania
Exposition, La., New Orleans Southern
Exposit'n Farm, Assiniboia, Canadian Pacific
Exposition Park, Pa., Bessemer & Lake Erie
Extension, B.C., Esquimalt & Nanaimo
Extension, Pa., Penna
Exton, Pa., Phila. & Reading
Extract, Pa., Balt. & Ohio
Extract, Va., Laurel
Eyd, Kan., Burlington Route
Eyebrow, Sask., Can. Pac
Eyer, Pa., Pennsylvania
Eyersgrove, Pa., Susq. Bloomsb. & Ber
Eyersgrove Junction, Pa., Susq. Bloomsb. & Ber
Eylar, Ill., Illinois Central
Eylau, Tex., St. Louis So. W
Eyota, Minn., No. West. Line

F

Fa, O., Cleve. Cin. Chic. & St. L
Faben's, Tex., Gal. Har. & San Ant (a)
" Texas & Pacific (a)
Faber, Ky., Louisv. & Nashv
Faber, Va., Southern
Faber, Wash., Great Northern
Fabian, N.D., North. Pacific
Fabius, Mich., Mich. Central
Fabius, Mo., Atch. Top. & S. Fe
Fabyan, Alberta, Grand Trunk Pacific
Fabyan, N.H., Boston & Maine (a)
" Maine Central (a)
Called Fabyans on M. C
Faceville, Ga., Atlantic Coast Line
Facil, N.C., Southern
Fackler, Ala., Southern
Factoryville, Mich., Michigan Central
Factoryville, Pa., Del. L. & W
Fad, Ga., Atlantic & Birmingham
Fagan, N.C., Southern
Fagg, Va., Virginian
Fagin, Tenn., Lv. & Nash
Fagnan, Pa., Pennsylvania
Fair, N.C., Norfolk & West
Fairbank, Ariz. *See Fairbanks, Ariz*
Fairbank, Ia., Chic. Gt. West
Fairbank, Mich., Pere Marquette
Fairbanks, Ariz., El Paso & S. W. Sys (a)
" Southern Pacific (b)
(a) *and* (b) *about 800 yards apart*
Called Fairbank on El P. & S. W System
Fairbanks, Fla., Seaboard Air Line
Fairbanks, Ill., Vandalia
Fairbanks, Me., Sandy R. & Range. Lks
Fairbanks, Ore., Great So
Fairbanks, Pa., Penna
Fairbanks, Tex., Houston & Texas Cent
Fairbanks, Vt., St. Johnsb. & Lk. Chan.
Fairbanks, Wash., Spok. & Inland Empire
Fairbanks, Wyo., Colorado & Wyoming
Fairbanks Branch, Pa., Pennsylvania
Fair Bluff, N.C., Atlantic Coast Line
Fairbrook, Pa., Penna
Fairburn, Ga., Atlanta & W. P
Fairburn, Minnesota, Great Northern
Fairburn, S.D., No. West. Line
Fairbury, Ill., Tol. P. & W (a)
" Wabash (a)
Fairbury, Neb., Burlington Route (a)
" Chic. Rock Isl. & Pac (b)
" St. Joseph & Gd. Isl (a)
(a) *and* (b) *¼ mile apart*
Fairchance, Pa., Balt. & O (a)
" Pennsylvania (b)
(a) *and* (b) *about 180 yards apart*
Fairchance Transfer, Pa., Baltimore & Ohio
Fairchild, Wis., Fairchild & No. East (a)
" North-West. Line (b)
Fairdale, Ill., Chic. Mil. & St. P
Fairdale, Kan., Mo. Pacific
Fairdale, N.D., Minn. St. P. & Slt. Ste. M
Fairfax, Cal., No. West. Pac
Fairfax, Ga., Atlantic Coast Line
Fairfax, Ia., Chicago, Mil. & St. P (a)
" North-West. Line (b)
(a) *and* (b) *about ¾ ml. apart*
Fairfax, Manitoba, Canadian Northern
Fairfax, Mich., Mich. Cent
Fairfax, Minn., Minn. & St. L
Fairfax, Mo., Burl. Route
Fairfax, Okla., Atch. Top. & Santa Fe
Fairfax, S.C., Charleston & W.C (a)
" Seaboard Air Line (a)
Fairfax, S.D., North-Western Line
Fairfax, Va., Ches. & Ohio (a)
" Southern (a)
Fairfax, Wash., Northern Pacific
Fairfax, W. Va., Western Maryland
Fairfield, Ark., St. L. I. M. & S
Fairfield, Ct., N.Y. N.H. & H
Fairfield, Fla., Tampa & Jacksonville
Fairfield, Ill., B. & O. S.W (a)
" Southern (b)
(a) *and* (b) *1 mile apart*
Fairfield, Ind., Lake Erie & W
Fairfield, Ia., Burl. Route (a)
" Chic. Rock Isl. & Pac (b)
(a) *and* (b) *about ½ mile apart*
Fairfield, Me., Maine Central
Fairfield, Neb., Burlington Route (a)
" St. Joseph & Gd. Isl (a)
Fairfield, N.J., Pennsylvania
Fairfield, O., Ohio Elec
Fairfield, Leeds Dist., Ont., Canadian Pacific
Fairfield, Wentworth Dist., Ont., Grand Trunk
Fairfield, Adams Co., Pa., Western Maryland
Fairfield, Lycoming Co., Pa., Phila. & Reading
Fairfield, Utah, Salt Lake & Mercur (a)
" San Ped. Los. A. & S. L (a)
Fairfield, Vt., St. Johnsbury & L. C
Fairfield, Va., Balt. & Ohio
Fairfield, Wash., Oregon RR. & Nav. Co
Fairfield, W. Va., Ches. & Ohio
Fairfield Junction, N.C., Norfolk & Western
Fairford, Ala., Tombigbee Valley
Fair Forest, S.C., Southern
Fair Grange, Ill., Toledo, St. L. & Western
Fair Ground, Ill., Chicago and East. Ill
Fair Ground, Dubuque Co., Ia., Chicago Gt. Western
Fair Ground, W. Va., Baltimore & Ohio
Fair Grounds, Fla., Louisville & Nashville
Fair Grounds, Minn., Gt. No
Fair Grounds, Mo., Shelby County
Fair Grounds, N.J., Penna
Fair Grounds, O., Cin. Ham. & Dayton
Fair Grounds, Okla., Mo. Kans. & Tex
Fair Grounds, Ore., So. Pac
Fair Grounds, Wyo., Colorado & Southern
Fair Grounds Junc., Mont., Great Northern
Fair Grove, Mich., Pere Marquette
Fairhaven, Ct., N.Y. N.H. & H
Fairhaven, Mass., N.Y. New Hav. & Hart
Fair Haven, Mich., Rapid †
Fair Haven, N.Y., Lehigh Val
Fair Haven, Pa., Pittsburgh Rys. Co (a)
" West Side Belt (b)
(a) *and* (b) *adjacent*
Fairhaven, Vt., Del. & Hud
Fair Hill, Pa., Pennsylvania
Fairhill Junction, Pa., Phila. & Reading
Fairholme, Kan., Leavenworth & Topeka
Fairhope, Pa., Balt. & Ohio
Fairland, Ill., Chicago and East. Ill
Fairland, Ind., Cleve. Cin. Chic. & St. L
Fairland, Mich., Cleve. Cin. Chic. & St. L
Fairland, Okla., Frisco Sys
Fairland, Tex., Houston & Tex. Central
Fair Lawn, Mo., Frisco Sys
Fair Lawn, N.J., Erie
Fairlawn, O., Northern Ohio
Fairlee, Vt., Boston & Maine
Fairlie, Tex., St. Louis S.W
Fairlight, Sask., Canadian Northern
" Canadian Pacific
Fairman, Ark., St. Louis South-west
Fairman, Pa., Pitts. Summerv. & Clar
Fairmont, Ky., Ill. Cent
Fairmont, Minn., Chicago, Mil. & St. P (b)
" No. West. Line (a) (c)
(a) *and* (b) *about 170 yards apart*
(a) *and* (c) *½ mile apart*
(b) *and* (c) *¾ mile apart*
Fairmont, Neb., Burlington Route
Fairmont, N.C., Atlantic Coast Line
Fairmont, Okla., Atch. Top. & San. Fe (a)
" Frisco System (b)
(a) *and* (b) *about ⅝ mile apart*
Fairmont, Butler Co., Pa., Baltimore & Ohio
" Western Allegheny
Fairmont, Vt., Montpelier & Wells Riv
Fairmont, Wash., Port Townsend South
Fairmont, W. Va., Balt. & Ohio
Fairmont Junction, Neb., Burlington Route
Fairmont Park, Ill., Chic. Term. Transfer
Fairmount, Ga., Louisville & Nashville
Fairmount, Ill., Wabash
Fairmount, Ind., Cleve. Cin. Ch. & St. L (a)
" Pitts. Cin. Ch. & St. L (b)
(a) *and* (b) *about 1 mi. apart*
Fairmount, Ia., Chic. R. I. & P
Fairmount, Kan., Union Pac
Fairmount, Mass., N.Y. New Hav. & Hart
Fairmount, Me., Bangor & Aroostook
Fairmount, N.Y., N.Y. Cent. & Hud. River
Fairmount, N.D., Chic. Mil. & St. Paul (a)
" Great Northern (c)
" Minn. St. P. & S.S. M (b)
(a) *and* (b) *¼ mile apart*
(a) *and* (c) *about ¾ ml. apart*
(b) *and* (c) *about ½ ml. apart*
Fairmount, O., Cin. & Westwood (a)
" Cin. Ham. & Dayton (b)
(a) *and* (b) *about ⅛ mile apart*
Fairmount, Clarion Co., Pa., Pennsylvania
Fairmount, Lancaster Co, Pa Lancaster, Ox. & South
Fairmount Junction, Ill., Chicago and East. Ill
F. M. & P. Junction, W. Va., Baltimore & Ohio
Fairntosh, N.C., Norf. & West
Fair Oak, O., Cin. George. & Ports
Fair Oaks, Ark., St. L. Iron Mt. & So (a)
" St. Louis So. West (a)
Fair Oaks, Los Angeles Co., Cal., Los Angeles Terminal
Fair Oaks, San Mateo Co., Cal., Southern Pacific
Fair Oaks, Ind., Chic. and East. Ill (a)
" Chicago, Ind. & Lv (a)
Fair Oaks, N.Y., N.Y. Ontario & Western
Fair Oaks, O., Balt. & Ohio
Fair Oaks, Pa., Penna Co
Fair Oaks, Va., Southern
Fair Oaks Bridge, Cal., Southern Pacific
Fairplains, Tex., Gulf, Colo. & Santa Fe*
Fairplay, Ark., Lit. Rk. & Hot Spgs. W
Fairplay, Colo., Colo. & So
Fairplay, Md., Western Maryland
Fair Play, Mo., Kan. City, Clin. & Spring
Fairplay, O., Pitts. Cin. Chic. & St. L
Fairpoint, O., Balt. & Ohio
Fairport, Ia., Chicago, Mil. & St. Paul
" Chicago, Rock Isl. & Pac
Fairport, N.Y., N.Y. Cent. & Hud. R (a)
" West Shore (a)
Fairport Harbor, O., Baltimore & Ohio
Fairsmith, O., Cin. H. & Day
Fairton, N.J., Central of N.J
Fairview, Ala., Seaboard Air Line
Fairview, Ariz., A.T. & S.F., Coast Lines*
Fairview, Ark., Ultima Thule, Ark. & M
Fairview, Colusa Co., Cal., Colusa & Lake
Fairview, El Paso Co., Colo. Colo. Spgs. & Cr. Ck. Dist
Fairview, Montrose Co., Colo., Denver & Rio Grande
Fairview, Ga., Flovilla & Indian Spgs
Fairview, Cook Co., Ill., Minn. St. P. & Slt. Ste. M
Fairview, Fulton Co., Ill., Burlington Route
Fairview, Kan., Chic. R. I. & P
Fairview, Manitoba, Canadian Northern
Fairview, Minn., Minn. & St. L
Fairview, Mo., Mo. & No. Ark
Fairview, N.H., Boston & Me
Fair View, N.J., Erie
Fairview, N.Y., Silver Lake
Fairview, Fayette Co., O., Cin. Ham. & Dayton
Fairview, Montgomery Co., O., Ohio Electric
Fairview, Okla., Kan. City, Mex. & Orient
Fairview, Ore., O. RR. & N. Co
Fairview, Cumberland Co., Pa., Pennsylvania
Fairview, Erie Co., Pa., Lk. Shore & Mich. So (a)
" N.Y. Chic. & St. L (b)
(a) *and* (b) *about 100 yards apart*
Fairview, Luzerne Co., Pa., Lehigh Valley
Fairview, Lincoln Co., S.D Chicago, Mil. & St. Paul
Fairview, Tex., Mo. Kans. & Tex
Fairview, Utah, Denver & Rio Grande
Fairview Junction, N.D., Northern Pacific
Fairvilla, Fla., Seaboard Air Line
Fairville, Cal., No. West. Pac
Fairville, N.B., Can. Pacific
Fairville, N.Y., Penna
Fairwater, Wis., Ch. M. & St. P
Fairwood, Tex., Gulf, Colo. & Santa Fe*
Fairwood, Va., Virginia Southern
Fairy, Ga., Lv. & Nashv
Fairy Glen, W. Va., Penna. Co
Faison, N.C., Atl. Coast Line
Faith, Ark., St. L. So. West
Faithorn, Ill., Chic. So†
Faithorn Junction, Mich., M. St. P. & Slt. Ste. M (a)
" Wisconsin & Mich (a)
Faker, Tex., Missouri, Kan. & Texas
Fakes, Ark., St. L. I. Mt. & So
Fakes, Fla., Atl. Coast Line
Falaia, Nev., South. Pacific
Falakto, Ala., Louisville & Nashville
Falco Junction, Fla., Louisville & Nashville
Falcon, Colo., Chic. Rk. Isl. & Pac (a)
" Colo. & Southern (b)
(a) *and* (b) *¼ mile apart*
Falcon, Idaho, Chic. Mil. & Puget Sd
Falcon, Miss., Yazoo & Miss. Valley
Falcon, Tenn., Mobile & Ohio
Falconer, N.Y., Chautauqua Trac (El)
" Dunk. A. Val. & P (a) (b)
" Erie (b)
(a) *and* (b) *about ½ ml. apart*
(b) *called Falconer Junction on D. A. V. & P*
Falconer Junction, N.Y., Dunk. Alleg. Val. & P (a)
" Erie (a)
Called Falconer on Erie
Falconi, Mex., Nat. of Mex
Falcon Mill, O., Balt. & Ohio
Falding, Ont., Canada Atl
" Canadian North. Ont
Falfurrias, Tex., San Ant. & Aran. Pass
Falkenburg, Ont., Gd. Trunk
Falkirk, N.Y., N.Y.C. & H.R
Falkirk, Pa., Pitts. Cin. Chic. & St. L
Falkner, Miss., New Orl. Mobile & Chic
Falkners, Ala., Lv. & Nash
Falkville, Ala., Lv. & Nash
Fall Brook, Cal., A.T. & S.F., Coast Lines*
Fall Creek, Cal., Klamath Lake
Fall Creek, Colo., Rio Gr. So
Fall Creek, Ill., Burlington Route (a)
" Wabash (a)
Fall Creek, N.Y., New York & Penna
Fall Creek, Va., Southern
Fall Creek, Wis., North-Western Line
Fallen Timber, Pa., Penna
Falling Creek, N.C., Norfolk & Southern
Falling Rock, W. Va., Coal & Coke
Falling Springs, Va., Chesapeake & Ohio
Falling Waters, W. Va., Cumberland Valley
Fallis, Ark., St. L. Ir. Mt. & So
Fallis, Okla., Fort Smith & West (a)
" Mo. Kansas & Texas (b)
(a) *and* (b) *about ½ ml. apart*
Falliston, Ala., Lv. & Nash
Fall Leaf, Kan., Union Pac
Fallon, Los Angeles Co., Cal., San Ped. Los Ang. & S. Lk
Fallon, Marin Co., Cal., North Shore
Fallon, La., Illinois Central
Fallon, Mont., North. Pacific
Fallon, Nev., Southern Pac
Fallons, Cal., No. West. Pac
Fallons, Wash., North. Pac
Fall River, Colo., Colo. & So
Fall River, Kan., Frisco Sys
Fall River, Mass., N.Y. New Hav. & Hart
" *City Station* (a)
" *Ferry St. wharf*) (b)
(a) *and* (b) *about 1 mile apart*
Fall River, Wis., Ch. M. & St. P
Falls, Kan., Kansas South-western
Falls, Md., West. Maryland
Falls, Mich., Duluth, So. Shore & Atl
Falls, Wyoming Co., Pa., Lehigh Valley
Falls, York Co., Pa., Penna
Falls, Utah, Denv. & Rio G
Fallsburgh, N.Y., N.Y. O. & W
Falls Church, Va., Southern
Falls City, Neb., Burlington Route (a)
" Missouri Pacific (b)
(a) *and* (b) *½ mile apart*
Falls City, Okla., Missouri, Okla. & Gulf
Falls City, Ore., Salem, Falls City & West
Falls City, Tex., San. Ant. & Aran. Pass
Falls City, Wash., Northern Pacific
Falls Creek, Pa., Buff. Roch. & Pitts (a)
" Pennsylvania (a)
" Reynoldsv. & Falls C (a)
Falls Elevator, Que., Quebec Ry. L. & P. Co
Fallsington, Pa., Penna
Falls Junction, N.Y., Erie
Falls Junction, O., Wheeling & Lake Erie
Falls Mill, Va., Norf. & West
Falls of Rough, Ky., Louisv. Hend. & St. L
Falls Siding, Va., Virginia-Carolina
Fallston, Md., Md. & Penna
Fallston, Pa., Pitts. & Lk. Erie
Falls View, Ont., Mich. Cent
" Niag. St. Cath. & Tor (El)
Falls View, W. Va., Kanawha & Michigan
Falls Village, Ct., N.Y. New Hav. & Hart
Falmouth, Fla., Seaboard Air Line
Falmouth, Ill., Illinois Cent

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Falmouth, Ind.,
Pitts. Cin. Chic. & St.L
Falmouth, Ky., Lv. & Nash
Falmouth, Mass.,
N.Y. New Hav. & Hart
Falmouth, Me., Gd. Trunk
Falmouth, N.S., Dom. Atl
Falmouth, Pa., Penna
Falomir, Mex.,
Kan.City,Mex.&Orient
False Creek, B.C., Gt.North
Falun, Kan., Missouri Pacine
Famoso, Cal., South. Pac
Famous, —— Co., Mo.,
St Louis & Hannibal
Famous, —— Co., Mo.,
Frisco System
Fanalulu, Mont.,
Chic.Mil.& Puget Sd (a)
» Montana (a)
Fancher, Ill., Tol.St.L. & W
Fancher, N.Y., N.Y.C. & H.R
Fanchers, Ala., Southern
Fancy Prairie, Ill.,
Chicago & Alton
Fanelie, Ala., Mobile & Ohio
Fanett, Tex.,
Gulf & Inters. of Texas
Faneuil, Mass., Boston & Alb
Fanita, Mo.,
St. L. Kan. City & Colo‡
Fanlew, Fla., Fla. Cent
Fannett, Tex.,
Gulf&Interstate of Tex
Fannin, Tex.,
Galv. Har. & San Ant
Fanning, Kan., Burl. Route
Fanning, Mo., Frisco System
Fanny, La., Louisiana South
Fanny Bartlett, N.Y.,
Long Island
Fannystelle, Manitoba,
Canadian Pacific
Fanshaw, Woods Co., Okla.,
Atch. Top. & Santa Fe
Fanshawe,
Le Flore Co., Okla.,
Chicago, Rk. Isl. & Pac
Fanwood, N.J., Cent. of N.J
Farallone, Cal., Ocean Shore
Farber, Mo., Chic. & Alton
Farber, Tex., St. Louis S.W
Fardink's, N.Y.,
Chautauqua Trac (El)
Fargo, Ark., Mo. & No. Ark (a
» St. Louis Southwest (b)
Fargo, Cal., South. Pacific
Fargo, Ga., Georgia So. & Fla
Fargo, Ind., Lk. Erie & West
Fargo, N.Y., Del. Lack. & W
Fargo, N.D., C.Mil.&St.P (a)
» Great Northern (b)
» Northern Pacific (c)
(a) and (b) about ½ mi. apart
(a) and (c) about ½ mi. apart
Fargo, O., N.Y. Chic. & St. L
Fargo, Okla., Arch. T. & S. F
Fargo, Ont., Mich. Central (a)
» Pere Marquette (a)
Far Hills, N.J., Del. Lack. & W
Faribault, Minn.,
Chicago Gt. West (a)
» Chic. Mil. & St. Paul (b)
» Chic. Rk. Isl. & Pac (c)
(a) and (b) about 1½ miles apart
(a) and (c) ¼ mile apart
(b) and (c) about 1 mi. apart
Faribault Junction, Minn.,
Chicago Great Western
Farill, Ala., Southern
Farina, Ill., Illinois Central
Fariston, Ky., Lv. & Nash
Farley, Ala.,
Nash. Chat. & St. Louis
Farley, Cal., Southern Pac
Farley, Ia.,
Chicago Gt. West (a)
» Chic. Mil. & St. Paul (b)
» Illinois Central (b)
(a) and (b) about 1 mi. apart
Farley Mass., Boston & Me
Farley, Minn.,
Minn. & International
Farley Mo., Burlington Rte
Farley, Que., Can. Pac
Farley, Sask.,
Grand Trunk Pacific
Farleys, N.Y., Lehigh Valley
Farlin, Ia., Chic. Mil. & St. Paul
Farlinger, N.B., Can. Pac
Farlington, Kan., Frisco Sys
Farm, Md., Baltimore & Ohio
Farm Mich., Mamistique
Farm. O., Kanawha & Mich
Farm, W.Va., Norfolk & West
Farmdale, Ill.,
Lake Erie & Western (a)
» Toledo, Peoria & W (a)
» Vandalia (a)
Farmdale, Pa., Phila. & Read
Farmer, Ala., Louisv. & Nash
Farmer, Ark., St. L. I. Mt. & So
Farmer, Ky., Ches. & Ohio
Farmer, Neb.,
St. Joseph & Gd. Island
Farmer, N.C.,
Atlantic Coast Line
Farmer, Pa., Pennsylvania
Farmer, S.D., No. West. Line
Farmer City, Ill.,
Cl. Cin. Chic. & St. L (a)
» Illinois Central (b)
(a) and (b) adjacent
Farmer's, Colo.,
Colorado & Southern
Farmers, Owen Co., Ind.,
Vandalia
Farmer's, Rush Co., Ind.,
Cleve. Cin. Chic. & St. L
Farmer's, O., Balt. & O. S. W
Farmer's, Va., Southern
Farmer's Branch, Tex.,
Missouri, Kan. & Texas
Farmersburg, Ind., Ev. & T.H
Farmersburg, Ia.,
Chicago, Mil. & St. Paul
Farmer's Crossing, O.,
Pennsylvania Co
Farmer's Siding, Pa., Penna
Farmers Valley, Pa.,
Pennsylvania (a)
» Pitts. Shawmut & No (b)
(a) and (b) ¼ mile apart
Farmersville, Cal., So. Pac
Farmersville, Ill., Ill. Cent
Farmersville, N.Y.,
Buffalo, Roch. & Pitts
Farmersville, O., Cin. North
Farmersville, Tex.,
Gulf, Colo. & S.Fe* (a)
» Missouri, Kan. & Tex (b)
(a) and (b) about ½ mi. apart
Farmerville, La.,
Farmerville & Southern
F. & S. Junction, La.,
Little Rock & Monroe
Farm Hill, Mass., Bost. & Me
Farmingdale, Ill.,
Balt. & Ohio Southwest
Farmingdale, N.J.,
Central of N.J (a)
» Pennsylvania (b)
(a) and (b) adjacent
Farmingdale,
Nassau Co., N.Y.,
Long Island
Farmingdale, S.D.,
Chicago, Mil. & St. Paul
Farmington, Ark.,
Frisco System
Farmington, Cal., So. Pacific
Farmington, Ct., N.Y.N.H.&H
Farmington, Del., Penna
Farmington, Ga., Cent. of Ga
Farmington, Ill.,
Burlington Route (a)
» Iowa Central (b)
(a) and (b) about ¾ mi. apart
Farmington, Ia.,
Burlington Route (a)
» Chic. Rk. Isl. & Pac (b)
(a) and (b) 400 yards apart
Farmington Kan., Mo. Pac
Farmington, Me.,
Maine Central (a)
» Sandy R. & Rang. Lks (a)
Farmington, Minn.,
Chic. Mil. & St. Paul (a)
» Chic. Rock Isl. & Pac (a
Farmington, N.H., Bost. & Me
Farmington, N.J., Atl. City
Farmington, N.M.,
Denver & Rio Grande
Farmington, N.Y., Leh. Val
Farmington, N.D., No. Pac
Farmington, Pa.,
Phila. & Reading
Farmington, Tex.,
Asherton & Gulf
Farmington, Utah,
Den. & Rio Grande (b)
» Oregon Short Line (a)
» Salt Lake & Ogden (c)
(a) and (b) about 1 mi. apart
(a) and (c) ¼ mile apart
Farmington, Wash.,
Northern Pacific (a)
» Ore. RR. & Nav. Co (b)
Farmington Junction, Mo.,
Illinois Southern
Farmland, Ind.,
Cleve. Cin. Chic. & St. L
Farm Point, Que.,
Canadian Pacific
Farm School, Pa.,
Phila. & Reading
Farmville, N.C.,
East Carolina (a)
» Norfolk & Southern (b)
(a) and (b) ¾ mile apart
Farmville, Va.,
Norfolk & Western (a)
» Tidewater & West (b)
(a) and (b) 100 yards apart
Farnam, Ia.,
Chicago, Rock Isl. & Pac
Farnam, Neb., Burl. Route
Farnams,
Berkshire Co., Mass.,
Boston & Albany
Farnell, Ala.,
Louisville & Nashv (a)
» Mobile & Ohio (b)
(a) and (b) ¾ mile apart
Called Venetia on L. & N
Farner, Tenn.,
Louisville & Nashville
Farnham, Mich.,
Minn. St. P. & Slt. Ste. M
Farnham, N.Y., L.S. & M.S (a)
» Pennsylvania (b)
(a) and (b) about ¼ mi. apart
Farnham, Pa.,
Delaware & Hudson
Farnham, Que., Can. Pac (a)
» Central Vermont (b)
(a) and (b) adjacent
Farnham, Utah,
Denver & Rio Grande
Farnham's, O., Cin. Ham. & D
Farnhamville, Ia.,
North Western Line
Farnhurst, Del., Penna
Farnsworth, Ind.,
Indianapolis Southern
Farnum, W.Va., Balt. & Ohio
Farnum's,
Worcester Co., Mass.,
N.Y. New Hav. & Hart
Farnumsville, Mass.,
N.Y. New Hav. & Hart
Farquar, N.D., North. Pac
Farr, Ga., Southern
Farrabee, Ind., C. Ind. & Lv
Farragut, Ia., Burl. Route
Farrandsville, Pa., Penna
Farran's Point, Ont., Gd. Tk
Farrar, Ga., Central of Ga
Farrar, Ia.,
Ft. Dodge, Des M. & So
Farrar, Tex.,
Houston & Texas Cent
Farrel, Nev., South. Pac
Farrell, Ark., St. L. I. M. & So
Farrell, Miss., Yaz. & Miss. Val
Farrell, Mont., Great North
Farrellton, Que.,
Canadian Pacific
Farrenburg, Mo.,
St. Louis South-west
Farrers, Mo., Frisco System
Farrington, Ill., Vandalia
Farrington, O.,
Cin. Ham. & Dayton
Farrington, Ont., Can. North
Farrington, Wash.,
Spok. Port. & Seattle
Farris, Minn., Great North
Farris, W.Va., Balt. & Ohio
Far Rockaway, N.Y., Lg. Isl
Farron, B.C., Can. Pacific
Farr's Summit, Pa.,
Leetonia †
Farson, Ia., Chic. Mil. & St. P
Farview, Pa., Del. & Hudson
Farview Junction, Pa.,
Delaware & Hudson
Farwell, Mich.,
Ann Arbor (a)
» Pere Marquette (b)
(a) and (b) 1 mile apart
Farwell, Minn.,
Minn. St. P. & Slt. Ste. M
Farwell, Neb., Burl. Route
Farwell, Pa., Penna
Farwells Cal., So. Pacific
Fassett, Pa., Pennsylvania
Fassett, Que., Canadian Pac
Fate, Tex., Mo. Kan. & Tex
Father Point Que., Interco
Fatio, Fla., Atl. Coast Line
Fatland, Pa., Pennsylvania
Faucett, Mo., Chic. Gt. West
Faucette, Tenn., Lv. & Nashv
Fauconer, Ky.,
Cin. New Orl. & Tex. Pac
Faulkland, Del., Balt. & Ohio
Faulkner, Ia., Iowa Central
Faulkner Kan., Mo. Pacific
Faulkner, Mass., Bost. & Me
Faulkner, Mo., Frisco System
Faulkner, W.Va.,
Western Maryland
Faulkners Siding, Va.,
Virginia-Carolina
Faulkton, S.D.,
Chic. Mil. & St. Paul (a
» North-West. Line (b)
(a) and (b) about ½ mi. apart
Fauna, Tex., Tex. & N. Orl
Faunce, Pa., N.Y.C. & H.R
Faunsdale, Ala., Southern
Faunus, Mich.,
North-Western Line
Fauser, O., Penna. Co
Faust, N.D.,
Minn. St. P. & Slt. Ste. M
Faust, Utah,
San Ped. Los Ang. & S. Lk
Fauver, O.,
Dayton, Lebanon & Cin
Favorita, Mex.,
West Coast Route
Fawcett, Tex.,
Missouri, Kan. & Texas
Fawcett Hill, N.B.,
Elgin & Havelock
Fawcetts, Ind.,
Chic. Ind. & Louisv
Fawil, La.,
Gulf, Colo. & Santa Fe*
Fawkham, Ont.,
Canadian North. Ont
Fawn Creek, Colo.,
Denver, N.W. & Pacific
Fawndale, La.,
St. L. Iron Mt. & South
Fawver, W.Va., Balt. & Ohio
Faxon, Okla.,
Chicago, Rk. Isl. & Pac
Faxon, Tenn., Louis. & Nash
Fay, Ill., Chic. Mil. & St. P
Fay, La., Louisiana & Ark
Fay, Okla., Frisco System
Fay, Tex., Gal. Har. & San A
Fayette, Ala., Southern
Fayette, Ill., Chicago & Alton
Fayette, Ia., Chic. Mil. & St. P
Fayette, Ky.,
Cin. New Orl. & Tex. Pac
Fayette, La.,
Lake Charles & No (a)
» Louisiana & Pac (a)
Fayette, Mich.,
Detroit & Charlevoix
Fayette, Miss., Yazoo & Miss. V
Fayette, Mo., Mo. Kan. & Tex
Fayette, Fayette Co., O.,
Detroit, Tol. & Ironton
Fayette, Fulton Co., O.,
Lk. Shore & Mich. So (a)
» Toledo & West (Ell) (b)
(a) and (b) about ½ mi. apart
Fayette, W.Va., Ches. & Ohio
Fayette City, Pa.,
Pitts. & Lk. Erie
Fayette Junction, Ark.,
Frisco System
Fayetteville, Ala.,
Louisville & Nashville
Fayetteville, Ark.,
Frisco System
Fayetteville, Ga., Southern
Fayetteville, N.Y., West Sh
Fayetteville, N.C.,
Atlantic Coast Line
» Raleigh & Southport
Fayetteville, Tenn.,
Nash. Chat. & St. L
Fayetteville, Tex.,
Missouri, Kan. & Texas
Fayetteville Jn., N.C.,
Atlantic Coast Line
Fayne, Ind.,
Ft. Wayne, Cin. & Lv
Fays, Ala., Louisv. & Nash
Fayville, Ill.,
Chicago and East. Ill
Fayville, Mass.,
N.Y. New Hav. & Hart
Faywood, N.M., A.T. & S.Fe
Feagle, Miss., Gulf & Ship Isl
Fearing, Ga., Southern
Fearn, Ala., Southern
Featherston, Ga.,
Central of Georgia
Featherston, Okla.,
Fort Smith & Western
Fechtig, S.C., Car. & West
» Charleston & West. Car
Federal, Ill., Ill. Terminal
» Chicago, Peoria & St. L
Federal, O.,
Marietta, Col. & Cleve
Federal, Pa.,
Pitts. Char. & Yough
Federal, Tex.,
El Paso & S.W. System
Federal Junction, W.Va.,
Baltimore & Ohio
Federal Mine, W.Va., B. & O
Federalsburg, Md., Penna
Feuerman, Mich.,
Ann Arbor (a)
» Lake Sh. & Mich. So (a)
Fedora, Ala., Louisv. & Nash
Fedora S.D., Chic. Mil. & St. P
Feederdam, Pa.,
Lehigh Valley
Feeder Siding, Ont.,
Grand Trunk (a)
» Wabash (a)
Feeding Hills, Mass.,
Central New England
Fee Fee, Mo., Missouri Pac
Feehanville, Ill.,
Minn. St. P. & Slt. Ste. M
Feeley, Minn., Great North
Feely, Mo., Missouri Pacific
Feely Mont., Ore. Short L
Feely, Tex., Gal. Har. & San A
Feering, N.C., Southern
Feland's, N.D., North. Pac
Felch Junction, Mich.,
Minn. St. P. & S.S.M (a)
» North-West. Line (a)
Called Tesch, Wich
Felco, Ark., Crittenden+
Felder, Miss., Liberty-White
Felder, S.C., Southern
Feldmeier, Wis.,
Bayfield Transfer
Feldner, Pa., Pennsylvania
Felecia, Fla.,
Atlantic Coast Line
Felicia, Tex., Texas & N. Orl
Feliciano, Mex., Nat. of Mex
Felida, Wash., No. Pacific
Felipe, N.M., A.T. & S.Fe
Felix, Minn.,
Duluth & North. Minn
Felix, W.Va., Norf. & West
Felix, Wyo., Burl. Route
Felker, Benton Co., Ark.,
Arkansas, Okla. & West
Felker, Franklin Co., Ark.,
St. Louis, Iron Mt. & So
Fell, W.Va., Balt. & Ohio
Fellow, Cal., Sunset West
Fellows, Wash., No. Pacific
Fellows, W.Va., Norf. & West
Fellows, Wis., No. West. Line
Fellowship Church, Ga.,
Southern
Fell's, Mass., Boston & Maine
Fell's, Ont., Grand Trunk
Felsenthal, Ark.,
El Dorado & Bastrop (a)
» Farmerville & South (a)
» Little Rk. & Monroe (a)
Felton, Ark., St. L. I. Mt. & S
Felton, Cal., Southern Pacific
Felton, Del., Pennsylvania
Felton, Ga., Central of Ga
Felton, Minn., Great North
Felton, Delaware Co., Pa.,
Baltimore & Ohio
Felton, York Co., Pa.,
Maryland & Penna
Felton, S.C., Atl. Coast Line
Felton, Tex.,
Gulf, Colo. & Santa Fe*
Felton, W.Va., Balt. & Ohio
Feltonia, Ga., Lv. & Nashv
Felton Siding, W.Va.,
Baltimore & Ohio
Felt's Mills, N.Y.,
N.Y. Cent. & Hud. River
Fender's, Ark.,
St. Louis, Mem. & S.E
Fendig, Ga.,
Atlanta, Birm. & Atl
Fendley, Va.,
Tidewater & Western
Fenelon, Nev., South. Pacific
Fenelon Falls, Ont., Gd. Tk
Fenelton, Pa.,
Buffalo, Roch. & Pitts
Fenholloway, Fla.,
Florida (a)
» Live Oak, Perry & G (b)
(a) and (b) ¼ mile apart
Fenhurst, N.Y., Long Island
Fenmore, Pa.,
Maryland & Penna
Fenn, Ark., Frisco System
Fenn, Idaho,
Oregon RR. & Nav. Co
Fenna, Ariz., So. Pac
Fenner, Cal.,
A.T. & S.F., Coast Lines*
Fennimore Wis.,
North-Western Line
Fenn's, Ind.,
Pitts. Cin. Chic. & St. L
Fennville, Mich.,
Pere Marquette
Fenochio, Mex.,
West Coast Route
Fenris, La.,
Chic. Rock Isl. & Pac
Fenstermacher's, Pa.,
Lehigh Valley
Fenter, Ark., Chic. R.I. & Pac
Fenton, Ill., Burl. Route
Fenton, Ia., North-West. Line
Fenton, La.,
St. Louis, Wat. & Gulf
Fenton, Mich., Grand Trunk
Fenton, Sask., Can. North
Fenton Junction, Ill.,
Burlington Route
Fentonville (P.O), N.Y.,
Dunk. Alleg. V. & Pitts
Fentress, Miss., Ill. Central
Fentress, Va.,
Norfolk & Southern
Fenwick, Ct., N.Y.N.H. & H
Fenwick, Ky., Lex. & East
Fenwick, Md., Balt. & Ohio
Fenwick, Mich.,
Pere Marquette
Fenwick, Miss., Miss. Cent
Fenwick, N.J., Pennsylvania
Fenwick, Ont.,
Toronto Ham. & Buffalo
Fenwood, Sask.,
Grand Trunk Pacific
Fenwood, Wis.,
North-Western Line
Feodora, Tex., Gal. H. & San A
Ferda, Ark.,
St. Louis South-west
Ferdinand, Ind., Ferdinand
Ferebee, S.C., Atl. Coast Line
Ferennaugh's, N.Y.,
N.Y. Cent. & Hud. River
Fergus, Colo., Missouri Pac
Fergus, Mich., Mich. Central
Fergus, Ont., Can. Pacific (a)
» Grand Trunk (b)
(a) and (b) 150 yards apart
Fergus, Tex.,
St. Louis South-west
Fergus Falls, Minn., Gt. No (a)
» Northern Pacific (b)
(a) and (b) about ½ mi. apart

Ferguson,Phillips Co., Ark.,
St.L.Iron Mt.& South
Ferguson, Pulaski Co., Ark.,
Chicago,Rk.Isl.& Pac
Ferguson, Ind., Ft.W.C.& L
Ferguson, Ia., C.Mil.& St.P
Ferguson,Kan.,
Kan.City,Mex.& Orient
Ferguson,Logan Co., Ky.,
Louisville & Nashville
Ferguson, Mich., Munising
Ferguson, Butler Co., Mo.,
St.Louis, Iron Mt.& So
Ferguson, St.Louis Co., Mo.,
Wabash
Ferguson, Okla.,
Choctaw,Okla.& Gulf
Ferguson, Pa., Balt.& O
Ferguson, Berkeley Co., S.C.,
Atlantic Coast Line
Ferguson,Pickens Co., S.C.,
Pickens
Ferguson, Tex., Tex.& Pac
Ferguson, Wash.,
Kettle Valley Lines
Ferguson, W.Va.,
Norfolk & Western
Fergusons, N.B., Gulf Shore
Ferguson's,PickensCo.,S.C
Pickens
Ferguson's Crossing, Ont.,
Grand Trunk
Feriton, Wash., North.Pac
Fermoy, Minn., Great North
Fernald,Ia.,
St.Paul & Des Moines
Fernald,O., Chic.Cin.& Lv
Fernald's,N.H., Boston & Me
Fernandina, Fla.,
Seaboard Air Line
Fernando, Cal., South.Pac
Fern Bank, Ala., Southern
Fernbank, O.,B.& O.S.W (a)
" C.C.C.& St.L (b)
(a) and (b) adjacent
Ferncliff,Md.,
Maryland & Penna
Ferncliff, Pa.,
Buffalo,Roch.& Pitts
Ferncliffe, N.Y., Erie
Ferncroft, Mass., Bost.& Me
Ferndale,Cal.,
Northwestern Pacific
Ferndale,Colo., Colo.& So
Ferndale,Ky.,Louisv.& Nash
Ferndale, Minn., Gt.North
Ferndale, N.J., Erie
Ferndale,N.Y.,N.Y.Ont.& W
Ferndale,Cambria Co., Pa.,
Baltimore & Ohio
Ferndale,Chester Co., Pa.,
Phila.& Reading
Ferndale, Forest Co., Pa.,
Tionesta Valley
Ferndale, Wash., Gt.North
Ferney,N.C., Southern
Ferney, Pa., Pennsylvania
Ferney,S.D., No.West.Line
Fern Glen, Mo., Mo Pac
Fern Glen, Pa., Penna
Fern Hill,Ore.,
Astoria & Col.Riv
Fern Hill, Pa., Pennsylvania
Fernie,B.C., Can.Pacific (a)
" Great Northern (b)
(a) and (b) about 630 yards apart
Fernie,Kan.,Atch.Top.& S.F
Fernlake, Ky., Lv.& Nashv
Fernland, Ala., Lv.& Nashv
Fernleaf, Colo.,
Denver & Rio Grande
Fernley, Nev., Southern Pac
Fern Ridge,Ore.,
Portland Ry.L.& P.Co
Fern Rock, Pa.,Phila & Read
Ferns,Ore.,
Salem,Falls City & W
Fernside,N.C., Atl.Coast L
Fernside Park,N.Y.,
Albany & Hudson (El)
Fernwood,Ill.,
Belt of Chicago (a)
" Chic.& West.Ind (a)
Fernwood,Miss.,
Fernwood & Gulf (a)
" Illinois Central (b)
(a) and (b) adjacent
Fernwood,N.J.,
Philadelphia & Read
Fernwood,N.Y.,N.Y.C.& H.R
Fernwood, O., P.C.C.& St.L
Fernwood,
Clearfield Co., Pa.,
Philipsburg & Susq.Vy
Fernwood,
Delaware Co., Pa.,
Pennsylvania
Fernwood,Luzerne Co.,Pa.,
N.Y.Susq.& Western
Fernwood, McKean Co., Pa.,
Buffalo,Roch.& Pitts
Fero,N.C.,
Car.Clinch.and Ohio
Fero,N.D., Great Northern
Feronia,Ont.,
Temiskaming & N.Ont
Ferrandini,Va.,Ches.& Ohio
Ferrel,Ind., Southern Ind
Ferrell, Fla., Fla.Cent.& P
Ferrell, Ill., Vandalia
Ferrell, W.Va., Ches.& Ohio
Ferriday, La.,
Natchez & Western (a)
" N.Orl.& North-west (a)
" St.Louis,Ir.Mt.& So (a)
" Texas & Pacific (a)
Ferrin,Ill.,
Balt.& Ohio So.West
Ferris, Ill., Burl.Route (a)
" Tol.Peoria & West (a)
Ferris, Pa., Bes.& Lake Erie
Ferris, Tex., Hous.& Tex.C
Ferris,Wyo.,Union Pacific
Ferrisburg, Vt., Rutland
Ferro,Ala., Louisv.& Nashv
Ferrol, Va., Ches.& Ohio
Ferrona,N.S.,
N.S.Steel & Coal Co's Ry
Ferrona, Pa., Erie (a)
" Lk.Shore & Mich.So (a)
Ferrona Junction, N.S.,
Intercolonial
" N.S.Steel & Coal Co's Ry
Ferro No.2, Ala.,Lv.& Nashv
Ferrum, Va., Norf.& West
Ferry, Neb., Burl.Route
" North Western Line
Ferry, N.Y., N.Y.C.& H.R
Ferry, Wash., Great North
Ferry Beach Park, Me.,
Boston & Maine
Ferry Landing,Cal.,
San Diego Southern
Ferry Point,Cal.,
A.T.& S.F.,Coast Lines*
Ferry Road, N.J., Atl.City
Ferry Road, N.S.,
Halifax & Southwest
Ferrys,Mo., Frisco System
Ferrysburg, Mich.,
Grand Trunk (a)
" Pere Marquette (a)
Ferry Slip, Va., Southern
Ferryville, Wis.,
Burlington Route
Fertile, Minn., North.Pac
Fessenden, N.D.,
Min.St.P.& Slt.Ste.M
Fesserton,Ont., Can.Pac
" Grand Trunk
Festus, Mo., Frisco Sys (a)
" Miss.Riv.& Bonne T (b)
(a) and (b) about ½ mile apart
Fetter,Ill.,
Toluca,Marq.& North
Fetteressa,S.C.,
Atlantic Coast Line
Fetterman, Pa., Penna.Co
Fetterman, W.Va., B.& O
Fetterman, Wyo.,
North Western Line
Fetzer,Tex.,
Internat.& Gt.North
Feura Bush, N.Y., West Sh
Few Mine,Mich.,
Wisconsin & Michigan
Fiat, Kan., Atch.Top.& S.Fe
Fiat,Ind.,
Cin.Bluffton & Chicago
Fiatt,Ill., Burlington Route
Fibre, Mich.,
Minn.St.P.& Slt.Ste.M
Ficht, Pa., Pitts.& Moon Run
Fickinger, Ark., Frisco Sys
Fickle,Ind.,Tol.St.L.& West
Ficklin, Ga., Georgia
Ficklin,Ill.,Cin.Ham.& Day
Fidalgo,Wash., Gt.Northern
Fiddick's,B.C.,
Esquimalt & Nanaimo
Fidelio, Ky., Tenn.Central
Fidelity,Ark., Midland Val
Fidelity,Ill.,Chic.Peo.& St.L
Fido Junction, La.,
Tremont & Gulf
Field, B.C., Canadian Pacific
Field,Cal.,
SanPed.LosAng.& S.Lk
Field, Ky., Louisv.& Nash
Field,Pa., Pennsylvania
Field, Tex., Ft.W.& Denv.C
Field, W.Va., Balt.& Ohio
Fieldbrook,Cal.,
Oregon & Eureka
Fielding,
Flathead Co., Mont.,
Great Northern
Fielding,Saskatchewan,
Canadian Northern
Fielding, Utah,
Oregon Short Line
Fieldmore Springs,Pa.,
Dun.Alleg.Val.& Pitts
Fields,Ala.,
Central of Georgia
Fields, Ariz.,
A.T.& S.F.,Coast Lines*
Fields,Ga.,
Atlanta,Birm.& Atl
Fields, Mont., Great North
Fields, N.C.,
Norfolk & Southern
Fields,Pa.,Susq.& New York
Fields,Tenn., Holston Valley
Fields' Corner, Mass.,
N.Y.New Hav.& Hart
Field's Crossing, Ont.,
Grand Trunk
Fields' Station, R.I.,
N.Y.New Hav.& Hart
Fierro,N.M.,Atch.Top.& S Fe
Fierros,Mex., Nat.of Mex
Fiery Siding, Md., Balt.& O
Fife,B.C., Canadian Pacific
Fife,Colo., Colo.& Southern
Fife, Ga., Atl.Birm.& Atl
Fife,N.D.,Northern Pacific
Fife,S.D., Chic.Mil.& St.P
Fife,Wash., Puget Sound El
Fife Lake, Mich., G.R.& Ind
Fifes, O., Wheel.& Lk.Erie
Fifield, Ia., Wabash
Fifield, Mich., Pere Marq
Fifield, Wis.,
Minn.St.P.& S.t.Ste.M
Fiftone,Fla., Seab.Air Line
Fifty-eight,S.C., Southern
Fifty-second St., Pa., Penna
Fifty-Seven, W.Va.,
Chesapeake & Ohio
Fifty-three, Ga., Georgia
Figart,Pa., Pennsylvania
Fig Orchard, Miss.,
Louisville & Nashville
Filbert, S.C.,
Carolina & No.West
Filbert,W.Va., Norf.& West
Filer, Idaho,
Oregon Short Line
Filer City, Mich.,
Manistee & Gd.Rapids
Filion,Mich.,PereMarquette
Filion,Que., Can.No.Quebec
Filipinas,Mex.,
Mexican International
Filler, Kan., Frisco System
Filley, Neb., Burl.Route
Fillip,N.C.,
Caldwell & Northern
Fillmore, Ill.,
Tol.St.Louis & Western
Fillmore, Ind., Vandalia
Fillmore,Ia.,Chic.Mil.& St.P
Fillmore,Ky., Illinois Cent
Fillmore, N.Y., Penna
Fillmore, Pa.,
Bellefonte Central
Fillmore, Sask., Can.Pac
Fill Run, W.Va.,
Western Maryland
Filmore, Mich.,
Pere Marquette
Filson, Ill., Vandalia
Filson, Ky., Lex.& East
Fincastle,Ky., Lex.& East
Finch, Mont., Northern Pac
Finch,Ont.,Canadian Pac (a)
" Ottawa & New York (a)
Finchley, Va., Southern
Finchville, Ky., Lv.& Nashv
Finderne,N.J., Cent.of N.J
Findlater, Sask., Can.North
Findlay, Ga., Ga.So.& Fla
Findlay, Ill., Chic.and E.Ill
Findlay,Kan.,Mo.Kan.& Tex
Findlay,Manitoba,Can.Pac
Findlay,Miss.,
Yazoo & Miss.Valley
Findlay, O.,
Cin.Ham.& Day (a) (c)
" Cleve.C.C.& St.L (b)
" Lake Erie & West (c)
" Toledo & Ohio Cent (d)
" Western Ohio (El) (e)
(a) and (d) about ¼ mi. apart
(b) and (d) about 60 rods apart
(c) and (d) about ½ mi. apart
(e) about ½ mile from (a), (b), (c) and (d)
(c) called South Findlay on C.H.& D
Findlay Junction, Ill.,
Chicago and East.Ill
Findley,Ia., Illinois Central
Findley, Mich.,
Lk.Shore & Mich.So (a)
" Michigan Central (a)
Fingal, Cal., Southern Pac
Fingal, N.D.,
Minn.St.P.& Slt.Ste.M
Finger,Tenn., Mobile & Ohio
Fink,Va.,
Car.Clinch.and Ohio (a)
" Norfolk & Western (a)
Finkle, Minn., Great North
Finks,Kan., Frisco System
Fink's,O., C.C.C.& St.L
Finksburg,Md., West.Md
Finland, Minn.,
Duluth & North.Minn
Finland, Pa.,
Pitts.Shawmut & North
Finlay, El Paso Co., Tex.,
Gal.Har.& San A (a)
" Texas & Pacific (a)
Finlayson, Minn., North.Pac
Finley, La., St.L.I.Mt.& So
Finley,Neb., Union Pacific
Finley, N.J., Pennsylvania
Finley, N.D., Great North
Finley,Tenn.,
Chic.Memphis & Gulf
Finley, Bowie Co., Tex.,
St.Louis South-west
Finley, Wash.,
Spokane,Port.& Seat
Finleyson, Ga., Gulf Line
Finleyville, Pa., Balt.& Ohio
Finmark, Ont., Can.Pacific
Finn, Ark., St.Louis So.W
Finn, Mont., North.Pacific
Finnegans, Wis.,
Green Bay & Western
Finney, Ill., Illinois Central
Finney,Ind.,
Chicago and East.Ill
Finney,O.,
Balt.& Ohio So.West
Finney,Tex.,
Pecos & North.Texas*
Finney, Va., Norfolk & West
Finneywood, Va., Southern
Finn's Spur, Mich., Munising
Finntown, Minn.,
Minnesota & No.Wisc
Fir, Wash., Great Northern
Firdale, Manitoba,
Grand Trunk Pacific
Firebaugh, Cal., South Pac
Fire Brick, Ky., Ches.& Ohio
Fire Creek, W.Va.,
Chesapeake & Ohio
Fire Hill,Ont., Canadian Pac
Firestone,Pa., Balt.& O
Fir Grove, Idaho,
Idaho & Wash.North
Firland,Ore.,
Portland Ry.L.& P.Co
Firloch, Wash., North.Pac
Firlock,Ore.,Oregon Electric
Firma, Mo., Burl.Route
First Ford, Va.,
NewRiver,Holston & W
First Fork,Pa.,
Buffalo & Susquehanna
First Regiment Range, Pa.,
Phila.& Reading
First Siding,Man.,Can.Pac
First View, Ariz.,
United Verde & Pacific
First View, Colo., Union Pac
Firth,Idaho,
Oregon Short Line
Firth,Neb., Burl.Route
Firth Summit,Neb.,
Burlington Route
Firthcliffe, N.Y.,
N.Y.Ont.& Western
Fish,Ga., Seaboard Air Line
Fishburne,Va.,Norf.& West
Fish Creek,La.,
St.Louis,Iron Mt.& So
Fish Creek, Mont.,
Northern Pacific
Fish Creek, N.Y.,
N.Y.Ontario & West
Fish Dam,Tenn.,Holston Val
Fishell's,N.F.,
Reid Newfoundland
Fisher, Ark., St.Louis S.W
Fisher,Chaffee Co., Colo.,
Colorado & Southern
Fisher,Fla., Louisv.& Nash
Fisher,Champaign Co., Ill.,
Illinois Central
Fisher, Ind., Vandalia
Fisher,La., Kan.City So (a)
" Victoria, Fisher & W (a)
Fisher, Kent Co., Mich.,
Grand Rapids & Ind
Fisher, Minn., Great North
Fisher,Camden Co., N.J.,
Pennsylvania
Fisher,Livingston Co.,N.Y.,
Pennsylvania
Fisher,O., Kanawha & Mich
Fisher, Okla., Frisco System
Fisher,Pa.,Buf.Roch.& Pitts
Fisher, Dallas Co., Tex.,
Missouri,Kan.& Tex
Fisher, Hunt Co., Tex.,
Texas Midland
Fisher,Wash.,
Spokane,Port.& Seat
Fisher, W.Va., Coal & Coke
Fisher, Wyo., No.West.Line
Fisher Camp, Mich.,
Mason & Oceana
Fisherman, B.C., Can.Pac
Fisherman,Cal.,
Northwestern Pacific
Fisher River, Mont., Gt.No
Fisher's, Ind., Lake Erie & W
Fishers, Manitoba,
Canadian Northern
Fisher's,N.F.,
Reid Newfoundland
Fishers, Middlesex Co., N.J.,
Raritan River†
Fisher's,Ontario Co., N.Y.,
N.Y.Cent.& Hud.Riv
Fishers,Pa.,Phila.& Reading
Fishers, Travis Co., Tex.,
Houston & Texas Cent
Fishers Crossing, W.Va.,
West Va.Midland
Fisher's Ferry, Pa., Penna
Fisher's Hill, Va., Southern
Fisher's Summit, Pa.,
Hunt.& Broad Top Mt
Fisher's Summit, W.Va.,
Baltimore & Ohio
Fishersville, Va., Ches.& O
Fishertown,Pa., Penna
Fisherville, Ky., Southern
Fisherville,Mich., Mich.Cent
Fishery, Tenn.,
Car.Clinch.and Ohio
Fish Hawk,N.J., Penna
Fish House, N.J., Penna
Fish House Junction,N.J.,
Pennsylvania
Fishing Camp, W.Va.,
Little Kanawha
Fishing Creek,Pa., Penna
Fishing Shore,O.,
Ohio River & Columbus
Fishkill, N.Y.,
Central New England
Fishkill Landing, N.Y.,
Central New England
" N.Y.Cent.& Hud.Riv
Fishkill Plains, N.Y.,
Central New Eng (a)
" New York,N.H.& H (a)
Fishkill Village,N.Y.,
See Fishkill, N.Y
Fish Lake, Idaho,
Idaho & Wash.North
Fish Lake,Ill., Mobile & Ohio
Fish Lake, Miss.,
Southern in Miss
Fish Pond,La.,
Texas & Pacific
Fish Ponds, N.Y.,
Buffalo,Roch.& Pitts
Fish Pound,N.J., Penna
Fish's Eddy, N.Y.,
New York,Ont.& West
Fish Springs,Tenn.,
Virginia & Southwest
Fishtrap, Wash., North.Pac
Fishville,Ia.,Ch.Rk.Isl.& Pac
Fisk, Mich., Michigan Central
Fisk, Mo., St.L.I.M.& So
Fisk, Okla., Frisco System
Fisk's, Wis., Chic.Mil.& St.P
Fitch, Ark., Chic.R.I.& Pac
Fitch, Miss.,
Yazoo & Miss.Valley
Fitch,O.,
Toledo & Western (El)
" Toledo Terminal†
Fitchburg, Cal., So.Pacific
Fitchburg, Mass.,
Boston & Maine (a)
" N.Y.New Hav.& Har (a)
Fitchburg, Wis., Ill.Cent
Fitchmoor,Ill.,
Chicago,Mil.& St.Paul
Fitchville Jn., Ct., Cent.Vt
Fites, Tenn., Louisv.& Nash
Fite's Eddy,Pa., Penna
Fithian, Ill., Clev.C.C.& St.L
Fitler, Pa., Pennsylvania
Fitzdale,Vt.,
St.Johnsb.& Lk.Champ
Fitze,Tex., Hous.E.& W.Tex
Fitzgerald, Ark.,
St Louis,Iron Mt.& So
Fitzgerald, Ga.,
Atlanta,B.& Atl (a) (b)
" Fitzg.Ocilla & Brox (a)
" Seaboard Air Line (c)
(a) about ½ mile from (b) and (c)
(b) and (c) about 400 yards apart
Fitzgerald, N.C.,
Danville & Western
Fitzgerald, Wis.,
Chic.Mil.& St.Paul
Fitzgibben Park, Tenn.,
Louisville & Nashville
Fitz Henry, Pa.,
Baltimore & Ohio
Fitzhugh, Fla.,
Atlantic Coast Line
Fitzhugh, Miss.,
Yazoo & Miss.Valley
Fitzhugh, Okla.,
Frisco System
Fitzpatrick, Fla., Cent.of Ga
Fitzpatrick, Ga.,
Macon Dublin & Sav
Fitzpatrick, Tex.,
Mo.Kans.& Texas
Fitzpatricks Crossing, Ala.,
Louisville & Nashville
Fitzville, Fla.,
Atlantic Coast Line
Fitzwilliam,N.H., Bost.& Me
Fivay Junction,Fla.,
Tampa Northern
Five Forks, Pa., Western Md
Five Houses, P.E.I., P.E.Isl
Five Locks, Pa., Penna
Five Mile Pass, Utah,
San Ped.Los Ang.& S.Lk
Five Oaks, Va., Norf.& West
Five Points, Ala., Cent.of Ga
Five Points, Pa.,
N.Y.Cent.& Hud.R (a)
" Pennsylvania (a)

** On the Santa Fe*
† For freight only
‡ On the Rock Island System

Flag Centre, Ill.,
Burlington Route (a)
" Chic. Mil. & St. Paul (a)
Flagdale, O., C. & M. V (P. L)
Flagg, Ill., North-West. Line
Flagg, W. Va., Balt. & Ohio
Flagler, Colo., Chic. R. I. & P
Flagler's, Ia., Burl. Route
" Chicago, Rk. Isl. & Pac
Called Rector on C. R. I. & P
Flagstaff, Ariz.,
A. T. & S. F., Coast Lines*
Flagstone, B. C., Gt. North
Flagtown, N. J.,
Cent. of New Jersey (a)
" Lehigh Valley (b)
(a) *and* (b) *about 140 yds. apart*
Flake, Tex.,
Gulf & Inters. of Texas
Flaming, Minn., North. Pac
Called also Justson
Flanagan, Ill., Illinois Cent
Flanagan, Ky., Louisv. & Nash
Flanagan, Tex., Texas & Gulf
Flanagan, W. Va., Balt. & O
Flanders, Ia., Chic. M. & St. P
Flanders, Minn., Gt. North
Flanders, N. J., Cent. of N. J
Flandreau, S. D., Ch. M. & St. P
Flanigan, Md., Balt. & Ohio
Flat Bay, N. F.,
Reid Newfoundland
Flat Branch, Tenn.,
Nashv. Chat. & St. L
Flat Creek, B. C., Can. Pac
Flat Creek, La.,
Natchez, Urania & Rus
Flat Creek, Tenn., Southern
Flat Fork, La., La. Cent
Flathead, Mont., North. Pac
Flatland, Md.,
Phila. Balt. & Wash
Flat Lands, N. B., Intercol
Flatlands, N. Y., Long Island
Flat Lick, Ky., Lv. & Nash
Flatonia, Tex.,
Gal. Har. & San Ant (a)
" San Ant. & Aran. P (b)
(a) *and* (b) *about 500 yards apart*
Flatonia Junction, Tex.,
San Ant. & Aran. Pass
Flat River, Mo.,
Illinois Southern (a)
" Miss. Riv. & Bonne T (b)
(a) *and* (b) *about ¼ mile apart*
Flat Rock, Ala.,
Atlanta, Birm. & Atl
Flat Rock, Ga., Southern
Flat Rock, Ill.,
Cleve. Cin. Chic. & St. L
Flat Rock, Ind.,
Pitts. Cin. Chic. & St. L
Flat Rock, Kan., Mo. Pac
Flat Rock, Delta Co., Mich.,
North-Western Line
Flat Rock, Wayne Co., Mich.,
Detroit, Tol. & Ironton
Flat Rock,
Henderson Co., N. C.,
Southern
Flat Rock, O.,
Pennsylvania Co
Flat Rock, Va.,
Tidewater & Western
Flat Rock Lodge, Mich.,
Au Sable & North-west
Flat Top Mine, Ky.,
Louisville & Nashville
Flatwood, Ala., Southern
Flatwood, Ind.,
Chicago, Ind. & Louisv
Flatwoods, W. Va., Balt. & O
Flavel, Ore.,
Astoria & Col. River
Flaxton, N. D.,
Minn. St. P. & Slt. Ste. M
Fleetwood, Pa., Phila. & Read
Fleetwood, Va., Southern
Fleischmanns, N. Y.,
Ulster & Delaware
Fleming, Ala., Ala. Gt. South
Fleming, Assiniboia,
Canadian Pacific
Fleming, Alameda Co., Cal.,
Southern Pacific
Fleming,
Los Angeles o., Cal.,
Pacific Electric
Fleming, Colo., Burl. Route
Fleming, Liberty Co., Ga.,
Atlantic Coast Line
Fleming, Kan., Mo. Pacific
Fleming, Mo., Wabash
Fleming, N. D., Great North
Fleming, O.,
Marietta, Col. & Cleve
Fleming, Sask., Can. Pacific
Fleming, Wis.,
North-Western Line
Flemings, Jackson Co., Ind.,
Balt. & Ohio Southwest
Fleming's, Md., Penna
Flemingsburg, Ky.,
Cincin. Flem. & So. E
Fleming Summit, Pa.,
N. Y. Cent. & Hud. Riv (a)
" Pennsylvania (a)
Flemington, Mo., Frisco Sys
Flemington, N. J.,
Cent. of New Jersey (a)
" Lehigh Valley (b)
" Pennsylvania (c)
(a) *and* (b) ½ *mile apart*
(a) *and* (c) ½ *mile apart*
Flemington, Pa., Penna
Flemington, W. Va., Balt. & O
Flemington Junction, N. J.,
Lehigh Valley (a)
" Pennsylvania (a)
Flemingville, N. Y., Leh. Va
Flensburg, Minn., No. Pacific
Flesherton, Ont. Can. Pac
Fletcher, Ga.,
Atlan'a. Birm. & Atl
Fletcher, Minn.,
Great Northern
Fletcher, O.,
Pitts. Cin. Chic. & St. L
Fletcher, Okla., Frisco Sys
Fletcher, Ont., Mich. Cent
Fletcher, S. C.,
North & South Carolina
Fletcher, Tenn., Tenn. Cent
Fletcher, Harding Co., Tex.,
Gulf, Colo. & Santa Fe*
Fletcher, Jefferson Co., Tex.
Texas & New Orleans
Fletcher, Vt., St. J. & Lk. C
Fletcher Granite Company,
Vt., Hardw. & Woodb
Fletcher, Wash.,
Oregon RR. & Nav. Co
Fletcher's, Ill., Illinois Cent
Fletchers, N. C., Southern
Flett, Ont., Gd. Trunk Pac
Fleury, Que.,
Quebec, Montreal & So
Flewellen, Tex.,
San Ant. & Aran. Pass
Flicksville, Pa., Ban. & Port
Flickville, Neb.,
North-Western Line
Flint, Ala., Louisv. & Nash
Flint, Ga., Atl. Coast Line
Flint, Ia.,
St. Paul & Des Moines
Flint, Mich., Grand Trunk (a)
" Pere Marquette (b)
(a) *and* (b) ¼ *mile apart*
Flint, Minn.,
Minn. St. P. & Slt. Ste. M
Flint, Mo., Missouri Pacific
Flint, Mont., Northern Pac
Flint, N. Y., Pennsylvania
Flint, O.,
Cleve. Cin. Ch. & St. L (a)
" Pennsylvania Co (b)
(a) *and* (b) *adjacent*
Flint, Tex., St. Louis S. W
Flint Creek, N. Y.,
Lehigh Valley
Flint Junction, Ia.,
Inter-Urban (El)
Flinton, Ill., Ill. Southern (a)
" St. L. Iron Mt. & So (b)
Flinton, Pa., Pennsylvania
Flint River, Ga., Southern
Flints, Utah, Rio Grande W
Flintside, Ga.,
Seaboard Air Line
Flintstone, Ga., Chatta. So
Flint Village, Mass.,
N. Y. New Hav. & Hart
Flintville, Tenn., N. C. & St. L
Flippen, Ga., Southern
Flippin, Ark.,
St. Louis, Iron Mt. & So
Flippin, Tenn., Illinois Cent
Flipping, W. Va.,
Norfolk & Western
Flock's, Cal., Yreka
Flockton, C.,
Pitts. Cin. Chic. & St. L
Flodden, Que., Orford Mt
Flomaton, Ala., Lv. & Nash
Flood, Mont., Great North
Flood, Va., Norf. & West
Floodwood, Mich.,
Chicago, Mil. & St. Paul
Floodwood, Minn.,
Great Northern
Floodwood, N. Y.,
N. Y. Cent. & Hud. Riv
Floodwood, O., Hocking Val
Flora, Fla., Tampa Northern
Flora, Ill., Balt. & Ohio So. W
Flora, Ind., Vandalia
Flora, Mex., Nat. of Mex
Flora, Miss.,
Yazoo & Miss. Valley
Flora, N. D., North. Pacific
Flora, Okla.,
Mo. Kans. & Texas
Floradora, Ala., Southern
Floranome, Fla.,
Georgia South. & Fla
Floral, Kan., Frisco System
Floral, Sask., Can. Pacific
Florala, Ala.,
Central of Georgia (a)
" Louisville & Nashv (b)
(a) *and* (b) 1-5 *mile apart*
Floral City, Fla.,
Atlantic Coast Line
Floral College, N. C.,
Atlantic Coast Line
Floral Park, Cal.,
Pacific Electric
Floral Park, N. Y., Long Isl
Flora Vista, N. M.,
Denver & Rio Grande
Flor de Maria, Mex.,
National of Mexico
Floreffe, Pa., Pennsylvania
Florena, Kan., Union Pacific
Florence, Ala.,
Louisville & Nash (a)
" Southern (a) (b)
(a) *and* (b) 1 *mile apart*
Florence, Ariz.,
Phoenix & Eastern
Florence, Cal., South. Pacific
Florence, Colo.,
Atch. Top. & San. Fe (a)
" Denver & Rio Gr (b)
" Flor. & Cripple Ck (b)
(a) *and* (b) 1 *mile apart*
Florence, Fla.,
Georgia, Florida & Ala
Florence, Ill., Ch. Mil. & St. P
Florence, Ia.,
Chicago Gt. Western
Florence, Kan., A. Top. & S. Fe
Florence, Ky., Illinois Cent
Florence, La., N. O. & N. W
Florence, Mass.,
N. Y. New Hav. & Hart
Florence,
Manistee Co., Mich.,
Pere Marquette
Florence,
St. Joseph Co., Mich.,
Lake Shore & Mich. So
Florence, Minn., Great North
Florence, Miss.,
Gulf & Ship Island
Florence, Mo.,
Chicago, Rk. Isl. & Pac
Florence, Mont., North. Pac
Florence, Neb.,
North-Western Line
Florence,
Burlington Co., N. J.,
Pennsylvania
Florence, Camden Co., N. J.,
Atlantic City
Florence, Erie Co., O.,
N. Y. Chic. & St. Louis
Florence, Harrison Co., O.,
Lk. E. Alliance & Wheel
Florence, Madison Co., O.,
Pitts. Cin. Chic. & St. L
Florence, Pa., Lehigh Valley
Florence, S. C., Atl. Coast L
Florence, S. D.,
Minneapolis & St. Louis
Florence, Tenn., Nash. C & St. L
Florence, Vt.,
Clarendon & Pittsford +
Florence, Wis.,
North-Western Line
Florence Junction, Tenn.,
Louisville & Nashville
Florence Spur, La.,
Louisiana Western
Florence Villa, Fla.,
Atlantic Coast Line
Florenceville, N. B., Can. Pac
Florentine, Vt.,
Brandon & West Rutt
Florenville Junction, La.,
New Orleans Gt. North
Flores, Ariz.,
S. Fe, Pres. & Phoenix*
Flores, Mex., Nat. of Mex
Floresville, Tex.,
San Ant. & Aran. Pass
Florida, Colo., Den. & Rio Gr
Florida, Conn., N. Y. N. H. & H
Florida, Ind.,
Pitts. Cin. Chic. & St. L
Florida, N. M., A. Top. & S. Fe
Florida, N. Y., Erie (a)
" Lehigh & New Eng (a)
F. & A. Junc., La., South. Pac
F. C. & P. Crossing, Fla.,
Atlantic Coast Line
F. C. & P. Crossing, S. C.,
Charleston & W. Car
Florida Heights, Ky.,
Louisville & Nashville +
Florida Junction, Fla.,
Seaboard Air Line
Floride, Ga.,
Flint Riv. & Northeast
Florien, La., Kansas City So
Florin, Cal., South. Pacific
Florin, Pa., Pennsylvania
Florine, Tex.,
San Ant. & Aran. Pass
Florinet, Pa., Phila. & Read
Floris, Ia., Chic. Rk. Isl. & Pac
Florissant, Colo., Colo. Mid
Florissant, La., Louisiana So
Floriston, Cal., South. Pac
Flosden, Cal., South. Pacific
Flossmoor, Ill., Illinois Cent
Flournoy, Ga.,
Fitzg. Ocilla & Broxton
Flournoy, Ky., Illinois Cent
Flournoy, La.,
Missouri, Kan. & Texas
Flournoy, Tex.,
St. Louis South-west
Flournoy's, Ala.,
Central of Georgia
Flourtown, Pa., Phila. & Read
Flovilla, Ga.,
Flovilla & Ind. Spgs (a)
" Southern (a)
Flower, Ont., Kingst. & Pem
Flower, W. Va., Balt. & Ohio
Flowerfield, Mich., L. Sh. & M S
Floweree, Miss.,
Yazoo & Miss. Valley
Floweree, Mont., Gt. North
Flowers, N. C.,
Raleigh & Charleston
Flowerton, Del.,
Phila. Balt. & Wash
Flowery Branch, Ga., South
Flowing Spring, Pa., Penna
Floy, Tex.,
San Ant. & Aran. Pass
Floyd, Cal., Southern Pacific
Floyd, Ga., Seaboard Air Line
Floyd, Ind.,
Balt. & Ohio So. West
Floyd, Ia., Illinois Central
Floyd, Ky.,
Cin. New Orl. & Tex. Pac
Floyd, La., St. L. I. Mt. & So
Floyd, Mo., Atch. Top. & S. Fe
Floyd, Hunt Co., Tex.,
Missouri, Kan. & Texas
Floyd, W. Va., Balt. & Ohio
Floyd Crossing, Ia., C. M. & St P
Floyd Hill, Colo., Colo. & So
Floyd Siding, W. Va., B. & O
Floyd's, S. C., Atl. Coast Line
Fincom, Mo.,
Miss. Riv. & Bonne Terre
Flugstead, Ia., Crooked Creek
Fluhart, Ind., Vandalia
Fluhr, Cal.,
A. T. & S. F., Coast Lines*
Flukers, La., Illinois Central
Flume, Cal., Southern Pacific
Flume, Idaho,
Northern Pacific
Flushe, Okla.,
Missouri, Okla. & Gulf
Flushing, Mich., Gd. Trunk
Flushing, N. Y., Long Island
Flushing, N. D., Great North
Flushing, O., Balt. & Ohio
Fluteville, Ct., N. Y. N. H. & H
Fluvanna, N. Y.,
Jameest. Chau. & Lk. E
Fluvanna, Tex.,
Roscoe, Snyder & Pac
Flybite, Ont., Can. Pac
Flycreek, N. Y.,
Oneon. & Mohawk V (El)
Flynn, Cal.,
San Ped. Los Ang. & S. Lk
Flynn, Mich.,
Marquette & So. East
Flynn, Okla.,
Atch. Top. & Santa Fe
Flynn, Tex.,
Houston & Tex. Cent
" Trinity & Brazos Valley
Flynn, Wash., Tacoma East
Foam Lake, Sask., Can. Pac
Foard City, Tex.,
Kan. City, Mex. & Orient
Fodhia, P. E. I., Pr. Edw. Isl
Fodle, Ga., South Georgia
Fogal, Tenn., Tennessee
Fo.croft, Pa., Ph Balt. & Wash
Foley, Ala., Louisv. & Nashv
Foley, Ark., St. L. I. Mt. & So
Foley, Minn., Great North
Foley, Mo., Burlington Route
Foley Neb., Union Pacific
Foley, Okla., Frisco Sys (a)
" Kan. City, Mex. & O (a)
Foley, S. D., So. Dak. Cent
Foleys, Mo., Frisco System
Foley's Siding, Pa.,
West Side Belt
Folger, Cal., Ocean Shore
Folger, Ont., Kingst. & Pem
Folger, Wyo., Ore. S. L
Folks, O., Pitts. Cin. Ch. & St. L
Folkston, Ga.,
Atlantic Coast Line
Folkstone, N. C.,
Atlantic Coast Line
Folkston Junction, Ga.,
Atlantic Coast Line
Follansbee, W. Va.,
Pitts. Cin. Chic. & St. L
Folleigh, N. S., Intercolonial
Folletts, Ia.,
Burlington Route (a)
" Chic. Rk. Isl. & Pac (b)
" Chicago, Mil. & St. P (a)
" Davenp. R. I. & No. W (a)
" Iowa & Illinois (El)
Called Shafton on B. R., C. M. & St. P., D. R. I. & N. W. and I. & I
(a) *and* (b) 1½ *miles apart*
Folmer, O., Cincinnati North
Folsa, Okla., Mo. Kan. & Tex
Folsom, Cal., South. Pacific
Folsom, Ia., Burl. Route
Folsom, Kan., Missouri Pac
Folsom, La., New Orl. Gt. No
Folsom, N. J., Atlantic City
Folsom, N. M., Colo. & South
Folsom, Okla., Frisco System
Folsom, Pa., Balt. & Ohio
Folsom, Tex., So. Kan. of Tex*
Folsom, W. Va., Balt. & Ohio
Foltz, Miss., Illinois Central
Folwell, Miss.,
New Orleans Gt. North
Folwell, N. J., Pennsylvania
Fombell, Pa., Balt. & Ohio
Fonda, Ia.,
Chic. Mil. & St. Paul (a)
" Illinois Central (b)
(a) *and* (b) *adjacent*
Fonda, Henderson Co., Ky.,
Louisville & Nashville
Fonda, N. Y.,
Fonda, John. & G (a)
" N. Y. Cent. & Hud. Riv (a)
Fonda, N. C., Atl. Coast Line
Fonda, N. D.,
Minn. St. P. & Slt. Ste. M
Fond du Lac, Minn., No. Pac
Fond du Lac, Wis.,
Chicago, Mil. & St. P (a)
" Minn. St. P. & S. Ste. M (c)
" North-West. Line (b)
(a) *and* (b) 570 *yards apart*
(a) *and* (c) 708 *yards apart*
(b) *and* (c) 138 *yards apart*
Fonde, Bell Co., Ky.,
Louisville & Nashv (a)
" Southern (a)
Fonso, Ky., Louisv. & Nashv
Fontain, Ark., Cache Valley
Fontaine, Pa.,
Philadelphia & Reading
Fontaine, Va., Norf. & West
Fontainebleau, Miss.,
Louisville & Nashville
Fontana, Kan., Frisco Sys
Fontana, N. C., Southern
Fontana, Wis.,
North West. Line (El)
Fontanelle, Ia., Burl. Route
Fontanet, Ind.,
Cleve. Cin. Chic. & St. L
Fonthill, Ont.,
Niag. St. Cath. & Tor (El)
Foodwood, Minn., Gt. North
Foody, N. M., Santa Fe South
Foosland, Ill., Wabash
Foote, Miss., Yazoo & Miss. Vy
Foote's, Tex., Intern. & Gt. No
Footes Bay, Ont.,
Canadian North. Ont
Foot of Mountain, Pa.,
Philadelphia & Reading
Footville, Wis.,
North-Western Line
Forada, Minn.,
Minn. St. P. & Slt. Ste. M
Foraker, Ind., Wabash
Foraker, O., Erie
Foraker, Okla.,
Midland Valley
Foran, Wash.,
Northern Pacific
Forbes, Cal., No. West. Pac
Forbes, Colo.,
Colorado & Southern
Forbes, Mass., Bost. & Maine
Forbes, Minn.,
Duluth, Missabe & No
Forbes, Holt Co., Mo.,
Burlington Route
Forbes, N. C.,
Car. Clinch. and Ohio
Forbes, N. D., Great North
Forbes, Tex.,
Orange & Northwest
Forbes, Pittsylvania Co., Va.,
Southern
Forbes, Wis.,
Wisconsin & Michigan
Forbes Avenue
(Rensselaer), N. Y.,
N. Y. Cent. & Hud. River
Forbes Junction, Colo.,
Colorado & Southern
Forbes Road, Pa., Penna
Forbing, La., Kansas City So
Forbush, Ia., Albia & Cent
Force, Pa.,
Pitts. Shawmut & North
Ford, Colo., Union Pacific
Ford, Ia., Burlington Route
Ford, Kan., Ch. Rk. Isl. & Pac
Ford, Ky., Louisv. & Nash
Ford, Mich.,
Escanaba & Lake Sup
Ford, Mo., Frisco System
Ford, N. J., Cent. of N. Jersey
Ford, Ore., Southern Pacific
Ford, Tex., Orange & No. West
Ford, Utah,
San Ped. Los Ang. & S. Lk
Ford, Va., Norfolk & West
Ford City, Mo., Burl. Route
Ford City, Pa., Pennsylvania
Forde, B. C., Can. Pacific
Fordham, Ill., Illinois Cent
Fordham, Mo.,
Quincy, Omaha & Kan. C
Fordham, N. Y., N. Y. C. & H. R
Fordham, Jefferson Co., Pa.,
Pennsylvania
Fordland, Mo., Frisco Sys
Fordoche, La., Texas & Pac

Ford River, Mich., North-Western Line
Fords, La., Vicks. Shrevep. & Pac
Fords, N.J., Lehigh Valley
Fords, Okla., Frisco System
Ford's Branch, Ky., Ches. & Ohio
Ford's Corner, N.Y., Long Island
Ford's Crossing, Ind., Pitts. Cin. Chic. & St. L
Fordsville, Ky., Illinois Central (a)
" Louisv. Hend. & St. L (b)
(a) and (b) adjacent
Fordtown, Tenn., Car. Clinch. and Ohio
Forduglass, Miss., Yazoo & Miss. Valley
Fordwich, Ont., Can. Pacific
Fordwick, Va., Ches. & Ohio
Ford Woods, Ill., Cleve. Cin. Chic. & St. L
Fordyce, Ark., Chicago, Rk. Isl. & Pac
" Fordyce & Princeton †
" St. Louis South-west
Fordyce, Neb., No. West. Line
Forelle, Wyo., Union Pacific
Foreman, Ark., Frisco Sys
Foremans, Okla., Kansas City Southern
Forepaugh, Ariz., Santa Fe. Prescott & Ph*
Foresman, Ind., Ch. and E. Ill
Forest, Clinch Co., Ga., Atlantic Coast Line
Forest, Fayette Co., Ga., Central of Georgia
Forest, Ind., Tol. St. L. & W
Forest, Kan., Atch. T. & S. Fe
Forest, Ky., Louisv. & Nash
Forest, La., St. L. Iron Mt. & So
Forest, Me., Can. Pacific (a)
" Maine Central (a)
Forest, Miss., Alabama & Vicksburg
Forest, N.Y., Rutland
Forest, N.C., Car. Clinch. and Ohio
Forest, Hardin Co., O., Cl. Cin. Chic. & St. L (a)
" Pennsylvania Co (b)
(a) and (b) adjacent
Forest, Richland Co., O., Baltimore & Ohio
Forest, Cherokee Co., Tex., St. Louis South-west
Forest. Va., Norfolk & West
Forestburg, S.D., Chicago, Mil. & St. Paul
Forest Castle. Pa., Leh. Val
Forest City, Fla., Atlantic Coast Line
Forest City, Ill., C. Peo. & St. L
Forest City, Ia., Chic. Rk. Isl. & Pac (a)
" Minn. & St. Louis (b)
(a) and (b) ½ mile apart
Forest City, Holt Co., Mo., Burlington Route
Forest City, St. Louis Co., Mo., St. L. Kan. C. & Colo
Forest City, N.C., Seaboard Air Line (a)
" Southern (b)
(a) and (b) about ¾ mi. apart
Forest City, Susquehanna Co., Pa., Delaware & Hudson (a)
" Erie (a)
" N.Y. Ont. & Western (b)
(a) and (b) about ½ mi. apart
Forest City, Wis., North-Western Line
Forestdale, R.I., N.Y.N.H. & H
Forest Glen, Ga., Seaboard Air Line
Forest Glen, Ill., Chicago, Mil. & St. Paul
Forest Glen, Md., Balt. & Ohio
Forest Grove, Mich., Gd. Rap. H. & Chic (El)
Forest Glen, N.Y., West Shore
Forest Green, Mo., Wabash
Forest Grove, N.J., Penna
Forest Grove, Ore., Oregon Electric
" Southern Pacific
Forest Grove, Pa., Pitts. & Moon Run
Forest Hill, Ill., Balt. & O (a)
" Belt of Chicago
" Pitts. Cin. Ch. & St. L (b)
Forest Hill, La., Red River & Gulf (a)
" St. L. Wat. & Gulf (b)
(a) and (b) about ¾ mile apart
Forest Hill, Md., Md. & Penna
Forest Hill, Mich., Ann Arbor
Forest Hill, N.J., Erie
Called also Orange June
Forest Hill, O., N.Y.C. & St. L
Forest Hill, Pa., Buff. Roch. & Pitts (a)
" Pennsylvania (b)
Called Carrier on P
(a) and (b) about ¼ mi. apart
Forest Hill, Tenn., Southern
Forest Hill, W.Va., Chesapeake & Ohio
Forest Hills, Mass., N.Y. New Hav. & Hart
Forest Hills, N.Y., Long Isl
Forest Home, Ill., Chicago Gt. West (a)
" Ch. Term. Transfer (a)
" Minn. St. P. & S. Ste. M (a)
Forest Junction, Wis., Chicago, Mil. & St. P (a)
" North-West. Line (a)
Forest Lake, Cal., South. Pac
Forest Lake, Kan., Union Pac
Forest Lake, Minn., Northern Pacific
Forest Lake, N.H., Bost. & Me
Forest Lake Garden, Mass., Boston & Albany
Forest Lawn, Ill., Mobile & O
Forest Lawn, Mich., Grand Trunk
Forest Lawn, N.Y., N.Y. Cent. & Hud. River
Forest Lawn Cemetery, Mich., Grand Trunk
Forest Mill, Mo., St. Louis, Iron Mt. & So
Forest Mills, Minn., Chicago, Mil. & St. Paul
Forest Park, Ga., Central of Georgia
Forest Park, Mo., St. L. Kan. City & Colo ‡
Forestport, N.Y., N.Y. Cent. & Hud. Riv
Forest River, Mass., Bost. & Me
Forest River, N.D., Minn. St. P. & S. S. M (a)
" Northern Pacific (b)
(a) and (b) 716 yards apart
Forest Siding, Pa. Ph. & Read
Forestville, Cal., Northwestern Pacific
Forestville, Ct., N.Y.N.H. & H
Forestville, Mich., Lk. Sup. & Ishpeming
Forestville, N.Y., Erie
Forestville, O., Cin. G. & P
Forestville, Ont., Gd. Trunk
Forestville, Jefferson Co., Pa., Pennsylvania
Forestville, Schuylkill Co., Pa., Phila. & Reading
Forestville, Va., Southern
Forestville, Wis., Ahnapee & Western
Forfar, N.D., Great Northern
Forfar, Ont., Brock. West. & No. West
Forgason, Tex., Galv. Har. & San Ant
Forget, Sask., Canadian Pac
Forge Village, Mass., Bost. & M
Forgy, O., Cleve. C. C. & St. L
Foristell, Mo., Wabash
Fork, S.C., Raleigh & Charleston
Fork, Va., Tidewater & West
Forked River, N.J., Central of New Jersey
Forker. Mo., Burl. Route
Fork Ridge, Tenn., Louisville & Nashville
Fork Ridge Junction, Tenn., Louisville & Nashville
Fork River, Manitoba, Canadian Northern
Fork's, N.Y., N.Y. C. & H. R
Forks, Ont., Canadian Pac
Fork's, Columbia Co., Pa., Bloomsbg. & Sullivan
Forks, Tenn., Little River
Forks, Utah, Denv. & Rio G
Fork's Creek, Colo., Colorado & Southern
Forks of Coal, W.Va., Chesapeake & Ohio
Forks of Credit, Ont., Canadian Pacific
Fork Union, Va., Chesapeake & Ohio
Forlon, Mex., Nat. of Mex
Forman, Lake Co., Mich., Pere Marquette
Formans, Emmet Co., Mich., Grand Rapids & Ind
Forman, N.D., Minn. St. P. & Slt. Ste. M
Formosa, Fla., Atlantic Coast Line
Formosa, Ill., Vandalia
Formosa, Kan., Chicago, Rock Isl. & Pac
Formosa, La., St. L. I. M. & So
Fornance, S.C., Southern
Forney, N.C., Southern
Forney, Okla., Frisco System
Forney, Tex., Texas & Pacific
Forney, Va., Norf. & West
Forney's Creek, N.C., South
Forres. Sask., Canadian Pac
Forrest, Ariz., El Paso & S. W. System
Forrest, Clayton Co., Ga., Georgia
Forrest, Ill., Tol. Peoria & West (a)
" Wabash (a)
Forrest, Manitoba, Canadian Pacific
Forrest. Ont., Grand Trunk
Forrest, Cambria Co., Pa., Pennsylvania
Forrest, Chester Co., Pa., Pennsylvania
Forrest City, Ark., Chic. Rk. Isl. & Pac (a)
" St. L. Iron Mt. & So (b)
(a) and (b) about 400 yards apart
Forrester, Ala., Alabama Central
Forrester, Ga., Cent. of Ga
Forrest Hill, W.Va., Chesapeake & Ohio
Forrest Mill, Mo., St. Louis, Iron Mt. & So
Forreston, Ill., Burlington Route (a)
" Chic. Mil. & St. Paul (b)
" Illinois Central (a)
Called Forreston Junction on C.M. & St. P
(a) and (b) about 1½ miles apart
Forreston, Minn., Gt. North
Forreston, S.C., Atl. Coast L
Forreston, Tex., Mo. Kansas & Texas
Forreston Junction, Ill., Burlington Route (a)
" Chicago, Mil. & St. P (b)
" Illinois Central (a)
Called Forreston on B.R. and I.C
(a) and (b) about 1½ miles apart
Forrestville, S.D., Great Northern
Forsyth, Ga., Central of Ga
Forsyth, Ill., Illinois Central
Forsyth, Mont., Chic. Mil. & Puget Sd
" Northern Pacific
Forsyth, N.Y., Lk. Shore & Mich. So (a)
" N.Y. Chic. & St. L (b)
(a) and (b) adjacent
Forsythe, Me., Somerset
Forsythe Junc., Mo., St. L. Kan. City & Colo ‡
Fort Ancient, O., Pitts. Cin. Chic. & St. L
Fort Ann, N.Y., Del. & Hud
Fort Atkinson, Ia., Chicago, Mil. & St. Paul
Fort Atkinson, Wis., North-Western Line
Fort Bellefontaine, Mo., Burlington Route
Fort Bellingham, Wash., Great Northern
Fort Bigham, Pa., Tuscarora Valley
Fort Blackmore, Va., Car. Clinch. and Ohio
Fort Blees, Mo., Wabash
Fort Bliss, Tex., El Paso & S. W. System
Fort Branch, Ind., Evan & T. H
Fort Calhoun, Neb., North-Western Line
Fort Calhoun, Wis., North-Western Line
Fort Chadbourne, Tex., Kan. City, Mex. & Orient
Fort Cobb, Okla., Chicago, Rock Isl. & Pac
Fort Collins, Colo., Colorado & Southern
Fort Columbia, Wash., Ilwaco
Fort Coulonge, Que., Canadian Pacific
Fort Covington, N.Y., Gd. Tk
Fort Crook, Neb., Burlington Route †
" Missouri Pacific
Fort Davis, Ala., Seaboard Air Line (a)
" Union Springs & No (a)
Fort Defiance, Va., Balt. & O
Fort Deposit, Ala., Lv. & Nash
Fort Dodge, Ia., Chicago Gt. Western (a)
" Ft. D. Des M. & S (a)(b)(c)
" Illinois Central (c)
" Minn. & St. Louis (c)
(a) and (b) about ½ mi. apart
Fort Dodge Jn., Greene Co., Ia., Ft. D. Des M. & So
Fort Dodge Jn., Webster Co., Ia., Illinois Central
" Minn. & St. Louis
Fort Drane, Fla., Tampa & Jacksonville
Fort Edward, N.Y., D. & Hud
Fortenia, Pa., Del. & Hudson
Fort Erie, Ont., Gd. Trunk (a)
" Michigan Central (a)
" Wabash (a)
Fortescue, Mo., Burl. Route
Fort Estill, Ky., Lv. & Nash
Fort Estill Junction, Ky., Louisville & Nashville
Fort Ethan Allen, Vt., Central Vermont
Fort Fairfield, Me., Bangor & Aroost (a)
" Canadian Pacific (b)
(a) and (b) 1 mile apart
Fort Fairfield Junction, Me., Bangor & Aroostook
Fort Fetterman, Wyo., North-Western Line
Called also Douglas, Wyo
Fort Frances, Ont., Canadian North (a)
" Duluth, Rainy L. & W (a)
Fort Gage, Ill., Illinois Southern (a)
" St. L. Iron Mt. & So (b)
" St. Louis So. West (b)
(a) and (b) adjacent
Fort Gaines, Clay Co., Ga., Central of Georgia
Fort Gay, W.Va., Norfolk & Western
Fort Gibson, Okla., Frisco System
" St. Louis, Iron Mt. & So
Fort Gratiot, Mich., Grand Trunk
Fort Hancock, Tex., Gal. Har. & San Ant (a)
" Texas & Pacific (a)
Fort Harrison, Mont., Northern Pacific
Fort Hill, Ind., B. & O. So. W
Fort Hill, Montgomery Co., Pa., Pennsylvania
Fort Hill, Somerset Co., Pa., Baltimore & Ohio
Fort Hill Mines, Pa., Pittsburgh & Lake Erie
Fort Howard, Wis., Chicago, Mil. & St. Paul
Fort Howard Springs, Wis., Chicago, Mil. & St. Paul
Forthton, Ont., Brock. West. & No. West
Fort Hunter, N.Y., West Sh
Fortier, Manitoba, Grand Trunk Pacific
Fortierville, Que., Quebec, Montreal & So
Fortin, Mex., Mexican
Fortine, Mont., Gt. Northern
Fort Jefferson, Ky., Illinois Central (a)
" Mobile & Ohio (b)
Called Winford on I.C
(a) and (b) adjacent
Fort Jefferson, O., Cincinnati Northern
Fort Jennings, O., Cincin. Ham. & Dayton
" Toledo, St. L. & West
Fort Kent, Me., Bangor & Aroostook
Fort Keogh, Mont., No. Pac
Fort Lapwai, Idaho, Ore. RR. & Nav. Co
Fort Laramie, Wyo., Burlington Route
Fort Lauderdale, Fla., Florida East Coast
Fort Lawn, S.C., Lancaster & Chester (a)
" Seaboard Air Line (b)
(a) and (b) adjacent
Fort Leavenworth, Kan., Missouri Pacific
Fort Lee, Va., Chesa. & Ohio
Fort Lewis, Colo., Rio Gd. So
Fort Logan, Colo., Colo. & Southern (a)
" Denver & Rio Gr (b)
(a) and (b) ¼ mile apart
Fort Loring, Miss., Southern in Miss
Fort Loudon, Pa., Cumberland Valley
Fort Lynn, Ark., Texark. Shreve. & Nat
Fort McKinley, O., Ohio Electric
Fort McPherson, Ga., Atl. & West Point (a)
" Central of Georgia (a)
Fort Madison, Ia., Atch. Top. & S. Fe (a)
" Burlington Route (b)
(a) and (b) adjacent
Fort Mason, Fla., Atlantic Coast Line
Fort Meade, Fla., Atlantic Coast Line
Fort Mill, S.C., Southern
Fort Mitchell, Ala., Central of Georgia
Fort Mitchell, Va., Southern
Fort Monroe, Va., Chesa. & O
Fort Montgomery, N.Y., N.Y. Ont. & West (a) P
" West Shore (a)
P For passenger service only
Fort Morgan, Colo., Burlington Route (a)
" Union Pacific (b)
(a) and (b) 1½ miles apart
Fort Motte, S.C., Southern
Fort Mudge, Ga., Atlantic Coast Line
Fort Myer Junction, Va., Wash. Alex. & Mt. V. El
Fort Myers, Fla., Atlantic Coast Line
Fort Ogden, Fla., Atlantic Coast Line (a)
" Charlotte Harb. & No (b)
(a) and (b) ¾ mile apart
Fort Oglethorpe, Walker Co., Ga., Central of Georgia †
Fort Payne, Ala., Alabama Great South
Fort Pierce, Fla., Florida East Coast
Fort Pierre, S.D., North-Western Line
Fort Pitt, Pa., P. C. C. & St. L
Fort Plain, N.Y., N.Y. Cent. & Hud. R (a)
" West Shore (b)
(a) and (b) about ¼ mi. apart
Fort Point, Ct., N.Y.N.H. & H
Fort Pulaski, Ga., Cent. of Ga
Fort Recovery, O., Lk. E. & W
Fort Reed, Fla., Atlantic Coast Line
Fort Reno, Okla., Chicago, Rock Isl. & Pac
Fort Reno Post, Okla., Choctaw, Okla. & Gulf
Fort Riley, Kan., Union Pac
Fort Ripley, Minn., No. Pac
Fort Ritner, Ind., Balt. & Ohio So. West
Fort Robinson, Cal., San Diego & Cuyamaca
Fort Robinson, Neb., North-Western Line
See also Crawford on Burlington Route
Fort Robinson, Pa., Newp. & Sherman's Val
Fort Russell, Wyo., Colorado & Southern
Forts, Tenn., Lv. & Nashv
Fort Saskatchewan, Alberta, Canadian Northern
Fortsch's, Colo., Crystal Riv. & San Juan
Fort Scott, Kan., Frisco System (a)
" Mo. Kansas & Tex (b)
" Missouri Pacific (b)
(a) and (b) ¾ mile apart
Fort Scott Jn., Mo., Mo. Pac
Fort Screven, Ga., Central of Georgia
Fort Sheridan, Ill., North-Western Line
Fort Sill, Okla., Chic. Rk. Isl. & Pac (a)
" Frisco System (a)
Fort Smith, Ark., Arkansas Central (a)
" Ft. Smith & Western (b)
" Frisco System (c)
" Kansas City South (d)
" Midland Valley (e)
" St. L. Iron Mt. & So (a)
(a) and (b) ½ mile apart
(a) and (c) adjacent
(a) and (d) ¾ mile apart
(b) and (c) ½ mile apart
(b) and (d) ½ mile apart
(c) and (d) ¾ mile apart
Fort Smith Junction, Ark., St. Louis & San Fran
Fort Snelling, Minn., Chicago, Mil. & St. Paul
Fortson, Ga., Central of Ga
Fortson, Wash., North. Pac
Fort Spring, W.Va., Chesapeake & Ohio
Fort Steele, B.C., Can. Pac
Fort Steele, Wyo., Union Pac
Fort Stevens, Ore., Astoria & Col. River
Fort Sumner, N.M., Atch. Top. & Santa Fe
Fort Thomas, Ariz., Gila Val. Globe & North
Fort Thomas, Ky., Chesapeake & Ohio
Fort Ticonderoga, N.Y., Delaware & Hudson
Fort Towson, Okla., Frisco System
Fortuna, Humboldt Co., Cal., San Francisco & N.W*
Fortuna, Mo., Mo. Pacific
Fortuna, Pa., Phila. & Read
Fort Valley, Ga., Central of Georgia (a)
" Southern (a)
Fortville, Ind., Cleve. Cin. Chic. & St. L
Fort Wadsworth, N.Y., Staten Isl. Rapid Tran
Fort Washington, N.Y., N.Y. Cent. & Hud. Riv
Fort Washington, Pa Philadelphia & Read

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Fort Wayne, Ind.,
Cin. Ham. & Dayton (a)
" Ft. Wayne, Cin. & Lv (b)
" Grand Rap. & Ind (a)
" Lake Shore & M. So (b)
" N.Y. Chic. & St. L (c)
" Ohio Electric (d)
" Pennsylvania Co (a)
" Wabash (a)
(a) and (b) about 1¼ miles apart
(a) and (c) about 9-10 mile apart
(a) and (d) ¾ mile apart
(b) and (c) about ½ mi. apart
(b) and (d) ¼ mile apart
(c) and (d) about ½ mi. apart
Ft. Wayne, C. & Lv. Jn., Ind.,
Pitts. Cin. Chic. & St. L
Fort Wayne Junction, Ill.,
Chicago & Alton
Fort Wayne Junc., Mich.,
Lake Shore & Mich. So
Fort White, Fla.,
Atlantic Coast Line
Fort Whyte, Manitoba,
Canadian Pacific
Fort William, Ont.,
Canadian Northern (a)
" Canadian Pacific (b)
(a) and (b) about ¾ mi. apart
Fort Worth, Tex.,
Chic. Rk. Isl. & Gulf (a)
" Ft. Worth & Den. C (a)
" Frisco System (a)
" Gulf, Colo. & S. Fe* (b)
" Houston & Tex. Cent (b)
" Internat. & Gt. Nor (a)
" Missouri, Kan. & Tex (a)
" St. Louis So. West (a)
" Texas & Pacific (a)
" Trinity & Brazos Val (a)
(a) and (b) 600 yards apart
Ft. Worth Stock Yards, Tex.
Gulf, Colo. & Santa Fe*
Fort Wright, Wash., Great No
Forty, W. Va., Coal & Coke
Forty-eight Road, P. E. I.,
Prince Edward Island
Forty-five, Tenn., Southern
Forty Fort, Pa.,
Del. Lack. & West
Fosetti, Cal., South. Pacific
Foshee, Ala., Louisv. & Nash
Foss, Mich.,
Detroit & Mackinac (a)
" Pere Marquette (a)
Foss, Okla.,
Chicago, Rock Isl. & Pac
Fosselman, Ia.,
Waterloo, Cedar F. & N
Fossil, Ala., Louisv. & Nash
Fossil, Wyo., Oregon Short L
Fossilville, Pa., Penna
Fosston, Minn., Great North
Foster, Cal.,
San Diego & Cuyamaca
Foster, Colo., Great West
Foster, Ind., Cl. Cin. Ch. & St. L
Foster, Monroe Co., Ia.,
Chicago, Mil. & St. Paul
Foster, Mahaska Co., Ia.,
Burlington Route
Foster, Madison Co., Ky.,
Louisville & Atlantic
Foster, La., St. L. South-west
Foster, Adams Co., Miss.,
Yazoo & Miss. Valley
Foster, Mo., Missouri Pacific
Foster,
Yellowstone Co., Mont.,
Northern Pacific
Foster, Neb., No. West. Line
Foster, N.C., Southern
Foster, Okla., Midland Valley
Foster, Que., Can. Pacific
Foster, Susquehanna Co., Pa.,
Del. Lack. & Western
Foster, Venango Co., Pa.,
Pennsylvania
Foster, Vt.,
Hardwick & Woodb
Foster, Wash.,
Puget Sound Electric
Foster, Marshall Co. W. Va.,
Baltimore & Ohio
Foster City, Mich.,
North-Western Line
Foster Falls, Va., Norf & W
Foster Mills, Tenn.,
Nashv. Chat. & St. L
Fosters, La.,
Vicksb. Shrevep. & Pac
Foster's, Mich., Gd. Trunk
Foster's, O.,
Pitts. Cin. Chic. & St. L
Foster's, Ont., Pere Marq
Fosterville, Tenn., N.C. & St. L
Fosterville, Wis.,
North-Western Line
Fostoria, Ia., Chic. Mil. & St. P
Fostoria, Kan., Union Pac
Fostoria, Mich.,
Pere Marquette
Fostoria, O., Balt. & Ohio (a)
" Hocking Valley (b)
" Lake Erie & West (c)
" N.Y. Chic. & St. L (c)
" Toledo & Ohio Cent (d)
(a) and (b) ¾ mile apart
(b) and (c) ¼ mile apart
(b) and (e) 1 mile apart
(b) and (d) 300 yards apart
Fostoria, Pa., Pennsylvania
Fostoria, Tex.,
Gulf, Colo. & Santa Fe
" Houst. Fostoria & No
Fostoria, Fairfax Co., Va.,
Southern
Fostoria, Nelson Co., Va.,
Nelson & Albemarle
Fouch, Mich.,
Manistee & North-east
Fouke, Ark., Texas & Pacific
Foul Rift, N.J., Penna
Foundry, N.H., Bost. & Me
Foundryville, Pa., Leh. Val
Fountain, Cal.,
Northwestern Pacific
Fountain, Colo.,
Atch. Top. & San. F (a)
" Chicago, R. I. & Pac (a)
" Denv. & Rio Grande (b)
(a) and (b) ½ mile apart
Fountain, Fla.,
Atlanta & St. And. Bay
Fountain, Ill., St. L. Jr. Mt. & S
Fountain, Ind., Wabash
Fountain, Mich., Pere Marq
Fountain, Minn., Ch. M. & St. P
Fountain, Pa., Penna
Fountain, Tex.,
Internat. & Gt. North
Fountain, Wash.,
Spokane, Port. & Seat
Fountain Bluff, Ill., Ill. Cent
Fountain City, Ind.,
Grand Rapids & Ind
Fountain City, Wis.,
Burlington Route
Fountain Creek, Ill.,
Chicago and East. Ill
Fountain Green, Utah,
Denver & Rio Grande
Fountain Grove, Mo., Wab
Fountain Head, Tenn.,
Louisville & Nashville
Fountain Inn, S.C.,
Charleston & West. Car
Fountain Park, O.,
Pitts. Cin. Chic. & St. L
Fountain Park, Wis.,
Chicago, Mil. & St. Paul
Fountain Rock, Md.,
Northern Central
Fountains, N.C., East. Car
Fountaintown, Ind., C.H. & D
Fountain Woods, N.J.,
Pennsylvania
Fourche, Perry Co., Ark.,
Chicago, Rock Isl. & Pac
Fourche, Pulaski Co., Ark.,
St. Louis, Iron Mt. & So
Four Holes, S.C.,
Atlantic Coast Line
Four Lakes, Minn., Wis. Cent
Four Mile, Ky., Lv. & Nash
Four Mile Run, Va.,
Wash. Alex. & Mt. V. El
Four Oaks, N.C., Atl. Coast L
Fourth Chute, Ont.,
Canadian Pacific
Fourtown, Minn.,
Minn. & Rainy River
Foustwell, Pa., Balt. & Ohio
Fouts, Tex.,
Trinity Valley & North
Fowblesburg, Md., West Md
Fowden, Va., Southern
Fowle, S.C., Southern
Fowler, Ark., Chic. R.I. & Pac
Fowler, Cal., South. Pacific
Fowler, Colo., Atch. Top. & S.F
Fowler, Ill., Burl. Route
Fowler, Benton Co., Ind.,
Cleve. Cin. Chic. & St. L
Fowler, Kan., Chic. R.I. & Pac
Fowler, Mich., Grand Trunk
Fowler, Mont., Great North
Fowler, O., Lk. Sh. & Mich. So
Fowler, Pa., Pennsylvania
Fowler, Tex., Texas Central
Fowler, Vt.,
Brandon & West Rut†
" Rutland
Fowler Junction, Ga.,
Seaboard Air Line
Fowlersville, Pa.,
Susq. Bloomsb. & Ber
Fowlerton, Ind.,
Chicago, Cin. & Lv (a)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) ¾ mile apart
Fowlerville, Mich.,
Pere Marquette
Fowlerville, N.Y., Penna
Fowles Mill., S.C., Southern
Fowlkes, Tenn., Illinois Cent
Fowltown, Ga.,
Atlantic Coast Line
Fox, Kane Co., Ill.,
Chicago Great Western
Fox, Kendall Co., Ill.,
Burlington Route
Fox, Ky., Ches. & Ohio
Fox, Mich., Pere Marq
Fox, Mont., North. Pacific
Fox, N.M., Atch. Top. & S. Fe
Fox, Ont., Great Northern
Fox Bluff, Tenn.,
Tennessee Central
Foxboro, Mass.,
N.Y. New Hav. & Hart
Foxboro, Minn., Gt. North
Foxboro, Ont., Grand Trunk
Foxboro, Wis., Gt. Northern
Foxburg, Pa.,
Baltimore & Ohio (a)
" Pennsylvania (b)
Fox Chase, Dauphin Co., Pa.,
Pennsylvania
Fox Chase,
Philadelphia Co., Pa.,
Phila. Newtown & N.Y
Foxcroft, Me.,
Bangor & Aroost (a) (b)
" Maine Central (a)
(a) and (b) ½ mile apart
Foxcroft, Pa., Penna
Foxes, Va., Atl. Coast Line
Fox Hall, W. Va., Balt. & Ohio
Fox Hill, N.J.,
Del. Lackaw. & West†
Foxholm, N.D.,
Minn. St. P. & Slt. Ste. M
Foxhome, Minn., No. Pacific
Fox Lake, Ill.,
Chicago, Mil. & St. Paul
Fox Lake, Itasca Co., Minn.,
Minneap. & Rainy River
Fox Lake, Martin Co., Minn.,
North Western Line
Fox Lake, O.,
Cleve., Akron & Col
Fox Lake, Wis.,
Chicago, Mil. & St. Paul
Fox Lake Junction, Minn.,
Minneap. & Rainy River
Fox Lake Junction, Wis.,
Chicago, Mil. & St. Paul
Foxmead, Ont., Gd. Trunk
Fox Point, R.I.,
N.Y. New Hav. & Hart
See Providence, R.I
Fox Point, Wis.,
North-Western Line
Fox Ridge, Ky., Lv. & Nash
Fox Ridge, N.Y.,
N.Y. Cent. & Hud. River
Fox River, Wis.,
North-Western Line
Fox River Switch, Wis.,
North-Western Line
Fox River Valley Cross, Ill.,
Chicago, Mil. & St. Paul
Fox's, Ind., Cl. Cin. Ch. & St. L
Fox Trap, N.F.,
Reid Newfoundland
Foxvale, Mass.,
N.Y. New Hav. & Hart
Fox Valley, Ore.,
Corvallis & Eastern
Foxwarren, Manitoba,
Canadian Pacific
Foyil, Okla., Frisco System
Foys, N.C.,
Dover & South Bound
Foys Hill, Md., Balt. & Ohio
Frackville, Pa., Penna (a)
" Phila. & Reading (a)
Frackville Junction, Pa.,
Phila. & Reading
Fraile, Coahuila, Mex.,
Coahuila & Zacatecas
Fraile, Nuevo Leon, Mex.,
Mexican Central
Fraleighs, N.Y.,
Central New England
Fraleys, Pa., Erie
Fram, Cal., Southern Pacific
Frametown, W. Va.,
Coal & Coke
Framingham, Mass.,
N.Y. New Hav. & Hart
Frampton, S.C.,
Atlantic Coast Line
France, Ill., Cl. C. C. & St. L
Frances, Colo.,
Denver, Boulder & West
Frances, Ind., Indianap. So
Frances, Miss.,
Yazoo & Miss. Valley
Frances, Wash., No. Pacific
Francesville, Ind.,
Chicago, Ind. & Louisv
Franceville, Colo.,
Colorado & Southern
Francis, Fla.,
Atlantic Coast Line
Francis, Ill., Lv. & Nashv
Francis, Md.,
Wash. Balt. & Annap. El
Francis, Mo.,
Burlington Route (a)
" Chicago & Alton (b)
Francis, Nev.,
Nevada-California-Ore
Francis, Okla., Frisco Sys
Francis, Pa., Penna
Francis, Sask.,
Canadian Pacific
Franciscan Mission, Cal.,
Pacific Electric
Francis Creek, Wis.,
North-Western Line
Francisco, Colo.,
Denver & Rio Grande
Francisco, Ind., Southern
Francisco,
Guanajuato, Mex.,
National of Mexico
Francisco, Hidalgo, Mex.,
National of Mexico
Francisco, Sinaloa, Mex.,
West Coast Route
Francisco, Mich., Mich. Cent
Francitas, Tex.,
St. L. Brownsv. & Mex
Francke, Mex., Nat. of Mex
Franco, Tex.,
Weath. Min. W. & N. W
Franconia, Ariz.,
A.T. & S.F., Coast Lines*
Franconia, Minn., North. Pac
Franconia, Va.,
Washington Southern
Francway, Ark.,
Chicago, Rk. Isl. & Pac
Frank, Alberta, Can. Pacific
Frank, Ga.,
Fitzg. Ocilla & Broxton
Frank, O., Pennsylvania Co
Frank, Ore., South. Pacific
Frank, Pa., Balt. & Ohio
Frankenburg, Ariz.,
Phoenix & Eastern
Frankenmuth, Mich.,
Pere Marquette
Frankentrost, Mich.,
Michigan Central
Frankford, Del., Penna
Frankford, Mo., St. L. & Han
Frankford, Okla.,
Midland Valley
Frankford, Ont., Cent. Ont
Frankford, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) about ½ mi. apart
Frankford Junc., Pa., Penna
Frankford Road, Pa., Penna
Frankfort, Ill.,
Elgin, Jol. & East (a)
" Michigan Central (b)
(a) and (b) about ¼ mi. apart
Frankfort, Ind.,
Chic. Ind. & Lv (a)
" Lake Erie & West (b)
" Tol. St. Louis & West (c)
" Vandalia (d)
(a) and (d) 100 yards apart
(b) and (c) adjacent and ½ mile from (a) and (d)
Frankfort, Kan., Mo. Pacific
Frankfort, Ky.,
Chesapeake & Ohio (a)
" Frankfort & Cin (a)
" Louisville & Nashv (a)
Frankfort, Me.,
Bangor & Aroostook
Frankfort, Mich., Ann Arbor
Frankfort, N.Y.,
N.Y. Cent. & Hud. R (a)
" West Shore (b)
(a) and (b) ¾ mile apart
Frankfort, O.,
Cin. Ham. & Dayton
Frankfort, S.D.,
North Western Line
Frankhurst, Pa., Penna
Franklin, Ala., West. of Ala
Franklin, Ark.,
St. Louis, Iron Mt. & So
Franklin, La Plata Co., Colo.,
Rio Grande Southern
Franklin,
Las Animas Co., Colo.,
Colorado & Southern
Franklin, Ct., Cent. Vermont
Franklin, Idaho,
Oregon Short Line
Franklin, Morgan Co., Ill.,
Burlington Route
Franklin, Ind.,
Cl. Cin. Chic. & St. L (a)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) about 500 yards apart
Franklin, Jasper Co., Ia.,
Chicago, Rk. Isl. & Pac
Franklin, Lee Co., Ia.,
Burlington Route
Franklin, Ky., Louis. & Nash
Franklin, Franklin Co., La.,
Delhi, Baskin & S.W
Franklin, St. Mary Co., La.,
Franklin & Abbeville
" Morgan's La. & Texas
Franklin, Hancock Co., Me.,
Washington County
Franklin, Oxford Co., Me.,
Canadian Pacific
Franklin, Manitoba,
Canadian Pacific
Franklin, Md.,
Cumberland & Penna
Franklin, Mass., N.Y.N.H. & H
Franklin, Mich., Min. Range
Franklin, Minn., Minn. & St. L
Franklin, Miss.,
Yazoo & Miss. Valley
Franklin, Mont., Great Nor
Franklin, Neb., Burl. Route
Franklin, N.H., Boston & Me
Franklin, Sussex Co., N.J.,
Del. Lack. & West (a)
" N.Y. Susq. & West (a)
Called Franklin Furnace on D.L. & W
Franklin, N.Y.,
N.Y. Ont. & Western
Franklin, N.C., Tallulah Falls
Franklin, Coshocton Co., O.,
Pitts. Cin. Chic. & St. L
Franklin, Jackson Co., O.,
Hocking Valley
Franklin, Warren Co., O.,
Cincinnati North (a)
" Cl. Cin. Chic. & St. L (b)
" Ohio Electric
(a) and (b) about ¼ mile apart
Franklin, Williams Co., O.,
Toledo & Western (El)
Franklin, Ont., Gd. Trunk
Franklin, Venango Co., Pa.,
Erie (a)
" Lake Sh. & Mich. So (b)
" Pennsylvania (c)
(a) and (c) about 1½ miles apart
(b) and (c) about 1 mi. apart
Franklin, Tenn., Lv. & Nash
Franklin, El Paso Co., Tex.,
El Paso & S. W. System
Franklin,
Robertson Co., Tex.,
Inter. & Great North
Franklin,
Southampton Co., Va.,
Seaboard Air Line (a)
" Southern (b)
(a) and (b) about ½ mile apart
Franklin, Wash.,
Columbia & Pug. Sound
Franklin, W. Va.,
Western Maryland
Franklin, Wis.,
Chicago, Mil. & St. Paul
F. & A. Junction, La.,
Franklin & Abbev (a)
" Morgan's La. & Tex (a)
Franklin City,
Accomac Co., Va.,
Phila. Balt. & Wash
Franklin Falls, N.H.,
Boston & Maine
Franklin Forge, Pa., Penna
Franklin Furnace, N.J.,
Del. Lack & West (a)
" N.Y. Susq. & West (a)
Called Franklin on N.Y.S. & W
Franklin Furnace, O.,
Norfolk & Western
Franklin Grove, Ill.,
North-Western Line
Franklin Junction, Mass.,
N.Y. New Hav. & Hart
Franklin Junction, Mo.,
Missouri, Kan. & Texas
Franklin Junction, N.H.,
Boston & Maine
Franklin Junction, N.J.,
Lehigh & Hudson (a)
" N.Y. Susq. & West (b)
(a) and (b) about ¾ mi. apart
Franklin Junction, O.,
Cincinnati Northern
Franklin Junc., Pa. Penna
Franklin Junction, Va.,
Southern
Franklin Park, Ill.,
Chic. Mil. & St. Paul (a)
" Indiana Harbor Belt†
" Minn. St. P. & S. Ste. M (b)
(a) and (b) about ½ mi. apart
Franklin Park, Mass.,
Boston & Maine
Franklin Park, N.J., Penna
Franklin Road, Me.,
Maine Central
Franklin's, Fla., Tav. & Gulf
Franklin Springs, N.Y.,
New York, Ont. & West
Franklin Square, O., Erie
Franklinsville, N.C.,
Southern
Franklinton, La.,
New Orleans Gt. North
Franklinton, N.C.,
Seaboard Air Line
Franklinton, O.,
Pitts. Cin. Chic. & St. L
Franklinville, N.J., Penna
Franklinville,
Cattaraugus Co., N.Y.,
Pennsylvania

Franklinville,
Suffolk Co., N.Y.,
Long Island
Frank's, Mo., Frisco System
Frankston, Tex.,
Texas & New Orleans
Frankstown, Pa., Penna
Frankville, Wis., C.M.& St.P
Franxton, Ind.,
Pitts. Cin. Chic. & St. L
Franktown, Nev.,
Virginia & Truckee
Franktown, Ont., Can. Pac
Frankville, Md., Balt. & Ohio
Frannie, Wyo., Burl. Route
Frannie Junction, Wyo.,
Burlington Route
Frantz, Ky., Louisv. & Nashv
Frappier, Que.,
Quebec, Montreal & So
Fraser, B.C.,
White Pass & Yuk. Rte
Fraser, Colo.,
Denver, N. W. & Pacific
Fraser, Ia., Ft. D. Des M. & So
" Minneap. & St. Louis
Fraser, Mich., Grand Trunk
Fraser, N.Y., Genesee & Wy
Fraser, Ont., Michigan Cent
Fraser Junction, Ia.,
Ft. D. Des M. & So
Fraser Mills, B.C., Can. Pac
Fraserville, Ont., Gd. Trunk
Fratersville, Tenn., South
Fraustro, Mex., Nat. of Mex
Fraxa Junction, Ont.,
Canadian Pacific
Fray, Mo., Missouri Pacific
Frayers, Mich.,
Grand Rapids & Ind
Frayser, Tenn., Ill. Central
Frazee, Minn., North. Pacific
Frazer, Mont., Great North
Frazer, Pa., Pennsylvania
Frazer River Junction, B.C.,
Great Northern
Frazeysburgh, O.,
Pitts. Cin. Chic. & St. L
Frazier, Mo., At. Top. & S. Fe
Frazier, Muskingum Co., O.,
Baltimore & Ohio
Frazier, Pa.,
Bessemer & Lake Erie
Frazier, W. Va., Ches. & Ohio
Frazier's, N.C., Southern
Fraziers, Warren Co., O.,
Day. L. & C. RR. & T. Co
Freda, Mich., Copper Range
Freda Park, Mich.,
Copper Range
Fredensthal, Manitoba,
Canadian Northern
Frederic, Kan.,
Frisco System (a)
" Missouri Pacific (b)
(a) and (b) about ½ mile apart
Frederic, Mich.,
Detroit & Charl (a)
" Michigan Central (a)
Frederic, Wis.,
Minn. St. P. & Slt. Ste. M
Frederick, Colo., Colo. & Wyo
Frederick, Ill., Burl. Route
Frederick, Ia., Burl. Route
Frederick, Kan., Mo. Pacific
Frederick, Md.,
Baltimore & Ohio (a)
" Pennsylvania (b)
" Wash. Fred. & Gettysb
(a) and (b) about ½ mi. apart
Frederick, N.C.,
Norfolk & Southern
Frederick, Okla.,
Frisco System (a)
" Wichita Falls & N.W (b)
(a) and (b) about ¼ mi. apart
Frederick, S.D.,
Chicago, Mil. & St. Paul
Frederick Junction, Md.,
Baltimore & Ohio
Frederick Road, Md., Penna
Fredericks, Cal.,
Los Angeles-Pacific (El)
Fredericksburg, Ia.,
Chicago Gt. Western
Fredericksburg, O.,
C. A. & C (Penna. Lines)
Fredericksburg, Ont.,
Grand Trunk
Fredericksburg, Va.,
Pot. Fred. & Pied (a)
" Rich. Fred. & Pot (b)
(a) and (b) about 80 yds. apart
Fredericksdale, O.,
Ohio River & Western
Frederick's Hall, Va.,
Chesapeake & Ohio
Fredericton, N.B.,
Canadian Pacific (a)
" Intercolonial (b)
(a) and (b) about 1 mile apart
Fredericton, P.E.I., Pr. Ed. Isl
Fredericton Junction, N.B.,
Canadian Pacific
Fredericktown, Mo.,
St. Louis, Iron Mt. & So
Fredericktown, O., Balt. & O
Fredericktown,
Washington Co., Pa.,
Pennsylvania
Fredonia, Ill., Illinois Central
Fredonia, Ia., Chic. R. I. & Pac
Fredonia, Kan.,
Atch. Top. & San. Fe (a)
" Frisco System (a)
" Missouri Pacific (b)
(a) and (b) about ¼ mile apart
Fredonia, Ky., Illinois Cent
Fredonia, N.Y.,
Buff. & Lk. E. Tr (El)
" Dunk. Alleg. V. & Pitts
Fredonia, N.D.,
Minn. St. P. & Slt. Ste. M
Fredonia, Pa., Bes. & Lk. Erie
Fredonia, S.C., Southern
Fredonia, Wash., Gt. North
Fredonia, Wis.,
Chicago, Mil. & St. Paul
Fredrickson, Wash.,
Tacoma Eastern
Free, Ind., Chic. Ind. & So
Freeborn, Minn.,
Chicago, Mil. & St. Paul
Freebridge, Ore., Great So
Freeburg, Ill., Illinois Cent
Freeburg, Minn., Ch. M. & St. P
Freeburg, Mo.,
St. Louis, K. C. & Colo ‡
Freeburg, O.,
Lk. E. Alliance & Wheel
Free Coinage, Mo.,
Frisco System
Freedom, Ind., Vandalia
Freedom, Mich., Mich. Cent
Freedom, Minn.,
Duluth & North. Minn
Freedom, N.Y., Buff. R. & P
Freedom, Portage Co., O.,
Erie
Freedom, Beaver Co., Pa.,
Pennsylvania Co
Freedom, Juniata Co., Pa.,
Tuscarora Valley
Freedom, Utah,
Denver & Rio Grande
Freehold, N.J.,
Central of N.J (a)
" Pennsylvania (b)
(a) and (b) ¾ mi. apart
Freeland, Md., Penna
Freeland, Mich., Pere Marq
Freeland, O.,
Ohio River & Western
Freeland, Pa., Lehigh Valley
Freeland Park, Ind.,
Chicago and East. Ill
Freeling, Neb., Mo. Pacific
Freeman, Ark.,
Missouri & North Ark
Freeman, Fla., Tampa North
Freeman, Ia., Chic. Gt. W (a)
" Iowa Central (b)
(a) and (b) 155 yards apart
Freeman, Cass Co., Mo.,
Missouri, Kan. & Texas
Freeman, Reynolds Co., Mo.,
Missouri Southern
Freeman, N.J., Pennsylvania
Freeman, N.C., Carolina No
Freeman, Pa.,
Buff. Roch. & Pitts (a)
" Erie (a)
Freeman, S.D., Ch. M. & St. P
Freeman, Va., Southern
Freeman, Wash.,
Ore. RR. & Nav. Co (a)
" Spok. & Inland Emp (b)
(a) and (b) 833 yards apart
Freeman's, Ga.,
Nash. Chatt. & St. L
Freeman's, Minn., No. Pac
Freeman's, N.Y.,
Buff. & Susquehanna
Freemans, O., Penna. Co
Freemans, Va., Chesa. & Ohio
Freemansburg, Pa.,
Central of N.J (a)
" Lehigh Valley (b)
(a) and (b) about ¼ mi. apart
Freeman's Gap, Ark.,
Ft. Smith, Subiaco & E
Freeman's Spur, Colo.,
Colorado Midland
Freemount, Kan., Mo. Pac
Freeport, Cal., Southern Pac
Freeport, Ill.,
Chic. Mil. & St. Paul (a)
" Illinois Central (b)
" North-West. Line (b)
(a) and (b) ¼ mile apart
Freeport, Kan., Missouri Pac
Freeport, Me., Maine Central
Freeport, Mich.,
Pere Marquette
Freeport, Minn., Gt. North
Freeport, N.Y., Long Island
Freeport, Harrison Co., O.,
Baltimore & Ohio
Freeport, Pa., Pennsylvania
Free Soil, Mich., Pere Marq
Freestone, Cal., No. West. Pac
Freestone, Ky., Ches. & Ohio
Freestone, O., Norf. & West
Freestone, Tex.,
Trinity & Brazos Valley
Freestone, Va., Wash. So
Freetown, Ind., So. Indiana
Freetown, P.E.I., Pr. Ed. Isl
Freeville, N.Y., Lehigh Val
Freiler, La.,
Kentwood, Gr. & S.W
Frelighsburg, Que.,
Central Vermont
Frellsen, La.,
Colo. So. New Orl. & P (a)
" La. Ry. & Nav. Co (a)
" Yazoo & Miss. Valley
Fremont, Ala., Southern
Fremont, Cal.,
A. T. & S. F. Coast L*
Fremont, Ind., Lk. Sh. & M. S
Fremont, Jones Co., Ia.,
Chic. Anamosa & No
Fremont, Mahaska Co., Ia.,
Burlington Route (a)
" Iowa Central (b)
(a) and (b) ½ mile apart
Fremont, Mich., Pere Marq
Fremont, Mo., Frisco System
Fremont, Neb.,
Burlington Route
" North-West. Line (a)
" Union Pacific (b)
(a) and (b) 400 feet apart
Fremont, N.H., Bost. & Maine
Fremont, N.C., Atl. Coast L
Fremont, O.,
Lake Erie & West (a)
" Lk. Shore & Mich. So (a)
" Lake Shore Electric (b)
" Wheel. & Lake Erie (a)
(a) and (b) about ¼ mile apart
(a) and (c) ¾ mile apart
(b) and (c) about 100 yards apart
Fremont, Wash.,
Northern Pacific
Fremont, Wis.,
Minn. St. P. & Slt. Ste. M
Fremont Pass, Colo.,
Denver & Rio Grande
Fremsdorf, Mo., Frisco Sys
French, Minn., North. Pacific
French, N. M.,
Atch. Top. & S. Fe (a)
" El Paso & S. W. Sys (a)
French, Ont., Can. Pac
French, Va.,
New River, Holston & W
French, W. Va., Balt. & Ohio
French Camp, Cal., So. Pac
French Creek Junction, Pa.,
Philadelphia & Reading
French Landing, Mich.,
Wabash
French Lick, Ind.,
Chic. Ind. & Louisv (a)
" Southern (a)
Frenchman's Bayou, Ark.,
Frisco System
French Mountain, N.Y.,
Delaware & Hudson
French Point, Pa.,
Pennsylvania Co
French River, Minn.,
Duluth & Iron Range
French River, Ont.,
Can. North. Ont
French's, Tex.,
Sherm. Shreve. & South
Frenchton, W. Va.,
Coal & Coke
Frenchtown, Md., Penna
Frenchtown, Mont., No. Pac
Frenchtown, N.J., Penna
French Village, Ill., Lv. & N
French Village, N.S.,
Halifax & Southwest
Frenchville, Pa.,
N.Y. Cent. & Hud. Riv
Freneau, N.J., Cent. of N.J
Frenier, La., Illinois Central
Fresenius, Tex.,
Gulf, Colo. & Santa Fe*
Fresh Pond Mass.,
Boston & Maine
Freshwater, Colo., Colo. Mid
Freshwater Siding, W. Va.,
Pitts. Cin. Chic. & St. L
Fresnillo, Mex., Mex. Cent
Fresno, Ark., Gould So. West
Fresno, Cal.,
A.T. & S. F., Coast L* (a)
" Southern Pacific (b)
Fresno, Chihuahua, Mex.,
Mexico North Western
Fresno, Mexico, Mex.,
National of Mexico
Fresno, Mont., Great North
Fresno, O., Wheel. & Lk. Erie
Fresno, Tenn.,
Louisville & Nashville
Frewen, Wyo., Union Pacific
Frewsburg, N.Y.,
Dunk. Alleg. V. & Pitts
Frey, Mich., Gr. Rap. & Ind
Frey's, Pa., Pennsylvania
Freys Grove, Pa., Ph. & Read
Friar's Point, Miss.,
Yazoo & Miss. Valley
Frichton, Ind.,
Baltimore & Ohio S. W
Frick, Pa., Balt. & Ohio
Frick's Lock, Pa., Penna
Friday, Mich., No. West. Line
Friday, Pa., Balt. & Ohio
Fridley, Minn., Great North
" Northern Pacific
Friedens, Pa., Balt. & Ohio
Friedheim, Mo.,
Ches. Perryv. & Ste. G
Friend, Neb., Burl. Route
Friendly, W. Va., Balt. & Ohio
Friends' Asylum, Pa.,
Pennsylvania
Friendship, Md., Penna
Friendship, Miss.,
Brookhaven & P. R (a)
" Mississippi Central (b)
(a) and (b) adjacent
Called Carlos on M.C
Friendship, N.J., Penna
Friendship, N.Y., Erie (a)
" Pitts. Shawmut & No (b)
(a) and (b) about 120 yards apart
Friendship, N.C., Southern
Friendship Hill, Pa.,
Baltimore & Ohio
Friendship Tunnel, Pa.,
N.Y. Cent. & Hud. Riv
Friendsville, Md.,
Baltimore & Ohio
Friendsville, Tenn.,
Louisville & Nashville
Friendswood, Ind.,
Pitts. Cin. Chic. & St. L
Frierson, La., Kansas City So
Friersons, S.C.,
Atlantic Coast Line
Fries, Va., Norfolk & West
Friese, O., Wheeling & Lk. E
Fries Junction, Va.,
Norfolk & Western
Friesland, Minn., North. Pac
Fringer, Va., Norf. & West
Frink, Okla.,
Missouri, Kansas & Tex
Frink's, Cal., South. Pacific
Frinks, Pa.,
Coudersp. & Port Alleg
Friona, Tex.,
Pecos & North. Texas*
Frisbee, Mo., Frisco System
Frisbee, N.C., Southern
Frisbie, Kan.,
Atch. Top. & Santa Fe
Frisbie, Pa., Lehigh Valley
Frisco, Ariz.,
Morenci Southern
Frisco, Colo.,
Colo. & Southern (a)
" Denv. & Rio Grande (a)
Frisco, Idaho, No. Pac (a)
" Ore. RR. & Nav. Co (b)
Depots adjacent
Frisco, Okla.,
Oklahoma Central
Frisco, Pa., Balt. & Ohio
Frisco, Tex., Frisco System
Frisco, Utah,
San Ped. Los Ang. & S. Lk
Frisco Con'n, Okla.,
Missouri, Okla. & Gulf
Frisco Junction, Okla.,
Chic. Rk. Isl. & Pac (a)
" Frisco System (a)
Fritchton, Ind.,
Balt. & Ohio Southwest
Fritz, Union Co., Pa.,
Phila. & Reading
Fritz, Wash.,
Tacoma Eastern
Fritztown, Pa., Phila. & Read
Frobisher, Sask., Can. Pac
Frobyshire, Assiniboia,
Canadian Pacific
Froelich, Ia., Chic. Mil. & St. P
Froemsdorf, Mo.,
St. Louis South-west
Frogmore, La.,
Natchez & Western
Frogmoor, Tenn., Ill. Cent
Frohsinn, Ala.,
Mobile & Ohio
Froman, Ore., South. Pacific
Fromberg, Mont., No. Pacific
Front Creek, Wash.,
Kettle Valley Lines
Frontenac, Fla.,
Florida East Coast
Frontenac, Ill.,
Elgin, Joliet & East
Frontenac, Kan.,
Atch. Top. & Santa Fe
Frontenac, Minn., C.M. & S.P
Frontenac, Ont.,
Bay of Quinte
Fronteras, Mex., Nacozari
Frontis, N.C., Southern
Front Royal, Va.,
Norfolk & Western (a)
" Southern (b)
(a) and (b) 1 mile apart
Front Royal Junction, Va.,
Southern
Frost, Ky., Ches. & Ohio
Frost, Faribault Co., Minn.,
North Western Line
Frost, Mont., North. Pacific
Frost, Okla.,
Chicago, Rk. Isl. & Pac
Frost, S.C., Southern
Frost, Tex., St. Louis So. W
Frostburg, Md.,
Cumberland & Penna
Frost Creek, Ala., Southern
Frost Junction, Mich.,
Chicago, Mil. & St. Paul
Frosts, Itasco Co., Minn.,
Minneapolis & Rainy R
Frosts, O., Balt. & Ohio S. W
Frosts, Forest Co., Pa.,
Baltimore & Ohio
Frostville, Ark., St. L. So. W
Froude, Sask., Can. Pac
Frozen, Ky., Ohio & Ky
Frozen Run, Pa., Susq. & N.Y
Frugality, Pa., Penna
Fruit, Ill., Tol. St. L. & West
Fruita, Colo.,
Denver & Rio Grande
Fruita, Fla.,
Florida East Coast
Fruitdale, Ala., Mob. & Ohio
Fruitdale, O.,
Detroit, Tol. & Ironton
Fruit Hill, O.,
Cin. George. & Ports
Fruithurst, Ala., Southern
Fruitland, Ark.,
St. Louis, Iron Mt. & So
Fruitland, Cal., Pac. Electric
" San Ped. Los Ang. & S. Lk
Fruitland, Ga.,
Georgia South. & Fla
Fruitland, Idaho,
Payette Valley
Fruitland, Ia.,
Chic. Rk. Isl. & Pac (a)
" Muscatine North & S (b)
(a) and (b) about ¼ mile apart
Fruitland, Kan., Union Pac
Fruitland, Md., N.Y. Ph. & No
Fruitland, Mich.,
Kal. Lake Shore & Chic
Fruitland, Mo.,
Ches. Perryv. & Ste. G
Fruitland, Okla.,
Chicago, Rk. Isl. & Pac
Fruitland, Tenn., Mobile & O
Fruitland, Tex.,
Ft. Worth & Denv. City
Fruitland Park, Fla.,
Atlantic Coast Line
Fruitport, Mich.,
Gd. Rap. Gd. H. & M (El)
" Pere Marquette†
Fruitport Junction, Mich.,
Grand Rapids & Ind
Fruit Ridge, N.C.,
Atlantic Coast Line
Fruitvale, B.C., Great North
Fruit Vale, Cal., South. Pac
Fruitvale, Idaho,
Pacific & Idaho North
Fruitvale, Tenn., Lv. & Nash
Fruitvale, Tex.,
Texas & Pacific
Fruitvale, Wash.,
North Yakima & Valley
Fruitville, Fla.,
Seaboard Air Line
Frush Valley, Pa.,
Phila. & Reading
Frutcheys, Pa., Del. Valley
Fruto, Cal., South. Pacific
Fry, Colo., Denver & Rio G
Fry, Ore., Southern Pacific
Fryburg, N.D., North. Pac
Frye, Me., Maine Central
Frye, Pa., Pennsylvania
Fryeburg, La.,
Louisiana & Arkansas
Fryeburg, Me., Maine Cent
Fry's, Sask., Can. Pacific
Frys Gap, Tex.,
Texas & New Orleans
Fry's Mill, Ark., Frisco System
Fuccy, W. Va.,
West Virginia Midland
Fudges, S.C.,
Seaboard Air Line
Fuente, Coahuila, Mex.,
Mexican International
Fuentevilla, Mex.,
Veracruz & Isthmus
Fuerte, Sinaloa, Mex.,
Kan. City, Mex. & Orient
Fuertes, Coahuila, Mex.,
National of Mexico
Fugate, Ky., Licking River
Fuget, Mo.,
St. Louis, Iron Mt. & So
Fulda, La., La. Ry. & Nav. Co
Fulda, Minn., Ch. Mil. & St. P
Fulda, Tex., Wichita Valley
Fulford, Fla., Fla. East Coast
Fulford, Que., Can. Pacific
Fuller, Ark.,
Lit. Rk. & H. Spgs. W
Fuller, Kan.,
Kansas City Southern
Fuller, Mich.,
Grand Rapids & Ind (a)
" Grand Trunk (a)
" Pere Marquette (a)
Fuller, Mont., Great North
Fuller, Fayette Co., Pa.,
Pitts. & Lake Erie
Fuller, Jefferson Co., Pa.,
Pennsylvania
Fuller, Tex.,
Chicago, Rk. Isl. & Gulf
Fullers, Fla., Atl. Coast Line

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Fuller's, N.Y., West Shore
Fuller's O., Wheel. & Lk. Erie
Fullers, Tenn., Laurel
Fullers Mill, Ga.,
Georgia & Florida
Fullerton, Ark.,
Warren, J. & Saline R †
Fullerton, Cal.,
A.T.&S.F., Coast Lines*
Fullerton, Ill., Illinois Cent
Fullerton, La.,
Gulf & Sabine River
Fullerton, Neb., Union Pac
Fullerton, N. Dak.,
Minn. St. P. & Slt. Ste. M
Fullerton, Pa., Lehigh Val
Fullerton, Tex.,
Beaum. Sour Lk. & W
" Trinity Valley & No
Fullerton, Vt.,
Hardwick & Woodb
Fullerville, S. D.,
Chicago, Mil. & St. Paul
Fulmor, Pa., Phila. & Read
Fulp, N.C., Norfolk & West
Fulshear, Tex.,
San Antonio & Ar. Pass
Fulton, Ala., Southern
Fulton,
Hempstead Co., Ark.,
St. L. Iron Mt. & So
Fulton, Cal., No. West. Pac
Fulton, Ill., Burl. Route (a)
" Chic. Mil. & St. Paul (c)
" North-West. Line (b)
(a) and (b) about ½ mile apart
(a) and (c) 1 mile apart
(b) and (c) ½ mile apart
Fulton, Ind.,
Chic. Cincin. & Louisv
Fulton, Kan., Frisco System
Fulton, Ky., Illinois Central
Fulton, La.,
Colo. So. New Orl. & P (a)
" Lake Charles & No (a)
" Louisiana & Pac (a)
Fulton, Manitoba,
Canadian Northern
Fulton, Baltimore Co., Md.,
Western Maryland
Fulton, Wicomico Co., Md.,
Balt. Ches. & Atlantic
Fulton, Mo., Chicago & Alton
Fulton, N.M., A. Top. & S. Fe
Fulton, N.Y., Del. L. & W (a)
" N.Y.C. & H.R (b) (c)
" N.Y. Ont. & West (b)
Fulton, O.,
Toledo & Ohio Central
Fulton, Multnomah Co., Ore.,
Southern Pacific
Fulton, Umatilla Co., Ore.,
Northern Pacific
Fulton, Wasco Co., Ore.,
Great Southern
Fulton, Pa., Pennsylvania
Fulton, S.D., No. West. Line
Fulton, Va., Chesa. & Ohio
Fulton, W. Va., Balt. & Ohio
Fulton Chain, N.Y.,
Fulton Chain (a)
" N.Y. Cent. & Hud. R (a)
Fultonham, O.,
Zanesville & Western
Fulton House, Pa.,
Lanc. Oxford & South
Fulton Junction, Ill.,
North-Western Line
Fulton Junction, Md., Penna
Fulton Park Ore.,
Oregon Electric
Fulton's, Ont., Grand Trunk
Fulton Springs, Ala.,
Louisville & Nashville
Fultonville, N.Y., West Sh
Fulton Wells, Cal., So. Pac
Fults, Ky., Ches. & Ohio
Fumee, Mich., No. West. Line
Fundición, Mex.,
West Coast Route
Funk, Minn., Chic. Mil. & St. P
Funk, Mo.,
St. Louis, Iron Mt. & So
Funk, Neb., Burl. Route
Funk, O., Ashland & West
Funkhouser, Ill., Vandalia
Funkley, Minn.,
Minnesota & Internat
Funk's Grove, Ill., Ch. & Alt
Funk's Lake, Utah,
San Pete Valley
Funkstown, Md., Balt. & Ohio
Funston, N.C., Southern
Fuqua, Tex.,
Gulf, Colo. & Santa Fe*
Fuqua, W. Va., Ches. & Ohio
Fuquay Springs, N.C.,
Raleigh & Southport
Furd, Tex., Southwestern
Furley, Kan., Chic. R. I. & Pac
Furlong, Colo.,
Denver, Boulder & West
Furman, Ill., Balt. & Ohio S. W
Furman, S.C., Southern
Furmans, N.J.,
Raritan River †
Furnace, Ala., Southern
Furnace, Pa., Lehigh Valley
Furnace, Va.,
Potomac, Fred. & Pied
Furnace, W. Va.,
Kanawha & Michigan
Furnace Falls, Ont.,
Irondale, Banc. & Ott
Furnace Junction, Ala.,
Southern
Furnace Road, Pa., Penna
Furneaux, Tex.,
Mo. Kans. & Texas
Furnessville, Ind., Mich. Cent
Furnisa, N.Y., N.Y.C. & H.R
Furrer, B.C., Canadian Pac
Futrell, Ky., Illinois Central

G

Gabbettville, Ga.,
Atlanta & West Point
Gabbro, Md., Balt. & Ohio
Gabriel, Mex.,
Mex. International
Gabriel, Okla., Frisco System
Gabriella, Fla., Seab. Air Line
Gabriel River, Tex.,
Houston & Texas Cent
Gabriels, N.Y.,
N.Y. Cent. & Hud. Riv
Gackenbach, Pa., Ironton
Gackle, N.D., North. Pacific
Gadsden, Ala., Ala. Gt. So
" Chattanooga South (a)
" Louisville & Nash (b)
" Nash. Chat. & St. L (c)
" Southern (c)
Gadsden, Ind.,
Central Indiana
Gadsden, S.C., Southern
Gadsden, Tenn., Lv. & Nash
Gadsden Furnace, Ala.,
Louisville & Nashville
Gad's Hill, Mo., St. L. I. M. & S
Gad's Hill, Ont., Gd. Trunk
Gaffer, Ont., Can. Pac
Gaffin, Mo., Missouri Pacific
Gaffney, Pa.,
Mt. Jew. Kinz. & Riterv
Gaffney's, S.C.,
Southern
Gaff Topsail, N.F.,
Reid Newfoundland
Gage, Cal., Pacific Electric
Gage, Mont., C. M. & P. Sd
Gage, N.M., South. Pacific
Gage, Okla.,
Atch. Top. & Santa Fe
Gagen, Wis.,
Minn. St. P. & S. Ste. M (a)
" North-West. Line (a)
Gages, Ont., Grand Trunk
Gagetown, Mich., Gd. Trunk
Gahagan, La., Texas & Pac
Gahannurst, W. Va.,
Western Maryland
Gaillards, Ga., Southern
Gaines, Ky., Illinois Cent
Gaines, Mich., Grand Trunk
Gaines, Ore., South. Pacific
Gaines, Pa.,
Buff. & Susquehanna
Gainesboro, Fla.,
Seaboard Air Line
Gaines Junction, Pa.,
Buff. & Susquehanna
" Leetonia †
Gainesville, Ark.,
St. Louis, Iron Mt. & So
Gainesville, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (c)
" Tampa & Jacksonv (b)
(a) and (b) ⅝ mile apart
(a) and (c) ¾ mile apart
(b) and (c) 1 mile apart
Gainesville, Ga.,
Gainesville Midland (a)
" Southern (b)
(a) and (b) about ¾ ml. apart
Gainesville, N.Y.,
Buffalo, Roch. & Pitts
Gainesville, Tex.,
Gulf, Colo. & S. Fe* (a)
" Mo. Kan. & Texas (b)
(a) and (b) about 170 yards apart
Gainesville, Va., Southern
Gainford, Ia., No. West. Line
Gainsborough, Sask.,
Canadian Pacific
Gains Mill, Ga.,
Nashv. Chat. & St. Louis
Gaither, Md., Balt. & Ohio
Gaither, Okla.,
Missouri, Okla. & Gulf
Gaithers, Ky., Louisv. & Nash
Gaithersburg, Md., Balt. & O
Gala, Va., Ches. & Ohio
Galata, Mont., Great North
Galatea, Colo., Mo. Pacific
Galatea, Ga., Atl. Coast Line
Galatea, O., Balt. & Ohio (a)
" Toledo & Ohio Cent (a)
Galatia, Ga.,
Atlantic Coast Line
Galatia, Ill., Illinois Central
Galax, N.C.,
Car. Clinch. and Ohio
Galax, Va., Norfolk & West
Galbraith, Ia.,
North-West. Line
Galbraith, Mont.,
Chic. Mil. & Puget Sd
Galchutt, N.D., Great North
Gale, Cal.,
A.T. & S.F. Coast Lines*
Gale, Ill., Illinois Central (a)
" St. L. Iron Mt. & So (a)
" St. Louis South-west (a)
Gale, Miss.,
Mobile, Jackson & K. C
Gale, N.H., Boston & Me
Gale, Wash., Northern Pac
Gale Junction, Ill.,
Chicago and East. Ill
Galen, Miss., Yazoo & Miss. Vy
Galena, Ariz.,
El Paso & S. W. System
Galena, Ill., Burl. Route (a)
" Illinois Central (c)
" North-West. Line (b)
(a) and (c) 300 rods apart on opposite sides of river
(b) and (c) adjacent
Galena, Kan.,
Frisco System (a) (b)
" Missouri, Kan. & Texas
(a) and (b) about ½ mi. apart
Galena, Mo.,
St. Louis, Iron Mt. & So
Galena, N.Y.,
Del. Lack. & Western (a)
" N.Y. Ont. & Western (b)
(a) and (b) 100 yards apart
Galena, O.,
C. A. & C. (Penna. Lines)
Galena, Wash., Great North
Galena Junction, Ill.,
Burlington Route (a)
" Chicago Great West (a)
Galena Junction, S.D.,
Burlington Route
Galeras, Mex.,
Zitacuaro & Joconusco
Gales, Ind., Chic. Ind. & So
Galesburg, Ill.,
Atch. Top. & San Fe (a)
" Burlington Route (b)
" Rock Island So (El)
(a) and (b) about ½ mi. apart
Galesburg, Kan., Mo. Kan. & T
Galesburg, Mo.,
Missouri Pacific
Galesburg, N.D., Great No
Galesburgh, Mich., Mich. Cen
Gale's Farm, Ill.,
Rock Island So (El)
Gales Ferry, Ct.,
N.Y. New Hav. & Hart
Galesville, Ill., Wabash
Galesville, Wis.,
North-Western Line
Galeton, Pa.,
Buffalo & Susquehanna
Galetta, Ont., Grand Trunk
Galewood, Ill., Ch. Mil. & St. P
Galford, W. Va., Ches. & Ohio
Galgo, Tex.,
Galv. Har. & San Ant
Galien, Colo., Burl. Route
Galien, Mich. Mich. Central
Galilee, N.J., Central of N.J
Galion, La., St. Louis, I. M. & So
Galion, O.,
Cl. Cin. Chic. & St. L (a)
" Erie (b)
(a) and (b) about ⅝ mi. apart
Galivan, Cal.,
A.T. & S.F., Coast Lines*
Gall, La.,
Franklin & Abbeville
Galla, Ark., St. Louis. I. M. & S
Gallagher Junction, Minn.,
Minnesota & No. Wis
Gallagher Lake, Minn.,
Minnesota & No. Wis
Gallaghers, Pa.,
Buf. Roch. & Pitts (a)
" Erie (a)
Gallagherville, Pa., Penna
Gallaher, Mont.,
Mont. Wyo. & South
Galland, Ia., Burl. Route
Gallant Green, Md.,
Wash. Pot. & Chesa
Gallardo, Mex., Mexican Cent
Gallatin, Mo., Ch. R. I. & P (a)
" Wabash (a)
Gallatin, Mont., No. Pacific
Gallatin, Pa., Pitts. & Lk. Erie
Gallatin, Tenn.,
Louisville & Nashville
Gallatin, Tex.,
Texas & New Orleans
Galliatinville, N.Y.,
Central New England
Gallaway, Cass Co., Tex.,
Texas & Pacific
Gallaudet, Ind.,
Cleve. Cin. Chic. & St. L
Gallaway, Tenn., Lv. & Nash
Gallaway, Smith Co., Tex.,
Internat. & Gt. North
Gallego, Mex., Nat. of Mex
Gallemore, Ga.,
Macon, Dublin & Sav
Gallia, O., Cin. Ham. & Day
Gallina, Cal., Pacific Electric
Gallinas, Cal., No. West. Pac
Gallinas, Colo.,
Atch. Top. & Santa Fe
Gallinas, N.M.,
El Paso & S. W. System
Gallion, Ala., Southern
Gallipolis, O.,
Hocking Valley (a)
" Kanawha & Mich (a)
Gallipolis Ferry, W. Va.,
Baltimore & Ohio
Gallitzin, Pa., Pennsylvania
Galliver, Fla.,
Louisville & Nashville
Galiman, Miss., Illinois Cent
Galloway, Ark.,
Chicago, Rk. Isl. & Pac
Galloway, B.C., Can. Pacific
Galloway, Ga., Lv. & Nashv
Galloway, Ia.,
Waterloo, Cedar F. & N
Galloway, Mich.,
Pere Marquette
Galloway, Miss.,
Yazoo & Miss. Valley
Galloway, Mo., Frisco Sys
Galloway, Wis., Ch. R. I. & P
" North Western Line
Galloway Branch, Ala.,
Frisco System
Galloway's, O.,
Cleve. Cin. Chic. & St. L
Gallup, N.M.,
A.T. & S.F., Coast Lines*
Gallup, O.,
Detroit, Tol. & Ironton
Galmish, W. Va., Balt. & Ohio
Galt, Cal., Southern Pacific
Galt, Ill., North-West. Line
Galt, Ia., Chic. Rk. Isl. & Pac
Galt, Kan., Atch. Top. & S. Fe
Galt, Md., Pennsylvania
Galt, Nev.,
SanPed. Los Ang. & S. Lk
Galt, Ont., Canadian Pac (a)
" Galt. Pres. & Hosp (a) (b)
" Grand Trunk (b)
(a) and (b) about 1 ml. apart
Galt, Tex., N.Y. Tex. & Mex
Galt City, Fla., Lv. & Nash
Galton, Ill., Illinois Central
Galts, Ky., Louisv. & Nash
Galt's Mill, Va., Ches. & Ohio
Galva, Ala., Louisv. & Nashv
Galva, Ill., Burl. Route (a)
" Chic. Rock Isl. & Pac (b)
(a) and (b) about 200 yards apart
Galva, Ia., North-West. Line
Galva, Kan., A.T. & S. Fe (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) adjacent
Galva, La., Illinois Central
Galvans, Ga., Augusta South
Galveston, Ind.,
Pitts. Cin. Chic. & St. L
Galveston, Tex.,
Galv. Har. & San Ant (a)
" Galv. Houst. & Hen (a)
" Gulf & Inters. of Tex ◻
" Gulf, Colo. & S. Fe* (a)
" Inter. & Great North (a)
" Mo. Kan. & Tex (a)
" Trinity & Brazos Val (a)
◻ By ferry
Galveston, Va., Southern
G. & W. Junction, Tex.,
Galv. Houston & North
Gambee, N.Y., Lehigh Valley
Gambette, Va., Norf. & West
Gambier, O.,
C.A. & C (Penna. Lines)
Gamble, Ala., Northern Ala
Gamble, Pa., Balt. & Ohio
Gambles, Ala., Southern
Gambo, N.F.,
Reid Newfoundland
Gamboa, Mex., Pan-Am (a)
" Tehuantepec Nat (a)
Gamprell, Miss.,
Gulf & Ship Island
Gambrill, Md.,
Wash. Balt. & Annap. El
Gambrinus, O.,
Wheeling & Lake Erie
Gamebridge, Ont.,
Canadian No. Ont (a)
" Grand Trunk (b)
(a) and (b) about ¼ ml. apart
Gamewell, Cal., So. Pacific
Gamma, Ala.,
Louisv. & Nashv
Gammill, La.,
Woodworth & La. Cent
Gamoca, W. Va., Ches. & Ohio
Ganadarque, Ala., Lv. & Nash
Ganado, Tex.,
Galv. Har. & San Ant
Gananoque, Ont., Thous. Isl
Gananoque Cemetery, Ont.,
Thousand Islands
Gananoque Wharf, Ont.,
Thousand Islands
Gandara, Mex.,
West Coast Route
Gandsi, Miss.,
Gulf & Ship Island
Gandy, S.C., Atl. Coast L
Gandy, Tenn.,
Louisville & Nashville
Gandy, W. Va., Dry Fork
Ganer, Ala., Cent. of Ga
Gann, Colo., Atch. Top. & S. Fe
Gannett, Neb., Union Pacific
Gannon's, Md.,
Cumberland & Penna
Gano, O., Cincin. North (a)
" Cleve. Cin. Ch. & St. L (a)
Gano, Wis., Chic. Mil. & St. P
Ganoga Lake, Pa.,
Lehigh Valley
Gans, Okla.,
Kansas City Southern
Gans, Pa., Baltimore & Ohio
Gansel, Okla., Frisco System
Gansevoort, N.Y., Del. & Hud
Gantt, Ala., Central of Ga
Gantt, Ga., Ga. North
Gantt, S.C., Southern
Gantt's Junction, Ala.,
Louisville & Nashville
Gantt's Quarry, Ala.,
Louisville & Nashville
Gap, Ky., Louisv. & Nashv
Gap, Okla.,
Missouri, Kan. & Texas
Gap, Pa., Pennsylvania
Gap in Knob, Ky., Lv. & Nash
Gap Junction, Pa., Leh Val
Gapland, Md., Balt. & Ohio
Gap Road, Pa., Cumb. Val
Gapway, S.C.,
Georgetown & West
Garber, Ill., Wabash
Garber, Ia., Chic. Mil. & St. P
Garber, Mo., St. L. I. M. & So
Garber, Okla.,
Chicago, Rk. Isl. & Pac
Garber, Pa., Pennsylvania
Garbers, Tenn., Southern
Garbetts, Fla.,
South Ga. & West Coast
Garbutt, N.Y.,
Buffalo, Roch. & Pitts
" Pennsylvania
Garbutt Junction, Ga.,
Atlantic & Birmingham
Garceton, Pa., Pennsylvania
Garcia, Cal., No. West. Pac
Garcia, Colo., Colo. & South
Garcia, Morelos, Mex.,
Interoceanic of Mexico
Garcia Nuevo Leon, Mex.,
National of Mexico
Garcia, N.M.,
A.T. & S.F., Coast Lines*
Garcia, Wash.,
Chic. Mil. & Puget Sd
Gar Creek, Ind., Wabash
Gardeau, Pa., Keystone (a)
" Pennsylvania (a)
Garden, Ind., P. C. C. & St. L
Garden, N.C.,
Car. Clinch. and O
" Southern
Spelled Gardin on S
Garden, Ont., Can. Pacific
Garden, Pa., Phila. & Read
Gardena, Cal.,
Los Ang. & Redondo (El)
" Pacific Electric
Gardena, N.D.,
Minn. St. P. & Slt. Ste. M
Garden City, Ala., Lv. & Nash
Garden City, —— Co., Ia.,
St. Paul & Des Moines
Garden City, —— Co., Ia.,
Muscatine North. & So
Garden City, Kan.,
Atch. Top. & Santa Fe
Garden City, La.,
Morgan's La. & Texas
Garden City, Minn.,
North-Western Line
Garden City, Miss.,
Yazoo & Miss. Valley
Garden City, Mo.,
Kan. City, Clin. & Spring
Garden City, N.Y., Long Isl
Garden City, S.D.,
Chicago, Mil. & St. Paul
Gardendale, Tex.,
Internat. & Gt. North
Gardener, Pa.,
Philadelphia & Read
Garden Grove, Cal.,
Pacific Electric
Garden Grove, Ia., Burl. Rte
Garden Hill, Ont., Gd. Trunk
Garden Home, Ore.,
Oregon Electric
Garden Isle, O., Balt. & Ohio
Garden Lake, N.J., Atl. City
Garden of Gods, Colo.,
Denver & Rio Grande
Garden Pass, Nev.,
Eureka & Palisade
Garden Plain, Ill.,
Burlington Route
Garden Plain, Kan.,
Atch. Top. & Santa Fe
Garden Prairie, Ill.,
North-Western Line
Gardenville Junction, N.Y.,
Pennsylvania
Gardiere, La., Yazoo & Miss. V
Gardi, Ga., Southern
Gardin, N.C.,
Car. Clinch. and O
" Southern
Spelled Garden on C.C. and O
Gardiner, Ia.,
Inter-Urban (El)

Gardiner, Me., Maine Cent
Gardiner, Mont., No. Pacific
Gardiner, Neb., Union Pac
Gardiner, N.Y., West Shore
Gardiner, Utah,
SanPed.LosAng.&S.Lk
Gardiner Junc., Pa., Erie
Gardner, Cal.,
LosAngeles-Pacific(El)
Gardner, Fla., Atl.Coast Line
Gardner, Ill.,
Chicago & Alton (a)
" Cl.Cin.Ch.& St. L (b)
(a) and (b) 634 yards apart
Gardner, Kan., At.T. & S.Fe
Gardner, Mass.,
Boston & Maine
Gardner, Mich., Wis. & Mich
Gardner, Minn., Great North
Gardner, Mo., Burl. Route
Gardner, Mont., North. Pac
Gardner, N.C.,
Atlantic Coast Line
Gardner, N.D., Great North
Gardner, O., Northern Ohio
Gardner, Berks Co., Pa.,
Lehigh Valley
Gardner, Blair Co., Pa.,
Pennsylvania
Gardner, CodingtonCo., S.D.,
Minn. & St. Louis
Gardner, Tenn., N.C. & St. L
Gardner, Va., Norf. & West
Gardner Junction, W.Va.,
Virginian
Gardner Mills, Ala.,
Louisville & Nashville
Gardner's, Me.,
Washington County
Gardner's, Pa.,
Gettysburg & Harris
Gardners, Meade Co., S.D.,
Burlington Route
Gardners Farm, Pa.,
Hunter's R.& slate Belt
Gardner's Grove, N.H.,
Boston & Maine
Gardner's Junction, W.Va.,
Virginian
Garen, Minn., North. Pacific
Garey, Cal., Pacific Coast
Garfield, Ark., FriscoSystem
Garfield, Colo., Denv. & Rio G
Garfield, Fla., Fla.EastCoast
Garfield, Ga., Ga. & Fla
Garfield, Ill., Chic. & Alton
Garfield, Marion Co., Ind.,
Pitts.Cin.Chic. & St. L
Garfield,
Montgomery Co., Ind.,
Vandalia
Garfield, Ia., Burl. Route
Garfield, Kan., Atch.T.& S.Fe
Garfield, Ky., Lv.Hend.&St.L
Garfield, Mich., Mich. Cent
Garfield, Minn., Great North
Garfield, N.J., Erie
Garfield, O., PennsylvaniaCo
Garfield, Pa., TionestaValley
Garfield, Utah,
Denver & Rio Grande
" SanPed.LosAng.&S.Lk
Garfield, Wash.,
Northern Pacific (a)
" Ore.RR.& Nav.Co (b)
" Spok.& Inland Emp (c)
(a) and (b) about ½ mi.apart
(a) and (c) ½ mile apart
(b) and (c) 100 yards apart
Garfield Boulevard, Ill.,
Penna.Co
Garfield Park, O.,
No.O.Trac.&L.Co. (El)
Garganta, Mex., Mexican
Garibaldi, Wash., North. Pac
Garland, Ala., Louisv.& Nash
Garland, Colo., Denv.& Rio G
Garland, Ga., Cent. of Ga
Garland, Kan., FriscoSystem
Garland, Ky., Ches. & Ohio
Garland, Rapides Co., La.,
Zimmer. Leesv. & S. W
Garland, St. Landry Co., La.,
Morgan's La. & Tex
Garland, Manitoba,
Canadian Northern
Garland, N.C., Atl.Coast Line
Garland, N.D., North. Pacific
Garland, Pa.,
Junk.Alleg.Val.& P(a)
" Pennsylvania (b)
(a) and (b) ½ mile apart
Garland, Tex.,
Gulf, Colo. & S.Fe* (a)
" Mo. Kan. & Texas (b)
(a) and (b) about ½ mile apart
Garland, Utah,
Oregon Short Line
Garland, Wyo., Burl. Route
Garland City, Ark.,
St. Louis South-west
Garlane, Kan.,
Atch.Top. & Santa Fe
Garlington, S.C.,
Seaboard Air Line
Garlock, Cal., South. Pac
Garma, Mex., Nat. of Mex
Garman, Pa., Pennsylvania
Garmanys, Ga., Cent. of Ga
Garneau Junction, Que.,
Can. North. Quebec (a)
" Canadian Pacific (a)
Garneill, Mont., Montana
Garner, Ark., St. L. I. M. & S
Garner, Idaho, Ore. S. Line
Garner, Ia.,
Chic.Mil. & St. P (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) ½ mile apart
Garner, N.C., Southern
Garner, Tex., W.M.W. & N.W
Garnes, Ill., Cin. Ham. & Day
Garnet, Mich.,
Minn. St. P. & S. Ste. M
Garnet, Nev.,
SanPed.LosAng.& S.Lk
Garnett, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) about ¼ mi. apart
Garnett, Ky., Louisv. & Nash
Garnett, Okla., FriscoSystem
Garnett, Ont., Grand Trunk
Garnett, S.C.,
Seaboard Air Line
Garnett, Va., Ches. & Ohio
Garnieil, Mont., Montana
Garnsey, Ala.,
Louisville & Nashv (a)
" Southern (a)
Garnsey, Cal., South. Pacific
Garnsey, Kan., Frisco Sys
Garnsey, Mo., Frisco System
Garos, Colo., Colo. & So
Garrant, Ga., Georgia & Fla
Garrapata, Mex.,
Parral & Durango
Garretson, S.D., Great North
Garretsons Mill, Miss.,
Queen & Cres. Route
Garrett, Ill., Cin. Ham. & Day
Garrett, Ind., Balt. & Ohio
Garrett, Ky., Louisv. & Atl
Garrett, Pa., Balt. & Ohio
Garrett, Tex.,
Houston & Texas Cent
Garrett, Wyo., Union Pacific
Garrett Mill, Md.,
Baltimore & Ohio
Garrett Park, Md., Balt. & O
Garrett Road, Pa., Penna
Garrett Siding, W.Va.,
Baltimore & Ohio
Garrett's Run, Pa., Penna
Garrett's Siding, O.,
Pitts. Cin. Chic. & St. L
Garrettsville, O., Erie
Garrigans, O.,
Wheeling & Lake Erie
Garris, S.C., Atl. Coast Line
Garrison, Fla., Tampa North
Garrison, Ia.,
Chicago, Rk. Isl. & Pac
Garrison, Kan., Union Pac
Garrison, Ky., Ches. & Ohio
Garrison, Mont.,
Chicago, Mil. & Puget Sd
" Northern Pacific
Garrison, Neb., Burl. Route
Garrison, N.H.,
Boston & Maine
Garrison, Putnam Co., N.Y.,
N.Y. Central & Hud. Riv
Garrison, N.D.,
Minn. St. P. & Slt. Ste. M
Garrison, Pa., Pennsylvania
Garrison, Jefferson Co., Tex.,
Kansas City Southern
Garrison,
Nacogdoches Co., Tex.,
Houston. E. & W. Texas
Garrison, Wash.,
Oregon RR. & Nav. Co
Garrison Crossing, Kan.,
Union Pacific
Garrison Forest, Md., Penna
Garrisons,
Rensselaer Co., N.Y.,
Albany Southern (El)
Garrity, Ala.,
Louisville & Nashville
Garr's Mill, La.,
Tremont & Gulf
Garry, Mont., Gt. Northern
Garryowen, Mont.,
Burlington Route
Garske, N.D.,
Farmers Gr. & Ship. Co
Garson, Manitoba, Can. Pac
Garson Junction, Ont.,
Can. North. Ont
Garst, Va., Norf. & West
Garthby, Que., Quebec Cent
Gartney, Utah, South. Pacific
Gartrell, Ga., Lv. & Nashv
Garvanza, Cal.,
A.T. & S.F., Coast L*(a)
" SanPedro, L.A.& S.L(b)
Garver's Ferry, Pa., Penna
Garvin, Minn., No. West. Line
Garvin, Okla., Frisco System
Garvin's, Pa., West.N.Y.& Pa
Garway, Pa., N.Y.C.&H.R(a)
" Pennsylvania (a)
Garwin, Ia., No. West. Line
Garwood, Idaho,
Spokane International
Garwood, Mo., Mo. South
Garwood, N.J., Cent. of N.J
Garwood, Tex.,
Gulf, Colo. & Santa Fe*
Garwood's, N.Y., Erie (a)
" Pitts. Shawmut&No(b)
(a) and (b) about 150 yards apart
Gary, Fla., Tampa Northern
Gary, Ga., Wadley Southern
Gary, Cook Co., Ill.,
Atch. Top. & Santa Fe
" Chicago & Ill. West†
Gary, Ind., Balt. & Ohio (a)
" Chicago, Indiana & So
" Elgin, Joliet & East†
" Indiana Harbor Belt‡
" Lk. Shore & Mich. So(a)
" Michigan Central
" Penna. Co
" Wabash
Gary, Minn., NorthernPacific
Gary, N.M., Southern Pacific
Gary, N.C., Atl. Coast Line
Gary, S.C., Col. Newb. & Laur
Gary, S.D., North-West. Line
Gary, W.Va., Norfolk & West
Gary's, N.C., Seab. Air Line
Garys Camp, Ga., Cent. of Ga
Garyville, La.,
Colo.So.NewOrl.& P(a)
" La. Ry. & Nav. Co (a)
" Yazoo & Miss. Valley
Garza, Mo., Frisco System
Garza, Tex., Mo. Kan. & Tex
Garza Vaides, Mex.,
National of Mexico
Gas, Kan., Mo. Kan. & Tex(a)
" Missouri Pacific (b)
(a) and (b) adjacent
Gas City, Ind.,
Pitts. Cin. Chic. & St. L
Gasconade, Mo., Missouri Pac
Gascondy, Mo.,
St. L. Kan. City & Colo‡
Gascoyne, N.D.,
Chicago, Mil. & Puget Sd
Gashland, Mo.,
Quincy, Om. & K. C (a)
" St. Joseph & Gd. Isl (a)
Gaskells, Ill., Illinois Cent
Gaskill, Ind., Vandalia
Gaskin's, Ark.,
Missouri & North Ark
Gaspereaux, N.B., Can. Pac
Gasport, N.Y., N.Y.C. & H.R
Gassaway, W.Va.,
Coal & Coke
Gassett's, Vt., Rutland
Gassler, La., Louisiana West
Gassman, N.D.,
Great Northern
Gaston, Ill.,
San Ant. & Aransas Pass
Gaston, Ind.,
Chicago, Cin. & Louisv
Gaston, Miss.,
Yazoo & Miss. Valley
Gaston, Ore., South. Pacific
Gaston, S.C.,
Seaboard Air Line
Gaston, Tex.,
San Ant. & Aran. Pass
Gaston, Kanawha Co., W.Va.,
West Virginia & South
Gaston, Lewis Co., W.Va.,
Baltimore & Ohio
Gaston, Raleigh Co., W.Va.,
Chesapeake & Ohio
Gastonburg, Ala., Southern
Gastonia, N.C.,
Carolina & No. West(a)
" Southern (a)
Gastonia, Tex.,
Texas & New Orleans
Gaston Junction,
Marion Co., W.Va.,
Baltimore & Ohio
Gaston Mills, N.C., Southern
Gastonville, Pa., Balt. & Ohio
Gate, Utah, Union Pacific
Gate, Wash., North. Pacific
Gate City, Ala.,
Alabama Great So (a)
" Central of Georgia (a)
" Louisville & Nashv (b)
" Southern (a)
Gate City, Va., Va. & So. West
Gateley, Cal.,
A.T. & S.F., Coast Lines*
Gates, Ala.,
Washington & Choctaw
Gates, Ark., St. L. Iron Mt. & So
Gates, Colo., Great West
Gates, Ill., St. L. Iron Mt. & So
Gates, Ia., Atl. No. & So
Gates, Ky., Ches. & Ohio
Gates, Mo., Frisco System
Gates, N.Y., Boston & Maine
Gates, N.C., Atl. Coast Line
Gates, Marion Co., Ore.,
Corvallis & Eastern
Gates, Tenn., Illinois Central
Gates,
Multnomah Co., Wash.,
Portland Ry. L. & P. Co
Gates, Pa., Monongahela
Gates, Tenn., Illinois Cent
Gates Crossing, Mass.,
N.Y. New Hav. & Hart
Gateside, Manitoba,
Canadian Northern
Gates Siding, Pa., Penna
Gatesville, Kan., Union Pac
Gatesville, Miss.,
New Orl. Great North
Gatesville, Tex., St. L. So. W
GateView, Colo., Den. & Rio G
Gateway, Mont., Gt. North
Gatewood, Ga.,
Seaboard Air Line
Gatewoods, Ky., Ches. & Ohio
Gather, Okla., Frisco System
Gathright, Ky.,
Louisville & Nashville
Gati, N.M., Atch. Top. & S. Fe
Gatineau, Que., Can. Pacific
Gatineau Junction, Que.,
Ottawa North. & West
Gatliff, Ky., Lv. & Nashv
Gatliff, Wis., Chic. Mil. & St. P
Gatlin, Ark., Little Rk. & Ft. S
Gatlin, Fla., Atl. Coast Line
Gatlins, La.,
La. Ry. & Nav. Co
Gatman, Miss., Frisco Sys
Gato, Cal., Southern Pacific
Gato, N.M., Atch. Top. & S. Fe
Gatton, Ill., Illinois Central
Gatton Rock, O.,
Baltimore & Ohio
Gaudalupe, N.M.,
El Paso & S.W. System
Gauger's, Ill., Chic. R.I. & Pac
Gaulett, Ark., St. L. I. M. & So
Gauley, W.Va.,
Chesapeake & Ohio (a)
" Kanawha & Mich (b)
(a) and (b) 1 mile apart
Gauley Bridge, W.Va.,
Kanawha & Michigan
Gauley Mill, W.Va., Balt. & O
Gault, Mo., Chic. Mil. & St. P(a)
" Quincy, Om. & K. C (b)
(a) and (b) ¾ mile apart
Gaunts, Ark., St. L. I. M. & So
Gause, Tex., Int. & Gt. North
Gauthier's Mill, Que.,
Can. Northern Quebec
GautierJunction, Manitoba,
Canadian Pacific
Gavilan, Tex.,
Galv. Har. & San Ant
Gavin, Ark., St. L. I. M. & So
Gavin, Que., CanadianPacific
Gaviota, Cal., Southern Pac
Gawango, Pa., Pennsylvania
Gay, Ga., Atl. Birm. & Atl
Gay, La.,
Lake Charles & No (a)
" Louisiana & Pacific (a)
Gay, Mich., Mineral Range
Gay, Mo., Chic. R. I. & Pac
Gayden, La., Yazoo & Miss. V
Gay Hill, Tex., Gulf, C. & S. Fe*
Gayles, La., Texas & Pacific
Gaylord, Kan., Missouri Pac
Gaylord, Mich.,
Boyne City, Gay. & A(a)
" Michigan Central (a)
Gaylord, Minn., Minn. & St. L
Gaylord, W.Va., Norf. & West
Gaymont, W.Va., Ches. & O
Gaynor, Wash., Great North
Gayoso, Miss., Illinois Cent
Gay's, Ga., Southern
Gay's, Ill., Cl.Cin.Chic.& St. L
Gays Farm, O., Penna.Co
Gay Siding, Va.,
Chesapeake & Ohio
Gay's Mill, Wis.,
Chic. Mil. & St. Paul
Gays Mills, Pa., Montour
Gaysville, Vt., White River
Gaytine, La., La. & Pacific
Gayville, Yankton Co., S.D.,
Chicago, Mil. & St. Paul
Gaza, Ia., Illinois Central
Gazelle, Cal., South. Pacific
Gazzam, Pa., N.Y.Cent. & H.R
Gearhart, Ore.,
Astoria & Col. River
Gearing, Mont., Great North
Geary, La., Texas & Pacific
Geary, Okla.,
Chic. Rk. Isl. & Pac
Geary, Wash.,
Spok. & Inland Empire
Geauga Lake, O., Erie
Gebhardt, Ind.,
Pitts. Cin. Chic. & St. L
Gecko, La.,
Morgan's La. & Texas
Geddes, Ky., Louisv. & Nashv
Geddes, N.Y.,
N.Y. Cent. & Hud. River
Geddes, S.D., Chic. Mil. & St. P
Gee, Ky., Ports. & Tygart Val
Gee Brook, N.Y.,
Del. Lack. & Western
Geels, Mich., Michigan Cent
Geff, Ill., Balt. & Ohio So. W
Gehlen, Ia.,
North-Western Line
Gehman, Pa.,
Philadelphia & Read
Geices, Md., Balt. & Ohio
Geiger, O., Youngstown & So
Geiger, Pa., Balt. & Ohio
Geigertown, Pa., Phil. & Read
Geiser, Pa.,
Cumberland Valley (a)
" Western Maryland (a)
Geismar, La., Yazoo & Miss. V
Geissinger's, Pa., Lehigh Val
Gela, N.C., Southern
Gelder, Fla., Louisv. & Nashv
Gelert, Ont., Grand Trunk
Gelston, Cal., South. Pacific
Gem, Idaho, North. Pac (a)
" Ore. RR. & Nav. Co (b)
(a) and (b) about 60 yards apart
Gem, Ind.,
Pitts. Cin. Chic. & St. L
Gem, Kan., Chic. Rk. Isl. & Pac
Gem, Mich., Duluth, S.S. & Atl
Gemmell, Minn.,
Minnesota & Internat
Genaro, Mex.,
Mexican Central
Genelle, B.C., Canadian Pac
General Cepeda, Mex.,
National of Mexico
General Trevino, Mex.,
See Trevino, Mex
Generys, Ala., Southern
Genesee, Idaho, North. Pac
Genesee, La., Illinois Central
Genesee, Mich., Pere Marq
Genesee, Pa., Buff. & Susq(a)
" New York & Penna(a)
Genesee, Wis. Ch. Mil. & St. P
Gen. & Wyoming Junc., N.Y.,
Genesee & Wyoming
Genesee Junction, N.Y.,
Pennsylvania (a)
" West Shore (a)
Genesee Springs, Pa.,
New York & Penna
Geneseo, Ill., Chic. R.I. & Pac
Geneseo, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) ½ mile apart
Geneseo, N.Y., Erie
Geneseo, N.D., Great North
Genest, Manitoba, Can. Pac
Genet, Ill., Chic. Mil. & St. P
Genetts, O., Norf. & West
Geneva, Ala.,
Louisville & Nashville
Geneva, Ark.,
De Queen & Eastern
Geneva, Ga., Central of Ga
Geneva, Ill., No. West. Line
Geneva, Ind., Gd. Rap. & Ind
Geneva, Ia., Iowa Central
Geneva, Kan., Atch. T. & S. Fe
Geneva, Neb., Burl. Route(a)
" North-West. Line (b)
(a) and (b) adjacent
Geneva, N.Y. Lehigh Val (a)
" N.Y. C. & Hud. River(b)
(a) and (b) about ¼ mi. apart
Geneva, N.D., North. Pacific
Geneva, O., L. S. & Mich. So(a)
" N.Y. Chicago & St. L(b)
(a) and (b) ½ mile apart
Geneva Out., Can. Pacific
Geneva, Beaver Co., Pa.,
Pennsylvania Co
Geneva, Crawford Co., Pa.,
Erie
Geneva, Utah,
Denver & Rio Grande
Geneva Beach, Minn.,
Great Northern
Geneva Junction, N.Y.,
Lehigh Valley
Geneva Lake, Wis.,
North-West. Line (El)
Geneva Switch, KaneCo., Ill.,
Burlington Route
Genevieve, Mo.,
Miss. Riv. & Bonne Ter
Genevra, Cal., South. Pacific
Genin, N.D., North. Pacific
Genoa, Ala., Louisv. & Nashv
Genoa, Ark., St. Louis S.W
Genoa, Colo., Chic. R.I. & P
Genoa, Fla., Ga. South & Fla
Genoa, Ill., Ch. Mil. & St. P(a)
" Illinois Central (b)
(a) and (b) about ⅝ mi. apart
Genoa, Minn., Dul. & Iron R
Genoa, Neb., Union Pacific
Genoa, N.Y.,
N.Y. Auburn & Lansing
Genoa, N.C., Atl. Coast Line
Genoa, Ottawa Co., O.,
Lk. Shore & Mich. So
" Lake Shore Electric
Genoa, Stark Co., O.,
N.O. Trac. & L. Co (El)
Genoa, Tex.,
Galv. Houst. & Hend(a)
" Int. & Gt. North (a)
" Mo. Kan. & Texas (a)
Genoa, W.Va., Norf. & West
Genoa, Wis., Burl. Route
Genoa Junction, Wis.,
North-Western Line
Gentian, Ga., Southern
Gentian, Mich.,
North-Western Line
Gentilly, La., Lv. & Nash
Gentilly, Que.,
Quebec, Montreal & So
Gentilly Road, La.,
Louisville & Nashville

*On the Santa Fe
† For freight only
‡ On the Rock Island System

Gentry, Benton Co., Ark., Kansas City Southern
Gentry, Mo., Burl. Route
Gentryville, Ind., Southern
George, Ia., Illinois Central
George, Pike Co., Miss., Liberty-White
George, Yazoo Co., Miss., Yazoo & Miss. Valley
George, Pa., Pennsylvania
George, Tex., Trinity & Brazos Valley
Georges, N.H., Maine Cent
George School, Pa., Phila. Newtown & N.Y
George's Creek Junc., Md., George's Creek & Cumb
George's River, N.S., Intercolonial
George's Run, O., Penna. Co
Georgesville, O., Cleve. Cin. Chic. & St. L
Georgetown, Ark., Missouri & North Ark
Also called Negro Hill
Georgetown, Colo., Colorado & Southern
Georgetown, Ct., N.Y. New Hav. & Hart
Georgetown, Del., Penna
Georgetown, Ga., Cent. of Ga
Georgetown, Ill., Cleve. Cin. Chic. & St. L
Georgetown, Ind. Southern
Georgetown, Ky., Cin. N. Orl. & Tex. P (a)
" Frankfort & Cin (a)
" Southern (a)
Georgetown, La., Louisiana & Ark (a)
" St. Louis, I. Mt. & So (a)
Georgetown, Mass., Bost. & M
Georgetown, Minn., Gt. No
Georgetown, Miss., New Orl. Great North
Georgetown, Mo., Mo. Pacific
Georgetown, N.Y., West Sh
Georgetown, Belmont Co., O., Baltimore & Ohio
Georgetown, Brown Co., O., Cincin. Geo. & Ports (a)
" Ohio R. & Columbus (a
Georgetown, Ont., Gd. Trunk
Georgetown, Northumberland Co., Pa., Pennsylvania
Georgetown, P.E.I., P. E. Isl
Georgetown, S.C., Georgetown & West
Georgetown, Tex., Internat. & Gt. North (a)
" Mo. Kansas & Texas (b)
(a) and (b) about ¾ mile apart
Georgetown, Wash., Chic. Mil. & Puget Sd
" Puget Sound Electric
Georgetown Junc., Ont., Grand Trunk
Georgetown Junction, S.C., Georgetown & Western
Georgetown Road, Ill., Chicago Southern †
Georgeville, La., N. Orl. Natalb. & Natch
Georgeville, Minn., Minn. St. P. & Slt. Ste. M
Georgia, Ind., Balt. & O. S. W
Georgia, Vt., Cent. Vermont
Georgiana, Ala., Lv. & Nash
G. C. & N. Junction, Ga., Western & Atlantic
Georgia Pac. Junc., Ala., Louisville & Nashville
Ga. So. & Fla. Transfer, Fla., Seaboard Air Line
Georgiaville, R.I., N.Y. New Hav. & Hart
Gephart's, O., Balt. & O. S. W
Gera, Mich., Pere Marquette
Gerald, Ala., Atl. Coast Line
Gerald, Ill., Chicago and East. Ill
Gerald, Mo., St. Louis, K. City & Colo ‡
Gerald, O., Detroit, Tol. & Ironton
Gerald, Sask., Grand Trunk Pacific
Gerald, Lincoln Co., Wis., Chicago, Mil. & St. Paul
Gerard, Tex., Galv. Harrisb. & San Ant
Geraty, S.C., Atl. Coast Line
Gerber, Mich., Pere Marq
Gerber, Mont., Gt. Northern
Geren, Miss., Yazoo & Miss. Valley
Gerhards, Pa., Lehigh Valley
Gerlach, Okla., Atch. Top. & Santa Fe
Gerlane, Kan., Atch. Top. & Santa Fe
Gerlaw, Ill., Burl. Route
Gerled, Ia., Chic. Rk. Isl. & Pac (a)
" North-West. Line (a)
Gerler, Mo., Frisco System
Germania, Ala., Southern
Germania, Ark., Chicago, Rock Isl. & Pac
Germania, Ia., Chicago, Rk. Isl. & Pac
Germania, N.J., Penna
Germania, Potter Co., Pa., Buffalo & Susq
Germania, Washington Co., Pa., Baltimore & Ohio
Germania. Tex., Texas & Pac
Germania, Utah, Oregon Short Line (a)
" Rio Grande West (b)
" San Ped. Los A. & S. Lk (a)
(a) and (b) ½ mile apart
Germania, Wis., Minn. St. P. & Slt. Ste. M
German Mills, Ont., Gd. Tk
Germano, O., Lk. Erie, Alliance & Wh
German's, Pa., Lehigh Val
Germansville, Pa., Phila. & Reading
Germanton, N.C., Southern
Germantown, Ark., St. Louis, Iron Mt. & So
Germantown. Cal., So. Pac
Germantown, Ill., Southern
Germantown, Ind., Pitts. Cin. Chic. & St. L
Germantown, Kan., Chicago, Rock Isl. & Pac
Germantown, Md., Balt. & O
Germantown, Neb., Burlington Route
Germantown, N.Y., N.Y. Cent. & Hud. River
Germantown, O., Cin. North
Germantown, Phila. Co., Pa., Pennsylvania (a)
" Phila. & Reading (b)
Germantown, Tenn., South
Germantown, Washington Co., Wis., Chicago, Mil. & St. Paul
Germantown Road, Pa., Pennsylvania
German Valley, Ill., Chicago Gt. Western
German Valley, N.J., Central of New Jersey
Germany, Ind., Erie
Germfask, Mich., Manistiq
Germond's, N.Y., N.J. & N.Y
Geronimo, Ariz., Gila V. Globe & North
Geronimo, Okla., Chicago, Rk. Isl. & Pac
Gerrard, B.C., Can. Pacific
Gerrish, N.H., Bost. & Me
Gerry, N.Y., Dunkirk, Alleg. V. & P
Gershorm, Miss., New Orl. Mobile & Chic
Gerstell, Md., West. Maryland
Gerster, Mo., Frisco System
Gertrude, Ga., Cent. of Ga
Gertrude, Ont., Algoma Cent. & H. Bay
Gertrude, W.Va., Western Maryland
Gervais, Manitoba, Grand Trunk Pacific
Gervais, Ore., Southern Pac
Gessie, Ind., Ch. and East. Ill
Getchell, Wash., North. Pac
Gethsemane, Ky., Lv. & Nash
Getty, Cal., Southern Pacific
Gettysburg, O., P.C.C. & St. L
Gettysburg, Pa., Gettysb. & Harrisb (a)
" West. Maryland (b)
(a) and (b) 300 yards apart
Gettysburg, S.D., North-Western Line
Gettysburg Junction, Pa., Cumberland Valley (a)
" Gettysb. & Harrisb (a)
Called Carlisle on G. & H
Getzlaff, Fla., Georgia, Fla. & Ala
Getzville, N.Y., N.Y.C. & H.R
Geuda Springs, Kan., Kansas South-western
Geyelin Park, Pa., Williamsport & No. Br
Geyers, O., Detroit, Tol. & Ironton
Geyser, Mont., Great North
Geyserville, Cal., Northwestern Pacific
Gheen, Minn., Duluth, Rainy L. & Win
Ghent, Minn., No. West. Line
Ghent, N.Y., Bost. & Alb (a)
" N.Y. Cent. & H. Riv (b)
(a) and (b) adjacent
Ghio, N.C., No. & So. Carolina
Gholson, Tenn., Tenn. Cent
Ghormley's, O., Detroit, Tol. & Ironton
Giant. Cal., Southern Pac
Giantoak, Cal., Southern Pac
Giard, Ia., Chic. Mil. & St. P
Giatto, W Va., Norf. & W (a)
" Virginian (b)
(a) and (b) about 1000 feet apart
Gibbon, Minn., Minn. & St. L
Gibbon, Neb., Union Pacific
Gibbon, Okla., Atch. Top. & Santa Fe
Gibbon, Ore., Oregon RR. & Nav
Gibbon, Wash., North. Pac
Gibboney, Pa., Kishacoq. V
Gibboney Park, Pa., Kishacoquillas Valley
Gibbons, La., Louisiana Central
Gibbs, Idaho, Spok. & Inland Empire
Gibbs, Mass., Bost. & Albany
Gibbs, Mo., Atch. Top. & S. Fe
Gibbs, Tenn., Ill. Cent (a)
" Nashv. Chat. & St. L (a)
Gibbsboro, N.J., Penna
Gibbsland, La., Louisiana & No. W (a)
" Vicks. Shreve. & Pac (a)
Spelled Gibsland on Louisiana & Northwest
Gibbstown, N.J., Penna
Gibbsville Junction, Tenn., Louisville & Nashville
Gibraltar, Pa., Penna (a)
" Philadelphia & Read (b)
(a) and (b) adjacent
Gibralter, Mich., Mich. Cent
Gibsland, La., Louisiana & No. W (a)
" Vicks. Shreve. & Pac (a)
Spelled Gibbsland on V. S. & P
Gibson, Ark., St. Louis Southwestern
Gibson, Cal., South. Pacific
Gibson, Fla., Ga. Fla. & Ala
Gibson, Ga., Augusta South
Gibson, Idaho, Ore. Sh. Line
Gibson, Ill., Illinois Cent (a)
" Lake Erie & West (b)
" Wabash (c)
Wabash and Illinois Central connect at Junction
(a) and (b) 100 yds. from (c)
Gibson, Clark Co., Ind., Balt. & Ohio So. West
Gibson, Hendricks Co., Ind., Vandalia
Gibson, Lake Co., Ind., Chicago, Ind. & So (a)
" Ind. Harbor Belt (a)
Gibson, Ia., Chic. Rk. Isl. & Pac
Gibson, La., Morgan's La. & Texas
Gibson, Miss., Mobile & Ohio
Gibson, Mo., Frisco System
Gibson, Mont., Great North
Gibson, Neb., Burl. Route
Gibson, N.B., Can. Pac (a)
" Intercolonial (b)
(a) and (b) about ¼ mi. apart
Gibson, N.Y., Pennsylvania
Gibson, N.C., Atl. Coast L (a)
" No. & So. Carolina (a)
Gibson, O., Baltimore & Ohio
Gibson, Okla., Missouri, Kan. & Tex
Gibson, Ore., Ore. RR. & Nav. Co
Gibson, Pa., Balt. & Ohio
Gibson, Tenn., Lv. & Nashv
Gibson, Va., Ches. & Ohio
Gibson, Wis., Ch. Mil. & St. P
Gibsonburg, O., Lake Shore Electric
" Pennsylvania Co
Gibsonburg Junction, O., Lake Shore Electric
Gibson Cross Roads, S.C., Atlantic Coast Line
Gibsondale, Pa., West. Alleg
Gibsonia, Pa., Balt. & Ohio
Gibson Junction, N.C., No. & So. Carolina
Gibson's, O., Balt. & Ohio
Gibson's, S.C., Atl. Coast Line
Gibson's Point, Pa., Philadelphia & Read
Gibsonton, Pa., Pitts. & Lk. E
Gibsonville, N.C., Southern
Giddens, Ga., Wrightsv. & Tennille
Giddens, La., Sibley, Lk. Bisten. & So
Giddings, Colo., Colorado & Southern
Gidding's, Tex., Hous. & Tex. Cent (a)
" San Ant. & Ar. Pass (a)
Gideon, Mo., Frisco System
" Gideon & No. Island †
Giebe, O., Wheeling & L. Erie
Giesy's, Wash., North. Pac
Gifford, Ark., St. L. I. M. & So
Gifford, Fla., Fla. East Coast
Gifford, Ill., Illinois Central
Gifford, Ind., Chic. & Wabash Valley
Gifford, Ia., Iowa Central (a)
" North-West. Line (a)
Gifford, Mo., Iowa & St. Louis
Gifford, S.C., Seab. Air Line
Giffords, Chautauqua Co., N.Y., Jamest. Chau. & Lk. E
Giffords, Onondaga Co., N.Y., Marcellus & Otisco Lk
Gifford's, Richm'd Co., N.Y., Staten Island Rapid Tr
Called also Great Kills
Giffords, Wis., Ch. M. & St. P
Gigling, Cal., South. Pacific
Gignilliatt, Ga., South
Gila, Ariz., Southern Pacific
Gilbert, Ala., Alabama Gt. Southern
Gilbert, Ariz., Phœnix & Eastern
Gilbert, Ark., Missouri & North Ark
Gilbert, Story Co., Ia., North-Western Line
Gilbert, Kan., Mo. Pacific
Gilbert, Ky., Louisv. & Nash
Gilbert, La., N. O. & N. W
Gilbert, Newaygo Co., Mich., Pere Marquette
Gilbert, Wexford Co., Mich., Gd. Rapids & Indiana
Gilbert, Mont., North. Pacific
Gilbert, N.Y., Lehigh Valley
Gilbert, O., C. & M. V (Pa. Lines)
Gilbert, Okla., Chicago, Rock Isl. & Pac
Gilbert, Pa., West. Alleg
Gilbert, S.C., Southern
Gilbert, Tex., Tex. Southeast
Gilbert, Va., Southern
Gilbert, Wis., Ch. Mil. & St. P
Gilberton, Pa., Penna (a)
" Phila. & Reading (b)
Gilbert Plains, Manitoba, Canadian Northern
Gilbert's, Ill., No. West. Line
Gilberts, N.C., Southern
Gilbert's, O., Cincin. North
Gilbertsville, Ky., Ill. Cent
Gilbertville, Me., Maine Central
Gilbertville, Mass., Boston & Albany (a)
" Boston & Maine (b)
(a) and (b) about ¼ mi. apart
Gilbird's, Ill., Wabash
Gilboa, N.H., Bost. & Me
Gilboa, O., Cin. Ham. & Day
Gilby, N.D., North. Pacific
Gilchrist, Fla., Atlantic Coast Line
Gilchrist, Mich., Minn. St. P. & Slt. Ste. M
Gilcrest, Colo., Union Pac
Guldford, Mont., Great North
Gile, Wis., North-West. Line
Gilead, Me., Grand Trunk
Gilead, Neb., Ch. R. I. & Pac
Gilead, O., Balt. & Ohio So. W
Giles, Ala., Louisv. & Nash
Giles, Ga., Atlanta, Birm. & Atl
Giles, Donley Co., Tex., Ft. Worth & Denver City
Gileston, Tenn., Louisville & Nashville
Gillilan, Minn., North-Western Line
Gilford, Me., Can. Pac
Gilford, Mich., Pere Marquette
Gilford, N.H., Boston & Me
Also called Sanders
Gilford, Ont., Grand Trunk
Gilfoyl, Pa., Balt. & Ohio
Gilita, Mex., Mexican Cent
Gilkerson, Ark., St. L. So. W
Gilkeson, Pa., Balt. & Ohio
Gilkey, N.C., Southern
Gill, Miss., Yazoo & Miss. Val
Gill, N.C., Seaboard Air Line
Gill, Tex., Texas State
Gill, W. Va., Ches. & Ohio
Gillen, Pa., Pitts. Shawmut & North
Gillespie, Cal., So. Pacific
Gillespie, Ill., C. C. C. & St. L
Gillespie, N.M., Atch. Top. & Santa Fe
Gillespie, Va., Norf. & West
Gillespie, W. Va., Balt. & Ohio
Gillett, Arkansas Co., Ark., St. Louis South-west
Gillett. Colo., Midland Term
Gillett, Bradford Co., Pa., Northern Central
Gillett, Wis., No. West. Line
Gillette, N.J., Del. Lack. & W
Gillette, Somerset Co., Pa., Pitts. West. & Somerset
Gillette, Wyo., Burl. Route
Gillett Grove, Ia., Chicago, Mil. & St. Paul
Gilletts, Ill., Ch. Rk. I. & Pac
Gilletts, Mich., Pere Marq
Gillett's, O., Cin. Geo. & P
Gill Hall, Pa., West Side Belt
Gillham, Ark., Kansas City Southern
Gilliam, La., Texas & Pacific
Gilliam, Miss., Yazoo & Miss. Valley
Gilliam, Mo., Chicago & Alton
Gilliam, Wash., Northern Pacific
Gilliam, W. Va., Norf. & West
Gilliams, Ore., Salem, Falls City & Ore
Gilliatt, Ia., Chicago Great Western
Gillies Depot, Ont., Temiskaming & No. Ont
Gillintown, Pa., N.Y. Cent. & Hud. River
Gillis, Cal., A.T. & S.F., Coast Lines*
Gillis, La., Lake Charles & No (a)
" Louisiana & Pac (a)
Gillis, Nev., Nevada & Cal
Gillis', N.B., New Brunswick
Gillow, Mex., Interoceanic of Mex
Gill's Landing, Wis., Minn. St. P. & Slt. Ste. M
Gillsville, Ga., Southern
Gilium, Ill., Cleve. Cin. Chic. & St. L
Gilium, Ky., Louisv. & Nashv
Gilman, Ill., Illinois Cent (a)
" Tol. Peoria & West (a)
Gilman, Ind., Lk. Erie & West
Gilman, Ia., Iowa Central
Gilman, Mo., Quincy, Omaha & K. C
Gilman, Mont., North. Pac
Gilman, N.B., Can. Pacific
Gilman, W. Va., Western Maryland
Gilman, Wis., Minn. St. P. & Slt. Ste. M
" Stanley, Merrill & Phil
Gilmer, Ill., Elgin, Joliet & E
Gilmer, Tex., Marshall & East Tex (a)
" St. Louis So. West (b)
(a) and (b) ¼ mile apart
Gilmer, W. Va., Coal & Coke
Gilmerton, Va., Norf. & West
Gilmore, Ark., Frisco System
Gilmore, Ga., Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Gilmore, Ill., Balt. & O. So. W
Gilmore, Ia., Minneapolis & St. Louis
Gilmore, Minn., Chic. Gt. W
Gilmore, Mo., St. L. & Hannibal (a)
" Wabash (a)
Gilmore, Neb., Union Pacific
Gilmore, Tex., Stephenv. N. & S. Tex
Gilmore, Wash., Port Townsend South
Gilmore Junction, Neb., Burlington Route (a)
" Missouri Pacific (a)
" Union Pacific (a)
Gilmore Mills, Va., Ches. & O
Gilmour, Ind., Southern Ind
Gilmour, Ont., Cent. Ontario
Gilpatrick Siding, Me., Bangor & Aroostook
Gilpin, B.C., Can. Pacific
Gilpin, Colo., Denver & Rio Grande
Gilpin, Nev., Southern Pac
Gilpin, S.D., Chicago, Mil. & St. Paul
Gilreath, Ala., Louisville & Nashville
Gilreath Mine, Ala., Frisco System
Gilroy, Cal., Southern Pacific
Gilson, Ill., Burl. Route
Gilson, Pa., Tionesta Valley
Gilson's, Ariz., Gila Val. Globe & North
Gilstrap, N.D., Chic. Mil. & St. Paul
Giltner, Neb., Burl. Route
Gilton, Miss., Ill. Cent
Gimlet, Idaho, Oregon Short Line
Gimli, Manitoba, Canadian Pacific
Ginger, Tex., Missouri, Kansas & Tex
Ginger Hill, Ind., Chicago, Ind. & South
Ging's, Ind., P. C. C. & St. L
Ginn, Del., Pennsylvania
Ginrich's, Md., Western Md
Ginsburg, Fla., Lv. & Nashv
Gipson, Minn., Minnesota & No. Wisc
Girard, Russell Co., Ala., Central of Ga
Girard, Ill., Burlington Route (a)
" Chicago & Alton (b)
(a) and (b) adjacent
Girard, Kan., Atch. Top. & S. Fe (a)
" Frisco System (a) (b)
(a) and (b) ¼ mile apart
Girard, La., Vicksburg, Shrev. & Pac
Girard, Minn., Gt. North
Girard, Neb., Burl. Route
Girard, O., Balt. & Ohio (c)
" Erie (a)
" Pennsylvania Co (b)
(a), (b) and (c) about ¼ mile apart

Girard, Erie Co., Pa.,
Bessemer & Lk. Erie (a)
" Lk. Shore & Mich. So (b)
" N.Y. Chic. & St. L (c)
" Pennsylvania Co (b)
(a) *about 1½ miles from*
(b) *and* (c)
Called North Girard on L. S. & M. S. and P. Co
Girard, York Co., Pa.,
Maryland & Penna
Girard, —— Dist., Que.,
Grand Trunk
Girard, —— Dist., Que.,
Quebec, Mont. & So
Girard Tex., Wichita Valley
Girard, W.Va., Balt. & Ohio
Girard Junction, Ill.,
Macoupin County
Girard Junction, Pa.,
Lake Shore & M. So (a)
" Pennsylvania Co (a)
Girard Junction, Wis.,
Chic. Mil. & St. Paul (a)
" Dunb. & Wausaukee (a)
GirardManor, Pa., Ph. & Read
Girard Point, Pa., Penna
GirardSiding, Pa., Ph. & Read
Girardville, Pa.,
Lehigh Valley (a)
" Phila. & Reading (b)
(a) *and* (b) *about ¼ mi. apart*
Girardville Br. Junction, Pa.,
Pennsylvania
Girasol, Mex.,
Chihuahua & Pacific
Girdletree, Md., Penna
Girdwood, Ont., Can. Pacific
Giroux, Manitoba, Can. No
Girvan, Cal., So. Pacific
Girvin, Sask., Can. Northern
Gise, N.M., Atch. Top. & S. Fe
Gish, Cal.,
A.T. & S.F., Coast Lines*
Gishton, Ky., Ky. Midland
Gisnal, Va., Southern
Gist, Pa., Balt. & Ohio (a)
" Pennsylvania (b)
Called Mt. Braddock on Baltimore & Ohio
(a) *and* (b) *about 330 yards apart*
Gist, Tex., Orange & No. West
Gitano, Miss.,
Gulf & Ship Island
Gitt's Run, Pa., Penna
Given, Va., Chesa. & Ohio
Givens, Mo., Frisco System
Given's, O.,
Detroit, Tol. & Ironton
Givin, Ia.,
Chic. Rk. Isl. & Pac (a)
" Iowa Central (a)
Givins, Ill., Chic. Rk. Isl. & Pac
Glace Bay, N.S.,
Sydney & Louisburg
Glacier, Alaska,
White Pass & Yuk. Rte
Glacier, B.C., Canadian Pac
Glacier, Wash.,
Bell. Bay & British Col
Glacier Lake, Colo.,
Denver, Boulder & West
Glaciers, Colo., Den. & Rio G
Glacis, N.D., North. Pacific
Gladbrook, Ia.,
Chicago Gt. West (a)
" North-West. Line (b)
(a) *and* (b) *about ½ mile apart*
Gladden, Pa.,
Pitts. Cin. C. & St. L (a)
" Wabash Pitts. Term (b)
Called Derby on W. P. T
(a) *and* (b) *about ½ mi. apart*
Gladden Junction, Ala.,
Louisville & Nashville
Glade, Colo., Denver & Rio G
Glade, Ia., Chic. Great West
Glade, Kan., Missouri Pac
Glade, Ky.,
Nash. Chat. & St. Louis
Glade, Miss.,
New Orleans & No. East
Glade, O., Detroit, Tol. & Iron
Glade, Pa., Penna (a) (b)
(a) *and* (b) *about 700 yards apart*
Glade, Wash., No. Pacific
Glade, Fayette Co., W.Va.,
Chesapeake & Ohio
Glade Hill, Va., Southern
Glade Run, O.,
Pitts. Cin. Chic. & St. L
Glade Spring, Va., Norf. & W
Gladewater, Tex., Tex. & Pac
Gladhill, Ga., Southern
Gladhill, Pa., Western Md
Glading, Miss.,
Liberty-White
Gladstone, Ill., Burl. Route
Gladstone, Ia., Ch. Mil. & St. P
Gladstone, Kan.,
Atch. Top. & Santa Fe
Gladstone, Manitoba,
Canadian Northern (a)
" Canadian Pacific (a)
Gladstone, Mich.,
Minn. St. P. & Slt. Ste. M
Gladstone, Minn.,
Minn. St. P. & S. Ste. M (a)
" Northern Pacific (b)
(a) *and* (b) *500 feet apart*
Gladstone, Neb., Ch. R. I. & P
Gladstone, N.J.,
Delaware, Lack. & W (a)
" New Jersey & Penna (b)
Called Peapack also on N.J. & P
(a) *and* (b) *¼ mile apart*
Gladstone, N.D., No. Pacific
Gladstone, Ont., Gd. Trunk
Gladstone, Ore.,
Portland Ry. L. & P. Co
Gladstone, Va., Chesa. & Ohio
Gladstone Crossing, Mich.,
Escanaba & Lake Sup
Gladstone Junc., Manitoba,
Canadian Northern
Gladwin, B.C., Can. Pacific
Gladwin, Ia., Chic. Mil. & St. P
Gladwin, Mich., Mich. Cent
Gladwin, W.Va., Dry Fork
Gladwyne, Pa., Phila. & Read
Glady, W.Va., Western Md
Gladys, Kan., Frisco System
Gladys, Mich., Dul. S. S. & Atl
Gladys, Miss., Illinois Cent
Gladys, Va., Norfolk & West
Gladysta, Cal.,
A.T. & S.F., Coast Lines*
Glamis, Cal., South. Pacific
Glamorgan, Va.,
Wise Terminal Co
Glandorf, O.,
Cin. Ham. & Dayton
Glanford, Ont., Gd. Trunk
Glanworth, Ont.,
London & Pt. Stanley (a)
" Michigan Central (a)
Glasco, Kan., Union Pacific
Glasford, Ill.,
Toledo, Peoria & West
Glasgow, Cal.,
San Ped. Los Ang. & S. Lk
Glasgow, Del., Penna
Glasgow, Ia., Chic. Gt. West †
" Waterloo, Cedar F. & N
Glasgow, Ky., Louisv. & Nash
Glasgow, Mo., Ch. & Alton (a)
" Wabash (b)
(a) *and* (b) *about ¾ mi. apart*
Glasgow, Mont., Great North
Glasgow, Ont., Grand Trunk
Glasgow, Berks Co., Pa.,
Philadelphia & Read
Glasgow, Cambria Co., Pa.,
Pennsylvania
Glasgow, Va.,
Chesapeake & Ohio
" Norfolk & Western
Glasgow Junc., Ky.,
Louisville & Nashv (a)
" Mammoth Cave (a)
Glasier, Mich., Munising
Glasier, N.B., Canadian Pac
Glass, Ala.,
Chattahoochee Valley
Glass, Miss., Yazoo & Miss. Vy
Glass, N.C., Southern
Glassboro, N.J.,
Atlantic City (a)
" Pennsylvania (b)
(a) *and* (b) *¾ mile apart*
Glassell, Cal.,
San Ped. Los Ang. & S. Lk
Glassmere, Pa.,
Pennsylvania
Glassport, Pa., Pitts. & Lk. E
Glass Rock., Ind.,
Chicago, Ind. & Louisv
Glass Rock, O.,
Zanesville & Western
Glasston, N.D., Great North
Glatfelter, Pa., Penna
Glazier, Tex., So. Kan. of Tex*
Gleason, Ark., St. L. I. M. & S
Gleason, Ga., Southern
Gleason, Mich.,
Escanaba & Lk. Sup
Gleason, Mont., Great North
Gleason, O.,
Detroit, Tol. & Ironton
Gleason, Tenn.,
Nashville, Chat. & St. L
Gleason, Wis.,
Chicago, Mil. & St. Paul
Gleason, Wyo., Union Pac
Gleasondale, Mass.,
Boston & Maine
Gleason Junction, Mass.,
Boston & Maine
Gleed, Ariz.,
A.T. & S.F., Coast Lines*
Gleeson, Ariz., Ariz. & Colo
Gleichen, Alberta, Can. Pac
Glen, Mont., Oregon Short L
Glen, Neb., North-West. Line
Glen, N.H., Maine Central
Called also Jackson Glen
Glen, Pa., Pennsylvania
Glenada, Que.,
Can. Northern Quebec
Glen Alice, Tenn.,
Cin. New Orl. & Tex. Pac
Glen Allen, Ala., Frisco Sys
Glen Allen, Miss.,
Yazoo & Miss. Valley
Glen Allen, Mo., St. L. I. M. & S
Glen Allen, Va.,
Rich. Fred. & Potomac
Glen Alpine, N.C., Southern
Glen Alta, Ga., Cent. of Ga
Glenalum, W.Va., Norf. & W
Glen Alum Junc., W.Va.,
Norfolk & Western
Glen Anna, N.C., Piedmont
Glenannan, Ont., Can. Pac
Glenarden, Md.,
Wash. Balt. & Annap. El
Glenarm, Ill., Illinois Central
Glenarm, Ky., Lv. & Nashv
Glenarm, Md., Md. & Penna
Glenartney, Md., Balt. & Ohio
Glen Atha, Ont., Can. Pacific
Glenavon, Ill., Illinois Cent
Glenavon, Sask.,
Canadian Northern
Glenavon, Wash.,
Tacoma Eastern
Glenbeulah, Wis.,
North-Western Line
Glenboro, Manitoba, Can. Pac
Glenbow, Alberta, Can. Pac
Glenbrook, Cal.,
Nevada Co. Narrow G
Glenbrook, Colo.,
Florence & Cripple Ck
Glenbrook, Ct.,
N.Y. New Hav. & Hart
Glenburn, Me.,
Bangor & Aroostook
Glenburn, N.D., Gt. Northern
Glenburn, Pa.,
Delaware, Lack. & West
Glen Burnie, Md.,
Maryland Electric
Glenburnie, Neb., Union Pac
Glencairn, Ky., Lex. & East
Glencairn, Manitoba
Canadian Northern
Glencairn, Ont., Gd. Trunk
Glencairn, Pa., Pennsylvania
Glen Campbell, Pa.,
N.Y. Cent. & Hud. R (a)
" Pennsylvania (b)
(a) *and* (b) *1 mile apart*
Glen Carbon, Ala., Southern
Glen Carbon, Ill.,
Illinois Central (a)
" Litchfield & Madison (a)
" Toledo, St. L. & West (b)
(a) *and* (b) *adjacent*
Glen Carbon, Pa.,
Phila. & Reading
Glen Carbon Junction, Ill.,
Illinois Central
Glen Carlyn, Va., Southern
Glencliff, Colo.,
Colorado & Southern
Glencliff, N.H., Boston & Me
Glencliff, Tenn.,
Nash. Chat. & St. Louis
Glencoe, Ala., Louisv. & Nash
Glencoe, Ark.,
Blythe, Leach. & Ark. So
" Jonesb. Lk. City & East
Glencoe, Colo., Rio Gr. So
Glencoe, Fla., Fla. E. Coast
Glencoe, Ga.,
Seaboard Air Line
Glencoe, Ill.,
North-Western Line
Glencoe, Ky., Louisv. & Nash
Glencoe, La.,
Morgan's La. & Texas
Glencoe, Md., Pennsylvania
Glencoe, Minn., Ch. M. & St. P
Glencoe, Mo., Missouri Pac
Glencoe, N.S., Inverness
Glencoe, O., Balt. & Ohio
Glencoe, Okla.,
Atch. Top. & Santa Fe
Glencoe, Ont., Can. Pac (a)
" Grand Trunk (b)
" Wabash (b)
Called North Glencoe on Canadian Pacific
(a) *and* (b) *½ mile apart*
Glencoe, Pa., Balt. & Ohio
Glencoe P.E.I.,
Prince Edward Island
Glencoe, Wyo., Ore. Sh. Line
Glencoe Junction, Mo.,
Missouri Pacific
Glencoe Junction, Wyo.,
Oregon Short Line
Glen Cove, N.Y., Long Island
Glencross, Manitoba,
Great Northern
Glendale, Ala.,
Louisville & Nashville
Glendale, Ariz.,
Santa Fe, Presc. & Ph*
Glendale, Ark.,
St. Louis South-west
Glendale,
Humboldt Co., Cal.,
Arcata & Mad River
Glendale,
Los Angeles Co., Cal.,
Pacific Electric
" San Ped. Los Ang. & S. Lk
Glendale, Fla., Atl. Coast Line
Glendale, Idaho,
Pacific & Idaho North
Glendale, Jefferson Co., Ia.,
Burlington Route
Glendale, Ky., Lv. & Nash
Glendale, Manitoba,
Canadian Northern
Glendale, Minn.,
Duluth, Rainy L. & Win
Glendale, Miss.,
Yazoo & Miss. Valley
Glendale, Jackson Co., Mo.,
Chicago & Alton
Glendale,
New Madrid Co., Mo.,
Gideon & No. Island †
Glendale, St. Louis Co., Mo.,
Frisco System (a)
" Missouri Pacific (b)
(a) *and* (b) *about 300 yards apart*
Glendale, N.H., Boston & Me
Glendale, N.Y., Long Island
Glendale, Cuyahoga Co., O.,
Wheeling & Lake Erie
Glendale, Hamilton Co., O.,
Cin. Ham. & Dayton
Glendale, Ore., So. Pacific
Glendale, Pa.,
Buffalo, Roch. & Pitts
Glendale, R.I., N.Y. N.H. & H
Glendale, Dickson Co., Tenn.,
Nash. Chatt. & St. Louis
Glendale, Maury Co., Tenn.,
Louisville & Nashville
Glendale, Tex.,
Missouri, Kan. & Texas
Glendale, W.Va.,
Baltimore & Ohio (a) (b)
(a) *and* (b) *100 yards apart*
Glendale, Wis.,
North-Western Line
Glendale Junction, Cal.,
San Ped. Los Ang. & S. Lk
Glendeane, Ky.,
Louisv. Hend. & St. L
Glendive, Mont., No. Pacific
Glendo, Wyo., Colo. & South
Glendol, Cal.,
Los Ang. & San D. Beach
Glendon, Ala., Southern
Glendon, Ia., Chic. R. I. & Pac
Glendon, N.C.,
Durham & Charlotte
Glendon, O.,
Baltimore & Ohio S. W
Glendon, Pa., Lehigh Valley
Glendon, W.Va., Coal & Coke
Glendon Park, Ill.,
Chicago, Mil. & St. Paul
Glendora, Cal.,
A.T. & S.F., Coast L* (a)
" Pacific Electric (b)
(a) *and* (b) *about ¼ mi. apart*
Glendora, Ind., So. Indiana
Glendora, Mich. Mich. Cent
Glendora, Miss.,
Southern in Miss (a)
" Yazoo & Miss. Val (b)
(a) *and* (b) *adjacent*
Glendora, N.J., Atlantic City
Glen Dower, Pa.,
Phila. & Reading
Glendyer, N.S., Inverness
Glen Easton, W.Va.,
Baltimore & Ohio
Glen Ebon, O., Hocking Val
Glen Echo, Ill.,
Cleve. Cin. Chic. & St. L
Glen Echo, Mo., Wabash
Glen Elder, Kan., Mo. Pacific
Glen Ella, Manitoba,
Canadian Northern
Glen Ellen, Cal.,
Northwest. Pacific (a)
" Southern Pacific (b)
(a) *and* (b) *about 170 yards apart*
Glen Ellen, Ia., Ch. Mil. & St. P
Glen Ellen, Tenn., Lv. & Nash
Glen Ellyn, Ill.,
North-Western Line
Glen Emery, Pa., Penna
Glen Emma, Que.,
Intercolonial
Glen Este, O.,
Cin. Geo. & Ports
Glen Ethel, Fla.,
Atlantic Coast Line
Glenewen, N.Y.,
James. Chau. & Lk. Erie
Glen Ewen, Sask., Can. Pac
Glen Eyre, Pa., Erie
Glen Falls, W.Va.,
Baltimore & Ohio
Glen Ferris, W.Va.,
Chesapeake & Ohio (a)
" Kanawha & Mich (b)
Called Kanawha Falls on C. & O
(a) *and* (b) *on opposite sides of river*
Glenfield, N.Y.,
N.Y. Cent. & Hud. Riv
Glenfield, N.C.,
Kinston & Snow Hill
Glenfield, Pa., Penna. Co
Glen Fisher, Pa., Penna
Glen Flora, Tex.,
Gulf, Colo. & Santa Fe*
Glen Flora, Wis.,
Minn. St. P. & Slt. Ste. M
Glen Ford, Ga., Georgia
Glenford, O., Balt. & Ohio (a)
" Zanesville & West (b)
(a) *and* (b) *adjacent*
Glen Forest, O.,
Pitts. Cin. Chic. & St. L
Glenforsa, Manitoba,
Canadian Northern
Glen Frazer, Cal.,
A.T. & S.F., Coast Lines*
Glen Gardner, N.J.,
Central of New Jersey
Glengarry, Mich.,
Manistee & North-east
Glengarry, Mont., Montana
Glengarry, N.S., Intercol
Glengyle, Va., Ches. & Ohio
Glenhall, Pa., Phila. & Read
Glenham, N.Y.,
Central New England
Glenham, S.D.,
Chicago, Mil. & St. Paul
Glenham, Tex.,
Mo. Kans. & Texas
Glen Harris, Pa., Penna
Glenhaven, Wis., Burl. Route
Glenhayes, W.Va.,
Norfolk & Western
Glen Hazel, Pa., Penna
Glen Head, N.Y., Long Island
Glen Hope, Pa., N.Y. C. & H. R
Glenhope, Tex.,
St. Louis South-west
Glen Huron, Ont., Gd. Trunk
Glen Iron, Pa., Pennsylvania
Glenisle, Colo., Colo. & So
Glenita, Va.,
Virginia & Southwest
Glen Jean, O., Det. Tol. & Iron
Glen Jeane, W.Va.,
Chesapeake & Ohio
Glen Karn, O., C. C. C. & St. L
Glen Lake, N.Y., Del. & Hud
Glen Lake, Pa., Phila. & Read
Glenlea, Manitoba,
Canadian Northern
Glenloch, Kan., Missouri Pac
Glen Loch, Pa., Pennsylvania
Glen Lord, Mich., Pere Marq
Glen Lyn, Va., Norf. & West
Glenlyon, Pa., Pennsylvania
Glen McLaren, Pa., B. & O
Glen Major, Ont., Can. Pac
Glen Manor, Pa., Penna
Glen Mary, Ark., Ark. Mid
Glen Mary, Tenn.,
Cin. New Orl. & Tex. Pac
Glen Mawr, Pa.,
Williamsp. & North Br
Glen Mills, Pa., Penna
Glenmont, N.Y., West Shore
Glenmont, O.,
C. A. & C (Penna. Lines)
Glenmoore, N.J.,
Philadelphia & Reading
Glen Moore, Pa., Penna
Glenmora, La.,
St. Louis, Wat. & Gulf
Glenmore, Ga.,
Atlantic Coast Line
Glenmore, Hamilton Co., O.,
Cin. & Westwood
Glenmore, Van Wert Co., O.,
Erie
Glenmore Lakes, Colo.,
Colorado & Southern
Glen Morris, Ind.,
Pitts. Cin. Chic. & St. L
Glen Morris, Md., West Md
Glenn, Ky., Ches. & Ohio
Glenn, Mo., Frisco System
Glenn, Nev., Nevada North
Glenn, S.C., Atl. Coast Line
Glenn Arbor, Mo.,
Chicago, Mil. & St. Paul
Glenndale, Md., Penna
Glennie, Mich.,
Au Sable & North-west
Glen Norman, Ont., Can. Pac
Glenn Park, Kan.,
Frisco System (a)
" Kan. City, Clin. & Spg (a)
Glenn Park, Ky., Chesa. & O
Glenn s, O., Hocking Valley
Glenn's, Pa.
Pitts. Cin. Chic. & St. L
Glenn's Ferry, Idaho,
Oregon Short Line
Glenn Springs, S.C.,
Glenn Springs
Glenn's Run, W.Va.,
Pitts. Cin. Chic. & St. L
Glennville, Ga.,
Ga. Coast & Piedm (a)
" Register & Glenny (b)
(a) *and* (b) *about 200 yds. apart*
Glenogle, B.C., Canadian Pac
Glenola, N.C., Southern
Glenolden, Pa., Balt. & O (a)
" Pennsylvania (a)
Called Llanwellyn on B. & O
Glen Onoko, Pa.,
Cent. of New Jersey (a)
" Lehigh Valley (b)
Depots adjacent

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Glenora, Manitoba,
Canadian Northern
Glenora, N.Y., Northn. Cent
Glenora, N.D.,
Chicago, Mil. & St. Paul
Glenorchy, Ont., Can. North
Glen Osborne, Pa., Penna. Co
Glen Otter, Ont., Can. Pac
Glenover, Pa., Pennsylvania
Glen Park, Cal., No. West. Pac
Glen Park, Ind., Mich. Cent
" N.Y. Chic. & St. Louis
Glen Park, Kans.,
Missouri, Kans. & Tex
Glen Park, Mo., St. L. I. M. & S
Glenpool, Okla., Mid. Valley
Glen Rae, Ont., Mich. Cent
Glenray, W.Va., Ches. & Ohio
Glen Richey, Pa.,
N.Y. Cent. & Hud. Riv
Glen Riddle, Pa., Penna
Glen Ridge, N.J., D.L.&W (a)
" Erie (b)
(a) and (b) about ½ mi. apart
Called also Chestnut Hill on Erie
Glen Robertson, Ont.,
Grand Trunk
Glen Rock, Neb., Mo. Pac
Glen Rock, N.J., Erie
Glen Rock, Pa., Penna
Glenrock, Wyo.,
North Western Line
Glenrose, Wash.,
Spok. & Inland Empire
Glen Roy, O., C. H. & Day (a)
" Detroit, Tol. & Iron (b)
" Hocking Valley (c)
(a) and (b) about ¾ mi. apart
(a) and (c) about 150 yards apart
Glenroy, Ont., Canadian Pac
Glen Run, O., Wheel. & Lk. E
Glen's, Miss., Southern
Glen St. Mary, Fla.,
Seaboard Air Line
Glen Sandfield, Ont.,
Grand Trunk
Glen s Falls, N.Y., Del. & Hud
Glenshaw, Pa., Balt. & Ohio
Glenside, B.C., Great North
Glen Side, N.Y., Skaneateles
Glenside, Sask., Can. Pac
Glenside, Pa., Phila. & Read
Glen Station, N.H., Me. Cent
Glensted, Mo., Missouri Pac
Glen Summit, Pa.,
Cent. of New Jersey (a)
" Lehigh Valley (b)
(a) and (b) about 330 yards apart
Called Glen Summit Springs on L. V
Glen Summit Springs, Pa.,
See Glen Summit
Glen Tay, Ont., Can. Pacific
Glenton, Que., Can. Pacific
Glenullen, N.D., North. Pac
Glen Union, Pa., Penna
Glenvale, Ont.,
Bay of Quinte (a)
" Kingston & Pem (a)
Glen Valley, Ind.,
Indianapolis Southern
Glenvar, Va., Norfolk & West
Glenview, Ill., Chic. M. & St. P
Glenview, Ky.,
Louisville & Nashville†
Glenview, N.F.,
Reid Newfoundland
Glenville, Minn.,
Chic. Rk. Isl. & Pac (a)
" Illinois Central (b)
" Iowa Central (c)
(a) and (b) about ¼ mile apart
Glenville, Neb., St. Jo. & Gd. Isl
Glenville, N.Y., Del. & Hud
Glenville, Crawford Co., O.,
Pennsylvania Co
Glenville, Cuyahoga Co., O.,
Lake Shore & Mich. So
Glenville, Pa., W. Maryland
Glen White, W. Va.,
Virginian
Glen White Junction, W. Va
Virginian
Glen Williams, Ont.,
Grand Trunk
Glen Willow, Pa., Phil. & Read
Glen Wilton, Va.,
Chesapeake & Ohio
Glenwood, Ala., Cent. of Ga
Glenwood, Phillips Co., Ark.,
St. Louis Iron Mt. & So
Glenwood, —— Co., Ark.,
Gurden & Ft. Smith
Glenwood, Cal., South. Pac
Glenwood, Colo.,
Colorado Midland (a)
" Denver & Rio Gr (b)
(a) and (b) about 120 yards apart
Called Glenwood Springs on C. M
Glenwood, Fla.,
Atlantic Coast Line
Glenwood, Ga.,
Seaboard Air Line
Glenwood, Ill.,
Chic. and East. Ill (a)
" Chic. Term. Transf (b)
(a) and (b) about ½ mi. apart
Glenwood, Ind., Cin. Ham. & D
Glenwood, Ia., Burl. Route
Glenwood, La., Texas & Pac
Glenwood, Mass., Bost. & Me
Glenwood, Mich., Mich. Cent
Glenwood, Minn.,
Minn. St. P. & S. S. M (a)
" Northern Pacific (b)
(a) and (b) 1 mile apart
Glenwood, Mo., Wabash
Glenwood, N.F.,
Reid Newfoundland
Glenwood, N.J.,
Lehigh & New England
Glenwood, Erie Co., N.Y.,
Buffalo, Roch. & Pitts
Glenwood,
Westchester Co., N.Y.,
N.Y. Cent. & Hud. River
Glenwood,
McDowell Co., N.C.,
Southern
Glenwood,
Rockingham Co., N.C.,
Danville & Western
Glenwood, Wake Co., N.C.,
Norfolk & Southern
Glenwood, Noble Co., O.,
Pennsylvania Co
Glenwood, Warren Co., O.,
Cin. Lebanon & North
Glenwood, Ont., Pere Marq
Glenwood, Ore.,
Astoria & Columbia Riv
Glenwood,
Allegheny Co., Pa.,
Baltimore & Ohio
Glenwood, S.C., Cent. of Ga
Glenwood,
Clarke Co., Wash.,
Northern Pacific
Glenwood,
Whitman Co., Wash.,
Oregon R.R. & Nav. Co
Glenwood, W.Va., Balt. & O
Glenwood, Wis.,
Minn. St. P. & Slt. Ste. M
Glenwood Junction, Mo.,
Burlington Route (a)
" Wabash (a)
Glenwood Junction, N.Y.,
Lehigh & New England
Glenwood Park, Neb.,
Union Pacific
Glenwood Springs, Colo.,
Colorado Midland (a)
" Denver & Rio Gr (b)
(a) and (b) about 120 yards apart
Called Glenwood on D. & R. G
Glenworth, Pa.,
Lehigh Valley (a)
" Phila. & Reading (b)
(a) and (b) about ¼ mi. apart
Glidden, Ia.,
North-Western Line
Glidden, Tex.,
Gal. Har. & San Antonio
Glidden, Wis.,
Minn. St. P. & Slt. Ste. M
Gliden, N.C., Norfolk & So
Globe, Ala., Louisv. & Nashv
Globe, Ariz.,
Gila Valley, Globe & No
Globe, Fla., Atl. Coast Line
Globe, Ill., P. C. Ch. & St. L
Globe, Mo., Frisco System
Globe, Pa., Baltimore & Ohio
Globe, Pacific Co., Wash.,
Northern Pacific
Globe W. Va.,
Pitts. Cin. Chic. & St. L
Globe Smelter, Colo.,
Colorado & Southern
Globeville, Colo.,
Colorado & Southern
Globe Works, W. Va.,
Pitts. Cin. Chic. & St. L
Gloria, Mex., Mexican Inter
Gloriota, N.M., Atch. T. & S. F
Glory, Ga., Atl. Coast Line
Gloster, Cal., South. Pacific
Gloster, Ga., Seab. Air Line
Gloster, La., Texas & Pacific
Gloster, Miss.,
Yazoo & Miss. Valley
Gloucester, Mass., Bost. & Me
Gloucester, N.J.,
Atlantic City (a)
" Pennsylvania (b)
(a) and (b) ½ mile apart
Gloucester, Ont., Can. Pac
Gloucester Junc., N.B.,
Caraquet (a)
" Intercolonial (a)
Gloucester Junction, N.J.,
Atlantic City
Glouster, O.,
Kanawha & Mich (a)
" Toledo & Ohio Cent (a)
" Zanesville & West (a)
Glover, Ala., Southern
Glover, Colo., Colo. & South
Glover, Ill.,
Chic. and East. Ill (a)
" Cleve. Cin. Ch. & St. L (b)
Glover, Miss.,
Yazoo & Miss. Valley
Glover, Mo., St. L. I. Mt. & So
Glover, N.D., North. Pacific
Glover, Ore.,
Oregon RR. & Nav. Co
Glover, Tenn., Lv. & Nashv
Glover, Wis., No. W. Line
Glover Gap, W.Va., Balt. & O
Glover's, Ala., Louisv. & Nash
Glovers Lake, Mich.,
Arcadia & Betsey Riv
Gloversville, N.Y.,
Fonda, Johns. & Glov
Gluckstadt, Miss., Ill. Cent
Glynden, Pa., Pennsylvania
Glyndon, Md., Western Md
Glyndon, Minn.,
Great Northern (a)
" Northern Pacific (a)
Glynn, Ark.,
Warren & Ouachita Val
Glynn, La., Texas & Pacific
Glynnwood, O., Lk. Erie & W
Gnadenhutten, O.,
Pitts. Cin. Chic. & St. L
Goat Falls Canyon, B.C.,
Canadian Pacific
Goatfell, B.C., Can. Pacific
Gober, Ga., Louisv. & Nashv
Goble, Ore.,
Astoria & Col. River (a)
" Northern Pacific (a)
Goble's, Mich., Mich. Central
Gobles, O., Baltimore & Ohio
Goble's, Ont., Grand Trunk
Godair, Mo., Frisco System
Godbys, W.Va., Ches. & Ohio
Godchaux, La.,
Morgan's La. & Texas
Goddard, Ala.,
Illinois Central
Goddard, Ia.,
Ft. D. Des M. & So
Goddard, Kan.,
Atch. Top. & Santa Fe
Godeffroy's, N.Y.,
N.Y. Ont. & Western
Gederich, Ont., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) 1½ miles apart
Godfrey, Colo., Union Pac
Godfrey, Ga.,
Central of Georgia
Godfrey, Ill., Chicago & Alton
Godfrey, Kan.,
Frisco System (a)
" Missouri Pacific (b)
(a) and (b) ¼ mile apart
Godfrey, Mich.,
Chicago & West Mich
Godfrey, Ont.,
Kingston & Pembroke
Godfrey, Pa., Pennsylvania
Godfrey, Stevens Co., Wash.,
Great Northern
Godfrey
Whitman Co., Wash.,
Northern Pacific
Godfrey's, Fla.,
Tavares & Gulf
Godley, Tex.,
Gulf, Colo. & Santa Fe*
Godley's, Ga., Brinson
Godola, Cal., Southern Pac
Godwin, N.C., Atl. Coast Line
Godwin, Tenn., Lv. & Nash
Godwinsville, Ga., Southern
Goehner, Neb., No. W. Line
Goehring, Pa., Balt. & Ohio
Goes, O., Pitts. Cin. Ch. & St. L
Goethite, Ala., Louisv. & Nash
Also spelled Gothite
Goff, Pa.,
Bessemer & Lake Erie
Goffs,
San Bernardino Co., Cal.,
A.T. & S.F., Coast Lines*
Goff, Mariposa Co., Cal.,
Yosemite Valley
Goff's, Kan., Missouri Pacific
Goffs, Ky., Illinois Central
Goff's, N.H., Boston & Maine
Goffstown, N.H., Bost. & Me
Gogebic, Mich., N. W. Line
Goggins, Ga., Cent. of Georgia
Gogorza, Utah,
Denver & Rio Grande
Goins, Ga., Southern
Golah, N.Y., Erie (a)
" N.Y. Cent. & Hud. Riv (b)
(a) and (b) adjacent
Golconda, Ill., Illinois Cent
Golconda, Nev., South. Pac
Gold, Pa., Coudersp. & P. A
Gold Bar, Mont., North. Pac
Gold Bar, Wash., Great No
Gold Basin, Wash.,
Northern Pacific
Goldcamp, O.,
Detroit, Tol. & Ironton
Gold Center, Nev.,
Bullfrog Goldfield (a)
" Las Vegas & Tonopah (b)
" Tonopah & Tidew (a)
(a) and (b) adjacent
Gold Creek, Ark.,
St. Louis, Iron Mt. & So
Gold Creek, Mont.,
Chic. Mil. & Puget Sd
" Northern Pacific
Gold Dust, La.,
Morgan's La. & Texas
Golden, Ariz.,
Santa Fe, Presc. & Ph*
Golden, B.C., Can. Pacific
Golden, Colo., Colo. & So (a)
" Inter-Mountain (c)
(a) and (b) ½ mile apart
Golden, Ill., Burl. Route (a)
" Wabash (a)
Golden, Ia., Illinois Central
Golden, Miss., Illinois Cent
Golden, Mont.,
Mon., Wyo. & South
Golden, Wood Co., Tex.,
Missouri, Kan. & Texas
Golden Circle Cross'g, Colo.,
Colo. Spgs. & Cr. Ck. Dist
Golden City, Mo.,
Frisco System
Goldendale, Wash.,
Spokane, Port. & Seat
Golden Gate, Fla.,
Charlotte Har. & North
Golden Gate, Ill., Southern
Golden Grove, S.C., South
Golden Lake, Ont.,
Grand Trunk
Golden Reward, S.D.,
North Western Line
Golden Ring, Md., Balt. & O
Golden Rod, Fla.,
Seaboard Air Line
Golden's Bridge, N.Y.,
N.Y. Cent. & Hud. River
Golden Stream, Manitoba,
Canadian Northern
Golden Valley, N.C.,
Southern
Goldenville, Pa.,
Gettysburg & Harrisb
Goldfield, Colo.,
Colo. Sp. & Cr. Ck. Dis (a)
" Florence & Crip. Ck (b)
(a) and (b) ¼ mile apart
Goldfield, Ia.,
Chic. Rk. Isl. & Pac (a)
" North-West. Line (b)
(a) and (b) ½ mile apart
Goldfield, Nev.,
Bullfrog Goldfield (a)
" Las Vegas & Tonopah
" Tonopah & Goldfield (a)
Goldfield Junction, Nev.,
Tonopah & Goldfield
Gold Hill, B.C., Can. Pac
Gold Hill, Colo.,
Denver, Boulder & West
Gold Hill, Nev., Va. & Truckee
Gold Hill, N.C., Southern
Gold Hill, Ore., Southern Pac
Goldie, Ont., Can. Pac
Goldings, Del., Balt. & Ohio
Gold King, Colo.,
Colo. Spgs. & Cr. Ck. Dist
Goldman, Ark., St. Louis S.W
Goldman, La.,
St. Louis, Iron Mt. & So
Gold Mine, Pa., Phila. & Read
Goldonna, La.,
Louisiana & Arkansas
Gold Ore, Colo.,
Florence & Cripple Ck
Gold Ray, Ore., Southern Pac
Gold Ridge, Ala., Cent. of Ga
Gold Run, Cal., South. Pac
Goldsboro, Md., Penna
Goldsboro, N.C.,
Atlantic Coast Line (a)
" Norfolk & Southern
" Southern (a)
Goldsboro, Pa., No. Central
Goldsborough, Va., Ches. & O
Goldsmith, Ga., Ga. & Fla
Goldsmith, Ind., L. E. & West
Goldston, N.C., Southern
Goldstone, Ont., Gd. Trunk
Goldstream, B.C.,
Esq. & Nanaimo
Goldthwaite, Tex.,
Gulf, Colo. & Santa Fe*
Goldtree, Cal., South. Pacific
Goldville, S.C.,
Col. Newb. & Laur
Goler, Cal., South. Pacific
Goleta, Cal., South. Pacific
Golf, Cal., No. West. Pacific
Golf, Ill., Chic. M. & St. Paul
Golf Mo., Missouri Pacific
Golf Junction, Ore.,
Portland Ry. L. & P. Co
Golf Links, Mich., Ann Arbor
Golf Links,
Laprairie Dist., Que.,
Canadian Pacific
Goliad, Tex.,
Galv. Har. & San Ant
Goli, Wis., Wisconsin & Mich
Golondrina, Mex.,
National of Mexico
Golt, Md., Pennsylvania
Goltra, Mo., Frisco System
Goltra, Ore., South. Pacific
Goltry, Okla., Frisco System
Gomer O.,
Ohio Electric
Gomera, Mex., Nat. of Mex
Gomez, Fla., Fla. East Coast
Gomez, Chihuahua, Mex.,
Kan. City, Mex. & Orient
Gomez, Puebla, Mex.,
Interoceanic of Mex
Gomez, Tenn.,
Louisville & Nashville
Gomez, Tex., Texas & Pacific
Gomez Farias, Mex.,
National of Mexico
Gomez Palacio, Mex.,
National of Mexico
Gonda, Wis.,
Minn. St. P. & Slt. Ste. M
Gonic, N.H., Boston & Maine
Gonor, Manitoba, Can. Pac
Gonzales, Ariz.,
A.T. & S.F., Coast Lines*
Gonzales, Cal., South. Pacific
Gonzales, Chihuahua, Mex.,
Kan. City, Mex. & Orient
Gonzales, Tex.,
Gal. Har. & San Ant (a)
" San Ant. & Aran. Pas (b)
(a) and (b) about 300 yards apart
Gonzalez, Fla., Louisv. & Nash
Gonzalez, Coahuila, Mex.,
Mexican International
Gonzalez Junction,
Guanajuato, Mex.,
National of Mexico
Goobies, N.F.,
Reid Newfoundland
Good, Pa., Pennsylvania
Goodale, Colo.,
Atch. Top. & Santa Fe
Goodale, Ky., Ches. & Ohio
Goodale, Cascade Co., Mont.,
Great Northern
Goodall, Gallatin Co., Mont.,
Chic. Mil. & St. Paul (a)
" Montana (a)
Goodbee, Ia.,
Yazoo & Miss. Valley
Goode, Ala., Louisv. & Nashv
Goode, Va., Norfolk & West
Goodell, Ia.,
Chicago, Rk. Isl. & Pac
Goodell, Mont.,
Chic. Mil. & Puget Sd (a)
" Montana (a)
Goodells, Cal.,
San Fed. Los Ang. & S. Lk
Goodell's, Mich., Gd. Trunk
Goodenow, Ill., Ch. and E. Ill
Goodenow, Neb., Burl. Route
Gooderham, Ont.,
Irond. Banc. & Ottawa
Goodeve, Sask.,
Grand Trunk Pacific
Goodfield, Ill., Lake Erie & W
Good Ground, N.Y.,
Long Island
Good Hope, Ill.,
Toledo, Peoria & West
Good Hope, Miss.,
Yazoo & Miss. Valley
Good Hope, O.,
Detroit, Tol. & Ironton
Goodhue, Minn.,
Chicago Great Western
Gooding, Ga., Cent. of Ga
Gooding, Idaho, Idaho So
" Oregon Short Line
Gooding, Mich., Gd. Trunk
Goodison's, Mich., Mich. Cent
Goodland, Ind.,
Chic. and East. Ill (a)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) about ¼ mi. apart
Goodland, Kan.,
Chicago, Rk. Isl. & Pac
Goodland, Minn., Gt. North
Goodland, Okla., Frisco Sys
Goodland, Tex.,
Internat. & Gt. North
Goodlands, Manitoba,
Canadian Pacific
Goodlet, Tex.,
Ft. Worth & Denv. City
Goodletts, Tenn., Lv. & Nash
Goodman, Mich., Munising
Goodman, Miss., Ill. Central
Goodman, Mo., Kan. City So
Goodman, Mont., Gt. North
Goodman, W.Va.,
Norfolk & Western
Goodman, Wis.,
Minn. St. P. & Slt. Ste. M
Goodmans, N.J., Lehigh Val
Goodnight, Colo.,
Denver & Rio Grande
Goodnight, Okla.,
Atch. Top. & Santa Fe
Goodnight,
Armstrong Co., Tex.,
Ft. Worth & Denv. City
Goodnow, Wis., Ch. M. & St. P
Goodpasture, Tenn.,
Louisville & Nashville
Goodpine, La., La. & Ark
Goodrich, Ark.,
Chicago, Rk. Isl. & Pac
Goodrich, Colo., Union Pac
Goodrich, Ga., Seab. Air Line
Goodrich, Idaho,
Pacific & Idaho North
Goodrich, Ill., Chic. Ind. & So
Goodrich, Kan., Mo. K. & Tex
Goodrich, N.D., North. Pac
Goodrich, S.C., Southern

Goodrich, Tenn.,
Nash. Chat. & St. Louis
Goodrich, Tex.,
Houston, E. & W. Texas
Goodrich Creek, Me.,
Sebasticook & Moosch
Goodrich Crossing, Me.,
Sebasticook & Moose
Goodrich Spur, Colo.,
Union Pacific
Goodson, Tex.,
St. Louis South-west
Goodspeed's, Ct.,
N.Y. New Hav. & Hart
Good Spring, Pa., Phila. & S
GoodSprings, Ala., North. Ala
Good Thunder, Minn.,
Chicago, Mil. & St. Paul
Goodview, Va., Virginian
Goodville, Pa.,
Buffalo, Roch. & Pitts
Goodwater, Ala., Cent. of Ga
Goodwell, Okla.,
Chicago, Rk. Isl. & Pac
Goodwill, W. Va., Norf. & W
Good Will Farm, Me.,
Maine Central
Goodwin, Ark.,
Chicago, Rk. Isl. & Pac
Goodwin, Me., Can. Pac
Goodwin, Neb., Burl. Route
Goodwin, O., N. Y. C. & St. L
Goodwin, Okla.,
Atch. Top. & Santa Fe
Goodwin, S.D.,
North-Western Line
Goodwin, Tex., Int. & Gt. No
" Mo. Kansas & Texas
Goodwin, ——— Co., W. Va.,
Coal & Coke
Goodwin, ——— Co., W. Va.,
Virginian
Goodwine, Ill., Ch. and E. Ill
Goodwins, Me.,
Washington County
Goodwins Ferry, Va.,
Virginian
Goodwood, Ont., Gd. Trunk
Goodwyn's, Ala.,
Western of Alabama
Goodyear, Cal., South. Pac
Goodyear Junction, N.Y.,
Buffalo & Susq (a)
" Erie (a)
Goodyear Junction, Wis.,
Chicago, Mil. & St. Paul
Gooseberry, Utah,
Denver & Rio Grande
Gooseberry River, Minn.,
Duluth & North. Minn
Goose Creek, Ky.,
Louisville & Nashville
Goose Creek, N.Y., Long Isl
Goose Lake, Ia.,
North-Western Line
Goose Lake, Mich.,
North-Western Line
Goose Pond, Ga.,
Ga. Coast & Piedmont
Goosetown, Ind.,
Southern Indiana
Gopher, Manitoba, Can. Pac
Gopher, S.C.,
Chesterfield & Lanc
Gorby, O., Ohio River & West
Gorday, Ga. Gulf Line
Gordo, Ala., Mobile & Ohio
Gordon, Ala., Atl. Coast Line
Gordon, Cal., South. Pacific
Gordon, Ga., Cent. of Georgia
Gordon, Crawford Co., Ill.,
Indianapolis Southern
Gordon, Edgar Co., Ill.,
Cincinnati, Ham. & Day
Gordon, Ind., Balt. & Ohio S.W
Gordon, Kan., At. Top. & S. Fe
Gordon, La.,
Colo. So. New Orl. & Pac
Gordon, Manitoba,
Canadian Northern
Gordon, Mich., Det. S.S. & Atl
Gordon, Miss., Yaz. & M. Val
Gordon, Mont., No. Pacific
Gordon, Neb., No. West. Line
Gordon, N.C.,
Atlantic Coast Line
Gordon, Darke Co., O.,
Dayton & Union (a)
" Ohio Electric (b)
(a) and (b) adjacent
Gordon, Ont., Mich. Central
Gordon, Pa., Phila. & Reading
Gordon, Tex., Texas & Pac
Gordon, Wis.,
Minn. St. P. & Slt. Ste. M
" North Western Line
Gordon Bay, Ont.,
Canadian No. Ont (a)
" Canadian Pacific (b)
(a) and (b) adjacent
Gordon Heights, Del., Penna
Gordons, Ill., Illinois Central
Gordons, Mich.,
Grand Rapids & Ind
Gordons, N.Y., Penna
Gordon's, W. Va.,
Chesapeake & Ohio
Gordonsburg, Tenn.,
Louisville & Nashville
Gordon's Ferry, Ia.,
Chicago, Mil. & St. Paul

Gordon Summit, N.S.,
Intercolonial
Gordonsville, Fla.,
Atlantic Coast Line
Gordonsville, Minn.,
Chic. Rk. Isl. & Pac (a)
" Iowa Central (a)
Gordonsville, Tenn.,
Tennessee Central
Gordonsville, Va.,
Chesapeake & Ohio
Gordontown, N.C., Piedmont
Gordonville, Mo.,
St. Louis, Iron Mt. & So
Gordonville, Pa., Penna
Gordonville, Wash.,
Peninsular
Gore, Colo.,
Denver, Northw. & Pac
Gore, Mo., Mo. Kan. & Texas
Gore, O., Rocking Valley
Gore, Okla. St. L. Iron Mt. & So
Gore, Que., Grand Trunk
Goree, Ala., Louisv. & Nash
Goree, Tex., Wichita Valley
Goreville, Ill., Chic. and E. Ill
Gorge, Cal.,
Southern Pacific
Gorge, Colo., Denv. & Rio Gr
Gorge, N.C.,
Caldwell & Northern
Gorge, O.,
No. O. Trac. & L. Co (El)
Gorgorza, Utah, Rio G. West
Gorham, Ill.,
St. L. Iron Mt. & So (a)
" St. Louis South-west (a)
Gorham, Ind., Gd. Rap. & Ind
Gorham, Kan., Union Pacific
Gorham, Me., Boston & Maine
Gorham, N.H., Bos. & Me (a)
" Grand Trunk (b)
(a) and (b) 2 miles apart
Gorham, N.Y., Lehigh Val
Gorin, Mo., Atch. Top. & S. Fe
Gorlock, Wash., North. Pac
Gorman, Ill.,
Atch. Top. & Santa Fe
Gorman, Md., Western Md
Gorman, N.C., Southern
Gorman, N.D., North. Pacific
Gorman, Tenn.,
Nash. Chat. & St. Louis
Gorman, Tex., Texas Cent
Gorman, Wis.,
Fairchild & North-east
Gormley, Ont.,
Canadian North. Ont
Gorrell, W. Va.,
Baltimore & Ohio
Gorrie, Ont., Canadian Pac
Gorsuch, Md., Balt. & Ohio
Gorsuch, Pa., Balt. & Ohio
Gorsuch Road, Md. West. Md
Gorton, Pa., N. Y. C. & H. R
Gorus, Mont., North. Pacific
Gosford, Cal., South. Pac (a)
" Sunset (a)
Goshen, Ala., Central of Ga
Goshen, Ind.,
Ch. Cin. Chic. & St. L (a)
" Lk. Shore & Mich. So (b)
(a) and (b) about 125 yards
apart
Goshen, Ia., Burl. Route
Goshen, Minn., North. Pac
(Called also Hielberg
Goshen, N.J., Atlantic City
Goshen, N.Y., Erie (a)
" Lehigh & New Eng (a)
Goshen, N.D., Northern Pac
Goshen, O., Baltimore & Ohio
Goshen, Ont., Grand Trunk
Goshen, Ore., South. Pacific
Goshen, Pa., Lanc. Ox. & So
Goshen, S.C.,
Atlantic Coast Line
Goshen, Utah, Denv. & Rio G
Goshen, Va., Ches. & Ohio
Goshen, Wash.,
Bell. Bay & Brit. Col
Goshen Junction, Cal.,
Southern Pacific
Goshorn, Pa., E. Broad Top
Gosiute, Nev.,
Nevada Northern
Gosling, Fla.,
Florida East Coast
Gosman, Mont.,
Oregon Short Line
Gosnell, Ark.,
Paragould Southeast
Gosport, Ind.,
Chic. Ind. & Louisv (a)
" Vandalia (b)
(a) and (b) about 113 yards
apart
Gosport Junction, Ind.,
Chic. Ind. & Louisv (a)
" Vandalia (b)
Goss, Ga., Southern
Goss, Miss.,
Gulf & Ship Island
Goss, Mo., Missouri, K. & Tex
Gosa, Utah,
San Ped. Los Ang. & SLk
Gossan Junction, Va.,
Norfolk & Western
Gossett, Ill., C. C. C. & St. L
Gossmans, Fla.,
Florida East Coast

Gossom, Ky., Louisv. & Nash
Goss Run Junc., Pa., Penna
Gostou, O.,
C. & M. V (Penna. Lines)
Gotebo, Okla.,
Chicago, Rock Isl. & Pac
Gotha, Fla., Atl. Coast Line
Gotham, Wis., C. M. & St. P
Gothenburg, Neb., Un. Pac
Gothite, Ala., Louisv. & Nash
Also spelled Goethite
Gott, Md.,
Wash. Balt. & Annap. El
Gouda, Wis.,
Marinette, Tom. & West
Gougar's Grove, Ill.,
Cleve. Cin. Chic. & St. L
Gouge, Tenn.,
Virginia & Southwest
Gough, Ga., Georgia & Fla
Gould, Ark., Gould So. West
" St. Louis, Iron Mt. & So
Gould, Jefferson Co., O.,
Pitts. Chic. Cin. & St. L
Gould, Lucas Co., O.,
Toledo Terminal†
" Wabash
Gould, Pa., Lehigh Valley
Gould, Que., Canadian Pac
Gould, Tex.,
Internat. & Gt. North
Gould City, Mich.,
Minn. St. P. & Slt. Ste. M
Goulding, Fla., Lv. & Nash
Goulds, Fla.,
Florida East Coast
Gould's, Ont., Grand Trunk
Gould's, Pa., Lehigh Valley
Gouldsboro, La., Tex. & Pac
Gouldsboro, Pa., Del. Lac. & W
Gourdin, S.C., Atl. Coast Line
Gourock, Ont., Grand Trunk
Gourrier, La., Yazoo & M. V
Gouverneur, N.Y.,
N.Y. Cent. & Hud. Riv
G. & O. Junction, N.Y.,
N.Y. Cent. & Hud. Riv
Govan, Sask., Can. Pac
Govan, S.C., Seab. Air Line
Goran, Wash., No. Pacific
Gove, Colo., Great West
Gover, Tex., Mo. Kans & Tex
Government, Va.,
Norfolk & Western
Government Road, Ont.,
Canadian Pacific
Gov. Road Crossing, Minn.,
Northern Pacific
Government Siding, Va.,
Norfolk & Western
Government Spur,
Hamilton Co., O.,
Baltimore & Ohio S.W
Government Street, Ala.,
Mobile & Ohio
Government Yard, Ia.,
Illinois Central (a)
" Yazoo & Miss. Val (a)
Governor's Island, N.C.,
Southern
Governor's Road, Ont.,
Grand Trunk
Gow, Okla., Frisco System
Gowan, Minn., Great North
Gowan Okla.,
Chicago, Rk. Isl. & Pac
Gowan, Ont., Grand Trunk
Gowanda, N.Y., Erie
Gowanstown, Ont., Gd. Tk
Gowdy, Mo., Missouri Pac
Gowdy, Tex., Wichita Valley
Gowen, Mich., Pere Marq
Gowen, Pa., Pennsylvania
Gower, Mo., A. T. & S. Fe (a)
" St. Joseph & Gd. Isl (a)
Gowinlun, Ala.,
Louisville & Nashville
Gowrie, Ia.,
Chic. Rock Isl. & P (a)
" Ft. D. Des M. & So (b)
" Minneapolis & St. L (a)
" North-West. Line (a)
(a) and (b) about ¼ mi. apart
(a) and (c) about ½ mi. apart
(b) and (c) adjacent
Grabill, Ind., Wabash
Grabiela, Colo., Denv. & Rio G
Grabie, Ja., Illinois Central
Grabow, La.,
Gulf, Colo. & Santa Fe*
Grab Tree, Mo., Missouri So
Grace, La., Louisiana & Ark
Grace, Issaquena Co., Miss.,
Yazoo & Miss. Valley
Grace, Mont.,
Chicago, Mil. & Puget Sd
Grace, S.C.,
Lancaster & Chester
Grace, Tex.,
San Ant. & Aran. Pass
Grace, W. Va., Balt. & Ohio
Gracedale, Pa., Lehigh Val
Gracefield, Que., Can. Pacific
Graceham, Md., Western Md
Gracemont, Okla.,
Chicago, Rk. Isl. & Pac
Grace's, Ala., Louisv. & Nash
Graceton, Minn., Can. North
Graceton, Pa., Pennsylvania
Graceton, Tex.,
Marshall & East Texas

Graceville, Fla.,
Louisville & Nashville
Graceville, Minn.,
Chic. Mil. & St. Paul (a)
" Great Northern (b)
(a) and (b) about ¾ mi. apart
Gracewood, Ga.,
Augusta Southern
Graceys, Ky., Cadiz (a)
" Illinois Central (a)
" Louisv. & Nashville (b)
(a) and (b) about 150 yards
apart
Gracey's Mill, Fla.,
Atlantic Coast Line
Gracie, Ark.,
Pine Bluff Ark. River
Gracie, N.Y., Lehigh Valley
Gracioza, Cal., Pacific Coast
Gradan, Fla.,
Louisville & Nashville
Grady, Ala., Atl. Coast Line
Grady, Ark., St. L. Iron Mt. & S
Grady, Miss., South. in Miss
Grady, Tenn.,
Louisville & Nashville
Graettinger, Ia.,
Chicago, Rk. Isl. & Pac
Graf, Ia., Chicago Gt. West
Graf, Neb., Burl. Route
Grafora, Tex.,
Weath. Min. W. & N.W
Grafton, Ill.,
Chic. Peoria & St. Louis
Grafton, Ia., Chic. Mil. & St. P
Grafton, Ky., Illinois Cent
Grafton, Mass.,
Grafton & Upton†
Grafton, Mich., Pere Marq
Grafton, Neb., Burl. Route
Grafton, N.H., Boston & Me
Grafton, N.D., Great No (a)
" Northern Pacific (b)
(a) and (b) about 190 yards
apart
Grafton, Lorain Co., O.,
Baltimore & Ohio (a)
" Clev. C. C. & St. L (b)
(a) and (b) about 100 yards
apart
Grafton, Ont., Grand Trunk
Grafton, Pa.,
Hunt. & Broad Top Mt
Grafton, W. Va., Balt. & Ohio
Grafton, Wis., Chic. Mil. & St. P
Graham, Fla.,
Tampa & Jacksonville
Graham, Ga., Southern
Graham, Ill., Burl. Route
Graham, Ind., Evansv. & Ind
Graham, Ky., Illinois Cent
Graham, Manitoba, Gt. North
Graham, Mich., Pere Marq
Graham, N.C., Southern
Graham, Ont., Can. Pacific
Graham, Ore.,
Oregon RR. & Nav. Co
Graham, Clearfield Co., Pa.,
Pennsylvania
Graham, Tenn.,
Nash. Chat. & St. Louis
Graham, Tex.,
Chicago, Rk. Isl. & Gulf
Graham, Va., Norf. & West
Graham, Wash.,
Tacoma Eastern
Graham, W. Va., Balt. & Ohio
Graham Bay, Ont., Gd. Trunk
Grahams, Ala., Mobile & Ohio
Graham's, B.C.,
Kettle Valley Lines
Grahams, Miss.,
Alabama & Vicksburg
Grahams, N.C.,
Atlantic Coast Line
Graham's, Juniata Co., Pa.,
Tuscarora Valley
Graham's, Lawrence Co., Pa.,
Pennsylvania
Graham's Run, Pa., Penna
Grahamtown, Md.,
Cumberland & Penna
Grahn, Ky., Ches. & Ohio
Grainer, Assiniboia, Can. Pac
Grainfield, Kan., Union Pac
Graingers, N.C., Atl. Coast L
Grainthorpe, O.,
Pitts. Cin. Chic. & St. L
Grain Valley, Mo., Ch. & Alt
Grainville, Ill., Illinois Cent
Grainwood, Minn.,
Chicago, Mil. & St. Paul
Grama, N.M., At. Top. & S. Fe
Gramble Road, N.S.,
Kent Northern
Grambling, La.,
Vicksb. Shreve. & Pac
Gramercy, La., Yazoo & M. V
Gramlin, S.C., Southern
Grammer, Ind., So. Ind
Grampian, Mont.,
Burlington Route
Grampian, Pa., Penna
Granada, Cal., Ocean Shore
Granada, Colo.,
Atch. Top. & Santa Fe
Granada, Fla.,
Atlantic Coast Line
Granada, Mex.,
United R. Rs. of Yucatan

Granada, Minn.,
Chicago, Mil. & St. Paul
Granbury, Tex., Frisco Sys
Granby, Colo.,
Denver, N.W. & Pacific
Granby, Ct., N.Y. N.H. & H
Granby, Mo., Frisco Sys (a)
" Missouri Pacific (b)
(a) and (b) about ½ mile
apart
Granby, Que., Cent. Vermont
Granby, Tex., Texas Midland
Granby Junction, B.C.,
Canadian Pacific
Gran Canal, Mex.,
Desag. Valle de Mex (a)
" National of Mexico (b)
(a) and (b) adjacent
Grand Anse, N.B., Caraquet
Grand Anse, N.S.,
Cape Breton
Grand Bay, Ala., Lv. & Nash
Grand Bay, N.B., Can. Pac
Grand Bayou, La., Tex. & Pac
Grand Beach, Me., Bost. & Me
Grand Blanc, Mich.,
Pere Marquette
Grand Calumet Heights, Ind.,
Baltimore & Ohio
Grand Cane, La., Tex. & Pac
Grand Canyon, Ariz.,
Grand Canyon*
Grand Central, Pa.,
Bangor & Portland
Grand Chain, Ill.,
Cleve. Cin. Chic. & St. L
Grand Clarriere, Manitoba,
Canadian Northern
Grand Coulee, Sask.,
Canadian Pacific
Grand Crossing, Ill.,
Chic. Cin. & Louisv (a)
" Chicago, Ind. & South
" Illinois Central (a)
" Lake Sh. & Mich. So (a)
" Michigan Central
" N.Y. Chic. & St. L (a)
" Pennsylvania Co (b)
" Pere Marquette (b)
(a) and (b) 200 yards apart
Grand Crossing, O.,
Hocking Valley
Grand Crossing,
Bayfield Co., Wis.,
Northern Pacific
Grand Crossing,
La Crosse Co., Wis.,
Burlington Route (a)
" Chic. Mil. & St. Paul (b)
" Green Bay & West ‡(c)
" North-Western Line
Granddalles, Wash.,
Spokane, Port. & Sest
Grande, Mex., Nat. of Mex
Grande, N.M., Colo. & South
Grand Ecore, La.,
Louisiana & North West
Grand Eddy, Mo.,
Frisco System
Grande Glaise, Ark.,
St. Louis, Iron Mt. & So
Grande Ligne, Que.,
Grand Trunk
Grande Pointe, Manitoba,
Canadian Northern (a)
" Canadian Pacific (b)
Called St. Norbert on C. N
(a) and (b) 3 miles apart
Grandes Piles, Que.,
Canadian Pacific
Grand Falls, Mo.,
Missouri Pacific
Grand Falls, N.B., Can. Pac
Grand Falls, N.F.,
Reid Newfoundland
Grandfield, Okla.,
Wichita Falls & No. W
Grand Forks, B.C.,
Canadian Pacific
" Great Northern
" Kettle Valley Lines
Grand Forks, N.D.,
Great Northern (a)
" Northern Pacific (b)
(a) and (b) about ½ mi. apart
Grand Forks Junction, B.C.,
Great Northern
Grand Forks Junction, N.D.,
Great Northern
Grand Glaise, Ark.,
St. Louis, Iron Mt. & So
Grand Gorge, N.Y., Uls. & D
Grand Harbor, N.D., Gt. No
Grand Haven, Mich.,
Gd. Rap. Gd. H. & M (El)
" Grand Trunk (a)
" Pere Marquette (b)
(a) and (b) about ⅝ mi. apart
Grand Haven Junc., Mich.,
Gd. Rap. Gd. H. & M (El)
Grand Hotel Station, N.Y.,
Ulster & Delaware
Grandin, Fla., Ga. So. & Fla
Grandin, Mo., Frisco System
Grandin, N.J., Lehigh Val
Grandin, N.D., Great North

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Grandin Junction, Mo., Frisco System
Grand Island, Fla., Atlantic Coast Line
Grand Island, Neb., Burlington Route (a)
" St. Joseph & Gd. Isl (b)
" Union Pacific (b)
(a) and (b) about ½ ml. apart
Grand Isle, Me., Bangor & Aroostook
Grand Isle, Vt., Rutland
Grand Junction, Colo., Colorado Midland (a)
" Den. & Rio Grande (a)
Grand Junction, Idaho, Idaho & Wash. North (a)
" Spokane Internat (a)
Grand Junction, Ia., Minn. & St. Louis (a)
" North-West. Line (a)
Grand Junction, Mich., Michigan Central (a)
" Pere Marquette (a)
Grand Junction, Tenn., Illinois Central (a)
" Southern (a)
Grand Lake, Minn., Dul. Missabe & North
Grand Lake, N.F., Reid Newfoundland
Grand Lake, Cape Breton, N.S., Sydney & Louisburg
Grand Lake, Halifax Co., N.S., Intercolonial
Grand Lake, Tex., Int. & G. N
Grand Ledge, Mich., Pere Marquette
Grand Marias, Mich. Manistique
Grand Marais Junc., Mich., Manistique
Grand Meadow, Minn., Chicago, Mil. & St. Paul
Grand 'Mere, Que., Can. Northern Quebec
Grand Mound, Ia., North-Western Line
Grand Mound, Wash., Northern Pacific
Grand Narrows, N.S., Interc
Grandora, Sask., Grand Trunk Pacific
Grand Pass, Ill., Chicago & Alton
Grand Pass, Mo., Mo. Pacific
Grand Prairie, Tex., T. & Pac
Grand Pre, N.S., Dom. Atl
Grand Rang, Que., United Counties
Grand Rapids, Mich., Grand Rap. & Ind (a)
" Gd Rap. Gd. H. & M (El)
" Gd. Rap. H. & Chic (El)
" Grand Trunk (b)
" Lk. Sh. & Mich. So (c)
" Michigan Central (a)
" Pere Marquette (a)
(a) and (b) 1½ miles apart
(a) and (c) ½ mile apart
(b) and (c) 2½ miles apart
Grand Rapids, Minn., Gt. No
Grand Rapids, N.D., No. Pac
Grand Rapids, O., Toledo, St. L. & Western
Grand Rapids, Wis., Chic. Mil. & St. Paul (a)
" Green Bay & West (b)
Minn. St. P. & S. Ste. M (d)
" North-Western Line (c)
(a) and (b) 1 mile apart
(a) and (c) about 200 yards apart
(a) and (d) about 300 yards apart
(b) and (c) about 1 mile apart
(c) and (d) adjacent
Grand Rapids Junc., Ind., Pennsylvania Co
Grand Ridge, Fla., Louisville & Nashville
Grand Ridge, Ill., Burl. Rte
Grand Ridge, Wash., No. Pac
Grand River, Ia., Burl. Rte
Grand River, Mo., Chicago, Mil. & St. Paul
Grand River, N.B., Can. Pac
Grand Rivers, Ky., Illinois Central
Grand Saline, Tex., Texas & Pacific (a)
" Texas Short Line (b)
(a) and (b) about ¾ ml. apart
Grand Summit, Kan., Atch. Top. & Santa Fe
Grand Tower, Ill., Ill. Cent
Grand Tower Junc., Ill., Illinois Central
Grand Trunk Junction, St. Clair Co., Mich., Chic. & Gd. Trunk (a)
" Grand Trunk (a)
Grand Trunk Junction, Corn & Stormont Dist., Ont., Ottawa & N.Y
Grand Trunk Junction, Frontenac Dist., Ont., Bay of Quinte
G. T. R. Loop Line, Ont., Tillsonb. Lake E. & Pac
Grand Valley, Colo., Colorado Midland (a)
" Denver & Rio Gr (a)
Grand Valley, Ont., Can. Pac
Grand Valley, Pa., Dunk. Alleg. Val. & P
Grandview, Ala., Louisville & Nashville
Grand View, Ariz., Santa Fe, Pres. & Ph*
Grand View, Ark., Missouri & North Ark
Grand View, Fla., Atlantic Coast Line
Grand View, Ia., Muscatine North & So
Grand View, Manitoba, Canadian Northern
Grand View, Mo., Frisco System (a)
" Kansas City South (a)
Grand View, N.Y., Erie
Grand View, O., Pitts. Cin. Chic. & St. L
Grand View, Ore., Northern Pacific
Grand View, Potter Co., Pa., No. Bend & Kettle Creek
Grand View, P.E.I., Pr. Ed. Isl
Grand View, Tex., Mo. K. & T
Grandview, Wash., No. Pac
Grand View, Wis., North-Western Line
Grand View Park, Ia., Inter-Urban (El)
Grandviews, Ky., Queen & Cres. Route
Grandville, Mich., Gd. Rap. H. & Ch (El) (a)
" Pere Marquette (b)
(a) and (b) ½ mile apart
Grandy, Minn., Great North
Grandy, Va., Seab. Air Line
Graneros, Colo., Colorado & South (a)
" Denver & Rio Gr (a)
Granfalls, Minn., Big Fork & Int. Falls (a)
" Minnesota & Inter (a)
Grange, Md., Pennsylvania
Grange, Miss., Gulf & Ship Island
Grange City, Wash., Oregon RR. & Nav. Co
Grange City Junc., Wash., Oregon RR. & Nav. Co
Grange Hall, Ill., Illinois Central
Granger, Colo., Denv. & Rio G
Granger, Ill., Illinois Cent
Granger, Ia., C. M. & St. P (a)
" Inter-Urban (El) (b)
(a) and (b) ½ mile apart
Granger, Mo., Burl. Route
Granger, N.Y., Lehigh Valley
Granger, Ore., Corv. & East
Granger, Tex., Mo. Kansas & Texas
Granger, Wash., North. Pac
Granger, Wyo., Oregon Short Line (a)
" Union Pacific (a)
Granger Junction, Tex., Mo. Kans. & Tex
Grangers, Ind., Grand Trunk (a)
" Cl. Cin. Chic. & St. L (a)
Granger's, Muskingum Co., O., Zanesville & Western
Grangerville, Ga., Southern
Grangeville, Idaho, Ore. RR. & Nav. Co
Granite, Ariz., Santa Fe, Presc. & Ph*
Granite, B.C., Can. Pacific
Granite, Colo., Colo. Mid (a)
" Denv. & Rio Grande (b)
Called Granite Gate on Colorado Midland
(a) and (b) about ½ ml. apart
Granite, Kootenai Co., Idaho, Northern Pacific
Granite, Ia., Chic. R. I. & Pac
Granite, N.C., Seab. Air Line
Granite, Okla., Chic. Rock Isl. & Pac
Granite, Pa., Western Md
Granite, Tenn., Lv. & Nash
Granite, Va., Ches. & Ohio (a)
" Southern (b)
Called Korah on Ches. & Ohio
Granite, Wis., Waupaca-Green Bay
Granite Bend, Mo., St. Louis, Iron Mt. & So
Granite Bluff, Mich., Chicago, Mil. & St. Paul
Granite Bridge, Mass., N.Y. New Hav. & Hart
Granite Canon, Wyo., Union Pacific
Granite City, Ill., Chicago & Alton (a)
" Chic. and East. Ill (a)
" Chic. Peoria & St. L (b)
" Cl. Cin. Chic. & St. L (a)
" St. L. Mer. Br. Term (c)
" Toledo, St. L. & West
" Wabash (c)
(a) and (c) about 100 yards apart
(b) about ½ mile from (a) and (c)
Granite City Junction, Ill., Chicago, Peoria & St. L
Granite Falls, Minn., Chic. Mil. & St. Paul (a)
" Great Northern (b)
Omnibus transfer
(a) and (b) 1¼ miles apart
Granite Falls, N.C., Carolina & North-west
Granite Falls, Wash., No. Pac
Granite Gate, Cal., Pacific Electric
Granite Gate, Colo., Colorado Midland (a)
" Den. & Rio Grande (b)
Called Granite on Denver & Rio Grande
(a) and (b) about 1¼ mls. apart
Granite Hill, Ga., Georgia
Granite Junction, Vt., Hardwick & Woodb
Granite Lake, Wis., North-Western Line
Granite Mountain, Ore., Corvallis & Eastern
Granite Mountain, Tex., Houston & Texas Cent
Granite Point, Nev., So. Pac
Granite Quarry, N.C., South
Granite Quarry, Ont., Algoma Cent. & H. Bay
Graniteville, Mass., Boston & Maine
Graniteville, S.C., Southern
Granniss, Ark., Kansas City Southern
Grano, N.D., Minn. St. P. & Slt. Ste. M
Granogue, Del., Phila. & Reading
Grant, Cal., No. West. Pac
Grant, Colo., Colo. & So
Grant, Fla., Florida E. Coast
Grant, Daviess Co., Ill., Illinois Central
Grant, Carter Co., Ky., Ashland Coal & Iron (a)
" Chesapeake & Ohio (a)
Grant, Kenton Co., Ky., Louisville & Nashville
Grant, La., Louisiana & Arkansas
Grant, Mich., Pere Marquette
Grant, Neb., Burl. Route
Grant, N.B., Canadian Pacific
Grant, Okla., Frisco System
Grant, Pa., Pennsylvania
Grant, S.D., No. West. Line
Grant Centre, Ia., Chicago, Mil. & St. Paul
Grant City, Mo., Burl. Route
Grant City, N.Y., Staten Island Rap. Tr
Grant City, Pa., West. Alleg
Grant Crossing, Ind., Chicago & East. Illinois
Grantham, Pa., Phila. & Read
Grantland, Va., Ches. & Ohio
Grantley, Pa., Pennsylvania
Granton, N.J., N.Y. Ont. & West (a) F
" West Shore (a)
F For passenger service only
Granton, Ont., Grand Trunk
Granton, Wis., North-Western Line
Granton Jn., N.J., Erie (a)
" N.Y. Susq. & West (a)
Grant Park, Ill., Chic. and Eastern Ill
Grant's, Ct., Central New England
Grant's, Mo., Missouri Pac
Grant's, N.F., Reid Newfoundland
Grant's, N.M., A.T. & S.F., Coast Lines*
Grant's, N.C., Southern
Grant's, Clark Co., O., Detroit Southern
Grant's, Hardin Co., O., Cleve. Cin. Chic. & St. L
Grant's, Ore., Oregon RR. & Nav. Co
Grants, Tenn., Hoiston Val
Grantsboro, N.C., Norfolk & Southern
Grantsburg, Ill., Illinois Cent
Grantsburg, Wis., Northern Pacific
Grantsdale, Mont., No. Pac
Grant Smelter, Colo., Colorado & Southern
Grant's Pass, Ore., So. Pacific
Grantville, Ga., Atl. & W. Pt
Grantville, Kan., Union Pac
Granville, Ill., Chicago, Ind. & So (a)
" Chicago, Mil. & St. P (a)
" Toluca, Marg. & No (b)
(a) and (b) about ½ ml. apart
Granville, Ia., No. West. Line
Granville, Ga., Waycross Air Line
Granville, N.B., New Brunswick
Granville, N.Y., Del. & Hud
Granville, N.D., Great No
Granville, O., Ohio Cent. L (a)
" Ohio Electric (b)
(a) and (b) ¼ mile apart
Granville, Pa., Pennsylvania
Granville, W. Va., Toledo & Ohio Central
Granville, Wis., Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) 20 rods apart
Granville Centre, N.S., Halifax & Southwest
Granville Ferry, N.S., Halifax & Southwest
Granville Junction, O., Ohio Central Lines
Grape Creek, Ill., Ch. and E. Ill
Grape Island, W. Va., Baltimore & Ohio
Grapeland, Tex., Int. & Gt. N
Grapeville, Pa., Penna
Grapevine, Tex., St. Louis South-west
Grapevine Operation, W. Va Norfolk & Western
Graphite, Tex., Houston & Texas Cent
Graphiteville, N.C., Southern
Grapit, Cal., Southern Pac
Grappe's Bluff, La., La. Ry. & Nav. Co
Grasmere, Ala., Atlanta, Birm. & Atl
Grasmere, Porter Co., Ind., Pitts. Cin. Chic. & St. L
Grasmere, N.H., Bost. & Me
Grasmere, N.Y., Staten Isl. Rapid Tr
Grasmere Junction, N.H., Boston & Maine
Grass Creek, Ind., Vandalia
Grass Creek, Utah, Union Pacific
Grasselli, Ala., Alabama Great So (a)
" Louisville & Nash (a)
" Southern (a)
Called Hillman on Southern
Grasselli, Ind., Chicago, Ind. & So
" Indiana Harbor Belt †
Grasselli, N.J., Cent. of N.J
Grassett, Ont., Can. Pacific
Grass Hill, Ont., Gd. Trunk
Grasshopper Hollow, W. Va., Baltimore & Ohio
Grassie's, Ont., Toronto, Ham. & Buf
Grass Lake, Cal., South. Pac
Grass Lake, Mich., Mich. Cent
Grassland, Ill., Southern
Grassland, Pa., Penna
Grassmere, Lake Co., Ind., Chicago, Ind. & Louisv
Grassmere, Mich., Pere Marquette
Grassmere, Wash., Great Northern
Grass River, Mich., Pere Marquette
Grasston, Minn., Great No
Grass Valley, Cal., Nevada Co. Nar. Gauge
Grass Valley, Mont., Northern Pacific
Grass Valley, Ore., Oregon RR. & Nav. Co
Grassy, Colo., Colo. Spgs. & Cr. Ck. Dist
Grassy, Fla., Fla. East Coast
Grassy, Utah, Denv. & Rio Gr
Grassy Bayou, Mo., Frisco System
Grassy Creek, W. Va., Holly River & Addison
Grassy Lake, Alberta, Canadian Pacific
Grassy Lake, Ark., St. Louis, Iron Mt. & So
Grassy Lake, Ill., Illinois Terminal
Grassy Mead, Va., Wash. Al. & Mt. Ver. El
Grassy Mountain, Ga., Louisville & Nashville
Grassy Run Junction, Pa., Baltimore & Ohio
Grassy Sound, N.J., Penna
Gratan, Ont., Can. Pac
Grater's Ford, Pa., Perkiom
Gratia, Idaho, Chic. Mil. & Puget Sd
Gratiot, Mo., Frisco System
Gratiot, Wis., Chic. Mil. & St. P
Gratiot Avenue, Mich., Grand Trunk
Gratiot Center, Mich., Pere Marquette
Gratiot Road, Mich., Pere Marquette
Gratton, Ark., St. Louis South-west
Gratwick, N.Y., Erie (a)
" International (El) (b)
" N.Y. Cent. & Hud. Riv (a)
(a) and (b) adjacent
Gratztown, Pa., Baltimore & Ohio (a)
" Pennsylvania (b)
(a) and (b) adjacent
Graugnard, La., Yazoo & Miss. Valley
Gravalles, Wash., No. Pac
Gravan, Utah, Denver & Rio Grande
Gravel, Ont., Can. Pac
Gravel Hill, Ind., Cleve. Cin. Chic. & St. L
Gravel Hill, N.J., Penna
Gravel Hill, O., Penna. Co
Gravel Island, Wis., Chicago, Mil. & St. Paul
Gravel Lake, Ont., Canadian Northern
Gravelo, Okla., A. T. & S. Fe
Gravelotte, Ind., Chicago, Ind. & Louisv
Gravelotte, Tenn., Tennessee Central
Gravelton, Ind., Balt. & Ohio
Gravenhurst, Ont., Gd. Trunk
Gravers, Pa., Phila. & Read
Graves, Cal., Southern Pacific
Graves, Ga., Central of Ga
Graves, La., Illinois Central
Graves, Md., Norfolk & West
Graves, S.C., Georgetown & West
Gravesend, N.Y., South Brooklyn †
Graves Passing, Va., Norfolk & Western
Graves' Shoals, Ky., Chesapeake & Ohio
Gravesville, N.Y., N.Y. Cent. & Hud. River
Gravette, Ark., Frisco Sys (a)
" Kansas City So (b)
(a) and (b) about 200 yards apart
Gravity, Ia., Burl. Route
Gravity, Manitoba, Can. Pac
Gravity, N.Y., Pennsylvania
Gravity, Pa., Erie
Gravois, Mo., Frisco System
Grawn, Mich., Pere Marq
Gray, Ga., Cent. of Ga
Gray, Ia., North-West. Line
Gray, Kan., At. Top. & San. Fe
Gray, Me., Maine Central
Gray, Md., Balt. & Ohio
Gray, Mich., Pere Marquette
Gray, Clearfield Co., Pa., N.Y. Cent. & Hud. Riv
Gray, Lycoming Co., Pa., Pennsylvania
Gray, Westmoreland Co., Pa., Pennsylvania
Gray, Tenn., Car. Clinch. and Ohio
Gray, Va., Virginian
Graybill, Pa., Northern Cent
Gray Court, S.C., Charleston & West. Car
Graydon Springs, Mo., Frisco System
Grayford, Ind., Pitts. Cin. Chic. & St. L
Gray Gables, Wash., Northern Pacific
Grayland, Ill., Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) about 181 yards apart
Grayling, Mich., Mich. Cent
Grayling, Minn., No. Pacific
Grayling, Mont., Oregon S. L
Graylock, Mich., Pere Marquette
Graymere, Tenn., Lv. & Nashv
Graymont, Ga., Ga. & Fla
Graymont, Ill., Illinois Cent
Gray Oaks, N.Y., N.Y. Cent. & Hud. Riv
Gray Ridge, Mo., St. L. I. M. & S
Gray's, Ark., Chicago, Rk. Isl. & Pac
Gray's, Colo., Denv. & Rio G
Gray's, Jones Co., Ga., Central of Georgia
Grays, Kan., Frisco System
Gray's, Ky., Louisv. & Nash
Gray's, Manitoba, Canadian Northern
Grays, S.C., Car. & West
Grays, Va., Southern
Grays, Wash., Great North
Gray's, Wis., Chic. Mil. & St. P
Gray's Branch, Ky., Chesapeake & Ohio
Gray's Crossing, Ore., Portland Ry. L. & P. Co
Graysdale, Pa., Bellefonte Central
Gray's Ferry, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) ¼ mile apart

Grays Flat, W.Va., Balt. & O
Grays Harbor City, Wash., Northern Pacific
Gray's Hill, S.C., Charleston & W. Car
Gray's Lake, Ill., Chic. Mil. & St. Paul (a)
» Minn.St.P.&S.Ste.M (b)
(a) and (b) ¼ mile apart
Grays Landing, Pa., Monongahela
Grayson, Ga., Seaboard Air Line
Grayson, Ill., Louisville & Nashville
Grayson, Ia., Chicago, Mil. & St. Paul
Grayson, Ky., East. Kentucky
Grayson, La., St. Louis, Iron Mt. & So
Grayson, Clinton Co., Mo., Chicago, Rock Isl. & Pac
Grayson, New Madrid Co., Mo., St. Louis South-west
Grayson, O., Clev. C. C. & St. L
Grayson, Okla., Mo. Okla. & Gulf
Grayson, Sask., Canadian Pac
Grayson, Va., Norf. & West
Graysonia, Ark., Gurdon & Ft. Smith
Grayson Springs, Ky., Illinois Central
Gray's Point, Mo., St. Louis South-west
Grays Run, Pa., Susquehanna & N.Y
Gray's Run Junction, Pa., Susquehanna & N.Y
Gray's Summit, Mo., Mo. Pac
Graystone, Ala., Lv. & Nashv
Graystone, Md., Penna
Graystone, R.I., N.Y.N.H.&H
Graysville, Ga., Nashv. Chat. & St. L (a)
» Western & Atlantic (a)
Graysville, Tenn., Cin. New Orl. & Tex. Pac
Grayville, W.Va., Baltimore & Ohio
Grayton, Tex., Galves. Har. & San Ant
Graytown, Ark., Fourche Riv. Val. & I. T
Graytown, O., Lake Sh. & M. S
Grayville, Ill., Clev. Cin. Chic. & St. L (a)
» Illinois Central (b)
Depots adjacent
Grazierville, Pa., Penna
Greasers, Ia., Chicago, Rk. Isl. & Pac
Greason's, Pa., Cumb. Valley
Great Barrington, Mass., N.Y. New Hav. & Hart
Great Bear, N.Y., N.Y. Cent. & Hud. Riv
Great Belt, Pa., Penna
Great Bend, Kan., Atch. Top. & S. Fe (a)
» Missouri Pacific (b)
(a) and (b) 1 mile apart
Great Bend, N.Y., N.Y. Cent. & Hud. River
Great Bend, N.D., No. Pac
Great Bend, Pa., Del. Lack. & West (a)
» Erie (b)
(a) and (b) about 1¼ miles apart
Called Hallstead on D. L. & W
Great Cacapon, W.Va., Baltimore & Ohio
Great Falls, Mont., Gt. North
Great Falls, S.C., Seaboard Air Line
Great Kills, N.Y., Staten Island Rap. Tran
Called also Giffords
Great Meadows, N.J., Lehigh & Hudson Riv
Great Neck, N.Y., Long Isl
Great Northern Dock, Wash., Great Northern
Great Northern Junc., Man., Canadian Northern
Great Northern Junc., Minn., Minn. St. P. & Slt. Ste. M
Great North. Junc., Mont., Great Northern
Great North. Junc., Wash., Great Northern
Great North. Transfer, Mont., Northern Pacific
Great Notch, N.J., Erie
Great Outburst, Va., Norfolk & Western
Great River, N.Y., Long Isl
Great Valley, N.Y., Buffalo, Roch. & Pitts
Great Western, Mich., North-Western Line
Great Western Crossing, Ia., Burlington Route
Great Works, Penobscot Co., Me., Maine Central
Great Works, York Co., Me., Boston & Maine
Greco, Pa., Buffalo & Susq
Greece, N.Y., N.Y.C.& H.R
Greegs, Mo., Frisco System
Greeley, Ala., Lv. & Nash
Greeley, Colo., Colo. & So (a)
» Union Pacific (a)
Greeley, Ia., Ch. Mil. & St. P
Greeley, Kan., Missouri Pac
Greeley Centre, Neb., Burlington Route
Greeleyville, S.C., Atlantic Coast Line
Greely, B.C., Canadian Pac
Green, Clay Co., Kan., Union Pacific
Green, Md., Western Maryland
Green, Miss., Yazoo & Miss. Valley
Green, Ore., South. Pacific
Green, Tex., San Ant. & Aran. Pass
Green, Va., Rich. Fred. & Pot
Greenacres, Wash., Spok. & Inland Empire
Greenawald, Pa., Ph. & Read
Greenback, Pa., Phil. & Read
Greenback, Tenn., Louisville & Nashville
Greenbank, Del., Balt. & Ohio
Green Bay, Ala., Louisville & Nashville
Green Bay, Fla., Atlantic Coast Line
Green Bay, Va., Southern
Green Bay, Wis., Chicago, Mil. & St. P (a)
» Green Bay & West (b)
» Kewaun. Gr. B. & W (b)
» North-West. Line (c)
(a) and (c) ½ mile apart, on opposite sides river
(b) and (c) about 1 mi. apart
Green Bay & West. Jn., Wis., Chicago, Mil. & St. Paul
Green Bay Junction, Wis., North-Western Line
Green Bottom, W.Va., Baltimore & Ohio
Green Brae, Cal., Northwestern Pacific
Greenbrier, Ala., Southern
Greenbrier, Ky., Lv. & Nash
Green Brier, Mo., Frisco Sys
Greenbrier, Tenn., Lv. & Nash
Greenbrier, Tex., St. Louis South-west
Greenbrier, W.Va., Chesapeake & Ohio
Greenburg, Ore., Ore. Elec
Greenbush, Me., Maine Cent
Greenbush, Mass., N.Y. New Hav. & Hart
Greenbush, Mich., Detroit & Mackinac
Greenbush, Minn., Great Northern
Greenbush, Saskatchewan, Canadian Northern
Greenbush Cemetery, N.Y., Albany Southern (El)
Green Camp, O., Erie
Green Canon Cal., Ocean Shore
Green Canon, Colo., Colorado & Southern
Greencastle, Ind., Chicago, Ind. & Lv (a)
» Cl. Cin. Ch. & St. L (b)
» Vandalia (c)
(a) and (b) 700 yds. apart
(b) and (c) 2 miles apart
Greencastle, O., Cin. Ham. & Dayton
Greencastle, Pa., Cumb. Val
Greencastle, W.Va., Chesapeake & Ohio
Greencastle Road, Pa., Cumberland Valley
Green City, Mo., Quincy, Omaha & K.C
Green Cove Springs, Fla., Atlantic Coast Line
Green Cox, Mo., Frisco Sys
Green Creek, O., Wheeling & Lake Erie
Greendale, Ill., Balt. & Ohio Southwest
Greendale, Ky., Cin. New Orl. & Tex. Pac
Greendale, Mass., Bost. & Me
Greendale, N.Y., N.Y. Cent. & Hud. Riv
Greendale, Franklin Co., Pa., Western Maryland
Greendale, McKean Co., Pa., Big Level & Kinzua
Greendale, Wash., Tacoma Eastern
Greendale, W.Va., Chesapeake & Ohio
Greene, Ala., Louisville & Nashville
Greene, Ia., Chicago, Rk. Isl. & Pac
Greene, Me., Maine Central
Greene, N.Y., Del. Lack. & Western
Greene, N.D., Northern Pac
Greene, R.I., N.Y.N.H. & H
Greene, Tenn., Louisville & Nashville
Greenefield, N.D., Gt. North
Greene Garden, Mich., Marquette & Southeast
Greene Hill, Pa., Penna
Greene Junction, Pa., Baltimore & Ohio
Greenes Landing, R.I., N.Y. New Hav. & Hart
Greeneville, Tenn., South
Greenfield, Ark., St. Louis, Iron Mt. & So
Greenfield, Ill., Burlington Route (a)
» Chicago & Alton (b)
(a) and (b) about 1 mi. apart
Greenfield, Ind., Pitts. Cin. Chic. & St. L
Greenfield, Ia., Burl. Route
Greenfield, Mass., Boston & Maine
Greenfield, Mich., Pere Marquette
Greenfield, Mo., Frisco Sys
Greenfield, N.H., Bost. & Me
Greenfield, N.J., Atlantic City
Greenfield, N.M., Eastern of New Mex*
Greenfield, Saratoga Co., N.Y., Delaware & Hudson
Greenfield, N.D., Gt. North
Greenfield, O., Balt. & O. Southwest (a)
» Detroit, Tol. & Iron (b)
(a) and (b) about ¾ mi. apart
Greenfield, Okla., Chicago, Rk. Isl. & Pac
Greenfield, Ont., Gd. Trunk
Greenfield, Pa., Penna
Greenfield, Tenn., Ill. Cent
Greenfield Junction, Okla., Chicago, Rk. Isl. & Pac
Greenfields, Miss., Alabama & Vicksburg
Green Fields, Pa., Williams Valley
Greenford, O., Erie
Green Forest, Ark., Missouri & North Ark
Green Garden, Mich., Marquette & Southeast
Green Grove, Miss., Yazoo & Miss. Valley
Green Hall, Ark., Thornton & Alexand
Green Harbor, Mass., N.Y. New Hav. & Hart
Green Haven, N.Y., N.Y. New Hav. & Hart
Green Hill, Ga., Col. South
Green Hill, Pa., Penna
Green Hill, Tenn., Nash. Chat. & St. L (a)
» Tennessee Central (b)
(a) and (b) adjacent
Greenhills, Del., Queen Anne's
Greenhurst, N.Y., Jamest. Chau. & Lk. E
Greenhurst, O., No. O. Trac. & L. Co. (El)
Greening, Cal., Pacific Elec
Greenings, Mich., Detroit & Toledo Sh. L
Green Island, Ia., C.M. & St. P
Green Island, N.Y., Delaware & Hudson (a)
» N.Y. Cent. & H. Riv (a)
Green Island Junction, N.Y., Delaware & Hudson
Green Isle, Minn., Minn. & St. L
Green Lake, Me., Maine Cent
Green Lake, N.J., Wharton & Northern
Green Lake, Wis., North-Western Line
Greenland, Ark., Frisco Sys
Greenland, Colo., Atch. Top. & S. Fe (a)
» Denver & Rio Gr (b)
(a) and (b) about ½ mi. apart
Greenland, Fla., Florida East Coast
Greenland, Ontonagon Co., Mich., Copper Range
Greenland, Minn., Chicago Great West
Greenland, N.H., Bost. & Me
Greenland Junction, Mich., Copper Range
Greenland Village, N.H., Boston & Maine
Green Lane, Pa., Perkiomen
Greenlawn, La., Illinois Central
Greenlawn, Cal., So. Pac
Greenlawn, N.Y., Long Isl
Green Lawn, O., B. & O. Southwest (a)
» Ohio Electric (b)
(a) and (b) adjacent
Green Lawn, Pa., Penna
Greenleaf, Cal., A.T. & S.F., Coast Lines*
Greenleaf, Kan., Mo. Pacific
Greenleaf, Ky., Louisville & Nashville
Greenleaf, Wis., Chicago, Mil. & St. Paul
Greenlee, N.C., Southern
Greenlee, Va., Ches. & Ohio
Green Lick, Westmoreland Co., Pa., Baltimore & Ohio (a)
» Pennsylvania (b)
(b) For freight service only
(a) and (b) adjacent
Green Lodge, Mass., N.Y. New Hav. & Hart
Green Mound, Ind., Evansville & Indianap
Green Mount, Md., West. Md
Green Mount, N.C., South & Western
Greenmount, Pa., Phila. Newtown & N.Y
Green Mountain, Ia., Chicago Gt. Western
Green Mountain, N.C., Car. Clinch. and Ohio
Green Mountain Falls, Colo., Colorado Midland
Green Mountain Jn., Colo., Silverton Northern
Greeno, Va., Norf. & West
Green Oak, Ill., Burl. Route
Green Oak, Mich., Pere Marquette
Green Oaks, N.S., Dom. Atl
Greenock, Pa., Pitts. & L.E
Greenough, O., Wheeling & Lake Erie
Green Park, Pa., Newport & Sher. Val
Green Plains, Va., Southern
Green Point, Ore., Portland Ry. L. & P. Co
Green Point, Pa., Phila. & Reading
Green Pond, Ala., Alabama Gt. Southern
Green Pond, N.C., North & South Carolina
Green Pond, S.C., Atlantic Coast Line
Green Pond, Tenn., Tennessee Central
Green Pond Junction, N.J., N.Y. Susq. & West (a)
» Wharton & North (b)
(a) and (b) ½ mile apart
Greenport, N.Y., Long Isl
Green Ridge, Ill., Chicago & Alton
Green Ridge, Mo., Mo. K. & T
Green Ridge, Lackawanna Co., Pa., Delaware & Hudson
» Del. Lack. & West†
Green Ridge, Northumberla'd Co., Pa., Lehigh Valley (a)
» Northern Central (a)
Green River, Ill., C. R. I. & P
Green River, Mich., Detroit & Charlevoix
Green River, N.B., Can. Pac
Green River, Utah, Denver & Rio Grande
Green River, Wyo., Un. Pac
Green River Road, Ind., Evansv. & Indianap
Green Road, Me., Bangor & Aroos (a) (b)
» Canadian Pacific (b)
Called Greenville on B. & A
Greens, Ala., Louisv. & Nashv
Greens, Ark., Frisco System
Green's, Fla., Atl. Coast Line
Green's, Ky., Illinois Cent
Greens, Mich., Duluth, South Sh. & Atl
Greens, Miss., Yazoo & Miss. Valley
Greens, Nev., Nevada North
Green's, N.J., Pennsylvania
Green's, N.C., Atlantic Coast Line
Greens, Tenn., Lv. & Nashv
Green's, Harris Co., Tex., Texas & New Orleans
Greens, Nacogdoches Co., Tex., Caro Northern
Greensboro, Ala., Southern
Greensboro, Fla., Apalachicola Northern
Greenboro, Ga., Georgia
Greensboro, Md., Penna
Greensboro, N.C., Southern
Greensboro, Vt., St. Johns. & Lk. Champ
Greensburg, Ind., Cleve. Cin. Chic. & St. L
Greensburg, Kan., Chic. Rock Isl. & Pac
Greensburg, Ky., Lv. & Nash
Greensburg, Pa., Penna
Greens Corners, N.Y., N.Y. Cent. & Hud. Riv
Green's Corners, Vt., Central Vermont
Green's Crossing, Ga., Southern
Greens Crossing, Miss., Illinois Central
Greens Farms, Ct., N.Y. New Hav. & Hart
Green's Fork, Ind., Pitts. Cin. Chic. & St. L
Green's Gap, Pa., White Deer & Loganton
Greenshields, Alberta, Grand Trunk Pacific
Greenslide, B.C., Can. Pac
Green's Mill, Ga., Cent. of Ga
Green Spring, Del., Penna
Green Spring, W.Va., Baltimore & Ohio
Green Spring Junc., Md., Pennsylvania
» Western Maryland
Green Spring Junc., O., Cleve. Cin. Chic. & St. L
Green Springs (No. 1), Ala., Louisville & Nashville
Green Springs (No. 2), Ala., Louisville & Nashville
Green Springs, Ind., Balt. & Ohio Southwest
Green Springs, O., Clev. Cin. Ch. & St. L (a)
» N.Y. Chic. & St. L (b)
Green Springs, Pa., Penna
Green Springs, Va., Chesapeake & Ohio
Green's Run, W.Va., Morgantown & Kingw
Greensville Junction, Va., Atlantic Coast Line
Green Top, Mo., Wabash
Greentown, Ind., Toledo, St. L. & West
Greentown, O., No. O. Trac. & L. Co (El)
Greentree, Allegheny Co., Pa. Wabash Pitts. Term
Green Tree, Chester Co., Pa. Pennsylvania
Greenup, Ill., Illinois Central (a)
» Vandalia (a)
Greenup, Ky., Ches. & Ohio
Greenup, Okla., Frisco Sys
Greenup Hill, Ill., Illinois Central
Greenvale, N.Y., Long Isl
Green Valley, Cal., Northwestern Pacific
Green Valley, Ill., Chicago & Alton (a)
» Illinois Central (b)
(a) and (b) ¼ mile apart
Green Valley, Minn., Great Northern
Green Valley, O., C. & M.V (Penna. Lines)
Green Valley, Ont., Can. Pac
Green Valley, Wis., North-Western Line
Greenview, Ill., Chic. & Alton
Greenview, W.Va., Chesapeake & Ohio
Green Village, Pa., West. Md
Greenville, Ala., Lv. & Nash
Greenville, Ark., Warren. J. & Saline Riv†
Greenville, Ct., N.Y. New Hav. & Hart
Greenville, Del., Phila. & Reading
Greenville, Fla., Seaboard Air Line (a)
» South Georgia (b)
» West Coast (b)
(a) and (b) about ½ mile apart
Greenville, Ga., Cent. of Ga
Greenville, Ill., Vandalia
Greenville, Ia., Minneapolis & St. L
Greenville, Ky., Ill. Cent
Greenville, La., New Orl. & No. West
Greenville, Me., Bang. & Aroost'k (a) (b)
» Canadian Pacific (b)
Called Green Road on C.P
Greenville, Mich., Grand Trunk (a)
» Pere Marquette (b)
(a) and (b) about ½ mi. apart
Greenville, Miss., Southern In Miss (a)
» Yazoo & Miss. Val (b)
(a) and (b) about 1 mi. apart
Greenville, Mo., Wmsv. Greenv. & St. L
Greenville, N.H., Bost. & Me
Greenville, N.J., Cent. of N.J
» Pennsylvania
Greenville, Pitt Co., N.C., Atlantic Coast Line (a)
» Norfolk & Southern (b)
(a) and (b) about ¼ mile apart
Greenville, N.S., Intercol
Greenville, Darke Co., O., Cincin. Northern (a)
» Dayton & Union (a)
» Ohio Electric (c)
» Pitts. Cin. Ch. & St. L (b)
(a) and (b) about 1 mi. apart

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Greenville, Mercer Co., Pa., Bessemer & Lk. Erie (a)
" Erie (b)
" Pennsylvania Co (c)
(a) and (b) about ¼ mile apart
(a) and (c) about ½ mile apart
Greenville, S.C., Charleston & W. Car (a)
" Greenville & Knoxv (b)
" Southern (b)
(a) and (b) about 1¼ miles apart
Greenville, Tex., Mo. Kan. & Texas (a)
" St. Louis So. West (b)
" Texas Midland (b)
(a) and (b) ½ mile apart
Greenville, Va., Balt. & O (a)
" Norfolk & Western (b)
(a) and (b) 2 miles apart
Greenville, Wis., North-Western Line
G. & L. Crossing, S.C., Charleston & W. Car
Greenville Junction, Me., Canadian Pacific
Greenville Junction, Miss., Yazoo & Miss. Valley
Greenville Junction, N.C., Norfolk & Southern
Greenville Piers, N.J., Pennsylvania
Greenwald, Pa., Penna
Greenway, Ark., St. Louis South-west
Greenway, Emanuel Co., Ga., Wadley Southern
Greenway, Manitoba, Canadian Northern
Greenway, N.Y., N.Y. Cent. & Hud. Riv
Greenway, S.D., Chic. Mil. & St. Paul
Greenway, Va., Ches. & Ohio
Greenwich, Ct. N.Y.N.H.& H
Greenwich, Ill., Chicago, Ind. & So (a)
" Cl. Cin. Ch. & St. L (b)
(a) and (b) adjacent
Greenwich, Kan., Mo. Pacific
Greenwich, Mass., Bos. & Alb
Greenwich, N.J., Cent. of N.J
Greenwich, N.Y., Green & J
Greenwich, O., Baltimore & Ohio (a)
" Cl. Cin. Ch. & St. L (b)
" Northern Ohio (c)
(a) and (b) ½ mile apart
(a) and (c) ½ mile apart
(b) and (c) ¾ mile apart
Greenwich No. 4, Pa., Pennsylvania
Greenwich No. 6, Pa., Pennsylvania
Greenwich, Va., Norfolk & Southern
Greenwich Village, Mass., Boston & Albany
Greenwood, Ark., Midland Valley (a)
" St. L. Iron Mt. & So (b)
(a) and (b) 1 mile apart
Greenwood, B.C., Can. Pac
Greenwood, Cal., South. Pac
Greenwood, Del., Maryland, Del. & Va (a)
" Pennsylvania (b)
(a) and (b) 250 yards apart
Greenwood, Ga., Southern
Greenwood, Ill., Balt. & OhioSouthwest
Greenwood, Johnson Co., Ind., Pitts. Cin. Chic. & St. L
Greenwood, Ky., Cin. N. Orl. & Tex. Pac
Greenwood, Caddo Parish, La., Missouri, Kan. & Tex (a)
" Texas & Pacific (b)
(a) and (b) 100 yards apart
Greenwood, Plaquemines Parish, La., Louisiana Southern
Greenwood, Mass., Bost. & Me
Greenwood, Marquette Co., Mich., Duluth, South Sh. & Atl
Greenwood, Ogemaw Co., Mich., Michigan Central
Greenwood, Miss., Southern in Miss (a)
" Yazoo & Miss. Val (b)
(a) and (b) ¼ mile apart
Greenwood, Mo., Missouri Pacific (a)
" St. L. K. City & Colo ‡ (b)
(a) and (b) 500 feet apart
Greenwood, Neb., Burlington Route
Greenwood, N.J., Atl. City
Greenwood, Kings Co., N.Y., South Brooklyn†
Greenwood, Steuben Co., N.Y., New York & Penna
Greenwood, Ore., Salem, Falls City & W
Greenwood, R.I., N.Y. New Hav. & Hart
Greenwood, S.C., Charles. & W. Car (a)
" Seaboard Air Line (b)
" Southern (c)
(a) and (c) opposite sides of track
(b) about ¼ mile from (a) and (c)
Greenwood, Tenn., Tennessee Central
Greenwood, Va., Ches. & Ohio
Greenwood, W.Va., Balt. & O
Greenwood, Bayfield Co., Wis., Northern Pacific
Greenwood, Clark Co., Wis., Fairchild & No. East (a)
" Minn. St. P. & S. Ste. M (a)
Greenwood Junction, Okla., St. Louis, Iron Mt. & So
Greenwood Lake, N.Y., Erie
Greenwood Lake Glen, N.J., Erie
G. L. Junc., N.J., Erie
Greenwoods, N.S., Halifax & Southwest
Greenwood Springs, Miss., Frisco System
Greer, Fla., Seab. Air Line
Greer, Idaho, North. Pacific
Greer, Ill., Chicago South†
Greer, Pa., P. C. C. & St. L
Greer's, S.C., Southern
Gregg, Manitoba, Grand Trunk Pacific
Gregg, Mo., Term. Ass'n of St. L
Gregg, O., Norfolk & West
Gregg, Pa., Pennsylvania
Greggs, Ga., South Georgia
Gregg's, Ill., Burl. Route
Gregg's, Pa., Pitts. Cin. Chic. & St. L
Greggs, S.C., Atl. Coast Line
Gregory, Ark., Chicago, Rk. Isl. & Pac
Gregory, Md., Wash. Balt. & Annap. El
Gregory, Mich., Grd. Trunk
Gregory, Miss., Illinois Cent
Gregory, Mo., Burl. Route
Gregory, Minn., No. Pacific
Gregory, O., Pennsylvania Co
Gregory, Ore., South. Pacific
Gregory, S.C., Union & Glenn Springs
Gregory, S.D., North-Western Line
Gregory, Tex., San Ant. & Aran. Pass
Gregory's, N.C., Norfolk & Southern
Gregorytown, N.Y., Delaware & Eastern
Gregson, Mont., Butte, Ana. & Pacific (a)
" Northern Pacific (b)
(a) and (b) about 1 mi. apart
Greig, Okla., Frisco System
Greigsville, N.Y., Del. L. & W
" Genesee & Wyoming†
Grellickville, Mich., Manistee & North-east
Grelton, O., Tol. St. L. & West
Grenada, Cal., South. Pacific
Grenada, Miss., Ill. Cent (a)
" Yazoo & Miss. Valley (a)
Grenfell, Sask., Can. Pacific
Grenloch, N.J., Atlantic City
Grenobie, Pa., Phila. & Read
Grenola, Kan., At. T. & S. Fe
Grenville, N.M., Colorado & Southern
Grenville, Que., Can. North. Quebec (a)
" Canadian Pacific (b)
" Carlion & Grenv (c)
(a) and (b) about 1¼ miles apart
(b) and (c) 2½ miles apart
Grenville, Wyo., Union Pac
Gresham, Ga., Monroe
Gresham, Ill., Chicago, Rk. Isl. & Pac
Gresham, Neb., North-Western Line
Gresham, Ore., Portland Ry. L. & P. Co
Gresham, Wis., Wisconsin & Northern
Gresham Junction, Ill., Chicago, Rk. Isl. & Pac
Gresston, Ga., Southern
Greta, Tex., St. L. Brownsv. & Mex
Gretna, Fla., Seaboard Air Line
Gretna, Ill., Chic. & Gt. West
Gretna, Kan., Chic. Rock Isl. & Pac
Gretna, La., Morgan's La. & Tex (a)
" New Orleans So (b)
" Texas & Pacific (c)
(a) and (c) adjacent
(b) about 1¾ miles from (a) and (c)
Gretna, Manitoba, Canadian Pacific (a)
" Great Northern (a)
Gretna, Mo., St. L. Iron Mt. & So
Gretna, Neb., Burl. Route
Gretna, O., Cleve. Cin. Chic. & St. L
Gretna, S.D., Chic. Mil. & St. Paul
Grey, Mich., Munising
Grey, Ont., Temiskaming & N. Ont
Grey Bull, Wyo., Burl. Route
Grey Cliff, Mont., No. Pacific
Greycourt, N.Y., Erie (a)
" Lehigh & Hud. Riv (a)
Grey Creek, Colo., Colorado & Southern
Grey Eagle, Minn., Northern Pacific
Greylock, Mass., Boston & Me
Greylock, Mich., Minn. St. P. & Slt. Ste. M
Grey Rapids, N.B., Intercolonial
Greystone, Cal., So. Pacific
Greystone, N.Y., N.Y. Cent. & Hud. Riv
Greystone, N.C., Seaboard Air Line
Greystone, R.I., N.Y. New Hav. & Hart
Greythorne, Pa., Phila. & Reading
Greytown, N.H., Boston & Me
Gribbie, Tex., Frisco System
Grider, Ark., Frisco System
Gridley, Cal., South. Pacific
Gridley, Ill., Tol. Peo. & W
Gridley, Ind., Central Indiana (a)
" Cleve. Cin. Ch. & St. L (b)
Gridley, Ia., No. West. Line
Gridley, Kan., A. T. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) about ¾ mile apart
Griff, Mo., Frisco System
Griff, Ont., Grand Trunk Pac
Griffin, Ark., St. Louis, Iron Mt. & So
Griffin, Fla., Atlantic Coast Line
Griffin, Ga., Cent. of Ga (a)
" Southern (b)
(a) and (b) about 660 yards apart
Griffin, Ind., Illinois Central
Griffin, N.D., C.M. & P. Sd
Griffin, Westmoreland Co. Pa., Baltimore & Ohio
Griffin, Sask., Canadian Pac
Griffin's, Ind., Cin. Ham. & D
Griffins, O., Ohio River & Western
Griffin's, Ont., Canadian Pac
Griffith, Ark., St. L. I. Mt. & S
Griffith, B. C., Canadian Pac
Griffith, Fla., Louisville & Nashville
Griffith, Clark Co., Ill., Vandalia
Griffith, Ind., Chic. Cin. & Louisv (b)
" Elgin, Jol. & East (a)
" Erie (b)
" Grand Trunk (c)
" Michigan Central (c)
(a) and (b) 330 yards apart
(a) and (c) 166 yards apart
(b) and (c) 166 yards apart
Griffith, Ky., Louisv. Hend. & St. L
Griffith, N.C., Southern
Griffith, Va., Chesa. & Ohio
Griffith's, Ill., Vandalia
Griffith's, N.Y., Jamest. Chau. & Lk. E
Griffiths, O., Balt. & Ohio S. W (a)
" Cleve. Cin. C. & St. L (b)
Griffiths, Pa., Big Level & Kinzua (a)
" Buff. Roch. & Pitts (b)
(a) and (b) about 5½ miles apart
Griffiths, Tex., Internat. & Gt. North
Griffithville, Ark., Chic. Rock Isl. & Pac
Grifton, N.C., Atl. Coast Line
Griggs, Logan Co., Ill., Chicago & Alton
Griggs, Randolph Co., Ill., Mobile & Ohio
Grigg's, O., Lk. Sh. & Mich. So
Griggsville, Ill., Wabash
Grigsby, Kan., Atch. Top. & Santa Fe
Grim, W.Va., Kanawha & Michigan
Grimes, Dale Co., Ala., Atlantic Coast Line
Grimes, Tuscaloosa Co., Ala., Alabama Great South
Grimes, Ia., Chic. Mil. & St. P
Grimes, Md., Norf. & West
Grimes, Mo., Frisco System
Grimes, N.C., Atl. Coast Line
Grimes, S.C., Atl. Coast Line
Grimes, Tex., Trinity & Brazos Valley
Grimesland, N.C., Norfolk & Southern
Grimes Mill, Me., Bangor & Aroostook
Grimmett's, Ala., La Fayette
Grimm's, Wis., North-Western Line
Grimpo, Wis., Duluth, So. Shore & Atl
Grimsby, Ill., St. L. I. Mt. & So
Grimsby, Ont., Grand Trunk
Grimsby Park, Ont., Grand Trunk
Grinder, Va., Wash. Alex. & Mt. V. El
Grinders, Tenn., Nashv. Chat. & St. L
Grindool, N.C., Atl. Coast L
Grindstaff Quarry, Tex., St. Louis South-west
Grindstone, Me., Bangor & Aroostook
Grindstone, Pa., Penn
Grindstone, Utah, Utah Central
Grindstone City, Mich., Pere Marquette
Grindstone Creek, Mo., Chic Rock Isl. & Pac
Grinnell, Ill., Chic. and E. Ill
Grinnell, Ia., Chic. Rock I. & Pac (a)
" Iowa Central (a)
Grinnell, Kan., Union Pac
Grinnell, Wash., Spok. & Inland Empire
Grise, Mich., Erie & Mich
Grist, N.C., Atl. Coast Line
Griswold, Ga., Central of Ga
Griswold, Ill., Illinois Cent
Griswold, Ia., Burl. Route (a)
" Chic. Rk. Isl. & Pac (a)
Griswold, Me., Bangor & Aroostook
Griswold, Manitoba, Canadian Pacific
Griswold, Tex., Mo. Kans. & Texas
Griswold Place, Ill., Vandalia
Griswold's, N.Y., Erie
Grit, Rains Co., Tex., Texas Short Line
Grizzard, Va., Southern
Grizzly, Colo., Denv. & Rio G
Groce, Va., Chesa. & Ohio
Groesbeck, Mich., Duluth, S. Shore & Atl
Groesbeck, Tex., Hous. & T. C
Groffdale, Pa., Penna
Grogan, Minn., No. West Line
Grogan, O., *See East Columbus, O*
Grondines, Que., Can. Pac
Grooingin, Minn., North. Pac
Gronna, N.D., Great North
Gronso, Ill., Wabash
Groom, Kan., Missouri Pac
Groom, Tex., Chic. R. I. & Gulf
Groome, Utah, Southern Pacific
Groos, Mich., Escanaba & Lake Sup
Grooven, Fla., Ellav. Westlake & Jen
Groseclose, Va., Norfolk & Western
Gross, Md., Balt. & Ohio
Gross, Mich., Pere Marquette
Grosse Isle, La., Morgan's La. & Texas
Grosse Isle, Manitoba, Canadian Northern
Grosse Isle, Mich., Mich. Cent
Grosse Tete, La., Tex. & Pac
Gross Park, Ill., North-Western Line
Grosvenor, Mich., Lake Shore & Mich. So
Grosvenor, O., Balt. & Ohio S. W (a)
" Kanawha & Mich (b)
(a) and (b) adjacent
Grosvenordale, Ct., N.Y. New Hav. & Hart
Grote, Colo., Atch. Top. & S. Fe
Groton, Ct., N.Y. N.H. & H
Groton, Mass., Bost. & Maine
Groton, N.Y., Lehigh Valley
Groton, S.D., Chic. Mil. & St. P (a)
" North-West. Line (b)
(a) and (b) about ½ mi. apart
Groton, Vt., Montp. & Wells River
Grotto, Wash., Great North
Grottoes, Va., Norf. & West
Grouse, N.D., Northern Pac
Grouse, Utah, South. Pacific
Grout, Vt., Boston & Maine
Grovania, Ga., Ga. So. & Fla
Grovania, Pa., Phila. & Read
Grove, Ill., Chic. & Alton (a)
" Peoria & Pekin Un (a)
Grove, Kan., Topeka & N.W
Grove, Md., Balt. & Ohio
Grove, Mich., Copper Range
Grove, N.F., Reid Newfoundland
Grove, N.Y., Pitts. Shawmut & North
Grove, Okla., Frisco System
Grove, Allegheny Co., Pa., Pittsburgh Rys. Co
Grove, Cameron Co., Pa., Pennsylvania
Grove, Va., Chesa. & Ohio
Grove Beach, Ct., N.Y. New Hav. & Hart
Grove Center, Ky., Ill. Cent
Grove City, Minn., Great No
Grove City, O., Balt. & Ohio Southw (a)
" Ohio Electric (b)
(a) and (b) ¼ mile apart
Grove City, Pa., Bessemer & Lake Erie
Grovedale, Pa., Penna
Grove Hill, Va., Norf. & West
Groveland, Ga., Seaboard Air Line
Groveland, Ill., Atch. Top. & Santa Fe
Groveland, Ia., Burl. Route
Groveland, Kan., Chic. Rock Isl. & Pac
Groveland, Mass., Bost. & Me
Groveland, Mont., Chic. Mil. & Puget Sd (a)
" Montana (a)
Groveland, N.Y., Dansv. & Mt. Morris
" Del. Lack. & Western
Groveland Park, Minn., Chicago, Mil. & St. Paul
Grove Park, Fla., Atlantic Coast Line
Groveport, O., Hocking Val
Grover, Cal., South. Pacific
Grover, Weld Co., Colo., Burlington Route
Grover, Kan., Atch. Top. & Santa Fe
Grover, Calhoun Co., Mich., Lake Shore & Mich. So
Grover, Houghton Co., Mich., Mineral Range
Grover, N.C., Southern
Grover, Pa., Pennsylvania
Grover, S.D., Great North
Grover, Tenn., Nashv. Chat. & St. Louis
Grover, Tex., Houston & Texas Cent
Grover Hill, O., Cin. Ham. & Dayton
Grovertown, Ind., Penna. Co
Groves, Ill., Illinois Central
Groves, W.Va., Coal & Coke
Grove Station, Me., Boston & Maine
Grove Street, N.J., Del. Lack. & Western
Groveton, Mich., Mich. Cent
Groveton, N.H., Bost. & Me (a)
" Grand Trunk (a)
Groveton, Pa., Pitts. & Lake Erie (a)
" Pitts. & Moon Run (a)
Groveton, Tex., Groveton, Lufkin & No
" Missouri, Kan. & Tex
G. L. & N. Junction, Tex., Groveton, Lufkin & No
Grovetown, Ga., Georgia
Groveville, N.Y., Central New England
Grove Wharf, Va., Chesapeake & Ohio
Grubb, Va., Norfolk & West
Grubbs, Ark., Frisco System
Grubbs, Colo., Crystal River
" Denver & Rio Grande
Grubbs, Ill., Illinois Central
Grubbs, Ky., Cin. New Orl. & Tex. Pac
Grue, Minn., Great Northern
Grundy Center, Ia., Chicago, Rk. Isl. & Pac
Gruver, Ia., Chicago, Rk. Isl. & Pac
Guadalajara, Mex., Mexican Central
Guadalupe, Cal., So. Pacific
Guadalupe, Chiapos, Mex., Pan-American
Guadalupe, Coahuila, Mex., Mexican Central
Guadalupe, Mexico, Mex., Mexican
Guadalupe, Nuevo Leon, Mex., National of Mexico
Guadalupe, Vera Crus, Mex., Veracruz & Isthmus

Guadalupe, Zacatecas, Mex., Mex.Nat.Constr.Co(a)
" National of Mexico (b)
(a) and (b) about 1¼ miles apart
Guadalupe, Victoria Co., Tex., Galv. Har. & San Ant
Guadalupe River Tex., San Ant. & Aran. Pass
Guaje, Mex., Nat. of Mex
Guam, N.M., A.T.&S.F., Coast Lines*
Guamuchil, Mex., West Coast Route
Guanajuato, Mex., National of Mexico
Guaracha, Mex., Nat. of Mex
Guasimas, Mex., West Coast Route
Guashuilas, Mex., Western of Mexico
Guatinape, Mex., Mexican International
Guayabo, Mex., Veracruz & Isthmus
Guaymas, Mex., West Coast Route
Guckeen, Minn., North Western Line
Guda, Tex., San Ant. & Aran. Pass
Gudgel, Ind., Evansv. & Ind
Gudger, Tenn., Louisville & Nashville
Gueda Springs, Kan., Kansas Southwestern
Guelph, Nev., San Ped. Los Ang. & S. Lk
Guelph, N.D., Great North
Guelph, Ont., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) 149 yards apart
Guelph Junction, Halton District, Ont., Canadian Pacific
Guelph Junction, Wellington Dist., Ont., Grand Trunk
Guenther, Wis., Chicago, Mil. & St. Paul†
Guerneville, Cal., Northwestern Pacific
Guernewood Park, Cal., Northwestern Pacific
Guernsey, Ark., St. L. I. M. & S
Guernsey, Cal., A.T.&S.F., Coast Lines*
Guernsey, Ind., Ch. Ind. & Lv
Guernsey, Ia., No. West. Line
Guernsey, O., Penna. Co
Guernsey, Pa., Gettysburg & Harrisb
Guernsey, Sask., Can. Pac
Guernsey, Wyo., Burlington Route (a)
" Colorado & Wyom (a)
Guerryton, Ala., Cent. of Ga
Guess, S.C., Chesterfield & Lanc
Guest, Va., Car. Clinch. and Ohio
Guests, Ga., Gainesville Midland
Gueydan, La., Louisiana Western
Guffey, Idaho, Idaho No. Ry
Guffey, McKean Co., Pa., Valley
Guffey, Westmoreland Co., Pa., Baltimore & Ohio
Guffey, Tex., Tex. & New Orl
Guichon Line Junc., B.C., Great Northern
Guide Rock, Neb., Burlington Route
Guild, Ga., Cent. of Georgia
Guild, Kan., Kan. City, Mex. & Orient
Guild, N.H., Boston & Maine
Guilderland Center, N.Y., West Shore
Guilford, Ct., N.Y.N.H. & H
Guilford, Fla., Georgia South. & Fla
Guilford, Ind., Cleve. Cin. Chic. & St. L
Guilford, Kan., Mo. Pacific
Guilford, Me., Bangor & Aroostook
Guilford, Md., Baltimore & Ohio
Guilford, Mo., Chic. Gt. West
Guilford, N.Y., N.Y. Ont. & W
Guilford, N.C., Wash. & Vandemere
Guilford College, N.C., Southern
Guilford Crossing, Pa., Western Maryland
Guilford Springs, Pa., Cumberland Valley
Guildhall, Vt., Me. Central
Guillen, Mex., Interoceanic of Mex
Guin, Ala., Frisco System
Guinda, Cal., South. Pacific
Guinea, Va., Rich. Fred. & Po
Guinn, Mo., Burl. Route
Guion, Ark., St. Louis, Iron Mt. & So
Guion, Ind., Cin. Ham. & Dayton (a)
" Vandalia (b)
(a) and (b) about 270 yards apart
Guion, Me., Canadian Pacific
Guirado, Cal., Pac. Electric
Guitans, Miss., Gulf & Ship Isl
Gulch, Colo., Colo. Midland
Gulden's, Pa., Western Md
Guldner, Kan., Missouri Pac
Gulf, Ga., Georgia & Fla
Gulf, N.C., Durham & Charl (a)
" Southern (a)
Gulf, Tex., St. Louis South-w
G.C. & S.F. Junction, Tex., Houst. Fostoria & No
Gulf Crest, Ala., Mobile & Ohio
Gulf Junction, Fla., Atlantic Coast Line
Gulf Junction, Mo., Frisco System
Gulf Junction, Okla., Atch. Top. & Santa Fe (a)
" Gulf, Colo. & S. Fe* (b)
Gulf Junction, Tex., Galv. Har. & San Ant
Gulfport, Miss., Gulf & Ship Island (a)
" Louisv. & Nashville (a)
Gulf Summit, N.Y., Erie
Gulfton, Mo., Frisco Sys (a)
" Kansas City South (a)
Gulf Transfer, Mo., Mo. Pac
Gulf View, Tex., Gulf & Interstate of Tex
Gulf View Hotel Sta., Miss., Louisville & Nashville
Gulick, Pa., Pennsylvania
Gulickville, Mich., Manistee & Northeast
Gullett's, La., Illinois Cent
Gulley, Ark., Frisco System
Gulliver, Ga., Chattanooga Southern
Gull Lake, Sask., Can. Pac
Gull Point, Fla., Lv. & Nash
Gulpha, Ark., Chic. Rk. Isl. & Pac (a)
" Lit. Rk. & Hot Spgs. W (b)
Gum, Va., Chesapeake & Ohio
Gumberry, N.C., Northampton & H (a)
" Seaboard Air Line (a)
Gum Run, Pa., Lehigh Valley
Gum Springs, Ark., St. Louis, Iron Mt. & So
Gum Stump, Pa., Penna
Gum Sulphur, Ky., Lv. & Nash
Gumwood, Tex., St. Louis South-west
Gun Club, Cal., Los Angeles-Pacific (El)
Gunderson Crossing, Neb., Missouri Pacific
Gundy, Ill., Chic. So†
Gunflint, Ont., Canadian Northern
Gunn City, Mo., Frisco System (a)
" Missouri, Kan. & Tex (b)
(a) and (b) ¼ mile apart
Gunn City Crossing, Mo., Kan. City, Osceola & So
Gunning Cove, N.S., Halifax & Southwest
Gunnison, Colo., Colo. & Southern (a)
" Denv. & Rio Grande (b)
(a) and (b) ¼ mile apart
Gunnison, Miss., Yazoo & Miss. Valley
Gunnison, Utah, Denver & Rio Grande
Gunn Junction, Wyo., Union Pacific
Gunnville, N.Y., West Shore
Gunpowder, Balt. Co., Md., Pennsylvania
Gunpowder, Carroll Co., Md., Western Maryland
Gunter, Tex., Frisco System
Gunters Landing, Ala., Nash. Chatt. & St. Louis
Guntersville, Ala., Nash. Chatt. & St. Louis
Called also Wyeth City
Gunther No. 1, Ark., Midland Valley
Gunther No. 2, Ark., Midland Valley
Gunton, Manitoba, Canadian Pacific
Guntown, Miss., Mob. & Ohio
Guptill, N.D., North. Pacific
Gurdon, Ark., Arkansas So.-west (a)
" St. L. Iron Mt. & So (b)
(a) and (b) 1-3 mile apart
G. & F.S. Junction, Ark., Arkansas So.-west (a)
" Gurdon & Ft. Smith (a)
Gurdon Junction, Ark., Arkansas South-west
Gurley, La., Illinois Central
Gurley, Tex., San Ant. & Aran. Pass
Gurley Junction, Ala., Louisville & Nashville
Gurley's, Madison Co., Ala., Southern
Gurnee, Ala., Louisville & Nashv (a)
" Southern (a)
Gurnee, Ill., Chic. Mil. & St. P
Gurnee Junction, Ala Louisville & Nash (a)
" Southern (a)
Gurney, Idaho, North. Pac
Gurney, Ill., Balt. & O. So. W
Gurney, Ont., Can. Pacific
Gurney, Wis., Duluth, So. Shore & Atl
Gurzo, Mex., Nat. of Mex
Guslander, Wash., No. Pac
Gustin, Mich., Det. & Mack
Gustine, Cal., South. Pacific
Guston, Ky., Lv. Hend. & St. L
Gutelius, B.C., Can. Pacific
Guth, Pa., Phila. & Reading
Guthrie, Ariz., Ariz. & N.M (a)
" Morenci Southern (a)
Guthrie, Ill., Illinois Central
Guthrie, Ind., Ch. Ind. & Lv
Guthrie, Ky., Louisv. & Nash
Guthrie, La., Ark. La. & Gulf
Guthrie, Minn., Minnesota & Internat
Guthrie, Mo., Chicago & Alton
Guthrie, N.C., Southern
Guthrie, Okla., Atch. Top. & Santa Fe (a)
" Chic. Rk. Isl. & Pac (b)
" Fort Smith & West (a)
" Missouri, Kan. & Tex (a)
" St. L. El Reno & West (a)
(a) and (b) ½ mile apart
Guthrie, Va., Nelson & Albemarle
G. & W. Junction, Okla., Atch. Top. & Santa Fe
Guthrie Centre, Ia., Chicago, Rk. Isl. & Pac
Guthrie Junction, Okla., Missouri, Kan. & Texas
Guthries, S.C., Carolina & North-west
Gutierrez, Sonora, Mex., West Coast Route
Gutierrez, Zacatecas, Mex., National of Mexico
Gutman, O., Toledo & Ohio Central
Gutrage, Va., Norf. & West
Guttenburg, Ia., C. M. & St. P
Guy, Wash., Ore. RR. & Nav Co
Guyandotte, W. Va., Baltimore & Ohio (a)
" Chesapeake & Ohio (a)
Spelled Guyandot on C. & O
Guyasuta, Pa., Pennsylvania
Guyencourt, Del., Philadelphia & Reading
Guy Gulch, Colo., Colo. & So
Guymard, N.Y., Erie
Guymon, Okla., Chicago, Rk. Isl. & Pac
Guys, Tenn., Mobile & Ohio
Guysie, Ga., Atlanta, Birm. & Atl
Guys Mills Pa. Montour
Guysville, O., Balt. & O. So. W
Guyton, Ga., Cent. of Ga
Guyton, Miss., Mobile, Jackson & K. C
Guzman, La., New Orl. & North-east
Guzman, Chihuahua, Mex., Mexico North Western
Guzman, Guanajuato, Mex., National of Mexico
Guzman, Zacatecas, Mex., National of Mexico
Gwathmey, Va., Richmond, Fred. & Pot
Gwendolen, O., Cin. George. & Ports
Gwendolen, Ore., Oregon RR. & Nav. Co
Gwendolen, Pa., Wabash Pitts. Term
Gwenndale, Okla., Frisco System
Gwin, Miss., Yazoo & Miss. V
Gwin, Tenn., Louisv. & Nash
Gwinn, Mich., Munising
Gwinner, N.D., North. Pac
Gwynedd Valley, Pa., Philadelphia & Read
Gwynne, Alberta, Canadian Pacific
Gwynnes, Idaho, North. Pac
Gwynneville, Ind., Cin. Hamilton & Day
Gwynns Run, Md., Penna
Gypsie, La., Yazoo & Miss. Valley
Gypsum, Cal., A.T.&S.F., Coast Lines*
Gypsum, Colo., Den. & Rio Gr
Gypsum, Ia., Chicago Great West (a)
" Illinois Central (b)
Gypsum, O., L. Sh. & Mich. So
Gypsum, Utah, Den. & Rio G
Gypsum, Va., Norf. & West
Gypsum City, Kan., Mo. Pac
Gypsy, W. Va., Balt. & Ohio

H

Haakwood, Mich., Michigan Central
Haanel, Manitoba, Canadian Pacific
Haas, La., Morgan's La. & Tex
Haasville, Ga., Southern
Habersham, Ga., Talluiah Falls
Habersham, Tenn., Louisville & Nashville
Hachita, N.M., El Paso & S.W. Sys (a)
" Lordsburg & Hach (a)
Hacienda, Mex., National of Mexico
Hacienda, Tex., Galv. Har. & San Ant
Hacienda del Vergel, Mex., Oaxaca & Ejutla
Hacienda de San Jose, Mex., Oaxaca & Ejutla
Hacienda Hornos, Mex., Hornos
" National of Mexico
Called Hornos on N. of M
Hackberry, Ariz., A.T.&S.F., Coast Lines*
Hackberry, Tenn., Louisville & Nashville
Hackensack, Minn., Minnesota & Internat
Hackensack, N.J., N. Jersey & N. York (a)
" New York, Ont. & W (b)
" New York, Sus. & W (c)
(a) and (b) 2 miles apart
(a) and (c) 1 mile apart
(b) and (c) 1½ miles apart
Hackers Junction, W. Va., Baltimore & Ohio
Hackett, Ark., Frisco System (a)
" Midland Valley (b)
(a) and (b) ½ mile apart
Hackett, Pa., Balt. & Ohio
Hackettstown, N.J., D.L.&W
Hackleburg, Ala., Illinois Central
Hackley, La., Kentwood & Eastern
Hackley, Wis., North Western Line
Hackney, Kan., A.T.&S.Fe
Hackney, Mont., North. Pac
Hackney, Pa., Waynesburg & Wash
Hacoda, Ala., Central of Georgia
Hadar, Neb., No. West. Line
Haddam, Ct., N.Y. New Hav. & Hart
Haddam, Kan., Burl. Route
Hadden Hill, Ia., Chicago, Mil. & St. Paul
Haddix, W. Va., Western Md
Haddock's, Ga., Georgia
Haddon, O., Penna. Co
Haddonfield, N.J., Penna
Haddon Heights, N.J., Atlantic City
Haden, Va., Ches & Ohio
Hadens, Ky., Louisv. & Nash
Hadensville, Ky., Lv. & Nash
Hadler, Minn., Great North
Hadley, Colo., Atch. Top. & Santa Fe
Hadley, Lawrence Co., Ill., Bal. & Ohio Southwest
Hadley, Pike Co., Ill., Wabash
Haldey, Allen Co., Ind., N.Y. Chic. & St. Louis (a)
" Pennsylvania Co (b)
(a) and (b) 1 mile apart
Hadley, Hendricks Co., Ind., Cleve. Cin. Chic. & St. L
Hadley, Mass., Bost. & Maine
Hadley, Minn., North Western Line
Hadley, N.H., Boston & Maine
Hadley, N.Y., Delaware & Hudson
Called also Luzerne
Hadley, Pa., L. Sh. & Mich. So
Hadley, Wash., Or. RR. & N. Co
Hadley's, Ont., Irondale, Banc. & Ott
Hadlow, Que., Gd. Trunk (a)
" Intercolonial (a)
Hadlyme, Ct., N.Y. New Hav. & Hart
Hado, Ariz., Southern Pac
Hadsell, Mo., St. Louis, K. C. & Colo ‡
Haeckel, Ariz., Gila Valley, Globe & No
Hafed, Nev., South. Pacific
Hafer, Ark., St. L. I. Mt. & So
Hafton, Ark., La. & Ark
Hagaman, Ill., Chicago & Alton (a)
" Chic. Peoria & St. L (a)
Hagan, Ga., Register & Glennville
" Seaboard Air Line
Hagan, Tex., Mo. Kans. & Tex
Hagan, Va., Louisv. & Nash
Hagar, Ont., Canadian Pac
Hagarstown, Ill., Vandalia
Hageman, O., Cin. Leb. & No
Hagen, La., La. & North West (a)
" La. Ry. & Nav. Co (a)
Hagenbaugh, O., Pitts. Cin. Chic. & St. L
Hagener, Ill., Burl. Route
Hagens, Colo., Rio Gr. South
Hager, Wis., Burl. Route
Hagerman, Colo., Colo. Mid
Hagerman, Fla., Lv. & Nash
Hagerman, N.M., Eastern of New Mex*
Hagerman, N.Y., Long Isl
Hagerman, Tex., Mo. Kansas & Texas
Hagers, Colo., Rio Grande So
Hagerstown, Ind., Cleve. Cin. Ch. & St. L (a)
" Pitts. Cin. Ch. & St. L (a)
Hagerstown, Md., Balt. & O (a)
" Cumberland Valley (b)
" Norfolk & Western (a)
" Western Maryland (c)
(a) and (b) 3-10 mile apart
(a) and (c) 4-10 mile apart
(b) and (c) 3-10 mile apart
Transfer from (c) to (b) for passengers holding through tickets to points on or via N. & W
Hagerstown Junction, Md., Cumberland Valley (a)
" Norfolk & Western (a)
Hagerstown Transfer, Md., Norfolk & Western
Hagersville, Ont., Grand Trunk (a)
" Michigan Central (a)
Hagerty, Ia., Burlington Rte
Hagerville, Tex., Eastern Texas
Haggard, N.C., Wellington & Powellsv
Haggart, N.D., North. Pacific
Haggett's, Mass., Bost. & Me
Haggins, Mich., Munising
Hagood, S.C., Southern
Hagood, Va., Seab. Air Line
Hague, Fla., Atl. Coast Line
Hague, Emmons Co., N.D., Chicago, Mil. & St. P
Hague, Saskatchewan, Canadian Northern
Hagy, Va., Norfolk & West
Hahira, Ga., Ga. So. & Fla
Hahn, N.M., Atch. Top. & S. Fe
Hahnemann, Ill., North Western Line
Hahns, Pa., Bangor & Port
Hahntown, Pa., Penna
Hahnville, La., Texas & Pacific
Haigler, Neb., Burl. Route
Haights, Idaho, Idaho Northern RR
Haile, Fla., Atl. Coast Line
Haile, La., Little Rock & Mon
Hailey, Idaho, Ore. Sh. Line
Hailey, Tex., Mo. Kan. & Tex
Haileybury, Ont., Temiskaming & No. Ont
Haileyville, Okla., Chicago, Rk. Isl. & Pac
Hailsboro, N.Y., N.Y. Cent. & Hud. River
Haines, Cal., South. Pacific
Haines, Ind., St. Jos. Vy. Trac (El)
Haines, Ore., Oregon RR. & Nav. Co
Haines', Lancaster Co., Pa., Phila. Balt. & Wash
Haines, Lehigh Co., Pa., Philadelphia & Read
Haines, W. Va., Balt. & Ohio
Hainesburg, N.J., N.Y. Susq. & Western
Hainesburg Junction, N.J., Lehigh & New Eng (a)
" N.Y. Susq. & West (a)
Haines City, Fla., Atlantic Coast Line
Haines Corners, N.Y., Catskill & Tannersv (a)
" Ulster & Delaware (b)
Called Haines Falls on U. & D
(a) and (b) about ½ mi. apart
Haines Falls, N.Y., Catskill & Tannersv (a)
" Ulster & Delaware (b)
Called Haines Corners on C. & T
(a) and (b) about ½ mile apart
Hainesport, N.J., Penna
Haines Run, W. Va., Baltimore & Ohio

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Hainesville, Ill., C. M. & St. P
Hainesworth, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (b)
(a) and (b) about ¼ mi. apart
Spelled Haynesworth on A. C. L
Hainsville, N.B., Can. Pacific
Haire, Wexford Co., Mich.,
Grand Rapids & Ind
Haires, Jackson Co., Mich.,
Lk. Shore & Mich. So (a)
" Michigan Central (b)
Hairston, Ala.,
Alabama Gt. Southern
Hairston, N.C., Southern
Haizlip, Ark.,
Chicago, Rk. Isl. & Pac
Halacho, Mex.,
United R. Rs. of Yucatan
Halberton, N.J., Penna
Halbert's, Mo., Frisco System
Halbrite, Sask., Can. Pacific
Halbur, Ia., Chic. Great West
" North-Western Line
Halcottville, N.Y., Ulster & D
Halcyon, Kan., Mo. Pacific
Halcyon, N.H., Bost. & Me
Halcyon Dale, Ga., Cent. of Ga
Halcyon Hot Springs, B.C.,
Canadian Pacific
Haldane, Ill., Illinois Central
Hale B.C., Great Northern
Hale, Ia., Chic. Mil. & St. Paul
Hale, Kan., Missouri Pacific
Hale, Oxford Co., Me.,
Maine Central
Hale, Alger Co., Mich.,
Munising
Hale, Iosco Co., Mich.,
Detroit & Mackinac
Hale, Mo., Burlington Route
Hale, N.B., Canadian Pacific
Hale, Tex., Gulf, Colo. & S. Fe*
Hale, Utah, Denver & Rio G
Hale, W.Va., Norf. & West
Haleeka, Pa., Pennsylvania
Hales, Ark., Frisco System
Hales, Somerset Co., Me.,
Somerset
Hales Creek, O.,
Balt. & Ohio Southwest
Hale's Eddy, N.Y., Erie
Halethorpe,
Anne Arundel Co., Md.,
Pennsylvania
Halethorpe,
Baltimore Co., Md.,
Baltimore & Ohio (a)
" Pennsylvania (b)
(a) and (b) about ¾ mile apart
Haley, Ia., Illinois Central
Haley, Minn.,
Duluth, R. Lake & Win
Haley, Okla., Frisco System
Haley, Ore.,
Portland Ry. L. & P. Co
Haley's, Ont., Canadian Pac
Haleys, Tenn.,
Nash. Chat. & St. Louis
Haley Switch, La.,
Kentwood & Eastern
Haleyville, Ala., Ill. Cent (a)
" Northern Alabama (b)
(a) and (b) about ¼ mi. apart
Halfa, Ia., North-West. Line
Half Acre, N.Y., Lehigh Val
Half Moon, Fla.,
Atlantic Coast Line
Half Moon, Ill., Louisv & N
Half Moon, La.,
Opelousas, Gulf & N.E
Half Moon, Mont.,
Great Northern
Half Moon Bay, Cal.,
Ocean Shore
Half Mound, Kan.,
Union Pacific
Halford, Kan., Union Pacific
Halford, Wash., Gt. Northern
Half Way, Colo.,
Colorado & Southern
Halfway, La., Texas & Pacific
Half Way, Md.,
Cumberland Valley
Half Way, N.Y.,
N.Y. Cent. & Hud. River
Half Way, O., Lake Shore Elec
Half Way House, Colo.,
Manitou & Pike's Peak
Half Way House, Va.,
Norfolk & Western
Haliburton, Ont., Gd. Trunk
Halifax, Kan.,
Atch. Top. & Santa Fe
Halifax, Mass.,
N.Y. New Hav. & Hart
Halifax, N.C., Atl. Coast Line
Halifax, N.S.,
Dominion Atlantic (a)
" Halifax & S.W (a)
" Intercolonial (a)
Halifax, Pa., Pennsylvania
Halite, N.Y., Pennsylvania
Hall, B.C., Great Northern
Hall, Cal., Southern Pacific
Hall, Archuleta Co., Colo.,
Denver & Rio Grande
Hall, El Paso Co., Colo.,
Atch. Top. & Santa Fe
Hall, Logan Co., Colo.,
Union Pacific
Hall, Ga., Southern
Hall, Ind., Cent. Ind
Hall, Md., Pennsylvania
Hall, Mich., Pere Marquette
Hall, Miss., Mobile & Ohio
Hall, Pemiscot Co., Mo.,
Frisco System
Hall, N.Y., Pennsylvania
Hall, Tenn., Southern
Hall, Tex., Gulf, Colo. & S. Fe*
Hall, W.Va., Balt. & Ohio
Hallam, Neb., Chic. R. I. & P
Hallandale, Fla.,
Florida East Coast
Hallboro, Manitoba,
Canadian Northern
Hall City, La.,
Gulf, Colo. & Santa Fe*
Halleck, Nev., South. Pacific
Hallenbeck's, N.Y.,
Schoharie Valley
Hallenbeck's, Pa.,
N.Y. Ontario & West
Hallet, Mo., St. L. I. Mt. & So
Hallett, O., Toledo Terminal†
Hallett, Okla.,
Frisco System (a)
" Mo. Kan. & Texas (b)
(a) and (b) ½ mile apart
Hallettsville, Tex.,
San Ant. & Aran. Pass
Halley, Ark.,
St. L. Iron Mt. & South
Halliday, Ark.,
St. Louis South-west
Hallidayboro, Ill., Ill. Cent
Hallie, Wis.,
North-Western Line
Hallison, N.C.,
Durham & Charlotte (a)
" Randolph & Cumb (a)
Hallman, Del., Pennsylvania
Hallmans, Pa., Phila. & Read
Halloca, Ga., Central of Ga
Hallock, Ill., Chicago So†
Hallock, Mich.,
Boyne City, Gayl. & Alp
Hallock, Minn., Great North
Hallowell, Kan., Frisco Sys
Hallowell, Me., Maine Cent
Hallowell, Ont., Cent. Ont
Halls, Ark.,
Blythev. B. & Miss. Riv†
Halls, Colo.,
Denver & Rio Grande
Hall's, Ga.,
Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Hall's, Ky., Frankfort & Cin
Hall's, Mich., Grand Trunk
Hall's, Buchanan Co., Mo.,
Burlington Route
Hall's, Lafayette Co., Mo.,
Missouri Pacific
Halls, N.C.,
Atlantic Coast Line
Hall's, Ont., Grand Trunk
Halls, Lycoming Co., Pa.,
Phila. & Reading (a)
" Wilm. & North. Br (a)
Hall's, Tenn., Illinois Cent
Halls, W.Va.,
Cairo & Kanawha
Hallsboro, N.C.,
Atlantic Coast Line
Halisboro, Va., Southern
Hallsburg, Tex.,
Internat. & Gt. North
Hall's Creek, Ala., Southern
Hall's Ferry Junction, N.C.,
Southern
Hall's Park, Ga., Southern
Hall's Summit, Kan.,
Atch. Top. & Santa Fe
Halls Summit, La.,
Sibley, Lk. Bisten. & So
Hallstead, Pa.,
Del. Lack. & West (a)
" Erie (b)
(a) and (b) about 1¼ mile apart
Called Great Bend on Erie
Hallston, Mich., Munising
Hallston, Pa., B. & Lake Erie
Hallsville, Ala., Cent. of Ga
Hallsville, Mo., Wabash
Hall Swamp, N.C.,
Norfolk & Southern
Halton, Pa.,
Pitts. Shawmut & North
" Tionesta Valley†
Halltown, W.Va., Balt. & O
Hallville, Ill., Illinois Cent
Hallville, Kan., Mo. Pacific
Hallville, Tex., Texas & Pac
Hallville, Wyo., Union Pac
Hallwood, Mo., Mo. Pacific
Hallwood, Va.,
N.Y. Phila. & Norfolk
Hally, Cal., Southern Pacific
Halma, Minn.,
Minn. St. P. & Slt. Ste. M
Halman, Wash., North. Pac
Halo, W.Va., Balt. & Ohio
Halpine, Md., Balt. & Ohio
Hals, Wash., Great Northern
Halsell, Okla., Frisco System
Halsell, Tex., Southwestern
Halsey, Ky., Louisv. & Nashv
Halsey, Neb.,
Burlington Route
Halsey, N.J.,
N.Y. Susque. & West
Halsey, Ore., Southern Pac
Halsey, Tex., St. Louis S.W
Halsey, Va., Norfolk & West
Halstad, Minn., Great North
Halstead, Kan., At. T. & S. Fe
Halstead, Mich., Pere Marq
Halstead, Miss.,
Yazoo & Miss. Valley
Halstead, Tex.,
Mo. Kan. & Tex
Halstead's, N.Y.,
Central New England
Halstead, Ark.,
Ft. Smith, Subiaco & E
Halsted, Ky., Louisv. & Nash
Halsted, Mich., Pere Marq
Halsted, Ore.,
Corvallis & Eastern
Halter, Ont., Can. Pac
Halterman, Wash., No. Pac
Halvern, Cal., South. Pac
Hamar, N.D., Gt. Northern
Hambleton, W.Va.,
Western Maryland
Hambro, Fla., Atl. Coast Line
Hamburg, Ala., Southern
Hamburg, Ark.,
Ark. La. & Gulf (a)
" Miss. Riv. Ham. & W (b)
(a) and (b) adjacent
Hamburg, Ia., Burl. Route
Hamburg, Kan.,
Atch. Top. & Santa Fe
Hamburg, La., Texas & Pac
Hamburg, Mich.,
Ann Arbor (a)
" Grand Trunk (b)
(a) and (b) about ¼ mi. apart
Hamburg, Minn., Minn. & St. L
Hamburg, Miss.,
Yazoo & Miss. Valley
Hamburg, Mo.,
Missouri, Kan. & Texas
Hamburg, N.Y., Erie (a)
" Buffalo & Susq (a)
" N.Y. Chic. & St. L (b)
(a) and (b) about 4 miles apart
Hamburg, O.,
Zanesville & Western
Hamburg, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) ½ mile apart
Hamburg, S.C., Southern
Hamburgh, N.J.,
Lehigh & Hud. Riv (a)
" N.Y. Susq. & West (b)
(a) and (b) ¾ mile apart
Hamburg-on-the-Lake, N.Y.,
Lk. Shore & Mich. So (a)
" Pennsylvania (b)
Hamby, Ky., Illinois Central
Hamby, Mich., Mich. Central
Hamden, N.Y., N.Y. Ont. & W
Hamden, O.,
Balt. & Ohio So. W (a)
" Hocking Valley (b)
(a) and (b) ¼ mile apart
Hamden, Okla., Frisco Sys
Hamden Junc., O.,
Balt. & Ohio Southwest
Hamel, Minn.,
Minn. St. P. & Slt. Ste. M
Hamel Branch, Tex.,
Mo. Kans. & Tex
Hamer, Idaho,
Oregon Short Line
Hamer, S.C., Atl. Coast Line
Hamer's Mill, Pa., Penna
Hamersville, O.,
Cincinnati, Geo. & Ports
Hamil, Pa.,
Buffalo, Roch. & Pitts
Hamill, Ia., Burl. Route
Hamills, Ill., Louis. & Nashv
Hamilton, Cal., South. Pac
Hamilton, Ga., Cent. of Ga
Hamilton, Hancock Co., Ill.,
Tol. Peoria & West (a)
" Wabash (a)
Hamilton, Steuben Co., Ind.,
Wabash
Hamilton, Sullivan Co., Ind.,
Evansv. & Terre Haute
Hamilton, Ia., Burl. Rte (a)
" Wabash (b)
(a) and (b) adjacent
Hamilton, Kan., At. T. & S. Fe
Hamilton, Ky., Louis. & N
Hamilton, La.,
Yazoo & Miss. Valley
Hamilton, Mass., Bost. & Me
Hamilton, Allegan Co., Mich.,
Pere Marquette
Hamilton, Otsego Co., Mich.,
Boyne City, Gayl. & Alp
Hamilton, Minn.,
Chicago Great Western
Hamilton, Miss.,
Fernwood & Gulf
Hamilton, Mo., Burl. Route
Hamilton, Mont., North. Pac
Hamilton, N.J., Phila. & Read
Hamilton, N.Y., N.Y. Ont. & W
Hamilton, N.D., Great North
Hamilton, Butler Co., O.,
Cin. Ham. & Day (a)
" Ohio Electric
" Pitts. Cin. C. & St. L (b)
(a) and (b) about ¼ mi. apart
Hamilton, Okla., Frisco Sys
Hamilton, Ont., Can. Pac (a)
" Grand Trunk (b)
" Tor. Ham. & Buff (a)
(a) and (b) about 1 1-5 miles apart
Hamilton, Indiana Co., Pa.,
Buffalo, Roch. & Pitts
Hamilton, Somerset Co., Pa.,
Baltimore & Ohio
Hamilton, Tenn.,
Virginia & So. West
Hamilton, Tex.,
Stephenv. N. & S. Tex
Hamilton, Loudoun Co., Va.,
Southern
Hamilton, Nelson Co., Va.,
Nelson & Albemarle
Hamilton,
Spottsylvania Co., Va.,
Rich. Fred. & Potomac
Hamilton, Wash.,
Great Northern
Hamilton,
Fayette Co., W.Va.,
Virginian
Hamilton,
Lincoln Co., W.Va.,
Chesapeake & Ohio
Hamilton, Wis.,
Minn. St. P. & Slt. Ste. M
Ham. & Dundas Jn., Ont.,
Toronto, Ham. & Buf
Hamilton Belt Junction, O.,
Cincin. Ham. & Dayton
Hamilton Junc., Ont.,
Canadian Pacific (a)
" Grand Trunk (a)
" Toronto, Ham. & Buf (b)
Hamilton Park, Ill.,
Chicago & Western Ind
" Chicago, Rk. Isl. & Pac
Hamiltons, Ga., Cent. of Ga
Hamiltons,
Kalkaska Co., Mich.,
Grand Rapids & Ind
Hamilton Springs, Tenn.,
Tennessee Central
Hamiota, Manitoba,
Canadian Pacific
Hamler, O., Balt. & Ohio (a)
" Detroit, Tol. & Iron (a)
Hamlet, Cal., No. West. Pac
Hamlet, Ga., Southern
Hamlet, Ind.,
Chic. Ind. & South (a)
" Pennsylvania Co (b)
(a) and (b) about ¼ mi. apart
Hamlet, Neb., Burl. Route
Hamlet, N.C., No. & So. Car
" Seaboard Air Line
Hamlet, O., Cin. Geo. & Ports
Hamlet, Ont., Can. North. Ont
Hamlet, R.I.,
N.Y. New Hav. & Hart
Hamlet Mill, Colo.,
Silverton Northern
Hamley Run, O., Hocking Vy
Hamlin, Ark., St. L. I. Mt. & S
Hamlin, Ia., Chic. R. I. & Pac
Hamlin, Kan., St. J. & Gd. I
Hamlin, Mich., Wis. & Mich
Hamlin, Miss.,
Yazoo & Miss. Valley
Hamlin, N.Y., N.Y. C. & H. R
Hamlin, Tex.,
K. City, Mex. & Orien (a)
" Texas Central (b)
(a) and (b) 1 mile apart
Hamlin, Va.,
Car. Clinch. and Ohio
Hamline Transfer, Minn.,
Great Northern
Hamlin Lake, Mich.,
Ludington & Northern
Hammac, Ala., Lv. & Nashv
Hammansburg, O.,
Cin. Ham. & Dayton
Hammel, Cal.,
Los Angeles-Pacific (El)
Hammel, Okla., Frisco Sys
Hammel's, N.Y., Long Island
Hammersley, Pa.,
Buffalo & Susquehanna
Hammett, Ark., St. L. S. W
Hammett, Ga., Southern
Hammil, Cal., South. Pacific
Hammock Grove, Fla.,
Atlantic Coast Line
Hammock Ridge, Fla.,
Seaboard Air Line
Hammon, Pa., Phila. & Read
Hammond, Ala., Lv. & Nashv
Hammond, B.C., Can. Pac
Hammond, Cal.,
Los Angeles-Pacific (El)
Hammond, Fla.,
Atlantic Coast Line
Hammond, —— Co., Ga.,
Florida Central
Hammond, Walker Co., Ga.,
Chattanooga Southern
Hammond, Ill.,
Cin. Ham. & Dayton (a)
" Wabash (a)
Connect at Crossing
Hammond, Ind.,
Chicago, Cin. & Louisv
" Chic. Ind. & Louisv (a)
" Chic. Indiana & So
" Chic. Term. Transfer (b)
" Elgin, Joliet & East†
" Erie (c)
" Indiana Harbor Belt†
" Michigan Central (d)
" N.Y. Chic. & St. L (e)
" Pennsylvania Co (f)
" Wabash (b)
(a) and (c) adjacent
(a) and (d) about 200 yards apart
(a) and (e) about 330 yards apart
(c) and (e) about 330 yards apart
(d) and (e) about 500 yards apart
(b) about 2 miles from (a), (c), (d), (e)
(b) about 1 mile from (f)
Hammond, Kan., Frisco Sys
Hammond, La., Ill. Cent (a)
" Yazoo & Miss. Valley (a)
Hammond, Mich.,
Wisconsin & Michigan
Hammond, Minn., C. M. & St. P
Hammond, N.B., St. Martins
Hammond,
St. Lawrence Co., N.Y.,
N.Y. Cent. & Hud. Riv
Hammond, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) about ¾ mi. apart
Hammond, Ore.,
Astoria & Columbia Riv
Hammond, Tioga Co., Pa.,
N.Y. Cent. & Hud. Riv
Hammond, Tex., Houst. & T. C
Hammond, W.Va.,
Baltimore & Ohio
Hammond, Wis.,
North-Western Line
Hammond Field, Me.,
Sandy R. & Rang. Lks
Hammond Junction, Ill.,
Chicago & West. Ind
Hammond's, Ill.,
Chic. Mil. & St. Paul
Hammond's, Potter Co., Pa.,
Coudersport & Port Ali
Hammondsport, N.Y.,
Bath & Hammondsp
Hammondsville, O.,
Pennsylvania Co
Hammondsville, Pa.,
Baltimore & Ohio
Hammonton, N.J.,
Atlantic City (a)
" Pennsylvania (b)
(a) and (b) about ½ mi. apart
Hamner, Kan.,
Kan. City, Mex. & Orient
Hamner, Ky., Louisv. & Nash
Hampden, Me.,
Bangor & Aroostook
Hampden, N.D., Great North
Hampden Meadows, R.I.,
N.Y. New Hav. & Hart
Hample, N.D.,
Minn. St. P. & Slt. Ste. M
Hampshire, Ill.,
Chicago, Mil. & St. Paul
Hampshire, Tex.,
Gulf & Inters. of Tex
Hampshire, W.Va.,
Western Maryland
Hampshire Crossing, Tenn.,
Louisville & Nashville
Hampshire Road, N.H.,
Boston & Maine
Hampson, Kan., Atch. T. & S. F
Hampstead, Md., West. Md
Hampstead, N.H., Bost. & Me
Hampstead, N.C.,
Atlantic Coast Line
Hampstead, O.,
Dayton, Leb. & Cin
Hampton, Ark.,
Thornton & Alexandria
Hampton, Ct., N.Y. N.H. & H
Hampton, Fla.,
Georgia So. & Fla (a)
" Seaboard Air Line (b)
(a) and (b) about 100 yards apart
Hampton, Ga., Cent. of Ga
Hampton,
Rock Island Co., Ill.,
Chicago, Mil. & St. Paul
Hampton, —— Co., Ill.,
Chicago & Alton
Hampton,
Williamson Co., Ill.,
Coal Belt Electric†

Hampton, Ia.,
Chicago Gt. West (a)
" Iowa Central (c)
" St. P. & Des Moines (b)
(a) and (b) 1 mile apart
(b) and (c) ½ mile apart
Hampton, Ky., Ches. & Ohio
Hampton, Minn., Chic. Gt. W
Hampton, Miss.,
Yazoo & Miss. Valley
Hampton, Neb., Burl. Route
Hampton, N.B.,
intercolonial (a)
" St. Martins (a)
Hampton, N.H., Boston & Me
Hampton, N.J.,
Central of N.J (a)
" Del. Lack. & West (a)
Hampton, Pa., Phila. & Read
Hampton, S.C.,
Charles. & West. Car (a)
" Hampton & Branch v (a)
Hampton, Carter Co., Tenn.,
East Tenn. & West. N.C
Hampton,
Montgomery Co., Tenn.,
Norfolk & Southern
Hampton, Tex.,
Missouri, Kansas & Tex
Hampton, Va., Ches. & Ohio
Hampton, Wash.,
Bell. Bay & British Col
Hampton, W. Va.,
Baltimore & Ohio
Hampton, Wyo., Union Pac
Hamptonburgh, N.Y.,
Lehigh & Hudson Riv
Hampton Falls, N.H.,
Boston & Maine
Hampton Junction, Ky.,
Chesapeake & Ohio
Hampton Mills, Mass.,
Boston & Maine
Hamptons, Ky.,
Ohio & Kentucky
Hamptons, Tenn.,
Louisville & Nashville
Hampton Springs, Fla.,
Live Oak, Perry & Gulf
Hamptons Switch, Tex.,
Nacogdoches & S.E
Hamrick, Ind., Vandalia
Ham's Fork, Wyo.,
Oregon Short Line
Hamshire, Tex.,
Gulf & Interstate of Tex
Hanaford, Ill., Ill. Cent
Hanceville, Ala., Lv. & Nash
Hanckel, Va., Norf. & West
Hancks, La.,
New Orleans Gt. North
Hancks, Mont., Great North
Hancock, Ariz.,
A.T. & S.F., Coast Lines*
Hancock, Colo.,
Colorado & Southern
Hancock, Ct., N.Y. N. H. & H
Hancock, Ia., Chic. R. Isl. & P
Hancock, Me., Maine Cent
Hancock, { Md., / W. Va.,
Baltimore & Ohio
" Western Maryland
Hancock, Mich.,
Copper Range (a)
" Mineral Range (b)
(a) and (b) ¾ mile apart
Hancock, Minn., Great North
Hancock, Mo., Frisco System
Hancock, N.H., Boston & Me
Hancock, N.Y., Erie (a)
" N.Y. Ont. & West (b)
(a) and (b) 1½ miles apart
Hancock, N.C.,
Norfolk & Southern
Hancock (1), Hancock Co., O.,
Cin. Ham. & Dayton
Hancock (2), Hancock Co., O.,
Toledo & Ohio Central
Hancock, Berks Co., Pa.,
Philadelphia & Reading
Hancock, Luzerne Co., Pa.,
Lack. & Wyoming Val
Hancock, S.C.,
Seaboard Air Line
Hancock, W. Va.,
See Hancock, Md.—W. Va
Hancock, Wis.,
Minn. St. P. & Slt. Ste. M
Hand, Mich., Wabash
Handford, Ark.,
St. Louis, Iron Mt. & So
Handlan, Tex., Texas Cent
Handley, Mo., Mo. Kan. & Tex
Handley. Tex., Texas & Pac
Handley, W. Va.,
Chesapeake & Ohio
Handsome, Va.,
Seaboard Air Line
Handy, Ind., Chic. Ind. & So
" Lake Erie & Western
Called Doyle on L. E. & W
Handy, Mich. Det. & Mack
Handy's Corners, O.,
Toledo & Western (El)
Hanes, N.C., Southern
Haney, B.C., Canadian Pac
Haney, Ill., Ch. and East. Ill
Haney, Miss., New Orl. & N.E
Haney, Tex.,
Pecos & No. Tex*

Haney's, Ia., Burl. Route
Hanfield, Ind., Tol. St. L. & W
Hanford, Cal.,
A.T. & S.F., Coast L* (a)
" Southern Pacific (b)
(a) and (b) ½ mile apart
Hanford, Ia., No. West. Line
Hanford Brook, N.B.,
St. Martins
Hanger, Pa., Balt. & Ohio
Hanging Limb, Tenn.,
Tennessee Central
Hanging Rock, O.
Norfolk & Western
Haning, W. Va., Balt. & Ohio
Hankins, N.Y., Erie
Hankins, N.C.,
Car. Clinch. and Ohio
Hankinson, N.D.,
Great Northern (a)
" M. St. P. & Slt. Ste. M (b)
(a) and (b) ½ mile apart
Hankinson, S.C.,
Charleston & W. Car
Hanks, La., St. L. South-west
Hanks, Mo., Frisco System
Hanley, Ga., Southern
Hanley, Ia., Chic. Gt. West
Hanley, Mich., Munising
Hanley, N.M.,
Chic. Rk. Isl. & El Paso
Hanley, Sask., Can. North
Hanley, Wis., Wis. & Mich
Hanley Falls, Minn.,
Great Northern (a)
" Minn. & St. Louis (b)
(a) and (b) about 300 yards apart
Hanlin, Pa., P.C.C. & St. L
Hanlin, Tenn.,
Tenn. & Car. South
Hanlon, Cal.,
San Ped. Los Ang. & S. Lk
Hanlon, Neb., Union Pacific
Hanlon Junction, Cal.,
Southern Pacific
Hanlontown, Ia.,
North-Western Line
Hanmer, Ont., Can. No. Ont
Hanna, Ill., Iowa Central
Hanna, Ind., Penna. Co (a)
" Pere Marquette (b)
(a) and (b) about ¼ mile apart
Hanna, Ia., Minn. & St. Louis
Hanna, N.Y., Lehigh Valley
Hanna, Okla.,
Fort Smith & Western
Hanna, Tenn., Lv. & Nashv
Hanna, Wyo., Union Pacific
Hannaford, N.D., North. Pac
Hannah, N.D., Great North
Hannah, Pa., Pennsylvania
Hannah, Wash., North. Pac
Hannah's Run, Pa.,
Ligonier Valley
Hannastown, Pa., Penna
Hannersville, N.C.,
Piedmont
Hannibal, Mo.,
Burlington Route (a)
" Mo. Kan. & Texas (a)
" St. L. & Hannibal (b)
" Wabash (a)
(a) and (b) about ½ mile apart
Hannibal, N.Y.,
N.Y. Cent. & Hud. Riv
Hannibal, W. Va., B. & O
Hannibal, Wis.,
North-West. Line (a)
" Stanley. Mer. & Phil (a)
Hannon, Ala., Seab. Air Line
Hannon, Mo., Missouri Pac
Hannum, Tenn.,
Car. Clinch. and Ohio
Hanover, Ct., N.Y. N. H. & H
Hanover, Ga.,
Atlantic Coast Line
Hanover, Jo Daviess Co., Ill.,
Burlington Route
Hanover, St. Clair Co., Ill.,
Balt. & Ohio So. West
Hanover, Kan.,
Burlington Route (a)
" St. Joseph & Gd. Isl (b)
(a) and (b) 200 yards apart
Hanover, Ky., Lv. & Nashv
Hanover, Md., Balt. & Ohio
Hanover, Mass.,
N.Y. New Hav. & Hart
Hanover, Mich.,
Lake Shore & Mich. So
Hanover, N.H., Boston & Me
Hanover,
Burlington Co., N.J.,
Pennsylvania
Hanover, Morris Co., N.J.,
Morristown & Erie
Hanover, N.M.,
Atchison, Top. & S. Fe
Hanover, Licking Co., O.,
Ohio Electric (a)
" Pitts. Cin. C. & St. L (b)
(a) and (b) 2 miles apart
Hanover, Ont., Can. Pacific
" Grand Trunk
Hanover, Pa., Penna (a)
" Western Maryland (a)
Hanover, Va., Chesa. & Ohio

Hanover, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (a)
Hanover Junction, N.M.,
Atch. Top. & S. Fe
Hanover Junction, Pa.,
Pennsylvania (a)
" Western Maryland (a)
Hanrahan, N.C., Atl. Coast L
Hansbro, N.D.,
Farmers Gr. & Ship. Co
Hansbrough, Hardin Co, Ky.,
Illinois Central
Hansbrough, Shelby Co., Ky.,
Louisville & Nashville
Hansell, Ala.,
Louisville & Nashv (a)
" Southern (a)
Hansell, Ga., Atl. Coast Line
Hansell, Ia., Chic. Gt. West
Hansen, Cal., Pac. Electric
Hansen, Ga.,
Atlanta, Birm. & Atl
Hansen, Mich.,
North Western Line
Hansen. Neb., St. Jos. & Gd. Isl
Hansen, Utah, South. Pacific
Hansen, Wis., Ch. M. & St. P
Hansen Heights, Ia.,
Atlantic, No. &. So
Hansen Junction, Ariz.,
Maricopa & Phœnix
Hansen's, Mich.,
Grand Rapids & Ind
Hansen's Park, Ill.,
Chicago, Mil. & St. Paul
Hansford, W. Va.,
Chesapeake & Ohio
Hanska, Minn.,
Minneapolis & St. Louis
Hanson, Fla., Georgia & Fla
Hanson, Ill., Illinois Central
Hanson, Ky., Louisv. & Nash
Hanson, Okla.,
St. Louis, Iron Mt. & So
Hanson City, La.,
Yazoo & Miss. Valley
Hanson Park, Ill.,
Chic. Term. Transfer
Hansrote, W. Va., Balt. & O
Hanton, S.D., Chic. R. I. & Pac
Hantsport, N.S., Dom. Atl
Hanway, Kan., Missouri Pac
Hapeville, Ga., Central of Ga
Happle, Tex.,
Asherton & Gulf
Happy, Tex., Pecos & No. Tex*
Happy Creek, Va., Southern
Happy Jack, La.,
New Orleans Southern
Happy Point, La.,
New Or. Ft. J. & Gd. Isle
Harahan, La.,
Yazoo & Miss. Valley
Haralson, Ga.,
Atlanta, Birm. & Atl
Harbaugh, Ore.,
Rogue River Valley
Harbert, Mich., Pere Marq
Harbert, Wash., North. Pac
Harbert, W. Va., Balt. & Ohio
Harbin, Ala., Louisv. & Nash
Harbin, S.C., Southern
Harbin, Tex., Frisco System
Harbin, —— Co., Wash.,
Spokane, Port. & Seat
Harbin, —— Co., Wash.,
Oregon R.R. & Nav. Co
Harbine, Neb., Chic. R. I. & P
Harbines, O.,
Cin. Ham. & Day (a)
" Pitt. Cin. Ch. & St. L (b)
Called Alpha on Pitts. Cin. Chic. & St. Louis
(a) and (b) ½ mile apart
Harbinson, Mo., Frisco Sys
Harbison, Ky., Lv. & Nash
Harbison, Pa., Pennsylvania
Harbo, Mo., Burlington Rte
Harbor, Manitoba, Can. Pac
Harbor, N.Y., West Shore
Harbor, O., Pennsylvania Co
Harbor Beach, Mich.,
Pere Marquette
Harbor Bridge, Pa., Erie (a)
" Pennsylvania Co (b)
(a) and (b) ½ mile apart
Harbor Creek, Pa.,
Lk. Sh. & Mich. So (a)
" N.Y. Chic. & St. L (b)
(a) and (b) 100 yards apart
Harbor Grace, N.F.,
Reid Newfoundland
Harbor Junc. Wharf, R. I.,
N.Y. New Hav. & Hart
Harbor Springs, Mich.,
Gd. Rapids & Indiana
Harbor View, Mass.,
Boston, Revere B. & L
Harbour au Bouche, N.S.,
Intercolonial
Harby, S.C., Alcolu
Harcourt, Ia.,
Ft. D. Des M. & So (a)
" North-Western Line (b)
(a) and (b) about 166 yards apart
Harcourt, N.B., Intercol
Hard, O., Baltimore & Ohio
Hardage, Ga.,
Seaboard Air Line

Hardaway, Ala.,
Seaboard Air Line (a)
" Union Springs & No (a)
Hardaway, Fla.,
Apalachicola Northern
Hardaway, Ga.,
Atlantic Coast Line
Hardcash, Ga., Southern
Hardee, Fla., Tampa North
Hardee, Miss., Yazoo & Miss. V
Hardee, Tex.,
Marshall & East Tex
Hardeeville, S.C.,
Atlantic Coast Line (a)
" Southern (a)
Hardentown, Ind.,
Cl. Cin. Ch. & St. Louis
Hardie's, Pa., Pitts. & West
Hardin, Ark.,
Pine Bluff & Western
Hardin, Colo., Union Pacific
Hardin, Ky., Nash. Ch. & St. L
Hardin, Ray Co., Mo.,
Atch. Top. & S. Fe (a)
" Wabash (b)
(a) and (b) about 125 yards apart
Hardin, Mont., Burl. Route
Hardin, Hardin Co., O.,
Toledo & Ohio Central
Hardin, Shelby Co., O.,
Clev. Cin. Chic. & St. L
Hardin, Tex.,
Beaum. Sour Lake & W
Hardin, Wyo., Burl. Route
Harding, Ga.,
Atlanta, Birm. & Atl
Harding, Kan., Mo. Pacific
Harding, Ky., Illinois Cent
Harding, Manitoba,
Canadian Pacific
Harding, N.J., Pennsylvania
Harding, Tenn.,
Nash. Chat. & St. L (a)
" Tennessee Central (b)
(a) and (b) adjacent
Harding, Wash.,
Tacoma Eastern
Harding, W. Va.,
Western Maryland
Hardings, Me., Maine Cent
Hardin's, N.C., Car. & No. W
Hardinsburg, Ky.,
Louisv. Hend. & St. L
Hardisons, N.C.,
Atlantic Coast Line
Hardisty, Alberta, Can. Pac
Hardman, Colo., Great West
Hardman, W. Va., Balt. & O
Hardware, Va., Ches. & Ohio
Hardwick, Ala.,
Seaboard Air Line
Hardwick, Cal., So. Pacific
Hardwick, Minn.,
Chicago, Rk. Isl. & Pac
Hardwick, Tex., Frisco Sys
Hardwick, Vt.,
Hardwick & Woodb (a)
" St. Johnsb. & Lk. C (a)
Hardwood, Mich.,
North-Western Line
Hardwood, Tenn.,
Louisville & Nashville
Hardwood, W. Va., B. & O
Hardy, Ala., Louisv. & Nashv
Hardy, Ariz.,
A.T. & S.F., Coast Lines*
Hardy, Ark., Frisco System
Hardy, Cal.,
Los Ang. & San D. Beach
Hardy, Ia., Chic. Rk. Isl. & Pac
Hardy, Mich.,
Au Sable & North-west
Hardy, Miss., Illinois Cent
Hardy, Mont., Great North
Hardy, Neb., Burl. Route
Hardy, O., Cl. Akron & Col
Hardy, Okla., Midland Valley
Hardy, Bradford Co., Va.,
Virginian
Hardy, —— Co., Va.,
Virginian
Hardy, Wis., Wis. & Mich
Hardy Pond, Me., Can. Pac
Hardys, Ga., Macon & Birm
Hardy's, Mich., Gd. Rap. & Ind
Hardys, N.Y., Buff. Roch. & P
Hardy's,
Pittsylvania Co., Va.,
Danville & Western
Hardy's Corner, N.B.,
N. Brunswick & P. E. I
Hare, O., N.Y. Chic. & St. L
Hare, Ore., Southern Pacific
Harewood, W. Va.,
Kanawha & Michigan
Harewood Park, Md., Penna
Harford Road, Md., Balt. & O
Hargis, N.M.,
Chic. Rk. Isl. & El Paso
Hargrave, Kan., Mo. Pac
Hargrave, Manitoba,
Canadian Pacific
Hargrove, Ala.,
Louisville & Nashv (a)
" Southern (a)
Hargrove, Va., Southern
Harker, Wis.,
Mineral Point & North
Harkleroad, Tenn.,
Virginia & So. West

Harkness, N.Y., Del. & Hud
Harl, Ia., Illinois Central
Harlaka Junction, Que.,
Intercolonial (a)
" Quebec Central (a)
Harlan, Ia., Chicago Gt. West
" Chic. Rock Isl. & Pac (a)
" North-West. Line (b)
(a) and (b) ½ mile apart
Harlan, Kan., Missouri Pac
Harlan, Mich., Ann Arbor
Harlan, N.M.,
St. L. Rocky Mt. & Pac
Harland, Ind., P.C.C. & St. L
Harlan Junction, Ia.,
Chic. Rock Isl. & Pac
Harlan Junction, Mo.,
Frisco System
" Kan. City, Clin. & Spg
Harlan's Mill, Md., Balt. & O
Harleigh Junction, Pa.,
Lehigh Valley (a)
" Pennsylvania (a)
Harlem, Ga., Georgia
Harlem, Ill.
Ch. Term. Transfer (a)
" North-West. Line (b)
(a) and (b) about ½ mi. apart
Harlem, Mich., Pere Marq
Harlem, Mo., Burl. Route (a)
" Chic. Rk. Isl. & Pac (a)
" Wabash (a)
Harlem, Mont., Great North
Harlem, N.D., Ch. Mil. & St. P
Harlem, Tex., Imp. Valley
Harlem Junction, Ill.,
Illinois Central
Harlem Race Track, Ill.,
Illinois Central
Harlem River, N.Y.,
N.Y. New Hav. & Hart
Harless, W. Va., Ches. & Ohio
Harleton, Tex.,
Marshall & East Texas
Harley, O., Toledo & O. Cent
Harley, Okla., Mo. Kan. & Tex
Harley, Ont., Grand Trunk
Harley's, Ind., Ch. Ind. & Lv
Harleyville, S.C., Atl. Coast L
Harlingen, N.J., Phil. & Read
Harlingen, Tex.,
St. L. Brownsv. & Mex
Harlock, Ark.,
Chicago, Rk. Isl. & Pac
Harlow, Ark., St. L. S. W
Harlow, B.C., Canadian Pac
Harlow, Cal.,
A.T. & S.F., Coast Lines*
Harlow, Ga.,
Wrightsville & Tennille
Harlow, Ky., Louisv. & Nash
Harlow, Pa., Penna. Co
Harlow, Tex., Texas Midland
Harlowton, Mont.,
Chic. Mil. & Puget Sd (a)
" Montana (a)
Harlton, Tex., Tex. South
Harman,
Anne Arundel Co., Md.,
Pennsylvania
Harman, Va., Balt. & Ohio
Harman, W. Va., Dry Fork
Harman's,
Anne Arundel Co., Md.,
Annap. Wash. & Balt
Harman's Quarry, Ind.,
Pitts. Cin. Chic. & St. L
Harman Yard, W. Va.,
Norfolk & Western
Harmarville, Pa., Penna
Harmaston, Tex.,
Beaum. Sour Lake & W
Harmer, O., Baltimore & Ohio
Harmes, Tenn.,
Nashv. Chat. & St. Louis
Harmon, Ill., Burl. Route
Harmon, O., Wheeling & Lk. E
Harmon, Va., Norf. & West
Harmon, Wis.,
Minn. St. P. & Slt. Ste. M
Harmons, Mich.,
Manistee & North-east
Harmons, Wash., North. Pac
Harmonsburg, Pa.,
Bessemer & Lake Erie
Harmony, Del., Balt. & Ohio
Harmony, Ind., Vandalia
Harmony, Minn.,
Chicago, Mil. & St. Paul
Harmony, Mo., Chic. & Alton
Harmony, N.J., Penna
Harmony, O., Ohio Elec
Harmony, Pa., Balt. & O
Harmony, P.E.I., Pr. Ed. Isl
Harmony, S.C., Seab. Air L
Harmony, W. Va., Ohio Riv
Harmony Grove, Md., Penna
Harmony Junction, Ga.,
Georgia & Florida
Harmony Junction, Pa.,
Baltimore & Ohio
Harned, Ky., Lv. Hend. & St. L
Harness, Ill., Chic. & Alton
Harness, W. Va., Balt. & Ohio
Harnett, N.C.,
Raleigh & Southport
Harney, Fla., Atl. Coast Line

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Harnsberger, Va., Norfolk & Western
Haro, Mont., Great Northern
Harold, Cal., South. Pacific
Harold, Fla., Louisv. & Nash
Harold, Ky., Chesa. & Ohio
Harold, Mich., Mich. Cent
Harold, Minn., Northern Pac
Harold, Mo., Frisco System
Harold, Okla., C.R.I. & P
Harp, Fla. Louisv. & Nash
Harp, Ga., Southern
Harper, Cal., South. Pacific
Harper, Ga., South
Harper, Ill., Chic. Mil. & St. P
Harper, Ind., Cleve. Cin. Chic. & St. L
Harper, Ia., Ch. Rk. Isl. & Pac
Harper, Kan., Atch. Top. & S. Fe (a)
" Kan. City, Mex. & O (b)
(a) and (b) about ½ mi. apart
Harper, N.C., Raleigh & West
Harper, Logan Co., O., Cleve. Cin. Chic. & St. L
Harper, Va., Norfolk & West
Harper, Raleigh Co., W.Va., Virginian
Harper, Randolph Co., W.Va., W.Va. Central & Pitts
Harper's, Ross Co., O., Balt. & Ohio So. West
Harpers, Northampton Co., Pa., Lehigh & New England
Harpers, Philadelphia Co., Pa., Phila. Newtown & N.Y
Harper's, P.E.I., Prince Edward Island
Harpers, S.C., Georgetown & Western
Harpers, Wyo., Union Pacific
Harper's Ferry, Ia., Chicago, Mil. & St. Paul
Harper's Ferry, W.Va., Baltimore & Ohio
Harpers Lane, Ind., Chicago and East. Ill
Harpersville, Ala., Atlanta, Birm. & Atl
Harpersville, O., Lk. E. Alliance & Wheel
Harpole, Wash., Spok. & Inland Empire
Harps, Fayette Co., Ga., Southern
Harps, Walker Co., Ga., Central of Georgia
Harpster, Ill., Illinois Cent
Harpster, O., Hocking Valley
Harpursville, N.Y., Delaware & Hudson
Harrah Okla., Chicago, Rk. Isl. & Pac
Harrell, Ala., Southern
Harrell, Ark., Chicago, Rk. Isl. & Pac
Harrelson, Mo., Frisco Sys
Harrietsville, Ont., Can. Pac
Harriett, Tex., Gulf, Colo. & Santa Fe*
Harrietta, Mich., Ann Arbor
Harriman, Tenn., Harriman & No. East (a)
" Southern (b)
" Tennessee Central (b)
(a) and (b) ¼ mile apart
Harriman Junction, Tenn., Cin. N. Orl. & Tex. Pac (a)
" Southern (a)
Harrington, Ark., St. Louis, Iron Mt. & So
Harrington, Cal., South. Pac
Harrington, Del., Penna
Harrington, Me., Washington County
Harrington, Okla., Frisco Sys
Harrington, Va., Ches. & Ohio
Harrington, Wash., Gt. North
Harrington, Wis., Minn. St. P. & Slt. Ste. M
Harrington Park, N.J., N.Y. Ont. & West (a)P
" West Shore (a)
P For passenger service only
Harris, Ala., Louisv. & Nash
Harris, Alberta, Can. Pacific
Harris, Ark., Frisco System
Harris, Cal., Pacific Coast
Harris, Ga., Central of Ga (a)
" Macon & Birmingh (b)
(a) and (b) adjacent
Harris, Platt Co., Ill., Cleve. Cin. Chic. & St. L
Harris, Ind., Vandalia
Harris, Dallas Co., Ia., Inter-Urban (El)
Harris, Osceola Co., Ia., Chicago, Rk. Isl. & Pac
Harris, Kan., Missouri Pac
Harris, Mich., No. West. Line
Harris, Minn., North. Pacific
Harris, Sullivan Co., Mo., Chicago, Mil. & St. Paul
Harris, Vernon Co., Mo., Kansas City Southern
Harris, N.J., Central of N.J
Harris, N.C., Car. Clinch. and Ohio
Harris, O., Det. Tol. & Ironton
Harris, Ore., Corvallis & East
Harris, Pa., N.Y. C. & H. R
Harris, R.I., N.Y. N.H. & H
Harris, Sask., Can. North
Harris, S.C., Atl. Coast Line
Harris, Obion Co., Tenn., Illinois Central
Harris, Tex., San Ant. & Aransas Pass
Harris, Wash., Spok. & Inland Empire
Harrisburg, Ark., St. Louis, Iron Mt. & So
Harrisburg, Ga., Chattanooga Southern
Harrisburg, Ill., Cleve. Cin. Chic. & St. L
Harrisburg, Mich., Gd. Trunk
Harrisburg, N.C., Southern
Harrisburg, Ont., Gd. Trunk
Harrisburg, Ore., South. Pac
Harrisburg, Pa., Cumb. V (a)
" Pennsylvania (a)
" Phila. & Reading (b)
Depots opposite, same street
Harrisburg, S.D., C. M. & St. P
Harrisburg, Tex., Gal. Har. & San Ant (a)
" Gal. Hous. & Hend (b)
" Internat. & Gt. North (b)
" Missouri, Kan. & Tex (b)
Harris City, O., Cin. Ham. & Dayton
Harris Creek, Tex., St. Louis South-western
Harrisdale, Ia., Atlantic, No. & So
Harris Eagle, Okla., Kansas City Southern
Harris Ferry, W.Va., Baltimore & Ohio
Harris Flat, Ky., Lv. & Nash
Harrison, Ark., Missouri & North Ark
Harrison, Ga., Wrightsville & Tennille
Harrison, Idaho, Northern Pacific □
" Oregon RR. & Nav. Co □ By Ferry
Harrison, Ill., Illinois Cent
Harrison, Ky., Lv. & Nashv
Harrison, Me., Bridgton & Saco River
Harrison, Clare Co., Mich., Pere Marquette
Harrison, Lenawee Co., Mich., Toledo & Western (El)
Harrison, Van Buren Co., Mich., Kal. Lk. Shore & Chic
Harrison, Mont., No. Pacific
Harrison, Neb., North-Western Line
Harrison, Hudson Co., N.J., Del. Lack. & Western (a)
" Erie (b)
" Pennsylvania (c)
Harrison, N.Y., N.Y. New Hav. & Hart
Harrison, Hamilton Co., O., Cleve. Cin. Chic. & St. L
Harrison, Ont., Can. Pacific
Harrison, Ore., South. Pacific
Harrison, S.C., Atlantic Coast Line
Harrison, Tex., Houston & Texas Cent
Harrison, W.Va., Western Maryland
Harrison, Lincoln Co., Wis., Marinette, Tom. & W (a)
" North-West. Line (a)
Harrisonburg, Va., Baltimore & Ohio (a)
" Chesapeake West (b)
" Southern (a)
(a) and (b) about ¾ mi. apart
Harrison City, Pa., Penna
Harrison Mills, B.C., Can. Pac
Harrison's, Lenawee Co., Mich., Lake Shore & Mich. So
Harrison's, Harrison Co., Miss., Louisville & Nashville
Harrisons, Ont., Ottawa & New York
Harrison Square, Mass., N.Y. New Hav. & Hart
Harrison Valley, Pa., N.Y. Cent. & Hud. Riv
Harrisonville, Ga., Georgia
Harrisonville, Mo., Frisco System (a)
" Kan. City, Clin. & Sp (b)
" Missouri, Kan. & Tex (c)
" Missouri Pacific (d)
(a) and (b) ¾ mile apart
(a) and (c) about ¼ mile apart
(a) and (d) ¼ mile apart
(b) and (c) about 1½ miles apart
(b) and (d) 1 mile apart
(c) and (d) adjacent
Harrisonville, N.J., Penna
Harris Siding, Va., Chesapeake & Ohio
Harriston, Miss., Yazoo & Miss. Valley
Harriston, Mo., Missouri, Kansas & Tex
Harriston, Ont., Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) ½ mile apart
Harriston, Va., Norf. & West
Harriston, Wash., North. Pac
Harristown, Ill., Wabash
Harrisville, Ill., Chicago, Mil. & Gary
Harrisville, Ind., Cleve. Cin. Chic. & St. L
Harrisville, Mich., Detroit & Mackinac
Harrisville, N.H., Bost. & Me
Harrisville, N.Y., N.Y. Central & Hud. Riv
Harrisville, Pa., Bessemer & Lake Erie
Harrisville, R.I., N.Y. New Hav. & Hart
Harrisville, Utah, Oregon Short Line
Harrisville, W.Va., Lorama
Harrod's, O., Erie
Harrodsburg, Ind., Chicago, Ind. & Louisv
Harrodsburg, Ky., Southern
Harrodsburg Junction, Ind., Chic. Ind. & Louisville
Harrods Creek, Ky., Louisville & Nashville†
Harrogate, Tenn., Louisville & Nashville
Harrold, Cal., A.T. & S.F., Coast Lines*
Harrold, S.D., No. West. Line
Harrold, Tex., Ft. W. & Den. C
Harrow, Ont., Pere Marq
Harrowby, Manitoba, Canadian Pacific
Harrows, Tex., Gulf, Colo. & Santa Fe*
Harrowsmith, Ont., Bay of Quinte (a)
" Kingston & Pemb (a)
Called Harrowsmith Junc. on K. & P
Harrowsmith Junc., Ont., See Harrowsmith
Harry's, Ark., Chic. R.I. & Pac
Harry's Brook, N.F., Reid Newfoundland
Harsbman, O., C. C. C. & St. L
Harsimus, N.J., Penna
Harsimus Cove, N.J., Penna
Hart, Ill., Illinois Central
Hart, Mich., Pere Marquette
Hart, Butler Co., Mo., St. Louis, Iron Mt. & So
Hart, Macon Co., Mo., Atch. Top. & Santa Fe
Hartburg, Tex., Port Arthur Route
Harte, Manitoba, Grand Trunk Pacific
Harter, W.Va., Ches. & Ohio
Harter Mills, O., Baltimore & Ohio
Hartfield, N.Y., Jamest. Chau. & Lk. E
Hartford, Ala., Cent. of Ga
Hartford, Ark., Chic. Rk. Isl. & Pac (a)
" Midland Valley (b)
(a) and (b) ¾ mile apart
Hartford, Ct., Cent. New Eng (a)(b)
" N.Y. New Haven & H (b)
(a) and (b) adjacent
Hartford, Ill., Chicago & Alton (a)
" Chic. Peoria & St. L (b)
" Cleve. Cin. Ch. & St. L (a)
" Illinois Terminal (a)
(a) and (b) adjacent
Called Edwardsville Crossing on C. & A. and C. C. C & St. L
Hartford, Ind., Ft. Wayne, Cin. & Lv (a)
" Pitts. Cin. Ch. & St. L (b)
Called Hartford City on Ft. W. C. & St. L
(a) and (b) 1 mile apart
Hartford, Kan., Mo. Kan. & T
Hartford, Ky., Louisv. Hend. & St. L
Hartford, Me., Maine Cent
Hartford, Mich., Kal. Lk. Sh. & Chic (a)
" Pere Marquette (a)
Hartford, Mont., North. Pac
Hartford, N.J., Penna
Hartford, S.D., No. W. Line
Hartford, Tenn., Tenn. & No. Carolina
Hartford Vt., Central Vt (a)
" Woodstock (b)
Hartford, Wash., North. Pac
Hartford, W.Va., Balt. & Ohio
Hartford, Wis., Chic. M. & St. P
Hartford City, Ind., Ft. Wayne, Cin. & Lv (a)
" Pitts. Cin. Ch. & St. L (b)
Called Hartford on P. C. C. & St. L
(a) and (b) 1 mile apart
Hartford Junction, Ark., Midland Valley
Hartford Junction, B.C., Canadian Pacific
Hartho, Mich., Munising
Hartington, Neb., N.W. Line
Hartington, Ont., Kingston & Pembroke
Hart Lake, Pa., Del. L. & W
Hartland, Ill., No. West. Line
Hartland, Kan., A. T. & S. Fe
Hartland, Me., Sebasticook & Moosch
Hartland, Minn., M. & St. L
Hartland, N.B., Can. Pacific
Hartland, N.D., Great North
Hartland, O., Wheel. & Lk. E
Hartland, Vt., Cent. Vermont
Hartland, Wis., Ch. M. & St. P
Hartley, Ia., Chic. Mil. & St. Paul (a)
" Chic. Rock Isl. & Pac (b)
(a) and (b) about ½ mile apart
Hartley, Pa., Pennsylvania
Hartley, Hartley Co., Tex., Ft. W. & Denver City
Hartley's, Mich., North-Western Line
Hartleys, Montgomery Co., Tex., Internat. & Gt. North
Hartleyville, O., Zanesville & Western
Hartlme, Wash., No. Pacific
Hartly, Del., Pennsylvania
Hartman, Ark., St. Louis, I. Mt. & South
Hartman, Colo., Atch. Top. & Santa Fe
Hartman, Ind., Wabash
Hartman, Mich., Cleve. Cin. Chic. & St. L
Hartman, Mo., Mo. K. & Tex
Hartman, Pa., Pennsylvania
Hartman, Tex., St. L. So. West
Hartman, Wis., Ch. M. & St. P
Hartman Junction, Ark., St. Louis, Iron Mt. & So
Hartmans, Ill., Louisv. & Nash
Hartman's, Md., Balt. & Ohio
Hartman's, Miss., Ill. Central
Hartman's Grove, O., Pitts. Cin. Chic. & St. L
Hartnett, Pa., Bessemer & Lake Erie
Hartnetts, Ala., Cent. of Ga
Hartney, Manitoba, Canadian Northern (a)
" Canadian Pacific (b)
(a) and (b) about 600 yards apart
Hartney Junc., Manitoba, Canadian Northern
Hartranft, Pa., Stony Creek
Hartranft, Tenn., Louisville & Nashville
Hartry, Ont., Can. Pac
Harts, Fla., Atl. Coast Line
Harts, Mich., Pere Marq
Harts, N.C., Southern
Harts, W.Va., Ches. & Ohio
Hartsburg, Ill., Ill. Central
Hartsburg, Mo., Missouri, Kan. & Texas
Hartsburg, Tex., Port Arthur Route
Hartsdale, Ind., Chicago, Indiana & So
" Elgin, Joliet & East (a)
" Michigan Central (a)
" Pitts. Cin. Ch. & St. L (a)
Hartsdale, N.Y., N.Y. C. & H. R
Hartsease, Ga., Atlantic Coast Line
Hartsel, Colo., Colorado Mid
Hartsells, Ala., Lv. & Nashv
Hartshorn, Ga., Southern
Hartshorne, Okla., Chicago, Rk. Isl. & Pac
Hartson, Ark., St. Louis, Iron Mt. & So
Harts Run, W.Va., Chesapeake & Ohio
Harts Summit, W.Va., Western Maryland
Hartstown, Pa., Bessemer & Lake Erie
Hartsville, Tenn., Louisville & Nashville
Hartsville Junction, Tenn., Louisville & Nashville
Hartville, O., Wheel. & Lk. E
Hartville, S.C., Atl. Coast L
Hartville, Wyo., Colorado & Wyoming
Hartville Junction, Wyo., Colorado & South (a)
" Colorado & Wyom (a)
Hartwell, Cal., San Ped. Los Ang. & S. Lk
Hartwell, Ga., Hartwell
Hartwell, Mo., Kan. City, Clin. & Spring
Hartwell, Mont., No. Pacific
Hartwell, O., Cin. H. & D (a)
" Cincinnati North (b)
" Cle. Cin. Chic. & St. L (b)
(a) and (b) about ½ mile apart
Hartwell Jn., Ind., Southern
Hartwick, Ia., No.-West. Line
Hartwick, N.Y., Oneon. & Mohawk V (El)
Hartwick Seminary, N.Y., Delaware & Hudson
Hartwood, Ala., Lv. & Nash
Hartwood, N.Y., N.Y. Ont. & Western
Hartzburg, O., N.Y. Ch. & St. L
Hartzell, Pa., Phila. & Read
Harvard, Idaho, Wash. Idaho & Mont
Harvard, Ill., No. West. Line
Harvard, Ia., Chic. R. I. & P
Harvard, Mass., Bost. & Me
Harvard, Mich., Gd. Trunk
Harvard, Neb., Burl. Rte (a)
" North-West. Line (b)
(a) and (b) 180 yards apart
Harvard, N.Y., Delaware & Eastern
Harvard, Tex., St. L. So. West
Harvard Junction, Ill., North-Western Line
Harvard School, Cal., Los Angeles-Pac (El)
Harvel, Ill., Wabash
Harveson, Mo., St. L. & Gulf
Harvest, Ala., Nashv. Chat. & St. Louis
Harvester, Mo., Mo. Kan. & T
Harvey, Del., Balt. & Ohio
Harvey, Ill., Chic. Term. Trans (a)
" Grand Trunk (b)
" Illinois Central (c)
(b) and (c) ½ mile apart
Harvey, Ia., Burl. Route (a)
" Chic. Rk. Isl. & Pac (b)
" Wabash (b)
(a) and (b) ½ mile apart
Harvey, Ky., Louisv. & Nashv
Harvey, Mich., Marq. & So. E
Harvey, Mo., Frisco System
Harvey, York Co., N.B., Canadian Pacific
Harvey, N.D., Minn. St. P. & Slt. Ste. M
Harvey, O., Pennsylvania Co
Harvey, Va., Va. & Southwest
Harvey, Wash., No. Pacific
Harvey, Fayette Co., W.Va., Chesapeake & Ohio
Harvey, Mason Co., W.Va., Ohio Central Lines
Harvey Cedars, N.J., Man. & L. E. Trans. Co
" Pennsylvania
Harvey Junction, Ill., Chic. Term. Transfer
Harvey Junction Pa., Lehigh Valley
Harveys, Me., Bangor & Aroostook
Harvey's, Tenn., Southern
Harvey's Canal, La., Tex. & P
Harvey's Lake, Pa., Lehigh Valley
Harveyson, Mo., Frisco Sys
Harvey's Run, Pa., Buf. Roch. & Pitts (a)
" Pennsylvania (b)
(a) and (b) 100 yards apart
Harveyville, Kan., Atch. Top. & Santa Fe
Harveyville, Pa., Penna
Harvie, Ga., Cent. of Georgia
Harviell, Mo. Frisco Sys (a)
" St. L. Iron Mt. & So (b)
Harvin, S.C., Atl. Coast Line
Harward's, Mo., Mo. Cent
Harwell, Tenn., Lv. & Nash
Harwich, Mass., N.Y. New Hav. & Hart
Harwich Centre, Mass., N.Y. New Hav. & Hart
Harwood, Fla., Fla. E. Coast
Harwood, Ind., Ill. Central
Har-Wood, Md., Balt. & Ohio
Harwood, Mo., Mo. K. & Tex
Harwood, N.D., Great North
Harwood, Okla., Chicago, Rock Isl. & Pac
Harwood, Tex., Gal. Har. & San Ant
Harwood Junction, Pa., Lehigh Valley
Harwood Road, Pa., Lehigh Valley
Harwoods, Ill., Lv. & Nash
Hasbrouck Heights, N.J., New Jersey & New York
Haseltine, Mo., Frisco Sys
Haselton, O., Balt. & Ohio (a)
" Pennsylvania Co (b)
" Pitts. & Lake Erie (a)
Haskell, Ark., Chic. Rk. Isl. & Pac (a)
" St. L. Iron Mt. & So (b)
(a) and (b) about 200 yards apart
Spelled Haskells on St. L. I. M. & S
Haskell, Fla., Atlantic Coast Line
Haskell, Mont., Chicago, Mil. & Puget Sd

Haskell, Okla., Midland Val
Haskell, Ore., South. Pacific
Haskell, Tex., Wichita Valley
Haskells, Ark.,
See Haskell, Ark
Haskell's, Ind.,
Chic. Ind. & Louisv (a)
" Grand Trunk (a)
Haszell's, N.J., Erie
Haskett, Manitoba,
Great Northern
Haskill's, Pa., Balt. & Ohio
Haskins, Ia., Chic. Mil. & St. P
Haskin's, O., Cin. Ham. & Day
Haskins Crossing, Ga.,
Macon, Dublin & Sav
Haskin's Road, O.,
Ohio Electric
Haslemore, Mich.,
Minn. St. P. & Slt. Ste. M
Haslet, Tex., Gulf, Colo. & S. F*
Haslett, Mich., Grand Trunk
Haslette, Ont., Grand Trunk
Hassard, Mo., Mo. K. & Tex
Hasse, Tex., Frisco System
Hassell, N.C., Atl. Coast Line
Hasson, Cal., South. Pacific
Hastie, Ia., Wabash
Hastings, B.C., Can. Pacific
Hastings, Colo.,
Colorado & Southeast
Hastings, Fla., Fla. E. Coast
Hastings, Ill., Ch. and East. Ill
Hastings, Ind., P. C. C. & St. L
Hastings, Ia., Burl. Route
Hastings, Mass., Boston & Me
Hastings, Mich.,
Ch. Kal. & Saginaw (a)
" Michigan Central (b)
(a) *and* (b) *about ½ mile apart*
Hastings, Minn.,
Burlington Route (a)
" Chic. Mil. & St. Paul (b)
(a) *and* (b) *about 1 mile apart*
Hastings, Neb., Burl. Rte (a)
" Missouri Pacific (b)
" North-West. Line (c)
" St. Joseph & Gd. Isl (d)
(a) *and* (b) *¾ mile apart*
(a) *and* (c) *½ mile apart*
(a) *and* (d) *¼ mile apart*
Hastings, Oswego Co., N.Y.,
N.Y. Central & Hud. Riv
Hastings, N.D., North. Pacific
Hastings, Okla.,
Chicago, Rk. Isl. & Pac
Hastings, Ont., Gd. Trunk
Hastings, Allegheny Co., Pa.,
Pitts. Cin. Chic. & St. L
Hastings, Forest Co., Pa.,
Sheffield & Tionesta
Hastings, Cambria Co., Pa
Pennsylvania
Hastings, Tex.,
Gulf, Colo. & Santa Fe*
Hastings, W. Va., Balt. & Ohio
Hastings Junction, Colo.,
Colorado & Southern
Hastings Junction, N.S.,
Halifax & Southwest
Hastings-on-Hudson,
Westchester Co., N.Y.,
N.Y. Central & Hud. Riv
Hastings Road, B.C., Gt. No
Hasty, Colo., At. Top. & S. Fe
Hasty, Ga., Atl. Coast Line
Hasty, Minn., Great North
Hasty, N.C., Atl. Coast Line
Haswell, Colo., Missouri Pac
Hatboro, Pa., Phila. & Read
Hatch, N.M., At. Top. & S. Fe
Hatch, Wis.,
North-Western Line
Hatch Branch, Va.,
Norfolk & Western
Hatche, Ala., Southern
Hatchechubbee, Ala.,
Central of Georgia
Hatchel, Tex., Abilene & So
Hatcher, Colo.,
Denver & Rio Grande
Hatcher, Ga., Central of Ga
Hatchery, Colo., Union Pac
Hatchery, Mich., Munising
Hatchett's Landing, Ga.,
Southern
Hatchie, Tenn.,
Nash. Chat. & St. Louis
Hatchie Coon, Ark.,
Frisco System
Hatchley, Ont., Grand Trunk
Hatch's, Mich.,
Grand Rapids & Ind (a)
" Manistee & N. E (a)
Called Hatch's Crossing on G. R. & I
Hatch's, Utah,
Oregon Short Line
Hatch's Crossing, Mich.,
Grand Rapids & Ind (a)
" Manistee & N. E (a)
Called Hatch's on M. & N. E
Hatfield, Ark.,
Kansas City Southern
Hatfield, Ky., Ches. & Ohio
Hatfield, Mass.,
Boston & Maine (a)
" N.Y. N.H. & Hart (b)
(a) *and* (b) *¼ mile apart*
Hatfield, Minn., Ch. M. & St. P
Hatfield, Hancock Co., O.,
Baltimore & Ohio
Hatfield, Pa., Phila. & Read
Hatfield, Sask., Can. Pacific
Hatfield, W. Va., Norf. & West
Hatfield, Wis., G. B. & West
Hathaway, Mont., North. Pac
Hathaway, Tex.,
Beaum. Sour Lake & W
Hathorn, Miss.,
Gulf & Ship Island
Hathorne, Mass., Boston & Me
Hatley, Ga.,
Atlanta, Birm. & Atl
Hatley, Wis., No. West. Line
Hato Quemado, Mex.,
Veracruz & Pacific
Hattenville, Okla.,
Ok. Kan. & Mo. Int-Urb
Hatter, Tex.,
Mo. Kans. & Tex
Hattiesburg, Miss.,
Gulf & Ship Island (a)
" Mississippi Central (b)
" New Orleans & N. E (c)
" New Orl. Mob. & Chic (c)
(a) *and* (b) *about ¼ mile apart*
(a) *and* (c) *about 200 yards apart*
(b) *and* (c) *about ½ mile apart*
Hattieville, S.C.,
Charleston & West. Car
Hatton, Ark.,
Kansas City Southern
Hatton, Ky., Louisv. & Nash
Hatton, Mich., Pere Marq
Hatton, N.D., Great North
Hatton, O., Ohio Cent. Lines
Hatton, Va., Ches. & Ohio
Hatton, Wash., No. Pacific
Hatton, Wyo.,
Laramie, H. Peak & Pac
Hatton Gap, Ark.,
Kansas City Southern
Haubstadt, Ind., Evan. & T. H
Haucks, Pa., Phila. & Read
Haugan, Mont.,
Chicago, Mil. & Puget Sd
Haugen, Wis., No. West. Line
Haughton, La.,
Vicksburg, Shrev. & Pac
Haultain, Saskatchewan,
Canadian Northern
Hauptman, Mich.,
Michigan Central
Hauser, Cal.,
Los Angeles-Pacific (El)
Hauser, Idaho, No. Pacific
Hauser Junction, Idaho,
Northern Pacific
Hauto, Okla.,
St. Louis, Iron Mt. & So
Hauto, Pa., Central of N.J
Havana, Ark.,
Chicago, Rk. Isl. & Pac
Havana, Fla., Ga. Fla. & Ala
Havana, Ill.,
Chic. Peoria & St. L (a)
" Fulton County N.G (b)
" Illinois Central (c)
(a) *and* (b) *1 mile apart*
(a) *and* (c) *¼ mile apart*
Havana, Kan., A. T. & S. Fe
Havana, Minn.,
North-Western Line
Havana, N.D., Great North
Havana, O., Balt. & Ohio
Havana, Ore.,
Oregon RR. & Nav. Co
Havana Line Junction, Ill.,
Illinois Central
Havel, Cal., Southern Pacific
Havelock, Ia., No. West. Line
Havelock, Neb., Burl. Rte (a)
" Chic. Rk. Isl. & Pac (b)
(a) *and* (b) *½ mile apart*
Havelock, Carleton Co., N.B.,
Elgin & Havelock
Havelock, N.C., Norfolk & So
Havelock, Ont., Can. Pacific
Haven, Kan., Mo. Pacific
Haven, Minn., Great No (a)
" Northern Pacific (a)
Called Cable on No. Pacific
Haven, Neb., Union Pacific
Haven, N.Y., N.Y. Ont. & W
Havens, O., Lk. Erie & West
Havensville, Kan.,
Union Pacific
Haver, Colo., Colo. Midland
Haverford, Pa., Penna
Haverhill, Ia., Ch. Mil. & St. P
Haverhill, Kan., Frisco Sys
Haverhill, Mass., Bost. & Me
Haverhill, N.H., Bost. & Me
Haverhill, O., Norf. & West
Haverhill Bridge, Mass.,
Boston & Maine
Haverhill Paper Mills, Mass.,
Boston & Maine
Haverstraw, N.Y.,
New Jersey & N.Y (a)
" N.Y. Ont. & West (b) P
" West Shore (b)
(a) *and* (b) *¼ mile apart*
P *For passenger service only*
Haviland, Ariz.,
A. T. & S. F., Coast Lines*
Haviland, Kan.,
Chic. Rk. Isl. & Pacific
Haviland, O.,
Cin. Ham. & Dayton (a)
" Cincinnati North (a)
Havre, Ia., Burlington Route
Havre, Mont., Great North
Havre de Grace, Md.,
Baltimore & Ohio (a)
" Pennsylvania (b)
(a) *and* (b) *1 mile apart*
Hawarden, Ia.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) *and* (b) *½ mile apart*
Hawarden, Sask., Can. Pac
Haw Branch, N. C.,
Durham & Charlotte
Hawdon, Tex., Int. & Gt. No
Hawes, Cal.,
A. T. & S. F., Coast Lines*
Hawesville, Ky.,
Louisv. Hend. & St. L
Hawgood, Idaho, Oregon S. L
Hawick, Minn., Great North
Hawk, Ont., Can. Pac
Hawk, Pa., Pennsylvania
Hawkens, Ont., Can. Pac
Hawkesbury, Ont.,
Can. North. Quebec (a)
" Grand Trunk (b)
(a) *and* (b) *about ½ mi apart*
Hawkeye, Ark.,
St. Louis South west
Hawkeye, Ia., Ch. Mil. & St. P
Hawkeye, Pa., Pennsylvania
Hawkhurst, N.C.,
Atlantic Coast Line
Hawkins, Alberta,
Grand Trunk Pacific
Hawkins,
(1) Grant Co., N.M.,
Atch. Top. & Santa Fe
Hawkins,
(2) Grant Co., N.M.,
Southern Pacific
Hawkins, Pa., Pennsylvania
Hawkins, Tex., Tex. & Pac
Hawkins, Wis.,
Minn. St. P. & Slt. Ste. M
Hawkinstown, Va., Southern
Hawkinsville, Ga.,
Gulf Line (a)
" Southern (a)
" Wrightsville & Ton (a)
Hawklusville, Tex.,
Galv. Har. & San Ant
Hawk Point, Mo., Burl. Rte
Hawk Run, Pa.,
N.Y. Cent. & Hud. River
Hawks, Ala., Louisv. & Nashv
Hawks, Ill., Chic. and East. Ill
Hawks, Miss.,
New Orl. & North-east
Hawks, O., Hocking Valley
Hawksides, N.C.,
Atlantic Coast Line
Hawk's Nest, W. Va.,
Chesapeake & Ohio
Hawk's Park, Fla.,
Florida East Coast
Hawkstone, Ont., Gd. Trunk
Hawley, Ill., Illinois Central
Hawley, Ia., Minn. & St. Louis
Hawley, Minn., No. Pacific
Hawley, Wayne Co., Pa., Erie
Hawley, Tex., Wichita Val
Hawleys, Ala., Lv. & Nash
Hawleys, N.Y., N.Y. O. & W
Hawley Switch, Pa.,
Lehigh Valley
Hawleyville, Ct.,
N.Y. New Hav. & Hart
Hawleyville Junction, Ct.,
N.Y. New Hav. & Hart
Hawoods, Sask.,
Grand Trunk Pacific
Haworth, Kan., Burl. Route
Haworth, N.J.,
N.Y. Ontario & W P (a)
" West Shore (a)
P *For passenger service only*
Haw River, N.C., Southern
Hawthorn, Pa., Penna
Hawthorne, Cal.,
Los Ang. & Redondo (El)
Hawthorne, Fla.,
Atl. Coast Line (a)
" Seaboard Air Line (b)
(a) *and* (b) *200 yards apart*
Hawthorne, Cook Co., Ill.,
Belt of Chicago †
" Burlington Route (a)
" Chic. & Illinois West †
" Illinois Central (b)
(a) *and* (b) *1 mile apart*
Hawthorne, Kan.,
Atch. Top. & Santa Fe
Hawthorne, La.,
Kansas City Southern
Hawthorne, N.J., Erie (a)
" N.Y. Susq. & West (b)
(a) *and* (b) *about ⅝ mile apart*
Hawthorne, N.Y.,
N.Y. Cent. & Hud. River
Hawthorne, Ont.,
Ottawa & New York
Hawthorne, Sask.,
Canadian Northern
Hawthorne, Wis.,
North Western Line
Hawton, Ind., Southern Ind
Hawtrey, Ont., Gd. Trunk (a)
" Michigan Central (b)
Connect at Crossing
Haxall, Va., Ches. & Ohio
Haxton, Colo., Burl. Route
Hay, Wash., Ore. RR. & N. Co
Hay Canon Junction, Ore.,
Oregon RR. & Nav. Co
Hay Creek, Minn.,
Chicago Great West
Haycroft, Ont., Can. Pacific
Hayden, Cal.,
San Ped. Los Ang. & S. Lk
Hayden, Jennings Co., Ind.,
Baltimore & Ohio So. W
Hayden, Kan., Mo. Kan. & T
Hayden, Minn., No. Pacific
Hayden, Mont., Great North
Hayden, O., P. C. C. & St. L
Hayden House, Ky.,
Louisville & Atlantic
Hayden Lake, Idaho,
Spok. & Inland Empire
Hayden Rowe, Mass.,
N.Y. New Hav. & Hart
Hayden's, Colo.,
Denver & Rio Grande
Hayden's, Ct., N.Y. N.H. & H
Haydenville, Mass.,
N.Y. New Hav. & Hart
Haydenville, O., Hocking Val
Haydon, Mont., Great North
Hayes, Colo., Denv. & Rio G
Hayes, Fla., Atl. Coast Line
Hayes', Cook Co., Ill.,
North-Western Line
Hayes', Douglas Co., Ill.,
Illinois Central
Hayes, Ky., Louisv. & Nashv
Hayes, La., Louisiana West
Hayes, —— Co., Mich.,
Grand Rapids & Ind
Hayes, —— Co., Mich.,
Manistee & North-east
Hayes, Mont., North. Pacific
Hayes', N.H., Boston & Me
Hayes, S.C., Southern
Hayes, Tenn., Lv. & Nash
Hayes Crossing, Ga.,
Southern
Hayesville, Ia., Ch. M. & St. P
Hayesville, O., Norf. & West
Hayfield, Ia.,
Chicago, Rk. Isl. & Pac
Hayfield, Manitoba,
Great Northern
Hayfield, Minn., Chic. Gt. W
Hayfield Junction, Ia.,
Chicago, Rk. Isl. & Pac
Hayfield Junction, Minn.,
Chicago Great Western
Hayfields, Wash., No. Pacific
Hayford, Colo., Union Pac
Hayford, Ill., Grand Trunk
Haygood, Ga., Southern
Haygoods Crossing, Ala.,
Louisville & Nashville
Haylow, Ga., Atl. Coast L (a)
" Georgia South. & Fla (a)
Haymarket, Ont.,
Thousand Islands
Haymarket, Va., Southern
Haymond, Tex.,
Gal. Har. & San Ant
Hayne, Kan., Chic. R. I. & Pac
Haynes, Ark., St. L. I. M. & So
Haynes, Idaho, No. Pacific
Haynes, Ky., Illinois Cent
Haynes, N.Y., Del. Lack. & W
Haynes, N.C., Southern
Haynes, N.D.,
Chicago, Mil. & Puget Sd
Haynes, Fayette Co., O.,
Balt. & Ohio Southwest
Haynes, Hocking Co., O.,
Columbus & Southern
Haynes, Ore.,
Oregon Electric
Haynes, Tex.,
Mo. Kans. & Tex
Haynes, Va., Norf. & West
Haynesville, La.,
Louisiana & North West
Haynesworth, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (b)
(a) *and* (b) *about ¼ mi. apart*
Spelled Haines worth on S. A. L
Hayneville, Ala.,
Hayneville & Montg
Hayney, Ark.,
St. Louis, Iron Mt. & So
Haynor, Mich.,
Pere Marquette
Hay Point, Neb., Burl. Route
Hay Ranch, Colo.,
Colorado & Southern
Hay Ranch, Nev., Eur. & Pal
Hay Ranch., Okla.,
Chicago, Rk. Isl. & Pac
Hays, Colo., At. Top. & S. Fe
Hays, Ind., Chic. Ind. & South
Hays, Kan., Union Pacific
Hays, Miss.,
Yazoo & Miss. Valley
Hays, Mo., Frisco System
Hays, Allegheny Co., Pa.,
Pennsylvania
Hays, Somerset Co., Pa.,
Baltimore & Ohio
Hays Connection, Pa.,
Baltimore & Ohio
Hay's Creek, Pa., Lehigh Val
Hay's Crossing, Pa.,
Pennsylvania Co
Hay's Grove, Pa.,
Philadelphia & Reading
Hayseland, Tex., Tex. & Gulf
Hay's Mill, Ala., Lv. & Nashv
Hay Springs, Neb.,
North-Western Line
Hay Spur, Colo., Union Pac
Haystack, Cal.,
Northwestern Pacific
Hayston, Ga., Cent. of Ga
Haysville, Kan.,
Chicago, Rk. Isl. & Pac
Haysville, Pa., Penna. Co
Hayti, La., Texas & Pacific
Hayti, Mo., Frisco System
Hayti, O., Pennsylvania Co
Hayti, S.D., So. Dak. Cent
Hayton, Cal., Southern Pac
Hayton, Wis., Chic. M. & St. P
Hayt's Corners, N.Y.,
Lehigh Valley
Hayward, Cal., South. Pac
Hayward, Ky., Ches. & Ohio
Hayward, Minn., Ch. M. & St. P
Hayward, Scioto Co., O.,
Detroit, Tol. & Ironton
Hayward,
Washington Co., O.,
Baltimore & Ohio
Hayward, Okla.,
Frisco System
Hayward, Tex.,
Nacogdoches & So. E
" Tex. & New Orl
Hayward, Wis.,
North-Western Line
Hayward Junction, Tex.,
Texas & New Orleans
Haywards, Nev., Va. & Truck
Haywood, Ark.,
St. Louis South-west
Haywood, Colo., Denv. & R. G
Haywood, Manitoba,
Canadian Pacific
Haywood, W. Va., Balt. & O
Haywood Springs, Colo.,
Colorado & Southern
Hazard, Neb., Burl. Route
Hazard, Pa., Central of N.J
Hazardville, Ct.,
N.Y. New Hav. & Hart
Hazel, Ky.,
Nashv. Chat. & St. Louis
Hazel, Houghton Co., Mich.,
Mineral Range
Hazel, Iron Co., Mich.,
North-Western Line
Hazel, Minn.,
Minn. St. P. & Slt. Ste. M
Hazel, Okla.,
Missouri, Kan. & Texas
Hazel, S.D., Great Northern
Hazel, Clay Co., Tex.,
Missouri, Kan. & Texas
Hazel, Hardeman Co., Tex.,
Frisco System
Hazel, Va., Norfolk & West
Hazel, Wash., North. Pacific
Hazelbrand, Ga., Georgia
Hazelbrook, P. E. I.,
Prince Edward Island
Hazelcliffe, Sask.,
Canadian Pacific
Hazel Dell, Ill.,
Cin. Ham. & Dayton
Hazel Dell Park, Del.,
Philadelphia & Read
Hazel Green, Wis.,
North-Western Line
Hazelhurst, Ill., Burl. Route
Hazelhurst, Pa.,
Pitts. Shawmut & North
Hazelhurst, Wis.,
Chic. Mil. & St. Paul (a)
" Hazelhurst & So. E (b)
(a) *and* (b) *about ½ mi. apart*
Hazell Dell, Ill.,
Cincinnati, Ind. & West
Hazel Kirk, Pa., Penna
Hazel Park, Minn.,
North-Western Line
Hazel Patch, Ky., Lv. & Nash
Hazelridge, Manitoba,
Canadian Pacific
Hazelrigg, Ind.,
Cleve. Cin. Chic. & St. L
Hazel Run, Minn.,
Minneapolis & St. L
Hazeltine, Colo., Union Pac
Hazeltine, Minn., C. M. & St. P
Hazelton, Cal., Sunset
Hazelton, Ia.,
Chicago, Rk. Isl. & Pac

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Hazelton, Kan.,
Atch.Top.& S.Fe (a)
" Missouri Pacific (b)
(a) and (b) ¼ mile apart
Hazelton, N.D., No. Pacific
Hazelton, O., Pitts.& Lk.Erie
Hazelwild, Ore.
Portland Ry.L.& P.Co
Hazelwood, Mass.,
N.Y.New Hav.& Hart
Hazelwood, N.C., Southern
Hazelwood,
Allegheny Co., Pa.,
Baltimore & Ohio
Hazen, Ala. Lv.& Nashv
Hazen, Ark., Chic.R.I.&Pac
Hazen, Nev.,
Nevada&California(a)
" Southern Pacific (a)
Hazen, Pa., Balt. & Ohio
Hazens, N.H.,
Boston & Maine (a)
" Maine Central (a)
Hazle, Tex., Mo.Kan.& Tex
Hazle Brook, Pa.,
Lehigh Valley
Hazle Creek Junction, Pa.,
Lehigh Valley
Hazlehurst, Ga.,
Georgia & Florida (a)
" Southern (b)
(a) and (b) about 200 yards apart
Hazlehurst, Miss., Ill.Cent
Hazle Park Junction, Pa.,
Wilkes-Bar.& Haz (El)
Hazlet, N.J., Cent.of N.J (a)
" N.Y.& Long Branch (a)
" Pennsylvania (a)
Hazleton, Ind., Evans.& T.H
Hazleton, Ia.,
Chicago, Rk. Isl. & Pac
Hazleton, Ky., Illinois Cent
Hazleton, Pa.,
Lehigh Valley (a)
" Pennsylvania †
" Wilkes-B.& Haz (El) (b)
(a) and (b) ½ mile apart
Hazleton Junction,
Luzerne Co., Pa.,
Lehigh Valley
Hazleton Junction,
Schuylkill Co., Pa.,
Philadelphia & Read
Hazleton Shops, Pa.,
Lehigh Valley
Hazlett, Pa.,
Bessemer & Lk.Erie
Haslewood, N.C., Southern
Haslewood, O.,
Cin. Lebanon & North
Hazlewood, W.Va., Dry Fork
Head, Miss.,
Yazoo & Miss. Valley
Headgate, Colo.,
Colorado & Southern
Headingly, Manitoba,
Canadian Northern(a)
" Canadian Pacific (b)
(a) and (b) ¼ mile apart
Headland, Ala.,
Atlantic Coast Line
Headlight, Ga.,
Georgia South. & Fla
Head of Grade, Pa.,
Philadelphia & Read
Headquarters, Mo.,
Frisco System
Headquarters, Wis., No. Pac
Headrick, Okla.,
Frisco System
Heads, Fla., Atl. Coast Line
Head Tide, Me.,
Wiscasset, Wat.& Farm
Headwater, N.C.,
Raleigh & West
Heafer, Tex.,
Internat.& Gt.North
Heafford Junction, Wis.,
Chic.Mil.& St.Paul (a)
" M.St.P.& S.Ste.M (a)
Heagy, Mo., St. L. Southwest
Heald, Va., Southern
Healdsburg, Cal.,
Northwestern Pacific
Healdville, Vt., Rutland
Healey, Ill., Illinois Central
Healey, Kan., Missouri Pac
Healing Springs, Ala.,
Tombigbee Valley
Healing Springs, Ark.,
Ark.Okla.& West
Heard, La., La.Ry.& Nav.Co
Heardmont, Ga.,
Seaboard Air Line
Hearne, Tex.,
Hearne & Braz.Val (a)
" Houston&Tex.Cent (a)
" Internat.&Gt.North(a)
H. & B. Val. Junc., Tex.,
Int. & Great Northern
Heart Lake, Pa., D.L.& W
Heartsease, Miss.,
Louisville & Nashville
Heartsease, N.C.,
Atlantic Coast Line
Heartwell, Neb., Burl. Route
Heaslip, Manitoba,
Great Northern
Heaslip, Ont.,
Temisk. & North. Ont
Heaters, W.Va., Balt. & Ohio
Heath, Ala.,
Central of Georgia
Heath, Alberta,
Grand Trunk Pacific
Heath, Ind., Central Indiana
Heath, Ky., Illinois Central
Heath, Pa., Pennsylvania Co
Heather, Wash., North. Pac
Heatherton, N.S., Intercol
Heathman, Miss.,
Southern in Mississippi
HeathSprings, S.C., Southern
Heathville, Pa., Penna
Heaton, Ariz., South. Pacific
Heaton, N.D., No. Pacific
Heaton, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) 300 yards apart
Heaton Siding, Mich.,
Pere Marquette
Heavener, Okla.,
Kansas City South (a)
" Port Arthur Route (a)
Hebard, Wis.,
Minn.St.P.& Slt.Ste.M
Hebards, Mich., Min. Range
Hebbardsville, O.,
Kanawha & Michigan
Hebbronville, Tex.,
National of Mexico
Heber, Ark., Mo. & No. Ark
Heber, Cal., Southern Pacific
Heber, Neb., Union Pacific
Heber, Utah, Denv.& Rio G
Hebert, Que., Canadian Pac
Hebert, Tex., Tex.& New Orl
Hebertville, Que.,
Que. & Lake St. John
Hebron, Ala.,
Louisville & Nashville
Hebron, Ill., No. West. Line
Hebron, Ind.,
Pitts.Cin.Chic.& St.L
Hebron, Manitoba,
Great Northern
Hebron, Md. Balt.Ches.& Atl
Hebron, Miss.,
Gulf & Ship Island
Hebron, Neb Burl.Route(a)
" Chic.Rk.Isl.& Pac (b)
(a) and (b) 6-10 mile apart
Hebron, N.J., Central of N.J
Hebron, N.M., Atch.T.& S.Fe
Hebron, N.D., North. Pacific
Hebron, N.S., Dominion Atl
Hebron, O., Ohio Electric (a)
" Toledo & Ohio Cent (b)
(a) and (b) adjacent
Hebron, Tex., Frisco System
Hebronville, Mass.,
N.Y. New Hav.& Hart
Hebson's, Ala., Lv.& Nash
Hecelchakan, Mex.,
Mexican Great Eastern
Hechicera, Mex., So. Pac
Hecker, La.,
Lk.Ch.Ry.& Nav.Co†
Heckland, Ind., Vandalia
Heckman, Minn.,
North-Western Line
Heckman, Pa., Tuscarora Val
Heck's, Butler Co., Pa.,
Baltimore & Ohio
Heck's, Dauphin Co., Pa.,
Philadelphia&Reading
Hecla, Ala., Louisv.& Nashv
Hecla, Idaho, Northern Pac
Hecla, Kan., Missouri Pac
Hecla, Neb., Burl. Route
Hecla, N.Y., West Shore
Hecla, Schuylkill Co., Pa.,
Phila. & Reading
Hecla,
Westmoreland Co., Pa.,
Pennsylvania
Hecla, S.D., No. West. Line
Hecla Junction, Colo.,
Denver & Rio Grande
Hecland, Ind., Vandalia Line
Hecla Park, Pa., Cent. of Pa
Hectenooga, N.S., Dom. Atl
Hector, B.C., Canadian Pac
Hector, Cal.,
A.T.& S.F., Coast Lines*
Hector, Minn., Ch.Mil.& St.P
Hector, N.Y., Lehigh Valley
Hector, Wash., North. Pac
Hedden, Ind. Evans.& Ind
Hedding N.H., Boston& Me
Hedge, Ont., Can. Pac
Hedgers, Ky., Ches.& Ohio
Hedges, Fla., Seab. Air Line
Hedges, Ky. Ches.& Ohio
Hedges, Mo., Frisco System
Hedges, Mont., Gt. North
Hedges, Tex.,
Mo. Kans. & Texas
Hedges, W. Va., Penna. Co
Hedgesville W.Va.,
Baltimore & Ohio
Hedleyville, Que., Quebec
Hedleyville Junction, Que.,
Can. North. Quebec
Hedona, Ala., Lv.& Nashv
Hedrick, Ark., Ch. Rk. Isl.& P
Hedrick, Ind., Illinois Cent
Hedrick, Ia., Burl. Route (a)
" Chicago, Mil.& St.P (b)
" Iowa Central (b)
(a) and (b) 1 mile apart
Heflin, Ala., Southern
Heflin, La., Louisiana & Ark
Hege, Ind.,
Pitts.Cin.Chic.& St.L
Hege, Pa., Cumb. Valley
Hegewisch, Ill.,
Belt of Chicago (a)
" Chic. Term. Transfer
" Erie (a)
" Indiana Harbor Belt †
" Pennsylvania Co (b)
Heglers, Fayette Co., O.,
Detroit, Tol & Ironton
Helberg, Minn., North, Pac
Called also Goshen
Heidelberg, Ky.,
Louisville & Atlantic
Heidelberg, Miss.,
New Orl. & North-east
Heidelberg, Ont., Gd. Trunk
Heidenheimer, Tex.,
Gulf, Colo. & Santa Fe*
Heidrick, Pa.,
Pitts. Summerv. & Clar
Heights, Mo., Wabash
Heights, W. Va., Balt. & Ohio
Heights, Wis., Chic. M. & St.P
Heilans, O., Bel. Zanes. & Cin
Heilman, Ky., Ches. & Ohio
Heilman Dale, Pa., Phila. & R
Heils, O., Balt. & Ohio
Heimmill, Cal., Carson & Colo
Heims, Mo., Missouri Pacific
Heineman, Wis.,
Chicago, Mil. & St. Paul
Heineman's, S.C.,
Atlantic Coast Line
Heiners, Pa., Balt. & Ohio
Heinlen, Cal., South. Pacific
Heinley, Pa., Phila. & Read
Heiskell, Tenn., Southern
Heislerville, N.J., Penna
Helson, Wash., North. Pacific
Helstand, Chester Co., Pa.,
Del. River & Lanc
Heitzer, Kan., Atch.Top.&S.F
Helbig, Ark., Prescott & N.W
Held, Ill., Chicago & Alton
Heldeman, Ky., Ches. & Ohio
Helechawa, Ky., Ohio & Ky
Helen, Cal.,
A.T.&S.F., Coast Lines*
Helen, Pa., Pennsylvania
Helen, S.C., Southern
Helena, Ala., Louisv. & Nash
Helena, Ariz., Marl. & Ph
Helena, Ark., Ark. Mid (a)
" Missouri & No. Ark (b)
" St. L. Iron Mt. & So (c)
" Yazoo & Miss. Val (b)
(a) and (c) 300 yards apart
(b) and (c) about 300 yards apart
Helena, Ga., Seab. Air Line(a)
" Southern (a)
Helena, Ky., Louisv. & Nash
Helena, Marquette Co., Mich.,
North Western Line
Helena, Huron Co., Mich.,
Pere Marquette
Helena, Minn., Minn. & St. L
Helena, Miss., Gulf & Ship Isl
Helena, Mo., Burl. Route
Helena, Mont., Gt. North (a)
" Northern Pacific (a)
Helena, N.M.,
El Paso & S.W. System
Helena, N.Y., Grand Tk (a)
" New York & Ottawa (a)
Helena, N.C., Norf. & West
Helena, O., Penna. Co
Helena, Okla., Frisco System
Helena, S.C., Southern
Helena, Va., Virginia-Car
Helena, Wis., Chic. Mil. & St.P
Helen Bess, Ala., Lv.& Nash
Helen Mine, Ont.,
Algoma Cent. & H. Bay
Helenville, Wis.,
North-Western Line
Helenwood, Tenn.,
Cin. New Orl. & Tex. Pac
Helisma, Cal., Southern Pac
Helix, Ore., Northern Pacific
Hellam, Pa., Pennsylvania
Hellams, S.C.,
Greenville & Knoxville
Hellen Mills, Pa., Erie (a)
" Pitts. Shawmut & N. (a)
Heller's Church, Pa., Penna
Hellertown, Pa., Phil. & Read
Hell Gate, Mont., North. Pac
Hellier, Ky., Ches. & Ohio
Hellman, Ill., Illinois Cent
Hellman, Md., Balt. & Ohio
Helm, Miss., Yaz. & Miss. Val
Helm, Mo., Frisco System
Helmer, Ga., Southern
Helmer, Ind., Wabash
Helmetta, N.J., Penna
Helmick, Kan., Missouri Pac
Helmick, O.,
C.A.& C (Penna. Lines)
Helmick, Okla.,
Mo. Kans. & Texas
Helms, Tex.,
Mo. Kans. & Texas
Helmsburg, Ind.,
Indianapolis Southern
Helper, Utah, Denv. & Rio Gr
Helps, Mich., No. West. Line
Helton, Mo., Burl. Route
Heltonville, Ind., So. Ind
Helvetia, La., Yaz. & Miss. Val
Helvetia, Pa.,
Buffalo, Roch. & Pitts
Helvey, Mo., Missouri South
Helvey, Neb., Burl. Route
Heman, Ill., Illinois Central
Heman, Okla.,
Atch. Top. & Santa Fe
Hematite, Ga., Southern
Hematite, Md.,
Phila. Balt. & Wash
Hematite, Mo., St. L. I. Mt. & So
Hematite, Ont., Can. North
Hematite, Tenn., Lv. & Nash
Hematite, Va., Ches. & Ohio
Hematite, Wis., N. West. Line
Hemet, Cal.,
A.T.& S.F., Coast Lines*
Hemford, N.S.,
Halifax & Southwest
Hemlo, Ont., Canadian Pac
Hemlock, Ind.,
Pitts. Cin. Chic. & St. L
Hemlock, Ky., Ky. & Tenn
Hemlock, Mass.,
N.Y. New Hav. & Hart
Hemlock, Saginaw Co., Mich.,
Pere Marquette
Hemlock, N.Y., Lehigh Val
Hemlock, O.,
Zanesville & Western
Hemlock, Pa., Pennsylvania
Hemlock, Wash., North Pac
Hemlock, W. Va.,
Norfolk & Western
Hemlock Hollow, W. Va.,
Chesapeake & Ohio
Hemmingford, Neb.,
Burlington Route
Hemmingford, Que.,
Grand Trunk
Hemp, Ky., Louisv. & Nash
Hempe's, Ore.,
Central of Oregon
Hempfield, Pa., Ph. & Read
Hemphill, W. Va., Norf. & W
Hemple, Mo., Burl. Route
Hemp Ridge, Ky., Southern
Hempstead, N.Y., Long Isl
Hempstead, O.,
Day. L. & C. RR. & T. Co
Hempstead, Tex., Hous. & T.C
Hempstead Crossing, N.Y.,
Long Island
Hempstead Gardens, N.Y.,
Long Island
Henchey, Mo., Frisco System
Hendee, Ore.,
Portland Ry. L. & P. Co
Henderson, Colo., Union Pac
Henderson, Fla.,
Pensacola, Ala. & Tenn
Henderson, Knox Co., Ill.,
Burlington Route
Henderson, Ind.,
Cleve. Cin. Chic. & St. L
Henderson, Ia., Burl. Route
Henderson, Ky., Ill. Cent (a)
" Louisville & Nash (a)
" Louis. Hend. & St. L (a)
Henderson, Md., Penna
Henderson, Minn.,
North-Western Line
Henderson, Mont.,
Northern Pacific
Henderson, Neb.,
North-Western Line
Henderson, N.Y.,
Oneon. & Mohawk V (El)
Henderson, N.C.,
Seaboard Air Line (a)
" Southern (b)
(a) and (b) about ½ mi. apart
Henderson, Pa., Phil. & Read
Henderson,
Chester Co., Tenn.,
Mobile & Ohio
Henderson, Tex., Int. & Gt. N
Henderson,
Kanawha Co., W. Va.,
Chesapeake & Ohio
Henderson,
Mason Co., W. Va.,
Baltimore & Ohio
Henderson,
Putnam Co., W. Va.,
Chesapeake & Ohio
Henderson Mound, Mo.,
St. Louis South-west
Henderson's, Mich., Mich. C
Hendersons, N.J.,
Raritan River †
Henderson's, N.S., Intercol
Henderson's Point, Miss.
Louisville & Nashville
Hendersonville, N.C.,
Southern
Hendersonville, Tenn.,
Louisville & Nashville
Hendler, Pa., Lehigh Valley
Hendley, Neb., Burl. Route
Hendon, Miss.,
Yazoo & Miss. Valley
Hendricks, Ky., Lv. & Nash
Hendricks, Mich.,
Escanaba & Lake Sup
Hendricks, Minn.,
North-Western Line
Hendricks, Pa., Perkiomen
Hendricks, Tex.,
South. Kan. of Tex*
Hendricks, W Va.,
Dry Fork (a)
" Western Maryland (a)
Hendricks Creek, N.C.,
Atlantic Coast Line
Hendrickson, Mo.,
St. L. Iron Mount. & So
Hendrie, Mich.,
Duluth, So. Sh. & Atl
Hendrie, Ont., Grand Trunk
Hendrix, Ill, Illinois Cent
Hendrix, Miss.,
Southern in Miss
Hendrix, Mo., Kan. City So
Hendrix, Pa., East Berlin
Hendrum, Minn., Gt. North
Henecks, Tenn., Illinois Cent
Henefer, Utah, Union Pacific
Henfryn, Ont. Grand Trunk
Henke, Mo., Frisco System
Henkel, Colo.,
Atch. Top. & Santa Fe
Henkel, Ill., Illinois Central
Henlein, Pa., Bes. & Lk. Erie
Henley, Mo.,
St. L. Kan. City & Colo‡
Henley, O. Norfolk & West
Henleys, Ga., Central of Ga
Hennessey's, O.,
Pitts. Cin. Chic. & St. L
Hennessey, Okla.,
Chicago, Rk. Isl. & Pac
Henniker, N.H., Bost. & Me
Henniker Junction, N.H.,
Boston & Maine
Henning, Ill.,
Chic. and East. Ill (a)
" Illinois Central (b)
(a) and (b) about 170 yards apart
Henning, Minn.,
Minn. St. P. & Slt. Ste. M
" Northern Pacific
Henning, Tenn., Ill. Cent
Henny, Colo., Den. & Rio G
Henoch, Ky., Lv. & Nashv
Henrico, Ga., Southern
Henrietta, Ariz.,
Santa Fe, Presc. & Ph*
Henrietta, Ill.,
North Western Line
Henrietta, Mich., Gd. Trunk
Henrietta, N.Y., Lehigh Val
Henrietta,
Edgecombe Co., N.C.,
East Carolina
Henrietta,
Rutherford Co., N.C.,
Seaboard Air Line (a)
" Southern (b)
(a) and (b) 3 miles apart
Henrietta, Pa., Penna
Henrietta, Tex.,
Ft. Worth & Den. C (a)
" Mo. Kan. & Texas (b)
" Southwestern (b)
(a) and (b) about ½ mi. apart
Henry, Ga., Chat. So
Henry, Ill., Chic. R. Isl. & Pac
Henry, Benzie Co., Mich.,
Arcadia & Betsey Riv (a)
" Pere Marquette (a)
Henry, O., Mar. Col. & Cleve
Henry, Pa., Balt. & Ohio
Henry, S.D., No. West. Line
Henry, Tenn., Louis. & Nash
Henry, Va., Norfolk & West
Henry, Wash., North. Pac
Henry, W. Va.,
Western Maryland
Henry Clay, Pa.,
Hunter's Run & S. Belt
Henry-Ellen, Ala.,
Central of Georgia (a)
" Southern (b)
(a and (b) adjacent
Henryetta, Okla.,
Frisco System (a)
" Missouri, Okl. & Gulf (b)
(a) and (b) about 300 yards apart
Henry Lake, N.B.,
St. Martins

Henry's, Ga., Chatta.South
Henry's, Wash., Col. & Puget Sound
Henry's Bend, Pa., Penna
Henrysburg, Que., Grand Trunk
Henry's Crossing, Mich., Michigan Central
Henry's Crossing, O., Marietta, Col. & Cleve
Henry's Mill, Pa., Sheffield & Tionesta
Henryton, Md., Balt. & Ohio
Henryville, Ind., Pitts. Cin. Chic. & St. L
Henryville, Pa., Delaware, Lack. & W
Henryville, Que., Que. Montreal & So (a)
" Rutland (a)
Hensall, Ont., Grand Trunk
Hensel, N. D., Great North
Henshaw, Ky., Illinois Cent
Henshaws, Mich., Grand Rapids & Ind
Hensley, Ark., St. Louis, Iron Mt. & So
Henson, Ga., Southern
Henson, Mississippi Co., Mo., St. L. Iron Mt. & South
Henson, Tex., Internat. & Gt. North
Henton, Ill., Chic. and E. Ill
Hepburn, Ind., Ev. & T. Haute
Hepburn, Ia., Burl. Route
Hepburn, O., Erie
Hepburnville, Pa., Penna
Hepnzibah, Ga., Augusta Southern
Hepler, Kan., Mo. K. & Texas
Heppner, Ore., O.RR. & N.Co
Heppner Junction, Ore., Oregon RR. & Nav. Co
Hepworth, Ont., Gd. Trunk
Hepzibah, W. Va., Balt. & Ohio
Herbert, Cal., Southern Pac
Herbert, Ill., No. West. Line
Herbert, La., Gulf, Colo. & Santa Fe*
Herbert, O., Det. Tol. & Iron
Herbert, Sask., Can. Pacific
Herbert, S.C., Southern
Herberton, W. Va., Virginian
Herberts, Va., Norfolk & So
Herbert Springs, Va., Wash. Alex. & Mt. V. El
Herborn, Ill., Wabash
Herbst, Ind., Tol. St. L. & W
Herculaneum, Mo., Miss. Riv. & Bonne T
Hercules, Cal., Southern Pac
Hercules, Ill., Indianapolis Southern
Hercules, Mex., Mex. Central
" National of Mexico
Hercules Siding, Ill., Illinois Central
Herdlyn, Cal., South. Pacific
Herdon, Neb., Union Pacific
Hereford, Ariz., El Paso & S.W. System
Hereford, Mich., Pere Marquette
Hereford, Minn., Gt. North
Hereford, N. J., Penna
Hereford, O., Balt. & Ohio
Hereford, Que., Me. Central
Hereford, Deaf Smith Co., Tex., Pecos & North Texas*
Hereford, Wyo., Burl. Route
Herget, Ark., Frisco System
Herget, Ill., Illinois Central
Herington, Kan., Chic. Rock Isl. & Pac (a)
" Missouri Pacific (b)
(a) and (b) about ¼ mi. apart
Heritage Mont., Chic. Mil. & Puget Sd
Heritage, N.J., Atlantic City
Herkimer, Kan., St. J. & G. I
Herkimer, N.Y., N.Y. Cent. & Hud. River
" Oneon. & Mohawk V (El)
Herlan, O., Ohio Riv. & West
Herlong, Fla., Atlantic Coast Line
Herma, Ark., Ch. Rk. I. & Pac
Herma, O., Norfolk & West
Herman, Ark., Frisco System
Herman, Minn., Great North
Herman, Neb., No. West. Line
Herman, Ore., South. Pacific
Herman, Butler Co., Pa., Pennsylvania
Herman, Lancaster Co., Pa., Pennsylvania
Herman, Tex., Ft. W. & D. C
Hermanas, Mex., Mex. International
Hermanas, N.M., El Paso & S.W. System
Hermann, Ky., Ches. & Ohio
Hermann, Mo., Mo. Pacific
Hermansville, Mich., Minn. St. P. & S. S. M (a)
" North-West. Line (b)
(a) and (b) ¼ mile apart
Hermanville, Miss., Yazoo & Miss. Valley
Herminia, Ont., Can. Pacific
Herminie, Pa., Penna
Hermione, Wash., No. Pac
Hermiston, Ore., Oregon RR. & Nav. Co
Hermitage, Ark., Chicago, Rk. Isl. & Pac
" Warren J. & Saline Riv†
Hermitage, La., Yazoo & Miss. Valley
Hermitage, N.Y., Bath & Hammondsport
Hermitage, Pa., Sharpsville
Hermitage, P.E.I., Pr. Ed. Isl
Hermitage, Tenn., Nashv. Chatt. & St. L (a)
Tennessee Central (b)
(a) and (b) about ⅝ mi. apart
Hermitage, Va., Seaboard Air Line
Hermits, Pa., Tionesta Val
Hermleigh, Tex., Roscoe, Snyder & Pac
Hermon, Ill., Iowa Central
Hermon, Ky., Lv. & Nash
Hermon, N.Y., Adirondack & St. Lawr
Hermon Centre, Me., Me Cent
Hermon Pond, Me., Me. Cent
Hermosa, Cal., Los Angeles-Pacific (El)
" Pacific Electric
Hermosa, Colo., Den. & Rio G
Hermosa, Ill., Ch. Mil. & St. P
Hermosa, S.D., N. West. Line
Hermosa, Tex., Texas & Pac
Hermosa, Wyo., Union Pac
Hermosa Crossing, Cal., Los Ang. & Redondo (El)
Hermosillo, Mex., West Coast Route
Hernandez, Mex., National of Mexico
Hernando, Fla., Atlantic Coast Line
Hernando, Miss., Ill. Cent
Herndon, Cal., South. Pacific
Herndon, Ga., Central of Ga
Herndon, Ia., Chic. Mil. & St. P
Herndon, Kan., Burl. Route
Herndon, Christian Co., Ky., Louisville & Nashville
Herndon, Scott Co., Ky., Southern
Herndon, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) 100 yards apart
Herndon, S.C., Atl. Coast L
Herndon, Va., Southern
Herndon, W. Va., Virginian
Herndon Branch Junc., Pa., Phila. & Reading
Herndon Heights, Va., Southern
Hero, Mo., Frisco System
Heron, Mont., North. Pacific
Heron Bay, Ont., Can. Pacific
Heron Lake, Minn., North-Western Line
Herouxville, Que., Can. Northern Quebec
Herps, Mich., Lk. Sh. & Mich. So
Herreid, S. D., Minn. St. P. & Slt. Ste. M
Herreras, Durango, Mex., Mexican International
Herreras, Nuevo Leon, Mex., National of Mexico
Herrick, Colo., At. Top. & S. Fe
Herrick, Ill., Tol. St. L. & W
Herrick, Isabella Co., Mich., Pere Marquette
Herrick, Missaukee Co., Mich., Grand Rapids & Ind
Herrick, N.D., North. Pac
Herrick, Harrison Co., O., Lk. E. Alliance & Wheel
Herrick, Jefferson Co., O., Wheel. & Lk. Erie
Herrick, S.D., No. West. Line
Herrick Centre, Pa., Delaware & Hud (a)
" Erie (b)
Herrick Junction, Mich., Grand Rapids & Ind
Herried, S.D., Minn. St. P. & Slt. Ste. M
Herrin, Ill., Burl. Route
" Coal Belt Electric†
" Illinois Central
" St. Louis, I. Mt. & South
Herrin, Nev., Southern Pac
Herring, Ia., No. West. Line
Herring, N.C., Atlantic Coast Line
Herring, Tex., Texas State
Herring Run, Md., Balt. & O
Herrington, Ala., Lv. & Nash
Herrington, Mich., Grand Rapids & Ind
Herrington, Tex., Gulf, Colo. & Santa Fe*
Herrin Junction, Ill., Burlington Route
" Illinois Central
Herrins, Ill., Illinois Central
Herriott, N.D., Great North
Herritt, Pa., Cammal & Blk. Forest
Herrold, Ia., Inter-Urban (El)
Herron, Ark., St. L. Iron Mt. & So
Herr's Island, Pa., Baltimore & Ohio
" Pennsylvania
Herr's West Penn. Trans., Pa., Baltimore & Ohio
Herrville, Pa., Pennsylvania
Hersey, Mich., Pere Marq
Hersey, Wis., No. West. Line
Herseys, Me., Can. Pacific
Hershier, Ill., Illinois Central
Hershey, Cal., South. Pacific
Hershey, Neb., Union Pacific
Hershey, Pa., Phila. & Reading
Hersman, Ill., Wabash
Herscin, Nev., South. Pacific
Hertford, N.C., Norfolk & So
Hertha, Kan., Mo. Kan. & Tex
Hertzel, Fla., Atlantic Coast Line
Hervey City, Ill., Illinois Central (a)
" Vandalia (a)
Hervey Junction, Que., Can. Northern Quebec
Hervideros, Mex., Mexican International
Heshbon, Pa., Buffalo, Roch. & Pitts
" Pennsylvania
Heskett, W. Va., Kanawha & Michigan
Hespeler, Ont., Galt, Pres. & Hes (a)
" Grand Trunk (b)
Hesper, Mont., Gt. North
Hesper, N.D., North. Pacific
Hesperia, Cal., A.T. & S. F., Coast L* (a)
" San Ped. L. A. & S. L (a)
Hesperus, Colo., Rio G. South
Hess, Pa., Pennsylvania
Hessmer, La., La. Ry. & Nav. Co
Hesston, Kan., Mo. Pacific
Hessville, Ind., N. Y. C. & St. L
Hessville, O., Lake Shore Electric
Hester, La., Yazoo & Miss. V
Hester, N.C., Seab. Air Line
Hester, Okla., Wichita Falls & N. W
Hester, S.C., Charleston & West. Car
Hester, Va., Norfolk & West
Heth, Ark., Chic. R. I. & Pac
" Crittenden†
Hetland, S.D., No. West. Line
Hettick, Ill., Chicago, Peoria & St. L
Hettinger, N.D., Chic. Mil. & Puget Sd
Hetty, Tex., Texas Midland
Heucks, Miss., Brookhaven & Pearl Riv
Heuvelton, N.Y., N.Y. Cent. & Hud. River
Heverly, Pa., Pennsylvania
Hewannee, Miss., Mobile & O
Heward, Sask., Can. Pacific
Hewett, Tex., Mo. Kan. & Tex
Hewins, Kan., At. Top. & S. Fe
Hewitt, Ala., Louisv. & Nashv
Hewitt, Cal., Southern Pac
Hewitt, Minn., Great North
Hewitt, N.B., Can. Pacific
Hewitt, N.J., Erie
Hewitt, N.C., Southern
Hewitt, Ashtabula Co., O., Pitts. Bess. & Lake Erie
Hewitt, Athens Co., O., Balt. & Ohio Southwest
Hewitt, Darke Co., O., Cleve. Cin. Chic. & St. L
Hewitt, Ont., Mich. Central
Hewitt, Bucks Co., Pa., Quakertown & Eastern
Hewitt, Tex., Mo. Kan. & Tex
Hewitt, Wash., Tacoma Eastern
Hewitt, W. Va., Norf. & West
Hewitt, Wis., Minn. St. P. & Slt. Ste. M
Hewitt Junction, Ala., Louisville & Nashville
Hewitts, Erie Co., Pa., Bessemer & Lake Erie
Hewlet, W. Va., Norfolk & Western
Hewlett, N.Y., Long Island
Hewlett, Va., Ches. & Ohio
Hext Ranch, Okla., Chic. Rock Isl. & Pacific
Heyburn, Idaho, Oregon Short Line
Heyburn, Okla., Frisco Sys
Heyden, Ont., Algoma Cent. & H. Bay
Heyman, Pa., Susquehanna & N. Y
Heynville, Tex., Marshall & East Texas
Heytman's, Ia., Ch. Mil. & St. P
Heyward, Neb., Burl. Route*
Heywood, Mich., Mich. Cent
Heywood, Tex., Gulf, Colo. & Santa Fe*
Heywood's, Mass., Boston & Maine
Heyworth, Ill., Illinois Cent
Hiattsville, Ia., Wabash
Hiattville, Kan., Mo. K. & T
Hiawassa, Va., Norf. & West
Hiawassee, N.C., Southern
Hiawatha, Ala., Lv. & Nash
Hiawatha, Kan., Mo. Pac (a)
" St. Joseph & Gd. Isl (a)
Hiawatha, Mich., Manistique & Lk. Sup
Hiawatha, N.Y., Erie
Hiawatha, W. Va., Norfolk & Western
Hibbard, Ariz., A.T. & S.F., Coast Lines*
Hibbard, Ind., N.Y. Chic. & St. Louis (a)
" Vandalia (a)
Hibbard, Mont., Chic. Mil. & Puget Sd
Hibbetts, O., Wheel. & Lk. E
Hibbing, Minn., Dul. Missabe & No (a)
" Great Northern (b)
(a) and (b) adjacent
Hibernia, Mo., Chicago & Alt
Hibernia, N.J., Cent. of N.J
Hibernia, O., Ohio Elec
Hibernia, Pa., Phila. & Read
Hibernia, S.C., South. ern
Hibernian Park, S.C., Southern
Hibernia Road, Que., Grand Trunk
Hibsaw, Okla., Frisco System
Hichita, Okla., Mo. Okla. & Gulf
Hicken, Minn., Duluth & North. Minn
Hickerson, Tenn., Nashv. Chatt. & St. L
Hickey, Mich., Grand Trunk
Hickey, Wis., Marinette, Tom. & West
Hicklin, S.C., Seaboard Air Line
Hickman, Ala., Lv. & Nash
Hickman, Cal., South. Pacific
Hickman, Del., Maryland, Del. & Va
Hickman, Fla., Tampa & Jacksonville
Hickman, Ill., Chic. and E. Ill
Hickman, Ky., Nash. C. & St. L
Hickman, Miss., New Orleans Gt. North
Hickman, Neb., Burlington Route (a)
" Missouri Pacific (b
(a) and (b) 595 yards apart
Hickman, Pa., Pitts. Char. & Y
Hickman, Tenn., Tenn. Cent
Hickman Junction, Ky., Nashv. Chatt. & St. L
Hickman Run Junc., Pa., Baltimore & Ohio
Hickman Run Junc., W. Va., Baltimore & Ohio
Hickory, Ia., Iowa Central
Hickory, Ky., Illinois Central
Hickory, Miss., Alabama & Vicksburg
Hickory, N.C., Carolina & No. West (a)
" Southern (a)
Hickory, Okla., Frisco System
Hickory, Forest Co., Pa., Pennsylvania
Hickory, Washington Co., Pa., Wab. Pittsburg Term
Hickory, Utah, San Ped. Los Ang. & S. Lk
Hickory Camp, W. Va., Chesapeake & Ohio
Hickory Creek, Mo., C. R. I. & P
Hickory Flat, Miss., Frisco System
Hickory Ground, Va., Norfolk & Southern
Hickory Grove, Carroll Co., Ill. Chic. Mil. & St. Paul
Hickory Grove, Will Co., Ill., Chic. Rock Isl. & Pacific
Hickory Grove, Pa., Erie
Hickory Grove, S.C., South
Hickory Hill, Va., Southern
Hickory Junction, Pa., Pitts. Cin. Chic. & St. L
Hickory Point, Tenn., Tennessee Central
Hickory Ridge, Ark., St. Louis South-west
Hickory Ridge, Pa., Penna
Hickory Run, Pa., Leh. Val
Hickory Tree, Ga., Gainesville Midland
Hickory Valley, Tenn., Illinois Central
Hickory Withe, Tenn., Nash. Chat. & St. Louis
Hickox, Ga., Atl. Coast Line
Hickox, O., Tol. & Ohio Cent
" Toledo Terminal†
Hickox, Pa., Buffalo & Susq
Hicks, Ark., St. L. I. Mt. & S
Hicks, Ia., Chic. Gt. West (a)
" North Western Line (b)
(a) and (b) about ¼ mi. apart
Hicks, Mo., Frisco System
Hicks, O., C. & M. V (Pa. Lines)
Hicks, Tenn., Southern
Hicks, Burleson Co., Tex., Gulf, Colo. & Santa Fe
Hicks, Lee Co., Tex., San Ant. & Aran. Pass
Hicks, Tarrant Co., Tex., Chic. Rk. Isl. & Gulf (a)
" Ft. Worth & Denv. C (b)
(a) and (b) 150 yards apart
Called Calef on Ft. W. & D. C
Hicks Ferry, Pa., D. L. & W
Hickson, N.D., Ch. M. & St. P
Hickson, Ont., Grand Trunk
Hicksville, Ark., Chicago, Rk. Is'. & Pac
Hicksville, Mass., N.Y. New Hav. & Hart
Hicksville, N.Y., Long Island
Hicksville, O., Balt. & Ohio
Hickton, Pa., Pitts. Cin. Chic. & St. L
Hico, Tenn., Nash. Chat. & St. L
Hico, Tex., Texas Central
Hidalgo, Ill., Illinois Central
Hidalgo, Nuevo Leon, Mex., Mexican International
Hidalgo, Sonora, Mex., Nacozari
Hidden, Wash., Northern Pacific
Hiddenite, N.C., Southern
Hielman, Pa., Balt. & Ohio
Hierro, Colo., Den. & Rio Gr
Hiers, Fla., Atl. Coast Line
Hiestand, Pa., Penna
Higbee, Mo., Chic. & Alton (a)
" Mo. Kan. & Texas (b)
Depots about ¼ mile apart
Higby, Cal., A.T. & S.F., Coast Lines*
Higby, Colo., Denv. & Rio G
Higby, Mich., Pere Marquette
Higby's, O., Norfolk & West
Higden, Ark., Missouri & North Ark
Higdon, Fla., Ellav. W. Lk. & Jen
Higganum, Ct., N.Y.N.H. & H
Higginbotham, Fla., Jacksonville & So. W
Higgins, Ark., St. L. I. Mt. & So
Higgins, Ill., Balt. & Ohio S.W
Higgins, Miss., Miss. Cent
Higgins, Tex., So. Kan. of Tex*
Higgins Crossing, N.Y., Pitts. Shawmut & No
Higginson, Ariz., Chic. Rk. Isl. & Pac (a)
" St. L. Iron Mt. & So (a)
Higginsport, Ky., Chesapeake & Ohio
Higginsville, Mo., Ch. & Alt (a)
" Missouri Pacific (b)
(a) and (b) 400 yards apart
Higgston, Ga., Seab. Air Line
High, Tex., Texas & Pacific
High Bank, Tex., Internat. & Gt. North
High Bluff, Ala., Cent. of Ga
High Bluff, Manitoba, Canadian Pacific
High Bridge, Cal., Los Angeles Pac (El)
" Pacific Electric
High Bridge, Idaho, Ore. S. L
High Bridge, Ia., Chicago, Mil. & St. Paul
High Bridge, Ky., Cin. New Orl. & Tex. Pac
High Bridge, Md., Wash. Balt. & Annap. El
High Bridge, Mich., Pere Marquette
High Bridge, N.J., Cent. of N.J
High Bridge, N.Y., N.Y. Cent. & Hud. River
High Bridge, N.D., No. Pac
High Bridge, Pa., Pitts. & C. S
High Bridge, Va., Norf. & W
High Bridge, Wis., Minn. St. P. & Slt. Ste. M
High Cliff, Tenn., Louisville & Nashville
High Cliff, Wis., C. M. & St. P
High Cliff Junction, Wis., Chicago, Mil. & St. Paul

* On the Santa Fe
† For freight only
‡ On the Rock Island System

High Cut, Me.,
Bangor & Aroostook
High Falls, N.Y.,
N.Y. Ontario & West
Highfield, Md., Western Md
Highfill, Ark.,
Arkansas, Okla. & West
Highgate, Mont., Gt. North
Highgate, Ont.,
Michigan Central (a)
" Pere Marquette (b)
(a) and (b) about 260 yards apart
Highgate, Saskatchewan,
Canadian Northern
Highgate, Vt.,
St. Johns. & Lk. Cham
Highgate Springs, Vt.,
Central Vermont
Highgrove, Cal.,
A.T. & S.F., Coast L*(a)
" SanPed.Los.A.&S.Lk(b)
" Southern Pacific (b)
(a) and (b) 125 yards apart
High Hill, Fla., Lv. & Nash
High Hill, Mo., Wabash
High House, Pa., Balt. & O
High Island, Tex.,
Gulf & Interstate of Tex
Highland, Ala.,
Atlanta, Birm. & Atl
Highland, Ark.,
Prescott & North-west
Highland,
Riverside Co., Cal.,
A.T. & S.F., Coast Lines*
Highland, Colo., Colo. & So
Highland, Ct.,
N.Y. New Hav. & Hart
Highland, Clay Co., Fla.,
Seaboard Air Line
Highland, Ga., Southern
Highland, Ill., Vandalia
Highland, Polk Co., Ia.,
Chicago Great Western
Highland, Wapello Co., Ia.,
Chicago, Mil. & St. Paul
Highland, Kan.,
St. Joseph & Grand Isl
Highland, Carter Co., Ky.,
Chesapeake & Ohio
Highland, Kenton Co., Ky.,
Cin. New Orl. & Tex. Pac
Highland, Union Co., Ky.,
Illinois Central
Highland, Md., Md. & Penna
Highland, Mass.,
N.Y. New Hav. & Hart
Highland, Mich., Pere Marq
Highland, Minn.,
Duluth & Iron Range
Highland, Daviess Co., Mo.,
Chicago, Rock Isl. & Pac
Highland, Perry Co., Mo.,
Ches. Perryv. & Ste. G
Highland, Ulster Co., N.Y.,
Central New Eng (a)
" West Shore (b)
(a) and (b) about 1¼ miles apart
Highland, Highland Co., O.,
Balt. & Ohio Southwest
Highland,
Montgomery Co., O.,
Pitts. Cin. Chic. & St. L
Highland, Ore., Ore. Elec
Highland, Allegheny Co., Pa.,
Baltimore & Ohio
Highland, Beaver Co., Pa.,
Pennsylvania Co
Highland, Luzerne Co., Pa.,
Lehigh Valley
Highland, Phila. Co., Pa.,
Pennsylvania
Highland, Va., Ches. & Ohio
Highland,
Spokane Co., Wash.,
Great Northern
Highland, W. Va.,
Baltimore & Ohio
Highland, Wis.,
Mineral Point & North
Highland Avenue, N.J.,
Del. Lack. & Western
Highland Beach, N.J.,
Central of New Jersey
Highland Falls, N.Y.,
N.Y. Ont. & West (a)F
" West Shore (a)
F For passenger service only
Highland Junction, Cal.,
A.T. & S.F., Coast Lines*
Highland Junction, Pa.,
Lehigh Valley
Highland Junction, Wis.,
Chic. Mil. & St. Paul (a)
" Mineral Point & No (a)
Highland Lake, Mass.,
N.Y. New Hav. & Hart
Highland Mills, N.Y., Erie
Highland Park, Ala.,
Central of Georgia
Highland Park, Cal.,
Los Angeles Terminal
Highland Park, Ill.,
North-Western Line
Highland Park, Ky.,
Louisville & Nashville
Highland Park, N.C.,
Southern
Highland Park, O.,
Cincin. George. & Ports
Highlands,
San Diego Co., Cal.,
San Diego Southern
Highlands, Ill., Burl. Route
Highlands, Ind.,
Chic. Cin. & Louisv (a)
" Chicago, Indiana & So
" Erie (a)
Highlands, Ky., Ches. & Ohio
Highlands, Mass.,
Bost. Rev. Bch. & Lynn
Highlands, N.H., Bost. & Me
Highlands, N.J.,
Central of New Jersey
Highlands, Que., Can. Pac(a)
" St. Lawrence & Adir(a)
Highlands, Tenn.,
Knoxville & Bristol
Highland Springs, Tenn.,
Knoxville & Bristol
Highlandtown, Md.,
Baltimore & Ohio
" Pennsylvania
Highlandtown Junc., Md.,
Baltimore & Ohio
Highlawn, Ill.,
Indiana Harbor Belt†
" Michigan Central
Highley, Ia.,
Inter-Urban (El)
Highmore, S.D.,
North-Western Line
High Note, Ala.,
Louisville & Nashville
High Park, Ont., Gd. Trunk
High Point, Ala.,
Alabama Great South
High Point, Ga., Chat. South
High Point, Miss.,
New Orl. Mobile & Chic
High Point, N.J.,
Man. & L.B. Trans. Co
High Point, N.C., Southern
High Point, Ont., Gd. Trunk
High Point, Tenn.,
Cin. N. Orl. & Tex. P
High Point, Wash., No. Pac
High Prairie, Ill., Mob. & Ohio
High River, Alberta,
Canadian Pacific
High Rock, Pa., Md. & Penna
High Rock Grove, Ct.,
N.Y. New Hav. & Hart
Highrolls, N.M.,
El Paso & S.W. System
High Shoals, N.C.,
Carolina & North-west
Highsmith, N.C.,
Atlantic Coast Line
Highspire, Pa., Penna
High Springs, Fla.,
Atlantic Coast Line
High Springs, Ga.,
Atlantic Coast Line
Hight, Ill., Illinois Central
Hightower, Okla.,
Frisco System
Hightowers, Ala., Birm. & Atl
Hightstown, N.J.,
Pemberton & Hights(a)
" Pennsylvania (a)
Highview, Ia., Illinois Cent
Highview, Mont., North. Pac
Highwater, Que.,
Canadian Pacific
Highway, Mich.,
Mineral Range
Highway, Mo., Frisco System
Highway, O., Toledo & O. Cent
Highwood, Ill.,
North-Western Line
Highwood, Mich., Mich. Cent
Highwood, Minn.,
Burlington Route
Highwood, N.J., Erie
Higley, Ariz.,
Phœnix & Eastern
Hignite, Ky., Louisv. & Nash
Higo, Mex., National of Mex
Hijito, Tex.,
Galv. Har. & San Ant
Hilandale, Miss.,
Southern in Mississippi
Hilarita, Cal., No. West. Pac
Hilaro, Ark.,
Chicago, Rk. Isl. & Pac
Hilbert Junction, Wis.,
Chic. Mil. & St. Paul (a)
" Minn. St. P. & S.Ste.M(a)
Hilberton, Mo.,
Iowa & St. Louis
Hilda, S.C., Atl. Coast Line
Hilda, Tex., Gal. Har. & San A
Hilda, Va., Southern
Hildebran, N.C., Southern
Hildebrand, Mo.,
Ches. Perryv. & Ste. G
Hilden, N.S., Intercolonial
Hildreth, Fla.,
Atlantic Coast Line
Hildreth, Ill., Cin. Ham. & Day
Hildreth, Neb., Burl. Route
Hildt, Ia., Illinois Central
Hiles, Utah, Rio Grande W
Hiles Junction, Wis.,
North-Western Line
Hilford, Kan., Mo. Pac
Hilgard, Ore.,
Oregon RR. & Nav. Co
Hilgartner, Md., Balt. & Ohio
Hiline Junction, Nev.,
Nevada Northern
Hill, Ark., Frisco System
Hill, Colo.,
Denver, Boulder & West
Hill, Md., Phila. Balt. & Wash
Hill, N.H., Boston & Maine
Hill, Westmoreland Co., Pa.,
Pennsylvania
Hill, Va.,
Car. Clinch. and Ohio
Hill, Wis.,
Marinette, Tom. & West
Hillandale, N.B., Can. Pac
Hilliard, Ala., Frisco System
Hillaton, N.S., Dominion Atl
Hillbank, B.C.,
Esquimalt & Nanaimo
Hillburn, N.Y., Erie
Hilloy, Wash.,
Spok. & Inland Empire
Hill City, Ga., Southern
Hill City, Kan., Union Pac
Hill City, Minn.,
Miss. Hill City & West
Hill City, S.D., Burl. Route
Hilleo, La.,
Gulf, Colo. & Santa Fe*
Hillcrest, Alberta, Can. Pac
Hillcrest, N.J., Phila. & Read
Hill Crest, Pa., Pennsylvania
Also called Nelson
Hillcrest, Wash.,
Chic. Mil. & Puget Sd
Hillcrest, Wis.,
Minn. St. P. & Slt. Ste. M
Hill Crossing, Mass., B. & M
Hill Cut-off, Ky.,
Louisville & Nashville
Hilldale, Ala., Louisv. & Nash
Hilldale, Okla.,
Denver, Enid & Gulf
Hilldale, Pa.,
Lack. & Wyoming Val
Hilldale, W. Va., Ches. & Ohio
Hilden, Colo., Denv. & Rio G
Hillendahl, Tex., M. K. & Tex
Hillen Junction, Md.,
Pennsylvania
Hillenmeyer, Ky.,
Cin. New Orl. & Tex. Pac
Hill Farm, Pa.,
New Haven & Dunbar†
Hillgirt, N.C., Southern
Hillgrove, O.,
Dayton & Union (a)
" Ohio Electric (b)
(a) and (b) adjacent
Hillhouse, Miss.,
Yazoo & Miss. Valley
Hillhurst, Que., Grand Trunk
Hillhurst, Wash., North. Pac
Hilliard, Alberta,
Canadian Northern
Hilliard, Fla., Atl. Coast Line
Hilliard, Ill., Peoria & P. U
Hilliard, Mo., St. L. I. M. & So
Hilliard, Pa., Bes. & Lk. Erie
Hilliards, Me., Maine Cent
Hilliards, Allegan Co., Mich.,
Lk. Shore & Mich. So
Hilliards,
Manistee Co., Mich.,
Pere Marquette
Hilliards, O., P. C. C. & St. L
Hilliardville, Fla.,
Georgia, Florida & Ala
Hilliary, Ill., Cl. Cin. Ch. & St. L
Hillier, Ont., Cent. Ontario
Hillikers, Minn.,
Duluth & North. Minn
Hillis, Md., Ches. Beach
Hillis, O., Erie
Hillisourg, Ind., Lk. Erie & W
Hillister, Tex., Tex. & N. Orl
Hillje, Tex.,
Galv. Har. & San Ant
Hill Junction, Ga.,
Wadley Southern
Hillman, Ala.,
Louisville & Nash (a)
" Queen & Cres. Route (a)
" Southern (a)
Called Grasselli on Q. & C. R
Hillman, Ga., Georgia
Hillman, Minn.,
Minn. St. P. & Slt. Ste. M
Hillman, Pa., Pennsylvania
Hillmans, O.,
Ohio River & Columbus
Hill Park, Ga., Southern
Hillrose, Colo., Burl. Route
Hill Run, Pa.,
Tioneta Valley †
Hills, B.C., Canadian Pacific
Hills, Habersham Co., Ga.,
Tallulah Falls
Hills, Ia., Chic. Rk. Isl. & Pac
Hills, Minn., Great North (a)
" Illinois Central (b)
(a) and (b) about ¼ mile apart
Hills, Clermont Co., O.,
Balt. & Ohio So. West
Hills, Ont., Grand Trunk
Hill's, Washington Co., Pa.,
Pitts. Cin. Chic. & St. L
Hills, Tenn.,
Nash. Chat. & St. Louis
Hills, Wash.,
Tacoma Eastern
Hillsan, Kan., At. Top. & S.F
Hillsboro, Ala., Southern
Hillsboro, Hillsboro Co., Fla.,
Atlantic Coast Line
Hillsboro, Colo., Gt. Western
Hillsboro, Ga., Central of Ga
Hillsboro, Ill.,
Chic. and East. Ill (a)
" C. C. C. & St. L (a)
Hillsboro, Ind., C. C. C. & St. L
Hillsboro, Ia., Burl. Route
Hillsboro, Kan., At. Top. & S.F
Hillsboro, Md.,
Maryland, Del. & Va
" Phila. Balt. & Wash
Hillsboro, N.B.,
Salisbury & Harvey
Hillsboro, N.H., Boston & Me
Hillsboro, N.J., Lehigh Valley
Hillsboro, N.C., Southern
Hillsboro, N.D., Great North
Hillsboro, O.,
Balt. & Ohio So. W (a)
" Norfolk & Western (b)
(a) and (b) about ½ mile apart
Hillsboro, Ore., So. Pacific
Hillsboro, Tex., M. K. & T (a)
" St. Louis South-west (b)
" Trinity & Brazos Val (c)
(a) and (b) 150 yards apart
(a) and (c) adjacent
(b) and (c) 800 feet apart
Hillsboro, Wis.,
Hillsboro & North-east
Hillsboro Siding, Md.,
Maryland, Del. & Va
Hillsborough, Fla.,
Atlantic Coast Line
Hillsborough, Ind.,
Cleve. Cin. Chic. & St. L
Hillsburg, Ont., Can. Pacific
Hill's Crossing, Mass.,
Boston & Maine
Hillsdale, Cal., South. Pacific
Hillsdale, Ill., Burl. Route
Hillsdale, Ind.,
Chic. and East. Ill (a)
" Cin. Ham. & Dayton (a)
Hillsdale, Kan., Frisco Sys
Hillsdale, Mich., Lk. S. & M. S
Hillsdale, Miss.,
New Orl. & North-east
Hillsdale, N.J., N.J. & N.Y
Hillsdale, N.Y., N.Y. C. & H.R
Hillsdale, Okla.,
Atch. Top. & Santa Fe
Hillsdale, Ore., North. Pac
Hillsdale, Barron Co., Wis.,
Minn. St. P. & Slt. Ste. M
Hillsdale, Wyo., Union Pac
Hillsdale Manor, N.J.,
New Jersey & New York
Hill's Grove, R.I.,
N.Y. New Hav. & Hart
Hillside, Ala., Mobile & Ohio
Hillside, Ariz.,
Santa Fe, Presc. & Ph*
Hillside, Ark.,
St. Louis, Iron Mt. & So
Hillside, Colo.,
Denver & Rio Grande
Hillside, Ill., Illinois Central
Hillside, Ind., Illinois Central
Hillside, Kan., At. Top. & S.F
Hillside, Ky., Illinois Cent
Hillside, Me., Maine Central
Hillside, Mass.,
N.Y. New Hav. & Hart
Hillside, Mich.,
Toledo & Western (El)
Hillside, Mo., Wabash
Hillside, Neb., No. West. Line
Hillside, N.F.,
Reid Newfoundland
Hillside, N.Y.,
Buffalo, Roch. & Pitts
Hillside,
Montgomery Co., Pa.,
Phila. & Reading
Hillside, Potter Co., Pa.,
Pennsylvania
Hillside,
Westmoreland Co., Pa.,
Pennsylvania
Hillside, Tenn., Illinois Cent
Hillside, Utah,
Denver & Rio Grande
Hillside, Wash., North. Pac
Hillside, W. Va., Norf. & West
Hillside, Wis.,
North-Western Line
Hillside, Wyo., Union Pacific
Hillside Junction, Pa., Erie
" N.Y. Susq. & Western
Hillside Station, Md.,
Baltimore & Ohio
Hill Siding, Minn.,
North Western Line
Hill Siding, Wis.,
Minn. St. P. & Slt. Ste. M
Hills Park, Ga.,
Nash. Chatt. & St. L (a)
" Western & Atlantic (a)
Hills Prairie, Tex.,
Mo. Kansas & Texas
Hill Spring, Ky., Lv. & Nash
Hillsview, S.D., C. M. & St. P
Hillsville, Ala., Birm. & Atl
Hillsville, Pa.,
Pennsylvania Co
" Pittsburgh & Lake Erie
Hilltonia, Ga., Brinson
Hill Top, Douglas Co., Colo.,
Colorado & Southern
Hilltop, Ill., Chic. & Alton
" Chicago, Peo. & St. L
Hilltop, Ind., Southern
Hill Top, Kan., At. T. & S.Fe
Hill Top, Mich.,
Pere Marquette
Hilltop, Minn., North. Pacific
Hill Top, Jasper Co., Mo.,
Missouri Pacific
Hill Top, Scott Co., Mo.,
Frisco System
Hilltop, N.J., Atlantic City
Hill Top, N.M., A. T. & S. Fe
Hilltop, Okla.,
Chicago, Rk. Isl. & Pac
Hilltop, Pa., Phila. & Read
Hill Top, Tenn.,
Nashv. Chat. & St. L
Hill Top, Utah,
Denver & Rio Grande
Hill Top Junction, Colo.,
Colorado & Southern
Hillview, Ill., Chic. & Alton
Hillview, N.Y.,
Albany Southern (El)
Hillyard, Wash.,
Great Northern
Hillyer, Ga., Southern
Hilt, Ind., Pere Marquette
Hilton, Cal., No. West. Pac
Hilton, Colo., At. Top. & S.Fe
Hilton, Fla.,
Seaboard Air Line
Hilton, Ga., Central of Ga
Hilton, Ia.,
Albia & Centerville (a)
" Wabash (a)
Hilton, Kan., Union Pacific
Hilton, Manitoba,
Canadian Northern
Hilton, N.Y., N.Y. C. & H. R
Hilton, N.C.,
Atlantic Coast Line (a)
" Seaboard Air Line (a)
Hilton, S.C.,
Columbia, Newb. & L
Hilton, Tex., Frisco System
Hilton, Va., Va. & So. West
Hiltonia, Ga., Sav. Valley†
Hilton Junction, Ga.,
Ga. Coast & Piedmont
Hiltons, N.J., Cent. of N.J
Hilyard, N.J., Pennsylvania
Hines, Wyo., Burl. Route
Himrod, N.Y., N.Y. C. & H R(a)
" Pennsylvania (b)
Himrod's Junction, N.Y.,
N.Y. Cent. & Hud. Riv
" Pennsylvania
Himyar, Ky., Louisv. & Nash
Hinchcliff, Miss.,
Yazoo & Miss. Valley
Hinches, Tenn., Southern
Hinchinbrook, Ont., Kmg. & P
Hinchman, Mich.,
Pere Marquette
Hinckley, Ill. Burl. Route
Hinckley, Me., Maine Cent
Hinckley, Minn.,
Great Northern (a)
" Northern Pacific (b)
(a) and (b) about 200 yards apart
Hinckley, N.Y., N.Y. C. & H. R
Hinckley, Lamar Co., Tex.,
Frisco System
Hincks Landing, Me.,
Maine Central
Hinda, Cal., South. Pacific
Hindrey, Neb., Union Pacific
Hindsboro, Ill., Vandalia
Hine, Mo.,
St. L. Kan. City & Colod
Hines, Fla., Atlantic Coast L
Hines, Athens Co., O.,
Marietta, Col. & Cleve
Hines, Richland Co., O.,
Pennsylvania Co
Hines, Wis., No. West. Line
" Washburn & No. West
Called Hines Siding on W. & N. W
Hines Crossing, Ga.,
Central of Georgia
Hine's Crossing, Mich.,
Grand Trunk
Hine's Crossing, O.,
Pennsylvania Co
Hines Junction, N.C.,
Kinston & Snow Hill (a)
" Norfolk & Southern (b)
Hinfield, Wyo.,
North-Western Line
Hingham, Mass.,
N.Y. New Hav. & Hart
Hingham, Mont., Gt. North
Hinkles, Colo., Colo. & So
Hinkles, Ga., Cent. of Ga
Hinkley, Cal.,
A.T. & S.F., Coast Lines*

Hinman, N.Y., Lehigh Valley
Hinsdale, Ill., Burl. Route
Hinsdale, Ia., Chic. R.I. & Pac
Hinsdale, Mass., Bost. & Alb
Hinsdale, Mont., Gt. North
Hinsdale, N.H., Boston & Me
Hinsdale, Cattar's Co., N.Y., Erie (a)
" Pennsylvania (b)
(a) and (b) 100 rods apart
Hinson, Fla., Ga. Fla. & Ala
Hinsons, N.C., Norfolk & Southern
Hinson Springs, Tenn., Nashv. Chatt. & St. L (a)
" Western & Atlantic (a)
Hinsonton, Ga., Flint Riv. & Northeast
Hinterleiters, Pa., Phila. & Reading
Hinton, Cal., Southern Pac
Hinton, Ia., Great North (a)
" Illinois Central (a)
" North-West. Line (a)
Hinton, Ky., Cin. New Orl. & Tex. Pac
Hinton, La., Natchez, Urania & Rus
Hinton, Okla., Chicago, Rk. Isl. & Pac
Hinton, Tenn., Tennessee Central
Hinton, W. Va., Ches. & Ohio
Hintonville, Miss., New Orl. Mobile & Chic
Hiorra, W. Va., Balt. & Ohio
Hipolito, Mex., Mex. Central
Hiram, Ga., Seaboard Air Line (a)
" Southern (b)
(a) and (b) ¾ mile apart
Hiram, Me., Maine Central
Hiram, Mo., Wmsv. Greenv. & St. L
Hirem, O., Erie
Hiramsburg, O., Ohio River & Western
Hirsch, Sask., Can. Pac
Hirsh, Ala., Seab. Air Line
Hirst, Mo., Missouri Pacific
Hirtzel, Fla., Atl. Coast Line
Hitchins, N.C., Atlantic Coast Line
Hitchcock, Mich., East Jordan & South
Hitchcock, Ind., Chicago, Ind. & Louisv
Hitchcock, Mo., Frisco System
Hitchcock, Okla., Chicago, Rk. Isl. & Pac
Hitchcock, S.D., North Western Line
Hitchcock, Tex., Gulf, Colo. & Santa Fe*
Hitchcock, W. Va., Baltimore & Ohio
Hitchcock, Wis., C. M. & St. P
Hitchita, Okla., Missouri, Okla. & Gulf
Hite, Wash., Northern Pacific
Hites, Ill., Cin. Ham. & Dayt
Hites, Pa., Balt. & Ohio
Hitt, Cal., A.T. & S.F., Coast Lines*
Hitt, Ill., Burlington Route
Hitterdal, Minn., No. Pacific
Hiwassee, Ark., Frisco Sys
Hiwassee, Tenn., Louisville & Nashville
Hix, Ark., Arkansas Midland
Hix S.C., Seab. Air Line
Hixon, Ala., Alabama Gt. Southern
Hixon, Minn., Gt. North (a)
" Northern Pacific (b)
(a) and (b) about 3 miles apart
Hixon, Tenn., Cin. New Orl. & Tex. Pac
Hixon, Wis., Chic. Mil. & St. P
Hixton, Wis., Gr. B. & West
Hoadleys, Pa., Erie
Hoag, Neb., Burl. Route
Hoagland, Ind., Gd. Rap. & I
Hoagland, O., B. & O. S. W
Hoags, Mich., Manistee & Gd. Rapids
Hoag's Crossing, N.Y., Central New England
Hoard, W. Va., Balt. & Ohio
Hoard's, Ont., Grand Trunk
Hobart, Cal., A.T. & S.F., Coast L* (a)
" San Ped. L. A. & S.L (a)
Hobart, Ct., N.Y.N.H. & H
Hobart, Ind., Elgin, Joliet & East (a)
" N.Y. Chic. & St. L (b)
" Pennsylvania Co (a)
(a) and (b) ½ mile apart
Hobart, Ia., Chic. Mil. & St. P
Hobart, Kan., Mo. Pacific
Hobart, Mich., Gd. Rap. & Ind
Hobart, Minn., Great North
Hobart, N.Y., Ulster & Del
Hobart, N.D., North Pacific
Hobart, O., Ohio Cent. Lines
Hobart, Okla., Chic. Rk. Isl. & Pac (a)
" Frisco System (b)
(a) and (b) 1 mile apart
Hobart, Ont., Canadian Pac
Hobart, Wash., Col. & Puget Sound
Hobart Dist. Cross'g, Okla., Frisco System
Hobbema, Alberta, Can. Pac
Hobb's, Tipton Co., Ind., Lake Erie & Western
Hobbs, Hendricks Co., Ind., Vandalia
Hobbs, Ky., Louisv. & Nash
Hobbs, Md., Maryland, Del. & Va
Hebbs, Tenn., Middle Tenn. & Ala
Hobb's, W. Va., Balt. & Ohio
Hobb's Island, Ala., Nash. Chat. & St. Louis
Hobbville, N.C., Norfolk & Southern
Hobby, Ga., Gulf Line
Hobdy, Ala., Cent. of Ga
Hoberg, Mo., St. L. I. M. & So
Hobe Sound, Fla., Florida East Coast
Hobgood, N.C., Atlantic Coast Line
Hobletzell, Pa., Balt. & Ohio
Hoboken, Ga., Atl. Coast Line
Hoboken, N.J., Del. Lack. & We (a)
" West Shore (b)
(a) and (b) about ½ m. apart
Hoboken O., Zanesv. & West
Hoboken, Pa., Pennsylvania
Hoboken Terminal, N.J., Del. Lack & Western
Hobon, Ont., Can. Pacific
Hobson, Ala., Louisv. & Nash
Hobson, Ariz., A.T. & S.F., Coast Lines*
Hobson, Mont., Great North
Hobson, O., Hocking Val (a)
" Kanawha & Mich (b)
Hobson, Tex., San Ant. & Aransas Pass
Hobson, Wis., Minn. St. P. & Slt. Ste. M
Hobson's, Pa., Lehigh Valley
Hochelaga, Que., Can. Pacific
Hockdale, Mo., Chicago, Mil. & St. Paul
Hockenhall, Me., Can. Pac
Hockessin, Del., Balt. & Ohio
Hockett, N.M., Atch. Top. & Santa Fe
Hocketts, Va., Louisv. & Nash
Hock Farm, Colo., So. Pac
Hocking, Ind., Evansv. & Terre Haute
Hocking, O., Hocking Valley
" Kanawha & Michigan
Hocking Junction, Ind., Evansv. & Terre Haute
Hocking Junc., Pa., Balt. & O
Hocking Valley Junc., O., Hocking Valley
Hockley, Tex., Houst. & Tex. C
Hockman, Va., Norf. & West
Hodge, La., Chic. R. I. & Pac
" North Louisiana & Gulf
Hodge, Mo., Missouri Pacific
Hodge, Tex., Ft. W. & Denv. City (a)
" Mo. Kansas & Tex (b)
" St. L. South-west (a)
" Texas & Pacific (b)
(a) and (b) ¾ mile apart
Hodgens, Okla., Kansas City Southern
Hodgenville, Ky., Ill. Cent
Hodges, Ala., Illinois Cent
Hodges, Mont., North. Pac
Hodge's, S.C., Southern
Hodges, Tenn., Southern
Hodges Ferry, Mo., Frisco System
Hodges Ferry, Va., Southern
Hodges Mill, Ala., Atlanta & St. And. Bay
Hodge's Mill, Fla., Atlantic Coast Line
Hodges Park, Ill., Mob. & Ohio
Hodgesville, Ala., Atlanta & St. And. Bay
Hodgeville, N.Y., Erie
Hodgewater, N.F., Reid Newfoundland
Hodgson, Fla., Atlantic Coast Line
Hodgson, Ont., Canadian Pac
Hodo, Ga., Wadley Southern
Hodson, Mont., No. Pacific
Hoecker, Mo., St. L. Kan. City & Colo‡
Hoenne's, Colo., Atch. Top. & Santa Fe
Hoertz, Ky., Louis. & Nashv
Hoey, Cal., Southern Pacific
Hofer, O., Bel. Zanesv. & Cin
Hoff, N.D., Great Northern
Hoffins, Mo., Frisco System
Hoffman, Ark., Midland Valley
Hoffman, Ill., Southern
Hoffman, Ky., Louisville & Nashville
Hoffman, Md., Gunpowder Valley
Hoffman, Minn., Minn. St. P. & Slt. Ste. M
Hoffman, Miss., Illinois Cent
Hoffman, Mo., Miss. Riv. & Bonne Terre
Hoffman, Mont., Great No
Hoffman, N.J., Penna
Hoffman, N.Y., Erie
Hoffman, N.C., Seaboard Air Line
Hoffman, O., Dayton, Leb. & Cin
Hoffman, Okla., Missouri, Okla. & Gulf
Hoffman, Pa., Susq. River & Western
Hoffman, Wis., Minn. St. P. & Slt. Ste. M
Hoffman's, N.J., Cent. of N.J
Hoffman's, N.Y., N.Y.C. & H.R
Hoffmanville, Md., Gunpowder Valley
Hoff's Run, Va., Wash. South
Hogan, Fla., Fla. East Coast
Hogan, Mo., St. L. I. Mt. & So
Hogan, Ore., Portland Ry. L. & P. Co
Hogan, Tex., St. Louis South-west
Hogan, Va., Southern
Hogan Junction, N.B., North Shore
Hogansville, Ga., Atl. & W. Pt
Hog Back, Kan., Union Pac
Hog Cliff, Ill., Illinois Central
Hoge, Kan., Union Pacific
Hoge, Ky., Louisv. & Nash
Hogeland, Ala., Louisville & Nashville
Hogeland Junction, Ala., Louisville & Nashville
Hogsett, W. Va., Balt. & Ohio
Hogup, Utah, Southern Pac
Hohenwald, Tenn., Nashv. Chatt. & St. L
Hohokus, N.J., Erie
Hoisington, Kan., Mo. Pac
Hoist, Mich., Manistee & Grand Rap
Hokah, Minn. Chic. M. & St P
Hoke, N.C., Norfolk & Southern
Hoke, W. Va., Balt. & Ohio
Hokendauqua, Pa., Ironton (a)
" Lehigh Valley (b)
(a) and (b) adjacent
Hokes, Fla., Atl. Coast Line
Hokesboro, Ga., Fitzg., Ocilla & Broxton
Holabird, S.D., No. West. Line
Holbein, O., Ohio Electric
Holbert, W. Va., Pitts. Cin. Chic. & St. L
Holborn, Nev., South. Pac
Holbrook, Ariz., A.T. & S.F., Coast Lines*
Holbrook, Mass., N.Y. New Hav. & Hart
Holbrook, Neb., Burl. Route
Holbrook, Ore., Astoria & Col. Riv (a)
" Northern Pacific (a)
Spelled Holbrooke on N. P
Holcomb, Ill., Burlington Route (a)
" Chicago Great West (b)
" Chic. Mil. & St. P (a)
(a) and (b) about ½ mi. apart
Holcomb, Kan., Atch. Top. & Santa Fe
Holcomb, Miss., Yazoo & Miss. Valley
Holcomb, Mo., Frisco System
Holcomb, N.Y., N.Y. Cent. & Hud. Riv
Holcomb, Tex., St. Louis S. W
Holcomb, Wash., North. Pac
Holcomb, W. Va., Balt. & O
Holcombe, Wis., North-Western Line
Holcomb Rock, Va., Ches. & O
Holcombs, Ga., Cent. of Ga
Holcut, Miss., Illinois Cent
Holden, Alberta, Grand Trunk Pacific
Holden, Cal., South. Pacific
Holden, Me., Maine Central
Holden, Mass., Boston & Me
Holden, Mo., Mo. Kan. & T (a)
" Missouri Pacific (b)
(a) and (b) 175 yards apart
Holden, N.Y., N.Y. Cent. & Hud. Riv
Holden, Pa., Pitts. Summerv. & Clar
Holder, W. Va., Island Creek
Holden Road, Mich., Lake Sh. & Mich. So
Holdenville, Okla., Chic. Rk. Isl. & Pac (a)
" Frisco System (a)
Holder, Fla., Atl. Coast Line
Holder, Ill., Lk. Erie & West
Holderbaum, Pa., Penna
Holdingford, Minn., Minn. St. P. & Slt. Ste. M
Holdrege, Neb., Burl. Route
Holdridge, Ark., St. Louis South-western
Holdridge, Minn., Great Northern
Holdup, La., Red River & Gulf
Holeb, Me., Can. Pacific
Holgate, O., Balt. & Ohio (a)
" Toledo, St. L. & West (a)
Holiday House, Ont., Grand Trunk
Holidays, Wis., North-Western Line
Holker, Mont., Northern Pacific
Holladay, Ore., Astoria & Col. River
Holland, Ark., St. L. I. M. & S
Holland, Colo., Crystal Riv. & San Juan
Holland, Ga., Cent. of Georgia
Holland, Shelby Co., Ill., Chic. and Eastern Ill
Holland, Ia., Chicago, Rk. Isl. & Pac
Holland, Manitoba, Canadian Pacific
Holland, Ottawa Co., Mich., Gd. Rap. H. & Ch (El) (a)
" Pere Marquette (b)
(a) and (b) ½ mile apart
Holland, Minn., Great North
Holland, Mo., Frisco System
Holland, N.J., Pennsylvania
Holland, N.Y., Penna
Holland, O., L. Sh. & Mich. So
Holland, Ont., Temiskaming & No. Ont
Holland, Pa., Phila. Newtown & N.Y
Holland, Tex., Mo. Kan. & T
Holland, Va., Southern
Hollandale, Miss., Southern in Miss (a)
" Yazoo & Miss. Valley (b)
(a) and (b) adjacent
Hollandale, Wis., Ill. Cent
Holland Centre, Ont., Canadian Pacific
Holland Junction, Pa., Emporium & Rich. Val
Holland Landing, Ont., Grand Trunk
Holland Patent, N.Y., N.Y. Cent. & Hud. Riv
Holland's, N.Y., Long Island
Hollenberg, Kan., St. J. & G. I
Hollerfield, La., Tremont & Gulf
Holley, N.Y., N.Y. C. & H. Riv
Holley, Wis., Wisconsin & Michigan
Holleyhurst, W. Va., Chesapeake & Ohio
Holliday, Ill., Balt. & O. S. W
Holliday, Kan., At. T. & S. Fe
Holliday, Mo., Mo. Kan. & T
Holliday, Pa., N.Y.C. & H. Riv
Holliday, Tex., Wichita Val
Holliday, Va., Ches. & Ohio
Hollidaysburg, Pa., Penna
Holliday's Cove, W. Va., Pitts. Cin. Chic. & St. L
Hollies, Va., Norfolk & So
Hollinger, Neb., Burlington Route
Hollingsworth, Ala., Louisville & Nashville
Hollingsworth, La., Kansas City Southern
Hollins, Ala., Central of Ga
Hollin's, Md., Pennsylvania
Hollins, Va., Norfolk & West
Hollis, Ga., Georgia North
Hollis, Ill., Peo. & Pek. Un (a)
" Peoria Ry. Terminal (a)
" Tol. Peoria & West (a)
Called Hollis Jn. on P. & P. U
Hollis, Kan., Burl. Route (a)
" Union Pacific (b)
(a) and (b) 400 yards apart
Hollis, N.Y., Long Island
Hollis, Wis., Chic. Mil. & St. P
Hollis Junction, Ill., Peo. & Pekin Union (a)
" Peoria Ry. Terminal
" Tol. Peoria & West (a)
Called Hollis on P. Ry. T. and T. P. & W
Hollister, Cal., Southern Pac
Hollister, Fla., Atlantic Coast Line
Hollister, Kans., Mo. Kans. & Texas
Hollister, Mo., St. Louis, Iron Mt. & So
Hollister, Okla., Wichita Falls & No. W
Hollister, Vt., Clarendon & Pittsford†
Hollisters, Pa., Del. Lack. & W
Holliston, Mass., Bost. & Alb
Hollofield, Md., Balt. & Ohio
Hollon, N.Y., N.Y. C. & H. R
Holloway, Mich., Wabash
Holloway, Minn., Great No
Holloway, O., Balt. & Ohio
Holloway, Ont., Gd. Trunk
Holloway, S.D., Burl. Route
Holloway, Utah, Denver & Rio Grande
Hollow Rock, Tenn., Nashv. Chatt. & St. L
Hollow Rock Junc., Tenn., Nashv. Chatt. & St. L
Hollwell, Ark., Ark. Midland
Holly, Ark., Gurdon & Ft. Smith
Holly, Cal., Southern Pacific
Holly, Colo., Atch. T. & S. F
Holly, La., Kansas City South
Holly, Mich., Grand Trunk (a)
" Pere Marquette (a)
Holly, Braxton Co., W. Va., West Virginia Midland
Holly, Kanawha Co., Ky., Chesapeake & Ohio
Holly Beach, N.J., Penna
Holly Bluff, Miss., Yazoo & Miss. Valley
Holly Grove, Ark., Ark. Mid
Holly Grove, Md., Baltimore. Ches. & Atl
Holly Grove, Bertie Co., N.C., Wellington & Powellsv
Holly Hill, Fla., Fla. E. Coast
Holly Hill, S.C., Atlantic Coast Line
Holly Junction, W. Va., Baltimore & Ohio (a)
" West Va. Midland (a)
Holly Knowe, Miss., Yazoo & Miss. Valley
Holly Oak, Del., Penna
Holly Ridge, La., Vicksburg, Shrev. & Pac
Holly Ridge, Miss., Southern in Mississippi
Holly Ridge, N.C., Atlantic Coast Line
Holly Springs, Ga., Louisville & Nashville
Holly Springs, Miss., Frisco System (a)
" Illinois Central (a)
Holly Springs, N.C., Durham & Southern
Hollywood, Ala., Southern
Hollywood, Cal., Los Angeles-Pacific (El)
Hollywood, Colo., Florence & Cripple Ck
Hollywood, Habersham Co., Ga., Tallulah Falls
Hollywood, Ill., Burl. Route
Hollywood, Miss., Yazoo & Miss. Valley
Hollywood, Mo., Paragould South-east
Hollywood, N.J. Penna
Hollywood, N.C., Norfolk & Southern
Hollywood, S.C., Atlantic Coast Line
Holman, Ala., Mobile & Ohio
Holman, Mo., Frisco System
Holman, Wash., Ilwaco
Holmes, Ariz., A.T. & S.F., Coast Lines*
Holmes, Ark., Frisco System
Holmes, Fla., Atl. Coast Line
Holmes, Ia., Chic. Rk. Isl. & P
Holmes, Mich., G. Rap. & Ind
Holmes, Minn., North. Pac
Called also Melvin
Holmes, Miss., Gulf & Ship Isl
Holmes, Mo., Frisco System
Holmes, Cattaraugus Co., N.Y., Pennsylvania
Holmes, Dutchess Co., N.Y., N.Y. New Hav. & Hart
Holmes, Genesee Co., N.Y., Lehigh Valley
Holmes, Pa., Balt. & Ohio
Holmes, Wash., No. Pacific
Holmes, W. Va., Balt. & Ohio
Holmesburg, Pa., Penna
Holmesburg Jn., Pa., Penna
Holmesdale, Ont., Mich. Cent
Holmes' Gap, Ala., Lv. & N
Holmes' Gap, Tenn., Tennessee Central
Holmes Junction, Wis., Wisconsin & Michigan
Holmesville, Neb., Un. Pac
Holmesville, Chenango Co., N.Y., N.Y. Ontario & West
Holmesville, O., Baltimore & Ohio (a)
" C. A. & C. (Penna. L) (b)
Holmesville, Ont., Gd. Trunk

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Holmesville, S.C.,
Raleigh & Charleston
Holmfield, Manitoba,
Canadian Northern (a)
" Canadian Pacific (b)
(a) and (b) about ⅝ mile apart
Holmquist, S.D.,
Chicago, Mil. & St. Paul
Holms, Cal.,
Nevada Co. Nar. Gauge
Holmwood, La.,
Louisiana Western
Holsapple, Pa., Balt. & Ohio
Holson, Okla.,
Chicago, Rk. Isl. & Pac
Holstein, Ia., No. West. Line
Holstein, Neb. Burl. Route
Holstein, Ont., Grand Trunk
Holston, Tenn., Knoxv. & Bris
Holt, Ala.,
Birm. & Gf. Ry. & Nav. Co
" Mobile & Ohio
Holt, Ariz., So. Pac
Holt, Cal.,
A.T. & S.F., Coast Lines*
Holt, Dougherty Co., Ga.
Central of Georgia
Holt, Ky., Lv. Hend. & St. L
Holt, Mich., Michigan Cent
Holt, Mo.,
Burlington Route (a)
" Chic. Rk. Isl. & Pac (a)
Holton, Ga., Southern
Holton, Ill., Atch. Top. & S. Fe
Holton, Ind., B. & O. So. West
Holton, Kan.,
Chic. Rk. Isl. & Pac (a)
" Missouri Pacific (c)
" Union Pacific (b)
(a) and (b) ½ mile apart
(a) and (c) ½ mile apart
(b) and (c) adjacent
Holton, Mich., Pere Marq
Holton, Que., Gd. Trunk
Holton, Tenn., Lv. & Nash
Holton, Vt., Hard. & Wood
Holton's, N. H., Bost. & Maine
Holts, Fla., Louisv. & Nashv
Holts, Ga., Gulf Line
Holtsburg, N.C., South
Holt's Mill, N.C.,
Atlantic Coast Line
Holtsville, N.Y., Long Island
Holtville, Cal.,
Holton Interurban
Holwell, Ark.,
Brink. Helena & Ind. B
Holwood, N.H., Boston & Me
Holy Branch, Fla.,
Florida East Coast
Holy Cross, Cal., South. Pac
Holyoke, Colo., Burl. Route
Holyoke, Mass.,
Boston & Maine (a)
" N.Y. New Hav. & H (b)
Holyoke, Minn., Great North
Holyrood, Kan., At. T. & S. Fe
Holyrood, N.F.,
Reid Newfoundland
Holz, Wash., Tacoma East
Homan, Ark., St. L. I. M. & S
Homan, Wash., North. Pac
Homansville, Utah,
Denver & Rio Grande
Homberg, Ill., Illinois Cent
Home, Marshall Co., Kan.
St. Joseph & Gd. Island
Home, La., Yazoo & Miss. Val
Home, Pa. Buf. Roch. & Pitts
Home City, O., B. & O. So. W (a)
" C.C.C. & St. L (b)
(a) and (b) adjacent
Called Sayler Park on C. C. C. & St. L
Homeland, Fla.,
Atlantic Coast Line
Homeland, Ga.,
Atlantic Coast Line
Homeland, Md., Md. & Penna
Home Park, Miss.,
Yazoo & Mi-s. Valley
Home Park, Wis.,
Minn. St. P. & Slt. Ste. M
Home Place, La.,
New Orleans Southern
Homer, Cal.,
A.T. & S.F., Coast Lines*
Homer, Champaign Co., Ill.,
Wabash
Homer, Clarke Co., Ill.,
Vandalia
Homer, Ind.,
Pitts. Cin. Chic. & St. L
Homer, Kan., Union Pacific
Homer, La., La. & No. West
Homer, Mich.,
Lk. Sh. & Mich. So (a) (b)
" Michigan Cent (a) (c)
(a) and (b) about ½ mi. apart
(a) and (c) about ½ mi. apart
Homer, Minn., Ch Mil. & St. P
Homer Neb., Burl. Route
Homer, N.Y., Del. Lack. & W
Homer, O., Balt. & Ohio
Homer, Pa.,
Buff. Roch. & Pitts (a)
" Pennsylvania (b)
(a) and (b) about ½ mi. apart
Called Homer City on B. R. & P
Home Ranch, Colo.,
Denver & Rio Grande
Homer City, Pa.,
See Homer
Homerville, Ga.,
Atlantic Coast Line
Homestake, Mont., No. Pac
Homestead, Cal., South. Pac
Homestead, Fla.,
Florida East Coast
Homestead, Ia., Chic. R. I. & P
Homestead, La.,
Yazoo & Miss. Valley
Homestead, Mich., Ann Arbor
Homestead, Miss.,
Gulf & Ship Island
Homestead, N.J., Erie
" N.Y. Susq. & Western
Homestead, Okla.,
Chicago, Rk. Isl. & Pac
Homestead, Pa., Penna (a)
" Pitts. & Lake Erie (b)
" Union
(a) and (b) 100 yards apart
Homestead, W. Va., Balt. & O
Homestead, Wis.,
Marinette, Tom. & West
Homesville, Pa., Lehigh Val
Homet's Ferry, Pa., Lehigh V
Homeville, N.S.,
Sydney & Louisburg
Homeville, Va., Southern
Homewood, Ark.,
Chicago, Rk. Isl. & Pac
Homewood, Ill., Illinois Cent
Homewood, Kan., A.T. & S.F
Homewood, Manitoba,
Canadian Northern
Homewood, Alleg'y Co., Pa.,
Pennsylvania
Homewood, Beaver Co., Pa.,
Pennsylvania Co
Homewood, S.C.,
Atlantic Coast Line
Homewood, Wis.,
Chicago, Mil. & St. Paul
Homeworth, O., Penna. Co
Hominy, N.C., Southern
Hominy, Okla.,
Missouri, Kan. & Texas
Homosassa, Fla.,
Atlantic Coast Line
Hon, Ark.,
Port Arthur Route
Honaker, Va., Norf. & West
Honaker Junction, Va.,
Norfolk & Western
Honby, Cal., South. Pacific
Honcut, Cal., South. Pacific
Honda, Cal., South. Pacific
Hondale, N.M.,
El Paso & S. W. System
Hondo, Tex.,
Gal. Har. & San Ant
Honea, Tex.,
Gulf, Colo. & Santa Fe*
Honea Path, S.C., Southern
Honeoye Falls, N.Y.,
Lehigh Valley (a)
" N.Y. Cent. & Hud. Riv (b)
(a) and (b) about 250 yards apart
Honeoye Junction,
Livingston Co., N.Y.,
Pennsylvania
Honeoye Junction,
Monroe Co., N.Y.,
Lehigh Valley
Honesdale, Pa., Del. & Hud (a)
" Erie (a)
Honesdale Junction, Pa.,
Delaware & Hudson
Honey, Mex., Mexican Cent
Honey Bend, Ill., Wabash
Honey Brook, Pa., Penna
Honey Creek, Ill. Burl. Route
Honey Creek,
Henry Co. Ind.,
Pitts. Cin. Chic. & St. L
Honey Creek, Ia.,
North-Western Line
Honey Creek, Pa., Penna
Honey Creek, Wis.,
Minn. St. P. & Slt. Ste. M
Honeydale, N.B.,
Canadian Pacific
Honeyford, N.D., No. Pac
Called also Bean's
Honey Grove, Pa.,
Tuscarora Valley
Honey Grove, Tex.,
Gulf, Colo. & S. Fe* (a)
" Texas & Pacific (b)
(a) and (b) ½ mile apart
Honey Island, La.,
New Orl. & North-east
Honey Island, Tex.,
Gulf, Colo. & Santa Fe*
Honeymans, Ore., North. Pac
Honey Pot, Pa., Penna
Honey Springs, Tex.,
Missouri, Kan. & Texas
Honeyville, Utah,
Oregon Short Line
Hong, N.D.,
Great Northern
Honnedaga, N.Y.,
N.Y. Cent. & Hud. Riv
Honor, Mich., Manistee & N. E
" Pere Marquette
Hood, Ky., Illinois Central
Hood, N. B., Canadian Pac
Hood, Wash.,
Spokane, Port. & Seat
Hoodoo Lake Spur, Idaho,
Spokane Internat +
Hood River, Ore.,
Oregon RR. & Nav. Co
Hoods, Fla., Atl. Coast L
Hoods, La., New Orl. Gt. No
Hoods, Miss., Mobile & Ohio
Hood's Mill, Md., Balt. & Ohio
Hoodville, Ill., Lv. & Nash
Hookdale, Ill.,
Burlington Route
Hooker, Ark., St. L. Ir. Mt. & S
Hooker, Cal., South. Pacific
Hooker, Ga.,
Nashv. Chat. & St. Louis
Hooker, Miss., Miss. Central
Hooker, Okla.,
Chicago, Rk. Isl. & Pac
Hooker, Pa., West. Alleg
Hooker, S.D., No. West. Line
Hookers, O., Hocking Valley
Hookerton, N.C.,
East Carolina
Hooks, Ala., Southern
Hooks, Pa., Pennsylvania
Hook's, S.C., Southern
Hooksburg, O., Balt. & Ohio
Hooksett, N.H., Boston & Me
Hookston, Cal., South. Pac
Hooley, Pa., Kishacoq. Val
Hoop, Mich., Pere Marq
Hooper,
Contra Costa Co., Cal.,
A.T. & S.F., Coast Lines*
Hooper,
San Mateo Co., Cal.,
Ocean Shore
Hooper, Siskiyou Co., Cal.,
McCloud River
Hooper, Colo., Denv. & Rio G
Hooper, Ill., Chicago So +
Hooper, Ky., Southern
Hooper, Mich.,
Michigan Central
Hooper, Neb., No. West. Line
Hooper, N.Y., Erie
Hooper, Tex., Int. & Gt. No
Hooper, Wash.,
Oregon RR. & Nav. Co
" Spokane, Port. & Seat
Hooper Mines, Ala., South
Hoopers, Ga., South
Hooper's, Mass., Nantucket
Hoopeston, Ill.,
Chic. and East. Ill (a
" Lake Erie & West (a)
Hoopeston, Pa., Penna
Hoople, N.D., Great North
Hoopspur, Ark.,
St. Louis, Iron Mt. & So
Hoosac Tunnel, Mass.,
Boston & Maine (a)
" Hoosac Tun. & Wil (a)
Hooser, Kan., Missouri Pac
Hoosick, N.Y., Bost. & Maine
Hoosick Falls, N.Y., Bost. & M
Hoosick Junc., N.Y.,
Boston & Maine
Hoosier, Colo., Colo. & So
Hoosier, Ind., South. Ind
Hoosier Pass, Colo.,
Colo. Spgs. & Cr. Ck. Dist
Hooten Town, N.C.,
Norfolk & Southern
Hooton, Manitoba,
Canadian Pacific
Hoover, Ind.,
See Hoovers, Ind
Hoover, O., Pennsylvania Co
Hoover, Ore.,
Corvallis & Eastern
Hoover, Blair Co., Pa.,
Pennsylvania Co
Hoover, Clarion Co., Pa.,
Baltimore & Ohio
Hoover, Tex.,
Southern Kan. of Tex*
Hoover, Va.,
Louisville & Nashville
Hooverhurst, Pa.,
N.Y. Cent. & Hud. Riv
" Pennsylvania
Hoovers, Ind.,
Chic. Cin. & Louisv (a)
" Vandalia (b)
(a) and (b) about 100 yards apart
Spelled Hoover on V
Hoover's, Warren Co., Pa.,
Tionesta Valley
Hooversville, Pa., Balt. & O
Hopatcong, N.J., Del. L. & W
Hopatcong Junction, N.J.,
Central of New Jersey
Hop City, Me.,
Rumf. F. & Rangeley Lks
Hope, Ark., Ark. & La (a)
" Frisco System (a)
" Louisiana & Ark (b)
" St. L. Iron Mt. & So (a)
(a) and (b) 356 yards apart
Hope, B.C., Canadian Pac
Hope, Idaho, North. Pacific
Hope, Ind., Cl. Cin. Chic. & St L
Hope, Kan., Atch. T. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) about 116 yards apart
Hope, Mo., Burlington Route
Hope, Neb., No. West. Line
Hope, N.D., Great Northern
Hope, O., Balt. & Ohio S. W
Hope, Pa., Central of N. J
Hope, R.I., N.Y.N.H. & H
Hope, S.C., Southern
Hope Church, Pa.,
Baltimore & Ohio
Hopedale, Ill., Chic. & Alton
Hopedale, Mass.,
Grafton & Upton +
Hopedale, O.,
Lk. E. Alliance & Wh (a)
" Wabash Pitts. Term (b)
(a) and (b) 1½ miles apart
Hopefield, Ark.,
Chic. Rock Isl. & Pac
Hopefield, P.E.I.,
Prince Edward Island
Hope Furnace, O.,
Balt. & Ohio Southwest
Hopeland, Cal., San F. & N.P
Hope Mills, N.C.
Aberdeen & Rockfish (a)
" Atl. Coast Line (b)
" Va. & Car. South
(a) and (b) adjacent
Hope Mills, Pa., Penna. Co
Hope Mills Junction, N.C.,
Aberdeen & Rockfish
Hope Mines, Ill., C.C.C. & St. L
Hope's, S.C., Southern
Hopeton, Cal.,
Yosemite Valley
Hopeton, Okla.,
Frisco System
Hopevale, Cal., South. Pac
Hope Valley, R.I.,
Wood River Branch
Hopewell, Hillsboro Co., Fla.,
Seaboard Air Line
Hopewell, Ill., Burl. Route
Hopewell, Ky., Eastern Ken
Hopewell, Md., N.Y. Ph. & N
Hopewell, Miss.,
New Orl. Great North
Hopewell, Mo., St. L. I. M. & S
Hopewell, N.J., Phila. & Read
Hopewell, N.Y.,
Central New England
Hopewell, N.S., Intercolonial
Hopewell, Bedford Co., Pa.,
Hunt. & Broad Top Mt
Hopewell, Chester Co., Pa.,
Lanc. Ox. & Southern
Hopewell, Tenn.,
Louisville & Nashville
Hopewell Hill, N.B.,
Salisbury & Harvey
Hopewell Junction, N.Y.,
Central New Eng (a)
" N.Y. N. Hav. & Hart (a)
Hopgood, Ala., Southern
Hop Hollow, Ill.,
Chic. Peoria & St. Louis
Hopi, Ariz., Grand Canyon*
Hopkins, Ark., Frisco Sys
Hopkins, Kan., Missouri Pac
Hopkins, Allegan Co., Mich.,
Lake Shore & Mich. So
Hopkins,
Kalamazoo Co., Mich.,
Michigan Central
Hopkins, Minn.,
Chicago, Mil. & St. P (a)
" Great Northern (b)
" Minn. & St. Louis (c)
(a) and (c) 150 yards apart
Hopkins, Mo., Burl. Route
Hopkins, N.C.,
Atlantic Coast Line
Hopkins, S.C., Southern
Hopkins, Tex.,
Mo. Kans. & Texas
Hopkins, Va., Ches. & Ohio
Hopkins, Boone Co., W. Va.,
Chesapeake & Ohio
Hopkins,
Braxton Co., W. Va.,
Baltimore & Ohio
Hopkins Junction, Minn.,
Great Northern
Hopkins Park, Ill.,
Chicago and Eastern Ill
Hopkins Road, Mich.,
Pere Marquette
Hopkinsville, Ky.,
Illinois Central (a)
" Louisville & Nashv (b)
" Tennessee Central (a)
(a) and (b) ¼ mile apart
Hopkinton, Ia., Ch. M. & S. P
Hopkinton, Mass.,
N.Y. New Hav. & Hart
Hopland, Cal., No. West. Pac
Hopper, W. Va., Ches. & Ohio
Hopper's, Mont., No. Pacific
Hopping, N.J., Cent. of N. J
Hop River, Ct., N.Y.N.H. & H
Hopwood, Pa., Balt. & Ohio
Hoquiam, Wash. No. Pacific
Horace, Ill., C.C.C. & St. L
Horace, Ind.,
Cleve. Cin. Chic. & St. L
Horace, Kan., Mo. Pacific
Horace, Neb., Burl. Route
Horace, N.M.,
A.T. & S.F., Coast Lines*
Horace, N.D., North. Pacific
Horace, O., Ashland & West
Horanif, Kan., Mo. Pacific
Horatio, Ark.,
Kansas City Southern
Horatio, O., P.C.C. & St. L
Horatio, Pa.,
Buffalo, Roch. & P (a)
" Pennsylvania (b)
(a) and (b) about ⅝ mi. apart
Horcasitas, Mex., Nat. of Mex
Hordville, Neb., Union Pac
Horicon Junction, Wis.,
Chicago, Mil. & St. Paul
Horine, Mo.,
Frisco System (a)
" St. L. Iron Mt. & So (b)
Horizonte, Mex., Mex. Intern
Horlick, Wash.,
Chicago, Mil. & Puget Sd
Hormigas, Mex.,
Kan. City, Mex. & Orient
Horniguero, Mex.,
Mex. International
Horn, Ont., Canadian Pac
Horn, Pa., Pennsylvania
Horn, Wash.,
Spok. & Inland Empire
Hornaday, Mo.,
Frisco System
Hornady, Ala.,
Western of Alabama
Hornbeck, La.,
Kansas City Southern
Hornbrook, Cal., South. Pac
Hornbrooks, W. Va.,
Baltimore & Ohio
Hornby, Ont., Can. Pacific
Horne, Fla.,
Ellaville, Westl. & Jen
Horne, Ont., Gd. Trunk Pac
Hornell, N.Y., Erie (a)
" Pitts. Shawmut & No (b)
(a) and (b) 1 mile apart
Horner, W. Va.,
Baltimore & Ohio
Horners, Kan., Atch. T. & S. F
Horner's, Granville Co., N.C.,
Southern
Hornerstown, N.J.,
Pemberton & Hights
Hornersville, Mo.,
Paragould South-east
Hornick, Ia., Chic. Mil. & St. P
Hornillos, Mex.,
Kan. City, Mex. & Orient
Horning, Pa., West Side Belt
Horningford, Pa., Penna
Horning Grove, N.J., Penna
Horn Lake, Miss., Ill. Cent
Hornos (1), Coahuila, Mex.,
Hornos
" National of Mexico
Called Hacienda Hornos on Hornos
Hornos (2), Coahuila, Mex.,
Hornos
" Mexican International
Called Hornos Station on H
Hornos Station,
Coahuila, Mex.,
See above Hornos (2),
Coahuila, Mex
Hornsby, Ill., C.C.C. & St. L
Horn Springs, Tenn.,
Tennessee Central
Horn's Springs, Pa.,
Lehigh & New England
Horos, S.C., Atl. Coast Line
Horrell, Pa., Pennsylvania
Horres, Ala., Lv. & Nashv
Horrigans, Mich.,
Michigan Central
Horris, S.C., Atl. Coast Line
Horrock, W. Va.,
Chesapeake & Ohio
Horse Branch, Ky., Ill. Cent
Horse Cave, Ky., Lv. & Nash
Horse Creek, Ill., Wabash
Horse Creek, S.C., So. Car
Horse Creek, Utah,
Rio Grande Western
Horse Creek, Wyo.,
Colorado & Southern
Horse Heads, N.Y.,
Del. Lack. & West (a)
" Erie (b)
" Lehigh Valley (c)
" Pennsylvania (d)
Horse Lake, Cal.,
Nevada-California-Ore
Horse Meadow, N.H.,
Boston & Maine
Horse Shoe, Ariz.,
United Verde & Pac
Horse Shoe, Colo., Colo. & So
Horse Shoe, N.Y.,
N.Y. Cent. & Hud. Riv

Horse Shoe, N.C., Southern
Horse Shoe Bend,
Sonoma Co., Cal.,
Northwestern Pacific
Horse Shoe Bend, Ind.,
Chicago, Ind. & Louisv
Horseshoe Bottom, Pa.,
Baltimore & Ohio
Horseshoe Grove, S.D.,
Black Hills & Ft. Pierre
Horse Shoe Lake, Ill.,
Toledo, St. L. & Western
Horse Shoe Lake, Mo.,
Burlington Route
Horseshoe Pond, N.Y.,
N.Y. Cent. & Hud. Riv
Horsham, Pa., Pennsylvania
Hortense, Ga.,
Atlanta, Birm. & Atl (a)
" Atlantic Coast Line (a)
Hortense, Tenn., Lv. & Nash
Hortman, La., La. & Ark
Horton, Dodge Co., Ga.,
Seaboard Air Line
Horton, Irwin Co., Ga.,
Fitzg. Ocilla & Broxton
Horton, Ind., Chic. Ind. & Lv
Horton, Kan., Ch. R. I. & Pac
Horton, Ky., Illinois Central
Horton, Jackson Co., Mich.,
Lake Shore & Mich. So
Horton, Hubbard Co., Minn.,
Great Northern
Horton, Olmsted Co., Minn.,
Chicago Great Western
Horton, Bates Co., Mo.,
Kansas City Southern
Horton, Vernon Co., Mo.,
Missouri Pacific
Horton, Mont., North. Pac
Horton, N.J., Del. Lack. & W
Horton, O., Toledo & O. Cent
Horton, Pa., Balt. & Ohio
Horton, Delta Co., Tex.,
Texas Midland
Horton, Jasper Co., Tex.,
Gulf, Colo. & Santa Fe*
Horton, Botetourt Co., Va.,
Ches. & Ohio
Horton, Campbell Co., Va.,
Virginian
Horton,
Kanawha Co., W.Va.,
Chesapeake & Ohio
Horton,
Randolph Co., W. Va.,
Dry Fork
Horton Landing, N.S.,
Dominion Atlantic
Horton's, Ill., Burl. Route
Horton Tannery, Pa.,
Tionesta Valley
Hortonville, Wis.,
North-Western Line
Hoschton, Ga.,
Gainesville Midland
Hosensack, Pa., Perkiomen
Hosford, Fla.,
Apalachicola Northern
Hoskins, Ct., Cent. New Eng
Hoskins, La.,
Illinois Cent
Hoskins, Neb., No. West. Line
Hoskins Ore., Southern Pac
Hosmer, B.C., Can Pac (a)
" Great Northern (b)
(a) and (b) about ¼ mile apart
Hosmer, Ind.,
Evansv. & Indianap
Hosmer, S.D., Ch. Mil. & St. P
Hospers, Ia., No. West. Line
Hospital, Ala.,
Birm. & Gf. Ry. & Nav. Co
Hospital, Ill., Illinois Cent
Hospital, Ind.,
Ev. Sub. & Newburgh
Hospital, Mex., Nat. of Mex
Hospital, Pa., Stony Creek
Hospital Station, Mass.,
N.Y. New Hav. & Hart
Hosston, La., Texas & Pacific
Hosterman, W.Va.,
Chesapeake & Ohio
Hostetter, Pa., Penna
Hostetters, Ind., B. & O. S. W
Hostler, Pa., Pennsylvania
Hotchkiss, Colo.,
Denver & Rio Grande
Hotchkiss, W.Va., Virginian
Hotel Broadwater, Mont.,
Northern Pacific
Hotel Punta Gorda, Fla.,
Atlantic Coast Line
Hotel Roberval, Que.,
Quebec & Lake St. John
Hotel Tybee, Ga., Cent. of Ga
Hotner, Pa., Cumb. Valley
Hot Lake, Ore.,
Oregon RR. & Nav. Co
Hot Springs, Ark.,
Chicago, R. I. & Pac (a)
" Lit. Rk. & Hot Spgs. W (b)
(a) and (b) 250 yards apart
Hot Springs, Cal.,
Nevada-California-Ore
Hot Springs,
Saguache Co., Colo.,
Denver & Rio Grande
Hot Springs, Idaho,
Pacific & Idaho North
Hot Springs, Mont., No. Pac
Hot Springs,
Douglas Co., Nev.,
Virginia & Truckee
Hot Springs, Nye Co., Nev.,
Bullfrog Goldfield
Hot Springs, N.C., Southern
Hot Springs, S.D.,
Burlington Route (a)
" North-West. Line (a)
Hot Springs,
Salt Lake Co., Utah,
Denver & Rio Grande
Hot Springs,
Weber Co., Utah,
Oregon Short Line
Hot Springs, Va., Chesa. & O
Hot Springs, Wash., No. Pac
Hot Springs Junction, Ariz.,
Santa Fe, Prescott & Ph*
Hot Springs Junction, Ark.,
Chicago, Lit. Isl. & Pac
Hot Sulph'r Baths, Tex.,
San Ant. & Aran. Pass
Hottel, Va., Balt. & Ohio
Houlike, Okla.,
Missouri, Kan. & Texas
Houchurs, Va., Norf. & West
Houck, Ariz.,
A.T. & S.F., Coast Lines*
Hough, Mo., St. L. I. M. & So
Hough's, Fla., Atl. Coast L
Houghton, Ia., Burl. Route
Houghton, Me.,
Maine Central
Houghton, Mich.,
Copper Range (a)
" Dul. So. Shore & Atl (b)
" Mineral Range (b)
(a) and (b) about ½ mi. apart
Houghton, N.Y., Penna
Houghton, S.D.,
North-Western Line
Houghton, Wis.,
North-Western Line
Houghton Farm, N.Y., Erie
Houghton Mills, Pa.,
Tionesta Valley
Houghtonville, Me.,
Bangor & Aroostook
Houles, Mich., No. West. Line
Hoult, W. Va., Balt. & Ohio
Houlton, Me.,
Bangor & Aroostook (a)
" Canadian Pacific (b)
(a) and (b) about 1¼ miles apart
Houlton, Ore.,
Astoria & Col. Riv (a)
" Northern Pacific (a)
Houma, La.,
Morgan's La. & Texas
Houpt, Minn.,
Minnesota & Internat
Housatonic, Mass.,
N.Y. New Hav. & Hart
House, N.C., Atl. Coast Line
Houseman, W.Va.,
Ches. & Ohio
House of Refuge, Pa.,
Pennsylvania
Houser, Mo., Wabash
House's, Tex.,
Internat. & Gt. North
Houston, Ark.,
Chicago, Rk. Isl. & Pac
Houston, Del., Pennsylvania
Houston, Fla.,
Seaboard Air Line
Houston, Ill., Mobile & Ohio
Houston, Minn., C. M. & St. P
Houston, Miss.,
Mobile & Ohio (a)
" New Orl. Mob. & Chic (b)
(a) and (b) about ¼ mi. apart
Houston, Neb.,
North-Western Line
Houston, N.C.,
Seaboard Air Line
Houston, O., C. C. C. & St. L
Houston, Okla.,
Kansas City Southern
Houston, Pa., P. C. C. & St. L
Houston, Tex.,
Beaum. Sour Lk. & W (a)
" Gal. Har. & San Ant (b)
" Gal. Houst. & H (b) (c)
" Gulf, Colo. & S. Fe* (a) (b)
" Hous. & Tex. Cent (b)
" Hous. East & West T (b)
" Int. & Gt. Northern (c)
" Mo. Kan. & Texas (c)
" St. L. Brownsv. & M (a)
" San Ant. & Ar. Pass (b)
" Texas & New Orl (b)
" Trinity & Brazos Val (a)
(a) and (b) 1 mile apart
(a) and (c) about ¼ mi. apart
(b) and (c) about 1 mi. apart
Houston, Halifax Co., Va.,
Norfolk & Western
Houston & Tex. C. Jn., Tex.,
Mo. Kansas & Texas
Houston Heights, Tex.,
Missouri, Kan. & Tex
Houstonia, Mo., Mo. Pacific
Houston Junction,
Mercer Co., Pa.,
Bessemer & Lk. Erie (a)
" Pennsylvania Co (a)
Houston River, La.,
Port Arthur Route
Houston's,
Washington Co., Pa.,
Pitts. Cin. Chic. & St. L
Houston's Mill, Miss.,
Frisco System
Houte, Mich., Wis. & Mich
Houtzdale, Pa.,
Pennsylvania (a)
" Philipsb. & Susq. Vy (b)
(a) and (b) ¼ mile apart
Hovely, Cal.,
Southern Pacific
Hoven, S.D., Minn. & St. L
Hover, Wash.,
Spokane, Port. & Seat
Hovers, Pa., Tionesta Valley
Hovey, Ind., Illinois Central
Hovey, Mo., Burl. Route
Hovey, Tex., Chic. R. I. & Gulf
Hoving, N.D., North. Pacific
Howard, Ala.,
Tombigbee & Northern
Howard, Ark.,
Kansas City Southern
Howard, Cal., McCloud Riv
Howard, Ga., Cent. of Ga
Howard, Idaho,
Oregon Short Line
Howard, Ill.,
Chicago, Peoria & St. L
Howard, Kan.,
Atch. Top. & Santa Fe
Howard, Ky.,
Lv. Hend. & St. Louis
Howard, La., Texas & Pac
Howard, Miss., Vaz. & Miss. V
Howard, Mont., North. Pac
Howard, N.Y., Long Island
Howard, O.,
C. A. & C. (Penna. Lines)
Howard, Allegheny Co., Pa.,
Pennsylvania
Howard, Centre Co., Pa.,
Pennsylvania
Howard, McKean Co., Pa.,
Buf. Roch. & Pitts (a)
" Erie (b)
(a) and (b) 200 yards apart
Called Howard Jn. on Erie
Howard, R.I., N.Y. N. H. & H
Howard, S.C., Atl. Coast L
Howard, S.D., C. M. & St. P
Howard, Wis.,
Minn. St. P. & Slt. Ste. M
Howard City, Mich.,
Grand Rap. & Ind (a)
" Pere Marquette (a)
Howard Junction, Pa.,
Buf. Roch. & Pitts (a)
" Erie (b)
(a) and (b) 200 yards apart
Called Howard on B. R. & P
Howard Lake, Minn.,
Great Northern
Howard Park, Ind.,
Pitts. Cin. Chic. & St. L
Howard's, Colo.,
Denver & Rio Grande
Howard's, Mo., Frisco Sys (a)
" Missouri Pacific (b)
(a) and (b) about 170 yards apart
Howard's, N.F.,
Reid Newfoundland
Howry, Saginaw Co., Mich.,
Pere Marquette
Howrys, Gladwin Co., Mich.,
Michigan Central
Howser, B.C., Can. Pacific
Howth, Tex.,
Houston & Texas Cent
Hoxie, Ark., Frisco Sys (a)
" St. L. Iron Mt. & So (a)
Hoxie, Kan., Union Pacific
Hoxie, Tex., Mo. Kan. & Tex
Hoxies, Me., Somerset
Hoy, Miss.,
New Orl. Mobile & Chic
Hoya, Nev.,
San Ped. Los Ang. & S. Lk
Hoya, Tex.,
Texas & New Orleans
Hoye, Ark., Midland Valley
Hoyle, Ga., Southern
Hoyleton, Ill.,
Illinois Southern
Hoyt, Ark., St. L. Iron Mt. & So
Hoyt, Fla.,
Georgia Southern & Fla
Hoyt, Kan., Chic. R. I. & Pac
Hoyt, La.,
Zimmer Leesv. & S. W
Hoyt, Mich.,
Pere Marquette
Hoyt, Mont., Northern Pac
Hoyt, N.B., Can. Pacific
Hoyt, Pa., N.Y. Cent. & Hud. R
Hoyt, Tex., Mo. Kan. & Tex
" Texas Short Line
Hoyt, Ashland Co., Wis.,
Minn. St. P. & Slt. Ste. M
Hoyt, Douglas Co., Wis.,
Duluth, So. Sh. & Atl
Hoytdale, Pa., Penna. Co
Hoyte, Tex.,
Gulf, Colo. & Santa Fe*
Hoyt's, N.Y., Buf. Roch. & P
Hoyt's Corners, O., Balt. & O
Hoytsville, O., Balt. & Ohio
Hoytsville, Utah, Union Pac
Hoytville, Pa., Erie
Huachuca, Ariz.,
Southern Pacific
Hualapai, Ariz.,
A.T. & S.F., Coast Lines*
Huamantla, Mex., Mexican
Huarichic, Mex., Mex. Int
Hub, Miss., Gulf & Ship Isl
Hubbard, Ala., Southern
Hubbard, Ia., No. West. Line
Hubbard, Miss.,
Gulf & Ship Island
Hubbard, Neb.,
North-Western Line
Hubbard, N.H., Bost. & Me
Hubbard, O., Erie (a)
" Lk. Sh. & Mich. So (b)
(a) and (b) about ½ mi. apart
Hubbard, Ore., South. Pac
Hubbard, Sask.,
Grand Trunk Pacific
Hubbard, Tenn., Southern
Hubbard, Tex.,
St. Louis South-west (a)
" Trinity & Brazos Val (b)
(a) and (b) 300 yards apart
Hubbard, W.Va.,
Western Maryland
Hubbard, Va., Norf. & West
Hubbard Branch Junc., Va.,
Norfolk & Western
Hubbards,
Mississippi Co., Ark.,
Frisco System
Hubbards, Ill., B. & O. S. W
Hubbard's, N.S.,
Halifax & Southwest
Hubbards, Va., Chesa. & Ohio
Hubbard's Springs, Va.,
Louisville & Nashville
Hubbardston, Mass.,
Boston & Maine
Hubbardstown, W.Va.,
Norfolk & Western
Hubbardsville, N.Y.,
Del. Lack. & Western
Hubbardtown, Miss.,
Gulf & Ship Island
Hubbard Woods, Ill.,
North-Western Line
Hubbell, Ind.,
Evansv. & Indianap
Hubbell, Mich.,
Copper Range (a)
" Mineral Range (b)
(a) and (b) about ½ mi. apart
Hubbell, Neb., Burl. Route
Hubbell's, Mo.,
St. Louis, Iron Mt. & So
Hubbell's Mill, Mich.,
Chicago, Mil. & St. Paul
Hubbellton, Wis.,
Chicago, Mil. & St. Paul
Hubbel's, Ind., Ev. & Ter. H
Huber, Ind., C. C. C. & St. L
Huber, Mo., Missouri Pacific
Huberdeau, Que.,
Can. Northern Quebec
Hubers, Ga.,
Georgia Northern
Hubers, Ky., Louisv. & Nash
Hubert, Ga.,
Savannah & Statesboro
Hubert, Ind., C. C. C. & St. L
Hubert, Minn.,
Minn. & International
Hubert, Mo.,
Winsv. Greenv. & St. L
Hub Junction, N.S.,
Sydney & Louisburg
Hublersburg, Pa., Cent. of Pa
Hubley's, N.S.,
Halifax & Southwest
Hucomer, Fla., Fla. E. Coast
Huddlestone, Manitoba,
Canadian Northern
Hudgens, Ill.,
Chicago and East. Ill
Hudnall, Tex.,
Mo. Kan. & Texas
Hudson, Ark.,
Kansas City South
Hudson, Cal.,
S. Pedro, Los Ang. & S. Lk
Hudson, Colo., Burl. Route
Hudson, Ga.,
Ga. Coast & Piedmont
Hudson, Ill., Illinois Central
Hudson, Ia., Chic. Gt. West
Hudson, Kan., Missouri Pac
Hudson, Me.,
Bangor & Aroostook
Hudson, Mass., Boston & Me
Hudson, Mich., Cin. North (a)
" Lk. Sh. & Mich. So (b)
(a) and (b) about ¼ mi. apart

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Hudson, N.H., Boston & Me
Hudson, N.M., Chic. Rk. Isl. & El Paso
Hudson, N.Y., Albany South (El) (a)
» Boston & Alb (El) (a)
» N.Y.C. & Hud. Riv (a)
Hudson, N.C., Caro. & N.W
Hudson, Summit Co., O., C. A. & O (Penna. L) (a)
» Pennsylvania Co (a)
Hudson, Clearfield Co., Pa., Philipsburg RR
Hudson, Luzerne Co., Pa., Delaware & Hudson
Hudson, Que., Canadian Pac
Hudson, S.C., Alcolu
Hudson, S.D., Chic. N. & St.P
Hudson, Tenn., Chic. Memphis & Gulf
Hudson, Wash., Great North
Hudson, St. Croix Co., Wis., North-Western Line
Hudson, Wyo., N.-W. Line
Hudson Bay Junction, Sask., Canadian Northern
Hudson (City), Wis., North-Western Line
Hudsondale, Pa., Lehigh Val
Hudson Heights, Que., Canadian Pacific
Hudson Lake, Ind., Lk. Shore & Mich. So
Hudsons, Athens Co., O., Balt. & Ohio Southwest
Hudson Upper, N.Y., Boston & Albany
Hudsonville, Mich., Pere Marquette
Hudsonville, Miss., Ill. Cent
Hudspeth, Ark., St. Louis, Iron Mt. & So
Hueco, N.M., El Paso & S.W. System
Huegely, Ill., Illinois Southern
Huehuetan, Mex., Pan-Am
Huehuetoca, Mex., National of Mex (a)(b)
(a) and (b) about 200 yards apart
Huerfano, Colo., Colorado & South (a)
» Denver & Rio Gr (a)
Huerta, Colima, Mex., National of Mexico
Huertas, Nuevo Leon, Mex., National of Mexico
Hueston, La., Woodworth & La. Cent
Huetter, Idaho, Spok. & Inland Empire
Hueville, N.F., Reid Newfoundland
Huey, Ill., Balt. & Ohio So. W
Hueyapam, Hidalgo, Mex., National of Mexico
Hueyapam, Mexico, Mex., Mexican
Huff, Pa., Pennsylvania
Huff, Tex., Wichita Falls & N.W
Huff, Va., Norfolk & West
Huffaker, Ga., Southern
Huffaker, Ill., Chicago & Alton
Huffakers, Nev., Va. & True
Huffman, Pa., Waynesburg & Wash
Huffman, Tenn., Cin. New Orl. & Tex. Pac
Huffman, Tex., Beaum. Sour Lk. & W
Huffnagle, Pa., Phila. & Read
Huff's Gap, Ala., Chat. South
Hufton, Ky., Louisville & Nashville
Hufton, S.D., Great North
Hufsmith, Tex., Internat. & Gt. North
Huger, W.Va., Norf. & West
Huggins, La., New Orleans Gt. North
Hugh, Ia., Illinois Central
Hughart, Ark., Chicago, Rock Isl. & Pac
Hughes, Ark., Kansas City Southern
Hughes, Ill., Cin. Ham. & Day
Hughes, Ind., Balt. & Ohio Southwest
Hughes, Ia., North-Western Line
Hughes, La., St. Louis S.W
Hughes, Mich., Pere Marq
Hughes, O., Cincinnati North (a)
» Cleve. Cin. Ch. & St. L (a)
Hughes, Okla., Chicago, Rk. Isl. & Pac
Hughes, Pa., Pennsylvania
Hughes, Va., Norf. & West
Hughes, Wash., Great North
H. & W. Mill, Tex., Gulf, Colo. & Santa Fe*
Hughes River, W.Va., Little Kanawha
Hughes Springs, Tex., Missouri, Kan. & Texas
Hugheston, W.Va., Kanawha & Michigan
Hughesville, Md., Wash. Pot. & Chesa
Hughesville, Mo., Mo. Pacific
Hughesville, N.J., Leh. Val
Hughesville, Pa., Williamsp. & North Br
Hughland, Ga., Ga. Coast & Piedmont
Hughson, Cal., A.T. & S.F., Coast Lines*
Hugo, Ala., Louisville & Nashville
Hugo, Alberta, Can. Pacific
Hugo, Cal., Southern Pacific
Hugo, Colo., Union Pacific
Hugo, Ga., Louisv. & Nashv
Hugo, Ind., Ft. W. Cin. & Louisv (a)
» Wabash (b)
Hugo, Manitoba, Can. Pac
Hugo, Minn., North. Pacific
Hugo, Okla., Frisco System
Hugo, Ore., Southern Pacific
Hugo, Va., Seaboard Air L
Huguenot, Orange Co., N.Y., N.Y. Ontario & Western
Huguenot, Richmond Co., N.Y., Staten Island Rapid Tr
Huhwah, B.C., Can. Pacific
Huichapan, Mex., Nat. of Mex
Huingo, Mex., Nat. of Mex
Huisache, Durango, Mex., Mexican International
Huisachito, Mex., Nat. of Mex
Huitchila, Mex., Interoceanic of Mexico
Huitzitzilapam, Mex., Interoceanic of Mexico
Hultzo, Mex., Mex. South
Huixtla, Mex., Pan-American
Hujel, Ky., Louisv. & Nashv
Hulbert, Ark., Chicago, Rk. Isl. & Pac
Hulbert, Colo., Den. & Rio G
Hulbert, Okla., Frisco Sys
Hulen Park, Tex., Galv. Houst. & Hend (a)
» Inter. & Gt. North (a)
» Mo. Kan. & Tex (a)
Huling, W.Va., Ches. & Ohio
Hulings, Pa., Penna
Hulington, O., Cin. George. & Ports
Hull, Ala., Alabama Gt. Southern
Hull, Ariz., United Verde & Pacific
Hull, Fla., Atl. Coast Line (a)
» Charlotte Har. & No (b)
(a) and (b) 1 mile apart
Hull, Ga., Seaboard Air Line
Hull, Ill., Illinois Central
Hull, Ia., Chic. Mil. & St. Paul
Hull, Kan., Union Pacific
Hull, Mass., N.Y. N. Hav. & H
Hull, Mich., Pere Marquette
Hull, Minn., Great Northern
Hull, Pa., Buffalo & Susq
Hull, Que., Canadian Pacific
Hull, Tex., Beaum. Sour Lk. & W
Hull, W.Va., Norfolk & Western
Hull City, Colo., Midland Terminal
Hull Junction, Que., Ottawa North. & West
Hull Prairie, O., Cin. H. & D
Hull's, Ill., Burl. Route (a)
» Wabash (a)
Hulls, O., Lake Shore Electric
Hull's Crossing, Wis., North-Western Line
Hulton, Va., Norfolk & West
Hulton, Pa., Pennsylvania
Hulton Ferry, Pa., Penna
Hulwee, Okla., Mo. Kans. & Texas
Huma, Ark., St. L. I. Mt. & So
Humansville, Mo., Kan. City, Clin. & Spring
Humaston, N.Y., N.Y. Cent. & Hud. Riv
Humber, Ont., Canadian Pacific
Humber Grove, Ont., Gd. Tk
Humberstone, Ont., Gd. Tk
Humbert, Ill., Lv. & Nashv
Humbert., Pa., Ursina & North Fork
Humbird, Idaho, No. Pac
Humbird, W.Va., Kanawha & Coal River
Humbird, Wis., North-Western Line
Humble, Tex., Houston, E. & W. Texas
Humboldt, Ariz., Santa Fe, Prescott & Ph*
Humboldt, Cook Co., Ill., Chicago, Mil. & St. Paul
Humboldt, Ia., Minn. & St. Louis (a)
» North-West. Line (b)
(a) and (b) about ¾ mi. apart
Called Dakota City on North-Western Line
Humboldt, Kan., Atch. Top. & S. Fe (a)
» Mo. Kan. & Texas (b)
(a) and (b) 1 mile and 8 rods apart
Humboldt, Mich., Duluth, So. Shore & Atl
Humboldt, Minn., Gt. North
Humboldt, Neb., Burl. Route
Humboldt, Nev., South. Pac
Humboldt, O., Detroit, Tol. & Ironton
Humboldt, S.D., North-Western Line
Humboldt, Tenn., Louisville & Nash (a)
» Mobile & Ohio (a)
Humboldt Mine, Ill., Louisville & Nashville
Humboldt Road, Pa., Lehigh Valley
Humbolt, Coles Co., Ill., Illinois Central
Humbolt, Saskatchewan, Canadian Northern
Hume, Ill. Cin. Ham. & Day
Hume, Mo., Frisco Sys (a)
» Kansas City South (b)
(a) and (b) about ¼ mi. apart
Hume, N.Y., Buffalo & Susquehanna
Hume, O., Lake Erie & West
Hume, Ont., Canadian North
Hume, Sask., Canadian Pac
Hume, Tex., Int. & Great No
Humeston, Ia., Bur. Route
Hummel, Ky., Lv. & Nashv
Hummel, Pa., Hunt. & Broad Top Mt
Hummelstown, Pa., Phil. & R
Hummerston, Manitoba, Canadian Northern
Humming Bird, B.C., Kettle Valley Lines
Hummocks, R.I., N.Y. New Hav. & Hart
Humorist, Wash., Oregon RR. & Nav. Co
Humosa, Colo., Colorado & Wyoming
Humphrey, Mich., Arcadia & Betsey Riv
Humphrey, Neb., North-West. Line (a)
» Union Pacific (b)
(a) and (b) about ¼ mile apart
Humphrey, N.Y., Penna
Humphrey, Pa., Penna
Humphrey, Wash., No. Pac
Humphreys, Ark., St. L. S. W
Humphreys, Cal., South. Pac
Humphrey's, Mo., Quincy, Omaha & K.C
Humphrey's, N.B., Intercolonial (a)
» Mone. & Buctouche (a)
Humphreys, Okla., Wichita Falls & No. W
Humphrey's, Vt., Cent. Vt
Humphrey's, W.Va., Baltimore & Ohio
Humphries, La., Yazoo & Miss. Valley
Humphries, Pa., Balt. & Ohio
Humphries' Park, Ga., Southern
Humrick, Ill., Chic. So+
» Southern Indiana (a)
» Toledo, St. L. & West (b)
(a) and (b) about 1 mile apart
Hund, Kan., Union Pacific
Hundred, W.Va., Balt. & Ohio
Hungerford, Mich., Pere Marquette
Hungerford, Ont., Can. Pac
Hungerford, Tex., Gal. Har. & San Ant
Hunkanab, Mex., United RRs. of Yucatan
Hunker, Pa., Pennsylvania
Hunlocks, Pa., Del. Lack. & Western
Hunnewell, Kan., Atch. Top. & S. Fe
Hunnewell, Ky., Eastern Ky
Hunnewell, Mo., Burl. Route
Hunslett, Va., Ches. & Ohio
Hunt, Minn., Great North
Hunt, Knox Co., O., Baltimore & Ohio
Hunt, Ont., Gd. Trunk Pac
Hunt City, Ill., Cin. Ham. & D
Huntdale, N.C., Car. Clinch. and Ohio
Hunter, Ark., St. Louis S. W
Hunter, Idaho, North. Pac
Hunter, Ind., Cleve. Cin. Ch. & St. L
Hunter, Mo., Frisco System
Hunter, N.Y., Ulster & [illegible]
Hunter, N.D., Great North
Hunter, Noble Co., O., Ohio River & Western
Hunter Okla., Frisco System
Hunter, Forest Co., Pa., Pennsylvania
Hunter, Northumb. Co., Pa., Philadelphia & Reading
Hunter, Carter Co., Tenn., Virginia & Southwest
Hunter, Polk Co., Tenn., Louisville & Nashville
Hunter, Tex., Int. & Gt. No (a)
» Mo. Kansas & Texas (b)
(a) and (b) 875 yards apart
Hunter, Utah, Denver & Rio Grande
Hunter, Fairfax Co., Va., Wash. Alex. & Mt. V. El
Hunter River, P.E.I., P.E.I
Hunter's, Cal., San Ped. Los Ang. & S. Lk
Hunters, Fla., Atlantic Coast Line
Hunters, Ga., Brinson
Hunters, Kan., Kan. City, Mex. & Orient
Hunters, Ky., Louisv. & Nash
Hunters, La., Mansfield
Hunter's, Minn., Minn. & International
Hunter's, O., Bellaire, Zanesv. & Cin
Hunters, Ore., Astoria & Col. River
Hunter's, Fairfax Co., Va., Southern
Hunter's Branch, Tenn., Tennessee Northern
Hunter's Creek, Mich., Michigan Central
Hunters Park. Center Co., Pa., Bellefonte Central
Hunter's Run, Pa., Gettysb. & Harrisb (a)
» Hunter's R. & Slate B (a)
Hunter Station, Tenn., Southern
Huntersville, N.C., Southern
Hunterton, Ark., Chicago, Rk. Isl. & Pac
Hunterton, Ky., Louisville & Atlantic
Huntertown, Ind., Grand Rapids & Ind (a
» Lk. Shore & Mich. So (b
(a) and (b) ½ mile apart
Hunterville, Mo., St. Louis, Iron Mt. & So
Huntimer, S.D., Chicago, Mil. & St. Paul
Huntimer Siding, S.D., South Dakota Central
Hunting, Wis., No. West. Line
Huntingburg, Ind., Ferdinand
» Southern
Huntingdon, Pa., Hunt. & Bd. Top Mt (a)
» Pennsylvania (a)
Huntingdon, Que., Grand Trunk (a)
» N.Y. Cent. & H.R (b)
(a) and (b) about ½ mi. apart
Huntingdon, Tenn., Nashville, Chat. & St. L
Huntingdon Valley, Pa., Phila. Newtown & N.Y
Huntington, Ark., Frisco Sys
Huntington, Fla., Atlantic Coast Line
Huntington, Ga., Seaboard Air Line
Huntington, Ind., Cin. Bluffton & Chic (a)
» Erie (b)
» Wabash (c)
(a) and (b) about 600 yards apart
(a) and (c) about ½ mile apart
(b) and (c) about 1 mi. apart
Huntington, Ia., Minneapolis & St. Louis
Huntington, Mass., Bost. & A
Huntington, Mo., Missouri, Kan. & Texas
Huntington, N.Y., Long Isl
Huntington, O., North. Ohio
Huntington, Ore., Ore. RR. & Nav. Co (a)
» Oregon Short Line (a)
Huntington, Tex., St. Louis South-west (a)
» Shreve. Hous. & Gulf (a)
» Texas & New Orleans (b)
(a) and (b) ¼ mile apart
Huntington, W.Va., Baltimore & Ohio (a)
» Chesapeake & Ohio (b)
(a) and (b) ⅝ mile apart
Huntington Beach, Cal., Pacific Electric
Huntington Park, Cal., Pacific Electric
Huntland, Tenn., Nashville, Chat. & St. L
Huntley, Cal., A.T. & S.F. Coast Lines*
Huntley, Ill., No. West. Line
Huntley, Minn., Ch. M. & St. P
Huntley, Mont., Burl. Rte (a)
» Northern Pacific (a)
Huntley, Neb., Burl. Route
Huntley, Pa., Pennsylvania
Hunt Line Junction, Mo., Miss. Riv. & Bonne Terre
Huntly, N.J., Del. Lack. & Western
Hunts, Miss., Yazoo & Miss. V
Hunt's, N.Y., Erie
Hunts, Okla., Missouri, Kan. & Texas
Hunt's, Ore., Central of Ore
Hunts, Wash., North. Pac
Huntsboro, N.C., Southern
Huntsdale, Mo., Missouri, Kansas & Tex
Huntsdale, Pa., Phila. & Read
Hunts Ford, Mo., Miss. Riv. & Bonne Ter
Hunt's Point, N.Y., N.Y. New Hav. & Hart
Hunts Point, N.S., Halifax & Southwest
Hunt's Switch, Ind., Chicago & Eastern Ill
Huntsville, Ala., Nashv. Chat. & St. L (a)
» Southern (b)
(a) and (b) ½ mile apart
Huntsville, Md., Wash. Balt. & Annap. El
Huntsville, Mo., Wabash
Huntsville, N.J., Lehigh & Hudson Riv
Huntsville, O., Cleve. Cin. Ch. & St. L (a)
» Ohio Electric (b)
(a) and (b) ¼ mile apart
Huntsville, Ont., Gd. Trunk
Huntsville, Tex., Internat. & Great North
Huntsville, Wash., Northern Pacific (a)
» Ore. RR. & Nav. Co (b)
(a) and (b) about ¼ mi. apart
Hunucma, Mex., United RRs. of Yucatan
Hurd, Ark., St. Louis, Iron Mt. & So
Hurd, Me., Canadian Pacific
Hurd, Minn., Minnesota & North Wis
Hurd, N.J., Central of N.J
Hurd, N.D., Minn. St. P. & Slt. Ste. M
Hurd Junction, Minn., Minnesota & North Wis
Hurdland, Mo., Atch. Top. & S. Fe (a)
» Quincy, Om. & K.C (b)
(a) and (b) 1 mile apart
Hurds, Fla., Fla. East Coast
Hurdsfield, N.D., North. Pac
Hurford, O., Wheel. & Lk. Erie
Hurkett, Ont., Can. Pacific
Hurlburt, Ind., Erie
Hurlburt, N.Y., Penna
Hurlburt, Wash., Great Northern
Hurlburts, Mich., Duluth, So. Shore & Atl
Hurley, Ga., Seaboard Air Line
Hurley, Ia., St. Paul & Des Moines
Hurley, Minn., Minnesota & No. Wisc
Hurley, Mo., St. L. Iron Mt. & So
Hurley, Mont., No. Pac
Hurley, N.M., Atch. T. & S. Fe
Hurley, N.Y., New York, Ont. & West
Hurley, S.D., No. West. Line
Hurley, W.Va., Big Sandy & Cumb
Hurley, Wis., Minn. St. P. & S. Ste. M (a)
» North-West. Line (b)
(a) and (b) adjacent
Hurley Junction, Wis., North-Western Line
Hurlock, Md., Balt. Ches. & Atl (a)
» Pennsylvania (a)
Huron, Ala., Louisv. & Nash
Huron, Ariz., Santa Fe, Presc. & Ph*
Huron, Cal., Southern Pacific
Huron, Lawrence Co., Ind., Balt. & Ohio Southwest
Huron, Kan., Missouri Pac
Huron, O., Lk. Sh. & M. So (a)
» Wheeling & Lk. Erie (b)
(a) and (b) 1½ miles apart
Huron, Ore., Oregon RR. & Nav. Co
Huron, Pa., Monongahela
Huron, S.D., Great North (a)
» North-West. Line (b)
Huron, Tenn., Nashville, Chat. & St. L
Huronian, Ont., Canadian Northern
Huron Junction, O., Wheeling & Lake Erie
Hurricane, Ala., Lv. & Nash
Hurricane, Ill., Chicago & Alton
Hurricane, Miss., New Orleans Gt. North
Hurricane, Mo., Burl. Route
Hurricane, Putnam Co., W.Va., Chesapeake & Ohio
Hurrich, Colo., Great West

Hursley, Md., Pennsylvania
Hurst, O., Wheel. & Lk. Erie
Hurst, Tex.,
Chicago, Rk. Isl. & Gulf
Hurst, Va., Norfolk & West
Hurt, Pittsylvania Co., Va.,
Southern
Hurt's, Tazewell Co., Va.,
Norfolk & Western
Hurtsboro, Ala.,
Central of Georgia (a)
" Seaboard Air Line (b)
(a) and (b) 300 yards apart
Husavick, Manitoba,
Canadian Pacific
Husband, Pa.,
Pitts. Westm. & Somer
Hushands, Tex.,
Mo. Kan. & Texas
Huscher, Kan.,
Atch. Top. & Santa Fe
Hushpuckana, Miss.,
Yazoo & Miss. Valley
Huske, Va., Atl. Coast Line
Huslers, Utah, Ore. Sh. L (a)
" San Ped. Los A. & S. L (a)
Huson, Minn., Great North
Huson, Mont.,
Chic. Mil. & Puget Sd
" Northern Pacific
Hustead, O., Pitts. C. C. & St. L
Husted, Colo.,
Atch. Topeka & S. Fe (a)
" Denver & Rio Grande (b)
(a) and (b) 1 mile apart
Husted, N.J., Pennsylvania
Husted, N.Y., Cent. New Eng
Hustler, Wis., No. West. Line
Huston, Ky., Louisv. & Nash
Huston, Holmes Co., O.,
Baltimore & Ohio
Huston, Perry Co., O.,
Zanesville & Western
Huston, Center Co., Pa.,
Central of Penna
Huston, Somerset Co., Pa.,
Baltimore & Ohio
Huston Mine, Ala.,
Birmingham & Atlantic
Huston Run, Pa., Penna
Hutch, Tex., Caro Northern
Hutcheraft, Ky., Lv. & Nashv
Hutchings,
Oglethorpe Co., Ga.,
Georgia
Hutching, Fla.,
Atlantic Coast Line
Hutchins, Ia., Chic. M. & St. P
Hutchins, Pa.,
Buff. Roch. & Pitts (a)
" Erie (a)
Hutchins, Dallas Co., Tex.,
Houston & Texas Cent
Hutchinson, Ill.,
Indiana Harbor Belt†
Hutchinson, Kan.,
Atch. Top. & S. Fe (a)
" Chic. Rock Isl. & Pac (b)
" Missouri Pacific (c)
(b) and (c) adjacent
(a) about 7-10 mile from (b)
and (c)
Hutchinson, Ky., Lv. & Nash
Hutchinson, Mich.,
Michigan Central
Hutchinson, Minn.,
Chicago, Mil. & St. P (a)
" Great Northern (b)
(a) and (b) ¼ mile apart
Hutchinson, N.J., Penna
Hutchinson, O.,
Ohio River & Western
Hutchinson, Ore.,
Oregon RR. & Nav. Co
Hutchinson, Fayette Co., Pa.,
Pennsylvania
Hutchinson, W. Va.,
Baltimore & Ohio
Hutchinson Junction, Minn.,
Great Northern
Hutchinson Lane, Ala.,
Louisville & Nashville
Hutchinson's, N.J., Penna
Hutchison, Ky., Lv. & Nashv
Hutchison, Mex., Mex. Cent
Hutchison, Pa., Balt. & Ohio
Hutsell, Tenn., Southern
Hutson, O.,
Lk. Erie, Al. & Wheel
Hutson, Tex.,
Pecos & North. Texas*
Hutsonville, Ill.,
Cleve. Cin. Chic. & St. L
Hutter, Minn.,
Duluth, Missabe & No
Hutters, Va., Norf. & West
Huttig, Ark.,
Little Rk. & Monroe (a)
" Louis. & Pine Bluff (a)
Hutto, Tex., Int. & Gt. North
Hutton, Md., Balt. & Ohio
Hutton, Minn., Chic. M. & St. P
Huttons Mill, Fla.,
Atlantic Coast Line
Huttonsville, W. Va.,
Western Maryland
Hutton Valley, Mo.,
Frisco System
Hutt's Crossing, Ont.,
Mag. St. Cath. & Tor (El)
Huxley, Ia., Chic. M. & St. P (a)
" Ft. D. Des M. & So (b)
(a) and (b) about ¼ mi. apart
Huxley, Manitoba, Can. Pac
Huxley, Nev., South. Pacific
Hyanus, La., Texas & Pacific
Hyannis, Mass.,
N.Y. New Hav. & Hart
Hyannis, Neb., Burl. Route
Hyannis Wharf, Mass.,
N.Y. New Hav. & Hart
Hyatt, Daviess Co., Ind.,
Evansv. & Indianap
Hyatt, N.Y.,
N.Y. Cent. & Hud. River
Hyatt, Tenn.,
Louisv. & Nashv
Hyatt, Tex., Tex. & New Orl
Hyatts, Ind.,
Balt. & Ohio Southwest
Hyatt's, O., Hocking Valley
Hyatts, S.C.,
Seaboard Air Line
Hyattsville, Ky., Lv. & Nash
Hyattsville, Md.,
Baltimore & Ohio (a)
" Chesapeake Beach (a)
Hybla, Ont., Central Ontario
Hyde, Colo., Burl. Route
Hyde, Ind., Cl. Cin. Ch. & St. L
Hyde, Kan., Missouri Pacific
Hyde, Richland Co., La.,
New Orleans & No. W
Hyde, Md., Md. & Penna
Hyde, Clearfield Co., Pa.,
Buffalo, Roch. & Pitts
Hyde, Elk Co., Pa., Erie (a)
" Pitts. Shawmut & No (a)
Called Hydes on Erie
Hyde, Tenn.,
Louisville & Nashv (a)
" Southern (a)
Hyden, Ark.,
St. Louis Southwestern
Hyde Park, Ark.,
St. Louis, Iron Mt. & So
Hyde Park, Cal.,
A.T. & S.F., Coast Lines*
" Los Ang. & Redondo (El)
Hyde Park, Ill.,
Chicago, Cin. & L (a)
" Illinois Central (a)
" Michigan Central (a)
Hyde Park, Mass.,
N.Y. New Hav. & Hart
Hyde Park, N.Y.,
N.Y. Cent. & Hud. Riv
Hyde Park, O., Norf. & West
Hyde Park, Ont., Can. Pac
Hyde Park, Pa., Penna
Hyde Park, Utah,
Oregon Short Line
Hyde Park, Vt.,
St. Johns. & Lake Cham
Hyde Park Crossing, Okla.,
Mo. Okla. & Gulf
Hyde Park Crossing, Ont.,
Grand Trunk
Hyde Park Junction, Ont.,
Grand Trunk
Hydes, Elk Co., Pa., Erie (a)
" Pitts. Shawmut & No (a)
Called Hyde on P.S. & N
Hydetown, Pa., Penna
Hydeville, Vt., Del. & Hudson
Hydrick, Ark., St. L. I. Mt. & S
Hydro, Okla.,
Chicago, Rk. Isl. & Pac
Hyers, W. Va., Coal & Coke
Hygeia, Tenn.,
Louisville & Nashville
Hygeia Hotel, Ala.,
Mobile & Ohio
Hygeia Springs, Ky.,
Chesapeake & Ohio
Hygiene, Colo., Burl. Route
Hyland Park, O.,
N.O. Trac. & L. Co (El)
Hylas, Mich., No. West. Line
Hymans, N.C., Norfolk & So
Hymer, Kan., A.T. & S. Fe
Hymera, Ind.,
Evansv. & Terre H (a)
" Southern Indiana (b)
(a) and (b) about ¼ mi. apart
Hymers, La.,
Kansas City Southern
Hymers, Ont., Can. North
Hyndman, Pa., Balt. & O (a)
" Pennsylvania (a)
Hynds, Ind., Vandalia
Hyndsville, N.Y., Del. & Hud
Hyner, Pa., Pennsylvania
Hynes, Cal.,
San Ped. Los Ang. & S. Lk
Hynes, Minn., Gt. Northern
Hyperion, Cal.,
Los Angeles-Pacific (El)
Hypoluxo, Fla., Fla. E. Coast
Hyrum, Utah,
Oregon Short Line
Hysham, Mont., North. Pac
Hyslop, Va., Norf. & So

I

Iaeger, W. Va., Norf. & West
Iago, Tex.,
Galv. Har. & San Ant
Iams, Pa., Waynes. & Wash
Iantha, Mo., Frisco System
Iatan, Mo.,
Burlington Route (a)
" Chicago, R. I. & Pac (a)
Iatan Tex., Texas & Pacific
Ibarra, Mex.,
Kan. City, Mex. & Orient
Iberia & Verm. Junc., La.,
Morgan's La & Texas
Iberis, Tex., Abilene & So
Iberville, La., Yaz. & Miss. Val
Iberville, Que.,
Canadian Pacific (a)
" Central Vermont (b)
Iberville Junction, Que.,
Canadian Pacific
" Quebec, Montreal & So
Ibex, Cal.,
A.T. & S.F., Coast Lines*
Icaria, N.C.,
Norfolk & Southern
Icarus, Nev., South. Pacific
Iceboro, Me., Maine Central
Icedale, Pa., Phila. & Read
Iceman Mill, S.C.,
Atlantic Coast Line
Ice Palace, Colo.,
Arkansas Central
Iconium, Okla.,
Chicago, Rk. Isl. & Pac
Ida, Ala., Louisville & Nash
Ida, La., Texas & Pacific
Ida, Mich., Lake Sh. & Mich. So
Idabel, Okla., Frisco System
Ida Grove, Ia., No. West. Line
Idaho Creek, Colo.,
Burlington Route
Idaho Falls, Idaho,
Oregon Short Line
Idaho Northern Jn., Idaho,
Idaho Northern Ry
Idaho Springs, Colo.,
Colorado & Southern
Idalia, Mo.,
St. Louis South-west
Idamar, Pa., Penna
Ida May, Ky.,
Louisville & Atlantic
Idana, Kan., Union Pacific
Ida Vesper, Ga., Cent. of Ga
Idaville, Ind.,
Pitts. Cin. Chic. & St. L
Idaville, Pa.,
Gettysb. & Harrisb
Ideal, Ga.,
Atlanta, Birm. & Atl
Iden, N.M., A.T. & S. Fe
Idenbro, Kan., Mo. Kan. & Tex
Idevan, La.,
Little Rock & Monroe
Idington, Minn.,
Duluth, R. Lk. & Win
Idlewild, Ark.,
Miss. Riv. Hamb. & W
Idlewild, Colo., Colo. Midland
Idlewild, Fla.,
Atlantic Coast Line
Idlewild, Mo., Frisco System
Idlewild, O.,
Cin. Leb. & North (a)
" Norfolk & Western (a)
Idlewild, Pa.,
Buffalo, Roch. & Pitts
Idlewild, Tenn., Ill. Central
Idlewild, Tex.,
Galv. Har. & San Ant
Idlewild, Wash., North. Pac
Idlewild Park, Fla.,
Atlantic Coast Line
Idlewood, Ga., Central of Ga
Idlewood, Ill., Southern
Idlewood, N.Y.,
Lake Shore & Mich. So
Idlewood, Pa.,
Pitts. Cin. Chic. & St. L
Idylwild, Ont.,
Galt, Preston & Hesp
Iffley, Pa.,
Pitts Cin. Chic. & St. L
Ifield, Pa., Monongahela
Igerna, Cal., South. Pacific
Iglenart, Ind., Evansv. & Ind
Igleharts, Md.,
Wash. Balt. & Annap. El
Ignace, Ont., Can. Pacific
Ignacio, Cal., No. West. Pac
Ignacio, Colo., Denv. & Rio Gr
Igo, Idaho, Oregon S. L
Igriega, Mex.,
Parral & Durango
Iguala, Mex., Mexican Cent
Ikes, La., Gulf, Colo. & S. Fe*
Ilalen, Minn., Great Northern
Ijamsville, Md., Balt. & Ohio
Ilchester, Md., Balt. & Ohio
Ilderton, Ont., Grand Trunk
Ilene, Ind., Southern Indiana
Ilers, O., N.Y. Chic. & St. L
Iles, Ill., Chic. & Alton (a)
" Wabash (a)
Ilford, Tenn.,
Louisville & Nashville
Iliff, Colo., Union Pacific
Ilion, N.Y., N.Y. C. & H. R (a)
" West Shore (b)
Ilka, Tex., Galv. Har. & San A
Illecillewaet, B.C., Can. Pac
Illinoi, Ill.,
Chicago, Ind. & South
Illinois Central Junc., Ill.,
Illinois Southern
Illinois Central Junc., Ky.,
Louisville & Nashville
Illinois Central Junc., Miss.,
Gulf & Ship Island
I. T. Junction, Ill.,
St. L. Iron Mt. & So (a)
" Wabash (a)
Ill. Transfer Belt, Ill.,
Louisville & Nashville
Illiopolis, Ill., Wabash
Illium, Colo., Rio Grande So
Illmo, Mo., St. L. I. Mt. & So
" St. Louis South-west
Illmo Junction, Mo.,
St. Louis, Iron Mt. & So
Illyria, La., New Orl. So
Ilmon, Cal., South. Pacific
Ilsley, Ky., Illinois Central
Ilwaco, Wash., Ilwaco
Ilwaco Junction, Wash.,
Ilwaco
Image, Wash.,
Spokane, Port. & Seat
Imbler, Ore., Ore. RR. & N. Co
Imboden, Ark., Frisco Sys
Imboden, Va., Va. & So. West
Imbs, Ill. Illinois Central
Imes, Kan., Missouri Pacific
Imlac, Ga., Atl. Birm. & Atl
Imlay, Nev., South. Pacific
Imlay, S.D.,
Chicago, Mil. & St. Paul
Imlay City,
Lapeer Co., Mich.,
Grand Trunk (a) (b)
(a) and (b) about ½ mi. apart
Imlayston, N.J.,
Pemberton & Hight
Imler, Pa., Pennsylvania
Immermere, Tex., Frisco Sys
Imogene, Ia., Wabash
Imogene, Kan.,
Chicago, Rk. Isl. & Pac
Imogene, Minn.,
North-Western Line
Imola, Cal., Southern Pacific
Imperial, Cal.,
Southern Pacific
Imperial, Neb., Burl. Route
Imperial, N.B., North Shore
Imperial, N.D.,
Minn. St. P. & Slt. Ste. M
Imperial, Allegheny Co., Pa.,
Montour
Imperial, Venango Co., Pa.,
Pennsylvania
Imperial, Tenn., Illinois Cent
Imperial Junction, Cal.,
Southern Pacific
Imperial Junction, W. Va.,
Chesapeake & Ohio
Impey, Alberta,
Canadian Pacific
Improvement Lick, W. Va.,
Chesapeake & Ohio
Imuris, Mex.,
West Coast Route
Ina, Ill., Chic. and East. Ill
Ina, N.D.,
Minn. St. P. & S. Ste. M
Ina, Tenn.,
Nashv. Chat. & St. L
Ina, Tex., San A. & Aran. Pas
Inaha, Ga., Ga. South. & Fla
Inari, Tex.,
St. L. Brownsv. & Mex
Inavale, Neb., Burl. Route
Inca, N.M.,
Denver & Rio Grande
Incline, Ala.,
Nashv. Chatt. & St. L
Inda, Miss., Gulf & Ship Isl
Independence,
Arapahoe Co., Colo.,
Colorado Eastern
Independence,
Teller Co., Colo.,
Colo. Spgs. & C. C. D (a)
" Florence & Crip. Ck (b)
" Midland Terminal (c)
(a) and (b) ½ mile apart
Independence,
Warren Co., Ind.,
Chicago and East. Ill
Independence, Ia.,
Chic. Rk. Isl. & Pac (a)
" Illinois Central (b)
(a) and (b) 1 mile apart
Independence, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) ¼ mile apart
Independence, Ky.,
Louisville & Nashville
Independence, La., Ill. Cent
Independence, Mo.,
Chicago & Alton (a)
" Kansas City South (b)
" Missouri Pacific (c)
(a) and (b) about ½ mi. apart
(a) and (c) ¾ mile apart
(b) and (c) about ½ mi. apart
Independence, Ore.,
Independ. & Monm (a)
" Southern Pacific (b)
(a) and (b) adjacent
Independence, W. Va.,
Baltimore & Ohio
Independence, Wis.,
Green Bay & Western
Independence Mine, Colo.,
Florence & Cripple Ck
Independent, Wash.,
Tacoma Eastern
Index, Mich., Flint & Pere M
Index, N.Y.,
Oneon. & Mohawk V (El)
Index, Tex., Pt. Arthur Rte
Index, Wash., Great North
Indi, Sask., Canadian North
India, Kan., At. Top. & S. Fe
Indiahoma, Okla., Frisco Sys
Indian, Ark.,
St. Louis, Iron Mt. & So
Indian, Wash.,
Oregon RR. & Nav. Co
Indian, W. Va., Ches. & Ohio
Indiana, Ind., South. Indiana
Indiana, Pa.,
Buff. Roch. & Pitts (a)
" Pennsylvania (b)
(a) and (b) ½ mile apart
Indiana Fruit Co., Ga.,
Gulf Line
Indiana Harbor, Ind.,
Baltimore & Ohio (a)
" Chicago, Ind. & South
" Elgin, Joliet & Eastern†
" Indiana Harbor Belt†
" Lk. Sh. & Mich. So (b)
" Pennsylvania Co (c)
(a) and (c) about ½ mi. apart
(b) and (c) about ½ mi. apart
Ind. Ill. & Ia. Junction, Ill.,
Burlington Route (a)
" Chic. Ind. & South (a)
Ind. Ill. & Ia. Junction, Ind.,
Vandalia
Indianapolis, Ind.,
Chic. Ind. & Louisv (a)
" Cin. Ham. & Day (a)
" Cl. Cin. Chic. & St. L (a)
" Indianapolis South (a)
" Lake Erie & West (a)
" Pitts. Cin. Ch. & St. L (a)
" Vandalia (a)
Indianapolis, Okla.,
Chicago, Rk. Isl. & Pac
Indian Arm, N.F.,
Reid Newfoundland
Indian Castle, N.Y., West Sh
Indian Church, N.Y., Penna
Indian Creek, Pa., Balt. & O
Indian Creek, W. Va.,
Coal & Coke
Indian Divide, N.M.,
El Paso & S.W. System
Indian Field, Mich.,
Gd. Rapids & Indiana
Indian Fields, Ky.,
Lexington & Eastern
Indian Head, Sask., Can. Pac
Indian Hill, O., P.C.C. & St. L
Indian Junction, Cal.,
Oregon & Eureka
Indian Key, Fla.,
Florida East Coast
Indian Lake, Mich.,
Grand Trunk
Indian Lane, Pa., Penna
Indian Lorette, Que.,
Quebec & Lake St. John
Indian Med. Springs, Minn.,
Northern Pacific
Indian Mound, Miss.,
Mississippi Eastern
Indianola, Ga.,
Atlantic Coast Line
Indianola, Ill., Ch. and E. Ill
Indianola, Ia., Burl. Route (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) 250 yards apart
Indianola, Miss.,
Southern in Mississippi
Indianola, Neb., Burl. Route
Indianola, Okla.,
Fort Smith & Western
Indianola, Utah,
Denver & Rio Grande
Indianola Junction, Ia.,
Burlington Route
Indian Orchard, Mass.,
Boston & Albany†
Indian Pond, Me., Somerset
Indian River, Mich.,
Michigan Central
Indian River, Ont., Can. Pac
Indian Rock, Va.,
Chesapeake & Ohio
Indian Run, O.,
Zanesville & Western
Indian Run, Pa., Penna

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Indian Spring, Nev.,
Las Vegas & Tonopah
Indian Springs, Fla.,
Florida East Coast
Indian Springs, Ga.,
Flovilla & Indian Spgs
Indian Springs, Ind.,
Southern Indiana
Indian Springs, Manitoba,
Canadian Northern
Indian Springs, Md.,
Wash. Fred. & Gettysb
Indian Town, Mich.,
North-Western Line
Indiantown, N.B., Intercol
Indian Trail, N.C.,
Seaboard Air Line
Indian Village, Cal., Pac. Elec
India Point, R.I.,
N.Y. New Hav. & Hart
Indio, Ala., Louisv. & Nashv
Indio, Cal., Southern Pacific
Indio, Ind., Toledo, St. L. & W
Indio, Minn., Chic. Mil. & St. P
Indio, Wash., North Pacific
Indiole, N.M.,
El Paso & S. W. System
Indis, Wash., North Pacific
Indus, Ky., Louisv. & Nashv
Industrial Home, Mich.,
Detroit, Tol. & Ironton
Industrial R.R. Junction, O
Baltimore & Ohio
Industrial School, Colo.,
Inter-Mountain
Industrial School, N.J.,
Phila. & Reading
Industrial School, W. Va.,
Baltimore & Ohio
Industry, Ga., Central of Ga
Industry, Ill.,
Macomb & Western Ill
Industry, Ind.,
Ft. Wayne, Cin. & Louis
Industry, Ia., Chic. Gt. West
Industry, N.Y., Erie (a)
" Lehigh Valley† (b)
(a) and (b) 1½ miles apart
Industry, Pa., Penna. Co
Inez, Tex.,
Galv. Har. & San Ant
Inez, W.Va., Chesa. & Ohio
Inez, Wyo., North West. Line
Infirmary, O., Norf. & West
Ingall, Wash., North Pacific
Ingalls, Ark.,
Chicago, Rk. Isl. & Pac
Ingalls, Ind.,
Cleve. Cin. Chic. & St. L
Ingalls, Kan., A. T. & S. Fe
Ingalls, Me., Bangor & Aroos
Ingalls, Mass.,
Bost. Rev. Bch. & Lynn
Ingalls, Mich., No. West. Line
Ingall's Crossing, Mass.,
Boston & Maine
Ingall's Road, Me.,
Bridgton & Saco River
Ingalton, Ill.,
Chicago Gt. West (a)
" Elgin, Joliet & East (b)
(a) and (b) 1 mile apart
Ingell's, N.Y., N.Y. Ont & W
Ingelow, Manitoba,
Grand Trunk Pacific
Ingenio, Mex., Nat. of Mex
Ingersoll, Ia., Chic. Mil. & St. P
Ingersoll, Okla.,
Chicago, Rk. Isl. & Pac
Ingersoll, Ont., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) 165 yards apart
Ingham, Neb., Burl. Route
Ingham, N.Y.,
Little Falls & Dolgev
Ingham, Okla.,
Kansas City Southern
Ingham, Va., Norf. & West
Ingham's, O., Balt. & O. S. W
Ingham's, Pa.,
Buffalo & Susquehanna
Ingle, Ind., Evans. & Terre H
Ingleby, Pa., Pennsylvania
Inglehome, Fla., Seab. Air L
Inglenook, Pa., North. Cent
Ingleside, Ga., Georgia
Ingleside, Ill.,
Chicago, Mil. & St. Paul
Ingleside, Mass.,
N.Y. New Hav. & Hart
Ingleside, Miss.,
Yazoo & Miss. Valley
Ingleside, Neb., Burl. Route
Ingleside, N.B., Can. Pacific
Ingleside, S.C., Southern
Ingleside, Tex.,
San Ant. & Aran. Pass
Ingleside, W. Va.,
Norfolk & Western
" Virginian
Inglesyde, Mo., Wabash
Inglewood, Cal.,
A.T. & S.F. Coast Lines*
" Los Ang. & Redondo (El)
" Los Angeles-Pacific (El)
Inglewood, Ont., Gd. Trunk
Inglewood, S.C., Southern
Inglewood, Va.,
Chesapeake Western
Inglewood, Wash., No. Pac
Inglewood Junction, Ont.,
Canadian Pacific
Inglis, Ore.,
Astoria & Col. River
Ingolf, Ont., Canadian Pac
Ingomar, Cal., South. Pacific
Ingomar, Miss.,
New Orl. Mobile & Chic
Ingomar, Mont.,
Chic. Mil. & Puget Sd
Ingomar, O., Cincinnati No
Ingram, Assiniboia, Can. Pac
Ingram, Ill., Marquette & No
Ingram, La.,
Victoria, Fisher & West
Ingram, Miss.,
Yazoo & Miss. Valley
Ingram, N.D., Chic. M. & St. P
Ingram, Pa., P. C. C. & St. L
Ingram, Wis.,
Minn. St. P. & Slt. Ste. M
Ingram Port, N.S.,
Halifax & Southwest
Iniss, Ga., Atl. Birm. & Atl
Inkerman, N.B., Gulf Shore
Inkerman, Ont., Can. Pacific
Inkerman, Pa.,
Lack. & Wyoming Val
Inkom, Idaho, Ore. Sh. Line
Inkster, Mich., Mich. Cent
Inkster, N.D., Great North
Inland, Ala., Louisv. & Nashv
Inland, Neb., Burl. Route (a)
" North-West. Line (b)
(a) and (b) about ¼ mi. apart
Inland Junction, Wash.,
Cœur d'Alene & Sp (a)
" Spokane & Inland (a)
Inlet, Ga., Central of Ga
Called also South End
Inlet, Va., Southern
Inman, Ala., Seaboard Air L
Inman, Colo., Missouri Pac
Inman, Ga., Southern
Inman, Kan., Chic. R.I. & Pac
Inman, Neb., No. West. Line
Inman, S.C., Southern
Inman, Va., Virginia & S. W.
Inman Poulson Mill, Ore.,
Portland Ry. L. & P. Co
Inmans, Ind., Balt. & Ohio
Innerkip, Ont., Can. Pacific
Innisfail, Alberta, Can. Pac
Innisfree, Alberta, Can. No
Ino, Wis., Northern Pacific
Inola, Okla., St. L. I. Mt. & So
Insinger, Sask., Can. Pacific
Inskip, Tenn., Southern
Insmont, Colo., Colo. & So
Insmore, Miss.,
Yazoo & Miss. Valley
Instanter, Pa., Pennsylvania
Institute, W. Va.,
Kanawha & Michigan
Inston, Ga., Louisv. & Nashv
Interbay, Wash.,
Great Northern (a)
" Northern Pacific (b)
(a) and (b) about 300 yards apart
Intercolonial Junction, N.S.,
Halifax & Southwest
Interior, Mich., No. West. L
Interior, S.D.,
Chicago, Mil. & St. Paul
Interior, Va., Norfolk & West
Interior, Wash.,
Oregon R.R. & Nav. Co
Interior Junction, Mich.,
North-Western Line
Interjachen, Fla.,
Atlantic Coast Line
Interlaken, N.J.,
Central of N.J (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Interlaken, N.Y., Lehigh Val
Interlochen, Mich.,
Manistee & N.E (a)
" Pere Marquette (a)
International, Mont.,
Mont. Wyo. & South +
Int. & Gt. N. Connection, Tex.,
Texas & New Orleans
Called also Jacksonville which see
Internat. Boundary, N.D.,
Great Northern
Internat. Boundary, Wash.,
Great Northern
Internat. Falls, Minn.,
Big Fork & Int. Falls
Internat. Junc., Idaho,
Cœur d'Alene & Spok
International Junc., N.Y.,
Erie (a)
" Wabash (a)
International Junction, Tex.,
St. Louis South-west
Intersection,
Marion Co., Fla.,
Atlantic Coast Line
Intersection, York Co., Pa.,
Western Maryland
Interstate Fair Grounds, N.J.,
Pennsylvania
Interstate Junction, Kan.,
Missouri Pacific
Interstate R.R. Junc., Va.,
Louisville & Nashville
Interstate Park, N.Y.,
Long Island
Interurban Crossing, Mich.,
Grand Trunk
Interurban Station, Ala.,
Birm. & Gf. Ry. & Nav. Co
Intervale, N.B., Elgin & Hav
Intervale, N.H.,
See Intervale Junction, N.H
Intervale Junction, N.H.,
Boston & Maine (a)
" Maine Central (a)
Invergrove, Minn.,
Chicago Great West (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about ¼ mi. apart
Inverholm, B.C., Gt. North
Invermay, Pa., Cumb. Valley
Invermay, Sask., Can. North
Inverness, Ala., Cent. of Ga
Inverness, Fla.,
Atlantic Coast Line
Inverness, Ind., St. Jos. Val
Inverness, Mich.,
Detroit & Mackinac
Inverness, Miss.,
Yazoo & Miss. Valley
Inverness, Mont., Great No
Inverness, N.Y.,
Genesee & Wyoming
Inverness, N.S., Inverness
Inverness Junction, N.S.,
Inverness
" Intercolonial
Inwood, Fla., Louisv. & Nash
Inwood, Ga., Ga. Coast & Pied
Inwood, Ind., Penna. Co
Inwood, Ia., Chic. Mil. & St. P
Inwood, Miss.,
Yazoo & Miss. Valley
Inwood, N.Y., N.Y.C. & H.R
Inwood, Ont., Mich. Central
Inwood, Lebanon Co., Pa.,
Phila. & Reading
Inwood, Mifflin Co., N.Y.,
Kishacoquillas Valley
Inwood, Vt., Boston & Maine
Inwood, W. Va., Cumb. Val
Inyan, S.D., Chic. Mil. & St. P
Iola, Colo., Denver & Rio Gr
Iola, Ill., Balt. & Ohio S. W
Iola, Kan., Atch. T. & S. Fe (a)
" Mo. Kan. & Texas (b)
" Missouri Pacific (c)
(a) and (b) adjacent
(a) and (c) ¼ mile apart
Iola, Ky., Nash. Chat. & St. L
Iola, S.C., Atlantic Coast Line
Iola, Tenn., Louisv. & Nashv
Iola, Tex.,
Houston & Texas Cent
" Trinity & Brazos Valley
Iola, Wis., Iola & Northern
Iolanthe, Wash.,
Chic. Mil. & Puget Sd
Iona, Mont., North. Pacific
Iona, N.J., W.J. & Seashore
Iona, N.S., Intercolonial
Iona, Ont., Mich. Cent (a)
" Pere Marquette (b)
(a) and (b) about 5 rods apart
Iona, Tex., Texas & Pacific
Iona Island, N.Y.,
N.Y. Ont. & West (a) P
" West Shore (a)
P For passenger service only
Iona Lake, Minn.,
Chicago, Mil. & St. Paul
Ione, Cal., Southern Pacific
Ione, Colo., Union Pacific
Ione, Ga., Georgia Northern
Ione, Ore., Ore. R. R. & N. Co
Ione, Wash.,
Idaho & Wash. North
Ionia, Ia., Chic. Mil. & St. Paul
Ionia, Mich., Grand Trunk (a)
" Pere Marquette (b)
(a) and (b) about ⅛ mi. apart
Ionia, Mo.,
St. L. Kan. City & Colo ‡
Ionia, Mont., Burl. Route
Ionia, N.Y., N.Y.C. & H.R
Iota, La., Louisiana Western
Iowa, Ill., Tol. Peoria & West
Iowa, La., Louisiana West
Iowa, Pa., Pennsylvania
Iowa City, Ia.,
Cedar Rap. & Ia. City (El)
" Chic. Rk. Isl. & Pac (a) (b)
(a) and (b) 1 mile apart
Iowa City, Okla.,
Atch. Top. & Santa Fe
Iowa Falls, Ia.,
Chic. Rk. Isl. & Pac (a)
" Illinois Central (b)
" North-West. Line (c)
" St. P. & Des Moines (d)
(a) and (b) ¼ mile apart
(b) and (c) 1 mile apart
(b) and (d) ¼ mile apart
Iowa Falls Junction, Ill.,
Illinois Central
Iowa Jn., Henderson Co., Ill.,
Burlington Route
Iowa Junc., Peoria Co., Ill.,
Iowa Central (a)
" Peo. & Pekin Union (a)
" Peoria Ry. Terminal (b)
Iowa Junction, Ia.,
Chicago, Rk. Isl. & Pac
Iowa Junction, La.,
St. Louis, Wat. & Gulf
Iowa Park, Tex.,
Ft. Worth & Denv. City
Iowa Point, Kan., Burl. Route
Ipava, Ill., Burlington Route
Ipley, Mo., Frisco System
Ipswich, Mass., Bost. & Maine
Ipswich, S.D., Chic. M. & St. P
Ipswich, Wis.,
North-Western Line
Ira, Ia., Chicago Gt. Western
Ira, N.Y., Lehigh Valley
Ira, O., Baltimore & Ohio
Irad, Tenn., Louisv. & Nashv
Irapuato, Mex., Nat. of Mex
Irby, Wash., Great Northern
Ire, Pa., N.Y. Cent. & Hud. Riv
Iredell, Tex., Texas Central
Irene, Ill., Illinois Central
Irene, La., La. Ry. & Nav. Co
Irene, Miss., Liberty-White
Irene, S.D., Great Northern
Irene, Tex.,
Internat. & Gt. North
Ireton, Ia., No. West. Line
Iricks, N.J., Pennsylvania
Irimbo, Mex., Nat. of Mex
Iris, Ark., Cache Valley
Iris, Cal., Southern Pacific
Iris, Ky., Louisv. & Nashv
Iris, Mont., Chic. Mil. & P. Sd
Iris, P.E.I.,
Prince Edward Island
Irish Creek, Ont., Can. Pac
Irishtown, N.B.,
Moncton & Buctouche
Irishtown, Que., Atl. & Lk. S
Irma, Alberta,
Grand Trunk Pacific
Irma, Cal., Southern Pacific
Irma, Ia., Illinois Central
Irma, La., La. Ry. & Nav. Co
Irma, Mich., Gd. Rap. & Ind
Irma, Wis., Chic. Mil. & St. P
Irmo, S.C., Col. New. & Lau
Irolo, Mex.,
Interoceanic of Mex (b)
" Mexican (c)
" National of Mexico (a)
(a) and (b) about 217 yards apart
(b) and (c) adjacent
Iron, Mont., Great Northern
Iron, N.C., Seaboard Air Line
Irona, N.Y., Rutland
Irona, W. Va., West Va. No
Ironaton, Ala., Lv. & Nashv
Iron Belf, Wis.,
Minn. St. P. & Slt. Ste. M
Iron Bound Creek, N.B.,
New Brunswick
Iron Branch, Tex.,
Houston & Texas Cent
Iron Bridge, Mich.,
Duluth, So. Shore & Atl
Iron Bridge,
Armstrong Co., Pa.,
Winfield
Iron Bridge,
Westmoreland Co., Pa.,
Baltimore & Ohio
Iron Bridge, W. Va.,
Morgantown & Kingw
Iron City, Ala., Southern
Iron City, Ga., Atl. Coast Line
Iron City, Forest Co., Pa.,
Baltimore & Ohio
Iron City,
Westmoreland Co., Pa.,
Pittsburgh & Lake Erie
Iron City, Tenn., Lv. & Nash
Iron City, Tex., Tex. State
Ironco, Ga., Chattanooga So
Irondale, Ala., Ala. Gt. So (a)
" Central of Georgia (a)
" Seaboard Air Line (a)
" Southern (a)
Irondale, Colo., Burl. Route
Irondale, O., Penna. Co
Irondale, Ont.,
Irondale, Banc. & Otta
Irondale, Va., Virginia & S. W
Iron Gate, Va., Chesa. & Ohio
Iron Hill, Md., Penna
Iron Hill, Tenn.,
Nashv. Chatt. & St. L
Ironia, N.J., Del. Lack. & West
Iron Junction, Minn.,
Duluth, Missabe & No
Iron Mountain, Cal., Iron Mt
Iron Mountain, Mich.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
" Wisconsin & Mich (a)
(a) and (b) about 170 yards apart
Iron Mountain, Mo.,
St. Louis, Iron Mt. & So
Iron Mountain, Mont.,
Northern Pacific
Iron Mountain, Va.,
Chesapeake & Ohio
Iron Mountain, Wyo.,
Colorado & Southern
Iron Mountain Junction,
Pulaski Co., Ark.,
Chicago, Rk. Isl. & Pac
Iron Mountain Junction,
Sebastian Co., Ark.,
Midland Valley
Iron Point, Nev., So. Pacific
Iron Range, Ont.,
Canadian Northern
Iron Ridge, Pa., Penna
Iron Ridge Junction, Wis.,
Chicago, Mil. & St. Paul
Iron River, Mich.,
North-Western Line
Iron River, Wis.,
Duluth, S. Sh. & Atl (a)
" Northern Pacific (a)
Iron Rod, Mont., No. Pacific
Irons, Mich., Pere Marquette
Ironshire, Md., Penna
Ironside, Que., Canadian Pac
Ironside, Tenn., Lv. & Nash
Ironsides, Pa., Phila. & Read
Iron Springs, Ariz.,
Santa Fe, Presc. & Ph*
Iron Stone, Pa., Ph. & Read
Ironto, Va., Virginian
Ironton, Ind., Balt. & O. S. W
Ironton, La., New Orl. So
Ironton, Mo., St. L. I. M. & So
Ironton, Mont.,
Butte, Ana. & Pacific
Ironton, N.Y.,
New York & Ottawa
Ironton, O.,
Chesa. & Ohio (a)
" Cin. Ham. & Dayton (b)
" Detroit, Tol. & Iron (b)
" Norfolk & Western (c)
(a) and (b) 50 yards apart
(a) and (c) 50 yards apart
(b) and (c) 200 yards apart
▯ By ferry
Ironton, Utah,
San Fed. Los Ang. & S. Lk
Ironton Junction, O.,
Cin. Ham. & Dayton
Irontown, W. Va., Balt. & O
Ironville, O.,
Toledo Terminal†
" Wheeling & Lake Erie
Ironville, Va., Norf. & West
Ironwood, Mich.,
Minn. St. P. & S. Ste. M (a)
" North West. Line (b)
(a) and (b) adjacent
Iron Works, N.Y.,
N.Y. Central & Hud. Riv
Iroquois, Ill.,
Cleve. Cin. Chic. & St. L
Iroquois, Minn., Gt. Northern
Iroquois, Okla.,
Atch. Top. & Santa Fe
Iroquois, Ont., Grand Trunk
Iroquois, Pa., Pennsylvania
Iroquois, S.D.,
North-Western Line
Iroquois Falls, Ont.,
Temiskaming & No. Ont
Irrigo, Cal., Southern Pacific
Irrigon, Ore.,
Oregon R.R. & Nav. Co
Irvin Creek, Wis.,
Chicago, Mil. & St. Paul
Irvine, Alberta, Can. Pacific
Irvine, Calaveras Co., Cal.,
Sierra of California
Irvine, Orange Co., Cal.,
A.T. & S.F., Coast Lines*
Irvine, Fla.,
Tampa & Jacksonville
Irvine, Ky., Louisville & Atl
Irvine, N.F.,
Reid Newfoundland
Irvine, Wis.,
Minn. St. P. & Slt. Ste. M
Irvine, Wyo.,
North-Western Line
Irvine Mills, N.Y., Buf. R. & P
" Pennsylvania
Irvineton, Pa.,
Dunk. Al. Val. & Pitts (a)
" Pennsylvania (b)
(a) and (b) ¼ mile apart
Irving, Ill., Chic. & East. Ill (a)
" Clev. Cin. Ch. & St. L (a)
Irving, Ia., North-West. Line
Irving, Kan., Mo. Pacific (a)
" Union Pacific (b)
(a) and (b) about ¾ mile apart
Irving, Mich., Michigan Cent
Irving, Chautauqua Co., N.Y.,
Lk. Shore & Mich. So (a)
" N.Y. Chicago & St. L (b)
" Pennsylvania (b)
(a) and (b) about 50 yards apart
Irving, Ore., South. Pacific
Irving, Pa., Phila. & Read
Irving, Tex.,
Chicago, Rk. Isl. & Gulf
" Frisco System
Irving, Va., Norf. & West
Irving, Wash., North. Pacific
Irving, W. Va., Balt. & Ohio
Irving Mills, N.Y., Erie
Irving Park, Ill.,
North-Western Line
Irving Park, Md., Balt. & O
Irvings, Cal., No. West. Pac
Irving Siding, Pa., Leh. Val
Irvington, Alameda Co, Cal.,
Southern Pacific
Irvington, Colo.,
Burlington Route

Irvington, Ill., Illinois Cent
Irvington, Ind.,
Cin. Ham. & Dayton (a)
" Pitt. Cin. Chic. & St. L (b)
(a) and (b) about ¼ mi. apart
Irvington, Ia.,
North-Western Line
Irvington, Ky.,
Louisv. Hend. & St. L
Irvington, Neb.,
North-Western Line
Irvington, N. J.,
Lehigh Valley
Irvington, N. Y., N. Y. C. & H. R
Irvington, O., Cin. Ports. & V
Irvinville, Ore., South. Pac
Irvona, Pa.,
N. Y. Cent. & Hud. Riv (a)
" Pennsylvania (b) (c)
(a) and (b) about ½ mile apart
(a) and (c) about ½ mile apart
(b) and (c) about 200 yards apart
Irvona Junction, Pa.,
N. Y. Cent. & Hud. Riv
Irwin, Colo., Denv. & Rio Gr
Irwin, Ga.,
Tifton & North-east
Irwin, Ill., Illinois Central
Irwin, Ia., Chicago Gt. West
" North-Western Line
Irwin, Ky., Louisville & Nash
Irwin, Barton Co., Mo.,
Missouri Pacific
Irwin, Pemiscot Co., Mo.,
St. Louis & Memphis
Irwin, Neb.,
North-Western Line
Irwin, Licking Co., O.,
Baltimore & Ohio
Irwin, Union Co., O.,
Cleve. Cin. Chic. & St. L
Irwin, Pa., Penna
Irwin, Va., Ches. & Ohio
Irwindale, Cal., Pac. Elec
" Southern Pacific
Irwin's Spur, Colo.,
Colorado Midland
Irwintown, Pa.,
Pitts. Shawmut & North
Irwinville, Ga.,
Fitzg. Ocilla & Broxton
Isaac, Ga., Atlanta, Birm. & A
Isaac, Va., Southern
Isaacs', Md., Balt. & Ohio
Isaacs, Hemphill Co., Tex.,
So. Kansas of Tex*
Isaacs, Midam Co., Tex.,
San Ant. & Aransas Pass
Isabel, Ill., Vandalia
Isabel, Kan., At. Top. & S. Fe
Isabel, La.,
New Orleans Gt. North
Isabel, Tex., Rio G. & Eagle P
Isabella, Colo.,
Florence & Cripple Ck
Isabella, Ga., Atl. Coast Line
Isabella, Delta Co., Mich.,
Minn. St. P. & Slt. Ste. M
Isabella, Isabella Co., Mich.,
Pere Marquette
Isabella, Okla.,
Chicago, Rk. Isl. & Pac
Isabella, Pa., Phila. & Read
Isadora, Ore., South. Pacific
Isadore, Mich.,
Manistee & North-east
Isanti, Minn., Great North
Isast, Mex., Nat. of Mex
Isbell, Ala., North. Alabama
Isbell, Mo., Missouri Pacific
Isbell's, Ala., Birm. & Atl
Isbester, Ont., Can. Pacific
Ischua, N. Y., Pennsylvania
Iselin, N. J., Pennsylvania
Iselin, Pa., Buf. Roch. & Pitts
Isenberg, Miss.,
Yazoo & Miss. Valley
Iser, Tex.,
Gal. Har. & San Ant (a)
" Texas & Pacific (a)
Ishkooda, Ala.,
Louisville & Nashville
Ishpeming, Mich.,
Duluth. So. Sh. & A (a)
" Lk. Sup. & Ishpem (b)
" North-West. Line (c)
(a) and (b) ½ mile apart
(a) and (c) ½ mile apart
Isinour's, Minn., C. M. & St. P
Isla, Mex.,
Veracruz & Isthmus
Islamorada, Fla.,
Florida East Coast
Island, Ky., Louisv. & Nash
Island, La., Texas & Pacific
Island, Minn., Gt. Northern
Island, Tex.,
Galv. Har. & San Ant (a)
" Gulf, Colo. & S. Fe* (b)
Island, Campbell Co., Va.,
Norfolk & Western
Island, Goochland Co., Va.,
Chesapeake & Ohio
Island City, Ind., Vandalia
Island City, Ore.,
Oregon RR. & Nav. Co
Island Creek, Ky.,
Ches. & Ohio
Island Creek, Mass.,
N. Y. New Hav. & Hart
Island Falls, Me.,
Bangor & Aroostook
Island Ford, Va.,
Norfolk & Western
Island Grove, Fla.,
Seaboard Air Line
Island Grove, Ill., Wabash
Island Heights, N. J., Penna
Island Heights Junc., N. J.,
Pennsylvania
Island Lake, Fla.,
Atlantic Coast Line
Island Lake, Mich.,
Pere Marquette
Island Lake, Ont.,
Algoma Cent. & H. Bay
Island No. 2, Ind., Vandalia
Island Park, Idaho,
Oregon Short Line
Island Park, Ia., Burl. Route
Island Park, Mass., Bost. & Me
Island Park, Pa.,
Lehigh Valley
Island Park, W. Va.,
Baltimore & Ohio
Island Pond, Vt., Gd. Trunk
Island Road, S. C.,
Atlantic Coast Line
Island Run, Pa., Penna
Island Valley, Ind.,
Vandalia
Islay, Alberta, Can. North
Islay, Wyo., Colo. & Southern
Isle, Pa., West. Allegheny
Isle Cadieux, Que., Can. Pac
Isle La Motte, Vt., Rutland
Islen, Nev.,
San Ped. Los Ang. & S. Lk
Isleta, N. M., Atch. T. & S. F (a)
" A. T. & S. F., Coast L* (a)
Isleta, O., Pitts. C. C. & St. L
Isle Verte, Que., Intercol
Islington, Mass.,
N. Y. New Hav. & Hart
Islington, Ont., Can. Pacific
Islington Junction, Mass.,
N. Y. New Hav. & Hart
Islip, N. Y., Long Island
Ismay, Mont., C. M. & P. Sd
Ismond, Tenn.,
Louisville & Nashville
Isola, Miss., Yazoo & Miss. Val
Isolute, Tenn., Tenn. Central
Isom, Ark., Gould So. West
Issaquah, Wash., North. Pac
Issaquena, Miss.,
Yazoo & Miss. Valley
Istachatta, Fla.,
Atlantic Coast Line
Istra, N. M., Southern Pacific
Italia, Fla., Seaboard Air Line
Italy, Cal.,
Nevada-California-Ore
Italy, Tenn., Lv. & Nashv
Italy, Tex.,
Internat. & Gt. No (a)
" Mo. Kansas & Texas (b)
(a) and (b) ½ mile apart
Italy, Va., Norf. & West
Italy Cross, N. S.,
Halifax & Southwest
Itasca, Ill., Chic. Mil. & St. P
Itasca, Tex., Mo. Kan. & Tex
Itasca, Wis.,
North-Western Line
Itaska Dock, Wis., N. W. Line
Ithaca, Mich., Ann Arbor
Ithaca, Neb., Burl. Route
Ithaca, N. Y., D. L. & W (a)
" Lehigh Valley (b)
" N. Y. Aub. & Lansing†
(a) and (b) 100 yards apart
Ithaca, O., Ohio Electric
Itta Bena, Miss.,
Southern in Miss
Ittners, Ill., Louisv. & Nash
Ituna, Okla.,
Atch. Top. & Santa Fe
Ituna, Sask.,
Grand Trunk Pacific
Iturbe, Mex.,
Interoceanic of Mexico
Itzincab, Mex.,
United R. Rs. of Yucatan
Iuka, Ill., Balt. & Ohio So. W
Iuka, Kan., Missouri Pacific
Iuka, Miss., Southern
Iva, S. C., Char. & West Car
Ivalee, Ala.,
Louisville & Nashville
Ivalon, Ariz., South. Pacific
Ivan, Ark.,
Chicago, Rk. Isl. & Pac
Ivan, La., Bodcaw Valley
Ivan, N. D., M. St. P. & S. Ste. M
Ivanhoe, Cal.,
Pacific Electric
Ivanhoe, Colo., Colo. Midland
Ivanhoe, Ga.,
Savannah & Statesboro
Ivanhoe, Ind.,
Chic. Indiana & So
" Elgin, Joliet & Eastern
Ivanhoe, Minn., No. W. Line
Ivanhoe, N. C., Atl. Coast Line
Ivanhoe, O., Cin. Leb. & North
Ivanhoe (1), Hastings Dist.,
Ont., Canadian Pacific
Ivanhoe (2), Hastings Dist.,
Ont., Grand Trunk
Ivanhoe, S. D., Burl. Route
Ivanhoe, Va., Norf. & West
Ivanpah, Cal.,
A. T. & S. F., Coast Lines*
Ivel, Ky., Chesapeake & Ohio
Iverson, W. Va., Norf. & West
Ives, Mex.,
Tehuantepec National
Ives, Mo., St. L. Iron Mt. & So
Ives, N. D., C. M. & P. Sd
Ives, Tex., Gulf, Colo. & S. Fe*
Ivesdale, Ill., Wabash
Ivesta, Cal., Southern Pac
Ives Station, Wis.,
North-Western Line
Ivey, Ga., Central of Georgia
Ivey, N. C., Southern
Iveyson, Ala.,
Louisville & Nashville
Ivison, Pa.,
Blacklick & Yellow Crk
Ivor, Va., Norfolk & Western
Ivory, Mo., St. L. Iron Mt. & So
Ivorydale, O.,
Balt. & Ohio Southw (a)
" Cin. Ham. & Dayton (b)
" Cincinnati North (c)
" Cl. Cin. Ch. & St. L (c)
" Iv. & Millcreek V (b) (c)
(b) and (c) about ¾ mi. apart
Ivorydale Junction, O.,
Balt. & Ohio Southwest
Ivry, Que., Canadian Pacific
Ivy, Tex., Gal. Har. & San A
Ivy, Va., Chesapeake & Ohio
Ivybranch, W. Va.,
Chesapeake & Ohio
Ivy City, D. C., Balt. & Ohio
Ivy Hill, Pa., Pennsylvania
Ivy Park, Cal.,
Los Angeles-Pacific (El)
Ivy Rock, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) ½ mile apart
Ivyland, Pa., Phila. & Read
Ivyside, N. J., Pennsylvania
Ixcaquixtla, Mex.,
San Marc. & Huaj. de L
Ixonia, Wis., Chic. Mil. & St. P
Ixtaltepec, Mex.,
Pan-American
Ixtlahuaca, Mex.,
Ixtlahuaca†
" National of Mexico
Ixtle, Mex., Mex. Internat
Ixworth, O., P. C. C. & St. L
Izamal, Mex.,
United RRs. of Yucatan

J

Jacinto, Neb., Union Pacific
Jack, W. Va., Balt. & Ohio
Jack Fish, Ont., Can. Pacific
Jack Fork, Okla., Frisco Sys
Jackman, Me., Can. Pacific
Jackman's, Wash.,
Fairhaven & South
Jack Rogers, Ill.,
Cleve. Cin. Chic. & St. L
Jacks, Okla., Chic. R. I. & P
Jacksboro, Tenn., Lv. & Nash
Jacksboro, Tex.,
Chicago, Rk. Isl. & Gulf
" Gulf, Tex. & West
Jack's Cabin, Colo.,
Denver & Rio Grande
Jack's Creek, Pa., Penna
Jack's Mountain, Pa.,
Western Maryland
Jackson, Ala., Southern
Jackson, Butts Co., Ga.,
Southern
Jackson, Ill., Balt. & Ohio S. W
Jackson, Vermilion Co., Ind.,
Chicago and East. Ill
Jackson, Ia.,
Chic. Anamosa & North
Jackson, Breathitt Co., Ky.,
Lexington & East (a)
" Ohio & Kentucky (a)
Jackson, Mercer Co., Ky.,
Southern
Jackson, La., Jackson
Jackson, Md., Balt. & Ohio
Jackson, Jackson Co., Mich.,
Cincinnati North (a)
" Grand Trunk (b)
" Lk. Sh. & Mich. So (a)
" Michigan Central (a)
(a) and (b) ¾ mile apart
Jackson, Minn., C. M. & St. P
Jackson, Miss.,
Ala. & Vicksburg (a)
" Gulf & Ship Island (a)
" Illinois Central (a)
" New Orl. Great No
" Yazoo & Miss. Val (a)
Jackson,
Cape Girardeau Co., Mo.,
Ches. Perryv. & Ste. G
" St. Louis, Iron Mt. & So
Jackson, Dakota Co., Neb.,
Burlington Route (a)
" North-West. Line (b)
Jackson, N. C.,
Northamp. & Hertford
Jackson, O.,
Balt. & Ohio S. W (a)
" Detroit, Tol. & Iron (b)
" Hocking Valley (c)
Depots about ½ mile apart
Jackson, Erie Co., Pa.,
Pennsylvania
Jackson, Warren Co., Pa.,
Dun. Alleg. Val. & Pitts
Jackson, R. I., N. Y. N. H. & H
Jackson, S. C., Char. & W. Car
Jackson, Tenn., Ill. Cent (a)
" Mobile & Ohio (a)
" Nash. Chat. & St. L (b)
(a) and (b) ½ mile apart
Jackson, Utah, Southern Pac
Jackson, Wis.,
North-Western Line
J. & G. Junction, Kan.,
St. Louis & San Fran
Jacksonboro, S. C.,
Atlantic Coast Line
Jackson Branch, Pa.,
Pennsylvania Co
Jacksonburg, Ala.,
Louisville & Nashville
Jacksonburg, W. Va.,
Baltimore & Ohio
Jacksonburgh, N. Y.,
West Shore
Jackson Center, O.,
Detroit, Tol. & Ironton
Jackson Centre, Pa.,
Pennsylvania Co
Jackson Corners, N. Y.,
Central New England
Jackson Creek, B. C.,
Kaslo & Slocan
Jackson Crossing, Ga.,
Southern
Jacksondale, Va.,
Norfolk & Southern
Jackson Glen, N. H.,
Maine Central
Called also Glen
Jackson Hill,
Sullivan County, Ind.,
Evans. & Terre Haute
Jackson Junction, Ia.,
Chicago, Mil. & St. Paul
Jackson Junction, Mich.,
Michigan Central
Jacksonport, Ark.,
Chicago, Rk. Isl. & Pac
Jackson Road, La.,
Yazoo & Miss. Valley
Jacksons, Colquitt Co., Ga.,
Georgia Northern
Jackson's, Tipton Co., Ind.,
Lake Erie & Western
Jackson's, Osceola Co., Mich.,
Grand Rapids & Ind
Jackson's, Tenn., Lv. & Nash
Jackson's Gap, Ala.,
Central of Georgia
Jackson's Hill,
Wayne County, Ind.,
Pitts. Cin. Chic. & St. L
Jackson's Lake, Ala.,
Louisville & Nashville
Jackson's Point, Ont.,
Grand Trunk
Jackson Springs, N. C.,
Aberdeen & Asheboro
Jackson Summit, Pa., Erie
Jackson's Wharf, Md.,
Pennsylvania
Jacksonville, Ala.,
Seaboard Air Line (a)
" Southern (b)
(a) and (b) about ¾ mi. apart
Jacksonville, Ark.,
St. L. Iron Mt. & South
Jacksonville, Fla.,
Atlantic Coast Line (a)
" Florida East Coast (a)
" Georgia So. & Fla (a)
" Seaboard Air Line (a)
" Southern (a)
Jacksonville, Ill.,
Burlington Route (a)
" Chicago & Alton (b)
" Chic. Peoria & St. L (c)
" Wabash (d)
(b) and (c) adjacent
(b) and (d) connect at Junction
(c) and (d) ½ mile apart
Jacksonville, Me.,
Washington County
Jacksonville, Mo., Wabash
Jacksonville, Nev.,
Bullfrog Goldfield
Jacksonville, N. C.,
Atlantic Coast Line
Jacksonville, O.,
Kanawha & Mich (a)
" Toledo & Ohio Cent (a)
Jacksonville, Ore.,
Rogue River Valley
Jacksonville, Lehigh Co., Pa.,
Philadelphia & Read
Jacksonville,
Northampton Co., Pa.,
Northampton & Bath
Jacksonville, Tex.,
Inter. & Gt. North (a)
" St. Louis South-west (b)
" Texas & New Orl (c)
(a) and (b) about 350 yards apart
(a) and (c) ½ mile apart
Called also I. & G. N. Connection on T. & N. O
Jacksonville Junction, Ill.,
Wabash
Jacksonville Station, Vt.,
Hoosac Tunnel & Wil
Jack's Run, Pa., Penna. Co
Jacob, Ill.,
St. Louis, Iron Mt. & So
Jacobi, Fla., Lv. & Nashv
Jacobs, Cal., Southern Pac
Jacobs, Fla.,
Atl. & St. Andrews Bay
Jacobs, Ind., Evansv. & Ind
Jacobs, Kan., Atch. T. & S. Fe
Jacobs, Miss.,
Yazoo & Miss. Valley
Jacobs, S. C.,
Seaboard Air Line
Jacobs' Addition, Ky.,
Illinois Central
Jacobsburg, O.,
Ohio River & Western
Jacobs Creek, Pa.,
Baltimore & Ohio (a)
" Pitts. & Lake Erie (b)
(a) and (b) on opposite sides of river
Jacob's Mills, Pa., Penna
Jacobson, Wash.,
North Yakima & Valley
Jacoby's, O., P. C. C. & St. L
Jacoua, N. M., Denv. & Rio Gr
Jacquay, Mich., Pere Marq
Also spelled Jaquay
Jacques Cartier,
Jacques Car. Dist., Que.,
Grand Trunk
Jacques Cartier Junc., Que.,
Canadian Pacific
Jacquet River, N. B., Intercol
Jacuaro, Mex., Nat. of Mex
Jaffa, Va., Southern
Jaffray, B. C., Can. Pacific
Jaffrey, S. D.,
Chic. Mil. & Puget Sd
Jaggard, Kan., A. T. & S. Fe
Jajalpa, Mex., Nat. of Mex
Jakes Branch, Tenn.,
Tennessee
Jakfosco, Tenn.,
Louisville & Nashville
Jakimo, Tex.,
Rio G. & Eagle Pass
Jakin, Ga., Atl. Coast Line
Jala, Mex., Nat. of Mex
Jalama, Cal., South. Pacific
Jalapa, Durango, Mex.,
Mex. International
Jalapa, Vera Cruz, Mex.,
Interoceanic of Mex (a)
" Jalapa & Cordoba (b)
(a) and (b) about 200 yards apart
Jalapa, S. C.,
Col. Newb. & Laurens
Jalisco, Chiapas, Mex.,
Pan-American
Jalisco, Coahuila, Mex.,
National of Mexico
Jalong, N. C., Norf. & West
Jaltepec, Mex.,
Interoceanic of Mex
Jaltipan, Mex.,
Tehuantepec National
Jaltocan, Mex., Nat. of Mex
Jamaica, Ga., Atl. Coast Line
Jamaica, Ill.,
Chicago and East. Ill
Jamaica, Ia., Ch. Mil. & St. P
Jamaica, Neb., Un. Pacific
Jamaica, N. Y., Long Island
Jamaica, Vt., Central Vt
Jamaica Plain, Mass.,
N. Y. New Hav. & Hart
James, Ark., St. L. I. M. & So
James, Ga., Georgia

* On the Santa Fe
† For freight only
‡ On the Rock Island System

James, Ia., Gt. Northern (a)
" Illinois Central (a)
" North-West. Line (a)
James, Miss., Yazoo & Miss. V
James, Mo., Frisco System
James, O., P. C. C. & St. L
James, Ont., Gd. Trunk Pac
James, S.C., Blue Ridge
James, S.D., Chic. Mil. & St. P
James, Va., Norfolk & West
Jamesan, Cal., So. Pacific
James Bay Junction, Ont., Can. North. Ont
" Grand Trunk
Jamesburg, Ill., Ch. and E. Ill
Jamesburg, N.J., Penna
Jamesburg Junction, N.J., Pennsylvania
James City, Pa., Kane & Elk
James Crossing, S.C., Atlantic Coast Line
James Lane, W. Va., Baltimore & Ohio
James Mill, Ark., Frisco System
Jameson, Mex., Mex. Cent
Jameson, Mo., Wabash
Jameson, Sask., Canadian Northern
Jamesport, Mo., Chic. R. I. & P
Jamesport, N.Y., Long Island
James River, N.S., Intercol
James River Junction, Va., Southern
James Siding, Va., Norfolk & Southern
Jamestown, Ala., Chatt. Southern
Jamestown, Cal., Sierra of California
Jamestown, Ind., Cleve. Cin. Chic. & St. L
Jamestown, Kas., Mo. Pacific
Jamestown, La. La. & Ark
Jamestown, Mich., Gd. Rap. H. & Chic (El)
Jamestown, Miss., New Orl. Gt. Northern
Jamestown, N.Y., Chautauqua Tr (El) (a)
" Erie (a)
" Jamest. Chau. & L. E (b)
Jamestown, N.C., Southern
Jamestown, N.D., No. Pacific
Jamestown, O., Cin. Ham. & Dayton
Jamestown, Pa., Lk. Shore & Mich. So (a)
" Pennsylvania Co (a)
Jamestown Exposition, Va., Chesapeake & Ohio □
□ *By Ferry*
Jamestown Junction, N.Y., Pennsylvania
James Valley Junction, S.D., North-Western Line
Jamesville, Mass., Bost. & Alb
Jamesville, N.Y., Del. Lack. & Western
Jamesville, N.C., Atlantic Coast Line
Jamieson, Wash., No. Pacific
Jamison, Clarke County, Ia., Burlington Route
Jamison, N.Y., Penna
Jamison, Forest Co., Pa., Pennsylvania
Jamison, Potter Co., Pa., Buffalo & Susquehanna
Jamison, S.C., Southern
Jamison City, Pa., Blooms. & Sullivan
Jamison Road, N.Y., Penna
Jamisonville, Pa., Bessemer & Lake Erie
Jams Valley Junction, S.D., North-Western Line
Jane Jay, Fla., Atlantic Coast Line
Jane Lew, W. Va., Baltimore & Ohio
Janes Creek, Cal., Arcata & Mad River (a)
" Oregon & Eureka (a)
Janesville, Ill., Illinois Central
Janesville, Ia., Illinois Cent
Janesville, Minn., N.-W. L
Janesville, Wis., Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) *and* (b) *50 yards apart*
Janet, N.D., North. Pacific
Janette, Ark., Pine Bluff & Western
Janetville, Ont., Canadian Pacific
Janeville, N.B., Caraquet
Janeway, Colo., Crystal Riv
Janney, Ind., Chicago, Cin. & Louisv
Janney, Mont., Chicago, Mil. & PugetSd
Janney, Pa., Phila. & Read
Jansen, Colo., Atch. Top. & S. Fe (a)
" Colorado & Wyom (a)
Jansen, Neb., Chic. R. I. & P
Janson, Sask., Canadian Pac
Jannsen, Kan., Frisco Sys
Japan, Mont., Chicago, Mil. & PugetSd
Japan, Tex., Houston E. & W. Tex
Jappa, Tenn., Knoxville & Bristol
Jaquay, Mich., Pere Marq
Also spelled Jacquay
Jara, Mex., Interoceanic of Mex
Jaral, Coahuila, Mex., Mexican International
Jaral de Berrio, San Louis Potosi, Mex., National of Mexico
Jaral del Valle, Guanajuato, Mex., National of Mexico
Jaralito, Mex., Durango Cent
Jarbalo, Kan., Leavenworth & Topeka
Jarbaly, Ky., Louisv. & Nash
Jarboe, Kan., Frisco System
Jareds, Wash., Idaho & Wash. North
Jarilla, N.M., El Paso & S. W. System
Jarita, Mex., Nat. of Mexico
Jarman's, N.C., Atlantic Coast Line
Jarn, Cal., South. Pac
Jarratt, Va., Atlantic Coast Line (a)
" Virginian (b)
(a) *and* (b) *about 500 yards apart*
Jarrels, Ga., Wadley South
Jarrett, Minn., Chicago, Mil. & St. Paul
Jarretts, Fla., Atlantic Coast Line
Jarrett's Ford, W. Va., Coal & Coke
Jarvis, Mich., Wisconsin & Mich
Jarvis, N.D., Great Northern
Jarvis, Ont., Grand Trunk (a)
" Wabash (a)
Jasmin, Cal., South. Pacific
Jasmin, Sask., Grand Trunk Pacific
Jason, Wis., Wis. & Mich
Jasonville, Ind., South. Ind
Jasper, Walker Co., Ala. Alabama Central (a)
" Frisco System (b)
" Illinois Central (b)
" Northern Alabama (b)
(a) *and* (b) *⅝ mile apart*
Jasper, Cal., Yosemite Valley
Jasper, Fla., Atlantic Coast Line (a)
" Georgia So. & Fla (b)
(a) *and* (b) *½ mile apart*
Jasper, Ga., Louisv. & Nashv
Jasper, Ind., Southern
Jasper, Kan., Chic. R. I. & P
Jasper, Mich., Lk. Sh. & M. So
Jasper, Minn., Chic. Rk. Isl. & Pac (a)
" Great Northern (b)
(a) *and* (b) *about ¼ mi. apart*
Jasper, Mo., Mo. Pacific
Jasper, Mont., No. Pacific
Jasper, Fayette Co., O., C. & M. V. (Penna. Lines)
Jasper, Tenn., Nash. C. & St. L
Jasper, Tex., Gulf, Colo. & Santa Fe*
Jasper, Va., Va. & So. West
Jasper Mills, O., Balt. & Ohio Southwest
Jastro, Ariz., St. Louis South-western
Jastro, Cal., A. T. & S. F., Coast Lines*
Jaudon, Mo., Kansas City So
Java, Cal., A. T. & S. F., Coast Lines*
Java, Fla., Atl. Coast Line
Java, Mont., Great Northern
Java, S.D., Chicago, Mil. & St. Paul
Java, Wash., North. Pacific
Java Centre, N.Y., Buffalo, Attica & Arc
Javan, Ala., Louisv. & Nashv
Jaw, W. Va., Norfolk & West
Jax Terminal, Fla., Atlantic Coast Line
Jay, Cal., Tonopah & Tidewater
Jay, Me., Maine Cent (a) (b)
(a) *called also The Bridge*
(b) *called Jay Bridge*
(a) *and* (b) *about 1 mi. apart on opposite sides river*
Jay Bridge, Me., Me. C (a) (b)
(a) *called both Jay and The Bridge*
(a) *and* (b) *about 1 mi. apart on opposite sides river*
Jayenn, W. Va., Baltimore & Ohio
Jaynes, Ariz., South. Pacific
Jaynes, Minn., Minn. & Rainy River
Jay's, O., Dayton & Union
Jaysville, O., Ohio Electric
Jayton, Tex., Wichita Valley
Jayville, N.Y., N.Y. C. & H. R
Jazminal, Mex., Coahuila & Zacatecas
Jean, Mich., Marq. & So. East
Jean, Nev., San Ped. Los Ang. & S. Lk
Jean, S.C., Southern
Jean, Tex., Gulf, Tex. & W
Jeanerette, La., Morgan's La. & Texas
Jeanesville, Pa., Lehigh Val
Jeanetta, Tex., San Ant. & Aran. Pass
Jeanette, Ont., Can. Pac
Jeannette, Pa., Penna
Jeannette, Que., Quebec & Lk. St. John
Jeannette, Tex., Gulf, Tex. & West
Jeannette's Creek, Ont., Grand Trunk (a)
" Wabash (a)
Called Jennett's Creek on W
Jeans Mill, Tex., Gulf, Colo. & Santa Fe*
Jed, W. Va., Norfolk & West
Jedburg, S.C., Southern
Jeddo, Mich., Pere Marq
Jeddo, Pa., Lehigh Valley
Jeebi, Ala., Louisv. & Nash
Jeff, Ia., Chicago Gt. West
Jeffers, Minn., No. West. Line
Jefferson, Ala., Southern
Jefferson, Colo., Colo. & So
Jefferson, Fla., Ga. So. & Fla
Jefferson, Ga., Gainesville Midland
Jefferson, Ind., Lake Erie & West (a)
" Toledo, St. L. & West (b)
Called Denision on L. E. & W
Jefferson, Ia., Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) *and* (b) *¾ mile apart*
Jefferson, Kan., Mo. Pacific
Jefferson, Mass., Boston & Maine
Jefferson, Mont., Great Northern
Jefferson, N.H., Boston & Maine
Jefferson, N.J., Atl. City
Jefferson, O., L. Sh. & Mich. So
Jefferson, Okla., Chic. Rock Island & Pac
Jefferson, Ore., So. Pacific
Jefferson, Clarion Co., Pa., Baltimore & Ohio
Jefferson, Schuylkill Co., Pa., Phila. & Reading
Jefferson, S.C., Charlotte, Mon. & Col
Jefferson, S.D., C. M. & St. P
Jefferson, Tex., Missouri, Kan. & Tex (a)
" Texas & Pacific (b)
(a) *and* (b) *about 1 mi. apart*
Jefferson, Wash., Spok. & Inland Empire
Jefferson, Wis., North-Western Line
Jefferson Barracks, Mo., St. Louis, Iron Mt. & So
Jefferson City, Mo., Ch. & Alton (No. Jeff) (a)
" M. K. & T (No. Jeff) (a)
" Missouri Pacific (b)
Jefferson City, Tenn., South
Jefferson Iron Works, O., Wheeling & Lake Erie
Jefferson Island, Mont., Chicago, Mil. & PugetSd
Jefferson Junction, N.H., Boston & Maine (a)
" Maine Central (a)
Jefferson Junction, Pa., Delaware & Hudson (a)
" Erie (a)
Jefferson Junction, Wis., North-Western Line
Jefferson Park, Ill., North-Western Line
Jefferson Springs, Ark., St. Louis, Iron Mt. & So
Jeffersontown, Ky., South
Jeffersonville, Ga., Macon, Dublin & Sav
Jeffersonville, Ind., Balt. & Ohio So. W (a)
" Clev. Cin. Chic. & St. L (b)
" Pitts. Cin. Ch. & St. L (c)
(a) *and* (b) *½ mile apart*
(a) *and* (c) *¾ mile apart*
(b) *and* (c) *about ¼ mi. apart*
Jeffersonville, O., Detroit, Tol. & Ironton
Jeffersonville, Vt., Cent. Vt
Jeffery, W. Va., Chesapeake & Ohio
Jeffery's, N.F., Reid Newfoundland
Jefferytown, Pa., Montour
Jeffress, Va., Southern
Jeffreys, Ark., St. Louis South-west
Jeffreys, Miss., Yazoo & Miss. Valley
Jeffreys, Mo., Frisco System
Jeffriesburg, Mo., St. L. Kan. City & Colo ‡
Jeffris, Wis., No. West. Line
Jeffris Junction, Wis., North-Western Line
Jeff Springs, Ark., St. Louis, Iron Mt. & So
Jelks, Ark., Chic. R. I. & P (a)
" St. Lo. Iron Mt. & So (a)
Jelks, Fla., Atl. Coast Line
Jellico, Tenn., Louisville & Nash (a)
" Southern (a)
Jelly, Ont., Canadian Pacific
Jemison, Ala., Lv. & Nash
Jemtland, Me., Bangor & Aroostook
Jena, La., Louisiana & Ark
Jena, Tenn., Louisv. & Nash
Jenera, O., Northern Ohio
Jenifer, Ala., Louisv. & Nash
" Southern
Jenison, Mich., Gd. Rap. H. & Ch (El) (a)
" Pere Marquette (b)
(a) *and* (b) *about ¼ mi. apart*
Jenkins, Ill., Illinois Central
Jenkins, Kan., Missouri Pac
Jenkins, La., New Orleans Gt. North
Jenkins, Minn., Minn. & Inter
Jenkins, Pa., Lehigh Valley
Jenkins, W. Va., Balt. & Ohio
Jenkinsburg, Ga., Southern
Jenkins Ford, Va., Chesapeake & Ohio
Jenkins Junction, Pa., Lehigh Valley (a)
" N. Y. Susq. & West (a)
Jenkins Lane, Md., Baltimore & Ohio
Jenkins Run, Pa., Penna
Jenkintown, Pa., Ph. & Read
Jenks, Ga., Seab. Air Line
Jenks, Mich., Munising
Jenks, Okla., Midland Valley
Jenne, Ore., Portland Ry. L. & P. Co
Jenner, Pa., Balt. & Ohio
Jennett's Creek, Ont., Grand Trunk (a)
" Wabash (a)
Called Jeannette's Creek on G.T
Jenney, Mich., Manistique, Marq. & No
Jenney Gap, W. Va., Virginian
Jennie, Ark., St. Louis, Iron Mt. & So
Jennie, Ga., Register & Glennville
Jennings, Fla., Ga. So. & Fla
Jennings, Kan., Chic. R. I. & P
Jennings, La., La. Western
Jennings, Mich., Gd. Rapids & Indiana
Jennings, Miss., Hernwood & Gulf
Jenning's, Mo., Wabash
Jennings, Carbon Co., Mont., Mont. Wyo. & South
Jennings, Flathead Co., Mont., Great Northern
Jennings, Okla., Frisco System
" Missouri, Kansas & Tex
Jennings, Summit Co., Utah, Utah Central
Jennings, Va., Southern
Jennings Lake, Tex., St. Louis South-west
Jenning's Lodge, Ore., Portland Ry. L. & P. Co
Jenningston, W Va., Dry Fork
Jenny, Ga., Register & Glennville
Jenny Gap, W. Va., Virginian
Jenny Lake, Colo., Denver, N. W. & Pacific
Jenny Lind, Ark., St. Louis, Iron Mt. & So
Jensen Fla., Florida E. Coast
Jensen, Tex., Internat. & Gt. North
Jensen, Wash., North. Pac
Jenson, Ark., Frisco System
Jensens, Mont., North. Pac
Jericho, Ark., Frisco System
Jericho, Ky., Louis. & Nash
Jericho, Tex., Chic. Rk. Island & Gulf
Jericho, Utah, San Ped. Los Ang. & S. Lk
Jericho, Vt., Central Vt
Jericho, Wash., Chicago, Mil. & PugetSd
Jerita, Wash., Oregon RR. & Nav. Co
Jermyn, Pa., Del. & Hud (a)
" N. Y. Ont. & West (b)
(a) *and* (b) *about ½ mi. apart*
Jermyn, Tex., Gulf, Tex. & W
Jermyn Junction, Pa., N. Y. Susq. & Western
Jerome, Ariz., United Verde & Pacific
Jerome, Cal., South. Pacific
Jerome, Idaho, Idaho So
Jerome, Ia., Chic. M. & St. P
Jerome, Mo., Frisco System
Jerome, Mich., Lake Shore & Mich. So
Jerome, Utah, San Ped. Los Ang. & S. Lk
Jerome, Wis., Minn. St. P. & Slt. Ste. M
Jerome, Wyo., Burl. Route
Jerome Junction, Ariz., Santa Fe, Pres. & Ph*(a)
" United Verde & Pac (a)
Jerome Junction, Pa., Baltimore & Ohio
Jerome Park, Mich., Grand Trunk
Jeromeville, O., Ashland & Western
Jerry's Run, Va., Ches. & O
Jersey, Colo., Ch. R. I. & P (a)
" Union Pacific (a)
Called Pullman on U.P
Jersey, Tenn., Southern
Jersey City, N.J., Cent. of New Jersey (a)
" Del. Lack. & Western †
" Erie (b)
" Lehigh Valley (c)
" N. Jersey & N. York (b)
" N. Y. Cent. & Hud. Riv
" N. Y. Susq. & West (c)
" Pennsylvania (c)
" West Shore (c)
No communication (a) to (b) or (c)
(b) *and* (c) *1½ miles apart*
Jersey City, Wis., Marinette, Tom. & West
Jerseydale, Mo., St. Louis, Iron Mt. & So
Jersey Mills, Pa., N. Y. Cent. & Hud. Riv
Jersey Shore, Pa., N. Y. Cent. & Hud. R (a)
" Pennsylvania (b)
(a) *and* (b) *about 3 mls. apart*
Jersey Shore Junction, Pa., N. Y. Cent. & Hud. Riv
Jerseytown, Pa., Susq. Bloomsb. & Ber
Jerseyville, Ill., Ch. & Alt (a)
" Chic. Peoria & St. L (b)
(a) *and* (b) *5-10 mile apart*
Jerseyville, Ont., Toronto, Ham. & Buf
Jerusalem, Monroe Co., O., Ohio River & Western
Jessamine, Fla., Atlantic Coast Line
Jessamine, Ky., Cin. New Orl. & Tex. Pac
Jessica, W. Va., Coal & Coke
Jessie, Ill., Cin. Ham. & Dayton
Jessie, N.D., North. Pacific
Jessie, Tex., Texas & New Orleans
Jessie Holst, Minn., Minneap. & Rainy River
Jessie Junction, Minn., Minneap. & Rainy River
Jessie Lake, Minn., Minneap. & Rainy River
Jessop, Md., West. Maryland
Jessop, W. Va., W. Va. North
Jessop Falls, Ont., Can. North. Quebec
Jessup, Md., Balt. & Ohio
Jessup, Pa., Delaware & Hud
Jessup Junction, Pa., Delaware, Lack. & West
Jessup's, Ind., Vandalia
Jester, Ala., Chattahoochee Valley
Jester, Tex., St. Louis S. W
Jesuit's Bend, La., New Orleans Southern
Jesup, Ga., Atl. Coast Line (a)
" Southern (a)
Jesup, Ia., Illinois Central
Jesus Maria, San Luis Potosi, Mex., National of Mexico
Jesus Maria, Zacatecas, Mex., Coahuila & Zacatecas
Jet, Okla., Atch. Top. & Santa Fe
Jetmore, Kan., Atch. Top. & Santa Fe
Jett, Ky., Louisv. & Nashv
Jetters, Ark., St. Louis, Iron Mt. & So
Jettersville, Va., Southern
Jewell, Ind., P. C. C. & St. L
Jewell, Mo., Frisco System
Jewell, N.Y., N.Y. Ontario & West
Jewell, O., Wabash

Jewella, La.,
Missouri, Kan. & Texas
Jewell City, Kan., Mo. Pac
Jewell Junction, Ia.,
North-Western Line
Jewells, Ark., Frisco System
Jewells, Cal.,
Northwestern Pacific
Jewett, Cal., So. Pacific
Jewett, Ill., Vandalia
Jewett, Me., Boston & Maine
Jewett, O., P.C.C. & St. L (a
" Wheeling & Lk.Erie(a)
Jewett, Tex.,
Houston & Tex. Cent(a)
" Internat. & Great No(b)
(a) and (b) about ½ mile apart
Jewett, Wis.,
Minn. St. P. & Slt. Ste. M
Jewett City, Ct.,
N.Y. New Hav. & Hart
Jewetville, N.Y.,
Buffalo, Roch. & Pitts
Jewfish, Fla., Fla. East Coast
Jiba, Tex., Texas & N. Orl
Jileston, Tenn., Lv. & Nash
Jim, W. Va., Norf. & West
Jimba, Mex.,
Veracruz & Isthmus
Jimdale, Tex., Southwestern
Jimenez, Mex., Nat. of Mex
Jim Falls, Wis.,
North-Western Line
Jimgrey, Cal.,
A.T. & S.F., Coast Lines*
Jimp, Ga., Central of Ga
Jim Run, Pa., Balt. & Ohio
Jimtown, Pa., Balt. & Ohio
Jimulco, Mex., Nat. of Mexico
Jireh, Wyo.,
North Western Line
Joachin, Mex.,
Veracruz & Isthmus
Joanna, Pa., Phila. & Read
Joanna Heights, Pa.,
Phila. & Reading
Joaquin, Mex., Nat. of Mex
Joaquin, Tex.,
Hous. East & West Tex
Job, Mich., Pere Marq
Job, W.Va., Dry Fork
Jobes, Okla.,
Atch. Top. & Santa Fe
Jobs, Hocking Co., O.,
Hocking Valley
Jobstown, N.J., Penna
Jocko, Ont.,
Temiskaming & N. Ont
Joco, Mex., Nat. of Mexico
Jocoque, Mex.,
National of Mexico
Jocotan, Mex., Mexican Cent
Joder, Neb., Burl. Route
Joel, Idaho, North. Pacific
Joel, Tex.,
Pecos & North Texas*
Joel, Wis., Minn. St. P. & S.S.M
Joe Lake, Ont.,
Grand Trunk
Joffrions Lane, La.,
Texas & Pacific
Joggins, N.S., Maritime
Johanes, Mo., St. L. I. Mt. & So
Johannesburg, Cal.,
A.T. & S.F., Coast Lines*
Johannesburg, Mich.,
Michigan Central
Johannott, Ill.,
Chicago Southern †
John, N.C., Atl. Coast Line
Johnathan, Ill., Illinois Cent
John Day, Clatsop Co., Ore.,
Astoria & Col. River
John Day's,
Sherman Co., Ore.,
Oregon RR. & Nav. Co
Johnetta, Ky., Lv. & Nashv
Johnny Cake, W.Va.,
Norfolk & Western
John's, Ala., Louisv. & Nashv
Johns, Mont., Great North
John's, N.C., Atl. Coast L
Johns, Pa., Baltimore & Ohio
Johns, Wis.,
Wisconsin & Michigan
Johnsburg, Ind., Southern
John's Island, S.C.,
Atlantic Coast Line
Johnson, Cullman Co., Ala.,
Louisville & Nashville
Johnson,
Washington Co., Ala.,
Tombigbee Valley
Johnson, Colo., Union Pac
Johnson, Fla.,
Atlantic Coast Line
Johnson, Fleming Co., Ky.,
Cin. Flem. & S. E (a)
" Louisville & Nashv (a)
Johnson, Frankfort Co., Ky.,
Frankfort & Cincin
Johnson, Greenup Co., Ky.,
Chesapeake & Ohio
Johnson, Livingston Co., La.,
New Orl. Natalb. & Nat
Johnson,
St. John the Baptist Co.,
La., Texas & Pacific
Johnson, Mich., Pere Marq
Johnson, Minn., Gt. North
Johnson, Mont., No. Pacific
Johnson, Neb., Burl. Route
Johnson, N.C.,
Atlantic Coast Line
Johnson, Fayette Co., O.,
C. & M. V. (Penna. Lines)
Johnson, Ont.,
Temiskaming & No. Ont
Johnson, Lawrence Co., Pa.,
Pitts. & Lake Erie
Johnson, S.D.,
Rap. City, Blk. Hills & W
Johnson, Tex.,
Orange & Northwestern
Johnson, Vt.,
St. Johns. & Lk. Cham
Johnson, Va., Ches. & Ohio
Johnson, Wash., North. Pac
Johnson, W.Va.,
Norfolk & Western
Johnson, Wis.,
Washburn & No. West
Johnsonburg, N.Y.,
Buffalo, Attica & Arcade
Johnsonburg, Pa.,
Buf. Roch. & Pitts (a)
" Erie (b)
" Pennsylvania (b)
(a) and (b) about ½ mi. apart
Johnsonb. & Brad. Jn., Pa.,
Erie
Johnson City, Tenn.,
Car. Clinch. and Ohio (b)
" E. Tenn. & W.N.C (a)
" Southern (c)
(a) and (b) 1 mile apart
(a) and (c) 200 yards apart
(b) and (c) 1 mile apart
Johnson Crossing,
Scott Co., Ark.,
Arkansas Western
Johnson Farm, Pa.,
Mt. Jew. Kinz. & Riterv
Johnson's,
Washington Co., Ark.,
Frisco System
Johnsons, Idaho,
Spokane & Inland Emp
Johnson's, Ky., Ches. & Ohio
Johnson's, Orange Co., N.Y.,
N.Y. Susq. & Western
Johnson's, Guernsey Co., O.,
Baltimore & Ohio
Johnson's,
Montgomery Co., O.,
Cin. Ham. & Dayton
Johnson's, Trumbull Co., O.,
Erie
Johnsons, Que Gd. Trunk
Johnson's
Whitman Co., Wash.,
Northern Pacific
Johnsons, W.Va.,
Little Kanawha
Johnson's Creek, Wis.,
North-Western Line
Johnson's Mill, Ore.,
Coos Bay, Roseb. & East
Johnson Stand, Tenn.,
Tennessee Central
Johnsonville, Ind., Wabash
Johnsonville, N.Y.,
Boston & Maine (a)
" Greenwich & John (a)
Johnsonville, Okla.,
Missouri, Kan. & Texas
Johnsonville, Pa.,
Bangor & Portland
" Lehigh & New Eng †
Johnsonville, Tenn
Nash. Chat. & St. Louis
Johnston, Ia.,
Inter-Urban (El)
Johnston, Manitoba,
Canadian Pacific
Johnston, Miss., Illinois Cent
Johnston, Fayette Co., Pa.,
Baltimore & Ohio
Johnston, S.C., Southern
Johnston City, Ill.,
Chic. and East. Ill (a)
" Ill. Central (b)
(a) and (b) 1 mile apart
Johnston City Junc., Ill.,
Illinois Central
Johnstone, Tex.,
Gal. Har. & San Ant
Johnstons, Kan.,
Kansas South-west
Johnston's, Pike Co., Miss.,
Illinois Central
Johnston's,
Washington Co., Miss.,
Southern in Mississippi
Johnstown, Adams Co., Colo.,
Colorado Eastern
Johnstown, Weld Co., Colo.,
Great Western
Johnstown, Fla.,
Atlantic Coast Line
Johnstown, Ind.,
Evansv. & Indianap
Johnstown, Kan., Union Pac
Johnstown, Neb.,
North-Western Line
Johnstown, N.Y.,
Fonda, Johns. & Glover
Johnstown, N.D., No. Pacific
Johnstown, O.,
Toledo & Ohio Central
Johnstown, Pa., B. & O (a)
" Pennsylvania (b)
(a) and (b) ½ mile apart
Johnsville, O., Ohio Elec
Johnsville, Okla.,
Mo. Kans. & Texas
Johnsville, Pa., Phila. & Read
Johnville, Que., Can. Pacific
Joice, Ia., North-West. Line
Joiner, Ark., Frisco System
Joiner, Tex.,
Gal. Har. & San Ant
Joiners, Fla., Atl. Coast Line
Jo Jo Junction, Pa.,
Baltimore & Ohio
" Kane & Elk
Jojutla, Mex.,
Interoceanic of Mexico
Joliet, Ill., At. Top. & S. Fe (a)
" Chicago & Alton (b)
" Chicago, Mil. & Gary (c)
" Chic. Rk. Isl. & Pac (c)
" Elg. Joliet & East (b)
" Michigan Central (d)
(a) and (b) adjacent
(a) and (c) about ¼ mi. apart
(a) and (d) about ¼ mi. apart
(a) and (e) about 1 mi. apart
(b) and (c) about ¼ mi. apart
(b) and (d) about ¼ mi. apart
(b) and (e) about 1 mi. apart
(c) and (d) about ⅝ mi. apart
(c) and (e) about 1 mi. apart
(d) and (e) ½ mile apart
Joliet, Mont., Northern Pac
Joliette, N.D., North. Pacific
Joliette, Que.,
Can. North. Quebec (a)
" Canadian Pacific (b)
(a) and (b) about 1 mile apart
Joliette Crossing, Que.,
Can. Northern Quebec
Joliette Junction, Que.,
Canadian Pacific
Jolietville, Ind.,
Central Indiana
Jolley, Ia., Chic. Mil. & St. Paul
Jolly, Ark., St. L. I. Mt. & So
Jolly, Ga., Southern
Jolly, Webster Co., Ky.,
Illinois Central
Jolly, Tex.,
Ft. W. & Den. City (a)
" Mo. Kansas & Texas (b)
Jonah, Okla., Frisco System
Jones, Autauga Co., Ala.,
Southern
Jones, Washington Co., Ala.,
Washington & Choctaw
Jones, McIntosh Co., Ga.,
Seaboard Air Line
Jones, Polk Co., Ga.,
Central of Georgia
Jones, Randolph Co., Ga.,
Central of Georgia
Jones, Richmond Co., Ga.,
Augusta Southern
Jones, Idaho, Ore. Short Line
Jones, Ill., Illinois Central
Jones, Ky., Louisville & Nash
Jones, Morehouse Co., La.,
St. Louis, Iron Mt. & So
Jones, Tangipahoa Co., La.,
Kentwood & Eastern
Jones, Md., Maryland Elec
Jones, Mich., Michigan Cent
Jones, Minn.,
Duluth & North. Minn
Jones, Mo., St. L. & Hannibal
Jones, N.Y.,
Oneon. & Mohawk V (El)
Jones, Butler Co., O.,
Cin. Ham. & Dayton
Jones, Hamilton Co., O.,
Balt. & Ohio Southwest
Jones, Okla., Frisco System
Jones, Ont., Grand Trunk
Jones, S.D., Burl. Route
Jones, Hayward Co., Tenn.,
Louisville & Nashville
Jones, Va., Ches. & Ohio
Jones, Wash., North. Pacific
Jones, Barbour Co., W. Va.,
Baltimore & Ohio
Jones, Mason Co., W. Va.,
Baltimore & Ohio
Jones, McDowell Co., W. Va.,
Norfolk & Western
Jonesboro, Ala., Lv. & Nashv
Jonesboro, Ark.,
Frisco System (a)
" Jonesb. Lk. City & E (b)
" St. Louis So. West (a)
(a) and (b) ½ mile apart
Jonesboro, Ga., Cent. of Ga
Jonesboro, Ill., Mobile & Ohio
Jonesboro, Ind.,
Chic. Cin. & Louisv (a)
" Cleve. Cin. Ch. & St. L (b)
(a) and (b) ½ mile apart
Jonesboro, La.,
Chic. Rock Isl. & Pac
" Tremont & Gulf
Jonesboro, Me.,
Washington County
Jonesboro, N.C.,
Atlantic & Western
" Atlantic Coast Line
Jonesboro, Tenn., Southern
Jonesboro, W.Va.
Western Maryland
Jonesboro Junction, La.,
Tremont & Gulf
Jonesourg, La.,
New Orleans & N. W
Jonesburg, Mo., Wabash
Jones City, O., Ohio Electric
Jones Crossing, W.Va.,
Baltimore & Ohio
Jones Crossing, Wis.,
Chicago, Mil. & St. Paul
Jonesdale, Wis., Illinois Cent
Jones Landing, Ind., B. & O
Jones Mills, Fla.,
Atlantic Coast Line
Jones' Point, N.Y.,
N.Y. Ont. & West P (a)
" West Shore (a)
P For passenger service only
Jones Spur, La.,
St. Louis, Iron Mt. & So
Joneston, Okla.,
Mo. Kans. & Tex
Jonestown, Miss.,
Yazoo & Miss. Valley
Jonestown, O.,
Toledo, St. L. & Western
Jonestown, Pa., Phila. & Read
Jonesville, Ala., Cent. of Ga
Jonesville, Ind.,
Pitts. Cin. Chic. & St. L
Jonesville, Mich.,
Lake Shore & Mich. So
Jonesville, S.C., Southern
Jonesville, Tex., Tex. & Pac
Jonesville, Vt., Central Vt
Jonquiere, Que.,
Que. & Lake St. John
Joplin, Mo., Frisco Sys (a) (b)
" Kansas City So (c)
" Missouri & No. Ark
" Mo. Kan. & Texas (a)
" Missouri Pacific (d)
(a) and (d) adjacent
(a) and (d) ½ mile from (b)
(a) and (d) about 1 mile from (c)
(b) about 1 mile from (c)
Joplin, Mont., Great North
J. & G. Junction, Mo.,
Frisco System
Joplin & Western
Junction, Mo.,
Missouri Pacific
Joppa, Ill., Chic. and East. Ill
Joppa, Md., Balt. & Ohio
Joppa, Mich., Michigan Cent
Joppa, Mont., North. Pacific
Joppa, Tenn.,
Knoxville & Bristol
Joppa Junction, Ill.,
Chic. and East. Illinois
Jordan, Ala., Escambia
Jordan, Ga.,
Central of Georgia
Jordan, Daviess Co., Ind.,
Evans. & Indianap
Jordan, Owen Co., Ind.,
Chic. Ind. & Louisv
Jordan, Ia., North-West. Line
Jordan, Ky., Mobile & Ohio
Jordan, Manitoba, Can. No
Jordan, Mex.,
Tehuantepec National
Jordan, Mich., Pere Marq
Jordan, Minn.,
Minn. & St. Louis (a)
" North-West. Line (b)
(a) and (b) about 1 mi. apart
Jordan, N.Y., N.Y.C. & H.R (a)
" West Shore (b)
(a) and (b) ½ mile apart
Jordan, N.C., Southern
Jordan, O.,
Ohio River & Western
Jordan, Ont., Grand Trunk
Jordan, S.C., Atl. Coast Line
Jordan, Wyo., Colo. & So
Jordan Falls, N.S.,
Halifax & Southwest
Jordania, S.C., Blue Ridge
Jordan River, Mich.,
Detroit & Charlevoix
Jordans, Kan., Frisco System
Jordans, N.Y.,
Kanona & Pratts
Jordan's, O.,
Pitts. Cin. Chic. & St. L
Jordans, Tenn., Lv. & Nash
Jordantown, N.S., Dom. Atl
Jordanville, N.Y.,
Oneon. & Mohawk V (El)
Jordon, B.C., Great North
Jordon, Mont., North. Pac
Jordonia, Tenn.,
Tennessee Central
Jorl, Mex., West Coast Route
Josefa, Mex., Nat. of Mexico
Josella, Ga., Gulf Line
Jose Mora, Mex.,
Pan-American
Joseph, Idaho, North. Pac (a)
" Ore. RR. & Nav. Co (a)
Joseph, Ore.,
Oregon RR. & Nav. Co
Joseph, Utah, Denv. & Rio Gr
Joseph City, Ariz.,
A.T. & S.F., Coast Lines*
Josephine, Mont.,
Chic. Mil. & Puget Sd (a)
" Montana (a)
Josephine, Ore., South. Pac
Josephine, Pa.,
Buffalo, Roch. & Pitts
" Pennsylvania
Josephine, Tex., St. L. S. W
Josephine, Va., Interstate
" Louisville & Nashville
Josephine Junction, Ont.,
Algoma Cent. & H. Bay
Josephine Mine, Ont.,
Algoma Cent. & H. Bay
Joshua, Tex.,
Gulf, Colo. & Santa Fe*
Joshua Falls, Va., Ches. & O
Joslin, N.H., Boston & Maine
Joslyn, Ill., Burlington Route
Josselyn, Neb., Union Pac
Josserand's, Tex.,
Mo. Kansas & Texas
Jovita, Wash.,
Puget Sound Electric
Jowers, Ga.,
Fitzg. Ocilla & Broxton
Joy, Ga., Tallulah Falls
Joy, Ill., Burlington Route
Joya, Mex., Mexican Inter
Joyce, O., Penna. Co
Joyce, Tex.,
St. Louis South-west
Joyce Tipple, Pa., Balt. & O
Joyes, Ky., Southern
Joyner, N.C., Atl. Coast Line
Joyner, Va., Virginian
Joy Prairie, Ill.,
Burlington Route
Juab, Utah,
San Fed. Los Ang. & S. Lk
Juan, Cal.,
A.T. & S.F. Coast Lines*
Juan Guerra, Mex., Hornos
Juanita, Colo., Den. & Rio Gr
Juanita, La.,
Kansas City Southern
Juanita, Mex.,
Veracruz & Isthmus
Juan Puerra, Mex.,
Desague Valle de Mex
Jubilee Mine Siding, N.S.,
Maritime
Juchitan, Mex.,
Pan-American
Jud, N.D., Northern Pacific
Juda, Wis., Chic. Mil. & St. P
Judd, Ia., Illinois Central
Judd, Ill., Batt. & Ohio S. W
Judd, Tex., Texas & Pacific
Judd's, O., Cin. Geo. & Ports
Judd's Bridge, Ct.,
N.Y. New Hav. & Hart
Jude, Nev., Southern Pacific
Jude's Ferry, Va., Ches. & O
Judge, Minn., Chic. Gt. West
Judge Chambers, Pa.,
Waynesburg & Wash
Judges, Mich., Mich. Central
Judges Siding, Ala.,
Louisville & Nashville
Judique, N.S., Inverness
Judith, Ia., Chic. R. I. & Pac
Judith Dam, Va., Ches. & Ohio
Judith Gap, Mont., Gt. North
" Montana
Judkins, Tex., Texas & Pac
Judson, Ind., Vandalia
Judson, Minn.,
North-Western Line
Judson, N.C., Southern
Juneson, N.D., North. Pacific
Judson, Ore.,
Oregon RR. & Nav. Co
Judsonia, Ark.,
St. Louis, Iron Mt. & So
Judy, Ill., Chic. Southern †
Judy, Pa., Baltimore & Ohio
Judyville, Ind., Ch. and E. Ill
Juelson, Minn., North. Pac
Called also Flaming
Jug Neck, Miss., Southern
Julie, Mex., Tehuantepec Nat
Jujucata, Mex., Nat. of Mex
Jukeson, B.C., Can. Pac
Julesburg, Colo., Union Pac
Julesburg, Mo., Wabash
Julia, Mex., Mex. Cent (a)
" National of Mexico (a)
Called Santa Julia on N. of M
Juliaetta, Idaho, North. Pac
Julian, Ala., Alabama Mid
Julian, Ind., Ch. and East. Ill
Julian, Neb., Missouri Pac
Julian, N.C., Southern
Julian, Pa., Pennsylvania
Julian, W.Va., Ches. & Ohio
Julien, Ia., Illinois Central
Julien, Ky., Louisv. & Nash
Julien, Mex., Mexican Union
Juliens, Que., Can. No. Que
Julietta, Ind., Cin. Ham. & Day
Juliette, Fla., Atl. Coast Line
Juliette, Ga., Southern
Juliette Chute, Ga., Southern
Juliff, Tex., Int. & Great No
Julius, Manitoba, Can. Pac
Julustown, N.J., Penna
Jullien, La.,
Franklin & Abbeville
Jumbo, N.J., Pennsylvania

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Jumo, Fla., Atl. Coast Line
Jumper's Brook, N.F.,
Reid Newfoundland
Jump River, Wis.,
Stanley, Merrill & Phil
Junction, Ill.,
Balt. & Ohio So. W (a)
" Louisville & Nashv (a)
Junction City, Ga.,
Atlanta, Birm. & Atl
Junction City, Union Co.,
Ark., and Union Co., La.,
Chicago, Rk. Isl. & Pac
Junction City, Kan.,
Mo. Kansas & Tex (a)
" Union Pacific (b)
(a) and (b) adjacent
Junction City, Ky.,
Cin. N. Orl. & Tex. Pac (a)
" Louisville & Nashv (a)
Junction City, Miss.,
Mississippi Eastern
Junction City, Nev.,
Nevada Northern
Junction City, O., B. & O (a)
" C. & M. V. (Pa. Lines) (a)
" Toledo & Ohio Cent (b)
(a) and (b) adjacent
Junction City, Okla.,
Chicago, Rk. Isl. & Pac
Junction City, Lane Co., Ore.,
Southern Pacific
Junction City, Wash.,
Northern Pacific
Junction City, Wis.,
Chic. Mil. & St. Paul (a)
" Minn. St. P. & S. Ste. M (a)
Junction Cut, Ont.,
Canadian Pacific †
" Grand Trunk
Junction Switch, Mich.,
Chicago, Mil. & St. P (a)
" Copper Range (a)
Called McKeever on C.R
Jn. Ten Mile Run Br., Pa.,
Pennsylvania
Juneau, N.C., Southern
Juneau, Pa.,
Buffalo & Susq (a) (b)
" Buff. Roch. & Pitts (b)
(a) and (b) 8-10 miles apart
Juneau, Wis., No. West. Line
June Bug, Pa., Penna †
Jungs, Mo., Mo. Kans. & Texas
Juniata, Ia.,
Chic. Mil. & St. Paul
Juniata, Mich., Pere Marq
Juniata, Neb., Burl. Route (a)
" Missouri Pacific (b)
(a) and (b) 700 yards apart
Juniata, Blair Co., Pa.,
Pitts. Johns. Eb. & East
Juniata, Fayette Co., Pa.,
Baltimore & Ohio
Juniata, Sask.,
Grand Trunk Pacific
Juniata Bridge, Pa., Penna
Juniata Furnace, Pa.,
Newport & Sher. Valley
Juniel, Ark., St. L. I. M. & So
Junior, La., New Orl. So
Junior, W. Va., Western Md
Juniper, Fla.,
Apalachicola Northern
Juniper, Ga., Central of Ga
Juniper, Mich., Munising
Juniper, N.C.,
Aberdeen & Rockfish
Juniper, Ore.,
Oregon RR. & Nav. Co
Juniper, Va., Norf. & West
Junita, Mo., Frisco System
Junius, N.Y., N.Y.C. & H.R
Junius, S.D., Chic. Mil. & St. P
Junkins, Alberta,
Grand Trunk Pacific
Junod, Ill., Chicago & Alton
Junta, Ga., Louisv. & Nashv
" Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Jupiter, Mont., No. Pacific
Jura, Cal., South. Pacific
Justice, Manitoba,
Grand Trunk Pacific
Justin, Pa., Pennsylvania
Justin, Tex.,
Gulf, Colo. & Santa Fe*
Justino, Mex., Nat. of Mex
Justus, O., Balt. & Ohio (a)
" No. O. Tr. & L. Co (El) (b)
" Wheeling & Lk. Erie (c)
(a) and (b) adjacent
(b) and (c) adjacent
Jutland, N.J., Lehigh Valley

K

Kaaterskill, N.Y.,
Ulster & Delaware
Kaaterskill Junction, N.Y.,
Ulster & Delaware
Kabalgon, Ont., Can. North
Kackley, Kan., A. T. & S. Fe
Kadoka, S.D., Chic. Mil. & St. P
Kadrew, Colo., Atch. T. & S. F
Kachelmacher, O.,
Hocking Valley
Kaechels, Mo.,
St. Louis South-west
Kaffir, Tex., Pecos & No. Tex*
Kahler, Colo., Great Western
Kahlotus, Wash.,
Oregon RR. & Nav. Co
" Spokane, Port. & Seat
Kahm, Ill., Chicago & Alton
Kahnah, Colo., Denv. & Rio Gr
Kahoka, Mo., Burl. Route
Kains, Ia., Chic. Mil. & St. P
Kaiser, Sask., Can. Pacific
Kaiser Crossing, Sask.,
Canadian Northern
Kakabeka, Ont., Can. Pacific
Kakabeka Falls, Ont.,
Canadian Northern
Kaladar, Ont., Can. Pacific
Kalama, Wash., No. Pacific
Kalamazoo, Fla.,
Florida East Coast
Kalamazoo, Mich.,
Chic. Kal. & Saginaw (a)
" Grand Rapids & Ind (b)
" Kal. Lake Sh. & Chic (d)
" Lake Sh. & Mich. So (c)
" Michigan Central (c)
G. R. & I. and M. C. connect at Junction
(a) and (b) about ¼ mi. apart
(a) and (c) about ¾ mi. apart
(a) and (d) 1 mile apart
(b) and (c) about ½ mi. apart
(b) and (d) ¾ mile apart
(c) and (d) ¼ mile apart
Transfer between Stations for through passengers and baggage
Kalbaugh, Utah,
Denver & Rio Grande
Kalers Crossing, Ont.,
Niagara, St. C. & Tor (El)
Kaleva, Mich.,
Manistee & No. East (a)
" Pere Marquette (a)
Kalida, O., Ohio Electric
Kalispell, Mont., Gt. North
Kalkaska, Mich.,
Grand Rapids & Ind (a)
" Pere Marquette (b)
(a) and (b) ¼ mile apart
Kalloch, Kan., Atch. T. & S. F
Kalmar, Ont., Canadian Pac
Kalo, Ia., Minn. & St. Louis
Kalo Junc., Ia., Minn. & St. L
Kalona, Ala.,
Louisville & Nashville
Kalona, Ia.,
Chicago, Rk. Isl. & Pac
Kalurah, N.Y., N.Y.C. & H.R
Kama, Ont., Can. Pacific
Kamas, Wash.,
Spokane & Inland
Kamela, Ore., O. RR. & N. Co
Kamiah, Idaho, North. Pac
Kaministiquia, Ont.,
Canadian Pacific
Kamloops, B.C., Can. Pacific
Kamm, Mont., North. Pac
Kamont, Va., Lv. & Nashv
Kampenville, Ill.,
Wabash, Chest. & West
Kampeska, S.D.,
North-Western Line
Kampler, Kan., Mo. Pac
Kampville, Mo., Burl. Route
Kamrar, Ia.,
North-Western Line
Kamsack, Sask.,
Canadian Northern
Kamrar, Ia., No. West Line
Kanaka, B.C., Can. Pacific
Kananaskis, Alberta,
Canadian Pacific
Kanapaha, Fla.,
Seaboard Air Line
Kanaranzi, Minn.,
Chicago, Rk. Isl. & Pac
Kanaskat, Wash., No. Pacific
Kanauga, O.,
Hocking Valley (a)
" Kanawha & Mich (a)
Kanawha, Ia., Iowa Central
Kanawha,
Kanawha Co., W. Va.,
Chesapeake & Ohio
Kanawha, Wood Co., W. Va.,
Baltimore & Ohio (a)
" Little Kanawha (b)
(a) and (b) on opposite sides of river
Kanawha & Mich. Jn., W. Va.,
Baltimore & Ohio (a)
" Kanawha & Mich (a)
Also called Point Pleasant on B. & O
Called Point Pleasant on K. & M
Kanawha Falls, W. Va.,
Chesapeake & Ohio (a)
" Kanawha & Mich (b)
Called Glen Ferris on K. & M
(a) and (b) on opposite sides of river
Kandiyohi, Minn., Gt. North
Kane, Ill., Chicago & Alton
Kane, Ky., Louisv. & Nashv
Kane, Pa., Balt. & Ohio (a)
" Big Level & Kinzua (a)
" Kane & Elk (b)
" Pennsylvania (c)
(a) and (c) about ¼ mile apart
Kane, Wash., Great Northern
Kane, Wyo., Burlington Rte
Kane Junction, Pa.,
Baltimore & Ohio (a)
" Big Level & Kinzua (a)
Kanes Creek, W. Va.,
Morgantown & Kingw
Kaneshoim, Pa.,
Big Level & Kinzua
Kane's Siding, Minn.,
Duluth & North. Minn
Kane's Valley, N.F.,
Reid Newfoundland
Kanesville, Ill.,
Aurora & DeKalb Line
Kangley, Ill., Burl. Route
Kangley Junction, Wash.,
Northern Pacific
Kanitz, Mich., Pere Marq
Kankakee, Ill.,
Chic. Ind. & South (a)
" Cl. Cin. Chic. & St. L (b)
" Illinois Central (c)
(b) and (c) connect at Junction
Kankakee, LaPorte Co., Ind.,
Lake Erie & Western
K. & S. Crossing, Ill.,
Indiana, Illinois & Ia
Kankel, Minn., North. Pac
Kankinichi, Mex.,
United RRs. of Yucatan
Kannapolis, N.C., Southern
Kanona, Kan., Burl. Route
Kanona, N.Y.,
Del. Lack. & West (a)
" Erie (b)
" Kanona & Pratts (b)
(a) and (b) about ½ mi. apart
Kanopolis, Kan., Mo. Pac (a)
" Union Pacific (b)
(a) and (b) 690 yards apart
Kanorado,
Sherman Co., Kan.,
Chicago, Rk. Isl. & Pac
Kansas, Ala., Frisco System
Kansas, Ill.,
Cin. Ham. & Dayton (a)
" Cleve. Cin. Ch. & St. L (b)
(a) and (b) 200 yards apart
Kansas, O., Lake Erie & West
Kansas City, Kan.,
Missouri Pacific (a) (b)
" Union Pacific (c)
(a) and (b) 1¼ miles apart
(a) and (c) 2¾ miles apart
(b) and (c) 1½ miles apart
Kansas City, Mo.,
Atch. Top. & S. F (a) (b)
" Burlington Route (a)
" Chicago & Alton (a)
" Chicago Great West (c)
" Chic. Mil. & St. P (a) (b)
" Chic. Rock Isl. & Pac (a)
" Frisco System (a) (c)
" Kan. City, Clin. & Spg (a)
" Kansas City South (c)
" Mo. Kan. & Texas (a)
" Missouri Pacific (a)
" Quincy, Om. & K. C (c)
" St. Joseph & Gd. Isl (c)
" St. L. K. C. & Colo ‡ (a) (b)
" Union Pacific (a)
" Wabash (a)
(a) and (b) 3 miles apart
(a) and (c) ½ mile apart
(b) and (c) 3 miles apart
Kansas City & O. Junc., Neb.,
Burlington Route (a)
" St. Joseph & Gd. Isl (a)
Kan. City & S. W. Junc., Mo.,
Missouri Pacific
Kansas City Junction, Mo.,
Mo. Kansas & Texas
Kansas City Junc., Tenn.,
Kan. C. Mem. & Bir (a)
" Nashv. Chat. & St. L (b)
" Southern (a)
(a) and (b) about 100 yards apart
Kan. City, Kan. Junc., Kan.,
Missouri Pacific
Kansas Falls, Kan., Un. Pac
K. N. & D. Junction, Kan.,
Missouri Pacific
Kansasville, Wis.,
Chicago, Mil. & St. Paul
Kantner, Pa., Balt. & Ohio
Kaolin, Ala.,
Alabama Great South
Kaolin, Ill., Mobile & Ohio
Kaplan, La.,
Louisiana Western
Kapowsin, Wash.,
Tacoma Eastern
Kapp, Pa., Pennsylvania
Kappa, Ill., Illinois Central
Kara, Wyo., Burl. Route
Karamin, Wash.,
Kettle Valley Lines
Karen, Tex.,
Trinity & Brazos Valley
Karl, Colo., At. Top. & S. Fe
Karlin, Mich.,
Manistee & North-east
Karlin, Mo., Frisco System
Karl's Siding, W. Va.,
Baltimore & Ohio
Karlstad, Minn.,
Minn. St. P. & Slt. Ste. M
Karnac, Idaho,
Chic. Mil. & Puget Sd
Karnack, Tex.,
Missouri, Kan. & Texas
Karnak, Ill.,
Chic. and East. Ill (a)
" Clev. Cin. Ch. & St. L (b)
Karner, N.Y., N.Y.C. & H.R
Karnes, Ky., Louisv. & Nashv
Karnes City, Tex.,
San Ant. & Aran. Pass
Karns, Allegheny Co., Pa.,
Pennsylvania
Karns, Butler Co., Pa.,
Baltimore & Ohio
Karr, Ariz., Southern Pac
Karrie, Okla.,
Missouri, Okla. & Gulf
Karro, Mich., Mich. Central
Karsdale, N.S.,
Halifax & Southwest
Karthaus, Pa., N.Y.C. & H.R
Kasbeer, Ill., Burl. Route
Kaser, Ill., Chicago & Alton
Kashabolwe, Ont., Can. No
Kaslo, B.C., Canadian Pac
" Kaslo & Slocan
Kasoag, N.Y., N.Y.C. & H.R
Kasota, Minn.,
Chicago, Mil. & St. Paul
" North-Western Line
Kasota, Tex.,
Ft. Worth & Denver City
Kasper, Minn.,
Chicago, Rk. Isl. & Pac
Kassel, La.,
Colo. So. N. Orl. & Pac (a)
" La. Ry. & Nav. Co (a)
Kasserman, Tenn.,
Nashv. Chat. & St. L
Kasson, Minn., No. West. Line
Kasson, Pa.,
Pitts. Shawmut & North
East Bridge, N.Y.,
N.Y. Cent. & Hud. Riv
Kaster, Ariz.,
A. T. & S.F., Coast Lines*
Katahdin Iron Works, Me.,
Bangor & Aroostook
Kateland, La.,
La. Ry. & Nav. Co
Katellen, Pa.,
Lehigh & New England
Kates, Mich.,
Escanaba & Lk. Sup
Katesville, N.C.,
Seaboard Air Line
Katharyn, Ky.,
Louisv. Hend. & St. L
Katherine, Tenn.,
Louisville & Nashville
Katherine, Tex.,
St. L. Brownsv. & Mex
Kathleen, Fla.,
Atlantic Coast Line
Kathleen, Ga., Ga. So. & Fla
Kathryn, N.D., Northern Pac
Kathwood, S.C.,
Charleston & West. Car
Katka, Idaho, Great North
Katonah, N.Y., N.Y.C. & H.R
Katrine, Manitoba,
Canadian Northern
Katrine, Ont., Grand Trunk
Katy, Ky., Ches. & Ohio
Katy, Tex., Mo. Kan. & Tex
Katy Lake, Tex.,
Mo. Kans. & Texas
Katzenmeyer, Miss.,
Yazoo & Miss. Valley
Kauffman, Ala.,
Mobile & Ohio
Kauffman's,
Franklin Co., Pa.,
Cumberland Valley
Kaufman, Ill., Tol. St. L. & W
Kaufman, Tex.,
Texas & New Orl (a)
" Texas Midland (b)
(a) and (b) 80 yards apart
Kaufmann, Ill.,
Toledo, St. L. & Western
Kaufman Run, Pa.,
Baltimore & Ohio
Kaufman's, N.Y., Del. & East
Kaukauna, Wis., No. W. Line
Kauke, O., Baltimore & Ohio
Kaulmont, Pa.,
Pitts. Shawmut & North
Kauls, Me., Somerset
Kavanaugh, Ark., Frisco Sys
Kaw, Nev., Southern Pacific
Kaw, Okla.,
Atch. Top. & Santa Fe
Kawanee, Ala., Lv. & Nash
Kaweah, Cal., South. Pacific
Kawene, Ont., Can. North
Kawkawlin, Mich.,
Michigan Central
Kaw Point, Kan., Mo. Pac
Kaw River, Kan., Mo. Pacific
Kaw River Bridge, Kan.,
Missouri Pacific
Kayford, W. Va., Ches. & Ohio
Kaylor, Armstrong Co., Pa.,
Western Allegheny
Kaylor, Cambria Co., Pa.,
Pennsylvania
Kaylor, S.D.,
Chicago, Mil. & St. Paul
Kaymoor, W. Va.,
Chesapeake & Ohio
Kayoulah, Va., Norf. & West
Kaysville, Utah,
Den. & Rio Grande (b)
" Oregon Short Line (a)
" Salt Lake & Ogden (c)
(a) and (b) about 1 mi. apart
(a) and (c) about ½ mi. apart
(b) and (c) about ½ mi. apart
Kazubazua, Que., Can. Pac
Keach, Ind., Balt. & Ohio S. W
Keachie, La., Hous. & Shreve
Kealey, Mich.,
Chic. Kal. & Saginaw
Keansburg, N.J., Cent. of N.J
Kearney, Ark.,
St. Louis, Iron Mt. & So
Kearney, La., Kan. City So
Kearney, Mo., Burl. Route (a)
" Chic. Rk. Isl. & Pac (a)
Kearney, Neb.,
Burlington Route (a)
" Union Pacific (b)
(a) and (b) adjacent
Kearney, N.M.,
El Paso & S. W. System
Kearney, Ont., Grand Trunk
Kearney Junction, N.J.,
Del. Lack. & West †
" Pennsylvania
Spelled Kearny Junc. on P
Kearneys, N.J., Raritan Riv †
Kearneysville, W. Va., B. & O
Kearns, Va., Norfolk & West
Kearny Junction, N.J.,
See Kearney Junction, N.J
Kearsarge, Mich.,
Mineral Range
Kearsey, Tex., Caro North
Keasbey's, N.J., Lehigh Val
Keating, B.C.,
Victoria & Sidney
Keating, Allegheny Co., Pa.,
Baltimore & Ohio
Keating, Clinton Co., Pa.,
N.Y. Cent. & Hud. R (a)
" Pennsylvania (a)
Keating, Tex.,
Beaum. Sour Lk. & W
Keating Junction, Pa.,
N.Y. Cent. & Hud. R (a)
" Pennsylvania (a)
Keatings, Minn.,
Chicago, Mil. & St. Paul
Keating Summit, Pa.,
Buf. & Susquehanna (a)
" Pennsylvania (a)
Keats, Kan., Chic. R.I. & Pac
Kebler, Colo., Denv. & Rio Gr
Kechi, Kan., Chic. R.I. & Pac
Kedron, Ark., St. Louis S.W
Keechelus, Wash.,
Chic. Mil. & Puget Sd
Keechi, Tex., Int. & Gt. No
Keedysville, Md., Balt. & O
Keefers, Pa., Pennsylvania
Keefers, B.C., Canadian Pac
Keefeton, Okla., Midland Val
Keegan, Me.,
Bangor & Aroostook
Keegan, Minn., Ch. M. & St. P
Keegan's Lake, Minn.,
Great Northern
Keego, Ala., Louisv. & Nashv
Keego, Ont., Canadian North
Keeldar, Colo., Denv. & Rio G
Keeler, Cal., Southern Pac
Keeler, Sask., Can. Pac
Keeler, Tex.,
Gulf, Colo. & Santa Fe*
Keelers, Ind., Ch. and East. Ill
Keelers, Ky., Louisv. & Nash
Keeline, Wyo.,
North-Western Line
Keeling, Ont., Can. Pacific
Keeling, Pa., Balt. & Ohio
Keeling, Tenn., Lv. & Nash
Keels, Ky., Louisv. & Nash
Keen, Ga., Bruton & Pineora
Keenan, Minn.,
Duluth, Missabe & No
Keenan, Pa.,
Bessemer & Lake Erie
Keenan, Tex.,
Gulf, Colo. & Santa Fe*
Keenbrook, Cal.,
A. T. & S. F., Coast L* (a)
" San Pedro, L. A. & S. L (a)
Keenburg, Tenn.,
Virginia & So. West
Keene, Cal., Southern Pacific
Keene, Colo.,
Denver & Rio Grande
Keene, Neb., Burl. Route
Keene, Fla., Florida
Keene, Jessamine Co., Ky.,
Louisville & Atlantic
Keene, N.H., Boston & Maine
Keene, Ont., Grand Trunk
Keene, Pa., Del. & Hudson
Keene, Tex.,
Gulf, Colo. & S. Fe* (a)
" Mo. Kansas & Texas (b)
(a) and (b) 1¼ miles apart

Keener, Ala., Ala. Gt. South
Keener, Ark., St. L. I. Mt. & So
Keener's, Mo., St. L. I. M. & So
Keene's, Ill., Southern
Keene's, N.Y., N.Y.C. & H.R
Keenesburgh, Colo., Burlington Route
Keeney, Del., Pennsylvania
Keeney, Pa., Stewartstown
Keeney's Creek, W. Va., Chesapeake & Ohio
Keens, Pa., Del. & Hudson
Keensburg, Ill., Cleve. Cin. Chic. & St. L
Keepawa, N.Y., N.Y. Cent. & Hud. Riv
Keeran, Tex., St. L. Brownsv. & Mex
Keesee, Colo., Atch. Top. & Santa Fe
Keeseville, N.Y., K. Ausab. Ch. & Lk. C (El)
Keevil, Ark., St. Louis South-west
Keewatin, Ont., Can. Pacific
Keewaydin, N.H., Bost. & Me
Keezletown, Va., Chesapeake Western
Kefauvers, N.C., Atlantic Coast Line
Keffers, Pa., Phila. & Read
Kegg, Cal., Southern Pacific
Kegley, W. Va., Virginian
Kehley Run Junction, Pa., Lehigh Valley
Keiffer, Tex., Gal. Harrisb. & San Ant
Keighley, Kan., Frisco Sys
Keil, Wash., Great Northern
Keirn, Miss., Yazoo & Miss. V
Keiser, Mont., Burl. Route
Keiser, Va., Norf. & West
Keister, Tenn., Southern
Keister, W. Va., Ches. & Ohio
Keister Junction, Pa., Penna
Keisters, Butler Co., Pa., Bessemer & Lake Erie
Keith, Alberta, Can. Pacific
Keith, Mo., Frisco System
Keith, Nev., Bullfrog Goldfield
Keith, N.D., Great Northern
Keith, Wash., Northern Pac
Keiths, Miss., Liberty-White
Keith's, Mont., Oregon Short Line
Keithsburg, Ga., Louisville & Nashville
Keithsburg, Ill., Burlington Route (a)
" Iowa Central (b)
(a) and (b) 1050 yards apart
Keithsburg Junction, Ill., Burlington Route
Keithville, La., Houston & Shreve (a)
" Texas & Pacific (b)
(a) and (b) about 50 feet apart
Keldron, S.D., Chic. Mil. & Puget Sd
Kelford, N.C., Atl. Coast Line (a)
" Seaboard Air Line (a)
Kelker, Colo., Chic. Rk. Isl. & Pac (a)
" Denv. & Rio Grande (a)
Kell, Ga., Atl. Birm. & Atl
Kell, Ill., Chic. and East. Ill
Kellar, W. Va., Balt. & Ohio
Keller, Ark., Frisco System
Keller, Colo., A. T. & S. Fe
Keller, Ga., Brinson
Keller, Ill., Chic. R. I. & Pac
Keller, Md., Balt. & Ohio
Keller, Mo., St. L. I. Mt. & S
Keller, Pa., Balt. & Ohio
Keller, S.D., Chic. Mil. & St. P
Keller, Tex., Missouri, Kan. & Tex (a)
" Texas & Pacific (a)
Keller, Va., N.Y. Ph. & Norf
Kellerman, Ala., Mob. & Ohio
Kellers, Ky., Lv. & Nashv
Kellers, La., Yazoo & Miss. V
Kellers, O., Balt. & Ohio
Kellers, Pa., Phila. & Read
Keller's Siding, Pa., Phila. & Reading
Kellerton, Ia., Burl. Route
Kelletville, Pa., Sheffield & Tionesta
Kelley, Ia., Ft. D. Des M. & So (a)
" North-Western Line (b)
(a) and (b) about 600 yards apart
Spelled Kelly on N. & N. W
Kelley, Rapides Co., La., Red River & Gulf
Kelley, Md., Wash. Balt. & Annap. El
Kelley, N.M., Atch. T. & S. Fe
Kelley's, Ky., Lv. & Nashv
Kelley's, N.Y., Del. & Hud
Kelleys, Tex., Int. & Gt. No
Kelley's, Va., Ches. & Ohio
Kelley's Mill, Fla., Atlantic Coast Line
Kelley View, Va., Louisville & Nashville
Kelleyville, Tex., Missouri, Kan. & Texas
Kelligrews, N.F., Newfoundland
Kelliher, Minn., Minnesota & Internat
Kelliher, Sask., Grand Trunk Pacific
Kellner, Wis., North-Western Line
Kelloe, Manitoba, Can. Pac
Kellogg, Idaho, Oregon RR. & Nav. Co
Kellogg, Ia., Chic. R. I. & Pac
Kellogg, Kan., Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) about 1 mi. apart
Kellogg, Mich., Mich. Cent
Kellogg, Minn., Ch. M. & St. P
Kellogg, N.Y., Buffalo Roch. & Pitts
Kellogg, N.D., North. Pacific
Kellogg, Pa., Lehigh Valley
Kellogg, Tex., Missouri, Kan. & Tex
Kellogg, W. Va., Balt. & Ohio
" Chesapeake & Ohio
Kelloggs, O., Ohio Cent. Lines
Kelloggs, Okla., Frisco Sys
Kells, Mich., Wis. & Mich
Kell's Crossing, N.Y., Albany Southern (El)
Kellum, N.C., Atl. Coast Line
Kelly, Ala., Atl. Coast Line
Kelly, Ga., Cent. of Ga
Kelly, Ia., See Kelley, Ia
Kelly, Kan., Missouri Pacific
Kelly, Caldwell Co., La., St. Louis, Iron Mt. & So
Kelly, Neb., Union Pacific
Kelly, N.M., Atch. Top. & S. Fe
Kelly, N.C., Randolph & Cumb
Kelly, Thunder Bay Dist., Ont., Grand Trunk Pacific
Kelly, Armstrong Co., Pa., Pennsylvania
Kelly, Indiana Co., Pa., Pennsylvania
Kelly, S.C., Southern
Kelly Axe, Ind., Cleve. Cin. Chic. & St. L
Kelly Junction, La., Lk. Ch. Ry. & Nav. Co †
Kelly Lake, Minn., Gt. North
Kellys, Ga., Central of Ga
Kelly's, Ky., Illinois Central
Kelly s. N.D., North. Pacific
Kelly's, Middlesex Dist., Ont., Grand Trunk
Kellys, Va., Chesap. & Ohio
Kelly's, Wash., North. Pacific
Kelly's, Wis., No. West. Line
Kelly's Corners, N.Y., Ulster & Delaware
Kelly's Mill, Fla., Atlantic Coast Line
Kellysville, W. Va., Virginian
Kellyton, Ala., Cent. of Ga
Kelly View, Va., Interstate
Kellyville, N.R., Bost. & Maine
Kellyville, Okla., Frisco Sys
Kelmire, Wash., North. Pac
Kelowna, B.C., Can. Pacific
Kelsey, Ill., Ch. Peo. & St. L
Kelsey, Mich., Mineral Range
Kelsey, Minn., Dul. Miss. & No
Kelsey, O., Ohio Riv. & West
Kelsey's, N.Y., Oneon. & Mohawk V (El)
Kelso, Ark., St. L. I. Mt. & So
Kelso, Cal., San Ped. Los Ang. & S. Lk
Kelso, Ill., Illinois Southern
Kelso, Mich., Chic. Mil. & St. P
Kelso, Miss., Yazoo & Miss. Val
Kelso, Mo., Chester, Perryv. & Ste. G
Kelso, N.D., Great Northern
Kelso, Okla., Mo. Kan. & Tex
Kelso, Sask., Can. North
Kelso, Tenn., Nash. Chat. & St. Louis
Kelso, Wash., Northern Pac
Kelton, Ariz., Ariz. & Colo
Kelton, O., Norf. & West
Kelton, Pa., Pennsylvania
Kelton, Utah, South. Pacific
Kelton Siding, Ala., Birmingham South †
Keltys, Tex., St. L. So. West
Kelvin, Ariz., Phoenix & Eastern
Kelvin, Mich., Wis. & Mich
Kelwood, Manitoba, Can. No
Kemery, O., Wheel. & Lk. Erie
Kemmerer, Wyo., Oregon Short Line
Kemnay, Manitoba, Can. Pac
Kemp, Ill., Vandalia
Kemp, O., Erie
Kemp, Tex., Texas & New Orl
Kemp, Wash., Tacoma East
Kemper, Ill., Burl. Route
Kemper, Ia., Burl. Route
Kemper, S.C., Raleigh & Charleston
Kempner, Tex., Gulf, Colo. & Santa Fe*
Kemp's, Md., West. Maryland
Kemp's Springs, Wash., Kaslo & Slocan
Kempster, Wis., North-Western Line
Kempt, Que., Intercolonial
Kempton, Ill., Illinois Cent
Kempton, Ind., Lake Erie & Western
Kempton, N.D., Great North
Kempton, Ont., Can. Pac
Kempton, Pa., Phila. & Read
Kempton, Wis., North-Western Line
Kemptville, Ont., Can. Pac
Kenabutch, Ont., Can. Pac
Kensston, N.D., Great North
Kensston, Sask., Can. North
Kenberma, Mass., N.Y. New Hav. & Hart
Kenbridge, Va., Virginian
Kendale, N.Y., Lehigh Val
Kendal Fla., Florida East Coast
Kendal, Sask., Can. North
Kendal Green, Mass., Boston & Maine
Kendall, Ariz., Marl. & Ph
Kendall, Ark., Arkansas Mid
Kendall, Kan., At. Top. & S. F
Kendall, Md., Balt. & Ohio
Kendall, Mecosta Co., Mich., Pere Marquette
Kendall, Mont., North. Pac
Kendall, Ore., Portland Ry. L. & P. Co
Kendall, Allegheny Co., Pa., Pittsburgh & Lake Erie
Kendall, Va., Norf. & West
Kendall, Wash., Belling. Bay & Brit. Col
Kendalls, Me., Somerset
Kendall's, Van Buren Co., Mich., Michigan Central
Kendalls, Chemung Co., N.Y., N.Y. Cent. & Hud. Riv
Kendall's, Wis., North-Western Line
Kendallville, Ind., Gd. Rap. & Indiana (a)
" Lake Sh. & Mich. So (a)
Kendleton, Tex., Gal. Har. & San Ant
Kendrick, Fla., Atlantic Coast Line
Kendrick, Ga., Chat. South
Kendrick, Idaho, No. Pacific
Kendrick, Okla., Atch. Top. & Santa Fe
Kendrick, Pa., Penna (a)
" Philipsburg RR (b)
(a) and (b) adjacent
Kendrick, Tenn., Car. Clinch. and Ohio
Kendry, Ont., Can. Pacific
Kenebec, Ont., Can. Pacific
Kenedy, Tex., San Ant. & Aran. Pass
Kenefick, Tex., Beaum. Sour Lake & W
Kenegami, Que., Quebec & Lk. St. John
Kenesaw, Neb., Burl. Route
Kenfield, Ga., Ga. & Fla
Kengle, Okla., Frisco System
Kenilworth, Cal., Northwestern Pacific
Kenilworth, D.C., Baltimore & Ohio
Kenilworth, Ill., North-Western Line
Kenilworth, N.J., Rahway Valley
Kenilworth, Ont., Can. Pac
Kenilworth, Pa., Penna
Kenilworth, W. Va., Pitts. Cin. Chic. & St. L
Kenly, N.C., Atl. Coast Line
Kenly, S.C., Atl. Coast Line
Kenly, Tenn., Louisville & Nashville
Kenmare, N.D., Minn. St. P. & Slt. Ste. M
Kenmoor, Mo., Atch. Top. & S. Fe (a)
" Chic. Rock Isl. & Pac (a)
Kenmore, Ill., No. West. Line
Kenmore Wash., North. Pac
Kenna, N.M., Eastern of New Mex*
Kennan, Wis., Minn. St. P. & Slt. Ste. M
Kennard, Ind., C. C. C. & St. L
Kennard, Neb., North-Western Line
Kennard, Athens Co., O., Balt. & Ohio Southwest
Kennard, Champaign Co., O. Erie
Kennard, Pa., Erie
Kennard, Tex., East. Texas
Kennebec, Ia., Illinois Cent
Kennebec, Ky., Lv. & Nash
Kennebec, Me., Me. Cent
Kennebec, S.D., Chicago, Mil. & St. Paul †
Kennebunk, Me., Bost. & Me
Kennebunk Beach, Me., Boston & Maine
Kennebunkport, Me., Boston & Maine
Kennedale, Tex., Houston & Texas Cent
Kenneday, N.C., Atlantic Coast Line
Kennedy, Lamar Co., Ala., Southern
Kennedy, Mobile Co., Ala., Mobile & Ohio
Kennedy, Ark., St. Louis, Iron Mt. & So
Kennedy, Ga., South Georgia
Kennedy, Ind., Southern
Kennedy, Ia., Chicago, Mil. & St. Paul
Kennedy, Ky., Lv. & Nash
Kennedy, Sask., Can. Pacific
Kennedy, Minn., Great No
Kennedy, Le Flore Co., Miss., Yazoo & Miss. Valley
Kennedy, Yazoo Co., Miss., Yazoo & Miss. Valley
Kennedy, N.J., Lehigh Val
Kennedy, N.M., Atch. Top. & Santa Fe (a)
" New Mex. Central (a)
Kennedy, N.Y., Erie
Kennedy, O., Cin. Lebanon & North
Kennedy, Wash., North. Pac
Kennedy, Wis., North Western Line
Kennedy Ford, Idaho, Wash. Idaho & Montana
Kennedys, Ont., Gd. Trunk
Kennedy's Siding, N.F., Reid Newfoundland
Kennedyville, Md., Penna
Kenner, Ill., Balt. & Ohio S. W
Kenner, La., Colo. So. New Orl. & F (a)
" Illinois Central
" La. Ry. & Nav. Co (a)
" Yazoo & Miss. Valley
Kennerdell, Pa., Penna
Kenner Junc., La., Illinois Central (a)
" Yazoo & Miss. Val (a)
Kennesaw, Ga., Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Kennet, Cal., Southern Pac
Kennetcook, N.S., Dominion Atlantic
Kenneth, Fla., Lv. & Nashv
Kenneth, Ind., Pitts. Cin. Chic. & St. L
Kenneth, Kan., Kan. City, Clin. & Sp (a)
" Missouri Pacific (a)
Called Mastin on K. C. C. & S
Kenneth, Mich., Duluth, So. Sh. & Atl
Kenneth, Minn., Chicago, Rk. Isl. & Pac
Kennett, Mo., Frisco System
Kennett, Pa., Pennsylvania
Kennewick, Wash., No. Pac
" Spokane, Port. & Seat
Kenney, Ark., Chicago, Rk. Isl. & Pac
Kenney, Ill., Illinois Cent (a)
" Vandalia (a)
Kenney, Bourbon Co., Ky., Louisville & Nashville
Kenney, Scott Co., Ky., Southern
Kenney, Tex., Gulf, Colo. & Santa Fe*
Kenney's, Berks Co., Pa., Philadelphia & Reading
Kennon, W. Va., Norf. & West
Kenny, Ore., South. Pacific
Kennydale, Wash., Columbia & Puget Sd (a)
" Northern Pacific (b)
(a) and (b) ½ mile apart
Keno, Ark., Chicago, Rk. Isl. & Pac
Keno, Miss., Gulf & Ship Isl
Kenogami, Ont., Temiskaming & No. Ont
Kenogami, Que., Que. & Lk. St. John
Kenoma, Mo., Frisco Sys
Kenora, Ont., Canadian Pac
Kenosha, Colo., Colo. & South
Kenosha, Wis., North-Western Line
Kenova, Wash., Chic. Mil. & Puget Sd
Kenova, W. Va., Baltimore & Ohio (a)
" Chesapeake & Ohio (a)
" Norfolk & Western (a)
Kensal, N.D., Minn. St. P. & Slt. Ste. M
Kensee, Whiteley Co., Ky., Louisville & Nashville
Kensett, Ark., Missouri & No. Ark (a)
" St. L. Iron Mt. & So (b)
(a) and (b) about ½ mi. apart
Kensett, Ia., Chic. Rk. Isl. & Pac (a)
" Iowa Central (a)
Kensington, Ga., Chatta. So
Kensington, Ill., Belt of Chicago (a)
" Chic. and East. Ill (a)
" Chicago & West. Ind (a)
" Chic. Cin. & Louisv (b)
" Illinois Central (b)
" Michigan Central (b)
(a) and (b) ½ mile apart
Kensington, Kan., Chic. Rock Isl. & Pac
Kensington, Ky., Cin. New Orl. & Tex. Pac
Kensington, Md., Balt. & O
Kensington, Minn., Minn. St. P. & Slt. Ste. M
Kensington, Erie Co., N.Y., Del. Lack. & Western †
" Erie
Kensington, Kings Co., N.Y., South Brooklyn †
Kensington, O., Penna. Co
Kensington, Phila. Co., Pa., Pennsylvania
Kensington, P.E.I., Pr. Ed. Is
Kent, Ala., Atl. Coast Line
Kent, Ct., N.Y. N.H. & Hart
Kent, Fla., Georgia So. & Fla
Kent, Ill., Chicago Gt. West
Kent, Ia., Burl. Route
Kent, Kan., Atch. Top. & S. F
Kent, Minn., Great Northern
Kent, Mo., Missouri Pacific
Kent, Neb., Union Pacific
Kent, N.J., Pennsylvania
Kent, O., Balt. & Ohio (a)
" Erie (b)
" N.O. Trac. & L. Co (El) (d)
" Wheeling & Lk. Erie (c)
(a) and (b) adjacent
(c) about ½ mile from (a) and (b)
Kent, Ore., Ore. RR. & Nav. Co
Kent, S.C., Georgetown & Western
Kent, Tex., Texas Pacific
Kent, Wise Co., Va., Roaring Fork
Kent, Wythe Co., Va., Norfolk & Western
Kent, Wash., Chic. Mil. & Puget Sd
" Northern Pacific
" Puget Sound Electric
Kent Bridge, Ont., Can. Pac
Kent City, Mich., Pere Marq
Kentfield, Cal., Northwestern Pacific
Kent Island, Md., Maryland, Del. & Va
Called also Love Point
Kent Junction, N.B., Intercolonial (a)
" Kent Northern (a)
Kent Junction, N.J., Penna
Kent Junction, Va., Interstate
Kentland, Ind., Chic. Ind. & S
" Pitts. Cin. Chic. & St. L
Kentmere, Del., Penna
Kenton, Del., Phila. Balt. & Wash
Kenton, Ky., Louisv. & Nash
Kenton, Manitoba, Can. Pac
Kenton, Mich., Duluth, So. Sh. & Atl
Kenton, O., Erie (a)
" Cl. Cin. Ch. & St. L (b)
" Toledo & Ohio Cent (c)
(a) and (b) about 1 mile apart
Kenton, Tenn., Mobile & Ohio
Kenton Heights, Ky., Queen & Cres. Route
Kents, Ala., Atl. Coast Line
Kents, Ind., Chic. and East. Ill
Kent's Mill, La., Ill. Central
" Kentwood, Gr. & S. W
K. C. Junction, Kenton Co., Ky., Chesapeake & Ohio
K. C. Junction, Tenn., Louisville & Nashville
K. N. Junction, Ky., Kentucky North (a)
" Louisville & Atl (a)
Kentucky Town, Tex., St. Louis South-west
Kentville, N.S., Dom. Atl
Kentwood, La., Ill. Cent (a)
" Kentwood & East (b)
(a) and (b) adjacent
Kenvil (1), Morris Co., N.J., Central of New Jersey
Kenvil (2), Morris Co., N.J., Del. Lack. & Western
Kenville, Manitoba, Can. No
Kenwood, Mich., Gd. Trunk
Kenwood, Cal., South Pac
Kenwood, Ga., Southern
Kenwood, Ill., Illinois Cent
Kenwood, Ia., Ch. Mil. & St. P
Kenwood, Md., Penna
Kenwood, Mich., Gd. Trunk
Kenwood, Minn., Minneapolis & St. Louis
Kenwood, Mo., At. Top. & S. F
Kenwood, N.Y., N.Y.O. & W
Kenwood, O., Wheel. & Lk. E

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Kenwood, Pa., Penna. Co
Kenwood, Tenn., Tenn. Cent
Kenwood Junction, N.Y.,
Delaware & Hudson (a)
" West Shore (a)
Kenyon, Minn., Chic. Gt. W
" Chicago, Mil. & St. Paul
Kenyon, Neb., Union Pac
Kenyon, Va., Virginian
Kenyon, Wis., Ch. M. & St. P
Kenyon's, R. I., N.Y.N.H. & H
Kennin, N.M., Southern Pac
Keo, Ark., St. L. South-west
Keokee Junction, Va.,
Virginia & South west
Keokuk, Ia., Burl. Route
" Chic. Rock Isl. & Pac (a)
" Tol. Peoria & West (a)
" Wabash (a)
Keokuk, Mo., Frisco System
K. & W. Crossing, Mo
Atch. Top. & S. Fe (a) (b)
" Burlington Route (b)
(a) and (b) about 200 yards apart
Called Medill on Burl. Route
Keosauqua, Ia., Ch. Rk. I. & P
Keota, Colo., Burl. Route
Keota, Ia., Chic. Rk. I. & Pac
Keota, Mo., Missouri & La
Keota, N. M., Atch. Top. & S. F
Keota, Okla., Midland Valley
Keowee, S. C., Southern
Kepler's, Pa., Lehigh Valley
Kepner, Colo., Colo. & South
Kepner, Pa., Lehigh Valley
Keppel, Sask., Can. Pac
Keppler's Mill, Pa.,
Lehigh Valley
Kerby Siding, Pa.,
Pitts. Bes. & Lk. Erie
Kercheval, Ind., Southern
Keremeos, B.C., Gt. North
Kerens, Cal.,
San Ped. Los Ang. & S. Lk
Kerens, Tex., St. Louis S. W
Kerens, W. Va., West. Md
Kergs Junction, Miss.,
Southern in Miss
Kerhonkson, N.Y.,
New York, Ont. & West
Kerkhoven, Minn., Gt. North
Kerlin, Ark., La. & No. West
Kerman, Cal., Southern Pac
Kermit, N.D.,
Minn. St. P. & S. Ste. M
Kermit, Va.,
Car. Clinch. and Ohio
Kermit, W. Va., Norf. & West
Kern, Cal.,
A.T. & S.F., Coast Lines*
Kern, Mo., Burl. Route
Kernan, Ill., At. Top. & S. Fe
Kernell, Cal.,
A.T. & S.F., Coast Lines*
Kernersville, N.C., Southern
Kern Junction, Cal.,
A.T. & S.F., Coast L* (a)
" Southern Pacific (a)
" Sunset (a)
Kern Park, Ore.,
Portland Ry. L. & P. Co
Kerns, Colo., Colo. & South
Kernstown, Va., Balt. & Ohio
Kero, Ala., Louisv. & Nashv
Kerper, O. Toledo Terminal †
Kerr, Ark., Chic R. I. & Pac
Kerr, New Hanover Co., N.C.,
Atlantic Coast Line
Kerr, Sampson Co., N.C.,
Atlantic Coast Line
Kerr, Monroe Co., O.,
Ohio River & Western
Kerr, Utah,
San Ped. Los Ang. & S. L
Kerrick, Ill., Illinois Central
Kerrick Minn., Great North
Kerrigan, Ore.,
Portland Ry. L. & P. Co
Kerriston, Wash., No. Pacific
Kerr Lake Junction, Ont.,
Temiskaming & N. Ont
Kerrman, Cal., South. Pac
Kerrmoor, Pa., N.Y.C. & H.R
Kerrs, Gallia Co., O.,
Hocking Valley
Kerrville, Tenn., Ill. Central
Kerrville, Tex.,
San Ant. & Aran. Pass
Kerry Mich., Pere Marquette
Kerry, N.D., Great Northern
Kerrys, N.Y., N.Y.O. & W
Kersey, Colo., Union Pacific
Kersey, Ind.,
Chic. & Wab. Valley (a)
" Chic. Ind. & South (a)
Kersey, Pa., Pitts. Shaw. & No
Kershaw, Mont., Gt. North
Kershaw, S.C., Southern
Kershong, N.Y., Penna
Kerwood, Ont., Grand Trunk
Kesley, Ia., No. West. Line
Kessler, O., C.C.C. & St. L
Kessler, Utah,
San Ped. Los Ang. & S. Lk
Kessters, Mont., North. Pac
Kesslerville, Pa.,
Pitts. Westm. & Somer
Kester, Cal., Southern Pac
Kesterson, Neb., Burl. Route
Keswick, Cal., Iron Mtn (a)
" Southern Pacific (a)
Keswick, Ia.,
Chicago, Rk. Isl. & Pac
Keswick, Ky., Lv. & Nashv
Keswick, N.B., Can. Pacific
Keswick, Va., Ches. & Ohio
Keswick Grove, N.J.,
Pennsylvania
Ketchams, Ind.,
Chic. Ind. & Louisv
Ketchams, Ia., Burl. Route
Ketchum, Idaho,
Oregon Short Line
Ketepec, N.B., Canadian Pac
Ketner, Pa.,
Buff. Roch. & Pitts (a)
" Erie (a)
Ketona, Ala., Lv. & Nashv
Ketter, O., Balt. & Ohio S. W
Kettle Point, R.I.,
N.Y. New Hav. & Hart
Kettle Run, Va., Southern
Kettle Valley Junction, B.C.,
Kettle Valley Lines
Keuka, Fla., Atl. Coast Line
Keuka Mills, N.Y.,
N.Y. Cent. & Hud. Riv
Kevil, Ky., Illinois Central
Kevin, Mont., Great Northern
Kew, Ia., Burlington Route
Kew, Mich., No. West. Line
Kewabatchie, Ala.,
Louisville & Nashville
Kewahdin, Pa.,
Williamsport & No. Br
Kewanee, Ala., Lv. & Nashv
Kewanee, Ill., Burl. Route
Kewanee, Ky., Ches. & Ohio
Kewanee, Miss., Ala. Great So
Kewanna, Ind.,
Chicago, Cin. & Lv (a)
" Vandalia (b)
(a) and (b) ½ mile apart
Kewaskum, Wis.,
North Western Line
Kewatin, Minn., Great North
Kewaunee, Wis.,
Ann Arbor ◻
" Kewaunee, Gr. B. & W
" Pere Marquette † ◻
◻ By ferry
Keweenaw Bay, Mich.,
Duluth, So. Sh. & Atl (a)
" Mineral Range (a)
K. C. Junction, Mich.,
Keweenaw Central
" Mineral Range
Called Mineral Range Junction on M. R
Key, O., Ohio River & West
Key, Tex., Marshal & E. Tex
Key, Wash., Northern Pac
Keyes, B.C., Canadian Pacific
Keyes, Cal., South. Pacific
Keyes, Man., Can. Pacific
Keyes, Minn., Minn. & No. Wis
Keyes, O.,
Pitts. Cin. Chic. & St. L
Keyesport, Ill., Burl. Route
Keyes Summit, Mo.,
Frisco System
Key Harbor, Ont.,
Canadian North. Ont
Key Junction, Ont.,
Can. North. Ont
Key Lake, Ont.,
Can. North. Ont
Keylargo, Fla.,
Florida East Coast
Keylers Corners, Pa., Erie
Keyport, N.J., Cent. of N.J
Keys, Fla., Fla. East Coast
Keys, Ill., Cin. Ham. & Day
Keyser, Ala., Louisv. & Nashv
Keyser, N.C., Seab. Air Line
Keyser, W. Va.,
Baltimore & Ohio (a)
" Western Maryland (b)
(a) and (b) about ¼ mi. apart
Keysers, Ky., Illinois Cent
Keyser's Jn., Md., Ches. & Ohio
Keystone, Ala.,
Louisville & Nashville
Keystone, Ark.,
St. Louis, Iron M. & So
Keystone, San Diego Co., Cal.,
Southern Pacific
Keystone,
Tuolumne Co., Cal.,
Sierra of California
Keystone,
San Miguel Co., Colo.,
Rio Grande Southern
Keystone, Summit Co., Colo.,
Colorado & Southern
Keystone, Wells Co., Ind.,
Ft. Wayne, Cin. & Lv
Keystone, Owen Co., Ind.,
Vandalia
Keystone, Sullivan Co., Ind.,
Southern Indiana
Keystone, Ia., Ch. Mil. & St. P
Keystone, Mich.,
Grand Rapids & Ind
Keystone, Clinton Co., Mo.,
Burlington Route (a)
" Chic. R. I. & Pac (a) (b)
(a) and (b) 1 mile apart
Keystone Neb., Union Pac
Keystone, O.,
Balt. & Ohio Southwest
Keystone, Okla., Frisco Sys
Keystone, S.D., Burl. Route
Keystone, Wash., North. Pac
Keystone,
Kanawha Co., W. Va.,
Chesapeake & Ohio
Keystone,
McDowell Co., W. Va.,
Norfolk & Western
Keystone Junction, N.D.,
Northern Pacific
Keystone Junction, Pa.,
Baltimore & Ohio
Keystone Park, Fla.,
Atlantic Coast Line
Keystone Store, Pa.,
Pennsylvania
Keysville, Fla.,
Seaboard Air Line
Keysville, Ga.,
Augusta Southern (a)
" Georgia & Florida (a)
Keysville, Mo., Frisco System
Keysville, Va., Southern
Keysville Junction, Fla.,
Seaboard Air Line
Keyteesville, Mo., Wabash
Keyton,
Montgomery Co., Ala.,
Central of Georgia
Keyton, Ark.,
Arkansas Southwest
Keytons, Houston Co., Ala.,
Atl. & St. Andrews Bay
Key West, Minn., North. Pac
Kesar, Colo., Denv. & Rio Gr
Khartoum, Cal.,
A.T. & S.F., Coast Lines*
Khotan, Tenn.,
Louisville & Nashville
Kiamensi, Del., Balt. & Ohio
Kiamichi, Okla., Frisco Sys
Kibbee, Ga.,
Macon, Dublin & Sav
Kibbie's, Mich., Mich. Cent
Kibbler, Wash., North. Pac
Kiblah, Ark., Texas & Pacific
Kiblers Bridge, S.C., South
Kickapoo, Ind.,
Chicago and East. Ill
Kickapoo, Kan., Mo. Pacific
Kickapoo, Okla.,
Gulf. Colo. & Santa Fe*
Kicklighter, Ga.,
Ga. Coast & Piedmont
Kidd, Mich., Pere Marquette
Kidd Creek, Cal.,
Northwestern Pacific
Kidder, Ia., Chic. Great West
Kidder, Mo., Burl. Route
Kidder, S.D., Great North
Kidder's Bar, Mo.,
St. L. Kan. City & Colo ‡
Kidders Point Dock, Me.,
Bangor & Aroostook
Kiddo, Mo., Frisco System
Kidron, O.,
C. A. & C (Penna. L)
Kief, N.D.,
Minn. St. P. & Slt. Ste. M
Kiefer, Okla., Frisco System
Kiefersville, O.,
N.Y. Chic. & St Louis
Kiego, Ala., Louisv. & Nash
Kiel, Wash., Great Northern
Kiel, Wis., Chic. Mil. & St. P
Kier, Wyo., Burl. Route
Kiersey, Okla., Frisco System
Kiersey's, Tex.,
San Ant. & Aran. Pass
Kiesling, Wash.,
Spok. & Inland Empire
Kiester, Minn.,
North Western Line
Kila, Mont., Great Northern
Kilarm Junction, W. Va.,
Baltimore & Ohio
Kilbernie, N.D.,
Minn. St. P. & Slt. Ste. M
Kilbourn, Wis.,
Chicago, Mil. & St. Paul
Kilbourne, Ill.,
Chic. Peoria & St. Louis
Kilbourne, Ia., Ch. R. I. & Pac
Kilbourne, La.,
St. Louis, Iron Mt. & So
Kilbourne, Manitoba,
Canadian Pacific
Kilbourne, Pa., Buff. & Susq
Kilburn, Colo., Mo. Pacific
Kilburn, N.B., Can. Pacific
Kilby, Nansemond Co., Va.,
Norfolk & Western (a)
" Seaboard Air Line (b)
Kildare, Ga., Brinson
Kildare, N.Y., N.Y. & Ottawa
Kildare, Okla.,
Atch. Top. & Santa Fe
Kildare, Tenn., Lv. & Nashv
Kildare, Tex., Texas & Pacific
Kildare, Wis., Ch. M. & St. P
Kile, O., Toledo & Ohio Cent
Kiley, Ind., Tol. St. L. & West
Kilgore, Ala., Lv. & Nashv
Kilgore, Ark.,
Prescott & North-west
Kilgore, Ky.,
Ashland Coal & Iron (a)
" Ches. & Ohio (a)
Kilgore, Miss.,
Southern in Mississippi
Kilgore, Neb., No. West. Line
Kilgore, Tex.,
Int. & Great Northern
Kilkenny, Minn.,
Minneapolis & St. Louis
Killaley, Sask., Can. Pacific
Killaloe, Ont., Grand Trunk
Killam, Alberta,
Canadian Pacific
Killam's Mills, N.B.,
Eight & Havelock
Killarney, Fla.,
Atlantic Coast Line (a)
" Tavares & Gulf (b)
(a) and (b) about ¼ mi. apart
Killarney, Manitoba,
Canadian Pacific
Killawog, N.Y., Del. Lack. & W
Kill Buck, N.Y.,
Buff. Roch. & Pitts (a)
" Erie (b)
(a) and (b) 25 rods apart
Killbuck, O.,
C.A. & C (Penna. Lines)
Killduff, Ia., Iowa Central
Killebrew, Tenn.,
Louisville & Nashville
Killeen, Tex.,
Gulf, Colo. & Santa Fe*
Killen, Ga., Central of Ga
Killian's, S.C., Southern
Killigrews, N.F.,
Reid Newfoundland
Killion, Kan., Kan. City So
Killona, La., Texas & Pacific
Kilmer, Kan.,
Atch. Top. & S. Fe (a)
" Leav. & Topeka (a)
Kilmer's, N.Y.,
Albany Southern (El)
Kilmichael, Miss.,
Southern in Mississippi
Kilmore, Ind., Vandalia
Kilo, Mont., Northern Pac
Kilpatrick, Ala.,
Carrollton Short Line
Kilroe, Wis.,
Marinette, Tom. & West
Kilroy, Mont., Great North
Kilsyth, Tenn.,
Louisville & Nashville
Kilsythe, W. Va., White Oak
Kiltey, Minn.,
Minn. St. P. & Slt. Ste. M
Kilwinning, Mich.,
Michigan Central
Kilworthy, Ont., Gd. Trunk
Kimama, Idaho,
Oregon Short Line
Kimball, Kan., Mo. Kan. & T
Kimball, Mich., Pere Marq
Kimball, Miss.,
Yazoo & Miss. Valley
Kimball, Neb., Union Pac
Kimball, O. Balt. & Ohio (a)
" N.Y. Chic. & St. L (a)
Kimball, S.D., Ch. Mil. & St. P
Kimball, Tenn.,
Nash. Chat. & St. Louis
Kimball, Tex.,
Nacogdoches & So. E
Kimball, Wis.,
North-Western Line
Kimball Lake, Miss.,
Yazoo & Miss. Valley
Kimball Prairie, Minn.,
Minn. St. P. & Slt. Ste. M
Kimballs, Cal., South. Pac
Kimballs, Ont., Mich. Cent
Kimball s, Utah,
Denver & Rio Grande
Kimballton, Ia.,
Atlantic, No. & So
Kimballton, Va.,
Norfolk & Western
Kimberley, W. Va.,
Chesapeake & Ohio
Kimberly, Ala.,
Louisville & Nashville
Kimberly, B.C., Canadian Pac
Kimberly, Idaho,
Oregon Short Line
Kimberly, Minn., No. Pacific
Kimberly, Nev., Nev. North
Kimberly, O., Hocking Valley
Kimberly, S.C.,
Seaboard Air Line
Kimberly, Tenn.,
Louisville & Nashville
Kimberly, Wis.,
North Western Line
Kimberton, Pa.,
Phila. & Reading
Kimble, Cal., South. Pacific
Kimble's, Pa., Erie
Kimbolton, O., Penna. Co
Kimbrel, Ala.,
Alabama Gt. Southern
Kimbro, Tenn.,
Nash. Chatt. & St. Louis
Kimbrough, Ala., Southern
Kimbrough, Ga.,
Georgia, Fla. & Ala
" Seaboard Air Line
Kimmell, Ind., Balt. & Ohio
Kimmell, Pa.,
East Broad Top
Kimmelton, Pa.,
Baltimore & Ohio
Kimmins, Tenn.,
Nash. Chat. & St. Louis
Kimmswick, Mo.,
St. L. Iron Mt. & South
Kimpton, Mo.,
Kan. City, Clin. & Spring
Kinard, Ark.,
El Dorado & Bastrop
Kinard, S.C.,
Col. Newb. & Laurens
Kinard Siding, Ark.,
El Dorado & Wesson
Kinbrae, Minn.,
Chicago, Mil. & St. Paul
Kinbrae, Pa., Pennsylvania
Kinburn, Ont., Grand Trunk
Kincaid, Colo., Den. & Rio Gr
Kincaid, Ill.,
Chicago & Ill. Midland
Kincaid, Kan.,
Mo. Kan. & Texas (a)
" Missouri Pacific (b)
(a) and (b) 30 rods apart
Kincaid, Monroe Co., Tenn.,
Louisville & Nashville
Kincaid, Va., Ches. & Ohio
Kincaid, W. Va., Virginian
Kincardine, Ont., Gd. Trunk
Kinchefoonee, Ga.,
Central of Georgia
Kincorth, Sask.,
Canadian Pacific
Kinde, Mich., Pere Marq
Kinder, La.,
Colo. So. N. Orl. & P (a)
" St. Louis, Wat. & G (b)
(a) and (b) about ½ mi. apart
Kinderhook, Ill., Wabash
Kinderhook, N.Y.,
Albany Southern (El)
Kinderhook, O.,
C. & M.V. (Penna. Lines)
Kinderhook Lake, N.Y.,
Albany & Hudson (El)
Kinderlou, Ga.,
Atlantic Coast Line
Kindred, N.D., Great North
Kineo Station, Me.,
Somerset
Kinert, B.C., Can. Pacific
King, Cal.,
San Ped. Los Ang. & S. Lk
King, Colo., Atch. Top. & S. Fe
King, Gibson Co., Ind.,
Evansv. & Terre Haute
King, Dickinson Co., Mich.,
North Western Line
King, N.C., Southern
King, Ont., Grand Trunk
King, Pa., Pennsylvania
King, S.C., Atl. Coast Line
King, Clay Co., W. Va.,
Coal & Coke
King, Marion Co., W. Va.,
Baltimore & Ohio
King, Mercer Co., W. Va.,
Virginian
King Center, Colo.,
Missouri Pacific
King City, Mo., Burl. Route
Kingfield, Me.,
Sandy Riv. & Rang. Lks
Kingfisher, Okla.,
Chicago, Rk. Isl. & Pac
Kingfred, O.,
C. & M.V (Penna. Lines)
King Hill, Idaho, Oregon S. L
King Lake, Mich.,
Duluth, So. Shore & Atl
Kingley's, Wis., Ch. M. & St. P
Kingloch Park, Mo., Wabash
Kingman, Ariz.,
Arizona & Utah* (a)
" A.T. & S.F., Coast L* (a)
Kingman, Ill.,
Toledo, St. L. & Western
Kingman, Ind., Ch. and E. Ill
Kingman, Kan.,
Atch. Top. & S. Fe (a) (b)
" Missouri Pacific (c)
(a) and (c) about ¼ mi. apart
(b) and (c) about 170 yards apart
Kingman, Me., Can. Pac (a)
" Maine Central (a)
Kingman, O.,
Detroit, Tol. & Ironton
Kingmont, Ala.,
Louisville & Nashville
Kingmont, Mont.,
Chic. Mil. & Puget Sd
Kingmont, W. Va.,
Baltimore & Ohio
King of Prussia, Pa.,
Phila. & Reading
Kingola, Tex., Frisco System
King's, Dallas Co., Ala.,
Louisville & Nashville
Kings, Walker Co., Ala.,
Frisco System
Kings, Benton Co., Ark.,
Frisco System
Kings, Sevier Co., Ark.,
Kansas City Southern
King's Colo., Rio Grande So
King's, Idaho, North. Pacific
King's, Ogle Co., Ill.,
Burlington Route (a)
" Chic. Mil. & St. P (a)
King's, Perry Co., Ill.,
Illinois Central

King's, Kan., Missouri Pac
Kings, Ky., Louisv. & Atl
Kings, Miss.,
Yazoo & Miss. Valley
King's, Mo., Missouri Pacific
King's, N.J., Lehigh Valley
King's, Saratoga Co., N.Y.,
Delaware & Hudson
Kings.O., Wheeling & Lk.Erie
King's, W.Va.,
Kanawha & Michigan
Kings, Wis.,
Mar.Tomahawk & W
Kingsboro, Gal, Cent. of Ga
Kingsboro, N.C.,
Atlantic Coast Line
King's Bridge, N.Y.,
N.Y.Cent.& Hud.Riv
King's Bridge, Pa.,
Lanc.Oxford & South
King's Bridge, Tenn.,
Nashv.Chat.& St.L (a)
" Western & Atlantic (a)
Kingsburg, Cal., South.Pac
Kingsbury, Ind.,
Grand Trunk (a)
" Wabash (b)
(a) and (b) 1 mile apart
Kingsbury, Mo.,
Mo.Kansas & Texas
Kingsbury, Que., Ortord Mt
Kingsbury, Tex.,
Gal.Har.& San Ant
Kings City, Cal., South.Pac
King's Cooley, Minn.,
Chicago, Mil.& St.Paul
Kingscourt, Ont., Gd.Trunk
Kingscourt Junc., Que.,
Grand Trunk
King's Creek, Md.,
N.Y.Phila.& Norfolk
King's Creek, O., Erie
Kings Creek, S.C., Southern
King's Creek, Tenn.,
Rockwood & Tenn.Riv
King's Creek, W.Va.,
Pitts.Cin.Chic.& St.L
King's Crossing, Ala.,
Central of Georgia
King's Crossing, N.Y.,
N.Y.Cent.& Hud.Riv
Kingsdale, N.C.,
Raleigh & Charleston
Kingsdale, Pa., Penna
Kingsdown, Kan.,
Chic.Rock Isl.& Pac
Kingsey, Que., Grand Trunk
King's Ferry, N.Y.,
Lehigh Valley
Kingsford, Fla.,
Atlantic Coast Line
Kingsgate, B.C., Can.Pacific
" Spokane International
Kingsgrove, Fla.,
Georgia Southern & Fla
King's Lake, Mo.,
Burlington Route
Kingsland, Ark., St.L.So.W
Kingsland, Ind., Erie (a)
" Ft.W.Cin.& Lv (a)
Kingsland, Ga.,
St.Marys & Kings (a)
" Seaboard Air Line (a)
Kingsland, Md.,
George's Ck. & Cumb
Kingsland, Mich.,
Lake Shore & Mich.So
Kingsland, N.J., Del.L. & W
Kingsland, Tex.,
Houston & Texas Cent
Kingsley, Ia., No.West.Line
Kingsley,
Gd.Traverse Co., Mich.,
Grand Rapids & Ind
Kingsley,
Marquette Co., Mich.,
Escanaba & Lake Sup
Kingsley, Tenn.,
Louisville & Nashville
Kingsleys, Pa.,
Del.Lack.& West
King's Mill, Ark.,
Jonesb.Lk.City & East
Kingsmill, Ont., Mich.Cent
King's Mill, Pa.,
Susq. River & Western
Kingsmill, Tex.,
Southern Kan. of Tex*
King's Mills, Mich., Gd.Trunk
King's Mills, O.,
Pitts.Cin.Chic.& St.L
King's Mountain, Ky.,
Cin.NewOrl.& Tex.Pac
King's Mountain, N.C.,
Southern
King's Park, N.Y., Long Isl
Kings Point, Tenn.,
Cin.NewOrl.& Tex.Pac
Kingsport, N.S., Dom.Atl
Kingsport, Tenn.,
Car Clinch. and Ohio
Kings Run, Ark.,
St.Louis & No.Arkansas
Kingston, Ala., Mobile & O
Kingston, Ga.,
Nashv.Chat.& St.L (a)
" Western & Atlantic (a)
Kingston, Idaho, No.Pac (a)
" Ore.RR. & Nav.Co (a)
Kingston, Ill., Ch.Mil.& St.P
Kingston, Ia., Burl. Route
Kingston, La., Kan. City So
Kingston, Md.,
N.Y.Phila.& Norfolk
Kingston, Mass.,
N.Y.New Hav.& Hart
Kingston, Mich., Gd.Trunk
Kingston, N.B., Kent North
Kingston, N.J., Penna
Kingston, N.Y.,
N.Y.Ont.& Western (a)
" Ulster & Del (b)
" West Shore (b)
(a) and (b) about 1 mi. apart
Kingston, N.S., Dom.Atl
Kingston, Ross Co., O.,
Norfolk & Western
Kingston, Okla., Frisco Sys
Kingston, Ont.,
Bay of Quinte (a)
" Grand Trunk (b)
" Kings.& Pembroke (a)
(a) and (b) adjacent
Kingston, Ore.,
Corvallis & Eastern
Kingston, Luzerne Co., Pa.,
Del.Lack.& West (a)
" Lehigh Valley (b)
(a) and (b) ¼ mile apart
Connection by bridge with Wilkes-Barre, which see
Kingston,
Westmoreland Co., Pa.,
Liconier Valley
Kingston, R.I., Nar.Pier (a)
" N.Y.New Hav.& H (a)
Connect at Junction
Kingston, Tex., Mo.Kan.& T
Kingston, Wis.,
North-Western Line
Kingston Junction, Ont.,
Grand Trunk
Kingston Point, N.Y.,
Ulster & Delaware
Kingston Springs, Tenn.,
Nash.Chatt.& St.Louis
Kingstree, S.C.,
Atlantic Coast Line
Kingsville, Kan., Union Pac
Kingsville, Mo., Missouri Pac
Kingsville, O., L.S.& M.S (a)
" N.Y.Chic.& St.L (b)
(a) and (b) ¼ mile apart
Kingsville, Ont., Pere Marq
Kingsville, Tex.,
St.L.Brownsv.& Mex
Kingsville, W.Va.,
Coal & Coke
Kingsway, O., Wh.& Lk.Erie
Kington, Miss.,
Mobile, Jackson & K.C
Kingville, S.C., Southern
Kingwood, Ga.,
Atlanta, Birm.& Atl
Kingwood, N.J., Penna
Kingwood, W.Va.,
Morgantown & King (a)
" West Va.Northern (b)
(a) and (b) about 1 mi. apart
Kininvie, Alberta, Can.Pac
Kinistino, Sask., Can. North
Kinkora, N.J., Pennsylvania
Kinkora, P.E.I., Pr.Ed.Isl
Kinley, Sask., Gd.Trunk Pac
Kinloch Park, Mo., Wabash
Kinlock, Okla., Frisco Sys
Kinmount, Minn.,
Duluth, Rainy L.& Win
Kinmount, Ont., Gd.Trunk
Kinmount Junction, Ont.,
Grand Trunk (a)
" Iroud.Banc.& Otta (a)
Kinmundy, Ill.,
Chic.and East.Ill (a)
" Illinois Central (b)
(a) and (b) about ½ mi. apart
Kinney, Idaho,
Oregon Short Line
Kinney, Ky., Lv.& Nashv
Kinney, Mich., Gd.Rap.& Ind
Kinney, Neb., Burl. Route
Kinney, Tenn., Lv.& Nashv
Kinney, Tex.,
Gal.Har.& San Ant
Kinney Hawkins Jn., Minn.,
Great Northern
Kinnickkinnick, O.,
Norfolk & Western
Kinogama, Ont., Can.Pacific
Kinport, Idaho,
Oregon Short Line
Kinport, Pa., Pennsylvania
Kinross, Ia.,
Chicago, Rk.Isl.& Pac
Kinross, Ky., Lex.& East
Kinross, Mich.,
Minn.St.P.& Slt.Ste.M
Kinross, Minn., Great North
Kinsella, Alberta,
Grand Trunk Pacific
Kinsey, Mont.,
Chic.Mil.& Puget Sd
Kinsey, N.C., Louisv.& Nashv
Kinsey Quarry, N.C.,
Louisville & Nashville
Kinsey's, O., Cin.Ham.& Day
Kinshella, Manitoba,
Canadian Pacific
Kinslers, N.Y.,
N.Y.Auburn & Lansing
Kinsley, Kan., Atch.T.& S.F
Kinsman, Ill., At.Top.& S.Fe
Kinsman, O., Lk.Sh.& M.So
Kinsman, Wis., Wis.& Mich
Kinston, N.C.,
Atlantic Coast Line (a)
" Kinston & Snow Hill (b)
" Norfolk & Southern (b)
(a) and (b) ½ mile apart
Kinta, Okla.,
Fort Smith & Western
Kintner, Mich., Pere Marq
Kintyre, Ia.,
Chic.Mil.& St.Paul
Kintyre, Mont., Great North
Kinverbright, Va.,
Baltimore & Ohio
Kinyon, Wash., North.Pac
Kinzel Springs, Tenn.,
Little River
Kinzer, Mo., St.L.I.Mt.& So
Kinzer, Pa., Pennsylvania
Kinzua, Warren Co., Pa.,
Pennsylvania
Kinzua Viaduct, Pa., Erie
Kiona, Wash., Northern Pac
Kioto, Miss.,
Fernwood & Gulf
Kiowa, Ala., Louisv.& Nashv
Kiowa, Kan.,
Atch.Top.& S.Fe (a)
" Missouri Pacific (b)
(a) and (b) ¾ mile apart
Kiowa, Okla.,
Mo.Kansas & Texas
Kiowa Junction, Kan.,
Missouri Pacific
Kipawa, Que., Can.Pac
Kipawa Junction, Que.,
Canadian Pacific
Kipling, Ala., Mobile & Ohio
Kipling, Colo.,
Chicago, Rk.Isl.& Pac
Kipling, Mich.,
Minn.St.P.& Slt.Ste.M
Kipling, N.C.,
Raleigh & Southport
Kipling, Sask., Can. North
Kipling, Tex.,
Mo.Kans.& Tex
Kipling, Wis., No.West.Line
Kipp, Kan., Missouri Pac
Kippen, Ont., Grand Trunk
Kipp's, N.Y., Erie
Kipp's Run, Pa., Penna
Kipton, O., Lk.Sh.& Mich.So
Kirby, Ind.,
Indianapolis Southern
Kirby, Miss., Miss. Cent
Kirby, N.C.,
Seaboard Air Line
Kirby, O., Pennsylvania Co
Kirby, S.C., Alcolu
Kirby, Tex.,
Gal.Har.& San Ant
Kirby, Wash., Tacoma East
Kirby, Wyo., Burl. Route
Kirbyville, Tex.,
Gulf, Colo.& Santa Fe*
Kire, Va., Norfolk & West
Kirk, Ky., Lv.Hend.& St.L
Kirk, Md., West. Maryland
Kirk, Mich., Pere Marquette
Kirk, Mo., Frisco System
Kirk, S.D., Burl. Route
Kirk, Tex., Inter.& Gt.Nor
Kirk, Va., Va.& Southwest
Kirk, W.Va., Norf.& West
Kirkdale, Pa., Lehigh Valley
Kirkella, Manitoba, Can.Pac
Kirkersville, O., Ohio Elec
Kirkfield, Ont., Grand Trunk
Kirkham, Md.,
Baltimore, Ches.& Atl
Kirkland, Ala., Lv.& Nash
Kirkland, Ariz.,
Santa Fe, Pres.& Ph*
Kirkland, Ark.,
St.L.Iron Mt.& South
Kirkland, Colo., Great West
Kirkland, Fla., Florida
Kirkland, Ga.,
Atlantic Coast Line
Kirkland, Ill.,
Chicago, Mil.& Gary (a)
" Chicago, Mil.& St.P (b)
(a) and (b) 338 yds. apart
Kirkland, N.Y., N.Y.Ont.& W
Kirkland, N.C., Atl. Coast L
Kirkland, Chester Co., Pa.,
Pennsylvania
Kirkland, Tex., Ft.W.& D.C
Kirkland, Wash., North.Pac
Kirkland, Wis.,
North-Western Line
Called also Devil's Lake
Kirkland Junction, Ill.,
Chicago, Mil.& Gary
Kirklin, Ind., Chic.Ind.& Lv
Kirkman, Ia.,
Chicago Great West (a)
" North-Western Line (b)
(a) and (b) adjacent
Kirkpatrick, Ind.,
Toledo, St.L.& Western
Kirkpatrick, Miss.,
Yazoo & Miss. Valley
Kirk's Ferry, Que., Can.Pac
Kirkstall, Tenn.,
Louisville & Nashville
Kirksville, Ill., Ch.and E.Ill
Kirksville, Miss.,
Liberty White
Kirksville, Mo.,
Quincy, Om.& K.C (a)
" Wabash (b)
(a) and (b) ½ mile apart
Kirkview, Ala.,
Louisville & Nashville
Kirkville, Ia., Ch.Rk.Isl.& P
Kirkville, N.Y.,
N.Y.Cent.& Hud.R (a)
" West Shore (b)
Kirkville Junction, N.Y.,
West Shore
Kirkwood, Ala., Southern
Kirkwood, Cal., South.Pac
Kirkwood, Del., Penna
Kirkwood, Fla.,
Tampa & Jacksonville
Kirkwood, Ill., Burl. Route
Kirkwood, Mo., Frisco Sys
" Missouri Pacific
Kirkwood, N.J., Penna
Kirkwood, N.Y., Erie
Kirkwood, Belmont Co., O.,
Baltimore & Ohio
Kirkwood, Shelby Co., O.,
Cin.Ham.& Dayton
Kirkwood, Wis.,
North-Western Line
Kirk Yard, Ind.,
Elgin, Joliet & Eastern†
Kiro, Kan., Union Pacific
Kiron, Ia., North-West. Line
Kirschler's, Ala., Lv.& Nash
Kirvin, Tex.,
Trinity & Brazos Valley
Kirwin, Ill., Chic.Term.Tr
Kirwin, Kan., Mo.Pacific
Kisbey, Sask., Canadian Pac
Kise, Ky., Ches.& Ohio
Kiser, Tenn., Louisv.& Nash
Kiser, Va., Norf.& West
Kiserton, Ky., Lv.& Nashv
Kishacoquillas, Pa.,
Kishacoquillas Valley
Kishacoquillas Valley RR.
Junction, Pa.,
Kishacoquillas Valley
Kishmans, O., Lk.Shore Elec
" N.Y.Chicago & St.Louis
Kiskiminetas Junction, Pa.,
Pennsylvania
Kiskistink, Que.,
Quebec & Lk.St.John
Kismet, Kan.,
Chic.Rock Isl.& Pac
Kissenger, Mo., Burl. Route
Kissinger, Ky.,
Frankfort & Cincinnati
Kissimmee, Fla.,
Atlantic Coast Line
Kit Carson, Colo., Union Pac
Kitchawan, N.Y.,
N.Y.Cent.& Hud.Riv
Kitchell, Ind.,
Chic.Cincin.& Louisv
Kitchen, O., Cin.Ham.& Day
Kitchen, W.Va.,
Chesapeake & Ohio
Kitchener, B.C., Can.Pacific
Kitchens, Tenn.,
Nashville, Chatt.& St.L
Kitchi, Mich., Dul.So.Sh.& A
Kitchner, O.,
Day.L.& C.RR.& T.Co
Kite, Ga., Wadley Southern
Kitridge, Mo., Frisco System
Kitscoty, Alberta,
Canadian Northern
Kitson, Ala., Birm.& Atl
Kitson, Ga., Brinson
Kits Station, Ga.,
Savannah Valley†
Kittanning, Pa., Penna
Kittanning Point, Pa., Penna
Kittatinny, Pa., Lehigh Val
Kittery Junction, Me.,
Boston & Maine
Kittery Navy Yard, Me.,
Boston & Maine
Kittery Point, Me.,
Boston & Maine
Kittitas, Wash.,
Chic.Mil.& Puget Sd
Kittlers, Ark., St.L.So.West
Kittredge, Ill.,
Chicago, Mil.& St.Paul
Kittrell, Miss.,
Mobile, Jack.& Kan.C
Kittrell, N.C., Seab.Air Line
Kittridge, Cal.,
Yosemite Valley
Kitson, Minn., Great North
Kitty's Brook, N.F.,
Reid Newfoundland
Kizer, Ind.,
New Jersey, Ind.& Ill
Kizer's Spur, Ark.,
Kansas City Southern
Kladder, Pa., Pennsylvania
Klamath Falls, Ore., So.Pac
Klamathon, Cal., South.Pac
Klamath Springs, Cal.,
Klamath Lake
Klapperthal Junction, Pa.,
Phila.& Reading
Kleburg, Dallas Co., Tex.,
Texas & New Orleans
Kleburne, Tenn.,
Louisville & Nashville
Kleinburg, Ont., Can.Pacific
Kleinpeter, La.,
Colo.So.N.Orl.& Pac (a)
" La.Ry.& Nav.Co (a)
Kleinwood, La.,
La.Ry.& Nav.Co
Klemme, Ia.,
Chicago, Rk.Isl.& Pac
Klevenville, Wis.,
North-Western Line
Klickitat, Wash.,
Spokane, Port.& Seat
Kline, Colo., Colorado & So
Kline, S.C., Southern
Kline, Wash., North.Pacific
Klinefelter, Cal.,
A.T.& S.F., Coast Lines*
Klines, Pa.,
Blacklick & Yellow Crk
Kline's Corner, Pa.,
Phila.& Reading
Kline's Grove, Pa., Penna
Kling, Kan., Atch.Top.& S.Fe
Klinger Lake, Mich.
Lake Sh.& Mich.South
Klink, Cal., Southern Pacific
Klink, Colo., Burl. Route
Klock, Ont., Can.Pacific
Klonan, Mich.,
North-Western Line
Klondike, Cal.,
A.T.& S.F., Coast Lines*
Klondike, Ga.,
Gainesville Midland
Klondike, Mich.,
Manistique, Marq.& N
Klondike, Mo., Mo.Kans.& T
Klondike, Nev.,
Tonopah & Goldfield
Klondike, Tex., Texas Mid
Klondike Junction, Ia.,
Inter-Urban (El)
Klondyke, Minn., North.Pac
Klondyke, Ore.,
Oregon RR.& Nav.Co
Klossner, Minn.,
Minneapolis & St.Louis
Kloten, N.D., Gt. Northern
Klucks Crossing, O.,
Baltimore & Ohio
Klum, Wash., North.Pacific
Knabb, W.Va., Norf.& West
Knapp, Ill., Chicago & Alton
Knapp, Tenn., Southern
Knapp, Wis., No.West Line
Knappa, Ore.,
Astoria & Col.River
Knapp's, N.Y., Rutland
Knapps, Wash., No.Pacific
Knarff, Tex., Galv.Har.& S.A
Kneass, Pa., Phila.& Read
Knecht Mine, Ill.,
Louisville & Nashville
Kneece, S.C., Southern
Kneedler, Pa., Stony Creek
Kneelands, Mich.,
Michigan Central
Knell's Park, Mo., Frisco Sys
Kneppers, Pa., Cumb. Valley
Knickerbocker, Pa., Penna
Knickerbocker's Crossing,
N.Y., Albany So (El)
Knierim, Ia., Illinois Cent
Knife River, Minn.,
Duluth & Iron Range (a)
" Duluth & No. Minn (a)
Knife River, N.D., No.Pac
Knifin, Ia., Chic.Rk.Isl.& P
Knight, Mich., Pere Marq
Knight, Ore.,
Portland Ry.L.& P.Co
Knight, Va., Virginian
Knight, Wyo., Union Pacific
Knightdale, N.C.,
Norfolk & Southern
Knights, Fla., Seaboard Air L
Knights, Ill., Wabash
Knights, Me., Can.Pacific
Knight's, Mo., Frisco System
Knights, R.I., N.Y.N.H.& H
Knightsen, Cal.,
A.T.& S.F., Coast Lines*
Knights Key Dock, Fla.,
Florida East Coast
Knight's Landing, Cal.,
Southern Pacific
Knightstown, Ind.,
Cl.Cin.Chic.& St.L (a)
" Pitts.Cin.C.& St.L (b)
(a) and (b) about 1 mi. apart
Knightsville, Ind., Vandalia
Knightsville, R.I.,
N.Y.New Hav.& Hart
Knipman, Ind., Ch.and E.Ill
Knippa, Tex.,
Galv.Har.& San Ant
Knitting Mill, N.C.,
Atlantic Coast Line
Kniveton, Kan.,
Kansas City Southern
Knob Cal., Southern Pacific
Knobbs Creek, N.C.,
Norfolk & Southern
Knobel, Ark., St.L.I.M.& So
Knob Lick, Ky., Lv.& Nash
Knob Lick, Mo., St.L.I.M.& So

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Knobmount, W.Va.,
Western Maryland
Knobposter, Me., Mo. Pacific
Knobs, Wyo., Union Pacific
Knobview, Mo., Frisco Sys
Knoche Junction, Mo.,
Frisco System (a)
" Kansas City South (a)
Also called Milwaukee Junction on K. C. S
Knoke, Ia., Chic. Mil. & St. P
Knopp, Pa., Montour
Knott, Ga., Atl. Birm. & Atl
Knotts, Mont., North. Pac
Knottville, Fla.,
Tampa Northern
Knowles, Cal., South. Pacific
Knowles, Ind., Ev. & Terre H
Knowles, Wis., Ch. Mil. & St. P
Knowlesville, N.Y.,
N.Y. Cent. & Hud. River
Knowlton, Ia., Chic. Gt. W
Knowlton, Ont., Gd. Tk. Pac
Knowlton, Pa., Penna
Knowlton, Que., Can. Pacific
Knowlton, Wis., Ch. M. & St. P
Knowltons, Pa.,
Coudersport & Pt. Alle
Knox, Manitoba,
Grand Trunk Pacific
Knox, Ill., Atch. Top. & S. Fe
Knox, Ind.,
Chic. Ind. & South (a)
" N.Y. Chic. & St L (b)
Connect at Crossing
Knox, Kan., Union Pacific
Knox, Me., Maine Central
Knox, Mich.,
Escanaba & Lake Sup
Knox, Mo.,
Quincy, Omaha & K. C
Knox, N.Y., Del. & Hudson
Knox, Neb., Kan. City & Om
Knox, N.D., Great Northern
Knox, O., Cleve. Cin. Ch. & St. L
Knox, Pa., Baltimore & Ohio
Knox, S.C., Lancaster & Ches
Knox, Tex., Gal. Har. & San A
Knox, Wis., Wisconsin & Mich
Knox City, Tex.,
Kan. City, Mex. & Orient
Knoxdale, O., Wabash
Knoxdale, Pa.,
Pitts. Shawmut & No
Knoxville, Ala., Ala. Mid
Knoxville, Ark.,
St. L. Iron Mt. & South
Knoxville, Ill., Burl. Route
Knoxville, Ia., Burl. Rte (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about 170 yards apart
Knoxville, Md., Balt. & Ohio
Knoxville, Miss.,
Yazoo & Miss. Valley
Knoxville, Pa., Buf. & Susq (a)
" N.Y. Cent. & Hud. R (b)
(a) and (b) about ½ mi. apart
Knoxville, Tenn.,
Knoxville & Bristol (a)
" Louisville & Nashv (b)
" Southern (a)
(a) and (b) about ½ mi. apart
K. & A. Junction, Tenn.,
Louisville & Nashville
K. & O. Jn., Tenn., Southern
Knoxville Junction, Ark.,
St. L. Iron Mt. & South
Knoxwood, Ala., Southern
Kobe, Colo., Denver & Rio G
Kobeer, Pa., West. Maryland
Koch, Kan., Mo. Kan. & Tex
Kocas, B.C., Can. Pacific
Kodatz, Wis.,
Mineral Point & North
Koehler, N.M.,
St. L. Rocky Mt. & Pac
Koehler, Va., Danv. & West
Koehler Junction, N.M.,
St. L. Rocky Mt. & Pac
Koen, Colo., At. Top. & S. Fe
Koenig's B.C.,
Esquimalt & Nanaimo
Koepenick, Wis.,
North-Western Line
Kohinoor Junction, Pa.,
Lehigh Valley
Kohler, Cal., Southern Pac
Kohrs, Mont.,
Chic. Mil. & Puget Sd
" Northern Pacific
Kokernot, Tex.,
Gal. Har. & San Ant
Kokomo, Ala., Lv. & Nashv
Kokomo, Colo., Colo. & So (a)
" Denv. & Rio Grande (b)
(a) and (b) 1 mile apart
Kokomo, Ind., L. E. & W (a)
" Pitts. Cin. C. & St. L (b)
" Toledo, St. L. & West (c)
(a) and (b) 1½ mile apart
(b) and (c) ¼ mile apart
Kokomo Junction, Ind.,
Lake Erie & Western (a)
" Pitts. C. C. & St. Louis (b)
Koksilah, B.C.,
Esquimalt & Nanaimo
Kola, Miss., Gulf & Ship Isl
Kolb, Minn., Great Northern
Kolb Gem, Ga.,
Sylvania & Girard
Kolby's, Me., Somerset
Koleen, Ind., Chic. Ind. & Lv
Koll, Wis., North-West. Line
Kollocks, S.C.,
Bennettsv. & Cher (a)
" Seaboard Air Line (a)
Kolmar, Utah, South. Pac
Kolsem, Ind.,
Evansv. & Terre Haute
Kolus, Ore.,
Pacific & Eastern
Kolze, Ill.,
Minn. St. P. & Slt. Ste. M
Komalty, Okla.,
Chic. Rk. Isl. & Pacific
Komarno, Manitoba,
Canadian Pacific
Komoka, Ont., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) about 1 mi. apart
Komoko, Fla.,
Atlantic Coast Line
Konah, Wash.,
Spok. & Inland Empire
Konantz, Mo., Frisco System
Konawa, Okla.,
Missouri, Kan. & Texas
Koner, Mo., St. L. I. M. & So
Konnarock, Va.,
Virginia-Carolina
Kool, Wyo.,
Burlington Route
Koontz, Md.,
George's Ck. & Cumb
Koopmans, Mich.,
Grand Rapids & Ind
Kooskia, Idaho, North. Pac
Kootenai, Idaho, North. Pac
Kootenai Falls, Mont.,
Great Northern
Kootenai Val. Junc., Idaho,
Kootenai Valley
Kootenay Bridge, B.C.,
Canadian Pacific
Kootenay Landing, B.C.,
Canadian Pacific
Kopje, Mich., Pere Marq
Koppe, Tex.,
Internat. & Great North
Koppel, Pa., Penna. Co
Kopperl, Tex.,
Gulf, Colo. & Santa Fe
Korah, Va., Ches. & Ohio (a)
" Southern (b)
Called Granite on Southern
Korat, Ala., Louisv. & Nashv
Korbel, Humboldt Co., Cal.,
Arcata & Mad River
Korbel, Sonoma Co., Cal.,
Northwestern Pacific
Kornman, Colo.,
Atch. Top. & Santa Fe
Korth, Mich.,
Toledo & Western (El)
Kortright Station, N.Y.,
Ulster & Delaware
Korty, Neb., Union Pacific
Kosciusko, Ind., Penna. Co
Kosciusko, Miss., Ill. Central
Koshee, Out., Grand Trunk
Koskonong, Mo., Frisco Sys
Koshkonong, Wis.,
North-Western Line
Kosmo, Ala., Louisv. & Nashv
Kosmosdale, Ky., Ill. Cent
Kosoma, Okla., Frisco Sys
Koss, Mich., Wis. & Mich
Kosse, Tex., Hous. & Tex. Cent
Koster, Ill., Chic. and E. Ill
Koth, S.C., Car. & West
Kouns, Cal.,
San Ped. Los Ang. & S. Lk
Kouns, Tex., Inter. & Gt. No
Kountze, Tex.,
Gulf, Colo. & S. Fe (a)
" Texas & New Orl (a)
Kountze, Wash., North. Pac
Kours, Ind., Erie (a)
" Pitts. Cin. C. & St. L (b)
Depots adjacent
Kowennovens, N.Y., Long Isl
Koyle, Ia., Burl. Route
Kraft, Ky., Illinois Central
Krafton, Tenn.,
Louisville & Nashville
Krag, B.C., Great Northern
Kragnes, Minn., Great North
Krakow, Wis.,
North Western Line
Kramer, Cal.,
A.T. & S.F., Coast Lines*
Kramer, Ga.,
Seaboard Air Line
Kramer, Kan., Frisco System
Kramer, Neb., Missouri Pac
Kramer, N.D.,
Minn. St. P. & Slt. Ste. M
Kramms, Ill., Burl. Route
Kramore, O.,
C. A. & C (Penna. Lines)
Krandburg, S.D.,
North-Western Line
Kratz, Pa., Perkiomen
Kreamer, Pa., Pennsylvania
Krebs, Ky., Illinois Central
Krebs, Okla.,
Chicago, Rk. Isl. & Pac
" Missouri, Kan. & Texas
Krebs, Clearfield Co., Pa.,
N.Y. Cent. & Hud. Riv
Krebs, Schuylkill Co., Pa.,
Phila. & Reading
Kreigbaum, Md.,
Cumb. & Penna
Kreigel, Tex.,
Galv. Har. & San Ant
Kreiutzburg, Pa.,
Baltimore & Ohio
Kremis, Pa., Bes. & Lk. Erie
Kremlin, Mont., Great North
Kremlin, Okla.,
Chic. Rock. Isl. & Pac
Kremlin, Wis.,
Minn. St. P. & Slt. Ste. M
Kremming, Colo.,
Denver, N.W. & Pacific
Kress, Tex.,
Pecos & North. Texas*
Kress City, Ark., St. L. S. W
Kress' Summit, Cal.,
Nevada Co. Nar. Gauge
Kreybill, Colo.,
Atch. Top & Santa Fe
Krider, Neb., Burl. Route
Krider, N.M., A. T. & S. Fe
Kriders, Pa., Central of Pa
Krimmingei, Ark.,
Frisco System
Kring, Pa., Balt. & Ohio
Krings, Ky., Licking River
Kroenig's, N.M.,
Atch. Topeka & S. Fe
Kroenung, Mo.,
Chic. Rk. Isl. & Pac
Kronau, Sask., Can. Pacific
Kronenwethers, Wis.,
Chic. Mil. & St. Paul
Kronsgart, Manitoba,
Great Northern
Kroppers, La.,
Franklin & Abbeville
Krugar, Pa.,
Phila. & Reading
Kruger, Ill., Chic. & Alton
Krugerdorf, Ont.,
Temiskaming & No. Ont
Krugs, Cal., Southern Pacific
Krum, Tex.,
Gulf, Colo. & Santa Fe*
Krumms, Ark., St. L. I. M. & S
Krumrine, Pa.,
Bellefonte Central
Krumroy, O., Balt. & Ohio
Krupp, Wash., Great North
Kryder, W.Va., Ches. & Ohio
Kueblers, Ind.,
Ev. Sub. & Newburgh
Kufa, Ky., Louisv. & Nashv
Kuhn, Neb., Union Pacific
Kuhns, Ill., Illinois Central
Kuins, N.D.,
Minn. St. P. & Slt. Ste. M
Kulmbach, Mich., Pere Marq
Kulps, Pa., Phila. & Reading
Kulsham, Wash.,
Sel. Bay & Br. Colum
Kulzers, Wash., Great North
Kumler, Ill., Illinois Central
Kuna, Idaho, Ore. Short Line
Kuner, Colo., Union Pacific
Kunkle, O., Wabash
Kunkletown,
Monroe Co., Pa.,
Chestnut Ridge
Kunze, Ia., Illinois Central
Kurand, Ga., South. Pacific
Kuro, W.Va., Norfolk & West
Kuroki, Me., Can. Pac
Kuroki, N.D., Great North
Kuroki, Sask., Can. North
Kurth, Wis.,
North-Western Line
Kurtz, Ind., South. Indiana
Kurtz, N.D., Northern Pac
Kurtz Dam, Pa., Penna
Kusa, Ore., Oregon Elec
Kushequa, Pa.,
Mt. Jew. Kin. & Kiter (a)
" Valley (a)
Kushla, Ala., Mobile & Ohio
Kuskonook, B.C.,
Bedlington & Nelson
" Canadian Pacific
Kuttawa, Ky., Illinois Cent
Kuttawa Mills, Ky.,
Illinois Central
Kutter, Ark., St. L. I. M. & So
Kutztown, Pa., Phil. & Read
Kyana, Ind., Southern
Kyd, Kan., Burl. Route
Kyle, Ga., Louisville & Nashv
Kyle, Idaho,
Chic. Mil. & Puget Sd
Kyle, Kan., Missouri Pacific
Kyle, Nev.,
San Ped. Los Ang. & S. Lk
Kyle, Tex., Int. & Gt. North
Kyle, W.Va., Norf. & West
Kylemore, Sask., Can. North
Kyle Quarry, Tex.,
Burr's Ferry, Brown. & C
Kyle's, O., Cin. Northern (a)
" Cleve. Cin. Ch. & St. L (a)
Kyle's Corners, O.,
Youngstown & South
Kymulga, Ala., Southern
Kyrene, Ariz.,
Maricopa & Ph. & S. R. V
Kyserike, N.Y.,
N.Y. Ontario & West
Kyune, Utah, Denver & Rio G

L

Labadie, Mo.,
Missouri Pacific (a)
" St. L. K. C. & Colo‡ (b)
(a) and (b) about 435 ft. apart
Labadieville, La.,
Morgan's La. & Tex (a)
" Texas & Pacific (b)
(a) and (b) about 1 mi. apart
La Baeza, Mex.,
Mexico North Western
Labaie, Que.,
Quebec, Montreal & So
La Barca, Mex., Nat. of Mex
Labarge Mill, Que., Can. Pac
La Barra, Mex., Nat. of Mex
La Barre La.,
Illinois Central
La Barre, Que.,
Quebec & Lake St. John
Labarthe, B.C., Can. Pac
Labatt, Tex.,
San Ant. & Aran. Pass
LaBelle, Mo.,
Quincy, Omaha & K. C
LaBelle, O., Pennsylvania Co
LaBelle, Pa., Monongahela
Labelle, Que., Can. Pacific
Labette, Kan., Mo. Kan. & Tex
La Blanche, B.C., Can. Pac
La Boca, Colo., Denv. & Rio G
La Boca, Mex., Matehuala
La Bolsa, Cal., South. Pacific
La Bolsa, Mex., Nat. of Mex
La Bolt, S.D., Great North
Labor, Mex., Mex. Internat
Laboratory, N.C.,
Carolina & No. West
La Borde, Cal., Pac. Electric
La Bota, Mex.,
West Coast Route
La Branch, La., Illinois Cent
La Branch, Mich., N.-W. Line
La Broquerie Manitoba,
Canadian Northern
La Cabra, Mex.,
National of Mexico
L'Acadie Que., Can. Pac (a)
" Grand Trunk (b)
(a and b) about 2¼ miles apart
Lac a la Tortue Que.
Canadian Pacific
La Capilla, Jalisco, Mex.,
National of Mexico
La Capilla, Vera Cruz, Mex.,
Mexican
Lac aux Sables, Que.,
Can. Northern Quebec
La Carne, O., L. K. Sh. & M. So
Lacassine, La.,
Louisiana Western
Lac au Lard, Que.,
Quebec & Lake St. John
Lac au Saumon, Que.,
Intercolonial
La Center, Ky.,
Illinois Central
Lac Chevreuil, Que.,
Can. Northern Quebec
Lac du Sonnet, Manitoba,
Canadian Pacific
Lac Du Flambeau, Wis.,
North-Western Line
Lacey, Ia., Iowa Central
Lacey, Tex.,
Groveton, Lufkin & No
Lacey, Wash., North. Pacific
Laceyville, Pa., Lehigh Va.
Lac Gros Visions, Que.,
Quebec & Lk. St. John
Lachevrotiere, Que.,
Can. Northern Quebec
" Canadian Pacific
Lachine, Que., Grand Trunk
Lachine Wharf, Que.,
Grand Trunk
Lachman W.Va., Balt. & O
Lachute, La., Texas & Pac
Lachute, Que.,
Can. North. Quebec (a)
" Canadian Pacific (b)
(a) and (b) about ¾ mi. apart
La Cima, Mexico, Mex.,
National of Mexico
La Cima, Michoacan, Mex.,
National of Mexico
La Cinta, Mex., Nat. of Mex
Lacjac, Cal.,
A.T. & S.F., Coast L* (a)
" Southern Pacific (b)
(a) and (b) adjacent
Lackawanna, Erie Co., N.Y.,
Buff. & Lk. E. Tr El)
" Buff. Roch. & Pitts (a)
" Lk. Shore & Mich. So (b)
" N.Y. Chicago & St. L (b)
" Pennsylvania (b)
" South Buffalo
(a and (b) about ¼ mi. apart
Called West Seneca on B.R. & P., L. S. & M. S. and N.Y. C. & St. L
Lackawaxen, Pa., Erie
Lackey, Tenn., Tennessee
Lackland, Mo.,
St. L. Kan. City & Colo‡
Lackmans, Kan.,
Frisco System (a)
" Kan. City, Clin. & Spg (a)
Lac La Belle, Mich.,
Keweenaw Central
Lac La Belle Junc., Mich.,
Keweenaw Central
Laclede, Idaho, Great North
Laclede, Ill., Illinois Cent
Laclede, La.,
St. L. Iron Mt. & South
Laclede, Mo., Burl. Route
Lac Long, Que.,
Que. & Lake St. John
Lac Malouin, Que.,
Quebec & Lake St. John
Lacolle, Pa., Pennsylvania
Lacolle, Que., Napierville Jn
Lacolle Junction, Que.,
Grand Trunk
La Colorado, Mex.,
National of Mexico
Lacoma, Mex., Nat. of Mex
Lacomb, Mont., C. M. & P. Sd
Lacombe, Alberta, Can. Pac
La Compania, Mex.,
Interoceanic of Mex
Lacon, Ala., Louisv. & Nashv
Lacon, Ill., Chicago & Alton
Laconia, Ia., Burl. Route
Laconia, N.Y., N.Y. C. & H. R
Laconia, N.H., Boston & Me
Laconia, Tenn.,
Nash. Chat. & St. L
Laconia, Wash.,
Chic. Mil. & Puget Sd
Lacoochee, Fla.,
Seaboard Air Line
La Costa, Cal.,
A.T. & S.F., Coast Lines*
Lacoste, Que., Can. Pacific
La Coste, Tex.,
Galveston, Har. & San A
Lacota, Mich., Michigan Cent
Lac Pierre Paul, Que.,
Can. Northern Quebec
LaCrescent, Minn.,
Chicago, Mil. & St. Paul
La Cresta, Cal.,
Pacific Electric
LaCrew, Ia., Burl. Route
La Cross, Cal., South. Pacific
LaCrosse, Fla.,
Seaboard Air Line
Lacrosse, Ga., Central of Ga
LaCrosse, Ill., Tol. Peo. & W
LaCrosse, Ind.,
Chic. and East. Ill (a)
" Chicago, Cin. & Lv (b)
" Chicago, Ind. & Lv (c)
" Pere Marquette (c)
" Pitts. Cin. Ch. & St. L (d)
(a) and (c) ½ mile apart
(a) and (d) adjacent
(b) about ¼ mile from (a)
(c) and (d)
LaCrosse, Kan., Missouri Pac
LaCrosse, Va.,
Seaboard Air Line (a)
" Southern (b)
(a) and (b) about 800 yards apart
La Crosse, Wash.,
Oregon RR. & Nav. Co
La Crosse, Wis.,
Burlington Route (a)
" Chic. Mil. & St. Paul (b)
" Green Bay & West (c)
" La Crosse & So. East (a)
" North-West. Line (d)
(a) and (b) about ¼ mi. apart
(a) and (c) 1½ miles apart
(b) and (c) 1¼ miles apart
(b) and (d) adjacent
L. C. & S. E. Junction, Wis.,
La Crosse & Southeast
La Cruz, Chihuahua, Mex.,
National of Mexico
Lac Simon Summit, Que.,
Quebec & Lk. St. John
La Cumbre, Mex.,
National of Mexico
Lacy, Ala., Southern
Lacy, Ky., Chesa. & Ohio
Lacy, Miss., Queen & Cres. Rte
Lacy, N.J., Tuckerton
Lacy, Va., Virginia-Carolina
LaCygne, Kan., Frisco Sys
Lacys Lane, W.Va.,
Baltimore & Ohio
Ladd, Ark., Noble Lake & So
Ladd, Ill., Burl. Route (a)
" Chic. Ind. & South (a)
" Chicago, Mil. & St. P (a)
" North-Western Line
Ladd, Tenn.,
Nashv. Chat. & St. Louis
Ladd, Tex.,
Trinity Valley & No
Ladd, Wash., Tacoma East
Ladd Junction, Ill.,
Chicago, Ind. & South
Laddonia, Mo., Chic. & Alton
Ladds, Ga.,
Seaboard Air Line
Ladousburg, Pa., Lehigh Val
Laddsdale, Ia., Chic. R. I. & Pac
Laden, Ill., Illinois Central

Ladero, Tenn., Louisville & Nashville
Ladero de Coquimatlan, Mex., Mex. National
Ladero Tacuba, Mex., National of Mexico
Ladiesburg, Md., Penna
Ladig, Tex., Mo. Kan. & Tex
Ladiga, Ala., Southern
Ladoga, Ind., Cent. Ind (a)
" Chic. Ind. & Louisv (b)
(a) and (b) 150 yards apart
Ladoga, Ia., Burl. Route
Ladoga, Mich., North-Western Line
Ladoga, N. D., Northern Pacific
Ladonia, Tex., Gulf, Colo. & Santa Fe*
Ladora, Colo., Denver, N. W. & Pacific
Ladora, Ia., Chic. R. I. & Pac
Ladore, Kan., Mo. Kan. & Tex
Ladow, Wash., Spok. & Inland Empire
Ladrillera, Mex., Desague Valle de Mex
Ladrillo, Cal., A.T.& S.F., Coast Lines*
Ladson, S. C., Southern
Ladue, Mo., Mo. Kan. & Tex
LaDura, Mex., West Coast Route
Lady Lake, Fla., Atlantic Coast Line
Lady Smith, B.C., Esquimalt & Nanaimo
Ladysmith, Manitoba, Canadian Northern
Ladysmith, Wis., Minn. St. P. & Slt. Ste. M
Lafarge, Wis., Chicago, Mil. & St. Paul
Lafargeville, N. Y., N.Y. Central & Hud. Riv
Lafayette, Colo., Burlington Route (a)
" Colo. & Southern (b)
LaFayette, Ga., Cent. of Ga
LaFayette, Ill., Chicago, Rk. Isl. & Pac
LaFayette, Ind., Chic. Ind. & Louisv (a)
" Clev. Cin. Chic. & St. L (b)
" Lake Erie & West (b)
" Wabash (c)
La Fayette, La., Louisiana Western (a)
" Morgan's La. & Tex (a)
LaFayette, Md., Penna
LaFayette, Minn., Minneapolis & St. Louis
LaFayette, Sussex Co., N. J., Delaware, Lack. & West
LaFayette, Allen Co., O., Pennsylvania Co
Lafayette, Ore., South. Pac
LaFayette, McKean Co., Pa., Big Level & Kinzua
LaFayette, Montgomery Co., Pa., Pennsylvania (a)
" Phila. & Reading (b)
(a) and (b) 200 yards apart
LaFayette, R. I., N.Y. New Hav. & Hart
LaFayette, Orange Co., Va., Potomac, Fred. & Pied
Lafayette, Roanoke Co., Va., Virginian
Lafayette Crossing, Ala., Central of Georgia
Lafayette, O., Ohio Electric
LaFayette Junction, Ind., Wabash
La Fayette Mills, Wis., Chicago, Mil. & St. Paul
Lafe, Ark., St. Louis, Iron Mt. & So
La Feuille, O., Cincinnati & Westwood
Lafferty, N. M., Santa Fe, Raton & East
Lafferty, O., Balt. & Ohio
Laflin, Mo., St. L. Ir. Mt. & So
Laflin, Pa., Central of N.J (a)
" Delaware & Hudson (a)
La Florida, Mex., National of Mexico
La Follette, Tenn., Louisville & Nash (a)
" Southern (b)
(a) and (b) 3-10 mile apart
LaFont, Mo St. Louis, Mem. & S. E
Lafont, Wis., Minn. St. P. & Slt. Ste. M
LaFontaine, Ind., Cleve. Cin. Chic. & St. L
LaFontaine, Kan., Mo. Pac
LaForge, Mo., St. Louis So. W
LaFourche, LaFourche Co., La., Morgan's La. & Texas
LaFourche, Richland Co., La., Queen & Cres. Route
LaFourche, Que., Can. Northern Quebec
LaFox, Ill., No. West. Line
La Fresa, Cal., Los Ang. & Redondo (El)
La Fruta, Tex., San Ant. & Aransas Pass
La Fuente, Mex., National of Mexico
Lagarde, Ala., Lv. & Nashv
Lagarde Junction, Ala., Louisville & Nashville
La Garita, Colo., Den. & Rio G
La Garita, Mex., Ixtlahuaca†
Laggan, Alberta, Can. Pacific
La Gloria, Mex., Mex. North
Lago, Tex., Texas & New Orl
Lagoda, Nev., South. Pacific
Lagoi, Cal., South. Pacific
La Goleta, Mex., National of Mexico
Lagonda, O., Clev. Cin. Ch. & St. L (a)
" Detroit, Tol. & Iron (b)
Lagoon, Utah, Salt Lake & Ogden
Lagos, Ky., Louisv. & Nashv
Lagos, Jalisco, Mex., National of Mexico
Lagos, Vera Cruz, Mex., Veracruz & Isthmus
La Grande, Ore., Oregon RR. & Nav. Co
Lagrande, Wash., Tacoma Eastern
LaGrange, Ark., St. L. I. M. & S
LaGrange, Fla., Florida East Coast
LaGrange, Ga., Atl. & West Point (a)
" Atlanta, Birm. & Atl
" Macon & Birm (b)
(a) and (b) about 100 yards apart
La Grange, Ill., Burl. Route
Indiana Harbor Belt†
LaGrange, Ind., Grand Rapids & Ind (a)
" St. Jos. Vy. Trac (b)
(a) and (b) ½ mile apart
Lagrange, Ky., Lv. & Nash
Lagrange, Me., Bangor & Aroostook
LaGrange, Mo., Burl. Route
Lagrange, N.Y., Central New England
LaGrange, N.C., Norfolk & Southern
LaGrange, Lawrence Co., O. Detroit, Tol. & Ironton
LaGrange, Lorain Co., O., Cleve. Cin. Chic. & St. L
LaGrange, Pa., Lehigh Valley
Lagrange, Tenn., Southern
LaGrange, Tex., Gal. Har. & San Ant (a)
" Missouri, Kan. & Tex (b)
(a) and (b) 1 mile apart
Lagrange, Va., Ches. & Ohio
La Griega, Mex., Nat. of Mex
Lagro, Ind., Wabash
Laguna, Los Angeles Co., Cal., Pacific Electric
Laguna, San Diego Co., Cal., Southern Pacific
Laguna, Santa Cruz Co., Cal., Southern Pacific
Laguna, Chihuahua, Mex., National of Mexico
Laguna, Coahuila, Mex., National of Mexico
Laguna, Sonora, Mex., Mexico North Western
Laguna, Vera Cruz, Mex., Veracruz
Laguna, N.M., A.T.& S.F., Coast Lines*
Laguna, Tex., San Ant. & Aransas Pass
Laguna, Utah, Denver & Rio Grande
Laguna, Mex., Tehuantepec National
Laguna-Seca, Mex., National of Mexico
Lagunillas, Michoacan, Mex., National of Mexico
Lagunillas, Morelos, Mex., Interoceanic of Mexico
Lagunitas, Cal., Northwestern Pacific
LaHarpe, Ill., Tol. Peo. & W
LaHarpe Kan., Mo. Kan. & T
" Missouri Pacific
Lahaska, Pa., Phila. & Read
Lahkota, Wyo., Union Pac
Laho, Utah, San Ped. Los Ang. & S. Lk
LaHogue, Ill., Tol. Peo. & W
Lahoma, Okla., Chic. Rock Island & Pac
LaHonda, Mex., Nat. of Mex
La Huerta, Mexico, Mex., Toluca & San Juan
La Huerta, Michoacan, Mex., National of Mexico
La Huerta, Puebla, Mex., Mexican Southern
La Huerta, N.M., Eastern of New Mex*
Laidlaw, Ore., South. Pacific
Laidlaws, N.J., Central of New Jersey
La India, Mex., Mex. North
Laing, Tex., Sherman, Shrevep. & So
Laingkat, Ga., Ga. Fla. & Ala
Laingsburg, Mich., Michigan Central
Lainsville, Ia., Chicago, Mil. & St. Paul
Lair, Ky., Louisville & Nash
Laird, Cal., Klamath Lake
Laird, Colo., Burl. Route
Laird, Kan., Atch. Top. & S. Fe
Laird, Minn., Chic. Gt. West
Laird, Sask., Can. Northern
Laja, Mex., Mex. Internat
LaJara, Colo., Den. & Rio Gr
La Jolla, Cal., Los Ang. & San D. Beach
Lajord, Sask., Can. Pacific
La Jose, Pa., Pennsylvania
La Jose Junction, Pa., N.Y. Cent. & H. Riv (a)
" Pennsylvania (a)
La Joya, N.M., Atch. Top. & Santa Fe
La Junta, Colo., Atch. Top. & Santa Fe
La Junta, Chihuahua, Mex., Kan. City, Mex. & Orient
La Junta, Sinaloa, Mex., Kan. City, Mex. & Orient
La Junta, Sonora, Mex., Mexico North Western
Lake, Colo., Union Pacific
Lake, Ct., N.Y. N.H. & H
Lake, Ga., Cent. of Ga
Lake, Ill., Southern
Lake, Md., Northern Central
Lake, Clare Co., Mich., Pere Marquette
Lake, Miss., Alabama & Vicksburg
Lake, Mo., Burlington Route
Lake, N.Y., Lehigh & Hud. R
Lake, N.C., Southern
Lake Luzerne Co., Pa., Lehigh Valley
Lake Westmoreland Co., Pa., Baltimore & Ohio
Lake Tex., Int. & Gt. North
Lake Utah Southern Pacific
Lake, Vt., Grand Trunk
Lake, Franklin Co., Wash., Northern Pacific
Lake, King Co., Wash., Northern Pacific
Lake, Wis., Chic. Mil. & St. P
Lake Alice, N.M., Santa Fe, Raton & East
Lake Allyn, O., Cin. George. & Ports
Lake Anasaguticook, Me., Portland & Rumf. Falls
Lake Andes, S.D., C.M. & St. P
Lake Ann, Mich., Manistee & North-east
Lake Annis, N.S., Dom. Atl
Lake Ariel, Pa., Erie
Lake Arthur, La., Louisiana Western
Lake Arthur, N.M., Eastern of New Mex*
Lake Beach, N.Y., Buffalo, Roch. & Pitts
Lake Benton, Minn., North-Western Line
Lake Beulah, Wis., Minn. St. P. & Slt. Ste. M
Lake Bird, Fla., West Coast
Lake Bluff, Ill., North-Western Line
Lake Bonaparte, N.Y., N.Y. Cent. & Hud. Riv
Lake Bond, N.F., Reid Newfoundland
Lake Boon, Mass., Boston & Maine
Lake Bouchette, Que., Quebec & Lk. St. John
Lake Brantley, Fla., Atlantic Coast Line
Lake Bruce, Ind., Chicago, Cin. & Louisv
Lake Bruin, La., St. L. Iron Mt. & South
Lake Butler, Fla., Atlantic Coast Line (a)
" Ga. Southern & Fla (b)
(a) and (b) ½ mile apart
Lake Carey, Pa., Leh. Valley
Lake Carisbrook, N.M., Santa Fe, Raton & East
Lake Cassidy, Wash., Northern Pacific
Lake Catherine, La., Louisville & Nashville
Lake Chapleau, Que., Can. North. Quebec
Lake Charles, La., Kansas City South (a)
" Lake Charles & No (b)
" Louisiana & Pacific (b)
" Louisiana Western (b)
" St. Louis, Wat. & G (c)
(a) and (b) 1.6 miles apart
(b) and (c) about 1 mile apart
Connect at Junction
Lake Charm, Fla., Atlantic Coast Line (a)
" Seaboard Air Line (b)
(a) and (b) about ½ mi. apart
Lake Ciecott, Ind., Pitts. Cin. Chic. & St. L
Lake City, Ark., Jonesboro, Lk. City & E
Lake City, Colo., Den. & R. G
Lake City, Fla., Atlantic Coast Line (a)
" Georgia So. & Fla (b)
" Seaboard Air Line (c)
(a) and (b) ½ mile apart
(b) and (c) adjacent
Lake City, Ill., Vandalia
Lake City, Ia., North-Western Line
Lake City, Kan., Atch. Top. & Santa Fe
Lake City, Mich., Grand Rapids & Ind
Lake City, Minn., Chicago, Mil. & St. Paul
Lake City, Mo., Missouri Pac
Lake City, S. C., Atlantic Coast Line
Lake City Junction, Ark., St. Louis South-west
Lake City Junction, Fla., Atlantic Coast Line
Lake City Junction, Mo., Missouri Pacific
Lake Clear Junction, N.Y., N.Y. Cent. & Hud. Riv
Lake Cora, Mich., Rai. Lake Shore & Chic
Lake Cormorant, Miss., Yazoo & Miss. Valley
Lake Crossing, Mass., Boston & Albany
Lake Crystal, Minn., North-Western Line
Lake Denmark, N.J., Wharton & Northern
Lake Dick, Ark., Pine Bluff Ark. River
Lake Edward, Que., Quebec & Lk. St. John
Lake Eldora, Colo., Denver, Boulder & West
Lake Elizabeth, Wis., North-Western Line
Lake Elmo, Minn., N.-W. L
Lake Elsa, Mich., Pere Marquette
Lake Emily, Wis., Green Bay & West (a)
" Minn. St. P. & S. Ste. M (b)
(a) and (b) about ¼ mile apart
Lake End, La., Texas & Pac
Lakefield, Minn., Ch. M. & St. P
Lakefield, Ont., Grand Trunk
Lake Fletcher, La., St. Louis, Iron Mt. & So
Lake Forest, Ill., N.-W. Line
Lake Fork, Ill., Illinois Cent
Lake Fork, Tex., Tex. & Pac
Lake Frances, Manitoba, Canadian Pacific
Lake Gage, Ind., St. Joseph Valley
Lake Geneva, Fla., Ga. South. & Florida
Lake Geneva, Wis., N.-W. L
Lake George, Colo., Colorado Midland
Lake George, Mich., Ann Arbor
Lake George, N.Y., Delaware & Hudson
Lake Gogebic, Mich., Dul. So. Shore & Atl
Lake Grinnell, N.J., Lehigh & Hudson
Lake Harbor, Mich., Gd. Rap. Gd. H. & M (El)
" Pere Marquette
Lake Harold, Mich., Detroit & Charlevoix
Lakehead, Wash., Tacoma Eastern
Lake Helen, Fla., Florida East Coast
Lake Henry, Miss., Southern in Mississippi
Lake Hopatcong, N.J., Central of New Jersey
Lake House, Me., Me. Cent
Lake House, N.Y., Oneon. & Mohawk V (El)
Lake Hughes, Colo., Denver & Rio Grande
Lakehurst, N.J., Central of New Jersey
Called also Manchester
Lake Jackson, Fla., Georgia, Florida & Ala
Lake Joseph, Ont., Canadian North. Ont
Lake Junction, Colo., Denver & Rio Grande
Lake Junction, Idaho, Coeur d'Alene & Spok
Lake Junction, Benzie Co., Mich., Manistee & North-east
Lake Junction, Charlevoix Co., Mich., Grand Rapids & Ind
Lake Junction, Houghton Co., Mich., Mineral Range
Lake Junction, Minn., Duluth, Rainy L. & Win
Lake Jun., Buchanan Co., Mo., Atch. Top. & Santa Fe
Lake Junc., St. L. Co., Mo., Missouri Pacific
Lake Junction, N.J., Central of N.J (a)
" Del. Lack. & West (a)
" Wharton & North (a)
Lake Junction, Lorain Co., O., Loraine & West Va†
" Wheeling & Lake Erie
Lake Junc., Medina Co., O., Baltimore & Ohio
Lake Junction, Ont., Grand Trunk
Lake Junction, Pa., Lehigh Valley
Lake Katrine, N.Y., West Shore
Lake Kegonsa, Wis., Chicago, Mil. & St. Paul
Lake Kushaqua, N.Y., Delaware & Hudson (a)
" N.Y. Cent. & H. Riv (b)
Lake La Fourche, La., New Orl. & No. West
Lakeland, Colo., Colorado & S
Lakeland, Fla., Atlantic Coast Line
Lakeland, Ky., Lv. & Nash
Lakeland, Md., Balt. & Ohio
Lakeland, Mich., Ann Arbor (a)
" Grand Trunk (a)
Lakeland, Minn., Chicago, Mil. & St. Paul
Lake Land, N. B., Intercol
Lake Landing, N.Y., Pennsylvania
Lakeland Junction, Fla., Atlantic Coast Line
Lakeland Junction, Minn., Chicago, Mil. & St. Paul
" North-Western Line
Lake Lanier, Ala., Southern
Lake Linden, Mich., Copper Range (a)
" Mineral Range (b)
(a) and (b) 1½ miles apart
Lake Lodore, Pa., Del. & Hud
Lake Mahopac, N.Y., N.Y. Cent. & Hud. Riv
Lake Majella Cal. So. Pac
Lake Mary Fla., Atlantic Coast Line
Lake Mills, Ia., Minneapolis & St. L (a)
" North-West Line (b)
(a) and (b) 100 yards apart
Lake Mills Wis., North-Western Line
Lakemont N.Y., No. Cent
Lake Mountain, B.C., Canadian Pacific
Lake Moxie, Me., Somerset
Lakenan, Mo., Burl. Route
Lake Nebagamon, Wis., Duluth, So. Shore & Atl
Lakenon, Tex., Mo. Kansas & Texas
Lake Norden, S.D., South Dakota Central
Lake Odessa, Mich., Pere Marquette
Lake One, La., Vicksb. Shrevep. & Pac
Lake Ontario, Ont., Oshawa
Lake Owen, Wis., North-Western Line
Lake Park, Ga., Ga. So. & Fla
Lake Park, Ia., Chicago, Rk. Isl. & Pac
Lake Park, Minn., No. Pac
Lake Park, O., Balt. & Ohio
Lake Park, Que., Can. Pac
Lake Park, Utah, Rio Grande Western
Lake Park, Wash., Tacoma & Col. River
Lake Park, Wis., C. M. & St. P
Lake Pearl, Mass., N.Y. New Hav. & Hart
Lake Placid, N.Y., Delaware & Hudson
Lake Pleasant, Mass., Boston & Maine
Lakeport, N. H., Bost. & Me
Lake Preston, S.D., Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) about ½ mi. apart
Lake Providence, La., St. L. Iron Mt. & South
Lake Ridge, Ark., Ark. Mid
Lake Ridge, N.Y., Leh. Val

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Lake St. Joseph, Que., Quebec & Lk. St. John
Lake St. Moritz, N.M., Santa Fe, Raton & East
Lake St. Paul, Que., Que. Montreal & South
Lake Sarah, Minn., Minn. St. P. & Slt. Ste. M
Lake Scott, Que., Quebec & Lake St. John
Lake Sergent, Que., Quebec & Lk. St. John
Lake Shore, Minn., No. Pac
Lake Shore, Miss., Louisville & Nashville
Lake Shore, Mo., A. T. & S. Fe
Lake Shore, N.Y., Penna
Also called Sodus Point
Lake Shore, Utah, Rio Grande Western
Lake Shore Junction, Jackson Co., Mich., Cincinnati Northern
Lake Shore Junction, O., Pittsburgh & Lake Erie
Lake Shore Junction, Wis., North-Western Line
Lake Shore Park, N.H., Boston & Maine
Lakeside, Cal., San Diego & Cuyamaca
Lakeside, Ia., Chic. Mil. & St. P
Lakeside, Berrien Co., Mich., Pere Marquette
Lakeside, Cheboygan Co., Mich., Michigan Central
Lakeside, Huron Co., Mich., Pere Marquette
Lakeside, Mont., Great North
Lake Side, Neb., Burl. Route
Lakeside, N.B., Intercolonial
Lake Side, Chautauqua Co., N.Y., Dunkirk, Alleg. Val. & P
Lakeside, Onondaga Co., N.Y., Del. Lack. & Western †
Lakeside, Orange Co., N.Y., Erie
Lake Side, Wayne Co., N.Y., N.Y. Cent. & Hud. Riv
Lake Side Park, O., Ohio Central Lines
Lakeside, Ottawa Co., O., Lakeside & Marblehead
Lakeside, Ont., Can. Pac
Lakeside, Que., Can. Pac (a)
" Grand Trunk (b)
(a) *and* (b) *about* 50 *yards apart*
Lakeside, Tex., Gulf, Colo. & Santa Fe*
Lakeside, Utah, South. Pac
Lakeside, Vt., Montpelier & Wells Riv
Lakeside, Va., Nor. & So
Lakeside, Washburn Co., Wis., North-Western Line
Lakeside, Waukesha Co., Wis., Chicago, Mil. & St. Paul
Lakeside Park, O., Toledo & Ohio Central
Lake Silva Plana, N.M., Santa Fe, Raton & East
Lakes Marie, Wis., Marinette, Tom. & West
Lake Smith, Va., Norfolk & Southern
Lakes Okoboji, Ia., Chicago, Mil. & St. Paul
See also Okoboji
Lake Station, Ga., Georgia Northern
Lake Sunapee N.H., Boston & Maine
Lake Superior Junc., Ont., Grand Trunk Pacific
Lake Tahoe, Cal., Lake Tahoe
Laketon, Ala., Birmingham South †
Laketon, Ind., Erie (a)
" Vandalia (b)
(a) *and* (b) 1 *mile apart*
Laketon, Ky., Mobile & Ohio
Laketon, Mich., Duluth, So. Shore & Atl
Laketon, Neb., Burlington Route
Lake Toxaway, N.C., Southern
Lake Valley, N. M., Atch. Top. & Santa Fe
Lake Verde, P.E.I., Prince Edward Island
Lake Victor, Tex., Houston & Texas Cent
Lake View, Ark., St. Louis, Iron Mt. & So
Lake View, Nevada Co., Cal., Southern Pacific
Lake View Santa Barbara Co., Cal., Pacific Coast
Lake View, Ill., Cleve. Cin. Ch. & St. L
Lake View, Ia., North-Western Line
Lake View, Kan., A. T. & S. Fe
Lake View, Me., Can. Pacific
Lake View, Md., Wash. Fred. & Gettysb
Lakeview, Montcalm Co., Mich., Pere Marquette
Lake View, Miss., Yazoo & Miss. Valley
Lakeview, Mont., Great Northern
Lake View, Nev., Virginia & Truckee
Lake View, N.J., Erie
Lake View, Erie Co., N.Y., Lake Sh. & Mich. So (a)
" N.Y. Chic. & St. Louis (b)
" Pennsylvania (b)
(a) *and* (b) *about* 150 *yards apart*
Lake View, Nassau Co., N.Y., Long Island
Lakeview, N.C., Seaboard Air Line
Lake View, N.S., Intercol
Lake View, O., Ohio Electric (a)
" Toledo & Ohio Cent (b)
(a) *and* (b) ¼ *mile apart*
Lake View, S.C., Southern
Lake View, Utah, San Ped. Los Ang. & S. Lk
Lake View, Wash., No. Pac (a)
" Tacoma & Col. River (b)
(a) *and* (b) ¾ *mile apart*
Lakeview, Wis., Washburn & No. West
Lake View Farm, Mich., Manistee & North-east
Lake View Junction, Cal., A. T. & S.F., Coast Lines*
Lake View Resort, Wis., North-Western Line
Lake Villa, Ill., Minn. St. P. & Slt. Ste. M
Lake Village, Ark., Miss. Riv. Hamb. & W (a)
" St. L. Iron Mt. & So (a)
Lake Village, Ind., Ch. Ind. & S
Lakeville, Cal., No. West. Pac
Lakeville, Ct., Cent. New Eng
Lakeville, Fla., Atlantic Coast Line
Lakeville, Ind., Vandalia (a)
" Wabash (b)
(a) *and* (b) *about* 330 *yards apart*
Lakeville, Mass., N.Y. New Hav. & Hart
Lakeville, Minn., C. M. & St. P
Lakeville, Livingston Co., N.Y., Erie
Lakeville, Orange Co., N.Y., Sterling Mountain
Lakeville, O., Penna. Co
Lake Vineyard, Cal., Pacific Electric
Lake Vista, Miss., Yazoo & Miss. Valley
Lake Waccamaw, N.C., Atlantic Coast Line
Lake Wahketa, Mich., Pere Marquette
Lake Waubesa, Wis., Chicago, Mil. & St. Paul
Lake Weedon, Que., Que. Cent
Lake Weir, Fla., Atlantic Coast Line
Lake Wichita, Tex., Wichita Falls & South
Lake Wilder, Mont., Great Northern
Lake Wilson, Minn., North-Western Line
Lake Wonish, Que., Can. North. Quebec
Lakewood, Colo., Inter-Mountain
Lakewood, Fla., Louisville & Nashville
Lakewood, Mason Co., Ill., Chic. Peoria & St. Louis
Lakewood, Shelby Co., Ill., Balt. & Ohio So. West
Lakewood, Ia., North-Western Line
Lakewood, Mich., Mich. Cent
Lakewood, Minn., Duluth & Iron Range
Lakewood, N.H., Boston & Maine
Lakewood, N.J., Cent. of N.J
Lakewood, N.M., Eastern of New Mexico*
Lakewood, N.Y., Chautauq Trac (El) (a)
" Erie (a)
Lakewood, N.C., Atlantic Coast Line
Lakewood, Wis., North-Western Line
Lakewood Junction, Wis., North-Western Line
Lakey, Minn., Ch. Mil. & St. P
Lake Zurich, Ill., Elgin, Joliet & East
Lakin, Kan., Atch. Top. & S. Fe
Lakonta, Ia., No. West. Line
Lakota, N.D., Great Northern
Lakota, Utah, Denver & Rio G
La Labor, Mex., Nat. of Mex
La Laja, Mex., Kan. City, Mex. & Orient
La Lande, N.M., Atch. Top. & Santa Fe
La Laz, Mex., Interoceanic of Mex
La Llave, Mex., Nat. of Mex
Lallie, Ark., St. L. Ir. Mt. & So
Lallie, N.D., North. Pacific
Lally, Saskatchewan, Canadian Northern
Lalonde, Ont., Can. Pacific
La Luz, Mex., Nat. of Mex
La Luz, N.M., El Paso & S. W. System
L'Amable (1), Hastings District, Ont., Central Ontario
L'Amable Siding (2), Hastings District, Ont., Grand Trunk
Lamadrid, Mex., Nat. of Mex
Lamancha, Mex., National of Mexico
La Manche, N.F., Reid Newfoundland
Lamanda Park, Cal., A. T. & S.F., Coast Lines*
" Pacific Electric
Lamar, Colo., At. Top. & S. Fe
Lamar, Okla., Missouri, Okla. & Gulf
Lamar, Miss., Illinois Central
Lamar, Mo., Frisco Sys (a)
" Missouri Pacific (b)
(a) *and* (b) 1 *mile apart*
Lamar, Nev., South. Pacific
Lamar, Pa., Central of Pa
Lamar, S.C., Atl. Coast Line
Lamar, Wash., North. Pac
La Maroma, Mex., Nat. of Mex
La Marque, Tex., Galv. Houst. & Hen (a)
" Int. & Great North (a)
" Mo. Kansas & Texas (a)
Lamars, Ind., Southern
Lamb, Ky., Louisv. & Nash
Lamb, Mo., Burl. Route
Lamb, Mont., North. Pacific
Lamb, Tex., Gulf, Colo. & Santa Fe*
L'Ambale, Ont., Central Ont
Lambden, Mex., Nat. of Mex
Lambdin, Tex., St. Louis South-west
Lambert Ala., Southern
Lambert, Ill., Chic. & Alton
Lambert, Ind., Cleve. Cin. Chic. & St. L
Lambert, Miss., Yazoo & Miss. Valley
Lambert, Mo., Frisco System
Lambert, Neb., Union Pacific
Lambert, Okla., Chicago, Rk. Isl. & Pac
Lambert, Clearfield Co., Pa., N.Y. Cent. & Hud. Riv
Lamoert, Fayette Co., Pa., Monongahela
Lambert, Tex., Texas & Pac
Lambert Creek, Wash., Great Northern
Lamoert Lake, Me., Canadian Pacific (a)
" Maine Central (a)
Lamberton, Minn., North-Western Line
Lamberton, N.J., Penna
Lamberton, Wash., Belling. Bay & Brit. Col
Lambert Point, Va., Norfolk & Western
Lamberts, Idaho, Pacific & Idaho North
Lamberts, Ore., Portland Ry. L. & P. Co
Lambertson, Ark., St. Louis, Iron Mt. & So
Lambertville, N.J., Penna
Lambeth, O., Day. Leb. & Cin
Lambs, Ga., Central of Ga
Lambs, Mich., Pere Marquette
Lambs, Minn., Great North
Lamb's, S.C., South Car. & Ga
Lamb's Creek, Pa., Erie
Lamboson, Md., Pennsylvania
Lambton, Ont., Can. Pacific
Lambton, Que., Quebec Cent
Lambville, Ga., Atlantic Coast Line
Lamerie, Tex., Gulf, Colo. & Santa Fe*
LaMesa, Cal., San Diego & Cuyamaca
LaMesa, Durango, Mex., Parral & Durango
La Mesa de Sandia, Mex., Parral & Durango
Lamine, Mo., Missouri Pac
Lamington, N.J., New Jersey & Penna
Lamira, O., Baltimore & Ohio
La Mirada, Cal., A. T. & S.F., Coast Lines*
Lamison, Ala., Southern
Lamkin, La., Little Rock & Monroe
LaMoille, Ill., Burl. Route
Lamoille, Ia., North-Western Line
Lamoille, Minn., C. M. & St. P
Lamoka, Pa., Susq. & N. Y
Lamokin, Pa., Penna
Lamona, Pa., Tionesta Val
Lamona, Wash., Great No
Lamond, D.C., Balt. & Ohio
Lamond, Tex., St. Louis South-west
Lamoni, Ia., Burl. Route
Lamont, Alberta, Can. North
Lamont, Ia., Chic. Gt. West
Lamont, Miss., Yazoo & Miss. Valley
Lamont, Okla., Frisco Sys
La Mont, Pa., Balt. & Ohio
Lamont, Tex., Houston, E. & W. Texas
Lamont, Wash., Spokane, Port. & Seat
Lamonte, Mo., Missouri Pac
La Morena, Mex., Potosi & Rio Verde
Lamorie, La., Chic. Rk. Isl. & Pac (a)
" Morgan's La. & Tex (b)
" Texas & Pacific (b)
" Woodw. & La. Cent (b)
Spelled Lamourie on C.R.I. & P., M. L. & T. and T. & P
(a) *and* (b) *about* ½ *mile apart*
La Motte, Ia., Chic. Mil. & St. Paul
La Motte, Mo., Burl. Route
La Moure, N D., No. Pacific
Lamourie, La., Chic. Rk. Isl. & Pac (a)
" Morgan's La. & Tex (b)
" Texas & Pacific (b)
" Woodw. & La. Cent (b)
Spelled Lamorie on W. & L. C
(a) *and* (b) *about* ½ *mile apart*
Lampasas, Tex., Gulf, Colo. & S. Fe* (a)
" Houston & Tex. Cent (b)
(a) *and* (b) *about* ½ *mi. apart*
Lampasas Junction, Tex., Gulf, Colo. & Santa Fe*
Lampazos, Mex., Nat. of Mex
Lamps, W. Va., Balt. & Ohio
Lampson, Wash., North. Pac
Lampson, Wis., North Western Line
Lampsons Siding, Mich., Pere Marquette
Lampton, Miss., Gulf & Ship Island
Lamson, Vt., Montp. & Wells River
Lamson's, N.Y., Del. L. & W
Lamy, N. M., At. Top. & S. Fe
Lanagan, Mo., Kansas City Southern
Lanana, Tex., Hous. E. & W. Texas
Lanark, Ill., Chic. Mil. & St. P
Lanark, Ky., Louisv. & Nash
Lanark, Mont., Great North
Lanark, N.M., South. Pacific
Lanark, W. Va., Ches. & Ohio
Lanark Junc., Ill., Chicago, Mil. & St. Paul
Lanark Springs, Fla., Georgia, Florida & Ala
Lancaster, Ark., Frisco Sys
Lancaster, Cal., So. Pacific
Lancaster, Lake Co., Fla., Atlantic Coast Line
Lancaster, Suwanee Co., Fla., Live Oak, Perry & G
Lancaster, Ill., Chicago, Mil. & St. Paul
Lancaster, Kan., Mo. Pacific
Lancaster, Ky., Lv. & Nash
Lancaster, Mass., Bost. & Me
Lancaster, Minn., Minn. St. P. & Slt. Ste. M
Lancaster, Mo., Burl. Route
Lancaster, Neb., Burl. Route
Lancaster, N.H., Boston & Maine (a)
" Maine Central (b)
(a) *and* (b) ¼ *mile apart*
Lancaster, N.Y., Del. Lack. & West (a)
" Erie (b)
" International (El) (b)
" N.Y. Cent. & Hud. Riv
Lancaster, O., C. & M. V (Penna. L) (a)
" Hocking Valley (a)
Lancaster, Ont., Gd. Trunk
Lancaster, Pa., Lancaster, Oxf. & So (a)
" Pennsylvania (a)
" Phila. & Reading (b)
Lancaster, S.C., Lanc. & Chester (a)
" Southern (b)
(a) *and* (b) ½ *mile apart*
Lancaster, Tenn., Tennessee Central
Lancaster, Tex., Hous. & Texas Cent (a)
" Mo. Kansas & Texas (b)
(a) *and* (b) 200 *yards apart*
Lancaster, Wis., North-Western Line
Lancaster Branch, Ind., Evansv. & Indianap
Lancaster Junction, Pa., Phila. & Reading
Lancaster Junc., Wis., North-Western Line
Lancaster Mills, Mass., N.Y. New Hav. & Hart
Lancaster Switch, Pa., Lehigh Valley
Lancha, Ariz., South. Pacific
Lancing, Tenn., Cin. New Orl. & Tex. Pac
Land, Ariz., El Paso & S. W. System
Land, Tex., Nat. of Mex
" St. L. Brownsv. & Mex
Called Rogers on St. L. B. & M
Land, Va., Norfolk & South
Landa, Mex., Nat. of Mex
Landa, N. D., Great Northern
Landa, Tex., Mo. Kan. & Tex
Landa's Park, Tex., Int. & G. N
Landeck, O., Toledo, St. L. & West
Landenberg, Pa., Balt. & O (a)
" Pennsylvania (a)
Lander, Cal., South. Pacific
Lander, Wyo., North Western Line
Landers, Ala., Chattanooga Southern
Landers, Ill., Wabash
Landers, Me., Somerset
Landers, Pa., Balt. & Ohio
Landess, Ind., Toledo, St. L. & Western
Landgraff, W. Va., Norfolk & Western
Landingville, Pa., Pennsylvania (a)
" Phila. & Reading (b)
(a) *and* (b) ½ *mile apart*
Landis, N.C., Southern
Landis, Sask., Gd. Trunk Pac
Landisville, N.J., Cent. of N.J
Landisville, Pa., Penna (a)
" Phila. & Reading (b)
Connect at Junction
Landlith, Del., Pennsylvania
Lando, O., Pitts. Cin. Chic. & St. L
Lando, S.C., Edgemoor & Manetta
Landon, Mex., Nat. of Mex
Landon, Miss., Gulf & Ship Island
Landover, Md., Penna
Landrum, S.C., Southern
Landrum, Tex., Gulf & Inter-S. of Tex
Landrus, Pa., Erie
Landry, La., Morgan's La. & Texas
Landry, Tex., Beaum. Sour Lake & W
Lands Crossing, Ariz., Southern Pacific
Landsdown, N.J., Leh. Val
Landsdowne, Mo., St. Louis, Iron Mt. & So
Landseer, Manitoba, Canadian Pacific
Landsford, S.C., Seaboard Air Line
Lands Mill, S.C., Atlantic Coast Line
Landstreet, Pa., Balt. & Ohio
Lane, Ala., Nash. Chat. & St. L
Lane, Idaho, North. Pac (a)
" Ore. RR. & Nav. Co (a)
Lane, Kan., Missouri Pacific
Lane, La., Texas & Pacific
Lane, Neb., Union Pacific
Lane, Nev., Nevada North
Lane, N.C., Raleigh & Southport
Lane, Pa., Pennsylvania (a)
" Winfield (a)
Lane, S.D., Chic. Mil. & St. P
Lane, Va., Ches. & Ohio
Lane City, Wharton Co., Tex., Gulf, Colo. & Santa Fe*
Lane Park, Fla., Atlantic Coast Line
Lane Potter, Idaho, No. Pac
Lane's, Ill., Illinois Central
Lanes, S.C., Atlantic Coast Line (a)
" Georgetown & West (a)

Lanesboro, Ia.,
Chicago Great Western
Lanesboro, Minn., C.M.&St.P
Lanesboro, Pa., Del.&Hud (a)
» Erie (b)
(a) and (b) about 100 ft. apart
Lanesboro, Vt., Mont. & W.R
Lane's Mills, Pa.,
Buff. Roch. & Pitts (a)
» Pennsylvania (b)
(a) and (b) about ¾ mi. apart
Lane's Quarry, N.B.,
New Bruns. &Pr. Ed. Isl
Lanesville, Ct., N.Y.N.H. & H
Lanesville, Ill., Wabash
Lanesville, N.Y., Ulster & Del
Lanett, Ala.,
Chattahoochee Valley
Laneville, Kan., Frisco Sys
Laneville, W.Va., Dry Fork
Laney, Ala., Louisv. & Nash
Laney, S.C., Atl. Coast Line
Lanford, S.C.,
Charleston & West. Car
Lang, Cal., Southern Pacific
Lang, Kan., Atch. Top. & S.F
Lang, Ky., Illinois Central
Lang, N.H., Boston & Maine
Lang, O., Detroit & Tol. Sh. L
Lang, Sask., Can. Pacific
Langbank, Sask., Can. North
Langdale, Ala.,
Chattahoochee Valley
Langdon, Ala., Southern
Langdon, Alberta, Can. Pac
Langdon, D.C., Balt. & Ohio
Langdon, Ia.,
Minneapolis & St. L
Langdon, Kan.,
Chicago, Rk. Isl. & Pac
Langdon, Minn., C.M. & St. P
Langdon, Mo., Burl. Route (a)
» Rock. Lang. & North (a)
Langdon, N.Y., Erie
Langdon, N.D., Great North
Langdon, Pa., Pennsylvania
Langdon's, Vt., Barre †
L'Ange Gardien East,
Montmorency Dist., Que.,
Quebec Ry. L. & P. Co
L'Ange Gardien East.
Rouville Dist., Que.,
Canadian Pacific
L'Ange Gardien Station,
Montmorency Dist., Que.,
Quebec Ry. L. & P. Co
Langenburg, Sask., Can. Pac
Langers, N.D., No. Pacific
Langford, Ark.,
Pine Bluff Ark. River
Langford, Ky., Louisv. & Nash
Langford, S.D., Chic. M. & St. P
Langham, Ill.,
Cleve. Cin. Chic. & St. L
Langham, Md., Penna
Langham, Saskatchewan,
Canadian Northern
Langhorne, Pa., Penna (a)
» Phila. & Reading (b)
(a) and (b) about 1¾ miles apart
Langhorns, Va., Norf. & West
Langley, Ala., Lv. & Nashv
Langley, Ark.,
Caddo & Choctaw
Langley, Bureau Co., Ill.,
North-Western Line
Langley, Vermilion Co., Ill.,
Chicago Southern †
Langley, Kan., Mo. Pacific
Langley, S.C., Southern
Langley Junction, Ala.,
Louisville & Nashville
Langon, Pa.,
New York, Susq. & West
Langston, Mo., Frisco Sys
Langsville, O.,
Kanawha & Michigan
Langtry, Tex.,
Galv. Har. & San Ant
Languille, Ark., St. L. I. M. & S
Langworthy, Ia., C.M. & St. P
Lanham, Md.,
Phila. Balt. & Wash
Lannam, Neb., Burl. Route
Lanier, Fla., Florida
Lanier, Ga., Seab. Air Line
Laniers, N.C., Southern
Lanigan, Sask., Can. Pacific
Lanius, Tex., Wichita Vy
Lankershim,
Los Angeles Co., Cal.,
Southern Pacific
Lankin, N.D.,
Minn. St. P. & Slt. Ste. M
Lannan's, Idaho,
Oregon Short Line
Lanning, N.C.,
Louisville & Nashville
Lannon, Wis.,
Chicago, Mil. & St. Paul
Lano, Cal., Southern Pacific
Lanoka, N.J., Cent. of N.J
Lanona, N.D.,
Minn. St. P. & Slt. Ste. M
Lanorale,
Berthier Dist., Que.,
Canadian Pacific
Lanorale,
Richelieu Dist., Que.,
Quebec, Montreal & So
Lansdale, Pa., Ph. & Read (a)
» Stony Creek (a)
Lansdowne, Md., Balt. & Ohio
Lansdowne, Ont., Gd. Trunk
Lansdowne, Pa., Penna
Lansdowne, Yukon,
White Pass & Yuk. Rte
L'Anse, Mich., Dul. S.S. & A
L'Anse a Giles, Que.,
Intercolonial
Lansford, N.D., Gt. North (a)
» Minn. St. P. & S.S.M (b)
(a) and (b) about ⅝ mile apart
Lansford, Pa., Cent. of N.J
Lansing, Ark. St. L. I. M. & So
Lansing, Ill.,
Pitts. Cin. Chic. & St. L
Lansing, Ia., Chic. Mil. & St. P
Lansing, Kan.,
Atch. Top. & S. Fe (a)
» Missouri Pacific (b)
» Union Pacific (b)
(a) and (b) ¾ mile apart
Lansing, Mich.,
Grand Trunk (a)
» Lake Sh. & Mich. So (b)
» Michigan Central (c)
» Pere Marquette (c)
(a) and (c) 1 mile apart
(b) and (c) ¼ mile apart
Lansing, Minn., Ch. M. & St. P
Lansing, N.Y., Lehigh Valley
Lansing, O., Balt. & Ohio
Lansing, Pa., Pennsylvania
Lansing, Tex., Texas Pacific
Lansingburgh, N.Y.,
Boston & Maine
Lantana, Fla., Fla. E. Coast
Lantry, Okla., Frisco System
Lantz, Wash.,
Spok. Port. & Seattle
Lantz, W. Va., Coal & Coke
Lanyon, Ia.,
Ft. D. Des M. & So
Lanyon, Kan., Frisco System
Lanyons, Ind., Ch. and E. Ill
Lanyoux, N.C., Southern
Laona, N.Y.,
Dunk. Alleg. Val. & Pitts
Laona, Wis., No.-West. Line
Laona Junction, Wis.,
Minn. St. P. & S. Ste. M
La Otto, Ind., G. Rap. & Ind (a)
» Vandalia (b)
Connects at Junction
La Palma, Mex., Mexican
La Patera, Cal., So. Pacific
La Paz, Ind., Balt. & Ohio
La Paz, Coahuila, Mex.,
National of Mexico
La Paz, San Luis Potosi, Mex.,
Matehuala
La Paz Junction, Ind.,
Baltimore & Ohio (a)
» Vandalia (a)
Lapeer, Mich., Gd. Trunk (a)
» Michigan Central (a)
Lapel, Ind., Central Indiana
La Perade, Que., Can. Pac
La Perla, Mex., Nat. of Mex
La Petaca, Mex., Nat. of Mex
Lapham Junction, Wis.,
Chicago, Mil. & St. Paul
Lapham's Mills, N.Y.,
Delaware & Hudson
La Pice, La., Texas & Pacific
La Piedad, Mex., Nat. of Mex
La Piedra, Mex., Veracruz
La Pila, Mex., Nat. of Mex
Lapile, Ark.,
El Dorado & Bastrop
Lapine, Ala., Atl. Coast Line
LaPlace, Ill., Cin. Ham. & Day
La Place, La.,
La. Ry. & Nav. Co
» Yazoo & Miss. Valley
Called Montegut on La. Ry. & N. Co
LaPlaine, Que., Can. Pacific
Lapland, Ind., Cent. Indiana
La Plata, Md., Pennsylvania
La Plata, Mex., Nat. of Mex
La Plata, Mo., At. T. & S. Fe (a)
» Wabash (b)
(a) and (b) about ½ mi. apart
La Plate Junction, Colo.,
Denver & Rio Grande
LaPlatte, Neb.,
Burlington Route (a)
» Missouri Pacific (a)
LaPlume, Pa., Del. Lack. & W
Lapointe, N.B., Can. Pacific
La Polka, Mex.,
Pan-American
La Porte, Colo.,
Colorado & Southern
La Porte, Ind.,
Lake Erie & West (a)
» Lk. Sh. & Mich. So (a)
» Pere Marquette (c)
Laporte, Minn., Minn. & Inter
La Porte, Pa.,
Williamsport & No. Br
La Porte, Tex.,
Galv. Har. & San Ant
LaPorte City, Ia.,
Chicago, Rk. Isl. & Pac
La Porte Junction, Tex.,
Galv. Houston & North
La Porte Tannery, Pa.,
Williamsport & No. Br
La Prairie, Minn., Gt. North
LaPrairie, Ill., Burl. Route
Laprarie, Que., Grand Trunk
La Presa, Cal., San Diego So
Lapsis, Cal., So. Pac
Lapsley, Ga., Southern
La Punta, Mex.,
Coahuila & Zacatecas
La Purga, Mex., Mexican
Laquin, Pa., Susq. & N.Y
Larabee, Pa., Penna (a)
» Pitts. Shawm. & No (a)
Larabee's Point, Vt.,
Rutland
Laramie, Wyo.,
Laramie, H. Peak & P (a)
» Union Pacific (b)
(a) and (b) ¼ mile apart
La Ratiere, Que.,
Que. & Lake St. John
Larch, Mich.,
M. St. P. & Slt. Ste. M (a)
» North-West. Line (b)
Larchland, Ill., Burl. Route
Larchmont Manor, N.Y.,
N.Y. New Hav. & Hart
Larchwood, Ia.,
Chicago, Rk. Isl. & Pac
Larchwood, Ont., Can. Pac
Lardin, Pa., Monongahela
Lardo, B.C., Canadian Pacific
Lardona, Ala., Lv. & Nash
Lardona, Ind., Cin. Ham. & D
Laredo, Mo., Chic. M. & St. P
Laredo, Mont., Great North
Laredo, O.,
C.A. & C (Penna. Lines)
Laredo, Tex., Int. & Gt. No (a)
» National of Mexico (a)
» Rio Gr. & Eagle Pass (b)
(a) and (b) ½ mile apart
Laredo Transfer, Tex.,
National of Mexico
LaReforma, Mex.,
National of Mexico
La Resuite, La.,
New Orleans Southern
Large, Pa., West Side Belt
Largo, Cal., No. West. Pac
Largo, Fla., Atl. Coast Line
Largo, Guadaloupe Co., N.M.,
Atch. Top. & Santa Fe
Largo, Lincoln Co., N.M.,
El Paso & S.W. System
Lariat, Wyo., Burl. Route
Larimer, Colo., Colo. & So (a)
» Denver & Rio Grande (a)
Larimer, Kan., Missouri Pac
Larimer, Pa., Pennsylvania
Larimore, Mo., Burl. Route
Larimore, N.D., Great North
La Riviere, Manitoba,
Canadian Pacific
Lark, Utah, Denv. & Rio G
Lark Ellen, Cal.,
Pacific Electric
Larkey, Cal., South. Pacific
Larkin, B.C., Canadian Pac
Larkin, Fla., Fla. East Coast
Larkinburg, Kan.,
Union Pacific
Larkins, La., Bodcaw Valley
Larkins, Ont., Bay of Quinte
Larkins, W.Va., Penna. Co
Larkinsville, Ala., Southern
Larkmead, Cal.,
Southern Pacific
Larkspur, Cal.,
Northwestern Pacific
Larkspur, Colo.,
Atch. Top. & S. Fe (a)
» Denver & Rio Gr (b)
(a) and (b) 500 yards apart
Larmond, Va., Southern
Larne, Ky., Louisv. & Nashv
Larned, Kan.,
Atch. Top. & S. Fe (a)
» Missouri Pacific (b)
(a) and (b) 1 mile apart
Larned Junction, Kan.,
Missouri Pacific
Laroache, S.C.,
Atlantic Coast Line
La Rocque, Mich.,
Detroit & Mackinac
Laros, Pa., Phila. & Read
La Rosa, Tex.,
St. L. Brownsv. & Mex
La Rose, Ill.,
Atch. Top. & S. Fe (a)
» Chicago & Alton (b)
(a) and (b) ¾ mile apart
Larose, Que.,
Can. Northern Quebec
LaRosen, La.,
Houston & Shreveport
La Rota, Mex., Mexican
Larrabee, Ia., Illinois Cent
Larrabee, Mo., Chic. & Alton
Larrabee's Pt., Vt., Rutland
Larrimer, Kan., Mo. Pacific
Larry's Creek, Pa.,
N.Y. Cent. & Hud. Riv
Larsen, Wis., No. West. Line
Larson, Cal.,
A.T. & S.F., Coast Lines*
Larson, Idaho, Northern Pac
Larson, Minn., Great North
Larson, N.D., Great North
Larson, Ont., Gd. Trunk Pac
Larson, Wash., No. Pacific
Larsons, S.C., Atl. Coast L
Also called Ten Mile Hill
LaRue, Ill.,
St. L. Iron Mtn. & So (a)
» St. L. South-western (a)
LaRue, O., Cl. Cin. Ch. & St. L
Larue, Pa., Pennsylvania
LaRue, Tex., Texas & New Orl
La Russell, Mo.,
St. Louis, Iron Mt. & So
Larwill, Ind., Penna. Co
La Salette, Ont.,
Grand Trunk (a)
» Michigan Central (a)
LaSalle, Colo., Union Pacific
LaSalle, Ill., Burl. Route (a)
» Chic. Rock Isl. & Pac (b)
» Illinois Central (c)
(a) and (b) about 120 yards apart
(a) and (c) 1 mile apart
(b) and (c) 1 mile apart
LaSalle (1),
Lisgar Dist., Manitoba,
Canadian Pacific
Lasalle (2),
Lisgar Dist., Manitoba,
Northern Pacific
LaSalle, Mich.,
Detroit & Tol. Sh. Line †
» Lake Sh. & Mich. So (a)
» Michigan Central (b)
(a) and (b) adjacent
LaSalle, Minn.,
Minneapolis & St. Louis
LaSalle, Mont., Gt. Northern
LaSalle, N.Y., Erie (a)
» International (El) (c)
» N.Y. Cent. & Hud. R (b)
» West Shore (b)
(a) and (b) adjacent
LaSalle, Tex.,
Gulf, Colo. & Santa Fe
LaSalle Junction, Ill.,
North-Western Line
LasAnimas, Colo., A.T. & S.Fe
Las Animas, Puebla, Mex.,
Mexican Southern
Las Animas,
Aguas Calientes, Mex.,
National of Mexico
Las Anonas, Mex.,
Pan-American
Lasater, Tex.,
Missouri, Kan. & Texas
Lasca, Tex.,
Gal. Har. & San A (a)
» Texas & Pacific (a)
Las Canoas, Mex., Nat. of Mex
Las Carolinas, Mex.,
Zitacuaro & Joconusco
Las Cruces, N.M.,
Atch. Top. & Santa Fe
Las Crucitas, Mex.,
National of Mexico
Las Delicias, Mex., Mex. Cent
LaSeine, Ont., Can. Northern
La Senda, Cal.,
Pacific Electric
Las Esperanzas, Mex.,
Coahuila Coal
Las Flores, Cal.,
A.T. & S.F., Coast Lines*
Las Flores, Mex.,
Western of Mexico
Las Fuentes, Mex.,
National of Mexico
Lashburn, Saskatchewan,
Canadian Northern
Lasher, Tex.,
Mo. Kans. & Texas
Las Higueras, Mex.,
National of Mexico
Lashley, O.,
Ohio River & Western
Lashmet, Kan.,
Atch. Top. & Santa Fe
Lasita, Kan., Union Pac
Las Juntas, Mex.,
West Coast Route
Las Lajas, Mex., Nat. of Mex
Las Minas, Mex., Nat. of Mex
Las Olas, Mex.,
Mexican International
Las Palmas, Cal., So. Pacific
Las Palmas, Mex.,
National of Mexico
Las Palomas, Mex.,
National of Mexico
Las Pilas, Mex.,
San Marc. & Huaj. de L
Las Prietas, Vera Cruz, Mex.,
Veracruz & Isthmus
Las Puentes, Mex.,
Jalapa & Cordoba
Las Sedas, Mex., Mex. South
L'Assomption, Que.,
Can. Northern Quebec
Las Tablas, Mex., Nat. of Mex
Last Chance, Mo.,
Frisco System
Last Dollar, Colo.,
Colo. Spgs. & Cr. Ck. D (a)
» Florence & Crip. Ck (b)
(a) and (b) about 300 yards apart
Lasters, Ga., Southern
Las Tranceas, Mex.,
Kan. City, Mex. & Orient
Las Varas, Mex.,
Mexico North Western
Las Vegas, Nev.,
Las Vegas & Tonop (a)
» San Ped. Los A. & S.L (a)
Las Vegas, N.M.,
Atch. Top. & Santa Fe
Las Vigas, Mex.,
Interoceanic of Mexico
Latah, Wash.,
Oregon RR. & Nav. Co
Latanier, La.,
La. Ry. & Nav. Co
Latcha, O., Penna. Co
Latchford, Ont.,
Temiskaming & No. Ont
Latexo, Tex.,
Internat. & Gt. North
Latham, Logan Co., Ill.,
Illinois Central
Latham, Kan., Frisco Sys
Latham, Ky., Lv. & Nashv
Latham, N.C.,
Atlantic Coast Line
Latham, Ore., South. Pacific
Latham, Wyo., Union Pacific
Latham Park, Ill.,
Chicago, Mil. & St. Paul
Lathams Corners, N.Y.,
New York, Ont. & West
Lathem, S.C., Southern
Lathom Alberta, Can. Pac
Lathrop, Cal., South. Pacific
Lathrop, Mich.,
North-Western Line
Lathrop, Mo., A. T. & S. Fe (a)
» Burlington Route (b)
» Chic. Rk. Isl. & Pac (b)
(a) and (b) ½ mile apart
Lathrop, O.,
Marietta, Col. & Cleve
Latimer, Ia., Iowa Central
Latimer, Kan., Chic. R. I. & P
Latimer, O., Erie (a)
» Lk. Shore & Mich. So (b)
Latimer, S.C.,
Charleston & West. Car
Latimer, Utah,
San Pedro, L. A. & S. L
Latin, Cal., Pacific Electric
La Tinaja, Mex., Nat. of Mex
Late, Ala., Central of Georgia
Laton, Cal.,
A.T. & S.F., Coast Lines*
Latona, Wash., North. Pac
Latonia, Ky., Louisv. & Nash
Latonia, Miss.,
New Orl. Mobile & Chic
La Tortue, Que.,
Napierville Junction
Latour, Ark., St. L. I. Mt. & So
Latour, Mo., Frisco System
Latourelle Station, Ore.,
Oregon RR. & Nav. Co
Latour Junction, Ark.,
St. Louis, Iron Mt. & So
La Trinidad, Mex.,
National of Mexico
Latrobe, Cal., South. Pacific
Latrobe, Pa., Ligonier Val (a)
» Pennsylvania (b)
(a) and (b) adjacent
La Trueba, Mex.,
National of Mexico
Latshaw, Pa.,
Phila. & Reading
Latta, Greene Co., Ind.,
Southern Indiana
Latta, La Grange Co., Ind.,
St. Jos. Vy. Trac (El)
Latta, S.C., Atl. Coast Line
Lattimer, Pa., Lehigh Valley
Lattimore, N.C.,
Seaboard Air Line (a)
» Southern (b)
(a) and (b) about 300 yards apart
Lattin, W.Va., Ches. & Ohio
Latty, Ia., Burl. Route (a)
» Chic. Rk. Isl. & Pac (a)
Latty, O., Cincinnati No (a)
» N.Y. Chic. & St. L (a)
La Tuna, N.M.,
Atch. Top. & Santa Fe
La Tuque, Que.,
Quebec & Lake St. John
La Tuque Junction, Que.,
Quebec & Lake St. John
Laubachs, Pa., Blooms. & Sul
Lauder, Manitoba,
Canadian Pacific
Lauderback, Wash.,
Northern Pacific

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Lauderdale, La.,
Colo.So.NewOrl.&Pac
Lauderdale, Miss.,
Mobile & Ohio
Lauderdale Springs, Miss.,
Southern
Laufketter, Ark.,
Chicago, Rk. Isl. & Pac
Laughlin, Cal., No. West. Pac
Laughlin, Miss.,
Yazoo & Miss. Valley
Laughlin, O., Penna. Co
Laughlin, S.C., Atl. C. Line
Laughlin Junction, Pa.,
Baltimore & Ohio
Laughlin's Mill, O.,
Pennsylvania Co
Laughons, Va., Norf. & West
Launa, Ala., Louisv. & Nasn
Laura, Ill., At. Top. & San. Fe
Laura, Ind.,
Chicago & Wabash Val
Laura, Miami Co., O.,
Cleve. Cin. Chic. & St. L
Laura, Sask., Can. North
Laurel, Cal., South. Pacific
Laurel, Del., Pennsylvania
Laurel, Ind., C. C. C. & St. L
Laurel, Ia., Iowa Central
Laurel, Ky., East. Kentucky
Laurel, Md., Baltimore & Ohio
Laurel, Mex.,
National of Mexico
Laurel, Miss.,
Gulf & Ship Island (a)
" New Orleans & N. E (c)
" New Orl. Mobile & Ch (b)
(a) and (b) about ¼ mile apart
(b) and (c) about ¼ mile apart
Laurel, Mont.,
Gt. Northern (a)
" Northern Pacific (a)
Laurel, Neb.,
Burlington Route (a)
" North West. Line (b)
(a) and (b) about 400 yards apart
Laurel, Ont., Canadian Pac
Laurel, Chester Co., Pa.,
Phila. & Reading
Laurel, Cumberland Co., Pa.,
Hunter's R. & Slate Belt
Laurel, Fayette Co., Pa.,
Baltimore & Ohio
Laurel, York Co., Pa.,
Maryland & Penna
Laurel, Tenn., Southern
Laurel, Barbour Co., W. Va.,
Western Maryland
Laurel, MacDowell Co, W. Va.,
Norfolk & Western
Laurel, Fayette Co., W. Va.,
Chesapeake & Ohio
Laurel Branch, Tenn.,
Tennessee
Laurel Branch, Va.,
Norfolk & Western
Laurel Brook, Md.,
Maryland & Penna
Laurel Creek, W. Va., B. & O
Laurel Dale, Pa., Phil. & Read
Laureldale, Va., Laurel
" Virginia Carolina
Laurel Fork, Tenn.,
Louisville & Nashville
Laurel Hill, Fla., Lv. & Nashv
Laurel Hill, La.,
Yazoo & Miss. Valley
Laurel Hill, N.C.,
Seaboard Air Line
Laurel House, N.Y.,
Catskill & Tannersv (a)
" Ulster & Delaware (b)
(a) and (b) about 330 yards apart
Laurel Junction, Mont.,
Great Northern
Laurel Junction, Pa.,
Lehigh Valley (a)
" Pennsylvania (a)
Laurel Park, Mass.,
Boston & Maine
Laurel Run, Luzerne Co., Pa.,
Central of New Jersey
Laurel Run Junction, Pa.,
Pennsylvania
Laurel Springs, N.J.,
Atlantic City
Laurel Summit, Pa.,
Pitts. Westm. & Somer
Laureiton, N.Y., Long Island
Laurelville, O., Colum. & So
Laurelwood, Ore.,
Portland Ry. L. & P. Co
Laurence Harbor, N.J.,
Central of N. J (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Called also Morgan
Laurens, Ia.,
Chic. Rock Isl. & Pac (a)
" North West. Line (b)
Laurens, N.Y.,
Oneon. & Mohawk V (El)
Laurens, N.D., Great North
Laurens, S.C.,
Charleston & W. Car (a)
" Col. Newb. & Laur (a)
Laurent, Fla.,
Live Oak & Gulf
Laurentides, Que.,
Quebec & L.St. John
Laurette, B.C., Can. Pac.
Laurette, Ill., Illinois Cent
Laurier, Manitoba,
Canadian Northern
Laurier, Wash., Great North
Laurin, Mont., North. Pacific
Laurin, Pa.,
N.Y. Cent. & Hud. Riv
Laurinburg, N.C.,
Seaboard Air Line
Lauris, Mich.,
Wisconsin & Michigan
Laurium, Mich.,
Copper Range (a)
" Keweenaw Central (a)
" Mineral Range (b)
(a) and (b) about 500 feet apart
Laury's, Pa., Lehigh Valley
Lava, Idaho, Ore. Short Line
Lava, Rio Arriba Co., N.M.,
Denver & Rio Grande
Lava, Socorro Co., N.M.,
Atch. Top. & Santa Fe
Lavaca, Ark., Ark. Central
Lava Hot Springs, Idaho,
Oregon Short Line
Lavalette, W. Va.,
Norfolk & Western
La Valle, Mo., Frisco System
LaValle, Wis.,
North Western Line
La Vallee, Ont.,
Canadian Northern
Lavallette, N.J., Penna
LaValtrie, Que., Can. Pacific
Lavant, Ont., Kingst. & Pem
La Veen, Miss. South
La Vega, Mex., Nat. of Mex
Laveile, Mont., North. Pac
Lavender, Ga., Central of Ga
Lavender, Orange Co., Tex.,
Gal. Beaumont & N. E
Lavender, Smith Co., Tex.,
St. Louis South-west
Lavender, Wash.,
Chic. Mil. & Puget Sd
Lavenham, Manitoba,
Canadian Northern
Lavenia Pa., Balt. & Ohio
La Venta, Jalisco, Mex.,
National of Mexico
La Venta, Tlaxcala, Mex.,
Interoceanic of Mex
La Ventura, Mex.,
National of Mexico
Laverdiere, Que.,
Quebec Ry. L. & P. Co
La Vergne, Ill., Burl. Route
Lavergne, Que., Intercol
Lavergne, Tenn.,
Nashv. Chatt. & St. L
Lavernia, Tex.,
Gal. Harrisb. & San Ant
Laverock, Pa., Penna
Laverte, Tex.,
Gulf, Beaum. & K. C*
Laverty, Okla.,
Frisco System
LaVeta, Huerfano Co., Colo.,
Denver & Rio Grande
LaVeta Hotel,
Gunnison Co., Colo.,
Colorado & Southern
LaVeta Pass,
Huerfano Co., Colo.,
Denver & Rio Grande
Lavie, Cal.,
A.T. & S.F., Coast Lines*
Lavigne, Que., Can. Pacific
Lavilla, Wash., North. Pac
Lavilla Junction, Fla.,
Atlantic Coast Line
Lavin, Mex., Nat. of Mexico
Lavina, Mont.,
Chic. Mil. & Puget Sd
Lavine, Va., Louis. & Nashv
Lavinia, Ia.,
Chicago, Mil. & St. Paul
Lavinia, Ky., Louisv. & Atl
Lavinia, Minn.,
Minn. & Internat
Lavista, Wash.,
Chic. Mil. & Puget Sd
Lavoie, Que., Can. Pac
Lavon, Mont.,
Oregon Short Line
Lavon, Tex., St. L. So. W
Lavonia, Ga., Southern
Lavonia, La., Tex. & Pacific
Lavoy, Alberta, Can. North
Law, Ill., Illinois Central
Law, Wis., Washb. & N. W
Laward, Tex.,
St. L. Brownsv. & Mex
Lawhon, La.,
Louisiana & Arkansas
Lawler, Ill., Louisv. & Nash
Lawler, Ia.,
Chicago, Mil. & St. Paul
Lawless, Miss.,
Gulf & Ship Island
Lawly, Ala., Mobile & Ohio
Lawn, Cal.,
A.T. & S.F., Coast Lines*
Lawn, Neb., Missouri Pac
Lawn, Pa., Corn. & Lebanon
Lawndale,
Los Angeles Co., Cal.,
Los Ang. & Redondo (El)
Lawndale, Sonoma Co., Cal.,
Southern Pacific
Lawndale, Logan Co., Ill.,
Chicago & Alton
Lawndale, Md., West. Mary
Lawndale, Mich.,
Pere Marquette
Lawndale, Minn., Gt. North
Lawndale, Pa., Ph. N. & N. Y
Lawndale Junction, N.C.,
Seaboard Air Line
Lawn Hill, Ia., No. West Line
Lawn Junc., Neb., Mo. Pac
Lawnside, N.J., Atlantic City
Lawn View, Pa.,
Emporium & Rich Val
Lawrence, Ala., Southern
Lawrence, Ark.,
Chicago, Rk. Isl. & Pac
Lawrence, Cal., South. Pac
Lawrence, Ill.,
North-Western Line
Lawrence, Ind.,
Cleve. Cin. Chic. & St. L
Lawrence, Kan.,
Atch. Top. & S. Fe (a)
" Union Pacific (b)
(a) and (b) about ½ mi. apart
Lawrence, Mass.,
Boston & Maine
See North Lawrence and South Lawrence
Lawrence, Mich.,
Kal. Lake Shore & Chic
Lawrence, Minn.,
North-Western Line
Lawrence, Miss.,
Alabama & Vicksburg
Lawrence, Neb.,
Burlington Route (a)
" Missouri Pacific (b)
(a) and (b) ⅝ mile apart
Lawrence,
Charlotte Dist., N. B.,
Canadian Pacific
Lawrence, Mercer Co., N.J.,
Pennsylvania
Lawrence, Nassau Co., N.Y
Long Island
Lawrence, Lawrence Co., O.,
Detroit, Tol. & Ironton
Lawrence, Stark Co., O.,
Pennsylvania Co
Lawrence, Ont.,
Grand Trunk (a)
" Wabash (a)
Lawrence, Pa., Lehigh Val
Lawrence, Tenn., Ill. Cent
Lawrence, Tex., Tex. & Pac
Lawrence, Utah,
Rio Grande Western
Lawrence, Wash., No. Pac
Lawrenceburg, Ind.,
Balt. & Ohio So. W (a)
" Cl. Cin. Chic. & St. L (b)
(a) and (b) about ¼ mile apart
Lawrenceburg, Kan., Un. Pac
Lawrenceburg, Ky., South
Lawrenceburg, Miss.,
Natchez, Columbia & M
Lawrenceburg, Tenn.,
Louisville & Nashville
Lawrenceburg Junc., Ind.,
Cleve. Cin. Chic. & St. L
Lawrence Junction, Mass.,
Boston & Maine
Lawrence Junction, Pa.,
Pennsylvania Co
Lawrence's, Cal., South. Pac
Lawrencetown, N.S.,
Dominion Atlantic
Lawrenceville, Ga.,
Lawrenceville (a)
" Seaboard Air Line (b)
(a) and (b) about ½ mi. apart
Lawrenceville, Ill.,
Balt. & Ohio So. W (a)
" Cl. Cin. Chic. & St. L (b)
(a) and (b) 1 mile apart
Lawrenceville, N.Y.,
Catskill Mountains
Lawrenceville,
Allegheny Co., Pa.,
Pennsylvania
Lawrenceville, Tioga Co, Pa,
Erie (a)
" N.Y. Cent. & Hud Riv (a)
Lawrenceville, Que.,
Orford Mountain
Lawrenceville, Va.,
Southern
Lawrie, Okla.,
Atch. Top. & Santa Fe
Laws, Cal., Southern Pacific
Laws, Colo., Colo. & Southern
Lawshe, O., Norfolk & West
Lawson, Ark.,
El Dorado & Bastrop
Lawson, Colo.,
Colorado & Southern
Lawson, La.,
Colo. So. New Orl. & Pac
Lawson, Mich.,
Marq. & Southeast (a)
" Munising (a)
Lawson, Mo., A. T. & S. Fe (a)
" Chic. Mil. & St. Paul (b)
(a) and (b) ½ mile apart
Lawson, S.C.,
Car. Clinch. and South
Lawsonham, Pa., Penna
Lawsons, Ga., Ga. & Fla
Lawsons, Va., Southern
Lawson Siding, N.S.,
Maritime
Lawtell, La.,
Colo. So. New Orl. & Pac
Lawtey, Fla., Seab. Air Line
Lawton, Ga., Cent. of Ga
Lawton, Ind.,
Chicago, Cin. & Louisv
Lawton, Ia., No. West. Line
Lawton, Ky.,
Chesapeake & Ohio
Lawton, Mich.,
Kal. Lk. Sh. & Chic (a) (b)
" Michigan Central (c)
(a), (b) and (c) adjacent
Lawton, Nev., South. Pac
Lawton, N. D., Great North
Lawton, O.,
Ohio River & Western
Lawton, Okla.,
Chic. Rk. Isl. & Pac (a)
" Frisco System (b)
(a) and (b) ¼ mile apart
Lawton's, N.Y., Erie
Lawyers, Va., Southern
Lax, Ala.,
Nashv. Chat. & St. Louis
Lax Lake, Minn.,
Duluth & North. Minn
Layland, Manitoba,
Great Northern
Layland, O.,
C. A. & C (Penna. Lines)
Layton, Ind., C. C. C. & St. L
Layton, Pa., Balt. & Ohio (a)
" Pittsb. & Lk. Erie (b)
" Washington Run (a)
(a) and (b) on opposite sides of river
Layton, S.C., Atl. Coast Line
Layton, Utah,
Den. & Rio Grande (b)
" Oregon Short Line (a)
" Salt Lake & Ogden (c)
(a) and (b) about 1 mi. apart
(a) and (c) about ¼ mi. apart
Layton Junction, Pa.,
Baltimore & Ohio
Layton Park, Wis.,
North-Western Line
La Zanja, Mex., Mapimi
Lazare, Manitoba,
Grand Trunk Pacific
Lazare, Tex.,
Quanah, Acme & Pac
Lazaretto, Pa., Phila. & Read
Lazarus, Kan., Frisco Sys
Lazearville, W. Va.,
Pitts. Cin. Chic. & St. L
Leach, Ill., Illinois Cent
Leach, W. Va.,
Kanawha & Michigan
Leach's Pa., N. Y. C. & H. R
Leachtown, W. Va.,
Little Kanawha
Leachville, Ark.,
Blythe, Leach. & Ark. So
" Frisco System (a)
" Jonesb. Lk. City & E (a)
Lead, S.D., Burl. Route (a) (b)
" North-West. Line (c)
(a) and (b) about ½ mi. apart
Leadbetter, W. Va.,
Western Maryland
Leadboro, Mont.,
Chicago, Mil. & St. P (a)
" Montana (a)
Leader, Mont.,
Chicago, Mil. & P. Sd (a)
" Montana (a)
Lead Hill, Mo., Frisco Sys
Lead Mine, Utah,
Denver & Rio Grande
Leadvale, Tenn., Southern
Leadville, Colo.,
Colo. & Southern (a)
" Colorado Midland (b)
" Denv. & Rio Grande (c)
(a) and (b) ½ mile apart
(b) and (c) ½ mile apart
Leadville Junc., Colo.,
Denver & Rio Grande
Leadwood, Mo.,
Miss. Riv. & Bonne Terre
Lead Works, Pa., Pitts. C. & Y
Leaf, Miss.,
New Orl. Mobile & Chic
Leaf River, Ill.,
Chicago, Mil. & St. Paul
Leaf River, Minn., Gt. North
Leaf River Junction, Miss.,
Gulf & Ship Island
League City, Tex.,
Galv. Houst. & Hen (a)
" Internat. & Gt. No (a)
" Mo. Kansas & Texas (a)
Leah, Tex., Tex. & New Orl
Leahey, Neb., Burl. Route
Leahigh, Md., West. Md
Leake, Fla., Atlantic Coast L
Leakesville, Miss.,
Alabama & Mississippi
Leaks, Minn.,
Minn. & International
Leaksville, N.C., Dan. & West
Leaksville Junction, Va.,
Danville & Western
Leal, Mex., National of Mex
Leal, N.D.,
Minn. St. P. & Slt. Ste. M
Leaman Place, Pa.,
Pennsylvania (a)
" Strasburg (a)
Leaming, N.J., Pennsylvania
Leamington, Ont.,
Michigan Central (a)
" Pere Marquette (b)
(a) and (b) about 1 mi. apart
Leamington, Utah,
San Ped Los Ang. & S. Lk
Leancholl, B.C., Can. Pacific
Leander, Tex.,
Houston & Texas Cent
Leaper, Mich.,
North-Western Line
Leaphart, S.C.,
Col. Newb. & Laurens
Lear, Ark., St. L. I. Mt. & So
Learned, Ala., Southern
Learned, Ill.,
Elgin, Joliet & Eastern
Learned, Miss.,
Yazoo & Miss. Valley
Leary, Ga., Central of Ga
Leary, Tex., Texas & Pacific
Leary, Wash., Northern Pac
Leary's, Manitoba,
Canadian Northern
Leasburg, Mo., Frisco Sys
Leasburg, N.M.,
Atch. Top. & Santa Fe
Leasdale, Pa.,
Pitts. Char. & Yough (a)
" Pitts. Cin. C. & St. L (a)
Leaside Junction, Ont.,
Canadian Pacific
Lea's Springs, Tenn.,
Knoxville & Bristo
Leastalk, Cal.,
San Ped. Los Ang. & S. Lk
Leatherwood, Ala.,
Louisville & Nashville
Leatherwood, Ind.,
Cin. Ham. & Dayton
Leatherwood, Pa.,
Pennsylvania
Leaton, Mich., Pere Marq
Leavelles, Mich.,
Grand Rapids & Ind
Leavenworth, Miss.,
Yazoo & Miss. Valley
Leavenworth Kan.,
Atch. Top. & Santa F (a)
" Burlington Route (b)
" Chic. Rock Isl. & Pac (d)
" Leav. & Topeka (a)
" Missouri Pacific (d)
" Union Pacific (d)
(a) and (b) 500 yards apart
(a) and (d) 2-3 mile apart
(b) and (d) 600 yards apart
Transfers between depots for passengers and baggage
Leavenworth, Wash.,
Great Northern
Leavenworth Junc. Kan.,
Missouri Pacific (a)
" Union Pacific (a)
Leavick, Colo., Colo. & South
Leavings, Alberta, Can. Pac
Leavitts, N.C.,
Aberdeen & Rockfish
Leavittsburg, O.,
Baltimore & Ohio (a)
" Erie (b)
(a) and (b) adjacent
Leba, Ala., Louisv. & Nashv
Lebahdo, B.C.,
Canadian Pacific
Lebam, Wash., North. Pac
Lebanon, Ct., Cent. Vermont
Lebanon, Ill., Balt. & O. S. W
Lebanon, Ind.,
Central Indiana (a)
" Cleve. Cin. C. & St. L (b)
(a) and (b) 300 yds. apart
Lebanon Smith Co., Kan.,
Chicago, Rk. Isl. & Pac
Lebanon, Ky., Louisv. & Nash
Lebanon, Mo., Frisco System
Lebanon, Neb., Burl. Route
Lebanon, N.H., Bost. & Maine
Lebanon, N.J., Cent. of N. J
Lebanon, N.Y., West Shore
Lebanon, O., Cin. Leb. & No (a)
" Day. L. & C. RR. & T. Co (a)
Lebanon, Ore., South. Pac
Lebanon, Pa., Cornwall (a)
" Cornwall & Leban (b)
" Phila. & Reading (a)
(a) and (b) about 100 ft. apart

Lebanon, S.D.,
North-Western Line
Lebanon, Tenn.,
Nash. Chat. & St. L (a)
" Tennessee Central (b)
(a) and (b) about ½ mi. apart
Lebanon & Tremont Jn., Pa.,
Philadelphia & Read
Lebanon Branch Junc., Mo.,
Missouri Pacific
Lebanon Junction., Ky.,
Louisville & Nashville
Lebanon Junction, O.,
Cin. Ham. & Dayton (a)
" Day. L. & C. RR. & T. Co (a)
Lebanon Junction, Tenn.,
Nash. Chat. & St. Louis
Lebanon Springs, N.Y.,
Rutland
Le Beau, S. D., Minn. & St. L
LeBlanc, La.,
Colo. So. New Orl. & Pac
Le Blanc, Ont., Can. Pacific
Lebo, Kan., Atch. Top. & S. Fe
LeBoeuf, Pa., Pennsylvania
LeBoeufs, N.Y.,
New York & Ottawa
Lebo Run, Pa.,
No. Bend & Kettle Creek
Le Centre, Ky., Ill. Central
Lecheria, Mex.,
National of Mex (a) (b)
(a) and (b) 100 yards apart
Leckrone, Pa., Balt. & Ohio
" Monongahela
Le Clair, Ill.,
Illinois Terminal
Le Clair, Wis.,
Duluth, So. Shore & Atl
LeClaire, Ia., Burl. Route (a)
" Chic. Mil. & St. Paul (a)
" Dav. Rk. Isl. & No. W (a)
" Iowa & Illinois (El) (b)
(a) and (b) adjacent
Leclerc Islands, Que.,
Canadian North. Que
Lecompte, La.,
Chic. Rk. Isl. & Pac (a)
" Morgan's La. & Tex (b)
" Red River & Gulf (b)
" Texas & Pacific (b)
(a) and (b) about ¾ mi. apart
Lecompton, Kan.,
Atch. Top. & Santa Fe
Leda, Cal., Southern Pacific
Ledbetter, Tex., Houst. & T. C
Ledbetters, Ala., Lv. & Nash
Ledford, Ill.,
Cleve. Cin. Chic. & St. L
Ledge, Cal.,
A.T. & S.F. Coast Lines*
Ledge Mill, Colo., Silverton
Ledge Mine, Colo., Silverton
Ledgewood, N.J., Cent. of N.J
Ledlie, Nev., Nevada Cent
Leduc, Alberta, Can. Pac
Ledwidge, Ark.,
Chicago, Rk. Isl. & Pac
Ledy, Pa.,
Cumberland Valley
Ledyard, Ia., No. West. Line
Lee, Ariz.,
El Paso & S.W. System
Lee, Ill., Burlington Route
Lee, Ind., Chic. Ind. & Louisv
Lee, Kan., Union Pacific
Lee, Iberia Co., La.,
Morgan's La. & Texas
Lee, Orleans Co., La.,
Louisville & Nashville
Lee, Manitoba, Can. Pacific
Lee, Mass., N Y N. H. & Hart
Lee, Mich., Pere Marq
Lee, Miss., Yazoo & Miss. Vy
Lee, N.H., Boston & Maine
Lee, O., Baltimore & Ohio
Lee, Luzerne Co., Pa.,
Central of New Jersey
Lee, Tex., South. Kan. of Tex
Lee, Va., Chesapeake & Ohio
Lee, Wash., Northern Pac
Lee Bayou, La.,
New Orleans & No. W
Lee Blain, Ont., Can. North
Lee Branch, Fla.,
Atlantic Coast Line
Leechburg, Pa., Penna
Leech Lake, Minn., Gt. North
Lee City, Ky.,
Ohio & Kentucky
Lee Creek, W. Va.,
Baltimore & Ohio
Leeds, Ala., Cent. of Ga (a)
" Southern (b)
(a) and (b) about ½ mi. apart
Leeds, Ill., Atch. Top. & S. F
Leeds, Ia., Gt. Northern (a)
" Illinois Central (b)
(a) and (b) adjacent
Leeds, Ky., Louisv. & Nash
Leeds, Mass., N.Y.N.Hav. & H
Leeds, Mo., Chic. R. I. & P (a)
" Frisco System (b)
" Kansas City Southern
" Missouri Pacific (c)
(b) and (c) adjacent
Leeds, N.Y., Catskill Mount
Leeds, N.D., Great North (a)
" Northern Pacific (b)
(a) and (b) about ½ mile apart
Leeds, S.C., Seab. Air Line
Leed's Centre, Me., Me. Cent
Leedsdale, Cal., South. Pac
Leeds Junc., Me., Me. Cent
Leeds Junction, Mo.,
Frisco System
" St. L. Kan. City & Colo
Leedy, Miss., Illinois Central
Leedy, Mo., St. L. I. Mt. & So
Lee Hall, Va., Ches. & Ohio
Leeland, Ind., Balt. & Ohio
Leeland, Md., Pennsylvania
Leeland, Nev.,
Tonopah & Tidewater
Leemine, Pa., Cent. of N.J
Leeming, Pa.,
Brad. Bord. & Kinzua
Leens, N.C., Atl. Coast Line
Lee Park, Va., Southern
Leeper, Mo., Missouri So (a)
" St. L. Iron Mt. & So (a)
Lee Pope, Ga., Southern
Lee Road, Pa., Lehigh Valley
Lee's, Cal., Southern Pacific
Lee's, Fla., Seaboard Air Line
Lee's, Md., Balt. & Ohio
Lees, Minn., Northern Pac
Lees, N.Y.,
Greenwich & Johnsonv
Lees, Chester Co., Pa.,
Phila. & Reading
Lee's, S.C., South rn
Lees, Tenn., Nash. C. & St. L
Leesburg, Ala., Southern
Leesburg, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (b)
(a) and (b) ½ mile apart
Leesburg, Ga., Central of Ga
Leesburg, Ind.,
Cleve. Cin. Chic. & St. L
Leesburg, Miss.,
Southern in Mississippi
Leesburg, N. J., Penna
Leesburg, O., Balt. & O. S. W
Leesburg, Mercer Co., Pa.,
Pennsylvania Co
Leesburg, Tex.,
Missouri, Kan. & Texas
Leesburg, Va., Southern
Leesburg Junction, Fla.,
Atlantic Coast Line
Lee's Creek, La.,
New Orleans Gt. No
Lees Cross Roads, Pa.,
Phila. & Reading
Leesdale, Ala.,
Louisville & Nashville
Leesdale, Pa.,
Wabash Pitts. Term
Lees Mill, Va., Atl. & Danville
Leesport, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) ½ mi. apart on opposite sides of river
Lee's Summit, Mo.,
Missouri Pacific
" St. L. Kan. City & Colo ‡
Leesville, La., Kansas City So
Leesville, Carroll Co., O.,
Wheeling & Lake Erie
Leesville, Crawford Co., O.,
Pennsylvania Co
Leesville, S.C., Southern
Leesville, Va., Virginian
Leete's Island, Ct.,
N. Y. New Hav. & Hart
Leeton, Mo.,
Mo. Kan. & Texas (a)
" St. L. Kan. C. & Colo ‡ (b)
(a) and (b) 1-5 mile apart
Leetou, Tex.,
Gulf, Colo. & Santa Fe*
Leetonia, O., Erie (a)
" Pennsylvania Co (a)
" Youngst. & Ohio Riv (b)
" Youngstown & So (b)
(a) and (b) about ½ mi. apart
Leetonia, Pa., Leetonia †
Leets, Va., Norf. & West
Leetsdale, Pa.,
Pennsylvania Co
Leetsville, Mich.,
Grand Rapids & Ind
Leeville, Tenn.,
Nash. Chat. & St. Louis
Leewood, Tenn.,
Louisville & Nashville
Leewood, W. Va.,
Chesapeake & Ohio
Lefeber, Okla.,
Midland Valley
Lefebvre's, Mich.,
Escanaba & Lake Sup
Lefevre, Pa., Northern Cent
Lefiore, Okla., Frisco System
Le Flore, Miss.,
Yazoo & Miss. Valley
Le Francs, Cal., So. Pacific
Lefroy, Ont., Grand Trunk
Left Foot Lake, Wis.,
Chicago, Mil. & St. Paul
Lefton, Ill., Chicago & Alton
Leftwich, Va., Southern
Legan, Ark.,
St. Louis, Iron Mt. & So
Legards, Va., Norfolk & West
Legg, Tex., St. Louis So. West
Leggett, Tex.,
Hous. East. & West. Tex
Legionville, Pa., Penna. Co
L'Eglise, N.B., Can. Pac
LeGore, Md., Penna
Le Grand, Ala.,
Atlantic Coast Line
LeGrand, Cal.,
A.T & S. F., Coast Lines*
LeGrand, Ia., No. West. Line
LeGrand, Utah,
Denver & Rio Grande
LeGrange, Pa., Lehigh Val
Legrow, Wash., North. Pac
Lehan, Tex.,
Gulf, Colo. & Santa Fe*
Lehaton, Ga., Atl. Coast Line
L'Heureux, Que., Can. Pac
Lehi, Utah,
Den. & Rio Grande (a)
" San Ped. Los A. & S. Lk (b)
(a) and (b) 1 mile apart
Lehi, Wash.,
Spok. & Inland Empire
Lehigh, Ala.,
Louisville & Nashville
Lehigh, Ga., Georgia & Fla
Lehigh, Ill.,
Chic. Ind. & South
Lehigh, Okla.,
Chic. Rk. Isl. & Pac (a)
" Missouri, Kan. & Tex (b)
" Oklahoma Central (c)
(a) and (b) ½ mile apart
(b) and (c) about ½ mile apart
Lehigh, Ia., Chic. Gt. West (a)
" Crooked Creek (b)
(a) and (b) ½ mile apart
Lehigh, Kan., At. Top. & S. Fe
Lehigh, N.Y., Lehigh Valley
Lehigh, N.D., North. Pacific
Lehigh,
Lackawanna Co., Pa.,
Del. Lack. & Western
Lehigh, Wis.,
Minn. St. P. & Slt. Ste. M
L. & L. Connection, Pa.,
Lehigh & New England
Lehigh & New Eng. Jn., Pa.,
Lehigh Valley
Lehigh Gap, Pa.,
Central of N.J (a)
" Chestnut Ridge (b)
" Lehigh Valley (c)
(a) and (b) adjacent
(a) and (c) 1 mile apart
Lehigh Junction, N.J.,
Central of N.J (a)
" Lehigh Valley (a)
" Pennsylvania (a)
Lehigh No. 2, Ala.,
Louisville & Nashville
Lehighton, Pa.,
Central of N.J (a)
" Lehigh Valley (b)
(a) and (b) 600 yards apart
Lehi Junction, Utah,
San Ped. Los Ang. & S. Lk
Lehman, Ala.,
Louisville & Nashville
Lehman, Ind.,
Baltimore & Ohio S.W †
Lehman, Pa., Lehigh Valley
Lehmaster's, Pa., Cumb. Val
Lehr, Miss., New Orl. Gt. No
Lehr, N.D.,
Minn. St. P. & Slt. Ste. M
Lehrton Junction, Miss.,
Yazoo & Miss. Valley
Lehunt, Kan., Missouri Pac
Leibke, Mo., St. L. I. Mt. & So
Leicester, N.Y., Del. L. & W
Leicester Junction, Vt.,
Rutland
Leicht, Ga.,
Atlanta, Birm. & Atl
Leidigh's, Pa., Phila. & Read
Leigh, Neb., No. West. Line
Leigh, Tex., Mo. Kan. & Tex
Leighton, Ala., Southern
Leighton, Ia.,
Chic. Rock Isl. & Pac
Leighton, Minn., Gt. North
Leinart, Tenn., Lv. & Nashv
Leinster, La., Texas & Pac
Leiphart, Mich., Pere Marq
Leipsic, Ind., Chic. Ind. & Lv
Leipsic, O.,
Cin. Ham. & Dayton (a)
" Detroit, Tol. & Iron (b)
" N.Y. Chic. & St. L (a)
" Ohio Electric (c)
(a) and (b) about ¾ mi. apart
(a) and (c) about ½ mi. apart
(b) and (c) 1 mile apart
Called West Leipsic on N. Y. C. & St. L
Leipsic Junction, O.,
Cin. Ham. & Dayton (a)
" N. Y. Chic. & St. L (a)
Leisenring, Pa., Balt. & O (a)
" Pennsylvania (b)
(a) and (b) adjoining
Leitches Creek, N.S.,
Intercolonial
Leitchfield, Ky., Ill. Cent
Leiter, W. Va., Coal & Coke
Leiter's, Ind., Erie
Leith, Ark., Frisco System
Leith, Nev.,
San Ped. Los Ang. & S. Lk
Leith, Pa., Balt. & Ohio (a)
" Pennsylvania (b)
(a) and (b) about ¼ mi. apart
Leithton, Ill.,
Elgin, Jol. & East (a)
" Minn. St. P. & S. Ste. M (a)
Lekoln, Va., Louisv. & Nashv
Lela, Ga., Atl. Coast Line
Lela, Okla., Frisco System
Leland, Ga., Atl. Coast Line
Leland, Ill., Burl. Route
Leland, Ind., Balt. & Ohio
Leland, Ia., Minn. & St. Louis
Leland, Miss.,
Southern in Mississippi
" Yazoo & Miss. Valley
Leland, N.C., Atl. Coast Line
Leland, O.,
Day. L. & C. RR. & T. Co
Leland, Ore., South. Pacific
Leland, Wash., Port Town. So
Leland, Utah,
Denver & Rio Grande
Lelavale, Tex.,
Gulf, Colo. & Santa Fe*
Lellaetta, Okla.,
Missouri, Kan. & Texas
Lelia Lake, Tex.,
Ft. Worth & Den. City
Lellaton, Ga.,
Atlantic Coast Line
Lellman, Fla., Atl. Coast Line
LeLoup, Kan., At. T. & S. Fe
Lem, Tex., Tex. & Pacific
Leman, Tex., Ft. Arth. Rte
LeMars, Ia., Illinois Cent (a)
" North-West. Line (a)
Lemati, Ore., South. Pacific
Le May, Mo., Frisco System
Lemay, Utah, South. Pacific
Lemays, Mich.,
Escanaba & Lake Sup
Lemberg, Sask.,
Canadian Pacific
Lemens, Ill., Mobile & Ohio
Lementon, Ill., Illinois Cent
Lemert, O., Toledo & O. Cent
Lemert, N.D.,
Minn. St. P. & Slt. Ste. M
Lemieux, Que., Intercol
Leming, Mo., Frisco System
Lemley, Tex.,
Weath. Min. W. & N W
Lemley Junction, W. Va.
Baltimore & Ohio
Lemleys, Mo., Frisco System
Lemmon, S.D.,
Chicago, Mil. & Puget Sd
Lemoine, Que.,
Quebec Ry. L. & P. Co
Lemolo, Wash., North. Pac
Lemon, Cal., South. Pacific
Lemon, Pa., Lehigh Valley
Lemon City, Fla.,
Florida East Coast
Lemon Creek, B.C., Can. Pac
Lemon Grove, Cal.,
San Diego & Cuyamaca
Lemon Lake, Mich.,
Manistee & North-east
Lemon's, Mo., Burl. Route
Lemons, Va., Ches. & Ohio
Lemon Springs, N.C.,
Seaboard Air Line
Lemont, Ill.,
Atch. Top. & S. Fe (a)
" Chicago & Alton (b)
(a) and (b) about ½ mi. apart
Lemont, Center County, Pa.,
Pennsylvania
Lemont Furnace, Pa.,
Baltimore & Ohio (a)
" Pennsylvania (b)
Called Darent on Penna
Lemont Station,
Fayette Co., Pa.,
Baltimore & Ohio
Lemonville, Tex.,
Port Arthur Route
Lemonweir, Wis.,
Chicago, Mil. & St. Paul
Lemoore, Cal., So. Pacific
Lemoyne, Neb., Union Pac
LeMoyne, O., Hocking Valley
Lemoyne, Pa.,
Cumberland Valley
" Pennsylvania
Lena, Ark., Chic. R. I. & Pac
Lena, Cal., Southern Pacific
Lena, Ga.,
Nashv. Chatt. & St. L (a)
" Western & Atlantic (a)
Lena, Ia.,
Minneapolis & St. Louis
Lena, Ill., Illinois Central
Lena, Ind., Cl. Cin. Ch. & St. L
Lena, La., Texas & Pacific
Lena, Manitoba,
Canadian Northern
Lena, Coahuila, Mex.,
Hornos
Lena, Mexico, Mex.,
National of Mexico
Lena, Minn., Chic. Gt. West
" North Western Line
Lena, S.C., Southern
Lena, Tex., San A. & Ar. Pass
Lena, Wis., Chic. Mil. & St. P
Lenapah, Okla.,
St. Louis, Iron Mt. & So
Lenape, Kan., Union Pacific
Lenape, Pa., Phila. & Read
Lenard, Fla., Atl. Coast Line
Lenawee, Mich.,
Detroit, Tol. & Iron (a)
" Wabash (b)
Called Lima Junction on Wabash
Lenawee, Wis., North. Pacific
Lenawee Junction, Mich.,
Lake Shore & Mich. So
Lencho, Mex.,
West Coast Route
Lenexa, Kan., Frisco Sys (a)
" Kan. City, Clin & Spg (a)
Leney, Sask.,
Grand Trunk Pacific
Lengby, Minn., Great North
Lengsville, Mich.,
Detroit & Mackinac (a)
" Michigan Central (b)
(a) and (b) about ¼ mile apart
Lenham, Ark.,
Chicago, Rk. Isl. & Pac
Lennartsville, Pa., Phila. & R
Lenker, Pa., Pennsylvania
Lennep, Mont.,
Chicago, Mil. & P. Sd (a)
" Montana (a)
Lenni, Pa., Pennsylvania
Lenning, Va., Norf. & West
Lennon, Fla., Seab. Air Line
Lennon, Mich., Grand Trunk
Lennox, Ind., Ch. Ind. & Lv
Lennox, S.D.,
Chic. Mil. & St. P (a)
" Great Northern (b)
(a) and (b) about ½ mi. apart
Lennoxville, Que.,
Boston & Maine (a)
" Canadian Pacific (a)
" Grand Trunk (a)
Leno, Fla., Atl. Coast Line
Lenoir, Miss.,
New Orleans Gt. North
Lenoir, N.C.,
Caldwell & Northern (a)
" Car. & North-west (a)
Lenoir City, Tenn., Southern
Lenola, N.J., Pennsylvania
Lenora, Kan., Mo. Pacific
Lenore, Idaho, North. Pacific
Lenore, Manitoba, Can. Pac
Lenore, Va., Cumb. Valley
Lenore, W. Va., Norf. & West
Lenover, Pa., Pennsylvania
Lenow, Tenn.,
Nash. Chat. & St. Louis
Lenox, Berrien Co., Ga.,
Georgia South. & Fla
Lenox, Ill.,
Chic. and East. Ill (a)
" Cleve. Cin. C. & St. L (a)
Lenox, Ia., Burl. Route
Lenox, Mass., N.Y.N.H. & H
Lenox, Mich.,
Grand Trunk (a)
" Michigan Central (a)
Lenox, Crow Wing Co., Minn.,
Northern Pacific
Lenox, Lake Co., Minn.,
Duluth & North. Minn
Lenox, N.J., Lehigh Valley
Lenox, Dyer Co., Tenn.,
Chic. Memphis & Gulf
Lenox, Shelby Co., Tenn.,
Nash. Chat. & St. Louis
Lenox, Tex., Gal. Har. & S. A
Lenox, Wash.,
Spok. & Inland Empire
Lenox, Wis.,
North-Western Line
Lenox Dale, Mass.,
N.Y. New Hav. & Hart
Lentner, Mo., Burl. Route
Lento, Cal., Southern Pacific
Lento, Kan., Missouri Pacific
Lents, Ore.,
Portland Ry. L. & P. Co
Lents Junction, Ore.,
Portland Ry. L. & P. Co
Lenzburg, Ill., Illinois Cent
Leo, Tex.,
San Ant. & Aran. Pass
Leogusta, Ala.,
Louisville & Nashville
Leogusta No. 2, Ala.,
Louisville & Nashville
Leola, Ark., Chic. R. I. & Pac
Leola, Ga., Brinson
Leola, Pa., Pennsylvania
Leola, S. D., Minn. & St. L
Leoma, Tenn.,
Louisville & Nashville
Leominster, Mass.,
N.Y. New Hav. & Hart

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Leon, Colo., Den. & Rio Gr
Leon, Ga., Wrightsv. & Tenn
Leon, Ia., Burlington Route
Leon, Kan., Frisco System
Leon, Ky., Ches. & Ohio
Leon, Manitoba,
Canadian Northern
Leon, Mex., Nat. of Mex
Leon, Ashtabula Co., O.,
Lake Shore & Mich. So
Leon, Tex.,
Stephenv. N. & S. Tex
Leon, Wash., North. Pacific
Leon, W. Va.,
Kanawha & Mich
Leon, Wis., Ch. Mil. & St. Paul
Leona, Kan., St. Jo. & Gd. Isl
Leona, Coahuila, Mex.,
Mexican International
Leona, Nuevo Leon, Mex.,
National of Mexico
Leona, Ore., Southern Pacific
Leonard, Cal., South. Pacific
Leonard, La., Texas & Pac
Leonard, Mich., Gd. Trunk
Leonard, N.D., North. Pacific
Leonard, Okla.,
Midland Valley
Leonard, Ont., Can. Pacific
Leonard, Pa., Pennsylvania
Leonard, Tex., Mo. Kan. & T
Leonard, Wis., No. West. Line
Leonardo, N.J.,
Central of New Jersey
Leonards, Idaho,
Idaho Northern Ry
Leonards, N.J., Penna
Leonards, Pa., Lehigh Valley
Leonards, Va., Va. & So. West
Leonard's Bridge, Ct.,
N.Y. New Hav. & Hart
Leonardsburg, O.,
Cleve. Cin. Chic. & St. L
Leonard's Grove, Pa.,
Tuscarora Valley
Leonardsville, N.Y.,
Unadilla Valley
Leonardville, Kan.,
Union Pacific
Leoncito, N.M.,
El Paso & S.W. System
Leones, Mex.,
Kan. City, Mex. & Orient
Leoni, Mich., Michigan Cent
Leonia, Idaho, Gt. Northern
Leonia, N.J., Erie
Leonidas, Mich., Mich. Cent
Leonidas, Tex.,
Gulf, Colo. & Santa Fe*
Leoni's, Cal.,
Diamond & Caldor
Leon Junction, Tex.,
St. Louis South-west
Leonore, Ill., Burl. Route
Leon Springs, Tex.,
San Ant. & Aran. Pass
Leonton, Fla.,
Seaboard Air Line
Leonville, La.,
Morgan's La. & Texas
Leopard Creek, Colo.,
Rio Grande Southern
Leo Rock, Ill., Illinois Cent
Leota, Mich., Pere Marquette
Leoti, Kan., Missouri Pacific
Lepage, Que., Can. Pacific
Lepanto, Ark., Frisco System
Le Pera, Cal., Pacific Electric
L'Epiphanie, Que.,
Canadian Pacific (a)
" Can. North. Quebec (b)
(a) and (b) ¼ mile apart
Lepreaux, N.B.,
New Brunswick South
Lequeito, Mex., Nat. of Mex
Le Quire, Okla.,
Fort Smith & Western
Lerch's, Pa.,
Northampton & Bath
Lerdo, Cal., Southern Pacific
Lerma, Mex., Nat. of Mexico
Lerna, Ill., Illinois Cent (a)
" Toledo, St. L. & West (b)
(a) and (b) adjacent
Leross, Sask.,
Grand Trunk Pacific
Leroux, Mich., Munising
LeRoy, Fla., Atl. Coast Line
LeRoy, Ill., C. C. C. & St. L (a)
" Illinois Central (b)
(a) and (b) about ¼ ml. apart
LeRoy, ind.,
Pitts. Cin. Chic. & St. L
LeRoy, Ia., Burl. Route
LeRoy, Kan., Mo. Pacific
LeRoy, Mich., Gd. Rap. & Ind
Leroy, Minn.,
Chicago Gt. West (a)
" Chic. Mil. & St. Paul (b)
(a) and (b) about 300 yards apart
LeRoy, Neb., Burl. Rout
LeRoy, N.Y.,
Buff. Roch. & Pitts (a)
" Erie (b)
" N.Y. Cent. & H. Riv (c)
(b) and (c) 200 yards apart

Leroy, Tex.,
Internat. & Gt. North
Leroy, W. Va., Balt. & Ohio
Leroy, Wyo., Union Pacific
LeRoy Junction, Kan.,
Missouri, Kan. & Texas
" Missouri Pacific
LeRoy Jn., N.Y., Buf. R. & P
Lesage, Que.,
Can. North. Quebec
" Canadian Pacific
Lesage, W. Va., Balt. & Ohio
LeSassier, La., Texas & Pac
Les Ecureuils, Que.,
Can. North. Quebec
Lesgo, S.C., Southern
Les Gres, Que., Can. Pacific
LeShara, Neb., Burl. Route
Leshers, Colo.,
Colorado & Southern
Leslie, Ark.,
Missouri & North Ark
Leslie, Ga., Seab. Air Line
Leslie, Ill., Cleve. C. C. & St. L
Leslie, Ia., Burl. Route
Leslie, Md., Baltimore & Ohio
Leslie, Mich., Michigan Cent
Leslie, Mo.,
St. L. Kan. City & Colo †
Leslie, Ont., Can. Pacific
Leslie, Sask., Can. Pacific
Leslie, S.C., Southern
Leslie, Wis., No. West. Line
Leslie Run, Pa., Cent. of N. J
Leslies, S.C., Southern
Lesmahagow, W. Va.,
Baltimore & Ohio
LeSourdsville, O.,
Cincin. Han. & Dayton
Lesser's, Miss.,
Yazoo & Miss. Valley
Lester, Ark., St. L. I. Mt. & So
Lester, Ind., Evansv. & Ind
Lester, Ia.,
Chic. Rk. Isl. & Pac (a)
" Great Northern (b)
(a) and (b) about ¼ ml. apart
Connect at Junction
Lester, Neb., Burl. Route
Lester, Hamilton Co., O.,
Cin. Lebanon & North
Lester, Medina Co., O.,
Baltimore & Ohio
Lester, Pa., Phila. & Reading
Lester, S.C., Atl. Coast Line
Lester, Tex.,
Pecos & North. Texas*
Lester, Wash., North. Pacific
Lester, W. Va.,
Chesapeake & Ohio (a)
" Virginian (b)
(a) and (b) about 125 yards apart
Lester Manor, Va., Southern
Lester Prairie, Minn.,
Great Northern
Lester's, Tenn., Lv. & Nash
Lester Shire, N.Y.,
Del. Lack. & West (a)
" Erie (b)
(a) and (b) about ⅝ ml. apart
Lesterville, Ark., Frisco Sys
Lesterville, S.D.,
Chicago, Mil. & St. Paul
LeSueur, Minn.,
North-Western Line
Lesueur Center, Minn.,
Chicago, Mil. & St. Paul
Leta, Fla., Atl. Coast Line
Letan, Neb., Burl. Route
Letart, W. Va., Balt. & Ohio
Letcher, S.D., C. M. & St. P
Letchers, Ala., Southern
Letchworth, Ark.,
Chic. Rk. Isl. & Pac
Letellier, Manitoba,
Canadian Northern
Letellier, Que., Intercolonial
Lethbridge, Alberta,
Alberta Ry. & Ir. Co (a)
" Canadian Pacific (a)
Lethbridge Junc., Alberta,
Alberta Ry. & Irrig. Co
" Canadian Pacific
Lethbridge Stock Yards,
Alberta, Canadian Pac
Lethent, Cal., South. Pacific
Letohatchie, Ala., Lv. & Nash
Letona, Ark.,
Mo. & North Ark
Letona, Mex., Nat. of Mex
Letott's, Tex., Mo. Kan. & Tex
Letts, Ia., Chic. Rk. Isl. & Pac
Lett's Corner, Ind.,
Cleve. Cin. Chic. & St. L
Letts Siding, N.J.,
Raritan River †
Lettsworth, La., Texas & Pac
Le Tulle, Tex.,
Gulf, Colo. & Santa Fe*
Leuffer, Pa., Pennsylvania
Levan, Utah.,
San Ped. Los Ang. & S. Lk
Levanna, N.Y., Lehigh Val
Levanna, O.,
Ohio River & Columbus
Levan's Mill, Pa., Penna
Levant, Kan.,
Chicago, Rk. Isl. & Pac
Levant, N.D., Great North
Levasy, Mo., Missouri Pac

Levee, Miss., Yaz. & Miss. Val
Levee, Mo., Missouri Pacific
Levee Junc., Ill., Mobile & O
Level, Pa.,
N.Y. Cent. & Hud. Riv
Level Siding, S.D.,
South Dakota Central
Leven, Assiniboia, Can. Pac
Leverett, Ill., Illinois Cent
Leverett, Ia., Chic. Rk. I. & Pac
Leverett, Mass., Central Vt
Leveretts, Ga., Seab. Air Line
Levering, Mich.,
Grand Rapids & Ind
Le Verte, Tex.,
Gulf, Colo. & Santa Fe*
Levesque, Ark.,
St. Louis, Iron Mt. & So
Levey, Ia., Burl. Route
Levey, Wash.,
Spokane, Port. & Seat
Levi, S.C., Southern
Levine, Alberta,
Grand Trunk Pacific
Levingood, Ky., Lv. & Nash
Levings, Ill.,
Cleve. Cin. Chic. & St. L
Levings, Ind. Erie
Levinson, Tex.,
Texas & Pacific
Levis, Que., Can. Pacific □
" Grand Trunk
" Intercolonial (a)
" Quebec Central (a)
□ By ferry
Levis, S.C., Southern
Levis Mill, Md., Balt. & Ohio
Leviston, Pa., Lehigh Valley
Levit, Ark.,
Chicago, Rk. Isl. & Pac
Levrard, Que.,
Que. Montreal & So
Levy, Ky.,
Louisville & Nashville
Levy, Mo., Frisco System
Levy, N.M., Atch. Top. & S. Fe
Lewellen, Neb., Union Pac
Lewellyn Crossing, Pa.,
Philadelphia & Reading
Lewes, Del.,
Maryland, Del. & Va (a)
" Pennsylvania (b)
(a) and (b) 1 mile apart
Lewes Pier, Del.,
Maryland, Del. & Va
Lewis, Ala., Southern
Lewis, Ark., Frisco System
Lewis, Cal., Southern Pacific
Lewis, Ga., Brinson
Lewis, Ind., South. Indiana
Lewis, Ia., Chic. Rk. Isl. & Pac
Lewis, Kan., At. Top. & S. Fe
Lewis, La., Kan. City South
Lewis, Mich.,
Pere Marquette
Lewis, Miss.,
Louisville & Nashville
Lewis, Mo., Mo. Kan. & Tex
Lewis, Mont.,
Great Northern
Lewis, Nev., Nevada Cent
Lewis, Livingston Co., N.Y.,
Pennsylvania
Lewis, Ontario Co., N.Y.,
Pennsylvania
Lewis, N.C., Southern
Lewis, Athens Co., O.,
Marietta, Col. & Cleve
Lewis, Muskingum Co., O.,
Zanesville & Western
Lewis, Pa., Cumb. Valley
Lewis, S.C., Southern
Lewis, Tenn., Louisv. & Nash
Lewis, Anderson Co., Tex.,
Texas & New Orleans
Lewis, Va., Norfolk & West
Lewis, Wash., North. Pacific
Lewis (1),
Kanawha Co., W. Va.,
Chesapeake & Ohio
Lewis (2),
Kanawha Co., W. Va.,
Ohio Central Lines
Lewisburg, Ala.,
Mary Lee †
Lewisburg, Ky., Lv. & Nash
Lewisburg, La.,
Opelousas, Gulf & N. E
Lewisburg, N.J.,
Lehigh & New England
Lewisburg, O., Cin. North
Lewisburg, Ore., So. Pacific
Lewisburg, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) 500 yards apart
Lewisburg, Tenn., N.C. & St. L
Lewis Center, O.,
Cleve. Cin. Ch. & St. L (a)
" Pennsylvania Co (b)
(a) and (b) about 170 yards apart
Lewis Creek, Ind.,
Pitts. Cin. Chic. & St. L
Lewis Junction, Mont.,
Great Northern
Lewis Mill, Cal.,
Boca & Loyalton
Lewis' Mill,
Charlton Co., Me.,
Wabash
Lewis' Mills, Pa., Penna

Lewisport, Ky.,
Louisville, Hend. & St. L
Lewisport, N.F.,
Reid Newfoundland
Lewis Run, Cameron Co., Pa.,
Emporium & Rich Val
Lewis Run, McKean Co., Pa.,
Erie
Lewis Run Junction, Pa.,
Pitts. Cin. Chic. & St. L
Lewis Springs, Ariz.,
El Paso & S.W. System
Lewis Spur, Mont.,
Northern Pacific
Lewiston, Ga., Cent. of Ga
Lewiston, Idaho, No. Pac (a)
" Ore. RR. & Nav. Co (a)
Lewiston, Ind.,
Chicago & Wabash Val
Lewiston, La.,
Kentwood & Eastern
Lewiston, Me., Gd. Trunk (a)
" Maine Central (b)
(a) and (b) about 120 rods apart
Lewiston, Mich.,
Michigan Central
Lewiston, Minn.,
North-Western Line
Lewiston, Neb.,
Chic. Rock Isl. & Pac
Lewiston, N.Y.,
N.Y. Cent. & Hud. River
" Niagara Gorge (El)
Lewiston, N.F.,
Newfoundland
Lewiston, N.C.,
Seaboard Air Line
Lewiston, Wis.,
Chicago, Mil. & St. Paul
Lewiston Heights, N.Y.,
N.Y. Cent. & Hud. Riv
Lewiston Junction, Me.,
Grand Trunk
Lewiston Junction, Wash.,
Oregon RR. & Nav. Co
" Ore. Wash. & Idaho
Lewistown, Ill.,
Burlington Route
Lewistown, Md.,
Wash. Fred. & Gettysb
Lewistown, Mo.,
Quincy, Omaha & K. C
Lewistown, Mont., Montana
Lewistown, N.J.,
Pemb. & Hightst'wn (a)
" Pennsylvania (a)
Lewistown, O.,
Toledo & Ohio Central
Lewistown, Pa.,
Pennsylvania
Lewistown Junc., Pa., Penna
Lewisville, Ark., St. L. S. W
Lewisville, Ind.,
Pitts. Cin. Chic. & St. L
Lewisville, La.,
Franklin & Abbeville
Lewisville, Minn.,
North-Western Line
Lewisville, N.B.,
Moncton & Buctouche
Lewisville, O.,
Ohio River & Western
Lewisville, Ont., Gd. Trunk
Lewisville, Denton Co., Tex.,
Missouri, Kan. & Tex
Lewisville Junction, Ark.,
St. Louis South-west
Lex, W. Va., Norfolk & West
Lexa, Ark.,
St. L. Iron Mt. & South
Lexington, Fla.,
Atlantic Coast Line
Lexington, Ga.,
Lexington Terminal
Lexington, Ill., Chic. & Alton
Lexington, Ind.,
Balt. & Ohio Southwest
Lexington, Ky.,
Chesapeake & Ohio (a)
" Cin. New Orl. & T. P (b)
" Lexington & East (a)
" Louisville & Nash (a)
" Southern (b)
(a) and (b) about 1 mile apart
Lexington, Mass., Bost. & Me
Lexington, Miss.,
Yazoo & Miss. Valley
Lexington, Mo.,
Atch. Top. & Santa Fe (a)
" Missouri Pacific (b)
(a) and (b) about ⅝ mile apart on opposite sides of river
Lexington, Neb., Un. Pacific
Lexington, N.C., Southern
Lexington, Richland Co., O.,
Baltimore & Ohio
Lexington, Ore.,
Oregon RR. & Nav. Co
Lexington, Pa.,
Bessemer & Lk. Erie (a)
" Pennsylvania Co (b)
(a) and (b) adjacent
Lexington, S.C., Southern
Lexington, Tenn.,
Nashville, Chat. & St. L
Lexington, Tex.,
San Ant. & Aran. Pass

Lexington, Va.,
Baltimore & Ohio (a)
" Chesapeake & Ohio (a)
L. & E. Junction, Ky.,
Chesapeake & Ohio (a)
" Lexington & East (a)
Lexington Junction, Mo.,
Atch. Top. & S. Fe (a)
" Wabash (b)
(a) and (b) about 100 yards apart
Lexsy, Ga., Cent. of Georgia
Leyden, N.D., Great North
Leyden, Wis., No. West. Line
Leyden Junction, Colo.,
Denver, N.W. & Pacific
Libbeyville, Ia.,
Chicago, Mil. & St. Paul
Libby, Mont., Great North
Libby Pa., Pennsylvania
Libby, S.C.,
Raleigh & Charleston
Libby Run, Pa.,
Pennsylvania
Libby's Mills, Que., Bost. & Me
Liberal, Kan., C. Rk. I. & Pac
Liberal, Mo., Frisco Sys (a)
" Missouri Pacific (b)
(a) and (b) about ¼ ml. apart
Liberty, Colo., Gt. Western
Liberty, Fla.,
Apalachicola Northern
Liberty, Ill., Penna. Co
Liberty, Ind., Cin. Han. & D
Liberty, Kan., At. T. & S. Fe
Liberty, Miss., Liberty White
Liberty, Mo., Burl. Route (a)
" Chicago, Mil. & St. P (b)
" Chic. Rk. Isl. & Pac (a)
(a) and (b) about ½ ml. apart
Liberty, Neb., Burl. Route
Liberty, N.Y.,
New York, Ont. & West
Liberty, N.C., Southern
Liberty, Pa., Pennsylvania
Liberty, S.C., Southern
Liberty, Tex., Tex. & N. Orl
Liberty, Wis., No. West. Line
Liberty Bluff, Wis.,
Minn. St. P. & Slt. Ste. M
Liberty Center, Henry Co., O.,
Wabash
Liberty Centre, Ind.,
Toledo, St. L. & Western
Liberty Corner, N.Y.,
Lehigh & New England
Liberty Grove, Md., Penna
Liberty Hill, Tenn., South
Liberty Hill, Tex.,
Houston & Texas Cent
Liberty Lake Junc., Wash.,
Spok. & Inland Empire
Liberty Mills, Ind., Vandalia
Liberty Park, N.J., Penna
Libertyville, Ill., Ch. M. & St. P
Libertyville, Ind., South. Ind
Libertyville, Ia.,
Burlington Route (a)
" Chic. Rock Isl. & Pac (b)
Libris, Mex.,
Interoceanic of Mexico
Libris Junction, Mex.,
Interoceanic of Mexico
Lieford, N.B., Can. Pacific
Lichty, Berks Co., Pa.,
Philadelphia & Read
Lichty, Somerset Co., Pa.,
Baltimore & Ohio
Lick Branch, W. Va.,
Norfolk & Western
Lickdale, Pa., Phila. & Read
Lick Fork, Ky.,
Morehead & North Fork
Lick Fork Branch, In., W. Va.,
Norfolk & Western
Lick Fork Operation, W. Va.,
Norfolk & Western
Licking, Ky., Ches. & Ohio
Licking Union, Ky.,
Licking River
Lick Island, Pa.,
Buffalo & Susquehanna
Lick Run, Pa.,
White Deer & Loganton
Lick Run, Va., Chesa. & Ohio
Lick Run, W. Va.,
Morgantown & Kingw
Lick Run Junction, Pa.,
Baltimore & Ohio
Lida, Ia., Chicago Gt. West
Lida, Tex.,
Galv. Har. & San Ant
Liddell, Cal., Ocean Shore
Lidderdale, Colo., Colo. Mid
Lidderdale, Ia.,
Chicago Great Western
Liddonfield, Pa., Penna
Lides, S.C., Atl. Coast L
Lidgerwood, N.D., Gt. No (a)
" Minn. St. P. & S. Ste. M (b)
(a) and (b) about ¾ ml. apart
Liegan, Cal.,
Nevada-California-Ore
Lien, Nev.,
San Ped. Los Ang. & S. Lk
Life, Tenn.,
Nashville, Chat. & St. L
Life Saving Station, No. 1, Va.,
Norfolk & Southern

Lifton, Ky.,
Louisville & Nashville
Lifur, Cal., Pacific Electric
Liggett, Colo., Union Pacific
Liggett, Ind., Vandalia
Liggett, Pa., West. Alleg
Liggett, Tex.,
Chicago, Rk. Isl. & Gulf
Light, Ala., Cent. of Georgia
Light, Ark., Cache Valley
Light, Tex.,
Asherton & Gulf
Lightfoot, Va., Ches. & Ohio
Lighthouse, O., Penna. Co
Light House Point, N.Y.,
Chautauqua Trac (El)
Lighton, Mich., Pere Marq
Lightstreet, Pa.,
Blooms. & Sullivan
Lignite, Ark.,
Chicago, Rock Isl. & Pac
Lignite, Idaho., North. Pac
Lignite, N.D., Great North
Ligonier, Ind., Lk. Sh. & M. S
Ligonier, Pa., Ligonier Val (a)
" Pitts. Westm. & Som (a)
Ligurta, Ariz., South. Pacific
Likely, Cal., Nev.-Cal.-Ore
Likely, Fla., Fla. East Coast
Liken, Mich., Pere Marq
Lilac, Tenn., Southern
Lilbourn, Mo.,
Frisco System (a)
" St. Louis Southw (a)
Lilburn, Ark., Frisco System
Lilburn, Ga., Seab. Air Line
Lilesville, N.C.,
Seaboard Air Line
Lilita, Ala.,
Southern
" Sumter & Choctaw
Lillard, Tenn.,
Nashv. Chat. & St. Louis
Lillard, Tex.,
Gulf, Colo. & Santa Fe*
Lillard, Va., Southern
Lilley, Mich., Pere Marquette
Lillian, Tex.,
Internat. & Gt. North
Lillian, W. Va., Balt. & Ohio
Lillie, Ind., Wabash
Lillie La., Chic. R. I. & Pac
Lillington, N.C.,
Raleigh & Southport
Lillis, Assiniboia, Can. Pac
Lillis, Cal., Southern Pacific
Lilly, Ga.,
Atlanta, Birm. & Atl
Lilly, Ill., Cleve. C. C. & St. L
Lilly, Pa., Pennsylvania
Lilly Chapel, O., Cl. C. C. & St. L
Lilly Junction, La.,
Lake Charles & No (a)
" Louisiana & Pac (a)
Lily, St. James Co., La.,
Yazoo & Miss. Valley
Lily, S. D., Chic. Mil. & St. P
Lily Dale, N.Y.,
Dunk. Alle. Val. & Pitts
Lily Flagg, Ala.,
Nash. Chat. & St. Louis
Lily Lake, Ill., Chicago Gt. W
Lily Lake, N.S., Intercol
Lily Pond, N.H., Bost. & Me
Lima, Cal., Pacific Electric
Lima, Ia., Chic. Mil. & St. P
Lima, Mont., Ore. Short Line
Lima, N.Y., Lehigh Valley
Lima, O., Cin. Ham. & Day (a)
" Detroit, Tol. & Iron (a)
" Erie (b)
" Lake Erie & West (a)
" Ohio Electric (a)
" Pennsylvania Co (d)
" Western Ohio (El (e)
(a), (c), (d) and (e) adjacent
(b) about 1½ miles from (a)
(c), (d) and (e)
Lima, Okla.,
Chicago, Rock Isl. & Pac
Lima, Tex.,
Houston, E. & W. Tex
Lima, Va., Southern
Lima, Wis., Chic. Mil. & St. P
Lima Junction, Mich.,
Detroit, Tol. & Iron (a)
" Wabash (b)
Called Lenawee on D. T. & I
Limaville, O., Penna. Co
Limbo, Ont., Can. Pac
Lime, Minn., No. West. Line
Lime, N.Y., Erie
Lime, Ore.,
Oregon RR. & Nav. Co
Lime Bluff, Pa.,
Williamsport & No. Br
Limebrook, N.C., Southern
Lime City, O., T. & O. Cent
Lime City, Tex., St. L. So. W
Lime Creek, Colo., Colo. Mid
Lime Creek, Minn.,
North-Western Line
Limedale, Ark., Monte Ne
Limedale, Ind.,
Chicago, Ind. & Louisv
" Vandalia
Limehouse, Ont., Gd. Trunk
Lime Lake, N.Y., Penna
Limerick, Ga., Seab. Air Line
Limerick, Mich.,
Pere Marquette
Limerick, Mo.,
Missouri, Kan. & Texas
Limerick, N.Y.,
N.Y. Cent. & Hud. Riv
Lime Ridge, Pa.,
Del. Lack. & Western
Lime Ridge, Que., Me. Cent
Lime Rock, Ct.,
N.Y. New Hav. & Hart
Lime Rock, N.Y.,
Buffalo, Roch. & Pitts
Lime Rock, Pa., Ph. & Read
Lime Rock, W.Va.,
Western Maryland
Lime Springs, Ia., C.M. & St. P
Limestone, Ill.,
North-Western Line
Limestone, Ky., Ches. & Ohio
Limestone, Me.,
Bangor & Aroostook
Limestone, N.B., Can. Pac
Limestone, N.Y.,
Buff. Roch. & Pitts (a)
" Erie (b)
" Pennsylvania (a)
(a) and (b) adjacent
Limestone, Jackson Co., O.,
Cin. Ham. & Dayton
Limestone, Ottawa Co., O.,
Wheeling & Lake Erie
Limestone, Okla.,
Chicago, Rock Isl. & Pac
Limestone, Tenn., Southern
Limestone, Tex.,
Trinity & Brazos Val
Limestone, Wytne Co., Va.,
Norfolk & Western
Limestone, W.Va., Balt. & O
Limestone Cove, Tenn.,
Johnson City, B. & So
Limeton, Warren Co., Va.,
Norfolk & Western
Limeville, Ark.,
St. Louis, Iron Mt. & So
Limeville, Ky. Ches. & Ohio
Limitar, N.M. At. T. & S. Fe
Limoilou Junction, Que.,
Canadian North. Que
" Que. & Lk. St. John (a)
" Que. Ry. L. & P. Co (a)
Limon, Colo.,
Ch. Rock Isl. & Pac (a)
" Union Pacific (a)
Limon, Jalisco, Mex.,
Mexican Central
Limon, Vera Cruz, Mex.,
Interoceanic of Mex
Limona, Fla., Seaboard Air L
Limoncito, Mex., W. of Mex
Limones, Sonora, Mex.,
West Coast Route
Limones, Vera Cruz, Mex.,
Tehuantepec National
Lim Rock, Ala., Southern
Linameca, Mex.,
Tehuantepec National
Linares, Mex., Nat. of Mex
Linby, Ia.,
Chicago, Mil. & St. Paul
Lincecum, La.,
St. Louis, Iron Mt. & So
Linchester, Md.,
Baltimore, Ches. & Atl
Linco, Ont., Can. Pac
Lincoln, Ala., Southern
Lincoln, Ark., Frisco System
Lincoln, Cal., South. Pacific
Lincoln, Idaho, Oregon S. L
Lincoln, Ill.,
Chicago & Alton (a) (b)
" Illinois Central (b) (c)
(a) and (b) about 1 mile apart
(a) and (c) 3-7 mile apart
(b) called Peoria Crossing on Chicago & Alton and called Peoria Division Depot on I. C
Lincoln, Cass Co., Ind.,
Pitts. Cin. Chic. & St. L
Lincoln, Me., Maine Central
Called also Saw Mill Spur
Lincoln, Md.,
Wash. Balt. & Annap. El
Lincoln, Mass., Bost. & Maine
Lincoln, Mich.,
Detroit & Mackinac
Lincoln, Minn., North. Pacific
Lincoln, Mo., Missouri Pacific
Lincoln, Mont., Great North
Lincoln, Neb.,
Burlington Route (a)
" Chic. Rk. Isl. & Pa (b)
" Missouri Pacific (c)
" North-Western Line (c)
" Union Pacific (d)
(a) and (b) 1 mile apart
(a) and (c) about 520 yards apart
(a) and (d) about 520 yards apart
(b) and (c) 1 mile apart
(b) and (d) 1 mile apart
(c) and (d) about ½ mile apart
Lincoln, N.H., Boston & Me
Lincoln, N.J., Central of N.J
" Lehigh Valley †
Lincoln, N.Y., N.Y.C. & H.R
Lincoln, O.,
Detroit, Tol. & Ironton
Lincoln, Lee Co., Tex.,
San Ant. & Aran. Pass
Lincoln,
Montgomery Co., Tex.,
Peach River & Gulf
Lincoln, Wash.,
Spok. & Inland Empire
Lincoln, W.Va., Ches. & Ohio
Lincoln, Wis.,
Marinette, Tom. & W
Lincoln Center, Kan.,
Union Pacific
Lincoln Center, Me., Me. Cent
Called also Middletown
Lincoln City, Del., Penna
Lincoln City, Spencer Co.,
Ind., Southern
Lincolnia, Va., Southern
Lincoln Junction, Mich.,
Detroit & Mackinac
Lincoln Junction, Neb.,
Missouri Pacific
Lincoln Lake, Mich.,
Grand Trunk
Lincoln Park, Cal.,
A.T. & S.F., Coast Lines*
" Pacific Electric
Lincoln Park, N.J., D.L. & W
Lincoln Park, N.Y.,
Buffalo, Roch. & Pitts
Lincoln Park, R.I.,
N.Y. New Hav. & Har
Lincoln's, Me.,
Bangor & Aroostook
Lincoln Square, Mass.,
Boston & Maine
Lincolnton, N.C.,
Car. & North-west (a)
" Seaboard Air Line (b)
(a) and (b) adjacent
Lincoln University, Pa.,
Pennsylvania
Lincolnville, Kan.,
Chic. Rock Isl. & Pac
Lincolnville, S.C., Southern
Lind, Wash.,
Chicago, Mil. & Puget Sd
" Northern Pacific
Lindale, Ark.,
Chicago, Rk. Isl. & Pac
Lindale, Ga., Cent. of Ga (a)
" Southern (b)
(a) and (b) about 100 yards apart
Lindale, Pa., Pennsylvania
Lindale, Tex., Int. & Gt. No
Linda Rosa, Cal.,
A.T. & S.F., Coast Lines*
Linda Vista, Cal.,
A.T. & S.F., Coast Lines*
Linden, Ala., Louisv. & Nashv
Linden, Fla., Atl. Coast Line
Linden, Ind.,
Chic. Ind. & Louis (a)
" Toledo, St. L. & West (a)
Linden, Ia., Chic. Mil. & St. P
Linden,
Montgomery Co., Md.,
Baltimore & Ohio
Linden, Mass., Boston & Me
Linden, Mich., Grand Trunk
Linden, Mo.,
Quincy, Om. & K.C (a)
" St. Joseph & Gd. Isl (a)
Linden, N.J., Pennsylvania
Linden, N.Y., Erie
Linden, N.C.,
Raleigh & Southport
Linden, Allegheny Co., Pa.,
Baltimore & Ohio
Linden, Lycoming Co., Pa.,
N.Y. Cent. & Hud. Riv
" Pennsylvania
Linden,
Westmoreland Co., Pa.,
Youghiogheny
Linden, Va., Southern
Linden, Wis.,
Mineral Point & North
Lindencross, Pa., Penna
Lindenhall, O.,
Day. L. & C. RR. & T. Co
Linden Hall, Pa., Penna
Lindenhurst, N.Y.,
Long Island
Lindenhurst, Ont.,
Grand Trunk
Linden Junction, N.J.,
Staten Island Rap. Tr
Linden Park, Ill.,
Ch. Term. Transfer (a)
" North-West. Line (b)
(a) and (b) about ½ mi. apart
Lindenwald, O.,
Cin. Ham. & Dayton (a)
" Ohio Electric (b)
(a) and (b) 1½ miles apart
Lindenwold, N.J., Penna
Lindenwood, Ill., Chic. Gt. W
Lindenwood, Mass.,
Boston & Maine
Lindenwood, Mo., Frisco Sys
Linderman, Colo.,
Colorado & Southern
Linderman, Mich.,
Pere Marquette
Linderman, Wis.,
North-Western Line
Lindhilt, Tenn.,
Louisville & Nashville
Lindley, N.Y.,
N.Y. Cent. & Hud. Riv
Lindley, Pa., Phila. & Read
Lindsay, Ark.,
St. Louis, Iron Mt. & So
Lindsay, Cal., South. Pacific
Lindsay, Kan., Union Pacific
Lindsay, La.,
Yazoo & Miss. Valley
Lindsay, Miss.,
Yazoo & Miss. Valley
Lindsay, Neb., No. West. Line
Lindsay, Okla.,
Atch. Top. & San. Fe (a)
" Chic. Rk. Isl. & Pac (a)
Lindsay, Ont., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) about 1 mile apart
Lindsay, Tex., Mo. K. & Tex
Lindsay, Va., Ches. & Ohio
Lindsays, Ga.,
Atl. & Birm. Air Line
Lindsay South Junc., Ont.,
Grand Trunk
Lindsborg, Kan.,
Missouri Pacific (a)
" Union Pacific (b)
(a) and (b) about 330 yards apart
Lindsey, Ark.,
St. Louis, Iron Mt. & So
Lindsey, O., Lk. Sh. & Mich. So
Lindsey, Pa., Pennsylvania
Lindsey, W. Va.,
Norfolk & Western
Lindsey, Wis., Ch. Mil. & St. P
Lindsey's Crossing, Ala.,
Louisville & Nashville
Lindstrom, Minn.,
Northern Pacific
Lindwerm, Wis.
North-Western Line
Linea, Cal., Pac. Electric
Lineberry, N.C., Southern
Lineberry, Va.,
Norfolk & Western
Lineboro, Md., Western Md
Lineburg, W.Va., Balt. & O
Linesville, Pa.,
Bessemer & Lk. Erie (a)
" Pennsylvania Co (a)
Lineville, Ala.,
Atlanta, Birm. & Atl
Lineville, Ia., Chic. R. I. & Pac
Linfield, Pa., Phila. & Read
Lingard, Cal., South. Pacific
Lingley, N.B., Can. Pacific
Lingo, Macon Co., Mo.,
Burlington Route
Lingo, Tex.,
Houston, E. & W. Texas
Linko, Ont., Gd. Trunk Pac
Links, Ill., Louisv. & Nashv
Linkville, Mich., Gd. Trunk
Linkwood, Md., Penna
Linlithgo, N.Y.,
N.Y. Cent. & Hud. Riv
Linn, Ark.,
Pine Bluff Ark. River
Linn, Ia.,
Chicago, Rk. Isl. & Pac
Linn, Kan., Missouri Pacific
Linn, Ore., Southern Pacific
Linn, Pa., Pennsylvania
Linn, W.Va., Balt. & Ohio
Linnberg, Ia., No.-West. Line
Linndale, O.,
Clev. Cin. Chi. & St. L (a)
" Lk. Shore & Mich. So (a)
Linnemann, Ore.,
Portland Ry. L. & P. Co
Linneus, Mo., Burl. Route
Linn Grove, Ia.,
North-Western Line
Linnie, Cal., South. Pacific
Linns Crossing, Ala.,
Southern
Linnton, Ore.,
Astoria & Col. River (a)
" Northern Pacific (a)
Linora, Cal., South. Pacific
Linscott, Neb., Burl. Route
Linstead, Mo., Butler Co (a)
" St. L. Iron Mt. & So (b)
(a) and (b) about 1 mi. apart
Called Palmers Mill, Mo., on St. L. I. M. & S
Linta, Mex., Nat. of Mexico
Linthicum, Md.,
Maryland Electric
" Wash. Balt. & Annap. El
Lintner, Ill.,
Cin. Ham. & Dayton
Linton, Ala., Louisv. & Nashv
Linton, Colo., Denv. & Rio G
Linton, Ind.,
Chicago, Ind. & Lv (a)
" Indianapolis South (a)
" Southern Indiana (b)
(a: and (b) adjacent
Linton, Ia.,
Chicago, Rk. Isl. & Pac
Linton, Kan., Frisco System
Linton. N. D.,
Chic. Mil. & St. Paul (a)
" Northern Pacific (a)
Lintonia, Miss., Illinois Cent
Lintonville, Minn.,
Minn. St. P. & Slt. Ste. M
Lintz, Mo., St. L. Iron M. & So
Linville, Va., Southern
Linville Falls, N.C.,
Car. Clinch. and Ohio
Linwood, Ala., Cent. of Ga
Linwood, Cal.,
San Diego Southern
Linwood, Ia.,
Chicago, Mil. & St. Paul
" Chicago, Rk. Isl. & Pac
Linwood, Kan., Union Pac
Linwood, Md., Western Md
Linwood, Bay Co., Mich.,
Michigan Central
Linwood,
Houghton Co., Mich.,
Mineral Range
Linwood, Minn., Minn. & St. L
Linwood, Neb.,
North-Western Line
Linwood, N.Y., Del. L. & W
Linwood, Davidson Co., N.C.,
Southern
Linwood, N.S., Intercolonial
Linwood, Belmont Co., O.,
Baltimore & Ohio
Linwood, Hamilton Co., O.,
Pitts. Cin. Chic. & St. L
Linwood Junction, Ont.,
Can. Pacific
Linwood Park, Mich.,
Detroit & Mackinac
Linworth, O., Hocking Val
Lion Tunnel, Colo.,
Silverton Northern
Lionville, Pa., Phila. & Read
Lipe, Tenn., N.C. & St. Louis
Lippard, Mont.
Great Northern
Lippe Crossing, Ind.,
Louisville & Nashville
Lippincott's, O.,
Cleve. Cin. Chic. & St. L
Lippman No. 1, Ark.,
St. Louis, Iron Mt. & So
Lipscomb, Va., Norf. & West
Lipton, Sask., Can. Pacific
Lirim, Ariz., Southern Pacific
Liro, Ky., Louisv. & Nashv
Lis, Ill., Indianapolis South
Lisbon, Ct., N.Y.N.H. & H
Lisbon, Fla., Atl. Coast Line
Lisbon, Noble Co., Ind.,
Grand Rapids & Ind
Lisbon, Ia., No. West. Line
Lisbon, Kan., Union Pacific
Lisbon, Me., Maine Central
Lisbon, N.H., Boston & Me
Lisbon, N.M., Southern Pac
Lisbon, N.Y., Rutland
Lisbon, N.D., North. Pacific
Lisbon, O., Erie (a)
" Pitts. Lisbon & W (b)
" Youngstown & O. R (c)
Depots adjacent
(a) and (c) about ½ mile apart
(b) and (c) about ½ mile apart
Lisbon Falls, Me., Me. Cent
Lisburn Bridge, Pa.,
Cumberland Valley
Lisco, Neb., Union Pacific
Liscomb, Ia., Iowa Central
Liscum, Mont., Great North
Lisgar, Ont., Canadian Pac
Lisgar, Que., Grand Trunk
Liskeard, Ont.,
Temiskaming & N. Ont
Lisko, Cal., Southern Pacific
Lisle, Ill., Burlington Route
Lisle, Mo., Kansas City South
Lisle, N.Y., Del. Lack. & West
Lisle, Ont., Grand Trunk
Lisman, Ky., Illinois Central
Lisman Junction, O.,
Detroit, Tol. & Ironton
Lismore, Minn.,
Chicago, Rk. Isl. & Pac
Lissie, Tex., Gal. Har. & San A
Lissiman, Man., Can. Pac
L'Islet, Que., Intercolonial
Listie, Pa., Baltimore & Ohio
Liston, Ark.,
Blythev. B. & Miss. Riv †
Liston, Mich., Manistique
Listonburg, Pa., Balt. & O
Listonia, Ga., Seab. Air Line
Listonia, La.,
St. Louis, Iron Mt. & So
Listowel, Ont., Can. Pacific
" Grand Trunk
Litchfield, Ct., N.Y.N.H. & H
Litchfield, Ill.,
Burlington Route (a)
" Cl. Cin. Chic. & St. L (b)
" Illinois Central (c)
" Wabash (d)
(a) and (b) ¼ mile apart
(a) and (c) 375 yards apart
(b) and (c) 428 yards apart
(c) and (d) 216 yards apart
Litchfield, Kan., Frisco Sys
Litchfield, Mich., L. S. & M. S

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Litchfield, Minn., Gt. North
Litchfield, Neb., Burl. Route
Litchfield, N.Y., Del. Lack & W
Litchfield, O., Northern Ohio
Litchfield, Va., Norf. & West
L. & M Junction, Ill.,
Chic. Peoria & St. L
" Litchfield & Madison
Litchfield Junction, Kan.,
Frisco system
Litchville, N.D., North. Pac
Literberry, Ill.,
Chic. Peoria & St. Louis
Lithia, Fla., Seab. Air Line
Lithia, N.D., Chi. M. & St. P
Lithia, Va., Norfolk & West
Lithia Springs, Ga.,
Bowden Lithia Spgs (a)
" Southern (a)
Lithium, Mo.,
Ches. Perryv. & Ste. G
Lithonia, Ga., Georgia
Litiz, Pa., Phila. & Reading
Litroe, La.,
Farmerv. & South (a)
" Litroe Rk. & Monroe (a)
Littell, Wash., North. Pacific
Littig, Tex.,
Houston & Tex. Cent
Little, Ind., Evansv. & Ind
Little, Tex., San A. & A. Pass
Little Bay, Ark., St. L. So. W
Little Black, Wis.,
Minn. St. P. & Slt. Ste. M
Little Blue, Mo., Missouri Pac
Little Britain, N.Y.,
New York, Ont. & West
Little Brook, N.S., Dom. Atl
Littlepy, Mo., Chic. & Alton
Little Cacapon, W.Va.,
Baltimore & Ohio
Little Canada, Minn.,
Northern Pacific
Little Cedar, Ia.,
Chicago Great Western
Little Chute, Wis.,
North-Western Line
Little Creek, La., La. & Ark
Little Creek, Miss.,
New Orl. Mobile & Chic
Little Cypress, Ky., Ill. Cent
Little Dalles, Wash.,
Great Northern
Little Falls, Minn., No. Pac
Little Falls, N.J., D.L. & W (a)
" Erie (b)
Little Falls, N.Y.,
Littlestown, Pa., No. Cent
" N.Y. Cent. & H. Riv (b)
" West Shore (c)
Little Falls, W.Va., Balt. & O
Little Ferry, N.J.,
New York, O. & W (a) F
" N.Y. Susq. & West (a)
" West Shore (a)
F *For passenger service only*
Little Ferry Junction, N.J.,
N.Y. Ont. & West (a)
" N.Y. Susq. & West (a)
Littlefield, Me., Gd. Trunk
Littlefield, Mo., Frisco Sys
Littlefield, N.C.,
Atlantic Coast Line
Littlefields, N.H.,
Boston & Maine
Little Fork, Ky., Ches & Ohio
Littlefork, Minn.,
Big Fork & Internat. F
Little Gap, Pa.,
Chestnut Ridge
Little Harbor, N.F.,
Reid Newfoundland
Little Hocking, O.,
Balt. & Ohio Southwest
Littlehorn, Mont.,
Burlington Route
Little Indian, Ill.,
Chic. Peoria & St. L
Little Lake, Cal., South. Pac
Little Lake, Mich.,
Munising (a)
" North-West. Line (a)
Little Manistee, Mich.,
Pere Marquette
Little Mashelle, Wash.,
Tacoma Eastern
Little Maumelle, Ark.,
Chicago, Rk. Isl. & Pac
Little Metis, Que., Intercol
Little Missouri, N.D., No. Pac
Little Mountain, S.C.,
Col. Newb. & Laurens
Little Mountain, Utah,
Southern Pacific
Little Neck, N.Y., Long Isl
Little North Fork, Idaho,
Idaho Northern RR
Little Orleans, Md.,
Western Maryland
Littleport, Ia., Ch. Mil. & St. P
Little Rapids, N.Y.,
N.Y. Cent. & Hud. Riv
Little Rapids, Wis.,
North-Western Line

Little River, Ala.,
Chatt. Southern
Little River, Fla.,
Florida East Coast
Little River,
Cherokee Co., Ga.,
Louisville & Nashville
Little River, Wilkes Co., Ga.,
Georgia
Little River, Kan.,
Atch. Top. & Santa Fe
Little River, La.,
New Orl. Natalb. & Nat
Little River,
New Madrid Co., Mo.,
St. Louis, Iron Mt. & So
Little River,
Pemiscot Co., Mo.,
Frisco System
Little River, N.B.,
Moncton & Buctouche
Little River, N.F.,
Reid Newfoundland
Little River, N.C.,
Durham & Charlotte
Little River, Tenn., South
Little River, Tex., M. K. & T
Little River, Va., Ches. & Ohio
Little River Junction, Cal.,
Oregon & Eureka
Little River Landing, La.,
Mill Crk. & L.R. Ry. & N
Little Rock, Ark.,
Chic. Rk. Isl. & Pac (a)
" St. Louis So. West (b)
" St. L. Iron Mt. & So (b)
(a) *and* (b) *2 miles apart*
Little Rock, Ia.,
Chicago, Rk. Isl. & Pac
Little Rock, Mo.,
Illinois Southern
Little Rock, Wash., No. Pac
Little Run Junction, Pa.,
Lehigh Valley (a)
" Phila. & Reading (a)
Littles, Miss.,
Yazoo & Miss Valley
Littles, Mo., Frisco System
Little Sandy, Okla.,
Atch. Top. & Santa Fe
Little Sauk Minn., Gt. North
Little Seneca, Md.,
Baltimore & Ohio
Little Silver, N.J.,
Central of N. Jersey (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Littlestown, Pa., No. Cent
Little Suamico, Wis.,
North-Western Line
Little Summit, Nev., So. Pac
Little Toby, Clarion Co., Pa.,
Baltimore & Ohio
Littleton, Etowah Co., Ala.,
Nashville, Chat. & St. L
Littleton, Jefferson Co., Ala.,
Louisville & Nashville
" Southern
Littleton, Ark.,
Blythe. Leach. & Ark. So
Littleton, Colo.,
At. Top. & Santa Fe (a)
" Denver & Rio Gr (b)
(a) *and* (b) *adjacent*
Littleton, Ill.,
Macomb & Western
Littleton, Me.,
Bangor & Aroostook
Littleton, Mass.,
Boston & Maine
Littleton, N.H., Bost. & Me
Littleton, N.C.,
Seaboard Air Line
Littleton, S.C., Southern
Littleton, W.Va., Balt. & O
Little Tunnel, Ga., Southern
Little Tunnel, Ind.,
Balt. & Ohio Southwest
Little Turtle Lake, Minn.,
Minneapolis & Rainy R
Little Valley, N.Y., Erie
Little Village, Que.,
Quebec Ry. L. & P. Co
Littleville, Ala., North. Ala
Little Woods, La.,
New Orl. & North-east
Little York, Ill., Iowa Cent
Little York, N.Y.,
Del. Lack. & Western
Little York, O.,
No. O. Trac. & L. Co (El)
Littman, Fla., Ga. Fla. & Ala
Litton, Cal., San F. & No. Pac
Litton, Miss.,
Yazoo & Miss. Valley
Litz, Va., Norfolk & Western
Litzsinger, Mo., Mo. Pac
Lively, Tex.,
Chic. Rk. Isl. & Gulf
Lively, Fayette Co., W.Va.,
Virginian
Lively Crossing,
Wetzel Co., W.Va.,
Baltimore & Ohio
Live Oak, Cal., South. Pacific
Live Oak, Fla.,
Atlantic Coast Line (a)
" Florida (a)
" Live Oak, Perry & G (a)
" Seaboard Air Line (a)
Live Oak, La., New Orl. So

Livecak, Tex., Velasco Term
Livermore, Cal., South. Pac
Livermore, Ia.,
Chic. Rk. Isl. & Pac (a)
" Minn. & St. Louis (b)
Depots ¼ mile apart
Livermore, Ky., Lv. & Nash
Livermore, Me.,
Maine Central
Livermore, Pa., Penna
Livermore Falls, Me.,
Maine Central
Livermore Falls, N.H.,
Boston & Maine
Liverpool, B.C., Gt. North
Liverpool, Fla.,
Atlantic Coast Line
" Charlotte Har. & North
Liverpool, Ind.,
Michigan Central (a)
" Pennsylvania Co (a)
Liverpool, N.Y.,
N.Y. Cent. & Hud. Riv
Liverpool, N.S.,
Halifax & Southwest
Liverpool, O. Balt. & Ohio
Liverpool, Pa., No. Central
Liverpool, Tex.,
St. L. Brownsv & Mex
Liverpool, W.Va.,
Baltimore & Ohio
Livesey, Colo.,
Atch. Top. & Santa Fe
Livia, Ky., Louisv. & Nash
Livingston, Ala.,
Alabama Gt. Southern
Livingston, Cal., South. Pac
Livingston, Ga.,
Gulf Line
Livingston,
Montgomery Co., Ill.,
Chicago & East. Ill (a)
" Cleve. Cin. C. & St. L (a)
Livingston, Ind.,
Chicago, Ind. & Louisv
Livingston, Ky., Lv. & Nash
Livingston, Mich.,
Pere Marquette
Livingston, Mont., No. Pac
Livingston, N.Y.,
Staten Island Rap. Tr
Livingston, Ont.,
Canadian Pacific
Livingston, S.C.,
Seaboard Air Line
Livingston, Tenn.,
Overton County
Livingston, Tex.,
Beaumont & Gt. North
" Hous. East & West Tex
Livingston, Wis.,
North-Western Line
Livingston Manor, N.Y.,
New York, Ont. & West
Livonia, La.,
Colo. So. New Orl. & Pac
Livonia, Mo., Iowa & St. Louis
Livonia, N.Y., Erie (a)
" Lehigh Valley (b)
(a) *and* (b) *about 2¼ miles apart*
Lizard Creek Junction, Pa.,
Lehigh Valley
Lizard Head, Colo., Rio G. So
Lizella, Ga.,
Macon & Birmingham
Lizotte, Que.,
Quebec & Lake St. John
Lizton, Ind., Cl. C. C. & St. L
Llandaff, Md., Pennsylvania
Llanerch, Pa., Pennsylvania
Llanfair, Pa., Pennsylvania
Llangollen, Colo.,
Colorado & Southern
Llano, Cal., No. West. Pacific
Llano, Chihuahua, Mex.,
Mexico North Western
Llano, Michoacan, Mex.,
National of Mexico
Llano, Sonora, Mex.,
West Coast Route
Llano, Tex.,
Houston & Texas Cent
Llano Blanco, Mex.,
Parral & Durango
Llano Grande, Mexico, Mex.,
Zitacuaro & Jocomusco
Llano Grande, Puebla, Mex.,
Mexican Southern
Llano Grande, Tex.,
St. Louis, Brownsv. & M
Llanwellyn, Pa., Balt. & O (a)
" Pennsylvania (a)
Called Glenolden on Penna
Llewellyn, N.J., Erie
Llewellyn, Pa.,
Phila. & Reading
Llewellyn Crossing, Pa.,
Phila. & Reading
Llewellyn Park, Ill.,
Chicago, Mil. & St. Paul
Lloyd, Fla., Seaboard Air L
Lloyd, Ky., Ches. & Ohio
Lloyd, Md.,
Wash. Balt. & Annap. El

Lloyd, Mo., Mo. Kans. & Texas
Lloyd, N.M.,
El Paso & S.W. System
Lloyd, Va.,
Wash. Alex. & Mt. V. El
Lloydell, Pa., Pennsylvania
Lloydminster, Alberta
Canadian Northern
Lloyds, Ala.,
Mobile & Ohio
Lloyds, Ark., St. L. I. Mt. & So
Lloyds, Mo.,
Missouri. Kan. & Texas
Lloyds, W.Va., Balt. & Ohio
Lloydville, Pa.,
Pennsylvania
Loachapoka, Ala.,
Western of Alabama
Loaeza, Mex., Nat. of Mex
Loami, Ill.,
Chic. Peoria & St. Louis
Lobach, Pa., Ironton
Lobato, N.M., Den. & Rio Gr
Lobb's Crossing, Ont.,
Niag. St. Cath. & Tor (El)
Lobdell, La., Texas & Pacific
Lobdell, Miss.,
Yazoo & Miss. Valley
Lobdell, N.C.,
Raleigh & Western
Lobo, Ont., Grand Trunk
Lobo, Tex., Gal. Har. & San A
Lobo Town Line, Ont.,
Grand Trunk
Locan, Ind., Chic. and East. Ill
Locans, Cal., South. Pacific
Lochaber, Que.,
Canadian Pacific
Lochalsh, Ont., Can. Pacific
Lochiboom, N.S., Intercol
Locher's Ve., Ches. & Ohio
Lochiel, Ind.,
Chicago and East. Ill
Loch Laurel, Va.,
Chesapeake & Ohio (a)
" Norfolk & Western (a)
Lochland, Ky., Illinois Cent
Lochland, Pa., Phila. & Read
Lochlin, Ont., Grand Trunk
Loch Lomond, Miss.,
Yazoo & Miss. Valley
Loch Lomond, Pa., Penna
Loch Lomond Junc., Pa.,
N.Y. Cent. & Hud. Riv
" Pennsylvania
Lochloosa, Fla.,
Seaboard Air Line
Lochloy, Wash., No. Pac
Lochmere, N.H., Boston & Me
Loch Raven, Md.,
Maryland & Penna
Lock, Ala., Seaboard Air Line
Lock, Tex., Houst. E. & W. Tex
Lock Arbor, La.,
Little Rock & Monroe
Lock Berlin, N.Y.,
N.Y. Cent. & Hud. Riv
Lockbourne, O.,
Norfolk & Western
Lock Bridge, R.I.,
Moshassuck Valley
Locke, N.Y., Lehigh Valley
Locke, Wash.,
Idaho & Wash. North
Lockeford, Cal., So. Pacific
Lockeport, N.S.,
Halifax & Southwest
Lockesburg, Ark.,
De Queen & Eastern
Locke's Mills, Me., Gd. Trunk
Locke Valley, Pa.,
East Broad Top
Lock Four, Pa., Penna
Lockhart, Ala.,
Central of Georgia (a)
" Louisville & Nashv (b)
(a) *and* (b) *540 yards apart*
Lockhart, Ariz.,
S.Fe, Presc. & Phoenix*
Lockhart, La.,
Arkansas Southeastern
Lockhart, Minn., Gt. North
Lockhart, Miss.,
Mobile & Ohio
Lockhart, O., Balt. & Ohio
Lockhart, Ore.,
Sumpter Valley
Lockhart, S.C., Southern
Lockhart, Tex.,
Mo. Kan. & Texas (a)
" San Ant. & Ar. Pass (b)
(a) *and* (b) *about ¼ mi. apart*
Lockhart Junction, S.C.,
Southern
Lockhart's, Fla.,
Seaboard Air Line
Lock Haven, Ill.,
Chic. Peoria & St. Louis
Lock Haven, Pa.,
N.Y. Cent. & Hud. R (a)
" Pennsylvania (b)
(a) *and* (b) *¼ mile apart*
Lockington, O.,
Western Ohio (El)
Lockland, O.,
Cin. Ham. & Dayton (a)
" Cincinnati North (b)
" Cl. Cin. Chic. & St. L (b)
(a) *and* (b) *1 mile apart*
Lockmoor, La.,
Louisiana Western

Lock No. 5, Pa., Monongahela
Lockport, Ill.,
Atch. Top. & S. Fe (a)
" Chicago & Alton (b)
(a) *and* (b) *about ½ mi. apart*
Lockport, La.,
Morgan's La. & Tex
Lockport, N.Y., Erie (a)
" International (El) (b)
" N.Y. Cent. & H. Riv (c)
(a) *and* (c) *1 mile apart*
(b) *and* (c) *about ¼ mile apart*
Lockport, O., Balt. & Ohio (a)
" Pitts. Cin. Ch. & St. L (a)
Lockport,
Northampton Co., Pa.,
Central of New Jersey
Lockport,
Westmoreland Co., Pa.,
Pennsylvania
Lockport Junction, La.,
Brimstone RR. & Can. Co
" Kansas City Southern
Lockport Junction, N.Y.,
N.Y. Cent. & Hud. Riv
Lockridge, Ia., Burl. Route
Lockridge, Okla.,
St. L. El Reno & West
Lock Ridge, Pa.,
Phila. & Reading
Locks, O., Norfolk & Western
Lock Seven, W.Va.,
Kanawha & Michigan
Locksley, Ont., Grand Trunk
Locksley, Pa., Pennsylvania
Lock Springs, Mo., Wabash
Lock Three, Pa.,
Pittsburgh & Lake Erie
Lockton, Pa., P. C. C. & St. L
Lockville O., Hocking Valley
Lockwood, Cal.,
Pacific Electric
Lockwood, Idaho,
Oregon RR. & Nav. Co
Lockwood, La.,
La. Ry. & Nav. Co
Lockwood, Mo.,
Frisco System
Lockwood, Mont., No. Pac
Lockwood, Neb., Union Pac
Lockwood, N.Y., Lehigh Val
Lockwood, O., Penna. Co
Lockwood, Pa.,
Emporium & Rich. Val
Lockwood, Saskatchewan,
Canadian Pacific
Lockwoods, Ky.,
Chesapeake & Ohio
Loco, B.C., Canadian Pacific
Locust, Ky., Louisv. & Nash
Locust, Pa., Buff Roch. & Pitts
Locust Dale, Pa., Phila. & R
Locust Dale Junction, Pa.,
Phila. & Reading
Locust Gap, Pa.,
Phila. & Reading
Locust Gap Junction, Pa.,
Pennsylvania
Locust Grove, Ga., Southern
Locust Grove, Md.,
Wash. Fred. & Gettysb
Locust Grove, N.J., Penna
Locust Grove, N.Y., Penna
Locust Grove, Clarke Co., O.,
Detroit, Tol. & Ironton
Locust Grove, Licking Co., O.,
Baltimore & Ohio
Locust Hill, Ont., Can. Pac
Locust Junction, Pa.,
Lehigh Valley
Locust Lane, W.Va.,
Baltimore & Ohio
Locust Lodge, Ky., L. & Nash
Locust Point, Md., Balt. & O
Locust Ridge, La.,
St. Louis, Iron Mt. & So
Locust Summit, Pa., Ph. & R
Locust Summit Junc., Pa.,
Phila. & Reading
Locust Valley, N.Y., Long Isl
Loda, Ill., Illinois Central
Lodemia, Ill., Wabash
Lodge, Ill., Illinois Cent (a)
" Wabash (b)
Depots adjacent
Lodge, S.C., Atl. Coast Line
Lodge Grass, Mont.,
Burlington Route
Lodge Pole, Neb., U. Pacific
Lodi, Cal., Southern Pacific
Lodi, Neb., Union Pacific
Lodi, Bergen Co., N.J.,
N.Y. Susq. & Western
Lodi, N.Y., Lehigh Valley
Lodi, O., Balt. & Ohio (a)
" Wheel. & Lake Erie (b)
(a) *and* (b) *¼ mile apart*
Lodi, Tex., Texas & Pacific
Lodi, Wis., North-West. Line
Lodiburg, Ky.,
Lv. Hend. & St. Louis
Lodi Junction, N.J., Erie (a)
" N.Y. Susq. & West (a)
Lodo, Colo., Denver & Rio Gr
Lodona, Ky., Louisv. & Nashv
Lodwick, Tex., Tex. South †
Loeb, Tex.,
Gulf. Colo. & Santa Fe*
Loerch, Minn., Northern Pac
Lofgreen, Utah,
San Ped. Los Ang. & S. Lk

Loftin, Fla., Seab. Air Line
Lofton, La.,
Louisiana Ry.&Nav.Co
Lofton, Va., Norf. & Western
Lofty, Ky., Louisv. & Nashv
Lofty, Pa.,
Pennsylvania
» Phila. & Reading
Logan, Cal., South. Pacific
Logan, Ind., Chic. Ind. & Lv
Logan, Ia., Illinois Cent (a)
» North-West. Line (b)
(a) and (b) about 300 yards apart
Logan, Kan., Missouri Pac
Logan, Ky., Louisv. & Nashv
Logan, Mich., Pere Marq
Logan, Mo., Frisco System
Logan, Mont., North. Pacific
Logan, N.M.,
Chic. Rk. Isl. & El Paso
Logan, N.C.
Car. Clinch. and Ohio
Logan, Hocking Co., O.,
Hocking Valley
Logan, Marion Co., O.,
Cleve. Cin. Chic. & St. L
Logan, Phila. Co., Pa
Phila. & Reading
Logan, Utah, Ore. Short Line
Logan, Wash., North. Pacific
Logan, W. Va.,
Chesapeake & Ohio (a)
» Island Creek (a)
Logana, Ky., Louisv. & Atl
Logandale, Cal. South. Pac
Logan Junction, Utah,
Oregon Short Line
Logan's, Pa., Penna. Co
Logan's Ferry, Pa., Penna
Logansport, Ind.,
Pitts. Cin. C. & St. L (a)
» Vandalia (b)
» Wabash (c)
(a) and (b) about 1 mi. apart
(b) and (c) 1 mile apart
Logansport, La.,
Houston, E. & W. Tex (a)
» Houston & Shrevep (a)
Logansport, Pa., Penna
Logansport Div. Jn., Ind.,
Grand Rapids & Ind
Loganton, Pa.,
White Deer & Loganton
Loganville Ga.,
Seaboard Air Line
Logar, Ind., Lv. N. Alb. & Ch
Log Cabin, B.C.,
White Pass & Yuk. Rte
Loggieville, N.B.,
Intercolonial
Logging Creek, Mont.,
Great Northern
Loggy Bayou, La.,
La., Ky. & Nav. Co
Logmont, Ky., Louisv. & Nash
Logsdon, Ky.,
Louisville & Nashville
Logtown, La., St. L. I. M. & So
Logwood, Mich.,
Grand Rapids & Ind
Lohman, Mo., Missouri Pac
Lohrville, Ia.,
Chicago Great Western
» Chicago, Mil. & St. P (a)
» North-West. Line (b)
(a) and (b) ¾ mile apart
Lohrville, Wis.,
North Western Line
Lois, Cal., Southern Pacific
Lokern, Cal., South. Pacific
Lola, Ga., Ga. & Fla.
Loleta, Cal.,
San Fran. & No. West*
Loleta, Pa., Tionesta Valley
Loline Junction, Utah,
Denver & Rio Grande
Lolita, Colo., Missouri Pac
Lolly, Miss.,
Yazoo & Miss. Valley
Lo Lo, Mont., North. Pacific
Lo Luz, N.M.,
Alamog. & Sacra. Mtn
Loma, Colo., Denver & Rio G
Loma, La., Texas & Pacific
Loma, Durango, Mex.,
Mexican International
Loma, Jalisco, Mex.,
National of Mexico
Loma, Nuevo Leon, Mex.,
National of Mexico
Loma, Mont., Great Northern
Loma, N.D.,
Minn. St. P. & S. Ste. M
Loma Alta, Cal.,
A.T.&S.F., Coast Lines*
Loma Junction, Colo.,
Denver & Rio Grande
Lomando, Kan., A.T.&S.Fe
Lomas, Mex.,
West Coast Route
Lomas San Juan, Mex.,
Veracruz & Isthmus
Lomax, Ala., Louisv. & Nash
Lomax, Ill.,
Atch. Top. & Santa Fe (a)
» Burlington Route (b)
Lomax, Ind., Erie
Lomax, Kan., Missouri Pac
Lomax, Neb., Union Pacific
Lombard, Ill.,
Chicago Great West (a)
» North-West. Line (b)
(a) and (b) about ¼ mile apart
Lombard, Mont.,
Chic. Mil. & Puget Sd (a)
» Montana (a)
» Northern Pacific (a)
Lombard, Wis.,
Minn. St. P. & Slt. Ste. M
Lombardville, Ill., Burl. Rte
Lombardy, Miss.,
Yazoo & Miss. Valley
Lometa, Tex.,
Gulf, Colo. & Santa Fe*
Lomira, Wis.,
Minn. St. P. & Slt. Ste. M
Lomita, Cal., Pac. Electric
Lomo, Cal., Southern Pacific
Lomond, Ont., Can. Pacific
Lomond Wash., North. Pac
Lompoc, Cal., South. Pacific
Lonaconing, Md.,
Cumberl. & Penna (a)
» George's Ck. & Cumb (b)
(a) and (b) ½ mile apart
Lonas, O.,
Whee ing & Lake Erie
Londesborough, Ont.,
Grand Trunk
London, Ark., St. L. I. Mt. & S
London, Ind.,
Cleve. Cin. Chic. & St. L
London, Ky., Louisv. & Nash
London, Freeborn Co., Minn.,
Illinois Central
London, Lake Co., Minn.,
Duluth & North. Minn
London, O.,
Clev. Cin. Ch. & St. L (a)
» N. O. Trac. & L. Co
» Ohio Electric (b)
» Pitts. Cin. Ch. & St. L (c)
(a), (b) and (c) adjacent
London, Ont., Can. Pac (a)
» Grand Trunk (b)
» London & Port Stan (b)
» Michigan Central (c)
(a) and (b) about 1 mile apart
(a) and (c) about 1 mile apart
(b) and (c) adjacent
London, S.C., Southern
London, W. Va.,
Kanawha & Michigan
London, Wis.,
Chic. & Lk. Superior (a)
» North West. Line (a)
London Bridge, Va.,
Norfolk & Southern
Londonderry, N.B.,
Boston & Maine
Londonderry, N.S., Intercol
London, East Ont.,
Grand Trunk
London Junction, Colo.,
Colorado & Southern
London Junction, Ont.,
London & Port Stan (a)
» Michigan Central (a)
London Mills, Ill.,
Burlington Route (a)
» Iowa Central (b)
(a) and (b) about ½ mi. apart
Loneburn, Sask., Can. Pac
Lone Cedar, W. Va., B. & O
Lone Elm, Kan., Mo. Pacific
Lone Fir, Ore.,
Portland Ry. L. & P. Co
Lone Jack, Va.,
Norfolk & Western
Lone Mountain, Tenn.,
Southern
Lone Oak, Kan., Frisco Sys
Lone Oak, Tenn.,
Louisville & Nashville
Lone Oak, Tex., Mo. K. & T
Lone Pine, Ala.,
Louisville & Nashville
Lone Rock, Ia.,
North Western Line
Lone Rock, Mo., Frisco Sys
Lone Rock, Wis.,
Chicago, Mil. & St. Paul
Lone Star, Cal.,
A.T.&S.F., Coast Lines*
Lone Star, S.C.,
Atlantic Coast Line
Lone Tree, Ill., Burl. Route
Lone Tree, Ia.,
Chicago, Rk. Isl. & Pac
Lone Tree, Mo., Missouri Pac
Lone Tree, N.D., Great No
Lone Tree, Pa., Balt. & Ohio
Lone Tree, Wyo., Union Pac
Lone Wolf, Okla.,
Chic. Rk. Isl. & Pac (a)
» Kan. City, Mex. & O (b)
(a) and (b) 1220 yards apart
Loney's Lane, Md.,
Pennsylvania
Long, Ark., Frisco System
Long, Ga., Southern
Longacre, Pa., Lehigh Val
Longacre, W. Va.,
Kanawha & Michigan
Long Beach, Cal.,
Pacific Electric
» San Pedro, L. A. & S. L (a)
» Southern Pacific (b)
(a) and (b) about ½ mi. apart
Long Beach, Me., Boston & Me
Long Beach, Miss.,
Louisville & Nashville
Long Beach, N. Y., Long Isl
Long Beach, Wash.,
Ilwaco
Long Beach Club House, N.J.,
Pennsylvania
Long Branch, Fla.,
Atlantic Coast Line
Long Branch, Ill.,
Chic. Peoria & St. Louis
Long Branch, Ky.,
Louisv. Hend. & St. L
Long Branch, N.J.,
Central of N. Jersey (a)
» N.Y. & Long Branch (a)
» Pennsylvania (a)
Long Branch, Ont., Can. Pac†
» Grand Trunk
Long Branch, Tenn.,
Louisville & Nashville
Long Branch Junction, N.J.,
Philadelphia & Reading
Long Bridge, D.C., Balt. & O
Long Bridge, La.,
Texas & Pacific
Long Bridge, N.J., Leh. & H. R
Long Bridge, N.Y., Skaneat
Long Bridge, Pa., Ligon. Val
Long Brook, Pa.,
Williamsport & No. Br
Longburn, Manitoba,
Canadian Northern
Long Cane, S.C., Seab. Air L
Long Cliff, Ind., Vandalia
Long Creek, Ill.,
Cin. Ham. & Dayton
Longdale, Okla.,
Kan. City, Mex. & Orient
Longdale, Va., Ches. & Ohio
Long Dale, W. Va.,
Baltimore & Ohio
Long Eddy, N.Y., Erie
Longfellow, Pa., Penna
Longfellow, Tex.,
Gal. Har. & San Antonio
Longford, Kan.,
Atch. Top. & Santa Fe
Longford, Ont., Grand Trunk
Long Green, Md.,
Maryland & Penna
Long Grove, Ia., Ch. M. & St. P
Long Harbor, N.F.,
Reid Newfoundland
Longheed, Alberta, Can. Pac
Long Hill, Ct., N. Y. N. H. & H
Long Island, Kan., Burl. Rte
Long Island City, N.Y.,
Long Island
Long Key, Fla.,
Florida East Coast
Long Lake, Ill.,
Chicago, Mil. & St. Paul
Long Lake, Mich.,
Detroit & Mackinac
Long Lake, Minn., Gt. North
Long Lake, Miss.,
Yazoo & Miss. Valley
Long Lake, Wis.,
North Western Line
Long Lake West, N.Y.,
N. Y. Cent. & Hud. Riv
Long Leaf, La.,
Red River & Gulf (a)
» St. Louis, Wat. & Gulf (a)
Long Leaf, Tex.,
St. Louis South-west
Longley, O., Hocking Valley
Long Meadow, Colo.,
Colorado & Southern
Longmeadow, Mass.,
N.Y. New Hav. & Hart
Longmont, Colo.,
Burlington Route (a)
» Colo. & Southern (b)
» Great Western (c)
(a) and (b) about ¼ mi. apart
(a) and (c) 1¼ miles apart
(b) and (c) 1¼ miles apart
Longnecker, Ind.,
Cleve. Cin. Chic. & St. L
Long Park, Pa., Penna
Long Pine, Fla.,
Louisville & Nashville
Long Pine, Neb.,
North Western Line
Long Point, Ill.,
Atch. Top. & Santa Fe
Long Point, Ia.,
North Western Line
Long Pond, Me., Can. Pacific
Long Port, N.J., Penna
Long Prairie, Minn., Gt. No
Long Reach, W. Va.,
Baltimore & Ohio
Longridge, Tex.,
Gulf, Colo. & Santa Fe*
Longrie, Mich., Wis. & Mich
Long Run, Ky., Lv. & Nash
Long Run, O., Wh. & Lk. Erie
Long Run, Pa., Balt. & Ohio
Long Run, W. Va., Balt. & O
Long Run Junction, Pa.,
Lehigh Valley
Longs, Ala., Louisv. & Nashv
Longs, Fla., Atl. Coast Line
Long's, Columbiana Co., O.,
Erie
Longs, Tex., Texas & N. Orl
Long's, Wash.,
Northern Pacific (a)
» Ore. RR. & Nav. Co (b)
(a) and (b) about ¼ mi. apart
Longsdale, Colo.,
Colorado & Wyoming
Longsdorf, Pa.,
Phila. & Reading
Long Siding, Fla.,
Florida East Coast
Long Siding, Minn.,
Duluth & North. Minn
Longs Junction, Colo.,
Colorado & Wyoming
Long Springs, La.,
Louisiana & Arkansas
Longs Shoals, N.C.,
Carolina & No. Western
Longstreet, La.,
Houston & Shreveport
Longstreet, Miss.,
Yazoo & Miss. Valley
Longstreth, O.,
Hocking Valley
Longsville, Mich.,
Detroit & Mackinac
Long Swamp, Que., Can. Pac
Longton, Kan., At. T. & S. Fe
Longueuil, Que.,
Quebec, Mont. & South
Longueuil (West), Que.,
Quebec, Mont. & South
Longue Pointe, Que.,
Can. North. Quebec
Long Valley, Pa.,
Susq. & New York
Long View, Ala., Lv. & Nash
Longview, Ark.,
Beardsn & Ouachita Riv
Long View, Ill., Ch. and E. Ill
Longview, Ia., Burl. Route
Longview, Ky.,
Louisville & Nashville†
Longview, Miss., Ill. Central
Longview, O.,
Cleve. Cin. Chic. & St. L
Longview, Pa., West Side Belt
Longview, Tex.,
Texas & Gulf (a)
» Texas & Pacific (b)
(a) and (b) 200 yards apart
Longview, Wash.,
Spokane, Port. & Seat
Longview Junction, Tex.,
Internat. & Gt. North (a)
» Texas & Pacific (a)
Longville, La.,
Lake Charles & No (a)
» Louisiana & Pac (a)
Longville, O.,
Cleve. Cin. Chic. & St. L
Longwood, Fla.,
Atlantic Coast Line
Longwood, Ill.,
Chic. Rk. Isl. & Pac (a)
» Chic. Term. Transfer (b)
(a) and (b) 1 mile apart
Longwood, Ind.,
Cin. Ham. & Dayton
Longwood, La.,
Yazoo & Miss. Valley
Longwood, Md., Penna
Longwood, Mass.,
Boston & Albany
Longwood, Miss.,
Yazoo & Miss. Valley
Longwood, N.Y.,
Lehigh Valley
Longwood, Ont., Can. Pac
» Grand Trunk
Longworth, Minn., Can. No
Longworth, Tex.,
Kan. City, Mex. & Orient
Lonoke, Ark.,
Chicago, Rk. Isl. & Pac
Lonsboro, Tex.,
St. L. Brownsv. & Mex
Lonsdale, Ark.,
Little Rk. & Hot Spgs W
» Perla Northern†
Lonsdale, Minn.,
Chicago, Mil. & St. Paul
Lonsdale, R.I.,
N.Y. N. Haven & Hart
Loofborrows, O.,
Pitts. Cin. Chic. & St. L
Loogootee, Ill., Ch. and E. Ill
Loogootee, Ind.,
Balt. & Ohio Southwest
Lookeba, Okla.,
Chicago, Rk. Isl. & Pac
Looking Glass, Ore.,
Oregon RR. & Nav. Co
Lookout, Idaho, No. Pacific
Lookout, Ky., Ches. & Ohio
Lookout, Mont., North. Pac
Lookout, Nev., Va. & Truckee
Lookout,
Lackawanna Co., Pa.,
Delaware & Hudson
Lookout, Luzerne Co., Pa.,
Central of New Jersey
Lookout, Penn.,
Nash. Chat. & St. L (a)
» Queen & Cres. Rte (a)
Lookout, W. Va., Ches. & Ohio
Lookout, Wyo., Union Pac
Lookout Junction, Pa.,
Delaware & Hudson
Loomis, Cal., South. Pacific
Loomis, Mich., Pere Marq
Loomis, Neb., Burl. Route
Loomis S.D., Chic. Mil. & St. P
Loomis, Wash., Ilwaco
Loomis, Wis., Chic. Mil. & St. P
Loon, Ont., Canadian Pacific
Loon Cove, N.H., Bost. & Me
Loon Lake, Ill.,
Minn. St. P. & Slt. Ste. M
Loon Lake, N.Y.,
Delaware & Hudson (a)
» N.Y. Cent. & Hud. R (b)
(a) and (b) adjacent
Loon Lake, Wash.,
Great Northern
Loop, B.C., Canadian Pacific
Loop, Grand Co., Colo.,
Denver, No. West & Pac
Loop, Teller Co., Colo.,
Florence & Cripple Ck
Loop, Ore.,
Portland Ry. L. & P. Co
Loop, Pa., Pennsylvania
Loop, W. Va., Coal & Coke
Loop Line Junction, Mich.,
North-Western Line
Loop Run, Pa., Pennsylvania
Loper, Ala., Tombigbee Val
Loper, Miss.,
New Orl. Mobile & Chic
Lopez, Mex., Mexican Cent
Lopez, Mo.,
St. Louis, Iron Mt. & So
Lopez, Pa., Lehigh Valley
Lora, Tex., So. Kan. of Tex*
Lorah, Ia., Chic. Rk. Isl. & Pac
Lorain, N.D.,
Great Northern
Lorain, O., Balt. & Ohio (a)
» Lake Shore Electric
» Loraine & West Val
» N.Y. Chicago & St. L (a)
Loraine, Ill., Burl. Route
Loraine, S.C.,
Atlantic Coast Line
Loraine, Tex., Texas & Pacific
Loranda, Miss.,
Brookhaven & Pearl R
Loranda Junction, Miss.,
Brookhaven & Pearl R
Lorane, Ga., Cent. of Georgia
Lorane, Pa., Phila. & Read
Loranger, Mich., Mich. Cent
Loraeger, Que., Can. Pac
Loray, Nev., South. Pacific
Loray, N.C., Southern
Lorberry Junction, Pa.,
Phila. & Reading
Lords, Colo., Colo. & South
Lords, Fla., Atl. Coast Line
Lordsburg, Cal.,
A.T.&S.F., Coast L* (a)
» Southern Pacific (b)
(a) and (b) 100 yards apart
Lordsburg, N.M.,
Ariz. & New Mexico (a)
» Lordsb. & Hachita (a)
» Southern Pacific (b)
(a) and (b) about ¼ mi. apart
Lordstown, O., Penna. Co
Lordville, N.Y., Erie
Loreburn, Sask., Can. Pac
Lore City, O., Balt. & Ohio
Loree, Ind., P.C.C. & St. L
Loreley, Md., Balt. & Ohio
Lorena, Kan., Frisco System
Lorena, Ky.,
Louisville & Nashville
Lorena, Tex., Mo. Kan. & Tex
Lorencito, Colo.,
Colorado & Wyoming
Lorentz, W. Va., Balt. & Ohio
Lorenzen, Miss.,
Yazoo & Miss. Valley
Lorenzo, Alameda Co., Cal.,
Southern Pacific
Lorenzo, Santa Cruz Co., Cal.,
Southern Pacific
Lorenzo, Ga., Brinson
Lorenzo, Idaho, Ore. Sh. Line
Lorenzo, Ill., At. Top. & S.F (a)
» Chicago & Alton (b)
(a) and (b) adjacent
Lorenzo, Mex.,
West Coast Route
Lorenzo, Neb., Burl. Route
Lore's Mill, Fla.,
Atlantic Coast Line
Loreto, Mex., Nat. of Mexico
Lorette, Manitoba,
Canadian Northern
Lorette, Que., Can. Pacific
Lorette Junction, Que.,
Can. Northern Quebec
Loretto, Colo., Den. & Rio G
Loretto, Ky., Lv. & Nash
Loretto, Md., N.Y. Phila. & N
Loretto, Mich.,
North-Western Line (a)
» Wisconsin & Mich (b)
(a) and (b) 1½ miles apart
Loretto, Minn.,
Minn. St. P. & Slt. Ste. M
Loretto, Neb.,
North-Western Line
Loretto, Tenn., Lv. & Nash
Loretto Road, Pa.,
Pennsylvania

* On the Santa Fe
† For freight only
‡ On the Rock Island System

L'Orignal, Ont.,
Can. Northern Quebec
Lorillard, N.J., Cent. of N.J
Lorimor, Ia., Chic. Gt. West
Lorine, Tex., Gal. Har. & S. A
Loring, Ia.,
Ft. Dodge, Des M. & So
Loring, Kan., Union Pacific
Loring, La., Kan. City South
" Loring & Western†
Loring, S.D., Burl. Route
Loring's, N.Y., Lehigh Val
Loris, S.C., Atl. Coast Line
Lorman, Miss.,
Yazoo & Miss. Valley
Lorna, Mich., Munising
Lorne, Minn., Gt. Northern
Lorne, Yukon,
White Pass & Yuk. Rte
Lorne Park, Ont., Can. Pac†
" Grand Trunk
Lorneville Junction, Ont.,
Grand Trunk
Lorraine, Kan.,
Atch. Top. & S. Fe (a)
" Frisco System (a)
Lorraine, N.J., Cent. of N.J
Lorraine, R.I.,
Moshassuck Valley
Lorraine, Tenn.,
Cin. New Orl. & Tex. Pac
Lorraine, Va., Ches. & Ohio
Lorraine, W.Va.,
Ohio Central Lines
Lorton, Kans.,
Mo. Kans. & Texas
Lorton, Neb., Mo. Pacific
Lorton, Va., Wash. Southern
Lory, W.Va., Ches. & Ohio
Los Alamitos, Cal., So. Pac
Los Alamos, Cal., Pac. Coast
Los Alamos, Mex.,
Durango Central
Los Altos,
Santa Clara Co., Cal.,
Southern Pacific
Los Amates, Mex., Nat. of Mex
Los Angeles, Cal.,
A.T. & S.F., Coast L*(a)
" Los A. & Redondo (El)
" Los Angeles-Pacific (El)
" Pacific Electric
" San Pedro, L.A. & S.L (c)
" Southern Pacific (d)
(a) and (c) ½ mile apart
(a) and (d) about ½ mi. apart
(c) and (d) ½ mile apart
Los Angeles, Colo.,
Colo. Spgs. & Cr. Ck. Dist
Los Angeles Junction, Cal.,
A.T. & S.F., Coast Lines*
Losantville, Ind.,
Chic. Cin. & Louisv (a)
" Cleve. Cin. Ch. & St. L (b)
(a) and (b) 400 yards apart
Los Arcos, Mex.,
Interoceanic of Mexico
Los Arroyas, Mex.,
Mexican National
Los Banos, Cal., So. Pacific
Los Bosques, Mex.,
National of Mexico
Los Cedros, Mex.,
Zitacuaro & Joconusco
Los Cerrillos, N.M.,
Atch. Top. & Santa Fe
Los Cerritos, Cal., Pac. Elect
Los Changos, Mex.,
Veracruz & Isthmus
Los Charcos, Mex.,
National of Mexico
" Potosi Central
Los Cocos, Mex., Mexican
" Veracruz & Isthmus
Los Esteros, Mex.,
National of Mexico
Losey, Wis., Burl. Route
Los Frailes, Mex.,
Interoceanic of Mexico
Los Gatos, Cal., So. Pacific
Los Guilicos, Cal., So. Pacific
Los Hornillos, Mex.,
Kan. City, Mex. & Orient
Losh's Run, Pa., Penna
Los Lobos, Mex.,
National of Mexico
Los Lunas, N.M., A. T. & S. Fe
Los Machos, Tex.,
San Ant. & Aran. Pass
Los Medanos, Cal., South. Pac
Los Medanos,
Chihuahua, Mex.,
Mexican Central
Los Medanos, Mexico, Mex.,
El Oro Mining & Ry. Co
Los Mochis, Mex.,
Kan. City Mex. & Orient
Los Molinos, Cal., So. Pac
Los Molinos, Mex.,
Interoceanic of Mexico
Los Muertos, Mex.,
National of Mexico
Los Naranjos, Mex.,
Veracruz & Isthmus
Los Nietos, Cal.,
A. T. & S. F., Coast L*(a)
" Pacific Electric
" Southern Pacific (b)
(a) and (b) about 80 rods apart
Los Olivos, Cal., Pac. Coast
Los Patos, Cal., Pac. Elect
Los Patos, Mex.,
Pan-American
Los Pinos, Colo., Den. & Rio Gr
Los Pinos, Mex.,
Mexican International
Los Platanos, Mex.,
National of Mexico
Los Puentes, Mex.,
Parral & Durango
Los Reyes, Mexico, Mex.,
Interoceanic of Mexico
Los Reyes, Michoacan, Mex.,
National of Mexico
Los Robles, Cal.,
A.T. & S.F., Coast Lines*
Los Romeros, Mex.,
National of Mexico
Los Salas, Mex., Nat. of Mex
Los Tanos, N.M.,
Chic. Rk. Isl. & El Paso
Lostant, Ill.,
Chic. Ind. & South (a)
" Illinois Central (b)
(a) and (b) about ¼ mi. apart
Lost Canon, Colo., Rio Gr. So
Lost Cove, Tenn.,
Car. Clinch. and Ohio
Lost Creek, Pa., Lehigh V (a)
" Phila. & Reading (b)
(a) and (b) ¼ mile apart
Lost Creek, Wash.,
Idaho & Wash. North
Lost Creek, W.Va., Balt. & O
Lost Gap, Miss.,
Alabama & Vicksburg
Lostine, Ore.,
Oregon RR. & Nav. Co
Lost Lake, Miss.,
Yazoo & Miss. Valley
Lost Nation, Ia., Ch. M. & St. P
Lostock, Pa., Pennsylvania
Los Toros, Mex., Pan-Am
Lost River, Idaho,
Oregon Short Line
Lost River, Ind.,
Chicago, Ind. & Louisv
Lost Run, O., Hocking Valley
Lost Spring, Wyo.,
North. Western Line
Lost Springs, Kan.,
Atch. Top. & S. Fe (a)
" Chic. Rock Isl. & Pac (b)
(a) and (b) about 500 yards apart
Lot, Ky., Louisville & Nashv
Lota, S.C., Seaboard Air Line
Lot 40, P.E.I., Prince Edw. Isl
Lothair, Md., Pennsylvania
Lothair, Mont.
Great Northern
Lothrop, Ia., Chic. R. I. & Pac
Lothrop, Mont., North. Pac
Lott, Ark.,
Little Rk. & Hot Spgs. W
Lott, Mich.,
Au Sable & Northwest
Lott, Falls Co., Tex.,
San Ant. & Aran. Pass
Lottsville, Ind., Grand Trunk
Lottie, La.,
Colo. So. New Orl. & Pac
Lotts, Coffee Co., Ga.,
Georgia & Florida
Lotts, Glynn Co., Ga.,
Atlanta, Birm. & Atl
Lotus, Ill., Illinois Cent (a)
" Wabash (a)
Lotus, Ky., Louisv. & Nashv
Lotus, Tex., Gal. Har. & San A
Louann, Ark., St. L. Ir. Mt. & S
Louck's Crossing, Ind.
Pennsylvania Co
Loudenville, W.Va., Balt. & O
Loudon, Tenn., Southern
Loudon Park, Md., Penna
Loudonville, O., Penna. Co
Loudonville Junction, O.,
Penna. Co
Louetta, Tex.,
Trinity & Brazos Valley
Lougee, Ind.,
Pitts. Cin. Chic. & St. L
Loughboro, Mo.,
St. Louis, Iron Mt. & So
Loughman, Fla.,
Atlantic Coast Line
Louin, Miss.,
New Orl. Mobile & Chic
Louis, Ill. Balt. & Ohio S. W
Louisa, Ia., Chic. Mil. & St. P
Louisa, Ky., Ches. & Ohio
Louisa, Va., Ches. & Ohio
Louisburg, Kan.,
Missouri, Kan. & Texas
Louisburg, Minn., Gt. North
Louisburg, N.C.,
Seaboard Air Line
Louisburg, N.S.,
Sydney & Louisburg
Louise, Ariz.,
A.T. & S.F., Coast Lines*
Louise, Ga., Atlanta & W. P
Louise, Manitoba,
Canadian Northern
Louise, Miss.,
Yazoo & Miss. Valley
Louise, Tenn., Louisv. & Nash
Louise, Tex.,
Galv. Har. & San Ant
Louiseville, Que., Can. Pacific
Louisiana, Mo.,
Burlington Route (a)
" Chicago & Alton (b)
(a) and (b) about 550 yards apart
La. Ky. & Nav. Co. Junc., La.,
St. Louis South-west
La. Ry. & Nav. Transfer, La.,
St. Louis, Iron Mt. & So
Lou. So. Junction, Ky., South
Lou. So. Park, Ky., Southern
L. W. Junction, La.,
Lake Charles & No (a)
" Louisiana & Pac (a)
Louisville, Ala., Cent. of Ga
Louisville, Colo.,
Colorado & Southern
Louisville, Ga., Lv. & Wadley
Louisville, Ky.,
B. & O. So. West (a)
" Ches. & Ohio (a)
" Chic. Ind. & Lv (b)(d)
" C. C. C. & St. L (a)
" Illinois Central (a)
" Louisv. & Nash (b)(c)
" Lv. Hend. & St. L (b)
" P. C. C. & St. L (b)(d)
" Southern (a)
(a) and (b) 1 mile apart
(a) and (c) ½ mile apart
(a) and (d) ½ mile apart
(b) and (c) 1½ miles apart
(b) and (d) 1 mile apart
(c) and (d) 1 mile apart
Transfer between all stations for through passengers
Louisville, Miss.,
New Orl. Mobile & Chic
Louisville, Neb.,
Burlington Route (a)
" Missouri Pacific (b)
(a) and (b) about ⅜ mile apart
Louisville, O., Penna. Co
Louisville, Tenn.,
Louisville & Nashville
L. & A. Junction, Ky.,
Louisville & Nashville
Lv. & Nash. Crossing, Ala.,
Southern
Lv. & Nash. Junction, Ala.,
Southern
L. & N. Junction, Ill.,
Balt. & Ohio Southwest
Lv. & Nashv. Transfer, Ky.,
Kentucky Midland
Louisville Junction, Colo.,
Colorado & Southern
Louisville Junction, Ind.,
Indiana Harbor Belt
Lv. N. Alb. & Cn. Cross'g, Ind.,
Pitts. Cin. Chic. & St. L
Lv. Ry. Traf. Junction, Ky.,
Louisville & Nashville
L. S. Junction, Ky.,
Louisville & Nashville
Loula, La., La. & Pacific
Lou Lou, Mont., North. Pac
Lounsberry, N.Y.,
Delaware, Lack. & West
Loup City, Neb.,
Burlington Route (a)
" Union Pacific (b)
(a) and (b) ¼ mile apart
Loup Junction, W.Va.,
Virginian
Louques, La.,
Yazoo & Miss. Valley
Lourde, Que.,
Lotbiniere & Megantic
Lourdes, Mex.,
National of Mexico
L'Ourse, La.,
Morgan's La. & Texas
Louth, La.,
St. Louis, Iron Mt. & So
Louvale, Ga., Seab. Air Line
Louviers, Colo.,
Denver & Rio Grande
Lovat, Sask., Can. North
Love, Colo.,
Colo. Spgs. & Cr. Ck. Dist
Love, Miss., Illinois Central
Love, Mo., Burl. Route
Love, Tex., St. Louis So. West
Lovejoy, Ga., Central of Ga
Lovejoy, Pa.,
N.Y. Cent. & Hud. R (a)
" Pennsylvania (a)
Lovejoy's Mill, Fla.,
Atlantic Coast Line
Lovelace, Tex.,
Missouri, Kan. & Texas
Lovelady, Tex., Inter. & Gt. No
Love Lake, Mo., Wabash
Loveland, —— Co., Colo.,
Inter-Mountain
Loveland, —— Co. Colo.,
Colorado & Southern
" Great Western
Loveland, Ia.,
North-Western Line
Loveland, Clermont Co., O.,
Balt. & Ohio So. W (a)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) adjacent
Loveland, Mahoning Co., O.,
Erie
Loveland, Okla.,
Wichita Falls & N.W
Loveland, Wash.,
Tacoma Eastern
Lovell, Cal.,
A.T. & S.F., Coast Lines*
Lovell, Idaho,
Oregon RR. & Nav. Co
Lovell, N.D., No. Pacific
Lovell, Morgan Co., O.,
Baltimore & Ohio
Lovell, Wyandot Co., O.,
Hocking Valley
Lovell, Okla.,
Atch. Top. & Santa Fe
Lovell, Pa., Pennsylvania
Lovell, Wyo., Burl. Route
Lovell's, Mich., Mich. Central
Lovells, Morgan Co., O.,
Baltimore & Ohio
Lovelock's, Nev., South Pac
Love Point, Md.,
Maryland, Del. & Va
Called also Kent Island
Lovering, Ont., Can. Pac
Loverville, Pa., Penna
Loves, Tenn.,
Car. Clinch. and Ohio
Lovett, Fla., South Georgia
Lovett, Ga.,
Wrightsville & Tennille
Lovett, Ind., Balt. & O. So. W
Lovett, Pa., Pennsylvania
Lovewell, Kan.,
Atch. Top. & Santa Fe
Lovgreen, Wash., No. Pacific
Lovilia, Ia., Burl. Route (a)
" Wabash (b)
(a) and (b) 100 yards apart
Loving, N.M.,
Eastern of New Mex*
Loving, Tex., Gulf, Tex. & W
Loving, Va., Norfolk & West
Lovington, Ill., Vandalia (a)
" Wabash (b)
Connect at Crossing
Low, Miss., Gulf & Ship Isl
Low, Que., Canadian Pacific
Low, Va., Norfolk & West
Lowbanks, Ont., Gd. Trunk
Lowden, Ia., No. West. Line
Lowder, Ill., Burl. Route
Lowdermilk, Ark.,
St. Louis, Iron Mt. & So
Lowe, Kan., Missouri Pacific
Lowe, N.C., Seab. Air Line
Lowe, Okla.,
Chic. Rock Isl. & Pac
Lowe, Tenn., Southern
Lowe, Wis., Wis. & Mich
Lowe Farm, Manitoba,
Canadian Northern
Lowell, Ariz.,
El Paso & S. W. System
Lowell, Ark., Frisco Sys (a)
" Monte Ne (a)
Lowell, Fla., Atl. Coast Line
Lowell, Ind., Chic. Ind. & Lv
Lowell, Ky., Louisv. & Nashv
Lowell, Mass.,
Boston & Maine (a)
" N.Y. New Hav. & H (a)
Lowell, Mich., Gd. Trunk (a)
" Pere Marquette (b)
(a) and (b) 1 mile apart
Lowell, Neb., Burl. Route
Lowell, N.C., Southern
Lowell, Mahoning Co., O.,
Pennsylvania Co
Lowell, Washington Co., O.,
Baltimore & Ohio
Lowell, Wash.,
Great Northern (a)
" Northern Pacific (b)
Lowell, W.Va., Ches. & Ohio
Lowell & Lawrence Jn., N.H.,
Boston & Maine
Lowell Junction, Mass.,
Boston & Maine
Lowell Junction, Mo.,
Butler County (a)
" St. L. Iron Mt. & So (a)
Lowelltown, Me., Can. Pac
Lowellville, O., B. & O (a)
" Pennsylvania Co (b)
" Pitts. & Lake Erie (c)
(a) and (b) adjacent
(b) and (c) about ¼ mi. apart
Lowellville Junction, O.,
Pittsburgh & Lake Erie
Lowemont, Kan., A.T. & S.Fe
Lower Argyle, N.S.,
Halifax & Southwest
Lower Big Rapids, Mich.,
Grand Rapids & Ind
Lower Bluff, Ga.,
Ga. Coast & Piedmont
Lower East Pubnico, N.S.,
Halifax & Southwest
Lowerree, Okla.,
Missouri, Okla. & Gulf†
Lower Ferry, W.Va.,
Pennsylvania Co
Lower Ft. Garry, Manitoba,
Canadian Pacific
Lower Fullerton, Pa.,
Lehigh Valley
Lower Gum Stump, Pa.,
Pennsylvania
Lower Hillville, Pa.,
Pennsylvania
Lower Jamesburg, N.J.,
Pennsylvania
Lower Luzerne, Pa.,
Lehigh Valley
Lower Mann, Pa., Penna
Lower Ocean, Md.,
George's Creek & Cumb
Lower Peoria, Ill.,
Peoria & Pekin Union
Lowerre, N.Y., N.Y. C. & H. R
Lowerre, Okla.,
Mo. Okla. & Gulf
Lower Rochester, Vt.,
White River
Lower St. Clair, Pa.,
Lehigh Valley
Lower Shale, Utah,
Rio Grande Western
Lowertown, W.Va.,
Winifrede
Lower Town, Wis.,
Chicago, Mil. & St. Paul
Lower Warner, N.H.,
Boston & Maine
Lowery, Cherokee Co., Ala.,
Chattanooga Southern
Lowery, Geneva Co., Ala.,
Louisville & Nashville
Lowery, Colo., Colo. & South
Lowery's Junction, O.,
Baltimore & Ohio
Loweton, Miss.,
Natchez, Col. & Mobile
Low Gap, W.Va., Ches. & O
Low Ice House, Pa.,
Hunters Run & S. Belt
Lowland, Colo., Union Pac
Lowland, Ky., Lv. & Nashv
Lowman, N.Y.,
Del. Lack. & Western
Low Moor, Ia.,
North-Western Line
Low Moor, N.Y., Cent. of N.J
Low Moor, Va., Ches. & Ohio
Lown, Va., Norfolk & West
Lowndes, Md., Balt. & Ohio
Lowndesboro, Ala.,
Western of Alabama
Lowndesville, S.C.,
Charleston & West Car
Low Phos, Pa.,
Monongahela
Low Phos Junction, Pa.,
Monongahela
Low Point, Ill., Chic. & Alton
Low Point, N.Y.,
N.Y. Cent. & Hud. Riv
Lowry, Ga., Southern
Lowry, Ill.,
Chic. Term. Transfer
Lowry, Minn.,
Minn. St. P. & St. Ste. M
Lowry, N.D., North. Pacific
Lowry, S.D.,
Minneapolis & St Louis
Lowry, Va., Norfolk & West
Lowry City, Mo.,
Frisco System (a)
" Kan. City, Clin. & Sp (b)
(a) and (b) ½ mile apart
Lowry's, S.C.,
Carolina & No. West
Low's Bridge, Me.,
Bangor & Aroostook
Lowson, Ore., South. Pacific
Lowther, Ia., Chic. Gt. West
Lowville, N.Y.,
Lowv. & Beaver Riv (a)
" N.Y. Cent. & Hud. Riv (b)
(a) and (b) adjacent
Low Wassie, Mo., Frisco Sys
Loxa, Ill., Ch. Cin. Cl. & St. L
Loxley, Ala.,
Louisville & Nashville
Loy, Kan., Mo. Kans. & Tex
Loy, Utah, Southern Pacific
Loyal, Wis.,
Minn. St. P. & Slt. Ste. M
Loyalhanna, Pa., Penna
Loyalist, P.E.I., Pr. Edw. Isl
Loyalsock, Pa., Penna
Loyalsock Junction, Pa.,
Williamsport & No. Br
Loyalton, Cal.,
Boca & Loyalton
Loyalton, S.D., C. M. & St. P
Loyce, Fla., Tampa Northern
Loyd, N.Y., Central New Eng
Loyola, Cal., South. Pacific
Loy's, Md., West. Maryland
Loysville, Pa.,
Newport & Sher. Valley
Lozier, Tex., Gal. Har. & San A
Luana, Ia., Chic. Mil. & St. P
Lubbock, Tex.,
Pecos & North. Texas*
Lubec, Mont., Great North
Lubers, Colo., At. Top. & S. F
Lublin, Wis.,
Minn. St. P. & Slt. Ste. M
Luby, Mo., St. Louis South-w
Lucama, N.C.,
Atlantic Coast Line
Lucan, Redwood Co., Minn.,
North Western Line
Lucan, Roseau Co., Minn.,
Great Northern
Lucan, Ont., Grand Trunk
Lucan Crossing, Ont.,
Grand Trunk
Lucas, Ia., Burlington Route
Lucas, Caddo Co., La.,
Texas & Pacific

Lucas, Calcasieu Co., La.,
Kansas City Southern
Lucas, Mich., Ann Arbor
Lucas, Miss., Mississippi Cent
Lucas, O., Pennsylvania Co
Lucas, Pa., Pitts. & Lake Erie
Lucas, Va., Norf. & West
Lucas Grove, O.,
Pitts. Cin. Chic. & St. L
Lucaston, N.J., Penna
Lucasville, O., Norf. & West
Lucasville, Pa.,
Buffalo, Roch. & Pitts
Lucca, N.D.,
M. St. P. & Slt. Ste. M (a)
" Northern Pacific (a)
Luce, Minn., North. Pacific
Lucedale, Miss.,
New Orl. Mobile & Chic
Lucé Ranch, Ind.,
Chicago, Indiana & So
Lucerna, La., Texas & Pacific
Lucerne, Cal.,
A.T. & S.F., Coast Lines*
Lucerne, Colo., Union Pacific
Lucerne, Ind., Vandalia
Lucerne, Mo., Chic. M'l. & St. P
Lucerne Junction, Pa.,
Buff. Roch. & Pitts
Lucesco, Pa., Pennsylvania
Lucia, Wash., North. Pacific
Lucian, Miss., Miss. Cent
Lucien, Okla.,
Frisco System
Lucile, Okla., Chic. R. I. & P
Lucile, Va., Louisv. & Nashv
Lucin, Utah,
Southern Pacific
Lucinda, Pa., Balt. & Ohio
Lucius, Ga., Louisv. & Nashv
Luck, Wis.,
Minn. St. P. & Slt. Ste. M
Luckett, La.,
St. Louis, Iron Mt. & So
Luckett, Pa., Penna
Luckey, O., Toledo & O. Cent
Luckiamute, Ore.,
Independence & Mon
Luckie, Ga.,
Wrightsville & Tennille
Lucknow, Minn., Gt. North
Lucknow, Ont., Gd. Trunk
Lucknow, Pa., Penna
Lucknow, S.C., Atl. Coast L
Lucky, Kan.,
Kansas City Southern
Lucky, La.,
Louisiana & North West
Lucky Jim, B.C.,
Kaslo & Slocan
Lucky Siding, Pa.,
Baltimore & Ohio
Lucus, Ill., Louisv. & Nashv
Lucy, N.M., A.T. & S.Fe
Lucy, Tenn., Illinois Central
Lucy, Tex., Southern Pacific
Lucy Furnace, Pa.,
Lehigh Valley
Ludden, N.D.,
North-Western Line
Ludell, Kan., Burl. Route
Ludington, La.,
Kansas City Southern
Ludington, Mich.,
Ludington & North (a)
" Manistiq. Marq. & N □
" Pere Marquette (b)
(a) and (b) ½ mile apart
□ By ferry
Ludlow, Cal.,
A.T. & S.F., Coast L* (a)
" Tonopah & Tidew (b)
(a) and (b) adjacent
Ludlow, Colo., Colo. & South
Ludlow, Ill., Illinois Central
Ludlow, Ky.,
Cin. New Orl. & Tex. Pac
Ludlow, Me.,
Bangor & Aroostook
Ludlow, Mass., Boston & Alb
Ludlow, Mo., Chic. Mil. & St. P
Ludlow, N.B., Intercolonial
Ludlow, N.J., Central of N.J
Ludlow, N.Y., N.Y.C. & H.R
Ludlow, Okla.,
Frisco System
Ludlow, Ont., Canadian Pac
Ludlow, Pa., Pennsylvania
Ludlow, S.D., Gt. Northern
Ludlow, Vt., Rutland
Ludlow Falls, O.,
Cin. Ham. & Dayton (a)
" Cl. Cin. Chic. & St. L (b)
(a) and (b) about ¼ mi. apart
Ludlowville, N.Y.,
Lehigh Valley
Ludowici, Fla., Southern
Ludowici, Ga.,
Atlantic Coast Line (a)
" Ga. Coast & Pied (b)
(a) and (b) 200 yards apart
Ludwig Siding, Mo.,
Frisco System
Lueders, Tex., Texas Central
Luehrmann, Ark.,
St. Louis, Iron Mt. & So
Luella, Ga., Southern
Luella, La.,
Louisiana Ry. & Nav. Co
Luella, Tex.,
St. Louis South-west
Luellen, Pa., Way. & Wash
Luffenholtz, Cal.,
Oregon & Eureka
Lufkin, Ala.,
Manistee & Repton
Lufkin, Tex.,
Eastern Texas (a)
" Groveton, Lufkin & No
" Hous. E. & W. Tex (b)
" St. Louis So. West (c)
" Texas Southeastern
(a) and (b) adjacent
(a) and (c) 600 yards apart
Lugert, Okla.,
Kan. City, Mex. & Orient
Lugo, Ala., Central of Ga
Lugo,
San Bernardino Co., Cal.,
A.T. & S.F., Coast Lines*
Lugo, —— Co., Cal.,
Pacific Electric
Lugoff, S.C., Seaboard Air L
Luhrig, O., Balt. & Ohio S.W
Luis, Mex., West Coast Rte
Luis Garcia Teruel, Mex.,
Oaxaca & Ejutla
Lujan, Durango, Mex.,
National of Mexico
Lujan, Sonora, Mex.,
West Coast Route
Luke, Md., West. Maryland
Lake Charc, O., Balt. & Ohio
Lukens, Fla., Seab. Air Line
Lukers, Miss., Gulf & Chic
Lula, Ga., Southern
Lula, Miss., Yazoo & Miss. Val
Lula Lake, Ga.,
Central of Georgia
Lulaton, Fla.,
Louisville & Nashville
Lulaton, Ga., Atl. Coast Line
Lulsville, Tenn.,
Knoxville & Bristol
Luling, La., Texas & Pacific
Luling, Tex.,
Gul. Har. & San A (a)
" San Ant. & Aran. P (b)
(a) and (b) ½ mile apart
Lull, Mich., Pere Marquette
Lulu, Fla., Ga. South. & Fla
Lulu, Mex., Nat. of Mexico
Lum, Mich., Ann Arbor
Lum, Mich., Grand Trunk
Lumber, Ark., St. L. So. W
Lumber, Pa., N.Y.C. & H.R
Lumber, S.C.,
Atlantic Coast Line
Lumber, Tex.,
Missouri, Kan. & Texas
Lumber, W.Va.,
West. Maryland
Lumber Bridge, N.C.,
Atlantic Coast Line
Lumber City, Ga., Southern
Lumber City, Pa.,
Kishacoquillas Valley
Lumber Junction, S.C.,
Atlantic Coast Line
Lumber Point, Ky.,
Lexington & Eastern
Lumberport, W.Va.,
Baltimore & Ohio
Lumberton, Fla.,
Atlantic Coast Line
Lumberton, Mich.,
Pere Marquette
Lumberton, Miss.,
Gulf & Ship Island (a)
N. Orl. & North-east (b)
Lumberton, N.J., Penna
Lumberton, N.M.,
Denver & Rio Grande
Lumberton, N.C.,
Raleigh & Charlest (a)
" Seaboard Air Line (a)
" Virginia & Car. South
Lumberton, Tex.,
Gulf, Colo. & Santa Fe*
Lumberton, Va., Southern
Lumbrero, Mex.,
Desague Valle de Mex
Lumbrook, Del., Balt. & Ohio
Lummis, Va., Southern
Lumpkin, Ga., Seab. Air Line
Lunsden, N.C.,
Seaboard Air Line
Lunisden, Sask., Can. North
Lunsden's Mill, Que.,
Canadian Pacific
Luna, Ark.,
Miss. Riv. Hamb. & West
Luna, Mex.,
Mexican International
Luna, Minn., Great Northern
Luna, N.M.,
El Paso & S.W. System
Lunbeck, O., Norf. & West
Lund, Utah,
San Ped. Los Ang. & S. Lk
Lunda, O., Toledo & O. Cent
Lundbrek, Alberta, Can. Pac
Lundgren, Ia.,
Ft. Dodge, Des M. & So
Lundy, Fla., Atl. Coast Line
Lunenburg, Mass., Bost. & Me
Lunenburg, N.S.,
Halifax & Southwest
Lunenburg, Vt.,
Maine Central (a)
" St. Johns & Lk. Cham (a)
Luning, Nev.,
Nevada & California
Luper, Ore., South Pacific
Lupfer, Mont., Great North
Lupton, Ariz.,
A.T. & S.F., Coast Lines*
Lupton, Colo., Union Pacific
Lupton, Mich.,
Detroit & Mackinac
Lupus, Mo., Missouri Pacific
Luraville, Fla., Florida
Luray, Ia., Chicago Gt. West
Luray, Kan., Union Pacific
Luray, Mo., Burl. Route
Luray, N.C., Atl. Coast Line
Luray, O., Cin. Ham. & Day
Luray, S.C., Seab. Air Line
Luray, Tenn.,
Nash. Chat. & St. Louis
Luray, Va., Norfolk & West
Lurgan, N.D., Great North
Lurgan, Pa., West. Maryland
Lurich, Va., Norfolk & West
Lurline, Cal., Colusa & Lake
Lushbaugh, Pa.,
Buffalo & Susquehanna
Lushton, Neb., Burl. Route
Lusk, W.Va., Balt. & Ohio
Lusk, Wis.,
Stanley, Mer. & Phillips
Lusk, Wyo., North-West. Line
Lusks, Va., Norfolk & West
Lutcher, La.,
Yazoo & Miss. Valley
Luter, La., Ark. Southeast
Lutesville, Mo., St. L. I. M. & So
Luther, Ia.,
Chicago, Mil. & St. Paul
Luther, Mich.,
Manistee & Gd. Rapids
Luther, Mo., Wabash
Luther, Okla.,
Frisco System (a)
" Missouri, Kan. & Tex (b)
(a) and (b) about ½ mi. apart
Luther, Ore.,
Portland Ry. L. & P. Co
Luthers, N.C., Southern
Luthersburg, Pa.,
Buffalo, Roch. & Pitts
Luthersville, Ga.,
Central of Georgia
Lutherville, Md., Penna
Lutherville, Neb., Union Pac
Luthy, Neb., Burl. Route
Lutie, Okla.,
Chicago, Rk. Isl. & Pac
Luton, Ia., Chic. Mil. & St. P
Lutterloh, Fla.,
Seaboard Air Line
Luttrell, Tenn., Southern
Lutz, Ill., Illinois central
Lutzville, Pa., Pennsylvania
Luva, Nev., Southern Pacific
Luverne, Ala.,
Atlantic Coast Line
Luverne, Ia.,
Minn. & St. Louis (a)
" North-West. Line (b)
(a) and (b) about ¼ mi. apart
Luverne, Minn.,
Chic. Rk. Isl. & Pac (a)
" North-West. Line (b)
(a) and (b) ½ mile apart
Luvita, Cal., South. Pacific
Lux, Miss., Gulf & Ship Isl
Luxemburg, Wis.,
Kewaunee, Gr. B. & W
Luxomini, Ga.,
Seaboard Air Line
Luxor, N.M., South. Pacific
Luxora, Ala., Louisv. & Nashv
Luxora, Ark., Frisco System
" Jonesb. Lk. City & East
Luzena, Ariz., South. Pacific
Luzerne, Ia.,
North-Western Line
Luzerne, Ky., Illinois Cent
Luzerne, N.Y.,
Delaware & Hudson
Called also Hadley
Luzerne, Pa., Del. Lack. & W
" Lehigh Valley
Luzerne Crossing, Pa.,
Lehigh Valley
Luzon, Ala., Louisv. & Nashv
Luzon, Cal.,
A.T. & S.F., Coast Lines*
Luzon, La., Illinois Central
Luzon, N.Y.,
N.Y. Ontario & West
Luzon, Wash.,
Spokane, Port. & Seat
Lyda, Ark.,
Presc. Read. & Fordyce
Lydelle, Ala., Southern
Lydia, La.,
Franklin & Abbeville
Lydick, Ind.,
Lake Shore & Mich. So
" Michigan Central
Lyerly, Ga., Cent. of Georgia
Lyerly Junction, Ga.,
Central of Georgia
Lyford, Ind., Ch. and East. Ill
Lyford, Tex.,
St. L. Brownsv. & Mex
Lyken's, O., Northern Ohio
Lyken's, Pa., Penna (a)
" Williams Valley (b)
(a) and (b) about 400 yds. apart
Lykes, S.C., Atlantic Coast L
Lyle, Ind., Southern
Lyle, Minn.,
Chicago Gt. West (a)
" Chic. Mil. & St. Paul (b)
" Illinois Central (c)
(a) and (b) about ¼ mi. apart
(a) and (c) 183 yards apart
(b) and (c) 833 yards apart
Lyle, Wash., Sp. Port. & Seat
Lyle Creek, B.C.,
Kaslo & Slocan
Lyles, Tenn., Nash. C. & St. L
Lyles Ford, S.C., Southern
Lyle Siding, N.J.,
Raritan River
Lyleton, Manitoba,
Canadian Pacific
Lyman, Cal., South. Pacific
Lyman, Miss.,
Gulf & Ship Island
Lyman, Neb., Burl. Route
Lyman, Wash., Great North
Lyman Run, Pa.,
Buffalo & Susquehanna
Lymansville, R.I.,
N.Y. New Hav. & Hart
Lyman Viaduct, Ct.
N.Y. New Hav. & Hart
Lyme, Ct., N.Y. New Hav. & H
Lyme, Erie Co., O.,
N.Y. Chic. & St. Louis
Lyn, Ont.,
Brock. West. & N.W (a)
" Grand Trunk (b)
(a) and (b) about 1 mi. apart
Lynbrook, N.Y., Long Island
Lynces Junction, Pa.,
Bessemer & Lake Erie
Lynch, Manitoba,
Canadian Pacific
Lynch, Md., Pennsylvania
Lynch, Neb., No. West. Line
Lynch, N.B., Canadian Pac
Lynch, Pa., Pitts. & Lake Erie
Lynch, Va., Seab. Air Line
Lynch, W.Va., Norf. & West
Lynch, Wis.,
Stanley, Merrill & Phil
Lynchburg, Ga.,
Central of Georgia
Lynchburg, N.D.,
Great Northern
Lynchburg, O., Balt. & O. S.W
Lynchburg, S.C., Atl. Coast L
Lynchburg, Va.,
Chesapeake & Ohio (a)
" Norfolk & Western (a)
" Southern (a)
Lynch Creek, B.C.,
Kettle Valley Lines
Lynch's Mines, W.Va.,
Baltimore & Ohio
Lynd, Minn., Great Northern
Lyndale, Minn., Great North
Lyndell, Pa., Pennsylvania
Lynden, Ont., Grand Trunk
Lynden, Wash.,
Bell. Bay & British Col
Lynden Junction, Ont.,
Grand Trunk
Lyndhurst, N.J.,
Delaware, Lack. & West
Lyndhurst, Ont.,
Brock. West. & No. West
Lyndhurst, Va., Norf. & West
Lyndhurst, Wis.,
North-Western Line
Lyndon, Ill., Burl. Route
Lyndon, Kan., At. T. & S.F (a)
" Missouri Pacific (b)
(a) and (b) 2½ miles apart
Lyndon, Ky., Louisv. & Nash
Lyndon, O., Balt. & Ohio S.W
Lyndon, Vt., Boston & Maine
Lyndon, Wis., Ch. Mil. & St. P
Lyndonville, N.Y.,
N.Y. Cent. & Hud. Riv
Lyndonville, Vt., Bost. & Me
Lyndora, Pa., Balt. & Ohio (a)
" Bessemer & Lk. Erie (b)
Lyndover, N.C., Norf. & West
Lyn Junction, Ont.,
Brock. West. & No. West
Lynn, Ala., Northern Ala
Lynn, Miller Co., Ark.,
Texas & Pacific
Lynn, Colo., Colo. & So
Lynn, Decatur Co., Ga.,
Georgia, Fla. & Ala
Lynn, Henry Co., Ill.,
Burlington Route
Lynn, Montgomery Co., Ill.,
St. Louis, Peoria & No
Lynn, Randolph Co., Ind.,
Cl. Cin. Chic. & St. L (a)
" Grand Rapids & Ind (a)
Lynn, Ia., Great Northern
Lynn, Ky., Louisv. & Nash
Lynn, Mass., Bost. & Me (a)
" Bost. Rev. B. & Lynn (b)
(a) and (b) about ¼ mi. apart
Lynn, Mich., Munising
Lynn, N.M., At. Top. & S. Fe
Lynn, Hardin Co., O.,
Toledo & Ohio Central
Lynn, Marion Co., O.,
Pennsylvania Co
Lynn, Pa., Lehigh Valley
Lynn, Utah,
San Ped. Los Ang. & S. Lk
Lynn, Wash.,
Spok. & Inland Emp
Lynn, Wis., Chic. Mil. & St. P
Lynn City, Okla.,
Chicago, Rk. Isl. & Pac
Lynn Common, Mass.,
Boston & Maine
Lynndale, Ky., Lv. & Nashv
Lynne, Monroe Co., Ga.,
Southern
Lynnfield, Mass., Bost. & Me
Lynnfield Centre, Mass.,
Boston & Maine
Lynnhaven, Va.,
Norfolk & Southern
Lynnhaven Inlet, Va.,
Norfolk & Southern
Lynnland College, Ky.,
Louisville & Nashville
Lynnport, Pa., Phila. & Read
Lynns, Tattnall Co., Ga.,
Riedsville & Southeast
Lynn Valley, Ont., Gd. Trunk
Lynnville, Ia., Iowa Central
Lynnville, Tenn., Lv. & Nash
Lynnville Junction, Ia.,
Iowa Central
Lynwood, Cal., So. Pacific
Lynxville, Wis., Burl. Route
Lyon, Miss., Yazoo & Miss. Val
Lyon, N.C., Southern
Lyonette, Mich., Cincin. No
Lyon Farm, R.I.,
N.Y. New Hav. & Hart
Lyon Mountain, N.Y.,
Delaware & Hudson
Lyons, Cal.,
San Ped. Los Ang. & S. Lk
Lyons, Colo., Burl. Route
Lyons, Ga.,
Garbutt & Don. S.L (a)
" Seaboard Air Line (b)
(a) and (b) about 400 yards apart
Lyons, Greene Co., Ind.,
Vandalia
Lyons, Ia.,
Burlington Route (a)
" Chic. Mil. & St. Paul (b)
" North-West. Line (a)
Lyons, Kan.,
Atch. Top. & S. Fe (a)
" Frisco System (a)
" Missouri Pacific (b)
(a) and (b) ¾ mile apart
Lyons, Ky., Louisv. & Nash
Lyons, La., Tremont & Gulf
Lyons, Iosia Co., Mich.,
Pere Marquette
Lyons, Osceola Co., Mich.,
Grand Rapids & Ind
Lyons, Neb.,
Burlington Route
" North-Western Line
Lyons, N.J., Del. Lack. & W
Lyons, Wayne Co., N.Y.,
N.Y. Cent. & Hud. Riv (a)
" West Shore (a) (b)
(a) and (b) ½ mile apart
Lyons, N.D., North. Pacific
Lyons, O., Toledo & West (El)
Lyons, Okla.,
Kansas City Southern
Lyons, Ore., Corvallis & East
Lyons, Berks Co., Pa.,
Phila. & Reading
Lyon's, Mercer Co., Pa.,
Pennsylvania Co
Lyons, S.D., So. Dakota Cent
Lyons, Tenn., Laurel
Lyons, Tex., Gulf, C. & S. Fe*
Lyons, Wash., Great North
Lyons, Wis., Chic. Mil. & St. P
Lyon's Brook, N.S.,
Intercolonial
Lyons Creek, Md.,
Chesapeake Beach
Lyons Falls, N.Y.,
N.Y. Cent. & Hud. Riv
Lyons Junction, N.Y.,
West Shore
Lyons Station,
Fayette Co., Ind.,
Cincinnati, Ham. & Day
Lyoth, Cal., South. Pacific
Lyrata, Fla., Florida E. Coast
Lyster, Que., Grand Trunk
" Eotbinlere & Megantic
Lystra, Md., Pennsylvania
Lytle, Ala., Louisv. & Nashv
Lytle, Ga., Cent. of Georgia
Lytle, Neb., Union Pacific
Lytle, O.,
Day. L. & C. R.R. & T. Co
Lytle, Pa., Pennsylvania
Lytle, Tex., Int. & Great No
Lytle, Wash., No. Pacific
Lytle, Wis., Burl. Route (a)
" North-West. Line (b)
(a) and (b) 100 yards apart
Lytton, Cal., No. West. Pac
Lytton, B.C., Can. Pacific
Lytton, Ia., Chic. Mil. & St. P
Lytton, W.Va., Balt. & Ohio

* On the Santa Fe
† For freight only
‡ On the Rock Island System

M

McAbee, Pa., Pennsylvania
McAdam, Wash.
Oregon RR. & Nav. Co
» Spokane, Port. & Seat
Called McAdams on O. RR. & N. Co
McAdam Junction, N.B.,
Canadian Pacific
McAdams, Miss.,
Illinois Central
McAdams, Wash.,
Oregon RR. & Nav. Co
» Spokane, Port. & Seat
Called McAdam on S. P. & S
McAdams, W. Va.
Norfolk & Western
McAdo, Mo., Frisco System
McAdoo, Pa., Lehigh Val (a)
» Pennsylvania (a)
McAdory, Ala., Lv. & Nash
McAfee, N.J.,
Lehigh & Hudson Riv
McAleer, Md., Pennsylvania
McAlester, Okla.,
Chic. Rk. Isl. & Pac (a)
» Missouri, Kan. & Tex (a)
McAllaster, Kan., Un. Pac
McAllister, Wis., Wis. & Mich
McAllisters, Fla.,
Atlantic Coast Line
McAlmont, Ark.,
St. Louis, Iron Mt. & So
McAlpin, Fla.,
Atlantic Coast Line
McAlpin, W. Va., Virginian
McAlpine, Neb., Burl. Route
McAlpins, Ont., Can. Pacific
McArdles, Cal.,
Sierra of California
McArthur, Ark., St. L. I. M. & S
McArthur, Idaho,
Spokane International
McArthur, Manitoba,
Canadian Northern
Macarthur, N.D., No. Pacific
McArthur, O., Hocking Val
McAuley, Manitoba,
Canadian Pacific
McAuley, Pa., Phila. & Read
McAvan, O.,
Marietta, Col. & Cleve
McAvoy, Cal., South. Pacific
McBain, Mich., Ann Arbor
McBaine, Mo.,
Missouri, Kan. & Tex
McBean, Ga., Central of Ga
McBee, S.C.,
Charl. Mon. & Col (a)
» Seaboard Air Line (a)
McBeths, S.C.,
Atlantic Coast Line
McBrayer, Ky., Southern
McBride, Mich., Pere Marq
McBride, Mo., Frisco System
McBride, Okla., Frisco Sys
McBrides, Ga.,
Atlanta & West Point
McBryde, Ark.,
St. L. Iron Mt. & South
McBryde's, Ala., Lv. & Nash
McBurneys, Ont., Gd. Trunk
McCabe, Wash., North. Pac
McCaffrey, Ill., Grand Trunk
McCain, Fla., Atl. Coast Line
McCains, Tenn.,
Virginia & Southwest
McCaleb, Miss.,
Yazoo & Miss. Valley
McCall, Fla.,
Charlotte Harbor & No
McCall, Ill., Tol. Peo. & West
McCall, La., Texas & Pacific
McCalla, Ala.,
Alabama Gt. Southern
McCall Crossing, La.,
Bodcaw Valley
McCallsburg, Ia.,
Iowa Central (a)
» St. P. & Des Moines (b)
(a) *and* (b) *about ½ mile apart*
McCalls Creek, Miss.,
Natchez & Eastern
McCall's Ferry, Pa., Penna
McCallum, Miss.,
New Orl. Mobile & Chic
McCally, Ind.,
St. Joseph Valley
McCally's, W. Va.,
Baltimore & Ohio
McCalmont, Butler Co., Pa.,
Baltimore & Ohio
McCammon, Idaho, Ore. S. L
McCampbell, Tex.,
San Ant. & Aran. Pas
McCandless Siding, Neb.,
Burlington Route
McCanna, N.D., Great North
McCants, S.C.,
Atlantic Coast Line
McCarley, Miss.,
Southern in Mississippi
McCarr, W. Va., Norf. & West
McCarthy, Md.,
Wash. Balt. & Annap. El
McCarthy, Mont.,
Mont. Wyo. & South †
McCartney, Pa., Penna
McCartney, Wis., Burl. Rte
McCarty, Tenn.,
Nashville, Chatt. & St. L
McCarty, W. Va., Balt. & Ohio
McCarty's, N.M.,
A.T. & S.F. Coast Lines*
McCaskill, Ark.,
Prescott & No. West
McCauley, Pa.,
Pennsylvania (a)
» Philipsburg *RR* (b)
(a) *and* (b) *50 yards apart*
McCauley Park, Mo.,
Kansas City Southern
McCauley, Tex.,
Kan. City, Mex. & Orient
McCausland, Ia.,
Chicago, Rk. Isl. & Pac
McClain, Ky., Illinois Cent
McClain, Mont., North. Pac
McClain, Okla.,
Fort Smith & Western
McClainville, O., Balt. & Ohio
McClanahan, Tex.,
Internat. & Gt. North
McClave, Colo.,
Atch. Top. & Santa Fe
McCleary, Wash.,
Northern Pacific
McCleary's Siding, Que.,
Canadian Pacific
McClellan, Mont., No. Pacific
McClellan, W. Va.,
Coal & Coke
McClelland, Ind.,
Chicago and East. Ill
McClelland, Ia., Chic. Gt. W
McClellands, Colo.,
Colorado & Southern
McClenny, Fla.,
Seaboard Air Line
McClintock, Pa., Penna
McClintocksburg, O.,
Baltimore & Ohio
McCloskey, Cal.,
Oregon & Eureka
McCloud, Cal., McCloud Riv
McCloy, Ia., Illinois Central
McClure, Ala.,
Alabama Gt. Southern
McClure, Ill., Ill. Cent (a)
» St. L. Iron Mt. & So (b)
» St. Louis South-west (b)
(a) *and* (b) *about 1 mi. apart*
McClure, O.,
Toledo, St. L. & Western
McClure, Butler Co., Pa.,
Baltimore & Ohio
McClure, Snyder Co., Pa.,
Pennsylvania
McClures, Colo.,
Crystal Riv. & San Juan
McClure's, Mich.,
Grand Trunk
McClures, N.J., Raritan R †
McClures,
Westmoreland Co., Pa.,
Baltimore & Ohio
McClurg, O.,
Youngstown & South
McCluskey, Cal.,
Eureka & Klamath Riv
McCluskey, N.D., North. Pac
McCluskey, Ill.,
Chic. Peoria & St. Louis
McColl, S.C.,
Atlantic Coast Line
» No. & So. Carolina
McCollum, Ga.,
Atlanta & West Point
McCollum, Mich.,
Au Sable & North-west
McComas' Siding, Md.,
Baltimore & Ohio
McComb, Miss., Ill. Cent (a)
» Liberty-White (b)
(a) *and* (b) *¾ mile apart*
McComb, O.,
Cin. Ham. & Dayton (a)
» N.Y. Chic. & St. Louis (a)
McComb, Okla.,
Atch. Top. & Santa Fe
McComb's, Ala., Cent. of Ga
McConkey, Ont., Can. Pac
McConnell, Ill., Illinois Cent
McConnell, N.C.,
Wash. & Vandemere
McConnell, Tenn., Ill. Cent
McConnell, Tex.,
Wichita Valley
McConnells, Cal., South. Pac
McConnells, O., Balt. & Ohio
McConnels, S.C.,
Carolina & No. West
McConnel's, Va.,
Norfolk & Western
McConnell's Mill, Pa.,
Pitts. Cin. Chic. & St. L
McConnellstown, Pa.,
Hunt. & Broad Top Mt
McConnellsville, Ga.,
Chattanooga Southern
McConnellsville, N.Y.,
Lehigh Valley (a)
» N.Y. Cent. & Hud. R (b)
(a) *and* (b) *about ¾ mi. apart*
McConnico, Ariz.,
Arizona & Utah* (a)
» A.T. & S.F., Coast L.* (a)
McCook, Ill., A.T. & S.Fe (a)
» Chicago & Ill. West †
» Chic. Term. Trans (b)
» Indiana Harbor Belt †
(a) *and* (b) *about 150 yards apart*
McCook, Neb., Burl. Route
McCook, S.D., Ch. Mil. & St. P
McCool, Ind., Balt. & O (a)
» Elgin, Joliet & East (a)
McCool, Mich., Pere Marq
McCool, Miss., Illinois Cent
McCool, Okla., C. R. I. & P
McCool Junction, Neb.,
Burlington Route
McCoole, Md., Balt. & Ohio
McCord, Ind., C. C. C. & St. L
McCord, Mich., Pere Marq
McCord, Wis.,
Minn. St. P. & Slt. Ste. M
McCords, Ga., So. Georgia
McCormach, Ore., No. Pac
McCormack,
Grimes Co., Tex.,
Internat. & Great North
McCormick, Kan.,
Kansas City Southern
McCormick, Pa., Buff. & Susq
McCormick, S.C.,
Charleston & West Car
McCormick, Wash., No. Pac
McCormick Place, Mo.,
Kansas City Southern
McCormick Station, Ill.,
Illinois Northern †
McCourt, Colo.,
Florence & Cripple Ck
McCowan's Crossing, Pa.,
Pennsylvania Co
McCown, Ill., Cin. Ham. & Day
McCoy, Ark., St. L. I. Mt. & So
McCoy, B.C., Canadian Pac
McCoy, Colo.,
Denver, N.W. & Pacific
McCoy, Mo., Frisco System
McCoy, W. Va., Balt. & O
McCoys, La., Kan. City South
McCoy's, Pa., Buf. & Susque
McCoy's, Wash., North. Pac
McCoysburg, Ind.,
Chicago & Wabash V (a)
» Chic. Ind. & Louisv (b)
(a) *and* (b) *¼ mile apart*
McCracken, Kan., Mo. Pacific
McCracken, Minn.,
Chicago, Mil. & St. Paul
McCracken, Mo., Frisco Sys
McCracken, Pa.,
Waynesburg & Wash
McCracken Summit, Pa.,
Susquehanna & N.Y
McCrary, Miss., Mobile & Ohio
McCray, Cal., No. West. Pac
McCray's, Pa., Balt. & Ohio
McCrea, Kan., Chic. R. I. & P
McCreaner's, Ark.,
Chicago, Rk. Isl. & Pac
McCreary, Manitoba,
Canadian Northern
McCreary Junction, Man.,
Canadian Northern
M'Credie, Mo., Chic. & Alton
McCredie, Wash.,
Spokane, Port. & Seat
McCredy's, N.Y.,
Oneida & Mohawk V (El)
McCreery, W. Va., Ches. & O
McCrory, Ark., St. L. I. Mt. & So
McCroskey, Tex.,
Gulf, Colo. & Santa Fe*
McCue, Wash., Great North
McCuller's, N.C.,
Raleigh & Southport
McCulloh, Ala.,
Chattahoochee Valley
McCulloh, Pa., Cumb. Valley
McCullough, Fannin Co., Ga.,
Louisville & Nashville
McCullough, Pierce Co., Ga.,
Atlantic Coast Line
McCullough, Md., Balt. & Ohio
McCullough, Va., Ches. & O
McCullough's, O.,
Cin. Lebanon & No (a)
» Pitts. C. C. & St. L (b)
(a) *and* (b) *about ¼ mile apart*
Called Norwood Heights on Pitts. Cin. Chic. & St. L
McCullum, Mich.,
Au Sable & North-west
McCune, Kan., Frisco System
McCune, Mo., St. Louis & Han
McCune, Pa., Pitts. & Lk. Erie
McCuneville, O., Balt. & Ohio
McCurry, Mo., Wabash
McCurtain, Okla.,
Fort Smith & Western
McCutchan, Ind.,
Evansv. & Indianap
McCutchenville, O.,
Toledo & Ohio Central
McCutcheon, Miss.,
Yazoo & Miss. Valley
McCutcheon, Wash., No. Pac
McDade, La., Le. Ry. & Nav. Co
McDade, Tex., Hous. & Tex. C
McDaniel, Md.,
Baltimore, Ches. & Atl
McDaniels, Ga.,
Nashv. Chat. & St. L (a)
» Western & Atlantic (a)
McDaniels, Tex.,
Internat. & Gt. North
McDaniels, W. Va.,
Baltimore & Ohio
McDavid, Fla., Lv. & Nash
McDermitts, Mich.,
Escanaba & Lake Sup
McDermott, O.,
Norfolk & Western
McDermott, Wis.,
Washburn & No. West
McDill, Wis.,
Minn. St. P. & Slt. Ste. M
McDonald, Ark.,
St. Louis, Iron Mt. & So
McDonald, Fla.,
Seaboard Air Line
McDonald, Ga.,
Atlantic Coast Line
McDonald, Ill., Illinois Cent
McDonald, Kan., Burl. Rte
McDonald, La.,
Morgan's La. & Tex
McDonald, Mich.,
Pere Marquette
McDonald, Minn., No. Pac
Called also Davidson
McDonald, Miss.,
New Orl. Mobile & Chic
McDonald, Mo.,
Mo. Kans. & Texas
McDonald, Mont., North. Pac
McDonald, N.B., Bost. & Me
McDonald, N.C.,
Atlantic Coast Line
McDonald, Okla.,
Missouri, Okla. & Gulf
McDonald, Ore.,
Oregon RR. & Nav. Co
McDonald, Clarion Co., Pa.,
Baltimore & Ohio
McDonald,
Washington Co., Pa.,
Pitts. Cin. Chic. & St. L
McDonald, Tenn., Southern
McDonald Lake, Mich.,
Minn. St. P. & Slt. Ste. M
McDonalds, Cal.,
Northwestern Pacific
McDonalds, N.C.,
Atlantic Coast Line
McDonald's, Wash., No. Pac
McDonald's Mill, Ala., South
McDonald's Mine, Ala.,
Frisco System
McDonogh, Md., West. Md
McDonough, Ga., Southern
McDonough's, N.J.,
Raritan River †
McDougal, W. Va.,
Chesapeake & Ohio
McDougall's, N.B.,
Moncton & Buctouche
McDow, Tex.,
Gulf, Colo. & Santa Fe*
McDowell, Ala., Southern
McDowell, Ill., Wabash
McDowell, O.,
Wheeling & Lk. Erie
McDowell, Tex.,
Missouri, Kansas & Tex
McDowell, Va., Ches. & Ohio
McDowell, W. Va.,
Norfolk & Western
McDuffee's, Colo.,
Colorado & Southern
McEachern, Fla.,
South Ga. & West Coast
McElderry, Ala.,
Louisville & Nashville
McElhany, Mo.,
Kansas City Southern
McElhattan, Pa.,
N. Y. Cent. & Hud. R (a)
» Pennsylvania (b)
Called Youngdale on N. Y. Cent. & Hud. Riv
(a) *and* (b) *about 1½ miles apart*
McElroy, O., Balt. & Ohio
McElroy Tex.,
Gulf, Colo. & Santa Fe*†
McEvaney, Tex.,
Missouri, Kan. & Texas
McKlwee's, Mich.,
Grand Rapids & Ind
McEnroe, Tex., Tex. So. East
McEwen, Ore., Sumpter Val
McEwen, Pa.,
Susquehanna & N.Y
McKwen, Tenn.,
Nashv. Chatt. & St. L
McKwensville, Pa.,
Susq. Bloomsb. & Ber
McFall, Ala., Southern
McFall, Mo., Wabash
McFarlan, N.C.,
Atlantic Coast Line
McFarland, Cal., So. Pac
McFarland, Kan.,
Chic. Rock Isl. & Pacific
McFarland, Mich.,
North-Western Line
McFarland, Tenn.,
Louisville & Nashville
McFarland, Wis., Ch. M. & St P
McFerren, Ark., Frisco Sys
McGaheysville, Va.,
Chesapeake Western
McGary, Ind., Evansv. & T. H
McGarry, O., Penna. Co
McGavic, Cal., McCloud Riv
McGaw, Ont., Can. Pacific
McGee, S.D.,
Rap. City, Blk. Hills & W
McGee, Tex., Mo. Kans. & Tex
McGee's, Colo.,
Colorado & Southern
McGees, N.B., Albert South
McGees, Pa.,
N.Y. Cent. & Hud. Riv (a)
» Pennsylvania (b)
(a) *and* (b) *about ½ mile apart*
McGehee, Ark., St. L. I. Mt. & So
McGehee, La.,
Yazoo & Miss. Valley
McGehee, Miss., Ill. Cent
McGehee Junction, Ark.,
St. Louis, Iron Mt. & So
McGehees, Ala., Lv. & Nash
McGeorges, Me.,
Washington County
McGhee, Tenn.,
Louisville & Nashville
McGill, Cal., Northwest. Pac
McGill, Nev., Nevada North
McGill, O., Cin. Ham. & Day
McGill Junction, Nev.,
Nevada Northern
McGillivray, B.C., Can. Pac
McGinnis, Ga.,
Seaboard Air Line
McGinty, Ala.,
Chattahoochee Valley
McGinty, Colo., Den. & Rio G
McGirk's, Mo., Mo. Pacific
McGivneys, N.B.,
Intercolonial
McGlashan Springs, Cal.,
Lk. Tahoe Ry. & Tr. Co
Also called McPhetres Siding
McGlauflin, Wash.,
Northern Pacific
McGoffin, Ark.,
Chicago, Rk. Isl. & Pac
McGonigle, O., Cin. Ham. & D
McGovern, Pa.,
Pitts. Cin. Chic. & St. L
McGowan, Ark.,
Midland Valley
McGowan, Ky., Ill. Central
McGowan, Wash., Ilwaco
McGraw, Kan.,
Atch. Top. & Santa Fe
McGraw, Miss.,
Yazoo & Miss. Valley
McGraw,
Cortland Co., N.Y.,
Delaware, Lack. & West
McGraws, Steuben Co., N.Y.,
New York & Penna
McGrawsville, Ind.,
Pitts. Cin. Chic. & St. L
McGregor, Ga.,
Seaboard Air Line
McGregor, Ia., Chic. M. & St. P
McGregor, Mich.,
Pere Marquette
McGregor, Minn., No. Pacific
McGregor, Ont.,
Michigan Cent (a) (b)
» Pere Marquette (a)
McGregor, Tex.,
Gulf, Colo. & S. Fe* (a)
» St. Louis South-west (a)
McGrew, Mich., Pere Marq
McGriff, Ga., Southern
McGruder, Ga., Ga. & Fla
McGuffey, O., Erie
McGuffin, Va., Norf. & West
McGugin, Pa.,
Wabash Pitts. Term
McGuigan B.C.,
Kaslo & Slocan
McGuires, Idaho,
Idaho & Wash. No (a)
» Spok. & Inland Emp (a)
McGuires, Mo., Frisco System
McHarg, Tenn.,
Louisville & Nashville
McHenry, Ill., No. West. Line
McHenry, Ky., Illinois Cent
McHenry Miss.,
Gulf & Ship Island
McHenry, N.D., No. Pacific
McHenry, Tex.,
Waco. & Cors Pacific
McHenry's, N.B., Sal. & Harv
McHinch N.D., Chic. M. & St. P
McHugh, Minn., North. Pac
McHughs, La.,
Yazoo & Miss. Valley
McIndoes, Vt., Bost. & Maine
McInnes, Mich.,
Manistique & Lk. Sup
McInnis, Ala., Lv. & Nashv
McIntire, Ia., Chic. Gt. West
McIntosh, Ala., Southern
McIntosh, Fla.,
Atlantic Coast Line
McIntosh Ga.,
Atlantic Coast Line
McIntosh Kan.,
Leavenworth & Topeka
McIntosh, Minn., Gt. North
McIntosh, Mo., Burl. Route
McIntosh, N.M.,
New Mex. Cent
McIntosh, S.D.,
Chic. Mil. & Puget Sd

McIntosh, Wash., North. Pac
McIntyre, Ga., Central of Ga
McIntyre, Miss., Mob. & Ohio
McIntyre, N.Y.,
Cent. New Eng (a) (b)
(a) and (b) about ½ ml. apart
McIntyre, N.C., Atl. Coast L
McIntyre, Utah,
SanPed. LosAng. &S.Lk
McIvor, Mich.,
Detroit & Mackinac
McIvor, Va., Southern
McKain, S.D.,
Chicago, Rk. Isl. & Pac
McKamie, Ark., La. & Ark
McKay, Mich., Pere Marq
McKay, Mo., Frisco System
McKay, Tex., Texas Midland
McKays, O.,
Detroit, Tol. & Ironton
McKeages, Pa., Penna
McKean, ——— Co., Pa.,
E. E. & Cam. Spgs. Elec
McKean,
Westmoreland Co., Pa.,
Pennsylvania
McKeans, McKean Co., Pa.,
Mt. Jew. Kinz. & Rit
McKeansburg, Pa., Leh. Val
McKee, Ore., South. Pacific
McKee, Blair Co., Pa.,
Pennsylvania
McKee, Perry Co., Pa.,
Newport&Sherman's V
McKee, Que.,
Canadian Pacific
McKee City, N.J., Penna
McKeen, Ill., Vandalia
McKeen, Mont., North. Pac
McKee's, Tex.,
Galv. Har. & San Ant
McKee's, Wash.,
Seattle & Internat
McKeesport, Pa., Balt. & O (a)
" Pennsylvania
" Pitts. & Lake Erie (b)
(a) and (b) 100 yards apart
See also Dravosburg, Pa
McKee's Rocks, Pa.,
Pitts. A. & McK. Rocks†
" Pitts. & Lake Erie (a)
" Pitts. Char. & Young (a)
McKeever, Mich.,
Chic. Mil. & St. Paul (a)
" Copper Range (a)
Called Junction Switch on C.M.& St.P
McKeever, N.Y.,
N.Y. Cent. & Hud. Riv
McKelder, Tenn.,
Tenn. & Car. South
McKelvie, Manitoba,
Great Northern
McKendree, W.Va.,
Chesapeake & Ohio
McKenna, Wash.,
Tacoma Eastern
McKenney, Va.,
Seaboard Air Line
McKenzie, Ala.,
Louisville & Nashville
McKenzie, Manitoba,
Canadian Pacific
McKenzie, Md., Balt. & Ohio
McKenzie, Mo., St. L. I. Mt. & S
McKenzie, N.D., No. Pacific
McKenzie, Tenn.,
Louisville & Nash (a)
" Nash. Chat. & St. L (a)
McKenzie, W.Va., Norf. & W
McKeown, S.C., Southern
McKibbin, Ala., Southern
McKimm's, Pa., Balt. & Ohio
McKinley, Cal.,
Pacific Electric
McKinley, Ill., Illinois South
McKinley, Minn.,
Duluth & Iron Range
McKinley, Pa., Kane & Elk
McKinley Crossing, Minn.,
Miss. Hill City & West
McKinley Junction, Ill.,
Minn. St. P. & slt. Ste. M
McKinney, Bradley Co., Ark.,
Warren & Ouachita Val
McKinney, Miller Co., Ark.,
St. Louis South-west
McKinney, Ga., Cent. of Ga
McKinney, Lincoln Co., Ky.,
Cin. New Orl. & Tex. Pac
McKinney, Mo., Mo. Pacific
McKinney, N.Y.,
N.Y. Aub. & Lansing†
McKinney, Pa., Penna
McKinney, Tex.,
Hous. & Tex. Cent (a)
" Missouri, Kan & Tex (a)
McKinney's, N.Y., Leh. Val
McKinnon, Fla.,
Atlantic Coast Line
McKinnon, Ga.,
Atlantic Coast Line
McKinnon, Tenn., Lv. & Nash
McKinnon's, Ont.,
Niag. St. Cath. & Tor (El)
McKinnon's Harbor, N.S.,
Intercolonial
McKinny, Ill., Illinois Cent
McKitterick, O.,
Cin. Ham. & Dayton
McKittrick, Cal., So. Pacific
McKittrick, Mo.,
Missouri, Kan. & Texas
McKnightstown, Pa.,
Western Maryland
McLain, Ark.,
Chicago, Rk. Isl. & Pac
McLain, Miss.,
New Orl. Mobile & Chic
McLains, Kan., Mo. Pacific
McLains, La., St. L. Ir. Mt. & S
McLains, Mont., No. Pacific
McLain's, Pa., Penna. Co
McLane, Pa.,
E. E. & Cam. Spgs. Elec
McLanes, Fla.,
Atlantic Coast Line
McLarren, Pa., Penna
McLauchlin, N.C., Southern
McLaughlin, Pa., Penna
McLaughlin, S.D.,
Chic. Mil. & Puget Sd
McLaurin, Miss.,
Gulf & Ship Island
McLean, Ill., Chicago & Alton
McLean, Miss., South. In Miss
McLean, Neb.,
Burlington Route
McLean, N.Y., Lehigh Valley
McLean, Sask., Can. Pacific
McLean, Tenn.,
Nashville, Chatt. & St. L
McLean, Gray Co., Tex.,
Chicago, Rk. Isl. & Gulf
McLean, W.Va., Balt. & Ohio
McLeans, Ga., Ga. & Fla
McLeans, Nev.,
Tonopah & Goldfield
McLeans, Pa., Perkiomen
McLeansboro, Ill., Lv. & Nash
McLeansburg, N.C., Southern
McLeish, O.,
Zanesville & Western
McLellan, Ariz.,
A.T. & S.F., Coast Lines*
McLendon, Ala.,
Seaboard Air Line
McLeod, Ga.,
Wadley Southern
McLeod, N.D.,
Minn. St. P. & Slt. Ste. M
McLeod, Wash., North. Pac
McLeod, S.C., Alcolu
McLeod's, B.C., Can. Pacific
McLeod's, Que., Can. Pacific
McLeroy, Ga.,
Seaboard Air Line
McLoud, Okla.,
Chicago, Rk. Isl. & Pac
McLouth, Kan.,
Leavenw. & Topeka (a)
" Missouri Pacific (b)
(a) and (b) about 100 yards apart
McLuney, O.,
C. & M. V. (Penna. Lines)
McManus, La., Jackson (a)
" Yazoo & Miss. Val (a)
McManus, Mich.,
Grand Rapids & Ind
McMechen, W.Va., Balt. & O
McMeekin, Fla.,
Atlantic Coast Line
McMillan, Fla., Lv. & Nash
McMillan, Miss.,
New Orl. Mobile & Chic
McMillan, N.C.,
Atlantic Coast Line
" Va. & Car. South
McMillan,
Marshall Co., W.Va.,
Baltimore & Ohio
McMillan,
Preston Co., W.Va.,
Baltimore & Ohio
McMillan, Wis.,
North-Western Line
McMillan, Tenn., Southern
McMillan, Minn.,
Duluth. So. Sh. & Atl
McMillen Siding, W.Va.,
Baltimore & Ohio
McMillin, Wash., North. Pac
McMinn's Mills, N.B.,
Kent Northern
McMinn Summit, Pa.,
Pennsylvania
McMinnville, Ore., So. Pac
McMinnville, Tenn.,
Nash. Chat. & St. Louis
McMullen, Mo., Frisco Sys
McMullens, Pa., Penna
McMullens, Tenn.,
Louisville & Nashville
McMullin, Cal., So. Pacific
McMullin, Miss.,
Yazoo & Miss. Valley
McMullin, Va., Norf. & West
McMurray, Tenn.,
Tenn. & Car. South
McMurray, Wash.,
Northern Pacific
McNab, Ariz., Frisco System
McNabb, Ill.,
Chicago, Ind. & So (a)
" Chic. Mil. & St. Paul (a)
" Toluca, Marq. & No (b)
(a) and (b) adjacent
McNair, Ark., Frisco System
McNair, Miss.,
Yazoo & Miss. Valley
McNairy, Tenn., Mob. & Ohio
McNally, Me.,
Bangor & Aroostook
McNamara, Ia.,
Chic. Anamosa & No
McNamee's, N.B.,
Intercolonial
McNary, Ky., Illinois Cent
McNary, Ore.,
Salem, Falls City & W
McNatt's, N.C.,
Atlantic Coast Line
McNaught, Ont., Can. Pac
McNaughton, Wis.,
North-Western Line
McNeal, Ariz.,
El Paso & S.W. System
McNealy, Tex.,
Gulf, Colo. & Santa Fe*
McNeeley, La.,
La. Ry. & Nav. Co
McNees, Cal., Ocean Shore
McNeil Post Office, Ala.,
Escambia
McNeil, Ark., La. & No. W (a)
" St. Louis South-west (a)
McNeil, Miss.,
New Orl. & North-east
McNeil, Tex.,
Houston & Tex. Cent (a)
" Internat. & Gt. No (a)
Spelled McNeill on H. & T.C
McNeillie, B.C., Can. Pac
McNeill's Mill, P.E.I.,
Prince Edward Island
McNeils, S.C., Char. & W.Car
McNews, Ky., Louis. & Nash
McNulta, Ill., Illinois Cent
McNutt, W.Va.,
Baltimore & Ohio
McNutts Creek, N.S.,
Dominion Atlantic
McPaul, Ia., Burl. Route
McPhail, Ala., Louisv. & Nash
McPhail's, Minn.,
Minneap. & Rainy River
McPherson, Cal., South. Pac
McPherson, Fla.,
Atlantic Coast Line
McPherson,
Paulding Co., Ga.,
Southern
McPherson, Ia., Burl. Route
McPherson, Kan.,
Atch. Top. & S. Fe (a)
" Chic. Rk. Isl. & Pac (b)
" Missouri Pacific (c)
" Union Pacific (d)
(a) and (b) about ¾ ml. apart
(a) and (c) ¼ mile apart
(b) and (d) about ¾ ml. apart
McPherson, Md.,
Wash. Balt. & Annap. El
McPherson College, Kan.,
Atch. Top. & Santa Fe
McPherson's, Tenn.,
Rock. & Tenn. River
McPherson Br. Junc., Kan.,
Missouri Pacific
McPhetres Siding, Cal.,
Lake Tahoe Ry. & Tr. Co
Also called McGlashan Springs
McQuady, Ky.,
Louisville, Hend. & St. L
McQueen, Ariz.,
Phoenix & Eastern
McQueen, Ill., Chic. M. & St. P
McQueens, Ga., Central of Ga
McQueen's, N.Y., Erie
McQueens, N.C.,
Raleigh & Western
McRae, Ala., Cent. of Georgia
McRae, Ark., St. L. I. Mt. & So
McRae, Ga.,
Seaboard Air Line†
" Southern
McRae, N.C., Atl. Coast Line
McRae, Ont., Canadian Pac
McRae's, Va.,
Tidewater & Western
McRaven, Miss.,
Yazoo & Miss. Valley
McReynolds, Ill., Penna. Co
McRoberts, Mo., Frisco Sys
McShan, Ala., Mobile & Ohio
McSherry, Pa., Penna
McSpadden, Pa., Balt. & Ohio
McSweeney, Nev.,
Tonopah & Goldfield
McSweeney Junction, Nev.,
Tonopah & Goldfield
McTaggart, Sask., Can. Pac
McTavish, Manitoba,
Canadian Pacific
McTeers, Ga.,
Atl. Valdosta & West
McVay's, Ind.,
Pitts. Cin. Chic. & St. L
McVeigh's, Ia., Burl. Route
McVeighs, Minn.,
Minneap. & Rainy River
McVey, Ill., Burlington Route
McVeytown, Pa., Penna
McVickers, Wis.,
Duluth. So. Sh. & Atl
McVille, N.D., Gt. Northern
McVittys, O., C.C.C. & St. L
McWilliams, Ala.,
Louisville & Nashville
McWilliams, Colo.,
Colorado & Southern
McWilliams Ont., Can. Pac
McWillie, Okla.,
Frisco System
Maas Mine, Mich.,
Lake Superior & Ishp
Mabank, Tex., Tex. & New Orl
Mabel, Ala., Louisv. & Nash
Mabel, Cal., South. Pacific
Mabel, Ill., Toledo, St. L. & W
Mabel, Minn., Chic. M. & St. P
Mabel, Mo., Chic. Rk. Isl. & P
Mabel, N.C., Piedmont
Mabelle, Ont.,
Canadian Northern
Mabelle, Tex., Wichita Val
Mabelvale, Ark.,
St. Louis, Iron Mt. & So
Maben, Miss.,
New Orl. Mob. & Chic (a)
" Southern in Miss (b)
(a) and (b) ¾ mile apart
Maben, W.Va., Virginian
Maberley, Ont., Can. Pacific
Mabie, W.Va., Coal & Coke
Mable, Fla., Atl. Coast Line
Mableton, Ga., Southern
Mabou, N.S., Inverness
Mabscott, W.Va.,
Chesapeake & Ohio
Mabton, Wash., North. Pac
Mac, Ont., Canadian Pacific
Macalester, Minn.,
Chicago, Mil. & St. Paul
MacAllen, Tex.,
St. L. Brownsv. & Mex
Macatawa, Mich.,
Gd. Rap. H. & Chic (El)
Macaza, Que., Can. Pacific
Maccan, N.S., Intercol (a)
" Maritime (a)
Maccles, N.F.,
Reid Newfoundland
Macclesfield, N.C., East Car
MacCorkle, W.Va.,
Chesapeake & Ohio
Macdoel, Cal., So. Pac
Macdona, Tex., Gal. Har. & S.A
MacDonald, Manitoba,
Canadian Northern (a)
" Canadian Pacific (a)
MacDonald, W.Va.,
Chesapeake & Ohio (a)
" White Oak (a)
Macdonaldton, Pa.,
Baltimore & Ohio
MacDougal, W.Va.,
Chesapeake & Ohio
MacDougall, N.Y.,
Lehigh Valley
Macdowall, Saskatchewan,
Canadian Northern
Mace, Cal.,
A.T. & S.F., Coast Lines*
Mace, Idaho,
Northern Pacific (a)
" Ore. Rk. & Nav. Co (b)
(a) and (b) adjacent
Mace, Ind., Cleve. C.C. & St. L
Macedon, N.Y.,
N.Y. Cent. & Hud. R (a)
" West Shore (b)
(a) and (b) ¾ mile apart
Macedon, S.C., Southern
Macedonia, Ia., Burl. Route
Macedonia, O., Penna. Co
Macel, Miss.,
Yazoo & Miss. Valley
Maceo, Ky.,
Louisville, Hend. & St. L
Mace Springs, Va.,
Virginia & Southwest
Macey, Mich., Pere Marq
MacFarlan, N.C.,
Atlantic Coast Line
Macfarlan, W.Va.,
Cairo & Kanawha
Macfarlane, Tenn., Lv. & Nash
MacGregor, Manitoba,
Canadian Pacific
Machado, Cal.,
Los Angeles-Pacific (El)
Machen, Ga., Central of Ga
Machens, Mo.,
Burlington Route (a)
" Missouri, Kan. & Tex (a)
Machias, Me.,
Washington County
Machias, N.Y.,
Buf. Roch. & Pitts (a)
" Pennsylvania (a)
Called Machias Jn. on Penna
Machias, Wash., No. Pacific
Machias Junction, N.Y.,
Buf. Roch. & Pitts (a)
" Pennsylvania (a)
Called Machias on B. R. & P
Machiasport, Me.,
Washington County
Machipongo, Va.,
N.Y. Phila. & Norfolk
Machler, Ind., Pere Marq
MacInnes, B.C., Can. Pacific
Macintyre, Fla.,
Georgia, Florida & Ala
Macintyre's Lake, N.S.,
Intercolonial
Mack, Colo.,
Denver & Rio G (a)
" Uintah (a)
Mack, Ont., Gd. Trunk Pac
Mack, Utah,
San Ped. Los Ang. & S.L
Mack, Wash., Northern Pac
Mackamp, Me., Can. Pacific
Mackay, Idaho,
Oregon Short Line
Mackay, Tex.,
Galv. Har. & San Ant
Mackensaw, Va., Norf. & W
Mackenzie, Ont., Can. Pac
Mackey, Ala., Southern
Mackey, Ind., Evansv. & Ind
Mackey, Okla.,
St. Louis, Iron Mt. & So
Mackey, Ont., Can. Pacific
Mackey, Tex., Hous. & Tex. C
Mackey Place, Ala.,
Chattanooga Southern
Mackeys, Mo., Frisco System
Mackey's Ferry, N.C.,
Norfolk & Southern
Mackeyville, Pa.,
Central of Penna
Mackid, Sask., Can. Pacific
Mackie, Kan., Frisco System
Mackin, Pa., Balt. & Ohio
Mackinaw, Ill.,
Cleve. Cin. C. & St. L (a)
" Vandalia (b)
(a) and (b) ¾ mile apart
Mackinaw City, Mich.,
Duluth. S.S. & Atl □ (a)
" Grand Rapid & Ind (a)
" Michigan Central (a)
□ By ferry
Mackinaw Dells, Ill.,
Lake Erie & Western
Mackinaw Falls, Ill.,
Illinois Central
Mack's, Tex., Texas & Pacific
Macks, Wash., North. Pac
Macksburg, O., Penna. Co
Macksville, Ind., Vandalia
Macksville, Kan.,
Atch. Top. & Santa Fe
Maclay, Ia., Chic. R.I. & Pac
Macleay, Ore., South. Pacific
Macleod, Alberta, Can. Pac
Macleod Junction, Alberta,
Canadian Pacific
Macneil, Cal., Southern Pac
Macomb, Ill., Burl. Route (a)
" Macomb & Western (b)
(a) and (b) about ½ ml. apart
Macomb, Mo., Frisco System
Macon, Ark.,
St. Louis, Iron Mt. & So
Macon, Fla., Louisv & Nashv
Macon, Ga., Cent. of Ga (a)
" Georgia (a)
" Ga. Southern & Fla (a)
" Macon & Birming (b)
" Macon, Dub. & Sav (c)
" Southern (c)
(a) and (b) about 200 yards apart
(b) and (c) about ¾ ml. apart
Macon, Ill., Illinois Central
Macon, Minn.,
Duluth, Missabe & No
Macon, Miss., Mobile & Ohio
Macon, Mo., Burl. Route (a)
" Wabash (b)
(a) and (b) about 800 yards apart
Macon, Mont., Great North
Macon, N.C., Seab. Air Line
Macon, O., Norfolk & West
Macon, Va.,
Tidewater & Western
Macon & Aug. Junc., Ga.,
Central of Georgia
Macon Crossing, Ga.,
Central of Georgia
Macon Junc., Ga.,
Central of Georgia (a)
" Ga. Southern & Fla (a)
Macoun, Sask., Can. Pac
Macoupin, Ill., Chic. & Alton
Macpelah Junction, W.Va.,
Baltimore & Ohio
MacRose, Colo., Colo. & So
Macuue, Colo., Col. & South
Macungie, Pa., Phila. & Read
Macuta, Ia., Atch. Top. & S.Fe
MacVille, Ga., Ga & Fla
Macy, Cal., Southern Pacific
Macy, Ind., Lake Erie & West
Macy, Ia., Illinois Central
Macy, Jasper Co., Mo.,
Frisco System
Macy Junction, Me.,
Maine Central
Madaline, Kan., Mo. Pacific
Madart, Mich.,
Chicago, Rk. Isl. & Pac
Madawaska, N.Y.,
New York & Ottawa
Madawaska, Ont.,
Grand Trunk
Madbury, N.H., Boston & Me
Madden, Mich.,
Grand Rapids & Ind
Madden, Tex.,
Gal. Har. & San A (a)
" Texas & Pacific (a)

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Maddens, O.,
Wheeling & Lake Erie
Maddens, S.C.,
Charleston & West.Car
Maddens Spur, Idaho,
Idaho Northern Ry
Maddens Spur, La.,
Sibley, Lk. Bisten. & So
Madding, Ark.,
Pine Bluff Ark. River
Maddock, N.D., North. Pac
Maddox, Colo.,
Colorado & Southern
Maddox, Ga., Cent. of Ga
Madduz, Miss.,
Yazoo & Miss. Valley
Madeira, O., Balt. & O. S. W
Madeira Hill, Pa., Penna
Madelia, Minn.,
North-Western Line
Madeline, Cal.,
Nevada-California-Ore
Madeline, S.C.,
Bennettsville&Cheraw
Madera, Cal., South. Pacific
Madera, ——, Mex.,
Mexico North Western
Madera, Sonora, Mex.,
West Coast Route
Madera, Pa.,
N.Y. Cent. & H. R (a)
" Pennsylvania (b)
(a) and (b) ¼ mile apart
Madera, Tenn., Lv. & Nash
Madera Junction, Pa.,
Pennsylvania
Madero, Mex., Nat. of Mex
Madill, Okla., Frisco System
Madison, Madison Co., Ala.,
Southern
Madison,
Montgomery Co., Ala.,
Western of Alabama
Madison, Ark.,
Chicago, Rock Isl. & Pac
Madison, Cal., South. Pacific
Madison, Ct., N.Y. N.H. & H
Madison, Fla.,
Georgia & Florida (a)
" Madison Southern †
" Seaboard Air Line (b)
(a) and (b) about ¼ mile apart
Madison, Ga., Cent. of Ga (a)
" Georgia (b)
(a) and (b) adjacent
Madison, Ill., Chic. & Alton
" Chic. Peoria & St. L (a)
" Illinois Central (a)
" Litchfield & Madison (a)
" St. L. Mer. Bdge. Ter (b)
" Toledo, St. L. & West
(a) and (b) ½ mi. apart
Madison, Ind.,
Pitts. Cin. Chic. & St. L
Madison, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) adjacent
Madison, Me., Somerset
Madison, Mich.,
Detroit, Tol. & Ironton
Madison, Minn., Minn. & St. L
Madison, Miss., Ill. Central
Madison, Mo., Mo. Kan. & Tex
Madison, Neb., Union Pacific
Madison, N.H., Boston & Me
Madison, N.J., Del. Lack. & W
Madison, N.C.,
Norfolk & Western (a)
" Southern (b)
(a) and (b) adjacent
Madison, Jackson Co., O.,
Cin. Ham. & Dayton
Madison, Lake Co., O.,
Lake Sh. & Mich. So (a)
" N.Y. Chic. & St. L (b)
(a) and (b) about 1-5 mile apart
Madison, Richmond Co., O.,
Erie
Madison, Pa., Pennsylvania
Madison, S.C., Southern
Madison, S.D., Chic. M. & St. P
Madison, Tenn., Lv. & Nash
Madison, W.Va., Ches. & Ohio
Madison, Wis.,
Chic. Mil. & St. P (a)(b)
" Illinois Central (c)
" North-West. Line (d)
(a) and (b) 1 mile apart
(a) and (c) adjacent
(a) and (d) 1 mile apart
(b) and (c) 1 mile apart
(b) and (d) adjacent
(c) and (d) 1 mile apart
(b) called East Madison
Madison Furnace, O.,
Cin. Ham. & Dayton
Madison Junction, Kan.,
Atch. Top. & Santa Fe
Madison Junction, Wis.,
North-Western Line
Madison Lake, Minn.,
Chicago Great Western
Madison Mills, O.,
B. & O Southwestern
Madison Park, Ill., Ill. Cent
Madison Run, Va.,
Chesapeake & Ohio
Madisonville, Ky.,
Kentucky Midland
" Louisville & Nashville
Madisonville, O.,
Balt. & Ohio S.W (a)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) about 1 mi. apart
Madisonville, Tenn.,
Louisville & Nashville
Madisonville, Tex.,
Internat. & Gt. North
Madley, Pa., Pennsylvania
Madoc, Ont., Grand Trunk
Madoc Junc., Ont., Gd. Tk
Madras, Ga.,
Atlanta & West Point
Madras. Mont., Great North
Madrid, Ala.,
Atl. & St. Andrews Bay
Madrid, Colo.,
Colorado & Wyoming
Madrid, Ia., Chic. Mil. & St. P
Madrid, Me.,
Sandy R. & Range. Lks
Madrid, Neb., Burl. Route
Madrid, N.Y., Rutland
Madrid, Sask., Canadian Pac
Madrone,
Santa Clara Co., Cal.,
Southern Pacific
Madrone, Sonoma Co., Cal.,
Northwestern Pacific
Madrone, N.M.,
Atch. Top. & Santa Fe
Madsen, Utah,
Oregon Short Line
Madsen, Wis.,
Minn. St. P. & Slt. Ste. M
Maeys, Ill.,
St. Louis. Iron Mt. & So
Mafeking, Manitoba,
Canadian Northern
Magaguadavic, N.B.,
Canadian Pacific
Magalia, Cal., Butte County
Maganetawan Dock, Ont.,
Grand Trunk
Magazine, Ala., Lv. & Nash
Magazine, Ark.,
Chicago, Rock Isl. & Pac
Magazine, N.J., Penna
Magazine Point, Ala.,
Louisville & Nashville
Magda, La.,
La. Ry. & Nav. Co
Magdalena, N.M.,
Atch. Top. & Santa Fe
Magdalena, Oaxaca, Mex.,
Mexican Southern
Magdalena, Sonora, Mex.,
West Coast Route
Magee, B.C., Canadian Pac
Magee, Ind., Pere Marq (a)
" Wabash (b)
Magee, Mich., Pere Marq
Magee, Miss., Gulf & Ship Isl
Magee, Pa., Pennsylvania
Magella. Ala., Louisv. & Nash
Magenta, La.,
Vicksburg, Shrev. & Pac
Magenta, Miss.,
Yazoo & Miss. Valley
Magenta, Tex., Ft. W. & D. C
Magenta, Wis.,
Chic. Milw. & St. P (a)
" Minn. St. P. & S. Ste. M (a)
Magers, Tex.,
Galv. Har. & San Ant
Maggie, W.Va., Balt. & Ohio
Magill, Ia., Chic. Great West
Maginnes, Utah,
San Ped. Los Ang. & S. Lk
Magley, Ind., Erie
Magna, Utah, Denv. & Rio G
Magnet, Ark., Perla North †
Magnet, Ill., Illinois Central
Magnet, Neb., No. West. Line
Magnolia, Ark., La. & No. W
Magnolia, Cal., So. Pacific
Magnolia, Ill.,
Toluca, Marq. & North
Magnolia,
Plaquemines Parish, La.,
New Orleans Southern
Magnolia, Md., Penna
Magnolia, Mass., Bost. & Me
Magnolia, Minn.,
North-Western Line
Magnolia, Pike Co., Miss.,
Illinois Central
Magnolia, Mo.,
Missouri, Kan. & Texas
Magnolia, Atlantic Co., N.J.,
Pennsylvania
Magnolia, Camden Co., N.J.,
Atlantic City
Magnolia, N.C.,
Atlantic Coast Line
Magnolia, N.D., No. Pacific
Magnolia, O., Balt. & Ohio (a)
" Pennsylvania Co (b)
(a) and (b) ¼ mile apart
Magnolia, S.C., Southern
Magnolia, Tex., Int. & Gt. No
Magnolia, Va., Seab. Air Line
" Virginian
Magnolia, W.Va., Balt. & O
Magnolia, Wis.,
North-Western Line
Magnolia Bluff, Fla.,
Louisville & Nashville
Magnolia Grove, Fla.,
Florida East Coast
Magnolia Mine, W.Va.,
Baltimore & Ohio
Magnolia Road, O.,
Baltimore & Ohio
Magnolia Springs, Fla.,
Atlantic Coast Line
Magnus, Manitoba,
Great Northern
Magnus, N.D.,
Minn. St. P. & Slt. Ste. M
Magnus, Pa., Pitts. & Moon R
Magog, Que., Canadian Pac
Magpie, Mont., North. Pacific
Magpie, Ont.,
Algoma Cent. & H. Bay
Magra, Cal., South. Pacific
Magrath, Alberta,
Alberta Ry. & Irrig. Co
Magrew, O.,
Pitts. Cin. Chic. & St. L
Magunden, Cal., South. Pac
Magwood, S.C.,
Atlantic Coast Line
Mahaffey, Pa.,
N.Y. Cent. & Hud. Riv (a)
" Pennsylvania (a)(b)
(a) and (b) about 500 yards apart
Mahaffey Junc, Pa.,
N.Y. Cent. & Hud. Riv (a)
" Pennsylvania (a)
Mahala, Nev., Southern Pac
Mahalasville, Ind.,
Cleve. Cin. Chic. & St. L
Mahan, Mich., Pere Marq
Mahan, Okla.,
Missouri, Kan. & Texas
Mahan, W.Va., Ches. & Ohio
Mahanoy, Pa.,
Susq. River & Western
Mahanoy City, Pa.,
Lehigh Valley (a)
" Phila. & Reading (b)
(a) and (b) 1-5 mile apart
Mahanoy Plane, Pa.,
Philadelphia & Reading
Mahanoy Siding, Pa.,
Lehigh Valley
Mahanoy Tunnel, Pa.,
Philadelphia & Reading
Mahantongo, Pa., Penna
Maharg, Alberta, Can. Pac
Mahaska, Kan., Ch. R. I. & P
Maher's, N.F.,
Reid Newfoundland
Mahl, Tex., Texas & New Orl
Mahlep, Ala., Louisv. & Nash
Mahned, Miss.,
New Orl. Mobile & Chic
Mahnomen, Minn.,
Minn. St. P. & Slt. Ste. M
Mahola, N.J., Cent. of N. J
Mahomet, Ill., C. C. C. & St. L
Mahon, Miss., Frisco System
Mahone, N.S.,
Halifax & Southwest
Mahone Junction, N.S.,
Halifax & Southwest
Mahoning, Minn., Gt. North
Mahoning, O., Erie
Mahoning, Armstrong Co.,
Pa., Pennsylvania
Mahoning, Carbon Co., Pa.,
Lehigh Valley
Mahoningtown, Pa.,
Baltimore & Ohio (a)
" Pennsylvania Co (b)
" Pitts. & Lake Erie (c)
(a) and (b) adjacent
Mahoning Valley
Western Junction, O.,
Pennsylvania Co
Manopac, N.Y.,
N.Y. Cent. & Hud. Riv
Mahopac Falls, N.Y.,
N.Y. Cent. & Hud. Riv
Mahopac Mines, N.Y.,
N.Y. Cent. & Hud. Riv
Mahto, S.D.,
Chic. Mil. & Puget Sd
Mahtomedi, Minn., No. Pac
Mahtowa, Minn., North. Pac
Mahwah, N.J., Erie
Maiden, N.C., Car. & N. W
Maidencreek, Pa.,
Philadelphia & Reading
Maiden Rock, Mont.,
Oregon Short Line
Maiden Rock, Wis.,
Burlington Route
Maiden's, Va., Ches. & Ohio
Maidstone, Ont.,
Michigan Central
Maidstone, Saskatchewan,
Canadian Northern
Maidstone, Vt., Maine Cent
Maiera, Cal., South. Pacific
Maiesville, Ill.,
Chic. Peoria & St. Louis
Mail Dock, Cal. South. Pac
Mailliard, Cal.,
Northwestern Pacific
Maine, Ariz.,
A.T. & S.F., Coast Lines*
Maine, Ia., Albia & Center
Maine Central Junc., Me.,
Boston & Maine
Main River, N.F.,
Reid Newfoundland
Mainstream, Me.,
Sebasticook & Mooseh
Mainville, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) ¼ mile apart
Maisonneuve, Que.,
Can. North. Quebec
Maitland, Colo.,
Denver & Rio Grande
Maitland, Fla.,
Atlantic Coast Line
Maitland, Mo., Burl. Route
Maitland, N.S.,
Halifax & Southwest
Maitland, O.,
Detroit, Tol. & Ironton
Maitland, Ont., Grand Trunk
Maitland, Pa., Pennsylvania
Maizal, Mex., West Coast Rte
Maize, Kan., Missouri Pac
Maizerets, Que.,
Quebec Ry. L. & P. Co
Maizetown, Ill., Ch. and E. Ill
Maizeville, Pa., Phil. & Read
Majette, Fla.,
Atl. & St. Andrews Bay
Majolica, N.C., Southern
Major, Ky., Illinois Central
Major, Pa., Pennsylvania
Major, Va., Ches. & Ohio
Majuba, Va., Southern
Makanda, Ill., Illinois Cent
Makaroff, Manitoba,
Canadian Northern
Makefield, Pa., Phila. & Read
Makemie Park, Va.,
N.Y. Phila. & Norfolk
Maken, W.Va., Balt. & Ohio
Makinak, Manitoba,
Canadian Northern
Malabar, Fla., Fla. East Coast
Malabys, Colo.,
Colorado & Southern
Malacca, Mich.,
Minn. St. P. & Slt. Ste. M
Malad, Idaho,
Oregon Short Line
Malaga, Cal., South. Pacific
Malaga, Mont.,
Chic. Mil. & Puget Sd
Malaga, N.J., Pennsylvania
Malaga, N.M.,
Eastern of New Mex *
Malaga, Wash., Great North
Malagash, N.S., Intercolonial
Malakoff, Tex., St. Louis S.W
Malakwa, B.C., Can. Pacific
Malarcher, La.,
Yazoo & Miss. Valley
Malba, N.Y., Long Island
Malcolm, Ala., Southern
Malcolm, Mich.,
Arcadia & Betsey Riv
Malcolm, Mo., Missouri Pac
Malcolm, Neb., Burl. Route
Malcolm, W.Va., Norf. & West
Malcolm, Wis.,
North Western Line
Malcom, Ia., Chic. R. I. & Pac
Malden, Ill., Burl. Route
Malden, Ind.,
Chicago, Cin. & Louisv
Malden, Mass., Bost. & Maine
Malden, Minn.; Great North
Malden, Mo.,
Frisco System (a)
" Gideon & No. Island †
" St. Louis S. W (b)
(a) and (b) several hundred yards apart
Malden, N.B.,
New Brunswick & P. E. I
Malden, N.Y., West Shore
Malden, Wash.,
Chic. Mil. & Puget Sd
Malden, W.Va.,
Chesapeake & Ohio (a)
" Kanawha & Mich (b)
(a) and (b) on opposite sides of river
Malesus, Tenn., Illinois Cent
Malheur Junction, Ore.,
Oregon Short Line
Malins, Pa., Phila. & Read
Malinta, O.,
Detroit, Tol. & Iron (a)
" Toledo, St. L. & West (a)
Mallard, Ia., Minn. & St. Louis
Mallard, Mont.,
Kan. City, Clin. & Spring
Mallard Junction, La.,
Louisiana Western
Mallet Creek, O., Balt. & Ohio
Mallett, Ore.,
Oregon Short Line
Mallon, Colo., Colo. Mid
Mallory, Ala., Southern
Mallory, Md., Balt. & Ohio
Mallory, Minn., Great North
Mallory, N.Y., N.Y. C. & H. R
Mallory, S.C.,
Atlantic Coast Line
Mallory, Shelby Co., Tenn.,
Yazoo & Miss. Valley
Mallory's,
Williamson Co., Tenn.,
Louisville & Nashville
Mallorytown, Ont., Gd. Trunk
Mallow, Tex., St. Louis S.W
Mallow, Va., Ches. & Ohio
Malloy, Fla., Florida
Malmaison, Miss.,
Southern in Mississippi
Malmo, Neb., Burl. Route
Malmo, N.C., Atl. Coast Line
Malo, Wash., Great Northern
" Kettle Valley Lines
Malone, Ala., Atl. Birm. & Atl
Malone, Ia., No. West. Line
Malone, Miss., Illinois Cent
Malone, N.Y.,
N.Y. Cent. & Hud. R (a)
" Rutland (a)(b)
(a) and (b) 1 mile apart
Station designated (a) called also Malone Junction
Malone, Ont., Cent. Ontario
Malone, Pa., Balt. & Ohio
Malone, Wash., North. Pac
Malone, Hill Co., Tex.,
Internat. & Gt. North
" Trinity & Brazos Val
Malone, Utah,
San Ped. Los Ang. & S. Lk
Malone, Wis., No. West. Line
Malone Junction, N.Y.,
N.Y. C. & Hud. Riv (a)
" Rutland (a)
See also Malone
Malones, Ala.,
Northern Alabama
Malones, Pa., Lehigh Valley
Maloney, Ky., Louisv. & Atl
Maloney, Ont., Canadian Pac
Maloney, Tex.,
Stephenv. N. & S. Tex
Maloneyville, Tenn.,
Knoxville & Bristol (a)
" Southern (a)
Malott Park, Ind., Lk. E. & W
Maloy, Ia., Chicago Gt. West
Malpais, N.M.,
El Paso & S.W. System
Mal Paso, Mex.,
Mexico North Western
Malphurs, Fla.,
Gainesville & Gulf
Malphus, S.C., Southern
Malta, Colo., Denver & Rio G
Malta, Ill., North-West. Line
Malta, Ia., Iowa Central
Malta, Mont., Great North
Malta, O., Baltimore & Ohio
Malta, S.C., Atl. Coast Line
Malta, Tex., Texas & Pacific
Malta, W.Va., Balt. & Ohio
Malta, Wis.,
Minn. St. P. & Slt. Ste. M
Malta Bend, Mo., Missouri Pac
Maltby, Cal.,
A.T. & S.F., Coast Lines*
Maltby, N.J., Pennsylvania
Maltby, N.C., Southern
Maltby, Pa., Lehigh Valley
Maltby, Wash., North. Pac
Maltbys,
Charlevoix Co., Mich.,
Grand Rapids & Indiana
Maltoys, Ogemaw Co., Mich.,
Detroit & Mackinac
Maltermore, Cal., So. Pacific
Malton, Cal., South. Pacific
Malton, Ont., Grand Trunk
Maltrata, Mex., Mexican
Malvado, Tex.,
Gal. Har. & San Ant
Malvern, Ala., Cent. of Ga
Malvern, Ark.,
Chic. Rk. Isl. & Pac (a)
" St. L. Iron Mt. & So (a)
Malvern, Ia., Burl. Route (a)
" Tabor & Northern (a)
" Wabash (b)
(a) and (b) ¼ mile apart
Malvern, O., Penna. Co
Malvern, Pa., Pennsylvania
Malvern, Wis., No. West. Line
Malvina, Miss.,
Yazoo & Miss. Valley
Malvina, Que., Maine Cent
Mamakating, N.Y.,
N.Y. Ontario & Western
Mamaroneck, N.Y.,
N.Y. New Hav. & Hart
Mamie, Tex.,
St. L. Brownsv. & Mex
Mammoth, Colo.,
Denver, N.W. & Pacific
Mammoth, Pa., Penna
Mammoth, Utah,
Denver & Rio G (a)
" San Ped. Los A. & S. Lk (a)
Mammoth, W.Va.,
Kelly's Creek
Mammoth Cave, Ky.,
Mammoth Cave
Mammoth Junction, Utah,
Denver & Rio Grande
" San Ped. Los Ang. & S. Lk
Mammoth Mine, Idaho,
Northern Pacific
Mammoth Spring, Ark.,
Frisco System
Mammoth Springs, Miss.,
Gulf & Ship Island
Mamon, La.,
Chic. Rock Isl. & Pac
Manack, Ala., West. of Ala
Manahawken, N.J.,
M. & L. E. Trans. Co (a)
" Pennsylvania (a)
" Tuckerton (a)

Manahuilla, Tex., So. Pacific
Manakin, Va., Ches. & Ohio
Manard, Tex., St. Louis S.W
Manasco, Ala., Frisco System
Manasquan, N.J.,
Cent. of New Jersey (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Manassas, Ga., Seab. Air Line
Manassas, Va.,
Chesapeake & Ohio (a)
" Southern (a)
Manassas Junction, Va.,
Southern
Manatawny, Pa., Phil&Read
Manatee, Fla.,
Seaboard Air Line
Manawa, Wis., Gr. B. & West
Manayunk, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) ½ mile apart
Mance, Pa., Baltimore&Ohio
Mancelona, Mich.,
Grand Rapids & Ind
Mancelona Road, Mich.,
Detroit & Charlevoix
Mancha, Pa., Pennsylvania
Manchac, La., Illinois Cent
Manchaca, Tex., Int. & Gt. N
Manchester, Ala.,
Alabama Central
Manchester, Cal.,
Los Ang. Inter-Urb (El)
Manchester, Ct.,
N.Y. N. H. & Hart (a)
" South Manchester (a)
Manchester, Ga.,
Atlanta, Birm. & Atl
Manchester, Idaho,
Northern Pacific
Manchester, Ill., Chic. & Alton
Manchester, Ind.,
Cleve. Cin. Chic. & St. L
Manchester, Ia., Ill. Cent (a)
" Manches. & Oneida (b)
(a) and (b) about ¼ mile apart
Manchester, Kan.,
Atch. Top. & Santa Fe
Manchester, Ky.,
Chesapeake & Ohio
Manchester, Mass.,
Boston & Maine
Manchester, Mich.,
Lake Shore & Mich. So
Manchester, Minn., M. & St. L
Manchester, Mo.,
Kansas City Southern
Manchester, N.H., Bost. & Me
Manchester, N.J., Cent. of N.J
Called also Lakehurst
Manchester, N.Y., Lehigh V
Manchester, N.C., Atl. Coast L
Manchester, O.,
See Manchester Station, Ky
Manchester, Okla.,
Atch. Top. & Santa Fe
Manchester, Ont., Gd. Trunk
Manchester, S.C., Southern
Manchester, S.D.,
North-Western Line
Manchester, Tenn.,
Nash. Chatt. & St. L
Manchester, Vt., Rutland
Manchester, Va.,
Atlantic Coast Line (a)
" Seaboard Air Line (b)
" Southern (c)
(a) and (b) about 1 ml. apart
Manchester Bridge, N.Y.,
Central New Eng (a)
" N.Y. N. H. & Hart (a)
Manchester Junc., Mich.,
Lake Shore & Mich. So
Manchester Station, Ky.,
Chesapeake & Ohio
Station for Manchester, O
Mancos, Colo., Rio Grande So
Mandale, O., Cin. Ham. & Day
Mandale Junction, O.,
Cin. Ham. & Dayton
Mandan, Mich.,
Keweenaw Central
Mandan, N.D., North. Pacific
Mandaumin, Ont., Gd. Trunk
Mandel, Tenn.,
Nashv. Chat. & St. Louis
Manderson, Wyo., Burl. Rte
Mandeville, Ark.,
St. Louis, Iron Mt. & So
Mandeville, Ga., Cent. of Ga
Mandeville, La.,
New Orleans Gt. North
Maness, Va., Va. & So. West
Maness Station, Va.,
Louisville & Nashville
Maney, Mich.,
Marquette & So. East
Maney, Minn.,
Duluth, Missabe & No
Maney, Tenn., Louisv. & Nash
Maney Junction, Okla.,
Frisco System
" Midland Valley
Manfred, N.D.,
Minn. St. P. & Slt. Ste. M
Mangham, La., N. Orl. & N.W
Mango, Fla., Atl. Coast Line
Mango, Mex., Mexican Cent
Mangum, Mich.,
Marquette & So. East
Mangum, Okla., C. R. I. & Pac
" Wichita Falls & No. W
Mangum, Tex., Tex. Cent
Mangums, S.C.,
Chesterfield & Lane
Manhasset, N.Y., Long Isl
Manhattan, Cal.,
Los Angeles-Pacific (El)
Manhattan, Ill.,
Chicago, Mil. & Gary (a)
" Wabash (b)
(a) and (b) ¼ mile apart
Manhattan, Kan.,
Chic. Rk. Isl. & Pac (a)
" Union Pacific (b)
(a) and (b) ½ mile apart
Manhattan, Mont., No. Pac
Manhattan, O.,
Toledo Ry. & Terminal †
Manhattan, Pa., Buff. & Susq
Manhattan, Tex.,
Gulf, Colo. & Santa Fe*
Manhattan Beach, Cal.,
A.T. & S.F., Coast Lines*
" Los Angeles-Pacific (El)
Manhattan Beach, Fla.,
Florida East Coast
Manhattan Beach, N.Y.,
Long Island
Manhattan Beach Jn., N.Y.,
Long Island
Manhattan Junction, O.,
Detroit & Tol. Shore L †
" Toledo Terminal †
Manheim, Ill.,
Indiana Harbor Belt †
Manheim, La.,
La. Ry. & Nav. Co
Manheim, Pa., Cornwall (a)
" Phila. & Reading (a)
Manheim, W. Va.,
Morgantown & Kingw
Manigold, Mich., Munising
Manila, Ala., Southern
Manila, Ariz.,
A.T. & S.F., Coast Lines*
Manila, Ark.,
Jonesb. Lk. City & E (a)
" Paragould & Mem (b)
(a) and (b) about 100 yards apart
Manila, Cal.,
Oregon & Eureka
Manila, Colo., Union Pacific
Manila, Ga., Macon & Birm
Manila, Lewis and Clarke Co.,
Mont., Great North
Manila, Pa., Balt. & Ohio
Manilla, Ind.,
Pitts. Cin. Chic. & St. L
Manilla, Ia., Chic. Mil. & St. P
Manilla Junc., Ont., Gd. Tk
Manistee, Ala.,
Manistee & Repton
Manistee, La.,
Mill Crk. & L.R.Ry. & N †
Manistee, Mich.,
Manistee & Gd. Rap (a)
" Manistee & N. East (b)
" Pere Marquette (c)
(a) and (b) ½ mile apart
(a) and (c) ¾ mile apart
(b) and (c) adjacent
Transfer for passengers and baggage between (b) and (c)
Manistee Junction, Ala.,
Louisville & Nashv (a)
" Manistee & Repton (a)
Manistee River, Mich.,
Detroit & Charlevoix
Manistique, Mich.,
Ann Arbor □
" Manistique & North (a)
" M. St. P. & Slt. Ste. M (b)
" Pere Marquette
□ By ferry
(a) and (b) ¼ mile apart
Manistique River, Mich.,
Manistique & Lk. Sup
Manito, Ill., Chic. Peo. & St. L
Manitoba Junction, Minn.,
Northern Pacific
Manitou, Colo., Colo. Mid (a)
" Den. & Rio Grande (b)
" Manitou & Pike's P (c)
(a) and (b) about ½ ml. apart
(a) and (c) about 300 yards apart
(b) and (c) about 1¼ mls. apart
Manitou, Ky., Lv & Nash
Manitou, Manitoba Can. Pac
Manitou, Minn.,
Minneap. & St. Louis
Manitou, N.Y., N.Y.C. & H.R
Manitou, N.D., Great North
Manitou, Okla.,
Frisco System
Manitou Beach, Mich.,
Cincinnati Northern
Manitou Iron Springs, Colo.,
Colorado Midland
Manitou Junction, Colo.,
Colorado & Southern
Manitowish, Wis.,
North-Western Line
Manitowish River, Wis.,
Chicago, Mil. & St. Paul
Manitowoc, Wis.,
Ann Arbor □
" Minn. St. P. & S. Ste. M (c)
" North-West. Line (a)
" Pere Marquette □ (b)
□ By ferry
(a) and (b) about ½ ml. apart
(a) and (d) about 100 yards apart
(b) and (c) ¼ mile apart
(b) and (d) ½ mile apart
(c) and (d) ½ mile apart
Manitowoc Junction, Wis.,
North-Western Line
Maniwaki, Que., Can. Pac
Manix, Cal.,
San Ped. Los Ang. & S. Lk
Manix, Ill., Litchfield & Mad
Mankato, Kan.,
Chic. Rk. Isl. & Pac (a)
" Missouri Pacific (b)
(a) and (b) ½ mile apart
Mankato, Minn.,
Chicago Great West (a)
" Chic. Mil. & St. Paul (b)
" North-West. Line (c)
Mankato Junction, Minn.,
North-Western Line
Mankin, W. Va., Ches. & Ohio
Mankins, Tex.,
Wichita Valley
Manley, Mich., Pere Marq
Manley, Minn., Great North
Manley, Neb., Missouri Pac
Manley, N.C.,
Seaboard Air Line
Manlius, Ill., No. West. Line
Manlius, Onondaga Co., N.Y.,
West Shore
Manlove, Cal., South. Pacific
Manly, Ia.,
Chicago Gt. West (a)
" Chic. Rk. Isl. & Pac (a)
" Iowa Central (a)
Mann, Ala., Mobile & Ohio
Mann, Mich., Pere Marq
Mann, Mont., North. Pacific
Mann, O.,
Lk. Shore & Mich. So
Mann, Wis.,
Minn. St. P. & Slt. Ste. M
Mannford, Okla., Frisco Sys
Mannheim, Ill., Ch. M. & St. P
Manning, Ga.,
Wrightsville & Tennille
Manning, Ia., Chic. Gt. West
" Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) about ½ ml. apart
Manning, Scott Co., Kan.,
Missouri Pacific
Manning, Mich.,
Pere Marquette
Manning, Mo., Frisco System
Manning, N.C.,
Atlantic Coast Line
Manning, Okla.,
Mo. Kans. & Texas
Manning, S.C., Atl. Coast Line
Manning, Tex.,
Shreve. Houst. & Gulf
Manning, Utah,
Salt Lake & Mercur
Manning, Wash.,
Spok. & Inland Empire
Mannington, Ky., Lv. & Nash
Mannington, W. Va., Balt. & O
Manns, Mo., Missouri So
Manns Choice, Pa., Penna
Mannsville, N.Y.,
N.Y. Cent. & Hud. Riv
Mannsville, Okla.,
Chicago, Rk. Isl. & Pac
Manville, Fla., Atl. Coast Line
Manville, Kan., St. J. & G. I
Manor, Ga., Atl. Coast Line
Manor, O.,
Day. L. & C. RR. & T. Co
Manor, Pa., Pennsylvania
Manor, Sask., Can. Pacific
Manor, Tex., Houst. & Tex. C
Manor, Va., Norfolk & West
Manorville, N.Y., Long Isl
Manorville, Pa., Penna
Manotick, Ont., Can. Pacific
Manown, Pa., Pitts. & Lk. E
Manown, W. Va.,
Morgantown & Kingw
Manring, Tenn.,
Louisville & Nashville
Mansewood, Ont., Gd. Trunk
Mansfield, Ark.,
Chic. Rk. Isl. & Pac (a)
" Frisco System (a)
Mansfield, Colo., Colo. Mid
Mansfield, Ct., Central Vt
Mansfield, Ga., Central of Ga
Mansfield, Ill.,
Cl. Cin. Chic. & St. L (a)
" Wabash (a)
Mansfield, Kan., A.T. & S.F
Mansfield, La.,
Kansas City South (a)
" Mansfield (b)
" Texas & Pacific (c)
(a) and (b) ¾ mile apart
(a) and (c) about ½ mi. apart
(b) and (c) 2 miles apart
Mansfield, Mass.,
N.Y. New Hav. & Hart
Mansfield, Mich.,
Pere Marquette
Mansfield, Mo., Frisco Sys
Mansfield, Neb., Burl. Route
Mansfield, N.C.,
Norfolk & Southern
Mansfield, O., Balt. & Ohio (a)
" Erie (a) (b)
" Pennsylvania Co (b)
B. & O. and Pennsylvania Co. connect at Junction
Mansfield, Tioga Co., Pa., Erie
Mansfield, S.D.,
North-Western Line
Mansfield, Tenn.,
Nash. Chat. & St. L
Mansfield, Tex.,
Houston & Texas Cent
Mansfield, Wash., Great No
Mansfield Junction, La.
Mansfield
Mansford, La.,
St. Louis, Iron Mt. & So
Mansion, Va., Virginian
Manske, La.,
New Orl. Great North
Manson, Ark., Frisco System
Manson, Idaho, Ore. Sh. Line
Manson, Ind., Vandalia
Manson, Ia.,
Chicago, R. I. & Pac (a)
" Illinois Central (b)
Manson, Manitoba,
Canadian Pacific
Manson, Nev., Roanoke Riv
Manson, N.C., Seab. Air Line
Manson, Wis.,
Minn. St. P. & Slt. Ste. M
Mansonville, Que.,
Orford Mountain
Mansur, Mo., Frisco System
Mansura, La.,
La. Ry. & Nav. Co (a)
" Texas & Pacific (b)
(a) and (b) about ¼ ml. apart
Manta, Ga., Seab. Air Line
Mantador, N.D.,
Minn. St. P. & Slt. Ste. M
Manteca, Cal., Southern Pac
Mantee, Miss.,
New Orl. Mobile & Chic
Manteno, Ill., Illinois Cent
Manteo, Va., Ches. & Ohio
Manti, Utah, Den. & Rio G
Manto, Mex., Nat. of Mexico
Mantoloking, N.J., Penna
Manton, Mich., Gd. Rap. & Ind
Manton, R.I., N.Y. N. H. & H
Mantorville, Minn.,
Chic. Great Western (a)
" North-Western Line (b)
(a) and (b) 300 yards apart
Mantua, O., Erie
Mantua, Pa., Pennsylvania
Mantua, Wyo.,
Burlington Route
Manuel, Guanajuato, Mex.,
National of Mexico
Manuel, Tamaulipas, Mex.,
National of Mexico
Manuelito, N.M.,
A.T. & S.F., Coast Lines*
Manuels, N.F.,
Reid Newfoundland
Manumuskin, N.J., Penna
Manunka Chunk, N.J.,
Del. Lack. & West (a)
" Pennsylvania (a)
Manvel, N.D., Great North
Manvel, Tex.,
Gulf, Colo. & Santa Fe*
Manvers, Ont., Can. Pacific
Manville, Alberta,
Canadian Northern
Manville, Ill., Wabash
Manville, R.I., N.Y. N. H. & H
Manville, Wyo., N.W. Line
Many, La., Kansas City So
Manyaska, Minn.,
North-Western Line
Manzana, Cal., Pac. Electric
Manzana, Mex., Nat. of Mex
Manzana, N.M.,
A.T. & S.F., Coast Lines*
Manzanillo, Mex.,
National of Mexico
Manzanita, Cal.,
Northwestern Pacific
Manzano, Mex., Mex. Cent
Manzanola, Colo.,
Atch. Top. & Santa Fe
Manzer's, N.B., Intercol
Manzoro, Ariz., South. Pac
Maon, Manitoba, Can. North
Mapastepec, Mex.,
Pan-American
Mapes, N.Y., Buff. & Susq
Mapes, N.D., Great North
Mapes, Pa., N.Y.C. & Hud. R
Maphet, Tenn.,
Louisville & Nashville
Mapimi, Mex., Mapimi
Maple, Cal., South. Pacific
Maple, Minn., Great North
Maple, Ont., Grand Trunk
Maple, Pa., Phila. & Reading
Maple, Wis., North. Pacific
Maple Avenue, Pa., Penna
Maple Creek, Pa., Balt. & O
Maple Creek, Sask., Can. Pac
Maple Falls, Wash.,
Bellingham Bay & B.C
Maple Grove, B.C., Can. Pac
Maple Grove, Ia.,
Chicago Gt. Western
Maple Grove, Me.,
Bangor & Aroostook
Maple Grove, Md., West. Md
Maple Grove, Mass.,
Boston & Albany
Maple Grove, Minn., Gt. No
Maple Grove, N.Y., Long Isl
Maple Grove, O.,
N.Y. Chic. & St. Louis (a)
" Pennsylvania Co (a)
Maple Grove, Que.,
N.Y. C. & Hud. Riv
Maple Hill, Ia.,
Chicago, Rk. Isl. & Pac
Maple Hill, Kan.,
Chic. Rock Isl. & Pac
Maple Hill, Mich.,
Pere Marquette
Maple Hill, Mo.,
Quincy, Omaha & K.C
Maple Hill, Ont.,
Canadian Pacific
Maple Island, Minn.,
Minn. St. P. & Slt. Ste. M
Maple Island, Pa.,
Central of New Jersey
Maple Lake, Minn.,
Minn. St. P. & Slt. Ste. M
Maple Lake, Ont., Gd. Trunk
Maple Leaf Junction, Mo.,
Omaha & St. Louis
Maple Park, Ill.,
Aurora & DeKalb L (a)
" North-West. Line (b)
(a) and (b) adjacent
Maple Park, W. Va.,
Baltimore & Ohio
Maple Plain, Minn., Gt. No
Maple Ridge, Mich.,
North-Western Line
Maple River, Ia.,
North-Western Line
Maple Run, Va.,
Norfolk & Southern
Maples, Floyd Co., Ga.,
Central of Georgia
Maples, Ind., Penna. Co
Maples, Manitoba,
Canadian Northern
Maple Shade, N.J., Penna
Maple Siding, Ont.,
Algoma Cent. & H. Bay
Maple Springs, N.Y.,
Jamest. Chau. & Lk. E
Maplesville, Ala.,
Mobile & Ohio (a)
" Southern (b)
(a) and (b) about 400 yards apart
Mapleton, Ga.,
Flint Riv. & Northeast
Mapleton, Ill., Tol. Peo. & W
Mapleton, Ia.,
Chic. Mil. & St. Paul (a)
" North-Western Line (b)
(a) and (b) ½ mile apart
Mapleton, Kan., Mo. Pacific
Mapleton, Minn., Ch. M. & St. P
Mapleton, Mo., Iowa & St. L
Mapleton, Cayuga Co., N.Y.,
N.Y. Auburn & Lansing
Mapleton, Niagara Co., N.Y.,
N.Y. Cent & Hud. Riv
Mapleton, N.D., North. Pac
Mapleton, N.S., Cumberland
Mapleton, Belmont Co., O.,
Ohio River & West
Mapleton, Stark Co., O.,
Wheeling & Lake Erie
Mapleton,
Huntingdon Co., Pa.,
Pennsylvania
Mapleton, Utah,
Denver & Rio Grande
Maple Valley, Wash.,
Chic. Mil. & Puget Sd (a)
" Columbia & Puget S (a)
Maple View, N.Y.,
N.Y. Cent. & Hud. Riv
Maplewood, Ill.,
North-Western Line
Maplewood, Ind.,
Cin. Ham. & Dayton
Maplewood, Me.,
Sandy R. & Range. Lks
Maplewood, Mass., Bost. & Me
Maple Wood, Mich.,
Pere Marquette
Maplewood, Mo., Mo. Pacific
Maplewood, N.H., Bost. & Me
Maplewood, N.J., Del. L. & W

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Maplewood, N. Y.,
Buff. Roch. & Pitts (a)
" West Shore (b)
(a) and (b) ½ mile apart
Maplewood,
Hamilton Co., O.,
Cin. Ham. & Dayton (a)
" Cincinnati North (b)
(a) and (b) about 1 mi. apart
Maplewood, Shelby Co., O.,
Detroit, Tol. & Ironton
Maplewood,
Sandusky Co., O.,
Lake Shore Electric
Maplewood,
Cambria Co., Pa.,
Pennsylvania
Maplewood, Wayne Co., Pa.,
Erie
Maplewood, Tenn., Lv & Nash
Maplewood, Va., Southern
Maplewood, Wis.,
Ahnapee & Western
Mapoli, Mex.,
West Coast Route
Mapps, Neb., Burl. Route
Mapula, Mex., Nat. of Mex
Maquam, Vt., St. J. & Lk. C
Maquoketa, Ia.,
Chicago, Mil. & St. P (a)
" North-West. Line (b)
(a) and (b) 1 mile apart
Maquon, Ill., Burl. Route
Mara, B.C., Canadian Pacific
Mara, Tex.,
Internat. & Gt. North
Marable's Crossing, Tenn.,
Louisville & Nashville
Marais Croche, Mo.,
Mo. Kansas & Texas
Maramec, Okla.,
Atch. Top. & Santa Fe
Maranacook, Me., Me. Cent
Marathon, Fla.,
Florida East Coast
Marathon, Ia.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) 660 yards apart
Marathon, Miss.,
Yazoo & Miss. Valley
Marathon, N. Y., Del. L. & W
Marathon, Tex.,
Galv. Har. & San Ant
Marathon City, Wis.,
North-Western Line
Maravatio, Mex.,
National of Mexico
Maravillas, Mex., Mex. Cent
Marble, Ala., Louisv. & Nashv
Marble, Colo.,
Crystal Riv. & San Juan
Marble, Minn.,
Duluth, Missabe & No
Marble, N.C., Southern
Marble, Wash., Great North
Marble City, Okla.,
Kansas City Southern
Marble Cliff, O.,
Pitts. Cin. Chic. & St. L
Marble Creek, Ky.,
Louisville & Atlantic
Marble Falls, Tex.,
Houston & Texas Cent
Marble Head, Ill.,
Burlington Route (a)
" Wabash (a)
Marblehead, Mass.,
Boston & Maine
Marblehead, Mo., Frisco Sys
Marblehead, O.,
Lakeside & Marblehead
Marble Quarry, Okla.,
Kansas City Southern
Marble Ridge, Mass.,
Boston & Maine
Marble Rock, Ia.,
Chicago, Rk. Isl. & Pac
Marbles, Me.,
Sandy R. & Range. Lks
Marcelton, Que., Que. Central
Marbleton, Tenn.,
Car. Clinch. and Ohio
Marbletown, O., Balt. & Ohio
Marburg, Ont.,
Grand Trunk
Marburg, S. C.,
Chesterfield & Lane (a)
" Seaboard Air Line (a)
Called Excelsior on C. & L
Marbury, Ala.,
Louisville & Nashville
Marcel, Cal., South. Pacific
Marceline, Mo., A. T. & S. Fe
Marcell, Kan.,
St. Joseph & Grand Isl
Marcella, N.J.,
Wharton & Northern
Marcell, Minn.,
Minneap. & Rainy River
Marcell Junction, Minn.,
Minneap. & Rainy River
Marcellus, Mich., Gd. Trunk
Marcellus, N. Y.,
Marcellus & Otisco Lk
Marcellus Falls, N. Y.,
Marcellus & Otisco Lk
March, Minn.,
Minn. St. P. & Slt. Ste. M
Marchand, Manitoba,
Canadian Northern
Marchand, Que., Can. Pac
Marchands, Pa., Penna
Marche, Ark., St. L. I. Mt. & S
Marchwell, Sask., Can. Pac
Marcia, Ky., Louisv. & Nashv
Marcil, Que., Atl. Que. & West
Marco, Ind., Vandalia
Marcoe, Ill.,
Wab. Chest. & West
Marcola, Ore., Southern Pac
Marconi, Manitoba, Can. Pac
Marcus, Ill., Burl. Route
Marcus, Ia., Illinois Central
Marcus, N.C., Southern
Marcus, Wash., Great North
Marcus, Wis.,
Wisconsin & Michigan
Marcuse, Cal., South. Pacific
Marcus Hook, Pa., Penna
Marcy, N.Y., N.Y.C. & H. R
Marcy, Pa., Lehigh Valley
Mardela Springs, Md.,
Baltimore, Ches. & Atl
Marden, Ont., Grand Trunk
Mardenis, Ind., Wabash
Mardisville, Ala., Lv. & Nash
Mare Island, Cal.,
Southern Pacific □
□ By ferry
See also North Vallejo Wharf
Marek, Wis., Wis. & Mich
Maremec, Okla.,
Atch. Top. & Santa Fe
Marengo, Cal., Pac. Electric
Marengo, Ill., No. West. Line
Marengo, Ind., Southern
Marengo, Ia., Chic. R. I. & Pac
Marengo, Mich., Mich. Cent
Marengo, O.,
Toledo & Ohio Central
Marengo, Pa., Pennsylvania
Marengo, Wash.,
Chic. Mil. & Puget Sd
Marengo, Wis.,
Dul. So. Shore & Atl (a)
" M. St. P. & Slt. Ste. M (a)
Marenisco, Mich., N. W. Line
Mares, Mont., North. Pacific
Marethburgh, Ky., Lv. & Nash
Marfa, Tex., Gal. Har. & San A
Marfield Mill, O.,
Balt. & Ohio So. West
Marfil, Mex., Mexican Cent
Margaret, Ala., Central of Ga
Margaret, La.,
Yazoo & Miss. Valley
Margaret, Manitoba,
Canadian Northern
Margaret, Tex.,
Kan. City, Mex. & Orient
Margarettsville, N.C.,
Seaboard Air Line
Margaretville, N. Y.,
Delaware & Eastern
Margarita, Sonora, Mex.,
West Coast Route
Margarita, Zacatecas, Mex.,
Coahuila & Zacatecas
Margate, Neb., Union Pacific
Margate City, N.J., Penna
Margerum, Ala., Southern
Margie, Minn.,
Minnesota & Internat
Margo, Sask., Can. Northern
Marguerite, Cal.,
A. T. & S. F., Coast Lines*
Marguerite, Pa., Penna
Maria, Que., Atl. & Lk. Sup
Mariadahl, Kan., Union Pac
Maria East, Que.,
Atl. & Lake Superior
Marianna, Ark., St. L. I. M. & S
Marianna, Fla., Lv. & Nashv
Marianna, Pa., Penna
Marianna, Tex.,
St. L. Brownsv. & Mex
Marias, Mont., Great North
Maria Stein, O.,
Cin. Ham. & Dayton
Maribel, Wis., No. West Line
Maricopa, Ala., Cent. of Ga
Maricopa, Ariz., Marl. & Ph (a)
" Southern Pacific (a)
Maricopa, Cal., Sunset*
Marie, Mo., Frisco System
Marie, Mont., Great North
Marie, P.E.I., Pr Ed. Island
Mariepolis, Manitoba,
Canadian Northern
Mariels, Ore., Corv. & East
Marienette, Miss.,
Yazoo & Miss. Valley
Marienthal, Kan., Mo. Pac
Marietta, Pa., Balt. & Ohio
Marietta, Ala., Southern
Marietta, Fla.,
Seaboard Air Line
Marietta, Ga.,
Louisville & Nashv (a)
" Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Marietta, Ill., Tol. Peoria & W
Marietta, Ia., Iowa Central
Marietta, Kan., Union Pac
Marietta, Minn., Minn. & St. L
Marietta, N. Y.,
Marcellus & Otisco Lk
Marietta, N.C.,
Raleigh & Charleston
Marietta, O., Balt. & Ohio (a)
" Marietta, Col. & Clev (a)
" Pennsylvania Co (b)
(a) and (b) about 170 yards apart
Marietta, Okla.,
Gulf, Colo. & Santa Fe*
Marietta, Pa., Pennsylvania
Marietta, S.C.,
Greenville & Knoxville
Marietta, S.D., Burl. Route
Marietta Junction, Pa.,
Philadelphia & Reading
Marieville, Que., Cent. Vt
Marilee, Tex. Frisco System
Marilla, Mich.,
Manistee & North-east
Marilla, N. Y., Erie
Marin, Minn., North. Pacific
Marine, Ill., Illinois Central
Marine, Minn.,
Minn. St. P. & Slt. Ste. M
Marine City, Mich., Rapid †
Mariners' Harbor, N. Y.,
Staten Island Rap. Tr
Marinette, Ariz.,
Santa Fe. Presc. & Ph*
Marinette, Wis.,
Chicago, Mil. & St. P (a)
" North-West. Line (b)
" Wisconsin & Mich (a)
(a) and (b) about 100 yards apart
Marine View, Cal.,
Ocean Shore
Maringouin, La., Tex. & Pac
Marion, Ala., Southern
Marion, Ark., Frisco System
Marion, Garfield Co., Colo.,
Colorado Midland
Marion, Gunnison Co., Colo.,
Denver & Rio Grande
Marion, Larimer Co., Colo.,
Colorado & Southern
Marion, Fla., Atl. Coast Line
Marion, Ill.,
Chic. and East. Ill (a)
" Coal Belt El †
" Eldorado, M. & So. W (b)
" Illinois Central (b)
(a) and (b) about ¼ mi. apart
Marion, Grant Co., Ind.,
Chicago, Cin. & Lv (a)
" Cl. Cin. Chic. & St. L (b)
" Pitts. Cin. Ch. & St. L (c)
" Toledo, St. L. & West (d)
(a) and (b) ¾ mile apart
(a) and (c) ¼ mile apart
(a) and (d) ¾ mile apart
(b) and (d) adjacent
Marion, Ia., Chic. Mil. & St. P
Marion, Kan.,
Atch. Top. & S. Fe (a)
" Chic. Rock I. & Pac (b)
(a) and (b) ½ mile apart
Marion, Ky., Illinois Cent
Marion, Union Co., La.,
Farmerville & Southern
Marion, Me., Wash. County
Marion, Md., N.Y.P.H. & Norf
Marion, Mass., N.Y.N. H. & H
Marion, Mich., Ann Arbor (a)
" Manistee & Gd. Rap (a)
Marion, Miss.,
Mobile & Ohio (a)
" Southern (a)
Marion, Mo., Missouri Pac
Marion, Mont., Great North
Marion, Neb.,
Burlington Route
Marion, N.J., Pennsylvania
Marion, N.Y.,
Newark & Marion
Marion, N.C.,
Car. Clinch. & Ohio (a)
" Southern (b)
(a) and (b) 1½ miles apart
Marion, N.D., North. Pacific
Marion, O.,
Cleve. Cin. Ch. & St. L (a)
" Erie (a)
" Hocking Valley (a)
" Pennsylvania Co (b)
(a) and (b) adjacent
Marion, Okla.,
Missouri, Kan. & Texas
Marion, Ore., South. Pacific
Marion, Franklin Co., Pa.,
Cumberland Valley
Marion, S.C.,
Atlantic Coast Line (a)
" Raleigh & Charlest (b)
(a) and (b) about ¼ mi. apart
Marion, Tex., Lv. & Nash
Marion, Tex.,
Gal. Har. & San Ant
Marion, Va.,
Marion & Rye Valley
" Norfolk & Western
Marion, W. Va.,
West Virginia North
Marion, Wis., No. West. Line
Marion Center, Pa.,
Buffalo, Roch. & Pitts
Marion Junction, Ala.,
Southern
Marion Junction, Ill.,
Coal Belt El †
Marion Junction, Pa.,
Baltimore & Ohio
Marion Junction, S.D.,
Chic. Mil. & St. Paul
Marionville, Mo., Frisco Sys
Mariposa, Chihuahua, Mex.,
Mexican Northern
Mariposa, Coahuila, Mex.,
National of Mexico
Mariposa, Ont., Grand Trunk
Mariscal, Mex., Pan-Am
Mariscala, Mex.,
National of Mexico
Mariska, Minn.,
Duluth & Iron Range
Marissa, Ill., Illinois Central
Maritime Operation, W. Va.,
Norfolk & Western
Mark, Miss.,
Yazoo & Miss. Valley
Mark Centre, O., Balt. & Ohio
Markdale, Ont., Can. Pacific
Marked Tree, Ark.,
Frisco System
Markee, La.,
Gulf, Colo. & Santa Fe*
Markel, Ill., Vandalia
Markel, Neb., Union Pacific
Markesan, Wis., Ch. M. & St. P
Market Lake, Idaho,
Oregon Short Line
Markham, Ark.,
Little River Valley
Markham, Fla.,
Atlantic Coast Line
Markham Ill., Wabash
Markham Miss.,
Yazoo & Miss. Valley
Markham, Ont. Grand Trunk
Markham, Delaware Co., Pa.,
Pennsylvania
Markham, McKean Co., Pa.,
Pennsylvania
Markham, Tex.,
Galv. Har. & San Ant
Markham, Va., Southern
Markham, Wash., No. Pac
Markham Run, Pa., Penna
Markham's, N.Y., Erie
Markinch, Saskatchewan,
Canadian Pacific
Markle, Huntington Co., Ind.,
Cin. Bluffton & Chic (a)
" Erie (a)
Markles, Vigo Co., Ind.,
Cleve. Cin. Chic. & St. L
Marklesburg, Pa.,
Hunt. & Broad Top Mt
Markleton, Pa., Balt. & Ohio
Markleville, Ind.,
Cleve. Cin. Chic. & St. L
Marks, Mich., Det. & Mack
Marks Miss.,
Yazoo & Miss. Valley
Marks, Que., Canadian Pac
Marksboro, N.J.,
N.Y Susq. & Western
Markstay, Ont. Can. Pacific
Marksville, La., Texas & Pac
Mark West, Cal.,
Northwestern Pacific
Marl, Ala., Louisv. & Nashv
Marlbank, Ont.,
Bay of Quinte
Marlboro, Cal., South. Pac
Marlboro, Ill.,
Pitts. Cin. Chic. & St. L
Marlboro, Md., Penna
Marlboro, Mass.,
Boston & Maine (a)
" N.Y.N.H. & H (b)
(a) and (b) 1-3 mile apart
Marlboro, N.H.,
Boston & Maine
Marlboro, N.J., Cent. of N.J
Marlboro, S.C.,
Atlantic Coast Line
Marlboro Junction, Mass.,
N.Y. New Hav. & Hart
Marlborough, N.Y.,
West Shore
Marl Brook, Va., Norf. & West
Marlette, Mich., Pere Marq
Marley, Edgar Co., Ill.,
Vandalia
Marley, Will Co., Ill., Wabash
Marley, Md., Maryland Elec
Marley, N.D., Great North
Marley Mills, Md., Balt. & O
Marlin, Tex.,
Houston & Tex. Cent (a)
" Internat. & Gt. North (b)
(a) and (b) 415 yards apart
Marlinton, W. Va.,
Chesapeake & Ohio
Marl Lake, Mich.,
Pere Marquette
Marlman, Colo.,
Atch. Top. & Santa Fe
Marlow, Ga., Central of Ga
Marlow, Ill., Southern
Marlow, Neb., Burl. Route
Marlow, Okla.,
Chic. Rock Isl. & Pac
Marlow, Tenn., Lv. & Nashv
" Southern
Marlows, O., Balt. & Ohio
Marlton, N.J., Pennsylvania
Marmaduke, Ark.,
St. Louis South-west
Marmarth, N.D., C. M. & P. Sd
Marmaton, Kan., Mo. Pacific
Marmet, W. Va., Ches. & Ohio
Marmor, Tenn., Lv. & Nashv
Marmora, Ont., Central Ont
Marna, Minn., No. West. Line
Marne, Ja., Chic. Rk. Isl. & Pac
Maroa, Ill., Illinois Cent (a)
" Vandalia (a)
Maromas, Ch., N.Y.N. H. & H
Marquand, Mo., St. L. I. M. & S
Marquardt, Ind., Penna. Co
Marques, Mex., Mex. Cent
Marquette, Cal., Pac. El
Marquette, Ill.,
Chic. Rk. Isl. & Pacific
Marquette, Kan., Mo. Pacific
Marquette, Manitoba,
Canadian Pacific
Marquette, Mich.,
Dul. So. Shore & Atl (a)
" Marquette & So. East (b)
(a) and (b) about ¼ mi. apart
Marquette, Neb., Burl. Route
Marquez, ——, Mex.,
National of Mexico
Marquez, ——, Mex.,
Kan. City, Mex. & Orient
Marquez, Tex., Int. & Gt. No
Marquis, Sask., Can. Pac
Marquis Mill, Fla.,
Atlantic Coast Line
Marr, Md., Chesapeake Beach
Marrangers, Mich.,
Escanaba & Lake Sup
Marriottsville, Md., Balt. & O
Marrowbone, Ky.,
Chesapeake & Ohio
Marrs, Me., Somerset
Mars, Pa., Baltimore & Ohio
Mars, Wis., North-West. Line
Marsala, Cal., South. Pac
Mars Bluff, S.C., Atl. Coast L
Marsden, Ill.,
Peoria Railway Term
Marseilles, Ill., Ch. R. I. & Pac
Marsh, Ark., Frisco System
Marsh, Ga., Chatt. Southern
Marsh, Ind.,
St. Jos. Vy. Trac (El)
Marsh, Ia., Iowa Central
Marsh, Manistee Co., Mich.,
Pere Marquette
Marsh, Mont., North. Pacific
Marsh, O., Cl. Cin. Ch. & St. L
Marsh, Wis.,
Minn. St. P. & Slt. Ste. M
Marshall, Ark.,
Missouri & North Ark
Marshall, Boulder Co., Colo.,
Colorado & Southern
Marshall, Ill., C.C.C. & St. L (a)
" Vandalia (b)
(a) and (b) 1 mile apart
Marshall, Ind.,
Cin. Ham. & Dayton
Marshall, Ky., Lv. & Nash
Marshall, Mich.,
Michigan Central
Marshall, Minn.,
Great Northern (a)
" North-West. Line (b)
(a) and (b) ¼ mile apart
Marshall, Saline Co., Mo.,
Chicago & Alton (a)
" Missouri Pacific (b)
(a) and (b) 350 yards apart
Marshall, N.C., Southern
Marshall, O., Erie
Marshall, Okla.,
Atch. Top. & Santa Fe
Marshall, Pa.,
Baltimore & Ohio
Marshall, Saskatchewan
Canadian Northern
Marshall, Tex.,
Marshall & East Tex (a)
" Texas & Pacific (b)
(a) and (b) about ½ mi. apart
Marshall, Va., Southern
Marshall, Wash.,
Northern Pacific
" Spok. Port. & Seat
Marshall, Wis., Ch. M. & St. P
Marshall Crossing, Ill.,
Vandalia
Marshall Junction, Ill.,
Vandalia Line
Marshall Junction, Minn.,
North-Western Line
Marshall Junction, Mo.,
Missouri Pacific
Marshall Junction, Pa.,
Baltimore & Ohio
Marshall Pass, Colo.,
Denver & Rio Grande
Marshalls, Ala., Southern
Marshall's, Cal.,
Northwestern Pacific
Marshalls, Butler Co., Mo.,
Butler County
Marshall's Creek, Pa.,
Delaware Valley
Marshallton, Del., Balt. & O
Marshallton, Va., Ches. & Ohio
Marshalltown, Ia.,
Chicago Gt. West (a)
" Iowa Central (b)
" North-West. Line (b)
(a) and (b) 150 yards apart
Marshallville, Ga.,
Central of Georgia

Marshal's, N.Y.,
Kanona & Prattsburgh
Marshalsea, Pa.,
Pitts. Cin. Chic. & St. L
Marshalton, Miss.,
Liberty-White
Marshalville, O.,
C. A. & C (Penna. Lines)
Marshburg, Pa., Penna
Marsh Creek, Pa.,
N. Y. Cent. & Hud. Riv
Marshfield, Warren Co., Ind.,
Wabash
Marshfield, Mass.,
N. Y. New Hav. & Hart
Marshfield, Minn.,
Miss. Hill City & West
Marshfield, Mo., Frisco Sys
Marshfield, Ont.,
Pere Marquette
Marshfield, Ore.,
Coos Bay, Roseb. & E
Marshfield, Vt.,
Montp. & Wells River
Marshfield, Wis.,
Minn. St. P. & S. Ste. M (a)
" North West. Line (b)
Marshfield Centre, Mass.,
N. Y. New Hav. & Hart
Marshfield Hills, Mass.,
N. Y. New Hav. & Hart
Marshfield Junction, Wis.,
Minn. St. P. & Slt. Ste. M
Marsh Hill, Pa., No. Central
" Susquehanna & New Y
Marsh Hill Junction, Pa.,
Susquehanna & N. Y
Mar's Hill, Ala., Lv. & Nash
Mar's Hill, Me.,
Bangor & Aroostook
Mars Hill Summit, Pa.,
Pennsylvania
Marsh Lake, Wis.,
Hazelhurst & So. East
Marshland, Ore.,
Astoria & Colum. Riv
Marshland, Wis.,
Green Bay & West (a)
" North-West. Line (a)
Marsh Run, Pa., Penna
Marsh Valley, Idaho,
Oregon Short Line
Marshville, N.C.,
Seaboard Air Line
Marshville, Ont.,
Grand Trunk (a)
" Wabash (a)
Marshy Hope, N.S., Intercol
Marsland, Neb., Burl. Route
Marston, Mo., Frisco System
Marston, Tex.
Hous. East & West Tex
Marston, Wis., No. West Line
Marston, Wyo., Union Pac
Marstons, Que., Can. Pac
Mart Tex., Int. & Gt. North
Martaban, Ala.,
Louisville & Nashville
Martaugh, Idaho,
Oregon Short Line
Marte, Mex., Nat. of Mexico
Martel, Fla., Atl. Coast Line
Martel, Mex., Inter. of Mex
Martel, O., C. C. C. & St. L (a)
" Erie (a)
" Toledo & Ohio Cent (a)
Martel, Tenn., Southern
Martell, Mich.,
Duluth, So. Shore & Atl
Martell, Neb., Ch. Rk. Isl. & P
Martelle, Ia., Chic. Mil. & St. P
Martells, N.D.,
Minn. St. P. & Slt. Ste. M
Martha, Ala., Central of Ga
Martha, Mich., Pere Marq
Martha, —— Co., Okla.,
Chicago, Rk. Isl. & Pac
Martha, —— Co., Okla.,
Wichita Falls & No. W
Martha, Pa., Pennsylvania
Martha, Tenn., Tenn. Cent
Martha, Tex.,
Beaum. Sour Lake & W
Martha, W. Va.,
Chesapeake & Ohio
Marthasville, Mo.,
Missouri, Kan. & Texas
Marthas Vineyard, Cal.,
Pacific Electric
Marthaville, La., Tex. & Pac
Martic Forge, Pa., Penna
Martin, Ala., Louisv. & Nashv
Martin, Ark., Prescott & N. W
Martin, Colo.,
Atch. Top. & Santa Fe
Martin, Fla., Atl. Coast Line
Martin, Franklin Co., Ga.,
Southern
Martin, Martin Co., Ind.,
Balt. & Ohio Southwest
Martin, Vanderburg Co., Ind.,
Illinois Central
Martin, Manitoba,
Canadian Northern
Martin, Allegan Co., Mich.,
Grand Rapids & Ind
Martin, Minn.,
Minnesota & No. Wisc
Martin, Claiborne Co., Miss.,
Yazoo & Miss. Valley
Martin, Pike Co., Miss.,
Fernwood & Gulf
Martin, Neb., Union Pac
Martin, N.B., Canadian Pac
Martin, N.J., Pennsylvania
Martin, O., Lk. Sh. & Mich. So
Martin, Fayette Co., Pa.,
Monongahela
Martin, Warren Co., Pa.,
Tionesta Valley
Martin, York Co., Pa.,
Pennsylvania
Martin, Tenn., Ill. Cent (a)
" Nash. Chat. & St. L (a)
Martin, Wash., No. Pac
Martin City, Mo., Mo. Pacific
Martindale, Ga., Cent. of Ga
Martindale, N.Y.,
N.Y. Cent. & Hud. River
Martindale, Wash.,
Spok. Port. & Seattle
Martindales, Pa., Penna
Martinez, Cal., So. Pacific
Martinez, Ben Hill Co., Ga.,
Seaboard Air Line
Martinez, Richmond Co., Ga.,
Charleston & W. Car
Martinez, Coahuila, Mex.,
Coahuila & Zacatecas
Martinez, Sonora, Mex.,
West Coast Route
Martinez, Tamaulipas, Mex.,
National of Mexico
Martinez, Tex.,
Gal. Har. & San Ant
Marting, W. Va.,
Kanawha & Michigan
Martin Junction, La.,
Sibley, Lk. Bisten. & So
Martinon, N.B., Can. Pacific
Martin's, Ia.,
Chicago, Rk. Isl. & Pac
Martin's, N.H., Boston & Me
Martin's, N.Y., N.Y. Sus. & W
Martin's, N.C.,
Caldwell & Northern
Martins, Pa., East Broad Top
Martin's, S.C.,
Charleston & W. Car
Martin's Bluff, Wash.,
Northern Pacific
Martinsburg, Ia.,
Burlington Route (a)
" Iowa Central (b)
(a) and (b) adjacent
Martinsburg, Mo.,
Burlington Route (a)
" Wabash (b)
(a) and (b) about 1 mile apart
Martinsburg, N.Y.,
N.Y. Cent. & Hud. River
Martinsburg, Blair Co., Pa.,
Pennsylvania
Martinsburg, W. Va.,
Baltimore & Ohio (a)
" Cumberland Valley (b)
(a) and (b) about ¼ mi. apart
Martinsburg Junction, Pa.,
Pennsylvania
Martin's Creek, N.J.,
Bangor & Portland (a)
" Lehigh & New Eng (a)
" Pennsylvania (a)
Martins Creek, Pa.,
Bangor & Portland (a)
" Lehigh & New Eng (b)
" Pennsylvania +
(a) and (b) adjacent
Martins Creek Junction, Ind.,
Balt. & Ohio So. West
Martins Creek Junction, Pa.,
Bangor & Portland
Martinsdale, Mont.,
Chicago, Mil. & P. Sd (a)
" Montana (a)
Martinsdale, Pa., Penna
Martinsen, Colo.,
Colorado & Southern
Martin's Ferry, O.,
Baltimore & Ohio (a)
" Pennsylvania Co (b)
" Wheel. & Lake Erie (c)
(a) connection by bridge
(b) and (c) 350 yards apart
Martin Spur, Ark.,
Kansas City Southern
Martin's River, N.S.,
Halifax & Southwest
Martin's Spur, Minn.,
Northern Pacific
Martinsville, Ill., Vandalia
Martinsville, Ind.,
Cl. Cin. Chic. & St. L (a)
" Vandalia (b)
(a) and (b) about ½ mi. apart
Martinsville, Miss., Ill. Cent
Martinsville, N.Y.,
International (El)
Martinsville, O.,
Balt. & Ohio So. West
Martinsville, Va.,
Danville & Western (a)
" Norfolk & Western (b)
(a) and (b) ½ mile apart
Martinsville Junction, Va.,
Danville & Western
Martinton, Ill., Ch. and E. Ill
Martintown, Wis., Ill. Cent
Martinville, Manitoba,
Canadian Northern
Martinville, Pa., Kane & Elk
Martin Williams, W. Va.,
Norfolk & Western
Martisco, N.Y.,
Marcellus & Otisco Lk
" N.Y. Cent. & Hud. River
Martland, Neb.,
North-Western Line
Marts, Ind., Southern Ind
Martville, N.Y., Lehigh Val
Marumsco, Va.,
Washington Southern
Marvel, Ala., Louisv. & Nashv
" Southern
Marvell, Ark., Arkansas Mid
Marvin, Ill., Chic. & No. Pac
Marvin, Mo.,
St. L. Kan. City & Colo
Marvin, S. D., Chic. Mil. & St. P
Marvin, Tex., Int. & Gt. No
Marvin, Va., Norfolk & West
Marvinedale, Pa.,
Pitts. Shawmut & No
Marwood, Pa., Penna
Mary, La., Louisiana South
Maryd, Pa., Phila. & Read
Marydel, Md., Phila. Balt. & W
Maryola, Fla., Atl. Coast Line
Maryfield, Saskatchewan,
Canadian Northern
" Canadian Pacific
Maryhill, Wash.,
Spokane, Port. & Seat
Maryland, Ill., Burl. Route
Maryland, La.,
Yazoo & Miss. Valley
Maryland, N.Y., Del. & Hud
Maryland, Que., Can. Pacific
Maryland Heights, Mo.,
St. L. Kan. City & Colo
Maryland Ridge, Me.,
Boston & Maine
Maryneal, Tex.,
Kan. City, Mex. & Orient
Marys River, Ill.,
St. Louis, Iron Mt. & So
Marys Run, Ill.,
St. Louis, Iron Mt. & So
Marysvale, Utah,
Denver & Rio Grande
Marysville, B. C., Can. Pac
Marysville, Cal., So. Pacific
Marysville, Idaho,
Oregon Short Line
Marysville, Ind.,
Balt. & Ohio So. West
Marysville, Kan.,
St. Joseph & Gr. Isl (a)
" Union Pacific (a)
Marysville, Mont., No. Pac
Marysville, N. B., Intercol
Marysville, O.,
Cl. Cin. Chic. & St. L (a)
" Toledo & Ohio Cent (b)
(a) and (b) ¾ mile apart
Marysville, Ont., Gd. Trunk
Marysville, Pa., Penna
Marysville, Wash., Gt. North
Marysville Junction, B. C.,
Canadian Pacific
Marysville Junction, Ia.,
Wabash
Marytown, W. Va.,
Norfolk & Western
Maryville, Mo., Burl. Rte (a)
" Wabash (b)
(a) and (b) 1¾ miles apart
Maryville, Tenn.,
Louisville & Nashville
" Southern
" Tenn. & Car. South
Masardis, Me.,
Bangor & Aroostook
Mascarenas, Mex.,
West Coast Route
Mascoma, N.H., Boston & Me
Mascot, Harlan Co., Neb.,
Burlington Route
Mascot, Tenn., Southern
Mascott, S.C., Southern
Mascotte, Fla.,
Atlantic Coast Line
Mascotte, Ga., Lv. & Nashv
Mascouche, Que., Can. Pac
Mascoutah, Ill., Lv. & Nash
Masena, Ala., Louisv. & Nashv
Mashburn, Ga., Gulf Line
Mashek, Mich.,
Escanaba & Lake Sup
Mashkode, Ont.,
Algoma Cent. & H. Bay
Masiaca, Mex.,
West Coast Route
Maskel, Neb.,
North Western Line
Maskinonge, Que., Can. Pac
Mason, Effingham Co., Ill.,
Illinois Central
Mason, Ky.,
Cin. New Orl. & Tex. Pac
Mason, —— Co., La.,
New Orl. Natch. & Nat
Mason, —— Co., La.,
Roosevelt & Western +
Mason, Ingham Co., Mich.,
Michigan Central
Mason, Houghton Co., Mich.,
Copper Range (a)
" Mineral Range (b)
(a) and (b) adjacent
Mason, Mont., North. Pacific
Mason, Neb., Burl. Route
Mason, Nev., South. Pacific
Mason, N.H., Boston & Maine
Mason, N.D., Great Northern
Mason, O., Cin. Leb. & North
Mason, Tenn., Lv. & Nash
Mason, Va.,
N.Y. Phila. & Norfolk
Mason, Wis.,
Duluth So. Shore & Atl
" North-Western Line
Mason City, Ill.,
Chicago & Alton (a)
" Illinois Central (b)
(a) and (b) about ¼ mi. apart
Connect at Crossing
Mason City, Ia.,
Chicago Great West (a)
" Chic. Mil. & St. Paul (b)
" Iowa Central (c)
" Mas. City & Cl. Car Lk (El)
" North-West. Line (d)
" St. Paul & Des Moines
(a) and (c) about 1 mi. apart
(a) and (d) adjacent
(b) and (c) about 1 mile apart
(b) and (d) 1 mile apart
(c) and (d) ¾ mile apart
Mason City, W. Va.,
Baltimore & Ohio
Mason City Junction, Ia.,
Chic. Mil. & St. Paul (a)
" Iowa Central (a)
Mason-Dixon, Pa., Cumb. Val
Mason Junction, Wash.,
Northern Pacific
Mason's, Pulaski Co., Ill.,
Cleve. Cin. Chic. & St. L
Mason's, Ky.,
Cumb. River & Tenn
Masons, Me., Maine Central
Mason's, N.H., Maine Cent
Mason's Sussex Co., Va.,
Southern
Masons, W. Va., Coal & Coke
Mason's Mills, Ga.,
Seaboard Air Line
Mason's Tunnel, Va.,
Chesapeake & Ohio
Masontown, Pa.,
Monongahela
Masontown, W. Va.,
Morgantown & Kingw
Masonville, Ia., Illinois Cent
Masonville, Ky., Tenn. Cent
Masonville, Mich.,
Minn. St. P. & Slt. Ste. M
Masonville, N.J., Penna
Maspeth, N.Y., Long Island
Mass, Mich.,
Chic. Mil. & St. Paul (a)
" Copper Range (a)
" Mineral Range (b)
(a) and (b) about 1 mi. apart
Massabesic, N.H., Bost. & Me
Massapeag, Ct., Central Vt
Massapequa, N.Y., Long Isl
Massawippi, Que., Bost. & Me
Massee, Ga., Ga. & Fla
Massena, Ia., Burl. Route
Massena Springs, N.Y.,
Grand Trunk (a)
" N.Y. Cent. & Hud. R (a)
Massey, Ga.,
Douglas, Augusta & G
Massey, Ind., Evansv. & Ind
Massey, Ia., Chic. Mil. & St. P
Massey, Md., Pennsylvania
Massey, N.Y.,
N.Y. Cent. & Hud. Riv
Massey, Okla.,
Fort Smith & Western
Massey, Ont., Can. Pacific
Masseys,
Chattahoochee Co., Ga.,
Seaboard Air Line
Masseys Lane, Ga.,
Central of Georgia
Massicks, Ariz.,
Santa Fe, Pres. & Ph*
Massie, Nev., South. Pacific
Massie, Va., Ches. & Ohio
Massillon, Ala., Southern
Massillon, Ia., Ch. Mil. & St. P
Massillon, O.,
Baltimore & Ohio (a)
" No. O. Tr. & L. Co (El) (d)
" Pennsylvania Co (b)
" Wheeling & Lk. Erie (c)
(a) and (c) adjacent
(b) about ¾ mile from (a) and (c)
Massillon Ball Park, O.,
N.O. Trac. & L. Co (El)
Massillon Junction, O.,
Pennsylvania Co
Massive, Alberta,
Canadian Pacific
Mast, Cal., Yosemite Valley
Mastai Junction, Que.,
Quebec L. & P. Co
Masten, Pa., Susq. & N. Y
Masters, Colo., Union Pacific
Masters, La.,
Franklin & Abbeville
Masters, Mich., Munising
Masters, Va., Norf. & West
Masters, W. Va., Ches. & Ohio
Masterson, Tex., Int. & Gt. No
Mast Hope, Pa., Erie
Mastic, N.Y., Long Island
Mastin, Kan.,
Kan. City, Clin. & Sp (a)
" Missouri Pacific (a)
Called Kenneth on M. P
Mastodon, Mich., N. W. Line
Mastodon, N.M.,
El Paso & S. W. System
Mast Yard, N.H., Bost. & Me
Matachic, Mex.,
Mexico North Western
Matagorda, Miss.,
Yazoo & Miss. Valley
Matagorda, Tex.,
Gulf, Colorado & S. Fe*
Matamoras, W. Va.,
Baltimore & Ohio
Matamoras Junction, Mex.,
National of Mexico
Matamoros, Coahuila, Mex.,
Mex. International
Matamoros, Puebla, Mex.,
Interoceanic of Mex
Matamoros,
Tamaulipas, Mex.,
National of Mexico
Matanzas, Ill.,
Chic. Peoria & St. Louis
Matapedia, Que.,
Atlantic & Lk. Sup (a)
" Intercolonial (a)
Mataurus, Utah, So. Pacific
Matawan, Minn.,
Chicago, Mil. & St. Paul
Matawan, N.J.,
Central of N. Jersey (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Matawana, Ala.,
Louisville & Nashville
Matehuala, Mex.,
Matehuala (a)
" National of Mexico (b)
Mateo, Cal.,
A. T. & S. F., Coast Lines*
Mater, N.M.,
Chic. Rk. Isl. & El Paso
Matewan, W. Va.,
Norfolk & Western
Matfield, Mass.,
N. Y. New Hav. & Hart
Mathal, Mo., Frisco System
Mather, Ill.,
Atch. Top. & S. Fe (a)
" Chicago & Alton (a)
Mather, Manitoba,
Canadian Pacific
Mather, Wis., Ch. Mil. & St. P
Mathers, W. Va.,
Norfolk & Western
Matheson, Kan., Frisco Sys
Matheson, Ont.,
Temiskaming & No. Ont
Mathew's, Ala., Cent. of Ga
Mathews, Ark.,
St. Louis, Iron Mt. & So
Mathews, Ga., Southern
Mathews, N.H., Boston & Me
Mathews, Va., Ches. & Ohio
Mathis, —— Co., Ga.,
Georgia & Florida
Mathis, Rabun Co., Ga.,
Tallulah Falls
Mathis, Ill.,
Tolono, Marq. & North
Mathis, Tex., San A. & Ar. P
Mathiston, Miss.,
New Orl. Mobile & Ch (a)
" Southern in Miss (b)
(a) and (b) ½ mile apart
Matias Romero Mex.,
Tehuantepec National
Matilde, Mex., Nat. of Mex
Matlock, Ia., Illinois Central
Matlock, Tex.,
Ft. Worth & Den. City
Matney, Mo.,
Atch. Top. & Santa Fe
Matoaka, Okla.,
Atch. Top. & Santa Fe
Matoaka, W. Va.,
Norfolk & Western (a)
" Virginian (b)
Matoon, N.Y.,
N.Y. Cent. & Hud. Riv
Matson, Ky., Lv. & Nash
Matson, Mo., Mo. Kan. & Tex
Matson's, Pa., Fall Brook
Matsqui, B.C.,
Canadian Pacific
Mattapan, Mass.,
N.Y. New Hav. & Hart
Mattapoisett, Mass.,
N.Y. New Hav. & Hart
Mattawa, Ont., Can. Pacific
Mattawamkeag, Me.,
Canadian Pacific (a)
" Maine Central (a)
Mattawan, Mich.,
Kal. Lk. Shore & Chic (a)
" Michigan Central (b)
(a) and (b) ½ mile apart
Mattawana, Ala.,
Louisville & Nashville
Mattawin, Ont., Can. North
Mattawoman, Md., Penna
Matteawan, N.Y.,
Central New England

* On the Santa Fe
+ For freight only
‡ On the Rock Island System

Mattern Junction, Pa., Bellefonte Central
Matteson, Ill., Elgin, Joliet & East (a)
" Illinois Central (b)
" Michigan Central (b)
(a) and (b) ½ mile apart
Matthews, Ariz., Gila Val.Globe & North
Matthews, Ark., St. Louis, Iron Mt. & So
Matthew's, Ga., Augusta Southern
Matthews, Ill., Illinois Cent
Matthews, Grant Co., Ind., Pitts.Cin.Chic. & St. L
Matthews, La., Morgan's La. & Texas
Matthews, Mo., Frisco Sys
Matthew's, N.C., Seaboard Air Line
Matthew's, Tenn., Lv. & Nash
Matthews, Colorado Co., Tex., Gulf, Colorado & S. Fe*
Matthews, Shackelford Co., Tex., Texas Central
Matthews Junction, Ill., Illinois Central
Matthew's Summit, Pa., Pennsylvania
Mattingly, Ky., Lv. Hend. & St. Louis
Mattingly, W. Va., West Virginia North
Mattison, Ala., Lv. & Nashv
Mattison, Colo., Chicago, Rk. Isl. & Pac
Mattituck, N.Y., Long Island
Mattoax, Va., Southern
Mattocks, Me., Maine Cent
Mattoon, Ill., Cl. Cin. Chic. & St. L (a
" Illinois Central (a)
Mattoon, Miss., Southern in Mississippi
Mattson, Miss., Yazoo & Miss. Valley
Maturana, Mex., Nat. of Mex
Matute, Mex., Nat. of Mex
Mauch Chunk, Pa., Central of New Jer (a)
" Lehigh Valley (b)
(a) and (b) about 600 feet apart
Maud, Ill., Southern
Maud, Miss., Yazoo & Miss. Val
Maud, Okla., Mo. Kan. & T
Maud, Tex., St. Louis So. W
Maud, W. Va., Balt. & Ohio
Maud Junction, Ark., Little Rk. Maum. & West
Maudlings, Mich., Grand Rapids & Ind
Maudlow, Mont., Chicago, Mil. & P. Sd (a)
" Maudlow (a)
Maud's, O., Cincin. North (a)
" Cleve. Cin. Ch. & St. L (a)
Maudslay, N. B., Can. Pacific
Maugansville, Md., Cumberland Valley
Mauk, Ga., Atlanta, Birm. & A
Mauldin, Greenville Co., S.C., Charleston & W. Car
Mauldin's, Pickens Co., S.C., Pickens
Mauldinton, S.C., Hampton & Branchv
Maulsby, Mo., Frisco System
Maulsby, W. Va., Balt. & Ohio
Maumee, O., Ohio Electric (a)
" Toledo, St. L. & West (b)
" Wabash (c)
(a) and (b) ¼ mile apart
(a) and (c) about ½ mile apart
(b) and (c) ¼ mile apart
Maumelle, Ark., Chicago, Rk. Isl. & Pac
Maunie, Ill., Lv. & Nash
Maurer, N.J., Cent. of N.J
" Lehigh Valley†
Maurertown, Va., Southern
Maurice, Ia., Great North (a)
" North-West. Line (b)
(a) and (b) about ½ ml. apart
Maurice, Ky., Lv. & Nash
Maurice, Okla., Gulf, Colo. & Santa Fe*
Maurice, S.D., Burl. Route
Maurice River, N.J., Penna
Mauricetown, N.J., Central of New Jer (a)
" Pennsylvania (b)
(a) and (b) 2 miles apart
Mauriceville, Tex., Beaum. Sour Lake & W†
" Orange & No. West (a)
" Port Arthur Route (a)
Maurin, Tex., San Ant. & Aran. Pass
Maurine, Mo., Frisco System
Maury, Ala., Louisv. & Nash
Maury, N.C., East Carolina
Maury, Va., Norfolk & West
Mausdale, Pa., Phila. & Read
Mauston, Wis., Chic. M. & St. P
Mauzy, Ga., Georgia North
Mavaton, N.C., Norfolk & Southern
Mawesin, Alberta, Can. Pac
Mawl Springs, S.D., North Western Line
Max, Ind., Central Indiana
Max, Ia., Chic. Mil. & St. Paul
Max, Neb., Burlington Route
Max, N.D., Minn. St. Paul & S. Ste M
Maxbass, N.D., Great Northern
Maxcanu, Mex., United R Rs. of Yucatan
Maxcy's, Me., Wiscasset, Wat. & Farm
Maxey's, Ga., Georgia
Maxie, Ky., Louisville & Nashville
Maxie, La., Colo. So. New Orl. & Pac
Maxie, Miss., Gulf & Ship Island
Maxime, Me., Bangor & Aroostook
Maximo, O., Penna. Co
Maxine, Ala., Southern
Max Meadows, Va., Norfolk & Western
Maxon, Ia., Burlington Route (a)
Iowa Central (a)
Maxon, Ky., Illinois Central
Maxon, Tex., Gal. Har. & San Antonio
Maxon, W. Va., Balt. & Ohio
Maxton, Ala., Lv. & Nashv
Maxton, N.C., Atlantic Coast Line (a)
" Seaboard Air Line (b)
(a) and (b) adjacent
Maxville, Fla., Seaboard Air Line
Maxville, Ont., Grand Trunk
Maxwell, Cal., South. Pacific
Maxwell, Ga., Louisville & Nashville
Maxwell, Peoria Co., Ill., & Iowa Central
Maxwell, Sangamon Co., Ill., Chic. Peoria & St. Louis
Maxwell, Ind., C. C. C. & St. L
Maxwell, Ia., Ch. Mil. & St. P
Maxwell, Neb., Union Pac
Maxwell, N.B., Can. Pacific
Maxwell, N.M., Atch. Top. & Santa Fe
Maxwell, N.Y., Lehigh Val
Maxwell, N.C., Atl. Coast L
Maxwell, Lynn Co., Ore., Southern Pacific
Maxwell, Fayette Co., Pa., Monongahela
Maxwell, S.C., Charles. & West. Car (a)
" Seaboard Air Line (b)
(a) and (b) adjacent
Maxwell, Tenn., Nash. Chat. & St. Louis
Maxwell, Tex., Missouri, Kan. & Texas
Maxwell, Va., Norf. & West
Maxwell, Wis., Ch. M. & St. P
Maxwell's, Ala., Alabama Gt. Southern
Maxwell's, N.Y., N.Y. Cent. & Hud. Riv
Maxwells, Ont., Irondale, Banc. & Ott
May, Riverside Co., Cal., A.T. & S.F., Coast Lines*
May, Siskiyore Co., Cal., Southern Pacific
May, Ia., Illinois Central
May, Ky., Chesa. & Ohio
May, Pa., Pennsylvania
May, S.C., Raleigh & Charles
May, W. Va., West. Maryland
Maybank, Miss., Gulf & Ship Island
Maybee, Mich., Detroit, Tol. & Ironton
Mayberry, Ga., Wrightsville & Tennille
Mayberry, Neb., Ch. R. I. & P
Maybeury, W. Va., Norf. & W
Maybrook, N.Y., Central New Eng (a)
" Lehigh & Hud. Riv (a)
Mayburg, Pa., Sheffield & Tionesta
Maybury's, N.Y., Del. Lack. & Western
May Creek, Wash., No. Pac
Mayday, Ga., Ga. Southern & Florida
Mayde, Ky., Louisv. & Nash
Mayer, Ariz., Santa Fe, Presc. & Ph*
Mayer, Minn., Great North
Mayes, Pa., Pennsylvania
Mayes, Tex., Gulf, Colo. & Santa Fe*
Mayesville, S.C., Atlantic Coast Line
Mayetta, Kan., Ch. R. I. & Pac
Mayetta, N.J., Tuckerton
Mayfair, Ill., Chic. Mil. & St. Paul (a)
" North-West. Line (a)
Mayfair, Wash., North. Pac
Mayfeld, Manitoba, Canadian Northern
Mayfield, Cal., South. Pacific
Mayfield, Ga., Georgia
Mayfield, Kan., A. T. & S. Fe
Mayfield, Ky., Illinois Cent
Mayfield, Mich., G. Rap. & Ind
Mayfield, Miss., Yazoo & Miss. Valley
Mayfield, N.Y., Fonda, J. & G
Mayfield, Lackawanna Co., Pa., Delaware & Hudson (a)
" N.Y. Ont. & West (b)
(a) and (b) about ¾ mi. apart
Mayfield Junction, Ky., Illinois Central
May Flower, Ark., St. Louis, Iron Mt. & So
Mayflower Park, Mass., N.Y. New Hav. & Hart
Mayger, Ore., Astoria & Colum. River
Mayhew, Cal., South. Pacific
Mayhew, Miss., Mobile & Ohio
Mayhew's, Wis., C. M. & St. P
Maykensaw, Va., Norfolk & Western
Maylene, Ala., Southern
Mayline, Kan., At. T. & S. Fe
Maymead, Tenn., Virginia & Southwest
Maymont, Saskatchewan, Canadian Northern
Maynard, Ind., Chic. Ind. & Louisv (a)
" Grand Trunk (b)
" Pitts. Cin. C. & St. L (c)
(a) and (b) about ½ mi. apart
Maynard, Ia., Chic. Rk. I. & P
Maynard, Mass., Bost. & Me
Maynard, Minn., Gt. North
Maynard, O., Balt. & Ohio
Maynard's, S.C., Chesterfield & Lancas
Mayne, Colo., Colorado & Southern
Mayne, Mont., North. Pac
Mayne Junction, Colo., Colorado & Southern
Maynooth, Ont., Cent. Ont
Mayo, Fla., Florida (a)
" Live Oak, Perry & G (b)
(a) and (b) about 250 yards apart
Mayo, S.C., Car. Clinch. and O
Mayo, S.D., Burlington Rte
Mayo, Tex., Houston, E. & W. Tex
Mayo, Va., Southern
Mayodan, N.C., Norf. & West
Mayo Junction, Fla., Live Oak, Perry & Gulf
Mayook, B.C., Can. Pacific
Mayor, Mex., Nat. of Mex
Mayor, Pa., Buffalo & Susq
Mayos, N.C., Atl. Coast Line
Maypert, Fla., Florida East Coast
Mayport, Pa., Pennsylvania
Mayran, Mex., Mex. Inter
May's, Ill., Vandalia
May's, Ind., Ft. W. Cin. & Lv
Mays, Miss., Brookhaven & Pearl Riv
Mays, Wash., North. Pacific
Maysland, Fla., South Georgia
May's Landing, N.J., Penna
May's Mills, N.Y., N.Y. Cent. & Hud. Riv
Maysville, Colo., Denver & Rio Grande
Maysville, Ga., Southern
Maysville, Ill., Wabash
Maysville, Ind., Evansv. & Ind
Maysville, Ky., Chesapeake & Ohio (a)
" Louisv. & Nashville (b)
(a) and (b) ¾ mile apart
Maysville, Me., Bangor & Aroostook
Maysville, Mo., Ch. R. I. & Pac
Maysville, N.C., Atl. Coast L
Maysville, Okla., A. T. & S. Fe
Maysworth, N.C., Southern
Mayton, Ark., St. L. So. West
Maytorena, Mex., West Coast Route
Maytown, Fla., Florida East Coast
Mayview, Ark., St. Louis South-west
Mayview, Ill., C. C. C. & St. L
Mayview, Mo., Chic. & Alton
Mayville, Ark., L. Rock & Ft. S
Mayville, Mich., Pere Marq
Mayville, Minn., Chic. Gt. W
Mayville, N.J., Atlantic City
Mayville, N.Y., Chau. Trac (El) (a)
" Jamest. C. & Lk. E (a) (b)
" Pennsylvania (a)
(a) and (b) ½ mile apart
Mayville, N.D., Gt. North
Mayville, Wis., Ch. M. & St. P
Maywood, Ill., Chicago Great West (a)
" Indiana Harbor Belt†
" North-West. Line (b)
(a) and (b) about ¾ ml. apart
Maywood, Ind., Vandalia
Maywood, Kan., Mo. Pac
Maywood, Ky., Lv. & Nash
Maywood, Mass., N.Y. New Hav. & Hart
Maywood, Jackson Co., Mo., Missouri Pacific
Maywood, Lewis Co., Mo., Quincy, Omaha & K. C
Maywood, N.J., N.Y. Sus & W
Maywood, Neb., Burl. Route
Maywood, N.Y., N.Y. Ont. & Western
Maywood, Wash., North. Pac
Maza, N.D., Great North
Mazapa, Mex., Inter. of Mex
Mazarraza, Mex., Interoceanic of Mex
Mazatepec, Mex., National of Mexico
Mazatlan, Mex., West Coast Route
Mazatlan Junction, Mex., West Coast Route
Mazeppa, Minn., Ch. M. & St. P
Mazeppa, N.C., Southern
Mazie, Okla., Mo. Kan. & Tex
Mazomanie, Wis., C. M. & St. P
Mazon, Ill., A. Top. & S. Fe (a)
" Cl. Cin. Chic. & St. L (a)
Mazonia, Ill., Chicago & Alton (a)
" Elgin, Joliet & East (b)
Meacham, Cal., No. West. Pac
Meacham, Ill., Ch. M. & St. P
Meacham, Ore., O. RR. & N. Co
Mead, Colo., Great Western
Mead, Ind., Cl. Cin. Ch. & St. L
Mead, Neb., Union Pacific
Mead, N.Y., Lehigh Valley
Mead, N.C., Car. Clinch. and Ohio
Mead, O., Wabash
Mead, Okla., Frisco System
Mead, Pa., Pennsylvania
Mead, Sask., Gd. Trunk Pac
Meade, Kan., Chic. R. I. & Pac
Meade, La., La. Ry. & Nav. Co
Meadors, Tex., St. Louis South-west
Meadow, Neb., Chicago, Rk. Isl. & Pac
Meadow, Pa., Lehigh Valley
Meadow, Tenn., Lv. & Nashv
Meadow, Va., Southern
Meadow Branch, Ky., Mountain Central
Meadow Brook, Ky., Louisville & Atlantic
Meadow Brook, Me., Can. Pac
Meadowbrook, Mass., N.Y. New Hav. & Hart
Meadow Brook, N.B., Interc
Meadowbrook, N.H., Boston & Maine
Meadow Brook, N.Y., New York, Ont. & West
Meadowbrook, Pa., Philadelphia & Reading
Meadowbrook, Tenn., Louisville & Nashville
Meadowbrook, W. Va., Baltimore & Ohio
Meadow Creek, Idaho, Spokane International
Meadow Creek, W. Va., Chesapeake & Ohio
Meadowdale, N.Y., Delaware & Hudson
Meadowdale, Wash., Great Northern
Meadowdale, W. Va., Baltimore & Ohio
Meadow Grove, Neb., North-Western Line
Meadow Lake, Tex., Texas & Pacific
Meadowlands, Minn., Dul. Missabe & North
Meadow Lands, Pa., Pitts. Cin. Chic. & St. L
Meadow Lawn, Ky., Illinois Central
Meadow Run, Pa., Philadelphia & Reading
Meadows, Ark., Frisco Sys
Meadows, Cassiar District, B.C., White Pass & Yuk. Rte
Meadows, W. Kootenay Dist., B.C., Great Northern
Meadows, Colo., Colorado & Southern
Meadows, Ga., Wrightsville & Tennille
Meadow's, McLean Co., Ill., Toledo, Peoria & West
Meadows, Wayne Co., Ill., Southern
Meadows, Me., Washington County
Meadow's, Manitoba, Canadian Pacific
Meadows, S.C., Union & Glenn Springs
Meadows, Wash., Puget Sound Electric
Meadows, W. Va., Western Maryland
Meadowside, Ont., Can. Pac
Meadowvale, Ont., Can. Pac
Meadow Valley, Wis., Chicago, Mil. & St. Paul
Meadowview, Me., Maine Central
Meadowview, Mass., Boston & Maine
Meadow View, Va., Norfolk & Western
Meadowville, N.S., Intercol
Mead Run, Pa., Pennsylvania
Meads, Ky., Ashland Coal & Iron (a)
" Chesapeake & Ohio (a)
Meads, Tenn., Southern
Meadville, Miss., Mississippi Central
Meadville, Mo., Burl. Route
Meadville, Pa., Erie (a)
" Bessemer & Lk. Erie (b)
(a) and (b) adjacent
Meadville Junction, Pa., Bessemer & Lake Erie
Meaford, Ont., Grand Trunk
Means, Wis., Hazelhurst & So. East
Means Crossing, O., Pennsylvania Co
Meansville, Ga., Southern
Mear's, Mich., Pere Marq
Mears, W. Va., Balt. & Ohio
Mear's Junction, Colo., Denver & Rio Grande
Mears Siding, Va., N.Y. Phila. & Norfolk
Mease, Pa., Penna
Meath, Ariz., Santa Fe, Pres. & Ph*
Mebane, Alamance Co., N.C., Southern
Mec, Mich., Pere Marquette
Mecca, Cal., Southern Pacific
Mecca, Ind., Chic. and E. Ill
Mecca, Mo., Quincy, Omaha & K. C
Mecca Junction, Ind., Chicago and East. Ill
Mechanic Falls, Me., Grand Trunk (a)
" Maine Central (b)
(a) and (b) ¼ mile apart
Mechanicsburg, O., Cleve. Cin. Ch. & St. L
Mechanicsburg, Cumberland Co., Pa., Cumberland Valley
Mechanic's Grove, Pa., Lancaster, Oxford & So
Mechanicstown, N.Y., N.Y. Ont. & Western
Mechanicstown, O., Lk. E. Alliance & Wheel
Mechanicsville, Ct., N.Y. New Hav. & Hart
Mechanicsville, Ga., Southern
Mechanicsville, Ia., North-Western Line
Mechanicsville, Md., Wash. Pot. & Chesa
Mechanicville, N.Y., Boston & Maine (a)
" Delaware & Hud (a)
Mechlins, Pa., Pennsylvania
Mechum's River Va., Chesapeake & Ohio
Meckinock, N.D., No. Pacific
Meckling, S.D., Ch. Mil. & St. P
Mecosta, Mich., Pere Marq
Meda, Ga., Central of Ga
Medanos, Mex., Mexico North Western
Medary, Wis., Chicago, Mil. & St. P (a)
" North-West. Line (b)
Medaryville, Ind., Chicago, Ind. & Louisv
Medberry, N.D., No. Pacific
Medbury, Idaho, Oregon S.L
Medellin, Mex., Veracruz
Mederville, Ia., Ch. M. & St. P
Medfield, Mass., N.Y. New Hav. & Hart
Medfield Junction, Mass., N.Y. New Hav. & Hart
Medford, Ind., Chic. Cincin. & Louisv
Medford, Me., Bangor & Aroostook
Medford, Md., Western Md
Medford, Mass., Boston & Me
Medford, Minn., Chicago, Mil. & St. P (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about ½ ml. apart
Medford, Mo., St. L. Kan. City & Colo†
Medford, N.Y., Long Island
Medford, N.D., Minn. St. P. & Sit. Ste. M
Medford, Okla., Atch. Top. & S. Fe (a)
" Chic. Rock Isl. & Pac (b)
(a) and (b) ¼ mile apart
Medford, Ore., Pacific & Eastern
" Rogue River Valley (a)
" Southern Pacific (b)
(a) and (b) about 170 yards apart

Medford, Tenn., Lv. & Nashv
Medford, Wis.,
Minn. St. P. & Slt. Ste. M
Medford Hillside, Mass.,
Boston & Maine
Medford Junction, Mass.,
Boston & Maine
Medford Junction, N.J.,
Pennsylvania
Media, Ala., Louisv. & Nashv
Media, Ill., Atch. Top. & S. Fe
Media, O., Baltimore & Ohio
Media, Pa., Phila. Balt. & W
Media, Utah, Denv. & Rio Gd
Mediapolis, Ia.,
Burlington Route (a)
" Chic. Rk. Isl. & Pac (a)
Medias Aguas, Mex.,
Tehuantepec National
Medical Lake, Wash.,
Northern Pacific
Medicine Bow, Wyo., Un. Pac
Medicine Hat, Alberta,
Canadian Pacific
Medicine Lodge, Kan.,
Atch. Top. & S. Fe
Medicine Mound, Tex.,
Kan. City, Mex. & Orient
Medill, Mo.,
Atch. Top. & S. Fe (a) (b)
" Burlington Route (b)
(a) *and* (b) *about 270 yards apart*
(b) *is called K. & W. Crossing on A. T. & S. F*
Medimont, Idaho, No. Pac (a)
" Ore. RR. & Nav. Co (a)
Medina, Kan., Union Pacific
Medina, Mex.,
Veracruz & Isthmus
Medina, N.Y., N.Y.C. & H.R
Medina, N.D., North. Pacific
Medina, O., Balt. & Ohio (a)
" Northern Ohio (b)
(a) *and* (b) *½ mile apart*
Medina, Tenn., Illinois Cent
Medina, Wis.,
North-Western Line
Medina Junction, Wis.,
Minn. St. P. & S. Ste. M (a)
" North West. Line (a)
Medio, N.M.,
El Paso & S. W. System
Medix Run, Pa.,
Buffalo & Susq (a)
" Pennsylvania (b)
(a) *and* (b) *¾ mile apart*
Medley, Tex., Intern. & Gt. N
Medlins, Fla.,
Atlantic Coast Line
Medon, Tenn., Illinois Cent
Medora, Ill., Burl. Route (a)
" Chic. Peoria & St. L (b)
(a) *and* (b) *adjacent*
Medora, Ind., Balt. & O. S. W
Medora, Kan.,
Chic. Rock Isl. & Pac (a)
" Frisco System (a)
Medora, Ky.,
Louisville, Hend. & St. L
Medora, Manitoba, Can. Pac
Medora, N.C., Atl. Coast Line
Medora, N.D., North. Pacific
Medora, Ont.,
Canadian North. Ont
Medors, S.C.,
Union & Glenn Springs
Medulla, Fla.,
Atlantic Coast Line
Medway, Kan., At. T. & S. Fe
Medway, Mass., N.Y.N.H. & H
Medway, N.S., Halifax & S.W
Medway, O., Ohio Electric
Meehan, Cal., South. Pacific
Meehan, Wis., Gr. B. & West
Meehan Junction, Miss.,
Alabama & Vicksburg
Meeker, Okla.,
Atch. Top. & Santa Fe
Meeker, Tex.,
Beaumont, S. Lake & W
Meeker, Wash., No. Pac
Meekers, Cal., No. Pac. Coast
Meekers, La.,
Morgan's La. & Tex (a)
" Texas & Pacific (a)
Meekers, O., Cin. North (a)
" Pitts. Cin. C. & St. L (a)
Meeks, Ga.,
Wadley Southern
Meem, Va., Southern
Meese, N.C., Southern
Meetze, Va., Southern
Megantic, Que.,
Canadian Pacific (a)
" Quebec Central (b)
(a) *and* (b) *about ½ mi. apart*
Megeath, Neb., Union Pacific
Meggetts, S.C.,
Atlantic Coast Line
Megler, Wash., Ilwaco
Mehan, Okla.,
Atch. Top. & Santa Fe
Meharg, Pa.,
Bessemer & Lake Erie
Meharry, Ill., Illinois Cent
Meharry, Manitoba,
Canadian Northern
Meherrin, Va., Southern (a)
" Virginian (b)
(a) *and* (b) *about ⅝ mi. apart*

Mehoopany, Pa., Lehigh Val
Mehr, Miss., Illinois Central
Meier's Grove, Minn.,
Minn. St. P. & Slt. Ste. M
Meigh, Ga., Atl. Coast Line
Meighen, Alberta,
Grand Trunk Pacific
Meigs, Ia., Burlington Route
Meigs, O., Kanawha & Mich
Meigs Mill, Fla., Lv. & Nash
Meinhard, Ga., Seab. Air Line
Meiser, Pa., Pennsylvania
Mejia, Mex., Nat. of Mexico
Mekatina, Ont.,
Algoma Cent. & H. Bay
Mekko, Okla.,
Missouri, Kan. & Tex
Melancthon, Ont., Can. Pac
Melba, Miss.,
Mississippi Central
Melba, Sask.,
Canadian Pacific
Melbern, O., Lk. Sh. & Mich. So
Melborne, Ala., Southern
Melborn, Va., Norf. & West
Melbourn, Mo.,
Quincy, Omaha & K. C
Melbourne, Fla.,
Florida East Coast
Melbourne, Ia.,
Chicago Gt. West (a)
" Chicago, Mil. & St. P (b)
(a) *and* (b) *½ mile apart*
Melbourne, Ky., Ches. & Ohio
Melbourne, Manitoba,
Canadian Pacific
Melbourne, Mich., Gd. Trunk
Melbourne, Mont., Gt. North
Melbourne, Ont., Mich. Cent
Melbourne, Que.,
Orford Mountain
Melby, Minn., Great North
Melby, Mo., St. L. So. West
Melcon, Ky., Louisv. & Nashv
Meldhals, W. Va.,
Baltimore & Ohio
Meldrim, Ga.,
Central of Georgia (a)
" Seaboard Air Line (a)
Meldrums, Ore.,
Portland Ry. L. & P. Co
Melfa, Va.,
N.Y. Phila. & Norfolk
Melfort, N.J., Raritan River
Melfort, Saskatchewan,
Canadian Northern
Melgund, Ont., Can. Pacific
Melissa, Tex., Hous. & Tex. C
Melita, Manitoba, Can. Pac
Melitta, Cal., South. Pacific
Mellen, Va., Ches. & Ohio
Mellen, Wis.,
Minn. St. P. & Slt. Ste. M
Mellenville, N.Y., Bost. & Alb
Mellette, S.D.,
Chicago, Mil. & St. P (a)
" Minn. & St. Louis (b)
(a) *and* (b) *⅝ mile apart*
Mellier, S.C.,
Raleigh & Charleston
Mellin, W. Va.,
Cairo & Kanawha
Mellinger, Pa., Pennsylvania
Mellon, Que., Can. Pacific
Mellott, Ind., Tol. St. L. & West
Melmont, Wash., North. Pac
Melrose, Md., West. Md
Mellwood, Ark.,
St. L. Iron Mt. & South
Melocheville, Que.,
N. Y. Cent. & Hud. Riv
Melody, Ill., Chic. Mil. & St. P
Melones, Cal., Sierra of Cal
Melrose, Alameda Co., Cal.,
Southern Pacific
Melrose, San Diego Co., Cal.,
San Diego Southern
Melrose, Ct., N.Y.N.H. & H
Melrose, Ga., Ga. So. & Fla
Melrose, Ia., Burl. Route
Melrose, Mass., Boston & Me
Melrose, Minn., Great North
Melrose, Mont., Oregon S.L
Melrose, N.B.,
New Brun. & Pr. Ed. Isl
Melrose, N.J., Pennsylvania
Melrose, N.M.,
Atch. Top. & Santa Fe
Melrose, Rensselaer Co., N.Y.,
Boston & Maine
Melrose
New York Co., N.Y.,
N.Y. Cent. & Hud. Riv
The freight station is called Melrose Junction
Melrose, N.C., Southern
Melrose, O., N.Y. Chic. & St. L
Melrose, Ont., Can. Pacific
Melrose,
Philadelphia Co., Pa.,
Philadelphia & Read
Melrose, Blount Co., Tenn.,
Southern
Melrose, Tipton Co., Tenn.,
Illinois Central
Melrose, Va., Virginian
Melrose, W. Va.,
Baltimore & Ohio
Melrose Highlands, Mass.,
Boston & Maine

Melrose Junction,
New York Co., N.Y.,
N.Y. Cent. & Hud. Riv
The passenger station is called Melrose
Melrose Park, Ill.,
Indiana Harbor Belt†
" North-Western Line
Melstone, Mont.,
Chicago, Mil. & Puget Sd
Melton, Ia., Chicago Gt. West
Melton, Miss.,
Yazoo & Miss. Valley
Melton, Va., Ches. & Ohio
Melugin, Mo.,
St. Louis, Iron Mt. & So
Melva, Mo.,
St. Louis, Iron Mt. & So
Melvale, Md., Pennsylvania
Melvale, Va.,
Nelson & Albemarle
Melvern, Kan., A. T. & S. Fe
Melville, La.,
Opelousas, G. & N. E (a)
" Texas & Pacific (a)
Melville, Mex.,
Coahuila & Zacatecas
Melville, —— Co., Mo.,
Butler County
Melville, —— Co., Mo.,
Frisco System
Melville, N.D., North. Pacific
Melville, P.E.I.,
Prince Edward Island
Melville, Sask.,
Grand Trunk Pacific
Melville, Tenn.,
Cin. New Orl. & Tex. Pac
Melville Jn., Ont., Can. Pac
Melvin, Colo., Colorado & So
Melvin, Ill., Illinois Central
Melvin, Ia., Chic. Rock Isl. & P
Melvin, Mich., Pere Marq
Melvin, Minn., North. Pacific
Called also Holmes
Melvin, N.H., Boston & Maine
Melvin, O., B. & O. S. W (a)
C. & M. V. (Pa. Lines) (b)
(a) *and* (b) *about 200 yards apart*
Melvin, Okla., Frisco System
Melvin, S.D.,
North-Western Line
Melvin, Va.,
Virginia & Southwest
Melvina, Wis., Ch. Mil. & St. P
Melvine, Tex., Nat. of Mex
Melwood, Ill.,
Toledo, St. L. & Western
Melwood, O.,
Toledo & Western (El)
Membrilla, Cal., Pacific Elec
Memphis, Ind., P. C. C. & St. L
Memphis, Mich., Pere Marq
Memphis, Mo., Burl. Route
Memphis, Neb., Burl. Route
Memphis, N.Y.,
N.Y. C. & Hud. Riv (a)
" West Shore (b)
(a) *and* (b) *200 yards apart*
Memphis, Tenn.,
Chic. Rk. Isl. & Pac (a)
" Frisco System (a)
" Illinois Central (a) (b)
" Louisv. & Nash (a)
" Nash. Chat. & St. L (a)
" St. L. Iron Mt. & So (d)
" St. Louis Southwest (d)
" Southern (a)
" Yazoo & Miss. Val (a) (b)
(a) *and* (b) *1½ miles apart*
(a) *and* (d) *½ mile apart*
(b) *and* (d) *1½ miles apart*
Memphis, Tex., Ft. W. & Den. C
M. & C. Junc., Ala., Lv. & N
Memphis Junc., Ky., Lv. & N
Memphis Jn., Miss., Ill. Cent
Memramcook, N.B., Intercol
Mena, Ark.,
Kansas City Southern
Mena, Oaxaca, Mex.,
Tehuantepec National
Mena, Tlaxcala, Mex.,
Interoceanic of Mexico
Menager Junction, Kan.,
Missouri Pacific
Menahga, Minn., Gt. North
Menalk, Alberta, Can. Pac
Menands, N.Y., Del. & Hud
Menantico, N.J., Penna
Menard, Ill., Illinois South (a)
" St. L. Iron Mt. & So (a)
" St. Louis Southwest (a)
" Wabash, Chest. & W (b)
(a) *and* (b) *100 yards apart*
Menasha, Wis.,
Chic. Mil. & St. Paul (a)
" Minn. St. P. & S. Ste. M (c)
" North-West. Line (b)
(a) *and* (c) *1-10 mile apart*
(b) *and* (c) *1.3 miles apart*
Menasha Junction, Wis.,
Chic. Mil. & St. Paul (a)
" Minn. St. P. & S. Ste. M (a)
Mendenhall, Miss.,
Gulf & Ship Island
Mendenhall, Pa., Penna
Mendez, Morelos, Mex.,
National of Mexico
Mendham, N.J.,
New Jersey & Penna

Mendith, Tex., Gulf, C. & S. F*
Mendon, Ill., Burl. Route
Mendon, Mich., Gd. Rap. & I
Mendon, Mo., A. T. & S. Fe
Mendon, Mont., Great North
Mendon, N.Y., Lehigh Val
Mendon, O.,
Cin. Ham. & Dayton
Mendon Junction, Utah,
Oregon Short Line
Mendonsa, Mo.,
St. Louis, Iron Mt. & So
Mendota, Cal., South. Pac
Mendota, Ill., Burl. Route (a)
" Chic. Mil. & St. Paul (b)
" Illinois Central (a)
(a) *and* (b) *833 yards apart*
Mendota, Minn.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) *and* (b) *½ mile apart*
Mendota, Mo., Burl. Route
Mendota, Tenn.,
Louisville & Nashville
Mendota, Tex., S. Kan. of Tex*
Mendota, Va., Va. & So. West
Mendota, W. Va., Balt. & Ohio
Mendota, Wis.,
North-Western Line
Mendota Beach, Wis.,
Chic. Mil. & St. P
Mendoza, Mex., Nat. of Mex
Menefee, Colo., Rio G. South
Menefee Junction, La.,
Tremont & Gulf
Menert, Ill., Cleve. C. C. & St. L
Meneset, Ont.,
Canadian Pacific
Menesha, Ark.,
Frisco System
Menfro, Mo., Frisco System
Mengelwood, Tenn.,
Illinois Central
Menges, Pa., Western Md
Menge's Mills, Pa., Penna
Mengo, Mo.,
St. Louis, Iron Mt. & So
Menhaden, N.J., Penna
Menifee, Ark., St. L. I. Mt. & S
Menifee, Cal.,
A. T. & S. F., Coast Lines*
Menisino, Manitoba,
Canadian Northern
Menlo, Ga., Chattanooga So
Menlo, Ia., Chic. R. Isl. & Pac
Menlo, Kan., Union Pacific
Menlo, Wash., North. Pac
Menlo Park, Cal., South. Pac
Menlo Park, N.J., Penna
Menno, S.D., Chic. Mil. & St. P
Meno, N.Y.,
New York & Ottawa
Meno, Okla., Chic. R. I. & Pac
Menoken, Colo., Den. & Rio G
Menoken, Kan.,
Topeka & No. W (a)
" Union Pacific (a)
Menoken, Wash.,
Oregon RR. & Nav. Co
Menominee, Ill., Illinois Cent
Menominee, Mich.,
Ann Arbor □
" Chic. Mil. & St. Paul (a)
" North-West. Line (b)
" Wisconsin & Mich (a)
□ *By Ferry*
(a) *and* (b) *about ¼ mi. apart*
Menominee, Ore.,
Oregon RR. & Nav. Co
Menomonee Falls, Wis.,
Chicago, Mil. & St. Paul
Menomonie, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) *and* (b) *about 1 mi. apart*
Called Menomonie City
North-Western Line
Menomonie City, Wis.,
See Menomonie, Wis
Menomonie Junction, Wis.,
North-Westerr Line
Menomonie River, Wis.,
Minn. St. P. & Slt. Ste. M
Menonaqua Beach, Mich.,
Grand Rapids & Ind
Menor, Mex., Coahuila Coal
Mensch, Pa., Pennsylvania
Menteith, Manitoba,
Canadian Pacific
Mentone,
San Bernardino Co., Cal.,
A. T. & S. F., Coast Lines*
Mentone, Ind., N.Y. Ch. & St. L
Mentor, Ill., Balt. & Ohio So. W
Mentor, Ind., Southern
Mentor, Kan., Union Pacific
Mentor, Ky., Ches. & Ohio
Mentor, Minn., Great North
Mentor, Mo., Missouri Pac
Mentor, O., Lk. Sh. & M. So (a)
" N.Y. Chic. & St. L (b)
(a) *and* (b) *about ½ mi. apart*
Mentor, Tenn.,
Louisville & Nashville
Mentor, Wis.,
Fairchild & No. East
Mentzer, O., Toledo & O. Cent
Menzie, Manitoba,
Canadian Northern
Menzies, Ky., Lv. & Nash
Menzies, Pa., Pennsylvania

Mequon, Wis., No. West. Line
Meramec Highlands, Mo.,
Frisco System
Mercader, Mex., Nat. of Mex
Mercado, Mex., Nat. of Mex
Merced, Cal.,
A. T. & S. F., Coast L* (a)
" Southern Pacific (b)
" Yosemite Valley (c)
(a) *and* (b) *4-5 mile apart*
(a) *and* (c) *about 1½ miles apart*
(b) *and* (c) *about ⅞ mile apart*
Mercedes, Tex.,
St. L. Brownsv. & Mex
Merced Falls, Cal.,
Yosemite Valley
Mercer, Fla.,
Live Oak, Perry & Gulf
Mercer, Ky., Illinois Cent
Mercer, Mo., Chic. Rk. Isl. & P
Mercer, Neb., Union Pacific
Mercer, N.D., North. Pacific
Mercer, Mercer Co., O.,
Cin. Ham. & Dayton
Mercer, Pa., Bes. & Lk. E (a)
" Pennsylvania Co (b)
Connect at Crossing
Mercer, Tenn.,
Nash. Chat. & St. L
Mercer, Wis., No.-West. Line
Mercer Junction, Pa.,
Bessemer & Lake Erie
Mercer Pike, Pa.,
Bessemer & Lake Erie
Mercer Road, Pa.,
Western Allegheny
Mercers Bottom, W. Va.,
Baltimore & Ohio
Mercersburg, Pa., Cumb. Val
Mercersburg Junction, Pa.,
Cumberland Valley
Mercer's Mill, N.F.,
Reid Newfoundland
Merchant's Crossing, N.Y.,
Albany Southern (El)
Merchantville, N.J., Penna
Merchantville Junc., N.J.,
Pennsylvania
Merchiston, Neb., Union Pac
Mercier, Wis.,
Ashland, Odanah & Mar
Mercur, Utah,
Salt Lake & Mercur
Mercury, Ala N.C. & St. L
Mercury, Tex., Friscosystem
Meredith, Colo., Colo. Mid
Meredith, N.H., Bost. & Me
Meredith, O., Hocking Val
Meredith, Pa., Pennsylvania
Meredith, Wash.,
Puget Sound Electric
Meredith's, Fla.,
Seaboard Air Line
Meredosia, Ill., Wabash
Merida, Mex.,
United RRs. of Yucatan
Meridean, Wis., Ch. M. & St. P
Meriden, Ct., N.Y. N. H. & H
Meriden, Ill., Burl. Route
Meriden, Ia., Illinois Cent
Meriden, Kan., A. T. & S. F (a)
" Leavenworth & Top (a)
Meriden, Minn.,
North-Western Line
Meriden, W. Va., Balt. & Ohio
Meriden Junction, Conn.,
N.Y. New Hav. & Hart
Meriden Junction, Kan.,
Atch. Top. & S. Fe (a)
" Leavenworth & Top (a)
Meridian, Cal., Nev.-Cal.-Ore
Meridian, Ga.,
Ga. Coast & Piedmont
Meridian, Idaho, Ore. S. Line
Meridian, Ky., Lv. & Nash
Meridian, Mich., Pere Marq
Meridian, Miss.,
Alabama & Vicksb (a)
" Alabama Gt. South (a)
" Mobile & Ohio (a)
" N. Orl. & North-east (a)
" Southern (a)
Meridian, Okla.,
Fort Smith & West (a)
" Missouri, Kan. & Tex (b)
(a) *and* (b) *adjacent*
Meridian, Tex.,
Gulf, Colo. & Santa Fe*
Merienda, Cal., Southern Pac
Merigold, Miss.,
Yazoo & Miss. Valley
Merigomish, N.S., Intercol
Merino, Colo., Burl. Route (a)
" Union Pacific (a)
Merino, Mont., Great North
Merion, Pa., Penna
Merit, Miss., Gulf & Ship Isl
Merit, Tex., Gulf, Colo. & S. F*
Meriweather, S.C.,
Charleston & W. Car
Meriwether, Putnam Co., Ga.,
Central of Georgia
Meriwether White Sulphur,
Meriwether Co., Ga.,
Central of Georgia

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Merkel,Tex., Texas & Pacific
Merkley's Mill Ky.,
Louisville & Nashville
Merle,Cal.,
A.T.& S.F.,Coast Lines*
Merle,Manitoba,
Canadian Northern
Merlin,Out., Pere Marquette
Merlin, Ore., South. Pacific
Mermaid,Pa., Phila. & Read
Mermentau, La.,
Louisiana Western
Mermill,O., T. & Ohio Cent
Merna Ill., Illinois Central
Merna, Neb., Burl. Route
Merom,Ind., Indianapolis So
Meroney, Ark., Gould So.W
Merrelton, Ala., Southern
Merriam Ill., Southern
Merriam,Kan., Frisco Sys(a)
" Kan. City, Clin. & Spr(a)
Merriam, Mich., Munising
Merriam, Minn.,
Minneapolis & St. L (a)
" Minn.St.P.& S.Ste.M(a)
Merriam,O.,Baltimore&Ohio
Merriam Park, Minn.,
Chicago, Mil. & St.Paul
Merriam Park,Kan.,
Frisco System
Merrick, Ind., Pere Marq
Merrick, N.Y., Long Island
Merrick, Okla.,
Chicago,Rock Isl.& Pac
Merrickville, N.Y.,
N.Y.Ontario &Western
Merrickville, Ont., Can.Pac
Merricourt, N.D.,
Minn. St.P. & Slt.Ste.M
Merrifield,Minn.,
Minn. & International
Merrifield,N.Y.,
N.Y. Auburn & Lansing
Merrifield,N.D.,Great North
Merrill, D.C., Balt. & Ohio
Merrill, Ia., Great North (a)
" Illinois Central (a)
" North-West. Line (a)
Merrill, Mich., Pere Marq
Merrill, Miss.,
New Orl. Mobile & Chic
Merrill,Mont., North.Pacific
Merrill, Pa., Penna. Co
Merrill,Wis., Chic.Mil.& St.P
Merrillan,Wis.,
Green Bay & West (a)
" North-West. Line (a)
Merrill Park,Wis.,
Chicago,Mil. & St.Paul
Merrill's, Mich.,
Detroit,Gd.Rap.&West
Merrill's, Minn., North.Pac
Merriliville, Ga.,
Atlanta.Birm. & Atl
Merrillville,Ind.,
Chicago,Cin. & Louisv
Merrimac,Mass., Boston&Me
Merrimac, Nev., Va. & Truck
Merrimac, Tex.,
Marshall & East Texas
Merrimac, Va., Virginian
Merrimac, W.Va.,
Norfolk & Western
Merrimac,Wis.,
North-Western Line
Merrimack,N.H., Bost. & Me
Merriman, Mich.,
Chicago,Mil. & St.Paul
Merriman, Neb.,
North-Western Line
Merritt, B.C., Canadian Pac
Merritt. Ill., Burl.Route
Merritt, Kan., Mo. Pacific
Merritt,Miss., Gulf & Ship Isl
Merritt, Okla.,
Chicago,Rock Isl.& Pac
Merritt,Wash., Great North
Merritton,Ont., Gd.Trunk(a)
" Niag.St.C.&Tor (El) (b)
(a) *and* (b) *¼ mile apart*
Merritt's, Cal., South.Pacific
Merritts,Mich., Gd.Rap.&Ind
Merritts, Pa.,
Bessemer & Lake Erie
Merrittstown, Pa.,
Monongahela
Merriweather, Ga.,
Central of Georgia
Mer Rouge, La.,
St.Louis Iron Mt. & So
Merrow,Ct., Cent. Vermont
Merry, Ala.,
Seaboard Air Line (a)
" Union Spgs.&North (a)
Merry, Ia., Illinois Central
Merry, Va., Ches. & Ohio
Merrymeeting, Me.,
Maine Central
Merry Oaks,N.C.,
Seaboard Air Line
Mershon,Mich., Gd.Trunk(a)
" Michigan Central (a)
" Pere Marquette (a)
Mersman, Ark.,
St. Louis, Iron Mt. & So
Mertens,Tex.,
Internat.& Gt.No (a)
" St.Louis South-west(b)
(a) *and* (b) *¼ mile apart*
Mertensville, Ia.,
Burlington Route
Mertentia, N.Y.,
N.Y.Cent. & Hud.River
Merton,Wis.,
Chicago, Mil & St.Paul
Mertz, Ala., Mobile & Ohio
Mertz,O., Baltimore & Ohio
Mertztown,Pa., Phila.&Read
Mervine, Okla.,
Atch.Top. & Santa Fe
Merwin, Mo.,
Kansas City Southern
Merwhinville, Ct.,
N.Y. New Hav. & Hart
Merydell,Kan., UnionPacific
Mesa, Ariz.,
Phoenix & Eastern
Mesa, Ark., Chic. R. I. & Pac
Mesa, Cal.,
San Diego, Cuy. & East
Mesa, La Plata Co., Colo.,
Rio Grande Southern
Mesa, Pueblo Co., Colo.,
Colorado & South (a)
" Denv. & Rio Grande(a)
Mesa, Idaho,
Oregon Short Line
Mesa (1) Chihuahua, Mex.,
National of Mexico
Mesa (2), Chihuahua, Mex.,
Mexico North Western
Mesa, Nuevo Leon, Mex.,
National of Mexico
Mesa (1), Sonora, Mex.,
West Coast Route
Mesa (2), Sonora, Mex.,
Mexico North Western
Mesa, Miss.,
Fernwood & Gulf
Mesa, Tex.,
Houston & Texas Cent
Mesa, Utah, Denv. & Rio Gr
Mesa, Wash., North. Pacific
Mesaba, Ala.,
Louisville & Nashville
Mesaba, Minn.,
Duluth & Iron Range
Mesa Grande, Cal.,
Northwestern Pacific
Mesa Verde, Mex.,
Potosi & Rio Verde
Mescal, Ariz., South.Pacific
Mesena, Ga., Georgia
Meservey, Ia., Chic. Gt. West
Meshanticut, R.I.,
N.Y. New Hav. & Hart
Meshawa, Ala.,
Louisville & Nashville
Meshoppen, Pa., Lehigh Val
Mesick, Mich., Ann Arbor
Mesilla Park, N.M.,
Atch. Top. & Santa Fe
Mesillas, Mex., Nat. of Mex
Meskill, Wash., No. Pac
Mesmer, Cal.,
LosAngeles-Pacific(El)
Mesquite, Cal., South.Pacific
Mesquite, Coahuila, Mex.
Mexican International
Mesquite, Zacatecas, Mex.,
National of Mexico
Mesquite, N.M., A. T. & S.Fe
Mesquite, Dallas Co., Tex.,
Texas & Pacific
Mesquite, Duval Co., Tex.,
National of Mexico
Messenger, O.,
Cleveland.Akron & Col
Messenger Junction, O.,
Baltimore & Ohio
Messengerville, N.Y.,
Del. Lack. & Western
Messex, Colo., Union Pacific
Messick, Del., Pennsylvania
Messick, Ind., C. C. C. & St.L
Messmore, Pa., Penna
Messner, Mich.,
Copper Range
Meta, Ala., Louisv. & Nashv
Meta, Mo.,
St. L. Kan. City & Colo‡
Meta, W.Va., West.Maryland
Metabetchouan, Que.,
Quebec & Lake St.John
Metagama, Ont., Can.Pacific
Metamora, Ill., Chic. & Alton
Metamora, Ind.,
Cleve. Cin. Chic. & St.L
Metamora, Mich., Mich.Cent
Metamora, O.,
Toledo & Western (El)
Metamora, Pa.,
Philadelphia & Read
Metcalf, Colo., Colo. Midland
Metcalf, Ga., Georgia
Metcalf, Kan.,
Kansas South-west
Metcalf, La., New Orl.So
Metcalf, N.Y.,
N.Y. Cent. & Hud. Riv
Metcalf, Pa., Pennsylvania
Metcalf, Tex.,
St.Louis South-west
Metcalf, Wash., No. Pac
Metcalfe, Ala., Southern
Metcalfe, Ga.,
Atlantic Coast Line
Metcalfe, Ill.,
Cin. Ham. & Dayton(a)
" Toledo.St.L.& West(a)
Metcalf's,Mass., Boston&Alb
Meteghan, N.S., Dom.Atl
Metepec (1), Mexico, Mex.,
Interoceanic of Mexico
Metepec (2), Mexico, Mex.,
Toluca & Tenango
Metham, O.,
C.A.& C (Penna.L)
Method, N.C., Southern
Method's Mills, Que., Gd.Tk
Methuen, Mass., Boston & Me
Methven, Manitoba,
Canadian Pacific
Methven Junc., Manitoba,
Canadian Northern
Metropolis, Ill., Illinois Cent
Metropolitan, Mich.,
North-Western Line
Metropolitan Junction, D.C.,
Baltimore & Ohio
Metropolitan So. Junc., Md.,
Baltimore & Ohio
Metser, Mich., Munising
Metter, Ga., Central of Ga
Metuchen, N.J., LehighV (a)
" Pennsylvania (b)
(a) *and* (b *about ½ mi.apart*
Metum, Wash., Great North
Metz, Cal., Southern Pacific
Metz, Ia., Chic. Rk.Isl. & Pac
" Ft. D. Des M. & So
Metz, Mich.,
Detroit & Mackinac
Metz, Mo., Missouri Pacific
Metz, O., C. A. & C(Penna. L)
Metz, Tex., Texas & Pacific
Metz, W.Va., Balt. & Ohio
Metzger, Mich., Munising
Metzger, Ore.,
Oregon Electric
Mewshaw, Tex., Texas State
Mexia, Mex., Mexican South
Mexia, Tex.,
Houst. & Tex.Cent (a)
" Trinity& Brazos Val(b)
(a) *and* (b) 400 *feet apart*
Mexia Junction, Tex.,
Houston & Texas Cent
Mexicalcingo, Mex.,
Toluca & Tenango
Mexicali, Mex., So. Pac
Mexican Central Jn., Mex.,
Parral & Durango
Mex. G. Canal, La., La.South
Mexico, Fla., Atl. Coast Line
Mexico, Ind., Vandalia
Mexico, Ky., Illinois Central
Mexico, Mex.,
Interoceanic of Mex(b)
" Mexican (c)
" National of Mex (a) (d)
(b) *about 2 miles from* (a),
(c) *and* (d)
(c) *and* (d) *adjacent*
Mexico, Mo., Burl. Route (a)
" Chicago & Alton (a)
" Wabash (b)
(a) *and* (b) 290 *feet apart*
Mexico, N.Y., N.Y.C. & H.R
Mexico, Pa., Pennsylvania
Meyers Ill., Chicago & Alton
Meyers, Ind., Illinois Cent
Meyers, W.Va., Balt. & Ohio
Meyersdale, Pa., Balt. & Ohio
Meyer's Falls, Wash.,
Great Northern
Mhoons' Valley, Miss.,
Southern in Mississippi
Mianuatlan, Mex.,
Mexican Southern
Miami, Ariz.,
Gila Valley, Globe & No
Miami, Fla., Florida E. Coast
Miami, Ind., Lake Erie & W
Miami, Kan., Missouri Pac
Miami, Manitoba,
Canadian Northern
Miami, Carroll Co., Mo.,
Wabash
Miami, Hamilton Co., O.,
Chicago, Cin. & Louisv
Miami, Lucas Co., O.,
Toledo.St.L.& Western
Miami, Okla., Frisco System
" Ok. Kan. & Mo. Int.-Urb
Miami, Roberts Co., Tex.,
So. Kansas of Texas*
Miami City,
Montgomery Co., O.,
Dayton & Union (c)
" Pitts. Cin. Ch. & St.L (c)
Miami City Junction, O.,
Cin. Ham. & Dayton
Miami Crossing, O.,
Cleve. Cin. Chic. & St.L
Miami Junction, Ind.,
Chicago and East. Ill
Miamisburg, O., C. H. & D(a)
" Cleve.Cin.Ch. & St.L(b)
" Ohio Electric (c)
(a) *and* (b) *½ mile apart*
(a) *and* (c) *about ⅝ mi.apart*
(b) *and* (c) *about ¼ mi.apart*
Miamiville, O., P.C.C. & St.L
Mica, Wash.,
Ore. RR. & Nav. Co
Micajah, W.Va., Virginian
Micanopy, Fla.,
Atlantic Coast Line (a)
" Tampa & Jacksonv (b)
(a) *and* (b) *about ¼ mi. apart*
Micanopy Junction, Fla.,
Atlantic Coast Line
Micara, Tex.,
Mo. Kans. & Tex
Micco, Fla., Florida E. Coast
Miccosukee, Fla., Fla. Cent
Micsaud, Idaho, Oregon S.L
Michaud, Mex.,
Mexican International
Micheauit, La., Lv. & Nash
Michel, B.C., Can. Pac (a)
" Great Northern (b)
(a) *and* (b) 1¾ *miles apart*
Michelson, Tex.,
San Ant. & Aran. Pass
Michfield, N.C.,
Aberdeen & Asheboro
Michie, Mich., Detroit & Mack
Michie, N.C., Southern
Michigamme, Mich.,
Duluth, So.Sh. & Atl(a)
" North-West. Line (b)
(a) *and* (b) 113 *yards apart*
Michigan, Colo.,
Colorado & Southern
Michigan, Kan., Missouri Pac
Michigan, N.D., Great North
Michigan, W.Va.,
Chesapeake & Ohio
Mich. Cent. Junction, O.,
Detroit & Tol. Shore L†
" Toledo, St. L. & West
Mich. Cent. Junction. Ont.,
Michigan Central (a)
" Toronto, Ham. & Buf(a)
Called T. H. & B. Jn. on M. C
M. C. R. Junction, Ont.,
Michigan Central (a)
" Pere Marquette (a)
Michigan Centre, Mich.
Michigan Central
Michigan City, Ind.,
Chicago, Ind. & Lv (a)
" Lake Erie & West (b)
" Michigan Central (b)
" Pere Marquette (c)
(a) *and* (b) *adjacent*
(c) *about 1½ miles from* (a)
and (b)
Michigan City, Miss.,
Illinois Central
M. C. & Ind. Junction, Ind.,
Lake Erie & Western
Michigan Stamp Mill, Mich.,
Duluth, So. Shore & Atl
Michigantown, Ind.,
Toledo. St. L. & Western
Michipicoten, Ont.,
Algoma Cent. & H. Bay
Mickles, Ark.,
Chicago, Rk. Isl. & Pac
Mickleson, Assiniboia,
Canadian Pacific
Mickleton, N.J., Penna
Mickley's, Pa.,
Philadelphia & Read
Micos, Mex., Mexican Cent
Micro, N.C., Atlantic Coast L
Midale, Sask., Canadian Pac
Midas, Mo., Missouri Pacif
Midas, Utah, Denver & Rio G
Mid Canon, Mont., Gt. North
Middelton Ariz.
Santa Fe, Pres. & Ph*
Middendorf, S.C.,
Seaboard Air Line
Middle Amana, Ia.,
Chicago, Mil. & St. Paul
Middleboro, Mass.,
N.Y. New Hav. & Hart
Middleboro Junction, Mass.,
N.Y. New Hav. & Hart
Middle Branch, N.J., Tuck
Middle Branch, O.,
Wheeling & Lake Erie
Middlebrook, Mo.,
St. Louis, Iron Mt. & So
Middlebrooks, Ga.,
Central of Georgia
Middleburg, Md., West. Md
Middleburg, N.C.,
Seaboard Air Line
Middleburg, Okla.,
Okla. Cent
Middleburg, Pa., Penna
Middleburg, Tenn., Ill. Cent
Middleburgh, N.Y., M. & Sch
Middlebury, Ind.,
Lake Sh.& Mich.So (a)
" St.Jos. Vy.Trac (El) (b)
(a) *and* (b) *½ mile apart*
Middlebury, Pa.,
N.Y. Cent. & Hud. Riv
Middlebury, Vt., Rutland
Middlebush, N.J., Penna
Middle Camp, Cal.,
Sierra of California
Middlechurch, Manitoba,
Canadian Pacific
Middle Creek, Cal.,
Southern Pacific
Middle Creek, Ky., Ill. Cent
Middle Creek, Tenn.,
Southern
Middle Ferry, W.Va.,
Pitts. Cin. Chic. & St. L
Middlefield, Ct., N.Y.N.H.&H
Middlefield, Mass., Bost. & Alb
Middlefield, O., Balt. & Ohio
Middlefield Centre, Ct.,
N.Y. New Hav. & Hart
Middle Fork, Alberta,
Canadian Pacific
Middle Fork, Ill.,
Illinois Central
Middle Fork, Ind.,
Pitts. Cin. Chic. & St. L
Middlefork, La.,
Chic. Rock Isl. & Pac
Middle Fork, Pa., Penna
Middle Granville, N.Y.,
Delaware & Hudson
MiddleGrove, Ill., Ia. Central
Middle Haddam, Ct.,
N.Y. New Hav. & Hart
Middle Inlet, Wis.,
Chicago, Mil. & St. Paul
Middle Island, W.Va.,
Baltimore & Ohio
Middle Kline, N.Y.,
Delaware & Hudson
Middlemarch, Ont.,
Pere Marquette
Middlemiss, Ont.,
Grand Trunk (a)
" Wabash (a)
Middlepoint, O., Ohio Elec
" Pennsylvania Co
Middleport, N.Y., N.Y.C.&HR
Middleport, O.,
Hocking Valley (a)
" Kanawha & Mich (b)
(a) *and* (b) *about 1½ miles apart*
Middleport, Ont., Gd. Trunk
Middleport, Pa., Phila. & Read
Middleport Park, O.,
Hocking Valley
Middle River, Cal.,
A.T.& S.F., CoastLines*
Middle River, Md., Penna
Middle River, Minn.,
Great Northern
Middle River, Wis.,
Duluth, So. Shore & Atl
Middle Sackville, N. B.,
N. B. & Pr. Ed. Island
Middlesboro, Ky.,
Louisville & Nash (a)
" Southern (a)
Called Middlesborough on L. & N
Middlesex, Mass., Bost. & Me
Middlesex, N.J.,
Raritan River†
Middlesex, N.Y., Lehigh Val
Middlesex, N.C.,
Norfolk & Southern
Middlesex, Pa., Cumb. Val
Middlesex, Vt., Central Vt
Middlesworth, Ill.,
Cleve. Cin. Chic. & St. L
Middleton, Colo.,
Silverton Northern
Middleton, Fla., Fla. E. Coast
Middleton, Elbert Co., Ga.,
Seaboard Air Line
Middleton, Idaho,
Idaho Northern Ry
Middleton, Mass., Bost. & Me
Called also Paper Mills
Middleton, Mich., Gd. Trunk
Middleton, N.S.,
Dominion Atlantic (a)
" Halifax & Southw (a)
Middleton, Okla.,
Frisco System
Middleton, Out., Can. Pacific
Middleton, Ore., So. Pacific
Middleton, Tenn.,
New Orl. Mob. & Chic(a)
" Southern (a)
Middleton, W. Va.,
Baltimore & Ohio
Middleton. Wis., C. M. & St. P
Middleton Junction, N.S.,
Halifax & Southwest
Middleton's, Ind.,
Toledo, St. L. & Western
Middletown, Ct.,
N. Y. New Hav. & Hart
Middletown, Del., Penna
Middletown, Ill.,
Chicago & Alton
Middletown, Ind.,
Pitts. Cin. Chic. & St. L
Middletown, Ia.,
Burlington Route

Middletown,
Cape May Co., N.J.,
Atlantic City
Middletown,
Monmouth Co., N.J.,
Central of N.J (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Middletown, N.Y.,
Main Street.
Erie (a)
" N.Y. Ont. & Western (b)
" N.Y. Susq. & West (b
James Street,
Erie (a)
Wickham Avenue,
N.Y. Ont. & Western (d)
(a) and (b) adjacent
Middletown, O.,
Cin. Ham. & Day (a) (b)
" Cin. Leb. & North (c)
" Clev. Cin. Ch. & St. L (d)
" Ohio Electric
(a) and (d) about 1 mi. apart
(b) and (d) adjacent
(c) about ½ mile from other stations
Middletown, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) about ½ mi. apart
Middletown, R.I.,
N.Y. New Hav. & Hart
Middletown, Va., Balt. & Ohio
Middletown & Cin. Junc., O.,
Cin. Lebanon & North
Middletown Ferry, Pa.,
Pennsylvania
Middletown Junction, O.,
Cin. Lebanon & North
Middletown Line, Ont.,
Grand Trunk
Middle Valley, N.J.,
Central of New Jersey
Middleville, Mich., Mich. Cent
Middleville, N.Y.,
N.Y. Cent. & Hud. Riv
Middlewater, Tex.,
Chic. Rock Isl. & Gulf
Midfields, Tex.,
Galv. Har. & San Ant
Midgell, P.E.I., Pr. Ed. Isl
Midgic, N.B., N.B. & P.E.Isl
Midhurst, Ont., Can. Pac
Midkiff, W.Va., Chesa. & Ohio
Midlake, Utah,
Southern Pacific
Midland, Ark.,
Midland Valley
Midland, Colo., Mid. Term
Midland, Ga., Southern
Midland, Ill.,
Clev. Cin. Chic. & St. L
Midland, Ind.,
Chic. Ind. & Louisv (a)
" Southern Indiana (b)
Midland, Ia.,
Chic. Rock Isl. & Pac
Midland, Kan., Union Pacific
Midland, Bath Co., Ky.,
Chesapeake & Ohio
Midland,
Muhlenberg Co., Ky.,
Kentucky Midland
Midland, La.,
Louisiana Western
Midland, Md., Cumb. & Pa
Midland, Mich.,
Michigan Central (a)
" Pere Marquette (b)
(a) and (b) about 2 mis. apart
Midland, Mo.,
Quincy, Omaha & K.C
Midland, N.B.,
New Brunswick
Midland, Ont., Grand Trunk
Midland, Ore., Southern Pac
Midland, Pa., Penna. Co
Midland, S.D.,
North-Western Line
Midland, Tex., Texas & Pac
Midland, Va., Southern
Midland, Wash.,
Tacoma Eastern
Midland City, Ala.,
Atlantic Coast Line
Midland City, Ill.,
Illinois Central (a)
" Vandalia (a)
Midland City, O.,
Balt. & Ohio So. West
Midland Crossing, O.,
Cincinnati, Ham. & Day
Midland Junction, Ia.,
Chicago, Mil. & St. Paul
Midland Junction, Md.,
George's Creek & Cumb
Midland Junction, Minn.,
Chicago, Mil. & St. Paul
Midland Junction, N.C.,
Atlantic Coast Line
Midland Mine Crossing, Mo.,
Iowa & St. Louis
Midland Park, N.J.,
N.Y. Susq. & Western
Midland Park, S.C., Southern
Midline, Tex.,
Hous. East & West Tex
" Hous. Fostoria & No
" Peach River & Gulf
Midline Junction, Tex.,
Hous. East & West Tex

Midlothian, Ill.,
Chic. Rk. Isl. & Pacific
Midlothian, Md.,
Cumberland & Penna
Midlothian, Okla.,
Fort Smith & Western
Midlothian, Tex.,
Gulf, Colo. & S. Fe* (a)
" Houston & Tex. Cent (b)
(a) and (b) ¼ mile apart
Midlothian, Va., Southern
Midmont, Pa.,
Buff. Roch. & Pitts (a)
" Erie (a)
Midnapore, Alberta,
Canadian Pacific
Midnight, Miss.,
Yazoo & Miss. Valley
Midoil, Cal., Sunset Western
Midvale, Idaho,
Pacific & Idaho North
Midvale, Minn.,
North Western Line
Midvale, Mont., Gt. North
Midvale, Passaic Co., N.J.,
Erie
Midvale, O., Balt. & Ohio
Midvale, Franklin Co., Pa.,
Western Maryland
Midvale, Luzerne Co., Pa.,
Lack & Wyoming Val
Midvale, Phila. Co., Pa.,
Pennsylvania
Midvale, Utah, Denv. & Rio G
" Oregon Short Line (a)
" San Ped. Los A. & S.L (a)
Midvale, Va., Norf. & West
Midvale, W.Va., Coal & Coke
Midville, Ga.,
Central of Georgia (a)
" Georgia & Florida (a)
Midway, Ala., Central of Ga
Midway, Ark.,
Jonesb. Lk. City & East
Midway, B.C., Can. Pac (a)
" Great Northern (a)
Midway, Cal.,
Southern Pacific
Midway, Chaffee Co., Colo.,
Denver & Rio Grande
Midway, Teller Co., Colo.,
Colo. Sp. & Cr. Ck. Dist
Midway, Conn.,
N.Y. New Hav. & Hart
Midway, Dade Co., Fla.,
Florida East Coast
Midway, Gadsden Co., Fla.,
Seaboard Air Line
Midway, Idaho,
Spokane Internat
Midway, Ill., Illinois Central
Midway, Ind., Erie
Midway, Crawford Co., Kan.,
Frisco System
Midway, Ellsworth Co. Kan.,
Missouri Pacific
Midway, Ky., Ches. & Ohio (a)
" Louisville & Nashv (a)
" Southern (b)
(a) and (b) about ¾ mi. apart
Midway,
Houghton Co., Mich.,
Mineral Range
Midway,
Marquette Co., Mich.,
Duluth, So. Shore & Atl
Midway, Mo., Missouri Pac
Midway, Nev.,
Las Vegas & Tonopah
Midway, N.M.,
El Paso & S.W. System
Midway, Allen Co., O.,
Detroit Tol. & Ironton
Midway, Butler Co., O.,
Cin. Ham. & Dayton
Midway, Defiance Co., O.,
Baltimore & Ohio
Midway, Lucas Co., O.,
Wabash
Midway, Okla.,
Mo. Kansas & Texas
Midway, Chester Co., Pa.,
Pennsylvania
Midway, Lebanon Co., Pa.,
Cornwall (a)
" Corn. & Lebanon (b)
" Phila. & Reading (a)
(a) and (b) adjacent
Midway,
Washington Co., Pa.,
Pitts. Cin. Chic. & St. L
Midway, S.C., Southern
Midway, Tenn., Southern
Midway, Nelson Co., Va.,
Chesapeake & Ohio
Midway, Tazewell Co., Va.
Norfolk & Western
Midway, Pierce Co., Wash.,
Tacoma Eastern
Midway, Spokane Co., Wash.,
Northern Pacific
Midway, Brown Co., Wis.,
Chicago, Mil. & St. Paul
Midway, Lacrosse Co., Wis.,
North Western Line
Midway Junction, Ct.,
N.Y. New Hav. & Hart

Midway Park, N.Y.,
Jamest. Chau. & Lk. E
Mieleras, Mex., Nat. of Mex
Mier. Iad., Chic. Cin. & Lv (a)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) about ¼ mile apart
Mifflin, Ala., Louisv. & Nash
Mifflin, Mont.,
Burlington Route
Mifflin, Pa., Pennsylvania
Mifflin, Tex.,
St. L. Brownsv. & Mex
Mifflinburg, Pa., Penna
Mifflin X Roads, Pa.,
Pennsylvania
Mignick, Que., Que. & L. St. J
Mikado, Mich., Det. & Mack
Mikado, Sask.,
Canadian Northern
Mikana, Wis.,
Minn. St. P. & Slt. Ste. M
Mike, Tex., Texas Midland
Mikkalo, Ore.,
Oregon RR. & Nav. Co
Mikkelson, Mo., Frisco Sys
Milaon, Cal., Southern Pacific
Milaca, Minn. Great North
Milan, Ga., Seaboard Air Line
Milan, Ill., Chic. Rk. Isl. & Pac
Milan, Ind., Balt. & Ohio So. W
Milan, Kan., Atch. Top. & S. F
Milan, Mich., Ann Arbor (a)
" Wabash (a)
Milan, Minn., Chic. Mil. & St. P
Milan, Mo., Burl. Route (a)
" Quincy, Om. & K.C (a)
Milan, O.,
Lake Shore Electric
" Wheeling & Lake Erie
Milan, Pa., Lehigh Valley
Milan, Que., Can. Pacific
Milan, Tenn., Illinois Cent (a)
" Louisv. & Nashv (a)
Milan, Wash., Great North
Milan, Wis.,
Abbotsford & No. East
Milano, Tex.,
Gulf, Colo. & S. Fe* (a)
" Internat. & Gt. No (a)
Milbank, S.D., Ch. Mil. & St. P
Milbell, Pa., Pennsylvania
Milburn, N.J., Del. L. & West
Milburn, Okla.,
Chicago, Rk. Isl. & Pac
Milburn, Pa., Penna. Co
Milburn, Utah, Den. & Rio G
Milbury Junction, Mass.,
Boston & Albany
Mildmay, Ont., Gd. Trunk
Mildred, Ill., Illinois Central
Mildred, Ind.,
Evansv. & Terre Haute
Mildred, Kan.,
Missouri, Kan. & Tex
Mildred, Minn.,
Minn. & International
Mildred, Mont., C.M. & P. Sd
Mildred, N.C., Atl. Coast Line
Mildred, Pa., Lehigh Valley
Mile End, Que., Can. Pacific
Mile Run, Pa.,
WhiteDeer & Loganton
Miles, Ala., Louisville & Nash
Miles, Ark., St. L. Ir. Mt. & So
Miles, B.C.,
Vancouver, West. & Y
Miles,
San Luis Obispo Co., Cal.,
Pacific Coast
Miles, Ill., Chicago & Alton
Miles, Ia., Chic. Mil. & St. Paul
Miles, La., Yazoo & Miss. Val
Miles, Mont., No. Pacific
Miles, Tex., Gulf, Colo. & S. Fe
Miles, Va., Norf. & West
Miles, Wis., Wis. & Michigan
Miles Avenue, O.,
Wheeling & Lake Erie
Milesburg, Pa., Penna
Miles City, Mont.,
Chic. Mil. & Puget Sd (a)
" Northern Pacific (b)
(a) and (b) 1 mile apart
Miles Mill, S.C., Southern
Miles Pond, Vt.,
St. Johns. & Lake Cham
Miles River, Mass.,
Boston & Maine
Miles Station, Nev., So. Pac
Mileston, Miss.,
Yazoo & Miss. Valley
Milestone, Sask., Can. Pac
Milesville, Pa., Pitts. & Lk. E
Miley, Cal.,
A.T. & S.F., Coast Lines*
Miley's, S.C.,
Hampton & Branchv
Milfay, Okla., Frisco System
Milford, Ct., N.Y. N.H. & Hart
Milford, Del., Pennsylvania
Milford, Ill., Ch. and E. Ill
Milford, Ind.,
Cleve. Cin. Ch. & St. L
Milford, Ia., Ch. Mil. & St. P
Milford, Kan., Union Pacific
Milford, Mass., Bost. & Alb (a)
" Grafton & Upton†
" N.Y.N.H. & Hart (b)
(a) and (b) about 170 yards apart

Milford, Me., Maine Central
Milford, Mich.,
Pere Marquette
Milford, Minn.,
North-Western Line
Milford, Neb., Burl. Route
Milford, N.H.,
Boston & Maine
Milford, N.J., Pennsylvania
Milford, N.Y., Dela. & Hud
Milford, N.S., Intercolonial
Milford, Clermont Co., O.,
Pitts. Cin. Chic. & St. L
Milford, Somerset Co., Pa.,
Baltimore & Ohio (a)
" Rare Rock (a)
Milford, Ellis Co., Tex.,
Mo. Kansas & Texas
Milford, Utah,
San Ped. Los Ang. & S. Lk
Milford, Va., Rich. Fred. & P
Milford Centre, Union Co., O.,
Cl. Cin. Chic. & St. L (a)
" Pitts. Cin. C. & St. L (b)
(a) and (b) adjacent
Milford Junction, Ill.,
Chicago and East. Ill
Milford Junction, Ind.,
Baltimore & Ohio (a)
" Cl. Cin. Ch. & St. L (a)
Milford Road, W Va.,
Baltimore & Ohio
Military Home, Kan.,
Missouri Pacific
Military Junction, Colo.,
Denver & Rio Grande
Military Park, Colo.,
Colorado & Southern
Military Park, Fla.,
Florida East Coast
Military Post, Colo.,
Atch. Topeka & S. Fe
Military Road, N.Y.,
N.Y. Cent. & Hud. River
Milkapsi, Ore.,
Oregon Electric
Milk River, Alberta,
Alberta Ry. & Irrig. Co
Milk River, Mont., Gt. North
Mill, S.C.,
Lancaster & Chester
Milla, Ill.,
Chicago, Ind. & South
Milladore, Wis.,
Minn. St. P. & Slt. Ste. M
Millan, Mex.,
Veracruz & Isthmus
Millard, Fla.,
Atlantic Coast Line
Millard, Miss.,
New Orl. & North-east
Millard, Mo., Wabash
Millard, Neb., Union Pacific
Millard, S.C., Atl. Coast Line
Millard, S.D., Chic. M. & St. P
Millard Canyon, Cal.,
San Ped. Los Ang. & S. Lk
Millard Junction, S.C.,
Atlantic Coast Line
Millards, Fla.,
Atlantic Coast Line
Millards, La., Illinois Cent
Millaudon, La., La. Southern
Millbank, La.,
Tremont & Gulf
Millbank, Ont., Can. Pacific
Millbank, Pa., Lignonier Val
Millboro, Va., Southern
Millboro, Va., Ches. & Ohio
Millbourne Mills, Pa., Penna
Millbrae, Cal., South. Pacific
Mill Branch, W. Va.,
Norfolk & Western
Millbridge, Ont., Central Ont
Millbrig, Ill., No. West. Line
Millbrook, Ala.,
Louisville & Nashville
Millbrook, Ill., Burl. Route
Millbrook, Ky.,
Frankfort & Cincinnati
Millbrook, Mich.,
Pere Marquette
Millbrook, N.Y.,
Central New England
Mill Brook, N.C.,
Seaboard Air Line
Millbrook, O., Penna. Co
Millbrook, Ont., Gd. Trunk
Millbrook, Pa., Western Md
Millbrook, Va.,
Baltimore & Ohio
Millbrook, Wyo.,
Laramie, H. Peak & Pac
Millburn, La., South. Pacific
Millburn, Pa., Penna. Co
Millbury, Mass.,
Boston & Albany (a)
" N.Y.N. Hav. & Hart (b)
(a) and (b) about ¼ mi. apart
Millbury, O.,
Lake Shore & Mich. So

Millbury Junction, O.,
Lake Shore & Mich. So
Mill City, Nev., South. Pac
Mill City, Ore.,
Corvallis & Eastern
Mill Creek, Ala.,
Central of Georgia
Mill Creek, Pope Co., Ark.,
St. Louis Iron Mt. & So
Mill Creek, Idaho,
Pacific & Idaho North
Mill Creek, Ill., Mob. & Ohio
Mill Creek, Ind., Gd. Trunk
Mill Creek, Ky.,
Louisville & Nashville
Mill Creek, Mich.,
Grand Rapids & Ind
Mill Creek, Mont.,
Butte, Anaconda & Pac
Mill Creek, N.B., Kent No
Mill Creek, Okla.,
Frisco System
Mill Creek,
Huntingdon Co., Pa.,
Pennsylvania
Mill Creek,
Montgomery Co., Pa.,
Phila. & Reading
Mill Creek, Tioga Co., Pa.,
Erie
Mill Creek, Tenn.,
Nashv. Chat. & St. L
Mill Creek, Tex.,
Houston & Tex. Cent
Mill Creek, Utah,
Denver & Rio Grande
Mill Creek,
Randolph Co., W. Va.,
Western Maryland
Mill Creek-Elk,
Kanawha Co., W. Va.,
Coal & Coke
Mill Creek Junction, Ark.,
Arkansas South-west
Mill Creek Junction, Del.,
Phila. & Reading
Mill Creek Junction, Pa.,
Phila. & Reading
Mill Creek Junction, Wash.,
Northern Pacific
Milldale, Ala.,
Louisville & Nashville
Milldale, Ct., N.Y. N.H. & H
Milldale, Fla.,
Atlantic Coast Line
Milldale, Pa., Phila. & Read
Milldale, Wash., No. Pacific
Milledgeville, Ga.,
Central of Georgia (a)
" Georgia (b)
(a) and (b) 1½ miles apart
Milledgeville, Ill.,
Burlington Route
Milledgeville, O.,
Cin. Ham. & Dayton
Milledgeville, S.C., Southern
Millen, Ga., Cent. of Ga (a)
" Georgia & Florida (a)
Millen, Mich.,
Au Sable & North-west
Millen, W.Va., Balt & Ohio
Millenders, W.Va.,
Baltimore & Ohio
Miller, Ala.,
Alabama Gt. Southern
Miller, Ark.,
Missouri & No. Ark
Miller, Maderia Co., Cal.,
A.T. & S.F. Coast Lines*
Miller, Mendocino Co., Cal.,
Northwestern Pacific
Miller, Idaho, Payette Valley
Miller, Ill., Southern
Miller, Adams Co., Ind.,
Grand Rap. & Ind
Miller, Gibson Co., Ind.,
Evansville & Ter. Haute
Miller, Hancock Co., Ia.,
Chicago, Rk. Isl. & Pac
Miller, Polk Co., Ia.,
Inter-Urban (El)
Miller, Kan., Mo. Pacific
Miller, Ky., Louis. & Nashville
Miller, Miss., Frisco System
Miller, Lawrence Co., Mo.,
Frisco System
Miller, Neb., Union Pacific
Miller, Harrison Co., O.,
Pitts. Cin. Chic. & St. L
Miller, Lorain Co., O.,
Baltimore & Ohio
Miller, Okla.,
Chicago, Rk. Isl. & Pac
Miller, Cameron Co., Pa.,
Pennsylvania
Miller, Somerset Co., Pa.,
Baltimore & Ohio
Miller,
Westmoreland Co., Pa.,
Pennsylvania
Miller, S.D.,
North-Western Line
Miller, Tenn., Southern

** On the Santa Fe*
† For freight only
‡ On the Rock Island System

Miller, Dallas Co., Tex.,
Houston & Texas Cent
Miller, Berkeley Co., W.Va.,
Baltimore & Ohio
Miller, Lewis Co., W.Va.,
Baltimore & Ohio
Miller Crossing, La.,
Farmerville & South
Miller Farm, Pa.,
Pennsylvania
Mille Roches, Ont., Gd. Trunk
Millers, Chattooga Co., Ga.,
Central of Georgia
Miller's, Santa Clara Co., Cal.,
Southern Pacific
Miller's, Jasper Co., Ill.,
Indiana & Illinois So
Miller's, Ind.,
Baltimore & Ohio (a)
" Lk. Shore & Mich. So (a)
Miller's, Kan.,
Kansas City Southern
Millers, Md., West. Maryland
Miller's, Mich., Grand Trunk
Miller's, St. Charles Co., Mo.,
Missouri, Kansas & Tex
Millers,
Ste. Genevieve Co., Mo.,
Illinois Southern
Millers, Mont., North. Pac
Millers, Nev.,
Tonopah & Goldfield
Millers, N.Y., N.Y.C. & H.R
Millers, Forsyth Co., N.C.,
Southern
Millers, Wayne Co., N.C.,
Norfolk & Southern
Millers, Fairfield Co., O.,
Columbus & Southern
Millers, Franklin Co., O.,
Ohio Electric
Millers, —— Co., Ore.,
Southern Pacific
Miller's, Clarion Co., Pa.,
Baltimore & Ohio
Miller's, Crawford Co., Pa.,
Erie
Miller's, Forest Co., Pa.,
Tionesta Valley
Miller's,
Northampton Co., Pa.,
Bangor & Portland
Millers (1), Schuylkill Co., Pa.,
Lehigh Valley
Millers (2), Schuylkill Co., Pa.,
Philadelphia & Reading
Miller's, S.C.,
Charlotte, Mon. & Col
Miller's, Va., Ches. & Ohio
Miller's, Brooke Co., W.Va.,
Pitts. Cin. Chic. & St. L
Miller's Brook, N.B., Caraq
Millersburg,
Elkhart Co., Ind.,
Lake Shore & M. So (a)
" Wabash (b)
(a) and (b) ¼ mile apart
Millersburg, Ky.,
Louisville & Nashville
Millersburg, Mich.,
Detroit & Mackinac
Millersburg, O., Balt. & O (a)
" C. A. & C (Penna. L) (b)
Millersburg,
Linn Co., Ore.,
Southern Pacific
Millersburg, Union Co., Ore.,
Central of Oregon
Millersburg, Pa., Penna
Miller's City, O.,
N.Y. Chicago & St. Louis
Millers Creek, Ky.,
Louisville & Atlantic
Millers' Crossing, Ky., Cadiz
Miller's Crossing, N.Y.,
Boston & Albany
Miller's Falls, Mass.,
Boston & Maine (a)
" Central Vermont (a)
Miller's Grove, Pa., Balt. & O
Miller's Landing, Ala.,
Queen & Cres. Route
Miller's Mills, N.Y.,
Del. Lack. & Western
Millers Place, N.Y., Long Is
Millersport, O.,
Toledo & Ohio Central
Millersport Ferry, W.Va.,
Baltimore & Ohio
Miller Springs, Ark.,
Frisco System
Millerstown, Perry Co., Pa.,
Pennsylvania
Millersville, Ark.,
Anderson & Saline Riv †
Millersville, Ill.,
Balt. & Ohio Southwest
Millersville,
Ann Arundel Co., Md.,
Wash. Balt. & Annap. El
Millersville,
Baltimore Co., Md.,
Baltimore & Ohio
Millersville, Mich., Ann Arbor
Millersville, O., Penna. Co
Millerton, Cal., No. West. Pac
Millerton, Duval Co., Fla.,
Seaboard Air Line
Millerton, Orange Co., Fla.,
Atlantic Coast Line
Millerton, Kan., Mo. Pacific
Millerton, Mich.,
Manistee & Gd. Rapids
Millerton, Neb.,
North Western Line
Millerton, N.B., Intercolonial
Millerton, N.Y.,
Central New Eng (a)
" N.Y. Cent. & Hud. R (b)
(a) and (b) ¼ mile apart
Millerton, Pa., Erie
Millerton, Wash.,
Bell. Bay & Brit. Col
Millertown Junction, N.F.,
Reid Newfoundland
Millerville, Ga., Gulf Line
Milleson, W.Va., Balt. & Ohio
Millet, Alberta, Can. Pacific
Millets, Mich., Grand Trunk
Millett, S.C.,
Charleston & W. Car
Millett, Tex., Inter. & Gt. No
Milletta, Que. Can. Pacific
Millfield, O., Kanawha & Mich
Millford, Ga., Central of Ga
Mill Fork, Utah,
Denver & Rio Grande
Millgrove, Fla., Ga. Fla. & Ala
Mill Grove, Ind.,
Pitts. Cin. Chic. & St. L
Mill Grove, Mich.,
Pere Marquette
Mill Grove, Mo., Chic. R.I. & P
Millgrove, N.Y.,
Lehigh Valley
Mill Grove, O.,
Pitts. Cin. Chic. & St. L
Mill Gulch, Colo.,
Colorado & Southern
Mill Hall, Pa.,
Central of Penna (a)
" N.Y. Cent. & Hud. R (a)
" Pennsylvania (b)
(a) and (b) about 170 yards apart
Mill Hall Junc., Pa., Penna
Millham Junction, N.J.,
Pennsylvania
Mill Haven, Ga., Brinson
Mill Haven, La.,
Vicksburg, Shrev. & Pac
Mill Haven, Pa., Penna
Millican, Tex.,
Houston & Texas Cent
Millican's, S.C.,
Atlantic Coast Line
Millicete, N.B., Can. Pacific
Milligan, Fla., Louisv. & Nash
Milligan, Ind.,
Cin. Ham. & Dayton
Milligan, Neb., Burl. Route
Milligan, Tenn.,
East Tenn. & West. N.C
Milliken's, Ont., Gd. Trunk
Milliken's, Pa.,
Buffalo, Roch. & Pitts
Milliken's Mill, Me.,
Bangor & Aroostook
Millikin, La.,
St. Louis, Iron Mt. & So
Millington, Ill., Burl. Route
Millington, Md., Penna
Millington, Mich., Mich. Cent
Millington, N.J.,
Del. Lack. & Western
Millington, Tenn., Ill. Cent
Millinocket, Me.,
Bangor & Aroostook
Million, Ky., Louisville & Atl
Millis, Mass., N.Y. N.H. & H
Mill Junction, Tex.,
Houst. Fostoria & No
Mill Lane, Pa., Phila. & Read
Millman, Ind., Vandalia
Millman, Ia., Burl. Route (a)
" Chicago Gt. West (b)
(a) and (b) about 170 yards apart
Mill Mine Junction, Mich.,
Copper Range
Millmont, Berks Co., Pa.,
Phila. & Reading
Millmont, Union Co., Pa.,
Pennsylvania
Mill Neck, N.Y., Long Island
Mill No. 4, Ore.,
Corvallis & Eastern
Mill Park, Pa.,
Philadelphia & Reading
Mill Plain, Ct., N.Y. N.H. & H
Millport, Ala., Southern
Millport, N.Y., Penna
Millport, N.C.,
Raleigh & Western
Millport, Columbiana Co., O.,
Pennsylvania Co
Millport, Pa., N.Y. & Penna
Millprong, N.C.,
Red Spgs. & Bowmore
Mill Rice, Ky.,
Louisville & Nashville
Mill Rift, Pa., Erie
Mill River, O.,
Ohio River & Western
Mill Road, Pa., Phila. & Read
Mill Rock, O., Pitts. Lisb. & W
Mill Run, W.Va., Dry Fork
Millry, Ala.,
Tombigbee Valley
" Washington & Choctaw
Mills, Colusa Co., Cal.,
Colusa & Lake
Mills, Sacramento Co., Cal.,
Southern Pacific
Mills, Kan., Mo. Pac
Mills, Houghton Co., Mich.,
Mineral Range
Mills, Iosco Co., Mich.,
Detroit & Mackinac
Mills, Mo., Frisco System
Mills, N. M.,
El Paso & So. W. System
Mills, N.Y., Lehigh Valley
Mills. O., Hocking Valley
Mills, Potter Co., Pa.,
N.Y. Cent. & Hud. Riv
Mills, Tex.,
Hearne & Brazos Val
Mills, Juab Co., Utah,
San Ped. Los Ang. & S. Lk
Mills, Salt Lake Co, Utah,
Salt Lake & Ogden
Millsap, Tex., Texas & Pac
Millsboro, Del., Penna
Millsboro, Pa., Pennsylvania
Mills Creek, Mich.,
Grand Rapids & Ind
Millsdale, Ill.,
Atch. Top. & Santa Fe
" Chicago & Alton
Mill Shoals, Ill.,
Balt. & Ohio So. West
Millsholm, Cal., South. Pac
Mill Siding, Ky.,
Louisville & Nashville
Mills Junction, N.C.,
Norfolk & Southern
Millsonia, Wis.,
Chic. Mil. & St. Paul
Mill Spring, Mo., St. L. I. M. & S
Mill Spur, Idaho,
Idaho Northern Ry
Millstadt, Ill., Mobile & Ohio
Millstadt Junction, Ill.,
Mobile & Ohio
Mill Station, Nev.,
Virginia & Truckee
Millston, Wis., No. West. Line
Millstone, Ct., N.Y. N.H. & H
Mill Stone, Md.,
Western Maryland
Millstone, Tenn., Southern
Millstone Junction, N.J.,
Pennsylvania
Millstone Junction, Tenn.,
Tennessee Central
Millstream, Que., Intercol
Milltown, Ga.,
Milltown Air Line
Milltown, Ind., Southern
Milltown, Me.,
Washington County
Milltown, Nev.,
Bullfrog Goldfield
Milltown, N.J., Raritan Riv
Milltown, Pa., Pennsylvania
Milltown, Wis.,
Minn. St. P. & Slt. Ste. M
Millux, Cal., Sunset
Mill Valley, Cal.,
Mill V. & Mt. T. Scenic (a)
" No. West. Pacific (a)
Mill Valley Junction, Cal.,
Northwestern Pacific
Millview, Fla.,
Pensacola, Ala. & Tenn
Millview, Miss.,
Gulf & Ship Island
Millview Junction., Fla.,
Pensacola, Ala. & Tenn
Mill Village, N.S.,
Dominion Atlantic
Mill Village, Pa., Erie
Millville, Ark.,
Ouachita Valley
" St. Louis Southwest
Millville, Ia., Chic. Mil. & St. P
Millville, Ind., P. C. C. & St. L
Millville, Mass., N.Y. N.H. & H
Millville, Minn.,
Chicago, Mil. & St. Paul
Millville, N.B., Can. Pacific
Millville, N.J., Penna
Millville, Columbia Co., Pa.,
Susq. Bloomsb. & Ber
Millville, W. Va., Balt. & Ohio
Millville Heights, Mass.,
N.Y. New Hav. & Hart
Millville Junction, Fla.,
Atl. & St. Andrews Bay
Millway, Pa., Phila. & Read
Millwood, Cal., North Shore
Millwood, Colo.,
Atch. Top. & Santa Fe
Millwood, Fla.,
Atlantic Coast Line
Millwood, Ga., Atl. Coast Line
Millwood, Ky., Illinois Cent
Millwood, Manitoba,
Canadian Pacific
Millwood, N.Y.,
N.Y. Cent. & Hud Riv
Millwood, Pa., Pennsylvania
Millwood, Va., Balt. & Ohio
Millwood, W.Va., Balt. & Ohio
Milmay, N.J., Atlantic City
Milmine, Ill., Wabash
Milmont, Delaware Co., Pa.,
Baltimore & Ohio
Milne, Ark., St. L. I. Mt. & So
Milnesburg, La., Lv. & Nashv
Milner, Ark., St. Louis S. W
Milner, Fla., Lv. & Nashv
Milner, Ga., Central of Ga
Milner, Idaho,
Oregon Short Line
Milner, Ky., Southern
Milner, Manitoba, Can. Pac
Milner Junction, Ala.,
Louisville & Nashville
Milners, Okla.,
Chicago, Rk. Isl. & Pac
Milnesville, Pa., Lehigh Val
Milno, Kan., Ch. Rk. Isl. & P
Milnor, N. D., North. Pacific
Milnor, Pa.,
Cumberland Valley
Milo, Ind.,
Toledo, St. L. & Western
Milo, Ia., Burlington Route
Milo, Kan., Atch. Top. & S. F
Milo, Me., Bangor & Aroos
Milo, Manitoba, Can. Pacific
Milo, Mich., Chic. Kal. & Sag
Milo, Mo., Missouri Pacific
Milo, N.Y., Pennsylvania
Milo, N.C.,
Atlantic Coast Line
Milo Junction, Me.,
Bangor & Aroostook
Miloma, Minn.,
Chic. Mil. & St. Paul (a)
" North-Western Line (a)
Milo Mills, N.Y.,
N.Y. Cent. & Hud. Riv
Milpa, Mex., Nat. of Mexico
Milpitas, Cal., South. Pacific
Milroy, Ill., Burl. Route
Milroy, Ind.,
Cleve. Cin. Chic. & St. L
Milroy, Minn.,
North Western Line
Milroy, Mont.,
Chic. Mil. & Puget Sd
Milroy, N.D., Great Northern
Milroy, Pa., Pennsylvania
Milstead, Ala.,
Tallassee & Mont (a)
" West. of Alabama (a)
Miltenberger, Miss.,
Louisville & Nashville
Miltomson, O.,
Cin. Lebanon & North
Milton, Cal., South. Pacific
Milton, Del.,
Maryland, Del. & Va
Milton, Fla., Louisv. & Nashv
Milton, Ga., Cent. of Georgia
Milton, Ill., Illinois Central
Milton, Vigo Co., Ind.,
Cleve. Cin. Chic. & St. L
Milton, Wayne Co., Ind.,
Cl. Cin. Chic. & St. L (a)
" Ft. Wayne, Cin. & Lv (a)
Milton, Ia., Burl. Route
Milton, Kan.,
Kan. C. Mex. & Orient (a)
" Missouri Pacific (b)
(a) and (b) ½ mile apart
Milton, Mass., N.Y. N.H. & H
Milton, Atchison Co., Mo.,
Burlington Route
Milton, N.H., Boston & Me
Milton, N.Y., West Shore
Milton, N.C., Southern
Milton, N.D., Great North
Milton, N.S.,
Sydney & Louisburg
Milton, Ashland Co., O., Erie
Milton, Wood Co., O.,
Cin. Ham. & Dayton (a)
" Ohio Electric (b)
(a) and b 200 yards apart
Milton, Okla.,
Fort Smith & Western
Milton, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) ¾ mile apart
Milton, Ore.,
Oregon RR. & Nav. Co
Milton, Pa., Penna (a)
" Phila. & Reading (b)
Milton, P. E. I., Pr. Ed. Island
Milton, Vt., Central Vermont
Milton, Va., Norf. & West
Milton, Wash.,
Puget Sound Electric
Milton, W. Va., Ches. & Ohio
Milton, Wis., Chic. Mil. & St. P
Miltona, Minn.,
Minn. St. P. & Slt. Ste. M
Milton Bridge Junction, Pa.,
Phila. & Reading
Milton Junction, Mass.,
N.Y. New Hav. & Hart
Milton Junction, Mich.,
Grand Rapids & Ind
Milton Junction, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (a)
Miltons Siding, N.J.,
Raritan River †
Milton Transfer, Pa., Penna
Miltonvale, Kan.,
Atch. Top. & San. Fe (a)
" Union Pacific (b)
(a) and (b) about ½ mi. apart
Milverton, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) about 1½ mls. apart
Milvid, Tex.,
Gulf, Colo. & Santa Fe*
Milwaukee, Ore.,
Portl. Ry. L. & P. Co (a)
" Southern Pacific (b)
Spelled Milwaukie on Portland Ry. L. & P. Co
(a) and (b) about 1 mile apart
Milwaukee, Wis.,
Chic. Mil. & St. Paul (a)
" Grand Trunk □ (d)
" Minn. St. P. & S. Ste. M (a)
" North-West. Line (b)
" Pere Marquette □ (c)
(a) and (b) 1 mile apart
(a) and (c) ½ mile apart
(a) and (d) ¼ mile apart
(b) and (c) 1 mile apart
(b) and (d) about 1 mile apart
□ By ferry
Transfer for passengers holding coupon through tickets
Milwaukee Junction, Mich.,
Detroit & Tol. Shore L †
" Grand Trunk (a)
" Michigan Central (a)
Milwaukee Junction, Mo.,
Frisco System (a)
" Kansas City South (a)
Also called Knoche Junction on K. C. S
Called Knoche Junction on F. S
Milwaukie, Ore.,
Port. Ry. L. & P. Co (a)
" Southern Pacific (b)
Spelled Milwaukee on S. P
(a) and (b) about 1 mile apart
Milwood, Colo., Rio Gd. So
Milwood, Fla., Atl. Coast Line
Mima, Wash., North. Pacific
Mimbre, Mex., Mexican Inter
Mimbres, N. M.,
El Paso & S. W. System
Mimico, Ont., Can. Pac †
" Grank Trunk
Mimo, Mex., National of Mex
Mima, Fla., Fla. East Coast
Mina, Ga., Seaboard Air Line
Mina, Kan., Missouri Pacific
Mina, Nuevo Leon, Mex.,
Mexican International
Mina, Nev., Nev. & Cal (a)
" Tonopah & Goldfield (a)
Mina, O., Lk. Shore & Mich. So
Mina, Pa., Coud. & Pt. Alleg
Mina, S.D., Chic. Mil. & St. P
Minaca, Mex.,
Kan. City, Mex. & O (a)
" Mexico North West (a)
Minam, Ore., Ore. RR. & N. Co
Mina Oro, Mex.,
West Coast Route
Minard, Cal., South. Pacific
Minas Nuevas, Mex.,
Parral & Durango
Minatare, Neb., Burl. Route
Minburn, Alberta, Can. No
Minburn, Ia., Minneap. & St. L
Mincke, Mo., Frisco System
Minco, Okla., Chic. R. I. & Pac
Minden, Ia., Chic. Gt. West
" Chicago, Rk. Isl. & Pac
Minden, La., Louisiana & Ark
Minden, Mo., Frisco Sys (a)
" Missouri Pacific (a)
Minden, Mont.,
Chic. M. I. & Puget Sd (a)
" Montana (a)
Minden, Neb., Burl. Route
Minden, Nev., Va. & Truckee
Minden City, Mich.,
Pere Marquette
Mindenville, N.Y., West Sh
Mine Branch, Ky.,
Licking River
Mine Brook, N.J.,
Del. Lack. & Western
Mine Centre, Ont.,
Canadian Northern
Minefield, Md., Md. & Penna
Minehaha, N.Y.,
N.Y. Cent. & Hud. Riv
Mine Hill Gap, Pa., Phila. & R
Mine La Motte, Mo.,
St. Louis, Iron Mt. & So
Mine No. 1, Okla., Poteau Val
Mine No. 2, Ill.,
Litchfield & Madison †
Mine No. 2, Okla., Poteau Val
Mineola, Fla.,
Atlantic Coast Line (a)
" Tavares & Gulf (a)
Spelled Minneola on T. & G
Mineola, Ga., Ga. So. & Fla
Mineola, Ia., Wabash
Mineola, Kan., Chic. R. I. & P
Mineola, N.Y., Long Island
Mineola, Tex.,
Internat. & Gt. No (a)
" Mo. Kan. & Texas (a)
" Texas & Pacific (a)
Miner, Mo., St. L. Iron Mt. & So
Miner, Franklin Co., O.,
Norfolk & Western
Miner, Huron Co., O.,
Wheeling & Lake Erie

Miner, Pa., Central of N. J
Minera, Tex., Rio Gr. & E. P
Mineral, Ariz., Ariz. & Utah*
Mineral, Ark., Kan. City So
Mineral, Ill., Chic. R. I. & Pac
Mineral, Kan., Mo. Kan. & Tex
Mineral, Nev., Eureka & Pal
Mineral, O., Balt. & Ohio S. W
Mineral, Va., Ches. & Ohio
Mineral, Wash., Tacoma East
Mineral Bluff, Ga.,
Louisville & Nashville
Mineral City, Ind.,
Chicago, Ind. & Louisv
Mineral City, O.,
Baltimore & Ohio (a)
" Pennsylvania Co (b)
Depots about 179 yds. apart
Mineral City, Va.,
Chesapeake & Ohio
Mineral Junction,
Labette Co., Kan.,
Missouri, Kan. & Texas
Mineral Point, Mo.,
St. Louis, Iron Mt. & So
Mineral Point, Pa., Penna
Mineral Point, Wis.,
Chicago, Mil. & St. Paul
" Mineral Point & North
Mineral Point Cross'g, Wis.,
North-Western Line
Mineral Ridge, O., Erie
Mineral Siding, Q., Balt. & O
Mineral Spring, Pa., Penna
Mineral Spring, R.I.,
Moshassuck Valley
Mineral Spring Ave., R.I.,
Moshassuck Valley
Mineral Springs, Ala.,
Louisville & Nashville
Mineral Springs, Ark.,
Memphis, Paris & Gulf
Mineral Springs, N.C.,
Seaboard Air Line
Mineral Springs, O.,
Norfolk & Western
Mineral Springs, Ont.,
Toronto, Ham. & Buff
Mineral Springs, Pa.,
Baltimore & Ohio
Mineral Springs, Tenn.,
Tennessee Central
Mineral Springs, Tex.,
Texas & Gulf
Mineral Wells, Miss.,
Frisco System
Mineral Wells, Tex.,
Weath. Min. W. & No. W
Mineria, Mex., Nat. of Mex
Miner Lake, Mich.,
Lake Shore & Mich. So
Minero, N. M.,
El Paso & S. W. System
Mine Road, Va.,
Potomac, Fred. & Pied
Miners Mills, Pa.,
Cent. of New Jersey (a)
" Delaware & Hudson (a)
" Lehigh Valley (b)
(a) and (b) about 1 mi. apart
Miner's Rollway, Mich.,
Manistee & North-east
Miners Village, Pa.,
Cornwall (a)
" Phila. & Reading (a)
Minersville, Neb.,
Burlington Route
Minersville, Pa.,
Lehigh Valley (a)
" Pennsylvania (b)
" People's (a)
" Phila. & Reading (c)
(a) and (b) about ½ mi. apart
(a) and (c) 350 yards apart
Minerton, O., Hocking Valley
Minerva, Ia., Iowa Central
Minerva, Mex., Nat. of Mex
Minerva, O.,
Lk. E. Alliance & Wh (a)
" Pennsylvania Co (b)
" Wheeling & Lk. Erie (c)
(a) and (b) ¼ mile apart
(a) and (c) about 1 block apart
Minerva, Tex.,
San Ant. & Aran. Pass
Minerva Junction, Ia.,
Iowa Central
Mines, Ala., Southern
Mines, Wis., No. West. Line
Mines Road, N. S., Intercol
Minessing, Ont., Gd. Trunk
Mine Track, Ky.,
Chesapeake & Ohio
Minetto (1), Oswego Co., N. Y.,
Del. Lack. & Western
Minetto (2), Oswego Co., N. Y.,
N. Y. Ontario & West
Mine Victor, Colo.,
Florence & Cripple Ck
Mineville, N. Y.,
Lake Cham. & Morian
Minfield, Ill.,
North-Western Line
Mingo, Ia., Chic. Gt. West (a)
" Ft. D. Des M. & So (b)
(a) and (b) 300 yards apart
Mingo, Kan., Union Pacific
Mingo, Mo., Frisco System
Mingo, N.C., Atl. Coast Line
Mingo, Champaign Co., O.,
Erie
Mingo, Jefferson Co., O.,
Wabash Pitts. Term (a)
" Wheeling & Lk. Erie (a)
Mingo, Pa., Phila. & Reading
Mingo, Tenn.,
Louisville & Nashville
Mingo, Tex.,
Mo. Kan. & Texas (a)
" Texas & Pacific (a)
Mingo, W. Va., Norf. & West
Mingo Junction, O.,
Pennsylvania Co (a)
" Pitts. Cin. C. & St. L (a)
" Wheeling & Lk. Erie (b)
(a) and (b) 1250 yards apart
Mingus, Tex., Tex. & Pac
Minidoka, Idaho,
Oregon Short Line
Minie Hill, Fla.,
Gainesville & Gulf
Minier, Ill., Chic. & Alton (a)
" Vandalia (b)
(a) and (b) 400 feet apart
Miniota, Manitoba,
Canadian Pacific
Minister, Pa.,
Sheffield & Tionesta
Minitonas, Manitoba
Canadian Northern
Minnaville, Mo., Burl. Route
Minneapolis, Kan.,
Atch. Top. & S. Fe (a)
" Union Pacific (b)
(a) and (b) about ¼ mi. apart
Minneapolis, Minn.,
Burlington Route (a)
" Chicago Gt. West (b)
" Chic. Mil. & St. Paul (c)
" Chic. Rk. Isl. & Pac (c)
" Great Northern (a)
" Minn. & St. Louis d
" M. St. P. & S. S. M (c)(e)
" Northern Pacific (a
" North-West. Line (a)
(a) and (b) about ½ mi. apart
(a) and (c) about ½ mi. apart
(a) and (d) about ¼ mi. apart
(a) and (e) ¾ mile apart
(b) and (c) ⅝ mile apart
(b) and (d) 1¼ miles apart
(b) and (e) 1¼ miles apart
(c) and (d) ⅝ mile apart
(c) and (e) ⅛ mile apart
(d) and (e) about 147 yards apart
Transfer from (b), (d) and (e) to all other depots for through passengers
Minneapolis, N.C.,
Linville River
Minneapolis & Duluth Junc.,
Minn., North. Pacific
Minneapolis & St. L. Jn., Ill.,
Chicago, Rk. Isl. & Pac
Minneapolis & St. L. Jn., Ia.,
Chicago, Mil. & St. Paul
Minneapolis & St. L. Jn., S. D.,
Chicago, Rk. Isl. & Pac
Minneapolis Junc., Minn.,
Great Northern (a)
" Northern Pacific (b)
(a) and (b) ¼ mile apart
Minnedosa, Manitoba,
Canadian Pacific
Minneha, Kan., Frisco Sys
Minnehaha, Colo.,
Manitou & Pike's Peak
Minnehaha, Minn.,
Chicago, Mil. & St. Paul
Minnehaha, N. Y.,
N. Y. Cent. & Hud. Riv
Minnehaha Spur, Mont.,
Northern Pacific
Minneiska, Minn.,
Chicago, Mil. & St. Paul
Minnekahta, S. D., Burl. Rte
Minneola, Cal.,
A. T. & S. F., Coast Lines*
Minneola, Fla.,
Atlantic Coast Line (a)
" Tavares & Gulf (a)
Spelled Mineola on A. C. L
Minneopa, Minn.,
North-Western Line
Minneota, Minn.,
North-Western Line
Minnequa, Ark.,
St. Louis, Iron Mt. & So
Minnequa, Colo.,
Colo. & Southern (a)
" Den. & Rio Grande (a)
Called Bessemer Junction
Minnequa, Pa., No. Central
Minnequa Junction, Colo.,
Atch. Top. & Sana Fe
Minnesota City, Minn.,
Chic. Great Western (a)
" Chic. Mil. & St. Paul (b)
" North-West. Line (b)
(a) and (b) ½ mile apart
Minnesota Falls, Minn.,
Chicago, Mil. & St. Paul
Minnesota Junction, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (a)
Minnesota Lake, Minn.,
Chicago, Mil. & St. Paul
Minnesota Transfer, Minn.,
Burlington Route
" Chicago Great Western
" Chicago, Mil. & St. Paul
" Chicago, Rk. Isl. & Pac
" Great Northern
" Minneapolis & St. Louis
" Minn. St. P. & Slt. Ste. M
" Northern Pacific
" North-Western Line
" Wisconsin Central
Joint Clearing House for freight for all lines reaching St. Paul and Minneapolis
Minneta, Ga., Central of Ga
Minnetonka, Minn.,
Chicago, Mil. & St. Paul
Minnetonka Beach, Minn.,
Great Northern
Minnetonka Mills, Minn.,
Minneapolis & St. Louis
Minnewashta, Minn.,
Minneapolis & St. Louis
Minnewaukan, N. D., No. Pac
Minnick, Wash., North. Pac
Minnie, W. Va., Balt. & Ohio
Minnie Gulch, Colo.,
Silverton Northern
Minnisink, N. J., Cent. of N. J
Minnitaki, Ont., Can. Pac
Minnith, Mo.,
Ches. Perryv. & Ste. G
Minnow Brook, N. Y.,
Roquette Lake
Minos, N. Y., N. Y. Cent. & H. R
Minocqua, Wis.,
Chicago, Mil. & St. Paul
Minong, Wis., No. West. Line
Minonk, Ill.,
Atch. Top. & S. Fe (a)
" Illinois Central (b)
(a) and (b) about ¼ mi. apart
Minonk Junc., Ill., Ill. Cent
Minooka, Ala., Lv. & Nash
Minooka, Ill.,
Chic. Rk. Isl. & Pac (a)
" Elgin, Joliet & East (b)
(a) and (b) ¼ mile apart
Minooka, Pa., Del. & Hudson
Minooka Junction, Pa.,
Delaware & Hudson
Minor, Pa., Phila. & Reading
Minorca, La., Natch. & W (a)
" New Orl. & No. West (a)
Minorville, Fla.,
Atlantic Coast Line
Minot, Miss.,
Yazoo & Miss. Valley
Minot, N. D., Great North (a)
" M. St. P. & Slt. Ste. M (b)
(a) and (b) about 400 yards apart
Minotola, Ala., Lv. & Nash
Minotola, N. J.,
Central of N. J (a)
" Pennsylvania (b)
(a) and (b) 200 yards apart
Minqua, Pa., Pennsylvania
Minster, O., Lake Erie & W (a)
" Western Ohio (El) (b)
(a) and (b) about ¼ mi. apart
Mint, Tenn.,
Tenn. & Car. South
Minter, Ga.,
Macon, Dublin & Sav
Minter City, Miss.,
Southern in Miss (a)
" Yazoo & Miss. Valley (a)
Minter City Junction, Miss.,
Yazoo & Miss. Valley
Minters, Ala., Lv. & Nashv
Minco, Colo., Burlington Rte
Minto, Manitoba, Can. No (a)
" Great Northern (b)
(a) and (b) about ¼ mi. apart
Minto, Nev.,
SanPed. Los Ang. & S. Lk
Minto, N. B., New Brunswick
Minto, N. D., Great Northern
Minto, Ont., Grand Trunk
Minto, Ore., Corvallis & East
Mint Spring, Va., Balt. & Ohio
Minturn, Ark., St. L. I. Mt. & So
Minturn, Cal., South. Pacific
Minturn, Colo., Den. & Rio G
Minturn, Wyo., Burl. Route
Mintz, N. C., Atl. Coast Line
Mintzers, Pa., Phila. & Read
Minudie Mine, N. S.,
Maritime
Miocene, Kan.,
Atch. Top. & Santa Fe
Mion, Mex.,
Interoceanic of Mex
Mira, Ill., Wabash
Mira, La., Texas & Pacific
Mira, Mex., Nat. of Mex
Mira, N. S., Sydney & Louisb
Mirabel, Cal., No. West. Pac
Mirabel, Que., Can. No. Que
Miraflores, Cal., So. Pacific
Mirage, Lincoln Co., Colo.,
Union Pacific
Mirage, Saguache Co., Colo.,
Denver & Rio Grande
Mirage, Nev., South. Pacific
Mirage, N. M., At. Top. & S. Fe
Mira Mar,
Los Angeles Co., Cal.,
Pacific Electric
Miramar San Mateo Co., Cal.,
Ocean Shore
Miramar,
Santa Barbara Co., Cal.,
Southern Pacific
Miramonte, Colo.,
Denver, No. West. & Pac
Miranda, Mex., Nat. of Mex
Miranna, S. D., No. West. Line
Miriam, Nev., South. Pacific
Mirror Lake, Mass.,
Boston & Maine
Mirror Lake, Wash., No. Pac
Miscauno Island, Wis.,
Wisconsin & Michigan
Misco, O., Zanesville & West
Miscouche, P. E. I.,
Prince Edward Island
Misenheimer Springs, N. C.,
Southern
Miser, Wyo., Union Pacific
Mish, Miss., Gulf & Ship Isl
Mishawaka, Ind.,
Grand Trunk (a)
" Lake Sh. & Mich. So (b)
(a) and (b) ½ mile apart
Mishawum, Mass.,
Boston & Maine
Mishler, O., Wheeling & Lk. E
Misko, Mont., North. Pacific
Misners, Ont., Michigan Cent
Missabe Junction, Minn.,
Duluth, Missabe & No
Missal, Ill., Chic. Ind. & South
Missanabie, Ont., Can. Pac
Missaukee Junction, Mich.,
Grand Rapids & Ind
Missaukee Park, Mich.,
Grand Rapids & Ind
Mission, Kan., At. Top. & S. F
Mission, Mich.,
Duluth, So. Shore & Atl
Mission, Mont., North. Pac
Mission, Ore., Ore. RR. & N. Co
Mission, Tex.,
St. L. Brownsv. & Mex
Mission, Wash., Great North
Missionary Ridge, Ga.,
Central of Georgia
Mission Creek, Minn.,
Northern Pacific
Mission Hill, S. D.,
Great Northern (a)
" North-West. Line (b)
(a) and (b) adjacent
Mission Junction, B. C.,
Canadian Pacific
Mission Junc., Cal., So. Pac
Missisquoi, Vt., Can. Pac
Mississauga, Ont.,
Canadian Pacific
Mississippi, Minn.,
Great Northern
" Miss. Hill City & West
Mississippi, Ont., King. & Pem
Mississippi City, Miss.,
Louisville & Nashville
Miss. Central Junction, Miss.,
Mississippi Central
Mississippi Junction, Minn.,
Miss. Hill City & West
M. R. & B. T. Junction, Mo.,
St. Louis, Iron Mt. & So
Missoula, Mont.,
Chic. Mil. & Puget Sd
" Northern Pacific
Mo. & La. Junction, La.,
Louisiana Central
Missouri City, Mo., Wabash
Missouri City, Tex.,
Gal. Har. & San Ant
Missouri Junction, Ill.,
Illinois Southern
Mo. Kan. & Texas Crossing
Tex., Texas Midland
M. O. & G. Junction, Okla.,
Mo. Okla. & Gulf
Missouri Pacific Junc., Kan.,
Missouri Pacific
Mo. Pac. Junction, Mo.,
Kan. City, Clin. & Spring
Missouri Pac. Ry. Jn., Kan.,
Missouri Pacific
Missouri Valley, Ia.,
North-Western Line
Miss Walker's, Ala.,
Birmingham & Atl
Mist, Ark.,
Miss. Riv. Hamb. & W
Mistatim, Saskatchewan,
Canadian Northern
Mistletoe, Ark.,
Port Arthur Route
Mistletoe, Ky.,
Lexington & Eastern
Mistletoe, N. J., Pennsylvania
Mistletoe Springs, M. C.,
Baltimore & Ohio
Mitchell, Ala., Cent. of Ga
Mitchell, Ga., Augusta South
Mitchell, Ill., Chic. & Alton
" Chicago & East. Ill (a)
" Cl. Cin. Chic. & St. L (a)
" Wabash (b)
(a) and (b) adjacent
Mitchell, Ind.,
Balt. & Ohio So. W (a)
" Chic. Ind. & Louisv (b)
(a) and (b) adjacent
Mitchell, Ia., Illinois Central
Mitchell, Kan., At. T. & S. Fe
Mitchell, Boyd Co., Ky.,
Chesapeake & Ohio
Mitchell, Ohio Co., Ky.,
Louisv. Hend. & St. L
Mitchell, Mich., Pere Marq
Mitchell, Minn.,
Dul. Missabe & North (a)
" Great Northern (b)
Mitchell, Miss.,
New Orl. Mobile & Chic
Mitchell, Mo.,
Miss. Riv. & Bonne Tert
Mitchell, Mont., Great North
Mitchell, Neb., Burl. Route
Mitchell, Ont., Grand Trunk
Mitchell, Ore.,
Oregon RR. & Nav. Co
Mitchell, Clearfield Co., Pa.,
N. Y. Cent. & Hud. Riv
Mitchell, Tioga Co., Pa., Erie
Mitchell, Que., Intercolonial
Mitchell, S. D., C. M. & St. P (a)
" North-West. Line (b)
(a) and (b) about 1 mi. apart
Mitchell, Va., Southern
Mitchell, Wyo., Colo. & Wyo
Mitchell Brook, N. S.,
Halifax & Southwest
Mitchell Junction, Mich.,
Grand Rapids & Ind
Mitchell Junction, Mo.,
Miss. Riv. & Bonne Tert
Mitchell's, Cal.,
SanPed. Los Ang. & S. Lk
Mitchell's, Summit Co., Colo.,
Denver & Rio Grande
Mitchell's, W. Va.,
Ohio Central Lines
Mitchellsburg, Ky.,
Louisville & Nashville
Mitchellville, Ind.,
Cin. Ham. & Dayton
Mitchellville, Ia.,
Chic. Rk. Isl. & Pac (a)
" Inter-Urban (El) (b)
(a) and (b) about 400 ft. apart
Mitchellville, Tenn.,
Louisville & Nashville
Mitford, Alberta, Can. Pac
Mitterhoffer's, Wis.,
Stanley, Mer. & Phillips
Mittineague, Mass., B. & A
Mittower, Mont., North. Pac
Mitylene, Ala.,
Seaboard Air Line (a)
" Union Springs & No (a)
Mix, O., Cleve. Cin. Chic. & St. L
Mixcoac, Mex., Mex. Cent
Mixel, Pa., Pennsylvania
Mixer, Ark., St. L. I. Mt. & So
Mixons, Miss., Liberty White
Mix Run, Pa., Pennsylvania
Mize, Miss., Gulf & Ship Isl
Mizel, W. Va., Balt. & Ohio
Mizelles, N. C., Norf. & South
Mizpah, Minn.,
Minnesota & Internat
Mizpah, Nev., Nevada North
Mizpah, N. J., Pennsylvania
Mizpah, N. C., Southern
Moab, Wash., North. Pacific
Moapa, Nev.,
SanPed. Los Ang. & S. Lk
Moark, Ark., St. L. I. Mt. & So
Moats, O., Cincinnati North
Moatsville, W. Va., Balt. & O
Moberly, B. C., Canadian Pac
Moberly, Ky., Louisv. & Atl
Moberly, Mo., Mo. Kan. & T (a)
" Wabash (a)
Mobile, Ala., Lv. & Nash (a)
" Mobile & Ohio (b)
" Mobile & Western
" Mobile, Jack. & K. C (c)
" Southern (b)
(a) and (b) 1 mile apart
(a) and (c) 1 mile apart
(b) and (c) 2 miles apart
Mobile, Tex., Mo. Kan. & Tex
M. & B. S. Junction, Ala.,
Mobile & Ohio
M. & O. Junction, Ill.,
Illinois Southern
M. & O. Junction, Tenn.,
Illinois Central
Mobile Junction, Ala.,
Alabama Gt. South (a)
" Southern (a)
Mobridge, S. D.,
Chic. Mil. & Puget Sd (a)
" Chic. Mil. & St. Paul (a)
Mocabee, Ky.,
Ports. & Tygart Valley
Mocanaqua, Pa., Penna
Moccasin, Ill.,
Balt. & Ohio So. West (a)
" Chic. and East. Ill (b)
(a) and (b) about 300 yards apart
Moccasin, Ont., Great North
Moccasin Gap, Va.,
Virginia & So. West
Mochis Junction, Mex.,
Kan. City, Mex. & Orient
Mocho, Mex., Nat. of Mex
Mock, Wash.,
Spok. Port. & Seattle

** On the Santa Fe*
† For freight only
‡ On the Rock Island System

Mockonema, Ala.,
Louisville & Nashville
Mockonema, Wash.,
Oregon RR. & Nav. Co
Mock's Crossing, Neb.,
Missouri Pacific
Mocksville, N.C., Southern
Moclips, Wash., North. Pac
Moctezuma,
Chihuahua, Mex.,
National of Mexico
Moctezuma, Puebla, Mex.,
Mexican
Moctezuma,
San Luis Potosi, Mex.,
National of Mexico
Modale, Ia., No. West. Line
Modat, Va., Southern
Mode, Ill.,
Chic. and East. Ill (a)
" Toledo, St. L. & West (a)
Model City, N.Y.,
N. Y. Cent. & Hud. Riv
Modello, Fla.,
Florida East Coast
Modello Park, Fla.,
Seaboard Air Line
Modena, N.Y.,
Central New England
Modena, Pa., Phila. & Read
Modena, Utah
SanPed. Los Ang. & S. Lk
Modena Mills, N.C., Southern
Modesto, Cal., South. Pacific
Modesto, Ill.,
Chicago, Peoria & St. L
Modesto, Mex.,
West Coast Route
Modjeska, W.Va.,
Norfolk & Western
Modjeska Park, Cal.,
Pacific Electric
Modoc, Ark., St. L. I. Mt. & So
Modoc, Ga., Ga. & Fla
Modoc, Ill.,
St. L. Iron Mt. & So (a)
" St. Louis South-west (a)
Modoc, Ind., C. C. C. & St. L
Modoc, Kan., Missouri Pacific
Modoc, S.C.,
Charleston & West Car
Moeller, Mich.,
Pere Marquette
Moffat, Colo., Denver & Rio G
Moffat, Ont., Canadian Pac
Moffat, Ore., Oregon Electric
Moffat, Tenn., Illinois Cent
Moffatts, Ill.,
Peoria & Pekin Union
Moffatt's, N.B., Intercolonial
Moffett, Va., Southern
Moffit, N.D.,
Minn. St. P. & Slt. Ste. M
Moffits, Ind.,
Chicago and East. Ill
Moffitts, Fla., Atl. Coast Line
Moffitts, O., Cin. Ham. & Day
Mogadore, O.,
Wheeling & Lake Erie
Mogee's, Pa., Phila. & Reading
Mogone, Mex.,
Tehuantepec National
Mogotes, Mex., Nat. of Mex
Mohall, N.D., Great Northern
Mohawk, Ariz.,
Southern Pacific
Mohawk, Cal., Sierra Valleys
Mohawk, Fla.,
Atlantic Coast Line (a)
" Tavares & Gulf (b)
(a) and (b) about 330 yards apart
Mohawk, Ind., C. C. C. & St. L
Mohawk, La.,
Louisiana & N. W
Mohawk, Mich.,
Keweenaw Central (a)
" Mineral Range (b)
(a) and (b) about ½ mi. apart
Mohawk, Herkimer Co., N.Y.,
Oneon. & Mohawk V (El)
" West Shore
Mohawk,
Schenectady Co., N.Y.,
Delaware & Hudson
Mohawk, O., Penna. Co
Mohawk, Okla.,
Atch. Top. & Santa Fe
Mohawk, Tenn., Southern
Mohawk Junction, Mich.,
Mineral Range
Mohawk Junction, Ore.,
Southern Pacific
Mohawk Mine, Mich.,
Mineral Range
Mohawk View, N.Y.,
N.Y. Cent. & Hud. River
Mohegan, Ct., Cent. Vermont
Mohingson Junction, N.J.,
Central of New Jersey
Mohle, Wis.,
Minn. St. P. & Slt. Ste. M
Mohler, Wash.,
Great Northern
Mohr, Que., Canadian Pac
Mohrsville, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) 600 yards apart on opposite sides of river
Mohun, Ala., Louisv. & Nashv
Moiles, Mich., Pere Marq
Moingona, Ia., No. West. Line
Moira, N.Y.,
New York & Ottawa (a)
" Rutland (a)
Moira Lake, Ont., Gd. Trunk
Mojave, Cal.,
A.T. & S.F., Coast L* (a)
" Southern Pacific (a)
Mokan, Mo., Missouri Pacific
Mokane, Mo., Mo. Kan. & Tex
Mokena, Ill., Chic. R. Isl. & Pac
Mokoma, Pa.,
Williamsport & No. Br
Mokomon, Ont., Can. North
Molas, Mex.,
United R. Rs. of Yucatan
Molberg, Wash., No. Pacific
Moleen, Nev., South. Pacific
Molena, Ga., Southern
Molina, Mex., West Coast Rte
Moline, Ill., Burl. Route (a)
" Chic. Mil. & St. P (b) (a)
" Chic. Rk. Isl. & Pac (b)
" Daven. Rk. Isl. & N. W (c)
(a) and (b) about ¼ mi. apart
(a) and (c) about ½ mi. apart
(b) and (c) about ¾ mi. apart
See also Davenport, Ia., and Rock Island, Ill
Moline, Kan., At. Top. & S. Fe
Moline, Mich., Gd. Rap. & Ind
Moline, O., Toledo & O. Cent
Molino, Cal.,
A.T. & S.F., Coast Lines*
Molino, Fla., Louisv. & Nash
Molino, Chihuahua, Mex.,
Parral & Durango
Molino, Coahuila, Mex.,
Hornos
Molino, Sonora, Mex.,
Cananea, Yaqui Riv. & P
Molino, Pa., Phila. & Reading
Molino, "La Defensa," Mex.,
Mexican Southern
Mollenaur, Pa., Balt. & O
Moller, Okla.,
Mo. Okla. & Gulf
Mollus, Ark., St. L. I. Mt. & So
Molson, Manitoba, Can. Pac
Molson, Wash., Great North
Molus River, N.B., Kent No
Momence, Ill.,
Chic. and East. Ill (a)
" Chic. Ind. & South (b)
" Chicago, Mil. & Gary (c)
(a) and (b) ½ mile apart
(a) and (c) 1 mile apart
(b) and (c) 400 yards apart
Momence Junction, Ill.,
Chicago and East. Ill
Momeyer, N.C.,
Atlantic Coast Line
Mona, Ia., Illinois Central
Mona, Utah,
SanPed. Los Ang. & S. Lk
Monaca, Pa., Pitts. & Lk. Erie
Monad, Cal., South. Pacific
Monaghan, S.C.,
Greenville & Knoxville
Monaghan Place, Idaho,
Spok. & Inland Empire
Monanan's, Tex., Tex. & Pac
Mona Junction, Ia., Ill. Cent
Monango, N.D., Ch. Mil. & St. P
Monarch, Cal., Sunset
Monarch, ——— Co., Colo.,
Colo. & South
Monarch, ——— Co., Colo.,
Denver & Rio Grande
Monarch, Idaho,
Idaho Northern RR
Monarch, Mo.,
St. L. Kan. City & Colo †
Monarch, Mont., Great North
Monarch, Pa., Pennsylvania
Monarch, S.C.,
Union & Glenn Springs
Monarch, W. Va.,
Kanawha & Michigan
Monarch, Wyo.,
Burlington Route
Monastery, Mo., Chic. Gt. W
Monastery, N.S., Intercol
Moncks Corner, S.C.,
Atlantic Coast Line (a)
" Berkeley (a)
Monclova, Mex., Mex. Inter
Monclova, O., Wabash
Moncrief, Fla.,
Atlantic Coast Line (a)
" Southern (a)
Moncton, N.B.,
Intercolonial (a)
" Monc. & Buctouche (b)
(a) and (b) about 1 mi. apart
Moncton, Wash.,
Chic. Mil. & Puget Sd
Moncure, N.C., Seab. Air Line
Mondak, Mont., Great North
Mondamin, Ia.,
North-Western Line
Monday, O., Hocking Valley
Monday Creek Junction, O.,
Hocking Valley
Mondel, N.M., South. Pacific
Mondell, Md., Norf. & West
Mondovi, Wash., No. Pacific
Mondovi, Wis.,
North-Western Line
Monee, Ill., Illinois Central
Monell, Wyo., Union Pacific
Monero, Colo., Den. & Rio Gr
Monessen, Pa.,
Pittsburgh & Lake Erie
Moneta, Cal.,
Los Ang. & Redondo (El)
Moneta, Ia., Chic. R. I. & Pac
Moneta, Va., Virginian
Moneta, Wyo., No. W. Line
Monett, Kan., Missouri Pac
Monett, Mo., Frisco System
Monetta, S.C., Southern
Monette, Craighead Co., Ark.
Jonesb. Lake City & E
Monette, Ia., Chic. Gt. West
Money, Miss.,
Yazoo & Miss. Valley
Money Creek, Minn.,
Chicago, Mil. & St. Paul
Money Point, Va.,
Norfolk & Western
Money Point Branch Jn., Va.,
Norfolk & Western
Monger, W. Va., Balt. & Ohio
Mongo, Ind., St. Joseph Valley
Mongola, N.M., South. Pacific
Monigo, Ga.,
Georgia Southern & Fla
Monica, Ill.,
Atch. Top. & S. Fe (a)
" Burlington Route (b)
(a) and (b) about 350 yards apart
Monica, Ky., Lex. & Eastern
Monico Junction, Wis.,
North-Western Line
Monida, Mont., Oregon S. L
Moningers, Ia., Iowa Central
Monitor, Wash.,
Great Northern
Monklands, Ont., Can. Pac
Monkton, Md., North. Cent
Monmouth, Cal.,
A.T. & S.F., Coast Lines*
Monmouth, Ill.,
Burlington Route (a)
" Iowa Central (b)
" Rock Island So (El)
(a) and (b) ½ mile apart
Monmouth, Ia.,
North-Western Line
Monmouth, Kan., Frisco Sys
Monmouth, Me., Maine Cent
Monmouth, Ore.,
Independ. & Monm
Monmouth Beach, N.J.,
Central of New Jersey
Monmouth Junction, Ill.,
Chicago, Rk. Isl. & Pac
Monmouth Junc. N.J., Penna
Monmouth Road, Ont.,
Irondale, Banc. & Ott
Monnette, O., Penna. Co
Monocacy, Carroll Co., Md.,
Western Maryland
Monocacy, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) ¼ mile apart
Monobon, Wash., No. Pacific
Monolith, Cal., Southern Pac
Monon, Ind., Chic. Ind. & Lv
Monona, Ia., Chic. Mil. & St. P
Monongah, W. Va.,
Baltimore & Ohio
Monongahela City, Pa.,
Pennsylvania (a)
" Pitts. & Lake Erie (b)
(a) and (b) about ¼ mi. apart
Mon. Conn. R. R. Jn., Pa.,
Pitts. & Lake Erie
Mon. Riv. R. R. Junc., W. Va.,
Baltimore & Ohio
Mono Road, Ont., Can. Pac
Monotony, Kan., Union Pac
Monowi, Neb., No. West. Line
Monponsett, Mass.,
N.Y. New Hav. & Hart
Monroe, Ala., Louisv. & Nash
Monroe, Ark.,
Brink. Helena & Ind. B
Monroe, Ct., N.Y. N.H. & H
Monroe, Fla., Atl. Coast Line
Monroe, Ga.,
Gainesv. Midland (a)
" Monroe (a)
Monroe, Ind., Gd. Rap. & Ind
Monroe, Jasper Co., Ia.,
Chic. Rock Isl. & Pac
Monroe, La.,
Arkansas, La. & Gulf (a)
" Little Rk. & Monroe (b)
" St. Louis, I. Mt. & So (b)
" Vicks. Shreve. & Pac (c)
(a) and (b) ¾ mile apart
(a) and (c) ¼ mile apart
(b) and (c) about 1 mi. apart
Monroe, Mich.,
Detroit & Tol. Shore L †
" Lake Sh. & Mich. So (a)
" Michigan Central (b)
" Pere Marquette (c)
(a) and (b) about 300 yards apart
(c) about 1½ miles from (a) and (b)
Monroe, Franklin Co., Miss.,
Mississippi Central
Monroe, Mo., Burl. Route (a)
" Mo. Kan. & Texas (b)
(a) and (b) ⅝ mile apart
Monroe, Morris Co., N.J.,
Morristown & Erie
Monroe, Sussex Co., N.J.,
Del. Lack. & West (a)
" Lehigh & Hud. Riv (b)
(a) and (b) about 1 mi. apart
Monroe, N.Y., Erie
Monroe, N.C., Seab. Air Line
Monroe, Butler Co., O.,
Cincinnati North (a)
" Cl. Cin. Chic. & St. L (a)
Monroe, Greene Co., O.,
Cin. Ham. & Dayton
Monroe, Jackson Co., O.,
Balt. & Ohio Southwest
Monroe, Okla.,
Chicago, Rk. Isl. & Pac
Monroe, Pa., Pennsylvania
Monroe, S.D., No. West. Line
Monroe, Va., Southern
Monroe, Wash., Gt. North
Monroe, W. Va., Coal & Coke
Monroe, Green Co., Wis.,
Chic. Mil. & St. Paul (a)
" Illinois Central (b)
(a) and (b) about 1½ miles apart
Monroe Bridge, Mass.,
Hoosac Tun. & Wilm
Monroe Center, Ill.,
Chicago, Mil. & St. Paul
Monroe Falls, O.,
Baltimore & Ohio
Monroeton, Pa.,
Lehigh Valley (a)
" Susquehanna & N Y (a)
Monroeville, Ind.,
Ohio Electric
" Pennsylvania Co
Monroeville, N.J., Penna
Monroeville, O., Balt. & O (a)
" Lk. Sh. & Mich. So (a)
" Lake Shore Electric (b)
" Wheel. & Lk. Erie (a)
(a) and (b) adjacent
Monrovia, Cal.,
A.T. & S.F., Coast L* (a)
" Pacific Electric
" Southern Pacific (b)
(a) and (b) about 1 mi. apart
Monrovia, Kan., Mo. Pacific
Monrovia, Ky.,
Cin. Flemingsb. & S. E
Monrovia, Md., Balt. & Ohio
Mons, Okla.,
Gulf, Colo. & Santa Fe*
Monsey, N.Y., Erie
Monson, Cal., South. Pacific
Monson, Colo.,
Colorado & Southern
Monson, Mass., Central Vt
Monson, Me., Monson
Monson Junction, Me.,
Bang. & Aroostook (a)
" Monson (a)
Mont, Ill., Illinois Central
Montabello Park, Pa.,
Susq. River & West
Montague, Ala.,
Nashv. Chat. & St. Louis
Montague, Cal., South. Pac (a)
" Yreka (a)
Montague, Fla.,
Atlantic Coast Line
Montague (1),
Franklin Co., Mass.,
Central Vermont
Montague (2),
Franklin Co., Mass.,
Boston & Maine
Montague, Mich., Pere Marq
Montague, N.C.,
Atlantic Coast Line
Montague, Ont., Mich. Cent
Montague, P. E. I.,
Prince Edward Island
Montague, S.C.,
Greenville & Knoxville
Montague City,
Franklin Co., Mass.,
Boston & Maine (a)
" N.Y. New Hav. & H (b)
(a) and (b) about ¾ m. apart
Montague Junction, P. E. I.,
Prince Edward Island
Mont Alban, Mich.,
Queen & Cres. Route
Mont Alto, Pa.,
Cumberland Valley
Mont Alto Park, Colo.,
Denver, Boulder & West
Mont Alto Park, Pa.,
Cumberland Valley
Montalvo, Cal., South. Pac
Montana, Ala.,
Eastern of Alabama
Montana, Ark.,
St. Louis, Iron Mt. & So
Montana, O.,
Cin. Ham. & Dayton
Montana, Pa., Lehigh Valley
Montana, W. Va., Balt. & Ohio
M. & G. N. Junction, Mont.,
Great Northern
Montana City, Mont.,
Great Northern
Montana Junction, Alberta,
Alberta Ry. & Irrig. Co
" Canadian Pacific
Montana Union Transfer,
Mont., North. Pacific
Montandon, Pa., Penna
Montara, Cal., Ocean Shore
Montauk, Mont., Great North
Montauk, N.Y., Long Island
Montauk Junction, N.Y.,
Long Island
Montavilla, Ore.,
Oregon RR. & Nav. Co
Monta Vista, Cal., So. Pac
Montborne, Wash.,
Northern Pacific
Montcrook, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (a)
Montcalm, Que.,
Can. Northern Quebec
Montcalm, W. Va.,
Norfolk & Western
Mont Carmel, Que.,
Canadian Pacific
Montchanin, Del.,
Phila & Reading
Montclair, Fla.,
Seaboard Air Line
Montclair, Ind.,
Cin. Ham. & Dayton
Montclair, Mass.,
N.Y. New Hav. & Hart
Montclair, N.J., D.L. & W (a)
" Erie (b)
Montclair Heights, N.J., Erie
Mont Clare, Ill., Chic. M. & St. P
Mont Clare, Pa., Penna
Mont Clare, S.C.,
Atlantic Coast Line
Monte, Cal., Southern Pac
Monte, Mex., Nat. of Mexico
Monte, Wash., North. Pacific
Monteagle, N.Y.,
N.Y. Cent. & Hud. Riv
Monteagle, Tenn.,
Nashville. Chat. & St. L
Montebello, Que., Can. Pac
Montebello Park, Pa.,
Susq. River & Western
Monte Blanco, Mex.,
Mexican
Monte Carlo, Ky., Ill. Cent
Montecito, Cal., South. Pac
Monte Cristo, Wash.,
Northern Pacific
Montegut, La.,
Colo. So. New Orl. & P (a)
" La. Ry. & Nav. Co (a)
" Yazoo & Miss. Valley
Called La Place on Y. & M. V
Monteiro, Va., Norf. & West
Monteith, Ga., Atl. Coast Line
Monteith, Ia., Chic. R. I. & Pac
Monteith, Mich.,
Grand Rap. & Ind (a)
" Michigan Central (a)
Monteith, Ont.,
Temiskaming & No. Ont
Monteith Junction, Mo.,
Missouri Pacific
Monteleon, Mex., Nat. of Mex
Montello, Mass.,
N.Y. New Hav. & Hart
Montello, Nev., South Pac
Montello, Pa., Phila. & Read
Montello, Wis.,
Minn. St. P. & Slt. Ste. M
Montelongo, Mex.,
National of Mexico
Montelores, Colo., Rio Gr. So
Montemorelos, Mex.,
National of Mexico
Monte Ne, Ark., Monte Ne
Monte Ne Junction, Ark.,
Frisco System (a)
" Monte Ne (b)
Monterey, Cal., South. Pac
Monterey, Ind., Erie
Monterey, Mex.,
Mexican Internat (b)
" Mexican Mineral (c)
" National of Mex (a) (d)
(a) and (b) about ¾ mi. apart
(a) and (d) about ¼ mi. apart
(b) and (d) about ½ mi. apart
(c) and (d) about ½ mi. apart
Called Monterrey on N. of M
Monterey, Minn.,
Minneapolis & St. Louis
Monterey, Berks Co., Pa.,
Philadelphia & Read
Monterey, Clarion Co., Pa.,
Pennsylvania
Monterey, Tenn., Tenn. Cent
Monterey, Tex.,
St. Louis South-west
Monte Rio, Cal., No. West. Pac
Monterrey, Mex.,
See Monterey, Mex
Montes, W. Va.,
Western Maryland
Montesano, Cal.,
Northwestern Pacific

Montesano, Mo., St.L.I.M.&S
Montesano, Wash., No.Pac
Montevaldo, Cal.,
Ocean Shore
Montevallo, Ala., Southern
Monte Verde, Mex.,
Veracruz & Isthmus
Montevideo, Md., Balt. & O
Montevideo, Minn.,
Chicago, Mil. & St. Paul
Montevideo, Va.,
Chesapeake Western
Monte Vista, Cal.,
Pacific Electric
Monte Vista, Colo.,
Denver & Rio Grande
Montevue, Md.,
Wash. Fred. & Gettysb
Montezuma, Ariz., So.Pacific
Montezuma, Ga.,
Atlanta, Birm. & Atl (a)
» Central of Georgia (b)
(a) and (b) about 100 yards apart
Montezuma, Ind.,
Cin. Ham. & Dayton
Montezuma, Ia.,
Chic. Rk. Isl. & Pac (a)
» Iowa Central (b)
(a) and (b) about ¼ mi. apart
Montezuma, Ky., Ill. Cent
Montezuma, N.Y., West Sh
Montezuma, N.C.,
Linville River
Montezuma, O.,
Cin. Ham. & Dayton
Montford, N.C., Southern
Montfort, Que.,
Can. North. Quebec
Montfort, Wis., No. West. L
Montfort Junction, Que.,
Can. North. Quebec
Montfort Junction, Wis.,
North-Western Line
Montgomery, Ala.,
Atlantic Coast Line (a)
» Central of Georgia (a)
» Louisville & Nash (a)
» Mobile & Ohio (a)
» Seaboard Air Line (a)
» Union Springs & No (a)
» Western of Ala (a)
Montgomery, Coles Co., Ill.,
Illinois Central
Montgomery, Kane Co., Ill.,
Burlington Route
Montgomery,
Daviess Co., Ind.,
Balt. & Ohio Southwest
Montgomery, Ia.,
Chicago, Rk. Isl. & Pac
Montgomery, Ky., Cadiz
Montgomery, La.,
Louisiana Ry. & Nav. Co
Montgomery, Mich.,
Lake Shore & Mich. So
Montgomery, Minn.,
Chicago, Mil. & St. P (a)
» Minneap. & St. Louis (b)
(a) and (b) about 780 yards apart
Montgomery, Miss., Ill. Cent
Montgomery, Mo., Wabash
Montgomery, N.Y., Erie (a)
» West Shore (a)
Montgomery, N.D.,
Chicago, Mil. & St. Paul
Montgomery
Hamilton Co., O.,
Cin. Lebanon & No
Montgomery, Licking Co., O.,
Pitts. Cin. Chic. & St. L
Montgomery, Pa., Penna (a)
» Phila. & Reading (b)
(a) and (b) 200 yards apart
Montgomery, S.C., Southern
Montgomery, Tenn.,
Tennessee
Montgomery, Tex.,
Gulf, Colo. & Santa Fe*
Montgomery, Va., Nort. & W
Montgomery, W.Va.,
Chesapeake & Ohio
Montgomery Junc., Tenn.,
Tennessee
Montgomery Junc., Tex.,
Gulf, Colo. & Santa Fe*
Montgomery Mills, Tenn.,
Tennessee
Montgomeryville, Pa.,
Buf. Roch. & Pitts
Mont Helena, Miss.,
Yazoo & Miss. Valley
Monticello, Ark., St.L.I.M.&S
Monticello, Fla.,
Atlantic Coast Line (a)
» Seaboard Air Line (b)
(a) and (b) about 200 ft. apart
Monticello, Ga., Cent. of Ga
Monticello, Ill., Ill. Cent (a)
» Wabash (b)
(a) and (b) 499 yards apart
Monticello, Ind.,
Chic. Ind. & Louisv (a)
» Pitts. Cin. Ch. & St. L (b)
(a) and (b) ½ mile apart
Monticello, Ia., Ch. Mil. & St. P
Monticello, Me., Bangor & Ar
Monticello, Minn., Gt. North
Monticello, Miss.,
Brookh. & Pearl Riv (a)
» New Orl. Gt. North (a)
Monticello, N.Y., N.Y.O. & W
Monticello, O., Cin. Ham. & D
Monticello, Wis.,
Chic. Mil. & St. Paul (a)
» Illinois Central (b)
(a) and (b) 200 yards apart
Mont Ida, Kan., Mo. Pacific
Montier, Mo., Frisco System
Montizambert, Ont.,
Canadian Pacific
Montjoys, Miss.,
Southern in Mississippi
Montlake, Tenn.,
Cin. N. Orl. & Tex. P
Montline, N.D., C.M. & P. Sd
Montmagny, Que., Intercol
Montmartre, Sask.,
Canadian Northern
Montmorenci, Ind.,
Lake Erie & Western
Montmorenci, S.C., Southern
Montmorency Falls, Que.,
Quebec Ry. L. & P. Co
Montour, Ia., No. West. Line
Montour, Perry Co., Pa.,
Susq. River & Western
Montour Falls, N.Y., No. Cent
Montour Junction,
Allegheny Co., Pa.,
Montour (a)
» Pitts. & Lake Erie (a)
Montoursville, Pa.,
Philadelphia & Reading
Montowese, Ct., N.Y.N.H. & H
Montoya, N.M.,
Chic. Rk. Isl. & El Paso
Montoya, Tex., At. T. & S. Fe
Montpelier, Ga.,
Macon & Birmingham
Montpelier, Idaho, Ore. S. L
Montpelier, Ind., Ft. W. C. & L
Montpelier, Ia.,
Chicago, Mil. & St. Paul
» Chicago, Rock Isl. & Pac
Montpelier, La.,
New Orl. Natalb. & Nat
Montpelier, N.D., No. Pacific
Montpelier, O., Wabash
Montpelier, Vt.,
Central Vermont (a) (b)
» Mont. & Wells Riv (x) (b)
(a) and (b) about 300 yards apart
Montpelier, Va., Southern
Montpelier Junction, Vt.,
Central Vermont
Montpellier, Cal., South. Pac
Montreal, Ark., Frisco Sys (a)
» Midland Valley (b)
(a) and (b) ¼ mile apart
Montreal, Ga., Seab. Air Line
Montreal, Mich.,
Duluth, So. Sh. & Atl
Montreal, Que.,
Can. North. Quebec (a)
» Canadian Pac (b) (c)
» Grand Trunk (d)
» Intercolonial (d)
» N.Y. Cent. & Hud. Riv (b)
» Quebec, Mont. & So (d)
» Rutland (b)
(a) and (b) about 3 miles apart
(a) and (c) about 2 miles apart
(a) and (d) about 3 miles apart
(b) and (c) about 1¼ miles apart
(b) and (d) about 350 yards apart
(c) and (d) about 1 1-10 miles apart
Montreal Junction, Que.,
Canadian Pacific (a)
» N.Y.C. & H.R (a)
Montreal South, Que.,
Quebec, Mont. & South
Montreal West, Que.,
Grand Trunk
Montrose, Ark.,
Miss. Riv. Hamb. & W (a)
» St. Louis, I. Mt. & So (a)
Montrose, Colo., Den. & Rio G
Montrose, Ga., Mac. Dub. & S
Montrose, Ill., Vandalia
Montrose, Ia., Burl. Route
Montrose, Kan.,
Chicago, Rk. Isl. & Pac
Montrose, Ky., Lex. & East
Montrose, Mass., Bost. & Me
Montrose, Mich., Gd. Trunk
Montrose, Minn., Gt. North
Montrose, Miss.,
New Orl. Mobile & Chic
Montrose, Mo., Mo. K. & Tex
Montrose, N.Y., N.Y.C. & H.R
Montrose N.C.,
Aberdeen & Rockfish
Montrose, Ont.,
Michigan Central
Montrose, Allegheny Co., Pa.,
Pennsylvania
Montrose,
Susquehanna Co., Pa.,
Del. Lack. & West (a)
» Lehigh Valley (b)
(a) and (b) ¼ mile apart
Montrose, S.C., Atl. Coast L
Montrose, S.D.,
North-Western Line
Montrose, W.Va.,
Western Maryland
Montrose Junction, Ont.,
Michigan Central
Montrose Junction, Wis.,
North-Western Line
Montrose siding, Wis.,
North-Western Line
Montserrat, Mass., Bost. & Me
Montserrat, Mo., Mo. Pacific
Montvale, Mass., Bost. & Me
Montvale, N.J., N.J. & N.Y
Montvale, Tenn.,
Tenn. & Car. South
Montvale, Va., Norf. & West
Montvale Springs, Tex.,
Texas Southern
Montverde, Fla., Tav. & Gulf
Montview, N.H., Boston & Me
Montview, Va., Southern
Montville, Ct., Cent. Vermont
Montville, N.J., Del. Lack. & W
Montwalt, Mass.,
N.Y. New Hav. & Hart
Monta, Ia., Yazoo & Miss. Val
Monument, Colo.,
Atch. Top. & S. Fe (a)
» Denv. & Rio Grande (b)
(a) and (b) about ½ mile apart
Monument, Kan., Union Pac
Monument, N.M.,
El Paso & S. W. System
Monument, N.Y., Bost. & Me
Monument, Pa.,
N.Y. Cent. & Hud. Riv
Monument, Utah, So. Pacific
Monumental, Md., Balt. & O
Monument Beach, Mass.,
N.Y. New Hav. & Hart
Mooar, Ia., Burl. Route
Moodus, Ct., N.Y.N.H. & H
Moody, Ga.,
Register & Glennville
Moody, Kan., Mo. Kan. & T (a)
» Missouri Pacific (a)
Moody, Mo., Burl. Route
Moody, Tex.,
Gulf, Colo. & Santa Fe*
Moodys, N.C., Southern
Moodyville Springs, Kan.,
Kansas South. & Gulf
Moogers Forks, N.Y., Rutland
Mooers Junction, N.Y.,
Delaware & Hud (a)
» Grand Trunk (a)
» Rutland (a)
Moon, Ill., Atch. Top. & S. Fe
Moon, Ind.,
Lake Erie & Western
Moon, Miss., Yazoo & Miss. Vy
Moon, Okla., Frisco System
Moon Anchor, Colo.,
Colo. Spgs. & Cr. Ck. Dist
Moonax, Wash.,
Spokane, Port. & Seat
Moon Lake, Mich., Pere Marq
Moon Lake, Miss.,
Yazoo & Miss. Valley
Moon Run, Pa.,
Pitts. & Moon Run
Moon's, N.Y., Dun. A. Val. & P
Moonsboro, Ga., Chatt. So
Moon's Mill, Mo., Frisco Sys
Moonville, O., Balt. & O. S. W
Moor, Nev., Southern Pacific
Moorcroft, Wyo., Burl. Route
Moore, Cal.,
San Ped. Los Ang. & S. Lk
Moore, Ga., Mac. Duc. & Saw
Moore, Ill., Illinois Central
Moore, Ind., Vandalia
Moore, Ia., Iowa Central
Moore, Ky., Louisv. & Nash
Moore, La., Louisiana & Ark
Moore, Charlevoix Co., Mich.,
Boyne City, Gay. & Alp
Moore, Clare Co., Mich.,
Pere Marquette
Moore, Minn., Great Northern
Moore, Miss.,
Yazoo & Miss. Valley
Moore, Mont., Montana
Moore, N.J., Pennsylvania
Moore, Okla.,
Atch. Topeka & S. Fe
Moore, Delaware Co., Pa.,
Pennsylvania
Moore, Hickman Co., Tenn.,
Nashville, Chatt. & St. L
Moore, Frio Co., Tex.,
Int. & Gt. No
Moore, Adams Co., Wash.,
Northern Pacific
Moore,
Wallawalla Co., Wash.,
Oregon RR. & Nav. Co
Moore, W.Va.,
Western Maryland
Moore Creek, Va., Ches. & O
Moorefield, Ark.,
St. Louis, Iron Mt. & So
Moorefield, Ind.,
Cin. Ham. & Dayton
Moorefield, Neb., Burl. Route
Moorefield, Ont., Gd. Trunk
Mooreland, Ind.,
Cleve. Cin. Chic. & St. L
Mooreland, Okla.,
Atchison, Top. & S. Fe
Moorepark, Mich.,
Lake Shore & Mich. So
Moores, Ark., Frisco System
Moore's, Ill., Burl. Route
Moore's, Kan., Union Pacific
Moore's, Ky., Louisv. & Nash
Moore's, Me., Somerset
Moore's,
Roscommon Co., Mich.,
Michigan Central
Moore's, Miss.,
Yazoo & Miss. Valley
Moore's, Nev., South. Pacific
Moores, Mercer Co., N.J.,
Pennsylvania
Moores, N.C., Atl. Coast Line
Moores, Belmont Co., O.,
Ohio River & Western
Moore's, Guernsey Co., O.,
Baltimore & Ohio
Moore's, Jefferson Co., O.,
Wheeling & Lake Erie
Moores, Fayette Co., Pa.,
Baltimore & Ohio
Moore's, S.C.,
Charleston & West. Car
Moores, White Co., Tenn.,
Nashville, Chatt. & St. L
Moore's, Kerr Co., Tex.,
San Ant. & Aran. Pass
Moores, Upshur Co., Tex.,
Marshall & East Texas
Moores, W.Va., Balt. & Ohio
Mooresboro N.C.,
Seaboard Air Line (a)
» Southern (b)
(a) and (b) 300 yards apart
Mooresburg, Pa., Phil. & Read
Moore's Creek, Va.,
Chesapeake & Ohio
Moores Crossing, N.H.,
Boston & Maine
Moore's Hill, Ind.,
Balt. & Ohio Southwest
Moore's Junction, O.,
Baltimore & Ohio (a)
» Marietta, Col. & Clev (a)
Moore's Junction, Pa.,
Baltimore & Ohio
Moore's Mills, N.B., Can. Pac
Moore's Mills, N.Y.,
Central New England
Moorestown, N.J., Penna
Mooresville, Morgan Co., Ind.,
Vandalia
Mooresville, Mo., Burl. Route
Mooresville, N.C., Southern
Mooresville Junction, N.C.,
Southern
Mooreton, N.D., North. Pac
Mooretown, Ont., Pere Marq
Mooreville, Mich.,
Blaney & Southern
Moorfield, O., C.C.C. & St. L
Moorhead, Ia., No. West. Line
Moorhead, Minn.,
Great Northern (a)
» Northern Pacific (b)
(a) and (b) ¼ mile apart
Moorhead, Miss.,
Southern in Miss (a)
» Yazoo & Miss. Val (b)
(a) and (b) about 170 yards apart
Moorhead, Pa.,
Lk. Shore & Mich. So (a)
» N.Y. Chicago & St. L (b)
(a) and (b) adjacent
Called Moorheads on N.Y. Chic. & St. L
Moorings, Va.,
Sur. Sus. & Southamp
Mooringsport, La.,
Kansas City Southern
Moorlake, Ont., Can. Pacific
Moorland, Ia.,
Chicago Gt. West (a)
» Minneapolis & St. L (b)
(a) and (b) about ¾ mile apart
Moorland, Mich., Gd. Trunk
Moorman, Ky.,
Louisville & Nashville
Moorpark, Cal., South. Pac
Moor's Mills, Pa.,
Philadelphia & Reading
Moorton,
Muhlenburg Co., Ky.,
Louisville & Nashville
Moose Creek, Mont., No. Pac
Moose Creek, Ont.,
Grand Trunk
Moosehead, Me., Can. Pac
Moosehead, Pa., Lehigh Val
Moose Island, Minn., Gt. No
Moose Jaw, Sask., Can. Pac
Moose Lake, Minn., No. Pac
Moose Run, Pa., Penna
Mooshaunee, N.C.,
Randolph & Cumb
Moosic, Pa., Cent. of N.J (a)
» Delaware & Hudson (a)
» Lack. & Wyom. Val (b)
(a) and (b) 1 mile apart
Moosomin, Sask.,
Canadian Pacific
Moosup Ct., N.Y.N.H. & H
Moquah, Wis., North. Pacific
Moquero, N.M.,
El Paso & S. W. System
Moqui, Ariz.,
A.T. & S.F., Coast Lines*
Mora, Ga., Georgia & Florida
Mora, Idaho, Oregon Short L
Mora, La., Nat. Red Riv. & Tex
Mora, Mex., Pan-American
Mora, Minn., Great Northern
Mora, Mo., Missouri Pacific
Mora, Utah,
Denver & Rio Grande
Mora, W.Va., Norfolk & West
Morado, Pa., Penna. Co
Moragne, Ala., Lv. & Nash
Moraine, N.Y.,
Pitts. Shawmut & North
Moraine, Pa., Cent. of N.J
Moral, Okla.,
Atch. Top. & Santa Fe
Morales, Mexico, Mex.,
National of Mexico
Morales, Nuevo Leon, Mex.,
National of Mexico
Moran, Ind., Vandalia
Moran, Ia., Inter-Urban (El)
Moran, Kan.,
Mo. Kan. & Texas (a)
» Missouri Pacific (b)
(a) and (b) about two blocks apart
Moran, Ky., Louisv. & Nash
Moran, Mackinac Co., Mich.,
Duluth, So. Shore & Atl
Moran, O., Wheel. & Lk. Erie
Moran, Shakleford Co., Tex.,
Texas Central
Moran, Va., Norfolk & West
Moran, Wash.,
Spok. & Inland Empire
Moran's, Ga., Macon & Birm
Morath, Pa.,
Bessemer & Lake Erie
Moravia, Idaho, Great North
Moravia, Ia.,
Albia & Centerville (a)
» Chic. Mil. & St. Paul (b)
» Wabash (c)
(a) and (b) ¾ mile apart
(a) and (c) adjacent
(b) and (c) 1 mile apart
Moravia, N.Y., Lehigh Valley
Moravia, Pa., Balt. & Ohio (a)
» Pennsylvania Co (b)
» Pitts. & Lake Erie (c)
(a) and (b) adjacent
(a) and (c) 660 yards apart
Called West Pittsburg, Pa., on B. & O. and P. & L. E
Moravia Junc., Pa., Penna. Co
Moray, Kan., St. Jo. & Gd. Isl
Mordansville, Pa.,
Susq. Bloomsb. & Ber
Morden, Manitoba, Can. Pac
» Great Northern
Morea, Pa., Pennsylvania
Morea Colliery, Pa., Leh. Val
Moreau, La.
Natchez & Western
Moreau, Mo., Missouri Pac
Moreauville, La.,
La. Ry. & Nav. Co (a)
» Texas & Pacific (b)
(a) and (b) about 800 yards apart
Morefield, S.D.
Chicago, Mil. & St. Paul
Morehead, Kan.,
Atch. Top. & Santa Fe
Morehead, Ky., Ches. & Ohio
» Morehead & North Fork
Morehead, Que., Can. Pac
Morehead City, N.C.,
Norfolk & Southern
Morehous, Elkhart Co., Ind.,
Lake Shore & Mich. So
Morehouse, Mo.,
Frisco System (a)
» St. L. Iron Mt. & So (b)
(a) and (b) about ¼ mi. apart
Morel, Mont.,
Chicago, Mil. & Puget Sd
Moreland, Ga., Atl. & W. Pt
Moreland, Idaho
Oregon Short Line
Moreland, Ill.,
Chic. Term. Trans (a)
» North-West. Line (b)
(a) and (b) about ¼ mi. apart
Moreland, Ky.,
Cin. New Orl. & Tex. Pac
Moreland, La.,
Chic. Rk. Isl. & Pac (a)
» Morgan's La. & Tex (b)
» Texas & Pacific (b)
(a) and (b) adjacent
Moreland, N.Y., N.Y.C. & H.R
Morelia, Mex., Nat. of Mex
Morelock, Ark.,
St. Louis South-west
Morell, P.E.I., Pr. Ed. Island
Morena, Cal.,
A.T. & S.F., Coast Lines*

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Morenci, Ariz.,
Morenci Southern
Morenci, Mich.,
Lake Sh. & Mich. So (a)
" Toledo & West (El) (b)
(a) and (b) about ½ mi. apart
Moreno, Michoacan, Mex.,
National of Mexico
Moreno, Sonora, Mex.,
West Coast Route
Moreno, Vera Cruz,
Veracruz & Isthmus
Morewood, Pa., Penna †
Morey, Colo., Colo. & South
Morey, Miss.,
Yazoo & Miss. Valley
Morey, Tex.,
Gulf&Interstate of Tex
Morgan, Ala., Southern
Morgan, Fla., Fla. Cent †
Morgan, Ill., Wabash
Morgan, Hardin Co., Ky.,
Illinois Central
Morgan, Morgan Co., Ky.,
Licking River
Morgan, Pendleton Co., Ky.,
Louisville & Nashville
Morgan, Tangepahoa Co., La.,
Kentwood & Eastern
Morgan, Md., Balt. & Ohio
Morgan, Barry Co., Mich.,
Michigan Central
Morgan, Minn., N.W. Line
Morgan, Miss., South. in Miss
Morgan, Mont., North. Pac
Morgan, N.J., Cent. of N.J (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Called also Laurence Harbor
Morgan, Okla.,
Chicago, Rk. Isl. & Pac
Morgan, Ore.,
Oregon RR. & Nav. Co
Morgan, Allegheny Co., Pa.,
Pitts. Cin. Chic. & St. L
Morgan, Bucks Co., Pa.,
Quakertown & Eastern
Morgan, Delaware Co., Pa.,
Pennsylvania
Morgan, Fayette Co., Pa.,
Baltimore & Ohio
Morgan, Tex.,
Gulf Colo. & S. Fe* (a)
" Texas Central (a)
Morgan, Morgan Co., Utah,
Union Pacific
Morgan, W. Va., Balt. & Ohio
Morgan, Wis., Wis. & North
Morgan City, St. Mary Co., La.,
Morgan's La. & Texas
Morgan Falls, Ga., Southern
Morgan Falls, Pa.,
N.Y. Susq. & Western
Morganfield, Ky., Ill. Cent
" Louisville & Nashville
Called Upland on L. & N
Morganhill, Cal., South. Pac
Morgan Junction, Ga.,
Southern
Morgan Lake, Wash.,
Tacoma Eastern
Morgan Park, Ill.,
Chic. Rk. Isl. & Pac (a)
" Chic. Term. Trans (b)
(a) and (b) about 1 mile apart
Morgan Run, O.,
Pitts. Cin. Ch. & St. L (a)
" Wheeling & Lk. Erie (b)
Morgans, Ga.,
Savannah Valley †
" Southern
Morgans, Kan., Frisco Sys
Morgans, Webster Co., La.,
Vicksb. Shreved. & Pac
Morgans,
West Feliciana Co., La.,
Yazoo & Miss. Valley
Morgans, Picaway Co., O.,
Ohio Electric
Morgans, Portage Co., O.,
Pennsylvania Co
Morgans Grove, Md.,
Norfolk & Western
Morgan's Mill, Wash.,
Northern Pacific
Morgan's Run, W. Va.,
Morgantown & Kingw
Morgansville, W. Va.,
Baltimore & Ohio
Morganton, N.C., Southern
Morgantown, Ind.,
Cleve. Cin. Chic. & St. L
" Indianapolis Southern
Morgantown, Tenn.,
Louisville & Nashville
Morgantown,
Monongalia Co., W. Va.,
Baltimore & Ohio (a)
" Morgantown & King (a)
M. & K. Junction, W. Va.,
Baltimore & Ohio (a)
" Morgantown & King (a)
Morgan Valley, Ia., Wabash
Morganville, Ga.,
Alabama Gt. Southern
Morganville, Kan.,
Chic. Rk. Isl. & Pac (a)
" Union Pacific (b)
(a) and (b) 200 yards apart
Morganville, N.J.,
Central of New Jersey
Morganza, La., Texas & Pac
Morganza, Pa.,
Pitts. Cin. Chic. & St. L
Moriarty, N.M.,
New Mex. Cent
Morien, N.S.,
Sydney & Louisburg
Morin, Mont., Burl. Route
Morin Flats, Que.,
Canadian North. Que
Morinville, Alberta,
Canadian Northern
Morita, Mex., Nat. of Mex
Morita, Tex., Texas & Pac
Moritz, S.D., No. West Line
Morkill, Me., Canadian Pac
Morlan, W. Va.,
Morgantown & Kingw
Morland, Kan., Union Pac
Morley, Alberta, Can. Pacific
Morley, Cal., South. Pacific
Morley, Colo. Atch. T. & S. Fe
Morley, Ia., Chic. Mil. & St. P
Morley, Mich., Gd. Rap. & Ind
Morley, Mo.,
Frisco System (a)
" St. L. Iron Mt. & So (b)
(a) and (b) 330 yards apart
Morley, Tenn.,
Louisville & Nashville
Morleys Mill, Colo.,
Colorado & Southern
Mormon, Cal.,
A.T. & S.F., Coast Lines*
Morning, Idaho, North. Pac
Morning Glory, Tenn.,
Tennessee
Morningside, Alberta,
Canadian Pacific
Morning Side, Ia., C.M. & St. P
Morningside, Pa., Penna
Morning Star, Va.,
Norfolk & Southern
Morning Sun, Ia.,
Chic. Rk. Isl. & Pac (a)
" Iowa Central (b)
(a) and (b) about 1 mi. apart
Morning View, Ky.,
Louisville & Nashville
Moro, Lee Co., Ark.,
Missouri & North Ark
Moro, Ouachita Co., Ark.,
St. Louis Southwest
Moro, Madison Co., Ill.,
Cleve. Cin. Chic. & St. L
Moro, Randolph Co., Ill.,
Illinois Southern
Moro, Ore.,
Oregon RR. & Nav. Co
Moro, Pa., Balt. & Ohio
Morocco, Cal.,
Los Angeles-Pacific (El)
Morocco, Ind., Ch. and E. Ill
" Chicago, Ind. & South
Morocco, Wash., Gt. North
Morocojo, Cal., South. Pac
Moron, Cal., Sunset West
Moroni, Utah, Den. & Rio G
Moronts, Ill.,
Chic. Ind. & South (a)
" Chic. Mil. & St. P (a)
Morral, O., Hocking Valley
Morrano, Cal., South. Pacific
Morrell, Ark.,
St. L. Iron Mt. & South
Morrell, Minn.,
Dul. Missabe & North
Morrell, Blair Co., Pa.,
Pennsylvania
Morrell, Fayette Co., Pa.,
Pennsylvania
Morrell Branch Junc., Pa.,
Baltimore & Ohio
Morrellville, Pa., Penna
Morrilbell, W. Va.,
Western Maryland
Morrice, Mich., Grand Trunk
Morrill, Kan., St. Jos. & Gd. Isl
Morrill, Neb., Burl. Route
Morrill, N.B., Can. Pac
Morrill, Tex., St. L. So. West
Morrills, Me.,
Portland & Rumf. Falls
Morrill's Mass.,
N.Y. New Hav. & Hart
Morrilton, Ark.,
St. Louis, Iron Mt. & So
Morris, Ala., Louisv. & Nash
Morris, Ark.,
St. Louis, Iron Mt. & So
Morris, Colo., Colo. Mid (a)
" Denv. & Rio Grande (a)
Morris, Ct., N.Y. N.H. & H
Morris, Columbia Co., Ga.,
Charleston & W. Car
Morris, Quitman Co., Ga.,
Central of Georgia
Morris, Ill., Chic. R. Isl. & Pac
Morris, Ind.,
Cleve. Cin. Chic. & St. L
Morris, Kan., At. Top. & S. Fe
Morris, Manitoba,
Canadian Northern (a)
" Canadian Pacific (b)
(a) and (b) 100 feet apart
Morris, Minn., Gt. North (a)
" Northern Pacific (b)
(a) and (b) ¼ mile apart
Morris, N.J., Pennsylvania
Morris, Allen Co., O.,
Detroit, Tol. & Iron (a)
" Lake Erie & West (a)
Morris, Washington Co., O.,
Marietta, Col. & Cleve
Morris, Okla., Frisco System
Morris, Centre Co., Pa.,
Bellefonte Central
Morris, Tioga Co., Pa., Erie
Morris, Utah,
San Ped. Los Ang. & S. Lk
Morris, W. Va., Ches. & Ohio
Morrisania, N.Y.,
N.Y. Cent. & Hud. River
Morrisburg, Ont., Gd. Trunk
Morris Co. Junction, N.J.,
Wharton & Northern
Morris Creek Junc., W. Va.,
Chesapeake & Ohio
Morrisdale, Pa., Penna
Morrisdale Mines, Pa.,
N.Y. Cent. & Hud. Riv
Morrisey, Wash.,
North Yakima & Valley
Morris Ferry, Ark.,
Kansas City Southern
Morris Heights, N.Y.,
N.Y. Cent. & Hud. Riv
Morris Junction,
Camden Co., N.J.,
Pennsylvania
Morris Junction,
Schuylkill Co., Pa.,
Pennsylvania
Morrison, ——— Co., Cal.,
Southern Pacific
Morrison, ——— Co., Cal.,
Tonopah & Tidewater
Morrison, Colo., Colo. & So
Morrison, Fla., Lv. & Nashv
Morrison, Ill., No. West. Line
Morrison, Ia.,
Chicago, Rk. Isl. & Pac
Morrison, Mo., Mo. Pacific
Morrison, N.B., Can. Pacific
Morrison, Okla.,
Frisco System
Morrison, Clatsop Co., Ore.,
Astoria & Col. River
Morrison, Lincoln Co., Ore.,
Corvallis & Eastern
Morrison, Indiana Co., Pa.,
Buffalo, Roch. & Pitts
Morrison, McKean Co., Pa.,
Pennsylvania
Morrison, Tenn.,
Nash. Chat. & St. Louis
Morrison, Utah, San Pete Val
Morrison, Va., Ches. & Ohio
Morrison Junction, Pa.,
Pennsylvania
Morrisons, Floyd Co., Ga.,
Central of Georgia
Morrison's, Md.,
Cumberland & Penna
Morrisons, Que., Can. Pac
Morrison's, W. Va.,
Baltimore & Ohio
Morrison's Cove Junc., Pa.,
Pennsylvania
Morrisonville, Ill., Wabash
Morrisonville, N.Y.,
Delaware & Hudson
Morrisonville, Wis.,
Chicago, Mil. & St. Paul
Morris Park, N.Y., Long Isl
Morris Park, W. Va.,
Morgantown & Kingw
Morris Plains, N.J.,
Del. Lack. & Western
Morris Run, Pa., Erie
Morrissey, B.C., Can. Pacific
Morriston, Ala., Lv. & Nash
Morriston, Fla.,
Atl. Coast Line (a)
" Seaboard Air Line (a)
Morriston, Minn.,
Chicago Great West
Morristown, Ind., Cin. H. & D
Morristown, N.J.,
Del. Lack. & West (a)
" Morristown & Erie (a)
" New Jersey & Penna (b)
(a) and (b) about 2 mls. apart
Transfer for passengers and baggage between (a) and (b)
Morristown, N.Y.,
N.Y. Cent. & Hud. Riv
Morristown, S.D.,
Chic. Mil. & Puget Sd
Morristown, Tenn.,
Knoxv. & Bristol (a)
" Southern (a)
Morrisville, Mo., Frisco Sys
Morrisville, N.Y., N.Y. O. & W
Morrisville, N.C., Southern
Morrisville, Pa., Penna
Morrisville, Vt.,
St. Johns & Lk. Champ
Morrow, Ga., Central of Ga
Morrow, Kan., Burl. Route
Morrow, O.,
C. & M.V (Penna. L) (a)
" P.C.C. & St. L (a)
Morrow, Ore.,
Portland Ry. L. & P. Co
Morrow's, La., Texas & Pac
Morrow's Gap, Ala.,
Louisville & Nashville
Morscheis, Mo., Frisco Sys
Morse, Colo., Atch. T. & S. Fe
Morse, Ill., No. West. Line
Morse, Ia.,
Chicago, Rk. Isl. & Pac
Morse, Kan.,
Kan. City, Clin. & Spring
Morse, La., Louisiana West
Morse, Mex., Mexican Cent
Morse, Que., Grand Trunk
Morse, Sask., Canadian Pac
Morse, Vt., Montp. & Wells R
Morse, Wash., Gt. Northern
Morse, Wis.,
Minn. St. P. & Slt. Ste. M
Morse Bluff, Neb.,
North-Western Line
Morsemere, N.J.,
Northern of N.J
Morse's Creek, N.J.,
Central of New Jersey
Morstein, Pa., Pennsylvania
Mortimer, Ala.,
Birmingham & Atlantic
Mortimer, Colo.,
Denver & Rio Grande
Mortimer, Ill.,
Toledo, St. L. & Western
Mortimer, Kan., Frisco Sys
Mortimer, N.Y., Erie (a)
" Lehigh Valley (b)
" West Shore (a)
(a) and (b) adjacent
Mortimer, N.C.,
Caldwell & Northern
Mortimer, O.,
N.Y. Chic. & St. L (a)
" Toledo & Ohio Cent (a)
Mortimer, Pa., Pennsylvania
Mortlach, Sask., Can. Pacific
Mortmere, Cal., South Pac
Morton, Ark., St. L. I. M. & So
Morton, Ga., Central of Ga
Morton, Tazewell Co., Ill.,
Atch. Top. & S. Fe (a)
" Vandalia (b)
(a) and (b) ¼ mile apart
Morton, Minn., Minn. & St. L
Morton, Miss.,
Alabama & Vicksburg
Morton, N.Y.,
N.Y. Cent. & Hud. Riv
Morton, Pa., Pennsylvania
Morton, W. Va., Ches. & Ohio
Morton Grove, Ill.,
Chicago, Mil. & St. Paul
Morton Hollow, N.Y.,
New York & Penna
Morton Park, Ill., Burl. Route
Morton's, Hopkins Co., Ky.,
Louisville & Nashville
Morton's Mill, Fla.,
Atlantic Coast Line
Morton Siding, Idaho,
Spokane Internat
Mortonville, Pa.,
Phila. & Reading
Morven, Ga.,
South Georgia
Morven, N.C., Atl. Coast Line
Morville, La.,
Texas & Pacific
Mosboro, Ont., Grand Trunk
Mosby, Mo., Chic. Mil. & St. P
Mosca, Colo., Denv. & Rio Gr
Moscos, Mich.,
Gulf & Ship Island
Moscow, Ark.,
St. Louis, Iron Mt. & So
Moscow, Cal., No. West. Pac
Moscow, Idaho, No. Pac (a)
" Ore. RR. & Nav. Co (b)
" Spok. & Inland Emp (c)
(a) and (b) about 50 yards apart
(a) and (c) about ⅝ mi. apart
(b) and (c) about ½ mi. apart
Moscow, Ia., Ch. R. Isl. & Pac
Moscow, Campbell Co., Ky.,
Chesapeake & Ohio
Moscow, Hickman Co., Ky.,
Mobile & Ohio
Moscow, Mich.,
Lake Shore & Mich. So
Moscow, Lincoln Co., Mo.,
Burlington Route (a)
" St. L. & Hannibal (b)
(a) and (b) about 1 mile apart
Moscow, Ont., Bay of Quinte
Moscow, Pa., Del. Lack. & W
Moscow, Tenn., Southern
Moscow, Tex.,
Houston. E. & W. Tex (a)
" Mosc. C. & San Aug (a)
Moscow, W. Va.,
Pitts. Cin. Chic. & St. L
Mose, N.D., Northern Pacific
Mosel, Wis., No. West. Line
Moselem, Pa., Phila. & Read
Moseley, Mich., Pere Marq
Moseley, Va., Southern (a)
" Tidewater & West (a)
Moselle, Miss.,
New Orl. & North-east
Moselle, Mo., Frisco System
Moselle, N.D.,
Minn. St. P. & Slt. Ste. M
Moselle, S.C.,
Hampton & Branchv
Moselle, Tex.,
Gulf, Colo. & Santa Fe*
Moser Run Junction, Pa.,
Monongahela
Moses, Fla., Louisv. & Nash
Moses, Wash.,
Ore. RR. & Nav. Co
Moses Coulee, Wash.,
Great Northern
Moses Run, W. Va.,
Chesapeake & Ohio
Mosgrove, Pa.,
Buf. Roch. & Pitts (a)
" Pennsylvania (b)
(a) and (b) ¼ mile apart
Called West Mosgrove on B. R. & P
Moshannon, Pa.,
Pennsylvania (a)
" Philipsburg RR (b)
(a) and (b) about 120 yards apart
Mosheim, Tenn., Southern
Mosher, Mich.,
Boyne City, Gay. & Alp
Mosher, Mo., Illinois South
Mosher, Wash., Great North
Mosherville, Mich.,
Lake Shore & Mich. So
Mosherville, N.S., Dom. Atl
Mosholu, N.Y., N.Y. C. & H. R
Mosier, Ore., O. RR. & Nav. Co
Mosiers, Ill., C. C. C. & St. L
Mosinee, Wis., Ch. M. & St. P
Mosketo, O., Erie
Mosler's, O.,
Pitts. Cin. Chic. & St. L
Mosley, Ark., Chic. R. I. & Pac
Mosleysyde, Ala., South
Mosling, Wis., No. West. Line
Mosquito, Me., Somerset
Mosquito, N.F.,
Reid Newfoundland
Mosquito Mt., Me.,
Bangor & Aroostook
Moss, Idaho, Oregon S. L
Mossback, W. Va.,
Baltimore & Ohio
Moss Beach, Cal.,
Ocean Shore
Mossboro, Ala., Lv. & Nashv
Moss Canyon, Cal.,
Yosemite Valley
Mosses, Ga., Southern
Mossingford, Va., Southern
Moss Landing, Cal.,
Pajaro Valley Cons
Mossman's, N.S.,
Halifax & Southwest
Moss Neck, N.C.,
Seaboard Air Line
Moss Run, Va., Ches. & Ohio
Mossville, Ill., Ch. R. I. & Pac
Mossville, Miss.,
New Orl. Mobile & Chic
Mossy Creek, Va.,
Chesapeake Western
Mossy Head, Fla., Lv. & Nash
Mostellers, Ala., Lv. & Nash
Mostoller, Pa., Balt. & Ohio
Mostyn, Sask.,
Grand Trunk Pacific
Mota, Mex., Coahuila Coal
Motala, Neb., Burl. Route
Mote, Nev., South. Pacific
Motes, Fla., Atl. Coast Line
Mothershed, Ga.,
Central of Georgia
Motley, Mich.,
Mineral Range
Motley, Minn., Northern Pac
Motley, Va., Southern
Mott, S.C., Great Northern
Mott, Cal., Southern Pacific
Mott, Ind., Southern
Motter, Mo.,
Atch. Top. & Santa Fe
Motter's, Md., Emmitsburg
Mott Haven, N.Y.,
N.Y. Cent. & Hud. R (a)
" N.Y. New Hav. & H (a)
Mott Haven Junction, N.Y.,
N.Y. Cent. & Hud. Riv
Mottinger, Wash.,
Spokane, Port. & Seat
Mott's, Ala., Central of Ga
Mottstown, O.,
Lk. Erie, Alliance & Wh
Mottville, N.Y., Skaneateles
Motul, Mex.,
United RRs. of Yucatan
Motzorongo, Mex.,
Veracruz & Isthmus
Moulin, N.Y.,
N.Y. Cent. & Hud. Riv
Moulinette, Ont., Gd. Trunk
Moulin Rouge, Que.,
Que. Montreal & So
Moulton, Ia.,
Burlington Route (a)
" Wabash (a)(b)
(a) and (b) 1 mile apart
(a) called Moulton Jn. on W
Moulton, Auglaize Co., O.,
Toledo & Ohio Central
Moulton, Ont., Gd. Trunk (a)
" Wabash (a)
Moulton, Tex.,
San Ant. & Arans. Pass

Moulton Junction, Ia., Burlington Route (a)
" Wabash (a)
Called Moulton on Burl. Rte
Moultonville, N.C., Atlantic Coast Line
Moultrie, Ga., Atlanta, Birm & Atl (a)
" Georgia Northern (b)
(a) and (b) ¼ mile apart
Moultrie, O., Penna. Co
Mound, La., Vicksb, Shrevep. & Pac
Mound, Minn., Gt. Northern
Mound, Tex., St. L. S. W
Mound, W. Va., Kanawha & Michigan
Mound Bayou, Miss., Yazoo & Miss. Valley
Mound City, Cal., So. Pacific
Mound City, Ill., Cleve. Cin. C. & St. L
Mound City, Ind., Cleve. Cin. Chic. & St. L
Mound City, Kan., Mo. Pac
Mound City, Mo., Burl. Route
Mound City, Tex., Ft. Worth & Denv. City
Mound Grove, Ark., St. Louis, Iron Mt. & So
Mound House, Nev., Nevada & California (a)
" Virginia & Truckee (a)
Moundland, Miss., Southern in Mississippi
Mound Prairie, Minn., Chicago, Mil. & St. Paul
Mound Ridge, Kan., Mo. Pac
Mounds, Ark., Chicago, Rk. Isl. & Pac
Mounds, Colo., Denv. & Rio G
Mounds, Pulaski Co., Ill., Illinois Central
Mounds, Mo., Frisco System
Mounds, Okla., Frisco System
Mounds, Utah, Den. & Rio Gr
Mounds Junction, Ill., Illinois Central
Moundsville, W. Va., Baltimore & Ohio
Mound Valley, Kan., Frisco System (a)
" Mo. Kansas & Tex (b)
(a) and (b) ½ mile apart
Moundville, Ala., Alabama Gt. Southern
Moundville, Mo., Mo. Pac
Moundville, Wis., Minn. St. P. & Slt. Ste. M
Mt. Abram Junction, Me., Sandy Riv. & Rang. Lks
Mountain, B.C., Great North
Mountain, N.J., Del. Lack. & West
Mountain, Ont., Can. Pac
Mountain, Que., Intercolonial
Mountain, Va., Virginia & Southwest
Mountain, Wis., North-Western Line
Mountainair, N.M., Atch. Top. & Santa Fe
Mountain Ash, Ky., Louisville & Nashville
Mountainboro, Ala., Nash. Chat. & St. Louis
Mountain Branch, Pa., Penna
Mountainburg, Ark., Frisco System
Mountain City, Ga., Talluiah Falls
Mountain City, Tenn., Laurel
" Virginia & Southwest
Mountain Creek, Ala., Louisville & Nashville
Mountaindale, Md., Wash. Fred. & Gettysb
Mountaindale, N.Y., N.Y. Ontario & West
Mountaindale, Pa., Pennsylvania
Mountain Glen, Ill., Mobile & Ohio
Mountain Grove, Ala., Louisville & Nashville
Mountain Grove, Mo., Frisco System
Mountain Grove, Ont., Canadian Pacific
Mountain Grove, Pa., Penna
Mountain Heights, N.J., Erie
Mountain Home, Idaho, Oregon Short Line
Mountain Home, Pa., Del. Lack. & West
Mountain House Station, N.Y., Catskill Mount
Mountain Iron, Minn., Duluth, Missabe & No
Mountain Junction, Me., Franklin & Megantic
Mountain Junction, Mont., Great Northern
Mountain King, Cal., Yosemite Valley
Mountain Lake, Minn., North-Western Line
Mountain Lake Park, Md., Baltimore & Ohio
Mountain Lion, Wash., Kettle Valley Lines
Mountain Mills, Vt., Hoosac Tun. & Wilm.
Mountain Park, Okla., Frisco System
Mountain Park, Luzerne Co., Pa., Central of New Jersey
Mountain Park, Somerset Co., Pa., Pitts. Westm. & Somer
Mountain Station, N.J., Del. Lack. & Western
Mountain Top, Ky., Chesapeake & Ohio
Mountain View, Santa Clara Co., Cal., Southern Pacific
Mountain View, Colo., Manitou & Pike's Peak
Mountain View, Mo., Frisco System
Mountainview, N.H., Boston & Maine
Mountain View, N.J., Del. Lack. & West (a)
" Erie (b)
(a) and (b) 4-10 mile apart
Mountain View, N.Y., N.Y. Cent. & Hud. Riv
Mountain View, Okla., Chic. Rock Isl. & Pac
Mountain View, Ore., So. Pac
Mountain View Park, Mont., Butte, Anaconda & Pac
Mountainville, N.Y., Erie
Mt. Airy, Ga., Southern
Mt. Airy, La., Colo. So. N. Orl. & Pac (a)
" La. Ry. & Nav. Co (a)
" Yazoo & Miss. Valley (b)
(a) and (b) about 1¾ miles apart
Mt. Airy, Md., Balt. & Ohio
Mt. Airy, Hunterdon Co., N.J., Pennsylvania
Mt. Airy, N.C., Mt. Airy & Eastern
" Southern
Mt. Airy, Phila. Co., Pa., Phila. & Reading
Mt. Airy, Tenn., Nash. Chat. & St. Louis
Mt. Airy, Tex., Texas Cent
Mt. Airy Hill Top, Md., Baltimore & Ohio
Mt. Airy Junction, Md., Baltimore & Ohio
Mt. Albert, Ont., Canadian No. Ont (a)
" Grand Trunk (b)
(a) and (b) 1 mile apart
Mount Albion, P.E.I., Prince Edward Island
Mt. Albion, Miss., Queen & Cresc. Route
Mt. Alverno, Pa., Phila. Balt. & Wash
Mt. Angel, Ore., South. Pac
Mt. Arlington, N.J., Del. Lack. & Western
Mt. Auburn, Ill., Cin. Ham. & Dayton
Mt. Auburn, Ind., Chic. Cin. & Louisv
Mt. Auburn, Ia., Chicago, Rk. Isl. & Pac
Mt. Auburn, Mass., Boston & Maine
Mt. Ayr, Ind., Ch. and East. Ill
Mt. Ayr, Ia., Burl. Route
Mt. Bethel, Pa., Bangor & Portland
" Lehigh & New Engt
Mt. Blanchard, O., No. Ohio
Mt. Bliss, Mich., East Jordan & South
Mt. Bowdoin, Mass., N.Y. New Hav. & Hart
Mt. Braddock, Pa., Baltimore & Ohio (a)
" Pennsylvania (b)
Called Gist on Penna
(a) and (b) about 330 yards apart
Mt. Brydges, Ont., Gn. Trunk
Mt. Calm, Tex., St. L. So. W
Mt. Calvert, Md., Chesapeake Beach
Mt. Calvery, Pa., Penna
Mt. Carbon, Colo., Colo. & So
Mt. Carbon, W. Va., Chesapeake & Ohio
Mt. Carlyle, N.B., North Shore
Mt. Carmel, Ct., N.Y. New Hav. & Hart
Mt. Carmel, Ill., Ct. Cin. Chic. & St. L (a)
" Southern (b)
(a) and (b) ½ mile apart
Mt. Carmel, O., Cin. Geo. & Ports
Mt. Carmel, Pa., Leh. Val (a)
" Pennsylvania (a)
" Phila. & Reading (b)
(a) and (b) about ½ mi. apart
Mt. Carmel, S.C., Charleston & West Car
Mt. Carmel, Va., Norfolk & Western
Mt. Carmel Junction, Pa., Philadelphia & Reading
Mt. Carrie, Fla., Seab. Air Line
Mt. Carroll, Ill., Ch. Mil. & St. P
Mountcastle, Va., Chesapeake & Ohio
Mt. Clara, Ia., Burl. Route
Mt. Clare, Ill., Ch. Mil. & St. P
Mt. Clare (Baltimore), Md., Baltimore & Ohio
Mt. Clare, Neb., Missouri Pac
Mt. Clare, S.C., Atlantic Coast Line
Mt. Clare Junction, Md., Baltimore & Ohio
Mt. Clemens, Mich., Grand Tk
Mt. Comfort, Ind., Cleve. Cin. Chic. & St. L
Mt. Cory, O., Lk. Erie & W (a)
" Western Ohio (El) (b)
(a) and (b) adjacent
Mt. Crawford, Va., Balt. & O
Mt. Croghan, S.C., Chesterfield & Lancast
Mt. Cuba, Del., Balt. & Ohio
Mt. Dallas, Pa., Hunt. & Bd. Top Mt (a)
" Pennsylvania (a)
Mt. Dechantal, W. Va., Baltimore & Ohio
Mt. Dennis, Ont., Gd. Trunk
Mt. Desert Ferry, Me., Maine Central
Mt. Dora, Fla., Atl. Coast Line
Mt. Dora, N.M., Colo. & So
Mt. Eagle, Pa., Pennsylvania
Mt. Eden, Cal., South. Pac
Mt. Elgin, Ont., Can. Pacific
Mt. Enterprise, Tex., Caro Northern
Mt. Ephraim, N.J., Atl. City
Mt. Ephraim, O., Ohio River & Western
Mt. Etna, Pa., Pennsylvania
Mt. Forest, Ill., Chic. & Alton
Mt. Forest, Ont., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) about ½ mi. apart
Mt. Forrest, Mich., Michigan Central
Mt. Gilead, N.C., Aberdeen & Asheboro
Mt. Gilead, O., Cl. Cin. Chic. & St. L (a)
" Toledo & Ohio Cent (b)
(a) and (b) ½ mile apart
Mt. Glenwood Cemetery, Ill., Chicago and East. Ill
Mt. Greenwood, Ill., Gd. Tk
Mt. Gretna, Pa., Cornwall & Lebanon
Mt. Harmony, Md., Chesapeake Beach
Mount Healthy, O., Ohio Electric
Mt. Hebron, Cal., South. Pac
Mount Herbert, P.E.I., Prince Edward Island
Mt. Herman, La., Kentwood & Eastern
Mt. Hermon, Cal., So. Pac
Mt. Hermon, Mass., Boston & Maine
Mt. Hermon, Pa., Waynesburg & Wash
Mt. Holly, N.J., Penna
Mt. Holly, N.C., Seaboard Air Line
Mt. Holly, S.C., Atlantic Coast Line
Mt. Holly, Vt., Rutland
Mt. Holly Fair Grounds, N.J., Pennsylvania
Mt. Holly Springs, Pa., Gettysb. & Harrisb (a)
" Phila. & Reading (b)
(a) and (b) about 1 mi. apart
Mt. Homer, Fla., Atlantic Coast Line
Mt. Hope, Cal., San Diego, Cuy. & East
Mt. Hope, Ga., Southern
Mt. Hope, Ill., Chic. Term. Transf (a)
" Grand Trunk (b)
(a) and (b) about ¼ mi. apart
Mt. Hope, Kan., Missouri Pac
Mt. Hope, Me., Maine Central
Mt. Hope, Md., Western Md
Mt. Hope, Mass., N.Y. New Hav. & Hart
Mt. Hope, Nev., Eureka & Palisade
Mt. Hope, N.B., Can. Pacific
Mt. Hope, N.J., Mount Hope Mineral
Mt. Hope, N.Y., N.Y. Cent. & Hud. Riv
Mt. Hope, Lancaster Co., Pa., Cornwall (a)
" Phila. & Reading (a)
Mt. Hope, Mifflin Co., Pa., Kishacoquillas Valley
Mt. Hope, Wash., Spok. & Inland Empire
Mt. Hope, W. Va., White Oak
Mt. Horeb, Wis., North-Western Line
Mt. Houmas, La., Yazoo & Miss. Valley
Mount Hull, Wash., Great Northern
Mt. Ivy, N.Y., New Jer. & N.Y
Mt. Jackson, Ind., Cleve. Cin. Chic. & St. L
Mt. Jackson, Va., Southern
Mt. Jefferson, Ala., Central of Georgia
Mt. Jefferson, Pa., Mauch Chunk, S.H. & S B
Mt. Jewett, Pa., Big Level & Kinzua (a)
" Buff. Roch. & Pitts (a)
" Erie (a)
" Mt. Jew. Kinz. & R (a)
Mt. Johnson, Que., Central Vermont (a)
" Quebec. Mont. & So (b)
(a) and (b) about 3 miles apart
Mt. Joy, Ill., Vandalia
Mt. Joy, Ia., Ch. Mil. & St. Paul
Mt. Joy, Pa., Pennsylvania
Mount Juliet, Tenn., Nashv. Chat. & St. L (a)
" Tennessee Central (b)
(a) and (b) 200 yards apart
Mt. Kineo House, Me., Somerset
Mt. Kisco, N.Y., N.Y. C. & H. R
Mt. Leonard, Mo., Ch. & Alton
Mt. Liberty, O., C. A. & C (Penna. Lines
Mt. McClellan, Colo., *See Summit Mt. McClellan*
Mt. McLeod, Pa., Hunter's R. & State Belt
Mt. Major, N.H., Bost. & Me
Mt. Marie College, O., N. O. Trac. & L. Co (El)
Mt. Marion, N.Y., West Shore
Mt. Meigs, Ala., Western of Alabama
Mt. Mitchell, N.C., Car. Clinch. and Ohio
Mt. Morris, Ill., Burl. Route
Mt. Morris, Mich., Pere Marq
Mt. Morris, N.Y., Dansv. & Mt. Morris (a)
" Del. Lack. & West (b)
" Erie (a)
" Pennsylvania (c)
Pennsylvania connects with D. L. & W. at Junction
Mt. Morris Junction, N.Y., Pennsylvania
Mt. Mourne, N.C., Southern
Mt. Olive, Ark., St. Louis, Iron Mt. & So
Mt. Olive, Ill., Illinois Cent (a
" Litchfield & Madison (b)
" Wabash (c)
(a) and (b) adjacent
(a) and (c) ½ mile apart
Mt. Olive, Ind., So. Indiana
Mt. Olive, Miss., Gulf & Ship Isl
Mt. Olive, N.C., Atl. Coast L
Mount Olive, Tenn., South
Mt. Olivet, Cal., South. Pac
Mt. Olivet, Colo., Colorado & Southern
Mount Olivet, Mich., Gd. Tk
Mt. Oreb, O., Norfolk & West
Mountorne, N.H., Boston & Maine
Mount Pearl, N.F., Reid Newfoundland
Mt. Perry, O., Zanesville & Western
Mt. Pinson, Ala., Lv. & Nash
Mt. Pisgah, Pa., Mauch Chunk, S.H. & S.B
Mt. Pisgah, W. Va., Charl. Cien. & Sutton
Mt. Pleasant, Del., Penna
Mt. Pleasant, Fla., Seaboard Air Line
Mt. Pleasant, Ga., Southern
Mt. Pleasant, Ill., Ill. Cent
Mt. Pleasant, Ia., Burl. Route
Mt. Pleasant, Kan., Atch. Top. & Santa Fe
Mt. Pleasant, Mass., N.Y. New Hav. & Hart
Mt. Pleasant, Mich., Ann Arbor (a)
" Pere Marquette (b)
(a) and (b) about ½ mi. apart
Mt. Pleasant, Jefferson Co., N.J., Cape May Co., N.J., Pennsylvania
Mt. Pleasant, Morris Co., N.J Wharton & Northern
Mt. Pleasant, N.Y., Uls. & Del
Mt. Pleasant, Clinton Co., O., Detroit Southern
Mt. Pleasant, Jefferson Co., O., Wheeling & Lake Erie
Mt. Pleasant, Ont., Grand Trunk (a)
" Toronto, Ham. & Buf (b)
(a) and (b) about 2½ miles apart
Mt. Pleasant, Westmoreland Co., Pa., Baltimore & Ohio
" Pennsylvania +
Mt. Pleasant, Tenn., Lv. & N
Mt. Pleasant, Tex., St. Louis South-west
Mt. Pleasant, Utah, Denver & Rio Grande
Mt. Pleasant Junction, N.J., Pennsylvania
Mt. Pocono, Pa., Del. L. & W
Mt. Princeton, Colo., Colorado & Southern
Mt. Prospect, Ill., North-Western Line
Mt. Pulaski, Ill., Illinois Central (a) (b)
(a) and (b) ¼ mile apart
Mt. Riga, N.Y., Central New Eng (a)
" N.Y. C. & Hud. Riv (a)
Mt. Riley, N.M., El Paso & S. W. System
Mt. Ross, N.Y., Central New England
Mt. Royal, Md., Balt. & Ohio
Mt. Royal, N.J., Penna
Mt. Royal Cemetery, Pa., Baltimore & Ohio
Mount's, Ind., Evans. & T. H
Mounts, W. Va., Norf. & West
Mount's Crossing, O., Pitts. Cin. Chic. & St. L
Mt. St. Vincent, N.Y., N.Y. Cent. & Hud. Riv
Mt. Savage, Ky., Ches. & Ohio
Mt. Savage, Md., Cum. & Penn
Mt. Savage Junc., Md., Baltimore & Ohio (a)
" Cumb. & Penna (a)
Mt. Selman, Tex., St. Louis South-west
Mt. Sidney, Va., Balt. & Ohio
Mt. Silica, Ind., Ch. and E. Ill
Mt. Solon, Va., Chesapeake Western
Mt. Sphere, La., Louisiana & North West
Mt. Sterling, Ill., Wabash
Mt. Sterling, Ia., Burl. Route
Mt. Sterling, Ky., Ches. & Ohio
Mt. Sterling, N.C., Tenn. & No. Carolina
Mt. Sterling, O., Balt. & Ohio Southwest
Mount Stewart, Pa., Hunter's R. & State Belt
Mt. Stewart Junc., P.E.I., Prince Edward Island
Mt. Summit, Ind., Ft. Wayne, Cin. & Lv
Mt. Summit, O., Cin. Geo. & Ports
Mt. Tabor, N.J., Del. Lack. & Western
Mt. Tabor, N.C., Atlantic Coast Line
Mt. Tabor, Ore., Portland Ry. L. & P. Co
Mt. Tabor Junction, Ore., Portland Ry. L. & P. Co
Mt. Tamalpais, Cal., Mill Vy. & Mt. T. Scenic
Mt. Tirzah, N.C., Norfolk & Western
Mt. Tom, Mass., Boston & Me
Mt. Tom Junction, Mass., Boston & Maine
Mt. Tremblant, Que., Canadian Pacific
Mt. Ulla, N.C., Southern
Mt. Unlacke, N.S., Dom. Atl
Mt. Union, Ia., Burl. Route
Mt. Union, O., Lake Erie, Alliance & W
Mt. Union, Pa., East Broad Top (a)
" Pennsylvania (b)
Depots adjacent
Mt. Upton, N.Y., N.Y. Ontario & West
Mt. Vernon, Ala., Southern
Mt. Vernon, Ga., Seaboard Air Line
Mt. Vernon, Ill., Chic. and East. Ill (a)
" Louisville & Nashv (b)
" Southern (c)
" Wab. Ches. & West (d)
(a) and (b) ½ mile apart
(a) and (c) about ¾ mi. apart
(a) and (d) about ¾ mi. apart
(b) and (d) about ¼ mi. apart
Mt. Vernon, Ind., Evansv. & Terre H (a)
" Louisville & Nashv (b)
(a) and (b) 1 mile apart
Mt. Vernon, Ia., North-Western Line

** On the Santa Fe*
† For freight only
‡ On the Rock Island System

Mt. Vernon, Ky., Lv. & Nashv
Mt. Vernon, Md., Penna
Mt. Vernon, Mo., Frisco Sys
Mt. Vernon, N. Y.,
N. Y. Cent. & H. Riv (a)
" N. Y. New Hav. & H (b)
(a) and (b) ½ mile apart
Mt. Vernon, Knox Co., O.,
Baltimore & Ohio (a)
" C. A. & C (Penna. L) (b)
(a) and (b) ½ mile apart
Mt. Vernon, Ont., Gd. Trunk
Mt. Vernon, Pa., Corn. & Leb
Mt. Vernon, S. D.,
Chicago, Mil. & St. Paul
Mt. Vernon, Tenn., Tellico
Mt. Vernon, Tex., St. L. So. W
Mt. Vernon, Va.,
Wash. Alex. & Mt. V. Elec
Mt. Vernon, Wash., Great No
Mt. Vernon Junction, Ind.,
Evansville & Terre H
Mt. Victory, O.,
Cleve. Cin. Chic. & St. L
Mt. View, Tenn.,
Nashv. Chat. & St. Louis
Mt. View, W. Va.,
West Virginia North
Mountville, Ga.,
Macon & Birmingham
Mountville, Pa., Penna
Mountville, S. C.,
Seaboard Air Line
Mt. Vincent, Ky.,
Louisville & Nashville
Mt. Vision, N. Y.,
Oneon. & Mohawk V (El)
Mt. Waldo, Me.,
Bangor & Aroostook
Mt. Washington, Md., Penna
Mt. Washington, Mo.,
Kansas City Southern
Mt. Washington, O.,
Cin. Geo. & Ports
Mt. Washington, Pa.,
Pittsburgh Rys. Co
Mt. Whitney, Cal., South. Pac
Mt. Whittier, N. H.,
Boston & Maine
Mt. Wilson, Md., West. Md
Mount Winans, Md.,
Baltimore & Ohio
Mt. Wolf, Pa., Northern Cent
Mt. Zion, Ill., Illinois Cent (a)
" Vandalia (a)
Mt. Zion, Ia., Ch. R. Isl. & Pac
Mt. Zion, Kan., Union Pac
Mt. Zion, O., Norf. & West
Mt. Zion, S. C., Southern
Moville, Ia., No. West. Pac
Mowat, Ont., Can. No. Ont
Mowata, La.,
Colo. So. New Orl. & Pac
Mowbray, Manitoba,
Canadian Pacific
Mowbray, N. Y.,
Central New England
Moweaqua, Ill., Illinois Cent
Mower, N. J., Pennsylvania
Mowfield, N. C.,
Northamp. & Hertford
Mowitch, B. C., Can. Pac
Mowry, Idaho,
Chic. Mil. & Puget Sd
Mowry, Pa., N. Y. C. & H. R
Mowry's, Cal., South. Pacific
Mowrystown, O.,
Norfolk & Western
Moxa, Wyo., Ore. Short Line
Moxahala, O.,
Toledo & Ohio Cent
Moxham, Pa., Balt. & Ohio
Moxley Ala., Birm. & Ala
Moxley, Ga.,
Louisville & Wadley
Moxon, Mont., Great North
Moy, S. C., Southern
Moyer, Pa., Pennsylvania
Moyers, Mo., Frisco System
Moyers, Pa., Phila. & Read
Moyie B. C., Can Pac
Moyie Springs, Idaho,
Spokane Internat
Moylan, Delaware Co., Pa.,
Pennsylvania
Moyock, N. C., Norf. & South
Moyston Pa., Pennsylvania
Mozart, Sask., Canadian Pac
Mozart, W. Va., Balt. & Ohio
Mozier's, Ill., C. C. C. & St. L
Mucio Martinez, Mex.,
San Marc. & Huaj. de L
Mucklow, W. Va.,
Chesapeake & Ohio
Mud Creek, Utah,
Rio Grande Western
Mud Cut, N. C., Southern
Muddy, Ore., South. Pacific
Muddy Creek, N. C. Southern
Muddy Creek, Pa.,
Bessemer & Lake Erie
Muddy Creek Forks Pa.,
Maryland & Penna
Mud Lake, Ont., Grand Trunk
Mudlake Bridge, Ont.,
Bay of Quinte
Mud Lick, Va., Interstate
Mud Pit, N. C., Southern
Mud River, Ky., Lv. & Nash
Mud R., Pa., Lehigh Valley
Mudsill, Colo., Colo. & South

Mud Spring, Nev.,
Las Vegas & Tonopah
Mud Tavern, Tenn.,
Nashv. Chat. & St. Louis
Muenster, Sask.,
Canadian Northern
Muenster, Tex.,
Missouri. Kan. & Tex
Mugg, Ind., Cl. Cin. Ch. & St. L
Muhlenoerg, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) adjacent
Muhlbauser, O., Cin. Ham. & D
Muir, Ark., Frisco System
Muir, Cal.
A. T. & S. F., Coast Lines*
Muir, Ky., Louisv. & Nash
Muir, Mich., Grand Trunk
Muir, Mo., Frisco System
Muir, Mont., North. Pacific
Muirheid, N. J., Penna
Muirkirk, Md., Balt. & Ohio
Muirkirk, Ont.,
Michigan Central (a)
" Pere Marquette (b)
(a) and (b) about 150 yards apart
Mukilteo, Wash., Gt. North
Mukinche, Mex.,
United R. Rs. of Yucatan
Mukwonago, Wis.,
Minn. St. P. & St. Ste. M
Mulat, Fla., Louisv. & Nash
Mulberry, Ark., St. L. I. M. & S
Mulberry, Fla.,
Atlantic Coast Line
Mulberry, Ga.,
Gainesville Midland
Mulberry, Ind., Lk. Erie & W
Mulberry, Kan.,
" Mo.,
Frisco System (a)
" Kansas City South (b)
(a) and (b) 600 yards apart
Mulberry Grove, Ill.,
Vandalia
Muldon, Miss., Mobile & Ohio
Muldoon, Colo., Rio Gr. So
Muldraugh, Ky., Illinois Cent
Muldrow, Miss., Ill. Central
Muldrow, Okla.,
St. Louis, Iron Mt. & So
Muldrows, Miss., Ill. Central
Mule Shoe, Pa., Penna
Mulford, Cal., Southern Pac
Mulford, N. J., Leh. & Hud. R
Mulfords, Minn., Minn. & St. L
Mulgay, Ala., Southern
Mulgrave, N. S., Intercol
Mulhall, Okla.,
Atch. Top. & Santa Fe
Mulherin, Mont., No. Pacific
Mulhollon, N. Y., N. Y. C. & H. R
Mulkey, Mo., Missouri Pac
Mulkeytown, Ill., Ill. Cent
Mull Ont., Michigan Cent
Mullan, Idaho, No. Pacific
Mulldoon, Tex.,
San Ant. & Aran. Pass
Mullen Cal., South. Pacific
Mullen, Mo., St. L. I. Mt. & So
Mullen, Neb., Burl. Route
Mullen, Tex., Gulf Colo. & S F*
Mullens, W. Va., Virginian
Muller, Mex.,
Kan. City, Mex. & Orient
Mullet Lake, Mich., Mich. Cent
Mullica Hill, N. J.,
Atlantic City
Mullica Hill Road, N. J.,
Pennsylvania
Mulligan, Ind.,
Chic. Cin. & Louisv
Mulliken, Md., Penna
Mulliken, Mich., Pere Marq
Mullins, Ky., Louisv. & Nash
Mullins
Westmoreland Co., Pa.,
Baltimore & Ohio
Mullins, S. C., Atl. Coast Line
Mullins, Tenn.,
Nash. Chat. & St. Louis
Mullins, Va., Norf. & West
Mullinville, Kan.,
Chic. Rk. Isl. & Pacific
Mulloy, Ore.,
Oregon Electric
Mulnix, La., La. & No. West
Mulock, Ont.,
Temiskaming & No. Ont
Multnomah, Ore.,
Oregon Electric
Multnomah Falls, Ore.,
Oregon RR. & Nav. Co
Mulvane, Kan., At. Top. & S. F
Mulvoy, La.,
Louisiana Western
Mulvey, Tex., Mo. Kan. & Tex
Mumford, N. Y.,
Buffalo, Roch. & Pitts
Mumford, Tex.,
Hearne & Braz. Val (a)
" Internat. & Gt. North (b)
(a) and (b) about 200 yards apart
Mumfords, Mich., N. W. Line
Mumford's, Ont.,
Trond. Banc. & Ottawa
Muna, Mex.,
United RRs. of Yucatan
Muncey, Ont., Mich. Cent

Muncey Valley, Pa.,
Williamsport & No. Br
Muncie, Ga., Southern
Muncie, Ill., C. C. C. & St. L
Muncie, Ind.,
Central Indiana (a)
" Chic. Cin. & Louisv (b)
" Cl. Cin. Chic. & St. L (d)
" Ft. W. Cin. & Lv (c)
" Lake Erie & West (e)
" Pitts. Cin. Ch. & St. L (c)
(a) and (d) about 500 yards apart
(a) and (e) about ⅜ mi. apart
(c) about 1 mi. from (a) and (e)
(d) and (e) 1 block apart
Muncie Junc., Ind., Wabash
Muncy, Kan., Union Pacific
Muncy, Pa., Pennsylvania (a)
" Phila. & Reading (b)
(a) and (b) 2 miles apart on opposite sides of river
Mundare, Alberta,
Canadian Northern
Munday, Tex., Wichita Val
Munden, Ill., Chic. and E. Ill
Munden, Kan., Chic. R. I. & Pac
Munden Point, Va.,
Norfolk & Southern
Mundo, Cal., Southern Pac
Mundy, W. Va., Norf. & West
Munford, Ala.,
Louisville & Nash (a)
" Southern (b)
(a) and (b) about ⅛ mi. apart
Munfords, Ga., Cent. of Ga
Munfordville, Ky., Lv. & Nash
Mungen, O., T. & Ohio Cent
Munger, Ill.,
Elgin, Joliet & East (a)
" Illinois Central (a)
Munger, Okla., Frisco Sys
Munger, Tex.,
Trinity & Brazos Val
Mungers, Cal.,
San Diego Southern
Munger's, Mich., Mich. Cent
Munhall, Pa., Pennsylvania
" Union
Muniac, N. B., Can. Pacific
Munich, N. D., Great North
Munising, Mich., Munising
Munising Junction, Mich.,
Dul. South Sh. & Atl (a)
" Munising (a)
Munith, Mich., Grand Trunk
Munkers, Ore.,
Corvallis & East (a)
" Southern Pacific (b)
Munnai, Minn., Mich. Central
Munnerlyn, Ga., Cent. of Ga
Munns, N. Y., N. Y. Ont. & W
Munoz, Mex., Mexican
Munroe, Idaho,
Oregon Short Line
Munroe, Manitoba,
Canadian Northern
Munroe, Neb., Union Pacific
Munroe, Okla.,
Choctaw, Okla. & Gulf
Munroe, Ont., Canadian Pac
Munroe Falls, O., B. & O
Munroe's, Mass., Bost. & Me
Munsey, Tenn.,
Tennessee Central
Munshaws, Mich.,
Grand Rapids & Ind
Munson, Mich., Wabash
Munson, Miss.,
Yazoo & Miss. Valley
Munson, Clearfield Co., Pa.,
N. Y. Cent & Hud. Riv
Munson, Wayne Co., Pa.,
Delaware & Hudson
Munson Hill, O., Penna. Co
Munson's, Mo., St. L. I. M. & So
Munster, Ill., Chicago & Alton
Munster, Ind.,
Chicago, Ind. & Louisv
Munster, Pa., Pennsylvania
Muntanna O., Tol. St. L. & W
Murchie, N. B., Can. Pacific
Murchison, Tex., St. L. So. W
Murchisons, Ga.,
Nash. Chat. & St. Louis
Murdo, Tex.,
Ft. Worth & Denver City
Murdock, Ill.,
Cin. Ham. & Dayton
Murdock, Kan.,
Atch. Top. & Santa Fe
Murdock, La.,
Kentwood & Eastern
Murdock, Minn., Great North
Murdock, Neb., Chic. R. I. & P
Murdock, Wash.,
Chic. Mil. & Puget Sd
" Northern Pacific
Murdo MacKenzie, S. D.,
Chicago, Mil. & St. Paul
Muren, Ind., Southern
Murfreesboro, Ark.,
Memphis, Paris & Gulf
Murfreesboro, Tenn.,
Nash. Chat. & St. Louis
Muriel, Neb., Missouri Pac
Muriel, Nev., South. Pacific
Murillo, Ont., Can. Pacific
Murlind, Minn.,
Duluth, Rainy Lk. & Win
Murn, Mont., North. Pac

Murney, Tenn.,
Louisville & Nashville
Murphree, Ala., Atl. Coast L
Murphy, S. C., Can. Pacific
Murphy, Colo., Mid. Term
Murphy, Idaho,
Idaho Northern Ry
Murphy, Ia., Iowa Central
Murphy, La.,
Franklin & Abbeville
Murphy, Baraga Co., Mich.,
Duluth. So. Shore & Atl
Murphy, Isabella Co., Mich.,
Pere Marquette
Murphy, Minn.,
Duluth & North. Minn
Murphy, Miss.,
Yazoo & Miss. Val
Murphy, Mo., Illinois South
Murphy, N. J., Penna
Murphy, N. C.,
Louisville & Nashv (a)
" Southern (b)
(a) and (b) ¼ mile apart
Murphy, O., Cin. Ham. & Day
Murphy, Tex., St. Louis S. W
Murphy, Wash.,
Tacoma Eastern
Murphy, W. Va., Balt. & Ohio
Murphy Junction, Ga.,
Louisville & Nashville
Murphy Junction, N. C.,
Southern
Murphy's, Cal., South. Pacific
Murphy's, N. Y., Penna
Murphy's, Ont., Gd. Trunk
Murphys, Sask., Can. North
Murphysboro, Ill.,
Illinois Central (a) (b)
" Mobile & Ohio (c)
" St. Louis, Iron Mt. & So
(a) and (b) about ⅜ mi. apart
(a) and (c) about ½ mi. apart
Murray, Cal., Nev.-Cal.-Ore
Murray, Ga.,
Atlanta, Birm. & Atl
Murray, Idaho,
Idaho Northern RR
Murray Ia., Burl. Route
Murray, Ind.,
Chi. Bluffton & Chicago
Murray, Ky.,
Nash. Chat. & St. Louis
Murray, Neb., Mo. Pacific
Murray, N. D., Great North
Murray, Ont., Can. Pac
Murray, Ore., Southern Pac
Murray, Pa., Phila. & Reading
Murray, Que., Canadian Pac
Murray, Utah,
Denver & Rio G (b)
" Oregon Short Line (a)
" San Ped. L. A. & S. Lk (a)
(a) and (b) about ½ mi. apart
Murray, W. Va., Balt. & Ohio
Murray City, O., Hocking Val
Murray Cross, Ala., Southern
Murray Glen, Pa.,
Lancaster, Oxford & So
Murray Grove, N. J.,
Cent. of New Jersey
Murray Harbor, P. E. I.,
Prince Edward Island
Murray Hill, Minn.,
Chicago, Mil. & St. Paul
Murray Hill, N. J.,
Del. Lack. & Western
Murray Hill, N. Y., Long Isl
Murray Park, Manitoba,
Canadian Pacific
Murray River, P. E. I.,
Prince Edward Island
Murrays Mo., Burl. Route (a)
" Chic. Rk. Isl. & Pac (a)
Murraysville, Pa., Penna
Murrayville Ill., Chic. & Alt
Murrayville, W. Va.,
Baltimore & Ohio
Murrieta, Cal.,
A. T. & S. F., Coast Lines*
Murry, S. C., Atl. Coast Line
Murry, Wis.,
Minn. St. P. & Slt. Ste. M
Murta, Ark., St. Louis, I. M. & S
Murvale, Ont.,
Bay of Quinte (a)
" Kingston & Pem (a)
Murvaul, Tex., Texas & Gulf
Muscadine, Ala., Southern
Muscatel, Cal., So. Pacific
Muscatine Ia.,
Chicago, Mil. & St. P (a)
" Chic. Rk. Isl. & Pac (b)
" Muscatine North & S (a)
(a) and (b) adjacent
Muscnopauge, Mass.,
Boston & Maine
Muscoda, Ala., Louisv. & Nash
Muscoda, Wis., Ch. Mil. & St. P
Muscoda Junction., Ala.,
Louisville & Nashville
Muscogee, Fla. Lv. & Nash
" Pensacola, Ala. & Tenn
Muscogee, Ga., Cent. of Ga
Musconetcong Junc., N. J.,
Lehigh Valley
Muscotah, Kan., Mo. Pacific
Musella, Ga., Southern

Muses Bottom, W. Va.,
Baltimore & Ohio
Musgrove, Tex.,
Missouri Kan. & Texas
Music, Ky., Ches & Ohio
Musina Ariz., South. Pacific
Musk, Ont., Canadian Pacific
Muskee, N. J., Pennsylvania
Muskeg, Wis., North. Pacific
Muskegon, Mich.,
Grand Rapids & Ind (a)
" Gd. Rap. Gd. H. & M (El)
" Grand Trunk (b)
" Pere Marquette (a)
(a) and (b) about ¼ mi. apart
Muskegon, Tex.,
Port Arthur Route
Muskegon Heights, Mich.,
Grand Rapids & Ind (a)
" Gd. Rap. Gd. H. & M (El)
" Pere Marquette (b)
(a) and (b) ½ mile apart
Muskegon Junction, Mich.,
Grand Rapids & Ind
Muskingum,
Zanesville Co., O.,
Zanesville & Western
Muskoda, Minn., North. Pac
Muskogee, Okla.,
Frisco System (a)
" Midland Valley (d)
" Mo. Kan. & Texas (b)
" Missouri, Okla. & G (c)
(a) and (b) about ¼ mi. apart
(a) and (c) about ¾ mi. apart
(a) and (d) adjacent
(b) and (c) about ¾ mi. apart
(b) and (d) ¼ mile apart
(c) and (d) ½ mile apart
Muskoka, Ont., Can. Pacific
Muskoka Wharf, Ont.,
Grand Trunk
Musquash, N. B.,
New Brunswick South
Musselmans, O.,
Balt. & Ohio S. W (a)
" Cin. Ham. & Dayton (a)
Mussel Rock, Cal.,
Ocean Shore
Musselshell, Mont.,
Chic. Mil. & Puget Sd
Musselwhite, Ga.,
Atlanta, Birm. & Atl
Musser, Pa., Pennsylvania
Mustang, Colo.,
Chicago, Rk. Isl. & Pac
Mustang, Okla., Frisco Sys
Mutual, Pa., Pennsylvania
Muxupip, Mex.,
United R. Rs. of Yucatan
Muzquiz, Mex.,
Coahuila Coal
Myall, Ky., Louisv. & Nash
Myer, Md.,
Wash. Balt. & Annap. El
Myers, Ky., Louisv. & Nash
Myers, Minn., Chic. Mil. & St. P
Myers, Mo., Missouri Pacific
Myers, Mont., North. Pacific
Myers, N. Y.,
N. Y. Auburn & Lansing
Myer's, Madison Co., O.,
Cleve. Cin. Chic. & St. L
Myers, Stark Co., O.,
Lk. E. Alliance & Wheel
Myers, Okla.,
Midland Valley
Myers, S. C., Seab. Air Line
Myers, Va., Baltimore & Ohio
Myers, Wash., North. Pacific
Myers Mill, Pa., Penna
Myerstown Pa.,
Phila. & Reading
Myersville O., Balt. & Ohio
Mykawa, Tex.,
Gulf, Colo. & Santa Fe*
Myles Miss., Yazoo & Miss. Val
Mylo, N. D.,
Minn. St. P. & Slt. Ste. M
Mynard, Neb., Missouri Pac
Myncaster, B. C., Gt. North
Myndus, N. M., South. Pacific
Myoma Cal., South. Pacific
Myoma, Pa., Balt. & Ohio
Myra, Manitoba,
Grand Trunk Pacific
Myra, N. D., Northern Pacific
Myra, Tex., Mo. Kan. & Tex
Myrick, Mo., Missouri Pacific
Myrick, Ore., North. Pacific
Myrick's Mass.,
N. Y. New Hav. & Hart
Myridia, Fla., Atl. Coast Line
Myrtin, Ky., Louisv. & Nashv
Myrtis, La.,
Kansas City Southern
Myrtle, Ark.,
St. Louis, Iron Mt. & So
Myrtle, Ga., Central of Ga
Myrtle, Idaho, No. Pac
Myrtle, Ill., Chicago Gt. West
Myrtle, Manitoba,
Canadian Northern
Myrtle, Minn., Illinois Cent
Myrtle, Miss., Frisco System
Myrtle, Ont., Can. Pacific (a)
" Grand Trunk (b)
(a) and (b) ½ mile apart
Myrtle, Ore.,
Portland Ry. L. & P. Co

Myrtle, Pa., New York & Penna
Myrtle, Va., Norfolk & West
Myrtle Beach, S.C., Atlantic Coast Line
Myrtle Creek Ore., So.Pac
Myrtle Grove La., New Orleans Southern
Myrtle Point, Ore., Coos Bay, Roseb. & East
Myrtlewood, Ala., Louisville & Nashville
Myrtlewood, Ga., Florida Central
Mystic, Cal., Southern Pacific
Mystic, Ct., N.Y. N.H. & H
Mystic, Ga., Atlanta, Birm. & Atl (a)
" Fitzg. Ocilla & Brox (a)
Mystic, Ia., Chic. Mil. & St. P
Mystic, Ky., Louisv. Hend. & St. L
Mystic, Pa., Balt. & Ohio
Mystic, Que., Canadian Pac
Mystic, S.D., Burl. Route (a)
" Rap.C.Blk.Hills & W (a)
Mystic Junction, Mass., Boston & Maine

N

Nabb's, Ind., Balt. & Ohio S.W
Nabisco, Ala., Southern
Nabo, Ala., Louisv. & Nashv
Nace, Va., Norfolk & Western
Naches, Ariz., Gila Val. Globe & North
Naches, Wash., North Yakima & Valley
Nachusa, Ill., No. West. Line
Nacimiento, Cal., So. Pacific
Nacimiento, Mex., West Coast Route
Nackawic, N.B., Can. Pacific
Naco, { Ariz., Mex., El Paso & S.W. System
" West Coast Route
Nacogdoches, Tex., Houston, E. & W. Tex (a)
" Nacogdoches & S. E
" Tex. & New Orleans (a)
Nacora, Ga., Central of Ga
Nacora, Neb., No. West. Line
Nacozari, Mex., Nacozari
Nada, Graham Co., Ariz., Gila Val. Globe & North
Nada, Maricopa Co., Ariz., Santa Fe, Prescott & Ph
Nada, Minn., Northern Pac
Nada, Utah, San Ped. Los Ang. & S. Lk
Nadadores, Mex., Mexican International
Nadawah, Ala., Louisville & Nashville
Nadeau, Mich., North-Western Line
Nadeau, Tex., Galv. Harrisb. & San Ant
Nadeau Park, Cal., A.T. & S.F., Coast Lines*
Nadine, Pa., Pennsylvania
Naef, Ore., Portland Ry. L. & P. Co
Naftels, Ala., Atl. Coast Line
Nagawicka Wis., C. M. & St. P
Naginey Pa., Pennsylvania
Nagonab, Minn., Gt. North
Nagos, Mont., North Pacific
Nahant, Ia., Chic. Mil. & St. P
" Chicago, Rk. Isl. & Pac
Nahant, S.D., Burl. Route
Nahcotta, Wash., Ilwaco
Nahcotta Dock, Wash., Ilwaco
Nahma Junction, Mich., Minn. St. P. & Slt. Ste. M
Nahon, S.D., Minn. & St. Louis
Nahors, N.H., Boston & Me
Nahunta, Ga., Atl. Coast Line
Naida, Ga., Southern
Naillon, Tenn., Tennessee & No. Car
Nails, Ind., Cin. Ham. & Day
Nairn, Cal., Southern Pacific
Nairn, La., New Orl. So
Nairn, Ont., Can. Pacific
Nairberry, Sask., Canadian Northern
Naiscootyong, Ont., Canadian Pacific
Naismith, Mont., Gt. North
Nakoda, Minn., Big Fork & Int. Falls
Nakusp, B.C., Canadian Pac
Nalleys, Ga., Southern
Namaka, Alberta, Can. Pac
Nameoki, Ala., Lv. & Nash
Nameoki, Ill., Chic. & Alton
" Chicago & East. Ill (a)
" Cleve. Cin. Ch. & St. L (a)
" Wabash (b)
Nampa, Idaho, Idaho Northern Ry (a)
" Oregon Short Line (a)
Nanacamilpa, Mex., Interoceanic of Mexico
Nance, Tex., Gulf, Colo. & Santa Fe*
Nance, Va., Ches. & Ohio
Nancy, Tenn., Nashville, Chat. & St. L
Nanaimo, B.C., Esquimalt & Nanaimo
Nankin, O., Erie
Nankipooh, Ga., Cent. of Ga
Nannahubba, Ala., Tombigbee Valley
Nansemond, Va., Atlantic Coast Line
Nansen, Pa., Balt. & Ohio
Nanson, N.D., Great North
Nantahala, N.C., Southern
Nantasket, Mass., N.Y. New Hav. & Hart
Nantasket, Nen., Union Pac
Nantasket Junction, Mass., N.Y. New Hav. & Hart
Nantel Que., Canadian Pac
Nanticoke, Luzerne Co., Pa., Central of N. Jersey (a)
Pennsylvania (b)
(a) and (b) about 1 mi. apart
Also see West Nanticoke, Pa
Nanticoke Bridge, Pa., Pennsylvania
Nanton, Alberta, Can. Pacific
Nant Y Glo, Pa., Penna
Nanuet, N.Y., Erie (a)
" New Jersey & N.Y (a)
Nanuet Junction, N.Y., Erie
Naomi, O., Detroit, Tol. & Ironton
Naomi Pines, Pa., New York, Susq. & West
Napa, Cal., Southern Pacific
Napa, S.D., Chic. Mil. & St. P
Napa Junction, Cal., So. Pac
Napanee, Ind., Balt. & Ohio
Napanee, Miss., Southern in Miss (a)
" Yazoo & Miss. Val (b)
(a) and (b) about 1000 feet apart
Napanee, Ont., Bay of Quinte (a)
" Grand Trunk (a)
Also called New Deseronto Junction on B. of Q
Napanoch, N.Y., N.Y. Ontario & West
Napati, Idaho, Ore. Short L
Napavine, Wash., North Pac
Napeague Beach, N.Y., Long Island
Naperville, Ill., Burl. Route
Napier, Ga., Chattanooga Southern
Napier, Ia., Ft. D. Des M. & So
Napier, Mich., Pere Marquette
Napier, Mo., Burl. Route
Napier, O., Mar. Col. & Cleve
Napier, Pa., Pennsylvania
Napier, Tenn., Louisv. & Nash
Napier, Tex., Houston, E. & W. Texas
Napier Junction, Tenn., Louisville & Nashville
Napierville, Que., Napierville Junction
Napiuka, Manitoba, Can. Pac
Naples, Cal., South. Pacific
Naples, Idaho, Great North
" Spokane Internat
Naples, Ill., Wabash
Naples, La., La. Ry. & Nav. Co
Naples, Manitoba, Can. Pac
Naples, Mich., Pere Marquette
Naples, N.Y., Lehigh Valley
Naples, N.C., Southern
Naples, S.D., Chic. Mil. & St. P
Naples, Tex., St. Louis So. W
Napoleon, Mich., L.S. & M.S
Napoleon, Mo., Missouri Pac
Napoleon, N.D., Minn. St. P. & Slt. Ste. M
Napoleon, O., Detroit, Tol. & Iron (a)
" Wabash (b)
(a) and (b) about 330 yards apart
Napoleonville, La., Morgan's La. & Tex (a)
" Texas & Pacific (b)
(a) and (b) ⅞ mile apart
Napoleonville Junc., La., Morgan's La. & Texas
Napolis, Mex., Nat. of Mex
Naponee Neb., Burl. Route
Nappan N.S., Intercolonial
Naptonville, Mo., Missouri Pacific
Naranja, Cal., Pacific Elec
Naranja, Fla., Fla. East Coast
Naranjo, Guerrero, Mex., National of Mexico
Naranjo, Nuevo Leon, Mex., National of Mexico
Naranjo, Sinaloa, Mex., West Coast Route
Naravisa, N.M., Chic. Rk. Isl. & El Paso
Narberth, Pa., Pennsylvania
Narcissa, Okla., Frisco Sys
Narcissa, Pa., Pennsylvania
Narcoossee, Fla., Atlantic Coast Line
Nard, Kans., Mo. Kans. & Tex
Nardin, Okla., Atch. Top. & Santa Fe
Narenta, Mich., North-Western Line
Narita, Ill., Illinois Central
Narka, Kan., Chic. R.I. & Pac
Narlon, Cal., South. Pacific
Narod, Los Angeles Co., Cal., San Ped. Los Ang. & S. Lk
Narod, San Bernardino Co., Cal., Southern Pacific
Narotes, Mex., Kan. City Mex. & Orient
Narragansett, Cal., San Diego & Cuyamaca
Narragansett Pier, R.I., Narragansett Pier
Narrows, Colo., Union Pac
Narrows, Ky., Illinois Cent
Narrows, Md., Maryland. Del. & Va
Narrows, N.D., Great North
Narrows, Pa., Pennsylvania
Narrows, Utah, D. & Rio Gd
Narrows, Va., New River, Holston & W
" Norfolk & Western
Narrows, W. Va., Balt. & Ohio
Narrows, Wis., North-Western Line
Narrowsburg, N.Y., Erie
Narrows Creek, Pa., Penna
Narrows Run, O., Penna. Co
Naruna, Va., Norfolk & West
Narva, O., Pitts. C. C. & St. L
Nary, Minn., Minn. & Internat
Nasbonsing, Ont., Can. Pac
Nasby, O., Lake Shore & Mich. So
" Toledo Terminal†
Naseby, Sask., Can. Pac
Nash, Mo., Frisco System
Nash, N.D., Great Northern
Nash, N.M., St. L. Rocky Mt. & Pac
Nash, Okla., Atch. Top. & S. Fe
Nash, Tex., Texas & Pacific
Nash, Va., Tidewater & West
Nashotah, Wis., C. M. & St. P
Nashport, O., Balt. & Ohio (a)
" Ohio Electric (b)
(a) and (b) 1 mile apart
Nash's Creek, N.B., Intercol
Nashua, Ia., Illinois Central
Nashua, Minn., Minn. St. P. & Slt. Ste. M
Nashua, Mo., Quincy, Om. & K.C (a)
" St. Jo. & Grand Isl (a)
Nashua, Mont., Great North
Nashua, N.H., Bost. & Maine
Nashua Junction, Mo., Missouri Pacific
Nashua Junction, N.H., Boston & Maine
Nashville, Ark., Ark. & La (a)
" Memph, Paris & Gulf (b)
(a) and (b) adjacent
Nashville, Ga., Ga. & Fla
Nashville, Ill., Illinois Southern (a)
" Louisville & Nash (b)
(a) and (b) about ½ mi. apart
Nashville, Jackson Co., Ia., North-Western Line
Nashville, Kan., At. T. & S. Fe
Nashville, Mich., Mich. Cent
Nashville, N.C., Atl. Coast L
Nashville, Lincoln Co., Ore., Corvallis & Eastern
Nashville, Multnomah Co., Ore., Portland Ry. L. & P. Co
Nashville, Pa., Western Md
Nashville, Tenn., Louisv. & Nashv (a)
" Nash. Chat. & St. L (a)
" Tennessee Central (b)
(a) and (b) about ⅞ mile apart
Nashville, Wis., No. W. Line
Nashwaak, N.B., Intercol
Nashwaaksis, N.B., Can. Pac
Nashwauk, Minn., Gt. North
Nasoma, Ore., Oregon Electric
Nason, Mich., Pere Marq
Nason, Va., Pot. Frec. & Pied
Nason Creek, Wash., Gt. No
Nason Siding, N.B., Can. Pac
Nasonville, R.I., N.Y.N.H. & H
Nassau, Del., Pennsylvania
Nassau, Ill., De Pue & North†
Nassau, Minn., Great North
Nassau, Nassau Co., N.Y., Long Island
Nassau, Rensselaer Co., N.Y., Albany Southern (El)
Nassau, Saskatchewan, Canadian Pacific
Nassau Boulevard, N.Y., Long Island
Nassau Junction, Mo., Missouri Pacific
Nassau Lake, N.Y., Albany Southern (El)
Nassau Mills, Ont., Gd. Trunk
Nassawadox, Va., N.Y. Phila. & Norfolk
Nast, Colo., Colorado Mid
Natal, B.C., Can. Pacific
Natalbany, La., Ill. Cent (a)
" New Orl. Natalb. & N (a)
Natalie, Pa., Phila. & Read
Natalie Junction, Pa., Phila. & Reading
Natchez, La., Texas & Pacific
Natchez, Miss., Mississippi Central (a)
" New Orl. & No. W (a)
" St. L. Iron Mt. & So (a)
" Yazoo & Miss. Val (b)
(a) and (b) 1 mile apart
Natchez, Nev., South. Pac
Natchitoches, La., Louisiana & No. W (a)
" Texas & Pacific (b)
(a) and (b) about ½ mi. apart
Nathalie, Mo., Frisco System
Nathalie, Va., Norf. & West
Nathan, Mich., Wis. & Mich
Nathrop, Colo., Colo. & Southern (a)
" Denv. & Rio Grande (a)
Natick, Mass., Bost. & Albany
Natick, Neb., Burl. Route
Natick, R.I., N.Y.N.H. & H
Natill, Tex., Gal. Har. & San Ant
National, Tex., Port Arthur Route
National, Wash., Tacoma Eastern
National Camp Ground, Ga., Flovilla & Indian Spgs
National Cemetery, Miss., Yazoo & Miss. Valley
National Cemetery, Tenn., Louisville & Nashville
National City, Ca., A.T. & S.F., Coast L* (a)
" San Diego Southern (b)
(a) and (b) adjacent
National Home, Me., Kennebec Central
National Home, Wis., Chicago, Mil. & St. Paul
National Road, Licking Co., O., Baltimore & Ohio
National Road, Montgomery Co., O., Dayton & Union
National Stock Yards, Ill., Toledo, St. L. & West
Natoma, Cal., South. Pacific
Natoma, Kan., Union Pacific
Natron, Ore., Southern Pac
Natrona, Ill., Chic. & Alton
Natrona Kan., Chic. R. Isl. & P
Natrona, Pa., Pennsylvania
Natrona, Wyo., North Western Line
Natural Bridge Ala., Northern Alabama
Natural Bridge, Ky., Lexington & Eastern
Natural Bridge, N.Y., N.Y. Cent. & Hud. Riv
Natural Bridge (1), Va., Chesapeake & Ohio
Natural Bridge (2) Va., Norfolk & Western
Natural Steps, Ark., Chicago, Rk. Isl. & Pac
Natural Well, Va., Chesapeake & Ohio
Nauenway Junction, Mich., Minn. St. P. & Slt. Ste. M
Naucalpan, Mex., National of Mexico
Naugatuck, Ct., N.Y. New Hav. & Hart
Naugatuck, W.Va., Norfolk & Western
Naugatuck Junction, New Haven Co., Ct., N.Y. New Hav. & Hart
Naughright, N.J., Cent. of N.J
Naughton, W. Va. Balt. & O
Naughton, Ont., Can. Pacific
Naugle, Mo., Frisco System
Naukeag, Mass., Boston & Maine
Naults, Mich., No. West. Line
Nauvoo, Ala., Northern Ala
Nauwigewauk, N.B., Intercol
Nava, Coahuila, Mex., Mexican International
Nava, Mexico, Mex., National of Mexico
Navajo, Ariz., A.T. & S.F., Coast Lines*
Navajo, Colo., Den. & Rio G
Naval Academy Jn., Md., Wash. Balt. & Annap. El
Navan, Ont., Can. Pacific
Navarre, Alberta, Can. Pac
Navarre, Kan., At. T. & S. Fe
Navarre, Minn., Gt. North
Navarre (1), Stark Co., O., Baltimore & Ohio
Navarre (2), Stark Co., O., No. O. Tr. & L. Co. (El) (a)
" Wheeling & Lake E (b)
(a) and (b) adjacent
Navarro, Mex., Mexican Cent
Navarro, Pa., Northampton & Bath
Navarro, Tex., Trinity & Brazos Val
Navasota, Tex., Gulf, Colo. & S. Fe* (a)
" Houston & Tex. Cent (a)
" Internat. & Gt. No (b)
(a) and (b) about 300 yards apart
Navassa, N.C., Atlantic Coast Line (a)
" Seaboard Air Line (b)
(a) and (b) adjacent
Nave, O., Norfolk & Western
Naves, Ala., Southern
Navesink Beach, N.J., Central of New Jersey
Navilus, Ont., Can. Pacific
Navin, Manitoba, Can. North
Navina, Okla., Atch. Top. & S. Fe (a)
" St. L. El Reno & West (b)
(a) and (b) about ½ mile apart
Naviska, Ariz., South. Pac
Navojoa, Mex., West Coast Route
Navolato, Mex., West. of Mex
Navy, N.J., Wharton & Northern
Navy, Wash., Northern Pac
Navy Yard, Ct., N.Y.N.H. & H
Navy Yard, D.C., Penna
Nawatzel Wash., Peninsular
Nay, Mo., St. L. K. C. & Colo‡
Nayart, R.I., N.Y.N.H. & H
Nay-Aug, Pa., D.L. & W (a)
" Erie (b)
Nay-Aug Park, Pa., Lack. & Wyoming Val
Naylor, Ga., Atlantic Coast Line (a)
" Milltown Air Line (a)
Naylor, Mo., Frisco System (a)
" St. Louis, Ir. Mt. & So (b)
(a) and (b) about ½ mile apart
Nazareth, Ky., Lv. & Nash
Nazareth Pa., Bangor & Portland (a)
" Lehigh & New Eng (b)
(a) and (b) about 460 yards apart
Nazareth Junction, Pa., Lehigh & New England
Nazarina, Mex., Nat. of Mex
Nazas, Mex., Nat. of Mex
Neal Ga., Southern
Neal, Greenwood Co., Kan., Missouri Pacific
Neal, Mont., Chicago, Mil. & Puget Sd
Neal, W.Va., Norfolk & Western
Neale, La., Gulf, Colo. & S. Fe*
Neale, Pa., Pennsylvania
Nealey, Pa., West. Alleg
Nealmont, Pa., Penna
Neals, Fla., Seaboard Air Line
Neals Tex., Texas & Pacific
Neal Shoals, S.C., Union & Glenn Springs
Neal Springs, Ark., Kansas City Southern
" Little River Valley
Nealton, Ky., Louisv. & Atl
Neame, La., Kan. City So (a)
" Missouri & Louisiana (b)
(a) and (b) about 500 yards apart
Neapolis, O., Wabash
Neapolis, Va., Southern
Nearman, Kan., Missouri Pac
Neathery, Va., Norfolk & Western
Neckers, Ind., Wabash
Nebish, Minn., Minn. Red Lake & Man
Nebo, Cal., A.T. & S.F., Coast Lines*

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Nebo, Fla., Florida
Nebo, Ill., Chicago & Alton
Nebo, Ind., Balt. & Ohio S. W
Nebo, Ky., Louisville & Nash
Nebo, O., Pennsylvania Co
Nebo Junction, Utah, Denver & Rio Grande
Nebraska, Ind., Bals. & O.S. W
Nebraska, Pa., Sheffield & Tionesta
Nebraska City, Neb., Burlington Route (a)
" Missouri Pacific (b)
(a) and (b) about ¼ mi. apart
Nebraska City Junc., Neb., Missouri Pacific
Nebula, Ga., Southern
Necanicum, Ore., Astoria & Columbia Riv
Necedah, Wis., Chic. go, Mil. & St. P (a)
" North-West. Line (b)
(a) and (b) about ¼ mi. apart
Neche, N.D., Great Northern
Neches, Tex., Int. & Gt. North
Neches Junction, Tex., Port Arthur Route
Neckar, La., La. Ry. & Nav. Co
Neck City, Mo., Missouri Pac
Neck Road, N.Y., Long Isl
Neco, Ga., Augusta Southern
Nederland, Colo., Denver, Boulder & West
Nederland, Tex., Port Arthur Route
Nedra, Tex., Gulf, Colo. & Santa Fe*
Neebing, Ont., Can. Pacific
Neeces, S.C., Seab. Air Line
Need, Cal., Southern Pacific
Needham, Ark., Jonesb. Lk. City & East
Needham, Ind., Cleve. Cin. Chic. & St. L
Needham, Mass., N.Y. New Hav. & Hart
Needham Heights, Mass., N.Y. New Hav. & Hart
Needham Junction, Mass., N.Y. New Hav. & Hart
Needles, Cal., A.T. & S.F., Coast Lines*
Needles, Mo., Burl. Route
Needleton, Colo., Den. & RioG
Needmore, Ga., Atlanta, Birm. & Atl
Needmore, Tenn., Lv. & Nash
Neelby, Sask., Can. Pacific
Neeley, Edgar Co., Ill., Vandalia Line
Neeley's, Morgan Co., Ill., Wabash
Neeleyville, Mo., St. Louis, Iron Mt. & So
Neelin, Manitoba, Canadian Northern
Neel's, Ind., Pitts. C.C. & St. L
Neel's, Utah, San Ped. Los Ang. & S. Lk
Neely, Ala., Mobile & Ohio
Neely, Kan., Missouri Pacific
Neely, Mich., Michigan Cent
Neely, Tenn., Nashville, Chat. & St. L
Neelys, Mo., Frisco System
Neelyton, Pa., E. Broad Top
Neely Town, N.Y., Erie
Neenah, Ala., Louisv. & Nash
Neenah, Wis., Chic. Mil. & St. Paul (a)
" Minn. St. P. & S. Ste. M (a)
" North West. Line (b)
(a) and (b) ½ mile apart
Negley, O., Pitts. Lisbon & West
Negleys, Pa., Balt. & Ohio
Negra, N.M., A. T. & S. Fe
Negrete, Mex., Nat. of Mex
Negro Arm, Va., Tidewater & Western
Negro Hill, Ark., Missouri & North Ark
Also called Georgetown
Nena, Okla., Mo. Kans. & Tex
Nehalem Junction, Ore., Northern Pacific
Nehasane, N.Y., N.Y. Cent. & Hud. Riv
Nehawka, Neb., Mo. Pacific
Neiber, Wyo., Burlington Route
Neil, Miss., Illinois Central
Neihart, Mont., Great North
Neillsville, Wis., North Western Line
Neilly, Pa., Pennsylvania
Neathery, Va., Norf. & West
Neils, Ia., Chic. Rk. Isl. & Pac
Neimeyer, La., St. Louis, Iron Mt. & So
Nekoma, Ill., Burl. Route
Nekoma, Kan., At. Top. & S. Fe
Nekoma, N.D., Minn. St. P. & Slt. Ste. M
Nekoosa, Wis., Chic. Mil. & St. Paul (a)
" Minn. St. P. & S. Ste. M (c)
" North-Western Line (b)
(a) and (b) 175 yards apart
(a) and (c) adjacent
(b) and (c) adjacent
Nekoosa Junction, Wis., North Western Line
Nelagony, Okla., Midland Valley
" Missouri, Kansas & Tex
Nelia, Miss., Illinois Central
Nelish, Neb., No. West. Line
Nelles' Corners, Ont., Grand Trunk (a)
" Wabash (a)
Nelleva, Tex., Houston & Texas Cent
Nelleva Junction, Tex., Houston & Texas Cent
Nelms, Ga., Ga. Northern
Nelms, N.C., Norf. & South
Nelms, Tex., Mo. Kan. & Tex
Nels Morris, Ind., Chicago, Indiana & So
Nelson, Chambers Co., Ala., Western of Alabama
Nelson, Shelby Co., Ala., Southern
Nelson, Ariz., A.T. & S.F., Coast Lines*
Nelson, B.C., Can. Pacific (a)
" Great Northern (a)
Nelson, Cal., South. Pacific
Nelson, Ga., Louisv. & Nash
Nelson, Idaho, Idaho Northern RR
Nelson, Lee Co., Ill., North Western Line
Nelson, Ind., Vandalia
Nelson, Kan., Kansas City So
Nelson, Clark Co., Ky., Chesapeake & Ohio
Nelson, Muhlenberg Co., Ky., Illinois Central
Nelson, La., Vicksburg, Shrev. & Pac
Nelson, Douglas Co., Minn., Great Northern
Nelson, St. Louis Co., Minn., Duluth. Va. & Rainy Lk
Nelson, Cooper Co., Mo., Missouri Pacific
Nelson, Neb., Burl. Route (a)
" Chic. Rk. Isl. & Pac (a)
(a) and (b) about ½ mile apart
Nelson, N.B., Intercolonial
Nelson, N.C., Southern
Nelson, Montgomery Co., Pa., Pennsylvania
Nelson, Tioga Co., Pa., Buffalo & Susque (a)
" N.Y. Cent. & Hud. R (b)
(a) and (b) about 1 mile apart
Nelson, Va., Southern
Nelson, Buffalo Co., Wis., Burlington Route
Nelson Junction, Ill., North-Western Line
Nelson Lake, N.Y., N.Y. Cent. & Hud. Riv
Nelsons, N.Y., N.Y. Ont. & Western
Nelson's Wash., No. Pacific
Nelsons, Portage Co., Wis., Minn. St. P. & Slt. Ste. M
Nelson's Crossing, O., Pennsylvania Co
Nelsonville, Ky., Lv. & Nash
Nelsonville, La., Woodworth & La. Cent
Nelsonville, O., Hocking Val
Nemaha, Ia., Chic. Mil. & St. P
Nemaha City, Neb., Burlington Route
Nemasket, Mass., N.Y. New Hav. & Hart
Nemegos, Ont., Canadian Pacific
Nemo, Colo., Colo. & So (a)
" Denver & Rio Gr (a)
Nemo, Ill., Atch. Top. & S. F (a)
" Iowa Central (a)
Nemo, Kan. Missouri Pacific
Nemo, Okla., Frisco System
Nemo, S.D., Burl. Route
Nemo, Tenn., Cin. New Orl. & Tex. Pac
Nemours, Va., Norfolk & Western
Nemway, Miss., Yazoo & Miss. Valley
Nenemoosha, Ala., Louisville & Nashville
Nenzli, Neb., No. West. Line
Neodesha, Kan., Frisco System (a)
" Missouri Pacific (b)
(a) and (b) ¼ mile apart
Neoga, Fla., Fla. East Coast
Neoga, Ill., Illinois Cent (a
" Toledo, St. L. & West (b)
(a) and (b) about ½ mi. apart
Neoga, Ia., Wabash
Neola, Ia., Ch. Rk. Isl. & St. P (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about 330 yards apart
Neola, Kan., Mo. Pacific
Neola, Sask., Grand Trunk Pacific
Neopit, Wis., Wis. & North
Neosho, Mo., Frisco System (a)
" Kansas City South (b
" Missouri & No. Ark (b)
(a) and (b) 1 mile apart
Neosho Falls, Kan., Atch. Top. & S. Fe (a)
" Mo. Kan. & Texas (b)
(a) and (b) about ½ mi. apart
Neosho Rapids, Kan., Atch. Top. & Santa Fe
Neowash, O., Tol. St. L. & West
Nep, Tex., Texas & New Orl
Nepanee, Miss., Yazoo & Miss. Valley
Nepantla, Mex., Interoceanic of Mex
Nepean, Ont., Can. Pac
Nepera Park, N.Y., N.Y. Cent. & Hud. Riv
Nepesta, Colo., Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) about 2½ miles apart
Nephi, Utah, Den. & Rio G (a)
" San. Ped. L. A. & S. Lk (a)
Nephler, Ark., St. L. I. Mt. & So
Neponset, Cal., South. Pacific
Neponset, Ill., Burl. Route
Neponset, Mass., N.Y. New Hav. & Hart
Nepperhan, N.Y., N.Y. Cent. & Hud. Riv
Nepton, Ky., Louisv. & Nash
Nerepis, N.B., Canadian Pac
Neroly, Cal., South. Pacific
Nerska, Ill., At. T. & Santa Fe
Nerstrand, Minn. Chic. Gt. W
Nesbit, Minn., North. Pacific
Nesbitt, Fla., Fla. East. Coast
Nesbitt, Wayne Co., Ga., Southern
Nesbitt, Manitoba, Canadian Pacific
Nesbitt, Miss., Illinois Cent
Nescopeck, Luzerne Co., Pa., Pennsylvania
Nescopeck Pass, Pa., Wilkes-Bar. & Haz (El)
Neshaminy, Pa., Penna
Neshaminy Falls, Pa., Philadelphia & Read
Neshanic, N.J., Central of N.J (a)
" Lehigh Valley (b)
(a) and (b) ½ mile apart
Neshannock Falls, Pa., Pennsylvania Co
Neshkoro, Wis., North Western Line
Neshoba, Miss., New Orl. Mobile & Chic
Neshota, Ala., Louisv. & Nash
Nesquehoning, Pa., Central of New Jersey
Nesquehoning Junc., Pa., Central of New Jersey
Ness City, Kan., At. T. & S. Fe
Nessen City, Mich., Manistee & North-east
Nesterville, Ont., Can. Pac
Nestleton, Ont., Can. Pacific
Nestor, Alberta, Grand Trunk Pacific
Nestor, Cal., San Diego So
Nestoria, Mich., Duluth, So. Shore & Atl
Netawaka, Kan., Mo. Pacific
Netcong, N.J., Del. Lack. & W
Netheroy, Ont., Mich. Cent
Netherland, Fla., Atl. Coast L
Netherland, Ky., Chesapeake & Ohio (a)
" Lexington & East (a)
Netherland, Tenn., Overton County
Netherwood, N.J., Central of New Jersey
Netley, Manitoba, Can. Pac
Netley, Wis., No. West. Line
Netook, Alberta, Can. Pac
Nettie, La., Colo. So. New Orl. & P (a)
" La. Ry. & Nav. Co (a)
Nettles, La., Kentwood, Gr. & So. W
Nettles, Mich., Munising
Nettleton, Ark., Frisco Sys (a
" Jonesboro, Lk. C. & E (b)
" St. L. Iron Mt. & So (a)
(a) and (b) ½ mile apart
Nettleton, Kan., At. T. & S. Fe
Nettleton, Miss., Frisco Sys
Nettleton, Mo., Burl. Route
Neuces River, Tex., So. Pac
Neudorf, Sask., Can. Pacific
Neu's, O., Ohio River & Col
Neuse, N.C., Seab. Air Line
Neustadt, Ont., Grand Trunk
Neutral, Kan., Frisco System
Neuville, Que., Can. No. Que
Neuville, Tex., Gulf, Colo. & Santa Fe*
Neva, Kan., At. Top. & S. Fe
Neva, Tenn., Virginia & Southwest
Nevada, Cal., Nevada Co. Nar. Gauge
Nevada, Ill., Chicago & Alton
Nevada, Ind., P. C. C. & St. L
Nevada, Ia., North-Western Line (a)
" St. P. & Des Moines (b)
(a) and (b) about 1 mi. apart
Nevada, Mo., Mo. Kan. & Texas (a)
" Missouri Pacific (a)
Nevada, O., Penna. Co
Nevada, Tex., St. Louis S. W
Nevada Gulch, S.D., North-Western Line
Nevens, Neb., Union Pac
Neversink, Pa., Phil. & Read
Neverson, N.C., Norfolk & Southern
Neville, Pa., Pittsburgh & Lake Erie
Neville Island, Pa., Pitts. Char. & Yough
Nevin, Pa., Pennsylvania
Nevins, Ill., Vandalia
Nevins, Ky., Southern
Nevis, Alberta, Can. Pac
Nevis, Minn., Great North
Nevisdale, Ky., Louisville & Nashville
New, Ala., Louisv. & Nash
Newala, Ala., Louisv. & Nash
New Albany, Ind., Balt. & Ohio S. W (a)
" Chic. Ind. & Louisv (b)
" Pitts. Cin. C. & St. L (c)
" Southern (d)
(a) and (b) 300 yards apart
(b) and (c) 1 mile apart
(b) and (d) 300 yards apart
New Albany, Kan., Frisco Sys
New Albany, Miss., Frisco System (a)
" New Orl. Mob. & Chic (b)
(a) and (b) adjacent
New Albany, Pa., Lehigh Val
New Albin, Ia., Ch. Mil. & St. P
Newald, Wis., N. W. Line
New Alexandria, O., Pitts. Cin. Chi. & St. L (a)
" Wabash Pitts. Term (b)
(a) and (b) about ¼ mi. apart
New Alexandria, Pa., Penna
New Alexandria, Va., Wash. Alex. & Mt. V. El
Newalla, Okla., Missouri, Kan. & Texas
New Almaden, Cal., Southern Pacific
New Annan, P. E. I., Pr. Ed. I
Newark, Ark., St. L. I. Mt. & S
Newark, Cal., South. Pacific
Newark, Del., Baltimore & Ohio (a)
" Pennsylvania (b)
(a) and (b) ½ mile apart
Newark, Mich., Pere Marq
Newark, Neb., Burl. Route
Newark, N.J., Cent. of N.J (a)
" Del. Lack. & West (b)
" Erie (c)
" Lehigh Valley (d)
" Pennsylvania (d)
(a) and (b) ¾ mile apart
(a) and (c) 1½ miles apart
(a) and (d) ½ mile apart
(b) and (c) ¾ mile apart
(b) and (d) 1 mile apart
(c) and (d) 1¼ miles apart
Newark, N.Y., Newark & Marion (a) (b)
" N.Y. Cent. & Hud. R (a)
" Pennsylvania (b)
" West Shore (c)
Newark, O., Balt. & Ohio (a)
" Ohio Electric (c)
" Pitts. Cin. C. & St. L (b)
(a) and (b) about 1100 feet apart
(a) and (c) ¼ mile apart
(b) and (c) ¼ mile apart
Newark, S.D., Ch. Mil. & St. P
Newark, Tex., Ch. R. I. & Gulf
Newark, W. Va., Little Kanawha
Newark Center, Del., Pennsylvania
Newark Valley, N.Y., Lehigh Valley
New Athens, Ill., Ill. Central
New Auburn, Wis., North-Western Line
New Augusta, Ark., St. Louis, Iron Mt. & So
New Augusta, Miss., New Or. Mobile & Chic
Newaukum, Wash., No. Pac
Newaygo, Mich., Pere Marq
Newaygo, Que., Can. No. Que
Newaygo Lakes, Mich., Pere Marquette
New Baden, Ill., Southern
New Baden, Tex., Int. & Gt. N
New Baltimore, Mich., Rapid †
New Baltimore, N.Y., West Shore
New Bandon, N.B., Caraquet
New Bavaria, O., Toledo, St. L. & Western
New Bedford, Mass., N.Y. New Hav. & Hart
Newberg, Ore., South. Pacific
New Berlin, N.Y., N.Y. Ontario & West (a)
" Unadilla Valley (a) (b)
(a) and (b) about ½ mi. apart
Newberlin, N.C., Atlantic Coast Line
New Berlin, O., B. & O (a)
" No. O. Tr. & L. Co (El) (b)
(a) and (b) ½ mile apart
New Berlin Centre, N.Y., N.Y. Ontario & West
New Berlin Junction, N.Y., N.Y. Ontario & West
New Berlinville, Pa., Philadelphia & Reading
New Bern, N.C., Atl. Coast Line (a) (b)
" Norfolk & South (a)
(a) and (b) about 170 yards apart
Newbern, Tenn., Ill. Central
Newberne, Ala., Southern
Newberry, Ark., St. Louis, Iron Mt. & So
Newberry, Cal., A.T. & S.F., Coast Lines*
Newberry, Fla., Atlantic Coast Line
Newberry, Ind., Ev. & Ind
Newberry, Luce Co., Mich., Duluth, South Sh. & Atl
Newberry, Pa., N.Y.C. & Hud. R † (a)
" Pennsylvania (a)
" Phila. & Reading (a)
† For passenger service only
Newberry, S.C., Col. Newb. & Laur (a)
" Southern (b)
(a) and (b) 50 yards apart
Newberry Junction, N.C., Atlantic Coast Line
Newberry Junction, Pa., N.Y. Cent. & Hud. R (a)
" Phila. & Reading (b)
(a) and (b) 30 yards apart
Newberrys, Emmet Co., Mich., Gd. Rap. & Ind
New Bethlehem, Pa., Penna
Newbill, Va., Norf. & West
New Birmingham, Tex., St. Louis South-west
New Bloomfield, Mo., Chicago & Albon
New Bloomfield, Pa., Susq. River & Western
Newbold, Pa., Pennsylvania
Newbold, Wis., North Western Line
Newbold Junction, Ala., Queen & Crescent Rte
Newborn, Ga., Central of Ga
Newboro, Ont., Brock. West. & No. West
New Boston, Ill., Burl. Route
New Boston, Ia., Atch. Top. & S. Fe (a)
" Burlington Route (b)
(a) and (b) ¾ mile apart
New Boston, Mich., Pere Mar
New Boston, N.H., Boston & Maine
New Boston, O., Baltimore & Ohio S. W
New Boston, Pa., Lehigh Valley (a)
" Pennsylvania (a)
New Boston, Tex., Tex. & Pac
New Boston Junction Pa., Lehigh Valley (a)
" Pennsylvania (a)
New Braintree, Mass., Boston & Maine
Newbrandon, N.B., Caraquet
New Braunfels, Tex., Internat. & Gt. North (a)
" Missouri, Kan. & Tex (b)
(a) and (b) about ½ mi. avart
Newbre, Mich., Kal. Lk. Sh. & Chicago
New Bremen, N.Y., Lowville & Beaver River
New Bremen, O., Lake Erie & West (a)
" Western Ohio (El) (b)
(a) and (b) about 1-5 mi. apart
New Brighton, Cal., So. Pac
New Brighton, N.Y., Staten Island Rap. Tr

New Brighton, Pa., Penna. Co
New Britain, Ct., N. Y. New Hav. & Hart
New Britain, Pa., Ph. & Read
New Britton, Ind., Lk. E. & W
New Brockmans, Cal., Nevada-California-Ore
New Brunswick, N. J., Pennsylvania (a)
" Raritan River (b)
(a) and (b) about 1 mi. apart
New Buffalo, Mich., Michigan Central (a)
" Pere Marquette (a)
Newburg, Ia., Iowa Central
Newburg, Mo., Frisco Sys
Newburg, N. D., Great Northern
Newburg, O., Balt. & Ohio
Newburg, W. Va., Balt. & Ohio
Newburgh, Ind., Ev. Sub. & Newburgh
Newburgh, N. Y., Erie (a)
" West Shore (d)
(a) and (d) adjacent
Newburgh, Cuyahoga Co., O., Baltimore & Ohio (a)
" Erie (b)
" Pennsylvania Co (c)
" Wheeling & Lk. Erie (d)
(b) and (d) about 4-5 mile apart
(c) and (d) ¼ mile apart
Newburgh, Ont., Bay of Quinte
Newburg Junction, N. B., Canadian Pacific
Newburgh Junc., N. Y., Erie
New Burlington, O., Ohio Electric
New Burlington, Okla., Atch. Top. & Santa Fe
New Burnside, Ill., Cleve. Cin. Chic. & St. L
Newbury, N. H., Bost. & Me
Newbury, Ont., Can. Pac (a)
" Grand Trunk (b)
" Wabash (b)
Called North Newbury on Canadian Pacific
(a) and (b) ¼ mile apart
Newbury, Vt., Bost. & Maine
Newburyport, Mass., Boston & Maine
New Camoria, Kan., Atch. Top. & S. Fe (a)
" Chic. Rock Isl. & Pac (b)
" Union Pacific (c)
Depots ½ mile apart
New Cambria, Mo., Burlington Route
New Camp, La., Texas & Pacific
New Canaan, Ct., N. Y. New Hav. & Hart
New Canaan, Ont., Pere Marquette
New Caney, Tex., Houst. East & West Tex
New Canton, Ill., Burl. Route
New Canton, Va., Ches. & Ohio
New Carlisle, Ind., Lake Shore & Mich. So
New Carlisle, O., C. C. C. & St. L
New Carlisle, Que., Atl. & Lake Super (a)
" Atl. Quebec & West (a)
New Castle, Ala., Lv. & Nash
Newcastle, Cal., South. Pac
New Castle, Colo., Colorado Midland (a)
" Denv. & Rio Grande (a)
New Castle, Del., Penna
New Castle, Ind., Cleve. Cin. C. & St. L (a)
" Ft. Wayne, Cin. & Lv (b)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) ¼ mile apart
Newcastle, Me., Maine Cent
New Castle, Neb., North-Western Line
Newcastle, Northumberland District, N. B., Intercolonial
Newcastle, Queen's District, N. B., New Brunswick
Newcastle, Ont., Gd. Trunk
New Castle, Lawr'ce Co., Pa., Baltimore & Ohio (a)
" Buffalo, Roch. & Pitts †
" Erie (b)
" Pennsylvania Co (a) (c)
" Pitts. & Lake Erie (a)
(a) and (b) about ½ mi. apart
(a) and (c) about 1 mi. apart
(b) and (c) 300 yards apart
Newcastle, Tex., Wichita Falls & South
New Castle, Va., Chesapeake & Ohio
New Castle, Wash., Col. & Puget Sound
New Castle, W. Va., Baltimore & Ohio
Newcastle, Wyo., Burlington Route

New Castle Junction, Pa., Baltimore & Ohio (a)
" Pitts. & Lake Erie (a)
New Castle Road, Del., Phila. & Reading
New Chicago, Ind., Pennsylvania Co
New Chicago, Mont., Northern Pacific
New Church, Va., N. Y. Phila. & Norfolk
New City, N. Y., N. J. & N. Y
New City Junction, N. Y., New Jersey & N. York
New Columbia, Pa., Phil. & R
Newcom. Ia., Illinois Central
Newcomb, Colo., Denver, No. West. & Pac
Newcomb, Mont., Chicago, Mil. & Puget Sd
Newcomb, N. B., Can. Pacific
New Comb, Tenn., Southern
Newcomer, Pa., Penna
New Comerstown, O., Pennsylvania Co (a)
" Pitts. Cin. C. & St. L (b)
(a) and (b) about 200 yards apart
New Concord, O., Balt. & Ohio
New Cumberland, O., Wheeling & Lake Erie
New Cumberland, Pa., Penna
New Cumberland, W. Va., Pitts. Cin. Chic. & St. L
New Cumberland Jn., W. Va., Pitts. Cin. Chic. & St. L
Newdale, Manitoba, Canadian Pacific
New Dalton, Mich., Marquette & Southeast
New Dam, Wis., Green Bay & Western
New Dayton, Alberta, Alberta Ry. & Irrig. Co
New Decatur, Ala., Louisville & Nashv
New Dennison, Ill., Ill. Cent
New Denver, B. C., Can. Pac
New Descronto Junc., Ont., Bay of Quinte (a)
" Grand Trunk (a)
Also called Napanee on Bay of Quinte
Called Napanee on G. T
New Dorp, N. Y., Staten Island Rap. Tr
New Douglas, Ill., Toledo, St. L. & Western
New Duluth, Minn., Great Northern (a)
" Northern Pacific (b)
(a) and (b) about 1 mile apart
New Durham, N. H., Boston & Maine
New Durham, N. J., Erie (a)
" N. Y. Ont. & West (b) P
" N. Y. Susq. & West (c)
" West Shore (b)
(a) and (b) ¼ mile apart
(a) and (c) 100 yards apart
P For passenger service only
New Durham, Ont., Grand Trunk
New Edinburg, Ark., Saline River
New Egypt, N. J., Pemb. & Hightstown
New Elgin, Kan., Atch. Top. & Santa Fe
Newell, Ga., Atl. Coast Line
Newell, Ill., Wabash
Newell, Ia., Illinois Central
Newell, Mass., Boston & Me
Newell, N. C., Southern
Newell, Fayette Co., Pa., Pittsburgh & Lake Erie
Newell, Sullivan Co., Pa., Lehigh Valley
Newell W. Va., Pitts. Cin. Chic. & St. L
Newell's, Me., Wiscasset, Wat. & Farm
Newells, Va., Southern
Newellton, La., St. Louis, Iron Mt. & So
New Empire, Ky., Louisville & Nashville
New England, Ga., Alabama Great South
New England, W. Va., Baltimore & Ohio
New England Mills, Cal., Southern Pacific
New Era, Ind., Lk. Sh. & M. S
New Era, Mich., Pere Marq
New Era, Ore., Southern Pac
New Era, W. Va., Balt. & Ohio
New Erin, Que., N. Y. Cent. & Hud. Riv

Newett, Colo., Colorado & South (a)
" Colorado Midland (b)
(a) and (b) adjacent
Newfane, N. Y., International (El)
New Fane, Vt., Central Vt
Newfield Ct., N. Y. N. H. & H
Newfield, N. J., Penna
Newfield, N. Y., Lehigh Val
Newfield, Pa., Buff. & Sus (a)
" Coud. & Port Alleg (b)
(a) and (b) about 1 mi. apart
Newfield Junction, Pa., Buffalo & Susque (a)
" Coudersp. & Port Al (a)
Newfields, N. H., Bost. & Me
New Florence, Mo., Wabash
New Florence Pa., Penna
Newfolden, Minn., Minn. St. P. & Slt. Ste. M
New Forest, Ky., Lv. & Nash
Newfoundland, N. J., N. Y. Susq. & Western
Newfoundland, Utah, Southern Pacific
New Franken, Wis., Kewaunee, Gr. B. & W
New Franklin, Mo., Mo. Kansas & Texas
New Franklin, Pa., West. Md
New Freedom, Pa., Penna (a)
" Stewartstown (a)
New Galilee, Pa., Pennsylvania Co (a)
" Pitts. Lisb. & West (b)
Depots adjacent
New Garden, Pa., Penna
New Germantown, N. J., New Jersey & Penna
New Germantown, Pa., Newp. & Sher. Valley
New Germany, N. S., Halifax & Southwest
New Germany, Minn., Gt. No
New Germany Junc., N. S., Halifax & Southwest
New Glarus, Wis., Chicago, Mil. & St. Paul
New Glascow, Va., Southern
New Glasgow, N. S., Intercol
New Glasgow, Que., Can. North. Quebec
New Gloucester, Me., Grand Trunk (a)
" Maine Central (a)
Newhall, Cal., South. Pacific
Newhall, Ia., Chic. Mil. & St. P
Newhall, Me., Maine Central
Newhall, Mich., Minn. St. P. & Slt. Ste. M
New Hamburg, Ont., Grand Trunk
New Hamburgh, N. Y., N. Y. Cent. & Hud. Riv
New Hampshire, O., Ohio Electric
New Hampton, Ia., Chicago Gt. West (a)
" Chicago, Mil. & St. P (b)
(a) and (b) 1 mile apart
New Hampton, Mo., Burlington Route
New Hampton, N. Y., Erie
New Hanover, Ill., Mobile & Ohio
New Harmony, Ind., Illinois Central
New Hartford, Ct., Central New Eng (a)
" N. Y. New Hav. & H (b)
(a) and (b) about ¼ mi. apart
New Hartford, Ia., Ill. Cent
New Hartford, N. Y., Delaware, Lack. & W (a)
" New York, Ont. & W (b)
(a) and (b) about ¾ mi. apart
New Haven, Ct., N. Y. N. H. & H
New Haven, Ind., N. Y. Chic. & St. L (a)
" Ohio Electric (b)
" Wabash (c)
(a) and (c) adjacent
(b) 200 yards from (a) and (c)
New Haven, Ky., Lv. & Nash
New Haven, Mich., Gd. Tk
New Haven, Mo., Mo. Pacific
New Haven, N. Y., N. Y. Cent. & Hud. Riv
New Haven, O., Balt. & Ohio
New Haven, Addison Co., Vt., Bristol
New Haven, W. Va., Baltimore & Ohio
New Haven Junction, Vt., Bristol (a)
" Rutland (a)
New Haven Transfer, Pa., Pittsburgh & Lake Erie
New Hebron, Miss., Gulf & Ship Island
New Hempstead, N. J., New Jersey & N. York

New Hill, N. C., Seaboard Air Line
New Holland, Ga., Gainesville Midland †
" Southern
New Holland, Ill., Chicago & Alton (a)
" Illinois Central (b)
(a) and (b) about ½ mi. apart
New Holland, O., C. & M. V (Penna. Lines)
New Holland, Pa., Penna
New Holmesville, Miss., Liberty-White
New Holstein, Wis., Chicago, Mil. & St. Paul
New Home, La., Louisiana Southern
New Home, Mo., Frisco System
New Home Church, Ga., Southern
New Hope, Ky., Lv. & Nash
New Hope, Miss., Mobile & Ohio
New Hope, O., Ohio Elec (a)
" Pitts. Cin. Chic. & St. L (b)
(a) and (b) ½ mile apart
New Hope, Pa., Phila. & Read
New Hope, Va., Potomac, Fred. & Pied
New Houlka, Miss., New Orl. Mobile & Chic
New House, Minn., Chicago Mil. & St. Paul
Newhouse O., Pitts. Lisbon & West
Newhouse, Utah, San Ped. Los Ang. & S. Lk
New Hudson, Mich., Gd. Tk
New Hurley, N. Y., West Shore
New Hyde Park, N. Y., Long Island
New Iberia, La., Franklin & Abbeville
" Morgan's La. & Texas
Newington, Ct., N. Y. New Hav. & Hart
Newington, Ga., Brinson
Newington, N. H., Bost. & Me
Newington, Ont., Ottawa & New York
Newington Junction, Ga., Brinson
New Jasper, O., Cin. Ham. & Dayton
New Jersey & N. Y. Jn., N. J., New Jersey & N. Y
New Kensington, Pa., Pennsylvania
New Kentucky, Mich., Blaney & Southwest
New Kingston, Pa., Cumberland Valley
Newkirk, N. J., Penna
Newkirk, O., Chic. Cin. & Lv
Newkirk, Okla., Atch. Top. & Santa Fe
Newkirk, Pa., Phila. & Read
New Lacy, Ga., Atlanta, Birm. & Atl
Newland, Cal., South. Pacific
Newland, Ind., Chicago & Wabash Val
Newland, Ky., Louisville & Atlantic
Newland, Mich., Manistee & North-east
Newland, Tenn., Tennessee
New Latour, Ark., St. Louis, Iron Mt. & So
New Lebanon, Ill., Chicago, Mil. & St. Paul
New Lebanon, Ind., Indianapolis Southern
New Lebanon, N. Y., Rutland
New Lebanon, O., Ohio Elec
New Lenox, Ill., Chic. Rock Isl. & Pac (a)
" Wabash (b)
(a) and (b) ½ mile apart
New Lenox, Mass., N. Y. New Hav. & Hart
New Lexington, O., C. & M. V. (Penna. L) (a)
" Toledo & Ohio Cent (a)
New Liberty, Ia., Chicago, Rk. Isl. & Pac
New Limerick, Me., Bangor & Aroostook
Newlin, La., Kansas City Southern
Newlin, Pa., Pennsylvania
Newlin, Tex., Ft. Worth & Denv. City
New Lice, Tenn., Southern
Newline, Tex., Missouri, Kansas & Tex
Newlin's, Pa., Lehigh Valley
Newlinsburg, Pa., Penna
New Lisbon, Ind., Ft. Wayne, Cin. & Louis
New Lisbon, N. J., Penna
New Lisbon, Wis., Chicago, Mil. & St. Paul
New Liskeard, Ont., Temiskaming & N. Ont

Newlon, W. Va., Balt. & Ohio
New London, Ct., Cent. Vt (a)
" N. Y. New H. & Hart (a)
New London, Ia., Burlington Route
New London, Minn., Gt. No
New London, Mo., St. Louis & Hannibal
New London, N. C., Southern
New London, O., Cleve. Cin. C. & St. L (a)
" Northern Ohio (b)
(a) and (b) 100 yards apart
New London, Wis., Green Bay & West (a)
" North-Western Line (b)
New London Junction, Wis., Green Bay & West (a)
" North-Western Line (a)
New Lowell, Ont., Gd. Trunk
New Lyme, O., Penna. Co
Newlyn, W. Va., Chesapeake & Ohio
New Madison, O., Pitts. Cin. Chic. & St. L
New Madrid, Mo., St. L. S. W
Newman, Cal., South. Pacific
Newman, Ill., Cin. Ham. & Dayton
Newman, Kan., Union Pac
Newman, Ky., Louisville, Hend. & St. L
Newman, N. M., El Paso & S. W. System
Newman, O., Penna. Co
Newman, Va., Ches. & Ohio
Newman's, Miss., Alabama & Vicksburg
Newman's Grove, Neb., North-Western Line
Newmark, Cal., S. Pedro, Los Ang. & S. Lk
New Market, Ala., Nash. Chatt. & St. Louis
New Market, Colo., Denver, Boulder & West
New Market, Ind., Vandalia
New Market, Ia., Burl. Route
New Market, Md., Wash. Pot. & Chesa
New Market, Mo., Chicago Gt. Western
New Market, N. H., Bost. & Me
New Market, N. J., Leh. Val
New Market, O., Norfolk & Western
Newmarket, Ont., Gd. Trunk
New Market, S. C., Southern
New Market, Tenn., South
New Market, Va., Southern
New Marshfield O., Balt. & Ohio Southwest
New Martinsville, W. Va., Baltimore & Ohio
New Maudlow, Mont., Chic. Mil. & St. Paul (a)
" Montana (a)
New Meadows, Me., Me. Cent
New Memphis, Ill., Lv. & Nash
New Midland, La., So. Pac
New Midway, Md., Penna
New Milford, Ct., N. Y. N. H & H
New Milford, Ill., Burlington Route
" Chicago, Mil. & Gary
New Milford, N. J., N. J. & N. Y
New Milford, N. Y., Lehigh & Hudson Riv
New Milford Pa., D. L. & W
New Milport, Pa., N. Y. Cent. & Hud. Riv
New Mills, N. B., Intercol
New Munich, Minn., Minn. St. P. & Slt. Ste. M
Newnan Ga., Atlanta & West Pt (a)
" Central of Georgia (b)
(a) and (b) about ½ mi. apart
New Offenburg, Mo., Illinois Southern
New Orleans, La., Colo. So. New Orl. & P (a)
" Illinois Central (b)
" La. Ry. & Nav. Co (a)
" Louisiana South (c)
" Louisv. & Nash (c) (d)
" Morgan's La. & Tex (b)
" New Orl. & No. E (a)
" New Orl. Great No (a)
" New Orleans So
" New Orl. Terminal (a)
" Texas & Pacific (b)
" Yazoo & Miss. Val (b)
‡ By Ferry
(a) and (b) ¾ mile apart
(b) and (d) 1¼ miles apart
(b) and (c) about 1½ m. apart
(c) and (d) 1 mile apart
New Orleans Tr. Cross'g, La., La. Ry. & Nav. Co
New Oxford, Pa., West. Md
New Palestine, Ind., Cin. Ham. & Dayton
New Paltz, N. Y., West Shore

* On the Santa Fe
† For freight only
‡ On the Rock Island System

New Paris, Ind.,
Cl. Cin. Chic. & St. L (a)
" Wabash (b)
(a) and (b) ¾ mile apart
New Paris, O.,
Pitts. Cin. Chic. & St. L
New Philadelphia, Ill.
Toledo, Peoria & West
New Philadelphia, O.
Baltimore & Ohio (a)
" No. O. Tr. & L. Co (El) (b)
" Pennsylvania Co (c)
(a) and (c) about ⅝ mile apart
New Philadelphia, Pa.,
Phila. & Reading
New Pittsburg, Ind.,
Evansv. & Terre Haute
New Pittsburg, O.,
Hocking Valley
New Plymouth, Idaho,
Payette Valley
New Plymouth, O.,
Hocking Valley
New Point, Ind.,
Cleve. Cin. Chic. & St. L
Newport, Ark.,
Chic. Rk. Isl. & Pac (a)
" St. Louis, Ir. Mt. & So (b)
(a) and (b) ½ mile apart
Newport, Del., Pennsylvania
Newport, Ind., Ch. and E. Ill
Newport, Ia., Iowa Central
Newport, Ky.,
Chesapeake & Ohio (a)
" Louisville & Nash (a)
Newport, Md., Balt. & Ohio
Newport, Mich.,
Detroit & Tol. Shore Lt
" Lk. Shore & Mich. S (a)
" Michigan Central (b)
(a) and (b) ½ mile apart
Newport, Minn.,
Burlington Route (a)
" Chic. Mil. & St. Paul (b)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about ½ mi. apart
Newport, Neb.,
North-Western Line
Newport, N.H., Boston & Me
Newport, N.J., Cent. of N.J
Newport,
Herkimer Co., N.Y.,
N.Y. Cent. & Hud. Riv
Newport, N.C.,
Norfolk & Southern
Newport, N.S., Dominion Atl
Newport, Tuscarawas Co., O.,
Baltimore & Ohio
Newport, Lawrence Co., Pa.,
Pennsylvania Co (a)
" Pitts. & Lake Erie (b)
(a) and (b) about ½ mi. apart
Newport, Perry Co., Pa.,
Newport & Sher. V (a)
" Pennsylvania (b)
(a) and (b) adjacent
Newport, R.I.,
N.Y. New Hav. & Hart
New Port, S.C., Southern
Newport, Tenn., Southern
Newport, Vt., Bost. & Me (a)
" Canadian Pacific (a)
Newport, Wash.,
Great Northern (a)
" Idaho & Wash. No (b)
(a) and (b) adjacent
New Portage, O., Erie
New Portage Junction, Pa.,
Pennsylvania
Newport Beach, Cal.,
Pacific Electric
" Southern Pacific
Newport Junction, Me.,
Maine Central
Newport Junction, Tenn.,
Tennessee & No. Car
Newport News, Va.,
Chesapeake & Ohio
New Prague, Minn.,
Minneapolis & St. Louis
New Prairie, Minn.,
Northern Pacific
New Preston, Ct.,
N.Y. New Hav. & Hart
New Providence, Pa.,
Pennsylvania
New Richland, Minn.,
Minneapolis & St. Louis
New Richmond, Ind.,
Toledo, St. L. & Western
New Richmond, Mich.,
Pere Marquette
New Richmond, O.,
Chesapeake & Ohio
See also New Richmond Station, Ky
New Richmond, Que.,
Atl. & Lake Superior
New Richmond, Wis.,
Minn. St. P. & S. Ste. M (a)
" North West. Line (b)
(a) and (b) ½ mile apart
New Richmond Station, Ky.,
Chesapeake & Ohio
Station for New Richm'd, O
New Riegel, O.,
Toledo & Ohio Central
New Ringgold, Pa.,
Phila. & Reading
New River, Fla.,
Georgia South. & Fla
New River, N.B.,
New Brunswick So
New River, O.,
Cin. Ham. & Dayton (a)
" Pitts. Cin. C. & St. L (a)
New River, Tenn.,
Cin. New Orl. & Tex. Pac
New River, Va., Norf. & West
New River Junction, O.,
Cin. Ham. & Dayton
Newro, Ark.,
St. Louis South-west
New Roads, La., Texas & Pac
New Rochelle, N.Y.,
N.Y. New Hav. & Hart
New Rochelle Junc., N.Y.,
N.Y. New Hav. & Hart
New Rockford, N.D., No. Pac
New Ross, Ind.,
Central Indiana (a)
" Cl. Cin. Chic. & St. L (b)
(a) and (b) adjacent
New Salem, Ill., Wabash
New Salem, Kan.
Atch. Top. & Santa Fe
New Salem, Mass. Bost. & Alb
New Salem, N.D., No. Pacific
New Salem, Fairfield Co., O.,
Zanesville & Western
New Salem, Ross Co., O.,
Detroit, Tol. & Ironton
New Salem, Pa.,
Monongahela
New Salisbury, O.,
Pennsylvania Co
New Sarum, Ont., Gd. Tk (a)
" Wabash (a)
New Scotland, N.Y.,
West Shore
New's Ferry, Va., Southern
New Sharon, Ia., Iowa Cent
New Shawmut, Mont.,
Chic. Mil. & Puget Sd
New Smyrna, Fla.,
Florida East Coast
Newsom, Tenn.,
Nash. Chat. & St. Louis
Newsome, Tex.,
Missouri, Kan. & Texas
Newsom's, La., Illinois Cent
Newsom's, Va.,
Seaboard Air Line
New Stanton, Pa., Penna
Newstead, Ky., Lv. & Nash
New Straitville, O.,
Hocking Valley
New Sweden, Me.,
Bangor & Aroostook
Newton, Ala., Atl. Coast Line
Newton, Ark.,
Thornton & Alexand
Newton, Cal., Pacific Electric
Newton, Ill.,
Illinois Central (a)
" Indianapolis South (b)
(a) and (b) ½ mile apart
Newton, Ind., Erie (a)
" Vandalia (a)
Newton, Ia.,
Chic. Rk. Isl. & Pac (a)
" Iowa Central (b)
" Ft. Dodge, Des M. & So
(a) and (b) about ½ mi. apart
Newton, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) about ½ mi. apart
Newton, Manitoba,
Canadian Northern
Newton, Mass., Bost. & Alb
Newton, Baraga Co., Mich.,
Duluth, So. Shore & Atl
Newton,
Menominee Co., Mich.,
Wisconsin & Michigan
Newton, Miss.,
Alabama & Vicksb (a)
" New Orl. Mob. & Chic (b)
(a) and (b) about 600 yards apart
Newton, Mont., North. Pac
Newton, N.H., Boston & Me
Newton, N.J., Del. Lack. & W
Newton, New Mex.,
Colorado & Southern
Newton, N.C.,
Carolina & No. West (a)
" Southern (a)
Newton, N.D., Great North
Newton, Ont., Grand Trunk
Newton, Ore., South. Pacific
Newton (1), McKean Co., Pa.,
Buff. Roch. & Pitts (a)
" Mt. J. Kinzua & Rit (a)
Newton (2), McKean Co., Pa.,
Pennsylvania
Newton, Warren Co., Pa.,
Dunk. Alleg. Val. & Pitts
Newton, Tex.,
Orange & Northwest
Newton, Va.,
Chesapeake & Ohio
Newton, Wash., Ilwaco
Newton,
Manitowoc Co., Wis.,
North Western Line
Newton Centre, Mass.,
Boston & Albany
Newton Creek, N.Y.,
Buffalo & Susq
Newton Falls, N.Y.,
N.Y. Cent. & Hud. Riv
Newton Falls, O.,
Baltimore & Ohio (a)
" Lk. E. Alliance & Wh (b)
" Pennsylvania Co
(a) and (b) ¼ mile apart
Newton Hamilton, Pa.,
Pennsylvania
Newton Highlands, Mass.,
Boston & Albany
Newton Hook, N.Y.,
N.Y. Cent. & Hud. Riv
Newton Junction, N.H.,
Boston & Maine
Newton Lower Falls, Mass.,
Boston & Albany
Newtons, Ashland Co., O.,
Baltimore & Ohio
Newton's, Wood Co., O.,
Ohio Central Lines
Newton Upper Falls, Mass.,
N.Y. New Hav. & Hart
Newtonville, Mass.,
Boston & Albany
Newtonville, N.J., Atl. City
Newtonville, Ont., Gd. Trunk
Newtonville, S.C.,
Atlantic Coast Line
New Toronto, Ont.,
Canadian Pacific †
Newtown, Ct., N.Y. N. H. & H
Newtown, Ky.,
Frankfort & Cin
Newtown, Mo.,
Chicago, Mil. & St. Paul
Newtown, N.J., Penna
Newtown, N.Y., Long Island
Also called Elmhurst
Newtown, O.,
Norfolk & Western
Newtown, Bucks Co., Pa.,
Phila. Newtown & N.Y
Newtown, McKeon Co., Pa.,
Pennsylvania
Newtown, Wis., Ch. M. & St. P
Newtown Jn., Bucks Co., Pa.,
Phila. & Reading (a)
" Phila. Newt. & N.Y (a)
Newtown Junction,
Philadelphia Co., Pa.,
Phila. & Reading
Newton Mills,
Forest Co., Pa.,
Sheffield & Tionesta
Newtown Squsre, Pa., Penna
New Trenton, Ind.,
Cleve. Cin. Chic. & St. L
New Truxton, Mo.,
Burlington Route
New Ulm, Minn.,
Minn. & St. Louis (a)
" North-West. Line (b)
(a) and (b) 150 yards apart
New Ulm, Tex.,
Missouri, Kan. & Texas
New Upsala, Fla.,
Atlantic Coast Line
New Vienna, O.,
Balt. & Ohio Southwest
New Village, N.J., D. L. & W
Newville, N.D.,
Farmers Gr. & Ship. Co
Newville, N.S., Cumberland
Newville, Pa., Cumb. Valley
New Virginia, Ia.,
Burlington Route
New Washington, O.,
Northern Ohio (a)
" Pennsylvania Co (b)
(a) and (b) ½ mile apart
New Waterford, O., Penn. Co
New Waterworks, O.,
Cin. George. & Ports
New Waverly, Ind., Wabash
New Waverly, Tex.,
Internat. & Gt. North
New Westminster, B.C.,
Canadian Pacific (a)
" Great Northern (b)
(a) and (b) 1 mile apart
New Weston, O., Cincin. No
New Wilmington, Pa., Sharp
New Winchester, O.,
Toledo & Ohio Central
New Windsor, Ill.,
Burlington Route
New Windsor, Md., West. Md
New Windsor, N.Y., Erie
New Woodstock, N.Y.,
Lehigh Valley
New York, N.Y.,
Central R.R. of N.J.—
West 23d Street a
Cedar St. (North Riv) b
Liberty Street c
Delaware, Lack. & West—
Barclay Street d
Christopher Street e
West 23d Street i
Erie—
Chambers St. (No. Riv) f
West 23d Street g
Lehigh Valley—
Cortlandt Street h
Desbrosses Street j
West 23d Street k
Long Island—
East 34th Street m
New Jersey & New York—
Same as Erie
N.Y. Cent. & Hud. Riv—
Grand Central Station n
(42d Street and 4th Ave)
Harlem o
(125th St. and Park Ave)
N.Y. New Haven & Hart—
Grand Central Station n
(42d Street and 4th Ave)
Harlem o
(125th St. and Park Ave)
Harlem River p
(129th St. and 3d Ave)
N.Y. Ontario & West —
Same as West Shore
N.Y. Susq. & Western—
Same as Pennsylvania
Pennsylvania—
Cortlandt Street h
Desbrosses Street
West 23d Street k
Staten Isl. Rapid Transit—
Municipal Ferry q
West Shore—
Desbrosses Street j
West 42d Street s

DISTANCES.

Grand Central Depot (n) to
East 34th St. Ferry (m) 1 mi
W. 42d St. Ferry (s) 1½ mls
W. 23d St. Ferry (a) (g) (k)
2½ miles
Christopher St. Ferry (e)
2¾ miles
Liberty St. Ferry (c) 4 miles
Municipal Ferry (q) 4¼ mls
34th St. (East River) (m) to
W. 42d St. Ferry (s) 2½ mls
W. 23d St. Ferry (a) (g) (k)
(i) 2¼ miles
Christopher St. Ferry (e)
3 miles
Liberty St. Ferry (c) 4 mls
Municipal Ferry (a)(q) 4¼
miles
Ferries on North River
from Municipal Ferry (q)
to Cedar St. (b) ¾ mile
to Liberty St. (c) 1 mile
to Cortlandt St. (h) 1 mile
to Barclay St. (d) 1¼ miles
to Chambers St. (f) 1½ mls
to Desbrosses St. (j) 2 miles
to Christopher St. (e) 2½
miles
to West 23d St. (a)(g)(k)(i)
4 miles
to West 42d St. (s) 5 miles

N.Y. & Ottawa Junc., Ont.,
Canadian Pacific (a)
" Ottawa & New York (a)
N.Y. & P. Junction, N.Y.,
Pitts. Shawmut & North
New York Cent. Junc., Que.,
Grand Trunk
N.Y. Ch. & St. L. Crossing, Ind.,
Michigan Central
N.Y. Ch. & St. L. Crossing, O.,
Pennsylvania Co
N.Y. Chic. & St. L. Junc., Ill.,
Illinois Central
N.Y. Chic. & St. L. Junc., N.Y.,
Del. Lack. & Western
New York Junction, Md.,
Baltimore & Ohio
N.Y. L. E. & W. Crossing, O.,
Pennsylvania Co
N.Y. L. E. & W. Crossing, Pa.,
Pennsylvania Co
New York Mills, Minn.,
Northern Pacific
New York Mills, N.Y.,
West Shore
N.Y. State Fish Hatchery,
N.Y., Bath & Hammond
New Zealand, P.E.I., P.E. Isl
New Zion, S.C., Alcolu
Ney, O., Cincinnati Northern
Neyland, Tex.,
St. Louis So. West (a)
" Texas Midland (a)
Neys, Ont., Canadian Pacific
Niagara, B.C.,
Kettle Valley Lines
Niagara, N.C., Seab. Air Line
Niagara, N.D., Great North
Niagara, Ore., Corval. & East
Niagara Falls, N.Y., Erie (a)
" International (El) (b)
" Lehigh Valley (c)
" Michigan Central (c)
" N.Y. Cent. & H. Riv (c)
" Niagara Gorge (El)
" Niag. St. C. & Tor (El) (d)
" Wabash (a)
" West Shore (e)
(a) and (b) about ½ mile apart
(a) and (c) ½ mile apart
Niagara Falls, Ont., Erie
" Grand Trunk (a)
" International (El) (b)
" Michigan Central (c)
" Niagara Gorge (El)
" N. St. C. & T. (El) (a) (c) (d)
" Wabash (a)
(b) about ¾ mile from (a)
and (c)
Niagara Junction, N.Y.,
Lehigh Valley
Niagara Jn., Ont., Mich. Cent
Niagara-on-the-Lake, Ont.,
Michigan Central
" Niagara Gorge (El)
N. St. C. & T. Junction, Ont.,
Niag. St. C. & Tor (El)
Niangua, Mo., Frisco System
Niantic, Ill., Wabash
Niantic, R.I., N.Y. N. H. & H
Niblock, Ont., Can. Pacific
Niblock, Wash., No. Pacific
Nicanor, N.C.,
Norfolk & Southern
Nicetown, Pa.,
Phila. & Reading (a)
" Phila. New. & N.Y (a)
Nicholas, Tex.,
Hearne & Brazos Val
Nicholas, Va., Ches. & Ohio
Nicholas Road, W.Va.,
Chesapeake & Ohio
Nicholasville, Ga.,
Georgia, Florida & Ala
Nicholasville, Ky.,
Cin. N.O. & Tex. Pac (a)
" Louisv. & Atlantic (b)
(a) and (b) 1 mile apart
Nicholasville Junction, Ky.,
Cin. New Or. & Tex. P (a)
" Louisv. & Atlantic (a)
Nicholls, Colo., Colo. & South
Nicholls, Ga., Atl. Birm. & Atl
Nicholls, N.M., Denv. & Rio G
Nichols, Fla., Seaboard Air L
Nichols, Ia., Chic. R. I. & Pac
Nichols, Kan., At. Top. & S. Fe
Nichols, La., Mo. Kan. & Tex
Nichols, Antrim Co., Mich.,
Pere Marquette
Nichols, Calhoun Co., Mich.,
Grand Trunk
Nichols, Mo.,
Frisco System (a)
" Kan. City, Clin. & Spg (a)
Nichols, Neb., Union Pacific
Nichols, Steuben Co., N.Y.,
Buffalo & Susq
Nichols, Tioga Co., N.Y.,
Del. Lack. & Western
Nichols, Okla., Midland Val
Nichols, Ore., Southern Pac
Nichols, S.C., Atl. Coast Line
Nichols, Tex.,
Internat. & Gt. North
Nichols, Va., Norf. & West
Nichols, W.Va., Ches. & Ohio
Nichols Mill, N.Y.,
N.Y. Cent. & Hud. Riv
Nicholson, Fla., Ga. Fla. & Ala
Nicholson, Ga., Southern
Nicholson, La.,
La. Ry. & Nav. Co
Nicholson, Md., Penna
Nicholson, Bolivar Co., Miss.,
Yazoo & Miss. Valley
Nicholson,
Hancock Co., Miss.,
New Orl. & North-east
Nicholson, N.D.,
Minn. St. P. & Slt. Ste. M
Nicholson, Guernsey Co., O.,
Pennsylvania Co
Nicholson, Jefferson Co., O.,
Pitts. Cin. Chic. & St. L
Nicholson, Ont., Can. Pac
Nicholson, Pa., Del. Lack. & W
Nicholson, Tenn.,
Louisville & Nashville
Nicholsonville, Mich.,
Blaney & Southwest
Nickajack, Ga., Southern
Nickel, Ind., N.Y. Ch. & St. L
Nickel Plate Junction, Ill.,
Penna. Co
Nickel Plate Junction, N.Y.,
Del. Lack. & West (a)
" N.Y. Chic. & St. L (a)
Nickel Plate Junction, O.,
Wheel. & Lk. Erie
Nickerson, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) ¼ mile apart

Nickerson, Minn., Gt. North
Nickerson, Neb.,
Burlington Route (a)
" North-Western Line (b)
(a) and (b) adjacent
Nickle Lake, Ont.,
Canadian Northern
Nickle Plate, Ala.,
Louisville & Nashville
Nicks, La., Texas & Pacific
Nicks Creek, Tenn., Tenn
Nicks Creek Junc., Tenn.,
Tennessee
Nick Springs, Ark.,
El Dorado & Bastrop
Nickum, Ore.,
Portland Ry. L. & P. Co
Nicola, B.C., Canadian Pac
Nicolas, Mex., Mex. Central
Nicolay, Wash.,
Belling. Bay & Brit. Col
Nicolet, Que., Intercolonial
" Quebec, Montreal & So
Nicolette, W. Va.,
Little Kanawha
Nicolin, Me., Maine Central
Nicollet, Minn., No.-West. L
Nicollette, W. Va., Balt. & O
Nicols, Minn., No. West. Line
Nicomen, B.C., Can. Pacific
Nictaux, N.S.,
Halifax & Southwest
Niedicks, Tex., Int. & Gt. No
Nielly, Ia.,
Chic. Anamosa & No
Nielsville, Minn., Gt. North
Nigh, Pa., Central of Penna
Nightengale, N.Y.,
Marcellus & Otisco Lk
Night Hawk, Colo.,
Colorado & Southern
Night Hawk, Wash., Gt. No
Nilan, Pa., Balt. & Ohio
Nile, Tex., Int. & Gt. North
Niles, Cal., Southern Pacific
Niles, Kan., Union Pacific
Niles, Mich.,
Cl. Cin. Ch. & St. L (a)
" Michigan Central (b)
Niles, Miss.,
Yazoo & Miss. Valley
Niles, Delaware Co., N.Y.,
N. Y. Ont. & Western
Niles, N.D., Great Northern
Niles, O., Balt. & Ohio (a)
" Erie (b)
" Pennsylvania Co (c)
(a) and (b) 600 yards apart
(a) and (c) 783 yards apart
(b) and (c) 1383 yards apart
Niles, Pa., Lk. Sh. & Mich. So
Niles Center, Ill., No.-West. L
Niles Corners, Ont. Cent. Ont
Niles Junction, Cal.,
Southern Pacific
Niles Junction, O.,
Baltimore & Ohio
" Pennsylvania Co
Niles Junction, Pa., Balt. & O
Niles Valley, Pa.,
N. Y. Cent. & Hud. Riv
Niltepec, Mex., Pan-Amer
Nilwood, Ill., Chic. & Alton
Nimburg, Neb., Burl. Route
Nimick, Pa., Pitt. & Lake Erie
Nimmons, Ark.,
St. L. Kennett & S. East
Nimrod, Mo., At. Top. & S. Fe
Nimrod, Mont., North. Pac
Nina, Tex., Pecos & No. Tex*
Nine Mile, Mich., Mich. Cent
Nine Mile, Mont., North. Pac
Nine Mile, Wash., Great No
Ninette, Manitoba, Can. No
Ninety-Six, S.C., Southern
Nineveh, N.Y. Del. & Hud
Nine Wonders, Mo.,
Mo. Kans. & Texas
Ninga, Manitoba, Can. Pac
Ninnekah, Okla.,
Chic. Rock Isl. & Pac
Ninock, La., La. Ry. & Nav. Co
Niobe, N.Y., Erie
Niobe, N.D., Great Northern
Niobrara, Neb.,
North-Western Line
Nioche, Utah,
Denver & Rio Grande
Niota, Tenn., Southern
Niotaze, Kan., A.T. & S.Fe (a)
" Missouri Pacific (b)
(a) and (b) about ⅞ mi. apart
Nipigon, Ont., Can. Pac
Nipissing Junction, Ont.,
Canadian Pacific (a)
" Grand Trunk (a)
Nipomo, Cal., Pacific Coast
Nippon, Wash., Great North
Nippono Park, Pa., Penna
Nipton, Cal.,
San Ped. Los Ang. & S. L.
Nira, Ia., Chic. Rk. Isl. & Pac
Nirvana, Mich., Pere Marq
Nisbet, Pa., Pennsylvania
Nishnabotna, Mo.,
Burlington Route
Niskayuna, N.Y.,
N. Y. Cent. & Hud. Riv
Niskn, Alberta, Can. Pac
Nisson Junction, Wash.,
Northern Pacific
Nissouri, Ont., Can. Pacific
Nisswa, Minn.,
Minn. & International
Nisula, Mich., Mineral Range
Nitram, La.,
Gulf & Sabine River (a)
" Gulf, Colo. & S. Fe* (a)
" Lake Charles & No (a)
Nitro, Ont., Can. Pac
Nittany, Pa., Cent. of Penna
Nittany Valley Jn., Pa.,
Pennsylvania
Nitta Yuma, Miss.,
Yazoo & Miss. Valley
Niver Junc., Pa., Balt. & Ohio
Niverton, Pa.-Md.,
Baltimore & Ohio
Niverville, Manitoba,
Canadian Pacific
Niverville, N.Y.,
Albany South (El) (a)
" Boston & Albany (a)
Niwot, Colo., Colo. & South
Nix, Ala., Sumter & Choctaw
Nixon, Ala., Southern
Nixon, Fla.,
Atl. & St. Andrews Bay
Nixon, Ind., C. C. C. & St. L
Nixon, N.B., Canadian Pac
Nixon, N.Y.,
Jamest. Chaut. & Lk. E
Nixon, Okla., Okla. Cent
Nixon, Ont., Grand Tk (a)
" Wabash (a)
Nixon, Tex.,
Galv. Har. & San Ant
No Agua, N.M., Den. & Rio G
Noah, Ga., Augusta South
Noank, Ct., N.Y. N. H. & H
Nobel, Cal., Southern Pacific
Noble, Ga., Central of Ga
Noble, Ill., Balt. & Ohio S. W
Noble, Ia., Burlington Route
Noble, Kan., Missouri Pacific
Noble, La., Kan. City South
Noble, Nev., South. Pacific
Noble, O., Lake Sh. & Mich. So
Noble, Okla.,
Atch. Top. & Santa Fe
Noble, Pa., Phila. & Reading
Nobleboro, Me., Me. Cent
Noble Lake, Ark.,
Noble Lake & South (a)
" St. L. Iron Mt. & So (a)
Noble's, W. Va., Ches. & Ohio
Noblestown, Pa.,
Pitts. Cin. Chic. & St. L
Noble Summit, O.,
Ohio Central Lines
Noblesville, Ind.,
Central Indiana (a)
" Lake Erie & West (b)
Connect at Junction
Nobleton, Ia., Chic. R. Isl. & P
Nobscot, Mass.,
N. Y. New Hav. & Hart
Nobscot, Okla.,
Kan. City, Mex. & Orient
Nocatee, Fla., Atl. Coast L (a)
" Charlotte Har. & No (b)
(a) and (b) ½ mile apart
Nochistongo, Mex., Mex. Cent
Nocona, Tex., Mo. Kan. & Tex
Nodaway, Ia., Burl. Route
Nodaway, Mo., Burl. Route
Nodena, Tex., St. Louis S. W
Node Ranch, Wyo.,
North-Western Line
Noe, Mex., National of Mex
Noe, Va., Louisv. & Nashv
Noel, Mo., Kan. City South
Noel, Okla., Atch. Top. & S. Fe
Noel, Pa., Pennsylvania
Noel, Va., Chesapeake & Ohio
Noeline, Pa.,
Buffalo, Roch. & Pitts
Noel Junction, Ia.,
Chic. Mil. & St. Paul
Noels, Ia.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (a)
Called Noel Station on
C. M. & St. P
Noeton, Tenn., Knox. & Bris
Nogales, Ariz., So. Pac
See also Nogales, Sonora, Mex
So. Pac. and tracks of the West Coast Route join at International Boundary Stations 50 yds. apart
Nogales, Sonora, Mex.,
West Coast Route
See also Nogales, Ariz
So. Pac. and tracks of the West Coast Route join at International Boundary Stations 50 yds. apart
Nogales, Vera Cruz, Mex.,
Mexican
Nogales, Tex.,
Galveston, Har. & S. Ant
Nogan, Miss., Illinois Cent
" New Orl. Great North
Nogi, Mich.,
Duluth, So. Shore & Atl
Nogo, Mo., Frisco System
Nokesville, Va., Southern
Nokomis, Ala., Lv. & Nash
Nokomis, Ill.,
Chicago & East. Ill (a)
" Cl. Cin. Chic. & St. L (a)
Nokomis, Sask., Can. Pac (a)
" Grand Trunk Pacific (b)
(a) and (b) ¼ mile apart
Nola, Colo., Colorado & South
Nola, Miss.,
Brookhaven & Pearl R
Nola, S.C., Southern
Nola Junction, Miss.,
Brookhaven & Pearl R
Nolalu, Ont., Can. North
Nolan, New Mex.,
Atch. Top. & Santa Fe
Nolan, Utah, Denv. & Rio G
Nolan, Logan Co., W. Va.,
Norfolk & Western
Nolan, Marshall Co., W. Va.,
Baltimore & Ohio
Noland, S.C., Southern
Nolands, Ind.,
Pitts. Cin. Chic. & St. L
Nolan Park, Pa.,
Pitts. Sum. & Clarion
Nolanville, Tex.,
Gulf, Colo. & Santa Fe
Noleda, Tex., Nat. of Mex
Nolin, Ky., Louisville & Nash
Nolin, Ore., Ore. R.R. & N. Co
Nolo, Mex.,
United R Rs. of Yucatan
Nolte, Wash., Northern Pac
Noltings, Ill., Illinois South
Noma, Fla., Louisv. & Nashv
Nome, Cal.,
A.T. & S.F., Coast Lines*
Nome, Mo., St. Louis Southw
Nome, N.D., North. Pacific
Nome, Tex., Texas & New Orl
Nomen, Ala., Southern
Nominng, Que., Can. Pac
Nona, Tex., Tex. & New Orl
Nonaburg, Tenn., Tellico
Nona Mill Spur, La.,
Kansas City Southern
Nonsonnah, Tenn.,
Illinois Central
Nookechamp, Wash.,
Northern Pacific
Nooksack, Wash.,
Northern Pacific
Noon, Pa., Pennsylvania
Noonan, N.D.,
Great Northern
Noonan, Tex., Gal. Har. & S. A
Noonday, Ga., Lv. & Nashv (a)
" Nashv. Chat. & St. L (a)
" West. & Atlantic (a)
Noone, N.H., Boston & Maine
Nopal, Tex., Gal. Har. & San A
Nopala, Hidalgo, Mex.,
Mexican Central
" National of Mexico
Nopala, Puebla, Mex.,
Mexican Southern
Nopalapam, Mex., Mexican
Nora, Ill., Illinois Central
Nora, Ind., Chic. Ind. & Lv
Nora, Neb., Ch. R. I. & Pac (a)
" North-West. Line (b)
(a) and (b) 200 rods apart
Nora, Tex.,
San Ant. & Aran. Pass
Nora Junction, Ia.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (a)
Called Nora Springs on
Ch. R. I. & P
Nora Springs (1),
Floyd Co., Ia.,
Chic. Mil. & St. Paul
Nora Springs (2),
Floyd Co., Ia.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (a)
Called Nora Junc. on
C. M. & St. P
Norborne, Mo.,
Atch. Top. & S. Fe (a)
" Wabash (b)
(a) and (b) adjacent
Norcatur, Kan., Burl. Route
Norcross, Ga., Southern
Norcross, Me., Bang. & Aroos
Norcross, Minn., Great North
Norcross, Va., Virginian
Nord, Assiniboia, Can. Pac
Nord, Cal., Southern Pacific
Norden, Ga.,
Seaboard Air Line
Norden, Mo., Burl. Route
Nordheim, Tex.,
San Ant. & Aran. Pass
Nordhoff, Cal., South. Pac
Nordhoff, N.J., Erie
Nordi, Nev., Southern Pacific
Nordmont, Pa.,
Williamsport & No. Br
Nordness, Ia., Chic. R. I. & P
Norfield, Miss., Ill. Cent (a)
" Natchez. Col. & Mob (a)
Norfleet, N.C., Atl. Coast Line
Norfleet, Va., Southern
Norfolk, Ct., Cent. New Eng
Norfolk, Mass., N.Y. N. H. & H
Norfolk, Mich., Pere Marq
Norfolk, Neb.,
No. West. Line (a) (b)
" Union Pacific (a)
(a) and (b) 60 rods apart
Norfolk, N.Y.,
Norwood & St. Law
Norfolk, Okla.,
Atch. Top. & Santa Fe
" Mo. Kans. & Texas
Norfolk, Va., Atl. Coast L (a)
" Chesap. & Ohio □ (b)
" N.Y. Phila. & Nor* (b)
" Norf. & Southern (f)
" Norfolk & Western (c)
" Seaboard Air Line (d)
" Southern (e)
" Virginian (c)
□ By ferry
(a) and (d) ¼ mile apart
(b) and (d) ¼ mile apart
(c) and (d) 1 mile apart
(e) and (f) about ½ mi. apart
(d) and (e) ¼ mile apart
(f) about 1½ miles from (a),
(b) and (e)
Transfer for passengers and baggage between all depots for holders of through tickets
Norfolk & South Junc., N.C.,
Suffolk & Carolina
Norfolk & South Junc., Va.,
Norfolk & Western
N. & W. Belt Line, Va.,
Virginian
Norfolk & West. Junc., Va.,
Chesapeake & Ohio
Norfolk Downs, Mass.,
N.Y. New Hav. & Hart
Norfolk Junction, Neb.,
North-Western Line
Norfolk Summit, Ct.,
Central New England
Norfork, Ark.,
St. Louis, Iron Mt. & So
Norgate, Manitoba,
Canadian Northern
Norge, Okla., Frisco System
Noria, Kan., At. Top. & S. Fe
Noria, Coahuila, Mex.,
National of Mexico
Noria, Durango, Mex.,
Mexican International
Noria, Queretaro, Mex.,
National of Mexico
Noria, Sonora, Mex.,
West Coast Route
Noria, N.M.,
El Paso & S. W. System
Norias, Tex.,
St. L. Brownsv. & Mex
Norka, Cal., South. Pacific
Norlina, N.C., Seab. Air Line
Norma, N.J., Cent. of N.J
Norma, N.D.,
Minn. St. P. & S. Ste. M
Norma Tenn., Tennessee
Norma, Wis., No.-West. Line
Normal, Ala.,
Nashv. Chat. & St. L
Normal, Ill., Chic. & Alt (a)
" Illinois Central (a)
Normal, Ia.,
Chicago Gt. West (a)
" Waterloo, C. F. & N (b)
Normal, Ky., Ches. & Ohio
Normal Junc., Ill., Ill. Cent
Normal Park, Ill.,
Chicago & West. Ind
" Chicago, Rk. Isl. & Pac
Norman, Ala., Southern
Norman, Cal., Southern Pac
Norman, Fla., Tampa North
Norman, Ind., Southern Ind
Norman, Mo.,
St. Louis, Iron Mt. & So
Norman, Neb., Burl. Route
Norman, Okla.,
Atch. Top. & Santa Fe
Norman, Ont., Can. No. Ont
Norman, Pa.,
Pitts. Shawmut & North
Norman, Manitoba,
Grand Trunk Pacific
Norman, Tex.,
Hous. East & West Tex
Norman, Wash., Gt. North
Normandie, N.J., Cent. of N.J
Normandy, Ill.,
North Western Line
Normandy, Ky.,
Louisville & Nashville
Normandy, Mo., Wabash
Normandy, Tenn.,
Nash. Chatt. & St. Louis
Normangee, Tex.,
Houst. & Texas Cent
" Trinity & Brazos Valley
Normanna, Tex.,
San Ant. & Aran. Pass
Norman Park, Ga.,
Atlanta, Birm. & Atl
Normantown, Ga.,
Georgia & Florida
Normantown, Ill.,
Elgin, Joliet & Eastern
Norotes, Mex.,
Kan. City, Mex. & Orient
Noroton, Ct., N.Y. N. H. & H
Norphlet, Ark.,
St. Louis, Iron Mt. & So
Norquay, Manitoba,
Canadian Pacific
Norrell, Miss.,
Alabama & Vicksburg
Norridgewock, Me, Somerset
Norrie, Colo., Colo. Midland
Norrie, Wis., No. West. Line
Norris, Ill., Burl. Route
Norris, Ind., Chic. Ind. & Lv
Norris, Ia., Chic. Rk. I. & Pac
Norris, Mont., North. Pacific
Norris, O., Toledo & O. Cent
Norris, Ore.,
Portland Ry. L. & P. Co
Norris, S.C., Southern
Norris Arm, N.F.,
Reid Newfoundland
Norris City, Ill.,
Balt. & Ohio So. W (a)
" Cleve. Cin. C. & St. L (b)
(a) and (b) ½ mile apart
Norris Siding, Fla.,
Atlantic Coast Line
Norris Siding, Ia.,
Chicago, Rk. Isl. & Pac
Norristown, Ga.,
Central of Georgia
Norristown, Pa., Penna (a)
" Phila. & Reading (b)
" Stony Creek (b)
Norsk, Ark., St. L. I. Mt. & So
North, N.M.,
El Paso & S. W. System
North, S.C., Seab. Air Line
North Abington, Mass.,
N.Y. New Hav. & Hart
North Acton, Mass.,
Boston & Maine (a)
" N.Y. New Hav. & H (a)
North Adams, Mass.,
Boston & Albany (a)
" Boston & Maine (a)
North Adams, Mich.,
Lake Shore & Mich. So
North Alabama Junc., Ala.,
Louisville & Nashville
North Alhambra, Cal.,
Southern Pacific
Northam, Cal.,
A.T. & S.F., Coast Lines*
Northam, P.E.I., Pr Ed. Isl
Northampton, Mass.,
Boston & Maine (a)
" N.Y. New Hav. & H (a)
Northampton, Pa.,
Central of New Jersey
" Northampton & Bath
Northampton Junction, Pa.,
Lehigh & New England
Northampton Mills, Pa.,
Lehigh & New England
North Andover, Mass.,
Boston & Maine
North Ankona, Fla.,
Florida East Coast
North Anson, Me., Somerset
North Appen, Ont., Can. Pac
North Arena, Ala.,
Louisville & Nashville
North Asbury Park, N.J.,
Central of N.J (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
North Attleboro, Mass.,
N.Y. New Hav. & Hart
North Auburn, Neb.,
Missouri Pacific
North Auburn, O., No. Ohio
North Aurora, Ill.,
Burlington Route (a)
" North-West. Line (b)
(a) and (b) 80 rods apart
North Baltimore, O.,
Baltimore & Ohio (a)
" Cin. Ham. & Dayton (b)
(a) and (b) ½ mile apart
North Bangor, Me.,
Bangor & Aroostook
North Bangor, Pa.,
Lehigh & New Eng †
North Barnesboro, Pa.,
Pennsylvania
North Barre, Vt.,
Montp. & Wells River
North Baton Rouge, La.,
Colo. So. New Orl. & P (a)
" La. Ry. & Nav. Co (a)
North Battleford, Sask.,
Canadian Northern
North Bay, N.Y.,
N.Y. Ontario & West
North Bay, Ont., Can. Pac (a)
" Grand Trunk (a)
" Temiskam. & No. Ont (a)
North Bay City, Mich.,
Detroit & Mack
North Bay Junction, Ont
Temiskaming & No. Ont
North Beach Haven, N.J.,
Pennsylvania
North Bedford,
Lawrence Co., Ind.,
Southern Indiana
North Bedford,
Monroe Co., Ind.,
Vandalia

* On the Santa Fe
† For freight only
‡ On the Rock Island System

North Belgrade, Me.
Maine Central
North Bellevue, Ia.,
Chicago, Mil. & St. Paul
North Bellingham, Mass.,
N.Y. New Hav. & Hart
North Bend, B. C., Can. Pac
North Bend, Cal.,
Northwestern Pacific
North Bend, Ill.,
St. Louis, Iron Mt. & So
North Bend, Neb., Union Pac
North Bend, O.,
Balt. & Ohio So. W (a)
" Cl. Cin. Chic. & St. L (b)
(a) and (b) ½ mile apart
North Bend, Pa.,
Pennsylvania
North Bend, Wash.,
Northern Pacific
North Bennington, Vt.,
Boston & Maine (a)
" Putland (a)
North Benton, O.,
Lk. E. Alliance & Wheel
North Berne, O.,
C. & M. V. (Penna. Lines)
North Berwick, Me.,
Boston & Maine
North Bessemer, Mich.,
Duluth, So. Shore & Atl
North Bessemer, Pa.,
Bessemer & Lake Erie
" Union
North Beverly, Mass.,
Boston & Maine
North Billerica, Mass.,
Boston & Maine
North Birmingham, Ala.,
Louisville & Nash (a)
" Southern (b)
(a) and (b) about ¼ mi. apart
North Bloomfield, Ct.,
Central New England
North Bonne Terre, Mo.,
Miss. Riv. & Bonne Terre
Northboro, Ia., Burl. Route
Northboro, Mass.,
N.Y. New Hav. & Hart
Northboro, Vt.,
Boston & Maine
North Boston, N.Y.,
Buffalo & Susquehanna
North Bothwell, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
" Wabash (b)
Called Bothwell on Gd. Tr. and Wabash
(a) and (b) ½ mile apart
North Bradley, Mich.,
Pere Marquette
North Branch, Md., Balt. & O
North Branch,
Lapeer Co., Mich.,
Grand Trunk
North Branch, Minn.,
Northern Pacific
North Branch, N.F.,
Reid Newfoundland
North Branch, N.J.,
Central of New Jersey
North Branch, Wis.,
North Western Line
North Branch Junc., Minn.,
Duluth & North. Minn
Northbridge, Mass.,
N.Y. New Hav. & Hart
North Bridgeport, Ct.,
N.Y. New Hav. & Hart
North Bridgton, Me.,
Bridgton & Saco River
North Broadway,
Franklin Co., O.,
Cl. Cin. Chic. & St. L
North Brook, N.F.,
Reid Newfoundland
North Brook, Pa.,
Phila. & Reading
North Brookfield, Mass.,
Boston & Albany
North Brookfield, N.Y.,
Del. Lack. & Western
North Brookline, N.H.,
Boston & Maine
North Bucksport, Me.,
Maine Central
North Buffalo, N.Y.,
N.Y. Cent. & Hud. Riv
North Burlington, Wis.,
Minn. St. P. & Slt. Ste. M
North Cairo, Ill.,
Cleve. Cin. Chic. & St. L
North Caldwell, W.Va.,
Chesapeake & Ohio
North Cambridge Jn., Mass.,
Boston & Maine
North Canton, O.,
Wheeling & Lake Erie
North Carbon, W.Va.,
Chesapeake & Ohio
North Carlton, Ala.,
Louisville & Nashville
North Carver, Mass.,
N.Y. New Hav. & Hart

North Cedar, Kan., Mo. Pac
North Cedarville, N.J.,
Central of New Jersey
North Charlestown, N.H.,
Boston & Maine
North Charlotte, N.C.,
Southern
North Chatham, N.Y.,
Albany Southern (El)
North Chelmsford, Mass.,
Boston & Maine
North Cheyenne, Colo.,
Colo. Spgs. & Cr. Ck. Dist
North Chicago, Ill.,
Elgin, Joliet & East (a)
" North-West. Line (b)
(a) and (b) adjacent
North Claremont, Pa.,
Pitts. Shawmut & North
North Clarendon, Vt.,
Rutland
North Clearfield, Pa., Penna
North Clinton, Mo.,
Frisco System
North Coalgate, Okla.,
Chic. Rock Isl. & Pac
North Cobalt, Ont.,
Temiskaming & N. Ont
North Cohasset, Mass.,
N.Y. New Hav. & Hart
North Collins, N.Y., Erie
North Concord, Vt.,
St. Johns. & Lk. Champ
North Conesville, O.,
Wheeling & Lake Erie
North Conway, N.H.,
Boston & Maine (a)
" Maine Central (a)(b)
(a) and (b) ¾ mile apart
North Coplay, Pa., Leh. Val
North Cornwall, Pa.,
Cornwall (a)
" Cornwall & Lebanon (b)
" Phila. & Reading (c)
(a) (b) and (c) adjacent
Northcote, Minn., Gt. North
Northcote, Ont., Can. Pac
Northcott, Kan., Mo. Pacific
North Coudersport, Pa.,
Coudersp. & Pt. Alleg
North Crandon, Wis.,
Minn. St. P. & Slt. Ste. M
North Creede, Colo.,
Denver & Rio Grande
North Creek, N.Y.,
Delaware & Hudson
North Creek, O.,
Toledo, St. L. & Western
North Crogham, N.Y.,
N.Y. Cent. & Hud. Riv
North Cromwell, Ct.,
N.Y. New Hav. & Hart
North Crossing, Md.,
Western Maryland
North Cucamonga, Cal.,
A.T. & S.F., Coast Lines*
North Dana, Mass., Bos. & Alb
North Danville, Va., South
North Dartmouth, Mass.,
N.Y. New Hav. & Hart
North Dayton, O.,
Cin. Ham. & Dayton
North Delphi, Ind.,
Chicago, Ind. & Louisv
North Derby, Vt., Bost. & Me
North Detroit, Mich.,
Michigan Central
North Dighton, Mass.,
N.Y. New Hav. & Hart
North Dixon, Ill., Ill. Cent
North Dorset, Vt., Rutland
North Duxbury, Vt.,
Central Vermont
North-East, Md., Penna
North East, N.C.,
Atlantic Coast Line
North East, Pa.,
Lake Sh. & Mich. So (a)
" N.Y. Chic. & St. L (b)
(a) and (b) about ¼ mi. apart
North Eastham, Mass.,
N.Y. New Hav. & Hart
North East Mills, Cal.,
Southern Pacific
North Easton, Mass.,
N.Y. New Hav. & Hart
North Eaton, O.,
Cleve. Cin. Chic. & St. L
North Eden, Md.,
N.Y. Phila. & Norf
North Edgewater, Ill.,
Chicago, Mil. & St. Paul
North Elizabeth, N.J., Penna
North Elmira, Mich.,
Boyne City, Gay. & Alp
North End, Minn., Gt. North
Northend, Tex.
Gulf, Colo. & Santa Fe*
North English, Ia.,
Chicago, Mil. & St. Paul
North Enid, Okla.,
Chicago, Rk. Isl. & Pac
North Eunis, Tex. Texas Mid
North Enosburg, Vt., Cent. Vt
Northern Eight, N.F.,
Reid Newfoundland

Northern Central Jn., N.Y.,
Newark & Marion
Northern Central Ry. Jn., Pa.,
Pennsylvania
Northern Junction, Mo.,
Chic. Mil. & St. Paul (a)
" Quincy, Om. & K.C (a)
" St. Joseph & Gd. Isl (a)
Northern Junction, O.,
Chic. Rk. Isl. & Pac
Northern Junction, Wis.,
North-Western Line
Northern Maine Junc., Me.,
Bangor & Aroostook
Northern Pac. Junc., Minn.,
Great Northern
Northern Pac. Junc., Wash.,
Great Northern
N.P. Subway, Wash.,
Spok. & Inland Empire
N. P. Transfer, Idaho,
Spokane International
Northern Spy Mine, Utah,
San Ped. Los Ang. & S. Lk
North Escanaba, Mich.,
Escanaba & Lk. Sup (a)
" M. St. P. & Slt. Ste. M (a)
" North Western Line†
North Essington, Pa.,
Philadelphia & Reading
North Evans, N.Y.,
Lake Shore & Mich. S (a)
" Pennsylvania (b)
(a) and (b) about 180 yards apart
North Excello, O.,
Cin. Ham. & Dayton
North Fair Haven, N.Y.,
Lehigh Valley
North Falmouth, Mass.,
N.Y. New Hav. & Hart
North Feesburg, O.,
Cin. George. & Ports
North Ferrisburg, Vt.,
Rutland
Northfield, B.C.,
Esquimalt & Nanaimo
Northfield, Ill.,
North-Western Line
Northfield, Mass., Central Vt
Northfield, Mich., Ann Arbor
Northfield, Minn.,
Chicago Great West (a)
" Chic. Mil. & St. Paul (b)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) adjacent
Northfield, N.H., Bost. & Me
Northfield, N.J., Penna
Northfield, N.Y.,
N.Y. Ontario & West
Northfield, N.S.,
Halifax & Southwest
Northfield, O.,
No. O. Trac. & L. Co (El)
Northfield, Ont.,
Ottawa & New York
Northfield, Vt., Central Vt
Northfield Farms, Mass.,
Central Vermont
North Findlay, O.,
Toledo & Ohio Central
North Fond du Lac, Wis.,
Minn. St. P. & Slt. Ste. M
Northford, Ct., N.Y. N. H. & H
North Fork, Cal.,
Yosemite Valley
North Fork, Idaho,
Chicago, Mil. & Puget Sd
North Fork, Mont., Gt. North
North Fork, Okla.,
Missouri, Okla. & Gulf
North Fork, Ore.,
Oregon RR. & Nav. Co
North Fork, Clinton Co., Pa.,
Pennsylvania
North Fork, Elk Co., Pa.,
Pitts. Shawmut & North
North Fork, W.Va.,
Norfolk & Western
North Fort Worth, Tex.,
Chic. Rk. Isl. & Gulf (a)
" Frisco System (a)
" Gulf, Colo. & Santa Fe* (a)
" St. Louis So. West (b)
(a) and (b) about ¾ mi. apart
North Foxboro, Mass.,
N.Y. New Hav. & Hart
North Freedom, Wis.,
North-Western Line
North Fulton, N.Y.,
Del. Lack. & Western
North Garden, Va., Southern
North Girard, Erie Co., Pa.,
Bessemer & Lk. Erie (a)
" Lk. Shore & Mich. So (b)
" N.Y. Chic. & St. L (c)
" Pennsylvania Co (b)
(a) about 1½ miles from (b) and (c)
Called Girard on B. & L. E. and N.Y. C. & St. L

North Glencoe, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
" Wabash (b)
Called Glencoe on Grand Trunk and Wabash
(a) and (b) ½ mile apart
North Glen Ellyn, Ill.,
Chicago Gt. Western
North Grafton, Mass.,
Boston & Albany
" Grafton & Upton†
North Grand Rapids, Mich.,
Pere Marquette
North Green Bay, Wis.,
North Western Line
North Greenfield, Wis.,
North Western Line
North Greenville, Mich.,
Pere Marquette
North Grosvenordale, Ct.,
N.Y. New Hav. & Hart
North Grove, Ind.,
Pitts. Cin. Chic. & St. L
North Hamilton, O., C.H. & D
North Hampton, Ill.,
Atch. Top. & Santa Fe
North Hampton, N.H.,
Boston & Maine
North Hanover, Ill.,
Chicago Gt. Western
North Hanson, Mass.,
N.Y. New Hav. & Hart
North Harford, N.Y.,
Lehigh Valley
North Harwich, Mass.,
N.Y. New Hav. & Hart
North Hatfield, Mass.,
Boston & Maine
North Hatley, Que.,
Boston & Maine
North Haven, Ct.,
N.Y. New Hav. & Hart
North Hayden, Ind.,
Chicago, Ind. & South
North Henderson, Ill.,
Burlington Route
North Hermosa, Cal.,
Los Angeles-Pacific (El)
North Hero, Vt., Rutland
North Hoosick, N.Y.,
Boston & Maine
North Houston, Tex.,
Trinity & Brazos Val
North H. E. & W.T. Jn., Tex.,
Texas & Gulf
North Howell, Ind.,
Louisville & Nashville
North Industry, O., Balt. & O
North Inman, Ga., Southern
North Jackson, O., Penna. Co
North Java, N.Y.,
Buffalo, Attica & Arc
North Jay, Me., Me. Central
North Jefferson, Mo.,
Chicago & Alton (a)
" Mo. Kansas & Texas (c)
See also Jefferson City
North Jellico, Ky.,
Louisville & Nashville
North Judson, Ind.,
Chicago, Cin. & Lv (a)
" Chicago, Ind. & So (b)
" Erie (b)
" Pitts. C. C. & St. L (c)
(a) and (b) 700 feet apart
(a) and (c) 600 feet apart
(b) and (c) 540 feet apart
North Kearsarge, Mich.,
Keweenaw Central
North Kemmerer, Wyo.,
Oregon Short Line
North Kenova, O.,
Norfolk & Western
North Kent, Ct.,
N.Y. New Hav. & Hart
North Kissimmee, Fla.,
Atlantic Coast Line
North LaCrosse, Wis.,
Burlington Route (a)
" Chic. Mil. & St. Paul (b)
" North-West. Line (c)
(a) and (b) about ½ mi. apart
(a) and (c) about ¾ mi. apart
(b) and (c) about 130 yards apart
North Lake, Ont.,
Canadian Northern
North Lake, Wis.,
Chicago, Mil. & St. Paul
North Lakeville, Mass.,
N.Y. New Hav. & Hart
Northland, Mich.,
Escanaba & Lake Sup
North Lansing, Mich.,
L. Shore & Mich. So (a)
" Michigan Central (b)
" Pere Marquette (b)
(a) and (b) ¼ mile apart
North Lansing, N.Y.,
N.Y. Auburn & Lansing
North Lapwai, Idaho,
Northern Pacific (a)
" Ore. RR. & Nav. Co (a)
North LaSalle, N.Y.,
N.Y. Cent. & Hud. Riv
North Lawrence, Mass.,
Boston & Maine
See South Lawrence
North Lawrence, N.Y.,
Rutland

North Leeds, Me., Me. Cent
North Leetsville, Mich.,
Gd. Rapids & Indiana
North Leominster, Mass.,
Boston & Maine
North Le Roy, N.Y., Leh. Val
North Lewisburg, O., Erie
North Lexa, Ark.,
Missouri & North. Ark
North Lexington, Mass.,
Boston & Maine
North Lexington, Mo.,
Atch. Top. & Santa Fe
North Liberty, Ind.,
Chic. Ind. & South (a)
" Wabash (b)
(a) and (b) ¾ mile apart
North Liberty, Ia.,
Cedar Rap. & Ia. City (El)
North Ligonier, Pa.,
Ligonier Valley
North Lima, Allen Co., O.,
Cin. Ham. & Dayton
North Lima,
Mahoning Co., O.,
Youngstown & South
North Lincoln, Me.,
Maine Central
Northline, Wis.,
North Western Line
North Littleton, Mass.,
Boston & Maine
North Live Oak, Fla.,
Atlantic Coast Line
North Long Branch, N.J.,
Central of New Jersey
North Loup, Neb., Union Pac
North McAlester, Okla.,
Missouri, Kan. & Texas
North McCloud, Cal.,
McCloud River
North McGregor, Ia.,
Chicago, Mil. & St. Paul
North McKees Rocks, Pa.,
Pitts. A. & McK. Rocks†
" Pitts. Charliers & Yough
North Madison, Ind.,
Pitts. Cin. Chic. & St. L
North Magnetawan, Ont.,
Can. North. Ont
North Manayunk, Pa.,
Phila. & Reading
North Manchester, Ind.,
Cl. Cin. Chic. & St. L (a)
" Vandalia (b)
(a) and (b) about ¼ mi. apart
North Maywood, Mo.,
Kansas City Southern
North Milwaukee, Wis.,
Chicago, Mil. & St. Paul
North Minneapolis Minn.,
Northern Pacific
North Monson, Mass., Cent. V
North Mont, N.J., Atl. City
North Morenci, Mich.,
Wabash
North Mountain, Va.,
Chesapeake & Ohio
North Mountain, W.Va.,
Baltimore & Ohio
North Neffs, O., Balt. & Ohio
North Newark, N.J., Erie
North Newbury, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
" Wabash (b)
Called Newbury on Grand Trunk and Wabash
(a) and (b) ½ mile apart
North Newtown, Ct.,
N.Y. New Hav. & Hart
North Oakland, Pa.,
Baltimore & Ohio
North Omaha, Neb.,
North Western Line
Northome,
Hennepin Co., Minn.,
Chic. Mil. & St. Paul (a)
" Minn. & St. Louis (b)
(a) and (b) about 1 mile apart
Called Deephaven on Minn. & St. Louis
Northome, Itasca Co., Minn.,
Minnesota & Internat
North Orrington, Me.,
Maine Central
North Oshawa, Ont., Oshawa
Also called Prospect Park
North Oswego, Ill., Burl. Rte
North Ottawa, Kan.,
Atch. Top. & Santa Fe
North Oxford, Mass.,
N.Y. New Hav. & Hart
North Oxford Mills, Mass.,
Boston & Albany
North Page, W.Va.,
Virginian
North Park, N.Y.,
N.Y. Cent. & Hud. Riv
North Parkdale Junc., Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
Called Parkdale on C. P

North Paterson, N.J., N.Y. Susq. & Western
North Pearlsburg, Va., Virginian
North Penna. Junction, Pa., Pennsylvania (a)
" Phila. & Reading (b)
" Phila. Newt. & N.Y (b)
Called Erie Ave. on P. & R. and P. N. & N.Y
North Pepperell, Mass., Boston & Maine
North Petersburgh, N.Y., Rutland
North Philadelphia, Pa., Pennsylvania
North Pina Grove, Pa., Phila. & Reading
North Pine, Wash., No. Pac
North Pittston, Pa., Lack. & Wyoming Val
North Platte, Neb., Union Pacific
North Plymouth, Mass., N.Y. New Hav. & Hart
North Point, Pa., Buffalo, Roch. & Pitts
North Pole, Idaho, No. Pac
North Pole, W. Va., Baltimore & Ohio
North Pomona, Cal., A.T.&S.F., Coast Lines*
Northport, Ala., Mobile & Ohio
Northport, Mich., Grand Rapids & Ind
Northport, Neb., Burl. Route
" Union Pacific
Northport, N.Y., Long Island
Northport, Wash., Great Northern
Northport, Wis., Green Bay & West
North Portal, Sask., Can. Pac
North Portland, Ore., Spokane, Port. & Seat
North Powder, Ore., Oregon RR. & Nav. Co
North Pownal, Vt., Boston & Maine
North Prairie, Wis., Chicago, Mil. & St. Paul
North Puyallup, Wash., Chic. Mil. & Puget Sd
North Quarry, Ind., Pitts. Cin. Chic. & St. L
North Randall, O., Erie
North Range, N.S., Dom. Atl
North Reading, Mass., Boston & Maine
North Ritchie, Ill., Wabash
North River, Mo., Burl. Route
North River, Ont., Temiskaming & N. Ont
North River Gap, Va., Chesapeake Western
North Riverside, Ill., Illinois Central
North Rome, Ga., Southern
Northrop, Colo., Union Pac
Northrop, Minn., North Western Line
North Rose, N.Y., N.Y. Cent. & Hud. Riv
North Roseland, Ill., Chicago & Western Ind
North Roslyn, N.Y., Long Island
Northrup, Mo., Mo. Pacific
Northrup, Tex., San Ant. & Aran. Pass
Northrup, Wash., North. Pac
Northrups, N.J., Lehigh & New England
North St. Louis, Mo., Burlington Route (a)
" Mo. Kansas & Texas (a)
North St. Paul, Minn., Minn. St. P. & Slt. Ste. M
North Salem, Ind., Cin. Ham. & Dayton
North San Gabriel, Cal., Southern Pacific
North Santiam, Ore., Southern Pacific
North Scituate, Mass., N.Y. New Hav. & Hart
North Selma, Ala., Southern
North Sewickley, Pa., Baltimore & Ohio
North Sheldon, Vt., Cent. Vt
North Sherman, Tex., Frisco System
North Shore La., New Orl. & North-east
Northside, O., Balt. & Ohio So. W (a)
" Cin. Ham. & Dayton (b)
" Cl. Cin. Chic. & St. L (a)
(a) and (b) about ½ mi. apart
Called Cumminsville on B. & O. So. West and C. C. C. & St. L
North Slidell, La., New Orleans Gt. North
North Somerville, Mass., Boston & Maine
North Spencer, N.Y., Lehigh Valley
North Springfield, Mo., Frisco System

North Spur, Idaho, Spokane International
North Star, Mich., Ann Arbor
North Star, Ont., Algoma Cent. & H. Bay
North Star, Pa., Montour
North Star Junction, B.C., Canadian Pacific
North Stephentown, N.Y., Rutland
North Stoughton, Mass., N.Y. New Hav. & Hart
North Stratford, N.H., Grand Trunk
North Stratford Junc., N.H., Maine Central
North Stukely, Que., Orford Mountain
North Sudbury, Mass., N.Y. New Hav. & Hart
North Sugar, Pa., Pitts. Shawmut & North
North Sydney, N.S., Intercolonial
North Sydney Junc., N.S., Intercolonial
North Takoma, Md., Balt. & O
North Thamesville, Ont., Canadian Pacific (a)
" Grand Trunk (b)
" Wabash (b)
Called Thamesville on G.T. and W
(a) and (b) ½ mile apart
North Toledo, O., Toledo Terminal†
North Tonawanda, N.Y., Erie (a)
" International (El)
" Lehigh Valley (b)
" N.Y. Cent. & H. R (b)
" Wabash (a)
" West Shore (b)
(a) and (b) about ¼ mi. apart
North Topeka, Kan., Atch. Top. & S. Fe (a)
" Chic. Rk. Isl. & Pac (b)
" Leav. & Topeka (a)
" Union Pacific
(a) and (b) ½ mile apart
North Tower, Ind., Pitts. Cin. Chic. & St. L
Northtown, Minn., Great Northern (a)
" Northern Pacific (b)
(a) and (b) adjacent
North Trafford, Pa., Pennsylvania
North Troy, Vt., Can. Pacific
North Truro, Mass., N.Y. New Hav. & Hart
Northumberland, Pa., Del. Lack. & West (a)
" Pennsylvania (a)
" Phila. & Reading (b)
Called Blue Hill on Phila. & Reading
Northumberland, N.H., Boston & Maine
North Underhill, Vt., Central Vermont
Northvale, N.J., Erie
North Vallejo, Cal., So. Pac
See Vallejo (North), Cal
North Vallejo Wharf, Cal., Southern Pacific
Station for Mare Island, Cal
North Vassalboro, Me., Wiscas. Wat. & Farm
North Vernon, Ind., Balt. & Ohio S.W (a)
" Cl. Cin. Chic. & St. L (b)
" Pitts. Cin. Chic. & St. L (c)
(a), (b) and (c) adjacent
Northview, Mo., Frisco Sys
North View, W. Va., Baltimore & Ohio
Northville, Mich., Pere Marq
Northville, N.H., Boston & Me
Northville, N.Y., Fon. J. & Gl
Northville, S.D., Minn. & St. Louis (a)
" North-Western Line (b)
(a) and (b) 4-10 mile apart
North Vineland, N.J., Penna
North Wakefield, Que., Canadian Pacific
North Wales, Pa., Ph. & Read
North Warren, Pa., Dun. Alleg. Val. & Pitts
North Warren, R.I., N.Y. New Hav. & Hart
North Weare, N.H., Boston & Maine
North Webster, Mass., N.Y. New Hav. & Hart
North Webster, Pa., Pittsburgh & Lake Erie
North West, N.C., Seaboard Air Line
North West, Va., Norf. & So
N.W. Brook, N.F., Reid Newfoundland
Northwest Junction, Pa., N.Y. Ontario & West
Northwestern, Cal., Northwestern Pacific
Northwestern Junction, S.C., Atlantic Coast Line
North Westport, Mass., N.Y. New Hav. & Hart

North Whitefield, Me., Wiscasset. Wat. & Farm
North Wichita, Kan., Atch. Top. & Santa Fe
North Wilbraham, Mass., Boston & Albany
North Wildwood, N.J., Pennsylvania
North Wilkes-Barre, Pa., Lehigh Valley
North Wilkesboro, N.C., Southern
North Williamsport, Md., Western Maryland
North Wilmington, Mass., Boston & Maine
North Wiltshire, P.E.I., Prince Edward Island
North Windham, Ct., N.Y. New Hav. & Hart
North Windsor, Ill., Burlington Route
North Woburn, Mass., Boston & Maine
North Woburn Junc., Mass., Boston & Maine
Northwood, Ia., Chic. Rk. Isl. & Pac (a)
" Iowa Central (a)
Northwood, N.D., Gt. North
Northwood, Ont., Grand Trunk (a)
" Wabash (a)
North Woodbury, N.J., Pennsylvania
North Wood River, Ill., Chicago & Alton
North Woods, Mass., Boston & Maine
North Woodstock, N.H., Boston & Maine
North Worcester, Mass., Boston & Maine
North Yakima, Wash., Northern Pacific
" North Yakima & Valley
North Yamhill, Ore., Southern Pacific
North Yarmouth, Me., Gd. Trk
North York, Wis., Minn. St. P. & Slt. Ste. M
North Zulch, Tex., Houston & Tex. Cent
" Trinity & Brazos Valley
Norton, Cal., South. Pacific
Norton, Ga., Southern
Norton, Ind., Southern
Norton, Kan., Burl. Route (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about ¼ mi. apart
Norton, Ky., Ches. & Ohio
Norton, Mass., N.Y. N.H. & H
Norton, Miss., Mob. Jack. & Kan. City
Norton, Mo., Chicago & Alton
Norton, N.B., New Brunswick (a)
" Intercolonial (a)
Norton, O., Pennsylvania Co
Norton, Ore., Oregon RR. & Nav. Co
Norton, Va., Interstate
" Louisville & Nash (a)
" Norfolk & Western (a)
" Virginia & Kentucky (a)
" Wise Terminal Co (a)
Norton, Wis., Minn. St. P. & Slt. Ste. M
Nortonburg, Ind., Cleve. Cin. Chic. & St. L
Norton Creek, Ind., Chicago and East. Ill
Norton Furnace, Mass., N.Y. New Hav. & Hart
Norton Hollow, N.Y., New York & Penna
Norton Mills, Vt., Gd. Trunk
Norton's, Chautauqua Co., N.Y., Dunk. Alleg. Val. & P
Norton's, Tompkins Co., N.Y., Lehigh Valley
Norton's, Ore., Corvallis & Eastern
Nortonville, Kan., Atch. Top. & Santa Fe
Nortonville, Ky., Illinois Central (a)
" Louisv. & Nashville (a)
Norval, Cal., South. Pacific
Norval, Ont., Grand Trunk
Norvall, Tex., St. Louis Southwest
Norvell, Mich., Lake Shore & Mich. So
Norvell, Tex., Gulf, Colo. & Santa Fe*
Norvelle, Ark., Prescott & Northwest
Norviel, Ill., Illinois Central
Norville, Mo., Wabash
Norwalk, Cal., South Pacific
Norwalk, Ct., N.Y. N.H. & H
Norwalk, Ia., Burl. Route
Norwalk, Mich., Manistee & North-east
Norwalk, O., Lk. Sh. & M.S (a)
" Lake Shore Electric
" Wheeling & Lk. Erie (b)
(a) and (b) ¼ mile apart

Norwalk, Wis., N.-W. Line
Norway, Ia., No. West. Line
Norway, Republic Co., Kan., Missouri Pacific
Norway, Me., Grand Trunk
Norway, Mich., North-Western Line (a)
" Wisconsin & Mich (b)
(a) and (b) ¼ mile apart
Norway, Miss., Yazoo & Miss. Valley
Norway, Neb., Burl. Route
Norway, Pa., Maryland & Penna
Norway, Va., Ches. & Ohio
Norway, W. Va., Balt. & Ohio
Norway, Bayfield Co., Wis., Ashland, Odanah & Nor
Norway, Monroe Co., Wis., Chicago, Mil. & St. Paul
Norwegian, Wis., Minn. St. P. & Slt. Ste. M
Norwich, Ct., Central Vt (a)
" N.Y. New Hav. & H (b)
(a) and (b) about ½ mi. apart
Norwich, Ga., Atlanta, Birm. & Atl
Norwich, Ia., Burl. Route
Norwich, Kan., Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) ½ mile apart
Norwich, N.Y., Del. L. & W (a)
" New York, Ont. & W (b)
(a) and (b) about ¼ mi. apart
Norwich, N.D., Great North
Norwich, Ont., Grand Trunk
Norwich, Vt., Bost. & Maine
Norwich Junction, Ont., Grand Trunk
Norwich Town, Ct., Cent. Vt
Norwood, Fla., Florida
Norwood, Ga., Georgia
Norwood, Ind., Lake Shore & Mich. So
Norwood, Ia., Chicago Great West
" St. Paul & Des Moines
Norwood, Kan., At. T. & S. Fe
Norwood, Ky., Cin. New Orl. & Tex. Pac
Norwood, La., Yazoo & Miss. Valley
Norwood, Mass., N.Y. New Hav. & Hart
Norwood, Minn., Chic. Mil. & St. Paul (a)
" Minn. & St. Louis (b)
(a) and (b) ½ mile apart
Norwood, Wright Co., Mo., Frisco System
Norwood, N.J., Erie
Norwood, Nassau Co., N.Y., Long Island
Norwood, St. Lawrence Co., N.Y., N.Y. C. & Hud. Riv (a)
" Norwood & St. Law (a)
" Rutland (a)
Norwood, N.C., Southern
Norwood, O., Balt. & Ohio So. West (a)
" Cin. Lebanon & No (b)
(a) and (b) adjacent
Called Norwood Park on C. L. & N
See also East Norwood
Norwood, Ont., Can. Pacific
Norwood, Delaware Co., Pa., Pennsylvania
Norwood, Lancaster Co., Pa., Lanc. Oxford & South
Norwood, R.I., N.Y. New Hav. & Hart
Norwood, Tex., San Ant. & Aran. Pass
Norwood, Va., Ches. & Ohio
Norwood Central, Mass., N.Y. New Hav. & Hart
Norwood Heights, O., Cin. Lebanon & No (a)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) about ¼ mile apart
Called McCulloughs on C. L. & N
Norwood Junction, Mass., N.Y. New Hav. & Hart
Norwood Park, Ill., North Western Line
Norwood Park, O., Balt. & Ohio So. West (a)
" Cin. Lebanon & No (b)
(a) and (b) adjacent
Called Norwood on B. & O. S. W
See also East Norwood
Norwoodville, Ia., Inter-Urban (El)
Nosbonsing, Ont., Can. Pac
Nosbonsing Crossing, Ont., Grand Trunk
Noslo, Ont., Canadian Pacific
Notasulga, Ala., West. of Ala
Notch, Pa., Pennsylvania
Notch Cliff, Md., Md. & Penna
Notch Hill, B.C., Can. Pacific
Notlin, Ala., Southern
Notman, Sask., Can. Pacific
Notre Dame, Ind., Mich. Cent

Notre Dame, Me., Bangor & Aroostook
Notre Dame, Md., Md. & Penna
Notre Dame, N.B., Moncton & Buctouche
Notre Dame des Anges, Que., Can. Northern Quebec
Notre Dame du Lac, Que., Temiscouata
Notre Dame Junction, N.F., Reid Newfoundland
Notson, Tex., Gulf, Colo. & Santa Fe*
Nott, La., New Orl. Great No
Nottawa, Mich., Grand Rapids & Ind
Nottawa, Ont., Grand Trunk
Nottawa, Tex., Gal. Har. & San Ant
Nottingham, Ala., Southern
Nottingham, Ind., Cin. Bluffton & Chic
Nottingham, N.C., Atlantic Coast Line
Nottingham, O., Lake Shore & Mich. So
Nottingham, Chester Co., Pa., Pennsylvania
Nottingham, Wash. Co., Pa., Baltimore & Ohio
Nottingham, Va., Virginia & So. West
Nottoway, Nottoway Co., Va., Norfolk & Western
Nottoway, Sussex Co., Va., Atlantic Coast Line
Notus, Idaho, Ore. Short Line
Nouvelle, Que., Atlantic & Lake Sup
Nouvelle Bridge, Que., Atlantic & Lake Sup
Nova, N.Y., Penna
Nova, O., Baltimore & Ohio
Novak, S.D., Burl. Route
Novar, Ont., Grand Trunk
Novato, Cal., No. West. Pac
Novene, Idaho, Ore. Sh. Line
Novi, Mich., Pere Marquette
Novillero, Mex., Pan-American
Novinger, Mo., Iowa & St. Louis (a)
" Quincy, Om. & K.C (a)
Novra, Manitoba, Canadian Northern
Nowata, Okla., St. Louis, Iron Mt. & So
Nowatney, Fla., Tampa No
Nowlin, Ala., Louisv. & Nash
Nowlin, S.D., No. West. Line
Nowood, Wyo., Burl. Route
Noxall, Mo., Frisco System
Noxapater, Miss., New Orl. Mobile & Chic
Noxen, Pa., Lehigh Valley
Noxie, Okla., Mo. Kans. & Tex
Noxon, Mont., No. Pacific
Noyan Junction, Que., Grand Trunk (a)
" Que. Mont. & South (a)
" Rutland (a)
Noyes, Idaho, Spokane International
Noyes, Minn., Gt. North (a)
" M. St. P. & S. Ste. M (a)
Nuangola, Pa., Wilkes-Bar. & Haz. (El)
Nubern, La., Chic. R.I. & Pac
Nubia, S.D., Chic. Mil. & St. Paul
Nuckles, Ark., St. Louis, Iron Mt. & So
Nuckolls, W. Va., Chesapeake & Ohio
Nuckols, Ky., Louisv. & Nash
Nuckolls, Ala., Cent. of Ga
Nueva Casas Grandes, Mex., Mexico North Western
Nueva Paz, Mex., Matehuala
Nuevo Laredo, Mex., National of Mexico
Nuter, Va., Norf. & West
Nugent, Ia., Iowa Central
Nugent, La., St. L. Ir. Mt. & S
Nugent, Miss., Gulf & Ship Isl
Nugget, Wyo., Ove. Short Line
Nulltown, Ind., C.C.C. & St. L
Nulo, Tex., Galv. Har. & San Ant
Numa, Colo., Missouri Pac
Numa, Ia., Ch. Rk. Isl. & Pac
Numa, Ky., Louisv. & Nashv
Numa, Okla., Atch. Top. & Santa Fe
No. 10 Junction, Ia., Chicago & North-west
No. 2 Mines, Pa., Washington Run
Nunda, N.Y., Pennsylvania
Nunda Junction, N.Y., Pennsylvania
Nunda, S.D., South Dakota Central
Nunelly, Tenn., Nashville, Chat. & St. L
Nunez, Ariz., South. Pacific

*On the Santa Fe
† For freight only
‡ On the Rock Island System

Nunes, Ga., Central of Georgia
Nunica, Mich., Gd. Rap. Gd. H. & M (El)
" Grand Trunk
Nunn, Colo., Union Pacific
Nunn, Va., Mount Airy & Eastern
Nunnelly, Tenn., Nashville, Chatt. & St. L
Nunnery, Pa., Cumb. Valley
Nunns, Ky., Illinois Central
Nunn's, Utah, Denver & Rio Grande
Nupher, Idaho, Ore. Sh. Line
Nurney, Va., Atl. Coast Line
Nursery, Fla., Atl. Coast L
Nursery, Tex., Galv. Harrisb. & San Ant
Nushka, Minn., Great North
Nushka, Ont., Temiskaming & No. Ont
Nussbaum, Ky., Louisville & Nashville
Nutana, Saskatchewan, Canadian Northern
Nutbush, Va., Virginian
Nutglade, Cal., South. Pac
Nutley, N.J., Erie
Nutri, Wyo., Ore. Short Line
Nutria, Colo., Denver & Rio Grande
Nutt, N.M., Atch. Top. & S. Fe
Nuttall, O., Day. L. & C. RR. & T. Co
Nuttall, W. Va., Ches. & Ohio
Nutting, Ia., Davenp. Rk. Isl. & N. W
Nutting, Utah, Denver & Rio Grande
Nutting Farms, Ia., Burlington Route (a)
" Dav. Rk. Isl. & N. W (a)
Nutt's Pond, N.H., Boston & Maine
Nutwood, Ind., Vandalia
Nyack, Mont., Gt. Northern
Nyack, N.Y., Erie (a)
" N.Y. Ont. & Western (b)
" West Shore (b)
(a) and (b) about 2 mls. apart
Called West Nyack on N. Y. O. & W. and W. S
Nyando, N.Y., New York & Ottawa
Nyburg, Colo., Mo. Pacific
Nye, Tex., Internat. & Gt. North
Nye, Dodge Co., Wis., Chicago, Mil. & St. Paul
Nye, Polk Co., Wis., Minn. St. P. & Slt. Ste. M
Nyhart, Mo., Mo. Pacific
Nypenn, N.Y., New York, Chic. & St. L
Nyssa, Mo., Butler County
Nyssa, Ore., Ore. Short Line

O

Oa-at-ka Beach, Mich., Grand Trunk
Oacalco, Mex., Interoceanic of Mex
Oaches, Wis., North Western Line
Oacoma, S.D., Chicago, Mil. & St. Paul
Oak, Ind., Lk. Shore & Mich. So (a)
" St. Jos. Vy. Trac (El) (b)
(a) and (b) adjacent
Oak, Mich., Pere Marquette
Oak, Neb., North-West. Line
Oak, Nev., Eureka & Palisade
Oak, N.H., Canadian Pacific
Oak, Pa., Pitts. Rys. Co (a)
" West Side Belt (b)
(a) and (b) adjacent
Oakbank, Manitoba, Canadian Pacific
Oak Bay, N.B., New Brunswick So
Oak Bay, Que., Atl. & Lk. Sup
Oak Bluff, Manitoba, Canadian Northern
Oakbourne, Pa., Penna
Oakburn, Manitoba, Canadian Northern
Oak Canon, N.M., Colorado & Southern
Oak Center, Wis., North-Western Line
Oak Chatham, Neb., Mo. Pac
Oak City, N.C., Atlantic Coast Line
Oak Cliff, Tex., Gulf, Colo. & Santa Fe*
Oak Corners, N.Y., Leh. Val
Oak Creek, Colo., Denver, No. West. & Pac
Oak Creek, Utah, Denver & Rio Grande
Oak Crest, Mo., Balt. & Ohio
Oak Dale, Cal., Atch. Top. & San. Fe (a)
" Sierra of California (a)
" Southern Pacific (a)
Oakdale, Colo., Denv. & Rio Gd
Oakdale, Ga., Southern
Oakdale, Cook Co., Ill., Chic. & Western Ind (a)
" Chic. Rk. Isl. & Pac (b)
Oakdale, Washington Co., Ill., Illinois Southern
Oak Dale, Ind., Balt. & O. S. W
Oakdale, Ia., Ced. Rap. & Ia. City (El)
Oakdale, Ky., Lex. & Eastern
Oakdale, La., Gulf, Colo. & S. Fe* (a)
" St. L., Watkins & G (b)
(a) and (b) about ¼ mi. apart
Oakdale, Mass., Bost. & Me
Oakdale, Minn., North-Western Line
Oakdale, Mo., Mo. South
Oakdale, Neb., North-Western Line
Oakdale, N.Y., Long Island
Oakdale, N.C., Raleigh & Western
Oakdale, O., Zanesville & Western
Oakdale, Allegheny Co., Pa., Pitts. Cin. Chic. & St. L
Oak Dale, Dauphin Co., Pa., Pennsylvania
Oakdale, Tenn., Cin. N. Orl. & Tex. Pac (a)
" Southern (a)
Oakdale, Wis., Ch. Mil. & St. P
Oakdale Park, Mich., Pere Marquette
Oak Dorniek, Ark., Frisco System
Oakeola, Pa., Balt. & Ohio
Oakes, N.D., Minn. St. P. & S. Ste. M (a)
" North-West. Line (b)
" Northern Pacific (b)
(a) and (b) ¾ mile apart
Oakesdale, Wash., Northern Pacific (a)
" Oregon RR. & N. Co (b)
" Spok. & Inland Empire
(a) and (b) about ½ mi. apart
Oakes Junction, N. D., Northern Pacific
Oakfield, Ga., Albany & No
Oakfield, Me., Bangor & Aroostook
Oakfield, N.Y., West Shore
Oakfield, N.S., Intercolonial
Oakfield, O., Penna. Co
Oakfield, Tenn., Ill. Central
Oakfield, Wis., No. West. Line
Oakford, Ill., Chic. Peoria & St. Louis
Oak Forest, Ill., Chicago, R. I. & Pacific
Oak Glen, Ill., Grand Trunk
Oak Grove, Calhoun Co., Ala., Louisville & Nashville
Oak Grove, Mobile Co., Ala., Mobile & Ohio
Oak Grove, Ark., Ft. Smith, Subiaco & E
Oak Grove, Del., Penna
Oak Grove, Ia., Iowa Cent
Oak Grove, Ky., Lv. & Nash
Oak Grove, La., St. Louis, Iron Mt. & So
Oak Grove, Mass., Bost. & Me
Oak Grove, Livingston Co., Mich., Ann Arbor
Oak Grove, Jackson Co., Mo., Chicago & Alton
Oak Grove, Ore., Portland Ry. L. & P. Co
Oak Grove, Monroe Co., Pa., Delaware Valley
Oak Grove, Washington Co., Pa., Pitts. Cin. Chic. & St. L
Oak Grove, Tex., Texas & Pac
Oak Hall, Pa., Pennsylvania
Oak Hall, Va., N.Y. Phila. & Norfolk
Oak Harbor, O., Lk. Shore & Mich. So (a)
" Wheeling & Lk. Erie (b)
(a) and (b) 1 mile apart
Oak Hill, Cal., South. Pacific
Oak Hill, Fla., Florida E. Coast
Oak Hill, Ga., Ga. Coast & Piedmont
Oak Hill, Ill., Burl. Route
Oak Hill, Ind., Evansville, Sub. & Newb
Oak Hill, Kan., At. T. & San F
Oak Hill, La., Mansfield
Oak Hill, Me., Boston & Me
Oak Hill, Mo., Missouri Pac
Oak Hill, O., Balt. & O. S. W
Oak Hill, Va., Dan. & Western
Oak Hill, W. Va., Ches. & O (a)
" White Oak (a)
Oak Hills, Colo., Denver, No. West. & Pac
Oak Hurst, Fla., Atlantic Coast Line
Oakhurst, Ga., Louisville & Nashville
Oakhurst, Tex., Trinity Val. Southern
Oakington, Md., Penna
Oak Island, Mass., Boston, Rev. B. & Lynn
Oak Island, N.J., Lehigh Valley
Oak Island Junc., N.J., Penna
Oak Knoll, Cal., So. Pacific
Oak Knoll Junction, Cal., Pacific Electric
Oak Lake, Manitoba, Canadian Pacific
Oak Lake, Minn., No. Pacific
Oakland, Ala., Chattahoochee Valley
Oakland, Cal., A. T. & S. F., Coast L* (a)
" Southern Pacific (b)
(a) and (b) 1¼ miles apart
Oakland, Fla., Atlantic Coast Line (a)
" Tavares & Gulf (b)
(a) and (b) 275 yards apart
Oakland, Ga., Seaboard Air Line
Oakland, Coles Co., Ill., Toledo, St. L. & West (a)
" Vandalia (b)
(a) and (b) adjacent
Oakland, Cook Co., Ill., Illinois Central
Oakland, Putnam Co., Ind., Chicago, Ind. & Louisv
Oakland, Ia., Ch. Rk. I. & Pac
Oakland, Ky., Louisv. & Nash
Oakland, Me., Maine Cent (a)
" Somerset (a)
Oakland, Manitoba, Canadian Northern
Oakland, Baltimore Co., Md., Pennsylvania
Oakland, Garrett Co., Md., Baltimore & Ohio
Oakland, Mass., Boston & Me
Oakland, Minn., Chicago, Mil. & St. Paul
Oakland, Miss., Illinois Cent
Oakland, Mo., Frisco Sys (a)
" Missouri Pacific (b)
(a) and (b) about 270 yards apart
Oakland, Neb., Burlington Route
" North Western Line
Oakland, Bergen Co., N.J., New York, Susq. & West
Oakland, Camden Co., N.J., Philadelphia & Read
Oakland, Salem Co., N.J Pennsylvania
Oakland, Livingston Co., N.Y., Pennsylvania
Oakland, Sullivan Co., N.Y., N.Y. Ont. & Western
Oakland, N.C., Virginia & Carolina So
Oakland, Cuyahoga Co., O., Wheeling & Lk. Erie
Oakland, Manoning Co., O., Youngstown & South
Oakland, Mercer Co., O., Lake Erie & Western
Oakland, Muskingum Co., O., Ohio River & Western
Oakland, Warren Co., O., Cin. Lebanon & North
Oakland, Ont., Mich. Cent
Oakland, Ore., South. Pacific
Oakland, Chester Co., Pa., Pennsylvania (a)
" Phila. & Reading (b)
Called Whitford on Penna
(a) and (b) ¼ mile apart
Oakland, Monroe Co., Pa., Sharpsville
Oakland, R.I., N.Y. N.H. & H
Oakland, Tenn., Nash. Chatt. & St. Louis
Oakland, Vt., Vermont Cent
Oakland Centre, R.I., N.Y. New Hav. & Hart
Oakland City, Ind., Evansv. & Indianap (a)
" Southern (a)
Oakland Farm, Me., Boston & Maine
Oakland Junction, Ga., Atlanta & West Point
Oakland Mills, Ia., Burlington Route
Oaklandon, Ind., Cleve. Cin. Chic. & St. L
Oakland Pier, Cal., Southern Pacific
Oak Lane, Pa., Phila. & Read
Oaklawn, Ga., Georgia North
Oak Lawn, Cook Co., Ill., Wabash
Oak Lawn, Vermillion Co., Ill., Chicago and East. Ill
Oak Lawn, Ky., Lv. & Nash
Oak Lawn, Miss., Yazoo & Miss. Valley
Oak Lawn, R.I., N.Y. New Hav. & Hart
Oaklawn, Tex., Peach River & Gulf
Oak Leaf, Ark., St. Louis, Iron Mt. & So
Oak Leaf, Ill., Vandalia
Oakleigh, Md., Md. & Penna
Oakley, Cal., A. T. & S. F., Coast Lines*
Oakley, Del., Maryland, Del. & Va
Oakley, Ill., Wabash
Oakley, Ia., Burl. Route
Oakley, Kan., Union Pacific
Oakley, La., Yazoo & Miss. Val
Oakley, Mich., Mich. Cent
Oakley, Miss., Yazoo & Miss. Valley
Oakley, Mo., Missouri South
Oakley, O., Balt. & Ohio S. W
Oakley, Pa., Del. Lack. & Western
Oakley, S.C., Atl. Coast Line
Oakley, W. Va., Chesapeake & Ohio
Oakley's, Ala., Southern
Oakly n, N.J., Atlantic City
Oakman, Ala., Southern
Oakman, Ga., Louisv. & Nashv
Oakman, Tenn., Southern
Oak Mills, Kan., Mo. Pacific
Oakmont, Pa., Pennsylvania
Oakmont, W. Va., Western Maryland
Oak Mountain, Ga., Southern
Oakner, Manitoba, Grand Trunk Pacific
Oak Park, Ark., Frisco System
Oak Park, Ga., Ga. & Fla
Oak Park, Ill., Chic. Term. Trans (a)
" North-West. Line (a)
Oak Park, Minn., Gt. North
Oak Park, W. Va., Morgantown & Kingw
Oak Point, La., New Orleans Southern
Oak Point, Manitoba, Canadian Northern
Oak Point Junc., Manitoba Canadian Northern
Oakridge, Ill., Illinois Central
Oak Ridge, Ky., Illinois Cent
Oak Ridge, La., New Orl. & North-west
Oak Ridge, Mo., Ches. Perryv. & Ste. G
Oak Ridge, N.J., N.Y. Susq. & W
Oak Ridge, O., Day. L. & C. RR. & T. Co
Oak Ridge, Pa., Penna
Oak Ridge, Va., Southern
Oak River, Manitoba, Canadian Pacific
Oaks, McCracken Co., Ky., Nash. Chatt. & St. Louis
Oaks, Ohio Co., Ky., Louisv. Hend. & St. L
Oaks, La., Louisiana & N. W
Oaks, Me., Somerset
Oaks, Md., Wash. Pot. & Chess
Oaks, Pa., Perkiomen
Oaks, Wis., Wisconsin & Mich
Oak's Corners, N.Y., Lehigh Valley (a)
" N.Y. Cent. & Hud. Riv (b)
(a) and (b) about ½ mile apart.
Oak Shade, Cal., South Pac
Oak Shade, O., Detroit, Tol. & Ironton
Oakshela, Sask., Can. Pac
Oakside, Fla., Fla. E. Coast
Oak Station, Pa., Pitts. & Castle Shan
Oak Summit, N.Y., Central New England
Oaksville, N.Y., Oneon. & Mohawk V (El)
Oak-ta-ha, Okla., Missouri, Kansas & Tex
Oakton, Ia., Chic. Mil. & St. P
Oakton, Ky., Mobile & Ohio
Oaktown, Ind., Evans. & T. H
Oak Tree, N.J., Lehigh Val
Oakvale, Miss., Gulf & Ship Island
Oakvale, Mo., Miss. Riv. & Bonne Ter
Oakvale, N.Y., N.Y. Cent. & Hud. Riv
Oakvale, S.C., Southern
Oak Vale, W. Va., Norfolk & Western
" Virginian
Oak Valley, Kan., Atch. Top. & Santa Fe
Oakview, Cal., Southern Pacific
Oakview, O., Pitts. Cin. Chic. & St. L
Oakville, Cal., South. Pacific
Oakville, Ct., N.Y. N.H. & H
Oakville, Ind., Ft. W. Cin. & L
Oakville, Ia., Iowa Centre
Oakville, La., New Orl. So
Oakville, Manitoba, Canadian Northern
Oakville, Ont., Canadian Pacific†
" Grand Trunk
Oakville, Cumberland Co., Pa., Cumberland Valley
Oakville, Westmoreland Co., Pa., Ligonier Valley
Oakville, Tenn., Frisco Sys
Oakville, Wash., No. Pacific
Oakwood, Ark., St. Louis, Iron Mt. & So
Oakwood, Ga., Southern
Oakwood, Ill., Clev. Cin. Chic. & St. L
Oakwood, Ind., Lake Erie & Western
Oakwood, Kan., Mo. Kan. & T
Oakwood, Mich., Lk. Shore & Mich. South
Oakwood, Mo., St. L. & Han
Oakwood, Cayuga Co., N.Y., Lehigh Valley
Oakwood, O., N.Y. Ch. & St. L
Oakwood, Okla., Kan. City. Mex. & Orient
Oakwood, S.C., Southern
Oak Wood, Wis., Ch. M. & St. P
Oakwood Heights, Richmond Co., N.Y., Staten Isl. Rapid Tran
Oakwoods, Tex., Int. & Gt. N
Oakworth, Ala., Louisville & Nashv
Oasis, Ia., Chic. Rk. Isl. & Pac
Oasis, Mo., Burl. Route
Oasis, Tex., Houston & Texas Cent
Oasis, Utah, San Ped. Los Ang. & S. Lk
Oatville, Kan., Mo. Pacific
Oaxaca, Mex., Mex. South (a)
" Oaxaca & Ejutla (b)
(a) and (b) about 1 mi. apart
Oban, Cal., Southern Pacific
Oban, Sask., Gd. Trunk Pac
Obar, N.M., Chic. Rk. Isl. & El Paso
Obayos, Mex., Mex. Internat
O'Bear, Ark., St. Louis S. W
Obenhoff, Mich., Copper Range
Ober, Ind., N.Y. Chic. & St. L
Oberlies, Ky., Louisville & Nashville
Oberlin, Kan., Burl. Route
Oberlin La., St. Louis, Watkins & G
Oberlin, O., Lk. Sh. & Mich. So
Oberon, N.D., North. Pacific
Oberry, Ga., Georgia & Fla
Obey City, Tenn., Tennessee Central
Obi, Tex., Gal. Har. & San A
Obion, Tenn., Illinois Cent
Obispo, Morelos, Mex., Interoceanic of Mex
Obispo, Oaxaca, Mex., Veracruz & Isthmus
Obispo, Sinaloa, Mex., West Coast Route
Oblong, Ill., Indianapolis So
Obregon, Mex., Nat. of Mex
O'Brien, Fla., Atlantic Coast Line
O'Brien, Kan., Mo. Pacific
O'Brien (1), Thunder Bay Dist., Ont., Canadian Pacific
O'Brien (2), Thunder Bay Dist., Ont., Superior & Western Ont
O'Brien, Tex., Kan. City, Mex. & Orient
O'Brien, Wash., Puget Sound Electric
O'Brien, W. Va., Balt. & Ohio
O'Brien's, Ala., Southern
O'Brien's, Ky., Illinois Cent
O'Briens, Minn., Great North
O'Brien's, Wash., No. Pacific
Obscuro, Mex., Interoceanic of Mex
Ocala, Fla., Atlantic Coast Line (a)
" Seaboard Air Line (b)
(a) and (b) ¾ mile apart
Ocala, Nev., Southern Pacific
Ocala Junction, Fla., Atlantic Coast Line
O'Callaghan, Mich., Wisconsin & Michigan
O'C. Mill, Mich., Wisconsin & Michigan
Ocampo, Ala., Louisville & Nashville
Ocampo, Mex., Nat. of Mex
Ocapos, Ariz., South. Pacific
Occidental, Cal., Northwestern Pacific
Occidental, Wash., No. Pac
Occidental College, Cal., Pacific Electric
Occoneechee, N.C., Southern
Occoquan, Va., Washington Southern

Ocean, Md., Cumb. & Penna
Oceana, Va.,
Norfolk & Southern
Ocean City, Md.,
Baltimore, Ches. & Atl
Ocean City, N.J.
Atlantic City (a)
» Pennsylvania (b)
(a) and (b) ¼ mile apart
Ocean City Junction, N.J.,
Atlantic City
Ocean Front, Cal.,
San Diego, Pac. B. & La J
Ocean Grove, Mass.,
N.Y. New Hav. & Hart
Ocean Grove, N.J.,
Central of New Jer (a)
» Pennsylvania (a)
Ocean Heights, N.J., Penna
Ocean House, Ont., Gd. Tk
Ocean Mine, W. Va.,
Baltimore & Ohio
Oceano, Cal., South. Pacific
Ocean Park, Cal.,
Los Angeles-Pacific (El)
Ocean Park, Me., Bost. & Me
Ocean Park, Wash., Ilwaco
Ocean Pond, N.F.,
Reid Newfoundland
Ocean Port, N.J.,
Central of New Jersey
Ocean Shore Park, Va.,
Norfolk & Southern
Oceanside, Cal.,
A.T. & S.F., Coast Lines*
Oceanside, Wash., Ilwaco
Ocean Spray, Mass.,
Boston, R.B. & Lynn
Ocean Springs, Miss.,
Louisville & Nashville
Ocean View, Cal., Ocean Sa
» Southern Pacific
Ocean View, N.J.,
Pennsylvania
Ocean View Cemetery, N.J.
Pennsylvania
Oceola, Ala., La Fayette
Ochelata, Okla.,
Atch. Top. & Santa Fe
Ocheltree, Kan., Frisco Sys
Ocheyedan, Ia.,
Chicago, Rk. Isl. & Pac
Ochillee, Ga.,
Central of Georgia
Ochlare, Wash.,
Spok. & Inland Empire
Ochlocknee, Ga.,
Atlantic Coast Line
Ochoa, Ariz., South. Pacific
Ochoa, Nuevo Leon, Mex.,
National of Mexico
Ochoa, Vera Cruz, Mex.,
Mexican Central
Ochoa, Tex., Nat. of Mex
Ochre, Cal., No. West. Pac
Ochre, Va.,
Tidewater & Western
Ochre River, Manitoba,
Canadian Northern
Ochwalkee, Ga.,
Seaboard Air Line
Ocilla, Ga.,
Fitzg. Ocilla & Brox (a)
» Ocilla Southern †
» Seaboard Air Line (b)
(a) and (b) adjacent
Ocklawaha, Fla.,
Atlantic Coast Line
Ockley, Ind., Chic. Ind. & Lv
Ocla, Wyo., No. West. Line
Ocmulgee, Ga., Southern
Ocmulgee Bridge, Ga.,
Central of Georgia (a)
» Georgia (a)
Ocoee, Fla., Atl. Coast Line
Ocoee, Tenn.,
Louisville & Nashville
Oconee, Ga., Cent. of Georgia
Oconee, Ill., Illinois Central
Oconee, Neb., Union Pacific
Oconee Hights, Ga.,
Gainesville Midland
O'Conner Junction, Tenn.,
Louisville & Nashville
O'Connor's, Pa., Leetonia †
O'Connor's Crossing, O.,
Baltimore & Ohio
Oconomowoc, Wis.,
Chicago, Mil. & St. Paul
Oconto, Neb., Union Pacific
Oconto, Wis.,
Chicago, Mil. & St. P (a)
» North-West. Line (b) (c)
(a) and (c) ½ mile apart
(b) and (c) 1 mile apart
Oconto Falls, Wis.,
North-Western Line
Oconto Junction, Wis.,
Chicago, Mil. & St. Paul
Oconolta, Va., Lv. & Nash
Ocosta, Wash., North. Pacific
Ocotlan Jalisco, Mex.,
National of Mexico
Ocotlan, Oaxaca, Mex.,
Oaxaca & Ejutla
Ocoya, Ill., Chicago & Alton
Octa, Mo., Frisco System
Octa, O., Cin. Ham. & Day (a)
» Detroit, Tol. & Iron (a)
Octavia, Neb.,
North Western Line
Octoraro, Md., Pennsylvania
Ocurio, Mex.,
National of Mexico
Ocward, Va., Southern
Odanah, Wis.,
Ashland, Odanah & M (a)
» North-Western Line (b)
(a) and (b) adjacent
Odd Fellows Home, Ct.,
N.Y. New Hav. & Hart
Odebolt, Ia., No. West. Line
Odell, Ill., Chicago & Alton
Odell, Neb., Burlington Rte
O'Dell, Ont., Can. Pacific
Odell, Tex.,
Kan. City, Mex. & Orient
Odell River, N.B., Can. Pac
Oden, Idaho, North. Pacific
Odena, Ala., Central of Ga
Odenburg, La., Texas & Pac
Oden-Oden, Mich.,
Grand Rapids & Ind
Odenton, Md.,
Pennsylvania
» Wash. Balt. & Annap. El
Odenville, Ala.,
Seaboard Air Line
Odenweider, Pa.,
Central of New Jersey
Odessa, Cal.,
A.T. & S.F., Coast Lines*
Odessa, Fla.,
Atlantic Coast Line
Odessa, Ga., Southern
Odessa, Minn., Ch. M. & St. P
Odessa, Mo., Chicago & Alton
Odessa, Neb., Union Pacific
Odessa, N.Y., Lehigh Valley
Odessa, Sask.,
Canadian Northern
Odessa, Tex., Tex. & Pacific
Odessa, Wash., Great North.
Odessadale, Ga.,
Macon & Birmingham
Odetta, Okla., Frisco System
Odin, Ill., Balt. & O. So. W (a)
» Illinois Central (a)
Odin, Minn., No. West. Line
Odlaw, Tex.,
Gal. Har. & San Ant
Odomville, Ga.,
Wadley Southern
O'Donnel, Pa., Penna
O'Donnells, Ky.,
Illinois Cent
O'Donnell's Wharf, Md.,
Pennsylvania
Odon, Ind., South. Indiana
Odum, Ga., Southern
Odum Junction, La.,
Zimmer. Leesv. & S.W
Oella, Md., Baltimore & Ohio
Oelrichs, S.D.,
North-Western Line
Oelwein, Ia.,
Chicago Gt. West (a)
» Chic. Rk. Isl. & Pac (b)
O'Fallon, Ill.,
Balt. & Ohio So. W (a)
» Louisville & Nashv (b)
(a and (b) about 150 yards apart
O'Fallon, Mo., Wabash
O'Fallon Junction, Ill.,
Louisville & Nashville
O'Fallon Park, Mo., Wabash
O'Fallons, Neb., Union Pac
Offerle, Kan., Atch. T. & S. Fe
Offerman, Ala., Southern
Offerman, Ga.,
Atlanta, Birm. & Atl (a)
» Atlantic Coast Line (a)
Officer, Colo., Great Western
Officer, Utah, Ore. Sh. Line (a)
» San Fed. Los A. & S. L (a)
Offill, Ky., Ports. & Tygart V
Offutt, Md., Balt. & Ohio
Offutt, Tenn., Southern
Ogalalla, Neb., Union Pacific
Ogallah, Kan., Union Pacific
Ogburn, N.C., Norf. & West
Ogburn, Tex.,
Marshall & East Texas
Ogden, Ark.,
Kansas City Southern
Ogden, Fla.,
Seaboard Air Line
Ogden, Ill., Cl. Cin. C. & St. L
Ogden, Ind.,
Pitts. Cin. Chic. & St. L
Ogden, Ia.,
Minn. & St. Louis (a)
» North-West. Line (b)
Connect at Transfer
Ogden, Mich., L. S. & Mich. So
Ogden, Mo., Frisco System
Ogden, N.J., Pennsylvania
Ogden, O., C. & M.V (Pa. Lines)
Ogden, Pa., Balt. & Ohio
Ogden, S.C., Southern
Ogden, Utah,
Denver & Rio G (a)
» Oregon Short Line (a)
» Southern Pacific (a)
» Union Pacific (a)
Ogden, Va., Chesap. & Ohio
Ogden Avenue, Wis.,
North-Western Line
See West Superior
Ogdens, N.Y., N.Y. Ont. & W
Ogdensburg, Kan., Un. Pac
Ogdensburg, N.J.,
N.Y. Susq. & Western
Ogdensburg, N.Y.,
N.Y. Cent. & Hud. R (a)
» Rutland (b)
(a) and (b) 1¼ miles apart
Ogdensburg, Wis.,
Green Bay & Western
Ogeechee, Ga., Cent. of Ga
Ogeechee, Okla., Frisco Sys
Ogema, Minn.,
Minn. St. P. & Slt. Ste. M
Ogema, Wis.,
Minn. St. P. & Slt. Ste. M
Ogemaw, Ark.,
St. Louis So. West
Ogg's, Ky., Chesa. & Ohio
Ogidaki, Ont.,
Algoma Cent. & H. Bay
Ogilby, Cal., South. Pacific
Ogilsby Junction, Pa.,
Tionesta Valley
Ogilveys Crossing, O.,
Cleve. Lorain & Wheel
Ogilvie, Manitoba,
Canadian Northern
Ogilvie, Minn., Great North
Ogle, Mercer Co., Ill.,
Iowa Central
Ogles, St. Clair Co., Ill.,
Illinois Central
Ogles, O., Detroit, Tol. & Iron
Ogles, Tex., Gulf, Colo. & S. Fe
Oglesby, Ga., Seaboard Air L
Oglesby, Ill., Burl. Route
» Chicago, Mil. & St. Paul
» Illinois Central
Oglesby, Tex., St. Louis S. W
Oglesbys, Va., Norf. & West
Oglethorpe, Ga.,
Atlanta, Birm. & Atl (a)
» Central of Georgia (c)
Ogleton, O., Cin. Ham. & Day
Ogueios, Mex.,
Coahuila & Pacific
O'Hara, Okla., Frisco System
Ohatchie, Ala.,
Seaboard Air Line
Ohaton, Alberta, Can. Pac
O'Hearn's, Fla.,
Atlantic Coast Line
O'Herin, Kans.,
Mo. Kans. & Texas
Ohio, Ga., Central of Ga
Ohio, Ill., Burlington Route
Ohio, N.S., Dominion Atl
O. & B.S.L. Junction, Pa.,
Baltimore & Ohio
O. & E. Junction, Ky.,
Ohio & Kentucky
O. & L. K. Junction,
Muskingum Co., O.,
C. & M.V. (Pa. Lines) (a)
» Col Sand. & Hock (a)
» Ohio & Little Kan (a)
O. & L. K. Junction,
Washington Co., O.,
Baltimore & Ohio
O. & M. Junction, Ill.,
Louisville & Nashville
Ohio City, Colo.,
Colorado & Southern
Ohio City, O.,
Cincinnati North (a)
» Erie (a)
» Toledo, St. L. & West (a)
Ohio Falls, Ind.,
Pitts. Cin. Chic. & St. L
Ohio Junction, O.,
Baltimore & Ohio
Ohio Pyle, Pa., Balt. & Ohio
Ohiowa, Neb., Burl. Route
Ohley, W. Va., Ches. & Ohio
Ohlingers, O., Ohio Elec
Ohlman, Ill.,
Chicago & East. Ill (a)
» Cleve. C. C. & St. L (a)
Ohlman, Mo., Mo. South
Ohlman, Wyo., Burl. Route
Ohlton, O., Erie
Ohoope, Ga., Seab. Air Line
Ohoopee Park, Ga.,
Georgia & Florida
Ohop, Wash., Tacoma East
Oil Centre, O.,
Ohio Central Lines
Oil City, Cal., Southern Pac
Oil City, Ky., Louisv. & Nash
Oil City, La., Kan. City So
Oil City, Ont., Mich. Central
Oil City, Pa., Erie (a)
» Lake Sh. & M. So (a) (b)
» Pennsylvania (a)
» Pennsylvania Co (a)
Oil City Junction, Ont.,
Michigan Central
Oilfield, Ill., Cin. Ham. & Day
Oil Junction, Cal., South. Pac
Oil Springs, Ont., Mich. Cent
Oilville, Cal.,
Nev. Co. Narrow Gauge
Ojapa, Mex.,
Tehuantepec National
Ojata, N.D., Great Northern
Ojibway, Mich.,
Keewenaw Central
Ojibway, Mo., Frisco System
Ojita, N.M., Atch. Top. & S. Fe
Ojito, Mex., Parral & Durango
Ojo Caliente,
Chihuahua, Mex.,
National of Mexico
Ojo Caliente, Coahuila, Mex.,
National of Mexico
Ojocaliente, Zacatecas, Mex.,
Mex. Nat. Constr. Co
Ojo de Agua, Mex.,
Interoceanic of Mex
Ojo Seco, Mex., Nat. of Mex
Ojuelo, Coahuila, Mex.,
National of Mexico
Ojuelos, Zacatecas, Mex.,
National of Mexico
Ojus, Fla., Fla. East Coast
Oka, Mont., Montana
Okabena, Minn., Ch. M. & St. P
Okahola, Miss.,
New Orl. & North-east
Okahumpka, Fla.,
Atlantic Coast Line
Okanagan Landing, B.C.,
Canadian Pacific
Okarche, Okla.,
Chicago, Rk. Isl. & Pac
Okatibbee, Miss.,
Mobile & Ohio
Okaton, S.D., Chic. Mil. & St. P
Okauchee, Wis., Ch. M. & St. P
Okaw, Ill., Chic. and East. Ill
Okawville, Ill., Lv. & Nash
O'Kean, Ark., St. L. I. M. & So
Okeana, O.,
Chicago, Cin. & Louisv
Okee, Wis., No. West. Line
Okeene, Okla.,
Chic. Rk. Isl. & Pac (a)
» Frisco System (b)
(a) and (b) ½ mile apart
Okeetee, S.C.,
Atlantic Coast Line
Okemah, Okla.,
Fort Smith & Western
Okemos, Mich., Pere Marq
Okesa, Okla.,
Missouri, Kan. & Texas
Oketa, Va., Norf. & West
Oketo, Kan., Union Pacific
Okisko, N.C., Norfolk & So
Oklahoma City, Okla.,
Atch. Top. & S. Fe (a)
» Chic. Rk. Isl. & Pac (b)
» Frisco System (c)
» Missouri Kan. & Tex (d)
(a) and (b) about ⅝ mi. apart
(a) and (c) 500 yards apart
(a) and (d) 1-10 mile apart
(b) and (c) 300 yards apart
(b) and (d) 3-10 mile apart
(c) and (d) 4-10 mile apart
Oklaunion, Tex.,
Ft. Worth & Denv. City
Okmulgee, Okla., Frisco Sys
Okoboji, Ia., Chic. Mil. & St. P
» Chicago, Rk. Isl. & Pac
See also Lakes Okoboji
Okolona, Ark.,
Arkansas South-west
Okolona, Miss., Mobile & Ohio
Okolana, O., Wabash
Okolona, Tenn.,
Car. Clinch. and Ohio
Okonoko, W. Va., Balt. & Ohio
Okotoks, Alberta, Can. Pac
Oktamulke, Ala., Lv. & Nash
Ola, Ark., Central of Ark
» Chic. Rock Isl. & Pac
» Dardanelle, Ola & So
Ola, Mich., Grand Trunk
Olaf, Ia., Iowa Central
Olaje, Mex., West Coast Rte
Olamon, Me., Maine Central
Olanta, Pa.,
N.Y. Cent. & Hud. Riv
Olar, S.C., Seaboard Air Line
Olathe, Colo., Denv. & Rio Gr
Olathe, Kan.,
Atch. Top. & S. Fe (a)
» Frisco System (b)
» Kan. City, Clin. & Spg (b)
(a) and (b) ¾ mile apart
Olathe Park., Kan.,
Atch. Top. & Santa Fe
Olaton, Ky., Illinois Central
Olcott, Kan., Missouri Pac
Olcott, Ky., Louisv. & Nashv
Olcott, N.Y.,
International (El)
Olcott, Ont.,
Canadian Northern
Olcott Beach, N.Y.,
International (El)
Olcott Junction, Kan.,
Missouri Pacific
Old Arm Chair Bridge, Utah,
Denver & Rio Grande
Old Bridge, N.J., Penna
Old Caldwell, Kan.,
Chic. Rk. Isl. & Pac (a)
» Kansas City South (a)
Old Camp, Miss.,
Natchez, Col. & Mobile
Old Camp, Mont.,
Montana Western
Old Castle, Ont.,
Pere Marquette
Old Chatham, N.Y., Rutland
Old Coal City Crossing, Ala.,
Seaboard Air Line
Old Colony Siding, Mich.,
Copper Range
Olden, Mo., Frisco System
Olden, Ont., Canadian Pac (a)
» Kings. & Pemb (b)
Olden, Tex., Texas & Pacific
Oldenburg, Ill.,
Chicago, Peoria & St. L
Old Felton, Cal., South. Pac
Old Ferry, Ont.,
Canadian Northern
Old Ferry, Pa., Penna
Oldfield, Mo., Frisco System
Old Forge, N.Y., Fulton Chain
Old Forge,
Lackawanna Co., Pa.,
Delaware. Lack. & West
Old Fort, N.C., Southern
Old Fort, O., N.Y. Chic. & St. L
Old Fort, Ont., Grand Trunk
Old Fort, Pa., Penna
Old Fort, Tenn.,
Louisville & Nashville
Old Fort Erie, Ont., Mich. Cen
Old Furnace, Mass., Bost. & Al
Old Furnace, Pa., Balt. & Ohio
Old Gauley, W. Va.,
Chesapeake & Ohio
Old Grade, Ga.,
Atlanta, Birm. & Atl
Oldham, Miss.,
Yazoo & Miss. Valley
Oldham, O., Penna. Co
Oldham, S.D., Ch. Mil. & St. P
Old Hickory, W. Va.,
Little Kanawha
Old Hollrook, N.Y.,
Long Island
Old Honaker, Va.,
Norfolk & Western
Old Hooper, Tex.,
Marsh, Tim. & Sabine P
Old House Branch, W. Va.,
Norfolk & Western
Old Hundred, N.C.,
Seaboard Air Line
Old Junction, Ark.,
Foreyce & Princeton †
Old Lake Road, Que.,
Intercolonial
Old Landing, Ky.,
Louisville & Atlantic
Old Lead Road, Mo.,
Chester. Perryv. & Ste. G
Old Lot, Ga.,
Millstown Air Line
Old Maid's Lane, N.J.,
Pennsylvania
Oldman, N.J., Pennsylvania
Old Monroe, Mo., Burl. Route
Old Murphy, N.C., Lv. & Nash
Oldnoe, Pa., Buffalo & Susq
Old Orchard, Me., Bost. & Me
Old Orchard, Mo., Frisco Sys
Old Orodell, Colo.,
Denver, Boulder & West
Old Point, Me., Somerset
Old Point, S.C., Southern
Old Point Comfort, Va.,
Chesapeake & Ohio (a)
» N.Y. Phila. & Norfolk (b)
(a) and (b) ¼ mile apart
Called Old Point on C. & O
Old Point Junction, Va.,
Chesapeake & Ohio
Old Port, Pa., Tuscarora Vy
Old Portage, O., Balt. & Ohio
Old River, Ark.,
St. Louis, Kennett & S. E
Old River, Tex.,
Galv. Beaumont & N. E
Old Riverview Siding, Pa.,
Pennsylvania
Old Round Rock, Tex.,
Internat. & Gt. North
Olds, Alberta, Can. Pacific
Old's, Ia., Iowa Central
Old's, Kan., Mo. Kan. & Tex
Old's Ferry, Idaho, Ore. S. L
Old Springfield, N.Y.,
Long Island
Old Station, Pa., Erie
Old Town, Cal.,
A.T. & S.F., Coast L* (a)
» Los A. & San D. Beach (b)
(a) and (b) about 270 yards apart
Old Town, Fla.,
Atlantic Coast Line
Old Town, Me.,
Bangor & Aroost (a)
» Maine Central (a)
Old Town, Md., Western Md
Old Town, Greene Co., O.,
Pitts. Cin. Chic. & St. L
Old Town, Hocking Co., O.,
Hocking Valley
Old Town, S.C., Southern
Old Tryonville, Pa.,
Pennsylvania
Old Vaughn, N.M.,
El Paso & So. West
Olea, Mex., Nat. of Mex
Oleen, Mo., Missouri Pacific
Oleen, Neb., Union Pacific
Oleen, N.Y., Erie (a)
» Pennsylvania (b)
» Pitts. Shawmut & No (b)
(a) and (b) about 1 mi. apart

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Olean, Va., Norfolk & West
Oleander, Cal.,
A.T.& S.F.,Coast Lines*
O'Leary, P. E. I., Pr.Edw. Isl
O'Learys, S.C., Atl. Coast L
Olena, Ark.,
St. Louis South-west
Olentangy, O., Hocking Val
Oleopolis, Pa., Penna
Olequa, Wash., North.Pacific
Oleum, Cal., South. Pacific
Olga, Ala., Louisv. & Nashv
Olga, Ariz., Southern Pacific
Olga, Mich., Gd. Rap. & Ind
Olga, Tex.,
SanAnt. & AransasPass
Olig, Cal., Southern Pacific
Olin, Ia., Chic. Mil. & St. Paul
Olinda, Cal.,
A.T.& S.F.,Coast Lines*
Olinger, Mo., Frisco System
Olinger, Va., Louisv. & Nash
Olinghouse, Nev.,
Southern Pacific
Oliphant Furnace,
Fayette Co., Pa., Penna
Olivar, Mex., Mex. Central
Olive, Los Angeles Co., Cal.,
LosAngeles-Pacific(El)
Olive, Orange Co., Cal.,
A.T.& S.F.,Coast Lines*
Olive, Fla., Louisv. & Nash
Olive, Kan., Mo. Kan. & Tex
Olive, Mont., North. Pacific
Olive, N.C., Atl. Coast Line
Olive, Lawrence Co., O.,
Cin. Ham. & Dayton
Olive, Noble Co., O.,
Ohio River & Western
Olive, Ont., Can. North
Olive, Tex., Texas & N. Orl
Olive, W. Va.,
Western Maryland
Olive Branch, Ill.
Chic. and East Ill (a)
" Illinois Central (a)
Olive Branch, Miss.,
Frisco System
Olive Branch, N.Y., Ula. & Del
Olive Branch, O.,
Cin. Geo. & Ports
Olivedale, Pa., Valley
Olive Hill, Ind.,
Pitts. Cin. Chic. & St. L
Olive Hill, Ky., Ches. & Ohio
Oliver, Alberta, Can. North
Oliver, Ark., Port Arthur Rte
Oliver, Ga., Cent. of Georgia
Oliver, Edgar Co., Ill.,
Clev. Cin. Chic. & St. L
Oliver, Whiteside Co., Ill.
Burlington Route
Oliver, Posey Co., Ind.,
Evansv. & Terre Haute
Oliver, La.,
Arkansas, La. & Gulf
Oliver, Mich., Sag. Tusc. & H
Oliver, Neb., Union Pacific
Oliver, N.C., Atl. Coast Line
Oliver, Allegheny Co., Pa.,
Pennsylvania
Oliver, Fayette Co., Pa.,
Baltimore & Ohio
Oliver Tex., Texas Central
Oliverian, N.H., Boston & Me
Oliver Junction, B.C.,
Great Northern
Oliver Junction, Pa.,
Baltimore & Ohio
Oliver Park, Fla.,
Atlantic Coast Line
Olivers, St. Joseph Co., Ind.,
Chicago, Ind. & South
" Grand Trunk (a)
" St. Jos. So. Bend & So (a)
Olivers, Mich., Pere Marq
Oliver's, Utah,
Denver & Rio Grande
Olivers, Mont.,
Mont. Wyo. & South
Oliver's Mills, Pa., Lehigh V
Oliver Springs, Tenn.,
Louisville & Nashv (a)
" Southern (b)
(a) and (b) 445 yards apart
Olives, Ind., Grand Trunk
Olives, N.C.,
Seaboard Air Line
Olivet, Ia., Chic. Rk. I. & Pac
Olivet, Kan., At. Top. & S. Fe
Olivet, Mich., Grand Trunk
Olivett, Caldwell Co., N.C.,
Caldwell & Northern
Olivette, Mo.,
St. Louis, K. C. & Colo ‡
Olivette,
Buncombe Co., N.C.,
Southern
Olivewood,
Los Angeles Co., Cal.,
A.T.& S.F., Coast Lines*
Olivewood,
San Diego Co., Cal.,
San Diego Southern
Olivia, Ala., Louisv. & Nash
Olivia, Minn., Chic. Mil. & St. P
Olivier, Iberia Parish, La.,
Morgan's La. & Texas
Olivier, St. Bernard Co., La.,
Louisiana Southern
Olivito, Cal.,
LosAng. & Redondo (El)
" Pacific Electric
Olivo, Cal., Pacific Electric
Olla, La., St. L. Iron Mt. & So
Ollie, Ia., Iowa Central
Ollie, La., New Orl. So
Olmito, Tex.,
St. L. Brownsv. & Mex
Olmits, Kan., Missouri Pac
Olmos, Tex., Gal. Har. & San A
Olmstead, Ala.,
Queen & Cres. Route
Olmstead, Ill., C. C. C. & St. L
Olmstead, Ky., Louisv. & Nash
Olmstead, N.D.,
Farmers Gr. & Ship. Co
Olmsted, Pa.,
Coudersport & Pt. Alleg
Olmsted, Utah,
Denver & Rio Grande
Olmsted Falls, O., L. S. & M. S
Olney, Ga., Sav. & Statesboro
Olney, Ill., Balt. & O. S. W (a)
" Cin. Ham. & Dayton (b)
" Illinois Central (b)
(a) and (b) ½ mile apart
Olney, Kan., Atch. T. & S. Fe
Olney, Mont., Great North
Olney, Okla.,
Chicago, Rk. Isl. & Pac
Olney, Pa., Phila. & Read (a)
" Phila. Newt. & N.Y (a)
Olney, Tex., Gulf, Tex. & W
" Wichita Falls & South
Olney, Utah, South. Pacific
Olney Springs, Colo.,
Missouri Pacific
Oloeyville, R.I., N.Y.N.H. & H
Olpe, Kan., Atch. Top. & S. Fe
Olsburg, Kan., Union Pacific
Olson, Ore., Southern Pacific
Olson, B.C., Canadian Pac (a)
" Great Northern (b)
(a) and (b) adjacent
Olson, Ill.,
Lake Erie & Western
Olson, Neb., Burl. Route
Olson, Wis., Washb. & N.W
Olsons, Wash., Great North
Olustee, Ala., Atl. Coast Line
Olustee, Fla., Seab. Air Line
Olustee, Okla., Frisco System
Olvey, Ark., Mo. & No. Ark
Olympia, Ga., Ga. & Fla
Olympia, Ky., Chesa. & Ohio
Olympia, N.C., Norf. & So
Olympia, O.,
C. & M. V (Penna. Lines)
Olympia, Wash., No. Pac (a)
" Port Townsend So (b)
(a) and (b) about 1 mi. apart
Olympia Junction, Ga.,
Georgia & Florida
Olyphant, Ark., St. L. I. M. & S
Olyphant, Pa., Del. & Hud (a)
" Del. Lack. & Western †
" N.Y. Ontario & West (b)
(a) and (b) about ½ mi. apart
Oma, Miss., New Orl. Gt. No
Omaha, Ga., Seab. Air Line
Omaha, Ill., Balt. & Ohio S.W
Omaha, Neb., Burl. Route (a)
" Chic. Great Western (b)
" Chicago, Mil. & St. P (b)
" Chic. Rock Isl. & Pac (b)
" Illinois Central (b)
" Missouri Pacific (b) (c)
" North-Western Line (b)
" Union Pacific (b)
" Wabash (b)
See Council Bluffs
(a) and (b) 50 yards apart
(c) about 1¼ miles from (a)
and (b)
Omaha, Tex., St. Louis So. W
Omaha Heights, Neb.,
North-Western Line
Omaha Junction, Wis.,
Chicago, Mil. & St. Paul
Omaha Southern Junc., Neb.,
Missouri Pacific
Omans, Wash., North. Pacific
Omar, Ill., Chic. and East. Ill
Omar, Nev., Southern Pacific
Omar, O., Penna. Co
Ombey, Utah, South. Pacific
Omealca, Mex.,
Veracruz & Isthmus
O'Meara, Mo., St. L. I. M. & So
Omega, Ga.,
Atlanta, Birm. & Atl
Omega, Idaho,
Chicago, Mil. & Puget Sd
Omega, O., Norfolk & West
Omemee, N.D., Gt. North (a)
" M. St. P. & Slt. Ste. M (b)
(a) and (b) about 770 yds. apart
Omemee, Ont., Grand Trunk
Omemee Junction, Ont.,
Grand Trunk
Omena, Mich., Gd. Rap. & Ind
Omer, Mich., Detroit & Mack
Ometusco, Mex., Mexican
Omlee, N.M.,
El Paso & S.W. System
Omohundro, S.C.,
Atlantic Coast Line
Omoqua, Ala., Louisv. & Nash
Omro, Wis., Chic. Mil. & St. P
Ona, W. Va., Ches. & Ohio
Onaga, Ala., Southern
Onaga, Kan.,
Topeka & N.W (a)
" Union Pacific (a)
Onah, Manitoba, Can. North
Onah, Tex.,
Internat. & Gt. North
Onaka, S.D., Minn. & St. Louis
Onalaska, Ark.,
St. Louis South-west
Onalaska, Tex.,
Beaumont & Gt. North
Onalaska, Wis.,
Burlington Route (a)
" Chicago, Mil. & St. P (b)
" North-West. Line (c)
(a) and (c) about 175 yards apart
O. & N. W. Junction, Tex.,
Beaumont & Gt. North
Onalaska Junction, Tex.,
Beaumont & Gt. North
Onamia, Minn.,
Minn. St. P. & Slt. Ste. M
Onarga, Ill., Illinois Central
Onativia, N.Y., Del. Lack. & W
Onava, N.M., Atch. Top. & S. Fe
Onawa, Ia., Illinois Cent (a)
" North-West. Line (b)
(a) and (b) about ¾ mi. apart
Onawa, Me., Canadian Pac
Onawa Junction, Ia., Ill. Cent
Onaway, Mich.,
Detroit & Mackinac
Oncan, Mex.,
United RRs. of Yucatan
Onchiota, N.Y.,
Delaware & Hudson (a)
" N.Y. Cent. & Hud. R (b)
(a) and (b) about ½ mile apart
Oncree, Sask., Can. Pacific
Onderdonks, N.Y.,
Albany Southern (El)
O'Neal, Ark., St. L. Iron Mt. & S
Onebra, La.,
New Orl. Great North
Oneco, Ct., N.Y.N.H. & Hart
Oneco, Fla., Seab. Air Line
Onega, Minn., Great North
One Hundred and Thirtieth Street, N.Y.,
N.Y. Cent. & Hud. Riv
Oneida, Ark., St. L. I. M. & So
Oneida, Ill., Burl. Route
Oneida, Ia., Chic. Gt. West (a)
" Chic. Mil. & St. P (b)
" Manch. & Oneida (a) (b)
Called Oneida Junction on C. M. & St. P
(a) and (b) about 25 yards apart
Oneida, Kan., St. Jos. & Gd. Isl
Oneida, La.,
Yazoo & Miss. Valley
Oneida, Mont., North. Pacific
Oneida, N.Y., N.Y.C. & H.R (a)
" N.Y. Ontario & West (b)
Oneida, O., Penna. Co (a)
" Wheel. & Lake Erie (a)
Oneida, Schuylkill Co., Pa.,
Lehigh Valley
Oneida, Tenn.,
Cin. N. O. & Tex. Pac (a)
" Tennessee (a)
Oneida, Wis., Green Bay & W
Oneida Castle, N.Y.,
N.Y. Ontario & West (a)
" West Shore (a)
Called Castle on N.Y.O. & W
Oneida Creek, N.Y., Leh. Val
Oneida Junction, Ia.,
Chicago Great West (a)
" Chic. Mil. & St. P (a) (b)
" Manch. & Oneida (b)
Called Oneida on C. G. W. and M. & O
(a) and (b) about 125 yards apart
Oneida Junction, Pa.,
Lehigh Valley (a)
" Pennsylvania (a)
O'Neil, Fla., Seaboard Air L
O'Neill, Neb., Burl. Route (a)
" North West. Line (b)
(a) and (b) about 150 yards apart
O'Neill's, Mass., N.Y.N.H. & H
Onekama, Mich.,
Manistee & North-east
Onekama Junction, Mich.,
Manistee & North-east
Onekio, N.Y., N.Y.C. & H.R
Oneonta, Ala., Louisv. & Nash
Oneonta, Kan.,
Atch. Top. & Santa Fe
Oneonta, Ky., Ches. & Ohio
Oneonta, N.Y., Del. & Hud (a)
" Oneon. & Mohawk V (El)
" Ulster & Delaware (b)
(a) and (b) ¾ mile apart
Oneonta, Ore.,
Oregon RR. & Nav. Co
Oneonta Park, Cal.,
Pacific Electric
Ong, Neb., Burlington Route
Onion Creek, Tex.,
Trinity & Brazos Valley
Onion Creek, Wash., Great No
Only, Va., N.Y. Phila. & Norf
Onn, Wash., Northern Pac
Onondaga, Kan., Mo. Pac
Onondaga, Mich., Mich. Cent
Onondaga, Ont., Gd. Trunk
Ononette, N.B., Can. Pacific
Onoqua, Ala., Louisv. & Nash
Onoro, Fla., Atl. Coast Line
Onota, Mich.,
Duluth, So. Shore & Atl
Onoville, N.Y., Penna
Onset Junction, Mass.,
N.Y. New Hav. & Hart
Onslow, Ia., No. West. Line
Onslow, Wash., No. Pacific
Onsted, Mich.,
Lake Shore & Mich. So
Ontario, Cal.,
San Ped. L. A. & S. L (a)
" Southern Pacific (b)
(a) and (b) adjacent
Ontario, Ia., No. West. Line
Ontario, Kan., Missouri Pac
Ontario, N.Y., N.Y.C. & H.R
Ontario, O., Erie
Ontario, Ore., Ore. Short Line
Ontario, Tex.,
Chic. Rock Isl. & Gulf
Ontario, Va., Southern
Ontario Beach, N.Y.,
N.Y. Central & Hud. Riv
Ontarioville, Ill., C. M. & St. P
Ontelaunee, Pa., Penna
Ontonagon, Mich., C. M. & St. P
Ontop, Manitoba, Can. North
Onville, La., New Orl. Gt. No
Onward, Ind., P. C. C. & St. L
Onward, Miss.,
Yazoo & Miss. Valley
Onway Lake, N.H.,
Boston & Maine
Onyx, Idaho, Ore. Short Line
Onyx, Okla.,
Atch. Top. & Santa Fe
Oolagah, Okla.,
St. Louis, Iron Mt. & S
Oolitic, Ind., South. Indiana
Oolitic, Ky., Illinois Central
Ooltewah, Tenn., Southern
Ooltewah Junction, Tenn.,
Southern
Oostanaula, Ga., Southern
Oostburg, Wis., No. W. Line
Opal, Cal., Southern Pacific
Opal, Mex., Nat. of Mex
Opal, Mo., St. L. Iron Mt. & So
Opal, Mont., Great Northern
Opal, Utah,
San Ped. Los Ang. & S. Lk
Opal, Wyo., Ore. Short Line
Opdyke, Ill., Louisv. & Nash
Opeckiska, W. Va., Balt. & Ohio
Opelika, Ala., Cent. of Ga (a)
" West. of Alabama (a)
Opelousas, La.,
Colo. So. New Orl. & P (a)
" Morgan's La. & Tex (b)
" Opelousas, G. & N. E (c)
(a) and (b) ¾ mile apart
(a) and (c) ¼ mile apart
(b) and (c) 1 mile apart
Open Fork Junction, W. Va.,
Chesapeake & Ohio
Open Mouth, W. Va.,
Norfolk & Western
Opeongo, Ont., King. & Pem
Opequon, W. Va., Balt. & Ohio
Ophelia, Ky., Louisv. & Nash
Ophiem, Ill., Burl. Route
Ophir, Colo., Rio Gr. South
Opits, Ark., Chic. R. I. & Pac
Opolis, Kan., Frisco System
Opp, Ala., Louisv. & Nashv
Oppenheimer, Ky.,
Chesapeake & Ohio
Ops, Ont., Canadian Pac (a)
" Grand Trunk (b)
Optic, Neb., Union Pacific
Optima, Okla.,
Chic. Rock Isl. & Pac
Opummy, Okla.,
Mo. Kans. & Texas
Oquaga, N.Y., Erie
Oquawka, Ill., Burl. Route
Oquossoc, Me., Maine Central
Ora, Cal., South. Pacific
Ora, Ind., Erie
Ora, Miss., Gulf & Ship Isle
Ora S.C., Charleston & W. Car
Oraceola, Fla., Atl. Coast Line
Oradell, N.J., New Jer. & N.Y
Oral, S.D., North West. Line
Oral, W. Va., Balt. & Ohio
Oralabor, Ia., No. West. Line
Oramel, N.Y., Pennsylvania
Oran, Ga., Louisv. & Nashv
Oran, Ia., Chicago Gt. West
Oran, Mo., Frisco System (a)
" St. L. Iron Mt. & So (b)
(a) and (b) about 160 yards apart
Oran, N.Y., West Shore
Oran, Tex.,
Weath. Min. W. & N. W
Orange, Cal.,
A.T.& S.F., Coast L*
Orange, Ct., N.Y. N.H. & H
Orange, Mass., Boston & Me
Orange, N.J., Del. L. & W (a)
" Erie (b)
Orange, O., Penna. Co
Orange, Tex.,
Orange & Northwest (a)
" Texas & New Orleans (b)
(a) and (b) about ½ mi. apart
Orange, Va., Ches. & Ohio (a)
" Potom. Fred. & Pied (b)
" Southern (a)
(a) and (b) 3 squares apart
Orange, Wis., Chic. Mil. & St. P
Orange Bend, Fla.,
Atlantic Coast Line
Orangeburg, S.C.,
Atlantic Coast Line (a)
" Southern (b)
(a) and (b) 1 mile apart
Connect at Junction
Orangeburgh, N.Y., Erie (a)
" N.Y. Ont. & West (b) P
" West Shore (b)
(a) and (b) about ½ mi. apart
P For passenger service only
Orange Center, Cal.,
San Ped. Los A. & S. Lk (a)
" Southern Pacific (a)
Orange City, Fla.,
Florida East Coast
Orange City, Ia.,
North-Western Line
Orange City Junction, Fla.,
Atlantic Coast Line (a)
" Florida East Coast (a)
Orangedale, N.S., Intercol
Orange Farm, La.,
New Orleans Southern
Orange Farm, N.Y., Erie (a)
" Lehigh & New Eng (a)
Orange Grove, Md., Balt. & O
Orange Grove, Miss.,
Louisville & Nashville
Orange Height, Fla.,
Seaboard Air Line
Orange Home, Fla.,
Seaboard Air Line
Orange Junction, N.J., Erie
Called also Forest Hill
Orange Lake, Fla.,
Atlantic Coast Line
Orange Mills, Fla.,
Florida East Coast
Orange Park, Fla.,
Atlantic Coast Line
Orangeville, Ill., Ill. Central
Orangeville, La.,
Kansas City Southern
Orangeville, Md., Penna
Orangeville, O., Erie
Orangeville, Ont. Can. Pac
Orangeville, Pa.,
Bloomsburg & Sullivan
Oraville, Ill., Illinois Cent (a)
" Mobile & Ohio (b)
(a) and (b) ¾ mile apart
Orbisonia, Pa., E. Broad Top
Orbiston, O., Hocking Valley
Orby, Cal., Southern Pacific
Orby, Ky., Louisv. & Nashv
Orcadia, Sask., Can. Pacific
Orchard, Ala.,
New Orl. Mobile & Chic
Orchard, Ark.,
Fourche Riv. Val. & I. T
Orchard. Colo., Union Pacific
Orchard, Idaho,
Oregon Short Line
Orchard, Ia., Illinois Central
Orchard, Md.,
Western Maryland
Orchard, Mo., Frisco System
Orchard, Mont., North. Pac
Orchard, Neb., Burl. Route
Orchard, N.J., Pennsylvania
Orchard, Ore.,
Portland Ry. L. & P. Co
Orchard, Tex.,
Gulf, Colo. & Santa Fe*
Orchard Farm, Mo.,
Burlington Route
Orchard Hill, Ga., Cent. of Ga
Orchard Lake, Mich.,
Grand Trunk
Orchard Mines, Ill.,
Toledo, Peoria & West
Orchard Park, N.Y.,
Buffalo, Roch. & Pitts
Orchard Park, Tex.,
Missouri, Kansas & Tex
Orchard Place, Ill.,
Minn. St. P. & Slt. Ste. M
Orcutt, Cal., Pacific Coast
Orcutt's, Ct., Cent. Vermont
Ord, Neb., Burl. Route (a)
" Union Pacific (b)
(a) and (b) adjacent
Ordena, Mex.,
Jalapa & Cordoba
Ordway, Cal., South. Pacific
Ordway, Colo., Mo. Pacific
Ordway, Mass.,
Boston & Maine
Ordway, S.D., No. West. Line
Ore, Mo., Missouri Pacific
Oreana, Ill., Illinois Central

Oreana, Nev., South. Pacific
Orenpolis, Neb., Burl. Route
O'Rears, Ark.,
St. Louis, Iron Mt. & So
Ore Bed Junction, Tenn.,
Southern
Ore Branch Junction, Pa.,
Phila. & Reading
Oreburg, Ga., Southern
Ore Dock Junction, Wis.,
North-Western Line
Oregon, Ill., Burl. Route
Oregon, O., Cin. Ham. & Day
Oregon, Wis., No. West. Line
Oregon City, Ore.,
Port. Ry. L. & P. Co (a)
" Southern Pacific (b)
(a) and (b) about 200 yards apart
Oregonia, O.,
Pitts. Cin. Chic. & St. L
O. R. & N. Junction, Wash.,
Great Northern
Ore Hill, Ct., Central New Eng
Ore Hill, N.C., Southern
Ore Hill, Pa., Pennsylvania
O'Reilly, Miss.,
Yazoo & Miss. Valley
Orel, Cal., Southern Pacific
Orel, Ky., Illinois Central
Oreland, N.J.,
Wharton & Northern
Oreland, Pa., Phila. & Read
Oreland Junction, N.J.,
Wharton & Northern
Orella, Ala., Louisv. & Nashv
Orella, Cal., Southern Pacific
Orella, Neb., Burl. Route
Oreminea, Pa., Penna
Oremont, Ga., Southern
Oreno, Ore., Oregon Electric
Orendain, Mex., Nat. of Mex
Orense, Va., Louisv. & Nashv
Ore Siding, Pa., Cumb. Valley
Orestes, Ind., Lk. E. & West
Orestod, Colo.,
Denv. No. West. & Pac
Oreton, O., Hocking Valley
Oreton, Va., Va. & South-west
Ore Valley, Pa. Md. & Penna
Oreville, Mich.,
Boyne City, Gay. & Alp
Oreville, S.D., Burl. Route
Orford, Que., Can. Pacific
Orfordville, Wis.,
Chicago, Mil. & St. Paul
Org, Minn., North West. Line
Orgill, Tenn.,
Louisville & Nashv
Oriana, Va., Ches. & Ohio
Orianna, Ga., Wadley South
Orico, Ga., Georgia & Fla
Orient, Colo., Den. & Rio Gr
Orient, Fla., Atl. Coast Line
Orient, Ia., Burlington Route
Orient, O., Balt. & Ohio S. W
Orient, Pa., Monongahela
Orient, S.D., Ch. Mil. & St. P
Orient, Wash., Great North
Orienta, Okla.,
Kan. City, Mex. & Orient
Oriental, Mex.,
Interoceanic of Mexico
Oriental, N.C., Norf. & So
Orient Heights, Mass.,
Boston, R. B. & Lynn
Orient Point, N.Y., Long Isl
Original, Nev.,
Las Vegas & Tonopah
Orillia, Ia., Chicago Gt. West
Orillia, Ont., Grand Trunk
Orillia, Wash., No. Pacific
" Puget Sound Electric
Orillia Asylum, Ont.,
Grand Trunk
Orin Junction, Wyo.,
Colo. & Southern (a)
" North-West. Line (a)
Orinoco, Mont.,
Chic. Mil. & Puget Sd
Oriole, Fla., Atl. Coast Line
Orion, Cal., Southern Pacific
Orion, Ill., Burl. Route (a)
" Chic. R. I. & Pac (b)
(a) and (b) ½ mile apart
Orion, Mex., Nat. of Mex
Orion, Mich., Mich. Central
Oriska, N.D., North. Pacific
Oriskany, N.Y., N.Y.C. & H.R
Oriskany, Va., Ches. & Ohio
Oriskany Falls, N.Y.,
New York, Ont. & West
Oriva, Wyo., Burl. Route
Orizaba, Mex., Mexican
Orla, Tex., Pecos River*
Orland, Cal., South. Pacific
Orland, Ga.,
Macon, Dublin & Sav
Orland, Ill., Wabash
Orland, Ind., St. Joseph Val
Orland, O., Hocking Valley
Orlando, Colo., Colo. & So (a)
" Denver & Rio Gr (a)
Orlando, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (b)
(a) and (b) 100 yards apart
Orlando, N.C.,
Tallulah Falls
Orlando, Okla.,
Atch. Top. & Santa Fe
Orlando, W.Va., B. & O (a)
" Coal & Coke (b)
(a) and (b) adjacent
Orleans, Ill., Wabash
Orleans, Ind., Chic. Ind. & Lv
Orleans, Ia., Chic. R. I. & Pac
Orleans, Mass.,
N.Y. New Hav. & Hart
Orleans, Mich., Pere Marq
Orleans, Minn.,
Minn. St. P. & Slt. Ste. M
Orleans, Neb., Burl. Route
Orleans, N.Y., Penna
Orleans, Ont., Can. No. Que
Orleans, Vt., Boston & Maine
Orleans Corners, N.Y.,
N.Y. Cent. & Hud. Riv
Orleans Road, W.Va.,
Baltimore & Ohio
Orman, Colo.,
Denver & Rio Grande
Orme, Tenn.,
Nashv. Chatt. & St. L
Ormega, Colo.,
Atch. Top. & Santa Fe
Orme Junction, Ala.,
Nashv. Chat. & St. L
Ormelas, Mex.,
Parral & Durango
Ormond, Fla.,
Florida East Coast
Ormond, La.,
Yazoo & Miss. Valley
Ormond, Va., Louisv. & Nashv
Ormond Hotels, Fla.,
Florida East Coast
Ormonde, Ill., At. Top. & S. Fe
Ormrod, Pa., Ironton
Ormsby, Minn., Minn. & St. L
Ormsby, Neb., Burl. Route
Ormsby, Ont., Cent. Ontario
Ormsby, McKean Co., Pa.,
Mt. Jew. Kinzua & Rit
Ormsby Junction, Ont.,
Central Ontario
Ormsby Junction, Pa.,
Brad. Bord. & Kinzua
Ormsbys, Ky., Lv. & Nash
Ormstown, Que., Gd. Trunk
Ormus, Cal., South. Pacific
Orndorff, Ky., Lv. & Nash
Ornelas, Mex.,
Parral & Durango
Oro, Mex., Nat. of Mexico
Oro, Menominee Co., Mich.,
North Western Line
Oro, Ont., Grand Trunk
Orodell, Colo.,
Denver, Boulder & West
Oro Fino, Idaho, North. Pac
Oro Grande, Cal.,
A. T. & S. F., Coast L* (a)
" San Pedro, L. A. & S. L (a)
Oro Grande, Colo.,
Colorado & Southern
Orogrande, N.M.,
El Paso & S. W. System
Oro Junta, Colo.,
Florence & Cripple Ck
Orono, Ala., Louisv. & Nashv
Orono, Me., Maine Central
Orono, Minn., Great North
Oronoca, Minn.,
Chicago Great Western
" North-Western Line
Spelled Oronoco on N. W. L
Oronogo, Mo., Frisco Sys (a)
" Missouri Pacific (b)
(a) and (b) about ¾ mile apart
Oronogo Junction, Mo.,
Frisco System
Oronoque, Kan., Burl. Route
Oroville, Cal., South. Pacific
Oroville, Wash.,
Great Northern
Oroz, Mex., West Coast Rte
Orozco, Mex., Nat. of Mex
Orpa, Manitoba,
Canadian Pacific
Orphanage, Pa., Penna
Orphanage, Que.,
Can. North. Quebec
Orphans Home,
Dallas Co., Tex.,
Texas Pacific
Orphans Home,
Navarro Co., Tex.,
St. Louis South-west
Orr, Ark.,
Blythe. Leach. & Ark. So
Orr, Minn.,
Duluth, Rainy Lk. & Win
Orr, Miss., Yazoo & Miss. Val
Orr, N.D., Great Northern
Orr, W.Va., Coal & Coke
Orran, W.Va., Norf. & West
Orrick, Mo., Wabash
Orrington, Me., Maine Cent
Orris, Cal., Southern Pacific
Orr's, Ga., Central of Ga
Orr's, O., Cin. & Westwood
Orr's, Tex.,
Missouri, Kan. & Texas
Orr's Lake, Ont., Can. Pacific
Orr's Mills, N.Y., N.Y.C. & W
Orrtanna, Pa., Western Md
Orrton, Ia., Illinois Central
Orrton, Pa., Pennsylvania
Orrum, N.C., Atl. Coast Line
Orrville, Ala.,
Louisville & Nashville
Orrville, Manitoba, Can. No
Orrville, O.,
C. A. & C (Penna. L) (a)
" Pennsylvania Co (a)
" Wheel. & Lk. Erie (b)
(a) and (b) adjacent
Orrwood, Mo., St. L. & Han
Orson, Ia., North-West. Line
Orson, Pa., N.Y. Ont. & West
Orston, N.J., Atlantic City
Ortega, Cal., South. Pacific
Ortez, Tex.,
Internat. & Gt. North
Ortiz, Mex., West Coast Rte
Ortiz, Mo., Chicago & Alton
Orth, Minn., Minn. & Internat
Orth, Tex.,
Wichita Falls & South
Orting, Wash., North. Pacific
Ortiz, Chihuahua, Mex.,
National of Mexico
Ortiz, Sonora, Mex., Sonora
Ortiz, N.M., Atch. Top. & S. Fe
Ortley, N.J., Pennsylvania
Ortley, S.D., Chic. Mil. & St. P
Orton, Ark., Frisco System
Orton, Ga., Nash. Chat. & St. L
Orton, Ont., Canadian Pac
Ortonville, Ia., Ch. Mil. & St. P
Ortonville, Minn.,
Chicago, Mil. & St. Paul
Ortonville, N.B., Can. Pacific
Orvil, Tex.,
Internat. & Gt. North
Orvilla, Pa., Phila. & Read
Orville, Mich., Grand Trunk
Orville Junction, O.,
Wheeling & Lake Erie
Orvisburg, Miss.,
New Orl. & North-east
Orviston, Pa., N. Y. C. & H. R
Orwell, Vt., Rutland
Orwig, Pa., Stewartstown
Orwig, W.Va., Ches. & Ohio
Orwigsburg, Pa., Lehigh Val
Orwood, Cal.,
A. T. & S. F., Coast Lines*
Orwood, Ore., North. Pacific
Ory, La.,
Colo. So. New Orl. & P (a)
" La. Ry. & Nav. Co (a)
Osage, Cal., Southern Pacific
Osage, Ia., Chic. Gt. West (a)
" Illinois Central (a)
(a) and (b) about 100 yards apart
Osage, Mo., Missouri Pacific
Osage, N.J., Pennsylvania
Osage, Okla.,
Missouri, Kan. & Texas
Osage, Sask., Canadian Pac
Osage, W.Va., Norf. & West
Osage, Wyo., Burl. Route
Osage City, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) ½ mile apart
Osaka, Ala., Louisv. & Nashv
Osaka, Va., Interstate
Osakis, Minn., Great North
Osanippa, Ala.,
Chattahoochee Valley
Osaquan, Ont., Can. Pac
Osawatomie, Kan., Mo. Pac
Osawkie, Kan.,
Leavenworth & Topeka
Osborn, Ariz.,
El Paso & S. W. System
Osborn, Ind., Ch. Ind. & So (a)
" Indiana Harbor (a)
" N.Y. Chicago & St. L
Osborn, Miss., Illinois Cent
Osborn, Mo., Burl. Route (a)
" Quincy, Om. & K. C (a)
Osborn, Mont., North. Pac
Osborn, O.,
Cl. Cin. Ch. & St. L (a)
" Erie (b)
" Ohio Electric (c)
(a) and (b) adjacent
(a) and (c) 200 yards apart
(b) and (c) 300 yards apart
Osborne, Ark., Frisco System
Osborne, Cal., No. West. Pac
Osborne, Idaho, No. Pac (a)
" Ore. RR. & Nav. Co (a)
Osborne, Ill., Burl. Route
Osborne, Ia., Ch. Mil. & St. P
Osborne, Kan., Mo. Pacific
Osborne, Manitoba, Can. Pac
Osborne, Md., Penna
Osborne, Mich.,
North-Western Line
Osborne, N.C.,
Seaboard Air Line
Osborne, Okla.,
Missouri, Kan. & Tex
Osborne, Ont.,
Temiskaming & N. Ont
Osborne, Va.,
Marion & Rye Valley
Osborne, Wash.,
Northern Pacific
Osborne, Wis.,
North-Western Line
Osbornville, Ill.,
Cin. Ham. & Dayton
Osbourne, Md., Balt. & Ohio
Osburn, Pa., Ligonier Val
Oscar, Ont., Gd. Trunk Pac
Oscar, Pa., Buf. Roch. & Pitts
Oscawana, N.Y.,
N.Y. Cent. & Hud. Riv
Osceola, Ark., Frisco System
" Jonesb. Lk. City & East
Osceola, Ind.,
Lake Sh. & Mich. South
Osceola, Ia., Burl. Route
Osceola, Mich., Mineral Rnge
Osceola, Minn.,
Minn. St. P. & Slt. Ste. M
Osceola, Mo., Frisco Sys (a)
" Kan. City, Clin. & Spg (t)
(a) and (b) ¾ mile apart
Osceola, Neb., Union Pacific
Osceola, N.M.,
Atch. Top. & Santa Fe
Osceola, Clearfield Co., Pa.,
Philipsb. & Susq. Vy
Osceola, Tioga Co., Pa.,
Buffalo & Susq (a)
" N.Y. Cent. & Hud. Riv (b)
(a) and (b) about ½ mi. apart
Osceola, S.D., Great North
Osceola, Tex.,
Trinity & Brazos Valley
Osceola, Wis.,
Minn. St. P. & Slt. Ste. M
Osceola Junction, Ark.,
Jonesb. Lk. City & East
Osceola Junction, Ia.,
Burlington Route
Osceola Junction, Mich.,
Grand Rapids & Ind
Osceola Junction, Pa.,
Pennsylvania
Osceola Mills, Pa.,
Pennsylvania
" Philipsburg RR
Osceola Mills (Mills St.), Pa.,
Pennsylvania
Osco, Ill., Chic. Rk. Isl. & Pac
Oscoda, Mich.,
Au Sable & No. West (a)
" Detroit & Mackinac (b)
(a) and (b) about ½ mile apart
Also called Au Sable
Oscura, N.M.,
El Paso & S. W. System
Oseuma, Okla., Frisco Sys
Osgood, Ind.,
Balt. & Ohio So. West
Osgood, Ia.,
Chicago, Rk. Isl. & Pac
Osgood, Mo., Chic. Mil. & St. P
Osgood, N.C., Seaboard Air L
Osgood, N.D., North. Pacific
Osgood, O., Cin. Ham. & Day
Osgood, Pa.,
Bessemer & Lk. Erie (a)
" Lk. Shore & Mich. So (a)
Osgoode, Ont., Can. Pacific
O'Shanter, Pa.,
N.Y. Cent. & Hud. Riv
Oshawa, Minn.,
North-Western Line
Oshawa, Ont., Gd. Trunk (a)
" Oshawa (a)
Oshawa Junction, Ont.,
Grand Trunk (a)
" Oshawa (a)
Oshkosh, Neb., Union Pacific
Oshkosh, Wis.,
Chic. Mil. & St. Paul (a)
" M. St. P. & Slt. Ste. M (c)
" North-West. Line (b)
(a) and (b) ½ mile apart
(a) and (c) ½ mile apart
(b) and (c) ½ mile apart
Transfer between depots for through passengers
Oshtemo, Mich.,
Kal. Lake Shore & Chic
Osier, Colo., Denv. & Rio Gr
Osier, Mich.,
North Western Line
Osierfield, Ga.,
Atlanta, Birm. & Atl (a)
" Fitzg. Ocilla & Brox (a)
Osino, Nev., South. Pacific
Oskaloosa, Ia.,
Burlington Route (a)
" Chic. Rock Isl. & Pac (b)
" Iowa Central (c)
(a) and (c) about 70 yards apart
(b) and (c) 12 blocks apart
Oskaloosa, Kan.,
Leavenworth & Top (a)
" Missouri Pacific (b)
(a) and (b) 1¼ miles apart
Oskaloosa, Mo.,
Kansas City Southern
Oskondiga, Ont., Can. Pac
Osier, Saskatchewan,
Canadian Northern
Oslo, Fla., Florida East Coast
Oslo, Minn.,
Minn. St. P. & Slt. Ste. M
Osman, Ill., Wabash
Osman, Tex.,
Gal. Har. & San Ant
Osmond, Neb., Burl. Route
Osnabrock, N.D., Great No
Osnaburg, O.,
Wheeling & Lake Erie
Oso, Mex., West Coast Route
Oso, Ont., Kingston & Pembr
Oso, Wash., Northern Pacific
Ospur, Ill., Illinois Central
Osro, Kan., Missouri Pacific
Ossahatchie, Ga., Southern
Ossahatchie Creek, Ga.,
Southern
Osseo, Mich., L. Sh. & Mich. So
Osseo, Minn., Great North
Osseo, Wis., North-West. Line
Ossian, Ind., Ft. W. Cin. & Lv
Ossian, Ia.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) adjacent
Ossineke, Mich.,
Detroit & Mackinac
Ossining, N.Y.,
N.Y. Cent. & Hud. Riv
Ossipee, N.H., Boston & Me
Osteen, Fla., Fla. East Coast
Ostemo, Mich., Mich. Cent
Ostend, Cal.,
San Ped. Los Ang. & S. Lk
Ostend, Pa., Pennsylvania
Oster, Ont., Canadian Pac
Osterburg, Pa., Penna
Osterdock, Ia., Ch. Mil. & St. P
Ostner, Mo., St. L. J. Mt. & So
Ostrander, Minn.,
Chicago Gt. Western
Ostrander, O.,
Cleve. Cin. Chic. & St. L
Ostrander, Ont.,
Canadian Pacific
Ostrander, Wash., No. Pac
Ostrander's Siding, N.J.,
Lehigh Valley
Ostrich Farm, Cal.,
Pacific Electric
" San Ped. Los Ang. & S. Lk
Ostrom, Cal., South. Pacific
Ostrom, N.J., Central of N.J
Osuna, Mex., West Coast Rte
Oswald, Cal., South. Pacific
Oswald, Mont.,
Burlington Route
Oswald, N.D.,
Minn. St. P. & Slt. Ste. M
Oswald Dome, Tenn.,
Louisville & Nashville
Oswalt, Ia., Colfax Northern
Oswalt, N.C., Southern
Oswayo, Pa., N.Y. & Penna
Oswegatchie, N.Y.,
N.Y. Cent. & Hud. Riv
Oswego, Ill., Burl. Route
Oswego, Kan., Frisco Sys (a)
" Missouri, Kan. & Tex (b)
(a) and (b) ½ mile apart
Oswego, Mont., Great North
Oswego, N.Y., Del. L. & W (a)
" N.Y. C. & H.R (b)(c)(d)(e)
" N.Y. Ont. & West (e)
(a) and (c) ⅝ mile apart
(b) and (c) ⅝ mile apart
(c) and (e) ¼ mile apart
Oswego, N.D., North. Pacific
Oswego, Ore., Southern Pac
Oswego, S.C., Atl. Coast Line
Oswego, Tenn., Southern
Osyka, Miss., Illinois Cent
Otay, Cal.,
San Diego Southern
Otay Wells Junction, Cal.,
San Diego Southern
Otego, Kan., Chic. R. I. & Pac
Otego, N.Y., Del. & Hudson
Otero, N.M., At. T. & Santa Fe
Otes, Tenn., Southern
Othello, Wash.,
Chic. Mil. & Puget Sd
Otho, Ia., Minn. & St. Louis
Otia, Mich., Pere Marquette
Otis, Cal.,
San Ped. Los Ang. & S. Lk
Otis, Colo., Burlington Route
Otis, Ind., Chic. Ind. & Lv (a)
" Lk. Sh. & Mich. So (a)
Otis, Ia., North-West. Line
Otis, Kan., Missouri Pacific
Otis, N.M.,
Eastern of New Mex*
Otis, N.Y., N.Y.C. & H.R
Otis, Wash., North Pacific
Otis, Wis., Chic. Mil. & St. P
Otisca, Ga.,
Atlantic Coast Line
Otisco, Ind., Balt. & O. S. W
Otisco, Minn., Minn. & St. L
Otisco Lake, N.Y.,
Marcellus & Otisco Lk
Otis Hill, Me., Somerset
Otis Junction, N.Y.,
Catskill Mountain (a)
" Otis (a)
Otis Summit, N.Y.,
Catskill & Tannersv (a)
" Otis (a)
Otisville, Mich., Pere Marq
Otisville, N.Y., Erie
Otley, Ia., Ch. Rock Isl. & Pac
Otlimulco, Mex.,
National of Mexico
Oto, Ia., Illinois Central
Otoe, Okla., At. Top. & S. Fe
Oton, Mex.,
Interoceanic of Mexico
Otonabee, Ont., Can. Pacific

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Otranto, Ia., Chic. Mil. & St. P
Otranto, S.C., Atl. Coast Line
Otsego, Mich.,
Lake Shore & Mich. So
Otsego Lake, Mich.,
Michigan Central
Otsego Park, N.Y.,
Oneon. & Mohawk V (El)
Otaide, S.C., Seab. Air Line
Ottawa, Ga.,
Seaboard Air Line
Ottawa, Ill., Burl. Route (a)
" Chic. Rock Isl. & Pac (b)
(a) and (b) 1 mile apart
Ottawa, Kan., A. T. & S. F (a)
" Missouri Pacific (b)
(a) and (b) about ½ mi. apart
Ottawa Beach, Mich.,
Gd. Rap. H. & Chic (El)
Ottawa, Minn.,
North-Western Line
Ottawa, O.,
Cin. Ham. & Day (a)(b)
" Detroit, Tol. & Iron (c)
" Ohio Electric
(a) and (b) about ½ mi. apart
(c) about ¾ mile from (a) and (b)
Ottawa, Ont.,
Can. North. Quebec
" Canadian Pacific (a)(b)
" Grand Trunk (a)
" Ottawa & New York (a)
(a) and (b) about 1½ miles apart
Ottawa, Pa.,
Susq. Bloomsb. & Ber
Ottawa Beach, Mich.,
Gd. Rap. H. & Chic (El)
" Pere Marquette
Ottawa Lake, Mich.,
Lake Shore & Mich. So
Ottawa River, O.,
Toledo Terminal †
Otter, Mich., Mineral Range
Otter, O., Toledo & Ohio Cent
Otter, Algoma District, Ont.,
Canadian Pacific
Otter, Nipissing Dist., Ont.,
Temiskamtug & N. Ont
Otter W. Va., Coal & Coke
Otterbien, Ind., Lk. Erie & W
Otterburn, Mich., Gd. Trunk
Otterburn, Va., Southern
Otterburne, Manitoba,
Canadian Pacific
Otterburn Park, Ont.,
Grand Trunk
Otter Creek, Fla.,
Seaboard Air Line
Otter Creek, Ky.,
Illinois Central
Otter Creek, Minn., No. Pac
Otter Creek, Tenn.,
Tennessee Central
Otter Creek Junction, Ind.,
Chic. and East. Ill (a)
" Vandalia (a)
Otter Lake, Mich.,
Michigan Central (a)
" Pere Marquette (a)
Otter Lake, N.Y.,
N.Y. Cent. & Hud. Riv
Otter Lake, Ont.,
Canadian North. Ont (a)
" Grand Trunk (b)
(a) and (b) adjacent
Otter Pond, Ky., Illinois Cent
Otter River, Mass., Bost. & Me
Otter River, Va., Southern
Otter Tail, B.C., Can. Pacific
Ottertail, Minn.,
Minn. St. P. & Slt. Ste. M
Otterville, Mo., Missouri Pac
Otterville, Ont., Gd. Trunk
Ottine, Tex., San A. & Ar. Pass
Otto, Colo., Denv. & Rio Gr
Otto, Ill., Illinois Central
Otto, Mex., Mexican Central
Otto, Mo., Frisco System
Otto, N.M., New Mex. Central
Otto, N.C., Tallulah Falls
Otto, Allegheny Co., Pa.,
Pittsburgh & Lake Erie
Otto,
North Lumberland Co., Pa.,
Phila. & Reading
Otto, Tex.,
Internat. & Gt. North
Otto, Wyo., Union Pacific
Otto Glen, Pa., Penna
Ottokee, O.,
Detroit, Tol. & Ironton
Ottosen, Ia.,
Chicago, Rk. Isl. & Pac
Ottoville, O.,
Cin. Ham. & Dayton
Ottumwa, Ia., Burl. Route (a)
" Chic. Mil. & St. Paul (b)
" Chic. Rk. Isl. & Pac (a)
" Wabash (b)
(a) and (b) about ¼ mi. apart
Ottumwa Junction, Ia.,
Chicago, Mil. & St. Paul
Otumba, Mex.,
Interoceanic of Mex (a)
" Mexican (b)
(a) and (b) about 1 mi. apart
Otway, O., Norfolk & West
Ouachita, La., St. L. I. M. & So
Ouachita Draw Bridge, La.,
St. Louis, Iron Mt. & So
Ouiatchouan Falls, Que.,
Quebec & Lake St. J
Ouida Jn., Ia., Chic. M. & St. P
Ouimet, Ont., Can. Pacific
Ouita, Ark., St. L. I. Mt. & So
Ouray, Colo., Denv. & Rio Gr
Ouray Junction, Colo.,
Denver & Rio Grande
Oursler, Kan.,
Atch. Top. & Santa Fe
Ours Mill, W. Va.,
Baltimore & Ohio
Ousick, Wash.,
Idaho & Wash. North
Ousley, Ga., Atl. Coast Line
Outcalt, N.J., Pennsylvania
Outcrop, Pa., Balt. & Ohio
Outing, Mo., Frisco System
Outlet, Mich., Dul. S. S. & Atl
Outlet, N.Y., Penna
Outlet, Pa., Lehigh Valley
Outlook, Sask., Can. Pac
Outlook, Wash., No. Pacific
Outremont, Que., Can. Pac
Outremont Junction, Que.,
Canadian Pacific
Outville, O., Balt. & Ohio (a)
" Pitts. Cin. C. & St. L (a)
Outwood, Pa., Phila. & Read
Ouvry, Ont., Pere Marquette
Ovalo, Tex., Abilene & So
Overall, Va., Norf. & West
Overbrook, Ala., Cent. of Ga
Overbrook, Del.,
Maryland, Del. & Va
Overbrook, Kan., Mo. Pacific
Overbrook, N.J., Erie
Overbrook, Okla.,
Gulf, Colo. & Santa Fe*
Overbrook,
Montgomery Co., Pa.,
Pennsylvania
Overby, Ky.,
Nash. Chatt. & St. Louis
Overby, Miss.,
Yazoo & Miss. Valley
Overfall, N.F.,
Reid Newfoundland
Overflow, Ont., Can. North
Overholt's Siding, Ont.,
Grand Trunk (a)
" Wabash (a)
Overholzer, Ind., Ev. & Ter. H.
Overland,
Arapahoe Co., Colo.,
Colorado & Southern
Overland, Garfield Co., Colo.,
Colorado Midland
Overland, Wyo.,
Laramie, H. Peak & Pac
Overland Trail, Wyo.,
Saratoga & Encamp
Overland Park Junc., Colo.,
Denver & Rio Grande
Overlook, Pa., Cornwall (a)
" Phila. & Reading (a)
Overly, N.D.,
Minn. St. P. & Slt. Ste. M
Overpeck, O.,
Cin. Ham. & Dayton (a)
" Ohio Electric (b)
(a) and (b) adjacent
Overton, Mex.,
Kan. City, Mex. & Orient
Overton, Mo., Missouri Pac
Overton, Neb., Union Pacific
Overton, Pa., Penna †
Overton, Tex., Int. & Gt. No
Overton, Wash., North. Pac
Overton Branch Junc., Pa.,
Pennsylvania
Overton Co. Junction, Tenn.,
Overton County
Overtons, Tenn.,
Louisville & Nashville
Ovett, Miss.,
New Orl. Mobile & Chic
Ovid, Colo., Union Pacific
Ovid, Mich., Grand Trunk
Ovid, Mo., Missouri Pacific
Ovid, N.Y., Lehigh Valley
Oviedo, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (b)
(a) and (b) about ½ mi. apart
Owaneco, Ill.,
Balt. & Ohio Southwest
Owanka, S.D.,
North-Western Line
Owasa, Ia., North-Western L
Owasco, Ind.,
Chicago, Ind. & Louisv
Owasco, Neb., Union Pacific
Owasco Lake, N.Y.,
Lehigh Valley
Owassa, Ala., Louisv. & Nash
Owasso, Minn., North. Pac
Owasso, Okla.,
Atch. Top. & Santa Fe
Owatonna, Minn.,
Chicago, Mil. & St. P (a)
" Chic. Rk. Isl. & Pac (b)
" North-Western Line (a)
(a) and (b) ⅝ mile apart
Owego, Ia., Chic. Mil. & St. P
Owego, N.Y.,
Del. Lack. & West (a)
" Erie (b)
" Lehigh Valley (c)
(a) and (b) 5-7 mile apart
(a) and (c) about 350 yards apart
(b) and (c) about 150 yds. apart
Owego, Wis.,
Fairchild & North-east
Owen, Ga., Atl. Coast Line
Owen, Okla., At. Top. & S. Fe
Owen, Va., Southern
Owen, Wis.,
Fairchild & North-east
" Minn. St. P. & Slt. Ste. M
Owendale, Mich.,
Grand Trunk (a)
" Michigan Central (a)
Owendale, Mo., St. L. & San
Owens, Ashley Co., Ark.,
Miss. Riv. Hsm. & West
Owens, Lafayette Co., Ark.,
St. Louis South-west
Owens, Del.,
Maryland, Del. & Va
Owens, Ga., Central of Ga
Owens, Ia., Illinois Central
Owens, Miss.,
Yazoo & Miss. Valley
Owens, Dunklin Co., Mo.,
Frisco System
Owens, Lincoln Co., Mo.,
St. Louis & Hannibal
Owens, Nev.,
Las Vegas & Tonopah
Owens, N.J., Lehigh & N. E
Owens, O., Hocking Valley
Owens, Pa.,
Pitts. Summerv. & Clar
Owensboro, Fla.,
Atl. Coast Line
Owensboro, Ky.,
Illinois Central (a)
" Louisville & Nash (a)
" Lv. Hend. & St. L (a)
O. & N. Junction, Ky.,
Louisville & Nashville
Owensburg, Ind.,
Chicago, Ind. & Louisv
Owen Sound, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) about ½ mi. apart on opposite sides river
Owensport, W. Va.,
Little Kanawha
Owen's Switch, Tenn.,
Louisville & Nashville
Owensville, Ind.,
Evansv. & Terre Haute
Owensville, Mo.,
St. L. Kan. City & Colo †
Owetah, Ala., Lv. & Nash
Owings, Ala.,
Carrollton Short Line
Owings, Md., Chesap. Beach
Owing's, S.C.,
Charleston & West. Car
Owing's Mills, Md., West. Md
Owinza, Idaho,
Oregon Short Line
Owl. Cal., Southern Pacific
Owl Hollow, Ga.,
Chattanooga Southern
Owl's Head, N.Y.,
N.Y. Cent. & Hud. Riv
Owosso, Mich., Ann Arbor (a)
" Grand Trunk (b)
" Michigan Central (a)
(a) and (b) about ¼ mi. apart
Owosso, Okla.,
Chicago, Rk. Isl. & Pac
Owosso Junction, Mich.,
Ann Arbor (a)
" Grand Trunk (a)
" Michigan Central (a)
Owyhee, Idaho,
Oregon Short Line
Oxalis, Cal., South. Pacific
Oxanna, Ala., Southern
Oxanna Junction, Ala.,
Southern
Oxbow, Sask., Canadian Pac
Oxdrift, Ont., Can. Pacific
Oxford, Ala., Southern
Oxford, Colo.,
Denver & Rio Grande
Oxford, Fla., Seab. Air Line
Oxford, Idaho, Ore. Short L
Oxford, Ind.,
Chic. and East. Ill (a)
" Lake Erie & West (b)
(a) and (b) about ¼ mi. apart
Oxford, Ia., Chic. R. Isl. & Pac
Oxford, Kan., At. T. & S. F (a)
" Missouri Pacific (b)
(a) and (b) 1 mile apart
Oxford, La., Texas & Pacific
Oxford, Me., Grand Trunk
Oxford, Md., Pennsylvania
Oxford, Mass., N.Y. N.H. & H
Oxford, Mich., Gd. Trunk (a)
" Michigan Central (a)
Oxford, Miss., Illinois Cent
Oxford, Mont., Gt. North
Oxford, Neb., Burl. Route
Oxford, Chenango Co., N.Y.
Del. Lack. & West (a)
" N.Y. Ont. & West (b)
(a) and (b) 2 miles apart
Oxford, Orange Co., N.Y.,
Erie
Oxford, N.C.,
Seaboard Air Line (a)
" Southern (b)
(a) and (b) 2-3 mile apart
Oxford, N.S., Intercolonial
Oxford, Butler Co., O.,
Cin. Ham. & Dayton
Oxford, Ont., Can. Pacific
Oxford, Pa., Lan. Ox. & So (a)
" Pennsylvania (a)
Oxford & Henderson Junc.,
N.C., Southern
O. C. Junc., N.C., Southern
Oxford Furnace, N.J.,
Del. Lack. & Western
Oxford Junction, Ia.,
Chicago, Mil. & St. Paul
Oxford Junction, Neb.,
Burlington Route
Oxford Junction, N.S.,
Intercolonial
Oxford Mills, Ia.,
Chicago, Mil. & St. Paul
Oxford Road, Pa., Penna
Oxley, W. Va.,
Western Maryland
Oxly, Mo.,
St. Louis, Iron Mt. & So
Oxmoor, Ala., Birm. South †
" Louisville & Nashville
Oxnard, Cal., South. Pacific
Ox Road, Va.,
Washington Southern
Oyama, Assiniboia,
Canadian Pacific
Oyama, Ky., Illinois Central
Oyama, N.C.,
Durham & Southern (a)
" Southern (b)
Oyamel, Mex.,
National of Mexico
Oyens, Ia., Illinois Central
Oyster Bay, B.C.,
Esquimalt & Nanaimo
Oyster Bay, N.Y., Long Isl
Oyster Creek, Tex.,
Internat. & Gt. North
Oyster Point, Va.,
Chesapeake & Ohio
Oysterville, Ore.,
Corvallis & Eastern
Ozada, Alberta, Can. Pac
Ozan, Ark., Arkansas & La
Ozan, Mont.,
Chic. Mil. & Puget Sd
Ozark, Ala.,
Atlantic Coast Line (a)
" Central of Georgia (b)
(a) and (b) about 330 yards apart
Ozark, Ark.,
St. Louis, Iron Mt. & So
Ozark, Ill., Illinois Central
Ozark, Mich.,
Duluth, So. Shore & Atl
Ozark, Christian Co., Mo.,
Frisco System
Ozark, O.,
Ohio River & Western
Ozark, Okla.,
Kansas City Southern
Ozark Junction, Ark.,
St. Louis, Iron Mt. & So
Ozoma, Idaho,
Northern Pacific
Ozona, Fla., Atl. Coast Line
Ozona, Ga.,
Garbutt & Donovan S. L
Ozone, Tenn.,
Tennessee Central
Ozone, Wyo., Union Pacific
Ozone Park, La.,
New Orl. Great North
Ozone Park, N.Y.,
Long Island
Ozumba, Mex.,
Interoceanic of Mex

P

Pabellon, Mex., Nat. of Mex
Pablo Beach, Fla.,
Florida East Coast
Pacabtun, Mex.,
United RRs. of Yucatan
Pace, Miss.,
Yazoo & Miss. Valley
Pace, Va., Southern
Pachappa, Cal.,
A. T. & S. F., Coast Lines*
Pacheco, Cal., No. West. Pac
Pacheco, Mex., Nat. of Mex
Pachitla, Ga., Central of Ga
Pacho, Mex.,
Interoceanic of Mex
Pachuca, Mex., Mexican (a)
" National of Mex (b)(c)
(a) and (c) 800 yards apart
(b) and (c) ½ mile apart
Pachuta, Miss.,
New Orl. & North-east
Pacific, Colo.,
Denver, N.W. & Pacific
Pacific, Ia., Burl Route
Pacific, Franklin Co., Mo.,
Frisco System (a)
" Missouri Pacific (a)
Pacific, Wash.,
Northern Pacific
Pacific Beach, Cal.,
A. T. & S. F., Coast L* (a)
" Los Ang. & S. D. Beach (b)
(a) and (b) about 1½ miles apart
Pacific Boulevard, Cal.,
Pacific Electric
Pacific City, Cal., So. Pacific
Pacific City, Wash.,
Puget Sound Electric
Pacific Grove, Cal., So. Pac
Pacific Junction, Ill.,
Chicago, Mil. & St. Paul
Pacific Junction, Ia.,
Burlington Route
Pacific Junction, La.,
Illinois Central
Pacific Junction, Mont.,
Great Northern
Pacific Junction, Okla.,
Chicago, Rk. Isl. & Pac
Pacific Junction, Wis.,
Washburn & No. West
Pack, W. Va., Ches. & Ohio
Packard, Ia.,
Chicago, Rk. Isl. & Pac
Packard, Lower Cal., Mex.,
Southern Pacific
Packard, Ingham Co., Mich.,
Lake Shore & Mich. So
Packard, Lenawee Co., Mich.,
Detroit, Tol. & Ironton
Packard,
Van Buren Co., Mich.,
Kal. Lake Shore & Chic
Packard, Wis., Wis. & Mich
Packards, Me.,
Bangor & Aroostook
Packer Junction, Pa.,
Lehigh Valley
Packerton, Pa., Lehigh Val
Packerton Junction, Pa.,
Lehigh Valley
Packertown, Ind.,
N.Y. Chic. & St. Louis
Packerville, Ct.,
N.Y. New Hav. & Hart
Pack River Siding, Idaho,
Spokane International
Packsaddle, Pa., Penna
Packsville, S.C.,
Atlantic Coast Line
Packton, La.,
Chic. Rock Isl. & Pac (a)
" Louisiana & Ark (a)
Packton Junction, La.,
Chic. Rock Isl. & Pac
Packwaukee, Wis.,
Minn. St. P. & Slt. Ste. M
Packwaukee Junction, Wis.,
Minn. St. P. & Slt. Ste. M
Packwood, Ia., Burl. Route
Pacolma, Cal., South. Pacific
Pacolet, S.C., Southern
Pacoman, Va., Southern
Pactola, S. D.,
Rap. City, Blk. Hills & W
Pactolus, Colo.,
Denver, No. West. & Pac
Pactolus, Ky., Eastern Ky
Pactolus, N.C.,
Atlantic Coast Line
Pactolus, Tenn.,
Car. Clinch. and Ohio
Paddleford, N.Y.,
N.Y. Cent. & Hud. Riv
Paddock, Ark.,
St. Louis, Iron Mt. & So
Paddock, Neb., Union Pac
Paddock, Pa., Balt. & Ohio
Paddy Mountain, Pa., Penna
Paden, Miss., Illinois Cent
Paden, Okla.,
Fort Smith & Western
Paden, W. Va., Balt. & Ohio
Paden City, W. Va.,
Baltimore & Ohio
Padgett, Ala.,
Louisville & Nashville
Padgett, S.C.,
Car. Clinch. and Ohio
Padlock, Fla. Atl. Coast Line
Padonia, Kan., Mo. Pacific
Padonia, Md., Northern Cent
Padroni, Colo., Burl. Route
Padua, Ill., Lake Erie & West
Paducah, Ky.,
Illinois Central (a)
" Nash. Chatt. & St. L (a)
Paducah, Tex.,
Quanah, Acme & Pacific
Padus, Wis., No. West. Line
Paeonian Springs, Va.,
Southern

Paepcke, Ark.,
Paragould South-east
Pagari, Idaho,
Oregon Short Line
Pagaza, Mex., Nat. of Mex
Page, Mich., Gd. Rap. & Ind
Page, Mo., Frisco System
Page, Neb., Burlington Route
Page, N.D., Great Northern
Page, Okla., Kansas City So
Page, Pa., Pennsylvania
Page, Wash.,
Oregon RR. & Nav. Co
" Spokane, Port. & Seat
Page, W.Va., Virginian
Page Centre, Ia.,
Burlington Route
Page City, Kan., Union Pac
Page City, Mo., Mo. Pacific
Pageland, S.C.,
Chesterfield & Lanc
Pages Mill, S.C.,
Raleigh & Charleston
Paget, Ont., Can. Pacific
Pageton, W.Va.,
Norfolk & Western
Pagoda, Tex.,
Beaumont & Gt. North
Pagosa Junction, Colo.,
Denver & Rio Grande
Pagosa Springs, Colo.,
Denver & Rio Grande
Paha, Wash., North. Pacific
Paige, Cal.,
A.T. & S.F., Coast Lines*
Paige, Tex.,
Houston & Texas Cent
Paila, Mex., Mex. Internat
Pailo, Tenn.,
Nash. Chatt. & St. Louis
Paincourtville, La.,
Texas & Pacific
Paine, Pa., Pitts. Shaw. & No
Paine's, Saginaw Co., Mich.,
Michigan Central (a)
" Pere Marquette (a)
Painesdale, Mich.,
Copper Range
Painesville, O.,
Baltimore & Ohio (a)
" Lk. Shore & Mich. So (b)
" N.Y. Chic. & St. L (c)
(a) and (b) ¼ mile apart
(b) and (c) 1¼ miles apart
Painsec June., N.B., Intercol
Paint Bank, Va.,
Norfolk & Western
Paint Branch, Md.,
Baltimore & Ohio
Paint Creek,
Cambria Co., Pa.,
Baltimore & Ohio
Paint Creek Junction, W.Va.,
Chesapeake & Ohio
Painted Post, N.Y.,
Del. Lack. & West (a)
" Erie (b)
Painted Robe, Mont.,
Great Northern
Painted Rock, Ariz., So. Pac
Painter,
Westmoreland Co., Pa.,
Baltimore & Ohio
Painter, Va.,
N.Y. Phila. & Norfolk
Painters, Cal.,
San Ped. Los Ang. & S. Lk
Painters, Venango Co., Pa.,
Pennsylvania
Painterville, Pa., Penna
Paint Lick, Ky., Lv. & Nash
Paint Mill, Ala., Southern
Paint Mills, Pa., Balt. & Ohio
Paint Rock, Ala., Southern
Paint Rock, N.C., Southern
Paint Rock Bridge, Ala.,
Southern
Paintsville, Ky.,
Chesapeake & Ohio
Paisano, Tex.,
Gal. Har. & San Ant
Paisley, Ill.,
Cleve. Cin. Chic. & St. L
Paisley, Ind.,
Chicago, Ind. & Louisv
Paisley, Mont., Great North
Paisley, Ont., Grand Trunk
Paisley, Que.,
Can. Northern Quebec
Pajaro, Cal., South. Pacific
Pakenham, Ont., Can. Pacific
Pakeshkag, Ont., Can. Pacific
Palacios, Tex.,
Galv. Harrisb. & San Ant
Palanka, Pa.,
Pitts. Cin. Chic. & St. L
Palarm, Ark.,
St. Louis, Iron Mt. & So
Palatine, Ill., No. West Line
Palatine, N.J., Pennsylvania
Palatine Bridge, N.Y.,
N.Y. Cent. & Hud. Riv
Palatine Junction, W.Va.,
Baltimore & Ohio
Palatka, Fla.,
Atlantic Coast Line (a)
" Florida East Coast (a)
" Georgia So. & Fla (a)
Palatka, Mich.,
North Western Line
Palco, Kan., Union Pacific
Palemon, Mo.,
Atch. Top. & S. Fe (a)
" Wabash (b)
(a) and (b) about 150 yards apart
Palenville, N.Y., Catskill Mt
Palermo, Cal., South. Pacific
Palermo, Me.,
Wiscasset. Wat. & Farm
Palermo, N.J., Atlantic City
Palermo, N.D., Great North
Palermo, Tex.,
Pecos Val. & Northeast*
Palestine, Ala.,
Seaboard Air Line
Palestine,
St. Francis Co., Ark.,
Chicago, Rk. Isl. & Pac
Palestine, Ill., Indianap. So
Palestine, Tex., Int. & Gt. No
Palestine, W.Va.,
Little Kanawha
Palgrave, Ont., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) 2 1-5 miles apart
Palisade, Colo.,
Colorado Midland (a)
" Den. & Rio Grande (a)
Palisade, Neb., Burl. Route
Palisade, Nev.,
Eureka & Palisade (a)
" Southern Pacific (a)
Palisade, ——— Co., Wash.,
Chic. Mil. & Puget Sd
Palisades, ——— Co., Wash.,
Great Northern
Palisades Park, N.J., Erie
Pallas, N.C., Southern
Pallas, Utah,
Oregon Short Line (a)
" Rio Grande Western (b)
" San Ped. Los A. & S.L (a)
(a) and (b) 200 yards apart
Palliser, B.C., Can. Pacific
Palm, Ore., Ast. & Col. River
Palm, Pa., Perkiomen
Palm, Va., Norfolk & West
Palma, Mex., Nat. of Mexico
Palmar, Mex.,
Interoceanic of Mexico
Palm Beach, Fla.,
Florida East Coast
Palmdale, Cal., South. Pac
Palmer, Ark., Arkansas Mid
Palmer, Ill., Wabash
Palmer, Ind., Erie
Palmer, Ia., Chic. R. I. & Pac
Palmer, Kan., Mo. Pacific
Palmer, Mass.,
Boston & Albany (a)
" Central Vermont (a)
Palmer, Minn., Minn. & St. L
Palmer, Miss.,
Gulf & Ship Island
Palmer, Neb., Burl. Route
Palmer, Ore., Southern Pac
Palmer, Pa., Pennsylvania
Palmer, Tex., Hous. & Tex. C
Palmer, Wash., North. Pac
Palmer, W.Va.,
West Virginia Midland
Palmer Junction, Ore.,
Oregon RR. & Nav. Co
Palmer Junction, Wash.,
Northern Pacific
Palmer Lake, Colo.,
Atch. Top. & S. Fe (a)
" Denv. & Rio Grande (b)
(a) and (b) about 240 yards apart
Palmers, Ala., Lv. & Nashv
Palmers, N.C.,
Durham & Charlotte
Palmers, O., Balt. & Ohio
Palmers, Wash., Great North
Palmers Mill, La.,
Kansas City Southern
Palmers Mill, Mo.,
Butler County (a)
" St. L. Iron Mt. & So (b)
(a) and (b) about 1 mile apart
Called Linstead on B. C
Palmerston, Ont., Gd. Trunk
Palmerton, Ill.,
Chicago, Peoria & St. L
Palmerton, Ind.,
Cleve. Cin. Chic. & St. L
Palmerton, Pa., Chest. Ridge
Palmerville, Pa.,
Pitts. Shawmut & North
Palmetto, Fla.,
Seaboard Air Line
Palmetto, Ga., Atl. & W. Point
Palmetto, La., Tex. & Pacific
Palmetto Mo., Frisco Sys
Palmetto,
Chesterfield Co., S.C.,
Charl. Monroe & Col
Palmetto,
Darlington Co., S.C.,
Atlantic Coast Line
Palmetto Cotton Mill, Ga.,
Atlanta & West Point
Palmetto Junction, Fla.,
Seaboard Air Line
Palmilla, Mex.,
Parral & Durango
Palmilla, N.M., Den. & Rio Gr
Palmillas, Mexico, Mex.,
National of Mexico
Palmillas, Queretaro, Mex.,
National of Mexico
Palmira, Mex.,
National of Mexico
Palms, Cal.,
Los Angeles-Pacific (El)
Palms, Macinac Co., Mich.,
Duluth, So. Shore & Atl
Palms, Sanilac Co., Mich.,
Pere Marquette
Palm Springs, Cal., So. Pac
Palm Springs, Fla.,
Atlantic Coast Line
Palm Valley, Tex., Int. & Gt. N
Palmyra, Ill.,
Chic. Peoria & St. Louis
Palmyra, Me.,
Seb. & Moosehead
Palmyra, Mich.,
Lk. Shore & Mich. So (a)
" Toledo & West (El) (b)
(a) and (b) about ½ mile apart
Palmyra, Mo., Burl. Route
Palmyra, Neb., Burl. Route
Palmyra, N.J., Penna
Palmyra, N.Y.,
N.Y. Cent. & Hud. R (a)
" West Shore (b)
(a) and (b) ½ mile apart
Palmyra, N.C.,
Atlantic Coast Line
Palmyra, O.,
Lk. E. Alliance & Wheel
Palmyra, Pa., Phila. & Read
Palmyra, Tenn., Lv. & Nash
Palmyra, Va., Ches. & Ohio
Palmyra, Wis., Ch. Mil. & St. P
Palmyra Junction, Mo.,
Burlington Route
Palo, Colo.,
Denver & Rio Grande
Palo, Ia., Chic. Rk. Isl. & Pac
Palo, Sask., Gd. Trunk Pac
Palo Alto, Cal., So. Pacific
Palo Alto, La., Texas & Pac
Palo Alto, Pa., Phila. & Read
Palo Blanco, Mex.,
National of Mexico
Paloma, Ill., Burl. Rte (a)
" Wabash (a)
Paloma, La.,
La. Ry. & Nav. Co
Paloma, Mex., Nat. of Mex
Palomar, Cal.,
Pacific Electric
Palomares, Mex.,
Tehuantepec National
Palomas, Mex.,
Mexico North Western
Palon, Nev., South. Pacific
Palos, Ala., Frisco System
Palos, O.,
Kanawha & Mich (a)
" Marietta, Col. & Cleve (a)
" Toledo & Ohio Cent (a)
Palos Blancos, Mex.,
West Coast Route
Palos Springs, Ill., Wabash
Palouse, Wash., No. Pac (a)
" Spok. & Inland Emp (b)
" Wash. Idaho & Mont (b)
(a) and (b) 200 yards apart
Palo Verde, Cal., Pacific Elec
Palo Verde, Mex.,
National of Mexico
Palsville, Ia., Chic. Gt. West
Pamaga, Alberta,
Canadian Pacific
Pamdenec, N.B., Can. Pac
Pamelia, N.Y., N.Y.C. & H.R
Pamomkeag, Ont., Can. Pac
Pampa, Tex.,
South. Kansas of Tex*
Pampa, Wash.,
Oregon RR. & Nav. Co
Pampas, Mex.,
Mexico North Western
Pamplin, Va., Norf. & West
Pan, Ariz.,
A.T. & S.F., Coast Lines*
Pana, Ala., Louisv. & Nashv
Pana, Ill., B. & O. So. West (a)
" Chic. and East. Ill (b)
" Cl. Cin. Chic. & St. L (c)
" Illinois Central (c)
(a) and (c) about 150 yards apart
Pana, Ont.,
Ottawa & New York
Panaca, Nev.,
San Ped. Los Ang. & S. Lk
Panama, Fla.,
Seaboard Air Line
Panama, Ill.,
Toledo, St. L. & West
Panama, Ia., Chic. Mil. & St. P
Panama, Mo., Missouri Pac
Panama, Neb., Mo. Pacific
Panama, N.Y., Pennsylvania
Panama, Okla.,
Kansas City South (a)
" Midland Valley (a)
Panama City, Fla.,
Atl. & St. Andrews Bay
Panasoffkee, Fla.,
Seaboard Air Line
Pancoast, N.J., Atlantic City
Pancoast, Pa., Pennsylvania
Pando, Colo., Den. & Rio Gr
Pandora, O., Northern Ohio
Pandora, Tex.,
Galv. Har. & San Ant
Pandora, Wash.,
Chic. Mil. & Puget Sd
Panfilo, Mex., Nat. of Mex
Pangborn, Wis., Wis. & Mich
Pangburn, Ark.,
Missouri & North Ark
Pangissin, Ont.,
Algoma Cent. & H. Bay
Panhandle, O.,
Lk. E. Alliance & Wheel
Panhandle, Tex.,
South. Kansas of Tex*
Panola, Ala.,
Ala. Tenn. & North
Panola, Ill., Illinois Central
Panola, Ky.,
Louisville & Atlantic
Panola, La.,
New Orl. & North-west
Panola, Mich., No. West. Line
Panola, Okla.,
Chicago, Rk. Isl. & Pac
Panola, Tenn., Southern
Papora, Ia.,
Chicago, Mil. & St. Paul
Panova, Okla., Mo. Kan. & Tex
Pansey, Ala., Atl. Coast Line
Pansy Park, Mass.,
Boston & Maine
Pantano, Ariz., South. Pac
Pantano, Mex., Mex. Internat
Pantego, N.C., Norf. & South
Panther, Okla.,
Fort Smith & Western
Panther, Pa., N.Y.C. & H.R
Panther, Va., Ches. & Ohio
Panther, W.Va.,
Norfolk & Western
Panther Bluffs, Pa.,
Delaware & Hudson
Panther Burn, Miss.,
Yazoo & Miss. Valley
Pantops, Wash.,
Spok. & Inland Empire
Pantzingo, Mex., Mex. So
Panzacola, Mex., Mexican
Paola, Cal., Nev.-Cal.-Ore
Paola, Fla.,
Atlantic Coast Line
Paola, Kan., Frisco Sys (a)
" Mo. Kansas & Texas (a)
" Missouri Pacific (b)
(a) and (b) ½ mile apart
Paola, Mont., Great North
Paoli, Colo., Burl. Route
Paoli, Ind., Chic. Ind. & Lv
Paoli, Okla.,
Gulf, Colo. & Santa Fe*
Paoli, Pa., Pennsylvania
Paoli Road, Pa., Phila. & Read
Paonia, Colo.,
Denver & Rio Grande
Papago, Ariz., South. Pacific
Papalote, Tex.,
San Ant. & Aran. Pass
Papay's, Colo., South. Pacific
Paper Mill, Pa.,
Bloomsb. & Sullivan (a)
" Susq. Bloomsb. & Ber (a)
Papillion, Neb., Mo. Pac (a)
" Union Pacific (a)
Papillion Junction, Neb.,
Missouri Pacific
Papineau, Ill., Ch. and East. Ill
Papineau,
Rouville District, Que.,
Canadian Pacific
Papineau,
Terrebonne Dist., Que.,
Can. Northern Quebec
Papineauville, Que.,
Canadian Pacific
Papoose Junction, Wis.,
Chicago, Mil. & St. Paul
Papoosesquaw Road, R.I.,
N.Y. New Hav. & Hart
Pappio, Neb.,
Burlington Route
Paquette, Ont.,
Pere Marquette
Paquetteville, Que., Me. Cent
Paquin, Que., Can. Pacific
Para, Minn., Great Northern
Paradis, La.,
Morgan's La. & Tex
Paradis, Que., Intercolonial
Paradise, Cal.,
Butte County
Paradise, Fla.,
Atlantic Coast Line
Paradise, Ia., Chi. Mil. & St. P
Paradise, Kan., Union Pac
Paradise, Md., Penna
Paradise, Mo., St. Louis So. W
Paradise, Mont., No. Pacific
Paradise, N.J., Penna
Paradise, N.D.,
Minn. St. P. & Slt. Ste. M
Paradise, N.S., Dominion Atl
Paradise, Pa., Del. Lack. & W
Paradise, Tex., Ch. R. I. & Gulf
Paragon, Idaho,
Idaho Northern RR
Paragon, Ind., Vandalia
Paragon, Ky.,
Morehead & North Fork
Paragon, Mo., Frisco System
Paragon, Mont.,
Chic. Mil. & Puget Sd
Paragould, Ark.,
Paragould So. East (a)
" St. L. Iron Mt. & So (a)
" St. Louis South W (a)
P. S. E. Junction, Ark.,
St. Louis South-west
Paraje Nuevo, Mex.,
Mexican
Paraloma, Ark.,
Memphis, Paris & Gulf
Paralta, Ia., Chic. Mil. & St. P
Paramo, Mex.,
Mexico North Western
Paramore Hill, Ga.,
Central of Georgia
Paramount, Md.,
Western Maryland
Paranguiro, Mex.,
National of Mexico
Paras, Mex., Nat. of Mexico
Parchman, Miss.,
Yazoo & Miss. Valley
Parchment, W.Va.,
Baltimore & Ohio
Parc Laval, Que., Can. Pac
Pardee, Idaho, No. Pacific
Pardee, Ont., Can. Pacific
Pardee, Pa., Pennsylvania
Pardee Point, Tenn.,
East Tenn. & West. N.C
Pardees, Union Co., Pa.,
Pennsylvania
Pardeeville, Wis., C.M. & St. P
Pardoe, Pa.,
Bessemer & Lake Erie
Pardon, Mo., Frisco System
Paredon, Mex., Nat. of Mex
Paredones, Mex.,
Torres & Prietas
Parent, Me.,
Bangor & Aroostook
Parent, Minn., Great North
Paret, Tex.,
Kan. City. Mex. & Orient
Parham, Ala., Southern
Parham, Ark., St. Louis So. W
Parham, Ont., King. & Pem
Parian, Mex., Mexican So
Paris, Ark., Arkansas Central
" Ft. Smith, Subiaco & E
Paris, Ill.,
Cl. C. Ch. & St. L (a) (b)
" Vandalia (c)
(a) and (b) ½ mile apart
(a) and (c) ¼ mile apart
(b) and (c) ¾ mile apart
Paris, Ind., Balt. & Ohio So. W
Paris, Ia., Chic. Rk. Isl. & Pac
Paris, Ky., Frankf. & Cin (a)
" Louisville & Nash (a)
Paris, Mich., Gd. Rapids & Ind
Paris, Mo., Mo. Kan. & Texas
Paris, N.Y., Del. Lack. & West
Paris, O.,
Lk. E. Alliance & Wheel
Paris, Ont., Grand Trunk
Paris, Tenn., Lv. & Nash (a)
" Nash. Chat. & St. L (b)
(a) and (b) ½ mile apart
Connect at Junction
Paris, Tex., Frisco Sys (a)
" Gulf, Colo. & S. Fe* (a)
" Texas & Pacific (b)
" Texas Midland (a)(c)
(a) and (b) ¾ mile apart
Parish, Ga.,
Central of Georgia
Parish, N.Y., N.Y.C. & H.R
Paris Junction, Ky.,
Louisville & Nashville
Paris Junction, Ont.,
Grand Trunk
Parisville, Que.,
Lotbiniere & Megantic
Park, Colo., Colorado Mid
Park, Ia., Chic. Mil. & St. Paul
Park, N.J.,
Little Falls & Dolgev
Park, O., Cincinnati North
Park, Pa., Pennsylvania
Park, Tenn., Nash. Ch. & St. L
Park, Wash., North. Pacific
Park, W.Va., Balt. & Ohio
Park Beach, Ont.,
Canadian Pacific
Parkbeg, Sask., Can. Pac
Park City, Mont., No. Pacific
Park City, Utah,
Denver & Rio G (a)
" Union Pacific (b)
(a) and (b) ¼ mile apart
Parkdale, Ala., Cent. of Ga
Parkdale, Ark.,
St. Louis, Iron Mt. & So
Park Dale, Colo., Den. & Rio. G
Parkdale, Manitoba,
Canadian Pacific
Parkdale, Minn., Great North
Parkdale, N.J.,
Central of New Jersey
Parkdale, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
Called North Parkdale Junction on G. T

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Parkdale, Tex., Galv.Harrisb.&San Ant
Parke, Pa., Phila. & Lake Erie
Parkell, Okla., Frisco System
Parker, Mobile Co., Ala., Mobile & Ohio
Parker, Sumter Co., Ala., Alabama Great South
Parker, Ariz., Santa Fe, Presc. & Ph*
Parker, Cal., Butte County
Parker, Escambia Co., Fla., Pensacola, Ala. & Tenn
Parker, Ill., Cleve.Cin.Ch. & St.L (a)
" Illinois Central (a)
Parker, Kan., Mo. Kan. & Tex
Parker, N.Y., N.Y. Ontario & West
Parker, Ore., South. Pacific
Parker, Pa., Pennsylvania
Parker, Que., Can. Pac
Parker, S.D., Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) about ½ mi. apart
Parker, Johnson Co., Tex., Trinity & Brazos Valley
Parker, Va., Pot. Fred. & Pied
Parker, Yakima Co., Wash., North Pacific
Parker, W.Va., Balt. & Ohio
Parker City, Ind., Cleve. Cin. Chic. & St. L
Parker Ford, Pa., Penna
Parker Mills, Mass., N.Y. New Hav. & Hart
Parker Mills, R.I., N.Y. New Hav. & Hart
Parkers, Colo., Colo. & So
Parkers, Hillsboro Co., Fla., Tampa Northern
Parker's, N.H., Boston & Me
Parker's, Jasper Co., Tex., Orange & Northwestern
Parkersburg, Ill., Illinois Central
Parkersburg, Ia., Illinois Central (a)
" North-West. Line (b)
(a) and (b) about 130 yards apart
Parkersburg, N.C., Atlantic Coast Line
Parkersburg, Okla., Chicago, Rk. Isl. & Pac
Parkersburg, W.Va., Baltimore & Ohio (a) (b)
" Balt. & Ohio So. W (a)
" Little Kanawha (c)
(a) and (b) ½ mile apart
(a) and (c) ½ mile apart
Parker's Crossing, Fla., Atlantic Coast Line
Parkers Ferry, S.C., Atlantic Coast Line
Parker's Glen, Pa., Erie
Parkers Landing, Pa., Baltimore & Ohio
Parkers Prairie, Minn., Minn. St. P. & Slt. Ste. M
Parkerton, Mo., Quincy, Omaha & K.C
Parkertown, N.J., Tuckerton
Parkertown, O., Penna. Co
Parkerville, Ga., Gulf Line
Parkerville, Kan., Missouri, Kansas & Tex
Parkesburg, Pa., Penna
Park Falls, Wis., Minn. St. P. & Slt. Ste. M
Park Gate, Pa., Pittsburgh & Lake Erie
Park Head, Md., Western Maryland
Park Head Junction, Ont., Grand Trunk
Park Hill, N.Y., N.Y. Cent. & Hud. Riv
Park Hill, Okla., Frisco Sys
Park Hill, Ont., Grand Trunk
Parkhill, S.C., Southern
Park House, Fla., Atlantic Coast Line
Parkhurst, Me., Can. Pac
Parkhurst, N.D., No. Pacific
Parkin, Ark., St. L. Ir. Mt. & S
Parkin Junction, Ark., Crittenden*
Parkinsons, Pa., Penna
Park Junction, Minn., Northern Pacific
Park Junction, Pa., Baltimore & Ohio
Park Junction, Utah, Denver & Rio Grande
Park Junction, Wash., Tacoma Eastern
Park Lake, Mich., Ann Arbor
Parkland, Alberta, Can. Pac
Parkland, Ill., Chic. Peoria & St. Louis
Parkland, Pa., Phila. & Read
Parkland, Wis., Duluth, So. Sh. & Atl
Parkman, Wyo., Burl. Route
Park Manor, Ill., Chicago, Ind. & So (a)
" Lk. Shore & Mich. So (b)
" Pennsylvania Co
Park Place, Fla., Atlantic Coast Line
Park Place, O., Cin. Ham. & D
Park Place, Ore., Portland Ry. L. & P. Co
Park Place, Lackawanna Co., Pa., N.Y. Ontario & West
Park Place, Schuylkill Co., Pa., Lehigh Valley
Park Rapids, Minn., Gt. No
Park Ridge, Ill., North-Western Line
Park Ridge, N.J., N.J. & N.Y
Park River, N.D., Gt. North
Park, La., Morgan's La. & Tex
Parks, Ky., Ches. & Ohio
Parks, Mich., Pere Marq
Parks, Neb., Burl. Route
Parks, S.C., Col. Newb. & Laurens
Park's Hill, Ky., Lv. & Nash
Park Siding, Colo., Colorado & Southern
Park Siding, Me., Port. & Rumford Falls
Parksley, Va., N.Y. Phil. & N
Park Springs, Tex., Chicago, Rk. Isl. & Gulf
Park Station, Cal., So. Pac.
Park Station, N.Y., Leh. Val
Parkston, S.D., Ch. M. & St. P
Parksville, Ky., Lv. & Nash
Parksville, N.Y., N.Y. O. & W
Parksville, S.C., Charleston & West. Car
Parkton, Md., North. Central
Parkton, Minn., No. Pacific
Parkton, N.C., Atl. Coast Line
Parkton, Pa., Pennsylvania
Parkton Junction, La., Chicago, Rk. Isl. & Pac
Parkview, Wash., Spok. & Inland Empire
Parkville, Ct., N.Y. N. H. & H
Parkville, Mo., Burl. Rte (a)
" Chic. Rk. Isl. & Pac (a)
Parkville, N.J., Penna
Parkville, N.C., Norfolk & Southern
Parkway, Ill., Illinois Cent
Parkwood, Ala., Lv. & Nash
Parkwood, Pa., Buffalo, Roch. & Pitts
Parlee, Ala., Southern
Parlers, S.C., Atl. Coast Line
Parlett, O., Wabash Pitts. Term
Parley, Utah, San Ped. Los Ang. & S. Lk
Parlier, Cal., A.T. & S.F., Coast Lines*
Parlin, N.J., Raritan River
Parlins, Colo., Colo. & So (a)
" Denv. & Rio Grande (b)
Parma, Ark., St. L. Ir. Mt. & So
Parma, Colo., Den. & Rio Gr
Parma, Idaho, Oregon Short Line
Parma, Mich., Michigan Cent
Parma, Mo., Frisco System (a)
" St. Louis South-west (a)
Parma, N.M., Southern Pac
Parma, O., Baltimore & Ohio
Parmele, N.C., Atl. Coast Line
Parmelee, Mich., Mich. Cent
Parmerton, Tex., Pecos & North. Texas*
Parnassus, Pa., Penna
Parnell, Ill., Illinois Central
Parnell, Ia., Chic. Mil. & St. P
Parnell, Kan., Atch. Top. & S. Fe (a)
" Missouri Pacific (a)
Parnell, Mo., Chicago Great Western
Parnells, Tenn., Tennessee
Parnob, Pa., Cumb. Valley
Paroda Junction, S.C., Alcolu
Paront, Mo., St. Louis South-west
Paroquet, Ark., St. Louis, Iron Mt. & So
Parr, Ind., Chic. Ind. & Lv
Parr, S.C., Southern
Parr, Va., Ches. & Ohio
Parragons, Tenn., Tennessee Central
Parral, Mex., Mex. Cent (a)
" Parral & Durango (a)
Parral, O., Baltimore & Ohio
" Pennsylvania Co †
Parral, W.Va., Ches. & O (a)
" White Oak (a)
Parral & Durango Jn., Mex., National of Mexico
Parral Junction, Mex., National of Mexico
Parran, Nev., South. Pacific
Parras, Mex., Nat. of Mex
Parrish, Ala., Northern Alabama (a)
" Southern (a)
Parrish, Colo., Atch. Top. & Santa Fe
Parrish, Fla., Seaboard Air Line
Parrish, Ill., Illinois Central
Parrish, N.Y., Lehigh Valley
Parrish, Pa., Tionesta Valley
Parrish, Wis., No. West. Line
Parrish Junction, Wis., North-Western Line
Parrot, Me., Bangor & Aroostook
Parrott, Ga., Seab. Air Line
Parrott, Mont., North. Pac
Parrott, Va., Norf. & West
Parrotts, O., Detroit, Tol. & Ironton
Parrsboro, N.S., Cumberland
Parry, Ind., Gd. Rapids & Ind
Parry, Tenn., Louisville & Nashville
Parry Harbor, Ont., Canadian Pacific
" Grand Trunk □
□ By ferry
Parry Sound, Ont., Canadian North. Ont
" Canadian Pacific
" Grand Trunk □
□ By ferry
Parry Sound Junction, Ont., Canadian North. Ont
Parryville, Pa., Central of New Jersey
Parrywood, Ont., Can. Pac
Parshall, Colo., Denver, Northw. & Pac
Parson, Ont., Can. Pac
Parson, Hampshire Co., W.Va., Baltimore & Ohio
Parson Junction, Miss., Yazoo & Miss. Valley
Parsons, Ala., Seab. Air Line
Parson's, Kan., Frisco System (a)
" Mo. Kansas & Texas (b)
(a) and (b) 400 yards apart
Parson's, Me., Boston & Maine
Parsons, Miss., Yazoo & Miss. Valley
Parsons, Pa., Cent. of N.J (a)
" Delaware & Hudson (b)
(a) and (b) about 100 yards apart
Parson's, S.C., Pickens
Parson's, Decatur Co., Tenn., Nash. Chatt. & St. Louis
Parsons, Scott Co., Tenn., Tennessee
Parsons, Kerr Co., Tex., San Ant. & Aran. Pass
Parsons, Parker Co., Tex., Gulf, Colo. & Santa Fe*
Parsons, Tucker Co., W.Va., Western Maryland
Parsons Beach, Cal., Ocean Shore
Parson's Bridge, B.C., Esquimalt & Nanaimo
Parsonsburg, Md., Balt. Ches. & Atlantic
Parsons Junction, Miss., Yazoo & Miss. Valley
Partridge, Kan., Atch. Top. & S. Fe (a)
" Chic. Rock Isl. & Pac (b)
(a) and (b) ½ mile apart
Partridge, Mich., North-Western Line
Partridge, Minn., Gt. North
Partridge Valley, N.B., New Brunswick
Parvin Park, Tex., Tex. Mid
Pasadena, Cal., A.T. & S.F., Coast L* (a)
" Pacific Electric
" San Ped. Los A. & S. Lk (b)
" Southern Pacific (c)
(a) and (c) 800 yards apart
(b) and (c) ½ mile apart
Pasadena, Fla., Seab. Air Line
Pasadena, Md., Maryland Electric
Pasadena, N.J., Cent. of N.J
Pasadena, Tex., Gal. Har. & San Ant
Pasaje, Mex., Mex. Internat
Paschal, Ga., Central of Georgia (a)
" Talbotton (a)
Paschall, Pa., Penna
Pasco, Fla., Atl. Coast Line
Pasco, Ga., Atl. Coast Line
Pasco, Wash., North. Pac (a)
" Spok. Port. & Seat (a)
Pascoag, R.I., N.Y.N.H. & H
Pascola, Mo., Frisco System
Pascualitos, Mex., So. Pac
Pashan, Ind., L. S. & M. So (a)
" St. Jos. Vy. Trac (El) (b)
(a) and (b) adjacen
Pashley, Alberta, Can. Pac
Paskewegin, Sask., Canadian Northern
Paso de Buques, Mex., Tehuantepec National
Paso del Macho, Mex., Mex
Paso del Toro, Mex., Veracruz
Paso Robles, Cal., South. Pac
Paspebiac, Que., Atlantic, Que. & West
Pasqua, Sask., Can. Pac
Pasqualito, Cal., Pacific Electric
Pasquotank, N.C., Norf. & So
Passadumkeag, Me., Me. Cent
Passaic, Mo., Missouri Pacific
Passaic, N.J., Del. Lack. & West (a)
" Erie (b)
(a) and (b) 1 mile apart
Passaic & Del. Junc., N.J., Del. Lack. & Western
Passaic Bridge, N.J., Erie
Passaic Junction, N.J., N.Y. Susq. & Western
Pass Christian, Miss., Louisville & Nashville
Passekeag, N.B., Intercol
Passing Place, Ala., Northern Alabama
Passmore, Pa., Penna
Passumpsic, Vt., Bost. & Me
Pastor, Mex., Interoceanic of Mexico
Pastora, Coahuila, Mex., Mexican International
Pastora, San Luis Potosi, Mex., National of Mexico
Pastori, Cal., No. West. Pac
Pastura, N.M., El Paso & S.W. System
Pastura, Tex., Kan. City, Mex. & Orient
Pata Galana, Mex., National of Mexico
Patagonia, Ariz., South. Pac
Patapsco, Anne Arundel Co., Md., Pennsylvania
Patapsco Baltimore Co., Md., Baltimore & Ohio
Patapsco, Carroll Co., Md., Western Maryland
Patapsco Mills, Md., Baltimore & Ohio
Pataskala, O., Baltimore & Ohio (a)
" Pitts. Cin. Ch. & St. L (a)
(a) and (b) 150 yards apart
Patchen, Pa., N.Y. Cent. & Hud. River
Patchin, N.Y., Buffalo & Susq
Patchogue, N.Y., Long Island
Patcum, Mont., North. Pac
Pateo, Mex., National of Mex
Paterson, B.C., Gt. North
Paterson, N.J., Del. Lack. & West (a)
" Erie (b)
" N.Y. Susq. & West (c)
(a) and (b) 1 1-5 miles apart
(a) and (c) 1¼ miles apart
(b) and (c) adjacent
Patersons, N.C., Atlantic Coast Line
Pates, Ky., Lv. Hend. & St. L
Pates, N.C., Seab. Air Line
Pateum, Mont., North. Pac
Patio, Ariz., South. Pacific
Patmos, Ark., La. & Ark
Patna, Nev., Southern Pacific
Patnoe, O., Toledo, Angola & West
Pato, N.M., A. T. & S. Fe
Patoka, Ill., Illinois Central
Patoka, Ind., Ev. & Terre H
Paton, Ia., Minneap. & St. L
Patona, Ala., Southern
Patos, Mex., Mex. Internat
Patosi, Miss., Yazoo & Miss. Valley
Patoutville, La., Franklin & Abbeville
Patrick, Ark., Frisco System
Patrick, Mis., Illinois Cent
Patrick, Sask., Can. Pacific
Patrick, S.C., Seab. Air Line
Patrick, W.Va., Norf. & West
Patrick, Wyo., Union Pacific
Patrick's Brook, N.F., Bell Newfoundland
Patrickburg, Ind., Chic. Ind. & Louisv
Patrick Springs, Va., Danville & Western
Patrole, Tex., Pecos River*
Patsburg, Ala., Atlantic Coast Line
Patsville, Ark., Prescott & North-west
Pattee, Ia., Inter-Urban (El)
Pattee, N.H., Boston & Me
Patten, Me., Bangor & Aroostook
Pattenburg, N.J., Leh. Valley
Pattengill, Tex., Mo. Kans. & Texas
Patterson, Ala., Louisville & Nashville
Patterson, Ark., Midland Valley
Patterson, Cal., A.T. & S.F., Coast Lines*
Patterson, Ga., Atlantic Coast Line
Patterson, Ia., Chicago. Rk. Isl. & Pac
Patterson, Kan., Frisco Sys
Patterson, St. Mary Co., La., Morgan's La. & Texas
Patterson, Md., Cum. & Penn
Patterson, Mich., Michigan Central
Patterson, N.B., Intercolonial
Patterson N.Y., N.Y. Cent. & Hud. Riv
Patterson, Hardin Co., O., Cleve. Cin. Chic. & St. L
Patterson, Lorain Co., O., Baltimore & Ohio
Patterson, Okla., Missouri, Kan. & Texas
Patterson, Fayette Co., Pa., Baltimore & Ohio
Patterson, Wash., Spokane, Port. & Seat
Patterson, W.Va., Virginian
Patterson Junction, Wythe Co., Va., Norfolk & Western
Pattersons, N.S., Dominion Atlantic
Patterson's Creek, W.Va., Baltimore & Ohio
Pattersons Mill, Pa., Lehigh Valley
Patterson Springs, N.C., Southern
Pattersonville, Fla., Florida East Coast
Pattersonville, N.Y., West Shore
Patti, Mex., Nat. of Mex
Patton, Ala., Southern
Patton, Ark., St. L. Southwest
Patton, Cal., A.T. & S.F., Coast Lines*
Patton, Ill., Cleve. Cin. Chic. & St. L
Patton, Ind., Chic. Ind. & Lv
Patton, Mich., Mich. Cent
Patton, Cameria Co., Pa., N.Y. Cent. & Hud. R (a)
" Pennsylvania (a)
Patton, Jefferson Co., Pa., Allegheny Valley
Patton, Tex., Gulf & Inters. of Texas
Patton, Va., Ches. & Ohio
Patton Junction, Ala., Southern
Patton Junction, Ga., Georgia Northern
Pattons, O., Balt. & Ohio
Pattonsburg, Mo., Quincy, Om. & K.C (a)
" Wabash (b)
(a) and (b) about 1 mi. apart
Patton's Run, O., Pennsylvania Co (a)
" Wheel. & Lk. Erie (b)
(a) and (b) adjacent
Patton's Siding, Ont., Gd. Tk
Patty, Tenn., Louis. & Nash
Patuxent, Md., Penna
Patzcuaro, Mex., National of Mexico
Paul Neb., Missouri Pacific
Paul, N.Y., N.Y.C. & H.R
Paula, Mex., Mexican Central
Paulding, Mich., North Western Line
Paulding, Mo., Frisco System (a)
" Paragould & Mem (a)
Paulding, N.J., Penna
Paulding, O., Cincin. North
Paulina, La., Yazoo & Miss. Valley
Pauline, Kan., Atch. Top. & Santa Fe
Pauline, Adams Co., Neb., Burlington Route (a)
" Missouri Pacific (a)
Pauline, S.C., Glenn Springs
Pauline, Ill., Chicago and East. Ill
Paulina, Ia., No. West. Line
Pauls, Desha Co., Ark., St. Louis, Iron Mt. & So
Paulc, Lawrence Co., Ark., Frisco system
Pauls, N.Y., Lehigh Valley
Paul's, O., Baltimore & Ohio
Paulsboro, N.J., Penna
Pausell, Cal., Sierra of Cal
Paulson, B.C., Canadian Pac
Paulson, Manitoba, Canadian Northern
Paulson, N.D., Great Northern

Pauls Valley, Okla.,
Atch. Top. & S. Fe (a)
" Gulf, Colo. & S. Fe* (a)
Paunch Creek, Ky.,
Kentucky & Tennessee
Paup, Ark., St. L. I. Mt. & So
Paupores, Minn.,
Great Northern
Pautler, Ill., Illinois Southern
Pauway, Fla.,
Atlantic Coast Line
Pavey, B.C.,
White Pass & Yuk. Rte
Pavilion, Mich.,
Chicago, Kal. & Sag (a)
" Grand Trunk (a)
Pavilion, N.Y.,
Buffalo, Roch. & Pitts
Pavilion Centre, N.Y.,
Buffalo, Roch. & Pitts
Pavo, Ga., Georgia Northern
Pavo, N.M.,
A.T.&S.F., Coast Lines*
Pavon, Mex.,
Interoceanic of Mexico
Pavonia, N.J., Pennsylvania
Pavonia, O., Erie
Paw Creek, N.C.,
Seaboard Air Line
Pawhuska, Okla.,
Midland Valley
Pawling, N.Y., N.Y.C. & H.R
Pawling, Pa., Pennsylvania
Pawnee, Ala., Louisv. & Nash
Pawnee, Ill.,
Chicago & Ill. Midland
Pawnee, Ind., Cent. Indiana
Pawnee, La.,
St. Louis, Wat. & Gulf
Pawnee, Pawnee Co., Neb.,
Burlington Route (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about ¾ mile apart
Pawnee, O., Wheel. & Lk. E
Pawnee, Okla.,
Atch. Top. & S. Fe (b)
" Frisco System (b)
(a) and (b) adjacent
Pawnee Junction, Ill.,
Chic. & Ill. Midland (a)
" Illinois Central (a)
Pawnee Rock, Kan.,
Atch. Top. & Santa Fe
Paw Paw, Ill., Burl. Route
Paw Paw, Mich.,
Kal. Lk. Sh. & Ch (a) (b
(a) and (b) ¼ mile apart
Paw Paw, Mo.,
St. L. Memph. & So. East
Paw Paw, W.Va., Balt. & Ohio
Paw Paw Lake, Mich.,
Kal. Lake Sh. & Chic
" Pere Marquette
Pawtucket, R.I.,
N.Y. New Hav. & Hart
Paxico, Kan.,
Chicago, Rk. Isl. & Pac
Paxinos, Pa., North. Cent (a)
" Phila. & Reading (b)
(a) and (b) 180 yards apart
Paxinosa, Pa.,
Lehigh & New England
Paxson, Wash., Great North
Paxtepec, Mex., Nat. of Mex
Paxton, Fla., Central of Ga†
" Louisville & Nashville
Paxton, Ill., Illinois Cent (a)
" Lake Erie & West (a)
Paxton, Ind., Evansv. & T. H
Paxton, Kan.,
Atchison, Top. & S. Fe
Paxton, Mich., Grand Trunk
Paxton, Neb., Union Pacific
Paxton, O., Northern Ohio
Paxton, Pa., Phila. & Read
Paxton, Tex.,
Houston, E. & W. Texas
Paxton, Va.,
Wash. Alex. & Mt. V (El)
Paxton, Wash.,
Chic. Mil. & Puget Sd
Paxtonville, Pa., Penna
Payette, Idaho,
Oregon Short Line (a)
" Payette Valley (a)
Payne, Ark.,
El Dorado & Bastrop
Payne, Colo.,
Denver & Rio Grande
Payne, Idaho, Ore. Short Line
Payne, Ill., Cin. Ham. & Day
Payne, Ia., Burlington Route
Payne, Fayette Co., Ky.,
Southern
Payne, Minn.,
Dul. Missabe & North
Payne, O., N.Y. Chic. & St. L
Paynes, Scott Co., Ky.,
Louisville & Nashville
Payne's Out., Gd. Trunk (a)
" Wabash (a)
Paynes, Pa., West. Alleg
Paynes, Tex.,
Gulf, Colo. & Santa Fe*
Payne's, Va., Ches. & Ohio
Payne's Siding, Va., South
Paynesville, Mich.,
Duluth, So. Sh. & Atl
Paynesville, Minn.,
Great Northern (a)
" Minn. St. P. & S. S. M (b)
(a) and (b) ¼ mile apart
Paynesville, N.Y.,
New York & Penna
Paynton, Saskatchewan,
Canadian Northern
Payson, Okla.,
Atch. Top. & Santa Fe
Payson, Utah,
Denver & Rio Grande (a)
" San Ped. Los A. & S. Lk (b)
(a) and (b) about ¾ mi. apart
Pays Plat, Ont., Can. Pacific
Peabody, Ind., N.Y.C. & St. L
Peabody, Kan., A.T. & S.F (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) ½ mile apart
Peabody, Mass., Boston & Me
Peabody Crossing, Que.,
Orford Mountain
Peabodys, Colo., Colo. & So
Peabody's, Ind., Wabash
Peace Dale, R.I.,
Narragansett Pier
Peach, Tex.,
Marshall & East Texas
Peachbottom,
Lancaster Co., Pa.,
Lanc. Oxford & So (a)
" Pennsylvania (a)
Called also Susquehanna on L. O. & S
Peachburg, Ala.,
Central of Georgia
Peach Grove, Kan., Mo. Pac
Peachland, B.C., Can. Pac
Peachland, N.C.,
Seaboard Air Line
Peach Orchard, Ark.,
St. Louis, Iron Mt. & So
Peach Orchard, Ky.,
Chesapeake & Ohio
Peach Springs, Ariz.,
A.T. & S.F., Coast Lines*
Peachtree Park, Ga., South
Peacock, Tex., Wichita, Val
Peacock, Kan., Frisco System
Peacock, Mich.,
Manistee & Gd. Rap (a)
" Pere Marquette (a)
Peacocks, Fla., Atl. Coast L
Peacocks, Ga.,
Wrightsville & Tennille
Peacocks, N.C., Atl. Coast L
Peacocks, Wash.,
Col. & Puget Sound
Pea Cove, Me.,
Bangor & Aroostook
Peahala, N.J., Pennsylvania
Peak, Ky., Southern
Peak, Neb., North West. Line
Peak, Tenn., Southern
Peake, Hanover Co., Va.,
Chesapeake & Ohio
Peake, Norfolk Co., Va.,
Southern
Peake's, P.E.I., Pr. Edw. Isl
Peaks, S.C., Southern
Peaks, S.D., Chic. Mil. & St. P
Peale, Pa., N.Y. Cent. & Hud. R
Peapack (1), Somerset Co.,
N.J., Del. Lack. & West
Peapack (2), Somerset Co.,
N.J., Del. Lack. & W (a)
" New Jersey & Penna (b)
(a) and (b) ¼ mile apart
Called Gladstone also on N.J. & P
Called Gladstone on D.L. & W
Pea Point, Tenn., Lv. & Nash
Pearce, Alberta, Can. Pacific
Pearce, Ariz.,
Arizona & Colorado
Pearch, Va., Ches. & Ohio
Pearisburg, Va.,
Norfolk & Western
Pearl, Ill., Chicago & Alton
Pearl, Kan., Chic. Rk. Isl. & P
Pearl, Mo., Frisco System
Pearl, Ont., Canadian Pac
Pearland, Tex.,
Gulf, Colo. & Santa Fe*
Pearl City, Ill., Chic. Gt. W
Pearl Creek, N.Y.,
Buffalo, Roch. & Pitts
Pearle, Mich.,
Pere Marquette
Pearlhaven, Miss.,
Brookhaven & Pearl Riv
Pearl Lake, Que.,
Quebec & Lk. St. John
Pearl River, La.,
New Orl. & North-east
Pearl River, N.Y., N.J. & N.Y
Pearl Springs, Ga.,
Atlanta & West Point
Pearre, Md., West. Maryland
Pearsall, Tex., Int. & Gt. No
Pearsalls, N.C., Atl. Coast L
Pearson, Ala., Mobile & Ohio
Pearson, Coffee Co., Ga.,
Atlantic Coast Line
Pearson, Mex.,
Tehuantepec National
Pearson, Wis., North. Pac
Pearson's, Ala., Lv. & Nash
Pearson's, Miss.,
Alabama & Vicksburg
Pearson's, O.,
Detroit, Tol. & Ironton
Peary, Va., Norf. & West
Pease, Minn., Great North
Peases, Miss., Yazoo & Miss. V
Peavy, Ala.,
Atlanta, Birm. & Atl
Peavy, Tex.,
Texas Southeastern
Pebble, Fla.,
Atlantic Coast Line
Pebble, Idaho,
Oregon Short Line
Pebbledale, Fla.,
Atlantic Coast Line
Pebble Dell, Pa., Tionesta Val
Pecan, Fla., Atl. Coast Line
Pecan, Ga., Cent. of Georgia
Pecan, La., Texas & Pacific
Pecan, Miss., Louisv. & Nashv
Pecan, S.C., Southern
Pecan Gap, Tex.,
Gulf, Colo. & Santa Fe*
Pecan Grove,
St. Charles Parish, La.,
Yazoo & Miss. Valley
Pecania, La.,
New Orleans & N. W
Pecatonica, Ill.,
North Western Line
Pechin, Pa., Balt. & Ohio
Peck, Idaho, North. Pacific
Peck, Kan.,
Atch. Top. & S. Fe (a)
" Chic. Rock Isl. & Pac (a)
Peck, La., N. Orl. & No. West
Peck, Neb., Union Pacific
Peck, O.,
Detroit, Tol. & Ironton
Peck, Pa., Pennsylvania
Peckham, Colo., Union Pac
Peckham, Okla.,
Frisco System
Peck's, Wis., Chic. M. & St. P
Pecksburg, Ind., Vandalia
Peck's Grove, Neb., Mo. Pac
Pecks Mill, W. Va.,
Chesapeake & Ohio
Pecksport, N.Y.,
N.Y. Ont. & Western
Pecks Run, W. Va.,
Baltimore & Ohio
Peckville, Pa., Del. & Hud (a)
" Del. Lack. & West†
" N.Y. Ont. & West (b)
(a) and (b) ¼ mile apart
Peconic, Colo.,
Chicago, Rk. Isl. & Pac
Peconic, N.Y., Long Island
Pecos, Reeves Co., Tex.,
Pecos River* (a)
" Texas & Pacific (a)
Pecowsic, Mass.,
N.Y. New Hav. & Hart
Peculiar, Mo., Frisco System
Pedernal, N.M.,
Atch. Top. & Santa Fe
Pedernales, Mex.,
Mexico North Western
Pedley, Cal.,
San Ped. Los Ang. & S. L
Pedricena, Mex.,
Mexican International
Pedricktown, N.J., Penna
Pedrito, Mex., Nat. of Mex
Pedro, Wyo., Burl. Route
Pedro Terrace, Cal.,
Ocean Shore
Pedro Valley, Cal.,
Ocean Shore
Peebles, O., Norfolk & West
Peeble's, Wis.,
North Western Line
Pee Dee, N.C.,
Seaboard Air Line
Pee Dee, S.C., Atl. Coast Line
Peekskill, N.Y.,
N.Y. Cent. & Hud. Riv
Peel, N.B., Canadian Pacific
Pe Ell, Wash., Northern Pac
Peeples, Ala., Southern
Peerless, O., Toledo & O. Cent
Peermont, N.J., Penna
Peers, Mo., Mo. Kan. & Tex
Peeryville, W. Va.,
Norfolk & Western
Peesane, Saskatchewan,
Canadian Northern
Peetz, Colo., Burlington Rte
Peever, S.D., C. M. & St. P
Pefferlaw, Ont.,
Canadian North. Ont
Peffer's, Ont., Grand Trunk
Pegg's Run, Pa., Penna
Pegram, Tenn., Nash. C. & St. L
Pegramville, Tenn.,
Tennessee Central
Peigan, Alberta, Can. Pac
Peihl, Mich., Pere Marq
Peinado, Mex., Nat. of Mex
Peirce City, Mo., Frisco Sys
Peirce Junction, Tex.,
Internat. & Gt. No (a)
" Southern Pacific (b)
(a) and (b) 500 yards apart
Called Stella on South. Pac
Pejepscot Mills, Me.,
Maine Central
Pekay Junction, Ia.,
Iowa Central
Pekin, Ark.,
Jonesboro, L. C. & East
Pekin, Idaho,
Payette Valley
Pekin, Ill.,
Atch. Top. & S. Fe (a)
" Chicago & Alton (b)
" Chic. Peoria & St. L (c)
" Ci. Cin. Chic. & St. L (d)
" Illinois Central (e)
" Peoria Ry. Terminal (d)
(a) and (d) about ¼ mi. apart
(b) and (d) 1 mile apart
(c) and (d) ¼ mile apart
Pekin, Ind., Chic. Ind. & Lv
Pekin, Ia., Burlington Route
Pekin, Mich. Michigan Cent
Pekin, N.D., Great Northern
Pekin, O., Penna. Co (a)
" Wheeling & Lk. Erie (b)
Pekin Jn., Tazewell Co., Ill.,
Atch. Top. & S. Fe (a)
" Toledo, Peo. & West (a)
Pelahatchie, Miss.,
Alabama & Vicksburg
Pelea, N.M.,
El Paso & S.W. System
Pelham, Shelby Co., Ala.,
Atlanta, Birm. & Atl (a)
" Louisv. & Nashv (a)
Pelham, Ga.,
Atlantic Coast Line (a)
" Flint River & N. E (a)
Pelham, Ky., Lex. & Eastern
Pelham, Mo., Wabash
Pelham, N.Y.,
N.Y. New Hav. & Hart
Pelham, N.C., Southern
Pelham, Wash.,
Kettle Valley Lines
Pelham Manor, N.Y.,
N.Y. New Hav. & Hart
Pelican, La., Texas & Pacific
Pelican, Tex.,
Gulf, Colo. & Santa Fe*
Pelican, Oneida Co., Wis.,
North Western Line
Pelican Rapids, Minn.,
Great Northern
Pelion, S.C., Southern
Pelkie, Mich., Mineral Range
Pella, Ia., Chic. Rk. Isl. & Pac
Pell City, Ala.,
Birmingham & Atl (a)
" Seaboard Air Line (a)
" Southern (a)
Pellettown, N.J., Leh. & N. E
Pelley's, N.F.,
Reid Newfoundland
Pellez, Miss.,
Southern in Mississippi
Pellston, Mich., G. Rap. & Ind
Pels, N.M., Colo. & Southern
Pelters Branch, Va.,
Norfolk & Western
Pelton, Ont.,
Michigan Central (a)
" Pere Marquette (a)
Peltons, Va., Norf. & West
Pelzer, S.C., Southern
Pemberton, Mass.,
N.Y. New Hav. & Hart
Pemberton, Minn.,
Chicago, Mil. & St. Paul
Pemberton, N.J.,
Pem. & Hightstown (a)
" Pennsylvania (a)
Pemberton, O.,
Cleve. Cin. Chic. & St. L
Pemberton, Va., Ches. & Ohio
Pemberton Jn., N.J., Penna
Pemberville, O.,
Hocking Valley (a)
" Toledo & Ohio Cent (b)
(a) and (b) 1 mile apart
Pembina, N.D.,
Canadian Northern (a)
" Northern Pacific (a)
Pembine, Wis.,
Chicago, Mil. & St. P (a)
" M. St. P. & Slt. Ste. M (a)
Called Pembine Junction on C. M. & St. P
Called Pembine on M. St. P. & S. Ste. M
Pembine Junction, Wis.,
Chicago, Mil. & St. P (a)
" M. St. P. & Slt. Ste. M (a)
Pembroke, Ariz., So. Pacific
Pembroke, Fla.,
Atlantic Coast Line
Pembroke, Ga.,
Seaboard Air Line
Pembroke, Ill., Chicago So†
Pembroke, Ind.,
Chicago, Ind. & Louisv
Pembroke, Ky., Lv. & Nash
Pembroke, Me.,
Washington County
Pembroke, N.Y.,
N.Y. Cent. & Hud. Riv
Pembroke, N.C.,
Atl. Coast Line (a) (b)
" Seaboard Air Line (b)
(a) and (b) about ¼ mi. apart
Pembroke, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) about ¼ mi. apart
Pembroke, Pa., Penna
Pembroke, Va.,
Norfolk & Western (a)
" Virginian (b)
(a) and (b) about ¼ mi. apart on opposite sides river
Connection by ferry
Pembroke, W. Va.,
Coal & Coke
Pembroke Central, N.Y.,
N.Y. Cent. & Hud. Riv
Pembrooke, Pa.,
Mt. Jewett, K. & R Riter v
Pena, Mex., Nat. of Mex
Penacook, N.H., Boston & Me
Penalosa, Kan., Mo. Pacific
Pena Prieta, Mex.,
National of Mexico
Pen Argyl, Pa.,
Bangor & Portland (a)
" Lehigh & New Eng (b) (c)
(a) and (b) about ¼ mi. apart
(a) and (c) about ¼ mi. apart
(b) and (c) adjacent
Pen Argyl Junction, Pa.,
Bangor & Portland
Penasco, Mex., Nat. of Mex
Penawawa, Wash.,
Ore. Wash. & Idaho
Penbryn, N.J., Atlantic City
Penbryn, Pa., Penna
Pencader, Del., Penna
Pence, Ind., Chic. and E. Ill
Pence, Ky., Ches. & Ohio
Pence, Wis., No. West. Line
Pence Springs, W. Va.,
Chesapeake & Ohio
Pencoyd, Pa., Penna (a)
" Phila. & Reading (b)
Pendarvis, Ga., Southern
Pendell, Tex.,
Gulf, Colo. & Santa Fe*
Pen-Dennis, Kan., Mo. Pac
Pendennis, Manitoba,
Canadian Pacific
Pendennis, N.D., No. Pacific
Pender, Neb., No. West. Line
Pender, N.C., Atl. Coast Line
Pendergrass, Ga.,
Gainesville Midland
Pendleton, Ind.,
Cleve. Cin. Chic. & St. L
Pendleton, Kan., Frisco Sys
Pendleton, Ky., Lv. & Nash
Pendleton, Mo., Wabash
Pendleton, N.C.,
Seaboard Air Line
Pendleton, O., P.C.C. & St. L
Pendleton, Ont., Can. Pacific
Pendleton, Ore.,
Northern Pacific (a)
" Ore. RR. & Nav. Co (b)
(a) and (b) about 300 yards apart
Pendleton, S.C., Blue Ridge
Pendleton, Va., Chesa. & Ohio
Pendleton, W. Va.,
West Va. Cent. & Pitts
Pendleton Centre, N.Y.,
International (El)
Pendleton's Park, Ga.,
Southern
Pendletonville, Tex.,
Gulf, Colo. & Santa Fe*
Penelope, Tex.,
Internat. & Gt. North
Penetang, Ont., Gd. Trunk
Penetang Wharf, Ont.,
Grand Trunk
Penewawa, Wash.,
Ore. RR. & Nav. Co
Penfield, Ill., Illinois Cent
Penfield, Kan., Mo. Kan. & T
Penfield, Mich., Gd. Trunk
Penfield, Mont.,
Chicago, Mil. & Puget Sd
Penfield, Pa., Buff. & Susq (a)
" Pennsylvania (b)
(a) and (b) about ¼ mi. apart
Spelled Pennfield on B. & S
Pengilly, Minn.,
Duluth, Missabe & No
Penhold, Alberta, Can. Pac
Pen Hook, Va., Southern
Penhoopee, Ga., Ga. & Fla
Penia, Ga., Seab. Air Line
Penick, Tex., Wichita Valley
Penicks, Ky., Louisv. & Nash
Peniel, Fla., Atl. Coast Line
Peniel, Tex.,
Mo. Kans. & Texas
Peninsula, O., Balt. & Ohio
Peninsula, Ont., Can. Pacific
Peninsula, W. Va.,
Wheeling & Lake Erie
Peninsular, Minn.,
Northern Pacific
Penjamo, Mex., Mex. Cent
Penlan, Va., Ches. & Ohio
Penland, N.C.,
Car. Clinch. and Ohio
Penllyn, Pa., Phila. & Read
Pen-Mar, Md., Western Md
Penmount, Manitoba,
Canadian Pacific

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Penn, Mich., Grand Trunk
Penn, Miss., Mobile & Ohio
Penn, Neb., Union Pacific
Penn, N.D., Great Northern
Penn, Pa., Pennsylvania
Penn, Va., Chesa. & Ohio
Penn Allen Mills, Pa.,
Lehigh & New England
Pennbrook, N.J., Ph. & Read
Penn Cave, Pa., Penna
Penn Cordage Works, N.J.,
Pennsylvania
Pennell Junction, Tex.,
Beaumont & Great No
Pennellville, N.Y.,
N.Y. Ont. & Western
Pennfield, N.B.,
New Brunswick South
Pennfield, Pa., Buff. & Susq
» Pennsylvania
Spelled Penfield on Penna
Penn Grove, Cal.,
Northwestern Pacific
Penn Haven Junction, Pa.,
Central of New Jer (a)
» Lehigh Valley (b)
Pennisc, N.B., Intercolonial
Pennine, Pa., Pennsylvania
Pennington, B.C.,
White Pass & Yuk. Rte
Pennington, La.,
Mill Crk. & L.R. Ry. & N†
Pennington, N.J., Phil. & R
Pennington, Pa., Penna
Pennington,
Brunswick Co., Va.,
Southern
Pennington, Lee Co., Va.,
Louisville & Nashville
Pennington, Wis.,
Minn. St. P. & Slt. Ste. M
Penningtonville, Pa., Penna
Penn Laird, Va., Chesa. West
Pennlyn, N.B.,
New Brunswick
Pennock, Ill., Ch. Mil. & St. P
Pennock, Minn., Great North
Pennock's, Mich., Ann Arbor
Pennocks, Wis., No. W. Line
Pennois, W. Va., Balt. & Ohio
Pennsboro, Mo., Frisco Sys
Pennsboro, W. Va.,
Baltimore & Ohio (a)
» Lorama (b)
(a) *and* (b) *adjacent*
Pennsburg, Pa., Perkiomen
Penn's Cave, Pa., Penna
Pennsdale (1),
Lycoming Co., Pa.,
Susquehanna & N.Y
Pennsdale (2),
Lycoming Co., Pa.,
Williamsp. & North Br
Pennsneaut, Ill.,
Louisville & Nashville
Penn's Grove, N.J., Penna
Peanside, Pa.,
Bessemer & Lake Erie
» Pennsylvania Co
Penns Neck, N.J., Penna
Pennsville, Pa., Penna
Pennsylvania, Ala.,
Southern
Pennsylvania Cut, N.J.,
Raritan River †
Pennsylvania House, Pa.,
Pennsylvania
Penna. Junction, Md.,
Chesapeake Beach
Penna. Junction, O.,
Cincin. Ham. & Dayton
Pennsylvania Mills,
Lehigh Co., Pa., Ironton
Pennsylvania Mills,
Northampton Co., Pa.,
Lehigh & New England
Penn. P. & Bost. Junc., N.Y.,
N.Y. Susq. & West
Penn. RR. Junction, N.J.,
N.Y. Susq. & Western
Penn. R.R. Junction,
Chautauqua, N.Y.,
Jamest. & Chautauqua
Penn. R.R. Junction,
Livingston Co., N.Y.,
Del. Lack. & West (a)
» Pennsylvania (a)
Called Del. Lack. & West. Junc. on Penna
Penn R.R. Junction Pa.,
Buffalo, Roch. & Pitts
Penn Valley, Pa., Penna
Pennville, Ind.,
Cincin. Bluffton & Chic
Pennwood Park, Md.,
Pennsylvania
Penn Yan, N.Y.,
N.Y. C. & Hud. Riv (a)
» Pennsylvania (b)
(a) *and* (b) ¼ *mile apart*
Penny Bridge, N.Y., Long Isl
Penny's, B.C., Canadian Pac
Peno, Mo., St. Louis & Han
Peno, Okla. Kan. City South
Penobscot, Ind., Cent. Ind
Penobscot, Minn.,
Great Northern
Penobscot, Pa., C. of N.J (a)
» Lehigh Valley (b)
(a) *and* (b) 1¼ *miles apart*
Penobsquis, N.B., Intercol
Penokee, Kan., Union Pac
Penokee, Pa., Pitts. & West
Penokee, Wis.,
Minn. St. P. & Slt. Ste. M
Penola, Va.,
Rich. Fred. & Potomac
Penon Blanco, Mex.,
National of Mexico
Penoyar, Cal., Southern Pac
Penoyers, Idaho, No. Pac
Penquite, O.,
C. & M. V (Penna. Lines)
Penrith, Wash.,
Great Northern (a)
» Idaho & Wash. No (b)
(a) *and* (b) ¾ *mile apart*
Penrod, Ky., Louisv. & Nash
Penrose, Ark., St. L. So. West
Penrose, Colo.,
Denver & Rio Grande
Penrose, N.C., Southern
Penryn, Cal., South. Pacific
Penryn, Pa., Cornwall (a)
» Phila. & Read (a)
Called Penryn Park on C
Penryn Park, Pa.,
Cornwall (a)
» Phila. & Reading (a)
Called Penryn on P. & R
Pens, Tex.,
San Ant. & Aran. Pass
Pensacola, Fla.,
Louisville & Nash (a)
» Penna. Ala. & Tenn (b)
(a) *and* (b) *about* 1 *mi. apart*
Pensaukee, Wis.,
North-Western Line
Pensauken, N.J., Penna
Pensauken Junction, N.J.,
Pennsylvania
Pense, Sask., Canadian Pac
Pentecost, Mich.,
Lake Shore & Mich. So
Pentecost, Miss.,
Yazoo & Miss. Valley
Penters Bluff, Ark.,
St. L. Iron Mt. & So
Penticton, B.C., Can. Pac
Pentland, Pa., West. Md
Pentland Junction, Cal.,
Sunset
» Sunset Western
Pentoga, Mich.,
North-Western Line
Penton, Miss.,
Yazoo & Miss. Valley
Penton, N.J., Pennsylvania
Pentwater, Mich.,
Pere Marquette
Penuela, Mex., Mexican
Penuelas, Mex., Nat. of Mex
Penvir, Cal., Southern Pac
Penvir, Va.,
New River, Holston & W
Penwood Park, Md., Penna
Penzance, Ariz.,
A.T. & S.F., Coast Lines*
Peon, Mex., Mexican Cent
Peoria, Ariz.,
Santa Fe, Presc. & Ph*
Peoria, Fla.,
Atlantic Coast Line
Peoria, Ill., Burl. Route (a)
» Chicago & Alton (a)
» Ch. Peoria & St. L (a)
» Chic. R. I. & Pacific (b)
» Cl. Cin. Ch. & St. L (a)
» Illinois Central (a)
» Iowa Central (a)
» Lake Erie & West (a)
» North-West. Line (a)
» Peo. & Pekin Union (a)
» Peoria Ry. Terminal (c)
» Tol. Peoria & West (a)
» Vandalia (a)
(a) *and* (c) 200 *yards apart*
Transfer (a) *to* (b)
Peoria, Ind.,
Chic. Cincin. & Louisv
Peoria, O.,
Columbus Northw (a)
» Erie (a)
» Toledo & Ohio Cent (a)
P. & E. Junction, Ind.,
Cieve. Cin. Chic. & St. L
P. & P.U. Junction, Ill.,
Tol. Peoria & West
Peoria Division Depot, Ill.,
Chicago & Alton (a)
» Illinois Central (a)
Called Athol on C. & A
Peoria Heights, Ill.,
Chicago, Rk. Isl. & Pac
Peoria Junction, Ind.,
Pitts. Cin. Chic. & St. L
Peosta, Ia., Illinois Central
Peotillos, Mex., Nat. of Mex
Peotone, Ill.,
Illinois Central (a)
» Chicago, Mil. & Gary (b)
(a) *and* (b) *about* 1½ *miles apart*
Pepacton, N.Y., Del. & East
Pepin, Wis., Burl. Route
Pepin, Utah, South. Pacific
Peppard, Mich.,
Copper Range (a)
» Mineral Range (a)
Pepper, Va., Norfolk & West
Pepperell, Mass.,
Boston & Maine
Pequannock, N.J., Erie
Pequea, Pa., Pennsylvania
Pequest, N.J.,
Del. Lacka. & West †
» Lehigh & Hudson Riv
Pequop, Nev., South. Pacific
Pequot, Ill., Atch. Top. & S. F
» Chicago & Alton
Pequot, Minn.,
Minn. & International
Pera, Ala., Louisv. & Nashv
Peral, Cal.,
A.T. & S.F., Coast Lines*
Peralta, Mex., Nat. of Mex
Peralville, Mex.,
Hidalgo & North-east
Perault, Minn., North. Pac
Perch, Mich.,
Duluth, So. Shore & Atl
Perch, Ont., Grand Trunk
Perche, Mo., Mo. Kan. & Tex
Peren Place, Miss.,
Queen & Cres. Route
Percival, Ia., Burl. Route
Percival, Sask.,
Canadian Pacific
Percy, Ill., Mobile & Ohio (a)
» Wab. Chest. & W (a)
Percy, Ind., Chic. and E. Ill
Percy, Ia., Wabash
Percy, Mich., Munising
Percy, Miss.,
Southern in Miss (a)
» Yazoo & Miss. Val (b)
(a) *and* (b) 50 *yards apart*
Percy, N.H., Grand Trunk
Percy, Pa., Baltimore & Ohio
Percy, Wyo., Union Pacific
Percy Junction, Ind.,
Chicago and East. Ill
Percy Siding, Md.,
George's Creek & Cum
Perdido, Ala., Louisv. & Nash
Perdix, Pa., Pennsylvania
Perdu, Neb., Union Pacific
Perdue, Sask., Can. Pac
Perdue, Va.,
Tidewater & Western
Perea, N.M.,
A.T. & S.F., Coast Lines*
Perez, Hidalgo, Mex.,
Mexican Central
Perez, Tlaxcala, Mex.,
Interoceanic of Mexico
Perez, Vera Cruz, Mex.,
Veracruz & Isthmus
Perham, Minn., North. Pac
Perico, Tex.,
Ft. Worth & Denv. City
Peridot, Ariz.,
Gila Val. Globe & North
Perintown, O., Norf. & West
Peritas, Mont., Burl. Route
Perkasie, Pa., Phila. & Read
Perkins, Ark.,
Chicago, Rk. Isl. & Pac
Perkins, Cal., South. Pacific
Perkins, Idaho,
Oregon Short Line
Perkins, Ia., Great Northern
Perkins, Kan., Mo. K. & Tex
Perkins, La., Kansas City So
Perkins, Me.,
Bangor & Aroostook
Perkins, Mich., No. W. Line
Perkins, Miss.,
Southern in Mississippi
Perkins, Mo., St. Louis So. W
Perkins, N.J., Pennsylvania
Perkins, Okla.,
Atch. Top. & Santa Fe
Perkins, Pa.,
Coudersp. & Port Alleg
Perkins, Va., Atl. Coast L
Perkinsfield, Ont., Gd. Trunk
Perkins Mill, Ga.,
Register & Glennville
Perkinston, Miss.,
Gulf & Ship Island
Perkinsville, N.Y.,
Del. Lack. & West (a)
» Pitts. Shawmut & No (b)
(a) *and* (b) ¼ *mile apart*
Called Portway on D. L. & W
Perkintown, N.J., Penna
Perkiomen, Pa., Penna
Perkiomen Junction, Pa.,
Perkiomen (a)
» Phila. & Reading (a)
Perkiomenville, Pa., Perkio
Perks, Ill., Chic. and E Ill
Perla, Ark., Perla North †
» St. Louis, Iron Mt. & So
Perlee, Ia., Chic. Rk. Isl. & Pac
Perlee, Md.,
Maryland, Del. & Va
Perley, Minn., Great North
Perley, Wis., No. West. Line
Perley's Mills, Me.,
Bridgton & Saco River
Perma, Mont., Northern Pac
Pernort, Ark.,
Chic. Rock Isl. & Pac
» Perla Northern †
Perold, Mich.,
Duluth, So. Shore & Atl
Peronal, Mex., Nat. of Mex
Perote, Mex.,
Interoceanic of Mex
Perote, Wis., Wis. & North
Perrin, Mich., Gd. Rap & Ind
Perrin, Mo., Ch. Rk. Isl. & Pac
Perrine, Fla.,
Florida East Coast
Perrins, Mass., N.Y.N.H. & H
Perrinton, Mich., Gd. Trunk
Perris, Cal.,
A.T. & S.F., Coast Lines*
Perronville, Mich.,
North-Western Line
Perry, Ark., Ch. Rk. Isl. & Pac
Perry, Cal.,
Los Ang. & Redondo (El)
Perry, Fla.,
Atlantic Coast Line
» Florida (a)
» Live Oak, Perry & G (b)
» West Coast (c)
(a) *and* (c) 200 *yards apart*
Perry, Ga., Cent. of Georgia
Perry, Ia., Chic. Mil. & St. P (a)
» Inter-Urban (El)
» Minn. & St. Louis (b)
(a) *and* (b) ½ *mile apart*
Perry, Kan., Union Pacific
Perry, Ky., Louisv. & Atl
Perry, Me., Wash. County
Perry, Mich., Grand Trunk
Perry, Miss., Gulf & Ship Isl
Perry, Ralls Co., Mo.,
St. Louis & Hannibal
Perry, Neb., Burl. Route
Perry, N.Y., Silver Lake
Perry, N.D., M. St. P. & S. S. M
Perry, O., Lk. Sh. & M. So (a)
» N.Y. Chic. & St. L (b)
Perry, Le Flore Co., Okla.,
Port Arthur Route
Perry, Noble Co., Okla.,
Atch. Top. & S. Fe (a)
» Frisco System (b)
(a) *and* (b) *about* ½ *mi. apart*
Perry, Ont., Mich. Central
Perry, Ore., Ore. RR. & Nav. Co
Perry, Pa., Phila. & Reading
Perry, S.C., Southern
Perry, Tenn.,
Illinois Central (a)
» Mobile & Ohio (b)
(a) *and* (b) *adjacent*
Perry, Falls Co., Tex.,
Houston & Texas Cent
Perry, Utah, Ore. Short Line
Perry Creek, Wash.,
Northern Pacific
Perrydale, Ore., South. Pac
Perryman, Md., Penna
Perryopolis, O.,
Ohio River & Western
Perryopolis, Pa.,
Washington Run
Perrys, B.C., Canadian Pac
Perry's, Cal., South. Pacific
Perrys, Ct., N.Y.N.H. & H
Perry's, N.Y.,
Buffalo, Attica & Arc
Perrysburg, N.Y., Erie
Perrysburg, O., Cin. Ham. & D
Perry's Mill, Ala., Cent. of Ga
Perry Springs, Ill., Wabash
Perrysville, Ind.,
Chicago and East. Ill
Perrysville, O., Penna. Co
Perrytown, Ont., Gd. Trunk
Perryville, Ill., Illinois Cent
Perryville, La.,
Ark. La. & Gulf
Perryville, Md., Penna
Perryville, Mo.,
Ches. Perryv. & Ste. G
Perryville, Tenn.,
Nash. Chat. & St. Louis
Perryville Junction, Mo.,
Ches. Perryv. & S. G (a)
» Frisco System (a)
Perryville Station, Mo.,
Ches. Perryv. & Ste. G
Per Se, Pa., Pennsylvania
Pershing, Pa., Balt. & Ohio
Persia, Ia., Chic. Mil. & St. P
Persia, N.Y., Erie
Persia, Tenn., Southern
Persic, Cal., Southern Pac
Persico, Ga., Atl. Birm. & Atl
Persimmon Grove, Ala.,
Sumter & Choctaw
Persinger, Mo., Wabash
Persis, N.D., North. Pacific
Personville, Tex.,
Houston & Texas Cent
Perth, Ind., C.C.C. & St. L
Perth, Kan., Atch. T. & S.F (a)
» Chic. Rk. Isl. & Pac (b)
(a) *and* (b) ¼ *mile apart*
Perth, Ky., Louisville & Nash
Perth, Minn.,
North-Western Line
Perth, Nev., Southern Pacific
Perth, N.D., Great Northern
Perth, Ont., Canadian Pac
Perth, P.E.I., Pr. Edw. Isl
Perth Amboy, N.J.,
Central of N.J (a)
» Lehigh Valley (b)
» Pennsylvania (a)
» Staten Isl. Rap. Tr (c)
(a) *and* (b) ½ *mile apart*
(a) *and* (c) ½ *mile apart*
(b) *and* (c) ¾ *mile apart*
Perth Amboy Junc., N.J.,
Pennsylvania
Perth Junc., N.B., Can. Pac
Perth Junc., N.J., Leh. Val
Perthshire, Miss.,
Yazoo & Miss. Valley
Perthuis, Que.,
Quebec & Lk. St. John
Peru, Ga., Central of Georgia
Peru, Ill., Burl. Route (a)
» Chic. Rk. Isl. & Pac (b)
(a) *and* (b) ¼ *mile apart*
Peru, Ind.,
Chicago, Cin. & Lv (a)
» Lake Erie & West (b)
» Wabash (b)
Peru, Madison Co., Ia.,
Chicago Great Western
Peru, Kan.,
At. Top. & Santa Fe (a)
» Missouri Pacific (b)
(a) *and* (b) *about* ¾ *mile apart*
Peru, Ky., Louisv. & Nash
Peru, Me., Maine Central
Peru, Mich., Mineral Range
Peru, Neb., Burl. Route
Peru, N.Y., Del. & Hudson
Peru, Pa., Pennsylvania
Peru, Wyo., Union Pacific
Peru Junc., Kan., Mo. Pacific
Perulack, Pa.,
Tuscarora Valley
Peruque, Mo., Burl. Route
Peruton, N.Y., Lehigh Valley
Pescadero, Idaho, Ore. S. L
Pescadito, Tex.,
National of Mexico
Peshastin, Wash., Gt. North
Peshtigo, Wis.,
North-West. Line (a)
» Wisconsin & Mich (b)
(a) *and* (b) 1 *mile apart*
Peshtigo Harbor, Wis.,
Wisconsin & Michigan
Pesotum, Ill., Illinois Cent
Pesqueira, Sonora, Mex.,
West Coast Route
Pesqueria,
Nuevo Leon, Mex.,
National of Mexico
Pesta, Cal., Southern Pacific
Pesto, S.C., Southern
Petahaya, Mex., Nat. of Mex
Petaluma, Cal.,
Northwestern Pacific
Petawawa, Ont., Can. Pac
Peteet, Miss.,
Southern in Mississippi
Peterboro, N.H.,
Boston & Maine
Peterborough, Ont.,
Canadian Pacific (a)
» Grand Trunk (b)
Peterman, Ala.,
Louisville & Nashville
Peters, Cal., Southern Pac
Peters, Fla.,
Florida East Coast
Peters, Ga., Central of Ga
Peters, Ill.,
Illinois Central (a)
» Litchfield & Madison (a)
» Toledo, St. L. & West (b)
(a) *and* (b) *adjacent*
Peters, Mich., Pere Marq
Peters, Tex.,
Gulf, Colo. & Santa Fe*
Peters, W. Va.,
Chesapeake & Ohio
Petersburg, Colo.,
Denver & Rio Grande
Petersburg, Ill.,
Chicago & Alton (a)
» Chic. Peoria & St. L (b)
Petersburg, Ind., Ev. & Ind
Petersburg, Ia.,
Chicago Great Western
Petersburg, Mich.,
Lake Shore & Mich. So
Petersburg, Mo., Mo. Pacific
Petersburg, Neb.,
North-Western Line
Petersburg, N.J., Atl. City
Petersburg, N.C.,
Dover & South Bound
Petersburg, N.D., Gt. North
Petersburg, O., Nort. & West
Petersburg, Ont., Gd. Trunk
Petersburg, Ore., Great So
Petersburg,
Huntingdon Co., Pa.,
Pennsylvania

Petersburg, Tenn., Nash. Chat. & St. Louis
Petersburg, Va., Atlantic Coast Line (a)
" Norfolk & Western (a)
" Seab. Air Line (b) (c)
(a) and (b) ½ mile apart
(a) and (c) 200 yards apart
Petersburg, Wis., Chic. Mil. & St. Paul
Petersourgh, N.Y., Rutland
Petersburgh Junc., N.Y., Boston & Maine (a)
Rutland (a)
Peter's Creek, Pa., Penna
Peters Crossing, Pa., Lehigh Valley
Petersgold, Nev., Las Vegas & Tonopah
Peterson, Ariz., Mart. & Ph
Peterson, Fla., Live Oak, Perry & Gulf
Peterson, Ind., Tol.St.L. & W
Peterson, Ia., No.West. Line
Peterson, Alger Co., Mich., Munising
Peterson, Minn., Ch.M.&St.P
Peterson, N.C., Car. Clinch. and Ohio
Peterson, Ont., Can. Pacific
Peterson, Pa., Pennsylvania
Peterson, Wis., North Western Line
Petersons, Fla., Atlantic Coast Line
Peterson's, Delta Co., Mich., North-Western Line
Peterson's, N.C., South & Western
Peterson's, O., Cin. Ham. & Dayton
Peterson's, Utah, Union Pac
Peterson's, W.Va., Balt. & O
Petersons, Wis., Minn.St.P. & Slt.Ste.M
Peterstown, Ill., Chic. Mil. & St. Paul
Petersville, Ia., North-Western Line
Petersville, Tex., Houston, E. & W. Tex
Peterton, Kan., At.Top.&S.Fe
Peterton, La., Louisiana Central
Peterville, Mich., Manistee & North-east
Pethels, N.C., Southern
Petitcodiac, N.B., Elgin & Havelock (a)
" Intercolonial (a)
Petite Roche, N.B., Interco
Petit Jean, Ark., Dardanelle, Ola & So
Petit Pre, Que., Quebec Ry. L. & P. Co
Petoskey, Mich., Gd. Rapids & Ind (c)
" Pere Marquette (b)
(a) and (b) about ¼ mi. apart
Petrea, O., Balt. & Ohio So.W
Petrel, Manitoba, Canadian Northern
Petrel, Mich., Munising
Petrel, Mont., Chicago, Mil. & PugetSd
Petreys, Ala., Atl. Coast Line
Petrie, Ky., Lv. Hend. & St. Louis
Petrie's, N.F., Reid Newfoundland
Petro, Kan., Union Pacific
Petroleum, Ky., Louisville & Nashville
Petroleum, W.Va., Balt. & O
Petroleum Centre, Pa., Pennsylvania
Petrolia, Kans., Mo. Kans. & Texas
Petrolia, Ont., Gd. Trunk (a)
" Michigan Central (b)
(a) and (b) ¼ mile apart
Petrolia, Pa., Balt. & Ohio
Petrolia, Tex., Wichita Val
Petrolia Junction (1), Lambton District, Ont., Grand Trunk
Petrolia Junction (2), Lambton District, Ont., Michigan Central
Petros, Ky., Louisv. & Nash
Petros, Tenn., Harriman & North-east
Petross, Ga., Ga. & Fla
Petrosa Mill, Okla., Port Arthur Route
Petry, Ont., Gd. Trunk Pac
Pettaconsett, R.I., N.Y. New Hav. & Hart
Pettapiece, Manitoba, Canadian Pacific
Pettigrew, Ark., Frisco Sys
Pettis, Minn., C. M. & St. P
Pettisville, O., L.Sh.& Mich.S
Pettit, Ky., Louisv. & Nash
Pettit, Minn., Duluth & Iron Range
Pettits Siding, N.J., Raritan River †
Pettus, Tex., San Ant. & Ar.P
Petty, Tex., Texas & Pacific
Pettys, Va., Norf. & West
Pettysville, Ind., Vandalia
Pevely, Mo., St. L. Ir. Mt. & So
Peveto, Tex., Orange & Northwest
Pewamo, Mich., Gd. Trunk
Pewaukee, Wis., Ch.M.&St.P
PeweeValley, Ky., Lv.&Nash
Peyotes, Mex., Mex. Internat
Peyton, Cal., South. Pacific
Peyton, Colo., Ch. Rk. Isl. & P
Peytona, Tenn., Lv. & Nashv
Peytona, W. Va., Chesapeake & Ohio
Peytontown, Ky., Louisville & Nashville
Pezqueria, Mex., Nat. of Mex
Pfalzheim, Ia., New Orl. Great North
Pfeil, Md., Baltimore & Ohio
Pflugerville, Tex., Missouri, Kan. & Texas
Phalanx, O., Erie (a)
" Lk.E. Alliance & Wh (a)
Pharaoh's Glen, Utah, Denver & Rio Grande
Pharr, Fla., Atl. Coast Line
Phaup, Va., Tidewater & Western
Pheasant, Tex., Galv. Har. & San Ant
Pheba, Miss., Southern in Mississippi
Phee, Mich., Wisconsin & Michigan
Phelan, Ala., Louisv. & Nash
Phelan Ont., CanadianPac
Phelan, Tex., Mo. Kans. & Texas
Phelps, Ga., Southern
Phelps, Ill., Iowa Central
Phelps, Mich., Pere Marq
Phelps, Mo., Burlington Route
Phelps, N.Y., Lehigh Val (a)
" N.Y. Cent. & Hud. Riv (b)
(a) and (b) 1 mile apart
Phelps, Tex., Int. & Gt. North
Phelps Crossing, Ill., Rock Island So (El)
Phelps Junction, N.Y., N.Y.C. & Hud. Riv (a)
" Northern Central (a)
Phelp's Mills, Mass., Boston & Maine
Phelpston, Ont., Gd. Trunk
Phenix, Mo., Kan City, Clin. & Spring
Phenix, R.I., N.Y. N. H. & H
Phenix, Va., Virginian
Phenix City, Ala., Central of Georgia
Phesant, Tex., New York, Tex. & Mex
Phifer, Ala., Alabama Gt. Southern
Philadelphia, Ill., Balt. & Ohio Southwest
Philadelphia, Ind., Pitts. Cin. Chic. & St. L
Philadelphia, Miss., New Orl. Mobile & Chic
Philadelphia, N.Y., N.Y. Cent. & Hud. Riv
Philadelphia, Pa.,
Atlantic City—
Foot Chestnut Street a
Foot South Street b
Baltimore & Ohio—
24th and Chestnut Sts c
Reading Terminal d
(12th and Market Sts)
Pennsylvania—
Foot Market Street } e
Amboy Division
Broad Street Station
(Broad & Market Sts)
New York Division } f
Philadelphia Div
Schuylkill Div
West Philadelphia
(32d and Market Sts)
New York Div } g
Philadelphia Div
Schuylkill Div
Kensington Station
New York Division } h
Philadelphia & Reading—
Columbia Avenue
N.Y. & Phila. Div } k
Reading Division
Reading Terminal
(12th and Market Sts)
N.Y. & Phila. Div } d
Reading Division
Third and Berks Sts
N.Y. & Phila. Div } l
24th and Chestnut Sts
Chester Branch } c
Philadelphia, Pa.—Cont'd
Phila. Newtown & N.Y—
Reading Terminal d
(12th and Market Sts)

DISTANCES.

a to b ½ mile
a to c 2 miles
a to d 1 mile
a to e ½ mile
a to f 1½ miles
c to a 2 miles
c to d 1½ miles
c to e 2 miles
c to f ⅛ mile
d to a 1 mile
d to c 1½ miles
d to e ⅞ mile
d to f ¼ mile
f to a 1¼ miles
f to c ⅞ mile
f to d ¼ mile
f to e 1¼ miles

Philadelphia, Tenn., South P. & E. Junction, Pa., Penna
Ph. H. & P. Junction, Phila. & Reading
Philadelphia Road, O., Pitts. Cin. Chic. & St. L
Philbin, Idaho, Oregon Short Line
Philbrook, Minn., North. Pac
Phil Campbell, Ala., Northern Alabama
Philema, Ga., Albany & No
Phileman, Mont., No. Pacific
Philip, S.D., No. West. Line
Philipp, Miss., Yaz. & Miss. Val
Philippi, W.Va., Balt. & Ohio
Philipps, Tenn., Nashv. Chat. & St. Louis
Philipsburg, Mont., No. Pac
Philipsburg, Pa., N.Y. Cent. & Hud. R (a)
" Pennsylvania (b)
" Philipsb. & Susq. Vy (a)
(a) and (b) about 100 yards apart
Philipsburg, Que., Philips. Ry
Philipse Manor, N.Y., N.Y. Cent. & Hud. Riv
Phillips, Ala., Louis. & Nash
Phillips, Alberta, Grand Trunk Pacific
Phillips, Alachua Co., Fla., Atlantic Coast Line
Phillips, Grant Co., La., Louisiana Ry. & Nav. Co
Phillips, LaOuachita Co., La., Little Rock & Monroe
Phillips, Grant Co., Me., Sandy R. & Range. Lks
Phillips, Ouachita Co., La., Little Rock & Monroe
Phillips, Anne Arundel Co., Md., Queen Anne's
Phillips, Wicomico Co., Md., Baltimore, Ches. & Atl
Phillips, Mo., St. Louis S. W
Phillips, Neb., Burl. Route
Phillips, Jones Co., N.C., Dover & South Bound
Phillips', Yancey Co., N.C., Car. Clinch. and Ohio
Phillips, O., Lk. E. Alliance & Wheel
Phillips, Okla., Chicago, Rk. Isl. & P (a)
" Missouri, Kan. & Tex (b)
(a) and (b) about 150 yards apart
Phillips, Tioga Co., Pa., Buffalo & Susque (a)
" N. Y. Cent. & Hud. R (b)
(a) and (b) 5 rods apart
Phillips, S.C., Greenville & Knoxville
Phillips, Va., Va. & So. West
Phillips, Wis., Minn. St. P. & Slt. Ste. M
Phillips Beach, Mass., Boston & Maine
Phillipsburg, Kan., Chicago, Rk. Isl. & P. Pac
Phillipsburg, Ky., Lv. & Nash
Phillipsburg, Mo., Frisco Sys
Phillipsburg, N.J., Central of N.Jersey (a)
" Del. Lack. & West (a)
" Lehigh & Hud. Riv (b)
" Lehigh Valley (c)
" Pennsylvania (b)
Connect at Lehigh Junction
See also Easton, Pa
Phillipsburg, Tex., Gulf, Colo. & Santa Fe*
Phillipsburg Junction, N.J., Pennsylvania
Phillipsdale, R.I., N.Y. New Hav. & Hart
Phillips Lake, Me., Maine Central
Phillip's Mill, Ky., Louisville & Nashville
Phillips Mills, N.Y., Jamest. Chau. & Lk. E
Phillipsport, N.Y., N.Y.O.&W
Phillipston, Pa., Penna
Philmont, N.Y., N.Y.C. & H.R
Philmont, Pa., Phila. & Read
Philo, Ill., Wabash
Philo, O., Baltimore & Ohio
Philomath, Ore., Corvallis & Eastern
Philpot, Ky., Illinois Central
Philpott, Va., Norf. & West
Philson, Pa., Balt. & Ohio
Phinney's, S.C., Blue Ridge
Phipps, Wis., No. West. Line
Phippsburg, Colo., Denver, No. West. & Pac
Phlegar, Va., New Riv. H. & W
Phlegheim, La., New Orleans Gt. North
Phoebe, Va., Norfolk & West
Phoebus, Va., Ches. & Ohio
Phoenicia, N.Y., Ulster & Del
Phoenix, Ariz., Mart. & Ph (a)
" S. Fe, Prescott & Ph* (b)
(a) and (b) adjacent
Phoenix, B.C., Canadian Pac
" Great Northern
‡ Phoenix, Ill., Ill. Central
Phoenix, Ind., Evansv. & Terre Haute
Phoenix, Allegany Co., Md., Cumberland & Penna
Phoenix, Baltimore Co., Md., Northern Central
Phoenix, Mich., Keweenaw Central
Phoenix, Oswego Co., N.Y., N.Y. Cent. & Hud. Riv
Phoenix, N.C., Seab. Air Line
Phoenix, Ore., Southern Pac
Phoenix & East. Jn., Ariz., Phoenix & Eastern
Phoenix Junction, Ariz., Southern Pacific
Phoenix Mills, Otsego Co., N.Y., Delaware & Hudson
Phoenixville, Ill., Southern
Phoenixville, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) about ½ mi. apart
Phosphate Junction, Ark., St. L. Iron Mt. & So
Phosphoria, Fla., Atlantic Coast Line
Phy's Point, Ore., Central of Oregon
Piapot, Assiniboia, Can. Pac
Piasa, Ill., Burlington Route
Piatt, W.Va., Kanawha & Michigan
Pica, Yavapai Co., Ariz., A.T. & S.F., Coast Lines*
Picabo, Idaho, Oregon Short Line
Picacho, Pinal Co., Ariz., Southern Pacific
Picachos, Chihuahua, Mex., K.C. Mexico & Orient
Picachos, Sonora, Mex., West Shore Route
Picardias, Mex., Mex. Cent
Picayune, Miss., New Orl. & North-east
Piccatinny, N.J., Wharton & Northern
Pichachic, Mex., Kan. City, Mex. & Orient
Pick, Ont., Can. Pac
Pickand, Mich., Pere Marq
Pickard, Wash., No. Pacific
Pickens, Miss., Ill. Central
Pickens, S.C., Pickens
Pickens, W.Va., Balt. & Ohio
Pickerel, Ont., Can. Pacific
Pickerel, Va., Southern
Pickerel Lake, Mich., Marquette & Southeast
Pickerel River, Ont., Can. North. Ont
Pickerel's, O., Detroit, Tol. & Ironton
Pickering, Ia., Chicago, Mil. & St. P (a)
" Iowa Central (a)
Pickering, La., Kansas City South (a)
" Louisiana Central (b)
(a) and (b) about ½ mile apart
Pickering, Miss., Gulf & Ship Island
Pickering, Mo., Burl. Route
Pickering, Ont., Gd. Trunk
Pickering, Pa., Penna
Pickerings, N.H., Bost. & Me
Pickerington, O., Toledo & Ohio Cent
Pickert, N.D., Great North
Pickett, Ark., Frisco System
Pickett, Fla., Atl. Coast Line
Pickett, Ky., Louisv. & Nashv
Pickett, La., Texas & Pacific
Pickett, Tex., San Ant. & Aran. Pass
Picketts, Winnebago Co., Wis., Chic. Mil. & St. Paul
Pickrell, Neb., Union Pac
Picks, N.C., Norf. & West
Pickton, Tex., Missouri, Kan. & Texas
Pickwick, Miss., New Orl. Great North
Pickwick, Okla., Frisco Sys
Pickwick Park, Ind., B. & O
Pico, Cal., SanPed. L. A. & S. Lk
Picolo, O., Lakes. & Marblehead
Picton, Kan., Missouri Pac
Picton, N.J., Lehigh Valley
Picton, Ont., Central Ontario
Pictou, Colo., Denv. & Rio G
Pictou, N.S., Intercolonial
Pictou Landing, N.S., Interc
Picture Rocks, Pa., Williamsport & No. Br
Pidcock, Ga., Atl. Coast Line
Piedmont, Ala., Seaboard Air Line (a)
" Southern (b)
(a) and (b) about 230 yards apart
Piedmont, Ariz., Santa Fe, Presc. & Ph*
Piedmont, Las Animas Co., Colo., Colorado & Wyoming †
Piedmont, Ouray Co., Colo., Denver & Rio Grande
Piedmont, Ga., Southern
Piedmont, Kan., Frisco Sys
Piedmont, Mo., St. L. I. M. & So
Piedmont, Mont., Chicago, Mil. & Puget Sd
Piedmont, N.S., Intercol
Piedmont, O., Balt. & Ohio
Piedmont, Okla., St. L. El Reno & West
Piedmont, Que., Can. Pacific
Piedmont, S.C., Southern
Piedmont, S.D., Burlington Route (a)
" North-West. Line (a)
Piedmont, Tex., Houston & Texas Cent
Piedmont, Wash., Spok. & Inland Empire
Piedmont, W.Va., Baltimore & Ohio (a)
" Cumb. & Penna (b)
" Western Md (c) (d)
(a) and (b) adjacent
Piedra, Nuevo Leon, Mex., National of Mexico
Piedra, Oaxaca, Mex., Tehuantepec National
Piedra, Sonora, Mex., West Coast Route
Piedra, Tamaulipas Mex., National of Mexico
Piedras Negras, Mex., Veracruz & Isthmus
Pierce, Cal., McCloud River
Pierce, Colo., Union Pacific
Pierce, Kan., Mo. Pacific
Pierce, Minn., Gt. Northern
Pierce, Mo., Frisco System
Pierce, Neb., No. West. Line
Pierce, N.D., North. Pacific
Pierce, O., Ohio River & Western
Pierce, Pa., West Side Belt
Pierce, Obion Co., Tenn., Illinois Central
Pierce, Tex., Galv. Harrisb. & San Ant
Pierce, Wash., Peninsular
Pierce & Pounds Mill, La., New Orleans Gt. North
Piercefield, N.Y., N.Y. Cent. & Hud. Riv
Pierce Junction, Kan., Chicago, R.I. & Pacific
Pierces, Ala., Mobile & Ohio
Pierce's, Me., Maine Cent
Pierce's, S.C., Charleston & West. Car
Pierce's Bridge, Mass., Boston & Maine
Pierce's Crossing, N.H., Boston & Maine
Pierce Station, Fla., Atlantic Coast Line
Pierceton, Ind., Penna. Co
Pierceville, Ind., Balt. & O. SW
Pierceville, Kan., A.T. & S.Fe
Piermont, N.Y., Erie
Piermont, Vt., Boston & Me
Pierpont, S.D., Chic. M. & St. P
Pierpont Manor, N.Y., N.Y. Cent. & Hud. Riv
Pierre, La., Chic. Rock Isl. & Pac
Pierre, S.D., No. West. Line
Pierre Creek, S.D., C.M. & St. P
Pierreville, Que., Quebec, Montreal & So
Pierron, Ill., Vandalia
Pierson, Fla., Atl. Coast Line
Pierson, Ill., Cin. Ham. & Day
Pierson, Ia., No. West. Line
Pierson, Manitoba, Canadian Pacific

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Pierson, Mex.,
West Coast Route
Pierson, Mich., Gd. Rap. & Ind
Pierson, Tex.,
Gal. Har. & San Ant
Pierson Junction, Ga.
Atlantic & Birmingham
Piersons, Pa., Pe
Pierz, Minn.,
Minn. St. P. & Slt. Ste. M
Pieta, Cal., No. West. Pacific
Piffard, N.Y., Pennsylv via
Pigeon, Ind., Southern
Pigeon, Mich., Gd. Trunk (a)
" Pere Marquette (a)
Pigeon, Utah, Southern Pac
Pigeon Creek Siding, Ind.,
Illinois Central
Pigeon Run, Pa.,
Tionesta Valley †
Pigeon Run Junction, Pa.,
Tionesta Valley †
Piggott, Ark., St. Louis S.W
Piggotts, Ont.,
Pere Marquette
Pigott's Crossing, La.,
New Orleans Gt. North
Pig Point, Va.,
Atlantic Coast Line
Pijijiapam, Mex.,
Pan-American
Pike, Ill., Burlington Route
Pike, Grafton Co., N.H.,
Boston & Maine
Pike, Pa., Pitts. Chart. & You
Pike, Wis.,
North-Western Line
Pike City, Ark.,
Arkansas South-west
Pike Creek, Ont., Gd. Tk (a)
" Wabash (a)
Pike Lake, Mich.,
Minn. St. P. & Slt. Ste. M
Pikeland, Pa., Phila. & Read
Pike River, Wis., D. S. S. & Atl
Pike Road, Ala., Cent. of Ga
Pike Road, N.C.,
Norfolk & Southern
Pikes, O., B. & O. So. West
Pike's Crossing, N.Y., Penna
Pikes Peak, Ga.,
Macon, Dublin & Sav
Pikes Peak, N.J., Penna
Piketon, O., Norfolk & West
Pikeview, Colo.,
Denver & Rio Grande
Pikeville, Ky., Ches. & Ohio
Pikeville, N.C.,
Atlantic Coast Line
Pikeville, O., Pitts. C.C. & St. L
Pikeville, Tenn.,
Nash. Chatt. & St. Louis
Pikeys, Ky., Illinois Central
Pilar, San Luis Potosi, Mex.,
Matehuala
Pilchuck, Wash., No. Pac
Pile, Ark., St. Louis, I. M. & So
Piles Junction, Que.,
Canadian Pacific
Pilger, Neb., No. West. Line
Pilgrim, Mo., Frisco System
Pillager, Minn., North. Pac
Pilley's Mill, N.F.,
Newfoundland
Pillows, Ark., Arkansas Mid
Pillsbury Junction, Minn.,
Great Northern
Pilot Bay, B.C., Can. Pacific
Pilot Butte, Sask., Can. Pac
Pilot Grove, Ia., Burl. Route
Pilot Grove, Mo., Mo. K. & Tex
Pilot Knob, Mo.,
St. Louis, Iron M. & So
Pilot Knob, Tenn.,
Louisville & Nashville
Pilot Mound, Ia., Minn. & St. L
Pilot Mound, Manitoba,
Canadian Pacific
Pilot Mountain, N.C.,
Southern
Pilot Mountain, Tenn.,
Cin. New Orl. & Tex. Pac
Pilot Point, Tex.,
Mo. Kansas & Tex (a)
" Texas & Pacific (a)
Pilot Rock, Ore.,
Oregon RR. & Nav. Co
Pilot Rock Junction, Ore.,
Oregon RR. & Nav. Co
Pima, Ariz.,
Gila Val. Globe & No
Pimentel, Guerrero, Mex.,
National of Mexico
Pimento, Ind., Evans. & T.H
Pimienta, Mex., Nat. of Mex
Pinal, Ariz.,
Gila Valley, Globe & No
Pinale, Mex., Mexican Cent
Pinch, W.Va., Coal & Coke
Pincher, Alberta, Can. Pac
Pinchona, Ala., Lv. & Nash
Pinckard, Ala.,
Atlantic Coast Line
Pinckney, Mich., Gd. Trunk
Pinckneyville, Ill.,
Illinois Central (a)
" Wab. Ches. & West (a)
Pinckneyville Siding, Ill.,
Wabash, Ches. & West
Pinconning, Mich.,
Detroit & Mackinac (a)
" Michigan Central (b)
(a) and (b) 3-5 mile apart
Pindall, Ark., Mo. & No. Ark
Pindell, Md.,
Chesapeake Beach
Pine, Kern Co., Cal., So. Pac
Pine, Marin Co., Cal.,
Northwestern Pacific
Pine, Lake Co., Ind.,
Elgin, Joliet & East †
" Lake Shore & Mich. So
Pine, St. Joseph Co., Ind.,
New Jer. Ind. & Ill (a)
" Wabash (a)
Pine, Minn.,
Dul. Missabe & North
Pine, Nev., Eureka & Palisade
Pine, Ont., Canadian Pacific
Pine, Pa., Pennsylvania
Pine, Tex., St. Louis So. west
Pine, Va., Norf. & West
Pine, W.Va., Chess. & Ohio
Pineacre, La., N. Orl. Gt. No
Pine Apple, Ala., Lv. & Nash
Pine Barren, Fla., Lv. & Nash
Pine Beach, N.J., Penna
Pinebloom, Ga.,
Atlantic Coast Line
" Georgia & Florida
Pine Bluff, Ark.,
Pine Bluff & Western (a)
" Pine Bluff Ark. Riv (b)
" St. L. Iron Mt. & So (a)
" St. Louis So. West (a)
(a) and (b) adjacent
Pine Bluff, N.C.,
Seaboard Air Line
Pine Bluffs, Wyo., Un. Pac
Pine Bur, Miss.,
Gulf & Ship Island
Pine Bush, N.Y., Erie
Pine Camp, N.Y.,
N.Y. Cent. & Hud. Riv
Pine Castle, Fla.,
Atlantic Coast Line
Pine City, Ark., Ark. Mid
Pine City, Minn., No. Pacific
Pine City, Mo., Frisco System
Pine City, N.Y., Erie
Pine City, Wash.,
Chic. Mil. & Puget Sd
Pine City Junction, Ark.,
Arkansas Midland
" Brink. Helena & Ind. B
Pine Cliff, Colo.,
Denver, No. West & Pac
Pinecliff, La.,
New Orleans Gt. North
Pine Creek, Colo., Den. & R.G
Pine Creek, Manitoba,
Canadian Pacific
Pine Creek, Pa., Penna
Pine Creek, Wis.,
North-Western Line
Pine Creek Inter., Pa.,
Pittsburgh & Western
Pine Crest, Fla.,
Atlantic Coast Line
Pineda, Fla., Florida E. Coast
Pinedale, Ga., Southern
Pine Flats, Pa., Penna
Pine Furnace, Pa.,
Buffalo, Roch. & Pitts
Pine Glen, Pa., N.Y.C. & H.R
Pine Grove, Colo.,
Colorado & Southern
Pine Grove, Ct.,
N.Y. New Hav. & Hart
Pine Grove, Ga., Southern
Pine Grove, Ky., Ches. & Ohio
Pine Grove, La.,
New Orl. Natalb. & Nat
Pine Grove, Mich., Mich. Cent
Pine Grove, Minn., No. Pacific
Pine Grove, Miss.,
Queen & Cres. Route
Pine Grove, N.C.,
Norfolk & Southern
Pine Grove, O., Det. Tol. & Ir
Pine Grove,
Schuylkill Co., Pa.,
Philadelphia & Read
Pine Grove, Wash.,
Spok. & Inland Empire
Pine Grove,
Kanawha Co., W.Va.,
Chesapeake & Ohio
Pine Grove,
Whitzel Co., W. Va.,
Baltimore & Ohio
Pine Grove, Wis.,
North-Western Line
Pine Grove Furnace, Pa.,
Hunter's R. & Slate Belt
Pine Grove Mills, Pa.,
Bellefonte Cent
Pine Grove Park, Pa.,
Hunter's R. & Slate Belt
Pine Hall, N.C., Norf. & West
Pine Hill, Ala., Southern
Pine Hill, Ky., Louisv. & Nash
Pine Hill, N.Y., Ulster & Del
Pine Hill, Pa., Balt. & Ohio
Pine Hill Branch, Pa., B. & O
Pinehurst, Ga., Ga. So. & Fla
Pinehurst, N.C.,
Aberdeen & Asheboro
Pinehurst, Tex.,
Internat. & Gt. North
Pine Island, Minn.,
Chicago Great West (a)
" North-Western Line (b)
(a) and (b) 916 yards apart
Pine Island, N.Y., Erie (a)
" Lehigh & New Eng (a)
Pine Island,
Angelina Co., Tex.,
Eastern Texas
Pine Island,
Jefferson Co., Tex.,
Texas & New Orleans
Pine Island Junction, N.Y.,
Erie (a)
" Lehigh & New Eng (a)
Pine Junc., Pa., Lehigh Val
Pine Knot, Ky.,
Cin. New Orl. & Tex. Pac
Pineland, S.C., Southern
Pineland, Tex.,
Gulf Colo. & S. Fe †
Pine Lane, N.J., Penna
Pinelawn, N.Y., Long Island
Pine Level, N.C., Southern
Pine Level, S.C.,
Atlantic Coast Line
Pine Log, N.C.,
Atlantic Coast Line
Pine Meadow, Ct.,
Central New Eng (a)
" N.Y. New Hav. & H (a)
Pine Mount, Fla.,
Atlantic Coast Line
Pineola, Fla., Atl. Coast Line
Pineola, N.C., Linville River
Pineora, Ga., Central of Ga
Pine Orchard, Ct.,
N.Y. New Hav. & Hart
Pine Orchard, Ont.,
Canadian North. Ont
Pine Park, Ga.,
Atlantic Coast Line
Pine Plains, N.Y.,
Central New Eng (a) (b)
(a) and (b) about ½ mi. apart
Pine Plains Junction, N.Y.,
Central New Eng (a) (b)
(a) and (b) ¾ mile apart
Pine Point, Me., Boston & Me
Pine Prairie, La.,
Chic. Rock Isl. & Pac
Pine Ridge, Colo., Rio Gr. S
Pine Ridge, Ky.,
Mountain Central
Pine Ridge, Mass., Bost. & Me
Pine Ridge, Mich.,
North-Western Line
Pine Ridge, Tex.,
Marshall & East Texas
Pine River, Manitoba,
Canadian Northern
Pine River, Mich.,
Detroit & Mackinac
Pine River, Minn.,
Minn. & International
Pine River, Wis., C. M. & St. P
Pines, Utah,
Denver & Rio Grande
Pines, Wash., North. Pacific
Pines, Wis., Wisconsin & Mich
Pineton, Ala., Lv. & Nash
Pine Top, Mo.,
St. Louis, Iron Mt. & So
Pinetops, N.C., East Carolina
Pine Town, N.C.,
Norfolk & Southern
Pinetta, Fla., Ga. & Fla
Pinetta, Ga.,
Atlanta, Birm. & Atl
Pinetta Junction, Fla.,
Georgia & Florida
Pinetucky, Ga., Wad. South
Pine Valley, N.H., Bost. & Me
Pine Valley,
Chemung Co., N.Y.,
Northern Central
Pineveta, Ariz.,
A.T. & S.F., Coast Lines*
Pineview, Ga., Gulf Line
Pine View, N.J., Cent. of N.J
Pine View, N.C.,
Atlantic Coast Line
Pine Village, Ind.,
Chicago and East. Ill
Pineville, Ky.,
Louisville & Nashville
Pineville, Rapides Co., La.,
Chic. Rock Isl. & Pac (a)
" Louisiana & Ark (a)
" La. Ry. & Nav. Co (a)
Pineville, Union Co., La.,
Arkansas Southeastern
Pineville, N.C., Southern
Pineville, Wis.,
North-Western Line
Pineville Junction, La.,
Chic. Rock Isl. & Pac (a)
" St. L. Iron Mt. & So (a)
Pinewald, N.J.,
Central of New Jersey
Pineway, Fla.,
Louisville & Nashville
Pinewood, Ont., Can. North
Pinewood, S.C.,
Atlantic Coast Line
Piney, Ark., St. L. I. Mt. & So
Piney, Manitoba,
Canadian Northern
Piney, W.Va.,
Ohio Central Lines
Piney Creek, Md., Penna
Piney Flats, Tenn., Southern
Piney Fork, O.,
Lk. E. Alliance & Wheel
Piney Grove, Fla., Lv. & Nash
Piney Woods, Ala., Southern
Pingo, N.C., Norfolk & South
Pingree, N.D., North. Pacific
Pingree Grove, Ill.,
Chicago, Mil. & St. Paul
Pink, Ala., Louisv. & Nashv
Pinkard, Ky.,
Louisville & Atlantic
Pink Ash Junction, Pa.,
Lehigh Valley
Pinkerton, Ont., Gd. Trunk
Pinkerton, Pa., Balt. & Ohio
Pinkerton, Horn Co., Pa.,
Baltimore & Ohio
Pinkie, Sask., Canadian Pac
Pinkney, Tenn., Lv. & Nash
Pinkomink, Ala., Lv. & Nash
Pinkstaff, Ill.,
Cleve. Cin. Chic. & St. L
Pinkston, Tex., St. L. So. W
Pinland, Fla.,
Atlantic Coast Line
Pinnacle, Ark.,
Chicago, Rk. Isl. & Pac
Pinnacle, N.C., Southern
Pinnacle, Tex., St. L. So. W
Pinnacle Park, Colo.,
Colo. Spgs. & Cr. Ck. Dist
Pinneo, Colo., Burl. Route
Pinners Point, Va.,
Atlantic Coast Line (a)
" Southern (a)
Pinners Point Junc., Va.,
Atlantic Coast Line
Pinney, Minn., Gt. Northern
Pino, Cal., Southern Pacific
Pinola, Ind.,
Lake Shore & Mich. So
Pinola, Miss., Gulf & Ship Isl
Pinola, Pa., West. Maryland
Pinole, Cal.,
A.T. & S.F., Coast L* (a)
" Southern Pacific (b)
(a) and (b) ¾ mile apart
Pinon, Colo.,
Atch. Top. & San Fe (a)
" Chic. Rk. Isl. & Pac (c)
" Den. & Rio Grande (c)
(a) and (c) ¾ mile apart
Pinopolis, S.C., Berkeley
Pinson, Ga., Southern
Pinson, Tenn., Mobile & Ohio
Pinta, Ariz.,
A.T. & S.F., Coast Lines*
Pintado, Fla., Lv. & Nash
Pintado, N.M.,
El Paso & S.W. System
Pinto, Assiniboia, Can. Pac
Pinto, Mex., National of Mex
Pinto, N.M.,
El Paso & S.W. System
Pinto, Tex., Gal. Har. & San A
Pinto, Utah, Denv. & Rio G
Pintoresca, Cal.,
San Fed. Los Ang. & S. Lk
Pioche, Nev.,
San Fed. Los Ang. & S. Lk
Pioche, N.C., Southern
Pioneer, Cal., South. Pacific
Pioneer, Ia., Minn. & St. L
Pioneer, La.,
St. Louis, Iron Mt. & So
Pioneer, Miss.,
Yazoo & Miss. Valley
Pioneer, O.,
Toledo & Western (El)
Pioneer, Pa., Penna
Pioneer, Campbell Co., Tenn.,
Southern
Pioneer, Sullivan Co., Tenn.,
Virginia & So. West
Pioneer Mills, Vt.,
Montp. & Wells River
Pioneers, N.Y.,
Dansville & Mt. Morris
Piotona, Miss.
New Orl. & North-east
Pipe Creek, Md., Western Md
Pipe Creek, O.,
Pennsylvania Co
Pipe Maker, Ga., Brinson
Piper, Ala., Louisv. & Nash
" Southern †
Piper, Ia., Ft. D. Des M. & So
Piper, Kan., Missouri Pacific
Piper City, Ill., Tol. Peo. & W
Piper Hill, N.H., Maine Cent
Piperton, Tenn., Southern
Piperville, Ont.,
Ottawa & New York
Pipestone, Manitoba,
Canadian Pacific
Pipestone, Minn.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
" Great Northern (c)
" North-West. Line (d)
(a) and (b) about 350 yards apart
(b) and (c) about ½ mi. apart
(b) and (d) about ½ mi. apart
Pipestone, Mont., No. Pacific
Piqua, Kan.,
Mo. Kan. & Texas (a)
" Missouri Pacific (a)
Piqua, O., Cin. Ham. & Day (a)
" Pitts. Cin. C. & St. L (a)
" Western Ohio (El) (b)
(a) and (b) about 2-5 mile apart
Piqua Crossing, O.,
Cin. Ham. & Dayton
Piqua Junction, O.,
Cin. Ham. & Dayton
Pirate Harbor, N.S.,
Intercolonial
Pirmont, La.,
La. Ry. & Nav. Co
Pirtle, Okla., Frisco System
Piru, Cal., Southern Pacific
Pisek, N.D., Great Northern
Pisek, Tex., Mo. Kans. & Tex
Pisgah, Cal.,
A.T. & S.F., Coast Lines*
Pisgah, Colo., Colorado Mid
Pisgah, Ill., Burl. Route
Pisgah, Ia., North-West. Line
Pisgah, Ky., Southern
Pisgah, Mo., Frisco System
Pisgah, O., Ohio River & Col
Pisgah, Va., Norfolk & West
Pisgah Forest, N.C., Southern
Pitahaya, Mex.,
West Coast Route
Pitcairn, N.D., Great North
Pitcairn, Pa., Pennsylvania
Pitchford, N.C., Southern
Pitkin, Colo., Colo. & South
Pitkin, La.,
Gulf, Colo. & Santa Fe*
Pitman, N.J., Pennsylvania
Pitman, Sask., Can. Pacific
Pitman Road, N.S.,
Dominion Atlantic
Pitney, N.J., N.J. & Penna
Pitsburg, Drake Co., O.,
Cleve. Cin. Chic. & St. L
Pitt, Ariz., Grand Canyon*
Pitt, Minn., Can. Northern
Pitt, Wash.,
Spokane, Port. & Seat
Pittman, Fla., Atl. Coast Line
Pittman, Miss.,
Yazoo & Miss. Valley
Pittmann, Ark., Frisco Sys
Pittmans, Ga., Southern
Pitt Meadows, B.C.,
Canadian Pacific
Pitts, Ark., Frisco System
Pitts, Ga., Gulf Line (a)
" Seaboard Air Line (a)
Pitts, Miss., Fernwood & Gulf
Pitts, O., Loraine & West Val
Pitts, Va., Chesapeake & Ohio
Pittsboro, Ind., C. C. C. & St. L
Pittsboro, N.C.,
Seaboard Air Line
Pittsburg, Ill.,
Eldorado, M. & So. West
Pittsburg, Ind.,
Chicago, Ind. & Louisv
Pittsburg, Kan.,
Atch. Top. & S. Fe (a)
" Frisco System (a) (b)
" Kansas City South (c)
" Missouri Pacific (d)
Pittsburg, Ky., Lv. & Nash
Pittsburg, N.D., North. Pac
Pittsburg, Belmont Co., O.,
Bellaire, Zanesv. & Cin
Pittsburg, Okla.,
Chic. Rk. Isl. & Pac (a)
" Mo. Kan. & Tex (b)
Pittsburgh, Pa.,
Baltimore & Ohio (a)
" Buf. Roch. & Pitts (a)
" Pennsylvania (b)
" Pennsylvania Co (b)
" Pitts. A. & McK. Rocks†
" Pitts. & Lake Erie (d)
" Pitts. Cin. C. & St. L (b)
" Pittsburgh Rys. Co (c)
" Wab. Pitts. Term (e)
" West Side Belt (e)
(a) and (b) ½ mile apart
(a) and (c) 300 yards apart
(a) and (d) 300 yards apart
(a) and (e) ½ mile apart
(b) and (c) ½ mile apart
(b) and (d) ½ mile apart
(b) and (e) ½ mile apart
(c) and (d) adjacent
(d) and (e) ¾ mile apart
Spelled Pittsburg on B. & O., W. P. T. and W. S. B
Pittsburg, Tex.,
Missouri, Kan. & Tex (a)
" St. L. South-west (b)
(a) and (b) 150 yards apart
Pittsburg, Wash., North. Pac
Pittsburgh, Wis.,
Washburn & No. West
Pittsburg Coal Works, O.,
Bellaire, Zanesv. & Cin
P. & C. Junction, Kan.,
Frisco System
Pittsburgh & Lehigh Junc.,
N.Y., Buf. Roch. & P (a)
" Genesee & Wyoming (a)
" Lehigh Valley (a)
Pitts. Char. & Yough. Jn. (1),
Allegheny Co., Pa.,
Pennsylvania Co
Pitts. Char. & Yough. Jn. (2),
Allegheny Co., Pa.,
Pennsylvania Co

P. C. C. & St. L. Junction, O., Cin. Ham. & Dayton
Pittsburg Junction, O., Wab. Pittsb. Term (a)
" Wheeling & Lk. Erie (a)
Pittsburg Junction, Pa., Bessemer & Lake Erie
P. S. & N. Junction, N. Y., New York & Penna
Pittsburgh Duquesne, Pa., Pennsylvania
Pittsburgh Transfer, Pa., Pennsylvania
Pittsfield, Ill., Wabash
Pittsfield, Me., Me. Cent (a)
" Sebasti. & Mooseh (a)
Pittsfield, Mass., Boston & Albany (a)
" N. Y. New Hav. & H (a)
Pittsfield, Mich., Ann Arbor (a)
" Lk. Shore & Mich. So (a)
Called Pittsfield Junc. on L. S. & M. S
Pittsfield, N. H., Boston & Me
Pittsfield, N. Y., N. Y. Ontario & West
Pittsfield, Pa., Dunk. Alleg. Val. & P (a)
" Pennsylvania (b)
(a) and (b) 1 mile apart
Pittsfield, Tenn., Tenn. Cent
Pittsfield Junction, Mich., Ann Arbor (a)
" Lk. Shore & Mich. So (a)
Called Pittsfield on Ann Arbor
Pittsford, Mich., Lk. Sh. & M. S
Pittsford, N. Y., N. Y. Cent. & Hud. R (a)
" West Shore (b)
(a) and (b) ¼ mile apart
Pittsford, Vt., Rutland
Pittsmont, Mont., North. Pac
Pittston, Pa., Cent. of N. J (a)
" Delaware & Hudson (a)
" Del. Lack. & West (b)
" Erie (c)
" Lack. & Wyom. Val (e)
" Lehigh Valley (d)
(a) and (b) 1½ miles apart
(a) and (c) ½ mile apart
(a) and (d) ¾ mile apart
(b) and (d) 1 mile apart
(c) and (d) about ½ mile apart
(d) and (e) about ½ mile apart
Pittston Junction, Pa., Lehigh Valley
Pittston Summit, Pa., Erie
Pittstown, N. J., Lehigh Val
Pittsview, Ala., Seaboard Air Line
Pittsville, Md., Baltimore, Ches. & Atl
Pittsville, Va., Southern
Pittsville, Wis., Chicago, Mil. & St. Paul
Pittsville Jn. South, Wis., Chicago, Mil. & St. Paul
Pittwood, Ill., Chicago and East. Ill
Pitzer, Va., Southern
Piusville, P. E. I., Pr. Ed. Isl
Piute, Cal., A. T. & S. F., Coast Lines*
Piute, Nev., South. Pacific
Pixley, Cal., South. Pacific
Pixley, Kan., At. Top. & S. F
Pixley, Wyo., Oregon Short Line
Pixley's, Mo., Missouri Pac
Pixley Summit, N. Y., Buffalo & Susquehanna
Pizarro, Mex., Interoceanic of Mexico
Place, N. H., Boston & Maine
Placedo, Tex., Gal. Har. & San Ant (a)
" St. L. Brownsv. & Mex (a)
Placentia, N. F., Reid Newfoundland
Placentia Junction, N. F., Reid Newfoundland
Placer, Mont., North. Pacific
Placerville, Cal., Placerville & Lk. Tahoe
" Southern Pacific
Placerville, Colo., Rio G. So
Placid, Tex., Frisco System
Placida, Fla., Charlotte Harbor & No
Placita, Colo., Crystal Riv. & San Juan
Plain, Miss., Gulf & Ship Isl
Plain City, O., P. C. C. & St. L
Plain Dealing, La., St. L. S. W
Plaines, Ill., Atch. Top. & S. Fe
" Chicago & Alton
Plainfield, Ct., N. Y. N. H. & H
Plainfield, Ga., Wrightsville & Tennille
Plainfield, Ill., Elgin, Joliet & Eastern
Plainfield, Ind., Vandalia
Plainfield, Ia., Illinois Cent
Plainfield, N. J., Cent. of N. J
Plainfield, Vt., M. & Wells Riv
Plainfield, Wis., Minn. St. P. & Slt. Ste. M
Plain's, Ga., Seab. Air Line
Plains, Kan., Chicago, Rk. Isl. & Pac
Plain's, Mich., No. West. Line
Plains, Mont., North. Pacific
Plains, N. J., Lehigh & N. Eng
Plains, Pa., N. Y. Susq. & West
Plains, Va., Southern
Plains, Wyo., Laramie, H. Peak & Pac
Plainsboro, N. J., Penna
Plainsburg, Cal., South. Pac
Plains Junction, Pa., Erie
Plainsville, Pa., Lehigh Val
Plainview, Ark., Central of Arkansas
Plainview, Colo., Denv. Northwest. & Pac
Plainview, Ill., Chicago & Alt
Plainview, Minn., North-Western Line
Plainview, Neb., Burlington Route (a)
" North-West. Line (b)
(a) and (b) ⅝ mile apart
Plainview, Ore., So. Pacific
Plainview, Tex., Pecos & North. Texas*
Plainville, Ct., N. Y. New Hav. & Hart
Plainville, Ga., Southern
Plainville, Ind., Evansv. & Indianapolis
Plainville, Kan., Union Pac
Plainville, Mass., N. Y. New Hav. & Hart
Plainville, O., Pitts. Cin. Chic. & St. L
Plainwell, Mich., Grand Rap. & Ind (a)
" Lk. Sh. & Mich. So (b)
(a) and (b) 1-5 mile apart
Plaisance, Que., Can. Pacific
Plaisted, Idaho, Payette Val
Plaistow, N. H., Boston & Me
Plana, S. D., Great Northern
Plandome, N. Y., Long Island
Planebrook, Pa., Phila. & Reading
Plane No. 4, Md., Balt. & Ohio
Plank, Tenn., Va. & So. W
Plankinton, S. D., Chicago, Mil. & St. Paul
Plank Road, York Co., Pa., Maryland & Penna
Plank's, Idaho, North. Pac
Planks, Minn., No. West. Line
Plankton, O., Northern Ohio
Plano, Cal., A. T. & S. F., Coast Lines*
Plano, Neb., Union Pacific
Plano, Ill., Burl. Route
Plano, Ia., Burlington Route
Plano, Tex., Houston & Tex. C (a)
" St. L. South-west (b)
(a) and (b) about ¼ mi. apart
Plant, N. C., Car. & No. West
Plantagenet, Ont., Can. Pac
Plantation, Fla., Florida East Coast
Plant City, Fla., Atlantic Coast Line (a)
" Seaboard Air Line (b)
(a) and (b) about 230 yards apart
Plantel, Cal., Southern Pac
Plantersville, Ala., South
Plantersville, Miss., Frisco System
Plantersville, Tex., Gulf, Colo. & Santa Fe*
Plantsville, Ct., N. Y. New Hav. & Hart
Plaquemine, La., Tex. & Pac
Plasterco, Tex., Kan. City, Mex. & Orient
Plaster Creek Junc., Mich., Grand Rapids & Ind
Plaster Mill, Kan., Mo. Pac
Plaster Rock, N. B., Can. Pac
Platanar, Mex., Mexican Central
Platea, Pa., Bes. & Lake Erie
Plateau, Ala., Southern
Plateau, Colo., Denver & Rio Grande
Plateau, Tenn., Tenn. Cent
Plateau, Tex., Texas & Pac
Plato, Ia., Chic. Rk. Isl. & Pac
Plato, Minn., Ch. Mil. & St. P
Plato, N. Y., Chautauqua Trac (El)
Plato, Okla., Chic. Rk. Isl. & Pac
Plato Center, Ill., Ill. Cent
Platow, Mo., St. L. I. Mt. & So
Platt, De Soto Co., Fla., Charlotte Harbor & No
Platt, Suwanee Co., Fla., Live Oak, Perry & Gulf
Platte, S. D., Chic. M. & St. P
Platte, Tenn., Louisv. & Nash
Platte Canon, Jefferson Co., Colo., Colorado & Southern
Platte Centre, Neb., Un. Pac
Platte City, Mo., Ch. Rk. I. & P
Plattenville, La., Tex. & Pac
Platte Ranch, Colo., Colorado & Southern
Platte River, Colo., Colorado & Southern
Platte River (1), Benzie Co., Mich., Manistee & North-east
Platte River (2), Benzie Co., Mich., Pere Marquette
Platte River, Mo., Chic. Rock Isl. & Pac
Platte River, Neb., North-Western Line
Platteville, Colo., Union Pac
Platteville, Wis., Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) 350 yards apart
Plattin, Mo. Miss. Riv. & B. T
Plattsburg, Mo., Atch. Top. & San. Fe (a)
" Chic. Rk. Isl. & Pac (b)
" Quincy, Om. & K. C (a)
(a) and (c) about ½ mile apart
(b) and (c) about ¼ mile apart
Plattsburg, N. Y., Delaware & Hudson
Plattsburgh, O., Cleve. Cin. Chic. & St. L
Platt's Mills, Ct., N. Y. New Hav. & Hart
Plattsmouth, Neb., Burlington Route (a)
" Missouri Pacific (b)
(a) and (b) ¾ mile apart
Plauderville, N. J., Erie
Playa, Mex., National of Mex
Playa del Rey, Cal., Los Angeles-Pacific (El)
Playas, N. M., El Paso & S. W. System
Playter, Kans., Mo. Kans. & Texas
Playters, Colo., Colorado & Southern
Plaza, Cal., Los Angeles-Pacific (El)
Plaza, N. D., Minn. St. P. & Slt. Ste. M
Plaza, O., Cin. Ham. & Dayton
Plaza, Wash., North. Pacific
Pleasant Beach, N. Y., Delaware, Lack. & West
Pleasant Bend, O., Toledo, St. L. & Western
Pleasant City, O., Penna. Co
Pleasant Corners, O., Balt. & Ohio Southw (a)
" Ohio Electric (b)
(a) and (b) 500 feet apart
Pleasant Creek, Ia., Chicago, Mil. & St. Paul
Pleasant Dale, Neb., Burlington Route
Pleasantdale, W. Va., Morgantown & Kingw
Pleasant Gap, Ala., Southern
Pleasant Gap, Pa., Penna
Pleasant Garden, N. C., Southern
Pleasant Green, Mo., Missouri, Kan. & Tex
Pleasant Grove, Ala., Birmingham & Atlantic
Pleasant Grove, Ind., Chicago & Wabash Val
Pleasant Grove, O., Youngstown & South
Pleasant Grove, Maury Co., Tenn., Louisville & Nashville
Pleasant Grove, Utah, San Ped. Los Ang. & S. Lk
Pleasant Hill, Dallas County, Ala., Louisville & Nashville
Pleasant Hill, Pike Co. Ill., Chicago & Alton
Pleasant Hill, Ind., St. Joseph Valley
Pleasant Hill, Mass., Boston & Maine
Pleasant Hill, Mo., Missouri Pacific (a)
" St. L. K. C. & Colo ‡ (b)
(a) and (b) ¼ mile apart
Pleasant Hill, N. C., Atlantic Coast Line
Pleasant Hill, O., Cin. Ham. & Dayton
Pleasant Hill, S. C., Southern
Pleasant Lake, Ind., Lake Shore & Mich. So
Pleasant Lake, Mass., N. Y. New Hav. & Hart
Pleasant Lake, N. Y., N. Y. Cent. & Hud. Riv
Pleasant Lake, N. D., Great Northern
Pleasant Lake, N. S., Halifax & Southwest
Pleasant Mills, Ind., Toledo, St. L. & Western
Pleasant Mt., Pa., N. Y. O. & W
Pleasanton, Cal., So. Pacific
Pleasanton, Colo., Denver & Rio Grande
Pleasanton, Ia., Burl. Route
Pleasanton, Kan., Frisco System (a)
" Missouri Pacific (b)
(a) and (b) about ½ mi. apart
Pleasanton, Neb., Union Pac
Pleasanton, Va., Chesapeake & Ohio
Pleasanton Siding, Ala., Chattanooga Southern
Pleasanton Transfer, Kan., Missouri Pacific
Pleasant Plain, O., Balt. & Ohio Southwes
Pleasant Plains, Ill., Balt. & Ohio Southwest
Pleasant Plains, N. Y., Staten Island Rap. Tr
Pleasant Point, Manitoba, Canadian Northern
Pleasant Point, Me., Washington County
Pleasant Prairie, Wis., North-Western Line
Pleasant Ridge, Ind., Chicago, Ind. & Louisv
Pleasant Ridge, Kan., Union Pacific
Pleasant Ridge, O., Cin. Lebanon & North
Pleasant Ridge, Va., Norfolk & Southern
Pleasant Ridge Park, Ky., Illinois Central
Pleasant River, N. S., Halifax & Southwest
Pleasant Run, O., Ohio Elec
Pleasants, Miss., Southern in Mississippi
Pleasant Shade, Va., South
Pleasant Stream Junc., Pa., Susquehanna & N. Y
Pleasant Unity Crossing, Pa., Pennsylvania
Pleasant Valley, Cal., Yosemite Valley
Pleasant Valley, Idaho, Oregon Short Line
Pleasant Valley, Ind., Lake Shore & Mich. So
Pleasant Valley, Ia., Burlington Route (a)
" Chic. Mil. & St. Paul (a)
" Davenp. R. I. & N. W (a)
" Iowa & Illinois (Isl) (b)
(a) and (b) adjacent
Pleasant Valley, Ky., Louisville & Nashville
Pleasant Valley, Delaware Co., N. Y., Delaware & Eastern
Pleasant Valley, Dutchess Co., N. Y., Central New Eng (a) (b)
(a) and (b) about 1 mile apart
Pleasant Valley, Steuben County, N. Y., Bath & Hammondsport
Pleasant Valley, Muskingum Co., O., Baltimore & Ohio (a)
" Ohio Electric (b)
(a) and (b) 1 mile apart
Pleasant Valley, Okla., Atch. Top. & Santa Fe
Pleasant Valley, Ore., Oregon RR. & Nav. Co
Pleasant Valley, Pa., Quakertown & Eastern
Pleasant Valley, Va., Baltimore & Ohio
Pleasant View, Kan., Frisco System (a)
" Kan. City, Clin. & Sp (a)
Pleasant View, Ky., Louisville & Nashville
Pleasant View, Mich., Pere Marquette
Pleasant View, Pa., Tuscarora Valley
Pleasant View, R. I., N. Y. New Hav. & Hart
Pleasant View, Wash., Northern Pacific
Pleasant View, W. Va., Baltimore & Ohio
Pleasantville, Ia., Burl. Route
Pleasantville, N. J., Atlantic City (a)
" Pennsylvania (b)
Pleasantville, N. Y., N. Y. Central & Hud. Riv
Pleasantville, O., Toledo & Ohio Central
Pleasantville Cemetery, N. J., Pennsylvania
Pleasantville Terrace, N. J., Atlantic City
Pleasonton, Ala., Chattanooga Southern
Pleasure Ridge Park, Ky., Illinois Central
Pleasureville, Ky., Lv. & Nash
Pledger, Tex., Galv. Har. & San Ant
Plessis, Ia., Chic. Rk. Isl. & Pac
Plessisville, Que., Gd. Trunk
Pletcher, Ala., Mobile & Ohio
Plettenberg, La., Louisiana Ry. & Nav. Co
Plevna, Ala., Nashville, Chat. & St. L
Plevna, Kan., Atch. Top. & S. F
Plevna, Mont., C. M. & P. Sd
Plimptonville, Mass., N. Y. New Hav. & Hart
Plover, Ia., Minn. & St. Louis
Plover, Tex., Frisco System
Plover, Wis., Green Bay & West (a)
" Minn. St. P. & S. Ste. M (b)
(a) and (b) about 350 yards apart
Plum, Tex., Mo. Kan. & Tex
Pluma, S. D., Burl. Route
Plumadore, N. Y., Delaware & Hudson (a)
" N. Y. Cent. & Hud. R (b)
(a) and (b) adjacent
Plumas, Cal., Sierra Valleys
Plumas, Manitoba, Canadian Northern
Plumas Junction, Cal., Nevada-California-Ore
Plumb, Wash., Port Townsend South
Plum Branch, S. C., Charleston & West Car
Plumbrook, N. Y., N. Y. Cent. & Hud. Riv
Plumbs, Colo., Burl. Route
Plum Coulee, Manitoba, Canadian Pacific (a)
" Great Northern (b)
(a) and (b) ¼ mile apart
Plum Creek, Ia., North Western Line
Plum Creek, Pa., Bessemer & Lake Erie
" Pennsylvania
Plumers, Wis., C. M. & St. P
Plumerville, Ark., St. Louis, Iron Mt. & So
Plum Lake, Wis., Chic. Mil. & St. Paul
Plummer, Fla., Georgia Southern & Fla
Plummer, Idaho, Chicago, Mil. & Puget Sd
" Oregon RR. & Nav. Co
Plummer, Ind., Evansv. & Indianap
Plummer, Minn., Minn. St. P. & Slt. Ste. M
Plummer, Wis., Minn. St. P. & Slt. Ste. M
Plummers, Colo., Colorado & Southern
Plum Run Junction, Pa., Pitts. Cin. Chic. & St. L
Plumville, Pa., Buffalo & Susquehanna
Plumweseep, N. B., Intercol
Plunkett, Sask., Can. Pacific
Pluvius, Wash., North. Pac
Plymouth, Fla., Seaboard Air Line
Plymouth, Ill., Burl. Route
Plymouth, Ind., Lake Erie & West (a)
" Pennsylvania Co (b)
" Vandalia (c)
(a), (b) and (c) connect at Crossing
(a) and (b) 570 yards apart
(a) and (c) about 250 yards apart
Plymouth, Ia., Chic. M. & St. P
See Plymouth Junction.
Plymouth, Kan., Atch. Top. & Santa Fe
Plymouth, Mass., N. Y. New Hav. & Hart
Plymouth, Mich., Pere Marq
Plymouth, Neb., Chicago, Rock Isl. & Pac
Plymouth, N. H., Bost. & Me
Plymouth, N. C., Atlantic Coast Line (a)
" Norfolk & Southern (b)
(a) and (b) about 1 mi. apart
Plymouth, O., Baltimore & Ohio (a)
" Northern Ohio (b)
(a) and (b) ½ mile apart
Plymouth, Luzerne Co., Pa., Delaware, Lack. & West
Plymouth, Utah, Oregon Short Line
Plymouth, Wash., Spokane, Port. & Seat
Plymouth, W. Va., Kanawha & Michigan
Plymouth, Wis., Chic. Mil. & St. Paul (a)
" North-West. Line (a)
Plymouth Ferry, Pa., Penna
Plymouth Junction, Ia., Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) 1 mile apart

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Plymouth Junction, N.C., Norfolk & Southern
Plymouth Junction, Luzerne County, Pa., Delaware, Lack. & West
Plymouth Junction, Montgomery County, Pa., Phila. & Reading
Plympton, Mass., N.Y. New Hav. & Hart
Plympton, N.S., Dom. Atl
Poag, Ill., Wabash
Poag, Okla., Midland Valley
Poast Town, O., Cin. Ham. & Dayton
Pontazon, Mex., Nat. of Mex
Poca, W.Va., Kanawha & Michigan
Pocahontas, Ala., Frisco Sys
Pocahontas, Ark., Frisco System
Pocahontas, Ill., Vandalia
Pocahontas, Ia., Chic. Rock Isl. & Pacific
Pocahontas, Miss., Yazoo & Miss. Valley
Pocahontas, Mo., Ches. Perryv. & Ste. G
Pocahontas, Tenn., Southern
Pocahontas, Tex., Gulf, Colo. & Santa Fe*
Pocahontas, Chesterfield Co., Va., Atlantic Coast Line
Pocahontas, Tazewell Co., Va., Norfolk & Western
Pocantico Hills, N.Y., N.Y. Central & Hud. Riv
Pocasset, Mass., N.Y. New Hav. & Hart
Pocasset, Okla., Chicago. Rock Isl. & Pac
Pocatello, Idaho, Oregon Short Line
Pocboc, Mex., United R. Rs. of Yucatan
Pochintoc, Mex., Interoceanic of Mexico
Pochuck, N.Y., Lehigh & New England*
Pocket, Va., Lv. & Nashv (a)
" Va. & Southwest (a)
Pocksha w, N.B., Caraquet
Pocohontas, Colo., Colo. Mid
Pocomoke, Md., N.Y. Phila. & Norfolk
Pocono, Idaho, Chic. Mil. & Puget Sd
Pocono, Ky., Louisv. & Nashv
Pocono Lake, Pa., N.Y. Susq. & Western
Pocono Summit, Pa., Del. Lack. & West (a)
" N.Y. Susq. & West (b)
Pocopson Pa., Phila. & Read
Podo, Tex., Galv. Har. & San A
Poe, Alberta, Grand Trunk Pacific
Poe, Idaho, Spok. & Inland Emp
Poe, Ill., Mobile & Ohio
Poe, La., Zim. Leesv. & S.W
Poe, Neb., Burl. Route
Poe, Tex., Texas & New Orl
Poe, Va., Norfolk & Western
Poehli, Ga., Southern
Poesta, Tex., Galv. Har. & San Ant
Pogamasing Ont., Can. Pac
Pogue, Ind., Ch. and East. Ill
Pogue, Pa., East Broad Top
Pohatcong, N.J., Penna
Pohick, W.Va., Balt. & Ohio
Poinciana, Fla., Florida East Coast
Poinsett, Ark., St. L. I. M. & So
Poindexter, Ky. Lv. & Nash
Point, Miss. Ala. & Vicksb
Point, Tex., Mo. Kan. & Tex
Point Abino, Ont., Gd. Trunk
Point Airy, N.J., Penna
Point au Baril, Ont., Canadian Pacific
Point Bridge, Pa., Pitts. & Lake Erie (a)
" P. C. C. & St. L (b)
(a) and (b) ½ mile apart
Point Chautauqua, N.Y., Jamest. Chau. & Lk. E
Point Douglas, Minn., Burlington Route (a)
" Chicago, Mil. & St. P (b)
(a) and (b) adjacent
Point du Chene, N.B., Interc
Pointe au Chene Que., Canadian Pacific
Pointe aux Barques, Mich., Pere Marquette
Pointe aux Trembles, Que., Can. North. Quebec
Pointe Celeste, La., New Orleans Southern
Pointe Claire, Que., Can. Pac
Pointe du Lac, Que., Can. Pac
Pointe la Garde, Que., Atlantic & Lk. Superior
Pointe Levis, Que., Grand Trunk (a)
" Intercolonial (b)
Called Point Levi on G. T
Pointers, Tenn., Overton County
Pointevent, Miss., Queen & Cres. Route
Point Fermin, Cal., Pacific Electric (a)
" Southern Pacific (b)
(a) and (b) about 1 mi. apart
Spelled Point Firmin on P. E
Point Firmin, Cal.,
See Point Fermin, Cal
Point Fortune, Que., Can. Pac
Point Gabel, Cal., South. Pac
Point Isabel, Cal., South. Pac
Point Isabel, Tex., Rio Gr
Point Leavell, Ky., Lv. & Nash
Point Levi, Que., Grand Trunk (a)
" Intercolonial (b)
Called Pointe Levis on Intercolonial
Point Lookout, Pa., Lancaster, Oxford & So
Point Marion, Pa., Balt. & O
Point Mills, W.Va., Balt. & O
Point Mills Junction, Mich., Copper Range
Point Mountain, Utah, San Ped. Los Ang. & S. Lk
Point of Pines, Mass., Bost. Revere B. & Lynn
Point of Rocks, Md., Baltimore & Ohio
Point of Rocks, Wyo., Un. Pac
Point Orient, Cal., Richmond Belt†
Point Phillip, Pa., Lehigh & New England
Point Pleasant, Mass., N.Y. New Hav. & Hart
Point Pleasant, N.J., Cent. of New Jersey (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Point Pleasant, W.Va., Baltimore & Ohio (a)
" Kanawha & Mich (a)
Also called K. & M. Junction on B. & O
Point P.B. & T.V.R.R. Jn., W.Va., Balt. & Ohio
Point Remove, Ark., St. Louis, Iron Mt. & So
Point Reyes, Cal., Northwestern Pacific
Point St. Charles, Que., Grand Trunk (a)
" Intercolonial (a)
Point San Pablo, Cal., Richmond Belt†
Point Sublime, Colo., Colo. Spgs. & G. R. Ck. Dist
Point Tunnel, N.C., Southern
Point Tupper, N.S., Cape Breton
" Intercolonial
Point Tupper Junction, N.S., Intercolonial (a)
" Inverness (a)
Point View, Pa., Penna
Pokagon, Mich., Mich. Cent
Pokegama, Ore., Klamath Lake
Pokegama, Wis., North. Pac
Pokemouche Junc., N.B., Caraquet (a)
" Gulf Shore (a)
Pokono, Mo., Frisco System
Poland, Ariz., Santa Fe, Presc. & Ph*
Poland, Ill., Wab. Ch. & West
Poland, Me., Maine Central
Poland, Md., Western Maryland
Poland, Sanilac Co., Mich., Pere Marquette
Poland, N.Y., N.Y. Cent. & Hud. Riv
Poland, N.D., Minn. St. P. & Slt. Ste. M
Poland Junction, Ariz., Santa Fe, Presc. & Ph*
Polands, Lake Co., Mich., Grand Rapids & Ind
Poland Spring, Me., Grand Trunk (a)
" Maine Central (b)(c)
(a) and (b) adjacent
(b) also called Danville Junc
(c) called Poland Springs Station
Called Danville Junction on G. T
Poland Springs Station, Me., Grand Trunk (a)
" Maine Central (b)(c)
(a) and (b) adjacent
(b) called both Poland Spring and Danville Junction
Called Danville Jn. on G. T
Polaski, Mich., Det. & Mack
Poley, Ala., Louisv. & Nashv
Polk, Ark., Gould Southwest
Polk, Neb., Union Pacific
Polk, O., Erie
Polk, Ore., South. Pacific
Polk, Pa., Lake Shore & Mich. So
Polk, Tenn., Illinois Central
Polk City, Ia., No. West. Line
Polk Junction, Ia., Ft. Dodge, Des M. & So
Polks, W.Va., Balt. & Ohio
Polkton, N.C., Seaboard Air Line
Pollard, Ala., Louisv. & Nash
Pollard, Ill., Coal Belt El†
Pollard, Kan., Frisco System
Pollard, Ky., Ches. & Ohio
Pollard, Ore., Southern Pacific
Pollard, Wash., Great North
Pollasky, Cal., South. Pacific
Pollock, La., St. L. I. Mt. & So
Pollock, Mo., Burl. Route
Pollock, Pa., Pitts. & L. Erie
Pollock, S.D., Minn. St. P. & Slt. Ste. M
Pollocks, Miss., Southern in Mississippi
Pollocksville, N.C., Atlantic Coast Line
Pollok, Tex., St. Louis S. W
Polly, N.M., El Paso & S.W. System
Polo, Ill., Burl. Route (a)
" Illinois Central (b)
(a) and (b) 1 mile apart
Polo, Mo., Chic. Mil. & St. P
Polock Hill, Mich., Manistee & North-east
Polotitlan, Mex., Mex. Cent
Polson, Okla., Missouri, Kan. & Tex
Poluco, Ark., Frisco System
Polvo, Tex., Gal. Har. & San Ant (a)
" Texas & Pacific (a)
Pomaria, S.C., Southern
Pomerene, O., Penna. Co
Pomeroy, Ia., Illinois Cent
Pomeroy, Kan., Mo. Pacific
Pomeroy, Mich., Chicago, Kal. & Sag
Pomeroy, O., Hocking Valley
Pomeroy, Pa., Pennsylvania
Pomeroy, Wash., Oregon RR. & Nav. Co
Pomfret, Ct., N.Y. N.H. & H
Pomfret, N.Y., N.Y. Chic. & St. Louis
Pomham, R.I., N.Y. N.H. & H
Pomoca, Mex., Nat. of Mex
Pomona, Cal., S. Ped. Los Ang. & S. L (a)
" Southern Pacific (b)
(a) and (b) 100 yards apart
Pomona, Fla., Atlantic Coast Line
Pomona, Ga., Central of Ga
Pomona, Ill., Mobile & Ohio
Pomona, Kan., Atch. Top. & Santa Fe (a)
" Missouri Pacific (b)
(a) and (b) ½ mile apart
Pomona, Mex., Nat. of Mex
Pomona, Manistee Co., Mich., Ann Arbor
Pomona, Mo., Frisco System
Pomona, N.J., Pennsylvania
Pomona, N.Y., N.J. & N.Y
Pomona, N.C., Southern
Pomona (Crockett Co.), Tenn., Louisville & Nashville
Pomona, Dickson Co., Tenn., Nash. Chat. & St. Louis
Pomona, Tex., St. Louis Southwest
Pomona Jn., Cal., So. Pacific
Pomona Road, Tenn., Tennessee Central
Pomp, Tenn., Louisville & Nashville
Pompano, Fla., Fla. E. Coast
Pompoonosuc, Vt., Bost. & M
Pompei, Mich., Grand Trunk
Pompey, Pa., Pennsylvania
Pompey's Pillar, Mont., Northern Pacific
Pompton, N.J., Erie (a)
" N.Y. Susque. & West (b)
(a) and (b) about ¾ mi. apart
Pompton Junction, N.J., Erie (a)
" N.Y. Susque. & West (a)
Pompton Plains, N.J., Erie
Pomquet, N.S., Intercolonial
Pomuch, Mex., United R Rs. of Yucatan
Ponca, Ark., Frisco System
Ponca, La., St. L. I. Mt. & So
Ponca, Mich., Chicago, Mil. & St. Paul
Ponca, Neb., North-Western Line
Ponca City, Okla., Atch. Top. & Santa Fe
Ponce de Leon, Fla., Louisville & Nashville
Ponce de Leon, Ga., South
Poncha Junction, Colo., Denver & Rio Grande
Poncha Pass, Colo., Denver & Rio Grande
Ponchatoula, La., Ill. Central
Poncitlan, Mex., Nat. of Mex
Pond, Cal., A.T. & S.F., Coast Lines*
Pond, Mo., Frisco System
Pond, Tenn., Louisville & Nashv (a)
" Nash. Chat & St. L (a)
Pond Creek, Ky., Lv. & Nash
Pond Creek, Okla., Chicago, Rock Isl. & Pac
Pond Creek, W.Va., Baltimore & Ohio
Pond Creek Junction, Pa., Central of New Jersey
Pond Eddy, Pa., Erie
Ponder, Tex., Gulf, Colo. & Santa Fe*
Ponderay, Idaho, North. Pac
Ponders, Ark., Frisco Sys
Pond Hill, Pa., Penna
Pond Lick, W.Va., West Va. Cent. & Pitts
Pond River, Ky., Kentucky Midland
Pondville, Mass., N.Y. New Hav. & Hart
Ponemah, Ill., At. T. & S. Fe
Ponemah, Manitoba, Canadian Pacific
Ponemah, N.H., Boston & Maine
Poneto, Ind., Ft. W. Cin. & Lv
Ponetta, Tex., Gulf, Colo. & Santa Fe*
Ponfeigh, Pa., Balt. & Ohio
Ponoka, Ala., Lv. & Nash
Ponoka, Alberta, Can. Pac
Pon Pon, S.C., Atlantic Coast Line
Ponta, Tex., Texas & New Orleans
Pontchartrain Junc., La., Louisville & Nashv (a)
" New Orl. Belt & Term (b)
Pontiac, Ill., Ch. & Alton (a)
" Illinois Central (b)
" Wabash (c)
Connect at Junction
Pontiac, Kan., Missouri Pac
Pontiac, Mich., Grand Trunk (a)(b)
(a) and (b) about ¾ mi. apart
Pontiac, Mont., Chic. Mil. & Puget Sd
Pontiac, O., Balt. & Ohio
Pontiac, R.I., N.Y. N.H. & H
Pontiac, Wash., North. Pac
Pontiac Junction, Ill., Wabash
Pontis, S.D., Chic. Mil. & P. Sd
Pontoosuc, Ill., Atch. Top. & Santa Fe
Pontotoc, Miss., New Orl. Mobile & Chic
Pontotoc Junction, Miss., New Orl. Mobile & Chic
Pont Rouge, Que., Can. Pac
Pontypool, Ont., Can. Pacific
Pony, Mont., North. Pacific
Poor, Ark., St. Louis South-west
Poole, Va., Norf. & West
Pooler, Ga., Cent. of Georgia
Pooles, La., La. Ry. & Nav. Co
Pooles, Va., Norfolk & Ocean View
Poole's Spur, Miss., Southern in Mississippi
Pool Rocks, W.Va., Morgantown & Kingw
Pools, N.C., Kinston & Snow Hill
Poolsbluff, La., New Orleans Great No
Poolville, N.Y., Del. L. & W
Poor Boy, Ga., Garbutt & Don. Short L
Poor Farm, Mich., Pere Marquette
Poor Farm, Mo., Frisco System
Poorhouse, Ind., Pere Marquette
Poor's Crossing, O., B. & O. S.W
Pope, Cal., Southern Pacific
Pope, Kan., Missouri Pacific
Pope, Ky., Ches. & Ohio
Pope, Manitoba, Grand Trunk Pacific
Pope, Miss., Illinois Cent
Pope, N.M., At. Top. & S. Fe
Pope, N.C., Raleigh & Charleston
Popejoy, Ia., Chicago, Rk. Isl. & Pac
Popes, Ill., Balt. & Ohio So. W
Pope's Creek, Md., Penna
Popes Ferry, Ga., Southern
Pope's Hill, Mass., N.Y. New Hav. & Hart
Popeville, Que., Maine Cent
Poping, Ark., St. L. Ir. Mt. & S
Popkess, Ariz., Santa Fe, Presc. & Ph*
Poplar, Ky., Ches. & Ohio
Poplar, Md., Balt. & Ohio
Poplar, Mont., Great North
Poplar, N.C., Car. Clinch. and Ohio
Poplar, W.Va., Balt. & Ohio
Poplar, Wis., Northern Pac
Poplar Bluff, Mo., Frisco System (a)
" Poplar Bluff & Dan R†
" St. L. Iron Mt. & So (b)
(a) and (b) ½ mile apart
Poplar City, Ill., Illinois Cent
Poplar Grove, Ark., Ark. Mid
Poplar Grove, Ill., North-Western Line
Poplar Grove, La., Opelousas, Gulf & N.E
Poplar Neck, Pa., Phila. & Reading
Poplar Point, Manitoba, Canadian Pacific
Poplar Ridge, Ark., Jonesb. Lk. City & East
Poplar Spring, Va., Chesapeake & Ohio
Poplarville, Miss., New Orl. & North-east
Poplin, Mo., St. L. Ir. Mt. & So
Popo Park, Mex., Interoceanic of Mex
Popple, Minn., Minneap. & Rainy River
Poppyfields, Cal., Pacific Electric
Poquonnock, Ct., N.Y. New Hav. & Hart
Port, Mich., Chic. Mil. & St. P
Porkey, Pa., Sheffield & Tionesta
Porphyry, Cal., A.T. & S.F., Coast Lines*
Port, Pa., Pennsylvania
Portage, Ill., Chicago Gt. West (a)
" Illinois Central (a)
Portage, Me., Bangor & Aroostook
Portage, Kalamazoo Co., Mich., Lake Shore & Mich. So
Portage, Mo., Missouri Pac
Portage, Mont., Great North
Portage, N.Y., Erie (a)
" Pennsylvania (b)
(a) and (b) 1 mile apart
Called Portageville on Pennsylvania
Portage, Portage Co., O., Wheeling & Lake Erie
Portage, Wood Co., O., Cin. Ham. & Day (a)
" Toledo & Ohio Cent (b)
(a) and (b) ½ mile apart
Portage, Pa., Pennsylvania
Portage, P. E. I., Pr. Edw. Isl
Portage, Utah, Oregon Short Line
Portage Wis., Chic. Mil. & St. Paul (a)
" Minn. St. P. & S. Ste. M (b)
(a) and (b) 1½ miles apart
Portage Curve, Ill., Burlington Route
Portage des Sioux, Mo., Burlington Route
Portage Junction, Manitoba, Canadian Northern
Portage Junction, Wis., Chicago, Mil. & St. Paul
Portage Lake, Mich., Grand Rapids & Ind
Portage La Prairie, Man., Canadian Northern (a)
" Canadian Pacific (b)
" Grand Trunk Pac (c)
" Great Northern (c)
(a) and (b) ½ mile apart
(a) and (c) 200 yards apart
(b) and (c) 200 yards apart
Portage Park, N.Y., Penna
Portage Road, Ont., Gd. Tk
Portageville, Mo., Frisco System
Portageville, N.Y., Erie (a)
" Pennsylvania (b)
(a) and (b) 1 mile apart
Called Portage on Erie
Portal } Assiniboia.
Portal } N.D., Canadian Pacific (a)
" Minn. St. P. & S. S. M (a)
Portal, Ill., Chic. Burl. & Quincy
Portal, Mont., Great North
Portal, Neb., Missouri Pac (a)
" Union Pacific (b)
(a) and (b) about 117 yards apart
Portales, N.M., Eastern of New Mex*
Port Allegany, Pa., Coudersp. & Port Al (a)
" Pennsylvania (a)

Port Allen, La., Texas & Pac
Port Arthur, Ga., Flint Riv. & Northeast
Port Arthur, Ont., Canadian Northern (a)
" Canadian Pacific (b)
(a) and (b) adjacent
Port Arthur, Tex., Port Arthur Route (a)
" Texas & N. Orleans (b)
(a) and (b) about ¼ mile apart
Port Arthur East, Ont., Canadian Pacific
Port Austin, Mich., Pere Marquette
Port-aux-Basques, N.F., Reid Newfoundland
Port Barnett, Pa., Pitts. Shawmut & North
Port Barre, La., Colo. So. New Orl. & P
" Morgan's La. & Tex (a)
" Opelousas, G. & N. E (b)
(a) and (b) 1 mile apart
Port Blanchard, Pa., Erie
Port Blanford, N.F., Reid Newfoundland
Port Bolivar, Tex., Gulf & Interstate of Tex
Port Bowkley, Pa., Leh. Val
Port Burwell, Ont., Canadian Pacific
Port Burwell Junc., Ont., Grand Trunk
Port Byron, Ill., Ch. M. & St. P
Port Byron, N.Y., N.Y. Cent. & Hud. R (a)
" West Shore (b)
(a) and (b) ¾ mile apart
Port Carbon, Pa., Phil. & Read
Port Chalmette, La., Louisiana South (a)
" New Orl. & No. East (a)
" New Orleans Term (a)
Called Chalmette on L. S
Port Chester, N.Y., N.Y. New Hav. & Hart
Port Clinton, O., Lake Shore & Mich. So
Port Clinton, Pa., Ph. & Read
Port Clyde, N.S., Halifax & Southwest
Port Colborne, Ont., Gd. Tk
Port Costa, Cal., South. Pac
Port Crane, N.Y., Delaware & Hudson
Port Credit, Ont., Canadian Pacific †
" Grand Trunk
Port Dalhousie, Ont., Grand Trunk (a)
" Niag. St. C. & Tor (El) (b)
(a) and (b) on opposite sides harbor
Port Daniel, Que., Atl. Quebec & West
Port Deposit, Md., Penna
Port Dover, Ont., Gd. Trunk
Port Edwards, Wis., Chic. Mil. & St. Paul (a)
" Minn. St. P. & S. Ste. M (c)
" North-Western Line (b)
(a) and (b) 300 yards apart
(a) and (c) about 800 yards apart
(b) and (c) 200 yards apart
Port Elgin, N.B., New Br. & Pr. Edw. Isl
Port Elgin, Ont., Gd. Trunk
Port Elizabeth, N.J., West Jersey & Seashore
Port Emma, N.D., Gt. North
Porter, Crawford Co., Ark., Frisco System
Porter, Colo., Rio Grande So
Porter, Del., Pennsylvania
Porter, Ill., Burl. Route
Porter, Ind., Elgin, Joliet & East (a)
" Lk. Shore & Mich. So (a)
" Michigan Central (b)
" Pere Marquette (c)
(a) and (b) 90 yards apart
Porter, Ky., Louisv. & Nashv
Porter, Minn., North-Western Line
Porter, Mo., St. L. I. Mt. & So
Porter, —— Co., N.C., Wash. & Vandemere
Porter, Stanly Co., N.C., Southern
Porter, Gallia Co., O., Hocking Valley
Porter, Sandusky Co., O., Wheeling & Lake Erie
Porter, Okla., Mo. Kan. & Tex
Porter, Va., Norf. & West
Porter, Wash., North. Pacific
Porter, Wyo., Colorado & Wyoming
Porterdale, Ga., Cent. of Ga
Porterfield, Ill., Toluca, Marq. & North
Porterfield, O., Balt. & O. S. W
Porterfield, Wis., Ch. M. & St. P
Porter Hill, Pa., Balt. & Ohio
Porter Road, N.B., St. Martins
Porters, Idaho, No. Pacific
" Oregon RR. & Nav. Co
Porter's, York Co., Pa., Western Maryland
Porter's, Tenn., Lv. & Nash
Porter's, Tex., Hous. E. & W. T
Porter's, W. Va., Coal & Coke
Porter's, Wis., Ch. Mil. & St. P
Porters Falls, W. Va., Baltimore & Ohio
Porter's Mills, Wis., Chicago, Mil. & St. Paul
Portersville, Pa., Western Allegheny
Porterville, DeKalb Co., Ala., Alabama Gt. Southern
Porterville, Cal., South. Pac
Porterville, Miss., Mobile & Ohio
Porterwood, W. Va., Western Maryland
Portevent, Miss., Queen & Cres. Route
Port Ewen, N.Y., West Shore
Port Gibson, Miss., Yazoo & Miss. Valley
Port Gilson, N.Y., West Shore
Port Griffith, Pa., Lehigh Val
Port Guichon, B.C., Gt. North
Port Hastings, N.S., Inverness
Port Hawkesbury, N.S., Inverness
Port Henry, N.Y., Delaware & Hudson (a)
" Lk. Champ. & Moriah (b)
(a) and (b) ½ mile apart
Port Hill, Idaho, Bedlington & Nelson (a)
" Kootenai Valley (a)
Port Hill, P.E.I., Prince Ed. Isl
Port Homer, O., Penna. Co
Port Hood, N.S., Inverness
Port Hope, Mich., Pere Marquette
Port Hope, Ont., Gd. Trunk
Port Huron, Mich., Grand Trunk (a)
" Pere Marquette (a) (b)
(a) and (b) 2 miles apart
(a) is called Port Huron Tunnel Station
Portia, Ark., Frisco System
Port Hudson, La., La. Ry. & Nav. Co
Port Indian, Pa., Penna
Portis, Kan., Missouri Pac
Port Ivory, N.Y., Staten Isl. Rapid Transit
Port Jefferson, N.Y., Long Isl
Port Jervis, N.Y. Erie (a)
" N.Y. Ont. & West (a)
Port Kells, B.C., Gt. North
Port Kennedy, Pa., Phila. & Reading
Port Kent, N.Y., Delaware & Hud (a)
" K. Aus. C. & L. C (El) (a)
Port Lambton, Ont., Pere Marquette
Portland, Ark., Mississippi Valley (a)
" St. Louis, I. Mt. & So (b)
(a) and (b) 200 yards apart
Portland, Fremont Co., Colo., Atch. Top. & Santa Fe
" Denver & Rio Grande
Portland, Teller Co., Colo., Florence & Crip. Ck (a)
" Midland Terminal (b)
(a) and (b) ½ mile apart
Portland, Ct., N.Y.N.H. & H
Portland, Ind., Cincin. Bluffton & Chic
" Grand Rapids & Ind (a)
" Lake Erie & West (b)
(a) and (b) about 50 rods apart
Portland, Ia., Chic. Mil. & St. P
Portland, Kan., Kansas South-western
Portland, Me., Boston & Maine (a) (b)
" Grand Trunk (c)
" Maine Central (a)
(a) and (b) 1 mile apart
(a) and (c) 2½ miles apart
(b) and (c) 1½ miles apart
Portland, Md., Wash. Balt. & Annap. El
Portland, Mich., Pere Marq
Portland, Mo., Mo. Kan. & Tex
Portland, N.Y., Lk. Sh. & Mich. So (a)
" N.Y. Chic. & St. L (b)
(a) and (b) about 330 yards apart
Portland, N.D., Great North
Portland, Ore., Astoria & Col. Riv (a)
" Northern Pacific (a)
" Oregon Electric
" Ore. RR. & Nav. Co (a)
" Portland Ry. L. & P. Co
" Southern Pacific (a)
" Spok. Port. & Seat (b)
(a) and (b) ½ mile apart
Portland, Pa., Bangor & Portland (a)
" Del. Lack. & West (a)
" Lehigh & New Eng †
Portland, S.D., Burlington Route (a)
" North-West. Line (b)
Portland, Tenn., Lv. & Nash
Portland, Tex., S. A. & A. P
Portland, Va., Ches. & Ohio
Portland, W. Va., Balt. & Ohio
P. & R. Junction, Vt., Rutland
Portland Junction, Colo., Colo. Spgs. & Cr. Ck. Dist
Portland Junction, Me., Boston & Maine (a)
" Grand Trunk (a)
Portland Junction, N.D., Great Northern
Portland Junction, S.D., North-Western Line
Portland Mills, Pa., Pitts. Shawmut & North
Portlandville, N.Y., Delaware & Hudson
Port Lavaca, Tex., Galv. Harrisb. & San Ant
Port Leyden, N.Y., N.Y. Cent. & Hud. Riv
Portlock, Ont., Canadian Pacific
Port Matilda, Pa., Penna
Port Mellon, B.C., Great Northern
Port Monmouth, N.J., Central of New Jersey
Port Moody, B.C., Can. Pac
Pt. Moody Road Sta., B.C., Great Northern
Port Morris, N.J., Delaware, Lack. & West
Port Morris, N.Y., N.Y. Cent. & Hud. Riv
" N.Y. New Hav. & Hart
Port Mouton, N.S., Halifax & Southwest
Port Murray, N.J., Del. L. & W
Port Neuf, Idaho, Oregon Short Line
Port Neuf, Que., Can. North. Que
" Canadian Pacific
Port Norfolk, Va., Atlantic Coast Line
Port Norris, N.J., Cent. of New Jersey (a)
" Pennsylvania (b)
(a) and (b) on opposite sides of river
Port Orange, Fla., Florida East Coast
Port Orange, N.Y., New York, Ont. & West
Porto Rico, B.C., Gt. North
Porto Rico, Mo., Missouri Pacific
Port Perry, Ont., Grand Tk
Port Perry, Pa., Pittsburgh & Lake Erie
" Union †
Port Perry Jn., Pa., Balt. & O
Port Providence, Pa., Penna
Port Reading, N.J., Philadelphia & Read †
Port Reading Junction, N.J., Lehigh Valley (a)
" Philadelphia & Read (b)
Port Republic, N.J., Atlantic City
Port Republic, Va., Norfolk & Western
Port Richmond, N.Y., Staten Island Rap. Tr
Port Robinson, Ont., Grand Trunk (a)
" Wabash (a)
Port Rowan, Ont., Gd. Trunk
Port Royal, Mo., St. L. Kan. City & Colo ‡
Port Royal, Juniata Co., Pa., Pennsylvania (a)
" Tuscarora Valley (b)
(a) and (b) 50 yards apart
Port Royal, Westmoreland Co., Pa., Pittsburgh & Lake Erie
Port Royal, S.C., Charleston & West. Car
Port San Luis, Cal., Pacific Coast
Port Saxon, N.S., Halifax & Southwest
Portsmouth, Ia., Ch. M. & St. P
Portsmouth, N.H., Boston & Maine
Portsmouth, O., Balt. & Ohio. So. W (a)
" Chesa. & Ohio □ (b)
" Norfolk & Western (c)
(a) and (b) 385 yards apart
(b) and (c) about 1¼ miles apart
□ By ferry
Portsmouth, R.I., N.Y. New Hav. & Hart
Portsmouth, Va., Chesapeake & Ohio □
" N.Y. Phila. & Norf (a)
" Seaboard Air Line (a)
□ By ferry
Portsmouth Junction, O., B. lt. & Ohio Southwest
Portsmouth Junction, Va., Atlantic Coast Line
Port Stanley, Ont., London & Port Stanley
Port Tampa, Fla., Atlantic Coast Line
Port Tampa City, Fla., Atlantic Coast Line
Port Tobacco, Md., Penna
Port Townsend, Wash., Port Townsend South
Port Union, O., Pitts. Cin. Chic. & St. L
Port Union, Ont., Gd. Trunk
Portville, N.Y., Pennsylvania (a)
" Pitts. Shawmut & No (b)
(a) and (b) about ¼ mi. apart
Port Wade, N.S., Halifax & Southwest
Port Washington, N.J., Del. Lack. & Western
Port Washington, N.Y., Long Island
Port Washington, O., Pitts. Cin. Chic. & St. L
Port Washington, Wis., North-Western Line
Portway, N.Y., Del. Lack. & West (a)
" Pitts. Shawmut & No (b)
(a) and (b) ¼ mile apart
Called Perkinsville on Pitts. Shawmut & No
Port William, O., Detroit, Tol. & Ironton
Port Williams, Kan., Missouri Pacific
Port Williams, N.S., Dominion Atlantic
Port Wing, Wis., Northern Pacific
Porum, Okla., Midland Valley
Porvenir, Mex., Nat. of Mex
Posen, Mich., Detroit & Mack
Posey, Ill., Southern
Posey, Ky., Illinois Cent
Poseyville, Posey Co., Ind., Evans. & Ter. Haute (a)
" Illinois Central (b)
(a) and (b) ½ mile apart
Poskin Lake, Wis., Minn. St. P. & Slt. Ste. M
Poso, Colo., Atch. Top. & S. Fe
Possum Glory, Pa., N.Y. Cent. & Hud. Riv (a)
" Pennsylvania (a)
Possum Glory Junction, Pa., N.Y. Cent. & Hud. Riv (a)
" Pennsylvania (a)
Post, Mont., North. Pac
Posta, Colo., Denv. & Rio Gr
Post Boy, O., Penna. Co
Post Creek, N.Y., N.Y. Cent. & Hud. Riv
Postelle, Ark., Ark. Midland
Post Falls, Idaho, Northern Pacific (a)
" Spok. & Inland Emp (b)
" Spokane International
(a) and (b) about 200 yards apart
Postigo, Mex., Interoceanic of Mexico
Post Mill, W. Va., Baltimore & Ohio
Post Oak, Mo., Mo. Kan. & Texas (a)
" St. L. K. C. & Colo ‡ (b)
Poston, Ala., Louisville & Nashville
Poston, O., Hocking Valley
Posttown, N.J., Wharton & Northern
Postville, Ia., Chicago, Mil. & St. P (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) 40 rods apart
Potam, Mex., West Coast Rte
Potomac Transfer, Va., Pennsylvania
Potash, La., New Orl. So
Potato, Ark., Frisco System
Potato River Junction, Wis., North Western Line
Potato Spur, Colo., Colo. Mid
Potean, Okla., Frisco System (a)
" Kansas City South (b)
(a) and (b) ½ mile apart
Potecasi, N.C., Seaboard Air Line
Poth, Tex., San Ant. & Aran. Pass
Potholes, Cal., So. Pac
Potlatch, Idaho, Wash. Idaho & Montana
Potomac, Ill., Illinois Cent
Potomac, Md., Balt. & O (a)
" Western Maryland (b)
(a) and (b) 700 yards apart
P. V. Junction, Md., West. Md
Potosi, Mo., St. L. I. Mt. & So
Potosi, Wis., Burl. Route
Potowomut, R.I., N.Y. New Hav. & Hart
Potrero, San Luis Potosi, Mex., National of Mexico
Potrero, Sonora, Mex., West Coast Route
Potrillo, N.M., El Paso & S. W. System
Potsdam, N.Y., N.Y. C. & H. R
Potsdam, N.D., Chicago, Mil. & St. Paul
Potter, Ala., Southern
Potter, Ia., Chic. Mil. & St. P
Potter, Kan., Atch. T. & S. F
Potter, Neb., Union Pacific
Potter, N.J., Lehigh Valley
Potter, O., Balt. & Ohio S. W
Potter, Okla., Chicago, Rk. Isl. & Pac
Potter, Wis., Minn. St. P. & Slt. Ste. M
Potter Brook, Pa., N.Y. Cent. & Hud. Riv
Potter Place, N.H., Bost. & Me
Potters, Ky., Ches. & Ohio
Pottersburg, O., Erie
Pottersburg, Ont., Gd. Trunk
Potters Mills, Pa., N.Y. Cent. & Hud. Riv
" Pennsylvania
Potter's Siding, N.J., Lehigh Valley
Pottersville, N.J., New Jersey & Penna
Potterville, Mich., Gd. Trunk
Pottomomoi, Va., Ches. & O
Potton Springs, Que., Orford Mountain
Potts, Mo., Frisco System
Potts, Pa., Pennsylvania (a)
" Phila. & Reading (b)
(a) and (b) 100 yards apart
Pottsboro, Tex., Mo. Kan. & T
Pott's Camp, Miss., Frisco Sys
Pottsgrove, Pa., Phila. & Read
Potts Run, Pa., N.Y. Cent. & Hud. Riv
Pottstown, Ill., Burl. Route
Pottstown, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) about ½ mi. apart
Pottsville, Ark., Prescott & No. West
Pottsville, Idaho, North. Pac
Pottsville, Pa., Lehigh Valley (a) (b)
" Pennsylvania (b)
" People's (d)
" Phila. & Reading (c)
(b) and (c) about 500 ft. apart
(b) and (d) ¾ mile apart
(c) and (d) ¾ mile apart
Pottsville Junction, Pa., Pennsylvania
" Phila. & Reading
Potwin, Kan., Mo. Pacific
Poufette, La., Morgan's La. & Texas
Poughkeepsie, N.Y., Central New Eng (a) (c)
" N.Y. Cent. & Hud. R (b)
" N.Y. N.H. & Hart (a)
" West Shore (d)
(a) and (b) about 1 mi. apart
(b) and (c) about 1½ mls. apart
(d) by ferry from Highland
P. & E. Junction, N.Y., Central New England
Poughkeepsie Junc., N.Y., Central New Eng (a)
" N.Y. N.H. & Hart (a)
Poughquag, N.Y., N.Y. New Hav. & Hart
Poulan, Ga., Atl. Coast Line
Poulin, Ont., Can. Pacific
Poultney, Vt., Del. & Hudson
Pouncey Ala., Southern
Pound, Wis., Chic. Mil. & St. P
Pounding Mill, Va., Norfolk & Western
Poupore, B.C., Can. Pacific
Poupore, Que., Can. Pacific
Poverty Flats, O., Cincin. Ham. & Dayton
Powassan, Ont., Gd. Trunk
Powderly, Ala., Alabama Gt. Southern
Powderly, Ky., Illinois Cent
Powderly, Tex., Frisco Sys
Powder River, Wyo., North-Western Line
Powder Springs, Ga., Seaboard Air Line (a)
" Southern (b)
(a) and (b) about ¾ mi. apart
Powder Springs, Tenn., Southern
Powder Works, Cal., So. Pac
Powe, Mo., Frisco System

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Powell, Ariz.,
A.T.&S.F.,Coast Lines*
Powell,Craighead Co., Ark.,
St.L. Iron Mt. & So (a)
" St.Louis South-west(b)
Powell, Colo., Union Pacific
Powell, Fla.,Tampa North
Powell, Pike Co., Ga.,
Central of Georgia
Powell, Idaho,
Oregon Short Line
Powell, La.,
Morgan's La. & Texas
Powell, Manitoba,
Canadian Northern
Powell, Mich., Marq. & S.E
Powell, Miss.,
Yazoo & Miss. Valley
Powell, Mo.,
Kansas City Southern
Powell, O., Hocking Valley
Powell, Pa., Susq. & New York
Powell, Knox Co., Tenn.,
Southern
Powell, Lawrence Co., Tenn.,
Louisville & Nashville
Powell, Tex., St. Louis S. W
Powell Wis., No. West. Line
Powell, Wyo., Burl. Route
Powell Creek, W.Va.,
Chesapeake & Ohio
Powell's, Fla., Atl. Coast Line
Powells, Ga., Ga. & Fla
Powells, La.,
Yazoo & Miss. Valley
Powell's, Neb., St. Jos. & G. I
Powell's, S.C., Southern
Powells, Wise Co., Va.,
Virginia & South-west
Powells, W. Va., Balt. & Ohio
Powell's Spur, Colo.,
Union Pacific
Powell's Valley Road, Ore.,
Portland Ry. L. & P. Co
Powellsville, N.C.,
Wellington & Powellsv
Powellton, W. Va.,
Chesapeake & Ohio
Powelton, Pa., Penna
Powelton Ave. (Phila.), Pa.,
Pennsylvania
Power, Mont.,
Great Northern
Power Camp, Colo.,
Denver, Boulder & West
Power House O., Cin. & M. V
Powerless, Ark.,
St. Louis, Iron Mt. & So
Powers, Ala.,
Alabama Gt. Southern
Powers, Ark., Frisco System
Powers, Ind.,
Pitts. Cin. Chic. & St. L
Powers, Mich.,
North-Western Line
Powers, N.C., Va. & Car. So
Powers, O.,
Toledo & Western (El)
Powers, Okla.,
Chicago, Rk. Isl. & Pac
Powers, Tenn.,
Louisville & Nashville
Powers, Tex.,
Mo. Kans. & Texas
Power's Run, Pa., Penna
Powersville, Ga.,
Central of Georgia
Powersville, Mo.,
Chicago, Mil. & St. Paul
Powhatan, La.,
Texas & Pacific
Powhatan, N. C., Southern
Powhatan, O., Penna. Co
Powhatan, Va.,
Tidewater & Western
Powhatan,
McDowell Co., W. Va.,
Norfolk & Western
Powhatan,
Marshall Co., W. Va.,
Baltimore & Ohio
Powhattan, Kan.,
Chicago, Rk. Isl. & Pac
Pownal, Me., Grand Trunk
Pownal, Vt., Boston & Maine
Powwow River, N.H.,
Boston & Maine
Powy's, Pa., Pennsylvania
Poxila, Mex.,
United R.Rs. of Yucatan
Poydras, La.,
Louisiana Southern
Poydras Junction,
Jefferson Parish, La.,
Illinois Central (a)
" Yazoo & Miss. Val (a)
Poyen, Ark., Chic. R. I. & Pac
Poynette, Wis., Ch. M. & St. P
Poynor, Tex.,
Texas & New Orleans
Poyntelle, Pa., N.Y. Ont. & W
Poza, Sonora, Mex.,
West Coast Route
Pozo, San Luis Potosi, Mex.,
Mexican Central
Pozo del Carmen, Coahuila,
Mex., Mexican Inter
Pozole, Mex., West Coast Rte
Pozos, Mex., Nat. of Mexico
Poruelos, Mex.,
Mexican International

Prado, Cal.,
A.T.& S.F., Coast Lines*
Prague, Neb., Burl. Route
Prairie, O.,
Detroit, Tol. & Ironton
Prague, Okla.,
Fort Smith & Western
Prairie, Ariz.,
Santa Fe, Pres. & Ph*
Prairie, Fla., Fla. East Coast
Prairie, Miss., Mobile & Ohio
Prairie, Wash.,
Seattle & International
Prairieburg, Ia.,
Chic. Anamosa & North
Prairie Center, Ark.,
Chicago, Rk. Isl. & Pac
Prairie City, Ill., Burl. Route
Prairie City, Ind., Ev. & Ind
Prairie City, Ia.,
Chicago, Rk. Isl. & Pac
Prairie Creek (1),
Sebastian Co., Ark.,
Frisco System
Prairie Creek (2),
Sebastian Co., Ark.,
Midland Valley
Prairie Creek, Ill.,
Chicago & Alton
Prairie Depot, O.,
Toledo & Ohio Central
Prairie du Chien, Wis.,
Burlington Route (a)
" Chic. Mil. & St. Paul (b)
(a) and (b) 1 mile apart
Prairie du Rocher, Ill.,
St. L. Iron Mt. & So (a)
" St. Louis South-west (a)
Prairie du Sac, Wis.,
Chicago, Mil. & St. Paul
Prairie Grove, Ark.,
Frisco System
Prairie Hall, Ill., Vandalia
Prairie Home, Neb.,
Chicago, Rock Isl. & Pac
Prairie Junction, Fla.,
Atlantic Coast Line
Prairie Lick, Mo.,
Missouri, Kan. & Texas
Prairie River, Saskatchewan,
Canadian Northern
Prairie Siding, Mich.,
Detroit Southern
Prairie Siding, Ont.,
Grand Trunk (a)
" Wabash (a)
Prairie View, Lake Co., Ill.,
Minn. St. P. & Slt. Ste. M
Prairie View, Kan.,
Chicago, Rock Isl. & Pac
Prairie View, Tex.,
Houston & Texas Cent
Prallsville, N.J., Penna
Pratt, Ark., St. Louis S. W
Pratt, Kan.,
Atch. Top. & S. Fe (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about ¼ mi. apart
Pratt, La.,
Louisiana & Northwest
Pratt, Manitoba, Can. North
Pratt, Minn., Chic. Mil. & St. P
Pratt, N.H., Boston & Maine
Pratt, N.M.,
El Paso & S. W. System
Pratt, Wyo., Burl. Route
Pratt City, Ala.,
Birmingham South †
" Frisco System
" Illinois Central
" Louisville & Nashv †
Pratt Junction, Wis.,
North Western Line
Pratt Lake, Mich.,
Pere Marquette
Pratton, Cal., South. Pacific
Pratts, Ala., Central of Ga
Pratts, Mich.,
Michigan Central
Pratt's, N.Y., N.Y. Ont. & W
Pratt's, O., Northern Ohio
Prattsburgh, N.Y.,
Kanona & Prattsburgh
Pratt's Junc., Mass.,
N.Y. New Hav. & Hart
Pratts Mills, N.Y.,
N.Y. New Hav. & Hart
Prattville, Ala.,
Louisville & Nashv (a)
" Mobile & Ohio (b)
(a) and (b) about ½ mi. apart
Prattville, Mich., Chi. North
Prattville Junc., Ala.,
Louisville & Nashville
Pratum, Ore., South. Pacific
Pray, Wis., Gr. Bay & West
Preacher, Va., Interstate
Preble, Ind., Erie
Preble, Nev., South. Pacific
Preble, N.Y., Del. Lack. & W
Preciado, Ariz.,
Twin Buttes
Precinct, Mass.,
N.Y. New Hav. & Hart
Predmore, Minn.,
Chicago Great Western
Pre-emption, Ill.,
Chicago, Rk. Isl. & Pac
Pre-emption, N.Y.,
Lehigh Valley

Pregnall's, S.C.,
Atlantic Coast Line (a)
" Southern (a)
Premont, Tex.,
San Ant. & Aran. Pass
Prenda, Cal.,
A.T.& S.F., Coast Lines*
Prendergast, Ky., Ches. & O
Prendergast, W.Va.,
Norfolk & Western
Prentice, Ala.,
Louisville & Nashville
Prentice, Ill., Chic. & Alton
Prentice, Pa., Pennsylvania
Prentice, Wis.,
M. St. P. & S. S. M (a) (b)
(a) and (b) about ¾ mile apart
Prentice Junction, Wis.,
Minn. St. P. & Slt. Ste. M
Prentiss, Ga., Southern
Prentiss, Miss.,
Mississippi Central
Prentiss, N.C., Tallulah Falls
Prentiss, O.,
Detroit, Tol. & Ironton
Preparation, Ia.,
North-Western Line
Presa, Mex., Nat. of Mexico
Presbyter, Fla., Fla. Cent †
Prescott, Ala., Southern
Prescott, Ariz.,
Santa Fe, Pres. & Ph*
Prescott, Ark.,
Prescott & No. West (a)
" St. L. Iron Mt. & So (b)
(a) and (b) ¼ mile apart
Prescott, Cal.,
San Juan Pacific
Prescott, Ia., Burl. Route
Prescott, Kan., Frisco System
Prescott, Mass., Bost. & Me
Prescott, Mich., Det. & Mack
Prescott, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
Connect at Junction
Prescott, Lebanon Co., Pa.,
Philadelphia & Reading
Prescott, Pierce Co., Wash.,
Northern Pacific
Prescott,
Walla Walla Co., Wash.,
Oregon RR. & Nav. Co
Prescott, Wis., Burl. Route
P. & E. Junction, Ariz.,
Santa Fe, Pres. & Ph*
Prescott Road, Wis.,
North Western Line
Prescy, Mich., Pere Marq
Presho, N.Y., N.Y.C. & H.R
Presho, S.D.,
Chic. Mil. & St. Paul
President, Pa., Penna
Presidio, Durango, Mex.,
Mexican International
Presidio, Vera Cruz, Mex.,
Veracruz & Isthmus
Presque Isle, Me.,
Bangor & Aroostook (a)
" Canadian Pacific (b)
(a) and (b) ¼ mile apart
Presque Isle, Mich.,
Lake Sup. & Ishpeming
Press, Tex.,
Houston, E. & W. Texas
Presston, Pa.,
Pitts. A. & McK. Rocks †
Prest, Wis., Wis. & Mich
Presto, Pa.,
Pitts. Char. & Yough
Preston, Ark.,
St. L. Iron Mt. & South
Preston, Cal., No. West. Pac
Preston, Ga.,
Seaboard Air Line
Preston, Idaho,
Oregon Short Line
Preston, Ind.,
Southern Indiana
Preston, Ia., Chic. Mil. & St. P
Preston, Kan.,
Chic. Rk. Isl. & Pac (a)
" Missouri Pacific (b)
(a) and (b) about 300 yards apart
Preston, Ky., Ches. & Ohio
Preston, La.,
Houst. & Shreveport
Preston, Md.,
Balt. Ches. & Atlantic
Preston, Minn., Ch. Mil. & St. P
Preston, Neb., Burl. Route
Preston, N.M.,
St. L. Rocky Mtn. & Pac
Preston, N.D., Great North
Preston, Ont.,
Galt, Preston & Hesp (a)
" Grand Trunk (b)
(a) and (b) about 1 mile apart
Preston, Pa., Pennsylvania
Preston, Va., Dan. & Western
Preston, Wash., North. Pac
Preston, W. Va., Norf. & West
Preston, Wis., No. West. Line
Prestonia, Ky., Southern
Preston Junction, Ont.,
Galt, Preston & Hesp
Preston Junction, Pa.,
Philadelphia & Reading

Preston Park, Pa.,
N.Y. Ontario & West
Prestonsburg, Ky.,
Chesapeake & Ohio
Prestridge, La.,
St. Louis, Iron Mt. & So
Prestridge, Tex.,
St. Louis South-west (a)
" Shreve. Hous. & Gulf (a)
Prestwick, Ala., Southern
Pretil, Mex., Nat. of Mexico
Pretoria, Ga.,
Savannah & Statesboro
Prettyman, Mo.,
Mo. Kans. & Texas
Pretty Prairie, Kan.,
Atch. Top. & Santa Fe
Prevost, La.,
Franklin & Abbeville
Prevost, S.C., Southern
Prewitt, Ky.,
Chesapeake & Ohio
Priam, Minn., Great North
Price, Dekalb Co., Ala.,
Alabama Gt. Southern
Price, Ariz.,
Phœnix & Eastern
Price, Ark., Chic. R. I. & Pac
Price, Kan., St. J. & Gd. Island
Price, Baltimore Co., Md.,
Pennsylvania
Price, Queen Anne Co., Md.,
Pennsylvania
Price, N.C., Norfolk & West
Price, Pa., Baltimore & Ohio
Price, Tenn., N. Chat. & St. L
Price, Utah, Denv. & Rio G
Price, Va., Virginian
Price, Wis., North-West. Line
Priceboro, Ore., South. Pac
Priceburg, Pa.,
Del. Lackaw. & West †
Price Hill, W. Va., White Oak
Price Hill Junction, W. Va.,
Chesapeake & Ohio
Price Junction, Ill.,
Toluca, Marq. & North
Prices, Calhoun Co., Ala.,
Seaboard Air Line
Prices, Ky., Louisv. & Nash
Prices, N.B., Salisb. & Harv
Price's, Tex., Int. & Gt. North
Prices, Wash.,
Tacoma Eastern
Prices Bluff, Va., Ches. & O
Price's Station, Ark.,
Choctaw, Okla. & Gulf
Priceville, Ont.,
Canadian Pacific
Prichard, Miss.,
Yazoo & Miss. Valley
Prichard, W. Va.,
Norfolk & Western
Prichards, Ala.,
Mobile & Ohio
Prichett, Ga., Georgia North
Prickley Pear Junc., Mont.,
Great Northern (a)
" Northern Pacific (b)
(a) and (b) about ¾ mi. apart
Called Easton on G. N
Priddy, Miss.,
Yazoo & Miss. Valley
Pride, Ala., Southern
Pride, Ky., Louisv. & Nash
Pride, O., Norf. & West
Pride, S.C.,
Seaboard Air Line (a)
" Union & Glenn Spgs (a)
Pride's, Mass., Bost. & Maine
Pridgen, Ga., Ga. & Fla
Pridgens, Fla., Atl. Coast L
Priest River, Idaho,
Great Northern
Prieta, Ariz.,
Santa Fe, Presc. & Ph*
Prietas, Mex.,
Torres & Prietas
Prieto, Mex., Nat. of Mexico
Prilliman, Va.,
Norfolk & Western
Prim, Tex., Mo. Kan. & Tex
Primeau, Que.,
N.Y. Cent. & Hud. River
Primero, Colo.,
Colorado & Wyoming
Primero Junction, Wyo.,
Colorado & Wyoming
Primero, Ky., Louisv. & Nash
Primghar, Ia., Illinois Cent
Primos, Delaware Co., Pa.,
Pennsylvania
Primrose, Colo.,
Colorado & Southern
Primrose, Ga., Central of Ga
Primrose, Md., Penna
Primrose, Mont.,
Chic. Mil. & Puget Sd
Primrose, Neb., Union Pac
Primrose, Schuylkill Co., Pa.,
Pennsylvania
Primrose,
Washington Co., Pa.,
Pitts. Cin. Chic. & St. L
Primrose, R.I., N.Y, N.H. & H
Primrose, Tex., Frisco Sys
Primus, Mass., Boston & Me
Prince, W. Va., Ches. & Ohio
Prince Albert, Ont., Gd. Tk
Prince Albert, Saskatch.,
Canadian Northern

Princedale, Ark.,
St. Louis, Iron Mt. & So
Prince of Wales, N.B.,
New Brunswick South
Princeport Road, N.S.,
Dominion Atlantic
Princess, Ky., Ches. & Ohio
Princess Anne, Md.,
N.Y. Phila. & Norfolk
Princess Ann C.H., Va.,
Norfolk & Southern
Princess Bay, N.Y.,
Staten Island Rap. Tr
Princeton, Colo., Colo. Mid
Princeton, Fla.,
Florida East Coast
Princeton, Idaho,
Wash. Idaho & Mont
Princeton, Ill., Burl. Route
Princeton, Ind.,
Ev. & Terre Haute (a)
" Southern (b)
(a) and (b) about ¾ mi. apart
Princeton, Ia., Burl. Rte (a)
" Chic. Mil. & St. Paul (a)
" Dav. Rk. Isl. & No. W (a)
" Iowa & Illinois (El) (b)
(a) and (b) ½ mile apart
Princeton, Kan.,
Atch. Top. & Santa Fe
Princeton, Ky., Illinois Cent
Princeton, Me., Wash. Co
Princeton, Mass., Bost. & Me
Princeton, Mich., Munising
Princeton, Minn., Great No
Princeton, Mo., Ch. Rk. I. & P
Princeton, Neb., Union Pac
Princeton, N.J., Penna
Princeton, N.C., Southern
Princeton, Ont., Gd. Trunk
Princeton, Pa., West. Alleg
Princeton, Tex.,
Missouri, Kan. & Texas
Princeton, W. Va., Virginian
Princeton, Wis.,
North-Western Line
Princeton Junction, Ind.,
Evansv. & Terre Haute
Princeton Junc., N.J., Penna
Princeton Junction, Tenn.,
Louisville & Nashville
Princeville, Ill.,
At. Top. & Santa Fe (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) 3-5 mile apart
Prince William, N.B.,
Canadian Pacific
Principio, Md., Penna
Pring, Colo., At. Top. & S. Fe
Pringle, Fla., Louisv. & Nash
Pringle, Ont., Canadian Pac
Pringle, S.D., Burl. Route
Prior, Ga., Southern
Prior Lake, Minn.,
Chicago, Mil. & St. Paul
Priscilla, Ill., Chic. Ind. & So
Pritchard, Idaho,
Idaho Northern RR
Pritchard, O.,
Lk. E. Alliance & Wheel
Pritchard, Pa., N.Y. C. & H.R
Pritchards, Fla., Fla. E. Coast
Pritchett, Tex., St. L. So. W
Privateer, S.C., Atl. Coast L
Privetts, S.C., Atl. Coast Line
Proberta, Cal., South. Pac
Probsts Mills, Pa., Penna
Procter, B.C., Can. Pacific
Proctor, Crittenden Co., Ark.,
Chicago, Rk. Isl. & Pac
Proctor, Cal., Southern Pac
Proctor, Colo., Union Pacific
Proctor, Fla., Atl. Coast Line
Proctor, Ill., Wabash
Proctor, Minn.,
Dul. Missabe & North
Proctor, Okla., Frisco System
Proctor, Tex., Frisco System
Proctor, Vt.,
Clarendon & Pittsford †
" Rutland
Proctor, W. Va.,
Baltimore & Ohio
Proctor's, Cal., South. Pacific
Proctor's, Mass., Bost. & Me
Proctor's Cave, Ky.,
Mammoth Cave
Proctorsville, Vt., Rutland
Proctorville, N.C.,
Raleigh & Charleston
Proffers, Mo., Frisco System
Profitt, Va., Southern
Profile Falls, N.H.,
Boston & Maine
Profile Golf Links, N.H.,
Boston & Maine
Profile House, N.H.,
Boston & Maine
Progreso, Mex.,
United R.Rs. of Yucatan
Progress, Wis., C. M. & St. P
Progressive, Miss.,
Mob. Jack. & Kan. City
Progresso, N.M.,
New Mexico Central
Prohibition Park, N.Y.,
Staten Isl. Rapid Tr

Project, Mich.,
Boyne City, Gay. & Alp
Prole, Ia., Burlington Route
Promise City, Ia., Burl. Route
Promised Land, La.,
Louisiana Southern
Promised Land, S.C.,
Charleston & West Car
Promontory, Utah, So. Pac
Promontory Point, Utah,
Southern Pacific
Prompton, Pa., Del. & Hud
Pronto, Ala., Atl. Coast Line
Prophetstown, Ill.,
Burlington Route
Propst Mill, Ala., Southern
Prosise, Tenn.,
Louisville & Nashville
Prospect, Ala., North. Ala
Prospect, Colo.,
Crystal Riv. & San Juan
Prospect, Ct., N.Y. N.H. & H
Prospect, Champ'gn Co., Ill.,
Illinois Central
Prospect, Kan.,
Kan. City, Mex. & Orient
Prospect, Ky.,
Louisville & Nashville†
Prospect, La.,
Yazoo & Miss. Valley
Prospect, Me.,
Bangor & Aroostook
Prospect, N.J., Penna
Prospect,
Chautauqua Co., N.Y.,
Pennsylvania
Prospect, Oneida Co., N.Y.,
N.Y. Cent. & Hud. Riv
Prospect, O., Hocking Valley
Prospect, Tenn., Lv. & Nash
Prospect, Va., Norfolk & W
Prospect Heights, N.Y.,
Albany Southern (El)
Prospect Hill, Mass.,
Boston & Maine
Prospect Hill, Mo.,
Burlington Route
Prospect Junction, N.Y.,
N.Y. Cent. & Hud. Riv
Prospect Park, Ont., Oshawa
Also called North Oshawa
Prospect Plains, N.J., Penna
Prospect Rock, Pa.,
Central of New Jersey
Prosper, Minn.,
Chicago, Mil. & St. Paul
Prosper, Tex., Frisco System
Prosperity, Ark.,
Dardanelle, Ola & So
Prosperity, Mo., Mo. Pac
Prosperity, S.C.,
Col. Newb. & Laur (a)
" Southern (b)
(a) *and* (b) ¼ *mile apart*
Prosperity Branch, Mo.,
Frisco System
Prosser, Neb., Mo. Pacific
Prosser, N.Y.,
Pitts. Shawmut & North
Prosser, Wash., North. Pac
Prosser Creek, Cal., So. Pac
Prossers, Ind., B. & O. S. W
Protection, Kan.,
Atch. Top. & Santa Fe
Protection, N.Y., Penna
Protestory, Pa., Penna
Proton, Ont., Can. Pacific
Proulx, Que., Can. Pacific
Proulxville, Que.,
Can. North. Quebec
Prout, O., Baltimore & Ohio
Prouty, Ill.,
Chicago & Alton
Provemont, Mich.,
Manistee & North-east
Provencal, La., Texas & Pac
Provence, Okla.,
Chic. Rk. Isl. & Pac (a
" Frisco System (a)
Providence, Ariz.,
Santa Fe, Presc. & Ph
Providence, Ky., Ill. Cent (a)
" Louisville & Nashv (b)
(a) *and* (b) *about* ¼ *ml. apart*
Providence, Boone Co., Mo.,
Missouri, Kansas & Tex
Providence,
Dunklin Co., Mo.,
Frisco System
Providence, N.C., Southern
Providence, Pa.,
Delaware & Hud (a)
" N.Y. Ontario & W (b)
Providence, R.I.,
N.Y. New Hav. & Hart
" *Union Station* (a)
" *Fox Point (wharf)* (b)
(a) *and* (b) *about* 1 *mile apart*
Providence, Tex.,
Hearne & Brazos Val
Providence, Wash., No. Pac
Providence Forge, Va.,
Chesapeake & Ohio
Providence Junction, Va.,
Norfolk & Southern
Providence Mill, Md.,
Baltimore & Ohio
Providencia, Guanajuato,
Mex., National of Mex
Providencia, Jalisco, Mex.,
National of Mexico
Province Line, Vt., Cent. Vt
Provincetown, Mass.,
N.Y. New Hav. & Hart
Provision, Mo., Frisco System
Proviso, Ill.,
Indiana Harbor Belt†
" North-Western Line
Provo, Ark., De Queen & East
Provo, Ga., Cent. of Georgia
Provo, S.D., Burl. Route
Provo, Utah,
Denver & Rio G (a)
" *San Ped. Los A. & S. Lk (b)
(a) *and* (b) *adjacent*
Provost, Pa., Balt. & Ohio
Prowers Colo., Atch. T. & S. Fe
Pruden, Tenn.,
Louisville & Nashv (a)
" Southern (a)
Prudence, W. Va., Ches. & O
Prue, Okla., Mo. Kans. & Tex
Pruitton, Ala., Lv. & Nash
Pryor, Colo., Den. & Rio Gr
Pryor, N.M., Denver & Rio Gr
Pryor, Mont., Burl. Route
Pryor, O., Wheeling & Lk. Erie
Pryor Creek, Okla.,
Missouri, Kan. & Texas
Pryor's, Ky., Illinois Central
Psalmonds, Ga.
Seaboard Air Line
Pubnico, N.S.,
Halifax & Southwest
Puce, Ont., Grand Trunk (a)
" Wabash (a)
Puckerty, Pa., Peunsylvania
Puckett's Mill, Ky.,
Louisville & Nashville
Pucks Mills, W. Va.,
Chesapeake & Ohio
Puder, Ill., Chicago South†
Pudgeon, Ga.,
Douglas, Augusta & G
Puebla, Mex.,
Interoceanic of Mex (a)
" Mexican (b)
" Mexican Southern (c)
(a) *and* (b) 300 *yards apart*
(a) *and* (c) 300 *yards apart*
Pueblo, Colo.,
Atch. Top. & S. Fe (a)
" Chic. Rk. Isl. & Pac (a)
" Colorado & South (a)
" Denv. & Rio Grande (a)
" Missouri Pacific (a)
Pueblo, Tex., Texas Central
Pueblo Junction, Colo.,
Atch. Top. & Santa Fe
Pueblo Nuevo, Mex.,
Pan-American
Puente, Cal., South. Pacific
Puente, Mex.,
Can. Yaqui Riv. & Pac
Puente de Ixtla, Mex.,
Interoceanic of Mex (a)
" National of Mexico (b)
(a) *and* (b) 100 *yards apart*
Puente Moreno, Mex.,
Veracruz
Puerta, Mex., Nat. of Mex
Puerto, Sonora, Mex.,
West Coast Route
Puerto de Justo, Mex.,
Parral & Durango
Puerto Mexico, Mex.,
Tehuantepec National
Called also Coatzacoalcos
Puerto Zuelo, Mex.,
West Coast Route
Pugh, N.C., Southern
Pugh, Smyth Co., Va.,
Marion & Rye Valley
Pughs, Norfolk Co., Va.,
Atlantic Coast Line
Pugwash, N.S., Intercolonial
Pugwash Junction, N.S.,
Intercolonial
Pukwana, S.D., C. M. & St. P
Pulaski, Ark.,
Chicago, Rk Isl. & Pac
Pulaski, Ga., Central of Ga
Pulaski, Ill., Illinois Central
Pulaski, Ia., Burl. Route
Pulaski, Ky.,
Cin. New Orl. & Tex. Pac
Pulaski, N.Y. N.Y.C. & H. R
Pulaski, O., Cin. Northern
Pulaski, Pa., Erie (a)
" Pennsylvania Co (b)
(a) *and* (b) *about* ¾ *ml. apart*
Pulaski, Tenn., Lv. & Nash
Pulaski, Va., Norf. & West
Pulaski, Wis.,
North-Western Line
Pullen, Miss.,
Yazoo & Miss. Valley
Pullen, Pa.,
Quakertown & East
Pulleydale, Pa.,
Pitts. Chart. & Yough
Pulliam, Colo., Gt. Western
Pullman, Ark., Kan. City So
Pullman, Colo.,
Chic. Rk. Isl. & Pac (a)
" Union Pacific (a)
Called Jersey on C. R. I. & P
Pullman, Ill., Illinois Cent
See also Pullman Junction
Pullman, Mich., Pere Marq
Pullman, Tex.,
Fort Worth & Den. C
Pullman, Wash.,
Northern Pacific (a)
" Ore. RR. & Nav. Co (b)
(a) *and* (b) *about* ¼ *ml. apart*
Pullman Avenue, Minn.,
Burlington Route
Pullman Junction, Ill.,
Belt of Chicago (a)
" Chic. & West. Ind (a)
" Chic. Rock Isl. & Pac
" N.Y. Chic. & St. Louis
Pullman Junction, Wash.,
Northern Pacific
Pulp. Ore., Southern Pacific
Pultney, Colo., Mo. Pacific
Pultney, O.,
Pitts. Cin. Chic. & St. L
Pulver's, N.Y., Boston & Alb
Pumice, Utah,
San Ped. Los Ang. & S. Lk
Pumphrey, Md.,
Maryland Electric (a)
" Wash. Balt. & A. El (b)
(a) *and* (b) *adjacent*
Pumpkin Hill, Vt.,
St. Johns. & Lake Cham
Pumpville, Tex.,
Galv. Har. & San Ant
Pungo, Va., Norfolk & South
Punnichy, Sask.,
Grand Trunk Pacific
Punta. Mex. Nat. of Mex
Punta Gorda, Fla.,
Atlantic Coast Line
Punxsutawney, Pa.,
Buff. Roch. & Pitts (a)
" Pennsylvania (b)
(a) *and* (b) *about* ¼ *ml. apart*
Puposky, Minn.,
Minn. Red Lake & Man
Purcell, Ark.,
Kansas City Southern
Purcell, Ind., Ev. & Terre H
Purcell, Kan.,
Chicago, Rk. Isl. & Pac
Purcell, Mo., Missouri Pac
Purcell, Okla.,
Atch. Top. & S. Fe (a)
" Gulf, Colo. & S. Fe* (a)
" Oklahoma Central (b)
(a) *and* (b) *about* 1 *mile apart*
Purcell, Va., Va. & So. West
Purceliville, Va., Southern
Purchase Line, Pa.,
N.Y. Cent. & Hud. R (a)
" Pennsylvania (a)
Purdin, Linn Co., Mo.,
Burlington Route
Purdon, Pulaski Co., Mo.,
Frisco System
Purdon, Tex., St. Louis S. W
Purdy,
San Bernardino Co., Cal.,
A. T. & S. F., Coast Lines*
Purdy, Sierra Co., Cal.,
Nevada-California-Ore
Purdy, Mich., Mich. Cent
Purdy, Mo., Frisco System
Purdy, Va., Virginian
Purdy, Wis.,
Burlington Route
Purdys, N.B., North Shore
Purdy's,
Westchester Co., N.Y.,
N.Y. Cent. & Hud. Riv
Pureza, Mex.,
Interoceanic of Mex
Purica, Mex., Nacozari
Purington, Ill.,
Chic. Rk. Isl. & Pacific
Purisima, Mex.,
Mexican International
Purnell, Miss.,
Southern in Mississippi
Purple Springs, Alberta,
Canadian Pacific
Purves, Manitoba, Can. Pac
Purvis, Ga.,
Ga. Coast & Piedmont
Purvis, Miss.,
New Orl. & North-east
Purvis, N.C., Atl. Coast Line
Purvis, Va., Seab. Air Line
Puryear, Tenn.,
Nash. Chat. & St. Louis
Purysburg, S.C.,
Atlantic Coast Line (a)
" Southern (a)
Pushaw, Md.,
Chesapeake Beach
Putlege, Ia.,
Chicago, Rk. Isl. & Pac
Putmans, Mich.,
Grand Rapids & Ind
Putnam, Ct., N.Y. N.H. & H
Putnam, Fla., Fla. E. Coast
Putnam, Ga., Central of Ga
Putnam, Ill.,
Chic. Rk. Isl. & Pacific
Putnam, Kan.,
Atch. Top. & Santa Fe
Putnam, Neb., Burl. Route
Putnam, N.Y., Del. & Hud
Putnam, Moore Co., N.C.,
Durham & Charlotte
Putnam, O.,
Baltimore & Ohio (a)
" C. & M. V (Penna. L) (a)
Putnam, Ont., Can. Pacific
Putnam, Tex., Texas & Pac
Putnam, W. Va.,
Kanawha & Michigan
Putnam Hall, Fla.,
Georg'a So. & Florida
Putnam Junction, N.Y.,
N.Y. Cent. & Hud. R (a)
" N.Y. New Hav. & H (a)
Also called Brewster on N. Y. C. & H. R
Called Brewster on N. Y. N.H. & H
Putnamville, Ind.,
Chic. Ind. & Louisville
Putnamville, Mass.,
Boston & Maine
Putney, S.D., Great North
Putney, Vt., Boston & Maine
Putney, W. Va.,
Campbell's Creek
Puxico, Mo., Frisco System
Puyallup, Wash., No. Pac
Puyallup River, Wash.,
Northern Pacific
Puzzle, Colo.,
Colorado & Southern
Puzzler, Colo.,
Denver, Boulder & West
Pyatt, Ark.,
St. Louis, Iron Mt. & So
Pyatt's, Ill., Illinois Central
Pyburn, La.,
Chicago, Rk. Isl. & Pac
" Tremont & Gulf
Pyeatt, Ky., Louisv. & Nashv
Pylant, Ga., Southern
Pyles Marsh, Ga.,
Atlantic Coast Line
Pylesville, Md., Md. & Penna
Pymatuning, Pa., Erie
Pyncheon, Wyo., Union Pac
Pyne, Ga.,
Atlanta, Birm. & Atl
Pyote, Tex., Texas & Pacific
Pyramid, N.M., South. Pac
Pyramid, Ore.,
Astoria & Col. River
Pyriton, Ala.,
Atlanta, Birm. & Atl
Pyro Siding, N.J.,
Raritan River†

Q

Quaco (West), N.B.,
St. Martins
Quail, Cal., Southern Pacific
Quakake, Pa., Lehigh Val (a)
" Phila. & Reading (a)
Quaker, Ill.,
Southern Indiana
Quaker Bridge, N.Y., Penna
Quaker City, O., Balt. & Ohio
Quaker Falls, Pa., Pitts. & L. E
Quakertown, Bucks Co., Pa.,
Pennsylvania East (a)
" Phila. & Reading (b)
(a) *and* (b) *adjacent*
Quakervalley, Pa.,
Pennsylvania Co
Qualey, O.,
Marietta, Col. & Cleve
Quamba, Minn., Great North
Quanah, Tex.,
Ft. Worth & Den. C (a)
" Frisco System (b)
" Quanah, Acme & No (a)
(a) *and* (b) *about* ⅜ *ml. apart*
Quantico, Va.,
Rich. Fred. & Pot (a)
" Washington South (a)
Quantock, Ky., Lv. & Nash
Quapaw, La., St. L. I. Mt. & So
Quapaw, Okla., Frisco Sys
Qu'Appelle, Sask., Can. Pac
Quarantine, Md., Balt. & Ohio
Quarantine, Mo.,
St. Louis, Iron Mt. & So
Quarrier, W. Va.,
Chesapeake & Ohio
Quarry, Ark., Frisco System
Quarry, Fla., Fla. East Coast
Quarry, Ill., Illinois Central
Quarry, Ia.,
North Western Line
Quarry, Mich.,
Pere Marquette
Quarry, Mo., Frisco System
Quarry, Tex.,
Gulf, Colo. & Santa Fe*
Quarry Junction, Cal.,
San Diego Southern
Quarry Junction, O.,
Loraine & West Va†
Quarryville, N.J.,
N.Y. Susq. & Western
Quarryville, Pa.,
Lancaster, Oxf. & So (a)
" Pennsylvania (a)
Quartz, Colo.,
Colorado & Southern
Quartz Mont., North. Pacific
Quartz Junction, Cal.,
Sierra of California
Quatama, Ore.,
Oregon Electric
Quay, Fla.,
Florida East Coast
Quay, Okla.,
Atch. Top. & Santa Fe
Quay's, Ont., Grand Trunk
Quebec, La.,
Vicksb. Shrevep. & Pac
Quebec, Mont., North. Pac
Quebec, N.C., Southern
Quebec, Que.,
Can. North. Quebec (a)
" Canadian Pacific (a)
" Grand Trunk (b)
" Intercolonial (d)
" Que. & Lk. St. John (c)
" Quebec Central ‡ (d)
" Quebec Ry. L. & P. Co (e)
(a) *and* (c) 200 *yards apart*
(a) *and* (d) ½ *mile apart*
(a) *and* (e) 100 *yards apart*
(b) *and* (c) ½ *mile apart*
(c) *and* (d) ¾ *mile apart*
(e) *By ferry*
Quebec, Tex.,
Gal. Har. & San Ant
Quebec Junction, N.H.,
Maine Central
Quebec Junction, Que.,
Canadian Pacific
Quebeck, Tenn.,
Nashv. Chat. & St. L
Quebec Southern Junc., Que.,
Canadian Pacific (a)
" Rutland (a)
Quechee, Vt., Woodstock
Quedao, Ala., Lv. & Nash
Queen, Mont.,
Northern Pacific
Queen. Nev., Southern Pacific
Queen Anne, Md., Penna
Queen City, Mo., Wabash
Queen City, Tex., Tex. & Pac
Queen City, Va.,
Wash. Alex. & Mt. V. Elec
Queen City Park, Vt.,
Central Vermont
Queen Creek, Ariz.,
Phœnix & Eastern
Queener, Tenn.,
Tennessee Northern
Queen Junction, Pa.,
Bessemer & Lk. Erie (a)
" Western Allegheny (a)
Queen Lane, Pa., Penna
Queen's, N.Y., Long Island
Queensboro, Ont.,
Bay of Quinte
Queensbury, Ky.,
Louisville & Nashville
Queensdale, S.C.,
Atlantic Coast Line
Queen Shoals, W. Va.,
Coal & Coke
Queen Siding, Mont.,
Northern Pacific
Queen's Lake, Ill., Lv. & Nash
Queensland, Ga.,
Seaboard Air Line
Queen's Run, Pa., Penna
Queenston, Ont., Mich. Cent
Queenstown, Md.,
Maryland, Del. & Va
Queensville, Ind.,
Pitts. Cin. Chic. & St. L
Queenswater, N.Y.,
Long Island
Quemado, Mex., Nat. of Mex
Quemahoning Junction, Pa.,
Baltimore & Ohio
Quenemo, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) *and* (b) *about* 130 *yards apart*
Queponco, Md., Penna
Quercus, Mo., Butler Co
Quercus, Tenn.,
Louisville & Nashville
Querendaro, Mex.
National of Mexico
Queretaro, Mex., Mex. Cent
" National of Mexico
Querino, Ariz.,
A. T. & S. F., Coast Lines*
Querobabi, Mex.,
West Coast Route
Quick City, Mo., Frisco Sys
Quicksburg, Va., Southern
Quidnick, R.I., N.Y. N. H. & H
Quigley, Ark., Chic. R.I. & Pac
Quigley, Idaho,
Oregon Short Line
Quigley, Miss
Yazoo & Miss. Valley
Quigley, S.C., Atl. Coast Line
Quigley, Tex.,
Orange & Northwest

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Quigley, W.Va., Balt. & Ohio
Quijano, Mex.,
West Coast Route
Quila, Mex., West Coast Rte
Quilcene, Wash.,
Port Townsend South
Quill, Tex., Texas Midland
Quill Lake, Saskatchewan,
Canadian Northern
Quimby, Ia., Illinois Central
Quimby, La.,
St. Louis, Iron Mt. & So
Quimby, Mich., Mich. Cent
Quimby Siding, Me.,
Bangor & Aroostook
Quinaby, Ore., Ore. Elec
Quinapoxet, Mass.,
Boston & Maine
Quincy, Fla., Ga. Fla. & Ala
" Seaboard Air Line
Quincy, Ill., Burl. Route (a)
" Quincy, Om. & K.C (a
" Wabash (b
(a) and (b) 1 mile apart
Quincy, Ind., Ch. Ind. & Lv
Quincy, Kan.,
Atch. Top. & Santa Fe
Quincy, Ky., Ches. & Ohio
Quincy, Mass.,
N.Y. New Hav. & Hart
Quincy, Mich.,
Lake Shore & Mich. So
Quincy, Miss., Frisco System
Quincy, N.H., Bost. & Maine
Quincy, O.,
Cleve. C. C. & St. L (a
" Detroit, Tol. & Iron (b)
(a) and (b) ½ mile apart
Quincy, Ore.,
Astoria & Col. River
Quincy, Pa., Cumb. Valley
Quincy, Wash., Great North
Quincy Adams, Mass.,
N.Y. New Hav. & Hart
Quincy Junction, Ill.,
Chicago & Alton
Quinebaug, Ct., N.Y.N.H. & H
Quinlan Okla.,
Atch. Top. & Santa Fe
Quinlan, Tex., Texas Mid
Quinlivan, Miss.,
Liberty-White
Quinn, Mo., Frisco System
Quinn, S.D.,
North-Western Line
Quinn, Tex.,
Gulf, Colo. & Santa Fe
Quinnesec, Mich.,
North-Western Line (a)
" Wisconsin & Mich (b)
(a) and (b) 300 yards apar
Quinnesec Junction, Mich.,
Chicago, Mil. & St. Paul
Quinnimont, W.Va.,
Chesapeake & Ohio
Quinnipiack, Ct.,
N.Y. New Hav. & Hart
Quinns, Ind., Balt. & Ohio
Quinns Mich., Mich. Central
Quinns, Mont., No. Pac
Quinn's Crossing, Ind.,
Baltimore & Ohio
Quinnwood, Pa., Penna
Quin Siding, Tex., Cane Belt
Quinsigamond, Mass.,
N.Y. New Hav. & Har
Quinsonia, Pa.,
Western Maryland
Quintana Roo, Mex.,
United Rlts. of Yucatan
Quinter, Kan., Union Pac
Quintette, Fla., Lv. & Nash
Quinton, Ala., Frisco System
Quinton, N.J., Penna
Quinton, Okla.,
Fort Smith & Western
Quinton, Ore.,
Oregon RR. & Nav. Co
Quinton, Sask.,
Grand Trunk Pacific
Quinton, Va., Southern
Quiotepec, Mex., Mex. Soutt
Quirio, Mex., Nat. of Mexico
Quiseberry, Ky., Ches. & O
Quisibis, N.B., Can. Pacific
Quispamsis, N.B., Intercol
Quitman, Ga.,
Atlantic Coast Line (a
" South Georgia (b)
(a) and (b) ½ mile apart
Quitman, La., Chic. R. I. & P
Quitman, Miss.,
Mississippi Eastern (a)
" Mobile & Ohio (b
(a) and (b) about ½ mile apart
Quitman, Mo., Burl. Route
Quito Cal., Southern Pacific
Quito, Mex., Nat. of Mexico
Quito, Miss.,
Southern Mississippi
Quito, Tex., Texas & Pacific
Quiver, Ill.,
Chicago, Peoria & St. L
Quivero, Ariz.,
Grand Canyon
Quogue, N.Y., Long Island
Quoniquinia Bridge, N.C.,
Southern
Quorn, Ont., Gd. Trunk Pac
Quyon, Que., Can. Pacific

R

Rabb, Tex., Nat. of Mex
Rabbit, Ont., Can. Pac
Rabb's, Lavaca Co., Tex.,
San Ant. & Aran Pass
Rabeis, Wash., Great North
Raber, Ind., N.Y. Chic. & St. L
Rabey, Minn.,
Miss. Hill City & West
Rabun Gap, Ga.,
Tallulah Falls
Raccoon, Ga., Cent. of Ga
Raccoon, Ind.,
Cin. Ham. & Dayton
Raccoon, Pa.,
Pitts. Cin. Chic. & St. L
Raceland, La.,
Morgan's La. & Texas
Raceland Junction, La.,
Morgan's La. & Texas
Racepond, Ga.,
Atlantic Coast Line
Race Track, Cal.,
San D. Pac. R. & La Jolla
Race Track, Ill., Ill. Cent
Race Track, Mont.,
Northern Pacific
Race Track, King Co., Wash.
Col. & Puget Sound
Raceville, N.Y., Del. & Hud
Rache, Tex.,
Hearne & Brazos Val
Racine, Ia.,
St. Paul & Des Moines
Racine, Minn., Chic. Gt. West
Racine, Mo., Frisco System
Racine, Que., Orford Mt
Racine, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) ¾ mile apart
Racine Junction, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (a)
Racket Brook, Pa.,
Delaware & Hudson
Radcliffe, Ia., No. West. Line
Radcliffe Crossing, Ia.,
St. Paul & Des Moines
Radcliffs, O., Hocking Valley
Raddins, Mass., Boston & Me
Raddie, Ill.,
St. L. Iron Mt. & So (a
" St. Louis Southwest (a
Radebaugh, Pa., Penna
Rademacher, Cal., So. Pac
Rader, Pa., Pitts. Sum. & Clar
Rader, Tenn., Southern
Rader, Wis.,
Wisconsin & Michigan
Radey, Tex., Texas & Pacific
Radford, Ill., Illinois Central
Radford, Mich., No. W. Line
Radford, Va., Norfolk & West
Radford Branch Junc., Va.,
Norfolk & Western
Radiant, Colo., Atch. T. & S. F
Radisson, Saskatchewan,
Canadian Northern
Radisson, Wis.,
North Western Line
Radium, Ariz.,
Gila Valley, Globe & No
Radium, Colo.,
Denver, Northw. & Pac
Radium, Kan., Missouri Pac
Radium, Minn.,
Winn. St. P. & Slt. Ste. M
Radix, N.J., Atlantic City
Radley, Ill., Burl. Route
Radley, Ind.,
Pitts. Cin. Chic. & St. L
Radley, Kan.,
Atch. Top. & Santa Fe
Radnor, Alberta, Can. Pac
Radnor, Cal., Southern Pac
Radnor, Ill., No. West. Line
Radnor, Ind., Chic. Ind. & Lv
Radnor, Mont., Gt. Northern
Radnor, Pa., Pennsylvania
Radnor, Que., Canadian Pac
Radnor, W.Va.,
Norfolk & Western
Radom, Ill., Illinois Central
Radum, Col., South. Pacific
Raeford, N.C.,
Aberdeen & Rockfish
Raen, Va., Southern
Rafael, Mex., Mexican Inter
Ragan, Dekalb Co., Ala.,
Queen & Cres. Route
Ragan, Talladega Co., Ala.,
Birmingham & Atlantic
Ragan, Colo., Great Western
Ragan, Neb., Burl. Route
Ragan, Wyo., Union Pacific
Ragan Junction, Ala.,
Birmingham & Atlantic
Rager's Summit, Pa., Penna
Ragged Rapids, Ont.,
Canadian North. Ont
Ragland, Ala.,
Seaboard Air Line
Ragland, Ky., Licking River

Ragnar, Wash.,
Chic. Mil. & Puget Sd
Rago, Ill., Chic. and East. Ill
Rago, Kan.,
Atch. Top. & S. Fe (a) (b)
(a) and (b) 587 yards apart
Rahns, Ind., Louisv. & Nash
Rahns, Ore.,
Oregon RR. & Nav. Co
Rahns, Pa., Perkiomen
Rahway, Mont.,
Chicago, Mil. & Puget Sd
Rahway, N.J., Pennsylvania
Raiford, Fla., Atl. Coast Line
Railey, Ky., Southern
Rail N. Ranch, Ariz.,
Gila Val. Globe & No
Railroad Mills, N.Y.,
N.Y. Cent. & Hud Riv
Railroad Pass, Ariz.,
Southern Pacific
Railsback, Ind., Lk. E. & W
Raimey, Tenn., Lv. & Nash
Raimund, Ala., Lv. & Nash
Raimund No. 2, Ala.,
Louisville & Nashville
Rainbow, Mich., Pere Marq
Rainbow, Mont., Great North
Rainbow, O., Balt. & Ohio
Rainbow, Ont., Can. Pacific
Rainbow, Wyo.,
Saratoga & Encamp
Rainbow Lake, N.Y.,
N.Y. Cent. & Hud. Riv
Raine, Tenn., Illinois Cent
Raines, Ga., Albany & North
Raines, Nev., Eureka & Palis
Raines, Va.,
Tidewater & Western
Rainey, Pa., Balt. & Ohio
Rainey Junction, Minn.,
See Rainy Junction
Rainey Junction, Pa.,
Pennsylvania
Raineys, O., Penna. Co
Rainier, Ore.,
Astoria & Col. River
Rainier, Wash., North. Pac
Rainsford, Mont., Gt. North
Raintown, Ind.,
Cleve. Cin. Chic. & St. L
Rainy Junction, Minn.,
Dul. Missabe & Nor (a)
" Duluth. R. Lk. & Win (a)
Spelled Rainey Junction on D. M. & N
Rainy Lake, Ont.,
Grand Trunk
Rainy River, Ont.,
Canadian Northern
Rairden, Wyo.,
Burlington Route
Raisin, Mich., Pere Marq
Raisin, Tex.,
Galv. Har. & San Ant
Raisin Center, Mich.,
Lk. Shore & Mich. So (a)
" Wabash (a)
Raisinville Siding, Mich.,
Detroit, Tol. & Ironton
Raith, Alberta, Can. North
Raith, Ont., Canadian Pac
" Grand Trunk
Rake, Ia., Chic. Rk. Isl. & Pac
Raker Mill, Fla.,
Georgia, Florida & Ala
Raleigh, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (a)
Raleigh, Ga., Southern
Raleigh, Ill., Illinois Central
Raleigh, Ia.,
Minneapolis & St. L
Raleigh, N.Y., Del. & Hud
Raleigh, N.C.,
Norfolk & Southern (a)
" Raleigh & Southport (a
" Seaboard Air Line (a)
" Southern (a)
Raleigh, Kent Dist., Ont.,
Canadian Pacific
Raleigh, Ore., So. Pacific
Raleigh, W.Va., Chesa. & Ohio
Raley, Alberta,
Alberta Ry. & Irrig. Co
Rall's Junc., Mo., St. L. & Han
Ralph, Cal., Sierra of Cal
Ralph, Mich.,
Escanaba & Lake Sup
Ralph, Sask., Can. Pacific
Ralph, Wash., Spok. Wash. & S
Ralphs, Md., Balt. Ches. & Atl
Ralpeton, Pa., Balt. & Ohio
Ralston, Colo.,
Denver, N. W. & Pacific
Ralston, Ia., No. West. Line
Ralston, Manitoba,
Canadian Northern
Ralston, Miss.,
Gulf & Ship Island
Ralston, Neb., Burl. Route
Ralston, Nev.,
Las Vegas & Tonopah
Ralston, N.J.,
New Jersey & Penna

Ralston, N.D., Gt. Northern
Ralston, Okla.,
Atch. Top. & Santa Fe
Ralston, Pa., Penna (a)
" Susquehanna & N.Y (a)
Ralston, Tenn.,
Nash. Chat. & St. Louis
Ralston, Wash.,
Chic. Mil. & Puget Sd
Ralston, Wyo., Burl. Route
Ralston Junction, Colo.,
Inter-Mountain
Ralton, Neb. Union Pacific
Rama, Ont., Grand Trunk
Rama, Sask., Can. Northern
Ramah, Colo., Chic. R. I. & P
Ramal, Cal., Southern Pac
Ramal del Molino, Mex.,
Mexican Southern
Ramapo, Kan., Missouri Pac
Ramapo, N.Y., Erie
Rambo, N.J., Pennsylvania
Rambo, Ok. Ter.,
Atch. Top. & Santa Fe
Rambo, Pa., Pennsylvania
Rambo, Utah, Southern Pac
Ramer, Ala.,
Atlantic Coast Line
Ramer, Tenn., Mobile & Ohio
Ramey, O., Balt. & Ohio
Ramey, Pa.,
Pennsylvania (a)
" Philipsb. & Susq. Vy (b)
(a) and (b) 200 yards apart
Ramhurst, Ga.,
Louisville & Nashville
Ramirez, Cal., southern Pac
Ramirez, Mex.,
National of Mexico
Ramona, Cal., Pacific Elec
Ramona, Kan.,
Chicago, Rk. Isl. & Pac
Ramona, Mich., Pere Marq
Ramona, Okla.,
Atch. Top. & Santa Fe
Ramona, Pa., Phila. & Read
Ramona, S.D., Ch. Mil. & St. P
Ramona Hotel, Cal.,
Southern Pacific
Ramones, Mex., Nat. of Mex
Ramon Trevino, Mex.,
National of Mexico
Ramore, Ont.,
Temiskaming & No. Ont
Ramos, La.,
Morgan's La. & Texas
Ramos, Mex., Mex. Central
Ramos Arispe, Mex.,
National of Mexico
Spelled also Ramos Arizpe
Ramos Arizpe, Mex.,
See Ramos Arispe
Ramsay, La., New Orl. Gt. No
Ramsay, Algoma Dist., Ont.,
Canadian Pacific
Ramsaytown, Pa.,
Pitts. Shawmut & No
Ramsayville, Ont.,
Ottawa & New York
Ramsburg Crossing, Md.,
Wash. Fred. & Gettysb
Ramsdell, Idaho,
Chic. Mil. & Puget Sd
Ramsdell, Tex.,
Chicago, Rk. Isl. & Gulf
Ramseur N.C., Southern
Ramsey, Ala., Southern
Ramsey, Idaho, North. Pac
Ramsey, Ill., Illinois Cent (a)
" Toledo St. L. & West (b)
(a) and (b) 40 rods apart
Ramsey, Ind., Southern
Ramsey, Kan.,
Atch. Top. & Santa Fe
Ramsey, Mich.,
North-Western Line
Ramsey, Minn.,
Chicago, Mil. & St. Paul
Ramsey, N.J., Erie
Ramsey, Pa., N.Y.C. & H.R
Ramsey, Tenn.,
Nashville, Chatt. & St. L
Ramsey, Tex.,
Gal. Har. & San Ant
Ramsey, Va., Norf. & West
Ramsey, Wyo., Union Pac
Ramsgate, Ariz.,
Santa Fe, Presc. & Phe
Ranch, N.M.,
Santa Fe, Raton & East
Rancher, Mont., North. Pac
Rancheria, Mex., Mex. Cent
Ranchester, Wyo.,
Burlington Route
Ranch House, Cal.,
A. T. & S. F., Coast Lines
Ranchito, Mex.,
West Coast Route
Rancho, Cal.,
Los Angeles-Pacific (El)
Rancho de Caobra, Mex.,
Mexican Southern
Rancho Nuevo (1),
Coahuila, Mex.,
National of Mexico
Rancho Nuevo (2),
Coahuila, Mex.,
Mexican International
Rancho Primero, Mex.,
Parral & Durango
Rand, Cal., South. Pacific

Rand, Mich., Pere Marquette
Rand, N.H. Boston & Maine
Rand, Pa., Balt. & Ohio
Randal, Mo.,
St. L. Iron Mt. & South
Randalia, Ia.,
Chicago, Rk. Isl. & Pac
Randall, Colo.,
Atch. Top. & Santa Fe
Randall, Ia., No. West. Line
Randall, Kan., Missouri Pac
Randall, La.,
Opelousas, Gulf & N. E
Randall, Minn., North. Pac
Randall, Nev., Nev. & Cal
Randall, N.Y.,
N.Y. Cent. & Hud. Riv
Randall, Ont., Grand Trunk
Randall Road, N.Y.,
N.Y. Cent. & Hud. Riv
Randallsville, N.Y.,
New York, Ont. & West
Rand Cove, Me.,
Bangor & Aroostook
Randie, Ind.,
Chicago & Wabash Val
Randle, Md.,
Wash. Balt. & Annap. El
Randleman, N.C., Southern
Randleman Junction, N.C.,
Southern
Randles, Mo., St. Louis S. W
Randles, O., Penna. Co
Randolph, Ala., Southern
Randolph, Ark.,
St. Louis, Iron Mt. & So
Randolph, Ga., Ga. Fla. & Ala
Randolph, Ill., Illinois Cent
Randolph, Ia., Burl. Route
Randolph, Kan., Union Pac
Randolph, Union Co., La.,
Arkansas Southeast (a)
" Chic. Rk. Isl. & Pac (a)
Randolph, Me.,
Kennebec Central
Randolph, Md., Balt. & Ohio
Randolph, Mass.,
N.Y. New Hav. & Hart
Randolph, Minn.,
Chicago Great West (a)
" Chic. Mil. & St. Paul (b)
(a) and (b) adjacent
Randolph, Mo.,
Burlington Route (a)
" Chicago, Mil. & St. P (b)
" Chic. Rk. Isl. & Pac (a)
" Wabash (a)
(a) and (b) about 350 yards apart
Randolph, Neb.,
Burlington Route (a)
" North-West. Line (b)
(a) and (b) about ¾ mile apart
Randolph, N.H., Bost. & Me
Randolph, N.Y., Erie
Randolph, Okla.,
Chic. Rk. Isl. & Pac (a)
" Frisco System (a)
Randolph, S.D., Minn. & St. L
Randolph, Tex., St. Louis S. W
Randolph Vt., Central Vt
Randolph, Va., Southern
Randolph, Wis., Ch. M. & St. P
Randolph Heights, Mo.,
Burlington Route
Randolphs, N.C., Atl. Coast L
Random Lake, Wis.,
Chicago, Mil. & St. Paul
Randon, Tex.,
Gal. Har. & San Ant
Rands, Ia., Chic. Mil. & St. P
Randville, Mich.,
Chicago, Mil. & St. Paul
Ranelagh, Que., Gd. Trunk
Ranfurly, Alberta, Can. No
Rangeley, Me.,
Sandy R. & Range. Lks
Ranger, Ga., Louisv. & Nashv
Ranger, N.C., Louisv. & Nash
Ranger, Tenn.,
Nashville, Chatt. & St. L
Ranger, Tex., Texas & Pac
Ranger, W.Va., Ches. & Ohio
Range Road, Ind.,
Cleve. Cin. Chic. & St. L
Rangeville, O.,
Cin. Ham. & Dayton
Rang Mathias, Que.,
Quebec & Lake St. John
Ranier, Minn.,
Duluth, Rainy Lk. & Win
Ranken, Mo., Frisco System
Rankin,
Little River Co., Ariz.,
Southern Pacific

Rankin
Little River Co., Ark.,
Kansas City Southern
Rankin, Perry Co., Ark.,
Fourche Riv. Val. & I.T
Rankin, Jo Daviess Co., Ill.,
Illinois Central
Rankin, St. Clair Co., Ill.,
Louisville & Nashville
Rankin, Vermillion Co., Ill.,
Lake Erie & Western
Rankin, Henderson Co., Ky.,
Louisville & Nashville
Rankin, Miss.,
Alabama & Vicksburg
Rankin, Mont., Gt. Northern
Rankin, N.C., Atl. Coast L
Rankin, N.D., North. Pacific
Rankin, Allegheny Co., Pa.,
Baltimore & Ohio (a)
" Pittsburgh & L. Erie (b)
" Union
(a) and (b) ¼ mile apart
Rankin, Tenn., Southern
Rankin's Mill, Me.,
Bridgton & Saco River
Ranney, Wis., Chic. Mil. & St. P
Ranneys, Mo., Frisco System
Ransom, Ill., Atch. T. & S. Fe
Ransom, Kan., Missouri Pac
Ransom, Mich.,
Marquette & Southeast
Ransom, N.D.,
Minn. St. P. & Slt. Ste. M
Ransom, Pa., Lehigh Valley
Ransom, Utah, Ore. Sh. Line
Ransome, Cal., Ocean Shore
Ransoms, O.,
Cleve. Cin. Chic. & St. L
Ransomville, Kan.,
Atch. Top. & Santa Fe
Ransomville, N.Y.,
N.Y. Cent. & Hud. Riv
Rantem, N.F.,
Reid Newfoundland
Rantoul, Ill., Illinois Central
Rantoul, Kan., Missouri Pac
Rantowles, S.C.,
Atlantic Coast Line
Rapatee, Ill., Iowa Central
Rapeard, Assiniboia,
Canadian Pacific
Raphine, Va., Balt. & Ohio
Rapho, Wis., Chic. Mil. & St. P
Rapidan, La.,
Yazoo & Miss. Valley
Rapidan, Minn., Ch. M. & St. P
Rapidan, Va., Ches. & O (a)
" Southern (a)
Rapid City, Manitoba,
Canadian Pacific
Rapid City, Mich., Pere Marq
Rapid City, S.D.,
Chic. Mil. & St. Paul (a)
" North Western Line (b)
" Rap. C. Blk. Hills & W (a)
(a) and (b) 400 feet apart
Rapides, La., Texas & Pacific
Rapid River, Mich.
Minn. St. P. & Slt. Ste. M
Rapid Run, O.,
Balt. & Ohio Southwest
Rapids, Mont., North. Pacific
Rapids, N.Y., Pennsylvania
Rapids City, Ill., C. M. & St. P
Rapp, Kan., Missouri Pacific
Rappahannock, Pa.,
Lehigh Valley (a)
" Phila. & Reading (b)
(a) and (b) about ⅛ mile apart
Raquette Lake, N.Y.,
Raquette Lake
Rarden, O., Norfolk & West
Rardin, Ill., Tol. St. L. & West
Raricks, Pa., Phila. & Read
Raritan, N.J., Cent. of N.J
Raritan Junction, N.J.,
Lehigh Valley
Raritan River R.R. Jn., N.J.,
Raritan River+
Rascon, Mex., Nat. of Mex
Rasild, Nev., Southern Pacific
Rasin, Md., Balt. & Ohio
Rasor, Cal.,
Tonopah & Tidewater
Raspberry, Colo.,
Colorado & Southern
Raspberry, Wis.,
Bayfield Transfer
Rasselas, Pa.,
Buff. Roch. & Pitts (a)
" Erie (a)
Ratchford, O.,
Detroit, Tol. & Ironton
Ratcliff, Ark., Arkansas Cent
Ratcliff, Tex., Eastern Tex
Ratcliffe, Kan.,
St. Joseph & Grand Isl
Ratcliffe, Va., Norf. & West
Rathbone, Colo., Colo. Mid
Rathboone, N.Y., Erie
Rathbun, Pa., Pennsylvania
Rathburn, Ia., Chic. M. & St. P
Rathburn, Ont., Can. No. Ont
Rathburn, Tenn.,
Cin. New Orl. & Tex. Pac
Rathdrum, Idaho,
Idaho & Wash. No (a)
" Northern Pacific (b)
(a) and (b) ½ mile apart
Rathmel, Pa.,
Reynolds. & Falls Ck
Rathwell, Manitoba,
Canadian Pacific
Ratliff, Fla., Atl. Coast Line
Ratliff, Ga., Cent. of Ga
Raton, N.M., A.T. & S.Fe (a)
" St. L. Rocky Mt. & P (b)
" Santa Fe, Raton & East
(a) and (b) adjacent
Rattlers Run, Wash.,
Spok. & Inland Empire
Rattling Brook, N.F.,
Reid Newfoundland
Rattling Run,
Dauphin Co., Pa.,
Phila. & Reading
Raub, Benton Co., Ind.,
Cleve. Cin. Chic. & St. L
Raub's Tippecanoe Co., Ind.,
Chicago, Ind. & Louisv
Raub's Mills, Pa., Penna
Rausch Creek, Pa.,
Phila. & Reading
Rauscher, Tenn., Lv. & Nash
Rausch Gap, Pa., Phil. & Read
Rausch's, Pa., Leh. Val (a)
" Phila. & Reading (b)
(a) and (b) ½ mile apart
Rauville, S.D., Great North
Ravalli, Mont., Northern Pac
Ravanna, Ark.,
Kansas City Southern
Raven, Idaho,
Idaho Northern RR
Raven, Ill., Cin. Ham. & Day
Raven, Va., Norfolk & West
Ravena, N.Y., West Shore
Raven Camp, La.,
La. Ry. & Nav. Co
Ravenden, Ark., Frisco Sys
Ravenel, Ga., Southern
Ravenel, S.C.,
Atlantic Coast Line
Raven Lake, Ont.,
Grand Trunk
Ravenna, Cal., South. Pac
Ravenna, Mich., Gd. Rap. & I
Ravenna, Mont.,
Chicago, Mil. & Puget Sd
Ravenna, Neb., Burl. Route
Ravenna, O., Balt. & Ohio (a)
" Erie (b)
" No. O. Tr. & L. Co (El) (d)
" Pennsylvania Co (c)
(a), (b), (c) and (d) about ⅛ mile apart
Ravenna, Tex., Mo. Kan. & T
Raven Rock, N.J., Penna
Raven Rock, W.Va.,
Baltimore & Ohio
Raven Run, Pa., Lehigh Val
Ravenscroft, Tenn.,
Nash. Chat. & St. Louis
Ravensdale, Wash., No. Pac
Ravenswood, Ill.,
North Western Line
Ravenswood, Nev., Nev. Cent
Ravenswood, N.C.,
Atlantic Coast Line
Ravenswood, W.Va.,
Baltimore & Ohio
R. S. & G. Junction, W.Va.,
Baltimore & Ohio
Ravensworth, Ont.,
Grand Trunk
Ravensworth, Va., South
Ravenwood, La., Tex. & Pac
Ravenwood, Mo., Chic. Gt. W
Ravia, Okla., Frisco System
Ravinia, Ill., No. West. Line
Ravinia Park, Ill.,
North-Western Line
Rawalts, Ill., Tol. Peo. & West
Rawdon, Ont., Central Ont
Raw Hide, La.,
Woodworth & La. Cent
Rawhide, Neb.,
North Western Line
Rawl, W.Va., Norfolk & West
Rawles, Miss., Yazoo & Miss. V
Rawles, N.C.,
Raleigh & Southport
Rawlings, Md., Balt. & O (a)
" Western Maryland (b)
(a) and (b) 100 feet apart
Rawlings, Va.,
Seaboard Air Line
Rawlins, Wyo., Union Pac
Rawls, Ala., Louisv. & Nashv
Rawl's Mill, S.C., Southern
Raworth, Miss.,
Alabama & Vicksburg
Rawson, Cal., South. Pacific
Rawson, O., Lake Erie & W (a)
" Western Ohio (El) (b)
(a) and (b) about 100 yards apart
Rawson, Wis., No. West Line
Ray, Ill., Burlington Route
Ray, Ind., Lz. Sh. & Mich. So
Ray, Kan., Missouri Pacific
Ray, Minn.,
Duluth, Rainy Lk. & Wm
Ray, N.Y., Del. Lack. & West
Ray, N.D., Great Northern
Ray, O., Balt. & Ohio So. W
Ray, Ore., Southern Pacific
Ray, Tex., Mo. Kan. & Texas
Ray, Va., Norfolk & Western
Ray, Wash., Northern Pacific
Rayado, N.M., At. Top. & S. Fe
Raybon, Ga., Atl. Coast Line
Ray Brook, N.Y.,
Delaware & Hudson
Rayburn, Ala.,
Nashville, Chatt. & St. L
Rayburn, Saline Co., Ark.,
Chicago. Rk. Isl. & Pac
Rayburn, Tex.,
Gulf, Colo. & Santa Fe*
Rayfiin, S.C., Southern
Rayford, Okla.,
Gulf, Colo. & Santa Fe*
Rayland, O.,
Pennsylvania Co
Rayner, Cal., Southern Pac
Rayner, Colo., Burl. Route
Raymilton, Pa.,
Lake Shore & Mich. So
Raymond, Alberta,
Alberta Ry. & Irrig. Co
Raymond, Ark.,
Brink. Helena & Ind. B
Raymond,
Los Angeles Co., Cal.,
A.T. & S.F., Coast L* (a)
" Pacific Electric
" San Ped. Los A. & S. L (a)
" Southern Pacific
Called Raymond-Wentworth on S.P
Raymond, Madera Co., Cal.,
Southern Pacific
Raymond, Colo., Rio Gr. So
Raymond, Ga., Cent. of Ga
Raymond, Ill., Wabash
Raymond, Ind.,
Chicago, Cin. & Louisv
Raymond, Ia., Illinois Cent
Raymond, Kan., At. T. & S. Fe
Raymond, Minn., Great No
Raymond Miss.,
Yazoo & Miss. Valley
Raymond, Mo., Mo. Pac
Raymond, Neb., Union Pac
Raymond, N.H., Bost. & Me
Raymond, S.D.,
North Western Line
Raymond, Wash.,
Northern Pacific
Raymond City, W.Va.,
Kanawha & Michigan
Raymond's, O.,
Toledo & Ohio Central
Raymond's, Pa.,
Coudersp. & Port Alleg
Raymond's Crossing, Pa.,
Pennsylvania
Raymondville, N.Y.,
Norwood & St. Lawr
Raymondville, Tex.,
St. L. Brownsv. & Mex
Raymond-Wentworth,
Los Angeles Co., Cal.,
A.T. & S.F., Coast L* (a)
" Pacific Electric
" San. Ped. Los A. & S. L (a)
" Sou hern Pacific
Called Raymond on A. T. & S. F. C. L., P. E. and S. P. I. A. & S. L
Raymore, Mo.,
Kan. City. Clin. & Spring
Raymore, Sask.,
Grand Trunk Pacific
Raymore, Wis.,
Chicago, Mil & St. Paul
Raymore Junction, Mo.,
Kan. City. Clin. & Spring
Rayne, La.,
Louisiana Western (a)
" Opelousas, G. & N. E (b)
(a) and (b) about ¼ mile apart
Rayner, Tex.,
Gulf, Colo. & Santa Fe*
Raynham, Mass.,
N.Y. New Hav. & Hart
Raynham, N.C.,
Atlantic Coast Line
Rayon, Mex.,
Toluca & Tenango
Rays, Ark.,
Pine Bluff Ark. River
Ray's Crossing, Ind.,
Pitts. Cin. Chic. & St. L
Ray's Mill, Ga., Ga. & Fla
Raytown, Ga., Georgia
Raytown, Mo.,
St. L. Kan. City & Colo ‡
Rayville, Ill., Illinois Central
Rayville, La.,
N. Orleans & No. W (a)
" Vicks. Shreve. & Pac (b)
(a) and (b) 300 yards apart
Rayville, Mo.,
Aton. Top. & Santa Fe
Rayville, N.Y., Rutland
Rayville, Wash., No. Pacific
Raywood, Tex., Tex. & N. Orl
Rea, Mich., Lk. Sh. & M. So
Rea, Mo., Chicago Gt. West
Rea, Mont., Northern Pacific
Rea, Okla.,
Chicago, Rk. Isl. & Pac
Rea, Pa., Wabash Pitts. Term
Reaboro, Ont., Grand Trunk
Reaburn, Manitoba,
Canadian Pacific
Read, Utah,
San Ped. Los Ang. & S. Lk
Read W.Va.,
Western Maryland
Reade, Mich.,
Escanaba & Lake Sup
Reader, Ark.,
Presc. Read. & Ford (a)
" St. L. Iron Mt. & So (a)
Reader, W.Va., Balt. & Ohio
Readers, Ala., Louisv. & Nash
Readfield, Me., Maine Cent
Reading, Kan.,
Atch. Top. & Santa Fe
Reading, Mass., Bost. & Me
Reading, Mich., Lk. Sh. & M. S
Reading, Minn.,
Chicago, Rk. Isl. & Pac
Reading, Mo., Burl. Route
Reading, O.,
Pitts. Cin. Chic. & St. L
Reading, Pa., Penna (a)
" Phila. & Reading (b)
Street car connection
Reading Center, N.Y.,
N.Y. Cent. & Hud. Riv
Reading Highlands, Mass.,
Boston & Maine
Reading Junction, Pa.,
Baltimore & Ohio
Readland, Ark.,
St. Louis, Iron Mt. & So
Readlyn, Ia.,
Chicago Great Western
Readsboro, Vt.,
Hoosac Tunnel & Wilm
Read's Junction, Minn.,
Chicago, Mil. & St. Paul
Read's Landing, Minn.,
Chicago, Mil. & St. Paul
Read's Mill, Ala., Lv. & Nash
Readstown, Wis.,
Chicago, Mil. & St. Paul
Readville, Mass.,
N.Y. New Hav. & Hart
Ready, N.Y., Pennsylvania
Reagan, Tenn., Southern
Reagan, Tex.,
Houston & Texas Cent
Reagans, Mich.,
Pere Marquette
Realito, Mex.,
West Coast Route
Realitos, Tex., Nat. of Mex
Ream, W.Va., Norf. & West
Reamer, W.Va., Coal & Coke
Reamey, Ark.,
St. Louis, Iron Mt. & So
Reams, Okla.,
Missouri, Kan. & Texas
Reams, Va., Atl. Coast Line
Reaper, Manitoba, Can. Pac
Reardan, Wash., No. Pacific
Rearwood, La.,
Yazoo & Miss. Valley
Reasner, La.,
Yazoo & Miss. Valley
Reasnor, Ia., Ch. Rk. Isl. & Pac
Reason Run, Pa., Balt. & Ohio
Reas Pass, Idaho,
Oregon Short Line
Reata, Mex., Mex. Internat
Reaves, La.,
Colo. So. New Orl. & Pac
Reaves, Miss., Gulf & Ship Is
Reba, Ont., Grand Trunk Pac
Rebecca, Ga.,
Atlanta, Birm. & Atl
Rebecca, Idaho,
Pac. & Idaho Northern
Rebecca, La.,
Morgan's La. & Texas
Rebecca, Tex.,
Gulf, Colo. & Santa Fe*
Reber Place, Mo., Mo. Pacific
Rebstock, Ind.,
Chicago & East. Illinois
Reclamation, Cal.,
Northwestern Pacific
Record, Ark., St. L. Ir. Mt. & So
Recovery, Ga.,
Atlantic Coast Line
Rector, Ark., St. Louis S.W
Rector, Ill., Louisv. & Nashv
Rector, Ia., Burl. Route
" Chicago, Rk. Isl. & Pac
Called Flagler on B. R
Rectortown, Va., Southern
Redan, Ga., Georgia
Red, Tex.,
Gulf, Colo. & Santa Fe*
Red Ash, W.Va., Ches. & Ohio
Red Bank, N.J.,
Central of N. Jersey (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Red Bank, O.,
Norfolk & Western (a)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) ½ mile apart
Red Bank, Clarion Co., Pa.,
Pennsylvania
Red Banks, Miss., Frisco Sys
Red Banks, N.C.,
Seaboard Air Line
Red Bay, Ala., Illinois Cent
Red Bird, Okla.,
Missouri, Kan. & Tex
Red Bluff, Cal., South. Pacific
Red Bluff, Fla.,
Louisville & Nashville
Red Bluff, La.,
New Orleans Gt. North
Red Bluff, N.M.,
Eastern of New Mex*
Red Bluff, S.C.,
North & South Carolina
Red Branch, Tex., Int. & Gt. N
Red Bridge, Mass., Bost. & Al
Red Bridge, Mo., Mo. Pacific
Red Bridge, Ore.,
Oregon & Southeastern
Red Bud, Ill., Mobile & Ohio
Red Buttes, Wyo., Union Pac
Redby, Minn.,
Minn. Red Lake & Man
Red Canyon, Cal.,
Nevada-California-Ore
Red Cedar, Wis., Ch. M. & St. P
Red Cedar Junction, Wis.,
Chicago, Mil. & St. Paul
Red Clay, Ga., Southern
Red Cliff, Colo., Den. & Rio Gr
Red Cliff, Wis.,
Bayfield Transfer
Red Cloud, Neb., Burl. Route
Red Creek, Ala.,
Washington & Choctaw
Red Creek, Wayne Co., N.Y.
N.Y. Cent. & Hud. Riv
Red Creek Junction, W.Va.,
Dry Fork
Redd, Mo., Frisco System
Red Deer, Alberta, Can. Pac
Reddell, La., Chic. R.I. & Pac
Red Desert, Wyo., Un. Pac
Redden, Del., Pennsylvania
Reddick, Fla., Atl. Coast Line
Reddick, Ill.,
Chicago, Ind. & So (a)
" Wabash (b)
(a) and (b) ½ mile apart
Reddick, Tex.,
Gulf, Colo. & Santa Fe*
Redding, Ala., Louisv. & Nash
Redding, Cal., South. Pacific
Redding, Ct., N.Y. N.H. & H
Redding, Ia., Burl. Route
Redding, Miss., Illinois Cent
Reddington, Ind., So. Ind
Redd's Mill, Pa., Penna
Reddy, Ia., Chicago Gt. West
Redel, Kan., Missouri Pacific
Redfern, S.D., Burl. Route
Redfield, Ark., St. L. Ir. Mt. & S
Redfield, Ia.,
Chicago, Mil. & St. Paul
Redfield, Kan., Mo. Pacific
Redfield, S.D.,
Chic. Mil. & St. Paul (a)
" North-west. Line (b)
(a) and (b) about 1¼ miles apart
Redfield, Tex.,
Houston, E. & W. Texas
Red Fish, La., Tex. & Pacific
Red Fork, Okla., Frisco Sys
Red Gap Junction, Ala.,
Louisville & Nashville
Red Granite, Wis.,
North Western Line
Red Granite Junc., Wis.,
North Western Line
Redgrave, B.C., Can. Pacific
Red Hill, Colo.,
Colorado & Southern
Red Hill, Ky., Illinois Cent
Red Hill, N.Y.,
N.Y. Ontario & West
Red Hill, Pa., Perkiomen
Red Hill, Va., Southern
Red Hook, N.Y.,
Central New England
Red House, Ky., Lv. & Nash
Red House, N.Y., Erie (a)
" Pennsylvania (b)
(a) and (b) on opposite sides of river
Red House, Tenn.,
Knoxville & Bristol
Red House, W.Va.,
Kanawha & Michigan
Redington, Me.,
Sandy R. & Range. Lks
Redington, Pa., Lehigh Val
Red Jacket, Mask., Can. Pac
Redkey, Ind.,
Lake Erie & West (a)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) adjacent
Red Lake, Ariz.,
Grand Canyon*
Red Lake Falls, Minn.,
Great Northern (a)
" Northern Pacific (b)
(a) and (b) 1 mile apart
Red Land, Ark.,
Prescott & North-west
Redland, Minn., Great North
Redland, Okla.,
Kansas City Southern
Redland Junction, Minn.,
Great Northern
Redlands, Cal.,
A.T. & S.F., Coast L* (a)
" Southern Pacific (b)
(a) and (b) about 130 yards apart
Redlands Junction, Cal.,
Southern Pacific

* On the Santa Fe
\+ For freight only
‡ On the Rock Island System

Redlawn, Tex.,
St. Louis South-west
Red Level, Ala.,
Louisville & Nashville
Redlich, Nev.,
Tonopah & Goldfield
Red Lick, Miss.,
Yazoo & Miss. Valley
Red Lion, Colo., Union Pac
Red Lion, York Co., Pa.,
Maryland & Penna
Redlite, Ont., Can. Pac
Red Lodge, Mont., North. Pac
Redman, Mo., Frisco System
Red Marble, N.C., Southern
Red Mill, Pa.,
Blacklick & Yellow Crk
Redmon, Ill., Vandalia
Redmond, Pa., Penna. Co
Redmond, Utah,
Denver & Rio Grande
Redmond, Wash., No. Pacific
Red Mountain, Colo.,
Silverton
Red Mountain Junc., Wash.,
Great Northern
Red Mountain Park, Ala.,
Louisville & Nashville
Redo, Mex., West Coast Rte
Red Oak, Ga., Atlanta & W. Pt
Red Oak, Ill., Illinois Cent
Red Oak, Io., Burl. Route
Red Oak, Ky., Louisv. & Nash
Red Oak, Mo., Mo. South
Red Oak, Okla.,
Chicago, Rk. Isl. & Pac
Red Oak, Tex.,
Missouri, Kan. & Texas
Redondo, Cal.,
A.T. & S.F., Coast L* (a)
" Los Angeles-Pac (El)
Redondo Beach, Cal.,
Los A. & Redondo (El)
Redondo Junction, Cal.,
A.T. & S.F., Coast Lines*
Red Pine, N.B., Intercolonial
Red Plant, Mo., Frisco Sys
Red Point, S.C.,
Union & Glenn Springs
Red Rapids, N.B., Can. Pac
Red Raven, Pa., Bes. & L. E
Red Ridge, Mich.,
Copper Range
Red River, Ky., Lv. & Nash
Red River, Tex., Frisco Sys
Red River Draw Bridge, La.,
St. Louis, Iron Mt. & So
Red Rock, Ariz.,
Arizona Southern (a)
" Southern Pacific (a)
Red Rock, Colo., Rio Gr. So
Red Rock, Mont.,
Oregon Short Line
Red Rock, Nev.,
Las Vegas & Tonopah
Red Rock, Okla.,
Atch. Top. & Santa Fe
Red Rock, Tex.,
Missouri, Kan. & Texas
Red Rock, W.Va.,
Baltimore & Ohio
Red Rock, Wis., C. M. & St. P
Red Rocks, N.F.,
Reid Newfoundland
Red Run, W.Va., Dry Fork
Red Springs, N.C.,
Atlantic Coast Line (a)
" Red Spgs. & Bowm (b)
(a) and (b) about ¼ mile apart
Red Star, W.Va., Ches. & O
Redstone, Colo., Crystal R (a)
" Crystal R. & San Juan (a)
Redstone, Ga.,
Gainesville Midland
Redstone, Mich.,
Pere Marquette
Red Stone, N.H., Me. Cent
Redstone Junction, Pa.,
Pennsylvania
Redvers, Sask., Can. Pacific
Red Warrior, W.Va.,
Chesapeake & Ohio
Redwater, Ont.
Temiskaming & No. Ont
Red Water Tex. St. L. S. W
Red Willow, Neb.,
Burlington Route
Redwine, Ky.,
Morehead & North Fork
Red Wing, Kan., Mo. Pacific
Red Wing, Minn.,
Chicago Gt. West (a)
" Chic. Mil. & St. Paul (b)
(a) and (b) ¼ mile apart
Redwood, Cal., So. Pacific
Redwood, Minn.,
Minneap. & St. Louis (a)
" North-Western Line (b)
(a) and (b) 2¾ miles apart
Called Redwood Falls on N. W. L.
Redwood, Miss.,
Yazoo & Miss. Valley
Redwood, N.Y., N.Y.C. & H.R
Redwood, Okla., Frisco Sys
Redwood, Va., Southern
Redwood Falls, Minn.,
Minneap. & St. Louis (a)
" North-Western Line (b)
(a) and (b) 2¾ miles apart
Called Redwood on M. & St. L
Redwood Valley, Cal.,
Northwestern Pacific
Reece, Kan., Mo. Pacific
Reed, Marin Co., Cal.,
Northwestern Pacific
Reed, Kosciusko Co., Ind.,
Clev. Cin. Chic. & St. L
Reed, Lawrence Co., Ind.,
Chicago, Ind. & Louisv
Reed, Ky.,
Louisv. Hend. & St. L
Reed, Marion Co., Miss.,
Mississippi Central
Reed, Sunflower Co., Miss.,
Yazoo & Miss. Valley
Reed, O., Wabash Pitts. Term
Reed, Okla.,
Atch. Top. & Santa Fe
Reed, Indiana Co., Pa., Penn
Reed, Northumberland Co.,
Pa., Pennsylvania
" Phila. & Reading
Reed City, Ill.,
Toledo, Peoria & West
Reed City, Mich.,
Gd. Rapids & Ind (a)
" Pere Marquette (a)
Reed Crossing, N.J., Penna
Reeder, N.Y., Lehigh Valley
Reeder, N.D.,
Chicago, Mil. & Puget Sd
Reeder, Pa., Phila. & Read
Reeders, Ill., Chic. & Alton
Reeders, Monroe Co., Pa.,
N.Y. Susq. & Western
Reeding, Okla.,
Chic. Rk. Isl. & Pacific
Reed Island, Va.,
Norfolk & Western
Reed Junction, Va.,
Norfolk & Western
Reedley, Cal.,
A.T. & S.F., Coast L* (a)
" Southern Pacific (b)
(a) and (b) about ½ mi. apart
Reedpoint, Mont., No. Pacific
Reeds, Fresno Co., Cal.,
Southern Pacific
Reeds, San Luis Obispo Co.,
Cal. Pacific Coast
Reed's, Yuba Co., Cal.,
Southern Pacific
Reeds, Fla., Atl. Coast Line
Reeds, Ga., Southern
Reeds, Ill., Illinois Central
Reeds, Franklin Co., Me.,
Sandy R. & Range. Lks
Reed's, Mich., Grand Trunk
Reeds, Jasper Co., Mo.,
Frisco System
Reeds, Reynolds Co., Mo.,
Missouri Southern
Reed's, O., Columbus & South
Reed's, Rusk Co., Tex.,
Internat. & Gt. North
Reed's, Wilson Co., Tex.,
San Ant. & Aran. Pass
Reedsburg, Wis.,
North-Western Line
Reed's Corners, Wis.,
Chicago Mil. & St. Paul
Reed's Crossing, N.J., Penna
Reeds Crossing, O., Penna. Co
Reeds Ferry, N.H.,
Boston & Maine
Reeds Gap, Ct., N.Y.N.H. & H
Reeds Island, N.B., Can. Pac
Reed's Mill, O.,
Pitts. Cin. Chic. & St. L
Reed's Road, Pa., Penna
Reed's Run, O., Penna. Co
Reeds Springs, Mo.,
St. Louis, Iron Mt. & So
Reedsville, Pa.,
Kishacoquillas Val (a)
" Pennsylvania (a)
Reedsville, W.Va.,
Morgantown & Kingw
Reedurban, O.,
N. O. Trac. & L. Co (El)
Reedville, Ark.,
St. Louis, Iron Mt. & So
Reedville Ind., Cin. Ham. & D
Reedville, Ky., Eastern Ky
Reedville, Ore., So. Pacific
Reedville Tex.,
Missouri, Kan. & Tex
Reedville, Wis.,
North-Western Line
Reedy, W. Va., Balt. & Ohio
Reesa, N.J., Pennsylvania
Ree Heights, S.D.,
North-Western Line
Reesboro, N.C.,
Norfolk & Southern
Rees Mill, Md., Balt. & Ohio
Reeslville, Ind., Vandalia
Reeman, Mich., Pere Marq
Rees, Ill., Chicago & Alton
Reese, Mich., Mich. Cent (a)
" Pere Marquette (b)
Depots adjacent
Reese, Pa., Pennsylvania
Reese, Utah, South. Pacific
Reesburg, Ga., Cent. of Ga
Reeser, Wash.,
Wash. & Col. River
Reeseville, Wis.,
Chicago, Mil. & St. Paul
Rees Mill, Pa.,
Waynesburg & Wash
Reesville, O.,
Balt. & Ohio So. West (a)
" C. & M. V (Pa. Lines) (b)
(a) and (b) 30 yards apart
Reeve, Ia.,
St. Paul & Des Moines
Reeve, Kan., Mo. Pacific
Reeves, Ga., Southern
Reeves, Idaho,
Payette Valley
Reeve's, N.J., Pennsylvania
Reeves, N.D., North. Pacific
Reeves, Tenn., Southern
Reeves, Utah,
San Ped. Los Ang. & S. Lk
Reeves Siding, Ind.,
Pitts. Cin. Chic. & St. L
Reevesville, Ill., Ill. Central
Reevesville, S.C., Southern
Reflectorville, Pa.,
Pittsburgh Rys. Co (a)
" West Side Belt (b)
(a) and (b) about ¼ mi. apart
Reford, Sask.,
Grand Trunk Pacific
Reform, Ala.,
Alabama, Tenn. & No (a)
" Mobile & Ohio (a)
Reform, Miss.,
New Orl. Mobile & Chic
Reforma, Mex.,
Pan-American
Reformatory, Minn.,
Northern Pacific
Reformatory St. Hon, Mass.,
Boston & Maine
Reform School, Ore.,
Southern Pacific
Refton Pa., Pennsylvania
Refugio, Jalisco, Mex.,
National of Mexico
Refugio, Vera Cruz, Mex.,
Veracruz & Isthmus
Refugio, Tex.,
St. L. Brownsv. & Mex
Rega, Ark., St. L. I. Mt. & So
Regal, N.C., Southern
Regar, Mo.,
Quincy, Omaha & K. C
Reagio, La., Louisiana South
Regina, Ky.,
Chesapeake & Ohio
Regina, Sask.,
Canadian Northern (a)
" Canadian Pacific (a)
Regis, Wyo., Burl. Route
Register, Ga., Cent. of Ga
" Register & Glennville
Rehbinder, Minn.,
Minnesota & No. Wis
Rehm, Tex., Ch. Rk. Isl. & G
Rehmann, Tex.,
Gulf, Colo. & Santa Fe
Rehoboth, Del.,
Maryland, Del. & Va (a)
" Pennsylvania (a)
Rehoboth, Ga., Cent. of Ga
Reinwoldt, Tex., Tex. State
Reid, Twiggs Co., Ga.,
Southern
Reid, Md., West. Maryland
Reid, Mont., Northern Pac
Reid Lake, Ark.,
Pine Bluff Ark. River
Reid's, Wash., Tacoma East
Reid's, Ala., Louisv. & Nash
Reids, Manitoba, Can. North
Reids, Miss., Frisco System
Reid's, S.C., Atl. Coast Line
Reidsboro, Ga., Southern
Reids Grove, Md.,
Balt. Ches. & Atlantic
Reidsville, Ga.,
Ga. Coast & Piedmont
Reidsville, N.C., Southern
Reidton, Va., Ches. & Ohio
Reiffsburg, Ind.,
Cin. Bluffton & Chic
Reigate, Va., Southern
Reilly, Ill., Chic. and East. Ill
Reilly, Pa., Pennsylvania
Reily Lake, Ill.,
Illinois Southern (a)
" St. L. Iron Mt. & So (b)
" St. Louis South-west (c)
(a) and (b) adjacent
Reimold, Pa., Stewartstown
Reinbeck, Ia.,
Chicago Gt. West (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about 200 yards apart
Reinecke, Ill., Lv. & Nash
Reinecke, Ky., Lv. & Nash
Reiner, Pa., Williams Val
Reinhardt, Tex.,
Gulf, Colo. & Santa Fe
Reinholds, Pa., Phila. & Read
Reinicker, Ia., Illinois Cent
Reisor, La., Texas & Pacific
Reissing, Pa.,
Pitts. Cin. Chic. & St. L
Reiter, Wash., Great North
Reka, Ga., Seaboard Air Line
Rekap, Mont., Northern Pac
Reklaw, Tex.,
Texas & New Orleans
Relay Station, Ill.,
See East St. Louis
Relay Station, Md.,
Baltimore & Ohio
Reliance, Alberta,
Canadian Pacific
Reliance, Pa., Phila. & Read
Reliance, S.D.,
Chicago, Mil. & St. Paul
Reliance,
Claiborne Co., Tenn.,
Louisville & Nashville
Reliance, Polk Co., Tenn.,
Louisville & Nashville
Relief, Clark Co., Ill.,
Cin. Ham. & Dayton
Relief, Tazewell Co., Ill.,
Vandalia
Relief, N.C.,
Cin. Clinch. and Ohio
Relief, Washington Co., O.,
Baltimore & Ohio
Relief, Columbia Co., Wash.,
Oregon RR. & Nav. Co
Relinas, Mex., Nat. of Mex
Relius, N.Y.,
N.Y. Cent. & Hud. Riv
Relland, Mex., Nat. of Mex
Relyeas, N.Y.,
Cent. New England
Rem, Mich., Pere Marquette
Remaley, Pa., Pennsylvania
Rembaugh, Wash., Gt. North
Remberts, S.C.,
Atlantic Coast Line
Rembrandt, Ia.,
Minneapolis & St. Louis
Rembrandt, Pa., Penna
Remick, Mich., Pere Marq
Remillard, Cal., South. Pac
Remington, Ind.,
Pitts. Cin. Chic. & St. L
Remington, Neb.,
Burlington Route
Remington, O., Balt. & O. S. W
Reming, Okla.,
Atch. Top. & Santa Fe
Remington, O.,
Balt. & Ohio Southwest
Remington, Va., Southern
Remini, S.C., Atl. Coast Line
Remnip, Ala., Lv. & Nash
Remsey, Cal., South. Pacific
Remsen, Ia., Illinois Central
Remsen, N.Y.,
N.Y. Cent. & Hud. Riv
Remus, Mich.,
Pere Marquette
Remy, La., Yazoo & Miss. V
Remy, Tenn.,
Louisville & Nashville
Rena Lara, Miss.,
Yazoo & Miss. Valley
Renault, Ill.,
St. L. Iron Mt. & So (a)
" St. Louis So. West (a)
Renchan's, N.Y.,
Kanona & Prattsb'gh
Rend, O., Ohio Cent. Lines
Rend, W. Va., Ches. & Ohio
Rendalia, Ala., Lv. & Nash
Rendcomb Junction, O.,
Pitts. Cin. Chic. & St. L
Render, Ky., Illinois Cent
Rendville, O.,
Toledo & Ohio Cent (a)
" Zanesville & West (a)
Rene, Colo., Atch. Top. & S. Fe
Rene Mont, Pa., Lehigh Val
Renforth, N.B., Intercol
Renfrew, Kan., Mo. Pac
Renfrew, Mass., Boston & Alb
Renfrew, Ont.,
Canadian Pacific (b)
" Grand Trunk (a)
" Kingston & Pemb (c)
(a) about 1 mi. from (b) and (c)
(b) and (c) adjacent
Renfrew, Pa., Balt. & Ohio
" Bessemer & Lake Erie
Renfrew Junction, Ont.,
Grand Trunk (a)
" Kingston & Pemb (a)
Renfro, Ga., Seab. Air Line
Renfro, Tenn., Tenn. Cent
Renfroe, Ala., Birm. & Atl
Renfrow, Okla.,
Chicago, Rk. Isl. & Pac
Renick, Ky., Louisv. & Nash
Renick, Mo., Wabash
Renick, O., Norf. & West
Renick W. Va.,
Chesapeake & Ohio
Renil, N.Y., Lehigh Valley
Renix, Md., Balt. & Ohio
Renner, Ind.,
Pitts. Cin. Chic. & St. L
Renner, O., Toledo & O. Cent
Renner, S.D., Ch. Mil. & St. P
Renner, Tex., St. L. So. W
Rennerdale, Pa.,
Pitts. Cin. Chic. & St. L
Rennert, N.C., Atl. Coast L
Rennie, Manitoba, Can. Pac
Rennie, S.C., Southern
Renno, S.C., Seaboard Air L
Rennyson, Pa., Ph. & Read
Reno, Ala., Louisv. & Nashv
Reno, Ill., Burlington Route
Reno, Ind.,
Cleve. Cin. Chic. & St. L
Reno, Kan., Union Pacific
Reno, Mich., Gr. Rap. & Ind
Reno, Houston Co., Minn.,
Chicago, Mil. & St. Paul
Reno, Neb., Burl. Route
Reno, Nev.,
Nevada-Cal.-Ore (a)
" Southern Pacific (a)
" Virginia & Truck (a)
Reno, N.C.,
Norfolk & Southern
Reno, Pa., Erie (a)
" Lk. Shore & Mich. So (b)
Reno, Tex., Texas & Pacific
Reno Junction, Okla.,
Chic. Rock Island & Pac
Renous, N.B., Intercolonial
Renova, Minn., Chic. Gt. W
Renova, Miss.,
Yazoo & Miss. Valley
Renova, Tex.,
Houston. E. & W. Tex
Renovo, Mont., No. Pacific
Renovo, Pa., Pennsylvania
Renshaw, Miss.,
Yazoo & Miss. Valley
Renshaws, Ill., Illinois Cent
Rensiow, Wash.,
Chicago, Mil. & Puget Sd
Renson, Fla., Louisv. & Nashv
Rensselaer, Ind.,
Chicago, Ind. & Louisv
Rensselaer, Mo.,
Mo. Kans. & Texas
Rensselaer, N.Y.,
Albany South (El) (a)
" Boston & Albany (b)
" N.Y. Cent. & Hud. R (b)
Called East Albany on B. & A
(a) and (b) about ¾ mi. apart
Rensselaer, O.,
Cin. Ham. & Dayton
Rensselaer Falls, N.Y.,
N.Y. Cent. & Hud. Riv
Renuchlers, Ill., Lv. & Nash
Rentiesville, Okla.,
Mo. Kans. & Texas
Renton, Mich., Grand Trunk
Renton, Ont., Gd. Trunk (a)
" Wabash (a)
Renton, Wash.,
Chicago, Mil. & Puget Sd
" Col. & Puget Sound (a)
" Northern Pacific (b)
(a) and (b) adjacent
Renton Junction, Wash.,
Puget Sound Electric
Rentz, Ga.,
Wrightsville & Tennille
Renversy, Que.,
Great North. of Canada
Renville, Minn.,
Chicago, Mil. & St. Paul
Renwick, Ia., No. West. Line
Renwick, N.Y.,
N.Y. Aub. & Lansing †
Renwick, Cnt., Pere Marq
Renaupo, N.J., Pennsylvania
Reppy, Ariz.,
Gila Valley, Globe & No
Repton, Ala., Louisv. & Nash
Repton, Ky., Illinois Cent
Repton, Wash.,
Col. & Puget Sound
Republic, Ala., Southern
Republic, Ind.,
Indiana Harbor Belt †
Republic, Mich.,
Chic. Mil. & St. Paul (a)
" Dul. So. Sh. & Atl (a)
" North-West. Line (b)
(a) and (b) ¼ mile apart
Republic, Mo., Frisco Sys
Republic, O., Balt. & Ohio
Republic, Fayette Co., Pa.,
Monongahela
Republic,
Northampton Co., Pa.,
Central of New Jersey
Republic, Tex.,
Gulf, Colo. & Santa Fe
Republic, Wash.,
Great Northern (a)
" Kettle Valley Lines (b)
(a) and (b) about 1 mi. apart
Republican, Neb.,
Burlington Route
Republic City, Kan., Mo. Pac
Requa, Wis., No. West. Line
Resaca, Ga.,
Nashv. Chatt. & St. L (a)
" Western & Atlantic (a)
Resario, Mex., Nat. of Mex
Rescue, La., Yazoo & Miss. Val
Reseda, Cal., South. Pacific
Reser, Wash., North. Pacific
Reserve, Kan., Mo. Pacific
Reservation, Wash.,
Northern Pacific
Reserve, La.,
Colo. So. N.O. & Pac (a)
" La. Ry. & Nav. Co (a)
" Yazoo & Miss. Valley
Reserve, Mont., No. Pacific
Reserve, Wis.,
Minn. St. Paul & S. Ste. M
Reservoir, Mass., Bost. & Alb
Reservoir, Ore.,
Portland Ry. L. & P. Co
Reservoir, Blair Co., Pa.,
Pennsylvania
Reservoir, Va., Ches. & Ohio
Reservoir Park, Ky.,
Louisville & Nashville
Rest, Kan., Atch. Top. & S. Fe

Reston, Manitoba, Can. Pac
Retes, Mex., West Coast Rte
Retort, Pa., Pennsylvania
Retorta, Mex.,
Interoceanic of Mex
Retreat, Pa., Pennsylvania
Retreat Grove, Md., Penna
Retreat Grove, Pa., Penna
Retro, Tenn.,
Cin. New Orl. & Tex. Pac
Retsof, N.Y., Genesee & Wyo
Retsof Junction, N.Y.,
Genesee & Wyoming†
" Pennsylvania
Retta, Okla., Frisco System
Retta, Tex., Inter. & Great No
Reuben, Ore., South. Pacific
Reubens, Idaho,
Oregon RR. & Nav. Co
Reudi, Colo., Colorado Mid
Reusch, Va., Norf. & West
Reusen's, Va., Ches. & Ohio
Reuters, Ill., Ill. Term
Revell, Md., Md. Electric
Revelstoke, B.C., Can. Pac
Revere, Cal., Southern Pac
Revere, Ga., Central of Ga
Revere, Mass., Bost. & Maine
Revere, Minn., No. West. Line
Revere, Mo., Atch. T. & S. Fe
Revere, Utah, Denv. & Rio G
Revere, Wash.,
Chicago, Mil. & PugetSd
Reverse, Idaho, Oregon S. L
Reville, S.D., Minn. & St. L
Revillo, Ky.,
Cin. New Orl. & Tex. Pac
Rewey, Wis., No. West. Line
Rex, Ga., Southern
Rex, Idaho, Northern Pac
Rex, Ind., C. C. C. & St. L
Rex, Miss., Yazoo & Miss. Vy
Rex, Mo., Kansas City South
Rex, N.C., Atl. Coast Line
Rex, O., Norfolk & Western
Rex, Okla.,
Mo, Okla. & Gulf (a)
" St. L. Iron Mt. & So (a)
Rex, Ore., Southern Pacific
Rex, Tenn., Tennessee North
Rex Branch, Mo., Frisco Sys
Rexburg, Idaho,
Oregon Short Line
Rexford, Ill.,
Chicago, Rk. Isl. & Pac
Rexford, Kan., Chic. R. I. & P
Rexford, Mich.,
Duluth, So. Sh. & Atl
Rexford, Mont., Gt. Northern
Rexford, O., Wheel. & Lake E
Rexford, Pa., Buff. & Susq
Rexford, Tenn., Va. & S. W
Rexis, Pa.,
Blacklick & Yel. Crk (a)
" Buff. Roch. & Pitts (b)
" Pennsylvania (b)
(a) and (b) about ¼ mile apart
Called Vintondale on B.R. & P. and P
Rexmere, La.,
Louisiana Ry. & Nav. Co
Rexton, Mich.,
Minn. St. P. & S. Ste. M
Rexton, N.B., Kent Northern
Rexville, N.Y., N.Y. & Penna
Reybold, Del., Pennsylvania
Reyburn,
Mississippi Co., Ark.,
Frisco System
Reydel, Ark.,
Pine Bluff Ark. River
Reyes, Mex.,
Veracruz & Isthmus
Reyno, Ark., Frisco System
Reynold, S.C., Southern
Reynolds, Giles Co., Ala.,
Louisville & Nashville
Reynolds,
Washington Co., Ala.,
Washington & Choctaw
Reynolds, Ark., Frisco Sys
Reynolds, Ga., Cent. of Ga
Reynolds, Rock Isl. Co., Ill.,
Chicago, Rk. Isl. & Pac
Reynolds, Ind.,
Chic. Ind. & Louisv (a)
" Pitts. Cin. Ch. & St. L (b)
Depots adjacent
Reynolds, Ky., Ill. Central
Reynolds, Mich.,
Grand Rapids & Ind
Reynolds, Mo.,
Missouri Southern
Reynolds, Mont., No. Pacific
Reynolds, Neb., Burl. Route
Reynolds, N.Y., Boston & Me
Reynolds, N.D., Great North
Reynolds, O., Lk. Sh. & M. S
Reynolds, Okla.,
Chic. Rk. Isl. & Pac (a)
" Mo. Kan. & Texas (b)
(a) and (b) about 1 mi. apart
Reynolds, Pa., Phila. & Read
Reynolds, Tenn., Lv. & Nash
Reynolds, Cherokee Co., Tex.,
Inter. & Great North
Reynolds, Nueces Co., Tex.,
San Ant. & Aran. Pass
Reynolds, Orange Co., Va.,
Potomac, Fred. & Pied
Reynolds, Wash., North. Pac
Reynold's Bridge, Ct.,
N.Y. New Hav. & Hart
Reynoldsburg, O., Ohio Elec
Reynoldsdale, Pa., Penna
Reynoldsville, Ill.,
Illinois Central (a)
" St. L. Iron Mt. & So (b)
" St Louis South-west (b)
(a) and (b) adjacent
Reynoldsville, Pa.,
Pennsylvania (a)
" Reynoldsv. & F. C (b)
(a) and (b) about ½ mi. apart
Reynoldsville Summit, N.Y.,
N.Y. New Hav. & Hart
Reynoldton, Pa.,
Pittsburgh & Lake Erie
Rezago, Colo., Colo. & Wyo
Rhame, N.D.,
Chicago, Mil. & PugetSd
Rhea, Ore., O. RR. & Nav. Co
Rheas, Tenn., Tennessee
Rheems, Pa., Pennsylvania
Rhelms, N.Y., Bath. & Ham
Rhein, Ind.,
Ft. Wayne, Cin. & Louisv
Rhenes, N.C., Atl. Coast L
Rhine, Ga., Seab. Air Line
Rhinebeck, N.Y.,
Central New England
Rhinecliff, N.Y.,
Central New Eng (a)
" N.Y. Cent. & H. R (a)
Rhinecliff Junction, N.Y.,
Central New England
Rhineland, La.,
Colo. So. New Orl. & Pac
Rhineland, Mo.,
Mo. Kansas & Texas
Rhinelander, Wis.,
Minn. St. P. & S. S. M (a)
" North West. Line (b)
(a) and (b) ¾ mile apart
Rhoads, Pa., Pennsylvania
Rhodes, Ala., Lv. & Nash
Rhodes, Ill.,
Minn. St. P. & Slt. Ste. M
Rhodes, Ia., Chic. Mil. & St. P
Rhodes La., Yazoo & Miss. Vy
Rhodes, Manitoba, Can. Pac
Rhodes, Gladwin Co., Mich.,
Michigan Central
Rhodes, Mo., Frisco System
Rhodes, Nev., South. Pacific
Rhodes, Wis., No. West. Line
Rhodesdale, Md.,
Baltimore, Chesa. & Atl
Rhodes Summit, Pa.,
Baltimore & Ohio
Rhodhiss, N. C.,
Carolina & North-west
Rhodo, N.C., Southern
Rhome, Tex., Ft. W. & D. C
Rhone, Colo., Denv. & Rio G
Rhonesboro, Tex.,
Marshall & East Texas
Rhorbaugh, Mont., No. Pac
Rhyl, Sask., Can. Pac
Rhyolite, Nev.,
Bullfrog Goldfield (a)
" Las Vegas & Tonop (b)
" Tonopah & Tidew (a)
(a) and (b) about ¾ mile apart
Rialto, Cal.,
A.T. & S.F., Coast Lines*
Rialto. O., Pitts. Cin. C. & St. L
Rialto, Tenn., Illinois Cent
Ribera. N. M., Atch. Top. & S. F
Riberdy, Mont., North. Pac
Rib Falls, Wis.,
North Western Line
Rib Falls Junction, Wis.,
North Western Line
Rib Lake, Ont.,
Temiskaming & No. Ont
Rib Lake, Wis.,
Minn. St. P. & Slt. Ste. M
Riblet, O., Erie
Ribold, Pa., Balt. & Ohio
Ribold Junction, Pa.,
Baltimore & Ohio
Rib River, Wis.,
North-Western Line
Ricardo, N.M.,
Atch. Top. & Santa Fe
Ricardo, Tex.,
St. L. Brownsv. & Mex
Rice, Ariz.,
Gila Val. Globe & North
Rice, Kan., Missouri Pacific
Rice, Ky., Louisville & Nashv
Rice, Mich., Pere Marq
Rice, Okla., Frisco System
Rice, Ore., Great South.
Rice, Harris Co., Tex.,
San Ant. & Aran. Pass
Rice, Navarro Co., Tex.,
Houston & Tex. Cent
Rice, Va., Norfolk & West
Riceboro, Ga., Seab. Air Line
Riceburg, Que., Central Vt
Rice Creek, Fla.,
Atlantic Coast Line
Ricedale, Mich.,
Copper Range
Rice Farm, Tex.,
Port Arthur Route
Rice Hill, Miss.,
Alabama & Vicksburg
Rice Hill, Ore., South. Pac
Rice Lake, Wis.,
Minn. St. P. & S. Ste. M (a)
" North-West. Line (b)
(a) and (b) adjacent
Riceland, La.,
Louisiana & Pacific
Riceland, Colorado Co., Tex.,
Gulf, Colo. & Santa Fe*
Rice Mill, Ark., Frisco Sys
Rice's, Ky., Louisv. & Nash
Rices, Minn., North. Pacific
Rice's, N.Y., N.Y.C. & H. Riv
Rice's Landing, Pa.,
Pennsylvania
Rice's Point, Minn.,
Northern Pacific
Rice Station, Ky.,
Louisville & Atlantic
Riceton, Tex.,
Internat. & Gt. North
Riceville, Ark.,
Chicago, Rk. Isl. & Pac
Riceville, Ind., Southern
Riceville, Ia., Chic. Gt. West
Riceville, La., La. Western
Riceville, Mont., Gt. North
Riceville, N.Y., Buff. R. & P
Riceville, Tenn., Southern
Rich, Ark.,
Brink, Helena & Ind. B
Rich, Cal.,
A.T. & S.F., Coast Lines
Rich, Ky., Louisv. & Nash
Rich, Miss., Yazoo & Miss. Val
Richard, Ia., Illinois Central
Richard, W. Va.,
Morgantown & Kingw
Richard City, Tenn.,
Nashv. Chat. & St. Louis
Richardi, Mich., Pere Marq
Richards, Ill., Burl. Route
Richards, Ia., Illinois Cent
Richards, Kan.,
Kansas South. & Gulf
Richards, Mo.,
Kansas City South (a)
" Missouri Pacific (b)
(a) and (b) about ½ mi. apart
Richards, N.J.,
Mount Hope Mineral
Richards, N.C., Atl. Coast L
Richards, O., Lk. Sh. & M. So
" Toledo, Angola & West
Richards, Okla.,
Chicago, Rk. Isl. & Pac
Richards, Tex.,
Trinity & Brazos Val
Richards, Wyo.,
North-Western Line
Richardson, Ala.,
Queen & Cres. Route
Richardson, Ark.,
Pine Bluff Ark. River
Richardson, Assiniboia,
Canadian Pacific
Richardson, Cal., Pac. El
Richardson, Fla.,
Atlantic Coast Line
Richardson, Ill. Chic. Gt. W
Richardson, Kan.,
Missouri Pacific
Richardson. Ky., Ches. & Ohio
Richardson, La.,
Kansas City Southern
Richardson, Md.,
Baltimore, Ches. & Atl
Richardson, Mich.,
Manistique & Lk. Sup
Richardson, Miss.,
New Orl. & North-east
Richardson, Mo.,
Frisco System
Richardson, N.H.,
Boston & Maine
Richardson, Ont.,
Pere Marquette
Richardson, Tex.,
Houston & Texas Cent
Richardson, Wash., No. Pac
Richardson, Polk Co., Wis.,
North-Western Line
Richardson's, Mich.,
Manistique & North
Richardsons, S.C.,
Atlantic Coast Line
Richardton, N.D., North. Pac
Richburg, Ala.,
Atlantic Coast Line
Richburg, Miss.,
New Orl. & North-east
Richburg, N.Y.,
Pitts. Shawmut & North
Richburg, S.C.,
Lancaster & Chester
Rich Creek, Va., Virginian
Richdale, Minn., North. Pac
Also called Richland
Richelieu, Que., Central Vt
Richey, Miss.,
Southern in Mississippi
Richey, O., Penna. Co
Richfield, Orange Co., Cal.,
A.T. & S.F., Coast Lines*
Richfield, Tehama Co., Cal.,
Southern Pacific
Richfield, Idaho,
Oregon Short Line
Richfield, Neb.,
Chicago, Rk. Isl. & Pac
Richfield, N.C., Southern
Richfield, Utah,
Denver & Rio Grande
Richfield, Wis., Ch. Mil. & St. P
Richfield Junction, N.Y.,
Del. Lack. & Western
Richfield Spa, N.Y.,
Oneon. & Mohawk V (El)
Richfield Springs, N.Y.,
Del. Lack. & Western
Richford, N.Y., Lehigh Val
Richford, Vt., Can. Pac (a)
" Central Vermont (b)
(a) and (b) 4-5 mile apart
Richford, W. Va., Dry Fork
Rich Hill, Mo.,
Frisco System (a)
" Missouri Pacific (b)
(a) and (b) 100 yards apart
Rich Hill, O.,
Toledo & Ohio Central
Rich Hill, Va.,
Norfolk & Western
Rich Hill Junc., Mo., Mo. Pac
Richibucto, N.B., Kent No
Richland, Cal.,
A.T. & S.F., Coast Lines*
Richland, Fla.,
Atlantic Coast Line
Richland, Ga., Ga. Fla. & Ala
" Seaboard Air Line
Richland, Ill., S. & O. So. W
Richland, Ia.,
Chicago, Mil. & St. P (a)
" Iowa Central (b)
(a) and (b) about 1 mi. apart
Richland, Kan., Mo. Pacific
Richland, La.,
La. Ry. & Nav. Co
Richland, Mich.,
Michigan Central
Richland,
Otter Tail Co., Minn.,
Northern Pacific
Also called Richdale
Richland, Mo., Frisco Sys
Richland, N.J., Atl. City (a)
" Pennsylvania (b)
(a) and (b) 150 yards apart
Richland, N.Y., N.Y.C. & H.R
Richland, Logan Co., O.,
Cleve. Cin. Chic. & St. L
Richland, Richland Co., O.,
Pennsylvania Co
Richland, Vinton Co., O.,
Balt. & Ohio Southwest
Richland, Okla.,
St. L. El Reno & West
Richland, Lebanon Co., Pa.,
Philadelphia & Reading
Richland, S.C., Southern
Richland, Tex.,
Houston & Texas Cent
Richland Center, Wis.,
Chicago, Mil. & St. P
Richland Farm, Ga., Georgia
Richland Furnace, O.,
Balt. & Ohio Southwest
Richland Junction, Mich.,
Chicago, Kal. & Sag (a)
" Michigan Central (a)
Richlands, N.C.,
Dover & South Bound
Richlands, Va., Norf. & West
Richlandtown, Pa.,
Quakertown & East
Richmond, Nevada Co., Ark.,
St. Louis, Iron Mt. & So
Richmond, Cal.,
A.T. & S.F., Coast Ls* (a)
" Richmond Belt† (a)
" Southern Pacific (b)
(a) and (b) about ¾ mile apart
Richmond, Ill.,
North-Western Line
Richmond, Ind.,
Chicago, Cin. & Lv (a)
" Grand Rap. & Ind (b)
" Ohio Electric (c)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) about ¼ mile apart
(a) and (c) ¾ mile apart
(b) and (c) ½ mile apart
Richmond Kan., A.T. & S.Fe
Richmond, Ky.,
Louisville & Atl (a)
" Louisville & Nash (b)
(a) and (b) 1 mile apart
Richmond, Me., Maine Cent
Richmond, Mass., Bost. & Alb
Richmond, Mich., Gd. Trunk
Richmond,
Stearns Co., Minn.,
Great Northern
Richmond,
Minona Co., Minn.,
Chicago, Mil. & St. Paul
Richmond, Mo., At. Top. & S.F
Richmond, N.S.,
Dominion Atlantic (a)
" Halifax & Southwest (b)
" Intercolonial (a)
Richmond, O.,
Baltimore & Ohio
Richmond, Clarion Co., Pa.,
Baltimore & Ohio
Richmond, Franklin Co., Pa.,
Cumberland Valley
Richmond, P.E.I., Pr. Ed. Isl
Richmond, Que., Gd. Trunk
Richmond, S.D., Minn. & St. L
Richmond, Tex.,
Gal. Har. & San Ant (a)
" Gulf, Colo. & S. Fe* (b)
(a) and (b) about 1½ miles apart
Richmond, Utah, Oregon S. L
Richmond, Vt., Central Vt
Richmond, Va.,
Atlantic Coast Line (a)
" Chesapeake & Ohio (b)
" Rich. Fred. & Poto (a)
" Seaboard Air Line (b)
" Southern (c)
(a) and (b) 1200 yards apart
(a) and (c) ½ mile apart
(b) and (c) 1200 yards apart
Richmond Beach, Wash.,
Great Northern
Richmondale, O.,
Cin. Ham. & Dayton
Richmond Furnace, Mass.,
Boston & Albany
Richmond Hill, N.Y.,
Long Island
Richmond Hill, Ont.,
Canadian North. Ont
R. N. I. & B. Junction, Ky.,
Queen & Cres. Route
Richmond Junction, Ark.,
Arkansas & Choctaw
Richmond Junction, Ind.,
Pitts. Cin. Chic. & St. L
Richmond Junction, Pa.,
Pennsylvania
Richmond Valley, N.Y.,
Staten Isl. and Rap. Tr
Richmondville, N.Y.,
Delaware & Hudson
Rich Mountain, Ark.,
Kansas City Southern
Rich Patch Junction, Va.,
Chesapeake & Ohio
Rich Pond, Ky., Lv. & Nash
Rich's, Ind.,
Pitts. Cin. Chic. & St. L
Rich's, Mich., Gd. Rap. & Ind
Rich Square, N.C.,
Seaboard Air Line
Richter Kan.,
Atch. Top. & Santa Fe (a)
" Missouri Pacific (b)
(a) and (b) about ½ mi. apart
Richton, Ill., Illinois Central
Richton, Miss.,
New Orl. Mobile & Chic
Rich Valley, Ind., Wabash
Rich Valley, Minn.,
Chicago Great Western
Rich Valley, Pa.,
Emp. & Rich Valley
Richview, Ill., Illinois Cent
Richville, Me.,
Maine Central
Richville, Mich., Mich. Cent
Richville, Minn.,
Minn. St. P. & S. Ste. M
Richville,
St. Lawrence Co., N.Y.,
N.Y. Cent. & Hud. Riv
Richville, O.,
Wheeling & Lake Erie
Richville, Okla.,
Missouri, Kan. & Tex
Richwood, Ga.,
Georgia South. & Fla
Richwood, Ky.,
Cin. New Orl. & Tex. Pac
Richwood, N.J., Atlan. City
Richwood, O., Erie
Richwood, Ont., Gd. Trunk
Richwood, Tenn., Ill. Cent
Richwood, W. Va., Balt. & O
Richwood, Wis., Ch. M. & St. P
Rickenbach, Pa., Phil. & Read
Rickenbockers, S.C.,
Atlantic Coast Line
Ricker, Mich., Pere Marq
Ricker, Tex.,
Gulf, Colo. & Santa Fe*
Riker's, Vt., Montp. & Wells R
Ricketts, Ia., No. West. Line
Ricketts, Pa., Lehigh Valley
Rickman, Tenn.,
Overton County
Rickreall, Ore.,
Salem, Falls City & W
Ricksford, Fla.,
Atlantic Coast Line
Rico, Colo., Rio Grande So
Ricohoc, La.,
Morgan's La. & Texas
Riddell,
Rainy Riv. District, Ont.,
Canadian Pacific
Riddle, La.,
Yazoo & Miss. Valley
Riddle,
Nipissing District, Ont.,
Temiskaming & No. Ont
Riddle, Ore., South. Pacific
Riddle Junction, Mich.,
Chicago, Mil. & St. P (a)
" Mineral Range (a)
Riddle's, N.C., Atl. Coast Line
Riddlesburg, Pa.,
Hunt. & Broad Top Mt

* *On the Santa Fe*
† *For freight only*
‡ *On the Southern Pacific System*

Riddles Farm, O.,
Wheeling & Lake Erie
Riddleton, N.J., Penna
Rideau, B.C., Great North
Rideau, Ont., Grand Trunk
Rideau Junction, Ont.,
Grand Trunk
Ridenhower, Ill.,
Cleve. Cin. Chic. & St. L
Rideout, Utah,
San Ped. Los Ang. & S. Lk
Rider, Ia., Chic. Mil. & St. Paul
Riders, Ill., Illinois Terminal
Riderville, Ala., Southern
Riderville, Pa.,
Buff. Roch. & Pitts (a)
" Erie (b)
Ridge, Ark., St. L. Ir. Mt. & So
Ridge, Ga.,
Ga. Coast & Piedmont
Ridge, Ind.,
Elgin, Joliet & Eastern
Ridge, Mich., Dul. S. S. & Atl
Ridge, Neb., North-West. L
Ridge, N.C.,
Car. Clinch. and Ohio
Ridge, O., Hocking Valley
Ridge, Pa., Pennsylvania
Ridgedale, W.Va., Balt. & O
Ridge Farm, Ill.,
Cleve. Cin. Ch. & St. Louis
" Toledo, St. L. & West (b)
(a) and (b) about ¼ mi. apart
Ridge Farm, Mo., Mo. Pac
Ridgefield, Ala.,
Birmingham Southern
Ridgefield, Ct., N.Y. N.H. & H
Ridgefield, Ill., No.-West. L
Ridgefield, N.J., Erie
Ridgefield, Wash., No. Pac
Ridgefield Park, N.J.,
N.Y. Ont. & West (a)
" N.Y. Susq. & West (a)
" West Shore (a)
F For passenger service only
Ridge Hill, Mass.,
N.Y. New Hav. & Hart
Ridgeland, Ala., Lv. & Nash
Ridgeland, Ill.,
North-Western Line
Ridgeland, Miss., Ill. Central
Ridgeland, N.Y., West Shore
Ridgeland, O.,
Cin. Ham. & Dayton
Ridgelund, S.C.,
Atlantic Coast Line (a)
" Southern (a)
Ridgeland, Wis.,
Minn. St. P. & S. Ste. M
Ridgely, Ill., Chic. Peo. & St. L
Ridgely, Caroline Co., Md.,
Pennsylvania
Ridgely, Tenn.,
Chic. Memphis & Gulf
Ridgely, W.Va.,
Western Maryland
Ridge Road, N.S.,
Halifax & Southwest
Ridge Road, O.,
Cin. Ham. & Dayton
Ridge Springs, S.C., Southern
Ridgeton, Kan.,
Atch. Top. & Santa Fe
Ridgeton, O., Penna. Co
Ridgetop, Tenn., Lv. & Nash
Ridgetown, Ont.,
Michigan Central (a)
" Pere Marquette (b)
(a) and (b) about 1 mi. apart
Ridge View, Pa., Penna
Ridgeview Park, Pa., Penna
Ridgeville, Ga.,
Ga. Coast & Piedmont
Ridgeville, Ill., Illinois Cent
Ridgeville, Ind.,
Grand Rapids & Ind (a)
" Pitts. Cin. Ch. & St. L (b)
Depots adjacent
Ridgeville, Manitoba,
Canadian Northern
Ridgeville, S.C., Southern
Ridgeway, Ill.,
Balt. & Ohio So. West
Ridgeway, Ia., Chic. M. & St. P
Ridgeway, Mich.,
Lake Shore & Mich. So
Ridgeway, Mo., Burl. Route
Ridgeway, N.C., Seab. Air L
Ridgeway, O.,
Cleve. Cin. Ch. & St. L (a)
" Toledo & Ohio Cent (b)
(a) and (b) about ½ mi. apart
Ridgeway, Ont., Gd. Trunk
Ridgeway, S.C., Southern
Ridgeway, Tex., St. L. So. W
Ridgeway, Va., Norf. & West
Ridgeway, W.Va., Cumb. Val
Ridgeway, Wis.,
North-Western Line
Ridgewood, Cal.,
Northwestern Pacific
Ridgewood, N.J., Erie
Ridgewood, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) adjacent
Ridgewood Junction, Ky.,
Lexington & Eastern
Ridgewood Junc., N.J., Erie
Ridgewood Park Minn.,
Chicago, Mil. & St. Paul
Ridgley, Mo., Mo. & No. Ark
Ridgway, Colo., Rio Gr. So
Ridgway, Ill., Balt. & O. So. W
Ridgway, Pa.,
Buff. Roch. & Pitts (a)
" Pennsylvania (b)
(a) and (b) ¼ mile apart
Ridgway Grove, O.,
Baltimore & Ohio
Ridgway Junction, Colo.,
Denver & Rio Grande
Riding Mountain, Manitoba,
Canadian Northern
Ridley, Ia., Chic. Mil. & St. P
Ridley, Pa., Baltimore & Ohio
Ridley Park, Pa., Penna
Ridott, Ill., No. West. Line
Ridout, Ont., Canadian Pac
Ried Hill, Tenn.,
Nash. Chatt. & St. Louis
Riegel, Ark., St. L. I. Mt. & So
Riegelsville, N.J., Penna
Riegelsville, Pa.,
Pennsylvania Eastern
Riehls, Ill.,
Chic. Peoria & St. Louis
Rienzi, Miss., Mobile & Ohio
Riesel, Tex.,
Houston & Texas Cent
Rifle, W.Va., Ches. & Ohio
Rifle, Ill., B. & O. So. West
Riffle, W.Va., Coal & Coke
Rifle, Colo., Colorado Midl (a)
" Denver & Rio Gr (a)
Rifle Range, Colo.,
Inter-Mountain
Rifle Ranges, Ont.,
Canadian Pacific +
" Grand Trunk
Rift, W. Va., Norfolk & West
Riga, Kan., Union Pacific
Riga, Mich.,
Lake Sh. & Mich. So (a)
" Toledo & West (El) (b)
(a) and (b) about ½ mi. apart
Riga, N.D., Great Northern
Rigaud, Que., Canadian Pac
Rigby, Idaho, Ore. Short Line
Rigby, Me., Boston & Maine
Rigdon, Ga.,
Brunswick & Birming
Rigedland, Ala., Lv. & Nash
Riggins, Va., Southern
Riggs, Cal.,
Tonopah & Tidewater
Riggs, Ia., Chic. Mil. & St. P
Riggs, W.Va., Balt. & Ohio
Riggston, Ill., Burl. Route
Rightmire, O., Penna. Co
Rigney, Tex.,
Gulf, Colo. & Santa Fe
Rignold, Manitoba,
Canadian Northern
Rigolet, Lab., Louisv. & Nash
Riker, Pa., Buf. Roch. & Pitts
Riley, Ind., Evansv. & Ind
Riley, Kan., Chic. R. I. & Pac
Riley, Minn., Great Northern
Riley, S.C., Southern
Riley, Fla., Atl. Coast Line
Riley, Ky., Louisv. & Nashv
Riley's, Me., Maine Central
Riley's, Wis., No. West. Line
Rileysburg, Ind.,
Chicago and East. Ill
Rileyville, Ill., Illinois Cent
Rileyville, Va., Norf. & West
Rillito, Ariz., Southern Pac
Rilton, Pa., Pennsylvania
Rilma, Ala., Louisv. & Nashv
Rimer, O., Northern Ohio
Rimersburg, Pa., Penna
Rimerton, Pa., Pennsylvania
Rimini, Mont., Northern Pac
Rimini Junction, Mont.,
Great Northern
Rimton, Cal., Southern Pac
Rimouski, Que., Intercol
Rimrock, Mont., Gt. North
Rimaker, Ill., Chic. & Alton
Rinard, Ill., Balt. & O. So. W
Rinard, Ia.
Chicago Great West (a)
" Ft. D. Des M. & So (a)
Rinard, W.Va., Balt. & Ohio
Rincon, Santa Cruz Co., Cal.,
Southern Pacific
Rincon, Ga., Seab. Air Line
Rincon, Ind., Pitts. C. C. & St. L
Rincon (1), Chihuahua, Mex.,
Mexico North Western
Rincon (2), Chihuahua, Mex.,
Parral & Durango
Rincon, Coahuila, Mex.,
Mexican Northern
Rincon, Guanajuato, Mex.,
National of Mexico
Rincon, N.M., Atch. T. & S Fe
Rinconada, Mexico, Mex.,
Mexican
Rinconada,
Nuevo Leon, Mex.,
National of Mexico
Rinconada, Vera Cruz, Mex.,
Interoceanic of Mexico
Rinconcillo, Mex.,
National of Mexico
Rincon de Romos, Mex.
National of Mexico
Rinehart, Mo., Missouri Pac
Rinehart, W.Va.,
Baltimore & Ohio
Riner, Wyo., Union Pacific
Riney, Ky., Illinois Central
Ring, Ore., North. Pacific
Ringald, Pa., Lehigh Valley
Ringdale, Pa.,
Williamsport & No. Br
Ringgold, Ga.,
Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Ringgold, La.,
Sibley, Lk. Bisten. & So
Ringgold, Tex.,
Colo. Rk. Isl. & Gulf (a)
" Missouri, Kan. & Tex (b)
(a) and (b) ¼ mile apart
Ringgold, Va., Southern
Ringlands, Pa.,
Waynesburg & Wash
Ringle, Wis., No. West. Line
Ringo, Wash.,
Spok. & Inland Empire
Ringoes, N.J., Pennsylvania
Ringold, Miss.,
Yazoo & Miss. Valley
Ringold, Ont., Canadian Pac
Ringsted, Ia., No. West. Line
Ringtown, Pa., Phila. & Read
Ringwood, Ill.
North Western Line
Ringwood, La.,
Tremont & Gulf
Ringwood, N.J., Erie
Ringwood, Okla.,
Chicago, Rk. Isl. & Pac
Ringwood Junction, N.J.,
Erie
Rio, Fla., Florida East Coast
Rio, Ill., Burlington Route
Rio, La., New Orl. Gt. North
Rio, Mex., Nat. of Mex
Rio, Utah, Denver & Rio G
Rio Va., Southern
Rio, Wis., Chic. Mil. & St. Paul
Rio Blanco, Mex.,
Veracruz & Isthmus
Rio Bravo, Cal., South. Pac
Rio Campo, Cal.,
Northwestern Pacific
Rio Creek, Wis.,
Ahnapee & Western
Rio Grande N.J., Atl. City (a)
" Pennsylvania (b)
(a) and (b) ¼ mile apart
Rio Grande,) N.M.,
) Tex.,
Gal. Har. & San. Ant (a)
" Southern Pacific (a)
Rio Grande,
Santa Fe Co., N.M.,
Denver & Rio Grande
Rio Grande Junction, Tex.,
Frisco System
Rio Hondo, Cal., Pac. Electric
Rio Hondo, Mex.,
National of Mexico
Rioja, Ill., Chic. and E. Ill
Riolado, Ind., Lv. & Nashv
Rio Puerco, N.M.,
A.T. & S.F., Coast Lines
Riordan, Ariz.,
A.T. & S.F., Coast Lines
Riordan, Manitoba,
Canadian Pacific
Rio Sonora, Mex.,
West Coast Route
Rio Verde, Oaxaca, Mex.,
Tehuantepec National
Rio Verde,
San Luis Potosi, Mex.,
National of Mexico
Rio Vista, Ark.,
St. Louis, Iron Mt. & So
Rio Vista, Ky.,
Louisville & Nashville
Rio Vista, Nev.,
Nevada & California
Rio Vista, Tex.,
Gulf, Colo. & Santa Fe
Rio Vista, Va., Ches. & Ohio
Riparia, Wash.,
Oregon RR. & Nav. Co
Ripley, Ga.,
Macon, Dublin & Sav
Ripley, Noble Co., Ind.,
Baltimore & Ohio
Ripley, Pulaski Co., Ind.,
Pitts. Cin. Chic. & St. L
Ripley, Mich.,
Copper Range (a)
" Mineral Range (b)
(a) and (b) adjacent
Ripley, Miss.,
New Orl. Mobile & Chic
Ripley, Mont., Great North
Ripley, N.Y., L.S. & M.S. (a)
" N.Y. Chicago & St. L (b)
(a) and (b) ¼ mile apart
Ripley, O.,
Ohio River & Columbus
See South Ripley, Ky
Ripley, Okla.,
Atch. Top. & Santa Fe
Ripley, Ont., Grand Trunk
Ripley, Tenn., Illinois Cent
Ripley, W.Va., Balt. & Ohio
Ripley Landing, W.Va.,
Baltimore & Ohio
Ripley Springs, Va.,
Chesapeake & Ohio
Ripon, Cal., Southern Pacific
Ripon, N.D., Great Northern
Ripon, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) ¼ mile apart
Ripon Junction, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (a)
Rippey, Ia., Minn. & St. Louis
Ripplemead, Va., Nort. & W
Rippleton, N.Y., Leh. Val (a)
" West Shore (a)
Rippon, W.Va., Norfolk & W
Risco, Mo., Frisco System
Riser, Ala., Louisv. & Nashv
Risher, Ark., Frisco System
Risher, Pa., Pennsylvania
Risher, Tex., Tex. Midland
Rising, Cal.,
A.T. & S.F., Coast Lines
Rising, Ill., Cl. Cin. Ch. & St. L
Rising City, Neb., Union Pac
Rising Fawn, Ga.,
Alabama Great South
Rising Springs, Pa., Penna
Rising Sun, Md., Penna
Rising Sun, Miss.,
Yazoo & Miss. Valley
Rising Sun, O., Hocking Val
Risk, Ill., Illinois Central
Risley, N.J., Atlantic City
Risley, O., Northern Ohio
Risley, Ore.,
Portland Ry. L. & P. Co
Rison, Ark., St. L. So. West
Rist, Pa., Baltimore & Ohio
Ristine, Mo., St. Louis So. W
Rita, Pa., Central of N.J
Rital, Fla., Atl. Coast Line
Ritchey, Mo., Frisco System
Ritchie, Ark., St. L. Ir. Mt. & So
Ritchie, Ill., Wabash
Ritchie, Md., Chesa. Beach
Ritchie, Pa., Pennsylvania
Ritchie, Tex., St. Louis S. W
Ritchie, W.Va.,
Cairo & Kanawha
Ritchie Mines, W.Va.,
Cairo & Kanawha
Ritchies, Ind., Southern
Riter, Utah,
Denver & Rio Grande
" San Ped. Los Ang. & S. Lk
Rito, Colo., Denver & Rio Gr
Riton, O., Norfolk & Western
Riton, Wis., Chic. Mil. & St. P
Rittenhouse Gap, Pa.,
Philadelphia & Reading
Ritter, Ia., North-West. Line
Ritter, Mo., Frisco System
Ritter, N.C., Southern
Ritter, W.Va., Norf. & West
Ritters, O., Lk. Sh. & M. So
Ritters, S.C., Atl. Coast Line
Rittersville, Pa., Cent. of N.J
Rittman, O., Balt. & Ohio (a)
" Erie (b)
(a) and (b) 18 yards apart
Ritts, Pa., Baltimore & Ohio
Ritz, Idaho, Kootenai Valley
Ritzville, Wash., North. Pac
Rival, N.D.,
Minn. St. P. & S. Ste. M
Rivanna, Va., Ches. & Ohio
Rivare, Ind., Erie
Rivas, Mex., Nat. of Mex
River, Cal.,
Diamond & Caldor
River, Liberty Co., Tex.,
Gulf, Colo. & Santa Fe
River,
Montgomery Co., Tex.,
Peach River & Gulf
Rivera, Cal.,
A.T. & S.F., Coast Lines
" Pacific Electric
Rivera, Colo., Colorado & So
Rivera, Mex., Nat. of Mex
Riverbank, Cal.,
A.T. & S.F., Coast Lines
Riverbank, Mass., Bost. & Me
Riverbank, Mich.,
Manistee & Gd. Rapids
River Beaudette, Que., Gd. Tk
River Bend, Colo., Union Pac
River Branch Junction, Ill.,
Pennsylvania Co
River Bridge, O.,
Cleve. Cin. Chic. & St. L
Riverdale, Cal.,
San Diego Southern
Riverdale, Colo.,
Atch. Top. & Santa Fe
Riverdale, Ga., Southern
Riverdale, Cook Co., Ill.,
Illinois Central (a)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) 854 yards apart
Riverdale, ——, Co., Ill.,
Chicago & Alton
Riverdale, Kan.,
Chic. Rk. Isl. & Pac (a)
" Missouri Pacific (b)
(a) and (b) about 150 yards apart
Riverdale, Manitoba,
Canadian Pacific
Riverdale, Mass.,
N.Y. New Hav. & Hart
Riverdale, Md., Balt. & Ohio
Riverdale, Miss., Pere Marq
Riverdale, Miss., Ill. Cent
Riverdale, Mont., Gt. North
Riverdale, Nev., Union Pac
Riverdale, N.H., Bost. & Me
Riverdale, N.J., Erie
Riverdale, N.Y.,
N.Y. Cent. & Hud. Riv
Riverdale, N.C.,
Norfolk & Southern
Riverdale, Ont., Gd. Trunk
Riverdale, Ore., South. Pac
Riverdale, W.Va., Balt. & O
River de Chute, N.B.,
Canadian Pacific
River Denys, N.S., intercol
River Edge, N.J., N.J. & N.Y
River Falls, Ala., Lv. & Nash
River Falls, Wis.
North-Western Line
River Forest, Ill.
Ch. Term. Transfer (a)
" Minn. St. P. & S. Ste. M (b)
" North West. Line (a)
(a) and (b) about ¼ mi. apart
River Forks, N.Y.,
Del. Lack. & West (a)
" Unadilla Valley (b)
Called Unadilla Forks on
D. L. & W
(a) and (b) about 2 mls. apart
Rivergate, N.Y.,
N.Y. Cent. & Hud. River
River Glade, N.B., Intercol
River Grove, Ill.,
Chicago, Mil. & St. Paul
Riverhead, N.Y., Long Island
River Hebert, N.S.,
Maritime
Riverhill, N.H.,
Boston & Maine
Riverhurst, N.Y.,
Pitts. Shawmut & North
Riveria, Fla., Fla. E. Coast
River Incline, Ill., Ill. Cent
River John, N.S., Intercol
River Junction, Ala.,
Tombigbee & Northern
River Junction, Fla.,
Apalachicola North (a)
" Atlantic Coast Line (a)
" Louisville & Nashv (a)
" Seaboard Air Line (a)
River Junction, Ill.,
North-Western Line
River Junction, Ia.,
Chicago, Rk. Isl. & Pac
River Junction,
Union Co., La.,
Arkansas Southeast
River Junction, Minn.,
Chicago, Mil. & St. Paul
River Junction, Tenn.,
Tennessee
Riverland, Fla.,
Atlantic Coast Line
River Philip, N.S., intercol
Riverpoint, N.C.,
Raleigh & Western
Riverpoint, R.I.,
N.Y. New Hav. & Hart
River Raisin, Mich.,
Lake Shore & Mich. So
River Road, Ill.,
Peoria Ry. Terminal
River Road, N.C.,
Norfolk & Southern
River Rouge, Mich.,
Detroit & Tol. Shore L
" Michigan Central
Rivers, Manitoba,
Grand Trunk Pacific
Rivera, Neb.,
St. Joseph & Grand Isl
Rivers, S.C.,
Chesterfield & Lanc
Rivers, Tex., Ft. W. & Den. C
Riversand, Okla.,
Mo. Kans. & Texas
Riversburg, Tenn.,
Louisville & Nashville
Riversdale,
Colchester Co., N.S.,
Intercolonial
Riversdale,
Lunenburgh Co., N.S.,
Halifax & Southwest
Riverside, Ala., Southern
Riverside, Ariz.,
Phoenix & Eastern
Riverside, Greene Co., Ark.,
Cache Valley
Riverside,
Woodruff Co., Ark.,
Chicago, Rk. Isl. & Pac
Riverside,
Humboldt Co., Cal.,
Arcata & Mad River

Riverside, RiversideCo., Cal., A.T. & S.F., Coast L* (a)
" SanPed. Los A. & S.L (b)
" Southern Pacific (c)
(a) and (b) 1-10 mile apart
(a) and (c) ½ mile apart
(b) and (c) ½ mile apart
Riverside, Arapahoe Co., Colo., Burlington Route
Riverside, Chaffee Co., Colo., Denver & Rio Grande
Riverside, Ct., N.Y. New Hav. & Hart
Riverside, Cook Co., Ill., Burlington Route
Riverside, Daviess Co., Ind., Southern Indiana
Riverside, Fountain Co., Ind., Wabash
Riverside, White Co., Ind., Chicago, Indianap. & Lv
Riverside, Ia., Chicago, Rk. Isl. & Pac
Riverside, Bath Co., Ky., Licking River
Riverside, Clark Co., Ky., Louisville & Nashville
Riverside, Jefferson Co., Ky., Illinois Central
Riverside, La., New Orleans Southern
Riverside, Me., Maine Cent
Riverside, Md., Baltimore, Ches. & Atl
Riverside, Hampden Co., Mass., Boston & Maine
Riverside, Middlesex Co., Mass., Boston & Albany
Riverside, Mich., Pere Marquette
Riverside, Mo., Miss. R. & Bon. Ter (a)
" St. L. Iron Mt. & So (a)
Riverside, Mont., No. Pacific
Riverside, Albert Co., N.B., Salisbury & Harvey
Riverside, Kings Co., N.B., Intercolonial
Riverside, Burlington Co., N.J., Pennsylvania
Riverside, Essex Co., N.J., Erie
Riverside, Hunterdon Co., N.J., Central of New Jersey
Riverside, Passaic Co., N.J., N.Y. Susq. & Western
Riverside, N.Y., Del. & Hud
Riverside, Brown Co., O., Ohio River & Columbus
Riverside, Hamilton Co., O., Cleve. Cin. Chic. & St. L
Riverside, Okla., Midland Valley
Riverside, Ore., South. Pac
Riverside, Allegheny Co., Pa., Baltimore & Ohio
Riverside, R.I., N.Y. New Hav. & Hart
Riverside, S.C., Southern
Riverside, S.D., North-Western Line
Riverside, Blount Co., Tenn., Little River
Riverside, Lewis Co., Tenn., Nash. Chatt. & St. Louis
Riverside, Bexar Co., Tex., San Ant. & Aran. Pass
Riverside, Walker Co., Tex., Internat. & Gt. North
Riverside, Utah, Oregon Short Line
Riverside, Vt., White River
Riverside, Fairfax Co., Va., Wash. Alex. & Mt. V. E
Riverside, Rockbridge Co., Va., Norfolk & Western
Riverside, Whitman Co., Wash. Oregon RR. & Nav. Co
Riverside, Lewis Co., W.Va., Baltimore & Ohio
Riverside, Mercer Co., W.Va., Norfolk & Western
Riverside, Ohio Co., W.Va., Baltimore & Ohio
" Pennsylvania Co
River Side, Putnam Co., W.Va., Kanawha & Michigan
Riverside, Wyo., Saratoga & Encamp
Riverside Cannery, Va., Norfolk & Western
Riverside Furnace, Marshall Co., W.Va., Baltimore & Ohio
Riverside Junction, Cal., San Ped. Los A. & S.L (a)
" Southern Pacific (a)

Riverside Junction, Ill., Chic. Term. Transfer
Riverside Junction, Miss., Yazoo & Miss. Valley
Riverside Junction, N.Y., Buf. Roch. & Pitts (a)
" Pennsylvania (b)
(a) and (b) about 200 yards apart
Riverside Park, N.Y., Buffalo, Roch. & Pitts
Riverside Park, Va., Wash. Al. & Mt. V. El
Riverside Resort, Cal., Northwestern Pacific
River Siding, Mich., North Western Line
River Siding, Va., Virginia-Carolina
River Siding, W.Va., Western Maryland
River Sioux, Ia., North-Western Line
River Stockyards, N.M., Eastern New Mexico*
Riverton, Ala., Northern Alabama
Riverton, Colo., Den. & Rio G
Riverton, Ill. Wabash
Riverton, Ind., Indianapolis Southern
Riverton, Ia., Burl. Route
Riverton, Kan., Frisco System
Riverton, Ky., Ches. & O (a)
" Eastern Kentucky (a)
Riverton, La., St. Louis, Iron Mt. & So
Riverton, Mo., Burl. Route
Riverton, Neb. Burl. Route
Riverton, N.H., Maine Cent
Riverton, N.J., Penna
Riverton, Allegheny Co., Pa., Baltimore & Ohio (a)
" Pitts. & Lake Erie (b)
(a) and (b) adjacent
Riverton, Dauphin Co., Pa., Phila. & Reading
Riverton, Tex., Pecos River*
Riverton, Salt Lk. Co., Utah, Denv. & Rio G (a)
" Union Pacific (b)
(a) and (b) 2 miles apart
Called Draper on Un. Pac
Riverton, Va., Norfolk & Western (a)
" Southern (a) (b)
(a) and (b) ½ mile apart
(a) Called Riverton Jn. on S
Riverton, Wash., Puget Sound Electric
Riverton, Wyo., North-Western Line
Riverton Junction, Ala., Northern Alabama (a)
" Southern (a)
Riverton Junction, Ky., Chesapeake & Ohio (a)
" Eastern Kentucky (a)
Riverton Junction, Va., Norfolk & Western (a)
" Southern (a)
Called Riverton on N. & W
Riversvale, Ind., Ban. & Ohio Southwest
Riverview, Chambers Co., Ga., Chattahoochee Valley
River View, Tuscaloosa Co., Ala., Birm. & Gf. Ry. & Nav. Co
Riverview, Cal., San Diego & Cuyamaca
River View, Ill., Minn. St. P. & Slt. Ste. M
Riverview, Ky., Lv. & Nash †
Riverview, Me., Somerset
Called also Anson
Riverview, Mass., Bost. & Me
Riverview, Albany Co., N.Y., West Shore
Riverview, Ore., Oregon RR. & Nav. Co
Riverview, Clearfield Co., Pa., Pennsylvania
Riverview, Washington Co., Pa., Pennsylvania
Riverview, York Co., Pa., Pennsylvania
Riverview, Norfolk Co., Va., Norfolk & Southern
Riverview, Marshall Co., W.Va., Baltimore & Ohio
Riverville, Va., Ches. & Ohio
Rives, D.C., Balt. & Ohio
Rives, Mex., Veracruz & Isthmus
Rives, Tenn., Illinois Central (a)
" Mobile & Ohio (a)

Rives Junction, Mich., Michigan Central
Rivesville, W.Va., Baltimore & Ohio
Riviera, Tex., St. L. Brownsv. & Mex
Riviere a Pierre Junc., Que., Can. North. Quebec (a)
" Quebec & Lk. St. John (a)
Riviere des Chiens, Que., Quebec
Riviere du Fer, Que., Quebec
Riviere du Loup, Que., Intercolonial (a)
" Temiscouata (a)
Riviere Gentilly, Que., Que. Montreal & So
Riviere Henri, Que., Intercolonial
Riviere Ouelle Junc., Que., Intercolonial
Riviere Ouelle Wharf, Que., Intercolonial
Riviere Rouge, Que., Gd. Tk
Riview, Wyo., Union Pacific
Rivoli, Ga., Central of Ga
Rivulet, Mont., No. Pacific
Rix, Mich., Kal. Lk. Sh. & Ch
Rixes, Miss., Southern in Mississippi
Rixey, Colo., Atch. Top. & S.Fe
Rixville, Ga., Wadley Southern
Roach, Kan., Kansas South. & Gulf
Roach, Nev., San Ped. Los Ang. & S. Lk
Roach, Pa., Pennsylvania
Roach, W.Va., Ches. & Ohio
Roachdale, Ind., Chicago, Ind. & Lv (a)
" Cin. Ham. & Dayton (a)
Roachs, Ill., Louisv. & Nashv
Roach's, Pa., Phila. & Read
Roachton, O., Cin. Ham. & Dayton
Roan, Pa., Del. Susq. & Schuylkill
Roane, La., Queen & Cres. Route
Roan Junction, Pa., Lehigh Valley
Roan Mountain, Tenn., East Tenn. & West. N.C
Roann, Ind., Vandalia
Roanoke, Ala., Atlanta, Birm. & Atl (a)
" Central of Georgia (b)
(a) and (b) about ½ mile apart
Roanoke, Fla., Lv. & Nash
Roanoke, Ill., At. Top. & S. Fe
Roanoke, Ind., Wabash
Roanoke, La., Louisiana Western
Roanoke, Tex., Mo. Kan. & Texas (a)
" Texas & Pacific (a)
Roanoke, Va., Norf. & W (a)
" Virginian (b)
(a) and (b) ¾ mile apart
Roanoke Junction, N.C., Seaboard Air Line
Roanoke Rapids, N.C., Seaboard Air Line
Roanoke River Bridge, Va., Southern
Roans Prairie, Tex., Internat. & Gt. North
Roanville, W.Va., Baltimore & Ohio
Roaring Branch, Pa., Penna
Roaring Brook, Mich., Grand Rapids & Ind
Roaring Creek, Pa., Pennsylvania
Roaring Creek Junc., W.Va., Coal & Coke (a)
" Western Maryland (a)
Roaring Fork, Va., Roaring Fork
Roaring River, N.C., South
Roaring Run, Pa., Penna
Roaring Spring, Pa., Penna
Roark, Mo., St. Louis, Iron Mt. & So
Roarks, Tex., Internat. & Great No
Roba, Ala., Seaboard Air L
Robanna, N.J., Atlantic City
Robards, Ky., Lv. & Nash
Robards, Tex., San Antonio & Ar. Pass
Robb, Colo., Burl. Route
Robb, Pa., Montour
Robbins, Del., Pennsylvania
Robbins, Charlevoix Co., Mich., Grand Rapids & Ind
Robbins, Ontonagon Co., Mich., North Western Line
Robbins, O., Detroit, Tol. & Ironton
Robbins, Ont., Gd. Trunk (a)
" Wabash (a)
Robbins, Westmoreland Co., Pa., Baltimore & Ohio

Robbins, S.C., Atlantic Coast Line (a
" Charleston & W. Car (a
Robbins, Tenn., Cin. New Orl. & Tex. Pac
Robbins, Tex., Houston & Texas Cent
Robbinsdale, Minn., Gt. No
Robbs, Ky., Southern
Robe, Wash., North. Pacific
Robeline, La., Texas & Pac
Robersons, Ga., Macon & Birmingham
Robersonville, N.C., Atlantic Coast Line
Robert, Cal., South. Pacific
Robert, La., Yazoo & Miss. Valley
Robert, Md., Balt. & Ohio
Robert, N.M., Lordsburg & Hachita
Roberts, Ga., Southern
Robert Junction, Mont., Great Northern
Roberts, Ark., Texas & Pac
Roberts, Fla., Lv. & Nash
Roberts, Ga., Central of Georgia (a)
" Georgia (b)
(a) and (b) about ⅛ mile apart
Roberts, Ford Co., Ill., Illinois Central
Roberts, Ia., Ft. Dodge, Des M. & So
Roberts, La., Gulf, Colo. & Santa Fe*
Roberts, Me., Can. Pacific
Roberts, Md., Pennsylvania
Roberts, Mass., Boston & Maine
Roberts, Mich., Munising
Roberts, Newton Co., Miss., New Orl. Mobile & Chic
Roberts, Smith Co., Miss., Gulf & Ship Island
Roberts, Mont., No. Pacific
Roberts, N.J., Raritan Riv
Roberts, Ont., Can. Pacific
Roberts, Pa., Balt. & Ohio
Roberts, Tex., Texas Mid
Roberts, W.Va., Western Maryland
Roberts, Wis., North-Western Line
Robertsburg, W.Va., Kanawha & Michigan
Robertsdale, Ind., Lk. Shore & Mich. So (a)
" Pennsylvania Co (b)
Robertsdale, Pa., East Broad Top
Robert's Dock, N.Y., N.Y. Cent. & Hud. River
Robert's Dock Junc., N.Y., Buff. Roch. & Pitts
Robertson, Ia., Chicago, Rk. Isl. & Pac
Robertson, La., Morgan's La. & Texas
Robertson, Mo., Burl. Rte (a)
" Chic. Rk. Isl & Pac (a)
Called Chandler, Mo., on D.R
Robertson, P.E.I., Prince Edward Island
Robertson, Que., Que. Cent
Robertson, Tenn., Nashv. Chat. & St. L
Robertson, Tex., Orange & Northwest
Robertson Road, N.B., St. Martins
Robertsons, Ala., LaFayette
Robertsons, Ga., Macon & Birmingham
Robertsonville, N.C., Atlantic Coast Line
Roberts Road, N.Y., Penna
Roberts Run, Pa., Alleg. Val
Robertstown, Ala., Birmingham South †
Robertsville, Mo., Frisco Sys
Robertsville, O., Wheeling & Lake Erie
Robeson, Pa., Penna (a
" Phila. & Reading (b)
(a) and (b) adjacent
Roberval, Que., Quebec & Lk. St. John
Robesonia, Pa., Phila. & Reading
Robey's, Va., Potomac, Fred. & Pied
Robinett, Ill., Illinois So
Robinette, W.Va., Baltimore & Ohio
Robins, Ia., Illinois Central
Robins, W.Va., Ches. & Ohio
Robins Neck, S.C., Atlantic Coast Line
Robinson, Mobile Co., Ala., Southern
Robinson, Ouray Co., Colo., Silverton
Robinson, Summit Co., Colo., Colo. & Southern (a)
" Denver & Rio Gr (a)

Robinson, Floyd Co., Ga., Southern
Robinson, Greene Co., Ga., Georgia
Robinson, Ill., Cl. Cin. Chic. & St. L (a
" Indianapolis South (b
(a) and (b) 1 mile apart
Robinson, Kan., St. Joseph & Grand Isl
Robinson, Ky., Lv. & Nash
Robinson, Md., Maryland Electric
Robinson, Clare Co., Mich., Pere Marquette
Robinson, Iosco Co., Mich., Erie & Michigan
Robinson, Minn., Duluth & Iron Range
Robinson, Miss., Liberty-White
Robinson, Crawford Co., O., Pennsylvania Co
Robinson, Lawrence Co., Pa., Pittsburgh & Lake Erie
Robinson, Wash., Spok. & Inland Empire
Robinson, Wyo., Union Pac
Robinson, Yukon, White Pass & Yuk. Rte
Robinson Junction, Miss., Mobile & Ohio
Robinson's, Lowndes Co., Ala., Western of Alabama
Robinsons, Ark., Frisco System
Robinson's, Ind., Chic. Ind. & Louisville
Robinsons, Me., Bangor & Aroostook
Robinson's, N.F., Reid Newfoundland
Robinson's, N.H., Bost. & Me
Robinson's, N.Y., Oneon. & Mohawk V (El)
Robinson's, O., Pitts. Cin. Chic. & St. L
Robinsons, Lawrence Co., Pa., Montour
Robinsonville, Miss., Yazoo & Miss. Valley
Robinvale, N.J., Penna
Robinwood, N.Y., N.Y. Cent. & Hud. Riv
Roblons, Va., Southern
Robla, Cal., A.T. & S.F., Coast Lines*
Robleda, Ala., Lv. & Nashv
Robles, Mex., Interoceanic of Mex
Roblin, Manitoba, Canadian Northern
Rob Roy, Ark., Pine Bluff Ark. Riv (a
" St. Louis South-west (a)
Rob Roy, Ind., Chicago and East. Ill
Robsart, N.M., El Paso & S.W. System
Robson, B.C., Can. Pacific
Robson, Kan., Kansas South. & Gulf
Robson, La., Texas & Pacific
Robson, W.Va., Virginian
Robstown, Tex., Nat. of Mex
" St. L. Brownsv. & Mex
Roby, Ill., Cin. Ham. & Day
Roby, Ind., Indiana Harbor Belt‡
" Lk. Shore & Mich. So (a)
" Pennsylvania Co (b)
Roby, N.H., Boston & Maine
Roby, Okla., Frisco System
Roby, S.C., Seaboard Air Line
Roca, Mex., Nat. of Mex
Roca, Neb., Burl. Route
Roca, O., Norfolk & West
Rocanville, Sask., Can. Pac
Rochdale, Worcester Co., Mass., Boston & Albany
Roche Blave, Ill., Lv. & Nash
Rochelle, Fla., Atlantic Coast Line
Rochelle, Ga., Seaboard Air Line
Rochelle, Ill., Burl. Route (a)
" Chic. Mil. & St. P (a)
" North-West. Line (b)
Connect at Crossing
Rochelle, La., St. L. I. Mt. & So
" Tremont & Gulf†
Rochelle, Tex., Frisco Sys
Rochelle Park, N.J., N.Y. Susq. & Western
Roche Percee, Sask., Canadian Pacific
Rocheport, Mo., Mo. Kansas & Texas
Rochester, Cal., A.T. & S.F., Coast Lines*
Rochester, Ill., Balt. & O. S. W

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Rochester, Ind., Erie (a)
" Lake Erie & West (b)
(a) and (b) about ½ mi. apart
Rochester, Mich.,
Grand Trunk (a)
" Michigan Central (b)
(a) and (b) about ½ mi. apart
Rochester, Minn.,
Chicago Gt. West (a)
" North-West. Line (b)
(a) and (b) 1 mile apart
Rochester, N.H., Bost. & Me
Rochester, N.Y.,
Buff. Roch. & Pitts (a)
" Erie (b)
" Lehigh Valley (c)
" N.Y.C.& H.R (d) (e)
" Pennsylvania (d) (f)
" West Shore (d)
(a) and (b) about ¾ mile apart
(a) and (c) about 1½ miles apart
(a) and (d) about 1 mile apart
(a) and (e) about 1 mile apart
(a) and (f) about 200 yards apart
(b) and (c) about ½ mi. apart
(b) and (d) about ¾ mi. apart
(b) and (e) about ¾ mi. apart
(b) and (f) about ¾ mi. apart
(c) and (d) about ¾ mi. apart
(c) and (e) about 1 mile apart
(c) and (f) about 1 mile apart
(d) and (e) about ½ mi. apart
(d) and (f) about 1 mile apart
(e) and (f) about 1 mile apart
Rochester, O.,
Cleve. Cin. Chic. & St. L
Rochester, Pa., Penna. Co
Rochester, Tex.,
Kan City, Mex. & Orient
Rochester, Vt., White River
Rochester, Wash., No. Pac
Rochester Junction, N.Y.,
Lehigh Valley
Rochester Summit, N.H.,
Boston & Maine
Rochford, S.D., Burl. Route
Rochon Road, Que.,
Canadian Pacific
Rock, Kan., At. Top. & S. Fe
Rock, La., Louisiana Central
Rock, Mass., N.Y.N.H. & H
Rock, Neb., North-West. Line
Rock, Okla.,
Chicago, Rk. Isl. & Pac
Rock, Pa., Phila. & Reading
Rock, W.Va., Norfolk & West
" Virginian
Rockaven, Que., Can. Pac
Rock-a-walkin, Md.,
Baltimore, Ches. & Atl
Rockaway, Cal., Ocean Shore
Rockaway, Ia.,
Chicago, Mil. & St. Paul
Rockaway, N.J.,
Central of N.J (a)
" Del. Lack. & Western (b)
(a) and (b) ¾ mile apart
Rockaway, O., Penna. Co
Rockaway, Va.,
Chesapeake & Ohio
Rockaway Beach, N.Y.,
Long Island
Rockaway Park, N.Y.,
Long Island
Rock Branch, N.C.,
Atlantic Coast Line
Rockbridge, Ill., Burl. Route
Rockbridge, O., Hocking Val
Rockburn, Pa., North. Cent
Rock Butte, Ariz.,
Santa Fe, Pres. & Ph*
Rock Cabin, Pa., Lehigh Val
Rock Castle, Va., Ches. & O
Rock Castle River, Ky.,
Louisville & Nashville
Rock Church, Tenn.,
Southern
Rock City, Ga., Chatt. South
Rock City, Ill., Ch. Mil. & St. P
Rock Creek, Ga., Chatt. So
Rock Creek, Ill., Burl. Route
Rock Creek, Kan.,
Atch. Top. & Santa Fe
Rock Creek, Md., Balt. & Ohio
Rock Creek, Minn., No. Pac
Rock Creek, Mo., Mo. Pacific
Rock Creek, O., Penna. Co
Rock Creek,
Gilliam Co., Ore.,
Oregon RR. & Nav. Co
Rock Creek,
Washington Co., Ore.,
Southern Pacific
Rock Creek, Tex.,
Weath. Min. W. & N. W
Rock Creek, W. Va.,
Chesapeake & Ohio
Rock Creek Junction Mo.,
Missouri Pacific
Rock Cut, Ala., Southern
Rock Cut, N.Y., Alb. So (El)
Rock Cut, O.,
C. & M. V (Penna. Lines)
Rockdale, Fla.,
Florida East Coast
Rockdale, Ill., Chic. R.I. & Pac
" Elgin, Joliet & East+
Rockdale, N.Y., N.Y.O. & W
Rockdale, O., Cin. Ham. & Day
Rockdale, Delaware Co., Pa.,
Pennsylvania
Rockdale, Lehigh Co., Pa.,
Lehigh Valley
Rockdale,
Lycoming Co., Pa.,
Susq. & New York
Rockdale, Tenn., Lv. & Nash
Rockdale, Tex.,
Int. & Gt. Northern (a)
San. Ant. & Aran. P (b)
(a) and (b) about 100 yards apart
Rockdale, Wash.,
Chic. Mil. & Puget Sd
Rockdale, W. Va.,
Wab. Pittsburg Term
Rockdale Conn., Md.,
Western Maryland
Rockdale Junction, Ill.,
Elgin, Joliet & Eastern
Rockdale Mill, Ia., Ill. Cent
Rockdale Mills, Mass.,
N.Y. New Hav. & Hart
Rockerby, Nev., So. Pacific
Rockefeller, Ill.,
Minn. St. P. & St. Ste. M
Rocker, Mont.,
Butte, Anaconda & Pac
Rocketts, Va., Southern
Rockfall, Ct., N.Y.N.H. & H
Rock Falls, Ill., Burl. Route
Rock Falls, Ia.,
Chicago, Rk. Isl. & Pac
Rock Falls, Okla.,
St. L. Kan. & So. West
Rockfield, Ind., Wabash
Rockfield, Ky., Lv. & Nash
Rockfield, La.,
Chicago, Rk. Isl. & Pac
Rockfield, Que., Gd. Trunk
Rockfield, Wis.
North-Western Line
Rockfish, N.C.,
Aberdeen & Rockfish
Rockfish, Va.,
Nelson & Albemarle
" Southern
Rockford, Del., Penna
Rockford, Ill.,
Burlington Route (a)
" Chicago, Mil. & Gary (d)
" Chic. Mil. & St. Paul (a)
" Illinois Central (b)
" North-West. Line (c)
(a) and (b) 350 yards apart
(a) and (c) ¾ mile apart
(b) and (d) 1¾ miles apart
(d) about 1½ miles from
(a) and (c)
Rockford, Clark Co., Ind.,
Balt. & O., So Southwest
Rockford, Jackson Co., Ind.,
Pitts. Cin. Chic. & St. L
Rockford, Ia.,
Chicago, Rk. Isl. & Pac
Rockford Mich., G. Rap. & Ind
Rockford, Minn.,
Minn. St. P. & St. Ste. M
Rockford, Neb.,
Burlington Route (a)
" Chic. Rock Isl. & Pac (b)
(a) and (b) 300 yards apart
Rockford, N.C., Southern
Rockford, O., Cincin. North
Rockford, Ont., Can. Pacific
Rockford, Pa., Penna. Co
Rockford, Tenn., Southern
Rockford, Wash.,
Oregon RR. & Nav. Co
Rockford, Wis.,
North Western Line
Rockford Junction, Ill.,
Chicago, Mil. & Gary
Rock Forest, Que., Can. Pac
Rock Forge, W. Va.,
Morgantown & Kingw
Rock Glen, N.Y.,
Buf. Roch. & Pitts (a)
" Erie (b)
(a) and (b) 400 yards apart
Rock Glen, Pa., Penna
Rock Glen Junction, Pa.,
Pennsylvania
Rockham, S.D.,
North Western Line
Rockharbor, Fla.,
Florida East Coast
Rock Haven, Ky.,
Louisv. Hend. & St. L
Rock Hill, Ind., Southern
Rockhill, Mont.,
Great Northern
Rock Hill, Nev.,
Tonopah & Goldfield
Rock Hill, Bucks Co., Pa.,
Philadelphia & Reading
Rock Hill, S.C., Southern
Rockhold, Ky., Lv. & Nash
Rock House, Tenn.,
Nash. Chatt. & St. Louis
Rockhurst, Que.,
Canadian Pacific
Rockingham, Ga.,
Atlanta Birm. & Atl
Rockingham, N.C.,
Seaboard Air Line
Rockingham, N.S.,
Dominion Atlantic (a)
" Intercolonial (a)
Rockingham, Vt., Rutland
Rockingham Junction, N.H.,
Boston & Maine
Rock Island, Ill.,
Burl. Route (a) (b)
" Chic. Mil. & St. Paul (b)
" Chic. Rock I. & Pac (d)
" Davenp. Rk. I. & N. W (b)
(a) and (b) 4 blocks apart
(a) and (c) 1 mile apart
(a) and (d) 1 block apart
(b) and (c) 1¼ miles apart
(b) and (d) 8 blocks apart
(c) and (d) 1 mile apart
See also Davenport, Ia., and Moline, Ill
Rock Island, Tenn.,
Nash. Chatt. & St. Louis
Rock Island, Tex.,
San Ant. & Aran. Pass
Rock Island, Wash., Gt. No
Rock Isl. & Derby Line, Que.,
Boston & Maine
Rock Island Junction,
Cook County, Ill.,
Baltimore & Ohio
Rock Island Junction,
Whiteside Co., Ill.,
Burlington Route (a)
" North-West. Line (a)
Rock Island Junction, Kan.,
Chicago, Rock Isl. & Pac
Rock Junction, Pa., Erie
Rock Junction, Wis.,
Chicago, Mil. & St. Paul
Rock Lake, N.D.,
Farmers Gr. & Ship. Co
Rock Lake (1),
Nipissing Dist., Ont.,
Can. North. Ont
Rock Lake (2),
Nipissing Dist., Ont.,
Grand Trunk
Rockland, Kan., At. T. & S. Fe
Rockland, Me., Me. Central
Rockland, Md., Penna
Rockland, Mass.,
N.Y. New Hav. & Hart
Rockland, Mich.,
Chicago, Mil. & St. Paul
Rockland,
Westmoreland Co., N.B.,
Intercolonial
Rockland, York Co., N.B.,
Canadian Pacific
Rockland, Essex Co., N.Y.,
Delaware & Hudson
Rockland, O., Balt. & O. S. W
Rockland, Ont.,
Can. Northern Quebec
Rockland, Pa., Penna
Rockland,
Richmond District, Que.,
Grand Trunk
Rockland, Tenn., Lv. & Nash
Rockland, Tex.,
Burr's Fy. Br. & Ch (a)
" Texas & New Orl (b)
(a) and (b) ¾ mile apart
Rockland, W. Va., Ches. & O
Rockland, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
Rockland House, Mass.,
N.Y. New Hav. & Hart
Rockland Park, N.Y.,
N.Y. Ontario & West
Rockledge, Fla.,
Florida East Coast
Rockledge, Ga.,
Macon, Dub. & Sav (a)
" Wadley Southern (a)
Rock Ledge, Ind.,
Southern Indiana
Rockledge, Ky.,
Louisville & Nashville+
Rockledge, McKean Co., Pa.,
Mt. Jew. Kinz & Riterv
Rockledge, Tenn.,
Nashville, Chat. & St. L
Rockledge, Tex.,
Chicago, Rk. Isl. & Gulf
Rockledge Hotels, Fla.,
Florida East Coast
Rock Levee, Mo.,
Frisco System
Rockliffe, Ont., Can. Pacific
Rocklin, Cal., South. Pacific
Rocklyn, Wash., No. Pacific
Rockmart, Ga.,
Seaboard Air Line (a)
" Southern (b)
(a) and (b) ½ mile apart
Rockmere, Pa., Penna
Rockmont, Wis.,
Duluth, So. Sh. & Atl (a)
" North-West. Line (b)
(a) and (b) about ¾ mi. apart
Rock Point,
Lawrence Co., Pa.,
Baltimore & Ohio (a)
" Pennsylvania Co (b)
(a) and (b) about ¼ mi. apart
Rockport, Ark.,
Chicago, Rk. Isl. & Pac
Rockport, Ill., Burl. Route
Rockport, Ind., Southern
Rockport, Ky., Illinois Cent
Rockport, Mass., Bost. & Me
Rockport, Miss.,
New Orl. Great North
Rockport, Atchison Co., Mo.,
Kansas City & North
Rockport,
Jefferson Co., Mo.,
Frisco System
Rockport, Pa.,
Cent. of New Jersey (a)
" Lehigh Valley (b)
(a) and (b) ½ mile apart
On opposite sides of river
Rockport, Tex.,
San Ant. & Aran. Pass
Rockport, Wash.,
Great Northern
Rockport Junction, Ind.,
Southern
Rock Quarry, Ark.,
Kansas City Southern
Rock Quarry, N.C.,
Norfolk & Southern
Rock Rapids, Ia.,
Chic. Rk. Isl. & Pac (c)
" Illinois Central (b)
" North-West. Line (c)
(a) and (b) about ¼ mi. apart
(a) and (c) ½ mile apart
Rock Rift, N.Y., N.V. Ont. & W
Rock River, Mich.,
Duluth, So. Shore & Atl
Rock River Wyo., Union Pac
Rock Run, Ala., Southern
Rock Run, Md., Penna
Rock Run, Allegheny Co., Pa.,
Pennsylvania
Rock Run, Clearfield Co., Pa.,
N.Y. Cent. & Hud. Riv
Rock Run, Tioga Co., Pa.,
Erie
Rock Run, W. Va., Balt. & O
Rock Run Junction, O.,
Baltimore & Ohio
Rock Spring, Ala.,
Louisville & Nashville
Rock Spring, Cal.,
Yosemite Valley
Rock Springs, Fla.,
Atlantic Coast Line
Rock Springs, Ga.,
Central of Georgia
Rock Springs, Ky.,
Chesapeake & Ohio
Rock Springs, Mo.,
Miss. Riv. & Bonne Terre
Rock Springs, Wyo., Un. Pac
Rock Spur, Idaho,
Idaho Northern Ry
Rock Spur, Wis.,
La Crosse & Southeast
Rock Stream, N.Y., Penna
Rock Tavern, N.Y.,
N.Y. Ontario & West
Rockton, Ill., Ch. Mil. & St. P
Rockton, Pa.,
Buffalo, Roch. & Pitts
Rockton, S.C., Southern
Rockton, W. Va., Coal & Coke
Rocktown, Pa., Penna
Rockvale, Colo., At. T. & S. F
Rockvale, Ky.,
Louisv. Hend. & St. L
Rockvale, Mont., No. Pacific
Rock Valley, Ia., Ch. Mil. & St. P
Rockview, Mo.,
Frisco System (a)
" St. Louis South-west (a)
Rockville, Ct., N.Y.N.H. & H
Rockville, Ind., Vandalia
Rockville, Ky., Ches. & Ohio
Rockville, Md., Balt. & Ohio
Rockville, Minn., Gt. North
Rockville, Mo., Mo. Kan. & T
Rockville, Neb., Union Pac
Rockville, N.Y., Penna
Rockville, O.,
Kanawha & Michigan
Rockville, Chester Co., Pa.,
Phila & Reading
Rockville, Dauphin Co., Pa.,
Pennsylvania (a)
" Phila. & Reading (a)
Rockville Centre, N.Y.,
Long Island
Rockwall, Tex., Mo. K. & Tex
Rockwell,
Cerro Gordo Co., Ia.,
Iowa Central
Rockwell, Mich., Pere Marq
Rockwell, N.C., Southern
Rockwell, Wash.,
Spok. Port. & Seattle
Rockwell City,
Calhoun Co., Ia.,
Chicago, Mil. & St. P (a)
" Ft. Dodge, Des M. & So
" Illinois Central (b)
(a) and (b) about ½ mi. apart
Rockwell Junction, O.,
Hocking Valley
Rockwells Mills, N.Y.,
N.Y. Ontario & West
Rockwell's Run, W. Va.,
Baltimore & Ohio
Rockwood, Cal., South. Pac
Rockwood, Colo.,
Denver & Rio Grande
Rockwood, Ill.,
St. L. Iron Mt. & So (a)
" St. L. South-western (a)
Rockwood, Ind.,
Chic. Ind. & Louisville
Rockwood, Manitoba,
Canadian Pacific
Rockwood, Mich.,
Detroit & Toledo Sh. Lt
" Lake Shore & Mich. So
Rockwood, Minn., No. Pac
Rockwood, Ont., Gd. Trunk
Rockwood, Somerset Co., Pa.,
Baltimore & Ohio
Rockwood, Venango Co., Pa.,
Pennsylvania
Rockwood, Tenn.,
Cin. N. Orl. & Tex. P (a)
" Tennessee Central (b)
(a) and (b) about ¾ mi. apart
Rocky, N.C.,
Car. Clinch. and Ohio
Rocky, Okla., Frisco System
Rocky, Tex.,
Gulf, Colo. & Santa Fe*
Rocky Bluff, S.C.,
Atlantic Coast Line
Rocky Curve, Fla.,
Atlantic Coast Line
Rocky Face, Ga.,
Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Rocky Ford, Colo., A. T. & S. F
Rocky Ford, Ga., C. of Ga (a)
" Sylvania & Girard (a)
Rocky Ford, Wash., No. Pac
Rocky Forest, Pa.,
Lehigh Valley
Rocky Glen, Pa.,
Lack. & Wyoming Val
Rocky Hill, Ct., N.Y.N.H. & H
Rocky Hill, Ky., Lv. & Nash
Rocky Hill, N.J., Penna
Rocky Hill, O.,
Cin. Ham. & Dayton
Rocky Hollow, Pa.,
Baltimore & Ohio
Rocky Inlet, Ont., Can. No
Rocky Lake, N.S.,
Intercolonial
Rocky Mount, N.C.,
Atlantic Coast Line
Rocky Mount, Va.,
Norfolk & Western (a)
" Southern (b)
(a) and (b) about ½ mi. apart
Rocky Point, Fla.,
Tampa & Jacksonville
Rocky Point, N.Y., Long Isl
Rocky Point, N.C.,
Atlantic Coast Line
Rocky Point, Ore.,
Oregon & Southeastern
Rocky Point, Va.,
Chesapeake & Ohio
Rocky Ridge, Md.,
Emmitsburg (a)
" Western Maryland (a)
Rocky Ridge, N.C., Southern
Rocky Ridge, O.,
Lake Shore & Mich. So
Rocky Ridge, Pa.,
East Broad Top
Rocky River, O.,
Lake Shore Electric
" N.Y. Chic. & St. Louis
Rocky Side, W. Va.,
Pitts. Cin. Chic. & St. L
Rocky Springs, Md.,
Wash. Fred. & Gettysb
Rod, Cal.,
A. T. & S. F., Coast Lines*
Roda, Va., Interstate
Rodbourn, N.Y., Lehigh Val
Rodburn, Ky., Ches. & Ohio
Rodden, Ill., Chic. Gt. West
Roddenbery, Ga.,
Florida Central
Roddick, Saskatchewan,
Canadian Northern
Roddy, Ga., Wrightsv. & Ten
Roddy, Perry Co., Pa.,
Susq. River & Western
Roddy, S.C., Southern
Roddy, Tenn.,
Cin. New Orl. & Tex. Pac
Roddy's, S.C., Southern
Roddy Springs, Tenn.,
Nashv. Chat. & St. Louis
Rode, Ia., Illinois Central
Rodefers, O., Penna. Co
Rodell, Wis., No. West. Line
Rodemer, Ky.,
Louisville & Nashville
Rodemer, Tenn., N.C. & St. L
Rodemer, W. Va., Balt. & Ohio
Roden, Ala., Louisv. & Nashv
Rodeo, Cal., Southern Pacific
Rodeo, N.M.,
El Paso & S. W. System
Rodeve, La.,
Franklin & Abbeville
Roderfield, W. Va.,
Norfolk & Western
Roderick, Ga.,
Ga. Coast & Piedmont
Roderick, Ont., Can. Pacific
Rodes, W. Va., Chesa. & Ohio
Rodessa, La.,
Kansas City Southern
Rodgers, Pa., Balt. & Ohio
Rodman, Ia.,
Chicago, Rk. Isl. & Pac
Rodman, Pa., Pennsylvania
Rodman, S.C., Seab. Air Line

Rodman, Va.,
Atlantic Coast Line
Rodna, Wash.,
Spok. Port. & Seattle
Rodney, Ia., Chic. Mil. & St. P
Rodney, Mich.,
Pere Marquette
Rodney, Mo., St. L. I. Mt. & So
Rodney, Ont., Mich. Cent (a)
" Pere Marquette (b)
(a) and (b) about ½ mi. apart
Rodriguez,
Nuevo Leon, Mex.,
National of Mexico
Rodriguez,
San Luis Potosi, Mex.,
National of Mexico
Rodwell's Ravine, Cal.,
Diamond * Caldor
Roe, Ark., St. Louis So. West
Roe, Tenn., Southern
Roebling, N.J., Pennsylvania
Roebuck, Ala.,
Louisville & Nashville
Roebuck, S.C.,
Charleston & W.Carol
" Glenn Springs a
Roeders, Pa., Phila. & Read
Roe Junction, Tenn., South
Roelofs, Pa., Phila. & Read
Roelyn, Ia.,
Chicago Great Western
Roeskes, Ind., Lk. Erie & W
Roetzel, Ark.,
St. Louis, Iron Mt. & So
Roff, Okla., Frisco System
Rogan, Tex.,
Gulf, Colo. & Santa Fe*
Rogana, Tenn., Louis. & Nash
Roger, La., Texas & Pacific
Rogers, Ala.,
Queen & Cres. Route
Rogers, Ark.,
Ark. Okla. & West (a)
" Frisco System (b)
(a) and (b) about 160 yards apart
Rogers, Cal., Santa Fe Pac*
Rogers, Colo., Den. & Rio Gr
Rogers, Fla., Florida E. Coast
Rogers, Bartow Co., Ga.
Iron Belt (a)
" Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Rogers, Burke Co., Ga.
Central of Georgia
Rogers, Dodge Co., Ga.,
Dublin & Southwest
Rogers, Idaho, North. Pacific
Rogers, Pike Co., Ind.,
Evansv. & Indianap
Rogers, Posey Co., Ind.,
Illinois Central
Rogers, Ia., Illinois Central
Rogers, Kan., Missouri Pac
Rogers, Md., Northern Cent
Rogers, Minn., Great North
Rogers, Miss.,
Yazoo & Miss. Valley
Rogers, Neb., Union Pacific
Rogers, Clinton Co., N. Y.
Delaware & Hudson
Rogers, Jefferson Co., N. Y.
N. Y. Cent. & Hud. Riv
Rogers, N. C., Seab. Air Line
Rogers, N.D.,
Minn. St. P. & S. S. M (a)
" North Pacific (a)
Rogers, O.,
Pitts. Lisbon & West
Rogers, Okla.,
Missouri, Kan. & Tex
Rogers, S.C.,
Raleigh & Charleston
Rogers, Bell Co., Tex.
Gulf, Colo. & Santa Fe
Rogers, Nueces Co., Tex
National of Mexico
" St. L. Brownsv. & Mex
Called Land on N. of M
Rogers Gap, Ky.,
Cin. New Orl. & Tex. Pac
Rogers Mesa, Colo.,
Denver & Rio Grande
Rogers Mill,
Talladega Co., Ala.,
Birmingham & Atlantic
Rogers Para, Ill.,
Chicago, Mil. & St. Paul
" North-West. Line
Rogers Pass, B.C., Can. Pac
Rogers Spring, Tenn., South
Rogersville, Mich.,
Pere Marquette
Rogersville, Mo. Frisco Sys
Rogersville, N.B., Intercol
Rogersville, N.Y.,
Pitts. Shawmut & North
Rogersville Tenn South
Rogerton, Tenn.,
Louisville & Nashv (a)
" Southern (a)
Roger Williams Park, R.I.,
N.Y. New Hav. & Hart
Roggen, Colo. Burl. Route
Rogue, Ore., Southern Pacific
Rohnerville Ca.
San Francisco & N.W
Rohrough, W.Va.,
Baltimore & Ohio
Rohrer, Ill., Chic. Peo. & St. L

Rohrerstown, Pa., Penna
Rohrersville, Md., Balt. & O
Rohrs, Neb., Burl. Route
Rohwer, Ark., St. L. I. M. & So
Rois Blanc, Que.,
Great Northern of Can
Roix Road, N.B., Can. Pacific
Rokeby, Neb., Chic. R. I. & P
Rokeby, Pa., Pennsylvania
Roseby, Sask., Canadian Pac
Roland, Ark.,
Chicago, Rk. Isl. & Pac
Roland, Idaho,
Chic. Mil. & Puget Sd
Roland, Ill., Balt. & Ohio S.W
Roland, Ia., Iowa Central
Roland, Manitoba
Canadian Northern (a)
" Great Northern (b)
(a) and (b) about ¼ mi. apart
Roland, Miss.,
Yazoo & Miss. Valley
Roland, N.Y., Pennsylvania
Rolands, Ark.,
St. Louis, Iron Mt. & So
Rolette, Minn. Great North
Rolette, N.D., Great North
" Minn. St. P. & Slt. Ste. M
Rolfe, Ia.,
Minneapolis & St. L (a)
" North-West. Line (b)
Rolfe, Pa., Pennsylvania
Rolfe, W.Va., Norf. & West
Rolfe Junction, Ark.,
Arkansas, La. & Gulf
Rolinda, Cal., South. Pacific
Rolla, Mo., Frisco System
Rolla, N.D., Great Northern
Roller, Md., Gunpowder Val
Rollie, Cal., Southern Pacific
Rollin, Kan., Atch. T. & S. Fe
Rollin, Mich., Cin. Northern
Rolling Dam, N.B., Can. Pac
Rolling Fork, Miss.,
Yazoo & Miss. Valley
Rolling Prairie, Ind.,
Lake Shore & Mich. So
Rolling Prairie, Wis.,
Chicago, Mil. & St. Paul
Rollingstone, Minn.,
Chicago Great Western
Rolling Stone, Pa.,
N. Y. Cent. & Hud. Riv
Rollins, Ala., Louisv. & Nash
Rollins, Ill.,
Minn. St. P. & Slt. Ste. M
Rollins, N.C., Southern
Rollins, Wash.,
Spok. & Inland Emp
Rollins Farm, N.H.,
Boston & Maine
Rollinsford, N.H., Bost. & Me
Rollinsville, Colo.,
Denver, Northw. & Pac
Rollman, W.Va.
Chesapeake & Ohio
Rollo, Ga., Southern
Rollo, Ill., North-West. Line
Rollo Bay, P.E.I., Pr. Ed. Isl
Rollos, Tex.,
Gulf, Colo. & Santa Fe*
Roll Over, Tex.,
Gulf & Interstate of Tex
Rollyson, W. Va., Balt. & Ohio
Rolston, Ala., Mobile & Ohio
Roma, Wyo., Burl. Route
Romadka, Wis., Ch. M. & St. P
Roman, Md., Pennsylvania
Romancoke, Va., Southern
Roman Nose, Okla.
Chicago, Rk. Isl. & Pac
Rombauer, Mo., Frisco Sys
Rome, Ga.,
Central of Georgia (a)
" Nashv. Chat. & St. L (b)
" Southern (c)
(a) and (b) adjacent
(a) and (c) about 1 mi. apart
Rome, Peoria Co., Ill.,
Chicago, Rk. Isl. & Pac
Rome, Ia., Burl Route
Rome, Kan., Atch. Top. & S. Fe
Rome, Ky., Ches. & Ohio
Rome, Miss.,
Yazoo & Miss. Valley
Rome, N.Y.,
N.Y. Cent. & Hud. R (a)
" N.Y. Ont. & West (b)
(a) and (b) adjacent
Rome, Ashtabula Co., O.,
Pennsylvania Co
Rome, Franklin Co., O.,
Ohio Electric
Rome, Wash., North. Pacific
Rome City, Ind.,
Grand Rapids & Ind
Romeo, Colo.,
Denver & Rio Grande
Romeo, Fla., Plant System
Romeo, Ill., Atch. Top. & S. Fe
Romeo, Mich., Grand Trunk
Romeo, Wis.,
Minn. St. P. & Slt. Ste. M
Romero, Jalisco, Mex.,
National of Mexico
Romero, Sinaloa, Mex.,
West Coast Route
Romero N.M.,
Atch Top. & Santa Fe
Romero, Tex.,
Chicago, Rk. Isl. & Gulf

Romford, Ct., N.Y. N.H. & H
Romford Junction, Ont.,
Canadian Pacific
Romine, O., Ohio Riv. & West
Romine Springs, Mo.
Frisco System
Romley, Colo.,
Colorado & Southern
Romney Ind., Chic. Ind. & Lv
Romney, Minn., Great Nor
Romney, W.Va., Balt. & Ohio
Romolo, Utah, South. Pacific
Romona, Ind., Vandalia
Romulus, Mich.,
Pere Marquette (a)
" Wabash (a)
Romulus, N.Y., Lehigh Val
Romulus, Okla.,
Chicago, Rk. Isl. & Pac
Rona, Tex.,
Galv. Har. & San. Ant
Ronald, Kan., Mo. Kan. & Tex
Ronald, Mont., Burl. Route
Ronald, Wash., Northern Pac
Ronceverte, W.Va.,
Chesapeake & Ohio
Ronco, Pa., Monongahela
Ronda, Cal., Southern Pac
Ronda, Mich., Wis. & Mich
Ronda, N.C., Southern
Ronda, W.Va., Chesa. & Ohio
Rondaxe, N.Y
Raquette Lake
Rond Eau, Ont.,
Pere Marquette
Rondo, Ark., Mo. & No. Ark
Rondo, Mich., Michigan Cent
Rondo, Mont., Great North
Rondout, Ill.,
Chic. Mil. & St. Paul (a)
" Elgin, Joliet & East (a)
Rondout, N.Y., Ulster & Del
Roney's Point, W.Va.,
Baltimore & Ohio
Ronk, Pa., Pennsylvania
Ronkonkoma, N.Y., Long Isl
Ronneby, Minn. Gt. North
Roodhouse, Ill., Chic. & Alton
Roop, Pa., Wab. Pitts. Term
Rooks, N.C., Atl. Coast Line
Rook Creek, Ill., Ill. Cent
Rookwood, Ky.,
Louisville & Nashville
Room, Minn., Gt. Northern
Roosevelt, La.,
Roosevelt & Western†
" St. L. Iron Mt. & South
Roosevelt, Minn., Can. North
Roosevelt, Okla., Frisco Sys
Roosevelt, Wash.,
Spokane, Port. & Seat
Rooster Rock, Ore.,
Oregon RR. & Nav. Co
Root, Va., Ches. & Ohio
Rooth, N.B., Can. Pacific
Root River Ont.,
Algoma Cent. & H. Bay
Root Run, Pa., Pennsylvania
Roots, Ill., Illinois South (a)
" St. Louis, Iron Mt. & S (b)
Roots, Mich., Grand Trunk
Roots, O., Erie
Roots, Pa., Pennsylvania
Rootstown, O., Penna. Co
Roper, Ala., Seab. Air Line
Roper, Ga., Ga. & Fla
Roper, Kan., Mo Pacific
Roper, N.C., Norfolk & So
Roper, Utah, Denv. & Rio G
Roper, W. Va., Ches. & Ohio
Roper Mine, Va.,
Norfolk & Western
Rorex, Tenn., Southern
Rosa, Cal., South. Pacific
Rosa, La., Texas & Pacific
Rosa, Coahuila, Mex.,
Mexican International
Rosa, Tamaulipas, Mex.,
National of Mexico
Rosal, Mex., Nat. of Mex
Rosalia, Kan., Missouri Pac
Rosalia, Wash.,
Chic. Mil. & Puget Sd
" Northern Pacific (a)
" Spok. & Inland Emp (b)
(a) and (b) about ½ mi. apart
Rosalie, Neb., Burl. Route
Rosamond, Cal., South Pac
Rosamond, Ill.,
Chicago & East. Ill (a)
Clev. Cin. Ch. & St. L (a)
Rosanky, Tex., Mo. Kan. & T
Rosario, Chihuahua, Mex.,
Mexico North Western
Rosario, Durango, Mex.,
National of Mexico
Rosario, Mexico, Mex.,
National of Mexico
Rosario, Tlaxcala, Mex.,
Interoceanic of Mex
Rosario, N.M., A.T. & S. Fe
Rosas, Pa., Erie
Rosasco, Cal., Sierra of Cal
Rosboro, Ark.,
Caddo & Choctaw (a)
" Gurdon & Ft. Smith (a)
Rosborough, Ill., Mob. & Ohio
Rosburg, Fla.,
Live Oak & Gulf
Rosby, Minn., Great North
Roscoe, Colo., Colo. & South

Roscoe, Ill., Ch. Mil. & St. Paul
" North Western Line
Called Roscoe Siding on C. M. & St. P
Roscoe, Ia., Burl. Route
Roscoe, Mich., Munising
Roscoe, Minn., Great North
Roscoe, Neb., Union Pacific
Roscoe, N.Y., N.Y. Ont. & West
Roscoe, O., Penna. Co
Roscoe, Fayette Co., Pa.,
Pittsburgh & Lk. Erie
Roscoe, Washington Co., Pa.,
Pennsylvania
Roscoe, Saskatchewan,
Canadian Northern
Roscoe, S.D., Ch. Mil. & St. P
Roscoe, Tex.,
Roscoe, Snyder & Pac
" Texas & Pacific
Roscoe Siding, Ill.,
Chicago, Mil. & St. Paul
" North Western Line
Called Roscoe on N. W. L
Roscommon, Mich.,
Michigan Central
Roscommon, Pa.,
Cent. of N. Jersey (a)
" Lehigh & Lack (a)
Rose, Ga., Central of Ga
Rose, Idaho,
Oregon Short Line
Rose, Ill., Illinois Central
Rose, Kan., Missouri Pacific
Rose, Minn., North. Pacific
Rose, N.C., Southern
Rose, O., Lake Erie & West
Rose, Pa., Pennsylvania
Rose, W.Va., Norfolk & West
Roseau, Minn., Great North
Rosebank, Cal.,
San Diego Southern
Rosebank, Manitoba,
Canadian Northern
Rosebank, N.Y.,
Staten Isl. Rapid Tran
Rosebank, Ont., Gd. Trunk
Roseberry, Mo., Wabash
Roseberry, Tenn., Southern
Rosebery, B.C., Can. Pacific
Roseboro, Cal.,
Los Angeles-Pacific (El)
Roseboro, N.C.,
Atlantic Coast Line
Rosebrook, Ia.,
Albia & Centerville
Rosebud, Alberta, Can. Pac
Rosebud, Ind.,
Evansville & Indianap
Rose Bud, Mo.,
St. Louis, K.C. & Colo ‡
Rosebud, Mont., North. Pac
Rosebud, Pa., Pennsylvania
Rosebud, Tex.,
San Ant. & Aran. Pass
Rosebud, W.Va., Balt. & Ohio
Roseburg, Ore., South. Pac
Roseburgh, Ind.,
Toledo, St. L. & Western
Rosebush, Mich., Ann Arbor
Roseby Rock, W.Va.,
Baltimore & Ohio
Rose Centre, Mich.,
Pere Marquette
Rose City, Mich., Det. & Mack
Rosecrans, Cal.,
Los Ang. & Redondo (El)
" Pacific Electric
Rosecrans, N.Y.,
Albany Southern (El)
Rose Creek, Minn.,
Chicago, Mil. & St. Paul
Rose Creek, Nev., South. Pac
Rose Creek Junction, Ky.,
Louisville & Nashville
Rosedale, Ca.,
A.T. & S.F., Coast Lines*
Rosedale, Parke Co., Ind.,
Chic. and East. Ill (a)
" Vandalia (b)
(a) and (b) ½ mile apart
Rosedale, Kan.,
Frisco System (a)
" Kan. City, Clin. & Spg (a)
Rosedale, La., Texas & Pacific
Rosedale, Md., Balt. & Ohio
Rosedale, Miss.,
Yazoo & Miss. Valley
Rosedale, Mo., Wabash
Rosedale, N.J., Atlantic City
Rosedale, N.Y., Long Island
Rosedale, Defiance Co., O.,
Baltimore & Ohio
Rosedale, Okla., Okla. Cent
Rosedale, Ont.,
Canadian North. Ont
Rosedale, Chester Co., Pa.,
Pennsylvania
Rosedale, Tex., Tex. & N. Orl
Rosedale, Wash.,
Spok. & Inland Empire
Rosedale Park, Ky.,
Louisville & Nashville
Rose Fork, Ky.,
Ohio & Kentucky
Rosegarden, Pa., Phila. & R
Rose Hill, Ga., Southern
Rosehill, Cook Co., Ill.,
North-Western Line
Rosehill, Jasper Co., Ill.,
Illinois Central

Rose Hill, Ind.,
Cleve. Cin. Chic. & St. L
Rose Hill, Ia., Chic. R. Isl. & P
Rose Hill, Kan., At. T. & S. F
Rose Hill, Reynolds Co., Mo.,
Missouri Southern
Rose Hill, St. Louis Co., Mo.,
Missouri Pacific
Rose Hill, N.Y.,
Marcellus & Otisco Lake
Rose Hill, N.C., Atl. Coast L
Rose Hill, Ont., Gd. Trunk
Rose Hill, Va., Louisv. & Nash
Roseisle, Manitoba,
Canadian Northern
Rose Lake, Ill., Vandalia
Rose Lake, Pa., N.Y. & Penn
Roseland, Fla., Fla. E. Coast
Roseland, Ga., Southern
Roseland, Ill., Belt of Chic (a)
" Chicago & West. Ind (a)
Roseland, La., Illinois Cent
Roseland, Manitoba,
Great Northern
Roseland, Neb., Burl. Route
Roseland, N.J.,
Morristown & Erie
Roseland, N.C.,
Atlantic Coast Line
Rose Lawn, Ind., Chic. I. & Lv
Roselle, Ill., Chic. Mil. & St. P
Roselle, N.J., Cent. of N.J (a)
" Lehigh Valley (b)
" Rahway Valley (b)
(a) and (b) ½ mile apart
Also called Roselle Park on C. of N.J. and R. V
Called Roselle Park on L. V
Roselle, N.C., Southern
Roselle Park, N.J.,
Central of N.J (a)
" Lehigh Valley (b)
" Rahway Valley (b)
(a) and (b) ½ mile apart
Also called Roselle on C. of N.J. and R. V
Roselms, O., Cin. Ham. & Day
Rosemary, Ala., Southern
Rosemary, Cal.,
Los Angeles-Pacific (El)
Rosemary, Miss.,
New Orl. Great North
Rosemary,
Barnwell Co., S.C.,
Southern
Rosemary,
Georgetown Co., S.C.,
Georgetown & Western
Rosemead, Cal.,
Pacific Electric
Rosemere, Que., Can. Pacific
Rosemont, Colo.,
Colo. Spgs. & Cr. Ck. Dist
Rosemont, Kan., Mo. Pacific
Rosemont, Mass.,
Boston & Maine
Rosemont, Neb., Burl. Route
Rosemont, O., Penna. Co
Rosemont, Pa., Penna
Rosemont, Va.,
Norfolk & Southern
Rosemont, W.Va.,
Baltimore & Ohio
Rosemoor, O.,
Cin. Ham. & Dayton
Rosemount, Minn.,
Chicago, Mil. & St. P (a)
" Chic. Rk. Isl. & Pac (a)
Rosena, Cal.,
A.T. & S.F., Coast Lines*
Rosenberg, Tex.,
Gal. Har. & San Ant (a)
Gulf, Colo. & S. Fe* (a)
Rosenbergs, Mich.,
Grand Rapids & Ind
Rosendahl, Colo.,
Colorado & Southern
Rosendale, Mo., Burl. Route
Rosendale, N.Y., West Shore
Rosendale, Wis., N. W. Line
Rosendo Marquez, Mex.,
Mexican Southern
" San Marc. & Huaj. de L
Roseneath, P.E.I.,
Prince Edward Island
Rosenfeld, Manitoba, Can. P
Rosenfeld, Tex.,
Gal. Har. & San Ant
Rosenhayn, N.J., Cent. of N.J
Rose Pine, La.,
Kansas City Southern
Rose Point, N.Y.,
New York, Ont. & West
Rose Point, Ont., Gd. Trunk
Rose Point, Pa., West. Alleg
Roses, Pa., Baltimore & Ohio
Roseton, N.Y., West Shore
Rosetown, Sask.,
Canadian Northern
Rosetta, Miss.,
Yazoo & Miss. Valley
Rosevear, Mich.,
Pere Marquette
Roseville Cal., South. Pacific
Roseville, Ill., Burl. Route
Roseville N.J., Del. Lack. & W
Roseville, N.D., Great North

** On the Santa Fe*
† For freight only
‡ On the Rock Island System

Roseville, O.,
C.& M.V (Penna.Lines)
Roseway, N.S.,
Halifax & Southwest
Rosewell, Nev.,
Las Vegas & Tonopah
Rosewood, Fla.,
Seaboard Air Line
Rosewood, Ga.,
Louisville & Nashville
Rosewood, O.,
Detroit, Tol. & Ironton
Rosewood, Tex.,
Marshall & East Texas
Rosholt, Wis.,
North-Western Line
Rosier, Ga., Georgia & Fla
Rosiere, N.Y., N.Y. C. & H. R
Rosillo, Mex., Mexican Cent
Rosindale, N.C.,
Seaboard Air Line
Rosine, Ark.,
St. Louis, Iron Mt. & So
Rosine, Ky., Illinois Central
Rosine, Miss.,
Gulf & Ship Island
Rosita, Coahuila, Mex.,
Mexican Internat
Rosita, Tamaulipas, Mex.,
National of Mexico
Roslin, N.C., Va. & Car. So
Rosimdale, Mass.,
N.Y. New Hav. & Har
Roslyn, N.Y., Long Island
Roslyn, O.,
Day. L. & C. RR. & T. Co
Roslyn, Wash., North. Pac
Roslyn Heights, Pa., Penna
Rosman, N.C., Southern
Rosney, Va., Ches. & Ohio
Rosuv, Nev., South. Pacific
Ross, Ark.,
Jones. Lk. City & East
Ross, Cal., No. West. Pacific
Ross, Del., Pennsylvania
Ross, Ga., Atl. Birm. & Atl
Ross, Idaho,
Spok. & Inland Empire
Ross, Ind., Michigan Central
Ross, Ia., North-West. Line
Ross, Kan., Atch. Top. & S. Fe
Ross, Ky., Ches. & Ohio
Ross, Kent Co., Mich.,
Grand Rapids & Ind
Ross, Marquette Co., Mich.,
Escanaba & Lake Sup
Ross, St. Louis Co., Minn.,
Minnesota & No. Wis
Ross, Waseca Co., Minn.,
North-Western Line
Ross, Mont., Northern Pacific
Ross, N.S., Halifax & So. W
Ross, Okla.,
St. Louis, Iron Mt. & So
Ross, Pa., N.Y. Cent. & H.R (a)
" Pennsylvania (b)
Ross, Que., Canadian Pacific
Ross, Brazoria Co., Tex.,
Houston & Brazos Val
Ross, McLennan Co., Tex.,
Houst. & Tex. Cent (a)
" Texas Central (a)
Rossasco's, Cal., Sierra of Cal
Rossburg, Minn., North. Pac
Rossburg, N.Y., Penna
Rossburg, O., Cin. Northern
Rossburn, Manitoba,
Canadian Northern
Rossburn Junc., Manitoba,
Canadian Northern
Ross Common, Pa.,
Lehigh & New England
Ross Crossing, N.Y.,
Pitts. Shawmut & North
Rosseau, S.D., No. West. Line
Rosseau's Mills, Que.,
Quebec & Lake St. John
Rossendale, Manitoba,
Canadian Northern
Rosser, Manitoba,
Canadian Pacific
Rosser, Tenn.,
Nashville, Chatt. & St. L
Rosser, Tex., Texas Midland
Rosses Crossing, N.Y., Penna
Ross Farm, Pa.,
Tuscarora Valley
Rossford, O.,
Cin. Ham. & Dayton
Ross Fork, Idaho,
Oregon Short Line
Ross Hollow, Ark.,
Chicago, Rk. Isl. & Pac
Rossi, Cal., Southern Pacific
Rossie, Ia., Chic. R. I. & Pac
Rossignol, La.,
Louisiana Western
Rossiter, Pa.,
Buf. Roch. & Pitts (a)
" N.Y. Cent. & Hud. R (b)
(a) and (b) about 1 mile apart
Rossiter Junction, Pa.,
N.Y. Cent. & Hud. River
" Pennsylvania
Ross Junction, Ia., Wabash
Rossland, B.C., Can. Pac (a)
" Great Northern (b)
(a) and (b) 200 yards apart
Rossland, Ky.,
Louisville & Nashville
Rosslyn, Ky.,
Lexington & Eastern
Rosslyn, Ont., Mich. Central
Rosslyn, Pa.,
Pitts. Cin. Chic. & St. L
Rosslyn, Tex.,
Trinity & Brazos Val
Roslyn, Va., Penna (a)
" Wash. Alex. & M. V. E (b)
Rosslyn Junction, Va.,
Wash. Alex. & Mt. V. El
Rossman, N.Y.,
Albany Southern (El)
Rossmere, Ont., Can. North
Ross Mill, N.Y.,
Dunk. Alle. Val. & Pitts
Rossmoyne, Cal.,
San Ped. Los Ang. & S. Lk
Rossmoyne, O.,
Cin. Lebanon & North
Rossmoyne, Pa.,
Phila. & Reading
Rosson, Tex.,
Mo. Kans. & Texas
Ross Peak, B.C., Can. Pac
Rossport, Ont., Can. Pacific
Ross Run, Pa.,
Sheffield & Tionesta
Ross's Crossing, Mich.,
Michigan Central
Rosston, Pa., Pennsylvania
Rossville, Ga., Central of Ga
Rossville, Ill., Ch. and East. Ill
Rossville, Ind., Ch. Ind. & Lv
Rossville, Ia., C. M. & St. P
Rossville, Kan., Union Pac
Rossville, Md., Balt. & Ohio
Rossville, Mo., Butler County
Rossville, Fayette Co., Tenn
Southern
Rossville Junction, Ill.,
Chicago and East. Ill
Rost, La., Yazoo & Miss. Val
Rosthern, Saskatchewan,
Canadian Northern
Roston, Ind., Central Indiana
Rostraver, Pa.,
Pittsburgh & Lake Erie
Roswell, Colo., Ch. R. I. & P (a)
" Denver & Rio Grande (b)
Roswell, Ga., Southern
Roswell, Mo., Frisco System
Roswell, N.M.,
Eastern of New Mex
Roswell, O., Penna. Co
Roswell, S.D., Chic. Mil. & S. P
Roswell Road, Ga., Southern
Rotan, Tex., Texas Central
Rotave, Assiniboia,
Canadian Pacific
Roth, Cal., Southern Pacific
Roth, N.D., Great Northern
Rothbury, Mich.,
Pere Marquette
Rothe, Ore.,
Portland Ry. L. & P. Co
Rothersay, Ga.,
Atlantic & Birmingham
Rothesay, N.B., Intercol
Rothruck, Pa., Penna
Rothsay, Minn., Great North
Rothsville, Pa.,
Philadelphia & Reading
Rothville, Mo.,
Atch. Top. & Santa Fe
Rothwell, Del., Penna
Rothwell, Ky., Ches. & Ohio
Rottaken, Ark.,
St. Louis, Iron Mt. & So
Rotterdam, N.Y., Bost. & Me
Rotterdam Junction, N.Y.,
Boston & Maine (a)
" West Shore (a)
Roubaix, S.D., Burl. Route
Roubideau, Colo.,
Denver & Rio Grande
Rougemere, Mich.,
Pere Marquette
Rougemont, N.C.,
Norfolk & Western
Rougemont, Que.,
Central Vermont (a)
" Que. Mont. & South (b)
(a) and (b) about 300 yards apart
Rough-and-Ready, Ala.,
Western of Alabama
Rough-and-Ready, N.Y.,
New York & Penna
Rough Run, Pa., Penna
Rouleau, Sask., Can. Pacific
Roulette, Pa., Coud. & Pt. Al
Roulos, Ind.,
Cin. Ham. & Dayton
Roundaway, Miss.,
Yazoo & Miss. Valley
Round Bay, Md.,
Maryland Electric
Round Bluff, Wis.,
Chicago, Mil. & St. Paul
Round Bottom, Pa.,
Pittsburgh & Lake Erie
Round Bottom, W.Va.,
Baltimore & Ohio
Round Cypress, Miss.,
Yazoo & Miss. Valley
Round Grove, Ill.,
North-Western Line
Round Hill, Colo.,
Denver & Rio Grande
Round Hill, Mass.,
Boston & Maine
Roundhill, N.S., Dom. Atl
Round Hill, Va., Southern
Round Hill, Wis.,
Chicago, Mil. & St. Paul
Round House, Ill.,
Louisville & Nashville
Round House, Ia.,
Muscatine No. & So
Round Island, Pa., Penna
Round Knob, Ill., Ill. Cent
Round Knob, N.C., Southern
Round Lake, Fla.,
Atlanta & St. And. Bay
Round Lake, Ill.,
Chicago, Mil. & St. Paul
Round Lake, Mich.,
Grand Rapids & Ind
Round Lake,
Itasca Co., Minn.,
Minn. & Rainy River
Round Lake,
Nobles Co., Minn.,
Chicago, Rk. Isl. & Pac
Round Lake, Miss.,
Yazoo & Miss. Valley
Round Lake, N.Y.,
Delaware & Hudson
Round Lake, Tex.,
Tex. & New Orleans
Round Lake Junc., Mich.,
Grand Rapids & Ind
Round Lake Junc., Minn.,
Minn. & Rainy River
Round Mountain, Ala.,
Chattanooga South (a)
" Southern (b)
(a) and (b) ¼ mile apart
Round Oak, Ga.,
Central of Georgia
Round Pond, Ark.,
Chicago, Rock Isl. & Pac
Round Pond, Okla.,
Chic. Rk. Isl. & Pacific
Round Prairie, Minn.,
Great Northern
Round Prairie, Ore.,
Southern Pacific
Round Rock, Tex.,
Internat. & Gt. North
Roundstone, Ky.,
Louisville & Nashville
Roundtop, Md.,
Western Maryland
Round Top, Adams Co., Pa.,
Gettysburg & Harrisb.
Round Top, Tioga Co., Pa.,
N.Y. Cent. & Hud. Riv
Round Top, W.Va.,
Baltimore & Ohio
Roundup, Mont.,
Chic. Mil. & Puget Sd
Rounsaville, Miss.,
Alabama & Miss
Rounthwaite, Manitoba,
Canadian Northern
Roup, Pa., Pennsylvania
Rousculps, O.,
Detroit, Tol. & Ironton
Rouse, Colo., Den. & Rio Gr
Rouse, Wis.,
Minn. St. P. & Slt. Ste. M
Rouse Junction, Colo.,
Denver & Rio Grande
Rouses, N.D.,
Minn. St. P. & Slt. Ste. M
Rouses Point, N.Y.,
Canada Atlantic (a)
" Central Vermont (a)
" Delaware & Hudson (a)
" Grand Trunk (a)
" Napierville Junc (a)
" Rutland (a)
Rouses Point Junction, N.Y.,
Rutland
Rouseville, Pa., Penna
Rousseau, La.,
Morgan's La. & Texas
Rousseau's Mill, Que.,
Can. Northern Quebec
Routhier, Que., Can. Pacific
Routier, Cal., South. Pacific
Routledge, Manitoba,
Canadian Pacific
Routon, Tenn.,
Louisville & Nashville
Roux, La.,
Morgan's La. & Texas
Rouzer, W Va., Coal & Coke
Rover, Ga., Southern
Rowan, Ia.,
Chicago Gt. Western
Rowan, Mont., North Pac
Rowan, Ont., Can. Northern
Rowan, Bowie Co., Tex.,
St. Louis South-west
Rowan, Brazoria Co., Tex.,
St. Louis, Brownsv. & M
Rowan, Wash., North. Pac
Rowayton, Ct.,
N.Y. New Hav. & Hart
Rowe, Ill., Wabash
Rowe, Ind., P. C. C. & St. L
Rowe, N.M., Atch. T. & S. Fe
Rowe, Tex., Ft. W. & Denv. C
Rowell, Ill., Vandalia
Rowell, S.C., Seaboard Air L
Rowen, Cal., Southern Pac
Rowen, Ia.,
Chic. Great Western (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about ½ mile apart
Rowena, Fla., Seab. Air Line
Rowena, Ga.,
Georgia, Florida & Ala
Rowena, Minn.,
North-Western Line
Rowena, N.B., Can. Pacific
Rowena, Ore., O. RR. & N. Co
Rowena, Pa., Balt. & Ohio
Rowena, S.D., Illinois Cent
Rowena, Tex.,
Gulf, Colo. & Santa Fe
Rowes, Cal.,
Northwestern Pacific
Rowes, Me., Maine Central
Rowe's, N.Y.,
Albany Southern El)
Rowesville, S.C., Southern
Rowland, Cal.,
San Ped. Los Ang. & S. Lk
Rowland, Ill.,
Chicago and East. Ill
" Chicago Southern †
Rowland, Ky., Lv. & Nash
Rowland, N.C., Atl. Coast L
Rowland, Okla.,
St. Louis, I. Mt. & South
Rowland, Ore., South. Pac
Rowland, Pa., Pennsylvania
Rowland, Tenn.,
Nash. Chatt. & St. Louis
Rowlands, Pike Co., Pa., Erie
Rowlandville, Md., Penna
Rowlesburg, W.Va., B. & O (a)
" Morgantown & King (b)
(a) and (b) about ½ mile apart
Rowlett, Tex.,
Mo. Kansas & Texas
Rowlett's, Ky., Lv. & Nash
Rowley, Buchanan Co., Ia.,
Chicago, Rk. Isl. & Pac
Rowley, Mass., Bost. & Maine
Rox, Nev.,
San Ped. Los Ang. & S. Lk
Rox, Ont., Canadian Pacific
Roxabel, O., Balt. & O. So. W
Roxane, W.Va., Balt. & Ohio
Roxanna, O., P. C. C. & St. L
Roxboro, N.C., Norf. & West
Roxboro, Wash.,
Chic. Mil. & Puget Sd
Roxborough, Ga., Southern
Roxborough, Ont.,
Temiskaming & No. Ont
Roxbury, N.J., Penna
Roxbury, Ct., N.Y. N. H. & H
Roxbury, Ill.,
Chicago, Mil. & St. Paul
Roxbury, Me., Maine Central
Roxbury, Md., Balt. & Ohio
Roxbury, Mass.,
N.Y. New Hav. & Hart
Roxbury, N.Y., Ulster & Del
Roxbury, O., Balt. & Ohio
Roxbury, Vt., Cent. Vermont
Roxbury, Va., Ches. & Ohio
Roxbury, Wash., No. Pac
Roxbury Falls, Ct.,
N.Y. New Hav. & Hart
Roxby, Neb.,
North-Western Line
Roxie, Ga., Georgia & Fla
Roxie, Miss.,
Mississippi Central (a)
" Yazoo & Miss. Valley (b)
(a) and (b) 566 yards apart
Roxobel, N.C.,
Seaboard Air Line
Roxton, Pa., Pennsylvania
Roxton, Tex.,
Gulf, Colo. & Santa Fe
Roxton Falls, Que., Can. Pac
Roy, Cal., Southern Pacific
Roy, Fla., Florida East Coast
Roy, N.M.,
El Paso & S. W. System
Roy, Utah, Den. & Rio G (a)
" Oregon Short Line (b)
(a) and (b) about 1 mi. apart
Roy, Wash., Northern Pac (a)
" Tacoma Eastern (b)
(a) and (b) about ¼ mi. apart
Royal, Ill., Chic. and East. Ill
Royal, Ia., Chic. Rock Isl. & P
Royal, Neb., Burlington Rte
Royal, Clarke Co., O.,
Detroit, Tol. & Ironton
Royal, Tuscarawas Co., O.,
Baltimore & Ohio
Royal, Tex.,
Chicago, Rk. Isl. & Gulf
Royal, W.Va., Ches. & Ohio
Royal Centre, Ind.,
Pitts. Cin. Chic. & St. L
Royall, N.C.,
Wash. & Vandemere
Royal Oak, B.C.,
Victoria & Sidney
Royal Oak, Md.,
Baltimore, Ches. & Atl
Royal Oak, Mich., Gd. Trunk
Royalston, Mass., Bost. & Me
Royalton, Ill.,
St. Louis, Iron Mt. & So
Royalton, Mich.,
Pere Marquette
Royalton, Minn., North. Pac
Royalton, Vt., Central Vt
Royalton, Wis., Gr. Bay & W
Royalty Junc., P. E. I., P. E. I
Royce, N.M., Colo. & Southern
Roycefield, N.J., Cent. of N.J
Royer, Blair Co., Pa., Penna
Royer, Perry Co., Pa.,
Susq. River & Western
Royersford, Pa., Penna (a)
" Phila. & Reading (b)
(a) called Spring City on Penna. on opposite side of river from Royersford
Royersville, O.,
Detroit, Tol. & Ironton
Royerton, Ind.,
Fort Wayne, Cin. & Lv
Royhl, S.D.,
South Dakota Central
Roy Mountain, N.H.,
Boston & Maine
Roys, Cal., No. West. Pac
Roy's, N.J., Lehigh & New E
Royse City, Tex.,
Mo. Kan. & Tex
Roys Point, Wis.,
Bayfield Transfer
Royster, Fla., Atl. Coast L
Royster, Ga., Central of Ga
Roysters, S.C.
Atlantic Coast Line
Royston, Ga., Southern
Royston, Tex., Texas Cent
Roystone, Pa., Pennsylvania
Roza, Wash., North. Pacific
Rozel, Kan., At. Top. & S. Fe
Rozel, Utah, South. Pacific
Rozet, Wyo., Burlington Rte
Roziers, N.C., Va. & Car. So
Rubens, Ia., No. West. Line
Rucoicon, Wis., Ch. M. & St. P
Rubin, Mex.,
Interoceanic of Mexico
Rubio, Ia., Chic. Mil. & St. P
Rubio Canyon, Cal.,
Pacific Electric
Ruble, Mo., Missouri South
Ruby, Gunnison Co., Colo.,
Denver & Rio Grande
Ruby, Mesa Co., Colo.,
Denver & Rio Grande
Ruby, Ill., Chic. Mil. & St. P
Ruby, Nev., Burl. Route
Ruby, Ont., Canadian Pacific
Ruby, S.C.,
Chesterfield & Lane
Ruby, Tex.,
San Ant. & Aran. Pass
Ruby, —— Co., Wash.,
Northern Pacific
Ruby, —— Co., Wash.,
Idaho & Wash. North
Ruby, Wis.,
Wis. Ruby & South †
Ruby Basin, S.D.,
North-Western Line
Ruby Creek, B.C., Can. Pac
Ruby Junction, Colo.,
Denver & Rio Grande
Rucker, Cal., South. Pacific
Rucker, Mo., Missouri Pac
Rucker, Tenn.,
Nashv. Chat. & St. L
Rucker, Tex., Texas Central
Ruck's, Miss.,
Yazoo & Miss. Valley
Rudd, Ia., Chic. Mil. & St. P
Rudd, N.C., Southern
Rudd, Wis., No. West. Line
Ruddell, Saskatchewan,
Canadian Northern
Ruddell, Va., Virginian
Ruddock, Cal., South. Pacific
Ruddock, La., Illinois Cent
Rudds, Ky., Louisv. & Nashv †
Rudolph, O., Cin. Ham. & Day
Rudolph, S.D., North-West. L
Rudolph, Tex.,
St. L. Brownsv. & Mex
Rudolph, Wis., Ch. M. & St. P
Rudy, Ark., Frisco System
Rudyard, Mich.,
Minn. St. P. & Slt. Ste. M
Rudyard, Miss.,
Yazoo & Miss. Valley
Rudyard, Mont., Great North
Rudsi, Colo., Colorado Mid
Ruelia, Ran., Missouri Pac
Ruff, Ky., Illinois Central
Ruffin, N.C., Southern
Ruffin, S.C., Atl. Coast Line
Ruffin, Va.,
Nelson & Albemarle
Ruffner (1),
Jefferson Co., Ala.,
Louisville & Nashville
Ruffner (2),
Jefferson Co., Ala.,
Louisville & Nashville
Ruffner (3),
Jefferson Co., Ala.,
Louisville & Nashville
Ruffner (4),
Jefferson Co., Ala.,
Louisville & Nashville
Ruffs, Ga.,
Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Ruffsdale, Pa., Pennsylvania

Rufinch, Tex.,
Houston & Tex. Cent
Rurus, Ore., O. RR. & Nav. Co
Rugby, Colo., Colo. & South
Rugby, Ill., Illinois Central
Rugby,
Bartholomew Co., Ind.,
Cleve. Cin. Chic. & St. L
Rugby, Mass., N. Y. N. H. & H
Rugby, N.D., Great Northern
Rugby, Va., Ches. & Ohio
Rugby Junction, Manitoba,
Canadian Pacific
Rugby Junction, Wis.,
Chicago, Mil. & St. P (a)
" Minn. St. P. & S. Ste. M (a)
Rugby Road, Tenn.,
Cin. New Orl. & Tex. Pac
Rugeley, Tex.,
Gal. Har. & San Ant
Rugg, Mich., Pere Marquette
Ruggles, Ky., Ches. & Ohio
Ruggles, Mich.,
Grand Rapids & Ind
Ruggles, N.C., Atl. Coast Line
Ruggles, Okla.,
Chicago, Rk. Isl. & Pac
Ruggles, Pa., Lehigh Valley
Ruggle's Grove, O.,
Lake Shore Electric
Rugh, Pa., Pennsylvania
Rubiman, O.,
Youngstown & South
Ruisseau, St. George, Que.,
Can. Northern Quebec
Ruiters Mill, Que.,
Canadian Pacific
Rule, Tex.,
Kan. City, Mex. & Orient
Ruleton, Kan., Chic. R. I. & P
Ruleville, Miss., Yazoo & M. V
Rulliff, Tex., Port Arthur Rte
Rulo, Neb., Burl. Route
Rulo, Wash., Northern Pac
Rulon Road, N.J., Penna
Ruly Siding, W. Va.,
Baltimore & Ohio
Rumaldo, N. M.,
St. L. Rocky Mtn. & Pac
Rumbaugh, Pa., Penna
Rumely, Mich., Munising
Rumer, W. Va.,
Kanawha & Michigan
Rumford, R.I.,
N. Y. New Hav. & Hart
Rumford, S.D., Burl. Route
Rumford Falls, Me.,
Maine Central
Rumford Junction, Me.,
Maine Central
Rumley, Ark., Mo. & No. Ark
Rumley, Mich., Munising
Rumley, No. 2, Mich.,
Munising
Rumley, O.,
Pitts. Cin. Chic. & St. L
Rummages, N.C., Southern
Rummeles, Wis.,
North-Western Line
Rummerfield, Pa., Lehigh V
Rumney, N.H., Boston & Me
Rump, S.C., Atl. Coast Line
Rumph, Ala.,
Louisville & Nashville
Rumpler, Ill., Cl. C. O. & St. L
Rumsey, Cal., South. Pacific
Rumsey, Mont., North. Pac
Rumsey, Neb.,
Chic. Rock Island & Pac
Runge, Tex.,
San Ant. & Aran. Pass
Runion, N.C., Southern
Run Junction, O.,
Wheeling & Lake Erie
Runkell, S.D., Burl. Route
Runkle, W. Va.,
Baltimore & Ohio
Runnells, Ia., Wabash
Runnemede, N.J., Atl. City
Running Lake, Ark.,
Frisco System
Running Water, S.D.,
Chicago, Mil. & St. Paul
Runnymede, Fla.,
Atlantic Coast Line
Runnymede, Ind.,
Chicago, Cin. & Lv †
" Pitts. Cin. Chic & St. L
Runnymede, Kan.,
Kan. City, Mex. & Orient
Runnymede, Miss.,
Southern in Mississippi
Runnymede, Sask.,
Canadian Northern
Runyon, N.J., Pennsylvania
Rupel, Ind., Chic. Ind. & So
Rupels, O., Cin. Ham. & Day
Rupert, Ga.,
Atlanta, Birm. & Atl
Rupert, Idaho,
Oregon Short Line
Rupert, Neb., Burl. Route
Rupert, Pa.,
Del. Lack. & West (a)
" Phila. & Reading (b)
Depots 100 yards apart
Rupert, Vt., Dela. & Hudson
Ruprecht's, Mich.,
North-Western Line
Rural, Ala., Southern
Rural Hall, N.C., Southern
Rural Retreat, Va., Norf. & W
Rural Ridge, Pa.,
Bessemer & Lake Erie
Ruscomb, Ont., Mich. Cent
Ruse, Pa., Baltimore & Ohio
Rush, Ind., P. C. C. & St. L
Rush, Mo., Chicago Gt. West
Rush, N.Y., Lehigh Valley
Rush, Pa., N.Y. Cent. & H. R
Rush, S.C., Atl. Coast Line
Rush Centre, Kan.,
Atch. Top. & Santa Fe
Rush City, Minn., No. Pacific
Rushford, Minn., Ch. M. & St. P
Rushford, N.Y., Buf. & Susq
Rush Hill, Mo., Chic. & Alton
Rushing, Miss.,
Fernwood & Gulf
Rush Lake, Saskatchewan,
Canadian Pacific
Rush Lake Junction, Wis.,
Chicago, Mil. & St. Paul
Rushland, Pa., Phila. & Read
Rushmore, Minn.,
North-Western Line
Rushmore, O., North. Ohio
Rush Road, O.,
Lake Shore & Mich. So
Rush Run, O., Penna. Co (a)
" Wheeling & Lk. Erie (b)
(a) *and* (b) 500 *yards apart*
Rush Run, Pa., Monongahela
Rush Run, W. Va.,
Chesapeake & Ohio
Rush's, O., Dayton & Union
Rush Springs, Okla.,
Chic. Rock Island & Pac
Rushsylvania, O.,
Cleve. Cin. Chic. & St. L
Rushton, Mich., Gd. Trunk
Rush Tower, Mo., Frisco Sys
Rushtown, O., Norf. & West
Rush Valley, Utah,
San Ped. Los Ang. & S. Lk
Rushville, Ill., Burl. Route
Rushville, Ind., Cin. H. & D (a)
" Cle. Cin. Chic. & St. L (b)
" Fort W. Cin. & Lv (b)
" Pitts. Cin. C. & St. L (c)
(a) *and* (b) *about* 60 *rods apart*
(b) *and* (c) *about* 30 *rods apart*
Rushville, Mo.,
Atch. Top. & San. Fe (a)
" Burlington Route (b)
" Chic. Rock Isl. & Pac (a)
(a) *and* (b) 250 *yards apart*
Rushville, Neb.,
North-Western Line
Rushville, N.Y., Lehigh Val
Rushville, O.,
Toledo & Ohio Central
Rushy Pond, N.F.,
Reid Newfoundland
Rusk, Okla., Chic. Rk. Isl. & P
Rusk, Tex., St. Louis S. W
" Texas & New Orleans
" Texas State
Rusk, Dunn Co., Wis.,
North-Western Line
Rusk, Grant Co., Wis.,
Burlington Route
Ruskin, B.C., Can. Pacific
Ruskin, Ga., Atl. Coast Line
Ruskin, Minn.,
Chicago, Mil. & St. Paul
Ruskin, Neb., Chic. R. I. & Pac
Ruslor, Miss., Illinois Cent (a)
" Mobile & Ohio (b)
(a) *and* (b) *adjacent*
Russo, N.D.,
Minn. St. P. & Slt. Ste. M
Russ, Cal., Southern Pacific
Russ, Wash.,
Spok. & Inland Empire
Russell, Ala., Mobile & Ohio
Russell, Ariz.,
United Verde & Pacific
Russell, Ark., St. L. I. Mt. & So
Russell, Cal., South. Pacific
Russell, Colo., Flor. & Grip. Ck
Russell, Fla., Atl. Coast Line
Russell, Lake Co., Ill.,
Chicago, Mil. & St. Paul
Russell, Ia., Burl. Route
Russell, Kan., Union Pacific
Russell, Ky., Ches. & Ohio
Russell, Manitoba,
Canadian Northern
" Canadian Pacific
Russell, Mass., Bost. & Albany
Russell, Mich.,
Au Sable & North-west
Russell, Minn., Great North
Russell, Miss.,
Alabama Gt. Southern
Russell, Howard Co., Mo.,
Missouri, Kan. & Tex
Russell, Laclede Co., Mo.,
Frisco System
Russell, Mont., North. Pacific
Russell, N.B., Intercolonial
Russell, N.H., Boston & Me
Russell,
Cattaraugus Co., N.Y.,
Pennsylvania
Russell, Onondago Co., N.Y.,
Marcellus & Otisco Lk
Russell, N.C.,
Raleigh & Western
Russell, N.D.,
Minn. St. P. & S. Ste. M
Russell, Craig Co., Okla.,
Mo. Kansas & Texas
Russell, —— Co., Okla.,
Atch. Top. & Santa Fe
Russell, Renfrew Dist., Ont.,
Canadian Pacific
Russell, Russell Dist., Ont.,
Ottawa & New York
Russell, Pa.,
Dunkirk. Alleg. V. & P
Russell, Tenn.,
Nash. Chatt. & St. Louis
Russell, Va.,
Cav. Clinch. and Ohio
Russell City, Pa.,
Baltimore & Ohio
Russell Creek, Va.,
Norfolk & Western
Russell Creek Br. Jn., Va.,
Norfolk & Western
Russell Siding, W. Va.,
Baltimore & Ohio
Russell's, B.C.,
Esquimalt & Nanaimo
Russells, Me., Somerset
Russell's, Hamilton Co., O.,
Pitts. Cin. Chic. & St. L
Russell's, Highland Co., O.,
Balt & Ohio Southwest
Russell's, Pa., Dun. All. V. & P
Russell's, Wash.,
Oregon RR. & Nav. Co
Russells, Wis.,
Bayfield Transfer
Russell's Point, O.,
Ohio Electric (a)
" Toledo & Ohio Cent (b)
(a) *and* (b) *adjacent*
Russelltou, Pa.,
Bessemer & Lake Erie
Russellville, Ala.,
Northern Alabama
Russellville, Ark.,
Dardanelle & Rus (a)
" St. L. Iron Mt. & So (a)
Russellville, Ind.,
Cin. Ham. & Dayton
Russellville, Ky., Lv. & Nash
Russellville, Mo., Mo. Pacific
Russellville, N.C.,
Seaboard Air Line
Russellville, O.,
Cincin. George. & Ports
Russellville, Tenn., South
Russels, N.Y., Pennsylvania
Russet, Okla.,
Chicago, Rk. Isl. & Pac
Russia, Minn., Great North
Russia, N. M.,
El Paso & S. W. System
Russia, N. Y., Del. & Hudson
Russia, O., Cl. Cin. Ch. & St. L
Russiagornis, N.B., Can. Pac
Russian River Heights, Cal.,
Northwestern Pacific
Russiaville, Ind.,
Toledo, St. L. & Western
Russum, Miss.,
Yazoo & Miss. Valley
Rust, Ark., Kansas City So
Rustad, Minn., Great North
Rustad, S.D.,
Chicago, Mil. & St. Paul
Rustburg, Va., Norf. & West
Rustic, Pa., Pennsylvania
Ruston, La.,
Chic. Rk. Isl. & Pac (a)
" Vicksb. Shrev. & Pac (a)
Ruth, Ky., Illinois Central
Ruth, La.,
Morgan's La. & Texas
Ruth, Mich., Pere Marquette
Ruth, Miss.,
Natchez, Col & Mobile
Ruth, Pa., Pennsylvania
Ruth, W. Va., Norfolk & West
Ruthardts, Mich.,
Manistee & North-east
Ruthby, Del., Pennsylvania
Rutherford, Ala.,
Seaboard Air Line
Rutherford, Cal., South. Pac
Rutherford, Ill.,
Chicago and East. Ill
Rutherford, N.J., Erie
Rutherford, Pa.,
Phila. & Reading
Rutherford, Tenn.,
Mobile & Ohio
Rutherford, Wash., No. Pac
Rutherford, W. Va.,
Cairo & Kanawha
Rutherford Junc., N.J., Erie
Rutherford Operation,
W. Va., Norfolk & West
Rutherfordton, N.C.,
Seaboard Air Line (a)
" Southern (b)
(a) *and* (b) *about* 1 *mile apart*
Ruthergien, Ont., Can. Pac
RutherGlen., Va., Rich. Fr. & P
Ruthford, Pa., Pennsylvania
Ruthruff, Minn., Gt. North
Ruthton, Minn., Great North
Ruthton, Neb., Union Pac
Ruthton, Tenn., Holston Val
Ruthven, Ia., Ch. M. & St. P (a)
" Minneapolis & St. L (b)
(a) *and* (b) *about* 25 *yards apart*
Ruthven, Ont., Pere Marq
Ruthville, Mo.,
Poplar Bluff & Dan Riv †
Rutland, Ga., Cent. of Ga
Rutland, Ill., Illinois Cent (a)
" Tolucа, Marq. & No (a)
Rutland, Ind.,
N.Y. Chic. & St. Louis
Rutland, Ia., No. West. Line
Rutland, Mass., Boston & Me
Rutland, Mo., Mo. Kan. & Tex
Rutland, Neb., Burl. Route
Rutland, N.D., Great North
Rutland, O.,
Kanawha & Michigan
Rutland, S.D.,
South Dakota Central
Rutland, Vt.,
Clarendon & Pittsford †
" Delaware & Hudson (a)
" Rutland (a)
Rutledge, Fla.,
Atlantic Coast Line
Rutledge, Ga., Georgia
Rutledge, Ia., C. M. & St. Paul
Rutledge, Minn., North. Pac
Rutledge, Mo.,
Atch. Top. & Santa Fe
Rutledge, N.Y., Erie
Rutledge, Tenn.,
Knoxville & Bristol
Rutledge, Tex.,
Houston & Texas Cent
Rutledge, Douglas Co., Wis.,
Washburn & No. West
Rutledge, Grant Co., Wis.,
Burlington Route
Rutter, Ont., Canadian Pac
Ruxton, Fla., Fla. East Coast
Ruxton, Md., Pennsylvania
Ryan, Ala., Southern
Ryan, B.C., Canadian Pacific
Ryan, Cal.,
Tonopah & Tidewater
Ryan, Ia., Illinois Central
Ryan, Okla.,
Chicago, Rk. Isl. & Pac
Ryan, Tex., Gal. Har. & San A
Ryan, Va.,
Seaboard Air Line
Ryan, Wash., Great North
Ryan Place, Ore.,
Oregon Electric
Ryan's, Kan., St. Jos. & Gd. Isl
Rydal, Ga., Louisv. & Nashv
Rydal, Kan.,
Chicago, Rk. Isl. & Pac
Rydal, Pa., Phila. & Reading
Ryde, Pa., Pennsylvania
Ryder, Ill.,
Wab. Chester & West
Ryder, La.,
Shreveport, Alex. & S. W
Ryder, Mo., Chicago & Alton
Ryder, N.D.,
Minn. St. P. & Slt. Ste. M
Ryder's Lane, N.J.,
Raritan River †
Rye, N.Y., N.Y. New Hav. & H
Rye, Pa., Pennsylvania
Rye, —— Co., Wash.,
Chic. Mil. & Puget Sd
Rye, —— Co., Wash.,
Spok. & Inland Empire
Ryegate, Mont.,
Chic. Mil. & Puget Sd
Ryegate, O.,
Pitts. Cin. Chic. & St. L
Rye Patch, Nev., South. Pac
Ryer, Cal., Southern Pacific
Ryers, Pa., Phila. New t. & N.Y
Ryerson, Mich.,
Pere Marquette
Rykerts, B.C.,
Bedlington & Nelson
Ryland, Ky., Louisv. & Nash
Ryland, N.C.,
Norfolk & Southern
Rylander, Fla.,
Atlantic Coast Line
Rylands, Ala., Southern
Ryless, Miss., Frisco System
Ryley, Alberta,
Grand Trunk Pacific
Ryllie, Tex., Texas & New Orl
Rymal, Ont., Grand Trunk
Rynd Farm, Pa.,
Pennsylvania
Ryndon, Nev., South. Pacific
Rynear, Ind.,
Cleve. Cin. Chic. & St. L
Rynella, La.,
Morgan's La. & Texas
Ryton, Wash., North. Pacific
Ryttenburg, S.C.,
Atlantic Coast Line

S

Saanichton, B.C.,
Victoria & Sidney
Sabaca, Mex.,
Interoceanic of Mexico
Sabattus, Me., Maine Cent
Sabetha, Kan.,
Chic. Rk. Isl. & Pac (a)
" St. Joseph & Gd. Isl (b)
(a) *and* (b) ¼ *mile apart*
Sabillasville, Md., West. Md
Sabin, Mich., Pere Marq
Sabin, Minn., Great North
Sabina, Ill., Illinois Central
Sabina, O.,
Balt. & Ohio S. W (a)
" C. & M. V. (Penna. L) (b)
(a) *and* (b) 30 *yards apart*
Sabinal, Mex.,
Mexico North Western
Sabinal, N.M., At. Top. & S. Fe
Sabinal, Tex.,
Gal. Har. & San Ant
Sabinas, Mex., Mex. Internat
Sabine Pass, Tex.,
Texas & New Orleans
Sabin's Crossing, Vt.,
Montp. & Wells River
Sabinsville, Pa.,
Buffalo & Susque
Sable, Colo., Union Pacific
Sable River, N.S.,
Halifax & Southwest
Sabot, Va., Ches. & Ohio
Sabourin, Ont., Can. Pacific
Sabraton, W. Va.,
Morgantown & Kingw
Sabrevois, Que.,
Quebec, Mont. & So (a)
" Rutland (a)
Sabula, Ia., Chic. Mil. & St. P
Sabula, Mo., St. L. Ir. Mt. & So
Sabula, Pa.,
Buffalo & Susquehanna
" Pennsylvania
Sabula, Wyo., Union Pacific
Sacandaga Park, N.Y.,
Fonda, Johns. & Glover
Sacate, Cal.,
Southern Pacific
Sacaton, Ariz., Marl. & Pb
Sac City, Ia.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) *and* (b) ¾ *mile apart*
Sachem's Head, Ct.,
N.Y. New Hav. & Hart
Sachse, Tex.,
Gulf, Colo. & Santa Fe
Sac Junction, Ia.,
North Western Line
Sackets Harbor, N.Y.,
N.Y. Cent. & Hud. Riv
Sackett, La.,
Opelousas, Gulf & N. E
Sackett, W. Va.,
Baltimore & Ohio
Sackville, N.B., Intercol (a)
" New Br. & Pr. E. Isl (a)
Saco, Cal., South. Pac
Saco, Me., Boston & Main
Saco, Minn., Chic. R. I. & Pac
Saco, Mont., Great Northern
Saco, Pa., Erie
Sacramento, Cal., So. Pacific
Sacramento White Co., Ill.,
Balt. & Ohio Southwest
Sacramento, Mex.,
National of Mexico
Sacramento, Neb.,
Burlington Route
Sacre Cœur, Que., Interco
Sacred Heart, Minn.,
Chicago, Mil. & St. Paul
Sacul, Tex.,
Texas & New Orleans
Saddle, Ariz.,
Santa Fe, Prescott & Phx
Saddle House, Colo.,
Manitou & Pike's Peak
Sadds Mills, Ct., N. Y. N. H & H
Saderlind, Colo.,
Colo. Spgs. & Cr. Ck. Dist
Sadie, Tenn.,
Virginia & Southwest
Sadieville, Ky.,
Cin. New Orl. & Tex. Pac
Sadler, N.C., Southern
Sadler, Tex., Mo. Kan. & Tex
Sadlers, Tenn.,
Louisville & Nashville
Sadler's Gap, Ala.,
Louisville & Nashville
Sadorus, Ill., Wabash
Saegers, Pa., Phila. & Read
Saegersville, Pa.,
Lehigh Valley
Saegersville Quarries, Pa.,
Lehigh Valley
Saegertown, Pa., Erie

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Saenz, Mex.,
Mexico North Western
Saes, Mex., National of Mex
Safe Harbor, Pa., Penna
Saffells, Ky., Southern
Saffold, Ga., Atl. Coast Line
Safford, Ala., Southern
Safford, Ariz.,
Gila Valley, Globe & No
Safford, Ind.,
Pitts. Cin. Chic. & St. L
Safford, Minn.,
Duluth & North. Minn
Saffordville, Kan.,
Atch. Top. & Santa Fe
Sagamore, Ky., Lv. & Nash
Sagamore, Mass.,
N.Y. New Hav. & Hart
Sagamore, Pa.,
Buffalo & Susquehanna
Saginaw, Mich.,
Detroit & Mackinac
Sage, Cal., Southern Pacific
Sage, Kan., Atch. Top. & S. Fe
Sage, Mich., Dul. So. Sh. & Atl
Sage, O., Erie
Sage, Wash.,
Spokane, Port. & Seat
Sage, Wyo., Ore. Short Line
Sageeyah, Okla.,
St. Louis, Iron Mt. & So
Sage Hen, Cal.,
Nevada-California-Ore
Sagel, Idaho, North. Pacific
Sagemoor, Wash., No. Pac
Sagers, Utah, Denver & Rio G
Sagerton, Tex.,
K. City, Mex. & Orient (a)
" Wichita Valley (b)
(a) and (b) about ½ mile apart
Sages Corners, N.Y.,
New York, Ont. & West
Sagewood, Wash., No. Pac
Sag Harbor, N.Y., Long Isl
Saginaw, Ala., Louisv. & Nash
Saginaw, Ark.,
Sag. & Ouachita Riv (a)
" St. L. Iron Mt. & So (a)
Saginaw, Mich.,
Grand Trunk (a)
" Michigan Central (b)
" Pere Marquette (b) (c)
(a) is ¾ mile from (b)
(a) is 1 mile from (c)
(b) is 1¼ miles from (c)
Saginaw, Minn.,
Duluth, Missabe & No
Saginaw, Mo.,
Kansas City Southern
Saginaw, Ore., Southern Pac
Saginaw, Tex.,
Chic. Rk. Isl. & Gulf (a)
" Ft. W. & Denv. City (b)
" Gulf, Colo. & S. Fe (b)
(a) and (b) about 330 yards apart
Saginaw City, Ark.,
Sag. & Ouachita River
Saginaw City, Mich.,
Michigan Central (a)
" Pere Marquette (a)
Sago, W. Va.,
Baltimore & Ohio (a)
" Coal & Coke (b)
(a) and (b) about ¼ mile apart
Sagola, Mich., Ch. Mil. & St. P
Sagon Junction, Pa., Penna
Sagwa, N. B., Can. Pac
Sahara, Utah,
San Ped. Los Ang. & S. Lk
Sahara, Wash., Gt. North
Sahaurito, Ariz.,
Twin Buttes
Sahuaro, Ariz., Ariz. So
Saidora, Ill., Ch. Peo. & St. L
Saile, Mich.,
Arcadia & Betsey Riv
Sailor's Rest, Tenn.,
Louisville & Nashville
Sailors' Snug Harbor, N.Y.
Staten Isl. Rapid Tran
St. Adele, Que., Can. Pacific
St. Agapit, Que., Gd. Trunk
St. Agathe, Manitoba,
Canadian Northern
Ste. Agathe, Que., Can. Pac
Ste. Agnes, Que., Gd. Trunk
St. Aime, Que.,
Quebec, Montreal & So
St. Albans, Mo.,
St. L. Kan. City & Colo
St. Albans, N.Y., Long Island
St. Albans, Vt., Central Vt
St. Albans, W. Va., Ches. & O
St. Albert, Alberta,
Canadian Northern
St. Alexander
Iberville District Que.
Central Vermont
St. Alexandre
Kamour'ska Dist., Que.
Intercolonial
St. Alexis,
Bonaventure Dist., Que.
Intercolonial
St. Alexis,
Montcalm Dist., Que.,
Can. Northern Quebec
St. Alphege, Sask.,
Canadian Pacific
St. Anaclet, Que., Intercol
St. Andre, Que., Intercolonial
St. Andre Junction, Que.,
Quebec & Lake St. John
St. Andrews, N.B., Can. Pac
St. Andrews, P.E.I., Pr. Ed. Is
St. Andrews, S.C.,
Atlantic Coast Line
Ste. Angele, Que.,
Central Vermont (a)
" Quebec, Mont. & So (b)
(a) and (b) about 100 yards apart
St. Anne, Ill.,
Chic. and East. Ill (a)
" Clev. Cin. Ch. & St. L (a)
Ste. Anne, La.,
New Orleans Southern
Ste. Anne, Manitoba,
Canadian Northern
Ste. Anne,
Kamour'ka Dist., Que.
Intercolonial
Ste. Anne,
Montmorency Dist., Que.
Quebec Ry. L. & P. Co
Ste. Anne,
Two Mount'ns Dist., Que.
Grand Trunk
Ste. Anne Church, Que.,
Quebec Ry. L. & P. Co
St. Annes,
Jacques Cartier Dist, Que.
Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) about ¼ mi. apart
St. Anns, Ont.,
Toronto, Ham. & Buf
St. Anselme, Que., Que. Cent
St. Ansgar, Ia., Illinois Cent
St. Anthony, Idaho,
Oregon Short Line
St. Anthony, Ind., Southern
St. Anthony, Ia., Iowa Cent
St. Anthony, N.B.,
Moncton & Buctouche
St. Anthony Park Minn.,
Great Northern
St. Antoine,
Vercheres Dist., Que.,
Quebec, Montreal & So
St. Apollinaire, Que.,
Intercolonial
St. Armand, Que., Central Vt
St. Arsene, Que., Intercol
St. Asaph, Va.,
Wash. Alex. & Mt. V. Ele
St. Asaph Park, Va., South
St. Aubert, Mo., Missouri Pac
St. Augusta, Minn., Gt. No
St. Augustin,
—— Dist., Que.,
Canadian Pacific
St. Augustin,
—— Dist., Que.,
Can. Northern Quebec
St. Augustine, Fla.,
Florida East Coast
St. Augustine, Ga.,
Central of Georgia
St. Augustine Ill., Burl. Rte
St. Barnabe, Que.,
Quebec, Montreal & So
St. Barthelemi,
Berthier Dist., Que.,
Can. Northern Quebec
St. Barthelemy,
Berthier Dist., Que.,
Canadian Pacific
St. Basil, N.B., Canadian Pac
St. Basile
Hochelaga Dist., Que.,
Grand Trunk (a)
" Intercolonial (a)
St. Bazile,
Portneuf Dist., Que.,
Canadian Pacific
St. Benedict, Ia.,
Iowa Central
St. Benedict, Pa.,
N.Y. Cent. & Hud. Riv
St. Bernard, La., La. South
St. Bernard, O.,
Balt. & Ohio Southwest
" Cleve. Cin. Chic. & St. L
St. Bernice, Ind.,
Southern Indiana
St. Bethlehem, Tenn.,
Louisville & Nashville
St. Boniface, Manitoba,
Canadian Northern (a)
" Canadian Pacific (a)
St. Boniface, Que.,
Can. Northern Quebec
St. Boniface Mill Que.,
Can. Northern Quebec
St. Boniface Transfer,
Manitoba,
Canadian Northern
St. Bonifacius Minn.,
Great Northern
St. Brides, Va.,
Norfolk & Southern
St. Brigide, Que.,
Canadian Pacific (a)
" Central Vermont (b)
(a) and (b) 3 miles apart
St. Brigide Road, Que.,
Central Vermont
St. Bruno, Que., Gd. Trunk (a)
" Intercolonial (a)
St. Canut, Que.,
Can. Northern Quebec
St. Casimir, Que.,
Can. Northern Quebec
St. Catharine, Mo.,
Burlington Route
St. Catharines, Ont.,
Grand Trunk (a)
" Niag. St. C. & Tor (El) (b)
St. Catherine, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (a)
St. Catherine, Pa.,
Lancaster, Oxford & So
St. Catherine, Que.,
Quebec & Lake St. John
St. Catherines, Miss.,
Mississippi Central
St. Cecile, Que., Quebec Cent
St. Celestin, Que., Gd. Trunk
St. Cesaire, Que., Cent. Vt
St. Charles, Ga., Atl. & W. P
St. Charles, Ill.,
Chic. Great West (a)
" North-West. Line (b)
(a) and (b) about ¼ mile apart
St. Charles, Ia., Burl. Route
St. Charles, Ky., Ill. Central
St. Charles, Manitoba,
Canadian Northern
St. Charles, Mich., Mich. Cent
St. Charles, Minn.,
Chic. Great Western (a)
" North-West. Line (b)
(a) and (b) about 200 yards apart
St. Charles, Mo.,
Mo. Kan. & Texas (a)
" Wabash (b)
(a) and (b) 1 mile apart
St. Charles, Pa., Penna
St. Charles, S.C., Atl. Coast L
St. Charles, S.D.,
North-Western Line
St. Charles, Va.,
Virginia & Southwest
St. Charles Junction, Que.,
Intercolonial
St. Charles Road, Ill.,
Illinois Central
St. Clair, Ala.,
Alabama Gt. Southern
St. Clair, Ga., Georgia & Fla
St. Clair, Ill., Illinois Cent
St. Clair, La., La. Southern
St. Clair, Minn.,
Chicago, Mil. & St. Paul
St. Clair, Franklin Co., Mo.,
Frisco System
St. Clair, Ont., Gd. Trunk (a)
" Wabash (a)
St. Clair, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) about 130 yards apart
St. Clair, Va., Norf. & West
St. Clair, W. Va., Ches. & Ohio
St. Clair Junction, Ont.,
Michigan Central
St. Clair Springs, Mich.,
Michigan Central
St. Clairsville, O.,
Baltimore & Ohio
St. Clairsville Junction, O.,
Baltimore & Ohio
St. Claude, Manitoba,
Canadian Pacific
St. Claude, Que., Can. Pacific
St. Cleophas, Que., Can. Pac
St. Clet, Que., Canadian Pac
St. Cloud, Fla.,
Atlantic Coast Line
St. Cloud, Minn.,
Great Northern (a) (b)
" Northern Pacific (c)
(b called East St. Cloud
(c) is in East St. Cloud section
(a) and (b) 1.5 miles apart
(a) and (c) about 1 mile apart
(b) and (c) 0.2 mile apart
St. Cloud, Ont.,
Can. North. Ont
St. Cloud, Wis.,
North-Western Line
St. Cloud Dam, Minn.,
Great Northern
St. Cloud Junction, Fla.,
Atlantic Coast Line
St. Cloud Line Junc., Minn.,
Great Northern
St. Cloud Mill, Minn.,
Great Northern
St. Colins, Mich.,
Duluth, So. Sh. & Atl
St. Columban, Ont.,
Grand Trunk
St. Constant, Que.,
Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) 1 mile apart
St. Constant Junction, Que.,
Napierville Junction
St. Croix, Me.,
Bangor & Aroostook
St. Croix N.B., Canadian Pac
Ste. Croix, Que., Intercol
St. Croix Falls, Wis.,
Minn. St. P. & St. Ste. M
St. Croix Junction, Me.,
Washington County
St. Croix Junction, Minn.,
Chicago, Mil. & St. Paul
St. Croix Junction, Wis.,
Minn. St. P. & St. Ste. M
St. Croix River, Minn.,
Northern Pacific
St. Cunegonde, Que.,
Grand Trunk
St. Cuthbert (1),
Berthier Dist., Que.,
Can. North. Quebec
St. Cuthbert (2),
Berthier Dist., Que.,
Canadian Pacific
St. Cyr, Que., Grand Trunk
St. Cyrille, Que., Intercol
St. Damase, Que.,
Quebec, Montreal & So
St. David, Ill., Burl. Route
St. Davids, Ariz.,
El Paso & S. W. System
" Southern Pacific
St. Davids, Ont.,
Grand Trunk
" Michigan Central
St. Davids, Pa., Penna
St. Denis, Md., Balt. & Ohio
St. Dominique, Que., Gd. Tk
St. Dunstan's, P.E.I., Pr. Ed. I
St. Edouard, Que.,
Napierville Junction
St. Edward, Nec., Union Pac
St. Edward, Que., Intercol
St. Eleanor's, P.E.I., Pr. Ed.
Ste. Elizabeth, Que.,
Can. North. Quebec
St. Eliz. Insane Asylum, D.C.,
Baltimore & Ohio
St. Elmo, Ala., Lv. & Nash
St. Elmo, Cal.,
A. T. & S. F., Coast Lines
St. Elmo, Colo.,
Colorado & Southern
St. Elmo, Ill.,
Chic. and East. Ill (a)
" Vandalia (b)
(a) and (b) about 200 yards apart
St. Elmo, La.,
Yazoo & Miss. Valley
St. Elmo, Miss.,
Yazoo & Miss. Valley
St. Elmo, Mo., Frisco System
St. Elmo, N.Y.,
Central New England
St. Elmo, Tenn., Illinois Cen
St. Elmo, Va.,
Wash. Al. & Mt. V. Ele
St. Eloie, Que., Intercolonial
St. Emelie, Que., Can. Pac
St. Ephrem, Que., Que. Cent
St. Eugene, Ont., Can. Pac
St. Eugene, Que., Intercol
Ste. Eulalie, Que., Gd. Trunk
St. Eustache, Que., Can. Pac
St. Evariste, Que., Que. Cen
St. Fabien, Que., Intercol
St. Faustin, Que., Can. Pac
St. Felix, Que., Can. Pacific
Ste. Flavie, Que., Intercol
St. Francis, Clay Co., Ark.,
St. Louis South-west
St. Francis, Cross Co., Ark.,
St. Louis, Iron Mt. & So
St. Francis, Kan., Burl. Route
St. Francis, O.,
Cincin. & Westwood
St. Francis, Tex.,
Southern Kan. of Tex *
St. Francis, Wis.,
North-Western Line
St. Francisville, Ill.,
Cleve. Cin. Chic. & St. L
St. Francois, Mo.,
Miss. Riv. & Bonne Ter
St. Francois
Montmagny Dist., Que
Intercolonial
St. Francois du Lac, Que.,
Quebec, Montreal & So
Station for Avenakis Springs, Que
St. Gabriel, La.,
Yazoo & Miss. Valley
St. Gabriel
Berthier Co., Que.,
Canadian Pacific
St. Gedeon, Que.,
Que. & Lake St. John
Ste. Genevieve, Mo.,
Frisco System (a)
" Illinois Southern (a)
St. George, Ga.,
Georgia So. & Florida
St. George, Ind.,
Evansv. & Indianap
St. George, Kan., Union Pa
St. George, Mo.,
Chicago, Rk. Isl. & Pac
St. George, Nev.,
San Ped. Los Ang. & S. Lk
St. George, N.B.,
New Brunswick So
St. George, N.Y.,
Staten Island Rap. Tr
St. George, Ont., Gd. Trunk
St. George, Pa., Penna
St. George, Beauce Dist., Que.,
Quebec Central
St. George,
Montcalm Dist., Que.,
Canadian North. Que
Saint George, S.C., Southern
St. George's, Md., West. Md
St. George's, N.F.,
Reid Newfoundland
St. Germain, Que., Intercol
St. Godfrol, Que.,
Atlantic, Que. & West
St. Gregoire,
Nicolet Dist., Que.,
Grand Trunk
" Quebec, Montreal & So
St. Gregoire Station,
Quebec Dist., Que.,
Quebec Ry. L. & P. Co
St. Gregoire West,
Quebec Dist., Que.,
Quebec Ry. L. & P. Co
St. Gregor, Saskatchewan,
Canadian Northern
St. Guillaume, Que.,
Canadian Pacific
St. Helena, Cal., South. Pac
St. Helena, Md., Penna
St. Helena, N.C.,
Atlantic Coast Line
Ste. Helene, Que., Intercol
St. Helens, Ky. Lex. & East
St. Helens, Mich., Mich. Cent
St. Henedine, Que., Que. Cent
St. Henri,
Bellechasse Dist., Que.,
Intercolonial (a)
" Quebec Central (b)
(a) and (b) 500 yards apart
Called St. Henry Junc. on Quebec Central
St. Henri,
Hochelaga Dist., Que.,
Grand Trunk
St. Henry, O., Cincin. North
St. Henry Junction, Que.,
Intercolonial (a)
" Quebec Central (b)
(a) and (b) 500 yards apart
Called St. Henri on Intercolonial
St. Henry Village, Que.,
Quebec Central
St. Hermas, Que., Can. Pac
St. Hilaire, Minn., Great No
St. Hilaire, N.B.,
Temiscouata
St. Hilaire, Que.,
Grand Trunk (a)
" Intercolonial (a)
St. Hilaire Church, N.B.,
Temiscouata
St. Hilaire East, Que.,
Grand Trunk (a)
" Intercolonial (a)
St. Honore, Que.,
Temiscouata
St. Hubert, Que.,
Grand Trunk (a)
" Intercolonial (a)
St. Huberts, Wis.,
Minn. St. P. & Sault Ste. M
St. Hugues, Que., Can. Pac
St. Hyacinthe,
Bagot District, Que.,
Canadian Pacific
St. Hyacinthe,
St. Hyacinthe Dist., Que.,
Grand Trunk (a)
" Intercolonial (a)
" Que. Montreal & So (b)
(a) and (b) about ¼ mi. apart
St. Hyacinthe Jn., Que.,
Quebec Montreal & So
St. Ignace, Mich.,
Duluth So. Shore & Atl
St. Illa, Ga., Georgia & Fla
St. Isidore, N.B., Gulf Shore
St. Isidore, Que., Gd. Trunk
St. Isidore Junction, Que.,
Grand Trunk
St. Ives, Ala.,
Atlanta, Birm. & Atl
St. Jacob, Ill., Vandalia
St. Jacobs, Ont., Gd. Trunk
St. Jacques, Que.,
Can. North. Quebec
St. Jacques Church, N.B.,
Temiscouata
St. Jacques Junction, Que.,
Can. North. Quebec
St. James, Ill., Ch. and E. Ill
St. James, Ind.,
Evans. & Terre Haute
St. James, La., Texas & Pac
St. James, Md., Norf. & West
St. James, Minn.,
Minneapolis & St. L (a)
" North-West. Line (b)
(a) and (b) 442 yards apart

St. James, Mo., Frisco System
St. James, N.Y., Long Island
St. James, O.,
Cleve. Cin. Chic. & St. L
St. Janvier, Que., Can. Pac
St. Jean Baptiste, Manitoba,
Canadian Northern
St. Jean Chrysostome, Que.,
Intercolonial
St. Jean des Chaillons, Que.,
Lotbiniere & Megantic
St. Jean Port Joli, Que.,
Intercolonial
St. Jerome,
L'Assomption Dist., Que.,
Can. North. Quebec (a)
" Canadian Pacific (a)
St. Jerome Junction, Que.,
Can. North. Quebec
St. Jo, Tex., Mo. Kan. & Tex
St. Joachim, Ont., Can. Pac
St. Joachim, Que.,
Quebec Ry. L. & P. Co
St. Joe, Ark., Mo. & No. Ark
St. Joe, Idaho,
Chic. Mil. & Puget Sd
St. Joe, Ind., Balt. & Ohio (a)
" Wabash (b)
(a) *and* (b) 1½ *mile apart*
St. Joe, Pa., Baltimore & Ohio
St. John, Lake Co., Ind.,
Chicago, Indiana & Lv
" Chicago, Indiana & So
St. John, Kan., At. T. & S. Fe
St. John, Ky., Illinois Cent
St. John, Mo., Frisco System
St. John, N.B., Can. Pacific (a)
" Intercolonial (a)
" New Brunswick So (b)
St. John, N.D., Great North
St. John, Utah,
San Ped. Los Ang. & S. Lk
St. John,
Whitman Co., Wash.,
Oregon RR. & Nav. Co
St. John, Wis., C. M. & St. P
" Minn. St. P. & Slt. Ste. M
Called St. Johns on M. St. P. & S. S. M
St. Johns, Logan Co., Ill.,
Illinois Central
St. John's, Perry Co., Ill.,
Illinois Central
St. John's, De Kalb Co., Ind.,
Lake Shore & Mich. So
St. Johns, La.,
Yazoo & Miss. Valley
St. Johns, Pa.,
Wilkes-Bar. & Haz (El)
St. Johns, Clinton Co., Mich.,
Grand Trunk
St. John's, N.F.,
Reid Newfoundland
St. Jonns, O.,
Detroit, Tol. & Ironton
St. Johns, Ore., No. Pac (a)
" Spok. Port. & Seat (a)
St. Johns, Que.,
Canadian Pacific (a)
" Central Vermont (b)
" Grand Trunk (b)
" Rutland (a)
(a) *and* (b) *about* ½ *mi. apart*
St. Johns, Wis., C. M. & St. P
" Minn. St. P. & Slt. Ste. M
Called St. John on C. M. & St. P
St. Jonnsbury, Vt.,
Boston & Maine (a)
" St. Johns. & Lk. C (a)
St. Johnsville, N.Y.,
N.Y. Cent. & H. Riv (a)
West Shore (b)
St. John West, N.B.,
Shore Line
St. Joseph, Ill.,
Clev. Cin. Chic. & St. L
St. Joseph, Ind.,
Chicago, Ind. & Louisv
St. Joseph, La.,
St. Louis, Iron Mt. & So
St. Joseph, Mich.,
Michigan Central (a)
" Pere Marquette (b)
(a) *and* (b) ¾ *mile apart*
St. Joseph, Minn., Gt. North
St. Joseph, Mo.,
Atch. Top. & S. Fe (a)
" Burlington Route (a)
" Chicago Gt. West (a) (b)
" Chic. Rock. Isl. & Pa (a)
" Missouri Pacific (a)
" St. Jo. & Gd. Island (a)
Transfer for through passengers
St. Joseph, Ore., South. Pac
St. Joseph,
Beauce District, Que.,
Quebec Central
St. Joseph, Levis Dist., Que.,
Intercolonial
St. Joseph, Tenn., Lv. & Nash
St. Joseph Dock Station, Mich,
St. Jos. So. Bend & So
St. Joseph's, N.B., Caraquet
St. Joseph's, N.Y.,
New York, Ont. & West
St. Joseph's, O.,
Balt. & Ohio S. W (a)
" Clev. Cin. Ch. & St. L (b)
(a) *and* (b) *adjacent*
St. Jovite, Que., Can. Pacific
St. Judes, Que.,
Quebec, Montreal & So
Ste. Julie, Que., Gd. Trunk
St. Julienne, Que.,
Can. North. Quebec
St. Justin,
Maskinonge Dist., Que.,
Can. North. Quebec
Ste. Justine,
Vaudreuil Dist., Que.,
Grand Trunk
St. Lambert, Que.,
Central Vermont (a)
" Grand Trunk (a)
" Intercolonial (a)
" Que. Montreal & So (b)
(a) *and* (b) *about* 100 *yards apart*
St. Landry, La., Tex. & Pac
St. Laurence, Minn.,
North-Western Line
St. Laurent, Manitoba,
Canadian Northern
St. Laurent, Que., Gd. Trunk
St. Lawrence, S.D.,
North-Western Line
St. Lazare, Que., Can. Pacific
St. Leo, Fla.,
Atlantic Coast Line
St. Leonard, Pa.,
Phil. Newtown & N.Y
St. Leonard Junction, Que.,
Intercolonial
St. Leonard's, N.B.,
Bangor & Aroost □ (a)
" Canadian Pacific (b)
□ *By ferry*
(a) *and* (b) *about* 1 *mi. apart*
St. Liboire, Que., Gd. Trunk
St. Libory, Neb., Union Pac
St. Lin,
L'Assomption Dist., Que.,
Canadian Pacific
St. Lin, Montcalm Dist., Que.,
Can. North. Quebec
St. Lin Junction, Que.,
Canadian Pacific
St. Louis, Manitoba,
Canadian Pacific
St. Louis, Mich., Pere Marq
St. Louis, Mo.,
Balt. & Ohio So. W (a)
" Burlington Route (a)
" Chicago & Alton (a)
" Chic. and East. Ill (a)
" Chic. Peoria & St. L (a)
" Cl. Cin. Chic. & St. L (a)
" Frisco System (a)
" Illinois Central (a)
" Louisv. & Nashville (a)
" Louisv. Hend. & St. L (a)
" Mo. Kan. & Texas (a)
" Missouri Pacific (a)
" Mobile & Ohio (a)
" St. Louis, Ir. Mt. & So (a)
" St. L. K. C. & Colo‡ (a)
" St. L. Mer. Br. Term (a)
" St. Louis South-w (a)
" Southern (a)
" Term. Ass'n of St. L (a)
" Toledo, St. L. & West (a)
" Vandalia (a)
" Wabash (a)
St. Louis, Ore., Ore. Elec
St. Louis, P.E.I., Pr. Ed. Isl
St. Louis,
Beauharnois Dist., Que.,
Grand Trunk
St. Louis, Richelieu Co., Que.,
Quebec, Montreal & So
St. Louis,
Temiscouata Dist., Que.,
Temiscouata
St. Louis, Wis., North Pac
St. Louis & Gulf Junction, Mo.,
St. Louis & Gulf
St. Louis & S. F. Junc., Okla.,
Atch. Top. & Santa Fe
St. Louis Church., Que.,
Temiscouata
St. Louis Crossing, Ind.,
Pitts. Cin. Chic. & St. L
St. Louis Dist. Junc., Ill.,
Illinois Central
St. Louise, Que., Intercol
St. L. Iron Mt. & So. Jn., Ark.,
Frisco System
St. L. Iron Mt. & So. Junc., La.,
Little Rock & Monroe
St. Louis Park, Minn.,
Chicago, Mil. & St. P (a)
" Minneap. & St. Louis (a)
St. Louisville, O., Balt. & Ohio
St. Lu. Pa.,
N.Y. Cent. & Hud. R (a)
" Pennsylvania (a)
Ste. Luce, Que., Intercol
St. Lucie, Fla.,
Florida East Coast
St. Luc Junction, Que.,
Canadian Pacific
Ste. Madeleine,
St. Hyacinthe Dist., Que.,
Grand Trunk (a)
" Intercolonial (a)
Ste. Madeline,
St. Hyacinthe Dist., Que.,
Quebec, Montreal & So
St. Malo, Que., Maine Cent
St. Margaret, Que.,
Canadian Pacific
St. Margaret's Bay, N.S.,
Halifax & Southwest
Ste. Marie, Ill.,
Cin. Ham. & Dayton
St. Marie, Wis.,
North-Western Line
St. Maries, Idaho,
Chic. Mil. & Puget Sd
Ste. Marie Salomee, Que.,
Can. North. Quebec
St. Marks, Fla.,
Seaboard Air Line
St. Martin, Que., Can. Pacific
St. Martine Junction,
Chateaugay Dist., Que.,
Grand Trunk
St. Martin's, Md.,
Baltimore, Ches. & Atl
St. Martins, N.B., St. Martins
St. Martins, Pa.,
Pennsylvania
St. Martinsville, La.,
Morgan's La. & Texas
St. Martinsville Junc., La.,
Morgan's La. & Texas
St. Mary, La., Yazoo & Miss. V
St. Mary, Mo., Frisco System
St. Mary, Que., Que. Central
St. Mary's, Alberta, Can. Pac
St. Marys, Ga.,
St. Marys & Kingsland
St. Marys, Ia., Burl. Route
St. Mary's, Kan., Un. Pacific
St. Mary's, Ky., Lv. & Nash
St. Mary's, O., Lk. Erie & W (a)
" Toledo & Ohio Cent (b)
" Western Ohio (El) (c)
(a) *and* (b) 1 *mile apart*
(a) *and* (c) *about* ½ *mile apart*
(b) *and* (c) *about* ½ *mile apart*
St. Mary's, Ont., Can. Pac
" Grand Trunk
St. Marys, Ore.,
Oregon Electric
St. Mary's, Pa., Penna (a)
" Pitts. Shawmut & No (a)
St. Mary's, S.D.,
North-Western Line
St. Mary's, W. Va., Balt. & Ohio
St. Mary's Home, Ore.,
Southern Pacific
St. Mary's Junction, Pa.,
Pitts. Shawmut & No
St. Matthew, S.C., Southern
St. Matthew's, Ky., Lv. & N
St. Maurice, La.,
La. Ry. & Nav. Co
St. Maurice, Que., Can. Pac
St. Michael, Neb., Burl. Route
St. Michael, Pa., Penna
St. Michaels, Md.,
Baltimore, Ches. & Atl
St. Michel, Bellechasse Dist.,
Que., Intercolonial
St. Michel, Napierville Dist.,
Que., Grand Trunk
St. Michel, Quebec Dist., Que.,
Quebec & Lk. St. John
Ste. Modeste, Que., Temiscou
St. Moise, Que., Intercol
St. Monique, Que., Intercol
St. Narcisse, Que., Can. Pac
St. Nicholas, Fla.,
Florida East Coast
St. Nicholas, Pa., Phil. & Read
St. Nicholas, P. E. I.,
Prince Edward Island
St. Nicholas, Que., Intercol
St. Norbert, Manitoba,
Canadian Northern (a)
" Canadian Pacific (b)
Called Grande Pointe on C. P
(a) *and* (b) 3 *miles apart*
St. Norbert, Que.,
Can. North. Quebec
St. Octave, Que., Intercol
St. Ola, Ont., Central Ont
St. Olaf, Ia., Chic. Mil. & St. P
St. Onge, S.D.,
North-Western Line
St. Pacome, Que., Intercol
St. Paris. O.,
Detroit, Tol. & Iron (a)
" Pitts. Cin. Ch. & St. L (b)
(a) *and* (b) *about* ½ *mi. apart*
St. Paschal, Que., Intercol
St. Patrick, La.,
New Orleans Southern
St. Paul, Ark., Frisco System
St. Paul, Ind.,
Cleve. Cin. Chic. & St. L
St. Paul, Kan.,
Missouri, Kan. & Texas
St. Paul, Ky., Chesa. & Ohio
St. Paul, Minn.,
Burlington Route (a)
" Chicago Gt. West (a)
" Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (a)
" Great Northern (a)
" Minn. & St. Louis (a)
" M. St. P. & Slt. Ste. M (a)
" Northern Pacific (a)
" North-West. Line (a)
St. Paul, Neb., Burl. Route (a)
" Union Pacific (b)
(a) *and* (b) ¾ *mile apart*
St. Paul, Que., Grand Trunk
St. Paul, S.C., Atl. Coast Line
St. Paul, Va.,
Car. Clinch. and Ohio
" Norfolk & Western
St. Paul de Joliette, Que.,
Can. North. Quebec
St. Paulin, Que.,
Can. North. Quebec
St. Paul Park, Minn.,
Burlington Route
St. Paul l'Ermite, Que.,
Can. North. Quebec
St. Paul's, Md., Western Md
St. Pauls, N.S.,
N.S. Steel & Coal Co's Ry
St. Pauls, N.C., Va. & Car. So
St. Paul's, Ont., Grand Trunk
St. Perpetue, Que., Intercol
St. Peter, Ill., Ch. and East. Ill
St. Peter, Minn.,
No. West. Line (a) (b)
(a) *and* (b) 1¼ *mile apart*
St. Peter's, Colo.,
Colo. Spgs. & Cr. Ck. Dist
St. Peter's, Mo.,
Wabash
St. Peters, N.S., Cape Breton
St. Peter's, Pa., Phila. & Read
St. Peter's, P.E.I., Pr. Ed. Isl
St. Petersburg, Fla.,
Atlantic Coast Line
St. Petersburg, Pa.,
Baltimore & Ohio
St. Petersburg Wharf, Fla.,
Atlantic Coast Line
St. Peter's Junction, Minn.,
Chicago, Mil. & St. Paul
St. Peterstown, O.,
Cincin. & Westwood
St. Philippe,
La Prairie Dist., Que.,
Canadian Pacific
St. Philippe West, Que.,
Canadian Pacific
St. Phillippe,
Argenteuil Dist., Que.,
Can. North. Quebec
St. Phillippe de Neri, Que.,
Intercolonial
Ste. Philomene,
Chateaugay Dist., Que.,
Grand Trunk
Ste. Philomene,
Lotbiniere Dist., Que.,
Lotbiniere & Megantic
St. Pie, Que., Canadian Pac
St. Pierre,
Berthier Dist., Que.,
Can. North. Quebec
St. Pierre,
Montmagny Dist., Que.,
Intercolonial
St. Polycarpe, Que.,
Grand Trunk
St. Polycarpe Junc., Que.,
Canadian Pacific (a)
" Grand Trunk (a)
St. Prime, Que., Can. Pacific
St. Prosper, Que.,
Can. North. Quebec
St. Raymond, Que.,
Quebec & Lk. St. John
St. Regis, Mont.,
Chic. Mil. & Puget Sd
" Northern Pacific
St. Regis Falls, N.Y.,
New York & Ottawa
St. Remi, Que., Grand Trunk
St. Robert, Que.,
Quebec, Montreal & So
St. Roch,
Richelieu Dist., Que.,
Quebec, Montreal & So
St. Romuald, Que.,
Intercolonial
Ste. Rosalie, La.,
New Orleans Southern
Ste. Rosalie, Qbe.,
Canadian Pacific (a) (b)
" Grand Trunk (b)
" Intercolonial (b)
(b) *is called Ste. Rosalie Jn. on C. P. and I*
(a) *and* (b) 9-10 *mile apart*
Ste. Rosalie Junction, Que.,
See Ste. Rosalie, Que
St. Rose, La.,
Yazoo & Miss. Valley
St. Rose, Laval Dist., Que.,
Canadian Pacific
St. Rose,
Temiscouata Dist., Que.,
Temiscouata
St. Rose, Wis., No. West. Line
St. Sabine, Que., Can. Pacific
St. Samuel, Que.,
Quebec Central
St. Sauveur, Que.,
Can. North. Quebec
St. Scholastique, Que.,
Canadian Pacific
St. Sebastian, Que.,
Quebec Central
St. Simon, Bagot Dist., Que.,
Canadian Pacific
St. Simon,
Rimouski Dist., Que.,
Intercolonial
Ste. Sophie, Que.,
Can. North. Quebec
St. Stanislas, ——Dist., Que.,
N.Y. Cent. & Hud. Riv
St. Stanislas, ——Dist., Que.,
Can. North. Quebec
St. Stephen, N.B.,
Canadian Pacific (a)
" New Brunswick So (b)
(a) *and* (b) *about* 1 *mi. apart*
St. Stephen, S.C.,
Atlantic Coast Line
St. Stephen's, O., Penna. Co
St. Telesphore, Que., Can. Pac
St. Teresa, P.E.I., Pr. Ed. Is
Ste. Thecle, Que.,
Can. North. Quebec
St. Therese, Que.,
Canadian Pacific
St. Thomas, Ill.,
Chicago, Peoria & St. L
St. Thomas, Mich.,
Blaney & Southwest
St. Thomas, N.D., Gt. North
St. Thomas, Ont.,
Canadian Pacific* (a)
" Grand Trunk (b)
" London & Pt. Stanley (c)
" Michigan Central (a)
" Pere Marquette (c)
" Wabash (b)
(a) *and* (b) ½ *mile apart*
St. Thomas, Pa., Penna
St. Thomas, Que., Can. Pacific
St. Thomas Junction, Ont.,
London & Pt. Stanley
St. Timothee, Que.,
N.Y. Cent. & Hud. Riv
St. Tite, Que.,
Can. North. Quebec
Ste. Ursule Falls, Que.,
Can. North. Quebec
St. Valier, Que., Intercol
St. Victor, Que., Quebec Cent
St. Vincent, Cal.,
Northwestern Pacific
St. Vincent, Ky., Illinois Cent
St. Vincent, La.,
Texas & Pacific
St. Vincent, Minn.,
Great Northern
St. Vincent, Pa., Penna
St. Vincent de Paul, Que.,
Canadian Pacific
St. Vincent Junction, Minn.,
Great Northern
St. Vincents, Mo., Wabash
St. Vrain, Colo.,
Union Pacific
St. Vrain, N.M.,
Atch. Top. & Santa Fe
St. Wenceslas, Que.,
Intercolonial
St. Williams, Ont., Gd. Trunk
St. Xavier, Pa., Penna
St. Zotique, Que., Gd. Trunk
Sais, N.M., A.T. & S. Fe
Salada, Cal., Ocean Shore
Salak, S.C.,
Seaboard Air Line
Salama, W. Va., Balt. & Ohio
Salamanca, Mex.,
National of Mexico
Salamanca, N.B., Can. Pac
Salamanca, N.Y., Erie (a)
" Buff. Roch. & Pitts (a)
" Pennsylvania (b)
(a) *and* (b) ¾ *mile apart*
Salamea, Mex., Nat. of Mex
Salas, Mex.,
Mexico North Western
Salazar, Mex., Nat. of Mex
Salcedo, Mo., Frisco System
Saldo, Manitoba, Can. Pac
Sale City, Ga.,
Flint Riv. & Northeast
Sale Creek, Tenn.,
Cin. New Orl. & Tex. Pac
Salem, Ala., Cent. of Ga
Salem, Fla., Atl. Coast L
Salem, Ill., B. & O. So. W (a)
" Chic. and East. Ill (b)
" Illinois Southern (b) (c)
(a) *and* (c) 100 *yards apart*
(b) *and* (c) 1 *mile apart*
Salem, Ind., Chic. Ind. & Lv
Salem, Ia., Burl. Route
Salem, Me., Franklin & Meg
Salem, Mass., Boston & Me
Salem, Mich., Pere Marq
Salem, Mo., Frisco System

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Salem, Neb., Burl. Route
Salem, N.E., Salis. & Harvey
Salem, N.H., Boston & Me
Salem, N.J., Pennsylvania
Salem, N.Y., Del. & Hudson
Salem, Columbiana Co., O., Pennsylvania Co (a)
» Youngstown & O. R (b)
(a) and (b) opposite
Salem, Montgomery Co., O., Ohio Electric
Salem, Ore., Oregon Electric
» Southern Pacific
Salem, Clearfield Co., Pa., Buffalo, Roch. & Pitts
Salem, Franklin Co., Pa., Western Maryland
Salem, Mercer Co., Pa., Lake Shore & Mich.So
Salem, S.D., No. West. Line
Salem, Va., Norfolk & West
» Virginian
Salem, W.Va., Balt. & Ohio
Salem, Wis., No. West. Line
Salem Junction, Mass., Boston & Maine
Salem Junction, Neb., Burlington Route
Salem Junction, N.Y., Greenwich & Johnsonv
Salem Mills, S.C., Atlantic Coast Line
Salem Pike, O., Cin. Ham. & Dayton
Salesville, O., Balt. & Ohio
Salesville, Tex., Weath. Min. W. & No. W
Salford, Ont., Canadian Pac
Salford, Pa., Perkiomen
Salida, Cal., Southern Pac
Salida, Colo., Den. & Rio Gr
Salida, Minn., North. Pacific
Salil, Fla., Tampa Northern
Saline, Boulder Co., Colo., Denver, Boulder & West
Saline, Minn., North. Pacific
Saline, Kan., Atch. Top. & San. Fe (a)
» Chic. Rk. Isl. & Pac (b)
» Missouri Pacific (c)
» Union Pacific (d)
(a) and (b) 128 yards apart
(a) and (c) about 300 yards apart
(a) and (d) about ½ mile apart
(c) and (d) about ½ mile apart
Salina, N.Y., N.Y.C. & H. Riv
Salina, Pa., Pennsylvania
Salina, Utah, Denver & Rio Grande
Salina Cruz, Mex., Tehuantepec National
Salina Junction, Kan., Missouri Pacific
Salinas, Cal., Pajaro Valley Cons
» Southern Pacific
Salinas, Nueve Leon, Mex., National of Mexico
Salinas, San Luis Potosi, Mex., National of Mexico
Salinas, Vera Cruz, Mex., Veracruz
Salinas, N.M., El Paso & S.W. System
Saline, Bradley Co., Ark., St. Louis, Iron Mt. & So
Saline, Cleveland Co., Ark., St. Louis South-west
Saline, La., Louisiana & N.W
Saline, Mich., Lk. S. & M. So
Saline, Mo., Burl. Route
Saline, Utah, South. Pacific
Saline, Wash., Spok. & Inland Empire
Saline City, Ind., Evansv. & Indianap
Saline Junction, Mo., Ches. Perry v. & Ste. G
Salineville, O., Penna. Co
Salis, Colo., Union Pacific
Salisbury, Ct., Cent. New Eng
Salisbury, Wicomico Co., Md., Balt. Ches. & Atl (a)
» N.Y. Phila. & Norf (b)
(a) and (b) ¼ mile apart
Salisbury, Mass., Bost. & Me
Salisbury, Mo., Wabash
Salisbury, N.B., Intercol (a)
» Salisbury & Harvey (a)
Called Salisbury Junction on S. & H
Salisbury, N.Y., Erie
Salisbury, N.C., Southern
Salisbury, Ore., Sumpter Valley
Salisbury, Vt., Rutland
Salisbury, Va., Ches. & Ohio
Salisbury, W.Va., West Virginia Midland
Salisbury Center, N.Y., Little Falls & Dolgev
Salisbury Junction, N.B., Intercolonial (a)
» Salisbury & Harvey (a)
Called Salisbury on I
Salisbury Jn., Pa., Balt. & O
Salisbury Mills, N.Y., Erie
Salisbury Point, Mass., Boston & Maine
Salix, Ia., No. West. Line
Salix, La., Morgan's La. & Tex
Salix, Pa., Pennsylvania
Salkehatchie, S.C., Atlantic Coast Line
Sallal, Wash., North. Pacific
Sallie Archer, N.C., Atlantic Coast Line
Sallings, Mich., Mich. Cent
Sallis, Miss., Illinois Central
Sallisaw, Okla., Kansas City South (a)
» St. Louis, Ir. Mt. & So (b)
(a) and (b) ¾ mile apart
Sallyards, Kan., Mo. Pacific
Sallys, S.C., Southern
Salmen, Miss., Queen & Cres. Route
Salmo, B.C., Great Northern
Salmo, Wis., No. West. Line
Salmon, Ky., Lv. & Nash
Salmon, Tex., Internat. & Gt. North
Salmon Arm, B.C., Can. Pac
Salmon Beach, N.B., Caraquet
Salmon Creek, Cal., San Francisco & N. W*
Salmon Falls, N.H., Boston & Maine
Salmon Falls, Wis., Washburn & No. West
Salmon River, N.Y., Delaware & Hudson
Salmon Trout, Mich., Copper Range
Salmoral, Mex., Interoceanic of Mexico
Salol, Minn., Great Northern
Salome, Ariz., Santa Fe, Presc. & Ph*
Salome Botello, Mex., National of Mexico
Salona, Pa., Cent. of Penna
Salsbury, Cal., So. Pacific
Salsich Junction, Wash., Tacoma Eastern
Saltair, Utah, Salt Lk. & Los Angeles
Saltcoats, Sask., Can. Pac
Salt Creek, Colo., Colorado & South (a)
» Denv. & Rio Grande (a)
Salt Creek, Ill., Illinois Central
Salt Creek, Okla., Midland Valley
Salter, Kan., Atch. Top. & Santa Fe
Salters, Ga., Seab. Air Line
Salters, Ind., Cin. Ham. & Dayton
Salter's, S.C., Atl. Coast Line
Saltese, Mont., North. Pac
Salt Fork, Okla., Frisco Sys
Saltillo, Ind., Ch. Ind. & Lv
Saltillo, Mex., Coahuila & Zac (b)
» Nat. of Mexico (a) (c)
(a) 1½ miles from (b) and (c)
(b) and (c) adjoining
Transfer for through passengers and freight between (a) and (c)
Saltillo Miss., Mobile & Ohio
Saltillo, Neb. Burl. Route
Saltillo, O., Zanesville & West
Saltillo, Pa., East Broad Top
Saltillo, Tex., St. Louis So. W
Salt Lake City, Utah, Denver & Rio G (b)(c)
» Ore. Short Line (a)(b)
» San Ped Los A. & S.L (a)
» Salt Lk. & Los Angeles
» Salt Lake & Ogden (d)
(a) and (c) about ½ mi. apart
¼ mile from (b) to (a) or (c)
(a) and (d) 100 yards apart
(c) and (d) ¾ mile apart
Salt Lick, Ky., Ches. & Ohio (a)
» Licking River (b)
Salt Mine, La., Morgan's La. & Texas
Salton, Cal., South. Pacific
Saltpetre, Va., Ches. & Ohio
Saltpetre, W.Va., Norf. & W
Salt Point, N.Y., Central New Eng (a)(b)
(a) and (b) ½ mile apart
Salt River, Ky., Lv. & Nash
Salt River, —— Co., Mo., Shelby County
Salt River, —— Co., Mo., St. Louis & Hannibal
Salt Road, Fla., Florida
Salt Rock, W.Va., Ches. & Ohio
Salt Run, O., Penna. Co (a)
» Wheel. & Lake Erie (b)
(a) and (b) adjacent
Saltsburg, Indiana Co., Pa., Pennsylvania
Saltsman, Pa., Penna
Salt Spring Bottom, Pa., Baltimore & Ohio
Salt Springs, Ky., Licking River
Salt Springs, Mo., Chicago & Alton
Salt Springs, N.S., Intercol
Salt Springs Road, N.B., Central (N.B)
Saltvale, N.Y., Buf. Roch. & P
Saltville, Va., Norf. & West
Saltville Branch Junc., Va., Norfolk & Western
Salt Wells, Wyo., Union Pac
Salt Works, Cal., San Diego Southern
Salt Works, Pa., Balt. & Ohio
Saluca, S.C., Seab. Air Line
Saluda, Ill., Burl. Route
Saluda, N.C., Southern
Salunga, Pa., Pennsylvania
Salva, Mich., Escanaba & Lake Sup
Salvatierra, Mex., Nat of Mex
Salvisa, Ky., Southern
Salyards, N.D., Minn. St. P. & Slt. Ste. M
Salzburg, Mich., Gd. Tk (a)
» Michigan Central (b)
(a) and (b) adjacent
Salzer, Wash., North. Pacific
Salzman, Va., Southern
Samalayuca, Mex., National of Mexico
Samamish, Wash., Northern Pacific
Samaria, Ind., C.C.C. & St. L
Samaria, Mich., Ann Arbor (a)
» Detroit Tol. & Mil (a)
Samaria, S.C., Southern
Sam Fordyce, Tex., St. L. Brownsv. & Mex
Samish, Wash., Great North
Sammons, O., Ohio River & Western
Samoa, Cal., Oregon & Eureka
Samoa, La., Chic. Mil. & St. P
Samos, Mo., St. L. Iron Mt. & So (a)
» St. L. South-west (a)
Sampit, S.C., Geo. & West
Sample, Colo., Denv. & Rio Gr
Sample, Ky., Louisv. Hend. & St. L
Samples, Ark., St. L I. Mt. & S
Sampsel, Mo., Wabash
Sampson, Ala., Central of Georgia (a)
» Louisville & Nashv (b)
(a) and (b) about ¼ mi. apart
Spelled Samson on L. & N
Sampson, St. John's Co., Fla., Florida East Coast
Sampson, Ia., Inter-Urban (El)
Sampson, Mo., Frisco System
Sampson, Mont., North. Pac
Sampson, Va., Norf. & West
Sampson City, Bradford Co., Fla., Georgia South. & Fla (a)
» Tampa & Jacksonv (a)
Sampson Junction, Fla., Seaboard Air Line
Samson, Ala., Central of Georgia (a)
» Louisville & Nashv (b)
(a) and (b) about ¼ mile apart
Spelled Sampson on C. of Ga
Samson, Mich., Munising
Samson, Pa., Pennsylvania
Samson, Tex., Mo. Kan. & Tex
Samuels, Cal., A.T. & S.F., Coast Lines†
» Southern Pacific
Samuel's, Ky., Lv. & Nash
Samville, Fla., Atlantic Coast Line
San Agustin, Cal., South. Pac
San Agustin (1), Hidalgo, Mex., National of Mexico
San Agustin (2), Hidalgo, Mex., National of Mexico
San Agustin, Mexico, Mex., Toluca & Tenango
San Agustin, Michoacan, Mex., National of Mexico
San Agustin, Puebla, Mex., Interoceanic of Mexico
San Andres, Chihuahua, Mex., Mexico North Western
San Andres, Mexico, Mex., Desague Valle de Mex
San Andres, Michoacan, Mex., Zitacuaro & Joconusco
San Andres, Puebla, Mex., Mexican
San Angelo, Tex., Gulf, Colo. & S. Fe* (a)
» Kan. City, Mex. & Or (b)
(a) and (b) about 1 mi. apart
San Anselmo, Cal., Northwestern Pacific
San Antonio, Fla., Atlantic Coast Line
San Antonio, Chiapas, Mex., Pan-American
San Antonio, Chihuahua, Mex., Mexico North Western
San Antonio, Hidalgo Mex., National of Mexico
San Antonio, Mexico, Mex., Interoceanic of Mexico
San Antonio, Michoacan, Mex., National of Mexico
San Antonio, Puebla, Mex., Mexican Southern
San Antonio (1), Vera Cruz, Mex., Mexican
San Antonio (2), Vera Cruz, Mex., Veracruz & Isthmus
San Antonio, N.M., Atch. Top. & Santa Fe
San Antonio, Tex., Gal. Har. & San Ant (a)
» Intern. & Gt. North (b)
» Missouri, Kan. & Tex (a)
» San A. & Aran. Pass (c)
(a) and (b) about 2 mls. apart
(a) and (c) about 2 3-10 miles apart
(b) and (c) about 1 3-10 miles apart
San Ardo, Cal., South. Pacific
Sanatoga, Pa., Phila. & Read
San Augustine, Tex., Gulf, Colo. & Santa Fe*
San Bartolito, Mex., National of Mexico
San Bartolo, Mex., National of Mexico
San Benito, Tex., St. L. Brownsv. & Mex
San Bernardino, Cal., A. T. & S. F., Coast L*(a)
» San Ped. Los A. & S.L (b)
» Southern Pacific (b)
(a) and (b) ¾ mile apart
San Bernardino, Mex., Interoceanic of Mexico
San Bernardo, Colo., Rio Grande Southern
San Bernardo, Mex., United RRs. of Yucatan
San Blas, Chihuahua, Mex., Mexico North Western
San Blas, Sinaloa, Mex., Kan. City, Mex. & Or (a)
» West Coast Route (b)
(a) and (b) about 200 yards apart
San Bois, Okla., Midland Val
Sanborn, Cal., Los Angeles-Pacific (El)
Sanborn, Ill., C. C. C. & St. L
Sanborn, Ia., Chic. M. & St. P
Sanborn, Mex., Veracruz & Isthmus
Sanborn, Minn., N.-W. Line
Sanborn, N.Y., N.Y.C. & H.R
Sanborn, N.D., North. Pacific
Sanborn, Wis., Dul. S.S. & Atl
Sanbornville, N.H., Bost. & Me
San Bruno, Cal., South. Pac
San Carlo, Nev., Las Vegas & Tonopah
San Carlos, Ariz., Gila Val. Globe & North
San Carlos, Cal., South. Pac
San Carlos, Colo., Colorado & Southern (a)
» Denver & Rio Grande (a)
San Carlos, Chihuahua, Mex., Mexican International
San Carlos, Coahuila, Mex., Coahuila & Zacatecas
San Carlos, Morelos, Mexico, Interoceanic of Mexico
Sanchez, Chihuahua, Mex., Kan. City, Mex. & Orient
Sanchez, Puebla, Mex., Mexican Southern
Sanchez, Tamaulipas Co., Mex., National of Mexico
Sanchez, Tex., Intern. & Gt. North (a)
» Rio Gr. & Eagle Pass (b)
Sanchez Hill, Tex., Rio Gr. & Eagle Pass
San Clemente, Cal., Northwestern Pacific
San Cristobal, Guanajuato, Mex., National of Mexico
San Cristobal, Mexico, Mex., Desague Valle de Mex
» Mexican
San Cristobal, Puebla, Mex., Interoceanic of Mexico
Sandal, Wash., Spokane, Port. & Seat
Sand Bank, O., Cin. Geo. & Ports (El)
Sand Bin, Va., Nelson & Alb
Sand Bluff, Ky., Louisville & Nashville
Sandborn, Ind., Vandalia
Sand Coulee, Mont., Gt. No
Sand Creek, Ind., Central Indiana (a)
» Vandalia (a)
Sand Creek, Kan., Atch. Top. & Santa Fe
Sand Creek, Mich., Detroit, Tol. & Iron (a)
» Wabash (b)
(a) and (b) about ½ mi. apart
Sand Cut, S.D., Chic. M. & St. P
Sanders, Dallas Co., Ala., Louisville & Nashville
Sanders, Geneva Co., Ala., Central of Georgia
Sanders, Ariz., A.T. & S.F., Coast Lines*
Sanders, Ky., Louisv. & Nash
Sanders, Me., Sandy R. & Range. Lks
Sanders, Miss., Illinois Cent
Sanders, Mont., North. Pac
Sanders, N.H., Boston & Me
Also called Gilford
Sanders, S.C., Atl. Coast Line
Sandersdale, Mass., N.Y. New Hav. & Hart
Sanders Mill, Ark., St. Louis, Iron Mt. & So
Sanderson, Fla., Seaboard Air Line
Sanderson, Tex., Gal. Har. & San Ant
Sandersville, Ga., Augusta Southern (a)
» Sandersville (b)
(a) and (b) 316 yards apart
Sandersville, Miss., New Orl. & North-east
Sandfield, Mo., St. Louis, Kennett & S.E
Sand Fly, Ga., Southern
Sandford, Ind., C.C.C. & St. L
Sandford, Miss., Gulf & Ship Island
Sandford, Wash., North. Pa
Sand Hill, Ga., Central of Georgia
Sand Hill, Ky., Chesa. & Ohio
Sand Hill, Mo., Frisco Sys
Sand Hill, O., Penna. Co
Sand Hill, Wis., Washburn & No. West
Sand Hills, Tex., Texas & Pac
Sandhurst, Mich., North-Western Line
Sandia, N.M., A.T. & S.F., Coast Lines*
Sandia, Tex., San Ant. & Aransas Pass
Sandias, Mex., Mex. Internat
San Diego, Cal., A.T. & S.F., Coast L*(a)
» Los A. & San D. Beach (d)
» San Diego & Cuyam (c)
» San Diego Southern (b)
(a) and (b) ¾ mile apart
(a) and (c) 1½ miles apart
(a) and (d) adjacent
(b) and (d) 1½ miles apart
(c) and (d) 2 miles apart
San Diego, Mex., United RRs of Yucatan
San Diego, Tex., Nat. of Mex
San Dieguito, Mex., National of Mexico
Sandifer, Miss., Liberty-White
Sandilands, Manitoba, Canadian Northern
San Dimas, Cal., A.T. & S.F., Coast L*(a)
» Southern Pacific (b)
(a) and (b) ¼ mile apart
Sanding, Ala., Louisville & Nashville
Sand Island, S.C., Atlantic Coast Line
Sandison, Ont., Pere Marquette
Sand Lake, Kent Co., Mich., Gd. Rapids & Indiana
Sand Lake, Lenawee Co., Mich., Detroit, Toledo & Mil
Sand Lake, Van Buren Co., Mich., Kal. Lake Shore & Chic
Sand Lake, Tex., Texas Mid
Sand Mill, O., Balt. & Ohio
Sand Mountain, Ala., Mobile & Ohio
Sandon, B.C., Can. Pac
Sandon, Ore., Oregon R.R. & Nav. Co

Sandoval, Ill., B. & O. So. W (a)
» Illinois Central (a)
Sandoval, Chihuahua, Mex., Mexico North Western
Sandoval, Hidalgo, Mex., National of Mexico
Sandoval, Tamaulipas, Mex., National of Mexico
Sandown, N.H., Boston & Me
Sand Patch, Pa., Balt. & Ohio
Sand Point, Idaho, Gt. No (a)
» Northern Pacific (b)
» Spokane Internat
(a) and (b) about 2 mls. apart
Sand Point, Ont., Can. Pacific
Sand Prairie, Ill., Ill. Cent
Sand Prairie, Ia., Chicago, Rock Isl. & Pac
Sand Ridge, Grundy Co., Ill., Chicago, Rock Isl. & Pac
Sand Ridge, Jackson Co., Ill., Illinois Central
Sandridge, Minn., Great Northern
Sand River, Mich., Duluth, So. Shore & Atl
Sand River, Minn., Duluth, Va. & Rainy Lk
Sand Rock, Pa., Pitts. & Lk. E
Sand Rock, Wis., North-Western Line
Sand Run, W.Va., Coal & Coke
Sand Run Junction, O., Hocking Valley
Sands, Cal., San Ped. Los A. & S. Lk
Sand's, Ill., Burl. Route
Sands, Kalkaska Co., Mich., Pere Marquette
Sand's, Marquette Co., Mich., North-Western Line
Sand's, Mo., Wabash
Sands, N.M., Atch. T. & S. Fe
Sands, W.Va., Norf. & West
Sands Crossing, Mich., Chicago & West Mich
Sand Spring, Ia., C. M. & St. P
Sand Springs, N.M., Chic. Rk. Isl. & El Paso
Sand Springs, Okla., Missouri, Kan. & Tex
Sandstone, Minn., Gt. North
Sandstone, O., C. & M. V. (Penna. Lines)
Sandstone, Ont., Can. North
Sand Stone, Tex., Houston & Texas Cent
Sandstone, W.Va., Ches. & O
Sandt's Eddy, Pa., Lehigh & New England
Sandtuck, Ark., Warren, J. & Saline Riv†
Sandune, Tex., Beaum. Sour Lake & W
Sandusky, Alexander Co., Ill., Mobile & Ohio
Sandusky, Ind., C.C.C. & St. L*
Sandusky, Ia., Burl. Route
Sandusky, La., La. Ry. & Nav. Co
Sandusky, Mich., Pere Marquette
Sandusky, N.Y., Buff. & Susq
Sandusky, O., Balt. & Ohio (a)
» Cleve. Cin. Ch. & St. L (b)
» Lake Erie & West (c)
» Lk. Shore & Mich. So (c)
» Lake Suore Electric
» Pennsylvania Co (b)
(a) and (b) ½ mile apart
(a) and (c) 1¾ miles apart
(b) and (c) 1¼ miles apart
Sandusky Junction, O., Lake Shore & Mich. So
Sandwich, Ill., Burl. Route
Sandwich, Mass., N.Y. New Hav. & Hart
Sand Works, Pa., Balt. & Ohio
Sandy, Me., Somerset
Sandy, Pa., Emp. & Rich Val
Sandy, Utah, Denver & Rio G (a)
» Oregon Short Line (a)
» San Ped. Los A. & S. Lk (b)
(a) and (b) 2 miles apart
Sandy Beach, Mass., N.Y. New Hav. & Hart
Sandy Bend, Ark., El Dorado & Bastrop
Sandy Bend, W.Va., Little Kanawha
Sandy Bottom, N.C., South
Sandy Cove, N.S., Intercol
Sandy Creek, Me., Bridgton & Saco River
Sandy Creek, Allegheny Co., Pa., Pennsylvania
Sandy Creek, Jefferson Co., Pa., Reynoldsv. & Falls Ck
Sandy Creek, W.Va., B. & O
Sandy Fork, Tex., Gal. Har. & San Ant
Sandy Hill, N.Y., Del. & Hud
Sandy Hook, Ct., N.Y. New Hav. & Hart
Sandy Hook, Ind., Evansv. & Indianap
Sandy Hook, Md., Balt. & Ohio
Sandyhook, Miss., New Orl. Great North
Sandy Hook, Mo., Missouri Pacific
Sandy Hook, Tenn., Lv. & N
Sandy Lake, Manitoba, Canadian Northern
Sandy Lake, Pa., Lake Shore & Mich. So
Sandy Level, Va., Southern
Sandy Lick, Pa., Penna
Sandy Point, Me., Bangor & Aroostook
Sandy Point, Tex., Internat. & Great North
Sandy Ridge, Miss., Yazoo & Miss. Valley
Sandy Ridge, Pa., Penna
Sandy River, S.C., Seaboard Air Line
Sandy Run, Pa., Cent. of New Jersey (a)
» Lehigh Valley (b)
(a) and (b) about 200 yards apart
Sandy Run Junction, Pa., Lehigh Valley
Sandy Springs, S.C., Blue Ridge
Sandy Summit, W.Va., Baltimore & Ohio
Sandy Valley, Pa., Reynoldsv. & Falls Ck
Sandyville, O., Balt. & Ohio
Sandyville, W.Va., Baltimore & Ohio
San Elias, Mex., National of Mexico
San Emidio, Cal., Sunset
San Felipe, Guanajuato, Mex., National of Mexico
San Felipe, Tex., Mo. Kans. & Texas
Sanford, Ala., Louisville & Nashville
Sanford, Fla., Atl. Coast Line (a) (b)
» Fla. East Coast
Sanford Me., Boston & Maine
Sanford, Manitoba, Canadian Northern
Sanford, Mich., Pere Marq
Sanford, Miss., Gulf & Ship Island
Sanford, Mont., No. Pacific
Sanford, N.Y., Pitts. Shawm. & North
Sanford, N.C., Atlantic & Western (a)
» Atlantic Coast Line (a)
» Seaboard Air Line (a)
» Southern (a)
Sanford, S.C., Atl. Coast Line
Sanford, Tenn., Southern
Sanford Junction, Fla., Atlantic Coast Line
Sanford Junction, Pa., Penna
Sanford's, Ariz., So. Pacific
Sanford's, N.Y., N.Y. Cent. & Hud. Riv
San Francisco, Cal., A.T. & S.F., Coast L* (a)
» No. West. Pacific (a)
» Ocean Shore (b)
» Southern Pacific (a) (c)
(a) and (b) about 1½ miles apart
(b) and (c) about 1 3-5 miles apart
San Francisco, Chihuahua, Mex., Kan. City, Mex. & Orient
San Francisco, Mexico, Mex., Toluca & Tenango
San Francisco, Tamaulipas, Mex., National of Mexico
San Francisco, Vera Cruz, Mex., Interoceanic of Mexico
San Gabriel, Cal., Pacific Electric
» Southern Pacific
San Gabriel River, Cal., Pacific Electric
Sangamon, Macon Co., Ill., Wabash
Sangamon, Sangamon Co., Ill., Balt. & Ohio Southwest
Sanger, Cal., South. Pacific
Sanger, Ill., Wabash
Sanger, Tex., Gulf, C. & S. F*
Sangerfield, N.Y., Del. Lack. & Western
Sanger Junc., Cal., So. Pac
San Geronimo, Cal., Northwestern Pacific
San Geronimo, Nuevo Leon, Mex., National of Mexico
San Geronimo, Oaxaca, Mex., Tehuantepec National
San Geronimo, Puebla, Mex., Tlac. & Huaj. de Leon
San Geronimo, Zacatecas, Mex., National of Mexico
Sangerville, Me., Bangor & Aroostook
Sang Hollow, Pa., Penna
San Gil, Mex., Nat. of Mex
Sanie, Ala., Seab. Air Line
San Ignacio, Sonora, Mex., West Coast Route
San Ignacio, Yucatan, Mex., United RRs. of Yucatan
San Ildefonso, N.M., Denver & Rio Grande
San Isidro, Chihuahua, Mex., Mexico North Western
San Isidro (1), Coahuila, Mex., National of Mexico
San Isidro (2), Coahuila, Mex., National of Mexico
San Isidro (1), San Luis Potosi, Mex., Potosi & Rio Verde
San Isidro (2), San Luis Potosi, Mex., National of Mexico
San Isidro, Yucatan, Mex., United RRs. of Yucatan
Sanitaria, Fla., Atlantic Coast Line
Sanitaria Springs, N.Y., Delaware & Hudson
Sanitarium, N.J., Penna
Sanitarium, O., Cin. No. W
San Jacinto, Cal., A.T. & S.F., Coast Lines*
San Jacinto, Mex., National of Mexico
San Jacinto, Tex., Houst. Fostoria & No
San Joaquin, Mex., National of Mexico
San Joaquin Bridge, Cal., Southern Pacific
San Jose, Cal., South. Pacific
San Jose, Ill., Chicago & Alt
San Jose, Chihuahua, Mex., Parral & Durango
San Jose, Coahuila, Mex., National of Mexico
San Jose, Guanajuato, Mex., National of Mexico
San Jose, Hidalgo, Mex., Mexican
San Jose (1), Morelos, Mex., Interoceanic of Mex
San Jose (2), Morelos, Mex., National of Mexico
San Jose, Puebla, Mex., Interoceanic of Mexico
San Jose, ——, Mex., Matehuala
San Jose, Sonora, Mex., West Coast Route
San Jose, Vera Cruz, Mex., Veracruz & Isthmus
San Jose, Yucatan, Mex., United RRs. of Yucatan
San Jose, Grant Co., N.M., Atch. Top. & Santa Fe
San Jose de Atlan, Mex., Mexican National
San Juan, Cal., San Juan Pacific
San Juan (1), Coahuila, Mex., National of Mexico
San Juan (2), Coahuila, Mex., Hornos
San Juan (3), Coahuila, Mex., Mexican International
San Juan, Juanajuata, Mex., National of Mexico (a)
» Toluca & San Juan (b)
(a) and (b) about 2 mls. apart
San Juan, Mexico, Mex., Mexican
San Juan, Nuevo Leon, Mex., National of Mexico
San Juan, San Luis Potosi, Mex., Matehuala
San Juan, Vera Cruz, Mex., Mexican
San Juan Capistrano, Cal., A.T. & S.F., Coast Lines*
San Juan Del Rio, Mex., National of Mexico
San Juan Evangelista, Mex., Nat. of Tehuantepec
San Juanito, Mex., Kan. City, Mex. & Orient
San Juan Junction, Cal., San Juan Pacific
Sankey, Mo., Frisco System
San Lazaro, Mex., National of Mexico
San Leandro, Cal., So. Pac
San Lorenzo, Mex., Interoceanic of Mexico
San Lucas, Cal., So. Pacific
San Luis De La Paz, Mex., National of Mexico
San Luis Obispo, Cal., Pacific Coast (a)
» Southern Pacific (a)
San Luis Potosi, Mex., National of Mex (a) (b)
» Potosi & Rio Verde (c)
(a) and (b) ¼ mile apart
(c) about 1½ miles from (a) and (b)
San Manuel, Mex., Mexican
San Marcial, N.M., Atch. Top. & Santa Fe
San Marcos, Cal., A.T. & S.F., Coast Lines*
San Marcos, Coahuila, Mex., National of Mexico
San Marcos, Jalisco, Mex., National of Mexico
San Marcos, Puebla, Mex., Intero. of Mexico (a)
» Mexican (b)
(a) and (b) 160 yards apart
San Marcos, Vera Cruz, Mex., Veracruz & Isthmus
San Marcos, Tex., Inter. & Gt. North (a)
» Mo. Kan. & Texas (b)
(a) and (b) 250 yards apart
San Marlin, Mex., Parral & Durango
San Marino, Cal., Pacific Electric
» Southern Pacific
San Martin, Cal., So. Pacific
San Martin, Mexico, Mex., National of Mexico
San Martin, Puebla, Mex., Interoceanic of Mexico
San Martin de los Cunseros, Mex., Oaxaca & Ejutla
San Martine, Tex., Tex. & Pac
San Mateo, Cal., So. Pacific
San Mateo, Fla., Florida East Coast
San Mateo, Mex., National of Mexico
San Mateo Junction, Fla., Florida East Coast
San Miguel, Cal., So. Pacific
San Miguel, Colo., Rio G. So
San Miguel, Chihuahua, Mex., National of Mexico
San Miguel, Vera Cruz, Mex., Interoceanic of Mexico
San Miguel de Allende, Mex., National of Mexico
San Miguelito, ——, Mex., Veracruz & Isthmus
San Nicolas, Oaxaca, Mex., Pan-American
San Nicolas, Queretaro, Mex., National of Mexico
San Nicolas, ——, Mex., Nacozari
San Nicolas, Vera Cruz, Mex., Veracruz & Isthmus
San Onofre, Cal., A.T. & S.F., Coast Lines*
San Pablo, Cal., A.T. & S.F., Coast L* (a)
» Southern Pacific (b)
(a) and (b) 154 yards apart
San Pablo, Fla., Florida East Coast
San Pablo, Mex., Mexico North Western
San Pedro, Ariz., El Paso & S.W. System
San Pedro, Cal., Pacific Electric
» San Ped. Los A. & S. Lk □
» Southern Pacific
□ By ferry
San Pedro, Fla., Florida
San Pedro, Chiapas, Mex., Pan-American
San Pedro, Chihuahua, Mex., Mexico North Western
San Pedro, Coahuila, Mex., National of Mex (a) (b)
(a) and (b) about 1 mi. apart
San Pedro, Sinaloa, Mex., Western of Mexico
San Pedro, ——, Mex., Coahuila & Zacatecas
San Pedro, Tex., Rio Gr. & Eagle Pass
San Pedro Junction, Fla., Suwannee & San Pedro
San Pedro Junction, Chihuahua, Mex., Mexico North Western
San Pedro Junction, San Luis Potosi, Mex., Potosi & Rio Verde
San Pedro Terrace, Cal., Ocean Shore
San Pedro Wharf, Cal., Southern Pacific
San Pierre, Ind., Chic. Ind. & South (a)
» Chic. Ind. & Louisv (a)
San Quentin, Cal., Northwestern Pacific
San Rafael, Cal., Northwestern Pacific
San Rafael, San Luis Potosi, Mex., National of Mexico
San Rafael, Sonora, Mex., West Coast Route
San Ramon, Cal., So. Pacific
San Salvador, Coahuila, Mex., National of Mexico
San Salvador, Vera Cruz, Mex., Interoceanic of Mex
Sans Bois, Okla., Mid. Val
San Sebastian, Mexico, Mex., National of Mexico
San Sebastian, Puebla, Mex., Mexican Southern
Sansom, Pa., Pennsylvania
San Sostenes, Mex., Kan. City, Mex. & Orient
Sans Souci Beach, Ala., Mobile & Ohio
Sanspareil, Fla., Florida East Coast
Santa Ana, Cal., A.T. & S.F., Coast L* (a)
» Pacific Electric
» Southern Pacific (b)
(a) and (b) about ¼ mi. apart
Santa Ana, Mexico, Mex., National of Mexico
Santa Ana, Sonora, Mex., West Coast Route
Santa Ana, Tlaxcala, Mex., Mexican
Santa Anita, Los Angeles Co., Cal., A.T. & S.F., Coast L*
Santa Anita Park, Cal., Pacific Electric
Santa Anita Road, Cal., Pacific Electric
Santa Anna, Tex., Gulf, Colo. & Santa Fe*
Santa Barbara, Cal., So. Pac
Santa Barbara, Chihuahua, Mex., National of Mexico
Santa Barbara, Sonora, Mex., West Coast Route
Santa Catarina, Nuevo Leon, Mex., National of Mexico
Santa Catarina, Oaxaca, Mex., Mexican Southern
Santa Clara, Cal., So. Pac
Santa Clara, Mex., National of Mexico
Santa Clara, N.M., Denver & Rio Grande
Santa Clara, N.Y., New York & Ottawa
Santa Clara Junc., N.M., Denver & Rio Grande
Santa Cruz, Cal., Ocean Shore (a)
» Southern Pacific (b)
(a) and (b) about 200 yards apart
Santa Cruz, Guanajuato, Mex., National of Mexico
Santa Cruz, Puebla, Mex., Mexican
Santa Cruz, Sonora, Mex., West Coast Route
Santa Cruz, Vera Cruz, Mex., Veracruz & Isthmus
Santa Cruz, Yucatan, Mex., United RRs. of Yucatan
Santa Elena (1), Coahuila, Mex., National of Mexico
Santa Elena (2), Coahuila, Mex., National of Mexico
Santa Elena, Queretaro, Mex., National of Mexico
Santa Engracia, Mex., National of Mexico
Santa Eulalia (1), Chihuahua, Mex., Chihuahua Mineral
Santa Eulalia (2), Chihuahua, Mex., National of Mexico
Santa Fe, Fla., Atlantic Coast Line
Santa Fe, Ind., Chicago, Cin. & Louisv
Santa Fe, Guerrero, Mex., National of Mexico
Santa Fe, San Luis Potosi, Mex., Matehuala
Santa Fe, Vera Cruz, Mex., Interoceanic of Mexico

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Santa Fe, N.M.,
Atch. Top. & S. Fe (a)
" Denver & Rio Gr (b)
" New Mex. Central (b)
(a) and (b) ½ mile apart
Santa Fe, O.,
Toledo & Ohio Central
Santa Fe Junction, Cal.,
Sierra of California
Santa Fe Junction, Colo.,
Colorado & Southern
Santa Fe Junction,
Logan Co., Okla.,
Fort Smith & Western
Santa Fe Junction,
Tulsa Co., Okla.,
Midland Valley
Santa Fe Junction, Tex.,
Gulf, Colo. & Santa Fe*
Santa Fe Pacific Junc., N.M.,
Atch. Top. & S. Fe (a)
" Santa Fe Pacific* (a)
Santa Fe Park, Ill.,
Atch. Top. & Santa Fe
Santa Fe Springs, Cal.,
A.T.& S.F., Coast Lines*
Santa Fe Transfer, Ill.,
Chicago, Rk. Isl. & Pac
Santa Gertrudis, Mex.
Mexican
Santa Ines, Mexico, Mex.,
Desague Valle de Mex
Santa Ines, Morelos, Mex.,
Interoceanic of Mex
Santa Isabel, Mex.,
Mexico North Western
Santa Julia, Mex.,
National of Mexico
Called also Julia
Santa Lucia, Mex.,
National of Mexico
Santa Lucrecia, Mex.,
Tehuantepec Nat (a)
" Veracruz & Isthmus (a)
Santa Margarita, Cal.,
Southern Pacific
Santa Margarita, Mex.,
Hornos
Santa Maria, Cal., Pac. Coast
Santa Maria, Coahuila, Mex.,
National of Mexico
Santa Maria, Jalisco, Mex.,
National of Mexico
Santa Maria, Puebla, Mex.,
Interoceanic of Mex
Santa Maria, Yucatan, Mex.,
United RRs. of Yucatan
Santa Marina, Mex.,
Durango Central
Santa Marta, Mex.,
Interoceanic of Mex
Santa Monica, Cal.,
Los Angeles-Pacific (El)
Santa Paula, Cal., So. Pacific
Santaquin, Utah,
Denv. & Rio Grande (a)
" San Ped. L. A. & S. Lk (b)
(a) and (b) about 1½ miles apart
Santa Rita, Mex.,
National of Mexico
Santa Rita, N. M.,
Atch. Top. & Santa Fe
Santa Rosa, Sonoma Co., Cal.,
Northwest. Pacific (a)
" Southern Pacific (b)
(a) and (b) about 1 mi. apart
Santa Rosa, Chiapas, Mex.,
Pan-American
Santa Rosa (1), Puebla, Mex.,
Mexican
Santa Rosa (2), Puebla, Mex.,
Mexican Southern
Santa Rosa, Sonora, Mex.,
West Coast Route
Santa Rosa, Vera Cruz, Mex.,
Veracruz & Isthmus
Santa Rosa, Mo.,
Quincy, Omaha & K. C
Santa Rosa, N. M.,
Chic. R. I. & El Paso (a)
" El Paso & S. W Sys (a)
Santa Rosalia, Mex.,
National of Mexico
Santa Sabina, Mex.,
Mexico North Western
Santa Sofia, Mex.,
Mexico North Western
Santa Susana, Cal.,
Southern Pacific
Santa Teresa, Mex.,
National of Mexico
Santee, Ala., Lv. & Nash
Santee, Cal.,
San Diego & Cuyamaca
Santee, Pa.,
Lehigh & New England
Santee, S.C., Atl. Coast Line
Santee Junction, S.C.,
Atlantic Coast Line
Santee River, S.C.,
Atlantic Coast Line
Santee's, N.Y., Erie
Santiago, Ala.,
Louisville & Nashville
Santiago, Cal., Pac. Electric
Santiago, Ia., Chic. Gt. West
Santiago, D. F., Mex.,
Mexican National
Santiago, Durango Co., Mex.,
Parral & Durango
Santiago, Hidalgo Co. Mex.,
National of Mexico
Santiago Papasquiaro, Mex.
Mexican Internat
Santiago, Minn., Great North
Santini, Mex.,
West Coast Route
Santo, Tex., Tex. & Pacific
Santo Nino, Mex.,
National of Mexico
Santos, Cal., South. Pacific
Santos, Fla.,
Seaboard Air Line
Santos, Ky., Louisv. & Nashv
Santo Tomas, Mex.,
Mexico North Western
Santoy, Ont., Can. Pac
Santuc, S.C., Southern
Santuzza, Mo., Burl. Route
San Vicente, Mexico, Mex.,
Interoceanic of Mex
San Vicente, Morelos, Mex.,
National of Mexico
San Vicente,
San Luis Potosi, Mex.,
National of Mexico
Sanz, Mex.,
Interoceanic of Mexico
Sapa, Miss.,
Southern in Mississippi
Sapello, Mex.,
Mexico North Western
Sapinero, Colo.,
Denver & Rio Grande
Sapo, Nev.,
Southern Pacific
Sapp, Fla., Atl. Coast Line
Sapperton, B.C. Can. Pac (a)
" Great Northern (b)
(a) and (b) adjacent
Sappington, Md.,
Wash. Balt. & Annap. El
Sappington, Mont.,
Chic. Mil. & Puget Sd
" Northern Pacific
Sapps Still, Ga., Ga. & Fla
Sapulpa, Okla.,
Frisco System
Sarabia, Guanajuato, Mex.,
National of Mexico
Sarabia, Oaxaca, Mex.,
Tehuantepec National
Saraffan, N.C., Southern
Saragossa, Ala., North. Ala
Sarah, Miss.,
Yazoo & Miss. Valley
Sarah Furnace, Pa., Penna
Sarahsville, O.,
Ohio River & Western
Saraland, Ala., Southern
Saranac, Mich., Gd. Trunk
Saranac, S.D.,
Chicago, Mil. & St. Paul
Saranac Inn, N.Y.,
N.Y. Cent. & Hud. Riv
Saranac Lake, N.Y.,
Delaware & Hud (a) (b)
" N.Y. Cent. & Hud. R (b)
(a) and (b) about ¼ mi. apart
Sarasota, Fla.,
Seaboard Air Line
Saratoga, Ind.,
Pitts. Cin. Chic. & St. L
Saratoga, Miss.,
Gulf & Ship Island
Saratoga, O.,
Pitts. Lisb. & West
Saratoga, Tex.,
Gulf, Colo. & Santa Fe*
Saratoga, Wyo.,
Saratoga & Encamp
Saratoga Lake, N.Y.,
Boston & Maine
Saratoga Springs, N.Y.,
Boston & Maine (a)
" Delaware & Hudson (b)
(a) and (b) about ¼ mile apart
Sarben, Neb., Union Pac
Sarber, Tex.,
Mo. Kans. & Texas
Sarcillo, Colo., Colo. & Wyo
Sarcoxie, Mo., Frisco System
Sardinia, Ind., South. Ind
Sardinia, N.Y.,
Buffalo & Susquehanna
Sardinia, O.,
Norfolk & Western (a)
" Ohio River & Col (a)
Sardinia, S.C., Alcolu
Sardinia Crossing, Ind.,
Cleve. Cin. Chic. & St. L
Sardis, Dallas Co., Ala.,
Louisville & Nashville
Sardis, Ark.,
Arkansas South west
Sardis, Miss., Illinois Cent
Sardis, N.C., Seab. Air Line
Sardis, Tex.,
Houston & Texas Cent
Sardinia, La., La. & Arkansas
Sardinia, S.C., Alcolu
Sardoc, Cal., Southern Pac
Sarem, N.C.,
Atlantic Coast Line
Sarepta, La., Louisiana & Ark
Sargeant, Minn.,
Chicago Great West
Sargent, Colo., Den. & Rio Gr
Sargent, Ga., Central of Ga
Sargent, Scott Co., Mo.,
St. Louis, Iron Mt. & So
Sargent, Texas Co., Mo.,
Frisco System
Sargent, Neb., Burl. Route
Sargent, N.H.,
Boston & Maine
Sargent, Tex.,
Missouri, Kansas & Tex
Sargent's, Cal., So. Pacific
Sargent's, O., Norf. & West
Sargent's Bluff, Ia.,
North-Western Line
Sargeson, N.B., New Bruns
Sarita, Tex.,
St. L. Brownsv. & Mex
Sarles, N.D., Great Northern
Sarnia, Ont., Gd. Trunk (a)
" Pere Marquette (b)
(a) and (b) about 1 mi. apart
See also Port Huron
Sarnia Tunnel, Ont.,
Grand Trunk
Saron, Tex., Mo. Kan. & Tex
Sarona, Wis., No. West. Line
Saronville, Neb., Burl Route
Sarpy, La., La. Ry. & Nav. Co
" Yazoo & Miss. Valley
Called Kassel on L. Ry. & N. Co
Sarpy, Neb., Union Pacific
Sarti, Mo.,
Gideon & No. Island †
Sartartia, Tex.,
Gal. Har. & San Ant
Sartelle, Minn.,
Northern Pacific
Sarto, La., La. Ry. & Nav. Co
Sartwell, Pa., Pennsylvania
Sarver, Pa., Pennsylvania
Sasakwa, Okla., Frisco Sys
Sasco, Ariz., Arizona South
Saskatoon, Saskatchewan,
Canadian Northern
" Canadian Pacific
Saspamco, Tex.,
San Ant. & Aran. Pass
Sasser, Ga., Seab. Air Line
Satanka, Wyo., Union Pacific
Satieoy, Cal., South. Pacific
Satilla, Ga., Atl. Coast Line
Sato, S.C., Southern
Satsop, Chehalis Co., Wash.,
Northern Pacific
Satsop, Mason Co., Wash.,
Peninsular
Satsuma, Fla.,
Atlantic Coast Line
Satterfield, Pa., Leh. Val (a)
" Williamsport & N. Br (a)
Satterfield, Tenn.,
Louisville & Nashville
Sattes, W. Va.,
Kanawha & Michigan
Satuit, Wis., No. West. Line
Satus, Wash., North. Pacific
Sauble, Fla.,
Atlantic Coast Line
Sauceda, Coahuila, Mex.,
Mexican Internat (a)
" National of Mexico (b)
(a) and (b) about ½ mile apart
Sauceda, Sonora, Mex.,
West Coast Route
Saucier, Miss.,
Gulf & Ship Island
Saucillo, Coahuila, Mex.,
Hornos
Saucon, Pa., Phila. & Read
Saugatuck, Ct.,
N.Y. New Hav. & Hart
Saugatuck, Mich.,
Gd. Rap. H. & Chic (El)
Saugeen Junction, Ont.,
Canadian Pacific
Saugerties, N.Y., W. Shore
Saugus, Cal., South. Pacific
Saugus, Colo., Chic. R. I. & Pac
Saugus, Mass., Bost. & Maine
Saugus, Mont.,
Chic. Mil. & Puget Sd
Sauk Centre, Minn.,
Great Northern (a)
" Northern Pacific (b)
(a) and (b) ½ mile apart
Sauk City, Wis.,
Chicago, Mil. & St. Paul
Sauk Rapids, Minn.,
Great Northern (a)
" Northern Pacific (b)
Saukville, Wis., Ch. M. & St. P
Saunierville, N.S., Dom. Atl
Saulsburg, Ark.,
Chicago, Rk. Isl. & Pac
Saulsbury, Tenn., Southern
Sault Ste. Marie, Mich.,
Canadian Pacific (a)
" Dul. So. Shore & Atl (a)
" M. St. P. & Slt. Ste. M (a)
Sault Ste. Marie, Ont.,
Algoma Cent. & H. B (a)
" Canadian Pacific (b)
(a) and (b) 1¼ miles apart
Saunders, Iron Co., Mich.,
North Western Line
Saunders,
Kalkaska Co., Mich.,
Pere Marquette
Saunders, N.D.,
Chicago, Mil. & St. Paul
Saunders, Pa., Pennsylvania
Saunders, Tenn.,
Nashv. Chat. & St. L
Saunders, Bexar Co., Tex.,
Gal. Har. & San Ant
Saunders, Franklin Co., Va.,
Norfolk & Western
Saunders,
Nansemond Co., Va.,
Norfolk & Southern
Saunders, Wis., Great North
Saunders Range, Md.,
Maryland Electric
Saundersville, Mass.,
N.Y. New Hav. & Hart
Saunemin, Ill., Wabash
Saunook, N.C., Southern
Sauntry, Wis., No. West. Line
Sauquoit, N.Y., D. L. & W
Saurin, Ont., Grand Trunk
Sausalito, Cal., No. West. Pac
Sauterne, Cal., So. Pacific
Saus, Mex., Nat. of Mex
Savage, Ala.,
Louisville & Nashville
Savage, Md., Balt. & Ohio
Savage, Minn.,
North-Western Line
Savage, Miss.,
Yazoo & Miss. Valley
Savage Branch, Ky.,
Chesapeake & Ohio
Savage Creek Bridge, Ala.,
Southern †
Savan, Pa., Buf. Roch. & Pitts
Savanna, Cal., South. Pacific
Savanna, Ill., Burl. Route (a)
" Chic. Mil. & St. Paul (b)
(a) and (b) 1 mile apart
Savanna, Okla., Mo. K. & Tex
Savannah, Ga.,
Atlantic Coast Line (a)
" Brinson (b)
" Central of Georgia (b)
" Savannah & Statesb (a)
" Seaboard Air Line (a)
" Southern (a)
(a) and (b) ½ mile apart
Savannah, Kan., Union Pac
Savannah, Mo.,
Burlington Route (a)
" Chicago Great West (b)
(a) and (b) about 1 mi. apart
Savannah, N.Y.,
N.Y. Cent. & H. Riv (a)
" West Shore (a)
Savannah, Tenn.,
Louisville & Nashville
S. F. & W. Junction, Fla.,
Seaboard Air Line
Savanne, Ont., Can. Pacific
Savay, Cal., Southern Pacific
Savedge, Va., Southern
Saverton, Mo., Burl. Route
Savilles, Ga., Seab. Air Line
Savin Hill, Mass.,
N.Y. New Hav. & Hart
Savona, N.Y., D. L. & W (a)
" Erie (b)
(a) and (b) 2-3 mile apart
Savona, O., Cin. North (a)
" Clev. Cin. Ch. & St. L (a)
Savonas, B.C., Can. Pacific
Savonburg, Kan.,
Mo. Kansas & Texas
Savoy, Ill., Illinois Central
Savoy, Ky., Louisv. & Nashv
Savoy, La.,
Colo. So. New Orl. & Pac
Savoy, Miss.,
New Orl. & North-east
Savoy, Mo.,
St. Louis, Iron Mt. & So
Savoy, Mont., Great North
Savoy, S.D., Burl. Route
Savoy, Tex., Texas & Pacific
Savoy, Wis., Chic. Mil. & St. P
Sawback, Alberta, Can. Pac
Saw Dust, Ga., Georgia
Saw Mills, N.C.,
Carolina & North-west
Sawtell, Ga., Southern
Sawtelle, Cal.,
Los Angeles-Pac (El)
Sawtelle Crossing, Me.,
Somerset
Sawtooth, Utah,
Denver & Rio Grande
Sawyer, Ia., Burl. Route
Sawyer, Kan., At. T. & S. Fe
Sawyer, La.,
Victoria, Fisher & West
Sawyer, Mich., Pere Marq
Sawyer, Minn., North. Pac
Sawyer, Miss., Illinois Cent
Sawyer, Mo.,
Chester, Perryv. & Ste. G
Sawyer, Neb., No. West. Line
Sawyer, N.D.,
Minn. St. P. & Slt. Ste. M
Sawyer, Wis.,
Ahnapee & Western
Sawyer's, N.H., Boston & Me
Sawyer's Creek, N.Y.,
N.Y. Cent. & Hud. Riv
Sawyers Mill, Tenn.,
Nashv. Chat. & St. L
Sawyer's River, N.H.,
Maine Central
Sawyerville, Ala., Southern
Sawyerville, Que., Me. Cent
Sax, Utah,
San Ped. Los Ang. & S. Lk
Saxe, Minn., Great Northern
Saxe, Va., Southern
Saxman, Kan., Frisco System
Saxon, Fla., Ga. Fla. & Ala
Saxon, Mich., Gd. Trunk (a)
" Pere Marquette (a)
Saxon, S.C., Atl. Coast Line
Saxon, Wash., North. Pacific
Saxon, Wis.,
Dul. So. Shore & Atl (a)
" North-West. Line (a)
Saxonburg, Pa., Penna
Saxonville, Mass., Bost. & Alb
Saxony, Ill., Illinois Central
Saxony, Ind., Erie
Saxony, N.D., Great North
Saxony, Ont., Grand Trunk
Saxton, Ky., Louisv. & Nash
Saxton, Mo., Burl. Route
Saxton, Pa.,
Hunt. & Broad Top Mt
Sayabec, Que., Intercolonial
Saybrook, Ill., Lk. Erie & W
Saybrook, N.J., Lehigh Val
Saybrook, O., L. S. & M. S (a)
" N.Y. Chic. & St. L (b)
(a) and (b) about 1¼ miles apart
Saybrook, Pa., Penna
Saybrook Junction, Ct.,
N.Y. New Hav. & Hart
Saybrook Point, Ct.,
N.Y. New Hav. & Hart
Sayers, Ky., Louisv. & Nashv
Sayer's, Tex., Mo. Kan. & Tex
Sayler Park, O., B. & O. S. W (a)
" C. C. C. & St. L (b)
(a) and (b) adjacent
Called Home City on B. & O. S. W
Saylesville, R.I.,
Moshassuck Valley
Saylor, Ia., North-West. Line
Saylor, Pa., Ironton
Saylor Road, Ia.,
Ft. Dodge, Des M. & So
Saylorsburg, Pa.,
Lehigh & New England
Saylorsburg Junction, Pa.,
Lehigh & New England
Sayner, Wis., Chic. Mil. & St. P
Sayre, Ark., St. L. I. M. & So
Sayre, O., Zanesville & West
Sayre, Okla.,
Chicago, Rk. Isl. & Pac
Sayre, Pa., Lehigh Valley
Sayre, W. Va., Ches. & Ohio
Sayre Mines, Ala.,
Louisville & Nashville
Sayreville, N.J., Raritan Riv
Sayreville Junction, N.J.,
Raritan River †
Sayula, Hidalgo, Mex.,
National of Mexico
Sayula, Jalisco, Mex.,
National of Mexico
Sayville, N.Y., Long Island
Sayward, B.C., Great North
Scahonda, Pa., Penna
Scale's Mound, Ill., Ill. Cent
Scalp Level, Pa., Penna
Scammon, Kan., Frisco Sys
Scandia, Kan.,
Chic. Rk. Isl. & Pac (a)
" Missouri Pacific (b)
(a) and (b) ½ mile apart
Scandinavia, Wis.,
Green Bay & West (a)
" Iola & Northern (a)
" Waupaca-Green B (a)
Scandlyn, Tenn., Southern
Scanlon, Minn.,
Chicago, Mil. & St. Paul †
" Great Northern (a)
" Minnesota & No. Wis (a)
" Northern Pacific (a)
Scanlon's, Ont., Gd. Trunk

Scappoose, Ore.,
Astoria & Col. River (a)
" Northern Pacific (b)
Scarboro, Ga., Central of Ga
Scarboro, Ill.,
Chicago, Mil. & St. Paul
Scarboro, Md., Penna
Scarboro Beach, Me.,
Boston & Maine
Scarboro Junction, Ont.,
Grand Trunk
Scarborough, N.Y.,
N.Y. Cent. & Hud. Riv
Scarbro, W.Va., Ches. & O (a)
" White Oak (a)
Scaroni, Cal., Ocean Shore
Scarsdale, La., La. Southern
Scarsdale, N.Y.,
N.Y. Cent. & Hud. Riv
Scarth, Manitoba, Can. North
Scarville, Ia., No. West. Line
Scary, Putnam Co., W.Va.,
Chesapeake & Ohio
Scearces, Mo.,
Atch. Top. & Santa Fe
Scenery Hill Station, Pa.,
Pennsylvania
Scenic, S.D.,
Chicago, Mil. & St. Paul
Scenic, Wash., Great North
Scepter, Mont., North. Pac
Schaal, Ark.,
Memphis, Paris & Gulf
Schaghticoke, N.Y.,
Boston & Maine
Schalbie, N.D., North. Pac
Schaller, Ia., No. West. Line
Schatulga, Ga., Central of Ga
Schaupps, Neb., Burl. Route
Schaw, Ont., Canadian Pac
Schee, Ia., Chic. Rk. Isl. & Pac
Schell, W. Va., Western Md
Schell City, Mo., Mo. K. & T
Scheller, Ill.,
Wabash, Chester & W
Schellville, Cal.,
Northwestern Pacific
" Southern Pacific
Spelled Shellville on S. P
Schenck, O., Cin. Ham. & Day
Schenck, Tex., Mo. K. & Tex
Schenectady, N.Y.,
Delaware & Hudson (a)
" N.Y. Cent. & Hud. R (a)
Schenevus, N.Y., Del. & Hud
Schenks, N.C.,
Ohio Riv. & Charleston
Schenley, Pa., Pennsylvania
Schenley Junction, Pa.,
Pennsylvania
Schepeler, Ont., Gd. Trunk
Schererville, Ind.,
Pitts. Cin. Chic. & St. L
Schick, O., Balt. & Ohio.
Schicks Crossing, Ill.,
Illinois Central
Schiller Park, Ill., Wis. Cent
Schiller Park, Pa.,
Phila. Newtown & N.Y
Schimmels, Ind.,
Chicago, Ind. & Louisv
Schindler, Cal.,
A.T. & S.F., Coast Lines*
Schlater, Miss., South. in Miss
Schlatterville, Ga.,
Atlantic Coast Line
Schleisingerville, Wis.,
Chic. Mil. & St. Paul (a)
" Minn. St. P. & S. Ste. M (a)
Called Schleistingerville Jn. on C. M. & St. P
Schleisingerville Junc., Wis.,
See Schleistingerville
Schleswig, Ia., No. West. Line
Schley, Ga., Georgia North
Schley, Minn., Great North
Schley, Mont., North. Pacific
Schley, Pa., Balt. & Ohio
Schley, Tex., Texas Midland
Schlicht, Mo., Frisco System
Schmaltz, Mo., St. L. I. M. & S
Schmidgall, Ill.,
St. Louis, Iron Mt. & So
Schmidt, Cal.,
A.T. & S.F., Coast Lines*
Schmidts, Ala., Birm. & Atl
Schmitt, Mo., Frisco System
Schnells, Cal.,
San Diego Southern
Schneider, Ind.,
Chicago, Ind. & South
Schneider, Wis.,
North Western Line
Schnoor's, Idaho,
Spokane & Internat
Schodack Center, N.Y.,
Albany Southern (El)
Schodack Landing, N.Y.,
N.Y. Cent. & Hud. Riv
Schoen's, Ga., Southern
Schofield, Tex., Mo Kan. & T
Schofield, Wis., Ch. M. & St. P
Schoharie, N.Y.,
Middleburgh & Scho (a)
" Schoharie Valley (a)
Schoharie Junction, N.Y.,
Delaware & Hudson (a)
" Schoharie Valley (a)
Scholes, N.Y.,
Pitts. Shawmut & North
Scholl, Pa., Baltimore & Ohio
Schollard, Pa., Penna. Co
Scholle, N.M.,
Atch. Top. & Santa Fe
Schomberg, Mich.,
Manistee & North-east
Schomberg, N.M.,
Atch. Top. & Santa Fe
Schomer, Ill.,
Toluca, Marq. & North
Schoodic, Hancock Co., Me.,
Washington County
Schoodic,
Piscataquis Co., Me.,
Bangor & Aroostook
Schoodic Stream Junc., Me.,
Bangor & Aroostook
School, Mo., Frisco System
Schoolcraft, Mich.,
Grand Trunk (a)
" Lk. Shore & Mich. So (b)
(a) *and* (b) *about ¾ mi. apart*
Schooley's, O., B. & O. So. West
School House, Cal.,
Diamond & Caldor
School House, Pa., Penna
School House, W.Va.,
Baltimore & Ohio
Schoolhouse Crossing, Ga.,
Southern
School of Mines, Mont.,
Butte, Anaconda & Pac
Schooner, Miss.,
New Orl. Mobile & Chic
Schoyer, Ill. Vandalia
Schraeder, Mo., St. L. I. M. & S
Schram, Colo., Burl. Route
Schreiber, Ont., Can. Pacific
Schreiber, Pa., Ironton
Schrenk, Ark.,
St. Louis, Iron Mt. & So
Schriever, La.,
Morgan's La. & Texas
Schrodts, Ill.,
Cleve. Cin. Chic. & St. L
Schroyer, Kan., Union Pac
Schrunks, Ia., Chic. M. & St. P
Schubert, Idaho,
Payette Valley
Schuetzen, Cal.,
Northwestern Pacific
Schuienburg, Tex.,
Gal. Har. & San Anton
Schuler, Ala., Louisv. & Nash
Schulines, Ill., Illinois South
Schulman, Fla.,
Louisville & Nashville
Schulte, Kan.,
Kan. City, Mex. & Orient
Schultie, Miss.,
Southern in Mississippi
Schulter, Mo., Frisco System
Schulter, Okla., Frisco Sys
Schultz, Wis., Illinois Cent
Schumann, Cal., South. Pac
Schumm, O., Tol. St. L. & West
Schurmeier, N.D., (*it*) North
Schurs, Pa., Phila. & Reading
Schurz, Nev., Nevada & Cal
Schustor, Ala.,
Louisville & Nashville
Schutts, Mo.,
St. L. Kan. City & Colo ‡
Schutzen Park, Cal.,
Pacific Electric
Schuyler, Mo., Mo. Pacific
Schuyler, Neb., Burl. Rte (a)
" Union Pacific (b)
(a) *and* (b) *about 330 yards apart*
Schuyler, Pa.,
Susq. Bloomsb. & Ber
Schuyler, Va.,
Nelson & Albemarle
Schuyler Junction,
Saratoga Co., N.Y.,
Boston & Maine
Schuyler Lake, N.Y.,
Oneon. & Mohawk V (El)
Schuylerville, N.Y.,
Boston & Maine
Schuylkill Haven, Pa.,
Lehigh Valley (a)
" Pennsylvania (a)
" Phila. & Reading (b)
(a) *and* (b) *¾ mile apart*
Schuylkill Haven Junc., Pa.,
Lehigh Valley
Schwander's, Colo.,
Colorado & Southern
Schwenksville, Pa., Perkio
Schwertner, Tex.,
Bartlett-Florence
Schwitzer Junc., Manitoba,
Canadian Pacific
Science Hill, Ky.,
Cin. New Orl. & Tex. Pac
Scio, N.Y., Buffalo & Susq
" Erie
Scio, O., P. C. C. & St. L (a)
" Wheeling & Lk. Erie (b)
(a) *and* (b) *adjacent*
Sciota, Ill., Tol. Peoria & W
Sciota, N.Y., Del. & Hudson
Scioto, O., Clev. Cin. Ch. & St. L
Scioto Furnace, O.,
Balt. & Ohio Southwest
Scioto Mills, Ill., Illinois Cent
Sciotoville, O.,
Balt. & Ohio South-w (a)
" Norfolk & Western (b)
(a) *and* (b) *¼ mile apart*
Sciotoville Junction, O.,
Balt. & Ohio Southwest
Scipio, Ind., Pitts. C. C. & St. L
Scipio, Kan.,
Atch. Top. & Santa Fe
Scipio, O., Baltimore & Ohio
Scireleville, Ind.,
Lake Erie & Western
Scitico, Ct., N. Y. N. H. & H
Scituate, Mass.,
N.Y. New Hav. & Hart
Sclater, Manitoba,
Canadian Northern
Scobey, Miss., Illinois Cent
Scofield, Mich.,
Detroit, Tol. & Ironton
Scofield, Tex.,
Gulf, Colo. & Santa Fe*
Scofield, Utah, Denv. & Rio G
Sconce, Ill., Chic. and East. Ill
Scooba, Miss., Mobile & Ohio
Scoria, N.D., Northern Pac
Scotch Fort, P. E. I.,
Prince Edward Island
Scotch Grove, Ia., Ch. M. & St. P
Scotch Settlement
Kings Dist., N.B.,
New Brunswick
Scotch Settlement,
Westmorel'd Dist., N.B.,
Moncton & Buctouche
Scotch Valley, Pa., Penna
Scotch Village, N.S.,
Dominion Atlantic
Scotdale, Mich.,
Pere Marquette
Scotford, Alberta,
Canadian Northern
Scotia, Ala.,
Atlanta, Birm. & Atl
Scotia, Ark.,
St. Louis, Iron Mt. & So
Scotia, Cal., No. West. Pacific
Scotia, Neb., Union Pacific
Scotia, N.Y., Boston & Maine
Scotia, Pa., Pennsylvania
Scotia, Wash., Great North
Scotia Junc., Neb., Un. Pac
Scotia Junction, Ont.,
Grand Trunk
Scotland, Ark.,
Chicago, Rk. Isl. & Pac
Scotland, Ct., N.Y. N. H. & H
Scotland, Ga., Southern
Scotland, Ill.,
Cin. Ham. & Dayton
Scotland, La.,
La. Ry. & Nav. Co
Scotland, Mo., Missouri Pac
Scotland, Ont.,
Toronto, Ham. & Buff
Scotland, Pa., Cumb. Valley
Scotland, S.D., Ch. M. & St. P
Scotland, Tex., Southwest
Scotland, Va.,
Surry, Sussex & S
Scotland Junction, S.D.,
Chicago, Mil & St. Paul
Scotland Neck, N.C.,
Atlantic Coast Line
Scotsburn, N.S., Intercol
Scotstown, Que., Can. Pac
Scott,
San Bernardino Co., Cal.,
San Ped. Los Ang. & S. Lk
Scott, Santa Cruz Co., Cal.,
Ocean Shore
Scott, Ga., Central of Ga
Scott, Ind.,
Evansv. & Terre Haute
Scott, La., Louisiana West
Scott, Lake Co., Minn.,
Duluth & North. Minn
Scott, St. Louis Co., Minn.,
Duluth, Missabe & No
Scott, Miss., Yazoo & Miss. Val
Scott, Mo., Missouri Pacific
Scott, N.B., Canadian Pacific
Scott, Carroll Co., O.,
Wheeling & Lk. Erie
Scott, Noble Co., O.,
Ohio River & Western
Scott, Van Wert Co., O.,
Cincinnati Northern
Scott, Sask.,
Grand Trunk Pacific
Scott,
Wallawalla Co., Wash.,
Oregon RR. & Nav. Co
Scott, W. Va., Ches. & Ohio
Scott, Shawano Co., Wis.,
Wisconsin & Northern
Scott, Vilas Co., Wis.,
North-Western Line
Scott City, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) *and* (b) *140 yards apart*
Scottdale,
Fay. & Westm'd Co's, Pa.,
Baltimore & Ohio
Pennsylvania
Scottdale Branch Junc., Pa.,
Pennsylvania
Scottglen, Pa., Pennsylvania
Scott Haven, Pa., Balt. & O (a)
" Pitts. & Lake Erie (b)
(a) *and* (b) *about ¼ mi. apart on opposite sides river*
Scott Junction, Cal.,
Ocean Shore
Scott Junction, Kan.,
Frisco System (a)
" Missouri, Kan. & Tex (a)
Scottland, Tex., Frisco Sys
Scott's, Clark Co., Ark.,
Ultima Thule, Ark. & M
Scott's, Lonoke Co., Ark.,
St. Louis South-west
Scotts, Fla., Atl. Coast Line
Scotts, Kan., Kan. City South
Scotts, Ky., Louisv. & Nash
Scott's,
Kalamazoo Co., Mich.,
Grand Trunk
Scott's,
Schoolcraft Co., Mich.,
Manistique & Lk. Sup
Scott's, Minn., North. Pacific
Scott's, N.H., Bost. & Me (a)
" Maine Central (a)
Scotts, N.C., Southern
Scotts, Pa., Montour
Scott's, Que., Quebec Cent
Scotts, S.C.,
Bennetts. & Cheraw
Scottsbluff, Neb.,
Burlington Route
Scottsboro, Ala., Southern
Scottsboro, Tenn., Tenn. Cent
Scottsburg, Ill.,
Toledo, Peoria & West
Scottsburg, Ind.,
Pitts. Cin. Chic. & St. L
Scottsburg, Ky.,
Illinois Central
Scottsburg, Va., Southern
Scott's Hill, N.C.,
Atlantic Coast Line
Scotts Junction, N.H.,
Maine Central
Scott's Landing, O.,
Baltimore & Ohio
Scotts Station, Ala., South
Scottsville, Kan., Mo. Pacific
Scottsville, Ky.,
Louisville & Nashville
Scottsville,
Livingston Co., N.Y.,
N.Y. Cent. & Hud. Riv
Scottsville, N.Y.,
Buff. Roch. & Pitts (a)
" Pennsylvania (b)
(a) *and* (b) *about ¾ mi. apart*
Scottsville, Pa., Lehigh Val
Scottsville, Tex., Texas & Pac
Scottsville, Va., Ches. & Ohio
Scottsville Crossing, N.Y.,
N.Y. Cent. & Hud. Riv
Scottville, Ala., Mobile & Ohio
Scottville, Mich., Pere Marq
Scottville, S.C., Southern
Scoudouc, N.B., Intercol
Scovel, Ill., Illinois Central
Scovil, Ont., Canadian Pac
Scranton, Ala., Lv. & Nash
Scranton, Cal.,
Tonopah & Tidewater
Scranton, Colo., Colo. East
Scranton, Ill.,
Eldorado, M. & So.-West
Scranton, Ia., No. West. Line
Scranton, Kan., Atch. T. & S. F
Scranton, Miss., Lv. & Nash
Scranton, N.D.,
Chicago, Mil. & Puget Sd
Scranton, Pa.,
Cent. of New Jersey (a)
" Delaware & Hudson (b)
" Del. Lack. & West (c)
" Erie (d)
" Lack. & Wyo. Valley (e)
" N.Y. Ont. & West (a)
(a) *and* (b) *about 295 yards apart*
(a) *and* (d) *about ¾ mile apart*
(b) *and* (c) *192 yards apart*
(d) *and* (e) *about ¾ mi. apart*
Transfer between (a) *and* (c) *for through passengers*
Scranton, S.C.,
Atlantic Coast Line
Screamerville, Va.,
Potomac, Fred. & Pied
Screeton, Ark.,
Chicago, Rk. Isl. & Pac
Screven, Ga., Atl. Coast Line
Scriba, N.Y., N.Y. C. & H. R
Scribner, Mont., Burl. Route
Scribner, Neb.,
North-Western Line
Scribner Junction, Neb.,
North-Western Line
Scroggins, Tex.,
Missouri, Kan. & Texas
Scroggins, Va.,
Norfolk & Western
Scrugg's, Mo., Missouri Pac
Scudder's Falls, N.J., Penna
Scullin, Okla., Frisco System
Scully, Pa.,
Pitts. Chart. & Yough
Scullyville, Okla.,
Kansas City Southern
Scuppernong, N.C.,
Norfolk & Southern
Scurry, Tex., Texas Midland
Seaboard, Ala.,
Tombigbee Valley
Seaboard, N.C., Seab. Air Line
Seaboard, Va., Norf. & West
Seaboard Air Line Jn., Fla.,
Live Oak, Perry & Gulf
Seaboard Air Line Jn., N.C.,
Atlantic Coast Line
Seaboard Air Line Jn., Va.,
Rich. Fred. & Potomac
Seaboard Junction, Fla.,
Tampa Northern
Seaboard Junction, N.C.,
Atlantic Coast Line
Sea Breeze, N.Y.,
N.Y. C. & Hud. Riv (a)
" Roch. & Lk. Ontario (b)
Sea Breeze, Tex.,
Gulf & Inters. of Texas
Seabright, Cal., So. Pacific
Sea Bright, N.J., Cent. of N.J
Seabrook, La.,
New Orl. & North-east
Seabrook, Md., Penna
Seabrook, N.H., Boston & Me
Seabrook, S.C.,
Charleston & West. Car
Seabrook, Tex.,
Galv. Har. & San Ant
Seabrook Bridge, Tex.,
Galv. Har. & San Ant
Seabur, Tex.,
Missouri, Kan. & Texas
Seabury, Me., Boston & Maine
Seabury, Wash.,
Chicago, Mil & Puget Sd
" Spok. & Inland Empire
Sea Cliff, Cal., South. Pac
Sea Cliff, N.Y., Long Island
Sea Cliff Park, Ont.,
Michigan Central
Seafield, Ind.,
Pitts. Cin. Chic. & St. L
Seaford Del., Pennsylvania
Seaford, Ga., Ga. & Fla
Seaford, N.Y., Long Island
Seaforth, Minn.,
North-Western Line
Seaforth, Ont., Grand Trunk
Seager, Mich., Copper Range
Sea Girt, N.J., Cent. of N.J (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Seagoville, Tex.,
Texas & New Orleans
Seagrave, Ont., Grand Trunk
Seagrove, N.C.,
Aberdeen & Asheboro
Sea Isle City, N.J.,
Atlantic City (a)
" Pennsylvania (b)
(a) *and* (b) *about 515 yards apart*
Sea Isle Junction, N.J.,
Pennsylvania
Sealand, Wash.,
Ilwaco Ry. & Nav. Co
Seal Cove, N.F.,
Reid Newfoundland
Seale, Ala., Central of Ga
Seale, La., Kansas City South
Sealey, Okla., Frisco System
Sealey, Wis., North. Pac
Seal Garden, Cal., Pac. Elec
Sealover, O., Balt. & Ohio
Seals, Ga., Seaboard Air Line
Seals, S.C., Atl. Coast Line
Sealy, Tex.,
Gulf, Colo. & S. Fe* (b)
" Missouri, Kan. & Tex (a)
(a) *and* (b) *about ½ mile apart*
Seaman, Adams Co., O.,
Norfolk & Western
Seaman, Lorain Co., O.,
Loraine & West Va †
Seaman, Okla., Frisco Sys
Seamans, Mich.,
Grand Rapids & Ind
Seamens, W. Va.,
Baltimore & Ohio
Seapneck, Mich., Munising
Searchlight, Nev.,
A.T. & S.F., Coast Lines*
Searchmont, Ont.,
Algoma Cent. & H. Bay
Searcy, Ark.,
Chic. Rk. Isl. & Pac (a)
" Missouri & No. Ark (b)
(a) *and* (b) *about 580 yards apart*
Searcy, Ga., Louisv. & Nash
Searcy, Ky., Louisv. & Atl
Searcy, La., Louisiana & Ark
Searcys, Ala., Lv. & Nash
Searight, Ala., Central of Ga
Searles, Ala.,
Louisville & Nashv (a)
" Mobile & Ohio (b)
(a) *and* (b) *about ½ mile apart*
Searles, Cal., South. Pacific
Searles, Minn., Minn. & St. L
Sears, Ill., Chic. Rk. Isl. & Pac
Sears, Ind., Erie
Sears, Kan., Atl. Top. & S. Fe

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* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Sears, Mich., PereMarquette
Sears, N.C., Southern
Searsboro, Ia., Iowa Central
Sears' Point, Cal.,
Northwestern Pacific
Searsport, Me.,
Bangor & Aroostook
Seaside, LosAngelesCo., Cal.,
Los Ang. & San D. Beach
Seaside, Monterey Co., Cal.,
Southern Pacific
Sea Side, Fla., Atl. Coast Line
Seaside, Mass., N.Y.N.H.&H
Seaside, N.Y., Long Island
Seaside, Ore.,
Astoria & Col. River
Seaside Park, Cal., Pac. Elec
Seaside Park, N.J., Penna
Seasons, Idaho,
Idaho & Wash. North
Seasons, O.,
No. O. Trac. & L. Co (El)
Seatack, Va.,
Norfolk & Southern
Seaton, Ill., Iowa Central
Seatonville, Ill.,
Chicago, Ind. & So (a)
" Chicago, Mil. & St. P (a)
" North-Western Line
Seatonville Junction, Ill.,
Chicago, Ind. & South
Seat Pleasant, Md.,
Chesapeake Beach
Seattle, Wash.,
Chic. Mil. & Puget Sd
" Col. & Puget Sound (a)
" Great Northern (a)
" North. Pacific (a)
" Puget Sound Electric
Seattle Junction, Wash.,
Col. & Puget Sound
Seattle Mine, B.C.,
Kettle Valley Lines
Sea View, Mass.,
N.Y. New Hav. & Hart
Seaview, Wash., Ilwaco
Seaville (1),
Cape May Co., N.J.,
Atlantic City
Seaville (2),
Cape May Co., N.J.,
Pennsylvania
Sea Wall Junction, Md.,
Baltimore & Ohio
Seawright, O.,
Ohio River & Western
Seay, Ark., St. L. I. Mt. & So
Seays Mill, Ala.,
Birmingham & Atlantic
Sebago Lake, Me., Me. Cent
Sebastian, Fla.,
Florida East Coast
Sebastian, Tex.,
St. L. Brownsv. & Mex
Sebastopol, Cal.,
Northwestern Pacific
Sebeka, Minn., Great North
Sebewaing, Mich.,
Pere Marquette
Seboois, Me., Canadian Pac
Sebree, Idaho,
Oregon Short Line
Sebree, Ky., Louisv. & Nash
Sebree Springs, Ky.,
Louisville & Nashville
Sebrell, Va., Virginian
Sebring, O., Pennsylvania Co
Seboringville, Ont., Gd. Trunk
Secane, Pa., Penna
Secaucus, N.J., D. L. & W
Seco, Cal.,
A.T. & S.F., Coast Lines*
Second Lake, La.,
Opelousas, Gulf & N.E
Secor, Colo., Burl. Route
Secor, Ill., Tol. Peoria & W
Secora, Ia., North-West. Line
Secrest's, O., Balt. & Ohio
Secretan, Sask., Can. Pacific
Secret Valley, Cal.,
Nevada-California-Ore
Section Line Road, Ore.,
Portland Ry. L. & P. Co
Security, Tex.,
St. Louis South-west
Sedalia, Colo.,
Atch. Top. & S. Fe (a)
" Den. & Rio Grande (b)
(a) and (b) 120 yards apart
Sedalia, Fla.,
Apalachicola Northern
Sedalia, Ind., Vandalia
Sedalia, Mo.,
Mo. Kansas & Texas (a)
" Missouri Pacific (b)
(a) about ⅝ mile from (b)
Sedalia, N.D., North. Pacific
Sedalia, O., Det. Tol. & Iron
Sedam, Colo.,
Denver & Inter-Mount
Sedamsville, O.,
Balt. & Ohio So. W (a)
" Cleve. Cin. C. & St. L (b)
(a) and (b) 200 feet apart
Sedan, Ia., Burl. Route (a)
" Iowa & St. Louis (a)
Sedan, Kan., Missouri Pac
Sedan, Minn.,
Minn. St. P. & Sl. Ste. M
Sedan, Neb., St. Jo. & Gd. Isl
Seddon, Ala., Southern
Sedgewick, Alberta,
Canadian Pacific
Sedgwick, Ark.,
Cache Valley
" Frisco System
Sedgwick, Colo., Union Pac
Sedgwick, Kan.,
Atch. Top. & Santa Fe
Sedgwick, Phila. Co., Pa.,
Philadelphia & Reading
Sedgwick, Wis., D. S. S. & Atl
Sedgwick Junction, Kan.,
Atch. Top. & Santa Fe
Sedley, Ind., Grand Trunk
Sedley, Sask., Can. Pacific
Sedley, Va., Virginian
Sedro-Woolley, Wash.,
Great Northern (a)
" Northern Pacific (b)
(a) and (b) 200 yards apart
Sedwick, Tex., Tex. Central
Seebe, Alberta, Can. Pacific
Seebert, W. Va.,
Chesapeake & Ohio
Seeburger, Mo., Burl. Route
Seehorn, Ill., Burl. Route
Seeley, Pa., Balt. & Ohio
Seeley, Wis., North-West. L
Seeley Creek, N.Y., Erie
Seeley's, Ont.,
Brockv. Westp. & N.W
Seelyville, Ind., Vandalia
Seelyville, Pa., Del. & Hud
Seffner, Fla., Atl. Coast Line
Sefton, Va., Virginian
Seger, Cal., Southern Pacific
Seger, Tex.,
Houston & Texas Cent
Seguin, Kan., Union Pacific
Seguin, Mex., Nat. of Mex
Seguin, Tex., Gal. Har. & S. A
Seguin Falls, Ont., Grand Tk
Segundo, Colo., Colo. & Wyo
Segura, La.,
Morgan's La. & Texas
Sehome Junction, Wash.,
Great Northern
Seibert, Colo., Ch. R. I. & Pac
Seibert, La., Texas & Pacific
Seiboid, Okla.,
Mo. Okla. & Gulf
Seifert, Ind.,
Evansv. & Terre Haute
Seigen, La., La. Ry. & Nav. Co
Seigers, Miss., Illinois Cent
Seigert, Ill., Illinois Cent
Seigling, S.C., Southern
Seiple, Pa., Phila. & Reading
Seisholtzville, Pa.,
Philadelphia & Read
Seiss' Grove, Md.,
George's Creek & Cumb
Seitzland, Pa., Penna
Seitz Mill, Miss.,
Southern in Mississippi
Seitzville, Pa., Penna
Seivern, S.C., Southern
Seivern & Knoxv. Jn., S.C.,
Southern
Sekitan, O., B. & O. So. W (a)
" Cleve. Cin. C. & St. L (b)
(a) and (b) opposite
Selah, Mont., North. Pacific
Selby, Cal., Southern Pacific
Selby, Ind., Penna. Co
Selby, S.D., C. M. & St. Paul
Selby, Tex., St. L. So. West
Selbysport, Md., Balt. & Ohio
Seloytown, Ill., Chic. & Alton
Selbyville, Del., Penna
Selden, Kan., Ch. R. I. & Pac
Selden, N.M., At. Top. & S. Fe
Selden, O.,
C. & M. V (Penna. Lines)
Selden, Va., Ches. & Ohio
Selection, Ia.,
Albia & Centerville (a)
" Wabash (b)
(a) and (b) adjacent
Selfville, Ala.,
Louisville & Nashville
Selica, N.C., Southern
Seligman, Ariz.,
A.T. & S.F., Coast Lines*
Seligman, Mo.,
Frisco System (a)
" Missouri & No. Ark (a)
Selim, Ont., Canadian Pacific
Selina, Ga., Southern
Selinsgrove, Pa., Penna
Selinsgrove Junction, Pa.,
Pennsylvania
Selkirk, Kan., Mo. Pacific
Selkirk, Manitoba, Can. Pac
Selkirk, Mo.,
St. Louis South-western
Selkirk, Mont.,
Chic. Mil. & Puget Sd (a)
" Montana (a)
Selkirk, N.Y., West Shore
Selkirk, Pa.,
Dun. Alleg. Val. & Pitts
Selkirk, P.E.I., Pr. Ed. Island
Selkirk Junction, Manitoba,
Canadian Pacific
Sell, Pa., Pennsylvania
Sellar, Colo., Colo. Midland
Sellar's Lake, Fla.,
Atlantic Coast Line
Selle, Wash., Tacoma East
Seller's, Ala., Atl. Coast Line
Sellers, La., Yazoo & Miss. V
Sellers, S.C., Atl. Coast Line
Sellers, Tex., Int. & Gt. North
Sellers, Va., Norfolk & West
Sellersburg, Ind.,
Pitts. Cin. Chic. & St. L
Sellersville, Ala., Cent. of Ga
Sellersville, Pa., Ph. & Read
Sellew, Cal., So. Pac
Sellinger, Ill., Illinois Cent
Sellman, Tex., Frisco System
Sellmeyer, Ark.,
St. Louis, Iron Mt. & So
Sells, Ga., Gainesv. Mid
Sells Crossing, O.,
Pennsylvania Co
Sellwood, Ont.,
Can. North. Ont
Sellwood, Ore.,
Portland Ry. L. & P. Co
Sellwood Junction, Ont.,
Can. North. Ontario
Selma, Ala.,
Louisv. & Nashv (a) (b)
" Southern (a)
" Western of Ala (a) (b)
Street cars from (a) to (b)
Selma, Cal., South. Pacific
Selma, Ga.,
Garbutt & Don. S. L
Selma, Ind.,
Cleve. Cin. Chic. & St. L
Selma, Ia., Chic. Rk. Isl. & P
Selma, Kan.,
Mo. Kansas & Texas (a)
" Missouri Pacific (b)
Called Tribby on Mo. Pacific
(a) and (b) about 121 yards apart
Selma, La., St. L. Iron Mt. & So
Selma, Marquette Co., Mich.,
Marquette & Southeast
Selma, Wexford Co., Mich.,
Ann Arbor
Selma, Miss.,
Yazoo & Miss. Val
Selma, Mo., Frisco System
Selma, N.C., Atl. Coast L (a)
" Southern (b)
(a) and (b) adjacent
Selma, O., Pitts. Cin. Ch. & St. L
Selma Cotton Mill, Ala.,
Southern
Selman, W. Va., Balt. & Ohio
Selmaville, Ill., Illinois So
Selmer, Tenn., Mobile & Ohio
Selmes, Mont., North. Pac
Seloc, S.C., Alcolu
Seloca, Ala., Louisv. & Nashv
Selsa, Mo., Chicago & Alton
Seltice, Wash.,
Ore. RR. & Nav. Co
Selva, Mex., West Coast Rte
Selwyn (1),
San Diego Co., Cal.,
A.T. & S.F., Coast Lines*
Selwyn (2),
San Diego Co., Cal.,
Los Ang. & San D. Beach
Semans, Sask.,
Grand Trunk Pacific
Seminary, Miss.,
Gulf & Ship Island
Seminary, Va., Southern
Seminary Park, Cal., So. Pac
Seminole, Fla., Atl. Coast L
Seminole, —— Co., Ga.,
Georgia & Florida
Seminole, —— Co., Ga.,
Gulf Line
Seminole, Nowata Co., Okla.,
St. Louis, Iron Mt. & So
Seminole,
Seminole Co., Okla.,
Chicago, Rk. Isl. & Pac
Seminole, Tex.,
Gal. Har. & San Ant
Seminole, Carbon Co., Wyo.,
Union Pacific
Semlin, B.C., Canadian Pac
Semmes, Ala.,
New Orl. Mobile & Chic
Semond, Va., Virginian
Semora, N.C., Southern
Semper, Colo.,
Colorado & Southern
Semple, O., Northern Ohio
Senate, Tex.,
Chic. Rock Isl. & Gulf
Senath, Mo., Frisco System
Senatobia, Miss., Ill. Cent
Seneca, Ill.,
Chic. Rock Isl. & P (a)
" Cleve. Cin. C. & St. L (a)
Seneca, Kan., Mo. Pacific (a)
" St. Jos. & Grand Isl (a)
Seneca, Mo., Frisco system
Seneca, Neb., Burl. Route
Seneca (1), Seneca Co., O.,
Baltimore & Ohio
Seneca (2), Seneca Co., O.,
Toledo & Ohio Central
Seneca, Ont., Grand Trunk
Seneca, S.C., Blue Ridge (a)
" Southern (a)
Seneca, S.D., No. West. Line
Seneca, Tex.,
Gal. Har. & San Ant (a)
" Texas & New Orl (a)
Seneca, Va., Virginian
Seneca, W. Va., Balt. & Ohio
Seneca Castle, N.Y., No. Cent
Seneca Falls, N.Y.,
Lehigh Valley (a)
" N.Y.C. & Hud Riv (b)
(a) and (b) ½ mile apart
Seneca Mills, N.Y.,
N.Y. Cent. & Hud. Riv
Seneca River, S.C., Southern
Senecaville, O., Balt. & Ohio
Senegal, Tenn.,
Louisville & Nashville
Seney, Ga., Southern
Seney, Ia., North-West. Line
Seney, Mich., Dul. S.S. & At (a)
" Manistique (a)
Sengulo, Mex.,
National of Mexico
Sennett, N.Y.,
N.Y. Cent. & Hud. Riv
Senoia, Ga., Atl. Birm. & Atl
" Central of Georgia
Senter, Idaho, Oregon S. L
Sentinel, Alberta, Can. Pac
Sentinel, Ariz., So. Pacific
Sentinel, Ky., Ches. & Ohio
Sentinel, Okla.,
Kan. City, Mex. & Orient
Sentinel Butte, N.D., No. Pac
Separ, N.M., South. Pacific
Sepo, Ill., Burlington Route
Sepulveda, Cal., South. Pac
Sequatchie, Tenn.,
Nashv. Chatt. & St. L
Sequoyah, Okla., Frisco Sys
Serena, Cal., South. Pacific
Serena, Ill., Burl. Route
Sergeant, Pa., Penna
Serpent, Ont., Can. Pac
Serra, Cal.,
A.T. & S.F., Coast Lines*
Serrano, Cal., South. Pacific
Serrano, Mex., Nat. of Mex
Servia, Ind., Erie
Servia, Wash.,
Chic. Mil. & Puget Sd
Service, Colo.,
Denver, No. West. & Pac
Service, Miss., Gulf & Ship Isl
Servilleta, N.M.,
Denver & Rio Grande
Serviss, N.J., Raritan River †
Serviss Junction, N.J.,
Raritan River †
Servoss, Ariz.,
Arizona & Colorado
Sesbania, Mex., So. Pac
Sesikinika, Ont.,
Temiskaming & No. Ont
Sesma, Cal., South. Pacific
Sesma, Mex.,
Interoceanic of Mexico
Sespe, Cal., Southern Pacific
Sesser, Ill., Burl. Route
Session, Miss.,
Yazoo & Miss. Valley
Sessoms, Ga.,
Atlanta, Birm. & Atl
Sessum's, Miss., Mob. & Ohio
Setauket, N.Y., Long Island
Seth, Kan., Burl. Route
Settegast, Tex.,
Beaum. Sour Lake & W
Settlement, Ark.,
Missouri & North Ark
Settles, Mo., Chic. R. I. & Pac
Seuferts', Kan., Mo. Pacific
Seuferts, Ore., Great South
Seven Bridges, Pa.,
Condersp. & Port Alleg
Seven Mile, Ala.,
Western of Alabama
Seven Mile, Mo.,
St. L. Kennett & So. East
Seven Mile, O.,
Pitts. Cin. Chic. & St. L
Seven Mile, S.C., Southern
Seven Mile Creek, Wis.,
North-Western Line
Seven Mile Ford, Va.,
Norfolk & Western
Seven Mile Siding, Ga.,
Charleston & West Car
Seven Oaks, Tex.,
Houston, E. & W. Tex
Seven Persons, Assiniboia,
Canadian Pacific
Seven Pines, La.,
Bodcaw Valley
Seven Pines, Pa.,
Tuscarora Valley
Seven Stars, Adams Co., Pa.,
Western Maryland
Seventy-Six, Mo., Frisco Sys
Severance, Colo., Gt. West
Severance, Kan., St. J. & G. I
Severance, N.Y., Penna
Severance, Wis.,
North-Western Line
Severances, N.H., Bost. & Me
Severn, Md., Pennsylvania
Severn, N.C., Seab. Air Line
Severn, Ont., Grand Trunk
Severn Arch, Md.,
Pennsylvania
Severn Run, Md.,
Wash. Balt. & Annap. El
Severnside, Md.,
Maryland Electric
Severson, Ill.,
Cleve. Cin. Chic. & St. L
Severy, Kan., A.T. & S.Fe (a)
" Frisco System (a)
Sevier, N.C.,
Car. Clinch. and Ohio
Sevier, Utah, Den. & Rio Gr
Seville, Fla., Atl. Coast Line
Seville, Ga.,
Seaboard Air Line
Seville, Ill., Tol. Peo. & West
Seville, Mont., Gt. Northern
Seville, O., Baltimore & Ohio
Sewal, Ia., Chic. Mil. & St. P
Sewall, N.H., Boston & Maine
Sewall, Okla.,
Atch. Top. & Santa Fe
Sewall's Point, Va.,
Virginian
Sewanee, Tenn.,
Nashv. Chatt. & St. L
Seward, Ill., Illinois Central
Seward, Kan., Missouri Pac
Seward, Neb., Burl. Route (a)
North-West. Line (a)
(a) and (b) about 170 yards apart
Seward, N.Y., Del. & Hudson
Seward, O.,
Toledo & Western (El)
Seward, Okla.,
Atch. Top. & Santa Fe
Seward, Pa., Pennsylvania
Seward, Sask., Can. Pacific
Seward's Mill, N.F.,
Reid Newfoundland
Sewaren, N.J., Cent. of N.J (a)
" Pennsylvania (b)
" Phila. & Reading †
(a) and (b) 1 mile apart
Called Woodbridge on Penna. and P. & R
Sewell, Colo., Crystal River
Sewell, Manitoba, Can. Pac
Sewell, Md., Balt. & Ohio
Sewell, N.J., Penna
Sewell, W. Va., Ches. & Ohio
Sewickley,
Allegheny Co., Pa.,
Pennsylvania Co
Sexton, Ind., Ft. W. Cin. & Lv
Sexton, Ia., Chic. Mil. & St. P
Sexton, Kan., Missouri Pac
Seyberts, Ind., Lk. Sh. & M. S
Seyfert, Pa., Penna (a)
" Phila. & Reading (b)
Depots adjacent
Seymour, Ala.,
Louisv. & Nashv (a)
" Southern (a)
Seymour, Ct., N.Y. N. H. & H
Seymour, Ill., Illinois Cent
Seymour, Ind.,
Balt. & Ohio S. W (a)
" Pitts. Cin. Ch. & St. L (b)
" Southern Indiana (c)
(a), (b) and (c) 200 yds. apart
Seymour, Ia.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) 100 rods apart
Seymour, Mich.,
Pere Marquette
Seymour, Mo., Frisco System
Seymour, Neb., Union Pac
Seymour, Tex., Wichita Val
Seymour, Mineral Co., W. Va.,
Western Maryland
Seymour, Wis.,
Green Bay & Western
Seymour Park, Neb., Mo. Pac
Seymours Mill, Fla.,
Atlantic Coast Line
Shabaqua, Ont., Can. North
Shabbona, Ill., Burl. Route
Shabbona Grove, Ill.,
North-Western Line
Shackamaxon, Pa., Penna
Shackelford, Mo., Chic. & Alt
Shackleford, Miss.,
Yazoo & Miss. Valley
Shackleton, O., Norf. & West
Shacks, Miss.,
Natchez, Colum. & Mob
Shade, Mo., Frisco System
Shade Gap, Pa., E. Broad Top
Shadeland, Ind., Wabash
Shadeland, Crawford Co., Pa.,
Bessemer & Lk. Erie (a)
" Pennsylvania Co (b)
(a) and (b) about ¼ mile apart
Shademore, O.,
Pitts. Cin. Chic. & St. L
Shades, Ala.,
Birmingham South †
Shade's Creek, Ala., Lv. & N
Shadwell, Va., Ches. & Ohio
Shady, La., North. La. & Gulf
Shady Bend, Kan., Un. Pac
Shady Brook, Kan.,
Chicago, Rock Isl. & Pac
Shady Grove, Ala.,
Atlantic Coast Line
Shady Grove, Fla., W. Coast
Shady Grove, Ind., South. Ind
Shady Hill, Mass., Bost. & Me
Shady Oak, Ia.,
Ft. Dodge, Des M. & So
Shady Point, Okla.,
Kansas City South (a)
" Poteau Valley (b)
(a) and (b) adjacent

Shady Run, Cal., South. Pac
Shady Side, O.,
Ohio River & West (a)
" Pennsylvania Co (b)
(a) and (b) about 300 yards apart
Shady Side,
Allegheny Co., Pa.,
Pennsylvania
Shady Side, Mercer Co., Pa.,
Erie
Shady Side, W. Va.,
Coal & Coke
Shafer, Mich., No. West. Line
Shafer's, Minn., No. Pacific
Shaffer, Kan., At. Top. & S. F
Shaffer, Richland Co., O.,
Baltimore & Ohio
Shaffer, Pa., Pennsylvania
Shaffers, Mercer Co., O.,
Cincinnati Northern
Shaffers, W. Va., Balt. & Ohio
Shafton, Ia., Burl. Route (a)
" Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
" Davenp. R. I. & N. W (a)
" Iowa & Illinois (El) (c)
(a) and (c) adjacent
Called Folletts on Chic. Rk. Isl. & Pac
Shaft, Pa., Phila. & Reading
Shafter, Cal.,
A. T. & S. F., Coast Lines*
Shafter, Nev., Nev. North
Shafton, Ala.,
Birmingham South †
Shafton, Pa., Pennsylvania
Shaftsburg, Mich., Gd. Trunk
Shaftsbury, Vt., Rutland
Shaganappi, Alberta,
Canadian Pacific
Shag Harbor, N.S.,
Halifax & Southwest
Shahapta, Ore., Ore. Elec
Shainline, Pa., Phila. & Read
Shaker Crossing, N.Y., Erie
Shaker Crossing, O.,
Day. L. & C. RR. & T. Co
Shaker Station, Ct.,
N.Y. New Hav. & Hart
Shakespeare, O.,
Columbus & Southern
Shakespeare, Ont., Gd. Tk
Shakopee, Scott Co., Minn.,
Chic. Mil. & St. P (a)
" North-West. Line (a)
Shale, Ala., Louisv. & Nashv
Shale, Colo., Denv. & Rio G
Shaleton, Mo., Burl. Route
Shallow Lake, Ont.,
Grand Trunk
Shambaugh, Ia., Burl. Route
Shamberger, La.,
Kansas City Southern
Shamokin, Pa., Penna (a)
" Phila. & Reading (b)
Depots adjacent
Shamrock, Berks Co., Pa.,
Phila. & Reading
Shamrock,
Northumberland Co, Pa.,
Pennsylvania
Shamrock,
Somerset Co., Pa.,
Baltimore & Ohio
Shamrock, Tex.,
Chicago, Rk. Isl. & Gulf
Shanawan, Manitoba,
Canadian Pacific
Shand, Assiniboia, Can. Pac
Shandaken, N.Y., Ulst. & Del
Shandon, N.C.,
Atlantic Coast Line
Shandon, O.,
Chicago, Cin. & Louisv
Shandy, Tenn., Illinois Cent
Shaner, Pa., Balt. & Ohio
Shanerburg, Pa.,
Williamsp. & North Br
Shanghai, Tex.,
Galv, Harrisb. & San Ant
Shaniko, Ore.,
Oregon RR. & Nav. Co
Shanklin, Ky., Louisv. & Atl
Shanktown, Pa.,
N. Y. Cent. & Hud. R. (a)
" Pennsylvania (a)
Shanley, N.Y.,
New York & Ottawa
Shannock, R.I.,
N.Y. New Hav. & Hart
Shannon, Ark., Frisco Sys
Shannon, Ga., Southern
Shannon, Ill., Ch. Mil. & St. P
Shannon, Ia.,
Chicago Gt. Western
Shannon, Kan., Mo. Pacific
Shannon, Miss., Mob. & Ohio
Shannon, O., Penna. Co
Shannon, Pa., Pennsylvania
Shannon, Va.,
Car. Clinch. and Ohio
Shannondale, Mo., Wabash
Shannon's Run, O.,
Wheeling & Lake Erie
Shannonville, Ont.,
Grand Trunk
Shannopin, Pa., Pitts. & L. E
Sharbot Lake, Ont.,
Canadian Pacific (a)
" Kingston & Pemb (a)

Shark River, N.J., C. of N.J
Sharman, Md., Balt. & Ohio
Sharon, Cal.,
A. T. & S. F., Coast Lines*
Sharon, Ga., Georgia
Sharon, Ia., Chic. Rk. Is. & Pac
Sharon, Kan., Atch. Top. & S. F
Sharon, Ky., Chesa. & Ohio
Sharon, Md., Md. & Penna
Sharon, Mass., N.Y. N.H. & H
Sharon, Mich., Pere Marq
Sharon, N.J., Pem. & Hights
Sharon, N.Y.,
N.Y. Cent. & Hud. Riv
Sharon, N.D., Great Northern
Sharon, Pa., Erie (a)
" Lake Shore & Mich. S (b)
" Pennsylvania Co (c)
(a) and (b) adjacent
(c) about ½ mile from (a) and (b)
Sharon, S.C., Southern
Sharon, Tenn., Illinois Cent
Sharon, Vt., Cent. Vermont
Sharon, Wash.,
Spok. & Inland Empire
Sharon, Wis., No. West. Line
Sharon Center, O., No. Ohio
Sharon Centre, Pa.,
New York & Penna
Sharon Heights, Mass.,
N.Y. New Hav. & Hart
Sharon Hill, Ala.,
Birmingham South †
Sharon Hill, Pa., Penna
Sharon Park, Pa.,
Phila. Newtown & N.Y
Sharon Springs, Kan.,
Union Pacific
Sharon Springs, N.Y.,
Delaware & Hudson
Sharon Station, Miss.,
Kingston & Cent. Miss
Sharon Station, N.Y.,
N.Y. Cent. & Hud River
Sharonville,
Hamilton Co., O.,
Cincinnati North (a)
" Cleve. Cin. Ch. & St. L (a)
Sharp, N.J., Pennsylvania
Sharp, S.C., Southern
Sharp, Utah,
San Ped. Los Ang. & S. Lk
Sharp Junction, Tenn.,
Louisville & Nashville
Sharpe, Ga., Chatt. Southern
Sharpe, Kan., At. Top. & S. Fe
Sharpe, Tex.,
Galv. Beaum. & N. E
Sharpes, Fla., Fla. E. Coast
Sharp's, Ill., Balt. & Ohio S. W
Sharps, Ind., Cent. Indiana
Sharps, La.,
Yazoo & Miss. Valley
Sharps, N.C., Norf. & West
Sharps, Pa., Pennsylvania
Sharpsboro, Ga., Cent. of Ga
Sharpsboro, Mo., Frisco Sys
Sharpsburg, Ia., Burl. Route
Sharpsburg, N.C.,
Atlantic Coast Line
Sharpsburg, O.,
Marietta, Col. & Cleve
Sharpsburg, Pa.,
Baltimore & O (a)
" Pennsylvania (b)
Sharp's Hill, Del., Penna
Sharpsville, Ind., Lk. E. & W
Sharpsville, Pa., Erie (a)
" Lk. Shore & Mich. So †
" Pennsylvania Co (b)
" Sharpsville (c)
(a) ½ mile from (b) and (c)
(b) and (c) adjacent
Sharrett's, Md., Penna
Shasta, O.,
Toledo, St. L. & West
Shasta Retreat, Cal., So. Pac
Shasta Springs, Cal.,
Southern Pacific
Shatto, Tex.,
Galv. Har. & San Ant
Shattuc, Ill.,
Balt. & Ohio Southw (a)
" Burlington Route (a)
Shattuck, Okla.,
Atch. Top. & Santa Fe
Shaufler, Tex.,
Kan. City, Mex. & Orient
Shavano, Tex.,
San Ant. & Aran. Pass
Shaversville, W. Va.,
Baltimore & Ohio
Shavertown, N.Y.,
Delaware & Eastern
Shavertown, Pa.,
Lehigh Valley
Shaw, Kan., At. Top. & S. Fe
Shaw, La., Texas & Pacific
Shaw, Miss., Yazoo & Miss. V
Shaw, N.M., Santa Fe Pacific*
Shaw, Ore., Southern Pacific
Shaw, Pa., Balt. & Ohio
Shaw, Wash., North. Pacific
Shaw, W. Va., Western Md
Shawan, Mo., Frisco System

Shawanaga (1),
Parry Sound Dist., Ont.,
Can. North. Ontario
Shawanaga (2),
Parry Sound Dist., Ont.,
Canadian Pacific
Shawanee, Ky., Lex. & East
Shawanee, Tenn., Lv. & Nash
Shawano, Colo., Den. & Rio G
Shawano, Wis.,
North Western Line
" Wisconsin & Northern
Shawano Junction, Wis.,
North Western Line
Shawboro, N.C., Norf. & So
Shawbridge, Que.,
Canadian North. Que
" Canadian Pacific
Shawhan, Ky., Lv. & Nash
Shawhoma, Okla.,
Missouri, Kan. & Texas
Shawinigan Falls, Que.,
Can. Northern Que (a)
" Canadian Pacific (b)
Shawinigan Junc., Que.,
Can. Northern Quebec
Shaw Junction, Pa.,
Pittsburgh & Lake Erie
Shawmont, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) about 1-6 mi. apart
Shawmut, Ala.,
Chattahoochee Valley
Shawmut, Ark.,
Gurdon & Ft. Smith
Shawmut, Me., Maine Cent
Shawmut, Mass.,
N.Y. New Hav. & Hart
Shawmut, Pa., Erie (a)
" Pitts. Shawmut & No (a)
Shawmut & Milton Jn, Mass.,
N.Y. New Hav. & Hart
Shawnee, Colo.,
Colorado & Southern
Shawnee, Ga., Brinson
Shawnee, Ky., Lex. & Eastern
Shawnee, N.D., Great North
Shawnee, O.,
Baltimore & Ohio (a)
" Zanesv. & Western (b)
(a) and (b) ½ mile apart
Shawnee, Okla.,
Atch. Top. & S. Fe (a)
" Chic. Rock Isl. & Pac (b)
" Missouri, Kan. & Tex (c)
(a) and (b) about ½ mile apart
(a) and (c) about ½ mile apart
(b) and (c) 300 yards apart
Shawnee, Tex.,
Texas & New Orleans
Shawnee, Wash.,
Oregon RR. & Nav. Co
Shawnee, Wyo., No. W. Line
Shawnee Junction, O.,
Baltimore & Ohio
Shawneetown, Ill.,
Balt. & Ohio Southw (a)
" Louisville & Nash (b)
(a) and (b) ½ mile apart
Shawneetown Junction, Ill.,
Louisville & Nashville
Shawnigan Lake, B.C.,
Esquimalt & Nanaimo
Shawondasee, Ia.,
Chicago, Mil. & St. Paul
Shaw's, Ill., Burl. Route
Snaws, Pa., Erie
Shawswick, Ind., South. Ind
Shawtown, Wis., Ch. M. & St. P
Shawville, O., Lk. Sh. & M. So
Shawville, Que., Can. Pacific
Shawsville, Pa.,
N.Y. Cent. & Hud. Riv
Shawsville, Va., Norf. & West
Shaw Town, O.,
N.Y. Chicago & St. L
Shay, Ky., Ches. & Ohio
Shea, Ga., Atl. Coast Line
Shea, Okla., Frisco System
Shea, Wis., Mineral Pt. & No
Sheakspere, Cal.,
Los Angeles-Pacific (El)
Shear, La., Gulf, Colo. & S. F*
Shearer, Ky., Louisv. & Nash
Shearers, Pa., Phila. & Read
Shearson, Ind.,
Elgin, Joliet & Eastern
Shearwood, Ga.,
Savannah & Statesboro
Sheatenheims, O.,
Cleve. Cin. Chic. & St. L
Shebandowan, Ont., Can. Pac
Sheboygan, Wis.,
North Western Line
Sheboygan Falls, Wis.,
North Western Line
Shedd, Okla.,
Chicago. Rk. Isl. & Pac
Shedd, Ore., South. Pacific
Shedden, Ont.,
Michigan Central (a)
" Pere Marquette (b)
(a) and (b) about 130 yards apart
Shed-Field, Ind.,
Indiana Harbor Belt †

Shediac, N.B., Intercolonial
Shed's Corner's, N.Y.,
Lehigh Valley
Sheehan, Mo., St. L. I. Mt. & S
Sheeks, Ind., Balt. & Ohio S. W
Sheeley's, Neb., Union Pac
Sheepdale, Mich.,
Manistee & Gd. Rapids
Sheep Mountain, Wyo.,
Laramie, H. Peak & Pac
Sheep Run, W. Va.,
Cairo & Kanawha
Sheepscot, Me.,
Wiscasset, Wat. & Farm
Sheepshead Bay, N.Y.,
Long Island
Sheff, Ind., Chic. Ind. & South
" Cleve. Cin. Chic. & St. L
Sheffer, Pa., Stewartstown
Sheffield, Ala.,
Louisville & Nash (a)
" Northern Alabama (a)
" Southern (a)
Sheffield, Ga., Atl. Coast Line
Sheffield, Ill., Ch. Rk. Isl. & Pac
Sheffield, Ind., Penna. Co
Sheffield, Ia., Iowa Central
" St. Paul & Des Moines
Sheffield, Mass.,
N.Y. New Hav. & Hart
Sheffield, Mich., Gd. Trunk
Sheffield, Mo.,
Atch. Top. & S. Fe (a)
" Chic. Mil. & St. Paul (a)
" Frisco System (b)
" Kansas City South (b)
" Missouri Pacific (c)
" St. L. K. City & Colo ‡ (b)
(a) and (b) about ¼ mile apart
(a) and (c) about ¼ mile apart
(b) and (c) adjacent
Sheffield (1), Lorain Co., O.,
Baltimore & Ohio
Sheffield (2), Lorain Co., O.,
N.Y. Chic. & St. Louis
Sheffield, Pa., Penna (a)
" Sheffield & Tionesta (a)
" Tionesta Valley (b)
(a) and (b) adjacent
Sheffield, S.D., Great North
Sheffield, Tenn.,
Cin. New Orl. & Tex. Pac
Sheffield, W. Va.,
Little Kanawha
Sheffield Junction, Ala.,
Southern
Sheffield Junction, Mo.,
St. L. Kan. City & Colo ‡
Sheffield Junction, Pa.,
Baltimore & Ohio (a)
" Tionesta Valley (a)
Sheffield Mill, Minn.,
Chicago Great Western
Sheffield Mills, N.S.,
Dominion Atlantic
Sheffield Tannery, Pa.,
Tionesta Valley
Sheho, Sask., Canadian Pac
Shekomeko, N.Y.,
Central New England
Shelbina, Mo., Burl. Route
" Shelby County
Shelburn, Ind., Ev. & Ter. H
Shelburn, La.,
St. Louis, Iron Mt. & So
Shelburn, Ore.,
Corvallis & East (a)
" Southern Pacific (a)
Shelburne, N.H., Gd. Trunk
Shelburne, N.S.,
Halifax & Southwest
Shelburne, Ont., Can. Pacific
Shelburne, Vt., Rutland
Shelburne Falls, Mass.,
Boston & Maine (a)
" N.Y. N. Hav. & Hart (a)
Shelburne Junction, Mass.,
Boston & Maine (a)
" N.Y. N. Hav. & Hart (a)
Called Conway Junction on N.Y. N. H. & H
Shelby, Ala., Louisv. & Nash
Shelby, Ia., Chic. Rk. Isl. & P
Shelby, Ind.,
Chic. Ind. & Louisv (a)
" Chic. Ind. & South (a)
Shelby, Ky.,
Chesapeake & Ohio
Shelby, Oceana Co., Mich.,
Pere Marquette
Shelby, Miss.,
Yazoo & Miss. Valley
Shelby, Mont., Great North
Shelby, Neb., Union Pacific
Shelby, N.C.,
Seaboard Air Line (a)
" Southern (b)
(a) and (b) ¾ mile apart
Shelby, O., Balt. & Ohio (a) (b)
" Cl. Cin. Chic. & St. L (a)
(a) and (b) 7-10 mile apart
(a) called Shelby Junction on B. & O
Shelby, Va., Virginian

Shelby City, Ky., Lv. & Nash
Shelby Junction, O.,
Baltimore & Ohio (a)
" Cl. Cin. Chic. & St. L (a)
Called Shelby on C. C. C. & St. L
Shelby Junction, Tex.,
Houston, E. & W. Texas
Shelbys, Ind., Wabash
Shelby Springs, Ala., South
Shelbyville, Ill.,
Chic. and East. Ill (a)
" Cl. Cin. Ch. & St. L (b)
(a) and (b) about ½ mi. apart
Shelbyville, Ind.,
Cl. Cin. Ch. & St. L (a)
" Pitts. Cin. Ch. & St. L (a)
(a) and (b) 1-5 mile apart
Connect at Junction
Shelbyville, Ky.,
Chesapeake & Ohio (a)
" Louisville & Nash (a)
" Southern (b)
(a) and (b) ½ mile apart
Shelbyville, Mich., Gd. R. & I
Shelbyville, Mo.,
Shelby County
Shelbyville, Tenn.,
Nash. Chatt. & St. Louis
Sheldahl, Ia.,
North-Western Line
Sheldon, Graham Co., Ariz.,
Arizona & New Mexico
Sheldon, Ill.,
Cl. Cin. Chic. & St. L (a)
" Tol. Peo & West (a)
Sheldon, Ia.,
Chic. Mil. & St. Paul (a)
" Illinois Central (b)
" North-West. Line (a)
(a) and (b) 1000 feet apart
Sheldon, Mo., Missouri Pac
Sheldon, N.D., North. Pac
Sheldon, Pa., Cent. of N. Jer
Sheldon, S.C.,
Charl. & West. Carolina
Sheldon, Tex., Tex. & N. Orl
Sheldon, Vt., Central Vt (a)
" St. Johns. & Lk. Ch (b)
Called Sheldon Jn. on C. Vt
Connect at Junction
Sheldon, W. Va.,
Kanawha & Michigan
Sheldon, Wis.,
Minn. St. P. & Slt. Ste. M
Sheldon Junction, Ia.,
Chicago, Mil. & St. Paul
Sheldon Junction, Vt.,
Central Vermont (a)
" St. Johns. & Lk. Ch (a)
Called Sheldon on St. J. & Lk. Ch
Sheldon Park, Ill.,
Chicago & West Ind
Sheldon's, Mich., Mich. Cent
Sheldon Spring, Vt.,
Central Vermont
Sheldrake, N.Y., Lehigh Val
Sheley's, O., Cin. Ham. & Day
Shell Beach, La., La. South
Shell Creek, Fla.,
Atlantic Coast Line
Shell Creek, Tenn.,
East Tenn. & W. N. C
Shelley, Idaho,
Oregon Short Line
Shellhorn, Ala.,
Atlantic Coast Line
Shell Lake, Ark.,
Crittenden †
Shell Lake, Wis.,
North Western Line
Shellman, Randolph Co., Ga.,
Central of Georgia
Shellmans, Bartow Co., Ga.,
Seaboard Air Line
Shell Mound, Cal., So. Pac
Shellmound, Tenn.,
Nash. Chatt. & St. Louis
Shell Rock, Ia.,
Chicago Gt. West (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) 1¼ miles apart
Shells, Ala.,
Tombigbee Valley
Shellsburg, Ia.,
Chicago, Rk. Isl. & Pac
Shell Siding, Tex.,
Galv Houst. & Hen (a)
" Galv. Houston & No (b)
" Int. & Great North (a)
" Mo. Kans. & Tex (a)
Shellville, Cal., No. West. Pac
" Southern Pacific
Spelled Schellville on N.W.P
Shelly, Ga., Georgia North
Shelly, Manitoba, Can. Pac
Shelly, Minn.,
Great Northern
Shelly, Pa., Phila. & Read
Shelocta, Pa.,
Buffalo, Roch. & Pitts
Shelton, Colo.,
Atch. Top. & Santa Fe
Shelton, Ct., N.Y. N. H. & H
Shelton, Neb., Union Pacific
Shelton, S.C., Southern

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Shelton, Tenn., Tenn. Cent
Shelton, Va., Norf. & So
Shelton, Wash., Peninsular
Shelton, W.Va.,
Coal & Coke
Shelton Junction, Colo.,
Atch. Top. & Santa Fe
Shelton's, La.,
Arkansas, La. & Gulf
Shelton's Grove, O., Erie
Shelvey, Pa.,
Pitts. Shawmut & North
Shenacadie, N.S., Intercol
Shenandoah, Ia.,
Burl. Route (a) (b)
" Wabash (c)
(a) ¾ mile from (b) and (c)
(b) and (c) adjacent
Shenandoah, Pa., Leh. Val (a)
" Pennsylvania (b)
" Phila. & Reading (c)
(a) and (b) about ½ mi. apart
(a) and (c) about ½ mi. apart
Shenandoah, Va.,
Norfolk & Western
Shenandoah, W.Va.,
Baltimore & Ohio
Shenandoah Junction, Pa.,
Lehigh Valley
Shenandoah Junc., W.Va.,
Baltimore & Ohio (a)
" Norfolk & Western (a)
Shenandoah Valley Jn., Va.,
Southern
Shenango, Pa.,
Bessemer & Lk. Erie (a)
" Erie (a)
" Pennsylvania Co (a)
Shenk's Ferry, Pa., Penna
Shennington, Wis.,
North Western Line
Shepard, Alberta, Can. Pac
Shepard, Ga., Ga. & Fla
Shepard, Ia., Chic. Gt. West
Shepard, N.D., North. Pacific
Shepard, S.C., Seab. Air Line
Shepards, Ala.,
Carrollton Short Line
Shepards, Ark.,
Jonesb. Lk. City & East
Shepards, O.,
Ohio Central Lines
Shepard's, Tenn., Lv. & Nash
Shepard's, Vt. Barre †
Shepardsville, Mich.,
Grand Trunk
Shepaug, Ct., N.Y., N.H. & H
Shepherd, D.C., Balt. & Ohio
Shepherd, Ill., Wabash
Shepherd, Mich., Ann Arbor
Shepherd, Tex.,
Hous. East & West Tex
Shepherds, Ala., West. of Ga
Shepherds, N.C., Southern
Shepherdstown, W.Va.,
Norfolk & Western
Shepherdsville, Ky., Lv. & N
Shepley, Wis., No. West. Line
Sheppard, Ark.,
St. Louis, Iron Mt. & So
Sheppard, Md.,
Maryland & Penna
Sheppard, Ont., Can. Pac
Sheppard, Wis.,
North-Western Line
Sheppards, Fla., Lv. & Nash
Sheppards, Ga.,
Savannah Valley †
Sheppard's Mills, N.J.,
Central of New Jersey
Sheppard's Ridge, O.,
Ohio River & Western
Sheppardtown, Miss.,
Southern in Mississippi
Shepperson, Va., Lv. & Nash
Sheppton, Pa.,
Lehigh Valley
Sherack, Minn., No. Pacific
Sherard, Miss.,
Yazoo & Miss. Valley
Sherborn, Mass.,
N.Y. New Hav. & Hart
Sherbrooke, Que.,
Boston & Maine (a)
" Canadian Pacific (b)
" Grand Trunk (a)
" Quebec Central (a)
(a) and (b) ¼ mile apart
Sherbrooke Junction, Que.,
Canadian Pacific
Sherburn, Minn.,
Chicago, Mil. & St. P (a)
" Minn. & St. Louis (b)
(a) and (b) 113 yards apart
Sherburne, N.Y., Del. L. & W
Sherburne Four Cor., N.Y.,
New York, Ont. & West
Sherdahl, Kan., Mo. Pacific
Sheridan, Ark.,
Pine Bluff & Western
Sheridan, Placer Co., Cal.,
Southern Pacific
Sheridan, Sonoma Co., Cal.,
Northwestern Pacific
Sheridan, Fla.,
Atlantic Coast Line
Sheridan, Idaho, No. Pacific
Sheridan, Kankakee Co., Ill.,
Chicago Southern †
Sheridan, Lasalle Co., Ill.,
Burlington Route
Sheridan, Ind., Ch. Ind. & Lv
Sheridan, Mich.,
Grand Trunk (a)
" Pere Marquette (b)
(a) and (b) about ½ mi. apart
Sheridan, Mo., Chic. Gt. W
Sheridan, Mont., No. Pacific
Sheridan, N.Y., Erie (a)
" Pennsylvania (b)
(a) and (b) 1½ miles apart
Sheridan, O., Norf. & West
Sheridan, Coos Co., Ore.,
Coos B. Roseb. & East
Sheridan, Yamhill Co., Ore.,
Southern Pacific
Sheridan, Allegh'y Co., Pa.,
Pennsylvania
" Pitts. Cin. Chic. & St. L
Sheridan, Cambria Co., Pa.,
Pennsylvania
Sheridan, Lebanon Co., Pa.,
Phila. & Reading
Sheridan, Tex.,
San Ant. & Aran. Pass
Sheridan, Wash., No. Pacific
Sheridan, W.Va., Ches. & Ohio
Sheridan, Wis.,
Minn. St. P. & Slt. Ste. M
Sheridan, Wyo., Burl. Route
Sheridan Junction, Colo.,
Colorado & Southern
Sheridan Junction, Ill.,
Burlington Route
Sheridan Junction, Ore.,
Southern Pacific
Sheridan Lake, Colo., Mo. Pac
Sheridan Park, Ill.,
Chic. Mil. & St. Paul
Sherks, Ont., Grand Trunk
Sherleys, Ky.,
Louisville & Nashville †
Sherlock, Wash., North. Pac
Sherlocks, Mich.,
North-Western Line
Sherman, Cal.,
Los Angeles-Pacific (El)
Sherman, Sangamon Co., Ill.,
Chicago & Alton
Sherman, Ia.,
St. Paul & Des Moines
Sherman, Kan.,
Chicago, Rk. Isl. & Pac
Sherman, Ky.,
Cin. New Orl. & Tex. Pac
Sherman, Me.,
Bangor & Aroostook
Sherman, Miss., Frisco Sys
Sherman, Mo., Missouri Pac
Sherman,
Chautauqua Co., N.Y.,
Pennsylvania
Sherman, O.,
N.Y. Chic. & St. Louis
Sherman, Summit Co., O.,
Erie
Sherman, S.D., Great North
Sherman, Tex.,
Frisco System (a)
" Gulf, Colo. & S. Fe (b)
" Hous. & Tex. Cent (a)
" Mo. Kansas & Tex (c)
" St. Louis So. West (b)
" Texas & Pacific (a)
(a) and (b) ½ mile apart
(a) and (c) ¼ mile apart
(b) and (c) 300 yards apart
Sherman, W.Va.,
Baltimore & Ohio
Sherman, Wyo., Union Pac
Sherman City, Kan.,
Missouri, Kan. & Texas
Sherman Heights, Tenn.,
Southern
Sherman Junction, Cal.,
Los Angeles-Pacific (El)
Sherman Junction (1)
Grayson Co., Tex.,
Missouri, Kansas & Tex
Sherman Junction (2),
Grayson Co., Tex.,
Texas & Pacific
Sherman Park, N.Y.,
N.Y. Cent. & Hud. Riv
Sherman's, Vt.,
Hoosac Tunnel & Wilm
S.S. & S. Crossing, Tex.,
Texas Midland
Shermansville, Pa.,
Bessemer & Lake Erie
Shermerville, Ill.,
Chicago, Mil. & St. Paul
Sherrard, Ill.,
Chicago, Rk. Isl. & Pac
Sherrick, Pa., Balt. & Ohio
Sherrill, Ark., St. L. So. West
Sherrill, N.Y., West Shore
Sherring, Ont., Canadian Pac
Sherrington, Que., Gd. Trunk
Sherrod, Colo.,
Colorado & Southern
Sherrodsville, O.,
Wheeling & Lake Erie
Sherry, Wis.,
Minn. St. P. & Slt. Ste. M
Sherry Junction, Wis.,
North-Western Line
Sherwin, Kan., Frisco Sys (a)
" Missouri Pacific (a)
Sherwin, N.J., Atlantic City
Sherwin, Tex.,
Mo. Kans. & Tex
Sherwood, Cal., No. West. Pac
Sherwood, Colo., Denv. & R.G
Sherwood, Ind.,
Cleve. Cin. Chic. & St. L
Sherwood, Ia., Illinois Cent
Sherwood, Md., Penna
Sherwood, Mich., Mich. Cent
Sherwood, Minn.,
Dul. Missabe & North
Sherwood, Miss.,
New Orl. Mobile & Chic
Sherwood, N.D., Gt. North
Sherwood, O., Balt. & Ohio (a)
" Cincinnati North (a)
Sherwood Ore., South. Pac
Sherwood, Pa., Penna
Sherwood, P.E.I.,
Prince Edward Island
Sherwood, Tenn., N.C. & St. L
Sherwood, Va., Ches. & Ohio
Sherwood, Wash.,
Col. & Puget Sound
Sherwood, W.Va.,
White Oak
Sherwood, Wis.,
Chicago, Mil. & St. P (a)
" Minn. St. P. & S. Ste. M (a)
Sherwood Junction, Cal.,
Northwestern Pacific
Sherwoodsburg, O.,
Zanesv. & Ohio River
Shestak, Neb., Burl. Route
Shevlin, Manitoba, Can. No
Shevlin, Minn., Great North
Shewan, N.B., Can. Pacific
Shewano, Wis., N.W. Line
Shewano Junction, Wis.,
North-Western Line
Shewmake, Ga.,
Macon, Dublin & Sav
Sheyenne, N.D., No. Pacific
Shibley, Ark.,
St. Louis, Iron Mt. & So
Shickley, Neb., Burl. Rte (a)
" North-West. Line (b)
(a) and (b) about 258 yards apart
Shickshinny, Pa., Del. L. & W
Shideler, Ind., Ft. W. Cin. & Lv
Shields, B.C., Canadian Pac
Shields, Kan., Mo. Pacific
Shields, Saginaw Co., Mich.,
Michigan Central
Shields, Mont., Gt. Northern
Shields, N.Y., Lehigh Valley
Shields, Allegheny Co., Pa.,
Pennsylvania Co
Shields, Indiana Co., Pa.,
Buffalo & Susquehanna
Shields, Tenn.,
Knoxville & Bristol
Shields, Utah,
San Pedro, Los A. & S. L
Shields, Va., Norf. & West
Shields Mills, Ind.,
Balt. & Ohio Southwest
Shiller, Wash., Peninsular
Shilling, Wis.,
Fairchild & No. East
Shilo, Manitoba,
Canadian Northern
Shiloh, Harris Co., Ga.,
Southern
Shiloh, Idaho,
Spokane International
Shiloh, Ill., Southern
Shiloh, La., Illinois Central
Shiloh, Mich., Pere Marquette
Shiloh, O., C.C.C. & St. L
Shiloh, Okla.,
Fort Smith & West (a)
" Missouri, Kan. & Tex (b)
(a) and (b) about 1 mile apart
Shiloh, Wis.,
Dul. South Shore & Atl
Shimer, Pa.,
Lehigh & New England
Also called Stoke Park
Shindiar, S.D.,
Chicago, Rk. Isl. & Pac
Shindle, Pa., Pennsylvania
Shine, Pa., Pennsylvania
Shiner, Tex.,
San Ant. & Aran. Pass
Shingiss, Pa., P.C.C. & St. L
Shingle, La.,
Chicago, Rk. Isl. & Pac
Shingle, Ont., Can. Pac
Shingle Creek, Fla.,
Atlantic Coast Line
Shingle House, Pa.,
New York & Penna
Shingle Mill, Wash., Gt. No
Shingle Mills, Cal.,
Oregon & Eureka
Shingler, Ga., Gulf Line
Shingle Springs, Cal., So. Pac
Shingleton, Mich.,
Duluth, So. Sh. & Atl (a)
" Manis. & Lk. Sup (a)
Shinhopple, N.Y.,
Delaware & Eastern
Shinn, Ill., Burlington Route
Shinnecock Hills, N.Y.,
Long Island
Shinnston, W.Va., Balt. & O
Shinrock, O.,
N.Y. Chic. & St. Louis
Shintown, Pa., Penna
Shiocton, Wis., G.B. & Wes
Ship Bottom, N.J.,
Pennsylvania
Shipley, Ia.,
St. Paul & Des Moines
Shipley, Md., Maryland El (a)
" Wash. Balt. & An. El (b)
(a) and (b) adjacent
Shipman, Ill., Chic. & Alton
Shipman, Miss.,
New Orl. Mobile & Chic
Shipman, Va., Southern
Shipp, Ark.,
St. Louis, Iron Mt. & So
Shipp, Tenn.,
Nash. Chatt. & St. Louis
Shippegan, N.B., Caraquet
Shippen, Pa., Penna
Shippensburg, Pa.,
Cumberland Val (a)
" Phila. & Reading (b)
" Western Maryland (b)
(a) and (b) ¼ mi. apart
Shippenville, Pa., Balt. & Ohio
Shipp Ferry, Ark.,
St. Louis, Iron Mt. & So
Ship Road, Pa., Penna
Shipshewana, Ind.,
Lake Sh. & Mich. So (a)
" St. Jos. Vy. Trac (El) (b)
(a) and (b) adjacent
Shipshewana Lake, Ind.,
St. Jos. Vy. Trac (El)
Shipton, Kan., Union Pacific
Shiremanstown, Pa.,
Cumberland Valley
Shire Oaks, Pa., Penna
Shirland, Ill., Ch. Mil. & St. P
Shirley, Ark.,
Missouri & North Ark
Shirley, Colo.,
Chic. Rk. Isl. & Pac (a)
" Denver & Rio G (a)
Shirley, Ill., Chicago & Alton
Shirley, Ind.,
Cleve. Cin. Chic. & St. L
Shirley, Me.,
Bangor & Aroostook
Shirley,
Middlesex Co., Mass.,
Boston & Maine
Shirley, Suffolk Co., Mass.,
Bost. Rev. Bch. & Lynn
Shirley, Minn., Great North
Shirley, Mont., North. Pac
Shirley, N.H., Boston & Me
Shirley, Pa., East Broad Top
Shirley Hill, Ind.,
Chic. Ind. & Louisv
Shirleyton, Tenn.,
Nash. Chatt. & St. Louis
Shiro, Tex., Trinity & Braz. V
Shivers, Miss.,
Gulf & Ship Island
Shivers Crossing, Tenn.,
Louisville & Nashville
Shiverville, Ala.,
Manistee & Repton
Shoaf, Pa., Balt. & Ohio
Shoal Harbor, N.F.,
Reid Newfoundland
Shoal Lake, Manitoba
Canadian Pacific
Shoals, Ind., Balt. & Ohio S.W
Shoals, N.C., Southern
Shoals, W.Va., Norf. & West
Shoals Junction, S.C.,
Southern (a)
" Ware Shoals (a)
Shober, Pa., Balt. & Ohio
Shobonier, Ill., Illinois Cent
Shockey's, Md., West. Md
Shock's Mills, Pa., Penna
Shoemaker, N.M.
Atch. Top. & Santa Fe
Shoemaker, O.,
Toledo Terminal †
Shoemaker Junction, O.,
Cincin. Ham. & Dayton
Shoemakers,
Monroe Co., Pa.,
Delaware Valley
Shoemakers,
Schuylkill Co., Pa.,
Lehigh Valley
Shoemakersville, Pa.,
Pennsylvania (a)
" Phila. & Reading (b)
(a) and (b) about ½ mi. apart
Shoenberger, Pa., Penna
Shoffner, Ark.,
Chicago, Rk. Isl. & Pac
Shoffner, Tenn.,
Nash. Chatt. & St. Louis
Shoffner, Va., Norf. & West
Shogomoc, N.B., Can. Pacific
Shohola, Pa., Erie
Shokan, N.Y., Ulster & Del
Sholes, Neb., No. West. Line
Sholim, Cal., South. Pacific
Sholls, Ill.,
Peoria Ry. Terminal
Shongo, Allegany Co., N.Y.,
Buffalo & Susque
Shongo,
Cattaraugus Co., N.Y.,
Pennsylvania
Shonky, Okla.,
Mo. Kans. & Texas
Shonts, Alberta,
Grand Trunk Pacific
Shook, Kan., Mo. Pacific
Shop Creek, Ill., Illinois Cent
Shope, Ariz.,
A.T. & S.F., Coast Lines *
Shopiere, Wis., N. W. Line
Shop Springs, Tenn.,
Tennessee Central
Shopton, Okla.,
Midland Valley
Shore, Wash., North. Pacific
Shore Acres, B.C.,
Canadian Pacific
Shoreham, Minn.,
Minn. St. P. & Slt. Ste. M
Shoreham, N.Y., Long Island
Shoreham, Vt., Rutland
Shore Line Junction, Mich.,
Mineral Range
Shores, Va., Ches. & Ohio
Shorey, Mont., Gt. North
Short, Mo., Frisco System
Short Creek, Ala., Southern
Short Creek, W.Va.,
Pitts. Cin. Chic. & St. L
Shortdale, Manitoba,
Canadian Northern
Shorter's, Ala., West. of Ala
Short Falls, N.H., Bost. & Me
Short Hills, N.J.,
Delaware, Lack. & West
Short Lane, Md., Penna
Short Line Junction, Md.,
Balt. & Annap. Sh. L (a)
" Bay Ridge (a)
Short Line Junc., Minn.,
Northern Pacific
Short Line Junction, W.Va.,
Baltimore & Ohio
Short Line Park, Minn.,
Great Northern (a)
" Northern Pacific (a)
Short Mountain, Ark.,
Arkansas Central
Short Mountain, Pa.,
Pennsylvania
Short Run, Pa.,
Susquehanna & N.Y
Shorts, Ky., Illinois Central
Shorts Mill, N.C.,
Atlantic Coast Line
Shorts Mills, Pa., Penna
Shortsville, N.Y.,
N.Y. Cent. & Hud. Riv
Shortt, Tenn.,
Nash. Chatt. & St. Louis
Shoshone, Cal.,
Tonopah & Tidewater
Shoshone, Colo., Den. & Rio G
Shoshone, Idaho, Oregon S.L
Shoshoni, Wyo.,
North-Western Line
Shoskin, Wash., No. Pacific
Shoto, Kan., Missouri Pac
Shoulders Hill, Va., Southern
Shoup, Mich., Grand Trunk
Shoup, Pa., Pennsylvania
Shoup's, O.,
Cin. Ham. & Dayton
Shousetown, Pa.,
Pittsburgh & Lake Erie
Showalter, Va., Balt. & Ohio
Showell, Md., Pennsylvania
Showomet Beach, R.I.,
N.Y. New Hav. & Hart
Shraders, Pa., Pennsylvania
Shreiner's, Pa.,
Phila. & Reading
Shreve, Ala., Lv. & Nashv
Shreve, Mo., Frisco System
Shreve, N.J., Pennsylvania
Shreve, O., Penna. Co
Shreveport, La.,
Houston & Shreve (a)
" Kansas City South (a)
" La. Ry. & Nav. Co (a) (b)
" Missouri Kan. & Tex (a)
" St. L. South-west (a)
" Texas & Pacific (a) (c)
" Vicks, Shreve. & Pac (a)
(a) and (b) ½ mile apart
(b) and (c) about ½ mi. apart
Shreveport Junction, La.,
Houston & Shreveport
Shreveport Junction, Tex.,
Mo. Kans. & Texas
Shrewsbury, La.,
Colo. So. New Orl. & P (a)
" Illinois Central
" La. Ry. & Nav. Co (a)
Shrewsbury, Mo., Frisco Sys
Shrewsbury (1),
Monmouth Co., N.J.,
Central of New Jersey
Shrewsbury (2),
Monmouth Co., N.J.,
Pemberton & Hights
Shrewsbury, Ont.,
Pere Marquette
Shrewsbury, Pa., Penna

Shrewsbury (1),
Kanawha Co., W.Va.,
Kanawha & Coal River
Shrewsbury (2)
Kanawha Co., W.Va.,
Kanawha & Michigan
Shrote, Ky., Louisv. & Nash
Shrubb, Mt., Canadian Pac
Shrum, Mo., Frisco System
Shubal, Ala., Southern
Shubenacadie, N.S., Intercol
Shubert, Neb., Burl. Route
Shubert, Tenn.,
Nash. Chatt. & St. Louis
Shubuta, Miss., Mob. & Ohio
Shuford, Fla.,
Atlantic Coast Line
Shukib, Ark.,
St. Louis South-west
Shullsburg, Wis.,
Chicago, Mil. & St. Paul
Shultz, Mich., Ch. Kal. & Sag
Shuman, Idaho, Un. Pacific
Shumans, Pa., Phila. & Read
Shumann's Crossing, Pa.,
Lehigh & New England
Shumate, Va.,
New River, Holston & W
Shumla, Tex.,
Gal. Har. & San Ant
Shumpert, S.C., Southern
Shumque, Ont., Can. Pacific
Shumway, Colo.,
Denver & Rio Grande
Shumway, Ill., Wabash
Shunpike, N.Y.,
Central New England
Shuqualak, Miss., Mob. & Ohio
Shurdahl, Kan., Mo. Pacific
Shurtleff, N.Y.,
N.Y. Cent. & Hud. Riv
Shushan, N.Y., Del. & Hud
Shuswap, B.C., Canadian Pac
Shutlers, Ore.,
Oregon RR. & Nav. Co
Shuttleworth, Ky., Southern
Shyan, Ala., Tombigbee Val
Siam, Cal.,
A.T.&S.F., Coast Lines*
Siam, Tenn., Virginia & So. W
Siberia, Cal.,
A.T.&S.F., Coast Lines*
Sibley, Ark., Choc. Okl. & Gulf
Sibley, Ga., Ga. South. & Fla
Sibley, Ill., Wabash
Sibley, Ia.,
Chic. Rock Isl. & Pac (a)
" North-West. Line (b)
Short transfer
Sibley, La., La. & Ark (a)
" Sibley, Lk. Bis. & S (a) (b)
" Vicks. Shreve. & Pac (b)
(a) and (b) adjacent
Sibley, Mich.,
Detroit & Tol. Shore L+
" Lk. Shore & Mich. S (a)
" Michigan Central (a)
Sibley, Mo., At. Top. & S. Fe
Sibleyton, Miss.,
Southern in Mississippi
Sibleyville, Ala., Lv. & Nash
Sibleyville, Kan.,
Atch. Top. & Santa Fe
Sibyl, Ariz., South. Pacific
Sicamous Junction, B.C.,
Canadian Pacific
Sicard, La., St. L. Ir. Mt. & So
Sicily, Ill., Chic. & Ill. Midland
Sicily, O., Cin. Ports. & Va
Sickenbarger, Pa., Penna
Sicklertown, N.J., Atl. City
Sicoyna, Mex.,
Kan. City, Mex. & Orient
Siddens, Kan.,
Kansas South. & Gulf
Siddon, Va., Southern
Sidewurn, Va., Southern
Sidell, Ark., St. L. I. Mt. & So
Sidell, Ill., Chic. and E. Ill (a)
" Cin. Ham. & Dayton (b)
(a) and (b) about 150 yards apart
Sidell Junction, Ill.,
Chicago and East. Ill
Sidewood, Sask., Can. Pac
Sidley, Pa., Pennsylvania
Sidnaw, Mich.,
Chic. Mil. & St. Paul (a)
" Dul. So. Sh. & Atl (a)
Sidney, Ark., La. & Ark
Sidney, B.C., Great North □
" Victoria & Sidney
□ *By ferry*
Sidney, Elbert Co., Colo.,
Colorado & Southern
Sidney, Routt Co., Colo.,
Denver, No. West. & Pac
Sidney, Fla., Seab. Air Line
Sidney, Ga., Central of Ga
Sidney, Ill., Wabash
Sidney, Ind., N.Y. Ch. & St. L
Sidney, Ia., Burl. Route
Sidney, Manitoba, Can. Pac
Sidney, Mich., Pere Marq
Sidney, Neb., Burl. Route (a)
" Union Pacific (b)
(a) and (b) ½ mile apart
Sidney, N.J., Lehigh Valley
Sidney, N.Y., Del. & Hud (a)
" N.Y. Ont. & West (a)
Sidney, O., Cin. Ham. & D (a)
" Cl. Cin. Ch. & St. L (b)
" Western Ohio (El) (c)
(a) and (b) about 330 yards apart
(c) about 2·5 mile from (a) and (b)
Sidney, Ont., Grand Trunk
Sidney, Pa., Pennsylvania
Sidney, Wis.,
Minn. St. P. & S. Ste. M
Sidneyville, Colo.,
Argentine Central
Sidon, Miss., Yazoo & Miss. V
Siefer, Ore.,
Portland Ry. L. & P. Co
Siegen, La.,
Colo. So. New Orl. & P (a)
" La. Ry. & Nav. Co (a)
Siegersville, Pa., Ironton
Siegert, Ill., Illinois Central
Siegfried, Pa., Cent. of N.J
Sielscott's Ridge, O.,
Hocking Valley
Siemen's, Ill., Ch. Term. Tr
Siemens, Mich.,
Minn. St. P. & S. Ste. M (a)
" North-West. Line (b)
Siemmens, Wash., Gt. North
Sienite, N.C., Southern
Sierk's, N.Y.
Buffalo, Attica & Arc
Sierra, Colo.,
Denver & Rio Grande
Sierra Blanca, Tex.,
Gal. Har. & San Ant (a)
" Texas & Pacific (a)
Sierra Madre, Cal., Pac. Elec
Sierra Mojada, Mex., Mex. No
Sierra Nevada, Idaho.
Oregon RR. & Nav. Co
Sierra Park, Cal.,
Pacific Electric
Sierra Vista, Cal., Pac. Elec
Siftop, Manitoba, Can. No
Sifton Junction, Manitoba,
Canadian Northern
Sigas, N.B., Canadian Pacific
Sigel, Ill., Illinois Central
Signa, Cal., Sunset West
Signal, Ariz.,
A.T.&S.F., Coast Lines*
Signal, O., Pitts. Lisbon & W
Signal Butte, Cal.,
McCloud River
Signal Hill, Cal.,
Pacific Electric
Signor, Wis.,
Minn. St. P. & Slt. Ste. M
Sigourney, Ia.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) 600 yards apart
Sigoyna, Mex.,
Kan. City, Mex. & Orient
Sigsbee, Ga., Georgia North
Sigsbee, S.C., Southern
Sigurd, Utah, Den. & Rio G
Sikes, La., Tremont & Gulf
Sikeston, Mo., Frisco Sys (a)
" St. L. Iron Mt. & So (b)
(a) and (b) about ⅝ mile apart
Silao, Mex., Mexican Central
Silas, Ala., Tombigbee Valley
Silas, Ga., Augusta Southern
Silas, Tex., Texas & Gulf
Silencio, Mex., Mex. Internat
Silenus, Tex.,
Gulf, Colo. & Santa Fe*
Siler, Ky., Louis. & Nashv
Siler City, N.C., Southern
Silerville, Ky.,
Cin. New Orl. & Tex. Pac
Silesia, Mont., Northern Pac
Silex, Mo., St. L. & Hannibal
Silica, B.C., Gt. North
Silica, Ind.,
Chicago and East. Ill
Silica, Kan., Atch. Top. & S. F
Silica, Minn.,
Duluth, Missabe & No
Silica, Mo., St. L. Iron Mt. & So
Silica, Mont.,
Butte, Anaconda & Pk
Silica, O.,
Toledo, Angola & West
Silica, Wis., No. West. Line
Silica Junction, Mo.,
Frisco System
Silica Spur, Colo., Union Pac
Silicaville, Ark.,
St. Louis, Iron Mt. & So
Silicon, Ala., Louisv. & Nashv
Silkville, Kan.,
Atch. Top. & Santa Fe
Sill, Ill., Illinois Central
Sills Crossing, N.Y.,
N.Y. Auburn & Lansing
Silo, Fla.,
Live Oak, Perry & Gulf
Siloam, Ga.,
Union Pt. & W. Plains
Siloam, Ky., Chesa. & Ohio
Siloam, N.C., Southern
Siloam, Pa., West Maryland
Siloam Springs, Ark.,
Ark. Okla. & West
" Kansas City Southern
Silos, Mex., Mexican Cent
Silsbee, Tex.,
Gulf, Colo. & Santa Fe*
Silsby, Cal., South. Pacific
Silt, Ark., St. L. I. Mt. & So
Silt, Colo., Colorado Mid (a)
" Denver & Rio Gr (a)
Siluria, Ala., Louisv. & Nashv
Silva, Guanajuato, Mex.,
National of Mexico
Silva, Michoacan, Mex.,
Zitacuaro & Joconusco
Silvana, Wash., Great North
Silver, Mont., Great North
Silver, S.C., Atl. Coast Line
Silver Age, Colo.,
Colorado & Southern
Silver Beach, Wash.,
Northern Pacific
Silver Bell, Ariz.,
Arizona Southern
Silver Bow, Mont.,
Butte, Ana. & Pac (a)
" Northern Pacific (b)
" Oregon Short Line (b)
(a) and (b) about ¼ ml. apart
Silver Bow Junction, Mont.,
Butte, Anaconda & Pac
Silver Brook, Del.,
Phila. & Reading
Silver Brook, Pa., Leh. Val (a)
" Phila. & Reading (b)
Silver Brook Junction, Pa.
Lehigh Valley (a)
" Pennsylvania (a)
Silver City, Ia., Wabash
Silver City, Miss.,
Yazoo & Miss. Valley
Silver City, N.M.,
Atch. Top. & Santa Fe
Silver City, S.D.,
Rap. City, Blk. Hills & W
Silver City, Utah,
Den. & Rio Grande (a)
" San Ped. Los A. & S. Lk (b)
(a) and (b) 2 miles apart
Silver Creek, Ga.,
Central of Georgia (a)
" Southern (b)
(a) and (b) about ¼ ml. apart
Silver Creek, Ky.,
Louisville & Nashville
Silver Creek, Miss.,
Gulf & Ship Island (a)
" Mississippi Central (a)
Silver Creek, Neb., Un. Pac
Silver Creek, Nev., Nev. Cent
Silver Creek, N.Y.,
Lake Sh. & Mich. So (a)
" N.Y. Ch. & St. Louis (a)
" Pennsylvania (b)
(a) and (b) about ¼ ml. apart
Silver Creek, Hardin Co., O.,
Clev. Cin. Chic. & St. L
Silver Creek, Medina Co., O.
Erie
Silver Creek,
Simcoe Dist., Ont.,
Grand Trunk
Silver Creek,
Thunder Bay Dist., Ont.,
Canadian Northern
Silver Creek, Tenn.,
Nash. Chatt. & St. Louis
Silver Creek Junction, Pa.,
Phila. & Reading
Silver Crown, Wyo.,
Colorado & Southern
Silverdale, B.C., Can. Pacific
Silverdale, Kan.,
Midland Valley (a)
" Missouri Pacific (a)
Silverdale, Ont.,
Toronto, Ham. & Buff
Silver Gap, W. Va., Virginian
Silver Grove, Ky.,
Chesapeake & Ohio
Silver Hill, Ala.,
Louisville & Nashville
Silver Hill, Mass., Bost. & Me
Silver Hill, Wash.,
Spok. & Inland Empire
Silver Lake, Cal.,
Tonopah & Tidewater
Silver Lake, Fla.,
Atlantic Coast Line
Silver Lake, Ind.,
Cleve. Cin. Chic. & St. L
Silver Lake, Kan., Union Pac
Silver Lake, Mass.,
Boston & Maine
Silver Lake, Minn.,
Great Northern
Silver Lake, N.J., Erie
Silver Lake, N.Y., Silver Lk
Silver Lake, O.,
C. A. & C (Penna. Lines)
Silver Lake, Tenn., Laurel
Silver Lake, Tex., Tex. & Pac
Silver Lake,
Kenosha Co., Wis.,
Minn. St. P. & Slt. Ste. M
Silver Lake,
Washburne Co., Wis.,
North-Western Line
Silver Lake Junction, N.Y.,
Buffalo, Roch. & Pitts
Silver Lake Junction, O.,
No. O. Trac. & L. Co (El)
Silver Leaf, N.D., Great No
Silver Mountain, Ont.,
Canadian Northern
Silvernails, N.Y.,
Central New England
Silver Peak, Nev.,
Tonopah & Goldfield
Silver Plains, Manitoba,
Canadian Northern
Silver Plume, Colo.,
Argentine Central (a)
" Colorado & South (a)
Silver Point, Tenn.,
Tennessee Central
Silver Run, Ala., Southern
Silver Run, W. Va., Balt. & O
Silver Side, Del., Balt. & Ohio
Silvers Mill, Me., Me. Cent
Silver Spring, Ky.,
Louisville & Nashville
Silver Spring, Md.,
Baltimore & Ohio
Silver Spring, Mo.,
Miss. Riv. & Bonne Terre
Silver Spring Junction, Fla.,
Seaboard Air Line
Silver Springs, N.Y.,
Buff. Roch. & Pitts (a)
" Erie (a)
" Silver Lake (a)
Silver Springs, R.I.,
N.Y. New Hav. & Hart
Silver Springs, Tenn.,
Nashville, Chatt. & St. L
Silverton, B.C., Can. Pacific
Silverton, Colo.,
Denver & Rio Gr (a)
" Silverton (a)
" Silverton Northern (a)
Silverton, Kan., Mo. Pacific
Silverton, Manitoba,
Canadian Northern
Silverton, O.,
Cin. Lebanon & North
Silverton, Ore., South. Pac
Silverton, Pa., Lehigh Val (a)
" Phila. & Reading (b)
(a) and (b) ¼ mile apart
Silverton, Wash., North. Pac
Silverton, W. Va., Balt. & Ohio
Silver Wing, Colo.,
Silverton Northern
Silverwood, Ind.,
Toledo, St. L. & Western
Silverwood, Mich.,
Pere Marquette
Silvia, Colo., Denver & Rio G
Silvis, Ill., Chic. Rk. Isl. & Pac
Sim, Mo., Frisco System
Simar, Mich., Mineral Range
Simcoe, Ky., Kentucky No
Simcoe, Ont., Gd. Trunk (a)
" Wabash (a)
Simcoe Junction, Ont.,
Grand Trunk (a)
" Wabash (a)
Simi, Cal., Southern Pacific
Similkameen, B.C.,
Great Northern
Simkins, Utah,
Oregon Short Line
Simla, Colo., Chic. R. I. & Pac
Simla, Fla., Louisv. & Nashv
Simla, Mont., Gt. Northern
Simla, Neb., Burl. Route
Simmesport, La., Tex. & Pac
Simmons, Ark.,
Chicago, Rk. Isl. & Pac
Simmons, Miss., Southern
Simmons, Tex.,
Ft. Worth & Denver City
Simmons, Wash.,
Oregon RR. & Nav. Co
Simmons, W. Va.,
Norfolk & Western
Simms, Ala., Louisv. & Nashv
Simms, La., St. L. Iron Mt. & S
Simms, N.C., Norf. & South
Simms, O., Cl. Cin. Ch. & St. L
Simms, Tex., St. Louis S.W
Simon, Ariz., South. Pacific
Simonds, Miss.,
New Orl. Great North
Simonds, Dawson Co., Neb.,
Union Pacific
Simonds, Tex., Texas & N. O
Simons, Ind., Balt. & Ohio
Simons, Mich., Gd. Rap. & Ind
Simons, O., Lk. Sh. & Mich. So
Simonson, Ark.,
Jonesb. Lk. City & East
Simonson, O.,
Cleve. Cin. Chic. & St. L
Simonton, Fla.,
Tampa & Jacksonville
Simonton, Tex.,
San Ant. & Aran. Pass
Simonton's, Ky., Eastern Ky
Simpson, Walker Co., Ga.,
Central of Georgia
Simpson, Ill., Illinois Cent
Simpson, Ind.,
Cin. Bluffton & Chic (a)
" Erie (a)
Simpson, Kan., Union Pacific
Simpson, Mich., Grand Trunk
Simpson,
Olmsted Co., Minn.,
Chicago Great Western
Simpson, St. Louis Co., Minn.,
Great Northern
Simpson, Miss., Illinois Cent
Simpson, N.C.,
Norfolk & Southern
Simpson, Okla., Frisco Sys
Simpson, Ore.,
Independence & Monm
Simpson, Fayette Co., Pa.,
Monongahela
Simpson, S.C., Southern
Simpson, Va., Norf. & West
Simpson, Wash., North. Pac
Simpson, W. Va., Balt. & Ohio
Simpson, Wyo., Union Pac
Simpson Crossing, Ga., South
Simpsonville, Ky., Lv. & Nash
Simpsonville, S.C.,
Charleston & W. Caro
Sims, Ark., Chic. Rk. I. & Pac
Sims, Cal., Southern Pacific
Sims, Ill., Southern
Sims, Ind., Tol. St. L. & West
Sim's, Minn., Great Northern
Sims, Miss., Illinois Central
Sims, N.D., Northern Pacific
Sims, O., Norfolk & Western
Sims, S.C., Atl. Coast Line
Sims, Tex.,
Gulf, Colo. & Santa Fe*
Simsboro, La.,
Vicksb. Shreve. & Pac
Simsbury, Ct.,
Central New Eng (a)
" N.Y. N. H. & H (a)
Sims Chapel, Ala.,
Tombigbee Valley
Sinai, S.D.,
South Dakota Central
Sinclair, Ill., Chicago & Alton
Sinclair, Ia., Illinois Central
Sinclair, Manitoba, Can. Pac
Sinclair, Mont.,
Chic. Mil. & Puget Sd
Sinclair, Wash.,
North Yakima & Valley
Sinclair, Wis.,
North-Western Line
Sinclairville, N.Y.,
Dun. Alleg. Val. & Pitts
Sinepuxent, Md., Penna
Singac, N.J., Erie
Singer, La., Kansas City So
Singer, Va., Norfolk & West
Singerly, Md., Balt. & Ohio
Singleton, Ala., Tombig. Val
Singleton, S.C., Southern
Singleton, Tenn., Lv. & Nash
Singleton, Tex.,
Internat. & Gt. North
" Trinity & Brazos Val
Singley, Cal.,
San Francisco & N. W*
Sink, Ore.,
Oregon RR. & Nav. Co
Sinker, Ont., Can. Pac
Sinkey, Kan.,
Mo. Kans. & Texas
Sinking Creek, Ky.,
Louisville & Nashville
Sinking Spring, Pa.,
Phila. & Reading
Sinks, Ky., Louisv. & Nash
Sinks, N.C., Southern
Sinnemahoning, Pa.,
Buffalo & Susque (a)
" Pennsylvania (b)
(a) and (b) 175 yards apart
Sinnett's, Wash., North. Pac
Sinnot, Manitoba, Can. Pac
Sinns, Pa., Pitts. & Lk. Erie
Sinsheim, Pa., Western Md
Sinslaw, Ore., Southern Pac
Sintaluta, Sask., Can. Pac
Sinton, Tex.,
St. L. Browns. & Mex (a)
" San Ant. & Ar. Pass (b)
(a) and (b) about ¼ m. apart
Siousca, Pa., Phila. & Read
Sioux Center, Ia., Great North
Sioux City, Ia., Burl. Rte (a)
" Chicago, Mil. & St. P (b)
" Great Northern (a)
" Illinois Central (c)
" North West. Line (c)
(a) and (b) adjacent
(a) and (c) about ½ ml. apart
(b) and (c) about 200 yards apart
Sioux City Junction, Neb.,
Burlington Route
Sioux Falls, S.D.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
" Great Northern (c)
" Illinois Central (d)
" North-West. Line (e)
" South Dakota Cent
Sioux Falls Junction, S.D.,
Chicago, Mil. & St. Paul
Sioux Rapids, Ia.,
Minneapolis & St. L (a)
" North-West. Line (b)
(a) and (b) ½ mile apart

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Sioux Valley Junction, S.D., North-Western Line
Sipes, Pa., Baltimore & Ohio
Sippo, O., Wheeling & Lk. E
Sipsey, Ala., Southern
Sirahuato, Mex., Nat. of Mex
Sirdar, B.C., Can. Pacific
Sirdar Junction, B.C.,
Bedlington & Nelson (a)
" Canadian Pacific (a)
Sir John's Run, W.Va., Baltimore & Ohio
Sirmans, Fla., West Coast
Sisco, Fla., Atl. Coast Line
Sisco, Wash., North. Pacific
Sisemore, Ark.,
Chicago, Rk Isl. & Pac
Siskiyou, Ore., South. Pac
Sisloff, Miss.,
Yazoo & Miss. Valley
Sisseton, S.D., Ch. M. & St. P
Sissiboo Falls, N.S., Dom. Atl
Sisson, Cal.,
McCloud River (a)
" Southern Pacific (a)
Sisson, N.Y., N.Y. C. & H. R
Sissons, Mich., Lk. Sh. & M. So
Sistersville, W.Va., Balt. & O
Sites, Cal., Colusa & Lake
Sitka, Kan., At. Top. & S. Fe
Sitka, Tenn., Illinois Cent
Sitlington, W.Va.,
Chesapeake & Ohio
Siverly, Pa., Pennsylvania
Six Corners, Kan., Un. Pac
Sixela, N.M.,
Colorado & South (a)
" Ft. Worth & Den. City (a)
Six Lakes, Mich., Pere Marq
Six Mile, Ga., Southern
Six Mile, Mo., Burl. Route
Six Mile Bridge, Va.,
Chesapeake & Ohio
Six-Mile Creek, B.C., Can. Pac
Sixteen, Mont.,
Chicago, Mil. & P. Sd (a)
" Montana (a)
16-Island Lake, Que.,
Can. Northern Quebec
Sixty-Six, S.C., Southern
Sizemore's, Ga., Cent. of Ga
Sizerville, Pa., Pennsylvania
Skaguay, Alaska,
White Pass & Yuk. Rte
Skandia, Mich.,
Marquette & Southeast
Skaneateles, N.Y.,
Skaneateles
Skaneateles Falls, N.Y.,
Skaneateles
Skaneateles Junc., N.Y.,
N.Y. Cent. & Hud. R (a)
" Skaneateles (a)
Skedee, Okla.,
Atch. Top. & Santa Fe
Skelley, O.,
Pitts. Cin. Chic. & St. L
Skellingers, Mich.,
Grand Rapids & Ind
Skelton, Ill., Illinois Central
Skelton, Kan., Frisco System
Skelton, Va., Seab. Air Line
Skeltons, Ala., Southern
Skene, Miss.,
Yazoo & Miss. Valley
Skensowane, N.Y.,
Raquette Lake
Skerry, Me.,
Bangor & Aroostook
Skewis, Wash.,
Tacoma Eastern
Skiatook, Okla., Midland Va
Skibo, Minn.,
Duluth & Iron Range
Skidder, La.,
Louisiana & Arkansas
Skiddy, Kan., Mo. Kan. & Tex
Skidmore, Mo., Burl. Route
Skidmore, Tex.,
San Ant. & Aran. Pass
Skidmore,
Randolph Co., W.Va.,
Coal & Coke
Skidmore Crossing, W.Va.,
W.Va. Midland
Skidmores,
Harrison Co., W.Va.,
West Virginia & Pitts
Skidway, Tex., Mo. K. & Tex
Skillman, Ky.,
Louisv. Hend. & St. L
Skillman, N.J., Phila. & Read
Skinner, Colo.,
Atch. Top. & Santa Fe
Skinner, Kan., Missouri Pac
Skinner, Me., Canadian Pac
Skinner, N.Y., Pennsylvania
Skinners, Ark., Frisco Sys
Skinners, Mo., Frisco System
Skinner's Eddy, Pa., Leh. Val
Skinquarter, Va.,
Tidewater & Western
Skin Tree, Ark.,
Miss. Riv. Ham. & West
Skipanon, Ore.,
Astoria & Col. River
Skipnish, Md., Balt. & Ohio
Skipperton, Ga.,
Macon & Birmingham
Skipwith, Va., Southern
Skonoes, Mont., North. Pac
Skokie Junction, Ill.,
North-Western Line
Skookum Chuck, Wash.,
Northern Pacific
Skowhegan, Me., Maine Cent
Skroder's Mill, Que.,
Que. & Lake St. John
Skull Valley, Ariz.,
Santa Fe, Presc. & Ph*
Skunk River, Ia.,
Burlington Route
Skyburg, Minn.,
Chicago Great Western
Skyhy, Ala., Louisv. & Nashv
Skykomish, Wash., Gt. North
Skyland, Mont., Great North
Skyland, N.C., Southern
Skyline, Mont., North. Pac
Slab Fork, W.Va., Virginian
Slabtown, La.,
Louisiana Central
Slackland, Ala., Southern
Slade, Ala., Southern
Slade, Neb., Union Pacific
Slades, N.Y.,
Pitts. Shawmut & No
Slag, Tex., Galv. Har. & S. Ant
Slagger Creek, Cal.,
McCloud River
Slagle, Mo., Frisco System
Slagle, Tex.,
Peach River & Gulf
Slate, W.Va., Little Kanawha
Slate Belt, Pa.,
Hunt. Run & Slate Belt
Slatedale, Pa., Lehigh Val
Slatefield, Pa.,
Lehigh & New England
Slate Hill, N.Y., N.Y.S. & W
Slate Lick, Ky., Lv. & Nashv
Slate Mills, O., Cin. Ham. & D
Slater, Ia.,
Chic. Mil. & St. Paul (a)
" North-West. Line (a)
Slater, Mo., Chicago & Alton
Slater, O.,
Detroit, Tol. & Iron (a)
" Toledo & Ohio Cent (a)
Slater, Wash., North. Pac
Slate River, Ont., Can. North
Slate Run, Pa.,
N.Y. Cent. & Hud. River
Slater's, W.Va., Ches. & Ohio
Slatersville, R.I.,
N.Y. New Hav. & Hart
Slatestone, N.C.,
Norfolk & Southern
Slate Valley, Pa.,
Lehigh & New England
Slatington, Pa.,
Central of N.J (a)
" Lehigh & New Eng (b)
" Lehigh Valley (b)
" Phila. & Reading (c)
(b) and (c) adjacent
(a) at Walnutport, Pa.; connects by bridge to Slatington
Slaughter, Del., Penna
Slaughter, La.,
Yazoo & Miss. Valley
Slaughters, Ala., Cent. of Ga
Slaughter's, Ky., Lv. & Nash
Slauson, Cal.,
A.T. & S.F., Coast Lines*
Slauson Junction, Cal.,
Pacific Electric
Slay, Miss.,
Mobile, Jack. & K. City
Slayden, Tenn.,
Louisville & Nashville
Slayden, Tex.,
San Ant. & Aran. Pass
Slayton, Minn.,
North-Western Line
Sledge, Miss.,
Yazoo & Miss. Valley
Sledges, Ala.,
Seaboard Air Line (a)
" Union Springs & No (a)
Sleemans, Ont., Can. North
Sleeper, Mo., Frisco System
Sleepy Creek, W.Va.,
Baltimore & Ohio
Sleepy Eye, Minn.,
North-Western Line
Sleeth, Ind., Chic. Ind. & Lv
Slegor Creek, Cal.,
McCloud River
Slidell, La.,
N. Orl. & North-east (a)
" New Orleans Gt. No (a)
Slifer, Ia., Chic. R. I. & Pac
Sligh, S.C.,
Col. Newb. & Laurens
Slights, Mich., Gd. Rap. & Ind
Sligo, Ala.,
Nashville, Chatt. & St. L
Sligo, Colo., Burl. Route
Sligo, Mo., Frisco System
Sligo, Allegheny Co., Pa.,
Pennsylvania
Sligo, Clarion Co., Pa.,
Pennsylvania
Sligo, W.Va.,
Pitts. Cin. Chic. & St. L
Sligo Junction, Mo.,
Frisco System
Slingerland, Mich.,
Erie & Michigan
Slingerland's, N.Y.,
Delaware & Hudson
Slinkard, Ind., Evansv. & Ind
Sloan, Ark., Frisco System
Sloan, Ga., Southern
Sloan, Ind., Chic. Ind. & So
Sloan, Ia., North-West. Line
Sloan, Md., West. Maryland
Sloan, Miss., Illinois Cent
Sloan, Nev.,
San Ped. Los Ang. & S. Lk
Sloan's Valley, Ky.,
Cin. New Orl. & Tex. Pac
Sloatsburg, N.Y., Erie
Slocan City, B.C., Can. Pac
Slocan Junc., B.C., Can. Pac
Slocan River, B.C., Can. Pac
Slocomb, Ala., Central of Ga
Slocomb, N.C.,
Raleigh & Southport
Slocum, Mich.,
Detroit & Tol. Shore L †
Slocum Junction, Mich.,
Michigan Central
Slocum's, O., Balt. & Ohio S.W
Slocum's, R.I.,
N.Y. New Hav. & Hart
Slocum's Cove, Mich.,
Grand Trunk
Slope 38, Okla.,
Chicago, Rk. Isl. & Pac
Sloss, Ala., Louisv. & Nash
Sloss, Colo., Colo. Midland
Sloss Connection, Ala.,
Louisville & Nashville
Slotten, N.D., Great North
Slover, Ga., Atl. Coast Line
Slow Bridge, Wis., No. Pac
Slutter, Tex.,
San Ant. & Aransas Pass
Smackover, Ark.,
St. Louis, Iron Mt. & So
Small, Ariz.,
El Paso & S.W. System
Small, Cal., So. Pac
Small, Tex., Gal. Har. & San A
Smalley, N.J., Pennsylvania
Smallwood, Ala.,
Queen & Crescent Rte
Smallwood, Okla.,
Missouri, Kan. & Texas
Smallwood, S.C., Southern
Smarr, Ga., Cent. of Georgia
Smart, Cal., Southern Pac
Smart, Mont., North. Pacific
Smartts, Tenn., N.C. & St. L
Smartville, Neb., Burl. Route
Smead, Ark.,
Bearden & Ouachita Riv
Smead's, Mont., North Pac
Smedes, Miss.,
Yazoo & Miss. Valley
Smedley, Ind., Ch. Ind. & Lv
Smeed, Neb., Union Pacific
Smelter, Wash., North. Pac
Smelter Junction, B.C.,
Canadian Pacific (a)
" Spok. Falls & North (b)
Smelter Siding, B.C.,
Kettle Valley Lines
Smeltz, Ore., Northern Pac
Smeltzer, Ark., Frisco Sys
Smeltzer, Cal., Southern Pac
Smethport, Pa.,
Mt. Jewett, Kin. & R (a)
" Pennsylvania (b)
" Pitts Shawmut & N (c)
(a) and (b) 1½ miles apart
(a) and (c) ¼ mile apart
(b) and (c) 1 mile apart
Smiley, Pa., Balt. & Ohio
Smiley, Tex.,
Galv. Har. & San Ant
Smiott, Miss., Southern
Smitana, Tex.,
Internat. & Gt. North
Smith, Ariz.,
United Verde & Pacific
Smith, Pike Co., Ark.,
Caddo & Choctaw
Smith, Union Co., Ark.,
Chicago, Rk. Isl. & Pac
Smith, D.C., Balt. & Ohio
Smith, Fla., Live Oak, Per. & G
Smith, Floyd Co., Ind.,
Chic. Ind. & Louisv
Smith, Knox Co., Ind.,
Evansville & Terre H
Smith, Ky., Illinois Cent
Smith, Md.,
Wash. Balt. & Annap. El
Smith, Mich.,
Manistique Marq. & No
Smith, Mont.,
Mont. Wyo. & South †
Smith, N.Y.,
N.Y. Cent. & Hud. River
Smith, Indiana Co., Pa.
Pennsylvania
Smith,
Northampton Co., Pa.,
Bangor & Portland
Smith, S.C., Southern
Smith, Tex., St. Louis S.W
Smith, Wash., North. Pacific
Smithboro, Ill., Burl. Rte (a)
" Vandalia (a)
Smithboro, N.Y., Erie (a)
" Lehigh Valley (b)
(a) and (b) 120 yards apart
Smithburg, Pa.,
West Side Belt
Smithburg, W.Va.,
Baltimore & Ohio
Smith Center, Kan.,
Chicago, Rk. Isl. & Pac
Smith Creek, Ky.,
Chesapeake & Ohio
Smithdale, Ala.,
Louisville & Nashville
Smithdale, Ark., St. L. I. M. & S
Smithdale, Ill., Chic. & Alton
Smithdale, Pa., P. & Lk. Erie
Smithers, W.Va.,
Kanawha & Michigan
Smithfield, Ill., Tol. Peo. & W
Smithfield, Ky., Lv. & Nash
Smithfield, Mo., Frisco Sys
Smithfield, Neb., Burl. Route
Smithfield, N.C.,
Atlantic Coast Line
Smithfield, O.,
Wabash Pitts. Term
Smithfield, Ore., South. Pac
Smithfield, Pa., Balt. & Ohio
Smithfield, R.I., N.Y.N.H. & H
Smithfield, Tex.,
St. Louis South-west
Smithfield, Utah,
Oregon Short Line
Smithfield, W.Va.,
Baltimore & Ohio
S. & M. Junction, Pa.,
Baltimore & Ohio
Smith Hill, Colo.,
Colorado & Southern
Smith Junction, Mich.,
Detroit & Mackinac
Smith Junction, Tex.,
Gal. Har. & San Ant
Smith Lake, Ia.,
Atlantic No. & So
Smith Lake, Minn.,
Great Northern
Smithland, Ia., Ill. Central
Smith Mills, N.Y., Penna
Smithonia, Ga.,
Smithonia & Dunlap
Smith's, Lee Co., Ala.,
Central of Georgia
Smith's, Walker Co., Ala.,
Southern
Smith's, Jackson Co., Ia.,
Chicago, Mil. & St. Paul
Smiths, Me., Somerset
Smith's, Mass., Boston & Alb
Smiths,
Charlevoix Co., Mich.,
Grand Rapids & Ind
Smith's, Gladwin Co., Mich.,
Michigan Central
Smith's, St. Clair Co., Mich.,
Pere Marquette
Smith's, Miss.,
Alabama & Vicksburg
Smith's, N.J., Penna
Smith's, N.C., Atl. Coast L
Smiths, N.D.,
Minn. St. P. & Slt. Ste. M
Smith's, Muskingum Co., O.,
Ohio River & Western
Smith's, Ont., Can. Pacific
Smith's, Adams Co., Pa.,
Western Maryland
Smith's, Va., Ches. & Ohio
Smith's, W.Va., Balt. & Ohio
Smith's Basin, N.Y.,
Delaware & Hudson
Smithsboro, Md., Talbotton
Smithsburg, Md., West. Md
Smith's Corner, N.B.,
Canadian Pacific
Smith's Cove, N.S.,
Dominion Atlantic
Smith's Creek, Ky.,
Chesapeake & Ohio
Smith's Creek,
St. Clair Co., Mich.,
Grand Trunk
Smith's Creek,
Schoolcraft Co., Mich.,
Manistique & No. W
Smith's Crossing, Mich.,
Pere Marquette
Smith's Falls, Ont., Can. Pac
Smith's Ferry, Mass.,
Boston & Maine
Smith's Ferry, Pa., Penna. Co
Smith's Grade, N.C.,
Atlantic Coast Line
Smith's Grove, Ky.,
Louisville & Nashville
Smithshire, Ill.,
Atch. Top. & Santa Fe
Smith's Junction, Tex.,
Gal. Har. & San Ant
Smiths Landing, N.J.,
Pennsylvania
Smith's Mill, Ind.,
Cin. Ham. & Dayton
Smith's Mill, Minn.,
North-Western Line
Smiths Mills, Me.,
Maine Central
Smith's Mills, N.Y., Erie
Smith's Mills, Que.,
Boston & Maine
Smithson, Cal., South. Pac
Smithson, Ind.,
Chicago, Ind. & Louisv
Smiths Point, N.H.,
Boston & Maine
Smith's Run, Pa., Penna
Smith's Siding, Ore.,
Sumpter Valley
Smith's Siding, Pa.,
Cumberland Valley
Smith's Spur, Idaho,
Idaho Northern RR
Smith Summit, W.Va.,
Baltimore & Ohio
Smithton, Ark.,
Ark. South-west (a)
" St. L. Iron Mt. & So (a)
Smithton, Pettis Co., Mo.,
Missouri Pacific
Smithton, Okla.,
St. L. El Reno & West
Smithton, Pa.,
Baltimore & Ohio (a)
" Pitts. & Lake Erie (b)
(a) and (b) about ½ mi. apart on opposite sides of river
Smithtown, N.B., St. Martins
Smithtown, N.Y.,
Long Island
Smithville, Ark.,
St. Louis, Iron Mt. & So
Smithville, Fla.,
Atlantic Coast Line
Smithville, Ga., Cent. of Ga
Smithville, Ind.,
Chicago, Ind. & Louisv
Smithville, Minn.,
Northern Pacific
Smithville, Mo.,
Quincy, Om. & K. C (a)
" St. Joseph & Gd. Isl (a)
Smithville, N.J., Penna
Smithville, O.,
Pennsylvania Co (a)
" Wheel. & Lake Erie (b)
(a) and (b) 1½ miles apart
Smithville, Ont.,
Toronto, Ham. & Buff
Smithville, Butler Co., Pa.,
Western Allegheny
Smithville,
Lancaster Co., Pa.,
Pennsylvania
Smithville, Tex.,
Missouri Kansas & Tex
Smithwick, S.D.,
North-Western Line
Smoaks, S.C., Atl. Coast Line
Smock, Pa., Pennsylvania
Smokeless, Okla.,
Midland Valley
Smokeless, W.Va.,
Norfolk & Western
Smoke Run, Pa., Penna
Smoky Junction, Tenn.,
Tennessee
Smolan, Kan., Mo. Pacific
Smoot Utah, Denv. & Rio G
Smoot, W.Va., Balt. & Ohio
Smurr, Ariz., South. Pacific
Smyrna, Ala., Central of Ga
Smyrna, Del., Pennsylvania
Smyrna, Ga.,
Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Smyrna, Me.,
Bangor & Aroostook
Smyrna, Mich., Pere Marq
Smyrna, Neb., Burl. Route
Smyrna, N.Y.,
New York, Ont. & West
Smyrna, S.C., Southern
Smyrna, Tenn.,
Nash. Chatt. & St. Louis
Smyrna, Wash.,
Chic. Mil. & Puget Sd
Smyrna Mills, Me.,
Bangor & Aroostook
Smyser, Pa., Pennsylvania
Smythe, Ala., Louisv. & Nash
Smythe, Ind., Southern
Smythe, Va., Southern
Smythe Junction, La.,
Kansas City Southern
Snake Creek, Que., Can. Pac
Snake River, Ont., Can. Pac
Snake River, Wash.,
Oregon RR. & Nav. Co
Snake River Junc., Wash.,
Spokane, Port. & Seat
Snapp, Va., Norf. & West
Sneads, Fla., Lv. & Nash
Snedden, Ont., Can. Pacific
Snediker, Pa., Pennsylvania
Sneeds, Ga., Charl & W. Car
Snefs, Ia., Chic. Mil. & St. P
Snelgrove, Ont., Can. Pac
Snell, Ark.,
Missouri & North Ark
Snelling, Cal., Yosemite Val
Snellings, S.C.,
Atlantic Coast Line
Snells, S.C., Atl. Coast Line
Snell's, Wis.,
Minn. St. P. & Slt. Ste. M
" North Western Line
Snells Mill, Fla.,
Atlantic Coast Line
Snelsons, Ga., Macon & Birm
Snider, Ala.,
Manistee & Repton
Snider's, Ky., Louisv. & Nash
Sniders, N.C., Piedmont

Snider's Crossing, Ala.,
Louisville & Nashville
Snider's Spur, Colo.,
Colorado Midland
Sni Levee, Ill., Chic. & Alton
Snively, O., Wh. & Lk. E
Snoden, Tenn., Louisv. & Nash
Snodes, O., Penna. Co
Snohomish, Wash.,
Great Northern (a)
" Northern Pacific (b)
(a) and (b) ½ mile apart
Snoqualmie, Wash.,
Northern Pacific
Snoqualmie Falls, Wash.,
Northern Pacific
Snow, Kans., Atch. Top. & S. Fe
Snow, Mont., North. Pacific
Snowden, Colo.,
Colorado Midland (a)
" Denver & Rio Gr (b)
(a) and (b) about 331 yards apart
Snowden, La.,
Yazoo & Miss. Valley
Snowden, Mont., Great North
Snowden, N.C., Norf. & So
Snowden, Pa., Balt. & Ohio
Snowden, Bedford Co., Va.,
Chesapeake & Ohio
Snowden, Fairfax Co., Va.,
Wash. Al. & Mt. V. Elec
Snowdon, Cal., South. Pac
Snowdoun, Ala.,
Atlantic Coast Line
Snowflake, Manitoba,
Canadian Pacific
Snow Flake, Okla.,
Pere Marquette
Snow Fork Junction, O.,
Hocking Valley
Snow Hill, Ala. Lv. & Nash
Snow Hill, Ind., Gd. Rap. & Ind
Snow Hill, Md., Penna
Snow Hill, N. C.,
Kinston & Snow Hill
Snow Hill, Pa., West Alleg
Snow Hill, W. Va.,
Kanawha & Michigan
Snow Lake, Ark.,
St. Louis, Iron Mt. & So
Snow Mass, Colo., Colo. Mid
Snow Road, Ont.,
Kingston & Pembroke
Snowshoe, Mich.,
Mineral Range
Snow Shoe (1),
Centre County, Pa.,
N.Y. Cent. & Hud. River
Snow Shoe (2),
Centre County, Pa.,
Pennsylvania
Snow Shoe Intersection, Pa.,
Pennsylvania
Snyder, Ark.,
Miss. Riv. Hamb. & West
Snyder, Colo., Union Pacific
Snyder, Ill.,
Cleve. Cin. Chic. & St. L
Snyder, Neb., No. West. Line
Snyder, N.Y., Lehigh Valley
Snyder, N.D., North. Pacific
Snyder, O.,
Youngstown & South
Snyder, Okla., Frisco Sys
Snyder,
Northampton Co., Pa.,
Lehigh & New England
Snyder, Indiana Co., Pa.,
Pennsylvania
Snyder, Tex.,
Roscoe, Snyder & Pac
Snyder, W. Va.,
West Virginia North
Snyders, Idaho,
Spokane & Internat
Snyders, Mich., Mich. Cent
Snyders, O.,
Cleve. Cin. Chic. & St. L
Snyder's, Utah, Rio Gr. West
Snyder's, Va., Ches. & Ohio
Snydersburg, Pa., Balt. & Ohio
Snydertown, Center Co., Pa.,
Central of Penna
Snydertown,
Northumberl'd Co., Pa.,
Pennsylvania (a)
" Phila. & Reading (b)
(a) and (b) ½ mile apart
Snyderville, Utah,
Denver & Rio Grande
Soa Magill, Ia.,
Chic. Mil. & St. Paul
Soapayuca, Mex.,
Interoceanic of Mex
Soberon, Mex., Nat. of Mex
Sobey, Wash., North. Pacific
Sobieski, Wis.,
Chic. Mil. & St. Paul
Sobrante, Cal., South. Pac
Sobre Vista, Cal., So. Pacific
Sochi, Mex., West Coast Rte
Social Circle, Ga.,
Georgia (a)
" Monroe (c)
Social Hall, Pa., Penna
Society Hill, S.C.,
Atlantic Coast Line
Sockanosset, R.I.,
N.Y. New Hav. & Hart
Socola, La., New Orl. So
Socorro, N.M., Atch. T. & S. Fe
Soctom Hill, Ala.,
Sumter & Choctaw
Soda, Cal.,
Tonopah & Tidewater
Soda, Wyo., Union Pacific
Sodam, N.Y., N.Y. N.H. & H
Soda Springs Idaho,
Oregon Short Line
Sodaville, Nev.,
Nevada & California
Soda Works, Wyo.,
Union Pacific
Sodus, La., Texas & Pacific
Sodus, Mich.,
Cleve. Cin. Chic. & St. L
Sodus, N.Y., N.Y. C. & H. R
Sodus Centre, N.Y., Penna
Sodus Point, N.Y., Penna
Soegaard, Miss.,
Brookhaven & Pearl R
Soest, La., La. Ry. & Nav. Co
Sofkee, Ga., Ga. So. & Fla (a)
" Macon & Birm (c)
Soho, N.J., Erie
Soho, Pa., Baltimore & Ohio
Soho Park, N.J., Erie
Soileau, La.,
Opelousas, Gulf & N. E
Sokulk, Wash.,
Spok. & Inland Emp
Solana, N.M.,
El Paso & S. W. System
Solano, Cal., Pacific El
Solberg Ia., Chicago Gt. West
Solbergs Point, Minn.,
Minn. & St. Louis
Soldani, Okla.,
Atch. Top. & Santa Fe
Soldier, Ia., No. West. Line
Soldier, Kan., Union Pacific
Soldier, Ky., Ches. & Ohio
Soldier, O.,
Day. L. & C. R. R. & T. Co
Soldier, Tenn.,
Car. Clinch. and Ohio
Soldier Creek, Fla.,
Atlantic Coast Line
Soldier Crossing, Ky.,
Ports. & Tygart Valley
Soldier Pond, Me.,
Bangor & Aroostook
Soldiers Grove, Wis.,
Chicago, Mil. & St. Paul
Soldiers' Home, Cal.,
Los Ang.-Pacific (El)
Soldiers' Home, Ill.,
Burlington Route (a)
" Wabash (a)
Soldiers' Home, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (a)
Soldiers' Home, O., Balt. & O
" Lake Shore Electric
Soldier Summit, Utah,
Denver & Rio Grande
Soledad, Cal., South. Pacific
Soledad, Coahuila, Mex.,
Mexican International
Soledad, Nuevo Leon, Mex.,
National of Mexico
Soledad, Vera Cruz, Mex.,
Mexican
Soledad Zacatecas, Mex.,
National of Mexico
Solima, Mex., Mex. Internat
Solis, Mex., National of Mex
Solita, Cal.,
A. T. & S. F., Coast Lines*
Solita, Tenn., Louisv. & Nash
Solitude, Ind., Ev. & Terre H
Solitude, Utah, Denv. & Rio G
Solitude, Va., Norfolk & West
Solliano, Mex., Nat. of Mex
Sollers, Md., Penna
Sollitt, Ill., Chic. and East. Ill
Solms, Tex., Mo. Kans. & Tex
Solomon, Ariz.,
Gila Val. Globe & North
Solomon, Ia., Wabash
Solomon, Kan.,
Atch. Top. & S. Fe (a)
" Chic. Rock Isl. & Pac (b)
" Union Pacific (b)
Depots ½ mile apart
Solomon Rapids, Kan.,
Missouri Pacific
Solomon's Gap, Pa.,
Central of New Jersey
Solon, Cal.,
A. T. & S. F., Coast Lines*
Solon, Ia., Chic. Rk. Isl. & P
Solon, Me., Somerset
Solon, Mich., Manistee & N. E
Solon, N.Y.,
Delaware, Lack. & West
Solon, Cuyahoga Co., O.,
Erie (a)
" Wheeling & Lk. Erie (a)
Solon, Tex., Mo. Kan. & Tex
Solon, Wyo., Union Pacific
Solon Mills, Ill.,
Chic. Mil. & St. Paul
Solon Springs, Wis.,
Minn. St. P. & S. Ste. M (a)
" North Western Line (b)
(a) and (b) about 1 mile apart
Solsberry, Ind.,
Indianapolis Southern
Solsgirth, Manitoba,
Canadian Pacific
Solsville, N.Y., N.Y. Ont. & W
Soltepec, Mex., Mexican
Solus, Utah,
San Ped. Los Ang. & S. Lk
Solvay, Ill., N.Y. Chic. & St. L
Solvay, N.Y.,
Del. Lack. & West
" N.Y. Cent. & H. Riv
Solway, Minn., Great North
Solway, Tenn.,
Louisville & Nashville
Sombra, Ont., Pere Marq
Somena, Kan., Union Pacific
Somenos, B.C.,
Esquimalt & Nanaimo
Somerdale, N.J., Atlantic C
Somerdale, O., Wheel. & Lk. E
Somerfield, Pa., Balt. & Ohio
Somerleyton, Mich.,
Pere Marquette
Somers, Ia., Chic. Gt. West
" Chicago, Rk. Isl. & Pac
Somers, Mont., Great North
Somers, Pa., Pitts. & Lk. Erie
Somer's, Wis., Chic. M. & St. P
Somer's Centre, N.Y.,
N.Y. Cent. & Hud. River
Somerset, Los Ang. Co., Cal.,
Pacific Electric
Somerset, Siskiyou Co., Cal.,
Southern Pacific
Somerset, Colo.,
Denver & Rio Grande
Somerset, Ia., Chic. R. I. & Pac
Somerset, Kan., Mo. Kan. & T
Somerset, Ky.,
Cin. New Orl. & Tex. Pac
Somerset, La., St. L. I. M. & S
Somerset, Manitoba,
Canadian Northern
Somerset, Mass.,
N.Y. New Hav. & Hart
Somerset, Mich., L.S. & M.S
Somerset, Neb., Burl. Route
Somerset, Mercer Co., N.J.,
Pennsylvania
Somerset, O., Balt. & Ohio
Somerset, Pa., Balt. & O (a)
" Pitts. Westm. & Som (b)
(a) and (b) about 1 mile apart
Somerset, Va., Southern
Somerset, Wis.,
Minn. St. P. & Slt. Ste. M
Somerset Centre, Mich.,
Lake Shore & Mich. So
Somerset Junction, Me.,
Canadian Pacific
" Somerset
Somerset Junction, Mass.,
N.Y. New Hav. & Hart
Somerset Stock Farm, N.J.,
Pennsylvania
Somer's Lane, Pa., Erie
Somers Point, N.J., Penna
Somersworth, N.H., B. & Me
Somerton Pa., Phila. & Read
Somerton Hills, Pa.,
Philadelphia & Read
Somerville, Ind.,
Evansv. & Indianap
Somerville, Mass.,
Boston & Maine
Somerville, Miss.,
Yazoo & Miss. Valley
Somerville, N.J., Cent. of N.J
Somerville, O., P.C.C. & St. L
Somerville, Tenn.,
Nash. Chatt. & St. L (a)
" Southern (b)
(a) and (b) ¾ mile apart
Somerville, Tex.,
Gulf, Colo. & Santa Fe*
Somerville Highlands, Mass.,
Boston & Maine
Somerville Junction, Mass.,
Boston & Maine
Somis, Cal., South. Pacific
Sommer, Tex.,
Quanah, Acme & Pac
Sommers, Mo.,
St. Louis South-west
Somonauk, Ill., Burl. Route
Somo Riel, Mex.,
National of Mexico
Somo River, Wis.,
Marinette, Tom. & West
Sompayrac, La.,
Colo. So. New Orl. & Pac
Soncy, Tex.,
Chic. Rock Isl. & Gulf
Sonestown, Pa.,
Williamsport & No. Br
Songo, Ala., Louisv. & Nash
Songo, W. Va., Norf. & West
Sonia, Ky., Louisv. & Nash
Sonman, Pa., Pennsylvania
Sonna, Idaho, Ore. Short Line
Sonnett, Ala., Southern
Sonoita, Ariz., Southern Pac
Sonoma, Cal., No. West. Pac
Sonoma, Mich., Mich. Cent
Sonora, Cal., Sierra of Cal
Sonora, Colo., Colo. & South
Sonora, Ky., Louisv. & Nash
Sonora, N.D., Great North
Sonora, Muskingum Co., O.,
Baltimore & Ohio
Sontag, Miss.,
Mississippi Central
Sonya, Ont., Grand Trunk
Sonyea, N.Y.,
Dansv. & Mt. Morris (a)
" Pennsylvania (b)
(a) and (b) 1 mile apart
Soo Junction, Mich.,
Duluth, So. Shore & Atl
Soo Junction, Minn., Gt. No
Soo Line Junction, Minn.,
Minn. St. P. & Slt. Ste. M
Soos, Wash., North. Pacific
Sooysmith, Ky., Illinois Cent
Sopchoppy, Fla.,
Georgia, Florida & Ala
Sopenah, Wash., North. Pac
Soper, Okla., Frisco System
Soperton, Ga.,
Macon, Dublin & Sav
Soperton, Ont.,
Brock. West. & No. West
" Colorado & Wyo (a)
Sopris Crossing, Colo.,
Colorado & Wyoming
Sorel, Que.,
Quebec, Mont. & South
Sorensen, Cal., Pacific Elec
Sorenson, Mich.,
Arcadia & Betsey Riv
Sorento, Ill.,
Burlington Route (a)
" Toledo, St. L. & West (b)
(a) and (b) adjacent
Soria, Mex., National of Mex
Sorrels, Ark., St. Louis S. W
Sorrels, Tex.,
Gulf, Colo. & Santa Fe*
Sorrento, Cal.,
A. T. & S. F., Coast Lines*
Sorrento, Colo., Union Pac
Sorrento, Fla.,
Atlantic Coast Line
Sorrento, Idaho,
Chicago, Mil. & Puget Sd
Sorrento, La.,
Colo. So. New Orl. & P (a)
" La. Ry. & Nav. Co (a)
Sorrento, Md., Penna
Sorrento Park, O., Erie
Soso, Miss.,
Gulf & Ship Island
Soto, Cal., Southern Pacific
Sototlan, Mex.,
National of Mexico
Soudan, Cal., Southern Pac
Soudan, Mont.,
Chicago, Mil. & Puget Sd
Soudan, Neb.,
North-Western Line
Soudan, Va., Southern
Souderton, Pa., Phila. & Read
Soulanges, Que., Gd. Trunk
Soule, Wash., North. Pacific
Soules, Mich., Pere Marq
Sound Beach, Ct.,
N.Y. New Hav. & Hart
Sound View, Ct.,
N.Y. New Hav. & Hart
Souris, Manitoba, Can. Pac
Souris, N.D., Great Northern
Souris, P.E.I., Prince Edw. Isl
Souris Section Junc., Man.,
Canadian Pacific
Sour Lake, Tex.,
Beaum. Sour L. & W (a)
" Texas & New Orl (b)
(a) and (b) 1,300 feet apart
Sour Lake Junction, Tex.,
Beaumont, Sour Lk. & W
Sour Wood, Tenn.,
Nashv. Chat. & St. L
Souter, Mex.,
Interoceanic of Mex
Souterville, Ont., Gd Trunk
South, Ala. Louisv. & Nashv
South Aberdeen, Wash.,
Northern Pacific
South Acton, Mass.,
Boston & Maine
South Addison, Ill.,
Illinois Central
South Adrian, Mich.,
Det. Tol. & Ironton (a)
" Wabash (b)
South Akron, O.,
Baltimore & Ohio (a)
" Cleve. Akron & Col (a)
" Erie
South Albion, Me.,
Wiscasset, Wat. & Farm
South Allen, Mich.,
Gd. Rapids & Indiana
South Altoona, Pa., Penna
South Amana, Ia.,
Chic. Mil. & St. Paul (a)
" Chic. Rock Isl. & Pac (b)
(a) and (b) about 1 mi. apart
South Amboy, N.J.,
Central of N. J (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
" Raritan River (a)
South Amboy Junction, N.J.,
Central of N. J (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
South Amherst, Mass.,
Boston & Maine (a)
" Central Vermont (b)
(a) and (b) adjacent
Southampton, Mass.,
N.Y. New Hav. & Hart
Southampton, N.Y., Long Isl
Southampton, N.S.,
Cumberland
Southampton, Ont., Gd. Tk
Southampton, Bucks Co., Pa.,
Phila. Newtown & N.Y
South Amsterdam, N.Y.,
West Shore
South Anderson, Ind.,
Cleve. Cin. Chic. & St. L
South Anna, Va.,
Chesapeake & Ohio
South Arbor, Wash., No. Pac
Southard, Ark.,
Chicago, Rk. Isl. & Pac
Southard, Okla.,
Frisco System
Southard, Tex.,
Ft. Worth & Denver City
Southard, Va., Ches. & Ohio
South Ashburnham, Mass.,
Boston & Maine
South Athens, Ga.,
Seaboard Air Line
South Athol, Mass.,
Boston & Albany
South Auburn, R.I.,
N.Y. New Hav. & Hart
South Aurora, Ill.,
Burlington Route
South Avoca, Pa.,
Lack. & Wyoming Val
South Avon, N.Y., Erie
South Baker, Ore.,
Sumpter Valley
South Bantam, O.,
Cin. George. & Ports
South Barre, Vt., Central Vt
South Bartonville, Ill.,
Peoria & Pekin Un (a)
" Peoria Ry. Term (b)
(a) and (b) about ¼ mi. apart
South Bay, Cal.,
San Francisco & N.W*
South Bay, N.B., Can. Pacific
South Bay, Madison Co., N.Y.,
Lehigh Valley
South Bay,
Washington Co., N.Y.,
Delaware & Hudson
South Bay City, Mich.,
Michigan Central
" Pere Marquette
South Bay Junction, Mass.,
N.Y. New Hav. & Hart
South Beach, N.Y.,
Staten Island Rapid Tr
South Bedford, N.H.,
Boston & Maine
South Bellaire, O.,
Bellaire, Zanesv. & Cin
South Bellingham, Mass.,
N.Y. New Hav. & Hart
South Bellingham, Wash.,
Great Northern
South Bend, Ind.,
Chic. Ind. & South (b)
" Grand Trunk (c)
" Lake Sh. & Mich. So (b)
" Michigan Central (c)
" New Jer. Ind. & Ill (c)
" Vandalia (d)
(a) and (b) about ½ mi. apart
(a) and (c) 2 miles apart
(a) and (d) ½ mile apart
(a) and (e) about 1 mi. apart
(b) and (c) 1 mile apart
(b) and (d) about ¼ mile apart
(b) and (e) about ½ mi. apart
(c) and (d) 2 miles apart
(d) and (e) about ¾ mi. apart
Transfer between all depots for through passengers
South Bend, Neb.,
Burlington Route (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) 7-10 mile apart
South Bend, Wash., No. Pac
South Bennington, N.H.,
Boston & Maine
South Berlin, N.Y., Rutland
South Berlin, Tenn.,
Nash. Chatt. & St. Louis
South Berwick, Me.,
Boston & Maine
South Bethlehem, N.Y.,
West Shore
South Bethlehem, Pa.,
Cent. of New Jersey (a)
" Lehigh Valley (b)
" Phila. & Reading (b)
(a) and (b) about ¼ mi. apart
The station designated (a) is in Bethlehem
(b) called Bethlehem and South Bethlehem
South Billerica, Mass.,
Boston & Maine

* On the Santa Fe
† For freight only
‡ On the Rock Island System

South Blair, Neb., North-Western Line
South Bloomingville, O., Columbus & Southern
South Boardman, Mich., Grand Rapids & Ind
South Boca Grande, Fla., Charlotte Harbor & No
South Bolton, Mass., Boston & Maine
South Bolton, Que., Orford Mountain
Southboro, Mass., N.Y. New Hav. & Hart
South Bosque, Tex., St. Louis South-west
South Boston, Ky., Louisville & Nashville
South Boston, Mass., N.Y. New Hav. & Hart
South Boston, Va., Norfolk & Western (a)
" Southern (b)
(a) and (b) ¾ mile apart
South Braintree, Mass., N.Y. New Hav. & Hart
South Branch, Ill., North-Western Line
South Branch, Mich., Detroit & Mackinac
South Branch, N.B., Can. Pac
South Branch, N.F., Reid Newfoundland
South Branch, Bradford Co., Pa., Lehigh Valley
South Branch, York Co., Pa., Western Maryland
South Brewer, Me., Maine Central
Southbridge, Mass., N.Y. New Hav. & Hart
South Bridgton, Me., Bridgton & Saco River
South Brook, N.F., Reid Newfoundland
South Brookfield, N.S., Halifax & Southwest
South Brookland, D.C., Baltimore & Ohio
South Brookline, N.H., Boston & Maine
South Brooklyn, O., B. & O
South Brownsville, Pa., Monongahela
Southbury, Ct., N.Y. New Hav. & Hart
South Byron, Wis., Chicago, Mil. & St. Paul
South Cairo, N.Y., Catskill Mountains
South Calera, Ala., Louisville & Nashville
South Cambridge, N.Y., Greenwich & Johnsonv
South Camden, N.J., Penna
South Canon, Colo., Colo. Mid
South Carbon, W.Va., Chesapeake & Ohio
South Carrollton, Ky., Louisville & Nashville
South Casselman, Ont., Grand Trunk
South Cedar City, Mo., Chicago & Alton
South Centralia, Wis., North-Western Line
South Charleston, O., Detroit, Tol. & Iron (a)
" Pitts. Cin. Chic & St. L (b)
(a) and (b) about ½ ml. apart
South Charleston, W. Va., Chesapeake & Ohio
South Charlestown, N.H., Boston & Maine
South Chatham, Mass., N.Y. New Hav. & Hart
South Chelmsford, Mass., N.Y. New Hav. & Hart
South Chester, Pa., Phila. & Reading
South Cheyenne, Colo., Colo. Spgs. & Cr. Ck. Dist
South Chicago, Ill., Baltimore & Ohio (a)
" Belt of Chicago†
" Chicago, Ind. & South
" Chicago, R. I. & Pac †
" Chic. Term. Transfer (b)
" Elgin, Joliet & East†
" Illinois Central (c)
" Indiana Harbor Belt†
" Lake Sh. & Mich. So (d)
" Pennsylvania Co (e)
" Pere Marquette (e)
(a) and (b) about 330 yards apart
(a) and (c) 288 yards apart
(c) and (d) about ½ ml. apart
(c) and (e) about ½ ml. apart
S. C. & S. Ry. Junction, Ill., Pennsylvania Co
So. Chic. Junction, Ill., Illinois Central
South China, Me., Wiscas. Wat. & Farm
South Chippewa, Wis., Minn. St. P. & Slt. Ste. M
South Clarksville, Va., Southern
South Columbia, N.Y., Delaware, Lack. & West
South Columbus, Ky., Mobile & Ohio
South Columbus, O., Hocking Valley (a)
Toledo & Ohio Cent (b)
(a) and (b) adjacent
South Columbus Grove, O., Cincinnati. Ham. & Day
South Corinth, N.Y., Delaware & Hudson
South Cornwall, Pa., Cornwall (a)
" Phila. & Reading (a)
South Coventry, Ct., Cent. Vt
South Cresaps, W.Va., B. & O
South Cumberland, Md., Western Maryland
South Cut, Neb., North-Western Line
South Danville, Pa., Penna
South Dayton, N.Y., Erie
South Deerfield, Mass., Boston & Maine (a)
" N.Y. N. Hav. & Har (b)
(a) and (b) about ¼ ml. apart
South Deering, Ill., Belt of Chicago
" Indiana Harbor Belt†
" New York, Chic. & St. L
South Dennis, Mass., N.Y. New Hav. & Hart
South Dennis, N.J., Atl. City
South Denver, Colo., Atch. Top. & Santa Fe (a)
" Colorado & South (a)
South Des Moines, Ia., Burlington Route (a)
" Chicago Great West (b)
(a) and (b) 1¼ miles apart
South Diamond, Ky., Louisville & Nashville
South Dodge, Kan., Chic. Rk. Isl. & Pacific
Southdown, La., Morgan's La. & Texas
Southdown, Mont., Burlington Route
Southdown, N.D., Northern Pacific
South Dupo, O., St. Louis, Iron Mt. & So
South Durham, Que., Gd. Tk
South Duxbury, Mass., N.Y. New Hav. & Hart
Southeastern Junction, Mo., Frisco System
South Easton, Mass., N.Y. New Hav. & Hart
South Easton, Pa., Lehigh Valley
South Eden, Md., N.Y. Phila. & Norfolk
South Edmeston, N.Y., Unadilla Valley
South Edmonton, Alberta, Canadian Pacific
Called also Strathcona Station for Edmonton, Alberta
South Elgin, Ill., North-Western Line
South Elizabeth, N.J., Penna
South Elmhurst, Ill., Chicago Gt. West (a)
" Illinois Central (b)
(a) and (b) about ½ mile apart
South Emporia, Va., Atlantic Coast Line
South End, Ga., Cent. of Ga
Called also Inlet
South End Long Bridge, Va., Pennsylvania
" Wash. Alex. & Mt. V. El
South English, Ia., Chicago, Rk. Isl. & Pac
South Enid, Okla., Chic. Rk. Isl. & Pacific
South Erlanger, Ky., Cin. New Orl. & Tex. Pac
Southern, Miss., Mississippi Central
Southern Indiana Junc., Ind., Cleve. Cin. Chic. & St. L
Southern Iowa Junc., Ia., North-Western Line
Southern Junction, Colo., Atch. Top. & Santa Fe
" Colorado & South (a)
" Denver & Rio Gr (a)
Southern Junction, Glynn Co., Ga., Atlanta, Birm. & Atl (a)
" Atlantic Coast Line (a)
" Southern (a)
Southern Junction, Mo., Frisco System
Southern Junction, Tenn., Tennessee Central
Southern Junction, Tex., Wichita Falls & South
Southern Junction, Wis., North-Western Line
Southern Kansas Jn., Kan., Atch. Top. & Santa Fe
So. Mo. & Ark. Junction, Mo., St. Louis & Gulf
South. Pacific Junc., Colo., Colorado & Southern
Southern Pac. Junc., Tex., Missouri. Kan. & Tex
Southern Pines N.C., Seaboard Air Line
Southern Portland, Ore., Southern Pacific
Southerton, O., Ohio Electric
Southesk, Alberta, Can. Pac
South Euclid, Minn., Northern Pacific
South Evanston, Ill., Chic. Mil. & St. Paul
South Excello, O., Cin. Ham. & Dayton
Southey, Saskatchewan, Canadian Pacific
South Fayette, W.Va., Chesapeake & Ohio
Southfield's, N.Y., Erie
South Findlay, O., Cin. Ham. & Dayton (a)
" Lake Erie & West (a)
Called Findlay on Lk. E. & W
South Fitchburg, Mass., N.Y. New Hav. & Hart
South Florence, Ala., Southern
South Florida Junc., Fla., Atlantic Coast Line
South Fork, B.C., Kaslo & Slocan
South Fork, Cal., Yosemite Valley
South Fork, Rio Grande Co., Colo., Denver & Rio Grande
South Fork, Ky., Cin. New Orl. & Tex. Pac
South Fork, Cambria Co., Pa., Pennsylvania
South Fork, Tenn., Ill. Cent
South Frankfort, Mich., Ann Arbor
South Framingham, Mass., Boston & Albany (a)
" N.Y. New Hav. & H (a)
South Franklin, Vt., Central Vermont
South Freeport, Ill., Chicago Great Western
South Gaines, Pa., Buff. & Susquehanna
South Gardiner, Me., Maine Central
South Gilbert, Mich., Grand Rapids & Ind
South Gilboa, N.Y., Ulster & Delaware
South Glassboro, N.J., Penna
South Gloucester, N.J., Penna
South Good Spring, Pa., Phila. & Reading
South Granby, Ct., N.Y. New Hav. & Hart
South Granby, N.Y., Del. Lack. & Western
South Grand Rapids, Mich., Grand Rapids & Ind
South Greece, N.Y., N.Y Cent. & Hud. River
South Greenfield, Mo., Frisco System
South Greenfield, N.Y., Long Island
South Hamilton, O., Cin. Ham. & Dayton
South Hammond, Ind., Chicago, Ind. & Louisv
South Hanover, Mass., N.Y. New Hav. & Hart
South Hanson, Mass., N.Y. New Hav. & Hart
South Harriman, Tenn., Tennessee Central
South Hartwell, O., Cleve. Cin. Chic. & St. L
South Hartwick, N.Y., Oneon. & Mohawk V (El)
South Harwich, Mass., N.Y. New Hav. & Hart
South Haven, Kan., Atch. Top. & San. Fe (a)
" Kansas South-west (b)
(a) and (b) about 1 ml. apart
South Haven, Mich., Kal. Lk. Sh. & Chic (a)
" Michigan Central (b)
(a) and (b) about 60 rods apart
South Haven, Minn., Minn. St. P. & Slt. Ste. M
South Heart, N.D., No. Pac
South Hedons, Ala., Louisville & Nashville
South Hero, Vt., Rutland
South Hill, Va., Southern
South Holland, Ill., Chic. and East. Ill (a)
" Chic. Term. Transf (b)
(a) and (b) 1 mile apart
South Houlton, Ore., Astoria & Col. River
S. H. E. & W. Tex. Junc., Tex., Texas & Gulf
South Hutchinson, Kan., Missouri Pacific
South Indian, Ont., Grand Trunk
Southington, Ct., N.Y. New Hav. & Hart
Southington Road, Ct., N.Y. New Hav. & Hart
South Inman, Ga., Southern
South Jacksonville, Fla., Fla. East Coast
South Janesville, Wis., North Western Line
South Junction, Ark., St. Louis, Iron Mt. & So
South Junction, Man., Canadian Northern
South Kearsarge, Mich., Keweenaw Central
South Kent, Ct., N.Y. New Hav. & Hart
South Knoxville, Tenn., Southern
South Kortright, N.Y., Ulster & Delaware
South Lagrange, Me., Bangor & Aroostook
South La Jolla, Cal., Los Ang. & San D. Beach
South Lake Linden, Mich., Copper Range
South Lake Weir Junc., Fla., Seaboard Air Line
South Lakewood, N.J., Central of New Jersey
Southland, Ga., Atlanta, Birm. & Atl
Southland, Mich., Toledo & Western (El)
South Lansing, Mich., Lake Shore & Mich. So
South Lansing, N.Y., N.Y. Auburn & Lansing
South Lawrence, Mass., Boston & Maine
South Leavenworth, Kan., Atch. Top. & S. Fe (a)
" Leavenworth & Top (a)
" Missouri Pacific (b) (c)
" Union Pacific (c)
South Lebanon, O., Pitts. Cin. Chic. & St. L
South Lee, Mass., N.Y. New Hav. & Hart
South Lee, Mo., St. L. Kan. City & Colo ‡
South Liberty, Mo., Wabash
South Lima, N.Y., Erie
South Lincoln, Me., Me. Cent
Called also Portland Brook
South Linton, Ind., Vandalia
South Littleton, N.H., Boston & Maine
South Livonia, N.Y., Erie
South Londonderry, Vt., Central Vermont
South Lorain, O., Lake Shore & Mich. So
" Lake Shore Electric
" Loraine & West Va †
South Loudonville, O., Pennsylvania Co
South Louisville, Ky., Louisville & Nashville
South Lowell, Mass., Boston & Maine
South Lyme, Ct., N.Y. New Hav. & Hart
South Lynbrook, N.Y., Long Island
South Lyndeboro, N.H., Boston & Maine
South Lynne, Ill., Pitts. Cin. Chic. & St. L
South Lyon, Mich., Grand Trunk (a)
" Pere Marquette (a)
South Mc Comb, Miss., Illinois Central
South Madison, Wis., North-Western Line
South Magnetawan, Ont., Can. North. Ont
South Maitland, N.S., Dominion Atlantic
South Manchester, Ct., South Manchester
South Manistique, Mich., Manistique & Lk. Sup
South March, Ont., Grand Trunk
South Marietta, Ga., Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
South Marion, O., Erie
Southmayde, Tex., Texas & Pacific
South Merrimack, N.H., Boston & Maine
South Middleboro, Mass., N.Y. New Hav. & Hart
South Middleton, Mass., Boston & Maine
South Milford, Ind., Wabash
South Milford, Mass., N.Y. New Hav. & Hart
South Milford, N.H., Boston & Maine
South Milford, O., Norfolk & Western
South Milwaukee, Wis., North-Western Line
South Minneapolis, Minn., Chicago, Mil. & St. Paul
" Chicago, Rk. Isl. & Pac
South Monson, Mass., Central Vermont
South Montrose, Pa., Lehigh Valley
South Mound, Kan., Missouri, Kan. & Tex
South Mountain, Ill., Chicago, Peoria & St. L
South Mountain, Pa., Phila. & Reading
South Nanaimo, B.C., Esquimault & Nanaimo
South Nashua, N.H., Boston & Maine
South Nashville, Tenn., Louisville & Nashv (a)
" Nashv. Chatt. & St. L (a)
South Necedah, Wis., Chicago, Mil. & St. Paul
South Newark, O., Baltimore & Ohio
South New Berlin, N.Y., New York, Ont. & West
South New Castle, Me., Maine Central
South Nineveh, N.Y., Delaware & Hudson
South Norfolk, Va., Norfolk & Western
South Norfolk Junction, Va., Norfolk & Southern
South Norwalk, Ct., N.Y. New Hav. & Hart
South Norway, Mich., Wisconsin & Michigan
South Nyack, N.Y., Erie
South Oak Park, Ill., Chic. Term. Transfer
South Ogdensburg, N.J., N.Y. Susq. & Western
South Oil City, Pa., Pennsylvania
Southold, N.Y., Long Island
South Olean, N.Y., Pennsylvania
South Olive, O., Penna. Co
South Omaha, Neb., Burlington Route (a)
" Chicago Great Western
" Chic. Mil. & St Paul (b)
" Chic. Rk. Isl & Pac (c)
" Illinois Central
" Missouri Pacific (c)
" No. West. Line (b) (d)
" Union Pacific (c)
(a) and (b) 1½ miles apart
(a) and (c) 1¼ miles apart
South Omaha Junc., Neb., Chic. Rk Isl. & Pacific
South Orange, N.J., Del. Lack. & Western
South Orange, Va., Chesapeake & Ohio
South Orrington, Me., Maine Central
South Oshkosh Wis., Minn. St. P. & S. Ste. M (a)
" North-West. Line (b)
(a) and (b) 5-6 mile apart
South Ottawa, Ill., Burlington Route
South Ottawa, O., Cin. Ham. & Dayton
South Ottumwa, Ia., Wabash
Southover Junction, Ga., Atlantic Coast Line
South Paris, Me., Gd. Trunk
South Park, Ill., Illinois Cent
South Park, Kan., Frisco System (a)
" Kan. City, Clin. & Spg (a)
South Park, Ky., Lv. & Nash
South Park, Minn., Chicago Great Western
South Park, O., Baltimore & Ohio
South Park, Wash., Tacoma & Col. River
South Parkdale, Ont., Canadian Pacific (a)
" Grand Trunk (a)

South Parkersburg, W.Va., Little Kanawha
South Pasadena, Cal., A.T.&S.F., Coast L* (a)
" Pacific Electric
" San Ped. L. A. & S. L (b)
" Southern Pacific (c)
(a) and (c) about ¾ mi. apart
(b) and (c) about ½ mi. apart
South Paterson, N.J., Erie
South Peabody, Mass., Boston & Maine
South Pemberton, N.J., Pennsylvania
South Penns Grove, N.J., Pennsylvania
South Penna. Junc., Pa., Cumberland Valley
South Perry, Ia., Inter-Urban (El)
South Pittsburg, Tenn., Nashv. Chatt. & St. L
South Pittston, Pa., Lack. & Wyom. Val
South Plainfield, N.J., Lehigh Valley
South Platte, Colo., Colorado & Southern
South Point, La., New Orl. & North-east
South Point, Mo., Mo. Pacific
South Point, O., Norfolk & Western
South Port, B.C., Gt. North
Southport, Ct., N.Y. New Hav. & Hart
Southport, Ind., Pitts. Cin. Chic. & St. L
Southport, N.Y., Penna
Southport, P.E.I., P.E.I
South Portal, Mont., Gt. No
Southport Junction, La., Illinois Central (a)
" Yazoo & Miss. Valley (a)
South Portland, Ore., Southern Pacific
South Portsmouth, Ky., Chesapeake & Ohio
South Prairie, Wash., Northern Pacific
South Providence, R.I., N.Y. New Hav. & Hart
South Range, Mich., Copper Range
South Range, Wis., Duluth, So. Sh. & Atl (a)
" North-West. Line (b)
(a) and (b) ¼ mile apart
South Rangeley, Me., Maine Central
South Ravenna, Neb., Union Pacific
South Red Bank, Pa., Pennsylvania
South Reno, Ala., Louisville & Nashville
South Richmond, Ind., Chicago, Cin. & Louisv
South Ridgeland, Ill., Chic. Term. Transfer
South Ripley, Ky., Chesapeake & Ohio
Station for Ripley, O
South River Mass., Bost. & Me
South River, N.J., Raritan R
South River, N.S., Intercol
South River, Ont., Gd. Trunk
South River, Va., Ches. & Ohio
South Rivesville, W. Va., Baltimore & Ohio
South Rockwood, Mich., Michigan Central
South Rocky Mount, N.C., Atlantic Coast Line
South Roxton, Que., Can. Pac
South Royalton, Vt., Cent. Vt
South Ruffner, W.Va., Chesapeake & Ohio
South Ryegate, Vt., Montpelier & Wells Riv
South Saginaw, Mich., Pere Marquette
South St. Clair, Mich., Michigan Central
South St. Joseph, Mo., Atch. Top. & S. Fe (a)
" Burlington Route (a)
" Chic. Rk. Isl. & Pac (a)
South St. Paul, Minn., Burlington Route (b)
" Chic. Great West (a) (b)
" Chic. Mil. & St. Paul (b)
" Chic. Rk. Isl. & Pac (b)
" Great Northern (b)
" North-Western Line (b)
(b) freight only
South Salisbury, Md., N.Y. Phila. & Norfolk
South San Diego, Cal., National City & Otay
South Sandusky, O., Pennsylvania Co
South San Francisco, Cal., Southern Pacific
South San Leandre, Cal., Southern Pacific
South Saskatoon, Sask., Grand Trunk Pacific
South Schenectady, N.Y., Delaware & Hudson (a)
" West Shore (a)
South Scranton, Pa., Delaware & Hudson (a)
" Del. Lack. & Western †
" Lack. & Wyom. Val (b)
Called Steel Works on D. L. & W
South Sebec, Me., Bangor & Aroostook
South Shaftsbury, Vt., Rutland
South Sharon, Pa., Erie
" Lk. Shore & Mich. So (a)
" Pennsylvania Co (a)
South Shawnee, Okla., Atch. Top. & Santa Fe
South Sherborn, Mass., N.Y. New Hav. & Hart
South Shore, Ill., Ill. Central
South Shore, S.D., Gt. North
South Shore Junc., Mich., Minn. St. P. & Slt. Ste. M
Southside, Fla., Tampa & Jacksonville
Southside, N.C., Carolina & North-west
South Side, Belmont Co., O., Ohio River & Western
South Side, Hamilton Co., O., Balt. & Ohio S.W (a)
" Cin. Ham. & Dayton (b)
(a) and (b) about ¼ mile apart
South Side, York Co., Pa., Maryland & Penna
South Side Junction, W. Va., Chesapeake & Ohio
South Sioux City, Neb., Burlington Route (a)
" North-West. Line (b)
(a) and (b) ½ mile apart
South Sioux Falls, S.D., Great Northern
South Soton, O., Detroit, Tol. & Ironton
South Somerville, N.J., Lehigh Valley
South Spencer, Mass., Boston & Albany
South Spring, N.M., Eastern of New Mex*
South Stillwater, Minn., Chic. Mil. & St. Paul (a)
" Northern Pacific
" North-West. Line (a)
South Stoughton, Mass., N.Y New Hav. & Hart
South Strong, Me., Sandy R. & Range. Lks
South Stukely, Que., Can. Pac
South Sudbury, Mass., Boston & Maine (a)
" N.Y. New Hav. & H (a)
South Superior, Wis., Minn. St. P. & Slt. Ste. M
South Swansea, Mass., N.Y. New Hav. & Hart
South Tacoma, Wash., Northern Pacific
South Topeka, Kan., Mo. Pac
South Trenton, N.J., Penna
South Trippe Junction, Ark., St. Louis, Iron Mt. & So
South Troy, Mo., Burl. Route
South Truro, Mass., N.Y. New Hav. & Hart
South Tunis, N.C., Atlantic Coast Line
South Tunnel, Tenn., Louisville & Nashville
South Twin, Me., Bangor & Aroostook
South Unadilla, N.Y., N.Y. Ontario & West
South Union, Ky., Lv. & Nash
South Union, Me., Georges Valley
South Uniontown, Pa., Pennsylvania
South Utica, N.Y., West Shore
South Uxbridge, Mass., N.Y. New Hav. & Hart
South Vallejo, Cal., So. Pac
See Vallejo (South), Cal
South Vernon, Ind., Balt. & Ohio Southwest
South Vernon, Vt., Boston & Maine (a)
" Central Vermont (a)
Called South Vernon Junc. on B. & M
South Vernon Junction, Vt., Boston & Maine (a)
" Central Vermont (a)
Called South Vernon on C.V
South Vicksburg, Miss., Yazoo & Miss. Valley
Southville, Mass., Bost. & Alb
South Vineland, N.J., Penna
South Wales, N.Y., Penna
South Wallingford, Vt., Rutland
South Walpole, Mass., N.Y. New Hav. & Hart
South Walton, Ky., Cin. New Orl. & Tex. Pac
South Wanatah, Ind., Chic. Ind. & Louisv (a)
" N.Y. Chic. & St. L (a)
South Wareham, Mass., N.Y. New Hav. & Hart
South Warsaw, O., Ohio Electric
Southwarth, O., Cincin. Ham. & Dayton
South Wayne, Wis., Chicago, Mil. & St. Paul
South Webster, Mo., Frisco System
South Webster, O., Balt. & Ohio Southwest
Southwell, Ga., Seaboard Air Line
South Wellfleet, Mass., N.Y New Hav. & Hart
South Wellington, B.C., Esquimalt & Nanaimo
S. W. Bridge, N.F., Reid Newfoundland
South West City, Mo., Frisco System
Southwestern Branch Junc., Manitoba, Can. Pacific
Southwestern Junc., Kan., Missouri Pacific
Southwestern Junc., Wis., Green Bay & Western
South West Junction, Pa., Pennsylvania
South Westminster, B.C., Great Northern
South Westville, N.J., Penna
South Wethersfield, Ct., N.Y. New Hav. & Hart
South Weymouth, Mass., N.Y. New Hav. & Hart
South Whitley, Ind., N.Y. Chic. & St. L (a)
" Vandalia (b)
(a) and (b) about 140 yards apart
South Wichita, Kan., Atch. Top. & Santa Fe
Southwick, Mass., N.Y. New Hav. & Hart
Southwick, Pa., Penna
South Wilkes-Barre, Pa., Cent. of New Jersey (a)
" Lehigh Valley (b)
" Pennsylvania (b)
(a) and (b) adjacent
South Williamsport, Pa., Pennsylvania
South Willington, Ct., Central Vermont
South Wilmington, Ill., Elgin, Joliet & Eastern
South Wilmington, Mass., Boston & Maine
South Wilton, Ct., N.Y. New Hav. & Hart
South Windham, Ct., Central Vermont (a)
" N.Y. New Hav. & H (b)
South Windham, Me., Maine Central
South Windsor, Ct., N.Y. New Hav. & Hart
South Winfield, Kan., Atch. Top. & Santa Fe
South Winlock, Wash., Northern Pacific
Southwold, Ont., Mich. Cent
Southwood, Del., Balt. & Ohio
Southwood, La., Yazoo & Miss. Valley
Southwood, Ont., Canadian North. Ont
South Woodstown, N.J., Pennsylvania
South Worcester, Mass., Boston & Albany (a)
" N.Y. New Hav. & H (a)
See Worcester Junction
South Yarmouth, Mass., N.Y. New Hav. & Hart
South Zanesville, O., C. & M.V. (Penna. L) (a)
" Zanesville & West (a)
Souvenny, Mich., Detroit & Mackinac
Sowash, Pa., Pennsylvania
Sowden, Ont., Gd. Trunk Pac
Sowell's Mill, Ala., Lv. & Nash
Spades, Ind., C.C.C. & St. L
Spadra, Ark., St. L.I. Mt. & So
Spadra, Cal., South. Pacific
Spadra Junction, Ark., St. Louis, Iron Mt. & So
Spafford, O., C. C. C. & St. L
Spain, Ga., South Georgia
Spain, S.D., Chic. Mil. & St. P
Spalding, Mich., North Western Line
Spalding, Neb., Union Pac
Spalding, N.M., Atch. T. & S.F
Spalding, S.C., Seaboard Air Line
Spalding, Tenn., Tenn. Cent
Spangle, Wash., No. Pacific
Spangler, Ga., Georgia North
Spangler, Ill., Toluca, Marq. & North
Spangler, O., C. & M.V (Penna. L) (a)
" Zanesville & West (a)
Spangler, Pa., Pennsylvania
Spaniard's Bay, N.F., Reid Newfoundland
Spanish, Ont., Canadian Pac
Spanish Fork, Utah, Denver & Rio G (a)
" San P. Los A. & S. Lk (b)
(a) and (b) ½ mile apart
Spanish Fort, Miss., Yazoo & Miss. Valley
Spanish Lake, Mo., Burlington Route (a)
" Mo. Kansas & Texas (a)
Spanns Siding, Fla., Atl. & St. Andrews Bay
Sparger, Tenn., Virginia & Southwest
Spargursville, O., Detroit, Tol. & Ironton
Sparkill, N.Y., Erie
Sparkman, Ala., Alabama Gt. Southern
Sparkman, Ark., Ultima Thule, A. & M
Sparkman Junction, Ark., Ultima Thule, A. & M
Sparks, Ga., Georgia & Florida (a)
" Georgia So. & Fla (a)
" Sparks Western
Sparks, Kan., Burl. Route
Spark's, Md., North. Central
Sparks, Nev., South. Pacific
Sparks, Okla., Atch. Top. & Santa F (a)
" Fort Smith & West (a)
Sparks, Ore., Oregon RR. & Nav. Co
Sparks, Tex., Mo. Kans. & Tex
Sparksville, Ind., Balt. & Ohio Southwest
Sparland-Lacon, Ill., Chic. Rock Isl. & Pac
Sparlin, Fla., Atl. Coast Line
Sparr, Fla., Seab. Air Line
Sparrow Bush, N.Y., Erie
Sparrow Lake, Ont., Canadian North. Ont
Sparrow's Point, Md., Pennsylvania
Sparrow's Point Junc., Md., Baltimore & Ohio
Sparta, Ala., Louisv. & Nash
Sparta, Ga., Georgia
Sparta, Ill., Illinois Southern (a)
" Mobile & Ohio (b)
(a) and (b) ¼ mile apart
Sparta, Ky., Louisv & Nash
Sparta, Mich., Gd. Trunk (a)
" Pere Marquette (b)
(a) and (b) ½ mile apart
Sparta, Minn., Dul. Missabe & North
Sparta, Mo., Frisco System
Sparta, N.J., N.Y. Susq. & Western
Sparta, O., Baltimore & Ohio
Sparta, Tenn., Nashv. Chatt. & St. L
Sparta, Wis., Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) ¾ mile apart
Sparta, Wyo., Burl. Route
Sparta Junction, N.J., Lehigh & Hud. Riv (a)
" N.Y. Susq. & West (a)
Spartanburg, S.C., Car. Clinch. and Ohio
" Charleston & W.C (a)
" Glenn Springs (a)
" Southern (b)
(a) and (b) about ½ mi. apart
Spartansburg, Pa., Penna
Spartanburg Junction, S.C., Southern
Sparwood, B.C., Can. Pacific
" Great Northern
Spa Spring, N.J., Penna
Spatsum, B.C., Can. Pacific
Spaulding, Ala., Lv. & Nash
Spaulding, Ark., Frisco Sys
Spaulding, Cook Co., Ill., Chic. Mil. & St. Paul (a)
" Elgin, Jol. & East (a)
Spaulding, Sangamon Co., Ill., Illinois Central
Spaulding, Union Co., Ia., Burlington Route
Spaulding, Minn., No. Pacific
Spaulding, O., Wheeling & Lake Erie
Spaulding, Okla., Frisco Sys
Spaulding, Wis., Green Bay & Western
Spaulding Junction, Ala., Louisville & Nashville
Spaulding, La., St. Louis, Iron Mt. & So
Spear, La., Tremont & Gulf
Speareville, Kan., Atch. Top. & Santa Fe
Spearfish, S.D., Burl. Route
Spear Grove, Fla., Atlantic Coast Line
Spearman, S.C., Southern
Spears, Ark., Caddo & Choctaw
Spears, Ky., Louisv. & Atl
Spears, Mich., Marquette & So. East
Specht's Ferry, Ia., Chicago, Mil. & St. Paul
Spedis, Wash., Spokane, Port. & Seat
Speeceville, Pa., Penna
Speed, Mo., Missouri Pacific
Speed, N.C., Atl. Coast Line
Speed's, Ind., Pitts. Cin. Chic. & St. L
Speedwell, Va., Norfolk & Western
Speedwell Junction, Va., Norfolk & Western
Speer, Ill., North-West. Line
Speer, Tex., Internat. & Gt. North
Speer, Wyo., Union Pacific
Speer's Ferry, Va., Car. Clinch. and Ohio
" Virginia & So. West
Speers Run Junction, Pa., Pittsburgh & Lake Erie
Speicher, Ind., Cleve. Cin. Chic. & St. L
Speidel, O., Baltimore & Ohio
Speigener, Ala., Lv. & Nash
Speiser, Ark., Choctaw, Okl. & Gulf
Spellacy, O., Penna. Co
Spelts, Neb., Burlington Rte
Spence, Kan., St. Jo. & Gd. Isl
Spence, Ore., Oregon RR. & Nav. Co
Spence, S.C., Seaboard Air Line
Spence, Wyo., Burl. Route
Spencer, Ala., Tombigbee Valley
Spencer, B.C., Great North
Spencer, Cal., South. Pacific
Spencer, Idaho, Oregon Short Line
Spencer, Ill., Michigan Cent
Spencer, Ind., Vandalia
Spencer, Ia., Chic. Mil. & St. Paul (a)
" Minneapolis & St. L (b)
(a) and (b) ½ mile apart
Spencer, Kan., Atch. Top. & Santa Fe
Spencer, Ky., Ches. & Ohio
Spencer, La., Little Rock & Monroe
Spencer, Mass., Boston & Alb
Spencer, Mich., Pere Marquette
Spencer, Mo., St. L. I. Mt. & So
Spencer, Neb., North-Western Line
Spencer, N.Y., Lehigh Valley
Spencer, N.C., Southern
Spencer, Medina Co., O., Northern Ohio (a)
" Wheeling & Lk. E (b)
(a) and (b) adjacent
Spencer, Okla., Frisco System
Spencer, S.D., No. West. Line
Spencer, Tex., Port Arthur Route
Spencer, Va., Dan. & Western
Spencer, W.Va., Baltimore & Ohio
Spencer, Wis., Minn. St. P. & S.t. Ste. M
Spencer, Wyo., Burl. Route
Spencerport, N.Y., N.Y. Cent. & Hud. Riv
Spencer's, Me., Bangor & Aroostook
Spencer's, Miss., Yazoo & Miss. Valley
Spencer Summit, N.Y., Lehigh Valley
Spencerville, Ind., Wabash
Spencerville, O., Cin. Ham. & Day (a)
" Erie (b)
(a) and (b) ¼ mile apart
Spencerville, Ont., Can. Pac
Spences, Cal., South. Pacific
Spences Bridge, B.C., Canadian Pacific
Spenk, N.Y., Long Island
Sperling, Manitoba, Canadian Northern
Spero, N.C., Southern
Sperry, Cal., Tonopah & Tidewater
Sperry, Ia., Burl. Route (a)
" Chic. Rk. Isl. & Pac (a)
Sperry, Mo., Burl. Route
Sperry, Okla., Midland Val
Sperry, Tex., Frisco System
Sperry's Run, O., Baltimore & Ohio
Sphinx, Mont., North. Pac
Sphinx, Utah, Den. & Rio G
Spica, Kan., Union Pacific
Spiceland, Ind., Ft. W. C. & Lv
Spicer, Minn., Great North
Spicer, Ore., South. Pacific
Spicer, Va., Norfolk & West
Spice Run, W. Va., Chesapeake & Ohio
Spickard's, Mo., Ch. R. Isl. & P
Spider, Wis., North. Pacific

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Spielmans, Md.,
Norfolk & Western
Spier, Ont., Canadian Pacific
Spies, N.C., Durham & Char
Spike Buck, Colo.,
Denver & Rio Grande
Spillertown, Ill.,
Chicago and East. Ill
" Coal Belt El
Spilman, W.Va., Balt.& Ohio
Spindle Top, Tex.,
Port Arthur Route
Spink's, Fla.,
Seaboard Air Line
Spinney, Colo., Colo. Mid
Spionkop, Mont., Gt. North
Spiral, N.D.,
Minn. St. P. & Slt. Ste. M
Spire Rock, Mont.,
Northern Pacific
Spires, Ill., Illinois Central
Spires, Ont., Canadian Pac
Spirit Falls, Wis.,
Marinette, Tom. & West
Spirit Lake, Ark., St. L. So. W
Spirit Lake, Idaho,
Idaho & Wash. North
Spirit Lake, Ia.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about 240 yards apart
Spirit Lake, Minn.
Northern Pacific
Spiritwood, N.D., No. Pacific
Spiro, Okla.,
Kansas City Southern
Spitler, Va., Norfolk & West
Spitlers, La.,
St. Louis, Iron Mt. & So
Spivey, Kan., At. Top. & S. Fe
Split Rock, Wis.,
North-Western Line
Spocari, Ala., Southern
Spofford, Tex.,
Gal. Har. & San Ant
Spofford, Wash.,
Oregon RR. & Nav. Co
Spoffords, Me.,
Bangor & Aroostook
Spohn, Tex.,
St. L. Brownsv. & Mex
Spokane, Wash.,
Great Northern (b)
" Idaho & Wash. No (d)
" Northern Pacific (c)
" Ore. RR. & Nav. Co (d)
" Spok. & Inland Emp (a)
" Spokane Internat (d)
" Spokane, Port. & Seat (c)
(a) and (b) ½ mile apart
(a) and (c) about ½ mi. apart
(a) and (d) about ¾ mi. apart
Spokane Bridge, Wash.,
Spok. & Inland Empire
Spokane Junction, Wash.,
Coeur d'Alene & Spok
Spokeville, Wis.,
Minn. St. P. & Slt. Ste. M
Sponsler, Ind.,
Southern Indiana
Spooner, Wis.,
North-Western Line
Spoor, La., St. L. Ir. Mt. & So
Spore, O., Toledo & Ohio Cent
Sport, La., Yazoo & Miss. Va
Sporting Mountain, N.S.,
Cape Breton
Spottsville, Ky.,
Louisv. Hend. & St. L
Spotswood, Ky.,
Louisville & Atlantic
Spotswood, N.J., Penna
Spottswood, S.D.,
Chicago, Mil. & St. Paul
Spottswood,
Augusta Co., Va.,
Baltimore & Ohio
Spottswood's, Ont.,
Galt, Preston & Hes
Spout Spring, Va., Norf. & W
Spout Springs, N.C.,
Atlantic Coast Line
Sprague, Ont., Canadian Pac
Sprague, Ala.,
Atlantic Coast Line
Sprague, Manitoba,
Canadian Northern
Sprague, Minn., Gt. North
Sprague, Mo., Frisco System
Sprague, Neb., Mo. Pacific
Sprague, Wash., No. Pacific
Sprague, Juneau Co., Wis.,
Chicago, Mil. & St. Paul
Spragues, Me., Maine Cent
Sprakers, N.Y.,
N.Y. Cent. & Hud. R (a)
" West Shore (b)
Spratling, Ala., LaFayette
Spratt, O.,
Ohio River & Western
Spratley, Mo.,
Quincy, Omaha & K. C
Spratt's, Me.,
Bangor & Aroostook
Spray, Ind.,
Cleve. Cin. Chic. & St. L
Spray, N.C.,
Danville & Western
Spray Beach, N.J.,
Pennsylvania
Spread, Ga., Augusta South
Spread, W.Va., Coal & Coke
Spread Eagle, N.F.,
Reid Newfoundland
Spread Eagle, Wis.,
North-Western Line
Spreckels, Cal.,
Pajaro Valley Cons
" Southern Pacific
Spreckels Jn., Cal., So. Pacific
Sprig, Cal., Southern Pacific
Sprigg, W.Va.,
Norfolk & Western
Spriggsboro, Ind.,
N.Y. Chic. & St. Louis
Spring, Kan.,
Atch. Top. & Santa Fe
Spring, Tex., Inter. & Gt. No
Spring Arbor, Mich.,
Michigan Central
Springboro, Pa.,
Bessemer & Lk. Erie (a)
" Pennsylvania Co (b)
(a) and (b) about 2 mis. apart
Springbrook, N.Y., Penna
Spring Brook, N.D., Gt. No
Springbrook, Ont., Cent. Ont
Springbrook, Pa.,
N.Y. Susq. & Western
Spring Brook, Wis.,
North-Western Line
Spring Cave, Ind.,
Chicago, Ind. & Louisv
Spring City, Pa., Penna
Spring City, Tenn.,
Cin. New Orl. & Tex. Pac
Spring City, Utah,
Denver & Rio Grande
Spring Coulee, Alberta,
Alberta Ry. & Irrig. Co
Spring Cove, N.Y.,
New York & Ottawa
Spring Creek, Ala.,
Louisville & Nashville
Spring Creek, Ia.,
Chicago, Rk. Isl. & Pac
Spring Creek, La.,
Kentwood & Eastern
Spring Creek, Lehigh Co, Pa.,
Philadelphia & Read
Spring Creek,
Warren Co., Pa.,
Pennsylvania
Spring Creek, Tex.,
St. Louis South-western
Spring Creek, Va.,
Chesapeake Western
Spring Creek, Wash.,
Northern Pacific
Spring Creek, W.Va.,
Chesapeake & Ohio
Springdale, Ark., Frisco Sys
Springdale, Cal.,
Pacific Electric
Springdale, Ct.,
N.Y. New Hav. & Hart
Springdale, Ia., Illinois Cent
Springdale, Ky., Ches. & Ohio
Springdale, Mass.,
N.Y. New Hav. & Hart
Springdale, Mich.,
Arcadia & Betsey Riv
Springdale, Miss., Ill. Cent
Springdale Mont., No. Pac
Springdale, Nev.,
Bullfrog Goldfield
Springdale, N.J., Penna
Springdale, O.,
No. O. Trac. & L. Co (El)
Springdale, Pa., Penna
Springdale, Tenn.,
Louisville & Nashville
Springdale, Tex.,
Texas & Pacific
Springdale, Wash., Gt. North
Springdale Cemetery, Ct.,
N.Y. New Hav. & Hart
Springdell, S.C., Southern
Springdell, Pa., Penna
Springer, Ill., Balt. & O. S. W
Springer, N.M., At. Top. & S. F
Springer, Pa., Pennsylvania
Springer's, Tenn., Lv. & Nash
Springfield, Ark.,
Blythe, Leach. & Ark. So
Springfield, Ga., Brinson
Springfield, Ill.,
Balt. & Ohio So. W (a)
" Chicago & Alton (b)
" Chic. Peo. & St. L (a)
" Cin. Ham. & Dayton (b)
" Illinois Central (a)
" Wabash (c)
(a) and (b) about 350 yards apart
(a) and (c) about ½ mile apart
Chicago & Alt. and Wabash connect at Junction
Springfield, Ind., Ev. & Ter. H
Springfield, Ky., Lv. & Nash
Springfield, Md., Penna (a)
" Wash. Balt. & Ann. El (b)
(a) and (b) about 4 mis. apart
Springfield, Mass.,
Boston & Albany (a)
" Boston & Maine (a)
" Central New Eng (a)
" N.Y. N. Hav. & Hart (a)
Springfield, Minn.,
North-Western Line
Springfield, Mo.,
Frisco System (a)(b)
" Kan. City, Clin. & Sp (a)
" St. Louis, Iron Mt. & So
(a) and (b) about ¾ mi. apart
Springfield, Neb., Mo. Pac
Springfield, N.H., Bost. & Me
Springfield, N.J.,
Rahway Valley
Springfield, N.Y., Long Isl
Springfield, N.S.,
Halifax & Southwest
Springfield, O.,
Cl. Cin. Chic. & St. L (a)
" Detroit, Tol. & Iron (b)
" Erie
" Ohio Electric (d)
" Pitts. Cin. Ch. & St. L (c)
(a) and (b) about ½ mile apart
(a) and (c) about 200 yards apart
(a) and (d) 250 yards apart
(b) and (d) 200 yards apart
(c) and (d) 300 yards apart
Springfield, Elgin Dist., Ont.,
Michigan Central
Springfield, Ore., South. Pac
Springfield, Erie Co., Pa.,
Lk. Sh. & Mich. So (a)
" N.Y. Chic. & St. L (b)
(a) and (b) 1½ miles apart
Springfield, S.C., Southern
Springfield, S.D.,
Chicago, Mil. & St. Paul
Springfield, Tenn., Lv. & Nash
Springfield, Tex.,
National of Mexico
Springfield, Va., Southern
Springfield, Wash., No. Pac
Springfield, W.Va., Balt. & O
Springfield, Wis.,
Chicago, Mil. & St. Paul
Springfield Center, O.,
N.O. Trac. & L. Co (El)
Springfield Junction, O.,
Detroit, Tol. & Ironton
Springfield Jn., Pa., Penna
Springfield Lake Park, O.,
N.O. Trac. & L. Co (El)
Springford, Ont., Gd. Trunk
Spring Fork, Mo.,
Missouri Pacific
Spring Fountain, Ia.,
Chicago Great Western
Spring Gap, Ala., Lv. & Nash
Spring Garden, Ala., South
Spring Garden, N.J., Penna
Spring Garden, Pa.,
Lehigh Valley
Spring Garden Junc., Pa.,
Lehigh Valley
Spring Glen, Fla.,
Florida East Coast
Spring Glen, N.Y.,
N.Y. Ont. & Western
Spring Green, Wis.,
Chicago, Mil. & St. Paul
Spring Grove, Ill.,
Chicago, Mil. & St. Paul
Spring Grove, Ia.,
Burlington Route
Spring Grove, Md., Penna
Spring Grove, Minn.,
Chicago, Mil. & St. Paul
Spring Grove, Pa., Penna (a)
" Western Maryland (b)
(a) and (b) about 350 yards apart
Spring Grove, Va., Southern
Spring Gulch, Mont.,
Northern Pacific
Spring Haven, Ga.,
Wrightsville & Tennille
Spring Haven, N.H.,
Boston & Maine
Spring Hill, Fla.,
Georgia, Florida & Ala
Spring Hill, Ind.,
Evansv. & Indianap (a)
" Evansv. & Terre H (a)
" Southern Indiana (b)
(a) and (b) about 150 yds. apart
Spring Hill, Ia., Ch. R. I. & P
Spring Hill, Kan., Frisco Sys
Spring Hill, La.,
Louisiana & Arkansas
Springhill, Manitoba,
Canadian Northern
Spring Hill, N.B., Can. Pac
Spring Hill, N.C.,
Atlantic Coast Line
Spring Hill, Pa., Penna
Spring Hill, Que., Can. Pac
Spring Hill, W.Va.,
Chesapeake & Ohio (a)
" Kanawha & Coal Riv (a)
Spring Hill Junction, N.S.,
Cumberland (a)
" Intercolonial (a)
Spring Hill Junction, Pa.,
Pennsylvania
Spring Hope, N.C.,
Atlantic Coast Line
Spring Lake, Ark.,
Chicago, Rk. Isl. & Pac
Spring Lake, Ky.,
Louisville & Nashville
Spring Lake, Mich.,
Gd. Rap. Gd. H. & M (El)
" Grand Trunk
Spring Lake, Minn.,
Minneap. & Rainy River
Spring Lake, N.J.,
Central of New Jer (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
Spring Lake, Wis.,
North-Western Line
Spring Lick, Ky., Ill. Cent
Spring Meadow, Pa.,
Pennsylvania
Spring Mill, O., Balt. & O (a)
" Pennsylvania Co (b)
(a) and (b) about 1 mile apart
Spring Mill, Lehigh Co., Pa.,
Lehigh Valley
Spring Mill, Montg'y Co., Pa.,
Pennsylvania (a)
" Phila. & Reading (b)
(a) and (b) 30 yards apart
Spring Mills, Md., West. Md
Spring Mount, Pa.,
Perkiomen
Spring Park, Minn., Gt. No
Spring Park, Va.,
Wash. Alex. & Mt. V. El
Springport, Ind.,
Fort Wayne, Cin. & Lv
Springport, Mich.,
Lake Shore & Mich. So
Spring Ranch, Neb.,
Burlington Route
Spring Road, Pa., Cumb. Val
Spring Run, W.Va.,
Baltimore & Ohio
Springs, Ariz.,
Gila Val, Globe & North
Springs, Cal., Pacific Coast
Springs, Miss., Gulf & Ship Isl
Springs, O., Hocking Valley
Springside, Sask.,
Canadian Pacific
Springs Junction, Ala.,
Louisville & Nashville
Springs Park, Fla.,
Seaboard Air Line
Spring Station, Ky.,
Louisville & Nashville
Springstein, Manitoba,
Canadian Pacific
Springston, Idaho, No. Pac (a)
" Ore. RR. & Nav. Co (a)
Springton, Pa., Penna
Springton, W.Va.,
Norfolk & Western
Springtown, Ark.,
Ark. Okla. & West
Springtown, N.J.,
Central of New Jersey
Springtown, N.Y.,
West Shore
Springtown, Pa.,
Quakertown & East
Springvale, Ga., Cent. of Ga
Springvale, Kan.,
Atch. Top. & Santa Fe
Springvale, Ky.,
Frankfort & Cincin
Springvale, Me.,
Boston & Maine
Springvale, Pa., Md. & Penna
Spring Valley, Ala.,
Northern Alabama
Spring Valley,
San Diego Co., Cal.,
San Diego & Cuyamaca
Spring Valley,
San Mateo Co., Cal.,
Ocean Shore
" Southern Pacific
Spring Valley, Ill.,
Burlington Route (a)
" Chic. Rk. Isl. & Pac (b)
" North-West. Line (c)
(a) and (c) 1 mile apart
(b) and (c) about 270 yards apart
Spring Valley, Minn.,
Chicago Gt. West (a)
" Chic. Mil. & St. Paul (b)
(a) and (b) about ¼ mi. apart
Spring Valley, N.Y., Erie (a)
" New Jersey & N.Y (a)
Spring Valley, O.,
Pitts. Cin. Chic. & St. L
Spring Valley, Wash.,
Spok. & Inland Empire
Spring Valley, Wis.,
North-Western Line
Spring Valley, Wyo.,
Union Pacific
Springville, Ala.,
Alabama Gt. Southern
Springville, Ill., Mob. & Ohio
Springville,
Laporte Co., Ind.,
Pere Marquette
Springville,
Lawrence Co., Ind.,
Chicago, Ind. & Louisv
Springville, Ia.,
Chicago, Mil. & St. Paul
Springville, N.Y.,
Buffalo & Susque (a)
" Buff. Roch. & Pitts (b)
(a) and (b) about 1¼ miles apart
Springville, N.S.,
N.S. Steel & Coal Co's Ry
Springville, Pa., Lehigh Val
Springville, Tenn., Lv. & Nash
Springville, Utah,
Denver & Rio G (a)
" San Fed. Los A. & S.L (b)
(a) and (b) 1 mile apart
Springwater, Mich.,
Grand Rapids & Ind
Spring Water, N.Y., Erie
Springwood, Va., Ches. & O
Sprinkle, Tex.,
Missouri, Kan & Texas
Sprite, Ga., Central of Ga
Sprole, Mont., Great North
Sprongs, O.,
Ashland & Western
Sprott, Mo., Illinois Southern
Sprout, W.Va., Ches. & Ohio
Sprouie, Wis.,
Washburn & No. West
Sproutes, B.C., Kaslo & Slocan
Spruce, Cal., South. Pacific
Spruce, Colo.,
Atch. Top. & Santa Fe
Spruce, Ill., Louisv. & Nashv
Spruce, Mich.,
Duluth, So. Shore & Atl
Spruce, Minn., Dut. Miss. & N
Spruce, Pa.,
N.Y. Cent. & Hud. Riv
Spruce, S.D., Burl. Route
Spruce Brook, N.F.,
Reid Newfoundland
Spruce Creek, Fla.,
Florida East Coast
Spruce Creek, Pa., Penna
Spruce Creek, W.Va.,
Norfolk & Western
Sprucedale, Ont.,
Grand Trunk
Spruce Grove, Alberta,
Canadian Northern
Spruce Grove, Pa.,
Lanc. Oxford & South
Spruce Hill, Pa.,
Tuscarora Valley
Spruce Lake, N.B.,
New Brunswick South
Spruce Pine, Ala.,
Northern Alabama
Spruce Pine, N.C.,
Car. Clinch. and Ohio
Sprucewood, Ont., Can. Pac
Sprudel, Ark., St. L. I. M. & So
Spudland, Okla.,
Chicago, Rk. Isl. & Pac
Spurgrave, Manitoba,
Canadian Northern
Spurlin, Tex.,
Stephenv. N. & S. Texas
Spurlington, Ky., Lv. & Nash
Spuyten Duyvil, N.Y.,
N.Y. Cent. & Hud. Riv
Spuzzum, B.C., Can. Pacific
Spy Hill, Sask.,
Grand Trunk Pacific
Spyker, La.,
Arkansas, La. & Gulf
Squally Hook, Ore.,
Oregon RR. & Nav. Co
Squam River, Mass.,
Boston & Maine
Squannacook Junc., Mass.,
Boston & Maine
Squantum, R.I.,
N.Y. New Hav. & Hart
Squa-Pan, Me.,
Bangor & Aroostook
Squaw Creek, Cal.,
Lake Tahoe Ry. & Tr. Co
Squilax, B.C., Can. Pacific
Squires, S.C.,
Raleigh & Charleston
Squirrel, N.C., Raleigh & W
Staatsburgh, N.Y.,
N.Y. Cent. & Hud. River
Stabler, Mo., Chic. Gt. West
Stables, La.,
Kansas City Southern
Stacer, Ind., Ev. & Terre H
Stacers, Ga.,
Seaboard Air Line
Stacey, N.C., Southern
Stackhouse, N.C., Southern
Stackhouse, Pa., Penna
Stackpole, Mich.,
Copper Range
Stacks, S.C., Southern
Stacy, La., Natchez & West
Stacy, Minn., No. Pacific
Stacyville, La., Illinois Cent
Stacyville, Me.,
Bangor & Aroostook
Stacyville Jn., Ia., Ill Cent

Stadacona, Que., Quebec & Lake St.John
Stadacona Mill, Que., Quebec & Lake St.John
Stafford, Ct., Cent. Vermont
Stafford, Fla., Georgia, Florida & Ala
Stafford, Kan., Atch. T. & Santa Fe (a)
" Missouri Pacific (b)
(a) and (b) ¾ mile apart
Stafford, Neb., No. West. Line
Stafford (1), Genesee Co., N.Y., Erie (a)
" N.Y. Cent. & Hud. R (b)
(a) and (b) ½ mile apart
Stafford (2), Genesee Co., N.Y., Lehigh Valley
Stafford, Ont., Can. Pacific
Stafford, Tex., Gal. Har. & San Ant
Stafford, W.Va., Norf. & West
Stafford Mine, W.Va., Baltimore & Ohio
Staffords, Ga., Central of Ga
Staffordville N.J., Tuckert
Stage Barn Canon, S.D., Burlington Route
Stager, Mich., No. West. Line
Stahl, Mo., Quincy, Omaha & K.C
Stair, Alberta, Canadian Pac
Staley, N.C., Southern
Staley, Va., Marion & Rye Vy
Staley, Wash., No. Pacific
Staley's, Ill., Illinois Central
Stalforth, Mex., Nat. of Mex
Stallings, Ill., Illinois Central (a)
" Litchfield & Mad (a)
" Toledo, St.L. & West (b)
(a) and (b) ½ mile apart
Stallings, N.C., East Carolina
Stallo, Miss., New Orl. Mobile & Chic
Stalls, Miss., Yazoo & Miss. Valley
Stalls, Tex., Texas & Pacific
Stambaugh, Mich., North-Western Line
Stambaugh, Pa., Pennsylvania
Stamford, Ct., N.Y.N.H. & H
Stamford, Neb., Burl. Route
Stamford, N.Y., Ulster & Del
Stamford, Ont., Grand Trunk (a)
" Michigan Central
" Niag. St.C. & Tor (El) (b)
" Wabash
(a) and (b) 1½ miles apart
Stamford, S.D., Chicago, Mil. & St. Paul
Stamford, Tex., Tex. Cent (a)
" Wichita Valley (a)
Stampede, N.D., Great Northern
Stampede, Wash., No. Pac
Stamping Ground, Ky., Frankfort & Cincin
Stampley, Miss., Yazoo & Miss. Valley
Stamps, Ark., Louisiana & Ark (a)
" St. Louis South-west (a)
Stamps, Ga., Central of Ga
Stamps, Tex., Marshall & East Texas
Stanaford, W.Va., Chesapeake & Ohio
Stanard, N.Y., Buff. & Susq
Stanberry, Mo., Wabash
Stanbery, Wis., Minn. St. P. & St. Ste. M
Stanbridge, Que., Canadian Pacific (a)
" Central Vermont (a)
" Philipsburg Ry (a)
Stanbridge East, Que., Central Vermont
Stanchfield, Minn., Gt. North
Standard, Ark., St. Louis, Iron Mt. & So
Standard, Ill., Chicago, Mil. & St. Paul
Standard, Lake Co., Ind., Indiana Harbor Belt †
" N.Y. Chic. & St. Louis
Standard, Lawrence Co., Ind., Southern Indiana
Standard, Sullivan Co., Ind., Evansv. & Terre Haute
Standard, La., St. Louis, Iron Mt. & So
Standard, Westmoreland Co., Pa., Baltimore & Ohio
Standard, S.C., Atl. Coast L
Standard, W.Va., Chesapeake & Ohio
Standard Junction, Fla., Seaboard Air Line
Standart, Tex., Gal. Har. & San Ant
Standiford, Ala., Ala. Gt. So
Standing Rock, Ala., Atlanta, Birm. & Atl (a)
" Chattahoochee Val (a)
Standing Stone, Pa., Lehigh Valley
Standing Stone, W.Va., Little Kanawha
Standish, Mich., Mich. Cent
Standish, Mo., Atch. Top. & Santa Fe
Standish, N.Y., Del. & Hud
Standley, O., Balt. & Ohio
Stanfiel, Tenn., Southern
Stanfield, Ore., Ore. R.R. & Nav. Co
Stanfield, Pa., Penna
Stanfield, Wash., No. Pacific
Stanfold, Que., Grand Trunk
Stanford, Ia., Wash. Idaho & Mont
Stanford, Ill., Chic. & Alton
Stanford, Ky., Lv. & Nash
Stanford, Mont., Gt. North
Stanford, Ont., Mich. Cent
Stanfordville, N.Y., Cent. New Eng (a) (b)
(a) and (b) about 1000 ft. apart
Stanhope, Ia., No. West. Line
Stanhope, Mo., Mo. Pacific
Stanhope, O., L.S. & Mich. So
Stanhope, Pa., Phila. & Read
Stanley, Sonoma Co., Cal., Southern Pacific
Stanley, Ia., Chic. Gt. West
Stanley, Kan., Kan. City, Clin. & Spring
Stanley, Ky., Lv. Hen. & St. L
Stanley, Minn., Duluth & North. Minn
Stanley, N.M., New Mex. Cent
Stanley, N.Y., Lehigh Val (a)
" Pennsylvania (a)
Stanley, N.C., Seaboard Air Line
Stanley, N.D., Great North
Stanley, N.S., Dom. Atlantic
Stanley, O., Toledo Terminal +
Stanley, Okla., Frisco Sys
Stanley, Ont., Can. North
Stanley, Ore., Portland Ry. L. & P. Co
Stanley, Pa., Buff. & Susq (a)
" Buff. Roch. & Pitts (a)
Stanley, Va., Norf. & West
Stanley, Wis., Minn. St. P. & S. Ste. M (a)
" Stanley, Mer. & Phil (b)
(a) and (b) about 350 yards apart
Stanley Beach, Ont., London & Port Stanley
Stanley Junction, Ont., Canadian Northern
Stanley Junction, Tenn., Tennessee
Stanley Mill, Colo., Colorado Southern
Stanleyville, O., Penna. Co
Stansel, Ala., Alabama, Tenn. & North
Stanstead, Que., Bost. & Me
Stanton, Ala., Southern
Stanton, Del., Balt. & O (a)
" Pennsylvania (b)
(a) and (b) 1½ miles apart
Stanton, Fla., Atl. Coast Line
Stanton, Ia., Burl. Route
Stanton, Ky., Lex. & East
Stanton, La., Nat. Red River & Texas
Stanton, Mich., Pere Marq
Stanton, Minn., Chic. Gt. W
Stanton, Miss., Yazoo & Miss. Valley
Stanton, Mo., Frisco System
Stanton, Neb., No. West. Line
Stanton, N.J., Lehigh Valley
Stanton, Ore., North. Pacific
Stanton, Pa., Pitts. Shawmut & North
Stanton, Tenn., Lv. & Nash
Stanton, Tex., Texas & Pac
Stanton, Wis., No. West. Line
Stantonsburg, N.C., Norfolk & Southern
Stanwell Siding, S.C., Kettle Valley Lines
Stanwick Ave., N.J., Penna
Stanwix, Ariz., South. Pacific
Stanwood, Ia., No. West. Line
Stanwood, Houghton Co., Mich., Copper Range
Stanwood, Mecosta Co., Mich., Grand Rapids & Ind
Stanwood, Wash., Great No
Staplehurst, Neb., Burlington Route
Staples, Minn., North. Pacific
Staples, Ont., Mich. Central
Staples's Mills, Va., Chesapeake & Ohio
Stapleton, Ala., Louisville & Nashville
Stapleton, Colo., Rio Gr. So
Stapleton, N.Y., Staten Island Rap. Tr
Stapleton, Va., Chesa. & Ohio
Star, Cal., Southern Pacific
Star, La., New Orl. South
Star, Miss., Gulf & Ship Isl
Star, N.C., Aberdeen & Asheb (a)
" Durham & Charlotte (a)
Star, Ore., Oregon & Southeastern
Starbirds, Fla., Atlantic Coast Line
Starbrick, Pa., Dunk. Alleg. Val. & Pitts
Starbuck, Manitoba, Canadian Pacific
Starbuck, Minn., North. Pac
Starbuck, Wash., Oregon RR. & Nav. Co
Star City, Ark., Gould Southwestern
Star City, Pulaski Co., Ind., Pitts. Cin. Chic. & St. L
Star City, Sullivan Co., Ind., Evansv. & Terre Haute
Star City, Saskatchewan, Canadian Northern
Star City, W. Va., Baltimore & Ohio
Stardale, Ont., Canadian Pac
Starford, Pa., Penna
Star Junction, Pa., Washington Run
Stark, Ariz., El Paso & S.W. System
Stark, Ark., Chic. R.I. & Pac
" Ouachita Valley
Stark, Ill., Chic. Rk. Isl. & Pac
Stark, Ia., Burl. Route (a)
" North-West. Line (a)
Stark, Kan., Mo. Kan. & Tex
Stark, Mich., Pere Marquette
Stark, N.H., Grand Trunk
Stark, Pa., N.Y. Cent. & Hud. Riv
Starke, Fla., Seaboard Air Line
Starkey, N.Y., Penna
Starkey, O., Ohio Riv. & West
Starkey, Va., Norf. & West
Starks, Ill., Chic. Mil. & St. P
Starks, La., Kan. City South
Starks Crossing, B.C., Esquimalt & Nanaimo
Starks Nursery, Ill., Burlington Route
Starkville, Colo., A.T. & S.F
Starkville, Miss., Illinois Central (a)
" Mobile & Ohio (b)
(a) and (b) ½ mile apart
Starkweather, N.D., Farmers Gr. & Ship. Co
Star Lake, Wis., Chicago, Mil. & St. Paul
Starland, Mo., Frisco System
Star Light, Pa., N.Y. Ontario & West
Starling, Ala., Chattanooga Southern
Star Mill, Wash., No. Pacific
Star Mines, Pa., Penna †
Starms, Miss., Southern
Starne, Ill., Wabash
Starner's, Pa., Gettysburg & Harrisb
Starnes, Va., Car. Clinch. and Ohio
Star Point, La., La. Ry. & Nav. Co
Starr, Ark., St. L. I. Mt. & So
Starr, Fla., Live Oak, Perry & Gulf
Starr, O., Hocking Valley
Starr, Pa., East Broad Top
Starr, S.C., Charles. & West. Car
Starr Utah, San Ped. Los Ang. & S. Lk
Starr Crossing, Pa., Western Allegheny
Starrett, Miss., Yazoo & Miss. Valley
Starr Farm, N.Y., Jamest. Chau. & Lk. E
Starrh's Ferry, Idaho, Oregon Short Line
Starr Station, Ill., Chic. So †
Starrsville, Ga., Cent. of Ga
Starrucca, Pa., Del. & Hud (a)
" Erie (a)
Startup, Wash., Gt. Northern
Star Valley, Kans., Mo. Kans. & Texas
State Asylum, Md., Penna
State Bridge, Colo., Denv. No. West. & Pac
State Bridge, N.Y., N.Y. Ontario & West
State Center, Ia., Iowa Central (a)
" North-West. Line (b)
(a) and (b) ½ mile apart
State College, Pa., Bellefonte Central
State Crossing, Tex., St. Louis Southwestern
" Texas State
State Fair, Mich., Gd. Trunk
State Farm, Ga., Georgia
State Farm, S.C., Southern
State Farm, Va., Ches. & Ohio
State Hospital, Wis., Minn. St. P. & S. Ste. M (a)
" North Western Line (b)
(a) and (b) adjacent
State Levee, Miss., Yazoo & Miss. Valley
State Line, Ark., Choctaw, Okla. & Gulf
State Line, Ga., Atl. Knoxv. & North
State Line, Kankakee Co., Ill., and Lake Co., Ind., Ind. Illinois & Iowa
State Line, Warren Co., Ind., Wabash
State Line, Ky., Nashville, Chat. & St. L
State Line, La., La. & No. W
State Line, Berkshire Co., Mass., Boston & Albany (a)
" N.Y. New Hav. & H (a)
State Line, Hampden Co., Mass., Central Vermont
State Line, Minn., Minneapolis & St. Louis
State Line, Miss., Mob. & Ohio
State Line, Cattaraugus Co., N.Y., Buffalo, Roch. & Pitts
State Line, Chautauqua Co., N.Y., Lake Shore & Mich. So
State Line, Dutchess Co., N.Y., Central New England
State Line, Okla., Chicago, Rock Isl. & Pac
State Line, Bedford Co., Pa., Pennsylvania
State Line, Bradford Co., Pa., Erie
State Line, Lawrence Co., Pa., Penna. Co
State Line, McKean Co., Pa., Buffalo, Roch. & Pitts
State Line, Susquehanna Co., Pa., Delaware & Hudson
State Line, Tenn., Nashv. Chat. & St. L
State Line, Wash., Un. Pac
State Line, Wis., North-Western Line
State Line Junction, N.Y., Central New England
State Line Junc., Pa., Erie
" Pennsylvania
State Line Monument, N.Y. and Pa., Penna
Staten Island Junc. N.J., Lehigh Valley
" Pennsylvania
" Staten Island Rap. Tr
Staten's, Fla., Atl. Coast Line
State Road, Del., Penna
State Road, Bay Co., Mich., Michigan Central
State Road, —— Co., Mich., Manistee & North-east
State Road, Manistee Co., Mich., Arcadia & Betsey Riv
State Road, Saginaw Co., Mich., Pere Marquette
State Road, O., Balt. & Ohio
Statesboro, Ga., Central of Georgia (a)
" Savannah & Statesb (b)
(a) and (b) about 150 yards apart
State School, Cal., Pac. Elec
Statesville, N.C., Southern
State University, Minn., Great Northern
Statham, Ga., Seaboard Air L
Staton, Ark., Frisco System
Staton, Mont., Butte, Ana. & Pacific
Staton's, N.C., Atl. Coast Line
Staub, Tenn., Nashv. Chat. & St. L
Staunton, Ill., Litchfield & Mad (a)
" Wabash (b)
(a) and (b) about ¼ mi. apart
Staunton, Ind., Vandalia
Staunton, N.M., Colorado & Southern
Staunton, Va., Balt. & O (a)
" Chesapeake & Ohio (b)
(a) and (b) ¼ mile apart
Stave Factory, Pa., Pitts. Shawmut & No
Stavely, Alberta, Can. Pac
Stave Track, Ind., Evansville & Indianap
Stayner, Ont., Grand Trunk
Stayton, Tex., Texas & New Orleans
Steadman, Mo., Missouri, Kan. & Texas
Steadman, N.C., Atlantic Coast Line
Steady Brook, N.F., Reid Newfoundland
Steamboat, Idaho, Idaho Northern RR
Steamboat, Nev., Va. & Truck
Steamboat Rock, Ia., Ia. Cent
Steamboat Springs, Colo., Denver, No. West. & Pac
Steamburg, N.Y., Erie
Steamtown, O., Ohio River & Western
Stearleys, Ind., Vandalia Line
Stearn, Pa., Pennsylvania
Stearns, Ky., Cin. N. O. & Tex. Pac (a)
" Kentucky & Tenn (a)
Stearns, O., Pennsylvania Co
Stearns, Ore., South. Pacific
Stearns, Ashland Co., Wis., Duluth, So. Shore & Atl
Stearns, Green Co., Wis., Illinois Central
Stearnsville, Wash., Northern Pacific
Stecker, Okla., Chic. Rock Isl. & Pac
Stedman, Ala., Louisville & Nashville
Stedmantown, Ky., Frankfort & Cincin
Steedman, Mo., Mo. Kans. & Texas
Steedman, Okla., Mo. Okla. & Gulf
Steedman, S.C., Southern
Steeds, N.C., Aberdeen & Asheboro
Steel, Ont., Canadian Pacific
Steel Bridge, Cal., Klamath Lake
Steele, Ala., Ala. Gt. South
Steele, Ark., St. Louis, Iron Mt. & So
Steele, Dodge Co., Ga., Southern
Steele, Ill., Michigan Cent (a)
" Wabash (b)
(a) and (b) about ¾ mi. apart
Steele, Mo., Frisco System
Steele, N.D., Northern Pac
Steele, Va., Ches. & Ohio
Steele City, Fla., Atl. & St. Andrews Bay
Steele City, Neb., St. J. & G. I
Steeles, Cal., Pacific Coast
Steeles, Ct., N.Y. New Hav. & Hart
Steeles, O., Colum. & South
Steele's, Tenn., Lv. & Nash
Steele's Store, Tex., Hearne & Brazos Val
Steeleville, Ill., Wabash, Chester & W
Steels, Ga., Southern
Steelton, Ill., Chic. and E. Ill
Steelton, Ont., Can. Pacific
Steelton, Pa., Pennsylvania
" Phila. & Reading †
Steelton, W.Va., Balt. & Ohio
Steelville, Mo., Frisco Sys
Steel Works, Pa., Delaware & Hudson (a)
" Del. Lack. & West †
" Lack. & Wyom. Val (b)
Called South Scranton on D. & H. and L. & W. V
Steen, Minn., Illinois Cent
Steen, Okla., Frisco System
Steene, Pa., Delaware & Hud
Steens, Lowndes Co., Miss., Southern
Steens Creek, Miss., Gulf & Ship Island
Steep Brook, Mass., N.Y. New Hav. & Hart
Steep Falls, Me., Maine Cent
Steep Rock, Ont., Canadian Northern
Steeve's Settlement, N.B., Elgin & Havelock
Stege, Cal., Southern Pacific
Steger, Ill., Chicago and East. Ill
Stein, La., New Orl. Great North
Steinauer, Neb., Chicago, Rk. Isl. & Pac
Steiner, Mich., Pere Marq
Steiner, Minn., Great North
Steiner's, Pa., Pennsylvania
Steinman, Ala., Louisville & Nashville
Steinman, Ore., So. Pacific
Steinmetz, Mo., Chic. & Alton
Stein's, N.M., So. Pacific
Steins, Pa., Phila. & Reading
Steicam, N.B., Can. Pacific
Stella, La., Louisiana South
Stella, Neb., Missouri Pacific

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Stella, Tex.,
Gal. Har. & San Ant (a)
" Int. & Great North (b)
(a) and (b) about 500 yards apart
Called Peirce Junction on I. & G. N.
Stella, Va., Dan. & Western
Stella Junction, Wis.,
North-Western Line
Stellarton, N.S., Intercol
Stellaville, N.Y.,
Adirondack & St. Lawr
Stelton, N.J., Pennsylvania
Stelvideo, O.,
Pitts. Cin. Chic. & St. L
Stem, N.C., Southern
Stemley, Ala., Birm. & Atl
Stemmels, Pa.,
Western Maryland
Stemmer's Run, Md., Penna
Stemms, Mich., Pere Marq
Stemper, Fla., Tampa North
Stemples, O.,
Wheeling & Lake Erie
Stengel, W.Va., Virginian
Stennett, Ia., Burl. Route
Stenton, Pa.,
Philadelphia & Reading
Stephen, B.C., Can. Pacific
Stephen, Mich.,
Pere Marquette
Stephen, Minn., Great North
Stephenfield, Manitoba,
Canadian Northern
Stephens, Ala., Lv. & Nash
Stephens, Ark., St. L. So. W
Stephen's, Ga., Georgia
Stephens, La.,
Zimmer. Leesv. & S. W
Stephen's, Mo., Wabash
Stephen's,
Spottsylvania Co., Va.,
Potomac, Fred. & Pied
Stephens, Wise Co., Va.,
Wise Terminal Co
Stephensburg, Ky.,
Illinois Central
Stephens City, Va.,
Baltimore & Ohio
Stephen's Mill, Ark.,
St. Louis, Iron Mt. & So
Stephenson, Mich.,
North-Western Line
Stephenson, Tex.,
Port Arthur Route
Stephenson, Va., Balt. & O
Stephensport, Ky.,
Louisv. Hend. & St. L
Stephentown, N.Y., Rutland
Stephenville, N.F.,
Reid Newfoundland
Stephenville, Tex.,
Frisco System (a)
" Stephenv. N. & S. Tex (a)
Stepney, Ct.,
N.Y. New Hav. & Hart
Stepney, Md., Balt. & Ohio
Stepps, Kan., Fris. o System
Stepstone, Kv., Ches. & Ohio
Steptoe, Nev., Nevada North
Steptoe, Wash.,
Spok. & Inland Empire
Sterley, Tex., Wichita Valley
Sterling, Ark.,
Chicago, Rk. Isl. & Pac
Sterling, Colo., Burl. Rte (a)
" Union Pacific (a)
Sterling, Ct., N.Y. N.H. & H
Sterling, Ga., Southern
Sterling, Ill., Burl. Route (a)
" North-West. Line (b)
(a) and (b) about ½ mi. apart
Sterling, Kan., A.T. & S.Fe (a)
" Missouri Pacific (b)
(a) and (b) 1 mile apart
Sterling, Ky., Lv. & Nashv
Sterling, La.,
Franklin & Abbeville
Sterling, Mass., N.Y. N.H. & H
Sterling, Arenac Co., Mich.,
Michigan Central
Sterling, Mo., Frisco System
Sterling, Mont., Great North
Sterling, Neb., Burl. Route
Sterling, Cayuga Co., N.Y.,
Lehigh Valley (a)
" N.Y. Cent. & Hud. R (a)
Sterling, N.D., North. Pacific
Sterling, O.,
Baltimore & Ohio (a) (b)
" Erie (b)
(a) and (b) 200 yards apart
Sterling, Pa.,
Pennsylvania (a)
" Philipsburg RR (b)
(a) and (b) about ½ mi. apart
Sterling (1),
Sanpete Co., Utah,
Denver & Rio Grande
Sterling (2),
Sanpete Co., Utah,
San Pete Valley
Sterling, Va., Southern
Sterling, Wash., Great North
Sterling Forest, N.J., Erie
Sterling Furnace, N.Y.,
Sterling Mountain
Sterling Junction, Mass.,
Boston & Maine (a)
" N.Y. New Hav. & H (a)
Sterling Junction, N.J.,
Lehigh Valley
Sterling Junction, N.Y., Erie
Sterling Run, Pa., Penna
Sterlings, Me., Somerset
Sterlington, La.,
Little Rock & Monroe
Sterlington, N.Y., Erie (a)
" Sterling Mountain (a)
Sterling Valley, N.Y.,
N.Y. Cent. & Hud. River
Sterlingville, N.Y.,
N.Y. Cent. & Hud. River
Sterms Mill, Mich.,
Grand Rapids & Ind
Sterns, La.,
Louisville & Nashville
Sterrett, Tex., Mo. K. & Tex
Sterrett, Va., Balt. & Ohio
Sterretts, Ala., Central of Ga
Stetler, Pa.,
Philadelphia & Reading
Stetson, Fla.,
Atlantic Coast Line
Stetson, Idaho,
Chic. Mil. & Puget Sd
Stetsonville, Wis.,
Minn. St. P. & Slt. Ste. M
Stettler, Alberta, Can. Pac
Steuben, Ia., Burl. Route
Steuben, La.,
Louisiana Ry. & Nav. Co
Steuben, Mich.,
Manistique & Lk. Sup
Steuben, Pa.,
Lehigh & New England
Steuben, Wis.,
Chicago, Mil. & St. Paul
Steubenville, Ind.,
Lk. Sh. & Mich. So (a)
" Wabash (b)
(a) and (b) adjacent
Steubenville, O.,
Pennsylvania Co (a)
" Pitts. Cin. C. & St. L (b)
" Wheeling & Lake E (c)
(a) and (b) about ½ mile apart
(a) and (c) about 150 yards apart
(b) and (c) about ¼ mi. apart
Steubenville Junction, O.,
Pennsylvania Co
Steunenberg, Idaho,
Oregon RR. & Nav. Co
Stevens, Cal., South. Pacific
Stevens, Ga., Seab. Air Line
Stevens, La., Ark. La. & Gulf
Stevens, Me., Boston & Maine
Stevens, Mass., Bost. & Me
Stevens, Miss.,
Illinois Central
Steven's, N.J., Pennsylvania
Stevens, N.Y., Lehigh Valley
Stevens, Center Co., Pa.,
Bellefonte Central
Stevens, Lancaster Co., Pa.,
Philadelphia & Reading
Stevens, Tenn.,
Harriman & No. East
Stevens, Tex.,
Chicago, Rk. Isl. & Gulf
Stevens, Vt., Maine Central
Steven's Crossing, Ga.,
Georgia & Florida
Stevensdale, La.,
Yazoo & Miss. Valley
Stevens Junction, Tenn.,
Illinois Central
Stevens Mill, Me., Can. Pac
Stevens Mills, Vt.,
Canadian Pacific
Stevenson, Ala.,
Nash. Chatt. & St. L (a)
" Southern (a)
Stevenson, Ct., N.Y. N.H. & H
Stevenson, Greene Co., Ind.,
Vandalia
Stevenson, Warrick Co, Ind.,
Southern
Stevenson, La.,
New Orl. & North-west
Stevenson, Md., Penna
Stevenson, Mex.,
National of Mexico
Stevenson, Neb., Union Pac
Stevenson, Ont.,
Pere Marquette
Stevenson, Pa.,
Lehigh Valley
Stevenson, Wash.,
Spokane, Port. & Seat
Stevenson's, N.D., No. Pacific
Stevenson's Crossing, Ind.,
Pennsylvania Co
Steven's Point, Pa.,
Delaware & Hudson (a)
" Erie (a)
Steven's Point, Wis.,
Gr. Bay & Western (a)
" Minn. St. P. & S. Ste. M (b)
(a) and (b) 1½ miles apart
Stevens Pottery, Ga.,
Central of Georgia
Stevens Siding, N.Y.,
Lehigh Valley
Stevensville, Md.,
Maryland, Del. & Va
Stevensville, Mich.,
Pere Marquette
Stevensville, Mont.,
Northern Pacific
Stevensville, Ont.,
Grand Trunk (a)
" Michigan Central (b)
" Wabash (a)
(a) and (b) ½ mile apart
Steward, Ill., Burl. Route
Steward Junction, Ill.,
Chicago, Mil. & St. Paul
Steward's, O.,
Cin. Ham. & Dayton
Stewardson, Ill.,
Toledo, St. L. & West (a)
" Wabash (b)
(a) and (b) about 270 yards apart
Stewart, Ala.,
Alabama Gt. Southern
Stewart, Ark.,
Frisco System
Stewart, Ind.,
Chicago, Ind. & South
Stewart, La.,
Morgan's La. & Texas
Stewart, Minn., Ch. M. & St. P
Stewart, Miss.,
Southern in Mississippi
Stewart, Lincoln Co., Nev.,
San Ped. Los Ang. & S. Lk
Stewart, Ormsby Co., Nev.,
Virginia & Truckee
Stewart, N.C., Southern
Stewart, Athens Co., O.,
Balt. & Ohio Southwest
Stewart, Lane Co., Ore.,
Oregon & Southeastern
Stewart,
Washington Co., Ore.,
Southern Pacific
Stewart, Juniata Co., Pa.,
Tuscarora Valley
Stewart,
Westmoreland Co., Pa.,
Pennsylvania
Stewart, Hickman Co., Tenn.,
Nashv. Chat. & St. L
Stewart, Houston Co., Tenn.,
Louisville & Nashville
Stewart, Tex.,
Gulf, Colorado & S. Fe
Stewart, W.Va., Balt. & Ohio
Stewartdale, N.D.,
Minn. St. P. & Slt. Ste. M
Stewarton, Pa., Balt. & Ohio
Stewarton, Tex.,
Chicago, Rk. Isl. & Gulf
Stewart Ridge, Ill.,
Illinois Central
Stewart, B.C.,
Esquimalt & Nanaimo
Stewarts, Fla.,
Jacksonv. & Southwest
Stewarts, Belmont Co., O.,
Penna. Co
Stewarts, Ore.,
Portland Ry. L. & P. Co
Stewart's, Allegheny Co., Pa.,
Montour
Stewarts, Carbon Co., Pa.,
Lehigh Valley
Stewarts Mill, Ga., Southern
Stewart's Siding, Mich.,
Pere Marquette
Stewartstown, Pa.,
Stewartstown
Stewartsville, Fla.,
Atlantic Coast Line
Stewartsville, Ind.,
Illinois Central
Stewartsville, Mo.,
Burlington Route
Stewartsville, N.J.,
Del. Lack. & Western
Stewartsville, O., Balt. & Ohio
Stewartsville, Va., Virginian
Stewarttown, Ont.,
Grand Trunk
Stewartville, Minn.,
Chicago Great Western
Stewiacke, N.S., Intercol
Stickney, Ill.,
Chic. Term. Transfer
Stickney, N.B., Can. Pacific
Stickney, O.,
Toledo Terminal †
Stickney, S. D.,
Chic. Mil. & St. Paul
Stickneys, N.Y.,
Kanona & Pratts
Stigler, Okla.,
Midland Valley
Stiles, Minn., Northern Pac
Stiles, N.Y., Del. Lack. & W
Stiles, N.D., Great North (a)
" Minn. St. P. & S. Ste. M (b)
(a) and (b) about ¼ mi. apart
Stiles, Wis.,
Chicago, Mil. & St. Paul
Stilesboro, Ga.,
Seaboard Air Line
Stiles Junction, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (a)
Still, Ont., Canadian Pacific
Still Creek, B.C., Gt. North
Stillings, Mo., Burl. Route
Stillings Junc., Mo.,
Chicago, Rk. Isl. & Pac
Stillman, Mich., Munising
Stillman Valley, Ill.,
Chicago Gt. West (a)
" Chic. Mil. & St. Paul (b)
(a) and (b) 570 yards apart
Stillmore, Ga.,
Central of Georgia (a)
" Georgia & Florida (b)
" Wadley Southern (c)
(a) and (c) 750 yards apart
(a) and (b) 1068½ yds. apart
(b) and (c) about ½ mi. apart
Still Pond, Md., Penna
Still River, Ct., N.Y. N.H. & H
Still River, Mass., Bost. & Me
Still River, Ont.,
Can. North. Ont
Stillwater, Minn.,
Chic. Mil. & St. Paul (a)
" Northern Pacific (a)
" North-West. Line (a)
Stillwater, N.J.,
N.Y. Susq. & Western
Stillwater, N.Y.,
Boston & Maine
Stillwater, O., Balt. & Ohio
Stillwater, Okla.,
Atch. Top. & Santa Fe
Stillwater,
Columbia Co., Pa.,
Bloomsburg & Sullivan
Stillwater,
Susquehanna Co., Pa.,
Delaware & Hudson
Stillwater, R.I.,
N.Y. New Hav. & Hart
Stillwater Centre, N.Y.,
Boston & Maine
Stillwater Junction, Minn.,
North-Western Line
Stillwater Junction, O.,
Cin. Ham. & Dayton (a)
" Dayton & Union (a)
" Pitts. Cin. C. & St. L (a)
Stillwell, Ga., Seab. Air Line
Stillwell, Ill., Burl. Route
Stillwell, Ind.,
Grand Trunk (a)
" Lk. Erie & Western (a)
Stilson, Ga.,
Savannah & Statesboro
Stilson, Ia., Minn. & St. L
Stilson, Tex., Tex. & N. Orl
Stilton, S.C., Southern
Stillwell, Kan., Missouri Pac
Stilwell, Mex.,
Kan. City, Mex. & Orient
Stilwell, Okla.,
Kansas City Southern
Stimson Junction, Mich.,
Grand Rapids & Ind
Stine, Nev.,
San Ped. Los Ang. & S. Lk
Stinesville, Ind.,
Chicago, Ind. & Lv
Stineville, Ark.,
Chicago, Rk. Isl. & Pac
Stinger, Tenn., Illinois Cent
Stinnett, Tenn., Southern
Stinnett, Wis.,
North-Western Line
Stinson, Ga., Central of Ga
Stinsons, Ont., Can. Pacific
Stirling, Alberta,
Alberta Ry. & Irrig. Co
Stirling, N.J.,
Del. Lack. & Western
Stirling, Ont., Grand Trunk
Stirling City, Cal.,
Butte County
Stirum, N.D., North Pacific
Stissing Junction, N.Y.,
Central New Eng (a) (b)
(a) and (b) 10 rods apart
Stites, Idaho, North. Pacific
Stites, Ky.,
Louisv. Hend. & St. L
Stites, Ore., South. Pacific
Stittville, N.Y.,
N.Y. Cent. & Hud. Riv
Stittville, Ont., Can. Pacific
Stitzer Wis., No. West. Line
Stockard, Tex.,
Texas & New Orleans
Stockbridge, Ga., Southern
Stockbridge, Mass.,
N.Y. New Hav. & Hart
Stockbridge, Mich., Gd. Tk
Stockbridge, Mo., C. R. I. & P
Stockbridge, N.Y., N.Y. O. & W
Stockbridge, Vt.,
White River
Stockdale, Ala.,
Atlanta, Birm. & Atl (a)
" Louisville & Nashv (a)
Stockdale, Ill.,
Chicago, Rk. Isl. & Pac
Stockdale, Kan., Union Pac
Stockdale, Mo.,
Chicago, Mil. & St. Paul
Stockdale, Pa., Penna
Stockdale, Tex.,
Gal. Har. & San Ant
Stockdale, Utah,
Salt Lake & Ogden
Stockdale Junction, Ore.,
Spokane, Port. & Seat
Stockertown, Pa.,
Lehigh & New Eng (a)
" Lehigh Valley (b)
(a) and (b) about 1-3 mile apart
Stockett, Mont.,
Great Northern
Stockham, Ariz., South. Pac
Stockham, Neb.,
North-Western Line
Stockholm, Me.,
Bangor & Aroostook
Stockholm, N.J., N.Y. S. & W
Stockholm, Sask.,
Canadian Pacific
Stockholm, S.D.,
Great Northern
Stockholm, Wis., Burl. Rte
Stockland, Ill.,
Chicago and East. Il
" Chicago Southern †
Stockley, Del., Penna
Stockman, Tex., Texas & G
Stockport, Ind.,
Pitts. Cin. Chic. & St. L
Stockport, Ia.,
Burlington Route
Stockport,
Columbia Co., N.Y.,
N.Y. Cent. & Hud. Riv
Stockport,
Delaware Co., N.Y.,
Erie
Stockport, O., Balt. & Ohio
Stockport Center, N.Y.,
Albany Southern (El)
Stockton, Ala.,
Birmingham South †
" Southern
Stockton, Cal.,
A.T. & S.F., Coast L* (a)
" Southern Pacific (b)
(a) and (b) about 1 mi. apart
Stockton, Ga.,
Atlantic Coast Line
Stockton, Jo Daviess Co., Ill.,
Chicago Gt. Western
Stockton, —— Co., Ind.,
Southern Indiana
Stockton, —— Co., Ind.,
Elgin, Joliet & Eastern †
Stockton, Ia.,
Ch. Rk. Isl. & Pac (a) (b)
(a) and (b) about 1-3 mile apart
Stockton, Kan., Mo. Pacific
Stockton, Me.,
Bangor & Aroostook
Stockton, Manitoba,
Canadian Pacific
Stockton, Minn.,
North-Western Line
Stockton, Mo., Mo. South
Stockton, N.J., Penna
Stockton, Pa., Lehigh Val
Stockton, Utah,
San Ped. Los Ang. & S. Lk
Stockton, Wash., No. Pacific
Stockton, W.Va.,
Ohio Central Lines
Stockton, Wis.,
Minn. St. P. & Slt. Ste. M
Stockton Junction, Ala.,
Birmingham South †
Stockton Junction,
Luzerne Co., Pa.,
Lehigh Valley
Stockwell, Ind.,
Cleve. Cin. Chic. & St. L
Stockwood, Minn., No. Pac
Stock Yard, W.Va.,
Baltimore & Ohio
Stock Yards, Idaho,
Oregon Short Line
Stock Yards, Kan., Mo. Pac
Stock Yards, Mex.,
Mexico North Western
Stock Yards, Mo.,
Chicago & Alton
Stock Yards, O.,
Balt. & Ohio Southwest
Stock Yards, Pa., Penna
Stock Yards, Wis.,
Chicago, Mil. & St. Paul
Stoco, Ont., Bay of Quinte
Stoddard, Neb., Burl. Route
Stoddard, Wis.,
Burlington Route (a)
" La Crosse & So. E (b)
(a) and (b) about ¼ mile apart
Stoddard Junction, Ore.,
Sumpter Valley
Stoddards, Ill., Illino s Cent
Stoddart, Ind., South. Ind
Stoehr's, Ill., Chic. Peo. & St. L
Stoer, W.Va., Balt. & Ohio

Stoll, Cal.,
A.T.&S.F., Coast Lines*
Stoke Park, Pa.,
Lehigh & New England
Also called Shimer
Stokes, Fla.,
Atlantic Coast Line
Stokes, Stoddard Co., Mo.,
Frisco System
Stokes, N.C., Atl. Coast Line
Stokes, O.,
Cin. Lebanon & North
Stokes, Pa., Baltimore & Ohio
Stokes, S.C.,
Atlantic Coast Line
Stokes, Utah, Southern Pac
Stokes, Goochland Co., Va.,
Chesapeake & Ohio
Stokesdale, N.C., Southern
Stokesdale, Pa.,
N.Y. Cent. & Hud. Riv
Stokesdale Junction, Pa.,
N.Y. Cent. & Hud. Riv
Stokesland, Va.,
Danville & Western (a)
" Southern (b)
(a) *and* (b) *adjacent*
Stokes Mill, Fla.,
So. Ga. & West Coast
Stokesville, Va.,
Chesapeake Western†
Stolle, Ill., Illinois Cent
Stone, Ark.,
St. Louis, Iron Mt. & So
Stone, Ind., Grand Rap. & Ind
Stone, Kan., Atch. T. & S. Fe
Stone, Minn., No. West Line
Stone, Mont., North. Pacific
Stone, O., Balt. & Ohio
Stone, Okla., Midland Vy
Stone, Pa.,
N.Y. Cent. & Hud. Riv
Stone, Que., Central Vermont
Stone, S.C., Glenn Springs
Stone, Wash., North. Pacific
Stone Bluff, Ind.,
Chicago and East. Ill
Stone Bluff, Okla.,
Midland Valley
Stoneboro, Pa.,
Lk. Shore & Mich. So (a)
" Pennsylvania Co (a)
Stonebraker, Md.,
Baltimore & Ohio
Stone Bridge, N.Y.,
Lehigh & Hudson Riv
Stone Bridge, Pa., Cumb. Val
Stoneourg, Tex.,
Chicago, Rk. Isl. & Gulf
Stone Church, N.J.,
Central of New Jersey
Stone City, Ia.,
Chicago, Mil. & St. Paul
Stone City, Tex.,
Hearne & Brazos Val
Stone Cliff, W.Va.,
Chesapeake & Ohio
Stonecliffe, Ont.,
Canadian Pacific
Stonecoal, W.Va.,
Norfolk & Western
Stone Creek, O., Penna. Co
Stonefield, Que.,
Can. Northern Quebec
Stone Fort, Ill.,
Cleve. Cin. Chic. & St. L
Stonega, Va., Insterstate
Stone Glen, Pa.,
Phila & Reading
Stoneham, Colo., Burl. Route
Stoneham, Mass., Bost. & Me
Stoneham, Pa., Penna
Stoneham, Tex., G. C. & S. Fe*
" Internat & Gt. North
Stoneham, Wash.,
Spok. & Inland Emp
Stoneham Tannery, Pa.,
Tionesta Valley
Stone Harbor, N.J., Penna
Stone Haven, Mass.,
N.Y. New Hav. & Hart
Stonehaven, N.B., Caraquet
Stonehill, Mont.,
Great Northern
Stone House, Nev., So. Pac
StoneHouse, Pa., Balt. & Ohio
Stone House,
Greenbrier Co., W.Va.,
Chesapeake & Ohio
Stonehouse,
Taylor Co., W.Va.,
Baltimore & Ohio
Stone Lake, Wis.,
Minn. St. P. & Slt. Ste. M
Stone Mill, Pa., Erie
Stonemont, Pa.,
Phila. & Reading
Stone Mountain, Ga., Georgia
Stone Mountain, Va.,
Virginian
Stone Quarry, Ia.,
Burlington Route
Stone Quarry, Minn.,
Great Northern
Stoner, Pa., Penna
Stone Ridge, N.B., Can. Pac
Stoner's Ind., Lk. Sh. & M. S
Stone's, Ala., West. of Ala
Stones, Ill., Burl. Route
Stones, N.C.,
Randolph & Cumb
Stones, O., Baltimore & Ohio
Stones, S.C., Atl. Coast Line
Stones, Tenn. Southern
Stone's Crossing, Mass.,
N.Y. New Hav. & H
Stone's Orchard, Tenn.,
Louisville & Nashville
Stone Siding, O.,
Ohio River & Western
Stone Siding, Pa.,
Phila. & Reading
Stone's Mill, Pa., Erie
Stoneville, Mich.,
Duluth, So. Shore & Atl
Stoneville, Miss.
Southern in Miss (a)
" Yazoo & Miss. Val (b)
(a) *and* (b) *adjacent*
Stoneville, N.C.,
Norfolk & Western
Stonewall, Ala., Cent. of Ga
Stonewall, Ark.,
St. Louis, Iron Mt. & So
Stonewall, Fla.,
Atlantic Coast Line
Stonewall, Ga.,
Atlanta & West Point
Stonewall, La., Texas & Pac
Stonewall, Manitoba,
Canadian Pacific
Stonewall, Miss., Mob. & Ohio
Stonewall, Nev.,
Las Vegas & Tonopah
Stonewall, N.C., Norf. & So
Stonewall, Okla.,
Mo. Kan. & Tex (a)
" Oklahoma Central (b)
(a) *and* (b) *about 1 mi. apart*
Stonewall, W.Va.,
Chesapeake & Ohio
Stoney Creek, N.B.,
Salisbury & Harvey
Stoney Creek, Ont.,
Grand Trunk (a)
" Toronto, Ham. & Buf (b)
(a) *and* (b) *1½ miles apart*
Stoney Point, Ont.,
Grand Trunk (a)
" Wabash (a)
Stonington, Ct.,
N.Y. New Hav. & Hart
Stonington, Ill., Wabash
Stonington, Mich.,
Copper Range
Stonington, Miss.,
Yazoo & Miss. Valley
Stonington Landing, Ct.,
N.Y. New Hav. & Hart
Stono, S.C., Atl. Coast Line
Stony Beach, Mass.,
N.Y. New Hav. & Hart
Stony Bottom, W.Va.,
Chesapeake & Ohio
Stony Brook, Mass.,
Boston & Maine
Stony Brook, N.Y., Long Isl
Stony Brook, Pa., Penna
Stony Brook Glen, N.Y.,
Pitts. Shawmut & North
Stony Brook Junc., Minn.,
Great Northern
Stony Creek, Ct.,
N.Y. New Hav. & Hart
Stony Creek
Legrange Co., Ind.
Wabash
Stony Creek, Mich.,
Lake Sh. & Mich. So (a)
" Michigan Central (a)
Stony Creek, N.Y.,
Delaware & Hudson
Stony Creek
Schuylkill Co., Pa.,
Phila. & Reading
Stony Creek, Va.,
Atlantic Coast Line
Stony Ford, N.Y.,
New York, Ont. & West
Stony Fork, Ky., Lv. & Nash
Stony Fork Junction, Ky.,
Louisville & Nashville
Stony Hollow, N.Y., Ul. & Del
Stony Island, Ill.,
N.Y. Chic. & St. Louis
Stony Mountain, Manitoba,
Canadian Pacific
Stony Plains, Alberta,
Canadian Northern
Stony Point, Mich.,
Lake Shore & Mich. So
Stony Point, N.Y.,
N.Y. Ont. & West (a) P
" West Shore (a)
P *For passenger service only*
Stony Point, N.C., Southern
Stony Point, O.,
Wheeling & Lake Erie
Stony Point, Pa., Erie
Stony Point Junction, N.Y.,
New Jersey & N. York
Stony Ridge, O.,
Toledo & Ohio Central
Stony Run, Md., Penna
Stony Run, Pa., Penna
Stonytown Ferry, Pa.,
Pennsylvania
Stookey, Ill., Illinois Central
Stoop's Ferry, Pa.,
Pittsburgh & Lake Erie
Storage, S.C., Atl. Coast L
Storage Siding, N.J.,
Raritan River†
Storden, Minn.,
North-Western Line
Store No. 2, Ala.,
Tombigbee Valley
Storey, Cal.,
A.T.&S.F., Coast Lines*
Storey, Mont., North. Pacific
Storm King, N.Y.,
N.Y. Cent. & Hud. Riv
Storm Lake, Ia.,
Chic. Mil. & St. Paul (a)
" Illinois Central (b)
" Minn. & St. Louis (c)
(a) *and* (b) *⅛ mile apart*
(a) *and* (c) *⅜ mile apart*
(b) *and* (c) *517 yards apart*
Stormont, B.C.,
Canadian Pacific
Storm's, O.,
Detroit, Tol. & Ironton
Stormville, N.Y.,
N.Y. New Hav. & Hart
Storrs, Mo., Frisco System
Storr's, Hamilton Co., O.,
B. & O. Southwest (a)
" Cl. Cin. Chic. & St. L (b)
(a) *and* (b) *about 200 yards apart*
Storrs, Trumbull Co., O.,
Lake Sh. & Mich. South
Storrs, Ore.,
Corvallis & Eastern
Storrs Junction, Pa.,
Del. Lack. & Western†
Story, La.,
New Orl. Natalb. & Nat
Story, Ont., Canadian Pacific
Story, Tex.,
Chicago, Rk. Isl. & Gulf
Story City, Ia., Iowa Cent (a)
" North-West. Line (b)
(a) *and* (b) *about ¼ mi. apart*
Stotesbury, Mo.,
Kansas City Southern
Stotler, Pa., Cumb. Valley
Stout, D.C., Balt. & Ohio
Stotts City, Mo.,
St. Louis, Iron Mt. & So
Stottsville, Pa., Penna
Stottsville, Que., Gd. Trunk
Stottville, N.Y.,
Albany Southern (El)
Stouffville, Ont., Gd. Trunk
Stough, Ala., Southern
Stoughton, Mass.,
N.Y. New Hav. & Hart
Stoughton, Pa., Balt. & Ohio
Stoughton, Sask., Can. Pac
Stoughton, Wis., Ch. M. & St. P
Stoughton Junction, Mass.,
N.Y. New Hav. & Hart
Stout, Colo., Colo. & Southern
Stout, Ia., North-West. Line
Stout, Kan., St. Jos. & Gd. Isl
Stout, Miss., Yazoo & Miss. Val
Stout, N.C., Southern
Stoutland, Mo., Frisco Sys
Stouts, N.C., Seaboard Air L
Stoutsburg, Ind.,
Chicago, Ind. & South
Stoutsburg, N.J., Ph. & Read
Stouts Mountain, Ala.,
Louisville & Nashville
S. M. Junction, Ala.,
Louisville & Nashville
Stoutsville, Mo., Mo. Kan. & T
Stoutsville, O.,
C. & M. V (Penna. Lines)
Stovall, Ga.,
Atlanta, Birm. & Atl
Stovall, Ky.,
Louisville & Nashville
Stovall, La.,
Tremont & Gulf
Stovall, Miss.,
Yazoo & Miss. Valley
Stovall, N.C., Southern
Stovedale, Pa., Phila. & Read
Stover, Kan., Frisco System
Stover, Ky., Kentucky & Tenn
Stover, Miss.,
Yazoo & Miss. Valley
Stover, Mo.,
St. Louis, S.C. & Colo‡
Stover, N.D., Great Northern
Stover, Pa., Pennsylvania
Stovertown, O.,
Zanesville & Western
Stow, N.Y.,
Chautauqua Trac (El)
Stowe, Montgomery Co., Pa.,
Phila. & Reading
Stowell, N.H., Boston & Me
Stowell, Tex.,
Gulf & Interstate of Tex
Stowell, Wis., Ch. Mil. & St. P
" North Western Line
Stowes, Mich., Gd. Rap. & Ind
Stowes, O., Balt. & Ohio
Stoy, Ill., Indianapolis South
Stoyer, Md.,
Western Maryland
Stoyestown, Pa., Balt. & Ohio
Strader, La., Illinois Cent
Strader, W.Va.,
Coal & Coke
Straders, N.J.,
Delaware, Lack. & West
Straesser, Ill.,
Peoria Ry. Terminal
Strafford, Mo., Frisco Sys
Strafford, Pa., Pennsylvania
Straffordville, Ont.,
Canadian Pacific
Strahan, Ia., Wabash
Straight, Pa., Pennsylvania
Straight Creek, Kan.,
Chicago, Rk. Isl. & Pac
Straight Creek, Pa.,
Pitts. Shawmut & North
Straight Fork, Tenn., Tenn
Straight Line Junc., Ind.,
Evansv. & Indianap (a)
" Evansv. & Terre H (a)
Straights, Pa.,
Buf. Roch. & Pitts (a)
" Erie (a)
Strain, Tex.,
Beaum. Sour Lake & W
Strait Creek Mines, Ky.,
Chesapeake & Ohio
Straiter, N.C., Southern
Straits, Pa., Tionesta Valley
Stralak, Ont., Can. Pacific
Strandell, Wash.,
Bellingham Bay & B.C
Strandquist, Minn.,
Minn. St. P. & Slt. Ste. M
Strandsburg, S.D.,
Minneapolis & St. Louis
Strang, Neb., Burl. Route
Strang, Tex.,
Galv. Har. & San Ant
Strange, Va., Chesa. & Ohio
Strange Creek, W.Va.,
Coal & Coke
Stranger, O., Penna. Co
Strangford, Pa., Penna
Strannahans, O., Erie
Strasburg, Ala., Lv. & Nash
Strasburg, Colo., Union Pac
Strasburg, Ill., Wabash
Strasburg, Mo., Mo. Pacific
Strasburg, N.D.,
Chicago, Mil. & St. Paul
Strasburg, O., Balt. & Ohio (a)
" No. O. Trac. & L. Co (b)
(a) *and* (b) *½ mile apart*
Strasburg, Pa., Strasburg
Strasburg, Va., Southern
Strasburgh, Mich.,
Lake Shore & Mich. So
Strasburgh, O., Balt. & Ohio
Strasburg Junction, Va.,
Baltimore & Ohio (a)
" Southern (a)
Strasburg Road, Pa.,
Western Maryland
Strassburg, Sask.,
Canadian Pacific
Strata, Ala., Atl. Coast Line
Strater, Mont., Great North
Stratford, Ct.,
N.Y. New Hav. & Hart
Stratford, Ga.,
Atlanta, Birm. & Atl
Stratford, Ill., Burl. Route
Stratford, Ia., No. West. Line
Stratford, Mich.,
Pere Marquette
Stratford N.J., Atlantic City
Stratford, Okla.,
Oklahoma Central
Stratford, Ont., Gd. Trunk
Stratford, S.D.,
Minneapolis & St. Louis
Stratford, Tex.,
Chicago, Rk. Isl. & Gulf
Stratford, Wash., Great No
Stratford Wis.,
North-Western Line
Stratford Hollow, N.H.,
Grand Trunk
Stratford Jn., Ont., Gd. Trunk
Stratham, N.H., Bost. & Me
Strathclair, Manitoba,
Canadian Pacific
Strathcona, Alberta,
Canadian Pacific
Called also South Edmonton
Station for Edmonton,
Alberta
Strathcona, Minn., Great No
Strathcona, Ont.,
Bay of Quinte
Strathearn, Cal., South. Pac
Strathlorne, N.S., Inverness
Strathmore, Alberta, Can. P
Strathmore, Colo., Colo. & So
Strathmore, N.Y., Erie
Strathmore, Que.,
Canadian Pacific (a)
" Grand Trunk (b)
(a) *and* (b) *adjacent*
Strathmore, Va.,
Chesapeake & Ohio
Strathroy, Ont., Gd. Trunk
Strattanville, Pa.,
Pitts. Summerv. & Clar
Stratter, Colo., Den. & Rio G
Stratton, Cal., Southern Pac
Stratton,
Kit Carson Co., Colo.,
Chic. Rock Isl. & Pac
Stratton, Miss.,
New Orl. Mobile & Chic
Stratton, Neb., Burl. Route
Stratton, Ont., Can. Northern
Stratton, Pa., Balt. & Ohio
Stratton, S.D.,
Chic. Mil. & Puget Sd
Stratton Brook, Ct.,
Central New England
Stratton Junction, Colo.,
Colo. Spgs. & C.C.D (a)
" Florence & Crip. Ck (b)
Stratton's, Va., Ches. & Ohio
Strattonville, Pa.,
Pitts. Summerv. & Clar
Straubville, N.D., Great No
Strauss, Ark.,
St. Louis, Iron Mt. & So
Strauss, Kan., Frisco System
Strauss, N.M., Southern Pac
Strausville, Neb., Mo. Pac
Straut, Ill., Chicago & Alton
Straven, Ala., Southern
Straw, Mont., Montana
Strawberry, Ky.,
Louisv. & Nashv (a)
" Louisv. Hend. & St. L (b)
Strawberry, S.C.,
Atlantic Coast Line
Strawberry Utah, Un. Pac*
Strawberry Hill, Va.,
Chesapeake & Ohio
Strawberry Park, Cal.,
Los Ang. & Redondo (El)
Strawberry Point, Ia.,
Chicago, Mil. & St. Paul
Strawberry Ridge, N.J.,
Susq. Bloomsb. & Ber
Strawberry Ridge, Pa.,
Susq. Bloomsb. & Ber
Strawbridge, Pa.,
Williamsport & No. Br
Strawbridge, Wis.,
North-Western Line
Strawn, Livingston Co., Ill.,
Wabash
Strawn, Kan., Mo. Kan & Tex
Strawn, Tex., Texas & Pac
Strawn's, Ind.,
Pitts. Cin. Chic. & St. L
Strawn's Crossing, Ill.,
Chicago & Alton
Straw Plains, Tenn., South
Streator, Ill.,
Atch. Top. & S. Fe (a)
" Burlington Route (b)
" Chicago & Alton (c)
" Chic. Ind. & South (d)
" Wabash (e)
(a) *and* (b) *¼ mile apart*
(a) *and* (c) *1-8 mile apart*
(a) *and* (d) *1-6 mile apart*
(a) *and* (e) *½ mile apart*
(b) *and* (c) *1-12 mile apart*
(b) *and* (d) *½ mile apart*
(b) *and* (e) *1-12 mile apart*
(c) *and* (d) *½ mile apart*
(c) *and* (e) *¼ mile apart*
(d) *and* (e) *½ mile apart*
Transfer for through passengers (a) to (b), (a) to (d)
Transfer for through passengers (b) to (d)
Streator Junction,
Woodford Co., Ill.,
Atch. Top. & S. Fe (a)
" Chicago, Ind. & South
" Toledo, Peo. & West (b)
Strebor, Pa., Penna
Streeter, N.D., North. Pacific
Streetman, Tex.,
Trinity & Brazos Valley
Street Road, Pa., Penna
Streetsboro, O.,
Wheeling & Lake Erie
Streets Run, Pa.,
Pittsburgh & Lake Erie
Streetsville, Ont., Can. Pac
Streetsville Junction, Ont.,
Canadian Pacific
Stremmels, Pa., Western Md
Strevel, Manitoba, Can. No
Stribbling, Tenn.,
Louisville & Nashville
Stribling, Tex., St. Louis S.W
Strickhouser's, Pa.,
Western Maryland
Strickland, Ga., Southern
Strickland, Miss.,
Illinois Central
Strickland, Wis.,
Minn. St. P. & Slt. Ste. M
Stricklands, Ala., Lv. & Nash
Strickland's Ferry, Me.,
Maine Central
Stricklands Springs, Ga.,
Southern
Strickler, Pa., North. Cent
Stringer, Fla.,
Florida Central
Stringer, Miss.,
New Orl. Mobile & Chic
Stringer, O.,
Wheeling & Lake Erie

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Stringtown, Okla., Mo. K. & T
Stringtown, Pa., Pitts. & Lk. E
Strip, Minn., Minn. St. P. & Slt. Ste. M
Strobel, Tex., Gal. Har. & San Ant
Strogoff, N.C., Southern
Stroh, Ind., Wabash
Strome, Alberta, Can. Pac
Stromness, Ont., Gd. Trunk
Stroms, Ga., Georgia North
Stromsburg, Neb., Burl. Route (a)
" Union Pacific (a)
Stronach, Mich., Pere Marquette
Stronach, Pa., Pennsylvania
Strong, Ark., El Dorado & Bastrop
Strong, Colo., Denver & Rio Grande
Strong, Me., Sandy Riv. & Rang. Lks
Strong, Miss., Illinois Cent
Strong City, Kan., Atch. Top. & Santa Fe
Strongfield, Sask., Canadian Pacific
Strongfield, Tex., Can. North
Stronghurst, Ill., Atch. Top. & Santa Fe
Strongknob, Utah, Southern Pacific
Strong's, Mich., Duluth, So. Shore & Atl
Strongsville, O., Balt. & Ohio
Strontia Springs, Colo., Colorado & Southern
Strothers, Mo., Frisco System
Strother's, S.C., Southern
Stroud, Ky., Louisv. & Nash
Stroud, Okla., Frisco Sys
Stroud, Pa., Lehigh Valley
Stroud's Ala., Cent. of Ga
Strouds, Wyo., No. West. Line
Stroudsburg, Pa.,
Del. Lack. & West (a)
" Delaware Valley (a)
" N.Y. Susq. & West (b)
(a) and (b) about ¼ mi. apart
Called East Stroudsburg on D. V
Stroughs, N.Y., N.Y. Cent. & Hud. Riv
Stroups, Ark., Ft. Smith, Subiaco & E
Stroups, O., Balt. & Ohio
Struble, Ia., Great Northern
Strubles, Pa., Bellefonte Cen
Struby, Colo., Atch. T. & S. Fe
Strudwick, Tenn., Louisville & Nashville
Strum, Wis., No. West. Line
Strumm, Pa., Balt. & Ohio
Struther's, O., Pennsylvania Co (a)
" Pitts. & Lake Erie (b)
(a) and (b) about ¼ mi. apart
Struthers, Pa., Penna.
Stryker, Mont., Gt. Northern
Stryker, O., Lk. Sh. & Mich. So
Stryker, Tex., Missouri, Kan. & Texas
Stuart, Colo., Missouri Pac
Stuart, Dade Co., Fla., Florida East Coast
Stuart, Duval Co., Fla., Atlantic Coast Line
Stuart, Ia., Chic. Rksl. & Pac
Stuart, Minn., Great Northern
Stuart, Mont., Butte, Anacon. & Pac (a)
" Northern Pacific (a)
Stuart, Neb., No. West. Line
Stuart, Okla., Chic. R. I. & Pac
Stuart, Va., Dan. & Western
Stuart, W. Va., Ches. & O (a)
" White Oak (a)
Stuartburn, Manitoba, Canadian Northern
Stuart's Draft, Va., Norfolk & Western
Stubblefield, Ill., Vandalia
Stuckey, Ga., Seaboard Air Line
Studebaker, Cal., South. Pac
Studebaker, Ind., Grand Trunk
Studley, Kan., Union Pacific
Studstill, Ga., South Ga. & West Coast
Stuenkels, Ill., Illinois Central
Stull, Idaho, North. Pacific
Stull, Wyoming Co., Pa., Lehigh Valley
Stulls, Va., Chesa. & Ohio
Stump, Miss., Gulf & Ship Isl
Stumptown, Va., Norfolk & Western
Sturdevant, Ark., St. Louis, Iron Mt. & So
Sturdevant, Tenn., Nashv. Chat. & St. Louis
Sturdivant, Ala., Cent. of Ga
Sturdivant, Miss., Southern in Mississippi
Sturdivant, Mo., Frisco Sys
Sturgeon, Mich., North Western Line
Sturgeon, Mo., Wabash
Sturgeon, Pa., Pitts. Cin. Chic. & St. L
Sturgeon Bay, Ont., Gd. Tk
Sturgeon Bay, Wis., Ahnapee & Western
" Ann Arbor ◻
◻ By Ferry
Sturgeon Falls, Ont., Can. Pac
Sturgeon Hole, Mich., Manistique & No. West
Sturgeon Lake, Minn., Northern Pacific
Sturgeon Point, Mich., Detroit & Mackinac
Sturgeon River, Mich., Minn. St. P. & Slt. Ste. M
Sturges, Miss., Illinois Cent
Sturges, Mo., Chic. Mil. & St. P
Sturgis, Ill., Chic. Term. Transfer
Sturgis, Ky., Illinois Central
Sturgis, Mich., Gd. Rap. & I (a)
" Lk. Shore & Mich. So (b)
(a) and (b) about ½ mi. apart
Sturgis, S.D., No. West. Line
Sturgisson, W. Va., Morgantown & Kingw
Stuttgart, Ark., St. Louis South-west
Stuttgart, Kan., Chic. Rock Isl. & Pac
Stutts, Tex., Warren & Cors. Pac
Stuyvesant, N.Y., N.Y. Cent. & Hud. Riv
Stuyvesant Falls, N.Y., Albany Southern (El)
Styx, S.C., Southern
Subiaco, Ark., Ft. Smith, Subiaco & E
Sublette, Colo., Union Pac
Sublette, Ill., Illinois Cent
Sublette, Mo., Wabash
Sublette, N.M., Den. & Rio G
Sublime, Colo., Colo. Spgs. & Cr. Ck. Dist
Sublime, Tex., San A. & Ar. P
Suburban Junction, Mo., Chic. Mil. & St. Paul (a)
" Quincy, Om. & K.C (a)
" St. Joseph & Gd. Isl (a)
Sucarnochee, Miss., Mobile & Ohio
Succasunna, N.J., Delaware, Lack. & West
Success, Ark., Frisco System
Success, Idaho, North. Pac
Success, Va., Norfolk & West
Such's, N.J., Raritan River †
Suchil, Mex., Tehuantepec National
Suchiquitongo, Mex., Mexican Southern
Sucker River, Minn., Minnesota & No. Wis
Sucrosa, Cal., South. Pacific
Sudbrook, Md., Western Md
Sudbury, Ia., Chic. Mil. & St. P
Sudbury, Mass., N.Y. New Hav. & Hart
Sudbury, Ont., Algoma Cent. & H. Bay
" Can. North. Ont
" Canadian Pacific
Sudbury, Wash., North. Pac
Sudbury Junction, Ont., Can. North. Ont
Sudden, Cal., South. Pacific
Sudduth, Ill., Chic. Peoria & St. L (a)
" Wabash (a)
Called Bates on Wabash
Sudduth, Tex., Houston & Texas Cent
Sudduth, W. Va., Norf. & West
Suey, Cal., Pacific Coast
Suey Junction, Cal., Pacific Coast
Sudlersville, Md., Penna
Suedburg, Pa., Phila. & Read
Sueville, S.C., Southern
Suffern, Ill., Vandalia
Suffern, N.Y., Erie
Suffield, Alberta, Can. Pac
Suffield, Colo., Colorado & So
Suffield, Ct., N.Y. N.H. & H
Suffield, O., Wheel. & Lk. Erie
Suffolk, Colo., Rio Gr. South
Suffolk, P.E.I., Pr. Ed. Island
Suffolk, Tex., St. Louis S.W
Suffolk, Va., Atl. Coast L (a)
" Norfolk & Southern (c)
" Norfolk & Western (b)
" Seaboard Air Line (c)
" Southern (d)
" Virginian
(a) and (c) adjacent
(b) and (c) about ½ mi. apart
(c) and (c) about ½ mi. apart
(d) and (c) adjacent
Suffolk Downs, N.Y., Long Island
Suffren, Ill., Illinois Central
Sugar Beet, N.Y., Penna
Sugar Brook, N.B., Can. Pac
Sugar Bush, Wis., North-Western Line
Sugar Camp, O., Penna. Co
Sugar Camp, Pa., Penna
Sugar City, Colo., Mo. Pac
Sugar Creek, Ia., Chic. Rock Isl. & Pac
Sugar Creek, Mo., Atch. Top. & S. Fe (a)
" Kansas City South (b)
(a) and (b) about 1 mile apart
Sugar Creek, O., Wheeling & Lk. Erie
Sugar Creek, Pa., Erie
Sugar Creek Junction, Mo., Kansas City Southern
Sugardale, Colo., Atch. Top. & Santa Fe
Sugar Grove, Ill., Burl. Rte
Sugar Grove, Fairfield County, O., Hocking Valley
Sugar Grove, Tenn., Louisville & Nashville
Sugar Grove, Va., Marion & Rye Val (a)
" Virginia-Southern (a)
Sugar Hill, Gwinnett Co., Ga., Southern
Sugar Hill, N.H., Bost. & Me
Sugar Hill, Washington Co., Pa., Baltimore & Ohio
Sugar Island, N.B., Can. Pac
Sugarland, Tex., Gal. Har. & San Ant (a)
" Imperial Valley
" Sugar Land (b)
(a) and (b) about 300 yards apart
Sugar Loaf, Colo., Denver, Boulder & West
Sugar Loaf, Md., Balt. & Ohio
Sugar Loaf, Minn., Chicago Gt. Western
Sugar Loaf, N.Y., Lehigh & Hudson Riv
Sugar Loaf Siding, Colo., Denver, Boulder & West
Sugar Notch, Pa., Central of New Jer (a)
" Lehigh Valley (b)
(a) and (b) adjacent
Sugar Notch Gap, Pa., Wilkes-Bar. & Hav (El)
Sugar Ridge, O., Toledo & Ohio Central
Sugar Run, Bradford Co., Pa., Lehigh Valley
Sugar Run, Warren Co., Pa., Pennsylvania
Sugar Valley, Ga., Southern
Sugden, Okla., Chic. Rock Isl. & Pac
Sugg Siding, N.C., Kinston & Snow Hill
Suggsville, Ala., Southern
Suisun, Cal., South. Pacific
Suiter, Tenn., Louisv. & Nash
Sulligent, Ala., Frisco Sys
Sullivan, Ala., Lv. & Nash
Sullivan, B.C., Can. Pacific
Sullivan, Colo., Colo. & So
Sullivan, Ill., Chicago and E. Ill (a)
" Illinois Central (b)
" Wabash (c)
(a) and (b) about 400 ft. apart
(b) and (c) about 300 ft. apart
Sullivan, Ind., Ev. & T. H (a)
" Indianapolis South (b)
" Southern Indiana (c)
(a) and (b) 1 mile apart
(a) and (c) ¼ mile apart
(b) and (c) ½ mile apart
Sullivan, Lewis Co., Ky., Chesapeake & Ohio
Sullivan, Union Co., Ky., Illinois Central
Sullivan, Mich., Gd. Rap. & I
Sullivan, Franklin Co., Mo., Frisco System
Sullivan, N.Y., N.Y. Cent. & Hud. R (a)
" West Shore (b)
(a) and (b) ¼ mile apart
Sullivan, O., Balt. & Ohio
Sullivan, Tex., Gal. Har. & San. Ant
Sullivan, Wis., No. West. Line
Sullivan Ferry, Me., Maine Central
Sullivan Junction, Ind., Southern Indiana
Sullivan's, Minn., No. Pacific
Sullivant, O., Pitts. Cin. Chic. & St. L
Sully, Ia., Iowa Central
Sully, Que., Canadian Pacific
Sully Springs, N.D., No. Pac
Sulphide, Colo., Denver, Boulder & West
Sulphur, Ky., Louisv. & Nash
Sulphur, La., La. & Western
Sulphur, Okla., Atch. Top. & S. Fe (a)
" Frisco System (b)
(a) and (b) about ½ mile apart
Called Sulphur Springs on Frisco System
Sulphur, Tenn., Overton County
Sulphur, Tex., Texas & Pac
Sulphur, Wash., Oregon R.R. & Nav. Co
Sulphur Baths, Cal., Pacific Electric
Sulphur Crossing, Ky., Licking River
Sulphur Mines, La., Brimstone RR. & C. Co
Sulphur Rock, Ark., St. L. Iron Mt. & South
Sulphur Springs, Mobile Co., Ala., Louisville & Nashville
Sulphur Springs, Ark., Kansas City Southern
Sulphur Springs, Colo., Denver, N.W. & Pacific
Sulphur Spgs, Dade Co., Ga., Alabama Gt. Southern
Sulphur Springs, Ind., Pitts. Cin. Chic. & St. L
Sulphur Springs, Ia., Ill Cent
Sulphur Springs, Kan., Atch. Top. & Santa Fe
Sulphur Springs, Mo., St. Louis, Iron Mt. & So
Sulphur Spgs, N.C., Southern
Sulphur Springs, Okla., Atch. Top. & S. Fe (a)
" Frisco System (b)
(a) and (b) about ½ mi. apart
Called Sulphur on A.T. & S.F
Sulphur Springs, Bedford Co., Pa., Pennsylvania
Sulphur Springs, Perry Co., Pa., Susq. River & Western
Sulphur Springs, Tenn., Tennessee Central
Sulphur Springs, Tex., Missouri, Kan. & Tex (a)
" St. Louis South-west (b)
(a) and (b) ¾ mile apart
Sultan, Ont., Can. Pac
Sultan, Wash., Great North
Sultana, Cal., A.T. & S.F., Coast Lines*
Sultana, Colo., Colo. & South
Sulu, Ill., Wabash
Sulzbacher, N.M., A.T. & S.F
Sumac, Mich., North Western Line
Suman, Ind., Balt. & Ohio
Sumas, { B.C., Wash.
Bell. Bay & British C (a)
" Canadian Pacific (b)
" Northern Pacific (b)
Called Sumas Junction on C.P
(a) and (b) 1-9 mile apart
Sumas Junction, { B.C., Wash
See Sumas, { B.C., Wash
Sumatra, Fla., Apalachicola Northern
Sumatra, Mont., Chicago, Mil. & Puget Sd
Summerberry, Sask., Canadian Pacific
Summerdale, Ala., Louisville & Nashville
Summerdale, Ill., North-Western Line
Summerdale, N.Y., Pennsylvania
Summerdale, Pa., Phila. & Reading
Summerfield, Fla., Seaboard Air Line
Summerfield, Ill., Balt. & Ohio Southwest
Summerfield, Kan., Missouri Pacific
Summerfield, La., Bernice & Northwest †
Summerfield, Md., Maryland & Penna
Summerfield, Mo., St. L. Kan. City & Colo ‡
Summerfield, N.C., Southern
Summerfield, O., Ohio River & Western
Summerfield, Tex., Pecos & North. Texas*
Summerford, O., Ohio Electric
Summerhill, Pa., Penna
Summerland, Cal., So. Pac
Summerland, Miss., Gulf & Ship Island
Summerland, S.C., Southern
Summers, Ark., Frisco Sys
Summers, Ill., Illinois Cent
Summerset, Ia., Chicago, Rk. Isl. & Pac
Summerset Junction, Ia., Chic. Rock Isl. & Pac
Summerside, O., Cin. George. & Ports
Summerside, P.E.I., P.E.Isl
Summerson, Ill., Ill. Cent
Summerson, Pa., Penna
Summerstown, Ont., Gd. Tk
Summerton, S.C., Atlantic Coast Line
Summerton Junction, S.C., Atlantic Coast Line
Summer Town, Ga., Georgia & Florida
Summertown, Tenn., Louisville & Nashville
Summerville, Fla., Lv. & Nash
Summerville, Ga., Central of Georgia
Summerville, Ont., Canadian Pacific
Summerville, Jefferson Co., Pa., Pennsylvania (a)
" Pitts. Summerv. & C (a)
Summerville, Susquehanna Co., Pa., Delaware, Lack. & West
Summerville, S.C., Southern
Summerville Crossing, Ark., Thornton & Alexand
Summit, Talladega Co., Ala., Birmingham & Atlantic
Summit, Walker Co., Ala., Frisco System
Summit, Garland Co., Ark., Little Rk. & Hot Spgs. W
Summit, Pulaski Co., Ark., Chicago, Rk. Isl. & Pac
Summit, —— Dist., B.C., Esquimalt & Nanaimo
Summit, —— Dist., B.C., Canadian Pacific
Summit, Placer Co., Cal., Southern Pacific
Summit, San Bernardino Co., Cal., A.T. & S.F., Coast L* (a)
" San Ped. L. A. & S. L (a)
Summit, San Luis Obispo Co., Cal., Pacific Coast
Summit, El Paso Co., Colo., Manitou & Pike's Peak
Summit, San Juan Co., Colo., Silverton
Summit, Teller Co., Colo., Colo. Spgs. & Cr. Ck. Dist
Summit, Ct., N. Y. New Hav. & Hart
Summit, Del., Phila. & Read
Summit, Fla., Atlantic Coast Line
Summit, Emanuel Co., Ga., Georgia & Florida
Summit, Canyon Co., Idaho, Idaho Northern Ry
Summit, Cass Co., Ill., Balt. & Ohio Southwest
Summit, Cook Co., Ill., Chicago & Alton
Summit, Rock Island Co., Ill., Chicago, Rk. Isl. & Pac
Summit, St. Clair Co., Ill., Louisville & Nashville
Summit, Will Co., Ill., Ch. Rock Isl. & Pacific
Summit, DeKalb Co., Ind., Lake Shore & Mich. So
Summit, Greene Co., Ind., Vandalia †
Summit, Hendricks Co., Ind., Vandalia
Summit, Tippecanoe Co., Ind., Lake Erie & Western
Summit, Vanderburgh Co., Ind., Illinois Central
Summit, Fremont Co., Ia., Wabash
Summit, Guthrie Co., Ia., Chicago, Mil. & St. Paul
Summit, Butler Co., Kan., Missouri Pacific
Summit, Marshall Co., Kan., St. Joseph & Grand Isl
Summit, Franklin Co., Ky., Frankfort & Cincin
Summit, Greenup Co., Ky., Ashland Coal & Iron (a)
" Chesapeake & Ohio (a)
Summit, Hardin Co., Ky., Illinois Central
Summit, Lawrence Co., Ky., Chesapeake & Ohio
Summit, Mason Co., Ky., Louisville & Nashville
Summit (1), Franklin Co., Me., Franklin & Megantic
Summit (2), Franklin Co., Me., Maine Central
Summit, Penobscot Co., Me., Bangor & Aroostook
Summit, Mass., Boston & Me

Summit, Chihuahua, Mex., Mexico North Western
Summit, Tamaulipas, Mex., Mexican Central
Summit, Alger Co., Mich., Manistique
Summit, Baraga Co., Mich., Duluth, So. Shore & Atl
Summit, Clare Co., Mich., Ann Arbor
Summit, Livingston Co., Mich., Pere Marquette
Summit, Itasca Co., Minn., Minneap. & Rainy Riv
Summit (1), St. Louis Co., Minn., Great Northern
Summit (2), St. Louis Co., Minn., Duluth & Iron Range
Summit, Miss., Illinois Cent
Summit, Washington Co., Mo., St. L. Iron Mt. & South
Summit, Meagher Co., Mont., Chicago, Mil. & P.Sd (a)
" Montana (a)
Summit, Teton Co., Mont., Great Northern
Summit, Esmeralda Co., Nev., Nevada & California
Summit, Eureka Co., Nev., Eureka & Palisade
Summit, Washoe Co., Nev., Nevada-California-Ore
Summit, N.H., Boston & Me
Summit, Sussex Co., N.J., N.Y. Susq. & Western
Summit, Union Co., N.J., Del. Lack. & Western (a)
" Rahway Valley (b)
(a) *and* (b) *½ mile apart*
Summit, Grant Co., N.M., Arizona & New Mexico
Summit, Valencia Co., N.M., Santa Fe Pacific*
Summit, Broome Co., N.Y., Erie
Summit, Chenango Co., N.Y., N.Y. Ontario & Western
Summit, Herkimer Co., N.Y., Raquette Lake
Summit, Rockland Co., N.Y., Sterling Mountain
Summit, Saratoga Co., N.Y., Delaware & Hudson
Summit, Tompkins Co., N.Y., Delaware, Lack. & West
Summit, Wash. Co., N.Y., Greenwich & Johnsonv
Summit, Halifax Co., N.C., Seaboard Air Line
Summit, Sampson Co., N.C., Atlantic Coast Line
Summit, N.S., Halifax & S.W
Summit, Hamilton Co., O., Chicago, Cin. & Louisv
Summit, Hocking Co., O., Hocking Valley
Summit, Licking Co., O., Baltimore & Ohio (a)
" Pitts. Cin. Ch. & St. L (a)
Summit, Logan Co., O., Toledo & Ohio Central
Summit, Ross Co., O., Detroit, Tol. & Ironton
Summit, Vinton Co., O., Balt. & Ohio Southwest
Summit, Okla., Missouri, Kan. & Texas
Summit, Ontario Dist., Ont., Toronto, Ham. & Buff
Summit, Baker Co., Ore., Sumpter Valley
Summit, Benton Co., Ore., Corvallis & Eastern
Summit, Coos Co., Ore., Coos Bay, Roseburg & E
Summit, Cambria Co., Pa., Pennsylvania
Summit, Centre Co., Pa., Pennsylvania
Summit (1), Clearfield Co., Pa., Pennsylvania
Summit (2), Clearfield Co., Pa., N.Y. Cent. & Hud. Riv
Summit, Columbia Co., Pa., Pennsylvania
Summit, Crawford Co., Pa., Pennsylvania Co
Summit, Dauphin Co., Pa., Brownstone & Mid
Summit, Erie Co., Pa., Pennsylvania
Summit, Fayette Co., Pa., Baltimore & Ohio (a)
" Pennsylvania (b)
(a) *and* (b) *1½ miles apart*
Summit, Franklin Co., Pa., Cumberland Valley
Summit, Schuylkill Co., Pa., People's
Summit, Sullivan Co., Pa., Susq. & New York
Summit, Tioga Co., Pa., Buffalo & Susque (a)
" N.Y. Cent. & Hud. Riv (b)
Summit (1), York Co., Pa., Pennsylvania
Summit (2), York Co., Pa., Western Maryland
Summit, Quebec Dist., Que., Quebec & Lk. St. John
Summit, Terre Bonne Dist., Que., Canadian Pacific
Summit, R.I., N.Y. N.H. & H
Summit, S.C., Southern
Summit, S.D., Chic. M. & St. P
Summit, Hawkins Co., Tenn., Southern
Summit, Marion Co., Tenn., Nash. Chatt. & St. Louis
Summit, Montgomery Co., Tenn., Tennessee Central
Summit, Stewart Co., Tenn., Tenn. & Cumb. River
Summit, Trousdale Co., Tenn., Louisville & Nashville
Summit, Tex., Houston & Texas Cent
Summit, Utah, Den. & Rio G
Summit, Bennington Co., Vt., Rutland
Summit (1), Caledonia Co., Vt., Boston & Maine
Summit (2), Caledonia Co., Vt., Montp. & Wells River
Summit (3), Caledonia Co., Vt., St. Johns & Lk. Champ
Summit, Essex Co., Vt., Grand Trunk
Summit, Rutland Co., Vt., Rutland
Summit, Washington Co., Vt., Barre†
Summit, Chesterfield Co., Va., Tidewater & Western
Summit, Pulaski Co., Va., Norfolk & Western
Summit, Smyth Co., Va., Marion & Rye Valley
Summit, Spottsylvania Co., Va., Rich. Fred. & Potomac
Summit, Chehalis Co., Wash., Northern Pacific
Summit, Ferry Co., Wash., Kettle Valley Lines
Summit, Mason Co., Wash., Peninsular
Summit, Stevens Co., Wash., Great Northern
Summit, Whatcom Co., Wash., Bel. Bay & Br. Col
Summit, Webster Co., W.Va., West Va. Midland
Summit, Brown Co., Wis., Kewaunee, Gr. Bay & W
Summit, Chippewa Co., Wis., Minn. St. P. & Slt. Ste. M
Summit, Dane Co., Wis., Illinois Central
Summit, Marinette Co., Wis., Chicago, Mil. & St. Paul
Summit, Monroe Co., Wis., North-Western Line
Summit, Polk Co., Wis., Minn. St. P. & Slt. Ste. M
Summit, Wyo., Union Pacific
Summit City, Mich., Grand Rapids & Ind
Summit Grove, Ind., Chicago and East. Ill
Summit Grove, Pa., Penna
Summit Hill, Pa., Mauch Chunk, S.H. & S.B
Summit Junc., Neb., Missouri Pacific (a)
" Union Pacific (a)
Summit Lake, Wis., North-Western Line
Summit Mt. McClellan, Colo., Argentine Central
Summit Park, N.Y., New Jersey & N. York
Summit Point, W.Va., Baltimore & Ohio
Summit Siding, Idaho, Spokane Internat
Summitt, Lee Co., Ia., Burlington Route
Summitt, Washington Co., Ala., Tombigbee Valley
Summit Transfer, Pa., Pittsburgh & Lake Erie
Summitville, Ind., Cleve. Cin. Chic. & St. L
Summitville, Ia., Burl. Route
Summitville, N.Y., New York, Ont. & West
Summitville, O., Penna. Co
Summitville, Tenn., Nash. Chat. & St. Louis
Sumner, Fla., Seab. Air Line
Sumner, Ga., Atl. Coast Line
Sumner, Ill., Balt. & O. S. W
Sumner, Ia., Chic. Gt. W
Sumner, Miss., Yazoo & Miss. Valley
Sumner, Mo., Burl. Route (a)
" Wabash (b)
(a) *and* (b) *adjacent*
Sumner, Neb., Union Pacific
Sumner, N.J., Atlantic City
Sumner, N.C., Southern
Sumner, Okla., Frisco System
Sumner, Pa., Pennsylvania
Sumner, Wash., Chicago, Mil. & Puget Sd
" Northern Pacific
Sumner's Crossing, Tenn., Nash. Chat. & St. Louis
Sumnerville, Kan., Union Pacific
Sumnerville, Pa., Bessemer & Lake Erie
Sumpter, Neb., Burl. Route
Sumpter, Okla., Atch. Top. & Santa Fe
Sumpter Ore., Sumpter Val
Sumrall, Miss., Mississippi Central
Sumter, Ala., Louisv. & Nash
Sumter, Ga., Central of Ga
Sumter, Minn., Chicago, Mil. & St. Paul
Sumter, Neb., Burl. Route
Sumter, S.C., Atlantic Coast Line (a)
" Southern (b)
(a) *and* (b) *½ mile apart*
Sumter Junc., S.C., Southern
Sumterville, Fla., Seaboard Air Line
Sumterville Junction, Fla., Seaboard Air Line
Sun, La., New Orleans Gt. North
Sun, W.Va., Chesa. & Ohio
Sunapee Depot, N.H., Boston & Maine
Sunbeam Ky., Lv. & Nashv
Sunbright, Tenn., Cin. New Orl. & Tex. Pac
Sunbright, Va., Virginia & Southwest
Sunbrook, Pa., Penna
Sunbury, Ill., Chicago, Ind. & South
Sunbury, Ia., Chicago, Rk. Isl. & Pac
Sunbury, N.C., Norfolk & Southern
Sunbury, O., C. A. & C (Penna. Lines)
Sunbury, Pa., No. Cent (a)
" Pennsylvania (a)
" Phila. & Reading (b)
Sun City, Kan., Atch. Top. & Santa Fe
Suncook, N.H., Boston & Me
Sundale, O., Baltimore & Ohio
Sunderland, Ont., Gd. Trunk
Sunderland, Pa., N. Y. Cent. & Hud. Riv
Sunderland, Vt., Rutland
Sundown, Manitoba, Canadian Northern
Sundridge, Ont., Gd. Trunk
Sunetha, Colo., Denver & Rio Grande
Sunfield, Ill., Illinois Cent
Sunfield, Mich., Pere Marquette
Sunflower, Ala., Southern
Sunflower, Miss., Yazoo & Miss. Valley
Sun Hill, Ga., Central of Ga
Sunlight, Colo., Colo. Mid
Sunline, Tenn., Tenn. & Car. South
Sunman's, Ind., Cleve. Cin. Chic. & St. L
Sunnidale, Ont., Gd. Trunk
Sunny, N.D., North. Pacific
Sunny Brae, N.S., N.S. Steel & Coal Co's Ry
Sunny Hill, La., Kentwood & Eastern
Sunnydale, Ky., Louisv. Hend. & St. L
Sunnymead, Ore., Astoria & Col. River
Sunnypoint, Ky., Lv. & Nash
Sunnyside, Cal., Los Ang. & Redondo (El)
" San Diego Southern
Sunnyside, Lake Co., Fla., Seaboard Air Line
Sunnyside, Osceola Co., Fla., Atlantic Coast Line
Sunny Side, Ga., Cent. of Ga
Sunnyside, Idaho, Oregon Short Line
Sunnyside Ind., Cleve. Cin. Chic. & St. L
Sunnyside, Ky., Lv. & Nash
Sunnyside, Md., Balt. & Ohio
Sunny Side, St. Clair Co., Mich., Grand Trunk
Sunnyside, Wayne Co., Mich., Michigan Central
Sunnyside, Mo., St. L. I. M. & S
Sunnyside, N.Y., Albany Southern (El)
Sunnyside, O., Day. L. & C. R. R. & T. Co
Sunnyside, Okla., Chic. Rock Isl. & Pac
Sunnyside, Utah, Denver & Rio Grande
Sunny Side, Va., Tidewater & Western
Sunnyside, Wash., No. Pac
Sunnyside, W.Va., Chesapeake & Ohio
Sunnyside, Wis., Bayfield Transfer
Sunnyside Junction, Wash., Northern Pacific
Sunnyslope, Cal., Pacific Electric
Sunny South, Ala., Southern
Sunnyvale, Cal., South. Pac
Sunnywild, Miss., Yazoo & Miss. Valley
Sunol, Cal., Southern Pacific
Sunol, Ky., Louisville & Atl
Sunol, Neb., Union Pacific
Sun Prairie, Wis., Chicago, Mil. & St. Paul
Sunray, Va., Virginian
Sunrise, La., New Orl. So
Sunrise, Wyo., Colo. & Wyo
Sunset, Ariz., Santa Fe Pac*
Sunset, Kern Co., Cal., Sunset
Sunset, Colo., Denver, Boulder & West
Sunset, Ga., Atlanta, Birm. & Atl
Sunset, Idaho, North. Pacific
Sun Set, La., Morgan's La. & Texas
Sunset, Pa., Pennsylvania
Sunset, Wise Co., Tex., Ft. Worth & Den. City
Sunset, Whitman Co., Wash., Oregon RR. & Nav. Co
Sunset Beach, Cal., Pacific Electric
Sunset Beach, Wash., Northern Pacific
Sunshine, Ark., St. L. I. M. & So
Sunshine, Colo., Denver & Rio Grande
Sunshine, Idaho, Union Pac
Sunshine, O., Cin. Geo. & Ports
Sunshine, Wash., North. Pac
Sunshine Lake, N.H., Boston & Maine
Sunshine Spur, Colo., Colorado Midland
Suomi, Ga., Southern
Supai, Ariz., A. T. & S. F., Coast Lines*
Superior, Ala., Southern
Superior, Colo., Colorado & Southern
Superior, Parke Co., Ind., Central Indiana
Superior, Vigo Co., Ind., Evansv. & Terre Haute
Superior, Ia., Chic. R. I. & P
Superior, Charlevoix Co., Mich., Pere Marquette
Superior Marquette Co., Mich., Marquette & Southeast
Superior, Mont., Chicago, Mil. & Puget Sd
Superior, Neb., Atch. Top. & S.Fe (a)
" Burlington Route (b)
" Missouri Pacific (c)
" North-West. Line (a)
(a) *and* (b) *about 60 rods apart*
(b) *and* (c) *60 rods apart*
(a) *and* (c) *adjacent*
Superior, O., Detroit, Tol. & Ironton
Superior, Wis., Chicago, Mil. & St. Paul†
Duluth, So. Shore & Atlantic
Union Depot a
Nettleton Avenue b
Great Northern
Union Depot a
Central Avenue e
Minn. St. P. & Slt. Ste. M
M. St. P. & S. S. M. Depot h
Northern Pacific
Union Depot a
Nettleton Avenue d
Central Avenue e
North-Western Line
Nettleton Avenue g
North-Western Depot f
DISTANCES.
a to b 4 miles
a to d 3 miles
a to e 4 miles
a to f about ¼ mile
a to g 4 miles
a to h about ¼ mile
b to d ¾ mile
b to f 3 miles
b and g adjacent
b to h about 3⅝ miles
c to h about 4¾ miles
d to e 4 miles
d to h about 3¾ miles
e to h about 4⅝ miles
f to h 145 yards
g to h about 3¼ miles
Superior, Wyo., Union Pac
Superior Mine, O., Zanesville & Western
Supplee, Pa., Pennsylvania (a)
" Phila. & Reading (a)
Supplee, Wash., Great North
Surper, Va., Ches. & Ohio
Surbon, Utah, South. Pacific
Surf, Cal., Southern Pacific
Surf Beach, Cal., Ocean Shore
Surf City, N.J., Mana. & L. B. Transp. Co
Surfside, Mass., N.Y. New Hav. & Hart
Suring, Wis., North-Western Line
Surprise, Ind., Southern Ind
Surprise, Neb., North-Western Line
Surrency, Ga., Southern
Surrey, Cal., South. Pacific
Surrey, Ill., Atch. Top. & S.Fe
Surrey, Ind., Chic. Ind. & Lv
Surrey, N.D., Gt. Northern
Surrey, P.E.I., Prince Edward Island
Surry, Va., Sur. Sus. & Southamp
Surry Court House, Va., Surry, Sus. & Southamp
Surveyor, Pa., N. Y. C. & H. R
Surveyor, W.Va., Chesapeake & Ohio (a)
" Virginian (b)
(a) *and* (b) *about 160 yards apart*
Susanna, W.Va., Norf. & West
Suscol, Cal., Southern Pacific
Suspension, Ala., Cent. of Ga
Suspension Bridge, N.Y., Erie (a)
" Grand Trunk (b)
" Lehigh Valley (b)
" Michigan Central (b)
" N.Y. Cent. & Hud. Riv (b)
" Pere Marquette†
" Wabash (a)(b)
" West Shore (b)
(a) *and* (b) *adjacent*
Susquehanna, Lancaster Co., Pa., Lanc. Oxford & So (a)
" Pennsylvania (a)
Called also Peach Bottom on L. O. & S
Called Peach Bottom on Pennsylvania
Susquehanna, Susquehanna Co., Pa., Erie
Susquehanna Bridge, Pa., Pennsylvania
Sussex, N.B., Intercolonial
Sussex, N.J., Lehigh & New Eng (a)
" N.Y. Susq. & West (b)
Called also Deckertown
(a) *and* (b) *about ¼ mi. apart*
Sussex, Wis., Chicago, Mil. & St. Paul
Sussex Junction, N.J., Lehigh & New England
Suter, Pa., Baltimore & Ohio
Sutherland, Fla., Atlantic Coast Line
Sutherland, Ga., Wrightsville & Tennille
Sutherland, Ia., North-Western Line
Sutherland, Ky., Lv. & Nash
Sutherland, Mo., Missouri, Kansas & Tex
Sutherland, Neb., Union Pac
Sutherland, Sask., Can. Pac
Sutherland, Tenn., Beaver Dam
Sutherland, Va., Norf. & West
Sutherland, W. Va., Morgan. & Kingwood
Sutherland, Wis., Duluth, So. Shore & Atl
Sutherland Springs, Tex., Gal. Har. & San Ant
Sutherlin, Ore., South. Pac
Sutherlin, Va., Southern
Suth-Innes, Ont., Can. Pac
Sutliffs, Mich., Gd. Rap. & Ind
Sutor, Nev., San Ped. Los Ang. & S. Lk
Sutphin, W.Va., Ches. & Ohio
Sutter, Okla., Poteau Valley
Sutton, Ill., Elgin, Joliet & Eastern
Sutton, Kan., Atch. Top. & Santa Fe
Sutton, Md., Pennsylvania
Sutton, Minn., Chic. Gt. West
Sutton, Mo., Missouri Pacific
Sutton, Neb., Burl. Route
Sutton, N.J., New Jersey & Penna
Sutton, Ont., Grand Trunk
Sutton, Que., Canadian Pac
Sutton, Robertson Co., Tex., Houston & Texas Cent
Sutton, Vt., Boston & Maine
Sutton, Wash., Oregon R.R. & Nav. Co

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Sutton, W.Va., Baltimore & Ohio
Suttons, Fla., Atl. Coast L
Suttons, Mich., Lk.Sh.& M.So
Suttons, Mo., Frisco System
Sutton's Bay, Mich., Gd. Rapids & Indiana
Suver's, Ore., Southern Pac
Suwanee, Fla., Atlantic Coast Line
Called also Suwanee Springs
Suwanee, Ga.,
Lawrenceville (a)
" Southern (b)
(a) *and* (b) *adjacent*
Suwanee, N.M., A.T.& S.F., Coast Lines*
Suwannee River, Fla., Florida
Suwanee Valley, Fla., Georgia Southern & Fla
Svea, Fla., Louisv. & Nashv
Svensen, Ore., Astoria & Col. River
Sville, S.C., Carolina & Western
Swackhammer, Pa., Delaware & Hudson
Swain, N.J., Pennsylvania
Swain, N.C., Norfolk & Southern
Swains, Manitoba, Canadian Northern
Swain's (1), Allegany Co., N.Y., Erie (a)
" Pitts. Shawmut & No (b)
(a) *and* (b) *about* 170 *yards apart*
Swains (2), Allegany Co., N.Y., Pennsylvania †
Swainsboro, Ga., Georgia & Florida (a)
" Wadley Southern (b)
(a) *and* (b) *about* ¼ *mile apart*
Swaledale, Ia., Chicago Great Western
Swail, Cal., A.T.& S.F., Coast Lines*
Swallows, Colo., Denver & Rio Grande
Swampscott, Mass., Boston & Maine
Swan, Ind., Gd. Rap. & Ind
Swan, Ia., Burlington Route
Swan, Ont., Can. Pacific
Swan, Smith Co., Tex., Internat. & Gt. North
Swan Creek, Ill., Burl. Route
Swan Creek, Md., Baltimore & Ohio (a)
" Pennsylvania (b)
(a) *and* (b) ½ *mile apart*
Swan Creek, Mich., Michigan Central
Swan Creek, Tenn., Louisville & Nashville
Swandale, S.C., Southern
Swander, Seneca Co., O., Pennsylvania Co
Swander's, Shelby Co., O., Cin. Ham. & Dayton
Swanington, Ind., Chic. and East. Ill (a)
" Cleve. Cin. Ch. & St. L (a)
Swan Lake, Ark., Pine Bluff Ark. River
Swan Lake, Idaho, Oregon Short Line
Swan Lake, Manitoba, Canadian Northern
Swan Lake, Miss., Yazoo & Miss. Valley
Swann, N.C., Atlantic Coast Line
Swannanoa, N.C., Southern
Swannanoa Tunnel, N.C., Southern
Swan River, Manitoba, Canadian Northern
Swan River, Minn., Great Northern
" Miss. Hill City & West
Swan's, Ind., Gd. Rap. & Ind
Swansea, Ala., Lv. & Nash
Swansea, B.C., Can. Pacific
Swansea, Cal., Southern Pacific
Swansea, Ill., Louisv. & Nash
Swansea, Ont., Can. Pac †
" Grand Trunk
Swansea, S.C., Seab. Air Line
Swanson, Kan., Missouri Pac
Swanson, Mich., Wis. & Mich
Swanson, O., Lk. E. Alliance & Wheel
Swanson, Tex., Houston & Texas Cent
Swanston, Siskiyou Co., Cal., Southern Pacific
Swanton, Santa Cruz Co., Cal., Ocean Shore
Swanton, Md., Balt. & Ohio
Swanton, Neb., Burl. Route
Swanton, O., Lk. Sh. & M. So
Swanton, Vt., Central Vermont (a)
" Grand Trunk (a)
" St. Johns. & Lk. Ch (a)
Swanton Junction, Vt., Central Vermont
Swan Toole, Minn., Duluth & North. Minn
Swanville, Minn., North. Pac
Swanville, Pa., L.S. & M.S (a)
" N.Y. Chicago & St.L (b)
(a) *and* (b) *about* ½ *mi. apart*
Swanwick, Ill., Illinois Cent
Swanwick, Mo., Atch. Top. & Santa Fe
Swanzey, N.H., Boston & Me
Swanzy, Mich., North-Western Line
Swart, Pa., Waynesb. & Wash
Swarthmore, Pa., Penna
Swarts, Mo., Kansas City Southern
Swartswood, N.J., N.Y. Susq. & Western
Swartswood Junction, N.J., Lehigh & New Eng (a)
" N.Y. Susq. & West (b)
(a) *and* (b) *about* 100 *yards apart*
Swartwood, N.Y., Lehigh Val
Swartwout, Miss., Lv. & Nash
Swartz, La., St. L. Ir. Mt. & So
Swartz, N.Y., Chautauqua Trac (El)
Swartz Creek, Mich., Gd. Tk
Swastika, Ont., Temiskaming & No. Ont
Swatara, Pa., Phila. & Read
Swatara Junction, Pa., Phila. & Reading
Swayne, Kan., Missouri Pac
Swayzee, Ind., Pitts. Cin. Ch. & St. L (a)
" Toledo, St. L. & West (b)
(a) *and* (b) ½ *mile apart*
Swayze Lake, La., Opelousas. Gulf & No. R
Swea City, Ia., Chicago, Rk. Isl. & Pac
Swearingen, Tex., Quanah, Acme & Pac
Swedeborg, Mo., Frisco Sys
Swedeburg, Neb., North-Western Line
Swedeland, Pa., Penna (a)
" Phila. & Reading (b)
Sweden, Ark., Pine Bluff Ark. River
Sweden, Tex., National of Mexico
Sweden, Wis., North-Western Line
Swedesboro, N.J., Penna
Swedesford Junction, Pa., Phila. & Reading
Swedesford Road, Pa., Pennsylvania
Swedetown, Mich., Mineral Range
Sweeney, Idaho, Oregon RR. & Nav. Co
Sweeney, Mo., Mo. Kans. & Texas
Sweeney, N.J., New Jersey & Penna
Sweeney, Tex., St. L. Brownsv. & Mex
Sweeneys, Ind., New Jersey, Ind. & Ill
Sweet, Mich., Pere Marquette
Sweet Briar, Cal., South. Pac
Sweet Briar, N.D., North. Pac
Sweetbriar, Va., Southern
Sweet Grass, † Alberta, † Mont., Alberta Ry. & Ir. Co (a)
" Great Northern (a)
Called Coutts on Alberta Ry. & Irrigation Co
Sweet Gum, Ga., Louisville & Nashville
Sweet Hall, Va., Southern
Sweet Home, Pike Co., Ark., Memphis, Paris & Gulf
Sweet Home, Pulaski Co., Ark., St. Louis, Iron Mt. & So
Sweet Home, Tex., San Ant. & Aran. Pass
Sweet's, N.Y., Unadilla Val
Sweetsburg, Que., Can. Pac
Sweetser, Ind., Chic. Cincin. & Lv (a)
" Pitts. Cin. Ch. & St. L (b)
(a) *and* (b) *about* ½ *mile apart*
Sweet Springs, Mo., Mo. Pac
Sweet Water, Ariz., So. Pac
Sweetwater, Idaho, Oregon RR. & Nav. Co
Sweet Water, Neb., Burlington Route
Sweetwater, N.D., Farmers Gr. & Ship. Co
Sweetwater, Tenn., South
Sweet Water, Tex., Kan. City, Mex. & Or (a)
" Texas & Pacific (b)
(a) *and* (b) *400 ft. apart*
Sweetwater, W.Va., Norfolk & Western
Sweetwater Dam, Cal., San Diego Southern
Sweetwater Junction, Cal., San Diego Southern
Sweetwood, Va., Norfolk & Western
Sweitzer, Kan., Frisco System
Swengel, Pa., Pennsylvania
Swenson, Tex., San Ant. & Aran. Pass
Swift, Ill., Illinois Central
Swift, Minn., Canadian Northern
Swift, Miss., Southern in Mississippi
Swift, Mont., Great North
Swift, O., Baltimore & Ohio
Swift, Wash., Oregon RR. & Nav. Co
Swift Creek, Ala., Lv. & Nash
Swift Creek, Ga., Macon, Dublin & Sav
Swift Current, Sask., Canadian Pacific
Swifton, Ark., St. Louis, Iron Mt. & So
Swift's, Ind., Grand Trunk
Swift's, N.Y., Del. & Hudson
Swiftwater, Miss., Yazoo & Miss. Valley
Swimley, Va., Balt. & Ohio
Swingle, Cal., South. Pacific
Swings, O., Cin. George. & Ports
Swink, Ala., Louisv. & Nashv
Swink, Colo., At. Top. & S. Fe
Swinton, B.C., Great Northern
Swinton, Mo., Frisco System
Swisher, Ia., Ced. Rap. & Ia. City (El)
Swissmont, Pa., Penna
Swissvale, Colo., Denver & Rio Grande
Swissvale, Kan., Mo. Pacific
Swissvale, Pa., Penna
Switchback, Pa., Delaware & Hudson
Switchback, W.Va., Norfolk & Western
Switz City, Ind., Chic. Ind. & Louisv (a)
" Indianap. Southern (a)
" Vandalia (a)
Switzer, Ky., Frankfort & Cin
Switzer, S.C., Charleston & West Car
Switzerland, Ore., So. Pac
Switzler, Mo., Wabash
Swoope, Va., Chesa. & Ohio
Swope Park, Mo., Frisco Sys
Swords Creek, Va., Norfolk & Western
Swoyer, Pa., Phila. & Read
Swygert, Ill., Illinois Cent
Syackan, B.C., Great North
Syberton, Pa., Penna
Sycamore, Ala., Lv. & Nash
Sycamore, Ga., Ga. So. & Fla
Sycamore, Ill., Chicago Gt. West (a)
" North-West. Line (b)
(a) *and* (b) *about* ⅝ *mile apart*
Sycamore, Ind., Toledo, St. L. & Western
Sycamore, Kan., Mo. Pacific
Sycamore, La., Natchez & Eastern (a)
" New Orl. & No. West (a)
Sycamore, O., Northern Ohio (a)
" Toledo & Ohio Cent (b)
(a) *and* (b) ½ *mile apart*
Sycamore, Ont., Lake Erie & Det. River
Sycamore, Ore., Portland Ry. L. & P. Co
Sycamore, Pa., Way. & Wash
Sycamore, S.C., Seaboard Air Line
Sycamore, Buckingham Co., Va., Chesapeake & Ohio
Sycamore, Pittsylvania Co., Va., Southern
Sycamore, Wis., Wisconsin & Michigan
Sycamore Grove, Cal., San Ped. Los Ang. & S. Lk
Sycamore Junction, Ill., North Western Line
Sycamore Shoals, Tenn., E. Tenn. & W. North Car
Sycamore Springs, Cal Pacific Coast
Sydenham, Ont., Bay of Quinte
Sydenton, Ala., Lv. & Nash
Sydney, N.S., Intercolonial (a)
" Sydney & Louisburg (a)
Sydney, Wis., North-Western Line
Sydney Junction, N.S., Sydney & Louisburg
Syene, Wis., No. West. Line
Syenite, Mo., St. Louis, Iron Mt. & So
Sygan, Pa., Pitts. Cin. Chic. & St. L
" Wabash Pitts. Term
Sykes, Miss., Mobile & Ohio
Sykes, N.C., Atl. Coast Line
Sykes, Pa., Buffalo & Susq (a)
" Buff. Roch. & Pitts (a)
Sykes, S.C., Georgetown & Western
Sykes, Tenn., Tenn. Cent
Sykeston, N.D., No. Pacific
Sykesville, Md., Balt. & Ohio
Sylacauga, Ala., Central of Georgia (a)
" Louisville & Nash (b)
Depots adjacent
Sylamore, Ark., St. L. Iron Mt. & So
Sylmar, Cal., South. Pacific
Sylmar, Md., Pennsylvania
Sylva, N.C., Southern
Sylvan, Minn., Northern Pacific
Sylvan, Perry Co., Pa., Newport & Sher. Val
Sylvan Beach, N.Y., Lehigh Valley (a)
" N.Y. Ontario & West (b)
(a) *and* (b) *about* ½ *mi. apart*
Called Sylvan Platform on N.Y.O. & W
Sylvan Beach, Tex., Galv. Har. & San Ant
Sylvan Dale, Cal., Northwestern Pacific
Sylvan Grove, Kan., Union Pacific
Sylvania, Ga., Brinson
" Sylvania & Girard
Sylvania, Ky., Louisville & Nashville
Sylvania, O., Lake Shore & Mich. So
" Toledo & Western (El)
Sylvania, Tex., Chicago, Rk. Isl. & Gulf
Sylvania, Wis., Chicago, Mil. & St. Paul
Sylvanite, Colo., Mid. Term
Sylvan Junction, N.Y., Lehigh Valley
Sylvan Lake, Fla., Atlantic Coast Line
Sylvan Park, Kan., Mo. Kansas & Texas
Sylvan Platform, N.Y., Lehigh Valley (a)
" N.Y. Ontario & West (b)
(a) *and* (b) *about* ¼ *mile apart*
Called Sylvan Beach on L. V
Sylvaola, N.C., Raleigh & Southport
Sylvester, Ga., Atlantic Coast Line (a)
" Gulf Line (b)
(a) *and* (b) *adjacent*
Sylvester, Mo., Frisco System
Sylvester, N.S., Intercol
Sylvester, Tex., Kan. City, Mex. & Orient
Sylvia, Kan., At. Top. & S. Fe
Sylvia, Tenn., Lv. & Nash
Sylvia, W.Va., Norfolk & Western
Symerton, Ill., Wabash
Symmes, Butler Co., O., Ohio Electric
Symmes, Hamilton Co., O., Balt. & Ohio Southwest
Symon, Mex., Nat. of Mex
Symonds, Miss., Yazoo & Miss. Valley
Symons, Colo., Atch. Top. & Santa Fe
Syosset, N.Y., Long Island
Syracuse, Ind., Balt. & Ohio
Syracuse, Kan., Atch. Top. & Santa Fe
Syracuse, Mo., Missouri Pac
Syracuse, Neb., Burl. Route
Syracuse, N.Y., Del. Lack. & West (a)
" N.Y. Cent. & Hud. R (b)
" West Shore (b)(c)
(a) *and* (b) *about* ¼ *mile apart*
Syracuse, S.C., Atlantic Coast Line
Syracuse, Utah, Oregon Short Line
Syracuse Junction, Utah, Oregon Short Line
Syre, Minn., North. Pacific

T

Tab, Ind., Chic. Ind. & South
Tabalaopa, Mex., Chihuahua Mineral (a)
" Chihuahua & Pac (b)
" K.C. Mex. & Orient (b)
Tabb, W.Va., Balt. & Ohio
Taber, Alberta, Can. Pacific
Taber, Idaho, Oregon Short Line
Taber, Kans., Atch. Top. & S. Fe
Taber, Minn., Duluth, Rainy L. & Win
Taber, Tex., Gal. Har. & San Ant
Tabernash, Colo., Denver, N.W. & Pacific
Table Grove, Ill., Burlington Route
Tabler, Okla., Okla. Cent
Table Rock, Ore., Pacific & Eastern
Table Rock, Pa., Gettysb. & Harrisburg
Table Rock, Neb., Burlington Route
Table Rock, Wyo., Union Pacific
Tableva, W.Va., Cumb. Val
Taboada, Mex., Nat. of Mex
Tabor, Colo., Union Pacific
Tabor, Ill., Vandalia
Tabor, Ia., Tabor & North
Tabor, Pa., Phila. & Reading
Tabor, S.C., Southern
Tabor, S.D., Chic. Mil. & St. P
Tabor Junction, Pa., Phila. & Reading
Tabor Royce, Wash., Tacoma Eastern
Tabor's, Vt., Montp. & Wells River
Tache, Ont., Can. Pacific
Tacna, Ariz., South. Pacific
Tacoa, Ala., Louisv. & Nash
Tacoma, Fla., Atlantic Coast Line (a)
" Tampa & Jacksonv (b)
(a) *and* (b) *about* 1 *mile apart*
Tacoma, O., Balt. & Ohio
Tacoma, Va., Norfolk & West
Tacoma, Wash., Chic. Mil. & Puget Sd
" Great Northern
" Northern Pacific (a)
" Puget Sound Electric
" Tacoma Eastern (b)
(a) *and* (b) *about* ⅜ *mile apart*
Tacoma Junction, Wash., Chic. Mil. & Puget Sd
Tacoma Park, S.D., Great Northern
Tacoma Wharf, Wash., Northern Pacific
Tacon, Ala., Mobile & Ohio
" New Orl. Mobile & Chic
Taconey Fla., Atl. Coast Line
Taconey, La., Natchez & Eastern (a)
" New Orl. & No. West (a)
Taconite, Minn., Duluth, Missabe & No
Taconite Junction, Minn., Duluth, Missabe & No
Tacony, Pa., Pennsylvania
Tacuba, Mex., National of Mexico
Tacubaya, Mex., Nat. of Mex
Tadcaster, Ky., Louisville & Nashville
Tadmor, O., Cin. Ham. & Day
Tadpole, Ky., Ches. & Ohio
Taff, Ala., Chatt. Southern
Taft, B.C., Can. Pacific
Taft, Ind., Cl. Cin. Chic. & St. L
Taft Kan., Atch. Top. & Santa Fe
Taft, Mich., Det. & Mackinac
Taft, Mo., Frisco System
Taft, Mont., North. Pacific
Taft, N.D., Great Northern
Taft, Okla., Midland Valley
Taft, Tenn., Nash. Chat. & St. Louis
Taft, Tex., San Ant. & Aran. Pass
Taft, W.Va., Virginian
Tafts, Ct., N.Y. New Hav. & Hart
Taftsville, Vt., Woodstock
Taggart, Ky., Louisville & Nashville
Taggart, O., Balt. & Ohio
Taggart, Pa., Wabash Pitts. Term
Taggart's, Ind., Cleve. Cin. Chic. & St. L
Taghum, B.C., Can. Pac
Tagle, Mex., Mexican
Tagona, Ont., Algoma Cent. & H. Bay
Tagues Eddy, Pa., Lehigh Valley
Tagus, Cal., South. Pacific
Tagus, N.D., Great Northern
Tahlequah, Okla., Frisco System
Tahoe City, Cal., Lake Tahoe Ry. & Tr. Co

Tahoe Tavern, Cal.,
Lake Tahoe Ry. & Tr. Co
Tahoma, Mo., Missouri Pac
Taiban, N.M., A.T. & S.Fe
Taintor, Ia., Iowa Central
Tait, Ont., Grand Trunk
Taits Gap, Ala.,
Louisville & Nashville
Tajiguas, Cal., South. Pacific
Tako, Sask., Gd. Trunk Pac
Takoma, D.C., Balt. & Ohio
Talala, Okla.,
St. Louis, Iron Mt. & So
Talbert, Md., Pennsylvania
Talbot, Cal., South. Pacific
Talbot, Ind., Lk. Erie & West
Talbot, Ky., Louisv. & Nash
Talbot, Mass.,
N.Y. New Hav. & Hart
Talbot, Mich.,
North-Western Line
Talbot, Mo., Mo. Kan. & Tex
Talbot, Mont., Great North
Talbot, Que., Que. & Lk. St. J
Talbott, Tenn., Southern
Talbotton, Ga.,
Atlanta, Birm. & Atl (a)
" Talbotton (b)
(a) and (b) adjacent
Talca, N.C., Southern
Talcott, W.Va., Ches. & Ohio
Talcottville, Ct.,
N.Y. New Hav. & Hart
Talcville, N.F.,
Reid Newfoundland
Talcville, N.Y.,
N.Y. Cent. & Hud. Riv
Talent, Ore., South. Pacific
Talia, Mex., Nat. of Mex
Talian, Colo.,
Denver & Rio Grande
Talihina, Okla., Frisco Sys
Talisheek, La.,
New Orleans Gt. North
Talking Rock, Ga.,
Louisville & Nashville
Talla-Bena, La.,
St. Louis, Iron Mt. & So
Talladega, Ala.,
Atlanta, Birm. & Atl (a)
" Birm. & Atlantic (b)
" Louisville & Nash (b)
" Southern (c)
(a) and (b) 466 yards apart
(a) and (c) 333 yards apart
Talladega Furnace, Ala.,
Louisville & Nashville
Talladega Springs, Ala.
Louisville & Nashville
Tallahassee, Fla.,
Georgia, Fla. & Ala (a)
" Seaboard Air Line (b)
(a) and (b) about 500 yards apart
T. & S.E. Junction, Fla.,
Seaboard Air Line
Tallahatchie, Miss., Ill. Cent
Tallapoosa, Ga., Southern
Tallassee, Ala.,
Tallassee & Montg
Tallassee, Tenn.,
Tenn. & Car. South
Tallega, Ky., Lex. & Eastern
Talleres, Mex., Nat. of Mex
Talley, Tenn.,
Nash. Chatt. & St. Louis
Tallipoosa, Mo., Frisco Sys
Tallmadge, O., Erie
Tallman, Mich.,
Pere Marquette
Tallman, Ore., South. Pacific
Tallman's, N.Y., Erie
Talula, Ill., Chicago & Alton
Tallulah, La.,
St. L. Iron Mt. & So (a)
" Vicks. Shrev. & Pac (b)
(a) and (b) about ½ mi. apart
Tallulah Falls, Ga.,
Tallulah Falls
Tallulah Lodge, Ga.,
Tallulah Falls
Tallulah Park, Ga.,
Tallulah Falls
Tally-Ho, Pa., Valley
Tally's, Tex., Texas & Gulf
Talmadge Hill, Ct.,
N.Y. New Hav. & Hart
Talmage, Ia., Chic. Gt. West
Talmage, Kan.,
Atch. Top. & Santa Fe
Talmage, La., Southern
Talmage, Mo., Frisco System
Talmage, Neb., Missouri Pac
Talmage, Wash., No. Pacific
Talmo, Ga.,
Gainesville Midland
Talmo, Kan., Union Pacific
Talona, Ga., Louisv. & Nash
Talowah, Miss.,
New Orl. & North-east
Talpa, Tex.,
Gulf, Colo. & Santa Fe*
Tama, Ia.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
" Tama & Tol. Elec (a) (b)
(a) and (b) about 330 yards apart
Tama, La., Tremont & Gulf
Tama, O., Cincinnati North
Tamalco, Ill., Burl. Route
Tamanche, Mex.,
United RRs. of Yucatan
Tamanend, Pa.,
Cent. of New Jersey (a)
" Lehigh Valley
" Pennsylvania
" Phila. & Reading (a)
Tamaqua, Pa.,
Cent. of New Jersey (a)
" Phila. & Reading (a)
Tamarac, B.C., Great North
Tamarack, Cal., So. Pacific
Tamarack,
Gogebic Co., Mich.,
North-Western Line
Tamarack,
Houghton Co., Mich.,
Mineral Range
Tamarack, Minn., No. Pacific
Tamarindo, Mex.,
Interoceanic of Mexico
Tamaroa, Ill., Ill. Cent (a)
" Wab. Chester & W (a)
Tamasopa, Mex.,
National of Mexico
Tamayo, Mex., Nat. of Mex
Tambaca, Mex., Nat. of Mex
Tambine, Pa., Pennsylvania
Tambourine, Colo.,
Denver, Boulder & West
Tamina, Tex., Int. & Gt. No
Tammany, Mont., No. Pac
Tamms, Ill.,
Chic. and East. Ill (a)
Mobile & Ohio (a)
Tamo, Ark., St. L. I. Mt. & So
Tamola, Miss., Mobile & Ohio
Tamora, Neb., Burl. Route
Tamos, Mex., Nat. of Mex
Tampa, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (b)
" Tampa Northern (c)
(a) and (b) ½ mile apart
(a) and (c) about ½ mi. apart
(b) and (c) about ½ mi. apart
Tampa, Kan.,
Chic. Rock Isl. & Pac
Tampa Northern Junc., Fla.,
Seaboard Air Line
Tampico, Ill., Burl. Route
Tampico, Ind., Illinois Cent
Tampico, Mex.,
Nat. of Mex (a) (b)
(a) and (b) about 1½ miles apart
Tampico, Mont., Great North
Tampico, Pa., Erie
Tams, W.Va., Virginian
Tamworth, Ont.,
Bay of Quinte
Tancred, Cal., South. Pacific
Tandy, Mo., Frisco System
Taneha, Okla., Frisco System
Taneytown, Md., Penna
Tangair, Cal., South. Pacific
Tangus, Pa., Pennsylvania
Tangascootac Br. Junc., Pa.,
Pennsylvania
Tangeman, Neb., Mo. Pac
Tangent, Ga., Central of Ga
Tangent, Ore., South. Pacific
Tangier, Ind., Chic. and E. Ill
Tangier, Okla.,
Atch. Top. & Santa Fe
Tangipahoa, La., Ill. Central
Tanglewood, La.,
St. Louis, Iron Mt. & So
Tanglewood, Tex.,
San Ant. & Aran. Pass
Tantaul, Mex., Nat. of Mex
Tannehill, Ala.,
Alabama Great South
Tannehill, La.,
Chicago, Rk. Isl. & Pac
Tanner, Ala.,
Louisville & Nashville
Tanner, Kan., At. Top. & S. F
Tanner, Wash., North. Pac
Tanner's, N.Y.,
Central New England
Tanners, Ont., Grand Trunk
Tannersville, N.Y.,
Catskill & Tannersv (a)
" Ulster & Delaware (b)
(a) and (b) about 1 mile apart
Tannersville, Pa.,
N.Y. Susq. & Western
Tannery, Ky., Ches. & Ohio
Tannery, Md.,
Western Maryland
Tannin, Ont., Gd. Trunk Pac
Tansey, Ill., Balt. & Ohio So. W
Tansley, Ont., Grand Trunk
Tantallon, Sask., Can. Pac
Tantallon, Tenn.,
Nash. Chatt. & St. Louis
Tanwax Junction, Wash.,
Tacoma Eastern
Tanwood, Va., Norf. & West
Tanzey Junction, La.,
Tremont & Gulf
Taopi, Minn.,
Chicago Great West (a)
" Chic. Mil. & St. Paul (b)
(a) and (b) ¼ mile apart
Tapachula, Mex., Pan-Am
Tapado, Mex., Mexican Int
Tapia, Mex., West Coast Rte
Tapley, Manitoba, Can. Pac
Tapleyville, Mass., Bost. & Me
Tapona, Mex.,
Mexican International
Tappan, Mich.,
Grand Trunk (a)
" Pere Marquette (b)
Tappan, N.Y., Erie (a)
" N.Y. Ont. & West (b) P
" West Shore (b
(a) and (b) about 1½ miles apart
P For passenger service only
Tappen, B.C., Canadian Pac
Tappen, N.D., North. Pacific
Tara, Ia., Illinois Central (a)
" Minneapolis & St. L (a)
Tara, Ont., Grand Trunk
Tarad, Cal., Southern Pacific
Tarandacuao, Mex.,
National of Mexico
Tarascon, Ky., Lv. & Nash
Tarascon, Mex.,
National of Mexico
Tarbel, N.Y.,
N.Y. Auburn & Lansing
Tarbell, N.H., Boston & Me
Tarboro, N.C.,
Atlantic Coast Line (a)
" East Carolina (a)
Tarboro, S.C., Southern
Tarboro Junction, N.C.,
Atlantic Coast Line
Tarecuato, Mex., Nat. of Mex
Tarentum, Pa., Penna
Tariffville, Ct.,
Central New England
Tarkiln, R.I., N.Y.N.H. & H
Tarkio, Mo., Burl. Route
Tarkio, Mont.,
Chicago, Mil. & Puget Sd
Tarlton, Ky., Frankfort & Cin
Tarlton, O., Col. & Southern
Tarn, Cal., Southern Pacific
Tarnov, Neb., Union Pacific
Tarpon, Ont., Can. Pacific
Tarpon Springs, Fla.,
Atlantic Coast Line
Tarr, Ky., Louisv. & Nash
Tarr, Pa., Pennsylvania
Tarrant, Tex.,
Chicago, Rk. Isl. & Gulf
Tar River, N.C.,
Seaboard Air Line
Tar River Bridge, N.C.,
Southern
Tar River Mill, N.C.,
Atlantic Coast Line
Tarrys, B.C., Canadian Pac
Tarrytown, Fla.,
Atlantic Coast Line
Tarrytown, Ga.,
Macon, Dublin & Sav
Tarrytown, N.Y.,
N.Y. Cent. & Hud. Riv
Tarrytown Heights, N.Y.,
N.Y. Cent. & Hud. Riv
Tartron, Ariz., South. Pacific
Tarver, Ga., Atl. Coast Line
Tasco, Kan., Union Pacific
Tasco, N.D.,
Minu. St. P. & Slt. Ste. M
Tascosa, Tex.,
Ft. Worth & Den. City
Tascott, Pa., Cumb. Valley
Taskee, Mo., Frisco System
Tasley, Va., N.Y. Phil. & Norf
Tasso, Tenn., Southern
Taswell, Ind., Southern
Tatamagouche, N.S.,
Intercolonial
Tatamy, Pa., Lehigh Valley
Tatanka, S.D.,
Chicago, Mil. & Puget Sd
Tate, Ark., St. L. I. Mt. & So
Tate, Ga., Louisv. & Nashv
Tate, Neb., Missouri Pacific
Tate, Sask., Gd. Trunk Pac
Tatem, Ga.,
Queen & Cres. Route
Tatem, N.J., Pennsylvania
Tates, Va.,
Virginia & Southwest
Tates Spring, Tenn.,
Knoxville & Bristol
Called also Bean Station
Tatesville, Pa.,
Hunt. & Broad Top Mt
Tatetla, Mex.,
Interoceanic of Mexico
Tateville, Ky.,
Cin. New Orl. & Tex. Pac
Tatmans, O.,
Zanesville & Western
Tatsie, Tex.,
Hearne & Brazos Val
Tatum, Miss.,
Yazoo & Miss. Valley
Tatum, S.C.,
Atlantic Coast Line
Tatum, Tex., Texas & Gulf
Taughannock Falls, N.Y.,
Lehigh Valley
Taunton, Mass., N.Y.N.H. & H
Taunton, Minn.,
North-Western Line
Taunton, Wash.,
Chicago, Mil. & Puget Sd
Taurusa, Cal., Southern Pac
Taussig, Kan., Missouri Pac
Tavan, Cal., San Diego South
Tavares, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (b)
" Tavares & Gulf (b)
(a) and (b) ½ mile apart
Tavernier, Fla.,
Florida East Coast
Tavistock, Ont., Gd. Trunk
Tavistock Junction, Ont.,
Grand Trunk
Tawanta, Miss.,
New Orl. & North-east
Tawas Beach, Mich.,
Detroit & Mackinac
Tawas Beach Junc., Mich.,
Detroit & Mackinac
Tawas City, Mich.,
Detroit & Mackinac (a)
" Erie & Michigan (a)
Tay, Ont., Can. Pacific
Taycheedah, Wis.,
North-Western Line
Taylee, Ala., Southern
Taylor, Ark., Louisiana & Ark
Taylor, Ill., Balt. & Ohio S.W
Taylor, Tippecanoe Co., Ind.,
Chicago, Ind. & Louisv
Taylor, Greenup Co., Ky.,
Chesapeake & Ohio
Taylor, Caldwell Co., La.,
St. Louis, Iron Mt. & So
Taylor, LaFayette Co., Miss.,
Illinois Central
Taylor, Marion Co., Mo.,
Quincy, Omaha & K.C
Taylor, N.J., Pennsylvania
Taylor, N.M.,
El Paso & S.W. System
Taylor, N.Y.,
Genesee & Wyoming
Taylor, N.D., North. Pacific
Taylor, O., Balt. & Ohio (a)
" Pitts. Cin. Ch. & St. L (a)
Taylor, Okla.,
Chicago, Rk. Isl. & Pac
Taylor, Ont., Mich. Cent (a)
" Pere Marquette (b)
(a) and (b) about 330 yards apart
Taylor, Ore.,
Ore. RR. & Nav. Co
Taylor, Elk Co., Pa.,
Pitts. Shawmut & No
Taylor, Lackawanna Co., Pa.,
Cent. of New Jersey (a)
" Del. Lack. & West (b)
(a) and (b) about ½ mile apart
Taylor, Mifflin Co., Pa.,
Kishacoquillas Valley
Taylor, S.C., Southern
Taylor, Williamson Co., Tex.,
Int. & Gt. North (a)
" Mo. Kan. & Texas (a)
Taylor, Va., Pot. Fred. & P
Taylor, Wash.,
Col. & Puget Sound
Taylor, Wis., Gr. Bay & West
Taylor Mines, Ky., Ill. Cent
Taylor Ridge, Ill.,
Chicago, Rk. Isl. & Pac
Taylors, Houston Co., Ala.,
Central of Georgia
Taylor's, Colo.,
Atch. Top. & Santa Fe
Taylor's, Ga.,
Atlanta, Birm. & Atl
Taylors, Ohio Co., Ky.,
Illinois Central
Taylors, Bossier Parish, La.,
Bodcaw Valley
Taylor's, Mich.,
North-Western Line
Taylors, —— Co., N.C.,
Dover & South Bound
Taylors, —— Co., N.C.,
Northamp & Hertford
Taylors, O., Norfolk & West
Taylors, Va., Norfolk & West
Taylor's Bayou, Tex.,
Gulf & Inters. of Texas
Taylorsburg, O.,
Ohio Electric
Taylor's Crossing, Ga.,
Central of Georgia
Taylor's Crossings, O.,
Baltimore & Ohio
Taylor's Falls, Minn.,
Northern Pacific
Taylor's Road, N.S., Intercol
Taylorstown, Pa.,
Baltimore & Ohio
Taylor's Valley, Va.,
Virginia-Carolina
Taylorsville, Ga.,
Seaboard Air Line
Taylorsville, Ind.,
Pitts. Cin. Chic. & St. L
Taylorsville, Ky.,
Louisville & Nashville
Taylorsville, Miss.,
Gulf & Ship Island
Taylorsville, N.C., Southern
Taylorsville, O.,
Norfolk & Western
Taylorsyde, N.C., Southern
Taylortown, La.,
La. Ry. & Nav. Co
Taylorville, Cal.,
Northwestern Pacific
Taylorville, Fla.,
Atlantic Coast Line
Taylorville, Ill.,
Balt. & Ohio So. W (a)
" Chic. & Ill. Midland (a)
" Wabash (b)
(a) and (b) ½ mile apart
Tayntor's, Vt.,
Montpelier & Wells R
Taza, Tex.,
Galv. Har. & San Ant
Tazewell, Ill., Vandalia
Tazewell, Tenn., Southern
Tazewell, Va., Norf. & West
Tchula, Miss.,
Yazoo & Miss. Valley
Tea, S.D., Great Northern
Teabo, N.J.,
Mount Hope Mineral
Teachey, N.C.,
Atlantic Coast Line
Teachout, Colo.,
Colorado & Southern
Teagle, Cal., South. Pacific
Teague, Tenn., Illinois Cent
Teague, Tex.,
Trinity & Brazos Valley
Teal, Cal., Southern Pacific
Teamole, Mex., Nat. of Mex
Teanaway, Wash., No. Pac
Teaneck, N.J.,
N.Y. Ont. & West (a) P
" West Shore (a)
P For passenger service only
Tearing Run Junction, Pa.,
Pennsylvania
Teasdale, Fla.,
Atlantic Coast Line
Tea Springs, Pa.,
White Deer & Loganton
Teats, Ore.,
Salem, Falls City & West
Teays, W.Va., Ches. & Ohio
Tebarl, Mex.,
West Coast Route
Tebbetts, Mo., Mo. Kan. & Tex
Tebbs, Ky., Ches. & Ohio
Tecajete, Mex., Nat. of Mex
Tecamachalco, Mex.,
Mexican Southern
Techa, Mex., West Coast Rte
Techaluta, Mex., Nat. of Mex
Teck, Utah, South. Pacific
Tecoac, Mex.,
Interoceanic of Mexico
Tecolote, Mex., South. Pac
Tecolote, N.M.,
El Paso & S.W. System
Tecoma, Nev., Southern Pac
Tecoman, Mex., Nat. of Mex
Tecomavaca, Mex., Mex. So
Tecopah, Cal.,
Tonopah & Tidewater
Tecumseh, Ala., Southern
Tecumseh, Kan., A.T. & S.Fe
Tecumseh, Mich.,
Detroit, Tol & Iron (a)
" Lk. Sh. & Mich. So (a) (b)
(a) and (b) ½ mile apart
Tecumseh, Neb., Burl. Route
Tecumseh, Okla.,
Atch. Top. & S. Fe (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about ½ mi. apart
Tecumseh, Ont., Gd. Tk (a)
" Wabash (a)
Tecumseh Junction, Mich.,
Lake Shore & Mich. So
Tecumseh Junc., Okla.,
Chicago, Rk. Isl. & Pac
Tedens, Ill.,
Atch. Top. & Santa Fe
Teed's Grove, Ia.,
Chicago, Mil. & St. Paul
Teed's Mill, N.B., Can. Pac
Teegarden, Ind.,
Baltimore & Ohio
Teegarden, O., Erie
Teegarden, Wis., No. W. Line
Tees, Alberta, Can. Pacific
Teeswater, Ont., Can. Pac
Teffit, Ind., Chic. Ind. & South
Tehachapi, Cal.,
A.T. & S.F., Coast L* (a)
" Southern Pacific (a)
Tehama, Cal., South. Pacific
Teheran, Ill., Illinois Cent
Tehuacan, Mex., Mex. South
Tehuantepec, Mex.,
Tehuantepec National
Tejeria, Mex., Mexican
Tejolocachic, Mex.,
Mexico North Western
Tejuca, Mex.,
Interoceanic of Mex
Tejunga, Cal., South. Pacific
Tekamah, Neb.,
North-Western Line
Tekanto, Mex.,
United RRs. of Yucatan
Tekene, N.Y.,
N.Y. Cent. & Hud. Riv
Tekla, Tex., Internat. & Gt. N
Tekoa, Ala.,
Manistee & Repton

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Tekoa, Wash.,
Chic. Mil. & Puget Sd
" Oregon RR. & Nav. Co
Tekonsha, Mich., Mich. Cent
Telegraph Bay, B.C.,
Great Northern
Telfair Junction, Ga.,
Atlantic Coast Line
Telferner, Tex.,
Galv. Har. & San Ant
Telford, Manitoba,
Canadian Pacific
Telford, Pa., Phila. & Read
Telford, Tenn., Southern
Telixtlahuaca, Mex.,
Mexican Southern
Tell City, Ind., Southern
Teller, Okla.,
Chicago, Rk. Isl. & Pac
Telles, Mex., Nat. of Mex
Tellico, Okla.,
Missouri, Kan. & Tex
Tellico Plains, Tenn., Tellico
Telluride, Colo., Rio Gr. So
Telocaset, Ore.,
Oregon RR. & Nav. Co
Teloga, Ga., Chatt. Southern
Telogia, Fla.,
Apalachicola Northern
Temagami, Ont.,
Temiskaming & N. Ont
Temamatla, Mex.,
Interoceanic of Mex
Temax, Mex.,
UnitedRRs. of Yucatan
Tembladera, Mex., Mexican
Temecula, Cal.,
A. T. & S. F., Coast Lines*
Temescalapa, Mex.,
National of Mexico
Temilpa, Mex.,
Interoceanic of Mexico
Temoaya, Mex., Mex. Cent
Temosachic, Mex.,
Mexico North Western
Temozon, Mex.,
UnitedRRs. of Yucatan
Tempe, Ariz., Mari. & Ph (a)
" Phœnix & Eastern (a)
Temperance, Mich.,
Ann Arbor
Temperanceville, N.J.,
Pennsylvania
Tempest Knob, Mass.,
N. Y. New Hav. & Hart
Temple, Alberta, Can. Pac
Temple, Ga., Southern
Temple, Ind., Southern
Temple, Mich., Ann Arbor
Temple, N.D., Great North
Temple, Okla.,
Chicago, Rk. Isl. & Pac
Temple, Pa.,
Pennsylvania (a)
" Phila. & Reading (b)
(a) and (b) ½ mile apart
Temple, Tenn., Illinois Cent
Temple, Tex.,
Gulf, Colo. & S. Fe* (a)
" Mo. Kan. & Texas (b)
(a) and (b) ½ mile apart
Templeton, Cal., So. Pacific
Templeton, Ind.,
Cl. Cin. Chic. & St. L (a)
" Lake Erie & West (a)
Templeton, Ia.,
Chicago, Mil. & St. Paul
Templeton, Mass.,
Boston & Albany
Templeton,
Armstrong Co., Pa.,
Pennsylvania
Templeton, Tenn., Ill. Cent
Templeton, Va.,
Chesapeake & Ohio
Templeton, Wis.,
Chic. Mil. & St. Paul (a)
" Minn. St. P. & S. Ste. M (b)
(a) and (b) 1½ miles apart
Templow, Tenn.,
Louisville & Nashville
Temporal, N.M.,
El Paso & S. W. System
Tenabo, Mex.,
UnitedRRs. of Yucatan
Tenacitas, Mex.,
National of Mexico
Tenafly, N.J., Erie
Tenaga, Que., Can. Pac
Tenaha, Tex.,
Houston, E. & W. Tex
Tenango (1), Mexico, Mex.,
Interoceanic of Mex
Tenango (2), Mexico, Mex.,
Toluca & Tenanko
Ten Brook, Mo., Frisco Sys
Tenbury, W. Va.,
Pitts. Cin. Chic. & St. L
Tenby, Manitoba, Can. North
Tendal, La.,
Vicksburg, Shrev. & Pac
Tendavis, Idaho,
Oregon Short Line
Tenextepango, Mex.,
Interoceanic of Mexico
Tenino, Wash., North. Pac (a)
" Port Townsend So (a)
Ten Mile, Miss.,
Gulf & Ship Island
Ten Mile, S.C., Southern
Ten Mile, Upshur Co., W. Va.,
Baltimore & Ohio
Ten Mile Hill, S.C.,
Atlantic Coast Line
Also called Larsons
Tennant, Cal., South. Pacific
Tennant, Ia.,
Chicago Great West
Tennant's, O., Balt. & Ohio
Tennent, N.J., Pennsylvania
Tennessee, Ill., Burl. Route
T. C. & I. Junction, Ala.,
Mobile & Ohio
Tennessee City, Tenn.,
Nash. Chatt. & St. Louis
Tennessee Pass, Colo.,
Denver & Rio Grande
Tennessee Ridge, Tenn.,
Louisville & Nash (a)
" Tenn. & Cumb. Riv (a)
Tennessee River,
Houston Co., Tenn.,
Louisville & Nashville
Tenney, Wilkin Co., Minn.,
Minn. St. P. & Slt. Ste. M
Tennga, Tenn.,
Louisville & Nashville
Tennille, Ala.,
Atlantic Coast Line
Tennille, Ga.,
Augusta Southern (a)
" Central of Georgia (a)
" Sandersville (a)
" Wrightsville & Ten (a)
Tenny, Clay Co., Minn.,
Northern Pacific
Tennyson, Ind., Southern
Tennyson, Tex.,
Kan. City, Mex. & Orient
Tenphos, Tenn.,
Louisville & Nashville
Tenrag, Tex.,
St. Louis South-west
Tenstrike, Minn.,
Minn. & International
Teocalco, Mex., Nat. of Mex
Teocelo, Mex.,
Jalapa & Cordoba
Teoloyucan, Mexico, Mex.,
National of Mex (a) (b)
(a) and (b) 150 yards apart
Teoloyucan, Puebla, Mex.,
Interoceanic of Mexico
Tepa, Mex., Nat. of Mex
Tepalcate, Mex., Nat. of Mex
Tepanco, Mex., Mexican So
Tepeaca, Mex., Mexican So
Tepehuanes, Mex.,
Mexican International
Tepejojuma, Mex.,
Interoceanic of Mexico
Tepenacasco, Mex.,
National of Mexico
Tepetitlan, Mex., Nat. of Mex
Tepetongo, Mex., Nat. of Mex
Tepexpam, Mex., Mexican
Tepeyahualco, Mex.,
Interoceanic of Mexico
Tepezala, Mex., Nat. of Mex
Tepiche, Mex.,
National of Mexico
Tepojaco, Mex., Nat. of Mex
Tepopula, Mex.,
Interoceanic of Mexico
Tepuento, Mex.,
Interoceanic of Mexico
Tequisquiapam, Mex.,
National of Mexico
Teran, Mex., Nat. of Mexico
Tercio, Colo., Colorado & Wyo
Terence, Manitoba,
Canadian Northern
Terese, Cal., South. Pacific
Terhune, Ind., Ch. Ind. & Lv
Terlton, Okla., Frisco Sys
Terminal, N.Y., W. N.Y. & Pa
Terminal Island, Cal.,
San Ped. Los Ang. & S. Lk
Terminal Junction, Ill.,
Chicago, Mil. & St. P (a)
" Daven. Rk. Isl. & N. W (a)
Terminal Junction, La.,
Queen & Crescent Rte
Terminal Junction, O.,
Wheeling & Lake Erie
Terminal Junction, W. Va.,
Baltimore & Ohio
Terminal Mill, Ill., Ill. Term
Termino, Cal., Pac. Electric
Terminus, Utah, Union Pac
Termo, Cal., Nev.-Cal.-Ore
Ternez, Cal., South. Pacific
Terra Alta, O.,
Cin. Lebanon & North
Terra Alta, W. Va., Balt. & O
Terra Bella, Cal., So. Pacific
Terrace, Cal., San Diego So
Terrace, Mo., Missouri Pac
Terrace, N.Y.,
N.Y. Cent. & Hud. Riv
Terrace, Tex.,
Missouri, Kansas & Tex
Terrace, Utah, South. Pacific
Terra Ceia, Fla.,
Seaboard Air Line
Terra Ceia Junction, Fla.,
Seaboard Air Line
Terrace Park, N.Y.,
N. Y. Cent. & Hud. Riv
Terrace Park, O.,
Pitts. Cin. Chic. & St. L
Terra Cotta, D.C., Balt. & O
Terra Cotta, Ga., Cent. of Ga
Terra Cotta, Ill.,
North-Western Line
Terra Cotta, Kan., Un. Pac
Terra Cotta, N.C., Southern
Terra Cotta, Ont., Gd. Trunk
Terral, Okla.,
Chic. R. I. & Gulf (a)
" Chic. Rock Isl. & Pac (a)
Terral, Pa., Penna. Co
Terra Nova, N.F.,
Reid Newfoundland
Terrazas (1),
Chihuahua, Mex.,
National of Mexico
Terrazas (2),
Chihuahua, Mex.,
Mexico North Western
Terrebonne, Que., Can. Pac
Terre Coupee, Ind.,
Lake Shore & Mich. So
Terre Haute, Ind.,
Chic. and East. Ill (a)
" Cleve. Cin. C. & St. L (b)
" Evansv. & Indianap (a)
" Evansv. & Terre H (a)
" Southern Indiana (a)
" Vandalia (a)
(a) and (b) ½ mile apart
Terre Haute, La.,
La. Ry. & Nav. Co
" Yazoo & Miss. Valley
Terre Haute & Ind. Crossing,
Ind., Pitts. C. Ch. & St. L
Terrel, Tenn.,
Nash. Chatt. & St. Louis
Terrell, Fla.,
Seaboard Air Line
Terrell, Ga., Gulf Line
Terrell, Mo.,
St. Louis, Iron Mt. & So
Terrell, N.C., Southern
Terrell, Tenn.,
Nashv. Chat. & St. Louis
Terrell, Tex., Tex. & Pac (a)
" Texas Midland (a)
Terrells, Ala., Lv. & Nash
Terril, Ia., Minn. & St. Louis
Terrero, Mex.,
Kan. City, Mex. & Orient
Terroros, Mex., Nat. of Mex
Terry, Ark.,
Chicago, Rk. Isl. & Pac
Terry, La., St. L. I. Mt. & So
Terry, Miss., Illinois Central
Terry, Mo., Frisco System
Terry, Mont., C. M. & P. Sd (a)
" Northern Pacific (b)
(a) and (b) about 1-5 mile apart
Terry, S.C., Southern
Terry, S.D., Burl. Route (a)
" North-Western Line (b)
(a) and (b) about 1¼ mi. apart
Terry, Tex., Texas & N. Orl
Terrys, Mass.,
N. Y. New Hav. & Hart
Terryville, Ct.,
N.Y. New Hav. & Hart
Teruel, Mex.,
Interoceanic of Mex
Terwilliger, N.Y.,
N. Y. Ontario & West
Tesch, Mich.,
Minn. St. P. & S. Ste. M (a)
" North West. Line (a)
Called Felch Junction on M. St. P. & S. Ste. M
Tescott, Kan., Union Pacific
Tesia, Mex.,
West Coast Route
Tessier, Sask., Can. North
Tetecalita, Mex., Nat. of Mex
Tetela, Mex.,
Veracruz & Isthmus
Tetempango, Mex.,
National of Mexico
Teton, Idaho,
Oregon Short Line
Teton, Mont., Great North
Teton, S.D.
North-Western Line
Teulon, Manitoba,
Canadian Pacific
Teulon Junction, Manitoba,
Canadian Pacific
Teutopolis, Ill., Vandalia
Tevis, Kan., Missouri Pacific
Teweua, Tex.,
Gal. Har & San Ant
Tewkesbury, Mass.,
Boston & Maine
Tewksbury Centre, Mass.,
Boston & Maine
Tewksbury Junction, Mass.,
Boston & Maine
Texan, Mex.,
UnitedRRs. of Yucatan
Texarkana, Ark.,
Port Arthur Route (a)
" St. L. Iron Mt. & So (b)
" St. Louis So. West (c)
" Texas & Pacific (b)
(a) and (b) ¼ mile apart
Texarkana, Tex.,
See Texarkana, Ark
Texarkana Junction, Tex.,
Texas & Pacific
Texas, Idaho, Ore. Short Line
Texas, Md., Northern Cent
Texas, Mass., Bost. & Alb
Texas & New Orleans Junc.,
Angelina Co., Tex.,
St Louis South-western
Texas & New Orleans Junc.,
Dallas Co., Tex.,
Houston & Texas Cent
Texas & Pacific Junc., La.,
Morgan's La. & Tex
T. & P. Ry. Junction, La.,
St. Louis, Iron Mt. & So
T. & P. Transfer, Tex.,
W. Min. Wells & N. W
Texas City, Ill.,
Cleve. Cin. Chic. & St. L
Texas City, Tex.,
Texas City Terminal
Texas City Junction, Tex.,
Galv. Har. & San Ant (a)
" Galv. Hous. & Hend (a)
" Internat. & Gt. No (a)
" Mo. Kan. & Texas (a)
" Texas City Term (a)
Texas Creek, Colo.,
Denver & Rio Grande
Texas Hill, Ariz., So. Pacific
Texas Junction, Ill.,
Illinois Central
Texas Junction, Okla.,
Frisco System
Texas Short Line Jn., Tex.,
Missouri, Kansas & Tex
Texcho, Mex.,
UnitedRRs. of Yucatan
Texcoco, Mex.,
Interoceanic of Mex
Texhoma, Okla.,
Chic. Rk. Isl. & Gulf (a)
" Chic. Rk. Isl. & Pac (a)
Texico, Ill., Chic. and E. Ill
Texico, N.M.,
East. of New Mexico*
Texla, Tex.,
Orange & Northwest
Texline, Tex.,
Fort Worth & Den. City
Texo, Okla.,
Kan. City, Mex. & Orient
Texola, Okla.,
Chic. Rk. Isl. & Gulf (a)
" Chic. Rk. Isl. & Pac (a)
Texum, Ore., South. Pacific
Teziutlan, Mex.,
Interoceanic of Mexico
Tezompam, Mex.,
Interoceanic of Mexico
Tezonapa, Mex.,
Veracruz & Isthmus
Tezontepec, Mex.,
National of Mexico
Thacher, Neb.,
North-Western Line
Thacker, W. Va.,
Norfolk & Western
Thackeray, Ill., Lv. & Nas
Thackeray, Manitoba,
Canadian Pacific
Thackery, O.,
Detroit, Tol. & Ironton
Thackery, Okla.,
Atch. Top. & Santa Fe
Thackerville, Okla.,
Gulf, Colo. & Santa Fe*
Thaggard, Fla.,
Florida & Georgia †
Thalia, La.,
Natchez, Urania & Rus
Thalia Siding, Va.,
Norfolk & Southern
Thalma, N.C.,
Seaboard Air Line
Thalmann, Ga.,
Atlanta, Birm. & Atl (a)
" Seaboard Air Line (a)
Thames, Ga., Southern
Thamesford, Ont., Can. Pac
Thames River, Ont.,
Grand Trunk (a)
" Thames River (a)
" Wabash (a)
Thamesville, Ct., Central Vt
Thamesville, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
" Wabash (b)
Called North Thamesville on Canadian Pacific
(a) and (b) ½ mile apart
Tharin, Ala., Atl. Coast Line
Tharps, Tex.,
Gulf, Colo. & Santa Fe*
Thatcher, Ariz.,
Gila Val. Globe & No
Thatcher, Colo.,
Atch. Top. & Santa Fe
Thatcher, Tenn., Southern
Thatcher, Tex.,
Mo. Kans. & Texas
Thatcher's Park, Ill.,
Chic. Term. Trans (a)
" Minn. St. P. & S. Ste. M (a)
Thaw, Pa., Pennsylvania
Thawville, Ill., Illinois Cent
Thaxton, Va., Norf. & West
Thayer, Ill., Chicago & Alton
Thayer, Ind.,
Chicago, Ind. & Louisv
Thayer, Ia., Burl. Route
Thayer, Kan.,
Atch. Top. & Santa Fe
Thayer, Mo., Frisco System
Thayer, Neb., No. West. Line
Thayer, W. Va., Ches. & Ohio
Thayer, Wis., N. W. Line
Thayer Junction, Wyo.,
Union Pacific
Theadville, Miss.,
Mississippi Eastern
The Antlers, N.Y.,
Catskill & Tannersville
Theba, Ala., Central of Ga
Theba, Ariz., South. Pacific
The Bend, O., Balt. & Ohio
Thebes, Ark.,
Miss. Riv. Hamb. & West
Thebes, Ill., Ch. and E. Ill (a)
" St. Louis, Ir. Mt. & So (b)
" St. Louis South-west (b)
(a) and (b) ¼ mile apart
Thebes, Mont.,
Chic. Mil. & Puget Sd
The Breakers, Fla.,
Florida East Coast
The Bridge, Me.,
Maine Central (a)(b)
(a) called also Jay
(b) called Jay Bridge
(a) and (b) about 1 mile apart on opposite sides river
The Brook, Ont., Can. Pac
The Cabin, O., Balt. & Ohio
The Dalles, Ore., Great South
" Oregon RR. & Nav. Co
Thedford, Neb., Burl. Route
Thedford, Ont., Gd. Trunk
The Gap, Alberta, Can. Pac
The Glen, N.Y., Del. & Hud
The Hunt, Pa., Penna
Theilman, Minn.,
Chicago, Mil. & St. Paul
The Knolls, N.Y.,
N. Y. Cent. & Hud. Riv
The Ledges, N.B.,
Temiscouata
Thelma, Ga.,
Georgia South. & Fla
Thelma, Mich.,
Grand Rapids & Indiana
Thelma,
Chickasaw Co., Miss.,
New Orl. Mobile & Chic
Thelma,
Quitman Co., Miss.,
Yazoo & Miss. Valley
Thelma, Mont.,
Chic. Mil. & Puget Sd
Thelma, N.C.,
Seaboard Air Line
Thelma, Va., Ches. & Ohio
Thenard, Cal., Pac. Electric
" Southern Pacific
The Narrows, N.H., Me. Cent
The Oaks, Ore.,
Portland Ry. L. & P. Co
Theodore, Ala., Lv. & Nash (a)
" Mobile & Ohio (b)
(a) and (b) about 500 yards apart
Theodore, Sask.,
Canadian Pacific
The Pond, Me., Maine Cent
The Raunt, N.Y., Long Island
Theresa, N.Y.,
N.Y. Cent. & Hud. Riv
Theresa, Wis.,
Minn. St. P. & Slt. Ste. M
Theressa, Fla.,
Georgia South. & Fla
Theriault, N.B., Can. Pacific
Theriot, La.,
Morgan's La. & Texas
Thermal, Cal., So Pacific
Thermal, N.C.,
Car. Clinch. and Ohio
" Southern
Called Thermal City on S
Thermal City, N.C.,
Car. Clinch. and Ohio
" Southern
Called Thermal on C. C. & O
Thermal Springs, Mont.,
Northern Pacific
Thermo, Utah,
San Ped. Los Ang. & S. Lk
The Rock, Ga., Central of Ga
The Rocks, Md., Md. & Penna
Thessalon, Ont., Can. Pacific
Thessalon Junction, Ont.,
Canadian Pacific
Thetford, Vt., Boston & Me
Thetford Mines, Que.,
Quebec Central
Thetis, Wis., Chic. M. & St. P
Thibodaux, La.,
Morgan's La. & Tex (a)
" Texas & Pacific (b)
(a) and (b) ½ mile apart
Thibodaux Junction, La.,
Morgan's La. & Texas
Thicketty, S.C., Southern

Thief River Falls, Minn.,
Great Northern (a)
" M.St.P.&Slt.Ste.M (b)
(a) and (b) ½ mile apart
Thief Riv. Falls Junc., Minn.,
M. St. P. & Slt. Ste. M
Thiel, Wash.,
Northern Pacific
Thiell's, N.Y., New Jer.& N.Y
Thiensville, Wis.,
Chicago, Mil. & St. Paul
Thisbe, Nev., South. Pacific
Thistle, Ont., Can. Pacific
Thistle, Utah,
Denver & Rio Grande
Thistle Mines, Tenn.,
Southern
Thomas, Jefferson Co., Ala.,
Birmingham South†
* Frisco System
" Louisville & Nash (a)
" Queen&Cres. Route (b)
" Southern (b)
Thomas, Ga.,
Seaboard Air Line
Thomas, Ill., Illinois Central
Thomas, Ind.,
Evansv. & Indianap
Thomas, Ky.,
Ports. & Tygart Val
Thomas, La.,
Sibley, Lk. Bisten. & So
Thomas, Mich., Mich. Cent
Thomas, Minn.,
Duluth & Iron Range
Thomas, Miss.,
Yazoo & Miss. Val
Thomas, N.H., Boston & Me
Thomas, Okla.,
Frisco System (a)
" K.C.Mex. & Orient (b)
(a) and (b) about 1 mi. apart
Thomas, Jackson Co., Ore.,
Rogue River Valley
Thomas, Linn Co., Ore.,
Corvallis & Eastern
Thomas, Indiana Co., Pa.,
Buffalo, Roch. & Pitts
Thomas, Union Co., Pa.,
Pennsylvania
Thomas, Washington Co, Pa.,
Baltimore & Ohio
Thomas, S.D., So. Dak. Cent
Thomas, Tex.,
Houst. & Texas Central
Thomas, Vt.,
Hardwick & Woodb
Thomas, Wash., North. Pac
" Puget Sound Electric
Thomas, W.Va.,
Western Maryland
Thomasboro, Ill., Ill. Cent
Thomas' Furnace, Ala.,
Southern
Thomas Mills, Pa.,
N.Y.Cent. & Hud. R (a)
" Pennsylvania (a)
Thomaston, Ala.,
Louisville & Nashville
Thomaston, Ct.,
N.Y. New Hav. & Hart
Thomaston, Ga.,
Central of Georgia (a)
" Macon & Birm (b)
(a) and (b) about 100 yards apart
Thomaston, Ind.,
N.Y. Chic. & St. L (a)
" Pere Marquette (a)
Thomaston, Me., Me. Cent
Thomaston, Mich.,
Duluth, So. Sh. & Atl
Thomaston, Pa., Phil. & Read
Thomaston, Tex.,
Galv. Har. & San Ant
Thomastown, La.,
Vicksburg, Shrev. & Pac
Thomasville, Ala., Southern
Thomasville, Colo., Colo. Mid
Thomasville, Fla.,
Seaboard Air Line
Thomasville, Ga.,
Atlanta, Birm. & Atl (a)
" Atlantic Coast Line (b)
" Florida Central (a)
(a) and (b) ½ mile apart
Thomasville, Ill.,
Illinois Central
Thomasville, N.C.,
Southern (a)
" Piedmont (b)
(a) and (b) 1 mile apart
Thomasville, Okla.,
Kansas City Southern
Thomasville, Pa., West. Md
Thompson, Ala.,
Birmingham South†
Thompson, Ark., Frisco Sys
Thompson, B.C., Can. Pacific
Thompson, Napa Co., Cal.,
Southern Pacific
Thompson, Ct., N.Y.N.H.& H
Thompson, Del., Penna
Thompson, Ia.,
Chicago, Rk. Isl. & Pac
Thompson, La.,
Louisiana Central
Thompson, Md., Penna
Thompson, Miss.,
Yazoo & Miss. Val
Thompson, Mo., Ch. & Alt (a)
" Wabash (b)
(a) and (b) adjacent
Thompson, Neb.,
Burlington Route (a)
" Chic. Rock Isl. & Pac (b)
(a) and (b) about ¼ mi. apart
Thompson, N.M.,
St. L. Rocky Mt. & Pac
Thompson, Ontario Co., N.Y.,
Lehigh Valley
Thompson, Wayne Co., N.Y.,
N.Y. Cent. & Hud. R
Thompson, N.C., Southern
Thompson, N.D., Great No
Thompson, Ore.,
Sumpter Valley
Thompson, Beaver Co., Pa.,
Pennsylvania Co
Thompson,
Schuylkill Co., Pa.,
Williams Valley
Thompson,
Susquehanna Co., Pa.,
Del. & Hudson (a)
" Erie (a)
Thompson, Warren Co., Pa.,
Pennsylvania
Thompson, Utah,
Denver & Rio Grande
Thompson, Va., Norf. & West
Thompson Falls, Mont.,
Northern Pacific
Thompson House, N.Y.,
N.Y. Cent. & Hud. Riv
Thompson Ridge, N.Y., Erie
Thompsons,
Humboldt Co., Cal.,
Oregon & Eureka
Thompson's, Ga., Southern
Thompson's, N.B.,
New Brunswick
Thompson's, O., North. Ohio
Thompsons, S.C.,
Chesterfield & Lanc
Thompson's,
Williamson Co., Tenn.,
Louisville & Nashville
Thompsons,
Ft. Bend Co., Tex.,
Gulf, Colo. & Santa Fe*
Thompson's Mills, Ont.,
Bay of Quinte
Thompson's Point, N.J.,
Pennsylvania
" Philadelphia & Reading
Thompsontown, Pa., Penna
Thompsonville, Ark.,
St. Louis, Iron Mt. & So
Thompsonville, Ct.,
N.Y. New Hav. & Hart
Thompsonville, Ill.,
Illinois Central
Thompsonville, Ky.,
Tennessee Central
Thompsonville, Mich.,
Ann Arbor (a)
" Pere Marquette (a)
Thompsonville, Ont., Gd. Tk
Thom's, Mo., Frisco System
Thomson, Ariz.,
Arizona & New Mexico
Thomson, Del., Penna
Thomson, Ga., Georgia
Thomson, Idaho, No. Pacific
Thomson, Ill., Burl. Route (a)
" Chic. Mil. & St. Paul (b)
(a) and (b) adjacent
Thomson, Ky., Ches. & Ohio
Thomson, Minn., No. Pacific
Thomson, N.S., Intercol
Thomson, Allegheny Co., Pa.,
Pennsylvania
Thomson's Mills, Ont.,
Bay of Quinte
Thona, Cal., South. Pacific
Thonotosassa, Fla.,
Atlantic Coast Line
Thonotosassa Junction, Fla.,
Atlantic Coast Line
Thor, Ia., North-West. Line
Thor, S.C., Southern
Thorborn, Ark.,
Lit. Rk. & H. Spgs. W
Thorburn Lake, N.F.,
Reid Newfoundland
Thoreau, N.M.,
A.T.& S.F., Coast Lines*
Thorn, Cal.,
A.T.& S.F., Coast Lines*
Thorn Apple, Mich.,
Michigan Central
Thornburg, Ind.,
Chicago, Cin. & Louisv
Thornburg, Ia.,
Chicago, Rk. Isl. & Pac
Thornburg, Pa.,
Pitts. Chart. & Yough
Thornburgh, O.,
Baltimore & Ohio
Thornbury, Ont., Gd. Trunk
Thorncliff, Va., Ches. & Ohio
Thorn Crossing, Pa.,
Western Allegheny
Thorndale, Ont., Gd. Trunk
Thorndale, Pa., Penna
Thorndale, Tex., Int. & Gt. No
Thorndike, Me., Maine Cent
Thorndike, Mass., Bost. & Alb
Thorndon, O., Penna. Co
Thorne, Nev.,
Nevada & California
Thorne, N.D.,
Great Northern
Thorne, W.Va.,
Baltimore & Ohio
Thorne's, N.B., New Brunsw
Thornhill, Ala., Lv. & Nash
Thornhill, Manitoba,
Canadian Pacific
Thorn Hill, O.,
Lake Shore & Mich. So
Thornhill, Ont.,
Canadian North. Ont
Thorn Hollow, Ore.,
Oregon RR. & Nav. Co
Thornhope, Ind.,
Pitts. Cin. Chic. & St. L
Thornlea, Ont.,
Canadian No. Ont
Thornloe, Ont.,
Temisk. & North. Ont
Thornton, Ala., Lv. & Nash
Thornton, Ark.,
St. Louis South-west (a)
" Thornton & Alex (b)
(a) and (b) adjacent
Thornton, Ill., Ch. and E. Ill
" Chicago Term. Transf
Thornton, Ind.,
Chicago, Ind. & Louisv
Thornton, Ia.,
Chicago Gt. Western
Thornton, Mass.,
Boston, Rev. B. & Lynn
Thornton, Minn., Gt. North
Thornton, Miss.,
Yazoo & Miss. Valley
Thornton, Grafton Co., N.H.,
Boston & Maine
Thornton, Ont., Gd. Trunk
Thornton, Tex., Hou. & Tex. C
Thornton, Wash.,
Ore. RR. & Nav. Co (a)
" Spok. & Inland Emp (b)
(a) and (b) 740 feet apart
Thornton, W.Va., Balt. & O
Thornton, Wis.,
North-Western Line (a)
" Wisconsin & North (b)
(a) and (b) about ¼ mile apart
Thornton, Wyo., Burl. Route
Thornton Junction, Ill.,
Chic. and East. Ill (a)
" Grand Trunk (b)
Thornton Junction, Pa.,
N.Y. Chic. & St. L (a)
" Pennsylvania Co (a)
Thornton's Ferry, N.H.,
Boston & Maine
Thorntown, Ind.,
Cleve. Cin. Chic. & St. L
Thornville, O.,
Baltimore & Ohio (a)
" Zanesville & West (b)
(a) and (b) ¼ mile apart
Thornwell, La.,
Louisiana Western
Thornwood, Wash.,
Northern Pacific
Thorny Creek, W.Va.,
Chesapeake & Ohio
Thoroid, Ont., Gd. Trunk (a)
" Niag. St. C. & Tor (El) (b)
(a) and (b) ½ mile apart
Thoroughfare, N.J., Penna
Thoroughfare, Va.,
Southern
Thorp, Wash.,
Chic. Mil. & Puget Sd
" Northern Pacific
Thorpe, Ia., Chic. Gt. West
Thorpe, W.Va., Norf. & West
Thorpe, Wis.,
Minn St. P. & Slt. Ste. M
Thorp's, O.,
Detroit, Tol. & Ironton
Thorsborg, Minn., Great No
Thorsby, Ala., Lv. & Nash
Thousand Islands Jn., Ont.,
Grand Trunk (a)
" Thousand Islands (a)
Thrace, Pa., Balt. & Ohio
Thrall, Cal.,
Klamath Lake (a)
" Southern Pacific (a)
Thrall, Ia., North-West. Line
Thrall, Tex.,
Internat. & Gt. North
Thrall, Wash., North. Pacific
Thrasher, Miss., Mob. & Ohio
Thrasher, Ont., Can. Pac
Three Bridges, N.J.,
Central of N.J (a)
" Lehigh Valley (b)
(a) and (b) 600 yards apart
Three Brooks, N.B., Can. Pac
Three Forks, B.C., Can. Pac
Three Forks, Mont.,
Chic. Mil. & Puget Sd
" Northern Pacific
Three Lakes, Mich.,
Duluth, So. Shore & Atl
Three Lakes, Wis.,
North-Western Line
Three Mile, Ky., Eastern Ky
Three-Mile Bay, N.Y.,
N.Y. Cent. & Hud. Riv
Three-Mile House, Cal.,
San Ped. Los Ang. & S. Lk
Three-Notch Road, Ala.,
Central of Georgia
Three-Notch Yard, Ala.,
Atlantic Coast Line
Three Oaks, Mich.,
Michigan Central
Three-River Point, N.Y.,
N.Y. Cent. & Hud. Riv
Three Rivers, Mass.,
Boston & Albany (a)
" Central Vermont (b)
(a) and (b) about ¼ mi. apart
Three Rivers, Mich.,
Lk. Sh. & Mich. So (a)
" Michigan Central (b)
(a) and (b) ½ mile apart
Three Rivers, N.M.,
El Paso & S.W. System
Three Rivers, Que.,
Canadian Pacific
Three Springs, Pa.,
East Broad Top
Three-Tree Creek, N.B.,
Canadian Pacific
Three Valley, B.C.,
Canadian Pacific
Thrift, Ga., Georgia & Fla
Thrift, Wash., Tacoma East
Thrifton, O.,
Balt. & Ohio So. W (a)
" Detroit, Tol. & Iron (a)
Throop, N.Y., Lehigh Valley
Throop, Pa.,
Del. Lack. & West†
" New York, Ont. & West
Thrums, B.C., Can. Pac
Thumb Lake Junc., Mich.,
Boyne City & So. East
Thummel, Neb., Union Pac
Thunder, Ga.,
Macon & Birmingham
Thunder Hawk, S.D.,
Chic. Mil. & Puget Sd
Thunderhill Jn., Manitoba,
Canadian Northern
Thurber's Crossing, Mass.,
N.Y. New Hav. & Hart
Thurin, Cal., South. Pacific
Thurlow, Mont.,
Chic. Mil. & Puget Sd
Thurlow, Pa., Pennsylvania
Thurman, Ga.,
Fitzg. Ocilla & Broxton
Thurman, Ind., Wabash
Thurman, Ky., Illinois Cent
Thurman, La.,
Bernice & Northwest †
Thurman, N.Y., Del. & Hud
Thurmans, N.C.,
Norfolk & Southern
Thurmond, W.Va., Ches. & O
Thurmont, Md.,
Wash. Fred. & Gettysb
" Western Maryland
Thurso, Que., Canadian Pac
Thurston, Ala.,
Louisville & Nashville
Thurston, Neb.,
North-Western Line
Thurston, O.,
Toledo & Ohio Cent (a)
" Zanesville & West (a)
Thurston, Ore., South. Pac
Thurston, Tex.,
Gal. Har. & San Ant
Tiadaghton, Pa.,
Leetonia†
" N.Y. Cent. & Hud. Riv
Tia Juana, Cal.,
San Diego Southern
Tia Juana Heights, Cal.,
San Diego Southern
Tiawah, Okla., St. L.I. Mt. & So
Tibb, W.Va., Norf & West
Tibbee, Miss., Mobile & Ohio
Tibbie, Ala., Tombigbee Val
Tiber, Mont., Great North
Tibet, Ga.,
Ga. Coast & Piedmont
Tiburon, Cal., No. West. Pac
Ticana, Ill., Burl. Route
Tice, Fla.,
Atlantic Coast Line
Tice, Ill., Chic. Peo. & St. L
Tices, N.C., Southern
Ticeska, Idaho, Ore. Sh. Line
Tickfaw, La., Illinois Cent
Tickle Harbor, N.F.,
Reid Newfoundland
Ticknor, Ga.,
Flint River & N.E (a)
" Georgia Northern (b)
Ticona, Ill., Burl. Route
Ticonderoga (1),
Essex Co., N.Y.,
Delaware & Hudson
" Rutland
Called Addison Jn. on D. & H
Ticonderoga (2),
Essex Co., N.Y.,
Delaware & Hudson
Ticonderoga Junction, N.Y.,
Delaware & Hudson
Ticonic, Ia., Illinois Central
Ticuman, Mex.,
Interoceanic of Mex
Tidehaven, Tex.,
St. L. Brownsv. & Mex
Tidewater, Ala.,
Mobile & Ohio
Tidewater Junction, Va.,
Norfolk & Southern
" Virginian
Tidicute, Pa., Pennsylvania
Tidmore, Okla.,
Chicago, Rk. Isl. & Pac
Tidwell, Tenn.,
Nash. Chatt. & St. Louis
Tie Plant, Ark.,
Chic. Rock Isl. & Pac
Tierneys, Mich., Mich. Cent
Tierra Blanca,
Chihuahua, Mex.,
National of Mexico
Tierra Blanca,
Vera Cruz, Mex.,
Veracruz & Isthmus
Tiff, Mo.,
St. Louis, Iron Mt. & So
Tiffany, Colo.,
Denver & Rio Grande
Tiffany, Pa.,
Del. Lack. & Western
Tiffen, Hastings Dist., Ont.,
Canadian Pacific
Tiffin, Ia., Chic. R. I. & Pac
Tiffin, O., Balt & Ohio (a)
" Cl. Cin. Chic. & St. L (b)
" Pennsylvania Co (c)
(a) and (b) adjacent
(a) and (c) about 130 yards apart
(b) and (c) 200 yards apart
Tiffin, Simcoe Co., Ont
Grand Trunk
Tiffin, Tex., Texas & Pacific
Tifton, Ga.,
Atlanta, Birm. & Atl (a)
" Atlantic Coast Line (b)
" Georgia So. & Fla (b)
(a) and (b) about ½ mi. apart
Tifton Junction, Ga.,
Atlantic & Birming
Tigard, Ore., Oregon Elec
Tiger, Ala.,
Tombigbee Valley
Tiger, B.C., Canadian Pac
Tiger, Ga., Tallulah Falls
Tiger, Okla., Frisco System
Tiger, Wash.,
Idaho & Wash. North
Tiger, W.Va., Norfolk & West
Tiger Bay, Fla.,
Atlantic Coast Line
Tiger Hills, Manitoba,
Canadian Northern
Tiger Tail, Tenn.,
Illinois Central
Tigerton, Wis.,
North-Western Line
Tigheview, W.Va.,
Western Maryland
Tignish, P.E.I., Pr. Edw. Isl
Tikura, Idaho, Ore. Sh. Line
Tilbury, Ont., Can. Pacific (a)
" Michigan Central (b)
(a) and (b) about 1 mile apart
Tilden, Ill., Illinois Central
Tilden, Ind.,
Cin. Ham. & Dayton
Tilden, Neb., No. West. Line
Tilden Junction, Minn.,
Great Northern
Tildenville, Fla.,
Atlantic Coast Line (a)
" Tavares & Gulf (b)
(a) and (b) adjacent
Tile Siding, Ind.,
Cleve. Cin. Chic. & St. L
Tilleville, Ia., Chic. R. I. & P
Tile Works, Ia.,
Burlington Route (a)
" Chicago, Mil. & St. P (a)
" Day. Rk. Isl. & No. W (a)
Tilford, S.D., No. West. Line
Tilghman, Md., Penna
Tilhuacan, Mex.,
National of Mexico
Tillar, Ark., St. L. I. Mt. & So
Tillatoba, Miss., Ill. Central
Tillery, N.C., Atl. Coast Line
Tilley, Alberta, Can. Pacific
Tilley's, N.Y.,
Oneon. & Mohawk V (El)
Tillicum, Wash., No. Pacific
Tillman, Cal., South. Pacific
Tillman, Fla., Fla. E. Coast
Tillman, Ill., Illinois Central
Tillman, Miss.,
Yazoo & Miss. Valley
Tillman, S.C., Southern
Tillman, Tenn.,
Nash. Chat. & St. Louis
Tillmans, Ind.,
Cin. Ham. & Dayton

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Tillsonburg, Ont.,
Canadian Pacific (c)
" Grand Trunk (a)
" Michigan Central (b)
" Wabash (a)
(a) and (b) about 3 miles apart
(a) and (c) 1 mile apart
Spelled Tilsonburg on Wabash
Tillsonburg Junction, Ont.,
Grand Trunk (a)
" Wabash (a)
Spelled Tilsonburg Jn. on Wabash
Tillsonburg L. L., Ont.,
Tillsonb. Lk. Erie & Pac
Tillson's, Fla., Atl. Coast Line
Tilly Foster Mines, N.Y.,
N.Y. Cent. & Hud. Riv
Tilphosco, Fla.,
Atlantic Coast Line
Tilsonburg, Ont.,
See Tillsonburg, Ont
Tilsonburg Junction, Ont.,
See Tillsonburg Junction
Tilston, Manitoba,
Canadian Pacific
Tilton, Ark., St. Louis So. W
Tilton, Ga.,
Nash. Chatt. & St. L (a)
" Western & Atlantic (a)
Tilton, Ill., Wabash
Tilton, Ia., No. West. Line
Tilton, Miss.,
New Orleans Gt. North
Tilton, N.F.,
Reid Newfoundland
Tilton, N.H., Boston & Maine
Tilton, Wash.,
Tacoma Eastern
Tilton Road, N.J., Penna
Tiltonville, O., Penna. Co (a)
" Wheeling & Lake E (b)
(a) and (b) adjacent
Timba, Cal., Southern Pac
Timber, Tex.,
Gulf, Colo. & Santa Fe
" Peach River & Gulf
Timberlake, Tenn.,
Nashv. Chatt. & St. L
Timberland, N.C.,
Aberdeen & Rockfish
Timber Line, Mont., No. Pac
Timber Ridge, Va., Balt. & O
Timberton, La.,
Yazoo & Miss. Valley
Timberville, Va., Southern
Timbuctoo, Ill., Ch. M. & St. P
Timewell, Ill., Wabash
Timiskaming, Que., Can. Pac
Timiskaming Junc., Que.,
Canadian Pacific
Timken, Kan. At. T. & S. Fe
Timm, Wash.
Spokane, Port. & Seat
Timmonsville, S.C.,
Atlantic Coast Line
Timms, Sask., Can. Northern
Timnath, Colo., Colo. & So
Timoney, Me.,
Bangor & Aroostook
Timonium, Md., Penna
Timpas, Colo., At. T. & S. Fe
Timpson, Tex.,
Houst. E. & W. Tex (a)
" Texas & Gulf (b)
(a) and (b) 100 yards apart
Tina, Mo., Burlington Route
Tinajas, Mex., Nat. of Mex
Tin Bridge, Pa., Penna
Tindall, Mo., Chic. R. I. & Pac
Tindall, S.C., Atl. Coast Line
Tindell, Mich., Pere Marq
Tinder, Va., Pot. Fred. & Pied
Tingle, Ga.,
Wrightsville & Tennille
Tingley, Ia., Burl. Route
Tinguindin, Mex.,
National of Mexico
Tinija, Tex.,
Gal. Har. & San Ant
Tinker, N.B., Canadian Pac
Tinker Creek, Va.,
Norfolk & Western
Tinker's Creek, O.,
Baltimore & Ohio
Tinley Park, Ill., C. R. I. & P
Tinnaka, Ariz.,
A.T. & S.F., Coast Lines*
Tinsley, Miss., Ill. Cent (a)
" Yazoo & Miss. Val (a)
Tinsley, Okla., Frisco Sys
Tinsman, Ark.,
Chicago, Rk. Isl. & Pac
Tinstman, Pa., Balt. & Ohio
Tintah, Minn., Great North
Tintic, Utah,
San Ped. Los Ang. & S. Lk
Tiny, Sask., Can. Northern
Tiocano, Tex.,
St. L. Brownsv. & Mex
Tioga, Colo., Den. & Rio Gr
Tioga, Ia., North-West. Line
Tioga, La., Ch. R. I. & P (a)
" Louisiana & Ark (a)
" St. L. Iron Mt. & So (b)
Tioga, N.D., Great Northern
Tioga, Ont., Grand Trunk
Tioga, Philadelphia Co., Pa.,
Phila. & Reading (a)
" Ph. Newtown & N.Y (a)
Tioga, Tioga Co., Pa.,
Erie (a)
" N.Y. Cent. & Hud. R (b)
(a) and (b) 1 mile apart
Tioga, Tex., Mo. Kan. & T (a)
" Texas & Pacific (a)
Tioga, Wash., Ilwaco
Tioga, Wis.,
Fairchild & North-east
Tioga Centre, N.Y., Erie (a)
" Lehigh Valley (b)
(a) and (b) 190 yards apart
Tioga Junction, Pa., Erie
Tioga Springs, Ky.,
Illinois Central
Tiona, Pa., Pennsylvania
Tionesta, Pa., Pennsylvania
Tionesta Tannery, Pa.,
Tionesta Valley
Tiosa, Ind., Lk. Erie & West
Tiplersville, Miss.,
New Orl. Mobile & Chic
Tippecanoe, Ind.,
N.Y. Chic. & St. Louis
Tippecanoe, Harrison Co., O.,
Baltimore & Ohio
Tippecanoe, Pa., Penna
Tippecanoe City, Miami Co.,
O., Cincin. Ham. & Day
Tipple, Ky., Illinois Central
Tipple, Pa., Pennsylvania
Tippo, Miss.,
Yazoo & Miss. Valley
Tiprell, Tenn., Southern
Tipton, Ala.,
Birmingham South †
Tipton, Cal., South. Pacific
Tipton, Ill., Ch. and East. Ill
Tipton, Ind., Lk. Erie & West
Tipton, Ia.,
Chic. Rk. Isl. & Pac (a)
" North-West. Line (b)
(a) and (b) about ⅝ mi. apart
Tipton, Ky.,
Ports. & Tygart Valley
Tipton, Mich.,
Lake Shore & Mich. So
Tipton, Monniteau Co., Mo.,
Missouri Pacific
Tipton, N.M., Atch. T. & S. Fe
Tipton, O., Cin. Ham. & Day
Tipton, Okla.,
Wichita Falls & No. W
Tipton, Ore., Sumpter Valley
Tipton, Pa., Pennsylvania
Tipton, Tenn., Illinois Cent
Tipton, Va., Norfolk & West
Tipton, Wyo., Union Pacific
Tipton Ford,
Newton Co., Mo.,
Kansas City Southern
Tipton's, Tenn., Southern
Tiptonville, Tenn.,
Chic. Memphis & Gulf
Tip Top, Colo., Chic. R. I. & P
Tip Top, Ga., Central of Ga
Tip Top, Ky., Illinois Central
Tip Top, Mo.,
St. Louis, Iron Mt. & So
Tip Top, N.Y., Erie
Tip Top, Pa., Balt. & Ohio
Tip Top, Va., Norf. & West
Tiro, O., Pennsylvania Co
Tiro General, Mex.,
Potosi Central
Tirrell Hill, N.H., Bost. & Me
Tirzah, S.C. Southern
Tisdale, Kan., Missouri Pac
Tisdale, Saskatchewan,
Canadian Northern
Tise, N.C., Norfolk & West
Tishomingo, Miss., Ill. Cent
Tishomingo, Okla.,
Chicago, Rk. Isl. & Pac
Tiskilwa, Ill., Chic. R. I. & P
Tisonia, Fla., Seab. Air Line
Titicut, Mass., N.Y. N.H. & H
Titman, Pa., Penna
Titonka, Ia.,
Chicago, Rk. Isl. & Pac
Titus, Ia.,
Chicago, Mil. & St. Paul
Titus, Que., Grand Trunk
Titus Mills, N.B.,
St. Martins
Titusville, Fla.,
Fla. East Coast (a) (b)
(a) and (b) about ¼ mi. apart
Titusville, N.J., Penna
Titusville, O.,
Youngstown & South
Titusville, Pa.,
Dun. Alleg. Val. & P (a)
" Pennsylvania (b)
(a) and (b) about 550 yards apart
Titusville Wharf, Fla.,
Florida East Coast
Tiverton, R.I., N.Y. N.H. & H
Tivola, Ga. Ga. South. & Fla
Tivoli, N.Y., N.Y. Cent. & H.R
Tixkokob, Mex.,
United RRs. of Yucatan
Tixpeual, Mex.,
United RRs. of Yucatan
Tizayuca, Mex., Nat. of Mex
Tizoc, Mex., Nat. of Mexico
Tlahualilo, Mex.,
Mexican International
Tlajomulco, Mex.,
National of Mexico
Tlacotepec, Mex.,
Mexican Southern (a)
" Tla & Huaj. de Leon (b)
(a) and (b) adjacent
Called Union de Tlacotepec on Mexican Southern
Tlalcotitlan, Mex.,
Interoceanic of Mex
Tlalixtac, Mex.,
Mexican Southern
Tlanalapa, Mex.,
National of Mexico
Tlancualpican, Mex.,
Interoceanic of Mex
Tlalnepantla, Mex.,
National of Mexico
Tlaltizapan, Mex.,
Interoceanic of Mex
Tlanalapa, Mex.,
Hidalgo & North-east
Tlaxcoapan, Mex., Mex. Cent
Tlapek, Mo.,
Ches. Perryv. & Ste. G
Toano, Va., Ches. & Ohio
Tobacco, Ky.,
Nashv. Chat. & St. L
Tobacco, Mont., Great North
Tobaccoville, N.C., Southern
Tobaccoville, Va.,
Tidewater & Western
Tobasco, Colo., Colo. & South
Tobias, La.,
Franklin & Abbeville
Tobias, Neb., Burl. Route
Tobias, O., Pennsylvania Co
Tobico, Mich., Det. & Mack
Tobins, Que., Intercolonial
Tobique Narrows, N.B.,
Canadian Pacific
Toboada, Mex., Nat. of Mex
Toboggan, N.M.,
El Paso & S.W. System
Toboso, O., Baltimore & Ohio
Tobyhanna, Pa.,
Delaware, Lack. & West
Toby Mines, Pa., Erie
Tocaloma, Cal., No. West. Pac
Toccoa, Ga., Southern
Tochty, B.C., Can. Pacific
Tocsin, Ind., Erie
Todd, Cal.,
A.T. & S.F., Coast Lines*
Todd, La.,
New Orleans Gt. North
Todd, N.D., Great Northern
Todd, Okla., Frisco System
Todd, S.C., Southern
Todd Inlet, B.C.,
Great Northern
Todds, Ky., Illinois Central
Todds Farm, Me., Can. Pac
Toddsville, N.Y.,
Oneon. & Mohawk V (El)
Toddville, Ia.,
Chicago, Rk. Isl. & Pac
Toddy, N.C., East Carolina
Tody's, N.C., Atl. Coast Line
Toecane, N.C.,
Car. Clinch. and Ohio
Toeterville, Ia., Ill. Central
Tofield, Alberta,
Grand Trunk Pacific
Toga, Mo., Frisco System
Togo, Ia., Burlington Route
Togo, Ky., Illinois Cent
Togo, La., Red River & Gulf
Togo, N.C., Durham & South
Togo, Sask.,
Canadian Northern
Togo, Tex.,
Missouri, Kan. & Texas
Togo, Wash., Great North
Toinetta, Ala., Southern
Toivola, Mich., Copper Range
Toivola, Minn.,
Duluth, Missabe & No
Tokay, Cal.,
A.T. & S.F. Coast Lines*
Tokay, N.C.,
Raleigh & Southport
Toketic, B.C., Canadian Pac
Tokio, Ala., Atl. Birm. & Atl
Tokio, Ark.,
Memphis, Paris & Gulf
" Prescott & North-west
Tokio, Cal.,
Los Ang.-Pacific (El)
Tokio, Ramsey Co., N.D.,
Great Northern
Tokio, Ward Co., N.D.,
Minn. St. P. & Slt. Ste. M
Tokio, Tex., Texas Central
Tokio, Wash., Northern Pac
Toland, Pa.,
Hunter's Run & S. B
Tolar, N.M., A. T. & S. Fe
Tolar, Tex., Frisco System
Tolbert, Pa., Fall Brook
Tolbert, Tex.,
Ft. Worth & Denv. City
Toledo, Ala., Southern
Toledo, Ill., Illinois Central
Toledo, Ia., N. West. Live (a)
" Tama & Toledo Elec (b)
(a) and (b) about ¼ mile apart
Toledo, Mont., Great North
Toledo, O., Ann Arbor (b)
" Cin. Ham. & Day (a)
" Cl. Cin. Chic. & St. L (b)
" Detroit & Tol. Shore L (b)
" Hocking Valley (b)
" Lk. Shore & Mich. So (b)
" Lake Shore Elec (c) (c)
" Michigan Central (b)
" Ohio Electric
" Pennsylvania Co (b)
" Pere Marquette (d)
" Tol. & Ohio Cent (b) (c)
" Toledo & Western (El)
" Toledo Terminal †
" Toledo, St. L. & West (b)
" Wabash (b)
" Wheel. & Lake Erie (b)
(b) and (c) 1½ miles apart
(b) and (c) 2 miles apart
(d) 1½ miles from (b) and (c)
(d) and (c) ¾ mile apart
Toledo, Ore., Corvallis & East
T. & O. C. Connection, O.,
Baltimore & Ohio
Toledo Belt, O., Mich. Central
Toledo Junction, O.,
Pennsylvania Co
Toledo Transfer, O.,
Pennsylvania Co
Tolenas, Cal., Southern Pac
Tolerville, Kan., Mo. Pacific
Tolland, Colo.,
Denver, Northw. & Pac
Tolles, Ct., N.Y. N.H. & H
Tolleston, Ind.,
Chic. Indiana & So
" Michigan Central
" Penna. Co
Tolley, N.D.,
Minn. St. P. & Slt. Ste. M
Tolley, Va., Norf. & West
Toll Gate, W. Va., Balt. & Ohio
Tollys, W. Va., Ches. & Ohio
Tolna, N.D., Great Northern
Tolo, Ore., Southern Pacific
Tolona, Mo.,
Quincy, Omaha & K. C
Tolono, Ill., Illinois Cent (a)
" Wabash (a)
Tolosa, Vera Cruz, Mex.,
Tehuantepec National
Tolosa, Zacatecas, Mex.,
National of Mexico
Tolstoy, S.D.,
Minneapolis & St. Louis
Toltec, Ariz., South. Pacific
Toltec, Ark., St. Louis S. W
Toltec, Rio Arriba Co., N.M.,
Denver & Rio Grande
Toltec, Valencia Co., N.M.,
A.T. & S.F. Coast Lines*
Toluca, Ala., Louisv. & Nashv
Toluca, Colo., Denv. & Rio Gr
Toluca, Ill., Atch. Top. & S. F
" Toluca, Marq. & North
Toluca, Mex.,
National of Mexico (a)
" Toluca & San Juan (b)
" Toluca & Tenango
(a) and (b) 150 yards apart
Toluca, Mont., Burl. Route
Tom, Ga., Wadley Southern
Tomah, Colo., Atch. Top. & S. F
Tomah, Me., Can. Pacific (a)
" Maine Central (a)
Tomah, Wis., Chic. Mil. & St. P
Tomahawk, N.C.,
Atlantic Coast Line
Tomahawk, Wis.,
Chic. Mil. & St. Paul (a)
" Marin. Tom. & West (b)
(a) and (b) about ½ mi. apart
Tomahawk Dam, Wis.,
Chicago, Mil. & St. Paul
Tomahawk Junction, Wis.,
Marinette, Tom. & W (a)
" M. St. P. & Slt. Ste. M (a)
Tomahawk Lake, Wis.,
Hazelhurst & So. E (a)
" North-West. Line (a)
Tomales, Cal., No. West. Pac
Tomar, Wash.,
Spokane, Port. & Seat
Tomas, Utah
San Ped. Los Ang. & S. Lk
Tomatlan, Mex.,
Mexican
Tomavo, Mex., Mexican Nat
Tom Ball, Tex.,
Trinity & Brazos Valley
Tom Bean, Tex., St. L. S. W
Tomb's Run, Pa.,
N.Y. Cent. & Hud. Riv
Tombstone, Ariz.,
El Paso & S. W. System
Tome Institute, Md., Penna
Tomellin, Mex., Mex. South
Tomerlin, N.M.,
El Paso & S. W. System
Tomhicken, Pa.,
Lehigh Valley (a)
" Pennsylvania (a)
Tomiko, Ont.,
Temiskaming & N. Ont
Tomkins Cove, N.Y.,
N.Y. Ont. & West (a) F
" West Shore (a)
F For passenger service only
Tomlin, N.J., Pennsylvania
Tomlin, Tex.,
Mo. Kans. & Texas
Tomnns, Mich.,
Manistee & Gd. Rapids
Tomlinson, Ill., Illinois Cent
Tomnolen, Miss.,
Southern in Mississippi
Tomoka, Fla.,
Florida East Coast
Tomotla, N.C., Southern
Tomotley, S.C.,
Charleston & West. Car
Tompkins, Assiniboia,
Canadian Pacific
Tompkin's, Pa.,
N.Y. Cent. & Hud. Riv
Tompkins Crossing, Fla.,
Atlantic Coast Line
Tompkinsville, N.Y.,
Staten Island Rapid Tr
Toms, Tenn., Tellico
Tom's Branch, W. Va.,
Norfolk & Western
Tom's Brook, Va., Southern
Tomsburg, W. Va.,
Chesapeake & Ohio
Tom's Creek, Va.,
Norfolk & Western
Tom's Creek Branch Jn., Va.,
Norfolk & Western
Tom's River, N.J.,
Central of New Jer (a)
" Pennsylvania (b)
(a) and (b) ⅝ mile apart
Tona, Tex., Texas Midland
Tonala, Mex., Pan-American
Tonawanda, Erie Co., N.Y.,
International (El)
" N.Y. Central & Hud. Riv
Tonawanda Junction, N.Y.,
Lehigh Valley (a)
" N.Y. Cent. & Hud. R (a)
Tone Road, Mich.,
Kal. Lake Shore & Chic
Toney, Ala.,
Nashv. Chat. & St. Louis
Tonga, Wash., Great North
Tongahoxie, Kan.,
Missouri Pacific (a)
" Union Pacific (b)
(a) and (b) about 270 yards apart
Tonica, Ill., Illinois Central
Tonieville, Ky., Ill. Central
Tonilita, Mex., Nat. of Mex
Tonka, Nev., South. Pacific
Tonkawa, Okla.,
Atch. Top. & Santa Fe
Tonopah, Nev.,
Tonopah & Goldfield
Tonopah Junction, Nev.,
Nevada & California (a)
" Tonopah & Goldfield (a)
Tonovay, Kan., Mo. Pacific
Tonquin, Mont., C. M. & P. Sd
Tonti, Ill., Illinois Central
Tontogany, O.,
Cin. Ham. & Dayton (a)
" Ohio Electric (b)
(a) and (b) 133 yards apart
Tonuco, N.M., Atch. T. & S. Fe
Tony, Wis.,
Minn. St. P. & Slt. Ste. M
Tooele, Utah,
San Ped. Los Ang. & S. Lk
Tooke Lake, Fla.,
Tampa Northern
Tooke Lake Junction, Fla.,
Tampa Northern
Tookes, Fla., Ga. & Fla
Toole, Mont., Northern Pac
Toomey, La., Louisiana West
Toomsboro, Ga., Cent. of Ga
Toomsuba, Miss.,
Alabama Great South
Toone, Tenn., Illinois Cent
Toonigh, Ga.,
Louisville & Nashville
Tootle, Ga.,
Ga. Coast & Piedmont
Topaz, Cal., Pacific Electric
Topaz, Idaho, Ore. Short L
Topaz, Mich.,
Duluth, So. Shore & Atl
Topeka, Ill., Chic. Peo. & St. L
Topeka, Ind., Wabash
Topeka, Kan.,
Atch. Top. & S. Fe (a)
" Chic Rk. Isl. & Pac (b)
" Leavenworth & Top (a)
" Missouri Pacific (c)
" Union Pacific (d)
(a) and (b) ½ mile apart
(a) and (d) 1 mile apart
(b) and (d) ½ mile apart
(c) and (d) 1½ miles apart
Topeka, Minn., No. Pacific
Topeka, Miss.,
Natchez, Col. & Mobile
Topeka Junc., Ga., Southern
Tophet, Ont., Can. Pac
Topinabee, Mich., Mich. Cent
Topliff, Utah,
San Ped. Los Ang. & S. Lk
Top Mill, W. Va.,
Pitts. Cin. Chic. & St. L
Topo, Mex., Nat. of Mex
Topo Chico, Mex., Mex. Int

Topock, Ariz.,
A.T.&S.F., Coast Lines*
Topo Grande, Mex.,
Mexican International
Topolobampo, Mex.,
Kan. City, Mex. & Orient
Toponas, Colo.,
Denver, N.W. & Pacific
Toppenish, Wash., No. Pac
Toppertown, Mo.,
Frisco System
Topsail, N.F.,
Reid Newfoundland
Topsail, N.C., Atl. Coast L
Topsfield, Mass., Bost. & Me
Topsham, Me., Maine Cent
Topside, Wis., Northern Pac
Topstone, Ct., N.Y.N.H. & H
Topton, Ala.,
Tombigbee Valley
Topton, Miss., Mobile & Ohio
Topton, N.C., Southern
Topton, Pa., Phila. & Read
Toquin, Mich.,
Kal. Lake Sh. & Chic
Tonquin, Ore., Ore. Elec
Torbert, Pa.,
N.Y. Cent. & Hud. Riv
Torbert, Tex.,
Gal. Har. & San Ant
Torboy, Wash., Great North
Torcazas, Mex., Nat. of Mex
Torcer, Tex.,
Galv Har. & San Ant (a)
" Texas & Pacific (a)
Torch Hill, O., B. & O. S. W
Toril, N.M., At. Top. & S. Fe
Tormey, Cal., South. Pacific
Tornillo, Tex.,
Gal. Har. & San Ant
Toro, La., Louisiana Central
Toro, Mex., Nat. of Mex
Toroda, Wash., Great North
Toronto, Fla.,
Atlantic Coast Line
Toronto, Ill., Illinois Cent
Toronto, Ia., Chic. Mil. & St. P
Toronto, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) about 786 yards apart
Toronto, O., Penna. Co
Toronto, Ont., Can. Pac (a)
" Can. Northern Ont (a)
" Grand Trunk (a)
Toronto, S.D.,
Chicago, Rk. Isl. & Pac
Toronto, Tex.,
Gal. Har. & San Ant
T. H. & B. Junction, Ont.,
Michigan Central (a)
" Toronto, Ham. & Buf (a)
Called M. C. Jn. on T. H. & B
Torpedo, Okla.,
Mo. Kans. & Texas
Torpedo, Pa.,
Dunk. Alleg. V. & Pitts
Torrance, Miss., Illinois Cent
Torrance, N.M.,
El Paso & S. W. Sys (a)
" New Mex. Central (a)
Torrance, Ont.,
Canadian North. Ont
Torrans, Tex., Texas South†
Torras, La., Texas & Pacific
Torrecillas, Tex., Nat. of Mex
Torrego, La., Illinois Cent
Torrence Road, O.,
Pitts. Cin. Chic. & St. L
Torrent, Ky., Lex. & Eastern
Torreon, Mex.,
Mex. International (a)
" National of Mexico (b)
(a) and (b) adjacent
Torres, Colo.,
Colorado & Wyoming
Torres, Mex.,
Torres & Prietas (a)
" West Coast Route (b)
(a) and (b) about 30 yards apart
Torresdale, Pa., Penna
Torrey, Fla., Atl. Coast Line
Torrington, Ct.,
N.Y. New Hav. & Hart
Torrington, Wyo., Burl. Rte
Torrison, Va., Southern
Torryburn, N.B., Intercol
Tortilla, Mex., Nat. of Mex
Tortolitas, Mex.,
Interoceanic of Mexico
Tortue, La., Louisiana West
Tortuga, Cal., South. Pacific
Tortugas, Hidalgo, Mex.,
National of Mexico
Tortugas, Vera Cruz, Mex.,
Tehuantepec National
Tory Hill, Ont.,
Irond. Banc. & Ottawa
Toshes, Va., Southern
Toston, Mont., No. Pacific
Totmans, Me., Somerset
Toto, Ind., Chic. Ind. & South
Totogan, Manitoba,
Canadian Northern
Tottenham, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) 2-5 mile apart
Tottenville, N.Y.,
Staten Island Rap. Tr
Touchet, Wash.,
Oregon RR. & Nav. Co
Touchstone, Ga., Southern
Touchwood, Sask.,
Grand Trunk Pacific
Tougaloo, Miss., Ill. Central
Toughkenamon, Pa., Penna
Touhy, Neb., Union Pacific
Touisset, Mass.,
N.Y. New Hav. & Hart
Touton, Ill.,
Chicago, Rk. Isl. & Pac
Toulon, Kan., Union Pacific
Toulon, Nev., Southern Pac
Toulumville, Ala.,
Mobile & Ohio
Toumey, S. C., Southern
Touraine, Ga.,
Atlanta, Birm. & Atl
Tourvilles, Que., Can. Pacific
Tousaint, O., Penna. Co
Towaco, N.J.,
Del. Lack. & West†
Towad, Tenn., Southern
Towal, Wash.,
Spokane, Port. & Seat
Towalaga, Ga., Southern
Towalaga River Bridge, Ga.,
Southern
Towanda, Ga., Ga. & Fla
Towanda, Ill., Chic. & Alton
Towanda, Kan., Mo. Pacific
Towanda, N.M.,
Colorado & Southern
Towanda, N.D.,
Minn. St. P. & Slt. Ste. M
Towanda, Pa.,
Lehigh Valley (a) (b)
" Susq. & New York (c)
(a) and (b) 1 1-10 miles apart
(a) and (c) adjacent
Towanda, Wash.,
Northern Pacific
Towanda Junction, Pa.,
Lehigh Valley (a)
" Susq. & New York (a)
Towantic, Ct.,
N.Y New Hav. & Hart
Tower, Colo., Burl. Route
Tower, Ia., Burl. Route
Tower, Mich.,
Detroit & Mackinac
Tower, Minn.,
Duluth & Iron Range
Tower City, N.D., No. Pacific
Tower City, Pa.,
Willimas Valley
Tower Grove, Mo.,
Frisco System (a)
" Missouri Pacific (b)
(a) and (b) about 170 yards apart
Tower Hill, Ill.,
Balt. & Ohio S.W (a)
" Cl. Cin. Chic. & St. L (b)
(a) and (b) about 170 yards apart
Tower Hill, Mass., Bost. & Me
Tower Hill,
Richmond Co., N.Y.,
Staten Isl. Rapid Tr
Tower Hill,
Westchester Co., N.Y.,
N.Y. Cent. & Hud. Riv
Tower Hill, O.,
Pitts. Cin. Chic. & St. L
Tower Junction, Colo.,
Burlington Route
Tower Junction, Minn.,
Duluth & Iron Range
Towle, Cal., South. Pacific
Towler, Pa., Pitts. & Western
Towles, S.C.,
Atlantic Coast Line
Town Creek, Ala., Southern
Town Creek, Md.,
Western Maryland
Town Creek, Va.,
Norfolk & Western
Towner, Colo., Mo. Pacific
Towner, N.D., Great North
Towners, N.Y.,
N.Y. Cent. & Hud. R (a)
" N.Y. N.H. & Hart (b)
(a) and (b) about 70 rods apart
Town Hall, Ont., Can. Pac
Townley, Ala., Frisco Sys
Townley, Ind.,
Cin. Ham. & Dayton
Townley, N.J., Lehigh Valley
Townley's, N.Y.,
N.Y. Cent. & Hud. Riv
Town Line, Manitoba,
Canadian Northern
Town Line,
Wayne Co., Mich.,
Pere Marquette
Town Line, N.Y., Erie
Town Line, O.,
No. O. Trac. & L. Co (El)
Town's, Ga., Southern
Townsbury, N.J.,
Lehigh & Hudson Riv
Townsend, B.C., Gt. North
Townsend, Del., Penna
Townsend, Fla.,
Live Oak, Perry & Gulf
Townsend,
Glynn Co., Ga.,
Atlantic Coast Line
Townsend,
McIntosh Co., Ga.,
Seaboard Air Line
Townsend, Mass.,
Boston & Maine
Townsend, Mich.,
Pere Marquette
Townsend, Mont., No. Pacific
Townsend, Ont., Mich. Cent
Townsend, Ore., So. Pacific
Townsend, Pa., Penna
Townsend, Tenn.,
Little River
Townsend, Wis.,
North-Western Line
Townsend Harbor, Mass.,
Boston & Maine
Townsend's, N.Y.,
Chautauqua Trac (El)
Townsend's Inlet, N.J.,
Pennsylvania
Townshend, Vt., Central Vt
Township Line, Ind.,
St. Jos. Vy. Trac (El)
Township Line, Pa.,
Lehigh & New England
Townsville, N.C.,
Roanoke River
Town Talk Summit, Cal.,
Nevada Co. Nar. Gauge
Townwood, O.,
N.Y. Chic. & St. Louis
Towsley, La., Illinois Cent
Towson, Md., Md. & Penna
Toy, Nev., Southern Pacific
Toyah, Tex., Texas & Pacific
Trabue, Tex., Texas & Gulf
Tracadie, N.B., Gulf Shore
Tracadie, N.S., Intercol
Tracadie, P.E.I., Pr. Ed. Isl
Tracadie Mills, N.B.,
Gulf Shore
Trace, Ky., Ches. & Ohio
Tracey, Cook Co., Ill.,
Chic. Rock Isl. & Pac
Tracey, Ia.,
Burlington Route (a)
" Wabash (b)
(a) and (b) ¼ mile apart
Spelled Tracy on Wabash
Tracey, N.B., Canadian Pac
Tracey, N.J., Pennsylvania
Tracey's, Md.,
Balt. & Annap. Sh. Line
Tracy, Cal., South. Pacific
Tracy, Colo., Midland Term
Tracy, Kankakee Co., Ill.,
Illinois Central
Tracy, Ind., Balt. & Ohio
Tracy, Ia., Burl. Route (a)
" Wabash (b)
(a) and (b) ¼ mile apart
Spelled Tracey on B. R
Tracy, Minn., No. West. Line
Tracy, Wash., Northern Pac
Tracy, W. Va.,
Holly River & Addison
Tracy, Wyo., Union Pacific
Tracy City, Tenn.,
Nash. Chatt. & St. Louis
Tracy City Junction, Tenn.,
Nash. Chatt. & St. Louis
Tracy Junction, Mo.,
Frisco System
" Kan. City, Clin. & Spg
Tracy's, O., Cin. Geo. & Ports
Traders Junction, Mich.,
Chicago, Mil. & St. Paul
Traer, Ia.,
Chic. Rk. Isl. & Pac (a)
" North-West. Line (b)
(a) and (b) about 1 mile apart
Traer, Kan., Burl. Route
Trafalgar, Ind.,
Clev. Cin. Chic. & St. L
Trafford, Pa.,
Pennsylvania
Trafton, Wash., No. Pacific
Trail, B.C., Canadian Pacific
Trail Creek, Mont., No. Pac
Trail Lake, Miss.,
Yazoo & Miss. Valley
Trail Run, O., Penna. Co
Trainer, Pa., Pennsylvania
Tralee, Ont., Can. Pacific
Tram Junction, Tex.,
Orange & Northwest
Trammell's, Ala., Cent. of Ga
Tramway, Idaho, North Pac
Tramway, Mo.,
Miss. Riv. & Bonne Terre
Tramway, Wis., No. West. L
Trancas, Chihuahua, Mex.,
Kan. City, Mex. & Orient
Trancas, Guanajuato, Mex.,
National of Mexico
Trancoso, Mex., Nat. of Mex
Tranquille B.C., Can. Pacific
Tranquillity, N.J.,
Lehigh & Hudson Riv
Transfer Junction, Ky.,
Louisville & Nashville
Transit, N.Y.,
N.Y. Cent. & Hud. Riv
Transit Bridge, N.Y.,
Buffalo & Susquehanna
Transylvania, Ky.,
Louisville & Nashv
Transylvania, La.,
St. Louis, Iron Mt. & So
Trap Creek, Wash., No. Pac
Trapnell, Fla.,
Seaboard Air Line
Trapp, Pendleton Co., Ky.,
Louisville & Nashville
Trappe, Md.,
Phila. Balt. & Wash
Trapper, Colo.,
Denver, N.W. & Pacific
Trapps, Logan Co., Ky.,
Louisville & Nashville
Trap Rock, Pa., Phila. & Read
Trask, Ia.,
Albia & Centerville
Trask, Mo., Frisco System
Trask, Mont., Great North
Traskwood, Ark.,
Chic. Rk. Isl. & Pac (a)
" St. Louis, Ir. Mt. & S (b)
(a) and (b) 1 4-10 miles apart
Trasquila, Mex.,
Interoceanic of Mexico
Trato, Tex., Tex. & New Orl
Trauger, Pa., Pennsylvania
Trautman's, O.,
Cleve. Cin. Chic. & St. L
Traux, Okla., Oklahoma Cent
Travelers Rest, S.C.,
Greenville & Knoxville
Traveller's Rest, P.E.I.,
Prince Edward Island
Traver, Cal., South. Pacific
Traverse, Minn.,
North Western Line
Traverse City, Mich.,
Gd. Rapids & Ind (a)
" Manistee & No. East (b)
" Pere Marquette (c)
(a), (b) and (c) about ¼ mile apart
Traverse Resort, Mich.,
Manistee & North-east
Travis, Tex.,
San Ant. & Aran. Pass
Travor Road, Que.,
Orford Mountain
Traweek, Ark.,
Gould Southwestern
Trawick, Tex.,
Texas & New Orleans
Tray, Cal., Santa Fe Pacific*
Tray, Ia., Burlington Route
Traymore, Pa., Phila. & Read
Traynor, Sask., Can. Pac
Treadway, Tex.,
Gulf, Colo. & Santa Fe*
Treadway's, O.,
Toledo & Western (El)
Treadwell, Cal., South. Pac
Treadwell, Ont.,
Can. North. Quebec
Treat, Manitoba,
Grand Trunk Pacific
Treat, Wash.,
Spok. & Inland Empire
Treatdale, Colo.,
Inter-Mountain
Treaty, Ind.,
Cleve. Cin. Chic. & St. L
Treaty, Tenn., Southern
Trebelin, O.,
Cin. Ham. & Dayton (a)
" Pitts. Cin. Ch. & St. L (a)
Tred Avon (1),
Talbot Co., Md.,
Baltimore, Ches. & Atl
Tred Avon (2),
Talbot Co., Md.,
Pennsylvania
Tredegar, Ala.,
Seaboard Air Line
Tree Fall, N.C.,
Aberdeen & Rockfish
Tree Forest, Pa., Balt. & Ohio
Treesbank, Manitoba,
Canadian Pacific
Trego, Mont., Great North
Trego, Va., Atl. Coast Line
Trego, Wis., North West. L
Treherne, Manitoba,
Canadian Pacific
Treichler, Pa.,
Central of N.J (a)
" Lehigh Valley (b)
(a) and (b) on opposite sides of river
Treinta, Mex., Nat. of Mex
Treloar, Mo.,
Missouri, Kan. & Texas
Tremble, Tex., Tex. & Pac
Tremble, Wis., Ch. M. & St. P
Trembley, Ont.,
Algoma Cent. & H. Bay
Trembleys, O.,
Wheeling & Lake Erie
Tremley, N.J., Cent. of N.J
Tremley Point, N.J.,
Central of New Jersey
Tremont, Cal., South. Pacific
Tremont, Ill.,
Cleve. Cin. Chic. & St. L
Tremont, Ia.,
Tremont & Gulf (a)
" Vicks. Shrev. & Pac (a)
Tremont, Mass.,
N.Y. New Hav. & Hart
Tremont, N.Y., N.Y.C. & H.R
Tremont, O.,
Cl. Cin. Chic. & St. L (a)
" Detroit, Tol. & Iron (b)
(a) and (b) about 1 mi. apart
Called Tremont City on D. T. & I
Tremont, Ore.,
Portland Ry. L. & P. Co
Tremont, Fayette Co., Pa.,
Pittsburgh & Lake Erie
Tremont, Schuylkill Co., Pa.,
Phila. & Reading
Tremont, Utah,
Oregon Short Line
Tremont City, O.,
Cl. Cin. Ch. & St. L (a)
" Detroit, Tol. & Iron (b)
(a) and (b) about 1 mi. apart
Called Tremont on C. C. C. & St. L
Tremont Junction, Pa.,
Phila. & Reading
Tremonton, Utah,
Oregon Short Line
Trempealeau, Wis.,
Burlington Route (a)
" North-West. Line (b)
(a) and (b) ½ mile apart
Trenary, Mich.,
Minn. St. P. & Slt. Ste. M
Trenholm, Que., Can. Pacific
Trent, Kan., Atch. Top. & S. Fe
Trent, Minn., No. West. Line
Trent, S.D., Chic. Mil. & St. P
Trent, Tex., Texas & Pacific
Trent, Wash., North. Pacific
Trenton, Cal., No. West. Pac
Trenton, Fla., Atl. Coast Line
Trenton, Ga.,
Alabama Great South
Trenton, Ill., B. & O. So. West
Trenton, Kan., Union Pac
Trenton, Ky., Louisv. & Nash
Trenton, La., Kansas City So
Trenton, Mich.,
Detroit & Tol. Sh. Line†
" Detroit, Tol. & Iron (a)
" Lake Sh. & Mich. So (b)
" Michigan Central (b)
(a) and (b) about ¼ mi. apart
Trenton, Mo.,
Chic. Rk. Isl. & Pac (a)
" Quincy, Om. & K.C (b)
(a) and (b) ¼ mile apart
Trenton, Neb., Burl. Route
Trenton, N.J., Penna (a)
" Phila. & Reading (b)
Trenton, N.D., Great North
Trenton, N.S., Intercolonial
Trenton, Butler Co., O.,
Cin. Ham. & Dayton (a)
" Ohio Electric (b)
(a) and (b) adjacent
Trenton, Ont., Cent. Ont (a)
" Grand Trunk (b)
Connect at Junction
Trenton, Pa., Lehigh Valley
Trenton, S.C., Southern
Trenton, Tenn., Mob. & Ohio
Trenton, Tex., Mo. Kan. & Tex
Trenton Chasm, N.Y.,
N.Y. Cent. & Hud. Riv
Trenton Delaware Bridge, N.J.,
Pennsylvania
Trenton Falls, N.Y.,
N.Y. Cent. & Hud. Riv
Trenton Junction, Mich.,
Detroit & Tol. Sh. Line†
Trenton Junction, Mo.,
Quincy, Omaha & K.C
Trenton Junction, N.J.,
Phila. & Reading
Trenton Jn., Ont., Cent. Ont
Trent Road, Wash.,
Spok. & Inland Empire
Tresckow, Pa., Lehigh Valley
Trescope, Cal., So. Pac
Tresham, Kan., Frisco Sys
Tres Jagueyes, Mex.,
Mexican Southern
Tres Jitos, Mex.,
West Coast Route
Tres Marias, Mex.,
National of Mexico
Tres Piedras, N.M.,
Denver & Rio Grande
Tres Pinos, Cal., So. Pacific
Tressier, Sask., Can. North
Tressler's, Wayne Co., Pa.,
Erie
Tressville, Mo., Frisco System
Trestle Creek, Wash.,
Spok. & Inland Empire
Trestle No. 2, Cal.,
Ocean Shore
Trevellick, Ala.,
Queen & Cres. Route
Treves, Cal., South. Pacific

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Treveskyn, Pa.,
Pitts. Cin. C. & St. L (a)
" Wabash Pitts. Term (b)
(a) and (b) about ½ mile apart
Trevilian Va., Ches. & Ohio
Trevilion, Tenn.,
Louisville & Nashville
Trevino, Mex.,
Mexican Internationa
Trevino, Wis., Burl. Route (a)
" Chicago. Mil. & St. P (a)
Trevlac, Ind., Indianap. So
Trevor, Wis.,
Minn. St. P. & Slt. Ste. M
Trevorton, Pa., Phila. & Read
Trevose, Pa., Phila. & Read
Trewins, Ont., Oshawa
Trexler, Pa., Phila. & Read
Trexlertown, Pa.,
Philadelphia & Reading
Trezevant, Tenn., Lv. & Nash
Triadelphia, W. Va., Balt. & O
Tribbett, Miss.,
Yazoo & Miss. Valley
Tribe's Hill, N.Y.,
N.Y. Cent. & Hud. Riv
Tribune, Kan., Missouri Pac
Trice, Tex.,
Beaumont & Gt. North
Trice, Va., Ches. & Ohio
Trident, Mont., No. Pac
Trigg, Va., Norfolk & West
Trigo, Cal., Southern Pacific
Trigo, Wash., North. Pacific
Trilby, Colo., Colo. & So
Trilby, Fla., Atl. Coast Line
Trilby, Kan.,
Mo. Kansas & Texas (a)
" Missouri Pacific (b)
Called Selma on M. K. & T
(a) and (b) about 125 yards apart
Trilby, Tex., Port Arthur Rte
Trilla, Ill., Tol. St. L. & West
Trimble, Colo., Den. & Rio G
Trimble, Ill., C. C. C. & St. L
Trimble, Mo.,
Quincy, Om. & K. C (a)
" St. Joseph & Gd. Isl (a)
Trimble, O.,
Kanawha & Mich (a)
" Toledo & Ohio Cent (a)
Trimble, Tenn., Illinois Cent
Trimble's, Ga.,
Atlanta & West Point
Trimmer, Ind.,
Pitts. Cin. Chic. & St. L
Trimountain, Mich.,
Copper Range
Trinchero,
Los Animas Co., Colo.,
Colorado & Southern
Trindle Spring, Pa., Cum. Val
Tring Junction, Que.,
Quebec Central
Trinidad, Cal.,
Oregon & Eureka
Trinidad, Colo.,
Atch. Top. & San. Fe (a)
" Colo. & Southern (b)
" Colo. & Wyoming (a)
" Denver & Rio Gr (c)
(a) and (b) about ¼ mi. apart
(a) and (c) about ½ mile apart
Trinidad, D.C., Balt. & Ohio
Trinidad, Durango, Mex.,
Mexican International
Trinidad, Guanajuato, Mex.,
Mexican Central
Trinidad, Mexico, Mex.,
El Oro Mining & Ry. Co
Trinidad, Tex., St. L. So. W
Trinidad, Wash., Great No
Trinity, Ala., Southern
Trinity, N.C., Southern
Trinity, Kaufman Co., Tex.,
Texas Midland
Trinity, Trinity Co., Tex.,
Beaumont & Gt. No (a)
" Internat. & Gt. No (a)
" Mo. Kansas & Texas (a)
Trinity Mills, Tex.,
Missouri, Kan. & Texas
Trinity Place, Mass.,
Boston & Albany
Trinity Switch,
Kaufman Co., Tex.,
Texas Midland
Trinway, O.,
C. & M. V (Penna. L) (a)
" C. A. & C (Penna. L) (a)
" Pitts. Cin. Ch. & St. L (a)
" Wheeling & Lake Erie
Trio, Ala., Mobile & Ohio
Trio, S.C., Georget. & West
Trion, Ga., Central of Ga
Triplett, Mo., Wabash
Triplett, Va., Southern
Tripoli, Ia., Chic. Gt. West
Tripou, Pa., Phila. & Read
Tripoli, Wis.,
Minn. St. P. & Slt. Ste. M
Tripp, Mo., Missouri South
Tripp, S.D., Chic. Mil. & St. P
Trippe, Ark.,
St. Louis, Iron Mt. & So
Trippe Junction, Ark.,
St. Louis, Iron Mt. & So
Trist, N.C., Southern
Triton, Wash.,
Spokane, Port. & Seat
Triumph, Ill., No. West. Line
Triumph, Minn.,
North-Western Line
Trivoli, Ill., Iowa Central
Trocano, Tex.,
St. L. Brownsv. & Mex
Trois Pistoles, Que., Intercol
Trois Saumons, Que., Interc
Trombly, Mich.,
North-Western Line
Tropic, O.,
Zanesville & Western
Tropico, Cal.,
Pacific Electric
" San Ped. L. A. & S. L (a)
" Southern Pacific (b)
(a) and (b) ½ mile apart
Trosky, Minn.,
Chicago, Rk. Isl. & Pac
Troster, Ill., Illinois Central
Trotter, Pa., Pennsylvania
Trotter's Point, Miss.,
Yazoo & Miss. Valley
Trotts, N.C., Southern
Trotville, N.C.,
Norfolk & Southern
Trotwood, O.,
Dayton & Union (a)
" Pitts. Cin. Ch. & St. L (a)
Troublesome, Colo.,
Denver, N.W. & Pacific
Troup, Mo., Mo. Pacific
Troupe, Tex., Int. & Gt. North
Troup Junction, B.C.,
Canadian Pacific (a)
" Great Northern (b)
(a) and (b) adjacent
Trousdale, Okla.,
Atch. Top. & Santa Fe
Trousdale, Tenn.,
Louisville & Nashville
Trout, Kan., Frisco System
Trout, La., Louisiana & Ark
Trout Brook, Minn.,
Chicago Great Western
Trout Brook, N.Y.,
N.Y. Ontario & West
Trout Brook Junc., Minn.,
Minn. St. P. & Slt. Ste. M
Trout Creek, Mich.,
Duluth. South Sh. & Atl
Trout Creek, Mont., No. Pac
Trout Creek,
Muskoka District, Ont.,
Grand Trunk
Trout Creek, Wash.,
Kettle Valley Lines
Troutdale, Ore.,
Oregon RR. & Nav. Co
Troutdale, Va.,
Virginia Southern
Trout Lake, Colo., Rio G. So
Trout Lake, Mich.,
Duluth, So. Sh. & Atl (a)
" M. St. P. & Slt. Ste. M (a)
Trout Lake, Ont.,
Algoma Cent. & Hud. B
Troutman, Ga., Ga. Fla. & Ala
Troutman, Ind.,
Cleve. Cin. Chic. & St. L
Troutman, Mo., Frisco Sys
Troutman's, N.C., Southern
Trout Mills, Ont.,
Temiskaming & N. Ont
Trout Run, Pa., North. Cent
Troutts, Tenn.,
Louisville & Nashville
Troutville, Va., Norf. & West
Trow, Wis., North-West. L
Trowbridge, Ill.,
Toledo, St. L. & Western
Trowbridge,
Cheboygan Co., Mich.,
Michigan Central
Trowbridge,
Ingham Co., Mich.,
Grand Trunk (a)
" Pere Marquette (a)
Trowbridge, O.,
Wheeling & Lake Erie
Trowbridge, Pa., Erie
Trowbridge, W. Va.,
Morgantown & Kingw
Trowel Ranch, Colo.,
Burlington Route
Troxel, Ill.,
Chicago, Mil. & Gary
Troxel, O.,
Lorraine & West Va †
Troy, Ala.,
Atlantic Coast Line (a)
" Central of Georgia (a)
Troy, Cal.,
A. T. & S. F., Coast Lines*
Troy, Idaho, Northern Pac
Troy, Madison Co., Ill.,
St. L. Troy & East †
" Vandalia
Troy, Perry Co., Ind.,
Southern
Troy, Ia., Burlington Route
Troy, Kan.,
Chic. Rk. Isl. & Pac (a)
" St. Jos. & Grand Isl (b)
Connect at Junction
(a) about 130 yards from (b)
Troy, Mo., St. L. & Hannibal
Troy, Mont., Great Northern
Troy, N.H., Boston & Maine
Troy, N.Y., Boston & Maine (a)
" Delaware & Hudson (a)
" N. Y. C. & H. River (a)
Troy, N.C.,
Aberdeen & Asheb (a)
" Durham & Charlotte (b)
(a) and (b) adjacent
Troy, N.S., Inverness
Troy, O., Cin. Ham. & Day (a)
" Cleve. C. Ch. & St. L (b)
(a) and (b) adjacent
Troy, Okla. Frisco System
Troy, Pa., Pennsylvania
Troy, S.C., Charl. & West Car
Troy, S.D., Minn. & St. Louis
Troy, Tenn., Illinois Central
Troy, Tex., Mo. Kan. & Texas
Troy, Va., Ches. & Ohio
Troya, Mex., Nat. of Mex
Troy Centre, Wis., C. M. & St. P
Troy Fair Grounds, Pa.,
Pennsylvania
Troy Grove, Ill.,
North-Western Line
Troy Junction, Kan.,
Burlington Route
Troy Road, N.Y.,
Albany Southern (El)
Troyton, O., Pennsylvania Co
Truax, Wash.,
Ore. RR. & Nav. Co
Truax, Wis., North-West. L
Trubody, Cal., South. Pacific
Truckee, Cal.,
Lk. Tahoe R. & T. Co (a)
" Southern Pacific (a)
Trucksville, Pa., Lehigh Val
Trucot, Va., Southern
Trude, Idaho,
Oregon Short Line
Trude, Wash.,
Chic. Mil. & Puget Sd
Trudeau, Ont., Canadian Pac
Truedell, Que., Canadian Pac
Trueloves, Tex.,
Gulf, Colo. & Santa Fe*
Truesdale, Ia.,
Minneapolis & St. Louis
Truesdale, Mo., Wabash
Truesdell, Wis.,
Chic. Mil. & St. Paul
Trufant, Mich.,
Pere Marquette
Truits, N.C., Atl. Coast Line
Truitte, Mich.,
Cleve. Cin. Chic. & St. L
Trujano, Mex.,
Oaxaca & Ejutla
Trull, Cal.,
A. T. & S. F., Coast Lines*
Truman, Minn.,
North-Wester
Trumann, Ark.,
Frisco System
Trumansburg, N.Y.,
Lehigh Valley
Trumbull, Ark.,
Frisco System
Trumbull, Ct., N. Y. N. H. & H
Trumbull, Ill., Louisv. & Nash
Trumbull Neb., Burl. Route
Trumbull, Tex.,
Houston & Texas Cent
Trumbull's, Mich., Mich. Cent
Trunkeyville Pa., Penna
Truro, Ia., Burl. Route
Truro, Mass., N. Y. N. H. & H
Truro, N.D., Great Northern
Truro, N.S., Dom. Atl (a)
" Intercolonial (a)
Truro, O.,
Toledo & Ohio Central
Truro, Va., Louisv. & Nashv
Truscott, Tex.,
Kan. City, Mex. & Orient
Trussville, Ala.,
Louisville & Nashv (a)
" Queen & Cres. Route (b)
(a) and (b) about 1 mi. apart
Trussville Quarry, Ala.,
Alabama Gt. Southern
Truxton, Ariz.,
A. T. & S. F., Coast Lines*
Truxton, N.Y., Lehigh Val
Tryon, N.C., Southern
Tryon, Okla.,
Missouri, Kansas & Tex
Tryonville, Pa., Penna
Trythall, Pa., Phila. & Read
Tualatin, Ore., Ore. Elec
" Southern Pacific
Tubacas, Mex.,
West Coast Route
Tub Mill, Pa., Balt. & Ohio
Tub Run, Pa., Balt. & Ohio
Tuckahoe, Md.,
Maryland, Del. & Va
Tuckahoe, Mo., Frisco Sys
Tuckahoe, N.J., Atlantic City
Tuckahoe, N.Y.,
N.Y. Cent. & Hud. Riv
Tuckahoe, Va., Ches. & Ohio
Tuckahoe, W. Va.,
Chesapeake & Ohio
Tuckaleechee, Tenn.,
Little River
Tucker, Ark., St. L. So. West
Tucker, Dekalb Co., Ga.,
Seaboard Air Line
Tucker, Kanakee Co., Ill.,
Illinois Central
Tucker, Ky., Southern
Tucker, Mont., North. Pac
Tucker, Tex.,
Internat. & Gt. North
Tucker, Utah, Den. & Rio G
Tuckerman, Ark.,
St. Louis, Iron Mt. & So
Tuckersburg, Ala.,
Central of Georgia
Tucker's Gap, Tenn.,
Nash. Chatt. & St. Louis
Tucker Siding, Pa.,
Pitts. Bes. & Lake Erie
Tucker Springs, Tenn.,
Southern
Tuckerton, N.J., Tuckerton
Tuckerton, Pa., Phil. & Read
Tuck's, N.F.,
Reid Newfoundland
Tucks, Va., Southern
Tuck's Mill, N.F.,
Newfoundland
Tucquan, Pa., Pennsylvania
Tucson, Ariz., South. Pac (a)
" Twin Buttes (b)
(a) and (b) about 1 mi. apart
Tucumcari, N.M.,
Ch. Rk. Isl. & El Paso (a)
" El Paso & S.W. Sys (a)
Tudor, Cal., Southern Pac
Tudor, Minn., Great North
Tudor, Miss.,
Yazoo & Miss. Valley
Tudor, Wash.,
Spok. & Inland Empire
Tufa, Ariz.,
El Paso & S.W. System
Tufanito, Mex.,
West Coast Route
Tuff, Ore., Southern Pacific
Tuffnell, Sask., Can. Pac
Tufts, Fla., Atl. Coast Line
Tufts College, Mass.,
Boston & Maine
Tug, W. Va., Norfolk & West
Tugaske, Sask., Can. Pac
Tug Creek, W. Va.,
Chesapeake & Ohio
Tug Lake, Wis.,
Chicago, Mil. & St. Paul
Tuggle, Tex.,
Houston & Tex. Cent
Tuggle, Va., Norf. & West
Tugwell City, La.,
Arkansas Southeast
Tukwila, Wash.,
Puget Sound Electric
Tula, Hidalgo, Mex.,
Mexican Central
Tula, Puebla, Mex.,
San Marc. & Huaj. de L
Tula, Mich., Du. So. Sh. & Atl
Tulancingo, Hidalgo, Mex.,
National of Mexico
Tulancingo, Mexico, Mex.,
National of Mexico
Tulane, Ky., Tennessee Cent
Tulane, Tex., Texas & N. Ori
Tulare, Cal.,
A. T. & S. F., Coast L* (a)
" Southern Pacific (b)
(a) and (b) about 700 yards apart
Tulare, S.D., Chic. Mil. & St. P
Tularosa, N.M.,
El Paso & S.W. System
Tulasco, Nev., South. Pacific
Tule, Humboldt Co., Nev.,
Southern Pacific
Tule, Lincoln Co., Nev.,
Las Vegas & Tonopah
Tuleta, Tex.,
San Ant. & Aran. Pass
Tulia, Tex.,
Pecos & North. Texas*
Tulip, Ind.,
Indianapolis Southern
Tulip Grove, Tenn.,
Tennessee Central
Tulips, Wash., Northern Pac
Tullahasse, Okla.,
Missouri, Kan. & Tex
Tullahoma, Tenn.,
Nashv. Chatt. & St. L
Tullos, La., St. L. I. Mt. & So
Tully, Ariz., South. Pac
Tully, N.Y., Del. Lack. & W
Tullytown, Pa., Penna
Tulpehocken, Pa., Penna
Tulpetlac, Mex., Nat. of Mex
Tulsa, Okla., Atch. T. & S. F (a)
" Frisco System (b)
" Midland Valley (a)
" Missouri, Kan. & Tex (c)
(a) ½ mile from (b) and (c)
Tulse, Ala., Louisv. & Nash
Tultenango, Mex.,
El Oro Min. & Ry. Co (a)
" National of Mexico (a)
Tultepec, Mex., Mex. Central
Tumble Falls, N.J., Penna
Tumblinson, Tex.,
Houston & Texas Cent
Tumlin Gap, Ala.,
Louisville & Nashville
Tumlin's, Ga., Southern
Tumwater, Wash.,
Port Townsend South
Tuna, Colo., Denv. & Rio G
Tuna, Pa., Erie
Tuna, Tex., Int. & Gt. North
Tunbridge, N.D., Great North
Tuncas, Mex.,
United RRs. of Yucatan
Tungsten, Colo.,
Denver, Boulder & West
Tunica, Miss.,
Yazoo & Miss. Valley
Tunis, Ga., Southern
Tunis, Mich., Chic. M. & St. P
Tunis, Mont., Great North
Tunis, N.M., South. Pacific
Tunis, N.C., Atl. Coast Line
Tunk, Mich., Pere Marq
Tunk Pond, Me.,
Washington County
Tunkhannock, Pa., Leh. Val
Tunnel City, Ky.,
Kentucky & Tennessee
Tunnel City, Wash., Penna
Tunnel City, Wis.,
Chicago, Mil. & St. Paul
Tunnel Hill, Ga.,
Nashv. Chat. & St. L (a)
" Western & Atlantic (a)
Tunnel Hill, Ill.,
Cleve. Cin. Chic. & St. L
Tunnel Hill, Ky., Lv. & Nash
Tunnel Hill,
Coshocton Co., O.,
C. A. & C (Penna. Lines)
Tunnel Hill, Monroe Co., O.,
Ohio River & Western
Tunnel Springs, Ala.,
Louisville & Nashville
Tunnel Station, Mich.,
Pere Marquette
Tunnelton, Ind.,
Balt. & Ohio Southwest
Tunnelton, Pa., Penna
Tunnelton, W. Va.,
Baltimore & Ohio (a)
" W. Va. Northern (a)
Tunstall's, Va., Southern
Tunupa, Idaho, Ore. Short L
Tuolumne, Cal.,
Sierra of California
Tupelo, Ark., Chic. R. I. & Pac
Tupelo, Miss., Frisco Sys (a)
" Mobile & Ohio (a)
Tupelo, Okla.,
Missouri, Kan. & Tex (a)
" Missouri, Okla. & Gulf
" Oklahoma Central (b)
(a) and (b) about ¾ mi. apart
Tupper Lake, Mich.,
Pere Marquette
Tupper Lake, N.Y.,
New York & Ottawa
Tupper Lake Junc., N.Y.,
New York & Ottawa (a)
" N. Y. Cent. & Hud. R (a)
Tupperville, N.S.,
Dominion Atlantic
Tupperville, Ont.,
Pere Marquette
Turbett, Pa., Tuscarora Val
Turbine, Ont., Can. Pacific
Turbotville, Pa.,
Susq. Bloomsb. & Ber
Turck, Kan., Frisco System
Turck's, Pa., Balt. & Ohio
Turcotte, Tex.,
St. L. Brownsv. & Mex
Turicachi, Mex., Nacozari
Turin, Ga., Central of Ga
Turin, Ia., North-West. Line
Turk, Cal., South. Pac
Turkey, N.C., Atl. Coast Line
Turkey, Pa.,
Baltimore & Ohio
Turkey Creek, Ala.,
Louisville & Nashville
Turkey Creek, Ariz.,
Santa Fe, Presc. & Ph*
Turkey Creek,
Hillsboro Co., Fla.,
Seaboard Air Line
Turkey Creek, Kan., Un. Pac
Turkey Creek, La.,
Chic. Rk. Isl. & Pac
Turkey Creek, Mo.,
Frisco System
Turkey Creek, Okla.,
Chicago, Rk. Isl. & Pac
Turkey Creek, W. Va.,
Norfolk & Western
Turkey Knob, W. Va.,
Chesapeake & Ohio
Turkey River, Ia., C. M. & St. P
Turkey River Junction, Ia.,
Chicago, Mil. & St. Paul
Turkey Run, W. Va.,
Baltimore & Ohio
Turkeytown, Ala., Southern
Turley, La., Burlington Route
Turley, Miss.,
Yazoo & Miss. Valley
Turley, Okla.,
Midland Valley
Turley, Tenn., Southern
Turlington, Neb., Burl. Rte

Turlington, N.C.,
Durham & Southern
Turlock, Cal., Southern Pac
Turman, Ga., Ga. Fla. & Ala
Turn Bull, Ark.,
Frisco System
Turnbull, Cal.,
A.T.&S.F., Coast Lines*
Turnbull, Fla.,
Florida East Coast
Turnbull, La., Texas & Pac
Turnbull, Miss.,
Yazoo & Miss. Valley
Turnbull, Ont., Can. Pacific
Turnbull Bay, Fla.,
Florida East Coast
Turner, Ala., Southern
Turner, Ill., Elgin, Jol. & East
Turner, Ind., Vandalia
Turner, Ia., Chic. R. I. & Pac
Turner, Kan., At. Top. & S. Fe
Turner, La., Kansas City So
Turner, Md., Pennsylvania
Turner, Arenac Co., Mich.,
Detroit & Mackinac
Turner, Dickinson Co., Mich.,
Escanaba & Lake Sup
Turner, Adams Co., Miss.,
Mississippi Central
Turner, Bolivar Co., Miss.,
Yazoo & Miss. Valley
Turner, Smith Co., Miss.,
Gulf & Ship Island
Turner, Boone Co., Mo.,
Missouri, Kan. & Texas
Turner, Greene Co., Mo.,
Frisco System
Turner, N.Y., Erie
Turner, Ore., Southern Pac
Turner, Crawford Co., Pa.,
Lake Shore & Mich. So
Turner,
Charles City Co., Va.,
Chesapeake & Ohio
Turner,
Greenesville Co., Va.,
Atlantic Coast Line
Turner, Wash.,
Oregon RR. & Nav. Co
Turner, W. Va., Coal & Coke
Turners, Ky., Louisv. & Nash
Turner's, Md.,
Baltimore, Ches. & Atl
Turners, Mo.,
St. Louis South-west
Turner's, Ont., Grand Trunk
Turner's, Mercer Co., Pa.,
Pennsylvania Co
Turner's, Tenn.,
Louisville & Nashville
Turners, Va., Virginian
Turner's Falls, Mass.,
Boston & Maine (a)
" N.Y. New Hav. & H (b)
(a) and (b) about ½ mi. apart
Turner's Falls Junc., Mass.,
Boston & Maine
Turnersville, Miss.,
Gulf & Ship Island
Turnerville, Ct., N.Y. N.H. & H
Turnerville, Ga.,
Tallulah Falls
Turney, Mo. Burl. Route (a)
" Chic. Rk. Isl. & Pac (a)
Turney, Tex.,
Texas & New Orleans
Turney, Wash., North. Pac
Turnpike, Md., North. Cent
Turnpike,
Middlesex Co., Mass.,
Boston & Maine
Turnpike,
Plymouth Co., Mass.,
N.Y. New Hav. & Hart
Turnpike,
Buncombe Co., N.C.,
Southern
Turns, Pa.,
Delaware Valley
Turon, Kan.,
Chic. Rk. Isl. & Pac (a)
" Missouri Pacific (b)
(a) and (b) ¾ mile apart
Turpenny, Ark.,
Frisco System
Turpentine, Tex.,
Burr's Fy. Brown. & Ches
Turpin, Ill.,
Illinois Central (a)
" Vandalia (a)
Turps, La.,
Lake Charles North (a)
" Louisiana & Pacific (a)
Turquoise, N.M.,
El Paso & S. W. System
Turrell, Ark., Frisco System
Turrells Mill, Pa.,
Lehigh Valley
Turriff, Ont., Central Ontario
Turtle, Ont., Can. North
Turtle Creek, N.B.,
Salisbury & Harvey
Turtle Creek, O.,
Cin. Lebanon & North
Turtle Creek, Pa., Penna
Turtle Junction, Minn.,
Minn. & Rainy River
Turtle Lake, La.,
Natchez & Western
Turtle Lake, Minn.,
Minneap. & Rainy River
Turtle Lake, N.D.,
Northern Pacific
Turtle Lake, Wis.,
M. St. P. & Slt. Ste. M (a)
" North-West. Line (a)
Turtle Lake Junction, Minn.
Minneap. & Rainy River
Turtle Point, Pa., Penna
Turtle River, Minn.,
Minn. & International
Turtletown, Tenn.,
Louisville & Nashville
Turtletown Junction, Tenn.,
Louisville & Nashville
Turton, S.D., No. West. Line
Tuscaloosa, Ala.,
Alabama Gt. South (a)
" Birm. & G. R. & N. Co (a) (b)
" Mobile & Ohio (b)
(a) and (b) about ¾ mile apart
Tuscan, Miss., Illinois Cent
Tuscan, S.D., Chic. Mil. & St. P
Tuscanooga, Fla.,
Atlantic Coast Line
Tuscarawas, O.,
Pitts. Cin. Chic. & St. L
Tuscarora, Ala.,
Tombigbee & Northern
Tuscarora, Md., Balt. & Ohio
Tuscarora, Broome Co., N.Y.,
Delaware & Hudson
Tuscarora,
Livingston Co., N.Y.,
Pennsylvania
Tuscarora, N.C.,
Norfolk & Southern
Tuscarora, Juniata Co., Pa.,
Pennsylvania
Tuscarora, Schuylkill Co, Pa.
Philadelphia & Read
Tuscawilla, Marion Co., Fla.,
Tampa & Jacksonville
Tuscawilla, Orange Co., Fla.,
Atlantic Coast Line
Tuscobia, Wis.,
North-Western Line
Tuscola, Ill., Ch. and E. Ill (a)
" Cin. Ham. & Dayton (a)
" Illinois Central (b)
(a) and (b) about ¼ mi. apart
Tuscola, Mich., Pere Marq
Tuscola, N.C., Southern
Tuscor, Mont., North. Pacific
Tusculum, Ga.,
Central of Georgia
Tuscumbia, Ala.,
Louisville & Nashv (a)
" Southern (b)
(a) and (b) about 100 yards apart
Tushka, Okla., Mo. Kan. & Tex
Tuskahoma, Okla., Frisco Sys
Tuskawilla, Orange Co., Fla.,
Atlantic Coast Line
Tuskeego, Ia., Burl. Route
Tuskegee, Ala., Tuskegee
Tusket, N.S.,
Halifax & Southwest
Tusler, Mont.,
Chic. Mil. & Puget Sd (a)
" Northern Pacific (b)
(a) and (b) ½ mile apart
Tusten, N.Y., Erie
Tustin, Ark., Perla North†
Tustin, Cal., South. Pacific
Tustin, Mich.,
Grand Rapids & Ind (a)
" Manistee & Gd. Rap (a)
Tustin Junction, Cal.,
Southern Pacific
Tuton Junction, Ga.,
Flint River & No. East
Tuttle, Alberta, Can. Pac
Tuttle, Cal.,
A.T.&S.F., Coast Lines*
Tuttle, Okla., Frisco System
Tuttletown, Cal.,
Sierra of California
Tuttletown, Pa., Penna
Tutwiler, Ala., Southern
Tutwiler, Miss.,
Yazoo & Miss. Valley
Tuxedo, Ala., Louisv. & Nash
Tuxedo, Md.,
Phila. Balt. & Wash
Tuxedo, N.Y., Erie
Tuxedo, Tex., Texas Central
Tuxedo Park, Ill., Ill. Cent
Tuxedo Park, Mo., Mo. Pac
Tuxford, Sask., Can. Pac
Tuxpan, Jalisco, Mex.,
National of Mexico
Tuxpan, Michoacan, Mex.,
National of Mexico
Tweed, Del., Pennsylvania
Tweed, Mont.,
Great Northern
Tweed, Ont.,
Bay of Quinte (a)
" Canadian Pacific (a)
Tweedale, Pa., Lanc. Ox. & S
Tweedie, Wash.,
Idaho & Wash. North
Twelfth Line, Ont., Gd. Trunk
Twelve Mile, Ind.,
Chicago, Cin. & Louisv
Twelve Mile Creek, B.C.,
Kaslo & Slocan
Twelve Mile Junction, Ga.,
Wadley Southern
Twen. Cen., Ark.,
Chicago, Rk. Isl. & Pac
Twenty-First, Md.,
Western Maryland
25 Junction, Cal.,
Oregon & Eureka
Twickenham Ferry, Md.,
Pennsylvania
Twightwee, O.,
Balt. & Ohio So. West
Twin, Miss.,
New Orl. Great North
Twin Bluffs, Ill.,
Chicago, R.I. & Pacific
Twin Bluffs, Wis., C. M. & St. P
Twin Bridges, Mont.,
Northern Pacific
Twin Brooks, S.D.,
Chicago, Mil. & St. Paul
Twin Bute, B.C., Can. Pacific
Twin Buttes, Ariz.,
Twin Buttes
Twin Buttes, Ore., So. Pac
Twin Caves, Ky., Ill. Central
Twin City Junction, Wis.,
Wisconsin & Michigan
Twin Creek, Wis.,
Wisconsin & Michigan
Twin Falls, Idaho,
Oregon Short Line
Twin Grove, Ill.,
Cleve. Cin. Chic. & St. L
Twining, Mich.,
Detroit & Mackinac
Twining City, D.C.,
Baltimore & Ohio
Twin Lake, Lagrange Co, Ind.
Lake Shore & Mich. So
Twin Lake,
Muskegon Co., Mich.,
Pere Marquette
Twin Lake, Miss.,
Yazoo & Miss. Valley
Twin Lakes, Cal., So. Pacific
Twin Lakes, Colo.,
Colorado Midland (a)
" Denver & Rio Gr (b)
Called Waco on D. & R. G
(a) and (b) adjacent
Twin Lakes, Ct.,
Central New England
Twin Lakes, Fla.,
Atlantic Coast Line
Twin Lakes,
Marshall Co., Ind.,
Vandalia
Twin Lakes, Mich.,
Copper Range
Twin Lakes, Minn.,
Minn. & St. Louis
Twin Lakes,
Kenosha Co., Wis.,
North-Western Line
Twin Mountain, Mich.,
Manistee & North-east
Twin Mountain, N.H.,
Boston & Maine (a)
" Maine Central (b)
(a) and (b) 100 rods apart
Twin Oaks, Fla.,
Florida East Coast
Twin Oaks, Pa., Balt. & Ohio
Twin Ponds, N.Y.,
Delaware & Hudson
Twin Rocks, Pa., Penna
Twinsburg, O.,
Wheeling & Lake Erie
Twin Springs, Ia.,
Chicago Great Western
Twin Tunnels, Ky., Lv. & Nash
Twin Valley, Minn., No. Pac
Twist, Tex.,
Ft. Worth & Denv. City
Twitchell, N.M.,
Atch. Top. & Santa Fe
Twodot, Mont.,
Chic. Mil. & Puget Sd (a)
" Montana (a)
Two Harbors, Minn.,
Duluth & Iron Range
Two Lick, Pa., Pennsylvania
Twomey, Tenn.,
Nash. Chatt. & St. Louis
Two Rivers, Wash.,
Northern Pacific
Two Rivers, Wis.,
North-Western Line
Two Rivers Junction, Wis.,
North-Western Line
Tybee, Ga., Cent. of Georgia
Tye, Tex., Texas & Pacific
Tyee, B.C.,
Esquimalt & Nanaimo
Tye River, Va., Southern
Tygart, Ky., Ches. & Ohio
Tygart Junction, W. Va.,
Baltimore & Ohio
Tyhee, Idaho,
Oregon Short Line
Tyler, Ala., Western of Ala
Tyler, Cal., Southern Pacific
Tyler, Fla.,
Atlantic Coast Line
Tyler, Ill., Wabash
Tyler, Kan.,
Atch. Top. & Santa Fe
Tyler, Minn.,
North-Western Line
Tyler, Miss.,
New Orl. & North east
Tyler, N.D., Chic. Mil. & St. P
Tyler, Pa.,
Buffalo & Susq (a)
" Pennsylvania (b)
(a) and (b) about 330 yards apart
Tyler, Susquehanna Co., Pa.,
Lehigh Valley
Tyler, Tex., Int. & Gt. No (a)
" St. Louis So. West (b)
(a) and (b) 150 yards apart
Tyler, Va., Norf. & So
Tyler, Spokane Co., Wash.,
Northern Pacific
Tyler City, Ct.,
N.Y. New Hav. & Hart
Tylerdale, Pa.,
Pitts. Cin. Chic. & St. L
Tyler Forks, Wis.,
Minn. St. P. & Slt. Ste. M
Tyler Park, N.J., Erie
Tyler's, N.H., Boston & Me
Tylers, Hanover Co., Va.,
Chesapeake & Ohio
Tyler's, Pulaski Co., Va.,
Norfolk & West
Tylersburg, Pa.,
Baltimore & Ohio
Tylertown, Miss.,
Fernwood & Gulf (a)
" New Orl. Great No (b)
(a) and (b) adjacent
Tylertown Junction, La.,
New Orleans Great No
Tymochtee, O., North. Ohio
Tyndall, Manitoba,
Canadian Pacific
Tyndall, S.D., Chic. M. & St. P
Tyner, Marshall Co., Ind.,
Lake Erie & Western
Tyner, O., Pennsylvania Co
Tyner, Okla.,
Atch. Top. & Santa Fe
Tyner, Tenn., Southern
Tyngsboro, Mass., Bost. & Me
Tyoga Junction, Mich.,
Duluth, So. Shore & Atl
Tyrawley, La.,
La. Ry. & Nav. Co
Tyre, Mich., Pere Marquette
Tyree, Va., Chesa. & Ohio
Tyree, Wash., North. Pacific
Tyrell, O.,
Lake Shore & Mich. So
Tyro, Kan., Missouri Pacific
Tyrol, Pa., Phila. & Reading
Tyrola, Okla.,
Missouri, Kan. & Texas
Tyrone, Cal., No. West. Pac
Tyrone, Colo., At. Top. & S. Fe
Tyrone, Ga., Atl. Birm. & Atl
Tyrone, Ind.,
Cin. Ham. & Dayton
Tyrone, Ia., Burl. Route
Tyrone, Ky., Southern
Tyrone, La.,
Colo. So. New Orl. & Pac
Tyrone, Okla.,
Chicago, Rk. Isl. & Pac
Tyrone, Blair Co., Pa.,
Pennsylvania
Tyrone, Wis., Ch. Mil. & St. P
Tyrone Forge, Pa., Penna
Tyrone Mills, Cal.,
North Pacific Coast
Tyrone Mines,
Fayette Co., Pa.,
Baltimore & Ohio
Tyrone Transfer, Pa., Penna
Tyronza, Ark., Frisco System
Tyronza Junction, Ark.,
Frisco System
Tyrrell, O., Lk. Sh. & Mich. So
Tyrrell Hill, O.,
Lake Shore & Mich. So
Tyson, Ala.,
Hayneville & Montg (a)
" Louisville & Nashv (a)
Tyson, Minn.,
Northern Pacific
Tyson, Mo., Frisco System
Tyson, Neb.,
North-Western Line
Tyscouville, Ala.,
Western of Alabama
Tyvan, Sask., Canadian Pac
Ty Ty, Ga., Atl. Coast Line

U

Ubero, Mex.,
Tehuantepec National
Ubly, Mich., Pere Marquette
Udall, Kan., Atch. Top. & S. Fe
Ude, Minn., Northern Pac
Udell, Ia.,
Chic. Rk. Isl. & Pac (a)
" Wabash (b)
(a) and (b) ¾ mile apart
Udell, Pa., Pennsylvania
Udney, Ont.,
Canadian North. Ont
Udora, Ala., Louisv. & Nash
Udora, Fla.,
Valdosta Southern
Uehling, Neb., Burl. Route
Uffington, W. Va.,
Baltimore & Ohio
Uhrichsville, O.,
Baltimore & Ohio (a)
" N. O. Trac. & L. Co (El)
" Pitts. Cin. Ch. & St. L (a)
Uhthoff, Ont., Grand Trunk
Ugg, P. E. I.,
Prince Edward Island
Uintah, Utah, Union Pacific
Ukiah, Cal., No. West. Pac
Ulah, Ill., Chic. Rk. Isl. & Pac
Ulah, N.C.,
Aberdeen & Asheboro
Ulao, Wis., North-West. Line
Ulen, Minn., North. Pacific
Ullin, Ill., Chic. and E. Ill (a)
" Illinois Central (b)
(a) and (b) ½ mile apart
Ullin, Nev., Southern Pacific
Ullrich, Ill., Vandalia
Ullrich, N.C., Southern
Ulm, Ark., St. Louis So. W
Ulm, Ga., Central of Georgia
Ulm, Mont., Great Northern
Ulm, Wyo., Burl. Route
Ulmar, Cal., Southern Pacific
Ulmer, Ia., Illinois Central
Ulmer, Mont., North. Pac
Ulmer, Tex.,
Trinity & Brazos Valley
Ulmer Park, N.Y.,
South Brooklyn ‡
Also called Bath Beach
Ulmers, S.C., Seab. Air Line
Ulmoris, N.M., South. Pacific
Ulmus, Mo., Butler Co
Ulster, Pa., Lehigh Valley
Ulster Park, N.Y., W. Shore
Ulysses, Neb., Burl. Route
Ulysses, Pa.,
Coudersp. & P. Alleg (a)
" N.Y. Cent. & Hud. R (a)
Uma, Ill., Cl. Cin. Ch. & St. L
Uma, Ky., Louisv. & Nash
Uman, Mex.,
United RRs. of Yucatan
Umatilla, Fla.,
Atlantic Coast Line
Umatilla, Ore.,
Oregon RR. & Nav. Co
Umbarger, Tex.,
Pecos & North. Texas*
Umbria, O., Penna. Co
Umbria Junction, Utah,
Southern Pacific
Umstead, Mich.,
Detroit & Mackinac
Umtanum, Wash., No. Pac
Una, Colo., Colorado Mid (a)
" Denver & Rio Gr (a)
Una, Mo., Frisco System
Unadilla, Ga., Ga. So. & Fla
Unadilla, Neb., Burl. Route
Unadilla, N.Y., Del. & Hud
Unadilla Forks, N.Y.,
Del. Lack. & West (a)
" Unadilla Valley (b)
Called River Forks on U. V
(a) and (b) about 2 miles apart
Unaka, Ont., Gd. Trunk Pac
Unaka Springs, Tenn.,
Car. Clinch. and Ohio
Unamis, Pa., Balt. & Ohio
Unaweep, Colo.,
Denver & Rio Grande
Uncas, Alberta,
Grand Trunk Pacific
Uncas, Ind., Central Indiana
Uncas, O., Pennsylvania Co
Uncas, Okla.,
Atch. Top. & Santa Fe
Uncas Road, N.Y.,
Raquette Lake
Uncle Sam, La.,
Yazoo & Miss. Valley
Uncompahgre, Colo.,
Denver & Rio Grande
Undercliff, O.,
Pitts. Cin. Chic. & St. L
Undercliff, Pa.,
Baltimore & Ohio
Underhill, Manitoba,
Canadian Northern
Underhill, Vt., Central Vt
Underhill, Wis.,
North-Western Line
Underwood, Ind.,
Pitts. Cin. Chic. & St. L
Underwood, Ia.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) 350 yards apart
Underwood, Minn., No. Pac
Underwood, N.D.,
Minn. St. P. & Slt. Ste. M
Underwood,
Pennington Co., S.D.,
North Western Line
Underwood, W. Va.,
Baltimore & Ohio
Underwood's Crossing,
W. Va., Ohio River

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Undine, Ga.,
Register & Glennville
Undora, Sask.,
Grand Trunk Pacific
Uneva Lake, Colo.,
Colorado & Southern
" Denver & Rio Grande
Ungava, N.B., Can. Pac
Ungers, Mich.,
Pere Marquette
Uni, La., Texas & Pacific
Unicoi, Tenn.,
Car. Clinch. and Ohio
Unicorn, Pa.,
Lancaster, Oxford & So
Union, Ariz., Ariz. & Utah*
Union, ——— Co., Cal.,
Southern Pacific
Union, ——— Co., Cal.,
Pacific Coast
Union, Garfield Co., Colo.,
Colorado Midland
Union, Morgan Co., Colo.,
Burl. Route (a)
" Union Pacific (a)
Union, Ga., Seab. Air Line
Union, Clark Co., Ill.,
Cleve. Cin. Chic. & St. L
Union, McHenry Co., Ill.,
North Western Line
Union, Mason Co., Ill.,
Chic. Peoria & St. Louis
Union, Ind.,
Evansv. & Terre Haute
Union, Hardin Co., Ia.,
Iowa Central
Union, Ky.,
Louisville & Atlantic
Union, La., Yazoo & Miss. Val
Union, Me., Georges Valley
Union, Sonora, Mex.
West Coast Route
Union, Puebla, Mex.,
Interoceanic of Mex
Union, Miss.,
New Orl. Mobile & Chic
Union, Mo.,
St. L. Kan. City & Colo†
Union, Neb., Missouri Pac
Union, Nev.,
Eureka & Palisade
Union, N.F.,
Reid Newfoundland
Union, N.H., Boston & Maine
Union, N.J., Rahway Valley
Union, Broome Co., N.Y., Erie
Union, Rockland Co., N.Y.,
New Jer. & New York
Union, N.D., Great Northern
Union, N.S., Intercolonial
Union, Licking Co., O.,
Baltimore & Ohio (a)
" Pitts. Cin. Ch. & St. L (a)
Union, Montgomery Co., O.,
Cin. Ham & Dayton
Union (1), Union Co., Ore.,
Central of Oregon
Union (2), Union Co., Ore.,
Central of Oregon (a)
" Ore. RR. & Nav. Co (a)
Called Union Junction on C. of O
Union, P.E.I., Pr. Ed. Island
Union, S.C., Southern (a)
" Union & Glenn Spgs (b)
(a) *and* (b) *about* 200 *yards apart*
Union, Fayette Co., W.Va.,
Chesapeake & Ohio
Union, Hancock Co., W.Va.,
Pitts. Cin. Chic. & St. L
Union Bridge, Md., West. Md
Union Center, Wis.,
Ellisboro & N. East (a)
" North-Western Line (a)
Union Centre, Ind.,
Baltimore & Ohio
Union City, Ind.,
N.Y. New Hav. & Hart
Union City, Ga.,
Atlanta & W. Point (a)
" Atlanta, Birm. & Atl (b)
(a) *and* (b) *about* ½ *mile apart*
Union City, Ind.,
Cl. Cin. Chic. & St. L (a)
" Dayton & Union (a)
" Ohio Electric (c)
" Pitts. Cin. C. & St. L (b)
(a) *and* (b) *about* 200 *yards apart*
(a) *and* (c) 400 *ft. apart*
(b) *and* (c) 100 *yds. apart*
Union City, Mich.,
Michigan Central
Union City, Okla.,
Chic. Rk. Isl. & Pacific
Union City, Pa., Erie (a)
" Pennsylvania (b)
(a) *and* (b) *about* 3-7 *mi. apart*
Union City, Tenn.,
Mobile & Ohio (a)
" Nash. Chatt. & St. L (a)
Union Corners, O.,
Lake Shore Electric
Union Course, N.Y., Long Isl
Uniondale, Ind.,
Cin. Bluffton & Chic (a)
" Erie (a)
Uniondale, Ont.,
Canadian Pacific
Uniondale, Pa.,
Del. & Hudson (a)
" Erie (a)
" N.Y. Ont. & West (b)
(a) *and* (b) *about* 1 *mi. apart*
Union de Tlacotepec, Mex.,
Mexican Southern (a)
" Tlac. & Huaj. de Leon (b)
(a) *and* (b) *adjacent*
Called Tlacotepec on T. & H. de Leon
Union Furnace, O.,
Hocking Valley
Union Furnace, Pa., Penna
Union Grove, Ill.,
North-Western Line
Union Grove, N.Y.,
Delaware & Eastern
Union Grove, Wis.,
Chicago, Mil. & St. Paul
Union Hall, Va., Southern
Union Hidalgo, Mex.,
Pan-American
Union Hill, Cal.,
Nevada County N.G
Union Hill, Ill.,
Chicago, Ind. & South
Union Hill, N.Y.,
N.Y. Cent. & Hud. Riv
Union Junction, Ga.,
Atlantic Coast Line
Union Junction, Ind.,
Evansv. & Terre Haute
Union Junction, Ore.,
Central of Oregon (a)
" Ore. RR. & Nav. Co (a)
Called Union on O. RR. & N. Co
Union Landing, N.J.,
Pennsylvania
Union Level, Va., Southern
Union Market, Mass.,
Boston & Maine
Union Mill, Wash., No. Pac
Union Mills, Ind., Gd. Trunk
Union Mills, N.C., Southern
Union Mills, Pa.,
Kishacoquillas Valley
Union Pacific Junc., Kans.,
Missouri Pacific
Union Pacific Transfer, Ia.,
See Council Bluffs Transfer
Union Park, Cal., So. Pacific
Union Pier, Mich.,
Pere Marquette
Union Point, Ga., Georgia (a)
" Union Pt. & W. Pt (a)
Union Point, Manitoba,
Canadian Northern
Union Point, Mass.,
N.Y. New Hav. & Hart
Unionport, O.,
Pitts. Cin. Chic. & St. L
Union Springs, Ala.,
Central of Georgia (a)
" Union Springs & No (b)
(a) *and* (b) *about* 500 *yards apart*
Union Springs, N.Y.,
Lehigh Valley
Union Spur, Colo., Colo. Mid
Union Square, Mass.,
Boston & Maine
Union Star, Mo., Burl. Route
U. S. Yards, Ill.,
Chicago Junction †
" Indiana Harbor†
Uniontown, Ala., Southern
Uniontown, D.C.,
Baltimore & Ohio
" Phila. Balt. & Wash
Uniontown, Kan., Mo. Pac
Uniontown, Ky., Ill. Central
Uniontown, O.,
N. O. Trac. & L. Co (El)
Uniontown, Pa.,
Baltimore & Ohio (a)
" Pennsylvania (b)
(a) *and* (b) 50 *yards apart*
Uniontown, Wash., No. Pac
U. & Lick Run R.R., Jn., Pa.,
Baltimore & Ohio
Unionvale, O.,
Wheeling & Lake Erie
Union Village, O.,
Cin. Lebanon & North
Union Village, R.I.,
N.Y. New Hav. & Hart
Unionville, Fla.,
Atlantic Coast Line
Unionville, Ind.,
Indianapolis Southern
Unionville, Ia.,
Chic. Rk. Isl. & Pacific
Unionville, Me.,
Washington County
Unionville, Mass.,
N.Y. New Hav. & Hart
Unionville, Mich.,
Pere Marquette
Unionville, Mo., Burl. Route
Unionville, Orange Co., N.Y.,
N.Y. Susq. & Western
Unionville, Lake Co., O.,
Lake Sh. & Mich. So (a)
" N.Y. Chic. & St. L (b)
(a) *and* (b) 125 *yards apart*
Unionville, Union Co., O.,
Pitts. Cin. Chic. & St. L
Unionville, Leeds Dist., Ont.,
Grand Trunk
Unionville, York Dist., Ont.,
Grand Trunk
Unionville, Pa., Penna
Unionville, Va., Pot. Fred. & P
Uniopolis, O.,
Detroit, Tol. & Ironton
United, Pa., Pennsylvania
U. C. Crossing, Que.,
Grand Trunk
U. S. Fish Hatchery, Mo.,
Kansas City Southern
U. S. Indian School, N.M.,
New Mexico Central
U. S. Life Saving Sta., Wash.,
Ilwaco
Unity, Me., Maine Central
Unity, Ore.,
Oregon RR. & Nav. Co
Unity, Pa., Pennsylvania
Unity, Sask.,
Grand Trunk Pacific
Unity, Wis.,
Minn. St. P. & Slt. Ste. M
Unityville, S.D.,
North Western Line
University, Ala.,
Birm. & Gf. Ry. & Nav. Co
University, N.C., Southern
University, N.D.,
Great Northern
University, Va., Ches. & Ohio
University Heights, N.Y.,
N.Y. Cent. & Hud. Riv
University Lake, Colo.,
Colorado & Southern
University Park, Colo.,
Colorado & Southern
University Station, D.C.,
Baltimore & Ohio
Univeter, Ga.,
Louisville & Nashville
Uno, Manitoba,
Grand Trunk Pacific
Uno Park, Ont.,
Temiskaming & N. Ont
Upalika, Mo., Frisco System
Upatoi, Ga., Central of Ga
Upchurch, Ga., Atl. & Birm
Upchurch, N.C.,
Durham & Southern
Upham, N.B., St. Martins
Upham, N.D., Gt. Northern
Upham, N.M., At. Top. & S. F
Upham, Wash., North. Pac
Upland, Ark., Chic. R. I. & P
Upland,
San Bernardino Co., Cal.,
A.T. & S.F., Coast Lines*
Upland, Ind., P.C.C. & St. L
Upland, Ky.,
Illinois Central
" Louisville & Nashville
Called Morganfield on I. C
Upland, La.,
New Orleans & N. W
Upland, Neb., Burl. Route
Upland, Pa., Balt. & Ohio (a)
" Phila. Balt. & Wash (b)
(a) *and* (b) *about* 1 *mile apart*
Upola, Kan., Atch. T. & S. Fe
Upper Alton, Ill.,
Burlington Route (a)
" Chicago & Alton (b)
" Cleve. Cin. C. & St. L (c)
(b) *and* (c) *adjacent*
Upper Big Rapids, Mich.,
Grand Rapids & Ind
Upper Blackville, N.B.,
Intercolonial
Upper Bonnington, B.C.
Canadian Pacific
Upper Bruce, Ky.,
Chesapeake & Ohio
Upper Caraquet, N.B., Caraq
Upper Clements, N.S.,
Dominion Atlantic
Upper Creve Coeur, Mo.,
Missouri Pacific
Upper Cross Creek, N.B.,
Intercolonial
Upper Dam, Pa.,
New Haven & Dunbar†
Upper Falls, Mass.,
N.Y. New Hav. & Hart
Upper Falls, W.Va.,
Chesapeake & Ohio
Upper Falls Resort, Utah,
Denver & Rio Grande
Upper Grand Hill, O.,
Clev. Lorain & Wheel
Upper Gullies, N.F.,
Reid Newfoundland
Upper Hackensack, N.J.,
New Jersey & N. Y
Upper Hillville, Pa., Penna
Upper Keswick, N.B.,
Canadian Pacific
Upper Leatherwood, W.Va.,
Coal & Coke
Upper Lehigh, Pa.,
Central of New Jersey
Upper Lehigh Junc., Pa.,
Central of New Jersey
Upper Lick, Ky.,
Morehead & North Fork
Upper Marlboro, Md.,
Chesapeake Beach
Upper Mauch Chunk, Pa.,
Mauch Chunk, S.H. & SB
Upper Middletown, Pa.,
Pennsylvania
Upper Mill, Pa.,
Gettysburg & Harrisb
Upper Mills, Mich.,
Mineral Range
Upper Montclair, N.J., Erie
Upper Nelson, N.B.,
Intercolonial
Upper Ocean, Md.,
George's Ck. & Cumb
Upper Paris, Mich.,
Grand Rapids & Ind
Upper Sackville, N.B.,
N.B. & Prince Ed. Isl
Upper Sandusky, O.,
Hocking Valley (a)
" Penna. Co (a) (b)
(a) *and* (b) *about* ½ *mi. apart*
Upper Soda Springs, Cal.,
Southern Pacific
Upper Woods Harbor, N.S.,
Halifax & Southwest
Upper Woodstock, N.B.,
Canadian Pacific
Upsal, Nev., Southern Pacific
Upsal, Pa., Pennsylvania
Upsala, Me., Bangor & Aroos
Upsala, Ont., Can. Pacific
Upson, Ga., Macon & Birm
Upson, Okla.,
St. Louis, Iron Mt. & So
Upson, Wis.,
Minn. St. P. & Slt. Ste. M
Uptergrove, Ont., Gd. Trunk
Upton, Cal.,
Southern Pacific
Upton, Ga.,
Atlanta, Birm. & Atl
Upton, Ill.,
Elgin, Joliet & Eastern
" North-Western Line
Upton, Ind., Louisv. & Nash
Upton, Ky., Louisv. & Nash
Upton, Mass.,
Grafton & Upton †
Upton, N.Y., Lehigh Valley
Upton, Que., Grand Trunk
Upton, Tex., Mo. Kan. & Tex
Upton, Utah,
San Ped. Los Ang. & S. Lk
Upton, Wyo.,
Burlington Route
Upton Lake, N.Y.,
Central New England
Uptonville, Ga.,
Atlantic Coast Line
Urai, Mont., Great Northern
Urania, La.,
Natch. Uran. & Rus (a)
" St. L. Iron Mt. & So (a)
Urania, Mich., Ann Arbor
Urban, S.D., No.-West. Line
Urbana, Ark.,
El Dorado & Bastrop
Urbana, Ga.,
Atlantic & Birmingham
Urbana, Ill.,
Clev. Cin. Ch. & St. L (a)
" Wabash (b)
(a) *and* (b) *about* 50 *yards apart*
Urbana, Ind.,
Cleve. Cin. Ch. & St. L
Urbana, Kan.,
Mo. Kansas & Texas
Urbana, N.D., North. Pacific
Urbana, O.,
Clev. Cin. Ch. & St. L (a)
" Erie (b)
" Ohio Electric (c)
" Pitts. Cin. Ch. & St. L (b)
(a) *and* (b) *adjacent*
(c) 1 *mile from* (a) *and* (b)
Urbana, Tex.,
Hous. East & West Tex
Urban Crest, O.,
Balt. & Ohio Southw (a)
" Ohio Electric (b)
(a) *and* (b) 500 *ft. apart*
Urbanette, Ark.,
Missouri & North Ark
Urbanrest, Mich., Gd. Trunk
Urbo, Miss., Ala. & Vicks
Urên, Sask., Can. Pacific
Urgon, Cal., South. Pacific
Urich, Mo.,
Kan. City, Clin. & Spring
Uriam, Cal., South. Pacific
Urquhart, Pa., Lehigh Valley
Urrutia, Mex.,
Mexico North Western
Ursa, Ill., Burlington Route
Ursa, La.,
Morgan's La. & Texas
Ursina, Pa., Balt. & Ohio (a)
" Ursina & North Fork (b)
(a) *and* (b) *about* 200 *yards apart*
Ursina Junction, Pa.,
Baltimore & Ohio
Ursula, Ark., Ark. Central
Uruapan, Mex., Nat. of Mex
Usher,
Leavenworth Co., Kan.,
Missouri Pacific
Usher, N.Y.,
Boston & Maine (a)
" Delaware & Hudson (a)
Ushers, Franklin Co., Kan.,
Missouri Pacific
Usk, Wash.,
Idaho & Wash. North
Utah Copper Mill, Utan,
Rio Grande Western
Utan Junction, Colo.,
Burlington Route (a)
" Colorado & South (a)
" Denv. No. W. & Pac (b)
(a) *and* (b) 800 *feet apart*
Utahville, Pa., Penna
Utaline, Colo., Den. & Rio G
Utoster, Pa.,
N.Y. Cent. & Hud. Riv
Ute, Colo., Denver & Rio G
Ute, Ia.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) *and* (b) ¼ *mile apart*
Ute, Nev.,
San Ped. Los Ang. & S. Lk
Ute Junction, Colo.,
Rio Grande South
Ute Park, Colo., Colo. Mid
Ute Park, N.M.,
St. L. Rocky Mt. & Pac
Utica, Ill., Chic. Rk. Isl. & Pac
Utica, Kan., Missouri Pacific
Utica, Ky., Louisv. & Nashv
Utica, Mich., Michigan Cent
Utica, Minn.,
Chicago Gt. West (a)
" North-West. Line (b)
(a) *and* (b) *about* 200 *yards apart*
Utica, Miss., Yazoo & Miss. V
Utica, Mo., Burl. Route
Utica, Neb., Burl. Route
Utica, N.Y.,
Del. Lack. & West (a)
" N.Y. C. & Hud. Riv (b)
" N.Y. Ont. & West (a)
" West Shore (b)
(a) *and* (b) *adjacent*
Utica, O., Baltimore & Ohio
Utica, Pa., Erie
Utica, S.D., Chic. Mil. & St. P
Utley, O., Marietta, Col. & Cl
Utley, Pa., West. Alleg
Utley, Wis., Chic. Mil. & St. P
Utopia, Kan., At. Top. & S. Fe
Utopia, Ont., Can. Pacific (a)
" Grand Trunk (b)
(a) *and* (b) 1¼ *miles apart*
Utterson, Ont., Grand Trunk
Utting, Ariz.,
Santa Fe, Pres. & Ph*
Uva, Wyo., Colo. & Southern
Uvada, Utah,
San Ped. Los Ang. & S. Lk
Uvalde, Tex.,
Galv. Har. & San Ant
Uxbridge, Mass.,
N.Y. New Hav. & Hart
Uxbridge, Ont., Gd. Trunk

V

Vaca, Fla., Fla. East Coast
Vaca, Utah, Denv. & Rio G
Vacaville, Cal., So. Pacific
Vacherie,
St. James Parish, La.,
Texas & Pacific
Vacherie,
St. Mary's Parish, La.,
Morgan's La. & Texas
Vaden's, Ky., Louisv. & Nash
Vadnais Park, Minn.,
Minn. St. P. & Slt. Ste. M
Vado, N.M.,
Atch. Top. & Santa Fe
Vaiden, Miss., Illinois Cent
Vaiden's, Va., Chesa. & Ohio
Vail, Ia., North-West. Line
Vail, Pa., Pennsylvania
Vails, Ariz., Southern Pacific
Vails, N.J., N.Y. Susq. & West
Vail's Gate, N.Y., Erie
Vail's Gate Junc., N.Y., Erie
Vails Mill, Va.,
Virginia-Carolina
Vail's Mills, N.Y.,
Fonda, Johnst. & Glov
Vair, Tex.,
Groveton, Lufkin & No
" Texas Southeastern
Valadezes, Mex.,
National of Mexico
Valatie, N.Y.,
Albany Southern (El)

Valbrick, Cal., So. Pacific
Valcar, Pa.,
Pitts. Cin. Chic. & St. L
Valcartier, Que.,
Quebec & Lk. St. John
Valcour, N.Y., Del. & Hud
Valcourt, Pa., Penna. Co
Valcourt, Que., Orford Mt
Valda, Mo., Missouri Pacific
Valda, Tex.,
Hous. East & West Tex
Valderouge, La.,
St. Louis, Wat. & Gulf
Valders, Wis.,
Minn. St. P. & Stt. Ste. M
Valdese, N.C., Southern
Valdez, Colo.,
Colorado & Wyoming
Valdora, Colo.,
Colorado & Southern
Valdora, Ia., Chic. Mil. & St. P
Valdosta, Ga.,
Atlantic Coast Line (a)
" Georgia & Florida (a)
" Georgia So. & Fla (b)
(a) and (b) ½ mile apart
Valdosta Crossing, Fla.,
Atlantic Coast Line
Vale, Mo.,
St. L. Kan. City & Colo ‡
Vale, N.C., Linville River
Vale, Ore., Oregon Short Line
Vale, Tenn.,
Nash. Chatt. & St. Louis
Vale, Wash.,
Northern Pacific
Valear, Pa.,
Pitts. Cin. Chic. & St. L
Valeda, Kan., Missouri Pac
Valjean, Cal.,
Tonopah & Tidewater
Valencia, Cal.,
A.T. & S.F., Coast Lines*
Valencia, Kan.,
Chicago, Rk. Isl. & Pac
Valencia, Mex., Nat. of Mex
Valencia, Mont.,
Chic. Mil. & Puget Sd (a)
" Montana (a)
Valencia, Pa., Balt. & Ohio
Valentine, Ind.,
Grand Rapids & Ind
Valentine, Neb.,
North-Western Line
Valentine, S.C., Southern
Valentine, Tex.,
Galv. Har. & San Ant
Valentine's, N.J., Lehigh Val
Valera, Tex.,
Gulf, Colo. & Santa Fe*
Valeria, Ia.,
Chicago Gt. Western (a)
" Colfax Northern (a)
Valeria, Ok. Ter., Frisco Sys
Valery, Nev., South. Pacific
Vale Summit, Md.,
George's Ck. & Cumb
Valhalla, N.Y., N.Y. C. & H. R
Valhalla, N.C.,
Norfolk & Southern
Valier, Ill., Burlington Route
Valier, Mont., Mont. West
Valier, Pa.,
Buf. Roch. & Pitts
Valjean, Cal.,
Tonopah & Tidewater
Valkaria, Fla., Fla. E. Coast
Valle, Ariz., Grand Canyon*
Valle, Fla., Louisv. & Nash
Valle de Santiago, Mex.,
National of Mexico
Vallejo (North), Cal.,
Southern Pacific
See North Vallejo, Cal
Vallejo (South), Cal.,
Southern Pacific
See South Vallejo, Cal
Vallejo, Colo., Den. & Rio Gr
Vallejo Junc., Cal., So. Pac
Vallemar, Cal., Ocean Shore
Vallery, Colo., Burl. Route
Valles, Mex., Nat. of Mexico
Valle's Mines, Mo.,
Miss. R. & Bonne Terre
Valley, Ariz.,
Santa Fe, Pres. & Ph*
Valley, Idaho,
Spokane International
Valley, Ky., Illinois Central
Valley, Mich., Munising
Valley, Miss., Yazoo & Miss. V
Valley, Neb., Union Pacific
Valley, Nev.,
San Ped. Los Ang. & S. Lk
Valley, N.J., Central of N.J
Valley, N.S., Intercolonial
Valley, Pa., Phila. & Reading
Valley, Sask., Can. Northern
Valley, Wash., Great North
Valley Bend, W.Va.,
Western Maryland
Valley Camp, Pa., Penna
Valley Center, Kan.,
Atch. Top. & S. Fe (a)
" Frisco System (a)
Valley Centre, Mich.,
Pere Marquette
Valley City, Ill., Wabash
Valley City, N.D.,
Minn. St. P. & S. S. M (a)
" Northern Pacific (b)
(a) and (b) about 1½ miles apart
Valley City, Wash.,
Puget Sound Electric
Valley Cottage, N.Y.,
N.Y. Ont. & West (a)P
" West Shore (a)
P For passenger service only
Valley Creek, Ala., Lv. & Nash
Valley Creek Junction, Ala.,
Southern
Valley Creek Spur, Tenn.,
Louisville & Nashville
Valley Crossing, O.,
Hocking Valley (a)
" Norfolk & Western (a)
Valley Falls, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
" Union Pacific (a)
(a) and (b) about 100 yards apart
Valley Falls, N.Y.,
Boston & Maine
Valley Falls, Pa.,
Phila. Newtown & N.Y
Valley Falls, R.I.,
N.Y. New Hav. & Hart
Valley Falls, W.Va., Balt. & O
Valleyfield, Que.,
Grand Trunk (a)
" N.Y. Cent. & H. R (b)
(a) and (b) 1¼ miles apart
Valley Ford, Cal.,
Northwestern Pacific
Valleyford, Wash.,
Spok. & Inland Empire
Valley Forge, Pa.,
Phila. & Reading
Valley Forge, Tenn.,
East Tenn. & West. N.C
Valley Grove, Wash.,
Oregon RR. & Nav. Co
Valley Grove, West Va.,
Baltimore & Ohio
Valley Head, Ala.,
Alabama Gt. Southern
Valley Hill, Ky., Lv. & Nash
Valley Hill, Miss.,
Southern in Mississippi
Valley Junction, Ill.,
St. Louis, Ir. Mt. & So (a)
" St. L. South-western (a)
Valley Junction, Ia.,
Chic. Rock Isl. & Pac (a)
" Minneapolis & St. L (a)
Valley Junction, N.Y.,
N.Y. Ontario & Western
Valley Junction, N.D.,
Northern Pacific
Valley Junction,
Hamilton Co., O.,
Cleve. Cin. Chic. & St. L
Valley Junction,
Tuscarawas Co., O.,
Baltimore & Ohio (a)
" Pennsylvania Co (a)
" Wheeling & Lk. Erie (a)
Valley Junction, Ore.,
Central of Oregon
Valley Junc., York Co., Pa.,
Western Maryland
Valley Junction, Tex.,
Internat. & Gt. North
Valley Junction Wis.,
Chic. Mil & St Paul (a)
" North-West. Line (a)
Valley Mill, Ind., Vandalia
Valley Mill, Mahoning Co., O.,
Erie
Valley Mill, Wash., No. Pac
Valley Mills, N.Y.,
N.Y. Ontario & West
Valley Mills, Greene Co., O.,
Pitts. Cin. Chic. & St. L
Valley Mills, Tex.,
Gulf, Colo. & Santa Fe*
Valley Mines, Pa.,
Baltimore & Ohio
Valley Park, Miss.,
Yazoo & Miss. Valley
Valley Park, Mo.,
Frisco System (a)
" Missouri Pacific (b)
(a) and (b) about 130 yards apart
Valley Pass, Nev., South. Pac
Valley Ridge, Mo.,
Frisco System
Valley River, Manitoba,
Canadian Northern
Valley River Tunnel, Ala.,
Southern
Valley Siding, Idaho,
Spokane International †
Valley Siding, Va., Southern
Valley Spring, Cal.,
Southern Pacific
Valley Springs, S.D.,
North-Western Line
Valley Store, Pa., Ph. & Read
Valley Stream, N.Y.,
Long Island
Valley View, Colo.,
Rio Grande Southern
Valley View, Ind.,
Chicago, Cin. & Louisv
Valley View, Ky.,
Louisville & Atlantic
Valley View, N.Y., Leh. Val
Valley View, Tenn., Laurel
Valley View, Tex.,
Gulf, Colo. & Santa Fe*
Valley Works, Pa., Penna
Valliant, Okla., Frisco Sys
Vallie, Colo., Den. & Rio Gr
Vallier, La.,
Morgan's La. & Texas
Vallonia, Ind.,
Balt. & Ohio Southwest
Vallonia, O.,
Ohio River & Western
Valmead, N.C.,
Caldwell & Northern
Valmeyer, Ill.,
St. Louis, Ir. Mt. & So (a)
" St. L. South-western (a)
Valmont, Colo., Un. Pacific
Val Morin, Que., Can. Pacific
Valmy, Nev., Southern Pac
Valois, N.Y., Lehigh Valley
Valois, Que., Can. Pacific (a)
" Grand Trunk (b)
Valona, Ga.,
Ga. Coast & Piedmont
Valora, Ont., Gd. Trunk Pac
Valparaiso, Ind.,
Grand Trunk (a)
" N.Y. Chic. & St. L (b)
" Pennsylvania Co (c)
(a) and (c) 1 mile apart
(b) and (c) ¾ mile apart
Valparaiso, Neb., Un. Pacific
Valparaiso, Sask.,
Canadian Northern
Valrico, Fla., Seab. Air Line
Val Verde, Cal.,
A.T. & S.F., Coast Lines*
Valverde, Colo., Colo. & So
Valydon, Ont.,
Can. North. Ont
Van, Mich., Gd. Rap. & Ind
Van, Utah,
San Pedro, L.A. & Slt. Lk
Van Alstyne, Tex., H. & T. C
Vanandu, Mont.,
Chic. Mil. & Puget Sd
Van Antwerp, Ky.,
Chesapeake & Ohio
Vanarman, Ariz., So. Pacific
Vanarsdell, Ky., Southern
Van Asselt's, Wash.,
Chic. Mil. & Puget Sd (a)
" Col. & Puget Sound (a)
Vanatta's, O., Balt. & Ohio
Van Bibber, Md., Balt. & Ohio
Van Blarcom, Tenn.,
Tennessee Central
Van Bremmer, N.M.,
St. L. Rocky Mtn. & Pac
Van Bruyssels, Que.,
Que. & Lake St. John
Van Buren, Ark.,
Frisco System (a)
" St. Louis, Ir. Mt. & So (b)
(a) and (b) ¼ mile apart
Van Buren, Ga., Cent. of Ga
Van Buren, Ind.,
Toledo, St. L. & Western
Van Buren, Me.,
Bangor & Aroostook
Van Buren,
Chautauqua Co., N.Y.,
Lake Sh. & Mich. So (a)
" N.Y. Chic. & St. L (b)
" Pennsylvania (c)
(a), (b) and (c) adjacent
Van Buren,
Lackawanna Co., Pa.,
N.Y. Chic. & St. Louis
Van Buren, O.,
Toledo & Ohio Central
Van Buren Junction, Ark.,
St. Louis, Iron Mt. & So
Van Buskirk, Wis.,
North-Western Line
Van Buskirk's, Ind.,
Cleve. Cin. Chic. & St. L
Vance, Ala.,
Alabama Gt. Southern
Vance, Linn Co., Kan.,
Missouri, Kan. & Tex
Vance, Wyandotte Co., Kan.,
Missouri Pacific
Vance, Miss., Yazoo & Miss. V
Vance, Neb., Burl. Route
Vance, Pa., Baltimore & Ohio
Vance, Sask., Can. Pac
Vance, Tenn., Southern
Vance, Wash., North. Pacific
Vance, W.Va., Balt. & Ohio
Vanceboro, Me., Can. Pac (a)
" Maine Central (a)
Vanceboro, N.C., Norf. & So
Vanceburg, Ky., Ches. & Ohio
Vance Junction, Colo.,
Rio Grande Southern
Vance Mill Junc., Pa., Penna
Vance's, S.C., Atl. Coast L
Vanceville, La., St. L. So. W
Vancleve, Ia., Iowa Central
Vancleve, Ky., Ohio & Ky
Vanclevesville, W.Va.,
Baltimore & Ohio
Van Cortlandt, N.Y.,
N.Y. Cent. & Hud. Riv
V. C. P. Junction, N.Y.,
N.Y. Cent. & Hud. Riv
Vancouver, B.C., Can. Pac (a)
" Great Northern (b)
(a) and (b) ½ mile apart
Vancouver, Wash.,
Northern Pacific (a)
" Spok. Port. & Seat (a)
Vancouver Junction, Wash.,
Northern Pacific
Vandalia, Ill., Ill. Cent (a)
" Vandalia (a)
Vandalia, Ind.,
Evansv. & Indianap
Vandalia, Mich., Mich. Cent
Vandalia, Mo., Chic. & Alton
Vandalia, Mont., Gt. North
Vandalia, N.Y., Erie (a)
" Pennsylvania (b)
(a) and (b) ½ mile apart
Vandalia Junction, Ind.,
Grand Trunk
Vandalia Transfer, Ind.,
Southern Indiana
Van Demans, Mich.,
Ann Arbor
Vandemere, N.C.,
Wash. & Vandemere
Vanden, Cal., South. Pacific
Vander, N.C., Atl. Coast Line
Vanderbilt, Cal.,
A.T. & S.F., Coast Lines*
Vanderbilt, Mich., Mich. Cent
Vanderbilt, Pa.,
Pittsburgh & Lake Erie
Vanderbilt, Tex.,
St. L. Brownsv. & Mex
Vandergrift, Pa., Penna
Vanderventer, N.C., South
Vandervoort, Ark.,
Kansas City Southern
Vanderwarker, N.D.,
Minn. St. P. & Slt. Ste. M
Vandeusenville, Mass.,
N.Y. New Hav. & Hart
Vandeventer, Mo.,
Missouri Pacific (a)
" St. L. K. C. & Colo ‡ (b)
(a) and (b) about 2 mls. apart
Vandeventers, N.J.,
Raritan River
Vandiver, Ala., Cent. of Ga
Vandorf, Ont.,
Canadian North. Ont
Van Dorn, Ala., Southern
Vandura, Sask.,
Canadian Northern
Vanduser, Mo., Frisco Sys
Vandyke, Del., Penna
Vandyke, Pa., Pennsylvania
Vandyke, Tenn.,
Nash. Chatt. & St. Louis
Vandyne, Wis.,
Minn. St. P. & S. Ste. M (a)
" North-West. Line (b)
(a) and (b) about 330 yards apart
Vanegas, Mex.,
National of Mexico
Van Emmans, Pa.,
Pitts. Cin. Chic. & St. L
Vanessa, Ont.,
Toronto, Ham. & Buff
Vanette, W.Va., Ches. & Ohio
Van Etten, Ark.,
St. Louis South-west
Van Etten, N.Y., Lehigh Val
Van Etten Junction, N.Y.,
Lehigh Valley
Van Hoesen, N.Y., Bost. & Alb
Van Horn, Tex., Texas & Pac
Van Horne, Ia., C. M. & St. P
Van Horn's, Mich.,
Michigan Central
Van Housen, Pa.,
Buffalo & Susquehanna
Vanity Fair, R.I.,
N.Y. New Hav. & Hart
Van Keuren's, N.Y. Erie
Vankirk, [illegible]
Washington Co., Pa.,
Waynesburg & Wash
Vankleek Hill, Ont.
Canadian Pacific (a)
" Grand Trunk (b)
(a) and (b) 2 miles apart
Vanland, Ill.,
Chicago, Mil. & Gary
Van Lear Junction, Ky.,
Chesapeake & Ohio
Van Leer, Tenn., Lv. & Nash
Van Liews, N.Y., Lehigh Val
Vanloon, Ind.,
Elgin, Joliet & Eastern
Vanme, O., C. C. C. & St. L
Van Veer, Mich., Munising
Van Meter, Ia., Ch. R. I. & Pac
Van Meter, Ky., Southern
Van Meters, O.,
Norfolk & Western
Van Metre, S.D.,
North-Western Line
Vannatta, Va.,
Norfolk & Western
Vanndale, Ark.,
St. Louis, Iron Mt. & So
Van Nest, N.Y., N.Y. N.H. & H
Vannet, Minn., North. Pacific
Van Nostrand, N.Y., Penna
Van Nostrand Place, N.J.,
Central of New Jersey
Vanns, Ala., Louisv. & Nash
Vann's Valley, Ga., Southern
Van Orin, Ill., Burl. Route
Van Ormer, Pa., Penna
Vanoss, Okla.,
Oklahoma Central
Van Ostrand, Wis.,
North-Western L (a)
" Wisconsin & North (b)
(a) and (b) about ½ mile apart
Van Patten, Mich.,
Pere Marquette
Van Petten, Ill.,
North-Western Line
Vanport, Pa., Penna. Co
Van Pugh's, Ga., Southern
Van Raub, Tex.,
San Ant. & Aran. Pass
Vanscoy, Sask., Can. North
Vanscoyoc, Pa., Penna
Van Sickle's, N.J.,
N.Y. Susq. & Western
Van Steinberg, Ill.,
Illinois Central
Vansycle, Ore., Northern Pac
Van Tassel, Wyo.,
North-Western Line
Vantine's, N.C., Southern
Van Vleck, Tex.,
Galv. Har. & San Ant
Van Vleet, Miss.,
Mobile & Ohio
Van Vleet's, N.Y.,
Buffalo & Susquehanna
Van Voorhis, Pa., Penna
Van Vorhis, W.Va.,
Baltimore & Ohio
Van Wagner's, N.Y.,
Central New England
Van Wagoner, Ark.,
St. Louis, Iron Mt. & So
Van Wert, Ia., Burl. Route
Van Wert, O., Cin. North (a)
" Ohio Electric (c)
" Pennsylvania Co (b)
(a) and (b) about ½ mi. apart
(a) and (c) ½ mile apart
(b) and (c) 100 yds. apart
Van Winkle, Miss.,
Yazoo & Miss. Valley
Van Wood, Ill.,
Chicago & Alton
Van Wyck, S.C., Seab. Air L
Van Wyck, Wash.,
Bellingham Bay & B.C
Van Zandt's, Wash., No. Pac
Vanzant, Ga., Southern
Vanzant, Ky.,
Louisv. Hend. & St. L
Vaqueros, Mex., Nat. of Mex
Varco, Minn.,
Chicago Gt. West (a)
" Chic. Mil. & St. Paul (b)
(a) and (b) adjacent
Varcoe, Manitoba,
Canadian Pacific
Vardeman, Miss.,
Mobile & Ohio
Varela, Tex.,
Houston & Texas Cent
Varenn, Fla.,
Seaboard Air Line
Varennes, Que.,
Quebec, Montreal & So
Vargas, Guanajuato, Mex.,
Mexican Central
Vargas, Vera Cruz, Mex.,
Veracruz
Varick, N.Y., Lehigh Valley
Variety Springs, Va.,
Chesapeake & Ohio
Varina, Ia., Chic. Mil. & St. P
Varina, N.C.,
Durham & Southern (a)
" Raleigh & Southport (b)
(a) and (b) about 125 yards apart
Variola, W.Va., Ches. & Ohio
Varley, Ore.,
Oregon Electric
Varna, Ill., Chicago & Alton
Varna, N.Y., Lehigh Valley
Varnado, La.,
New Orleans Gt. North
Varnell, Ga., Southern
Varnell's, Fla.,
Atlantic Coast Line
Varner, Ark., St. L. I. M. & So
Varner, Kan.,
Atch. Top. & Santa Fe
Varner, W.Va., Balt. & Ohio
Varney, N.M.,
El Paso & S.W. System
Varney, Ont., Grand Trunk
Varney Creek, Wis.,
Chicago, Mil. & St. Paul
Varnons, Ala., Lv & Nash
Varnville, S.C.,
Charleston & West Car
Vars, Ont., Grand Trunk
Varysburg, N.Y.,
Buff. Attica & Arcade
Vasona Junction, Cal.,
Southern Pacific

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Vasper, Tenn.,
Louisville & Nash (a)
" Southern (b)
(a) and (b) about ¾ mile apart
Vasquez, Colo.,
Denver, N.W. & Pacific
Vass, N.C., Seaboard Air Line
Vassalboro, Me., Maine Cent
Vassar, Idaho,
Wash. Idaho & Mont
Vassar, Kan., Missouri Pac
Vassar, Manitoba,
Canadian Northern
Vassar, Mich., Mich. Cent (a)
" Pere Marquette (b)
(a) and (b) adjacent
Vassar, Wash.,
Chicago, Mil. & PugetSd
Vassar Junction, Mich.,
Pere Marquette
Vastine, Pa., Phila. & Read
Vauces, O., Cin. Ham. & Day
Vaucluse, Cal., South. Pacific
Vaucluse, Que., Can. Pacific
Vaucluse, S.C., Southern
Vaucluse, Va., Balt. & Ohio
Vaucluse, W.Va., Balt. & Ohio
Vaudreuil, Que., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) about 100 yards apart
Vaughan, Ind., Lv. & Nash
Vaughan No. 1, Minn.,
Duluth & North. Minn
Vaughan, Miss., Ill. Central
Vaughan, N.C., Seab. Air L
Vaughan, W.Va., Ches. & Ohio
Vaughan, Wyo., Burl. Route
Vaughans, Ind., Lv. & Nash
Vaugha, Ga., Central of Ga
" Southern
Vaughn, La.,
New Orleans & N.W
Vaughn, Mont., Great North
Vaughn, N.M.,
Atch. Top. & S. Fe (a)
" El Paso & S.W. Sys (b)
(a) and (b) about 2½ miles apart
Vaughn, Cuyahoga Co., O.,
Baltimore & Ohio
Vaughn, Va., Norf. & West
Vaughn Creek, Ark.,
Arkansas South-west
Vaughn's, Minn.,
Duluth & North. Minn
Vaugha's, Nev., Nevada Cent
Vaughns Gap, Tenn.,
Nashv. Chat. & St. L
Vaughn Summit, Va.,
Norfolk & Western
Vaughnsville, O.,
Northern Ohio
Vaveia, Mex.,
Interoceanic of Mexico
Vawter, Minn.,
Minn. St. P. & Slt. Ste. M
Vayland, S.D.,
North Western Line
Veals, Tex., Mo. Kan. & Tex
Veazie, Me., Maine Central
Veazie, Wash., North. Pacific
Vebar, Mont., Gt. North
Veech, Ky., Louisv. & Nash
Veechdale, Ky., Southern
Veedersburg, Ind.,
Chic. and East. Ill (a)
" Cleve. Cin. Ch. & St. L (a)
" Toledo, St. L. & West (b)
(a) and (b) about ½ mi. apart
Veedum, Wis., Chic. M. & St. P
Veefkind, Wis.,
Minn. St. P. & Slt. Ste. M
Veenfliets, Mich., Mich. Cent
Vega, Cal., Southern Pacific
Vega, Ga., Southern
Vega, Ky., Louisv. & Nashv
Vega, Sinaloa, Mex.,
Kan. City, Mex. & Orient
Vega, Sonora, Mex.,
West Coast Route
Vega, Tlaxcala, Mex.,
Interoceanic of Mexico
Vega, Mich., No. West Line
Vega, Tex., Chic. R. I. & G
Vega Blanca, N.M.,
New Mexico Central
Vegala, Cal., Southern Cal*
Vegas, Colo., Den. & Rio Gr
Vegreville, Alberta,
Canadian Northern
Vein Mountain, N.C.,
Southern
Veitch, N.M., Ariz. & New Mex
Veitch, Tex.,
Groveton, Lufkin & No
Velardena, Mex.,
Mexican International
Velasco, Tamaulipas, Mex.,
National of Mexico
Velasco, Vera Cruz, Mex.,
Tehuantepec National
Velasco, Tex.,
Houston & Brazos Val
Velasco, Wis., Chic. M. & St. P
Velderrain, Mex.,
West Coast Route
Velma, Ill., Balt. & Ohio So. W
Velma, La., Illinois Central
Velonia, Ind., Balt. & O. So. W
Veloz, Mex.,
Interoceanic of Mexico
Velpen, Ind., Southern
Velva, N.D.,
Minn. St. P. & Slt. Ste. M
Velvet, Wash., Great North
Venable, Miss.,
Liberty-White
Venable, O.,
Day. L. & C. RR. & T. Co
Venables, Va.,
Virginia & Southwest
Venado, Mex., Nat. of Mexico
Venango, Neb., Burl. Route
Venango, Crawford Co., Pa.,
Erie
Venango, Venango Co., Pa.,
Pennsylvania
Vendome, Mont.,
Chicago, Mil. & PugetSd
Venedocia, O., Tol. St. L. & W
Venedy, Ill., Louisv. & Nash
Veneer, Mich., Gd. Rap. & Ind
Veneklasen, Mich.,
Pere Marquette
Venerable, Tex.,
Gulf, Colo. & Santa Fe*
Venetia, Ala.,
Louisville & Nashv (a)
" Mobile & Bay Shore (b)
Called Farnell on M. & O
(a) and (b) ¾ mile apart
Venice, Ark.,
El Dorado & Bastrop
Venice, Cal.
Los Angeles-Pacific (El)
Venice, Colo., Den. & Rio Gr
Venice, Madison Co., Ill.,
Chicago & Alton (a)
" Cleve. Cin. Ch. & St. L (a)
" Wabash (b)
Venice, St. Clair Co., Ill.,
Vandalia Line
Venice, O., Lk. Sh. & M. So
V. & C. Junction, Ill., South
Venice Center, N.Y.,
N.Y. Auburn & Lansing
Venlo, N.D.,
Minn. St. P. & Slt. Ste. M
Venn, Sask., Gd. Trunk Pac
Venosta, Que., Can. Pac
Venta de Carpio, Mex.,
National of Mexico
Venta de Cruz, Mex.,
National of Mexico
Venta del Aire, Mex.,
National of Mexico
Venta Salada, Mex.,
Mexican Southern
Venters, Ky., Ches. & Ohio
Ventnor, N.J., Penna
Ventoquipa, Mex.,
National of Mexico
Ventura, Cal., So. Pacific
Ventura, Ia., Chic. Mil. & St. P
Ventura, Mex., Nat. of Mex
Ventura Junction, Cal.,
Southern Pacific
Venture, Tex.,
Trinity & Brazos Valley
Venturia, N.D.,
Minn. St. P. & Slt. Ste. M
Venus, Mex., Nat. of Mex
Venus, Tex.,
Gulf, Colo. & S. Fe* (a)
" Interurat. & Gt. No (b)
(a) and (b) about ½ mi. apart
Veo, Ia., Burlington Route
Vera, Ill., Illinois Central
Vera, Ia., Chic. Mil. & St. Paul
Vera, Kan., Chic. R. I. & Pac
Vera, O., Norfolk & Western
Vera, Okla.,
Atch. Top. & Santa Fe
Vera, Sask., Gd. Trunk Pac
Vera Cruz, Mex.,
Interoceanic of Mex (a)
" Mexican (b)
" Veracruz (c)
" Veracruz & Isthmus (d)
(a) and (b) about 1 mi. apart
(a) and (d) about 250 yds. apart
Vera Cruz, Pa., Perkiomen
Verano,
Los Angeles Co., Cal.,
Los Angeles-Pacific (El)
Verano, Sonora Co., Cal.,
Northwestern Pacific
Verastegui, Mex., Nat. of Mex
Verbank, N.Y.,
Central New England
Verbena, Ala., Louisv. & Nash
Vercheres, Que.,
Quebec, Montreal & So
Verda, La., La. Ry. & Nav. Co
Verdark, Okla.,
Mo. Kan. & Texas (a)
" Missouri, Okla. & G (b)
(a) and (b) adjacent
Verde, Cal., Pacific Coast
Verde, Colo., Colo. & So (a)
" Denver & Rio Gr (a)
Verde, Ia., Burl. Route
Verde, Utah, Den. & Rio G
Verdel, Neb., No. West. Line
Verdemont, Cal.,
A.T. & S.F., Coast L* (a)
" San Pedro, L.A. & S.L (a)
Verdemont, Colo.,
Denver & Rio Grande
Verden, Okla.,
Chicago, Rk. Isl. & Pac
Verdery, S.C.,
Charleston & West Car
Verdi, Ia., Chic. R.I. & Pac
Verdi, Kan., Union Pacific
Verdi, Minn.,
North Western Line
Verdi, Nev., Southern Pacific
Verdi, Sask.,
Canadian Northern
Verdia, Mex., Nat. of Mex
Verdie, Fla., Seab. Air Line
Verdiersville, Va.,
Potomac, Fred. & Pied
Verdigre, Neb.,
North Western Line
Verdigris, Okla., Frisco Sys
Verdon, Neb.,
Burlington Route (a)
" Missouri Pacific (b)
(a) and (b) about ¼ mi. apart
Verdon, S.D.,
North Western Line
Verdon, Va., Ches. & Ohio
Verd's, Wash., Seattle & Int
Verdugo Park, Cal.,
San Ped. Los A. & S. Lk
Verduzco, Mex., Nat. of Mex
Vergas, Minn.,
Minn. St. P. & Slt. Ste. M
Vargel, Mex.,
Kan. City, Mex. & Orient
Vergennes, Ill., Illinois Cent
Vergennes, Vt., Rutland
Verhelle, Tex.,
Galv. Har. & San Ant
Verigin, Sask., Can. North
Vermilac, Mich.,
Duluth, South Sh. & Atl
Vermilion, Alberta,
Canadian Northern
Vermilion, Mont., No. Pac
Vermillion, Ill.,
Cleve. Cin. Chic. & St. L
Vermillion, Kan., Mo. Pacific
Vermillion, Minn.,
Chicago, Mil. & St. Paul
Vermillion, O.,
Lake Sh. & Mich. So (a)
" Lake Shore Electric
" N.Y. Chic. & St. L (b)
(a) and (b) 1 mile apart
Vermillion, Ont., Can. Pac
Vermillion, S.D.,
Chicago, Mil. & St. Paul
Vermillion, Utah,
Denver & Rio Grande
Vermillion Grove, Ill.,
Cleve. Cin. Chic. & St. L
Vermillion, Que.,
Quebec & Lake St. John
Vermont, Ill., Burl. Route
Vermont, Ind.,
Toledo, St. L. & Western
Vermont, Mo., Missouri Pac
Vermontville, Mich.,
Michigan Central
Vermontville, N.Y.,
Delaware & Hudson
Verna, Minn., Great North
Verna, Miss.,
Natchez, Col. & Mobile
Verna, N.D., Gt. Northern
Vernal, Colo., Denv. & Rio Gr
Vernalis, Cal., South. Pacific
Verndale, Minn., No. Pacific
Verne, Cal., Southern Pacific
Verne, Mich., Grand Trunk
Verne Mine Junction, Mich.,
Grand Trunk
Verner, Kan., Union Pacific
Verner, Ont., Canadian Pac
Verner (1),
Allegheny Co., Pa.,
Pennsylvania Co
Verners (2),
Allegheny Co., Pa.,
Pittsburg & Moon Run
Vernon, B.C., Canadian Pac
Vernon, Cal., Southern Cal
Vernon, Ct., N.Y. N.H. & H
Vernon, Ill., Illinois Central
Vernon, Ind., P.C.C. & St. L
Vernon, Woodson Co., Kan.,
Missouri Pacific
Vernon, Mich., Ann Arbor (a)
" Grand Trunk (b)
(a) and (b) about ¼ mile apart
Vernon, N.J., Leh. & Hud. R
Vernon, N.Y., West Shore
Vernon, O., C.C.C. & St. L (a)
" Pennsylvania Co (a)
Vernon, P.E.I.,
Prince Edward Island
Vernon, S.C., Southern
Vernon, Tex.,
Ft. W. & Denv. City (a)
" Frisco System (b)
(a) and (b) about 100 yards apart
Vernon, Utah,
San Ped. Los Ang. & S. Lk
Vernon, Vt., Cent. Vermont
Vernon, Wis.,
Minn. St. P. & Slt. Ste. M
Vernon Center, Minn.,
North Western Line
Vernon Centre, Ct.,
N.Y. New Hav. & Hart
Vernondale, Cal., So. Pacific
Vernon Grade, N.Y.,
West Shore
V.G. & R. Crossing, Ind.,
Southern Indiana
Vernon River, P.E.I.,
Prince Edward Island
Vernoy, N.J., Cent. of N.J
Vero, Fla., Fla. East Coast
Verona, Cal., South. Pacific
Verona, Ill., At. Top. & S. Fe
Verona, Ind., Vandalia
Verona, Ky., Louisv. & Nash
Verona, Miss., Mobile & Ohio
Verona, Mo., Frisco System
Verona, Mont., Great North
Verona, Neb., Burl. Route
Verona, N.J., Erie
Verona, N.Y., N.Y. C. & H. R
Verona, N.C., Atl. Coast Line
Verona, N.D., North. Pacific
Verona, Ont., Kings. & Pem
Verona, Pa., Penna
Verona, Va., Balt. & Ohio
Verona, Wis., North-West. L
Verona, Wyo., Burl. Route
Verret, La., Louisiana South
Versailles, Ct., N.Y. N.H. & H
Versailles, Ill., Wabash
Versailles, Ky.,
Louisville & Atl (a)
" Southern (a)
Versailles, Mo.,
Missouri Pacific (a)
" St. L. K. C. & Colo ‡ (b)
(a) and (b) about ½ mi. apart
Versailles, O.,
Cin. Ham. & Day (a)
" Cl. Cin. Chic. & St. L (b)
(a) and (b) ½ mile apart
Versailles, Pa., Balt. & Ohio
Versailles, Que., Can. Pac (a)
" Central Vermont (b)
(a) and (b) about ½ mi. apart
Versailles Junction, Ky.,
Louisville & Atlantic
Vesper, Kan., Union Pacific
Vesper, Wis.,
Chicago, Mil. & St. P (a)
" Minn. St. P. & S. Ste. M (c)
" North-West. Line (b)
(a) and (b) adjacent
(c) 800 yards from (a) and (b)
Vespra, N.B., Can. Pac
Vespra, Ont., Grand Trunk
Vest, Ark., St. L. Iron M. & So
Vesta, Minn.,
North Western Line
Vesta, Neb., Burl. Route
Vestaburg, Mich.,
Pere Marquette
Vesta Junction, Colo.,
Florence & Cripple Ck
Vestal, N.Y., Del. Lack. & W
Vestal, Tenn., Southern
Vesuvius, O.,
Detroit, Tol. & Ironton
Vesuvius, Va., Norf. & West
Veteran, Nev., Nevada North
Veto, Ala., Louisv. & Nashv
Veto, W.Va., Balt. & Ohio
Vetterly, Mich., Mich. Cent
Vevay, N.M., South. Pacific
Vevay Park, Ill., Vandalia
Vey, Va., Southern
Viaduct, Fla., Fla. East Coast
Viaduct, Md., Balt. & Ohio
Viaduct, Centre Co., Pa.,
Beech Creek
Viaduct, Clearfield Co., Pa.,
Buffalo, Roch. & Pitts
Called also Anderson Viaduct
Viaduct, Tex.,
Gal. Har. & San Ant
Viaduct Junction, Ill.,
Chic. Term. Transfer
Viaduct Junction, Md.,
Baltimore & Ohio
Vian, Okla., St. L. I. Mt. & So
Vibank, Sask., Can. North
Vibbard, Mo., At. Top. & S. Fe
Viborg, S.D., Great Northern
Viborillas, Mex.,
National of Mexico
Vicencio, Mex.,
Interoceanic of Mex
Vicente, Mex.,
Veracruz & Isthmus
Vick, Ark., Chic. Rk. Isl. & Pac
Vickers, Ga., Ga. & Fla
Vickers, O.,
Lake Shore & Mich. So
" Toledo Terminal †
Vickers, Okla.,
Frisco System
Vicker's, Va., Norfolk & West
Vickery, O., Lk. Erie & West
" Lake Shore Electric
Vickeryville, Mich., Gd. Tk
Vicksburg, Ariz.,
Santa Fe, Pres. & Ph*
Vicksburg, Ind.,
Chic. Ind. & Louisv (a)
" Southern Indiana (b)
(a) and (b) about ½ mi. apart
Vicksburg, Mich.,
Gd. Rapids & Ind (a)
" Grand Trunk (a)
Vicksburg, Miss.,
Alabama & Vicks (a)
" Vicks. Shrev. & Pac (a)
" Yazoo & Miss. Val (b)
(a) and (b) 700 yards apart
Vicksburg, Pa., Penna
Victor, Colo.,
Colo. Sp. & Cr. Ck. Dis (a)
" Flor. & Cripple Ck (b)
" Midland Terminal (c)
(a) and (b) about 130 yards apart
(a) and (c) about ¼ mi. apart
(b) and (c) about ½ mi. apart
Victor, Ia., Chic. Rk. Isl. & P
Victor, Manitoba,
Grand Trunk Pacific
Victor, Miss.,
Yazoo & Miss. Valley
Victor, Mo., Frisco System
Victor, Mont., North. Pacific
Victor, N.Y., Lehigh Val (a)
" N.Y. C. & Hud. Riv (b)
(a) and (b) about ½ mi. apart
Victor, O., Balt. & O. So. West
Victor, Tex.,
Beaum. Sour Lake & W
Victoria, B.C.,
Esquimalt & Nan (a)
" Great Northern
" Victoria & Sidney (b)
(a) and (b) ¼ mile apart
Victoria, Cal.,
A.T. & S.F., Coast Lines*
Victoria, Alachua Co., Fla.,
Atlantic Coast Line
Victoria, Lake Co., Fla.,
Seaboard Air Line
Victoria, Ill.,
Galesburg & Great East
Victoria, Ind.,
Chic. Ind. & Louisv (a)
" Indianapolis South (a)
Victoria, Ia., Chic. Gt. West
Victoria, Kan., Union Pacific
Victoria, —— Co., La.,
Texas & Pacific
" Victoria, Fisher & West
Victoria, St. Charles Co., La.,
Yazoo & Miss. Valley
Victoria, Sonora, Mex.,
West Coast Route
Victoria, Tamaulipas, Mex.,
National of Mexico
Also spelled Vitoria
Victoria, Minn., Minn. & St. L
Victoria, Miss., Frisco Sys
Victoria, Mo., St. L. I. Mt. & So
Victoria, N.B., Canadian Pac
Victoria, N.Y.,
Chautauqua Trac (El)
Victoria, Welland Co., Ont.,
Michigan Central
Victoria, Tenn., N.C. & St. L
Victoria, Tex.,
Gal. Har. & San Ant
Victoria, Va., Virginian
Victoria Furnace, Va.,
Rkb. Alum Spgs. & V. & W
Victoria Harbor, Ont.,
Canadian Pacific
" Grand Trunk
Victoria Mine, Ont., Can. Pac
Victoria Mines, Pa.,
Washington Run
Victoria Park, Manitoba,
Canadian Pacific
Victoria Park, Ont.,
Michigan Central
Victoria Road, Ont., Gd. Tk
Victoriaville, Que.,
Grand Trunk
Victorio, N.M.,
El Paso & S.W. System
Victor Jn., El Paso Co., Colo.,
Midland Terminal
Victor Jn., Teller Co., Colo.,
Colo. Spgs & Cr. Ck. Dist
Victorville, Cal.,
A.T. & S.F., Coast L* (a)
" San Pedro, L.A. & S.L (a)
Victory, Wis., Burl. Route
Victory Mills, N.Y.,
Boston & Maine
Vida, Ala.,
Mobile & Ohio
Vidal, Mex., Nat. of Mex

Vidalia, Ga.,
Georgia & Florida (a)
" Macon, Dublin & Sav (b)
" Seaboard Air Line (b)
(a) and (b) adjacent
Vidalia, La.,
Natchez & Western (a)
" New Orleans & N. W (b)
" St. Louis, Iron Mt. & S (b)
(a) and (b) about ¼ mi. apart
Vidette, Ga., Ga. & Fla
Vidor, Tex.,
Gal. Beaum. & No. E (a)
" Port Arthur Route (a)
Viejo, Mex., Nat. of Mexico
Viele, Ia., Burlington Route
Vienna, Ga.,
Atlanta, Birm. & Atl (a)
" Georgia South. & Fla (b)
(a) and (b) about ¼ mile apart
Vienna, Ill., C. C. C. & St. L
Vienna, Ind.,
Pitts. Cin. Chic. & St. L
Vienna, La.,
Chicago, Rk. Isl. & Pac
Vienna, Md., Balt. Cnes. & Atl
Vienna, Mich.,
Detroit & Tol. Shore L†
" Lk. Shore & Mich. So (a)
" Michigan Central (a)
Vienna, N. Y., Lehigh Valley
Vienna, O., Ohio Electric
Vienna, Ont., Canadian Pac
Vienna, Pa., Balt. & Ohio
Vienna, Clark Co., S. D.,
Great Northern
Vienna, Hamlin Co., S. D.,
Chicago, Mil. & St. Paul
Vienna, Va., Southern
Vienna, W. Va., Balt. & Ohio
Vienna Junction, Mich.,
Michigan Central
Viento, Ore.,
Oregon RR. & Nav. Co
Viernow, Mo., Frisco System
Viesca, Mex., Hornos
" Mexican Central
View Point, Ore., Ore. Elec
Vieyra, Mex., Nat. of Mexico
Viga Blanca, N. M.,
Santa Fe Central
Vigil, N. M.,
St. L. Rocky Mt. & Pac
Vigo, Ala.,
Seaboard Air Line
Vigo, Nev.,
San Ped. Los Ang. & S. Lk
Vigo, O., Balt. & Ohio So. W
Vigorite, Cal., South. Pacific
Vigus, Mo.,
St. L. Kan. City & Colo ‡
Viking, Fla., Fla. East Coast
Viking, Minn.,
Minn. St. P. & Slt. Ste. M
Vila, Wash.,
Spokane, Port. & Seat
Vilas, Ind., Lk. Erie & West
Vilas, Kan., At. Top. & S. Fe
Vilas, S. D.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
Vilde, Tenn.,
Nash. Chatt. & St. Louis
Viley, Fayette Co., Ky.,
Louisville & Nashville
Viley's, Scott Co., Ky.,
Frankfort & Cincin
Vileys, Woodford Co., Ky.,
Southern
Villa, Cal., Pacific Electric
Village Creek Junc., Ala.,
Birmingham South†
Village Green, P. E. I.,
Prince Edward Island
Village Mills, Tex.,
Texas & New Orleans
Village Springs, Ala.,
Louisville & Nashville
Villa Grove, Colo.,
Denver & Rio Grande
Villa Grove, Ill., Ch. and E. Ill
Villa Grove Junction, Ill.,
Chicago and East. Ill
Villa Heights, Mo.,
Frisco System
Villaldama, Mex.,
National of Mexico
Villalobos, Mex., Nat. of Mex
Villa Marie, N. F.,
Reid Newfoundland
Villa Nova, Ont., Mich. Cent
Villa Nova, Pa., Penna
Villa Nova, W. Va.,
Coal & Coke
Villar, Mex., Nat. of Mexico
Villard, Minn., No. Pacific
Villa Reyes, Mex.,
National of Mexico
Villa Rica, Ga., Southern
Villa Ridge, Pulaski Co., Ill.,
Illinois Central
Villa Ridge, Mo.,
St. L. Kan. City & Colo ‡
Villasenor, Mex., Nat. of Mex
Villa Verde, Mex.,
West Coast Route
Villa Verona, Cal., So. Pacific
Villegas, Mex., Nat. of Mex
Ville Platte, La.,
Texas & Pacific
Villeroy, Que.,
Intercolonial (a)
" Lotbiniere & Megan (a)
Villette, Manitoba,
Canadian Northern
Villisca, Ia., Burl. Route
Vina, Ala., Illinois Central
Vina, Cal., Southern Pacific
Vincencio, Mex.,
Interoceanic of Mexico
Vincennes, Ind.,
Balt. & Ohio So. W (a)
" Cl. Cin. Chic. & St. L (a)
" Evansv. & Terre H (a)
" Vandalia (a)
Vincennes, Okla.,
Oklahoma Central
Vincent, Ala., Central of Ga
Vincent, Ark.,
St. Louis, Iron Mt. & So
Vincent, Cal., South. Pacific
Vincent, Ga.,
Wrightsville & Tennille
Vincent, Webster Co., Ia.,
Chicago Great Western
Vincent, O.,
Marietta, Col. & Cleve
Vincent, S. D., Burl. Route
Vincentown, N. J., Penna
Vincent's, Ky., Eastern Ky
Vindicator, Colo.,
Midland Terminal
Vindicator Junction, Colo.,
Colo. Spgs. & C. C. Dist
Vine, Ind.,
Cleve. Cin. Chic. & St. L
Vine, Ont., Grand Trunk
Vineburg, Cal.,
Northwestern Pacific
Vine Creek, Kan.,
Atch. Top. & Santa Fe
Vinedo, Cal., Pacific Electric
Vinegar Bend, Ala.,
Alabama & Miss (a)
" Mobile & Ohio (a)
Vinegar Hill, Md., Balt. & O
Vine Grove, Ky., Ill. Central
Vine Hill, Ala., Southern
Vine Hill, Cal.,
A. T. & S. F., Coast Lines*
Vine Hill, Tenn.,
Illinois Central (a)
" Louisville & Nashv (b)
Vineland, Cal., South. Pacific
Vineland, Ill., Illinois Cent
Vineland, Mich., Mich. Cent
Vineland, Mo., St. L. I. Mt. & S
Vineland, N. J.,
Central of New Jer (a)
" Pennsylvania (b)
(a) and (b) about ¾ mi. apart
Vinemont, Ala.,
Louisville & Nashville
Vinemont, Pa., Phila. & Read
Vinemount, Ont.,
Toronto, Ham. & Buff
Vinette, Ala., Southern
Vineville, Ga., Cent. of Ga
Vineyard,
Los Angeles Co., Cal.,
Los Angeles-Pacific (El)
Vineyard, Sonora Co., Cal.,
California North-west
Vineyard, Spalding Co., Ga.,
Central of Georgia
Vineyard, Md., Balt. & Ohio
Vineyard, N. Y.,
Chautauqua Trac (El)
Vineyard, Pa., Pennsylania
Vineyard, Tex.,
Chicago, Rk. Isl. & Gulf
Vineyard, Utah,
San Ped. Los Ang. & S. Lk
Vineyard Junction, Cal.,
Los Angeles-Pacific (El)
Vineyard Run, Pa., Penna
Vining, Ia., Chic. Mil. & St. P
Vining, Kan., Union Pacific
Vining, Minn., No. Pacific
Vinings, Ga.,
Nashv. Chatt. & St. L (a)
" Western & Atlantic (a)
Vinita, Ala.,
Louisville & Nashville
Vinita, Okla.,
Frisco System (a)
" Mo. Kan. & Texas (b)
(a) and (b) 300 yards apart
Vinita, Va., Ches. & Ohio
Vinland, Kan., Atch. T. & S. Fe
Vino, Cal.,
A. T. & S. F., Coast Lines†
Vintage, Pa., Pennsylvania
Vinton, Cal., Sierra Valleys
Vinton, Ia.,
Chicago, Rk. Isl. & Pac
Vinton, Kan., Mo. Pacific
Vinton, La., Louisiana West
Vinton, Gallia Co., O.,
Hocking Valley
Vinton, Vinton Co., O.,
Balt. & Ohio Southwest
Vinton, Que., Can. Pacific
Vinton, Tex.,
Atch. Top. & Santa Fe
Vinton, Va., Norfolk & West
Vintondale, Pa.,
Blacklick & Yel. Crk (a)
" Buff. Roch. & Pitts (b)
" Pennsylvania (b)
(a) and (b) about ¼ mile apart
Called Rexis on B. & Y. C
Vinvale, Cal., South. Pac
Viola, Ala., Louisv. & Nash
Viola, Del., Pennsylvania
Viola, Idaho,
Spok. & Inland Empire
Viola, Ill., Burlington Route
Viola, Ia., Chic. Mil. & St. P
Viola, Kan., Atch. T. & S. Fe (a)
" K. City, Mex. & Orien (b)
(a) and (b) about ¼ mile apart
Viola, Ky., Illinois Central
Viola, Minn.,
North-Western Line
Viola, Wis.,
Chic. Mil. & St. Paul
Violet. Cal., South. Pacific
Violet, Neb., Burl. Route
Violet, O., Lakeside & Mar
Violet Meadow, Wash.,
Tacoma & Colum. Riv
Violette, Me.,
Bangor & Aroostook
Virden, Ill., Burl. Route (a)
" Chicago & Alton (b)
(a) and (b) adjacent
Virden, Ky., Lex. & Eastern
Virden, Manitoba,
Canadian Northern (a)
" Canadian Pacific (b)
(a) and (b) ¾ mile apart
Virden, Mont., Great North
Virden, Tex.,
Gulf, Colo. & S. Fe*
Virgelle, Mont., Gt. North
Virgie, Ind., Chic. and E. Ill
Virgil, Kan., Atch. T. & S. Fe
Virgil, S. D., Chic. M. & St. P
Virgil, Ill., Chic. Gt. Western
Virgil, Mich., Gd. Trunk (a)
" Pere Marquette (a)
Virgil, Ore., Southern Pacific
Virgilina, Va., Southern
Virgin, Ga., Southern
Virgin, La.,
Yazoo & Miss. Valley
Virgin Coulee, Mont.,
Great Northern
Virginia, Ala.,
Louisville & Nashville
Virginia, Ill.,
Balt. & Ohio So. W (a)
" Chic. Peo. & St. L (b)
Connect at Junction
Virginia, Idaho,
Oregon Short Line
Virginia, Ky., Illinois Central
Virginia, Minn.,
Dul. & Iron Range (a)
" Dul. Missabe & No (b)
" Duluth, Rainy L. & W (b)
" Great Northern (c)
(a) and (c) about 2 miles apart
(b) and (c) about 1½ miles apart
Virginia, Neb.,
Chic. Rk. Isl. & Pac (a)
" Missouri Pacific (a)
Virginia, Nev., Va. & Truckee
Virginia, Pa.,
Lacka. & Wyo. Valley
Virginia, W. Va.,
Wabash Pitts. Term
Va. & Ky. Junction, Va.,
Norfolk & Western (a)
" Virginia & Kentucky (a)
Virginia Beach, Va.,
Norfolk & Southern
Va.-Car. Ry. Junction, Va.,
Virginia-Carolina
Virginia City, Va.,
Norfolk & Western
Virginia Junction, Ill.,
Balt. & Ohio Southwest
Virginia Lane, Md., Balt. & O
Virginia Mdl'd Crossing, Va.,
Washington Southern
Virginia Mdl'd Junction, Va.,
Chesapeake & Ohio
Virginia Mills, Pa., West. Md
Virginia Point, Tex.,
Galv. Har. & San Ant (a)
" Galv. Hous. & Hend (a)
" Gulf, Col. & S. Fe* (a)
" Intern. & Gt. North (a)
" Mo. Kan. & Texas (a)
Virginsville, Pa., Ph. & Read
Virnor, Va., Norfolk & West
Viropa, W. Va., Balt. & Ohio
Viroqua, Wis., C. M. & St. P (a)
" La Crosse & S. E (b)
(a) and (b) about ½ mile apart
Virreyes, Mex.,
Interoceanic of Mex
Visalia, Cal.,
A. T. & S. F., Coast L* (a)
" Southern Pacific (b)
(a) and (b) about ½ mi. apart
Visalia, Ky., Louisv. & Nash
Viscount, Sask., Can. Pacific
Visitacion, Cal., So. Pac
Visitation, Que.,
Quebec Ry. L. & P. Co
Visconers, Fla.,
Louisville & Nashville
Vista, Cal.,
A. T. & S. F., Coast Lines*
Vista, Manitoba,
Canadian Northern
Vista, Mex., Nat. of Mexico
Vista, Mich.,
Wisconsin & Michigan
Vista, Mo.,
Kan. C. Clin. & Spring
Vista, Mont., Great Northern
Vista, Neb.,
North-Western Line
Vista, Nev., Southern Pacific
Vista, N. M.,
El Paso & S. W. System
Vista, N. C., Atl. Coast Line
Vista, Pa., Baltimore & Ohio
Vista, Utah, Den. & Rio G
Vista, Wash., North. Pacific
Vista Alegre, Mex.,
Mexican Great Eastern
Vista Grande, Cal.,
Ocean Shore
Vista Grande, Colo.,
Florence & Cripple Ck
Vista Hermosa, Mex.,
Veracruz & Isthmus
Vista Junction, Mo.,
Frisco System
Vistula, Ind., Lk. Sh. & M. So
Vita, Manitoba,
Canadian Northern
Vitaruto, Mex.,
West Coast Route
Viterbo, Tex.,
Texas & New Orleans
Vito, Mex., National of Mex
Vitoria, Mex., Nat. of Mex
Also spelled Victoria
Vittoria, Ont., Grand Trunk
Viva, La., Texas & Pacific
Viva, Tex., San A. & Ar. Pass
Vivian, La.,
Kansas City Southern
Vivian, Mo., Frisco System
Vivian, Nev., South. Pacific
Vivian, Ont., Grand Trunk
Vivian, S. D., Chic. Mil. & St. P
Vivian, W. Va., Norf. & West
Vivoras, Mex., Hornos
Vladimir, N. M., So. Pacific
Vlasaty, Minn.,
Chicago Gt. Western
Vleits, Kan., Missouri Pacific
Vly Summit, N. Y.,
Greenwich & Johnsonv
Vocemento, Kan.,
Union Pacific
Vogels, Mo., St. Louis S. W
Volght, Va., Virginian
Volant, Pa., Penna Co
Volcan, Cal.,
Southern Pacific
Volcanic, B. C.,
Kettle Valley Lines
Volcano, Colo.,
Denver, N. W. & Pacific
Volcano, N. M., Denv. & Rio G
Volcano, Pa. Balt. & Ohio
Volcano Junction, W. Va.,
Baltimore & Ohio
Volcour, Mont.,
Great Northern
Volente Wyo., Colo. & South
Volga, N. D., Great Northern
Volga, S. D., North-West. Line
Volga, Tex., Gal. Har. & San A
Volga, W. Va.,
Baltimore & Ohio
Called also Burnersville
Volga City, Ia.,
Chicago, Mil. & St. Paul
Volin, S. D.,
Great Northern (a)
" North-West. Line (b)
(a) and (b) about 300 yards apart
Volland, Kan.,
Chic. Rock Isl. & Pac
Vollentine, Ill.,
Chic. & Ill. M land
Vollmer, Idaho,
Ore. RR. & Nav. Co
Vollmer Log, Wash.,
Northern Pacific
Volta, Cal., South. Pacific
Voltaire, N. D.,
Minn. St. P. & Slt. Ste. M
Vona, Colo., Chic. R. I. & Pac
Vonda, Saskatchewan,
Canadian Northern
Vonore, Tenn.,
Louisville & Nashville
Von Ormy, Tex.,
Internat. & Gt. North
Von Schrader's, Mo., Mo. Pac
Vontrigger, Cal.,
A. T. & S. F., Coast Lines*
Voorhees, N. J., Penna
Voorhees, S. C.,
Atlantic Coast Line
Voorheesville, N. Y.,
Delaware & Hudson (a)
" West Shore (a)
Voorhies, Ill., Wabash
Voorhies, Ia., No. West. Line
Voorhies, Ore.,
Southern Pacific
Vorhies, O., Ohio Riv. & West
Vosburg, Ont., Gd. Trunk (a)
" Wabash (a)
Vosburg, Pa., Lehigh Valley
Vose, Mass., Boston & Maine
Voss, N. D., Northern Pacific
Vossburg, Miss.,
New Orl. & North-east
Votaw, Ore., Southern Pacific
Votaw, Tex.,
Gulf, Colo. & Santa Fe*
Voth, Tex.,
Gulf, Colo. & Santa Fe*
" Texas & New Orleans
Vowinckle, Pa.,
Baltimore & Ohio
Vriesland, Mich.,
Gd. Rap. H. & Chic (El)
" Pere Marquette
Vroman, Neb., Union Pacific
Vroman's, N. Y.,
Schoharie Valley
Vulcan, Ala., Louisv. & Nash
Vulcan, Idaho,
Pacific & Idaho North
Vulcan, Ill., Mobile & Ohio
" St. Louis, Iron Mt. & So
Vulcan, Mich.,
North-Western Line
Vulcan, Mo., St. L. I. Mt. & So
Vulcan, O.,
Toledo, Angola & West
" Toledo Terminal†
Vulcan, Pa., Lehigh Valley
Vulcan, Tenn.,
Nash. Chatt. & St. Louis
Vulcan, Wash.,
Great Northern
Vulcan, W. Va., Balt. & Ohio
Vulcanite, N. J.,
Central of New Jersey
Vulcan Mines, Ala.,
Southern

W

Waasis, N. B., Canadian Pac
Waban, Mass., Boston & Alb
Wabasco, Fla., Fla. E. Coast
Wabaseca, Ark., St. L. So. W
Wabash, Wabash Co., Ind.,
Clev. Cin. Ch. & St. L (a)
" Wabash (b)
(a) and (b) 1 mile apart
Wabash, Neb., Missouri Pac
Wabash, Wash., No. Pacific
Wabasha, Minn., C. M. & St. P
Wabash Interchange, O.,
Baltimore & Ohio
Wabash Junction,
Allen Co., Ind.,
Cin. Ham. & Dayton
Wabash Junction, Ia.,
Burlington Route (a)
" Wabash (a)
Called C. B. & K. C. Junction on Wabash
Wabash Pittsburg Terminal
Connection, O.,
Wab. Pitts. Term (a)
" Wheel. & Lk. Erie (a)
Wabash Subway, Mich.,
Toledo & Western (El)
Wabasseca, Ark.,
St. Louis South-west
Wabasso, Minn.,
North-Western Line
Wabasso Junction, Minn.,
North-Western Line
Wabaunsee, Kan.,
Chicago, Rock Isl. & Pac
Wabene, Wis.,
North-Western Line
Wabigoon, Ont., Can. Pacific
Wabik, Mich.,
Chicago, Mil. & St. Paul
" North-Western Line
Wabos, Ont.,
Algoma Cent. & H. Bay
Wabuska, Nev.,
Nevada & California
Wacahoota, Fla.,
Tampa & Jacksonville
Wachusett, Mass., Bost. & Me
Wacissa, Fla.,
Seaboard Air Line
Waco, Colo.,
Colorado Midland (a)
" Den. & Rio Grande (b)
Called Twin Lakes on C. M
(a) and (b) adjacent

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Waco, Madison Co., Fla.,
Madison Southern †
Waco, —— Co., Fla.,
Atlantic Coast Line
Waco, Ga., Southern
Waco, Mo., Frisco System
Waco, Mont., Northern Pac
Waco, Neb., Burl. Route
Waco, N.C., Seaboard Air L
Waco, Tex.,
Hous. & Tex. Cent (a)
" Internat. & Gt. North (a)
" Mo. Kan. & Texas (b)
" St. L. South-west (a)
" San Ant. & Aran. P (a)
" Texas Central (c)
(a) and (b) 1 block apart
Waco Crossing, Ga.,
Southern
Waco Junction, Tex.,
Internat. & Gt. North
Wacomah, W.Va.,
Chesapeake & Ohio
Waconda, Ore.,
Oregon Electric
Waconda Springs, Kan.,
Missouri Pacific
Waconia, Minn., Minn. & St. L
Wacouta, Minn., Ch. M. & St. P
Waddell, La.,
La. Ry. & Nav. Co
Waddell, Miss.,
Southern in Mississippi
Waddington, N.Y.,
Norwood & St. Lawr
Waddles, Pa.,
Bellefonte Central
Waddy, Ky., Southern
Wade, B.C., Can. Pacific
Wade, Kern Co., Cal.,
Southern Pacific
Wade,
San Bernardino Co., Cal.,
A.T. & S.F., Coast Lines*
Wade, Fla., Atl. Coast Line
Wade, Ga., Ga. & Fla
Wade, Kan., Missouri Pacific
Wade, N.C., Atl. Coast Line
Wade, Pa., Balt. & Ohio
Wade, Tenn.,
Nashville, Chat. & St. L
Wade Gap, Ala., Lv. & Nash
Wadena, Ind., Ch. and E. Ill
Wadena, Ia., Chic. M. & St. P
Wadena, Minn., Gt. No (a)
" Northern Pacific (b)
(a) and (b) about ½ mi. apart
Wadena, Okla., Frisco Sys
Wadena, Sask., Can. North
Wadena Junction, Minn.,
Northern Pacific
Wades, Mich., Gd. Rap. & Ind
Wade's, Mont., North. Pacific
Wadesboro, Fla., Fla. Cent
Wadesboro, N.C.,
Atl. Coast Line (a)
" Seaboard Air Line (a)
Wades Gap, Ala.,
Louisville & Nashville
Wadesville, Ind.,
Evans. & Terre Haute
Wadesville, Va., Balt. & Ohio
Wadeville, N.C.,
Aberdeen & Asheboro
Wadham, Ill., Illinois Cent
Wadham, Mich., Pere Marq
Wadham's, N.Y., Del. & Hud
Wading River, N.Y., Lg. Isl
Wadleigh, Ia., Illinois Cent
Wadley, Ala., Atl. Birm. & Atl
Wadley, Ga., Cent. of Ga (a)
" Louisv. & Wadley (a)
" Wadley Southern (a)
Wadley, La.,
Vicksb. Shrevep. & Pac
Wadley, Mex., Nat. of Mex
Wadley's Crossing, Fla.,
Atlantic Coast Line
Wadoto, Tex.,
San Anton. & Aran. Pass
Wadsock, Okla., Frisco Sys
Wadsworth, Ill., Ch. M. & St. P
Wadsworth, Mass.,
N.Y. New Hav. & Hart
Wadsworth, Mich., Pere Mar
Wadsworth, Nev., So. Pacific
Wadsworth, N.Y.,
Lehigh Valley
Wadsworth, O., Erie (a)
" No. O. T. & L. Co (El) (b)
(a) and (b) about ¼ mi. apart
Wadsworth, Pa.,
Buffalo, Roch. & Pitts
Wadsworth, Tex.,
Gulf, Colo. & Santa Fe*
Wadsworth Junction, N.Y.,
Lehigh Valley (a)
" Pennsylvania (a)
Wadworth's Mill, Ala.,
Louisville & Nashville
Wady Petra, Ill.,
Chic. Rock Isl. & Pac
Waelder, Tex.,
Gal. Har. & San Ant
Wafer, Ark.,
Missouri & North Ark
Wagar, Ala., Southern
Wageners, S.C., Southern
Wagers, Ky., Louisv. & Atl
Waggaman, La.,
Morgan's La. & Texas
" Texas & Pacific
Waggoner, Ill., Illinois Cent
Wagner, Ark.,
Blythev. B. & Miss. Riv †
Wagner, Ind., B. & O. S.W
Wagner, Ia.,
Ft. Dodge, Des M. & So
Wagner, Kan.,
Atch. Top. & Santa Fe
Wagner, Ky., Ches. & Ohio
Wagner, Mich.,
Grand Rapids & Ind
Wagner, Mont., Great North
Wagner, Nev.,
Bullfrog Goldfield (a)
" Las Vegas & Tono (b)
(a) and (b) about 1½ miles apart
Wagner, Mifflin Co., Pa.,
Pennsylvania
Wagner, S.D., Chic. Mil. & St. P
Wagner, Tex.,
Chicago, Rk. Isl. & Gulf
Wagner, W.Va.,
Kanawha & Michigan
Wagner, Wis., Wis. & Mich
Wagners, O.,
Detroit, Tol. & Ironton
Wagner's Point, Md.,
Baltimore & Ohio
Wago, Pa., Pennsylvania
Wagoner, Okla.,
Mo. Kansas & Texas (a)
" Missouri, Okl. & Gulf (b)
" St. L. Iron Mt. & So (c)
(a) and (b) about ¼ mi. apart
(a) and (c) about ¼ mile apart
(b) and (c) adjacent
Wagoner, W.Va., Balt. & O
Wagoner's, Ind., Lk. Erie & W
Wagon Mound, N.M.,
Atch. Top. & Santa Fe
Wagontown, Pa.,
Phila. & Reading
Wagon Wheel, Colo.,
Denver & Rio Grande
Wagon Works, O.,
Lk. Shore & Mich. So (a)
" Michigan Central (a)
Wagon Works Junction, O.,
Michigan Central
Wagram, La., Illinois Cent
Wagram, O., Ohio Electric
Wagram, Okla.,
Chicago, Rk. Isl. & Pac
Wagstaff, Kan., Mo. Pacific
Wahaba, Wyo., N.W. Line
Wahalak, Miss., Mob. & Ohio
Wahanna, Ore.,
Astoria & Columbia Riv
Wahjamega, Mich.,
Michigan Central
Wahkiakus, Wash.,
Spokane, Port. & Seat
Wahl, Wash.,
Bell. Bay & British Col
Wahlville, Pa., Balt. & Ohio
Wahnapitei, Ont., Can. Pac
Wahneta, Pa.,
Newp. & Sher. Valley
Wahnetah, Ala., Lv. & Nash
Wahoo, Neb., Burl. Route (a)
" North-West. Line (b)
" Union Pacific (c)
(b) and (c) about ¼ mi. apart
Wahpeton, N.D.,
Chic. Mil. & St. Paul (a)
" Great Northern (b)
" Northern Pacific (c)
(a) and (b) 2-5 mile apart
(a) and (c) about 1-10 mi. apart
(b) and (c) about ¼ mi. apart
Wahsatch, Utah, Union Pac
Wahtoke, Cal.,
At. T. & S. Fe, Coast L*†
Waldsboro, Va., Norf. & West
Waldfleet, Ont., Gd. Trunk
Wainman's, N.Y.,
Oneon. & Mohawk V (El)
Wainscott, N.Y., Long Isl
Wainville, W. Va., B. & O
Wainwright, Alberta,
Grand Trunk Pacific
Wainwright, Ind.,
Cleve. Cin. Chic. & St. L
Wainwright, Mo.,
Mo. Kansas & Texas
Wainwright, Okla.,
Missouri, Okla. & Gulf
Waites Crossing, N.Y.,
Lk. Shore & Mich. So
Waites Siding, Miss.,
Frisco System
Waitman, Ky.,
Louisv. Hend. & St. L
Waits, Cal., Southern Pacific
Waitsburg, Wash.,
Northern Pacific (a)
" Ore. RR. & Nav. Co (b)
(a) and (b) about ¾ mi. apart
Waitsfield, Fla.,
Atlantic Coast Line
Wait's Junction, Fla.,
Tavares & Gulf
Waitville, Va.,
Norfolk & Western
Wakami, Ont., Can. Pac
Wakarusa, Ind., Wabash
Wakarusa, Kan.,
Atch. Top. & Santa Fe
Wakatomika,
Muskingum Co., O.,
C. A. & C (Penna. Lines)
Wake, N.C.,
Seaboard Air Line
Wakeeney, Kan., Union Pac
Wakefield, Kan., Union Pac
Wakefield, Ky.,
Louisville & Nashville
Wakefield, La.,
Yazoo & Miss. Valley
Wakefield, Md., Western Md
Wakefield, Mass., Bost. & Me
Wakefield, Mich.,
North-Western Line
Wakefield, Neb.,
North-Western Line
Wakefield, N.H., Bost. & Me
Wakefield, N.Y.,
N.Y. Cent. & Hud. Riv
Wakefield, O., Norf. & West
Wakefield, Que., Can. Pac
Wakefield, R.I., Narrag. Pier
Wakefield, Va., Norf. & W (a)
" Surry, Sussex & S (b)
Depots adjacent
Wakefield Centre, Mass.,
Boston & Maine
Wakefield Junction, Mass.,
Boston & Maine
Wake Forest, W. Va.,
Chesapeake & Ohio
Wakelee, Mich., Gd. Trunk
Wakeman, O., Lk. Sh. & M. So
Wakenda, Mo., Wabash
Wakita, Okla., Atch. T. & S. Fe
Wako, Ont., Gd. Trunk Pac
Wakonda, S.D.,
North Western Line
Wakopa, Manitoba,
Canadian Northern
" Great Northern
Wakpala, S.D.,
Chicago, Mil. & Puget Sd
Wakulla, Fla.,
Seaboard Air Line
Wakulla, N.C., Atl. Coast L
Walbert, Pa.,
Philadelphia & Reading
Walbridge, Ky.,
Chesapeake & Ohio
Walbridge, O., Hock. Val (a)
" Pennsylvania Co (a)
" Toledo Terminal†
Walbridge, Wis., No. Pacific
Walbrook, Md., West. Md
Walby, Cal., Southern Pac
Walco, Ark., Chic. R. I. & Pac
" St. Louis, Iron Mt. & So
Walcott, Ia., Ch. Rk. Isl. & Pac
Walcott, Minn., Ch. M. & St. P
Walcott, N.D., Great North
Walcott Wyo.,
Saratoga & Encamp
" Union Pacific
Wald, Ala., Louisv. & Nashv
Wald, Ia., North-West. Line
Waldburg, Ga., Valdosta So
Waldeck, Kan.,
Chic. Rock Isl. & Pac
Waldeck, La.,
Colo. So. N. Orl. & Pac (a)
" La. Ry. & Nav. Co (a)
Waldeck, Sask., Can. Pacific
Waldemar, Ont., Can. Pac
Walden, Ill.,
Chicago, Rk. Isl. & Pac
Walden, N.Y., West Shore
Walden, Ore., Oregon & S. E
Walden, Tex.,
Gulf & Interstate of Tx
Walden, Vt.,
St. Johns & Lk. Cham
Waldent urg, Ark.,
St. Louis South-west
Waldensia, Tenn.,
Tennessee Central
Waldheim, Colo.,
Silverton Northern
Waldheim, Mont.,
Chicago, Mil. & Puget Sd
Waldner, O., Ann Arbor
Waldo, Ala., Atl. Birm. & Atl
Waldo, Ark., St. Louis S. W
Waldo, Cal., No. West. Pac
Waldo, Fla., Seab. Air Line
Waldo, Kan., Union Pacific
Waldo, Me., Maine Central
Waldo, Minn.,
Duluth & Iron Range
Waldo, N.M., Atch. T. & S. Fe
Waldo, N.C., Atl. Coast Line
Waldo, O., Pennsylvania Co
Waldo, Wis., Chic. M. & St. P
*Waldoboro, Me., Maine Cent
Waldo Hills, Ore., So. Pac
Waldon, Ga., Cent. of Ga
Waldon, N.D., Northern Pac
Waldorf, Cal., South. Pacific
Waldorf, Colo.,
Argentine Central
Waldorf, Md., Pennsylvania
Waldorf, Minn.,
Chicago, Mil. & St. Paul
Waldron, Ark.,
Port Arthur Route
Waldron, Ind.,
Cleve. Cin. Chic. & St. L
Waldron, Kan.,
Chic. Rk. Isl. & Pac (a)
" K.C. Mex. & Orient (b)
(a) and (b) about 200 yards apart
Waldron, Mich., Cin. North
Waldron, Mo.,
Burlington Route (a)
" Chic. Rk. Isl. & Pac (a)
Waldron, Sask.,
Grand Trunk Pacific
Waldwick, N.J., Erie
Wales, Me., Maine Central
Wales, Mich., Pere Marq
Wales, Mo., Missouri Pacific
Wales, N.D., Great North
Wales, Ont., Grand Trunk
Wales, Tenn., Louisv. & Nash
Wales, Wis., No. West. Line
Walesboro, Ind.,
Pitts. Cin. Chic. & St. L
Walford, Ia., Chic. M. & St. P
Walford, Ont., Can. Pacific
Walford, Pa., Penna. Co
Walgrove, Cal.,
Los Angeles-Pac (El)
Walhalla, Mich.,
Pere Marquette
Walhalla, N.D., Great North
Walhalla, S.C., Blue Ridge
Walhondling, O., Penna. Co
Walk, Pa., Philipsburg RR
Walker, Ariz., Santa Fe Pac*
Walker, Cal., Pacific Electric
Walker, Colo., Gt. Western
Walker, Dougherty Co., Ga.,
Central of Georgia
Walker, Macon Co., Ill.,
Illinois Central
Walker, Will Co., Ill.,
Elgin, Joliet & Eastern
Walker, Ind.,
St. Jos. Vy. Trac (El)
Walker, Ia.,
Chicago, Rk. Isl. & Pac
Walker, Kan., Union Pacific
Walker, Ky., Chesa. & Ohio
Walker, La., Yazoo & Miss. V
Walker, Md., Pennsylvania
Walker,
Kalamazoo Co., Mich.,
Kal. Lake Shore & Chic
Walker, Kent Co., Mich.,
Gd. Rap. Gd. H. & M (El)
Walker, Cass Co., Minn.,
Great Northern (a)
" Minn. & Internat (b)
(a) and (b) ¾ mile apart
Walker, Polk Co., Minn.,
Northern Pacific
Walker Nev., Southern Pac
Walker, N.Y.,
N.Y. Cent. & Hud. Riv
Walker, Okla.,
Atch. Top. & Santa Fe
Walker, Ont., Canadian Pac
Walker, Fayette Co., Pa.,
Pennsylvania
Walker, S.C., Southern
Walker, S.D.,
Chicago, Mil. & Puget Sd
Walker, Tex., Int. & Gt. No
Walker, Va., Chesa. & Ohio
Walker, Wash.,
Oregon RR. & Nav. Co
Walker, W.Va., Balt. & Ohio
Walker, Wis.,
Green Bay & Western
Walker Park, Ga.,
Gainesville Midland
Walker's, Ark., Frisco Sys
Walkers, Emmet Co., Mich.,
Grand Rapids & Ind
Walker's, Ore., So. Pacific
Walker's, Vernon Co., Mo.,
Missouri, Kansas & Tex
Walkers, Mont., North. Pac
Walker's, N.Y., Silver Lake
Walker's, O., Penna. Co
Walker's, Ont., Mich. Cent
Walker's Creek, Ky.,
Lexington & Eastern
Walker's Creek, Va.,
Norfolk & Western
Walkers Crossing, Fla.,
Atlantic Coast Line
Walkers Crossing, W.Va.,
Baltimore & Ohio
Walker's Cutting, Que.,
Grand Trunk
Walker's Ford, Va.,
Chesapeake & Ohio
Walkers Gap, Ala.,
Louisville & Nashville
Walker's Mill, Ga., Southern
Walker's Mill, Pa.,
Pitts. Cin. Chic. & St. L
Walkers Mills, O.,
Cincin. George. & Ports
Walker's Mountain, Va.,
Virginia & So. West
Walker Springs, Ala.,
Southern
Walker's Spur, La.,
Kansas City Southern
Walkersville, Md., Penna
Walkersville, W. Va.,
Coal & Coke
Walkerton, Ind., B. & O. (a)
" Chic. Ind. & South (b)
" Lake Erie & West (c)
(a) and (b) adjacent,
(a) and (b) 500 yards from (c)
Walkerton, Minn., North. Pac
Walkerton, Ont., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) 1¼ miles apart
Walkertown, N.C.,
Norfolk & Western
Walkerville, Ont.,
Grand Trunk (a)
" Pere Marquette (b)
" Wabash (a)
Depots adjacent
Walkerville Junction, Ont.,
Canadian Pacific (a)
" Pere Marquette (a)
Walkill, Fla.,
Atlantic Coast Line
Walkton, Pa., Chest. Ridge
Wall, S.D., No. West. Line
Wall, Wash., North. Pac
Walla, La., Louisiana & Pac
Wallace, Ala., Lv. & Nash
Wallace, Ark.,
Miss. Riv. Hamb. & W
Wallace, Cal., South. Pacific
Wallace, Dekalb Co., Ga.,
Seaboard Air Line
Wallace, Pulaski Co., Ga.,
Gulf Line
Wallace, Idaho, No. Pac (a)
" Ore. RR. & Nav. Co (b)
(a) and (b) about ¼ mi. apart
Wall ce, Ill., Illinois Cent
Wallace, Kan., Union Pacific
Wallace, Ky., Southern
Wallace, Mich.,
North Western Line
Wallace, Dakota Co., Minn.,
Chicago, Mil. & St. Paul
Wallace, St. Louis Co., Minn.,
Duluth, Missabe & No
Wallace, Mo., Ch. R. I. & Pac
Wallace, Neb., Burl. Route
Wallace, N.Y., D. L. & W (a)
" Erie (b)
(a) and (b) about ¼ mi. apart
Wallace, N.C.,
Atlantic Coast Line
Wallace, N.S., Intercolonial
Wallace, Ore., Ore. Elec
Wallace (1),
Allegheny Co., Pa.,
Baltimore & Ohio
Wallace (2),
Allegheny Co., Pa.,
Pittsburgh & Lake Erie
Wallace, S.D.,
Minneapolis & St. Louis
Wallace, Va., Norf. & West
Wallace, W.Va., Balt. & Ohio
Wallaceburg, Ont.,
Pere Marquette
Wallace City, Pa.,
North Shore
Wallace Junction, Ind.,
Chic. Indianap. & Lv
Wallace Junction, Pa.,
Bessemer & Lk. Erie (a)
" New York, Ch. & St. L (a)
Wallaceton, Pa.,
N.Y. Cent. & Hud. R (a)
" Pennsylvania (b)
(a) and (b) adjacent
Wallaceville, S.C., Southern
Wallagrass, Me.,
Bangor & Aroostook
Walland, Tenn.,
Little River (a)
" Southern (a)
Walla Walla, Wash.,
Northern Pacific (a)
" Ore. RR. & Nav. Co (b)
(a) and (b) about 1 mi. apart
Walla Watta, N.C.,
Norfolk & Southern
Wallbridge, Ont.,
Can. North. Ont
Wall Creek, Ore., South. Pac
Wallon, Manitoba,
Canadian Northern
Walled Lake, Mich., Gd. Tk
Wallen, Ind., Gd. Rap. & Ind
Wallenstein, Ont., Can. Pac
Waller, Tex., Hous. & Tex. C
Waller, Va., Danville & West
Waller's, Ill., Mobile & Ohio
Wallers, Va., Norf. & West
Wallerville, Miss.,
Frisco System
Walley, Tex.,
Texas & New Orleans
Walley Farm, Pa.,
Baltimore & Ohio

Walleys, Ala., Ala. & Miss
Wallfield, Miss.
New Orl. Mobile & Chic
Wallin, Mich., Pere Marq
Walling, Tenn.,
Nash. Chatt. & St. Louis
Walling, Tex.,
Internat. & Gt. North
Wallingford, Ct.,
N. Y. New Hav. & Hart
Wallingford, Ia.,
Chicago, Rk. Isl & Pac
Wallingford, Pa., Penna
Wallingford, Vt., Rutland
Wallington, N. Y.
N. Y. Cent. & Hud. R (a
" Pennsylvania (a)
Wallis, Tex.,
Gulf, Colo. & S. Fe* (a
" San Ant. & Ar. Pass (a
Wallkill, Fla., Atl. Coast Line
Wallkill, N. Y., West Shore
Wall Lake, Ia.,
Illinois Central (a
" North-West. Line (b)
(a) and (b) 1 mile apart
Wall Lake, Minn., No. Pac
Wallman, Md.,
Western Maryland
Wallner, Ind.,
Bedford & Wallner †
Wallner, Pa.,
Philadelphia & Reading
Walloomsac, N. Y., Bost. & Me
Walloon Junc., Mich.,
Grand Rapids & Ind
Walloon Lake, Mich.,
Grand Rapids & Ind
Wallowa, Ore.,
Oregon RR & Nav. Co
Wall's, Miss., Yazoo & Miss. V
Walls, S.C., Atl. Coast Line
Wallsburg, Utah,
Denver & Rio Grande
Wall's Crossing, Ga.,
Central of Georgia
Wallsend, Ky.,
Louisville & Nashville
Walls Ferry, Ark.
St. Louis, Iron Mt. & So
Wall Street, Colo.,
Denver, Boulder & West
Wall Street, Kan.,
Missouri Pacific
Wallula, Kan., Missouri Pac
Wallula, Wash.,
Ore. RR. & Nav. Co
Wallum, Mont., Gt. North
Wallum Lake, R. I.,
N. Y. New Hav. & Hart
Walmore, N. Y.,
N. Y. Cent. & Hud. Riv
Walnut, Cal.,
San Fed. Los Ang. & S. Lk
Walnut, Ill., Burl. Route
Walnut, Ind., L. Erie & West
Walnut, Ia., Chic. R. I. & Pac
Walnut, Kan.,
Atch. Top. & S. Fe (a)
" Mo. Kansas & Tex (b)
(a) and (b) about ½ mi. apart
Walnut, Miss.,
New Orl. Mobile & Chic
Walnut, N. M.,
El Paso & S. W. System
Walnut, Pa., Penna. Co
Walnut Bend, Pa., Penna
Walnut Corner, Ark.,
Cache Valley
Walnut Cove, N. C.,
Norfolk & West (a)
" Southern (b)
(a) and (b) ¼ mile apart
Walnut Creek, Cal., So. Pac
Walnut Glen, Cal.,
Los Angeles-Pacific (El)
Walnut Grove, Ill.,
Burlington Route
Walnut Grove, Ind.
Chicago and East. Ill
Walnut Grove, Minn.,
North-Western Line
Walnut Grove, Mo.,
Frisco System (a
" Kan. City, Clin. & Spr (a
Walnut Grove, N. Y.,
Oneon. & Mohawk V (El)
Walnut Hill, Ill., Southern
Walnut Hill, Ky.,
Chesapeake & Ohio
Walnut Hill Me., Maine Cent
Walnut Hill,
Middlesex Co., Mass.,
Boston & Maine
Walnut Hill,
Norfolk Co., Mass.,
N. Y. New Hav. & Hart
Walnut Hill, Neb., Mo. Pac
Walnut Hill,
Fayette Co., Pa.,
Pennsylvania
Walnut Hill,
Montgomery Co., Pa.,
Phila. Newtown & N. Y
Walnut Hills, O.,
Norfolk & Western
Walnut Lake, Ark.,
St. Louis, Iron Mt. & So
Walnut Level, Ind.,
Pitts. Cin. Chic. & St. L
Walnutport, Pa.,
Central of New Jersey
See Slatington, Pa
Walnut Prairie, Ill.,
Cleve. Cin. Chic. & St. L
Walnut Ridge, Ark.,
Frisco System (a)
" St. L. Iron Mt. & So (b)
(a) and (b) ¼ mile apart
Walnut Springs, Tex.,
Texas Central
Walong, Cal., South. Pacific
Walpole, Sask., Can. Pac
Walpole, Mass.,
N. Y. New Hav. & Hart
Walpole, N. H., Bost. & Maine
Walpole Heights, Mass.,
N. Y. New Hav. & Hart
Walpole Junction, Mass.,
N. Y. New Hav. & Hart
Walsall, Pa., Balt. & Ohio
Walsburg, Kan., Union Pac
Walsenburg, Colo.,
Colo. & Southern (a)
" Denver & Rio Gr (b)
(a) and (b) 300 yards apart
Walsenburg Junction, Colo.,
Colo. & Southern (a)
" Denver & Rio Gr (b)
Walsers, O., Balt. & Ohio
Walsey, Md.,
Maryland, Del. & Va
Walsh, Alberta, Can. Pac
Walsh, Ill., Illinois Southern
Walsh, La.,
Yazoo & Miss. Valley
Walsh, Mich.,
Duluth, So. Shore & Atl
Walsh, Miss.,
Yazoo & Miss. Valley
Walsh, Ont., Grand Trunk
Walsh, Wis., Wis. & Mich
Walshville, Ill.,
Burlington Route
Walstonburg, N. C.,
Norfolk & Southern
Walstons, Md.,
Baltimore, Ches. & Atl
Walter, La.,
Morgan's La. & Texas
Walter, N. C., Atl. Coast Line
Walter, Okla.
Chicago, Rk. Isl. & Pac
Walterboro, S. C.,
Atlantic Coast Line
Walters, Ark.,
Blythe. Leach. & Ark. So
Walters, Fla., Atl. Coast Line
Walters, Kan., Mo. Pacific
Walters, Minn.,
Chicago, Rk. Isl. & Pac
Walters, Nev., Nevada Cent
Waltersburg, Pa., Penna
Walter's (Lower Mill), Pa.,
Lehigh Valley
Walter's (Upper Mill), Pa.,
Pennsylvania
Waltertown, Ga.,
Atlanta, Birm. & Atl
Walthall, Cal., So. Pacific
Walthall, Va., Atl. Coast L
Waltham, Mass., Boston & M
Waltham, Minn., Chic. Gt. W
Waltham, Que., Can. Pac
Waltham Highlands, Mass.,
Boston & Maine
Walthill, Neb., Burl. Route
Walthour, Pa., Penna
Walthourville, Ga.,
Atlantic Coast Line
Waltman, Wyo., No. West. L
Walton, Fla., Fla. East Coast
Walton, Ill., Burl. Route
Walton, Cass Co., Ind.,
Pitts. Cin. Ch. c. & St. L
Walton, Dearborn Co., Ind.,
Balt. & Ohio So. West
Walton, Parke Co., Ind.,
Central Indiana
Walton, Kan., Atch. T. & S. F
Walton, Ky.,
Cin. N. Orl. & Tex. P (a)
" Louisv. & Nashville (b)
(a) and (b) ¼ mile apart
Walton, Mich.,
Manistee & North-East
Walton, Miss.,
Yazoo & Miss. Valley
Walton, Neb., Missouri Pac
Walton, N. Y., N. Y. Ont. & W
Walton, Ont., Can. Pac
Walton, Clearfield Co., Pa.,
N. Y. Cent. & Hud. Riv
Walton, Potter Co., Pa.,
Buffalo & Susquehanna
Walton, Tex., Mo. Kan. & Tex
Walton, Utah,
San Ped. Los Ang. & S. Lk
Walton Va., Norfolk & West
Walton, W. Va., Ches. & Ohio
Walton, Wis., Wis. & Mich
Walton Junction, Mich.,
Grand Rapids & Ind
Waltonville, Ill.,
Burlington Route (a)
" Wabash, Chest. & W (b)
(a) and (b) about ¼ mi. apart
Waltonville, Pa.,
Brownstone & Mid
Waltz, Mich., Pere Marq
Waltz, Pa., Pennsylvania
Walum, N. D. North. Pacific
Walville, Wash., North. Pac
Walworth, N. Y.,
N. Y. Cent. & Hud. Riv
Walworth Wis.,
Chicago, Mil. & St. P (a)
" No. West. Line (El) (a) (b
Wamego, Kan., Union Pac
Wamego, Ky.,
Louisville & Nashville
Wamesit, Mass., Bost. & Me
Wampsville, N. Y.,
N. Y. Cent. & Hud. R (a
" West Shore (a
Wampum, Man., Can. North
Wampum, Mass.,
N. Y. New Hav. & Hart
Wampum, Pa.
Pennsylvania Co (a
" Pitts. & Lake Erie (a
Wampum Junction, Pa.,
Pennsylvania Co
Wamsutter, Wyo., Un. Pac
Wanakah, N. Y.,
Lk. Shore & Mich. So (a
" Pennsylvania (a
Wanakena, N. Y.,
Cranberry Lake
Wanamaker, Pa.,
Phila. & Reading
Wanamaker's Ranch, Colo.
Colorado & Southern
Wanamie, Pa., Cent. of N.
Wanamingo, Minn.,
Chicago, Mil. & St. Paul
Wananish, N. C.,
Atlantic Coast Line
Wanapitei, Ont., Can. Pacific
Wanaque, N. J., Erie
Wanatah, Ind.,
Chicago, Ind. & Lv (a
" Pennsylvania Co (b
(a) and (b) ½ mile apart
Wanda, Cal., South. Pacific
Wanda, Ga., Southern
Wanda, Ill., Illinois Term
Wanda, Ky., Louisv. & Nash
Wanda, Minn.,
North-Western Line
Wanda, Tex., St. Louis S. W
Waneta, B. C., Great North
Waneta, Ia., Chic. Mil. & St. P
Wanette, Okla.,
Atch. Top. & Santa Fe
Wangamin, Pa., Erie
Wanilla, Miss.,
Mississippi Central
" New Orl. Great North
Wanklyn, B. C., Can. Pac
Wanless, Ky., Ill. Cent
Wanless,
Pocahontas Co., W. Va.,
Chesapeake & Ohio
Wanless, Ritchie Co., W. Va.,
Cairo & Kanawha
Wann, Ill., Burl. Route (a)
" Chicago & Alton (a)
" Cleve. Cin. Ch. & St. L (a
Wann, Mich.,
Wisconsin & Michigan
Wann, Neb., Burl. Route
Wann, Okla., Mo. Kan. & Tex
Wannee, Fla.,
Seaboard Air Line
Wanship, Utah, Union Pac
Wanstead, Ont., Gd. Trunk
Wantage, N. J.,
Lehigh & New England
Wantagh, N. Y., Long Island
Wantland, Tex.,
Pecos Val. & North. ast
Wantmore Junction, Tex.,
Texas & New Orleans
Wanup, Ont., Can. Pac
Wapakoneta, O.,
Cin. Ham. & Dayton (a
" Toledo & Ohio Cent (b)
" Western Ohio (El) (c)
(a) and (b) about ¼ mi. apar
(c) about 2-5 mile from (a)
and (b)
Wapano, Mich.,
Detroit Southern
Wapanucka, Okla.,
Chicago, Rk. Isl. & Pac
" Missouri, Okla. & Gulf
Wapato, Ore., South. Pacific
Wapato, Wash., North. Pac
Wapella, Ill., Illinois Cent
Wapella, Sask., Can. Pacific
Wapello, Ia.,
Chic. Rk. Isl. & Pac (a
" Muscatine No. & So (b
(a) and (b) ½ mile apart
Wapi, Idaho, Oregon Sh. Line
Waples, Tex., Frisco System
Wapocomo, W. Va.
Baltimore & Ohio
Wappapello, Mo.,
Frisco System
Wappoo, S. C., Atl. Coast Line
Wapske, N. B.,
Canadian Pacific
Wapta, B. C., Canadian Pac
Wapwallopen, Pa., Penna
War, W. Va., Norfolk & West
Warbasse, N. J.,
N. Y. Susq. & Western
Warble, Pa., Tuscarora Val
Ward, Lonoke Co., Ark.,
St. Louis, Iron Mt. & So
Ward, Sebastian Co., Ark.,
Frisco System
Ward, Colo.,
Denver, Boulder & West
Ward, Ill., Chic. Ind. & South
Ward, Manitoba, Can. Pac
Ward, Md., Balt. & Ohio
Ward, Mich.,
Escanaba & Lake Sup
Ward, Mo., Missouri Pacific
Ward, Okla., Mo. Kan. & Tex
Ward, S. C., Southern
Ward, S. D., Chic. Rk. Isl. & P
Ward, Hickman Co., Tenn.,
Nashv. Chat. & St. L
Ward, White Co., Tenn.,
Nashv. Chat. & St. L
Ward, Va., Virginian
Wardell, Mo., Frisco System
Warden, Mo., Frisco System
Warden, O., Wheel. & Lk. E
Warden, Que., Can. Pacific
Warden, Wash.,
Chic. Mil. & Puget Sd
Wardens, Va., Norf. & West
Ward Hill, Mass., Bost. & Me
Wardner, B. C., Can. Pacific
Wardner, Idaho, No. Pac (a)
" Ore. RR. & Nav. Co (a)
Wards, Douglas Co., Ga.,
Southern
Wards, Jeff Davis Co., Ga.,
Georgia & Florida
Wards, Mich.,
East Jordan & South
Ward's, Mont., North. Pac
Ward's, N. C.,
Atlantic Coast Line
Wards, O., N. Y. Chic. & St. L
Wards, Henderson Co., Tenn.,
Nashv. Chat. & St. L
Ward's, Va., Norf. & Western
Wardsboro, Vt., Central Vt
Wards Crossing, O.,
Pennsylvania Co
Ward Springs, Minn.,
Northern Pacific
Ward Springs, Va.,
Southern
Wardville, Ia.,
Arkansas, La. & Gulf
" New Orleans & No. West
Wardville, Okla.,
Chicago, Rk. Isl. & Pac
Ware, Cal., San Diego So
Ware, Ill. Illinois Central
" Missouri Pacific
Ware, Ia., Chic. R. I. & Pacific
Ware, Mass., Bost. & Alb (a)
Boston & Maine (a
Ware, Okla.,
Chicago, Rk. Isl. & Pac
Ware, Tex.,
Ft. Worth & Denver City
War Eagle, W. Va.,
Norfolk & Western
Wareham, Mass.,
N. Y. New Hav. & Hart
Wareham, Neb.,
Burlington Route
Warehouse Point, Ct.,
N. Y. New Hav. & Hart
Waren, Ashley Co., Ark.,
Miss. Riv. Hamb. & W
Ware's, Ala., Louisv. & Nash
Wares, Kan., Mo. Pacific
Waresboro, Ga.,
Atlantic Coast Line
Ware's Crossing, Ky.,
Lexington & Eastern
Ware Shoals, S. C., Southern
" Ware Shoals
Waretown, N. J., C. of N. J (a
" Tuckerton (b)
(a) and (b) 1 mile apart
Warfield, B. C., Can. Pacific
Warfield, Cal., So. Pacific
Warfield, Md., Balt. & Ohio
Warfield, Tex., Texas & Pac
Warfield, Va., Seab. Air Line
Warford, O.,
Pitts. Cin. Chic. & St. L
Waring, Whitfield Co., Ga.
Southern
Waring, Kan., Mo. Pacific
Waring, Md. Balt & Ohio
Waring, Tex., San A. & Ar. P
Warings, Morgan Co., Ga.
Georgia Northern
Warland, Mont., Great North
Warman, Saskatchewan
Canadian Northern
Warmeta, Cal., So. Pacific
Warminster, Va., Ches. & O
Warm River, Idaho,
Oregon Short Line
Warm Springs, Cal.,
So. Pacific
Warm Springs, Ga.,
Atl. Birm. & At (a) (b)
" Southern (c)
(a) and (b) 6-10 mile apart
(c) called Bullochville
Warm Springs, Mont.,
Northern Pacific
Warm Springs, Nev.,
Nevada Northern
Warnell Junction, Fla.,
Seaboard Air Line
Warner, Ala., Southern
Warner, Alberta,
Alberta Ry. & Irrig. Co
Warner, Ill., Burl. Route
Warner, Mich.,
Lk. Shore & Mich. So (a)
" Michigan Central (b)
" Pere Marquette
Warner, Minn., N. W. Line
Warner, N. H., Bost & Maine
Warner, N. D., North. Pacific
Warner, O., Penna. Co
Warner, Okla., Midland Val
Warner, Pa., Pennsylvania
Warner, S. D., Chic. M. & St. P
Warner, Tenn.,
Nash. Chatt. & St. Louis
Warner Junction, Okla.,
Missouri, Kan. & Texas
Warners, Jefferson Co., Ala.,
Southern
Warner's,
Chautauqua Co., N. Y.,
Jamest. Chaut. & Lk. E
Warners,
Onondaga Co., N. Y.,
N. Y. Cent. & Hud. R (a)
" West Shore (b)
(a) and (b) 300 yards apart
Warner's Siding, Wis.,
Stanley, Merrill & Phil
Warnerton, La.,
Kentwood & East (a)
" New Orl. Gt. North (b)
(a) and (b) ½ mile apart
Warnerville, Cal.,
Sierra of California
Warnerville, Neb., Un. Pac
Warnick, Wash.,
Bellingham Bay & B. C
Warnock, Ill.,
St. Louis, Iron Mt. & So
Warnock, O., Balt. & Ohio
Warnock's, W. Va.,
Western Maryland
Warren, Ariz.,
El Paso & S. W. System
Warren, Bradley Co., Ark.,
St. Louis, Iron Mt. & So
" Warren & Ouachita Val
" Warren, J. & Saline Riv †
Warren, Cal.,
Southern Pacific
Warren, Colo., Union Pacific
Warren, Ill.,
Chicago, Mil. & St. P (a)
" Illinois Central (a)
Warren,
Huntington Co., Ind.,
Toledo, St. L. & Western
Warren, Lee Co., Ia.,
Burlington Route
Warren, Knox Co., Me.,
Georges Val (a)
Maine Central (a)
Warren, Manitoba,
Canadian Northern
Warren, Mass.,
Boston & Albany
Warren, Mich., Mich. Cent
Warren, Minn., Gt. North (a)
" Minn. St. P. & S. S. M (b)
(a) and (b) about ¼ mi. apart
Warren, N. H. Boston & Me
Warren, N. J., Pennsylvania
Warren, O., Balt. & Ohio (a)
" Erie (b)
" Pennsylvania Co (c)
(a) and (b) adjacent
(c) about ¾ mile from (a)
and (b)
Warren, Ont., Can. Pacific
Warren, Columbia Co., Ore.,
Astoria & Col. River (a)
" Northern Pacific (a)
Warren, Umatilla Co., Ore.,
Washington & Col. Riv
Warren, Pa.,
Dunk. Al. Val. & Pitts (a)
" Pennsylvania (b)
(a) and (b) about ½ mi. apart
Warren, R. I., N. Y. N. H. & H
Warren, Tenn.,
Nashville, Chatt. & St. L
Warren, Tex., Tex. & N. Orl (a
" Warren & Cors. Pac (a)
Warren, Va., Ches. & Ohio
Warren, W. Va., Balt. & Ohio
Warren, Wis.,
North-Western Line
Warren Creek, Cal.,
Arcata & Mad River
Warren Junction, Ill.,
Elgin, Joliet & Eastern
Warren Paper Mills, N. J.,
Lehigh Valley
Warren Plains, N. C.,
Seaboard Air Line
" Warrenton
Warren Point, N. J., Erie
Warrensburg, Ill.,
Illinois Central
Warrensburg, Mo., Mo. Pac
Warren's Mill, Ga.,
Georgia, Florida & Ala
Warrenton, Ala., Louv. & Nash
Warrenton, Ga., Georgia

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Warrenton, Ill.
Chicago, Mil. & St. Paul
Warrenton, Miss.,
Yazoo & Miss. Valley
Warrenton, Mo., Wabash
Warrenton, N.C.,
Warrenton
Warrenton, O., Penna. Co (a)
" Wheeling & Lake E (b)
(a) and (b) 1,300 feet apart
Warrenton, Ore.,
Astoria & Col. River
Warrenton, Va., Southern
Warrenville, S.C.,
Southern
Warrington, Ill.,
Cin. Ham. & Dayton
Warrington, N.J.,
N.Y. Susq. & Western
Warrington, O.,
Wheeling & Lake Erie
Warrior, Ala., Lv. & Nash
Warrior, Ariz.,
Gila Valley, Globe & No
Warrior, N.C.,
Carolina & North-west
Warrior Ridge, Pa., Penna
Warrior Road, Ala.,
Southern
Warrior Run,
Luzerne Co., Pa.,
Cent. of New Jersey (a)
" Lehigh Valley (b)
(a) and (b) ¼ mile apart
Warrior Run,
Northumberla'd Co., Pa.
Susq. Bloomsb. & Ber
Warrior's Mark, Pa., Penna
Warroad, Minn.,
Canadian Northern (a)
" Great Northern (b)
(a) and (b) 266 yards apart
Warsaw, Ill., Tol. Peo. & West
Warsaw, Ind.,
Clev. Cin. Ch. & St. L (a)
" Pennsylvania Co (b)
(a) and (b) about ½ mile apart
Warsaw, Minn.,
Chicago Great Western
Warsaw, Miss.,
Southern in Mississippi
" Yazoo & Miss. Valley
Warsaw, Mo., Missouri Pac
Warsaw, N.Y.,
Buff. Roch. & Pitts (a)
" Erie (b)
(a) and (b) 1⅜ miles apart
Warsaw, N.C., Atl. Coast L
Warsaw, Tex.,
St. Louis South-west
Warsaw Junction, O.,
C. A. & C (Penna. L) (a)
" Pitts. Cin. C. & St. L (b)
Warthen, Ga.,
Augusta Southern
Wartrace, Tenn.,
Nashville, Chatt. & St. L
Warwick, Colo.,
Atch. Top. & Santa Fe
Warwick, Ga., Alb. & North
Warwick, Ind., Mich. Cent
Warwick, Kan., Mo. Pacific
Warwick, La., Illinois Cent
Warwick, N.Y.,
Lehigh & Hudson Riv
Warwick, N.D.,
Great Northern
Warwick, O., Balt. & Ohio (a)
" C. A. & C (Penna. L) (b)
Warwick, Okla.,
Fort Smith & West (a)
" Frisco System (b)
Warwick, Chester Co., Pa.,
Phila. & Reading
Warwick, Que., Gd. Trunk
Warwick, Tenn., Southern
Warwick, Tex.,
Gal. Har. & San Ant
Warwick, Wash.,
Spokane, Port. & Seattle
Warwick Junction, Okla.,
Frisco System
Warwick Villa, Ky.,
Louisville & Nashville
Warwick Woodlands Hotel,
N.Y., Erie
Wasatch, Utah,
Denver & Rio Grande
Wasco, Cal.,
A.T. & S.F., Coast Lines
Wasco, Ill., Chicago Gt. West
Wasco, Ore.,
Oregon RR. & Nav. Co
Wascott, Wis., N.W. Line
Waseca, Minn.,
Minn. & St. Louis (a)
" North-West. Line (a)
Waseca, Saskatchewan,
Canadian Northern
Wasepi, Mich.,
Grand Rapids & Ind (a)
" Michigan Central (b)
Connect at Junction
Wasey, La., Kan. City South
Washacum, Mass.,
N.Y. New Hav. & Hart

Washademoak, N.B.,
New Brunswick
Washago, Ont.,
Can. North. Ontario (a)
" Grand Trunk (b)
(a) and (b) about ½ mi. apart
Washakie, Utah,
Oregon Short Line
Washburn, Ill., Chic. & Alton
Washburn, Ia.,
Chicago, Rk. Isl. & Pac
Washburn, Mo., Frisco Sys
" Missouri & No. Ark
Washburn, N.Y., Penna
Washburn, N.C., Southern
Washburn, N.D.,
Minn. St. P. & S. Ste. M
Washburn, Tenn., Southern
Washburn,
Armstrong Co., Tex.,
Ft. Worth & Denv. C
Washburn, Polk Co., Tex.,
Houston, E. & W. Tex
Washburn, Wis.,
Northern Pacific (a)
" North-West. Line (b)
(a) and (b) 1 mile apart
Washburnes Mill, Fla.,
Atlantic Coast Line
Washington, Ark., Ark. & La
Washington, Colo.,
Union Pacific
Washington, Ct.,
N.Y. New Hav. & Hart
Washington, D.C.,
Baltimore & Ohio (a)
" Chesapeake & Ohio (a)
" Pennsylvania (a)
" Southern (a)
" Wash. Alex. & Mt. V. R (b)
" Wash. Balt. & Annap. El
" Washington South (a)
(a) and (b) about 1¼ miles apart
Washington, Ga., Georgia
Washington, Ill.,
Atch. Top. & S. Fe (a)
" Chicago & Alton (b)
" Tol. Peoria & West (b)
(a) and (b) ¾ mile apart
Washington, Ind.,
Balt. & Ohio So. W (a)
" Evansv. & Indianap (b)
(a) and (b) ½ mile apart
Washington, Ia.,
Burlington Route (a)
" Chicago, Mil. & St. P (b)
" Chic. Rk. Isl. & Pac (c)
(a) and (b) about ¼ mi. apart
(a) and (c) about ⅓ mi. apart
(b) and (c) about ⅓ mi. apart
Washington,
Washington Co., Kan.,
Burlington Route (a)
" Missouri Pacific (b)
(a) and (b) 1 mile apart
Washington, Ky. Ill. Cent
Washington, La.,
Morgan's La. & Texas
Washington, Mass.,
Boston & Albany
Washington, Mich., Gd. Tk
Washington, Miss.,
Mississippi Central
Washington,
Franklin Co., Mo.,
Missouri Pacific
Washington, Neb.,
North-Western Line
Washington, N.J.,
Delaware, Lack. & West
Washington, N.C.,
Atlantic Coast Line (a)
" Norfolk & Southern (b)
" Wash. & Vandemere (a)
(a) and (b) about ½ mile apart
Washington, Fayette Co., O.,
Baltimore & Ohio (a)
" C. & M.V. (Penna. L) (b)
" Cin. Ham. & Day (a)(c)
" Detroit, Tol. & Ir (a)(d)
Called Washington C.H. on B. & O. and D. T. & I
(a) and (b) ½ mile apart
(a) and (c) 2-10 mile apart
(a) and (d) 2-10 mile apart
Washington, Jackson Co., O.,
Balt. & Ohio Southwest
Washington, Okla.,
Oklahoma Central
Washington,
Washington Co., Pa.,
Baltimore & Ohio (a)
" Pitts. Cin. Ch. & St. L (b)
" Waynes. & Wash (b)
(a) and (b) about ¾ mi. apart
Washington, R.I.,
N.Y. New Hav. & Hart
Washington,
Wood Co., W.Va.,
Baltimore & Ohio
Wash. & Col. Riv. Crossing,
Wash., O.R.R. & Nav. Co
W. & O. Junction, Va.,
Phila. Balt. & Wash
W. & V. Junction, N.C.,
Wash. & Vandemere
Washington Borough,
Lancaster Co., Pa.,
Pennsylvania

Washington College, Tenn.,
Southern
Washington C.H., O.,
Balt. & Ohio S.W (a)
" C. & M.V (Penna. L) (b)
" Cin. Ham. & Day (a)(c)
" Detroit, Tol. & Ir (a)(d)
Called Washington on C. & M. V. and C. H. & D
(a) and (b) ½ mile apart
(a) and (c) 2-10 mile apart
(a) and (d) 2-10 mile apart
Washington Crossing, N.J.,
Pennsylvania
Washington Fair Grounds,
Pa., Penna Co
Washington Grove, Md.,
Baltimore & Ohio
Washington Heights, Ill.,
Chic. Rk. Isl. & Pac (a)
" Pitts. Cin. Ch. & St. L (a)
Washington Junction, Me.,
Maine Central (a)
" Wash. County (a)
Washington Junction, Md.,
Baltimore & Ohio
Washington Lane, Pa.,
Phila. & Reading
Washington Mills, Ia.,
Chicago, Mil. & St. Paul
Washington Mills, N.Y.,
Delaware, Lack. & West
Washington Mine, Colo.,
Union Pacific
Washington's Crossing, N.J.,
Pennsylvania
Washington Valley, N.J.,
New Jersey & Penna
Washingtonville,
Orange Co., N.Y.,
Erie
Washingtonville, O., Erie (a)
" Youngst. & Ohio Riv (a)
Wasnita, Ark., Arkansas S.W
Washita Junction, Okla.,
Chic. Rk. Isl. & Pac (a)
" Frisco System (a)
" K. City, Mex. & Orient (b)
(a) and (b) about 1 mi. apart
Called Clinton on C. R. I. & P and K. C. M. & O
Washoe City, Nev.,
Virginia & Truckee
Washoe, Ore., Ore. Short L
Washougal, Wash.,
Spokane, Port. & Seat
Washta, Ia., Illinois Central
Washtucna, Wash.,
Oregon RR. & Nav. Co
" Spokane, Port. & Seat
Wasioja, Minn., Chic. Gt. W
Wasioto, Ky., Lv. & Nash
Waskada, Manitoba,
Canadian Pacific
Waskas, Minn.,
Min. St. P. & Slt. Ste. M
Waskaso, Alberta, Can. Pac
Waskom, Tex.,
Missouri, Kan. & Tex (a)
" Texas & Pacific (b)
(a) and (b) ¼ mile apart
Wason, Colo., Denv. & Rio G
Wassaic, N.Y.,
N.Y. Cent. & Hud. Riv
Wasset, Va., Southern
Wasseta, Okla.,
Missouri, Kan. & Tex
Wasta, S.D.,
North-Western Line
Wastella, Tex.,
Roscoe, Snyder & Pac
Watab, Minn., North. Pacific
Wataga, Ga.,
Atlantic Coast Line
Wataga, Ill., Burl. Route (a)
" Galesburg & Gt. East (a)
Wataga, Mont., North. Pac
Watauga, Ky., Lex. & East
Watauga, S.D.,
Chic. Mil. & Puget Sd
Watauga, Tenn., Southern
Watauga, Tex.,
Mo. Kansas & Tex (a)
" Texas Pacific (a)
Watauga, Va.,
Virginia-Carolina
Watauga Point, Tenn.,
East Tenn. & West. N.C
Watch Factory, Ill.,
North-Western Line
Waterboro, Me., Bost. & Me
Waterboro, N.Y., Erie
Waterbury, Ct.,
N.Y. N.H. & H. (a)(b)(c)
(a) and (b) ½ mile apart
(a) and (c) about ¾ mi. apart
(b) and (c) about ¾ mi. apart
Waterbury, Md.,
Wash. Balt. & Annap. El
Waterbury, Neb., Burl. Route
Waterbury, Vt., Central Vt
Waterbury, Wis.,
Green Bay & Western
Water Canon, N.M.,
Atch. Top. & Santa Fe

Waterdown, Ont.,
Canadian Pacific †
" Grand Trunk
Wateree, S.C., Southern
Wateree Bridge, S.C.,
Atlantic Coast Line
Waterfall, Ont.,
Can. North. Ont
Waterfall, Wyo., Oregon S.L
Waterford, Ala.,
Atlantic Coast Line
Waterford, Cal., So. Pacific
Waterford, Ct., (1)
New London Co.,
Central Vermont
Waterford, Ct., (2)
New London Co.,
N.Y. New Hav. & Hart
Waterford, La., Texas & Pac
Waterford, Mich., Gd. Trunk
Waterford, Minn.,
Chicago Great West (a)
" Chic. Milw. & St. P (b)
(a) and (b) 100 yards apart
Waterford, Miss., Ill. Cent
Waterford, N.J., Penna
Waterford, N.Y.,
Delaware & Hudson
Waterford, N.C., Southern
Waterford, O., Balt. & Ohio
Waterford, Ont.,
Michigan Central (a)
" Toronto, Ham. & Buf (a)
Waterford, Pa., Penna
Waterford Bridge, N.F.,
Reid Newfoundland
Waterford Junction, Ont.,
Toronto, Ham. & Buf
Water Gap, Pa., D.L. & W (a)
" N.Y. Susq. & West (b)
Called both Water Gap and Delaware Water Gap on N.Y.S. & W
(a) and (b) about ¾ mi. apart
Water Lick, Va., Southern
Waterloo, B.C., Can. Pacific
Waterloo, Ill., Mobile & Ohio
Waterloo, Ind., Lk. Sh. & M.S
Waterloo, Ia.,
Chicago Gt. West (a)
" Chic. Rk. Isl. & Pac (a)
" Illinois Central
" Waterloo, Cedar F. & N
Waterloo, Mo., Missouri Pac
Waterloo, Mont., No. Pacific
Waterloo, Neb., Union Pac
Waterloo, N.H., Boston & Me
Waterloo, N.J., Del. Lack. & W
Waterloo, N.Y., Lehigh V (a)
" N.Y. C. & Hud. Riv (b)
(a) and (b) 3-8 mile apart
Waterloo, N.S.,
Halifax & Southwest
Waterloo, Okla.,
Atch. Top. & Santa Fe
Waterloo, Ont.,
Gait, Preston & Hesp †
" Grand Trunk
Waterloo, Pa.,
Tuscarora Valley
Waterloo, Que.,
Canadian Pacific (a)
" Central Vermont (b)
(a) and (b) ¾ mile apart
Waterloo, S.C.,
Charleston & West. Car
Waterloo, Va.,
Washington Southern
Waterloo, Wash.,
Northern Pacific
Waterloo, Wis.,
Chicago, Mil. & St. Paul
Waterman, Ill., Burl. Route
Waterman, Ore.,
Northern Pacific
Waterman Siding, Ia.,
North-Western Line
Watermill, N. Y., Long Isl
Waterport, N.Y.,
N.Y. Cent. & Hud. Riv
Waterproof, La.,
St. L. Iron Mt. & South
Water Purification Wks., O.,
Toledo, St. L. & Western
Waters, Colo., Mid. Term
Waters, Ga.,
Sylvania & Girard
Waters, Mich., Mich. Central
Waterson, Ark.,
Chicago, Rk. Isl. & Pac
Water Shute, N.F.,
Reid Newfoundland
Watersmeet, Mich.,
North-Western Line
Waterson, Pa.,
" Pitts. Summerv. & Clar
Waters River, Mass.,
Boston & Maine
Water Station, Pa., Pb. & R
Watersville, Md.,
Baltimore & Ohio
Watersville Junction, Md.,
Baltimore & Ohio
Watertown, Ct.,
N.Y. New Hav. & H

Watertown, Fla.,
Seaboard Air Line
Watertown, Ill.,
Burlington Route (a)
" Chic. Mil. & St. P (b)
(a) and (b) 1 mile apart
Watertown, Mass.,
Boston & Maine
Watertown, Neb., Un. Pac
Watertown, N.Y.,
N.Y. Cent. & Hud. Riv
Watertown, S.D.,
Chic. Rk. Isl. & Pac (a)
" Great Northern (b)
" Minneapolis & St. L (a)
" North-West. Line (c)
" South Dakota Cent (b)
(a) and (c) about 200 yds. apart
(b) and (c) about 1 mile apart
Watertown, Tenn.,
Tennessee Central
Watertown, Wis.,
Chicago, Mil. & St. P (a)
" North-West. Line (b)
(a) and (b) 500 yards apart
Watertown Hospital, Ill.,
Burlington Route
Watertown Junction, N.Y.,
N.Y. Cent. & Hud. Riv
Watertown Junc., Wis.,
Chicago, Mil. & St. P (a)
" North-West. Line (b)
Watervale, Colo.,
Colorado & Southern
Watervale, Md., Md. & Penna
Water Valley, Ky., Ill. Cent
Water Valley, Miss., Ill. Cent
Water Valley, N.Y., Erie
Waterville, Ct.,
N.Y. New Hav. & Hart
Waterville, Ia., Ch. R. & St. P
Waterville, Kan., Mo. Pacific
Waterville, Me., Maine Cent
Waterville, Mass., Bost. & Alb
Waterville, Minn.,
Chicago Great West (a)
" Minn. & St. Louis (b)
(a) and (b) about ½ mi. apart
Waterville, N.Y., Del. L. & W
Waterville, N.C.,
Tennessee & No. Car
Waterville, N.S., Dom. Atl
Waterville, O.,
Ohio Electric (a)
" Toledo, St. L. & West (b)
(a) and (b) 200 yards apart
Waterville, Pa.,
N.Y. Cent. & Hud. Riv
Waterville, Que., Gd. Trunk
Waterville Junction, Me.,
Maine Central
Watervliet, Mich.,
Pere Marquette
Watervliet, N.Y., Del. & Hud
Water Witch, N.J.,
Central of New Jersey
Water Works, Ill.,
Chicago, Peoria & St. L
Water Works, Ia.,
Davenp. Rk. Isl. & N. W
Water Works,
Campbell Co., Ky.,
Chesapeake & Ohio
Water Works,
Jefferson Co., Ky.,
Louisville & Nashville
Water Works, Wash.,
Coeur d'Alene & Spok
Watford, Ont., Gd. Trunk
Watha, N.C., Atl. Coast Line
Wathen, Ky., Illinois Central
Wathen, Tex.,
Sherm. Shreve. & South
Wathena, Kan.,
Chic. Rk. Isl. & Pac (a)
" St. Joseph & Gd. Isl (a)
Watheys, O.,
Lk. E. Alliance & Wheel
Watkins, Cal.,
Southern Pacific
Watkins, Colo., Union Pac
Watkins, Ill., C. C. C. & St. L
Watkins, Ia., No. West. Line
Watkins, Mich., Lk. Sh. & M. S
Watkins, Minn.,
Minn. St. P. & Slt. Ste. M
Watkins, Schuyler Co., N.Y.,
N.Y. Cent. & Hud. Riv
" Pennsylvania (b)
(a) and (b) about 2 miles apart
Watkins, N.C.,
Seaboard Air Line
Watkins, Okla., Midland Val
Watkins, Tex.,
Gal. Har. & San Ant
Watkins, Wash.,
Tacoma Eastern
Watkins, Va., Southern
Watkins Glen, N.Y.,
N.Y. Cent. & Hud. Riv
Watkinsville, Ga.,
Central of Georgia
Watmore, B.C., Can. Pacific
Watnong, N.J.,
New Jersey & Penna
Watoga, W.Va., Ches. & Ohio
Watonga, Okla.,
Chicago, Rk. Isl. & Pac

Watosco Minn., No. Pacific
Watova, Okla.,
St. Louis, Iron Mt. & So
Watriss, Cal., No. West. Pac
Watrous, N.M., At.T.&S.Fe
Watrous, Sask.,
Grand Trunk Pacific
Watrousville, Mich.,
Michigan Central
Watseka, Ill.,
Chic. and East. Ill (a)
" Tol. Peoria & West (a)
Connect at Junction
Watsessing, N.J., Del. L. & W
Watsessing Junc., N.J., Erie
Watson, Ala.,
Louisville & Nashville
Watson, Ark.,
St. Louis, Iron Mt. & So
Watson, Cal., Pacific Electric
Watson, Colo., Colo. Mid
Watson, Effingham, Co., Ill.,
Illinois Central
Watson, —— Co., Ill.,
Toledo, St. Louis & West
Watson, Clarke Co., Ind.,
Balt. & Ohio Southwest
Watson, Clay Co., Ind.,
Evansv. & Indianap
" Vandalia
Watson, Mich.,
Escanaba & Lake Sup
Watson, Minn.,
Chicago, Mil. & St. P
Watson, Atchison Co., Mo.,
Burlington Route
Watson, Franklin Co., Mo.,
St. Louis K. C. & Colo
Watson, Pike Co., Mo.,
Chicago & Alton
Watson, N.Y., Lehigh Valley
Watson, O., Cl. Cin. Ch. & St. L
Watson, Ont.,
Pere Marquette
Watson, Ore.,
Portland Ry. L. & P. Co
Watson, Fayette Co., Pa.,
Baltimore & Ohio
Watson, Forest Co., Pa.,
Baltimore & Ohio (a)
" Tionesta Valley (b)
Watson, Warren Co., Pa.,
Pennsylvania
Watson, Saskatchewan,
Canadian Northern
Watson, Tenn.,
Nashv. Chat. & St. Louis
Watson, Tex., Frisco System
Watson, W.Va., Balt. & Ohio
Watson, Yukon,
White Pass & Yuk. Rte
Watson Farm, Pa.,
Tionesta Valley
Watsons, Cal., No. West. Pac
Watson's Ranche, Neb.,
Union Pacific
Watson's Run, Pa.,
Bessemer & Lake Erie
Watsontown,
Northumberland Co. Pa.,
Pennsylvania (a)
" Susq. Bloomsb. & Ber (a)
Watsonville, Cal.,
Pajaro Valley Cons
" Southern Pacific
Watsonville, Pa.,
Pennsylvania
Watt, Cal.,
A.T.& S.F., Coast Lines*
Watterman, Tex.,
Texas & Gulf
Watters, Assiniboia,
Canadian Pacific
Watters, Minn.,
Chicago Great Western
Watters, Pa., Balt. & Ohio
Watters Park, Tex.,
Houston & Texas Cent
Watt Junc., N.B., Can. Pac
Watton, Mich.,
Duluth, So. Shore & Atl
Watts, Cal., Pacific Electric
Watts, Ga., Central of Ga
Watts, Idaho, Ore. RR. & N. Co
Watts, Nev., Nevada Central
Watts, Okla.,
Kansas City Southern
Watts, Lancaster Co., Pa.,
Pennsylvania
Watts, S.C., Seab. Air Line
Watts, Miami Co., Tex.,
San Ant. & Aran. Pass
Watts, Robertson Co., Tex.,
Hearne & Brazos Val
Watts, W.Va., Norf. & West
Watts Creek, Ky., Lv. & Nash
Watt's Flats, N.Y., Erie
Watt's Mills, Pa.,
Pitts. Lisbon & West
Watts Transfer, Pa.,
Baltimore & Ohio
Wattsville, O.,
Lk. E. Alliance & Wheel
Watum, N.D., Northern Pac
Watuppa, Mass.,
N.Y. New Hav. & Hart
Waubamik, Ont.,
Can. North. Ont
Waubaushene, Ont., Gd. Tk
Waubay, S.D., Ch. Mil. & St. P
Waubun, Minn.,
Minn. St. P. & Slt. Ste. M
Waucedah, Mich.,
North Western Line
Wauchope, Sask.,
Canadian Pacific
Wauchula, Fla.,
Atlantic Coast Line
Waucoma, Ia., Chic. M. & St. P
Waugh, Va., Ches. & Ohio
Waugh Chapel, Md.,
Wash. Balt. & Annap. El
Wauhatchie, Tenn.,
Alabama Great So (a)
" Nash. Chatt. & St. L (a)
Wauhuma, Ala., Lv. & Nash
Waukanha, Minn.,
Big Fork & Inter. Falls
Waukau, Wis., Chic. M. & St. P
Waukeag, Me., Maine Cent
Waukee, Ia.,
Chic. Mil. & St. Paul (a)
" Minneapolis & St. L (b)
(a) *and* (b) *about* ¾ *mi. apart*
Waukee, Wash.,
Spokane, Port. & Seat
Waukegan, Ill.,
Elgin, Jol. & Eastern (a)
" North West. Line (b)
(a) *and* (b) 200 *yards apart*
Waukegan, Tex.,
Gulf, Colo. & Santa Fe*
Waukegan, Utah,
Oregon Short Line
Waukena, Cal.,
A.T. & S.F., Coast Lines*
Waukesha, Wis.,
Chic. Mil. & St. Paul (a)
" Minn. St. P. & S. Ste. M (c)
" North West. Line (b)
(a) *and* (b) *about* ¾ *mi. apart*
(a) *and* (c) *about* ½ *mi. apart*
(b) *and* (c) *about* ½ *mi. apart*
Waukomis, Okla.,
Chicago, Rk. Isl. & Pac
Waukon, Ia., Chic. Mil. & St. P
Waukon, Wash., Gt. North
Waukon Junc., Ia., C. M. & St. P
Waunakee, Wis.,
North Western Line
Wauneta, Kan., Mo. Pacific
Wauneta, Neb.,
Burlington Route
Waupaca, Wis.,
Minn. St. P. & S. Ste. M (a)
" Waupaca-Green Bay (b)
(a) *and* (b) *about* ¼ *mi. apart*
Waupeton, Ia., Ch. M. & St. P
Waupansee, Ill.,
Cleve. Cin. Chic. & St. L
Waupun, Wis., Chic. M. & St. P
Wauregan, Ct., N.Y. N.H. & H
Waurika, Okla.,
Chicago, Rk. Isl. & Pac
Wausa, Neb., No. West. Line
Wausau, Wis.,
Chic. Mil. & St. Paul (a)
" North West. Line (b)
(a) *and* (b) ¾ *mile apart*
Wausau Junction, Wis.,
North Western Line
Wausaukee, Wis.,
Chicago, Mil. & St. Paul
Wauseon, O.,
Detroit, Tol. & Iron (a)
" Lk. Shore & Mich. So (b)
" Wabash (c)
(a) *and* (b) *about* ¼ *mi. apart*
(a) *and* (c) *about* 6-10 *mile apart*
(b) *and* (c) *about* 6-10 *mile apart*
Wautoma, Wis.,
North Western Line
Wautubee, Miss.,
New Orl. & North-east
Wauwatosa, Wis., C. M. & St. P
Wauseka, Wis.,
Chicago, Mil. & St. Paul
Waveland, Ark.,
Chicago, Rk. Isl. & Pac
Waveland, Colo.,
Atch. Top. & Santa Fe
Waveland, Ind.,
Central Indiana (a)
" Vandalia (b)
(a) *and* (b) *about* 330 *yards apart*
Waveland, Mass.,
N.Y. New Hav. & Hart
Waveland, Mich.,
Detroit & Mackinac
Waveland, Miss., Lv. & Nash
Waveland Junction, Ind.,
Central Indiana (a)
" Vandalia (a)
Waverley, Mass.,
Boston & Maine
Waverly, Ala., Cent. of Ga
Waverly, Lassen Co., Cal.,
Nevada-California-Ore
Waverly,
San Joaquin Co., Cal.,
Southern Pacific
Waverly, Ga., Seab. Air Line
Waverly, Ill.,
Burlington Route (a)
" Chic. Peoria & St. L (b)
(a) *and* (b) 100 *yards apart*
Waverly, Ia.,
Chicago Great West (a)
" Chic. Rk. Isl. & Pac (b)
" Illinois Central (c)
" Waterloo, C.F. & N (a)
(a) *and* (c) *about* 1 *mile apart*
(b) *and* (c) ¾ *mile apart*
Waverly, Kan.,
At. Top. & Santa Fe (a)
" Missouri Pacific (b)
(a) *and* (b) *about* 467 *yards apart*
Waverly, Ky., Illinois Cent
Waverly, La.,
Vicksburg, Shrev. & Pac
Waverly, Mich., Pere Marq
Waverly, Minn., Great North
Waverly, Miss.,
Southern in Mississippi
Waverly, Mo., Missouri Pac
Waverly, Neb., Burl. Route
Waverly, N.J., Penna
Waverly, N.Y.,
Del. Lack. & West (a)
" Erie (b)
" Lehigh Valley (b)
(a) *and* (b) *about* ½ *mi. apart*
Waverly, N.S., Intercolonial
Waverly, O.,
Detroit, Tol. & Iron (a)
" Norfolk & Western (b)
(a) *and* (b) 1 *mile apart*
Waverly, S.D., Minn. & St. L
Waverly, Tenn.,
Nash. Chatt. & St. Louis
Waverly, Va.,
Norfolk & Western (a)
" Southern (b)
(a) *and* (b) *about* 200 *yards apart*
Waverly, Wash.,
Ore. RR. & Nav. Co (a)
" Spok. & Inland Emp (b)
(a) *and* (b) ¾ *mile apart*
Waverly, W.Va.,
Baltimore & Ohio
Waverly Hall, Ga., Southern
Waverly Hill, Ky., Ill. Cent
Waverly Junction, Ia.,
Chicago, Rk. Isl. & Pac
Waverly Transfer, N.J.,
Pennsylvania
Wawa, Fla., Fla. East Coast
Wa Wa, Ont.,
Algoma Cent. & H. Bay
Wawa, Pa., Pennsylvania
Wawaka, Ind.,
Lake Shore & Mich. So
Wawanesa, Manitoba,
Canadian Northern
Wawanosh, Ont.,
Pere Marquette
Wawarsing, N.Y.,
N.Y. Ont. & Western
Wawasee,
Kosciusko Co., Ind.,
Baltimore & Ohio
Wawaset, Pa., Phila. & Read
Wawawai, Wash.,
Ore. RR. & Nav. Co
Wawayanda, N.Y.,
N.Y. Susq. & Western
Wawbeek, Ala., Lv. & Nash
Waweig, N.B., Canadian Pac
Wawina, Minn., Gt. North
Wawota, Saskatchewan,
Canadian Pacific
Waxahachie, Tex.,
Houston & Tex. Cent (a)
" Mo. Kan. & Texas (b)
" Trinity & Brazos Val (c)
(a) *and* (b) *about* 750 *yards apart*
(a) *and* (c) *about* 700 *yards apart*
(b) *and* (c) *about* 50 *yds. apart*
Waxhaw, N.C.,
Seaboard Air Line
Way, Idaho,
Oregon Short Line
Way, Miss., Illinois Central
Way, Wis.,
Minn. St. P. & Slt. Ste. M
Wayagamac, Que.,
Quebec & Lake St. John
Wa-Ya-Ga-Ning, Mich.,
Grand Rapids & Ind
Wayburn, Minn., N. W. Line
Waycross, Ga.,
Atlanta, Birm. & Atl (a)
" Atlantic Coast Line (a)
Wayland, Fla., Atl. Coast L
Wayland, Ia., Iowa Central
Wayland, Mass., Bost. & Me
Wayland, Mich., G. Rap. & Ind
Wayland, N.Y.,
Del. Lack. & West (a)
" Erie (b)
" Pitts. Shawmut & No (a)
(a) *and* (b) *about* 1¼ *miles apart*
Wayland, O., Balt. & Ohio
Wayland, Ore., North. Pac
Wayland Crossing, Ia.,
Burlington Route
Wayland Park, R.I.,
N.Y. New Hav. & Hart
Wayland Springs, Tenn.,
Louisville & Nashville
Waymart, Pa., Del. & Hudson
Wayne, Cal., South. Pacific
Wayne, Dupage Co., Ill.,
Elgin, Joliet & East (a)
" North-West. Line (b)
(a) *and* (b) ½ *mile apart*
Wayne, Tazewell Co., Ill.,
Chicago & Alton
Wayne, Ia., Burl. Route
Wayne, Kan., Burl. Route
Wayne, Mich.,
Michigan Central (a)
" Pere Marquette (a)
Wayne, Mo.,
Frisco System (a)
" Missouri & No. Ark (a)
Wayne, Mont., Great North
Wayne, Neb., No. West. Line
Wayne, N.J., Erie
Wayne, Okla.,
Gulf, Colo. & Santa Fe*
Wayne, Delaware Co., Pa.,
Pennsylvania
Wayne, Wash., North. Pac
Wayne, W.Va., Nort. & West
Waynecastle, Pa.,
Western Maryland
Wayne City, Ill., Southern
Wayne Junction, Mich.,
Michigan Central
Wayne Junction, Pa.,
Phila. & Reading (a)
" Phila. Newt. & N.Y. (a)
Wayneport, N.Y., West Sh
Waynesboro, Ga.,
Central of Georgia
Waynesboro, Miss.,
Mobile & Ohio
Waynesboro, Pa.,
Cumberland Valley (a)
" Western Maryland (b)
(a) *and* (b) *adjacent*
Waynesboro, Va., Ches. & O
Waynesboro Junction, Pa.,
Cumberland Valley
Waynesburg, Ky.,
Cin. New Orl. & Tex. Pac
Waynesburg, O., Penna. Co
Waynesburg, Pa.,
Waynesburg & Wash
Waynesfield, O.,
Ohio Electric
Waynesville, Ga.,
Atlantic Coast Line
Waynesville, Ill., Vandalia
Waynesville, Ind.,
Pitts. Cin. Chic. & St. L
Waynesville, N.C., Southern
Waynesville, O.,
Pitts. Cin. Chic. & St. L
Waynetown, Ind.,
Cleve. Cin. Chic. & St. L
Waynoka, Okla.,
Atch. Top. & Santa Fe
Way's, Ga., Atl. Coast L (a)
" Seaboard Air Line (b)
(a) *and* (b) *about* 1 *mi. apart*
Wayside, Ga., Cent. of Ga
Wayside, Kan.,
Atch. Top. & Santa Fe
Wayside, La., Texas & Pac
Wayside, Miss.,
Yazoo & Miss. Valley
Wayside, Neb., N. W. Line
Wayside, Tenn.,
Nashville, Chatt. & St. L
Wayside, Wash., Great North
Wayside Inn, Mass.,
Boston & Maine
Wayville, N.Y.,
Boston & Maine
Wayzata, Minn., Gt. North
Wea, Ind., Wabash
Weale, Mich., Pere Marquette
Weatherby, Miss.,
Gulf & Ship Island
Weatherby, Mo.,
Chic. Rk. Isl. & Pac (a)
" Quincy, Om. & K.C (b)
Weatherby, Ore.,
Oregon RR. & Nav. Co
Weatherford, Okla.,
Chicago, Rock Isl. & Pac
Weatherford, Tex.,
Gulf, Colo. & S. Fe* (a)
" Texas & Pacific (a)
" Wea. M. W. & N. W (b)
(a) *and* (b) *adjacent*
Weatherly, Pa., Lehigh Val
Weatherly, Tenn., Southern
Weatherys, Ga., Cent. of Ga
Weathers, Ala.,
Atlanta, Birm. & Atl
Weathersby, Miss.
Gulf & Ship Island
Weatherwax, Wash.,
Northern Pacific
Weatogue, Ct.,
N.Y. New Hav. & Hart
Weatherby, Mo., Frisco Sys
Weaver, Ga., Ocilla & Val
Weaver, Kan.,
Atch. Top. & Santa Fe
Weaver, Minn.,
Chicago, Mil. & St. Paul
Weaver, N.D.,
Great Northern
Weaver, Ore., South. Pacific
Weaver, Fayette Co., Pa.,
Baltimore & Ohio
Weaver, Perry Co., Pa.,
Susq. River & Western
Weaver,
Washington Co., Pa.,
Pennsylvania
Weaver, Tex., St. L. So. West
Weaver, W.Va.,
Western Maryland
Weaver Hill, Ill., Mobile & O
Weaver's, Ala., Southern
Weavers, N.B., Intercolonial
Weavers, N.Y., Buf. & Susq
Weaver's, Darke Co., O.,
Pitts. Cin. Chic. & St. L
Weaver's Old Stand, Pa.,
Pennsylvania
Weaversville, Pa.,
Northampton & Bath
Weaverton, Ky.,
Illinois Central
Webb, Ala., Central of Ga
Webb, Cal.,
San Diego & Cuyamaca
Webb, Colo., Colo. & South
Webb, Ia., Chic. Mil. & St. Paul
Webb, La.,
Delhi, Raskin & S. W
Webb, Mich., Pere Marquette
Webb, Miss.,
Southern in Miss (a)
" Yazoo & Miss. Val (b)
(a) *and* (b) *about* 200 *yards apart*
Webb, Mo., Missouri South
Webb, N.H., Boston & Maine
Webb, Sask., Can. Pacific
Webb, Clay Co., Tex.,
Ft. Worth & Denv. City
Webb, Webb Co., Tex.,
Inter. & Great North
Webb, Utah,
San P. Los Ang. & S. Lk
Webb, W.Va.,
Norfolk & Western
Webb City, Mo.,
Frisco System (a) (b)
" Missouri Pacific (c)
(a) *and* (c) *about* 1 *mile apart*
Called also Carterville, Mo.
Webber, Ark., Gould So. West
Webber, Kan.,
Atch. Top. & Santa Fe
Webbers, Mich.,
Pere Marquette
Webber's Mill, Ark.,
St. L. Kennett & So. East
Webberville, Mich.,
Pere Marquette
Webb's, O., Penna. Co
Webbs Crossing, Mo.,
Missouri Southern
Webb's Road, N.Y.,
N.Y. Susq. & Western
Webb's Summit, O.,
Hocking Valley
Webbville, Ky., Eastern Ky
Webbwood, Ont., Can. Pac
Weber, Ga., Ga. & Fla
Weber, Ill.,
North Western Line
Weber, Md., Balt. & Ohio
Weber, N.J.,
Lehigh Valley
Webers Junction, N.J.,
Lehigh Valley
Webster, Ala., Lv. & Nash
Webster, Ariz.,
Phoenix & Eastern
Webster, Cal., South. Pacific
Webster, Colo., Colo & So
Webster, Fla.,
Atlantic Coast Line
Webster, Ill., Chic. Sout
Webster, Ind.,
Chic. Cin. & Louisv
Webster, Ia.,
Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pa (b)
(a) *and* (b) 125 *yards apart*
Webster, Ky.,
Louisv. Hend. & St. L
Webster, Me., Maine Central
Webster, Mass.,
Boston & Albany (a)
" N.Y. New. Hav. & H (b)
(a) *and* (b) ½ *mile apart*
Webster, Miss.,
Gulf & Ship Island
Webster, Mo.,
Missouri, Kansas & Tex
Webster, Monroe Co., N.Y.,
N.Y. Cent. & Hud. Riv
Webster, N.D.,
Farmers Gr. & Ship. Co
Webster, Clearfield Co., Pa.,
Pennsylvania
Webster,
Westmoreland Co., Pa.,
Pitts. & Lake Erie
Webster, S.D.,
Chicago, Mil. & St. Paul
Webster, Tenn.,
Harriman & No. East

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Webster, Tex.,
Galv. Houst. & Hend (a)
" Inter. & Gt. North (a)
" Mo. Kan. & Texas (a)
Webster, Va., Norf. & West
Webster, W. Va.,
Baltimore & Ohio
Webster, Wis.,
Minn. St. P. & Slt. Ste. M
Webster City, Ia.,
Crooked Creek (a)
" Illinois Central (b)
" North-West. Line (c)
(a) and (b) 400 yards apart
(a) and (c) 500 yards apart
(b) and (c) 400 yards apart
Webster Groves, Mo.,
Frisco System
" Missouri Pacific
Webster Lake, N. H.,
Boston & Maine
Webster Mills, Mass.,
Boston & Albany
Webster Park, Mo.,
Missouri Pacific
Webster Place, N. H.,
Boston & Maine
Websters, Ind., Mich. Cent
Websters,
Livingston Co., N. Y.,
Erie
Webster's Mills, N. H.,
Boston & Maine
Webster Springs, W. Va.,
West Virginia Midland
Websterville, Vt., Barre †
Weco, Cal., Richmond Belt †
Wecota, S. D.,
Minneapolis & St. Louis
Weddell, S. C., Seaboard Airl
Wedgerburn, Va., Southern
Wedgefield, S. C.,
Atlantic Coast Line
Wedgemere, Mass.,
Boston & Maine
Wedges Creek Junc., Wis.,
North-Western Line
Wedgewood, N. Y.,
N. Y. Cent. & Hud. Riv
Wedgeworth, Ala., Southern
Wedron, Ill., Burl. Route
Weed, Cal.,
California N. E (a)
" Southern Pacific (a)
Weed, Mont., Northern Pac
Weed, Wyo., Union Pacific
Weeden s, Wis.,
North Western Line
Weedman, Ill., Illinois Cent
Weedon, Que., Quebec Cent
Weeds, Ark., Frisco System
Weedsport, N. Y.,
Lehigh Valley (a)
" N. Y. Cent & Hud. R (b)
" West Shore (c)
(a) and (b) ½ mile apart
(b) and (c) 1 mile apart
Weedville, Pa., Buff. & Susq
" Pennsylvania (a)
" Pitts. Shawmut & No (b)
(a) and (b) ½ mile apart
Weehawken, N. J.,
N. Y. Ont. & West (a)
" West Shore (a)
Weekleys, W. Va.,
Little Kanawha
Weeks, Fla., Tampa North
Weeks, Wash., North. Pacific
Weeksboro, Me.,
Bangor & Aroostook
Weeks' Mills, Me.,
Wiscasset. Wat. & Farn
Weeksville, Mont., No. Pac
Weems, Ala.,
Central of Georgia (a)
" Southern (a)
Weems, Miss.,
New Orl. & North-east
Weeping Water, Neb.,
Missouri Pacific
Weeping Water Junc., Neb.,
Missouri Pacific
Weese, W. Va., Balt. & Ohio
Wefanie, Ga.,
Ga. Coast & Piedmont
Wegee, O.,
Ohio River & West (a)
" Pennsylvania Co (b)
(a) and (b) about 300 yards apart
Called Ambler on O. R. & W
Wehrum, Pa.,
Buf. Roch. & Pitts (a)
" Pennsylvania (a)
Weiant, O.,
Baltimore & Ohio
Weiden Creek, Wash.,
Northern Pacific
Weidners, O., Lake Erie & W
Weidman, Mich
Pere Marquette
Weidman, Ont., Mich. Cent
Weigh Scales, Pa., Penna (a)
" Phila. & Reading (b)
(a) and (b) ½ mile apart
Weiker, Pa., Pennsylvania
Wells, N.C., Southern
Wells Farm, Ky., Southern
Welmar, Tex.,
Gal. Har. & San Ant
Welner, Ark., St. Louis S. W
Weinert, Tex.,
Wichita Valley
Weingarten, Mo.,
Illinois Southern
Weir, Colo., Union Pacific
Weir, Kan., Frisco System
Weir, Miss., Illinois Central
Weir, Neb., Burl. Route
Weir, Que.,
Can. North. Quebec
Weir, Tex.,
Missouri, Kan. & Texas
Weir Branch, Mass.,
N. Y. New Hav. & Hart †
Weirgor, Wis.,
Minn. St. P. & Slt. Ste. M
Weir Junction, Kan.,
Frisco System
Weir Junction, Mass.,
N. Y. New Hav. & Hart
Weir Park, Fla.,
Atlantic Coast Line
Weir River, Mass.,
N. Y. New Hav. & Hart
Weir's, N. H., Boston & Maine
Weirsdale, Fla.,
Atlantic Coast Line
Weir Village, Mass.,
N. Y. New Hav. & Hart
Weisburg, Ind.,
Cleve. Cin. Chic. & St. L
Weiser, Idaho,
Oregon Short Line (a)
" Pacific & Idaho No (a)
Weishaars, Ind.,
Chicago and East. Ill
Weisner Mines, Ala.,
Birmingham & Atlantic
Weissenburg, Ont., Can. Pac
Weissport, Pa., Cent. of N. J
Weitzer, Colo.,
Atch. Top. & Santa Fe
Wekiwa, Okla.,
Missouri Kan. & Tex
Wekota, Ala., Lv. & Nash
Welborn, Fla.,
Florida & Georgia
" Seaboard Air Line
Welborn, Ind., Lv. & Nashv
Welborn, Kan.,
Missouri Pacific
Welby, Sask.,
Grand Trunk Pacific
Welby, Utah, Denv. & Rio Gd
Welch, Ala., Cent. of Georgia
Welch, Cal., South. Pacific
Welch, Colo.,
Inter-Mountain
Welch, Kan., Missouri Pac
Welch, Minn.,
Chicago Great West (a)
" Chic. Mil. & St. Paul (b)
(a) and (b) 1 mile apart
Welch, Mont., Northern Pac
Welch, Okla., Mo. Kan. & Tex
Welch, Pa., Balt. & Ohio
Welch, S. C., Atl. Coast Line
Welch, Tenn., Tenn. Cent
Welch, W. Va., Norf. & West
Welch Glade, W. Va.,
Baltimore & Ohio
Welch's, Me., Maine Central
Welch's, Wash.,
Colum. & Puget Sound
Welchton, Fla.,
Atlanta & St. And. Bay
Welcome, Fla.,
Seaboard Air Line
Welcome, Minn.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) ½ mile apart
Welcome Sistens, Fla.,
Atlantic Coast Line
Welda, Kan., At. Top. & S. Fe
Weldon, Ark.,
Chicago, Rock Isl. & Pac
Weldon, Colo., Union Pacific
Weldon, Ill., Illinois Central
Weldon, Ia., Burl. Route
Weldon, La.,
Bernice & No. West †
Weldon, N. C.,
Salisbury & Harvey
Weldon, N. J., Cent. of N. J
Weldon, N. C.,
Atlantic Coast Line (a)
" Seaboard Air Line (a)
Weldon, Pa., Lehigh Valley
Weldon Creek, Mich.,
Pere Marquette
Weldon Mines, Ala.,
Frisco System
Weldon Springs, Mo.,
Mo. Kans. & Texas
Weleetka, Okla.,
Fort Smith & West (a)
" Frisco System (a)
Called Weleetka Junction on Frisco System
Weleetka Junction, Okla.,
Fort Smith & West (a)
" Frisco System (a)
Called Weleetka on F. S. & W
Welfare, Tex.,
San Ant. & Aran. Pass
Welge, Ill.,
Wab. Chester & West
Welham, La.,
Yazoo & Miss. Valley
Welker's, Pa., Perkiomen
Wellan, O., Baltimore & Ohio
Welland, Ill., Ch. Mil. & St. P
Welland, Ont., Gd. Trunk (a)
" Michigan Central (b)
" Niag. St. C. & Tor (El) (c)
" Toronto. Ham. & B (b)
" Wabash (a)
(a) and (c) 1 mile apart
(b) and (c) 2 miles apart
Welland, Wash., North. Pac
Welland Canal Bridge, Ont.,
Grand Trunk
Welland Junction, Ont.,
Grand Trunk (a)
" Wabash (a)
Wellborn, Tex.,
Houston & Texas Cent
Wellendorf, Pa.,
Pitts. Shawmut & No
Weller, Ala., Louisv. & Nash
Wellers, Pa.,
Sheffield & Tionesta
Weller's Bay, Ont.,
Central Ontario
Wellesley, Mass., Bost. & Alb
Wellesley Farms, Mass.,
Boston & Albany
Wellesley Hills, Mass.,
Boston & Albany
Wellfleet, Mass.,
N. Y. New Hav. & Hart
Wellfleet, Neb., Burl. Route
Wellford, S. C., Southern
Wellham, Md.,
Maryland Electric (a)
" Wash. Balt. & An. El (b)
(a) and (b) about ½ mi. apart
Welling, Alberta,
Alberta Ry. & Irrig. Co
Welling, Okla., Frisco Sys
Wellington, Ala.,
Louisville & Nashv (a)
" Seaboard Air Line (a)
Wellington, B. C.,
Esquimalt & Nanaimo
Wellington, Colo.,
Colorado & Southern
Wellington, Ill.,
Chicago and East. Ill
Wellington, Kan.,
Atch. Top. & S. Fe (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) 1 mile apart
Wellington, Mass.,
Boston & Maine
Wellington, Mich.,
North-Western Line
Wellington, Mo., Mo. Pacific
Wellington, N. S., Intercol
Wellington, O.,
Cl. Cin. Chic. & St. L (a)
" Wheel. & Lake Erie (b)
(a) and (b) ¾ mile apart
Wellington, Ont., Cent. Ont
Wellington, Pa., Lehigh Val
Wellington, P. E. I.,
Prince Edward Island
Wellington, Utah,
Denver & Rio Grande
Wellington, Fairfax Co., Va.,
Wash. Alex. & Mt. V. El
Wellington,
Prince William Co., Va.,
Southern
Wellington, Wash.,
Great Northern
Wellington Junction, Kan.,
Atch. Top. & Santa Fe
Wellman, Ia.,
Chicago, Rk. Isl. & Pac
Wells, Ala., Atl. Coast Line
Wells, Alberta,
Alberta Ry. & Irrig. Co
Wells, Ill., Balt. & Ohio S. W
Wells, Ind., Wabash
Wells, Kan., At. Top. & S. Fe
Wells, Antrim Co., Mich.,
Pere Marquette
Wells, Delta Co., Mich.,
Escanaba & Lake Sup
Wells, Minn.,
Chicago, Mil. & St. Paul
Wells, Miss., Gulf & Ship Isl
Wells, Nev., South. Pacific
Wells, Okla., Mo. Kan. & Tex
Wells, Ore., Southern Pacific
Wells, Pa., Buffalo & Susq
Wells, S. C., Atl. Coast Line
Wells, James Co., Tenn.,
Southern
Wells, Shelby Co., Tenn.,
Louisville & Nashville
Wells, Tex., St. Louis So. W
Wells, Vt., Montp. & Wells R
Wells, Va., Wise Terminal Co
Wells, W. Va., Balt. & Ohio
Well's Beach, Me., Bost. & Me
Wellsboro, Ind.,
Baltimore & Ohio (a)
" Grand Trunk (a)
" Pere Marquette (a)
Wellsboro, Pa.,
N. Y. Cent. & Hud. Riv
Wells Branch, Mich.,
Pere Marquette
Wells Bridge, N. Y.,
Delaware & Hudson
Wellsburg, Ia.,
Chicago, Rk. Isl. & Pac
Wellsburg, Ky.,
Brooksville (a)
" Chesapeake & Ohio (b)
(a) and (b) ½ mile apart
Wellsburg, Mich.,
Duluth, So. Shore & Atl
Wellsburg, N. Y., Erie
Wellsburg, W. Va.,
P. C. C. & St. L (a)
" Wab. Pitts. Term (b)
(a) and (b) about 8 mls. apart
Wells Creek, Pa., Balt. & Ohio
Wells Creek, Tex.,
Inter. & Great North
Wellsdale, Ore., So. Pacific
Wells Depot, Me.,
Boston & Maine
Wellsford, Kan.,
Chic. Rk. Isl. & Pacific
Wells Lake, La.,
New Orleans & N. W
Wellsona, Cal., So. Pacific
Wells River, Vt.,
Boston & Maine (a)
" Montp. & Wells Riv (a)
Wellston, Ga.,
Georgia South. & Fla
Wellston, Mich., Pere Marq
Wellston, O.,
Balt. & Ohio So. West (a)
" Cin. Ham. & Dayton (b)
" Detroit, Tol. & Iron (a)
" Hocking Valley (c)
(a) and (b) adjacent
(a) and (c) about ½ mi. apart
(b) and (c) 1 block apart
Wellston, Okla.,
Fort Smith & West (a)
" Frisco System (b)
(a) and (b) about ¾ mile apart
Wellsville, Colo.,
Denver & Rio Grande
Wellsville, Kan.,
Atch. Top. & Santa Fe
Wellsville, Mich.,
Lake Shore & Mich. So
Wellsville, Mo.,
Burlington Route (a)
" Wabash (b)
(a) and (b) about 1 mi. apart
Wellsville, N. Y.,
Buffalo & Susque (a)
" Erie (b)
(a) and (b) 4-5 mile apart
Wellsville, O., Penna. Co
Wellsville, Utah,
Oregon Short Line
Wellville, Va., Norf. & West
Wellwood, Manitoba,
Canadian Pacific
Wellwood, N. J., Penna
Welmot, Miss.,
Yazoo & Miss. Valley
Welsford, N. B., Can. Pacific
Welsh, Ill., Louisv. & Nash
Welsh, Ind., Evansv. & Ind
Welsh, La., Louisiana West
Welsh, Ont., Can. Pacific
Welshdale, Pa.,
N. Y. C. & Hud. Riv (a)
" Pennsylvania (a)
Welshtown, Pa., Lehigh Val
Welston, Fla.,
Atlantic Coast Line
Welton, Ia., Chic. Mil. & St. P
Weltons, Ct., N. Y. N. H. & H
Welty, Colo., Great Western
Welty, Idaho,
Spokane Internat
Welwyn, Sask., Can. Pacific
Welwyn, Tenn.,
Louisville & Nashville
Wemple, N. Y., West Shore
Wenas Wash., No. Pacific
Wenasoga, Miss., Southern
Wenatchee, Wash., Gt. North
Wende, N. Y., Lehigh Val (a)
" N. Y. Cent. & Hud. R (b)
(a) and (b) about ¼ mi. apart
Wendell, Idaho, Idaho So
Wendell, Ind., Illinois Cent
Wendell, Mass.,
Boston & Maine
Wendell, Minn.,
Minn. St. P. & Slt. Ste. M
Wendell, N. C., Norf. & South
Wendell, Tex.,
Gal. Har. & San Ant
Wenden, Ariz.,
Santa Fe, Presc. & Phx
Wendling, Ore., South. Pac
Wendover, Ont.,
Canadian North. Que
Wendover, Wyo.,
Colorado & Southern
Wendte, S. D., No. West. Line
Wengerlawn, O.,
Dayton & Union (a)
" Ohio Electric (b)
(a) and (b) adjacent
Wenham, Mass., Bost. & Me
Wenlock, Vt., Grand Trunk
Wenners, Md., Balt. & Ohio
Wenona, Ga., Ga. So. & Fla
Wenona, Ill., Chic. & Alt (a)
" Illinois Central (b)
(a) and (b) 400 yards apart
Wenona, Mich., Mich. Cent
Wenona Beach, Mich.,
Grand Trunk
Wenona Falls, Pa.,
Williamsport & No. Br
Wenonah, N. J.,
West Jer. & Seashore
Wenonah, W. Va.,
Norfolk & Western
Wentworth, Mich.,
Lk. Shore & Mich. South
Wentworth, Mo., Frisco Sys
Wentworth, N. H.,
Boston & Maine
Wentworth, N. S., Intercol
Wentworth, S. D.,
Chic. Mil. & St. Paul (a)
" South Dakota Cent (b)
(a) and (b) about ¼ mile apart
Wentworth, Wis., No. Pacific
Wentz, N. Y.,
N. Y. Cent. & Hud. Riv
Wentzville, Mo., Wabash
Wequetonsing, Mich.,
Grand Rapids & Ind
Werdohl, La., La. Ry. & Nav
Werk's, O., Cin. & Westwood
Werley, Wis.,
North-Western Line
Werner, Cal.,
A. T. & S. F., Coast Lines
Werner, Minn.,
Minn. Red Lake & Man
Wernersville, Pa.,
Phila. & Reading
Wertz, Pa., Pennsylvania
Wertz, Va., Norfolk & West
Wesco, Mo., Frisco System
Wescott, Ia., Burl. Route
Wescott, Me.,
Boston & Maine
Wescott, Mo., Frisco System
Wescott, Wash., North. Pac
Weskan, Kan., Union Pac
Weslake, La., South. Pacific
Wesley, Ind.,
Cleve. Cin. Chic. & St. L
Wesley, Ia., Chic. Mil. & St. P
Wesley, Md., Phila., Balt. & W
Wesley, N. Y., Buffalo & Susq
Wesley Pa., N. Y. Chic. & St. L
Wesley City, Ill.,
Peoria & Pekin Union
Wesley Grove, Md.,
Baltimore & Ohio
Wesley Junction, Ill.,
Lake Erie & West (a)
" Peoria & Pekin Un (a)
Wesleyville, Pa.,
Lk. Shore & Mich. So (a)
" N. Y. Chic. & St. L (a)
Wessboro, Ga., Chatt. South
Wesser Creek, N. C., South
Wessex, Wyo., Burl. Route
Wessington, Ala., Lv. & Nash
Wessington S. D.,
North-Western Line
Wessington Springs, S. D.,
Chicago, Mil. & St. Paul
Wesson, Ark.,
El Dorado & Wesson
Wesson, Miss., Illinois Cent
West, Ark., Gould So. West
West, Colo., Atch. Top. & S. Fe
West, Ga., Southern
West, Minn., Minn. & N. Wis
West, Holmes Co., Miss.,
Illinois Central
West, Washington Co., Miss.,
Yazoo & Miss. Valley
West, N. C., Atl. Coast Line
West, Ore.,
Astoria & Colum. River
West, Tenn., Illinois Central
West, Jefferson Co., Tex.,
Beaun. Sour Lk. & West
West, McLennan Co., Tex.,
Missouri, Kan. & Texas
West, Wash., North. Pacific
West Aberdeen, Wash.,
Northern Pacific
West Acton, Mass.,
Boston & Maine
West Alachua, Fla.,
Atlantic Coast Line
West Albany, N. Y.,
N. Y. Cent. & Hud. Riv
West Albany, Ore.,
Corvallis & Eastern
West Alburgh, Vt., Cent. Vt
West Alden, N. Y.,
Del. Lack. & Western
West Alexander, Pa.,
Baltimore & Ohio
West Alexandria, O.,
Cincinnati North (a)
" Ohio Electric (b)
(a) and (b adjacent

West Alhambra, Cal., Southern Pacific
West Alliance, N.C., Norfolk & Southern
West Allis, Wis., Chicago, Mil. & St. Paul
" North-Western Line
West Alton, Mo., Burlington Route (a)
" Mo. Kansas & Texas (a)
West Alton, N.H., Bost. & Me
West Amity, Pa., Waynesburg & Wash
West Anaheim, Cal., So. Pac
West Anderson, S.C., Blue Ridge
West Andover, Mass., Boston & Maine
West Annapolis, Md., Maryland Electric
West Apollo, Pa., Penna
West Apopka, Fla., Tavares & Gulf
West Arlington, N.J., Erie
West Arlington, R.I., N.Y. New Hav. & Hart
West Arnheim, O., Ohio River & Columbus
West Athens, N.Y., West Sh
West Athens, O., Balt. & Ohio S.W (a)
" Hocking Valley (b)
" Ohio Central Lines (b)
(a) *and* (b) *1 mile apart*
Called Athens on O. C. L
West Auburn, Mass., Boston & Albany
West Aurora, Ill., Burl. Route
See also Aurora
West Aveca, Pa., Lehigh Val
West Baden, Ind., Chic. Ind. & Louisv (a)
" Southern (a)
West Bainbridge, Ga., Atlantic Coast Line (a)
" Georgia, Fla. & Ala (b)
(a) *and* (b) *about 100 yards apart*
West Baldwin, Me., Maine Central
West Baltimore, Md., Baltimore & Ohio
West Baltimore, O., Ohio Electric
West Bangor Junction, Pa., Bangor & Portland
West Bank, O., Hocking Val
West Barnstable, Mass., N.Y. New Hav. & Hart
West Barrington, R.I., N.Y. New Hav. & Hart
West Batavia, Ill., Burlington Route
West Batavia, N.Y., N.Y. Cent. & Hud. Riv
West Bay City, Mich., Grand Trunk (a)
" Michigan Central (b)
(a) *and* (b) *¼ mile apart*
Called Bay City on G. T
West Bay Road, N.S., Intercolonial
West Bedford, Mass., Boston & Maine
West Belleville, Ill., Illinois Central
West Bellevue, Pa., Penna
West Belt Junction, Ia., Illinois Central
West Belt Junction, Pa., Wabash Pitts. Term (a)
" West Side Belt (a)
West Belton, Mo., Kansas City Southern
West Bend, Ia., Chicago, Rk. Isl. & Pac
West Bend, Wis., North-Western Line
West Bergen, N.Y., N.Y. Cent. & Hud. Riv
West Berkeley, Cal., So. Pac
West Berlin, Mass., N.Y. New Hav. & Hart
West Berlin, N.J., Penna
West Berwick, Pa., Del. Lack. & West†
West Bethel, Me., Gd. Trunk
West Bingham, Pa., Buffalo & Susque
West Bloomfield, N.Y., N.Y. Cent. & Hud. Riv
West Bokchito, Okla., Frisco System
Westboro, Mass., Bost. & Alb
Westboro, Mo., Burl. Route
Westboro, O., Balt. & O.S.W
Westboro, Wis., Minn. St. P. & Slt. Ste. M
Westbourne, Manitoba, Canadian Northern (a)
" Canadian Pacific (a)
Westbourne, Tenn., Louisville & Nashville
West Boylston, Mass., Boston & Maine
West Branch, Ia., Chicago, Rk. Isl. & Pac
West Branch, Mich., Michigan Central
West Branch, Pa., Penna
West Branch, Wis., Stanley, Merrill & Phil
West Brantford, Ont., Grand Trunk (a)
" Tor. Ham. & Buffalo (b)
(a) *and* (b) *about ¼ mile apart*
West Bridgewater, Mass., N.Y. New Hav. & Hart
West Bridgewater, Pa., Pennsylvania Co
West Brighton, N.Y., Staten Island Rapid Tr
West Brimfield, Mass., Boston & Albany
West Brome, Que. Can. Pac
Westbrook, Ala., Southern
Westbrook, Ct., N.Y. New Hav. & Hart
Westbrook, Ga., Lv. & Nash
Westbrook, Me., Boston & Maine (a) (b)
" Maine Central (a)
(a) *called Cumberland Mills on both roads*
(a) *and* (b) *9-10 mile apart*
Westbrook, Minn., North-Western Line
Westbrook, Mo., Frisco Sys
West Brook, N.F., Reid Newfoundland
Westbrook, N.S., Cumberland
Westbrook, Pa., Lancaster, Oxford & So
Westbrook, Mitchell Co., Tex., Texas & Pacific
Westbrook, Robertson Co., Tex., Bearne & Brazos Val
West Brookfield, Mass., Boston & Albany
West Brooklyn, Ill., Burlington Route
Westbrookville, N.Y., N.Y. Ontario & West
West Brownsville, Pa., Pennsylvania
West Brownsville Junc., Pa., Pennsylvania
West Burke, Vt., Bost. & Me
West Burlington, Ia., Burlington Route
Westbury, Minn., Minn. St. P. & Slt. Ste. M
Westbury, N.Y., Long Island
Westbury, Que., Que. Cent
Westbury, Jefferson Co., Tex., Beaum. Sour Lake & W.
West Butte, Mont., Butte, Anaconda & Pac
Westby, Wis., Chic. Mil. & St. Paul (a)
" La Crosse & S.E (b)
(a) *and* (b) *adjacent*
West Cambridge, Mass., Boston & Maine
West Cambridge, N.Y., Greenwich & Johnsonv
West Camp, N.Y., West Sh
West Camps, N.C., Dover & South Bound
West Candor, N.Y., Leh. Val
West Carlon, Ala., Frisco System
West Carbondale, Pa., Delaware & Hud (a)
" Erie (a)
West Carrollton, O., Cleve. Cin. Ch. & St. L (a)
" Ohio Electric (b)
(a) *and* (b) *adjacent*
West Charleston, W.Va., Kanawha & Michigan
West Chazy, N.Y., Delaware & Hudson
West Chelmsford, Mass., Boston & Maine
West Cheshire, Ct., N.Y. New Hav. & Hart
West Chester, Ct., N.Y. New Hav. & Hart
West Chester, Ia., Chic. Rock Isl. & Pac
West Chester, Mo., Ches. Perryv. & Ste. Gen
West Chester, N.Y., N.Y. New Hav. & Hart
Westchester, N.S., Intercol
West Chester, O., Cincinnati North (a)
" Cleve. Cin. Ch. & St. L (a)
West Chester, Pa., Penna
West Chicago, Cook Co., Ill., Belt of Chicago
West Chicago, Dupage Co., Ill., Burlington Route (a)
" Elgin, Joliet & East (b)
" North-West. Line (c)
(a) *and* (b) *about ⅝ mile apart*
(b) *and* (c) *½ mile apart*
West Claremont, N.H., Boston & Maine
West Clarksburg, W.Va., Baltimore & Ohio
West Cleo, Okla., Chic. Rock Isl. & Pac
" Kan. City, Mex. & Orient
Called Cleo on C. R. I. & P
Westcliffe, Colo., Denver & Rio Grande
West Clifty, Ky., Ill. Cent
West Colang Park, Pa., Erie
West Collingswood, N.J., Atlantic City
West Columbia, Miss., New Orleans G.N. North
West Columbia, Pa., Penna
West Columbia, W.Va., Baltimore & Ohio
West Columbus, O., Toledo & Ohio Central
West Concord, Minn., Chicago Great West
West Conshohocken, Pa., Phila. & Reading
West Cornwall, Ct., N.Y. New Hav. & Hart
Westcott, Me., Boston & Me
Westcott, Minn., Chicago, Mil. & St. Paul
Westcott, N.J., Cent. of N.J
Westcott, R.I., N.Y. New Hav. & Hart
Westcott, Tex., Houston, E. & W. Tex
West Creek, N.J., Tuckerton
West Creek, Pa., Penna
West Cucamonga, Cal., A.T. & S.F. Coast Lines*
Westdale, La., Texas & Pacific
Westdale, Mass., N.Y. New Hav. & Hart
West Dale, N.Y., N.Y. Cent. & Hud. Riv
West Dana, Ind., South. Ind
West Danby, N.Y., Leh. Val
West Danville, Vt., St. Johns. & Lk. Cham
West Davenport, Ia., Chicago, Mil. & St. Paul
" Chic. Rock Isl. & Pac
West Davenport, N.Y., Ulster & Delaware
West Dayton, O., Cin. Ham. & Dayton
West Deerfield, Mass., Boston & Maine
West Deering, N.H., Boston & Maine
West Deer Park, N.Y., Long Island
Called also Wyandanch
West Denver, Colo., Colorado & Southern
West Detroit, Mich., Detroit & Tol. Sh. Line†
" Grand Trunk (a)
" Lk. Shore & Mich. So (b)
" Michigan Central (b)
" Pere Marquette (c)
(a) *and* (b) *about 50 yards apart*
(a) *and* (c) *¼ mile apart*
(b) *and* (c) *½ mile apart*
West Devon, P.E.I., Prince Edward Island
West Dillon, Va., Ches. & Ohio
West Dover, Me., Maine Cent
West Duarte, Cal., So. Cal*
West Dudley, Mass., N.Y. New Hav. & Hart
West Duluth, Minn., Northern Pacific
West Duluth Junction, Wis., Northern Pacific
West Dummerston, Vt., Central Vermont
West Durbin, W.Va., W.Va. Cent. & Pitts
West Durham, N.C., Southern
West Eau Claire, Wis., North-Western Line
West Edmeston, N.Y., Unadilla Valley
Westel, Tenn., Tenn. Cent
West El Dorado, Mo., Mo. Kansas & Texas
West Elgin, Ill., North-Western Line
West Elizabeth, N.J., Cent. of New Jersey (a)
" Lehigh Valley (b)
" Pennsylvania (c)
(a) *and* (c) *adjacent*
(b) *about 1½ miles from* (a) *and* (c)
Called Elizabeth on C. of N.J. and P
West Elizabeth, Pa., Penna
West Ellwood Junction, Pa., Pittsburgh & Lake Erie
West End, Ala., Alabama Great South
West End, Cal., No. West. Pac
West End, Ga., Southern
West End, Ill., Illinois Cent
West End, Mont., No. Pacific
West End, Neb., North-Western Line
West End, Gloucester Co., N.J., Pennsylvania
West End, Hudson Co., N.J., Erie (a)
" New Jersey & N.Y (a)
" North. of New Jersey (a)
West End, Monmouth Co., N.J., Cent. of New Jersey (a)
" N.Y. & Long Branch (a)
" Pennsylvania (a)
West End, N.Y., Boston & Maine (a)
" Delaware & Hudson (a)
West End, N.C., Aberdeen & Asheboro
West End, O., P.C.C. & St. L
West End, Allegheny Co., Pa., Pitts. & Lake Erie
West End, Franklin Co., Pa., Cumberland Valley
West End, Schuylkill Co., Pa., Phila. & Reading
West End, S.C., Southern
West End, W.Va., Baltimore & Ohio
West End, Wis., Bayfield Transfer
West End Junction, Minn., Northern Pacific
West End Junction, N.J., N.Y. Susq. & Western
West End Junction, Pa., Phila. & Reading
West End Road, Va., Wash. Alex. & Mt. V. El
West End Summit, Pa., Cumberland Valley
West Englewood, N.J., N.Y. Ont. & West (a)†
" West Shore (a)
† *For passenger service only*
West Epping, N.H., Boston & Maine
Westerly, R.I., N.Y. New Hav. & Hart
Western, Neb., Burl. Route
Western & Atlantic Jn., Ga., Seaboard Air Line
Western Branch Bridge, Va., Southern
W. I. Junction, Ind., Wabash
Western Junction, Ala., Louisv. & Nashv (a)
" Western of Ala (a)
Western Junction, Neb., Burlington Route
West. Md. Junction, W.Va., Baltimore & Ohio (a)
" Western Maryland (a)
Called also Cherry Run on B. & O
Called Cherry Run on W. Md
Western Ontario Junc., Ont., Grand Trunk Pac (a)
" Superior & West. Ont (a)
Westernport, Md., Western Maryland
Western Shore, N.S., Halifax & Southwest
Western Springs, Ill., Burlington Route
Westervelt, Ill., Chicago and East. Ill
Westerville, O., C.A. & C (Penna. Lines)
West Eureka No. 10, Pa., Pennsylvania
West Everett, Mass., Boston & Maine
West Fairfield, Wash., Spok. & Inland Empire
West Fairfield, W.Va., Chesapeake & Ohio
West Fairport, O., Baltimore & Ohio
West Fairview, Pa., No. Cent
West Fall, Mont., No. Pac
West Falls, N.Y., Buffalo, Roch. & Pitts
West Falls Church, Va., Southern
West Falmouth, Me., Maine Central
West Falmouth, Mass., N.Y. New Hav. & Hart
West Farmington, Me., Maine Central
West Farmington, O., Baltimore & Ohio
West Farms, N.Y., N.Y. New Hav. & Hart
West Farms, Wash., Spokane Internat
West Fayetteville, Pa., Cumberland Valley
Westfield, Ct., N.Y.N.H. & H
Westfield, Ill., Cin. Ham. & Dayton
Westfield, Ind., Central Indiana (a)
" Chic. Ind. & Louisv (b)
(a) *and* (b) *adjacent*
Westfield, Plymouth Co., Ia., Chicago, Mil. & St. Paul
Westfield, Me., Bangor & Aroostook
Westfield, Mass., Boston & Albany (a)
" N.Y. New H. & Hart (a)
Westfield, Miss., Yazoo & Miss. Valley
Westfield, N.J., Cent. of N.J
Westfield, N.Y., Buff. & LK. E. Tr (El)
" Chaut. Trac (El) (a) (b)
" Jamest. Chau. & Lk. E (a)
" Lk. Shore & Mich. So (a)
" N.Y. Chic. & St. L (b)
(a) *and* (b) *1-10 mile apart*
Westfield, Pa., Buffalo & Susque (a)
" N.Y. C. & Hud. Riv (b)
(a) *and* (b) *about 1 mile apart*
Westfield, Tex., Int. & Gt. No
Westfield Wis., Minn. St. P. & Slt. Ste. M
Westfield Beach, N.B., Canadian Pacific
West Fitchburg, Mass., Boston & Maine
Westford, Mass., Bost. & Me
Westford, Pa., Penna Co
West Fork, Ark., Frisco Sys
West Fork, Ky., Lv. & Nash
West Fork, Ore., So. Pacific
West Fork, W.Va., Norfolk & Western
West Fork Junction, W.Va., Norfolk & Western
West Fort, Ont., Canadian Northern (a)
" Canadian Pacific (b)
" Grand Trunk Pac (c)
(a) *and* (c) *¼ mile apart*
(b) *and* (c *½ mile apart*
Called West Fort William on C. P
West Fort Dodge, Ia., Chicago Great West
West Fort William, Ont., Canadian Northern (a)
" Canadian Pacific (b)
" Grand Trunk Pac (c)
(a) *and* (c) *¼ mile apart*
(b) *and* (c *½ mile apart*
Called West Fort on C. N. and G. T. P
West Ft. Wayne, Ind., N.Y. Chic. & St. Louis
West Frankfort, Ill., Chicago and East. Ill
West Frankfort, Ky., Louisville & Nashville
West Gadsden, Ala., Louisville & Nashville
West Gary, Ind., Chic. Indiana & South
Westgate, Ia., Chic. Gt. West
Westgate, Manitoba, Canadian Northern
Westgate, Va., Virginian
West Giles, Ala., Louisville & Nashville
West Gladstone, Mich., North-Western Line
West Glasgow, Mo., Ch. & Alt
West Glendale, Cal., Southern Pacific
West Glenwood, Colo., Denver & Rio Grande
West Gloucester, Mass., Boston & Maine
West Grand Ledge, Mich., Pere Marquette
West Grand Rapids, Mich., Grand Rapids & Ind
" Lake Shore & Mich. So
" Pere Marquette
West Granitville, Mass., Boston & Maine
West Greenville, Wis., North-Western Line
West Gretna, Manitoba, Great Northern
West Grossdale, Ill., Burlington Route
" Indiana Harbor Belt†
Called Congress Park on B. R
West Groton, Mass., Boston & Maine
West Grove, Ia., Burlington Route (a)
" Wabash (a)

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

West Grove, Pa., Penna
West Haddonfield, N.J., Pennsylvania
Westham, Va., Ches. & Ohio
West Hamlin, W. Va., Chesapeake & Ohio
West Hammond, Ill., Indiana Harbor Belt+
West Hampton, N.Y., Lg. Isl
West Hanover, Mass., N.Y. New Hav. & Hart
West Harpeth, Tenn., Louisville & Nashville
West Hartford, Vt., Cent. Vt
West Harvey, Ill., Chic. Term. Trans (a)
" Grand Trunk (b)
(a) and (b) ¼ mile apart
West Havana, Ill., Burlington Route
West Haven, Ct., N.Y. New Hav. & Hart
West Haverstraw, N.Y., New Jersey & N.Y (a)
" N.Y. Ont. & West (b)r
" West Shore (b)
(a) and (b) ⅛ mile apart
r For passenger service only
West Hawley, Pa., Erie
West Helena, Ark., Missouri & South Ark
West Hempstead, N.Y., Long Island
West Henrietta, N.Y., Erie
West Hibernia, N.Y., Central New England
West Hingham, Mass., N.Y. New Hav. & Hart
West Hinsdale, Ill., Burlington Route
West Hollis, N.H., Boston & Maine
Westholme, B.C., Esq. & Nan
West Homestead, Pa., Baltimore & Ohio
Westhope, N.D., Great Northern
West Hopkinton, N.H., Boston & Maine
West Huntingdon, Ont., Grand Trunk
West Hurley, N.Y., Uls. & Del
West Irvine, Ky., Louisville & Atlantic
West Jackson, Miss., Alabama & Vicksburg
West Jefferson, O., Ohio Electric (a)
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) 200 yds. apart
West Jellico, Ky., Queen & Cres. Route
West Joplin, Mo., Frisco Sys
West Jordan, Utah, Denver & Rio Grande
West Junior, W. Va., Coal & Coke
West Jupiter, Fla., Florida East Coast
West Kankakee, Ill., Chicago, Ind. & South
West Keithsburg, Ia., Ia. Cen
West Kennebunk, Me., Boston & Maine
West Knoxville, Tenn., Louisville & Nashville
West Lafayette, O., Pitts. Cin. Chic. & St. L
Westlake, Fla., Ellav. Westlake & Jen
West Lake, Ga., Southern
Westlake, La., Kansas City South (a)
" Louisiana Western (b)
(a) and (b) 275 yards apart
West Lake Junction, Pa., Erie
Westland, Pa., Pitts. Cin. Chic. & St. L
Westland, S.C., Southern
West Lebanon, Ind., Illinois Central (a)
" Wabash (a)
West Lebanon, N.H., Boston & Maine
West Lebanon, O., C. A. & C (Penna. L)
West Lebanon, Indiana Co., Pa., Buffalo, Roch. & Pitt

West Leipsic, O., Cin. Ham. & Dayton (a)
" Detroit Southern (b)
" N.Y. Chicago & St. L (a)
" Ohio Electric (c)
(a) and (b) about ¾ mile apart
(a) and (c) about ½ mile apart
(b) and (c) 1 mile apart
Called Leipsic on C. H. & D., D. S. and O. E
West Leominster, Mass., N.Y. New Hav. & Hart
Westley, Cal., South. Pacific
West Liberty, Ill., Cin. Ham. & Dayton (a)
" Illinois Central (a)
West Liberty, Ia., Chicago, Rk. Isl. & Pac
West Liberty, O., Cleve. Cin. Ch. & St. L (a)
" Ohio Electric (b)
(a) and (b) ¼ mile apart
West Liberty, Pa., West Side Belt
West Lincoln, Neb., Union Pacific
West Line, Wichita Co., Kan. Atch. Topeka & S. Fe
West Line, Mo., Kansas City South (a)
" Missouri, Kan. & Tex (b)
(a) and (b) 1 mile apart
West Line, Pa., Pennsylvania (a)
" Valley (b)
(a) and (b) about ¼ mi. apart
West Linndale, O., Cleve. Cin. Chic. & St. L
West Livingston, Tex., Beaumont & Gt. North
West Lockport, N.Y., N.Y. Cent. & Hud. Riv
West Lorne, Ont., Michigan Central (a)
" Pere Marquette (b)
(a) and (b) 550 yards apart
West Loudonville, O., Pennsylvania Co
West Loveland, O., Balt. & Ohio Southwest
West Lynn, Mass., Boston & Maine (a)
" Bost. Rev. B. & Lynn (b)
(a) and (b) 20 rods apart
West Macleod, Alberta, Canadian Pacific
West Manayunk, Pa., Philadelphia & Reading
West Manchester, Me., Boston & Maine
West Manchester, Mass., Boston & Maine
West Manchester, O., Cincinnati North (a)
" Pitts. Cin. Ch. & St. L (a)
West Mansfield, Mass., N.Y. New Hav. & Hart
West Mansfield, O., Toledo & Ohio Central
West Marietta, O., Baltimore & Ohio (a)
" Marietta, Col. & Clev (a)
West Marion, Ark., Frisco System
West Marshall, Tex., Marshall & East Texas
West Maywood, Ill., Chicago Gt. Western
West Medford, Mass., Boston & Maine
West Medway, Mass., N. Y. New Hav. & Hart
West Melcher, Ind., Chicago and East. Ill
" Cin. Ham. & Dayton
West Merigomish, N.S., Intercolonial
West Meyersdale, Pa., Baltimore & Ohio
West Middlesex, Pa., Erie (a)
" Lk. Shore & Mich. So (a)
" Pennsylvania Co (b)
(a) and (b) about 100 yards apart
West Middletown, Pa., Wab. Pittsburg Term
West Milan, N.H., Gd. Trunk
West Miller's, Va., Chesapeake & Ohio
West Milton, O., Cin. Ham. & Dayton
West Milton, Pa., Phila. & R
West Minot, Me., Maine Central
Westminster, B.C., *See New Westminster, B.C*
Westminster, Cal., Southern Pacific
Westminster, Colo., Colorado & Southern
Westminster, Md., West. Md
Westminster, Mass., Boston & Maine
Westminster, Mich., Grand Rapids & Ind
Westminster, O., Erie
Westminster, Ont., London & Port Stanley

Westminster, S.C., Southern
Westminster, Vt., Bost. & Me
Westminster Junction, B.C., Canadian Pacific
Westminster Junction, Pa., N.Y. Susq. & Western
Westmond, Idaho, North. Pac
West Monessen, Pa., Pennsylvania
West Monkton, Ont., Canadian Pacific
West Monocacy, Pa., Penna
West Monroe, La., Vicksb. Shrevep. & Pac
West Monroe, N.Y., N.Y. Ontario & West
Westmont, N.J., Penna
Westmont, Pa., Philadelphia & Reading
West Montezuma, Ind., Chicago and East. Ill
West Moorestown, N.J., Pennsylvania
Westmore, Md., Balt. & Ohio
Westmore, Mont., Chicago, Mil. & Puget Sd
Westmoreland, Kan., Kansas South. & Gulf
Westmoreland, N.H., Boston & Maine
Westmoreland, N.Y., N.Y. Ontario & West
Westmoreland, Pa., Penna
Westmoreland, Tenn., Louisville & Nashville
West Morrisville, Pa., Penna
West Mosgrove, Pa., Buff. Roch. & Pitts (a)
" Pennsylvania (b)
(a) and (b) ¾ mile apart
Called Mosgrove on Penna
West Moshannon, Pa., Pennsylvania (a)
" Philipsburg RR (b)
(a) and (b) about 100 yards apart
Westmount, Que., Can. Pac
West Muskogee, Okla., Frisco System
West Mystic, Ct., N.Y. New Hav. & Hart
West Nanticoke, Pa., Delaware, Lack. & West
" Pennsylvania
Also see Nanticoke, Pa
West Napa, Cal., Southern Pacific
West Nashville, Tenn., Louisville & Nashville
" Nashville, Chatt. & St. L
West Nekoosa Junc., Wis., Chic. Mil. & St. Paul
West Newark, N.J., Penna
West Newark Junc., N.J., Lehigh Valley
West Newburgh, N.Y., Erie
West Newcastle, Colo., Colorado Midland (a)
" Denver & Rio Gr (a)
West Newell, Ill., Chicago and East. Ill
West Newton, Mass., Boston & Albany
West Newton, Pa., Baltimore & Ohio (a)
" Pitts. & Lake Erie (b)
(a) and (b) 300 yards apart
West Norfolk, Ct., Central New England
West Norfolk, Va., Southern
West Norwood, N.J., N.Y. Ont. & West (a)r
" West Shore (a)
r For passenger service only
West Notch, N.Y., Pitts. Shawmut & No
West Nunda, N.Y., Penna
West Nutley, N.J., Erie
West Nyack, N.Y., N.Y. Ont. & West (a)r
" West Shore (a)
r For passenger service only
West Oakland, Cal., So. Pac
West Oberlin, O., Lorraine & West Vat
West Oil City, Pa., Lk. Shore & Mich. So (a)
" Pennsylvania Co (a)
Called Oil City West Side on L. S. & M. S
West Olive, Mich., Pere Marquette
Weston, Ala., Southern
Weston, B.C., Great North
Weston, Colo., Colo. & Wyo
Weston, Ga., Seaboard Air Line
Weston, Idaho, Oregon Short Line
Weston, Ill., Tol. Peo. & West
Weston, Ia., Chic. Mil. & St. Paul (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) 60 rods apart
Weston, Mass., Boston & Maine

Weston, Mich., Lk. S. & M. So
Weston, Mo., Burlington Route (a)
" Chic. Rk. Isl. & Pac (a)
Weston, Neb., Union Pacific
Weston, N.H., Boston & Me
Weston, N.J., Phila. & Read
Weston, N.Y., *See Westons*
Weston, Wood Co., O., Cin. Hamilton & Day (a)
" Ohio Electric (b)
(a) and (b) adjacent
Weston, Ont., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) 150 yards apart
Weston, Umatilla Co., Ore., Oregon RR. & Nav. Co
Weston, Pa., Susq. & New York
Weston, S.C., Atl. Coast Line
Weston, Wash., No. Pacific
Weston, W. Va., Baltimore & Ohio
Weston, Wis., North-Western Line
West Oneonta, N.Y., Oneon. & Mohawk V (El)
Weston's, Cattaraugus Co., N.Y., Pennsylvania (a)
" Pitts. Shawmut & No (b)
(a) and (b) ¼ mile apart
Called Weston on P. S. & N
West Ont. Junction, Ont., Grand Trunk Pacific
" Sup & West Ont
West Orange, Cal., Southern Pacific
West Orange, N.J., Erie
West Orange, Tex., Orange & Northwest
Westover, Ala., Atlanta, Birm. & Atl
Westover, Ga., Central of Ga
Westover, La., Colo. So. New Orl. & Pac
Westover, Md., N.Y. P. & Norf
Westover Minn., Duluth & North. Minn
Westover, N.C., Norfolk & Southern
Westover, Pa., N.Y. Cent. & Hud. R (a)
" Pennsylvania (a)
Westover, Que., Can. Pacific
West Overton, Pa., Balt. & O
West Oxford, Mass., Boston & Albany
West Palm Beach, Fla., Florida East Coast
West Palmyra, N.J., Penna
West Paris, Me., Gd. Trunk
West Park, N.Y., West Shore
West Park, O., Lake Shore & Mich. So
West Parsons, Kan., Frisco System
West Pascagoula, Miss., Louisville & Nashville
West Pass Christian, Miss., Louisville & Nashville
West Paterson, N.J., Delaware. Lack. & West
West Patterson, N.Y., N.Y. New Hav. & Hart
West Pawlet, Vt., Delaware & Hudson
West Pawling, N.Y., N.Y. New Hav. & Hart
West Peabody, Mass., Boston & Maine
West Penn, Pa., Lehigh Val
West Perry, Mich., Munising
West Perrysburg, N.Y., Erie
West Pern, Ind., Wabash
Westphalia, Ind., Vandalia
Westphalia, Kan., Mo. Pacific
West Philadelphia, Pa., *See Philadelphia, Pa*
West Pine Plains, N.Y., Central New England
West Pine Plains Jn., N.Y., Central New England
West Pineville, Ky., Louisville & Nashville
West Pittsburg, Pa., Baltimore & Ohio (a)
" Pennsylvania Co (b)
" Pittsburg & Lk. Erie (c)
(a) and (b) adjacent
(a) and (c) 660 yards apart
Called Moravia on P. Co
West Pittsfield, Mass., Boston & Albany
West Pittston, Pa., Del. Lack. & West (a)
" Lehigh Valley (b)
(a) and (b) about 130 yards apart
Called West Pittston Junction on L. V
West Pittston Junction, Pa., Del. Lack. & West (a)
" Lehigh Valley (b)
(a) and (b) about 130 yards apart
Called West Pittston on D. L. & W
West Plains, Kan., Chic. Rock Isl. & Pacific

West Plains, Mo., Frisco System
West Platte, Mo., Chic. Gt. W
West Pleasant Valley, N.Y., Central New England
West Point, Ark., Missouri & North Ark
West Point, Ga., Atlanta & W. Point (a)
" Chattahoochee Val (b)
" Western of Ala (a)
(a) and (b) about 300 yards apart
West Point, Ill., Burl. Route
West Point, Huntington Co., Ind., Erie
West Point, Tippecanoe Co., Ind., Wabash
West Point, Ia., Burl. Route
West Point, Ky., Ill. Cent (a)
" Louisv. Hend. & St. L (b)
(a) and (b) about ¼ mi. apart
West Point, Mich., Minn. St. P. & Sit. Ste. M
West Point, Miss., Illinois Central (a)
" Mobile & Ohio (b)
" Southern in Miss (c)
(a) and (b) about ¼ mi. apart
(b) and (c) 1 mile apart
West Point, Neb., North-Western Line
West Point, N.Y., N.Y. Ont. & West (a)r
" West Shore (a)
r For passenger service only
West Point, O., Youngstown & Ohio Riv
West Point, Pa., Stony Creek
West Point, Tenn., Louisville & Nashville
West Point, Tex., Missouri Kan. & Tex (a)
" San An. & Aran. Pass (b)
(a) and (b) 300 yards apart
West Point, Va., Southern
West Pointe-a-la-Hache, La., New Orleans Southern
West Pontiac, R.I., N.Y. New Hav. & Hart
Westport, Ct., N.Y. N.H. & H
Westport, Ind., Cleve. Cin. Ch. & St. L (a)
" Southern Indiana (a)
Westport, Md., Balt. & Ohio
" Wash. Balt. & Annap. El
Westport, Minn., No. Pacific
Westport, N.H., Bost. & Me
West Port, N.Y., Del. & Hud
Westport, Ont., Brock. West. & No. West
Westport, Ore., Astoria & Col. River
Westport Pa., Pennsylvania
Westport S.D., Chic. M. & St. P
Westport, Tenn., Nashville, Chatt. & St. L
West Portal, Cal., Northwestern Pacific
West Portal, Mass., Boston & Maine
West Portal, N.J., Lehigh Val
West Port Arthur, Tex., Texas & New Orleans
Westport Factory, Mass., N.Y. New Hav. & Hart
West Pullman, Ill., Chic. Rock Isl. & Pac (a)
" Ch. West Pullman & So
" Illinois Central (b)
" Pitts. Cin. Ch. & St. L (c)
(a) and (b) about 183 yards apart
(a) and (c) about 300 yards apart
West Quincy, Mass., N.Y. New Hav & Hart
West Quincy, Mo., Burlington Route (a)
" Quincy, Om. & K.C (a)
West Raleigh, W. Va., Chesapeake & Ohio
West Rapids, Ia., North-Western Line
Westrays, N.C., Atl. Coast L
West Red Wing, Minn., Chicago Great Western
West Ridge, Ill., Chicago and East. Ill
West Rindge, N.H., Boston & Maine
West River, N.Y., Lehigh Val
West River, N.S., Intercol
West River Junction, Ct., N.Y. New Hav. & Hart
West Riverside, Ia., Inter-Urban (El)
West Riverside, N.J., Penna
West Roanoke, Va., Norfolk & Western
West Robson, B.C., Canadian Pacific
West Rochester, N.H., Boston & Maine

West Rochester, Pa.,
Pennsylvania Co
West Rodburn, Ky.,
Chesapeake & Ohio
West Rome, Ga.,
Central of Georgia (a)
" Southern (b)
West Roodhouse, Ill.,
Burlington Route
West Rosendale, Wis.,
North-Western Line
West Roxbury, Mass.,
N.Y. New Hav. & Har
West Rupert, Vt.,
Delaware & Hudson
West Rush, N.Y.,
N.Y. Cent. & Hud. River
West Rutland, Mass.,
Boston & Maine
West Rutland, Vt.,
Clarendon & Pittsford†
" Delaware & Hudson
Wests, Ga.,
Central of Georgia
West's, S.C., Southern
Wests, Tex.,
Beaumont, S. Lake & W
West St. Charles, Ill.,
Chicago Great Western
West St. John, N.B.,
Canadian Pacific (a
" South Shore (b
(a) and (b) about ¼ mile apart
West St. Paul, Minn.,
Chicago Gt. West† (a
" Chic. Rk. Isl. & Pac† (b)
(a) and (b) 424 yards apart
West Salamanca, N.Y., Erie
" Pennsylvania
West Salem, Ill.,
Illinois Central
West Salem, O., Erie
West Salem, Ore.,
Salem, Falls City & W
West Salem, Wis.,
Chicago, Mil. & St. P (a
" North-West. Line (b)
(a) and (b) adjacent
West Salisbury, Pa.,
Baltimore & Ohio
West Salt Point, N.Y.,
Cent. New England
West San Leandro, Cal.,
Southern Pacific
West San Lorenzo, Cal.,
Southern Pacific
West Saratoga Junc., N.Y.,
Boston & Maine
West Scarboro, Me.,
Boston & Maine
West Scio, Ore., So. Pacific
West Sebago, Me.,
Bridgton & Saco River
West Seboois, Me.,
Bangor & Aroostook
West Selvots, Me.,
Bangor & Aroostook
West Seneca, N.Y.,
Buff. & Lk. Erie Tr (El)
" Buff. Roch. & Pitts (a,
" Lk. Shore & Mich. So (b)
" N.Y. Chicago & St. L (b
" Pennsylvania (b
" South Buffalo
(a) and (b) about ¼ mile apart
Called Lackawanna on B. & L. E. Tr., Penna. and S. B
West Shefford, Que.,
Canadian Pacific (a
" Central Vermont (b
(a) and (b) 3½ miles apart
West Side, Ill., Lk. E. & West
WestSide, Ia., No. West. Line
West Side, Neb., Mo. Pacific
West Side, O.,
Balt. & Ohio Southwest
West Side Belt Junc., Pa.,
Wabash Pitts. Term
West Side Junction, Neb.,
Missouri Pacific
West Side Mo. River, Neb.,
North-Western Line
West Somer's, N.Y.,
N.Y. Cent. & Hud. River
West Somerville, Mass.,
Boston & Maine
West Sonora, O.,
Pitts. Cin. Chic. & St. L
West Sparks Junc., Okla.,
Fort Smith & Western
West Sparta, N.Y.,
Dansville & Mt. Morris
West Springer, Ind.,
Southern Indiana
West Springfield, O.,
Cleve. Cin. Chic. & St. L
West Springfield, Pa.,
Bessemer & Lake Erie
West Stayton, Ore., So. Pac
West Stewartstown, N.H.,
Maine Central
West Stockbridge, Mass.,
N.Y. New Hav. & Hart
West Stoughton, Mass.,
N.Y. New Hav. & Hart
West Suffield, Ct.,
Central New England
West Summit, N.J.,
Delaware, Lack. & West

West Swanton, Vt., Cent. Vt
West Swanzey, N.H.,
Boston & Maine
West Thompson, Ct.,
N.Y. New Hav. & Hart
West Thornton, N.H.,
Boston & Maine
West Tocoi, Fla.,
Atlantic Coast Line
West Toledo, O.,
Lake Shore & M. So (a
" Michigan Central (b)
" Toledo & Western (El)
(a) and (b) 130 yards apart
West Toronto, Ont.,
Canadian Pacific
" Grand Trunk
West Town, N.Y.,
N.Y. Susq. & Western
Westtown, Pa., Penna
West Townsend, Mass.,
Boston & Maine
West Townshend, Vt.,
Central Vermont
West Troy, Ala.,
Atlantic Coast Line
West Union, Ind.,
Chicago and East. Ill
West Union, Ia.,
Chic. Mil. & St. Paul (a
" Chic. Rk. Isl & Pac (b
(a) and (b) 15 rods apart
West Union, Minn., Gt. No
West Union,
Crawford Co., Pa.,
Bessemer & Lake Erie
West Union, Greene Co., Pa.
Waynesburg & Wash
West Union, S.C., Blue Ridge
West Union, W.Va., Balt. & O
West Unity, O.,
Cincinnati North (a
" Wabash (b
(a) and (b) ¾ mile apart
West Upton, Mass.,
Grafton & Upton†
West Utica, N.Y.,
Del. Lack. & Western
West Valley, N.Y.,
Buffalo, Roch. & Pitts
West Valley Falls, N.Y.,
Boston & Maine
West Valley Junction, Pa.,
Philadelphia&Reading
West Vanderburgh, Ky.,
Illinois Central
West Vernon, Ind.,
Balt. & Ohio Southwest
West Vernon, Pa.,
Bessemer & Lake Erie
West Vienna, Ill.
Chicago and East. Ill
West View, N.J.,
N.Y. Ont. & West (a) P
" West Shore (a)
P For passenger service only
West View, O., C.C.C. & St. L
West View, Va., Ches. & Ohio
Westville, Fla., Lv. & Nash
Westville, Ill.,
Chic. and East. Ill (a)
" Cl. Cin. Chic. & St. L (b)
Westville, Ind.,
Chic. Ind. & Louisv (a
" Wabash (b
(a) and (b) ¼ mile apart
Westville, N.H., Boston & Me
Westville, N.J., Penna
Westville, N.S., Intercolonial
Westville, Okla.,
Frisco System (a)
" Kansas City South (b)
(a) and (b) about 400 yards apart
Westville, S.C., Southern
Westville, Tex.,
Missouri, Kan. & Texas
West Va., W.Va.,
Chesapeake & Ohio
West Va. & Pitts. Jn., W.Va.
Baltimore & Ohio
West Va. Central Jn., W.Va.
Baltimore & Ohio (a)
" Western Maryland (a)
West View, W.Va.,
Chesapeake & Ohio
West Vivian, W.Va.,
Norfolk & Western
West Walpole, Mass.,
N.Y. New Hav. & Hart
West Ware, Mass., Bost. & Alb
West Warren, Mass.,
Boston & Albany
West Washington, Pa.,
Baltimore & Ohio
West Water, Utah,
Denver & Rio Grande
West Waterford, N.Y.,
Delaware & Hudson
West Watertown, Mass.,
Boston & Maine
West Weber, Utah,
Southern Pacific
Westwego, La., Texas & Pac
West Wheeling, O.,
Baltimore & Ohio (a)
" Pennsylvania Co (b)
(a) and (b) ⅛ mile apart

West Wichita, Kan.,
Kan. City, Mex. & Orient
West Williamsport, Pa.,
Susquehanna & N.Y
West Willington, Ct.,
Central Vermont
West Willow, Pa.,
Pennsylvania
West Winfield, N.Y., D.L.&W
West Winfield, Pa., Winfield
West Winnipeg, Manitoba,
Grand Trunk Pacific
West Winsted, Ct.,
Central New England
Westwood, Ark.,
St. Louis, Iron Mt. & So
Westwood, Idaho, North. Pac
West Wood, Mich.,
Grand Rapids & Ind
Westwood, Minn.,
Chicago, Mil. & St. Paul
Westwood, N.J., N.J. & N.Y
Westwood, O.,
Cincin. & Westwood
Westwood, Pa.,
Phila. & Reading
West Woodburn, Ore.,
Oregon Electric
Westwood Siding, Pa.,
Lehigh Valley
West Wrentham, Mass.,
N.Y. New Hav. & Hart
West York, Ill.,
Cleve. Cin. Chic. & St. L
West York, Pa., Penna (a)
" Western Maryland (a
West Yough Transfer, Pa.,
Baltimore & Ohio
Weta, S.D.,
Chicago, Mil. & St. Paul
Wetaskiwin, Alberta,
Canadian Pacific
Wetaug, Ill., Illinois Central
Wetherbee, Ga., Ga. North
Wetherill Jn., Pa., Penna
" Phila. & Reading
Wethersfield, Ct.,
N.Y. New Hav. & Hart
Wetmore, Alberta, Can. Pac
Wetmore, Kan., Mo. Pacific
Wetmore, Mich.,
Dul. So. Sh. & Atlantic
Wetmore, O., Norf. & West
Wetmore, Pa., Pennsylvania
Wetmore, Tenn.,
Louisville & Nashville
Wetmore, Tex., Int. & Gt. No
Wetmore, Vt.,
Montp. & Wells River
Wetonka, S.D.,
Minn. & St. Louis
Wetta Lea, Yukon,
White Pass & Yuk. Rte
Wettick, Kan.,
Atch. Top. & Santa Fe
Wetumka, Okla.,
Frisco System
Wetumpka, Ala., Lv. & Nash
Wetzel, Ill., C.C.C. & St. L
Wetzel, Mich.,
Gd. Rapids & Indiana
Wetzel, Berks Co., Pa.,
Philadelphia&Reading
Wetzell, Mich., Gd. Rap. & Ind
Wetzler, Ore.,
Portland Ry. L. & P. Co
Wever, Ia., Burlington Route
Weverton, Md., Balt. & Ohio
Wewoka, Ala., Lv. & Nash
Wewoka, Okla.,
Chicago, Rk. Isl. & Pac
Wewoka Junction, Ala.,
Louisville & Nashville
Wexford, Mo.,
Atch. Top. & Santa Fe
Wexford, Ont.,
Canadian Pacific
Weyanoke, W.Va.,
Norfolk & Western
Weyauwega, Wis.,
Minn. St. P. & Slt. Ste. M
Weybourn, O.,
Pitts. Cin. Chic. & St. L
Weyburn, Sask.,
Canadian Pacific
Weyburn, Va., Southern
Weyer, N.Y., Pennsylvania
Weyerhaeuser, Wis.,
Minn. St. P. & Slt. Ste. M
Weyers, O., Pennsylvania Co
Weyers Cave, Va.,
Baltimore & Ohio
Called also Cave Station
Weymouth, Mass.,
N.Y. New Hav. & Hart
Weymouth, N.J., Penna
Weymouth, N.S., Dom. Atl
Weymouth Heights, Mass.,
N.Y. New Hav. & Hart
Wey's Crossing, N.Y.,
Central New England
Whalan, Minn., Ch. M. & St. P
Whale Beach, N.J., Atl. City
Whalen, Pa., Susq. & N.Y
Whalen, Wyo.,
Burlington Route
Whaley, Ga., Southern
Whaley, Miss.,
Yazoo & Miss. Valley

Whaley, Va.,
Atlantic Coast Line
Whaley Pond, N.Y.,
N.Y. New Hav. & Hart
Whaley's, S.C., Southern
Whaley's, Tex., Tex. & Pac
Whaleyville, Md.,
Baltimore, Ches. & Atl
Whallonsburgh, N.Y.,
Delaware & Hudson
Wham, La.,
St. L. Iron Mt. & South
Wharncliffe, W.Va.,
Norfolk & Western
Wharton, Ky., Lv. & Nash†
Wharton, N.J.,
Central of N. J (a)
" Del. Lack. & West (b)
" Mt. Hope Mineral (a)
" Wharton & North (c)
(a) and (b) ¼ mile apart
(a) and (c) adjacent
(b) and (c) 100 yards apart
Wharton, N.C., Atl. Coast L
Wharton, Scioto Co., O.,
Norfolk & Western
Wharton, Wyandot Co., O.,
Cleve. Cin. Chic. & St. L
Wharton, Pa., Buffalo & Susq
Wharton, Tex.,
Galv. Har. & San Ant (a
" Gulf, Colo. & S. Fe* (b)
(a) and (b) about ¾ mile apart
Wharton Junction, N.J.,
Wharton & Northern
Wharton Junction, Tex.,
Galv. Har. & San Ant
Whartons, Ind.,
New Jersey, Ind. & Ill
What Cheer, Ia.,
Chic. Rk. Isl. & Pac (a
" North-West. Line (b)
(a) and (b) about 700 ft. apart
Whately, Mass.,
Boston & Maine (a
" N.Y. N. Hav. & Hart (b
Whately, Mont., Gt. North
Whatley, Ala., Southern
Whatley, Tex.,
Port Arthur Route
Wheatcroft, Ky.,
Illinois Central
Wheatdale, Wash., No. Pac
Wheatfield, Ind.,
Chic. and East. Ill (a)
" Chic. Ind. & South (a)
Wheatfield, Pa., Penna
Wheatland, Cal., So. Pacific
Wheatland, Ind.,
Balt. & Ohio Southwest
Wheatland, Ia.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) ¾ mile apart
Wheatland, Manitoba,
Canadian Pacific
Wheatland, N.Y.,
Buffalo, Roch. & Pitts
Wheatland, N.D., No. Pacific
Wheatland, Okla.,
Frisco System
Wheatland, Pa., Erie (a)
" Lk. Shore & Mich. So (a)
" Pennsylvania Co (b)
(a) and (b) 200 yards apart
Wheatland, W.Va.,
Norfolk & Western
Wheatland, Wis.,
Minn. St. P. & Slt. Ste. M
Wheatland, Wyo.,
Colorado & Southern
Wheatley, Ark.,
Chic. Rk. Isl. & Pac (a)
" Missouri & No. Ark (a)
Spelled Wheetley on M. & North Ark
Wheatley, Ky., Ches. & Ohio
Wheatley, Ont.,
Pere Marquette
Wheaton, Ga., Southern
Wheaton, Du Page Co., Ill.
North-Western Line
Wheaton, Ind.,
Cin. Ham. & Dayton
Wheaton, Kan., Union Pac
Wheaton, Minn., Ch. M. & St. P
Wheaton, Mo., Mo. & No. Ark
Wheaton, Wash., North. Pac
Wheaton's, Ct.,
N.Y. New Hav. & Hart
Wheaton's Mills, N.B.,
Elgin & Havelock
Wheat Road, N.J.,
Central of New Jersey
Wheat Sheaf, Pa., Penna
Wheatville, Minn., Gt. North
Wheatville, N.Y., West Shore
Wheeler, Ala., Southern
Wheeler, Pitkin Co., Colo.,
Colorado Midland
Wheeler, Summit Co., Colo.,
Colo. & Southern (a)
" Den. & Rio Grande (a)
Wheeler, Ga.,
Garbutt & Donovan S. L

Wheeler, Ill.,
Indianapolis Southern
Wheeler, Porter Co., Ind.,
" N.Y. Chic. & St. L (a)
" Pennsylvania Co (b)
(a) and (b) adjacent
Wheeler, Kan.,
Burlington Route
Wheeler, Mich.,
Pere Marquette
Wheeler, N.Y.,
Kanona & Prattsburg
Wheeler, Pa., Pennsylvania
Wheeler, Va., Lv. & Nash
Wheeler, Wis.,
Minn. St. P. & Slt. Ste. M
Wheeler's, Miss., Mobile & O
Wheelers, S.C.,
Atlantic Coast Line
Wheelersburg, O.,
Norfolk & Western
Wheelers Crossing, Ind.,
Balt. & Ohio Southwest
Wheelerton, Mich.,
Lake Shore & Mich. So
Wheelerville, Pa.,
Susquehanna & N.Y
Wheelerwood, Ia.,
North-Western Line
Wheeling, Ala.,
Alabama Gt. South (a)
Southern (a)
Wheeling, Ill.,
Minn. St. P. & Slt. Ste. M
Wheeling, Ind.
Pitts. Cin. Chic. & St. L
Wheeling, Mo., Burl. Route
Wheeling, W.Va.,
Balt. & Ohio (a) (b) (c)
" Pennsylvania Co
" P. Cin. Ch. & St. L (c)
" Wheel. & Lk. Erie (d)
(a) and (c) ⅛ mile apart
(a) and (d) about ¼ mi. apart
(b) Connection by bridge
(c) and (d) about ⅛ mi. apart
Transfer between all depots for passengers holding through tickets
Wheeling Creek, O.,
Baltimore & Ohio
Wheeling Crossing, Ala.,
Louisville & Nashville
Wheeling Junction, W.Va.,
Pitts. Cin. Chic. & St. L
Wheeling Valley, O.,
Baltimore & Ohio
Wheelock, Minn., No. Pacific
Wheelock, N.D., Great North
Wheelock, O., Penna. Co
Wheelwright, Mass.,
Boston & Maine
Wheetley, Ark.,
Chic. Rk. Isl. & Pac (a)
" Missouri & No. Ark (a)
Spelled Wheatley on C. R. I. & P
Whelan, Wash., No. Pacific
Whelen, Ark.,
St. Louis, Iron Mt. & So
Wheless, Ga., Georgia
Wherry, Kan., Frisco Sys
Whetham, Pa., Penna
Whetstone, Mo.,
Frisco System
Whichards, N.C.,
Atlantic Coast Line
Whidden Creek, Fla.,
Atlantic Coast Line
Whieldon, Miss.,
Yazoo & Miss. Valley
Whigham, Ga.,
Atlantic Coast Line
Whigville, O.,
Ohio River & Western
Whilac, Manitoba,
Canadian Pacific
Whippany, N.J.,
Morristown & Erie
Whipple, O., Penna. Co
Whipple, R.I., N.Y. N.H. & H
Whipple's, Mass., Bost. & Alb
Whipples Crossing, R.I.,
N.Y. New Hav. & Hart
Whipple Junction, W.Va.,
Chesapeake & Ohio (a)
" White Oak (a)
Whippleville, N.Y.,
N.Y. Cent. & Hud. Riv
Whippoorwill, O.,
N.Y. Chic. & St. Louis
Whiskey Chitto, La.,
Louisiana Central
Whiskey Junction, La.,
Sibley, Lk. Bisten. & So
Whistler, Ala., Mobile & Ohio
Whistletown, Pa.,
Buff. Roch. & Pitts (a)
" Pennsylvania (b)
(a) and (b) about ¼ mi. apart
Whitaker, Ill.,
Chicago, Mil. & Gary
Whitaker, N.C.,
Atlantic Coast Line
Whitaker, Pa., Penna

* *On the Santa Fe*
† *For freight only*
‡ *On the Rock Island System*

Whitbourne, N.F., Reid Newfoundland
Whitby, Ont., Grand Trunk
Whitby Jn., Ont., Gd. Trunk
Whitcomb, Ind., Balt. & Ohio Southwest
Whitcomb, W.Va., Chesapeake & Ohio
Whitcomb, Wis., North-Western Line
Whitcomb's, Vt., Montp. & Wells River
White, Ark., El Dorado & Bastrop (a)
" New Orleans & N.W (a)
White, Kan., At. Top. & S. Fe
White, Md., Wash. Balt. & Annap. El
White, Houghton Co., Mich., Mineral Range
White, Bedford Co., Pa., Baltimore & Ohio
White, Indiana Co., Pa., Pennsylvania
White, Brookings Co., S.D., Chicago, Rk. Isl. & Pac
White, Tenn., Southern
White, Robertson Co., Tex., Hearne & Brazos Val
White, Va., Ches. & Ohio
White Apple, Miss., Yazoo & Miss. Valley
White Ash, Ky., Louisville & Atlantic
White Bear, Minn., Northern Pacific
White Bear, Pa., Phila. & Reading
White Bear Beach, Minn., Northern Pacific (a)
" M. St. P. & Slt. Ste. M (b)
(a) and (b) ½ mile apart
White Bluff, Tenn., Nash. Chatt. & St. L
Whitebread, Ont., Pere Marquette
Whitebreast, Ia., Burlington Route
White Bridge, N.Y., Marcellus & Otisco Lk
White Castle, La., Texas & Pacific
White Church, Kan., Missouri Pacific
White Church, N.Y., Del. Lack. & West (a)
" Lehigh Valley (a)
White Church, Ont., Grand Trunk
White City, Fla., Florida East Coast
White City, Kan., Chic. Rk. Isl. & Pac (a)
" Mo. Kan. & Texas (b)
(a) and (b) ½ mile apart
White City, Tex., St. Louis South-west
White Cliffs, Ark., Kansas City Southern
" Memphis, Paris & Gulf
White Cloud, Ia., Wabash
White Cloud, Kan., Burlington Route
White Cloud, Mich., Pere Marquette
White Cottage, O., Zanesville & Western
White Creek, Allegany Co., N.Y., Buffalo & Susquehanna
White Creek, Washington Co., N.Y., Boston & Maine (a)
" Rutland (a)
White Cut, Va., Southern
White Dale, Mich., Minn. St. P. & Slt. Ste. M
White Deer, Pa., Phila. & Reading (a)
" White Deer & Logan (a)
White Deer, Tex., South. Kansas of Tex*
White Deer Junction, Pa., White Deer & Lozanton
White Eagle, Okla., Atch. Top. & Santa Fe
White Earth, N.D., Gt. North
Whitefield, Me., Wiscasset, Wat. & Farm
Whitefield, N.H., Boston & Maine (a)
" Maine Central (b)
(a) and (b) ¼ mile apart
Whitefield Junction, N.H., Boston & Maine
Whitefish, Mich., Duluth, S. Shore & Atl
Whitefish, Mont., Great Northern
White Fish, Algoma District, Ont., Canadian Pacific
White Fish, Thunder Bay Dist., Ont., Canadian Northern
White Fish Bay, Wis., North-Western Line
Whitefish Junction, Minn., Minneap. & Rainy River
White Fish Lake, Ont., Canadian Northern
Whiteford Road, O., Toledo & Western (El
White Fox, O., Wheeling & Lake Erie
White Gravel, Pa., Penna
Whitehall, Ala., West. of Ala
Whitehall, Ark., St. Louis, Iron Mt. & So
Whitehall, Ga., Cent. of Ga
White Hall, Ill., Burlington Route (a)
" Chicago & Alton (b)
(a) and (b) about ½ mi. apart
White Hall, Md., No. Central
White Hall, Mich., Pere Marquette
Whitehall, Mont., No. Pacific
Whitehall, N.J., Del. Lack. & Western
Whitehall, N.Y., Del. & Hud
Whitehall, Ont., Grand Trunk
White Hall, S.C., Atlantic Coast Line
Whitehall, Wis., Green Bay & Western
White Harbor, Miss., Louisville & Nashville
White Haven, Pa., Central of New Jer (a)
" Lehigh Valley (b)
(a) and (b) about 100 yards apart
White Haven, Tenn., Illinois Central
Whitehead, La., St. Louis, Iron Mt. & So
Whiteheads, N.J., New Jersey & Penna
Whitehead Landing, Miss., Yazoo & Miss. Valley
Whiteheads, No. 1, N.J., Raritan River †
Whiteheads, No. 2, N.J., Raritan River †
Whiteheads, No. 3, N.J., Raritan River †
Whiteheads Yard, N.J., Raritan River †
White Heath Ill Illinois Central
White Hill, N.J., Penna
White Hill, Cumberland Co., Pa., Cumberland Valley (a)
" Phila. & Reading (b)
(a) and (b) 120 yards apart
White Horn, Tenn., Southern
White Horse, Yukon, White Pass & Yuk. Rte
White House, Fla., Seaboard Air Line
White House, Mo., St. Louis, Iron Mt. & So
White House, N.J., Cent. of New Jersey (a)
" New Jer. & Penna (a)
White House, Cattaraugus Co., N.Y., Erie (a)
" Pennsylvania (b)
" Pitts. Shawmut & No (b)
White House, Chautauqua Co., N.Y., N.Y. Chic. & St. Louis
White House, O., Wabash
White House, Ore., So. Pac
White House, Que., Quebec & Lake St. John
White House, Tex., Int. & G.N
White House, Utah, Denver & Rio Grande
White House, Va., Southern
White Lake, Oneida Co., N.Y., N.Y. Cent. & Hud. Riv
White Lake, S.D., Chicago, Mil. & St. Paul
Whiteland, Ind., Pitts. Cin. Chic. & St. L
Whiteland, Pa., Penna
Whitelaw, Kan., Mo. Pacific
Whitelaw, Wis., North Western Line
Whiteley, Ky., Lv. & Nashv
Whitely, Ind., Ft. W. Cin. & Lv
White Marsh Junction, Pa., Pennsylvania
White Mill, Pa., Blacklick & Yellow Crk
White Mills, Wayne Co., Pa., Erie
White Mountain House, N.H., Boston & Maine (a)
" Maine Central (a)
White Mount. Transfer, N.H., Boston & Maine
Whitemouth, Manitoba, Canadian Pacific
White Oak, Ala., Cent. of Ga
White Oak, Ark., St. Louis, Iron Mt. & So
White Oak, Ga., Seaboard Air Line
White Oak, Mo., Phila. Balt. & Wash
White Oak, Mo., Frisco System
White Oak, O., Norfolk & Western
White Oak, Okla., Frisco System
White Oak, Pa., Phil. & Read
White Oak, Fairfield Co., S.C., Southern
White Oak, Greenville Co., S.C., Greenville & Knoxville
White Oak, Tex., St. L. S. W
White Oak Junction, W. Va Chesapeake & Ohio (a)
" White Oak (a)
White Oak Siding, Va., Chesapeake & Ohio
White Pass, Alaska, White Pass & Yuk. Rte
White Path, Ga., Louisville & Nashville
White Pigeon, Mich., Lk. Shore & Mich. So
White Pine, Mont., No. Pac
White Pine, Tenn., Southern
White Plain, Md., Penna
White Plains, Ga., Union Pt. & W. Plains
White Plains, Ky., Ill. Cent
White Plains, Manitoba, Canadian Northern
White Plains, Nev., So. Pac
White Plains, N.Y., N.Y. Cent. & Hud. Riv
White Plains Junction, Ga., Georgia (a)
" Union P. & W. Plains (a)
White Point, Ore., Southern Pacific
White Pond, Miss., Gulf & Ship Island
White Pond, S.C., Southern
Whiteport, N.Y., West Shore
White Post, Va., Norf. & West
White Pot, N.Y., Long Isl
White River, Ont., Can. Pac
White River, Wis., Minn. St. P. & Slt. Ste. M
White River Bridge, Ark., St. Louis, Iron Mt. & So
White River Junction, Ark., St. L. Iron Mt. & So
White River Junction, Vt., Boston & Maine (a)
" Central Vermont (a)
" Woodstock (a)
White Rock, B.C., Gt. North
White Rock, Cal., So. Pacific
White Rock, Me., Me. Cent
White Rock, Mo., Burlington Route
White Rock, Armstrong Co., Pa., Pennsylvania
White Rock, Lancaster Co., Pa., Lanc. Oxford & South
White Rock, S.C., Col. Newb. & Laurens
White Rock, S.D., Chicago, Mil. & St. Paul
White Rock, Tenn., E. Tenn. & W. No. Car
White Run, Ky., Ill. Central
Whites, Ga., Georgia & Fla
Whites, Bartow Co., Ga., Iron Belt
Whites, Ill., Belt. & Ohio Southwest
White's, Ky., Louisv. & Nashv
Whites, La., St. Louis, Iron Mt. & So
Whites, Miss., Illinois Cent
Whites, Mo., Frisco System
Whites, Cayuga Co., N.Y., N.Y. Auburn & Lansing
Whites, Monroe Co., N.Y., Pennsylvania
Whites, Okla., Chicago, Rk. Isl. & Pac
White's, Ont., London & Port Stanley
Whites, Pa., Delaware & Hudson
White's, Que., Grand Trunk
Whites, S.C., Atl. Coast Line
White's, Utah, Denver & Rio Grande
White's, Spottsylvania Co., Va., Pot. Fred. & Piedmont
White's, Wash., North. Pac
White Salmon, Wash., Spokane, Port. & Seat
Whitesand, Miss., Mississippi Central
White Sand, Mo., Frisco System
White Sand Lake, Wis., Chicago, Mil. & St. Paul
Whitesboro, Del., Maryland, Del. & Va
Whitesboro, N.J., Atlantic City
Whitesboro, N.Y., N.Y. Cent. & Hud. Riv
Whitesboro, Tex., Mo. Kan. & Texas (a)
" Texas & Pacific (a)
Whitesbridge, Cal., So. Pac
Whitesburg, Ga., Cent. of Ga
Whitesburg, Tenn., Southern
Whites Camp, Mich., Boyne City & So. East
Whites Corners, N.Y., N.Y. Ont. & Western
Whites Creek Junction, Pa., Baltimore & Ohio
Whites Ferry, Pa., Leh. Val
Whiteshill, Cal., Northwestern Pacific
Whiteside, Fla., Atlantic Coast Line
Whiteside, Kan., A. T. & S. F
Whiteside, Mo., St. L. & S.F
Whiteside, N.S., Cape Breton
Whiteside, Tenn., N. C. & St. L
White Siding, Mo., Mo. Pac
Whites Mill, Ala., Southern
Whites Mill, Ga., Ga. Fla. & Ala
Whites Mills, N.Y., Delaware, Lack. & West
Whiteson, Ore., So. Pacific
White Spring, Pa., Philadelphia & Reading
White Springs, Fla., Florida & Georgia +
" Georgia South & Fla
White's Ranch, Tex., Gulf & Interstate of Tex
Whites Store, N.Y., N.Y. Ontario & West
White Stick, W. Va., Chesapeake & Ohio
Whitestone, Ga., Louisville & Nashville
Whitestone N.Y., Long Is
Whitestone, S.C., Southern
Whitestone Landing, N.Y., Long Island
Whitestown, Ind., Cleve. Cin. Chic. & St. L
White Sulphur, Hall Co., Ga., Southern
White Sulphur, Ky., Illinois Central
White Sulphur, O., Cleve. Cin. Chic. & St. L
White Sulphur, W. Va., Chesapeake & Ohio
Whitesville, Ga., Central of Georgia
Whitesville, Ind., Chic. Ind. & Louisv
Whitesville, Ky., Ill. Cent
Whitesville, N.Y., New York & Penna
Whitetail Crossing, S.D., Burlington Route
Whitethorne, Va., Virginian
Whiteville, La., Morgan's La. & Tex
Whiteville, N.C., Atl. Coast L
Whiteville, O., Toledo & Western (El
Whiteville, Tenn., Nash. Chatt. & St. Louis
Whitewater, B.C., Kaslo & Slocan
White Water, Cal., So. Pac
White Water, Colo., Den. & Rio Grande
Whitewater, Kan., Chic. Rock Isl. & Pac (a)
" Missouri Pacific (b)
(a) and (b) about 370 yards apart
Whitewater, Manitoba, Canadian Pacific
Whitewater, Cape Girardeau Co., Mo., St. Louis, Iron Mt. & So
Whitewater, N.M., Atch. Top. & Santa Fe
Whitewater, Wis., Chicago, Mil. & St. Paul
Whitewater Creek, B.C., Kaslo & Slocan
Whitewater Park, O., Cleve. Cin. Chic. & St. L
White Willow, Minn., Chicago Great Western
White Wings, N.Y., Albany & Hudson (El
Whitewood, Ky., Lv. & Nash
Whitewood, Sask., Can. Pac
Whitewood, S.D., No. W. Line
Whitewright, Tex., Mo. Kansas & Texas (a)
" St. L. South-western (b)
(a) and (b) ¼ mile apart
Whitfield, Ala., Sumter & Choctaw
Whitfield, Fla., Suwannee & San Pedro
Whitfield, Ga., Atl. & W. P
Whitfield, O., Cin. Han. & Dayton
Whitford, La., La. Ry. & Nav. Co
Whitford, Ore., Oregon Electric
Whitford, Pa., Penna (a)
" Phila. & Reading (b)
Called Oakland on P. & R
(a) and (b ¼ mile apart
Whitham, Mo., Atch. Top. & S. F (a)
" Wabash (b)
(a) and (b) about 1 mi. apart
Whiting, Ind., B. & O (a)
" Chicago, Ind. & South
" Chic. Term. Transf (b)
" Elgin, Joliet & Eastern
" Indiana Harbor Belt +
" Lk. Shore & Mich. So (c)
" Pennsylvania Co
(a) and (c) about 160 yards apart
(b) and (c) about ½ mi. apart
Whiting, Ia., No. W. Line
Whiting, Kan., Chic. Rock Isl. & Pac (a)
" Missouri Pacific (b)
(a) and (b) about ½ mile apart
Whiting, Mo., St. L. So. West
Whiting, Pa., Pennsylvania
Whiting, Vt., Rutland
Whiting, Va., Virginia-Carolina
Whiting, W. Va., Ches. & Ohio
Whitingham Station, Vt., Hoosac Tunnel & Wilm
Whiting River, Ct., Central New England
Whiting's, N.J., C. of N.J (a)
" Pennsylvania (a)
" Tuckerton (a)
Whitin's Mass., N.Y. New Hav. & Hart
Whitla, Alberta., Can. Pac
Whitley, Ga., Seab. Air Line
Whitley, Ky., Cin. New Orl. & Tex. Pac
Whitley, N.C., Southern
Whitlock, Ky., Louisv. & Atl
Whitlock, N.Y., Staten Island Rap. Tr
Whitlock, Tenn., Nash. Chatt. & St. Louis
Whitlock, Va., Ches. & Ohio
Whitlow, Ark., Chicago, Rk. Isl. & Pac
Whitman, Ill., Chic. & E. Ill
Whitman, Kan., Mo. Pacific
Whitman, La., Yazoo & Miss. Valley
Whitman, Mass., N.Y. New Hav. & Hart
Whitman, Mich., Lake Superior & Ish (a)
" Marquette & S. E (a)
Whitman, Minn., Chicago, Mil. & St. Paul
Whitman, Neb., Burl. Route
Whitman, Wash., Oregon RR. & Nav. Co
Whitman's, N.F., Reid Newfoundland
Whitmer, Pa., Bellefonte Central
Whitmer, W. Va., Dry Fork
Whitmier, N.Y., Penna
Whitmire, S.C., Seaboard Air Line
Whitmire, Tex., Houst. Fostoria & No
Whitmore, Ark., Chicago, Rk. Isl. & Pac
Whitmore, Lucas Co., O., Toledo & Ohio Central
Whitmore, Sandusky Co., O., Lake Erie & Western
" Lake Shore Electric
Whitmore, Tex., Mo. Kans. & Texas
Whitmore Lake, Livingston Co., Mich., Grand Trunk
Whitmore Lake, Washtenaw Co., Mich., Ann Arbor
Whitnel, N.C., Car. & No. W

Whitner, Ky., Southern
Whitney, Ala., Alabama Gt. Southern
Whitney, Cal., San Diego Southern
Whitney, Fla., Seaboard Air Line
Whitney, Idaho, Oregon Short Line
Whitney, Mich., N.W. Line
Whitney, Miss., Yazoo & Miss. Valley
Whitney, Mont., Chic. Mil. & Puget Sd
Whitney, Neb., N.W. Line
Whitney, N.M., Atch. Top. & Santa Fe
Whitney, N.C., Southern
Whitney, Ont., Grand Trunk
Whitney, Ore., Sumpter Val
Whitney, Pa., Penna
Whitney, Tex., Texas Cent
Whitney, Wash., Gt. North
Whitney Mills, S.C., Southern
Whitney's, Cal., So. Pacific
Whitney's, Mass., Bost. & Alb
Whitneys, Miss., Southern
Whitney's Point, N.Y., Del. Lack. & Western
Whitneyville, Me., Washington County
Whitsett Junction, Pa., Pittsburgh & Lake Erie
Whitson Junction, Wis., Mineral Pt. & North (a)
" North-West. Line (a)
Whittaker, Mich., Wabash
Whittaker, Miss., Yazoo & Miss. Valley
Whittaker, Utah, Denver & Rio Grande
Whittaker's, Ind., Vandalia
Whittakers, W.Va., Baltimore & Ohio
Whittemore, Ia., Chicago, Mil. & St. Paul
Whittemore, Mich., Detroit & Mackinac
Whitten, Ia., No. West. Line
Whitten, Mo., Wabash
Whittens, Va., Ches. & Ohio
Whittenton, Mass., N.Y. New Hav. & Hart
Whittenton Junc., Mass., N.Y. New Hav. & Hart
Whittier, Cal., Pac. Electric
" Southern Pacific
Whittier, N.C., Southern
Whittier, Wash., Chic. Mil. & Puget Sd
Whittier Junc., Manitoba, Canadian Pacific
Whittington, Ill., Chic. and East. Illinois
Whittington, La., La. Ry. & Nav. Co
Whittle, Va., Southern
Whittles, Ga., Georgia & Fla
Whittlesey, Wis., Minn. St. P. & Slt. Ste. M
Whitton, Cal., A.T. & S.F., Coast Lines*
Whitwell, Tenn., Nash. Chatt. & St. Louis
Whitworth, Que., Temiscouata
Whonnock, B.C., Can. Pac
Whorley, Tenn., Nash. Chatt. & St. L (a)
" Western & Atlantic (a)
Whorley, W. Va., Chesapeake & Ohio
Whyte, W.Va., Western Md
Whytewold, Manitoba, Canadian Pacific
Wiard, Mich., Mich. Cent
Wiarton, Ont., Grand Trunk
Wibaux, Mont., No. Pacific
Wible Orchard, Cal., Southern Pacific (a)
" Sunset (a)
Wiborg, Miss., Yazoo & Miss. Valley
Wichert, Ill., Ch. and East. Ill
Wichita, Kan., Atch. Top. & S. Fe (a)
" Chic. Rk. Isl. & Pac (b)
" Frisco System (d)
" K. City, Mex. & Orien (d)
" Missouri Pacific (c)
(a) and (b) ½ mile apart
(a) and (c) 1 mile apart
(a) and (d) about ½ mile apart
(b) and (d) about 1-16 mile apart
(c) and (d) about 4-5 mile apart
(b) and (c) 1 1-12 miles apart
Wichita, Ore., Portland Ry. L. & P. Co
W. & C. Junction, Kan., Missouri Pacific
Wichita Falls, Tex., Ft. W. & Denv. City (a)
" Mo. Kansas & Texas (b)
" Wichita Falls & N. W (b)
" Wichita Falls & So (b)
" Wichita Valley (a)
(a) and (b) 260 yards apart
Wichita Heights, Kan., Frisco System
Wichita Junction, Kan., Missouri Pacific
Wick, Ia., Burlington Route
Wick, O., Lk. Sh. & Mich. So
Wickatunk, N.J., Cent. of N.J
Wickenburg, Ariz., Santa Fe, Presc. & Ph*
Wickersham, Wash., No. Pac
Wickes, Ark., Kansas City So
Wickes, Mont., Great North
Wickes, Mo., St. L. I. Mt. & So
Wickford Junction, R.I., N.Y. New Hav. & Hart
Wickford Landing, R.I., N.Y. New Hav. & Hart
Wickham, N.B., Can. Pacific
Wickham, Que., Can. Pacific
Wickham, Va., Ches. & Ohio
Wick Haven, Pa., Baltimore & Ohio (a)
" Pitts. & Lake Erie (b)
Called Banning on B. & O
Wickland, Ky., Lv. & Nash
Wickliffe, Ky., Ill. Cent (a)
" Mobile & Ohio (a)
Wickliffe, O., Lake Shore & M. So (a)
" N.Y. Chic. & St. Louis (b)
(a) and (b) ½ mile apart
Wicklow, Ont., Temiskaming & No. Ont
Wicks, Minn., Duluth, Missabe & No
Wicks, Ore., Oregon & Southeastern
Wickstrom, Ill., Chic. So †
Wicopee Junction, N.Y., Central New England
Widdicomb, Mich., Grand Rapids & Ind
Widdifield, Ont., Temiskaming & No. Ont
Widefield, Colo., Chic. Rk. Isl. & Pac (a)
" Denver & Rio Gr (a)
Wideman, Ark., St. Louis, Iron Mt. & So
Widemire, Pa., Penna
Widener's, Ark., Chicago, Rk. Isl. & Pac
Wide Water, Va., Richmond, Fred. & Pot
Wiehe, Wis., North. Pacific
Wiehle, Va., Southern
Wiemer, Tex., So. Pacific
Wiess, Tex., Tex. & New Orl
Wigan, Yukon, White Pass & Yuk. Rte
Wiggam, Kan., Atchison, Top. & S. Fe
Wiggan, Pa., Pennsylvania
Wigger, Mo., Mo. Southern
Wiggins, Colo., Burl. Route
Wiggins, Ga., Georgia & Fla
Wiggins, Miss., Gulf & Ship Island
Wigginville, Mass., Boston & Maine
Wigg's, Ind., P. C. C. & St. L
Wightman, Ia., Chicago Great Western
Wigie, Ont., Michigan Cent
Wigmore, Cal., Pac. Coast
Wigton, Pa., Philipsburg RR
Wigwam, B.C., Can. Pacific
Wigwam, Colo., Chic. Rk. Isl. & Pac (a)
" Den. & Rio Grande (a)
Wigwam, Md., Baltimore, Ches. & Atl
Wila, Mo., St. Louis So. West
Wilber, Neb., Burl. Route
Wilberforce, O., Pitts. Cin. Chic. & St. L
Wilberforce, Ont., Ottawa Banc. & Ottawa
Wilbern, Ill., Atch. Top. & Santa Fe
Wilbers, N.Y., N.Y. Ontario & West
Wilbon, N.C., Durham & Southern
Wilbren, O., C. & M.V. (Penna. Lines)
Wilbur, Colo., Flor. & Crip. C
Wilbur, Kan., Mo. Pacific
Wilbur, Ont., Kingston & Pembroke
Wilbur, Douglas Co., Ore., Southern Pacific
Wilbur, Wash., No. Pacific
Wilburn, S.C., Southern
Wilburs Crossing, Mass., N.Y. New Hav. & Hart
Wilburtha, N.J., Penna
Wilburton, Okla., Chicago, Rk. Isl. & Pac
" Missouri, Kan. & Tex
Wilburton, Pa., Lehigh Val
Wilburton, Wash., North. Pac
Wilby, Mo., St. L. Ir. Mt. & So
Wilchens, Utah, San Ped. Los Ang. & S. Lk
Wilcoe, W. Va., Norfolk & Western
Wilcox, Ala., Louisv. & Nash
Wilcox, Fla., Atlantic Coast Line
Wilcox, Ga., Southern
Wilcox, Ind., Illinois Cent
Wilcox, Mo., Wabash
Wilcox, Neb., Burl. Route
Wilcox, N.Y., Lehigh. & N. E
Wilcox, Ore., Oregon RR. & Nav. Co
Wilcox, Elk Co., Pa., Penna
Wilcox, Sask., Can. Pacific
Wilcox, Wis., No. West. Line
Wilcox, Wyo., Union Pac
Wilcoxon, La., St. Louis, Iron Mt. & So
Wildasin, Cal., A.T. & S.F., Coast Lines*
Wildcat, Ark., Crittenden †
Wilde, Ont., Algoma Cent. & H. Bay
Wildell, W.Va., Western Md
Wilder, Kan., Atch. T. & S. Fe
Wilder, Minn., No. West. Line
Wilder, Mont., Great North
Wilder, Vt., Boston & Maine
Wilder, Wis., Chic. Mil. & St. P
Wilderman, Ill., Ill. Central
Wilders, Cal., Ocean Shore
Wilders, Ind., Chic. and East. Ill (a)
" Chic. Ind. & Louisv (a)
" Erie (a)
Wilder's, Ky., Lv. & Nash
Wilders, Mich., Mich. Central
Wilders Crossing, Ga., Central of Georgia
Wildersville, Tenn., Nash. Chatt. & St. Louis
Wild Hog, Ala., Washington & Choctaw
Wild Horse, Chaffee Co., Colo., Colorado Midland
Wild Horse, Cheyenne Co., Colo., Union Pacific
Wild Horse, Okla., Missouri, Kan. & Texas
Wild Horse, Tex., Tex. & Pac
Wildhurst, Tex., St. Louis South-west
Wildie, Ky., Louisv. & Nash
Wildomar, Cal., A.T. & S.F., Coast Lines*
Wildorado, Tex., Chic. Rock Island & Gulf
Wild Rice, N.D., Chicago, Mil. & St. Paul
Wild Rose, N.D., Minn. St. P. & Slt. Ste. M
Wild Rose, Wis., No. W. Line
Wildsville, La., Natchez & Western
Wildwood, Fla., Seaboard Air Line
Wildwood, Ga., Alabama Gt. Southern
Wild Wood, Ill., Ill. Central
Wildwood, Ky., Louisville & Nashville
Wildwood, Miss., Yazoo & Miss. Valley
Wildwood, N.J., Penna
Wildwood Junction, N.J., Pennsylvania
Wildwood, N.C., Norfolk & Southern
Wildwood, Ore., Oregon & Southeastern
Wildwood, Alleg. Co., Pa., Baltimore & Ohio
Wildwood, Cambria Co., Pa., Pennsylvania
Wildwood, Elk Co., Pa., Pitts. Shawmut & North
Wildwood, Va., Chesapeake & Ohio
Wildwood, Wis., North Western Line
Wildwood Crest, N.J., Pennsylvania
Wildwood-Holly Beach, N.J., Pennsylvania
Wildwood Junction, N.J., Pennsylvania
Wiles, Tex., Texas & Pacific
Wiley, Ala., Atl. Coast Line
Wiley, Colo., Atch. Top. & Santa Fe
Wiley, Ga., Tallulah Falls
Wiley Road, Me., Bangor & Aroostook
Wiley's, Mont., North. Pacific
Wiley's, O., Pitts. Cin. Chic. & St. L
Wilfley's Mill, Colo., Colorado & Southern
Wilfong, W.Va., Balt. & Ohio
Wilfred Cal., No. West. Pac
Wilfred, Ind., Evansv. & Terre Haute
Wilhelm, La., La. Ry. & Nav. Co
Wilhite's, Ala., Lv. & Nash
Wilhurst, Ky., Ohio & Ky
Wilke, Ia., Illinois Central
Wilken's, Ia., Chicago, Mil. & St. Paul
Wilkerson, N.C., Norfolk & Southern
Wilkes, B.C., Bedlington & Nelson (a)
" Canadian Pacific (a)
Called Wynndel on C. P
Wilkes-Barre, Pa., Central of New Jer (a)
" Delaware & Hudson (b)
" Lack. & Wyo. Valley (c)
" Lehigh Valley (b)
" N.Y. Susq. & West (c)
" Pennsylvania (b)
" Wilkes-B. & Haz. (El) (d)
(a) and (b) about 100 yards apart
(a) and (c) about ½ mi. apart
(a) and (e) about 200 yards apart
(b) and (c) about ½ mi. apart
(b) and (e) adjacent
(d) about ½ mile from (a), (b), (c) and (e)
Connection by bridge with Kingston, which see
Wilkes-B. & East. Jn., Pa., N.Y. Susq. & Western
Wilkes-Barre & Hazleton Junction, Pa., Lehigh Valley
Wilkeson, Wash., No. Pacific
Wilkie, Mo., Burl. Route
Wilkie, Ont., Pere Marquette
Wilkie, Sask., Can. Pac
Wilkie, Tex., Houston & Texas Cent
Wilkins, Ark., St. Louis South-west
Wilkins, Ia., Chic. Mil. & St. P
Wilkins, Md., Balt. & Ohio
Wilkins, Mich., Gd. Rapids & Indiana
Wilkins, N.J., Pennsylvania
Wilkins, N.C., Southern
Wilkins, N.S., Halifax & Southwest
Wilkins, Ore., South. Pacific
Wilkins, Tex., Texas & Pac
Wilkins, Wyo., Un. Pacific
Wilkinsburg, Pa., Penna
Wilkinson, Ill., Chicago Gt. Western (a)
" Chic. Mil. & Gary (a)
Wilkinson, Hancock Co., Ind., Cleve. Cin. Chic. & St. L
Wilkinson, Minn., Gt. North
Wilkinson, Perry Co., Mo., Frisco System
Wilkinson, St. Louis Co., Mo., Missouri Pacific
Wilkinson, Pa., Susquehanna & N.Y
Wilkinsons, Ga., Cent. of Ga
Wilkinson's, Miss., Natchez, Colum. & Mob
Wilkinsonville, Mass., N.Y. New Hav. & Hart
Wilkomont, Ala., Louisville & Nashville
Willacoochee, Ga., Atlantic Coast Line (a)
" Georgia & Florida (b)
Willada, Wash., Oregon RR. & Nav. Co
Willaha, Ariz., Gd. Canyon*
Willapa, Wash., No. Pacific
Willard, Colo., Burl. Route
Willard, Ga., Cent. of Ga
Willard, Ill., Balt. & Ohio So. West
Willard, Ia., Chic. Mil. & St. P
Willard, Kan., Chic. R. I. & P
Willard, Ky., Eastern Ky
Willard, La., La. Ry. & Nav. Co
Willard, Mex., West Coast Route
Willard, Mo., Frisco System
Willard, N.M., Atch. Top. & S. Fe (a)
" New Mex. Central (b)
(a) and (b) about ½ mi. apart
Willard, N.Y., Lehigh Valley
Willard, N.C., Atl. Coast Line
Willard, N.D., Minn. St. P. & Slt. Ste. M
Willard, Tex., Mo. Kan. & T
Willard, Utah, Oregon Short Line (a)
" South. Pacific (b)
(a) and (b) ½ mile apart
Willard, Wis., Fairchild & North-east
Willard's, Ill., Penna. Co
Willard's, Md., Balt. Ches. & Atlantic
Willard's, Chenango Co., N.Y., Del. Lack. & Western
Willards, Tenn., Louisville & Nashville
Willardville, N.C., Norfolk & Western
Willcox, Ariz. South. Pacific
Willeford, Ill., Illinois Cent
Willet's, N.Y., Lehigh Valley
Willett, Ia., Illinois Central
Willey, N.H., Boston & Maine
Willey House, N.H., Maine Central
Willey's, Ill., Wabash
Willeys, Kan., Kan. City So
William, W.Va., Western Maryland
William Barnett, Pa., Penna
Williams, Henry Co., Ala., Central of Georgia
Williams, Mobile Co., Ala., Mobile & Ohio
Williams, Ariz., A.T. & S.F., Coast L* (a)
" Grand Canyon* (a)
Williams, Clay Co., Ark., St. Louis, Ir. Mt. & So
Williams, Mississippi Co., Ark., Jonesboro, Lk. City & E
Williams, Sebastian Co., Ark., Frisco System
Williams, Cal., Diamond & Caldor
Williams', Fla., Atl. Coast L
Williams, Ga., Seaboard Air Line
Williams, Adams Co., Ind., Gd. Rapids & Indiana
Williams, Elkhart Co., Ind., Lake Shore & Mich. So
Williams, Lawrence Co., Ind., Southern Indiana
Williams, Ia., Illinois Cent
Williams, Kan., Mo. Pacific
Williams, Boyd Co., Ky., Chesapeake & Ohio
Williams, Ohio Co., Ky., Illinois Central
Williams, Webster Co., Ky., Louisville & Nashville
Williams, La., Texas & Pac
Williams, Mich., Mich. Cent
Williams, Minn., Can. North
Williams, Miss., New Orl. Mobile & Chic
Williams, Mo., St. Louis South-western
Williams, Mont., Oregon Short Line
Williams, N.C., Atl. Coast L
Williams, Poteau District, Okla., Midland Valley
Williams, Ont., Can. Pacific
Williams, Ore., South. Pacific
Williams, Montgomery Co., Pa., Phila. & Reading
Williams, Somerset Co., Pa., Baltimore & Ohio
Williams, S.C., Atlantic Coast Line
Williams, Tenn., Illinois Cent
Williams, Choctaw Co., Wash., Great Northern
Williams, Lincoln Co., Wash., Brookhaven & Pearl Riv
Williams, Jackson Co., W.Va., Baltimore & Ohio
Williams Avenue, N.J., N. Jersey & N. York
Williams Bay, Wis., North Western Line
Williams Bridge, N.Y., N.Y. Cent. & Hud. Riv
Williamsburg, Ga., Central of Georgia
Williamsburg, Ill., Vandalia
Williamsburg, Ind., Chicago, Cin. & Louisv
Williamsburg, Ia., Chicago, Mil. & St. Paul
Williamsburg, Kan., Atch. Top. & Santa Fe
Williamsburg, Ky., Louisville & Nashville
Williamsburg, Me., Can. Pac
Williamsburg, Md., Penna
Williamsburg, Mich., Pere Marquette
Williamsburg, O., Norfolk & Western
Williamsburg, Blair Co., Pa., Pennsylvania
Williamsburg, Va., Chesapeake & Ohio
Williamsburgh, Mass., N.Y. New Hav. & Hart
Williams Creek, Ky., Ashland Coal & Iron (a)
" Chesapeake & Ohio (a)
Called Williams Creek Tunnel on A. C. & I
Williams Creek Tunnel, Ky., Ashland Coal & Iron (a)
" Chesapeake & Ohio (a)
Called Williams Creek on C. & O
Williams Crossing, Ind., Cleve. Cin. Chic. & St. L
Williams Crossing, Pa., Buffalo, Roch. & Pitts
Williamsfield, Ill., Atch. Top. & Santa Fe

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Williamsfield, O., Lake Shore & Mich. So
Williams Grove, Pa., Cumberland Valley
Williamson, Alachua Co., Fla., Atlantic Coast Line
Williamson, Pike Co., Ga., Southern
Williamson, Screven Co., Ga., Brinson
Williamson, La., Opelousas, Gulf & No. E
Williamson, N.Y., N.Y. Cent. & Hud. Riv
Williamson, Franklin Co., Pa., Cumberland Valley
Williamson, Lycoming Co., Pa., Susq. & New York
Williamson, Wash., Peninsular
Williamson, W.Va., Norfolk & Western
Williamson Junction, Ga. Southern
Williamson School, Delaware Co., Pa., Pennsylvania
Williamsport, Ind., Wabash
Williamsport, Md., Cumberland Valley (a)
" Western Maryland (b)
(a) and (b) 1 mile apart
Williamsport, O., C.& M.V. (Penna. Lines)
Williamsport, Pa., N.Y.C. & Hud. Riv P(a)
" Pennsylvania (b)
" Phila. & Reading (a)
P For passenger service only
(a) and (b) about ½ mi. apart
Williams Road, Pa., Cumberland Valley
Williams Run, Pa., Penna
William's Siding, Del., N.Y. Phila. & Norfolk
William's Siding, Ky., Cin. New Orl. & Tex. Pac
Williams Springs, Tenn., Southern
Williamston, Mich., Pere Marquette
Williamston, N.C., Atlantic Coast Line
Williamston, S.C., Southern
Williamstown, Colo., Chic. Rk. Isl. & Pac (a)
" Union Pacific (a)
Williamstown, Ind., Cleve. Cin. Chic. & St. L
Williamstown, Kan., Union Pacific
Williamstown, Ky., Cin. New Orl. & Tex Pac
Williamstown, Mass., Boston & Maine
Williamstown, N.J., Atlantic City
Williamstown, N.Y., N.Y. Cent. & Hud. Riv
Williamstown, O., Toledo & Ohio Central
Williamstown, Pa., Penna
" Williams Valley
Williamstown, Vt., Cent. Vt
Williamstown, W.Va., Baltimore & Ohio
Williamstown Junc., N.J., Atlantic City
Williams Valley Junc., Pa., Phila. & Reading
" Williams Valley
Williamsville, Ill., Chicago & Alton
Williamsville, Mass., Boston & Albany
Williamsville, Mo., Frisco System (a)
" St. L. Iron Mt. & So (b)
" Wmsv. Greenv. & S.L (c)
(a) and (b) about ½ mi. apart
(a) and (c) about 300 yards apart
(b) and (c) about 100 yards apart
Williamsville, N.Y., Lehigh Valley
Williamsville, Vt., Cent. Vt
Williana, La., La. & Arkansas
Williard, Ark., Chicago, Rock Isl. & Pac
Willie Ga., Georgia Northern
Williford, Ark., Frisco Sys
Williford, Fla., Seaboard Air Line
Willimansett, Mass., Boston & Maine
Willimantic, Ct., Central Vermont (a)
" N.Y. New Hav. & H (a)
Willingham, Ga., Atlantic Coast Line
Willinghams, Tex., Internat. & Gt. North
Willington, S.C., Charleston & West Car
Willington Grove, Minn., Chicago, Mil. & St. Paul
Willis, Kan., Missouri Pac
Willis, Ky., Ches. & Ohio
Willis, Mich., Wabash
Willis, Miss., Yazoo & Miss. Valley
Willis, Mont., North. Pacific
Willis, Tex., Int. & Gt. North
Willis Branch, Ga., Southern
Willis Pond, N.Y., New York & Ottawa
Williston, Fla., Atlantic Coast Line (a)
" Seaboard Air Line (a)
Williston, N.D., Great North
Williston, O., Wh. & Lk. Erie
Williston, S.C., Southern
Williston, Tenn., Southern
Williston, Vt., Central Vt
Willisville, Ill., Mobile & Ohio
Willits, Ia., Burl. Route
Willits, Cal., No. West. Pac
Willits, N.C., Southern
Williwanna, Pa., Delaware, Lack. & West
Willmar, Minn., Great North
Willock, Pa., Balt. & Ohio
Willoughby, Md., Maryland, Del. & Va
Willoughby, O., Lake Sh. & Mich. So (a)
" N.Y. Chicago & St. L (b)
(a) and (b) 1-6 mile apart
Willoughby, Tenn., Louisville & Nashville
Willoughby, Vt., Boston & Maine
Willow, Hillsboro Co., Fla., Seaboard Air Line
Willow, Mich., Pere Marq
Willow, O., Balt. & Ohio
Willow, Tex., Int. & Gt. North
Willow, Wis., No. West. Line
Willow Bank, O., Penna. Co
Willow Branch, Ind., Cleve. Cin. Chic. & St. L
Willowbrook, Cal., Pac. Elec
Willow Brook, Mo., Chicago Gt. Western
Willow Brook, N.Y., Central New England
Willow Chute, La., St. Louis South-west
Willow City, N.D., Gt. North
Willow Creek, Colo., Denver & Rio Grande
Willow Creek, Porter Co., Ind., Baltimore & Ohio (a)
" Wabash (b)
Willow Creek, St. Joseph Co., Ind., Lake Shore & Mich. So
Willow Creek, Mont., Chic. Mil. & Puget Sd (a)
" Northern Pacific (b)
(a) and (b) about ¾ mile apart
Willow Creek, N.Y., Leh. Val
Willow Farm, O., B. & O
Willow Glen, La., Chic. Rock Isl. & Pac
Willow Glen, N.Y., Skaneat
Willow Grove, Ky., Chesapeake & Ohio
Willow Grove, Columbia Co., Pa., Delaware, Lack. & West
Willow Grove, Montgomery Co., Pa., Phila. & Reading
Willow Grove, Va., Southern
Willow Grove, W.Va., Baltimore & Ohio
Willow Grove Junction, Pa., Baltimore & Ohio
Willow Hill, Ill., Cin. Ham. & Dayton (a)
" Indianapolis South (a)
Willow Island, Neb., Un. Pac
Willow Island, W.Va., Baltimore & Ohio
Willow Lake, S.D., Gt. No
Willow Point, N.Y., Delaware, Lack. & West
Willow Range, Manitoba, Canadian Northern
Willow River, Minn., Northern Pacific
Willows, Glenn Co., Cal., Southern Pacific
Willows, Los Angeles Co., Cal., Pacific Electric
Willows, Colo., Denver No. West. & Pac
Willows, Alachua Co., Fla., Atlantic Coast Line
Willows, Ill., Balt. & Ohio Southw (a)
" Vandalia (a)
Willows, Mass., Boston & Me
Willows, Ore., Oregon RR. & Nav. Co
Willows, Wash., North. Pac
Willow Shoals, Ky., Louisville & Atlantic
Willow Springs, Ky., Louisville & Nashville
Willow Springs, Idaho, Oregon Short Line
Willow Springs, Ill., Atch. Top. & S. Fe (a)
" Chicago & Alton (b)
(a) and (b) 618 yards apart
Willow Springs, Mo., Frisco System
Willow Springs, N.C., Raleigh & Southport
Willow Springs, Tex., Texas & Pacific
Willow Springs, Wash., Spok. & Inland Empire
Willow Springs, W.Va., Pitts. Cin. Chic. & St. L
Willowvale, N.Y., Delaware, Lack. & West
Willow Valley, Ind., Balt. & Ohio Southwest
Willowville, O., Cin. George. & Ports
Will's, Me., Sandy R. & Range. Lks
Wills, Tenn., Laurel
Wills, W.Va., Norf. & West
Willsborough, N.Y., Delaware & Hudson
Willsburg, Ore., Un. Pacific
Will's Creek, Pa., Penna
Willshire, O., Tol. St. L. & W
Will's Point, Tex., Tex. & Pac
Willston, Kan., Atch. Top. & Santa Fe
Willvale, Ind. N.Y. Ch. & St. L
Willys, O., Chic. Cin. & Louisv
Wilma, Fla., Apalachicola Northern
Wilma, Ga., Flint River & No. East
Wilma Junction, Ga., Atlantic Coast Line
Wilman, Mich., Manistique
Wilmar, Ark., St. L. Ir. Mt. & S
Wilmar, Cal., Pacific Electric
Wilmarth, Fla., Florida
Wilmer, Ala., Mobile, Jack. & Kan. C
Wilmer, Ariz., South. Pacific
Wilmer, La., Kentwood & Eastern
Wilmer, O., Balt. & Ohio
Wilmer, Tex., Houst. & Tex. C
Wilmerding, Pa., Penna
Wilmette, Ill., No. West. Line
Wilmington, Cal., Pac. Elec
" Southern Pacific
Wilmington, Del., Baltimore & Ohio (a)
" Pennsylvania (b)
" Phila. & Reading (a)
(a) and (b) about 2 mls. apart
Wilmington, Ill., Chicago & Alton
Wilmington, Mass., Boston & Maine
Wilmington, N.C., Atlantic Coast Line (a)
" Seaboard Air Line (a)
Wilmington, O., B. & O. Southwest (a)
" C. & M.V (Penna. L) (b)
(a) and (b) 150 yards apart
Wilmington, Vt., Hoosac Tunnel & Wilm
Wilmington Junction, Mass., Boston & Maine
Wilmington Junction, Pa., Pennsylvania Co (a)
" Sharpsville (a)
Wilmington Park, Cal., Pacific Electric
Wilmington Transfer, Del., Pennsylvania
Wilmont, Minn., Chicago, Rk. Isl. & Pac
Wilmore, Kan., At. T. & S. Fe
Wilmore, Ky., Cin. New Orl. & Tex. Pac
Wilmore, Pa., Pennsylvania
Wilmore, W.Va., Norfolk & Western
Wilmot, Ariz., South. Pacific
Wilmot, Ark., St. Louis, Iron Mt. & So
Wilmot, Kan., Frisco System
Wilmot Mich., Gd. Trunk
Wilmot, Miss., Southern in Mississippi
Wilmot, N.C., Southern
Wilmot, N.S., Dom. Atlantic
Wilmot, P.E.I., Prince Edward Island
Wilmot, S.D., Chic. M. & St. P
Wilmoth, Pa., Balt. & Ohio
Wilmouths Ford, W.Va., Belington Northern †
Wilna, N.M., South. Pacific
Wilna, N.Y., N.Y.C. & H.R
Wilno, Ont., Grand Trunk
Wilonei, Ark., St. Louis South-western
Wilpen, Minn., Duluth, Missabe & No
Wilpen, Pa., Ligonier Valley
Wilroads, Kan., Chic. Rock Isl. & Pacific
Wilroy, Va., Southern
Wilsey, Kan., Mo. Pacific
Wilsey, Tex., Pecos & North. Texas
Wilseyville, N.Y., Del. Lack. & West (a)
" Lehigh Valley (a)
Wilsman, Ill., Burl. Route
Wilson, Alberta, Alberta Ry. & Irrig. Co
Wilson, Mississippi Co., Ark., Frisco System
Wilson, Monroe Co., Ark., Arkansas Midland
Wilson, Cal., Pacific Electric
Wilson, Las Animas Co., Colo., Colorado & Southern
Wilson, San Miguel Co., Colo., Rio Grande Southern
Wilson, Del., Pennsylvania
Wilson, Ill., Chic. Ind. & So
Wilson, Clark Co., Ind., Chic. Indianap. & Lv
Wilson, Posey Co., Ind., Evansv. & Terre Haute
Wilson, Ripley Co., Ind., Balt. & Ohio Southwest
Wilson, Ia., Ch. Rk. Isl. & Pac
Wilson, Kan., Union Pacific
Wilson, Ky., Illinois Central
Wilson, East Feliciana Co., La., Yazoo & Miss. Valley
Wilson, Rapides Co., La., Zimmer. Leesv. & S.W
Wilson, Calvert Co., Md., Chesapeake Beach
Wilson, Kalkaska Co., Mich., Pere Marquette
Wilson, Menominee Co., Mich., North Western Line
Wilson, Minn., Minn. St. P. & Slt. Ste. M
Wilson, Miss., Yazoo & Miss. Valley
Wilson, Mo., Mo. Kan. & Tex
Wilson, N.H., Boston & Me
Wilson, N.Y., N.Y.C. & H.R
Wilson, N.C., Atl Coast L (a)
" Norfolk & Southern (b)
(a) and (b) about ½ mile apart
Wilson (1), Allegheny Co., Pa., Pennsylvania
Wilson (2), Allegheny Co., Pa., Pittsburgh & Lake Erie
Wilson, Robertson Co., Tex., Hearne & Brazos Val
Wilson, Archer Co., Tex., Wichita Falls & South
Wilson, Dinwiddie Co., Va., Norfolk & Western
Wilson, Wash., Tacoma East
Wilson, Cabell Co., W.Va., Chesapeake & Ohio
Wilson, Grant Co., W.Va., Western Maryland
Wilson, St. Croix Co., Wis., North Western Line
W. & S. Junction, S.C., Atlantic Coast Line
Wilsonburg, W.Va., Baltimore & Ohio
Wilson Creek, Mo., St. Louis, Iron Mt. & So
Wilson Creek, Pa., Baltimore & Ohio
Wilson Creek, Wash., Great Northern
Wilson Creek Jn., Pa., Baltimore & Ohio
Wilsondale, W.Va., Norfolk & Western
Wilsonia, Ala., Chatt. South
Wilsonia, Ore., So. Pac
Wilsonia, W.Va., Western Maryland
Wilson Junction, Ill., Illinois Central
Wilson Point, Ct., N.Y. New Hav. & Har
Wilson Run, Pa., Penna
Wilson's, Escambia Co., Ala., Louisville & Nashville
Wilson's, B.C., Esquimalt & Nanaimo
Wilsons, Cal., South. Pacific
Wilson's, Hartford Co., Ct., N.Y. New Hav. & Hart
Wilsons, Windham Co., Ct., N.Y. New Hav. & Hart
Wilsons, Ga., Central of Ga
Wilson's, Jackson Co., Mich., Lake Shore & Mich. So
Wilson's, Lenawee Co., Mich., Toledo & Western (El)
Wilson's, Mo., Frisco System
Wilsons, N.B., Salisbury & Harvey
Wilson's, Allegheny Co., Pa., Mo four
Wilson's, Tenn., Nash. Tellico & Char
Wilson's, Tex., Missouri, Kan. & Texas
Wilson's, Ohio Co., W.Va., Pitts. Cin. Chic. & St. L
Wilson's Church, Ga., South
Wilson's Mill, Ga., Southern
Wilson's Mill, S.C., Atlantic Coast Line
Wilson's Mill, Wash., Northern Pacific
Wilson's Mills, N.C., South
Wilson's Siding, W.Va., Baltimore & Ohio
Wilson's Station, Tenn., Tellico
Wilsonton, Kan., Mo. Kansas & Texas
Wilson Trail, Cal., Pac. Elec
Wilsonville, Ala., Southern
Wilsonville, Ct., N.Y. New Haven & Hart
Wilsonville, Neb., Burlington Route
Wilsonville, Ore., Oregon Electric
Wilton, Ala., Southern
Wilton, Ark., Kan. City South
Wilton, Ct., N.Y. New Hav. & Hart
Wilton, Ill., Chicago, Mil. & Gary
Wilton, Ia., Chic. Rk. Isl. & Pac
Wilton, Ky., Louisv. & Nashv
Wilton, La., Yazoo & Miss. V
Wilton, Me., Maine Central
Wilton, Minn., Great North
Wilton, Mo., Mo. Kan. & Tex
Wilton, N.H., Boston & Me
Wilton, N.J., Atlantic City
Wilton, N.D., Minn. St. P. & S. Ste. M
Wilton, Wis., No. West. Line
Wilton Junction, Ky., Louisville & Nashville
Wilton Springs, Mo., Mo. Pac
Wilton Springs, Tenn., Tennessee & No. Car
Wiltsee, O., Cin. George. & P
Wilzetta, Okla., Fort Smith & Western
Wimauma, Fla., Seaboard Air Line
Wimberley, Ala., Louisville & Nashville
Wimbledon, N.D., Minn. St. P. & Slt. Ste. M
Wimmer, Saskatchewan, Canadian Northern
Wimmer's, Pa., Erie
Wimsatt, N.C., Dover & South Bound
Win, Mecosta Co., Mich., Pere Marquette
Winamac, Ind., Pitts. Cin. Chic. & St. L
Winans, Md., Balt. & Ohio
" Pennsylvania
Winborne, Va., Norf. & West
Winburn, Ga., Register & Glennville
Winburne, Pa., N.Y. Cent. & Hud. Riv
Winchell, Colo., Colorado & Southern
Winchell, Me., Bangor & Aroostook
Winchell, Mo., Kan. City. Cin. & Spring
Winchell, Tex., Frisco Sys
Winchells, N.Y., Central New England
Winchendon, Mass., Boston & Albany (a)
" Boston & Maine (a)
Winchester, Ark., St. Louis, Iron Mt. & So
Winchester, Cal., A.T. & S.F., Coast Lines
Winchester, Ga., Cent. of Ga
Winchester, Ill., Burl. Route
Winchester, Ind., Cl. Cin. Chic. & St. L (a)
" Grand Rap. & Ind (b)
(a) and (b) 100 yards apart
Winchester, Kan., Union Pacific
Winchester, Ky., Chesapeake & Ohio (a)
" Lexington & East (b)
" Louisville & Nash (a)
(a) and (b) about ¼ mi. apart
Winchester, La., Tex. & Pac
Winchester, Anne Arundel Co., Md., Maryland Electric
Winchester, Queen Anne Co., Md., Maryland, Del. & Va
Winchester, Mass., Bost. & Me
Winchester, Monroe Co., Mich., Pere Marquette
Winchester, Miss., Mob. & O
Winchester, N.H., Bost. & Me
Winchester, N.Y., Penna
Winchester, Adams Co., O., Norfolk & Western

Winchester, Ont., Can. Pac
Winchester, Ore., So. Pacific
Winchester, Tenn.,
Nashv. Chatt. & St. L
Winchester, Tex.,
San Ant. & Aran. Pass
Winchester, Va., Balt. & O (a)
" Cumberland Valley (b)
(a) and (b) about ¾ mile apart
Winchester, Wash.,
Great Northern
Winchester Highlands, Mass., Boston & Maine
Winchester Road, Md.,
George's Ck. & Cumb
Windber, Pa., Penna
Winde, Mich., No. West. Line
Windecks, Pa.,
Williamsport & No. Br
Winder, Ga.,
Gainesv. Midland (a)
" Seaboard Air Line (b)
(a) and (b) about ½ mi. apart
Winder, Tex., Caro Northern
Windermere, Ct.,
N. Y. New Hav. & Hart
Windermere, Fla.,
Atlantic Coast Line
Windermere, Mass.,
N. Y. New Hav. & Hart
Windermere, Mich.,
Kal. Lake Sh. & Chic
Windermere, N.Y., Erie
Windermere, Ont., Can. Pac
Windfall, Ind., P.C.C. & St. L
Windfall, Pa.,
Pitts. Shawmut & North
Wind Gap, Pa.,
Bangor & Portland
" Lehigh & New Eng
Wind Gap Junction, Pa.,
Bangor & Portland
Windham, Md., Balt. & Ohio
Windham, Mont., Gt. North
Windham, O., Erie
Windham, Ont., Mich. Cent
Windham Junction, N.H.,
Boston & Maine
Windiate, Mich., Gd. Trunk
Windigo, Ont., Can. North
Winding Gulf, W.Va.,
Virginian
Windle, Tenn.,
Overton County
Windmill Point, Ont.,
Grand Trunk
Windom, Kan., At. T. & S. Fe
Windom, Minn.,
North Western Line
Windom, Fannin Co., Tex.,
Texas & Pacific
Windom, W.Va.,
Western Maryland
Wind Rock, Tenn.,
Louisville & Nashville
Windsor, Cal., No. West. Pac
Windsor, Colo.,
Colorado & South (a)
" Great Western (b)
(a) and (b) 1 mile apart
Windsor, Ct., N.Y.N.H. & H
Windsor, Ill.,
Cl. Cin. Chic. & St. L (a)
" Wabash (b)
Connect at Crossing
Windsor, La., St. L. I. Mt. & S
Windsor, Me.,
Wiscasset. Wat. & Farm
Windsor, Henry Co., Mo.,
Mo. Kan. & Texas (a)
" St. L. K. C. & Colo‡ (b)
(a) and (b) ½ mile apart
Windsor, Jefferson Co., Mo.,
Missouri Pacific
Windsor, N.J., Penna
Windsor, N.Y., Del. & Hudson
Windsor, N.C.,
Wellington & Powellsv
Windsor, N.D., No. Pacific
Windsor, N.S.,
Dominion Atlantic
Windsor, O., Balt. & O. S. W
Windsor, Okla.,
Kansas City Southern
Windsor, Ont.,
Canadian Pacific (a)
" Grand Trunk (b)
" Michigan Central (c)
" Wabash (b)
(a) and (b) about ½ mile apart
(a) and (c) about ¼ mile apart
Windsor, S.C., Southern
Windsor, Cooke Co., Tex.,
Gulf, Colo. & Santa Fe*
Windsor, Vt.,
Boston & Maine (a)
" Central Vermont (a)
Windsor,
Isle of Wight Co., Va.,
Norfolk & Western
Windsor, Wash., Peninsular
Windsor, W.Va.,
Pitts. Cin. Chic. & St. L
Windsor, Wis.,
Chicago, Mil. & St. Paul
Windsor Beach, N.Y.,
N.Y. Cent. & Hud. Riv

Windsor Junction, N.S.,
Dominion Atlantic (a)
Intercolonial (a)
Windsor Locks, Ct.,
N.Y. New Hav. & Hart
Windsor Mills, Que.,
Grand Trunk (a)
" Orford Mountain (b)
(a) and (b) about 600 yards apart
Windsor Park, Ill., Ill. Cent
Windsor Shades, Va.,
Chesapeake & Ohio
Windsor Springs, Mo.,
Frisco System
Windthorst, Saskatchewan,
Canadian Pacific
Windy Lake, Ont., Can. Pac
Windy Point,
El Paso Co., Colo.,
Manitou & Pike's Peak
Windy Point,
Teller Co., Colo.,
Colo. Spgs. & Cr. Ck. Dist
Winegars, Mich., Mich. Cent
Winehaven, Cal.,
Richmond Belt†
Winesap, Va., Southern
Winetka, Ala.,
Louisville & Nashville
Wineville, Cal.,
San Fed. Los Ang. & S. Lk
Winfall, N.C., Norf. & South
Winfall, Va., Norf. & West
Winfield, Ala., Frisco Sys
Winfield, Colo.,
Col. Spgs. & Cr. Ck. Dist
Winfield, Fla.,
Ga. South. & Fla
Winfield, Ind., Erie
Winfield, Ia., Burl. Route (a)
" Iowa Central (b)
(a) and (b) about ¾ mi. apart
Winfield, Kan.,
Atch. Top. & S. Fe (a) (b)
" Frisco System (c)
" Missouri Pacific (d)
(a) and (b) 1 mile apart
(a) and (c) adjacent
(a) and (d) about ¼ mile apart
(b) and (c) about 1 mi. apart
(b) and (d) about 1 mi. apart
(c) and (d) about 535 yards apart
(b) called South Winfield on A. T. & S. Fe
Winfield, Mo., Burl. Route
Winfield, N.Y., Long Island
Winfield, Pa., Phila. & Read
Winfield, Tenn.,
Cin. New Orl. & Tex. Pac
Winfield, Tex., St. L. So. W
Winfield Junction, Kan.,
Atch. Top. & Santa Fe
Winfield Junction, Pa.,
Pennsylvania (a)
" Winfield (a)
Winford, Ky.,
Illinois Central (a)
" Mobile & Ohio (b)
(a) and (b) adjacent
Called Fort Jefferson on M. & O
Winfred, S.D.,
Chicago, Mil. & St. Paul
Wing, Ill., Wabash
Wing, Okla.,
Mo. Kansas & Texas
Wingate, Ind.,
Toledo, St. L. & Western
Wingate, Kan., Frisco Sys
Wingate, Minn., Gt. North
Wingate, Miss.,
New Orl. Mobile & Chic
Wingate, Mo.,
St. L. Kan. City & Colo‡
Wingate, N.M.,
A.T. & S.F., Coast Lines*
Wingate, N.C.,
Seaboard Air Line
Wingate, Wash., North. Pac
Wingdale, N.Y.,
N.Y. Cent. & Hud. Riv
Winger, Minn.,
Minn. St. P. & St. Ste. M
Wingert, Pa., Cumb. Valley
Wingert, S.D.,
Chicago, Mil. & St. Paul
Wingerton, Pa.,
Western Maryland
Wingham, Ont., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) ¾ mile apart
Wingham Junction (1),
Huron District, Ont.,
Canadian Pacific
Wingham Junction (2),
Huron District, Ont.,
Grand Trunk
Winginia, Va., Chesa. & Ohio
Wingleton, Mich.,
Pere Marquette
Wingo, Cal., No. West. Pac
" Southern Pacific
Wingo, Ky., Illinois Central

Wingohocking, Pa.,
Phila. & Reading
Wing Road, N.H., Bost. & Me
Wingrove, W.Va.,
Chesapeake & Ohio (a)
" White Oak (a)
Wings, Mich., Pere Marq
Winhall, Vt., Cent. Vermont
Winifrede, W.Va., Winifrede
Winifrede Junction, W.Va.,
Chesapeake & Ohio (a)
" Winifrede (a)
Winkel, Ill., Chicago & Alton
Winkelman, Ariz.,
Phoenix & Eastern
Winkelman's, Ia.,
Chicago, Mil. & St. Paul
Winkle, Ill., Illinois Cent
Winkle, N.M.,
El Paso & S. W. System
Winkler, Manitoba,
Canadian Pacific
Winkler, Mo., Frisco System
Winlaw, B.C., Canadian Pac
Winlock, Wash., No. Pacific
Winn, Me., Maine Central
Winnebago, Ill.,
North Western Line
Winnebago, Minn.,
Chic. Mil. & St. Paul (a)
" North West. Line (b)
(a) and (b) ½ mile apart
Called Winnebago City on C. M. & St. P
Winnebago, Neb.,
Burlington Route
Winnebago, Out., Can. Pac
Winnebago City, Minn.,
Chic. Mil. & St. Paul (a)
" North West. Line (b)
(a) and (b) ½ mile apart
Called Winnebago on North West. Line
Winne Boujou, Wis.,
Dul. So. Shore & Atl
Winneconne, Wis.,
Chicago, Mil. & St. Paul
Winnecook, Me., Me. Cent
Winnemucca, Nev., So. Pac
Winner, Tenn.,
Virginia & Southwest
Winnetka, Ill.,
North Western Line
Winnetoon, Neb.,
North Western Line
Winnfield, La.,
Chic. Rk. Isl. & Pac (a)
" Louisiana & Ark (b)
" La. Ry. & Nav. Co (d)
" Tremont & Gulf (c)
(a) and (b) 500 yards apart
(a) and (c) about ¼ mi. apart
(a) and (d) about ½ mi. apart
(b) and (c) about ¼ mi. apart
Winnie, Tex.,
Gulf & Interstate of Tex
Winnifred, Alberta, Can. Pac
Winnifred, Fla., Lv. & Nash
Winnipauk, Ct.,
N.Y. New Hav. & Hart
Winnipeg, Manitoba,
Canadian Northern (a)
" Canadian Pacific (b)
" Grand Trunk Pac (a)
(a) and (b) ½ mile apart
Winnipeg Beach, Manitoba,
Canadian Pacific
Winnipeg Junction, Minn.,
Northern Pacific
Winnipegosis, Manitoba,
Canadian Northern
Winnisquam, N.H.,
Boston & Maine
Winnsboro, La.,
New Orl. & No. West
Winnsboro, S.C., Southern
Winnsboro, Tex.,
Marshall & E. Tex (a)
" Missouri, Kan & Tex (a)
Spelled Winsboro on M. & E. T
Winnsborough, La.,
New Orl. & North-west
Winokur, Ga.,
Atlantic Coast Line
Winona, Ariz.,
A.T. & S.F., Coast Lines*
Winona, Kan., Union Pacific
Winona, Ky., Louisv. & Nash
Winona, La.,
Chicago, Rk. Isl. & Pac
Winona, Mich.,
Copper Range
Winona, Minn.,
Burlington Route (a)
" Chicago Gt. West (b)
" Chic. Mil. & St. Paul (b)
" Green Bay & West (a)
" North-West. Line (c)
(a) and (b) about ¾ mile apart
(a) and (c) about ½ mile apart
Winona, Miss., Ill. Cent (a)
" Southern in Miss (b)
(a) and (b) ½ mile apart
Winona, Mo., Frisco System
" Salem, Winona & So
Winona, N.H., Boston & Me
Winona, N.C., Atl. Coast Line
Winona, O., Hocking Valley

Winona, Ont., Grand Trunk
Winona, S.C., Atl. Coast Line
Winona, Tenn., Tennessee
Winona, Tex., St. L. So. West
Winona, Wash.,
Oregon RR. & Nav. Co
Winona Junction, Mo.,
Frisco System
Winona Lake, Ind.,
Pennsylvania Co
Winooski, Vt., Central Vt
Winoski, Ala.,
Louisville & Nashville
Winright, Ky., Ches. & Ohio
Winro, Assiniboia, Can. Pac
Wins, Wash., Northern Pac
Winsboro, Tex.,
See Winnsboro
Winship, S.D.,
Chicago, Mil. & St. Paul
Winside, Neb., No.-West. L
Winsloe, P.E.I., Pr. Ed. Isl
Winslow, Ariz.,
A.T. & S.F., Coast Lines*
Winslow, Ark., Frisco Sys
Winslow,
Stephenson Co., Ill.,
Illinois Central
Winslow, Pike Co., Ind.,
Southern
Winslow, Porter Co., Ind.,
Pennsylvania Co
Winslow, Ia., Chic. R. I. & Pac
Winslow, Me., Maine Cent (a)
" Wiscas. Wat. & Farm (b)
(a) and (b) 1000 feet apart
Winslow, Neb., Burl. Route
Winslow, N.J., Cent. of N. J
Winslow (1),
Jefferson Co., Pa.,
Pennsylvania
Winslow (2),
Jefferson Co., Pa.,
Pennsylvania
Winslow Junction, N.J.,
Atlantic City (a)
" Central of New Jer (a)
" Pennsylvania (b)
Depots adjacent
Winslow Park, O.,
Cin. Lebanon & North
Winslow's,
Norfolk Co., Mass.,
N.Y. New Hav. & Hart
Winslow's Crossing, Mass.,
N.Y. New Hav. & Hart
Winstead, N.C., Atl. Coast L
Winsted, Cal., So. Pacific
Winsted, Ct.,
Central New Eng (a)
" N.Y. New Hav. & H (b)
Depots adjacent
Winsted, Tenn., N.C. & St. L
Winston, Colo., Burl. Route
Winston, Fla.,
Atlantic Coast Line
Winston, Ga., Southern
Winston, Joe Daviess Co., Ill.,
Chicago Great Western
Winston, Ky., Lv. & Nash
Winston, Mo.,
Chicago, Rk. Isl. & Pac
Winston, Mont., No. Pacific
Winston, Va., Southern
Winston's, Ont., Can. Pacific
Winston Junction, N.C.,
Southern
Winston-Salem, N.C.,
Norfolk & Western (a)
" Southern (a)
Winter, Sask.,
Grand Trunk Pacific
Winter, Wis.,
North Western Line
Winterburn, Pa.,
Buffalo & Susquehanna
" Pennsylvania
Spelled Winterburne on B. & S
Winterburn, W.Va.,
Chesapeake & Ohio
Winter Garden, Fla.,
Atlantic Coast Line (a)
" Tavares & Gulf (a)
(a) and (b) 100 yards apart
Winterham, Va., Southern
Winter Haven, Fla.,
Atlantic Coast Line
Winter Hill, Mass.,
Boston & Maine
Winter Park, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (b)
(a) and (b) ½ mile apart
Winterpock, Va.,
Tidewater & Western
Winterport, Me.,
Bangor & Aroostook
Winter Quarters, Utah,
Denver & Rio Grande
Winter's, Yolo Co., Cal.,
Southern Pacific
Winter's, Ore., So. Pacific
Winter's, Pa., Penna
Winters, Tex., Abilene & So
Wintersburg, Cal., So. Pac
Winterset, Ia.,
Chic. Rk. Isl. & Pacific
Winterset, Pa., Penna
Winterthur, Del.,
Phila. & Reading

Winterton, N.Y.,
N.Y. Ontario & West
Winterville, Ga., Georgia
Winterville, Me.,
Bangor & Aroostook
Winterville, Miss.,
Yazoo & Miss. Valley
Winterville, N.C.,
Atlantic Coast Line
Winthrop, Ark.,
Kansas City Southern
Winthrop, Ct.,
N.Y. New Hav. & Hart
Winthrop, Ind., Ch. and E. Ill
Winthrop, Ia., Illinois Cent
Winthrop, Me., Maine Cent
Winthrop, Minn.,
Minneapolis & St. Louis
Winthrop, Mo.,
Atch. Top. & San. Fe (a)
" Burlington Route (a)
" Chic. Rk. Isl. & Pac (a)
" Missouri Pacific (a)
Winthrop, N.Y., Rutland
Called also Brasher
Winthrop, Okla.,
Atch. Top. & Santa Fe
Winthrop, Pa., Penna
Winthrop Beach, Mass.,
Boston. Rev. B. & Lynn
Winthrop Centre, Mass.,
Boston, Rev. B. & Lynn
Winthrop Harbor, Ill.,
North Western Line
Winthrop Junction, Mich.,
Duluth, So. Shore & Atl
Winton, Mo., Missouri Pac
Winton, Pa.,
Delaware & Hudson (a)
" Del. Lack. & West†
" N.Y. Ontario & West (b)
(a) and (b) about ¼ mile apart
Winton Junction, O.,
Balt. & Ohio So. West (a)
" Cin. Ham. & Dayton (a)
Winton Place, O.,
Balt. & Ohio So. West (a)
" Cin. Ham. & Dayton (b)
" Clev. Cin. Ch. & St. L (a)
(a) and (b) ¼ mile apart
Winwood, Pa.,
N.Y. Ontario & West
Wiota, Ia., Chic. Rk. I. & Pac
Wire Bridge, Ga.,
Central of Georgia
Wireton, Ill.,
Chic. Terminal Trans
" Indiana Harbor Belt†
Wirock, Minn., Chic. M. & St. P
Wirt, Cal., Southern Pacific
Wirt, Ind., Pitts. C. C. & St. L
Wirt, N.Y., Pitts. Shaw. & No
Wirt, Okla.,
Atch. Top. & Santa Fe
Wirtz, Va., Norfolk & West
Wisacky, S.C., Atl. Coast Line
Wiscasset, Me.,
Maine Central (a)
" Wiscas. Wat. & Farm (a)
Wiscon, Fla., Tampa North
Wiscon Junction, Fla.,
Tampa Northern
Wisconsin & North. Jn., Wis.,
Minn. St. P. & Slt. Ste. M
" Wisconsin & Northern
Wise, Ark., St. L. I. Mt. & So
Wise, Ga., Central of Ga
Wise, Ia., Illinois Central
Wise, Mich., Pere Marquette
Wise, O.,
Ohio River & Western
Wise, Norfolk Co., Va.,
Southern
Wise, Wise Co., Va.,
Virginia & Kentucky
Wiseburn, Cal.,
A.T. & S.F., Coast Lines*
Wiseman's, N.P.,
Reid Newfoundland
Wise's Gap, Miss., Frisco Sys
Wise Terminal Junction, Va.,
Norfolk & Western
Wishart, Mo., Frisco System
Wisbek, N.D.,
Minn. St. P. & Slt. Ste. M
Wisner, La., New Orl. & N.W
Wisner, Minn.,
Big Fork & Inter. Falls
Wisner, Miss.,
Gulf & Ship Island
Wisner, Neb., N.W. Line
Wissahickon, Pa.,
Phila. & Reading
Wissinoming, Pa., Penna
Wistar, La.,
La. Ry. & Nav. Co
Wistar, Pa., Pennsylvania
Wister, Ky., Louisv. & Nash
Wister, Okla.,
Chic. Rk. Isl. & Pac (a)
" Frisco System (a)
Wister, Pa., Phila. & Read
Wisterman, O.,
Toledo, St. L. & Western
Wiswell, Wis.,
Chicago, Mil. & St. Paul

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Witbeck, Mich.,
Chicago, Mil. & St. Paul
Witcher, Okla.,
Missouri, Kan. & Texas
Witcher, W.Va.,
Kanawha & Michigan
Witch Hazel, Ore., So. Pac
WitchLake, Mich., C.M.&St.P
Withee, Wis.,
Minn. St. P. & Slt. Ste. M
Witherow, La.,
Morgan's La. & Texas
Witherow, Minn., No. Pac
Withers, Ga., Atl. Coast Line
Withers, Tex.,
Gal. Har. & San Ant
Withers Mill, Ky.,
Louisville & Nashville
Withers Mill, Mo.,
Burlington Route
Witherspoon, Ark.,
St. Louis, Iron Mt. & So
Withey Junction, Mich.,
Duluth, So. Shore & Atl
Withlacoochee Bridge, Fla.,
Ellav. Westlake & Jen
Withrow, Ky., Lv. & Nash
Withrow, La., So. Pacific
Withrow, Minn.,
Minn. St. P. & Slt. Ste. M
Withrow, Wash., Gt. North
Withrows, Ky., Lv. & Nash
Witmer, Pa., Pennsylvania
Witt, Ill., Chic. & East. Ill (a)
" Cl. Cin. Chic. & St. L (a)
Witt, Tenn., Southern
Witten, La.,
Colo. So. N. Orl. & Pac (a)
" La. Ry. & Nav. Co (a)
Wittenberg, Mo., Frisco Sys
Wittenberg, Wis., N.W. Line
Wittens Mill, Va.,
Norfolk & Western
Wittmer, Pa., Balt. & Ohio
Witts, Ind.,
Chic. Cincin. & Louisv
Wiville, Ark.,
Chicago, Rk. Isl. & Pac
Wixom, Mich.,
Grand Trunk (a)
" Pere Marquette (a)
Wobrice, La.,
Gulf, Colo. & Santa Fe*
Woburn, Mass., Bost. & Me
Woburn, N. D., Great North
Woburn Highlands, Mass.,
Boston & Maine
Woden, Ia.,
Chicago, Rk. Isl. & Pac
Woden, Tex.,
Nacogdoches & S. E
Wofford, Ky.,
Louisville & Nashville
Wofford, Tex.,
St. Louis South-west
Wolfe Ont., Grand Trunk
Wokama, S.D., No. West. Line
Wolbach, Neb., Burl. Route
Wolcott, Colo.,
Denver & Rio Grande
Wolcott, Ind.,
Pitts. Cin. Chic. & St. L
Wolcott, Kan., Mo. Pacific
Wolcott, Antrim Co., Mich.,
East Jordan & South
Wolcott, N.Y., N.Y. C. & H. R
Wolcott, Vt., St. J. & Lk. Ch
Wolcott's,
Lenawee Co., Mich.,
Toledo & Western (El)
Wolcottville, Ind.,
Grand Rap. & Ind (a)
" Wabash (b)
(a) and (b) about 867 yards apart
Woleben, N.Y., Penna
Wolf, Cal.,
A.T. & S.F., Coast Lines*
Wolf, Minn.,
Duluth, Missabe & No
Wolf, O., Pennsylvania Co
Wolfboro Falls, N.H.,
Boston & Maine
Wolf Creek, Mont Gt. North
Wolf Creek, Ore., So. Pacific
Wolf Creek, Tenn. Southern
Wolfe, Sask., Can. Pac
Wolfeboro, N.H.,
Boston & Maine
Same as Wolfeborough
Wolfeborough, N.H.,
Boston & Maine
Same as Wolfeboro
Wolfeboro Falls, N.H.,
Boston & Maine
Wolfe City, Tex.,
Gulf, Colo. & S. Fe* (a)
" St. Louis So. West (b)
(a) and (b) about ¼ mi. apart
Wolfert, N.J., Pennsylvania
Wolfe's, O.,
Marietta, Col. & Cleve
Called also Burnfield
Wolf Hollow, N.Y.,
Delaware & Eastern
Wolf Lake, Ill., Ill. Cent (a)
" St. L. Iron Mt. & So (b)
" St. Louis South-west (b)
(a) and (b) about ½ mile apart
Wolf Lake, Ind.,
Indiana Harbor Belt†
Wolf Lick, Ky., Lv. & Nash
Wolford, N.D., Great North
Wolford, Ont., Can. Pacific
Wolf Point, Mont., Gt. North
Wolf Pond, N.Y.,
Delaware & Hudson
Wolfram Junction, Colo.,
Denver, Boulder & West
Wolfred, Wash.,
Idaho & Wash. North
Wolf River Junction, Wis.,
North Western Line
Wolf Run, N.Y.,
Pennsylvania
Wolf Run, Pa., Lehigh Val
Wolf Run Junction, Pa.,
Buffalo, Brad. & Kane
Wolfs, Ill., Elgin, Jol. & East
Wolf's, Ky., Ches. & Ohio
Wolfsburg, Pa., Penna
Wolfskill, Cal., So. Pacific
Wolfs Mill, Miss.,
Southern in Mississippi
Wolf Summit, W.Va.,
Baltimore & Ohio
Wolf Trap, Va., Southern
Wolfville, N.S., Dom. Atl
Wolhurst, Colo., Den. & Rio G
Wollaston, Mass.,
N.Y. New Hav. & Hart
Wolseley, Sask., Can. Pac
Wolsey, S.D.,
Chicago, Mil. & St. P (a)
" North-West. Line (b)
(a) and (b) about ½ mi. apart
Wolston, Mich.,
Pere Marquette
Wolton, Wyo., No-West. Line
Wolverine,
Cheboygan Co., Mich.,
Michigan Central
Wolverine,
Houghton Co., Mich.,
Keweenaw Central
Wolverton, Ark.,
Blythev. B. & Miss. Riv†
Wolverton, Minn., Gt. North
Wolverton, Mo., Frisco Sys
Wolverton, Ont., Can. Pac
Wolverton, Pa., Penna
Womac, Ill., Chic. & Alton (a)
" Macoupin County (b)
(a) and (b) about ½ mile apart
Womack, La.,
Tremont & Gulf
Womacks, Ark.,
Kansas City Southern
Woman River, Ont.,
Canadian Pacific
Womble, Ark.,
Gurdon & Ft. Smith
Womelsdorf, Pa., Phila. & R
Wommer, Mo., Frisco Sys
Wonewoc, Wis.,
North Western Line
Wood, Ark., St. L. I. Mt. & So
Wood, Ga.,
Brunswick & Birm
Wood, Md., Balt. & Ohio
Wood, Mich., Lk. Sh. & M. So
Wood, O., Hocking Valley
Wood, Pa., Baltimore & Ohio
Wood, Tex.,
Gulf, Colo. & Santa Fe*
Wood, Va.,
Car. Clinch. and Ohio
Woodard, Me., Can. Pacific
Woodard, N.Y.,
N.Y. Cent. & Hud. Riv
Woodard, Tenn.,
Tennessee Central
Woodard, Tex.,
St. Louis South-west
Woodard's Crossing, N.Y.,
Pennsylvania
Wood Bay, Manitoba,
Canadian Pacific
Woodbay, W.Va., Virginian
Woodberry, Md., Penna
Woodbine, Ga.,
Seaboard Air Line
Woodbine, Ill., Chic. Gt. W
Woodbine, Ia.,
Illinois Central (a)
" North West. Line (b)
Woodbine, Kan.,
Chicago, Rk. Isl. & Pac
Woodbine, Ky., Lv. & Nash
Woodbine, Md., Balt. & Ohio
Woodbine,
Cape May Co., N.J.,
Atlantic City (a)
" Pennsylvania (b)
(a) and (b) 1½ miles apart
Woodbine, N.Y., N.J. & N.Y
Woodbine, Chester Co., Pa.,
Pennsylvania
Woodbine, York Co., Pa.,
Maryland & Penna
Woodbine, Tex.,
Missouri, Kan. & Tex
Woodbine Junction, N.J.,
Pennsylvania
Woodboro, Wis.,
Minn. St. P. & St. Ste. M
Woodbourne, Bucks Co., Pa.,
Phila. & Reading
Woodbridge, Cal., So. Pac
Woodbridge, N.J.,
Cent. of New Jersey (a)
" Pennsylvania (b)
" Philadelphia & Read†
Called Sewaren on Central of New Jersey
(a) and (b) 1 mile apart
Woodbridge, Ont., Can. Pac
Woodbridge Junction, N.J.,
Cent. of New Jersey (a)
" Pennsylvania (a)
" Philadelphia & Read†
Woodbrook, Md.,
Maryland & Penna
Woodburn, Walker Co., Ga.,
Chattanooga South
Woodburn, Ind., Wabash
Woodburn, Ia., Burl. Route
Woodburn, Ky., Lv. & Nash
Woodburn, N.S., Intercol
Woodburn, Ore., So. Pacific
Woodburne, Pa.,
Lehigh Valley
Woodbury, Ga.,
Atlanta, Birm. & Atl
" Macon & Birming (a)
" Southern (b)
(a) and (b) adjacent
Woodbury, Ill., Vandalia
Woodbury, Mich.,
Chicago, Kal. & Sag (a)
" Pere Marquette (a)
Woodbury, N.J., Penna
Woodbury, N.Y., Erie
Woodbury Granite Comp'y
Vt., Hardwick & Wood
Woodbury Heights, N.J.,
Pennsylvania
Woodbury's, Mass.,
Boston & Maine
Woodcliff, Ga.,
Sylvania & Girard
Woodcliffe, Neb.,
Burlington Route
Woodcliff Lake, N.J.,
New Jersey & New York
Woodcove, Pa., Cumb. Val
Woodcrest, Cal.,
Los Ang. & Redondo (El)
" Pacific Electric
Wooddale, Del., Balt. & Ohio
Wooddale, Ill., Ch. M. & St. P
Woodell, Pa., Balt. & Ohio
Woodensburg, Md.,
Western Maryland
Woodfern, N.J.,
Central of New Jersey
Woodford, Ill., Illinois Cent
Woodford, S.C.,
Seaboard Air Line
Woodford, W.Va.,
Baltimore & Ohio
Woodford, Wis., Ill. Central
Woodford's, Me.,
Boston & Maine (a)
" Maine Central (a)
Woodford's, N.F.,
Reid Newfoundland
Woodhaven, La.,
New Orl. Natalbany & N
Woodhaven, N.Y., Long Isl
Woodhaven, Tenn.,
Louisville & Nashville
Woodhaven Junction, N.Y.,
Long Island
Woodhead, Tex.,
Houst. Fostoria & No
Wood Hill, Pa.,
Pennsylvania
Woodhouse,
Lycoming Co., Pa.,
N.Y. Cent. & Hud. River
Woodhull, Ill., Burl. Route
Woodhull, N.D.,
Chicago, Mil. & St. Paul
Woodhull, Wis., No. W. Line
Woodin, Ark.,
St. Louis, Iron Mt. & So
Woodin, Mont.,
Oregon Short Line
Woodington, O.,
Pitts. Cin. Chic. & St. L
Woodinville, Wash.,
Northern Pacific
Wood Island, Mass.,
Bost. Rv. Beach & Lynn
Wood Island, P. E. I.,
Prince Edward Island
Wood Lake, Mich., G. R. & I
Wood Lake, Minn.,
Minneapolis & St. Louis
Wood Lake, Neb., N.W. Line
Woodland, Cal., So. Pacific
Woodland, Colo.,
Colorado Midland
Woodland, Fla.,
Florida East Coast
Woodland, Ga.,
Atlanta, Birm. & Atl
Woodland, Ill., Ch. and E. Ill
Woodland, Ky., Lv. & Nash
Woodland, —— Co., La.,
New Orleans Southern
Woodland, St. John Co., La.,
Yazoo & Miss. Valley
Woodland, Mass.,
Boston & Albany
Woodland, Me.,
Washington County
Woodland, Mich.,
Chic. Kal. & Saginaw
Woodland, Minn.,
Minn. St. P. & Slt. Ste. M
Woodland, Miss.,
New Orl. Mobile & Chic
Woodland, Marion Co., Mo.,
Burlington Route
Woodland, St. Louis Co., Mo.,
Wabash
Woodland, N.J., Atl. City
Woodland, N.C.,
Seaboard Air Line
Woodland, Mahoning Co., O.,
Pennsylvania Co
Woodland, Union Co., O.,
Erie
Woodland, Clearfield Co., Pa.,
N.Y. Cent. & Hud. R (a)
" Pennsylvania (b)
Woodland, McKean Co., Pa.,
Pennsylvania
Woodland,
Thurston Co., Wash.,
Northern Pacific
Woodland, W.Va., B. & O
Woodland, Wis., Ch. M. & St. P
Woodland Hills, O.,
N.Y. Chic. & St. Louis
Woodland Junction, Ill.,
Chicago and East. Ill
Woodland Junction, Me.,
Washington County
Woodland Mills, Tenn.,
Nash. Chatt. & St. Louis
Woodlands, Manitoba,
Canadian Northern
Woodlands,
Westchester Co., N.Y.,
N.Y. Cent. & Hud. River
Woodlands, Que.,
N.Y. Cent. & Hud. River
Woodlene, N.J., Penna
Woodlane, Pa.,
Philadelphia & Reading
Woodlawn, Ala.,
Alabama Gt. Southern
" Central of Georgia (a)
" Louisville & Nash (b)
" Southern (a)
(a) and (b) about 1½ miles apart
Woodlawn, Idaho,
Spok. & Inland Empire
Woodlawn, Cook Co., Ill.,
Chic. Cin. & Louisv (a)
" Illinois Central (a)
Called Woodlawn Park on I. C
Woodlawn,
Jefferson Co., Ill.,
Burlington Route (a)
" Louisville & Nashv (b)
(a) and (b) ½ mile apart
Woodlawn, Ky., Lv. & Nash
Woodlawn, Mich.,
Escanaba & Lake Sup
Woodlawn, Minn.,
Chicago Great Western
Woodlawn, Mo., Missouri Pac
Woodlawn, Neb.,
Burlington Route
Woodlawn,
New York Co., N.Y.,
N.Y. C. & Hud. River (a)
" N.Y. N. H. & Hart (a)
Woodlawn, N.C.,
Atlantic Coast Line
Woodlawn, O., Cin. Ham. & D
Woodlawn, Pa., Pitts. & Lk. E
Woodlawn, R.I.,
Moshassuck Valley (a)
" N.Y. New Hav. & H (a)
Woodlawn, S.C.,
Charleston & West Car
Woodlawn, Tex., Tex. & Pac
Woodlawn, Wash.,
Northern Pacific
Woodlawn Junc., Ala.,
Alabama Gt. South (a)
" Southern (a)
Woodlawn Junction, N.Y.,
N.Y. New Hav. & Hart
Woodlawn Park, Ill.,
Chic. Cin. & Louisv (a)
" Illinois Central (a)
Called Woodlawn on C. C. & L
Woodleaf, N.C., Southern
Woodleigh, Pa.,
West Side Belt
Woodley, N.C., Norf. & South
Woodleys, Ia., Illinois Cent
Woodlief, Kan.,
Atch. Top. & Santa Fe
Woodlin, Mont., No. Pacific
Woodlyn, Pa., Balt. & Ohio
Woodman, Mich.,
Pere Marquette
Woodman, Wis.,
Chic. Mil. & St. Paul (a)
" North-West. Line (b)
(a) and (b) adjacent
Woodmansie's, Wash.,
Port Townsend South
Woodmansie, N.J.,
Central of New Jersey
Woodmere, Mich., Mich. Cent
Woodmere, N.Y., Long Isld
Woodmere, Ore.,
Portland Ry. L. & P. Co
Woodmont, Ct., N.Y. N.H. & H
Woodmont, Pa.,
Ph. Newtown & N.Y
Woodmont, W.Va.,
Baltimore & Ohio
Woodmore, N.C.,
Virginia & Carolina So
Wood Mountain, Colo.,
Denver, Boulder & West
Woodnorth, Manitoba,
Canadian Northern
Wood Park, La.,
New Orleans Southern
Wood Park, Neb.,
Burlington Route
Woodridge, Manitoba,
Canadian Northern
Woodridge, N.J., N.J. & N.Y
Wood River, Ill.,
Chicago & Alton
" Chic. Peoria & St. Louis
" Illinois Terminal
Wood River, Neb., Union Pac
Wood River Junc., R.I.,
N.Y. N.H. & H (a)
" Wood River Branch (a)
Woodroffe, Surrey Co., N.C.,
Southern
Woodruff, N.Y., Lehigh Val
Woodrow, Pa.,
Wab. Pittsburg Term
Woodrow, W.Va.,
Western Maryland
Woodruff, Ala., Lv. & Nash
Woodruff, Ark.,
St. L. Iron Mt. & South
Woodruff, Colo., At. T. & S. F
Woodruff, Idaho,
Oregon Short Line
Woodruff, Cook Co., Ill.,
Illinois Central
Woodruff, McLean Co., Ill.,
Cleve. Cin. Chic. & St. L
Woodruff, Kan.,
Burlington Route
Woodruff, Platte Co., Mo.,
Chicago Great Western
Woodruff, N.Y.,
Lehigh Valley
Woodruff, N.D., North. Pac
Woodruff, S.C.,
Charleston & West Car
Woodruff, Wash.,
Great Northern
Woodruff, W.Va.,
Baltimore & Ohio
Woodruff Junction, Wis.,
Chicago, Mil. & St. Paul
Woodruff, Wis.,
North-Western Line
Woodruff's, N.J.,
Central of New Jersey
Woodruff's Gap, N.J.,
Lehigh & Hudson Riv
Wood Run, Pa., Penna
Woods, Ct.,
N.Y. New Hav. & Hart
Woods, Ga.,
Atlanta, Birm. & Atl
Wood's, Ill., Burl. Route
Wood's, Randolph Co., Ind.,
Grand Rapids & Ind
Woods, Ky.,
Chesapeake & Ohio
Wood's, La., Ark. La. & Gulf
Woods, Manitoba,
Canadian Pacific
Woods, N.Y.,
N.Y. Ontario & Western
Wood's, N.D., North. Pacific
Wood's, O., Cin. Ham. & Day
Wood's, Pa.,
Bessemer & Lake Erie
Woods, Va., Ches. & Ohio
Woods, W.Va.,
Kanawha & Michigan
Woodsboro, Md., North. Cent
Woodsboro, Tex.,
St. L. Brownsv. & Mex
Wood's Branch, Del., Penna
Woodsburgh, N.Y., Long Isl
Wood's Corners, Mich.,
Det. Gd. Rap. & West
Wood's Cross, Utah,
Den. & Rio Grande (a)
" Oregon Short Line (b)
(a) and (b) about 1 mi. apart
Woods Crossing, Cal.,
A.T. & S.F., Coast Lines*
Woodsdale, N.C.,
Norfolk & Western
Woodsdale, O.,
Cin. Ham. & Dayton

Woodsdale Park, O., Cin. Ham & Dayton
Wood's Falls, N.Y., Rutland
Woodsfield, O., Ohio River & Western
Woods Harbor, N.S., Halifax & Southwest
Wood's Hole, Mass., N.Y. New Hav. & Hart
Woodside, Del., Penna
Woodside, Jefferson Co., Ky., Louisville & Nashville†
Woodside, Kenton Co., Ky., Cin. New Orl. & Tex. Pac
Woodside, La., Texas & Pacific
Woodside, Manitoba, Canadian Northern (a)
" Canadian Pacific (a)
Woodside, Md., Balt. & Ohio
Woodside, Mich., Copper Range
Woodside, Mont., No. Pacific
Woodside, N.J., Erie
Woodside, Queens Co., N.Y., Long Island
Woodside, Westchester Co., N.Y., N.Y. New Hav. & Hart
Woodside, N.C., Atl. Coast L
Woodside, O., Toledo & Ohio Central
Woodside, Dauphin Co., Pa., Pennsylvania
Woodside, Utah, Denver & Rio Grande
Woods Lake, N.Y., N.Y. Cent. & Hud. River
Woodslane, Va., Richmond, Fred. & Pot
Woodslee, Ont., Mich. Cent
Woods Mill, N.Y., N.Y. Auburn & Lansing
Wood's Mill, Pa., Tionesta Valley
Woodson, Saline Co., Ark., St. Louis, Iron Mt. & So
Woodson, Ill., Chic. & Alton
Woodson, Tenn., Louisville & Nashville
Wood Springs, Ark., St. Louis, Iron Mt. & So
Wood Spur, Mich., Chic. Mil. & St. Paul
Wood's Run, Pa., Penna Co
Wood Station, Ont., Can. Atl
Woodstock, Ala., Alabama Gt. Southern
Woodstock, Colo., Colorado & Southern
Woodstock, Cherokee Co., Ga., Louisville & Nashville
Woodstock, Ill., North-Western Line
Woodstock, Md., Balt. & Ohio
Woodstock, Mich., Lake Shore & Mich. So
Woodstock, Minn., North-Western Line
Woodstock, Mo., Wabash
Woodstock, N.B., Can. Pac
Woodstock, N.H., Bost. & Me
Woodstock, O., Pitts. Cin. Chic. & St. L
Woodstock, Ont., Can. Pac (a)
" Grand Trunk (b)
(a) and (b) 1¼ miles apart
Woodstock, Ore., So. Pacific
Woodstock, Pa., Cumberland Valley
Woodstock, S.C., Southern
Woodstock, Tenn., Illinois Central
Woodstock, Vt., Woodstock
Woodstock, Va., Southern
Woodstock, W.Va., Ohio Central Lines
Woodstock No. 1, Ga., Chattanooga Southern
Woodstock No. 2, Ga., Chattanooga Southern
Woodstock Road, N.B., Canadian Pacific
Woodston, Kan., Mo. Pacific
Woodstown, N.J., Penna
Woodsville, N.H., Montp. & Wells Riv
Woodvale, Huntingdon Co., Pa., East Broad Top
Woodvale, McKean Co., Pa., Pennsylvania
Woodville, Ala., Southern
Woodville, Fla., Seaboard Air Line
Woodville, Ga., Georgia
Woodville, Ill., Burl. Route
Woodville, Carroll Co., Ind., Vandalia
Woodville, Porter Co., Ind., Baltimore & Ohio
Woodville, Ky., Ill. Central
Woodville, Md., Wash. Pot. & Chesa
Woodville, Bay Co., Mich., Michigan Central
Woodville, Newago Co., Mich., Pere Marquette
Woodville, Miss., Yazoo & Miss. Valley
Woodville, Mont., Gt. North
Woodville, Neb., Union Pac
Woodville, N.J., Cent. of N.J
Woodville, O., Lk. Shore Elec
" Pennsylvania Co
Woodville, Okla., Frisco Sys
Woodville, Ont., Gd. Trunk
Woodville, Ore., So. Pacific
Woodville, Alleg. Co., Pa., Pitts. C. & Yough (a)
" Pitts. Cin. C. & St. L (a)
Woodville, Potter Co., Pa., New York & Penna
Woodville, R.I., Wood River Branch
Woodville, S.D., Burl. Route
Woodville, Tex., Tex. & N. Or
Woodville, Wis., North-Western Line
Woodward, Ala., Frisco Sys
" Illinois Central
" Louisville & Nashville
" Queen & Cres. Route
" Southern
Woodward, Ind., Wabash
Woodward, Ia., Chic. Mil. & St. Paul (a)
" Inter-Urban (El) (b)
(a) and (b) about ¼ mile apart
Woodward, Mich., Detroit, Tol. & Ironton
Woodward, Okla., Atch. Top. & Santa Fe
Woodward, Pa., Balt. & Ohio
Woodward Junction, Ala., Louisville & Nashville
Woodward's, Fairfield Co., S.C., Southern
Woodwards, Wash., Spok. & Inland Empire
Woodworth, La., St. L. Wat. & Gulf (a)
" Woodw. & La. Cent (b)
(a) and (b) adjacent
Woodworth, Manitoba, Canadian Northern
Woodworth, N.B., Salisbury & Harvey
Woodworth, O., Youngstown & South
Woodworth, Wis., North-Western Line
Woodyard, Ill., Cleve. Cin. Chic. & St. L
Woody Creek, Colo., Denver & Rio Grande
Wooglin, N.Y., Jamest. Chaut. & Lk. E
Wooland, Tex., Kan. City, Mex. & Orient
Wooldridge, Mo., Missouri Pacific
Wooldridge, Va., Norfolk & Western
Wooley, Ariz., Phoenix & Eastern
Wooleys, Ark., Mo. Pacific
Wooleys, Ga., Nashv. Chat. & St. L
Woolfolk, Ala., Louisville & Nashville
Woolridge, W. Va., West Virginia & South
Woolsey, Ark., Frisco Sys
Woolsey, Cal., No. West. Pac
Woolsey, Ga., Southern
Woolsey, Nev., So. Pacific
Woolson, Ia., Burl. Route
Woolstock, Ia., North-Western Line
Woolton, O., Pitts. Cin. Chic. & St. L
Woolwich, Me., Maine Cent
Woolworth, Miss., Mississippi Central
Woonsocket, R.I., N.Y. New Hav. & Hart
Woonsocket, S.D., Chicago, Mil. & St. Paul
Woonsocket Junction, R.I., N.Y. New Hav. & Hart
Wooster, Mich., Pere Marq
Wooster, O., Balt. & Ohio (a)
" Pennsylvania Co (b)
(a) and (b) about ¾ mi. apart
Woosung, Ill., Illinois Cent
Wootan, Tex., Hous. & Tex. C
Wooten, N.M., El Paso & S.W. System
Wootens Mill, Fla., Florida Central
Wootters, Tex., Internat. & Gt. North
Wootton, Colo., Atch. Top. & Santa Fe
Worcester, Mass., Boston & Albany (a)
" Boston & Maine (a)
" N.Y. New Hav. & H (a)
Worcester, N.Y., Del. & Hud
Worcester, Wis., Minn. St. P. & Slt. Ste. M
Worden, Ill., Litchfield & Madison (a)
" Wabash (b)
(a) and (b) about ½ mi. apart
Worden, Mont., North. Pac
Worden, Ore., South. Pacific
Worden, Wood Co., Wis., Chicago, Mil. & St. Paul
Wordens, Mich., Grand Rapids & Ind
Wordsville, Ga., Gulf Line
Workman, Cal., San Fed. Los Ang. & S. Lk
Workmans, Minn., No. Pac
Workmans, O., Penna. Co
Worland, Mo., Kansas City South (a)
" Missouri Pacific (b)
(a) and (b) about ¼ mi. apart
Worland, Wyo., Burlington Route
Worley, Ky., Kentucky & Tennessee
Worley, W.Va., Ches. & Ohio
Woronoco, Mass., Boston & Albany
Worsham, Tex., Houston & Texas Cent
Worstville, O., N.Y. Chicago & St. L
Wortendyke, N.J., N.Y. Susq. & Western
Worth, Ga., Georgia So. & Fla (a)
" Gulf Line (a)
Worth, Ill., Wabash
Worth, Mich., Mich. Central
Worth Minn., Gt. North (a)
" Northern Pacific (a)
Called Dayton on N. P
Worth, Mo., Burl. Route
Worth, Center Co., Pa., Pennsylvania
Worth, Worth Co., Pa., Baltimore & Ohio
Wortham, Ark., Prescott & Northwest
Wortham, La., New Orleans Gt. North
Wortham, Miss., Gulf & Ship Island
Wortham, Tex., Houston & Texas Cent
Worthen, Ark., St. Louis, Iron Mt. & So
Worthen, Wash., Bel. Bay & British Col
Worth House, N.Y., Albany Southern (El)
Worthing, S.D., Chicago, Mil. & St. Paul
Worthington, Ind., Evansv. & Indianap (a)
" Vandalia (a)
Worthington, Ia., Chicago, Mil. & St. Paul
Worthington, Minn., Chic. Rk. Isl. & Pac (a)
" North-West. Line (b)
(a) and (b) ¾ mile apart
Worthington, Mo., Iowa & St. Louis
Worthington, N.Y., N.Y. Cent. & Hud. Riv
Worthington, O., Cl. Cin. Chic. & St. L (a)
" Pennsylvania Co (b)
(a) and (b) adjacent
Worthington, Ont., Can. Pac
Worthington, W.Va., Baltimore & Ohio
Worthington Quarry, Ala., Queen & Cres. Route
Worthington Springs, Fla., Atlantic Coast Line
Worthville, Ky., Carrollton & Worth (a)
" Louisville & Nashv (a)
Worthy, Ind., Ch. and E. Ill
Wortman Run, Pa., Baltimore & Ohio
Wortmans, Colo., Colorado & Southern
Worton, Md., Pennsylvania
Woys, Pa., Baltimore & Ohio
Woytych, Md., Wash. Balt. & Annap. El
Wrapes, Ark., St. Louis South-west
Wray, Colo., Burl. Route
Wray, Irwin Co., Ga., Atlanta, Birm. & Atl
Wrays, Polk Co., Ga., Central of Georgia
Wrays Hill, Pa., East Broad Top
Wreck House, N.F., Reid Newfoundland
Wreck Lead, N.Y., Long Isl
Wreford, Kan., Missouri, Kan. & Texas
Wren, Ia., Illinois Cent
Wren, O., Erie
Wrencoe, Idaho, Great Northern
Wrenn, Ore., South. Pacific
Wrenn, Va., Atl. & Danville
Wrenn, Wis., Wis. & Mich
Wrens, Ga., Augusta South
Wren's, Ore., Corvallis & Eastern
Wrenshall, Minn., No. Pac
Wrentham, Mass., N.Y. New Hav. & Hart
Wrentham, Ore., Great So
Wright, Cal., No. West. Pac
Wright, Ill., Illinois Cent
Wright, Ia., Iowa Central (a)
" North-West. Line (b)
Wright, Kan., Atch. Top. & Santa Fe
Wright, Bourbon Co., Ky., Louisville & Nashville
Wright, La., Louisiana & Arkansas
Wright, Minn., No. Pacific
Wright, Miss., Yazoo & Miss. Valley
Wright, Mo., Wabash
Wright, Nev., Southern Pacific
Wright, N.C., Atl. Coast Line
Wright, Tenn., Southern
Wright, Tex., Texas State
Wright, Wash., North. Pac
Wright, W. Va., Chesapeake & Ohio
Wright, Wis., North-Western Line
Wrightland, Ark., St. Louis, Iron Mt. & So
Wright's, Cal., South. Pacific
Wright's, Greene Co., Ill., Burlington Route
Wright's, Ind., Pitts. Cin. Chic. & St. L
Wrights N.J., Raritan River†
Wrights, Niagara Co., N.Y., International (El)
Wrights, Washington Co., N.Y., Delaware & Hudson
Wright's, O., Hocking Valley
Wrights, Clearfield Co., Pa., Buffalo, Roch. & Pitts
Wright's, McKean Co., Pa., Pennsylvania
Wrights, Va., Norf. & West
Wrights, Wash., Spokane, Port. & Seat
Wrightsboro, N.C., Atlantic Coast Line
Wright's Place, Okla., Mo. Kans. & Texas
Wright's Siding, N.J., Raritan River†
Wright's Siding, Ont., Niag. St. Cath. & Tor (El)
Wrightstown, N.J., Pemb. & Hightstown
Wrightstown, Wis., North-Western Line
Wrightsville, Ark., St. Louis, Iron Mt. & So
Wrightsville, Ga., Wrightsville & Tennille
Wrightsville, Ore., Central of Oregon
Wrightsville, Pa., Penna
W. & T. Junction, Ga., Wrightsville & Tennille
Wrightsville Bridge, Pa., Pennsylvania
Wrigley, Ky., Morehead & North Fork
Wroxeter, Ont., Can. Pacific
Wuffin, Miss., Gulf & Ship Island
Wunpost, Cal., So. Pacific
Wurno, Va., Norf. & West
Wurtemburg, Pa., Baltimore & Ohio
Wurtland, Ky., Ches. & Ohio
Wurtsboro, N.Y., N.Y. Ontario & West
Wuzi, Miss., Gulf & Ship Island
Wyaconda, Mo., Atch. Top. & Santa Fe
Wyalusing, Pa., Lehigh Val
Wyalusing, Wis., Burlington Route
Wyandanch, N.Y., Long Island
Called also West Deer Park
Wyandot Junction, O., C. & M. V (Pa. Lines) (a)
" Columbus & South (a)
Called Wyandotte on C. & M. V
Wyandotte, Ark., St. L. Iron Mt. & South
Wyandotte, Ky., Lexington & Eastern
Wyandotte, Mich., Detroit & Tol. Shore L†
" Detroit, Tol. & Iron (a)
" L. Shore & Mich. So (b)
" Michigan Central (c)
(a) about 50 yards from (b) and (c)
(b) and (c) adjacent
Wyandotte, O., C. & M. V (Penna. L) (a)
" Columbus & South (a)
Called Wyandot Junction on C. & S
Wyandotte, Okla., Frisco Sys
Wyanet, Ill., Burl. Route (a)
" Chic. Rk. Isl. & Pac (b)
(a) and (b) about 1 mi. apart
Wyano, Pa., Pennsylvania
Wyatt, Ind., Wabash
Wyatt, La., Chicago, Rk. Isl. & Pac
Wyatt, Miss., Yazoo & Miss. Valley
Wyatt, Mo., St. Louis South-west
Wyatt, Tex., Gulf, Colo. & Santa Fe*
Wyckles, Ill., Wabash
Wyckoff, Lyon Co., Kan., Missouri, Kansas & Tex
Wycliffe, B.C., Canadian Pacific
Wycombe, Bucks Co., Pa., Phila. & Reading
Wycombe, Delaware Co., Pa., Pennsylvania
Wydeck, Tex., Caro Northern
Wyebrooke, Pa., Penna
Wye Mills, Md., Maryland, Del. & Va
Wyeth, Mo., Chic. Gt. West
Wyeth, Ore., Ore. RR. & N. Co
Wyeth City, Ala., Nash. Chatt. & St. L
Called also Gunterville
Wyevale, Ont., Grand Trunk
Wyeville, Wis., North-Western Line
Wykega, O., Pitts. Cin. Chic. & St. L
Wykoff, Labette Co., Kan., Frisco System
Wykoff, Minn., Chic. M. & St. P
Wykoff, N.J., N.Y. Susq. & W
Wylam, Ala., Birmingham South†
Wyland, Pa., Balt. & Ohio
Wylie, Minn., Gt. Northern
Wylie, Ont., Can. Pacific
Wylie, Pa., Pitts. & Lk. Erie
Wylie, S.C., Seaboard Air Line
Wylie, Tex., Gulf, Colo. & S. Fe* (a)
" St. Louis South-west (b)
(a) and (b) ¼ mile apart
Wylies, Mich., Manistee & North-east
Wylies, O., P. C. C. & St. L
Wylly, Fla., Seab. Air Line
Wyman, Ia., Burl. Route
Wyman, Mich., Pere Marquette
Wyman, Minn., Duluth & Iron Range
Wyman, Que., Canadian Pac
Wymola, Ariz., So. Pacific
Wymore, Neb., Burl. Route
Wynaco, Wash., North. Pac
Wyncote, Wyo., Burl. Route
Wyndal, W.Va., Ches. & Ohio
Wyndale, Va., Norf. & West
Wyndmere, N.D., M. St. P. & Slt. Ste. M (a)
" Northern Pacific (a)
Wyndmoor, Pa., Ph. & Read
Wynkoop, Ind., Vandalia
Wynnette, Ala., Louisville & Nashville
Wynndel, B.C., Bedlington & Nelson (a)
" Canadian Pacific (a)
Called Wilkes on B. & N
Wynne, Ark., St. Louis, I. Mt. & So
Wynnefield Ave. (Phila) Pa., Pennsylvania
Wynnewood, Okla., Gulf, Colo. & Santa Fe*
Wynnewood, Pa., Penna
Wynona, Okla., Missouri, Kansas & Tex
Wynot, Neb., North Western Line
Wynyard, Sask., Can. Pac
Wyo, Cal., Southern Pacific
Wyocena, Wis., Ch. Mil. & St. P
Wyoga Lake, O., No. O. Trac. & L. Co (El)
Wyola, Mont., Burlington Route

* On the Santa Fe
† For freight only
‡ On the Rock Island System

Wyoming, Del., Penna
Wyoming, Ill.,
Burlington Route (a)
" Chic. R. I. & Pac (b)
(a) and (b) about ¾ mi. apart
Wyoming, Ia., Ch. Mil. & St. P
Wyoming, Mass., Bost. & Me
Wyoming, Mich.,
Keweenaw Central
Wyoming, Minn., North. Pac
Wyoming, Neb., Mo. Pacific
Wyoming Erie Co., N. Y.,
Lehigh Valley
Wyoming,
Wyoming Co., N. Y.,
Buffalo, Roch. & Pitts
Wyoming, O., Cin. Ham & Day
Wyoming, Ont., Gd. Trunk
Wyoming, Pa.,
Del. Lack. & West (a)
" Lehigh Valley (b)
(a) and (b) about 200 yards apart
Wyoming, W. Va.,
Norfolk & Western
Wyoming, Wyo., Un. Pacific
Wyoming Avenue, Pa.,
Pennsylvania
Wyomissing, Pa.,
Philadelphia & Reading
Wysacky, S. C.,
Atlantic Coast Line
Wyside, Pa., Pennsylvania
Wyside Junction, Pa., Penna
Wysox, Ala., Louisv. & Nash
Wysox, Pa., Lehigh Valley
Wytheville, Va., Norf. & West
Wyton, Ont., Grand Trunk
Wyton, Wis., Wis. & Mich
Wytopitlock, Me.,
Canadian Pacific (a)
" Maine Central (a)
Wyuta, Utah, Union Pacific
Wyvern, Ga.,
Louisville & Nashville
Wyville, Wis.,
North-Western Line

X

Xcanatun, Mex.,
United RRs. of Yucatan
Xena, Sask., Gd. Trunk Pac
Xenia, Colo., Burl. Route
Xenia, Ill., Balt. & Ohio So. W
Xenia, Mont., Great North
Xenia, O.,
Cin. Ham. & Day (a
" Pitts. Cin. Ch. & St. L (b)
(a) and (b) about ¼ mi. apart
Xiat, Mex.,
United RRs. of Yucatan
Xico, Vera Cruz, Mex.,
Jalapa & Cordoba
Xmatkuil, Mex.,
United RRs. of Yucatan
Xochihuacan, Mex.,
National of Mexico
Xocopa, Mex., Nat. of Mex
Xocox, Mex., Nat. of Mexico
Xuchiles, Mex.,
Veracruz & Isthmus

Y

Yacht Siding, Ore.,
Portland Ry. L. & P. Co
Yacolt, Wash., North. Pacific
Yadkin, N. C., Southern
Yadkin, Va., Norfolk & West
Yadkin Junction, N. C.,
Seaboard Air Line
Yaeger, Ariz.,
Santa Fe, Presc. & Ph
Yager, Ill.,
Chicago, Mil. & Gary
Yaggy, Ia., Burl. Route
Yaggy, Kan.,
Atch. Top. & Santa Fe
" Missouri Pacific
Yahk, B. C., Canadian Pacific
Yahola, Okla., Midland Val
Yahota, S. D., Minn. & St. L
Yakima, Wash., No. Pacific
Yakt, Mont., Great North
Yalaha, Fla., Atl. Coast Line
Yale, S. C., Canadian Pacific
Yale, Colo., Colorado Mid
Yale, Blaine Co., Idaho,
Oregon Short Line
Yale, Latah Co., Idaho,
Wash. Idaho & Mont
Yale, Ill.,
Cin. Ham. & Dayton
Yale, Ia., Chic. Mil. & St. Paul
Yale, Kan., Missouri Pacific
Yale, Ky., Licking River
Yale, Mich., Pere Marquette
Yale, N. C., Southern
Yale, Okla.,
Atch. Top. & S. Fe (a)
" Missouri Kan. & Tex (b)
(a) and (b) 150 feet apart
Yale, S. C., Southern
Yale, S. D., Great Northern
Yale, Va., Southern
Yalesville, Ct.,
N. Y. New Hav. & Hart
Yalmer, Mich., Marq. & So. E
Yalu, Tenn., Southern
Yam, Cal.,
A. T. & S. F., Coast Lines
Yama, Mo., Frisco System
Yamachiche, Que., Can. Pac
Yamacraw, Ky.,
Kentucky & Tennessee
Yamaska, Que.,
Quebec, Montreal & So
Yamaska East, Que.,
Quebec, Montreal & So
Yamato, Fla.,
Florida East Coast
Yamme, Ala., Atl. Birm. & Atl
Yampa, Colo.,
Denv. N. W. & Pac
Yampai, Ariz.,
A. T. & S. F., Coast Lines
Yancey, Ga., Southern
Yancey, Va., Norf. & West
Yanka, Neb., Union Pacific
Yankee, N. M.,
Santa Fe, Raton & East
Yankee Crossing, O.,
Pennsylvania Co
Yankeetown, O.,
Cincin. Geo. & Ports
Yankton, S. D.,
Chic. Mil. & St. Paul (a)
" Great Northern (b)
" North-West. Line (c)
(a) and (b) about ½ mi. apart
(a) and (c) about ½ mi. apart
(b) and (c) about ¾ mi. apart
Yanton, Ct., Cent. Vermont
Yantic, Mont., Great North
Yaphank, N. Y., Long Island
Yaquina, Ore.,
Corvallis & Eastern
Yara, Minn.,
North Western Line
Yarbo, Sask.,
Grand Trunk Pacific
Yarboro, Tex.,
Gulf, Colo. & Santa Fe
Yarbro, Ark., Frisco System
Yarborough, Miss.,
Yazoo & Miss. Valley
Yarborough, Va.,
Louisville & Nashville
Yardley, Pa., Phila. & Read
Yardley, Wash., No. Pacific
Yardville, N. J., Penna
Yarker, Ont., Bay of Quinte
Yarm, Ala., Southern
Yarmony, Colo.,
Denver, N. W. & Pacific
Yarmouth, Cal. So. Pacific
Yarmouth, Ia.,
Burlington Route
Yarmouth, Me., Gd. Trunk
Yarmouth, Mass.,
N. Y. New Hav. & Hart
Yarmouth, Minn., Gt. North
Yarmouth, N. S.,
Dominion Atl (a) (b)
" Halifax & Southwest (b)
(a) and (b) about ¼ mile apart
Yarmouth, Ont.,
London & Port Stanley
Yarmouth Crossing, Ont.,
Michigan Central
Yarmouth Junction, Me.,
Grand Trunk (a)
" Maine Central (a)
Yarnall, Tex.,
Chic. Rock Isl. & Gulf
Yarnallton, Ky., Lv. & Nash
Yarnell, Mont., Gt. Northern
Yarnell, Ore.,
Southern Pacific
Yarnell, Wis.,
North-Western Line
Yarrow, Mo.,
Iowa & St. Louis
Yaru, Cal., Southern Pacific
Yates, Ala.,
Queen & Cres. Route
Yates, Ga., Southern
Yates, Mich., Michigan Cent
Yates, Mo., Chicago & Alton
Yates, Mont., North. Pacific
Yates, Va., Southern
Yates, W. Va., Balt. & Ohio
Yatesboro, Pa.,
Rural Valley
Yates Centre, Kan.,
Atch. Top. & S. Fe (a)
" Missouri Pacific (b)
(a) and (b) 1¼ miles apart
Yates City, Ill., Burl. Route
Yate's Dock, N. Y.,
N. Y. Cent. & Hud. River
Yatesville, Ga.,
Macon & Birming (a)
" Southern (b)
(a) and (b) about 170 yards apart
Yatesville, Lucerne Co., Pa.,
Cent. of New Jersey (a)
" Delaware & Hud (a)
" N. Y. Susq. & West (b)
(a) and (b) about ½ mile apart
Yautepec, Mex.,
Interoceanic of Mexico
Yaxche, Mex.,
United RRs. of Yucatan
Yaxnic, Mex.,
United RRs. of Yucatan
Yazoo City, Miss.,
Yazoo & Miss. Valley
Yazoo Junction, Miss.,
Yazoo & Miss. Valley
Ybor City, Fla.,
Atlantic Coast Line (a)
" Seaboard Air Line (b)
" Tampa Northern
(a) and (b) about ¾ mi. apart
Yeager, Ill.,
Illinois, Iowa & Minn
Yeager, Okla., Frisco Sys
Yeagertown, Pa., Penna
Yearwood, Ky., Lv. & Nashv
Yeatman, Mo., Missouri Pac
Yeatman Pa., Pennsylvania
Yecapixtla, Mex.,
Interoceanic of Mexico
Yeddo, Ind., Chic. and E. Ill
Yegan, Mont., North. Pacific
Yellek, Ont., Can. Pacific
Yellepit, Wash.,
Spokane, Port. & Seat
Yellow Bank, Cal.,
Ocean Shore
Yellow Bank, Ind.,
Cleve. Cin. Chic. & St. L
Yellow Bayou, La.,
Texas & Pacific
Yellow Brook, N. J., Penna
Yellow Creek, O.,
Pennsylvania Co
Yellow Creek, Tenn.,
Louisville & Nashville
Yellow Grass, Sask.,
Canadian Pacific
Yellow Pine, Ala., Mob. & O
" Washington & Choctaw
Yellow Pine, Ark.,
St. Louis, Iron Mt. & So
Yellow Pine, La.,
Sibley, L. Bisteneau & So
Yellow River, Ia., C. M. & St. P
Yellow Spring, Pa., Phila. & R
Yellow Springs, Md.,
Wash. Fred. & Gettysb
Yellow Springs, O.,
Pitts. Cin. Chic. & St. L
Yellowstone, Idaho,
Oregon Short Line
Yellow Sulphur, Va.,
Virginian
Yellville, Ark.,
St. Louis, Iron Mt. & So
Yelm, Wash., North. Pacific
Also called Yelm Prairie
Yelm Prairie, Wash.,
Northern Pacific
Also called Yelm
Yelston, Cal., South. Pacific
Yelverton, O., C. C. C. & St. L
Yelvington, Fla.,
Florida East Coast
Yemassee, S. C.,
Atlantic Coast Line (a)
" Charleston & W. Car (a)
Yeocome, S. C., Southern
Yeoman's, Ill.,
Chicago & Alton
Yeomans, O.,
Wheeling & Lake Erie
Yeopim, N. C., Norf. & South
Yepomera, Mex.,
Mexico North Western
Yerbanis, Mex., Mex. Inter
Yerger, Miss., Yazoo & Miss. V
Yerkes, Pa., Perkiomen
Yermo, Mex., Mexican Cent
Yesmar, Ala., Louisv. & Nash
Yesso, N. M., A. T. & S. Fe
Yetter, Ia., Illinois Central
Yevairto, Mex., Sin. & Dur
Yewed, Okla.,
Kan. City, Mex. & Orient
Yingling, Ky.,
Louisville & Nashville
Ymir, B. C., Great Northern
Yniestra, Fla., Lv. & Nash
Yoakum, Ore., Ore. RR. & N. Co
Yoakum, Tex.,
San Ant. & Aran. Pas
Yockey, Ind., Ch. Ind. & Lv
Yoder, Ark.,
St. Louis South-west
Yoder, La Grange Co., Ind.,
St. Jos. Vy. Trac (El)
Yoder, —— Co., Ind.,
Ft. Wayne, Cin. & Lv
Yoder, Ia.,
St. Paul & Des Moines
Yoder, Kan., Missouri Pacific
Yoder, Ky., Louisv. & Nash
Yoder Run, Pa.,
Susquehanna & N. Y
Yoe, Pa., Maryland & Penna
Yokena, Miss.,
Yazoo & Miss. Valley
Yolanda, Cal.,
Northwestern Pacific
Yolanda Villa, Cal.,
Northwestern Pacific
Yolande, Ala., Louisv. & Nash
Yolo, Cal., Southern Pacific
Yolo, Wis., No. West. Line
Youah, Ga., Southern
Youcalla, Ore., South. Pacific
Youde, Ont., Gd. Trunk Pac
Yordese, Mex.,
El Oro Mining & Ry. Co
Yonges Island, S. C.,
Atlantic Coast Line
Yonker, Sask.,
Grand Trunk Pacific
Yonkers, Ga.,
Wrightsville & Tennille
Yonkers, N. Y.,
N. Y. Cent. & Hud. Riv
Yorba, Cal.,
A. T. & S. F., Coast Lines
York, Ala.,
Alabama Great So (a)
" Southern (b)
(a) and (b) adjacent
York, Fla., Atl. Coast Line
York, Ill.,
Cin. Ham. & Dayton
York, Minn.,
Duluth & Iron Range
York, Neb., Burl. Route (a)
" North-West. Line (b)
(a) and (b) about ¾ mi. apart
York, Livingston Co., N. Y.,
Pennsylvania
York, St. Lawrence Co., N. Y.,
N. Y. Cent. & Hud. Riv
York, N. D., Great Northern
York, Sandusky Co., O.,
Cleve. Cin. Chic. & St. L
York, Scioto Co., O.,
Balt. & Ohio Southwest
York, Trumbull Co., O.,
Lake Shore & Mich. So
York, York Co., Ont.,
Grand Trunk
York, Pa.,
Maryland & Penna (a)
" Pennsylvania (a)
" Western Maryland (b)
York, P. E. I., Prince Edw. Isl
York, W. Va., Balt. & Ohio
York Beach, Me., Bost. & Me
York Center, N. Y.,
Genesee & Wyoming
Yorketown, N. J., Penna
York Fair Grounds, Pa.,
Pennsylvania
York Farm Junction, Pa.,
Lehigh Valley (a)
" Peoples (b)
(a) and (b) ½ mile apart
York Furnace, Pa., Penna
York Harbor, Me.,
Boston & Maine
York Haven, Pa., No. Cent
Yorklyn, Del., Balt. & Ohio
York Road, Md.,
Baltimore & Ohio
York Road, Pa., West Md
York Run, Pa., Balt. & Ohio
York Run Extension, Pa.,
Baltimore & Ohio
York Run Junction, Pa.,
Baltimore & Ohio
Yorkshire, Ia.,
Chicago, Mil. & St. Paul
Yorkshire, N. Y.,
Buffalo & Susquehanna
Yorkshire, O.,
Cin. Ham. & Dayton
Yorkton, Sask.,
Canadian Pacific
Yorktown, Ind.,
Cleve. Cin. Chic. & St. L
Yorktown, Ia., Burl. Route
Yorktown, O., Penna. Co
Yorktown Pa., Lehigh Val
Yorktown, Tex.,
San Ant. & Aran. Pass
Yorktown Heights, N. Y.,
N. Y. Cent. & Hud. River
Yorkville, Ill., Burl. Route
Yorkville, Mich.,
Michigan Central
Yorkville, O.,
Pennsylvania Co
Yorkville, S. C.,
Car. & No. Western (a)
" Southern (b)
(a) and (b) ¾ mile apart
Yoro, Kan., Missouri Pacific
Yost, O., Baltimore & O (a)
" Zanesville & West (b)
(a) and (b) adjacent
Yost, Okla.,
Atch. Top. & Santa Fe
Yost's, N. Y., N. Y. C. & H. Riv
You Bet, Cal.,
Nevada Co. Nar Gauge
Youcapin, Ark.,
St. Louis, Iron Mt. & So
Youell, Ky., Qu. & Cres. Route
Youens, Tex.,
Gulf, Colo. & Santa Fe
Yough, Pa., Balt. & Ohio
Yough R.R. Junction, Pa.,
Baltimore & Ohio
Yough slope, Pa., Balt. & O
Youill, Manitoba,
Canadian Northern
Youills, Mich.,
Michigan Central
Youkon, Fla., Atl. Coast Line
Youman, Colo., Den. & Rio Gr
Youman's, Fla.,
Atlantic Coast Line
Young, Ind., Evans. & Ter. H
Young, Okla.,
Chicago, Rk. Isl. & Pac
Young, Ore., South. Pacific
Young, Sask.,
Grand Trunk Pacific
Young, Va., Balt. & Ohio
Young America, Minn.,
Minneapolis & St. Louis
Youngblood, Ala.,
Atlantic Coast Line
Youngdale, Pa.,
N. Y. Cent. & Hud. R (a
" Pennsylvania (b)
Called McElhattan on Pennsylvania
(a) and (b) about 1¼ miles apart
Younglove, Fla.,
Atlantic Coast Line
Young's, Ga.,
Central of Georgia
Youngs, Ill., Chicago So+
Young's, Mich., Manistique
Youngs, Miss.,
Gulf & Ship Island
Young's, N. Y., N. Y. Ont. & W
Youngs, O., Norf. & West
Youngs, Pa., Balt. & Ohio
Youngs, Va., Norfolk & West
Young's Cove Road, N. B.,
New Brunswick
Youngsdale Ill., Ill. Central
Youngs Point, Mont.,
Northern Pacific
Youngstown, Fla.,
Atl. & St. Andrews Bay
Youngstown, Ill.,
Burlington Route
Youngstown, Ky., Southern
Youngstown, Mo.,
Iowa & St. Louis
Youngstown, N. Y.,
Niagara Gorge (El)
Youngstown, O.,
Baltimore & Ohio (a
" Erie (a
" Lk. Shore & Mich. So (b
" Pennsylvania Co (c
" Pitts. & Lk. Erie (a) (b
" Youngstown & So (c
(a) and (b) about ¾ mi. apar
(a) and (c) ⅝ mile apart
(a) and (d) ⅝ mile apart
(b) and (c) about 1 mi. apar
(b) and (d) about ¼ mi. apar
(c) and (d) about ½ mi. apar
(e) about ¼ mile from (a), (b), (c) and (d)
Youngstown,
City Crematory, O.,
Baltimore & Ohio
Youngstown Junction, Pa.
Baltimore & Ohio

Youngsville, Pa., Dunk.Alleg.Val.& P (a)
» Pennsylvania (b)
(a) and (b) ¼ mile apart
Youngville, N.C., Seaboard Air Line
Youngwood, Pa., Penna
Yount, N.C., Southern
Younts, Pa., Pennsylvania
Yountville, Cal., So.Pacific
Yowler, Pa., Balt. & Ohio
Yoxall, Colo., Union Pacific
Ypina, Mex., Nat. of Mex
Ypsilanti, Mich., Lk.Shore & Mich.So (a)
» Michigan Central (a)
Ypsilanti, N.D., No.Pacific
Yreka, Cal., Yreka
Ysoloskey, La., Louisiana So
Ysidora, Cal., A.T.& S.F., Coast Lines*
Ysleta, Tex., Gal.Har. & San Ant (a)
» Texas & Pacific (a)
Yturbe, Mex., Nat. of Mex
Yturria, Tex., St. L.Brownsv. & Mex
Yuba City, Cal., Southern Pacific
Yuba Pass, Cal., So.Pacific
Yucca, Ariz., A.T.& S.F., Coast Lines*
Yucca.Tex., Gal.Har.&San A
Yukon, Okla., Chicago, Rk.Isl. & Pac
Yukon, Pa., Pennsylvania
Yukon, Wash., Great North
Yulee, Fla., Seab. Air Line
Yulupa, Cal., South.Pacific
Yuma, Ariz., South.Pacific
Yuma, Colo., Burl.Route
Yuma, Kan., Missouri Pacific
Yuma, Mich., Ann Arbor
Yuma, Tenn., Nashv.C.&St.L
Yuma Heights, Ariz., So.Pac
Yuncu, Mex., United RRs. of Yucatan
Yurecuaro, Mex., National of Mexico
Yutan, Neb., Burl. Route (a)
» Union Pacific (b)
(a) and (b) about ½ mi. apart
Yuta Pass, Cal., So.Pacific
Yuton, Ill., Lake Erie & West
Yxurbe, Mex., Nat. of Mex
Yzabel, Mex., Nacozari

Z

Zabriskie, Cal., Tonopah & Tidewater
Zaca, Cal., Pacific Coast
Zacate, Nuevo Leon, Mex., National of Mexico
Zacate, San Luis Potosi, Mex., National of Mexico
Zacatecas, Zacatecas, Mex., Mex. Nat. Construc. Co
» National of Mexico
Zacatelco, Mex., Mexican
Zacatepec, Mex., Nat. of Mex
Zachary, La., Yazoo & Miss. Valley
Zacharys, Ia., Chic. R.I. & P
Zacoalco, Mex., Nat. of Mex
Zadoc, Ind., Ch. and E.Ill (a)
» Chic. & Wabash Val (a)
Zadoc, Mo., Frisco System
Zaferia, Cal., Pacific Electric
Zago, Mex., Mexican International
Zaleski, O., Balt. & O. So.W
Zalia, W.Va., Pitts.C.C.& St.L
Zalma, Mo., Frisco System
Zamora, Cal., Southern Pac
Zamora, Coahuila, Mex., Coahuila Coal
Zamora, Michoacan, Mex., National of Mexico
Zamora, Sonora, Mex., West Coast Route
Zaners, Pa., Bloomsburg & Sullivan
Zanesfield, O., Toledo & Ohio Central
Zanesville, Ill., Illinois Central
Zanesville, O., Balt. & Ohio (a) (b)
» C.& M.V (Penna.L) (b)
» Cleve. Akron & Col (b)
» Ohio Electric (c)
» Ohio River & West (a)
» Wheeling & Lake E (c)
» Zanesville & West (d)
(a), (b) and (d) adjacent
(c) about 1 mile from (a), (b) and (d)
(e) 1 mile from (e)
(e) about ½ mile from (a), (b) and (d)
Zaneta, Ia., No. West. Line
Zang's Spur, Colo., Burlington Route
Z.& O.R. Junction, O., Balt. & Ohio Southwest
Zanmore, Pa., N.Y.C.& H.R
Zante, Cal., Southern Pacific
Zapotillo, Mex., West Coast Route
Zapotiltic, Mex., Nat. of Mex
Zapotlan, Mex., Nat. of Mex
Zaragoza, Mex., Interoceanic of Mex
Zarah, Kan., At.Top.& S.Fe
Zarleys, Ill., Chic. & Alton
Zarn, Ont., Gd. Trunk Pac
Zarsman's, O., Balt. & Ohio
Zavalla, Tex., Texas & New Orleans
Zavalsa, Mex., Nat. of Mex
Zayante, Cal., South. Pacific
Zealand, N.H., Boston & Maine
Zealand, Ont., Canadian Pac
Zealandia, Sask., Can. No
Zeandale, Kan., Chicago, Rk. Isl. & Pac
Zearing, Ill., Burl. Route (a)
» Chic. Ind. & South (a)
Zearing, Ia., Iowa Central
Zebulon, Ga., Southern
Zebulon, N.C., Norfolk & Southern
Zeda, Ky., Louisv. & Nash
Zediker, Pa., Balt. & Ohio
Zeeland, Mich., Gd. Rap. H. & Chic (El)
» Pere Marquette
Zeeland, N.D., Chicago, Mil. & St. Paul
Zehner's, Pa., Phila. & Read
Zeigler, Ga., Sylvania & Girard
Zeigler, Ill., Chic. Zeigler & Gulf†
» Illinois Central
» St. Louis, Iron Mt. & So
Zeigler, Pa., Stewartstown
Zeigler Junction, Ill., St. Louis, Iron Mt. & So
Zelda, Ky., Ches. & Ohio
Zellenople, Pa., Balt. & Ohio
Zell, Mo., Illinois Southern
Zell, Neb., Burlington Route
Zell, S.D., North-West. Line
Zellobee, Ga., Cent. of Ga
Zellweger, Ariz., Phœnix & Eastern
Zelma, Fla., Seaboard Air Line
Zelma, Ind., South. Indiana
Zelma, Sask., Grand Trunk Pacific
Zelzah, Cal., Southern Pacific
Zempoala, Mex., Mexican
Zenda, Kan., At. Top. & S. Fe
Zenda, Beaver Co., Utah, San Ped. Los Ang. & S. Lk
Zenda, Boxelder Co., Utah, Oregon Short Line (a)
» Southern Pacific (b)
(a) and (b) 3 miles apart
Called Brigham on C. S. L
Zenda, Wis., Chicago, Mil. & St. Paul
Zenets, Sask., Grand Trunk Pacific
Zenida, Ky., Louisv. & Nash
Zenith, Ga., Southern
Zenith, Kan., At. Top. & S. Fe
Zenith, N.D., No. Pac
Zenith, Pa., Pennsylvania
Zenith, Sask., Canadian Pac
Zeno, Pa., Baltimore & Ohio
Zent, Ark., St. L. South-west
Zenzontle, Mex., Nat. of Mex
Zephyr, Ont., Canadian North. Ont
Zephyr, Tex., Gulf, Colo. & Santa Fe*
Zephyr Crossing, Ont., Grand Trunk
Zerath, Tex., Gulf, Colo. & Santa Fe*
Zerba, N.D., North. Pacific
Zeroe, Pa., Phila. & Reading
Zerbel, Mich., Munising
Zerby, Pa., Pennsylvania
Zero, Mont., Northern Pac
Zeta, Cal., Southern Pacific
Zeta, Mo., Frisco System (a)
» St. Louis South-west (a)
Zetella, Ga., Southern
Zetus, Miss., Miss. Cent
Zibilich La., New Orl. So
Zicatepec, Mex., Interoceanic of Mex
Ziegler, Tex., Beaum. Sour Lake & W
Ziegleville, Pa., Perkiomen
Zilla, S.C., Southern
Zilwaukee, Mich., Grand Trunk (a)
» Michigan Central (b)
(a) and (b) adjacent
Zimmer, La., La. Ry. & Nav. Co
Zimmerman, Ala., Southern
Zimmerman, La., Texas & Pacific
Zimmerman, Minn., Great Northern
Zimmerman, Ore., So. Pacific
Zimmerman, Pa., White Deer & Loganton
Zimpazahua, Mex., Jalapa & Cordoba
Zinacantepec, Mex., Toluca & San Juan
Zinc, Ark., St. L. Ir. Mt. & So
Zinfandel, Cal., So. Pacific
Zink, N.C., Southern
Zinzimeo, Mex., Nat. of Mex
Zion, Grant Co., Ky., Louisville & Nashville
Zion, La., Louisiana & Arkansas
Zion, Mich., Pere Marquette
Zion, Neb., No. West. Line
Zion, Center Co., Pa., Cent. of Pennsylvania
Zion, S.C., Raleigh & Charleston
Zion, Va., Ches. & Ohio
Zion City, Ill., No. West. Line
Zion Hill, La., Natchez, Crania & Rus
Zion's Church, Pa., Gettysburg & Harrisb
Zionsville, Ind., Cleve. Cin. Chic. & St. L
Zionsville, Pa., Perkiomen
Zionville, N.B., Intercolonial
Zirconia, N.C., Southern
Zirizicuaro, Mex., National of Mexico
Zita, Tex., Pecos & North. Texas*
Zitacuaro, Mex., National of Mexico (a)
» Zitacuaro & Jocon (a)
Zo, O., Cleve. Cin. Chic. & St. L
Zoar, Mass., Boston & Maine
Zoar (1), Tuscarawas Co., O., Cleve. & Marietta (a)
» Pennsylvania Co (a)
Zoar (2), Tuscarawas Co., O., Wheeling & Lake Erie
Zola, Nev., Southern Pacific
Zola, Sask., Can. Pacific
Zolfo, Fla., Atlantic Coast Line
Zollicoffer Lake, Ia., Chicago, Mil. & St. Paul
Zona, La., New Orleans Great No
Zontecomate, Mex., National of Mexico
Zopilote, Mex., Pan-American
Zorra, Ont., Can. Pac
Zorrilla, Mex., West Coast Route
Zotol, Mex., Nat. of Mex
Zoyacingo, Mex., Interoceanic of Mex
Zuber, Tex., Tex. & Gulf
Zubers (1), Talladega Co, Ala., Central of Georgia
Zubers (2), Talladega Co, Ala., Louisville & Nashville
Zubers, Fla., Atl. Coast Line
Zucksville, Pa., Lehigh Valley
Zula, Mex., Nat. of Mex
Zulch, Tex., Trinity & Brazos Valley
Zuleka, Cal., South. Pacific
Zumbra Heights, Minn., Minneapolis & St. Louis
Zumbro, Pa., Western Maryland
Zumbro, Sask., Grand Trunk Pacific
Zumbro Falls, Minn., Chicago, Mil. & St. Paul
Zumbrota, Minn., Chicago Gt. West (c)
» Chic. Mil. & St. Paul (b)
» North-West. Line (a)
(a) and (b) about ½ mi. apart
Zumpango, Mex., Desague Valle de Mex
Zumwalt, Wash., Oregon RR. & Nav. Co
Zuni, Ala., Seaboard Air Line
Zuni, Bernalillo Co., N.M., A.T.& S.F., Coast Lines*
Zuni, Va., Norfolk & Western
Zuniga, Mex., Nat. of Mexico
Zurich, Kan., Union Pacific
Zurich, Mont., Great North
Zurich, N.Y., Pennsylvania
Zuta, Ga., Southern
Zwicker's, N.S., Halifax & Southwes
Zwingle, Ia., Ch. Mil. & St. P
Zwolle, La., Kansas City Southern
Zyba, Kan., Chic. Rk. Isl. & P
Zylonite, Mass., Boston & Maine

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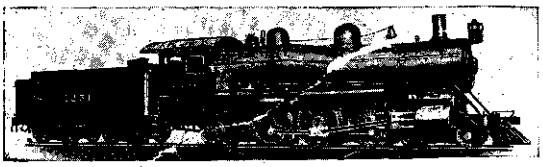

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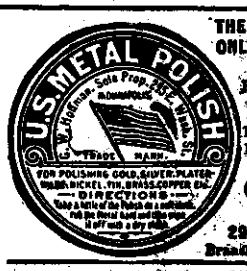

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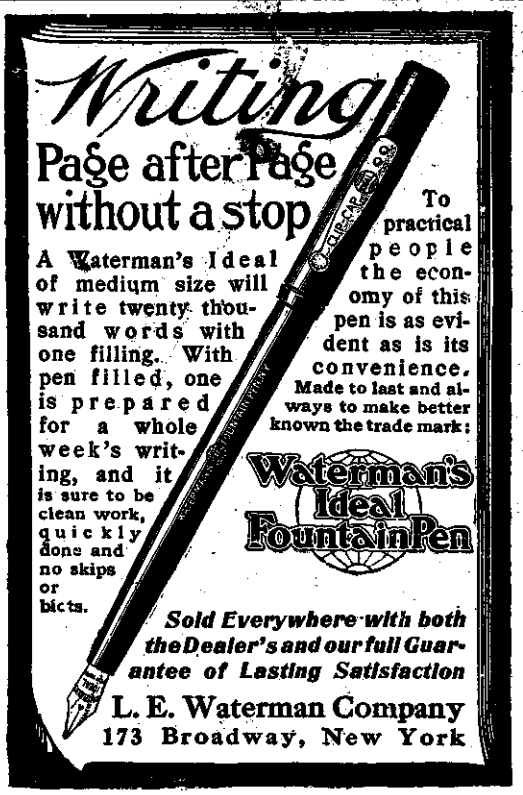

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